

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	[116 BR] BR	BUREAU	91	1
		ILLINOIS	CONTRACT NO. 66A19	

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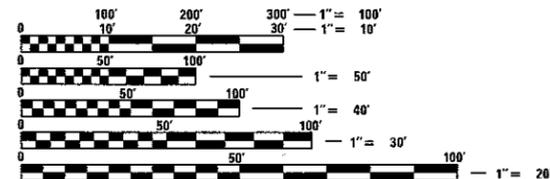
# PROPOSED HIGHWAY PLANS

FAP ROUTE 316 (IL 26)  
SECTION [116 BR] BR  
PROJECT NHPP-IJHT(478)  
BRIDGE REPLACEMENT (PROP.SN 006-0187)  
BUREAU COUNTY

C-93-159-14

**LIST OF ILLINOIS DOT HIGHWAY STANDARDS**

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-12	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RS OR WIDENING & RS PROJECTS
515001-03	NAME PLATE FOR BRIDGES
630001-11	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-07	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-02	DELINEATORS
666001-01	RIGHT-OF-WAY MARKERS
701001-02	OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-ROAD OPERATIONS 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-16	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-06	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

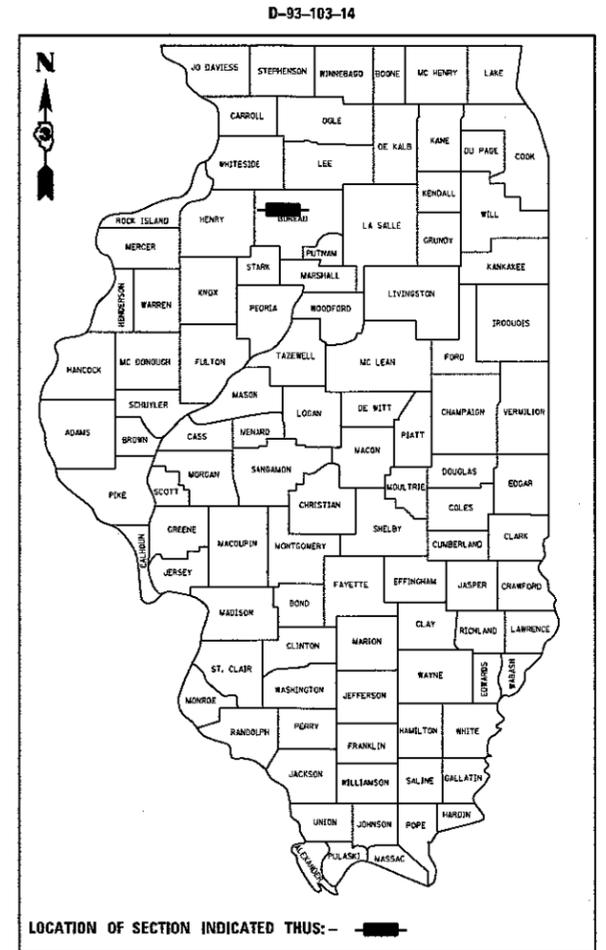


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

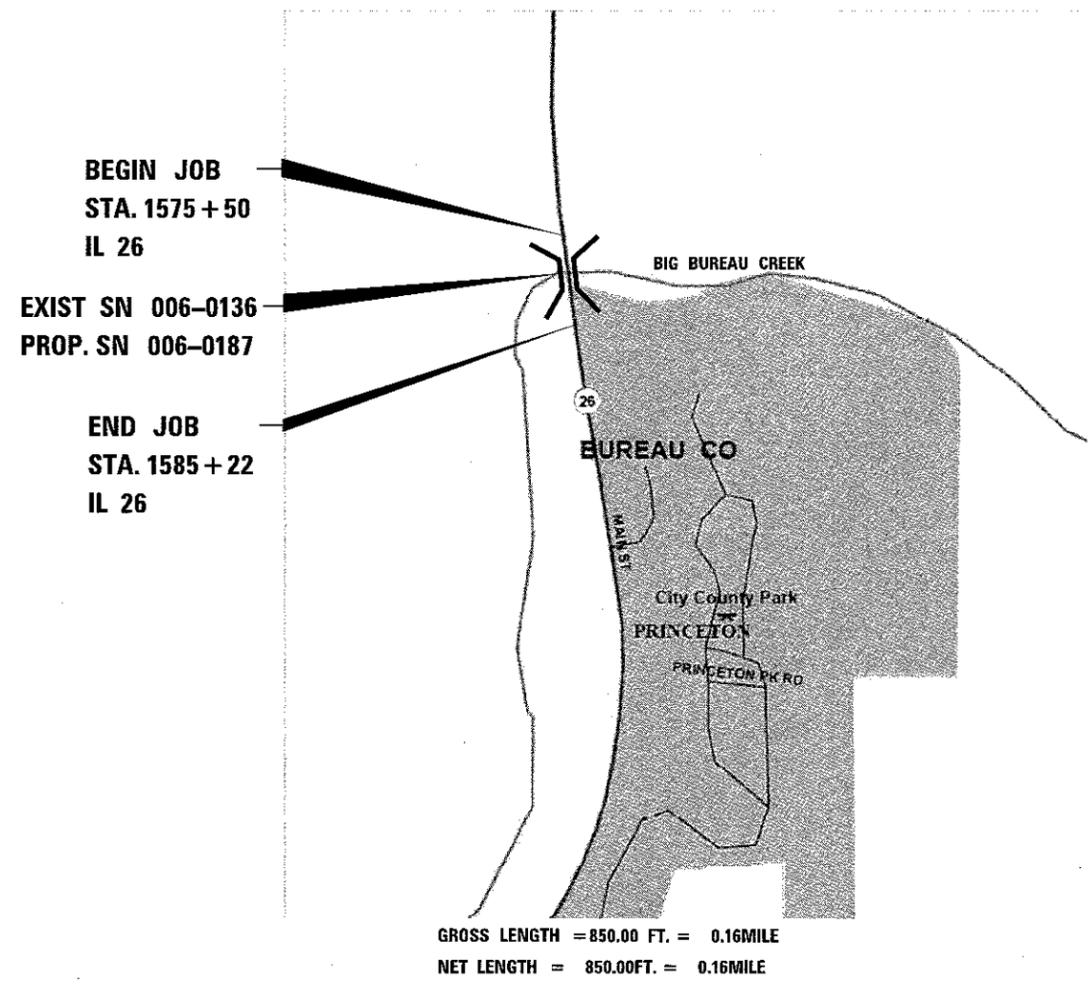
J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

PROJECT ENGINEER: DAVE ALEXANDER, P.E.  
UNIT CHIEF: PAT BRABOY, P.E.

CONTRACT NO. 66A19



RURAL OTHER ARTERIAL  
2015 ADT = 3,200  
P.V = 83% S.U. = 4% M.U. = 13%



GROSS LENGTH = 850.00 FT. = 0.16 MILE  
NET LENGTH = 850.00 FT. = 0.16 MILE

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED 08/07 2017  
Kim Haskins  
REGIONAL ENGINEER

Oct 13 2017  
Margaret M. Adair P.E.  
ENGINEER OF DESIGN AND ENVIRONMENT

Oct 13 2017  
David J. ...  
DIRECTOR OF PROGRAM DEVELOPMENT

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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 SEEDED 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.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES ( 100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

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.

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 & FLCWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

**COMMITMENTS:**

1. PERPETUATE THE BERM ALONG NORTH BANK OF CREEK, WEST OF IL 26.
2. PLACE HIGH VISIBILITY EROSION CONTROL FENCE ALONG THE RIGHT OF WAY IN THE NORTHEAST QUADRANT OF THE PROJECT FROM STA 1572+00 (45' LT) TO STA 1573+50 (25' LT) TO STA 1574+50 (25' LT) TO STA 1575+50 (45' LT) TO STA 1576+00 (60' LT) TO PREVENT IMPACTS TO THE WETLAND SITE.
3. ENVIRONMENTAL COORDINATION
4. NO TREES WILL BE ALLOWED TO BE REMOVED FROM APRIL 1ST TO SEPTEMBER 30TH OF ANY GIVEN YEAR.
5. CLEAR THE DEBRIS FROM THE CHANNEL DIRECTLY ADJACENT TO THE STRUCTURE TO ALLOW FOR FREE-FLOWING CONDITIONS.
6. IDNR PERMIT
7. 404 PERMIT



**END JOB  
STA. 1585 + 22  
IL 26**

**BEGIN JOB  
STA. 1575 + 50  
IL 26**

**EXIST. SN 006-0136  
PROP. SN 006-0187**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE  
AS BUILT INFORMATION

\_\_\_\_\_  
SUPERVISING CONSTRUCTION FIELD ENGINEER

\_\_\_\_\_  
RESIDENT ENGINEER / TECHNICIAN

START & END DATES  
OF CONSTRUCTION: \_\_\_\_\_

INSPECTORS: \_\_\_\_\_

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE

PREPARED BY: *Don Beaulieu*  
DISTRICT STUDIES & PLANS ENGINEER

DATE: *August 3, 2017*

EXAMINED BY: *Kyle Vidgen*  
DISTRICT CONSTRUCTION ENGINEER

*Michael Short*  
DISTRICT MATERIALS ENGINEER

*Tommy H. Hayes*  
DISTRICT OPERATIONS ENGINEER

**LOCATION MAP**

FILE NAME =	USER NAME = woodger.jp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES, COMMITMENTS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLLOT DATE = 8/3/2017	DATE -	REVISED -			CONTRACT NO. 66A19					
						ILLINOIS FED. AID PROJECT					



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				RURAL	80/20 FED/STATE
				ROADWAY 0004	BRIDGE 0011 PROP. S.N.006-0187
28100105	STONE RIPRAP, CLASS A3	SQ YD	109	109	
28100107	STONE RIPRAP, CLASS A4	SQ YD	1010		1010
28200200	FILTER FABRIC	SQ YD	1119	109	1010
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	0.7	0.7	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	717	717	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	914	914	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	182	182	
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	1466	1466	
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	54	54	
44000100	PAVEMENT REMOVAL	SQ YD	326	326	
44004250	PAVED SHOULDER REMOVAL	SQ YD	212	212	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	23	23	
48203033	HOT-MIX ASPHALT SHOULDERS, 9"	SQ YD	904	904	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1

FILE NAME *	USER NAME = woadyer.jp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 100.0000' / 1" =	DATE -	REVISED -										CONTRACT NO. 66A19	
	PLOT DATE = 8/3/2017												ILLINOIS FED. AID PROJECT	

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				RURAL ROADWAY	80/20 FED/STATE BRIDGE
				0004	0011
					PROP. S.N.006-0187
50200100	STRUCTURE EXCAVATION	CU YD	156		156
50200300	COFFERDAM EXCAVATION	CU YD	222		222
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1		1
50300225	CONCRETE STRUCTURES	CU YD	238.6		238.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	384.3		384.3
50300260	BRIDGE DECK GROOVING	SQ YD	1323		1323
50300300	PROTECTIVE COAT	SQ YD	1636		1636
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	LSUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	6312		6312
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	121300		121300
50800515	BAR SPLICERS	EACH	1103		1103
51200963	FURNISHING METAL SHELL PILES 16" X 0.375"	FOOT	1443		1443
51202305	DRIVING PILES	FOOT	1443		1443

14

FILE NAME =	USER NAME = woodger.jo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 8/3/2017								CONTRACT NO. 66A19				

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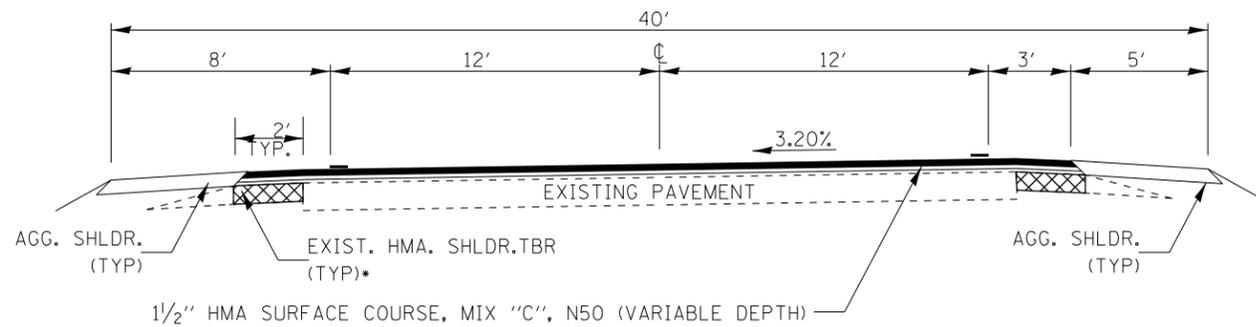


CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				RURAL ROADWAY	80/20 FED/STATE BRIDGE
				0004	0011 PROP. S.N.006-0187
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
* 78008210	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	FOOT	1944	1944	
* 78008230	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 6"	FOOT	243	243	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	12	12	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	16	16	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	12	12	
X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	6	6	
X0327980	PAVEMENT MARKING REMOVAL (WATER BLASTING)	SQ FT	1071	1071	
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	283		283
X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	2440		2440
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	138		138
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	66	66	
X7200201	WIDTH RESTRICTION SIGNING	LSUM	1	1	
* Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	88		88
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	42	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	158		158

**\* SPECIALTY ITEMS**

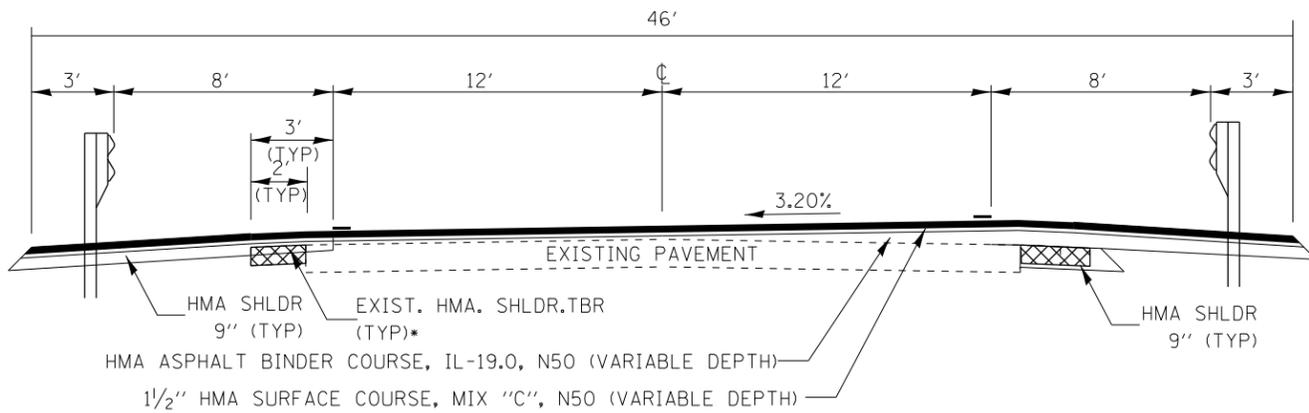
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PLOT SCALE = 100.0000' / in.		DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 66A19		
Default		PLOT DATE = 8/3/2017											

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\* PAVED SHOULDER REMOVAL LOCATIONS VARY (SEE REMOVAL PLAN SHEETS)

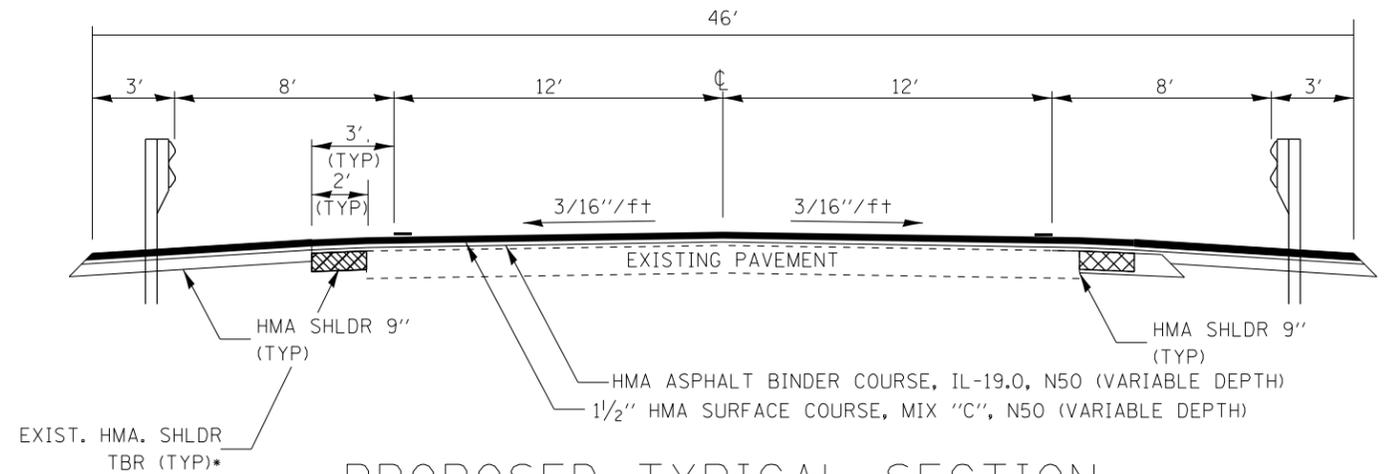
PROPOSED TYPICAL SECTION  
 STA 1575+50 TO STA 1577+84  
 NORTH OF STRUCTURE



\* PAVED SHOULDER REMOVAL LOCATIONS VARY (SEE REMOVAL PLAN SHEETS)

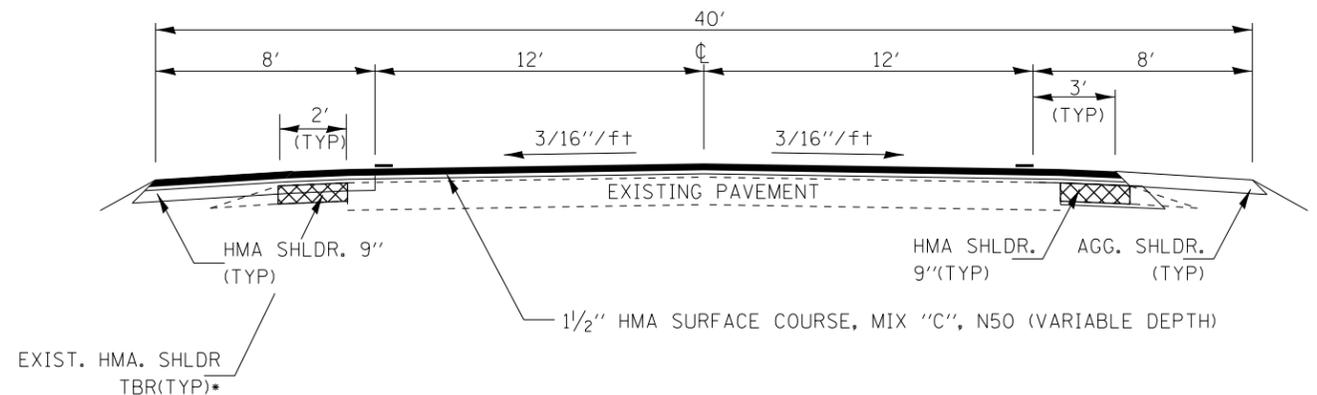
PROPOSED TYPICAL SECTION  
 STA 1577+84 TO STA 1578+78.5  
 NORTH OF STRUCTURE

STA 1577+52.79 TO STA 1579+15 (FULL SUPER)



\* PAVED SHOULDER REMOVAL LOCATIONS VARY (SEE REMOVAL PLAN SHEETS)

PROPOSED TYPICAL SECTION  
 STA 1581+99 TO STA 1583+25 (N.C.\*)  
 SOUTH OF STRUCTURE



\* PAVED SHOULDER REMOVAL LOCATIONS VARY (SEE REMOVAL PLAN SHEETS)

PROPOSED TYPICAL SECTION  
 STA 1583+25 TO STA 1584+00 (N.C.\*)  
 SOUTH OF STRUCTURE

\*N.C. = NORMAL CROWN

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	9
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

GUARDRAIL SCHEDULE									
STA. TO STA.	TBT TY1 SP (TANG)	SPBGR TY A 6' POSTS	TBT TY6	GR REFLECTORS TYPE A	HMA SHLD WIDTH	HMA SHLD 9'*	GR REM	AGGREGATE SHLDR TY. B	LINEAR DELINEATOR PANELS, 6 INCH
	EACH	FT	EACH	EACH	FEET	SO. YD.	FOOT	TONS	EACH
<b>NORTH BOUND</b>									
1575+50 TO 1576+32								3.3	
1576+32 TO 1577+90					7	122			
1577+90 TO 1578+88					VARIES	116			
1578+26 TO 1579+20	1	0	1	4					
1578+28.5 TO 1579+22							93		
1579+17 TO 1581+74									3
1581+71 TO 1582+79	1	15	1	4					
1582+01 TO 1583+25					VARIES	154			
1581+75.5 TO 1583+69							195		
1583+25 TO 1584+90					5	77			
1984+90 TO 1585+22					2	9			
<b>SOUTH BOUND</b>									
1575+50 TO 1576+60									
1575+50 TO 1577+84								10.6	
1576+60 TO 1579+30**					3	90			
1577+42 TO 1579+22							181		
1577+84 TO 1578+78					VARIES	107			
1578+04.5 TO 1579+12	1	15	1	4					
1579+09 TO 1581+66									3
1581+56 TO 1584+82**					3	108			
1581+98 TO 1582+95.5					VARIES	121			
1581+64 TO 1582+57	1	0	1	4					
1581+74 TO 1582+82							108		
1582+96 TO 1584+89.5								8.8	
<b>TOTALS</b>	<b>4</b>	<b>30</b>	<b>4</b>	<b>16</b>		<b>904</b>	<b>577</b>	<b>22.7</b>	<b>6</b>

\*DO NOT PLACE HMA SHOULDER BEHIND APPROACH PAVEMENT  
 \*\*THESE TWO AREAS TO BE BUILT PRIOR TO STAGE I CONSTRUCTION

TREE REMOVAL SCHEDULE			
STA.	OFFSET	DIAMETER 6-15	DIAMETER OVER 15
		UNIT	UNIT
1575+55	44.3' LT	13.7	
1575+60.9	45.3' LT	12.4	
1576+07.6	42.4' LT	8.9	
1576+17	45.6' LT	7	
1576+29.8	48.9' LT		18.3
1576+44.6	54.2' LT	10.5	
1576+58.6	55.7' LT		16.8
1576+89	43.8' LT	8	
1576+99	27.1' LT		46
1577+10.1	53.1' LT	11.8	
1577+20.8	53.1' LT	8.1	
1577+30.6	55.2' LT	8.3	
1577+35	47.9' LT	12	
1577+50	30.7' LT	6.5	
1577+51	30.7' LT	6.2	
1577+77.8	35.1' LT		22.8
1577+86.7	43.7' LT		16
1578+25	49.7' LT	13.2	
1578+26	49.7' LT	10.9	
1578+46.3	52.5' LT	7.3	
1578+65.6	49.5' LT	10	
1578+66.6	51.6' LT	10.9	
1578+66.6	49.5' LT		21.2
1579+25	59.2' LT	13.4	
1579+25	36.2' LT		30.3
1579+55.5	27.6' LT		42.7
1582+95	43.0' LT		25.3
1582+96	43.0' LT		18.1
1582+97	43.0' LT	10.9	
1575+88.4	54.3' RT		41
1575+92	54.3' RT		37.5
1576+43.1	46.5' RT		21.1
1576+43.1	47.5' RT		17.9
1577+19	54.3' RT		22.3
1577+80.4	46.6' RT		24.6
1577+90	51.3' RT		22.4
1578+37	41.8' RT	6.7	
1578+59.5	42.9' RT	14.4	
1578+72.3	39.3' RT	12.1	
1578+45	48.4' RT		15.6
1578+53.2	56.7' RT	10.2	
1578+93.5	56.5' RT		39.9
1581+24.6	45.9' RT	9.8	
1581+25.6	50.4' RT	7.4	
1581+69.3	46.4' RT		23.6
1581+72.2	46.4' RT		24.4
1581+78.8	46.6' RT	6.8	
1581+94	41.8' RT	8.3	
1581+94	43.5' RT	11.5	
1582+17.7	51.6' RT	14.1	
1582+26	48.3' RT		29.4
1582+58	42.7' RT		32.5
1582+67	45.8' RT	8.8	
1583+01.2	50.4' RT	14.2	
1583+03	51.0' RT		35.6
1583+08.7	45.2' RT	7.3	
1583+29	53.8' RT	7.1	
1583+30.5	52.4' RT		21.4
1583+40.6	51.8' RT	10.3	
1583+49	52.1' RT	6.6	
1583+51	53.0' RT	14.8	
1583+66.5	54.0' RT		38.3
<b>TOTAL</b>		<b>360.4</b>	<b>705</b>

WORK ZONE TRAFFIC CONTROL											
LOCATION		LENGTH	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	TEMPORARY RUMBLE STRIP	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIONAL) TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIONAL) TEST LEVEL 3	TEMPORARY PAVEMENT MARKING 4"	TEMPORARY PAVEMENT MARKING 24"	PAVEMENT MARKING REMOVAL WATER BLASTING
FROM	TO	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	FOOT	FOOT	SO. FT.
<b>STAGE 1</b>											
1574+22	1574+24	12								12	24
1574+84	1586+15	1131							1131		
1574+84	1576+60	176									22
1576+43	1584+94	851							851		
1576+60	1584+66	806	806				2				
1578+78.5	1581+99	320.5			66						
1584+81	1586+15	134									16.8
1586+25	1586+27	15								15	30
*N. OF STOP BAR IN SBL						3					
*S. OF STOP BAR IN NBL						3					
<b>STAGE 2</b>											
1574+72	1574+74	15								15	30
1574+84	1577+50	266									88.7
1574+84	1586+65	1181							1182		394
1576+43	1577+50	107									35.7
1576+50	1585+20	870	64	806				2			
1576+25	1585+15	890							890		296.7
1584+00	1584+94	94									31.3
1584+00	1586+15	215									71.7
1587+25	1587+27	15								15	30
<b>TOTALS</b>			<b>870</b>	<b>806</b>	<b>66</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>4054</b>	<b>57</b>	<b>1071</b>

\* TEMPORARY RUMBLE STRIPS SHALL BE USED IN STAGE 1 AND STAGE 2 CONSTRUCTION. SEE HIGHWAY STANDARD 701321 FOR LOCATION.

ROW MARKER SCHEDULE			
LOCATION	OFFSET		ROW MARKER
STATION	L/R	FEET	EACH
1575+50	LT	45'	1
1576+00	LT	60'	1
1579+14.60	LT	60'	1
1580+20.21	LT	60'	1
1575+50	RT	45'	1
1576+00	RT	60'	1
1579+14.60	RT	60'	1
1583+50	RT	60'	1
1584+00	RT	60'	1
TOTAL			9

\*ANY EXISTING ROW MARKERS TO BE REMOVED

PAVEMENT REMOVAL SCHEDULE			
STA. TO STA.	SIDE (LT/RT)	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL
		SQ. YDS.	SQ. YDS.
1576+32 TO 1577+90	LT		35
1576+60 TO 1579+30	RT		60
1578+78.5 TO 1579+30	MAINLINE	175.3	
1581+56 TO 1584+81	RT		73
1581+56 TO 1581+99	MAINLINE	150.5	
1583+25 TO 1585+22	LT		44
TOTALS		326	212

EARTH EXCAVATION SCHEDULE					
(1) STA TO STA		(2) EARTH EX	(3) EARTH EX ADJ FOR SHRINKAGE	(4) EMBANK	(5) EARTHWORK BAL WASTE(+) OR SHORTAGE(-)
	LANE	CU YD	CU YD	CU YD	CU YD
<b>RIP RAP STABILIZATION AREA</b>					
1575+00 TO 1575+50	LT/RT	1.94	1.46	27.3	-25.85
1575+50 TO 1576+00	LT/RT	9.81	7.36	88.3	-80.94
1576+00 TO 1576+50	LT/RT	13.89	10.42	118.9	-108.48
1576+50 TO 1577+00	LT/RT	11.2	8.40	140.9	-132.50
1577+00 TO 1577+50	LT/RT	8.6	6.45	181.4	-174.95
1577+50 TO 1578+00	LT/RT	16.3	12.23	259.5	-247.28
1578+00 TO 1578+50	LT/RT	15.8	11.85	270.1	-258.25
1578+50 TO 1579+00	LT/RT	5.4	4.05	348.3	-344.25
1579+00 TO 1579+15	LT/RT	0.7	0.53	71.8	-71.28
1581+69 TO 1582+00	LT/RT	5.2	3.90	101	-97.10
1582+00 TO 1582+50	LT/RT	11.6	8.70	312.1	-303.40
1582+50 TO 1583+00	LT/RT	8.3	6.23	263.4	-257.18
1583+00 TO 1583+50	LT/RT	14.1	10.58	193.4	-182.83
1583+50 TO 1584+00	LT/RT	17.5	13.13	129.3	-116.18
1584+00 TO 1584+50	LT/RT	16.7	12.53	96.5	-83.98
1584+50 TO 1585+00	LT/RT	16.7	12.53	76.9	-64.38
1585+00 TO 1585+22	LT/RT	3.7	2.78	13.5	-10.73
GRAND TOTALS		177	133	2693	-2560

COLUMNS 2, AND 4-LOCATION AND QUANTITIES FROM CROSS SECTIONS  
COLUMN 3- QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 25% (1- SHRINKAGE FACTOR)  
COLUMN 5 EARTHWORK REQUIRED (PAY FOR AS FURNISHED EXCAVATION)

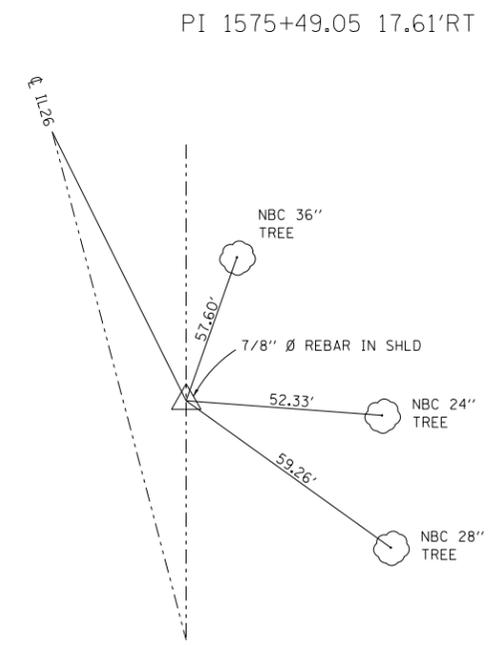
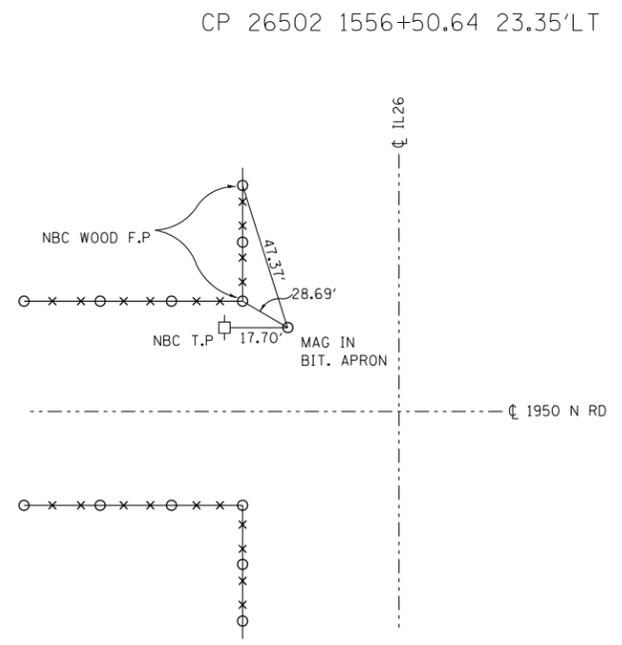
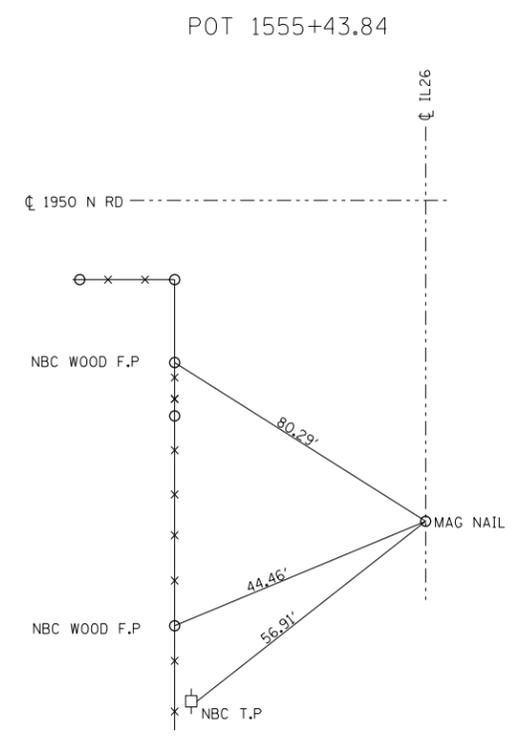
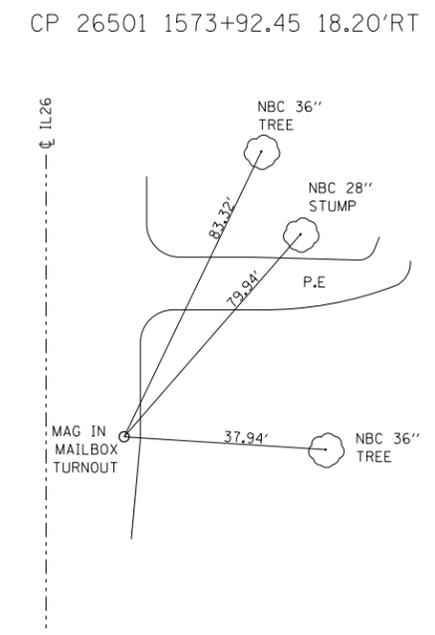
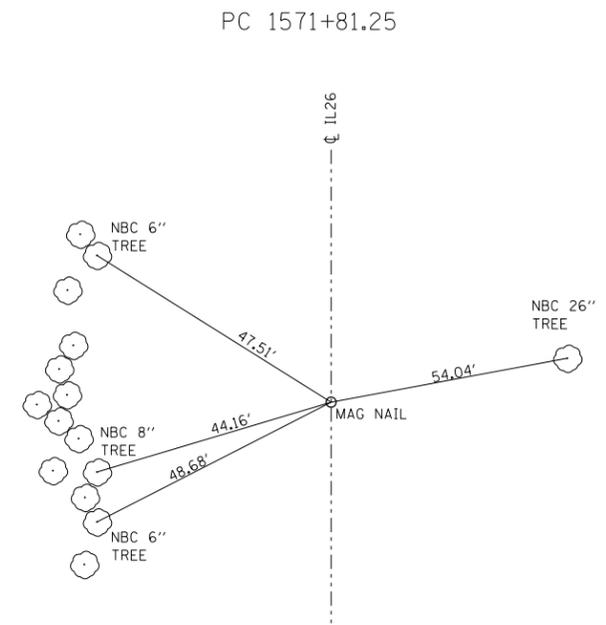
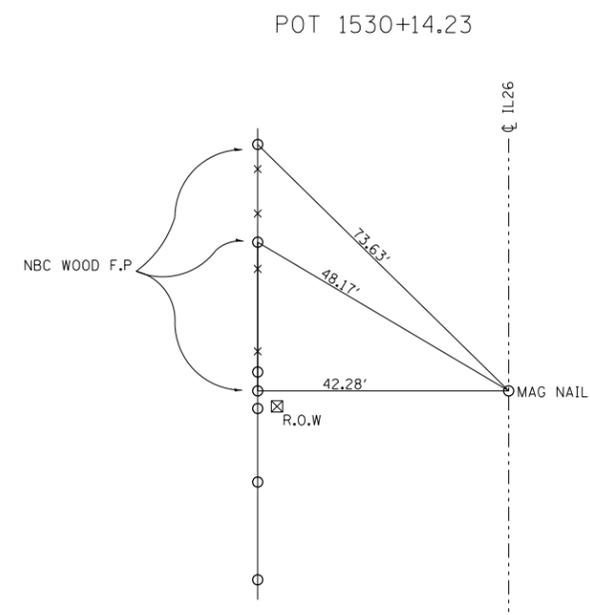
CHANNEL EXCAVATION SCHEDULE	
LOCATION	CHANNEL EXCAVATION
STATION	CU. YD
1579+46.4 TO 1580+00	119.1
1580+00 TO 1580+50	138.3
1580+50 TO 1581+00	392.5
1581+00 TO 1581+49.4	636.6
TOTALS	1286.5

STONE RIPRAP, CLASS A3		
LOCATION	FILTER FABRIC	STONE RIPRAP, CL A3
STATION	SQ. YD.	SQ. YD.
1578+73.4 TO 1578+83	RT 30	30
1578+80 TO 1578+90	LT 30	30
1581+95 TO 1582+05	RT 30	30
1582+01 TO 1582+11	LT 19	19
TOTALS	109	109

SEEDING SCHEDULE										
LOCATION	OFFSET	SEEDING CLASS 2A	NITROGEN FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	HEAVY DUTY EROSION CONTROL BLANKET	TEMP DITCH CHECKS	PERIMETER EROSION BARRIER	TEMPORARY FENCE	TEMP EROSION CONTROL SEEDING
STA TO STA	L / R	ACRE	POUND	POUND	POUND	SO. YD.	FOOT	FOOT	FOOT	POUND
1572+00 TO 1575+00	L							349.9	349.9	
1575+50 TO 1579+50	L	0.27	24.3	24.3	24.3	1306.5	12	717.2	52.1	81
1580+96 TO 1585+22	L	0.16	14.4	14.4	14.4	782.4	12	384.2		48
1575+50 TO 1579+15	R	0.25	22.5	22.5	22.5	1217.7	12	365.1		75
1580+78 TO 1585+22	R	0.25	22.5	22.5	22.5	1224.9	12	394.2		75
GRAND TOTALS		0.93	84	84	84	4532	48	2211	402	279

MAINLINE SCHEDULE									
STA. TO STA.	LENGTH	WIDTH	AREA	1 1/2" HMA SURFACE COURSE "C" N50	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50	BIT. MATLS TACK COAT	MIXTURE FOR CRACKS JOINTS, & FLANGEWAYS	HMA SURFACE REMOVAL BUTT JOINT	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
	FT	FT	SO. YD.	TON	TON	POUND	TON	SO. YD.	SO. YD.
1575+50 TO 1576+45	95	30	316.7	26.6	N/A	213.8	0.10	315.5	
1576+45 TO 1578+78.5	233.5	30	778.5	65.4	461.7	525.5	0.23		
1578+78.5 TO 1578+84.5	6	30	20.3						27
1581+93 TO 1581+99	6	30	20.3						27
1581+99 TO 1584+00	201	30	670	56.3	452.0	452.3	0.20		
1584+00 TO 1585+22	122	30	402	33.8	N/A	274.5	0.12	401.8	
TOTALS			2207.8	182.0	914	1466	0.65	717	54

PAVEMENT MARKING SCHEDULE									
LOCATION IL 26	LENGTH	POLYUREA PVT MK. 4"	POLYUREA PVT MK. 6"	TEMP 4" PVT MK.	TEMP 6" PVT MK.	SHORT TERM PAV'T MARK	SHORT TERM PVT. MARKING REMOVAL	RAISED REFLECTIVE PAV'T MARKERS	REMOVAL RAISED REFLECTIVE PAV'T MARK
STA. TO STA.	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SO. FT.	EACH	EACH
1575+50 TO 1585+22	972	1944	243	1944	243	291.6	97.3	9.0	12.2
1579+15 TO 1581+69	254								
TOTALS		1944	243	1944	243	292	97	12	12



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		DATE -	REVISED -

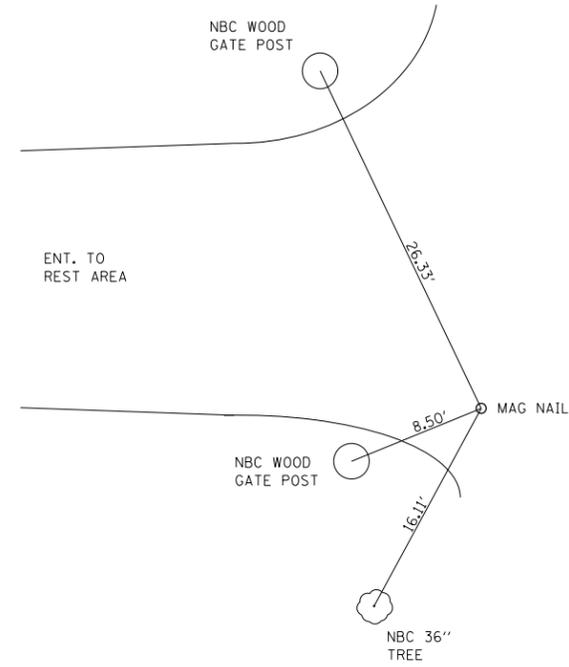
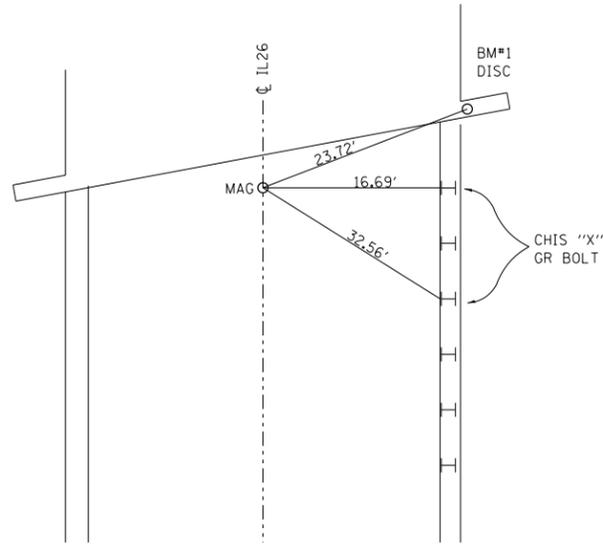
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TIE POINTS			
SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.

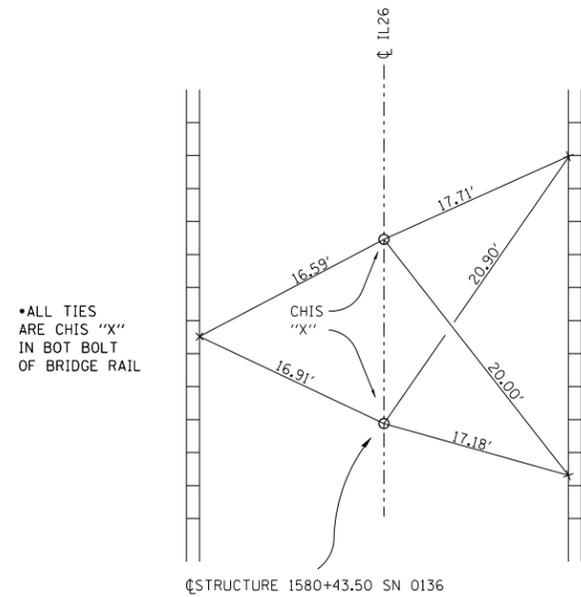
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	13
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

CP 26500 1591+29.69

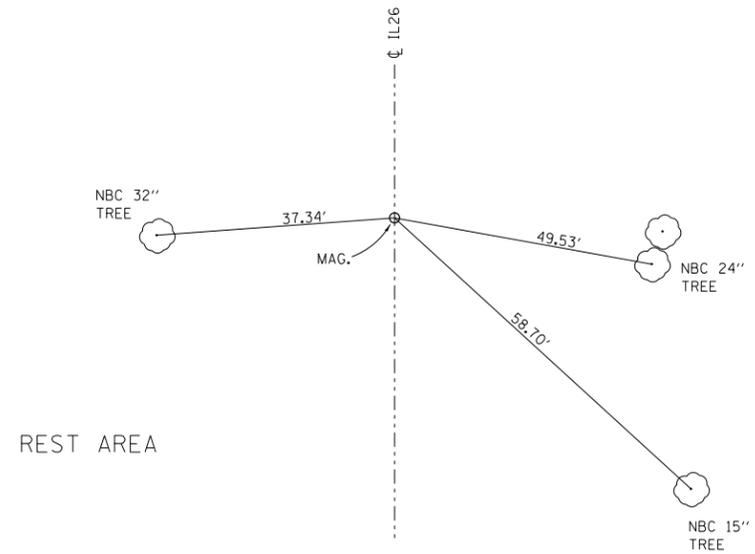
PT 1579+14.60



CL DECK 1580+50.00 SN 0136



PC 1593+21.99

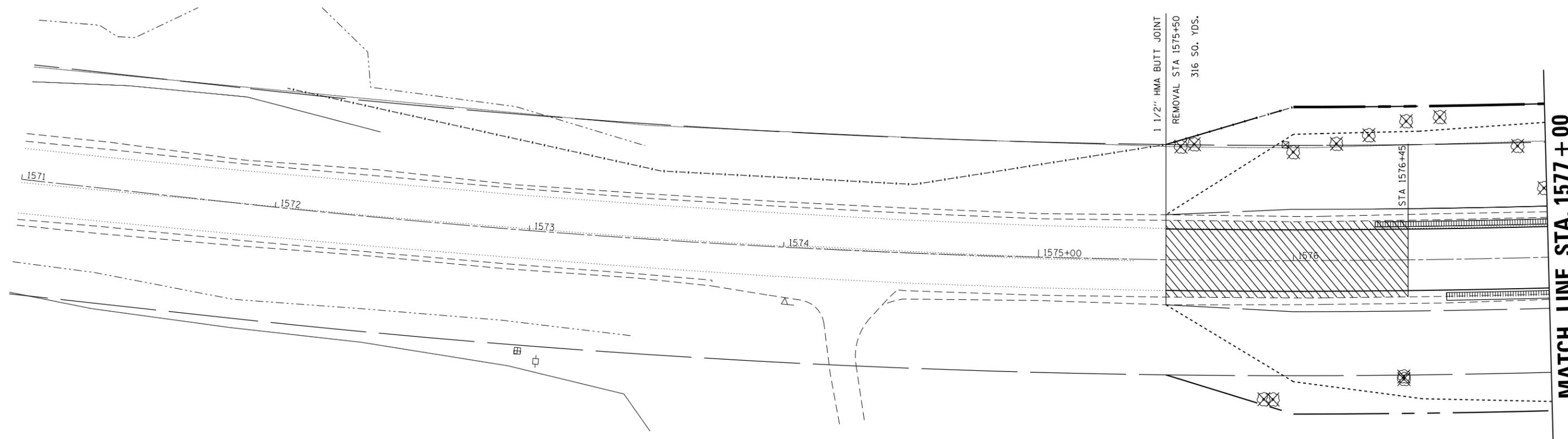


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		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TIE POINTS			
SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	14
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



BM #2: RR SPIKE IN PP  
 STA 1573+06.22, 50.19' RT; ELEV=630.65

**LEGEND**

- HMA SURFACE REMOVAL BUTT JOINT
- GUARDRAIL REMOVAL
- PAVEMENT REMOVAL
- TREE REMOVAL
- PAVED SHOULDER REMOVAL

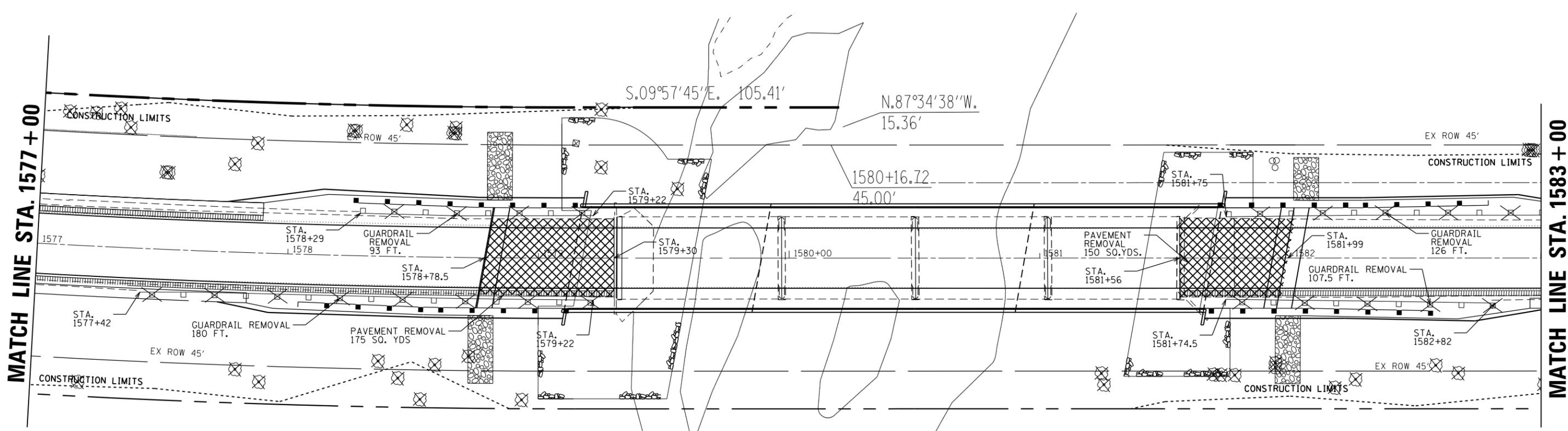


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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

REMOVAL SHEETS			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	15
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



**LEGEND**

-  HMA SURFACE REMOVAL BUTT JOINT
-  GUARDRAIL REMOVAL
-  PAVEMENT REMOVAL
-  TREE REMOVAL
-  PAVED SHOULDER REMOVAL



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

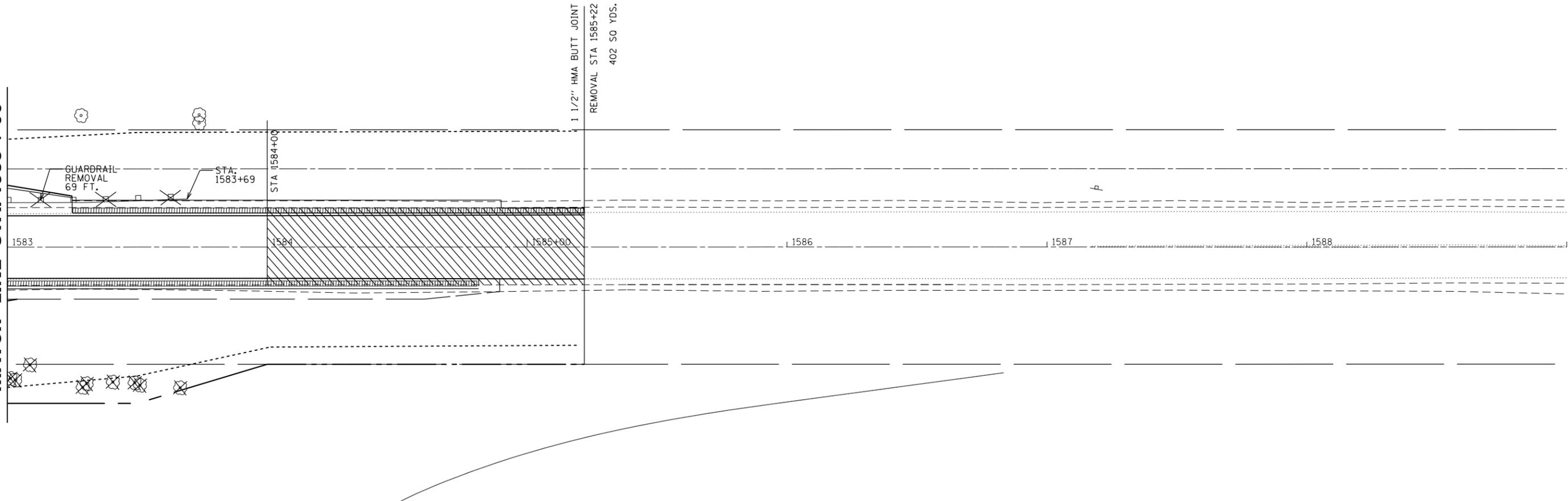
**REMOVAL SHEETS**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR)	BUREAU	91	16
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 1583 + 00



**LEGEND**

- HMA SURFACE REMOVAL BUTT JOINT
- GUARDRAIL REMOVAL
- PAVEMENT REMOVAL
- TREE REMOVAL
- PAVED SHOULDER REMOVAL



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL SHEETS**

SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR)BR	BUREAU	91	17
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

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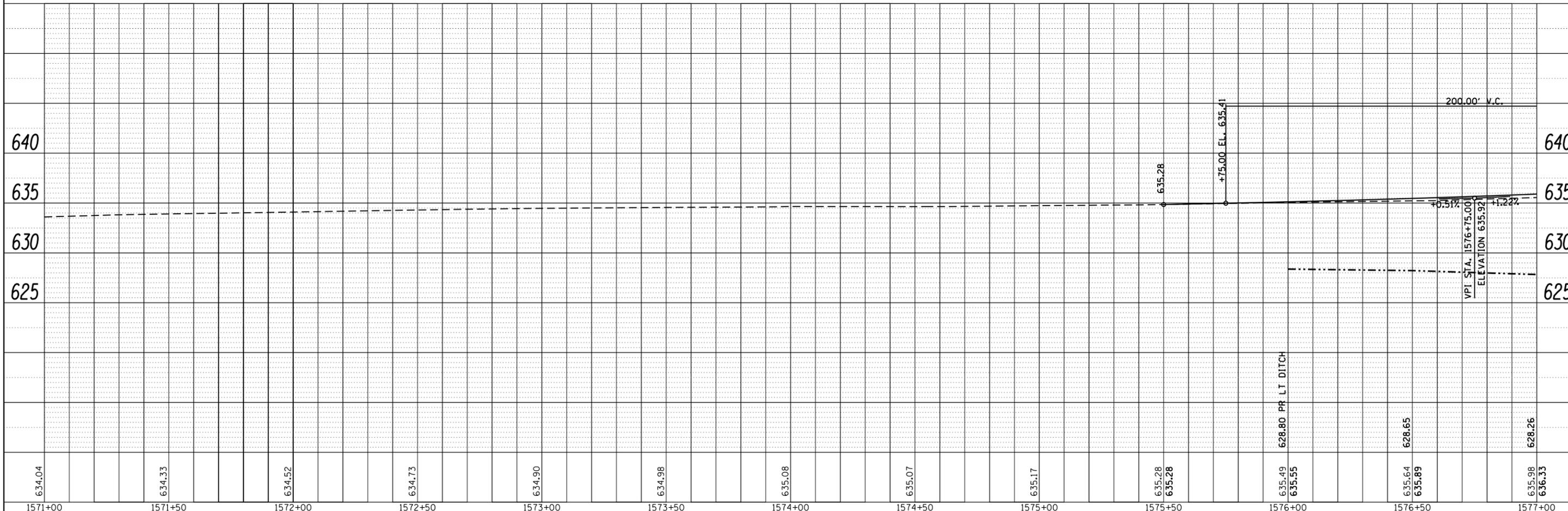
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	PLOTTED	BY
	CHECKED	
	GRADES	
	STRUCTURE	
	NOTATIONS	
	CHFD	
	NO.	

