

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	1
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	
D-92-056-99				

PROJECT ENGINEER: ROBERT J WAGNER
 SENIOR SQUAD LEADER: MICHAEL A. YUSEF (815) 284-5354
 HOMER L. CHASTAIN & ASSOCIATES
 DAN JEDRZEJAK 773-714-0050

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STATE STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420401-05	BRIDGE APPROACH PAVEMENT
515001-02	NAME PLATE FOR BRIDGES
542401	METAL END SECTION FOR PIPE CULVERTS
609006-02	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-05	STEEL PLATE BEAM GUARDRAIL
630301-02	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-05	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
666001	RIGHT OF WAY MARKERS
667101	PERMANENT SURVEY MARKERS
701001-01	OFF-RD OPERATION 2L, 2W, 4.5m (15') MIN. AWAY FOR SPEEDS ≥ 45 MPH
701301-02	LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS
701011-01	OFF-RD MOVING OPERATIONS 2L, 2W DAY ONLY FOR SPEEDS ≥ 45 MPH
701311-02	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
702001-05	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS

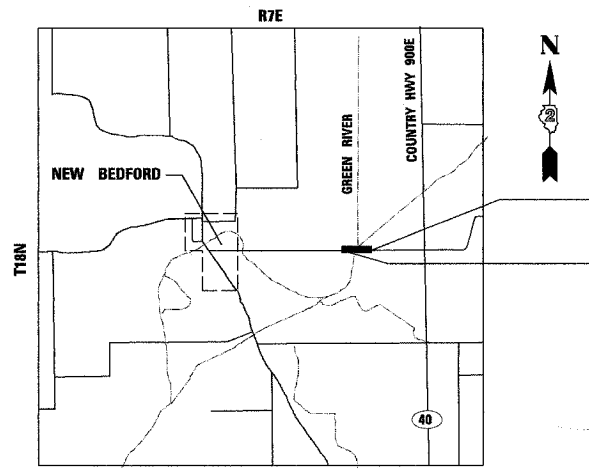
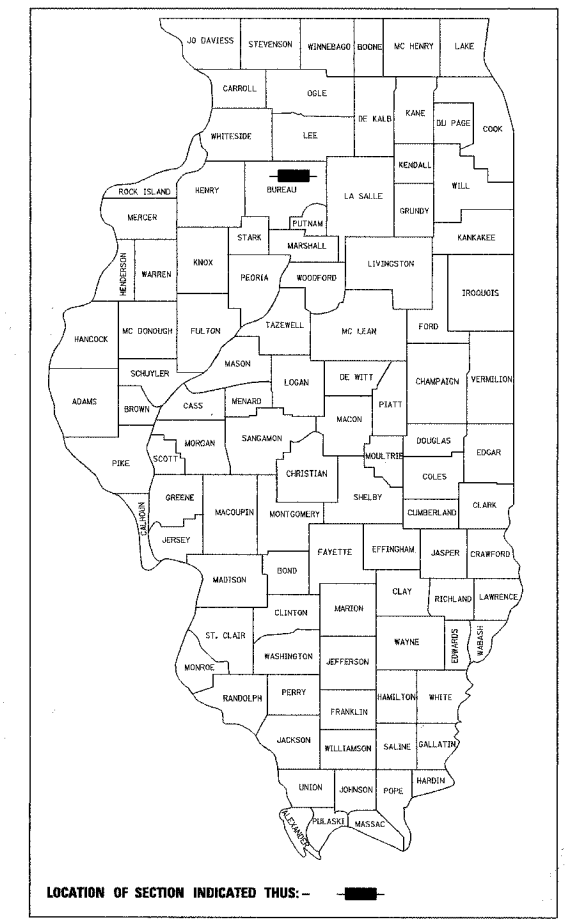
J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123

CONTRACT NO. 64423

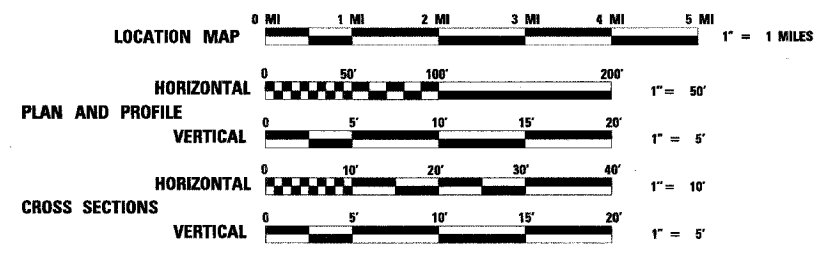
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

SBI 88 (NEW BEDFORD ROAD) OVER GREEN RIVER
SECTION 103C-BR
PROJECT NO. ACBROS-0005(448)
BUREAU COUNTY
C-92-022-05

DESIGN DESIGNATOR
 SBI 88 - 0150(23) MINOR COLLECTOR - 0.50(FD-20)
 LOW VOLUME ROAD
 ADT = 115 (2003) 5% TRUCKS
 DESIGN SPEED = 60 MPH



BEGIN CONSTRUCTION
 STA 19+00
 END CONSTRUCTION
 STA 39+00
 SECTION 103C-BR
 INCLUDES THE REMOVAL OF THE EXISTING STRUCTURE NO. 006-0095,
 A SINGLE SPAN STEEL THROUGH TRUSS BRIDGE, AND CONSTRUCTION
 OF THE NEW STRUCTURE NO. 006-0163, A 3 SPAN PPC I-BEAM BRIDGE,
 AT STATION 29+25.34



GROSS LENGTH OF PROJECT = 2000 LIN. FEET = 0.379 MILES
 NET LENGTH OF PROJECT = 2000 LIN. FEET = 0.379 MILES

License expires: 11-30-05

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 8/27 2004
Gregory L. Alonzo DISTRICT ENGINEER
 PASSED October 1 2004
Mike Hine ENGINEER OF DESIGN AND ENVIRONMENT
 APPROVED October 1 2004
Victor Mader DIRECTOR, DIVISION OF HIGHWAYS

DISTRICT 2 - DIXON, IL

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	2
STA. 19+00		TO STA. 39+00		
EXISTING CONDITIONS:				

80% FED
20% STATE
←X081-2A→

80% FED
20% STATE
←X081-2A→

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY	BRIDGE
* A2006514	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1- 3/4" CALIPER, BALLED AND BURLAPPED	EACH	6	6	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	81	81	
20200100	EARTH EXCAVATION	CU YD	1,388	1,388	
20400800	FURNISHED EXCAVATION	CU YD	19,708	19,708	
20700220	POROUS GRANULAR EMBANKMENT	CU YD	152		152
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	19,953	19,953	
21301052	EXPLORATION TRENCH 52" DEPTH	FOOT	50	50	
25000310	SEEDING, CLASS 4	ACRE	3.50	3.50	
25000400	NITROGEN FERTILIZER NUTRIENT	LB	698	698	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	LB	698	698	
25000600	POTASSIUM FERTILIZER NUTRIENT	LB	698	698	
Δ* 25000750	MOWING	ACRE	4.25	4.25	
25001830	SEEDING, CLASS 6 (MODIFIED)	ACRE	4.25	4.25	
25100115	MULCH, METHOD 2	ACRE	7.75	7.75	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1,550	1,550	
28000400	PERIMETER EROSION BARRIER	FOOT	5,274	5,274	
28000500	INLET AND PIPE PROTECTION	EACH	8	8	
28100109	STONE RIPRAP, CLASS A5	SO YD	714	19	695
28200100	FILTER FABRIC FOR USE WITH RIPRAP	SO YD	714	19	695
31100910	SUB-BASE GRANULAR MATERIAL, TYPE A, 12"	SO YD	3,237	3,237	
31100965	SUB-BASE GRANULAR MATERIAL, TYPE A 24"	SO YD	2,106	2,106	
35101400	AGGREGATE BASE COURSE, TYPE B	TON	709	709	
42001165	BRIDGE APPROACH PAVEMENT	SO YD	196	196	
44000100	PAVEMENT REMOVAL	SO YD	1,805	1,805	
44004300	PAVEMENT BREAKING	SO YD	2,556	2,556	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	786	786	
50100200	REMOVAL OF EXISTING STRUCTURES	L SUM	1		1
50200100	STRUCTURE EXCAVATION	CU YD	192		192
50300100	FLOOR DRAINS	EACH	18		18
50300225	CONCRETE STRUCTURES	CU YD	131.6		131.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	196.2		196.2
50300260	BRIDGE DECK GROOVING	SO YD	477		477
50300300	PROTECTIVE COAT	SO YD	652		652
50400805	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 36 IN.	FOOT	815		815
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	50,620		50,620
51201700	FURNISHING STEEL PILES STEEL HP12X74	FOOT	1,998		1,998

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY	BRIDGE
51202700	DRIVING STEEL PILES	FOOT	1,998		1,998
51203700	TEST PILE STEEL HP12X74	EACH	4		4
51500100	NAME PLATES	EACH	1		1
542D1060	PIPE CULVERTS, CLASS D, TYPE 2 15"	FOOT	272	272	
54213447	END SECTIONS 12"	EACH	4		4
54213450	END SECTIONS 15"	EACH	4	4	
60100915	PIPE DRAINS 6"	FOOT	50	50	
60100925	PIPE DRAINS 8"	FOOT	50	50	
60100935	PIPE DRAINS 10"	FOOT	50	50	
60100945	PIPE DRAINS 12"	FOOT	277	50	227
60801015	FLAP GATE 15"	EACH	4	4	
60900140	TYPE B INLET BOX, STANDARD 609006	EACH	4		4
60900515	CONCRETE THRUST BLOCKS	EACH	4		4
61100605	MISCELLANEOUS CONCRETE	CU YD	1	1	
61133200	FIELD TILE JUNCTION VAULTS, 3' DIA.	EACH	1	1	
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	250	250	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63100169	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	56	56	
63500105	DELINEATORS	EACH	9	9	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	8	8	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	9,000	9,000	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78200410	GUARDRAIL MARKERS, TYPE A	EACH	12	12	
78200520	BARRIER WALL MARKERS, TYPE B	EACH	8	8	
X4024000	TEMPORARY ACCESS (FIELD ENTRANCE)	EACH	3	3	
X4073056	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 8 3/4"	SO YD	4,734	4,734	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1
X7013015	TRAFFIC CONTROL FOR ROAD CLOSURE	L SUM	1	1	
Z0002600	BAR SPLICERS	EACH	56		56
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	

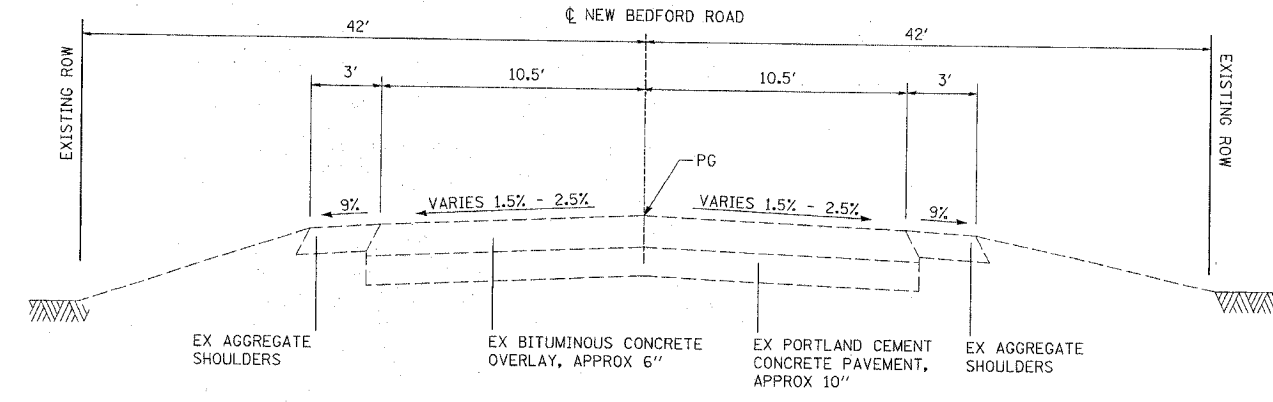
* SPECIALTY ITEM
Δ NON-PARTICIPATING

* SPECIALTY ITEM

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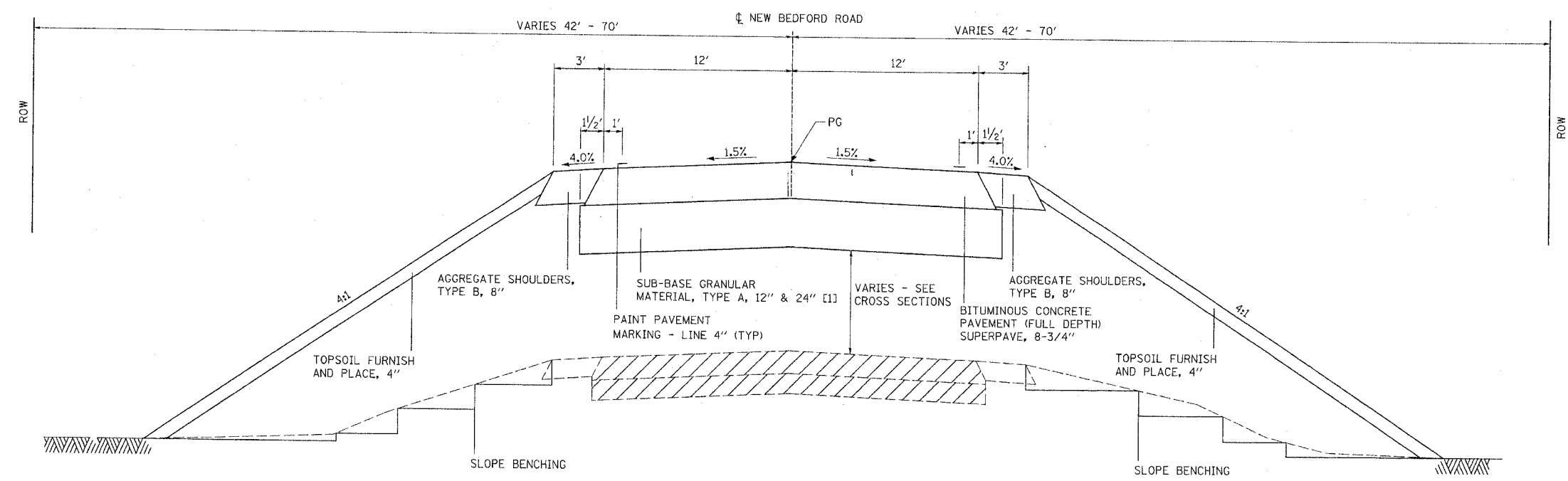
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SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
88	103C-BR	BUREAU	51	3
STA. 19+00		TO STA. 39+00		
EXISTING CONDITIONS:				



EXISTING TYPICAL ROADWAY SECTION

STA 19+00.0 TO STA 28+66.5
 STA 28+66.5 TO STA 29+84.1 BRIDGE OMISSION
 STA 29+84.1 TO STA 39+00.0



PROPOSED TYPICAL ROADWAY SECTION

STA 19+00.00 RT TO STA 26+54.09 RT
 STA 19+00.00 LT TO STA 26+79.09 LT
 STA 31+71.94 RT TO STA 39+00.00 RT
 STA 31+97.09 LT TO STA 39+00.00 LT

APPLICATION RATES

AGGREGATE SHOULDERS, TYPE B	2.05 TONS/CU YD
AGGREGATE SURFACE COURSE, TYPE B	2.05 TONS/CU YD
SUB-BASE GRANULAR MATERIAL, TYPE A	2.05 TONS/CU YD
BITUMINOUS CONCRETE BINDER COURSE	115 LBS/SQ YD IN
BITUMINOUS CONCRETE SURFACE COURSE	112 LBS/SQ YD IN
INCIDENTAL BITUMINOUS SURFACING	112 LBS/SQ YD IN

[1] STATION 22+50.00 TO 28+12.84 AND 30+37.84 TO 35+50.00 SUB-BASE GRANULAR MATERIAL, TYPE A, 12".
 STATION 19+00.00 TO 22+50.00 AND 35+50.00 TO 39+00.00 SUB-BASE GRANULAR MATERIAL, TYPE A, 24".

NOTE:

- BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE 8-3/4" CONSISTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", NSO 2" AND BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, NSO 6-3/4"
- EXISTING SLOPES SHALL BE BENCHED AS SHOWN. DEEP BENCHING IS REQUIRED TO INSURE THE REMOVAL OF UNSTABLE SLOPE MATERIAL FROM THE SLOPE FAILURE PLANE. EXCAVATED MATERIALS AS A RESULT OF BENCHING SHALL BE USED IN EMBANKMENT. THE COST OF BENCHING SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS EARTHWORK PAY ITEMS.

	PAVEMENT REMOVAL -	STA 19+00.00 TO 22+50.00
		STA 28+30.00 TO 28+66.55
		STA 29+84.10 TO 30+20.00
		STA 35+50.00 TO 39+00.00
	PAVEMENT BREAKING -	STA 22+50.00 TO 28+30.00
		STA 30+20.00 TO 35+50.00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SBI 88 (NEW BEDFORD ROAD)
 SECTION 103C-BR
 BUREAU COUNTY

TYPICAL SECTIONS

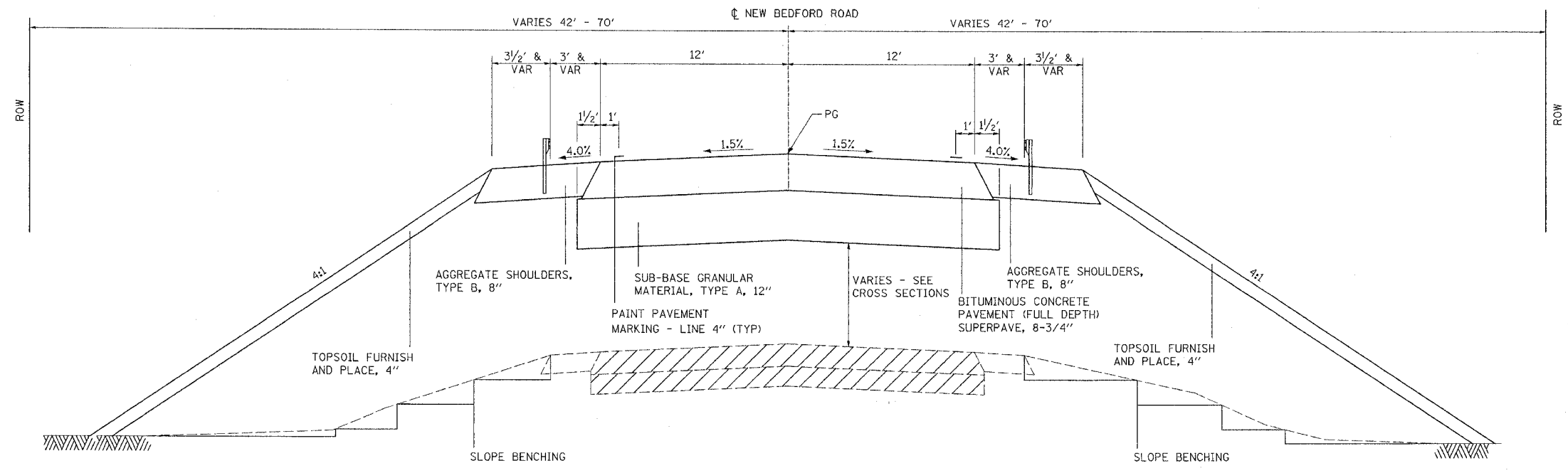
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SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BB	103C-BR	BUREAU	51	4
STA. 19+00		TO STA. 39+00		
EXISTING CONDITIONS:				



PROPOSED TYPICAL ROADWAY SECTION

- STA 26+54.09 RT TO STA 28+12.84 RT
- STA 26+79.09 LT TO STA 28+12.84 LT
- STA 28+12.84 TO STA 28+42.84 - BRIDGE APPROACH PAVEMENT. SEE STANDARD FOR DETAILS.
- STA 28+42.84 TO STA 30+07.84 - BRIDGE OMISSION
- STA 30+07.84 TO STA 30+37.84 - BRIDGE APPROACH PAVEMENT. SEE STANDARD FOR DETAILS.
- STA 30+37.84 RT TO STA 31+71.94 RT
- STA 30+37.84 LT TO STA 31+97.09 LT

NOTE:

1. BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE 8-3/4" CONSISTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 2" AND BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, 1L-19.0, N50 6-3/4"
2. EXISTING SLOPES SHALL BE BENCHED AS SHOWN. DEEP BENCHING IS REQUIRED TO INSURE THE REMOVAL OF UNSTABLE SLOPE MATERIAL FROM THE SLOPE FAILURE PLANE. EXCAVATED MATERIALS AS A RESULT OF BENCHING SHALL BE USED IN EMBANKMENT. THE COST OF BENCHING SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE VARIOUS EARTHWORK PAY ITEMS.
3. SEE PLAN AND PROFILE SHEETS FOR GUARDRAIL LOCATIONS.

APPLICATION RATES

AGGREGATE SHOULDERS, TYPE B	2.05 TONS/CU YD
AGGREGATE SURFACE COURSE, TYPE B	2.05 TONS/CU YD
SUB-BASE GRANULAR MATERIAL, TYPE A	2.05 TONS/CU YD
BITUMINOUS CONCRETE BINDER COURSE	115 LBS/SQ YD IN
BITUMINOUS CONCRETE SURFACE COURSE	112 LBS/SQ YD IN
INCIDENTAL BITUMINOUS SURFACING	112 LBS/SQ YD IN

	PAVEMENT REMOVAL - STA 19+00.00 TO 22+50.00
	STA 28+30.00 TO 28+66.55
	STA 29+84.10 TO 30+20.00
	STA 35+50.00 TO 39+00.00
	PAVEMENT BREAKING - STA 22+50.00 TO 28+30.00
	STA 30+20.00 TO 35+50.00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SBI 88 (NEW BEDFORD ROAD)
 SECTION 103C-BR
 BUREAU COUNTY

TYPICAL SECTIONS

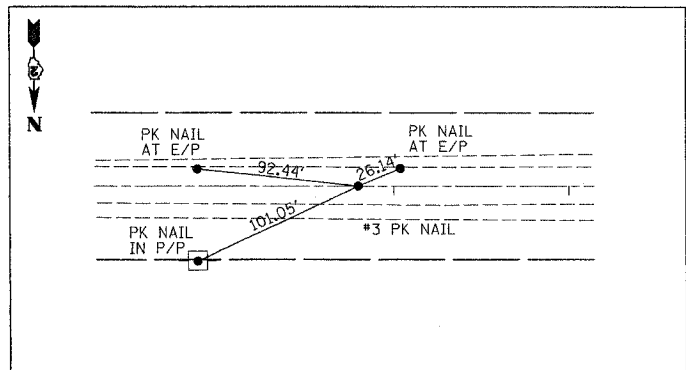
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NOTE BOOK	
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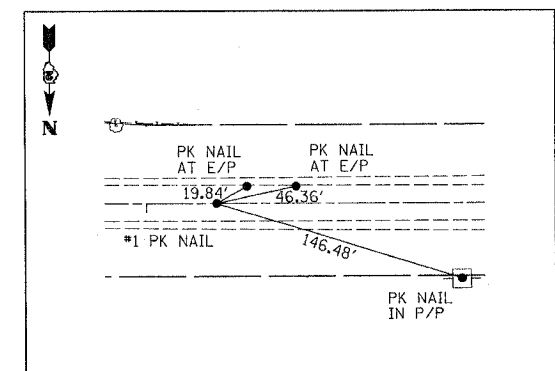
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SBI ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	5
STA. 19+00		TO STA. 39+00		
EXISTING CONDITIONS:				

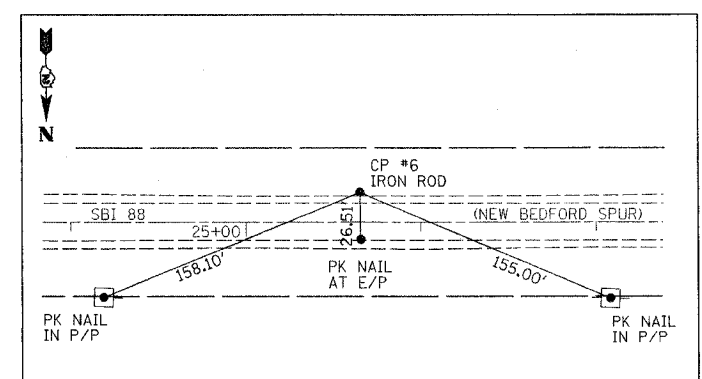
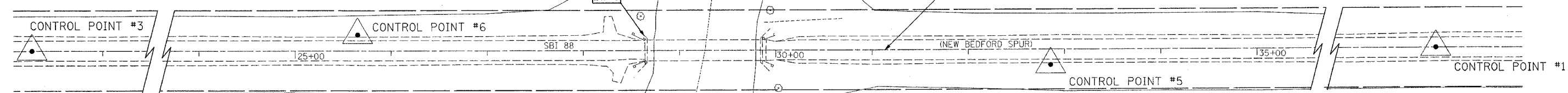
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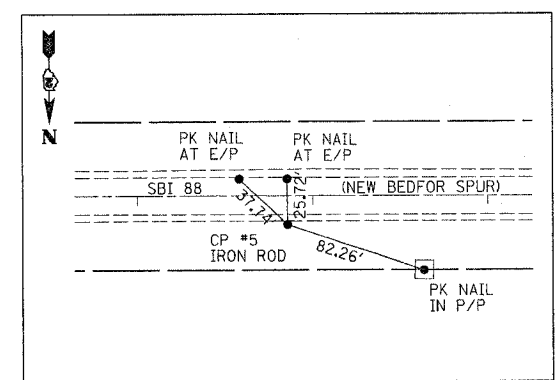
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 N 1764918.9236
 E 2426841.8799



CONTROL POINT #1
 POT STA 42+40.21
 N 1764872.9133
 E 2424181.5281



CONTROL POINT #6
 STA 25+65.17 16.75' LT
 N 1764885.1254
 E 2425856.6063
 EL 631.21



CONTROL POINT #5
 STA 32+85.60 16.24' RT
 N 1764905.6615
 E 2425135.7126
 EL 631.52

NOTE:
 BASIS OF BEARINGS AND COORDINATES IS ILLINOIS STATE PLANE (NAD83) WEST ZONE. GROUND VALUES SHOWN (COMBINED GRID FACTOR FOR PROJECT AREA 0.999929977). NGS MONUMENTS BUR40-1A & BUR40-1B WERE USED FOR CONTROL.

BENCHMARKS

BM 1 "□" CUT ON TOP OF S.E. WINGWALL OF BRIDGE OVER GREEN RIVER
 STA. 28+63.2 15.4' LT
 ELEV. 634.05

BM 2 "□" CUT ON S.E. CORNER OF CONCRETE DRAIN BOX W/LID +/-0.4 MI. WEST OF BRIDGE ON SOUTH SIDE OF RD. +/-17' SOUTH OF PAVEMENT.
 STA. 51+38.2 29.7' LT
 ELEV. 631.29

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SBI ROUTE 88 (NEW BEDFORD SPUR)
 SECTION 103C-BR
 BUREAU COUNTY
 ALIGNMENT & TIES
 BENCHMARKS
 DRAWN BY: HLC

8/12/2004
 DATE-TIME
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GENERAL NOTES

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	6
STA. 19+00		TO STA. 39+00		
EXISTING CONDITIONS:				

- SEE CROSS SECTIONS FOR SPECIAL SLOPES AND BACKSLOPES.
- AT THE LOCATIONS WHERE EXCAVATION QUANTITIES ON THE PLANS ARE INDICATED AS HAVING BEEN ESTIMATED, THE ENGINEER WILL OBTAIN ORIGINAL AND FINAL CROSS SECTIONS TO DETERMINE PAY QUANTITIES.
- THE REMOVAL OF BITUMINOUS SURFACING NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL.
- IT IS ESTIMATED THAT 19,320 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 15% HAS BEEN USED.
- THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 6 (MODIFIED) SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED. THEN USE SEEDING, CLASS 1 (MODIFIED). CLASS 6 (MODIFIED) SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.
- WHEN MULCH WITH EMULSIFIED ASPHALT IS APPLIED, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO COVER OR PROTECT ALL TRAFFIC SIGNS, GUARDRAIL AND CURBS. ANY SIGNS, GUARDRAIL OR CURBS WHICH BECOME COVERED WITH ASPHALTIC MATERIAL SHALL BE CLEANED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- THE SUBGRADE ON THIS PROJECT, EXCLUSIVE OF ROCK CUT AREAS IS SCHEDULED TO BE IMPROVED TO A 12" DEPTH ACCORDING TO MECHANISTIC PAVEMENT DESIGN. THE AREAS SCHEDULED TO BE IMPROVED TO A DEPTH GREATER THAN 12" ARE ESTIMATED BASED ON THE ORIGINAL GEOTECHNICAL INVESTIGATION. THE SUBGRADE SHALL BE PROCESSED IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS BEFORE THE ENGINEER SHALL DETERMINE THE LIMITS AND THE ADDITIONAL THICKNESS OF IMPROVEMENT REQUIRED, IF ANY.
- EXCEPT FOR THE TOP 3", ALL AGGREGATE BASES AND SUBBASES 12" IN THICKNESS SHALL BE CONSTRUCTED OF AGGREGATE GRADATION CA-2. IF THE SPECIFIED THICKNESS EXCEEDS 12", THE BASES OR SUBBASES SHALL BE CONSTRUCTED OF TOPSIZE 6" BREAKER-RUN CRUSHED STONE WITH 15% TO 40% BY WEIGHT PASSING THE 2" SIZE SIEVE, EXCEPT FOR THE TOP 3". THE BREAKER-RUN CRUSHED STONE SHALL BE REASONABLY UNIFORMLY GRADED FROM COARSE TO FINE AND BE TAKEN FROM A QUARRY LEDGE CAPABLE OF PRODUCING CLASS "D" QUALITY AGGREGATE. THE TOP 3" SHALL BE GRADATION CA-6 OR CA-10 REGARDLESS OF THICKNESS. THE WATER NECESSARY TO ACHIEVE COMPACTION IN ALL BUT THE TOP 3" LAYER MAY BE ADDED AFTER THE SUBBASE OR BASE COURSE IS PLACED ON THE GRADE.
- ALL EMBANKMENT CONSTRUCTED OF COHESIVE SOIL SHALL BE CONSTRUCTED WITH NOT MORE THAN 110% OF OPTIMUM MOISTURE CONTENT, DETERMINED BY THE STANDARD PROCTOR TEST. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10% PARTICLES BY WEIGHT PASSING THE #200 SIEVE. THE 110% OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE-DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER.
- A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.
- THE NEW NUMBER FOR THIS STRUCTURE WILL BE 006-0163
- THE CONTRACTOR SHALL SUBMIT FOUR COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2300 SOUTH DIRKSEN PARKWAY, SPRINGFIELD, IL 62764. AFTER APPROVAL OF INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO ERIC HARM, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT (8) SETS OF SHOP DRAWINGS TO BE DISTRIBUTED TO:
DISTRICT 2 DISTRICT ENGINEER (1)
FABRICATOR (1)
CONTRACTOR (2)
RESIDENT ENGINEER (2)
DISTRICT 2 BUREAU OF MATERIALS (2)
- THE ADDITIONAL THICKNESS OF PROPOSED PAVEMENT REQUIRED TO MATCH THE BRIDGE APPROACH PAVEMENT, SHOWN IN STANDARD 420401, SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND NOT PAID FOR SEPARATELY.
- EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN THE QUANTITIES FOR FURNISHED EXCAVATION.
- THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (FLARED).
- ONE 8d GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE 1 SPECIALS.
- THE CURB IS REQUIRED ON THE BRIDGE APPROACH PAVEMENT AS SHOWN ON STANDARD 420401 FROM THE BACK OF ABUTMENT TO THE BRIDGE APPROACH PAVEMENT DRAIN.
- THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

BITUMINOUS MIXTURE DESCRIPTION

MIX USES	SURFACE COURSE	BINDER COURSE
PG	PG 58-22	PG 58-22
RAPZ (MAX)	30	30
DESIGN AIR VOIDS(%)	3 @ N50	3 @ N50
MIXTURE COMPOSITION	IL 9.5 OR IL12.5	IL 19
FRICTION AGGREGATE	C	N/A
20 YEAR ESAL	0.03	0.03

- THE CONTRACTOR WILL BE REQUIRED TO FURNISH 140 mm (5-1/2") HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2-LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS OF 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 150 mm (6") INSIDE THE PAVEMENT MAKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.
- WHERE FIELD TILE IS ENCOUNTERED, STORM SEWER OR PIPE DRAIN WILL BE USED IN ACCORDANCE WITH SECTION 611. THE MINIMUM SIZE FOR REPLACEMENT WILL BE 150 mm (6") FOR PIPE DRAINS AND 200 mm (8") FOR STORM SEWER, BUT THE SIZE MUST BE AT LEAST 50 mm (2") LARGER THAN THE ADJOINING TILE. A FIELD TILE JUNCTION VAULT WILL BE CONSTRUCTED AT THE RIGHT-OF-WAY TO CONNECT THE TILE TO THE STORM SEWER.
- THE FINISHED SURFACE OF THE PAVEMENT SHALL BE TESTED IN ACCORDANCE WITH ARTICLE 407.09(c).
- PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
1. ALL WORDS, SUCH AS ONLY SHALL BE 8 FEET HIGH.
2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8", NOT 7" AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
- PERMANENT SURVEY MARKERS, TYPE II SHALL BE SET AT INTERVALS OF 2,000 FEET OR AS DIRECTED BY THE ENGINEER. THE PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON HIGHWAY STANDARD 667101.
- RIGHT-OF-WAY MARKERS WILL BE ERECTED WITH THE BACK FACE OF THE MARKER ON THE RIGHT-OF-WAY LINE UNLESS THE NEW RIGHT-OF-WAY LINE HAS BEEN SURVEYED AND PINNED, IN WHICH INSTANCE THE RIGHT-OF-WAY MARKERS WILL BE ERECTED 12 INCHES INSIDE THE NEW RIGHT-OF-WAY LINE.
- THE ENGINEER SHALL SUBMIT TO THE SURVEY CREW A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:
ILLINOIS POWER COMPANY MR. TIMOTHY MCTAGGART (815)-224-6270
MEDIACOM MR. BOB LARKIE (309)-944-5621
SBC/AMERITECH TELEPHONE COMPANY MR. JEREMY SCHNACK (309)-793-4456
VERIZON MR. KALIN HINSHAW (815)-895-1515
- CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- ALL DIMENSIONS SHOWN ARE IN FEET UNLESS OTHERWISE NOTED. PAVEMENT THICKNESS, CULVERT SIZE, CONDUIT SIZE AND MARKING WIDTHS ARE SHOWN IN INCHES UNLESS NOTED.
- WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS OR OTHERWISE REFERENCE THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- ONLY THOSE TREES DESIGNATED BY THE ENGINEER SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
- TREE PLACEMENT LAYOUT SHALL BE PERFORMED BY THE DISTRICT LANDSCAPE ARCHITECT. MULCH SHALL BE HARDWOOD WOOD CHIP, 5 FOOT WIDTH, 4 INCHES THICK WITH WEED BARRIER FABRIC. ALTERNATE SITE: TBD BY DISTRICT 2.
- ALL SAW CUTTING OF EXISTING PAVEMENT SHALL BE CONSIDERED INCLUDED IN PAVEMENT REMOVAL. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE FULL DEPTH OF THE EXISTING PAVEMENT UNLESS OTHERWISE SPECIFIED IN A DETAIL IN THE PLANS OR THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL CORRUGATED METAL PIPE CULVERTS AS SHOWN IN THE PLANS. COST OF THE WORK TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
- REMOVAL OF EXISTING BITUMINOUS SURFACE (OIL AND CHIP), AGGREGATE BASE COURSE AND AGGREGATE SHOULDERS SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTH EXCAVATION.
- ACCORDING TO IDOT BDE PROCEDURE MEMORANDUM 99-34 AND OPERATIONS POLICY 5-1800, ALL UNMOWED AREAS SHOULD BE DESIGNATED IN THE PLANS AND SEEDED WITH THE APPROPRIATE NATIVE SEEDING SELECTIONS FROM CLASS 4, PER DIRECTIVE OF THE DECEMBER 8, 1999 STUDIES AND PLANS ENGINEER'S MEMORANDUM.
- THRUST BLOCKS SHALL BE MADE OF CLASS S1 CONCRETE AND SHALL BEAR AGAINST UNDISTURBED EARTH.
- AN ESTIMATED QUANTITY FOR CLASS 4 SEEDING, FERTILIZER, MULCH METHOD 2 AND PERIMETER EROSION BARRIER IS INCLUDED IN THE CONTRACT FOR USE AT THE CONTRACTOR'S BORROW SITE AS NEEDED.

