

INDEX OF SHEETS 11-06-2015 LETTING ITME 019 STATE OF ILLINOIS

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DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAP ROUTE 631 (IL 102)
SECTION (110) BR
PROJECT : ACF-0631(017)
STRUCTURE REPLACEMENT
KANKAKEE COUNTY

C-93-154-10
IL 102 OVER ROCK CREEK
6.5 MILES NORTHWEST OF BOURBONNAIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110) BR	KANKAKEE	87	1
		ILLINOIS	CONTRACT NO. 66A55	

P-93-010-06
D-93-062-10



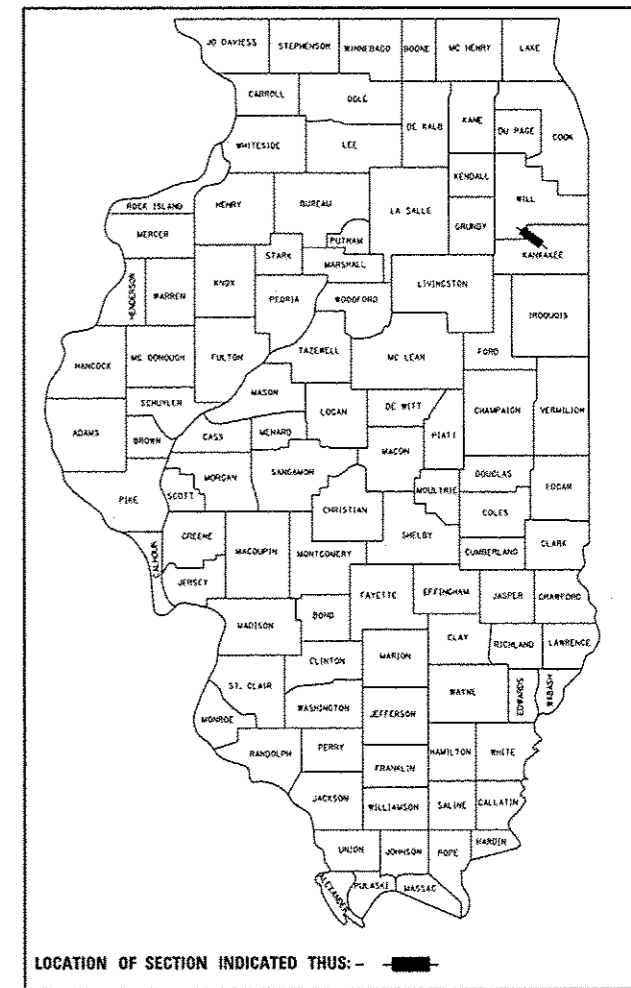
SHEETS 1-21, 76-87

EXPIRATION DATE 11-30-2015
DATE: 08-20-2015



SHEETS 22-75

EXP. DATE: 11-30-2016
DATE: 08-20-2015



LOCATION OF SECTION INDICATED THIS: -

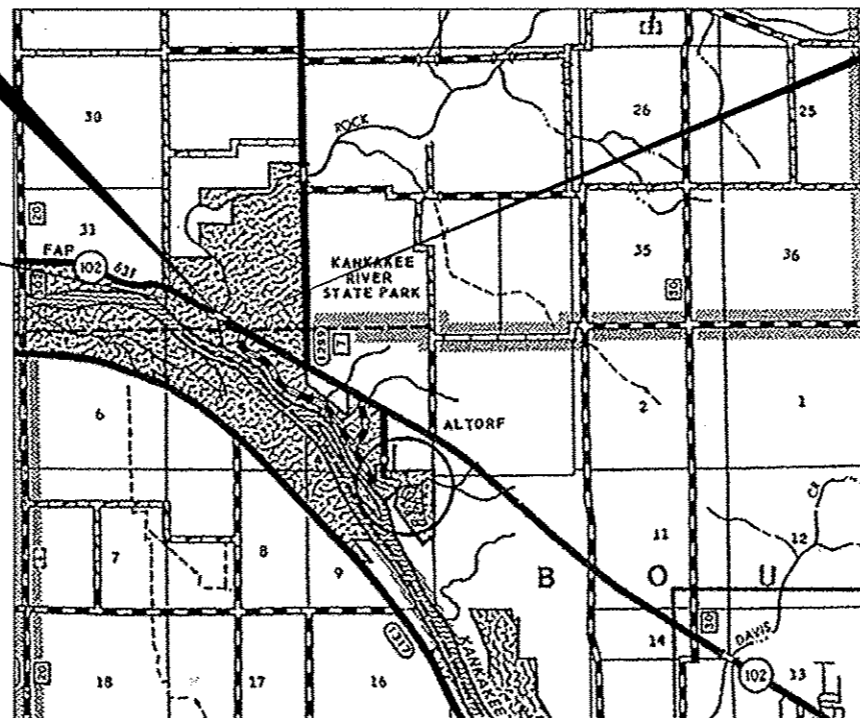
FUNCTIONAL CLASSIFICATION

MINOR ARTERIAL (RURAL)
F.A.P. ROUTE 631 (IL 102)
2012 ADT = 5,600
P.C. = 89.0% S.U. = 6.0% M.U. = 5.0%

EXISTING S.N. 046-0065
STA 444+98.81 TO STA 447+01.37
PROPOSED S.N. 046-0149
STA 444+76.14 TO STA 447+24.14

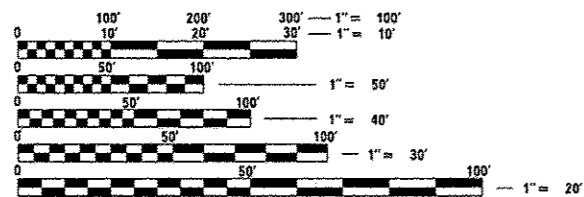
END IMPROVEMENT
STA 451+21.00

BEGIN IMPROVEMENT
STA 443+00.00



LOCATION MAP
NOT TO SCALE

GROSS LENGTH = 821 FT. = 0.155 MILE
NET LENGTH = 821 FT. = 0.155 MILE



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

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

PROJECT ENGINEER: JOSEPH E. KANNEL, P.E.
UNIT CHIEF: MICHELE LINDEMANN, P.E.
DISTRICT 3 NO. (815) 434-6131
CONTRACT NO. 66A55

benesch
engineers · scientists · planners
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450
Job No. 3938.13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED August 24 2015
Paul Lorters
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Oct 2 2015
Dino D. Baranzoli P.E.
ENGINEER OF DESIGN AND ENVIRONMENT
Oct 2 2015
Cher Osman P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

GENERAL NOTES:

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

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK WILL BE INCLUDED IN THE COST OF THE HMA SURFACE.

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

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

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

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

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

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

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

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

- 000001-06
- 001001-02
- 001006
- 280001-07
- 420401-11
- 482001-02
- 515001-03
- 542201-02
- 542301-03
- 602401-03
- 602601-03
- 602701-02
- 604001-04
- 630001-10
- 630201-06
- 630301-06
- 631031-13
- 635006-03
- 635011-02
- 701001-02
- 701006-05
- 701201-04
- 701311-03
- 701901-04
- 780001-05
- 781001-03
- BLR 17-4
- BLR 21-9

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

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

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
AT&T
COMED AN EXELON COMPANY

HIGHWAY STANDARDS

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
AREAS OF REINFORCEMENT BARS
DECIMAL OF AN INCH AND OF A FOOT
TEMPORARY EROSION CONTROL SYSTEMS
BRIDGE APPROACH PAVEMENT CONNECTOR
HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
NAME PLATE FOR BRIDGES
REINFORCED CONCRETE END SECTIONS FOR PIPE CULVERTS
PRECAST REINFORCED CONCRETE FLARED END SECTION
MANHOLE TYPE A
PRECAST REINFORCED CONCRETE FLAT SLAB TOP
MANHOLE STEPS
FRAME AND LIDS TYPE 1
STEEL PLATE BEAM GUARDRAIL
PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS
TRAFFIC BARRIER TERMINAL, TYPE 6
REFLECTOR AND TERMINAL MARKER PLACEMENT
REFLECTOR MARKER AND MOUNTING DETAILS
OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
TRAFFIC CONTROL DEVICES
TYPICAL PAVEMENT MARKINGS
TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
TRAFFIC CONTROL DEVICES - DAY LABOR CONSTRUCTION
TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

COMMITMENTS:

NOTIFY PARK OFFICE PRIOR TO ACCESS.

PLACE TEMPORARY FENCING TO PROTECT MILLSTONE.

NO IN STREAM WORK MAY 1 THROUGH JUNE 30.

TWO LARGE OAK TREES IN SOUTHWEST QUADRANT CLOSE TO THE BRIDGE SHOULD BE PRESERVED.

RESIDENT ENGINEER TO MEET WITH COUNTY AND TOWNSHIP PRIOR TO DETOUR TO INSPECT THE CONDITION OF WARNER BRIDGE ROAD.

A TEMPORARY OCCUPANCY PERMIT HAS BEEN GRANTED BY THE IDNR. ANY PROPOSED MAINTENANCE REPAIRS, OR IMPROVEMENTS IN THE TEMPORARY OCCUPANCY AREA MUST BE REVIEWED AND APPROVED BY THE IDNR SITE SUPERINTENDENT. THIS INCLUDES ANY TREE REMOVAL OR TRIMMING.

TO CONSERVE THE INDIANA AND NORTHERN LONG-EARED BATS, TREES SHALL NOT BE CLEARED FROM APRIL 1 THROUGH SEPTEMBER 30.

HMA MIX DESIGN TABLE

	BOTTOM LIFT HMA SHOULDERS	HMA LEVEL BINDER	HMA SURFACE	TOP LIFT HMA SHOULDERS	HMA BINDER
PG GRADE	PG64-22	PG64-22	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% N50	4.0% N50	4.0% N50	4.0% N50	4.0% N50
MIXTURE COMPOSITION	IL 19.0FG	IL 9.5FG	IL 9.5	IL 9.5	IL 19.0
FRICITION AGGREGATE			MIXTURE D		
DENSITY TEST METHOD	CORES	CORES	CORES	CORES	CORES
MIXTURE WEIGHT	112LB/SQ YD/IN	112LB/SQ YD/IN	112LB/SQ YD/IN	112LB/SQ YD/IN	112LB/SQ YD/IN
QUALITY MANAGEMENT PROGRAM	QC/OA	QC/OA	QC/OA	QC/OA	QC/OA
SUBLOT SIZE	N/A	N/A	N/A	N/A	N/A
LOCATIONS	N/A	N/A	N/A	N/A	N/A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

REVIEWED BY: *Don Bonil*
DISTRICT STUDIES & PLANS ENGINEER

DATE: *August 24, 2015*

EXAMINED BY: *Harold Jung*
DISTRICT CONSTRUCTION ENGINEER

Walter Phillips
DISTRICT MATERIALS ENGINEER

Paul A. Johnson
DISTRICT OPERATIONS ENGINEER

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
			80% FED 20% STATE	BRIDGE 0011 RURAL
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	189	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	25	
20101000	TEMPORARY FENCE	FOOT	887	
20200100	EARTH EXCAVATION	CU YD	260	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	76	
20400800	FURNISHED EXCAVATION	CU YD	419	
20800150	TRENCH BACKFILL	CU YD	69	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	206	
25000300	SEEDING, CLASS 3	ACRE	0.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	45	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45	
25100630	EROSION CONTROL BLANKET	SQ YD	997	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	359	

14
• SPECIALTY ITEM

FILE NAME * 0366495-ent-500-01.dgn	USER NAME *	DESIGNED JRM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN TMB	REVISED -		SCALE: NTS	SHEET 1	OF 7 SHEETS	STA. N/A	TO STA. N/A	631	(110) BR	KANKAKEE	87	3
		CHECKED JNR	REVISED -						CONTRACT NO. 66A55					
		DATE 8/21/2015	REVISED -		ILLINOIS FED. AID PROJECT									

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
			80% FED 20% STATE	BRIDGE 0011 RURAL
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50	
28000305	TEMPORARY DITCH CHECKS	FOOT	16	
28000400	PERIMETER EROSION BARRIER	FOOT	1,157	
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	997	
28001200	TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	359	
28100105	STONE RIPRAP, CLASS A3	SQ YD	28	
28100107	STONE RIPRAP, CLASS A4	SQ YD	353	
28200200	FILTER FABRIC	SQ YD	381	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	11	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	679	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	2	
40600527	LEVELING BINDER (HAND METHOD), IL-9.5FG, N50	TON	2	
40600627	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N50	TON	115	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	13	

• SPECIALTY ITEM

FILE NAME # 0366455-441-500-02.dgn	USER NAME #	DESIGNED JRM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN TMB	REVISED -		SCALE: NTS	SHEET 2 OF 7 SHEETS	STA. N/A	TO STA. N/A	631	1110 BR	KANKAKEE	87	4
		CHECKED JNR	REVISED -						CONTRACT NO. 66A55				
		DATE 8/21/2015	REVISED -		ILLINOIS FED. AID PROJECT								

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
			80% FED 20% STATE	BRIDGE 0011 RURAL
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	128	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	90	
44000100	PAVEMENT REMOVAL	SO YD	342	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	17	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	781	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	
50104400	CONCRETE HEADWALL REMOVAL	EACH	2	
50105220	PIPE CULVERT REMOVAL	FOOT	89	
50200100	STRUCTURE EXCAVATION	CU YD	211	
* 50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	231	
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1	
50300225	CONCRETE STRUCTURES	CU YD	256.2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	517.8	
50300260	BRIDGE DECK GROOVING	SO YD	1.301	

* SPECIALTY ITEM

FILE NAME = 0355455-111-500-83.dgn

USER NAME =	DESIGNED JRM	REVISED -
	DRAWN TMB	REVISED -
PLOT SCALE =	CHECKED JNR	REVISED -
PLOT DATE =	DATE 8/21/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 3 OF 7 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110) BR	KANKAKEE	87	5
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
			80% FED 20% STATE	BRIDGE 0011 RURAL
50300300	PROTECTIVE COAT	SO YD	1.627	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L. SUM	1	
50500505	STUD SHEAR CONNECTORS	EACH	5.634	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	159,280	
51500100	NAME PLATES	EACH	1	
51604000	DRILLED SHAFT IN ROCK	CU YD	13.2	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12	
52100520	ANCHOR BOLTS, 1"	EACH	24	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	12	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	
54215424	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24"	EACH	2	
550A0410	STORM SEWERS, CLASS A, TYPE 2 - 24"	FOOT	156	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	80	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	

• SPECIALTY ITEM

FILE NAME # 0366455-ent-500-84.dgn	USER NAME #	DESIGNED JRM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE. 631	SECTION (110) BR	COUNTY KANKAKEE	TOTAL SHEETS 87	SHEET NO. 6
PLOT SCALE #	CHECKED JNR	DRAWN TMB	REVISED -		SCALE: NTS	SHEET 4 OF 7 SHEETS	STA. N/A	TO STA. N/A	CONTRACT NO. 66A55				
PLOT DATE #	DATE 8/21/2015	REVISOR	REVISED -		ILLINOIS FED. AID PROJECT								
					<i>Rev.</i>								

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
			80% FED 20% STATE	BRIDGE
			0011	
			RURAL	
60218400	MANHOLES, TYPE A, 4' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	
60221100	MANHOLES, TYPE A, 5' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	
60500060	REMOVING INLETS	EACH	2	
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	325	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	
63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	2	
63200310	GUARDRAIL REMOVAL	FOOT	837	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	
67100100	MOBILIZATION	LSUM	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1	
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	LSUM	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	82	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1,642	

• SPECIALTY ITEM

FILE NAME *
D066455-h1-500-05.dgn

USER NAME *

DESIGNED JRM

REVISED -

DRAWN TMB

REVISED -

PLOT SCALE *

CHECKED JNR

REVISED -

PLOT DATE *

DATE 8/20/2015

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 5 OF 7 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110) BR	KANKAKEE	87	7
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
			80% FED 20% STATE	BRIDGE 0011 RURAL
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	206	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	50 FT	27	
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3,284	
78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	412	
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	11	
78200410	GUARDRAIL MARKERS, TYPE A	EACH	5	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	7	
X2300006	BICYCLE RAILING PARAPET MOUNTED	FOOT	548	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH	50 YD	1,288	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	125	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	39	
Z0004552	APPROACH SLAB REMOVAL	50 YD	150	

• SPECIALTY ITEM

FILE NAME *
0369455-wht-500-88.dgn

USER NAME *

DESIGNED JRM

REVISED -

DRAWN TMB

REVISED -

PLOT SCALE *

CHECKED JNR

REVISED -

PLOT DATE *

DATE 8/20/2015

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 6 OF 7 SHEETS STA. N/A TO STA. N/A

F.A.P.
RTE.
631

SECTION
(110) BR

COUNTY
KANKAKEE

TOTAL SHEETS
87

SHEET NO.
8

CONTRACT NO. 66A55

ILLINOIS FED. AID PROJECT

Rev.

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE	
			80% FED 20% STATE	BRIDGE
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	42	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	135	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	

• SPECIALTY ITEM

FILE NAME : 0366A55-shr-500-37.dgn

USER NAME :	DESIGNED JRM	REVISED -
PLOT SCALE :	DRAWN TMB	REVISED -
PLOT DATE :	CHECKED JNR	REVISED -
	DATE 8/20/2015	REVISED -

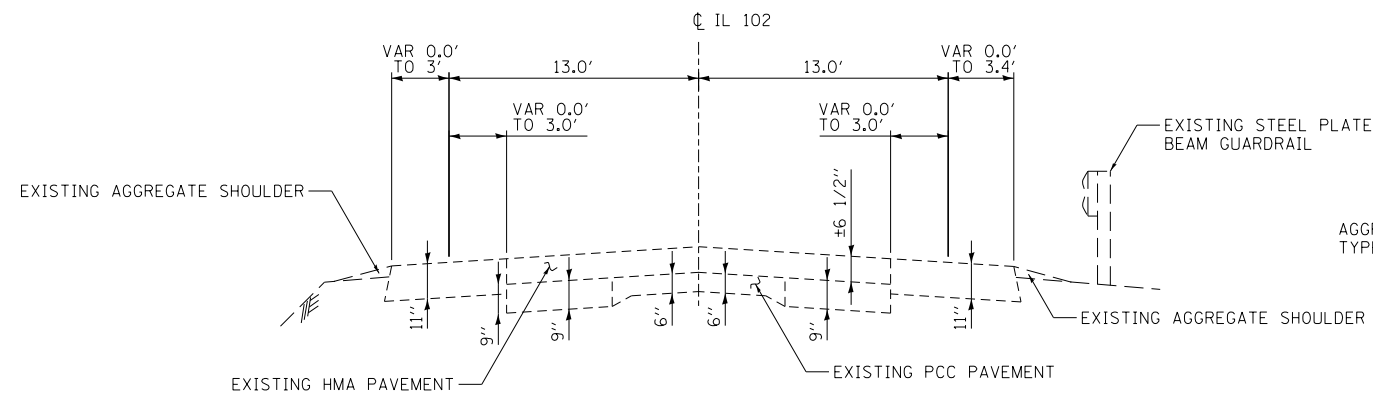
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 7 OF 7 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110) BR	KANKAKEE	87	9
CONTRACT NO. 66A55				ILLINOIS FED. AID PROJECT

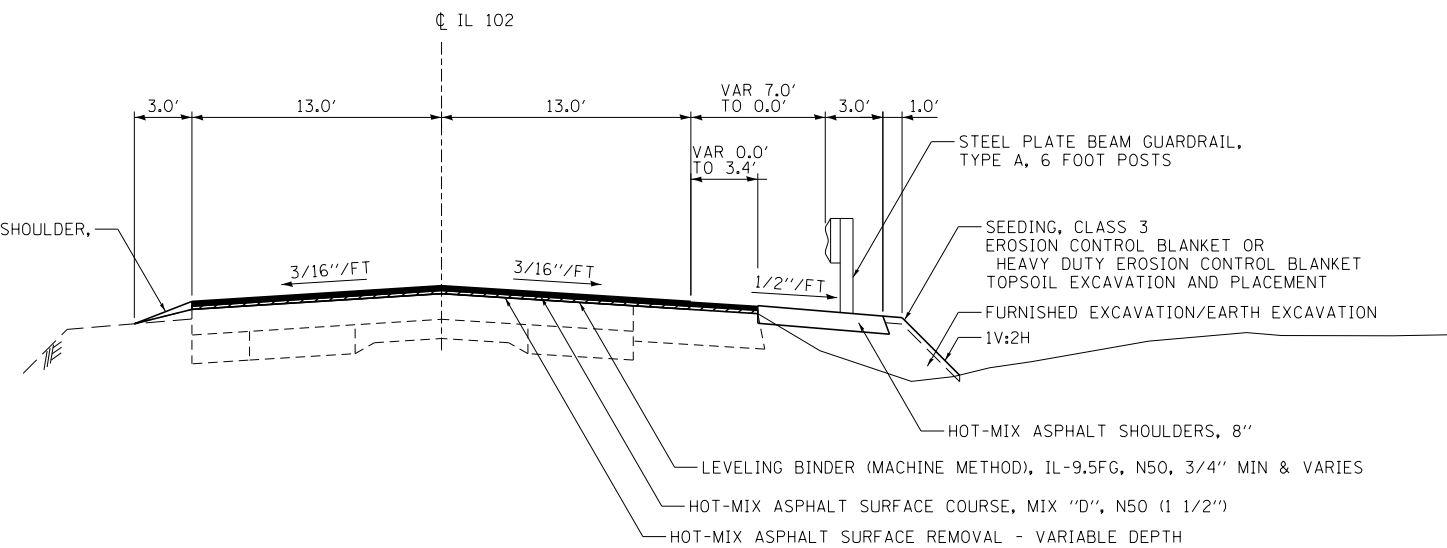
Rev.



WITHOUT GUARDRAIL WITH GUARDRAIL

EXISTING ROADWAY TYPICAL SECTION

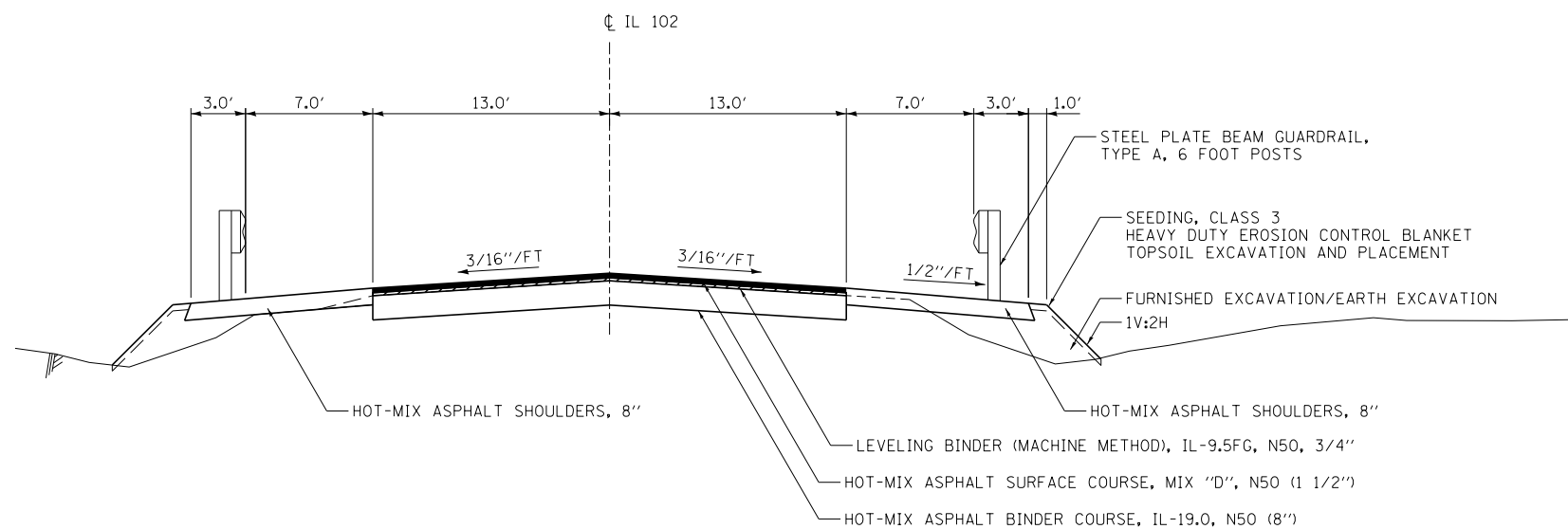
STA 443+00.00 TO STA 444+98.82
 STA 447+01.37 TO STA 451+21.00



WITHOUT GUARDRAIL WITH GUARDRAIL

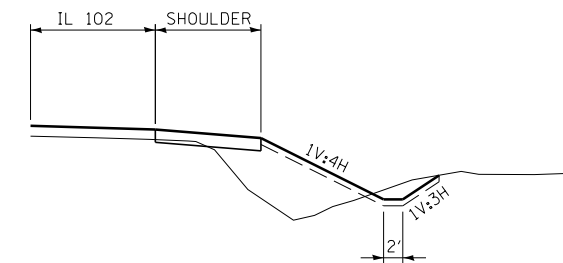
PROPOSED ROADWAY TYPICAL SECTION

STA 443+00.00 TO STA 444+46.14
 STA 447+54.14 TO STA 448+86.15
 STA 448+96.15 TO STA 451+21.00



PROPOSED ROADWAY TYPICAL SECTION

STA 448+86.15 TO STA 448+96.15



PROPOSED DITCH SECTION

NOTE:

HMA SURFACE REMOVAL VARIES FROM:
 2 1/4" - 0" STA 443+00.00 TO STA 443+80.00
 0" - 2 1/4" STA 447+64.00 TO STA 448+20.00
 2 1/4" STA 448+20.00 TO STA 451+21.00

FILE NAME = 0366A55-sht-tysec-01.dgn	USER NAME =	DESIGNED JRM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE. = 631	SECTION = (110) BR	COUNTY = KANKAKEE	TOTAL SHEETS = 87	SHEET NO. = 10
	DRAWN TMB	CHECKED JNR	REVISED -		SCALE: NTS	SHEET 1 OF 1 SHEETS	STA. N/A TO STA. N/A	CONTRACT NO. 66A55				
	PLOT SCALE =	DATE 8/20/2015	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE =		REVISED -									

EARTHWORK

LOCATION		EARTH EXCAVATION		EMBANKMENT VOLUME	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
		EARTH EX	ADJUSTMENT FOR SHRINKAGE		
FROM	TO	CU YD	CU YD	CU YD	CU YD
443+00.00	443+50.00	18.26	13.70	40.57	-26.87
443+50.00	444+00.00	20.49	15.37	72.62	-57.25
444+00.00	444+50.00	12.00	9.00	81.83	-72.83
447+50.00	448+00.00	0.07	0.06	67.62	-67.56
448+00.00	448+50.00	0.41	0.31	61.91	-61.60
448+50.00	449+00.00	1.08	0.81	79.00	-78.20
CULVERT 448+91.15		199.00	149.25	119.00	30.25
449+00.00	449+50.00	3.35	2.52	37.37	-34.86
449+50.00	450+00.00	2.80	2.10	31.07	-28.97
450+00.00	450+50.00	2.06	1.55	19.69	-18.14
450+50.00	451+00.00	0.29	0.22	2.31	-2.09
451+00.00	451+21.00	0.00	0.00	0.00	0.00
TOTAL		260.00	195.00	613.00	-419.00

(1) QUANTITY OF EARTH EXCAVATION IS ADJUSTED FOR A SHRINKAGE FACTOR OF 25%
 (2) (-) QUANTITY OF FILL NEEDED, (+) QUANTITY TO WASTE

FURNISHED EXCAVATION	419.00	CU YD
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TOPSOIL

LOCATION		TOPSOIL EXCAVATION AND PLACEMENT	REQUIRED TOPSOIL (FOR INFORMATION ONLY)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
FROM	TO	CU YD	CU YD	CU YD
443+00.00	443+50.00	24.00	20.00	4.00
443+50.00	444+00.00	31.00	23.00	8.00
444+00.00	444+50.00	28.00	19.00	9.00
447+50.00	448+00.00	18.00	9.00	9.00
448+00.00	448+50.00	20.00	10.00	10.00
448+50.00	449+00.00	21.00	11.00	10.00
449+00.00	449+50.00	20.00	10.00	10.00
449+50.00	450+00.00	18.00	10.00	8.00
450+00.00	450+50.00	14.00	9.00	5.00
450+50.00	451+00.00	10.00	7.00	3.00
451+00.00	451+21.00	2.00	2.00	0.00
TOTAL		206.00	130.00	76.00

DRIVEWAY

LOCATION		LT/RT	AGGREGATE SURFACE COURSE, TYPE B
FROM	TO		TON
449+64.33	449+84.33	RT	11

REMOVAL

LOCATION		LT/RT	APPROACH SLAB REMOVAL	PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH	GUARDRAIL REMOVAL	CONCRETE HEADWALL REMOVAL	PIPE CULVERT REMOVAL	REMOVING INLETS
FROM	TO		SQ YD	SQ YD	SQ YD	FOOT	EACH	FOOT	EACH
448+91		LT	-	-	-	-	1	53	-
448+91		RT	-	-	-	-	1		-
444+82		RT	-	-	-	-	-	11	1
444+82		LT	-	-	-	-	-	-	1
443+08	444+98	LT	-	-	-	190	-	-	-
442+72	444+99	RT	-	-	-	228	-	-	-
447+01	449+54	LT	-	-	-	253	-	-	-
447+01	448+66	RT	-	-	-	166	-	-	-
449+63	449+87	RT	-	-	-	-	-	25	-
443+00	443+80	-	-	-	252	-	-	-	-
444+36	444+79	-	-	158	-	-	-	-	-
444+79	444+99	-	75	-	-	-	-	-	-
447+01	447+21	-	75	-	-	-	-	-	-
447+21	447+64	-	-	155	-	-	-	-	-
447+64	448+86	-	-	-	386	-	-	-	-
448+86	448+96	-	-	29	-	-	-	-	-
448+96	451+21	-	-	-	650	-	-	-	-
TOTAL			150	342	1288	837	2	89	2

GUARDRAIL

LOCATION			STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FOOT POST	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL MARKERS, TYPE A
FROM	TO	LT/RT	FOOT	EACH	EACH	EACH	EACH	EACH
443+68	444+18	RT	-	-	1	-	1	-
443+68	444+18	LT	-	-	1	-	1	-
444+18	444+61	RT	-	1	-	-	-	-
444+18	444+61	LT	-	1	-	-	-	-
447+39	447+82	RT	-	1	-	-	-	-
447+39	447+82	LT	-	1	-	-	-	-
447+82	449+95	LT	212.5	-	-	-	-	3
447+82	448+95	RT	112.5	-	-	-	-	2
449+95	450+45	LT	-	-	-	1	1	-
448+95	449+45	RT	-	-	-	1	1	-
TOTAL			325	4	2	2	4	5

PAVEMENT MARKING

LOCATION		PAINT PAVEMENT MARKING - LINE 4" WHITE •	PAINT PAVEMENT MARKING - LINE 6" YELLOW •	RAISED REFLECTIVE PAVEMENT MARKER
FROM	TO	FOOT	FOOT	EACH
443+00	451+21	3284	412	11

• TWO SEPARATE APPLICATIONS

TEMPORARY PAVEMENT MARKING

LOCATION		TEMPORARY PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING - LINE 6"	SHORT TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL
FROM	TO	FOOT	FOOT	FOOT	FOOT
443+00	451+21	1642	206	82	27

TREE REMOVAL

STATION	OFFSET	RT/LT	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)
			UNIT	UNIT
443+48	45'	LT	-	25
444+65	42'	LT	8	-
444+71	48'	LT	8	-
444+71	29'	LT	10	-
444+73	29'	LT	9	-
444+73	31'	LT	12	-
444+76	33'	LT	14	-
444+78	34'	LT	11	-
444+82	34'	LT	10	-
445+00	40'	LT	10	-
445+01	40'	LT	12	-
445+04	38'	LT	13	-
445+06	37'	LT	8	-
445+06	41'	LT	7	-
445+06	47'	LT	7	-
445+10	35'	LT	14	-
445+15	35'	LT	10	-
445+20	25'	LT	11	-
445+30	29'	LT	6	-
445+40	35'	LT	9	-
TOTAL			189	25

EROSION CONTROL

LOCATION		LT/RT	SEEDING, CLASS 3	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	HEAVY DUTY EROSION CONTROL BLANKET	STONE RIPRAP, CLASS A3	FILTER FABRIC
FROM	TO		ACRE	POUND	POUND	POUND	SQ YD	SQ YD	SQ YD	SQ YD
443+00	444+61	-	0.29	26	26	26	795	-	-	-
447+39	451+21	-	0.21	19	19	19	202	359	-	-
448+86	448+96	LT	-	-	-	-	-	-	2	2
449+89	450+00	RT	-	-	-	-	-	-	6	6
444+60		RT	-	-	-	-	-	-	7	7
444+60		LT	-	-	-	-	-	-	5	5
447+40		RT	-	-	-	-	-	-	5	5
447+40		LT	-	-	-	-	-	-	3	3
TOTAL			0.5	45	45	45	997	359	28	28

STORM SEWER SCHEDULE

PIPE NO.	FROM STRUCTURE NO.	TO STRUCTURE NO.	STORM SEWERS, CLASS A, TYPE 2 24"	TRENCH BACKFILL
			FOOT	CU YD
11	02	01	46	20
12	03	02	12	6
13	04	02	68	29
14	05	04	30	14
TOTAL			156	69

TEMPORARY EROSION CONTROL

LOCATION		LT/RT	TEMPORARY FENCE	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	TEMPORARY EROSION CONTROL BLANKET	TEMPORARY HEAVY DUTY EROSION CONTROL BLANKET
FROM	TO		FOOT	POUND	FOOT	FOOT	SQ YD	SQ YD
443+00	444+76	LT	-	14	8	180	379	-
443+00	444+78	RT	-	15	8	196	416	-
446+79	447+35	LT	84	1	-	11	-	-
446+79	447+35	RT	60	1	-	11	-	-
447+35	449+50	LT	214	5	-	217	-	158
447+35	449+65	RT	217	5	-	230	-	201
449+50	451+21	LT	188	5	-	173	124	-
449+65	451+21	RT	124	4	-	139	78	-
TOTAL			887	50	16	1157	997	359

DRAINAGE STRUCTURE SCHEDULE

STR. NO.	STATION	OFFSET	LT/RT	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24"
				EACH	EACH	EACH	EACH
01	448+91.15	29.0'	LT	-	-	-	1
02	448+91.15	16.5'	RT	-	1	-	-
03	448+91.15	28.23'	RT	-	-	-	1
04	449+58.47	16.54'	RT	1	-	-	-
05	449+86.90	25.48'	RT	-	-	1	-
TOTAL				1	1	1	2

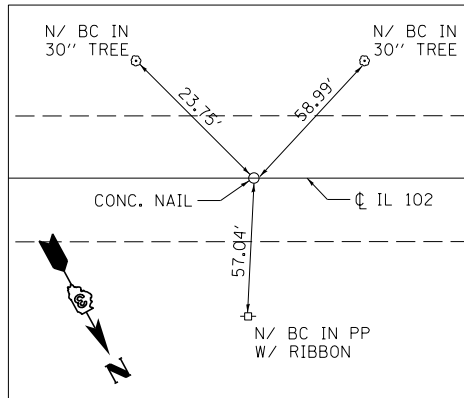
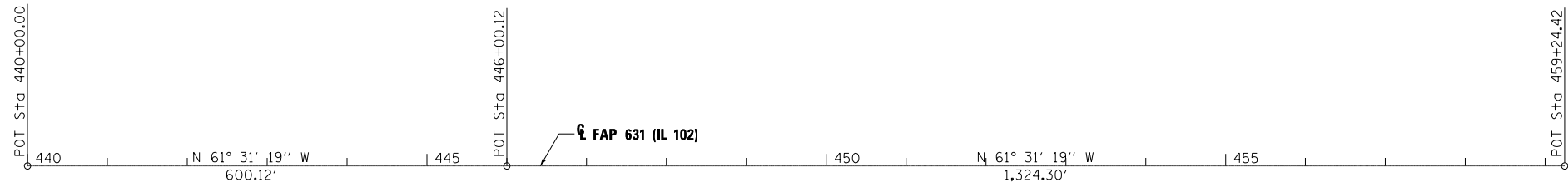
PAVEMENT AND SHOULDERS

LOCATION		HOT-MIX ASPHALT SHOULDERS 8"	AGGREGATE WEDGE SHOULDER, TYPE B	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (1 1/2")	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N50	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	BITUMINOUS MATERIALS (PRIME COAT)	LEVELING BINDER (HAND METHOD), IL-9.5FG, N50	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS (N50)
FROM	TO	SQ YD	TON	SQ YD	TON	TON	TON	POUND	TON	TON
443+00	444+36	180	6	-	38	43	-	200	1	1
444+36	444+46	8	-	46	-	-	-	-	-	-
444+46	444+61	8	-	-	-	-	-	-	-	-
447+39	447+54	8	-	-	-	-	-	-	-	-
447+54	447+64	8	-	44	-	-	-	-	-	-
447+64	451+21	569	11	-	90	72	-	479	1	1
4486+86	448+96	-	-	-	-	-	13	-	-	-
TOTAL		781	17	90	128	115	13	679	2	2

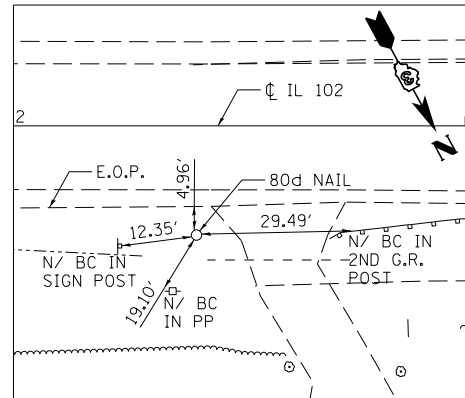
PIPE UNDERDRAIN

LOCATION	OFFSET	LT/RT	CONCRETE HEADWALLS FOR PIPE DRAINS
			EACH
444+73	35'	LT	1
444+73	35'	RT	1
447+27	35'	LT	1
447+27	35'	RT	1
TOTAL			4

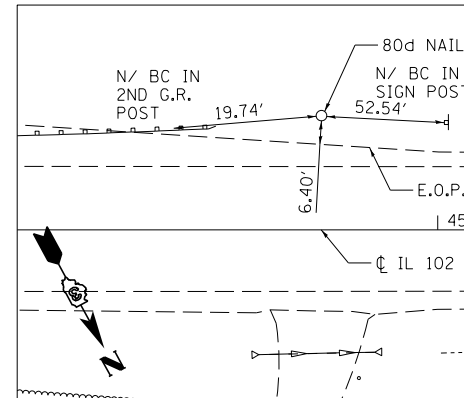
ALIGNMENT COORDINATES - IL 102			
IL 102	STATION	NORTHING	EASTING
POB	440+00.00	1653370.15	1080637.83
POT	459+24.42	1654287.76	1078946.26



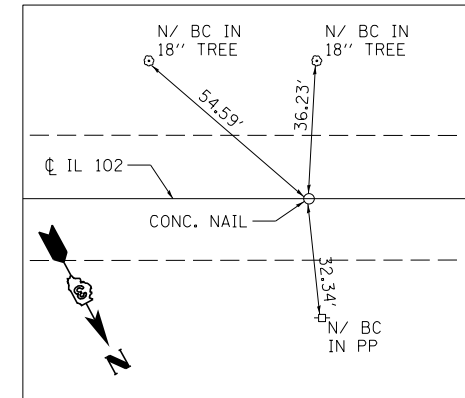
CONTROL POINT 440
P.O.T. STA 440+00
N 1653370.149
E 1080637.827
ELEV. 607.575



POINT 500
STA 442+50.334, 18.29' RT
N 1653505.591
E 1080426.505
ELEV. 606.597



POINT 501
STA 449+65.286, 19.629' LT
N 1653813.166
E 1079779.980
ELEV. 606.907



POINT 202
P.O.T. STA 459+24.42
N 1654287.757
E 1078946.260
ELEV. 608.980

BENCHMARK 4
ELEV. 607.833
CHISELED " " TOP OF
N.E. WINGWALL OF
S.N. 046-0065

BENCHMARK 5
ELEV. 607.724
RAILROAD SPIKE IN
POWER POLE
STA. 442+39.095, 34.372' RT

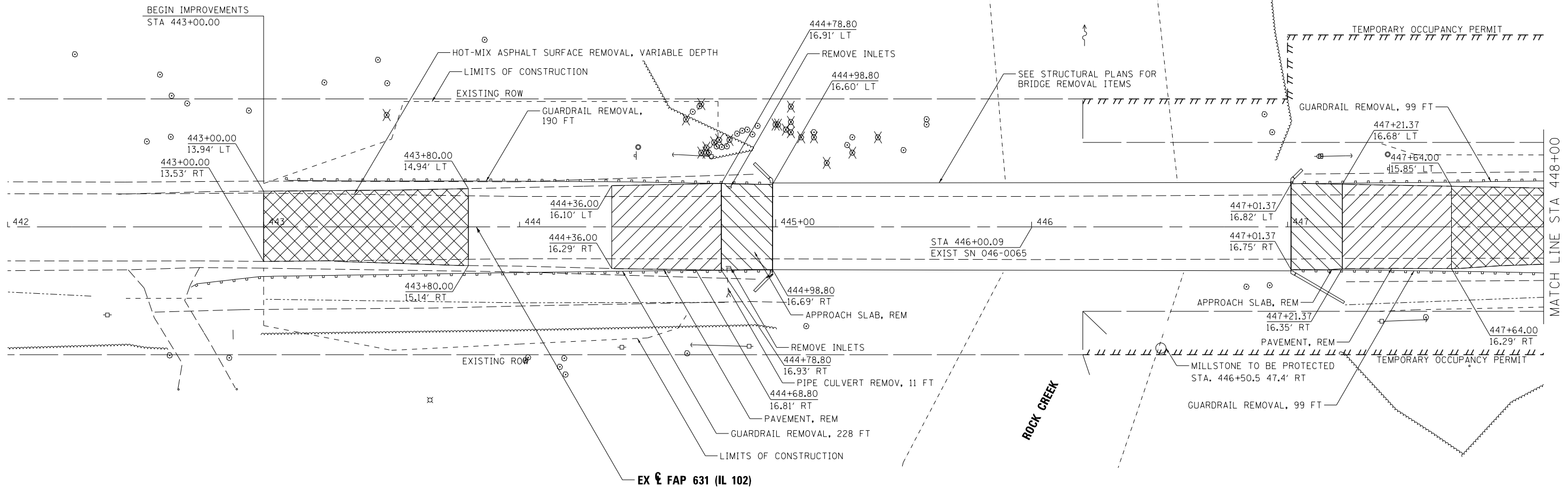
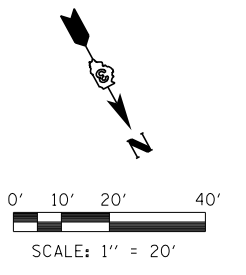
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		DRAWN TMB	REVISED -
		CHECKED JNR	REVISED -
		DATE 8/20/2015	REVISED -



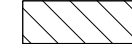
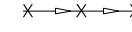

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES & BENCHMARKS

SCALE: SHEET 1 OF 1 SHEETS STA. 440+00 TO STA. 459+24.42

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110) BR	KANKAKEE	87	13
CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				



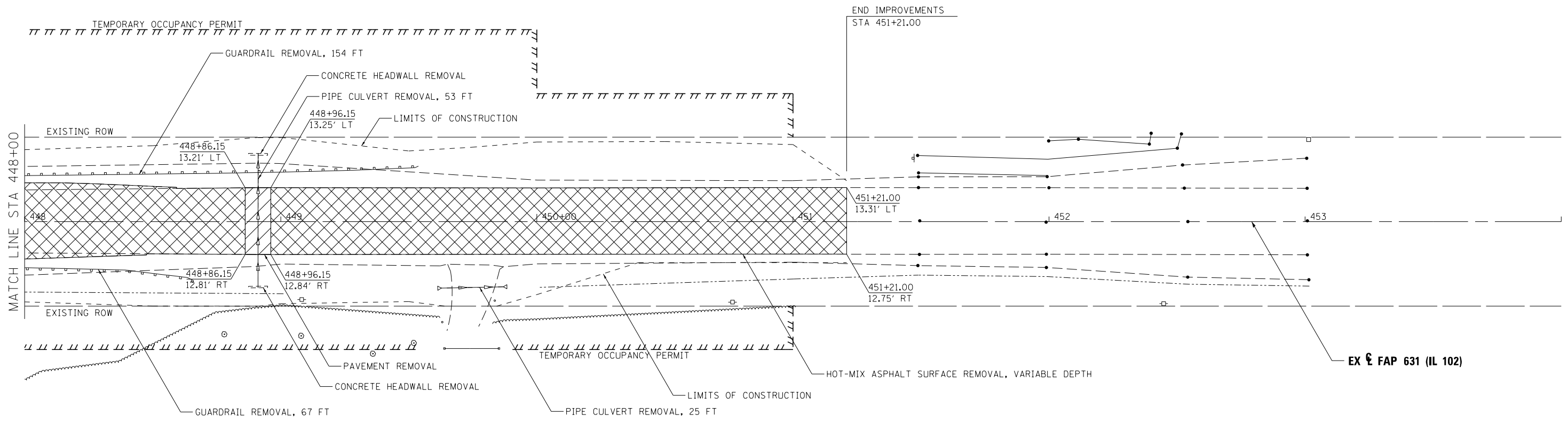
-  HOT-MIX ASPHALT SURFACE, REMOVAL (VARIABLE DEPTH)
-  PAVEMENT REMOVAL
-  APPROACH SLAB REMOVAL
-  CULVERT REMOVAL
-  TREE REMOVAL


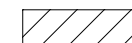
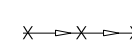

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		DRAWN TMB	REVISED -
		CHECKED JNR	REVISED -
		DATE 8/21/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN			
SCALE: 1" = 40'	SHEET 1 OF 2 SHEETS	STA. 442+00.00 TO STA. 448+00.00	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110) BR	KANKAKEE	87	14
CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				



-  HOT-MIX ASPHALT SURFACE, REMOVAL (VARIABLE DEPTH)
-  PAVEMENT REMOVAL
-  CULVERT REMOVAL
-  TREE REMOVAL

FILE NAME = 0366A55-sht-removal-02.dgn	USER NAME =	DESIGNED JRM	REVISED -
		DRAWN TMB	REVISED -
		CHECKED JNR	REVISED -
		DATE 8/21/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

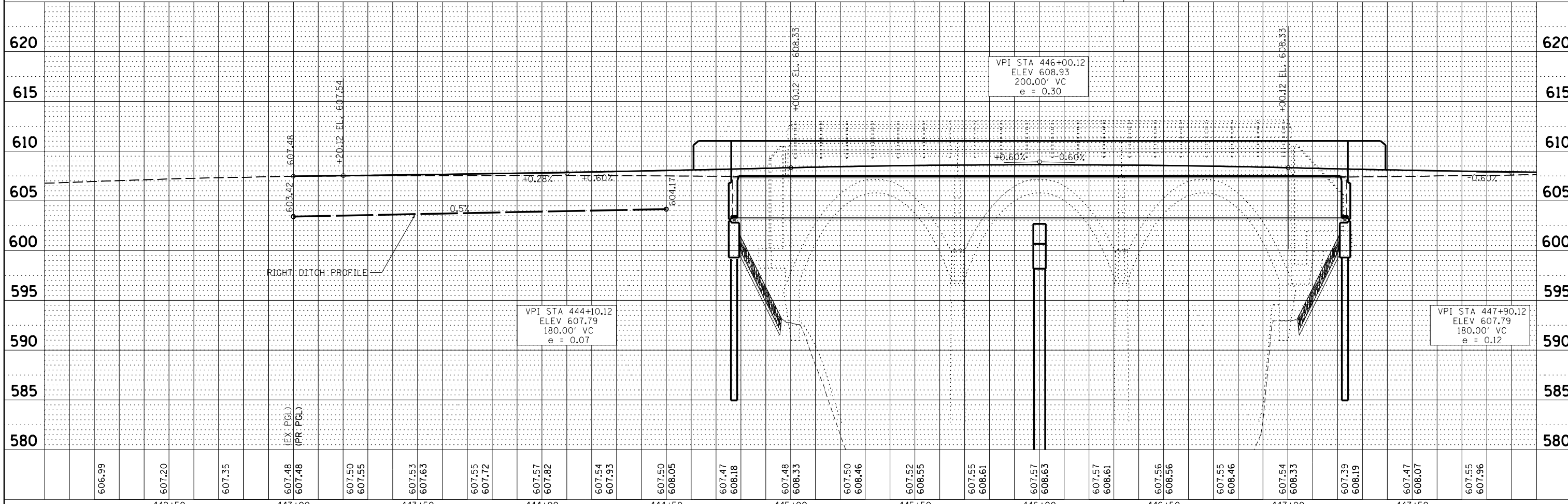
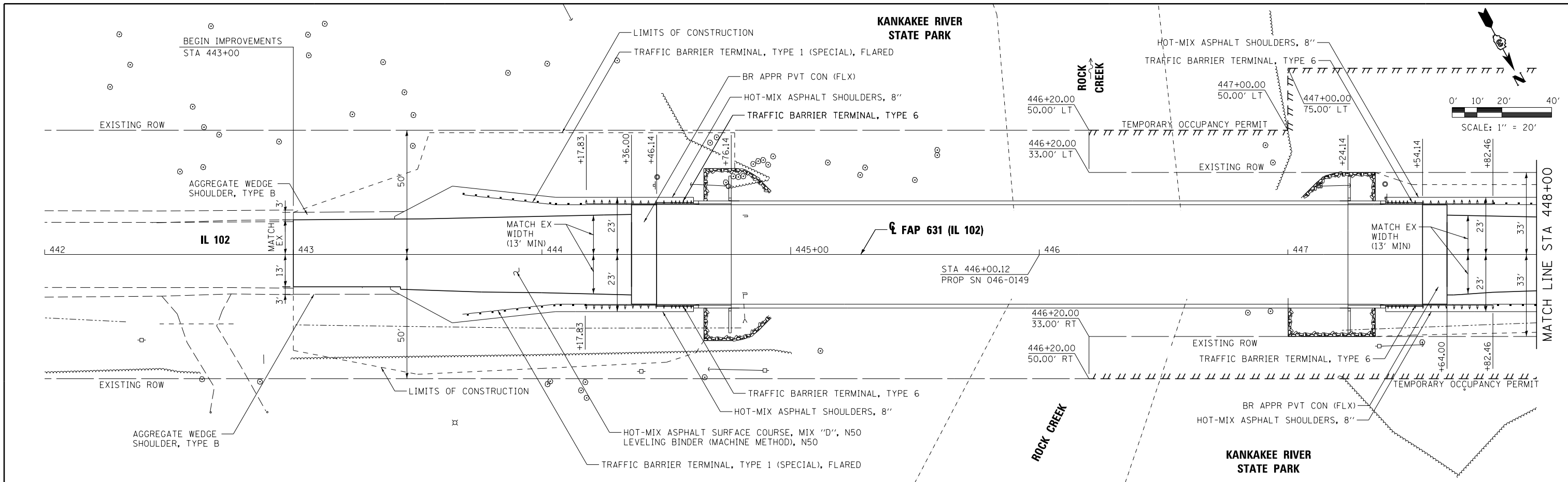
REMOVAL PLANS

SCALE: 1" = 40' SHEET 2 OF 2 SHEETS STA. 448+00.00 TO STA. 454+00.00

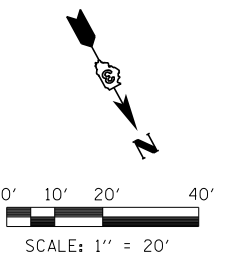
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110) BR	KANKAKEE	87	15
CONTRACT NO. 66A55			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO.		

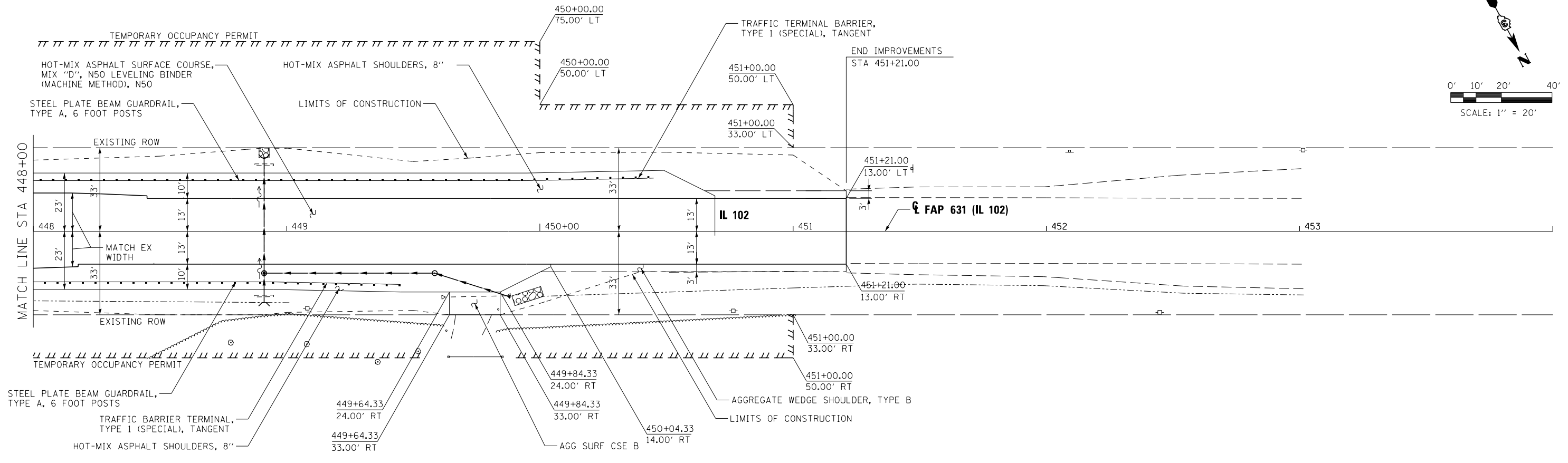
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		



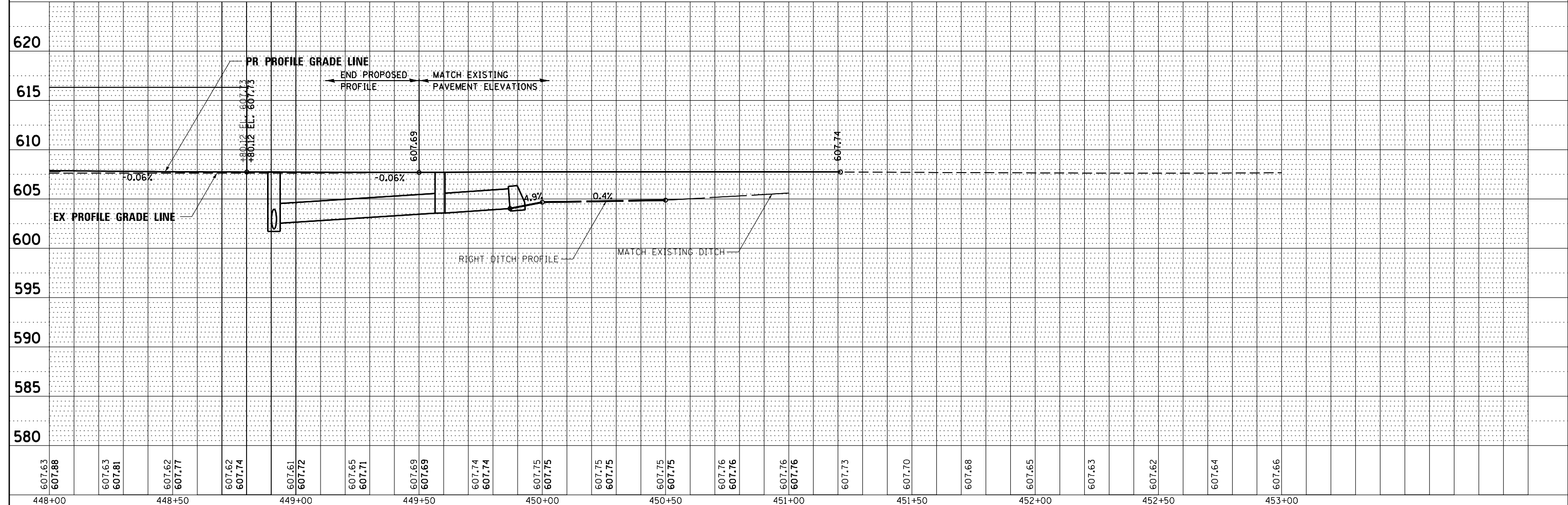
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PLOT SCALE =	CHECKED JNR	JNR	REVISD -			CONTRACT NO. 66A55					
PLOT DATE = 8/18/2015	DATE 8/20/2015	JNR	REVISD -			ILLINOIS FED. AID PROJECT					



PLAN	SURVEYED	DATE
NOTE BOOK	ALIGNED	BY
NO.	CHECKED	
	FILE NAME	



PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES CHECKED	BY
NO.	STRUCTURE	
	NOTATIONS CHD	



FILE NAME = 0366455-sh1-plnprf-02.dgn

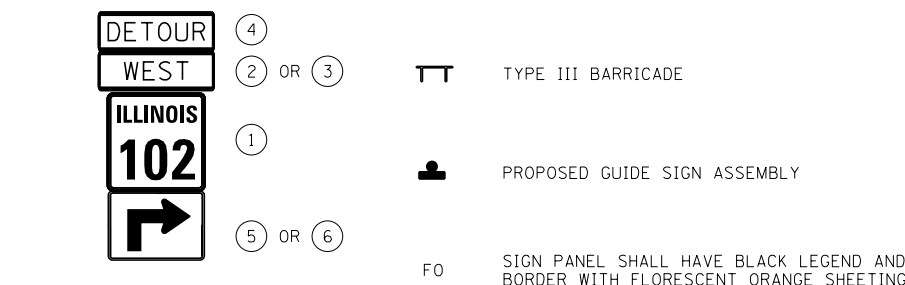
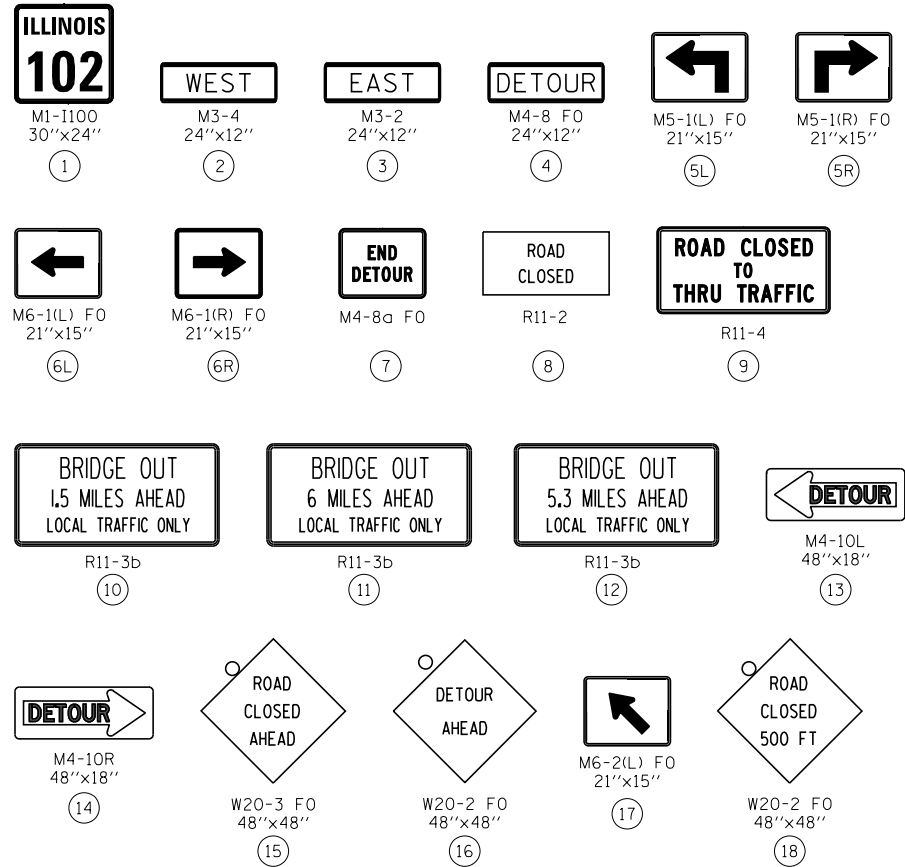
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	DRAWN TMB	REVISED -
PLOT SCALE =	CHECKED JNR	REVISED -
PLOT DATE = 8/18/2015	DATE 8/20/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 102 PLAN & PROFILE

SCALE: 1" = 40' SHEET 2 OF 2 SHEETS STA. 448+00 TO STA. EOP

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110) BR	KANKAKEE	87	17
CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				



TYPICAL LAYOUT OF SIGNS

NOTES:

PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.