EXIST. CURVE 0136CL-1  
 PI STA. = 1575+49.05  
 $\Delta = 10^\circ 57' 57''$  (LT)  
 $D = 1^\circ 29' 43''$   
 $R = 3,831.70'$   
 $T = 367.80'$   
 $L = 733.35'$   
 $E = 17.61'$   
 $e = 3.20\%$   
 $T.R. = 38'$   
 $S.E. RUN = 82'$   
 FULL SUPER = STA 1575+50 -  
 FULL SUPER = STA 1578+87.54 -  
 S.E. TRANS = STA 1578+87.54 -  
 STA 1580+07.54  
 P.C. STA. = 1571+81.25  
 P.T. STA. = 1579+14.60

BM #2: RR SPIKE IN PP  
 STA 1573+06.22, 50.19' RT; ELEV=630.65

\* HMA SHOULDER ON THE WEST SIDE OF IL 26  
 SHALL BE CONSTRUCTED PRIOR TO STAGE 1 CONSTRUCTION

SERAFINA SCOTT  
 10-28-300-003



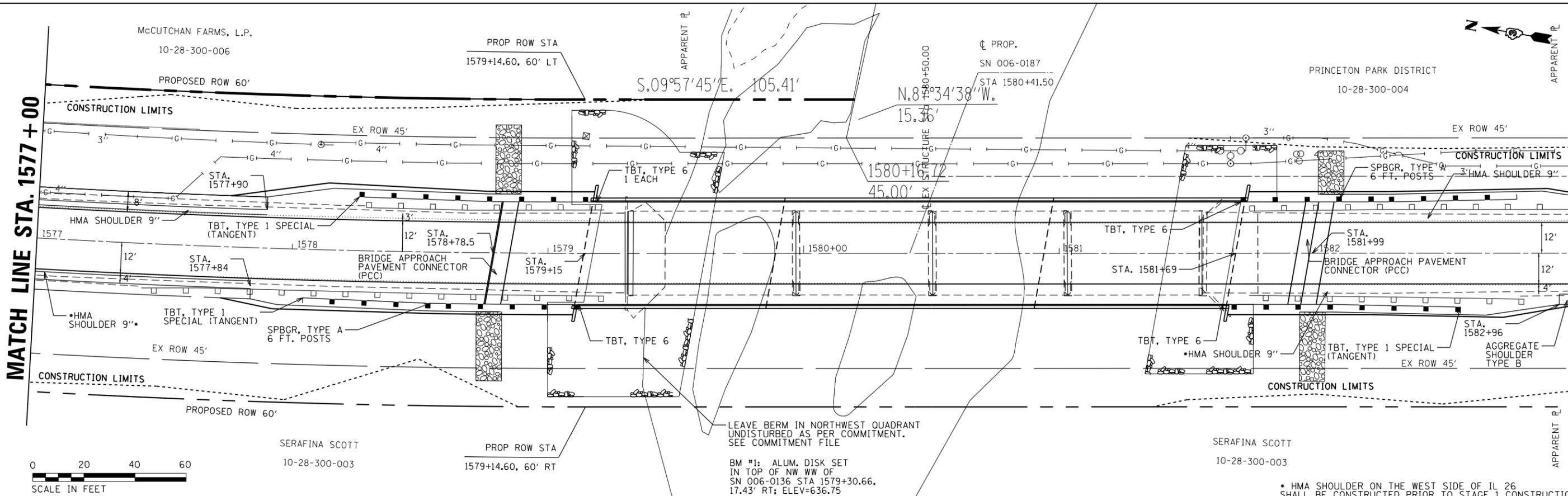
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PLOT SCALE = 40.0000' / in.		DATE -	REVISED -		CONTRACT NO. 66A19			ILLINOIS FED. AID PROJECT				
PLOT DATE = 8/3/2017					SCALE:	SHEET NO. 1 OF 3 SHEETS	STA. 1571+00 TO STA. 1577+00					

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS OK'D	
	NOTE BOOK NO.	
	CHECKED	
	FILE NAME	

PROFILE	SURVEYED	DATE
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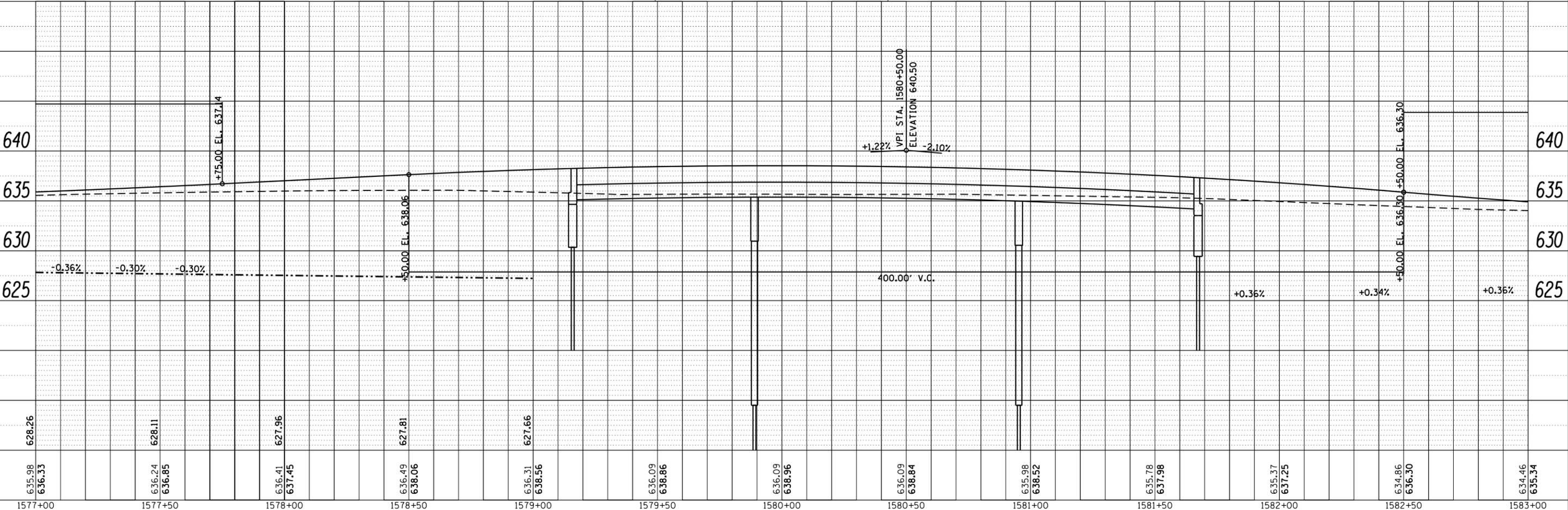
**MATCH LINE STA. 1577 + 00**

**MATCH LINE STA. 1583 + 00**



BM #1: ALUM. DISK SET  
IN TOP OF NW WW OF  
SN 006-0136 STA 1579+30.66,  
17.43' RT; ELEV=636.75

\* HMA SHOULDER ON THE WEST SIDE OF IL 26  
SHALL BE CONSTRUCTED PRIOR TO STAGE 1 CONSTRUCTION



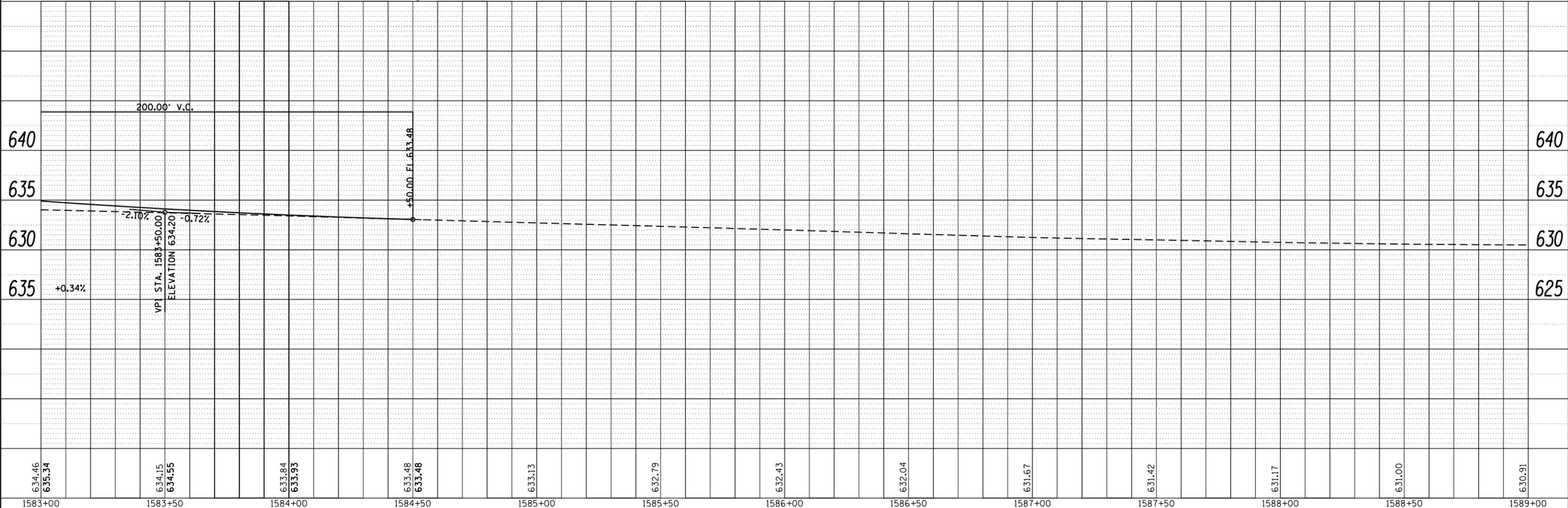
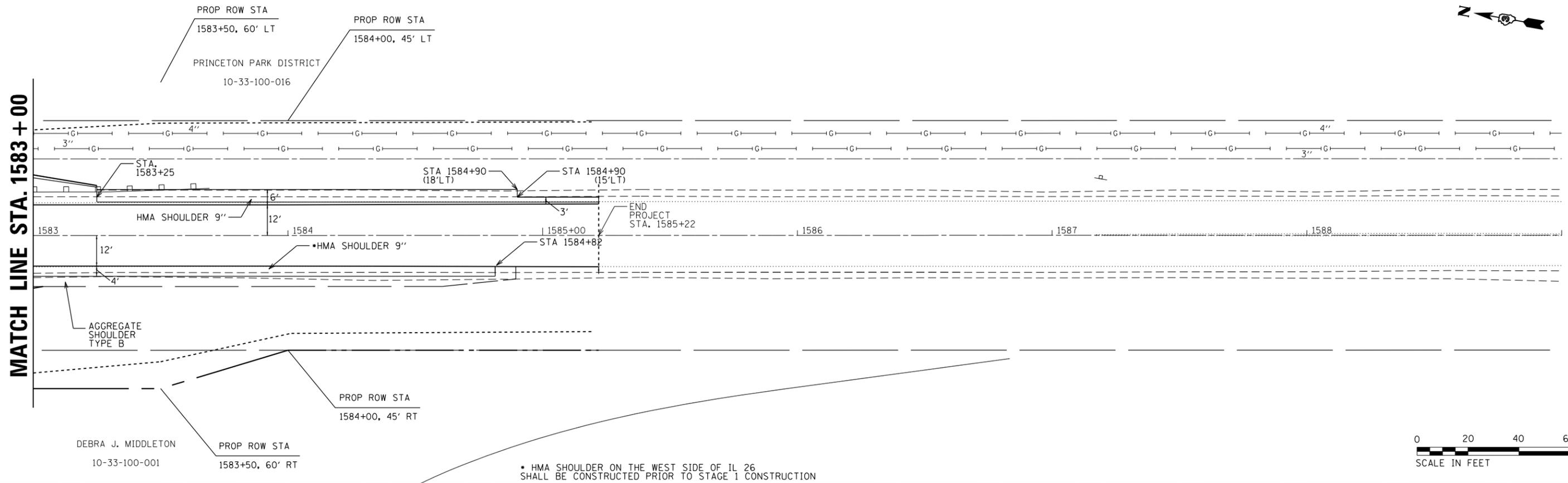
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET NO. 2 OF 3SHEETS	STA. 1577+00 TO STA. 1583+00	ILLINOIS FED. AID PROJECT		
	PLOT DATE = 8/3/2017	DATE -	REVISED -		66A19					



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

**MATCH LINE STA. 1583 + 00**



634.46	635.34	634.15	634.55	633.84	633.93	633.48	633.48	633.13	632.79	632.43	632.04	631.67	631.42	631.17	631.00	630.91
1583+00	1583+50	1584+00	1584+50	1585+00	1585+50	1586+00	1586+50	1587+00	1587+50	1588+00	1588+50	1589+00				

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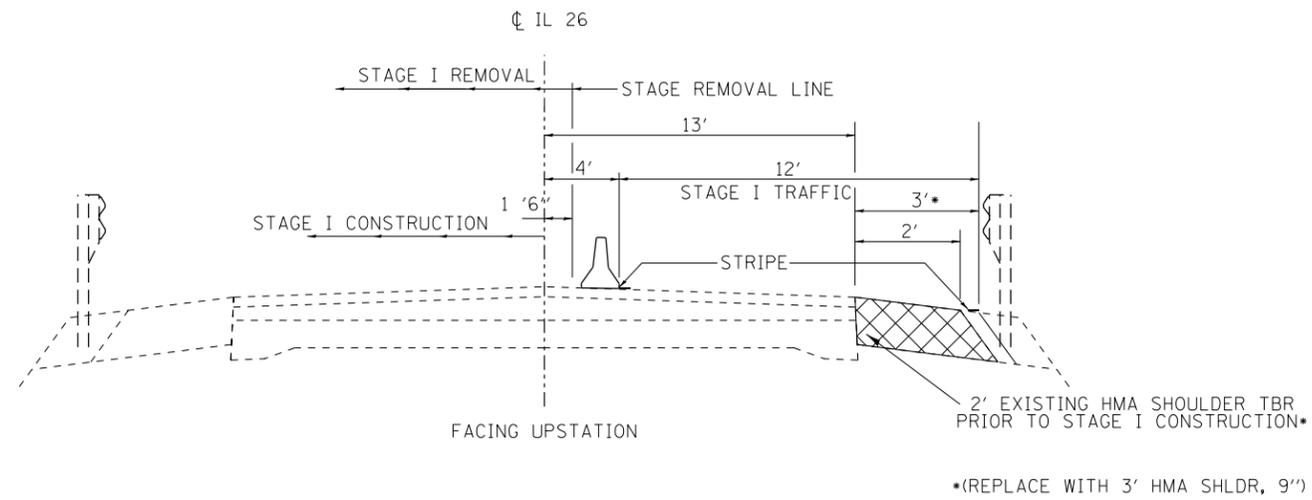
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	DATE -	REVISOR -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

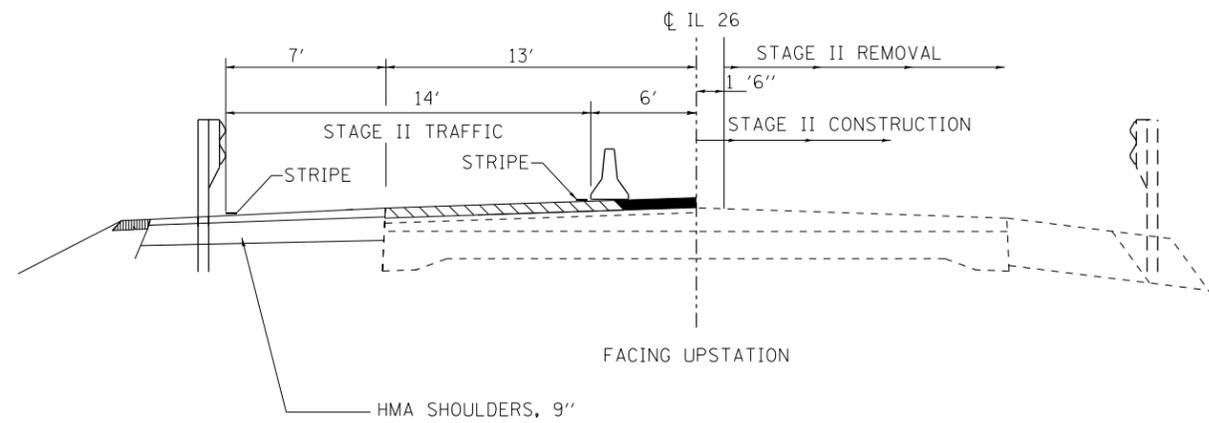
**PLAN & PROFILE**

SCALE: SHEET NO. 3 OF 3 SHEETS STA. 1583+00 TO STA. 1589+00

F.A.P. RTE. 316	SECTION (116 BR/BR)	COUNTY	TOTAL SHEETS 91	SHEET NO. 20
CONTRACT NO. 66A19			ILLINOIS FED. AID PROJECT	



STAGE I TYPICAL SECTION

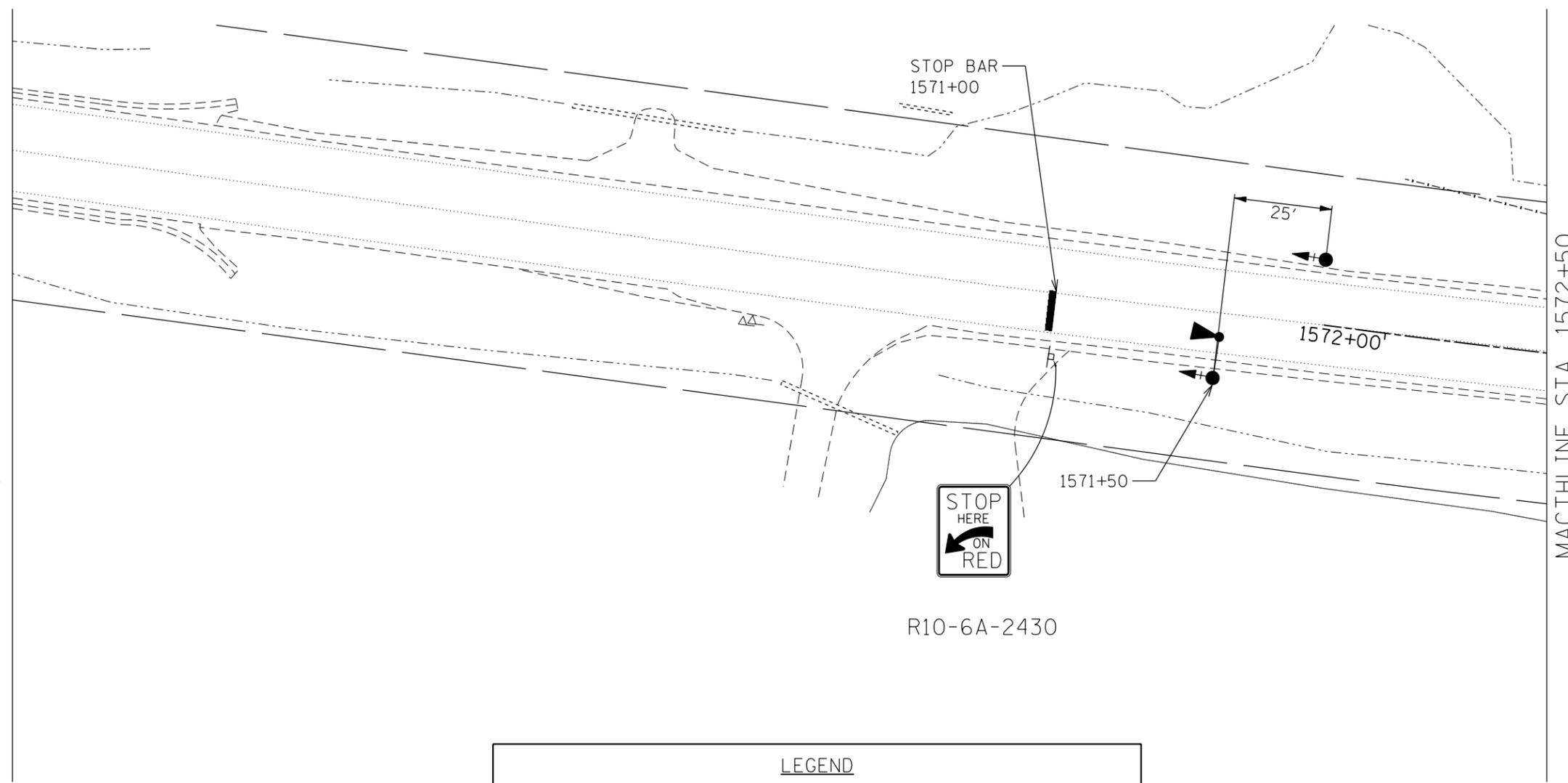


STAGE II TYPICAL SECTION

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PLOT DATE = 8/3/2017	DATE -	REVISED -	REVISED -		CONTRACT NO. 66A19			ILLINOIS FED. AID PROJECT				
					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.		



REFER TO STD 701321 FOR SIGNAGE



R10-6A-2430

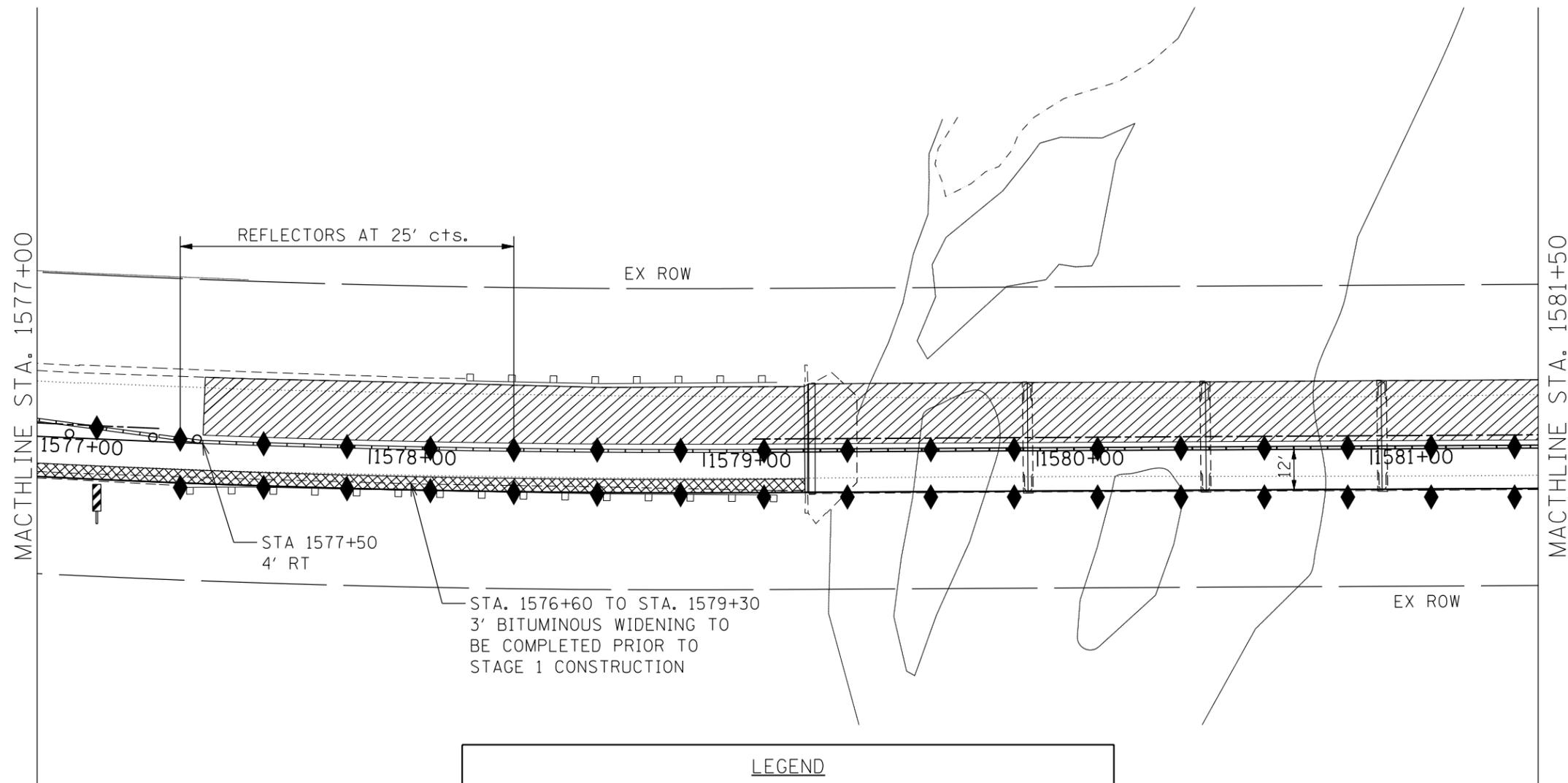
OFFSET TO BARRIER IS ON THE WEST SIDE OF THE BARRIER  
 •REFER TO STANDARD 701321 FOR DETAILS NOT SHOWN•

LEGEND	
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	DRUM WITH STEADY BURNING LIGHT
	TYPE III BARRICADE
	SIGN
	WORK AREA
	TRAFFIC SIGNAL WITH BACKPLATE
	MICROWAVE DETECTOR
	VERTICAL PANEL
	CRYSTAL, BI-DIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR



FILE NAME =	USER NAME = woodger.jp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE 1 CONSTRUCTION</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE = 8/3/2017	DATE -	REVISED -		SCALE: SHEET 1 OF 3 SHEETS STA. 1571+98 TO STA. 1577+00			CONTRACT NO. 66A19		ILLINOIS FED. AID PROJECT		





OFFSET TO BARRIER IS ON THE WEST SIDE OF THE BARRIER

•REFER TO STANDARD 701321 FOR DETAILS NOT SHOWN•

LEGEND	
	IMPACT ATTENUATOR
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL WITH BACKPLATE
	TYPE III BARRICADE
	MICROWAVE DETECTOR
	VERTICAL PANEL
	CRYSTAL, BI-DIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
	SIGN



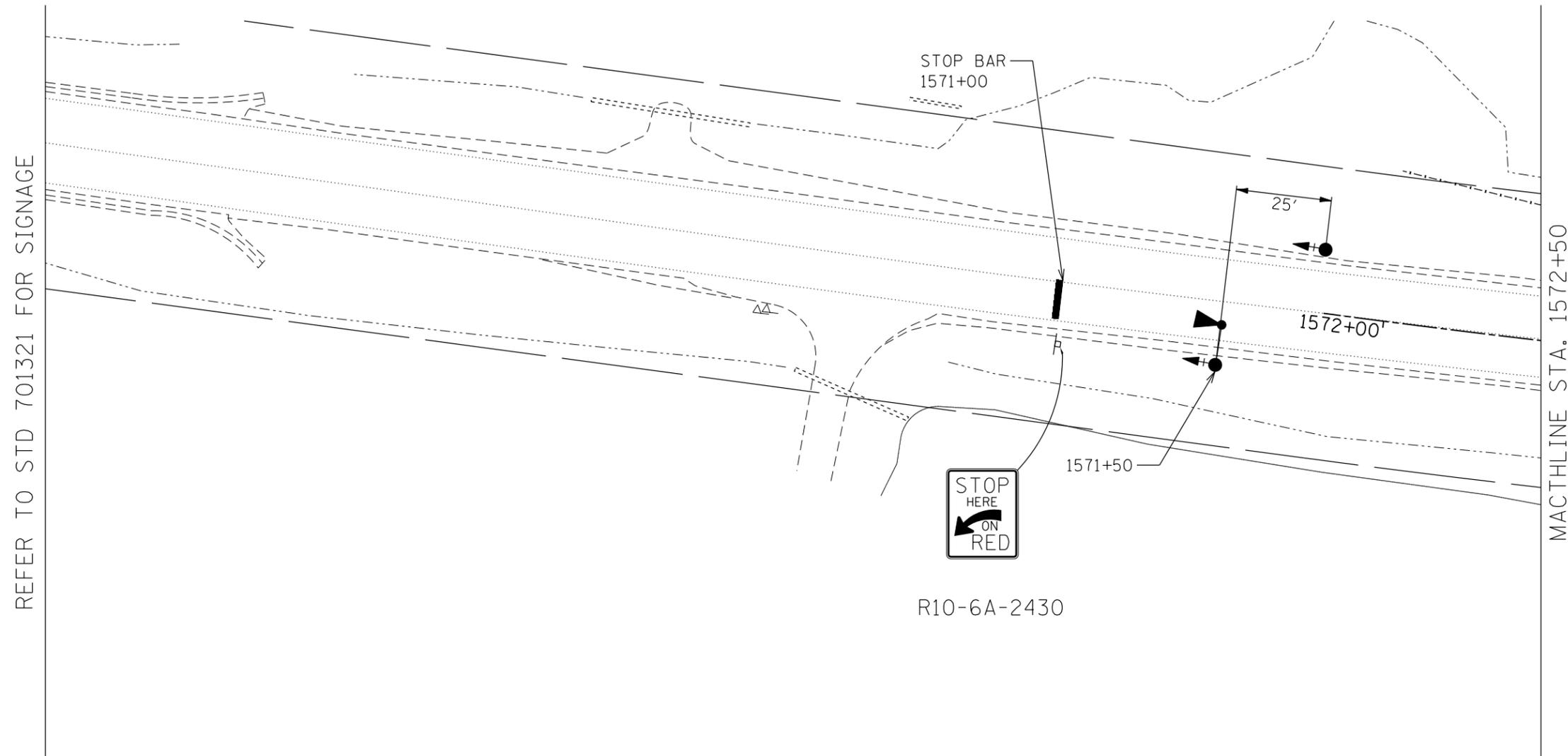
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Default	PLOT DATE = 8/3/2017	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STAGE 1 CONSTRUCTION			
SCALE:	SHEET 2	OF 3	SHEETS
	STA. 1577+00		TO STA. 1581+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	[[116 BR] BR	BUREAU	91	24
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				





REFER TO STD 701321 FOR SIGNAGE

MACHINE STA. 1572+50

R10-6A-2430

OFFSET TO BARRIER IS ON THE EAST SIDE OF THE BARRIER

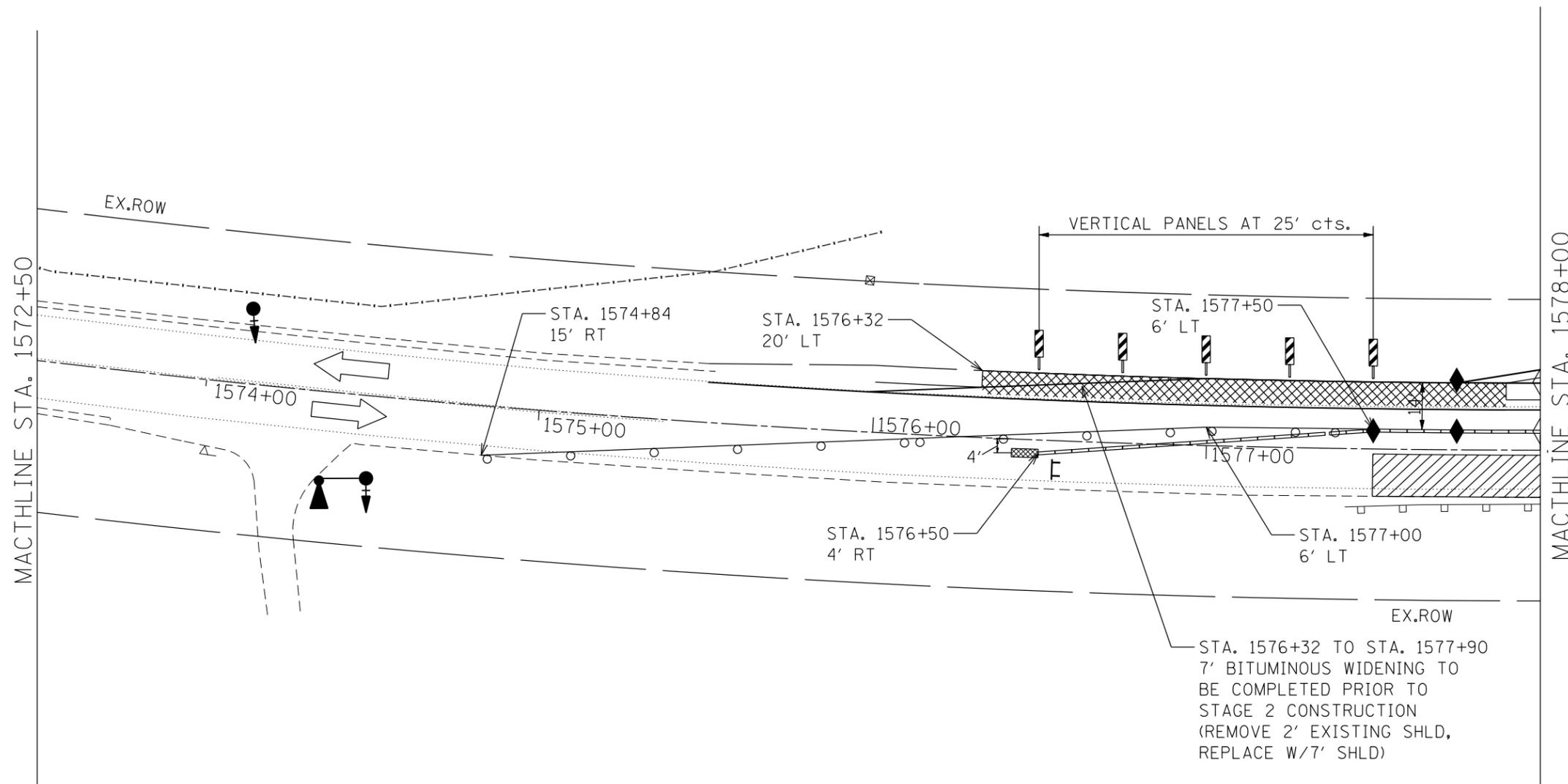
\*REFER TO STANDARD 701321 FOR DETAILS NOT SHOWN\*

LEGEND	
	IMPACT ATTENUATOR
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL WITH BACKPLATE
	TYPE III BARRICADE
	MICROWAVE DETECTOR
	VERTICAL PANEL
	SIGN
	CRYSTAL, BI-DIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR



FILE NAME =	USER NAME = woodger.jp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE 2 CONSTRUCTION</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\0366\Drawings\CAD\Sheets\0366A19-sh2-stage 2.dgn	PLotted	CHECKED -	REVISED -					319	[[116 BR] BR	BUREAU	91	26
Default	PLOT SCALE = 40.0000' / in.	DATE -	REVISED -		CONTRACT NO. 66A19			ILLINOIS FED. AID PROJECT				

SCALE: SHEET 1 OF 3 SHEETS STA. 1573+50 TO STA. 1578+00



OFFSET TO BARRIER IS ON THE EAST SIDE OF THE BARRIER

\*REFER TO STANDARD 701321 FOR DETAILS NOT SHOWN\*

LEGEND	
	IMPACT ATTENUATOR
	TEMPORARY CONCRETE BARRIER
	DRUM WITH STEADY BURNING LIGHT
	TYPE III BARRICADE
	SIGN
	WORK AREA
	TRAFFIC SIGNAL WITH BACKPLATE
	MICROWAVE DETECTOR
	VERTICAL PANEL
	CRYSTAL, BI-DIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR



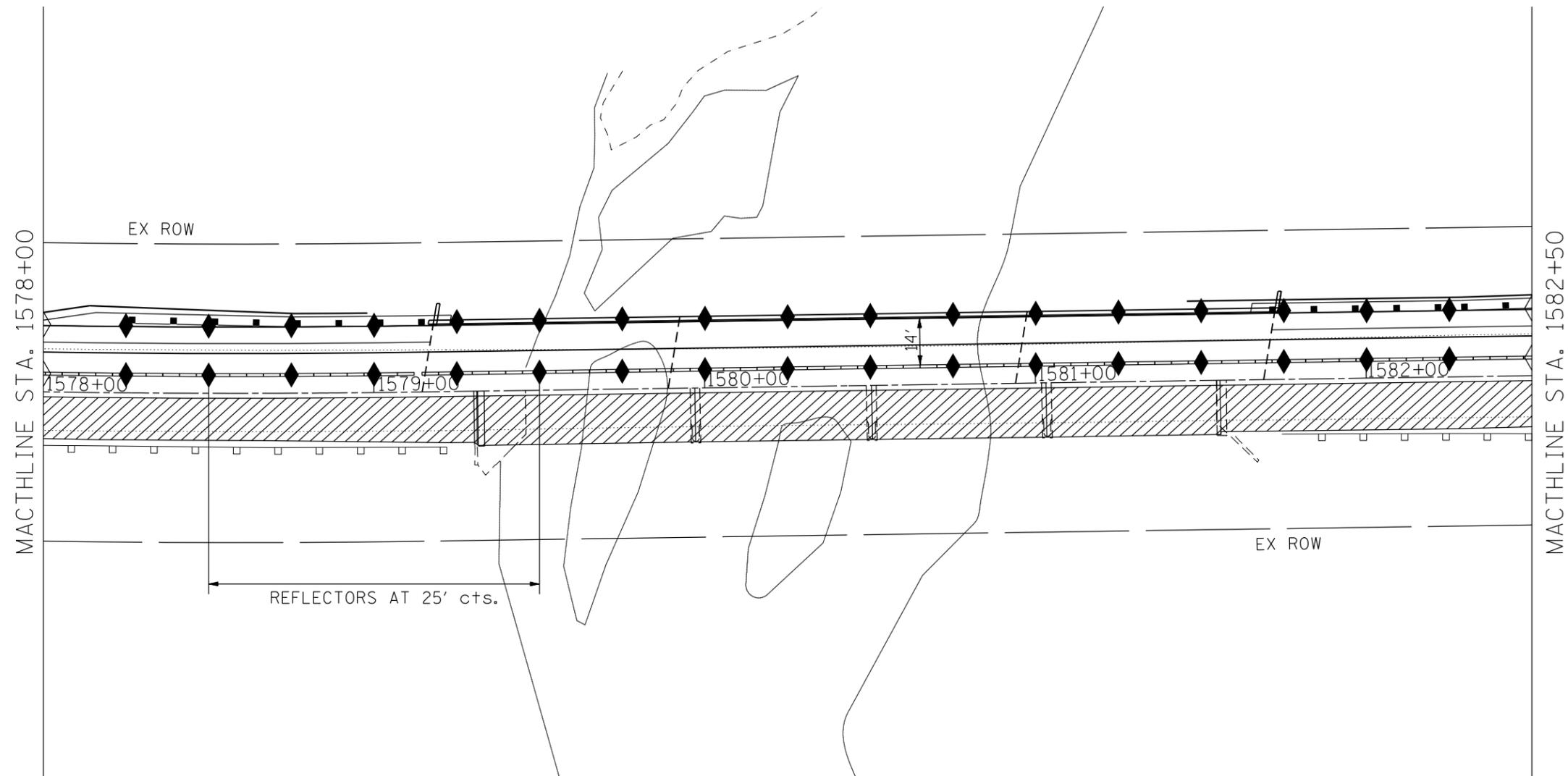
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	PLOT DATE = 8/3/2017	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STAGE 2 CONSTRUCTION

SCALE: SHEET 1 OF 3 SHEETS STA. 1573+50 TO STA. 1578+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
319	[[116 BR] BR	BUREAU	91	27
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



OFFSET TO BARRIER IS ON THE EAST SIDE OF THE BARRIER

\*REFER TO STANDARD 701321 FOR DETAILS NOT SHOWN\*

LEGEND	
	IMPACT ATTENUATOR
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL WITH BACKPLATE
	TYPE III BARRICADE
	MICROWAVE DETECTOR
	VERTICAL PANEL
	CRYSTAL, BI-DIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
	SIGN



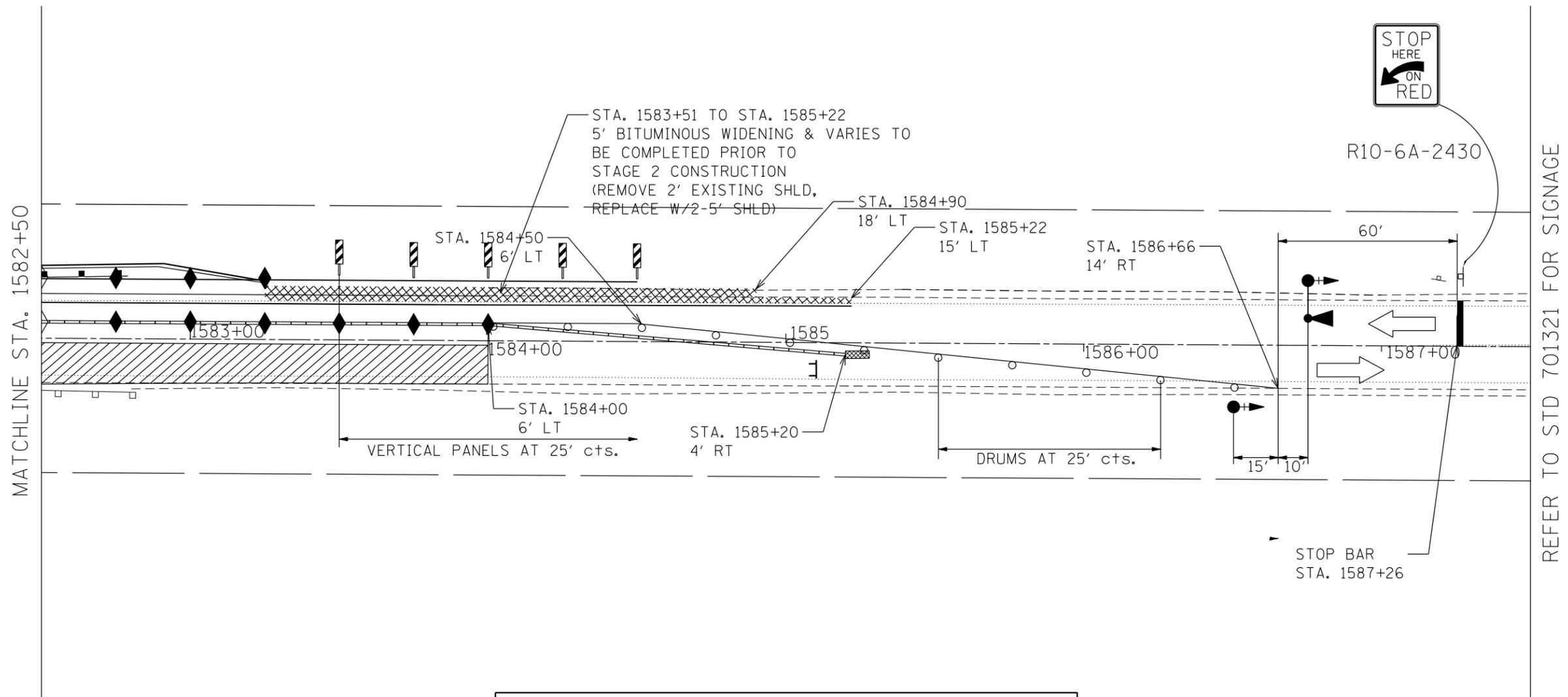
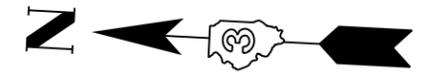
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Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/3/2017	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STAGE 2 CONSTRUCTION

SCALE: SHEET 2 OF 3 SHEETS STA. 1578+00 TO STA. 1582+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	[[116 BR] BR	BUREAU	91	28
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



REFER TO STD 701321 FOR SIGNAGE

OFFSET TO BARRIER IS ON THE EAST SIDE OF THE BARRIER

\*REFER TO STANDARD 701321 FOR DETAILS NOT SHOWN\*

LEGEND	
	IMPACT ATTENUATOR
	WORK AREA
	TEMPORARY CONCRETE BARRIER
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL WITH BACKPLATE
	TYPE III BARRICADE
	MICROWAVE DETECTOR
	VERTICAL PANEL
	CRYSTAL, BI-DIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
	SIGN



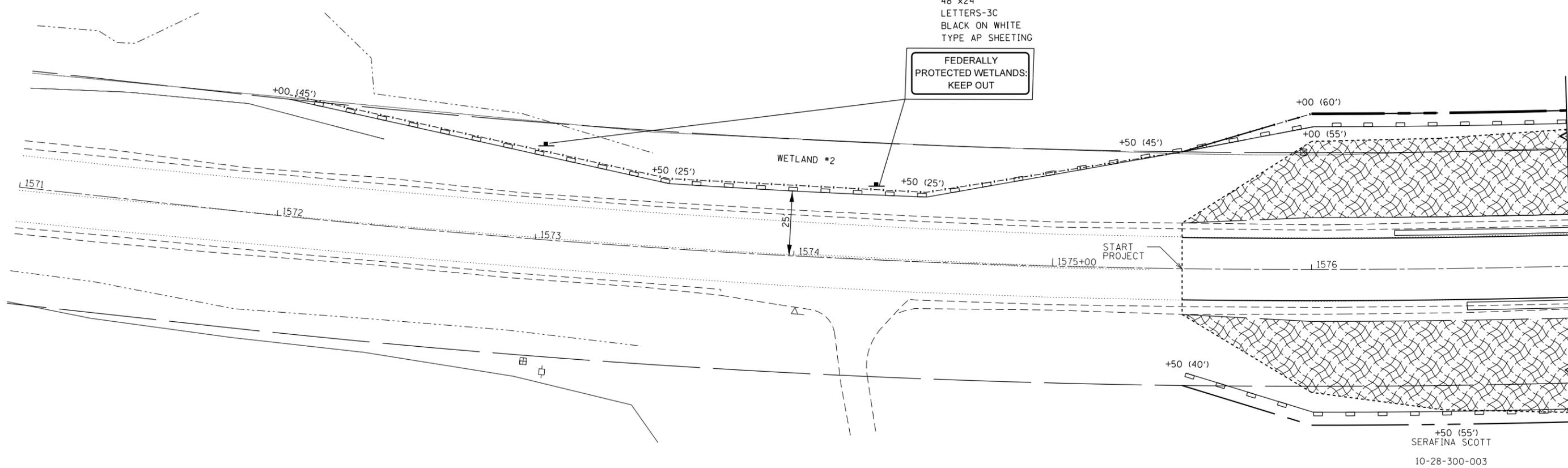
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pw:\IL\084EBIDINTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 3\Projects\0366\Drawings\GADsheets\0366A19-sh2-stage 2.dgn		CHECKED -	REVISED -		316	[116 BR] BR	BUREAU	91	29			
Default	PLOT SCALE = 40.0000' / in.	DATE -	REVISED -		CONTRACT NO. 66A19			ILLINOIS FED. AID PROJECT				

SCALE: SHEET 3 OF 3 SHEETS STA. 1582+50 TO STA. 1587+50

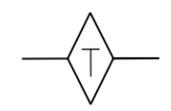


48"x24"  
LETTERS-3C  
BLACK ON WHITE  
TYPE AP SHEETING

FEDERALLY  
PROTECTED WETLANDS:  
KEEP OUT



LEGEND



TEMPORARY DITCH CHECKS



PERIMETER EROSION BARRIER



EROSION CONTROL BLANKET/CLASS 2A SEEDING



TEMPORARY FENCE



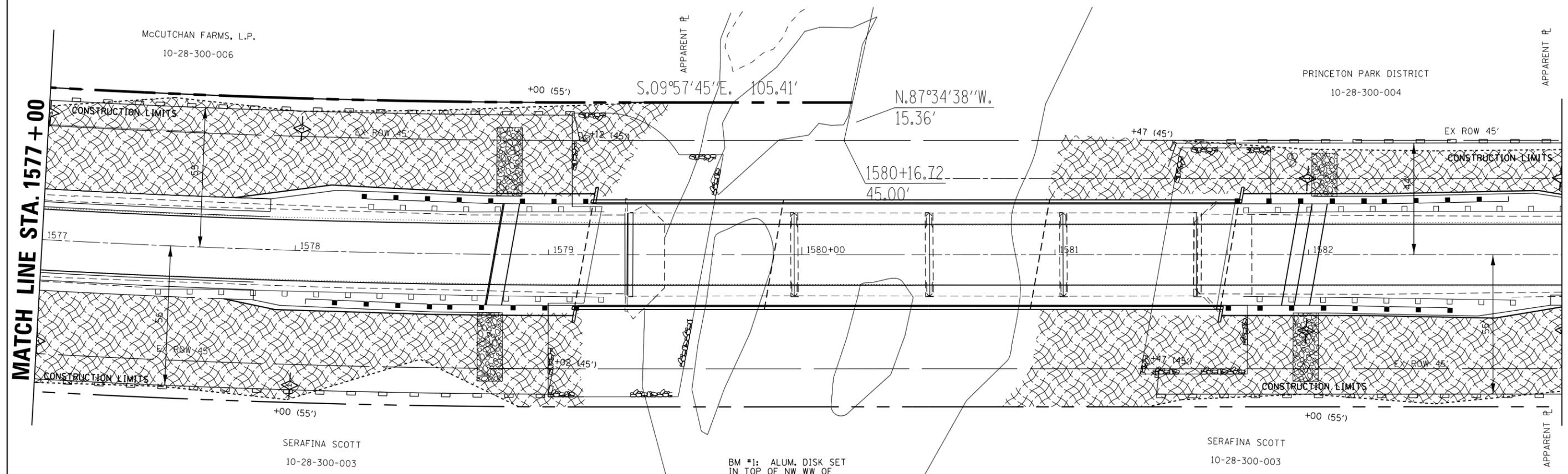
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Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/3/2017	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

SCALE: SHEET OF SHEETS STA. TO STA.

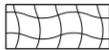
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	30
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 1577 + 00

MATCH LINE STA. 1583 + 00

**LEGEND**

- 
TEMPORARY DITCH CHECKS
- 
PERIMETER EROSION BARRIER
- 
EROSION CONTROL BLANKET/CLASS 2A SEEDING
- 
TEMPORARY FENCE



FILE NAME =	USER NAME = woodger.jp	DESIGNED -	REVISED -
Default			
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/3/2017	DATE -	REVISED -

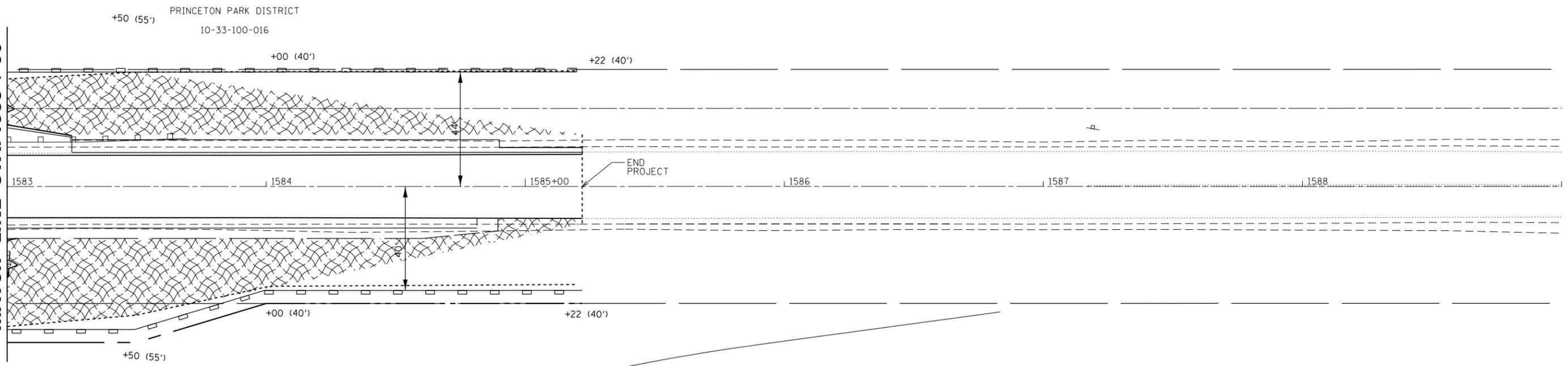
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

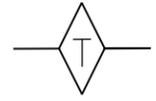
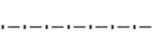
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR)	BUREAU	91	31
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 1583 + 00



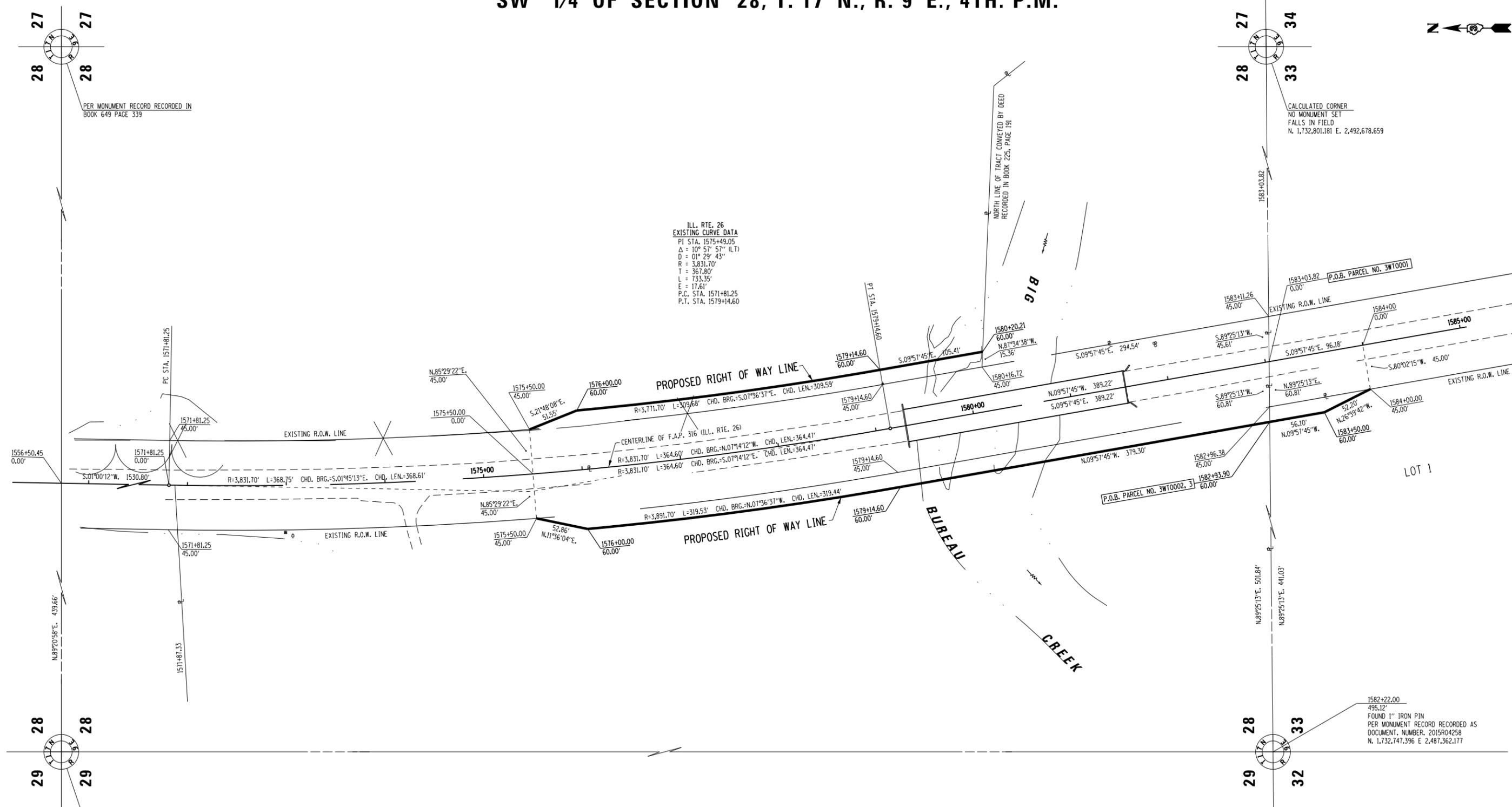
LEGEND

-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  EROSION CONTROL BLANKET/CLASS 2A SEEDING
-  TEMPORARY FENCE



FILE NAME =	USER NAME = woodger.jp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIW001\Documents\IDOT Offices\District 3\Projects\03664\Drawings\GADsheets\EPO2407-shr-erosion		DRAWN -	REVISED -		316	(116 BR/BR)	BUREAU	91	32				
Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 66A19								
	PLOT DATE = 8/3/2017	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
				SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.			