POLICY GUIDELINES:

ALL TREES REMOVED FROM THE PROJECT AREA (6 TREES, MAX.) FOR CONSTRUCTION OR MAINTENANCE PURPOSES WILL BE REPLACED WITH DECIDUOUS TREE SPECIES WHICH ARE NATIVE TO THE DISTRICT 2 AREA. TREES WILL BE REPLACED ACCORDING TO THE IDOT DEPARTMENTAL POLICY D & E - 18 (SEPTEMBER 18, 2002). THE LOCATION OF THE REPLACEMENT TREES SHALL BE DETERMINED BY THE DISTRICT 2 LANDSCAPE ARCHITECT.
ALL ENTRANCES SHALL HAVE NO LESS THAN 1:4 SIDE SLOPES PER DISTRICT STANDARD 20.1.

COMMITMENTS:

NONE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SBI 88 (NEW BEDFORD ROAD
OVER GREEN RIVER)
SECTION 103C-BR
BUREAU COUNTY
GENERAL NOTES

DRAWN BY: HLC

PLAN	DATE
NO.	
BY	
CHECKED	
DATE	

64423

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	7
STA. 19+00		TO STA. 39+00		
EXISTING CONDITIONS:				

PAVEMENT SCHEDULE

LOCATION	LENTGH (FT)	ITEM							
		BIT C PVT FD SUP 8-3/4 (SQ YD)	SUB GRAN MAT A 12 (SQ YD)	SUB GRAN MAT A 24 (SQ YD)	ACC SHLDS B (TON)	ACC BASE CSE B (TON)	PAVEMENT REMOVAL (SQ YD)	PAVEMENT BREAKING (SQ YD)	BR APPR PAVT (SQ YD)
19+00.00 28+12.84	912.84	2,435	1,689	1,050	401				
30+37.84 39+00.00	862.16	2,299	1,537	1,050	385				
19+00.00 22+50.00	350.00					819			
28+30.00 28+66.55	36.55					81			
29+84.10 30+20.00	35.90					84			
35+50.00 39+00.00	350.00					821			
22+50.00 28+30.00	580.00						1,334		
30+20.00 35+50.00	530.00						1,222		
28+12.84 28+42.84	30.00								98
30+07.84 30+37.84	30.00								98
26+70.00 LT								224	
26+70.00 RT								213	
36+50.00 LT								90	
FE 31+65 RT								182	
DRAIN FOR AGG BASE COURSE			11	6					
TOTAL		4,734	3,237	2,106	786	709	1,805	2,556	196

BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
STANDARD 609006

LOCATION	TYPE B INLET BOX, STANDARD 609006 (EACH)	PIPE DRAINS 12" (FOOT)	END SECTIONS 12" (EACH)	CONCRETE THRUST BLOCKS (EACH)
28+28.84 14.6 RT 27+87.2 51.4 RT	1	57	1	1
28+28.84 14.6 LT 27+98.8 53.0 LT	1	52	1	1
30+21.84 14.6 RT 30+45.6 58.7 RT	1	52	1	1
30+21.84 14.6 LT 30+70.9 55.7 LT	1	66	1	1
TOTAL	4	227	4	4

TREE REMOVAL

STATION	OFFSET	ITEM
		TREE REMOVAL (6-15 UNITS DIAMETER) (UNITS)
28+59.63	35.94 LT	15
28+59.63	35.94 LT	15
28+59.63	35.94 LT	15
29+94.58	41.59 LT	12
29+94.58	41.59 LT	12
30+02.64	39.95 RT	12
TOTAL		81

FIELD TILE

STATION	OFFSET	EXPLORATION TRENCH 52" DEPTH (FT)	PIPE DRAINS (FT)				FIELD TILE JUNCTION VAULTS 3' DIA (EACH)	MISCELLANEOUS CONCRETE (CU YD)
			6"	8"	10"	12"		
UNKNOWN*		50	50	50	50	50	1	
39+70.4	24.2 LT					1		
FROM OTHER SCHEDULES						227		
TOTAL		50	50	50	50	277	1	

* CONTINGENCY QUANTITY IN THE EVENT FIELD TILE IS ENCOUNTERED.

EARTHWORK

LOCATION	ITEM					
	EARTH EXCAVATION (CU YD)	STRUCTURE EXCAVATION (CU YD)	EARTH EXCAVATION TO BE USED AS EMBANKMENT ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	TOPSOIL FURNISH AND PLACE 4" (SQ YD)
SBI ROUTE 88 STRUCTURE EXCAVATION	845	192	718	20,888	-20,170	19,953
EXCAVATION BETWEEN PROPOSED ABUTMENTS	543		462		462	
TOTAL	1,388	192	1,180	20,888	-19,708	19,953

NOTES:
1. SHRINKAGE FACTORS USED = 15%.
2. TOPSOIL FURNISH AND PLACE IS NOT INCLUDED IN ANY OTHER QUANTITIES.

PIPE CULVERTS SCHEDULE

LOCATION		ITEM				
STATION	OFFSET TO	STATION	OFFSET	PIPE CULVERTS CLASS D TYPE 2, 15" (FOOT)	END SECT 15" (EACH)	FLAP GATE 15" (EACH)
27+91.0	57.8 RT	28+52.2	57.8 RT	62	1	1
29+81.3	65.0 RT	30+41.8	65.0 RT	61	1	1
28+00.0	58.8 LT	28+74.0	58.8 LT	74	1	1
29+93.5	62.3 LT	30+68.0	62.3 LT	75	1	1
TOTAL				272	4	4

PERMANENT SURVEY MARKERS
TYPE II

LOCATION	PERMANENT SURVEY MARKERS TYPE II (EACH)
19+05 38+50	40 LT 25 LT 1 1
TOTAL	2

NOTE: FINAL LOCATIONS TO BE APPROVED BY THE ENGINEER.

GUARDRAIL REMOVAL

LOCATION	GUARDRAIL REMOVAL (FOOT)
STATION OFFSET TO STATION OFFSET	
28+51.29 16.21 RT 28+65.02 10.61 RT	14.8
28+50.40 16.75 LT 28+63.72 14.27 LT	14.8
29+86.27 10.73 RT 29+97.49 15.68 RT	12.3
29+86.34 11.02 LT 29+99.21 15.43 RT	13.6
TOTAL	56

DELINEATORS

STATION	OFFSET	DELINEATORS (EACH)
27+85	15 RT	1
27+89	17 RT	1
27+94	16 LT	1
27+98	17 LT	1
30+44	19 RT	1
30+48	18 RT	1
30+70	18 LT	1
30+73	17 LT	1
38+70	8 LT	1
TOTAL		9

NOTE: FINAL LOCATIONS TO BE APPROVED BY THE ENGINEER.

PAVEMENT MARKINGS

LOCATION	PAINT PAVEMENT MARKING - LINE 4"	
STATION TO STATION	WHITE EDGE LINE (FOOT)	YELLOW SKIP-DASH (FOOT)
19+00.00 LT 39+00.00 LT	2000	
19+00.00 RT 39+00.00 RT	2000	
19+00.00 39+00.00		500
FIRST APPLICATION TOTAL	4,500	
SECOND APPLICATION TOTAL	4,500	
TOTAL	9,000	

ROW MARKERS

STATION	OFFSET	FURNISHING & ERECTING ROW MARKERS (EACH)
19+00.00	42.00 LT	1
23+00.00	70.00 LT	1
33+00.00	70.00 LT	1
37+00.00	42.00 LT	1
19+00.00	42.00 RT	1
23+00.00	70.00 RT	1
33+00.00	70.00 RT	1
37+00.00	42.00 RT	1
TOTAL		8

GUARDRAIL

LOCATION	STEEL PLATE BEAM GUARDRAIL TYPE A (FOOT)	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED) (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 (EACH)
27+39.09 RT TO 28+14.09 RT	75	1	1
27+64.09 LT TO 28+14.09 LT	50	1	1
30+36.29 RT TO 30+86.29 RT	50	1	1
30+36.29 LT TO 30+36.29 LT	75	1	1
TOTAL	250	4	4

NOTE: FLARE GUARDRAIL AND TERMINAL TYPE 1 AT 26':1'

MARKERS

LOCATION	GUARDRAIL MARKERS, TYPE A (EACH)	BARRIER WALL MARKERS, TYPE B (EACH)
27+39.09 RT TO 28+45.34 RT	3	
28+45.34 RT TO 30+05.04 RT		4
30+05.04 RT TO 30+86.29 RT	3	
27+64.09 LT TO 28+45.34 LT	3	
28+45.34 LT TO 30+05.04 LT		4
30+05.04 LT TO 31+11.29 LT	3	
TOTAL	12	8

REVISIONS	
NAME	DATE

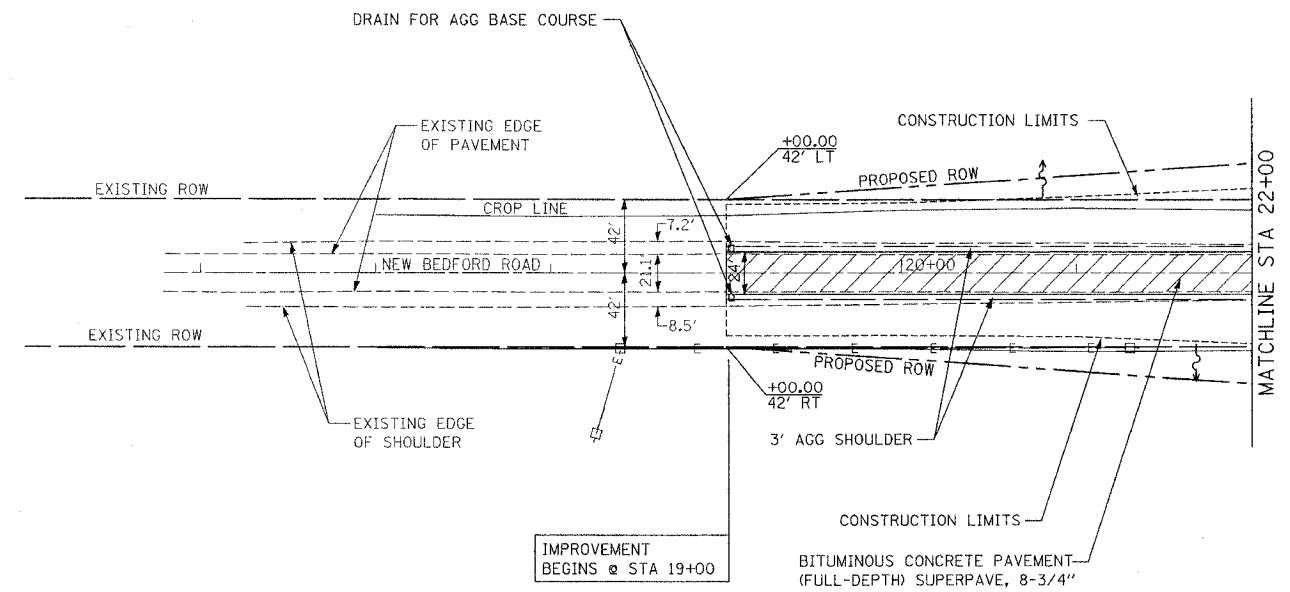
ILLINOIS DEPARTMENT OF TRANSPORTATION
SBI 88 (NEW BEDFORD ROAD)
OVER GREEN RIVER
SECTION 103C-BR
BUREAU COUNTY
SCHEDULE OF QUANTITIES
DRAWN BY: HLC

PLAN SURVEYED PLOTTED CHECKED BY DATE
NOTE BOOK NO. OF WAY CHECKED
NO. CAD FILE NAME

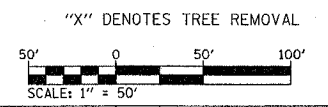
9-DIGIT-88
DATE-TIME
JOB-NUMBER
REF.

64423

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	8
STA. 19+00		TO STA. 22+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

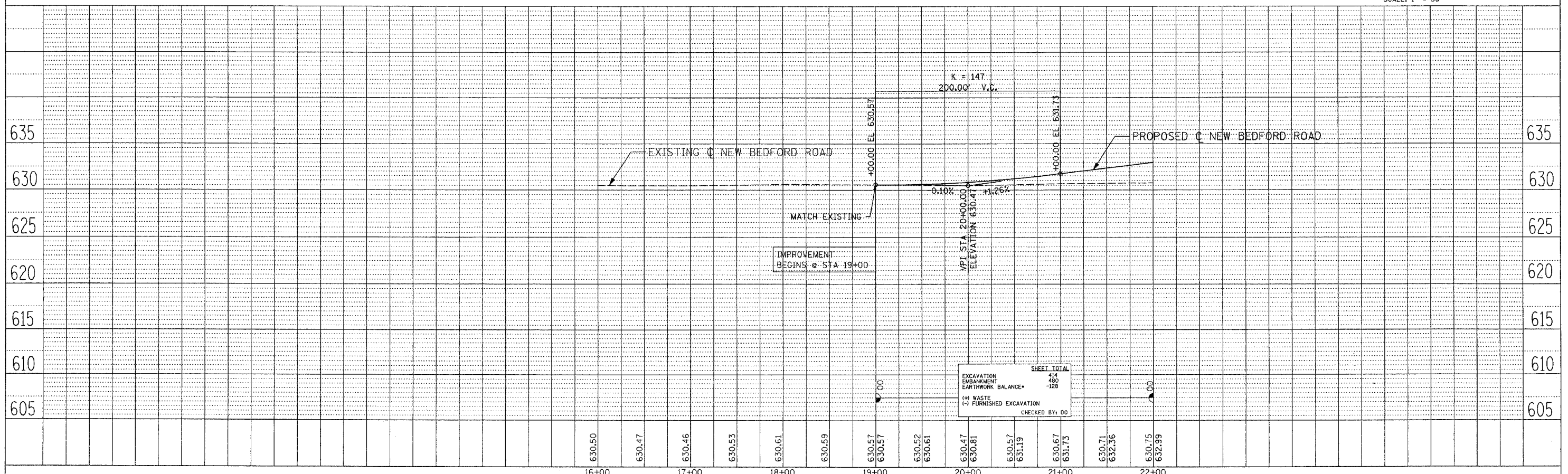


PAVEMENT REMOVAL - STA 19+00.00 TO 22+50.00
 STA 28+30.00 TO 28+66.55
 STA 29+84.10 TO 30+20.00
 STA 35+50.00 TO 39+00.00



PLAN	DATE
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PROFILE	DATE
BY	
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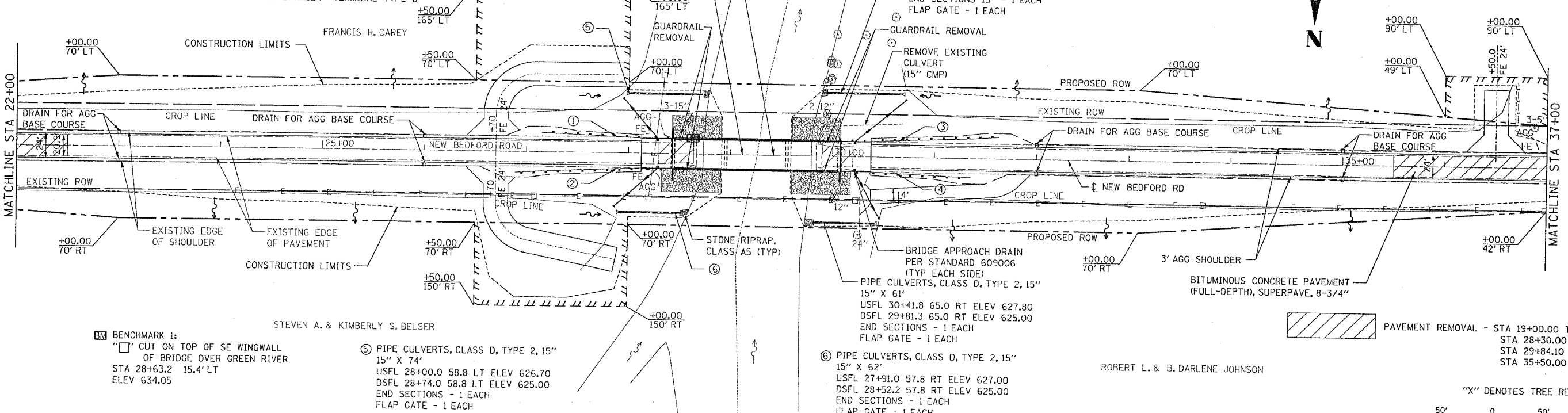


SHEET TOTAL
 EXCAVATION 414
 EMBANKMENT 480
 EARTHWORK BALANCE -128
 (+) WASTE
 (-) FURNISHED EXCAVATION
 CHECKED BY: DD

6423

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	9
STA. 22+00		TO STA. 37+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

- ① STEEL PLATE BEAM GUARD RAIL, TYPE A STA 27+39.09 RT TO STA 28+14.09 RT WITH TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED) AND TRAFFIC BARRIER TERMINAL TYPE 6
- ② STEEL PLATE BEAM GUARD RAIL, TYPE A STA 27+64.09 RT TO STA 28+14.09 RT WITH TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED) AND TRAFFIC BARRIER TERMINAL TYPE 6
- ③ STEEL PLATE BEAM GUARD RAIL, TYPE A STA 30+36.29 LT TO STA 31+11.29 LT WITH TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED) AND TRAFFIC BARRIER TERMINAL TYPE 6
- ④ STEEL PLATE BEAM GUARD RAIL, TYPE A STA 30+36.29 RT TO STA 30+86.29 RT WITH TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED) AND TRAFFIC BARRIER TERMINAL TYPE 6

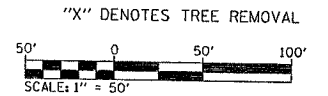


BM BENCHMARK 1:
 "I" CUT ON TOP OF SE WINGWALL OF BRIDGE OVER GREEN RIVER
 STA 28+63.2 15.4' LT
 ELEV 634.05

⑤ PIPE CULVERTS, CLASS D, TYPE 2, 15" X 74'
 USFL 28+00.0 58.8 LT ELEV 626.70
 DSFL 28+74.0 58.8 LT ELEV 625.00
 END SECTIONS - 1 EACH
 FLAP GATE - 1 EACH

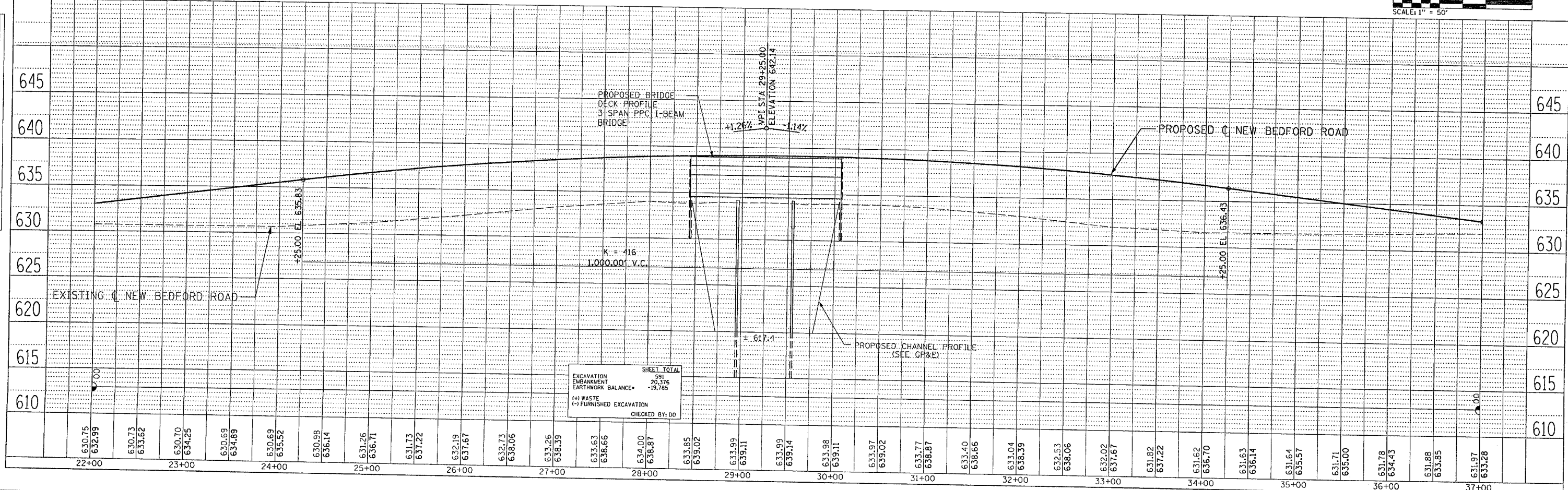
⑥ PIPE CULVERTS, CLASS D, TYPE 2, 15" X 62'
 USFL 27+91.0 57.8 RT ELEV 627.00
 DSFL 28+52.2 57.8 RT ELEV 625.00
 END SECTIONS - 1 EACH
 FLAP GATE - 1 EACH

PAVEMENT REMOVAL - STA 19+00.00 TO 22+50.00
 STA 28+30.00 TO 28+66.55
 STA 29+84.10 TO 30+20.00
 STA 35+50.00 TO 39+00.00



PLAN	DATE
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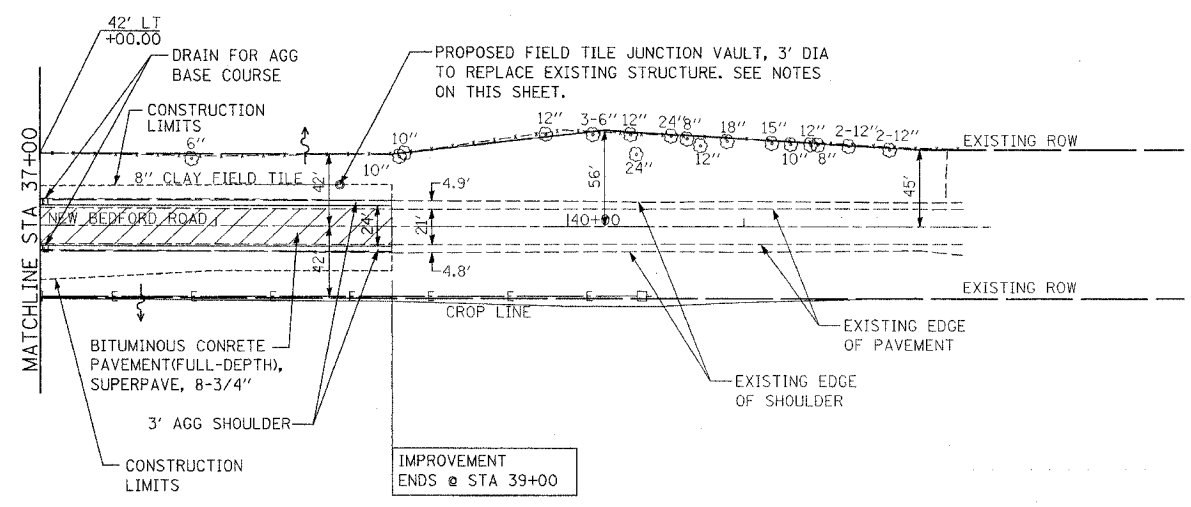


SHEET TOTAL	
EXCAVATION	58
EMBANKMENT	20,376
EARTHWORK BALANCE*	-19,785
(*) WASTE (-) FURNISHED EXCAVATION	
CHECKED BY: DD	

NEW BEDFORD ROAD

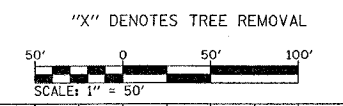
64423

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	10
STA. 37+00		TO STA. 39+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



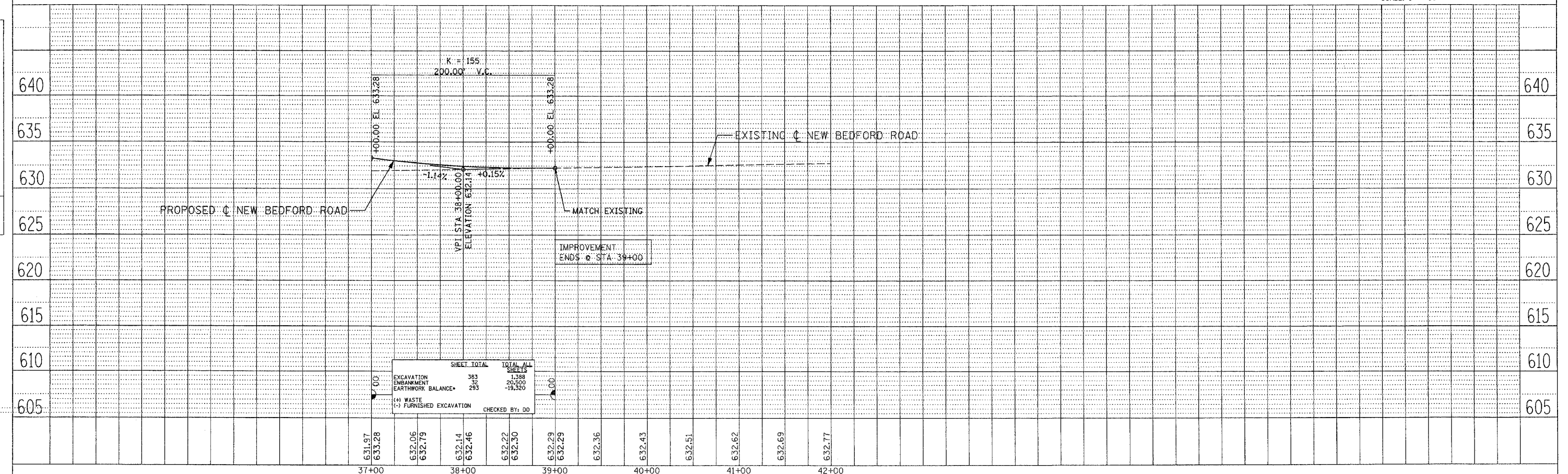
1. THE FRAME AND LID FOR THE VAULT AS SHOWN IN DISTRICT STANDARD 30.2 SHALL BE INCLUDED IN THE UNIT PRICE PER EACH FOR "FIELD TILE JUNCTION VAULTS, 3' DIA."
2. THE COST OF THE REMOVAL AND DISPOSAL OF THE EXISTING VAULT SHALL BE INCLUDED IN THE UNIT PRICE PER EACH FOR "FIELD TILE JUNCTION VAULTS, 3' DIA."
3. THE COST OF CONNECTING THE EXISTING FIELD TILE TO THE PROPOSED VAULT INCLUDING REMOVAL OR REPLACEMENT OF EXISTING SECTIONS OF FIELD TILE SHALL BE INCLUDED IN THE UNIT PRICE PER EACH FOR "FIELD TILE JUNCTION VAULTS, 3' DIA."

PAVEMENT REMOVAL - STA 19+00.00 TO 22+50.00
 STA 28+30.00 TO 28+66.55
 STA 29+84.10 TO 30+20.00
 STA 35+50.00 TO 39+00.00



PLAN	REVIEWED	DATE
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PROFILE	REVIEWED	DATE
	BY	
	CHECKED	
	DATE	








EXCAVATION	383	TOTAL ALL SHEETS	1,388
EMBANKMENT	32		20,500
EARTHWORK BALANCE	293		-19,320
(+) WASTE			
(-) FURNISHED EXCAVATION			

NEW BEDFORD ROAD

64423

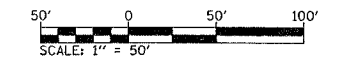
SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
88	103C-BR	BUREAU	51	11
STA. 19+00 TO STA. 39+00			EXISTING CONDITIONS:	

LEGEND

-  INLET PIPE PROTECTION
-  PERIMETER EROSION BARRIER
-  TEMPORARY EROSION CONTROL SEEDING AND CLASS 6 (MODIFIED) SEEDING WITH MULCH METHOD 2
-  FLOW LINES
-  RIPRAP

EROSION AND SEDIMENT CONTROL GENERAL NOTES

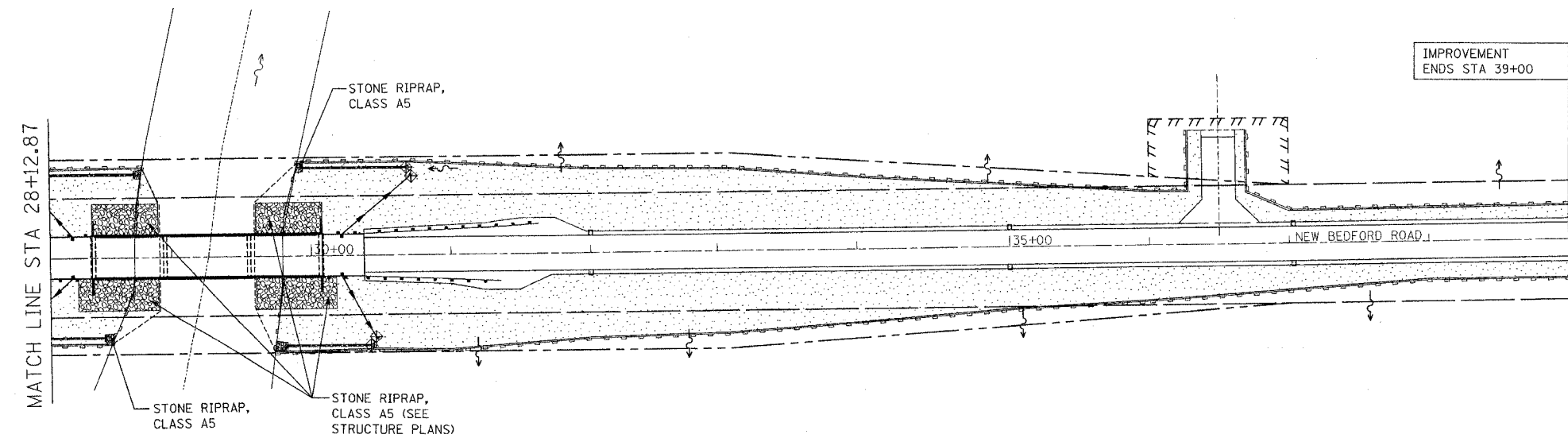
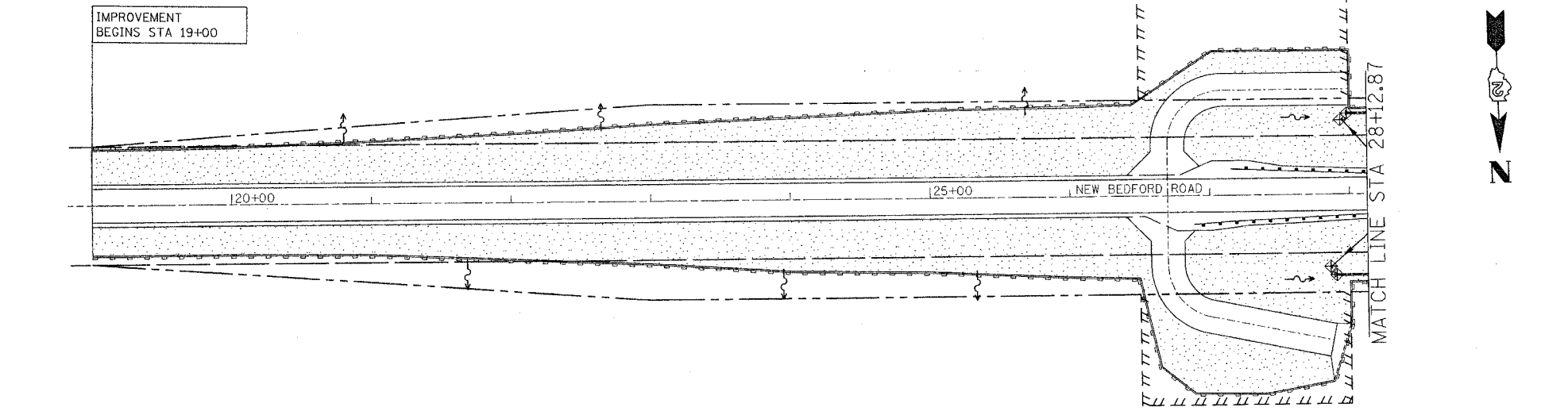
- 1 - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
- 2 - TO THE MAXIMUM EXTENT POSSIBLE, ALL FLOWS ORIGINATING OFF THE CONSTRUCTION SITE WILL BE DIVERTED AROUND DISTURBED AREAS OR WILL BE CONVEYED THROUGH THE SITE IN SUCH A MANNER THAT UNTREATED ON-SITE RUNOFF DOES NOT MIX WITH THE OFF-SITE RUNOFF.
- 3 - ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITY.
- 4 - TOPSOIL, EROSION CONTROL BLANKET AND FERTILIZER NUTRIENTS ARE NOT REQUIRED FOR TEMPORARY EROSION CONTROL SEEDING. SEED BED PREPARATION WILL NOT BE REQUIRED FOR TEMPORARY SEEDING IF THE SOIL IS IN A LOOSE CONDITION. LIGHT DISKING SHALL BE DONE IF THE SOIL IS HARD OR CAKED. BROADCASTING OF THE SEED BY MACHINE OR HAND METHODS AND HYDRAULIC SEEDING OR OTHER METHODS APPROVED BY THE ENGINEER WILL BE ALLOWED FOR TEMPORARY EROSION CONTROL SEEDING.
- 5 - THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS EMPLOYEE IS TO HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTIONS CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN GIVEN BY THE ENGINEER. ALL MEASURES WILL BE INSPECTED BY THIS INDIVIDUAL AND THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER ANY RAINFALL EVENT GREATER THAN 0.5 INCHES.
- 6 - ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE CONSIDERED TEMPORARY EXCEPT FOR RIPRAP. THESE MEASURES WILL BE REMOVED BY THE CONTRACTOR UNLESS DESIGNATED PERMANENT ON THE PLANS OR BY THE ENGINEER.
- 7 - QUANTITIES HAVE BEEN ESTIMATED FOR RESTORING THE BORROW SITE REQUIRED FOR THE FURNISHED EXCAVATION. ESTIMATED QUANTITIES FOR SEEDING, CLASS 4; FERTILIZER, MULCH METHOD 2 AND PERIMETER EROSION CONTROL BARRIER HAVE BEEN PROVIDED IN THE PLANS.