ANY IDOT SIGN THAT IS COVERED OR CHANGED SHALL BE DONE IN A MANNER WHICH DOES NOT DAMAGE ANY SIGNS OR POSTS. ANY SIGN OR POST WHICH THE ENGINEER DETERMINES HAS BEEN DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S OWN EXPENSE.

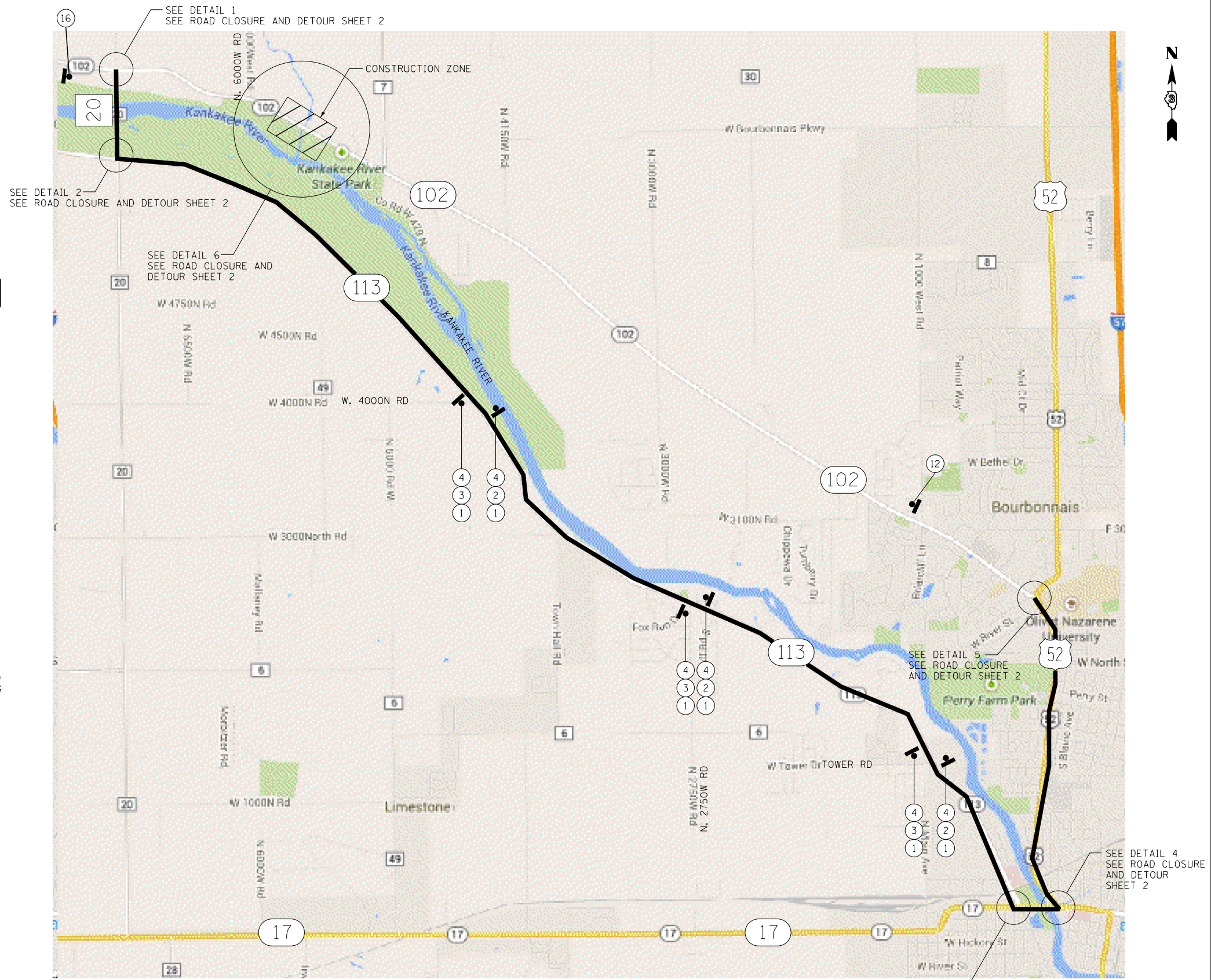
THE DETOUR IS REQUIRED TO REMAIN IN PLACE UNTIL THE WORK NECESSARY TO REMOVE STRUCTURE 046-0065 AND RECONSTRUCT ILLINOIS ROUTE 102 HAS BEEN COMPLETED EXCEPT FOR THE FINAL SURFACE COURSE LIFT.

SEE STANDARD 701901 FOR ADDITIONAL INFORMATION.

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.

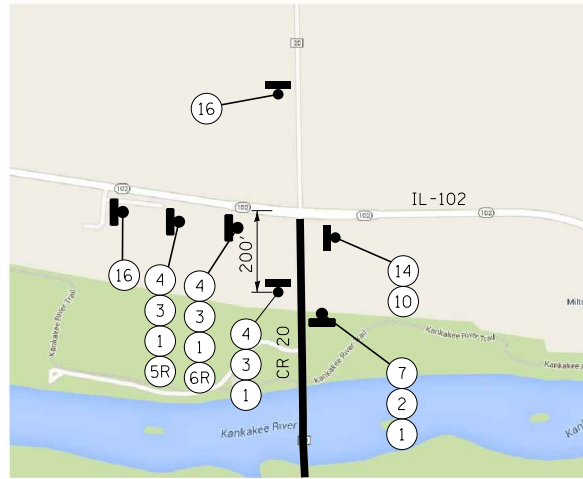
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COVERING OR REMOVING ANY CONFLICTING DESTINATION SIGNS. NO DRILLING OR TAPE WILL BE ALLOWED ON THE SIGN FACE.

CONFIRMATION ROUTE DETOUR SIGNS SHALL BE ERECTED ADJACENT TO EXISTING ROUTE MARKERS.



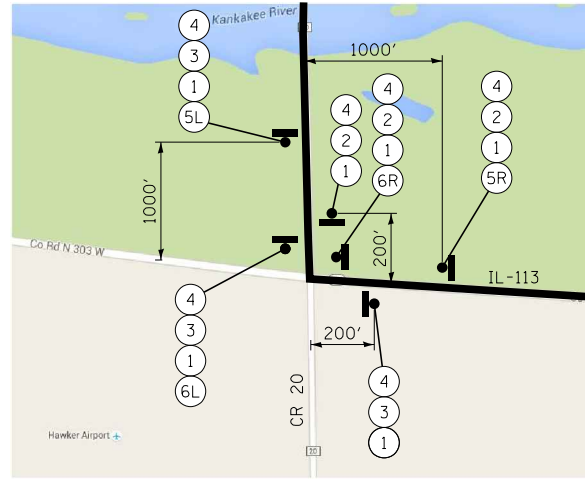
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				SCALE: NTS	SHEET 1 OF 2 SHEETS	STA. N/A	TO STA. N/A					



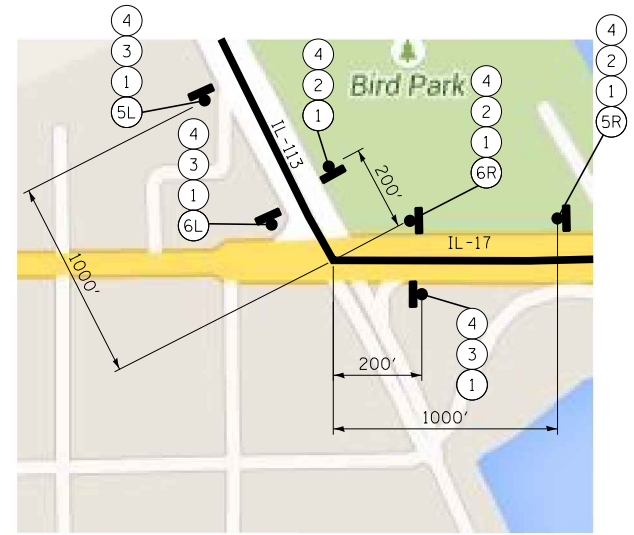
DETAIL 1

SEE ROAD CLOSURE AND DETOUR SHEET 1



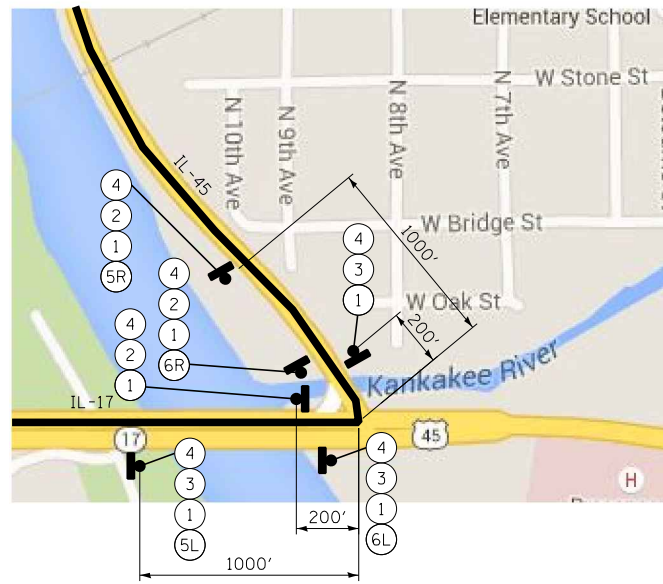
DETAIL 2

SEE ROAD CLOSURE AND DETOUR SHEET 1



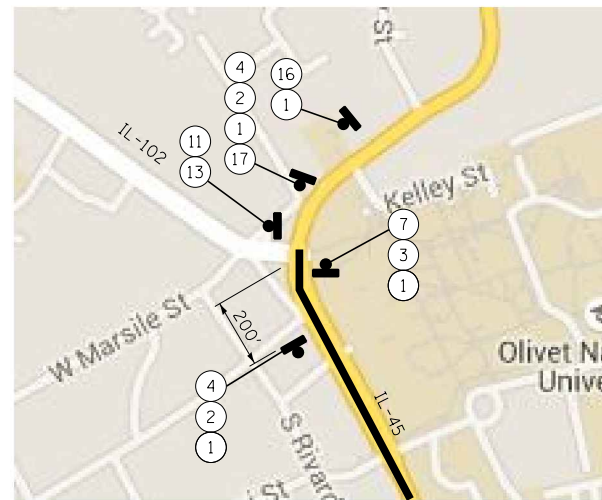
DETAIL 3

SEE ROAD CLOSURE AND DETOUR SHEET 1



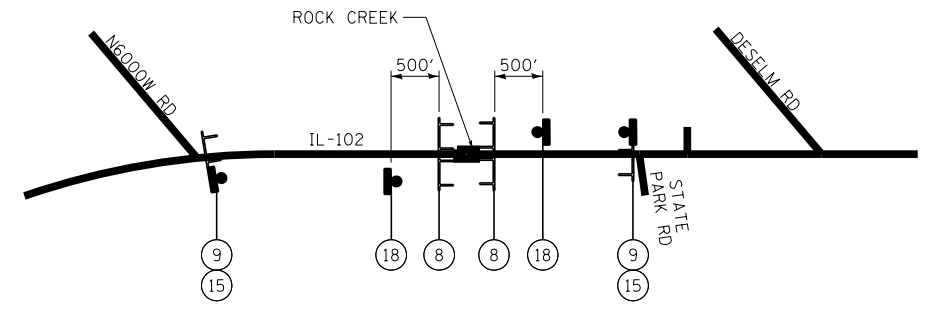
DETAIL 4

SEE ROAD CLOSURE AND DETOUR SHEET 1



DETAIL 5

SEE ROAD CLOSURE AND DETOUR SHEET 1



DETAIL 6

SIGN SERIES AS PER BLR STANDARD 21-9
SEE ROAD CLOSURE AND DETOUR SHEET 1

FILE NAME = 0366A55-sh1-Detour P1on02.dgn	USER NAME =	DESIGNED JRM	REVISED -
		DRAWN TMB	REVISED -
	PLOT SCALE =	CHECKED JNR	REVISED -
	PLOT DATE =	DATE 8/21/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROAD CLOSURE AND DETOUR
TRAFFIC CONTROL PLAN SN 046-0149**

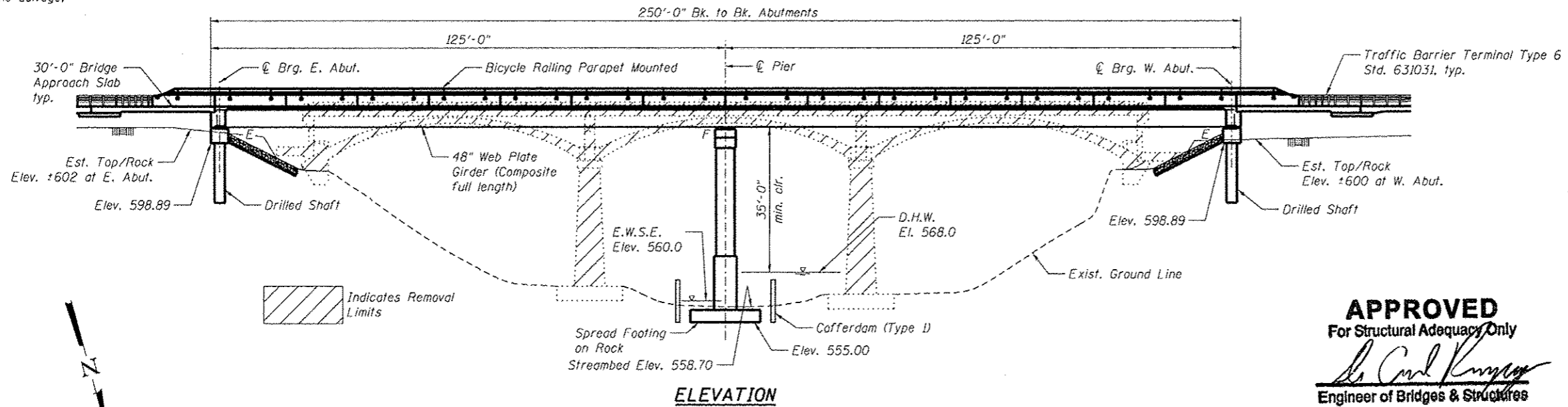
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110) BR	KANKAKEE	87	19
CONTRACT NO. 66A55			ILLINOIS FED. AID PROJECT	

Bench Mark: Chiseled square on concrete headwall Sta. 442+39.10, 34.37' Rt., Elev. 607.77.

Existing Structure: SN 046-0065 was originally built as SBI 113, Section 110 NBR. in 1929. It is a three span structure, inside face to inside face of abutments is 199'-10³/₈". The bridge was rehabilitated in 1968, and the superstructure replaced in 1984. The superstructure consists of 27" PPC deck beams. Out to out width is 34'-0" and 32'-0" face to face of curbs. The superstructure is supported on closed abutments and spread footing piers. The structure was constructed with no skew. Traffic is to be detoured during construction.

No salvage.



APPROVED
For Structural Adequacy Only
Dr. Carl Ruppberg
Engineer of Bridges & Structures

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition with 2013 Interim Revisions

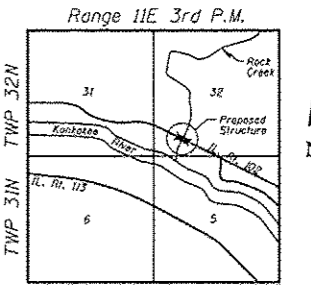
LOADING HL-93
Allow 50 psf for future wearing surface

DESIGN STRESSES
FIELD UNITS
f_c = 3,500 psi
f_y = 60,000 psi (Reinforcement)
f_y = 50,000 psi (M270 Grade 50W)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.072g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.126g
Soil Site Class = C

STATION 446+00.12
BUILT 20... BY
STATE OF ILLINOIS
F.A.P. 631 - SEC. (110)BR
LOADING HL-93
STR. NO. 046-0149

NAME PLATE
See Std. 515001

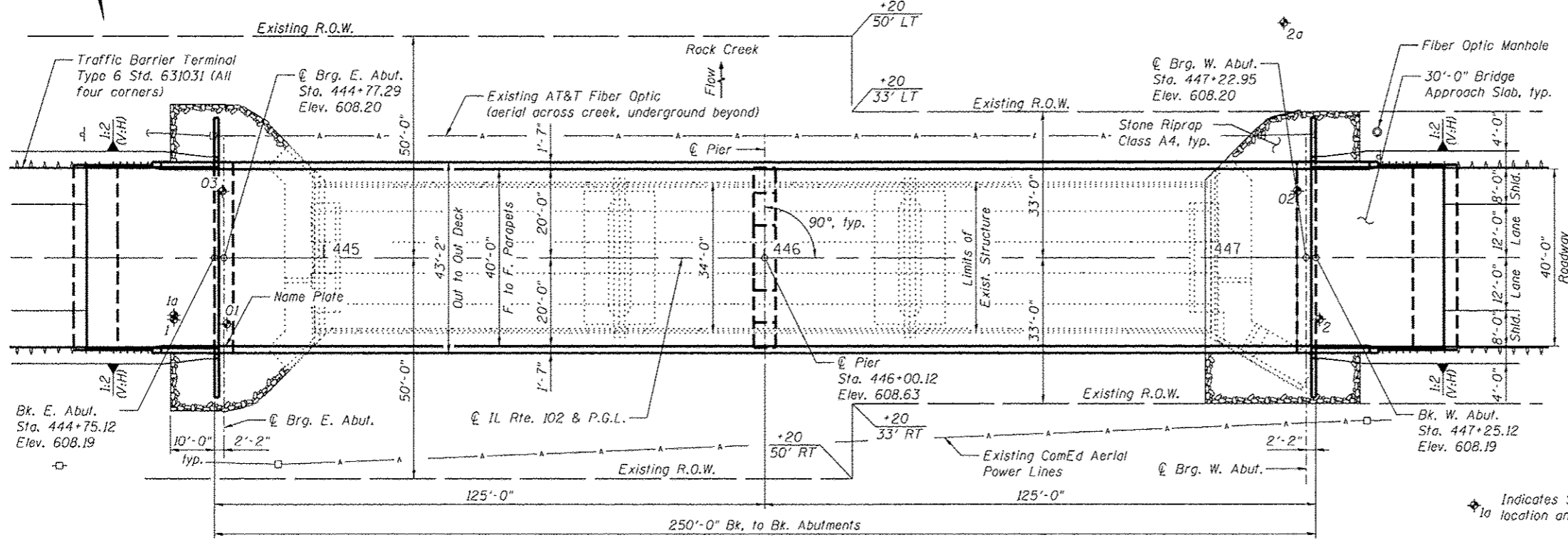


LOCATION SKETCH



EXP. DATE: 11-30-2016
DATE: 08-20-2015

GENERAL PLAN AND ELEVATION
IL RTE. 102 OVER ROCK CREEK
F.A.P. 631 - SEC. (110)BR
KANKAKEE COUNTY
STATION 446+00.12
STRUCTURE NO. 046-0149



PLAN

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevations (Ft.)			
	E. Abut.	Pier	W. Abut.
Q100	598.88	555.00	598.88
Q500	598.88	555.00	598.88

WATERWAY INFORMATION

Drainage Area = 120 sq. mi. Existing Low Grade Elev. 605.26 at Sta. 441+00
Proposed Low Grade Elev. 605.26 at Sta. 441+00

Flood Event	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	2710	463	500	566.1	0.5	0.4	566.9	566.8
Base	50	3835	642	695	568.0	0.5	0.5	568.5	568.5
Overtop.	100	4263	782	847	569.2	0.5	0.4	569.7	569.6
Max. Calc.	500	5276	939	1017	570.5	0.5	0.4	571.0	570.9

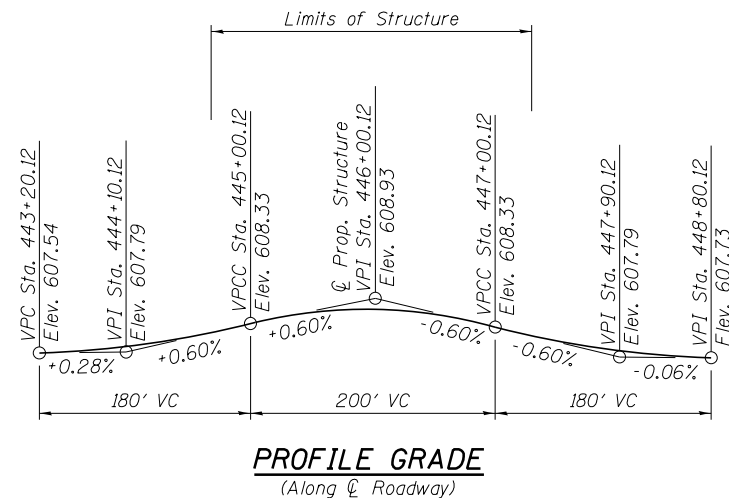
benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

FILE NAME: 0460149.66A55.001.GPE.dgn	USER NAME: mwbjwcrko	DESIGNED - VJK	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. RTE. 631	SECTION (110)BR	COUNTY KANKAKEE	TOTAL SHEETS 87	SHEET NO. 22
PLDT SCALE:	PLDT DATE: 08/18/2015	CHECKED - MRB/SCW	REVISIONS -		SHEET NO. 501 OF 526 SHEETS				
		DRAWN - RMG	REVISIONS -		CONTRACT NO. 66A55				
		CHECKED - MRB	REVISIONS -		ILLINOIS FED. AID PROJECT				

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 3. Bolts 7/8" diameter, holes 15/16" diameter, U.N.O.
- Calculated weight of Structural Steel = M 270 Grade 50W: 325,816 lbs
- All structural steel shall be AASHTO M 270 Grade 50W, U.N.O.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8" (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete diaphragm plus 1'-6". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Current Ratings on File for Existing Structure:
Inventory: HS 18.8
Operating: HS 31.4
Live Load Restrictions: No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

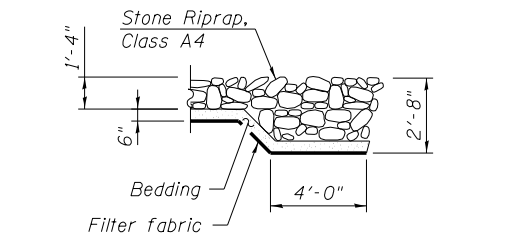


INDEX OF SHEETS

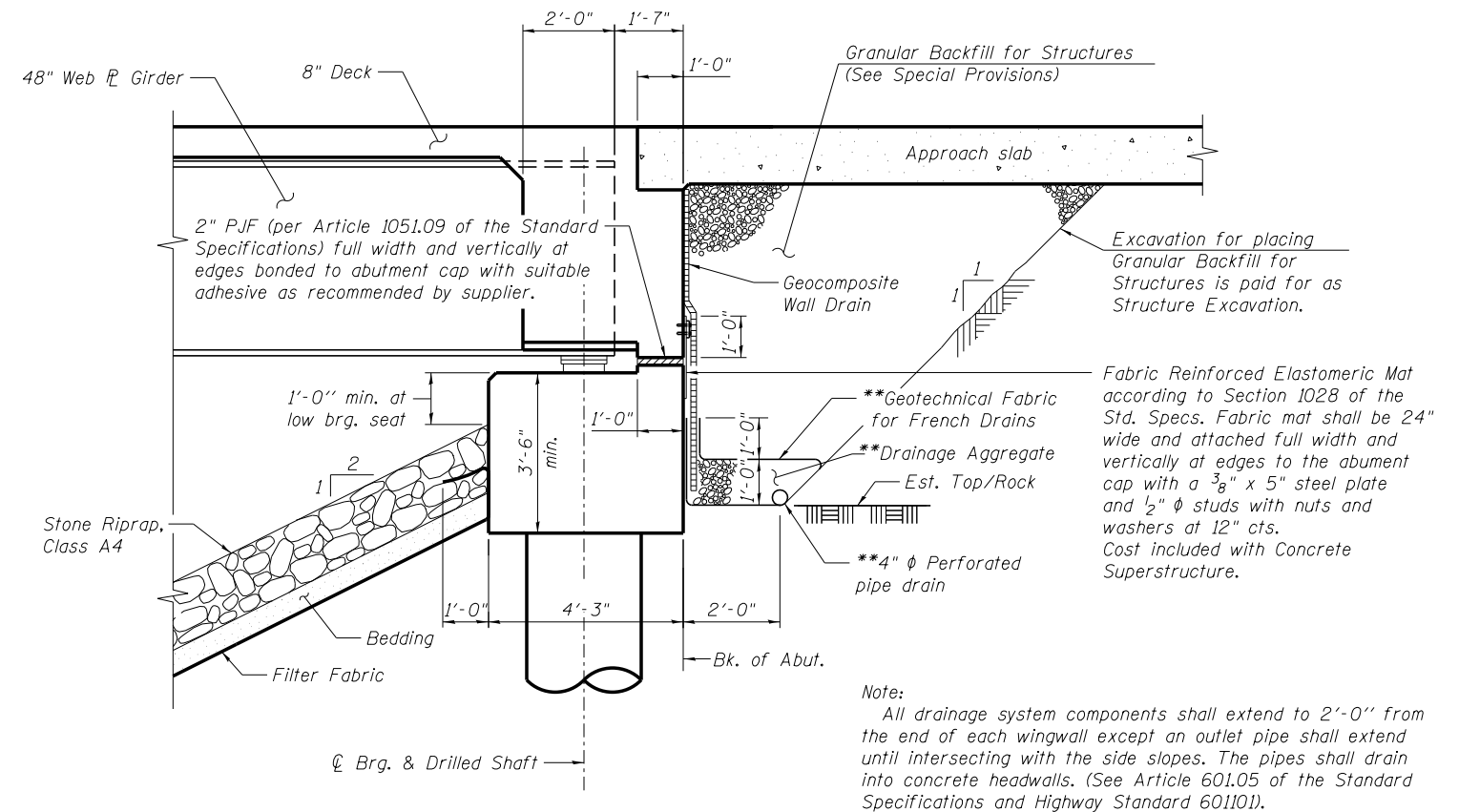
- S1 General Plan and Elevation
 - S2 General Data
 - S3 Foundation Layout
 - S4 Top of Deck Elevations I
 - S5 Top of Deck Elevations II
 - S6 Top of Deck Elevations III
 - S7 Top of Approach Slab Elevations
 - S8 Superstructure
 - S9 Superstructure Details
 - S10 Bicycle Railing Parapet Mounted Details I
 - S11 Bicycle Railing Parapet Mounted Details II
 - S12 Diaphragm Details
 - S13 Approach Slab Details I
 - S14 Approach Slab Details II
 - S15 Framing Plan and Girder Elevation
 - S16 Structural Steel Details
 - S17 Camber Diagram & Moment and Reaction Tables
 - S18 Bearing Details
 - S19 East Abutment Details
 - S20 West Abutment Details
 - S21 Pier Details I
 - S22 Pier Details II
 - S23 Concrete Parapet Slipforming Option
 - S24 Soil Boring Logs I
 - S25 Soil Boring Logs II
 - S26 Soil Boring Logs III
- EX1-EX6 1928 Original Construction
EX7-EX28 1985 Superstructure Replacement

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	353	353
Filter Fabric	Sq. Yd.	-	353	353
Removal of Existing Structures	Each	1	-	1
Structure Excavation	Cu. Yd.	-	211	211
Rock Excavation for Structures	Cu. Yd.	-	231	231
Cofferdam (Type I) (Location - I)	Each	-	1	1
Concrete Structures	Cu. Yd.	-	256.2	256.2
Concrete Superstructure	Cu. Yd.	517.8	-	517.8
Bridge Deck Grooving	Sq. Yd.	1,301	-	1,301
Protective Coat	Sq. Yd.	1,627	-	1,627
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	5,634	-	5,634
Reinforcement Bars, Epoxy Coated	Pound	115,480	43,800	159,280
Name Plates	Each	1	-	1
Drilled Shaft in Rock	Cu. Yd.	-	13.2	13.2
Elastomeric Bearing Assembly, Type I	Each	12	-	12
Anchor Bolts, 1"	Each	-	24	24
Anchor Bolts, 1 1/4"	Each	-	12	12
Geocomposite Wall Drain	Sq. Yd.	-	80	80
Bicycle Railing Parapet Mounted	Foot	548	-	548
Granular Backfill for Structures	Cu. Yd.	-	125	125
Asbestos Bearing Pad Removal	Each	-	39	39
Pipe Underdrains for Structures, 4"	Foot	-	135	135



FLANK STONE RIPRAP TREATMENT
(Only at locations not keyed into rock)



SECTION THRU SEMI-INTEGRAL ABUTMENT

(West Abutment shown, East Abutment similar)
** Drainage System components to be placed at top of rock. Cost included with Pipe Underdrains for Structures, 4". (See Special Provisions)



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

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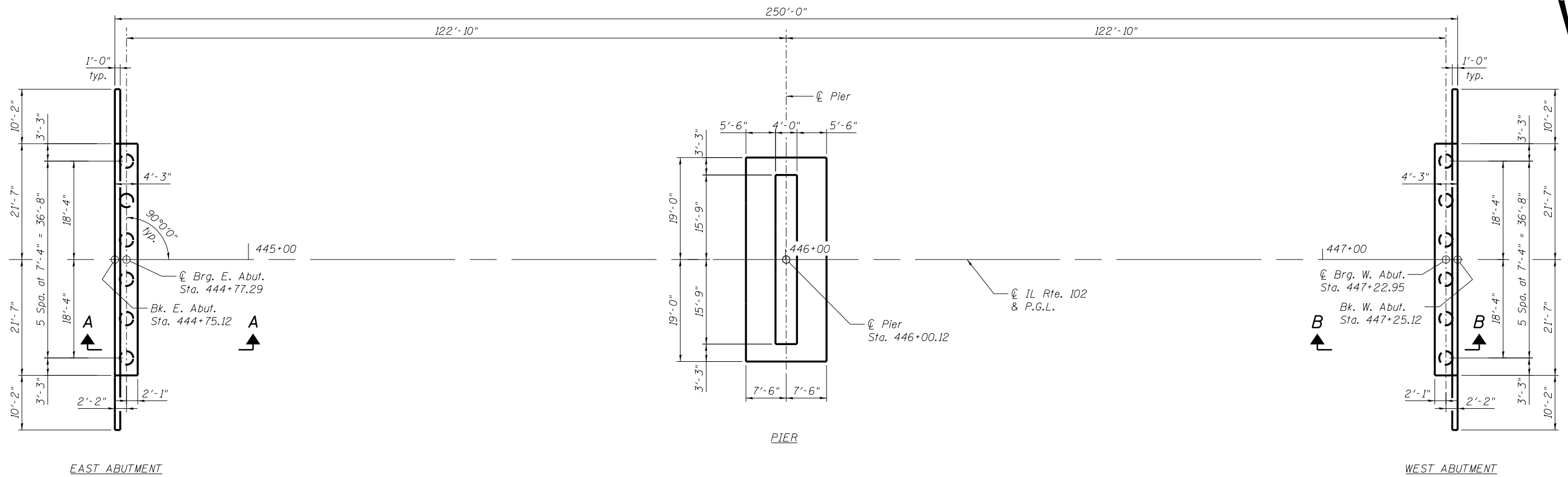
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 046-0149

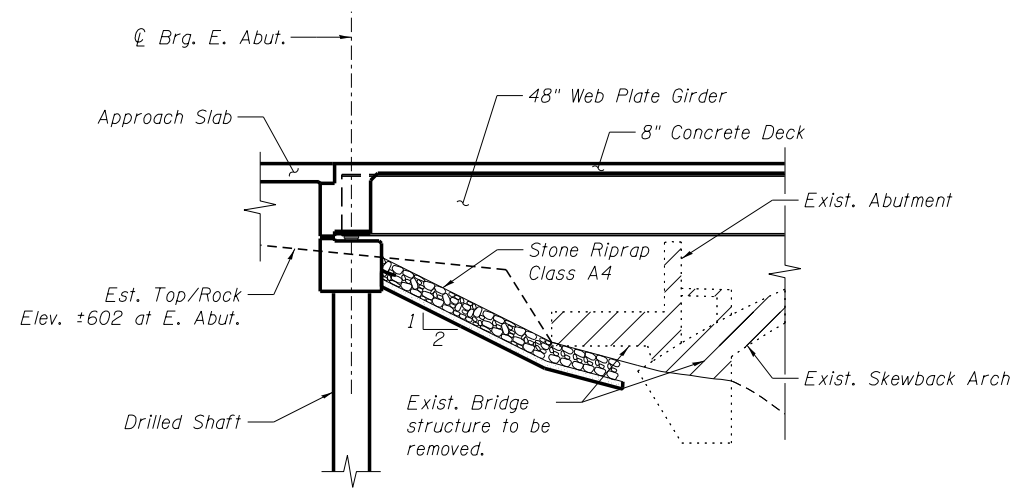
SHEET NO. S02 OF S26 SHEETS

F.A.P. RTE. 631	SECTION (110)BR	COUNTY KANKAKEE	TOTAL SHEETS 87	SHEET NO. 23
CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				

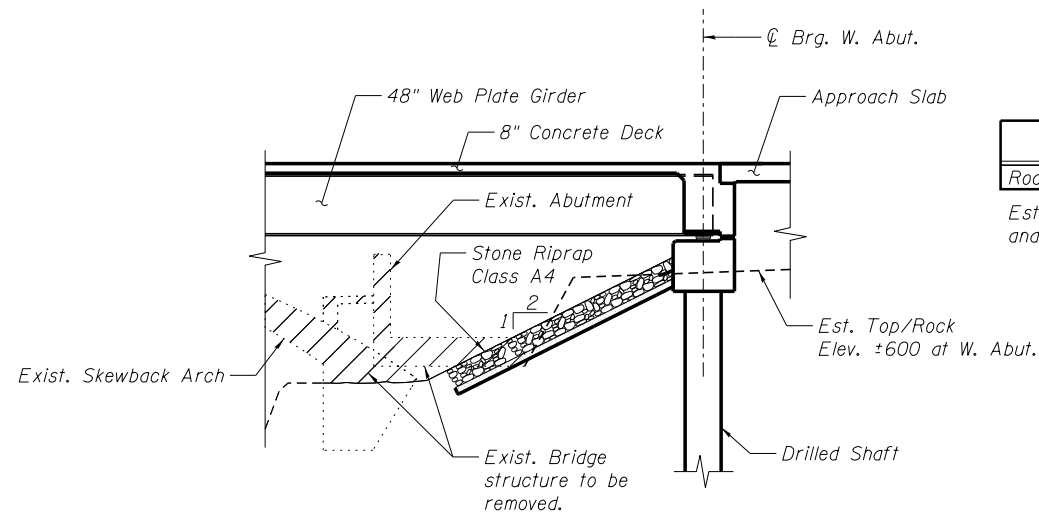
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FOUNDATION LAYOUT



SECTION A-A



SECTION B-B

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Rock Excavation for Structures	Cu. Yd.	134

Estimated quantity of rock excavation included for area between proposed and existing abutment foundations as required for slope protection installation

Indicates Removal Limits

NOTES:

- The Contractor shall be advised that the existing bearing pads contain asbestos. All necessary precautions shall be taken in the removal, transportation, and disposal of the bearing pads. See Special Provisions.
- Removal and disposal of miscellaneous items appurtenant to the structure (e.g. bridge rail) shall be included in the cost of Removal of Existing Structures. See Special Provisions for details.



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

FILE NAME = 0460149.66A55.003.Foundation.dgn	USER NAME = swojteczko	DESIGNED - VJK	REVISED -
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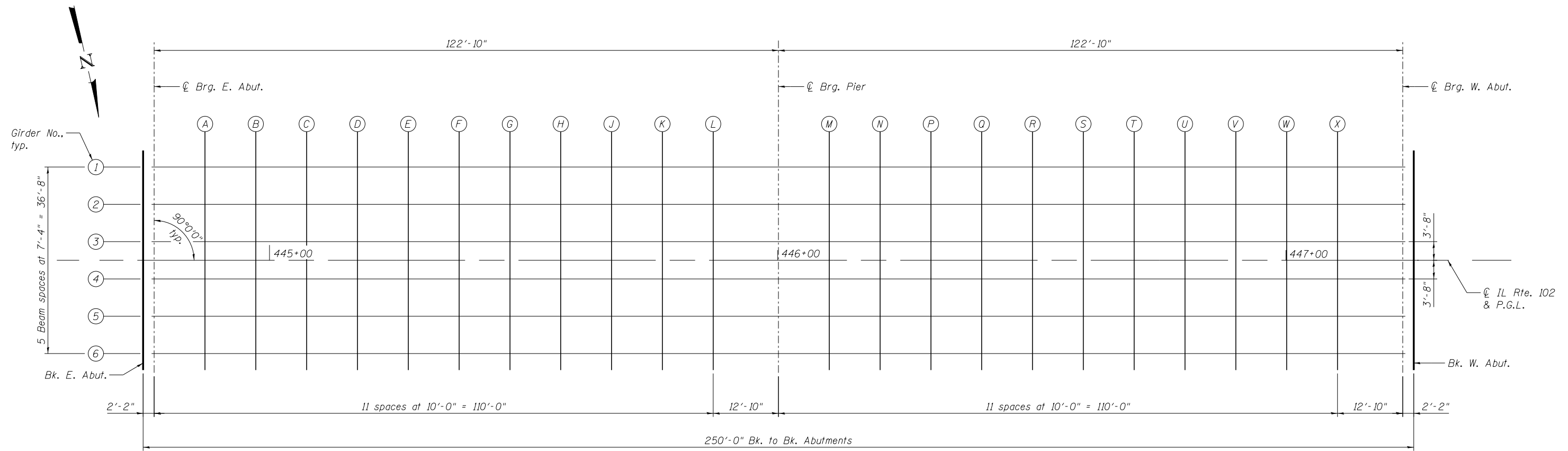
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUNDATION LAYOUT
STRUCTURE NO. 046-0149**

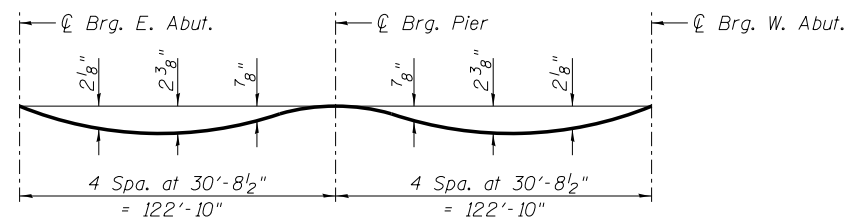
SHEET NO. S03 OF S26 SHEETS

F.A.P. RTE. 631	SECTION (110)BR	COUNTY KANKAKEE	TOTAL SHEETS 87	SHEET NO. 24
CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				

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PLAN

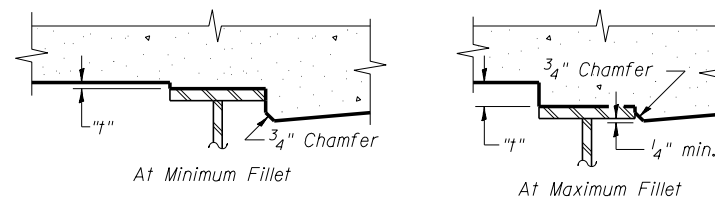


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S05 & S06.



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above and on sheets S05 & S06. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S05 and S06, minus 8" slab thickness, equals the fillet heights "t" above top flange of beams.

USER NAME = swojteczko	DESIGNED - VJK	REVISED -
PLOT SCALE =	CHECKED - MRB	REVISED -
PLOT DATE = 08/18/2015	DRAWN - RMG	REVISED -
	CHECKED - MRB	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	25
CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	444+75.12	-18.33	607.87	607.87
☉ Brg. E. Abut.	444+77.29	-18.33	607.88	607.88
A	444+87.29	-18.33	607.94	608.00
B	444+97.29	-18.33	607.99	608.12
C	445+07.29	-18.33	608.05	608.22
D	445+17.29	-18.33	608.10	608.30
E	445+27.29	-18.33	608.15	608.36
F	445+37.29	-18.33	608.19	608.39
G	445+47.29	-18.33	608.23	608.39
H	445+57.29	-18.33	608.26	608.38
J	445+67.29	-18.33	608.28	608.36
K	445+77.29	-18.33	608.29	608.34
L	445+87.29	-18.33	608.31	608.32
☉ Brg. Pier	446+00.12	-18.33	608.31	608.31
M	446+10.12	-18.33	608.31	608.32
N	446+20.12	-18.33	608.30	608.34
P	446+30.12	-18.33	608.28	608.36
Q	446+40.12	-18.33	608.26	608.38
R	446+50.12	-18.33	608.24	608.39
S	446+60.12	-18.33	608.20	608.39
T	446+70.12	-18.33	608.16	608.37
U	446+80.12	-18.33	608.12	608.32
V	446+90.12	-18.33	608.07	608.25
W	447+00.12	-18.33	608.01	608.15
X	447+10.12	-18.33	607.95	608.04
☉ Brg. W. Abut.	447+22.95	-18.33	607.88	607.88
Bk. W. Abut.	447+25.12	-18.33	607.87	607.87

GIRDER 2

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	444+75.12	-11.00	608.02	608.02
☉ Brg. E. Abut.	444+77.29	-11.00	608.03	608.03
A	444+87.29	-11.00	608.08	608.15
B	444+97.29	-11.00	608.14	608.27
C	445+07.29	-11.00	608.20	608.37
D	445+17.29	-11.00	608.25	608.45
E	445+27.29	-11.00	608.30	608.51
F	445+37.29	-11.00	608.34	608.54
G	445+47.29	-11.00	608.37	608.54
H	445+57.29	-11.00	608.40	608.53
J	445+67.29	-11.00	608.43	608.51
K	445+77.29	-11.00	608.44	608.49
L	445+87.29	-11.00	608.45	608.47
☉ Brg. Pier	446+00.12	-11.00	608.46	608.46
M	446+10.12	-11.00	608.46	608.47
N	446+20.12	-11.00	608.45	608.48
P	446+30.12	-11.00	608.43	608.51
Q	446+40.12	-11.00	608.41	608.53
R	446+50.12	-11.00	608.38	608.54
S	446+60.12	-11.00	608.35	608.54
T	446+70.12	-11.00	608.31	608.52
U	446+80.12	-11.00	608.27	608.47
V	446+90.12	-11.00	608.22	608.40
W	447+00.12	-11.00	608.16	608.30
X	447+10.12	-11.00	608.10	608.19
☉ Brg. W. Abut.	447+22.95	-11.00	608.03	608.03
Bk. W. Abut.	447+25.12	-11.00	608.02	608.02

GIRDER 3

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	444+75.12	-3.67	608.13	608.13
☉ Brg. E. Abut.	444+77.29	-3.67	608.14	608.14
A	444+87.29	-3.67	608.20	608.27
B	444+97.29	-3.67	608.26	608.38
C	445+07.29	-3.67	608.31	608.49
D	445+17.29	-3.67	608.37	608.57
E	445+27.29	-3.67	608.41	608.62
F	445+37.29	-3.67	608.45	608.65
G	445+47.29	-3.67	608.49	608.66
H	445+57.29	-3.67	608.52	608.65
J	445+67.29	-3.67	608.54	608.63
K	445+77.29	-3.67	608.56	608.60
L	445+87.29	-3.67	608.57	608.58
☉ Brg. Pier	446+00.12	-3.67	608.57	608.57
M	446+10.12	-3.67	608.57	608.58
N	446+20.12	-3.67	608.56	608.60
P	446+30.12	-3.67	608.55	608.62
Q	446+40.12	-3.67	608.52	608.64
R	446+50.12	-3.67	608.50	608.66
S	446+60.12	-3.67	608.46	608.66
T	446+70.12	-3.67	608.43	608.63
U	446+80.12	-3.67	608.38	608.58
V	446+90.12	-3.67	608.33	608.51
W	447+00.12	-3.67	608.27	608.42
X	447+10.12	-3.67	608.21	608.30
☉ Brg. W. Abut.	447+22.95	-3.67	608.14	608.14
Bk. W. Abut.	447+25.12	-3.67	608.13	608.13



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		CHECKED -	MRB	REVISOR -		REVISOR -	
		PLOT SCALE =		DRAWN -	RMG	REVISOR -	
		PLOT DATE =	08\18\2015	CHECKED -	MRB	REVISOR -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS II
STRUCTURE NO. 046-0149**

SHEET NO. S05 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	26
CONTRACT NO. 66A55			ILLINOIS FED. AID PROJECT	

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CL RTE. 102 & P.G.L.

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	444+75.12	0.00	608.19	608.19
CL Brg. E. Abut.	444+77.29	0.00	608.20	608.20
A	444+87.29	0.00	608.26	608.32
B	444+97.29	0.00	608.31	608.44
C	445+07.29	0.00	608.37	608.54
D	445+17.29	0.00	608.42	608.62
E	445+27.29	0.00	608.47	608.68
F	445+37.29	0.00	608.51	608.71
G	445+47.29	0.00	608.55	608.71
H	445+57.29	0.00	608.57	608.70
J	445+67.29	0.00	608.60	608.68
K	445+77.29	0.00	608.61	608.66
L	445+87.29	0.00	608.63	608.64
CL Brg. Pier	446+00.12	0.00	608.63	608.63
M	446+10.12	0.00	608.63	608.64
N	446+20.12	0.00	608.62	608.66
P	446+30.12	0.00	608.60	608.68
Q	446+40.12	0.00	608.58	608.70
R	446+50.12	0.00	608.56	608.71
S	446+60.12	0.00	608.52	608.71
T	446+70.12	0.00	608.48	608.69
U	446+80.12	0.00	608.44	608.64
V	446+90.12	0.00	608.39	608.57
W	447+00.12	0.00	608.33	608.47
X	447+10.12	0.00	608.27	608.36
CL Brg. W. Abut.	447+22.95	0.00	608.20	608.20
Bk. W. Abut.	447+25.12	0.00	608.19	608.19

GIRDER 4

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	444+75.12	3.67	608.13	608.13
CL Brg. E. Abut.	444+77.29	3.67	608.14	608.14
A	444+87.29	3.67	608.20	608.27
B	444+97.29	3.67	608.26	608.38
C	445+07.29	3.67	608.31	608.49
D	445+17.29	3.67	608.37	608.57
E	445+27.29	3.67	608.41	608.62
F	445+37.29	3.67	608.45	608.65
G	445+47.29	3.67	608.49	608.66
H	445+57.29	3.67	608.52	608.65
J	445+67.29	3.67	608.54	608.63
K	445+77.29	3.67	608.56	608.60
L	445+87.29	3.67	608.57	608.58
CL Brg. Pier	446+00.12	3.67	608.57	608.57
M	446+10.12	3.67	608.57	608.58
N	446+20.12	3.67	608.56	608.60
P	446+30.12	3.67	608.55	608.62
Q	446+40.12	3.67	608.52	608.64
R	446+50.12	3.67	608.50	608.66
S	446+60.12	3.67	608.46	608.66
T	446+70.12	3.67	608.43	608.63
U	446+80.12	3.67	608.38	608.58
V	446+90.12	3.67	608.33	608.51
W	447+00.12	3.67	608.27	608.42
X	447+10.12	3.67	608.21	608.30
CL Brg. W. Abut.	447+22.95	3.67	608.14	608.14
Bk. W. Abut.	447+25.12	3.67	608.13	608.13

GIRDER 5

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	444+75.12	11.00	608.02	608.02
CL Brg. E. Abut.	444+77.29	11.00	608.03	608.03
A	444+87.29	11.00	608.08	608.15
B	444+97.29	11.00	608.14	608.27
C	445+07.29	11.00	608.20	608.37
D	445+17.29	11.00	608.25	608.45
E	445+27.29	11.00	608.30	608.51
F	445+37.29	11.00	608.34	608.54
G	445+47.29	11.00	608.37	608.54
H	445+57.29	11.00	608.40	608.53
J	445+67.29	11.00	608.43	608.51
K	445+77.29	11.00	608.44	608.49
L	445+87.29	11.00	608.45	608.47
CL Brg. Pier	446+00.12	11.00	608.46	608.46
M	446+10.12	11.00	608.46	608.47
N	446+20.12	11.00	608.45	608.48
P	446+30.12	11.00	608.43	608.51
Q	446+40.12	11.00	608.41	608.53
R	446+50.12	11.00	608.38	608.54
S	446+60.12	11.00	608.35	608.54
T	446+70.12	11.00	608.31	608.52
U	446+80.12	11.00	608.27	608.47
V	446+90.12	11.00	608.22	608.40
W	447+00.12	11.00	608.16	608.30
X	447+10.12	11.00	608.10	608.19
CL Brg. W. Abut.	447+22.95	11.00	608.03	608.03
Bk. W. Abut.	447+25.12	11.00		608.02

GIRDER 6

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	444+75.12	18.33	607.87	607.87
CL Brg. E. Abut.	444+77.29	18.33	607.88	607.88
A	444+87.29	18.33	607.94	608.00
B	444+97.29	18.33	607.99	608.12
C	445+07.29	18.33	608.05	608.22
D	445+17.29	18.33	608.10	608.30
E	445+27.29	18.33	608.15	608.36
F	445+37.29	18.33	608.19	608.39
G	445+47.29	18.33	608.23	608.39
H	445+57.29	18.33	608.26	608.38
J	445+67.29	18.33	608.28	608.36
K	445+77.29	18.33	608.29	608.34
L	445+87.29	18.33	608.31	608.32
CL Brg. Pier	446+00.12	18.33	608.31	608.31
M	446+10.12	18.33	608.31	608.32
N	446+20.12	18.33	608.30	608.34
P	446+30.12	18.33	608.28	608.36
Q	446+40.12	18.33	608.26	608.38
R	446+50.12	18.33	608.24	608.39
S	446+60.12	18.33	608.20	608.39
T	446+70.12	18.33	608.16	608.37
U	446+80.12	18.33	608.12	608.32
V	446+90.12	18.33	608.07	608.25
W	447+00.12	18.33	608.01	608.15
X	447+10.12	18.33	607.95	608.04
CL Brg. W. Abut.	447+22.95	18.33	607.88	607.88
Bk. W. Abut.	447+25.12	18.33	607.87	607.87

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 DESIGNED - VJK
 CHECKED - MRB
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 DRAWN - RMG
 PLOT DATE = 08/18/2015
 CHECKED - MRB

REVISIED -
 REVISIED -
 REVISIED -
 REVISIED -

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TOP OF DECK ELEVATIONS III
 STRUCTURE NO. 046-0149

SHEET NO. 506 OF 526 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	27
CONTRACT NO. 66A55			ILLINOIS FED. AID PROJECT	

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EDGE OF SOUTH SHOULDER

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations
E. End of East Apr. Slab	444+46.12	-20.00	607.69
E1	444+56.12	-20.00	607.74
E2	444+66.12	-20.00	607.79
W. End of East Apr. Slab	444+76.12	-20.00	607.84
E. End of West Apr. Slab	447+24.12	-20.00	607.84
W1	447+34.12	-20.00	607.79
W2	447+44.12	-20.00	607.74
W. End of West Apr. Slab	447+54.12	-20.00	607.70

SOUTH EDGE OF PAVEMENT

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations
E. End of East Apr. Slab	444+46.12	-12.00	607.86
E1	444+56.12	-12.00	607.90
E2	444+66.12	-12.00	607.95
W. End of East Apr. Slab	444+76.12	-12.00	608.01
E. End of West Apr. Slab	447+24.12	-12.00	608.01
W1	447+34.12	-12.00	607.96
W2	447+44.12	-12.00	607.91
W. End of West Apr. Slab	447+54.12	-12.00	607.87

CL IL RTE. 102 & P.G.L.

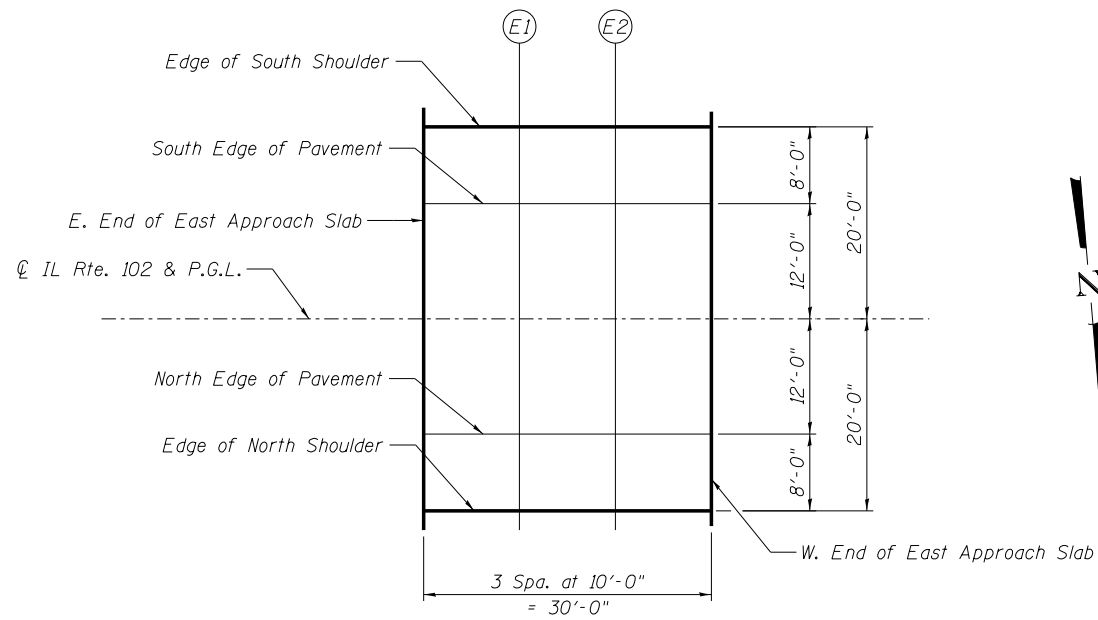
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E. End of East Apr. Slab	444+46.12	0.00	608.05
E1	444+56.12	0.00	608.09
E2	444+66.12	0.00	608.14
W. End of East Apr. Slab	444+76.12	0.00	608.19
E. End of West Apr. Slab	447+24.12	0.00	608.20
W1	447+34.12	0.00	608.15
W2	447+44.12	0.00	608.10
W. End of West Apr. Slab	447+54.12	0.00	608.05

NORTH EDGE OF PAVEMENT

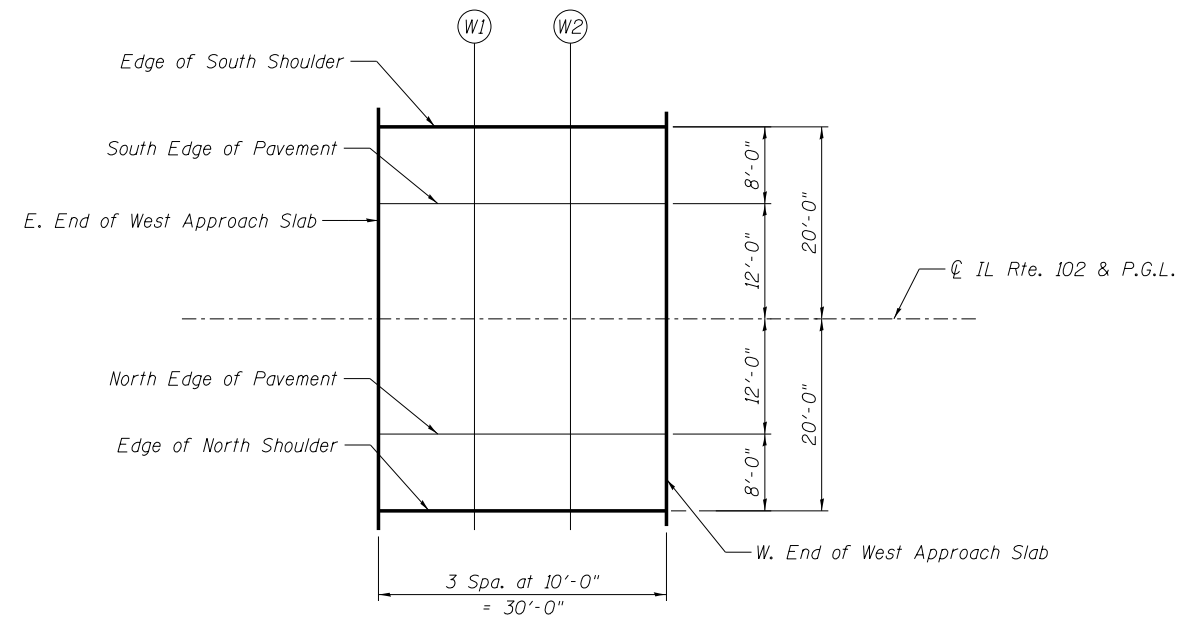
Location	Station	Offset From P.G.L.	Theoretical Grade Elevations
E. End of East Apr. Slab	444+46.12	12.00	607.86
E1	444+56.12	12.00	607.90
E2	444+66.12	12.00	607.95
W. End of East Apr. Slab	444+76.12	12.00	608.01
E. End of West Apr. Slab	447+24.12	12.00	608.01
W1	447+34.12	12.00	607.96
W2	447+44.12	12.00	607.91
W. End of West Apr. Slab	447+54.12	12.00	607.87

EDGE OF NORTH SHOULDER

Location	Station	Offset From P.G.L.	Theoretical Grade Elevations
E. End of East Apr. Slab	444+46.12	20.00	607.69
E1	444+56.12	20.00	607.74
E2	444+66.12	20.00	607.79
W. End of East Apr. Slab	444+76.12	20.00	607.84
E. End of West Apr. Slab	447+24.12	20.00	607.84
W1	447+34.12	20.00	607.79
W2	447+44.12	20.00	607.74
W. End of West Apr. Slab	447+54.12	20.00	607.70



EAST APPROACH



WEST APPROACH

PLAN



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FILE NAME =	USER NAME = swojteczko	DESIGNED - VJK	REVISED -
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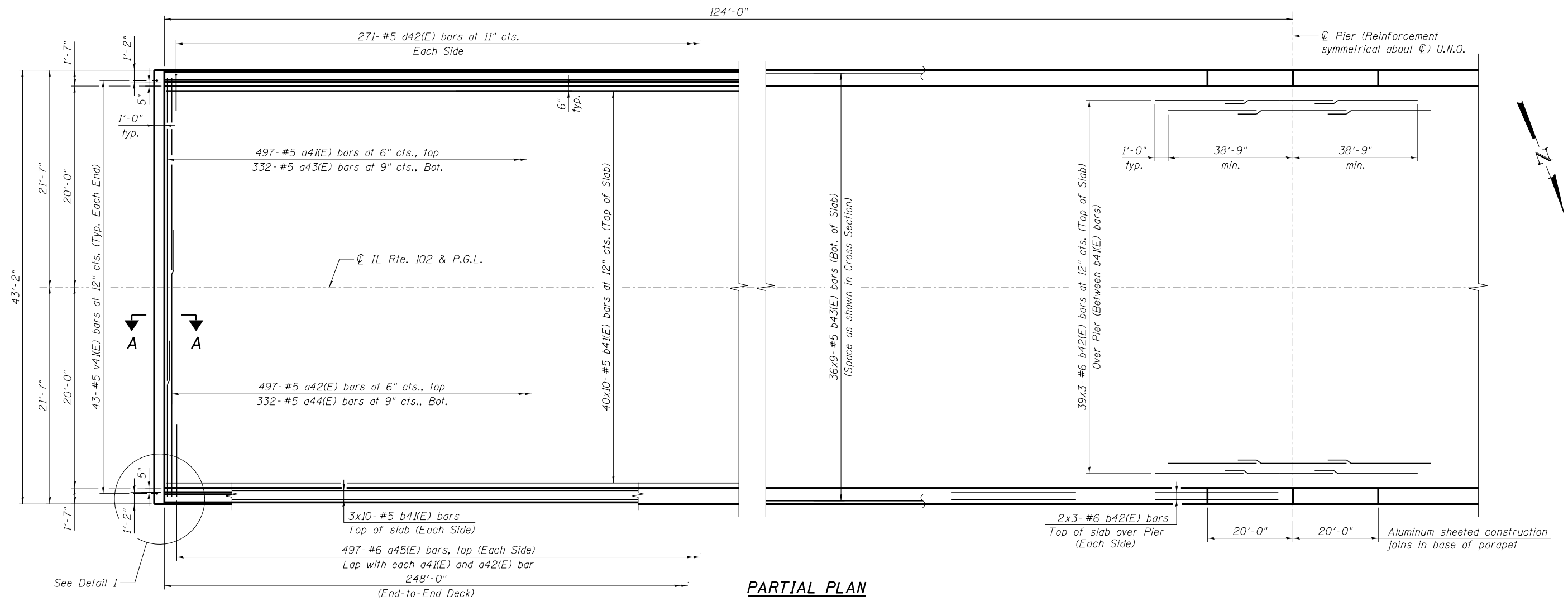
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 046-0149**

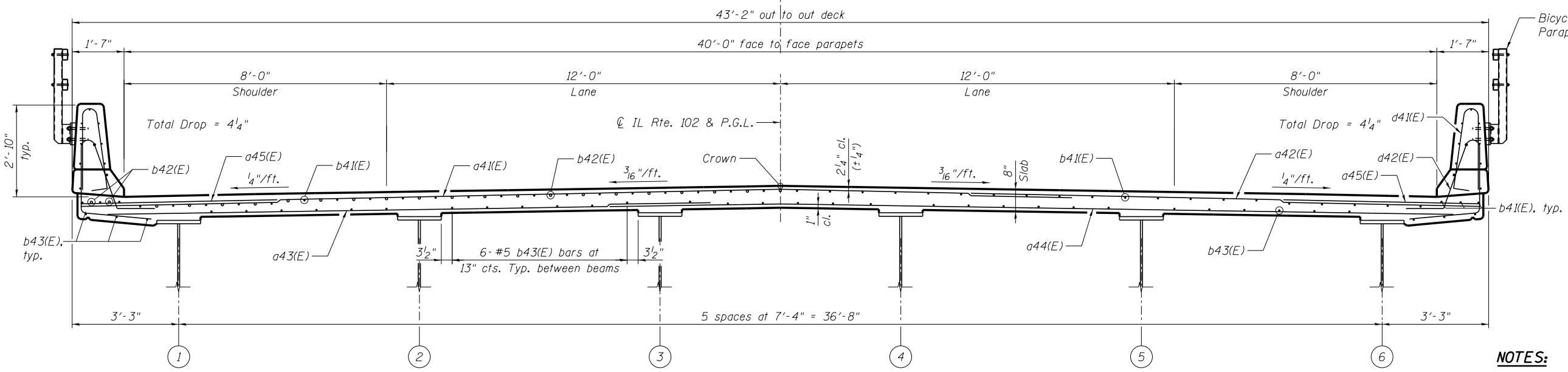
SHEET NO. S07 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	28
CONTRACT NO. 66A55			ILLINOIS FED. AID PROJECT	

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PARTIAL PLAN



CROSS SECTION
(Looking Upstation, West)

MINIMUM BAR LAP
(Slab)
#5 bar = 2'-7"
#6 bar = 3'-1"

- NOTES:**
- See Sheet S09 of S24 for superstructure details, parapet reinforcement, and Bill of Material.
 - Bars indicated thus, 2x3-#6 etc., indicates 2 lines of bars with 3 lengths per line.
 - For Section A-A and Detail 1, see Sheet S12 of S24.