SW 1/4 OF SECTION 28, T. 17 N., R. 9 E., 4TH. P.M.



ILL. RTE. 26  
 EXISTING CURVE DATA  
 P.I. STA. 1575+49.05  
 $\Delta = 10^\circ 57' 57''$  (LT)  
 $D = 01^\circ 29' 43''$   
 $R = 3,831.70'$   
 $L = 367.80'$   
 $E = 17.61'$   
 P.C. STA. 1571+81.25  
 P.T. STA. 1579+14.60

SURVEYOR'S CERTIFICATE

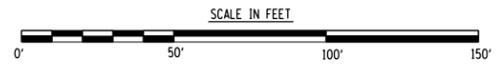
I, GERRY L. WOLTERING, CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, AND THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE PLAT DRAWN HEREON IS A TRUE AND CORRECT REPRESENTATION OF A SURVEY DONE BY ME FOR THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN, AND THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED, \_\_\_\_\_

GERRY L. WOLTERING  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3491  
 LICENSE RENEWAL DATE 11-30-2016



NOTE: GRID BEARINGS AND DISTANCES SHOWN HEREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE, (NAD 83, 2007 ADJ.) ALL AREAS ARE BASED ON GROUND DISTANCES. GRID TO GROUND COMBINED FACTOR = 1.0000464 TOTAL HOLDINGS TAKEN FROM TAX ASSESSOR OFFICE



FILE NAME	USER NAME = woodger.jp	DESIGNED -	REVISED PARCEL 2 NAME 11-16-15	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>RIGHT OF WAY PLANS</b>		FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\0366\Drawings\CADsheets\EP02407-shr-RW		CHECKED -	REVISED -		PROJECT	JOB NO. R-93-005-11		316	1116 BRIBR	BUREAU	91	33
PLOT SCALE = 100.0000' / in.		DATE -	REVISED -		SCALE: 1" = 50'	SHEET NO. 1 OF 1	STA. 1575+00 TO STA. 1584+00	ILLINOIS ROUTE 26		CONTRACT NO. 66A19		
PLOT DATE = 8/3/2017							FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

NW 1/4 OF SECTION 33, T. 17 N., R. 9 E., 4TH. P.M.

Benchmarks: #1, Disk on Northwest Headwall of Structure No. 006-0136, Elevation = 636.75 (NAVD 88), Sta. 1579+30.66/17.43' RT.  
 #2, Railroad Spike in power pole approximately 750' North of  $\bar{C}$  of Big Bureau Creek, Elevation = 630.65 (NAVD 88), Sta. 1573+06.22/50.19' RT.

Existing Structure: Structure No. 006-0079 was originally built in 1927 as SBI Route 29, Section 115B. In 1981, the superstructure was replaced, the North abutment was replaced and relocated, and the remaining substructure was widened to build Structure No. 006-0136 as FA Route 38, Section 115BR. In 1993, the existing bituminous wearing surface was removed and replaced with a 5" reinforced concrete wearing surface as FA Route 316, Section 115BR-M. The superstructure consists of a four-span, precast prestressed concrete deck beam bridge with a 5" reinforced concrete wearing surface. The substructure consists of an open pile bent abutment at the North end supported by precast concrete piles, a closed abutment wall at the south end supported by untreated timber piles, and solid wall pile bent piers supported by untreated timber piles and precast concrete piles. The back-to-back of abutment dimension measures 228'-1" and the out-to-out dimension measures 33'-0". The span lengths are 67'-8", 53'-0", 53'-0", and 54'-5". The structure is not skewed. One lane of traffic will be maintained utilizing stage construction.

No Salvage.

**WATERWAY INFORMATION**

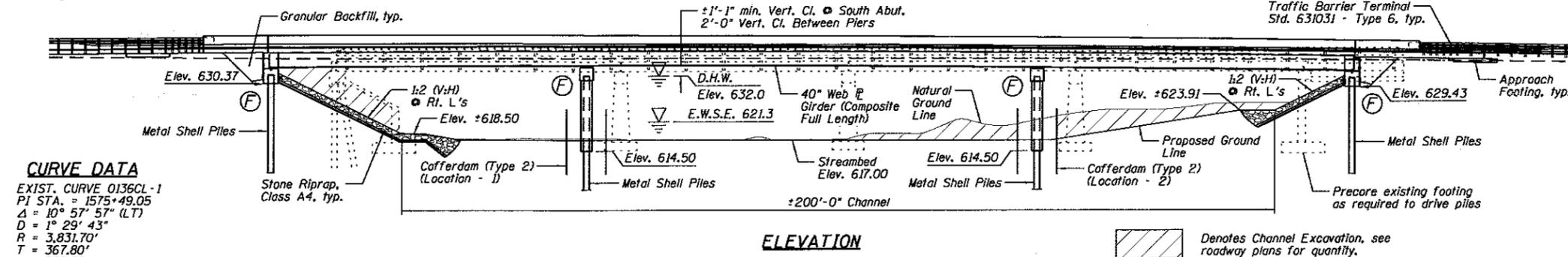
Drainage Area = 175.5 Sq. Mi.		Existing Low Grade Elev. 629.83 @ Sta. 1597+25		Proposed Low Grade Elev. 629.83 @ Sta. 1597+25			
Flood	Freq. Yr.	0 C.F.S.	Opening Sq. Ft.	Not. H.W.E.	Head - Ft.	Headwater El.	
Ex. Overtopping	9	7,490	1,455	2,541	629.7	0.4	630.1
Pr. Overtopping	9	7,530	1,468	2,557	629.8	0.4	630.2
Hydraulic Design	10	7,920	1,504	2,600	630.0	0.5	630.4
Base/Scour Design	50	12,500	1,910	3,075	632.0	0.2	632.3
Scour Check	100	14,500	2,042	3,233	632.7	0.3	633.0
Max. Calc.	200	16,579	2,121	3,351	633.2	0.5	633.6
	500	19,300	3,522	3,493	633.8	0.6	634.4

10-Yr. Velocity = 5.3 ft./sec. (Exist.)  
 10-Yr. Velocity = 3.0 ft./sec. (Prop.)

**DESIGN SCOUR ELEVATION TABLE**

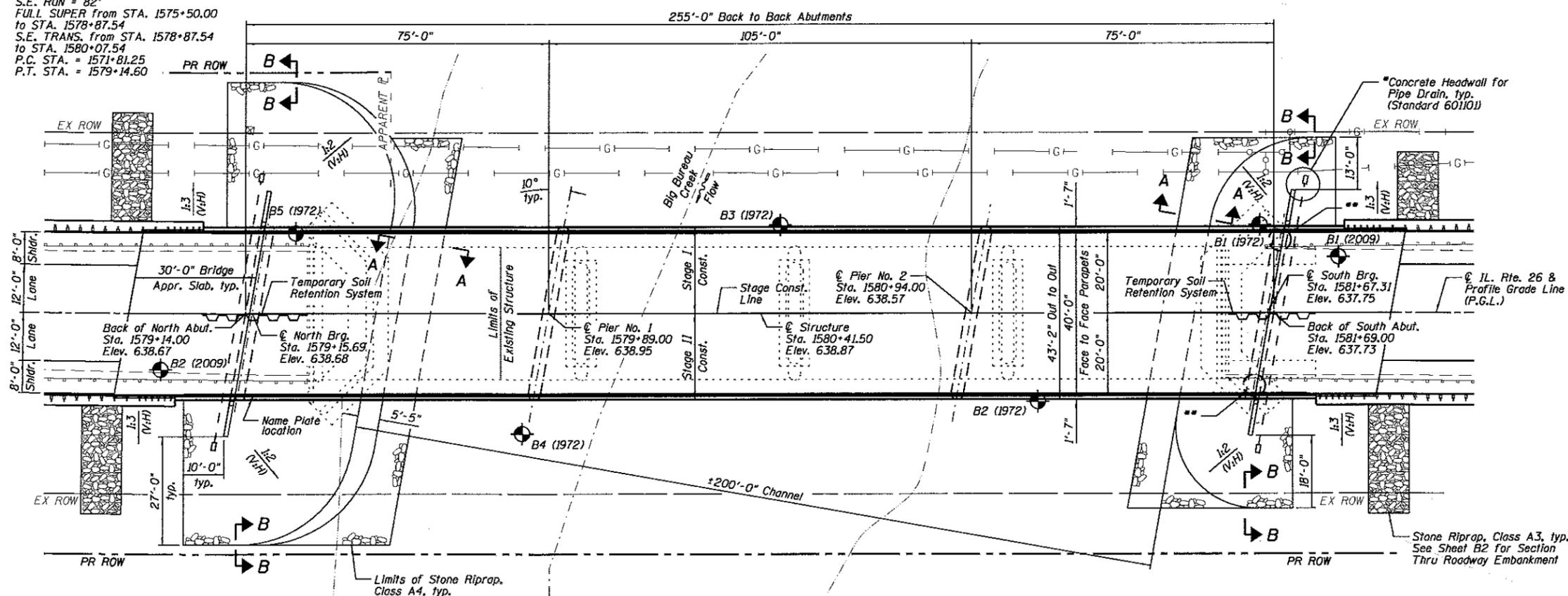
Event/Limit	Design Scour Elevations (ft.)				Item #
	N. Abut.	Pier 1	Pier 2	S. Abut.	
Q100	630.4	611.9	611.9	629.4	8
Q200	630.4	611.9	611.9	629.4	
Design	630.4	611.9	611.9	629.4	
Check	630.4	611.9	611.9	629.4	

**CURVE DATA**  
 EXIST. CURVE 0136CL-1  
 P.I. STA. = 1575+49.05  
 $\Delta = 10^\circ 57' 57''$  (LT)  
 $D = 1^\circ 29' 43''$   
 $R = 3,831.70'$   
 $T = 367.80'$   
 $L = 733.35'$   
 $E = 17.61'$   
 $e = 3.20\%$   
 $T.R. = 38'$   
 $S.E. RUN = 82'$   
 FULL SUPER from STA. 1575+50.00 to STA. 1578+87.54  
 S.E. TRANS. from STA. 1578+87.54 to STA. 1580+07.54  
 P.C. STA. = 1571+81.25  
 P.T. STA. = 1579+14.60



**ELEVATION**

Denotes Channel Excavation, see roadway plans for quantity.



**PLAN**

**NOTE:**  
 See Sheet B2 for Section A-A and B-B.

**LOADING HL-93**  
 Allow 50#/sq. ft. for future wearing surface.

**DESIGN SPECIFICATIONS**  
 2014 AASHTO LRFD Bridge Design Specifications, Customary U.S. Units, 7th Edition

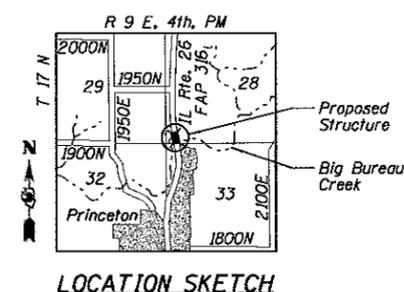
**DESIGN STRESSES**

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

**SEISMIC DATA**  
 Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.067  
 Design Spectral Acceleration at 0.2 sec. (SDs) = 0.116  
 Soil Site Class = C

**APPROVED**  
 For Structural Adequacy Only

*Joseph M. Lowrance*  
 Engineer of Bridges & Structures



**GENERAL PLAN AND ELEVATION**  
 IL. ROUTE 26 OVER  
 BIG BUREAU CREEK  
 F.A.P. 316 - SECTION (116 BR)BR  
 BUREAU COUNTY  
 STATION 1580+41.50  
 STRUCTURE NO. 006-0187



*Joseph M. Lowrance* Date 07-28-17  
 JOSEPH M. LOWRANCE  
 ILLINOIS STRUCTURAL ENGINEER  
 NO. 081-006446  
 Exp. Date 11/30/18



DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED
DATE - 07/28/17	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SHEET NO. B1 OF 32 SHEETS

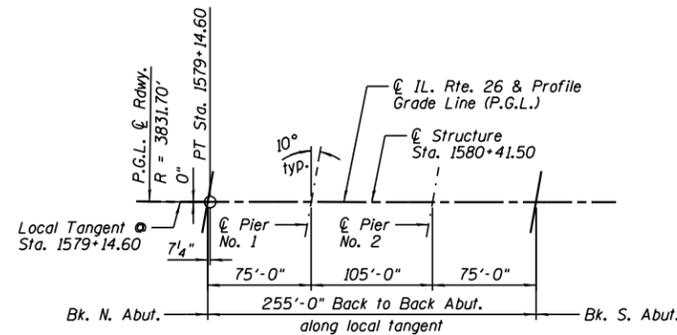
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR)BR	BUREAU	91	34
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

**TOTAL BILL OF MATERIAL**

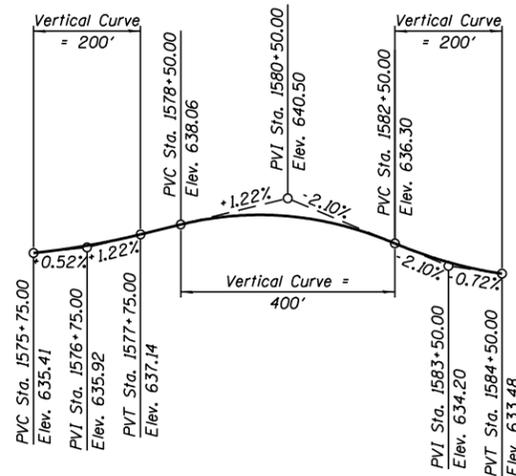
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		1,010	1,010
Filter Fabric	Sq. Yd.		1,010	1,010
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		156	156
Cofferdam Excavation	Cu. Yd.		222	222
Cofferdam (Type 2) (Location - 1)	Each	1		1
Cofferdam (Type 2) (Location - 2)	Each	1		1
Concrete Structures	Cu. Yd.		238.6	238.6
Concrete Superstructure	Cu. Yd.	384.3		384.3
Bridge Deck Grooving	Sq. Yd.	1,323		1,323
Protective Coat	Sq. Yd.	1,636		1,636
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	6,312		6,312
Reinforcement Bars, Epoxy Coated	Pound	97,070	24,230	121,300
Bar Splicers	Each	921	182	1,103
Driving Piles	Foot		1,443	1,443
Test Pile Metal Shells	Each		3	3
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	87		87
Anchor Bolts, 1"	Each	48		48
Temporary Soil Retention System	Sq. Ft.		485	485
Geocomposite Wall Drain	Sq. Yd.		83	83
Concrete Wearing Surface, 5"	Sq. Yd.	283		283
Precast Bridge Approach Slab	Sq. Ft.	2,440		2,440
Granular Backfill for Structures	Cu. Yd.		138	138
Asbestos Bearing Pad Removal	Each	88		88
Pipe Underdrains for Structures 4"	Foot		158	158
Furnishing Metal Shell Piles 16"x0.375"	Foot		1,443	1,443

**GENERAL NOTES:**

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts  $\frac{7}{8}$  in. dia., holes  $\frac{5}{8}$  in. dia., unless otherwise noted.
- Calculated weight of Structural Steel = 388,860 lbs.
- All structural steel shall be AASHTO M270 Grade 50W.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  in. (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.
- The Contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for the removal and replacement of the structure.



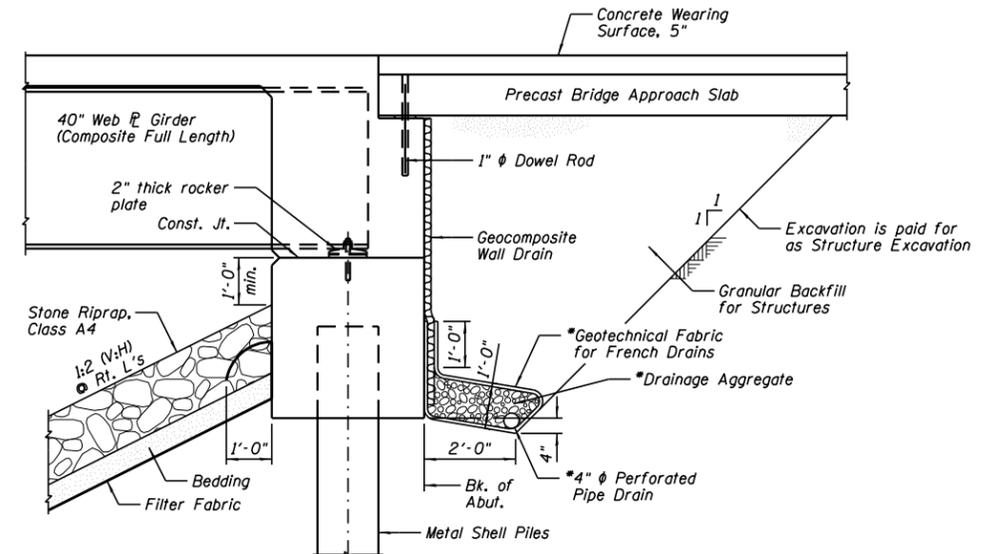
**OFFSET DETAIL**



**PROFILE GRADE**  
(Along  $\bar{C}$  Roadway)

STATION 1580+41.50  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.P. RT. 316 SEC. (116 BR)BR  
LOADING HL-93  
STRUCTURE NO. 006-0187

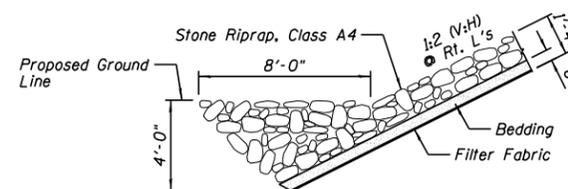
**NAME PLATE**  
See Std. 515001



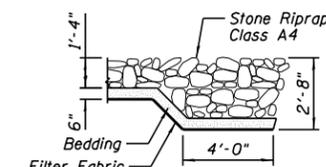
**SECTION THRU SOUTH ABUTMENT**  
(Similar for North Abutment)

**NOTES:**

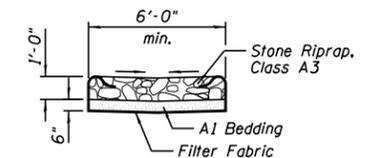
- Horizontal Dimensions  $\odot$  Rt. L's to Abutment.
- \*Included in the cost of Pipe Underdrains for Structures (see Special Provisions).
- All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



**SECTION A-A**

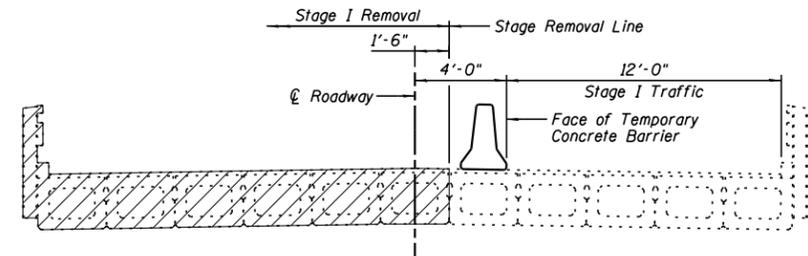


**SECTION B-B**

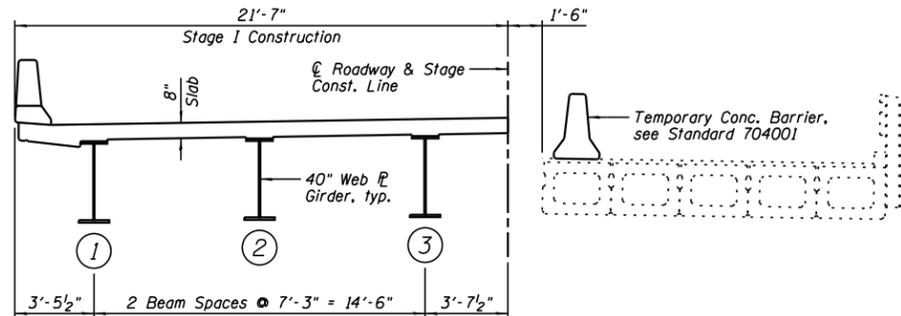


**SECTION THRU ROADWAY EMBANKMENT**

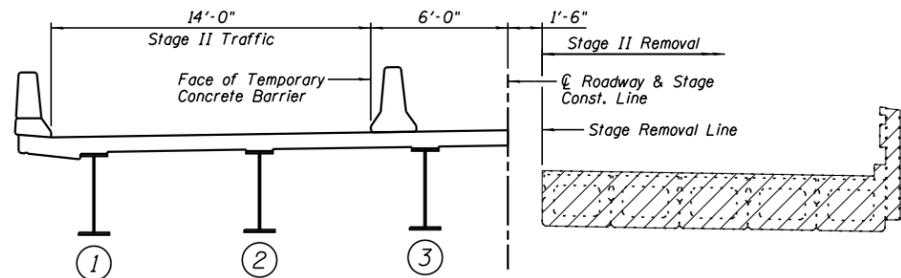
Provides drainage down embankment from bridge approach slab. See Roadway Plans for quantity.



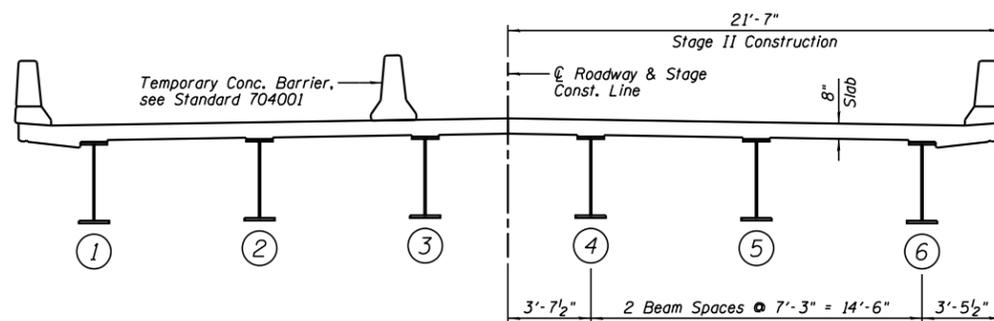
**STAGE I REMOVAL**  
 (Looking South Ⓞ of Bridge)



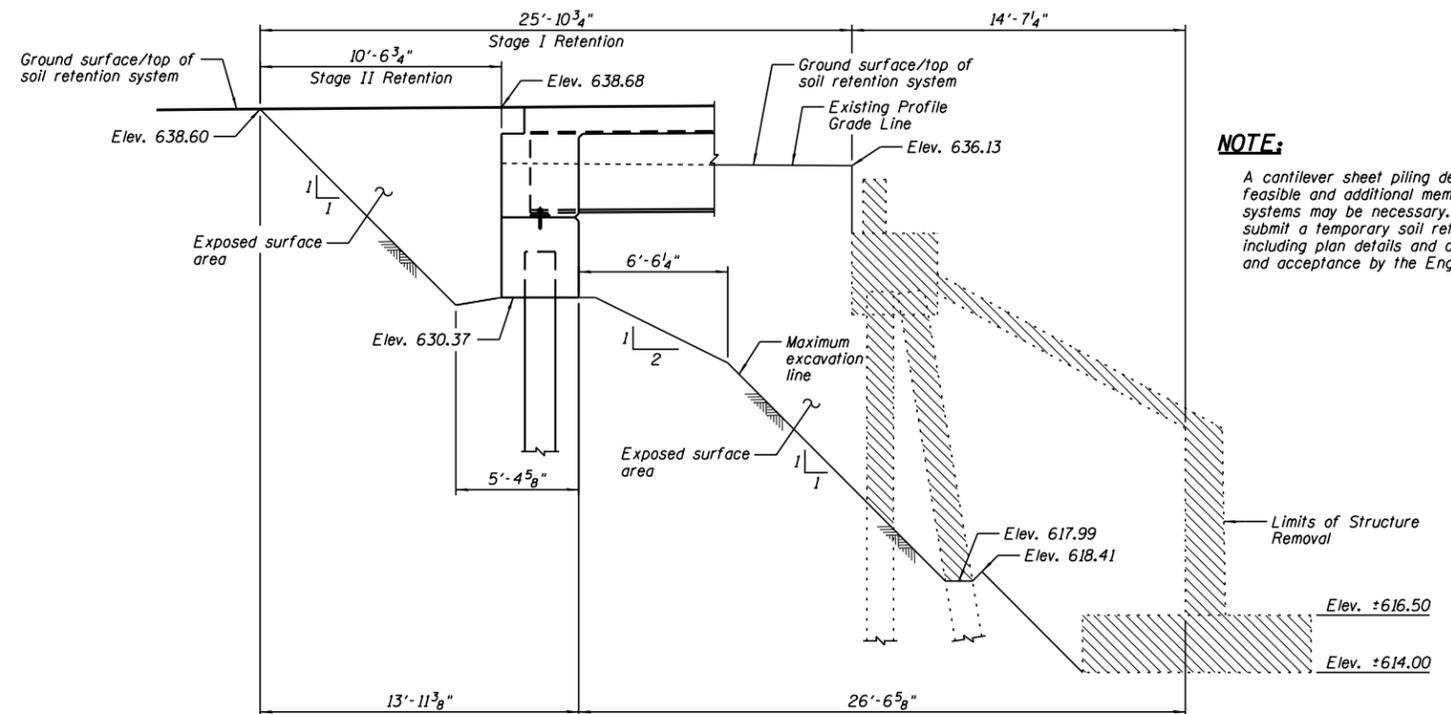
**STAGE I CONSTRUCTION**  
 (Looking South Ⓞ of Bridge)



**STAGE II REMOVAL**  
 (Looking South Ⓞ of Bridge)



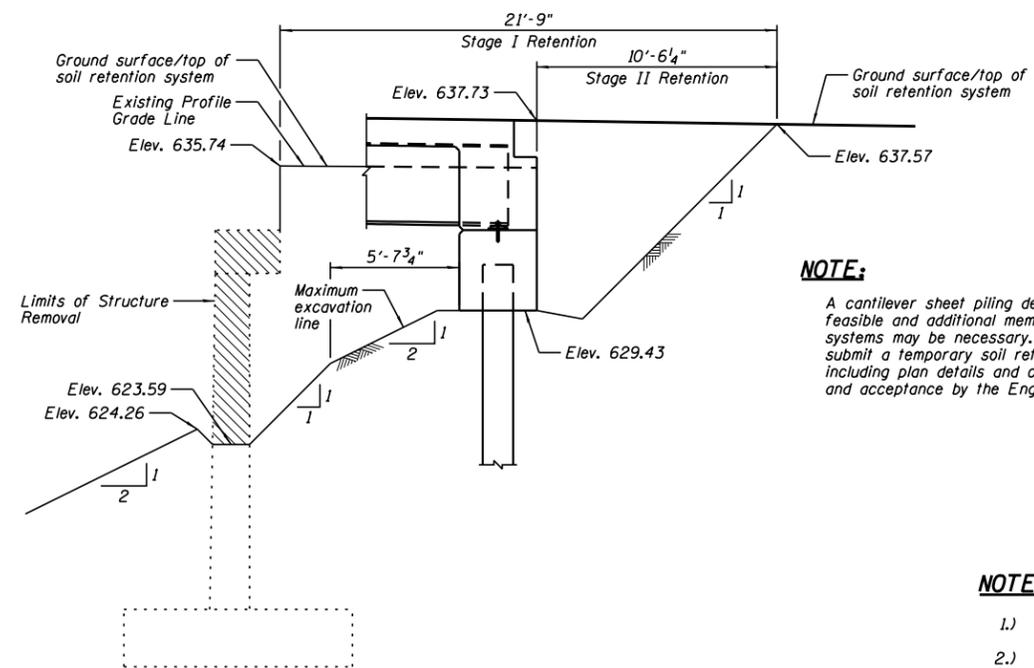
**STAGE II CONSTRUCTION**  
 (Looking South Ⓞ of Bridge)



**NOTE:**

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

**NORTH ABUTMENT TEMPORARY SOIL RETENTION SYSTEM**



**NOTE:**

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

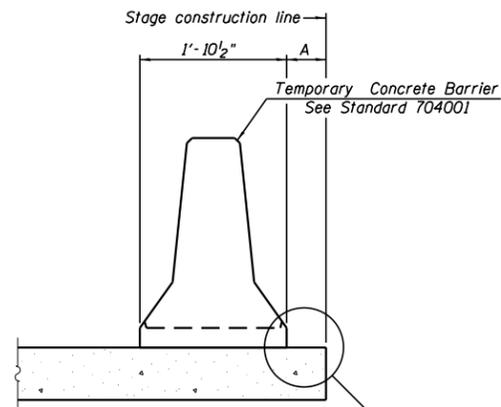
**SOUTH ABUTMENT TEMPORARY SOIL RETENTION SYSTEM**

**NOTES:**

- 1.) Removal of the existing bituminous wearing surface shall be included with Removal of Existing Structures.
- 2.) See Sheet B4 for Temporary Concrete Barrier (Standard 704001). See roadway plans for quantity.

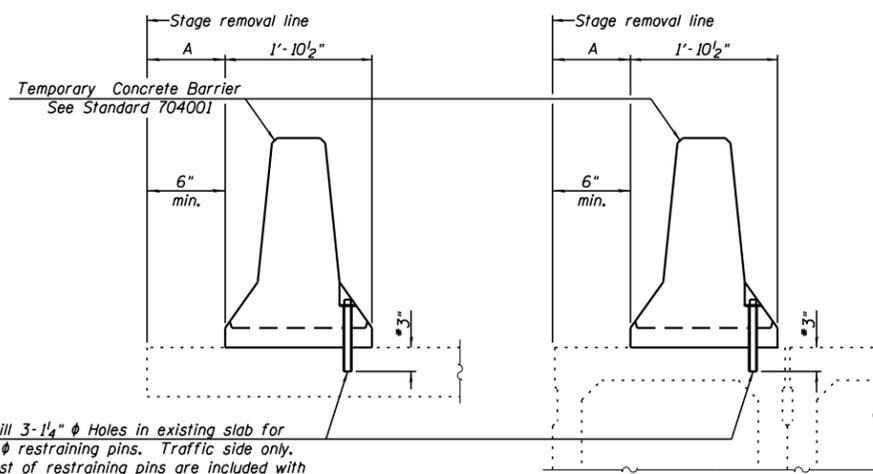
**BILL OF MATERIAL**

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	485



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

**NEW SLAB OR NEW DECK BEAM**



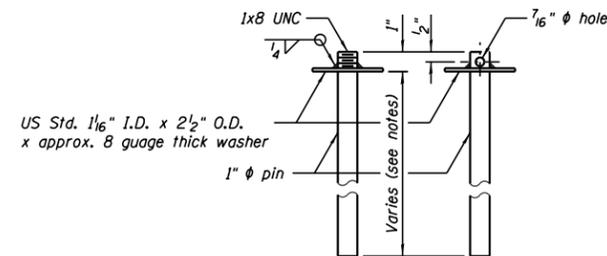
Drill 3-1/4"  $\phi$  Holes in existing slab for 1"  $\phi$  restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

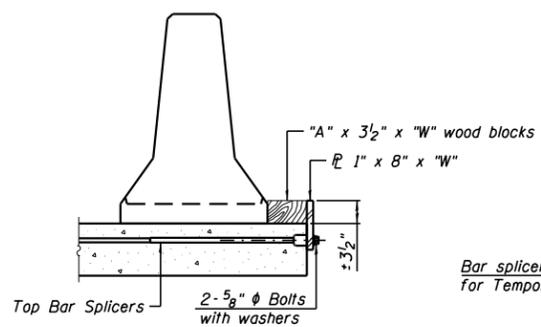
**EXISTING SLAB**

**EXISTING DECK BEAM**

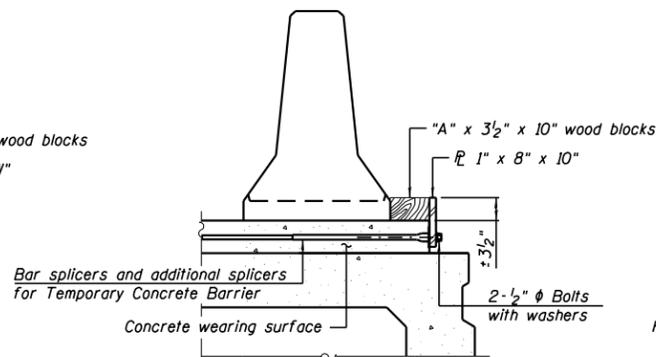
**SECTIONS THRU SLAB OR DECK BEAM**



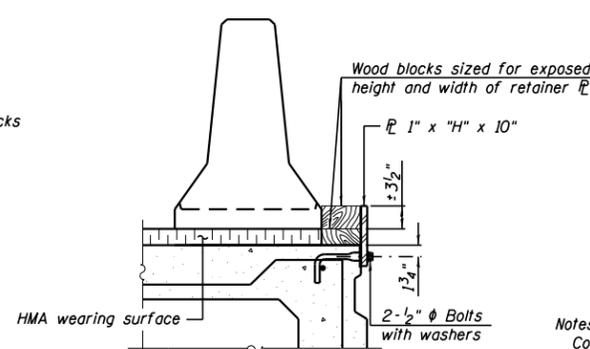
**RESTRAINING PIN**



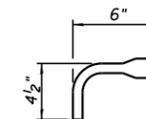
**DETAIL I**



**DETAIL II**



**DETAIL III**



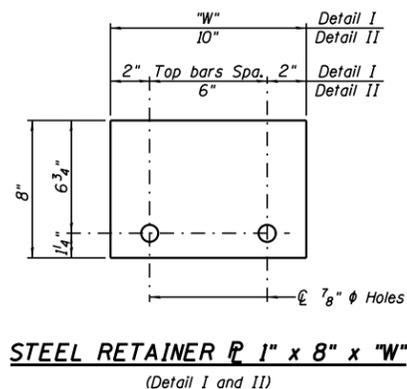
**BAR SPLICER FOR #4 BAR - DETAIL III**

Notes:  
 Cost of retainer assembly is included with Temporary Concrete Barrier.  
 A retainer assembly shall be located at the approximate  $\frac{1}{2}$  of each temporary concrete barrier.  
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.  
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.  
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

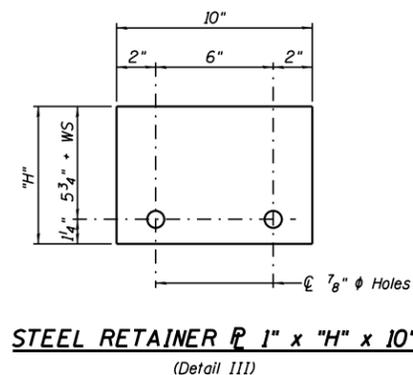
Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



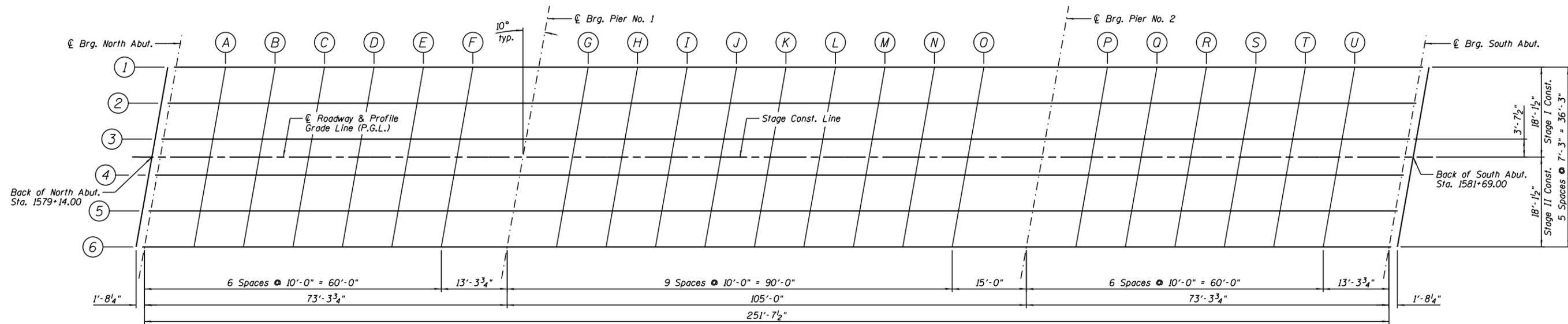
**STEEL RETAINER 1" x 8" x "W"**  
(Detail I and II)



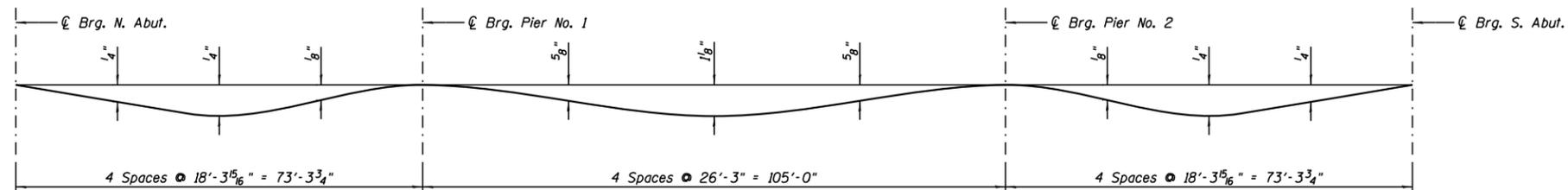
**STEEL RETAINER 1" x "H" x 10"**  
(Detail III)

R-27

2-17-2017



PLAN

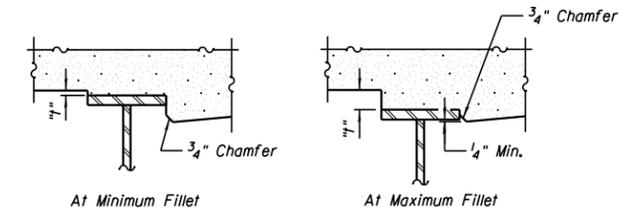


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note:

The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection", as shown on Sheets B6 and B7.



To determine "I": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets B6 and B7, minus slab thickness, equals the fillet heights "I" above top flange of girders.

**FILLET HEIGHTS**

DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
DATE - 07/28/17	CHECKED - JML
	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR)	BUREAU	91	38
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	1579+17.20	-18.13	638.32	638.32
☉ Brg. North Abut.	1579+18.89	-18.13	638.35	638.35
A	1579+28.89	-18.13	638.48	638.49
B	1579+38.89	-18.13	638.53	638.55
C	1579+48.89	-18.13	638.58	638.60
D	1579+58.89	-18.13	638.61	638.63
E	1579+68.89	-18.13	638.64	638.65
F	1579+78.89	-18.13	638.66	638.66
☉ Brg. Pier No. 1	1579+92.20	-18.13	638.67	638.67
G	1580+02.20	-18.13	638.67	638.69
H	1580+12.20	-18.13	638.66	638.71
I	1580+22.20	-18.13	638.65	638.71
J	1580+32.20	-18.13	638.62	638.71
K	1580+42.20	-18.13	638.59	638.68
L	1580+52.20	-18.13	638.55	638.64
M	1580+62.20	-18.13	638.50	638.57
N	1580+72.20	-18.13	638.44	638.49
O	1580+82.20	-18.13	638.37	638.40
☉ Brg. Pier No. 2	1580+97.20	-18.13	638.26	638.26
P	1581+07.20	-18.13	638.17	638.17
Q	1581+17.20	-18.13	638.07	638.08
R	1581+27.20	-18.13	637.97	637.99
S	1581+37.20	-18.13	637.86	637.88
T	1581+47.20	-18.13	637.74	637.76
U	1581+57.20	-18.13	637.61	637.62
☉ Brg. South Abut.	1581+70.50	-18.13	637.42	637.42
Bk. of South Abut.	1581+72.20	-18.13	637.40	637.40

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	1579+15.92	-10.88	638.46	638.46
☉ Brg. North Abut.	1579+17.61	-10.88	638.48	638.48
A	1579+27.61	-10.88	638.58	638.59
B	1579+37.61	-10.88	638.64	638.66
C	1579+47.61	-10.88	638.69	638.71
D	1579+57.61	-10.88	638.72	638.74
E	1579+67.61	-10.88	638.75	638.76
F	1579+77.61	-10.88	638.77	638.77
☉ Brg. Pier No. 1	1579+90.92	-10.88	638.79	638.79
G	1580+00.92	-10.88	638.79	638.80
H	1580+10.92	-10.88	638.78	638.82
I	1580+20.92	-10.88	638.76	638.83
J	1580+30.92	-10.88	638.74	638.82
K	1580+40.92	-10.88	638.71	638.80
L	1580+50.92	-10.88	638.67	638.76
M	1580+60.92	-10.88	638.62	638.69
N	1580+70.92	-10.88	638.56	638.61
O	1580+80.92	-10.88	638.49	638.52
☉ Brg. Pier No. 2	1580+95.92	-10.88	638.38	638.38
P	1581+05.92	-10.88	638.29	638.29
Q	1581+15.92	-10.88	638.20	638.21
R	1581+25.92	-10.88	638.10	638.11
S	1581+35.92	-10.88	637.99	638.01
T	1581+45.92	-10.88	637.87	637.89
U	1581+55.92	-10.88	637.74	637.75
☉ Brg. South Abut.	1581+69.23	-10.88	637.56	637.56
Bk. of South Abut.	1581+70.92	-10.88	637.53	637.53

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	1579+14.64	-3.63	638.60	638.60
☉ Brg. North Abut.	1579+16.33	-3.63	638.61	638.61
A	1579+26.33	-3.63	638.69	638.70
B	1579+36.33	-3.63	638.75	638.77
C	1579+46.33	-3.63	638.79	638.82
D	1579+56.33	-3.63	638.83	638.85
E	1579+66.33	-3.63	638.86	638.87
F	1579+76.33	-3.63	638.88	638.88
☉ Brg. Pier No. 1	1579+89.64	-3.63	638.90	638.90
G	1579+99.64	-3.63	638.90	638.92
H	1580+09.64	-3.63	638.89	638.93
I	1580+19.64	-3.63	638.88	638.94
J	1580+29.64	-3.63	638.86	638.94
K	1580+39.64	-3.63	638.82	638.92
L	1580+49.64	-3.63	638.78	638.87
M	1580+59.64	-3.63	638.74	638.81
N	1580+69.64	-3.63	638.68	638.73
O	1580+79.64	-3.63	638.62	638.65
☉ Brg. Pier No. 2	1580+94.64	-3.63	638.50	638.50
P	1581+04.64	-3.63	638.42	638.42
Q	1581+14.64	-3.63	638.33	638.33
R	1581+24.64	-3.63	638.22	638.24
S	1581+34.64	-3.63	638.11	638.14
T	1581+44.64	-3.63	638.00	638.02
U	1581+54.64	-3.63	637.87	637.88
☉ Brg. South Abut.	1581+67.95	-3.63	637.69	637.69
Bk. of South Abut.	1581+69.64	-3.63	637.66	637.66

**☉ ROADWAY, PROFILE GRADE LINE (P.G.L.) & STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	1579+14.00	0.00	638.67	638.67
☉ Brg. North Abut.	1579+15.69	0.00	638.68	638.68
A	1579+25.69	0.00	638.75	638.76
B	1579+35.69	0.00	638.80	638.82
C	1579+45.69	0.00	638.85	638.87
D	1579+55.69	0.00	638.89	638.90
E	1579+65.69	0.00	638.92	638.93
F	1579+75.69	0.00	638.94	638.94
☉ Brg. Pier No. 1	1579+89.00	0.00	638.95	638.95
G	1579+99.00	0.00	638.96	638.97
H	1580+09.00	0.00	638.95	638.99
I	1580+19.00	0.00	638.94	639.00
J	1580+29.00	0.00	638.91	639.00
K	1580+39.00	0.00	638.88	638.98
L	1580+49.00	0.00	638.84	638.93
M	1580+59.00	0.00	638.80	638.87
N	1580+69.00	0.00	638.74	638.80
O	1580+79.00	0.00	638.68	638.71
☉ Brg. Pier No. 2	1580+94.00	0.00	638.57	638.57
P	1581+04.00	0.00	638.48	638.48
Q	1581+14.00	0.00	638.39	638.40
R	1581+24.00	0.00	638.29	638.30
S	1581+34.00	0.00	638.18	638.20
T	1581+44.00	0.00	638.06	638.08
U	1581+54.00	0.00	637.93	637.95
☉ Brg. South Abut.	1581+67.31	0.00	637.75	637.75
Bk. of South Abut.	1581+69.00	0.00	637.73	637.73



DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
DATE - 07/28/17	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS  
STRUCTURE NO. 006-0187**

SHEET NO. B6 OF 32 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR)	BUREAU	91	39
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

**GIRDER 4**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	1579+13.36	3.63	638.75	638.75
☉ Brg. North Abut.	1579+15.05	3.63	638.75	638.75
A	1579+25.05	3.63	638.80	638.82
B	1579+35.05	3.63	638.85	638.87
C	1579+45.05	3.63	638.88	638.90
D	1579+55.05	3.63	638.90	638.92
E	1579+65.05	3.63	638.92	638.93
F	1579+75.05	3.63	638.93	638.93
☉ Brg. Pier No. 1	1579+88.36	3.63	638.93	638.93
G	1579+98.36	3.63	638.91	638.93
H	1580+08.36	3.63	638.89	638.94
I	1580+18.36	3.63	638.88	638.95
J	1580+28.36	3.63	638.86	638.94
K	1580+38.36	3.63	638.83	638.92
L	1580+48.36	3.63	638.79	638.88
M	1580+58.36	3.63	638.74	638.82
N	1580+68.36	3.63	638.69	638.74
O	1580+78.36	3.63	638.63	638.65
☉ Brg. Pier No. 2	1580+93.36	3.63	638.51	638.51
P	1581+03.36	3.63	638.43	638.43
Q	1581+13.36	3.63	638.34	638.35
R	1581+23.36	3.63	638.24	638.25
S	1581+33.36	3.63	638.13	638.15
T	1581+43.36	3.63	638.01	638.03
U	1581+53.36	3.63	637.89	637.90
☉ Brg. South Abut.	1581+66.67	3.63	637.71	637.71
Bk. of South Abut.	1581+68.36	3.63	637.68	637.68

**GIRDER 5**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	1579+12.09	10.88	638.90	638.90
☉ Brg. North Abut.	1579+13.78	10.88	638.90	638.90
A	1579+23.77	10.88	638.93	638.94
B	1579+33.77	10.88	638.94	638.96
C	1579+43.77	10.88	638.95	638.97
D	1579+53.77	10.88	638.95	638.96
E	1579+63.77	10.88	638.94	638.95
F	1579+73.77	10.88	638.92	638.92
☉ Brg. Pier No. 1	1579+87.08	10.88	638.87	638.87
G	1579+97.08	10.88	638.83	638.85
H	1580+07.08	10.88	638.78	638.83
I	1580+17.08	10.88	638.77	638.84
J	1580+27.08	10.88	638.75	638.83
K	1580+37.08	10.88	638.72	638.81
L	1580+47.08	10.88	638.68	638.77
M	1580+57.08	10.88	638.64	638.71
N	1580+67.08	10.88	638.58	638.64
O	1580+77.08	10.88	638.52	638.55
☉ Brg. Pier No. 2	1580+92.08	10.88	638.41	638.41
P	1581+02.08	10.88	638.33	638.33
Q	1581+12.08	10.88	638.24	638.24
R	1581+22.08	10.88	638.14	638.15
S	1581+32.08	10.88	638.03	638.05
T	1581+42.08	10.88	637.91	637.94
U	1581+52.08	10.88	637.79	637.80
☉ Brg. South Abut.	1581+65.39	10.88	637.61	637.61
Bk. of South Abut.	1581+67.08	10.88	637.59	637.59

**GIRDER 6**

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of North Abut.	1579+10.82	18.13	639.06	639.06
☉ Brg. North Abut.	1579+12.51	18.13	639.06	639.06
A	1579+22.50	18.13	639.06	639.07
B	1579+32.50	18.13	639.05	639.07
C	1579+42.50	18.13	639.02	639.05
D	1579+52.50	18.13	639.00	639.01
E	1579+62.50	18.13	638.96	638.97
F	1579+72.50	18.13	638.91	638.91
☉ Brg. Pier No. 1	1579+85.80	18.13	638.83	638.83
G	1579+95.80	18.13	638.76	638.78
H	1580+05.80	18.13	638.68	638.72
I	1580+15.80	18.13	638.66	638.72
J	1580+25.80	18.13	638.64	638.72
K	1580+35.80	18.13	638.61	638.70
L	1580+45.80	18.13	638.57	638.66
M	1580+55.80	18.13	638.53	638.61
N	1580+65.80	18.13	638.48	638.53
O	1580+75.80	18.13	638.42	638.44
☉ Brg. Pier No. 2	1580+90.80	18.13	638.31	638.31
P	1581+00.80	18.13	638.23	638.23
Q	1581+10.80	18.13	638.14	638.14
R	1581+20.80	18.13	638.04	638.05
S	1581+30.80	18.13	637.93	637.95
T	1581+40.80	18.13	637.82	637.84
U	1581+50.80	18.13	637.69	637.71
☉ Brg. South Abut.	1581+64.11	18.13	637.51	637.51
Bk. of South Abut.	1581+65.80	18.13	637.49	637.49



DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
DATE - 07/28/17	CHECKED - JML
	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS  
STRUCTURE NO. 006-0187**

SHEET NO. B7 OF 32 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	40
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

**EAST CURB LINE / EAST FACE OF PARAPET**

Location	Station	Offset	Theoretical Grade Elevation
N. End of North Appr.	1578+88.48	-20.33	637.82
A	1578+98.53	-20.38	637.99
B	1579+08.51	-20.00	638.16
S. End of North Appr.	1579+18.54	-20.00	638.30

**EAST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevation
N. End of North Appr.	1578+87.06	-12.00	638.07
A	1578+97.08	-12.00	638.20
B	1579+07.11	-12.00	638.33
S. End of North Appr.	1579+17.14	-12.00	638.45

**☉ ROADWAY, PROFILE GRADE LINE (P.G.L.) & STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevation
N. End of North Appr.	1578+85.04	0.00	638.44
A	1578+95.02	0.00	638.53
B	1579+05.02	0.00	638.61
S. End of North Appr.	1579+15.02	0.00	638.68

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevation
N. End of North Appr.	1578+83.02	12.00	638.80
A	1578+92.98	12.00	638.87
B	1579+02.94	12.00	638.90
S. End of North Appr.	1579+12.90	12.00	638.93

**WEST CURB LINE / WEST FACE OF PARAPET**

Location	Station	Offset	Theoretical Grade Elevation
N. End of North Appr.	1578+81.59	20.56	639.06
A	1578+91.54	20.49	639.12
B	1579+01.56	20.02	639.11
S. End of North Appr.	1579+11.51	20.00	639.10

**NOTE:**

Offset dimensions @ Rt. L.'s to ☉ Roadway & Profile Grade Line (P.G.L.).