ILLINOIS DEPARTMENT OF TRANSPORTATION
SBI 88 (NEW BEDFORD ROAD)
OVER GREEN RIVER
SECTION 103C-BR
BUREAU COUNTY
EROSION CONTROL PLAN

DRAWN BY: HLC

REVISIONS	
NAME	DATE

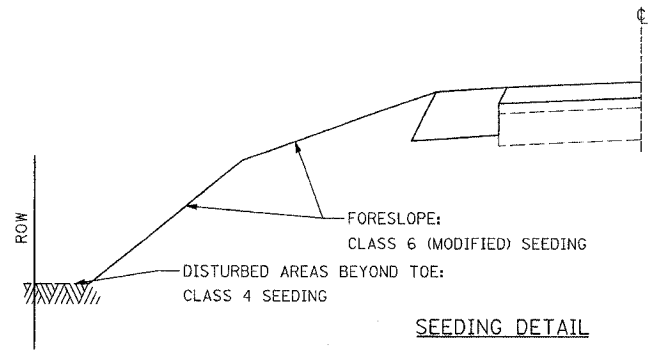


EROSION CONTROL

DESCRIPTION	ON-SITE	BORROW SITE (ESTIMATED)	TOTAL
SEEDING CLASS 4 (ACRE)	0.25	3.25	3.50
SEEDING CLASS 6 (MODIFIED) (ACRE)	4.25	-	4.25
MULCH METHOD 2 (ACRE)	7.75*	-	7.75
NITROGEN FERTILIZER NUTRIENT (LBS)	405	293	698
PHOSPHOROUS FERTILIZER NUTRIENT (LBS)	405	293	698
POTASSIUM FERTILIZER NUTRIENT (LBS)	405	293	698
MOWING (ACRES)	4.25	-	4.25
TEMPORARY EROSION CONTROL SEEDING (LBS)	900**	650**	1,550

INLET & PIPE PROTECTION

STATION	OFFSET	INLET AND PIPE PROTECTION (EACH)
27+87.20	51.4 RT	1
27+91.00	57.8 RT	1
27+95.80	53.0 LT	1
28+00.00	58.8 LT	1
30+41.80	65.0 RT	1
30+45.60	58.7 RT	1
30+68.00	62.3 LT	1
30+70.90	55.7 LT	1
TOTAL		8



* INCLUDES TEMPORARY MULCH PER ARTICLE 280.06
** ASSUMES TWO APPLICATIONS

PLAN	BY	DATE
EROSION CONTROL		
NOTE BOOK		
NO. _____		
NO. _____		
NO. _____		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet No. 1
of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	12
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		
		CONTRACT #64423		

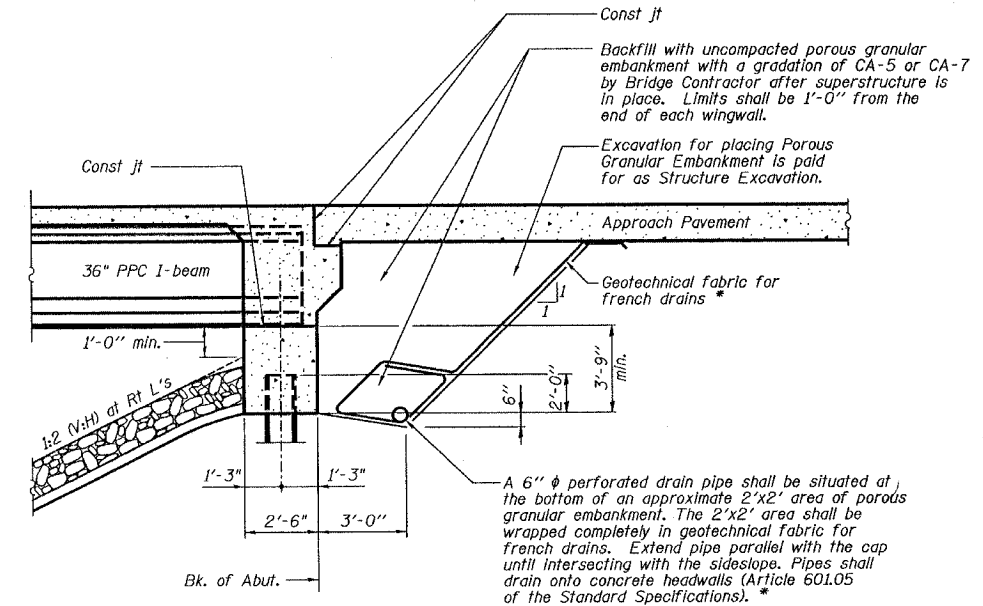
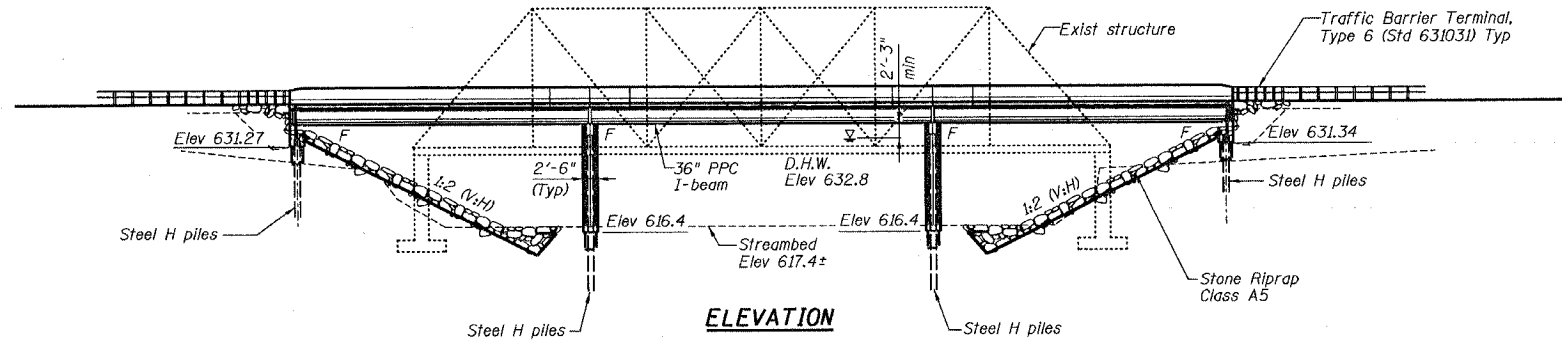
Existing Structure: SN 006-0095
Single span, steel thru truss with 6" reinforced concrete deck bridge, built on timber pile supported closed abutments, 122'-8" back to back abuts and 22'± out to out of deck.

Bench Mark 1:
"D" on S.E. wingwall of bridge over Green River 15.4' Lt Sta 28+63.2 Elev 634.05

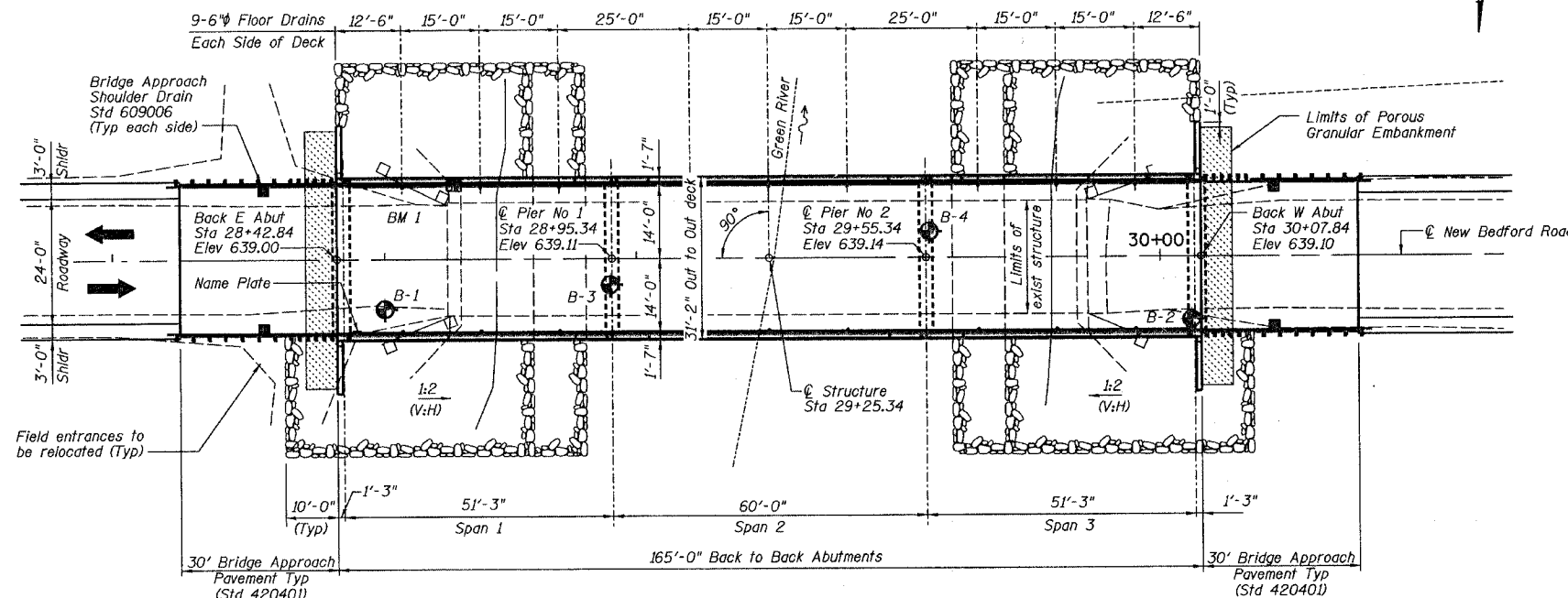
Contractor shall remove existing structure as required and replace with a 3 span PPC I-beam bridge with reinforced concrete deck on pile bent piers and integral abutments. Traffic detoured during construction.

No salvage.

640
635
630
625
620
615



* Included in the cost of Porous Granular Embankment.



STATION 29+25.34
BUILT 20 BY
STATE OF ILLINOIS
SBI 88
SEC. 103C-BR
LOADING HS20
STR. NO. 006-0163

NAME PLATE
See Std. 515001

DESIGN SPECIFICATIONS

2002 AASHTO

LOADING HS20-44

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

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

PRECAST PRESTRESSED UNITS

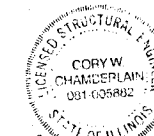
$f'_c = 6,000$ psi
 $f'_{ci} = 5,000$ psi
 $f_s = 270,000$ psi ($\frac{1}{2}$ " ϕ lowax strands)
 $f'_{si} = 201,960$ psi ($\frac{1}{2}$ " ϕ lowax strands)

SEISMIC DATA

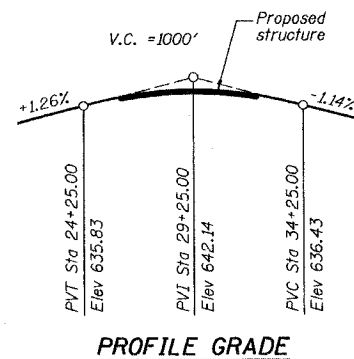
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = .036
Site Coefficient (S) = 1.5

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES



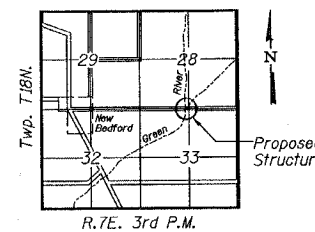
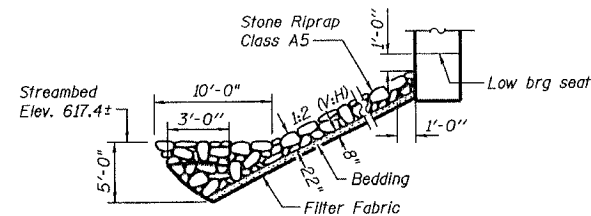
Cory W. Chambliss
08/16/04
EXPIRES 11/30/04



WATERWAY INFORMATION

Drainage Area = 415.35 sq mi		Exist Low Grade Elev = 633.93 @ Sta 28+25		Prop Low Grade Elev = 638.97 @ Sta 28+25					
Flood	Freq Yr	Q C.F.S.	Opening Sq Ft	Nat. H.W.E.	Head-Ft	Headwater El			
			Exist Prop	Exist Prop	Exist Prop	Exist Prop			
Design	50	8524	1754	1802	632.8	0.1	0.1	632.9	632.9
Base	100	9288	1754	1917	633.5	0.2	0.1	633.7	633.6
Ex Overtop	150	9500	1754	--	633.8	0.1	--	633.9	--
Max Calc	500	11191	--	2197	635.4	--	0.0	--	635.4

Levee overtopping occurs prior to roadway overtopping at 90' upstream (Elev 633.6)



NEW BEDFORD ROAD OVER GREEN RIVER

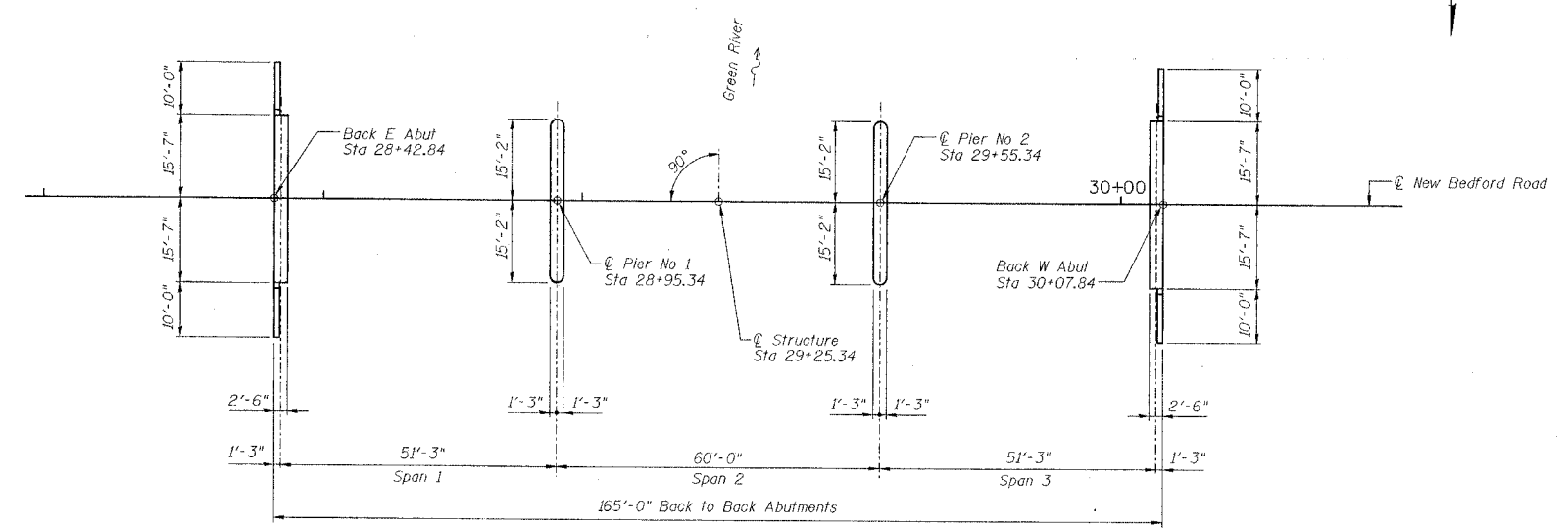
GENERAL PLAN AND ELEVATION

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		SECTION 103C-BR		PROJECT No. 4858-1
SBI 88 SPUR		SN 006-0163		BUREAU COUNTY
STA 29+25.34		HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-001397		SHEET No.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet No. 2
of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	13
FEDERAL DIST. NO.	ILLINOIS	PROJECT		
		CONTRACT #64423		



FOUNDATION PLAN

GENERAL NOTES

- Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- All Construction joints shall be bonded.
- The Contractor shall drive one test pile each in a permanent location at each abutment and each pier as directed by the Engineer before ordering the remainder of piles.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu Yd		152	152
Stone Riprap, Class A5	Sq Yd		695	695
Filter Fabric for Use with Riprap	Sq Yd		695	695
Removal of Existing Structures	L Sum	1		1
Structure Excavation	Cu Yd		192	192
Floor Drains	Each	18		18
Concrete Structures	Cu Yd		131.6	131.6
Concrete Superstructure	Cu Yd	196.2		196.2
Bridge Deck Grooving	Sq Yd	477		477
Protective Coat	Sq Yd	652		652
Furnishing and Erecting Precast Prestressed Concrete I-Beams (36" Depth)	Foot	815.0		815.0
Reinforcement Bars, Epoxy Coated	Pound	40,180	10,440	50,620
Furnishing Steel Piles HPI2x74	Foot		1998	1998
Driving Steel Piles	Foot		1998	1998
Test Pile Steel HPI2x74	Each		4	4
Name Plates	Each	1		1
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1
Bar Splicers	Each	56		56

	0.4 Sp. #1	Pier 1 or 2	0.5 Sp. #2
Strand Pattern			
I	(in ⁴) 48,648		48,648
I'	(in ⁴) 167,248		167,248
S _b	(in ³) 3165		3165
S _b '	(in ³) 5815		5815
S _t	(in ³) 2,358		2,358
S _t '	(in ³) 23,107		23,107
M ₀	(k') 0.988		0.988
M ₀ '	(k') 312		411
s ₀	(k') 0.440	0.440	0.440
M _{s0}	(k') 82	141	67
M _t	(k') 293	228	287
M (Imp)	(k') 84	66	77

	Abut.	Pier 1 Span 1 Pier 2 Span 3	Pier 1 Span 2 Pier 2 Span 2
R ₀	(k) 25.3	25.3	29.1
R _{s0}	(k) 9	14.2	14.2
R _t	(k) 35.2	21.6	21.6
Imp.	(k) 10.0	5	5
R (Total)	(k) 79.5	66.1	69.9

I and I' are the moment of inertia and composite moment of inertia of the beam section.
S_b and S_b' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.
S_t and S_t' are the non-composite and composite section modulus for the top fiber of the prestressed beam.

NEW BEDFORD ROAD OVER GREEN RIVER

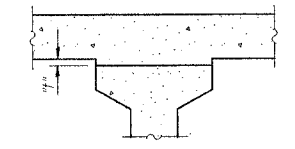
FOUNDATION PLAN, GENERAL NOTES AND BILL OF MATERIAL

<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>INITIALS</th> </tr> </thead> <tbody> <tr><td>1</td><td></td><td></td></tr> <tr><td>2</td><td></td><td></td></tr> <tr><td>3</td><td></td><td></td></tr> <tr><td>4</td><td></td><td></td></tr> <tr><td>5</td><td></td><td></td></tr> <tr><td>6</td><td></td><td></td></tr> <tr><td>7</td><td></td><td></td></tr> <tr><td>8</td><td></td><td></td></tr> <tr><td>9</td><td></td><td></td></tr> <tr><td>10</td><td></td><td></td></tr> <tr><td>11</td><td></td><td></td></tr> <tr><td>12</td><td></td><td></td></tr> </tbody> </table>	NO.	DATE	INITIALS	1			2			3			4			5			6			7			8			9			10			11			12			STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS SBI 88 SPUR SECTION 103C-BR SN 006-0163 STA 29+25.34 BUREAU COUNTY HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-001397	DRAWN BY DATE R King 4/04 CHECKED BY DATE CMV 4/04 QA/QC BY DATE CWC 4/04 BOOK NUMBER PROJECT No. 4858-1 SHEET No.
NO.	DATE	INITIALS																																							
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

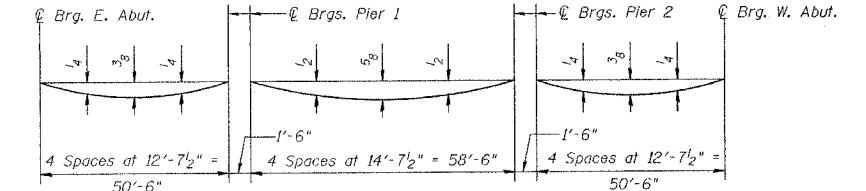
Sheet No. 3
of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	I03C-BR	BUREAU	51	14
FED. ROAD DIST. NO.		ILLINOIS PROJECT	CONTRACT #64423	



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" minus slab thickness, equals the fillet heights "t" above top flanges of beams.

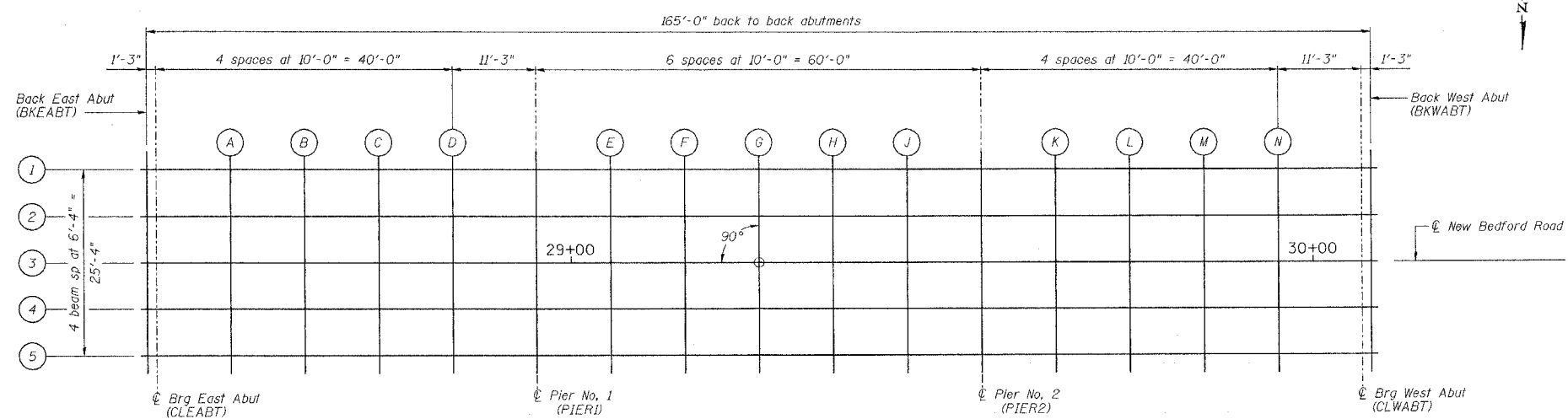
FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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



PLAN

SCREED INFORMATION FOR BEAM OR GIRDER = BEAM 1

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKEABT	2842.840	12.667	638.798	638.798
CLEABT	2844.090	12.667	638.801	638.801
A	2854.090	12.667	638.825	638.843
B	2864.090	12.667	638.847	638.876
C	2874.090	12.667	638.866	638.895
D	2884.090	12.667	638.883	638.903
PIER1	2895.340	12.667	638.900	638.900
E	2905.340	12.667	638.912	638.937
F	2915.340	12.667	638.921	638.966
G	2925.340	12.667	638.928	638.984
H	2935.340	12.667	638.933	638.978
J	2945.340	12.667	638.935	638.959
PIER2	2955.340	12.667	638.935	638.935
K	2965.340	12.667	638.933	638.950
L	2975.340	12.667	638.928	638.956
M	2985.340	12.667	638.920	638.950
N	2995.340	12.667	638.911	638.932
CLWABT	3006.590	12.667	638.897	638.897
BKWABT	3007.840	12.667	638.895	638.895

SCREED INFORMATION FOR BEAM OR GIRDER = BEAM 2

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKEABT	2842.840	6.333	638.906	638.906
CLEABT	2844.090	6.333	638.909	638.909
A	2854.090	6.333	638.933	638.951
B	2864.090	6.333	638.955	638.984
C	2874.090	6.333	638.974	639.003
D	2884.090	6.333	638.991	639.011
PIER1	2895.340	6.333	639.008	639.008
E	2905.340	6.333	639.020	639.045
F	2915.340	6.333	639.029	639.074
G	2925.340	6.333	639.036	639.092
H	2935.340	6.333	639.041	639.086
J	2945.340	6.333	639.043	639.067
PIER2	2955.340	6.333	639.043	639.043
K	2965.340	6.333	639.041	639.058
L	2975.340	6.333	639.036	639.064
M	2985.340	6.333	639.028	639.058
N	2995.340	6.333	639.019	639.039
CLWABT	3006.590	6.333	639.005	639.005
BKWABT	3007.840	6.333	639.003	639.003

SCREED INFORMATION FOR BEAM OR GIRDER = BEAM 3, ROADWAY AND P.G.

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKEABT	2842.840	0.000	639.005	639.005
CLEABT	2844.090	0.000	639.008	639.008
A	2854.090	0.000	639.032	639.050
B	2864.090	0.000	639.054	639.083
C	2874.090	0.000	639.073	639.102
D	2884.090	0.000	639.090	639.110
PIER1	2895.340	0.000	639.107	639.107
E	2905.340	0.000	639.119	639.144
F	2915.340	0.000	639.128	639.173
G	2925.340	0.000	639.135	639.191
H	2935.340	0.000	639.140	639.185
J	2945.340	0.000	639.142	639.166
PIER2	2955.340	0.000	639.142	639.142
K	2965.340	0.000	639.140	639.157
L	2975.340	0.000	639.135	639.163
M	2985.340	0.000	639.127	639.157
N	2995.340	0.000	639.118	639.139
CLWABT	3006.590	0.000	639.104	639.104
BKWABT	3007.840	0.000	639.102	639.102

SCREED INFORMATION FOR BEAM OR GIRDER = BEAM 4

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKEABT	2842.840	-6.333	638.906	638.906
CLEABT	2844.090	-6.333	638.909	638.909
A	2854.090	-6.333	638.933	638.951
B	2864.090	-6.333	638.955	638.984
C	2874.090	-6.333	638.974	639.003
D	2884.090	-6.333	638.991	639.011
PIER1	2895.340	-6.333	639.008	639.008
E	2905.340	-6.333	639.020	639.045
F	2915.340	-6.333	639.029	639.074
G	2925.340	-6.333	639.036	639.092
H	2935.340	-6.333	639.041	639.086
J	2945.340	-6.333	639.043	639.067
PIER2	2955.340	-6.333	639.043	639.043
K	2965.340	-6.333	639.041	639.058
L	2975.340	-6.333	639.036	639.064
M	2985.340	-6.333	639.028	639.058
N	2995.340	-6.333	639.019	639.039
CLWABT	3006.590	-6.333	639.005	639.005
BKWABT	3007.840	-6.333	639.003	639.003

SCREED INFORMATION FOR BEAM OR GIRDER = BEAM 5

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKEABT	2842.840	-12.667	638.798	638.798
CLEABT	2844.090	-12.667	638.801	638.801
A	2854.090	-12.667	638.825	638.843
B	2864.090	-12.667	638.847	638.876
C	2874.090	-12.667	638.866	638.895
D	2884.090	-12.667	638.883	638.903
PIER1	2895.340	-12.667	638.900	638.900
E	2905.340	-12.667	638.912	638.937
F	2915.340	-12.667	638.921	638.966
G	2925.340	-12.667	638.928	638.984
H	2935.340	-12.667	638.933	638.978
J	2945.340	-12.667	638.935	638.959
PIER2	2955.340	-12.667	638.935	638.935
K	2965.340	-12.667	638.933	638.950
L	2975.340	-12.667	638.928	638.956
M	2985.340	-12.667	638.920	638.950
N	2995.340	-12.667	638.911	638.932
CLWABT	3006.590	-12.667	638.897	638.897
BKWABT	3007.840	-12.667	638.895	638.895

NEW BEDFORD ROAD OVER GREEN RIVER

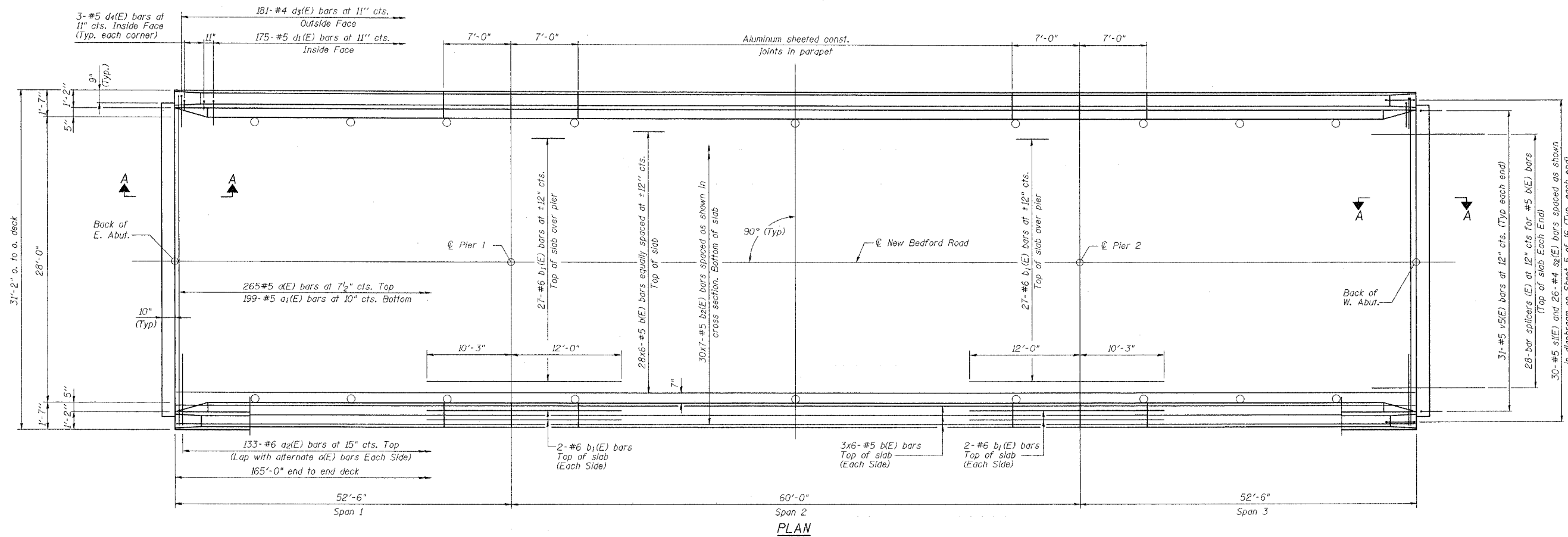
DECK ELEVATIONS

REVISIONS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		DRAWN BY DATE R King 4/04	
NO.	DATE	INITIALS	CHECKED BY DATE CMW 4/04		PROJECT NO.
1			DATE BY DATE BWP 4/04		4858-1
2			BOOK NUMBER		
3			PROJECT NO.		
4			SHEET NO.		
5			SBI 88 SPUR SECTION I03C-BR		
6			SN 006-0163 BUREAU COUNTY		
7			STA 29+25.34		
8			HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-001397		

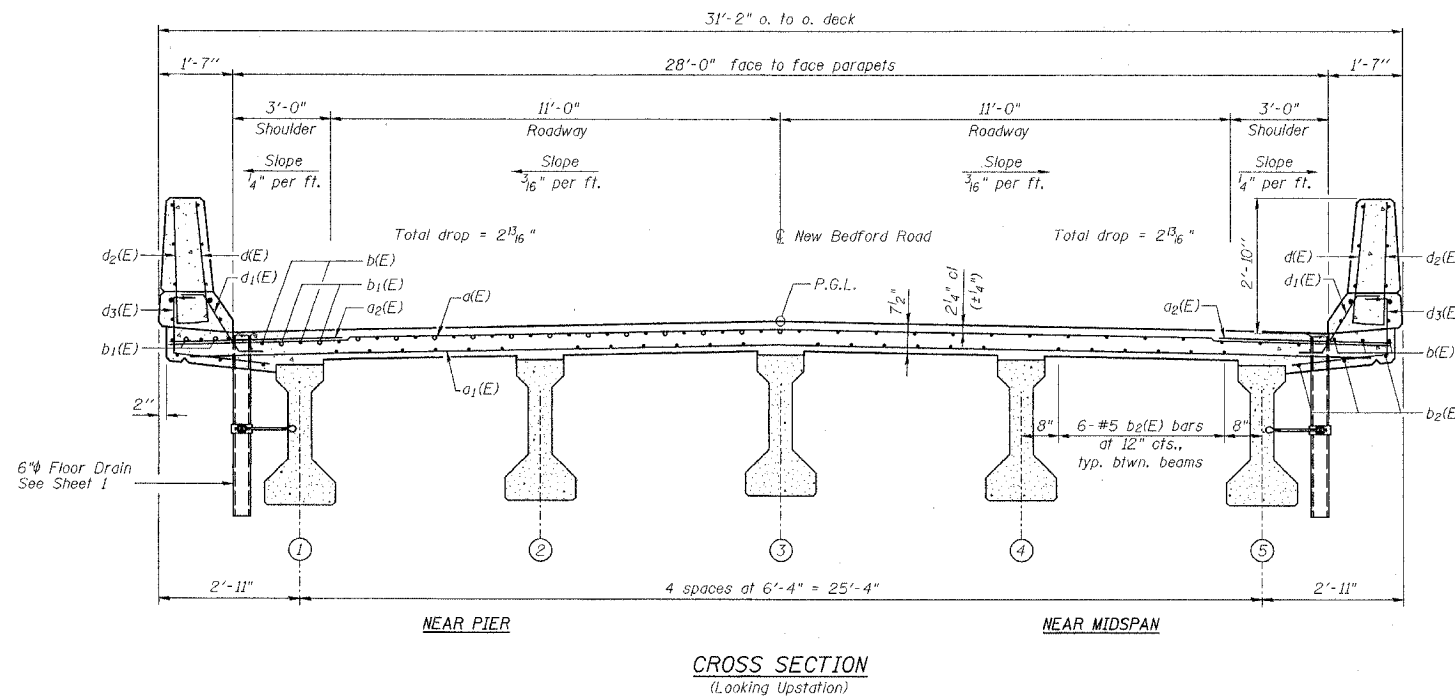
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet No. 4
of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	15
FED. ROAD DIST. NO.		ILLINOIS PROJECT	CONTRACT #64423	



MIN BAR LAP
#5 bar = 2'-2"



Notes:
See sheet 6 of 16 for superstructure details and Bill of Material.
For Section A-A and diaphragm details see sheet 5 of 16.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 6 of 16 for parapet reinforcement.
For Floor Drain spacing see Sheet 1 of 16.
See sheet 14 of 16 for Bar Splicer Details.

NEW BEDFORD ROAD OVER GREEN RIVER
DECK PLAN AND CROSS SECTION

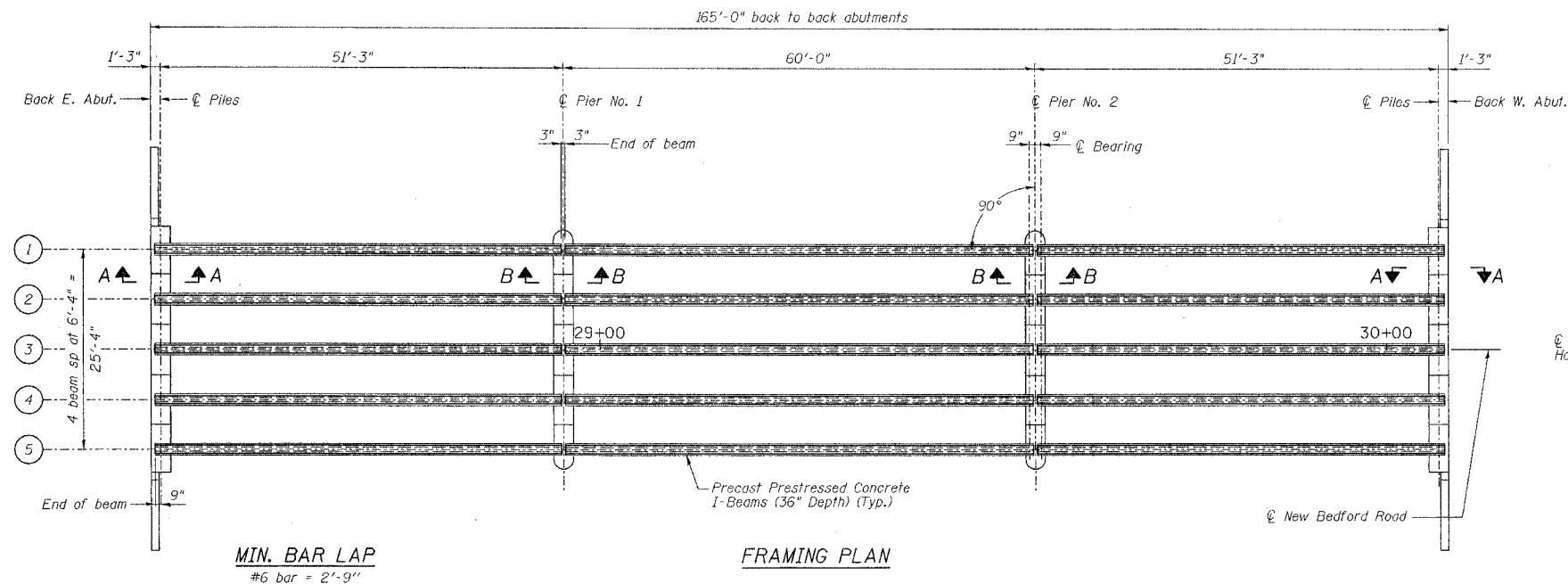
REVISIONS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	DRAWN BY DATE R King 4/04
NO.	DATE INITIALS		
1		SBI 88 SPUR SECTION 103C-BR	CREATED BY DATE CMV 4/04
2			CHG. BY DATE CWC 4/04
3		SN 006-0163	BOOK NUMBER
4			
5		BUREAU COUNTY	PROJECT NO.
6			4858-1
7		HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-001397	SHEET NO.
8			
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet No. 5
of 16 Sheets

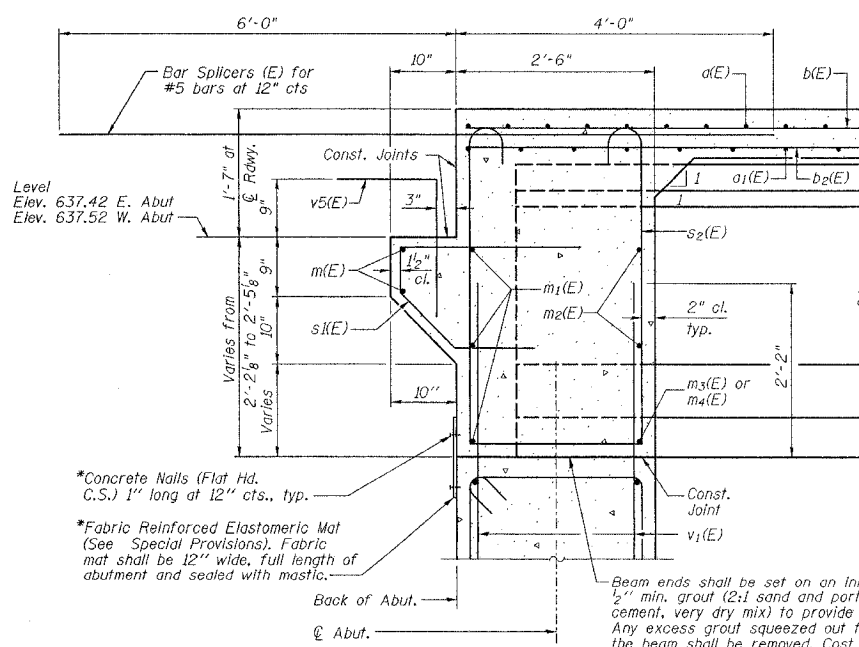
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	16
FEDERAL DIST. NO.	ILLINOIS	PROJECT		

CONTRACT #64423



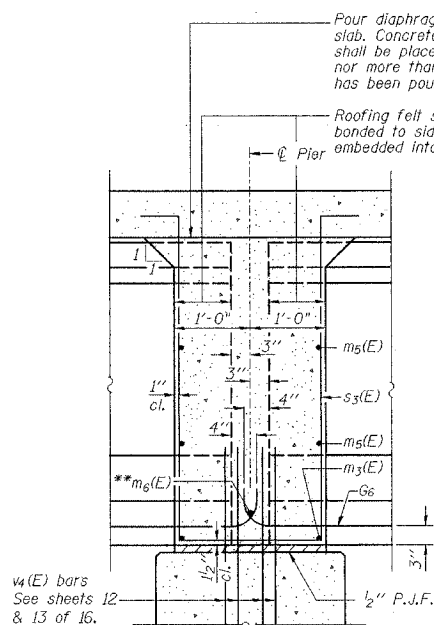
MIN. BAR LAP
#6 bar = 2'-9"

FRAMING PLAN



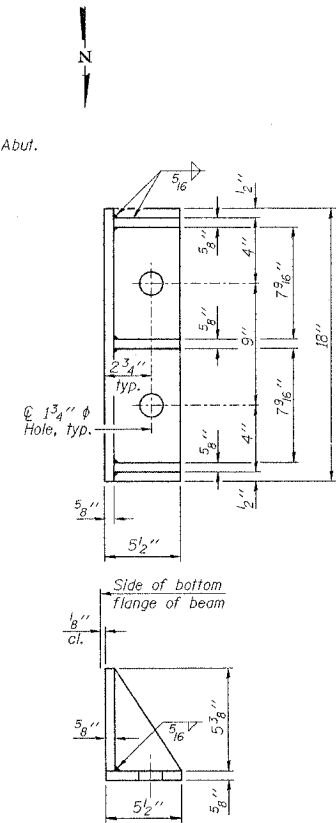
SECTION A-A

*Cost included with Concrete Structures.