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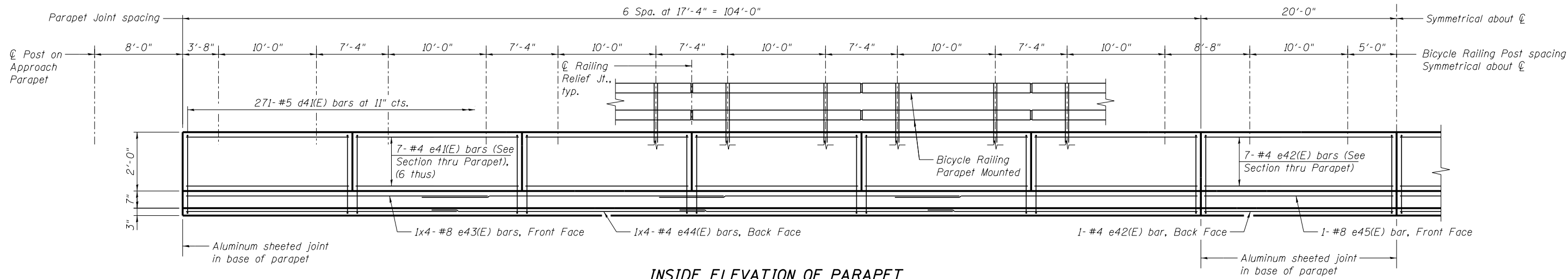
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 046-0149

SHEET NO. S08 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	29
CONTRACT NO. 66A55			ILLINOIS FED. AID PROJECT	

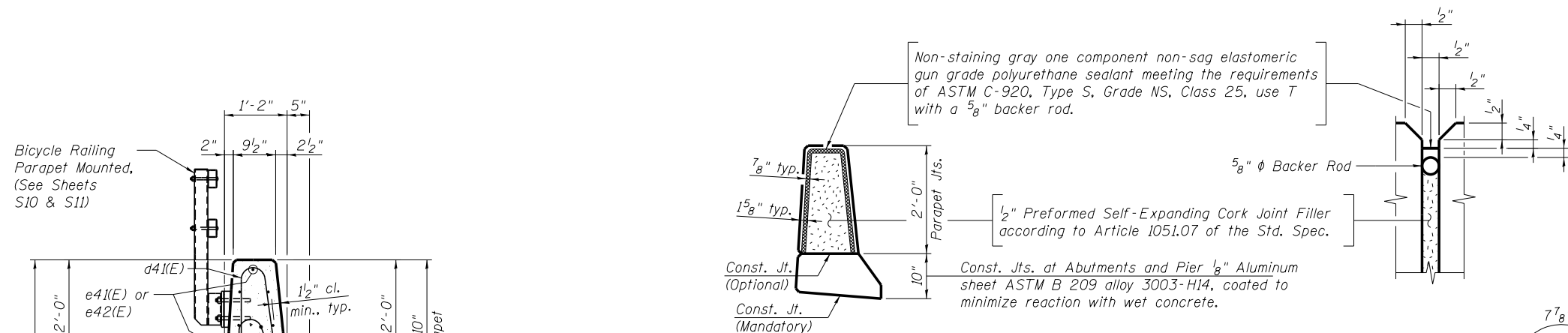
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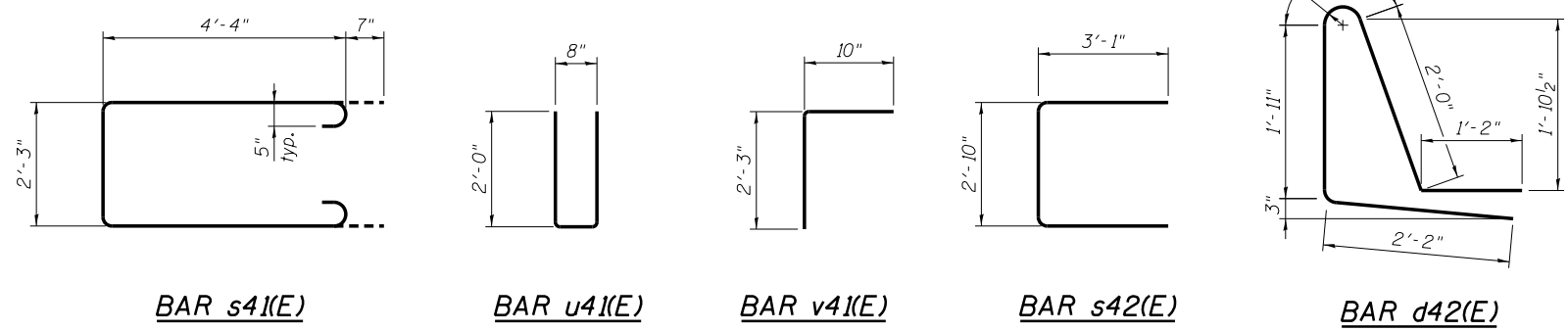
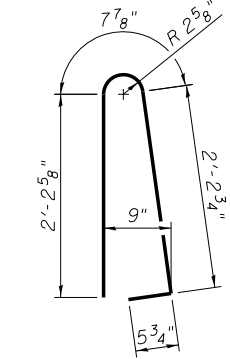
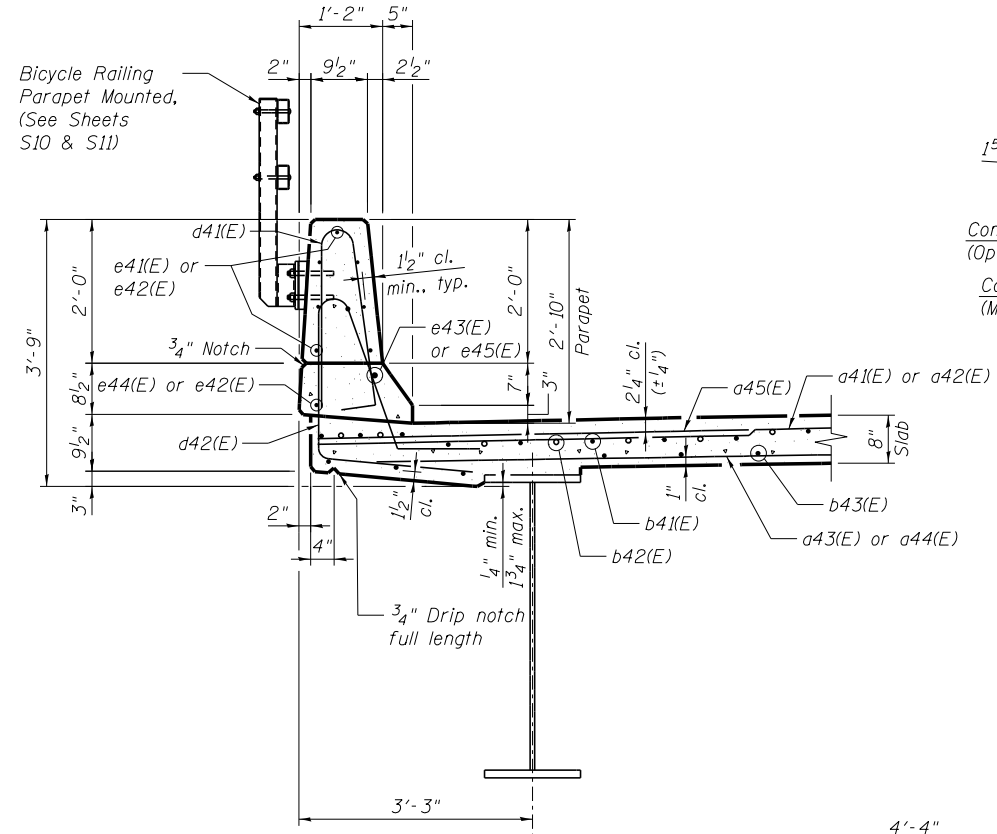
INSIDE ELEVATION OF PARAPET

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a41(E)	497	#5	30'-0"	—
a42(E)	497	#5	15'-6"	—
a43(E)	332	#5	19'-0"	—
a44(E)	332	#5	26'-6"	—
a45(E)	994	#6	6'-6"	—
b41(E)	460	#5	27'-3"	—
b42(E)	129	#6	28'-3"	—
b43(E)	324	#5	30'-0"	—
d41(E)	542	#5	5'-7"	⌒
d42(E)	542	#5	7'-10"	⌒
e41(E)	168	#4	17'-0"	—
e42(E)	32	#4	19'-8"	—
e43(E)	16	#8	30'-0"	—
e44(E)	16	#4	27'-6"	—
e45(E)	4	#8	19'-8"	—
m41(E)	40	#6	23'-0"	—
m42(E)	20	#6	3'-0"	—
m43(E)	50	#6	7'-0"	—
m44(E)	48	#5	4'-0"	—
s41(E)	82	#5	12'-1"	⌒
s42(E)	82	#5	9'-0"	⌒
u41(E)	88	#5	4'-8"	⌒
v41(E)	86	#5	3'-1"	⌒
Concrete Superstructure		Cu. Yd.	388.5	
Reinforcement Bars, Epoxy Coated		Pound	94,140	



PARAPET JOINT DETAILS
Cost included with Concrete Superstructure.



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

NOTE:
See Sheets S10 & S11 for details of Bicycle Railing Parapet Mounted.

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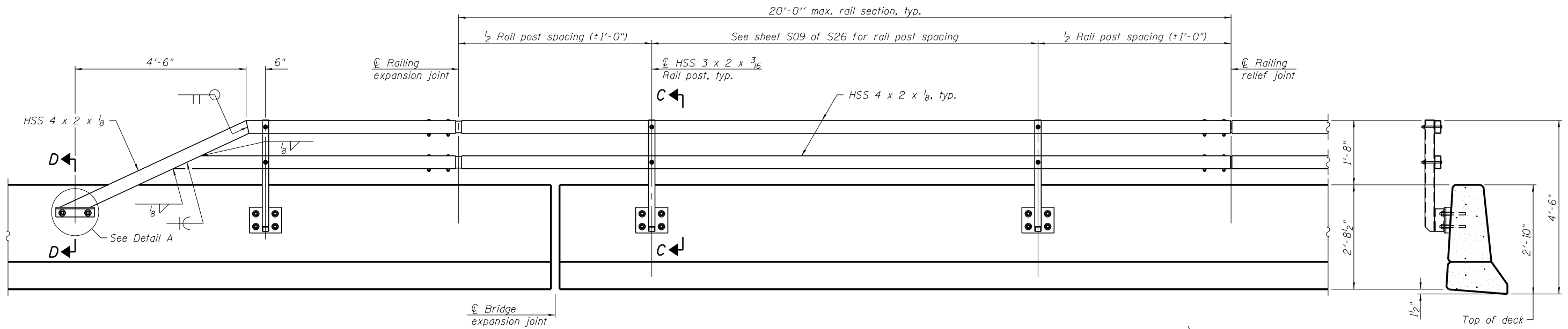
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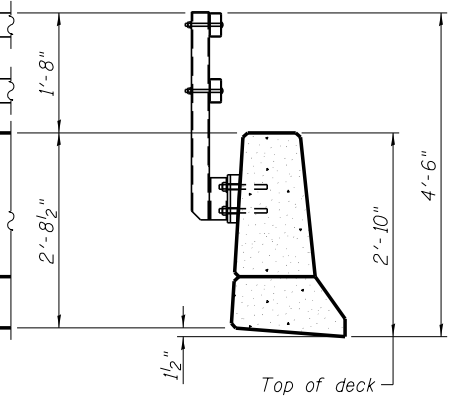
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STRUCTURE NO. 046-0149
SHEET NO. S09 OF S26 SHEETS

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. 66A55
ILLINOIS FED. AID PROJECT				

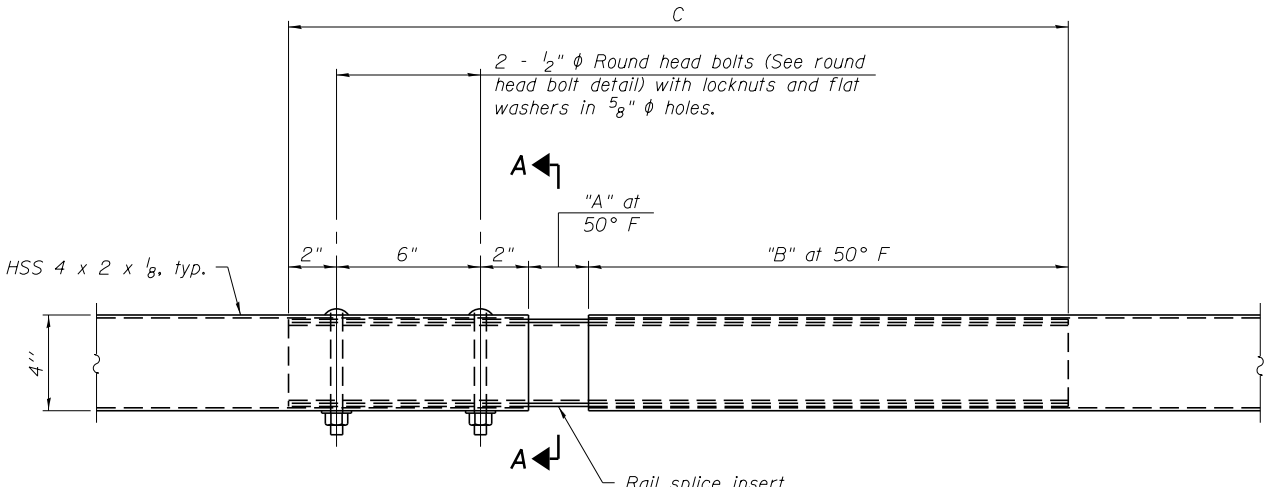
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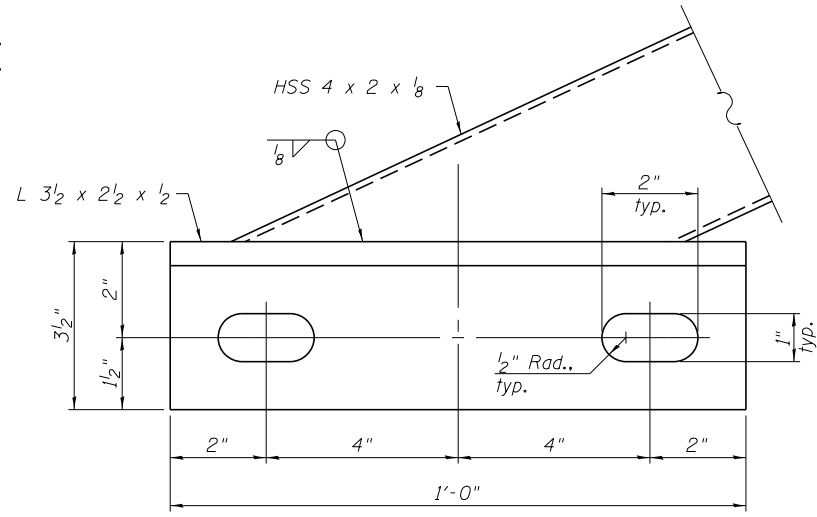
OUTSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET
(Taper backed parapet shown, straight backed parapet similar)



RAIL SPLICE ELEVATION
(At railing expansion joint)

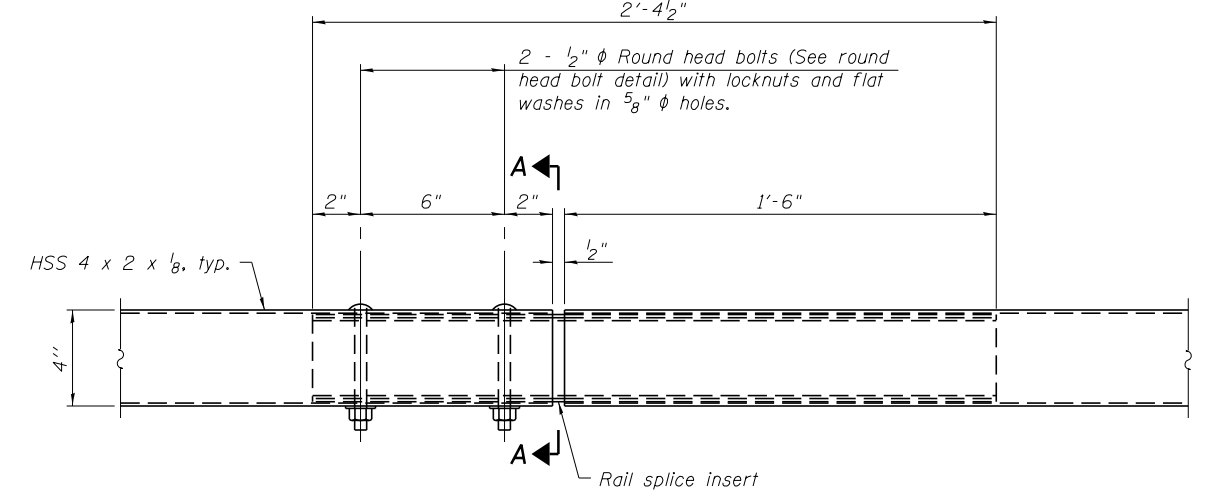


DETAIL A
(Bolts omitted for clarity)

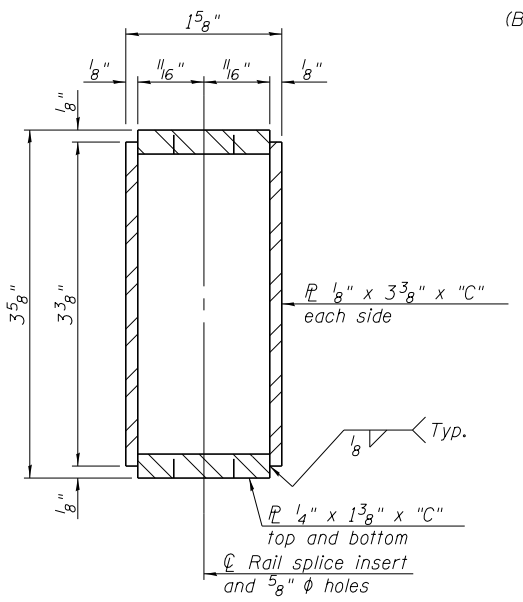
SPLICE DIMENSIONS

*T	A	B	C
≤4"	2 1/2"	1'-8"	2'-8 1/2"
≤6 1/2"	3 3/4"	1'-9 1/4"	2'-11"
≤9"	5"	1'-10 1/2"	3'-1 1/2"
≤13"	7"	2'-0 1/2"	3'-5 1/2"

*T = Total movement at expansion joint (as shown on the design plans)



RAIL SPLICE ELEVATION
(At railing relief joint)



SECTION A-A

Notes:
 Rail posts shall not be located closer than 1'-3" to an existing bridge expansion joint or end of bridge.
 Railing expansion joints shall be provided between any two (2) posts which span a bridge expansion joint.
 Railing relief joints shall be placed between rail sections that do not span over an expansion joint.
 All steel rail elements and hardware shall be galvanized according to Article 509.05 of the Standard Specifications.
 All structural steel tubing shall be A500, Grade B.
 Threaded rods shall be ASTM F1554, Grade 36 (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 may be used in lieu of ASTM F1554.
 Drill and set threaded rods according to Article 509.06 of the Standard Specifications.
 All structural steel plates shall be AASHTO M270, Grade 36.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing Parapet Mounted	Foot	548



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R-39

11-5-14 (7'-0" to 10'-0" Post Spacing)

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BICYCLE RAILING PARAPET MOUNTED DETAILS I
 STRUCTURE NO. 046-0149

(Sheet 1 of 2)

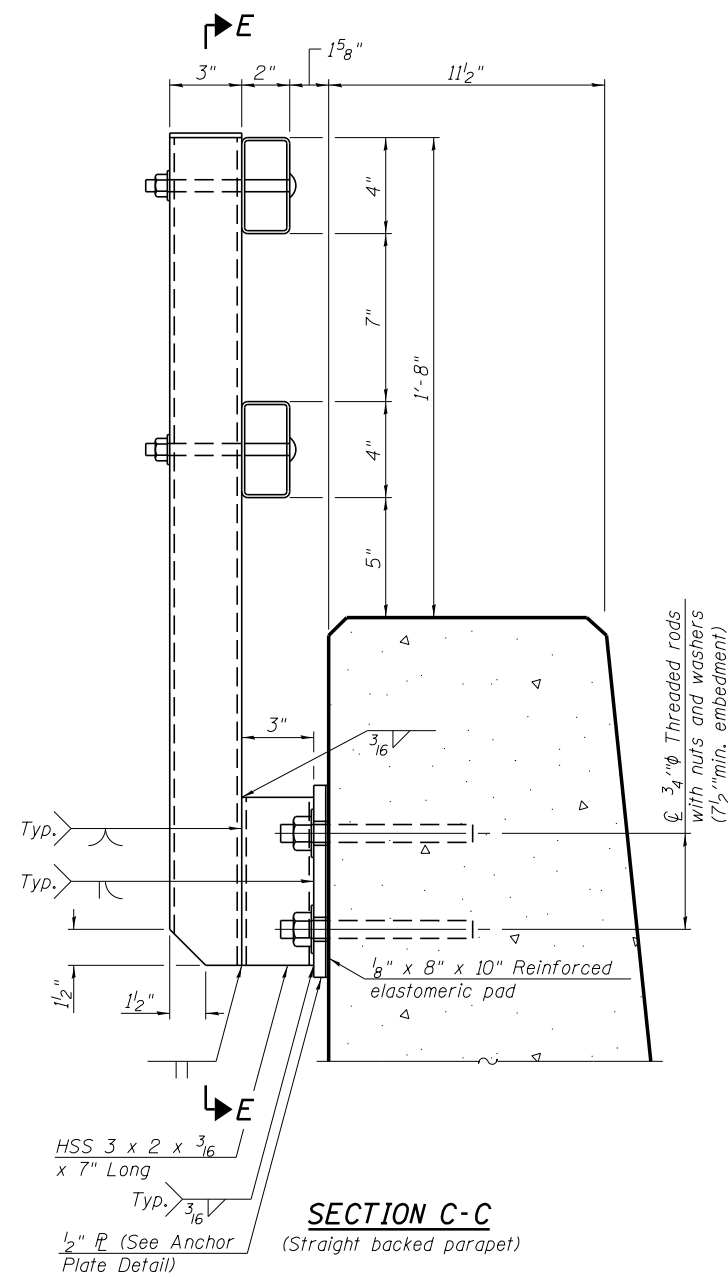
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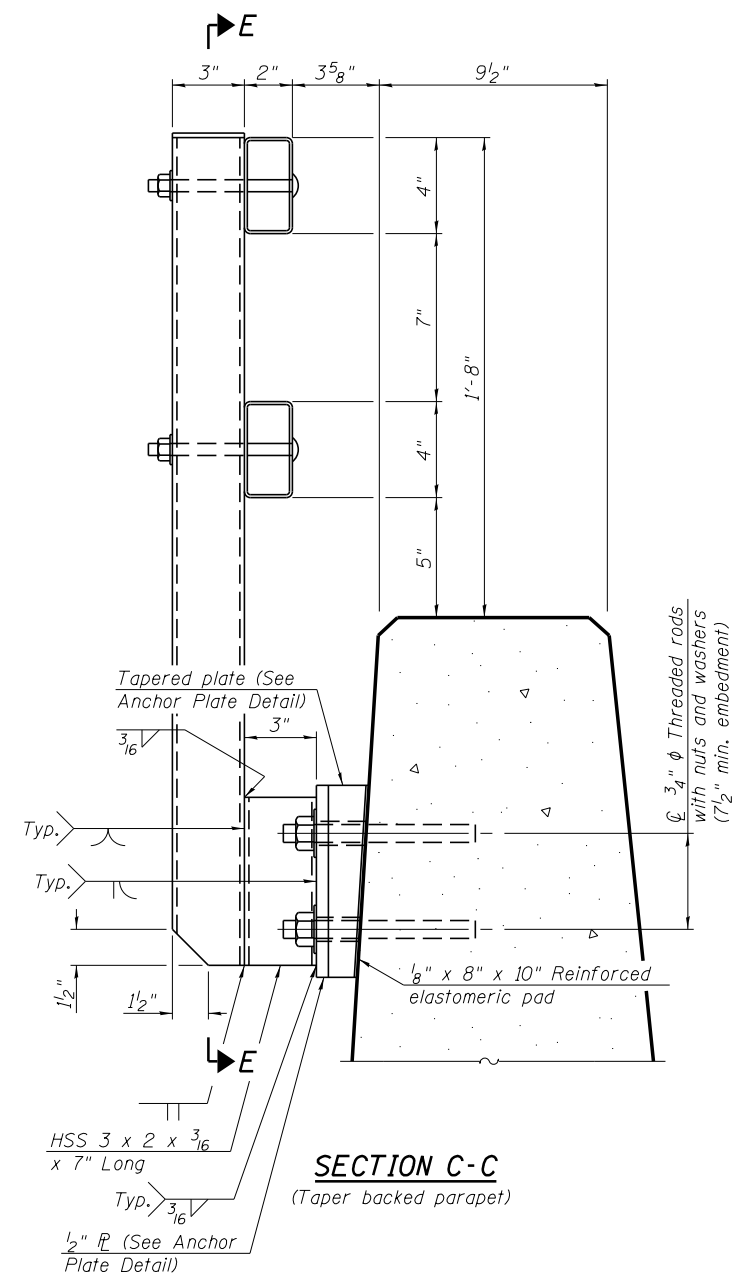
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CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				

SHEET NO. S10 OF S26 SHEETS

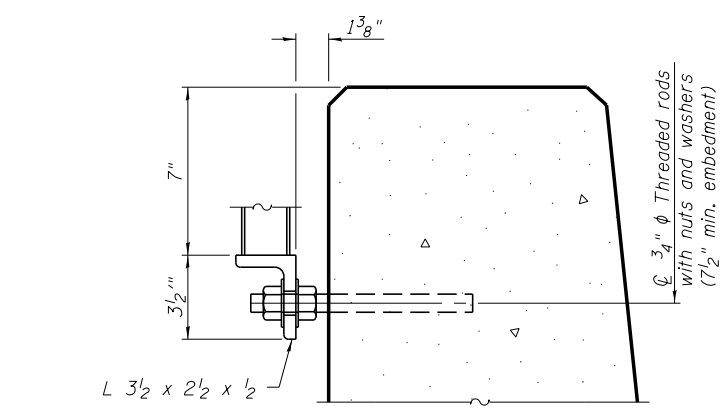
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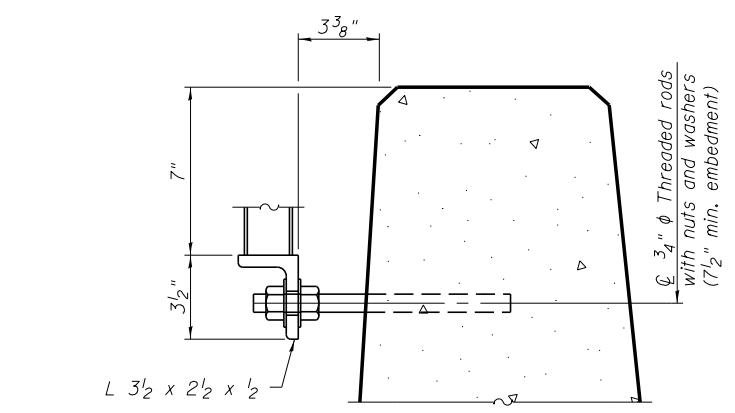
SECTION C-C
(Straight backed parapet)



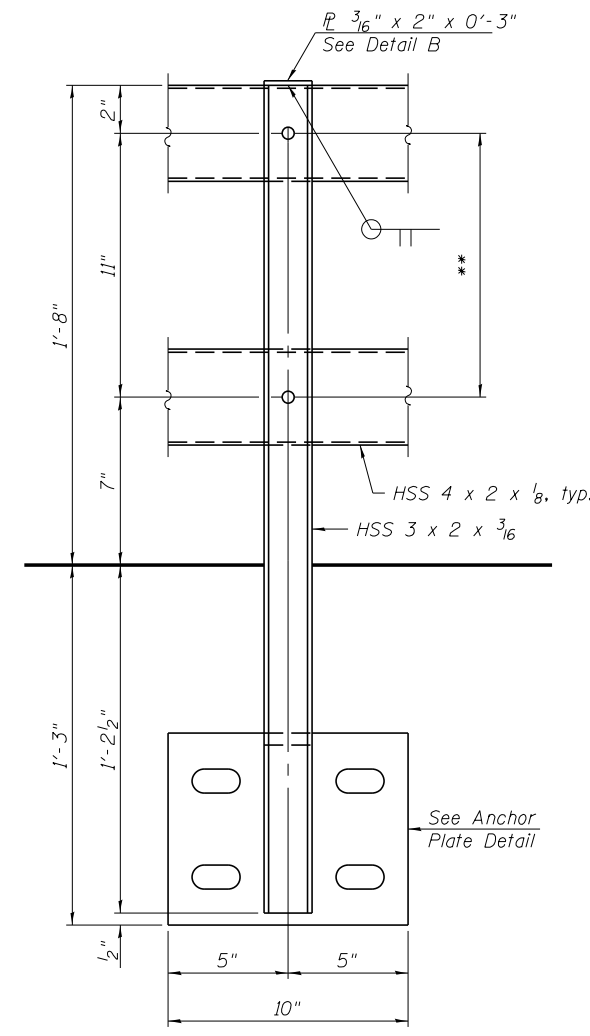
SECTION C-C
(Taper backed parapet)



SECTION D-D
(Straight backed parapet)

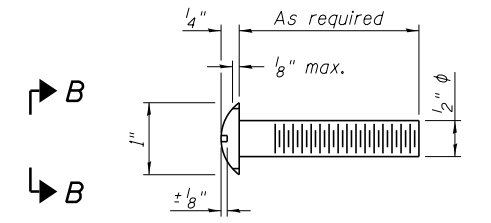


SECTION D-D
(Taper backed parapet)

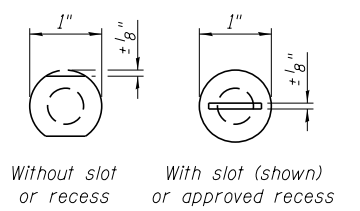


SECTION E-E
(Bolts omitted for clarity)

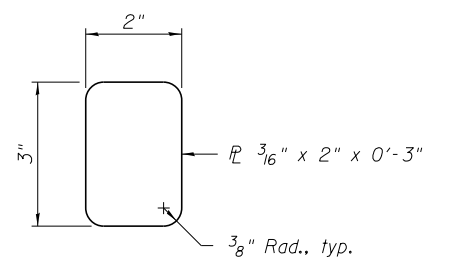
** ϕ 1/2" Round head bolts with locknut and flat washer.
5/8" ϕ holes in hollow structural section may be drilled in the field.



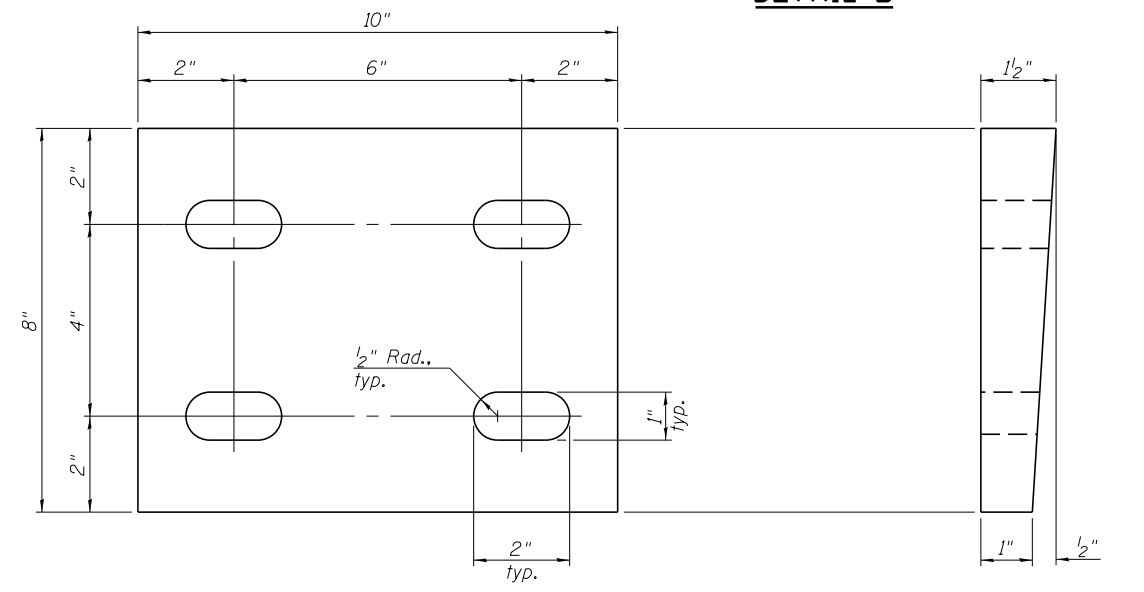
ROUND HEAD BOLT DETAIL



VIEW B-B



DETAIL B



ANCHOR PLATE DETAIL
(For 1/2" R and tapered R)

SECTION THRU TAPERED PLATE



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312-565-0450 Job No. 3938.13

R-39

11-5-14

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USER NAME = swojteczko
PLOT SCALE =
PLOT DATE = 08\18\2015

DESIGNED - SCW
CHECKED - HMA
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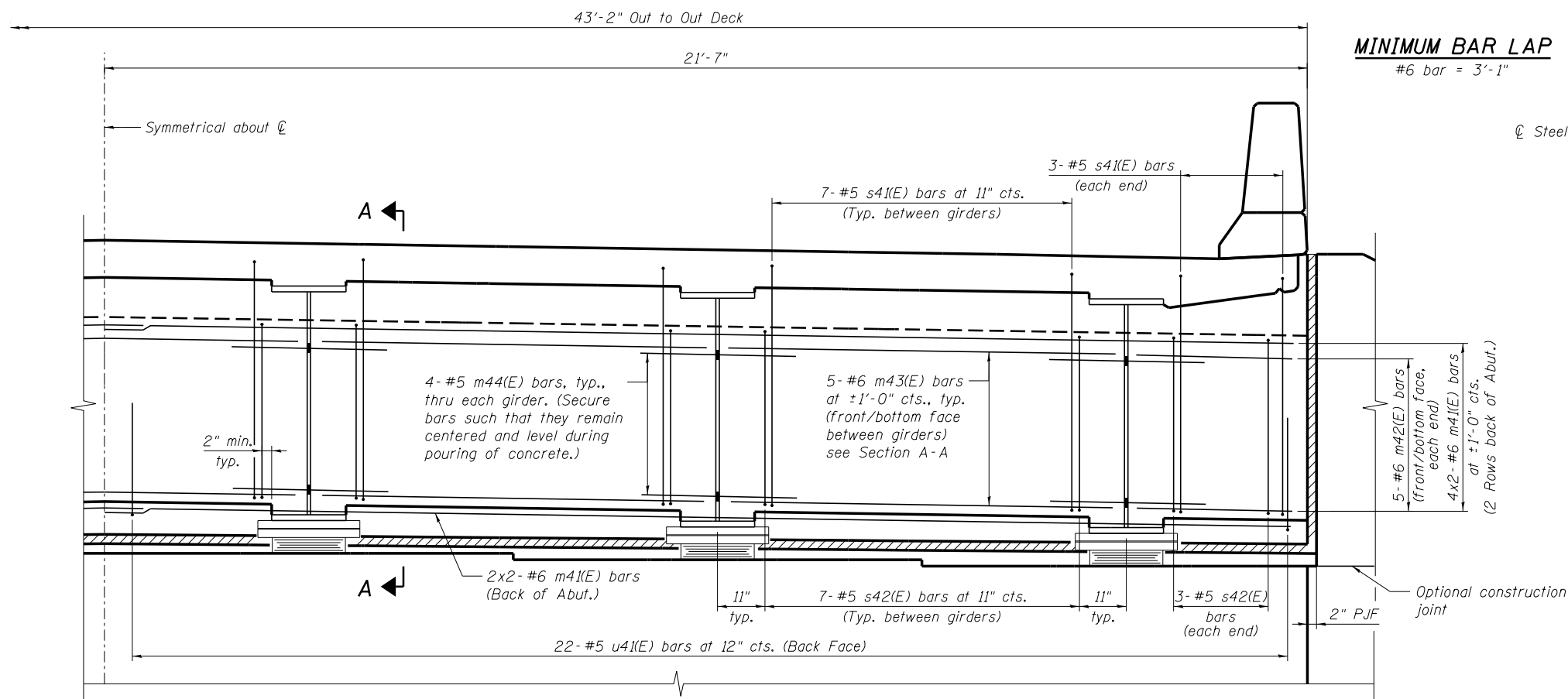
BICYCLE RAILING PARAPET MOUNTED DETAILS II
STRUCTURE NO. 046-0149

SHEET NO. S11 OF S26 SHEETS

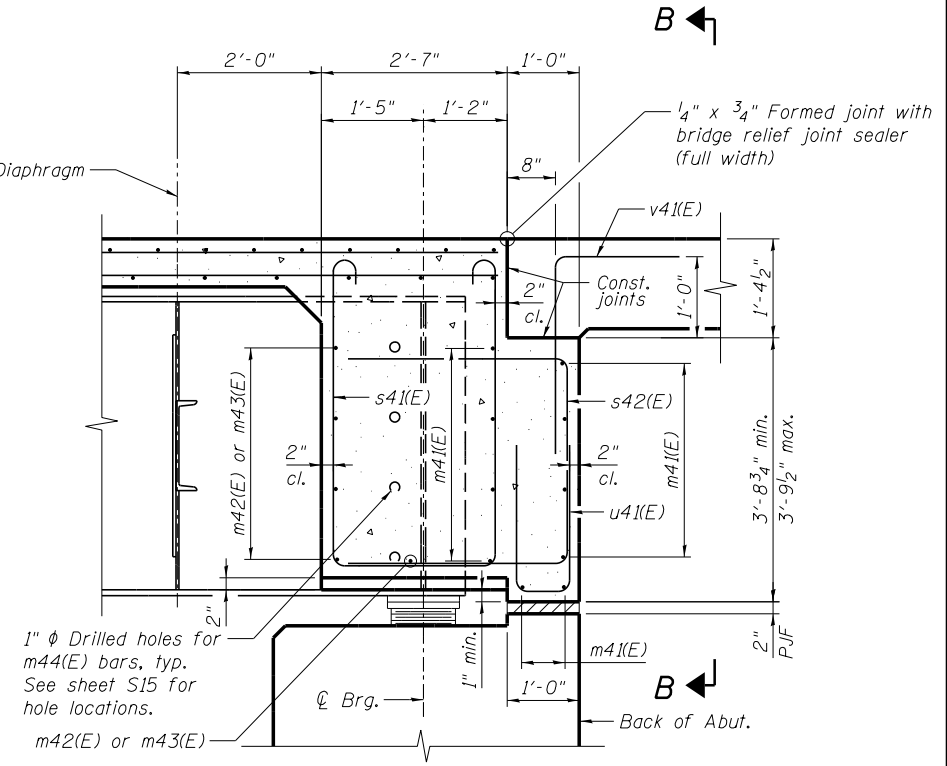
F.A.P. RTE. 631	SECTION (110)BR	COUNTY KANKAKEE	TOTAL SHEETS 87	SHEET NO. 32
CONTRACT NO. 66A55			ILLINOIS FED. AID PROJECT	

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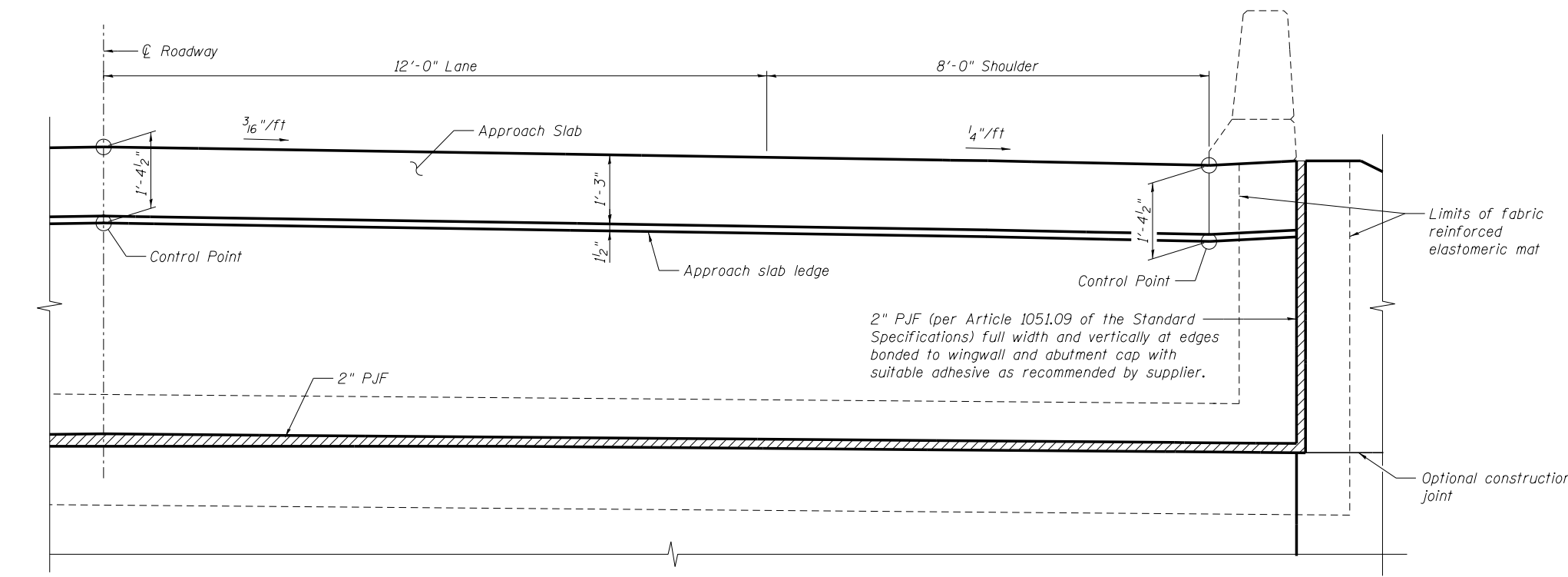
MINIMUM BAR LAP
#6 bar = 3'-1"



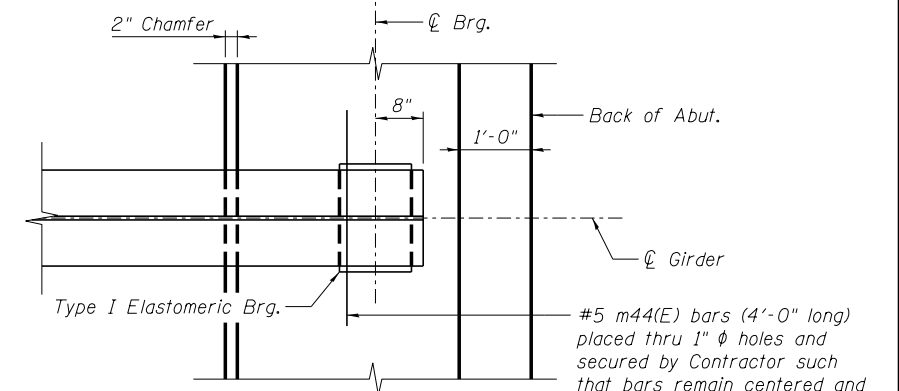
DIAPHRAGM ELEVATION AT ABUTMENT



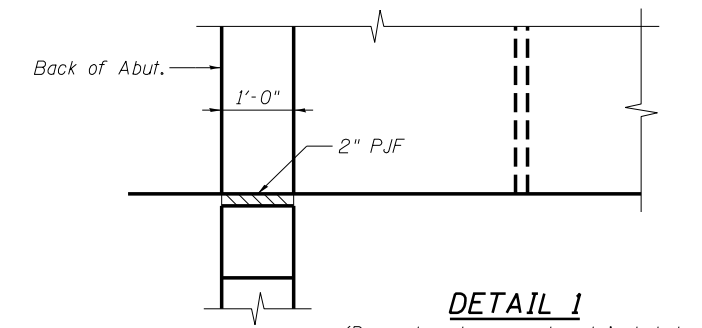
SECTION A-A



SECTION B-B



PARTIAL PLAN AT ABUTMENT



DETAIL 1

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FILE NAME =	USER NAME = swojteczko	DESIGNED - VJK/SCW	REVISED -
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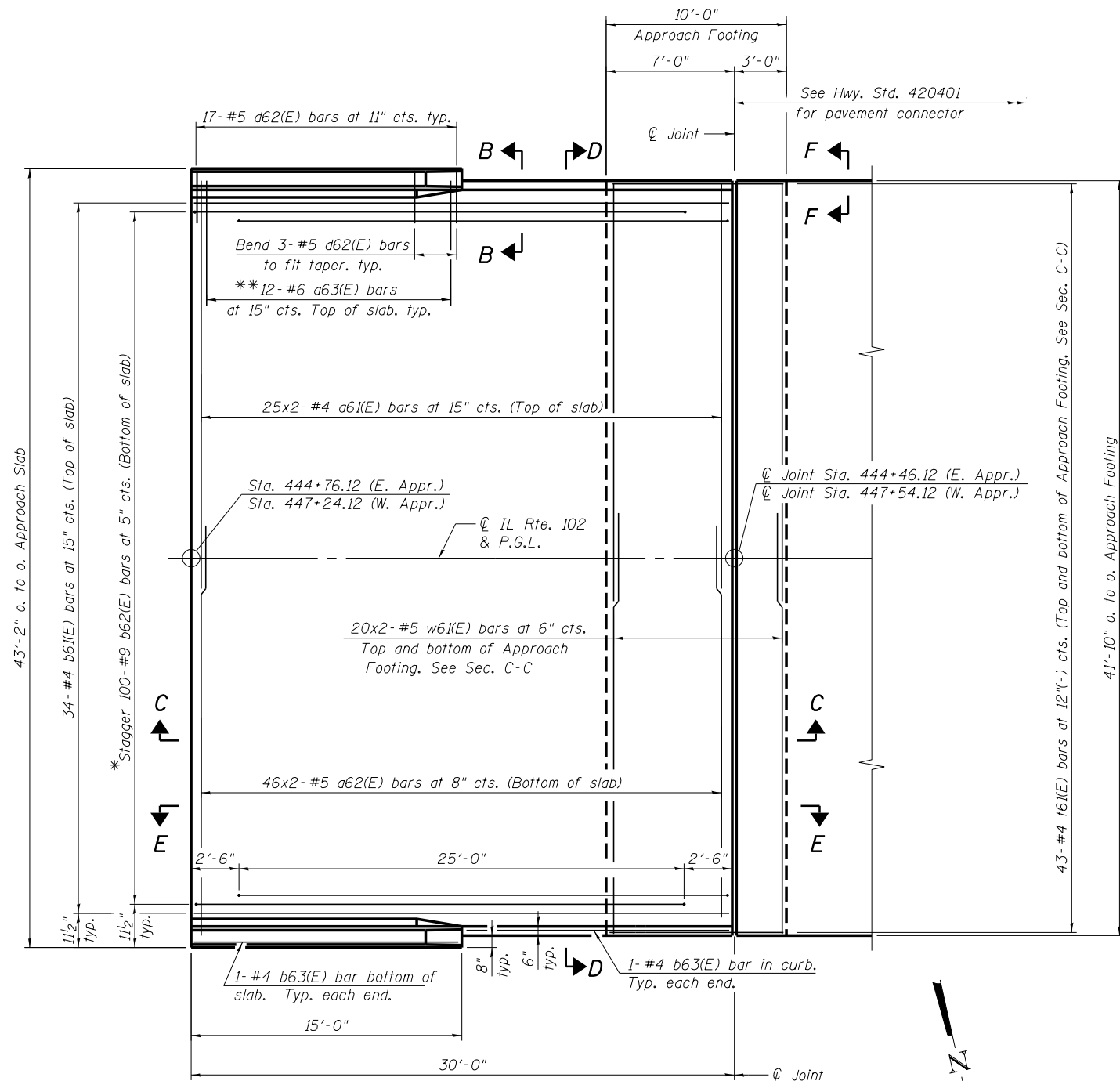
DIAPHRAGM DETAILS
STRUCTURE NO. 046-0149

SHEET NO. S12 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	33
CONTRACT NO. 66A55				

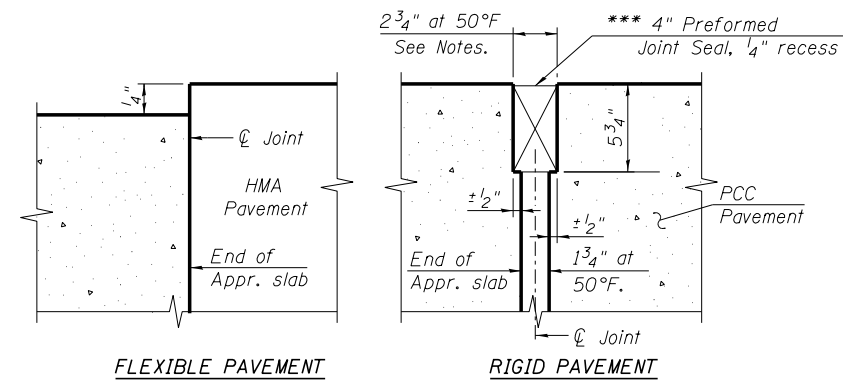
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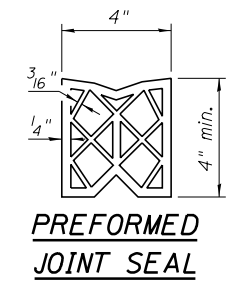
PLAN
(West Approach shown, East Approach Opp. Hand)

*Tilt #9 b62(E) bars as required to maintain clearance.
** Space between a61(E) bars, typ. ea. parapet.

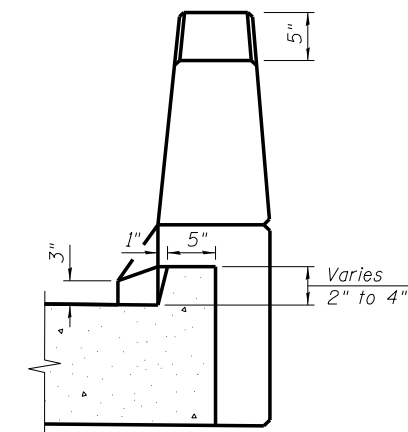


DETAIL A

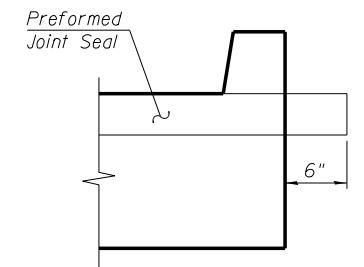
*** Cost included with Concrete Superstructure.



PREFORMED JOINT SEAL



VIEW B-B



VIEW F-F

NOTES:

- See sheet S14 for Sections C-C & D-D and View E-E.
- a61(E) and a62(E) bar spacings measured along \varnothing Rdwy.
- The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1/2" for installation purposes.



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12-12-12

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USER NAME = swojteczko
PLOT SCALE =
PLOT DATE = 08/18/2015

DESIGNED - VJK
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APPROACH SLAB DETAILS I
STRUCTURE NO. 046-0149

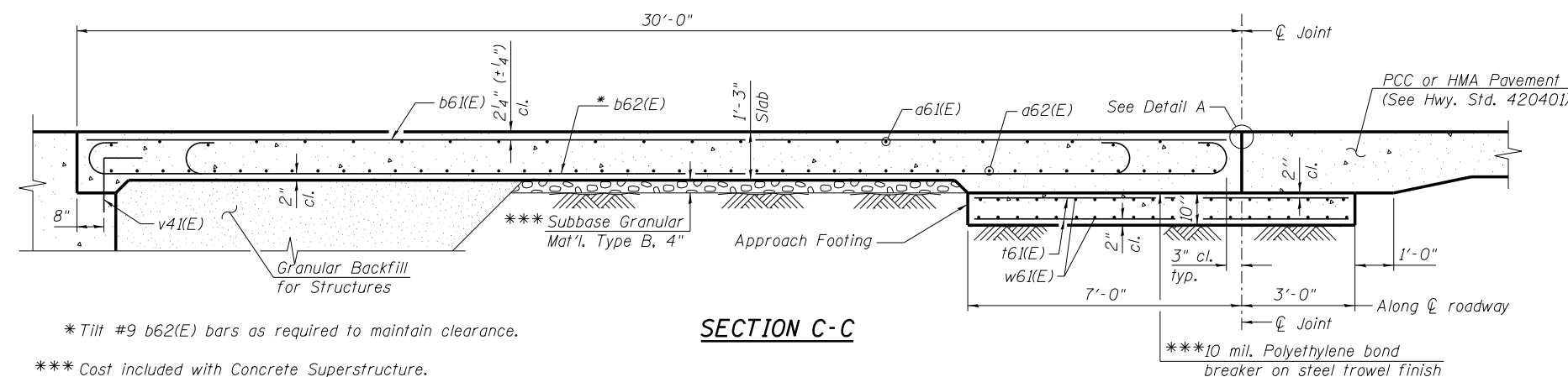
SHEET NO. S13 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	34
CONTRACT NO. 66A55				

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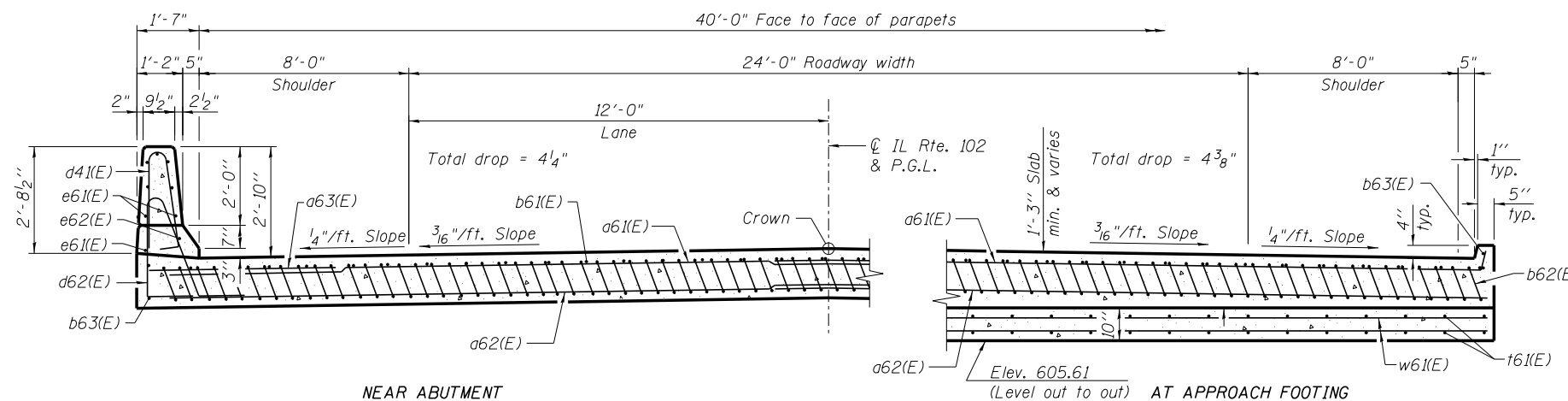
**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a61(E)	100	#4	22'-10"	—
a62(E)	184	#5	22'-9"	—
a63(E)	48	#6	6'-6"	—
b61(E)	68	#4	29'-8"	—
b62(E)	200	#9	29'-9"	—
b63(E)	8	#4	14'-8"	—
d41(E)	68	#5	5'-7"	—
d62(E)	68	#5	7'-11"	—
e61(E)	32	#4	14'-8"	—
e62(E)	4	#8	14'-8"	—
t61(E)	86	#4	9'-8"	—
w61(E)	160	#5	22'-3"	—
Concrete Superstructure			Cu. Yd.	129.3
Concrete Structures			Cu. Yd.	25.8
Reinforcement Bars, Epoxy Coated			Pound	25,610



*Tilt #9 b62(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.