**EAST CURB LINE / EAST FACE OF PARAPET**

Location	Station	Offset	Theoretical Grade Elevation
N. End of South Appr.	1581+71.51	-20.00	637.38
A	1581+81.51	-20.00	637.23
B	1581+91.58	-20.42	637.07
S. End of South Appr.	1582+01.58	-20.42	636.90

**EAST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevation
N. End of South Appr.	1581+70.10	-12.00	637.53
A	1581+80.10	-12.00	637.38
B	1581+90.10	-12.00	637.22
S. End of South Appr.	1582+00.10	-12.00	637.06

**☉ ROADWAY, PROFILE GRADE LINE (P.G.L.) & STAGE CONSTRUCTION LINE**

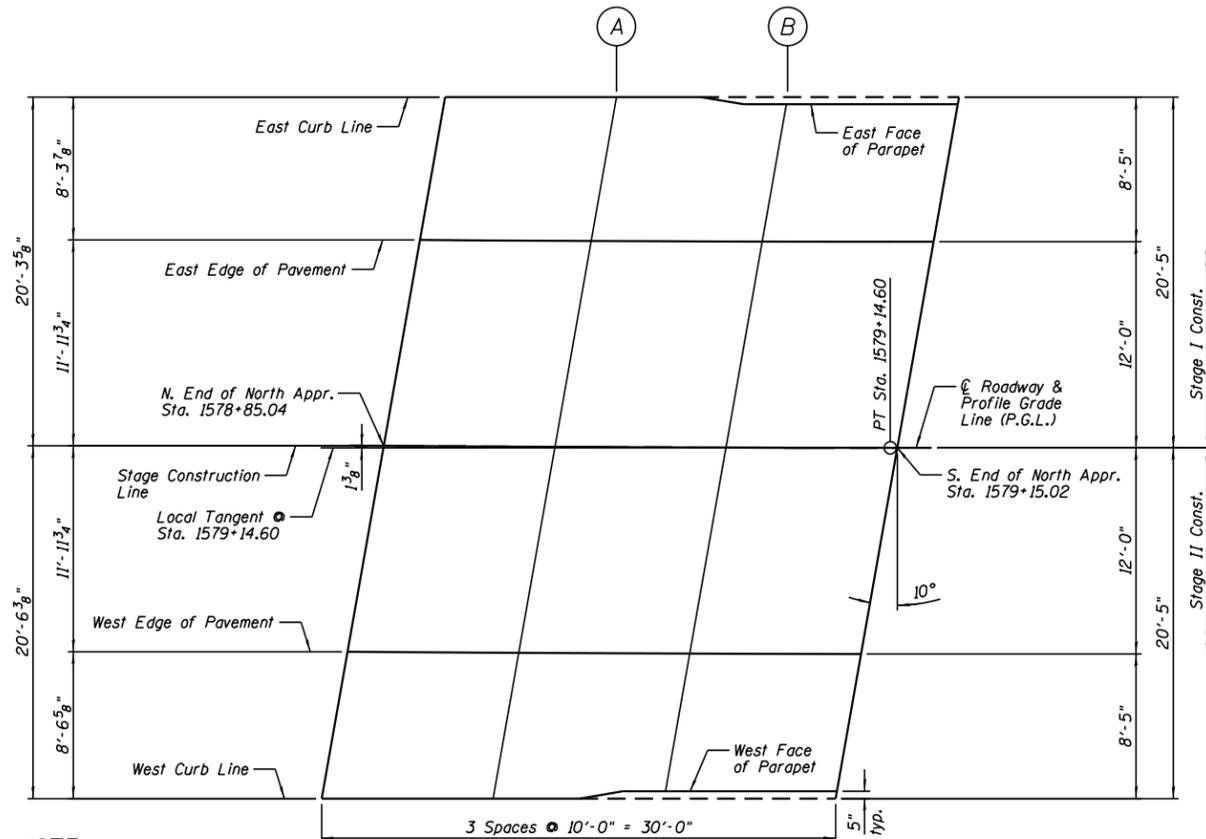
Location	Station	Offset	Theoretical Grade Elevation
N. End of South Appr.	1581+67.98	0.00	637.74
A	1581+77.98	0.00	637.60
B	1581+87.98	0.00	637.44
S. End of South Appr.	1581+97.98	0.00	637.28

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevation
N. End of South Appr.	1581+65.87	12.00	637.59
A	1581+75.87	12.00	637.44
B	1581+85.87	12.00	637.29
S. End of South Appr.	1581+95.87	12.00	637.13

**WEST CURB LINE / WEST FACE OF PARAPET**

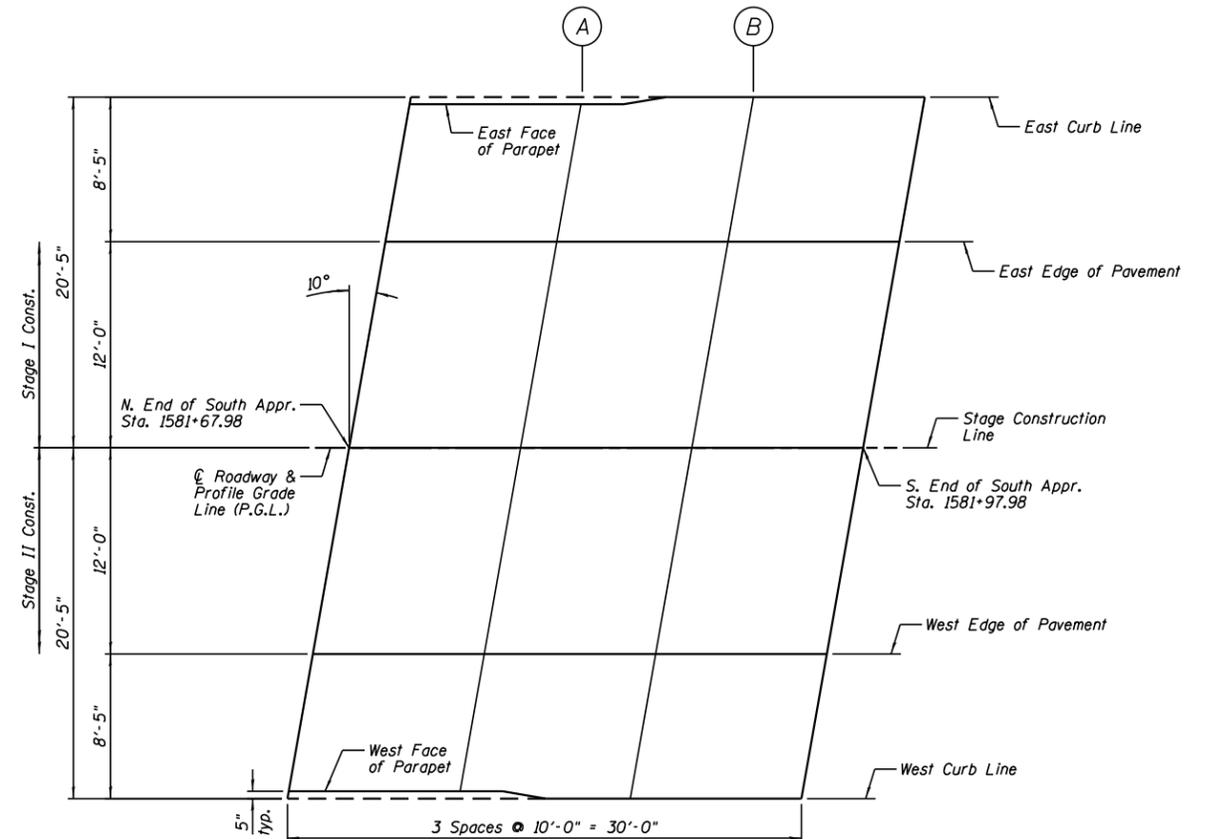
Location	Station	Offset	Theoretical Grade Elevation
N. End of South Appr.	1581+64.46	20.00	637.48
A	1581+74.46	20.00	637.34
B	1581+84.38	20.42	637.18
S. End of South Appr.	1581+94.38	20.42	637.02



**NOTE:**

Transverse dimensions @ Rt. L.'s to the Local Tangent @ Sta. 1579+14.60.

**NORTH APPROACH SLAB PLAN**



**SOUTH APPROACH SLAB PLAN**



DESIGNED - TCR/JCZ	REVISION
CHECKED - JML	REVISION
DRAWN - DJM	REVISION
CHECKED - JML	REVISION

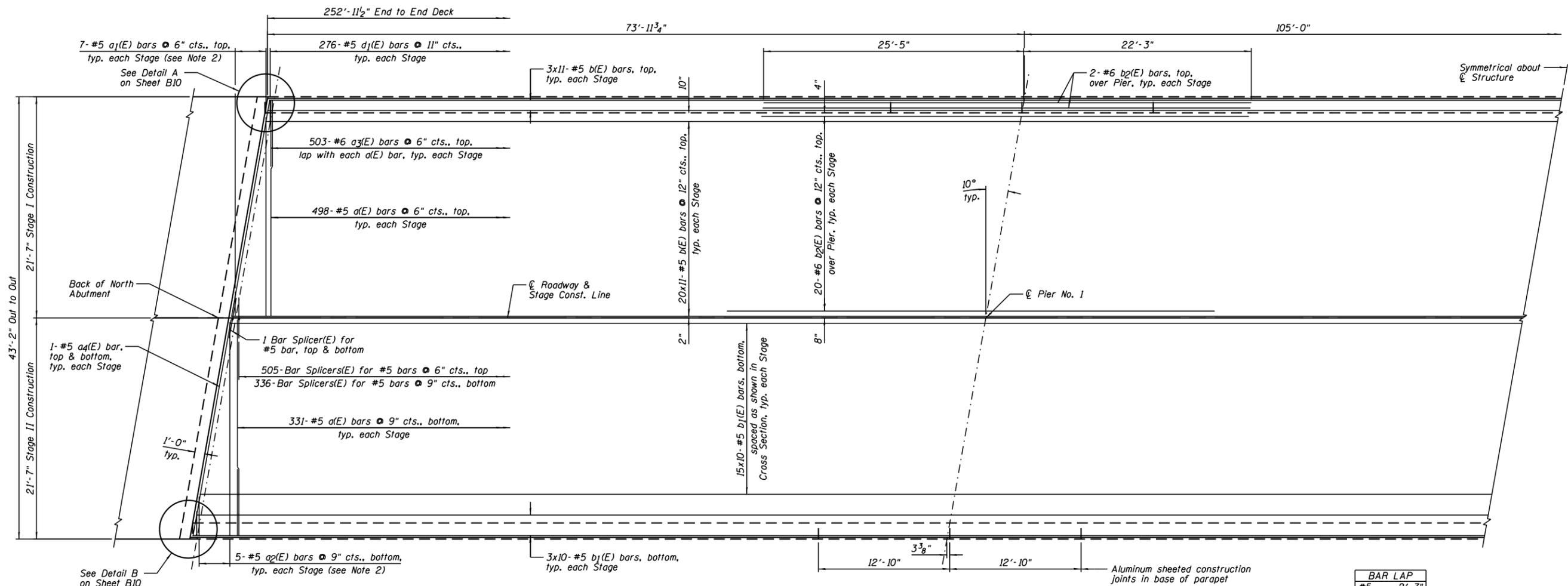
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 006-0187

SHEET NO. 88 OF 32 SHEETS

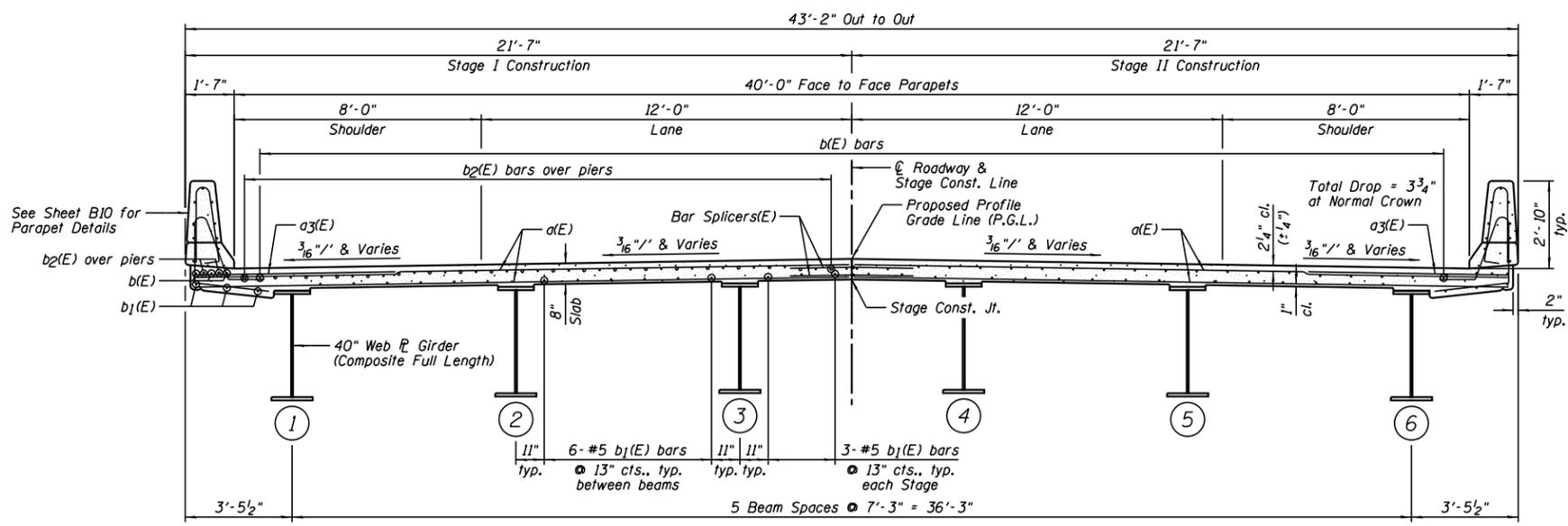
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR)BR	BUREAU	91	41
CONTRACT NO. 66A19				

ILLINOIS FED. AID PROJECT



HALF PLAN

BAR LAP  
#5 - 2'-7"



NEAR PIER

CROSS SECTION

NEAR MIDSPAN

Note:  
Cross Section transitions from full super-elevation at Station 1578+87.54 to normal crown at Station 1580+07.54.

NOTES:

- 1.) See Sheet B10 for Superstructure Details and Bill of Material.
- 2.) Order a1(E) & a2(E) bars full length. Cut according to Bar Cutting Diagram on Sheet B10. Use remainder of bars in opposite end of deck.
- 3.) Bars indicated thus 3x10-#5 etc. indicates 3 lines of bars with 10 lengths per line.
- 4.) See Sheet B26 for Bar Splicer Details.



DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
DATE - 07/28/17	REVISED
CHECKED - JML	REVISED

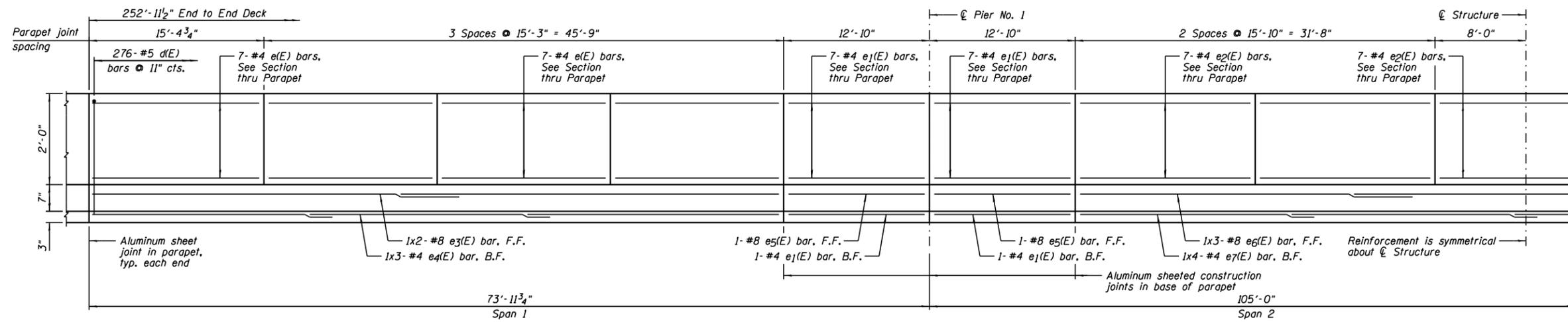
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE  
STRUCTURE NO. 006-0187

SHEET NO. B9 OF 32 SHEETS

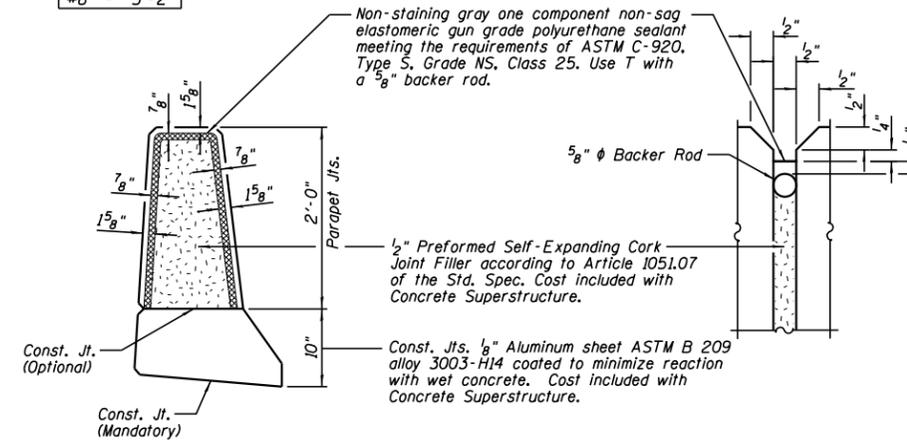
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	42
CONTRACT NO. 66A19				

ILLINOIS FED. AID PROJECT

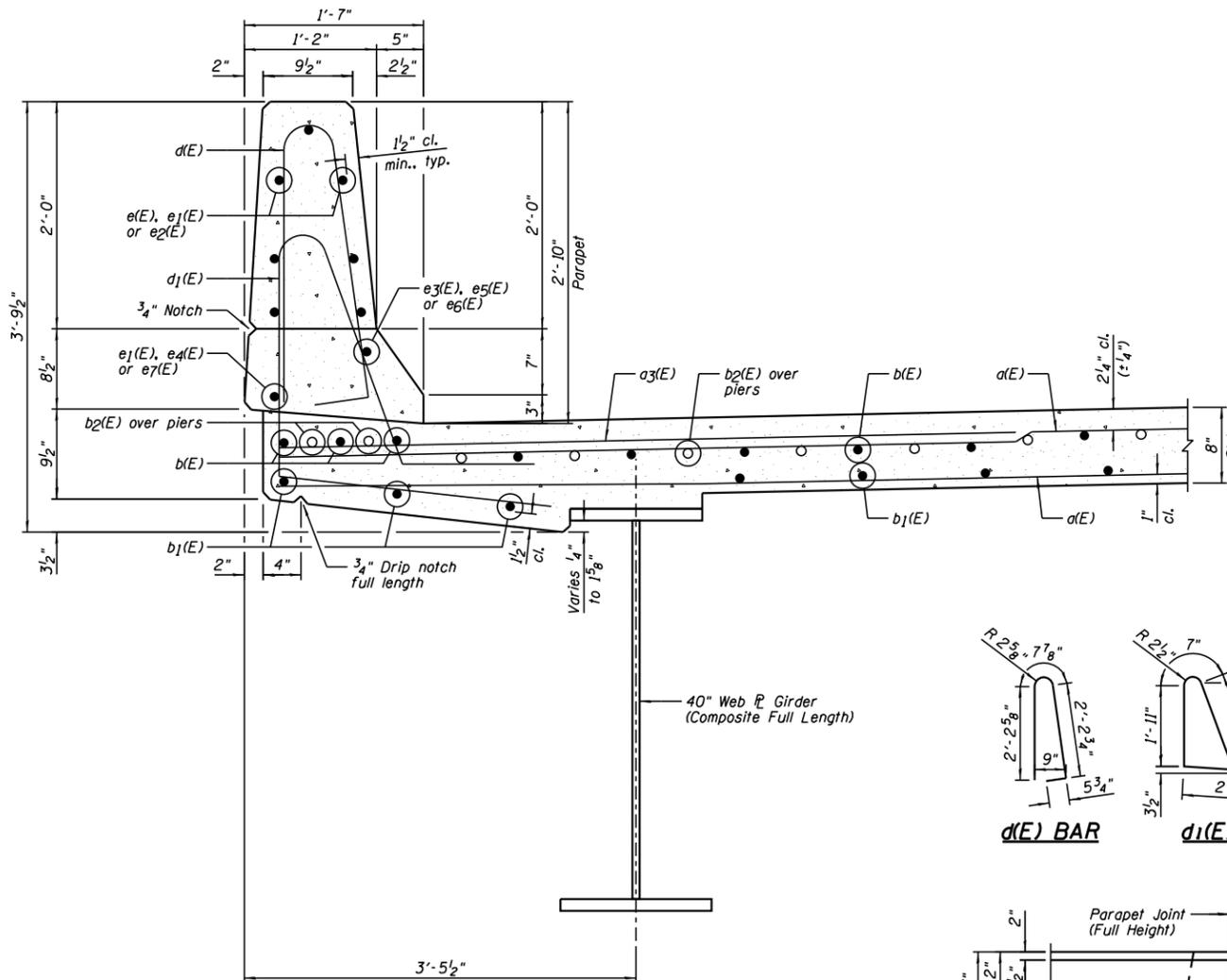


**INSIDE ELEVATION OF PARAPET**

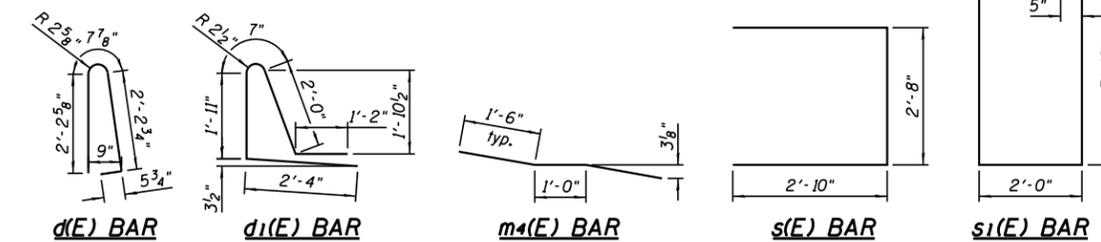
BAR LAP	
#4	2'-0"
#8	5'-2"



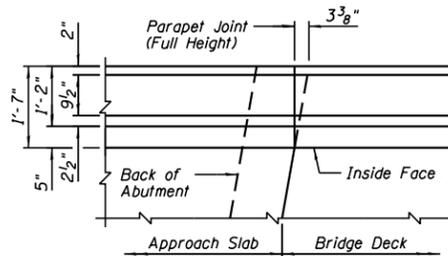
**PARAPET JOINT DETAILS**



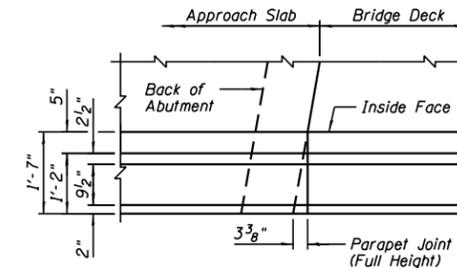
**SECTION THRU PARAPET**



BAR CUTTING DIAGRAM							
BAR	A		D		E		L
	1	2	1	2	1	2	
a1(E)	19'-5"	2'-5"	19'-5"	2'-5"	2	7	21'-10"
a2(E)	20'-10"	3'-10"	20'-10"	3'-10"	2	5	24'-8"



**DETAIL A**



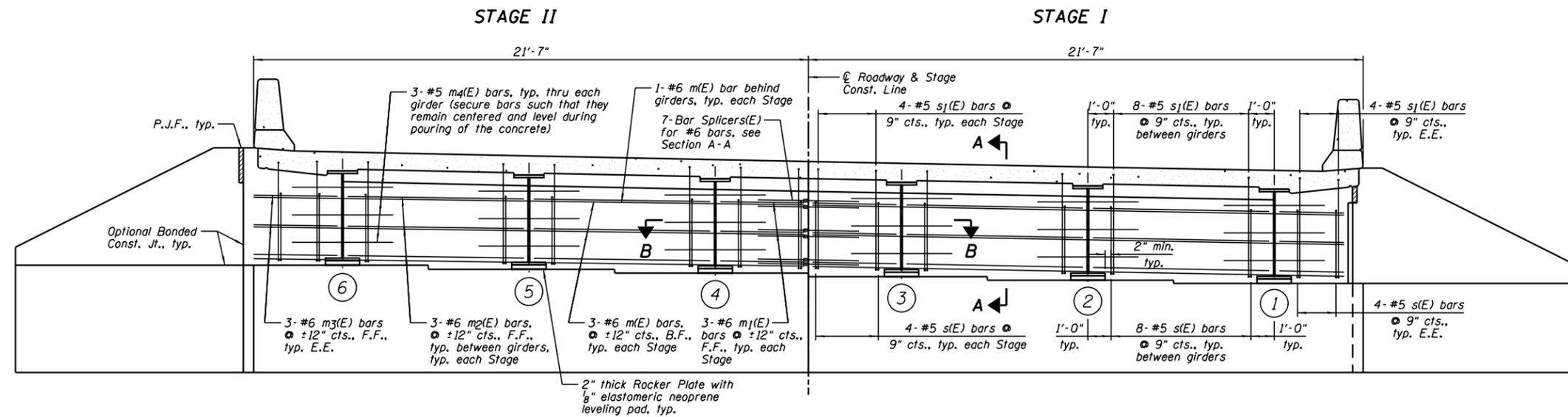
**DETAIL B**

**SUPERSTRUCTURE BILL OF MATERIAL**

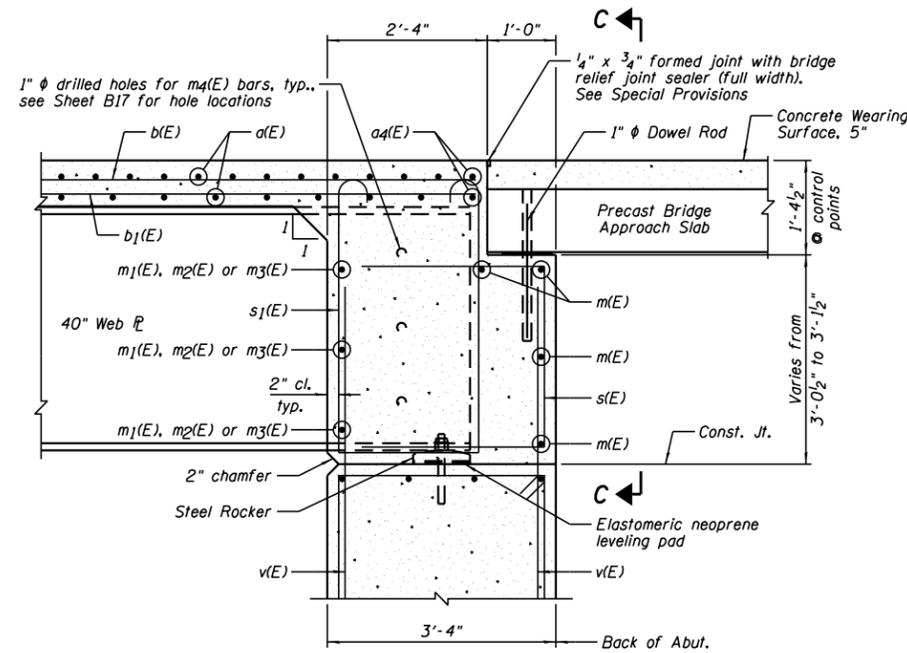
Bar	No.	Size	Length	Shape
a(E)	1,658	#5	21'-1"	—
a1(E)	14	#5	21'-10"	—
a2(E)	10	#5	24'-8"	—
a3(E)	1,006	#6	6'-6"	—
a4(E)	8	#5	21'-5"	—
b(E)	506	#5	25'-4"	—
b1(E)	360	#5	27'-8"	—
b2(E)	88	#6	47'-8"	—
d(E)	552	#5	5'-7"	—
d1(E)	552	#5	8'-0"	—
e(E)	112	#4	14'-11"	—
e1(E)	64	#4	12'-6"	—
e2(E)	70	#4	15'-6"	—
e3(E)	8	#8	33'-0"	—
e4(E)	12	#4	21'-8"	—
e5(E)	8	#8	12'-6"	—
e6(E)	6	#8	29'-10"	—
e7(E)	8	#4	21'-3"	—
m(E)	16	#6	21'-7"	—
m1(E)	12	#6	3'-3"	—
m2(E)	24	#6	6'-11"	—
m3(E)	12	#6	3'-2"	—
m4(E)	36	#5	4'-0"	—
s(E)	96	#5	8'-4"	□
s1(E)	96	#5	10'-10"	□
Item	Unit	Quantity		
Concrete Superstructure	Cu. Yd.	377.6		
Bridge Deck Grooving	Sq. Yd.	1,068		
Protective Coat	Sq. Yd.	1,336		
Reinforcement Bars, Epoxy Coated	Pound	91,980		

**NOTES:**

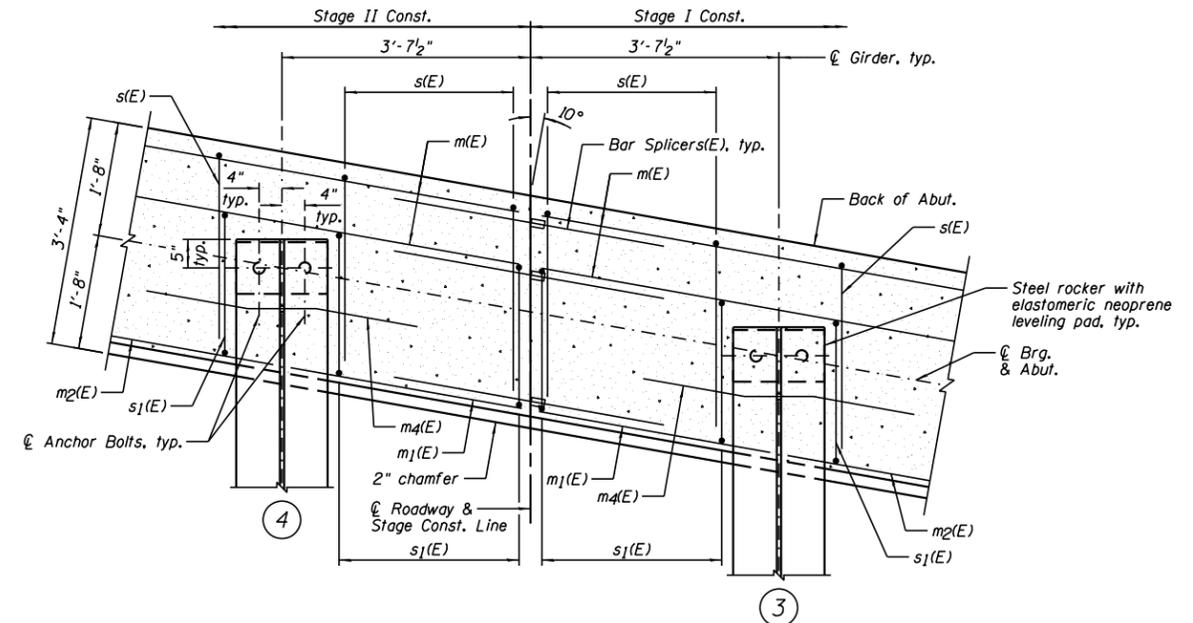
1. Bars indicated thus 1x3-#8 etc. indicates 1 line of bars with 3 lengths per line.
2. Inside Elevation of Parapet view is exaggerated vertically to show reinforcement.
3. B.F. denotes Back Face and F.F. denotes Front Face.
4. For location of Detail A and Detail B, see Sheet B9.



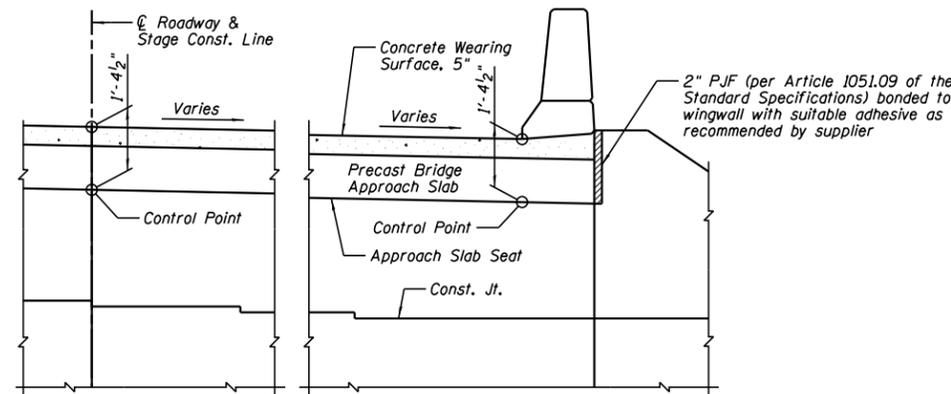
**ELEVATION OF DIAPHRAGM AT NORTH ABUTMENT**  
(Looking North)



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



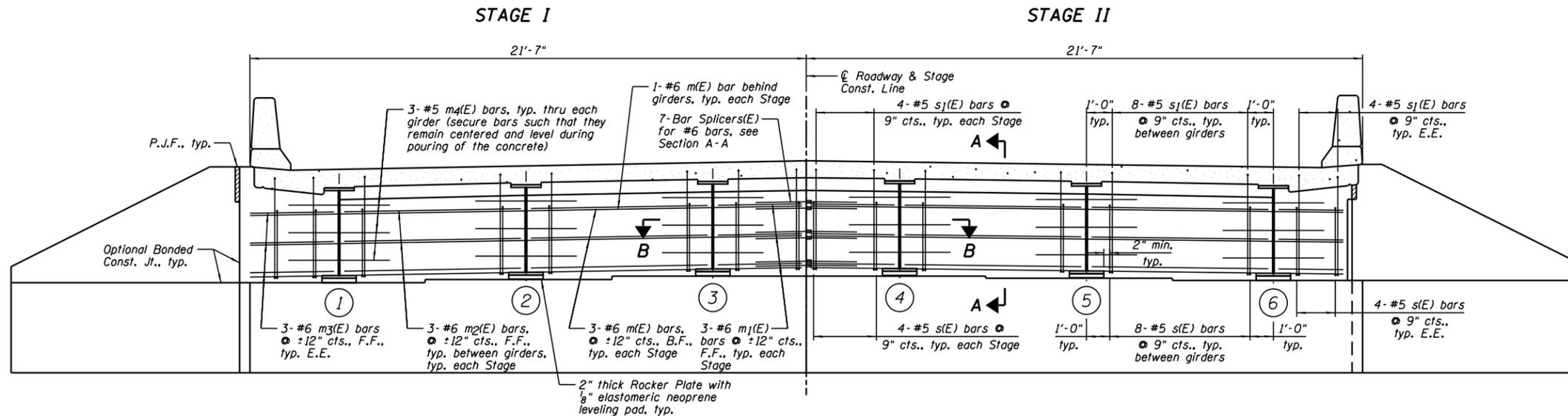
**SECTION B-B**



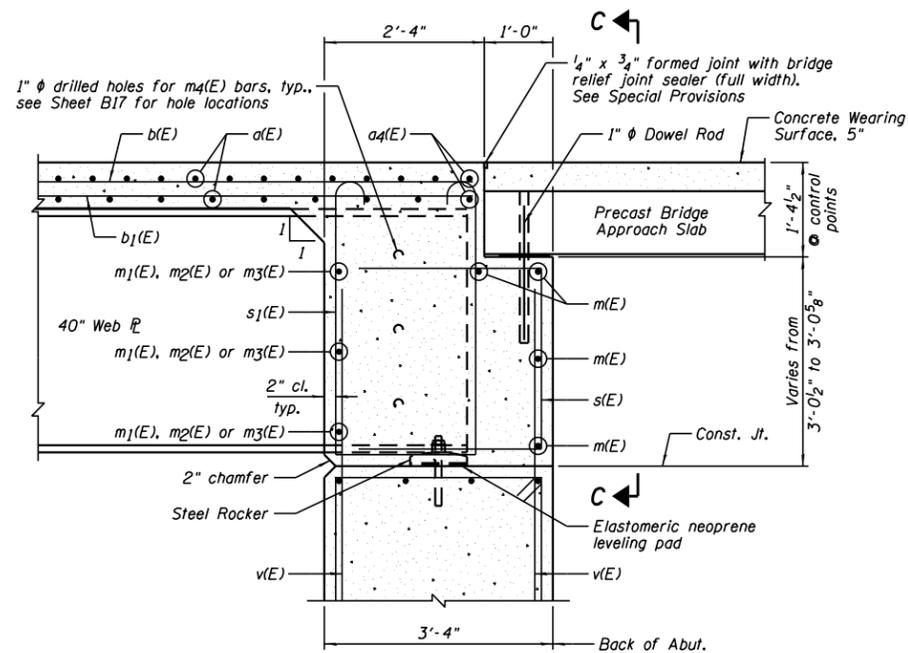
**SECTION C-C**

**NOTES:**

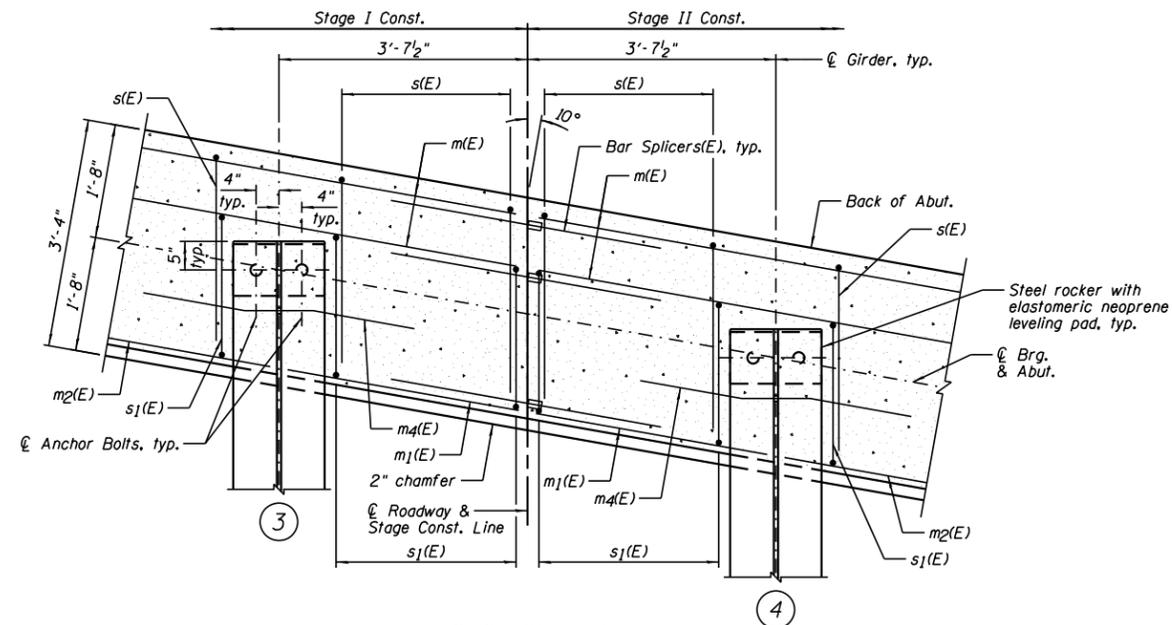
- 1.) Reinforcement bars in diaphragm are billed with Superstructure on Sheet B10.
- 2.) Concrete in diaphragm is included with Concrete Superstructure on Sheet B10.
- 3.) For details of bars s(E), s1(E) and m4(E), see Sheet B10.
- 4.) The s(E) and s1(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
- 5.) The approach slab seat shall have a constant slope determined from the control points shown.
- 6.) For bearing details, see Sheet B20.
- 7.) F.F. denotes Front Face, B.F. denotes Back Face & E.E. denotes Each End.



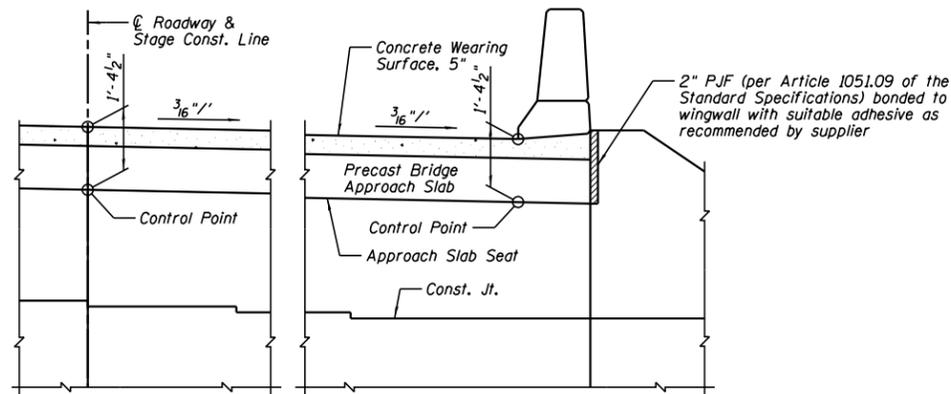
**ELEVATION OF DIAPHRAGM AT SOUTH ABUTMENT**  
(Looking South)



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



**SECTION B-B**



**SECTION C-C**

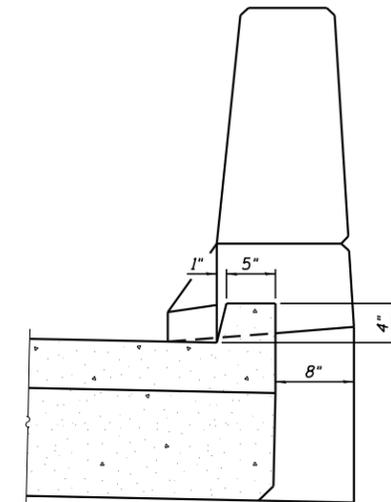
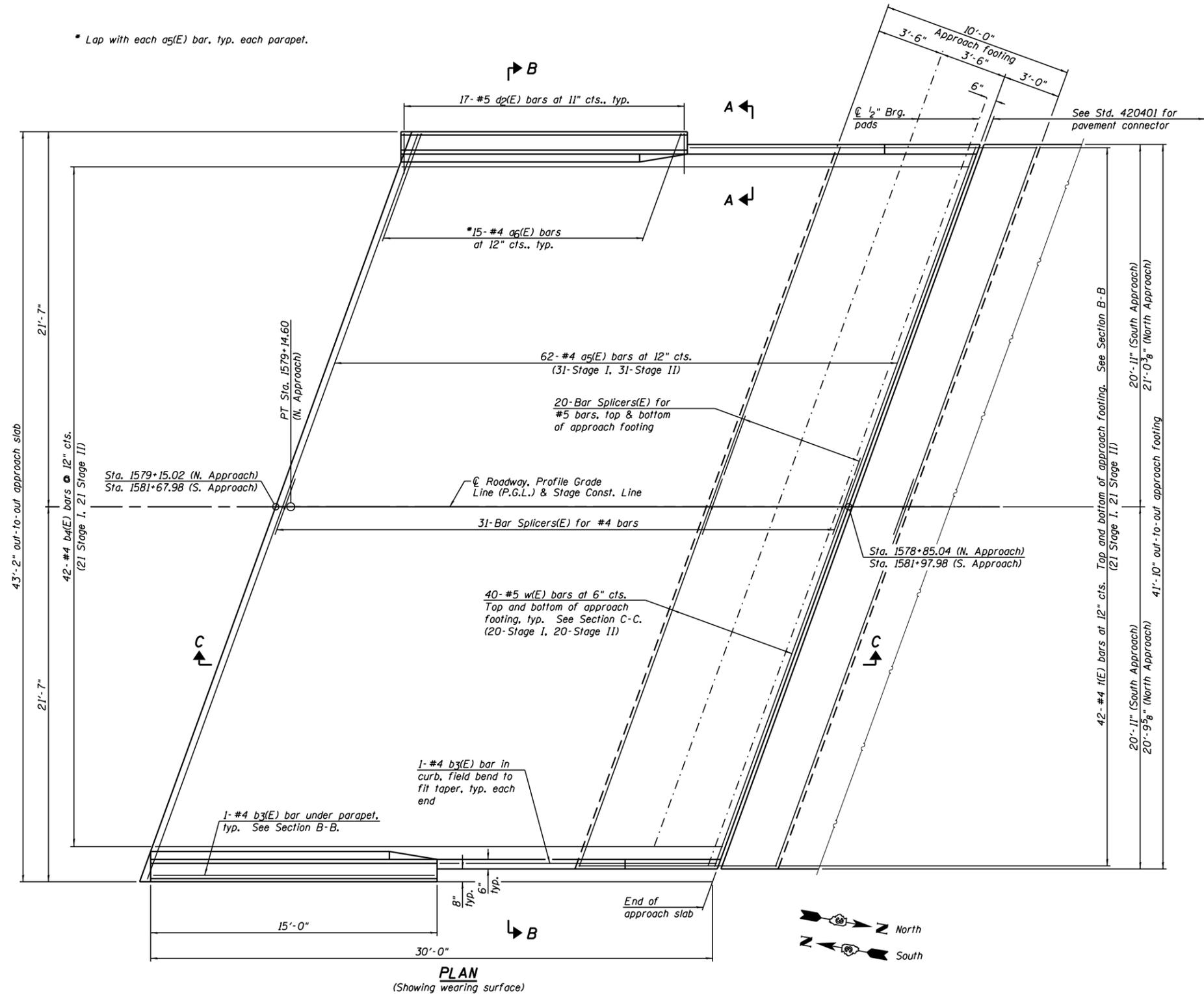
**NOTES:**

- 1.) Reinforcement bars in diaphragm are billed with Superstructure on Sheet B10.
- 2.) Concrete in diaphragm is included with Concrete Superstructure on Sheet B10.
- 3.) For details of bars s(E), s1(E) and m4(E), see Sheet B10.
- 4.) The s(E) and s1(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
- 5.) The approach slab seat shall have a constant slope determined from the control points shown.
- 6.) For bearing details, see Sheet B20.
- 7.) F.F. denotes Front Face, B.F. denotes Back Face & E.E. denotes Each End.

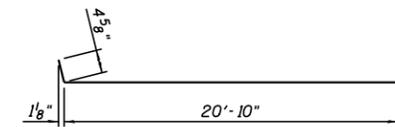
DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED
DATE - 07/28/17	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	45
CONTRACT NO. 66A19				

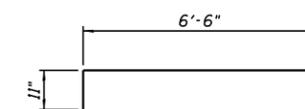
\* Lap with each a5(E) bar, typ. each parapet.



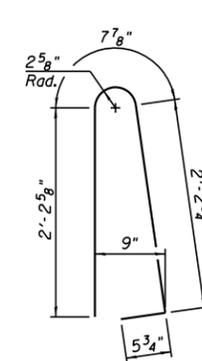
SECTION A-A



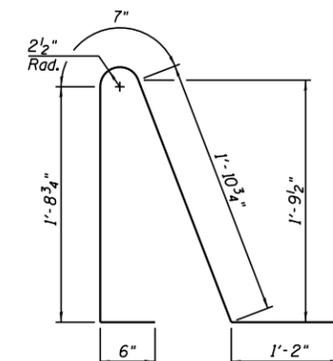
BAR a5(E)



BAR a6(E)



BAR d(E)



BAR d2(E)

(Beams: 36" min. width; 72" max. width)

(Sheet 1 of 4)



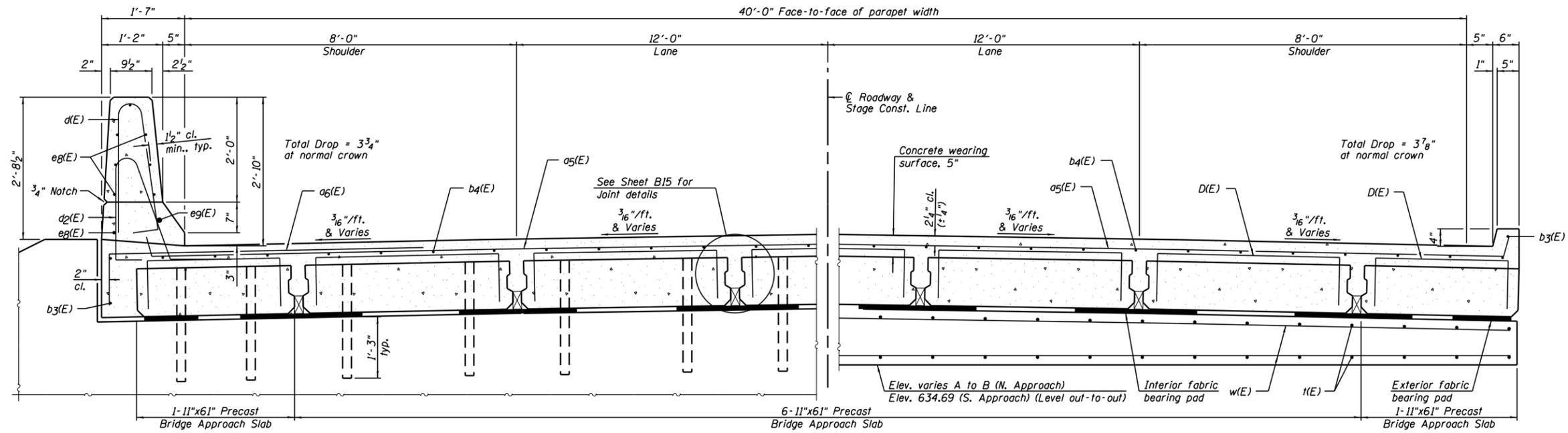
DESIGNED - TCR/JCZ	REVISD
CHECKED - JML	REVISD
DRAWN - DJM	REVISD
CHECKED - JML	REVISD
DATE - 07/28/17	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB  
STRUCTURE NO. 006-0187

SHEET NO. B13 OF 32 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR)	BUREAU	91	46
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

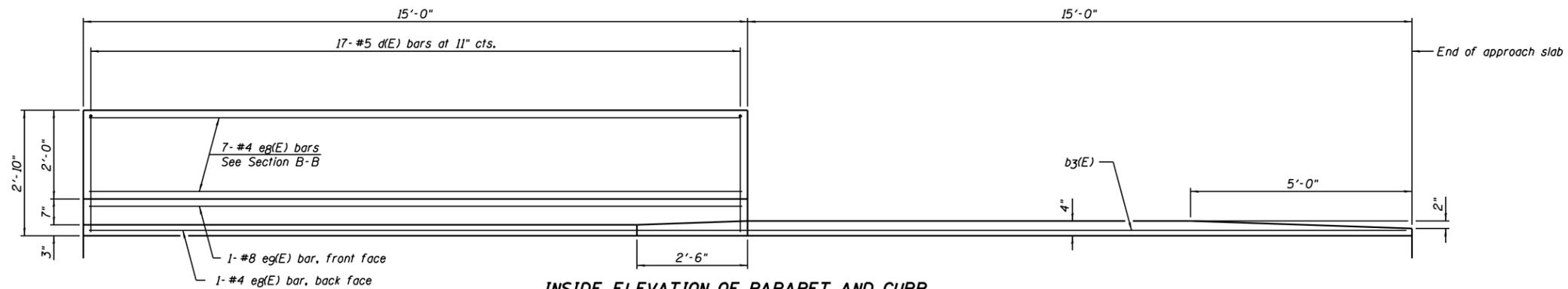


NEAR ABUTMENT

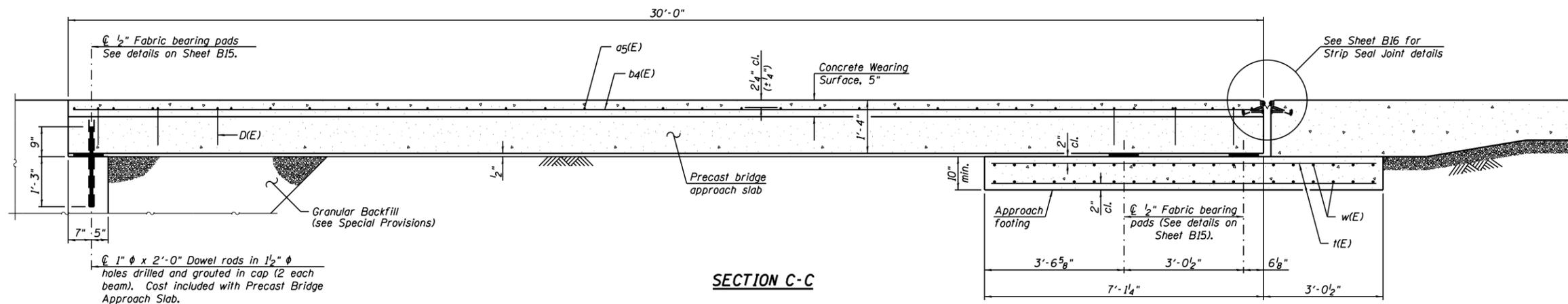
SECTION B-B

AT APPROACH FOOTING

Elevation	
A (West End)	B (East End)
636.85	635.62



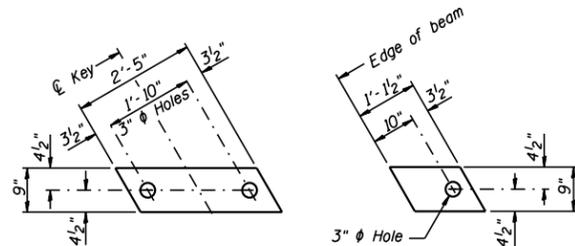
INSIDE ELEVATION OF PARAPET AND CURB



SECTION C-C

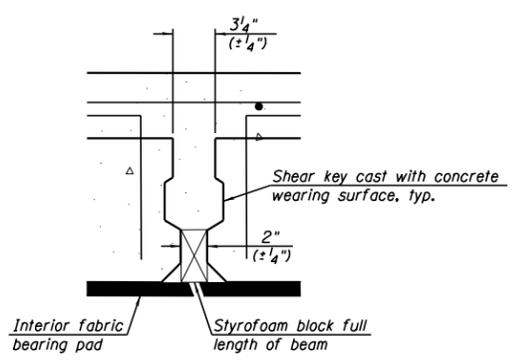
(Beams: 36" min. width; 72" max. width)

(Sheet 2 of 4)

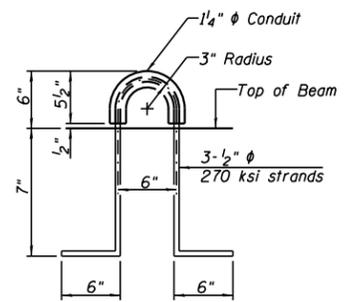


**INTERIOR**  
**EXTERIOR**  
**FABRIC BEARING PAD**

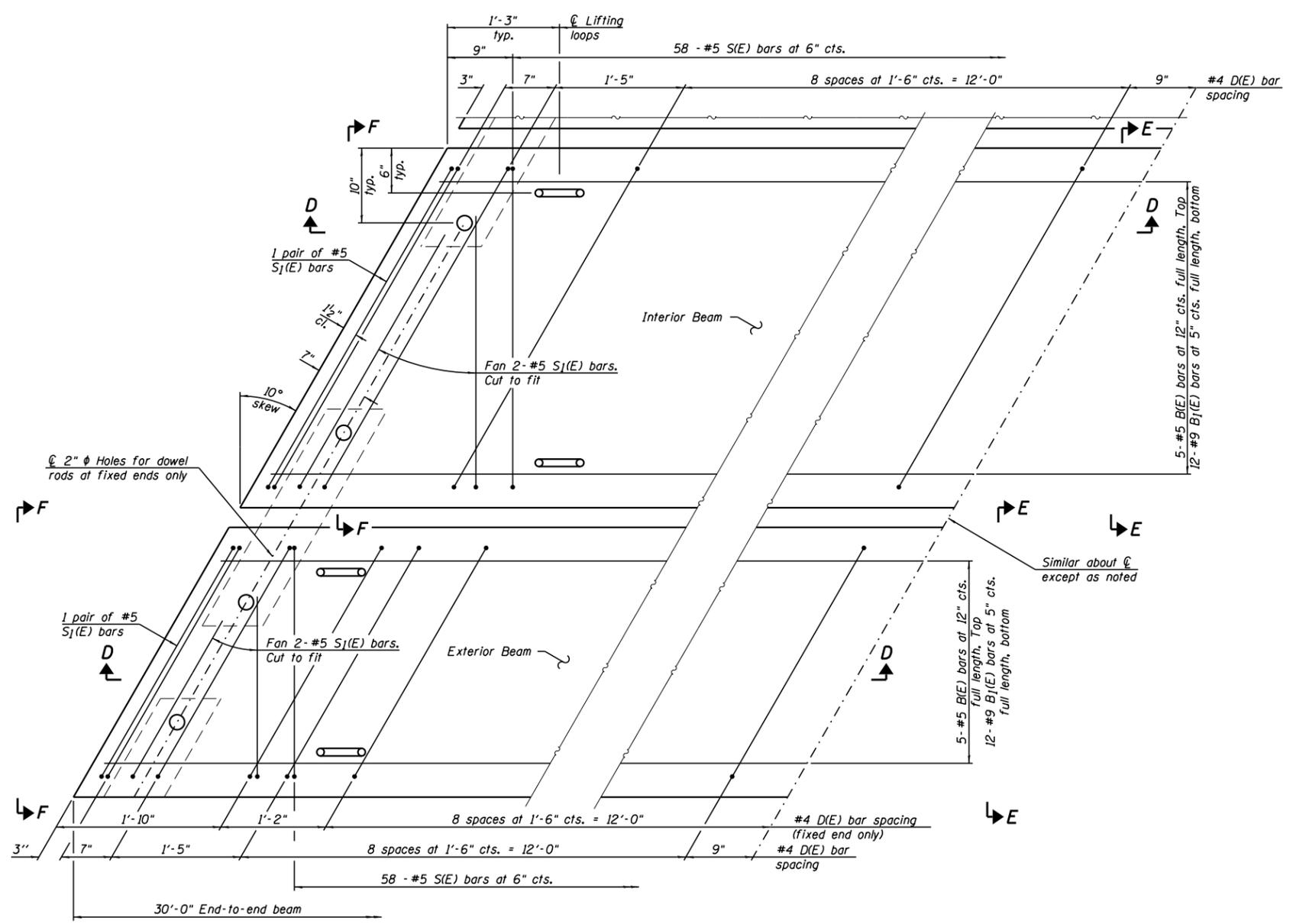
Notes:  
All bearing pads shall be 1/2" thick.  
Omit holes for fabric bearing pads at approach slab footing end of beams.  
Expansion bearing pad shall be bonded to the approach slab footing.