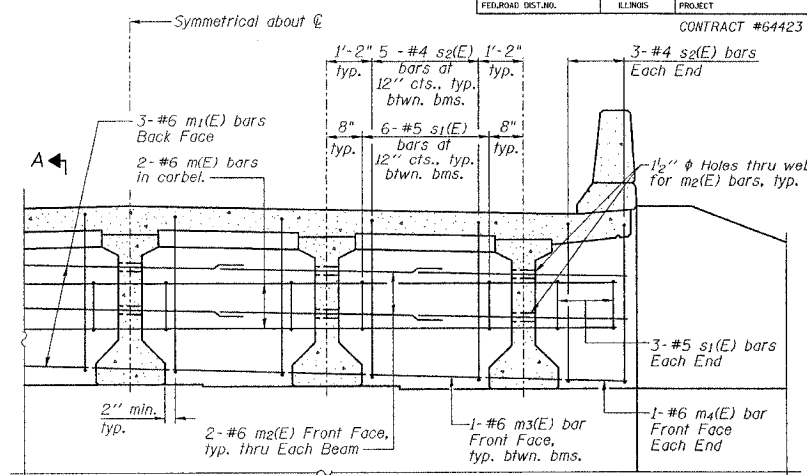
SECTION B-B

Dimensions along \bar{C} of beam, except as shown.

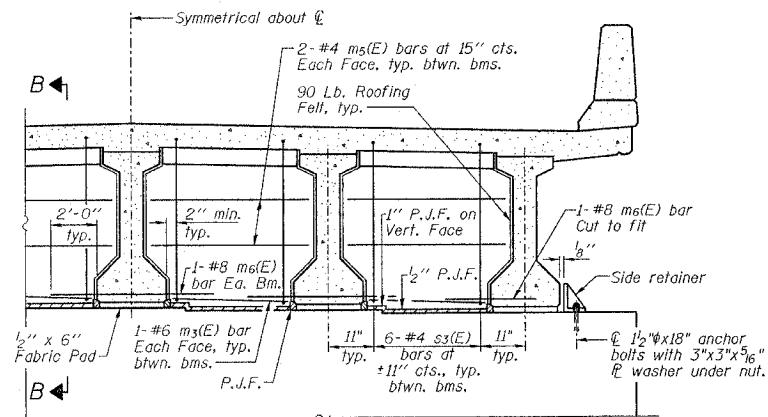


SIDE RETAINER

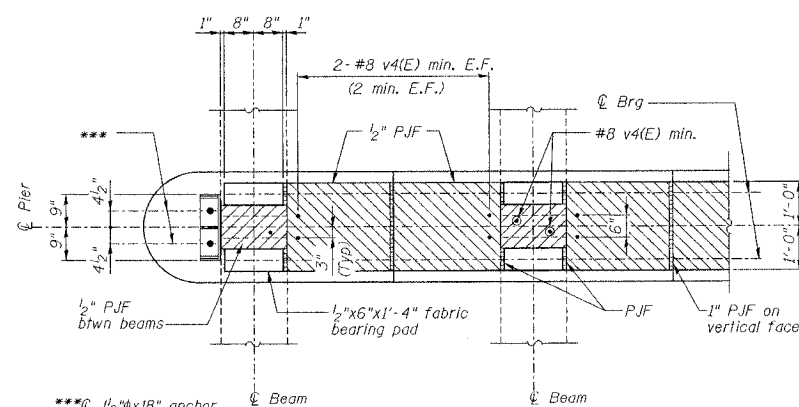
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



DIAPHRAGM ELEVATION AT ABUTMENT



DIAPHRAGM AT PIER



PLAN AT PIER

(Showing bearing pad and P.J.F. details)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 6 of 16.
Concrete in diaphragm is included with Concrete Superstructure on sheet 6 of 16.
Cost of 90 Lb. roofing felt is included with Concrete Superstructure. The side retainer shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Cost of side retainer and anchor bolts shall be included with Concrete Structures.
See sheet 9 of 16 for anchor bolt details.
For details of bars s1(E), s2(E) and s3(E) see sheet 6 of 16. Spacing for these bars shall be at right angles to the beams.

NEW BEDFORD ROAD OVER GREEN RIVER

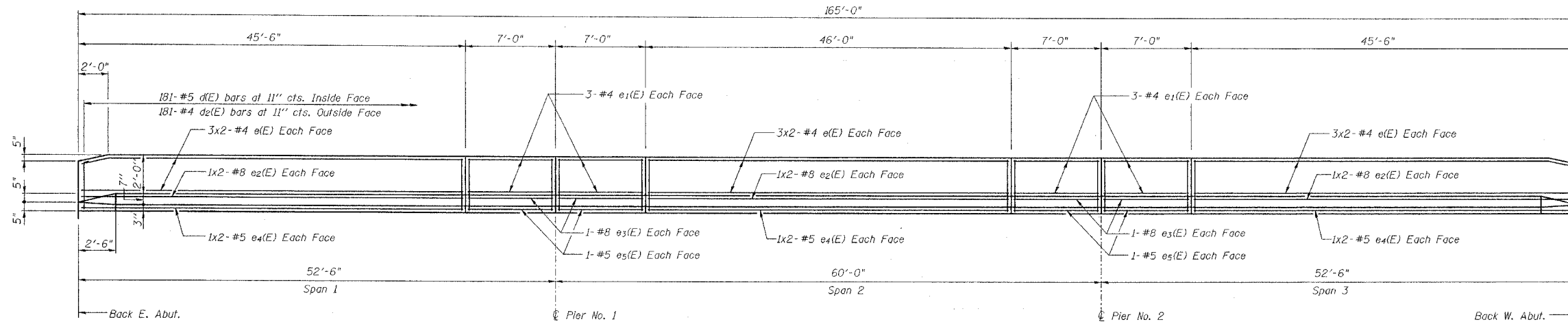
SUPERSTRUCTURE DETAILS

REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	PROJECT NO. SBI 88 SPUR SECTION 103C-BR SN 006-0163 BUREAU COUNTY	DRAWN BY DATE R King 4/04 CHECKED BY DATE CMW 4/04 DATE BY DATE CWC 4/04 BOOK NUMBER
NO.	DATE	INITIALS	
1			
2			
3			
4			
5			
6			
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11			
12			

STATE OF ILLINOIS
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Sheet No. 6
of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	17
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		
			CONTRACT #64423	

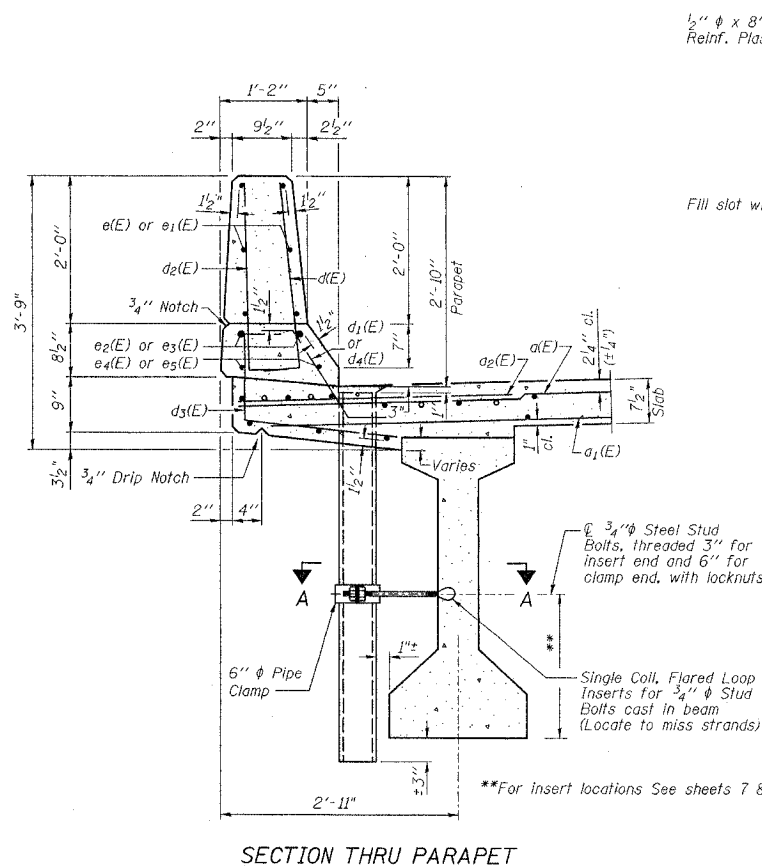


MIN BAR LAP
#4 bar = 1'-4"
#5 bar = 1'-8"
#8 bar = 3'-5"

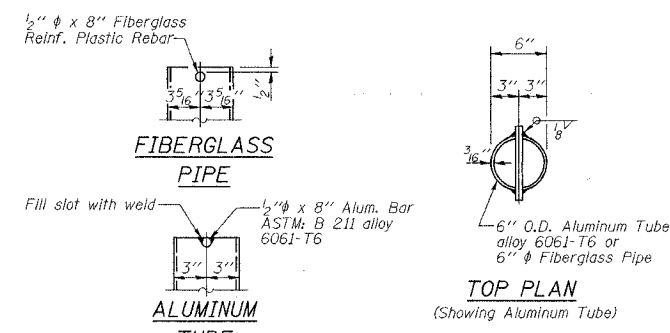
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	265	#5	30'-7"	—
a1(E)	199	#5	29'-11"	—
a2(E)	266	#6	4'-6"	—
b(E)	204	#5	29'-4"	—
b1(E)	62	#6	22'-3"	—
b2(E)	210	#5	25'-5"	—
d(E)	362	#5	3'-0"	—
d1(E)	350	#5	2'-5"	—
d2(E)	362	#4	3'-0"	—
d3(E)	362	#4	3'-8"	—
d4(E)	12	#5	2'-8"	—
e(E)	72	#4	23'-6"	—
e1(E)	48	#4	6'-9"	—
e2(E)	24	#8	24'-7"	—
e3(E)	16	#8	6'-9"	—
e4(E)	24	#5	23'-8"	—
e5(E)	16	#5	6'-9"	—
m(E)	4	#6	29'-6"	—
m1(E)	6	#6	30'-10"	—
m2(E)	20	#6	8'-5"	—
m3(E)	24	#6	4'-7"	—
m4(E)	4	#6	1'-11"	—
m5(E)	32	#4	5'-6"	—
m6(E)	10	#8	5'-6"	—
s1(E)	60	#5	4'-2"	—
s2(E)	52	#4	9'-10"	—
s3(E)	48	#4	9'-6"	—
v5(E)	62	#5	3'-3"	—
Reinforcement Bars, Epoxy Coated		Lbs.	40,180	
Concrete Superstructure		Cu. Yds.	196.2	
Bar Splicers		Each	56	

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 1x2-#5 etc. indicates 1 line of bars with 2 lengths per line.



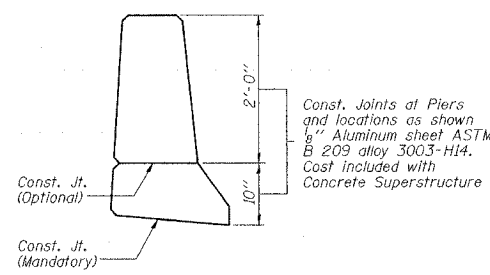
SECTION THRU PARAPET



ALUMINUM TUBE

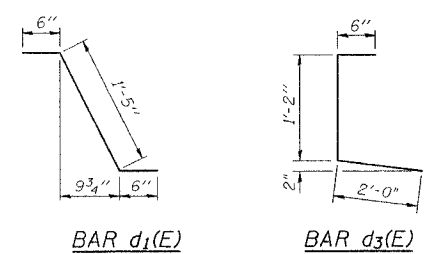
TOP PLAN

SECTION A-A



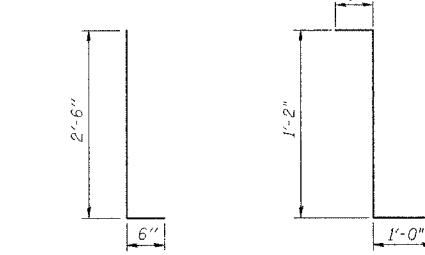
PARAPET JOINT DETAILS

Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of the floor drains shall be coated or pigmented by the manufacturer with a color that matches the concrete.
The clamping device and inserts shall be galvanized according to AASHTO M 232.



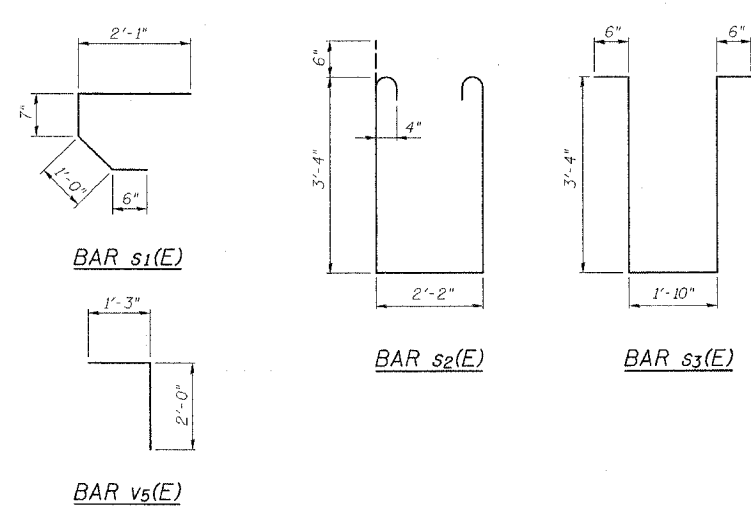
BAR d1(E)

BAR d3(E)



BARS d(E) & d2(E)

BAR d4(E)



BAR s1(E)

BAR s2(E)

BAR s3(E)

BAR v5(E)

NEW BEDFORD ROAD OVER GREEN RIVER

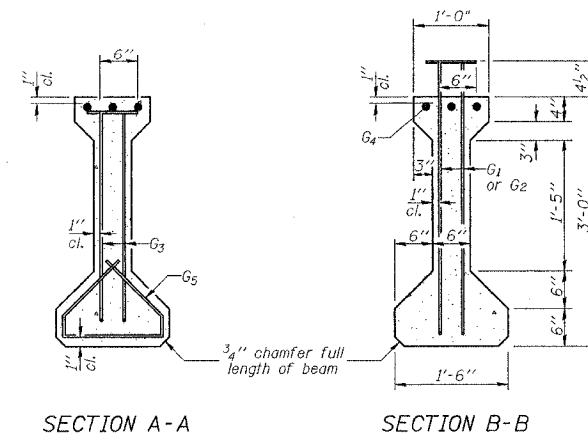
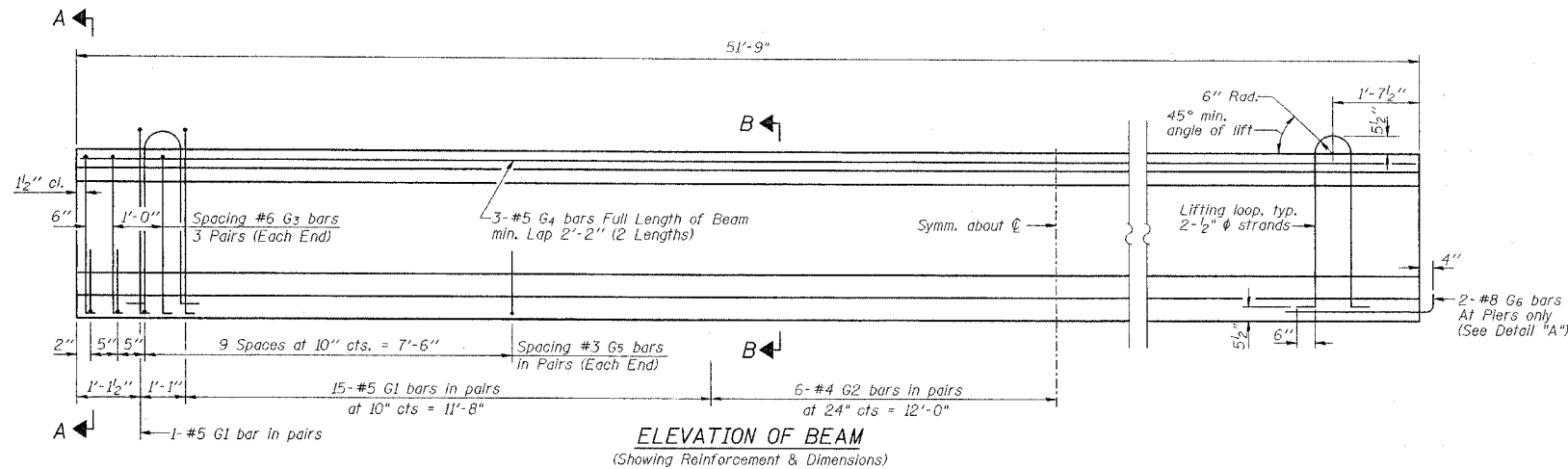
SUPERSTRUCTURE DETAILS

REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	DRAWN BY DATE R King 4/04
1	SBI 88 SPUR	CHECKED BY DATE CMV 4/04
2	SECTION 103C-BR	DATE BY DATE CWC 4/04
3	STA 29+25.34	BOOK NUMBER
4	SN 006-0163	PROJECT No.
5	BUREAU COUNTY	4858-1
6	HOMER L. CHASTAIN & ASSOCIATES, LLP	SHEET No.
7	CONSULTING ENGINEERS	
8	184-00397	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

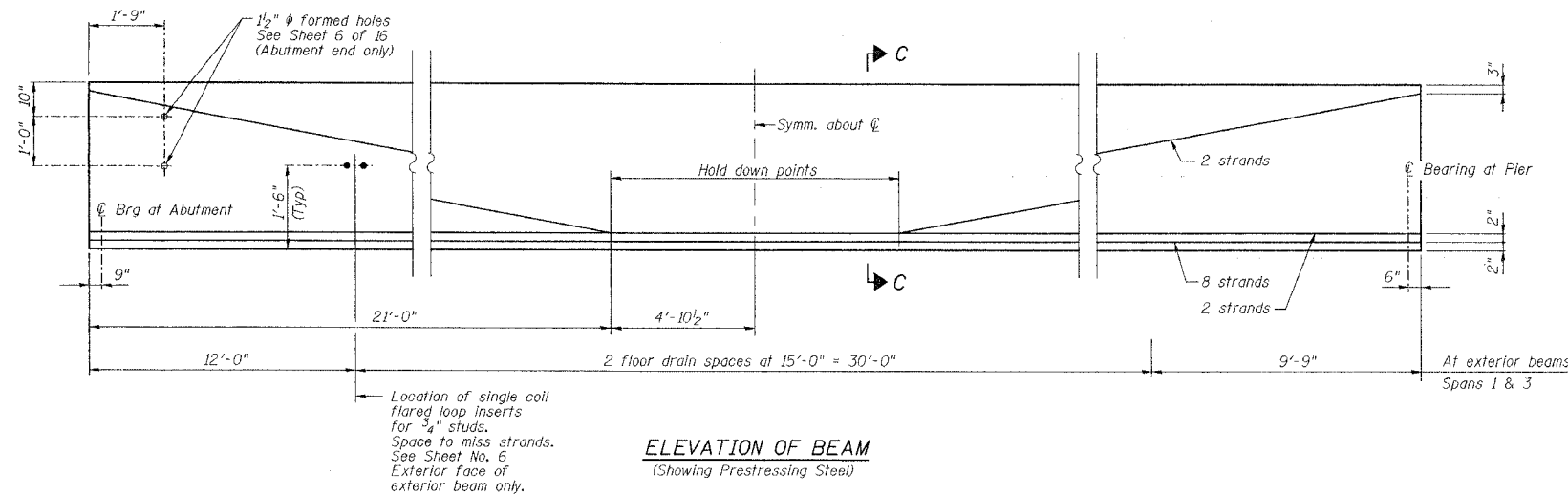
Sheet No. 7
of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	I03C-BR	BUREAU	51	18
FED. ROAD DIST. NO.	ILLINOIS	PROJECT	CONTRACT #64423	



SECTION A-A

SECTION B-B



ELEVATION OF BEAM
(Showing Prestressing Steel)

BARS G1 & G2

BAR G3

SECTION C-C

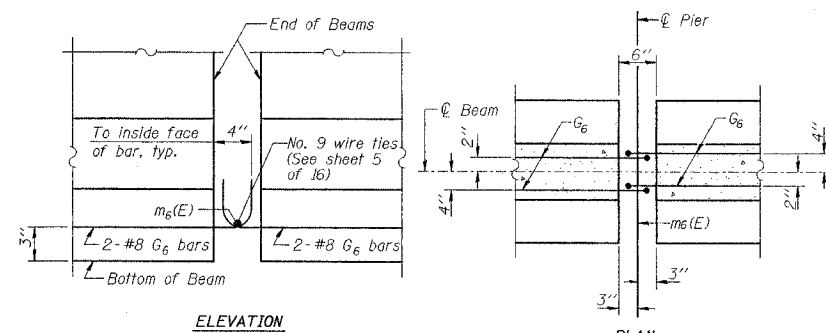
*BAR LIST

Bar	No.	Size	Length	Shape
G1	64	#5	4'-2 1/2"	TL
G2	24	#4	4'-2 1/2"	TL
G3	12	#6	3'-7"	TL
G4	6	#5	26'-10"	
G5	48	#3	2'-7"	L
G6	2	#8	3'-6"	

*For one beam only.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	517.5



ELEVATION

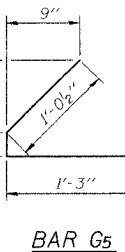
PLAN

DETAIL "A"

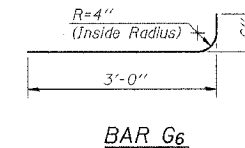
1/2" FABRIC BEARING PAD
(10 req'd at piers - Span 1 & Span 3)

NOTES

Inserts for 3/4" diameter threaded dowel rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Non-prestressing steel shall conform to AASHTO designation M-31 or M-322 Grade 60. Lifting loops shall be 2-1/2" diameter 270 ksi strands, as shown. Required release strength, f'cl, shall be 5000 psi. Reinforcement bars designated (E) shall be epoxy coated. See Sheet No. 2 for moment tables.



BAR G5



BAR G6

NEW BEDFORD ROAD OVER GREEN RIVER

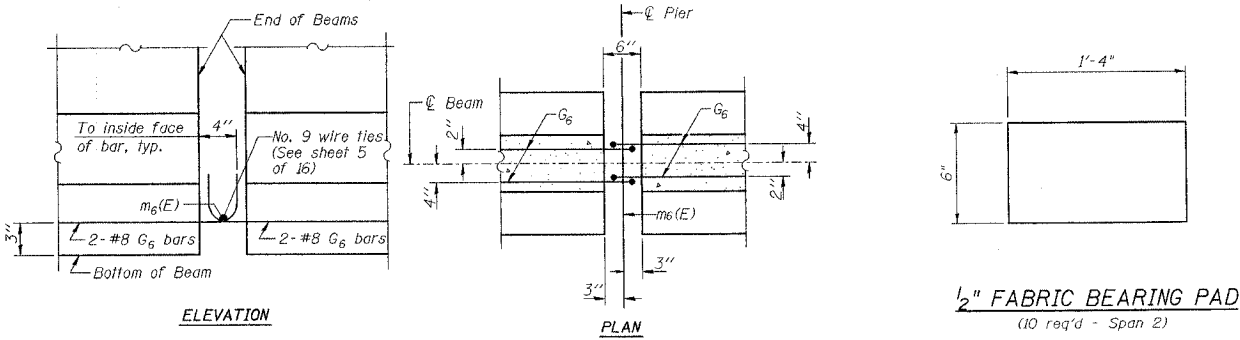
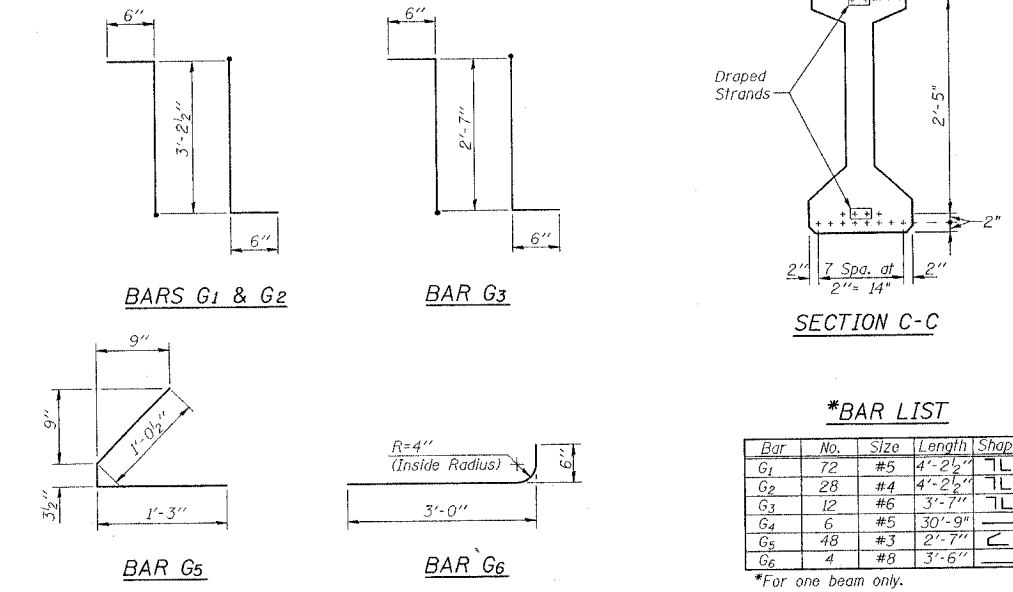
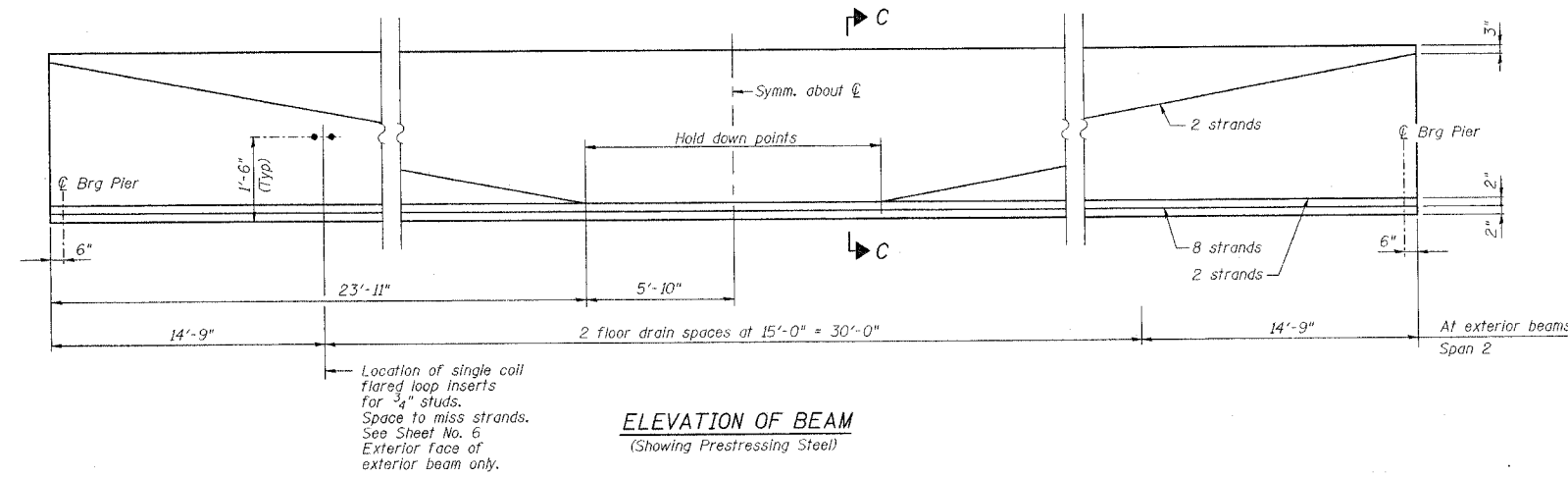
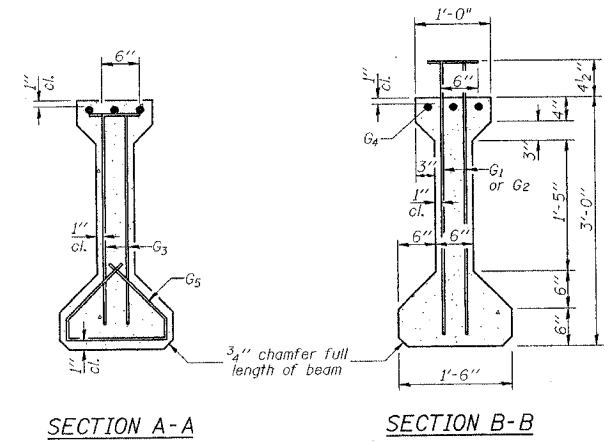
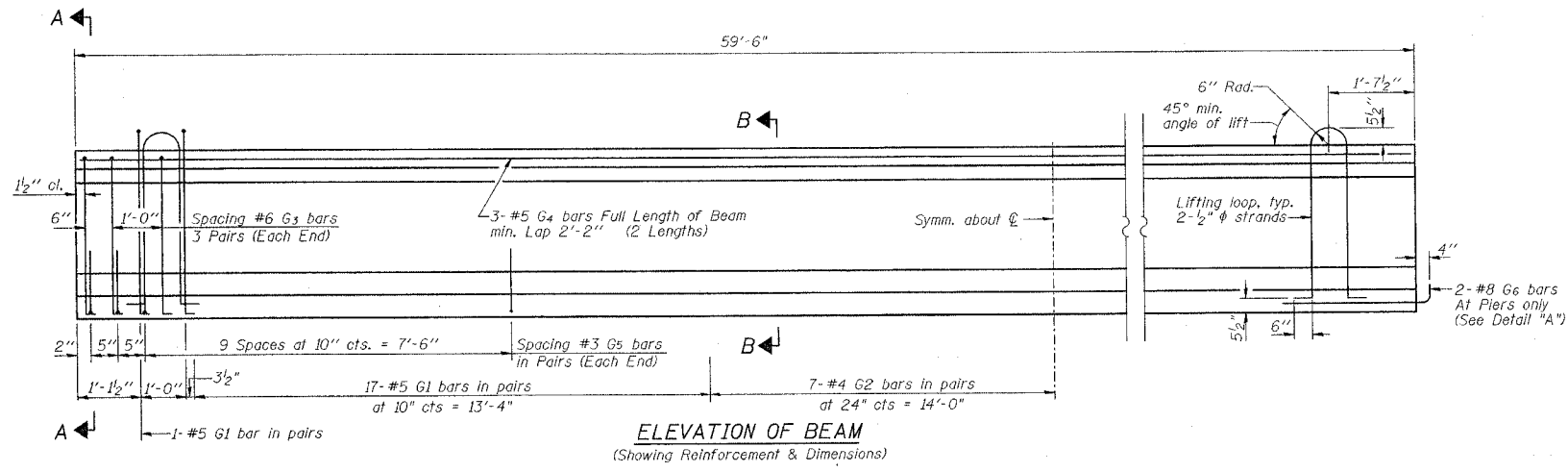
BEAM DETAILS - SPANS 1 & 3

REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	DRAWN BY DATE R King 4/04
1	SBI 88 SPUR	CHECKED BY DATE CMV 4/04
2	SECTION I03C-BR	CALC BY DATE CWC 4/04
3	SN 006-0163	BOOK NUMBER
4	STA 29+25.34	PROJECT No. 4858-1
5	BUREAU COUNTY	SHEET No.
6	HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-00397	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	19
FEDERAD DISTAN.	ILLINOIS	PROJECT	CONTRACT #64423	



***BAR LIST**

Bar	No.	Size	Length	Shape
G1	72	#5	4'-2 1/2"	TL
G2	28	#4	4'-2 1/2"	TL
G3	12	#6	3'-7"	TL
G4	6	#5	30'-9"	
G5	48	#3	2'-7"	
G6	4	#8	3'-6"	

*For one beam only.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Ft.	297.5

NOTES

Inserts for 3/4" diameter threaded dowel rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Non-prestressing steel shall conform to AASHTO designation M-31 or M-322 Grade 60. Lifting loops shall be 2-1/2" diameter-270 ksi strands, as shown. Required release strength, f'ci, shall be 5000 psi. Reinforcement bars designated (E) shall be epoxy coated. See Sheet No. 2 for moment tables.