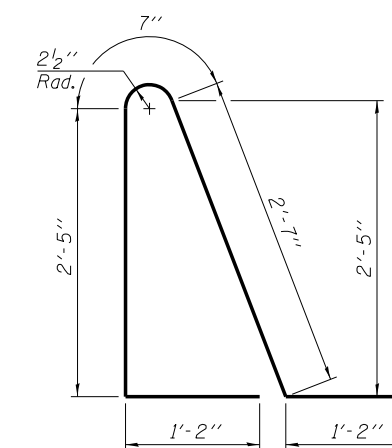
SECTION C-C



NEAR ABUTMENT

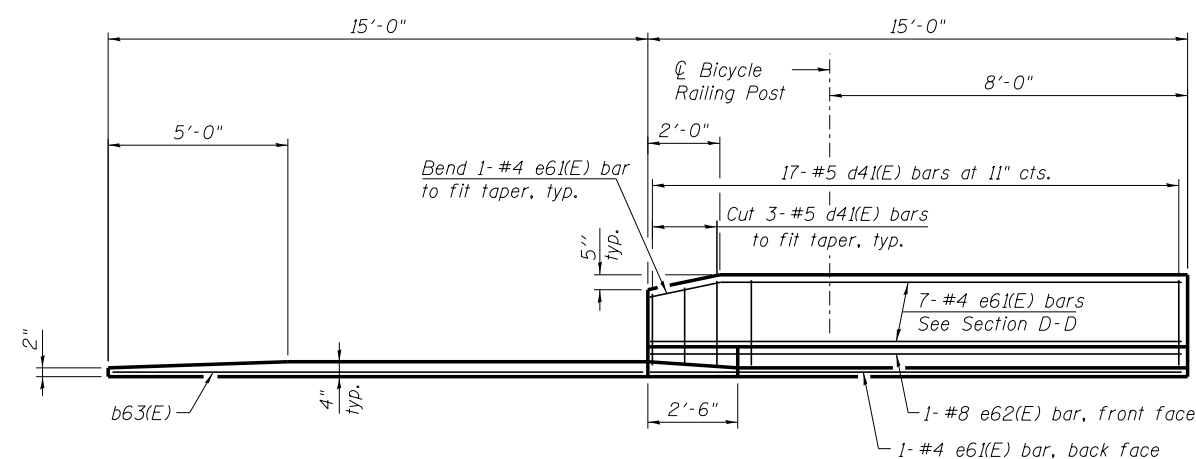
SECTION D-D

(See Plan for dimensions not shown)

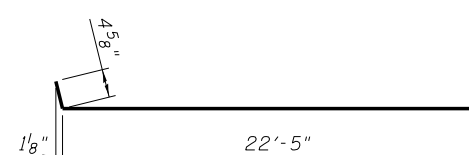


MINIMUM BAR LAP

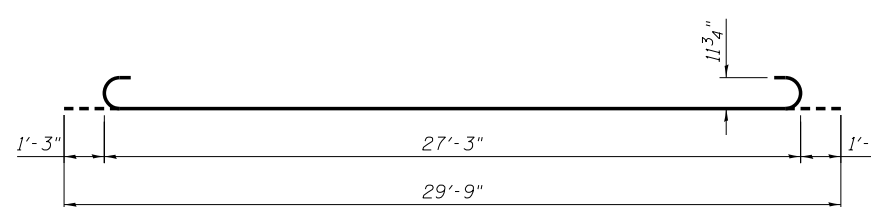
#4 bar = 2'-1"
#5 bar = 2'-7"



VIEW E-E



BAR a61(E)



BAR b62(E)

NOTES:

- See sheet S11 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 v41(E) and d41(E) bar details, see Sheet S09.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For Granular Backfill for Structures and drainage treatment details, see sheet S02.
- For additional parapet details, see sheet S09.
- For Parapet Mounted Bicycle Railing details, see Sheets S10 & S11.



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BA-0

12-12-12

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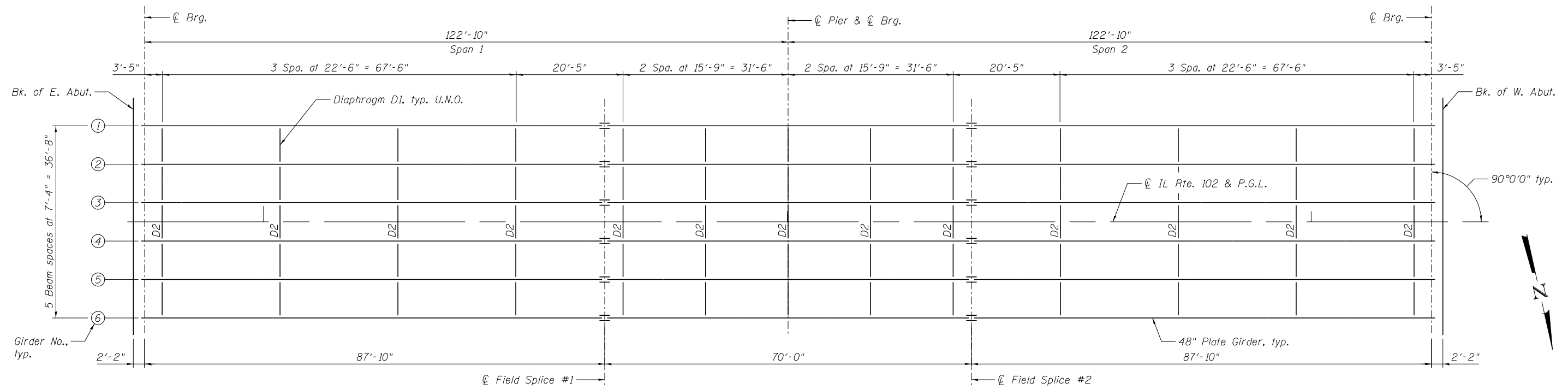
APPROACH SLAB DETAILS II
STRUCTURE NO. 046-0149

SHEET NO. S14 OF S26 SHEETS

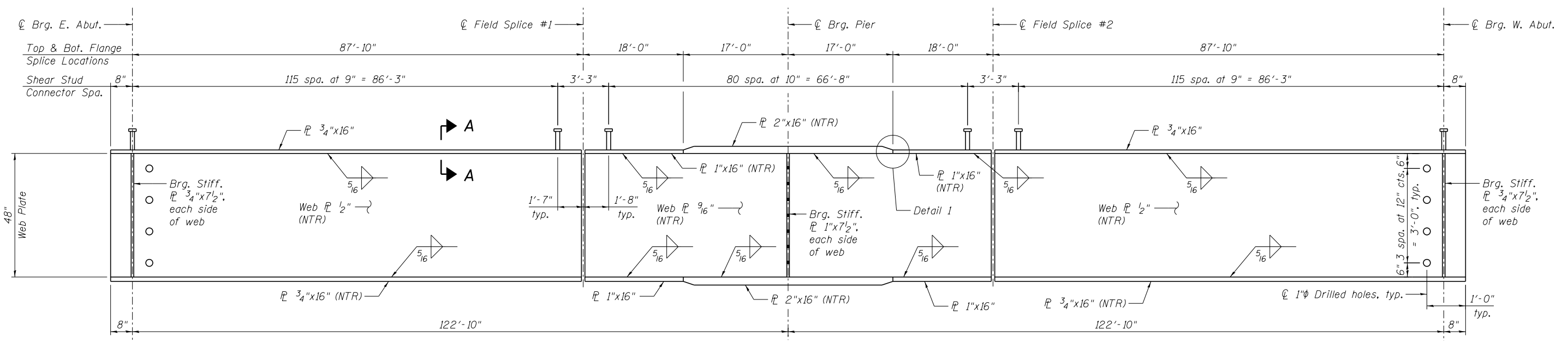
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	35
CONTRACT NO. 66A55				

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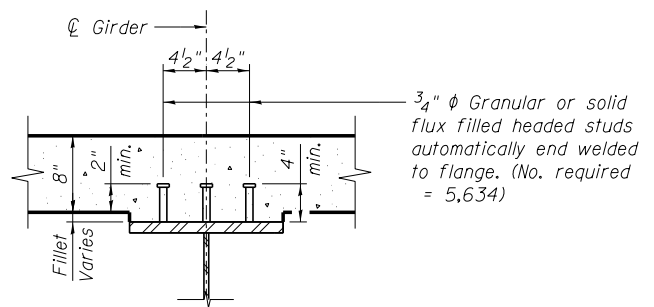
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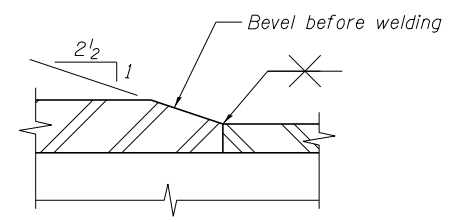
FRAMING PLAN



GIRDER ELEVATION



SECTION A-A



DETAIL 1
(Typ. for all welded flange splices)

NOTES:

1. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted.
2. All structural steel plates shown shall be AASHTO M270, Grade 50W.
3. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
4. Diaphragm connections plates are omitted on outside of fascia girders.

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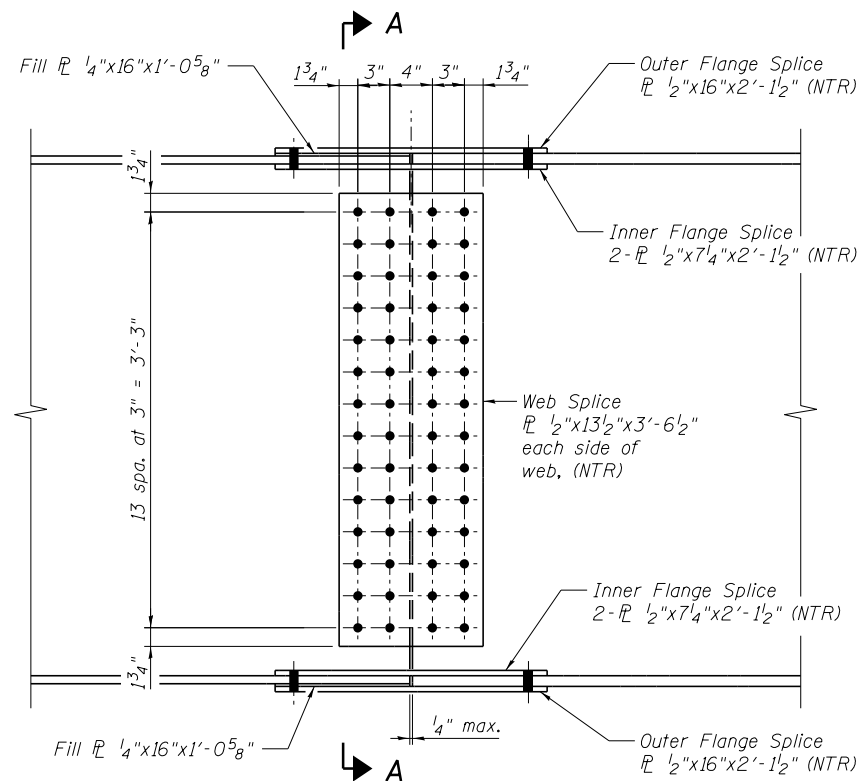
FRAMING PLAN AND GIRDER ELEVATION
STRUCTURE NO. 046-0149

SHEET NO. S15 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	36
CONTRACT NO. 66A55				

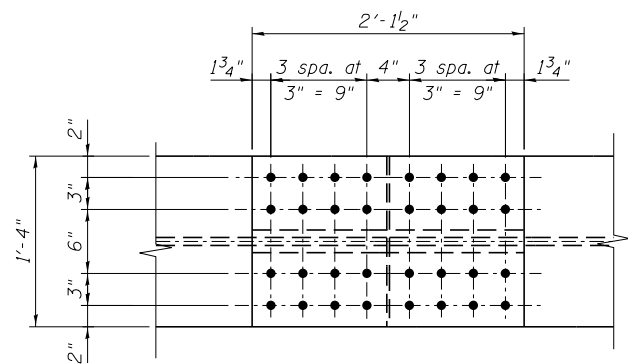
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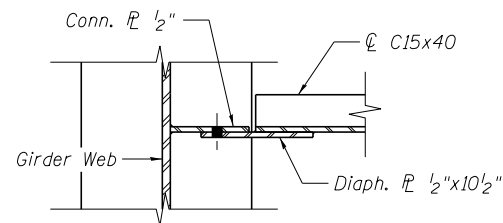
ELEVATION - FIELD SPLICES #1 & #2

(56 Bolts per Web Splice)
(Splice #1 shown, Splice #2 opp. hand)

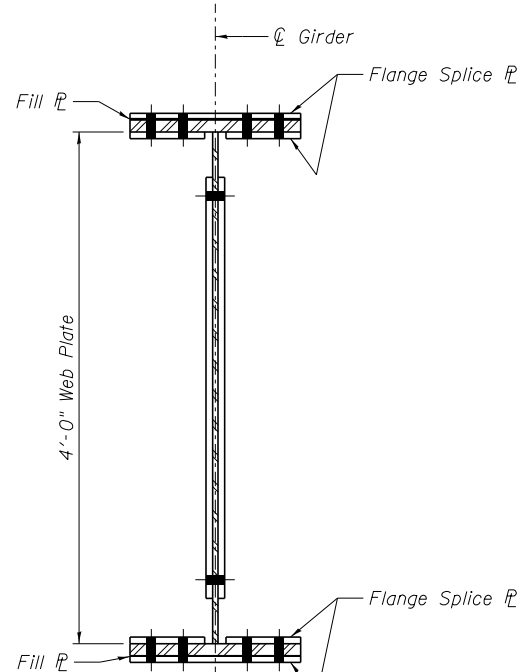


FLANGE SPLICES - #1 & #2

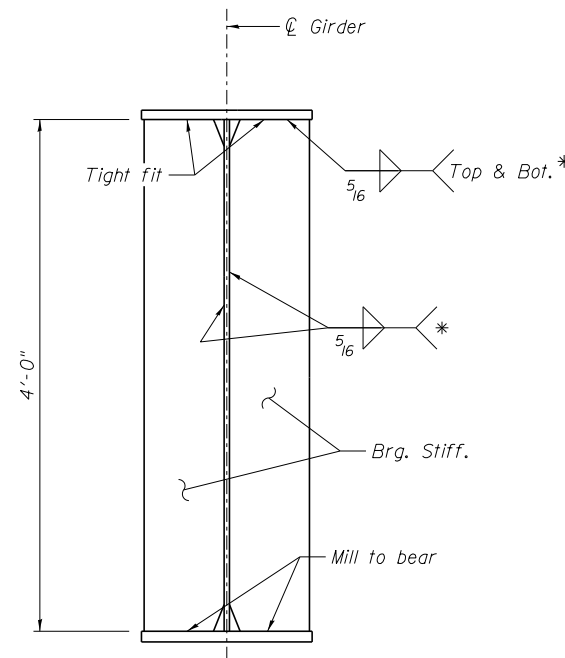
(32 Bolts per Flange Splice)
(Top & Bottom Flanges)



SECTION B-B



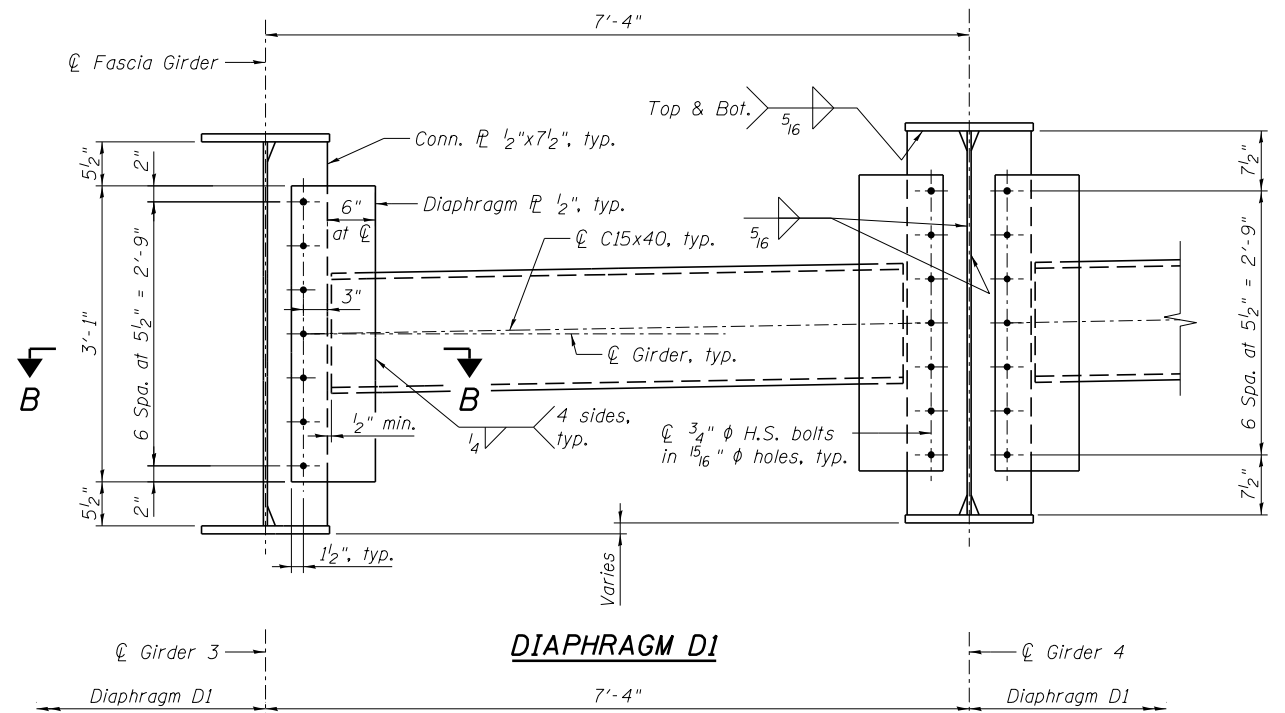
SECTION A-A



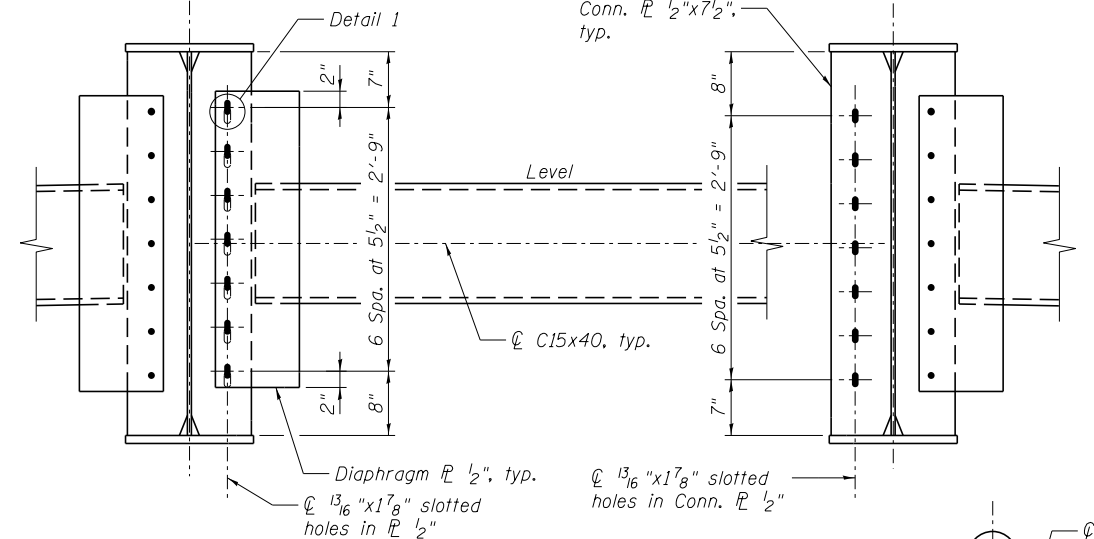
BEARING STIFFENER

(No. plates required = 36)

* Terminate welds 1/4" from outside edges of plates.

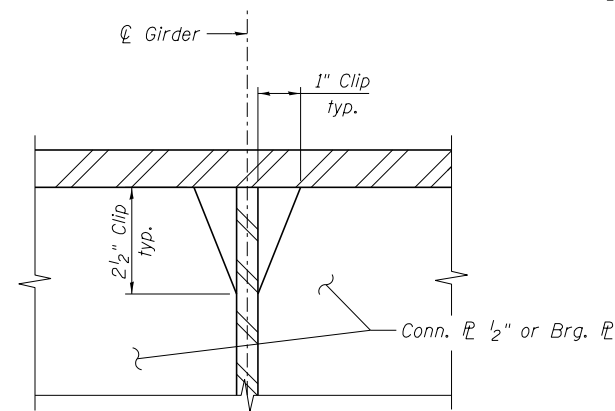


DIAPHRAGM D1



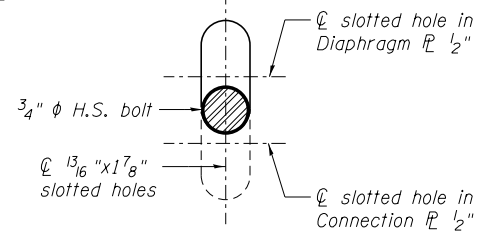
DIAPHRAGM D2

(Due to future staging)



CLIP DETAIL

(Typ. top & bottom flanges)



DETAIL 1

(Showing position of slotted holes in plates after erection)

NOTES:

- Two hardened washers required for each set of oversized holes.
- Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15x40 sections. The alternate, if utilized, shall be provided at no extra cost to the Department.
- All diaphragms, connection plates, and splice plates, including fill plates, shall be AASHTO M270, Grade 50W.
- All splices are symmetrical about centerline of splice, except for fill plates.
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.



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FILE NAME = 0460149.66A55_016.Struct.Stl.Dtls.dgn

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PLOT DATE = 08/18/2015	DRAWN - RMG	REVISED -
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STRUCTURAL STEEL DETAILS
STRUCTURE NO. 046-0149

SHEET NO. S16 OF S26 SHEETS

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	37
CONTRACT NO. 66A55				
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INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in ⁴)	18,868	45,205
$I_c(n)$	(in ⁴)	43,873	83,480
$I_c(3n)$	(in ⁴)	32,973	63,585
$I_c(cr)$	(in ⁴)	-----	51,284
S_s	(in ³)	762	1,739
$S_c(n)$	(in ³)	1,031	2,094
$S_c(3n)$	(in ³)	946	1,946
$S_c(cr)$	(in ³)	-----	1,814
DC1	(k/')	0.95	1.11
M _{DC1}	(k)	857	2,181
DC2	(k/')	0.15	0.15
M _{DC2}	(k)	140	329
DW	(k/')	0.33	0.33
M _{DW}	(k)	311	731
M _{ℓ + IM}	(k)	1,658	2,042
M _u (Strength I)	(k)	4,614	7,808
φ _r M _n	(k)	5,018	8,389
f _s DC1	(ksi)	13.5	15.1
f _s DC2	(ksi)	1.8	2.2
f _s DW	(ksi)	3.9	4.8
f _s (ℓ + IM)	(ksi)	19.3	13.5
f _s (Service II)	(ksi)	44.3	39.6
0.95R _h F _{yr}	(ksi)	47.5	47.5
f _s (Total)(Strength I)	(ksi)	-----	-----
φ _r F _n	(ksi)	-----	-----
V _r	(k)	30.7	30.3

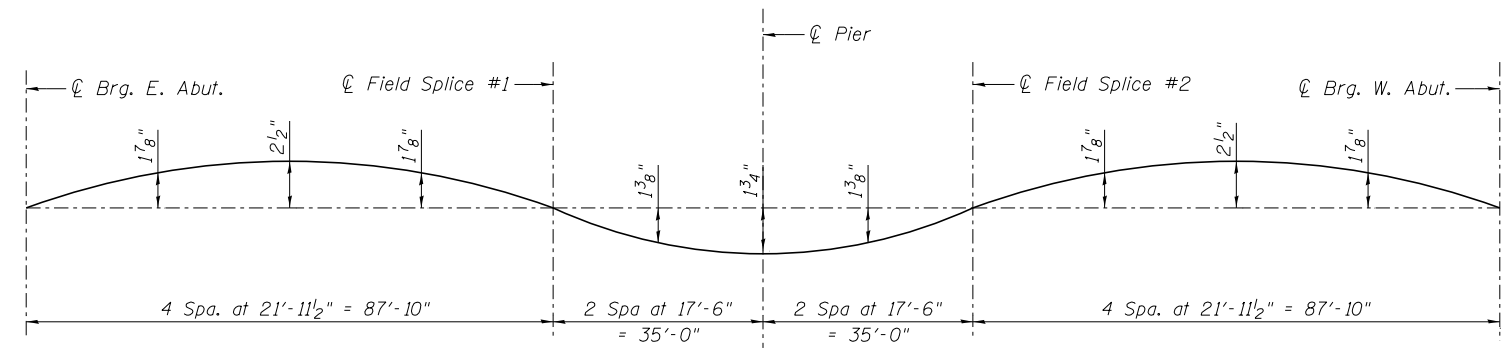
INTERIOR GIRDER REACTION TABLE		
	Abut.	Pier
R _{DC1}	(k)	81.0
R _{DC2}	(k)	6.5
R _{DW}	(k)	14.5
R _{ℓ + IM}	(k)	92.1
R _{Total}	(k)	194.1

All reactions are unfactored. Loads from approach slab and concrete diaphragm are included in abutment non-composite dead load reactions.

TOP OF WEB ELEVATIONS

Location	℄ Brg. E. Abut.	FS #1	℄ Brg. Pier	FS #2	℄ Brg. W. Abut.
Girder 1	607.07	607.51	607.37	607.52	607.07
Girder 2	607.22	607.66	607.52	607.66	607.22
Girder 3	607.33	607.78	607.63	607.78	607.33
Girder 4	607.33	607.78	607.63	607.78	607.33
Girder 5	607.22	607.66	607.52	607.66	607.22
Girder 6	607.07	607.51	607.37	607.52	607.07

For fabricator use only.



CAMBER DIAGRAM

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M_{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}
- φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2} / S_{c(3n)} or M_{DC2} / S_{c(cr)} as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
M_{DW} / S_{c(3n)} or M_{DW} / S_{c(cr)} as applicable.
- f_s (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M_{ℓ + IM} / S_{c(n)} or M_{ℓ + IM} / S_{c(cr)} as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
f_sDC1 + f_sDC2 + f_sDW + 1.3 f_s(ℓ + IM)
- 0.95R_hF_{yr}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (f_sDC1 + f_sDC2) + 1.5 f_sDW + 1.75 f_s(ℓ + IM)
- φ_rF_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- V_r: Maximum factored shear range in span computed according to Article 6.10.10.



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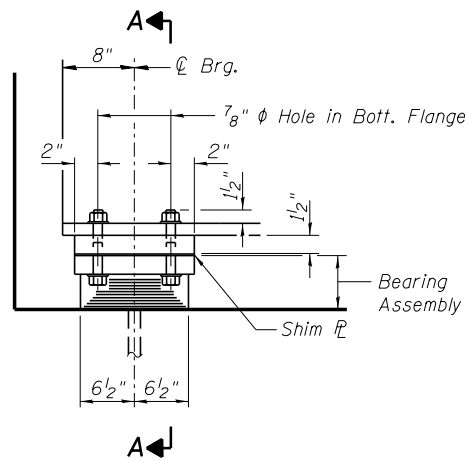
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CAMBER DIAGRAM & MOMENT AND REACTION TABLES
STRUCTURE NO. 046-0149**

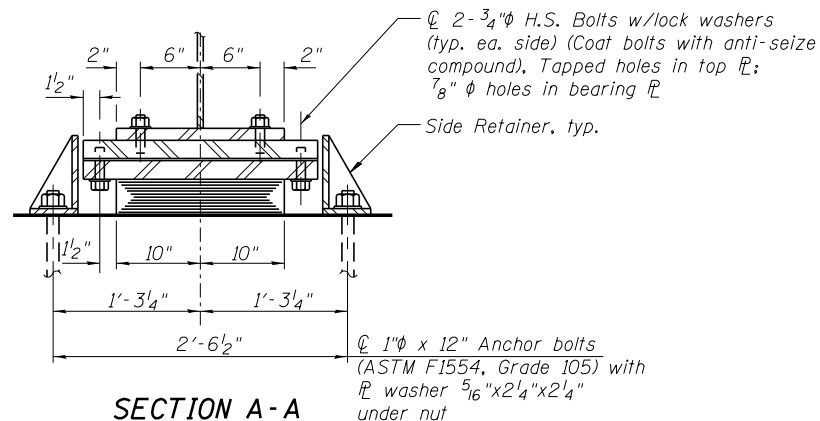
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	38
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A55	

SHEET NO. S17 OF S26 SHEETS

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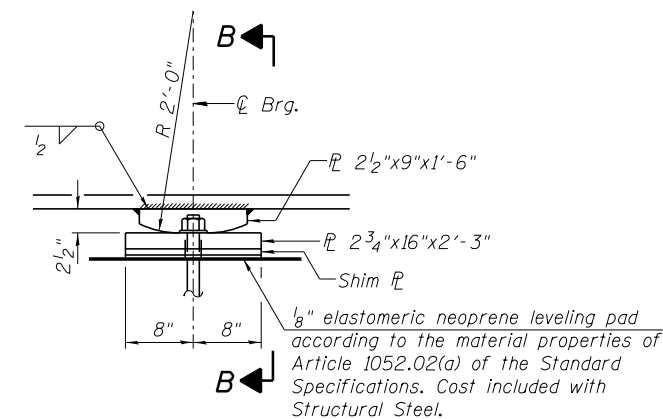


ELEVATION AT ABUT.



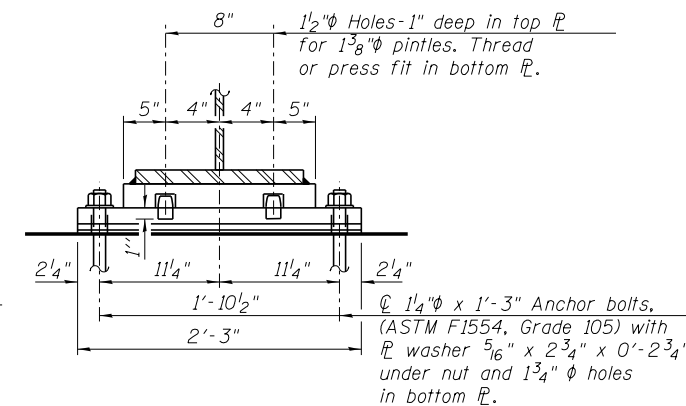
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.
(at abutments)

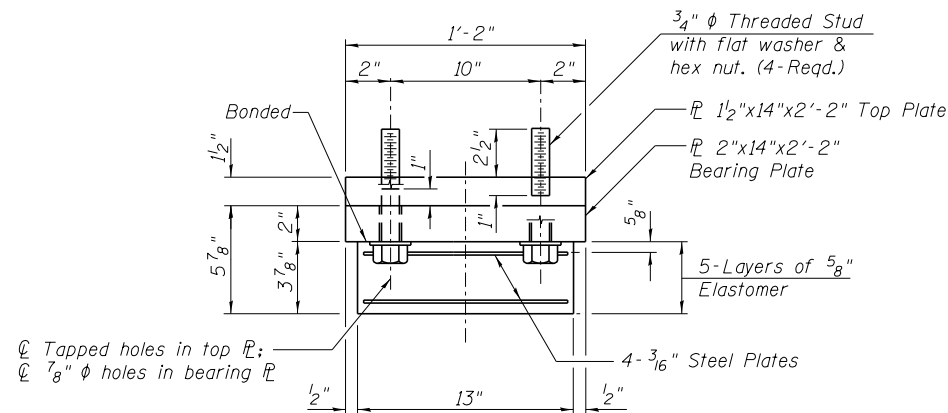


ELEVATION AT PIER

FIXED BEARING
(at pier)

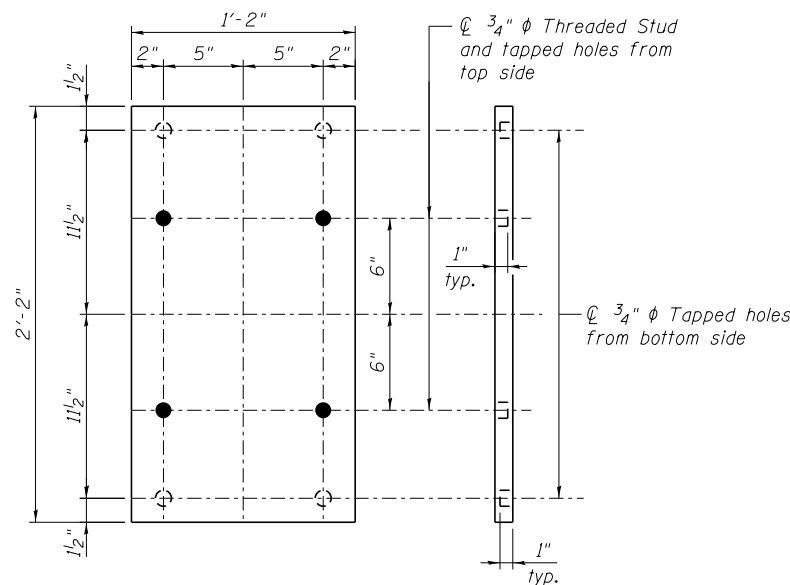


SECTION B-B

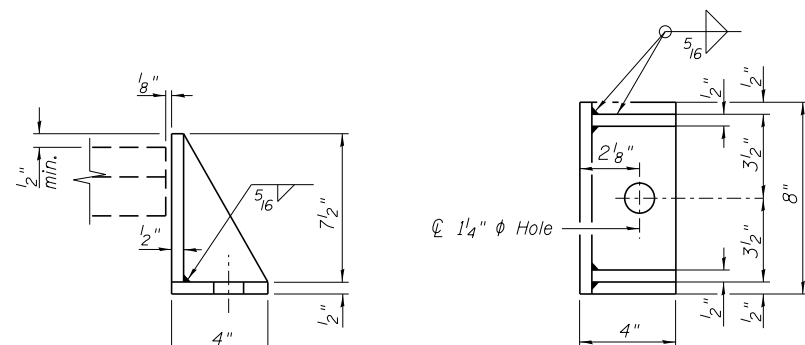


BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

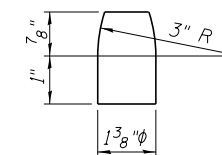


TOP PLATE DETAIL



SIDE RETAINER

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



PINTLE

NOTES:

- The structural steel plates and pintles of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50W.
- Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
- Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Cost of side retainers and other steel members required for the elastomeric bearing assembly shall be included with Elastomeric Bearing Assembly, Type I.
- Cost of steel plates and pintles required for Fixed Bearing assembly shall be included with Furnishing & Erecting Structural Steel, Lump Sum.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 1 1/4"	Each	12
Anchor Bolts, 1"	Each	24



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FILE NAME =	USER NAME = swojteczko	DESIGNED - VJK	REVISED -
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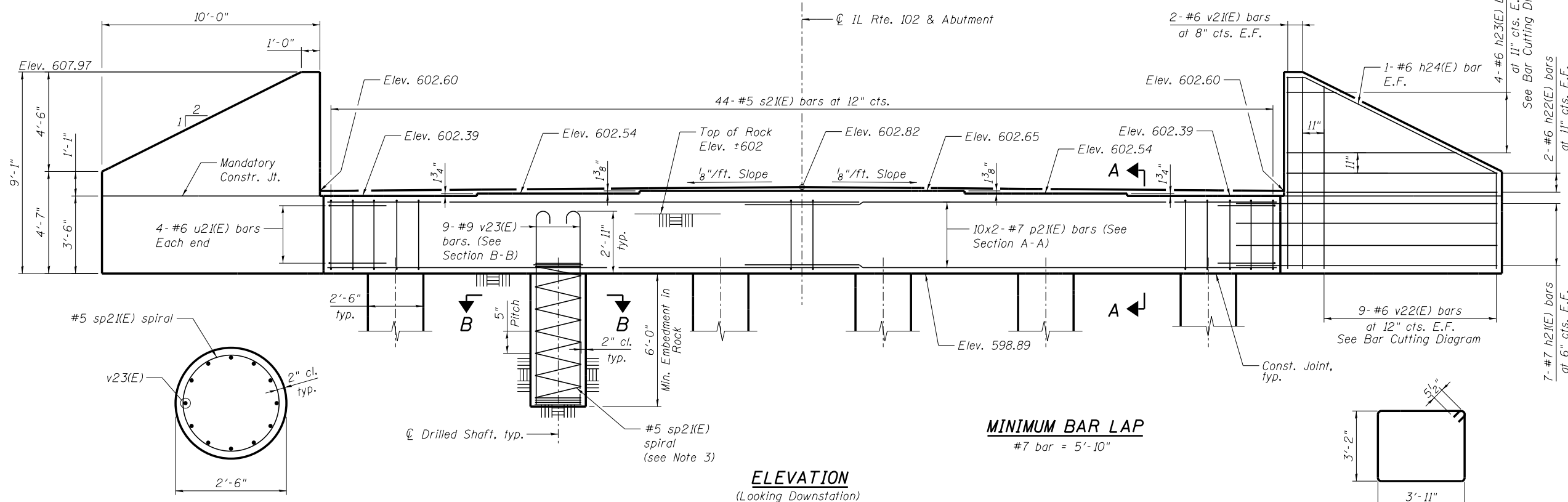
STATE OF ILLINOIS
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BEARING DETAILS
STRUCTURE NO. 046-0149

SHEET NO. S18 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	39
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A55	

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SECTION B-B

SECTION A-A

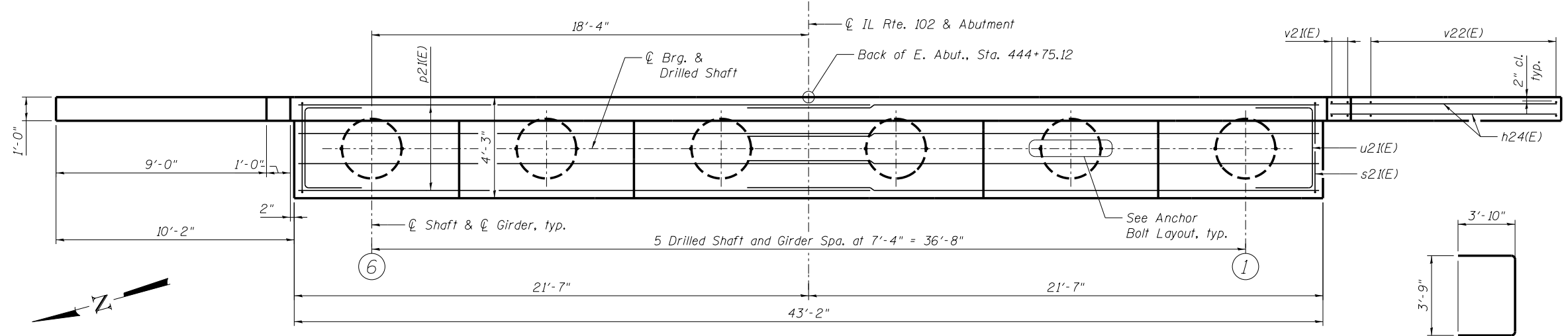
MINIMUM BAR LAP
#7 bar = 5'-10"

ELEVATION
(Looking Downstation)

BILL OF MATERIAL

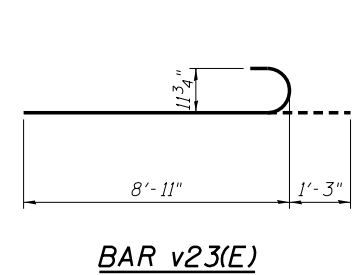
Bar	No.	Size	Length	Shape
h2(E)	28	#7	13'-0"	—
h22(E)	8	#6	9'-8"	—
h23(E)	8	#6	10'-1"	—
h24(E)	4	#6	10'-8"	—
p2(E)	20	#7	24'-4"	—
s2(E)	44	#5	15'-1"	□
sp2(E)	6	#5	6'-2"	MW
u2(E)	8	#6	11'-5"	U
v2(E)	8	#6	8'-9"	—
v22(E)	18	#6	12'-7"	—
v23(E)	54	#9	10'-2"	—
Structure Excavation			Cu. Yd.	76
Rock Excavation for Structures			Cu. Yd.	24
Concrete Structures			Cu. Yd.	24.3
Reinforcement Bars, Epoxy Coated			Pound	5,890
Drilled Shaft in Rock			Cu. Yd.	6.6

Bars indicated 10x2-#7 etc, indicates 10 lines of #7 bars with 2 lengths per line.
** Length is height of spiral.

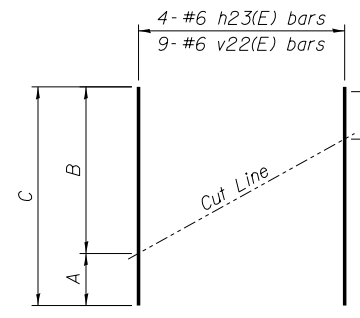


PLAN

BAR u2(E)

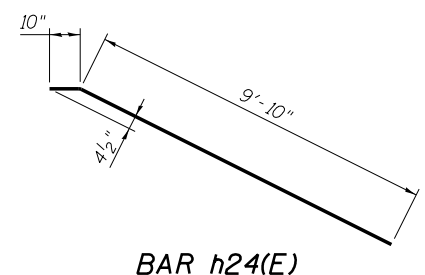


BAR v23(E)

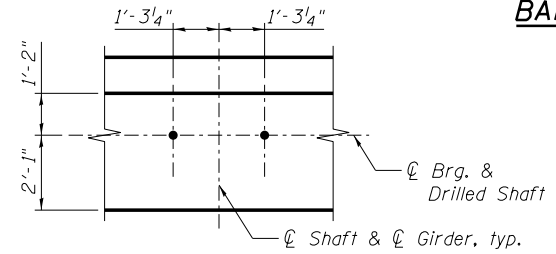


BAR CUTTING DIAGRAM

Bar	A	B	C
h23(E)	2'-3"	7'-10"	10'-1"
v22(E)	4'-3"	8'-4"	12'-7"



BAR h24(E)



ANCHOR BOLT LAYOUT

NOTES:

- Pour steps monolithically with cap.
- Space reinforcement in cap to miss anchor bolts.
- Provide 1/2 extra turns top and bottom of each drilled shaft. Extend spiral 2" into abutment. Provide 4-#4 spacers min. or equivalent.

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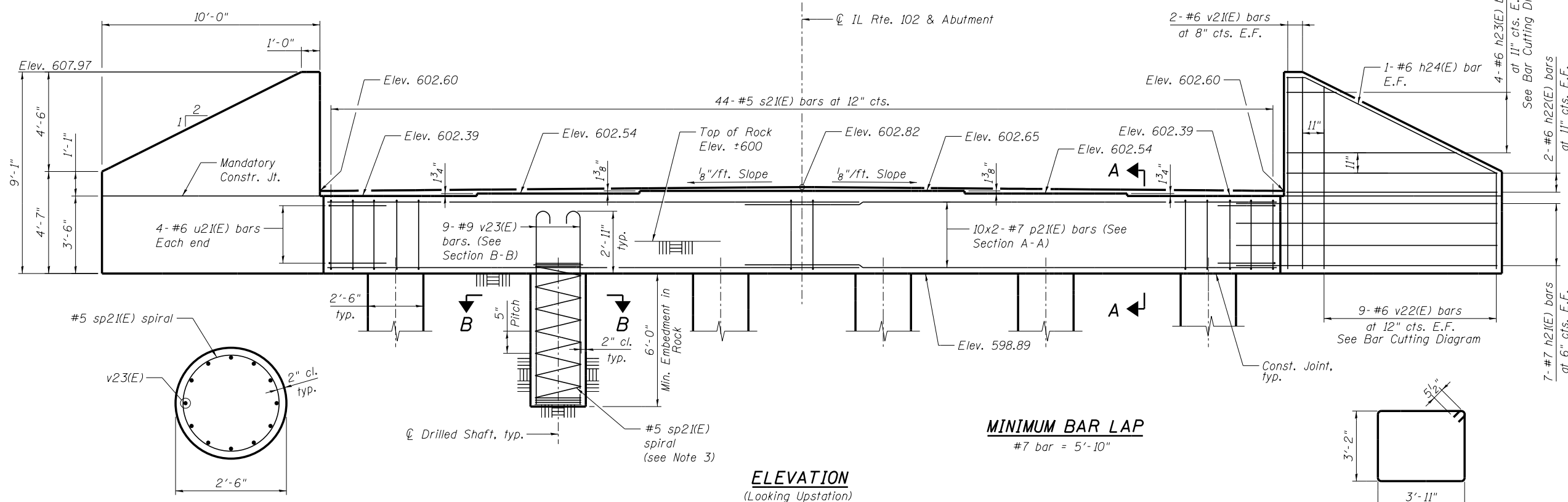
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	PLOT SCALE =	CHECKED - KWS	REVISED -
	PLOT DATE = 09/17/2015	DRAWN - RMG	REVISED -
		CHECKED - KWS	REVISED -

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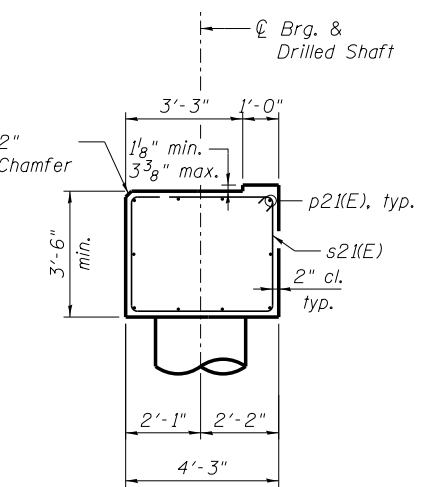
EAST ABUTMENT DETAILS
STRUCTURE NO. 046-0149
SHEET NO. S19 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	40
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A55	

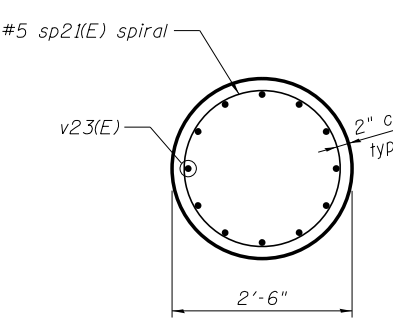
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ELEVATION
(Looking Upstation)

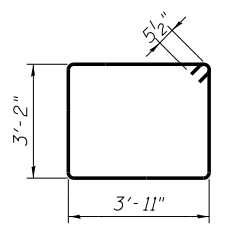


SECTION A-A



SECTION B-B

MINIMUM BAR LAP
#7 bar = 5'-10"

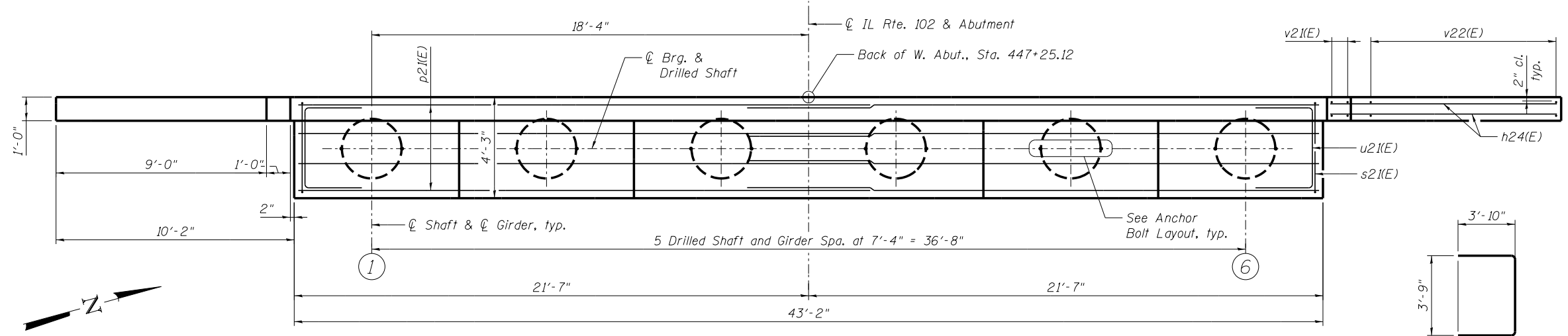


BAR s2(E)

BILL OF MATERIAL

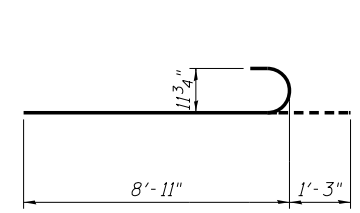
Bar	No.	Size	Length	Shape	
h2(E)	28	#7	13'-0"	—	
h22(E)	8	#6	9'-8"	—	
h23(E)	8	#6	10'-1"	—	
h24(E)	4	#6	10'-8"	—	
p2(E)	20	#7	24'-4"	—	
s2(E)	44	#5	15'-1"	□	
sp2(E)	6	#5	6'-2"	MWW	
u2(E)	8	#6	11'-5"	⌌	
v2(E)	8	#6	8'-9"	—	
v22(E)	18	#6	12'-7"	—	
v23(E)	54	#9	10'-2"	—	
Structure Excavation				Cu. Yd.	114
Rock Excavation for Structures				Cu. Yd.	9
Concrete Structures				Cu. Yd.	24.3
Reinforcement Bars, Epoxy Coated				Pound	5,890
Drilled Shaft in Rock				Cu. Yd.	6.6

Bars indicated 10x2-#7 etc, indicates 10 lines of #7 bars with 2 lengths per line.
** Length is height of spiral.

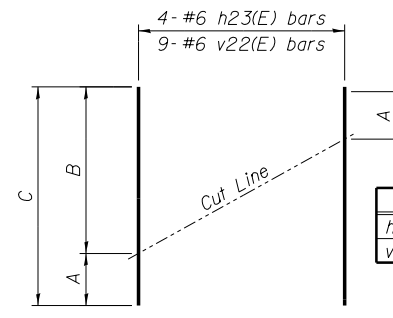


PLAN

BAR u2(E)

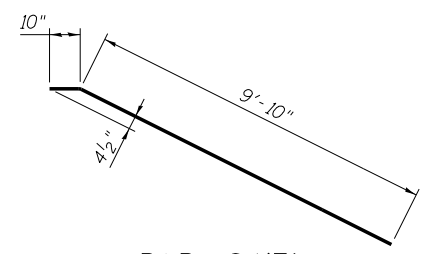


BAR v23(E)

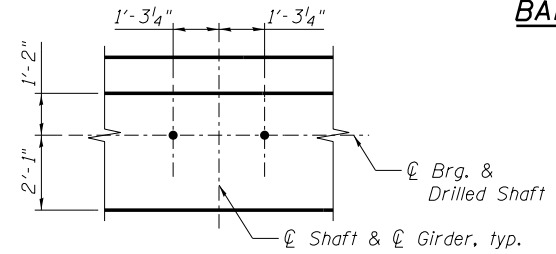


BAR CUTTING DIAGRAM

Bar	A	B	C
h23(E)	2'-3"	7'-10"	10'-1"
v22(E)	4'-3"	8'-4"	12'-7"



BAR h24(E)



ANCHOR BOLT LAYOUT

NOTES:

1. Pour steps monolithically with cap.
2. Space reinforcement in cap to miss anchor bolts.
3. Provide 1/2 extra turns top and bottom of each drilled shaft. Extend spiral 2" into abutment. Provide 4-#4 spacers min. or equivalent.

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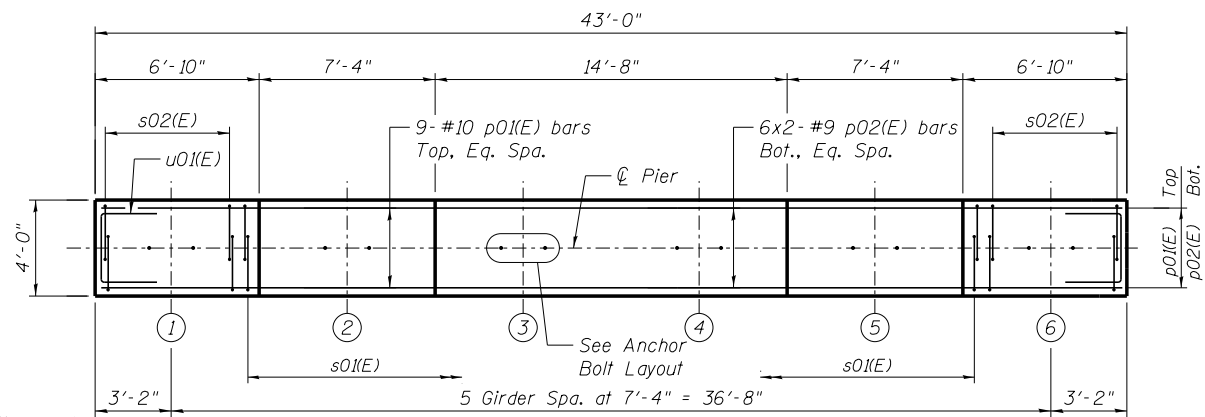
STATE OF ILLINOIS
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WEST ABUTMENT DETAILS
STRUCTURE NO. 046-0149

SHEET NO. S20 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	41
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A55	

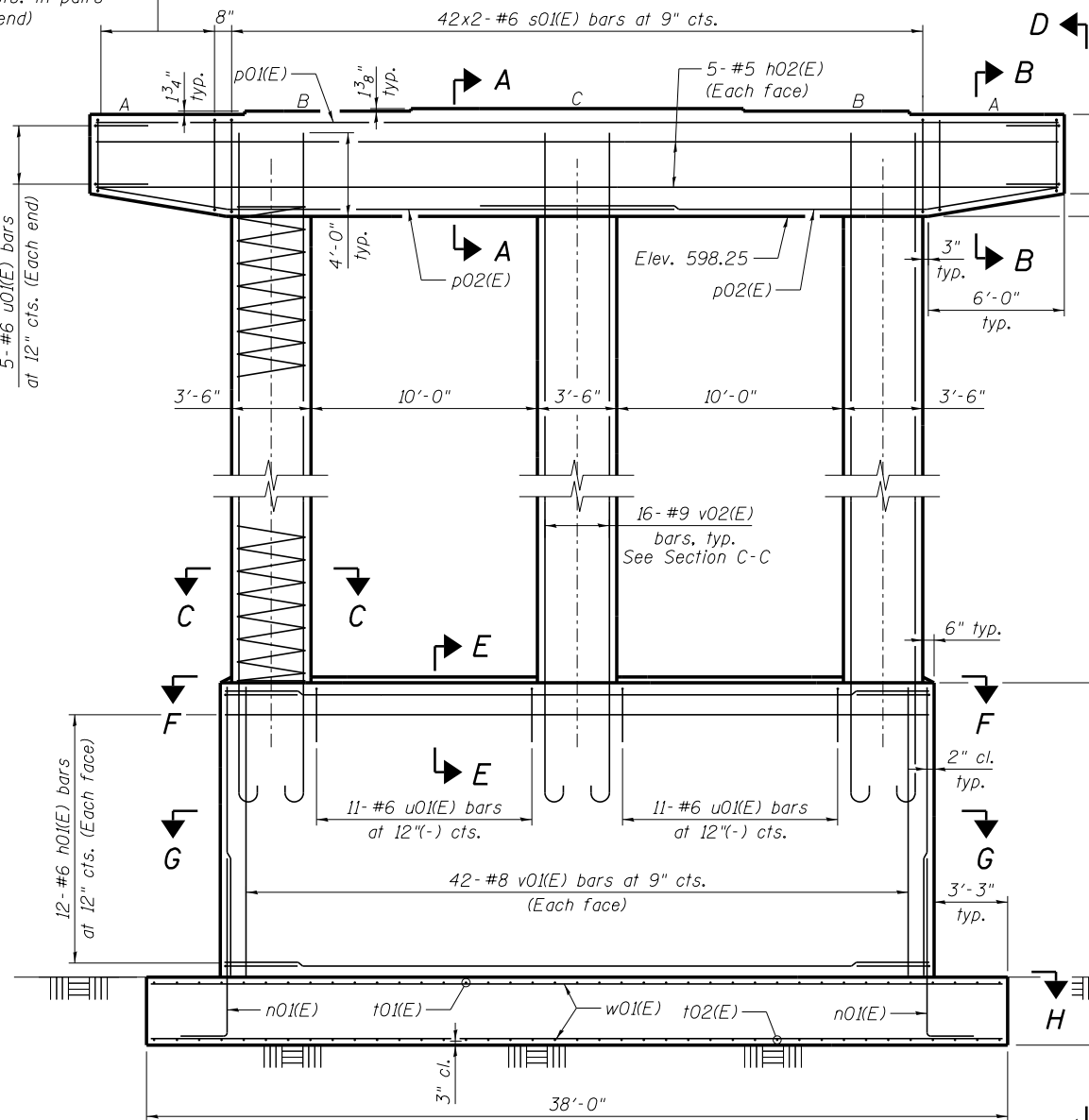
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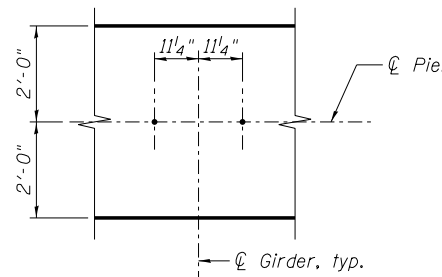
CAP PLAN

* Cut s02(E) bars in field to fit, as req'd.