**SECTION THRU SHEAR KEY JOINT**



**LIFTING LOOP DETAIL**



**PLAN VIEW**  
(showing precast bridge approach beams)

(Beams: 36" min. width; 72" max. width)

(Sheet 3 of 4)



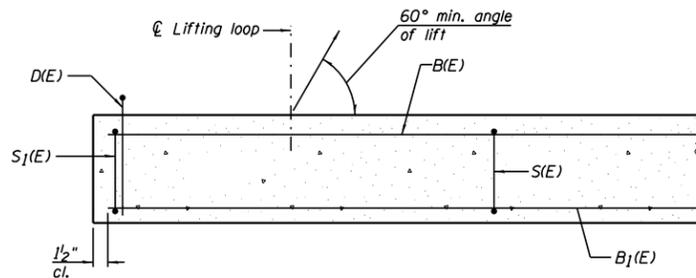
DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED
DATE - 07/28/17	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

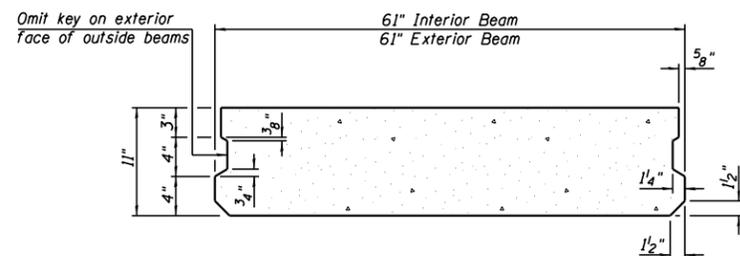
**PRECAST BRIDGE APPROACH SLAB**  
**STRUCTURE NO. 006-0187**

SHEET NO. B15 OF 32 SHEETS

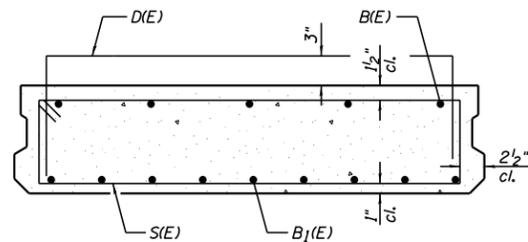
F.A.P. RTE. 316	SECTION 1116 BR/BR	COUNTY BUREAU	TOTAL SHEETS 91	SHEET NO. 48
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



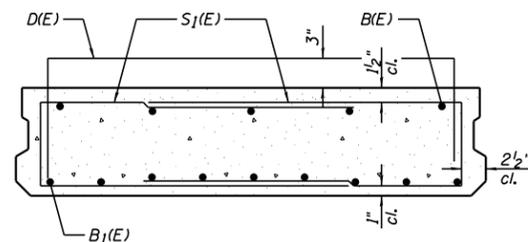
**SECTION D-D**



**SECTION E-E**  
(Showing dimensions)

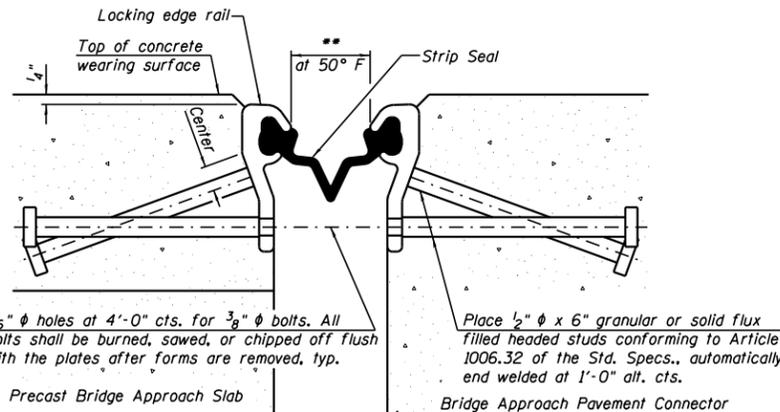


**SECTION E-E**  
(Showing reinforcement)



**VIEW F-F**  
(Showing reinforcement)

(Beams: 36" min. width; 72" max. width)



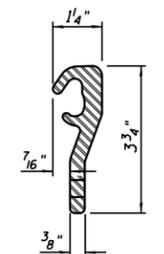
**SECTION THRU STRIP SEAL JOINT**  
(at rt. angles)

$\frac{7}{16}$ "  $\phi$  holes at 4'-0" cts. for  $\frac{3}{8}$ "  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

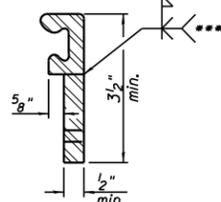
Place  $\frac{1}{2}$ "  $\phi$  x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

Precast Bridge Approach Slab

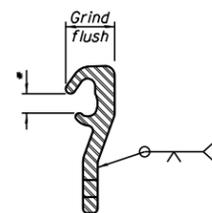
Bridge Approach Pavement Connector



**ROLLED (EXTRUDED) RAIL**



**WELDED RAIL**

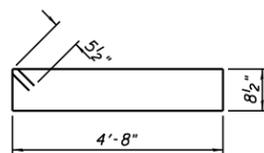


**LOCKING EDGE RAIL SPLICE**

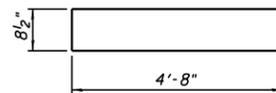
Rolled rail shown, welded rail similar.

**LOCKING EDGE RAIL**

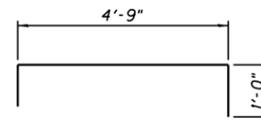
- \* Omit weld at seal opening.
- \*\* The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1/2" for installation purposes.
- \*\*\* Back gouge not required if complete joint penetration is verified by mock-up.



**BARS S(E)**



**BARS S1(E)**



**BARS D(E)**

**BAR LIST EACH INTERIOR BEAM**  
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	12	#9	29'-8"	—
D(E)	22	#4	6'-9"	□
S(E)	58	#5	11'-8"	□
S1(E)	4	#5	10'-0"	□

**BAR LIST EACH EXTERIOR BEAM**  
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	12	#9	29'-8"	—
D(E)	32	#4	6'-9"	□
S(E)	58	#5	11'-8"	□
S1(E)	4	#5	10'-0"	□

**Notes:**

- The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
- Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
- Parapet concrete shall be paid for as Concrete Superstructure.
- Parapet and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- Approach footing concrete shall be paid for as Concrete Structures.
- The top surface of precast bridge approach slabs shall be roughened to a depth of 1/4" according to the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
- After precast bridge approach slab has been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and allowed to cure fully prior to grouting the longitudinal shear keys.
- Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
- A minimum 2 1/2"  $\phi$  lifting pins shall be used to engage the lifting loops during handling.

Compressive strength of precast concrete,  $f'c$  shall be 6,000 psi.  
Compressive strength of precast concrete during initial lifting,  $f'ci$  shall be 5,000 psi.

For additional parapet details, see Sheet B10.

Any concrete poured monolithically with the wearing surface, such as curbs, will not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The strip seal shall extend 6" beyond the edge of the approach slab on each end. The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

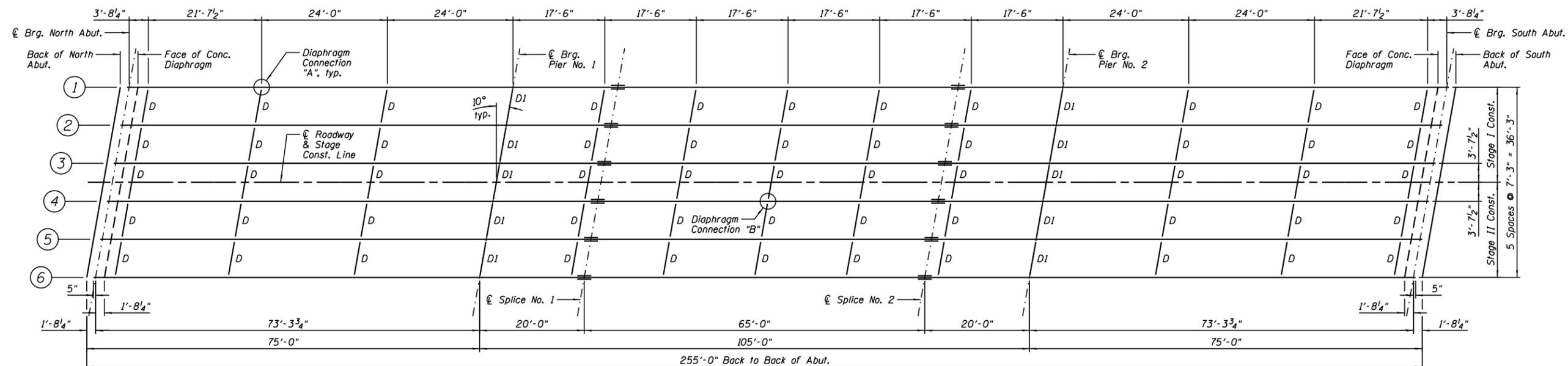
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

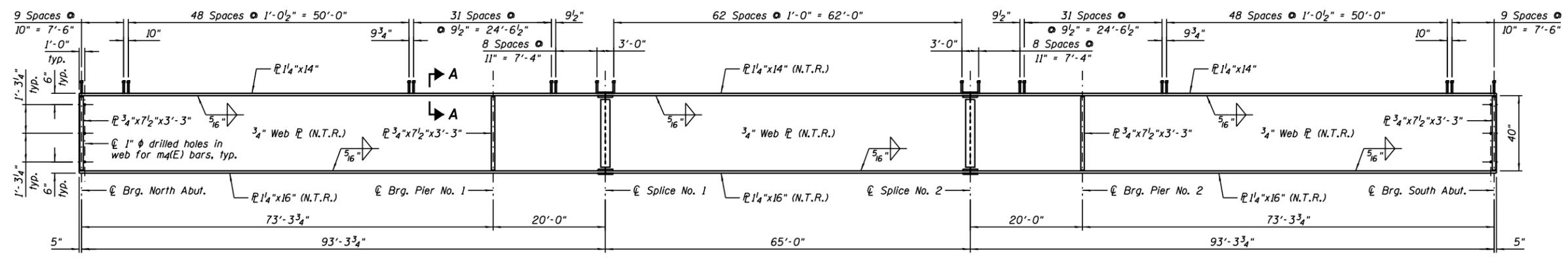
**TWO APPROACHES BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a5(E)	124	#4	21'-3"	□
a5(E)	60	#4	7'-5"	□
b3(E)	8	#4	14'-8"	—
b4(E)	84	#4	29'-8"	—
d(E)	68	#5	5'-7"	□
d2(E)	68	#5	5'-11"	□
e10(E)	32	#4	14'-8"	—
e11(E)	4	#8	14'-8"	—
f(E)	168	#4	9'-10"	—
w(E)	160	#5	20'-11"	—
Concrete Structures			Cu. Yd.	29.7
Concrete Superstructure			Cu. Yd.	6.7
Bridge Deck Grooving			Sq. Yd.	255
Protective Coat			Sq. Yd.	300
Reinforcement Bars, Epoxy Coated			Pound	9,680
Preformed Joint Strip Seal			Foot	87
Concrete Wearing Surface, 5"			Sq. Yd.	283
Precast Bridge Approach Slab			Sq. Ft.	2,440

(Sheet 4 of 4)

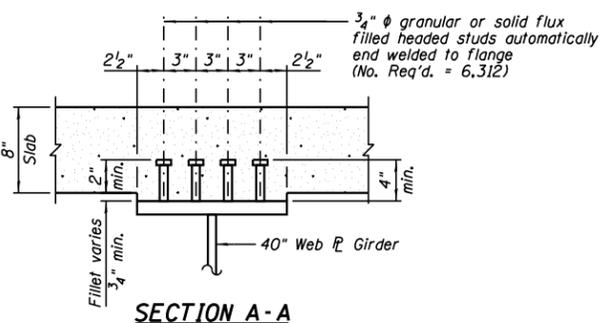


**PLAN**



**ELEVATION**

"N.T.R." denotes plates to which notch toughness requirements are applicable.



**SECTION A-A**

FABRICATED TOP OF WEB ELEVATION TABLE						
Location	Girder No. 1	Girder No. 2	Girder No. 3	Girder No. 4	Girder No. 5	Girder No. 6
℄ Brg. N. Abut.	637.49	637.62	637.76	637.90	638.05	638.21
℄ Pier No. 1	637.80	637.92	638.04	638.07	638.01	637.97
℄ Splice No. 1	637.81	637.92	638.04	638.04	637.93	637.83
℄ Splice No. 2	637.55	637.67	637.79	637.80	637.70	637.59
℄ Pier No. 2	637.40	637.52	637.64	637.65	637.55	637.45
℄ Brg. S. Abut.	636.57	636.70	636.84	636.85	636.76	636.66

For fabrication use only.

**NOTES:**

- 1.) See Sheet B19 for Diaphragm & Splice Details.
- 2.) All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- 3.) Load carrying components designated "N.T.R." shall conform to the Impact Testing Requirement, Zone 2.



DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
DATE - 07/28/17	REVISED
CHECKED - JML	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL  
STRUCTURE NO. 006-0187

SHEET NO. B17 OF 32 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR)	BUREAU	91	50
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

INTERIOR GIRDER MOMENT TABLE						
		0.4 Sp. 1	Pier No. 1	0.5 Sp. 2	Pier No. 2	0.6 Sp. 3
$I_s$	(in <sup>4</sup> )	19,918	19,918	19,918	19,918	19,918
$I_c(n)$	(in <sup>4</sup> )	48,112	48,112	48,112	48,112	48,112
$I_c(3n)$	(in <sup>4</sup> )	34,434	34,434	34,434	34,434	34,434
$I_c(cr)$	(in <sup>4</sup> )		25,070		25,070	
$S_s$	(in <sup>3</sup> )	972	972	972	972	972
$S_c(n)$	(in <sup>3</sup> )	1,363	1,363	1,363	1,363	1,363
$S_c(3n)$	(in <sup>3</sup> )	1,223	1,223	1,223	1,223	1,223
$S_c(cr)$	(in <sup>3</sup> )		1,079		1,079	
DC1	(k/')	1.008	1.008	1.008	1.008	1.008
M <sub>DC1</sub>	(k)	299	815	524	815	299
DC2	(k/')	0.150	0.150	0.150	0.150	0.150
M <sub>DC2</sub>	(k)	46	126	81	126	46
DW	(k/')	0.333	0.333	0.333	0.333	0.333
M <sub>DW</sub>	(k)	103	280	180	280	103
$M_k \cdot I_M$	(k)	919	1,163	1,126	1,163	922
$M_u$ (Strength I)	(k)	2,194	3,632	2,997	3,632	2,198
$\phi_r M_n$	(k)	6,556	4,498	6,556	4,498	6,556
$f_s$ DC1	(ksi)	3.7	10.1	6.5	10.1	3.7
$f_s$ DC2	(ksi)	0.5	1.4	0.8	1.4	0.5
$f_s$ DW	(ksi)	1.0	3.1	1.8	3.1	1.0
$f_s$ ( $\phi \cdot I_M$ )	(ksi)	8.1	12.9	9.9	12.9	8.1
$f_s$ (Service II)	(ksi)	15.7	31.4	21.9	31.4	15.7
0.95R <sub>h</sub> F <sub>yr</sub>	(ksi)	47.5	47.5	47.5	47.5	47.5
$f_s$ (Total)(Strength I)	(ksi)	20.9	41.6	29.1	41.6	20.9
$\phi_r F_n$	(ksi)					
V <sub>r</sub>	(k)	50.1	63.3	60.0	65.7	51.1

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

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

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

$I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).

DC1: Un-factored non-composite dead load (kips/ft.).

M<sub>DC1</sub>: 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<sub>DC2</sub>: 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<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M_k \cdot I_M$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

$M_u$  (Strength I): Factored design moment (kip-ft.).

$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_k \cdot I_M$

$\phi_r M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

$f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

$M_{DC1} / S_{nc}$

$f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$M_{DC2} / S_c(3n)$  or  $M_{DC2} / S_c(cr)$  as applicable.

$f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$M_{DW} / S_c(3n)$  or  $M_{DW} / S_c(cr)$  as applicable.

$f_s$  ( $\phi \cdot I_M$ ): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).

$M_k \cdot I_M / S_c(n)$  or  $M_k \cdot I_M / S_c(cr)$  as applicable.

$f_s$  (Service II): Sum of stresses as computed below (ksi).

$f_{SDC1} + f_{SDC2} + f_{SDW} + 1.3 f_s (\phi \cdot I_M)$

0.95R<sub>h</sub>F<sub>yr</sub>: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

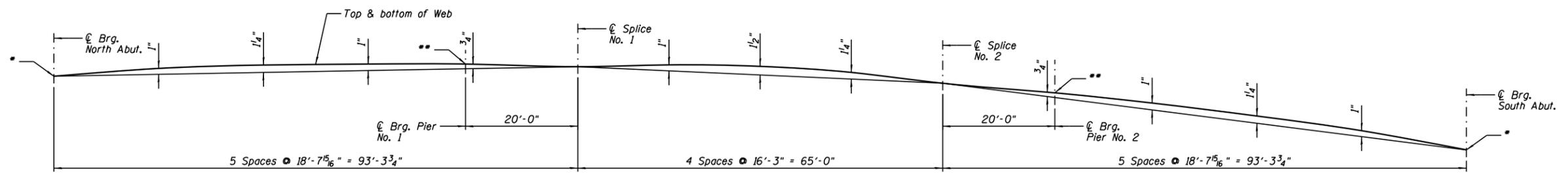
$f_s$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

$1.25 (f_{SDC1} + f_{SDC2}) + 1.5 f_{SDW} + 1.75 f_s (\phi \cdot I_M)$

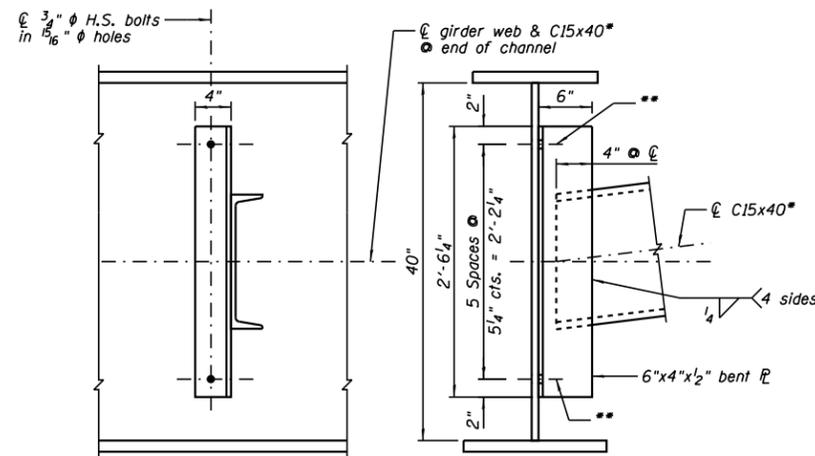
$\phi_r F_n$ : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V<sub>r</sub>: Maximum factored shear range in span computed according to Article 6.10.10.

INTERIOR GIRDER REACTION TABLE				
	N. Abut.	Pier No. 1	Pier No. 2	S. Abut.
R <sub>DC1</sub> (k)	24.5	99.0	99.0	24.5
R <sub>DC2</sub> (k)	3.8	15.1	15.1	3.8
R <sub>DW</sub> (k)	8.4	33.5	33.5	8.4
R $\phi \cdot I_M$ (k)	101.7	162.4	162.6	100.8
R <sub>Total</sub> (k)	138.4	310.1	310.3	137.5



**CAMBER DIAGRAM**  
 \* Final Top of Web Elevations at Abutment  
 \*\* Final Top of Web Elevations at Pier



**DIAPHRAGM D CONNECTION "A"**

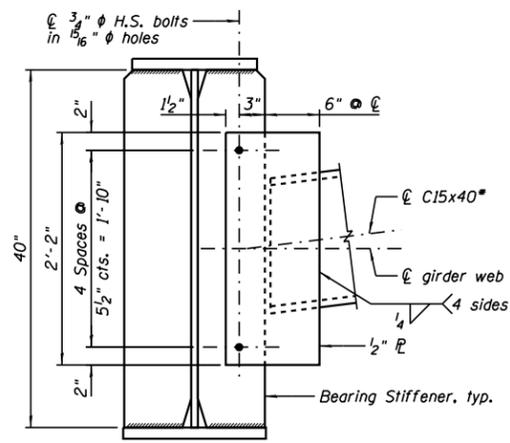
(55 - Required)

**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 section. The C15x50, if utilized, shall be provided at no extra cost to the department.

\*\*The 1/2" bent flange on Girder 4 near the Stage Construction Line shall have 1 5/16" x 1 7/8" vertical slotted holes. The bolts in the slotted holes shall be finger tight until the Stage II deck pour is completed. The slotted holes in the bent flange shall be positioned to allow the bolts to move from one end of the slotted hole to the opposite end under deck load. The holes shall be positioned allowing maximum bolt displacement without laterally stressing the beams. No slotted holes are allowed on the beams.



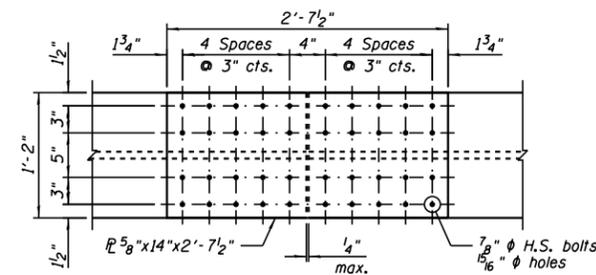
**DIAPHRAGM D1**

(10 - Required)

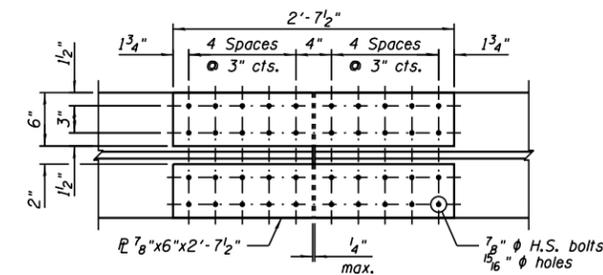
**Notes:**

Two hardened washers required for each set of oversized holes.

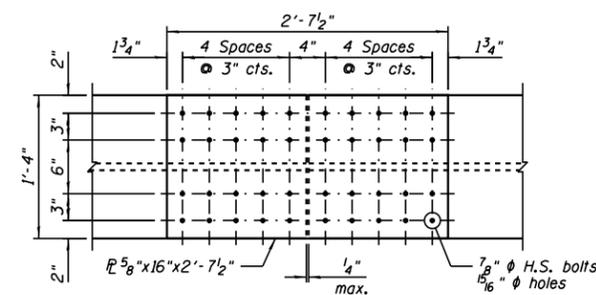
\*Alternate channels, C15x50, are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15x40 section. The C15x50, if utilized, shall be provided at no extra cost to the department.



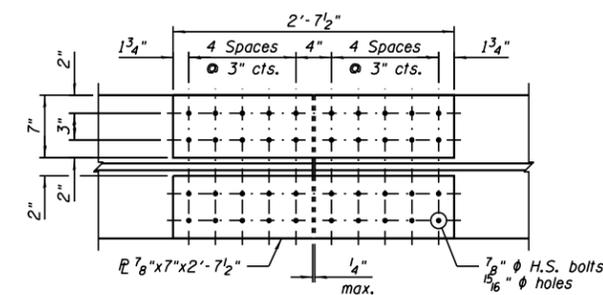
**OUTSIDE TOP FLANGE**



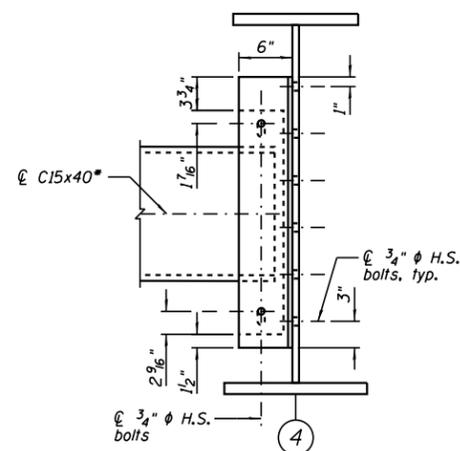
**INSIDE TOP FLANGE**



**OUTSIDE BOTTOM FLANGE**



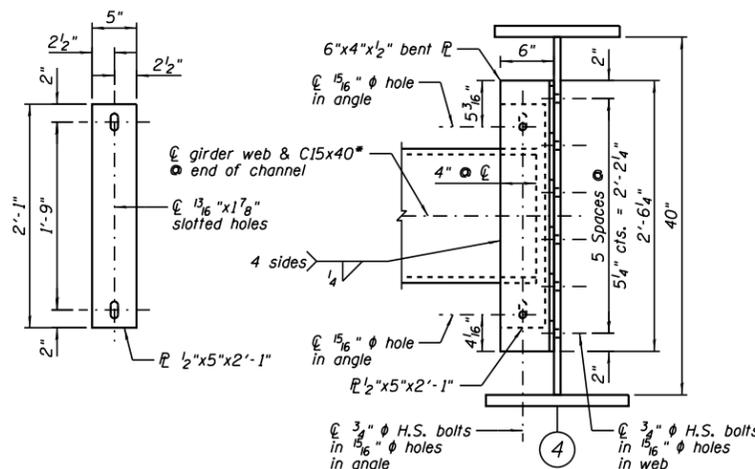
**INSIDE BOTTOM FLANGE**



**INITIAL BOLT ERECTION POSITION FOR DIAPHRAGM D CONNECTION "B"**

**Note:**

The bolts in the slotted holes shall be finger tight until the Stage II deck pour is completed. The slotted holes in the bent flange and plate shall be positioned as shown to allow the bolts to move to the final erection position under deck load. The holes have been positioned to allow maximum bolt displacement without laterally stressing the beam.

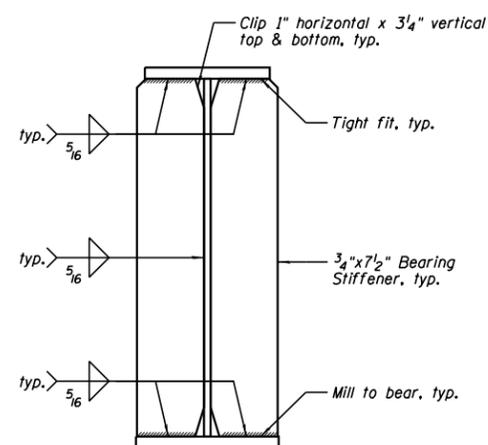


**FINAL BOLT ERECTION POSITION FOR DIAPHRAGM D CONNECTION "B"**

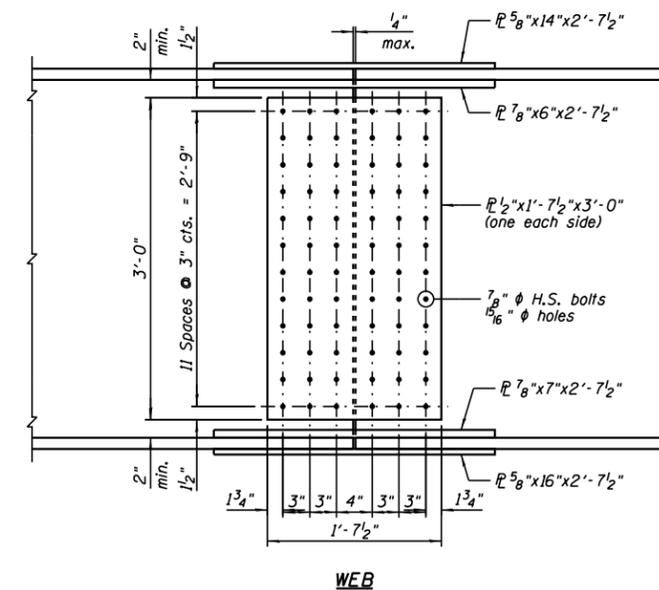
(After Stage II deck pour)

**Note:**

1 5/16" holes in web shall match Diaphragm Connection "A".



**SECTION AT ABUTMENT/PIER**



**SPLICE DETAILS**

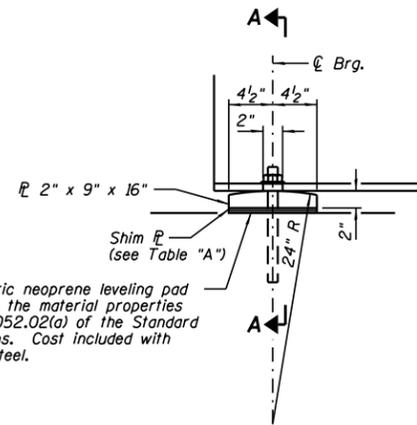
(12 - Required)

**NOTES:**

- 1.) See Sheet B17 for Diaphragm & Splice locations.
- 2.) All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- 3.) Load carrying components designated "N.T.R." shall conform to the Impact Testing Requirement, Zone 2.

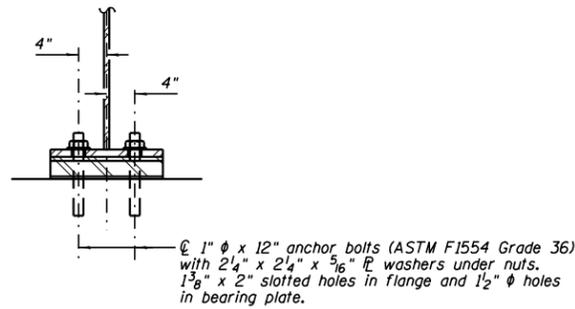
DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED
DATE - 07/28/17	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR)	BUREAU	91	52
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

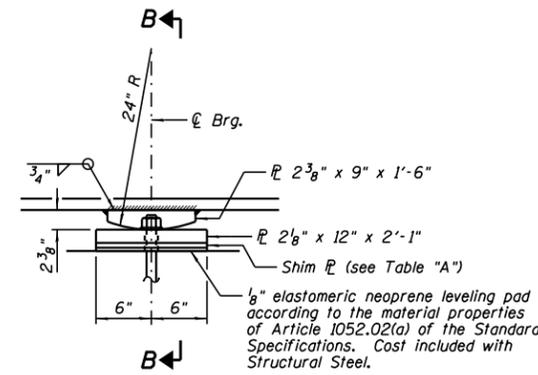


1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

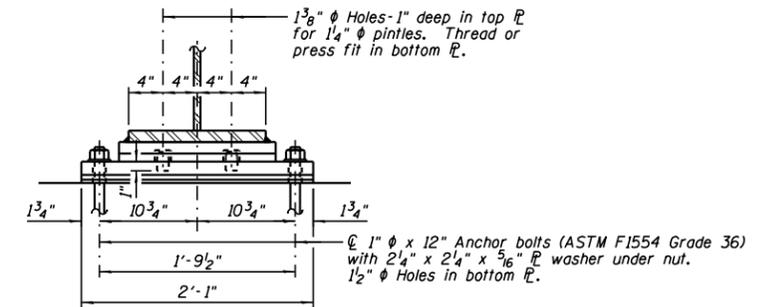
**ELEVATION AT ABUTMENTS**



**SECTION A-A**



**ELEVATION AT PIERS**



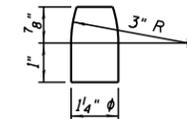
**SECTION B-B**

**FIXED BEARING**

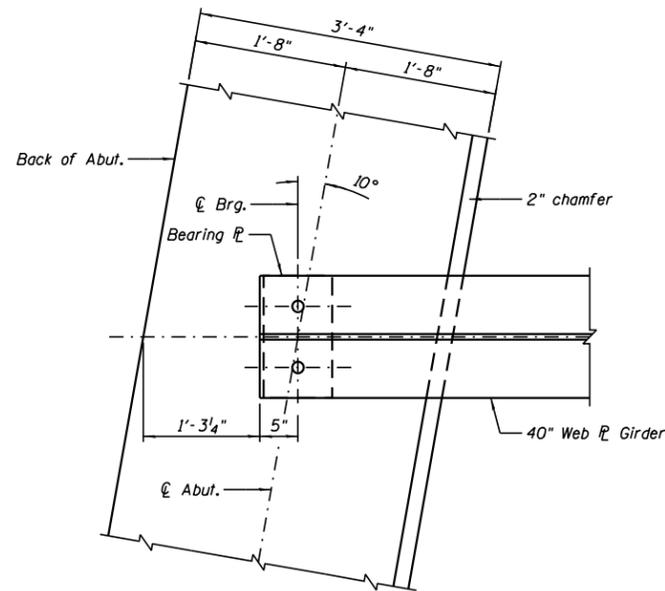
(At North Abutment - 6 Required)  
(At South Abutment - 6 Required)

**FIXED BEARING**

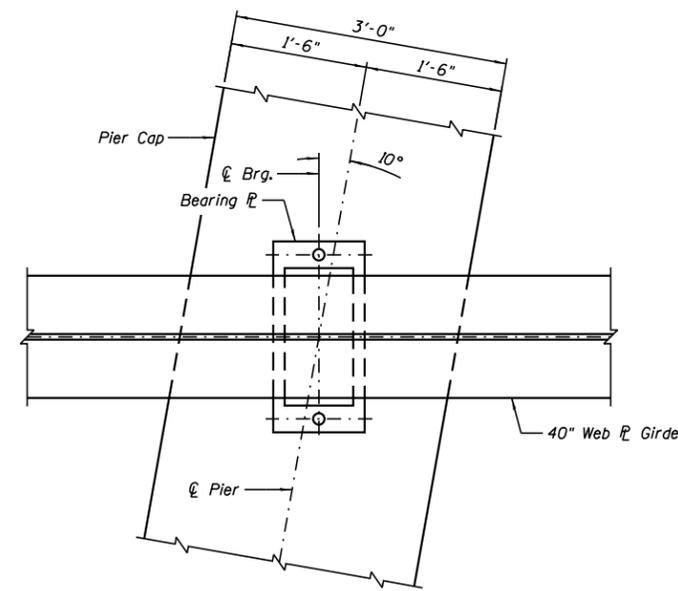
(At Pier No. 1 - 6 Required)  
(At Pier No. 2 - 6 Required)



**PINTLE**



**BEARING PLAN AT ABUTMENTS**



**BEARING PLAN AT PIERS**

**Notes:**  
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.  
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

**TABLE "A"**

Beam No.	Shim Thickness
Pier No. 1 - 4	3/8"
Pier No. 1 - 5	1/2"
Pier No. 2 - 4	1/8"
South Abut. - 4	1/4"

**BILL OF MATERIAL**

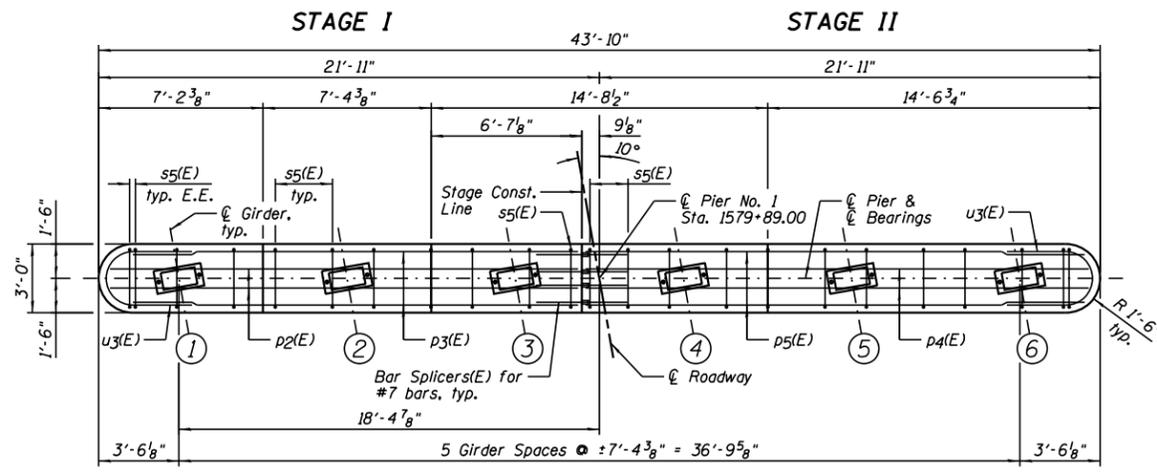
Item	Unit	Total
Anchor Bolts, 1"	Each	48

**NOTES:**

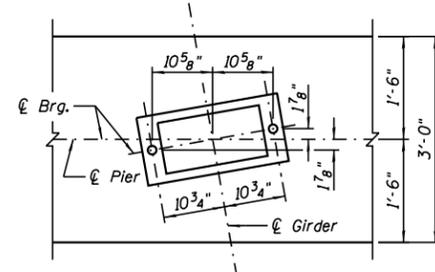
- The structural steel plates and pintles of the fixed bearing shall conform to the requirements of AASHTO M 270 Grade 50W.
- Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.







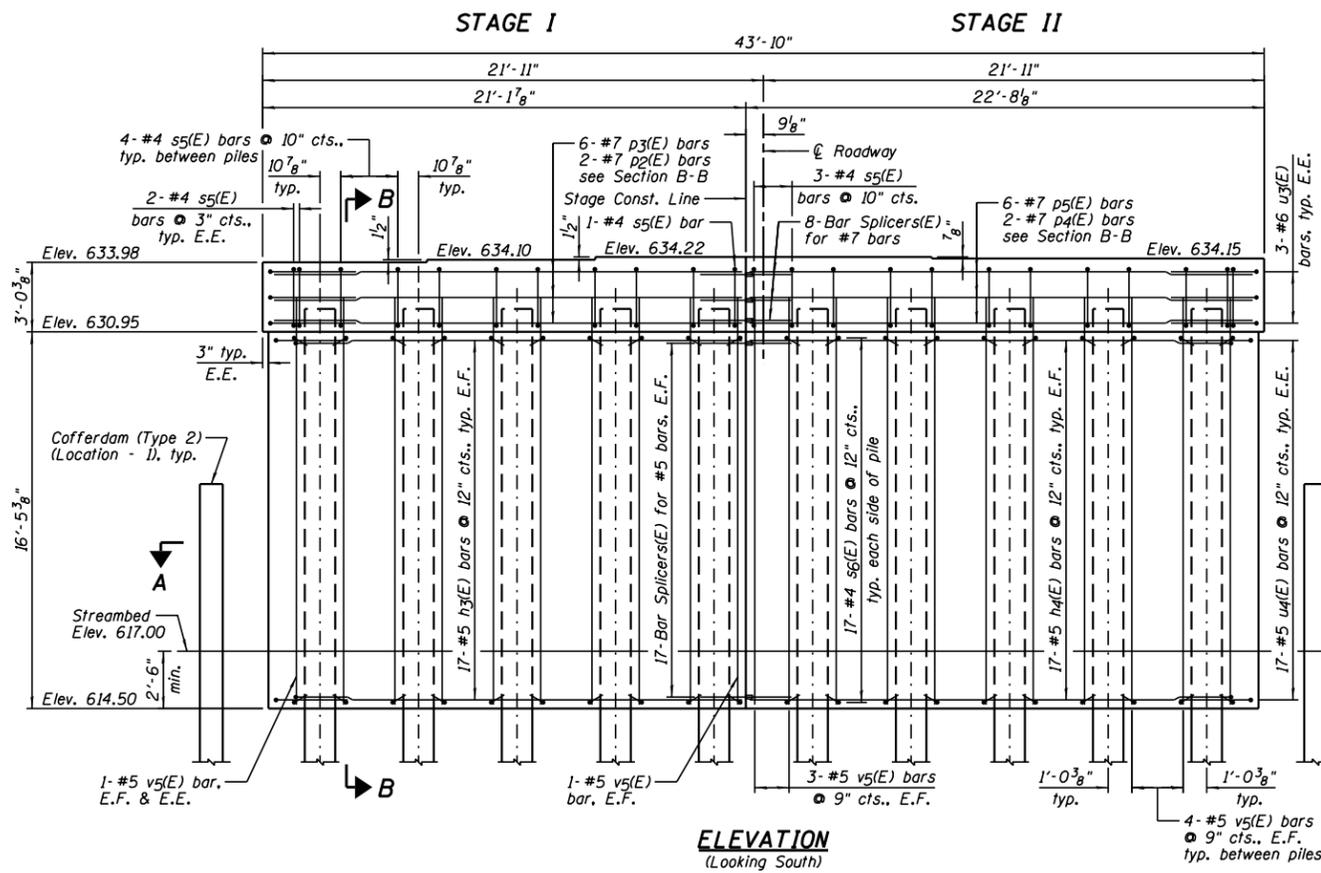
TOP PLAN



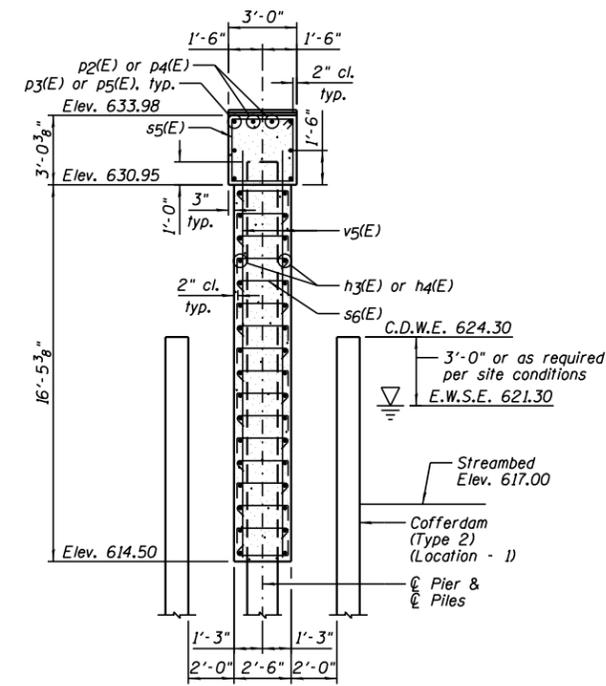
TYPICAL ANCHOR BOLT PLACEMENT DETAIL

PIER NO. 1  
BILL OF MATERIAL

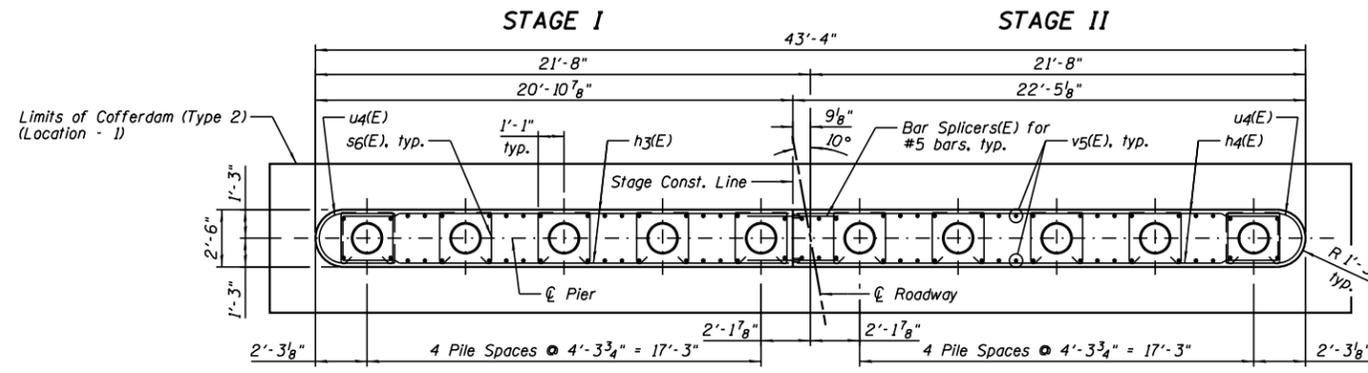
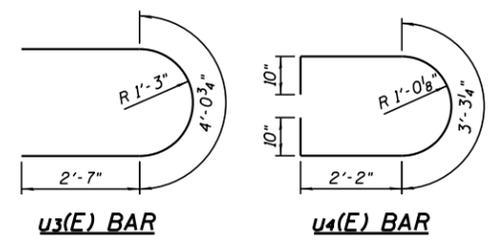
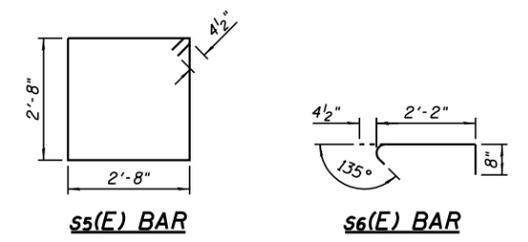
Bar	No.	Size	Length	Shape
h3(E)	34	#5	23'-11"	
h4(E)	34	#5	25'-5"	
p2(E)	2	#7	24'-4"	
p3(E)	6	#7	23'-1"	
p4(E)	2	#7	25'-10"	
p5(E)	6	#7	24'-7"	
s5(E)	45	#4	11'-5"	
s6(E)	476	#4	3'-3"	
u3(E)	6	#6	9'-1"	
u4(E)	34	#5	9'-2"	
v5(E)	82	#5	17'-10"	
Item	Unit	Quantity		
Cofferdam Excavation	Cu. Yd.	57		
Cofferdam (Type 2) (Location - 1)	Each	1		
Concrete Structures	Cu. Yd.	80.5		
Reinforcement Bars, Epoxy Coated	Pound	5,400		
Driving Piles	Foot	558		
Test Pile Metal Shells	Each	1		
Furnishing Metal Shell Piles 16"x0.375"	Foot	558		



ELEVATION  
(Looking South)



SECTION B-B



SECTION A-A

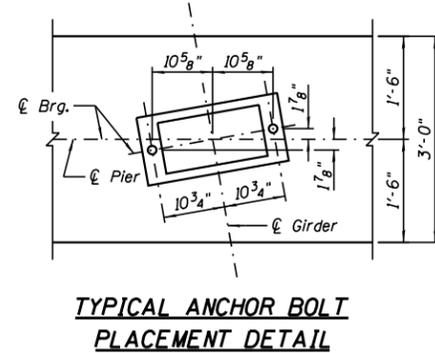
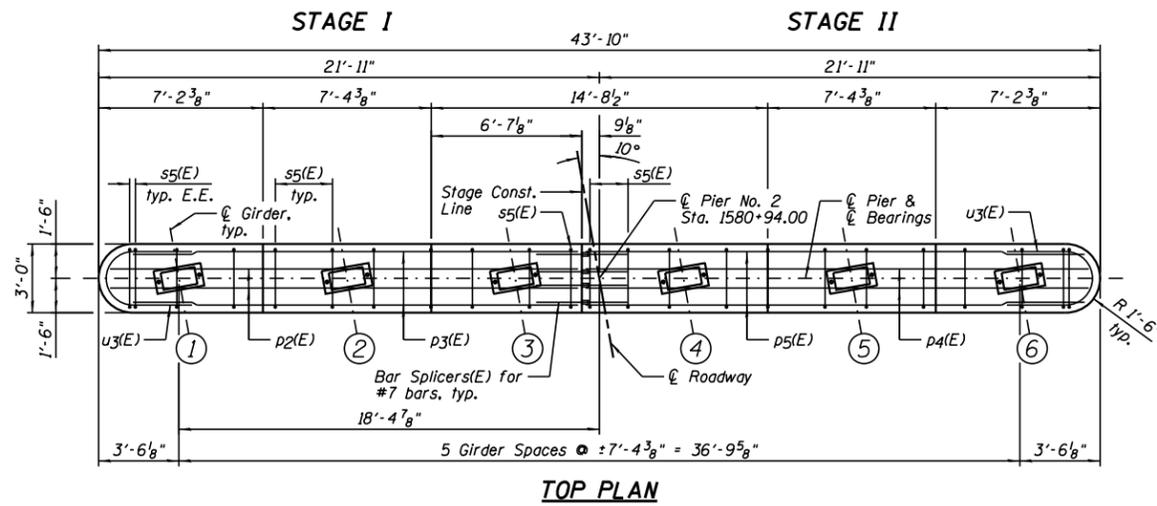
PILE DATA:

Pile Type and Size	Metal Shell - 16 in. dia. x 0.375 in. walls
Nominal Required Bearing	663 kips
Factored Resistance Available	335 kips
Estimated Pile Length	62 Feet
Number of Production Piles	9
Number of Test Piles	1

Note: Drive Test Pile under Stage I.

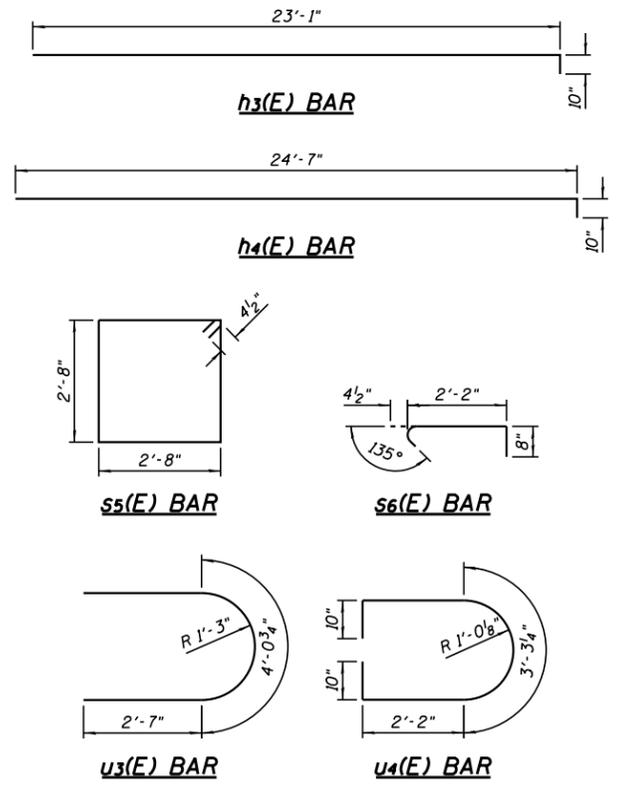
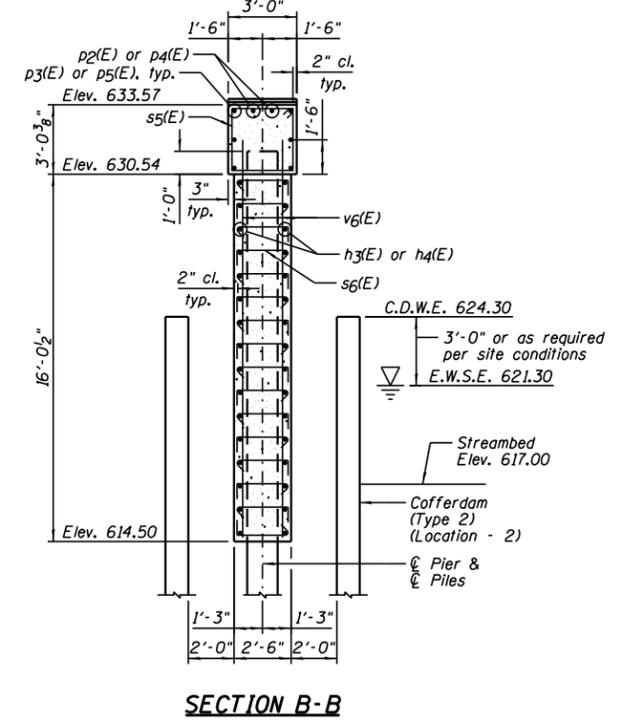
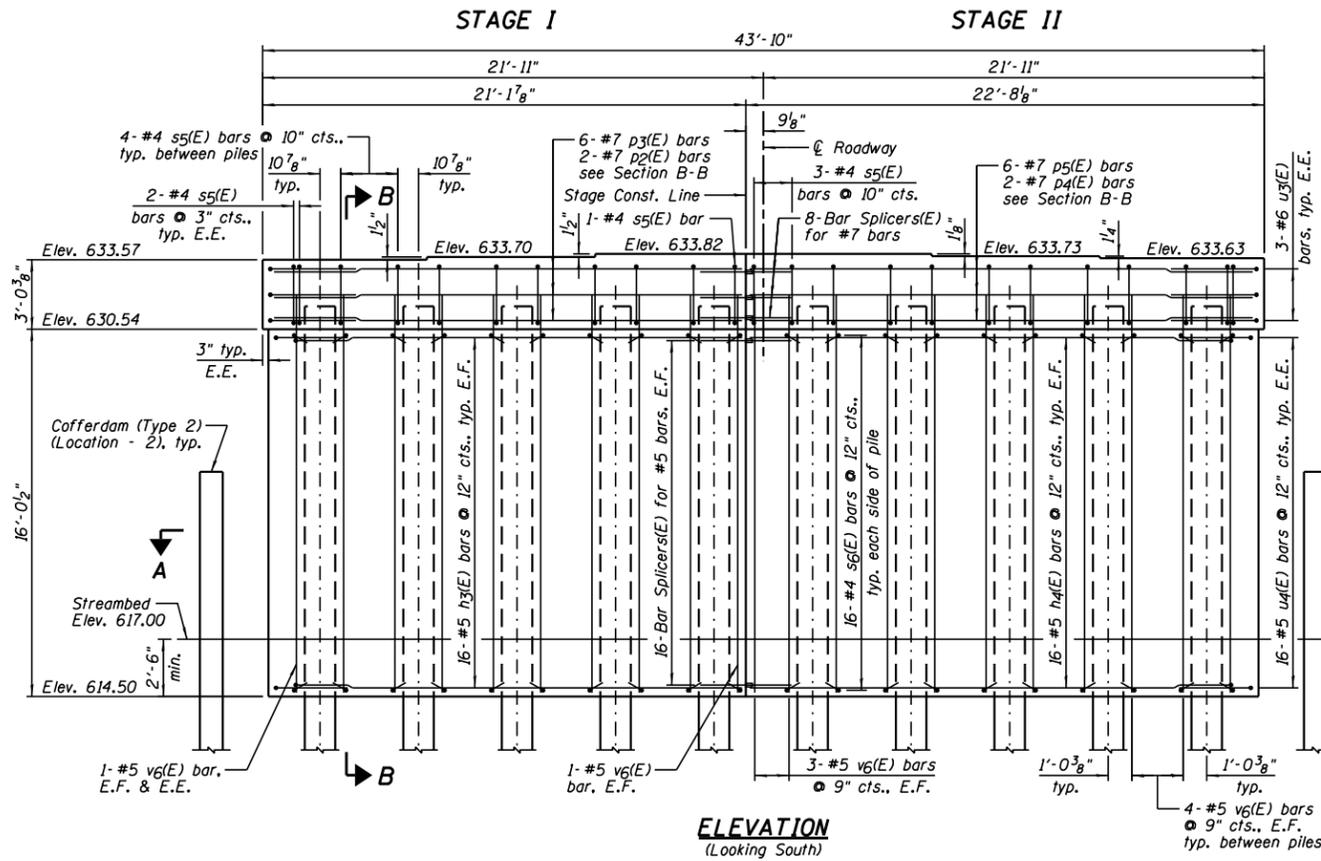
NOTES:

- 1.) Pour steps monolithically with cap.
- 2.) Space reinforcement in cap to miss anchor bolts.
- 3.) E.F. denotes Each Face and E.E. denotes Each End.
- 4.) See Sheet B26 for Bar Splicer Details.
- 5.) For details of piles, see Sheet B25.