1/2" FABRIC BEARING PAD
(10 req'd - Span 2)

NEW BEDFORD ROAD OVER GREEN RIVER

BEAM DETAILS - SPAN 2

REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	DRAWN BY DATE R King 4/04
1	SBI 88 SPUR	CHECKED BY DATE CMV 4/04
2	SECTION 103C-BR	DATE BY DATE CWC 4/04
3	SN 006-0163	BOOK NUMBER
4	STA 29+25.34	PROJECT NO. 4858-1
5	BUREAU COUNTY	SHEET NO.
6	HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-001397	

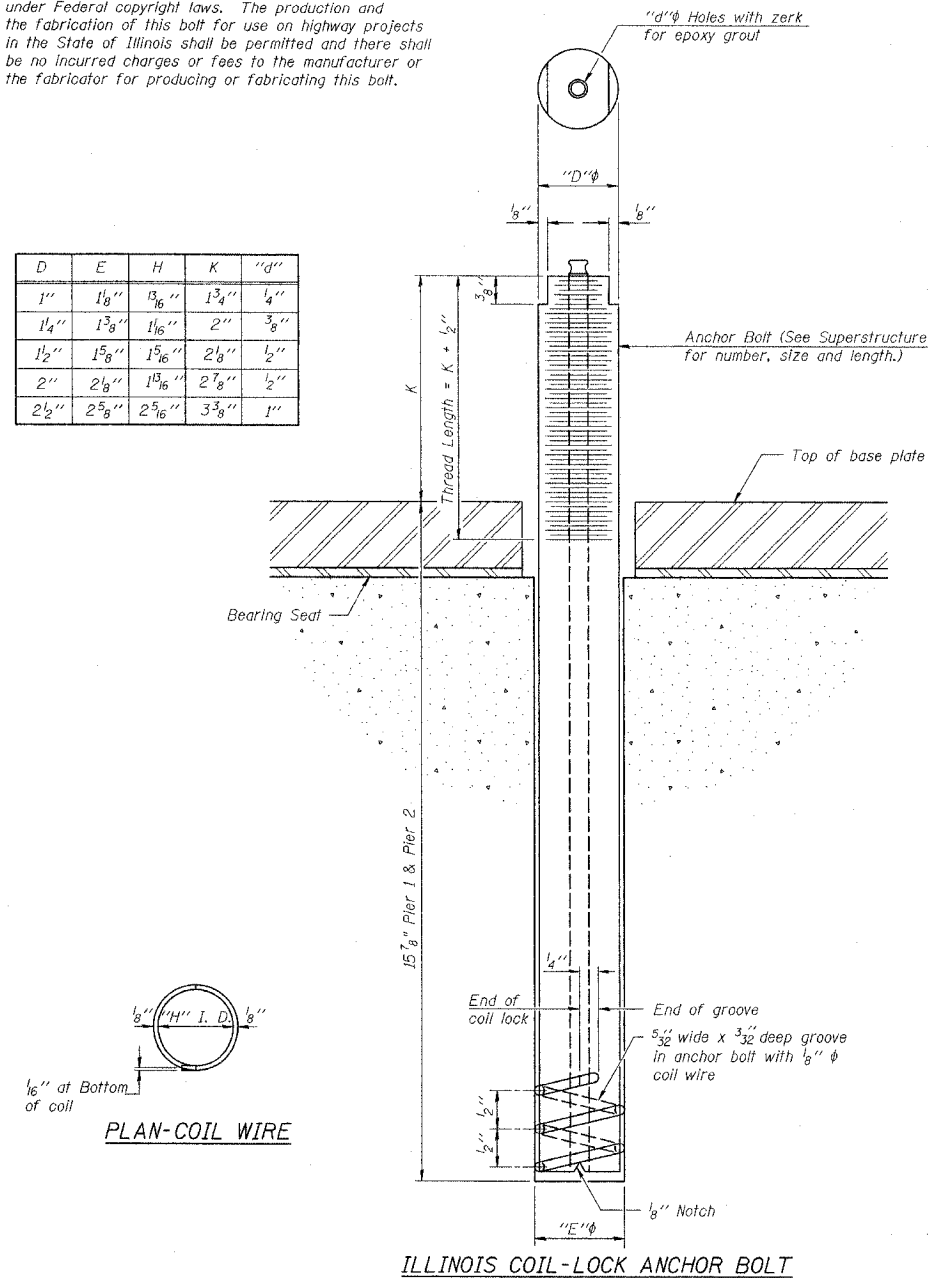
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	20
FED. ROAD DIST. NO.		ILLINOIS	PROJECT	
			CONTRACT #64423	

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	3 1/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Pier 1	A307
Pier 2	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Concrete Structures.

NEW BEDFORD ROAD OVER GREEN RIVER

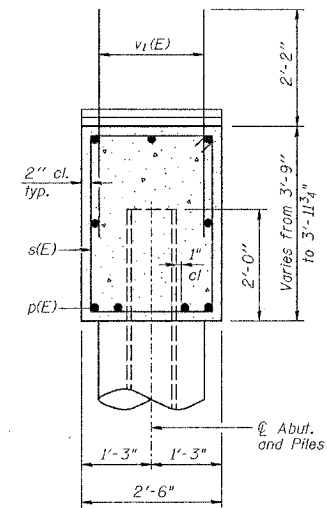
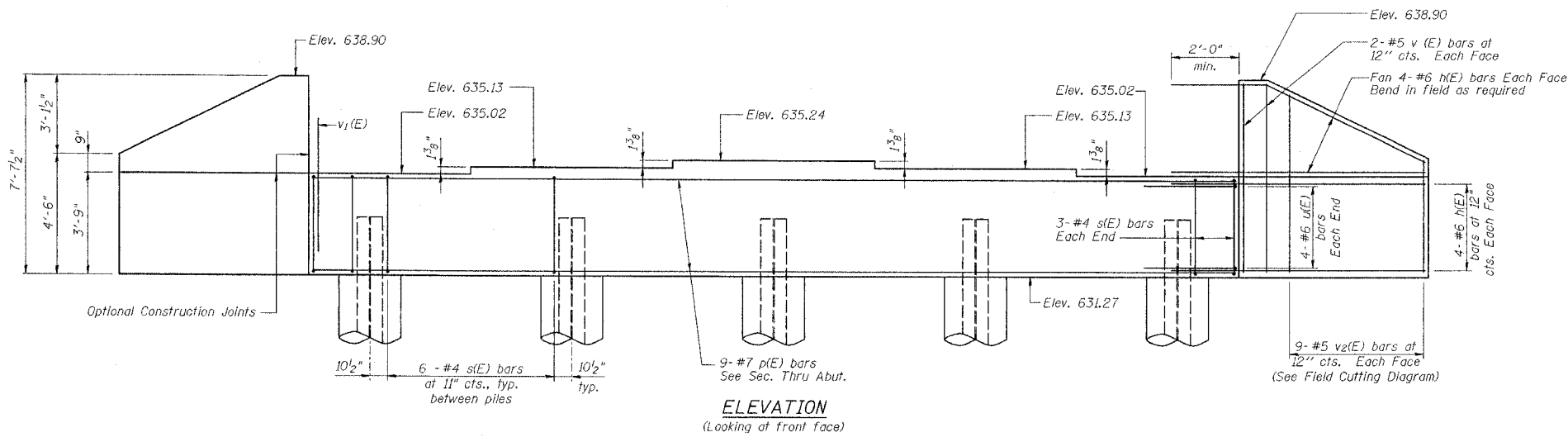
ANCHOR BOLT DETAILS FOR BEARINGS

REVISIONS NO. DATE INITIALS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		DRAWN BY DATE R King 4/04 CHECKED BY DATE CMV 4/04 QUOTE BY DATE CWC 4/04	
		SBI 88 SPUR SECTION 103C-BR		PROJECT No. 4858-1	
		STA 29+25.34 SN 006-0163 BUREAU COUNTY		SHEET No. 4858-1	
		HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-00397		BOOK NUMBER	

STATE OF ILLINOIS
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	21
FED. ROAD DIST. NO.	LLINGS	PROJECT		
			CONTRACT #64423	

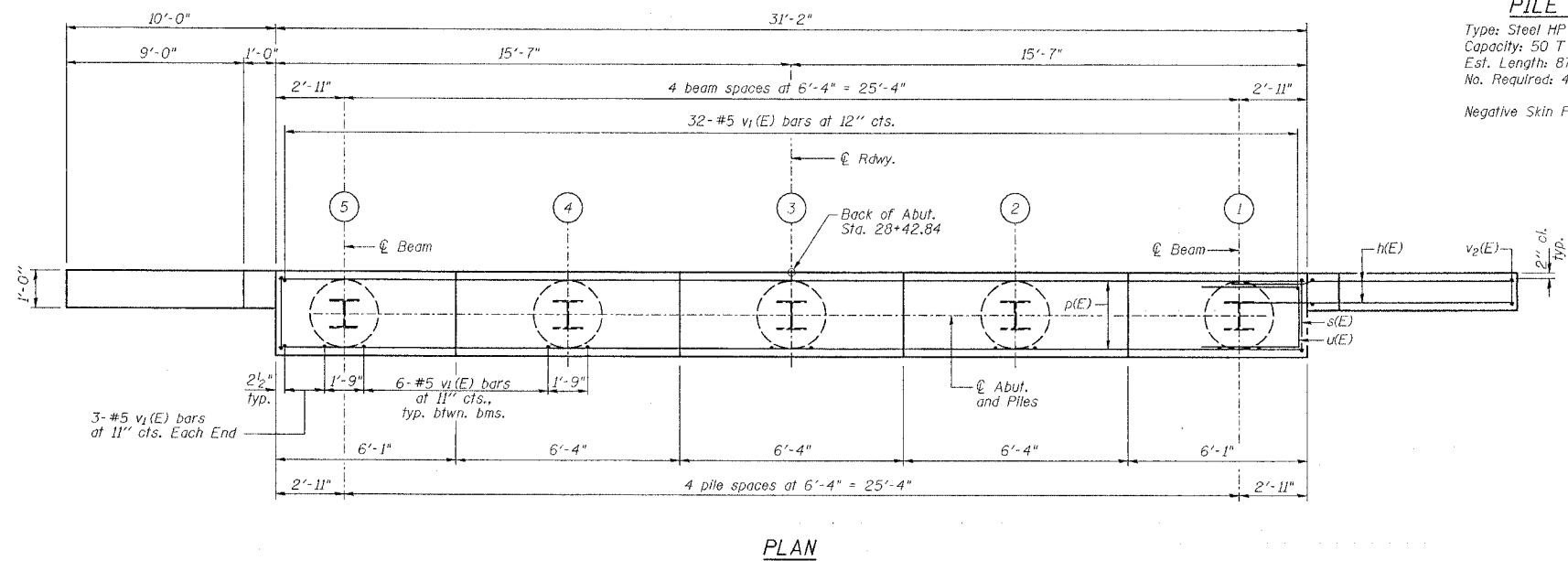


PILE DATA

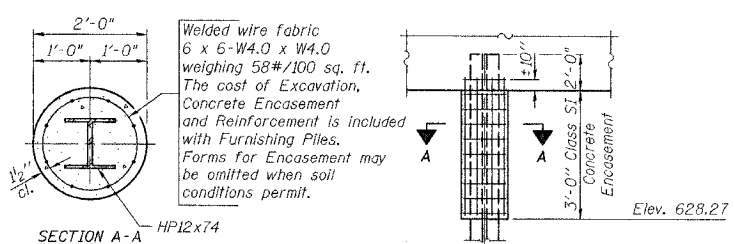
Type: Steel HP 12x74
Capacity: 50 T design driven to 87 T bearing
Est. Length: 87'
No. Required: 4 plus 1 test pile
Negative Skin Friction Allowance = 12 T

BILL OF MATERIAL

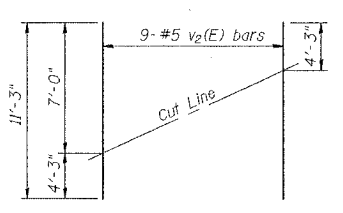
Bar	No.	Size	Length	Shape
h(E)	32	#6	12'-4"	
p(E)	9	#7	30'-10"	
s(E)	30	#4	11'-11"	
u(E)	8	#6	11'-3"	
v(E)	8	#5	7'-4"	
v1(E)	62	#5	4'-4"	
v2(E)	18	#5	11'-3"	
Concrete Structures	Cu. Yd.	13.8		
Reinforcement Bars, Epoxy Coated	Pound	2090		
Structure Excavation	Cu. Yd.	87		
Test Pile Steel HP12x74	Each	1		
Furnishing Steel Piles HP12x74	Foot	348		
Driving Steel Piles	Foot	348		



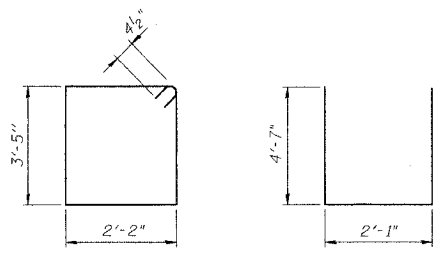
PLAN



PILE ENCASEMENT DETAIL



FIELD CUTTING DIAGRAM
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s(E)

BAR u(E)

NOTES

Pour steps monolithically with cap.
Reinforcement bars designated (E) shall be epoxy coated.

NEW BEDFORD ROAD OVER GREEN RIVER
EAST ABUTMENT DETAILS

REVISIONS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		DATE	BY
1				4/04	R King
2				4/04	CMV
3					
4					
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11					
12					

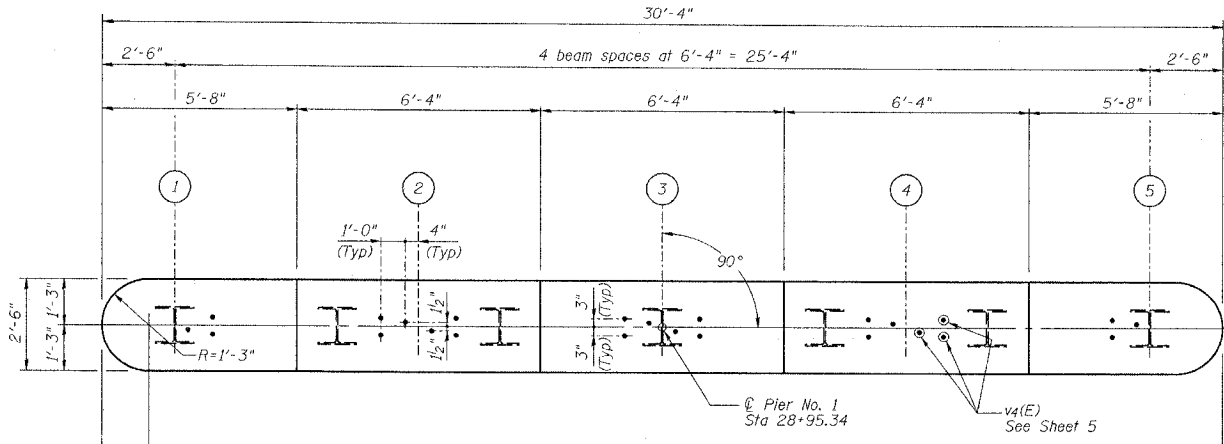
SBI 88 SPUR	SECTION 103C-BR	PROJECT NO. 4858-1
STA 29+25.34	BUREAU COUNTY	SHEET NO.
HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-001397		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

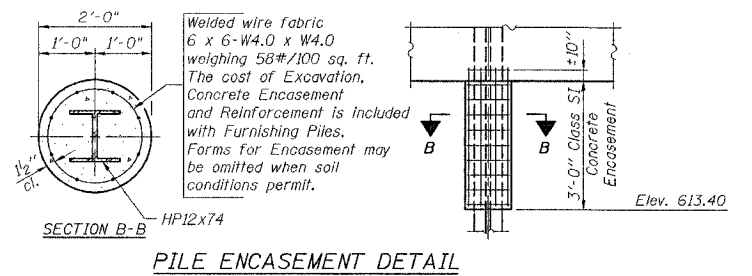
Sheet No. 12
of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	23
FEDERAL DIST. NO.	ILLINOIS	PROJECT	CONTRACT #64423	

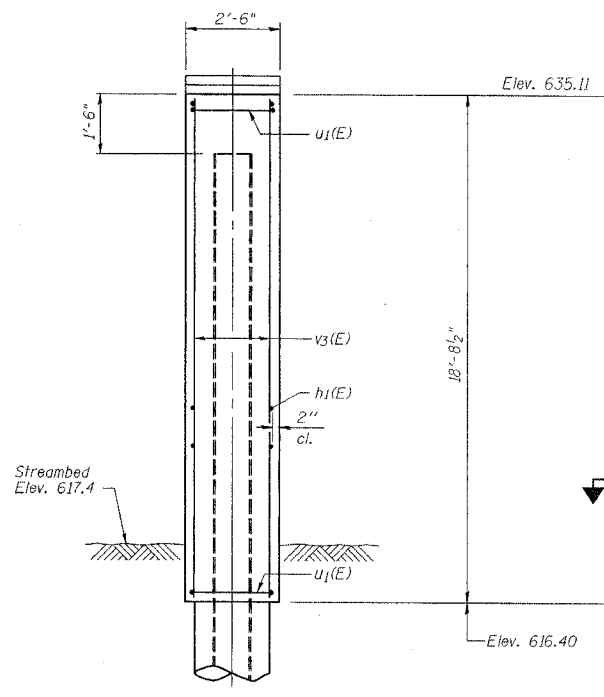
PILE DATA
Type: Steel HP12x74
Capacity: 60 T design driven to 90 T bearing
Est. Length: 117'
No. Req'd: 6 plus one test pile



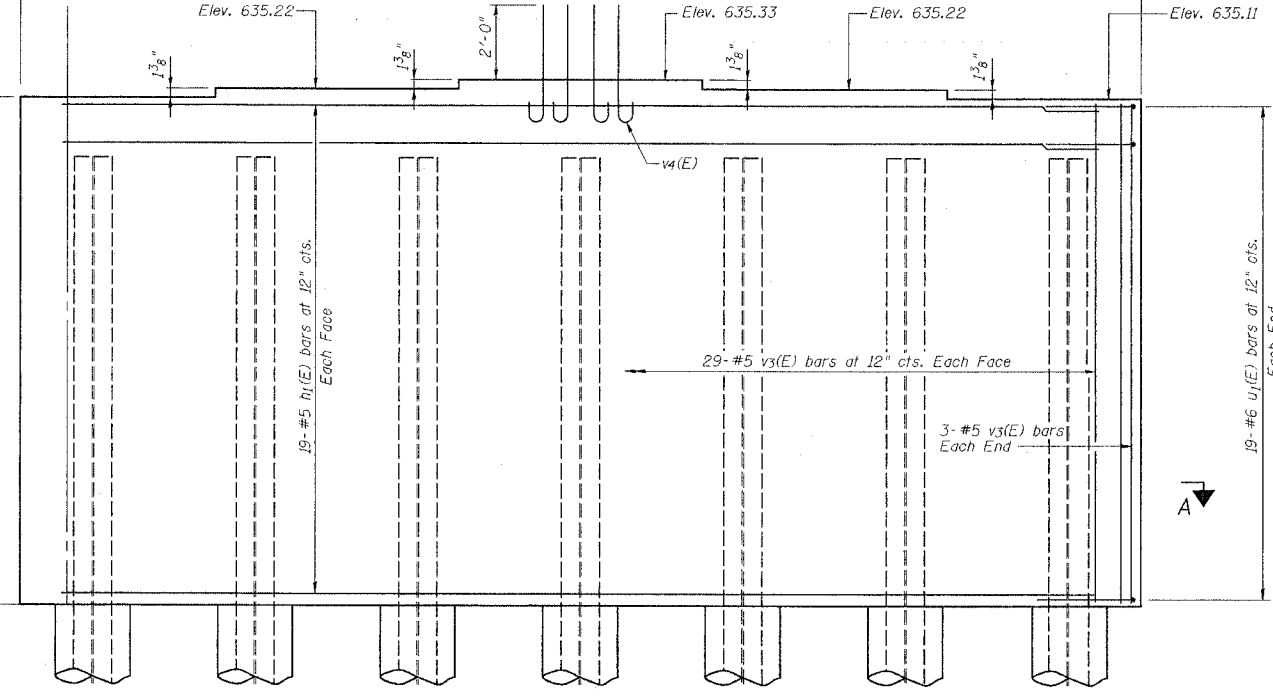
TOP PLAN



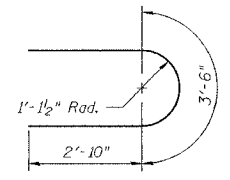
PILE ENCASEMENT DETAIL



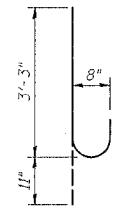
END VIEW



ELEVATION
(Looking Up Station)



BAR u1(E)



BAR v4(E)

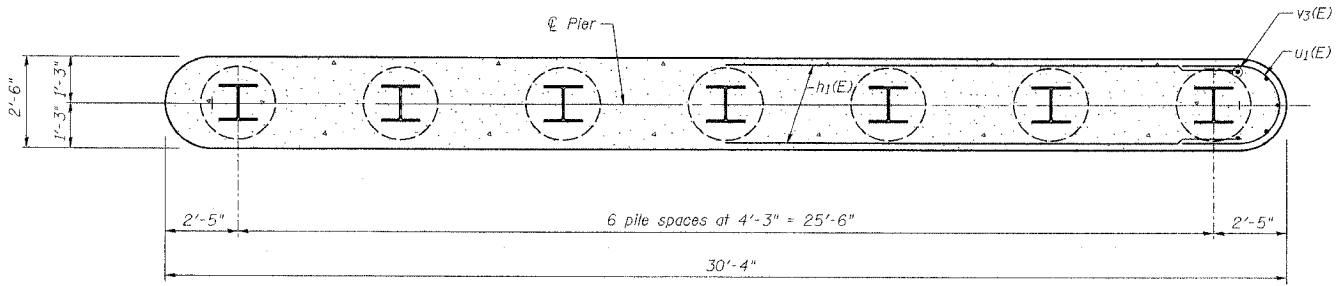
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	38	#5	27'-10"	—
u1(E)	38	#6	9'-2"	U
v3(E)	64	#5	18'-6"	—
v4(E)	24	#8	4'-2"	U
Structure Excavation		Cu. Yd.	9	
Concrete Structures		Cu. Yd.	51.9	
Reinforcement Bars, Epoxy Coated		Pound	3130	
Furnishing Steel Piles HP12x74		Foot	702	
Driving Steel Piles		Foot	702	
Test Pile Steel HP12x74		Each	1	
Underwater Structure Excavation Protection - Location 1		Each	1	

Reinforcement Bars designated (E) shall be epoxy coated.

NOTES

Four steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.



SECTION A-A

NEW BEDFORD ROAD OVER GREEN RIVER

PIER NO. 1 DETAILS

REVISIONS NO. DATE INITIALS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		DRAWN BY DATE R King 4/04	
SBI 88 SPUR		SECTION 103C-BR		CHECKED BY DATE CMV 4/04	
STA 29+25.34		SN 006-0163		DATE BY DATE BWP 4/04	
HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-001397		BUREAU COUNTY		PROJECT NO. 4858-1	
				SHEET NO.	

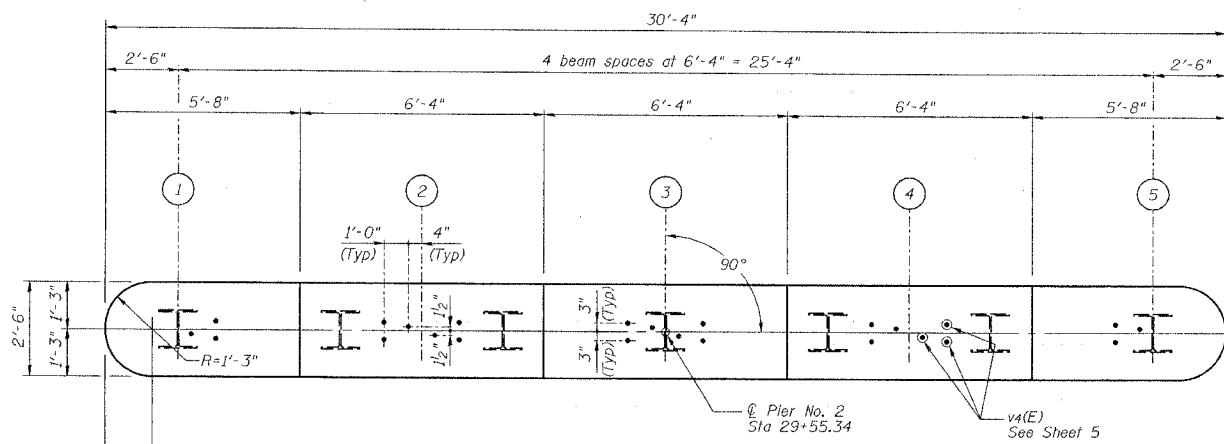
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet No. 13
of 16 Sheets

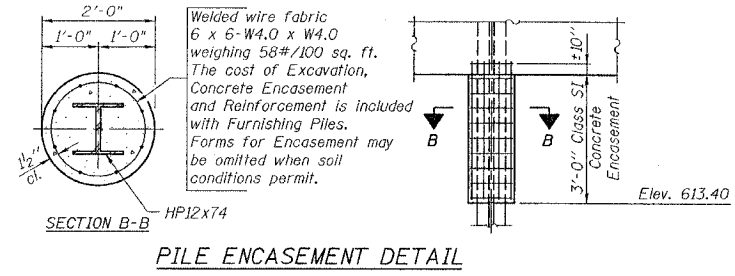
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	24
FEDROAD DIST. NO.	ILLINOIS	PROJECT		

CONTRACT #64423

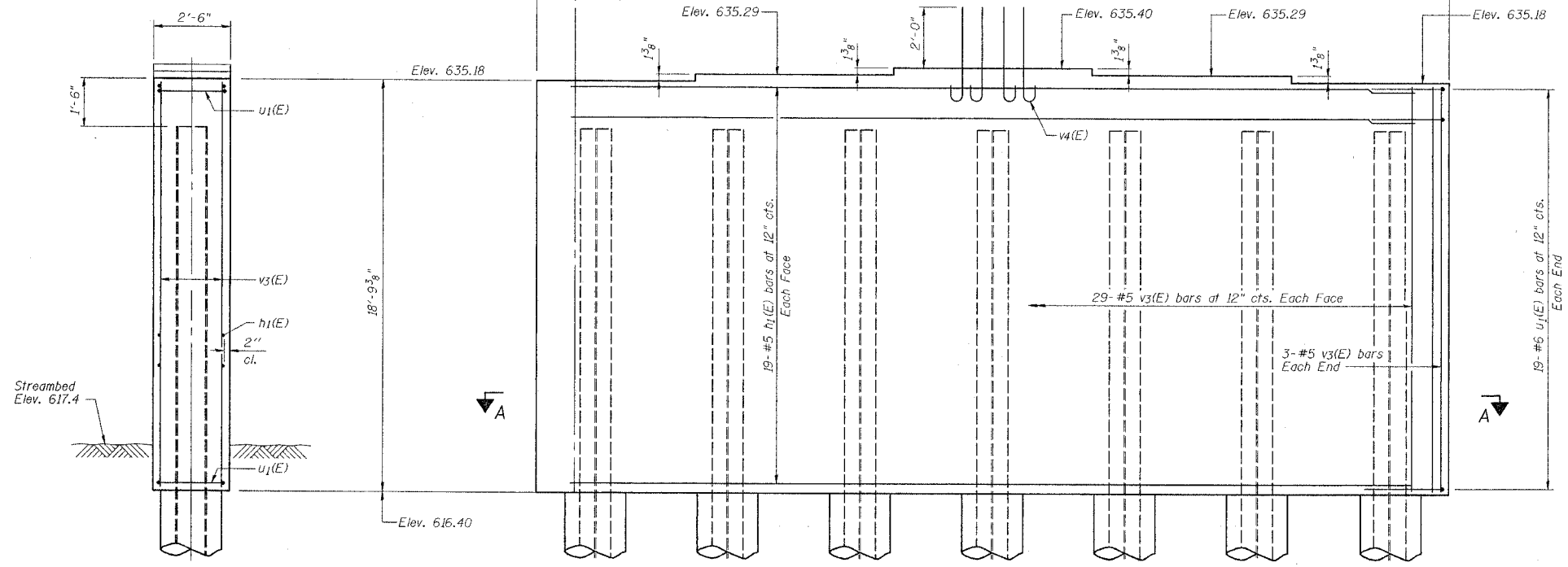
PILE DATA
Type: Steel HP12x74
Capacity: 60 T design driven to 90 T bearing
Est. Length: 100'
No. Req'd: 6 plus 1 test pile



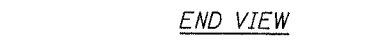
TOP PLAN



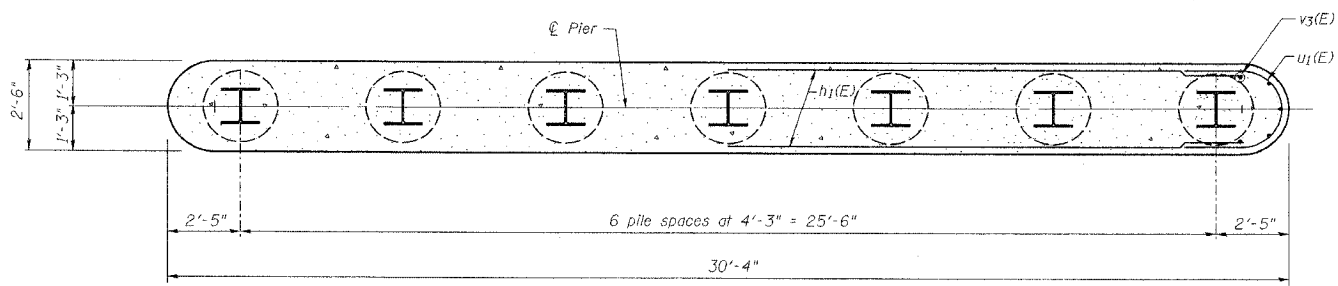
PILE ENCASEMENT DETAIL



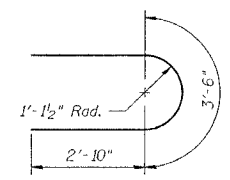
ELEVATION
(Looking Up Station)



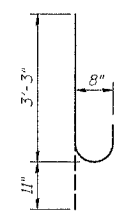
END VIEW



SECTION A-A



BAR u1(E)



BAR v3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	38	#5	27'-10"	—
u1(E)	38	#6	9'-2"	U
v3(E)	64	#5	18'-6"	—
v4(E)	24	#8	4'-2"	U
Structure Excavation			Cu. Yd.	9
Concrete Structures			Cu. Yd.	52.1
Reinforcement Bars, Epoxy Coated			Pound	3130
Furnishing Steel Piles HP12x74			Foot	600
Driving Steel Piles			Foot	600
Test Pile Steel HP12x74			Each	1
Underwater Structure Excavation Protection - Location 2			Each	1

Reinforcement Bars designated (E) shall be epoxy coated.

NOTES

- Four steps monolithically with cap.
- Space reinforcement in cap to miss anchor bolts.

NEW BEDFORD ROAD OVER GREEN RIVER

PIER NO. 2 DETAILS

REVISIONS No. DATE INITIALS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		DRAWN BY DATE R King 4/04
		SBI 88 SPUR SECTION 103C-BR		CHECKED BY DATE CMV 4/04
		STA 29+25.34 SN 006-0163 BUREAU COUNTY		DATE BY DATE BWP 4/04
		HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-00397		PROJECT NO. 4858-1
				SHEET NO. 24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet No. 14
of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	25
FEDERAL DISTRICT		ILLINOIS	PROJECT	

CONTRACT #64423

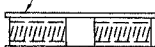
The diameter of this part is the same as the diameter of the bar spliced.