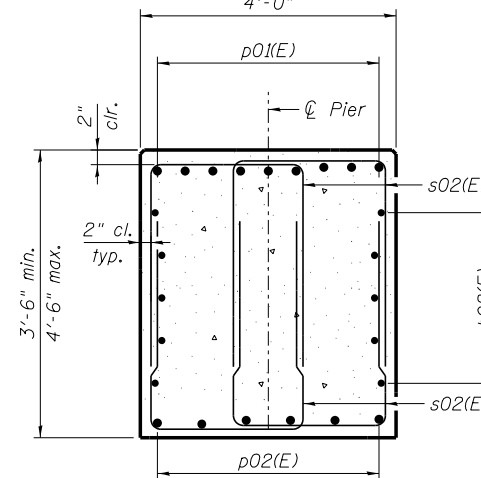
* 8x2-#6 s02(E) bars at 9" cts. in pairs (Each end)



ELEVATION

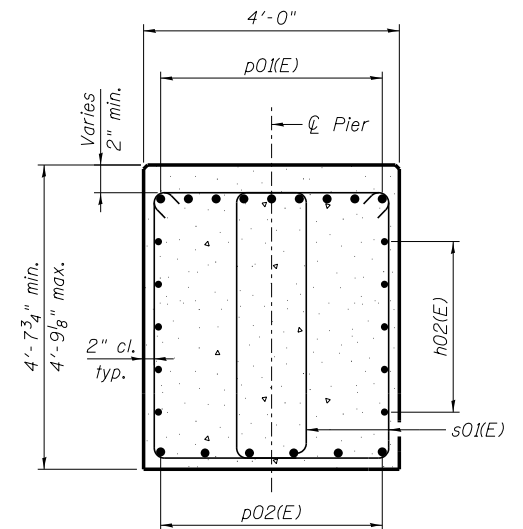


ANCHOR BOLT LAYOUT



SECTION B-B

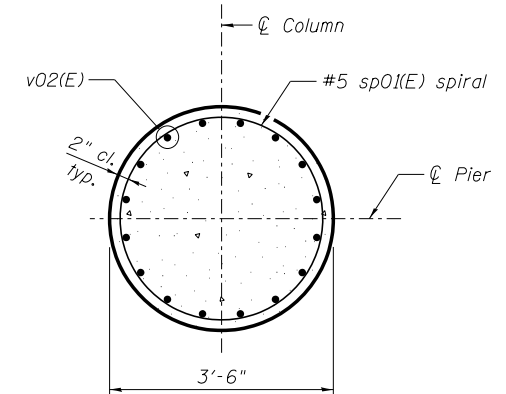
Note: Adjust bar location in top of Cap to miss Anchor Bolts.



SECTION A-A

Note: Adjust bar location in top of Cap to miss Anchor Bolts.

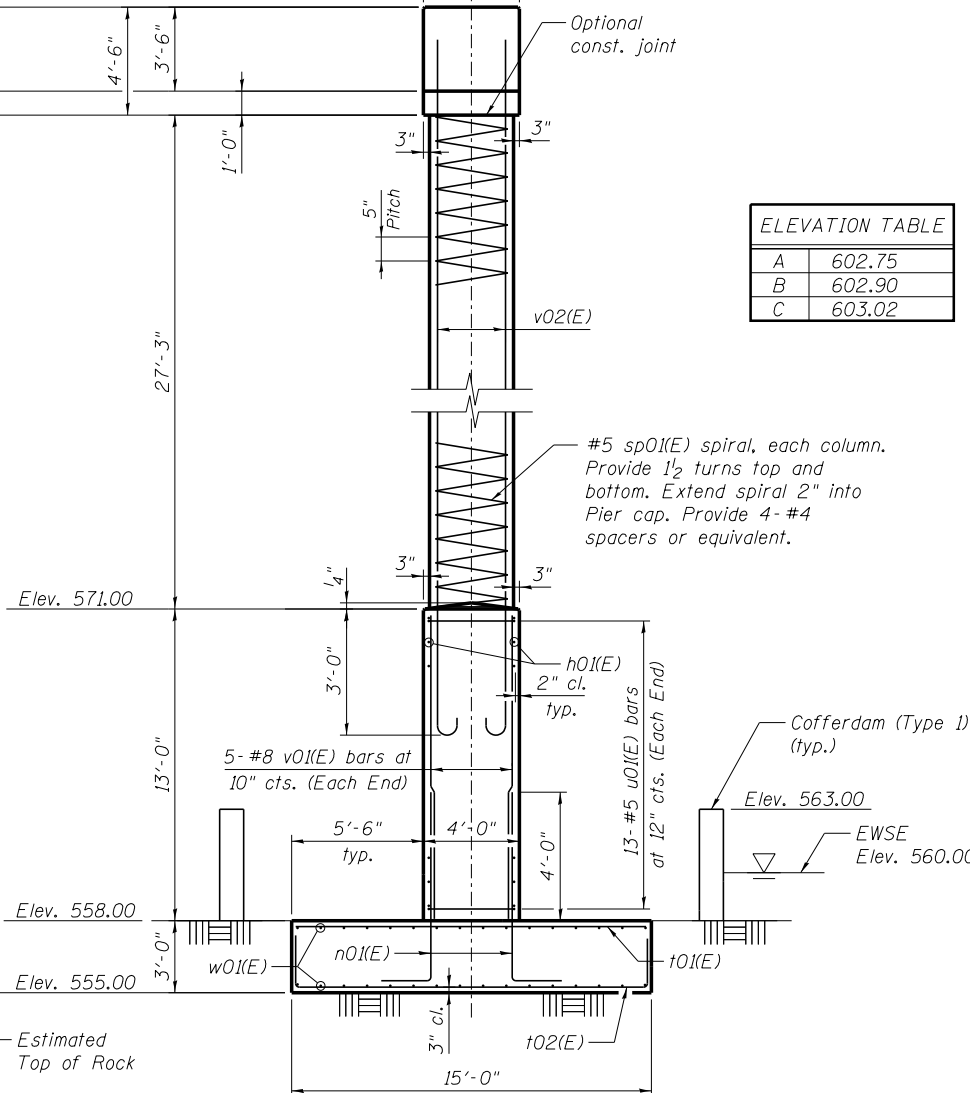
ELEVATION TABLE	
A	602.75
B	602.90
C	603.02



SECTION C-C

MINIMUM BAR LAP

#9 bar = 6'-10"



VIEW D-D

NOTES:

1. Bars indicated thus 42x2-#6 etc. indicates 2 lines of bars with 2 sets per line.
2. For Sections E-E thru H-H, see Sheet S22.
3. Pour steps monolithically with cap.
4. Space reinforcement in cap to miss anchor bolts.
5. Bearing seats are to be constructed level.
6. EWSE denotes Estimated Water Surface Elevation.
7. For Bar List and Bill of Material, see Sheet S22.
8. Maximum applied service bearing pressure, $Q_{max} = 8.36$ ksf.
9. The bottom of footing elevation shall be adjusted to ensure a minimum embedment of 12 inches in non-weathered rock. The rock excavation shall be made with near-vertical sides at the plan dimensions to allow the sides and base of the embedded portion of the footing to be cast against undisturbed rock surfaces.



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FILE NAME = 0460149.66A55_021.Pier-Dtl.1.dgn

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PLOT SCALE =
PLOT DATE = 09/16/2015

DESIGNED - VJK
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REVISED -

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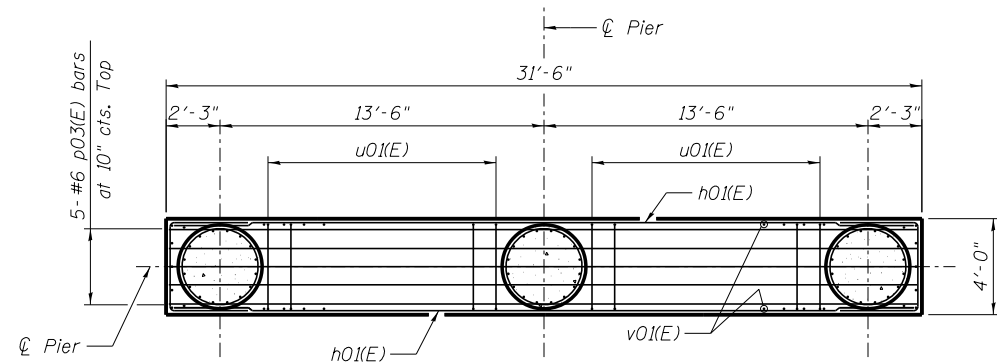
PIER DETAILS I
STRUCTURE NO. 046-0149

SHEET NO. S21 OF S26 SHEETS

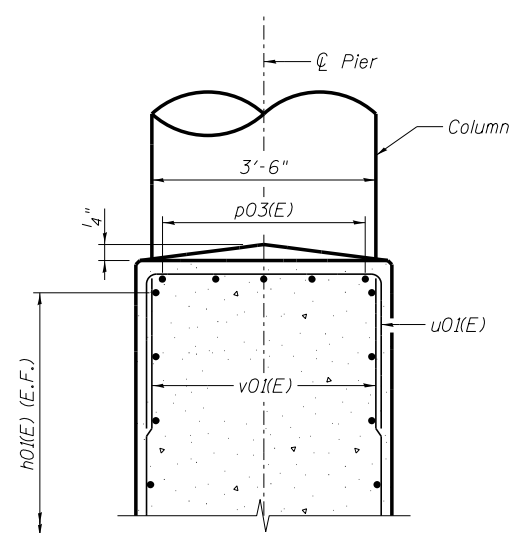
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	42
CONTRACT NO. 66A55				

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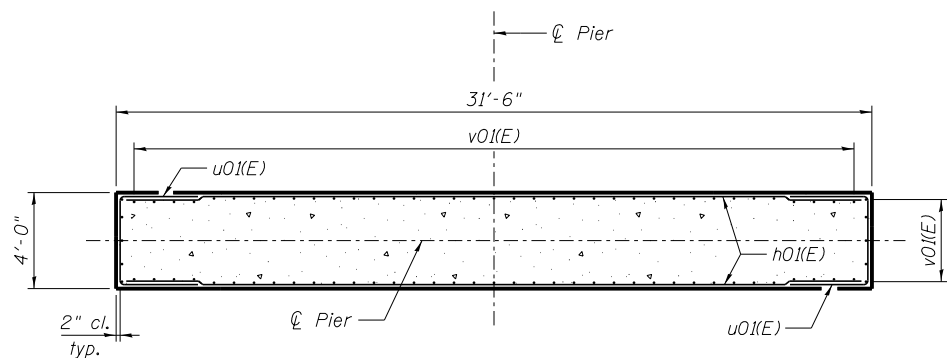
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SECTION F-F

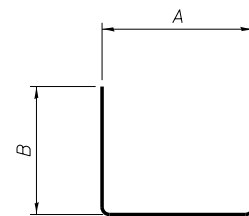


SECTION E-E

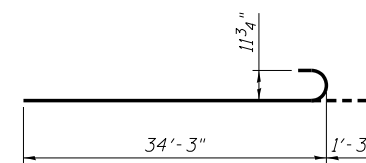


SECTION G-G

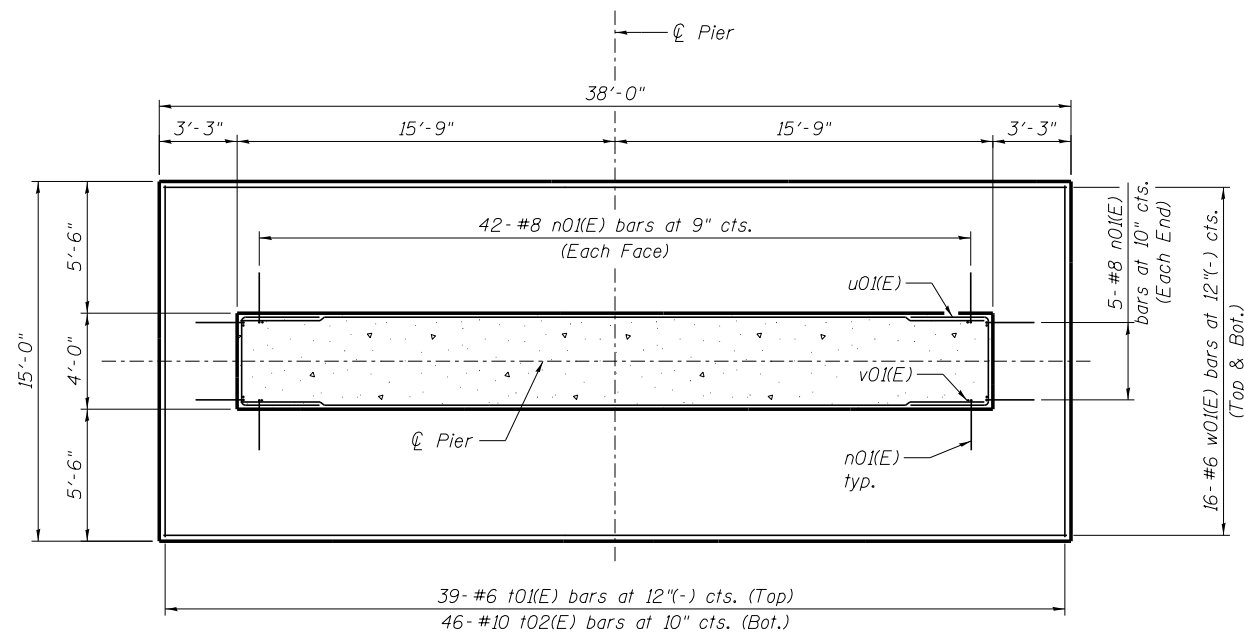
Bar	A	B
u01(E)	3'-8"	3'-3"
s02(E)	2'-5"	3'-7"
t02(E)	14'-6"	2'-6"



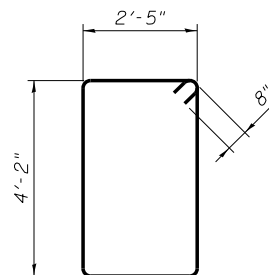
BARS u01(E), s02(E) & t02(E)



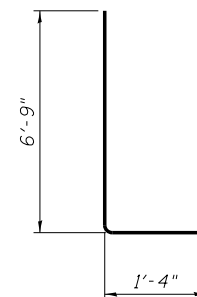
BAR v02(E)



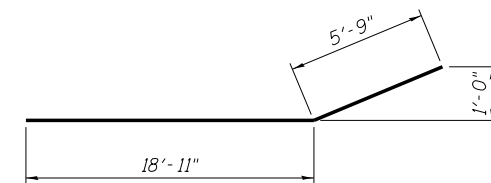
SECTION H-H



BAR s01(E)



BAR n01(E)



BAR p02(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h01(E)	24	#6	31'-2"	—
h02(E)	10	#5	42'-8"	—
n01(E)	94	#8	8'-1"	┌┐
p01(E)	9	#10	42'-8"	—
p02(E)	12	#9	24'-10"	—
p03(E)	5	#6	31'-2"	—
s01(E)	84	#6	14'-6"	□
s02(E)	64	#6	9'-7"	□
sp01(E)	3	#5	27'-5"	
t01(E)	39	#6	14'-6"	—
t02(E)	46	#10	19'-6"	┌┐
u01(E)	58	#6	10'-2"	┌┐
v01(E)	94	#8	12'-10"	—
v02(E)	48	#9	35'-7"	—
w01(E)	32	#6	37'-6"	—
Structure Excavation			Cu. Yd.	21
Rock Excavation for Structures			Cu. Yd.	64
Concrete Structures			Cu. Yd.	181.8
Reinforcement Bars, Epoxy Coated			Pound	27,750

**

Bars indicated 1x2-#5 etc, indicates 1 line of #5 bars with 2 lengths per line.

** Length is height of spiral.



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FILE NAME = 0460149.66A55.022.Pier.Dt1.2.dgn

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

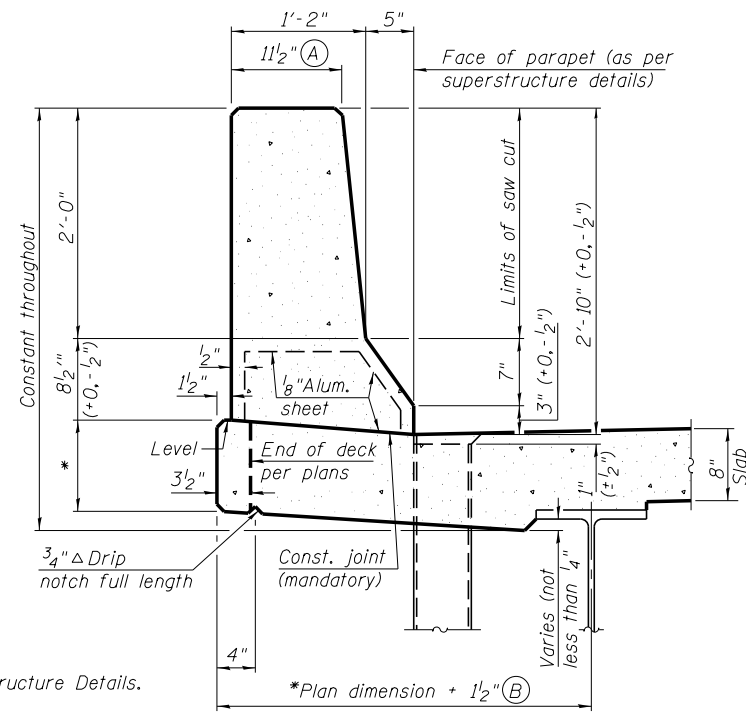
**PIER DETAILS II
STRUCTURE NO. 046-0149**

SHEET NO. S22 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	43
CONTRACT NO. 66A55				

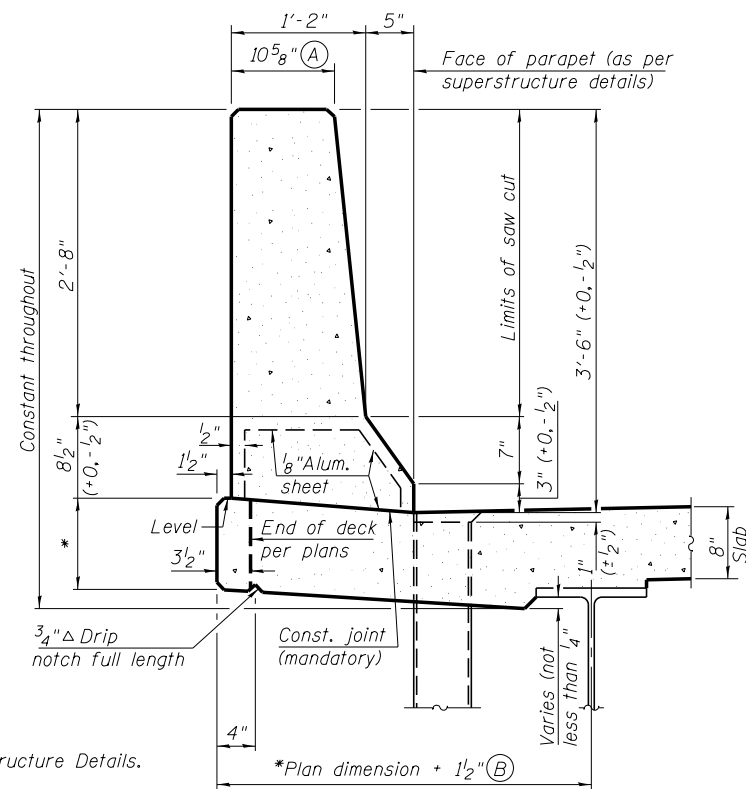
ILLINOIS FED. AID PROJECT

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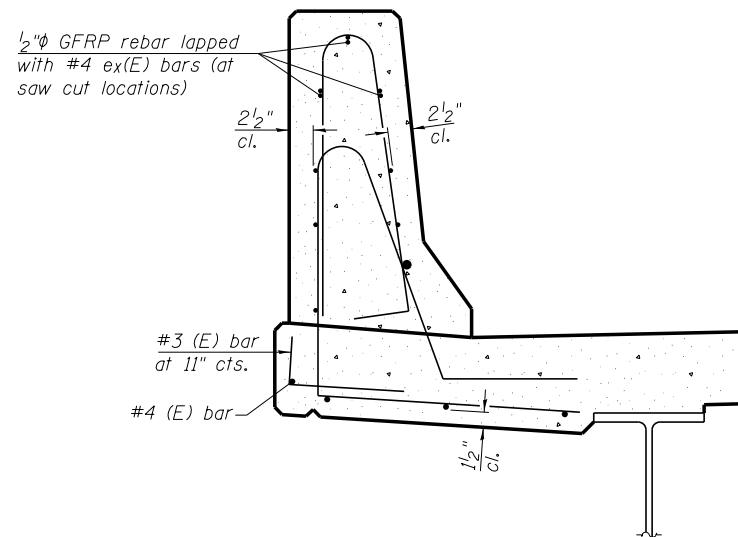
34" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.



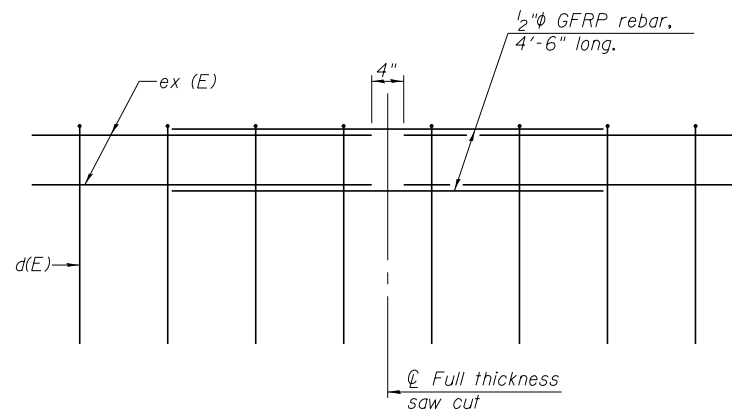
42" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.



SECTION

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

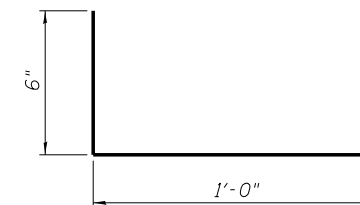


GFRP REBAR STIFFENING DETAIL

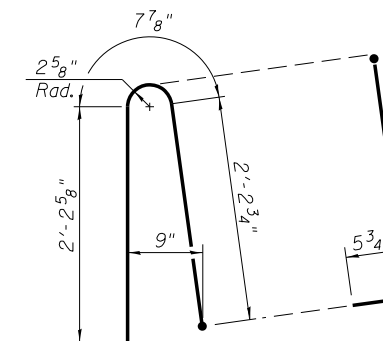
(Place as shown in parapet section at each parapet joint location.)

GENERAL NOTES

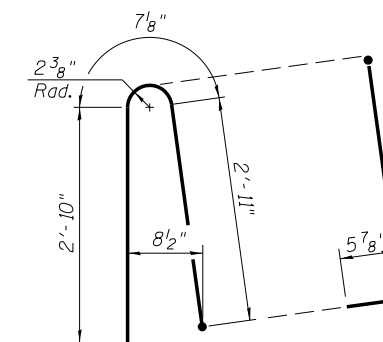
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet. Place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



#3 (E) BAR



ALTERNATE BAR d(E)
(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)
(For 42" parapet when conduit is present)



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

SFP 34-42

8-16-12

FILE NAME =	USER NAME = swojteczko	DESIGNED - VJK	REVISED -
0460149.66A55.023.Parapet.SlipForm.dgn	PLOT SCALE =	CHECKED - HMA	REVISED -
	PLOT DATE = 08/18/2015	DRAWN - RMG	REVISED -
		CHECKED - HMA	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 046-0149**

SHEET NO. S23 OF S26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	44
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A55	

X:\3900S\3938\Structures\1102coverRockCreek\Final\Plans\0460149.66A55.023.Parapet.SlipForm.dgn 13:20:16 08/18/2015



ROCK CORE LOG

Date 7/13/11

ROUTE IL 102 (FAP 631) DESCRIPTION IL 102 over Rock Creek, 6.5 miles Northwest of Bourbonnais LOGGED BY Larry Myers

SECTION (110)BR LOCATION SW 1/4, SEC. 32, TWP. 32N, RNG. 11E

COUNTY Kankakee CORING METHOD Solid Barrel Wire Line

STRUCT. NO. 046-0065 (Exist.) CORING BARREL TYPE & SIZE N W/L 2
Station 446+00

BORING NO. 2a (S.W. Quad.) CORING BARREL TYPE & SIZE N W/L 2
Station 447+18
Offset 53.00ft LL
Ground Surface Elev. 602.99 ft

DEPTH (ft)	RECOVERY (%)	RECOVERED (%)	CORE TIME (min/ft)	STRENGTH (tsf)
1	63	53	5	1388.4
2	73	7	11.2	
3	100	58	5	441.2
4	100	50	5.6	778.5 467.1
5	100	73	7.2	

Color pictures of the cores Yes
Cores will be stored for examination until Construction Complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-99)



ROCK CORE LOG

Date 7/13/11

ROUTE IL 102 (FAP 631) DESCRIPTION IL 102 over Rock Creek, 6.5 miles Northwest of Bourbonnais LOGGED BY Larry Myers

SECTION (110)BR LOCATION SW 1/4, SEC. 32, TWP. 32N, RNG. 11E

COUNTY Kankakee CORING METHOD Solid Barrel Wire Line

STRUCT. NO. 046-0065 (Exist.) CORING BARREL TYPE & SIZE N W/L 2
Station 446+00

BORING NO. 2a (S.W. Quad.) CORING BARREL TYPE & SIZE N W/L 2
Station 447+18
Offset 53.00ft LL
Ground Surface Elev. 602.99 ft

DEPTH (ft)	RECOVERY (%)	RECOVERED (%)	CORE TIME (min/ft)	STRENGTH (tsf)
6	100	83	5	389.3 752.6 480.1 298.4
7				
8				
9				
10				
11				
12				
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98				
99				
100				

Color pictures of the cores Yes
Cores will be stored for examination until Construction Complete
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-99)



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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

FILE NAME =	USER NAME = swojteczko	DESIGNED - VJK	REVISED -
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	PLOT SCALE =	DRAWN - RMG	REVISED -
	PLOT DATE = 08\18\2015	CHECKED - MRB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS II
STRUCTURE NO. 046-0149

SHEET NO. S25 OF S26 SHEETS

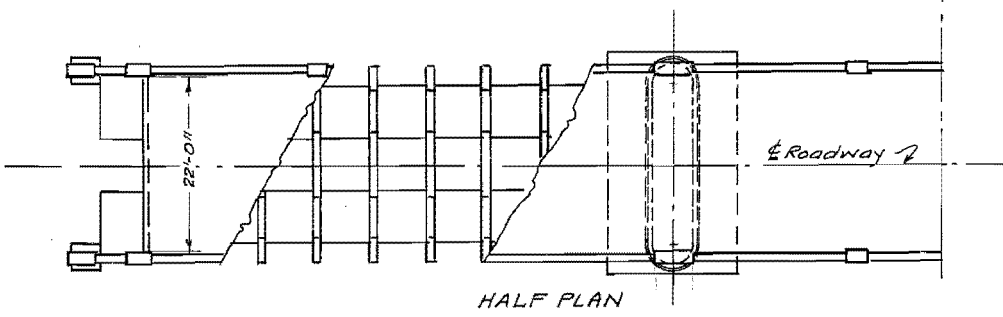
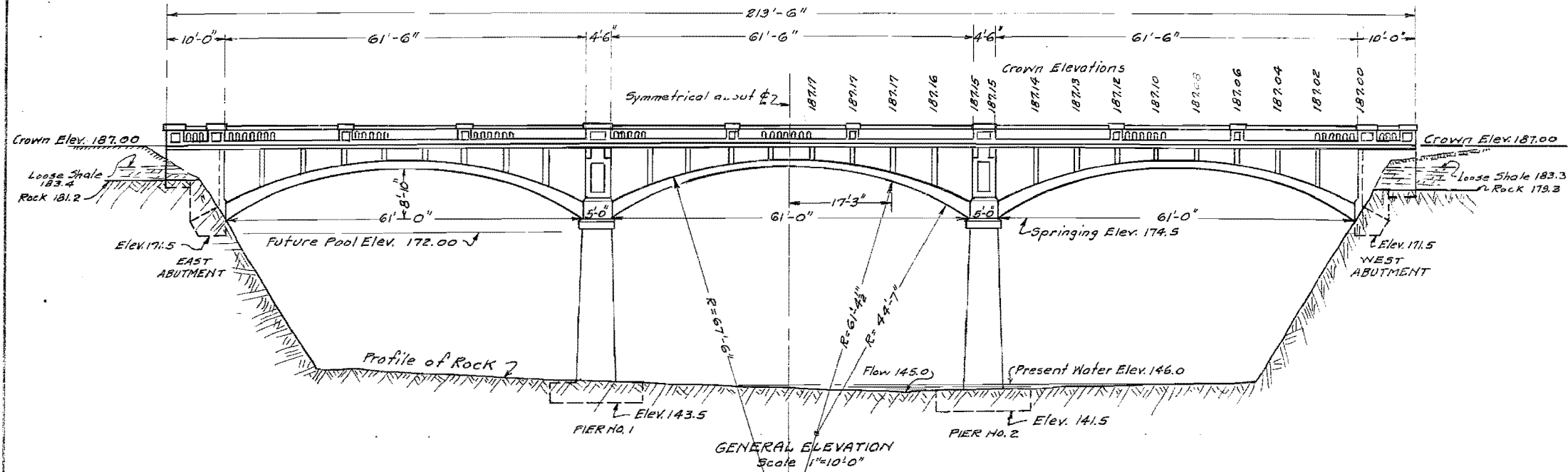
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	46
CONTRACT NO. 66A55				

ILLINOIS FED. AID PROJECT

B.M. #33 S&W 10" Oak Rt. 447+00 Elev. 186.08
No existing structure at bridge site.

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

ROAD ISSUE ROUTE NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
113	Kankakee	100	28	1



TOTAL BILL OF MATERIAL

Class A Concrete - Cu. Yds.	800.8
Class X Concrete (Rail) - Cu. Yds.	33.5
Class X Concrete (Foot) - Cu. Yds.	127.6
Reinforcing Steel - Lbs.	101980
Name Plate	1

COMPUTED - *W. J. [Signature]*
 CHECKED - *[Signature]*
 DRAWN - *[Signature]*
 CHECKED - *[Signature]*
 ASSEMBLED -
 CHECKED -

EXAMINED *Dec 12, 1928*
[Signature]
 BRIDGE ENGINEER

PASSED *[Signature]*
 ENGINEER OF DESIGN

APPROVED *[Signature]*
 CHIEF HIGHWAY ENGINEER

*Superseal
 7' [unclear] distance*

ROCK CREEK
 S.B.I. RTE 113 SEC. 110 N B
 KANKAKEE COUNTY
 STA. 446+00

benesch
 Alfred Benesch & Company
 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450 Job No. 3938.13

FILE NAME =	USER NAME = swojteczko	DESIGNED -	REVISED -
0460149.66A55.001.Ext.Plan.dgn		CHECKED -	REVISED -
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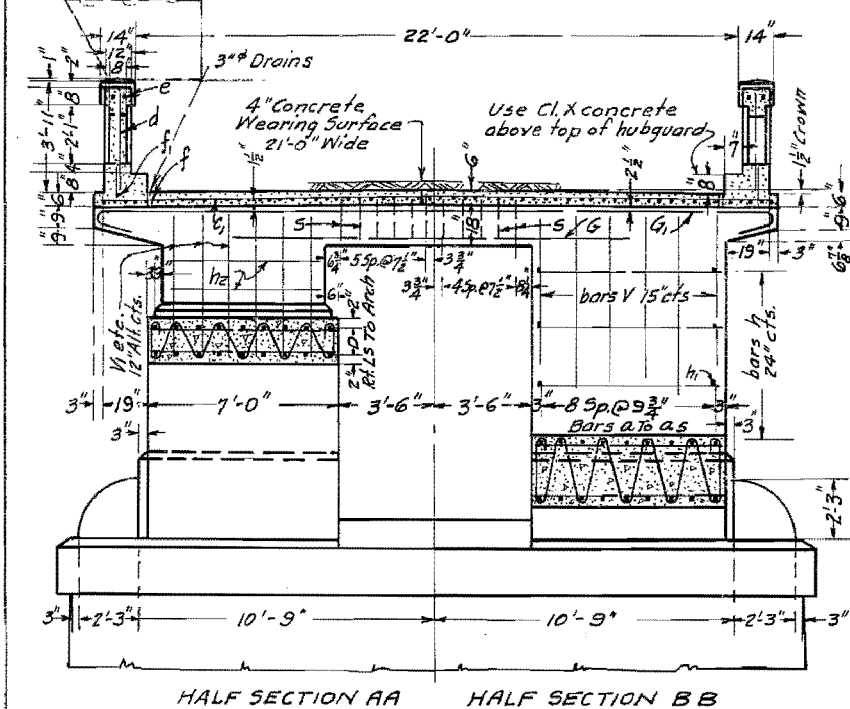
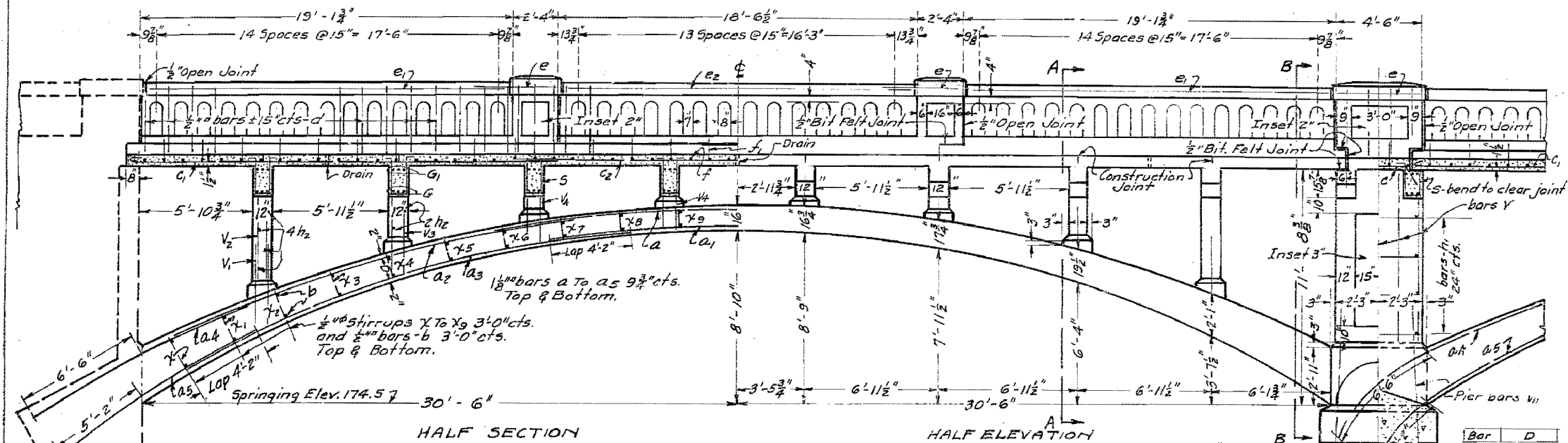
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 1 OF 28
 STRUCTURE NO. 046-0149
 SHEET NO. EX01 OF EX28 SHEETS

FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	48
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

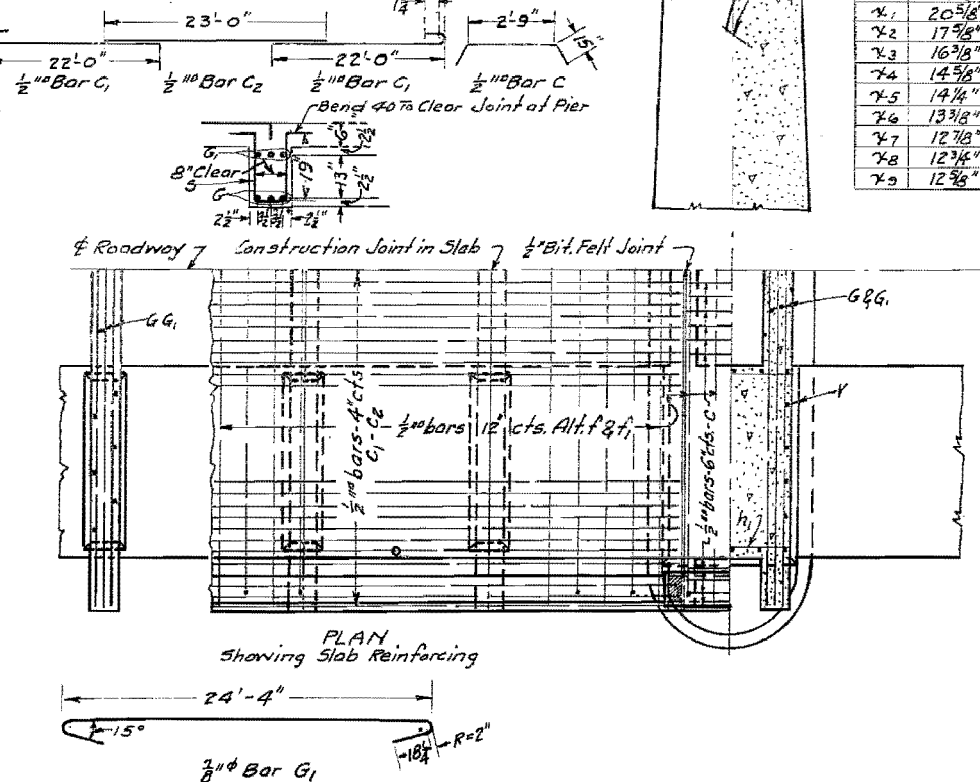
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BILL OF MATERIAL
3 SPANS SUPERSTRUCTURE

Bar No.	Size	Length
a	5/8"	25'-0"
a1	1/2"	19'-6"
a2	1/2"	21'-6"
a3	1/2"	24'-6"
a4	1/2"	12'-6"
a5	1/2"	12'-0"
b	3/8"	6'-9"
c	1/2"	5'-3"
C1	1/2"	22'-9"
C2	1/2"	23'-0"
d	3/4"	3'-6"
e	1/2"	4'-6"
e1	1/2"	18'-9"
e2	1/2"	18'-3"
f	1/2"	24'-6"
f1	1/2"	25'-6"
g	3/4"	14'-6"
g1	3/4"	28'-0"
h	1/2"	6'-9"
h1	1/2"	4'-3"
h2	1/2"	5'-3"
v	1/2"	8'-6"
v1	1/2"	4'-3"
v2	1/2"	6'-0"
v3	1/2"	5'-6"
v4	1/2"	4'-6"
s	3/8"	5'-6"
x	1/2"	25'-0"
x1	1/2"	22'-0"
x2	1/2"	19'-6"
x3	1/2"	18'-6"
x4	1/2"	17'-6"
x5	1/2"	17'-0"
x6	1/2"	16'-6"
x7	1/2"	16'-6"
x8	1/2"	16'-3"
x9	1/2"	16'-3"

Reinforcing Steel - Lbs. 76450
C.I.A. Concrete - Cu. Yds. 390.4
C.I.X. Concrete - Cu. Yds. 28.4



Class A concrete to be used in superstructure below top of hubguard. Proportions 1:2 1/2:4
Class X concrete to be used above top of hubguard. Proportions 1:2:3 1/2

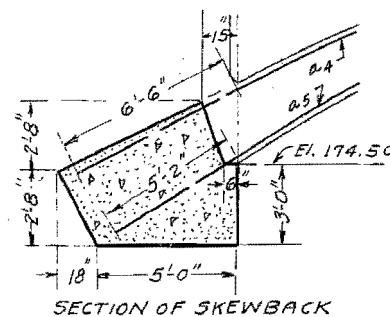
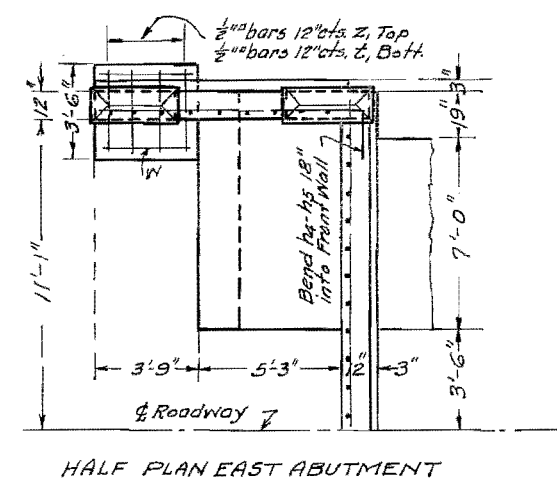
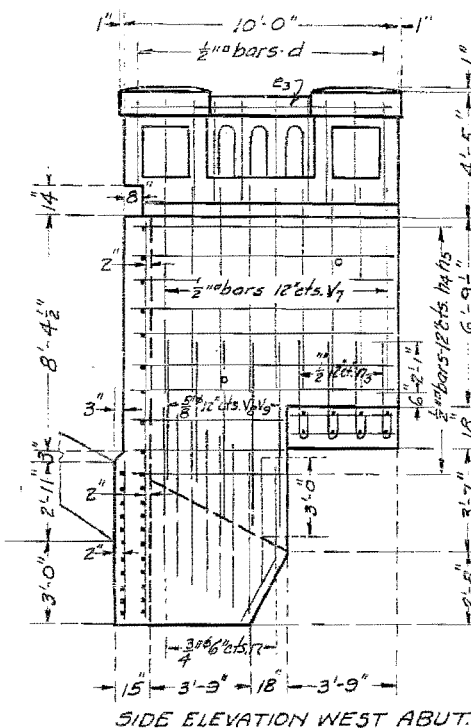
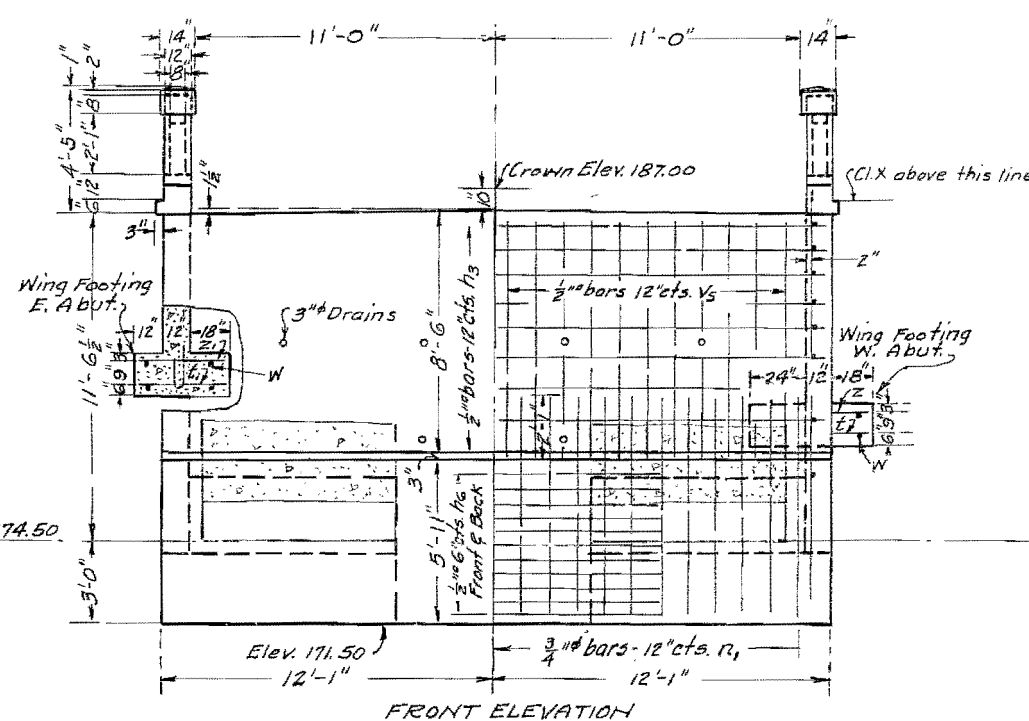
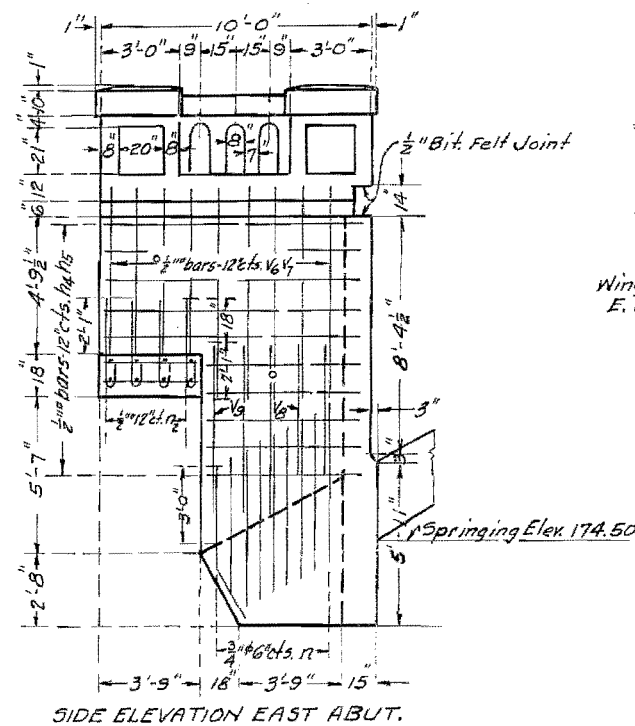
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CHECKED - [Signature]

EXAMINED [Signature] 12, 1928
BRIDGE ENGINEER
PASSED [Signature]
ENGINEER OF DESIGN
APPROVED [Signature]
CHIEF HIGHWAY ENGINEER
Revised March 25, 1929

B.M. #33 S 8 W 10" Oak Rt. 447+00 Elev. 186.08

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

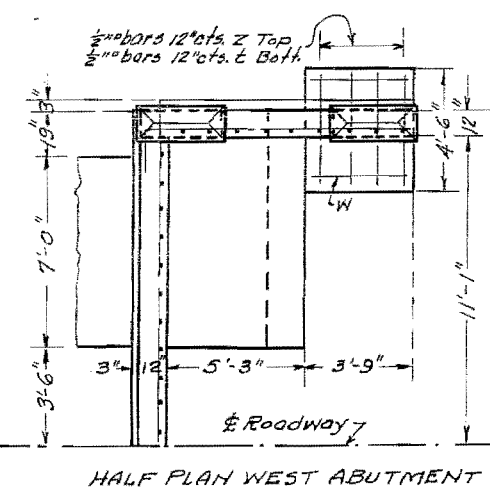
ROAD ISSUE ROUTE NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.	Sheet No. 3
113	Kankakee	110 N B	33	30	4 Sheets



BILL OF MATERIAL 2 ABUTMENTS

Bar	No.	Size	Length
V5	44	1/2"	8'-6"
V6	8	1/2"	6'-0"
V7	28	1/2"	7'-6"
V8	8	3/4"	5'-0"
V9	12	3/4"	6'-6"
h3	18	1/2"	24'-0"
h4	16	1/2"	7'-3"
h5	24	1/2"	11'-0"
h6	44	1/2"	11'-6"
r1	36	3/4"	6'-0"
r2	46	3/4"	8'-0"
r3	8	1/2"	4'-3"
t	8	1/2"	4'-3"
t1	8	1/2"	3'-3"
t2	8	1/2"	4'-3"
z1	8	1/2"	3'-3"
z	16	1/2"	3'-6"
d	40	1/2"	3'-6"
e3	8	1/2"	9'-9"

Reinforcing Steel-Lbs. 3050
C.I.A. Concrete - Cu.Yds. 64.6
C.I.X. Conc. (Rail)-Cu.Yds. 5.1
C.I.X. Conc. (Foot)-Cu.Yds. 3.3



Class X concrete, using class A coarse aggregate, to be used in wing footings. Proportions 1:2:3 1/2
Class X concrete to be used in rails above water table. Proportions 1:2:3 1/2
Class A concrete to be used except as noted. Proportions 1:2 1/2:4
Reinforcing steel to be wired securely in place before concrete is poured.

SPECIAL: COMPUTED - W. H. Proctor
CHECKED - R. H. Hansen
DRAWN - W. H. Proctor
CHECKED - R. H. Hansen

EXAMINED Dec 12, 1928
PASSED [Signature] BRIDGE ENGINEER
APPROVED [Signature] ENGINEER OF DESIGN
[Signature] CHIEF HIGHWAY ENGINEER

Supervised by [Signature]
DESTROYED
ABUTMENT DETAILS
ROCK CREEK
S.B.I. RTE. 113 SEC. 110 N B
KANKAKEE COUNTY
STA. 446+00



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

FILE NAME = 0460149.66A55.003.Ext.Plan.dgn
PLOT SCALE =
PLOT DATE = 08/18/2015

USER NAME = swojteczko	DESIGNED -	REVISED -
CHECKED -	CHECKED -	REVISED -
DRAWN -	DRAWN -	REVISED -
CHECKED -	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 3 OF 28
STRUCTURE NO. 046-0149

SHEET NO. EX03 OF EX28 SHEETS

FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	50
CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				

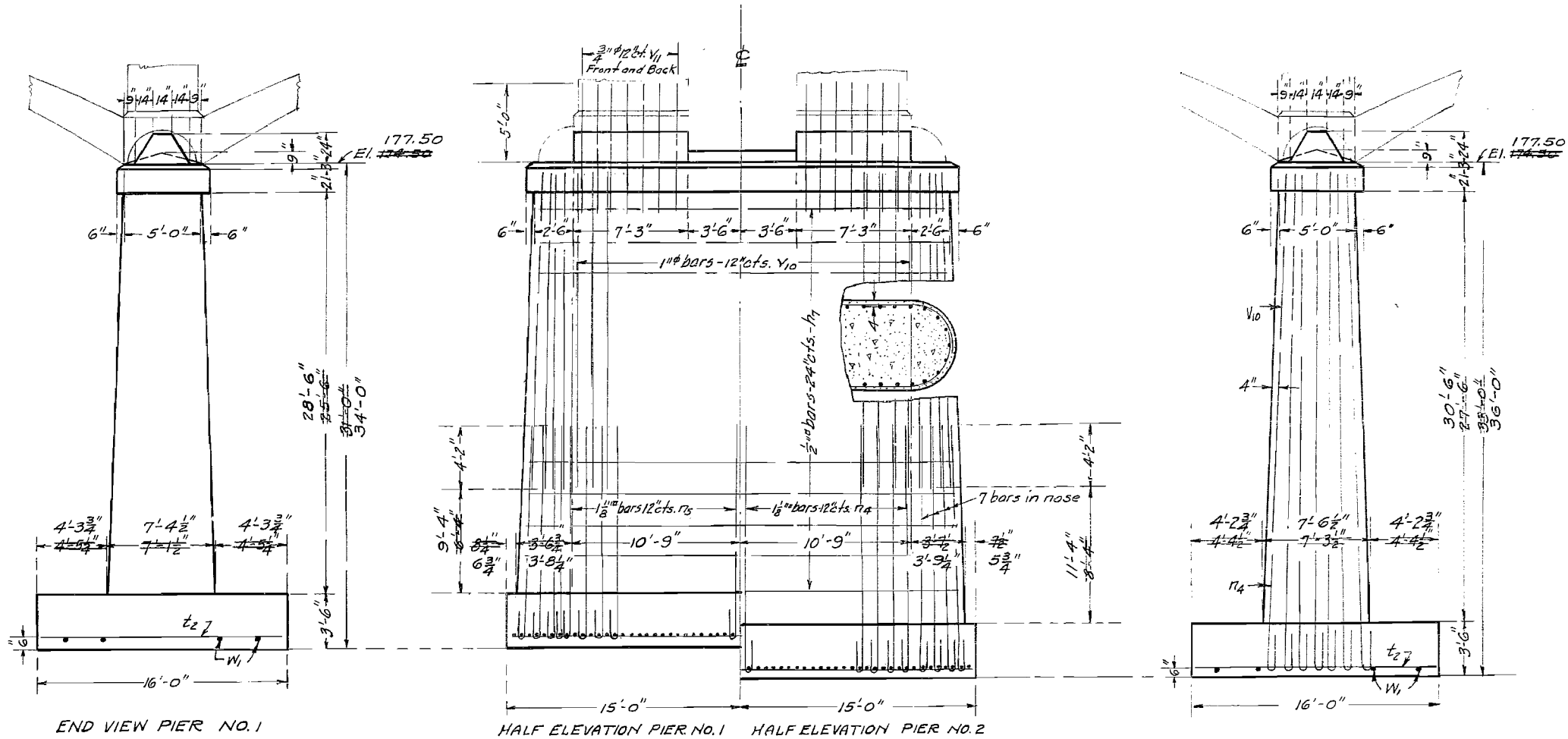
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B.M. #33 S&W 10" Oak Rt. 447+00 Elev. 186.08

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

ROUTE NO.	COUNTY	SEC.	SHEET NO.	SHEET NO.
113	Kankakee	118	33	31

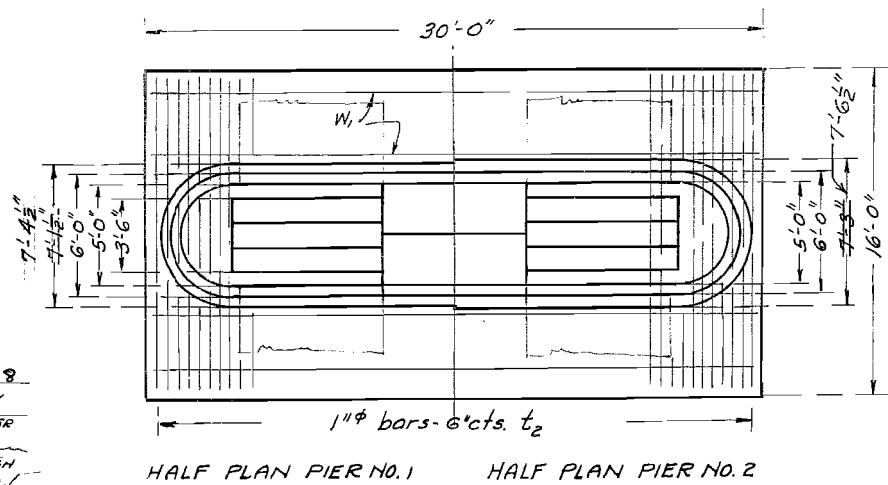
Sheet No. 4
4 Sheets



Class A concrete to be used above top of footings. Proportions 1:2½:4

Class X concrete, using class A coarse aggregate, to be used in footings. Proportions 1:2:3½

Pier footings to extend 3'-6" into solid rock



BILL OF MATERIAL FOR 2 PIERS

Bar	No.	Size	Length
V10	116	1"φ	201'-6"
V11	56	3/4"φ	8'-0"
h7	116	1/2"φ	17'-0"
n4	58	1/2"φ	17'-6"
n5	58	1/2"φ	18'-6"
t2	120	1"φ	15'-9"
W1	16	1"φ	17'-0"
Reinforcing Steel - Lbs.			22480
Cl. A Concrete - Cu. Yds.			390.2
Cl. X Conc. (Foot.) - Cu. Yds.			124.3

PIER DETAILS

ROCK CREEK
S.B.I. RTE. 113 SEC. 110 N B
KANKAKEE COUNTY
STA. 446+00

COMPUTED - W. J. [Signature]
CHECKED - [Signature]
DRAWN - [Signature]
CHECKED - [Signature]

EXAMINED - [Signature] 12, 1929
PASSED - [Signature] BRIDGE ENGINEER
APPROVED - [Signature] ENGINEER OF DESIGN
APPROVED - [Signature] CHIEF HIGHWAY ENGINEER
Revised March 25, 1929



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

FILE NAME =
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	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 4 OF 28
STRUCTURE NO. 046-0149

SHEET NO. EX04 OF EX28 SHEETS

FOR INFORMATION ONLY

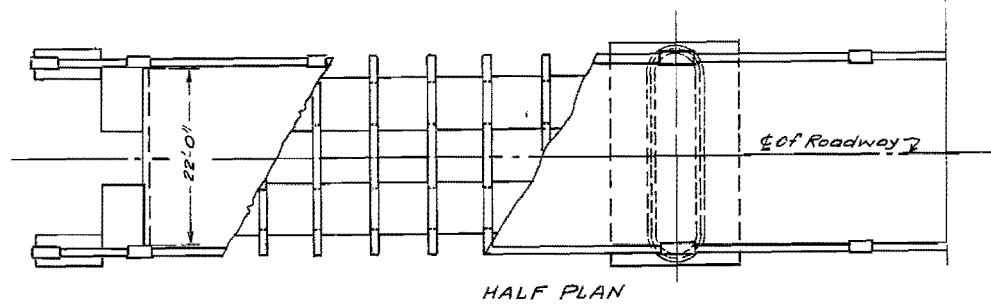
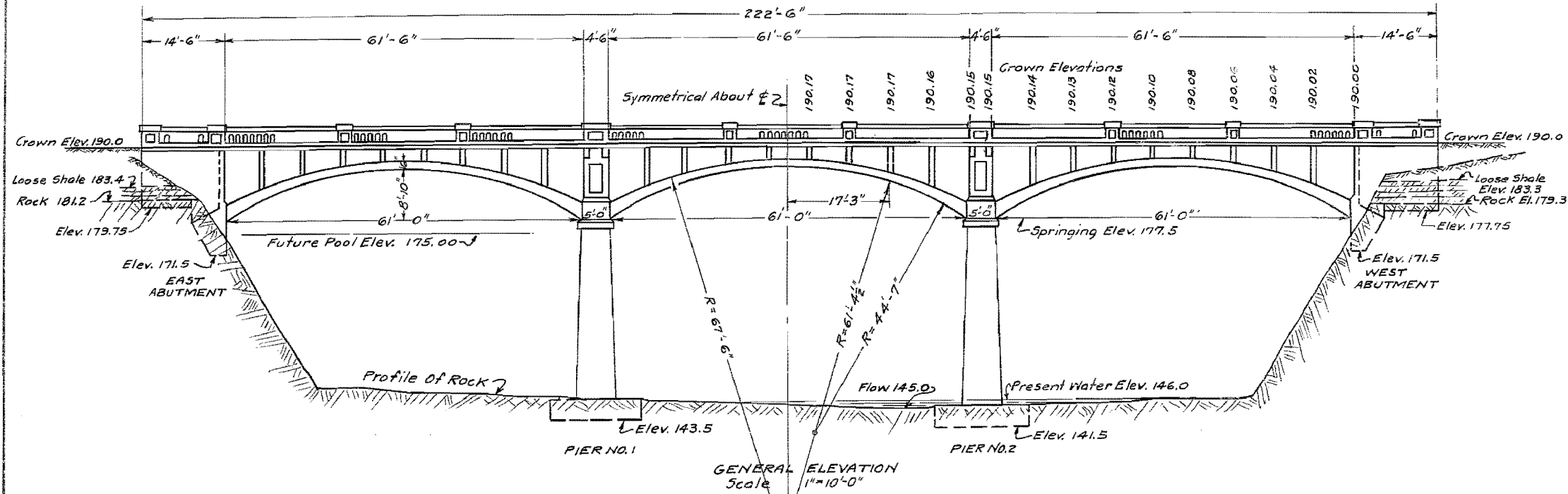
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	51
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

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B.M. #33 S&W 10" Oak Rt. 447+00 Elev. 186.08
 No existing structure at bridge site

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

SHEET NO. 1
 4 SHEETS



TOTAL BILL OF MATERIAL

Class A Concrete - Cu. Yds.	870.7
Class X Concrete (Rail) - Cu. Yds.	35.1
Class X Concrete (Foot) - Cu. Yds.	134.4
Reinforcing Steel - Lbs.	105050
Name Plate	1

STANDARD	COMPUTED -- <i>W. Debnick</i>	EXAMINED <i>March 25, 1929</i>
	CHECKED -- <i>W. Debnick</i>	
SPECIAL	DRAWN -- <i>W. Debnick</i>	PASSED -- <i>W. Debnick</i>
	CHECKED -- <i>W. Debnick</i>	ENGINEER OF DESIGN
	ASSEMBLED --	APPROVED -- <i>Frank T. ...</i> CHIEF HIGHWAY ENGINEER

ROCK CREEK
 S.B.I. RTE. 113 SEC. 110 N B
 KANKAKEE COUNTY
 STA. 446+00



Alfred Benesch & Company
 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450 Job No. 3938.13

FILE NAME =
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USER NAME = swojteczko
 DESIGNED -
 CHECKED -
 PLOT SCALE =
 DRAWN -
 PLOT DATE = 08/18/2015
 CHECKED -

DESIGNED -
 CHECKED -
 DRAWN -
 CHECKED -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 5 OF 28
 STRUCTURE NO. 046-0149

SHEET NO. EX05 OF EX28 SHEETS

FOR INFORMATION ONLY

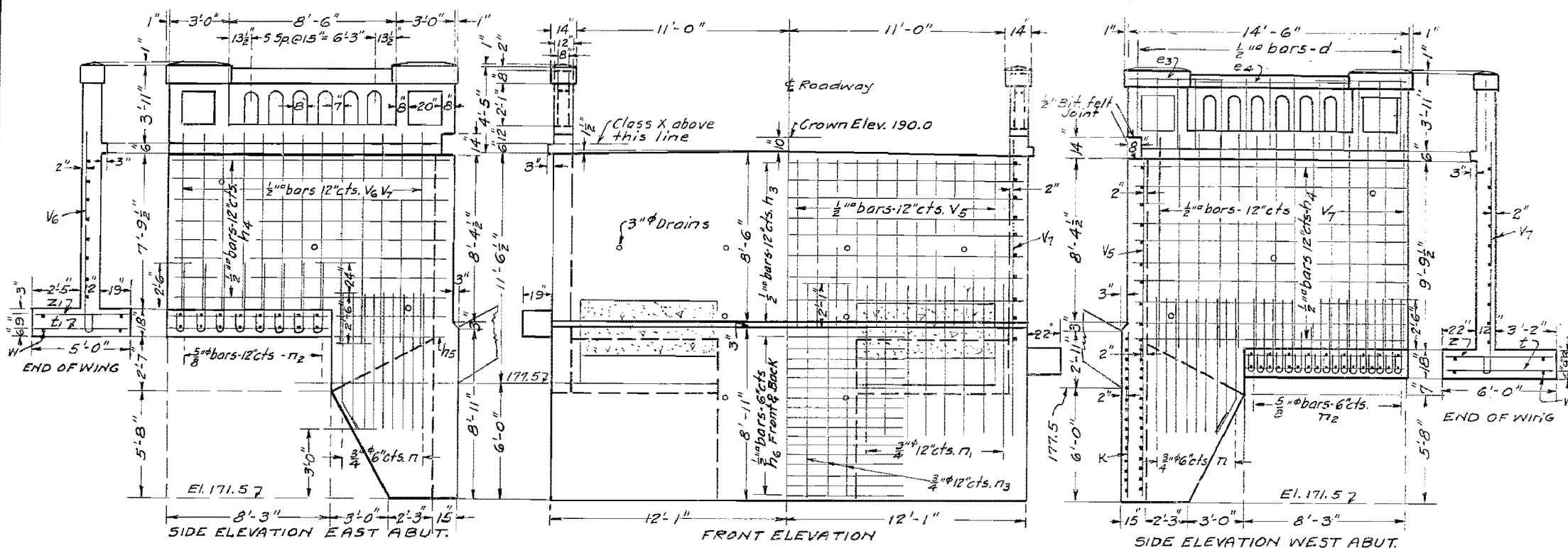
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631	(110)BR	KANKAKEE	87	52
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

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BM# 33 SRW in 10" Oak Rt. 447+00 Elev. 186.08

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

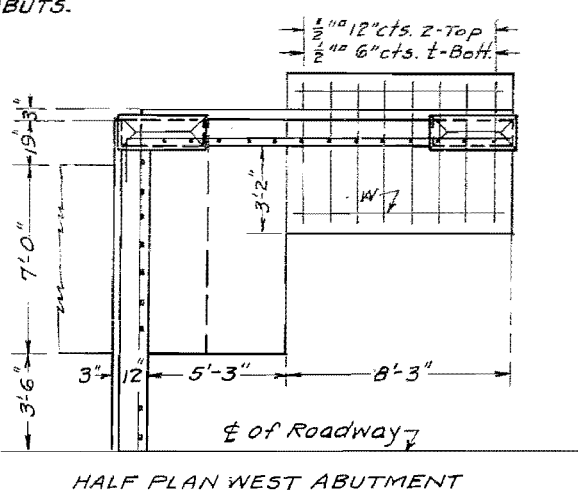
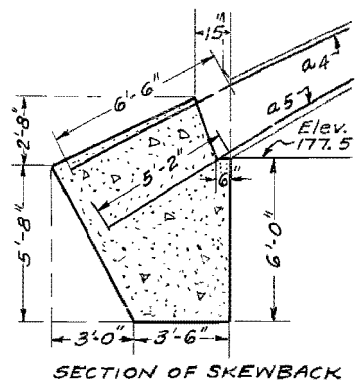
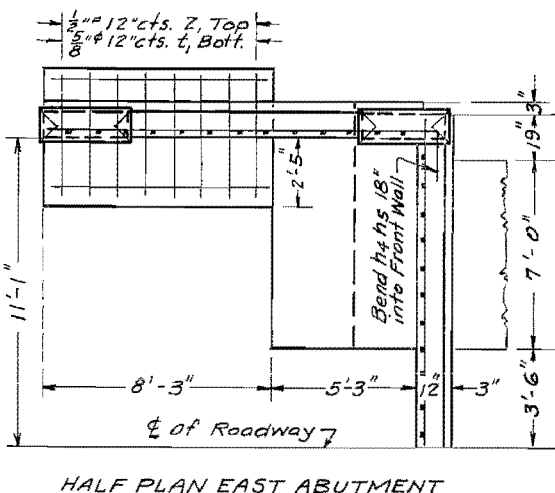
SHEET NO. 3
4 SHEETS



BILL OF MATERIAL FOR 2 ABUTS.