**PIER NO. 2  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h3(E)	32	#5	23'-11"	
h4(E)	32	#5	25'-5"	
p2(E)	2	#7	24'-4"	
p3(E)	6	#7	23'-1"	
p4(E)	2	#7	25'-10"	
p5(E)	6	#7	24'-7"	
s5(E)	45	#4	11'-5"	
s6(E)	448	#4	3'-3"	
u3(E)	6	#6	9'-1"	
u4(E)	32	#5	9'-2"	
v6(E)	82	#5	17'-5"	
Item	Unit	Quantity		
Cofferdam Excavation	Cu. Yd.	165		
Cofferdam (Type 2) (Location - 1)	Each	1		
Concrete Structures	Cu. Yd.	78.8		
Reinforcement Bars, Epoxy Coated	Pound	5,200		
Driving Piles	Foot	420		
Furnishing Metal Shell Piles 16"x0.375"	Foot	420		



**PILE DATA:**

Pile Type and Size	Metal Shell - 16 in. dia. x 0.375 in. walls
Nominal Required Bearing	686 kips
Factored Resistance Available	347 kips
Estimated Pile Length	42 Feet
Number of Production Piles	10
Number of Test Piles	0

- NOTES:**
- 1.) Pour steps monolithically with cap.
  - 2.) Space reinforcement in cap to miss anchor bolts.
  - 3.) E.F. denotes Each Face and E.E. denotes Each End.
  - 4.) See Sheet B26 for Bar Splicer Details.
  - 5.) For details of piles, see Sheet B25.

**Farnsworth GROUP**  
2709 McGRAW DRIVE  
BLOOMINGTON, ILLINOIS 61704  
(309) 663-8435 / info@f-w.com

DESIGNED - TCR/JCZ	REVISED
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DRAWN - DJM	REVISED
DATE - 07/28/17	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

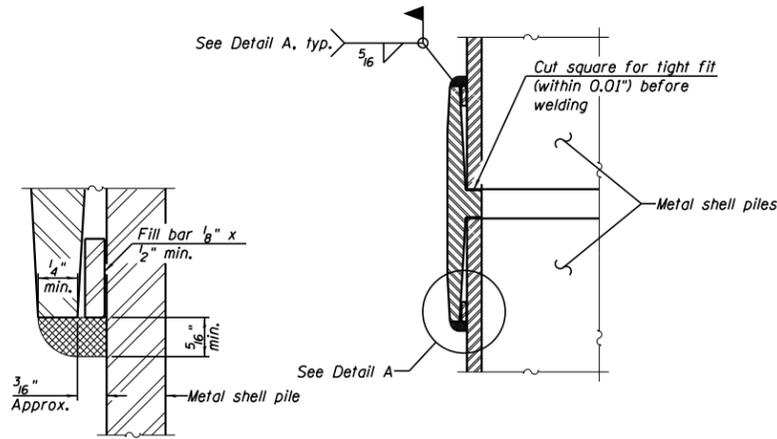
**PIER NO. 2  
STRUCTURE NO. 006-0187**  
SHEET NO. B24 OF 32 SHEETS

F.A.P. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR)BR	BUREAU	91	57
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



**METAL SHELL PILE TABLE**

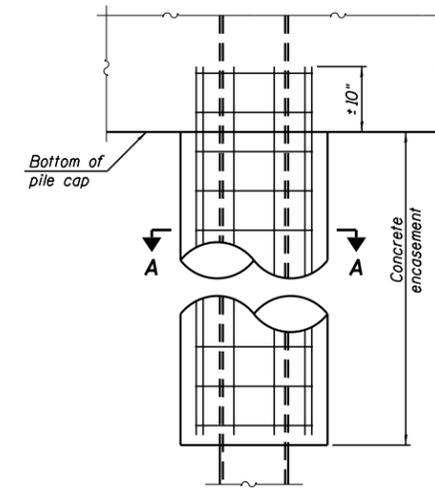
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. <sup>3</sup> /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



**DETAIL A**

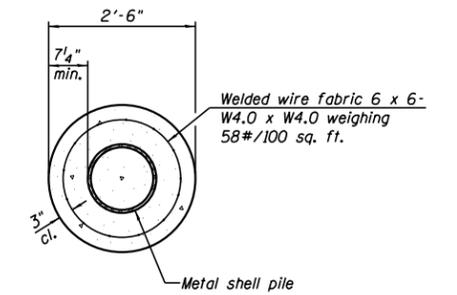
**WELDED COMMERCIAL SPLICE**

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

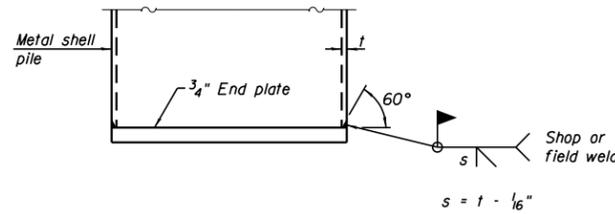


**ELEVATION**

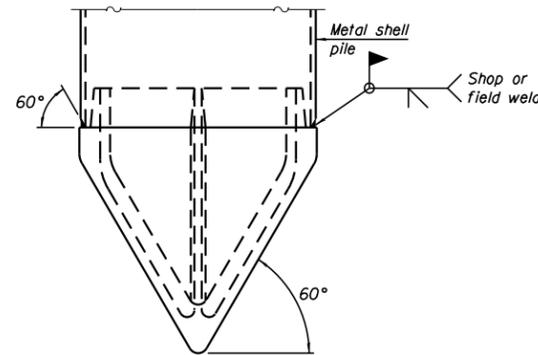
**INDIVIDUAL PILE CONCRETE ENCASEMENT AT PIERS**



**SECTION A-A**

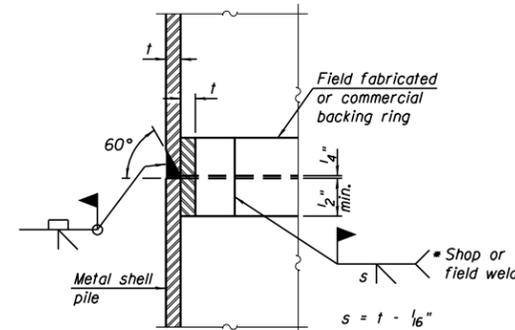


**END PLATE ATTACHMENT**



**PILE SHOE ATTACHMENT**

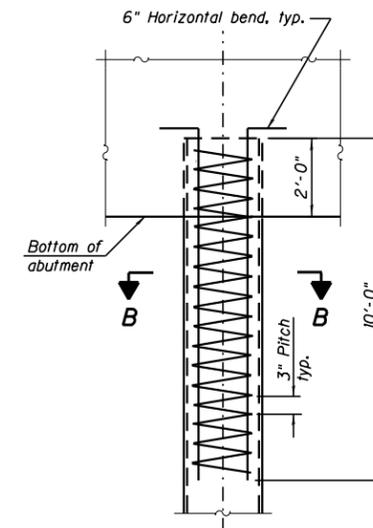
(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full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



**COMPLETE PENETRATION WELD SPLICE**

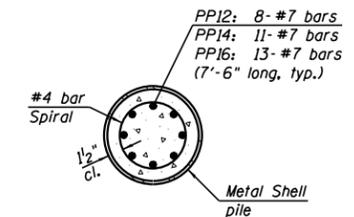
\* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

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



**ELEVATION**

**REINFORCEMENT AT ABUTMENTS**



**SECTION B-B**

F-MS

2-17-2017



DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
DATE - 07/28/17	REVISED
CHECKED - JML	REVISED

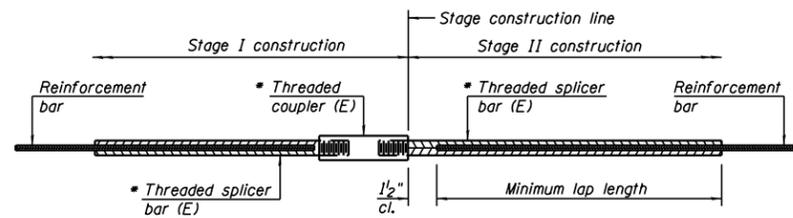
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS  
 STRUCTURE NO. 006-0187

SHEET NO. B25 OF 32 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR)	BUREAU	91	58
CONTRACT NO. 66A19				

ILLINOIS FED. AID PROJECT

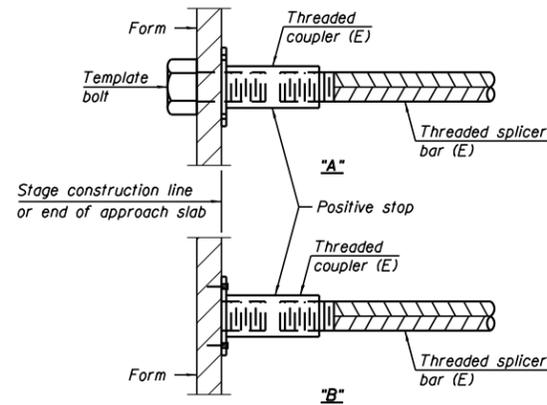


**STANDARD BAR SPLICER ASSEMBLY**

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Top of Slab	#5	507	3'-2"
Bottom of Slab	#5	338	3'-9"
North Diaphragm	#6	7	4'-4"
South Diaphragm	#6	7	4'-4"
North Approach	#4	31	2'-7"
North Approach Footing	#5	40	3'-2"
South Approach	#4	31	2'-7"
South Approach Footing	#5	40	3'-2"
North Abutment	#7	10	5'-0"
South Abutment	#7	10	5'-0"
Pier No. 1	#7	8	5'-0"
Pier No. 1	#5	34	3'-7"
Pier No. 2	#7	8	5'-0"
Pier No. 2	#5	32	3'-7"

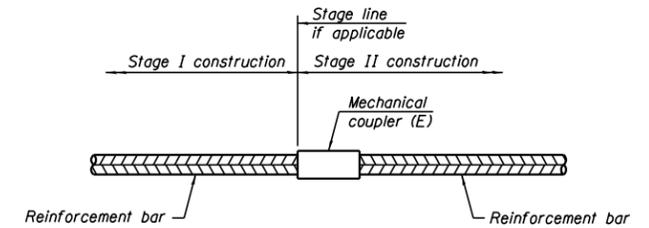


**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.

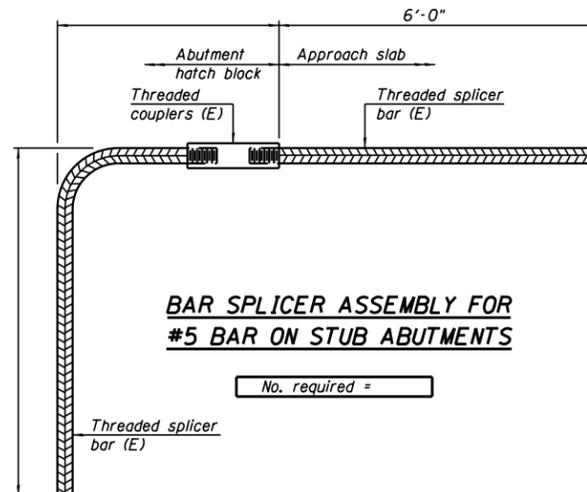
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

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

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

2-17-2017



DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
DATE - 07/28/17	REVISED
CHECKED - JML	REVISED

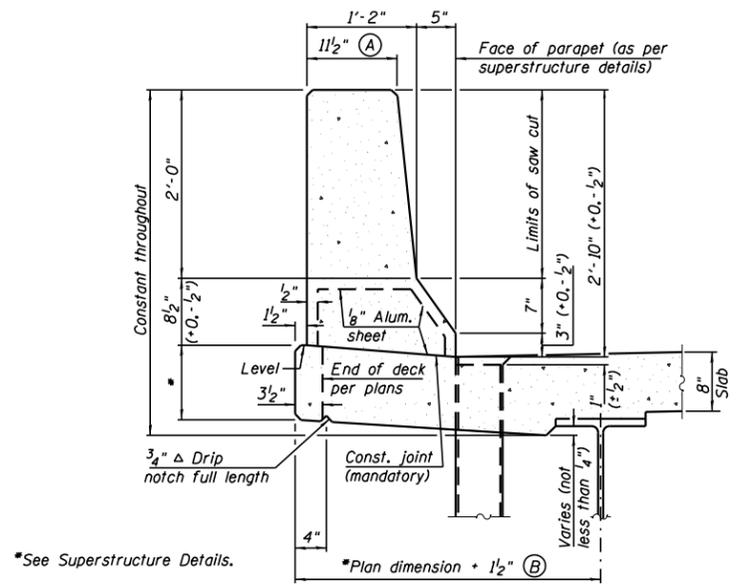
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 006-0187

SHEET NO. B26 OF 32 SHEETS

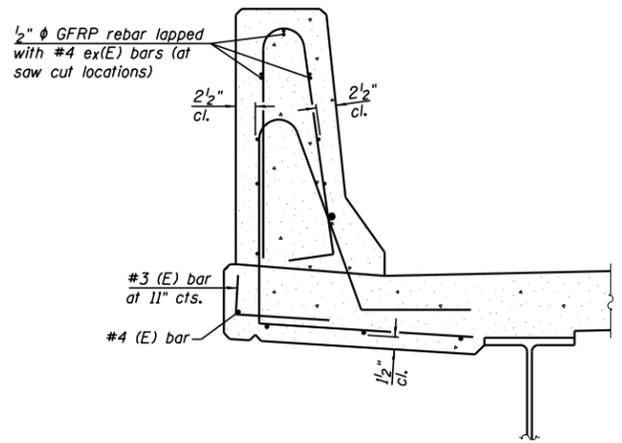
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	59
CONTRACT NO. 66A19				

ILLINOIS FED. AID PROJECT



**34" F SHAPE PARAPET SECTION**  
(Showing dimensions)

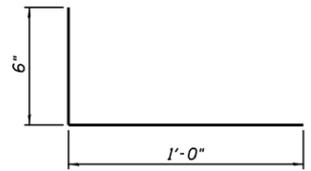
\*See Superstructure Details.



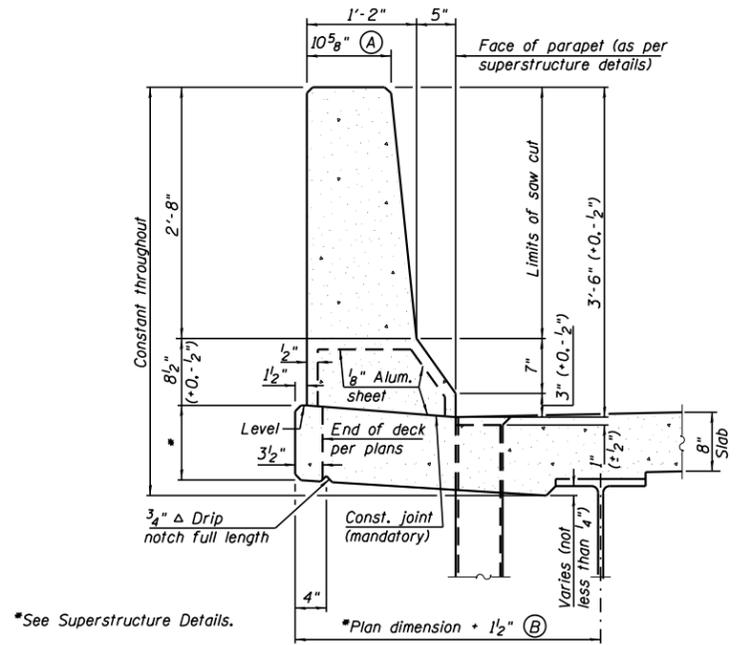
**SECTION**

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

**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.

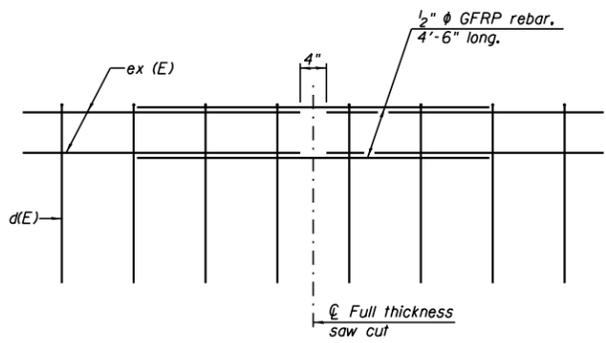


**#3 (E) BAR**



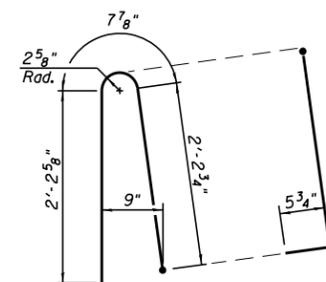
**42" F SHAPE PARAPET SECTION**  
(Showing dimensions)

\*See Superstructure Details.

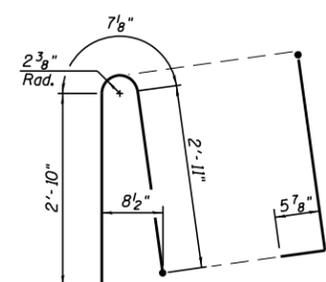


**GFRP REBAR STIFFENING DETAIL**

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



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



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

SFP 34-42 2-17-2017



DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED
DATE - 07/28/17	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION  
STRUCTURE NO. 006-0187

SHEET NO. B27 OF 32 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	60
CONTRACT NO. 66A19				

ILLINOIS FED. AID PROJECT





**SOIL BORING LOG**

Page 1 of 1  
Date 10/17/72

ROUTE FAP 316 (IL 26) DESCRIPTION IL 26 over Bureau Creek, North of Princeton LOGGED BY J. Matsko & H. Williams

SECTION (116 BR)BR LOCATION SW 1/4 of SW 1/4, SEC. 28, TWP. 17N, RNG. 9E, 4<sup>th</sup> PM.  
Latitude , Longitude

COUNTY Bureau DRILLING METHOD HAMMER TYPE

STRUCT. NO. 006-0079 (Exist.)  
Station 1536+94.55  
BORING NO. B-3  
Station 1536+91  
Offset 22.0 ft LL  
Ground Surface Elev. 626.50 ft

Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev. ft	First Encounter Upon Completion After Hrs.	D (ft)	B (/6")	U (tsf)	M (%)	D (ft)	B (/6")	U (tsf)	M (%)
622.50								20	3.6		13
								27	3.9		13
								28	4.3		12
								28	4.4		12
								34	4.7		12
								37	4.9		11
								36	5.0		12
								35	4.9		12
								587.50			
								-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



**SOIL BORING LOG**

Page 1 of 1  
Date 12/6/72

ROUTE FAP 316 (IL 26) DESCRIPTION IL 26 over Bureau Creek, North of Princeton LOGGED BY J. Matsko

SECTION (116 BR)BR LOCATION SW 1/4 of SW 1/4, SEC. 28, TWP. 17N, RNG. 9E, 4<sup>th</sup> PM.  
Latitude , Longitude

COUNTY Bureau DRILLING METHOD HAMMER TYPE

STRUCT. NO. 006-0079 (Exist.)  
Station 1536+94.55  
BORING NO. B-4  
Station 1536+27  
Offset 30.0 ft RL  
Ground Surface Elev. 620.00 ft

Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev. ft	First Encounter Upon Completion After Hrs.	D (ft)	B (/6")	U (tsf)	M (%)	D (ft)	B (/6")	U (tsf)	M (%)
618.50								30	4.5		12
								31	4.7		12
								31	4.7		12
								31	4.7		12
								32	4.8		12
								37	5.0		11
								38	5.1		12
								584.50			
								-36			
								27	3.9		12
								22	3.6		12
								-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS  
STRUCTURE NO. 006-0187

SHEET NO. B29 OF 32 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR)BR	BUREAU	91	62
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



**SOIL BORING LOG**

Date 10/25/72

ROUTE FAP 316 (IL 26) DESCRIPTION IL 26 over Bureau Creek, North of Princeton LOGGED BY J. Matsko  
 SECTION (116 BR)BR LOCATION SW 1/4 of SW 1/4, SEC. 28, TWP. 17N, RNG. 9E, 4<sup>th</sup> PM.  
 COUNTY Bureau DRILLING METHOD HAMMER TYPE

STRUCT. NO. 006-0079 (Exist.) 006-0136 (Prop.) Station 1536+94.55	D E P T H H	B L O W S	U C S Q u	M O I S T T	Surface Water Elev. 622.00 ft Stream Bed Elev.	D E P T H H	B L O W S	U C S Q u	M O I S T T	Groundwater Elev.: First Encounter Upon Completion After Hrs.	Wash ft	ft	(ft)	(6")	(tsf)	(%)
Medium Brown Sandy Loam (Moist with Trace of Gravel)		5	0.5 P	10						23	2.8 B	13				
Same as above		7	0.7 P	12						29	3.0 B	13				
		-5								-25						
Stiff Brown Sandy Loam		15	1.1 P	13						30	3.2 B	13				
Same as above		6	1.0 P	17						29	3.1 B	13				
		-10								-30						
Medium Light Brown Sand (Clean & Uniform)		10		5						30	3.4 B	12				
Loose Brown Sand & Gravel (Wet)		7								31	3.5 B	12				
		-15								-35						
Medium Brown Sand & Gravel (Wet & Dirty)		23								42	5.1 B	10				
Same as above		17								46	5.3 B	14				
		-20								-40						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



**SOIL BORING LOG**

Date 10/25/72

ROUTE FAP 316 (IL 26) DESCRIPTION IL 26 over Bureau Creek, North of Princeton LOGGED BY J. Matsko  
 SECTION (116 BR)BR LOCATION SW 1/4 of SW 1/4, SEC. 28, TWP. 17N, RNG. 9E, 4<sup>th</sup> PM.  
 COUNTY Bureau DRILLING METHOD HAMMER TYPE

STRUCT. NO. 006-0079 (Exist.) 006-0136 (Prop.) Station 1536+94.55	D E P T H H	B L O W S	U C S Q u	M O I S T T	Surface Water Elev. 622.00 ft Stream Bed Elev.	D E P T H H	B L O W S	U C S Q u	M O I S T T	Groundwater Elev.: First Encounter Upon Completion After Hrs.	Wash ft	ft	(ft)	(6")	(tsf)	(%)
Hard Tan Sandy Clay Till		37	4.9 B	11												
Same as above		28	4.7 B	13												
		-45														
Hard Tan Sandy Clay Till		38	5.1 B	11												
Same as above		39	5.2 B	11												
		585.50														
End of Boring		-50														
		-60														

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



DESIGNED - TCR/JCZ	REVISED
CHECKED - JML	REVISED
DRAWN - DJM	REVISED
CHECKED - JML	REVISED

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS  
 STRUCTURE NO. 006-0187

SHEET NO. B30 OF 32 SHEETS

F.A.P. RTE. 316	SECTION (116 BR)BR	COUNTY BUREAU	TOTAL SHEETS 91	SHEET NO. 63
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

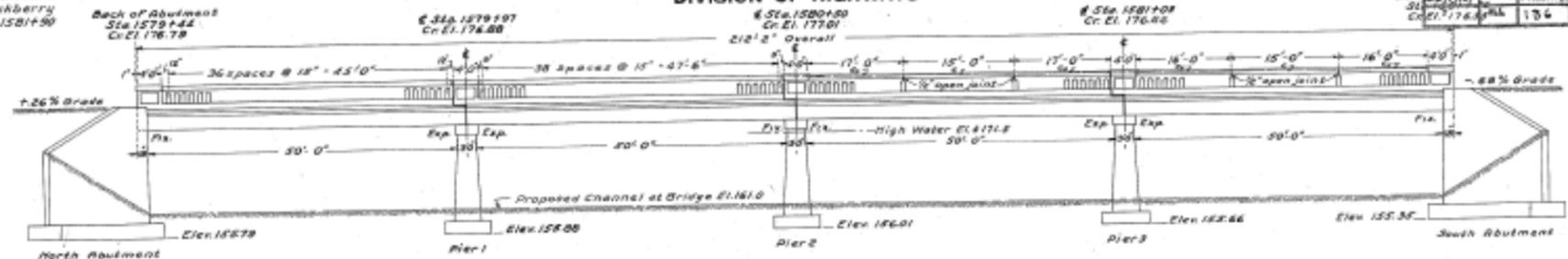




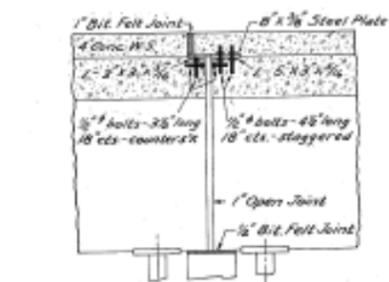
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE	COUNTY	SECTION	SHEET NO.	TOTAL SHEETS
89	BUREAU CREEK	23	21	4

No Existing Structure  
BM Spike & washer in  
Root 18' Hackberry  
30' SE Sta. 1581+90  
Elev. 170.01



GENERAL ELEVATION

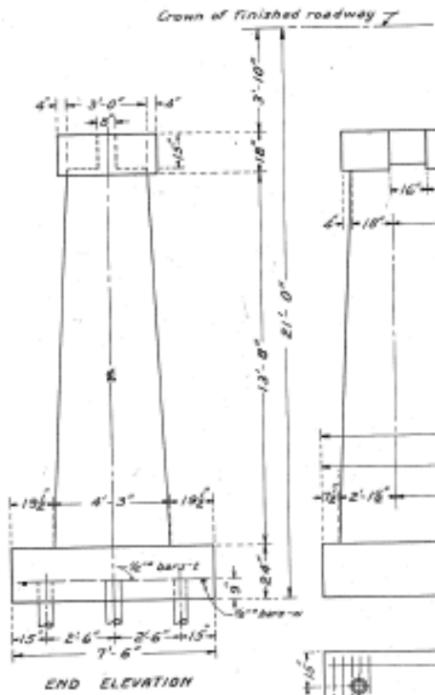


EXPANSION DETAILS  
PIERS 1 & 3

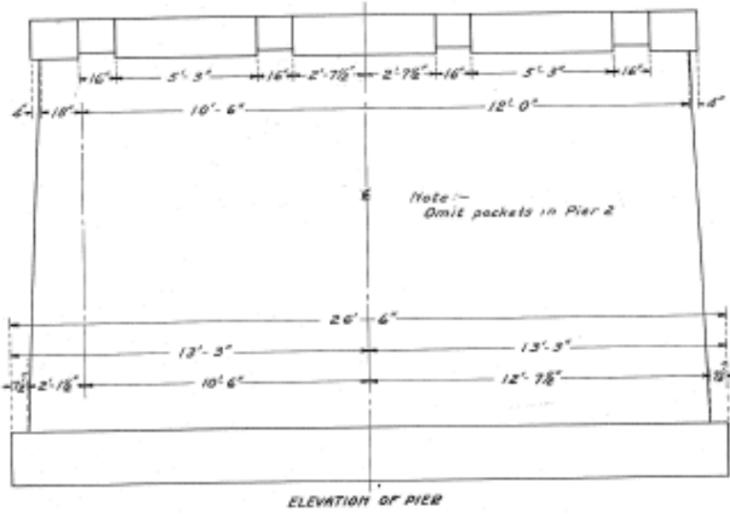
BILL OF MATERIAL ONE PIER  
3 REQUIRED

Bars	No	Size	Length
S	27	3/8"	71.9'
W	2	10"	26'-0"
Reinforcing Steel Lbs.			210
Class B Concrete Cu Yds.			62.9
15 Ton untr pile Lin Ft.			460

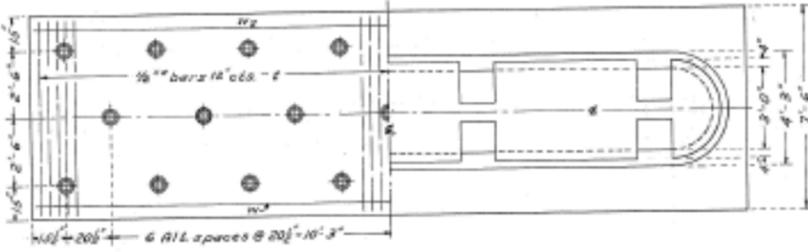
15 Ton untreated pile 10' Lip  
12" butt 69 Required  
Total Est. Length Lin. Ft. 1960



END ELEVATION



ELEVATION OF PIER

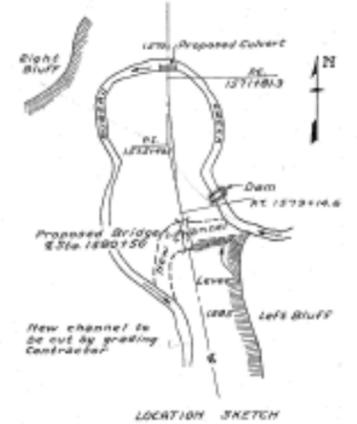


FOOTING PLAN

TOP PLAN  
PIERS 1 & 3

TOTAL BILL OF MATERIAL

Item	Supers	Piers	Abut's	Total
Class A Conc. Cu Yds	222.8		210.2	433.0
Class B Conc. Cu Yds	36.4			36.4
Class C Conc. Cu Yds		188.7		188.7
Reinforcing Steel Lbs	92800	620	15420	93420
Beams & Plates Lbs	3940			3940
Expansion Dev Lbs	1100			1100
Home Plate				1
15 Ton untr pile Lin Ft		1360	760	2120
12 Ton untr pile Lin Ft			720	720
10 Ton untr pile Lin Ft			620	620



BUREAU CREEK  
S.B.I. Route 89 Sec 11SB  
BUREAU COUNTY  
Sta. 1580+50

COMPUTED - J.C. Graham  
CHECKED - R.P. Peterson  
DRAWN - J.E.G.  
CHECKED - R.P.P.  
ASSEMBLED -  
CHECKED -  
EXAMINED Aug 18, 1937  
47  
PASSED  
APPROVED  
CHIEF INSTANT REGISTER

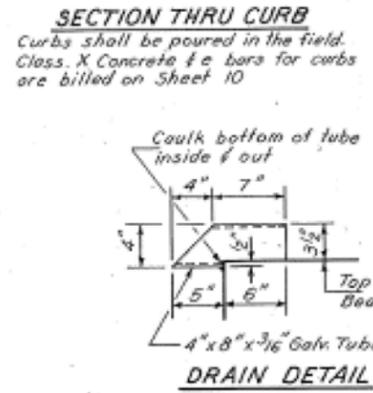
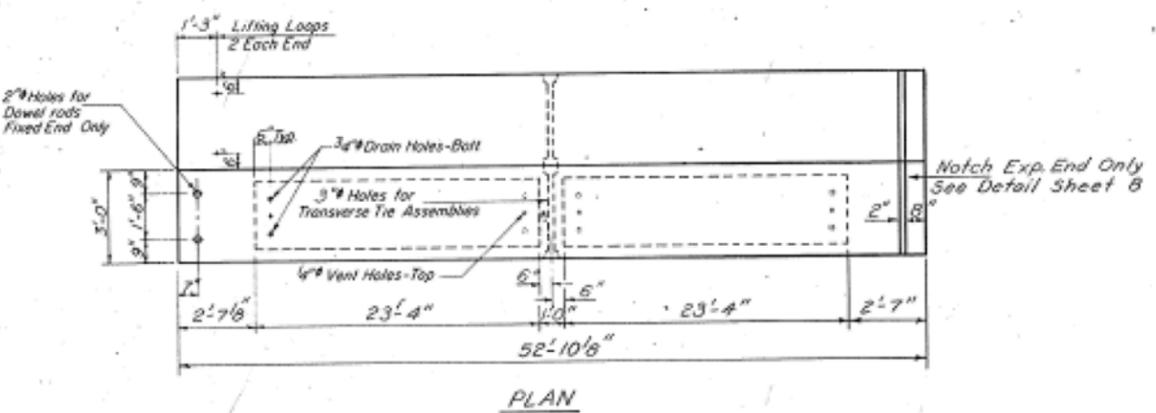
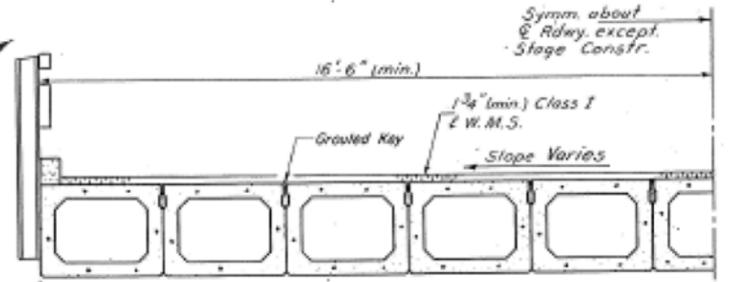
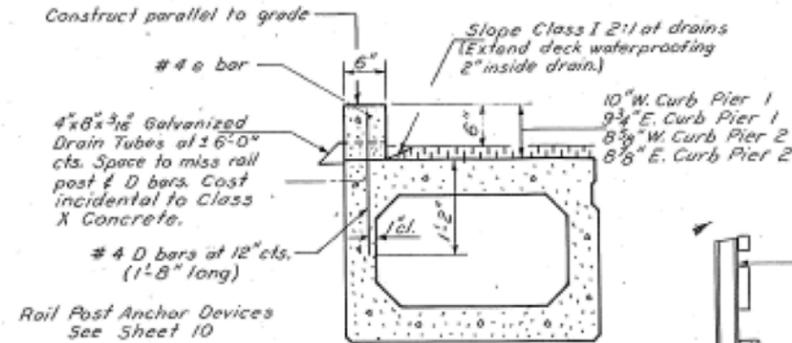
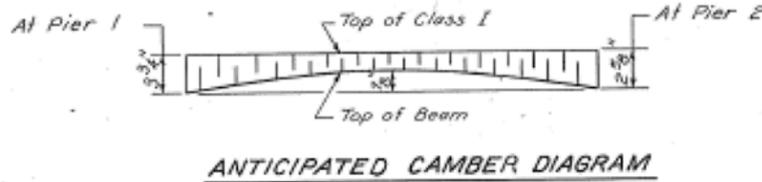
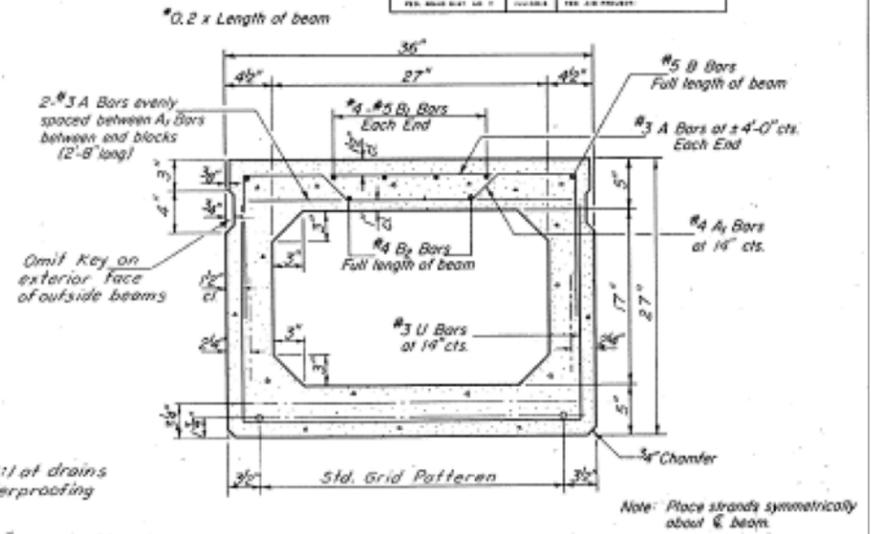
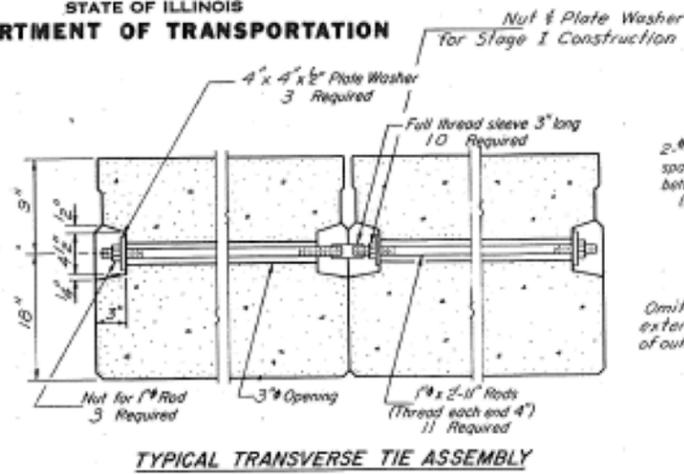
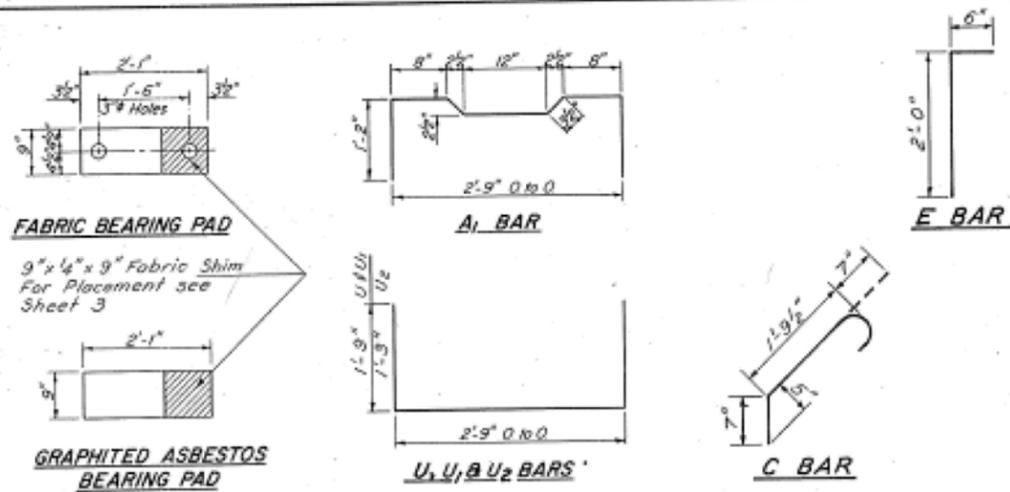
FOR INFORMATION ONLY





STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
38	115BR	BUREAU	25	10
SHEET NO. 5 17 SHEETS				



**BILL OF MATERIAL**

Bar	No	Size	Length	Shape
a	3	#5	11'-9"	—
a <sub>1</sub>	3	#5	20'-9"	—
x <sub>1</sub>	3	#5	4'-10"	J
Precast Prestressed Concrete Deck Beams		Sq Ft.	1744	
Class X Concrete		Cu. Yds.	0.8	
Reinforcement Bars		Lbs.	120	

Work this Sheet with Sheet 8

**NOTES**

Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq in. Lifting loops shall be 5/8" diameter, 5 x 25 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 33,000lbs.

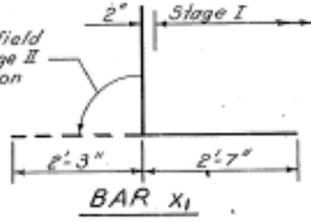
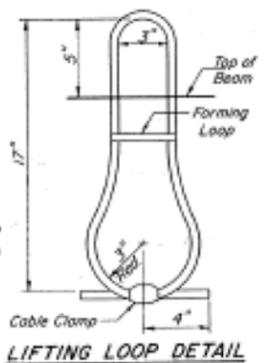
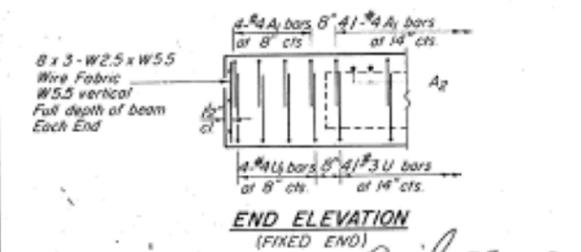
The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

Longitudinal shear keys shall be packed with a very dry mix of 2-1 sand and PC mortar. After beams have been erected, holes for the dowel anchors shall be drilled into the sub-structure and the anchor dowels shall be grouted in place.

Reinforcement bars shall conform to AASHTO: M-31 or M-53, Grade 60. A Calcium Nitrite Corrosion Inhibitor, as covered in the Special Provisions, shall be used in the concrete for precast prestressed concrete deck beams.

Cost of reinforcement and accessories cast into the beam, of bearing pads, and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beams."

x<sub>1</sub> bars shall conform to AASHTO designation M-31 or M-53 except that the minimum yield strength shall not be less than 33,000psi or exceed 45,000psi.



DESIGNED: J. M. H. [Signature]

CHECKED: J. E. [Signature]

DRAWN: R. P. Summer

CHECKED: [Signature]

APRIL 28 1988

EXAMINED: [Signature]

PASSED

APPROVED

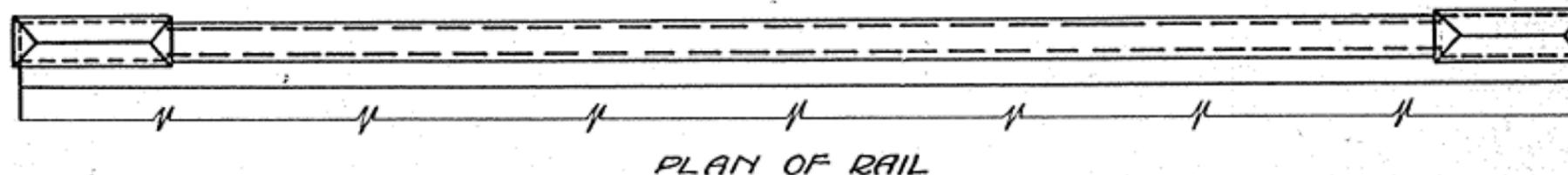
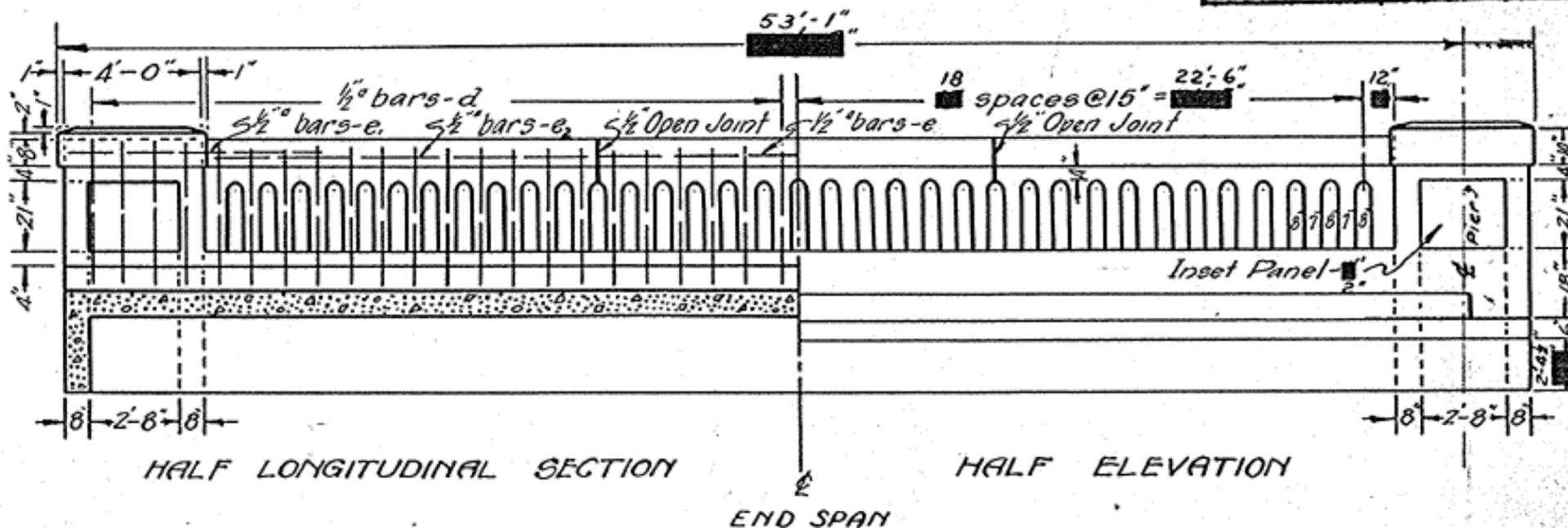
PD-5-S 8-1-78

**FOR INFORMATION ONLY**

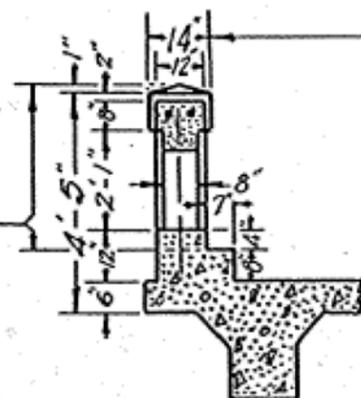
**SPAN 2  
SUPERSTRUCTURE  
F.A. RT. 38 SEC. 115BR  
BUREAU COUNTY  
STA. 1580+50.00**

DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

BOND ISSUE ROUTE NO.	COUNTY	SEC.	TOT. SHEETS
89	BUREAU	115-B	25



Note: Class X Concrete to be used in the Rails from top of Hub Guards to top of Rails. Proportions 1:2:3 1/2



COMPUTED	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>
DRAWN	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>
SPECIAL ASSEMBLED	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>

EXAMINED *[Signature]* 10/18/27

APPROVED *[Signature]*

BUREAU CREEK  
S-B-I - Route 89 - Sec. 1  
BUREAU COUNTY  
Sta. 1580 + 50  
1008

FOR INFORMATION ONLY

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		CHECKED =	REVISED =
		DATE =	REVISED =

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

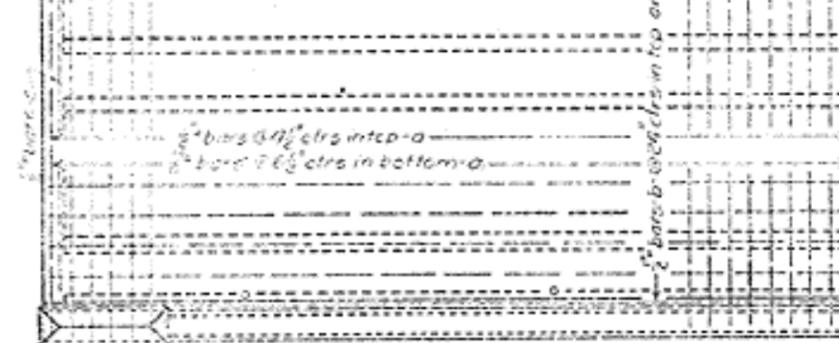
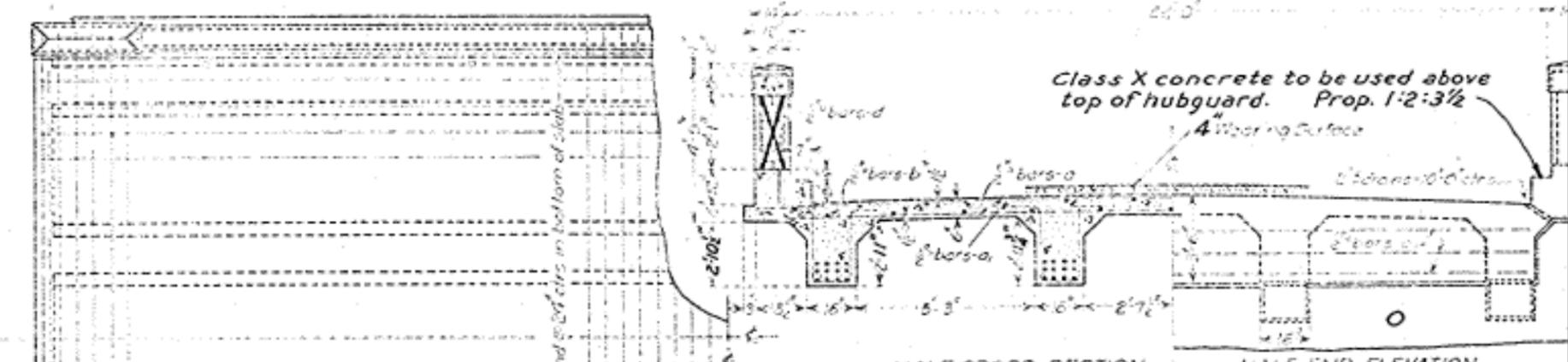
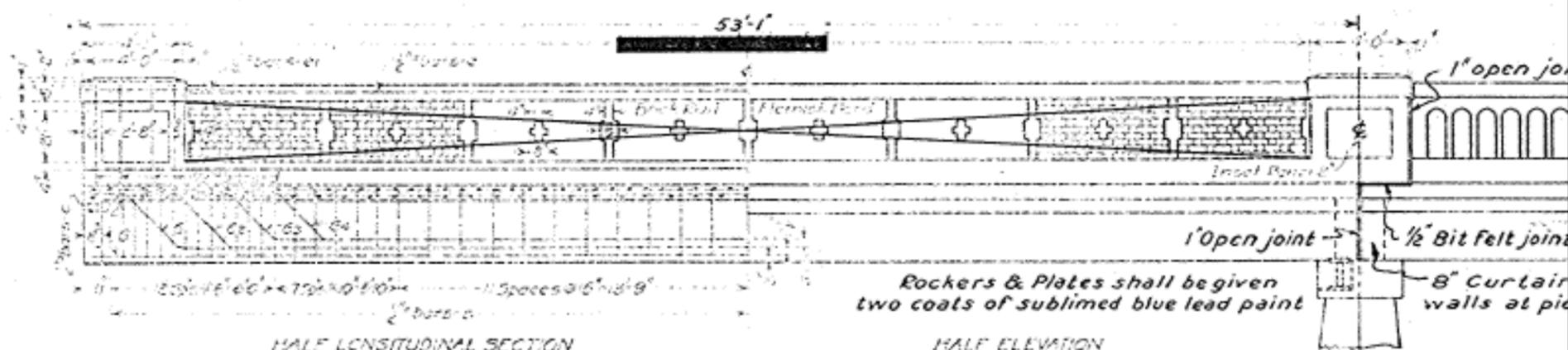
EXISTING STRUCTURE PLANS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR) BR	BUREAU	91	70
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				

BOND ISSUE ROUTE NO.	COUNTY	SEC.	TOTAL SHEETS	SHEET NO.
89	BUREAU	1158	23	20

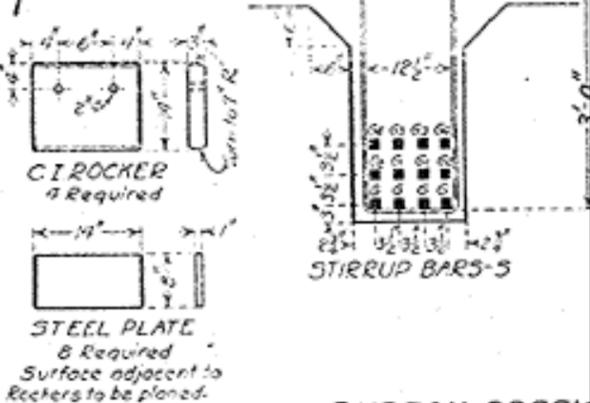
REINFORCED CONCRETE DECK GIRDER  
SPAN 50 FEET ROADWAY 22 FEET



ONE SPAN OPEN RAIL x 4  
BILL OF MATERIAL

Bars	No	Size	Length
a	141	1/2"	24'-0"
a1	98	1/2"	25'-0"
b	69	1/2"	19'-0"
c	6	1/2"	21'-0"
d	88	1/2"	3'-6"
e	4	1/2"	14'-6"
f	5	1/2"	6'-0"
g	16	1/2"	52'-6"
h	8	1/2"	54'-6"
i	8	1/2"	50'-0"
j	8	1/2"	46'-0"
k	8	1/2"	42'-0"
l	4	1/2"	13'-6"
m	8	1/2"	8'-0"
n	4	1/2"	16'-6"

Reinforcing Steel Lbs 20700  
Class X Concrete Cu Yds 63.2  
Class X Conc Cu Yds 7.6  
4" CI Rockers Lbs 610  
8" Steel Plates Lbs 230



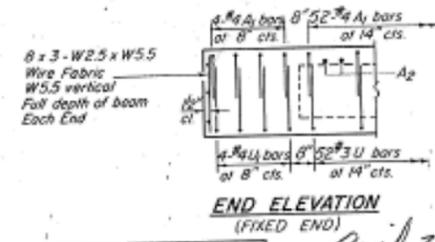
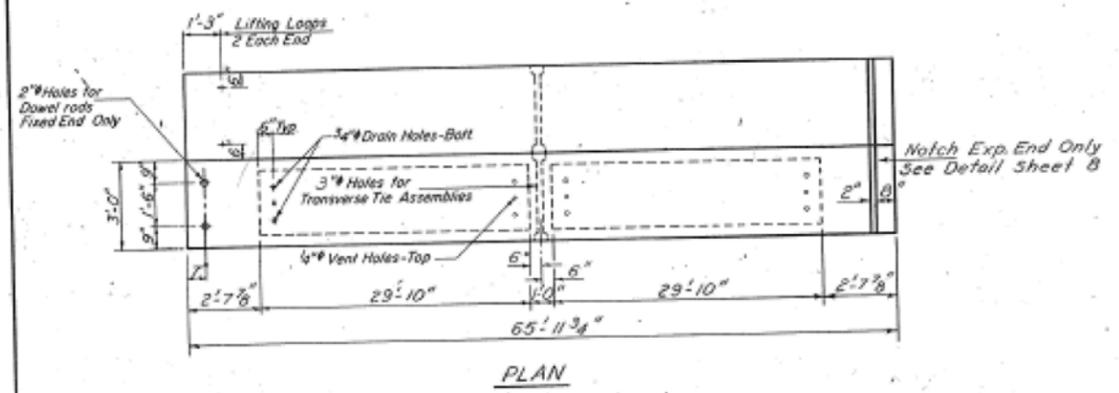
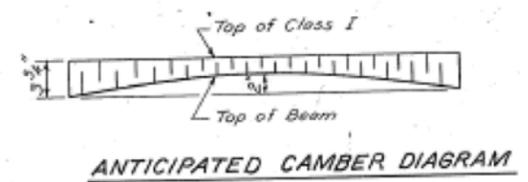
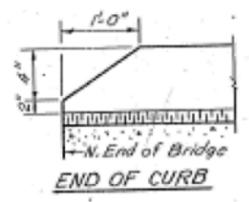
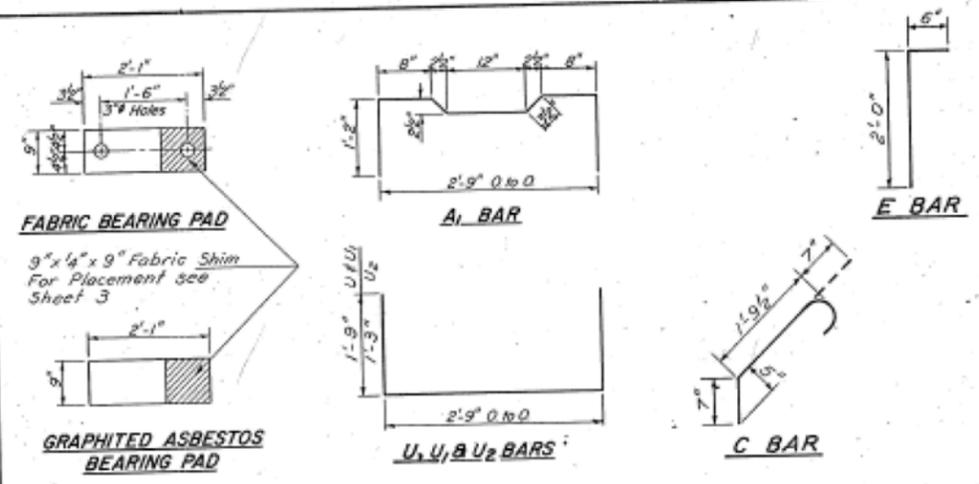
Class A concrete to be used below top of hubguard.  
Proportions 1:2 1/2:4

BUREAU CREEK  
SBI Route 89 Sec. 11  
BUREAU COUNTY  
Sta. 1580+50

Aug. 18, 1927

COMPUTED - H.B. Roberts  
CHECKED - R. J. Church  
DRAWN - H.B. Roberts  
CHECKED - J.R. Graham  
ASSEMBLED - J.R. Graham  
SPECIAL CHECKED - P.R. Blanton

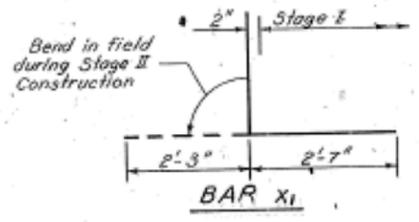
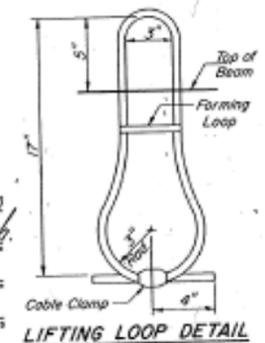
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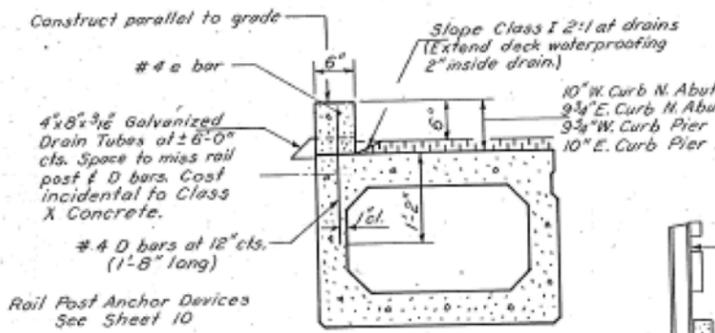
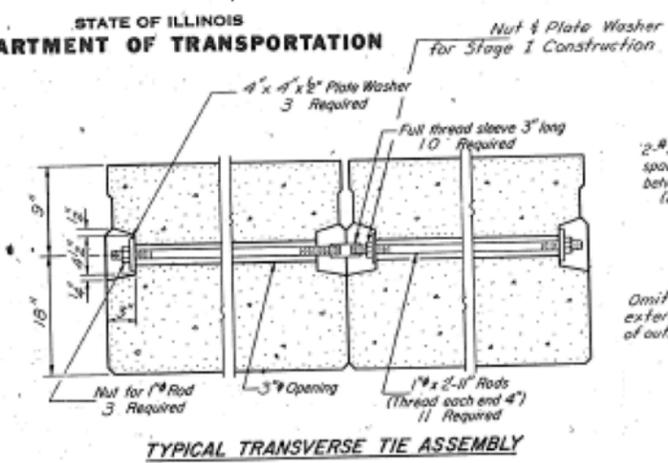
DESIGNED *James E. Horman*  
CHECKED *Leslie E. Horman*  
DRAWN *R. P. Summer*  
CHECKED *AH TGA*

EXAMINED *Carl E. Charnoff*  
PASSED  
APPROVED

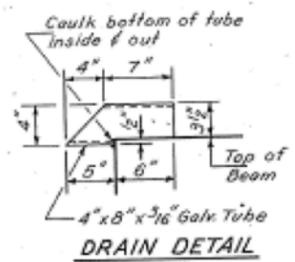
APRIL 28 1980



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



Curbs shall be poured in the field. Class X Concrete & e bars for curbs are billed on Sheet 10



**NOTES**

Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq in. Lifting loops shall be 3/4" diameter, 6 x 25 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 46,000 lbs.