ROLLED THREAD DOWEL BAR



** ONE PIECE

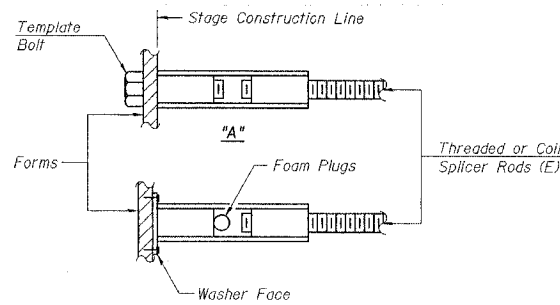
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

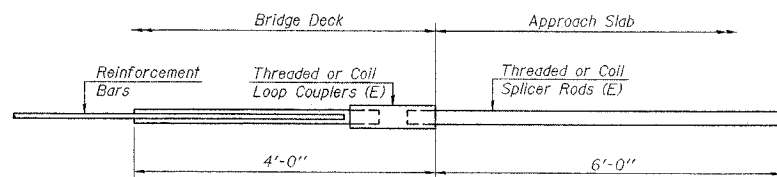
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_1$
- Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s,allow} \times A_1$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s,allow}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_1 = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

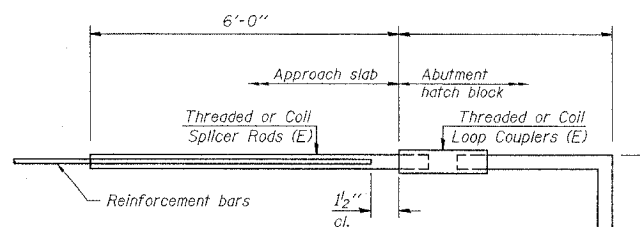
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



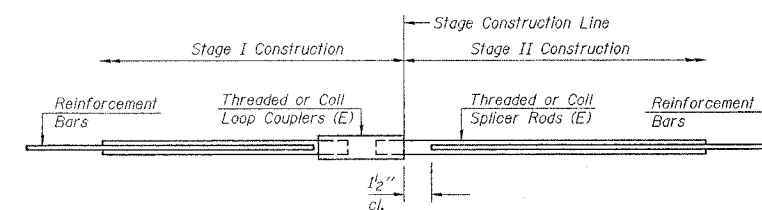
FOR INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 56



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location

NEW BEDFORD ROAD OVER GREEN RIVER

BAR SPLICER ASSEMBLY DETAILS

REVISIONS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		DRAWN BY DATE R King 4/04
No.	DATE	INITIALS		CHECKED BY DATE CMV 4/04
1				DATE BY DATE CWC 4/04
2				BOOK NUMBER
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet No. 15
of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	26
FED/ROAD DIST. NO.	ILLINOIS	PROJECT		
		CONTRACT #64423		

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Two Materials
Greenville Twp. - Sec 28 & 33 - T18N, R7E
Elev. @ Center of Structure - 100.0
PROJECT XX BRIDGE OVER GREEN RIVER ON
New Bedford Road, east of
New Bedford
Bored by G. Mendosa
Checked By T. Bratt

Units English
Bridge Foundation
Boring Log

Sta. 28+52
O/S 12' RT CL
Date 07/25/94
Sh. 1 of 2

Sec. 103-C STA. 29+25

Soil Description	Depth (ft)	Soil Characteristics	Other Notes
Ground Surface	99.5		
Shoulder			
SOFT CLAY LOAM w/ SAND lenses	0.7	14	
MEDIUM rusty brown, black, CLAY LOAM w/ SAND lenses	4.1	10	
LOOSE dirty fine SAND	2.2		
SOFT black SILTY CLAY LOAM	2.2	33	
VERY SOFT rusty brown, gray CLAY LOAM w/ SAND lenses	1.0	38	
LOOSE fine SAND	2.2		
First Encounter same as above	3.3		
VERY LOOSE fine SAND	1.1		
MEDIUM fine SAND	4.4		

N-Std Penetr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall, B-Bulge S-Shear E-Estimated F-Fanometer)

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Two Materials
Greenville Twp. - Sec 28 & 33 - T18N, R7E
Elev. @ Center of Structure - 100.0
PROJECT XX BRIDGE OVER GREEN RIVER ON
New Bedford Road east of
New Bedford
Bored by T. Robertson
Checked By T. Bratt

Units English
Bridge Foundation
Boring Log

Sta. 30+06
O/S 12' RT CL
Date 08/02/94
Sh. 1 of 2

Sec. 103-C STA. 29+25

Soil Description	Depth (ft)	Soil Characteristics	Other Notes
Ground Surface	95.5		
Shoulder			
LOOSE brown medium SAND	3.3		
LOOSE same as above	3.3		
LOOSE same as above	4.4		
SOFT black SILTY LOAM	2.2	38	
Streambed Elev. 89.5			
LOOSE tan fine SAND	1.1		
LOOSE brown medium SAND	3.3		
LOOSE gray medium SAND	2.2		
LOOSE same as above	3.3		
First Encounter same as above	4.4		

N-Std Penetr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall, B-Bulge S-Shear E-Estimated F-Fanometer)

Units English
Project XX
Route SBI 88
Sec. 103-C
County Bureau

Sh. 2 of 2

Soil Description	Depth (ft)	Soil Characteristics	Other Notes
MEDIUM same as above	5.5	0.7 14	
same as above	3.3		
same as above	6.6		
same as above	4.4		
VERY STIFF same as above	5.5	2.3 13	
STIFF gray CLAY LOAM TILL w/SANDY lenses	5.5	1.2 15	
STIFF gray, rusty brown CLAY LOAM TILL w/SAND lenses	4.4	1.6 13	
STIFF gray CLAY LOAM TILL w/SAND lenses	4.4	1.6 14	
STIFF same as above	6.6	1.6 14	
STIFF same as above	6.6	1.6 14	

Units English
Project XX
Route SBI 88
Sec. 103-C
County Bureau

Sh. 2 of 2

Soil Description	Depth (ft)	Soil Characteristics	Other Notes
VERY STIFF gray SILT	9.9	4.1 20	
STIFF gray CLAY TILL	5.5	1.4 14	
STIFF same as above	6.6	1.4 14	
STIFF same as above	6.6	1.4 13	
STIFF same as above	6.6	1.4 13	
STIFF same as above	5.5	2.0 13	
STIFF same as above	6.6	1.5 14	
STIFF same as above	6.6	1.3 14	
STIFF same as above	6.6	2.0 14	
STIFF same as above	3.3	1.4 14	
VERY STIFF same as above	9.9	2.3 14	

NOTE:
Elevation at center of structure is 634.00'

NEW BEDFORD ROAD OVER GREEN RIVER

SOIL BORING LOGS

REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	DRAWN BY DATE R King 4/04
CHECKED BY DATE CMW 4/04	SBI 88 SPUR SECTION 103C-BR	CHECKED BY DATE CWC 4/04
DATE BY DATE CWC 4/04	STA 29+25.34 BUREAU COUNTY	BOOK NUMBER
PROJECT NO. 4858-1	HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-00397	SHEET NO.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Sheet No. 16
of 16 Sheets

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 88	103C-BR	BUREAU	51	27
FED. ROAD DETAIL		ILLINOIS	PROJECT	
CONTRACT #64423				

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Two Materials

Units English
Bridge Foundation
Boring Log

Elev. @ Center of Structure - 100.0
PROJECT XX BRIDGE Over Green River on Date 08/04/94 Sh. 1 of 2
New Bedford Road east of
ROUTE SBI 88 New Bedford Bored By T. Robertson

SEC. 103-C STA. 29 + 25 Checked By T. Bratt

County Bureau	D	N	Qu	W	Surf Wat El.	D	N	Qu	W
Boring No. B-3	M		t/sf	%	at Compl. wash	E		t/sf	%
Sta 29 + 25	P					T			
O/S 5' R. CL	N				At	H			
Ground Surface 99.9									
Deck									
Air									
Water									
Streambed Elev. - 92.0									
River Muck - fluid									
MEDIUM gray medium SAND									
VERY SOFT gray CLAY									

N-Std Penetr Test: 2" OD Sampler.
140# Hammer, 30" Fall (Type Fall, B-Bulge S-Shear E-Estimated P-Penetrometer)

Units English
Project XX
Route SBI 88
Sec. 103-C
County Bureau

SH. 2 of 2

Boring No. B-3	El.	N	Qu	W		El.	N	Qu	W
Sta 29 + 25			t/sf	%				t/sf	%
O/S 5' R. CL									
VERY STIFF gray CLAY TILL	-45		4 2.9 17		SOFT gray CLAY TILL	-70		11 0.4 14	
STIFF same as above			4 1.4 14		STIFF same as above			5 1.7 13	
STIFF same as above			2 1.1 14		STIFF same as above			7 1.7 14	
VERY STIFF same as above			5 2.1 11		8/9/94 (continued)			4 1.2 14	
STIFF same as above			10 2.3 15		STIFF same as above			5 1.4 14	
STIFF same as above			4 1.7 14		HARD same as above			15 6.8 12	
STIFF same as above			7 1.2 13		HARD same as above			12 5.1 15	
STIFF same as above			8 1.2 14		VERY STIFF same as above			13 3.3 14	
SOFT same as above (small sample)			7 0.5 15		VERY STIFF same as above			11 3.3 14	
STIFF sampler empty			12 1.7		END OF BORING			12 B	

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Two Materials

Units English
Bridge Foundation
Boring Log

Elev. @ Center of Structure - 100.0
PROJECT XX BRIDGE Over Green River on Date 08/04/94 Sh. 1 of 2
New Bedford Road east of
ROUTE SBI 88 New Bedford Bored By T. Robertson

SEC. 103-C STA. 29 + 25 Checked By T. Bratt

County Bureau	D	N	Qu	W	Surf Wat El.	D	N	Qu	W
Boring No. B-4	M		t/sf	%	at Compl. wash	E		t/sf	%
Sta 29 + 25	P					T			
O/S 5' R. CL	N				At	H			
Ground Surface 99.9									
Deck									
Air									
Water									
Streambed Elev. - 92.0									
VERY LOOSE brown medium SAND									
MEDIUM gray medium to coarse SAND & GRAVEL									
MEDIUM gray medium to coarse SAND									
VERY LOOSE brown medium SAND									
DENSE gray medium to coarse SAND & GRAVEL									

N-Std Penetr Test: 2" OD Sampler.
140# Hammer, 30" Fall (Type Fall, B-Bulge S-Shear E-Estimated P-Penetrometer)

Units English
Project XX
Route SBI 88
Sec. 103-C
County Bureau

SH. 2 of 2

Boring No. B-4	El.	N	Qu	W		El.	N	Qu	W
Sta 29 + 25			t/sf	%				t/sf	%
O/S 5' R. CL									
same as above	-45				same as above	-70		6 1.2 14	
MEDIUM gray fine to coarse SAND & GRAVEL					8/9/94 (Continued)			5 1.2 13	
MEDIUM gray SILT					STIFF same as above			7 7 B	
STIFF gray CLAY TILL					VERY STIFF same as above			8 2.0 14	
STIFF same as above					VERY STIFF same as above			10 B	
MEDIUM same as above					HARD same as above			12 5.0 12	
STIFF same as above					HARD same as above			6 4.2 13	
MEDIUM same as above					END OF BORING			8 B	
STIFF same as above								11 B	
MEDIUM same as above								10 B	
STIFF same as above								11 B	
STIFF gray CLAY TILL								11 B	

NOTE:
Elevation at center of structure is 634.00±

NEW BEDFORD ROAD OVER GREEN RIVER

SOIL BORING LOGS

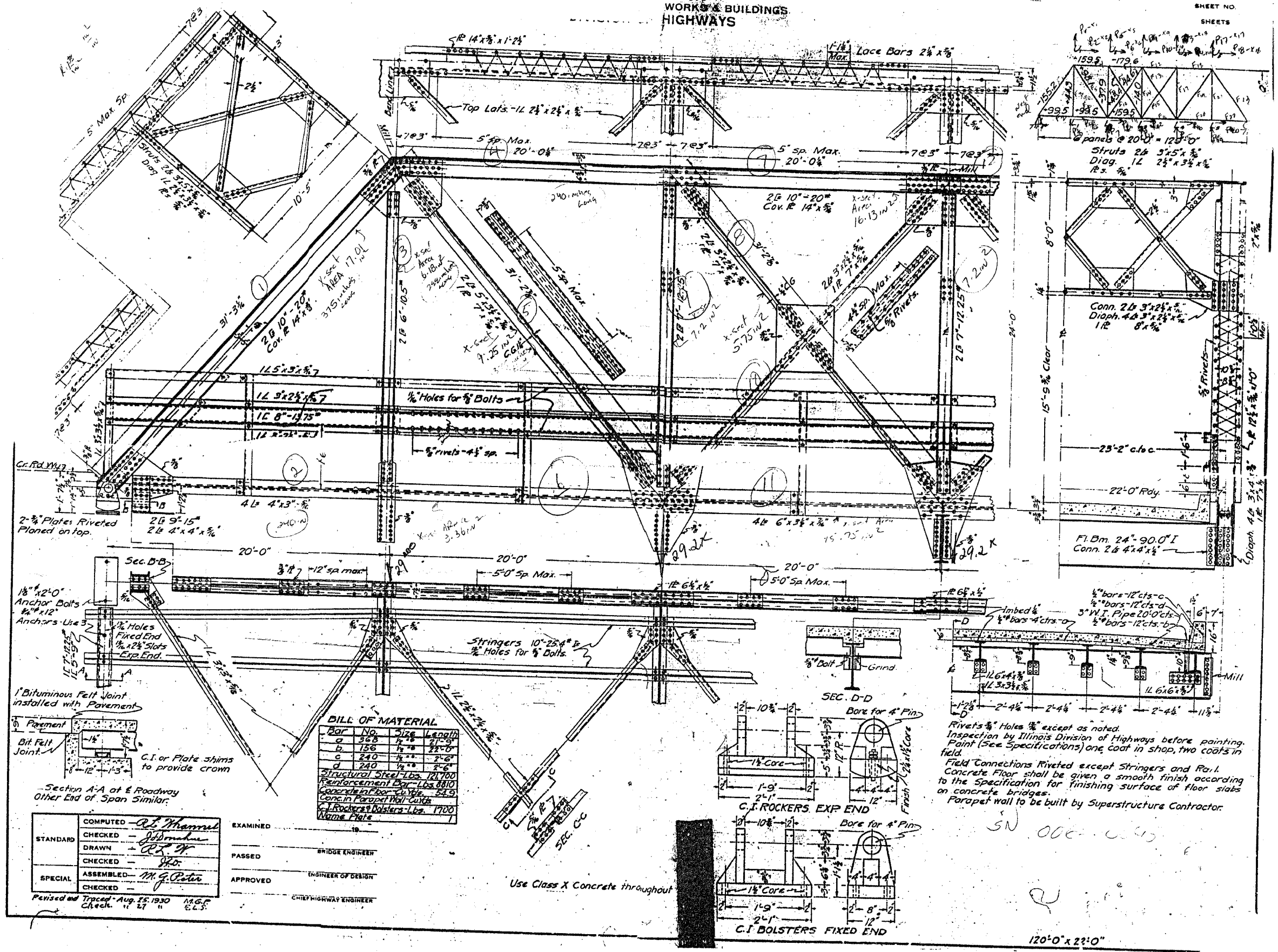
REVISIONS		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS		DRAWN BY DATE R King 4/04	
No.	DATE	INITIALS			CHECKED BY DATE CMV 4/04
1					QA/QC BY DATE CWC 4/04
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SBI 88 SPUR	SECTION 103C-BR
STA 29+25.34	BUREAU COUNTY
SN 006-0163	
HOMER L. CHASTAIN & ASSOCIATES, LLP CONSULTING ENGINEERS 184-00397	
PROJECT NO. 4858-1	SHEET NO.

64423

ILLINOIS
WORKS & BUILDINGS
HIGHWAYS

SHEET NO.
SHEETS



2- $\frac{3}{8}$ " Plates Riveted
Placed on top.

1 $\frac{1}{2}$ " x 2'-0"
Anchor Bolts
2" x 12"
Anchors Use 3

1" Bituminous Felt Joint
installed with Pavement

Pavement
Bit Felt
Joint

Section A-A at E Roadway
Other End of Span Similar

COMPUTED	— R.L. Mammal	EXAMINED	—
CHECKED	— J. J. Mahan	PASSED	—
DRAWN	— R. J. W.	APPROVED	—
CHECKED	— J. J. Mahan		
SPECIAL	ASSEMBLED — M. G. Pater		
CHECKED	—		

Revised and Traced Aug. 25, 1930 M.G.P.
Check " 27 " E.L.S.

BILL OF MATERIAL

Bar No.	Size	Length
a	3/8"	22'-0"
b	1/2"	22'-0"
c	2/4"	2'-6"
d	1/2"	2'-6"

Structural Steel - Lbs. 12,100
Reinforcement Bar - Lbs. 8810
Concrete in Floor - Cu Yds. 84.5
Concrete in Parapet Wall - Cu Yds. 17.0
C.I. Rockers & Bolsters - Lbs. 1,700
Name Plate

Use Class X Concrete throughout

Rivets $\frac{3}{8}$ " Holes $\frac{1}{2}$ " except as noted.
Inspection by Illinois Division of Highways before painting.
Paint (See Specifications) one coat in shop, two coats in field.
Field Connections Riveted except Stringers and Rail.
Concrete Floor shall be given a smooth finish according to the Specification for finishing surface of floor slabs on concrete bridges.
Parapet wall to be built by Superstructure Contractor.

SN 000-0000

120'-0" x 22'-0"

F.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	29
EXISTING CONDITIONS:				
FOR INFORMATION ONLY				

64423

10" I 8.3 $3.7 \times 3 = 1.11$
 $8.3 \times 2 = 1.66$
 $4.6 \times 3 = 2.79$

11.3 STRINGERS

$10 \times 5 = 50 \times 20 = 1000 \times 2.77 = 2770 SF$
 554
 3324

STRINGERS BELOW JOINTS

$10 \times 20 = 200 \times 2.77 = 554 SF$

121 BOTTOM CHORD

$4 \times 3 = .33 \times 8 = 2.64$
 $20 \times 8 = 160 \times 1.00 = 160$
 3.64
 $160 \times 3.64 = 582 SF$
 $5 \times 8 = 4.0$
 $20 \times 4 = 80 \times 1.16 = 92.8$
 $80 \times 1.16 = 92.8$
 $413 SF$

152 FLOOR BEAMS

$29'' \times 2 = 4'$
 $58'' \times 3 = 1.74$
 $7'' \times 2.316 = 16.212$
 $22'' \times 4 = 23.16$
 132.9
 $664 SF$

126 TRUSS

END POSTS = $31'' \times 9 = 124$

1.16
 $1.16 \times 2.32 = 2.69$
 $1.16 \times 1.83 = 2.11$
 $1.83 \times 2.4 = 4.39$
 $2.11 + 4.39 = 6.5$
 $6.5 \times 124 = 818 SF$

TOP CHORD

$6.6 \times 160 = 1056 SF$

LATTICE

$18 \times 1.30 = 23.4 \times 1.46 \times 5.29 = 291 SF$
 59×4 END POSTS = 236
 16×8 (TOP) = 128
 524

VERTICALS

$17 \times 1.22 = 20.74 \times 2.40 \times 7.20 = 286 SF$

VERTICALS

$7 \times 6 = 42 \times 2.0 = 84$
 $29 \times 4 = 116$
 1.33
 $1.33 \times 906 = 1205 SF$

DIAGONALS

$31.25 \times 8 = 250$
 $31.25 \times 4 = 125$
 $7.7 \times 4 = 30.8$
 $1.8 \times 8 = 14.4$
 $3.77 \times 144 = 543 SF$

XX

$7 \times 7 = 49 \times 4(3) = 2.16 \times 250 = 540 SF$

UNDER BRACING

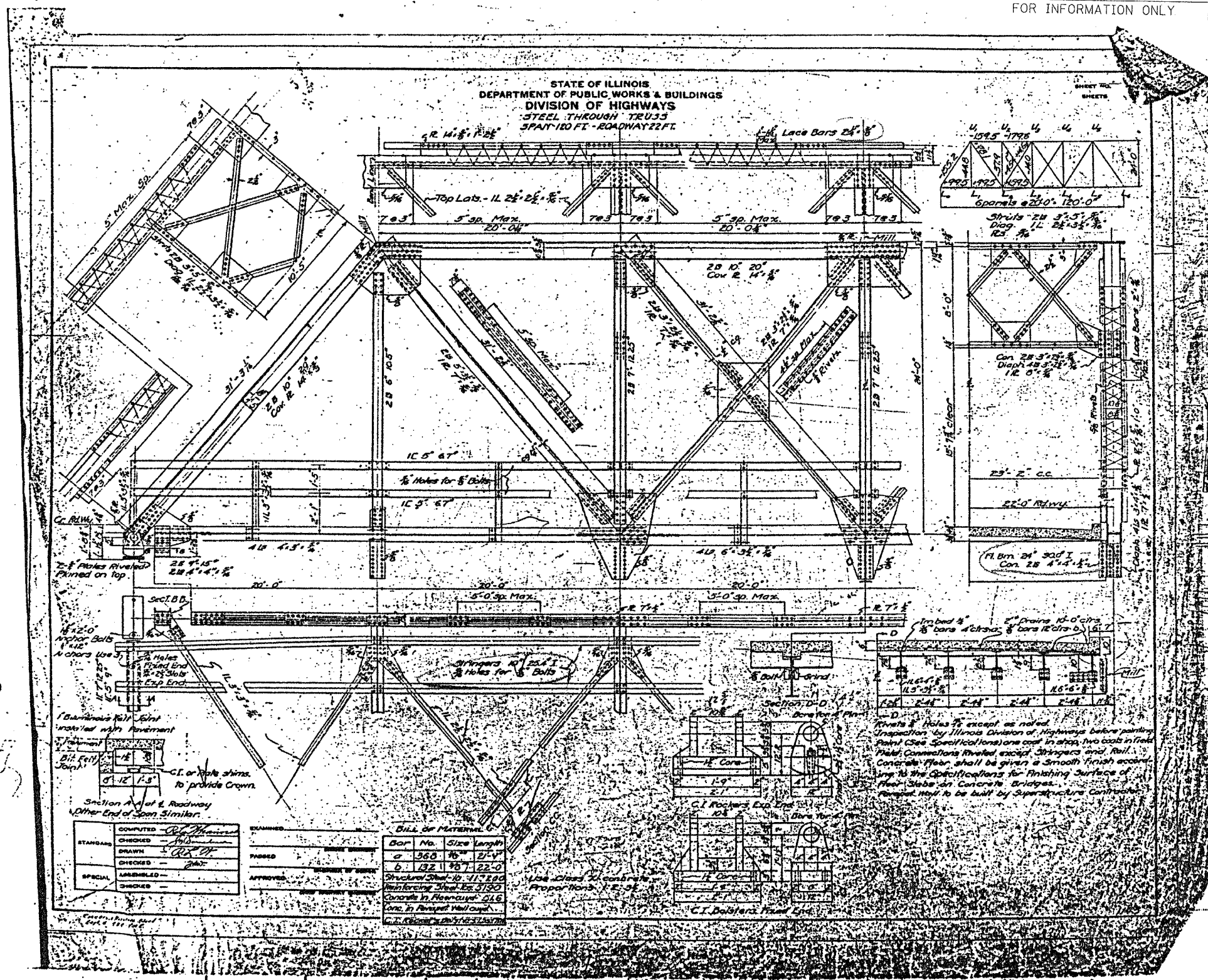
$30'' \times 4 = 120$
 $4 \times 2 \times 2 = 35 \times 2 = 70$
 $20 \times 6 = 1.2 \times 200 = 240 SF$

TOP LATS

$4 \times 30 = 120$
 $7 \times 2 \times 2 = 28 \times 2 = 56$
 $120 \times 6 = 1.2 \times 120 = 144 SF$

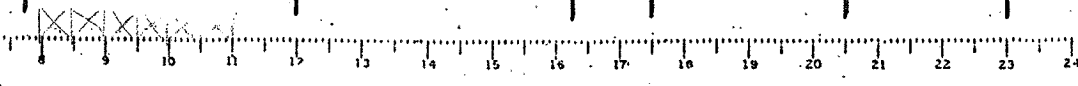
PORTALS

$6 \times 12 = 72$
 $7 \times 2 \times 3 \times 2 = 24 \times 2.0 \times 7.2 = 144 SF$
 $7 \times 3 \times 5 = 105 \times 1.33 \times 2.20 = 242 SF$
 $22 \times 10 = 220$
 $5052 SF$



STANDARD	COMPUTED	CHECKED	DRAWN	LABELED	CHECKED
	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>

ITEM	QTY	SIZE	LENGTH	REMARKS
2	368	1/2"	21'-4"	
6	132	3/8"	22'-0"	



STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL PLAN

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	30
STA. 19+00		TO STA. 38+00		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

64423

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

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

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

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

SITE DESCRIPTION

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THIS PROJECT CONSISTS OF REMOVAL AND REPLACEMENT OF A SINGLE SPAN THROUGH TRUSS BRIDGE WITH A 3 SPAN PPC I-BEAM BRIDGE. WORK ALSO INCLUDES EARTHWORK, PAVEMENT RE MOVAL, PAVEMENT MARKINGS, LANDSCAPING AND OTHER MISCELLANEOUS TASKS.

DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:

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

TOTAL CONSTRUCTION SITE (CONSTRUCTION LIMIT TO CONSTRUCTION LIMIT) 4.79 ACRES

PROPOSED R.O.W (TOTAL PARCEL AREA) 5.67 ACRES

DISTURBED BY EXCAVATION (E.O.P TO CONSTRUCTION LIMIT) 3.72 ACRES

SUPPORTING REPORTS AND PLANS

THE FOLLOWING ASSISTED IN DEVELOPING THE EROSION CONTROL PLAN AS REFERENCED DOCUMENTS:

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

DRAINAGE TRIBUTARIES RECEIVING WATER FROM CONSTRUCTION SITE

GREEN RIVER THAT CROSSES SBI ROUTE 88 (NEW BEDFORD ROAD) APPROXIMATELY 2,920 FEET WEST OF IL ROUTE 40 AND 1.25 MILES EAST OF NEW BEDFORD, ILLINOIS.

EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES

STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

PERIMETER EROSION CONTROL SHALL BE PLACED PRIOR TO BEGINNING EARTHWORK.

STABILIZATION PRACTICES DURING CONSTRUCTION:

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

MAINTENANCE AFTER FINAL GRADING

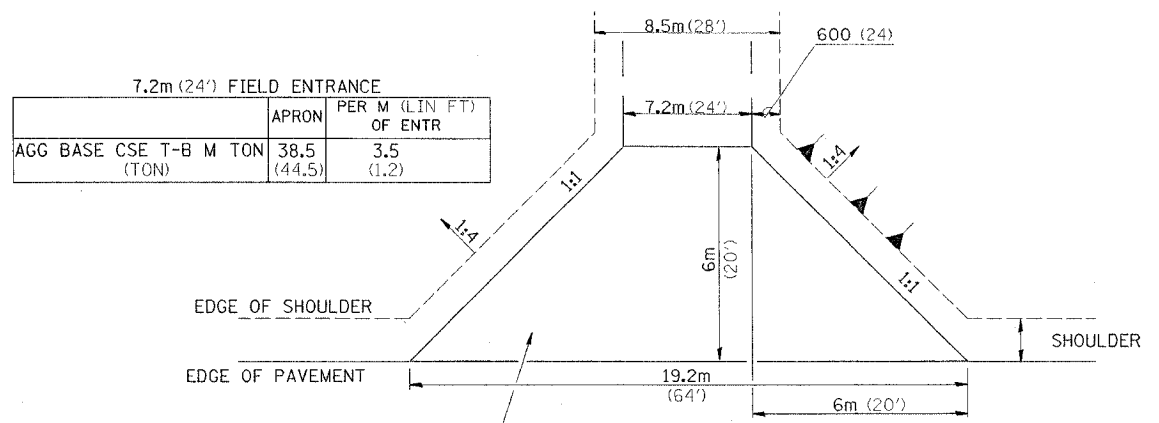
TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED WITH THE PROPER STAND. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND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

REVISED 5-12-04 2.1

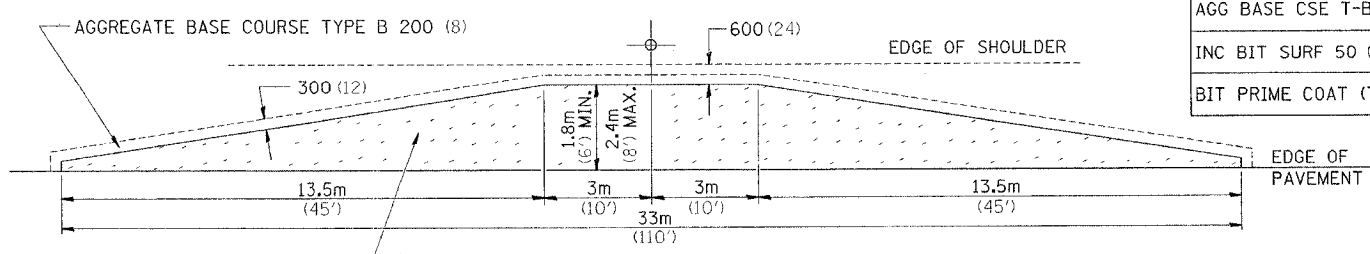
FILE NAME = C:\projects\stormwater\stormwater.dgn
LEVELS = L-63
PLOT SCALE = 1"=40'
OPERATOR = HOENSON - INFORMATION SERVICES

BITUMINOUS APPROACHES & MAILBOX RETURNS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	31
STA. 19+00		TO STA. 39+00		
FED. ROAD DIST. NO. 7		ILLINOIS		



7.2m (24') FIELD ENTRANCE		
	APRON	PER M (LIN FT) OF ENTR
AGG BASE CSE T-B M TON (TON)	38.5 (44.5)	3.5 (1.2)



	1.8m (6')	2.4m (8')
AGG BASE CSE T-B (TON)	22.2 (24.5)	28.2 (31.1)
INC BIT SURF 50 (2) (TON)	5.3 (5.8)	7.1 (7.8)
BIT PRIME COAT (TON)	0.05 (0.06)	0.07 (0.08)

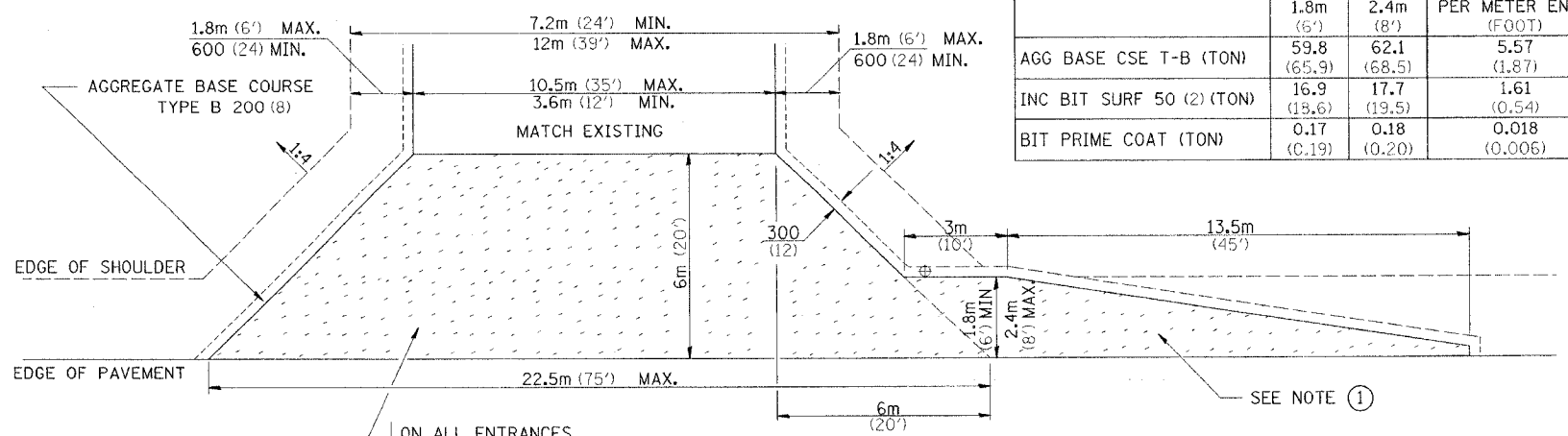
AGGREGATE BASE COURSE, TYPE B (TO BE COMPACTED TO 200 (8) THICKNESS)

ON ALL ENTRANCES
AGGREGATE BASE COURSE TYPE B 200 (8)
INCIDENTAL BITUMINOUS SURFACING 50 (2)

MAILBOX TURNOUT

NOTE

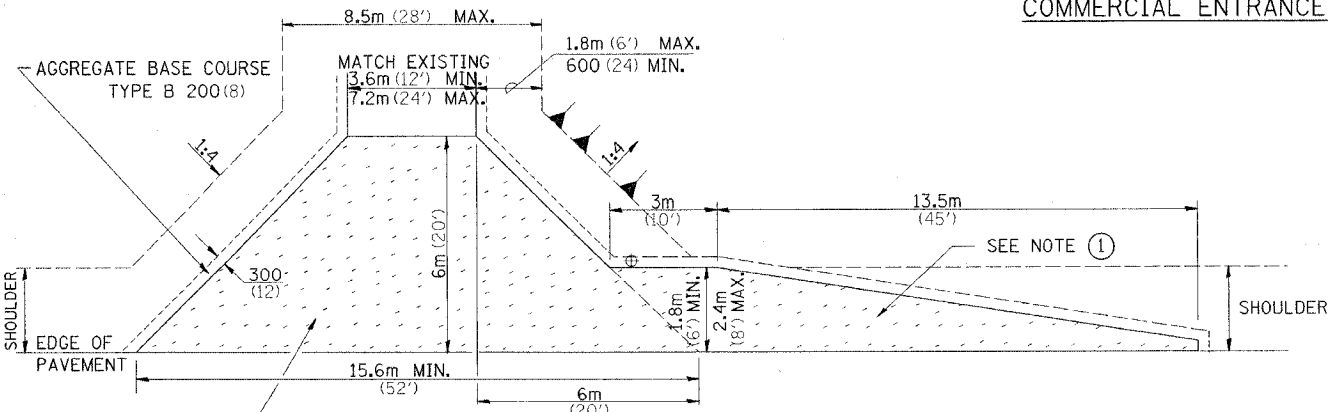
- TURNOUTS ARE TO BE CONSTRUCTED ON THE APPROACH SIDE OF ALL PE & CE REGARDLESS IF A MAILBOX IS PRESENT.
- ALL PE & CE ARE TO BE SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
- FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
- QUANTITIES ARE CALCULATED WITH 1' BITUMINOUS SHOULDER IN PLACE. AGGREGATE QUANTITIES SHOWN ARE FOR NEW CONSTRUCTION.
- EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE CONSIDERED INCIDENTAL TO THE AGGREGATE BASE COURSE.
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.



10.5m (35') COMMERCIAL ENTRANCE			
	1.8m (6')	2.4m (8')	PER METER ENTR (FOOT)
AGG BASE CSE T-B (TON)	59.8 (65.9)	62.1 (68.5)	5.57 (1.87)
INC BIT SURF 50 (2) (TON)	16.9 (18.6)	17.7 (19.5)	1.61 (0.54)
BIT PRIME COAT (TON)	0.17 (0.19)	0.18 (0.20)	0.018 (0.006)

ON ALL ENTRANCES
AGGREGATE BASE COURSE TYPE B 200 (8)
INCIDENTAL BITUMINOUS SURFACING 50 (2)

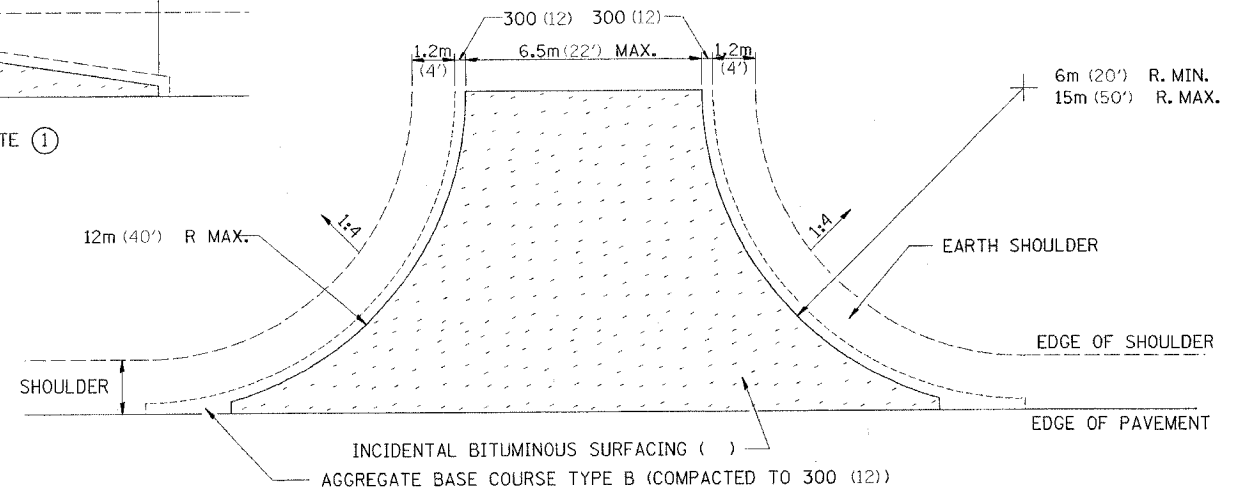
COMMERCIAL ENTRANCE



3.6m (12') PRIVATE ENTRANCE			
	1.8m (6')	2.4m (8')	PER METER ENTR (FOOT)
AGG BASE CSE T-B (TON)	39.7 (43.8)	42.0 (46.3)	2.11 (0.71)
INC BIT SURF 50 (2) (TON)	10.7 (11.8)	11.5 (12.7)	0.57 (0.19)
BIT PRIME COAT (TON)	0.11 (0.12)	0.18 (0.13)	0.006 (0.002)

ON ALL ENTRANCES
AGGREGATE BASE COURSE TYPE B (TO BE COMPACTED TO 200 (8) THICKNESS)
INCIDENTAL BITUMINOUS SURFACING 50 (2)

PRIVATE ENTRANCE

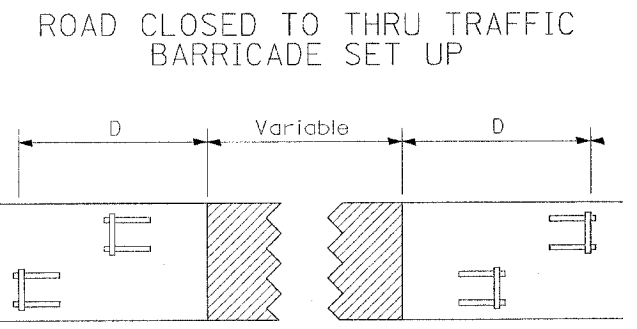
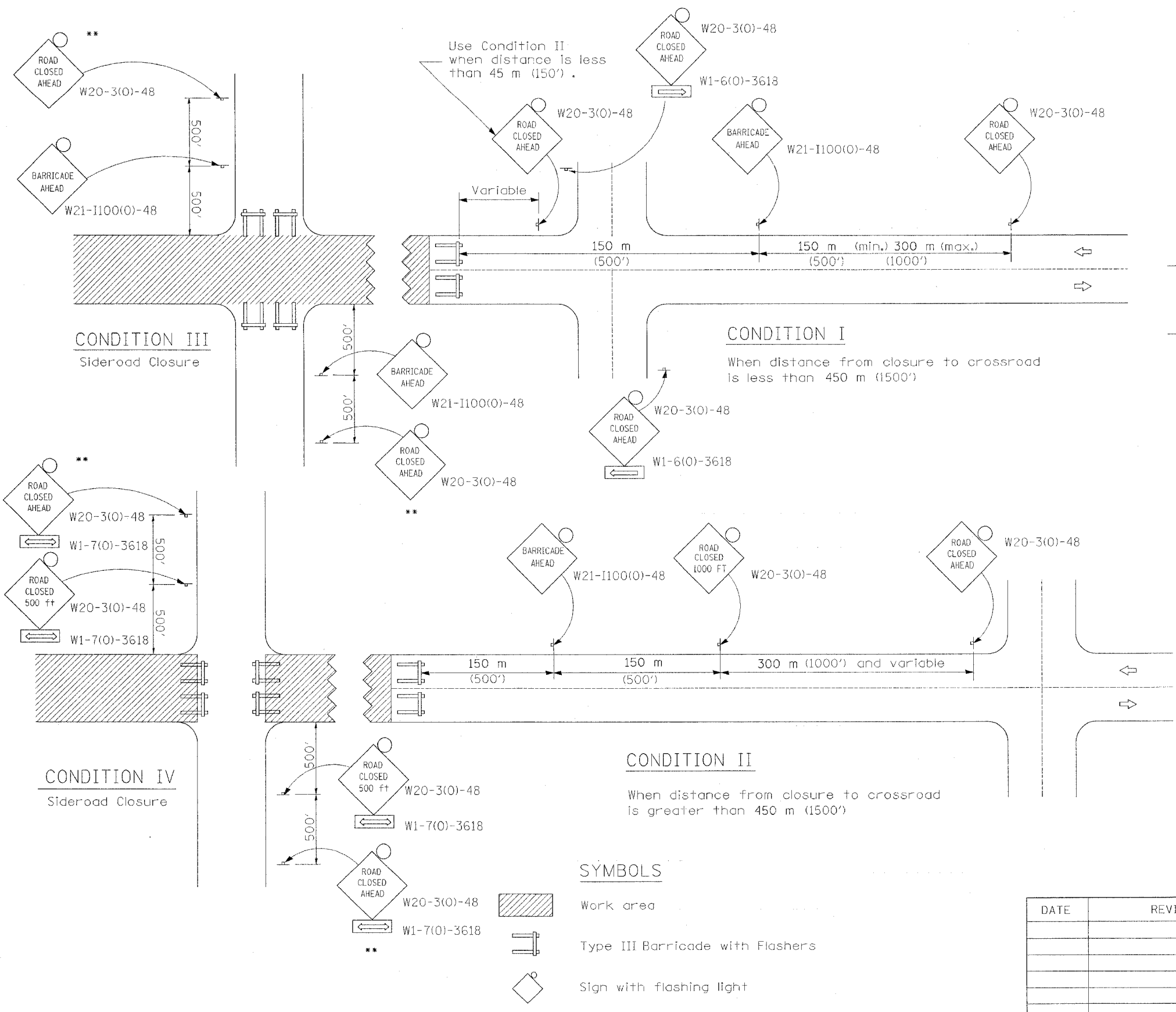