Bar	No.	Size	Length
V5	44	1/2"	8'-6"
V6	16	1/2"	9'-0"
V7	38	1/2"	10'-6"
h3	18	1/2"	24'-0"
h4	36	1/2"	15'-6"
h5	4	1/2"	7'-0"
h6	68	1/2"	11'-6"
n	36	3/4"	7'-3"
n1	32	3/4"	8'-0"
n2	50	3/4"	5'-0"
n3	14	3/4"	11'-0"
K	6	1/2"	8'-6"
t	32	1/2"	5'-9"
t1	16	3/8"	4'-9"
Z	16	1/2"	5'-9"
Z1	16	1/2"	4'-9"
W	16	1/2"	8'-0"
d	52	1/2"	3'-6"
e3	16	1/2"	5'-0"
e4	8	1/2"	8'-0"

Reinforcing Steel-Lbs. 4390
Cl. A Concrete-Cu.Yds. 90.1
Cl. X Conc. (Rail)-Cu.Yds. 6.7
Cl. X Conc. (Foot)-Cu.Yds. 10.1



Class X concrete, using class A coarse aggregate, to be used in wing footings. Proportions 1:2:3 1/2

Class X concrete to be used in rails above water table. Proportions 1:2:3 1/2

Class A concrete to be used except as noted. Proportions 1:2 1/2:4

Reinforcing steel to be wired securely in place before concrete is poured.

COMPUTED	— <i>W. Schneider</i>	EXAMINED	— <i>March 25, 1929</i>
CHECKED	— <i>W. Schneider</i>	DESIGNED	— <i>W. Schneider</i>
DRAWN	— <i>W. Schneider</i>	PASSED	— <i>W. Schneider</i>
CHECKED	— <i>W. Schneider</i>	ENGINEER OF DESIGN	— <i>W. Schneider</i>
ASSEMBLED	—	APPROVED	— <i>Frank T. Sheet</i>
CHECKED	—	CHIEF HIGHWAY ENGINEER	—

ABUTMENT DETAILS

ROCK CREEK
S.B.I. RTE. 113 SEC. 10 N B
KANKAKEE COUNTY
STA. 446+00

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

FILE NAME =	USER NAME = swojteczko	DESIGNED -	REVISED -
		CHECKED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -

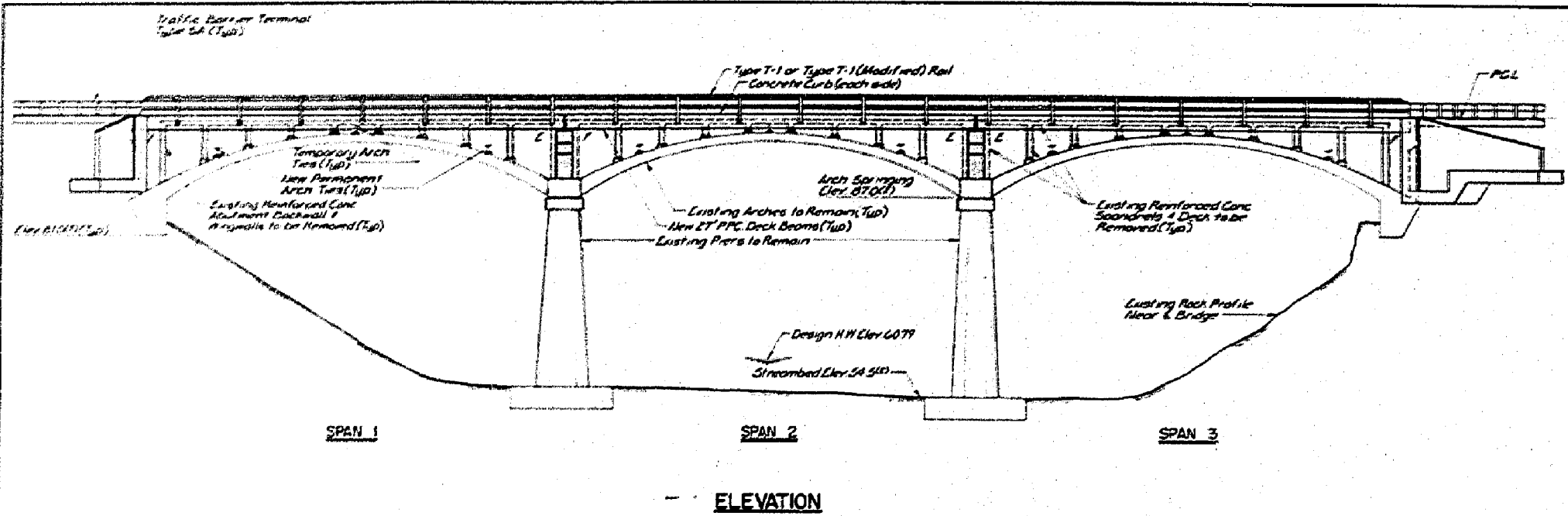
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 6 OF 28
STRUCTURE NO. 046-0149
SHEET NO. EX06 OF EX28 SHEETS

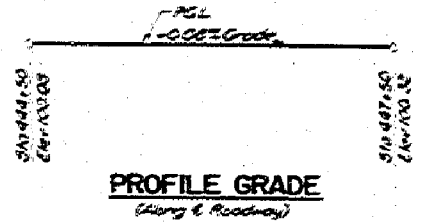
FOR INFORMATION ONLY				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	53
CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				

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PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 631	1101BR	KANKAKEE	87	54
STRUCTURE NO. 046-0149				
STATION 446-00				



STRUCTURE NO. 046-0149 BUILT AS S.B.C. 1111 SECTION 212-00-00 AT STA. 446+00 IN 1938, AND RE-CONSTRUCTED AS S.B.C. 1111 SECTION 102-00-00 IN 1942. THE STRUCTURE IS 447'-4" IN TOTAL LENGTH AND IS 42'-0" WIDE TO DECK. SUPERSTRUCTURE CONSISTS OF 3 REINFORCED CONCRETE SPANDED ARCHES. THE SPANDELS AND DECK ARE TO BE REMOVED AND REPLACED BY A NEW PRECAST FRAMED ARCH BEAM SUPERSTRUCTURE. EXISTING BRIDGE APPROACHES TO MAINTAIN ONE WAY TRAFFIC DURING CONSTRUCTION. THE ARCHES WILL BE KEPT FOR AESTHETICS. THE EXISTING APPROACHES ARE TO BE REMOVED AND REPLACED BY NEW CONCRETE APPROACHES FORMED ON NEW. THE EXISTING PIERS WILL BE REPAIRED AS NECESSARY. THE EXISTING BRIDGE WILL BE DEMOLISHED AND RECONSTRUCTED TO A LOCATION TO BE DETERMINED BY S.B.C. DISTRICT 1.

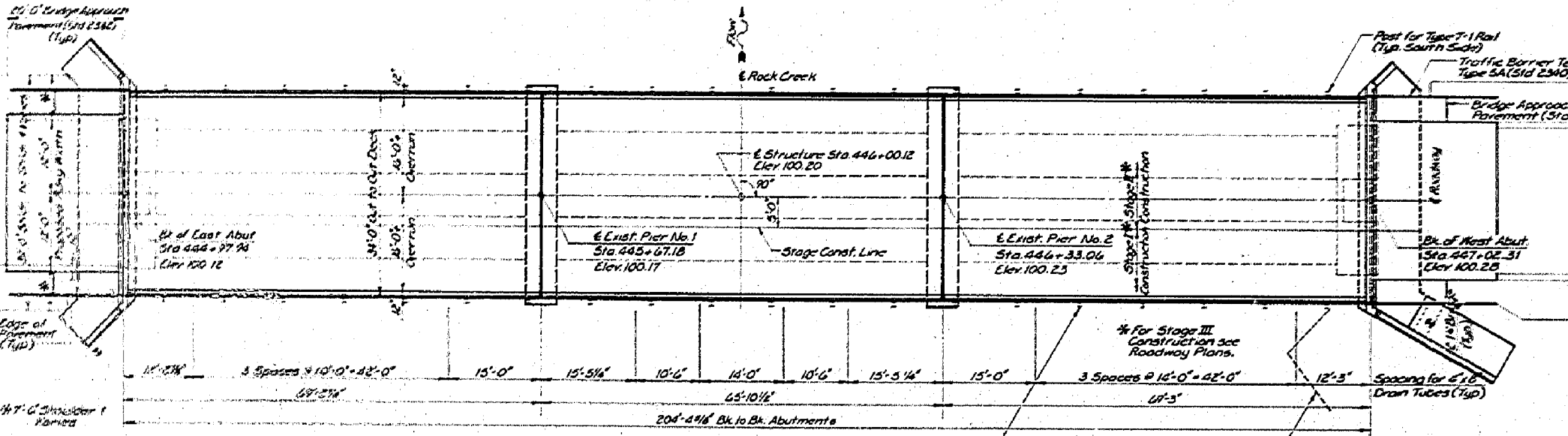


STATION 446-00
BUILT 1938 BY
STATE OF ILLINOIS
F.A.P. RT. 631 SECTION BR-1
F.A. PROJ. ENE-231(2)
LOADING HS 20
STR. NO. 046-0065

NAME PLATE
(See Std. 2112)

GENERAL PLAN & ELEVATION

ILL. RTE. 102 OVER ROCK CREEK
F.A.P. ROUTE 631
SECTION (1101) BR-1
KANKAKEE COUNTY
STATION 446-0012



PLAN

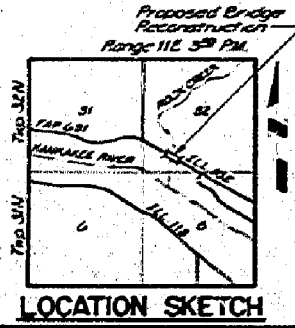
WATERWAY INFORMATION

Drainage Area = 120 Sq. Mi. Low Grade Elev. = 97.53 @ Sta. 441+00

Flood	Freq. Year	Q, C.F.S.	Opening Sq. Ft.		Mat. H.W.E.	Head-ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	3600	685	685	60.79	0.30	0.30	61.09	61.09
Base	100	6260	748	748	61.59	0.33	0.33	61.97	61.97
Overlapping									
Max. Calc.	500	7990	885	885	62.89	0.39	0.39	63.28	63.28

LEGEND

- F - Fixed Bearing
- E - Expansion Bearing
- P.G.L. - Profile Grade Line
- S - Soil Boring Location



APPROVED
FOR ORIGINAL CONTRACT ONLY
James J. Rydzewski
Engineer in Charge

ESCA
CONSULTANTS, INC.

DESIGNED BY:	RDP	1-84
DRAWN BY:	WCM	1-84
CHECKED BY:	JWC	1-84
APPROVED BY:	JGC	4-84

benesch
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312-565-0450 Job No. 3938.13

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	PLOT SCALE =	DRAWN -	REVISED -
	PLOT DATE = 08/18/2015	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 7 OF 28
STRUCTURE NO. 046-0149
SHEET NO. EX07 OF EX28 SHEETS

FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(1101)BR	KANKAKEE	87	54
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

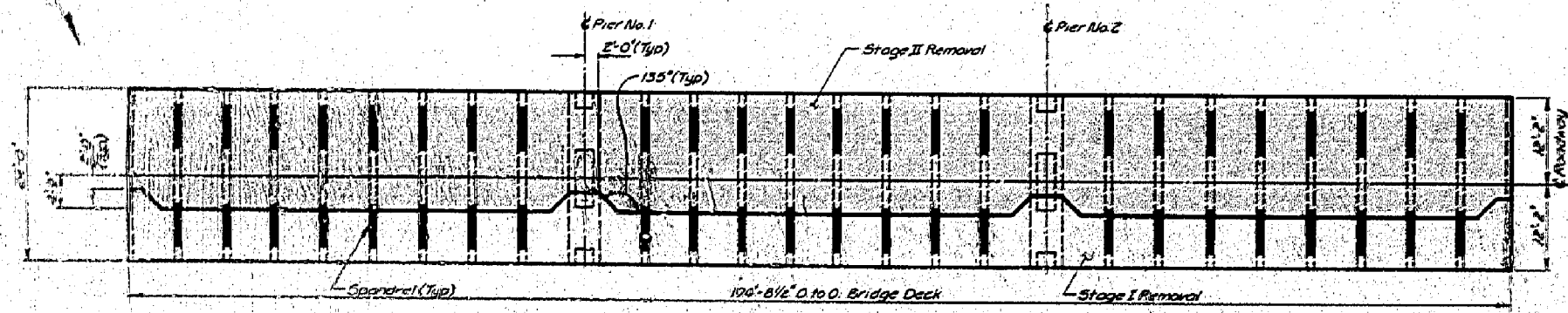
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GENERAL NOTES

- SEE GENERAL NOTES FOR NOTING DATA.
- EXPANSION JOINTS WHICH ARE NOT CAST IN THE PRECAST UNIT SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH ARTICLE 101.04 OF THE STANDARD SPECIFICATIONS AND THE QUANTITY OF STRUCTURAL STEEL SHALL BE INCLUDED IN QUANTITY OF STRUCTURAL STEEL.
- ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH THE SHOP-BLINDING AND VENT PAINT SYSTEM. SACRIFICIAL STEEL IN THE DECK SUPPORT SYSTEM FOR STAGE CONSTRUCTION. SEE NOTES ON DWG. NO. 4.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A615 OR A616 OR A617.
- THE BAY FACE OF BOLTED ENDMENTS AND WINGWALLS SHALL BE REINFORCED ACCORDING TO ARTICLE 101.11 OF THE STANDARD SPECIFICATIONS.
- YOUR DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO SURVEY CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- EXPANSION JOINTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS, BRASSING, CENTER CERTIFIED LEAD = 4.000 LBS., AND 1/2" DIAMETER x 12" WELDED BOLTS, UNLESS NOTED OTHERWISE.
- THE TOP SURFACE OF THE BEAMS SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 101.04 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE SURFACE SHALL NOT BE FINISHED BY BURNING. THE FINISHED SURFACE SHALL BE FREE OF DEPRESSIONS OR HIGH SPOTS WITH SHARP CORNERS, AND THE TOP EDGE OF BEAMS SHALL BE FINISHED TO TRANSMIT A MINIMUM OF 1/4".
- A CALCIUM NITRIDE CORROSION INHIBITOR, AS COVERED IN THE SPECIAL PROVISIONS, SHALL BE USED IN THE CONCRETE FOR PRECAST PRESTRESSED CONCRETE DECK BEAMS.
- PROTECTIVE COAT SHALL NOT BE APPLIED TO SURFACES TO WHICH WATERPROOFING MEMBRANE SYSTEM IS APPLIED.
- CALCULATED WEIGHT OF STRUCTURAL STEEL EQUALS 10,385 POUNDS. THIS WEIGHT DOES NOT INCLUDE THE TEMPORARY MEMBERS IN THE DECK SUPPORT SYSTEM FOR STAGE CONSTRUCTION.
- THE CONTRACTOR IS ADVISED THAT THE CONCRETE SUPERSTRUCTURE TO BE REMOVED IS A CONTINUOUS STRUCTURE AND REMOVAL MUST BE MADE IN A PROGRESSIVE MANNER WITH FALSEWORK SUPPORT AS PROVIDED, IN ORDER TO PREVENT THE POTENTIAL OF COLLAPSE OF BEAMS ADJACENT TO THE REMOVAL AREA. THE SEQUENCE OF REMOVAL AND THE USE OF ANY FALSEWORK IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE TAKEN INTO ACCOUNT IN HIS CONTRACT BID PRICE. REMOVAL SEQUENCE SHALL BE APPROVED BY THE ENGINEER PRIOR TO COMMENCING WORK.
- SUPPORTS SHALL BE REINFORCED WITH WELDED WIRE FABRIC, 4"x6"x12.0 OR 14.0, WEIGHING 28 LBS. PER 100 SQ. FT. COST INCIDENTAL.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPPLY	SUB	TOTAL
Steel Sheet Piling	Sq Ft	-	300	300
Bituminous Conc Surface Course, Mc D, Class 2	Ton	107	-	107
Removal of Existing Superstructure	Ln Ft	1	-	1
Concrete Removal	Cu Yd	-	84	84
Expansion Beams, 48 inch	Ce	-	24	24
Structure Excavation	Cu Yd	-	422	422
Rock Excavation for Structures	Cu Yd	-	100	100
Class I Concrete	Cu Yd	16	1918	2078
PPC Deck Beams 27" Deep	Sq Ft	6870	-	6870
Furnish & Erect Structural Steel	Pound	10,385	-	10,385
Steel Rolling, Type T-1	Ln Ft	203	-	203
Reinforcement Bars	Pound	1060	20,440	21,500
Temporary Sheet Piling	Sq Ft	-	360	360
Name Plates	Ce	1	-	1
Temporary Slab Support System	Lump Sum	1	-	1
Slope Malt, 6 inch	Sq Yd	-	18	18
Portland Cement Mortar Tearing Course	Ln Ft	2020	-	2020
Repair Concrete Structures	Sq Ft	-	850	850
Waterproofing Membrane System	Sq Yd	727	-	727
Temporary Edge Rail	Ln Ft	204	-	204
Membrane Expansion Joint 2'	Ln Ft	34	-	34
Preformed Joint Seal 2 1/2"	Ln Ft	34	-	34
Steel Rolling, Type T-1 (Modified)	Ln Ft	203	-	203
Protective Coat	Sq Yd	112	-	112



SCHEMATIC DECK PLAN
(Showing Removal & Staging)

GENERAL NOTES, BILL OF MATERIAL

ILL. RTE 102 OVER ROCK CREEK
 F&P ROUTE 631
 SECTION (110) BR-1
 KANKAKEE COUNTY
 STATION 446+00.12

ESCA
CONSULTANTS, INC.

DESIGNED BY:	RDP	3-86
DRAWN BY:	REM	3-86
CHECKED BY:	JWC	3-86
APPROVED BY:	JGC	8-86

benesch
 Alfred Benesch & Company
 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450 Job No. 3938.13

FILE NAME =	USER NAME = swojteczko	DESIGNED -	REVISED -
0460149.66A55.008.Ext.Plan.dgn	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 08/18/2015	DRAWN -	REVISED -
		CHECKED -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 8 OF 28
 STRUCTURE NO. 046-0149
 SHEET NO. EX08 OF EX28 SHEETS

FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	55
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A55	

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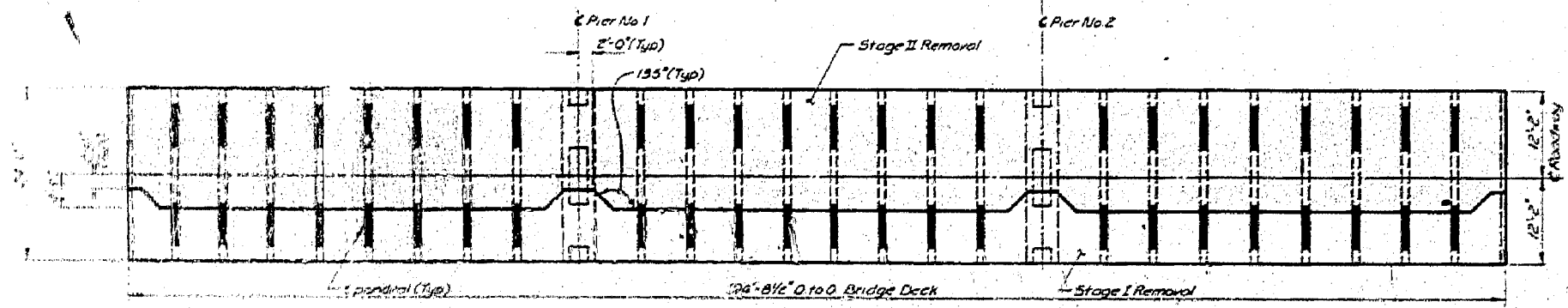
SCALE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1/8" = 1'-0"	631	KANKAKEE	87	56
DRAWN BY: JMC				
CHECKED BY: JMC				
APPROVED BY: JGC				
DATE: 08/18/2015				

GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
5. THE CONTRACTOR SHALL MAINTAIN ADEQUATE STAGING AND STORAGE AREAS FOR ALL MATERIALS AND EQUIPMENT.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF ALL DEBRIS AND EXCESS MATERIAL.
7. THE CONTRACTOR SHALL MAINTAIN ADEQUATE SAFETY MEASURES AND BARRIERS AT ALL TIMES.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL EXISTING SURFACES AND UTILITIES.
9. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORD DRAWINGS AND AS-BUILT RECORDS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL EXISTING STRUCTURES AND UTILITIES.
11. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORD DRAWINGS AND AS-BUILT RECORDS.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ALL EXISTING SURFACES AND UTILITIES.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUB	TOTAL
Steel Sheet Piling	Sq Ft	300	300
Structural Concrete Surface Course, 4" D. Deck	Ton	107	107
Removal of Existing Superstructures	EA	1	1
Concrete Removal	Cu Yd	86	86
Expansion Bolts, 1/2 inch	EA	58	58
Structure Excavation	Cu Yd	478	478
Rock Excavation for Structures	Cu Yd	100	100
Class 1 Concrete	Cu Yd	16	16
PPC Deck Beams 27" Deep	Sq Ft	6870	6870
Furnish & Erect Structural Steel	Pound	10,385	10,385
Steel Railing, Type T-1	Lin Ft	203	203
Reinforcement Bars	Pound	1060	1060
Temporary Sheet Piling	Sq Ft	360	360
Home Plates	EA	1	1
Temporary Scaffolding System	Cu Yd	1	1
Stage Wall, 6 inch	Sq Yd	18	18
Portland Cement Mortar Topping Course	Lin Ft	2020	2020
Repair Concrete Structures	Sq Ft	850	850
Waterproofing Membrane System	Sq Yd	727	727
Temporary Bridge Rail	Lin Ft	264	264
Neoprene Expansion Joint 2'	Lin Ft	36	36
Preformed Joint Seal 2 1/2"	Lin Ft	36	36
Steel Railing, Type T-1 (Modified)	Lin Ft	203	203
Protective Coat	Sq Yd	112	112



SCHEMATIC DECK PLAN
(Showing Removal & Staging)

AS REVISED
GENERAL NOTES, BILL OF MATERIAL
ILL. RTE 102 OVER ROCK CREEK
FAP ROUTE 631
SECTION (110) BR-1
KANKAKEE COUNTY
STATION 446+00.12

ESCA
CONSULTANTS, INC.
DESIGNED BY: RDP 3/84
DRAWN BY: NEM 3/84
CHECKED BY: JMC 3/84
APPROVED BY: JGC 4/84
Revised 7-16-86 S.L.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

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	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 08/18/2015	DRAWN -	REVISED -
		CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 9 OF 28
STRUCTURE NO. 046-0149
SHEET NO. EX09 OF EX28 SHEETS

FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	56
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

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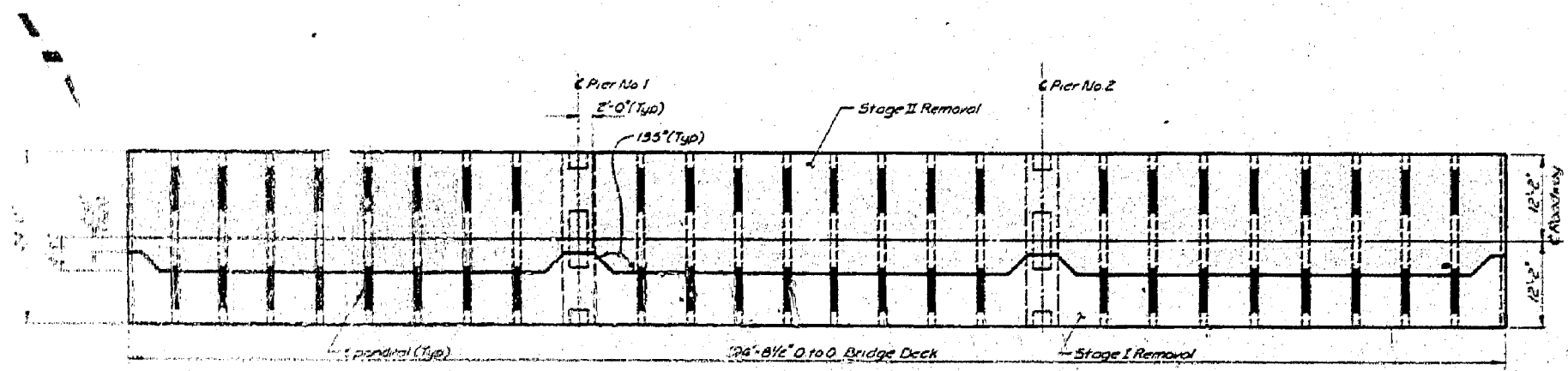
SCALE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 1/4" = 1'-0"	631	Kankakee	36	18A
DRAWN BY: JMC				
CHECKED BY: JMC				
APPROVED BY: JGC				
DATE: 7-16-86				

GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. EXISTING CONCRETE SHALL BE REPAIRED OR REMOVED AS SHOWN ON DRAWINGS.
3. ALL STRUCTURAL STEEL SHALL BE A36 STEEL UNLESS OTHERWISE NOTED.
4. ALL WELDS SHALL BE FULL PENETRATION BUTT JOINTS UNLESS OTHERWISE NOTED.
5. ALL REINFORCEMENT SHALL BE #4 BARS UNLESS OTHERWISE NOTED.
6. ALL CONCRETE SHALL BE 4000 PSI STRENGTH UNLESS OTHERWISE NOTED.
7. ALL FORMWORK SHALL BE 1/2" THICK PLYWOOD UNLESS OTHERWISE NOTED.
8. ALL BRIDGE DECK SHALL BE 12" THICK CONCRETE ON 24" DEEP BEAMS UNLESS OTHERWISE NOTED.
9. ALL BRIDGE DECK SHALL BE 12" THICK CONCRETE ON 24" DEEP BEAMS UNLESS OTHERWISE NOTED.
10. ALL BRIDGE DECK SHALL BE 12" THICK CONCRETE ON 24" DEEP BEAMS UNLESS OTHERWISE NOTED.
11. ALL BRIDGE DECK SHALL BE 12" THICK CONCRETE ON 24" DEEP BEAMS UNLESS OTHERWISE NOTED.
12. ALL BRIDGE DECK SHALL BE 12" THICK CONCRETE ON 24" DEEP BEAMS UNLESS OTHERWISE NOTED.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUB	TOTAL
Steel Sheet Piling	Sq Ft	300	300
Structural Concrete Surface Course, 4" D. Deck	Sq Yd	107	107
Removal of Existing Superstructures	EA	1	1
Concrete Removal	Cu Yd	86	86
Expansion Bolts, 1/2" Dia	EA	58	58
Structure Excavation	Cu Yd	478	478
Rock Excavation for Structures	Cu Yd	100	100
Class 1 Concrete	Cu Yd	16	16
PPC Deck Beams 27" Deep	Sq Ft	6870	6870
Furnish & Erect Structural Steel	Pound	10,385	10,385
Steel Railing, Type T-1	Lin Ft	203	203
Reinforcement Bars	Pound	1060	1060
Temporary Sheet Piling	Sq Ft	360	360
Home Plates	EA	1	1
Temporary Stab Support System	Sum	1	1
Stage Wall, 6' High	Sq Yd	18	18
Portland Cement Mortar Facing Course	Lin Ft	2020	2020
Repair Concrete Structures	Sq Ft	850	850
Waterproofing Membrane System	Sq Yd	727	727
Temporary Bridge Rail	Lin Ft	264	264
Neoprene Expansion Joint 2'	Lin Ft	36	36
Performed Joint Seal 2'S	Lin Ft	36	36
Steel Railing, Type T-1 (Modified)	Lin Ft	203	203
Protective Coat	Sq Yd	112	112



SCHEMATIC DECK PLAN
(Showing Removal & Staging)

AS REVISED
GENERAL NOTES, BILL OF MATERIAL
ILL. RTE 102 OVER ROCK CREEK
F.A.P. ROUTE 631
SECTION (110) BR-1
KANKAKEE COUNTY
STATION 446+00.12

ESCA
CONSULTANTS, INC.
DESIGNED BY: RDP 3-84
DRAWN BY: NEM 3-84
CHECKED BY: JMC 3-84
APPROVED BY: JGC 4-84
Revised 7-16-86 S.L.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

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	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 08/18/2015	DRAWN -	REVISED -
		CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 10 OF 28
STRUCTURE NO. 046-0149
SHEET NO. EX10 OF EX28 SHEETS

FOR INFORMATION ONLY

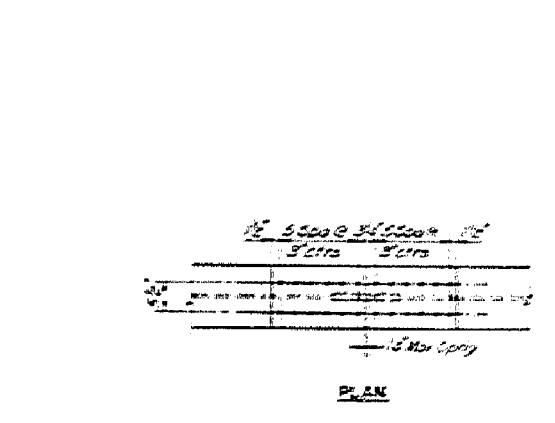
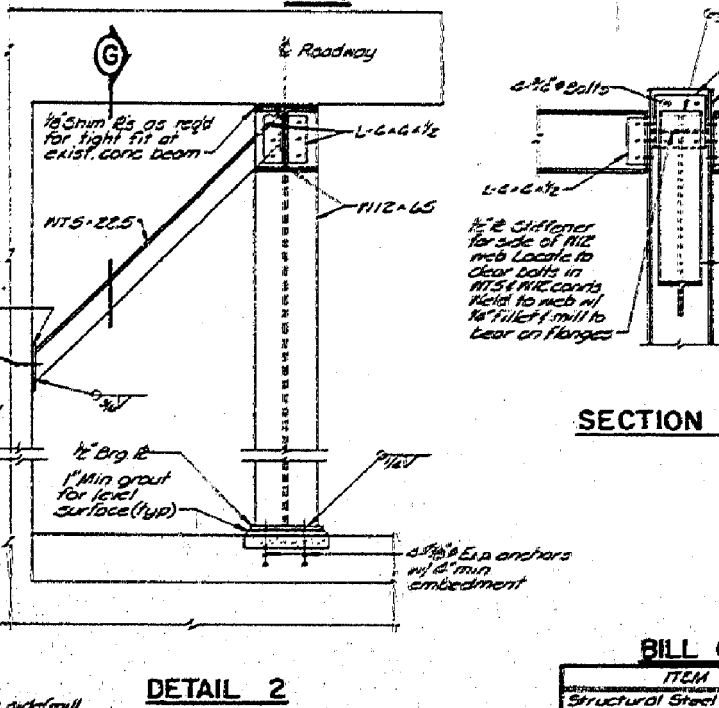
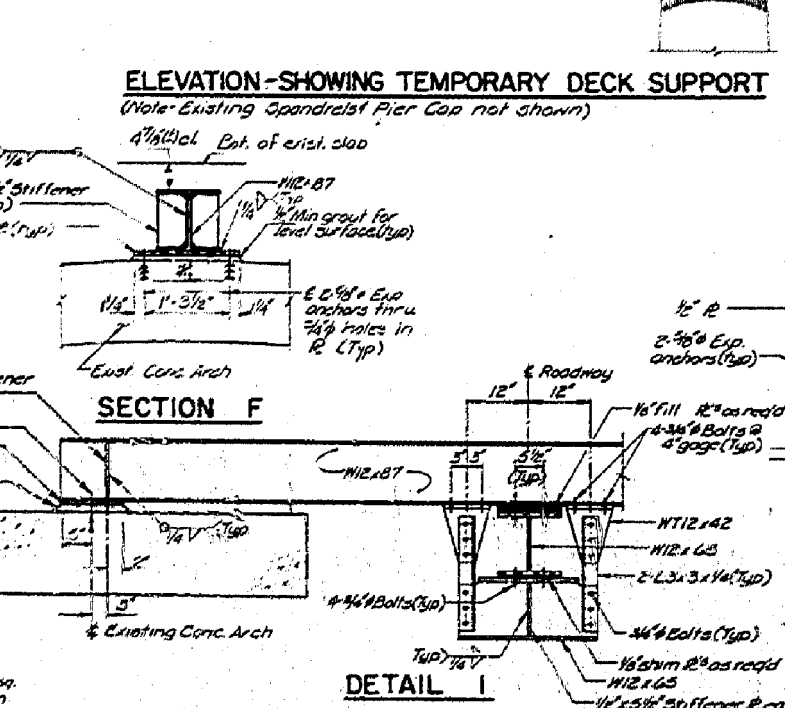
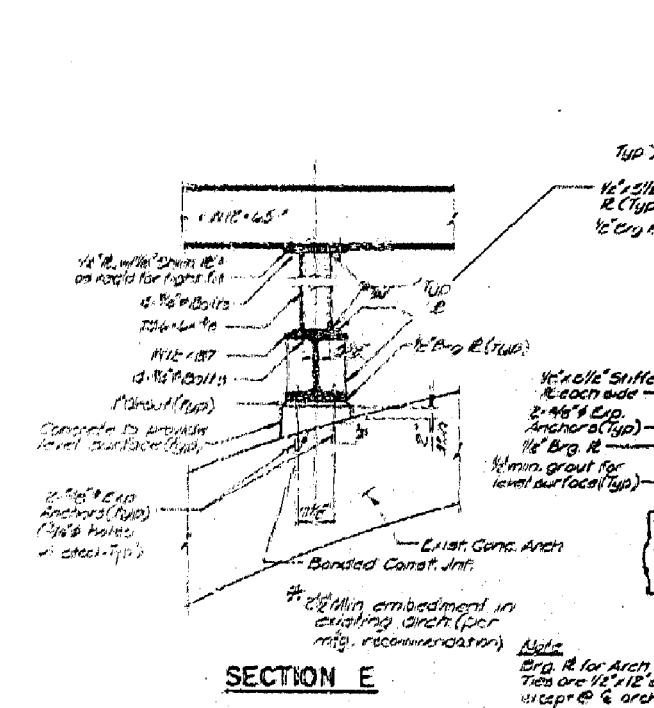
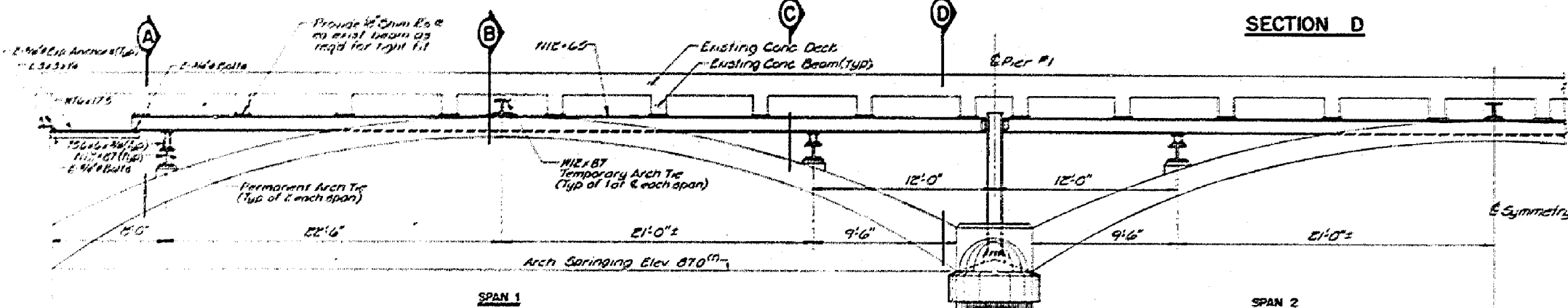
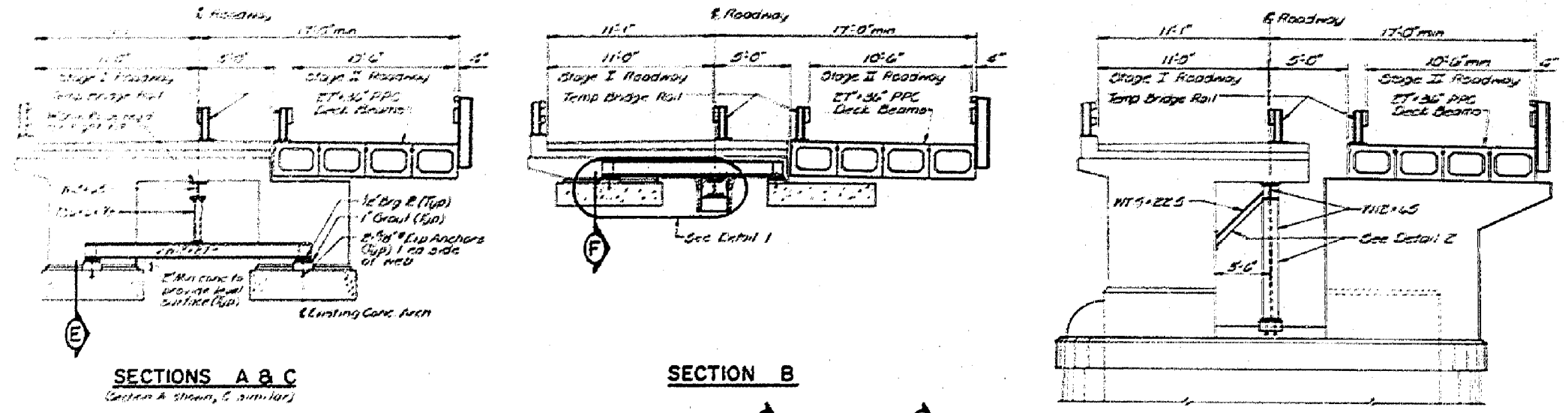
F.A.P. RTE. 631	SECTION (110)BR	COUNTY KANKAKEE	TOTAL SHEETS 87	SHEET NO. 57
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

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NOTES

The W12 x 45 beams which span across the existing arches are to remain as permanent steel ties. All other structural steel in the deck support system is temporary and shall be removed and salvaged at the time Stage II removals are performed. The arch ribs and all temporary steel shall be fabricated and erected in accordance with Section 407 of the Standard Specifications.

All temporary structural steel shall receive the shop coat of red lead primer only. The permanent arch ties shall receive one shop coat of red lead primer, field spot painting with red lead primer, and two field coats of aluminum paint. Install the deck support system by cutting holes in the bridge deck outside the Stage I roadway area and inserting the steel through the holes. Do not position heavy equipment near holes cut in deck. No spandrel removal may begin until the support system is in place and shored to a tight fit. The individual W12 x 45 members should be erected in one piece. If splicing is necessary, the splice detail shown on this drawing should be used, and located at span quarter points. Fasteners shall be 1/2" diameter and 7/8" diameter high strength bolts. Nuts shall be 1 1/8" diameter unless otherwise noted. All contact surfaces at connections shall be free of paint or lacquer. All grout and concrete work required to provide a level surface for bearing of beams or columns and all foundation anchors are incidental to temporary steel support system. The W12 x 45 permanent steel ties and their continuity plates are to be paid for per pound as structural steel.



ESCA CONSULTANTS, INC.

DESIGNED BY: JDP
 DRAWN BY: GGB
 CHECKED BY: LMC
 APPROVED BY: JSC

PROJECT: SUPERSTRUCTURE STAGE CONSTRUCTION & REMOVAL
 ILL. RTE. 102 OVER ROCK CREEK
 F&P ROUTE 631
 SECTION (NON) BR-1
 KANKAKEE COUNTY
 STATION 446+00.12

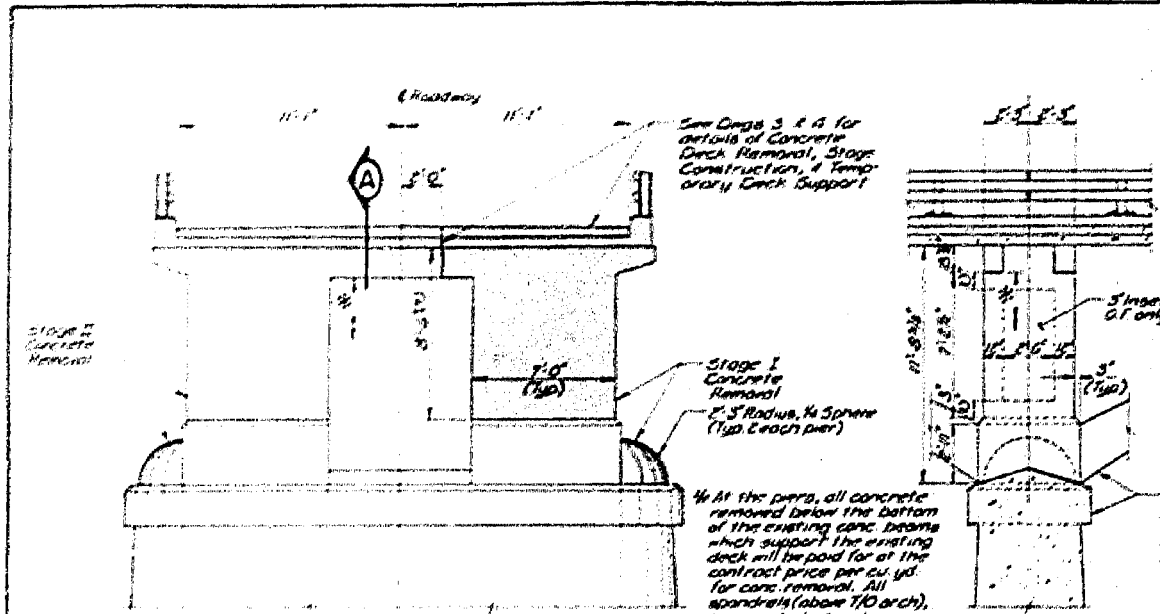
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BILL OF MATERIAL

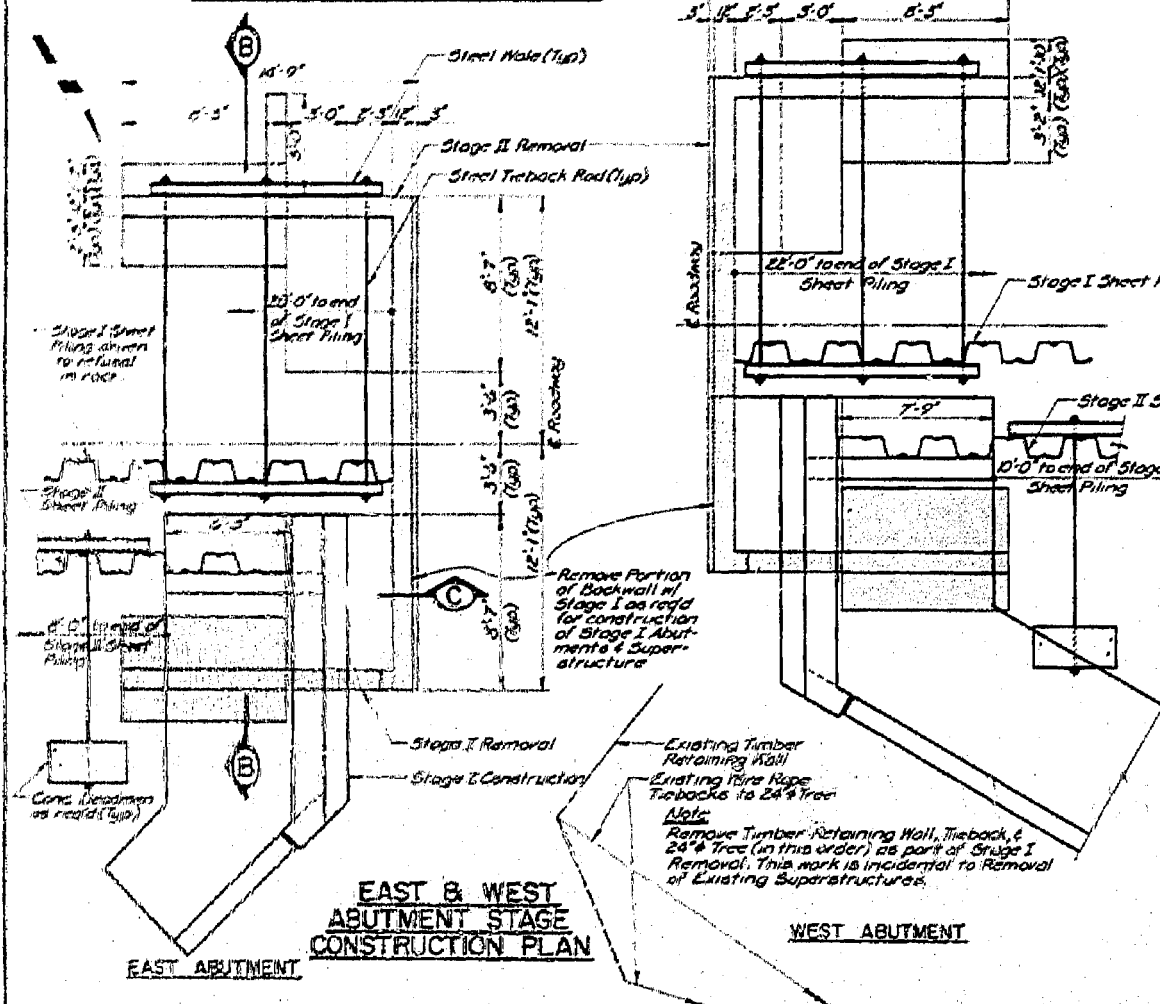
ITEM	UNIT	QUANTITY
Structural Steel	lbs	3073
Temporary Slab Support System Lump Sum		1

DESIGNED	CHECKED	DRAWN	CHECKED
-	-	-	-
REVISED	REVISED	REVISED	REVISED
-	-	-	-

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	58
				CONTRACT NO. 66A55
ILLINOIS FED. AID PROJECT				



ELEVATION NEAR PIERS 1 & 2



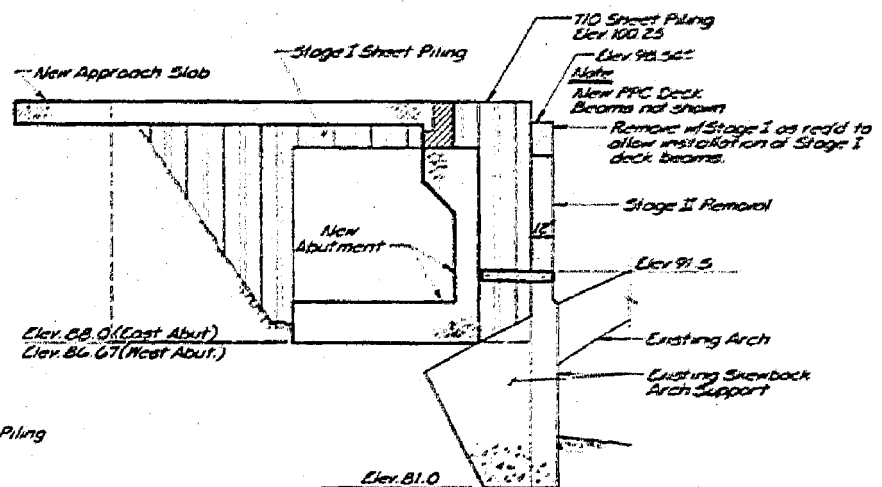
EAST & WEST ABUTMENT STAGE CONSTRUCTION PLAN

TEMPORARY SHEET PILING

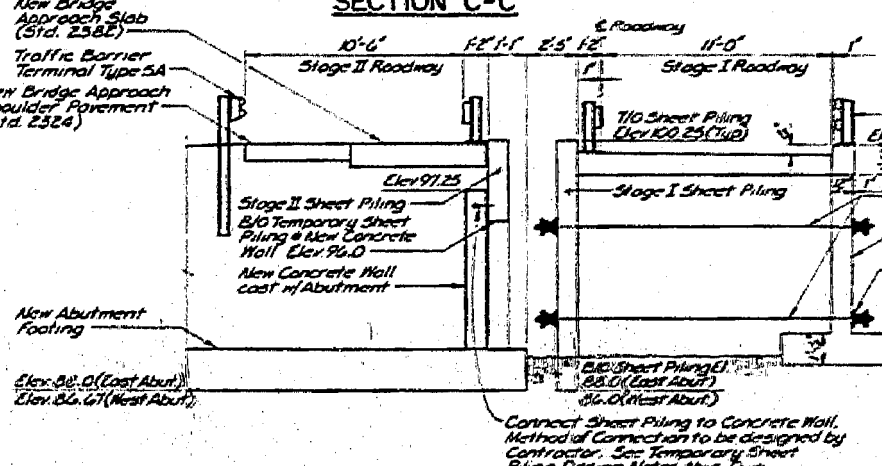
- DESIGN NOTES**
- THE TIED-BACK SHEET PILE RETAINING WALL SYSTEM SHOWN HERE IS SHOWN FOR CONCEPTUAL PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF A STRUCTURALLY SAFE AND STABLE SYSTEM, AND MUST OBTAIN THE ENGINEER'S APPROVAL OF HIS PROPOSED SYSTEM PRIOR TO COMMENCING CONSTRUCTION. IF THE CONTRACTOR CHOOSES TO DESIGN THE SYSTEM SHOWN HERE, THE FOLLOWING MATERIAL PROPERTIES, MINIMUM SECTIONS, AND DESIGN CRITERIA MUST BE MET:
1. STEEL SHEET PILING: AASHTO M592 (ASTM A572); MINIMUM SECTION MODULUS = 33.0 IN³ PER LINEAL FOOT OF WALL.
 2. STEEL WALE & TIEBACK POLE: AASHTO M593 (ASTM A572); SECTION PROPERTIES DEPENDING UPON LOCATION AND SPACING OF TIEBACKS PER THE CONTRACTOR'S DESIGN.
 3. REINFORCED CONCRETE DEADEN: CLASS # CONCRETE (CONSIDERED TO TEMPORARY SHEET PILING); REINFORCING DEPENDING UPON LOCATION AND SPACING OF TIEBACKS PER THE CONTRACTOR'S DESIGN.

CONSTRUCTION SEQUENCE AT ABUTMENTS

- STAGE I**
1. ERECT TEMPORARY BRIDGE RAIL AND PERFORM OTHER WORK AS REQUIRED TO OPEN STAGE I TRAFFIC LANE.
 2. DRIVE STAGE I SHEET PILING TO NEARBY EXISTING WALL AT EXISTING WALL'S EXISTING AUTUMN AND EXISTING WALL'S EXISTING AUTUMN.
 3. BRIDGE EXCAVATION.
 4. INSTALL STAGE I SHEET PILING TIEBACKS.
 5. COMPLETE STAGE I EXCAVATION, INSTALLING TIEBACKS AS NECESSARY AND FORMING STAGE I PORTION OF EXISTING AUTUMN AND BRIDGEWALL.
 6. CONSTRUCT STAGE I PORTION OF NEW ABUTMENT AND BRIDGEWALL.
 7. CORRECT SHORT SEGMENTS OF SHEET PILING TO NEW CONCRETE WALL.
 8. BRIDGE BACKFILL.
 9. REMOVE WALLE AS BACKFILL REACHES SAFE SLOPE.
 10. CONTINUE BACKFILL.
 11. CONSTRUCT NEW CONCRETE DEADEN FOR STAGE II SHEET PILING.
 12. DRIVE STAGE II SHEET PILING TO NEARBY EXISTING WALL.
 13. EXCAVATE BEHIND NEW DEADEN AND INSTALL STAGE II SHEET PILING TIEBACKS.
 14. COMPLETE BACKFILL FOR EXISTING STAGE II ROADWAY.
- STAGE II**
1. RELOCATE TEMPORARY BRIDGE RAIL AND PERFORM OTHER WORK AS REQUIRED TO OPEN STAGE II TRAFFIC LANE.
 2. REMOVE STAGE II EXCAVATION AND REMOVE STAGE II SHEET PILING. INSTALL TIEBACKS FOR STAGE II SHEET PILING AS EXCAVATION PROCEEDS.
 3. CONSTRUCT STAGE II PORTION OF NEW ABUTMENT AND BRIDGEWALL.
 4. BRIDGE BACKFILL.
 5. REMOVE WALLE AS BACKFILL REACHES SAFE SLOPE.
 6. COMPLETE STAGE II BACKFILL.
 7. DRIVE STAGE II SHEET PILING 12" BELOW BOTTOM OF SLAB.
 8. COMPLETE APPROACH ROADWAY WORK.
- NOTE:** THE CONTRACTOR MAY CHOOSE ALTERNATE ABUTMENT CONSTRUCTION SEQUENCES TO THE DESIGNER'S FOR APPROVAL.



SECTION C-C



SECTION B-B

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu Yd	86
Temporary Sheet Piling	Sq Ft	510
Steel Sheet Piling	Sq Ft	300

SUBSTRUCTURE STAGE CONSTRUCTION & REMOVAL

ILL. RTE 102 OVER ROCK CREEK
 F&P ROUTE 631
 SECTION (110) BR-1
 KANKAKEE COUNTY
 STATION 445+00.12

ESCA CONSULTANTS, INC.