The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

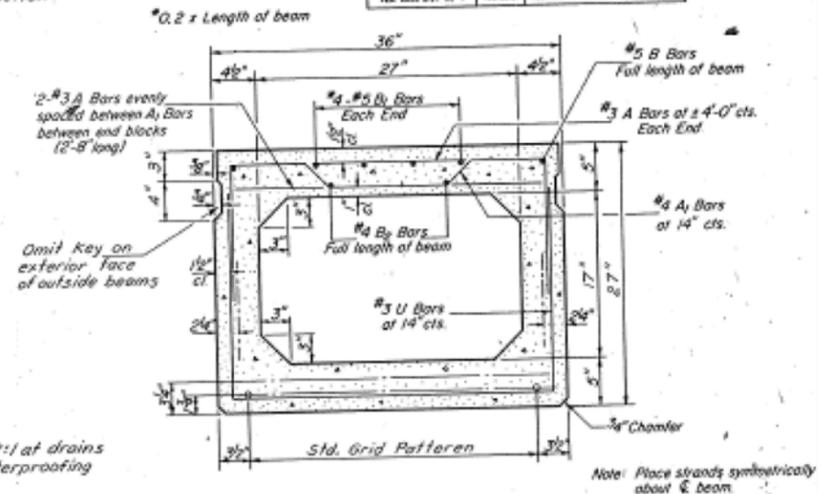
Longitudinal shear keys shall be packed with a very dry mix of 2:1 sand and P.C. mortar. After beams have been erected, holes for the dowel anchors shall be drilled into the sub-structure and the anchor dowels shall be grouted in place.

Reinforcement bars shall conform to AASHTO: M-31 or M-53, Grade 60.

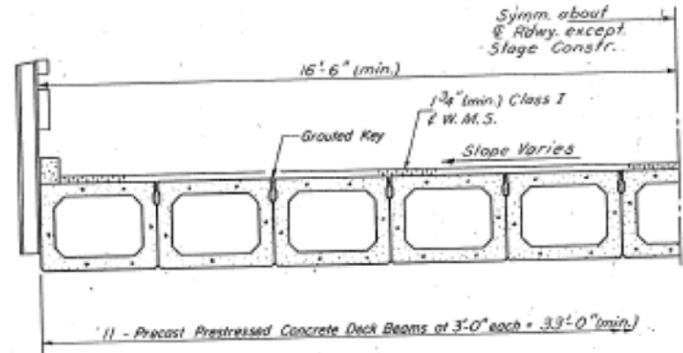
A Calcium Nitrite Corrosion Inhibitor, as covered in the Special Provisions, shall be used in the concrete for precast prestressed concrete deck beams.

Cast of reinforcement and accessories cast into the beam, or bearing pads, and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beams".

X<sub>1</sub> bars shall conform to AASHTO designation M-31 or M-53 except that the minimum yield strength shall not be less than 33,000 psi or exceed 45,000 psi.



19-1/2" # Strands Each Strand Stressed to 28,900 Lbs.  
8-Strands 1 3/4" up, 7-Strands 3/4" up, 2-Strands 4 1/2" up  
2-Strands 7 1/2" up



**BILL OF MATERIAL**

Bar	No	Size	Length	Shape
a	3	#5	11'-9"	—
a <sub>1</sub>	3	#5	20'-9"	—
x <sub>1</sub>	3	#5	4'-10"	J
Precast Prestressed Concrete Deck Beams	Sq Ft.		2177	
Class X Concrete	Cu. Yds.		3.6	
Reinforcement Bars	Lbs.		180	

Work this Sheet with Sheet B

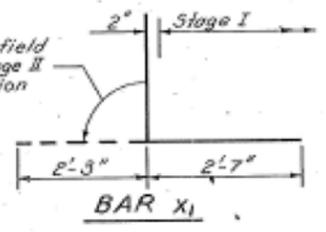
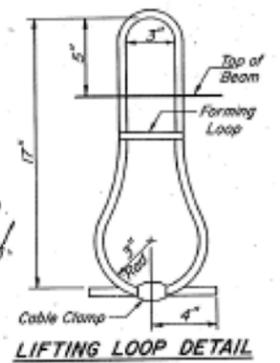
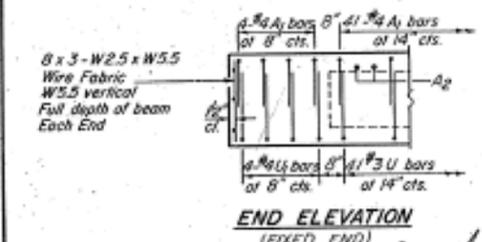
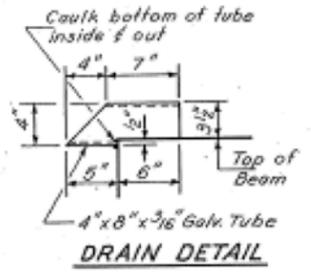
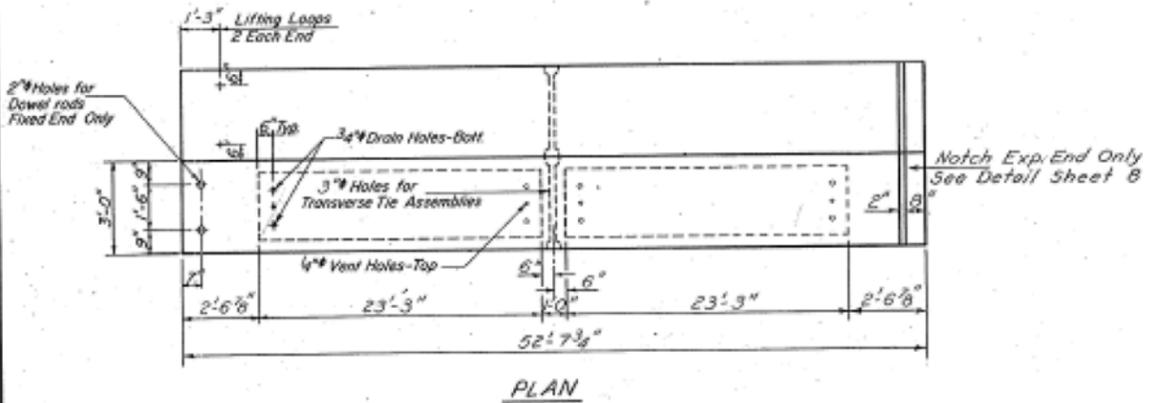
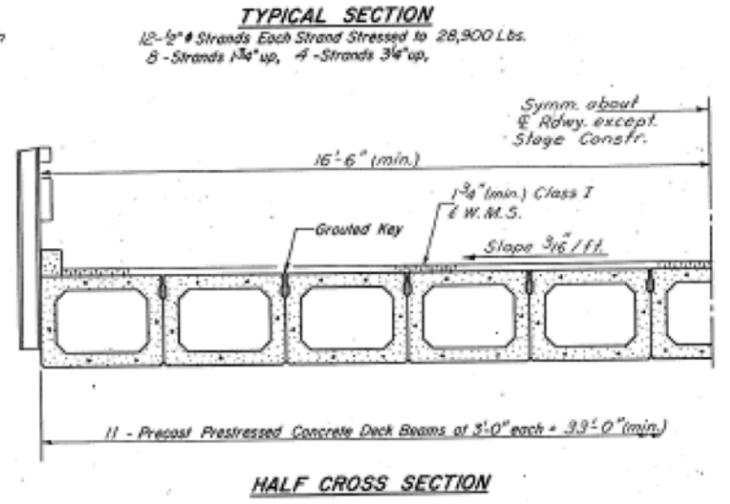
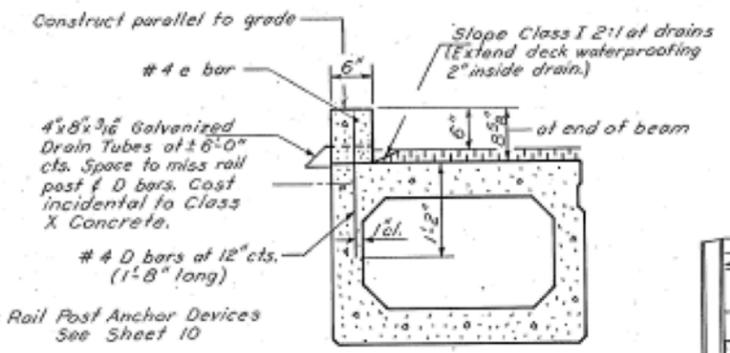
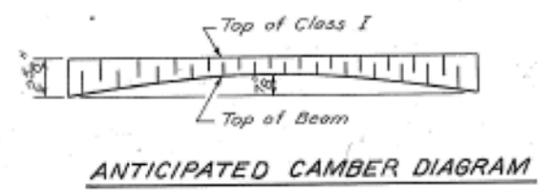
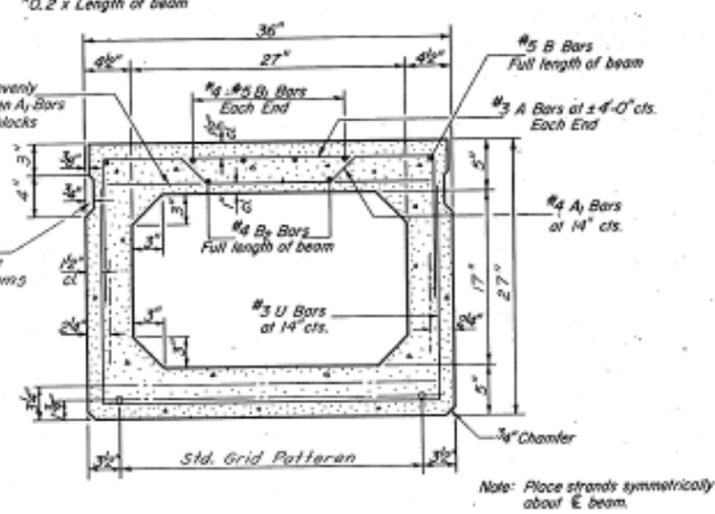
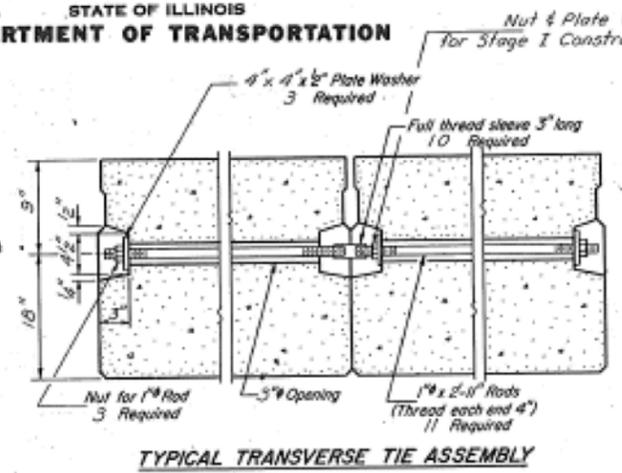
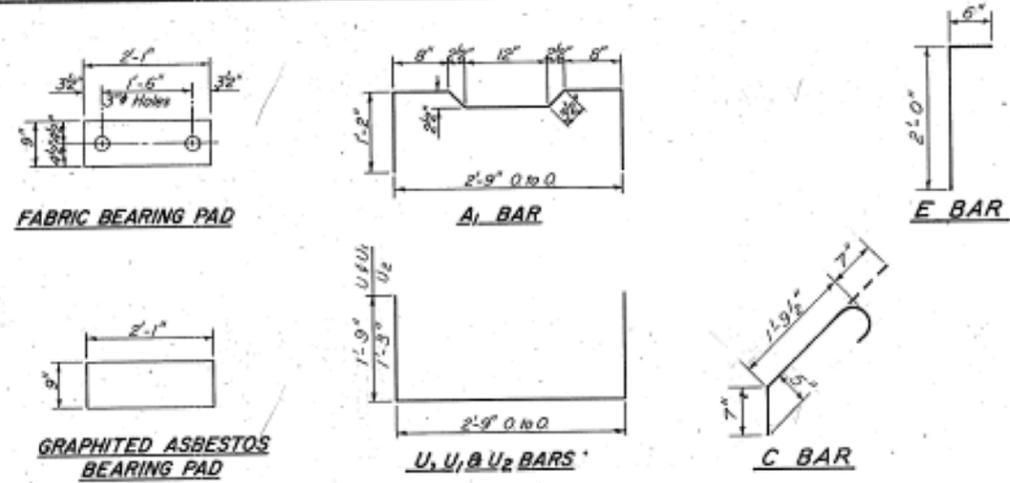
**SPAN 1**  
**SUPERSTRUCTURE**  
F.A. RT. 38 SEC. 115BR  
BUREAU COUNTY  
STA. 1580+50.00

**FOR INFORMATION ONLY**



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RT. 38	115BR	BUREAU	15	12
SHEET NO. 7 17 SHEETS				



**NOTES**

Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 3/8" diameter, 6 x 25 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 33,000 lbs.

The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

Longitudinal shear keys shall be packed with a very dry mix of 2:1 sand and P.C. mortar. After beams have been erected, holes for the dowel anchors shall be drilled into the sub-structure and the anchor dowels shall be grouted in place.

Reinforcement bars shall conform to AASHTO: M-31 or M-53, Grade 60. A Calcium Nitrite Corrosion Inhibitor, as covered in the Special Provisions, shall be used in the concrete for precast prestressed concrete deck beams.

Cost of reinforcement and accessories cast into the beam, of bearing pads, and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beams".

X<sub>1</sub> bars shall conform to AASHTO designation M31 or M53 except that the minimum yield strength shall not be less than 33,000 psi or exceed 45,000 psi.

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a	3	#5	11'-9"	—
a <sub>1</sub>	3	#5	20'-9"	—
x <sub>1</sub>	3	#5	4'-10"	┘
Precast Prestressed Concrete Deck Beams				Sq. Ft. 1737
Class X Concrete				Cu. Yds. 3.1
Reinforcement Bars				Lbs. 120

Work this Sheet with Sheet B

**SPAN 4  
SUPERSTRUCTURE  
F.A. RT. 38 SEC. 115BR  
BUREAU COUNTY  
STA. 1580+50.00**

DESIGNED: J. P. Summers  
CHECKED: Todd E. Arnold  
DRAWN: R. P. Summer  
CHECKED: JKH T.E.A.

EXAMINED: Carl E. Summers  
PASSED: [Signature]  
APPROVED: [Signature]

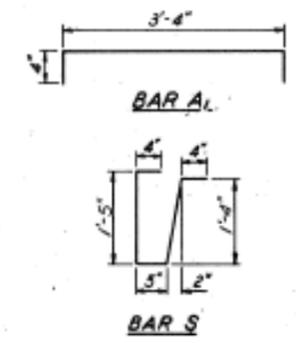
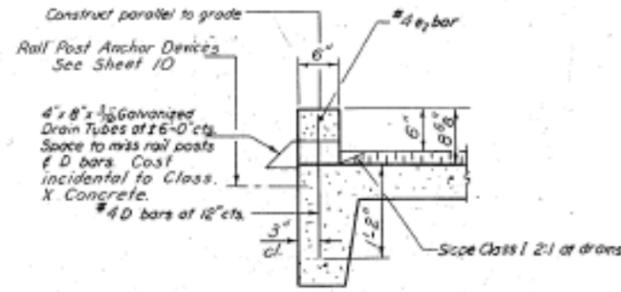
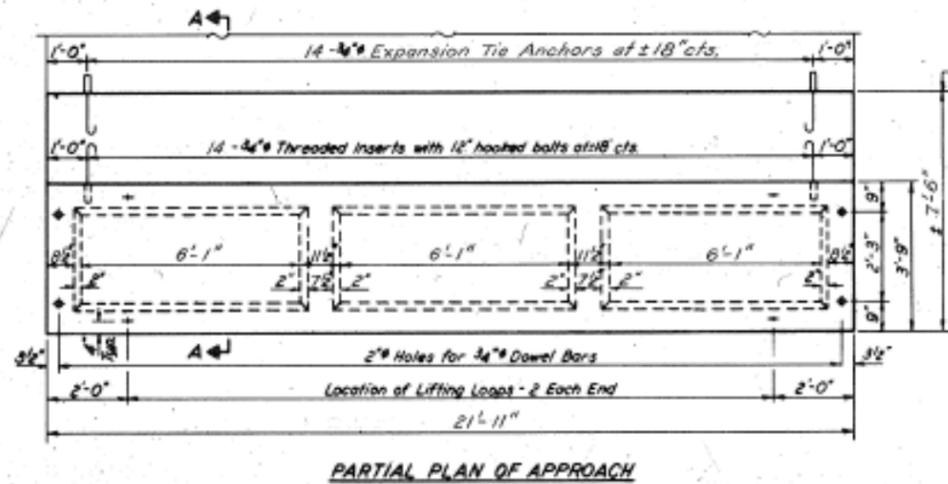
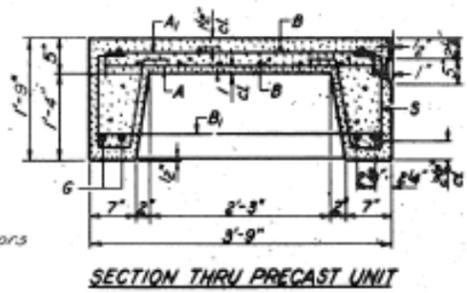
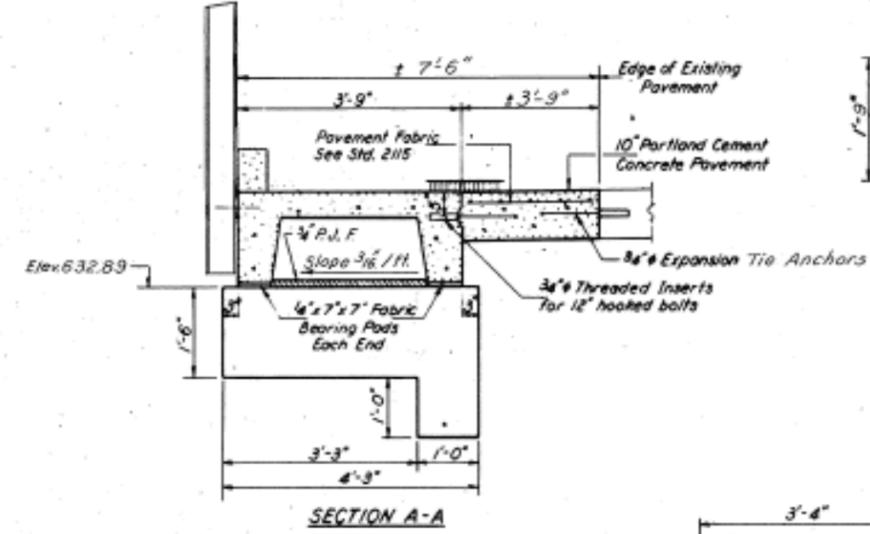
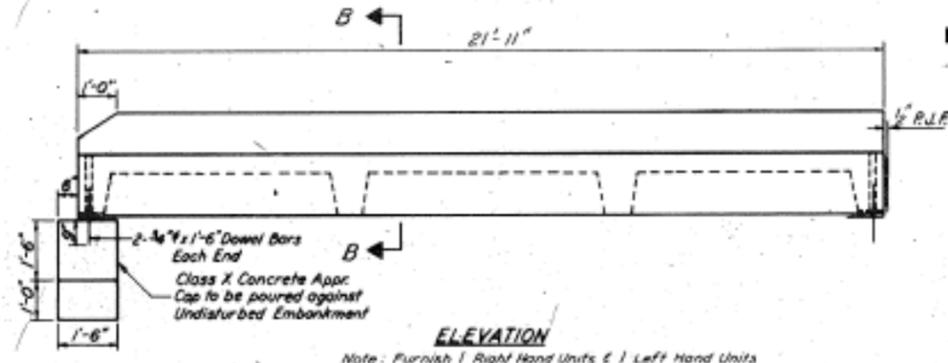
DESIGNER OF ROADS

DATE: April 28, 1980

**FOR INFORMATION ONLY**

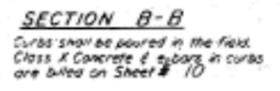
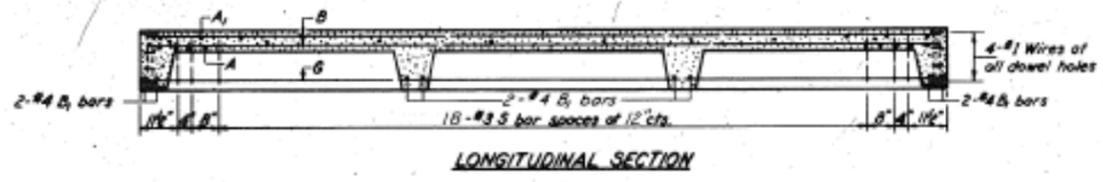
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	BY	CHKD	APP'D	SHEET NO.
3/1/80	JLB	BUREAU	25	14
PROJECT NO. 115 BR				17 SHEETS

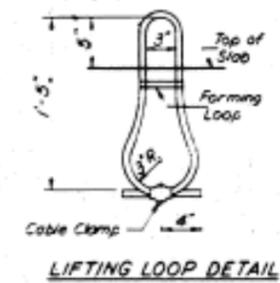
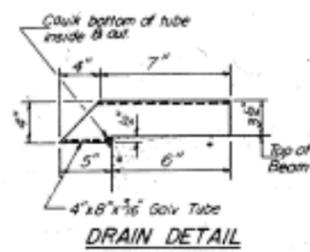
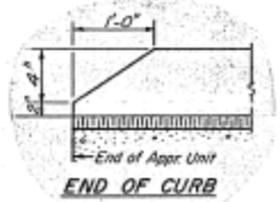
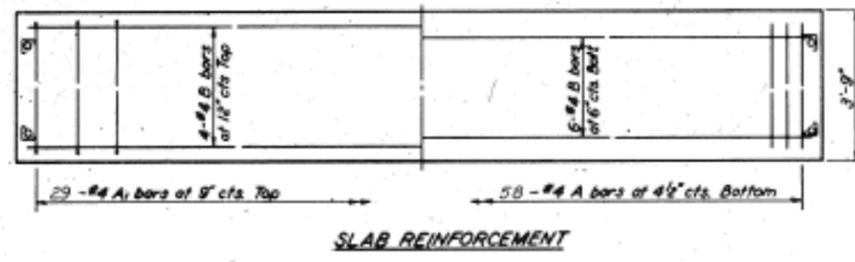


**BAR LIST - ONE UNIT**  
Reinforcement to be cast into slab

Bar	No.	Size	Length	Shape
A	58	#4	3'-3"	—
A1	29	#4	4'-0"	—
B	10	#4	21'-6"	—
C	8	#4	3'-6"	—
D	22	#4	1'-8"	—
G	4	#10	21'-6"	—
S	46	#3	3'-10"	U



**NOTES**  
Unless otherwise approved by the Engineer, lifting loops shall be 1/2" 6x19 class wire rope with fiber core and shall have a minimum ultimate strength of 18,700 lbs. Loops shall be burned off after slab has been erected. Holes shall be drilled and anchor dowels grouted in place. Cost of reinforcement and accessories cast into the slab unit, bearing pads, furnishing, drilling for, placing and grouting anchor dowels and 3/4" hooked bolts is included in Unit bid price for "Precast Concrete Bridge Slab." The Precast Concrete Bridge Slab shall be erected and aligned with the exterior face of the exterior Deck Beam after Deck Beams are in final position.



**STRESSES**  
f<sub>c</sub> = 4,500 psi.  
f<sub>c</sub> = 1,800 psi.  
f<sub>s</sub> = 20,000 psi.  
n = 8  
**LOADING HS-20**

**BILL OF MATERIAL**

Item	Unit	Quantity
Precast Concrete Bridge Slab	Sq Ft	164
Portland Cement Concrete Pavement (20)	Sq Yds	18
Pavement Fabric	Sq Yds	18
Exp. Tie Anchors 3/4"	Each	28
Class X Concrete	Cu Yds	0.8

**APPROACH DETAILS**  
F.A. RT.38 SEC.115 BR  
BUREAU COUNTY  
STA.1580+50.00

DESIGNED: *Thomas H. ...*  
CHECKED: *John E. ...*  
R.P.S.  
DRAWN: *J.L. Armstrong*  
CHECKED: *TEA*

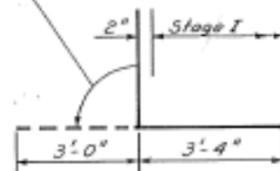
EXAMINED: *Carl E. ...*  
DATE: *April 28, 1980*

**FOR INFORMATION ONLY**

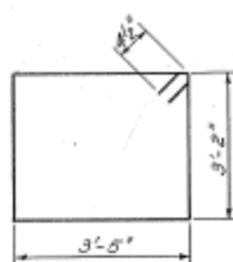
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Note: x bars shall conform to AASHTO Designation M31 or M53 except that the minimum yield strength shall not be less than 33,000 psi or exceed 45,000 psi.

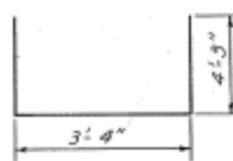
Bend in field during Stage II Construction



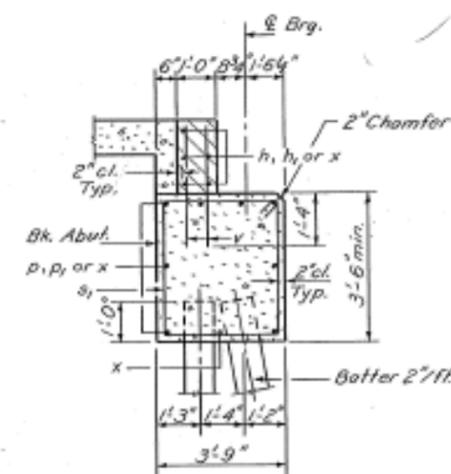
BAR x



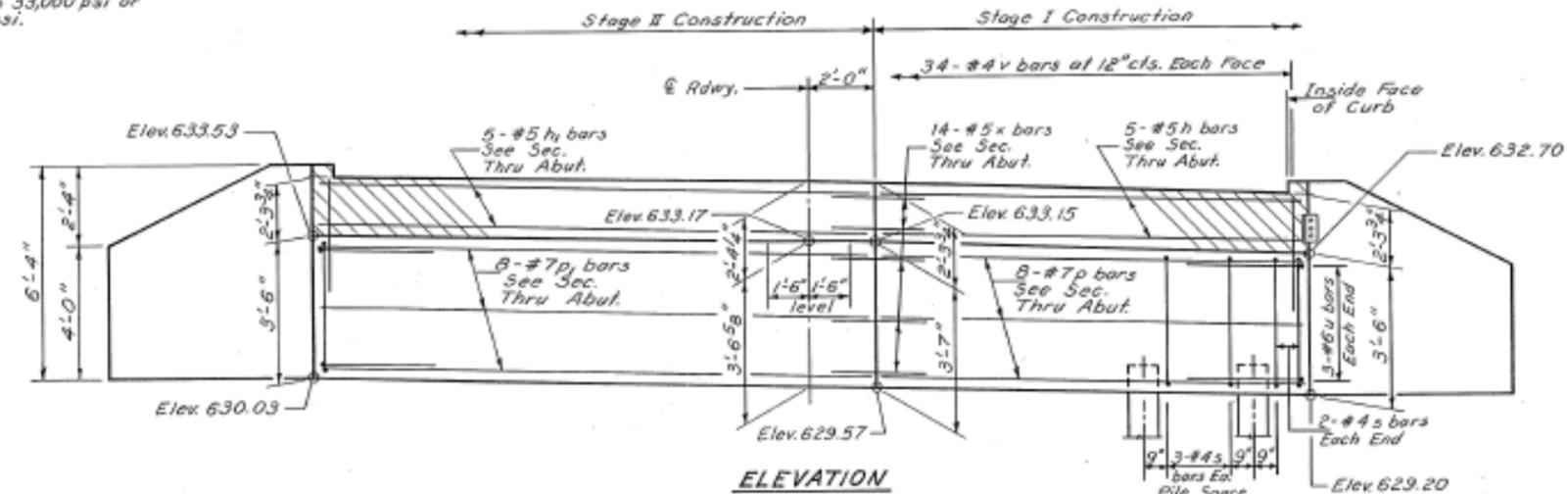
BAR s



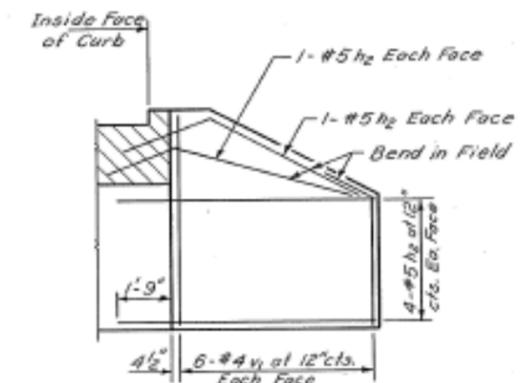
BAR u



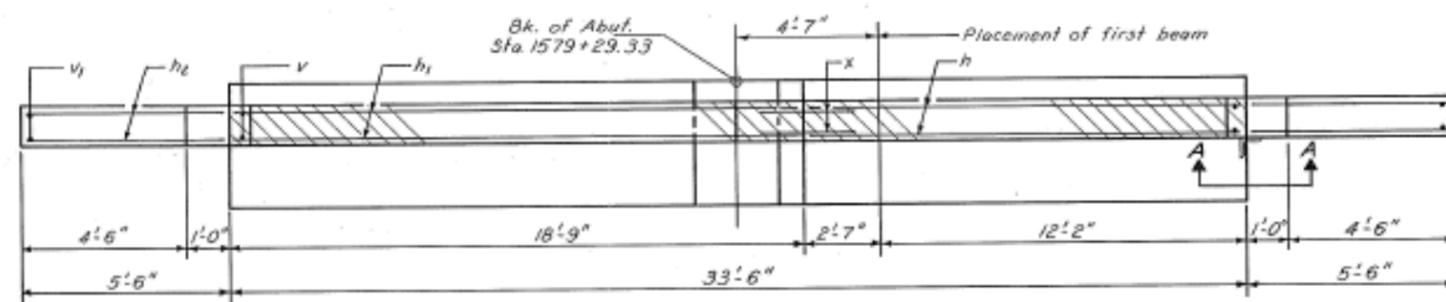
SEC. THRU ABUT.



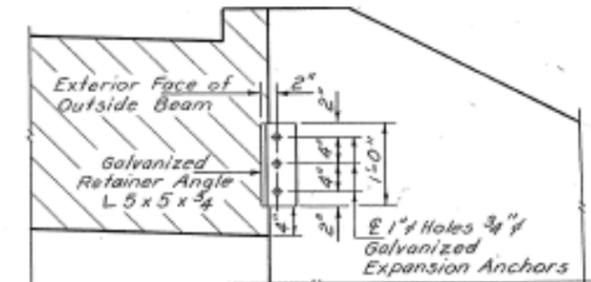
ELEVATION



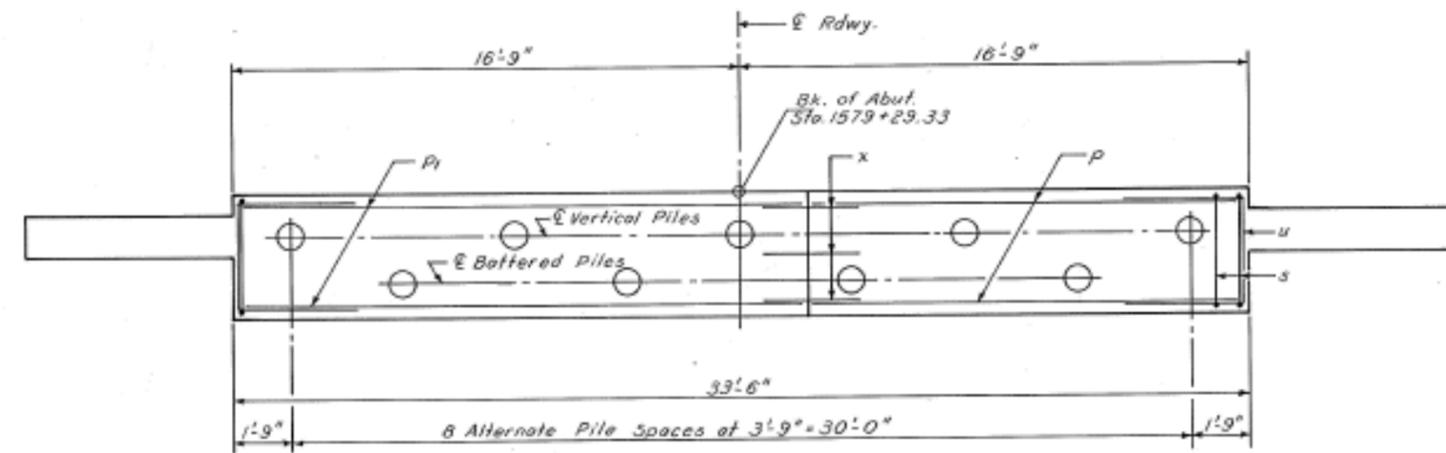
WING WALL REINFORCEMENT



TOP PLAN



VIEW A-A



PILE LAYOUT PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	5	#5	14'-6"	—
h1	5	#5	18'-6"	—
h2	24	#5	7'-1"	—
p	8	#7	14'-6"	—
p1	8	#7	18'-6"	—
s	28	#4	13'-11"	□
u	6	#6	11'-10"	L
v	68	#4	3'-6"	—
v1	24	#4	6'-0"	—
x	14	#5	6'-4"	L
Reinforcement Bps			Lbs	1600
Class X Concrete			Cu.Yds	18.6
Concrete Piles			Lin. Ft	296
Test Piles (Concrete)			Each	1
Concrete Removal			Cu.Yds	20

PILE DATA  
Type: Concrete  
Capacity: 45 Tons  
Est. Length: 37 Ft.  
No. Req'd: 8 + 1 Test Pile

Notes:  
Hatched area to be poured after beams are in place.  
All edges shall have standard 3/4" chamfers except as noted.  
Retainer angle is to be placed after hatched area is poured and cured.  
Retainer angle and 3/4" Exp. Anchors are incidental to Class X Concrete.

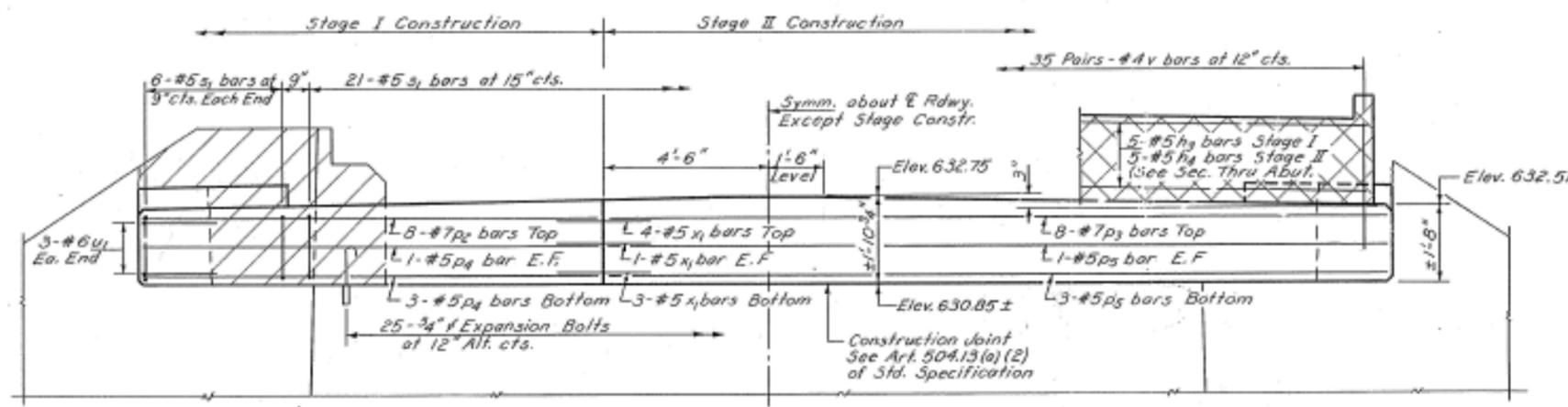
NORTH ABUTMENT  
F.A. RT.38 SEC.115BR  
BUREAU COUNTY  
STA.1580+50.00

DESIGNED: *Alfred J. Brown*  
CHECKED: *John E. Adams*  
R.P.S.  
APPROVED: *April 28, 1980*  
EXAMINED: *Carl E. Thompson*  
PASSED

**FOR INFORMATION ONLY**

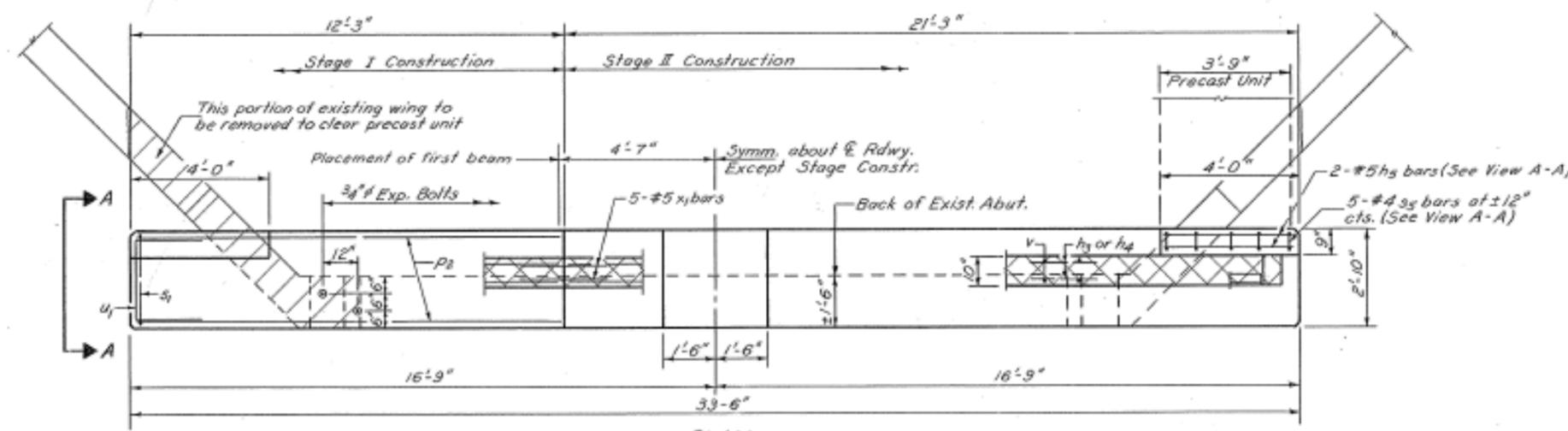
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
115BR	BUREAU	25	13	17 SHEETS



ELEVATION

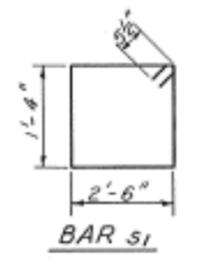
Notes:  
Hatched area indicates Concrete Removal. Reinforcement extending into removed area shall be cleaned and incorporated into the new construction.  
Cross hatched area shall be poured after beams are in place.  
Expansion Bolts shall be anchored in sound concrete.  
All edges shall have standard 3/4" chamfers except as noted.



PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h <sub>2</sub>	5	#5	11'-3"	—
h <sub>4</sub>	5	#5	20'-3"	—
h <sub>5</sub>	4	#5	3'-9"	—
p <sub>2</sub>	8	#7	12'-0"	—
p <sub>3</sub>	8	#7	21'-0"	—
p <sub>4</sub>	5	#5	12'-0"	—
p <sub>5</sub>	5	#5	21'-0"	—
s <sub>1</sub>	33	#5	8'-7"	□
s <sub>5</sub>	10	#4	3'-6"	□
u <sub>1</sub>	6	#6	6'-5"	□
v	70	#4	3'-6"	—
x <sub>1</sub>	14	#5	4'-10"	L
Class X Concrete		Cu.Yds.	6.4	
Reinforcement Bars		Lbs.	1500	
Expansion Bolts 3/4"		Each	25	
Concrete Removal		Cu.Yds.	2	



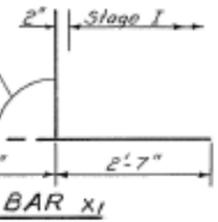
BAR s<sub>1</sub>



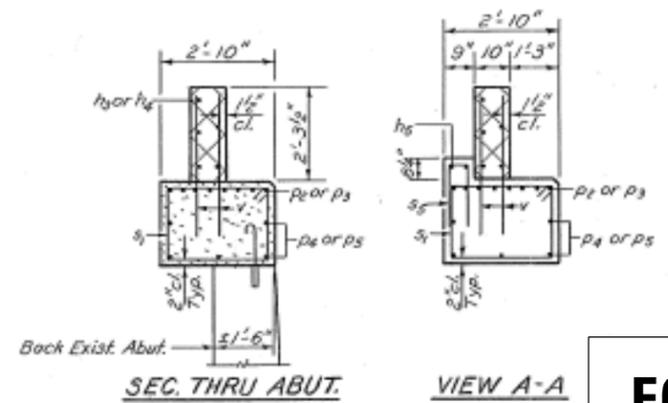
BAR s<sub>5</sub>



BAR u<sub>1</sub>



BAR x<sub>1</sub>



SEC. THRU ABUT.

VIEW A-A

Note:  
x<sub>1</sub> bars shall conform to AASHTO designation M31 or M53 except that the minimum yield strength shall not be less than 33,000psi or exceed 45,000psi.

Bend in field during Stage II Construction

DESIGNED: *Norman Brown*  
CHECKED: *Jack E. Almond*  
DRAWN: *R.P.S.*  
CHECKED: *TEA*

EXAMINED: *Carl E. Thompson*  
APPROVED: \_\_\_\_\_

DATE: April 28, 1980

FOR INFORMATION ONLY

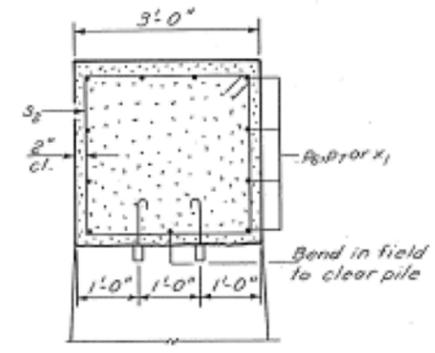
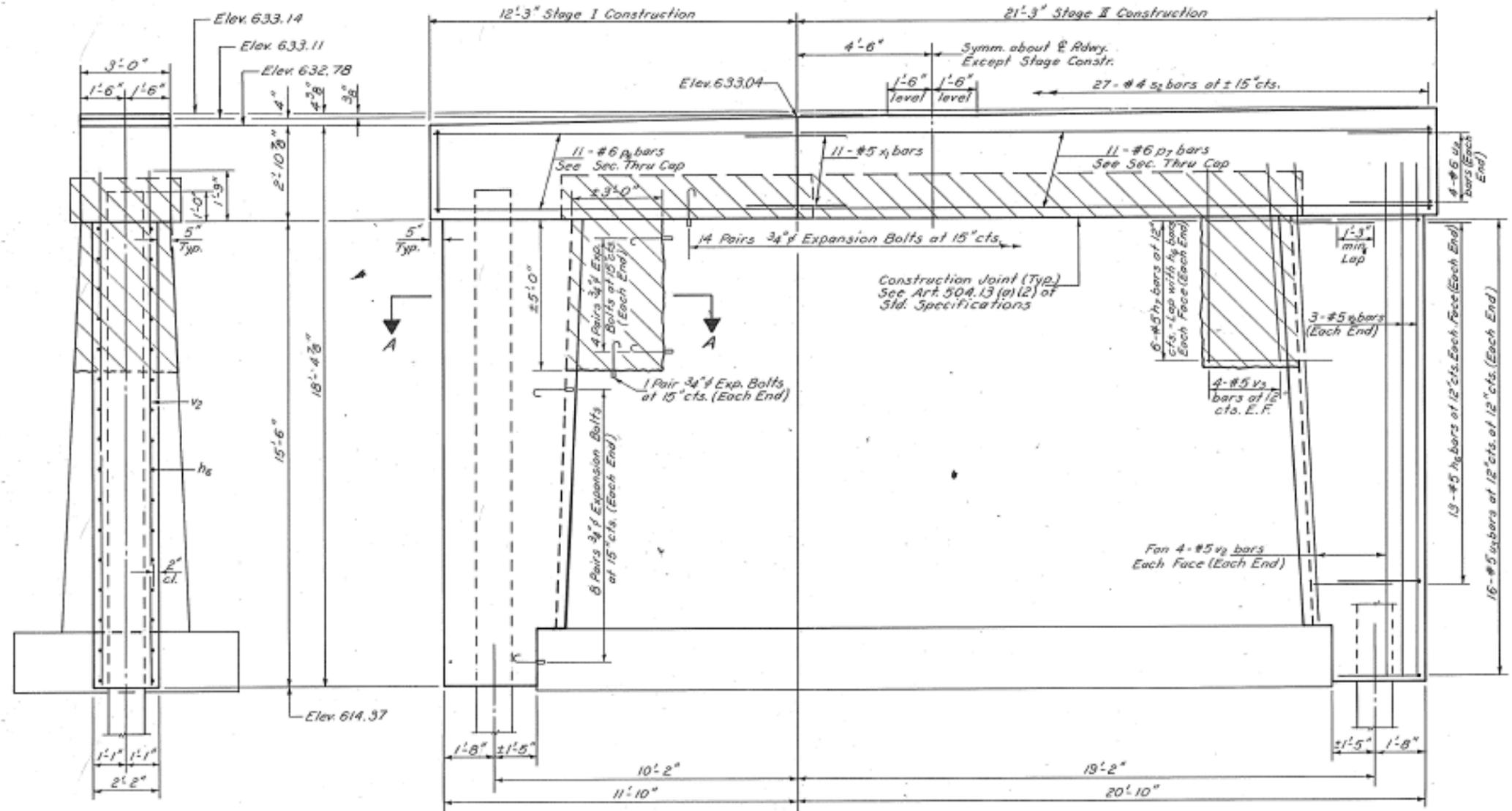
SOUTH ABUTMENT  
F.A. RT.38 SEC.115BR  
BUREAU COUNTY  
STA.1580+50.00

**PILE DATA**

Type: 14" RC Concrete  
 Capacity: 45 Tons  
 Est. Length: 38'  
 No. Req'd: 2

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
115BR	BUREAU	25	19	17	17 SHEETS



SECTION THRU CAP

Notes:  
 Hatched area indicates Concrete Removal.  
 Expansion Bolts shall be anchored in sound concrete.  
 All edges shall have standard 3/4" Chamfers.

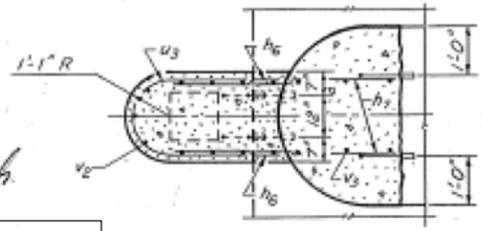
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h <sub>6</sub>	52	#5	2'-6"	—
h <sub>7</sub>	24	#5	4'-9"	—
p <sub>6</sub>	11	#6	12'-0"	—
p <sub>7</sub>	11	#6	21'-0"	—
s <sub>2</sub>	27	#4	11'-5"	□
u <sub>2</sub>	8	#6	7'-1"	U
u <sub>3</sub>	32	#5	6'-11"	U
v <sub>2</sub>	22	#5	17'-3"	—
v <sub>3</sub>	16	#5	6'-9"	—
x <sub>1</sub>	11	#5	4'-10"	L
Reinforcement Bars				Lbs. 1870
Class X Concrete				Cu.Yds. 24.4
Concrete Removal				Cu.Yds. 8
Expansion Bolts 3/4"				Each 80
Precast Conc. Piles 14"				Lin. Ft. 76

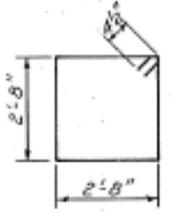
\* x<sub>1</sub> bars shall conform to the requirements of AASHTO: M-31 or M-53 except the minimum yield strength shall be not less than 33,000psi nor more than 45,000psi.

END VIEW

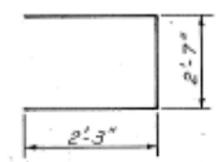
ELEVATION  
 (LOOKING SOUTH)



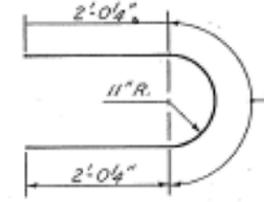
SECTION A-A



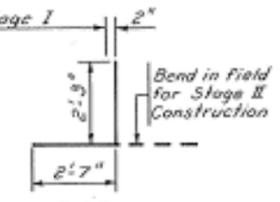
BAR S<sub>2</sub>



BAR U<sub>2</sub>



BAR U<sub>3</sub>



BAR X<sub>1</sub>

**PIER 1**  
 F.A. RT.38 SEC.115BR  
 BUREAU COUNTY  
 STA.1580+50.00

DESIGNED: *Thomas E. Hovine*  
 CHECKED: *Ind. E. Abrams*  
 DRAWN: *R. P. Sumner*

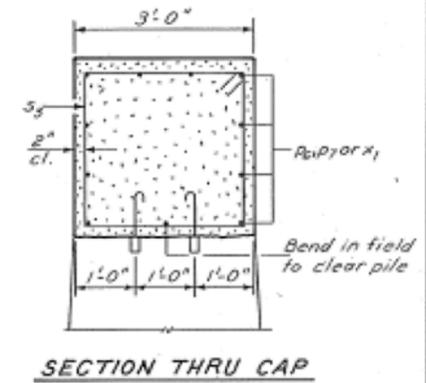
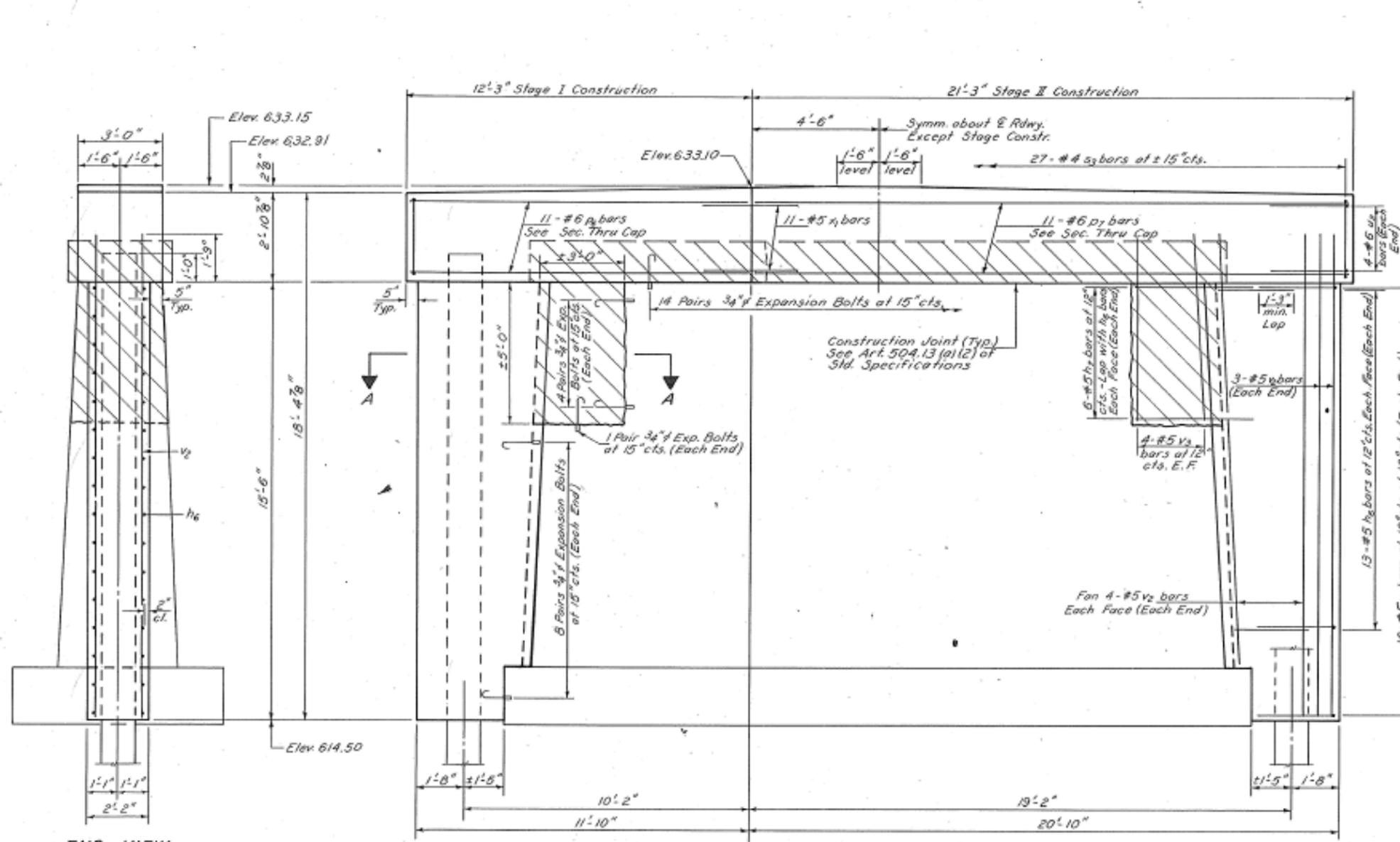
APPROVED: *April 28 1980*  
*Carl E. Hovine*  
 CHIEF ENGINEER

**FOR INFORMATION ONLY**

**PILE DATA**  
 Type: 14" RC Concrete  
 Capacity: 45 Tons  
 Est. Length: 38'  
 No. Req'd: 1 + 1 Test Pile

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DATE	NO.	REVISION	TOTAL SHEETS	SHEET NO.	SHEET NO. / TOTAL SHEETS
11/5/88	11588	BUREAU	25	20	17 SHEETS



Notes:  
 Hatched area indicates Concrete Removal.  
 Expansion Bolts shall be anchored in sound concrete.  
 All edges shall have standard 3/4" Chamfers.