SIDE ROAD RETURN

	6m RADIUS (20')			9m RADIUS (30')			12m RADIUS (40')		
	5.5m (18')	6m (20')	6.5m (22')	5.5m (18')	6m (20')	6.5m (22')	5.5m (18')	6m (20')	6.5m (22')
AGG BASE CSE T-B (TON)	40.9 (45.1)	43.7 (48.2)	46.4 (51.2)	70.3 (77.5)	74.4 (82.0)	78.6 (86.6)	105.5 (116.3)	111.0 (122.4)	116.6 (128.5)
INC BIT SURF AT 25 (1) (TON)	3 (3.3)	3.3 (3.6)	3.4 (3.8)	5.3 (5.8)	5.5 (6.1)	5.9 (6.5)	8.0 (8.8)	8.4 (9.3)	9.0 (9.9)
BIT PRIME COAT (TON)	0.07 (0.08)	0.08 (0.09)	0.10 (0.10)	0.14 (0.15)	0.15 (0.16)	0.15 (0.17)	0.20 (0.22)	0.22 (0.24)	0.23 (0.25)

NOTE: USE 50 (2) INC. BIT. SURF. ON EXISTING RETURNS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	32
STA. 19+00		TO STA. 39+00		
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To All Thru Traffic" detail on Highway Standard 702001. If the distance "D" exceeds 600 m (2000') an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

GENERAL NOTES

- ** Where local access is to be maintained, barricades are to be set up as shown above in Road Closed to thru traffic.
- Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 702001.
- Longitudinal dimensions may be adjusted to fit field conditions.
- When the distance between the barricade and the intersection is between 450 m (1500') and 600 m (2000'), the advance sign shall be placed at the intersection. When the distance between the barricade and the intersection is over 600 m (2000'), an additional sign shall be placed at the intersection. The additional sign shall give the distance to the barricade in miles or fractions of a mile.
- All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS

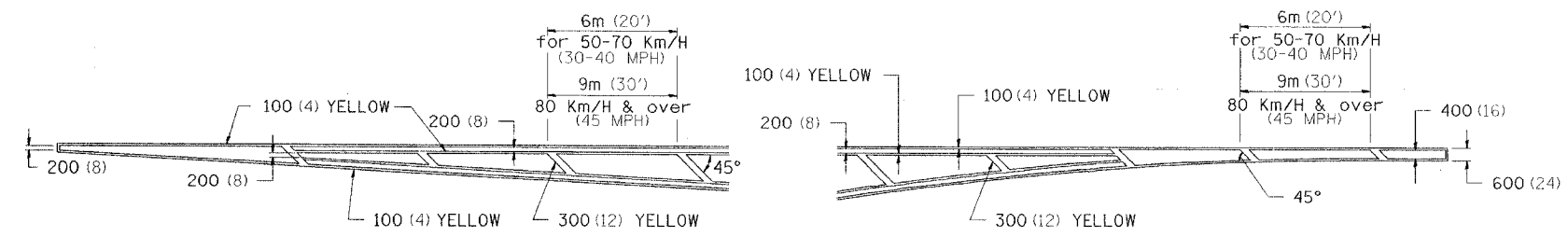
TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR ROAD CLOSURE

TRAFFIC CONTROL FOR ROAD CLOSURE

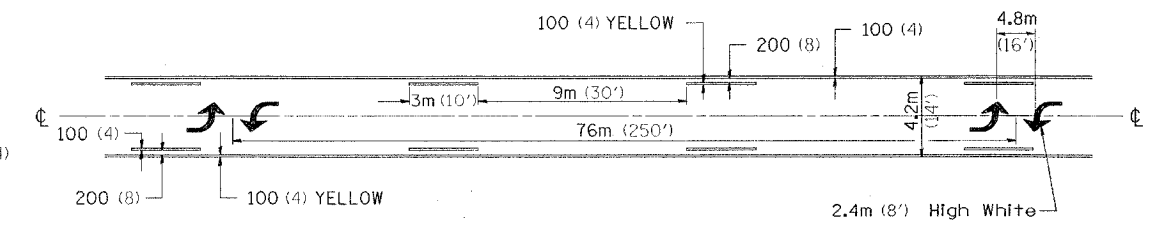
F.A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	33
STA. 19+00		TO STA. 39+00		
FED. ROAD DIST. NO.	LANE(S)	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

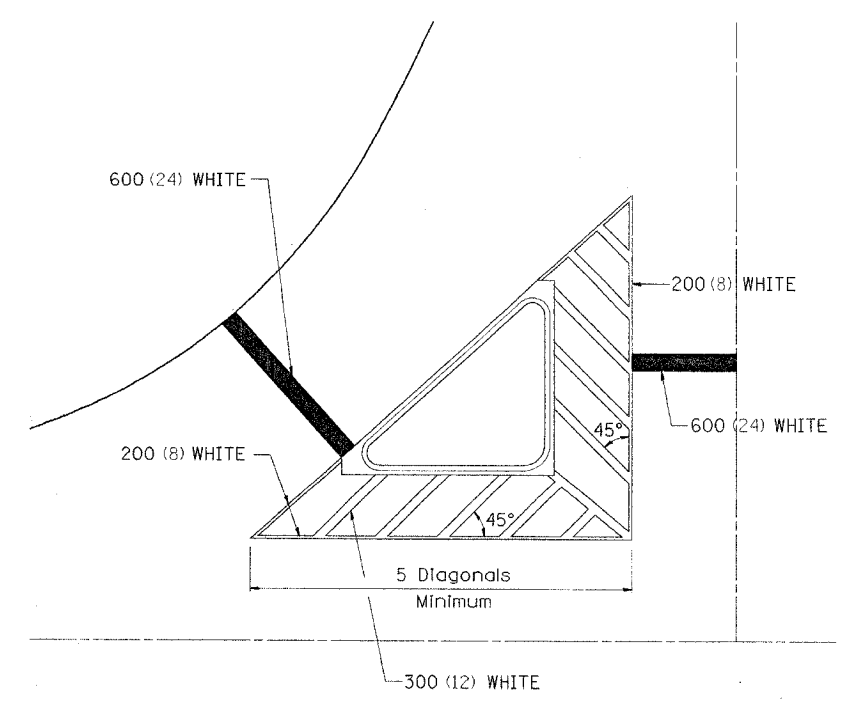
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



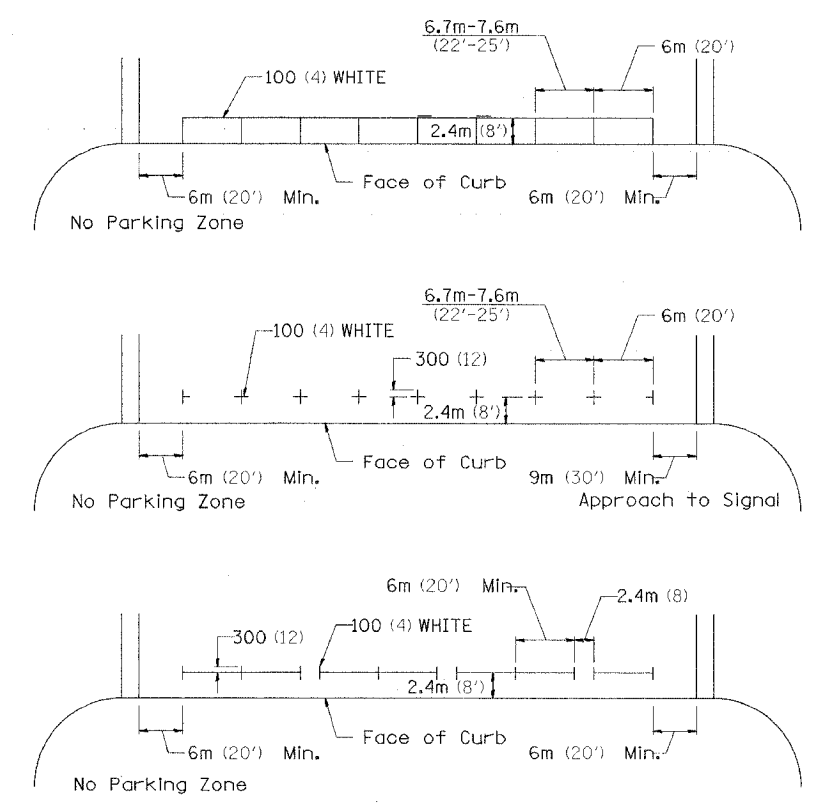
MEDIAN PAVEMENT MARKING



TYPICAL ISLAND OFFSET SHOULDER WIDTH



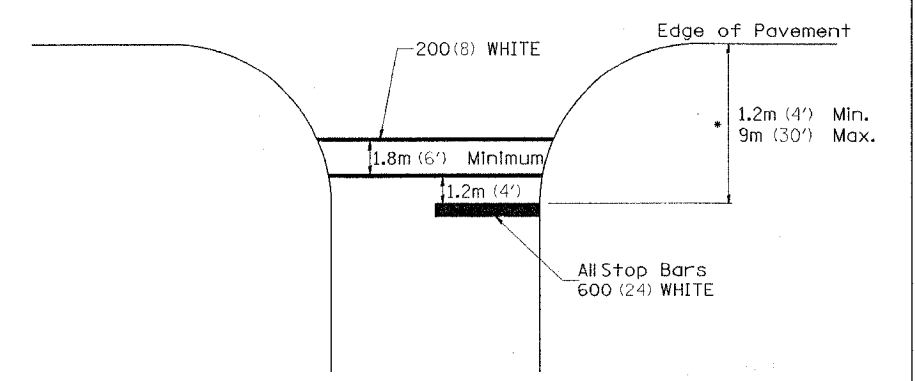
TYPICAL PARKING SPACING



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

STANDARD CROSSWALK MARKING

See Schedules for Locations



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

CHECKED BY:

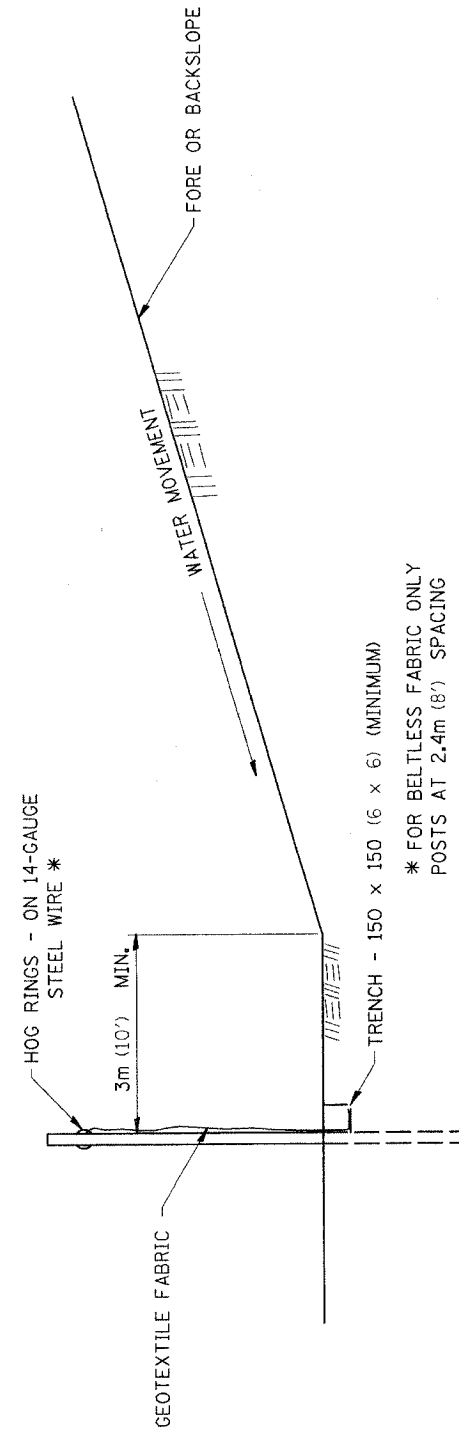
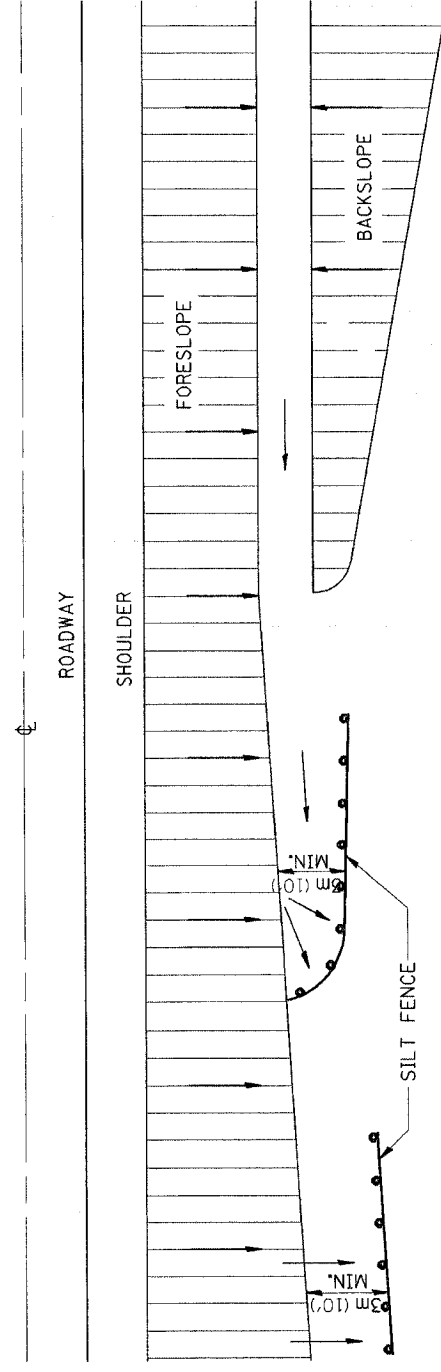
DRAWN BY:

DESIGNED BY:

Tue Nov 04 13:06:39 2003
c:\p\project\222\mug24\p11.dgn

EROSION CONTROL DETAILS FOR SILT FENCE

P.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	35
STA. 19+00		TO STA. 39+00		
FED. ROAD DIST. NO. 7		ILLINOIS		
		FED. AID PROJECT		



* FOR BELTLESS FABRIC ONLY
POSTS AT 2.4m (8') SPACING

DETAILS OF SILT FENCE

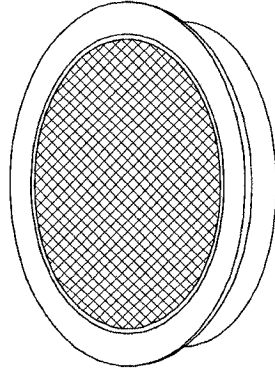
64423
pg 35

REVISED 10-22-01

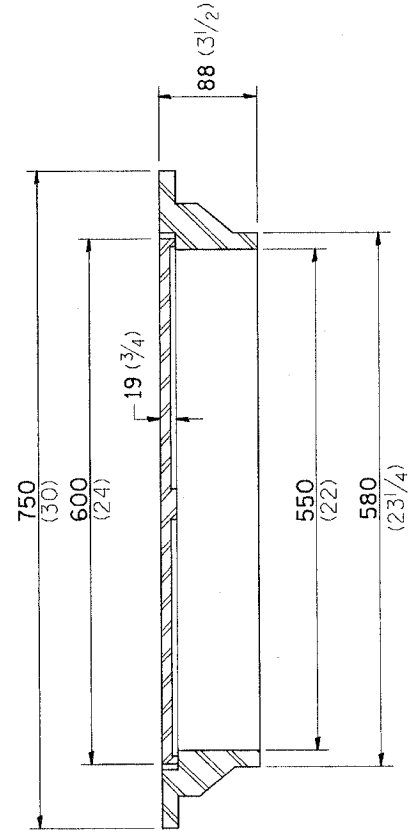
29.2

FIELD TILE JUNCTION VAULTS 600 (24) AND 900 (36) DIA.

P.A. REF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	36
STA. 19+00 TO STA. 39+00		FED. ROAD DIST. NO. 7		
FED. ROAD DIST. NO. 7		FED. AID PROJECT		

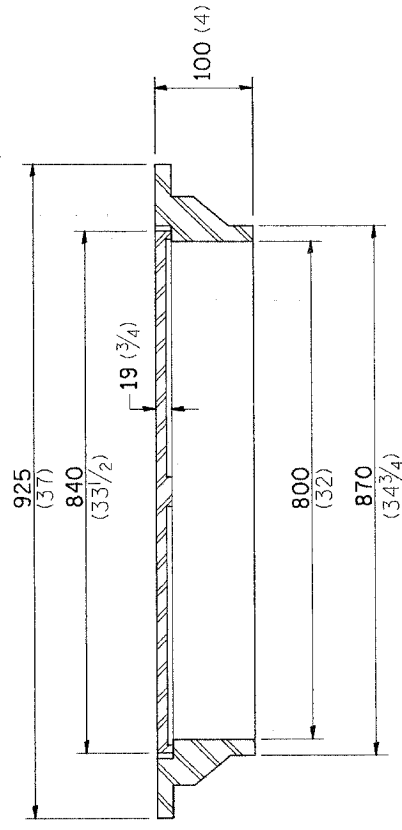


FRAME & LID FOR
600 (24) VAULT

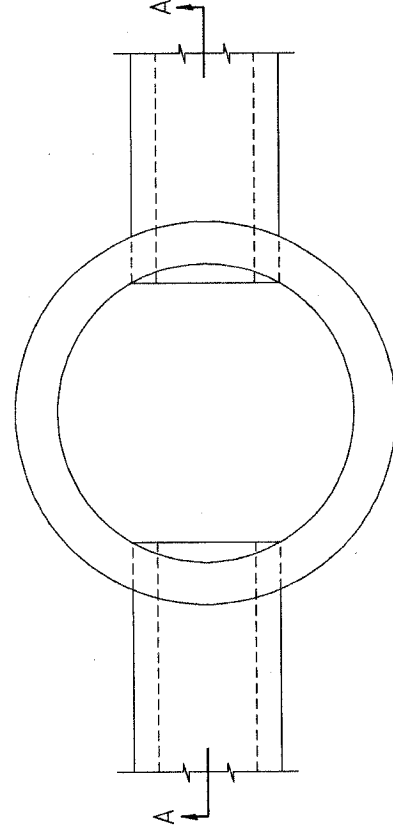


TOTAL WEIGHT: 66 Kg (146 lbs)

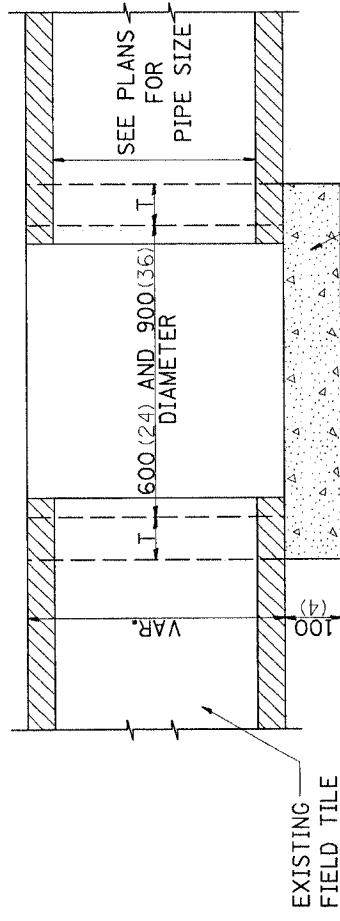
FRAME & LID FOR
900 (36) VAULT



TOTAL WEIGHT: 127 Kg (280 lbs)



PLAN

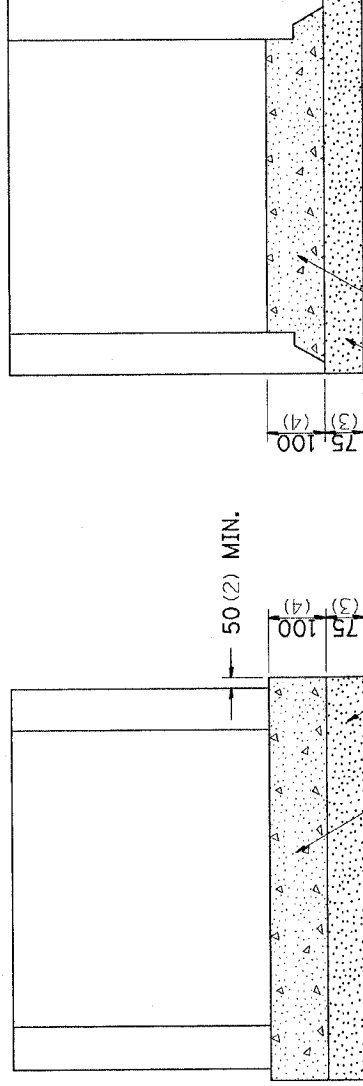


CAST-IN-PLACE CONCRETE
SECTION A-A

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	200 (8)
CAST-IN-PLACE CONCRETE	150 (6)
CONCRETE MASONRY UNIT	125 (5)
PRECAST REINFORCED CONCRETE SECTION	75 (3)

NOTE: THE FRAME AND LID IS REQUIRED ON ALL JUNCTION VAULTS.

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



PRECAST REINFORCED
CONCRETE SLAB

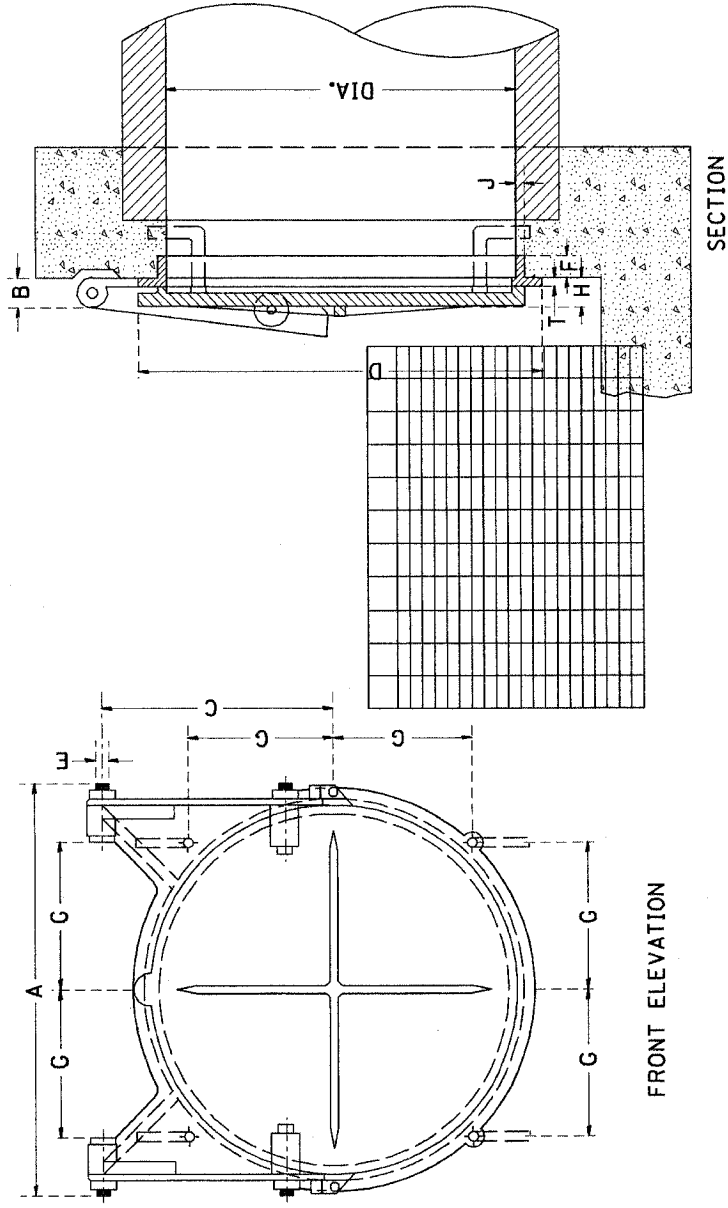
SAND CUSHION

PREFABRICATED CONCRETE SLAB,
WHEN THE PRECAST REINFORCED
CONCRETE SECTION ALTERNATE
IS USED.

ALTERNATE METHODS

AUTOMATIC FLAP GATES

F.A. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	37
STA. 19+00		TO STA. 39+00		
FED. ROAD DIST. NO. 7		ILLINOIS		
FED. ROAD PROJECT		FED. ROAD PROJECT		



IT IS INTENDED THAT THE AUTOMATIC FLAP GATES SHALL BE A COMMERCIAL PRODUCT PRODUCED BY A RELIABLE MANUFACTURER. THE GATE MAY BE MADE OF CAST IRON, CAST STEEL OR OTHER SUITABLE MATERIALS. THE DESIGN MAY DIFFER FROM THE DRAWING IF IT WILL WORK IN A SATISFACTORY, TROUBLE FREE MANNER AND WILL WITHSTAND THE WATER PRESSURE AT THE INSTALLATION LOCATION. THE GATE SHALL BE APPROVED BY THE ENGINEER.

THE SIZE OF AUTOMATIC FLAP GATES SHALL REFER TO THE DIAMETER OF THE OUTLET PIPE OR OPENING.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR FLAP GATES OF THE SIZE SPECIFIED AND SHALL INCLUDE ALL MATERIALS AND COMPLETE INSTALLATION.

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

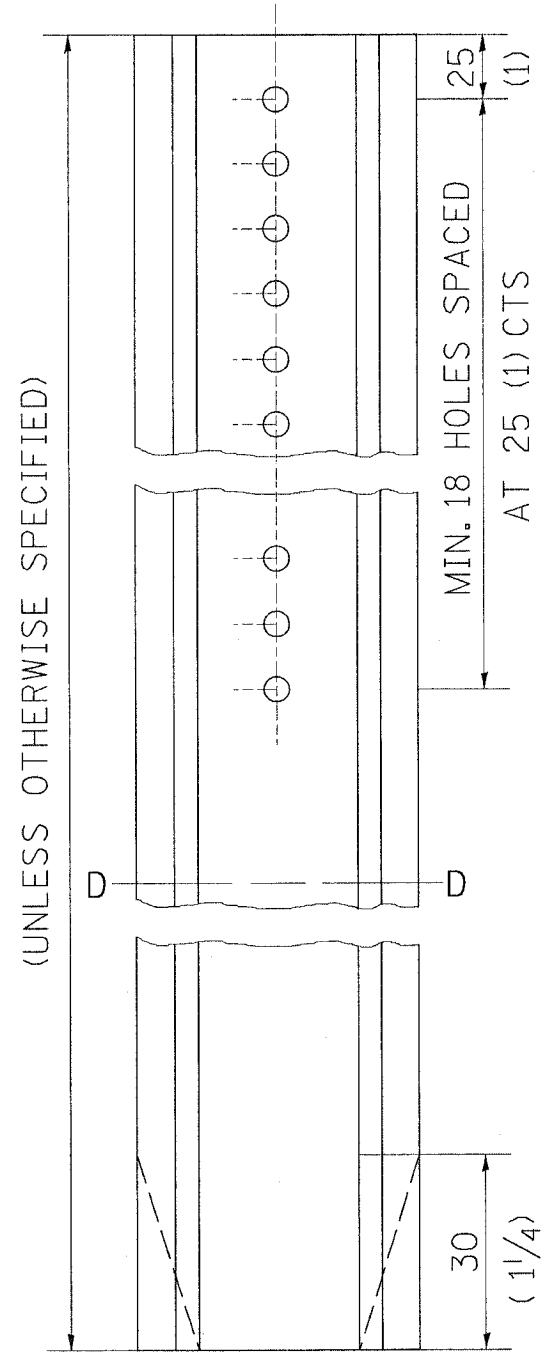
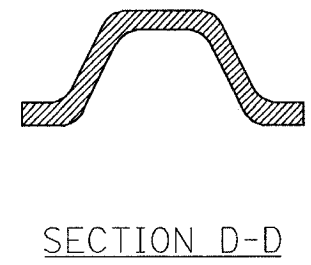
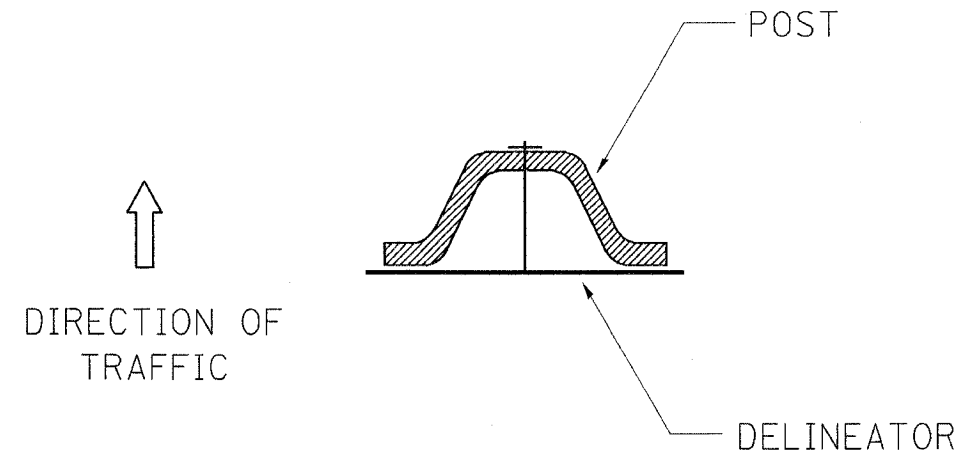
SECTION SHOWING METHOD OF APPLICATION TO CORRUGATED METAL PIPE

TABLE OF DIMENSIONS

DIAM	A	B	C	D	E	F	G	H	J	T
200 (8)	273 (10 3/4)	35 (1 3/8)	144 (5 11/16)	254 10	13 (1/2)	29 (1 1/8)	90 (3 5/8)	32 (1 1/4)	19 (3/8)	10 (3/8)
250 (10)	324 (12 3/4)	35 (1 3/8)	181 (7 1/8)	311 (12 1/4)	13 (1/2)	29 (1 1/8)	111 (4 3/8)	38 (1 1/2)	13 (1/2)	11 (1/16)
300 (12)	375 (14 3/4)	35 (1 3/8)	216 (8 5/8)	368 (14 1/2)	13 (1/2)	29 (1 1/8)	130 (5 1/8)	38 (1 1/2)	13 (1/2)	13 (1/2)
350 (14)	438 (17 1/4)	35 (1 3/8)	251 (9 7/8)	425 (16 3/4)	13 (1/2)	32 (1 1/4)	151 (5 15/16)	38 (1 1/2)	13 (1/2)	14 (9/16)
375 (15)	451 (17 3/4)	35 (1 3/8)	270 (10 5/8)	451 (17 3/4)	13 (1/2)	32 (1 1/4)	159 (6 1/4)	38 (1 1/2)	13 (1/2)	14 (9/16)
400 (16)	489 (19 1/4)	35 (1 3/8)	286 (11 1/4)	476 (18 3/4)	13 (1/2)	32 (1 1/4)	168 (6 5/8)	38 (1 1/2)	13 (1/2)	14 (9/16)
450 (18)	565 (22 1/4)	51 2	321 (12 5/8)	533 21	19 (3/4)	40 (1 9/16)	189 (7 1/16)	44 (1 3/4)	14 (9/16)	14 (9/16)
500 (20)	629 (24 3/4)	51 2	359 (14 1/8)	603 (23 3/4)	19 (3/4)	35 (1 3/8)	210 (8 1/4)	44 (1 3/4)	16 (5/8)	16 (5/8)
525 (21)	641 (25 1/4)	51 2	378 (14 7/8)	616 (24 1/4)	19 (3/4)	35 (1 3/8)	217 (8 3/16)	44 (1 3/4)	16 (5/8)	16 (5/8)
600 (24)	718 (28 1/4)	51 2	432 17	699 (27 1/2)	19 (3/4)	38 (1 1/2)	248 (9 3/4)	44 (1 3/4)	16 (5/8)	16 (5/8)
750 (30)	895 (35 1/4)	64 (2 1/2)	521 (20 1/2)	864 34	25 1	40 (1 9/16)	305 12	51 2	27 (1 1/16)	16 (5/8)
900 (36)	1054 (41 1/2)	64 (2 1/2)	635 25	1038 (40 7/8)	25 1	52 (2 1/16)	367 (14 1/16)	57 (2 1/4)	29 (1 1/8)	17 (11/16)
1050 (42)	1207 (47 1/2)	64 (2 1/2)	756 (29 3/4)	1194 47	25 1	59 (2 5/16)	422 (16 5/8)	57 (2 1/4)	29 (1 1/8)	19 (3/4)
1200 (48)	1359 (53 1/2)	64 (2 1/2)	864 34	1372 54	25 1	70 (2 3/4)	484 (19 1/16)	57 (2 1/4)	35 (1 3/8)	19 (3/4)
1350 (54)	1543 (60 3/4)	64 2 1/2	965 38	1581 (62 1/4)	32 (1 1/4)	70 (2 3/4)	559 22	76 3	38 (1 1/2)	22 (1/8)
1500 (60)	1702 (67)	64 (2 1/2)	1067 42	1740 (68 1/2)	32 (1 1/4)	70 (2 3/4)	616 (24 1/4)	76 3	38 (1 1/2)	24 (15/16)
1650 (66)	1855 (73 3/8)	64 (2 1/2)	1194 47	1905 75	32 (1 1/4)	73 (2 7/8)	673 (26 1/2)	76 3	38 (1 1/2)	25 1
1800 (72)	2007 (79)	64 (2 1/2)	1295 51	2083 82	32 (1 1/4)	76 3	737 29	76 3	38 (1 1/2)	25 1
1950 (78)	2184 (86)	64 (2 1/2)	1403 (55 1/4)	2254 (88 3/4)	32 (1 1/4)	89 (3 1/2)	797 (31 3/8)	76 3	41 (1 5/8)	29 (1 1/8)
2100 (84)	2350 (92 1/2)	89 (3 1/2)	1511 (59 1/2)	2426 (95 1/2)	38 (1 1/2)	89 (3 1/2)	857 (33 3/4)	76 3	44 (1 3/4)	32 (1 1/4)

DELINEATOR AND POST ORIENTATION

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
88	103C-BR	BUREAU	51	38
STA. 19+00		TO STA. 39+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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

CHECKED BY:

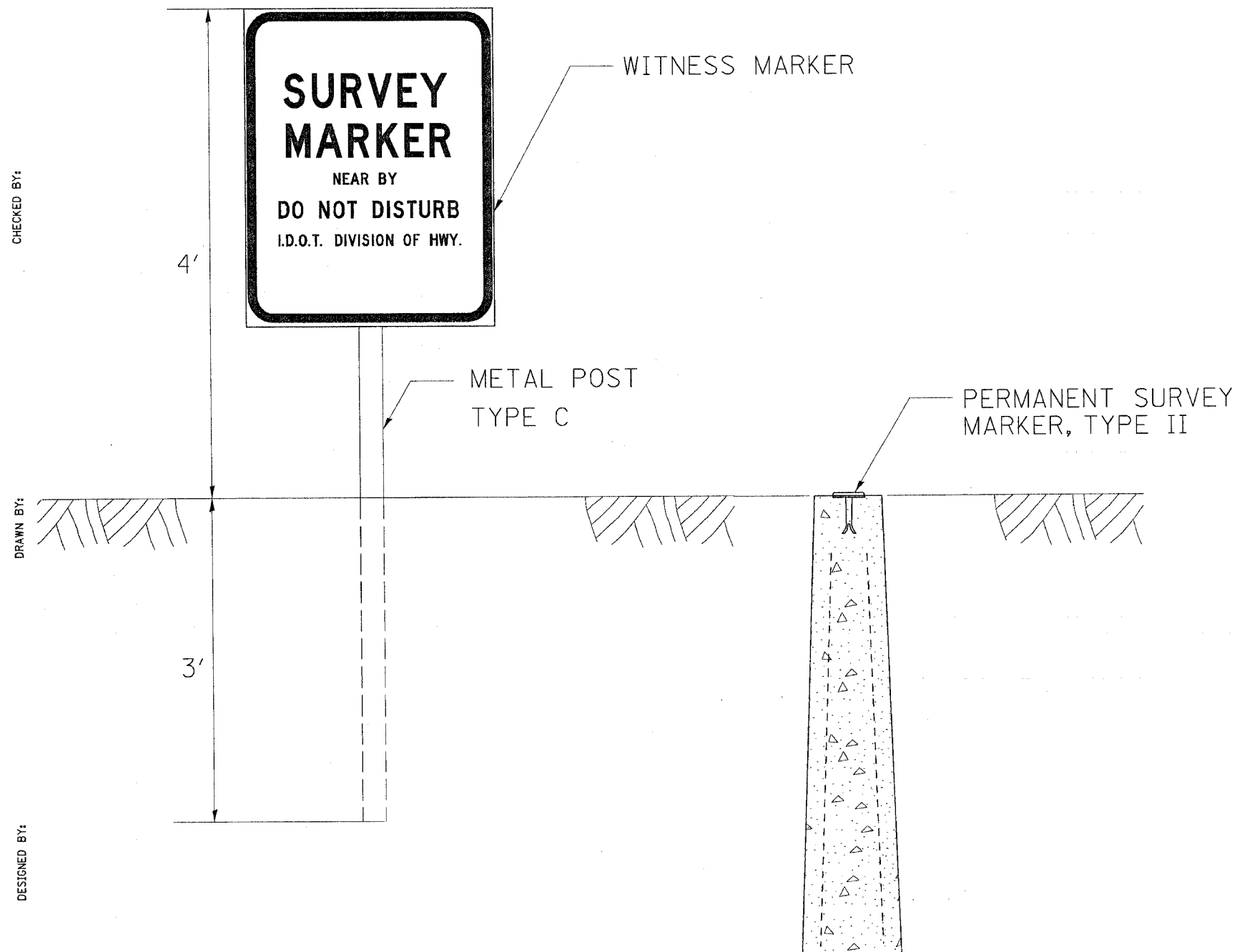
DRAWN BY:

DESIGNED BY:

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F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	64423 SHEET NO
88	103C-BR	BUREAU	51	39
STA. 19+00		TO STA. 39+00		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II



GENERAL NOTES

A WITNESS MARKER ON A POST SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II. THE WITNESS MARKERS CAN BE PICKED UP AT THE DISTRICT OFFICE IN DIXON. THE POST SHALL BE TYPE C AS SHOWN ON HIGHWAY STANDARD 720011. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

64423

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
88	103C-BR	BUREAU	51	40
STA. 19+00		TO STA. 39+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TREE REPLACEMENT SCHEDULE

GENERAL NOTES:

1. TREE LAYOUT SHALL BE PERFORMED BY THE DISTRICT LANDSCAPE ARCHITECT.
2. MULCH SHALL BE HARDWOOD WOOD CHIPS, 5 FOOT WIDTH, 4 INCHES THICK WITH WEED BARRIER FABRIC.
3. ALTERNATE SITE: TBD BY DISCTRICT 2.