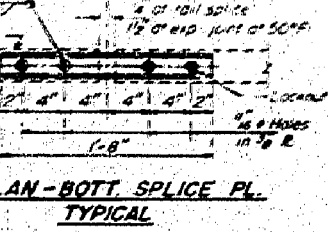
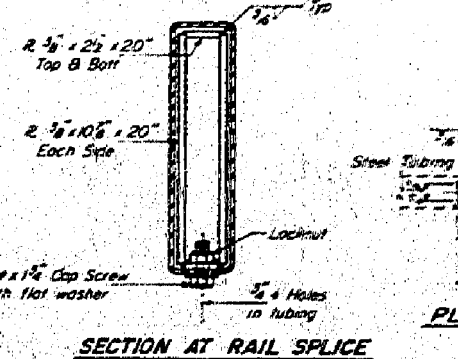
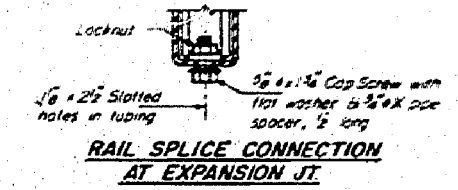
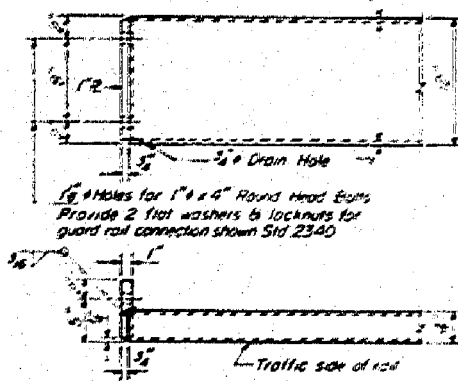
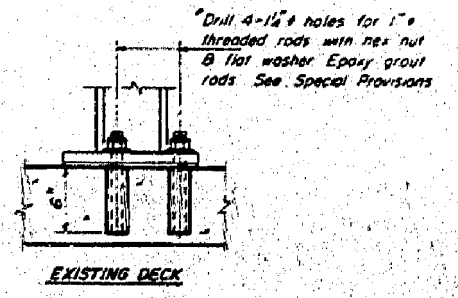
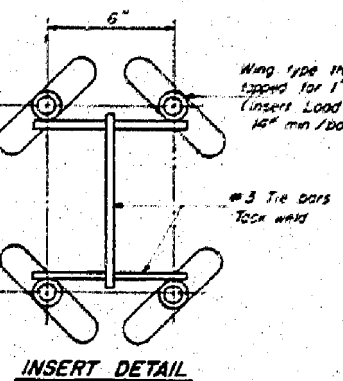
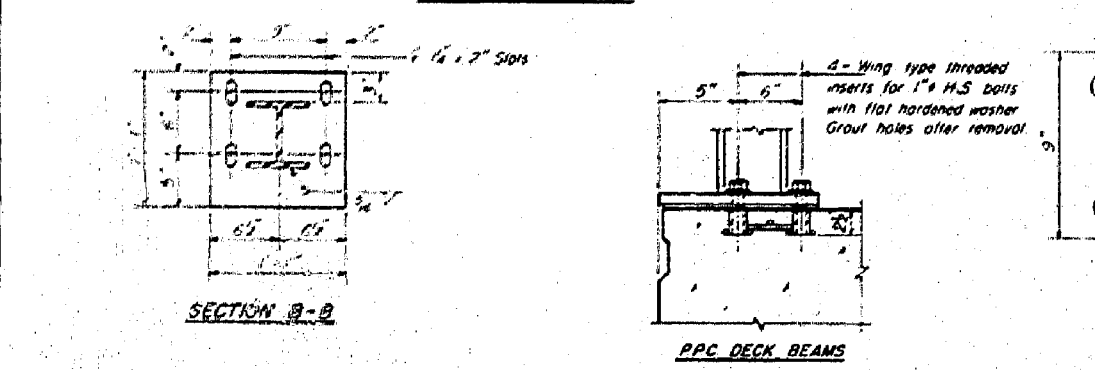
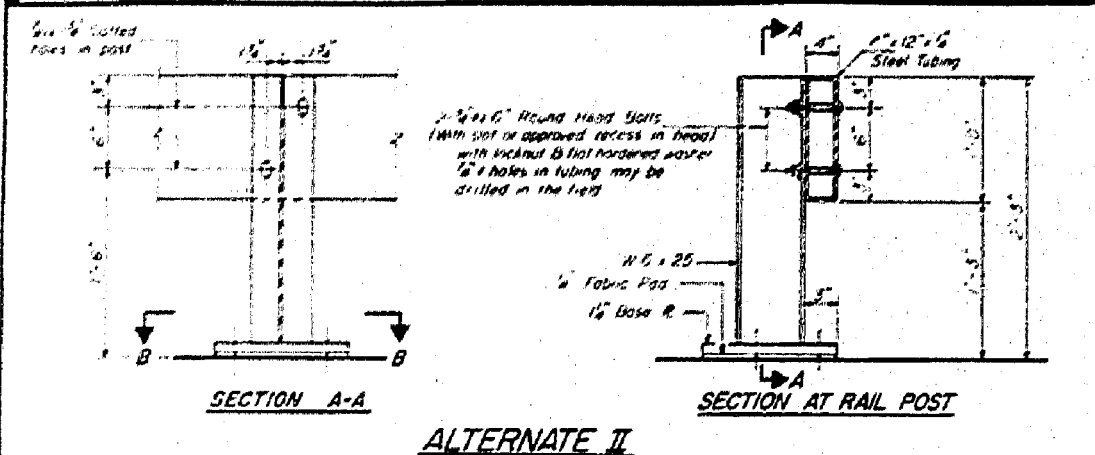
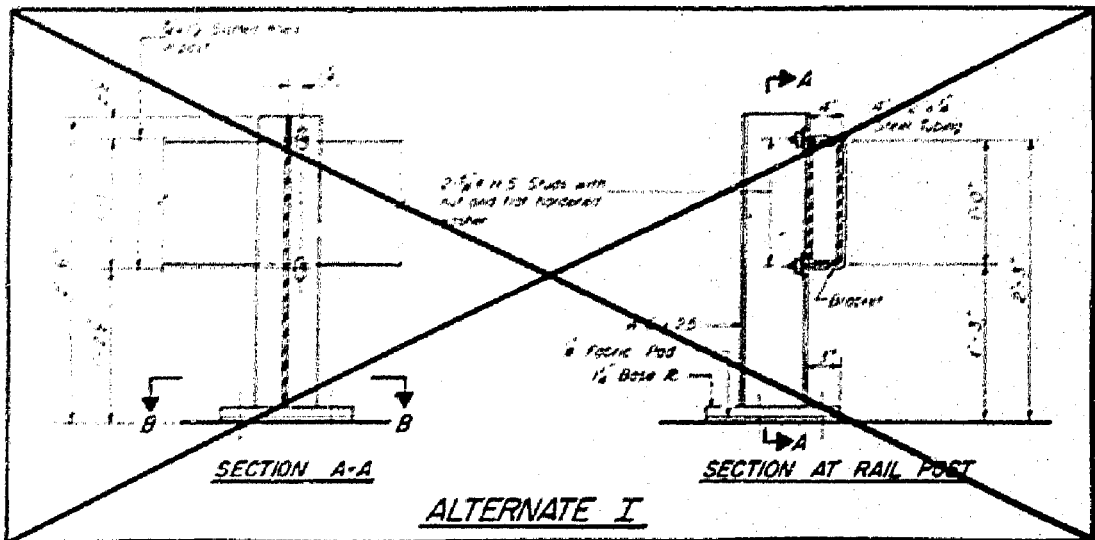
DESIGNED BY: RDP 3/04
 DRAWN BY: NEM 3/04
 CHECKED BY: JWC 3/04
 APPROVED BY: JGC 6/05
 Rev. RP.S.

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		CHECKED -	REVISIONS -
		DRAWN -	REVISIONS -
		CHECKED -	REVISIONS -

F&P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	59
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

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PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
046-0149	1101BR	KANKAKEE	87	61
ILLINOIS FED. AID PROJECT				
CONTRACT NO. 66A55				
Draw No 7 of 20				



NOTES
 Hollow structural steel tubing shall conform to the requirements of ASTM designation A-500 Grade B Structural Steel Tubing.
 All other steel shapes and plates shall conform to the requirements of AASHTO M-163. Bolts and nuts shall conform to the requirements of ASTM designation A-307 except for high strength bolts, threaded rods, studs and washers which shall conform to AASHTO M-164.
 The bridge rail shall receive one shop coat of a steel prime paint.
 The 1 inch high strength bolts or threaded rods used to connect the railposts shall be installed in accordance with Article 507C(4)(2) of the Standard Specification.
 See Special Provisions for Temporary Bridge Rail.
 See Draw No 8 for Rail Post Spacing.

TEMPORARY BRIDGE RAIL
 ILL. RTE. 102 OVER ROCK CREEK
 F.A.P. ROUTE 631
 SECTION (1101) BR-1
 KANKAKEE COUNTY
 STATION 446+00.12

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Bridge Rail	Lin Ft	246

ESCA
 CONSULTANTS, INC.
 DESIGNED BY: JWC/DCA 1-84
 DRAWN BY: JWC 1-84
 CHECKED BY: JWP 1-84
 APPROVED BY: JGC 4-84

benesch
 Alfred Benesch & Company
 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450 Job No. 3938.13

FILE NAME =	USER NAME = swajtec2ko	DESIGNED -	REVISED -
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	PLOT SCALE =	DRAWN -	REVISED -
	PLOT DATE = 08/18/2015	CHECKED -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 14 OF 28
 STRUCTURE NO. 046-0149
 SHEET NO. EX14 OF EX28 SHEETS

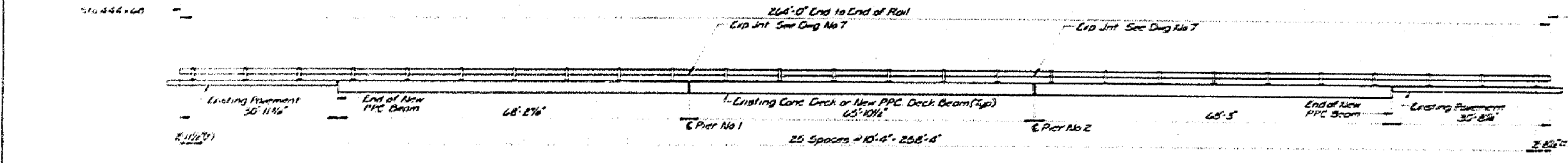
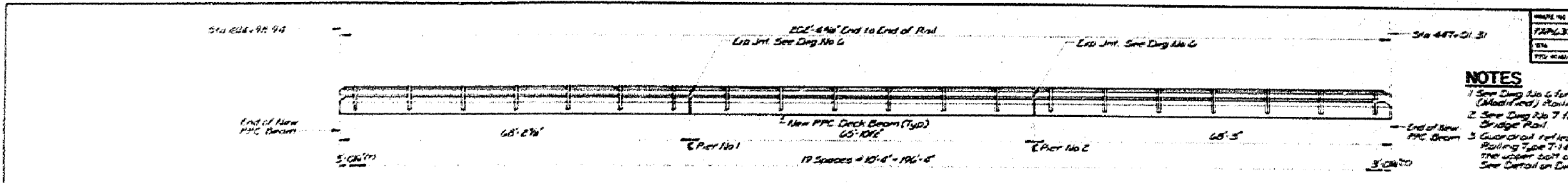
FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(1101)BR	KANKAKEE	87	61
CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				

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110103	110103	11/11/15	JGC
110104	110104	11/11/15	JGC
110105	110105	11/11/15	JGC
110106	110106	11/11/15	JGC
110107	110107	11/11/15	JGC
110108	110108	11/11/15	JGC
110109	110109	11/11/15	JGC
110110	110110	11/11/15	JGC
110111	110111	11/11/15	JGC
110112	110112	11/11/15	JGC
110113	110113	11/11/15	JGC
110114	110114	11/11/15	JGC
110115	110115	11/11/15	JGC
110116	110116	11/11/15	JGC
110117	110117	11/11/15	JGC
110118	110118	11/11/15	JGC
110119	110119	11/11/15	JGC
110120	110120	11/11/15	JGC

- NOTES**
1. See Drawing 6 for details of Type T-1 & T-1 (Modified) Railings.
 2. See Drawing 7 for details of Temporary Bridge Rail.
 3. Guardrail reflectors to be installed on steel railing Type T-1 & T-1 (Modified) at 10' spacing to the upper edge on the lower rail at each location. See Detail on Drawing 16 of Roadway Plans.



RAILING ELEVATIONS
 ILL. RTE 102 OVER ROCK CREEK
 F&P ROUTE 631
 SECTION (110N) BR-1
 KANKAKEE COUNTY
 STATION 446+00.12

ESCA
 CONSULTANTS, INC.

DESIGNED BY: DCA 2-04
 DRAWN BY: WEA 12-04
 CHECKED BY: LJC/RDP 12-04
 APPROVED BY: JGC 4-04

benesch
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 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450 Job No. 3938.13

FILE NAME =	USER NAME = swojteczko	DESIGNED -	REVISED -
0460149.66A55.015.Ext.Plan.dgn		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN -	REVISED -
	PLOT DATE = 08/18/2015	CHECKED -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 15 OF 28
 STRUCTURE NO. 046-0149
 SHEET NO. EX15 OF EX28 SHEETS

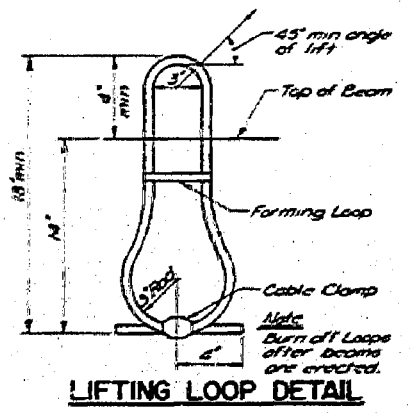
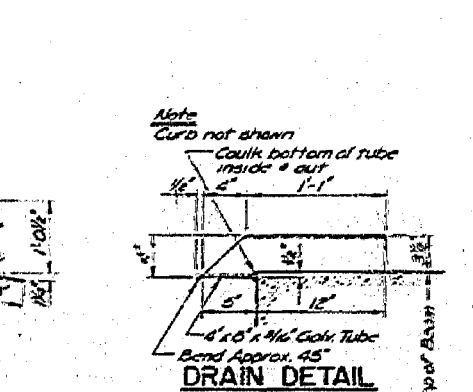
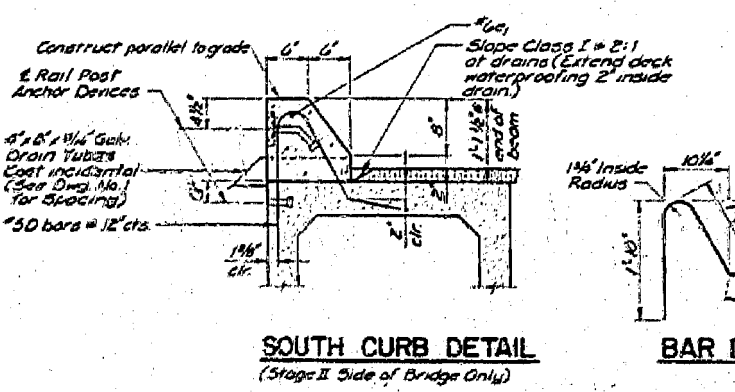
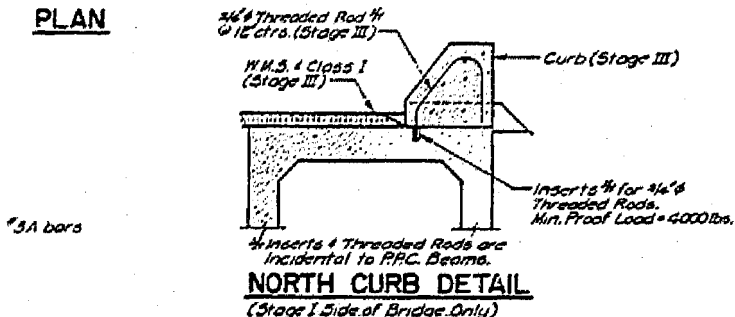
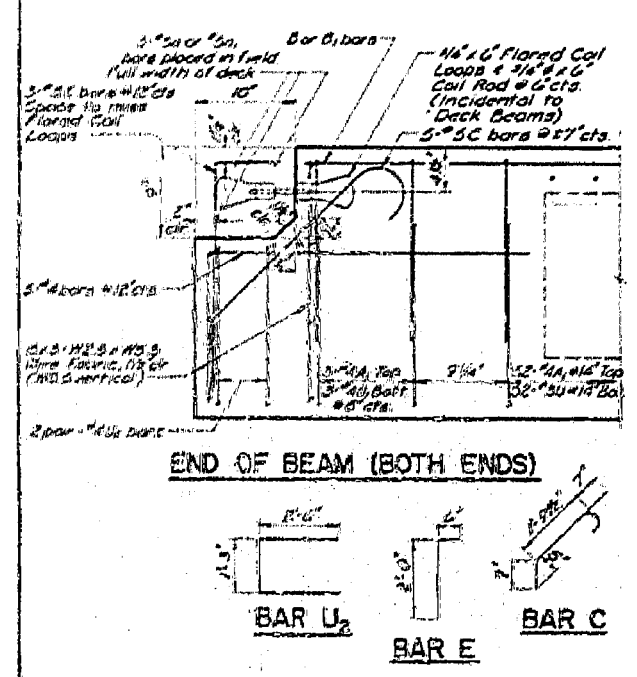
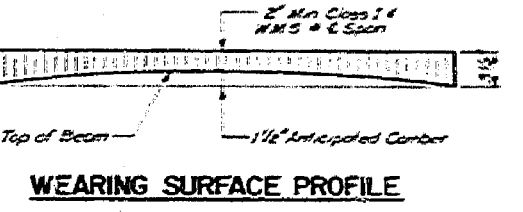
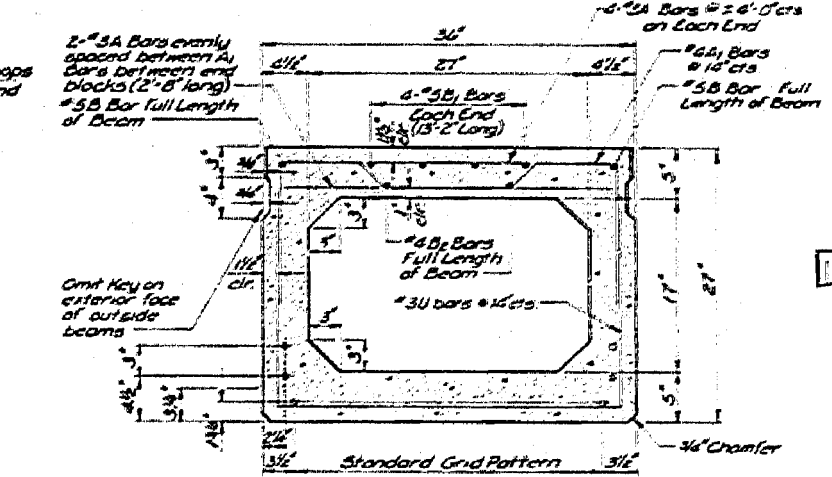
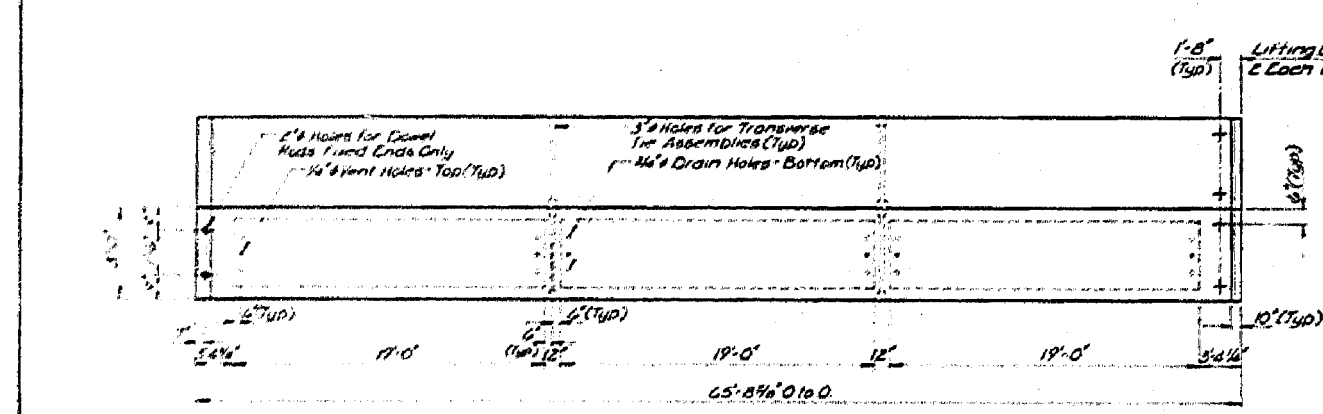
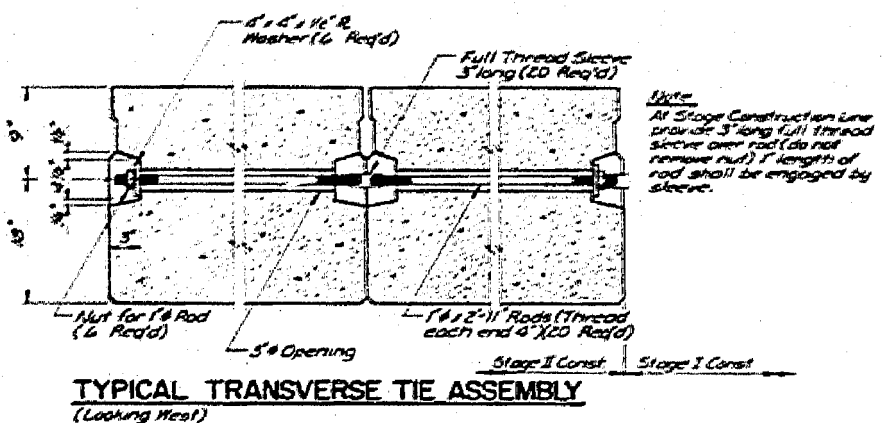
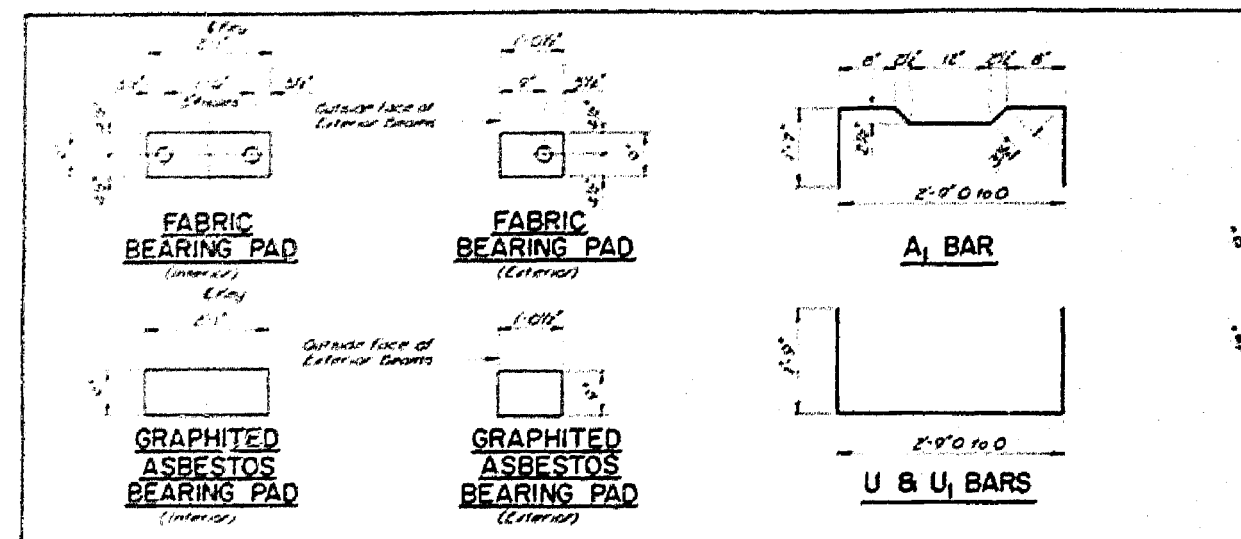
FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	62
				CONTRACT NO. 66A55
ILLINOIS FED. AID PROJECT				

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NOTES

Reinforcement shall be installed in accordance with the provisions of the Standard Specifications for Highway Construction, Section 600.00. The nominal diameter shall be 1/2" and the ultimate stress shall not be less than 60,000 psi. The concrete shall be 2800 psi compressive strength. The 1/2" rods in the transverse tie assembly shall be furnished to a stress of 60,000 psi. Products that require treatment for alkali-silica reaction shall be used. Reinforcement bars shall conform to ASTM A 615 or A 616, Grade 60. The bearing and vertical spacing shall be in accordance with the design and shall be provided for each bearing. Keyway cutouts shall be cleaned to remove form oil and other dirt before material placed to support of the beams. Concrete shall be done by handloading the keyway areas between end of the beam and the section end of the deck. A calcium chloride crystalline inhibitor, as covered in the Special Provisions shall be used in the concrete for precast prestressed concrete deck beams. Reinforcement strength shall be 60,000 psi. At every point, a minimum of three strands shall be provided. The strands shall be provided in the deck. See Detail No. 5 for cross section. Provide adequate drainage cast a beam on outside face of bridge beam as provided to support steel fasteners type 304 and the 304 stainless steel Detail No. 6 for details of other details. See Detail No. 7 for inserts to be cast with beams for support of temporary bridge rail. The ends of all reinforcement and accessories cast with the beams, all bearing pads, all transverse ties, all dowel rods, all cast anchors and all cast protrusions shall be cut and all other items as detailed on the plans, or the Standard Specifications and on the Special Provisions as incidental to Precast Prestressed Concrete Deck Beams.



See Detail No. 6 for bars & Class I Concrete in curbs.

BILL OF MATERIAL

BAR NO.	SIZE	LENGTH	SHAPE
1	6	45	15'-8"
2	6	45	21'-8"
ITEM	UNIT	QUANTITY	
PPC Deck Beam (27' Deck)	Sq Ft	1972	
Reinforcement Bars	Lbs	220	
Class I Concrete	Cu Yds	1.5	

SPAN 2
36" PPC DECK BEAMS
 ILL. RTE. 102 OVER ROCK CREEK
 FAP ROUTE 631
 SECTION (FROM) BR-1
 KANKAKEE COUNTY
 STATION 446+00.12

ESCA CONSULTANTS, INC.

DESIGNED BY: ROP 1/04
 DRAWN BY: JWC 1/04
 CHECKED BY: JWC 1/04
 APPROVED BY: JGC 6/04

FILE NAME	USER NAME	DESIGNED	REVISIONS
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	65
				CONTRACT NO. 66A55
ILLINOIS FED. AID PROJECT				

DATE	REVISION	BY	NO.
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11/14/14	2		37
Dwg No 13 of 20			

NOTES

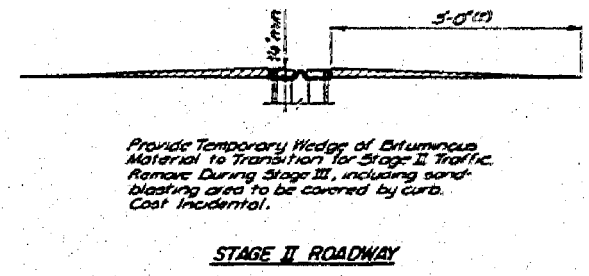
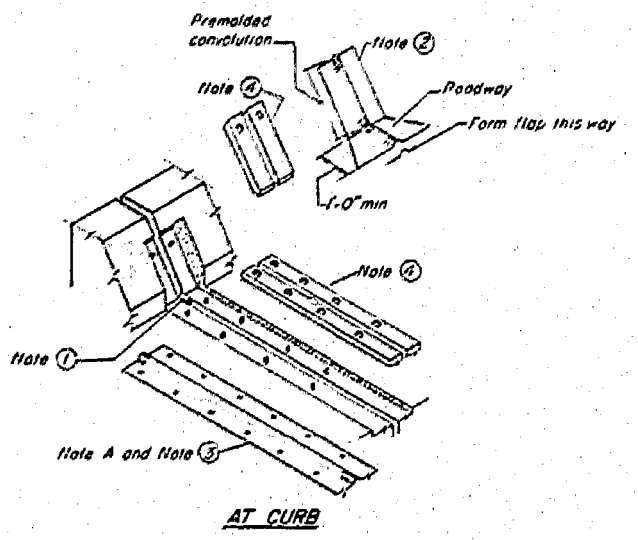
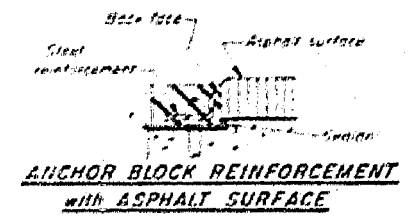
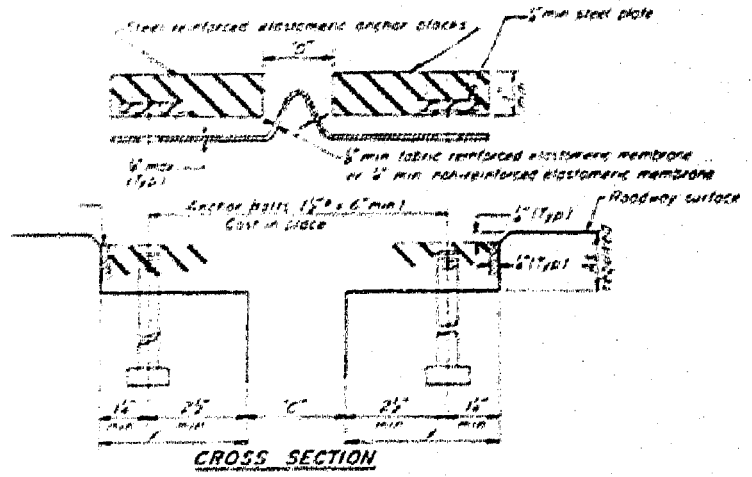
Continuous Form Expansion Joint shall consist of welded anchor blocks of elastomer and steel, fully embedded over continuous lengths of elastomeric membrane. See Special Provisions.

The elastomeric membrane shall be provided with a groove or a double upward protrusion that will serve a "memory" to return to its molded position upon joint closure.

The steel reinforcement must extend up the back face of anchor blocks with asphalt surfaces are used but is optional in concrete slabs.

The protrusion length shall be such that the expanded length will not be greater than the manufactured length when the joint is fully expanded in its closed state and will not separate above the anchor blocks when the joint is fully compressed.

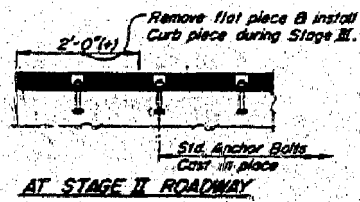
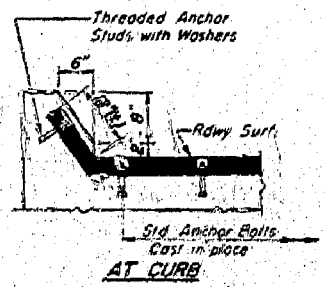
Joint conditions shall be adjusted in accordance with Article 201.07 of the Standard Specifications when the P.P.C. Jack Down are placed at an ambient temperature other than 50° F.



Joint Size	1\"/>	
2	2	1 1/2 min
2 1/2	2 1/2	1 1/2 min
4	3	2 1/2 min

INSTALLATION NOTES

1. Install sponge mandrel in positions shown to form flap convolution
 2. Install parcel of sidewalk piece from roadway flap to fit before applying epoxy
 3. Install continuous seal in roadway
 4. Install anchor blocks as indicated
- NOTE A - Maximum spacing of anchor bolts shall be 12\"/>



TYPICAL END TREATMENT

NEOPRENE EXPANSION JOINT
 ILL. RTE. 102 OVER ROCK CREEK
 EAP. ROUTE 631
 SECTION (110) BR-1
 KANKAKEE COUNTY
 STATION 446+00.12

ESCA
 CONSULTANTS, INC.
 DESIGNED BY: IRDP 1-84
 DRAWN BY: WEM 1-84
 CHECKED BY: LWC 1-84
 APPROVED BY: LGC 4-84

FILE NAME =	USER NAME = swa_jteczko	DESIGNED -	REVISED -
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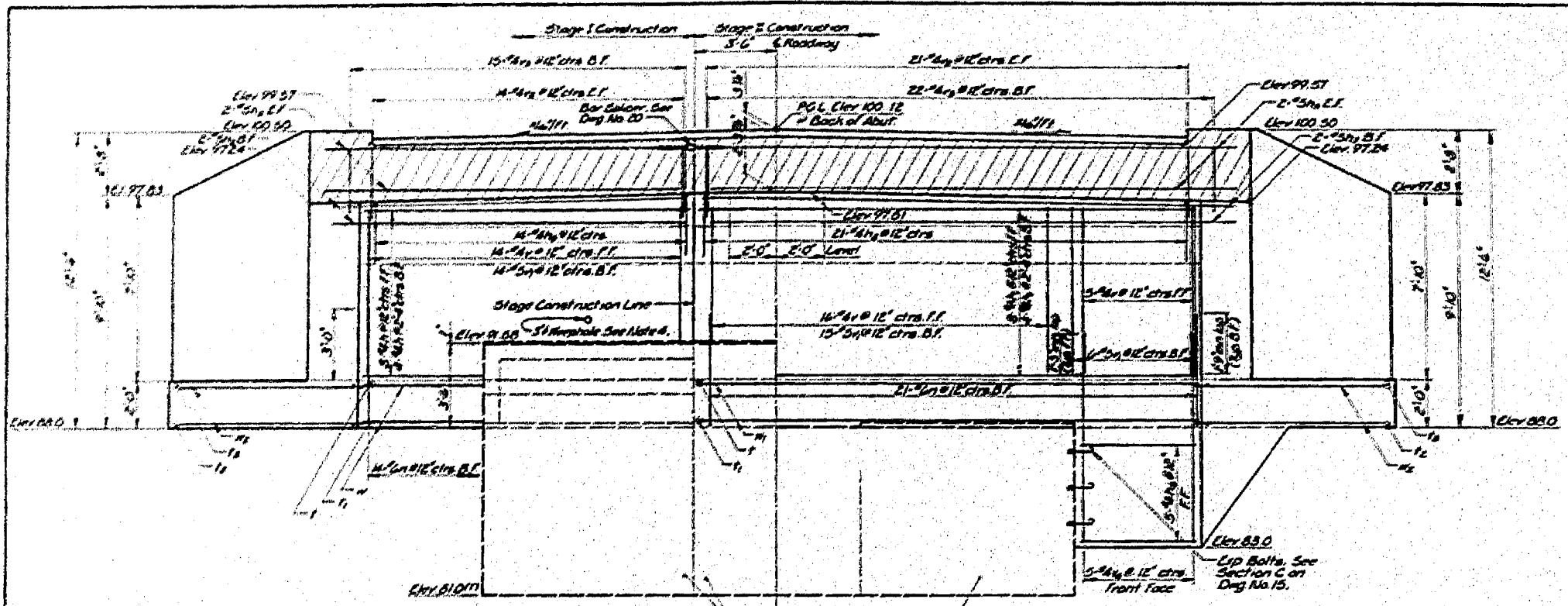
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	67
CONTRACT NO. 66A55				
ILLINOIS FED. AID PROJECT				

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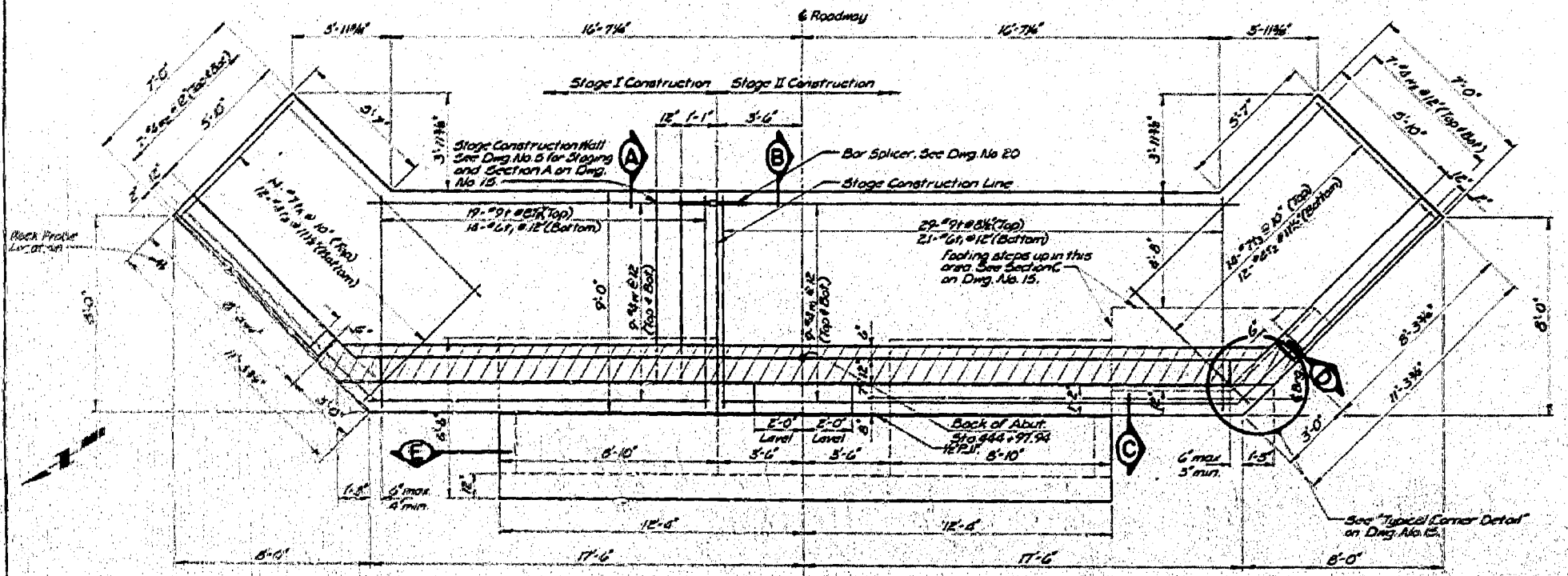
DATE	REVISION	BY	TITLE	SHEET
7/20/13	1	Kankakee	36	23
PROJECT: ILL. RTE. 102 OVER ROCK CREEK				
DATE: July 26 of 20				

- NOTES**
- Existing anchors are not shown.
 - See Dwg No. 15 for Sections A, B, C, D, E, Corner Details, Bar Information, & Bill of Material.
 - Hatched area to be poured after PCC. Deck Beams are in place.
 - 3" #4 Meepholes shall be provided in abutment & wingwalls in accordance of Article 503.09 of the Std. Specs, except that the 6" Dia. of all Meepholes in the abutment wall shall be 92.50.



ELEVATION

Note: Maximum Foundation Pressure = 4.2 TSF
 Note: FF = Front Face
 BF = Back Face
 EF = Each Face



PLAN

EAST ABUTMENT
 ILL. RTE. 102 OVER ROCK CREEK
 F&P ROUTE 631
 SECTION (110) BR-1
 KANKAKEE COUNTY
 STATION 446+00.12

ESCA
 CONSULTANTS, INC.

DESIGNED BY:	RDP	3-04
DRAWN BY:	WEM	3-04
CHECKED BY:	JMC	3-06
APPROVED BY:	LGC	4-04

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 312-565-0450 Job No. 3938.13

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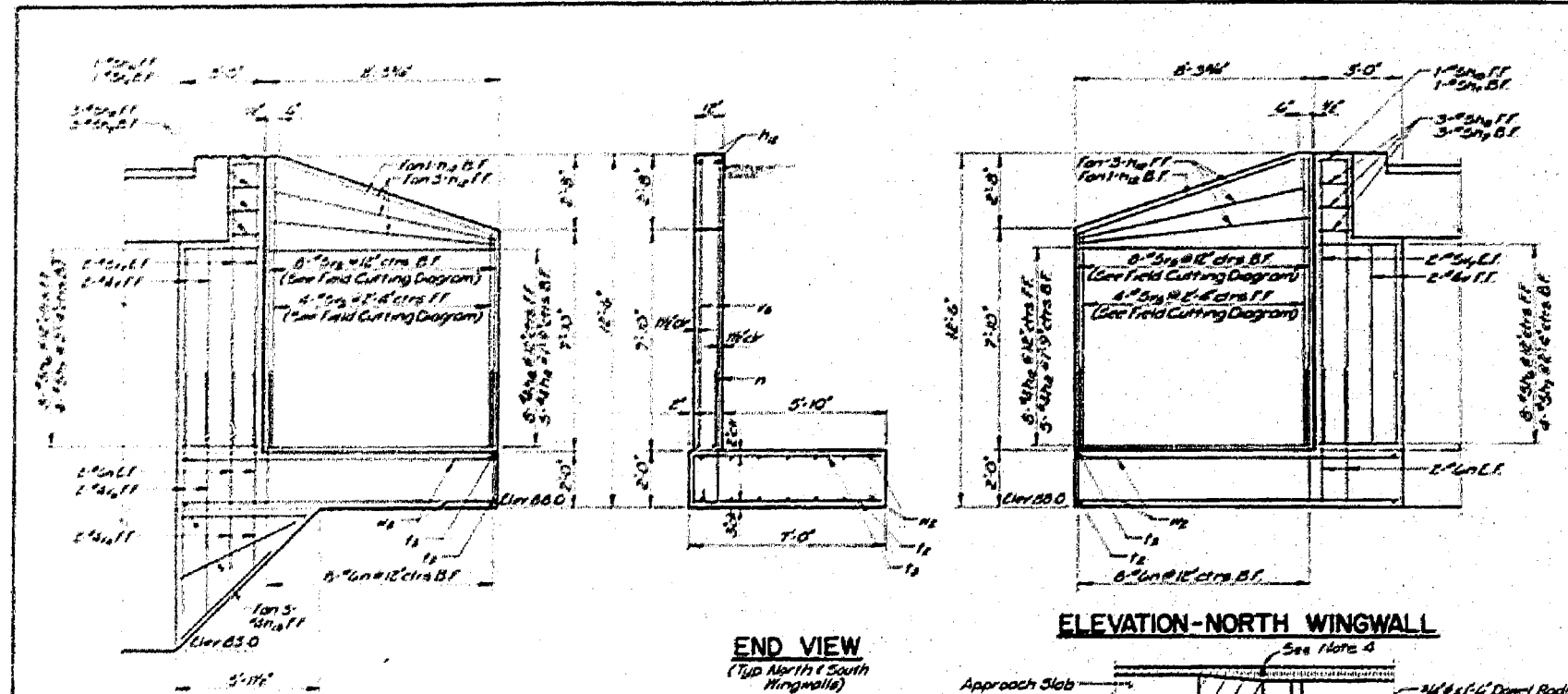
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 21 OF 28
STRUCTURE NO. 046-0149
 SHEET NO. EX21 OF EX28 SHEETS

FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	68
				CONTRACT NO. 66A55
ILLINOIS FED. AID PROJECT				

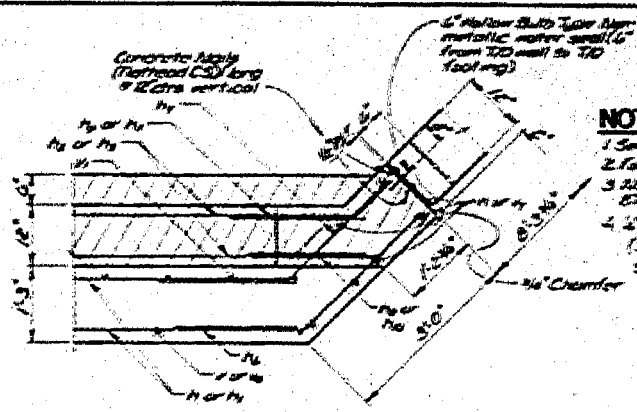
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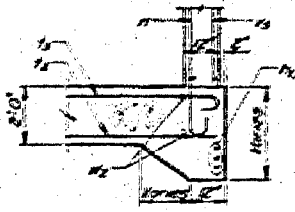
ELEVATION - SOUTH WINGWALL

END VIEW
 (Top North & South Wingwalls)

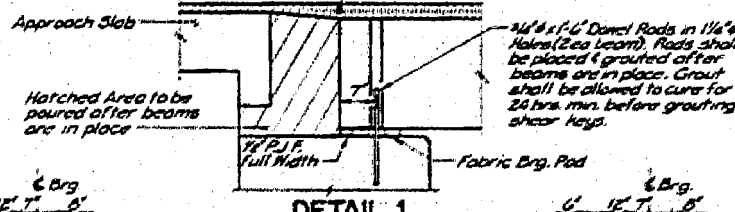
ELEVATION - NORTH WINGWALL



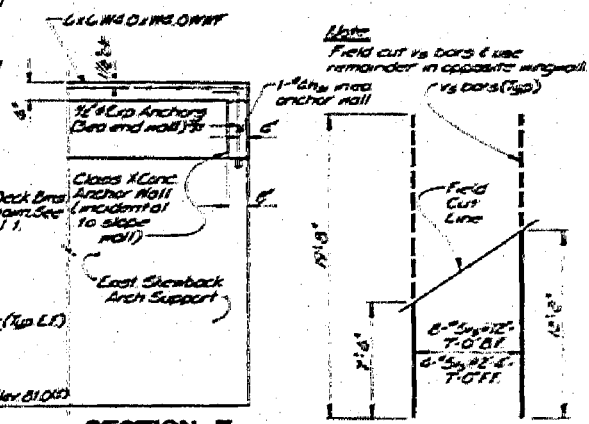
TYPICAL CORNER DETAIL



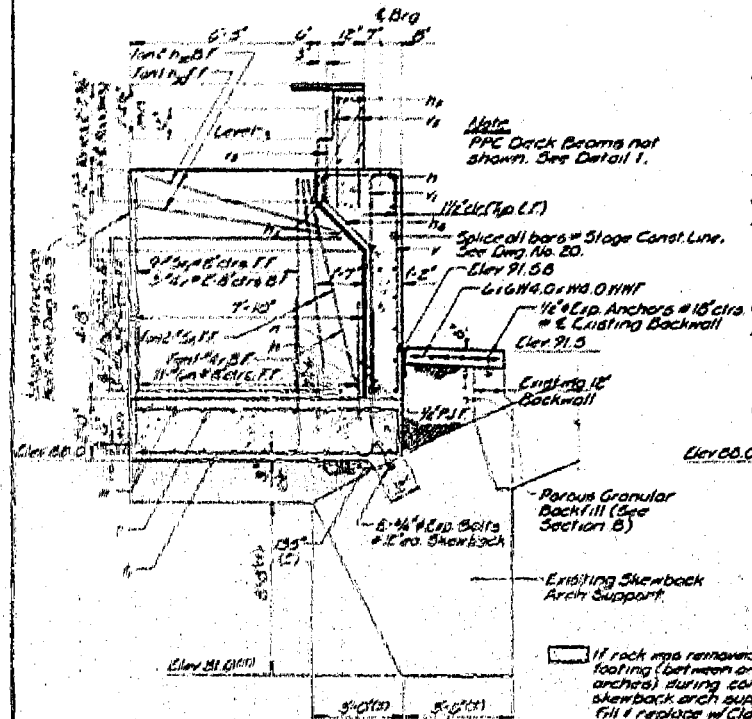
SECTION D



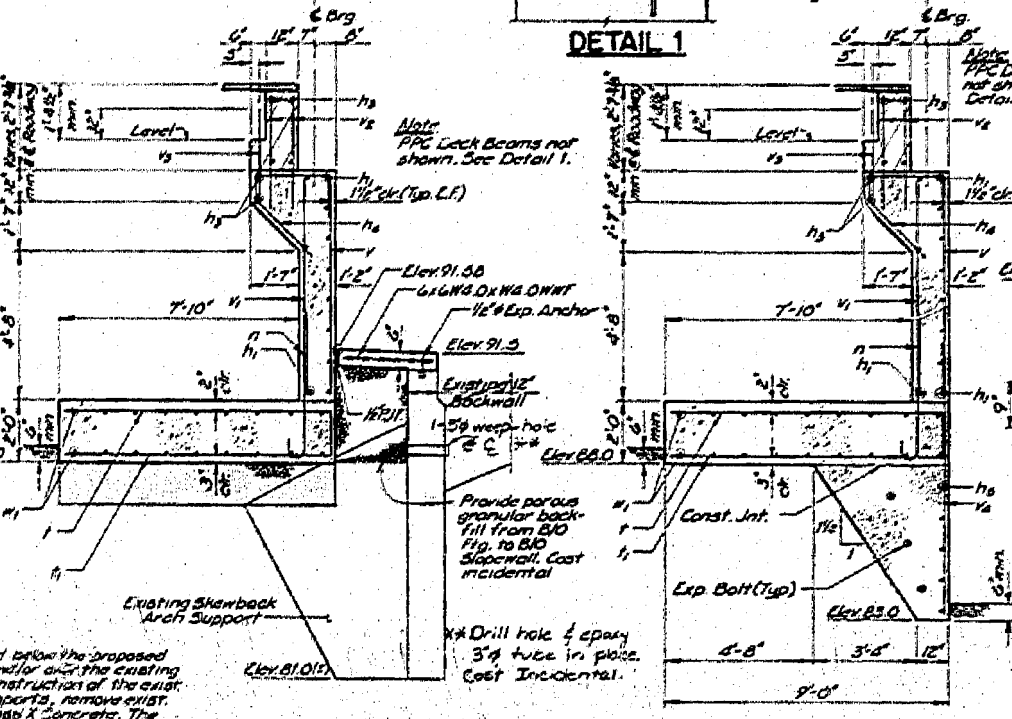
DETAIL 1



SECTION E



SECTION A



SECTION B

SECTION C

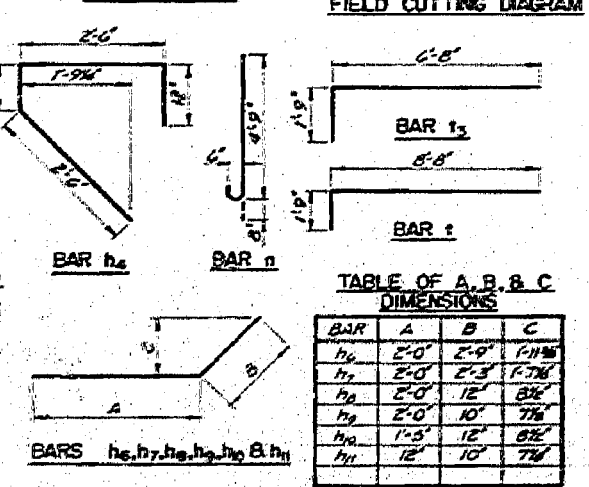


TABLE OF A, B, & C DIMENSIONS

BAR	A	B	C
h ₁	2'-0"	2'-9"	1'-11 1/2"
h ₂	2'-0"	2'-3"	1'-7 1/2"
h ₃	2'-0"	1'-6"	8 1/2"
h ₄	2'-0"	1'-0"	7 1/2"
h ₅	1'-3"	1'-6"	8 1/2"
h ₆	1'-0"	1'-0"	7 1/2"

BAR BENDING DETAILS

NOTES

- See Dwg No. 14 for East Abutment Plan & Elevation
- Footings shall be keyed into rock 6" min.
- No excavation shall be performed below Elev. 81.0 behind Skewback Arch Supports.
- 2" x 2" gap sawed joint with elastic joint filler (See Special Provisions) typ. for wearing surface & abutments.

BILL OF MATERIAL

BAR NO.	SIZE	LENGTH	SHAPE
h ₁	#4	15'-8"	—
h ₂	#4	20'-6"	—
h ₃	#4	16'-10"	—
h ₄	#4	21'-10"	—
h ₅	#4	6'-8"	—
h ₆	#4	6'-8"	—
h ₇	#4	6'-3"	—
h ₈	#4	5'-0"	—
h ₉	#4	2'-10"	—
h ₁₀	#4	2'-5"	—
h ₁₁	#4	1'-10"	—
h ₁₂	#4	7'-11"	—
h ₁₃	#4	4'-6"	—
h ₁₄	#4	7'-0"	—
h ₁₅	#4	1'-5"	—
h ₁₆	#4	5'-5"	—
h ₁₇	#4	10'-5"	—
h ₁₈	#4	8'-8"	—
h ₁₉	#4	6'-8"	—
h ₂₀	#4	6'-3"	—
h ₂₁	#4	7'-0"	—
h ₂₂	#4	7'-0"	—
h ₂₃	#4	6'-3"	—
h ₂₄	#4	7'-0"	—
h ₂₅	#4	8'-8"	—
h ₂₆	#4	6'-8"	—
h ₂₇	#4	6'-3"	—
h ₂₈	#4	7'-0"	—
h ₂₉	#4	8'-8"	—
h ₃₀	#4	11'-0"	—
h ₃₁	#4	15'-9"	—
h ₃₂	#4	20'-9"	—
h ₃₃	#4	11'-0"	—

EAST ABUTMENT DETAILS

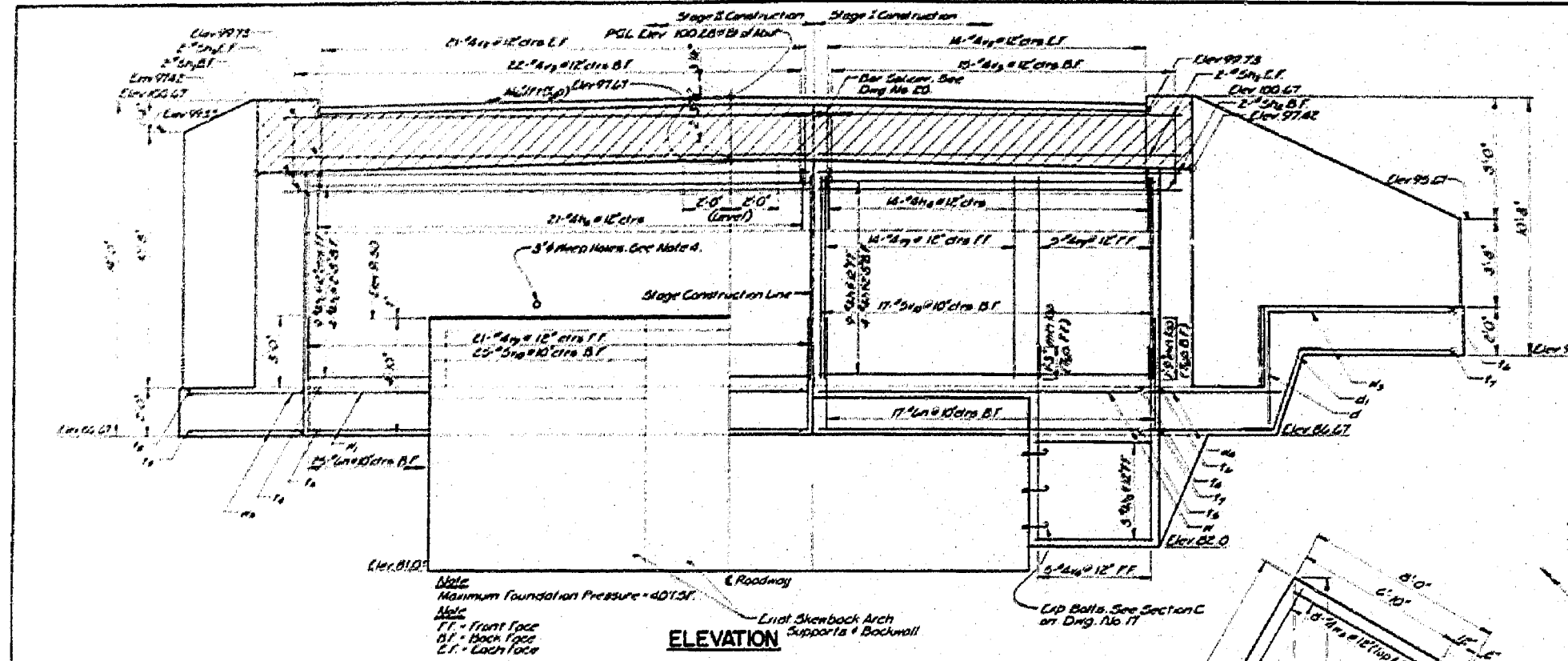
ILL. RTE. 102 OVER ROCK CREEK
 F&P ROUTE 631
 SECTION (110) BR-1
 KANKAKEE COUNTY
 STATION 446+00.12



DESIGNED BY: RDP 3-99
 DRAWN BY: WEM 3-04
 CHECKED BY: JMC 6-06
 APPROVED BY: JGC 6-04

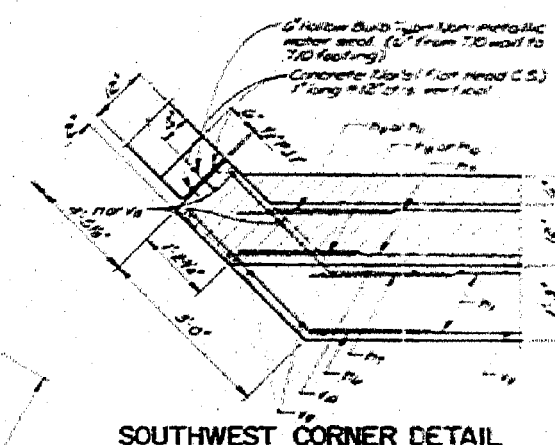
DATE	BY	CHKD	APP'D
10/11/17	JAC	JAC	JAC
DRAWN BY		CHECKED BY	
JAC		JAC	
DESIGNED BY		APPROVED BY	
JAC		JAC	

- NOTES**
1. Existing Anchors are not shown.
 2. See Dwg No. 17 for Section A, B, C, & D. Bar in abutment, & Bill of Materials.
 3. Matched areas to be poured after PCC Deck Anchors are in place.
 4. 3" Meshcurt shall be provided in abutment if abutment is encased with A-1 with SCS 20 of the 3rd Series, except that the cover of all anchors in the abutment walls shall be 42.50.