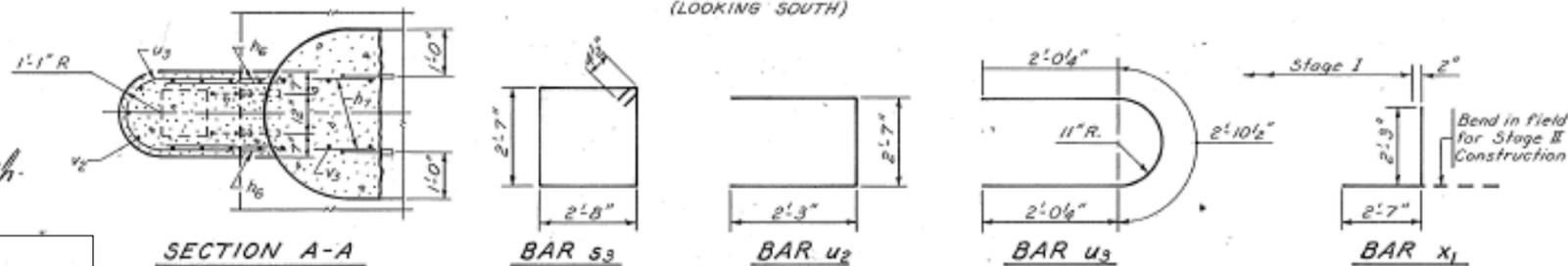
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h <sub>6</sub>	52	#5	2'-6"	—
h <sub>7</sub>	24	#5	4'-3"	—
p <sub>6</sub>	11	#6	12'-0"	—
v <sub>7</sub>	11	#6	21'-0"	—
s <sub>2</sub>	27	#4	11'-3"	□
u <sub>2</sub>	8	#6	7'-1"	□
u <sub>3</sub>	32	#5	6'-11"	□
v <sub>2</sub>	22	#5	17'-3"	—
v <sub>3</sub>	16	#5	6'-9"	—
x <sub>1</sub>	11	#5	4'-10"	L
Reinforcement Bars				Lbs. 1870
Class X Concrete				Cu. Yds. 24.2
Concrete Removal				Cu. Yds. 8
Expansion Bolts 3/4"				Each 80
Precast Conc. Piles 14"				Lin. Ft. 38
Test Piles (Concrete)				Each 1

\* x<sub>1</sub> bars shall conform to the requirements of AASHTO M-31 or M-53 except the minimum yield strength shall be not less than 33,000 psi nor more than 45,000 psi.

DESIGNED: *Howard E. Hartman*  
 CHECKED: *John E. Adams*  
 DRAWN: *R. P. Sumner*  
 CHECKED: *John T.E.A.*

EXAMINED: *April 28 1980 Carl E. Schumann*  
 PASSED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_



**PIER 2**  
 F.A. RT. 38 SEC. 115 BR  
 BUREAU COUNTY  
 STA. 1580+50.00

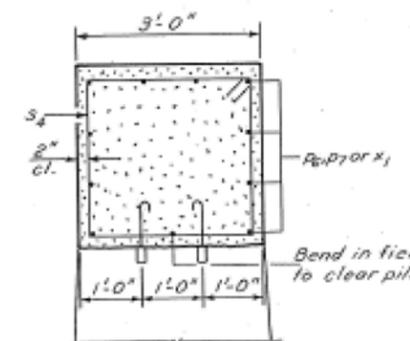
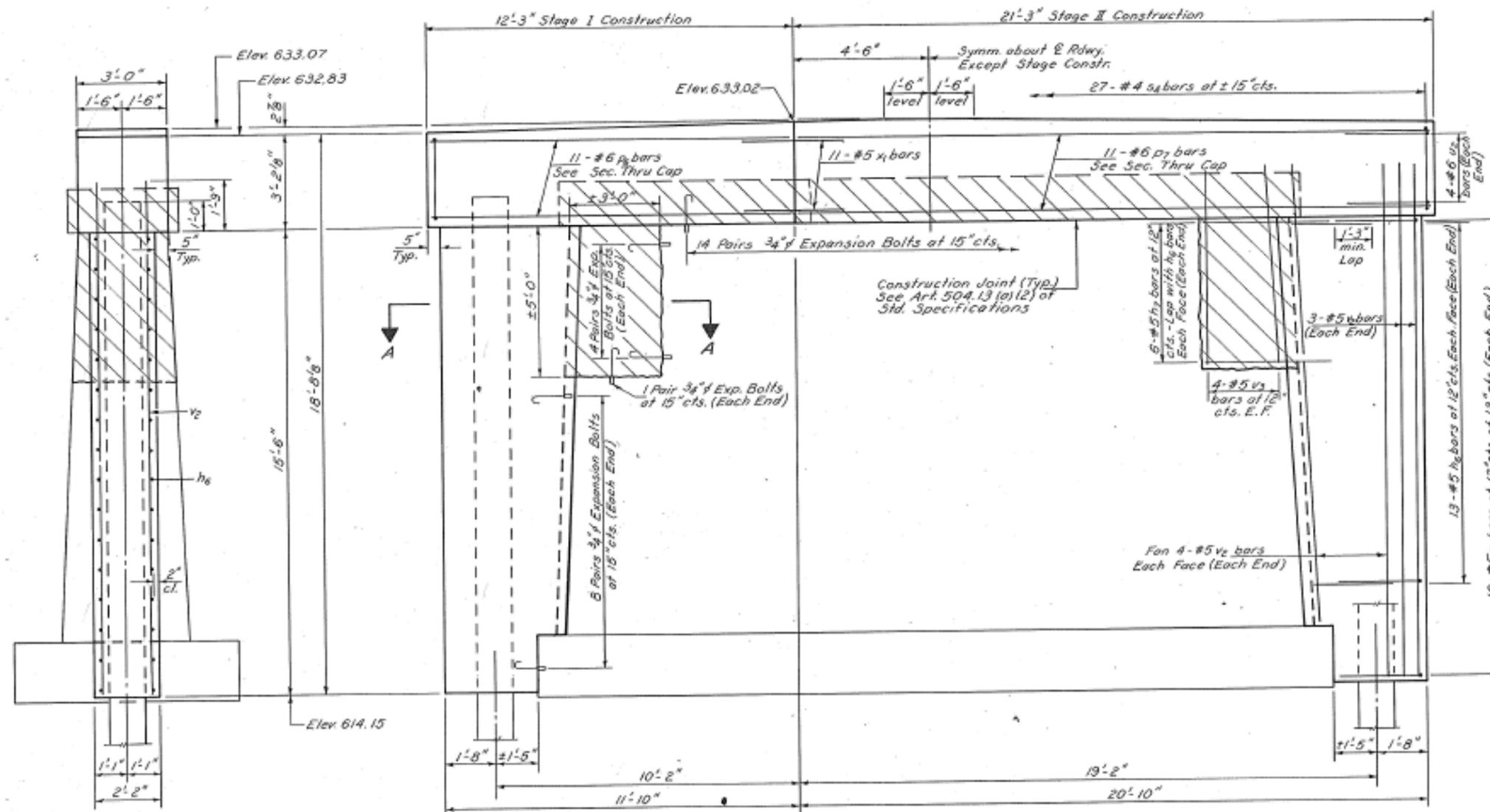
**FOR INFORMATION ONLY**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
115BR	BUREAU	25	21	17	17 SHEETS

**PILE DATA**

Type: 14" R.C. Concrete  
Capacity: 45 Tons  
Est. Length: 38'  
No. Req'd: 2



SECTION THRU CAP

Notes:  
Hatched area indicates Concrete Removal.  
Expansion Bolts shall be anchored in sound concrete.  
All edges shall have standard 3/4" Chamfers.

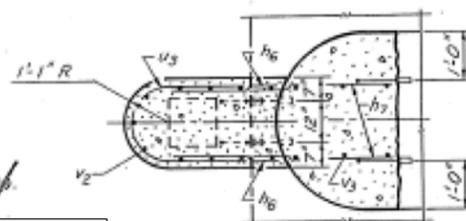
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h6	52	#5	2'-6"	—
h7	24	#5	4'-3"	—
p6	11	#6	12'-0"	—
p7	11	#6	21'-0"	—
s4	27	#4	11'-9"	□
u2	8	#6	7'-1"	□
u3	32	#5	6'-11"	□
v2	22	#5	17'-3"	—
v3	16	#5	6'-9"	—
x1	11	#5	4'-10"	L
Reinforcement Bars				Lbs. 1880
Class X Concrete				Cu. Yds. 25.1
Concrete Removal				Cu. Yds. 8
Expansion Bolts 3/4"				Each 80
Precast Conc. Piles 14"				Lin. Ft. 76

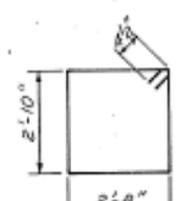
\* x1 bars shall conform to the requirements of AASHTO: M-31 or M-53 except the minimum yield strength shall be not less than 33,000 psi nor more than 45,000 psi.

END VIEW

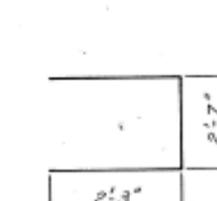
ELEVATION  
(LOOKING SOUTH)



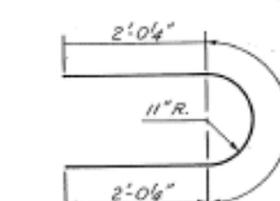
SECTION A-A



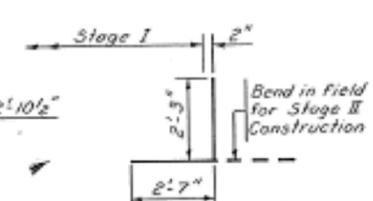
BAR s4



BAR u2



BAR u3

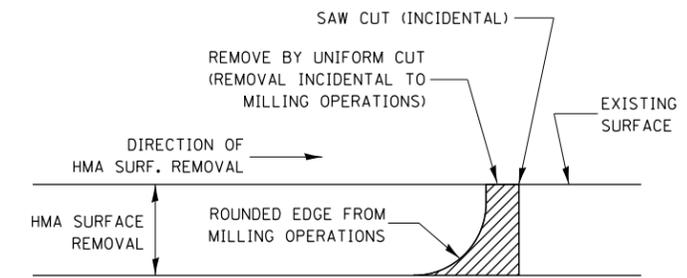
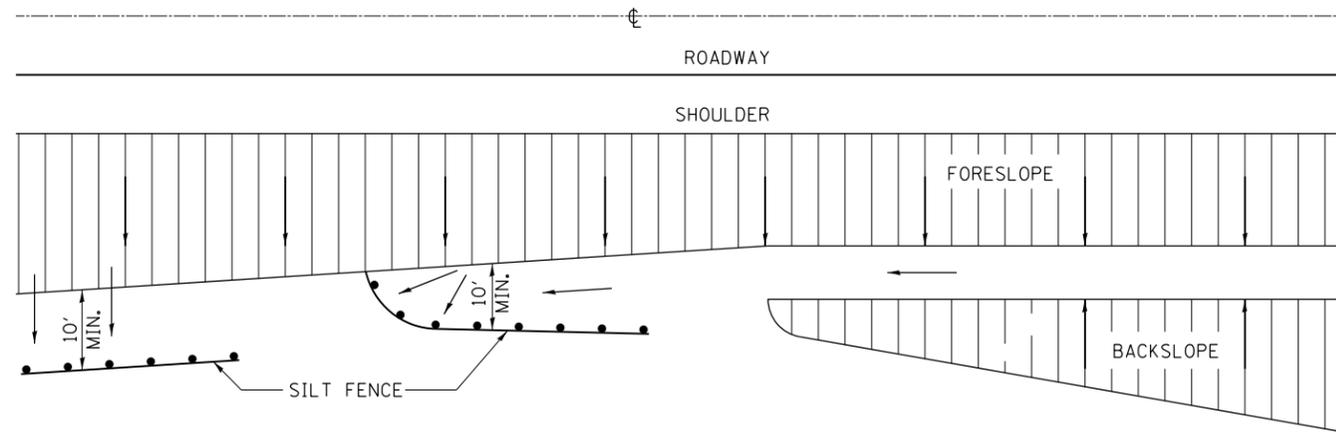


BAR x1

PIER 3  
F.A. RT. 38 SEC. 115 BR  
BUREAU COUNTY  
STA. 1580+50.00

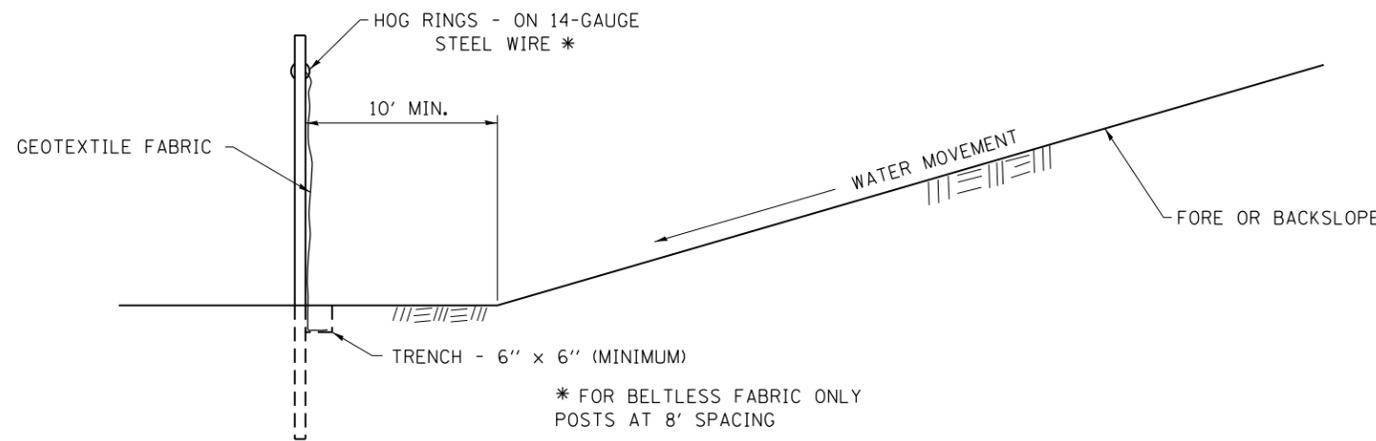
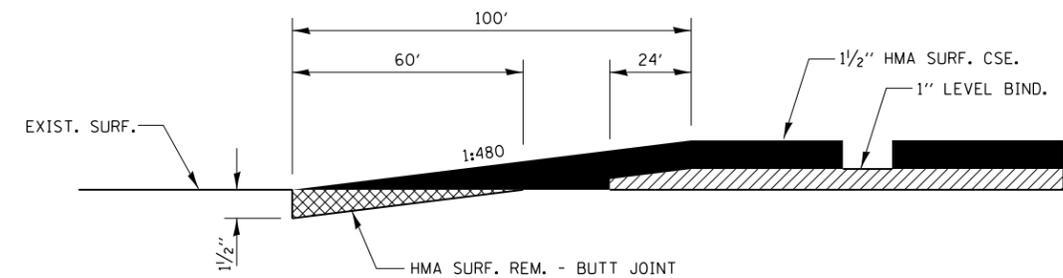
**FOR INFORMATION ONLY**

DESIGNED: Thomas H. Hunter  
CHECKED: Todd E. Alvord  
DRAWN: R. P. Sumner  
APPROVED: Carl E. Neumann  
April 19, 2010



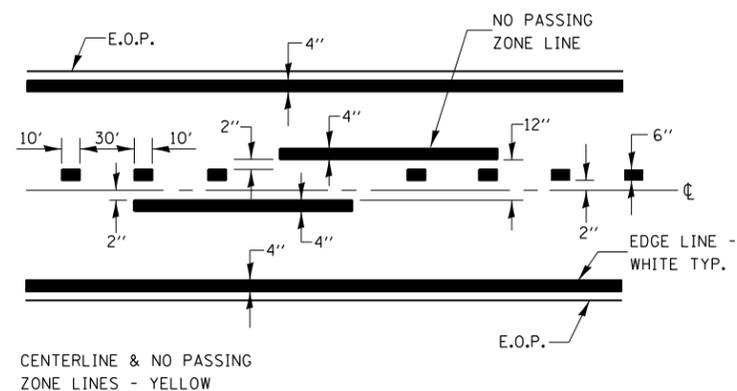
NOTE:  
 WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE,  
 THEN A SAW CUT SHALL BE USED TO MANUFACTURE  
 A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL.  
 THE ENGINEER SHALL BE THE SOLE JUDGE  
 CONCERNING THE USE OF THIS DETAIL

### HMA DETAIL AT BUTT JOINTS



DETAILS OF SILT FENCE

### EROSION CONTROL DETAILS FOR SILT FENCE



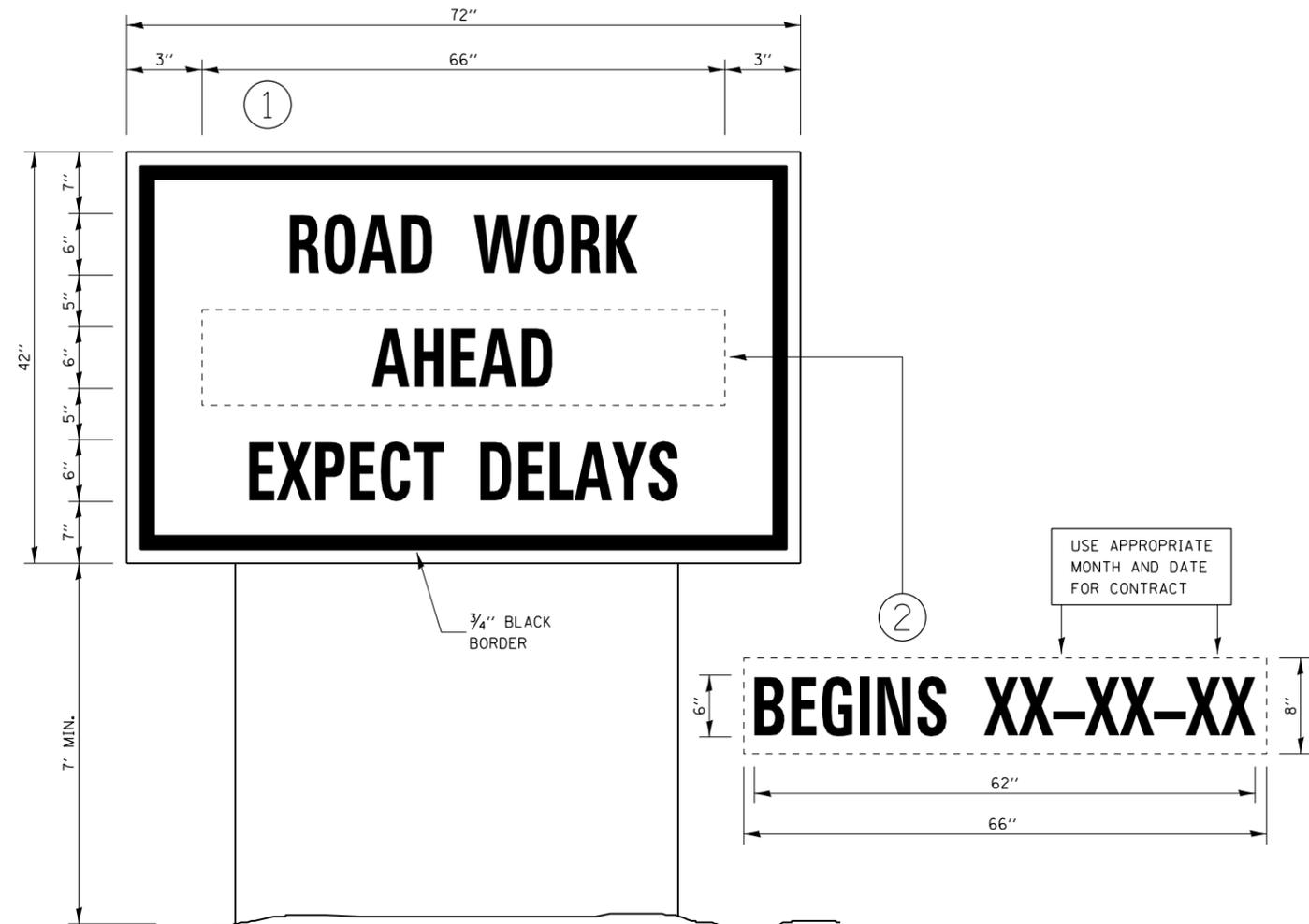
### PAVEMENT MARKING

FILE NAME =	USER NAME = woodger.jp	DESIGNED -	REVISED -
pw:\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 3\Projects\0366\Drawn Data\CADsheets\details.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/3/2017	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DETAILS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

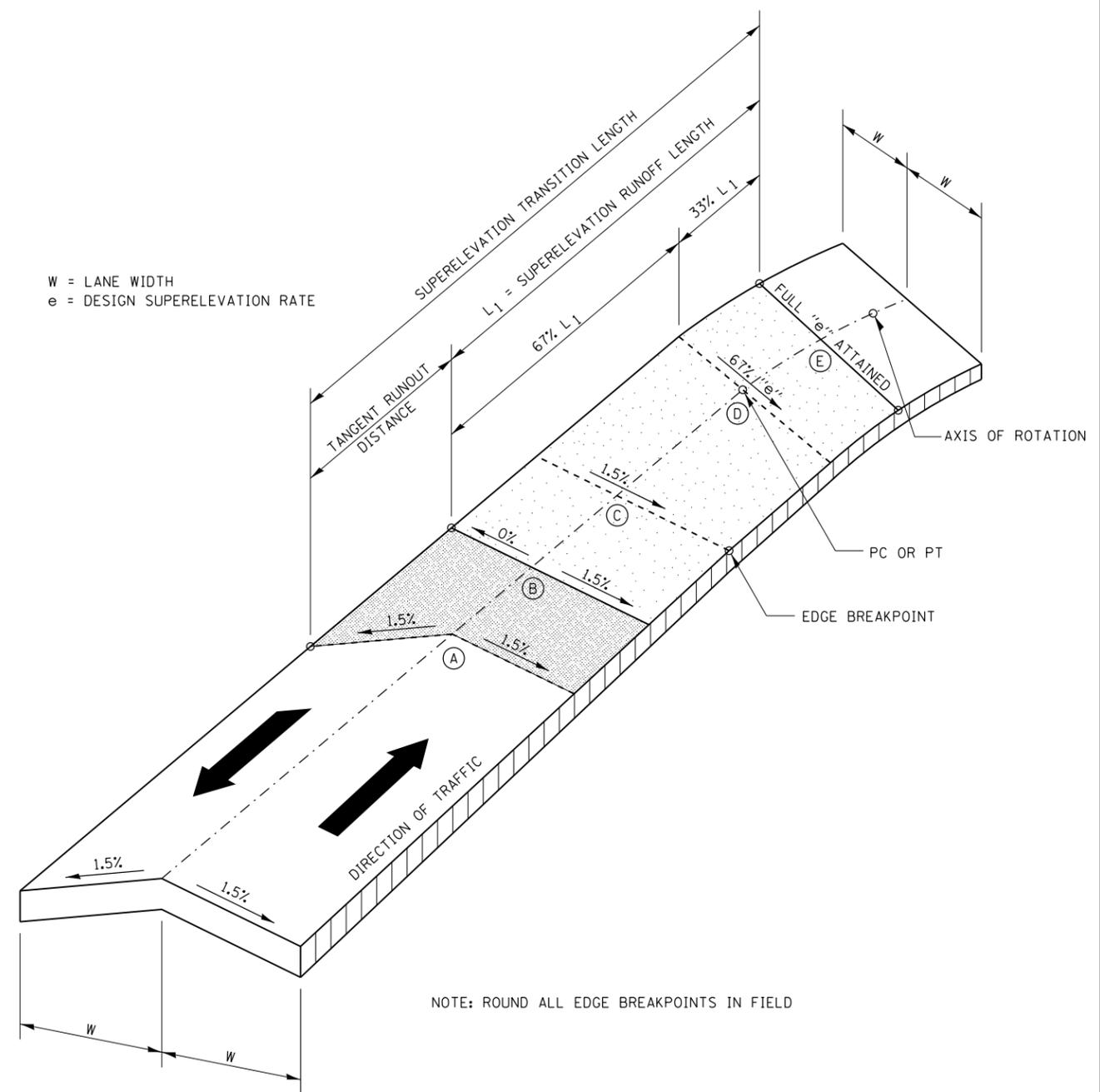
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR	BUREAU	91	81
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



**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 LANE CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.



**TRANSITION CURVE TABLE**

CURVE PI STA.	SUPERELEVATION "e"	W	SUPERELEVATION RUNOFF LENGTH	TANGENT RUNOUT DISTANCE	SUPERELEVATION TRANSITION LENGTH
1575+49.05	3.2%	12.0'	82'	38'	120'

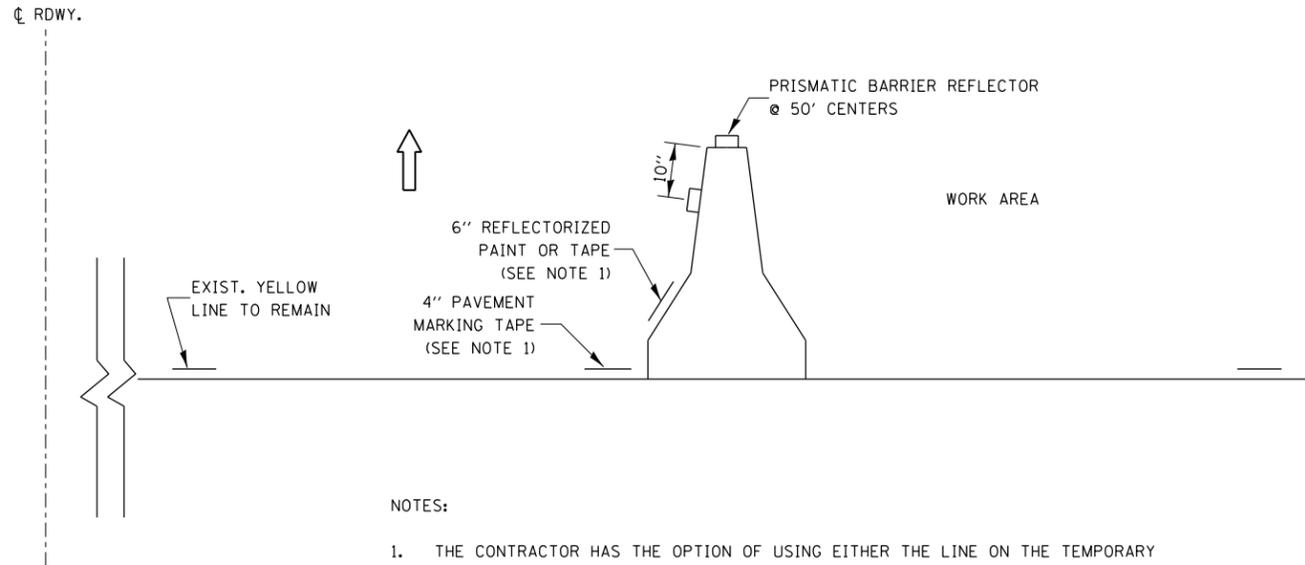
**SUPERELEVATION TRANSITION ON TWO-LANE HIGHWAY**

FILE NAME =	USER NAME = woodger_jp	DESIGNED -	REVISED -
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\0366\DRAWING\GADsheets\details.dgn		CHECKED -	REVISED -
Default	PLOT DATE = 8/3/2017	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETAILS</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

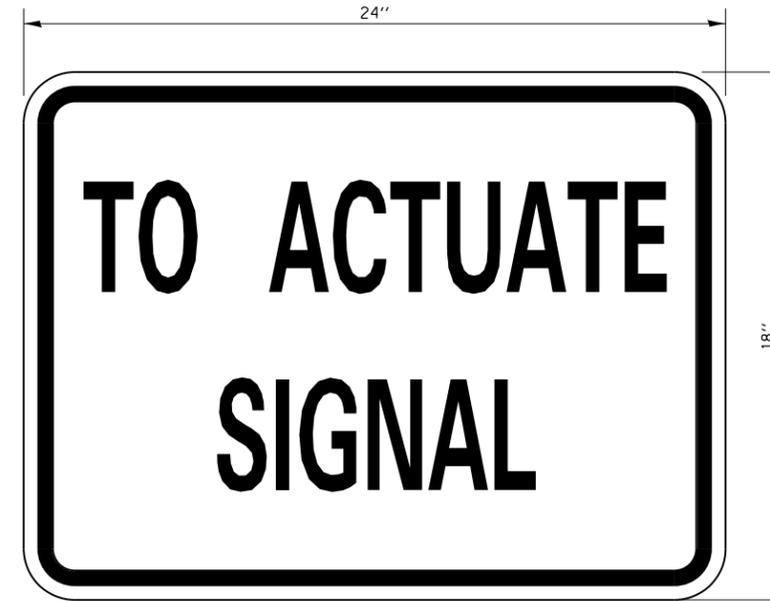
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(116 BR/BR)	BUREAU	91	82
CONTRACT NO. 66A19				
ILLINOIS FED. AID PROJECT				



**NOTES:**

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
2. THE COLOR OF THE REFLECTORS AND PAVEMENT/BARRIER MARKING LINE WILL VARY WITH STAGING AND SHALL MATCH THE EXISTING LINE IN THE WORK AREA.
3. THE COST OF THE REFLECTORS AND THE PAVEMENT/BARRIER MARKING LINE IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.

**TRAFFIC CONTROL DETAIL  
FOR TEMPORARY CONCRETE BARRIER**

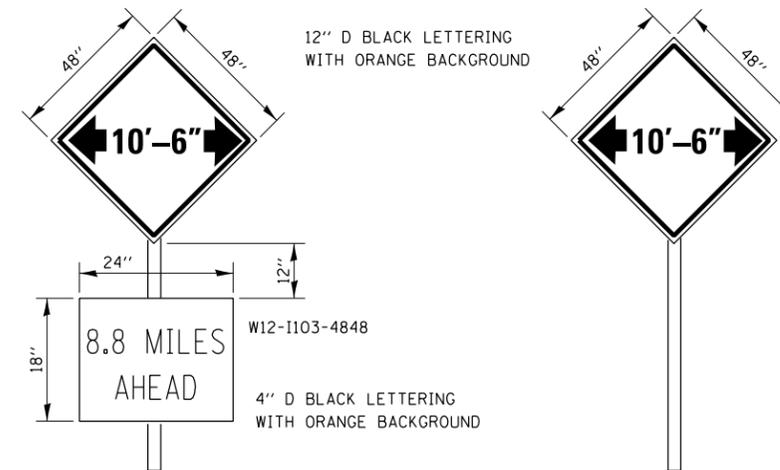


SIZE: 24" x 18"  
 4" CAPITAL LETTERS - BLACK  
 1/2" BORDER - BLACK  
 WHITE REFLECTIVE - TYPE B  
 ENGINEERING GRADE SHEETING

**GENERAL NOTE:**

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

**STOP LINE SIGN FOR TEMPORARY SIGNALS**



TO BE POST MOUNTED. TWO SIGNS REQUIRED. ONE IN THE NBL JUST NORTH OF THE IL 26/ I-80 INTERSECTION. THE OTHER SIGN JUST SOUTH OF IL 92/ IL 26 INTERSECTION SBL

WIDTH RESTRICTION SIGNING LIMITED TO THE USE OF STAGE 1 CONSTRUCTION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

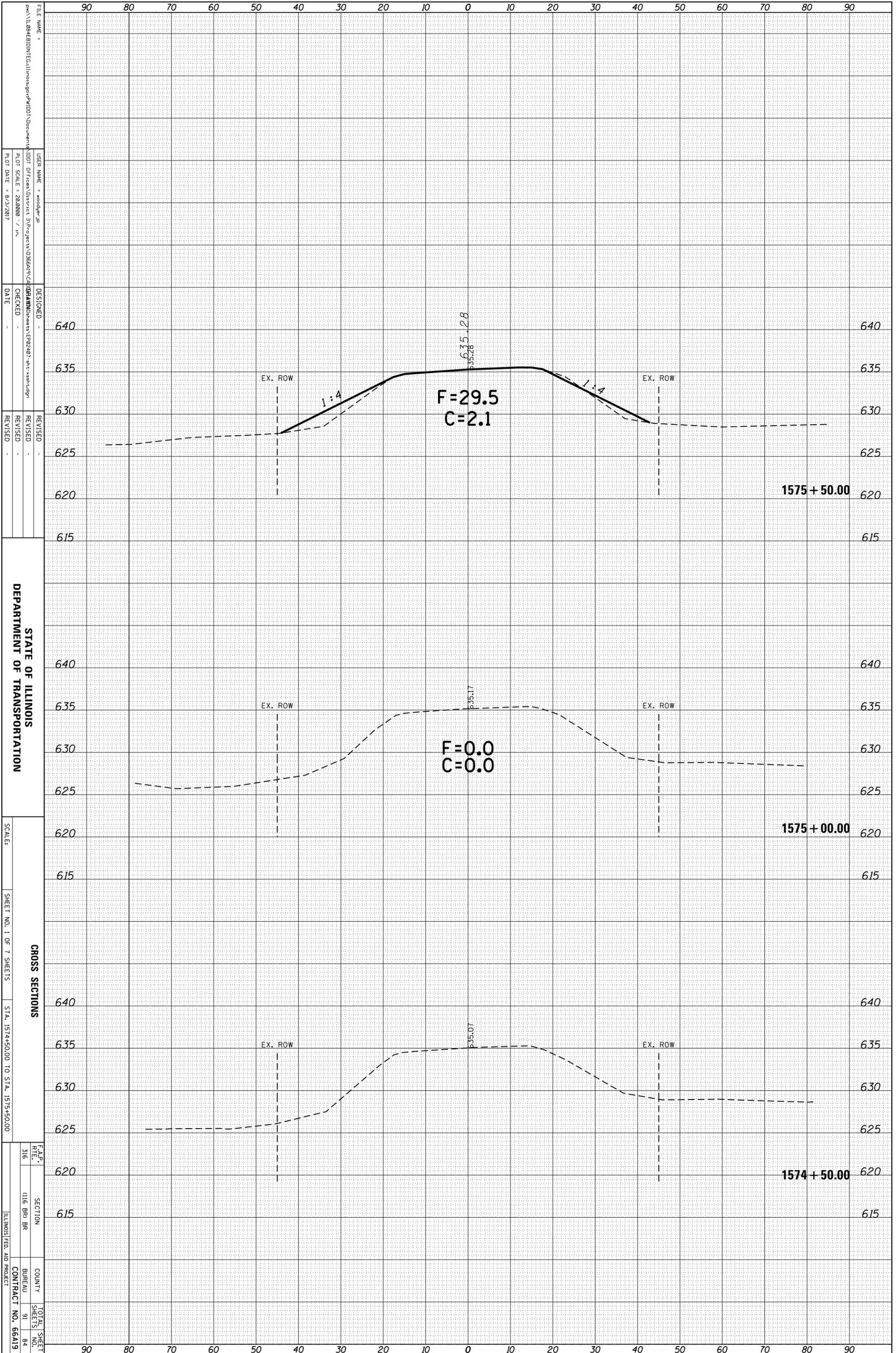
COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE WIDTH RESTRICTION SIGNING PAY ITEM.

**WIDTH RESTRICTION SIGNING DETAILS**

FILE NAME =	USER NAME = woodger_jp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 3\Projects\0366\Drawings\GADsheets\details.dgn		CHECKED -	REVISED -		316	(116 BR/BR)	BUREAU	91	83				
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		CONTRACT NO. 66A19								
	PLOT DATE = 8/3/2017				SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
SHEET NO. 1 OF 7 SHEETS  
STA. 1574+50.00 TO STA. 1575+50.00

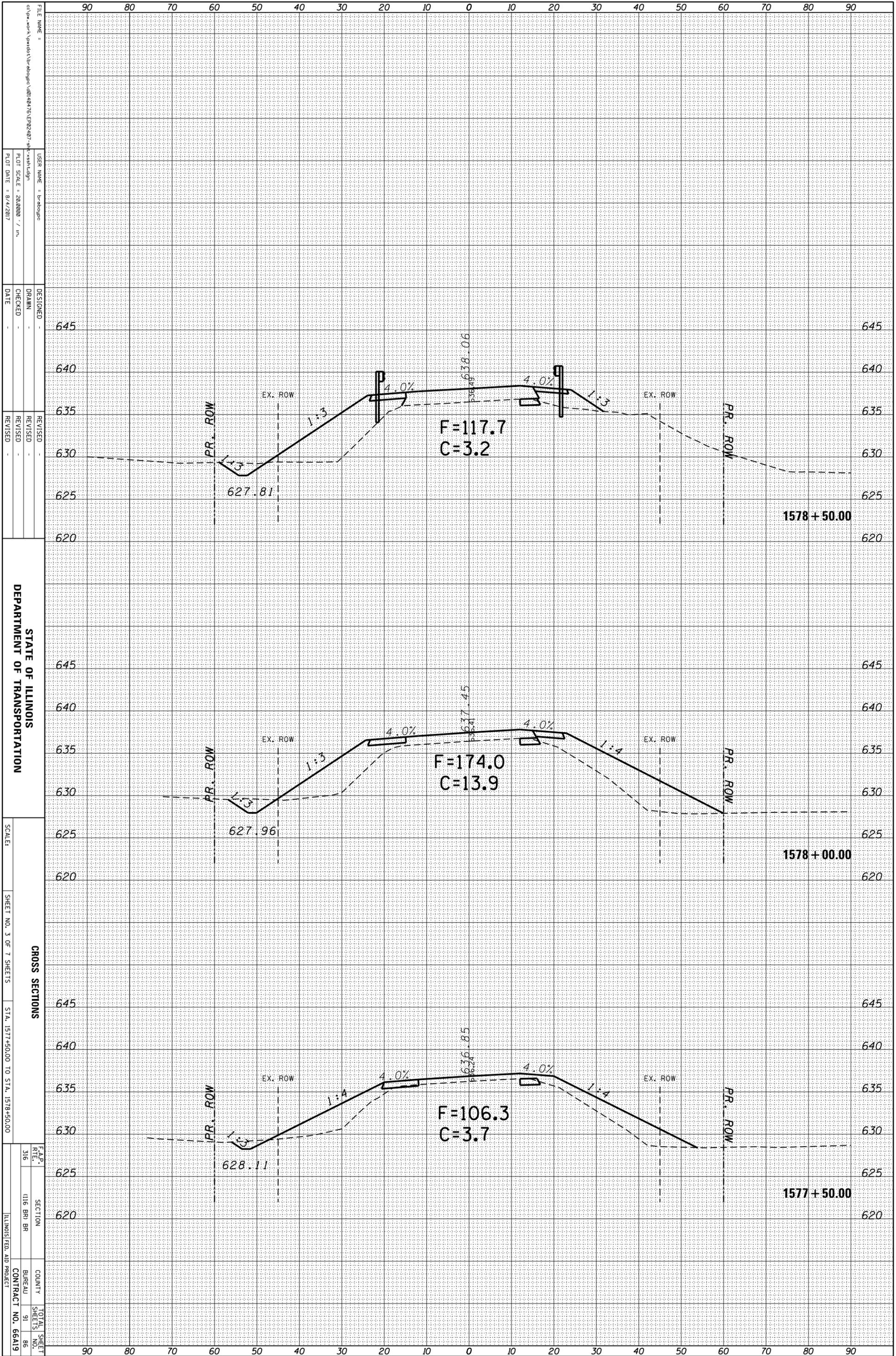
F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS
316	(116 BR) BR	BUREAU	91
		CONTRACT NO.	66A19
		ILLINOIS FED. AID PROJECT	

FILE NAME = ...  
USER NAME = woodler\_jp  
PLOT SCALE = 28,000 / in.  
PLOT DATE = 8/3/2017  
DESIGNED -  
CHECKED -  
DATE -  
REVISED -  
REVISED -  
REVISED -



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCALE:

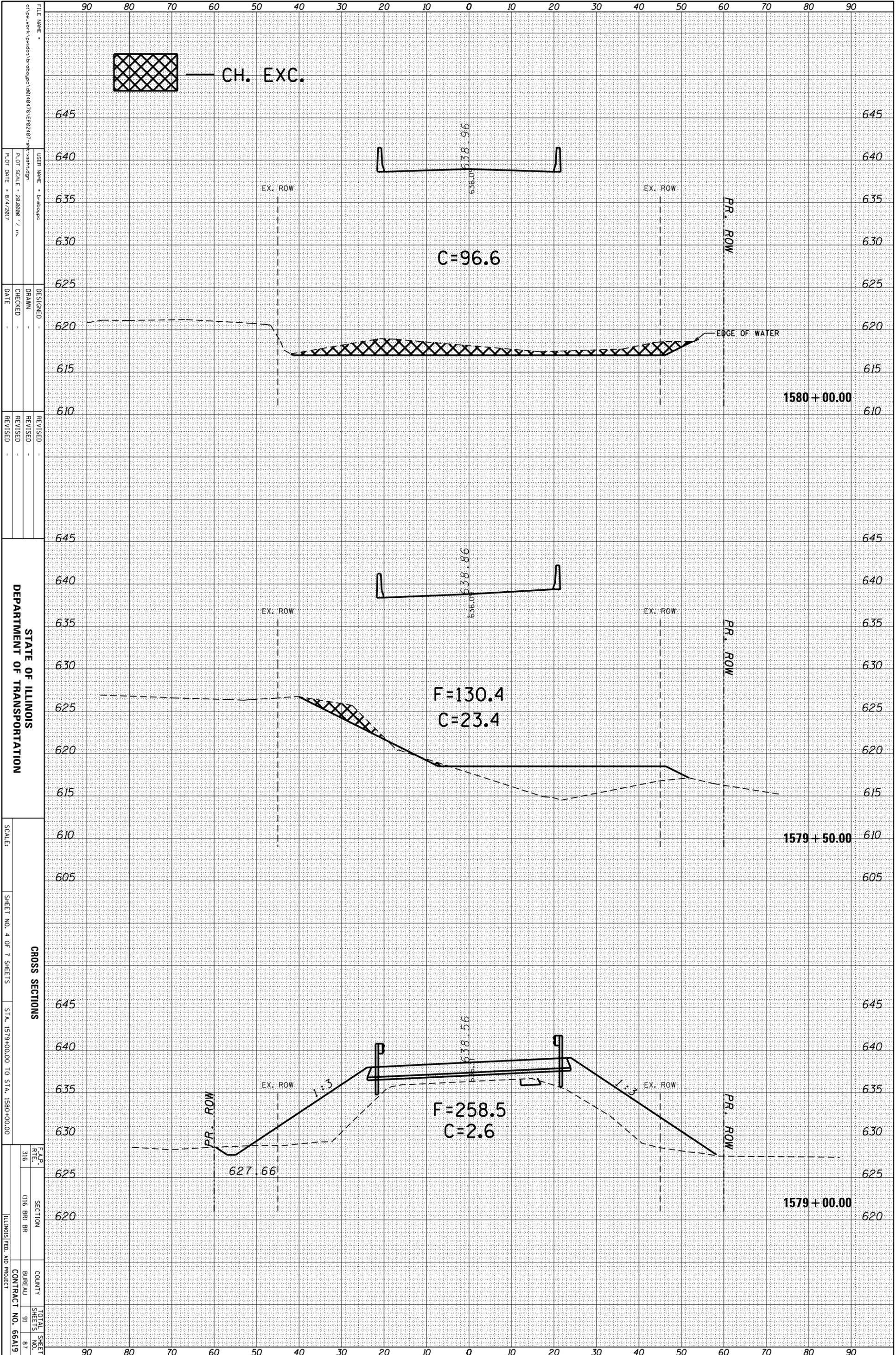
CROSS SECTIONS

SHEET NO. 3 OF 7 SHEETS  
STA. 1577+50.00 TO STA. 1578+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
316	(116 BR) BR	BUREAU	91
			86
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A19

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

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



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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

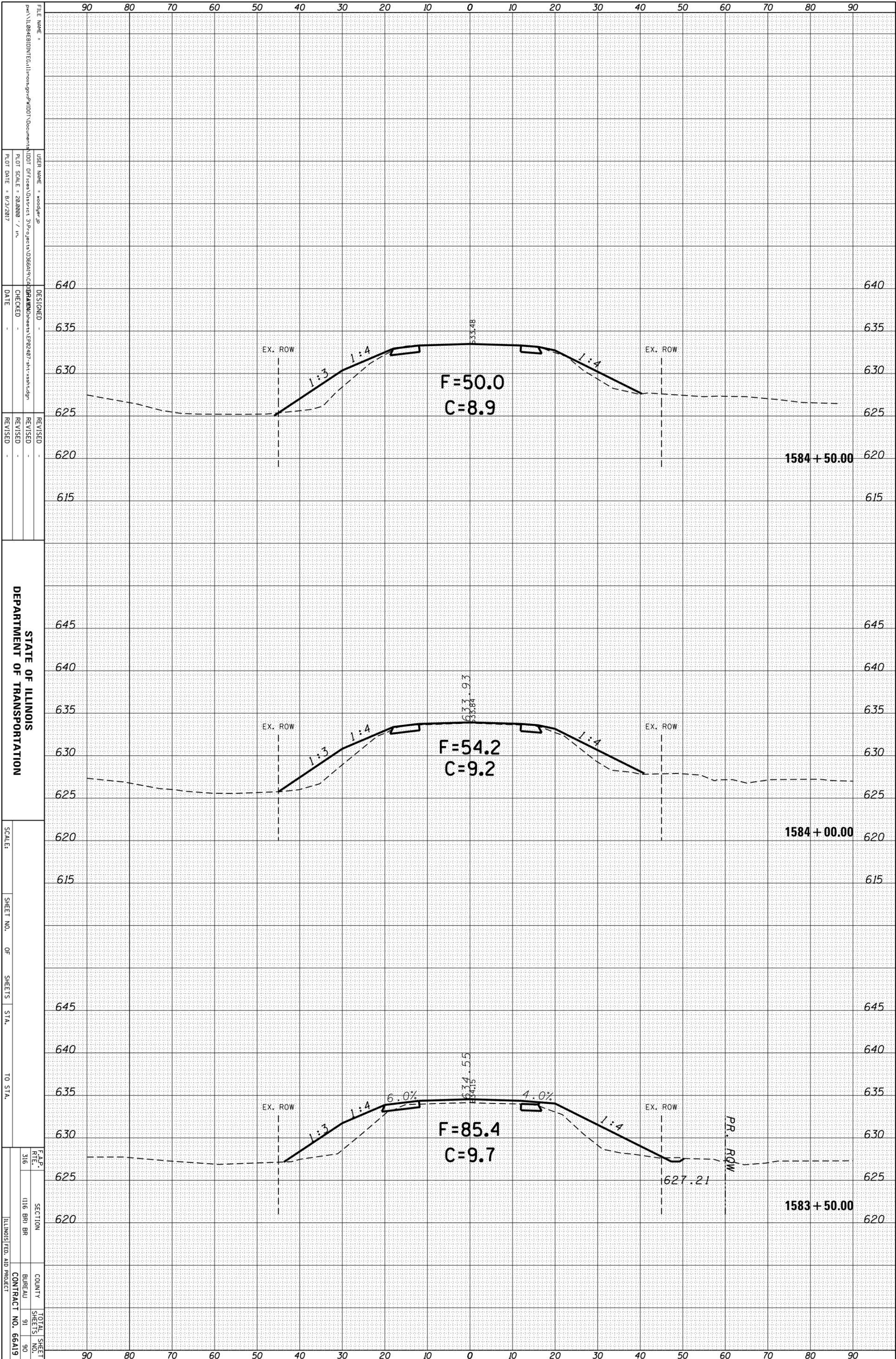
CROSS SECTIONS  
 SCALE:  
 SHEET NO. 4 OF 7 SHEETS  
 STA. 1579+00.00 TO STA. 1580+00.00  
 F.A.P. RT# 316  
 SECTION (116 BR. BR)  
 COUNTY BUREAU  
 CONTRACT NO. 66A19  
 TOTAL SHEET NO. 91  
 SHEET NO. 87  
 ILLINOIS FED. AID PROJECT





ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FILE NAME: ...  
USER NAME: woodger\_jp  
PLOT SCALE: 28,000 / in.  
PLOT DATE: 8/3/2017

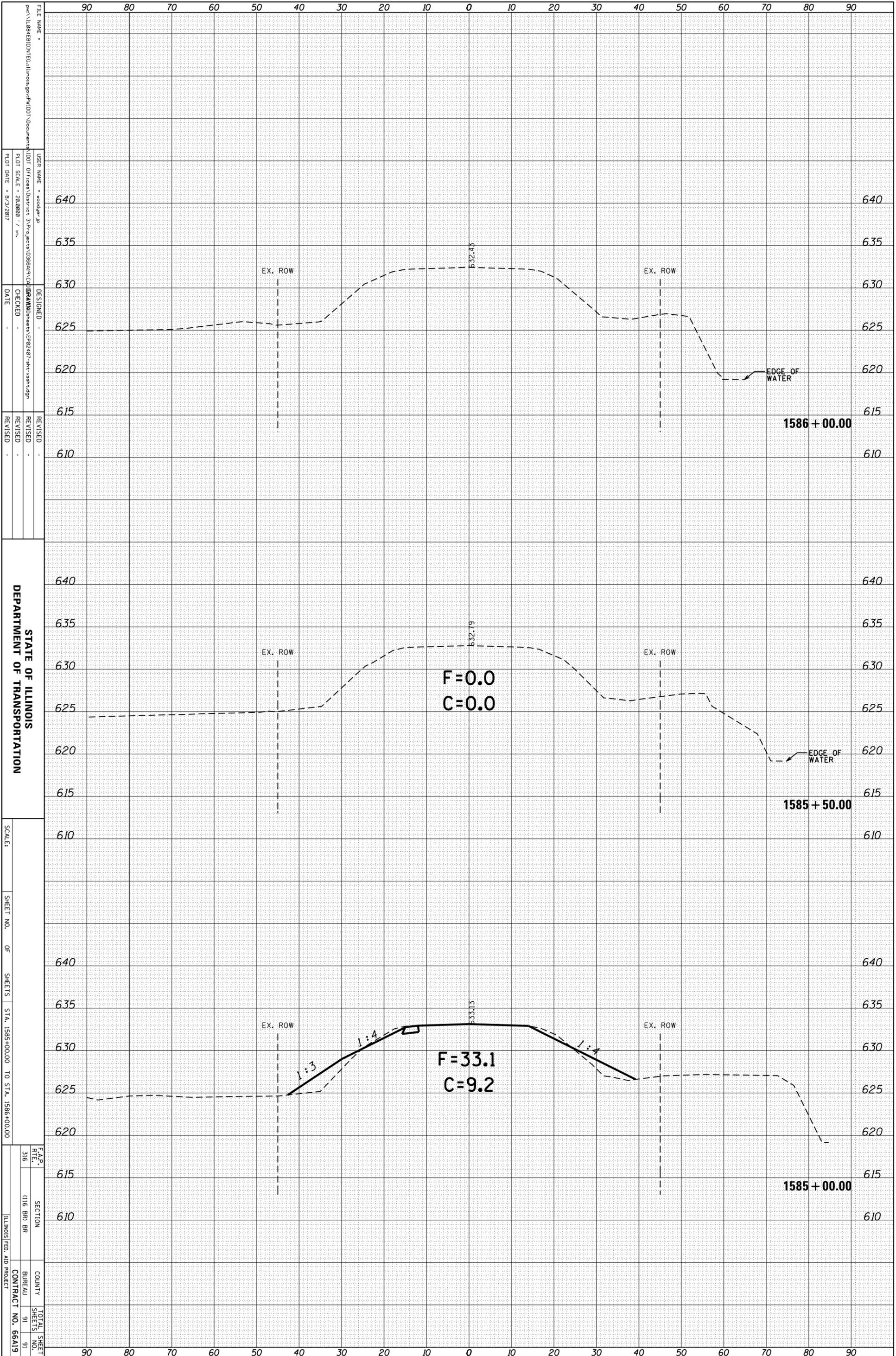
DESIGNED: ...  
CHECKED: ...  
DATE: ...

REVISIONS:  
REVISED: ...  
REVISED: ...  
REVISED: ...

SCALE: ...  
SHEET NO. OF SHEETS STA. TO STA.  
F.A.P. R.T.E. 316  
SECTION (116 BR) BR  
COUNTY BUREAU  
CONTRACT NO. 66A19  
TOTAL SHEET SHEETS NO. 91 90  
ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME =  
 USER NAME = woodger\_jp  
 PLOT SCALE = 28.0000 / in.  
 PLOT DATE = 8/3/2017

DESIGNED -  
 CHECKED -  
 DATE -

REVISIED -  
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 REVISIED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCALE:  
 SHEET NO. OF SHEETS  
 STA. 1585+00.00 TO STA. 1586+00.00

F.A.P. R.T.E. 316  
 SECTION (116 BR) BR  
 COUNTY BUREAU  
 CONTRACT NO. 66A19

TOTAL SHEETS 91  
 SHEETS NO. 91

ILLINOIS FED. AID PROJECT