SCIENTIFIC NAME	COMMON NAME	SIZE	UNIT	LOCATION	QUANTITY
TREE, QUERCUS BICOLOR	SWAMP WHITE OAK	1-3/4" CALIPER, BALLED & BURLAPPED	EACH	SEE ABOVE NOTE	6

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

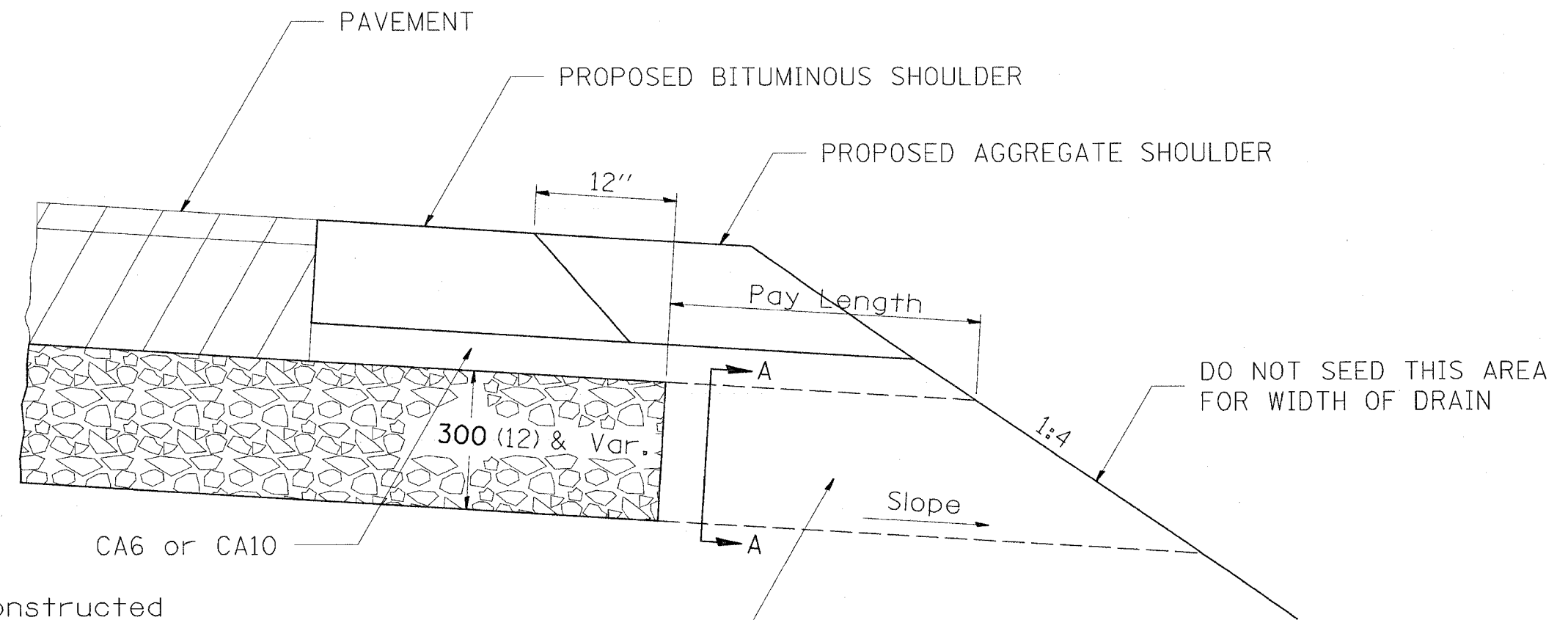
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64423

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	41
STA. 19+00		TO STA. 39+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DRAIN FOR AGGREGATE BASE COURSE

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



NOTES:

The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per m² (SQ. YD.) for SUB-BASE GRANULAR MATERIAL, TYPE A of the thickness specified which includes the filter fabric. The Rock outlets will be measured in m² (SQ. YD.), the width being 900 (36) by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per m² (SQ. YD.) for SUB-BASE GRANULAR MATERIAL, TYPE A of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for Riprap.

ROCK OUTLET AT ALL LOW POINTS TO BE 900 (36) WIDE AND EXTEND TO FORESLOPE



SECTION A-A

NOTE: Slope same as shoulder with 2% min.

CHECKED BY:

DRAWN BY:

DESIGNED BY:

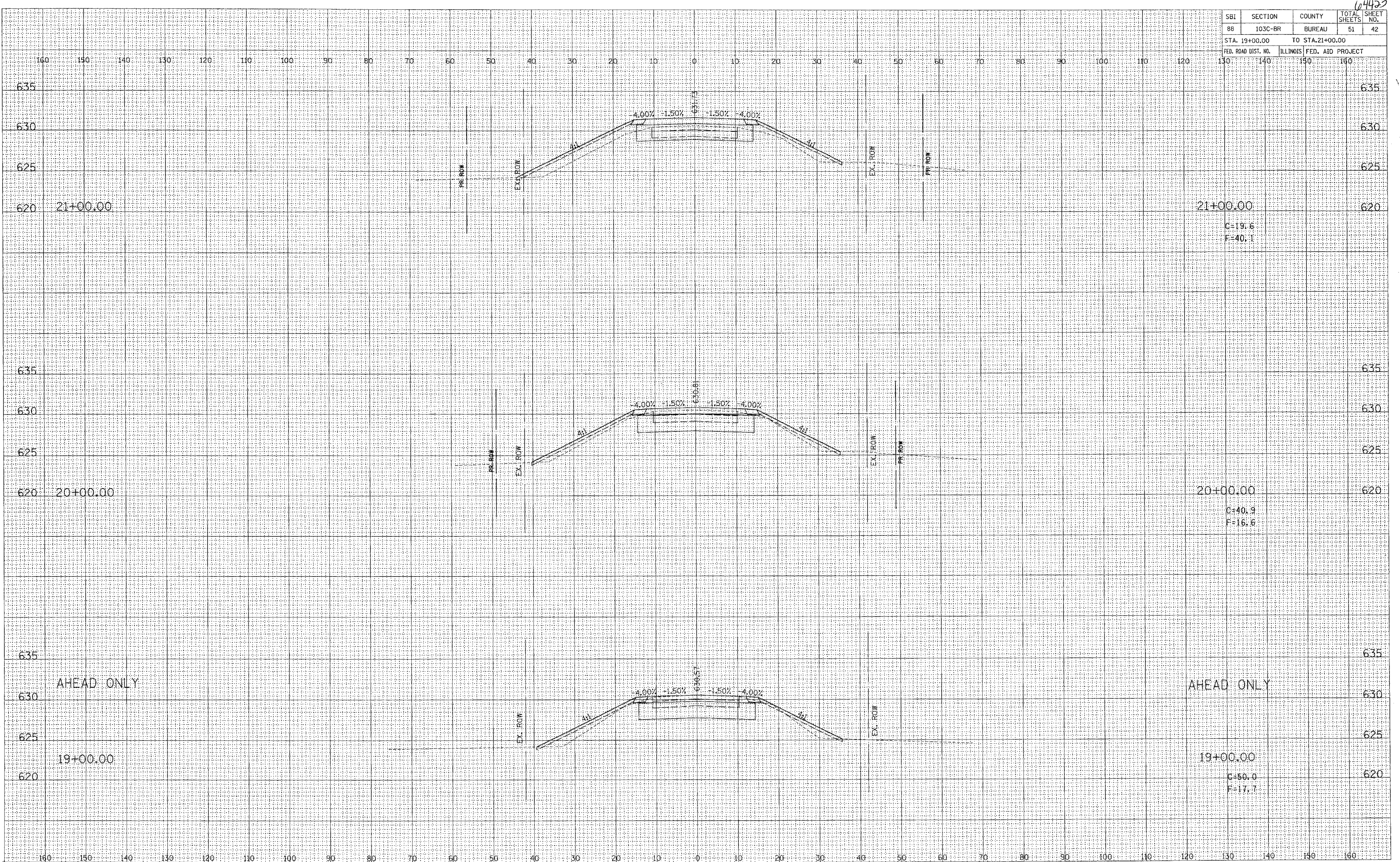
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64423

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	42
STA. 19+00.00 TO STA. 21+00.00				
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

BY	DATE

BY	DATE



C=19.6
F=40.1

C=40.9
F=16.6

AHEAD ONLY

AHEAD ONLY

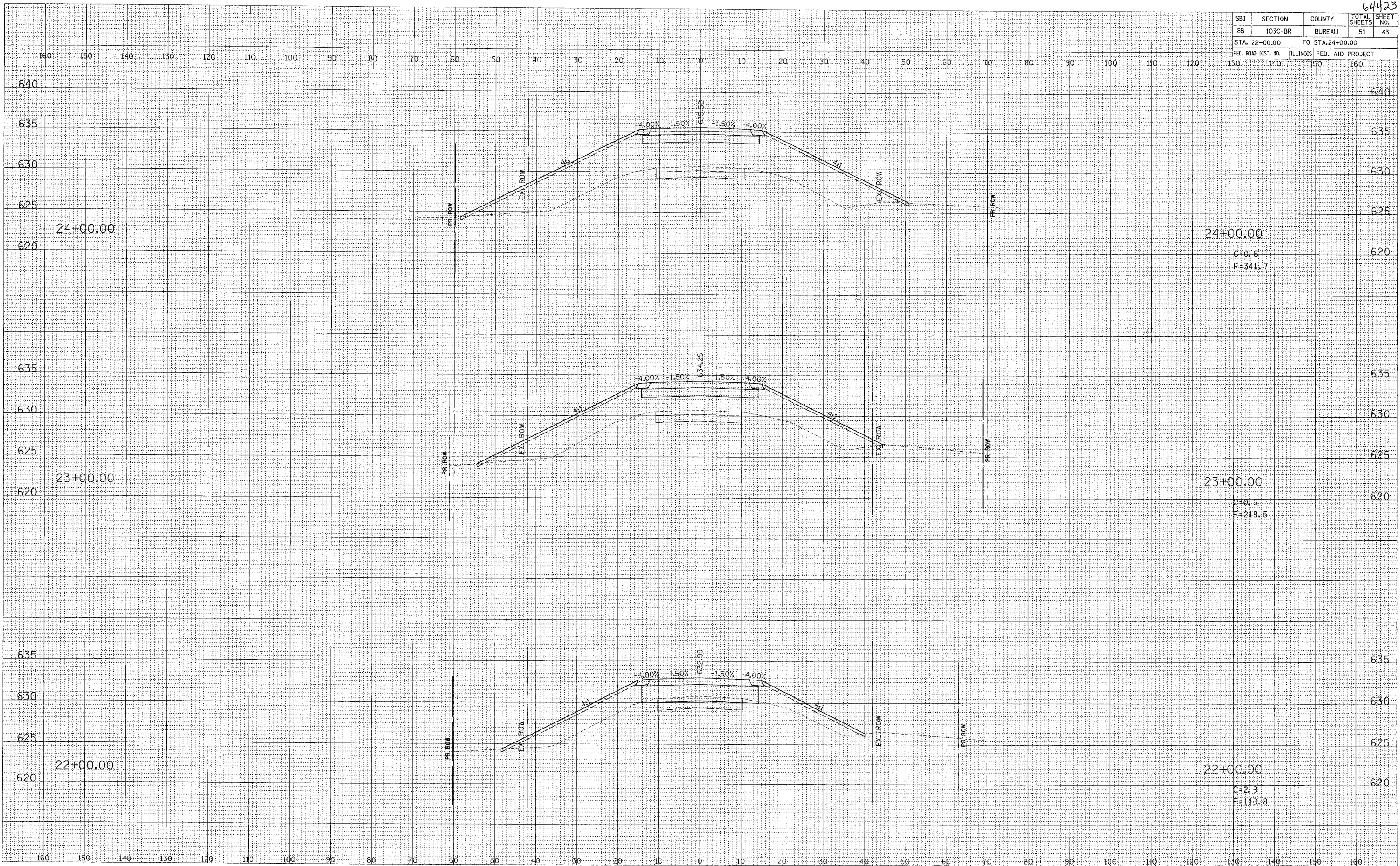
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F=17.7

64423

SBI	SECTION	COUNTY	TOTAL SHEETS
88	103C-BR	BUREAU	51
STA. 22+00.00		TO STA. 24+00.00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

BY	DATE

BY	DATE

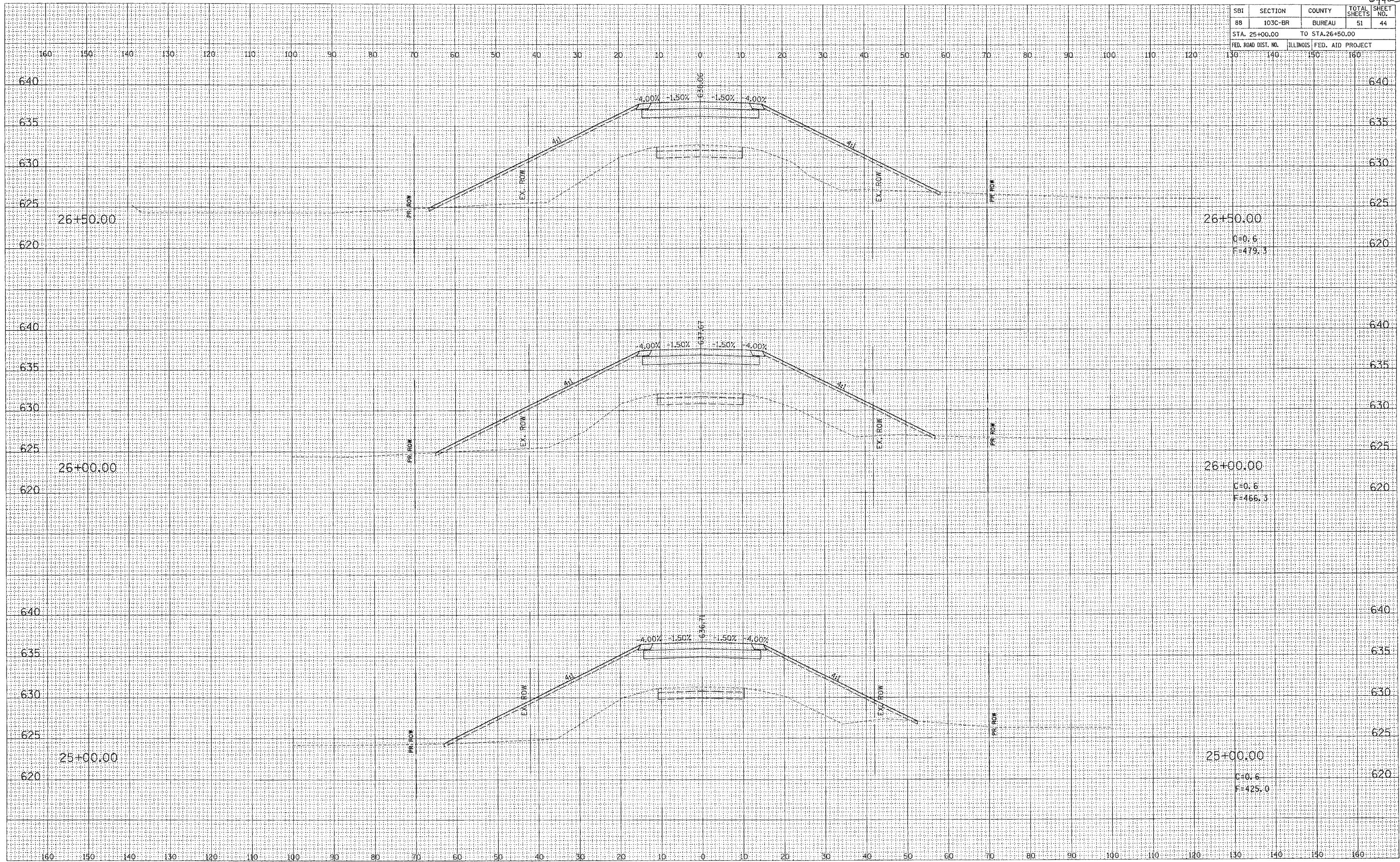


64123

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	44
STA. 25+00.00 TO STA.26+50.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	



C=0.6
F=479.3

C=0.6
F=466.3

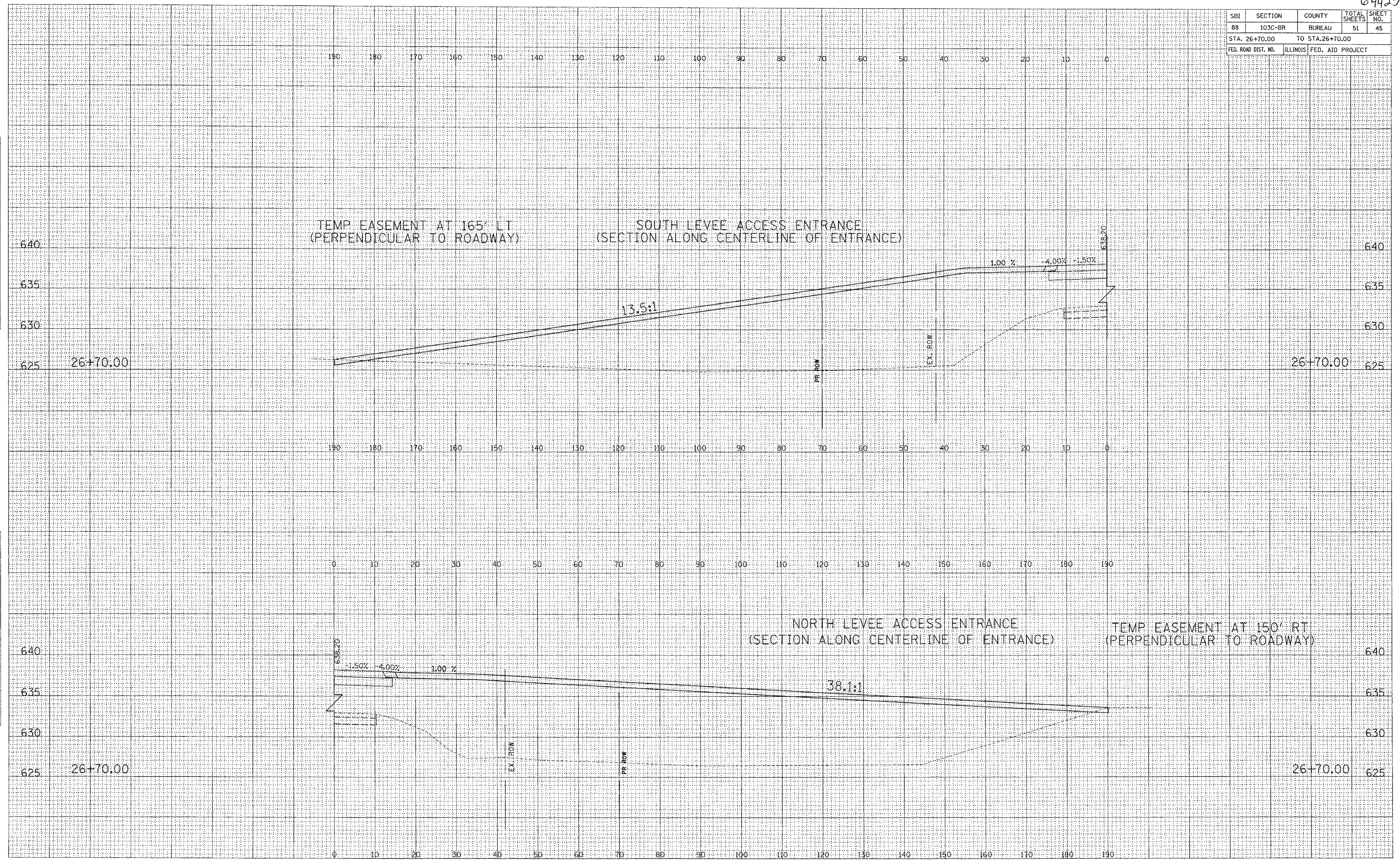
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F=425.0

64423

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	45
STA. 26+70.00		TO STA. 26+70.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

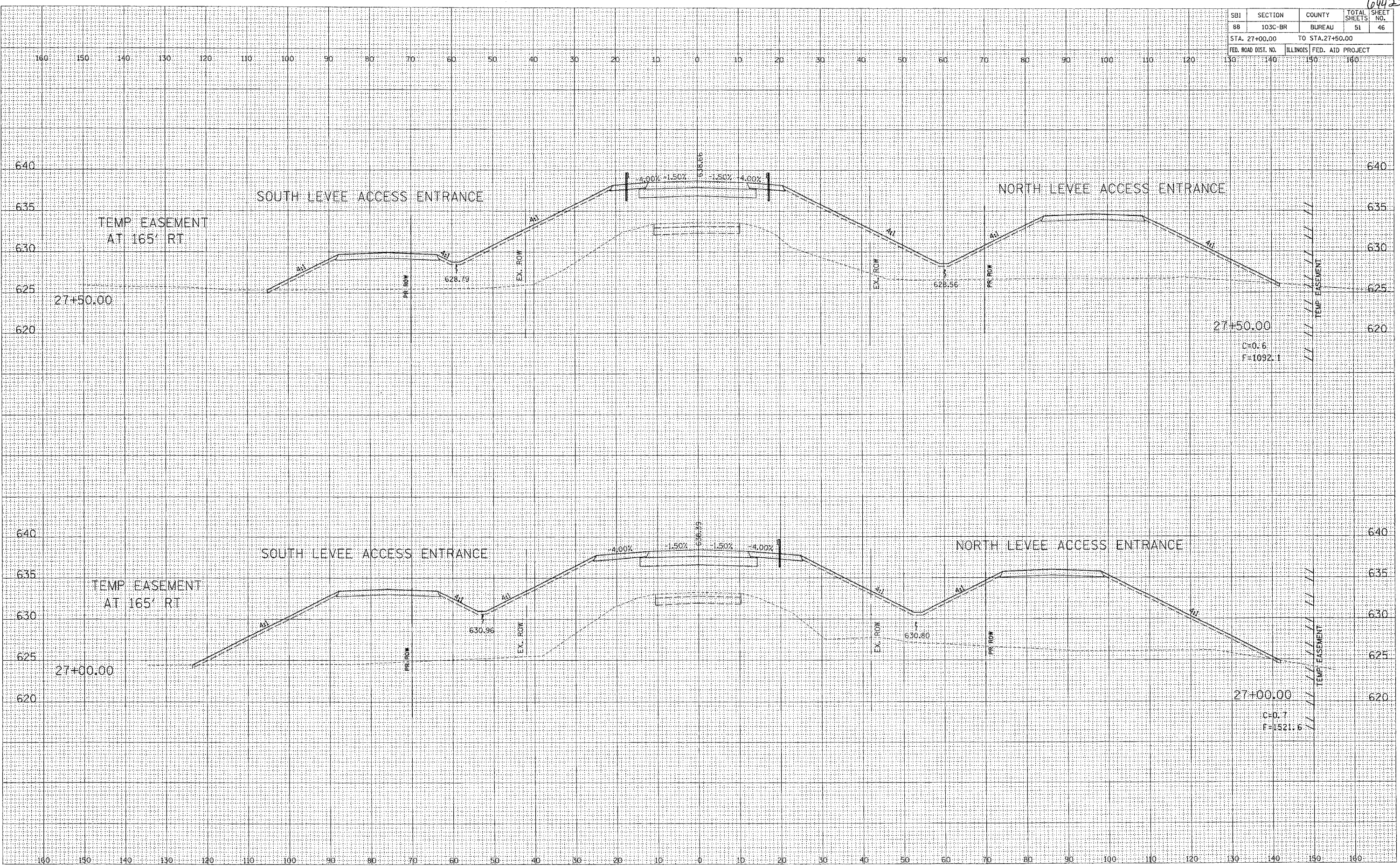
DATE: _____
 BT: _____
 FINAL SURVEYED
 NO ENGINEERING/PLANNING
 AREAS ARE AS SHOWN
 NO. _____

DATE: _____
 BT: _____
 SURVEYED
 NO ENGINEERING/PLANNING
 AREAS ARE AS SHOWN
 NO. _____



64423

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	46
STA. 27+00.00		TO STA. 27+50.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



DATE
BY
SURVEYED
PLOTTED
NOTE BOOK
NO.

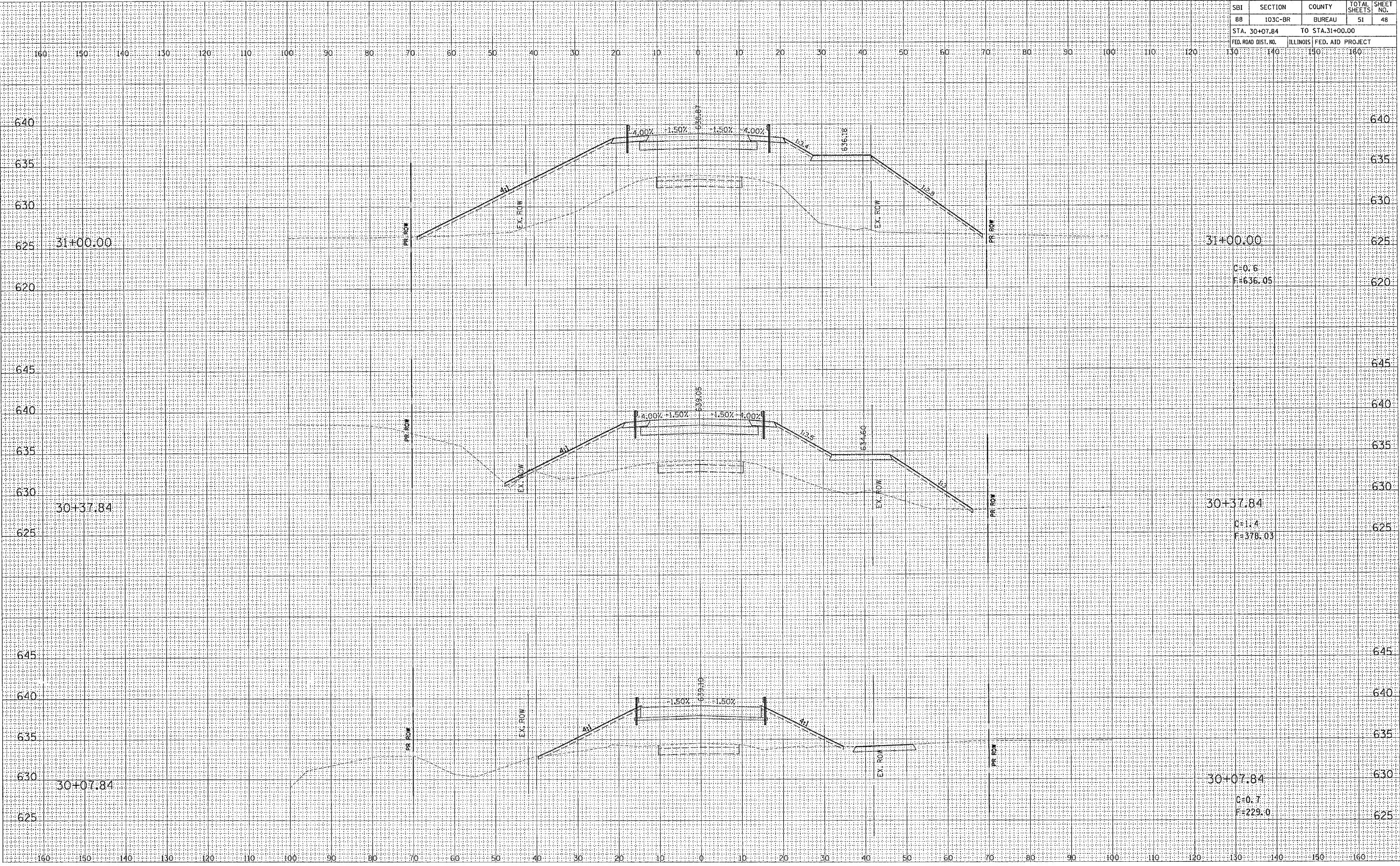
DATE
BY
SURVEYED
PLOTTED
NOTE BOOK
NO.

64423

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	48
STA. 30+07.84		TO STA. 31+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____



PLOT DATE: **DATE** *TIME* *FILENAME*

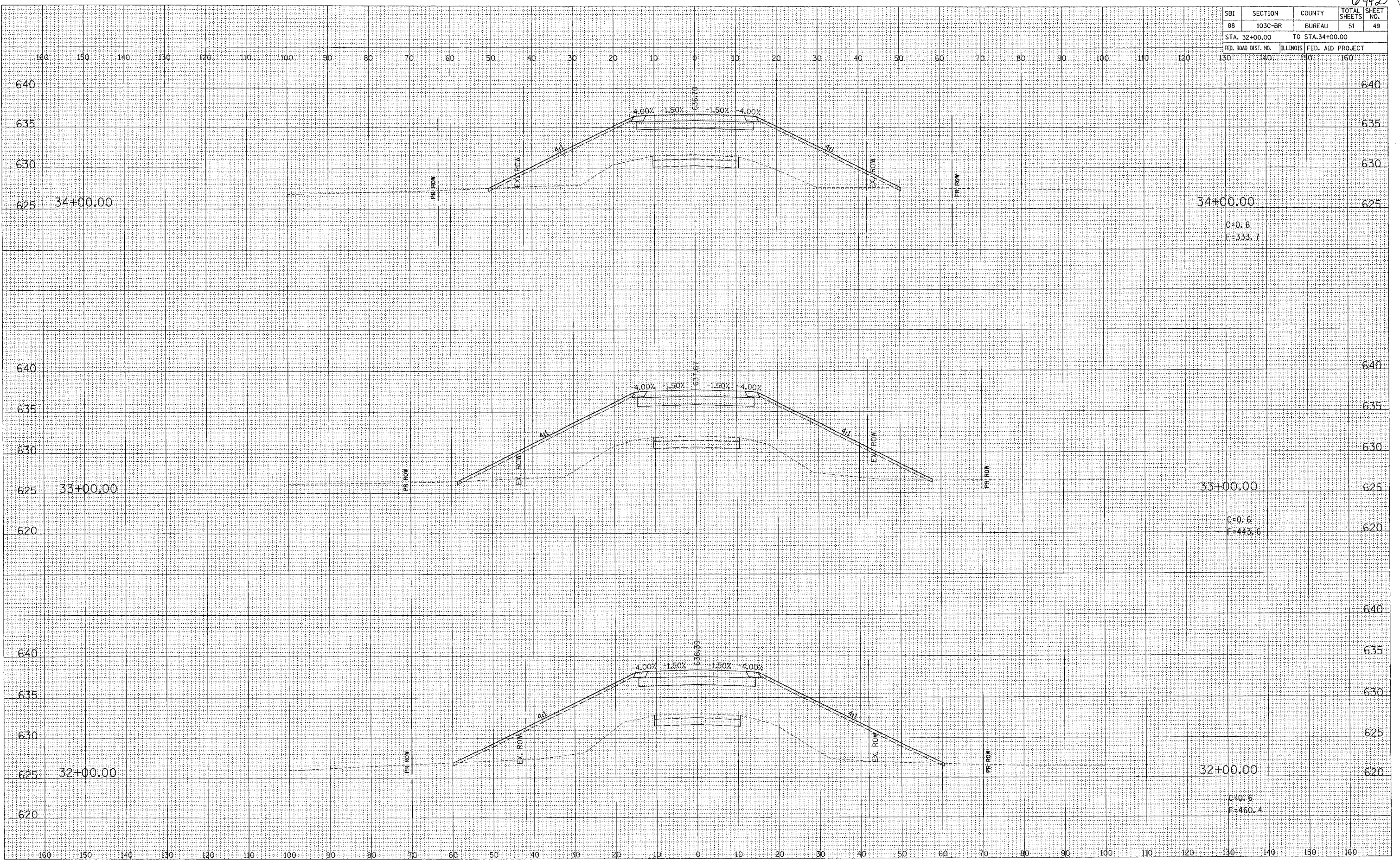
NEW BEDFORD ROAD STA 30+07.84 TO STA 31+00.00

6423

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
88	103C-BR	BUREAU	51	49
STA. 32+00.00 TO STA. 34+00.00				
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	

DATE	
BY	
ORIGINAL SURVEY	
FLIPPED	
NOTE BOOK	
TEMP. DATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
FLIPPED	
NOTE BOOK	
TEMP. DATE	
AREAS CHECKED	
NO.	



64423

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BB	103C-BR	BUREAU	51	51
STA. 37+00.00 TO STA. 39+00.00				
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	

DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