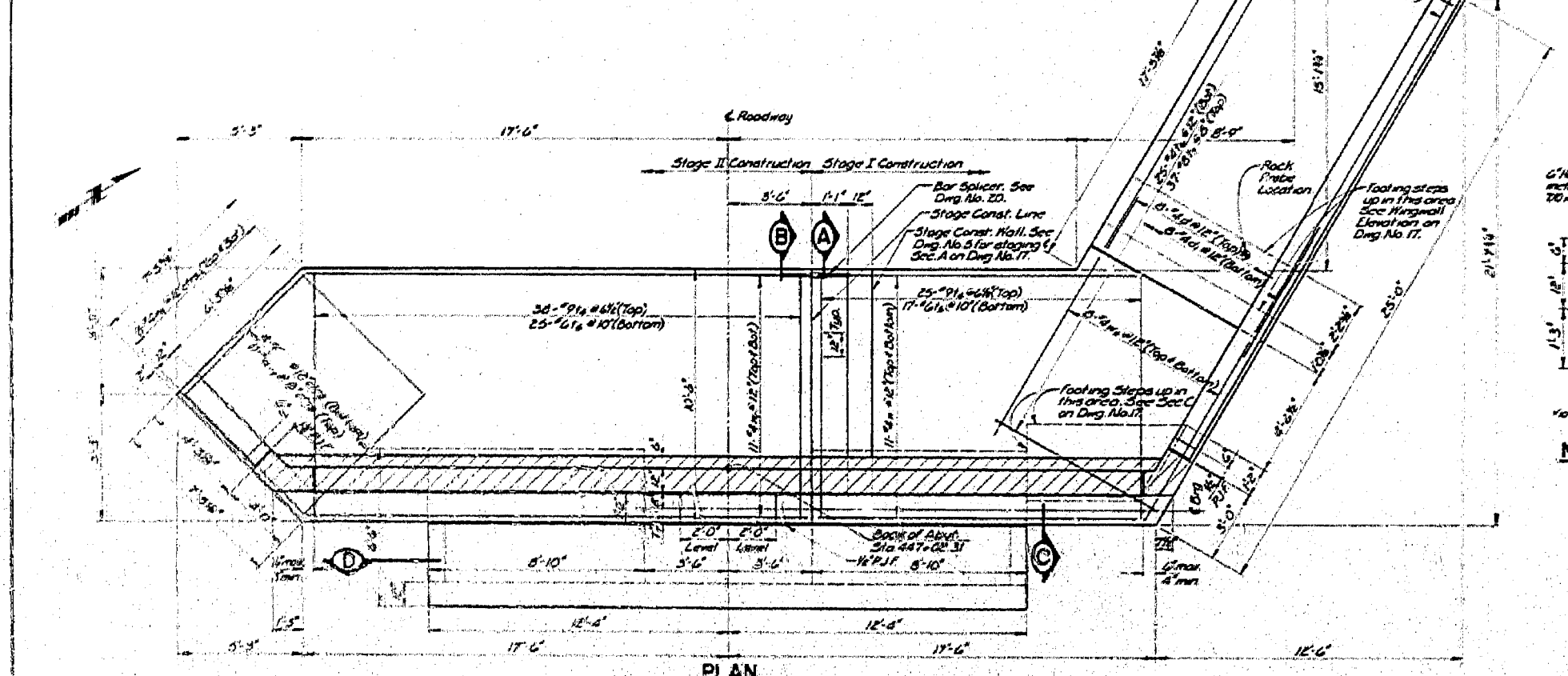


Note:
Maximum Foundation Pressure = 40T.SF.
Note:
FF - Front Face
BF - Back Face
LF - Each Face

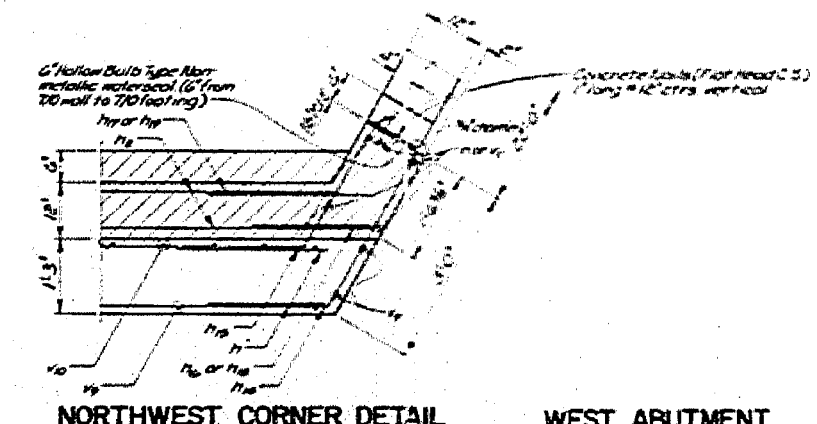
ELEVATION



SOUTHWEST CORNER DETAIL



PLAN



NORTHWEST CORNER DETAIL

WEST ABUTMENT

ILL. RTE 102 OVER ROCK CREEK
FAP ROUTE 631
SECTION (110) BR-1
KANKAKEE COUNTY
STATION 446+00.12

ESCA	
CONSULTANTS, INC.	
DESIGNED BY	JAC
DRAWN BY	JAC
CHECKED BY	JAC
APPROVED BY	JAC

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 3938.13

FILE NAME =	USER NAME = swj_teczk	DESIGNED -	REVISIONS -
0460149.66A55.023.Ext.Plan.dgn		CHECKED -	REVISIONS -
		DRAWN -	REVISIONS -
		CHECKED -	REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 23 OF 28
STRUCTURE NO. 046-0149
SHEET NO. EX23 OF EX28 SHEETS

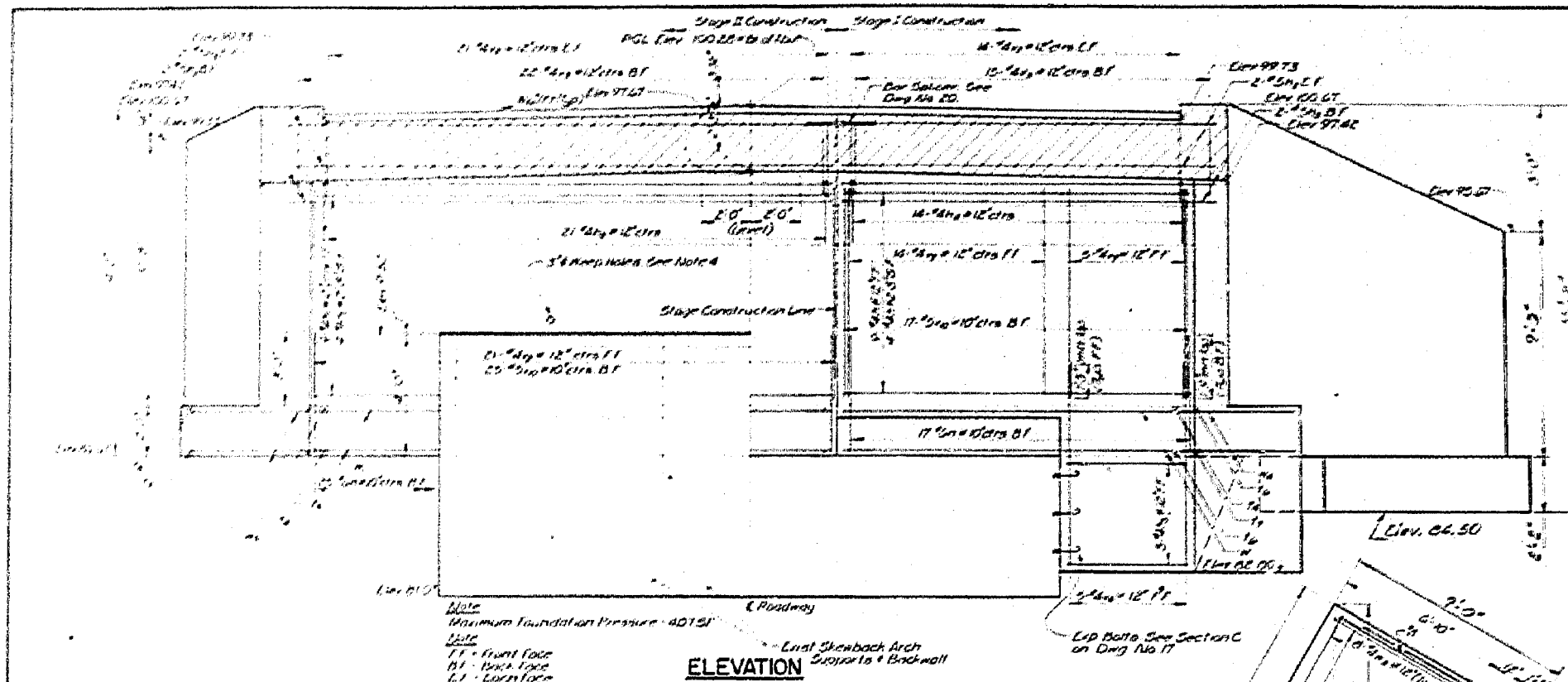
FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	70
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

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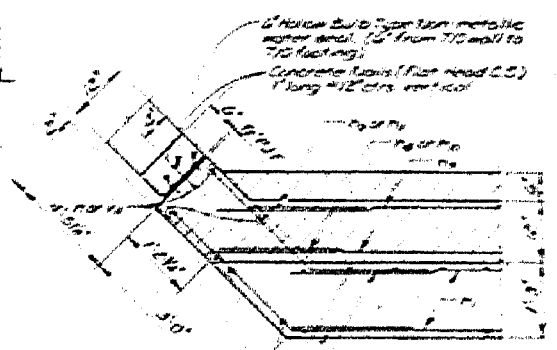
DATE: 11/17/15	PROJECT: 1502	SHEET: 24
F.A.P. RT.:	SECTION:	COUNTY:
631	(110)BR	KANKAKEE
STATION: 445+00.12		

- NOTES**
- Existing structure not shown.
 - See Dwg No. 17 for Sections 5, 6, 7, & 8. For information, & Bill of Material.
 - Structures are to be poured after PCC Deck Slabs are in place.
 - 5" thickness shall be provided in abutment & wingwall in accordance with Art. 503.09 of the Std. Specs. except that the 6" layer of all rebar in the abutment walls shall be 1/2" dia. See Dwg. No. 17A for Sections 5 & 6.

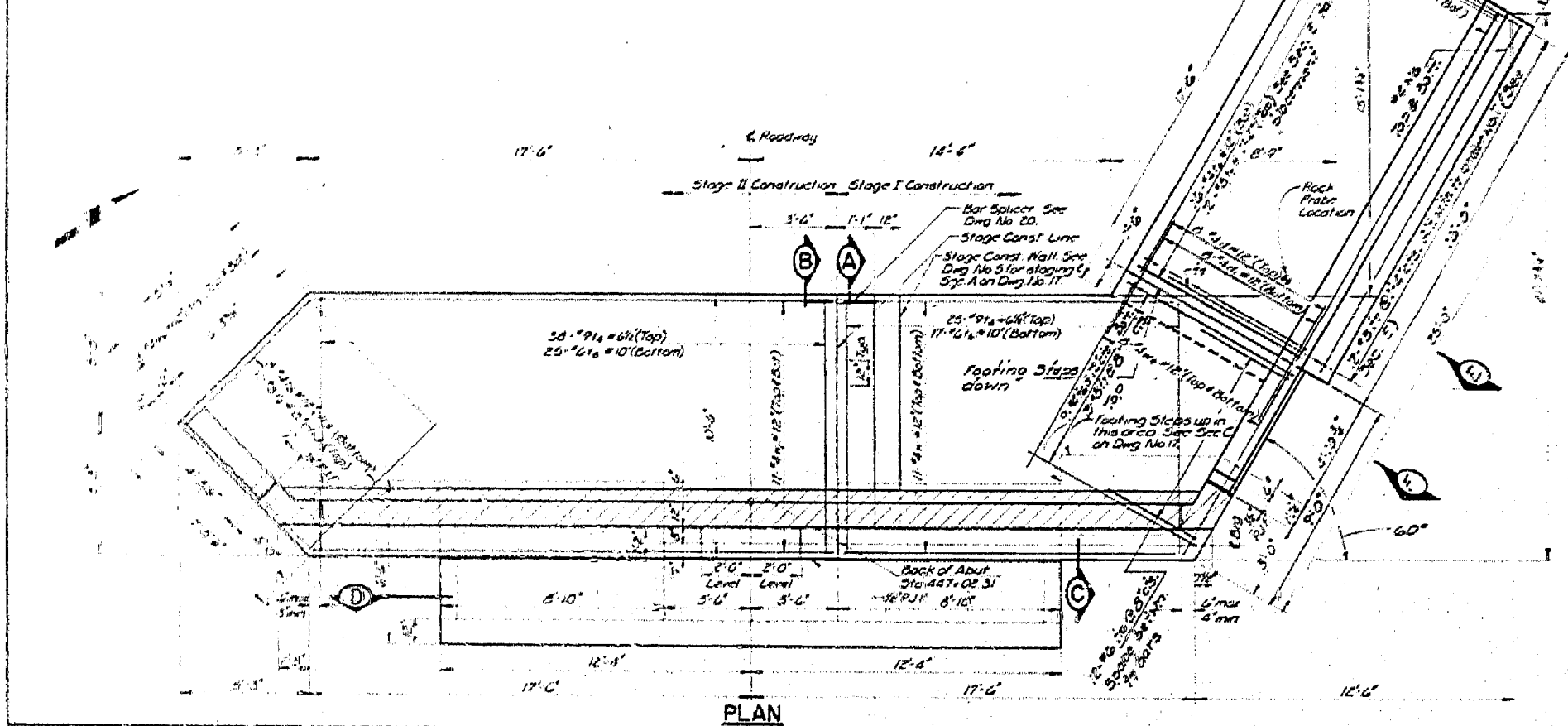


ELEVATION

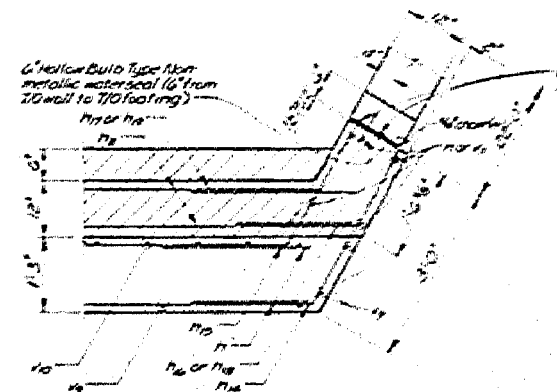
Notes:
 Maximum Foundation Pressure: 4015#
 FF = Front Face
 BF = Back Face
 LF = Lorn Face



SOUTHWEST CORNER DETAIL



PLAN



NORTHWEST CORNER DETAIL

AS REVISED
WEST ABUTMENT

ILL. RTE 102 OVER ROCK CREEK
 F&P ROUTE 531
 SECTION (110) BR-1
 KANKAKEE COUNTY
 STATION 445+00.12

ESCA
 CONSULTANTS, INC.

DESIGNED BY:	LRDP	5-84
DRAWN BY:	WEM	3-84
CHECKED BY:	JWC	5-84
APPROVED BY:	LJC	6-84

Revised 7-10-86 S.L.

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 312-565-0450 Job No. 3938.13

FILE NAME =	0460149.66A55.024.Ext.Plan.dgn
USER NAME =	swajteczko
DESIGNED -	REVISOR -
CHECKED -	REVISOR -
PLOT SCALE =	DRAWN -
PLOT DATE =	08/18/2015

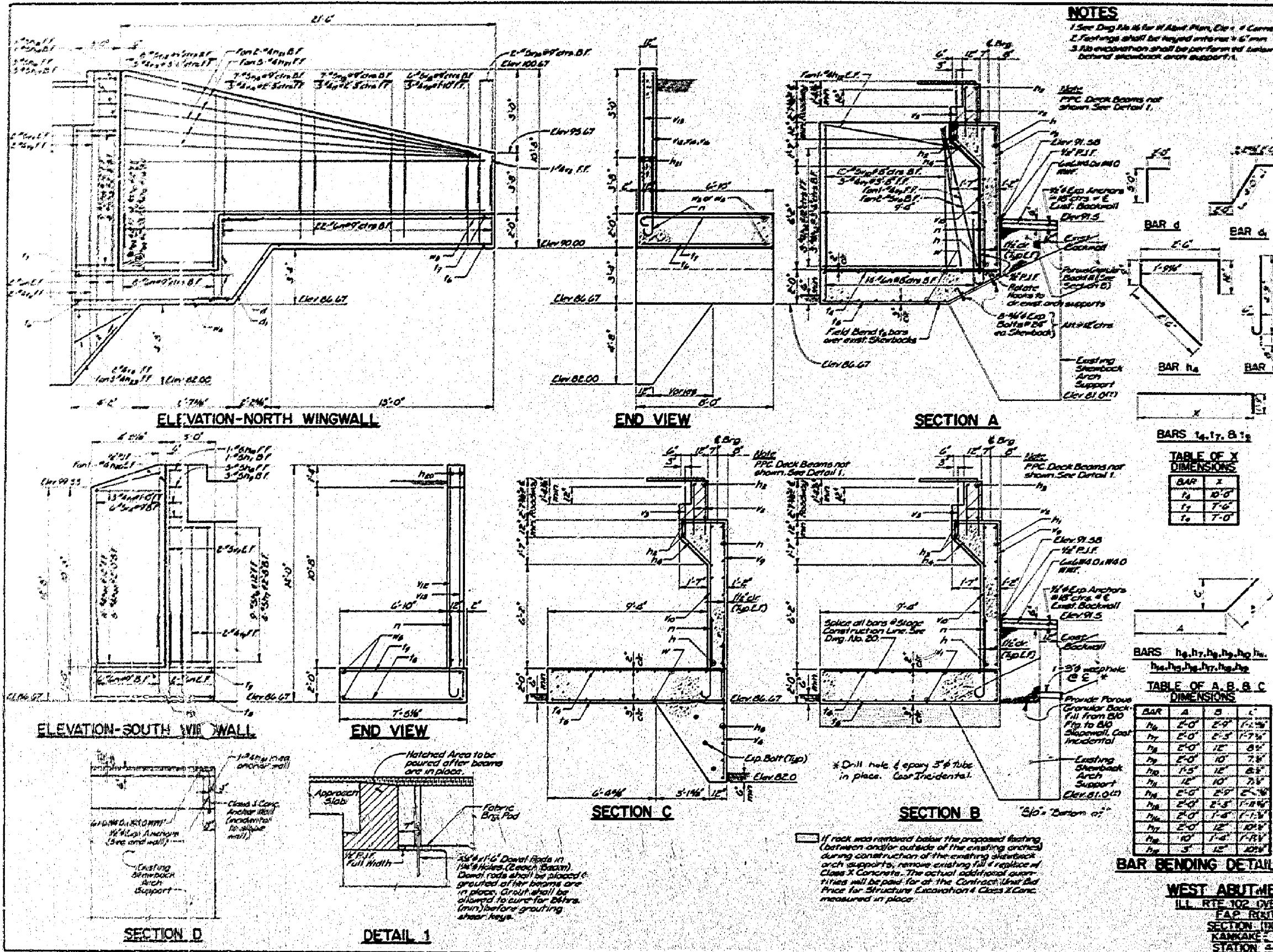
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 24 OF 28
STRUCTURE NO. 046-0149
 SHEET NO. EX24 OF EX28 SHEETS

FOR INFORMATION ONLY

F.A.P. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	71
				CONTRACT NO. 66A55
ILLINOIS FED. AID PROJECT				

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NOTES
 1. See Dwg No. 16 for W Abut Plan, Elev. & Corner Details
 2. Footings shall be keyed into rock 4'-6" min
 3. All excavation shall be performed below Elev. 81.00 behind sheetrock arch supports.

BILL OF MATERIAL

BAR	EQ	SIZE	LENGTH	SHAPE
1	13	4	11'-8"	
2	13	4	10'-8"	
3	6	5	18'-0"	
4	6	5	21'-0"	
5	35	4	6'-8"	
6	9	5	4'-8"	
7	4	5	3'-8"	
8	3	5	3'-0"	
9	3	5	2'-10"	
10	1	5	2'-5"	
11	1	5	1'-10"	
12	9	5	6'-8"	
13	4	5	4'-5"	
14	3	5	3'-6"	
15	3	5	3'-0"	
16	1	5	2'-5"	
17	1	5	1'-8"	
18	19	4	6'-0"	
19	14	4	21'-0"	
20	3	4	5'-2"	
21	3	4	3'-10"	
22	13	4	7'-11"	
23	2	4	1'-6"	
24	8	4	7'-0"	
25	8	4	6'-0"	
26	100	6	5'-5"	
27	4	5	11'-8"	
28	42	4	10'-0"	
29	25	4	7'-6"	
30	57	4	6'-5"	
31	8	4	7'-0"	
32	11	4	6'-9"	
33	71	4	3'-0"	
34	37	4	2'-9"	
35	5	4	8'-9"	
36	2	4	8'-0"	
37	2	4	2'-0"	
38	48	4	8'-5"	
39	56	4	8'-5"	
40	8	4	11'-0"	
41	16	4	10'-5"	
42	6	4	10'-5"	
43	7	4	5'-10"	
44	3	4	5'-0"	
45	7	4	4'-6"	
46	3	4	6'-0"	
47	6	4	3'-0"	
48	3	4	3'-0"	
49	2	4	3'-0"	
50	22	4	13'-9"	
51	22	4	23'-9"	
52	16	4	15'-11"	
53	16	4	9'-6"	
54	16	4	7'-0"	

TABLE OF X DIMENSIONS

BAR	X
13	2'-0"
14	7'-0"
15	7'-0"

TABLE OF A, B, C DIMENSIONS

BAR	A	B	C
13	2'-0"	2'-9"	1'-10"
14	2'-0"	2'-5"	1'-7 1/2"
15	2'-0"	1'-0"	8'-4"
16	2'-0"	10'	7'-8"
17	1'-5"	10'	8'-8"
18	1'-5"	10'	7'-8"
19	2'-0"	2'-9"	2'-8"
20	2'-0"	2'-5"	1'-8 1/2"
21	2'-0"	1'-8"	1'-1 1/2"
22	2'-0"	1'-0"	10'-8"
23	1'-0"	1'-4"	1'-11"
24	3'	1'-2"	10'-8"

ITEM QUANTITY

Class 2 Concrete	Cu Yd	79.0
Reinforcement Bars	Pounds	8560
Expansion Bolts 1/2" dia	Each	19
Steel Nail Lunch	Sa Yd	5.0
Rock Excavation Structure	Cu Yd	50
Structure Excavation	Cu Yd	24

WEST ABUTMENT DETAILS
 ILL. RTE. 102 OVER ROCK CREEK
 F.A.P. ROUTE 63
 SECTION (FROM) 91-1
 KANKAKEE COUNTY
 STATION 446+00.00

ESCA CONSULTANTS, INC.
 DESIGNED BY: JOP 3-84
 DRAWN BY: MEM 3-84
 CHECKED BY: LMC 3-84
 APPROVED BY: LCC 4-84

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 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450 Job No. 3938.13

FILE NAME	USER NAME	DESIGNED	REVISIONS
0460149.66A55.025.Ext.Plan.dgn	swajteczko	-	-
		CHECKED	REVIS
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		CHECKED	REVIS

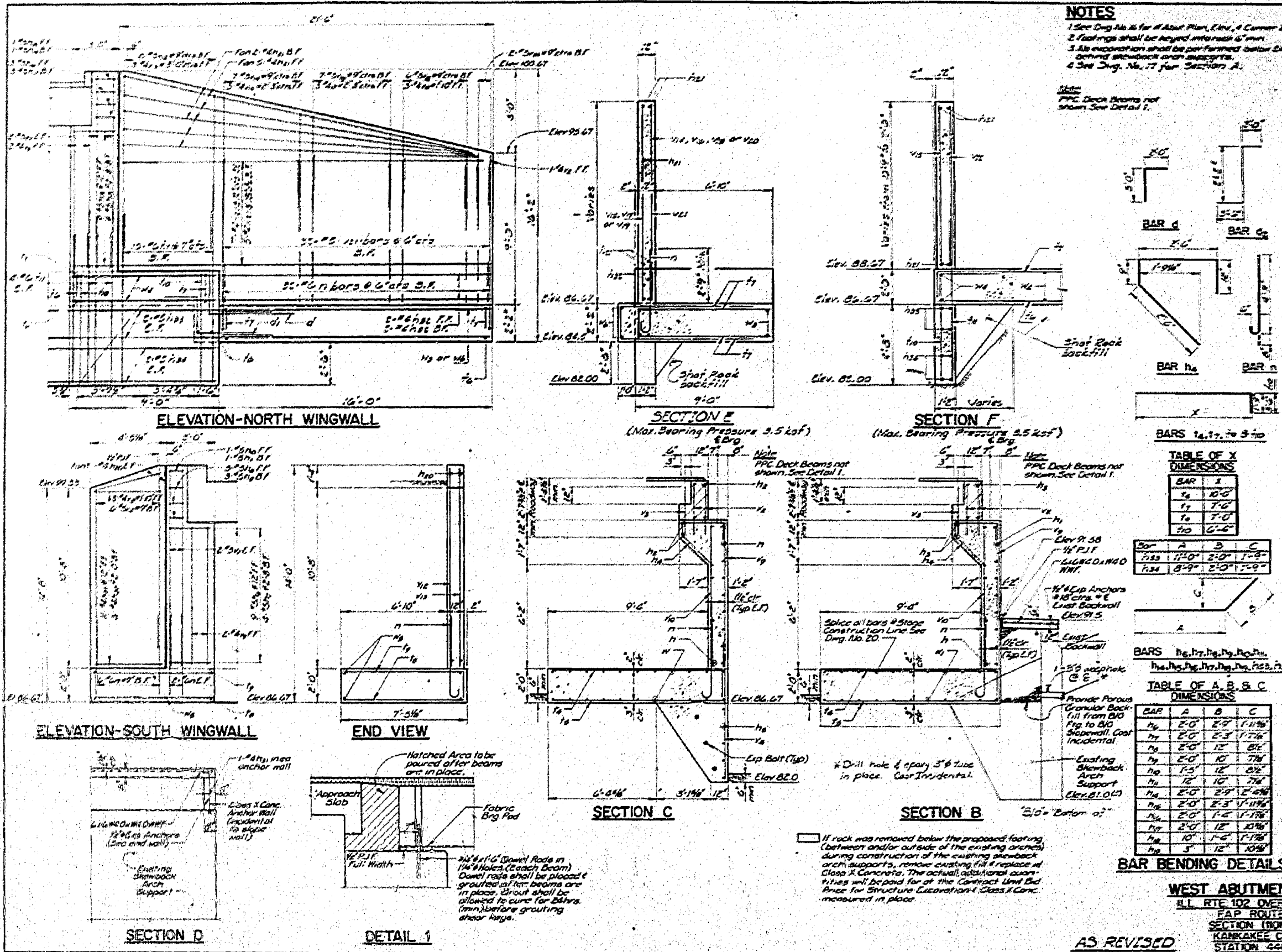
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 25 OF 28
 STRUCTURE NO. 046-0149
 SHEET NO. EX25 OF EX28 SHEETS

FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	72
				CONTRACT NO. 66A55
ILLINOIS FED. AID PROJECT				

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BILL OF MATERIAL

BAR	NO	SIZE	LENGTH	SHAPE
1	13	4	15'-8"	
2	13	4	20'-8"	
3	6	4	18'-0"	
4	6	4	21'-0"	
5	315	4	6'-9"	
6	5	4	4'-8"	
7	9	4	4'-8"	
8	4	4	4'-8"	
9	3	4	5'-0"	
10	3	4	2'-10"	
11	1	4	2'-3"	
12	1	4	1'-10"	
13	9	4	4'-9"	
14	4	4	4'-9"	
15	3	4	3'-8"	
16	3	4	3'-8"	
17	1	4	3'-8"	
18	1	4	7'-8"	
19	19	4	6'-0"	
20	19	4	21'-0"	
21	15	4	7'-11"	
22	2	4	7'-5"	
23	5	4	5'-8"	
24	4	4	15'-0"	
25	4	4	15'-0"	
26	8	4	7'-5"	
27	8	4	7'-8"	
28	108	4	5'-5"	
29	65	4	11'-9"	
30	42	4	4'-0"	
31	25	4	7'-0"	
32	37	4	7'-3"	
33	5	4	7'-0"	
34	11	4	6'-8"	
35	12	4	11'-10"	
36	18	4	8'-2"	
37	4	4	5'-0"	
38	37	4	2'-9"	
39	5	4	8'-9"	
40	28	4	8'-5"	
41	36	4	8'-5"	
42	8	4	11'-0"	
43	14	4	15'-5"	
44	6	4	10'-5"	
45	7	4	5'-10"	
46	5	4	7'-0"	
47	7	4	4'-6"	
48	3	4	10'-5"	
49	6	4	3'-6"	
50	3	4	9'-11"	
51	2	4	3'-0"	
52	32	4	8'-6"	
53	22	4	13'-9"	
54	22	4	20'-9"	
55	18	4	15'-11"	
56	16	4	9'-0"	
57	16	4	7'-0"	
58	2	4	15'-8"	
59	22	4	13'-9"	
60	22	4	20'-9"	
61	18	4	15'-11"	
62	16	4	9'-0"	
63	16	4	7'-0"	
64	2	4	15'-8"	
65	22	4	13'-9"	
66	22	4	20'-9"	
67	18	4	15'-11"	
68	16	4	9'-0"	
69	16	4	7'-0"	
70	2	4	15'-8"	

ITEM **UNIT** **QUANTITY**

Class I Concrete	Cu Yd	64.0
Reinforcement Bars	Pounds	9925
Expansion Bolts 1/2" x 6"	Each	19
Slope Wall Grout	Sq Yd	9.0
Rock Excavation for Structure	Cu Yd	3.0
Structure Excavation	Cu Yd	27.0

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 Chicago, Illinois 60601
 312-565-0450 Job No. 3938.13

FILE NAME	USER NAME	DESIGNED	REVISIONS
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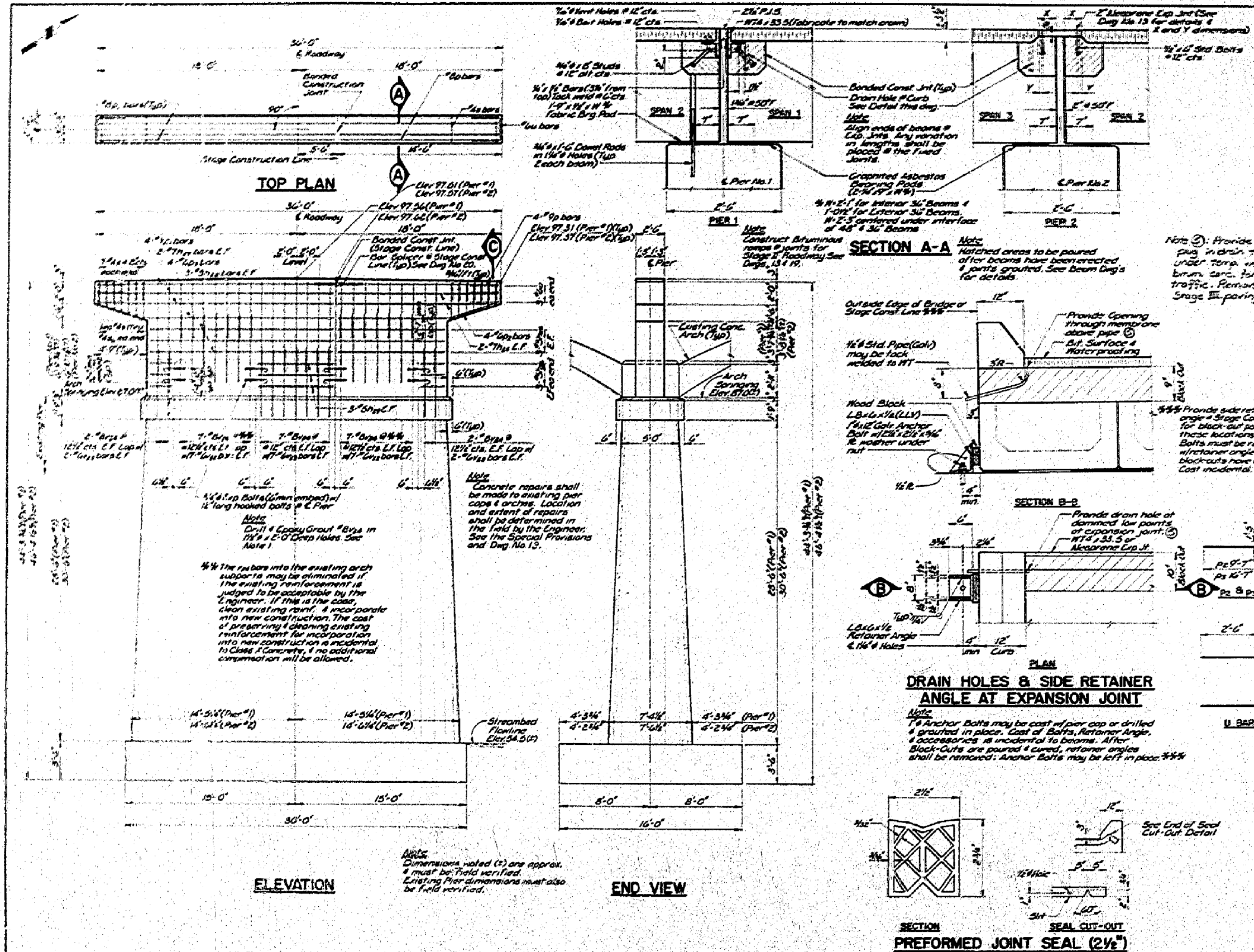
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 26 OF 28
 STRUCTURE NO. 046-0149
 SHEET NO. EX26 OF EX28 SHEETS

FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	73
CONTRACT NO. 66A55			ILLINOIS FED. AID PROJECT	

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- NOTES**
- The non-structural epoxy grout for setting the steel bars shall conform to ASTM C881, Type 1, Grade 2, Class A. Use of T-Adhesive uses the temperature range at time of use. See special provisions.
 - Space reinforcement on cap to side island side.
 - 3/4" diameter edges shall have standard 1/4" chamfers except where noted otherwise.
 - See Det. No. 19 for additional pier details.

BILL OF MATERIAL (2 PIERS)

BAR	NO	SIZE	LENGTH	SHAPE
Pier	8	#7	15'-2"	
Pier	12	#5	9'-5"	
Pier	24	#5	2'-2"	
Pier	8	#7	21'-2"	
Pier	12	#5	16'-5"	
Pier	12	#5	6'-8"	
P	8	#9	15'-2"	
P	8	#9	21'-2"	
P	8	#6	16'-5"	
P	8	#6	21'-5"	
S	32	#6	5'-5"	
S	2	#6	5'-11"	
S	2	#6	6'-5"	
S	2	#6	6'-11"	
S	2	#6	7'-5"	
S	2	#6	7'-11"	
S	2	#6	8'-5"	
U	12	#6	7'-1"	
Y	36	#6	6'-0"	
Y	24	#6	9'-0"	
Y	100	#6	6'-0"	

ITEM	UNIT	QUANTITY
Class I Concrete	Cu Yds	478
Reinforcement Bars	Lbs	5490
Repair Concrete Structures	Sq Ft	650
Expansion Bolts, 3/4"	EO	16

A & B DIMENSIONS

BAR	A	B
5	2'-2"	1'-7 1/2"
5	-	1'-10 1/2"
4	-	2'-0 1/2"
5	-	2'-2 1/2"
5	-	2'-7 1/2"
5	-	2'-10 1/2"
5	-	3'-1 1/2"

BAR BENDING DETAILS

MODIFICATIONS TO PIERS 1 & 2
 ILL. RTE. 102 OVER ROCK CREEK
 FAP ROUTE 631
 SECTION (NON) BR-1
 KANKAKEE COUNTY
 STATION 446+00.12

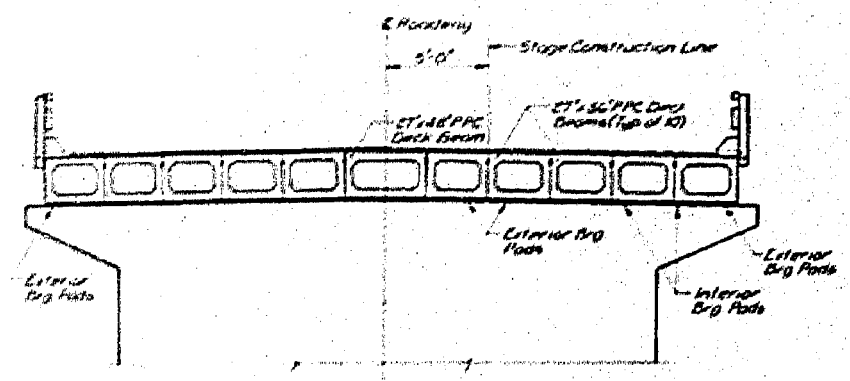
ESCA
 CONSULTANTS, INC.

DESIGNED BY: RDP 1-06
 DRAWN BY: WEM 1-06
 CHECKED BY: JWC 1-06
 APPROVED BY: JGC 6-06

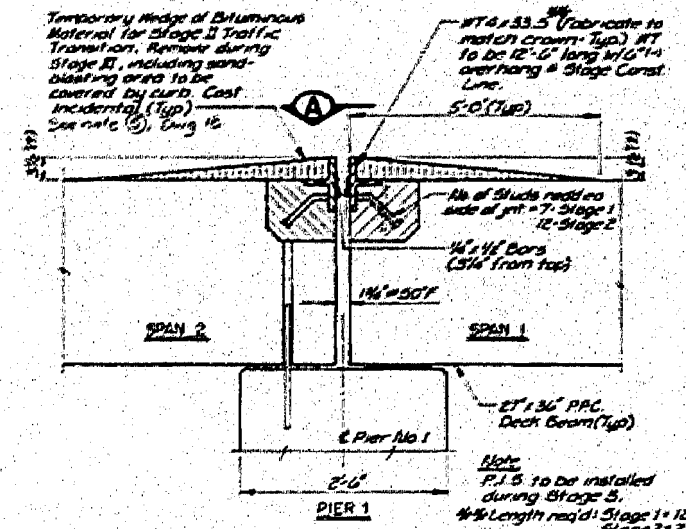
Rev. R.P.S. 1/21/06

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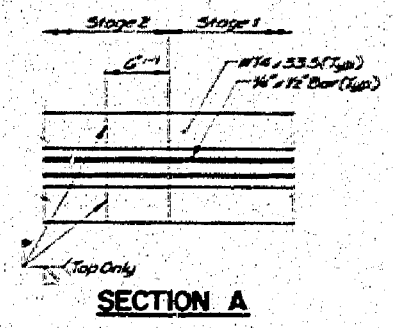
PROJECT NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
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DESIGNED BY		ALLOWED BY		
RDP		JGC		
Draw No 18 of 28				



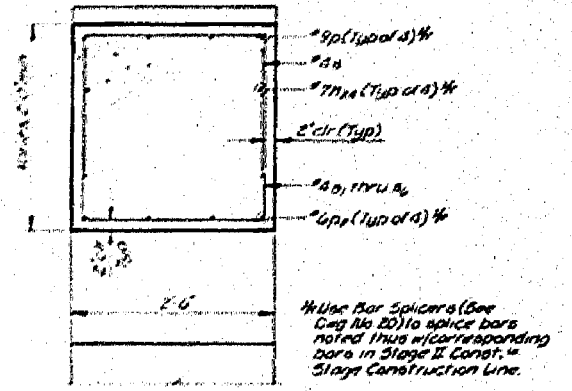
CROSS SECTION
(Looking West)
Note: See Dwg. 9 thru 12 for Details of Brg Pads



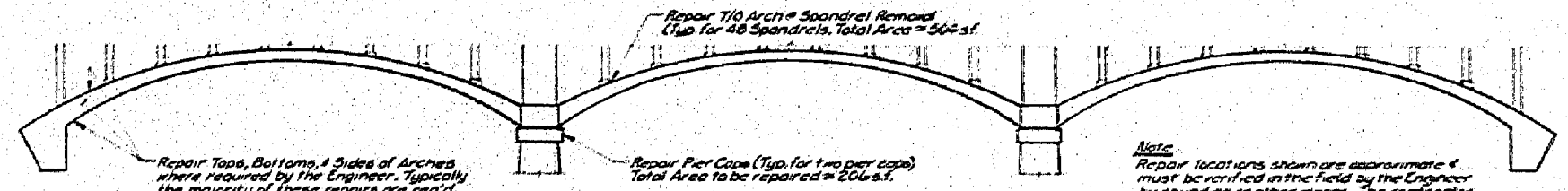
STAGE II ROADWAY AT PIER 1 JOINT



SECTION A



SECTION C
(Typ thru each pier cap center)
Note: See Dwg No. 13 for Location of Section C.



APPROXIMATE LOCATIONS OF CONCRETE REPAIRS

Note: Repair locations shown are approximate & must be verified in the field by the Engineer by sounding or other means. The contractor shall not commence any removals relating to concrete repair until approved by the Engineer. See Special Provisions.

PIER 1 & 2 DETAILS
ILL. RTE. 102 OVER ROCK CREEK
F&P ROUTE 63
SECTION (110N) BR-1
KANKAKEE COUNTY
STATION: 446+00.12

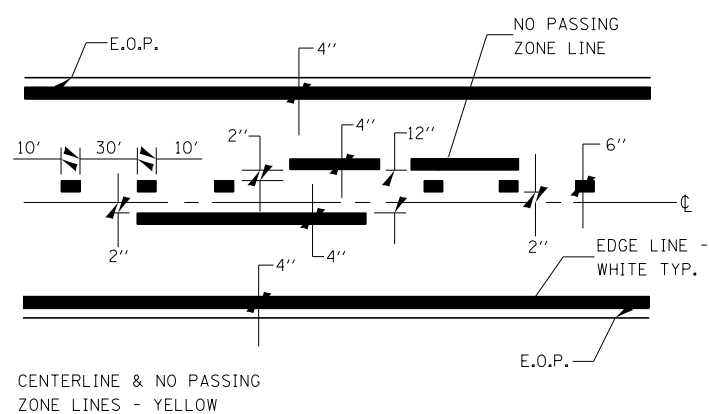
ESCA
CONSULTANTS, INC.

DESIGNED BY:	RDP	11/84
DRAWN BY:	JEM	11/84
CHECKED BY:	JWC	11/84
APPROVED BY:	JGC	11/84

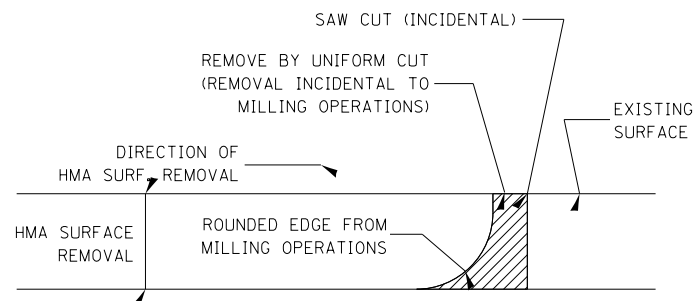
USER NAME = swojteczko	DESIGNED -	REVISED -
	CHECKED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110)BR	KANKAKEE	87	75
			CONTRACT NO. 66A55	
ILLINOIS FED. AID PROJECT				

X:\3900S\3938\Structures\1102overRockCreek\Final\Plans\Existing Drawings\0460149.66A55.028.Ext.Plan.dgn 13:27:08 08/18/2015

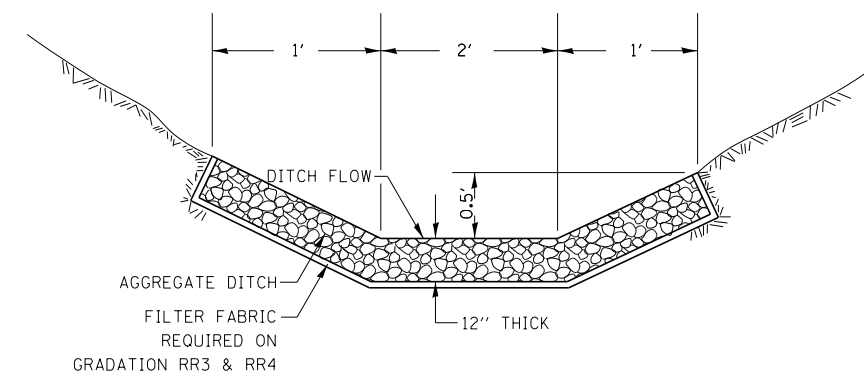


PAVEMENT MARKING



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

HMA DETAIL AT BUTT JOINTS

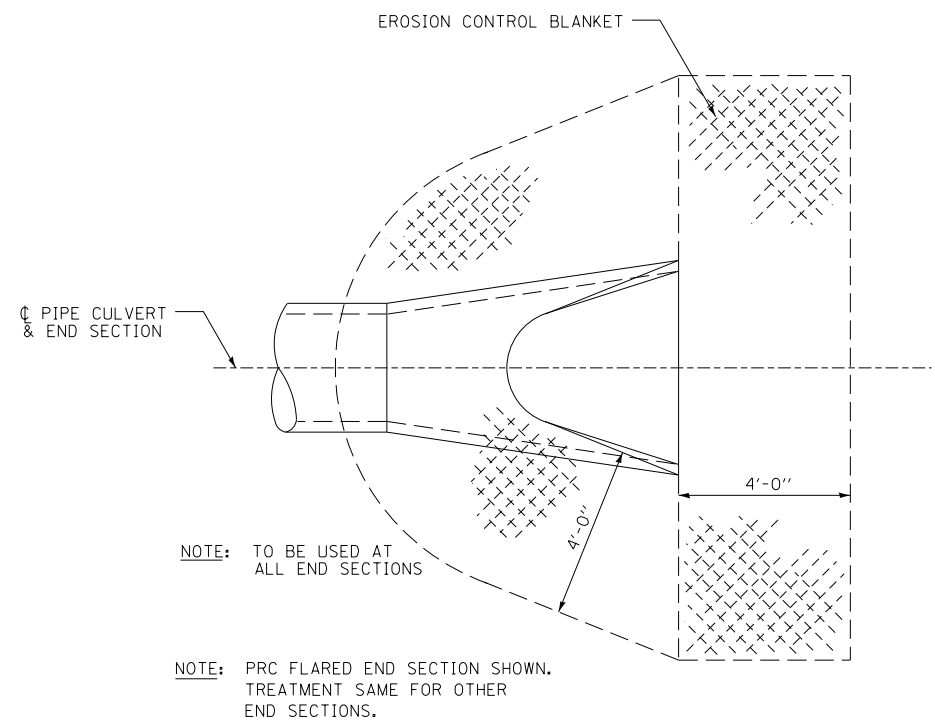


CLASS A3 WILL BE REQUIRED ON THIS PROJECT AT THE LOCATION SHOWN ON THE PLANS.

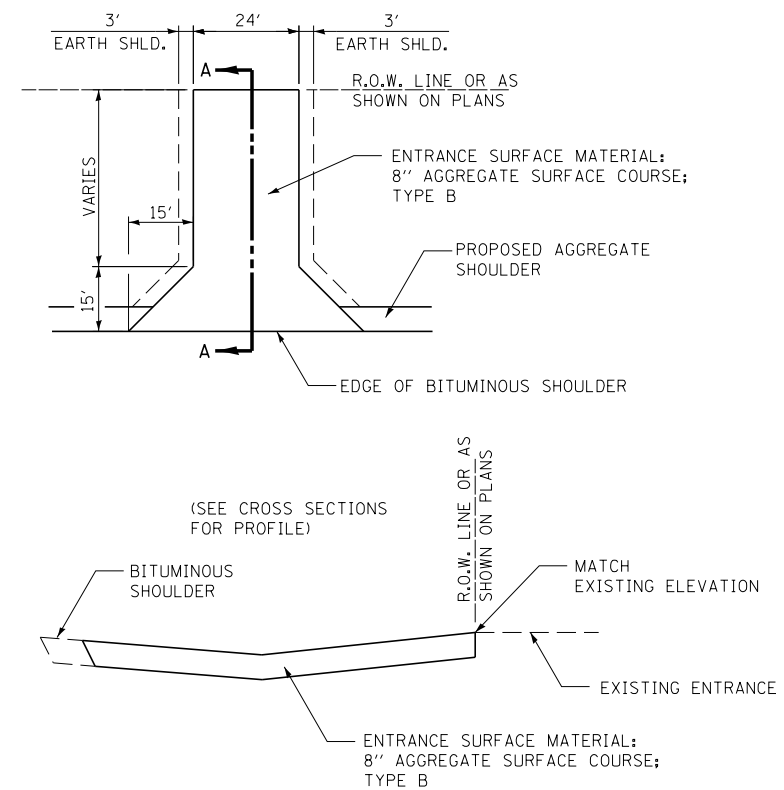
THIS WORK SHALL BE DONE ACCORDING TO SECTION 283 OF THE STANDARD SPECIFICATION. AGGREGATE DITCH WILL BE MEASURED FOR PAYMENT IN PLACE AND THE AREA COMPUTED IN SQUARE YARD OF ACTUAL SURFACE AREA. AGGREGATE DITCH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR AGGREGATE DITCH, 12".

AGGREGATE DITCH FOR FLEXIBLE DITCH LINING

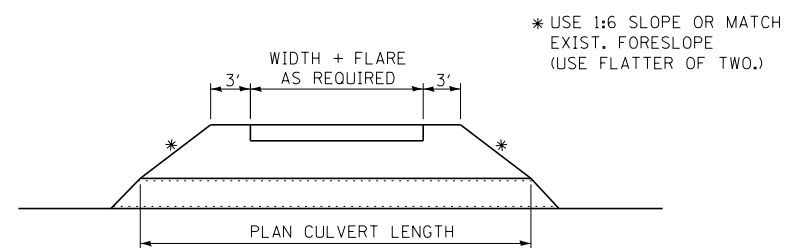
FILE NAME = 0366A55-sh1-Detail-01.dgn	USER NAME =	DESIGNED JRM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT DETAILS			F.A.P. RTE. 631	SECTION (110) BR	COUNTY KANKAKEE	TOTAL SHEETS 87	SHEET NO. 76
		DRAWN TMB	REVISED -		SCALE: NTS	SHEET 1 OF 3 SHEETS	STA. N/A	TO STA. N/A	CONTRACT NO. 66A55			
		CHECKED JNR	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE 8/20/2015	REVISED -									



DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION

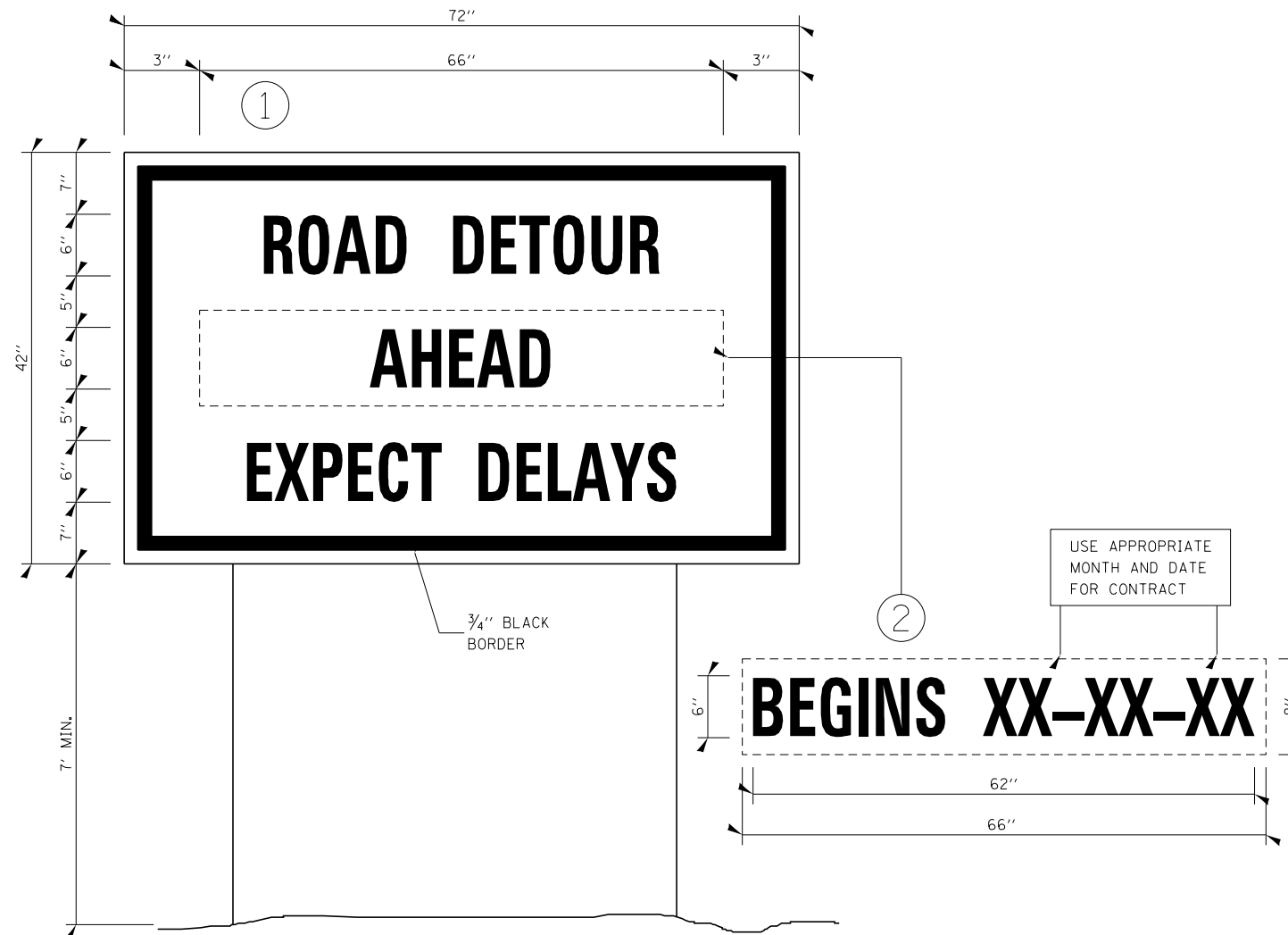


SECTION A-A



FIELD ENTRANCE DETAIL

FILE NAME = 0366A55-sh1-Detail-02.dgn	USER NAME =	DESIGNED JRM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN TMB	REVISED -		SCALE: NTS	SHEET 2 OF 3 SHEETS	STA. N/A	TO STA. N/A	631	(110) BR	KANKAKEE	87	77
		CHECKED JNR	REVISED -		CONTRACT NO. 66A55								
		DATE 8/20/2015	REVISED -		ILLINOIS FED. AID PROJECT								



TEMPORARY INFORMATION SIGNING

NOTES:

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

FILE NAME =
D366A55-sh1-Detail-01.dgn

USER NAME =	DESIGNED JRM	REVISED -
	DRAWN TMB	REVISED -
PLOT SCALE =	CHECKED JNR	REVISED -
PLOT DATE =	DATE 8/20/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

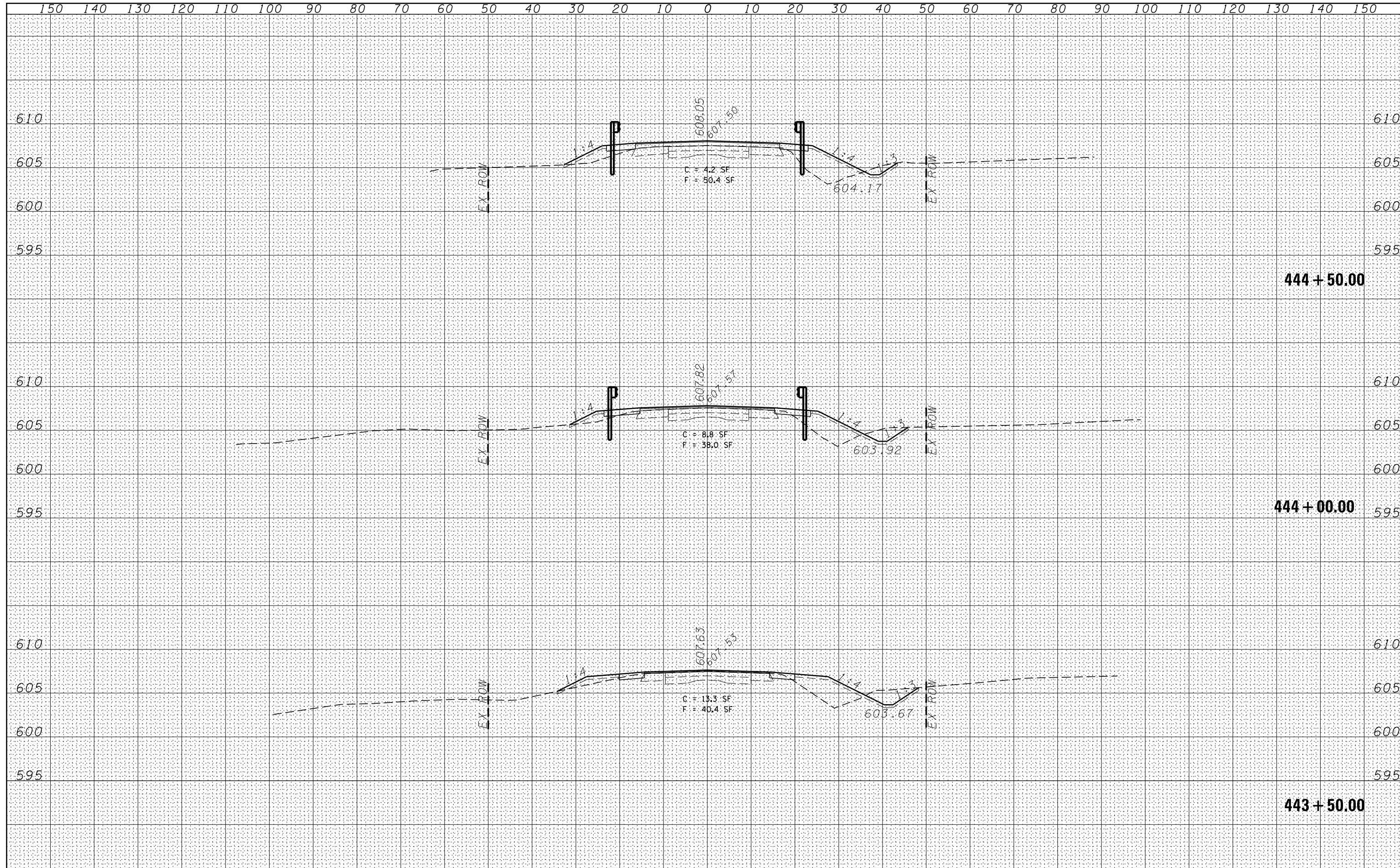
SCALE: NTS SHEET 3 OF 3 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	(110) BR	KANKAKEE	87	78
CONTRACT NO. 66A55				

ILLINOIS FED. AID PROJECT

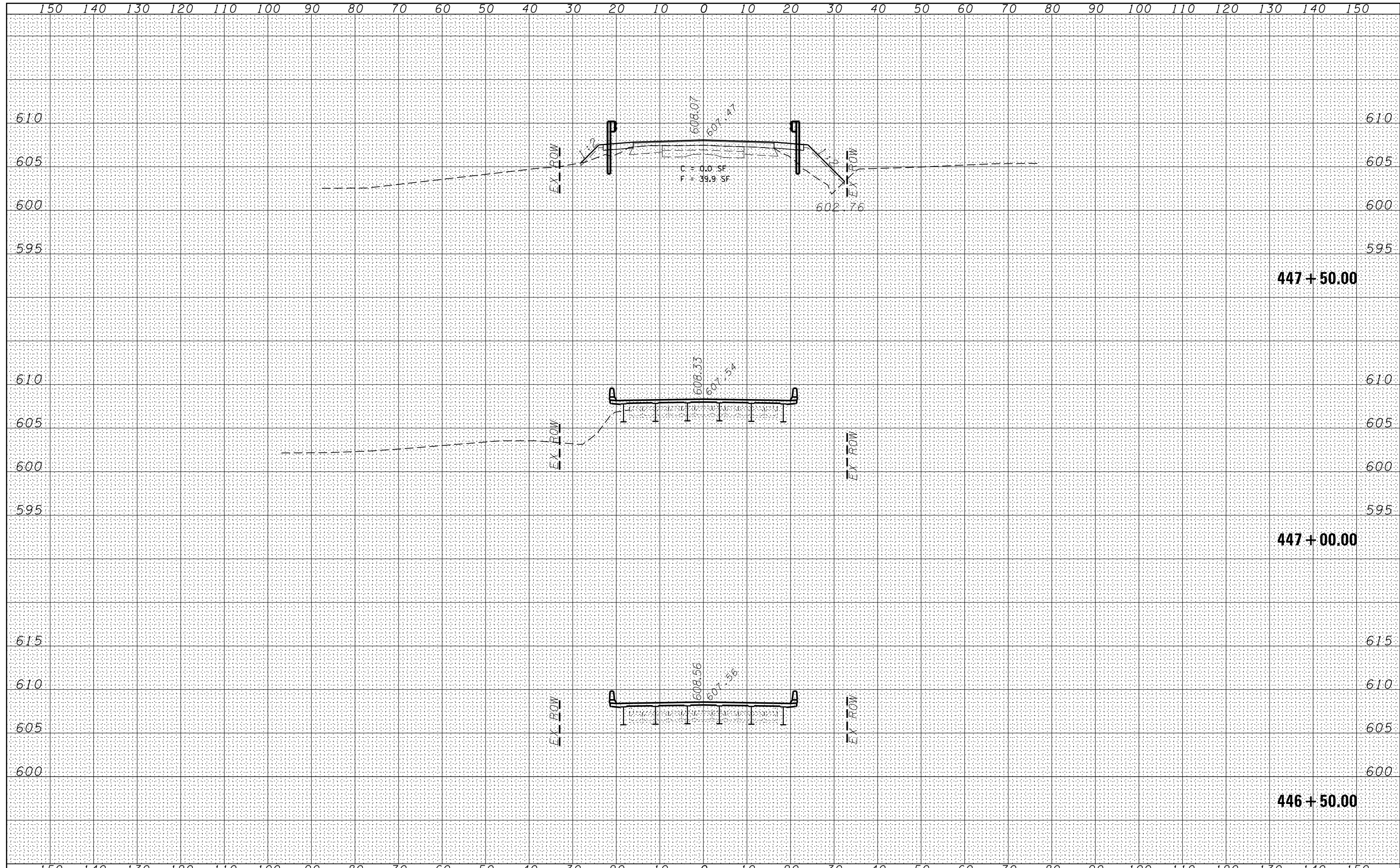
DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

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



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

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



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

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

