

GENERAL NOTES

Fasteners shall be ASTM A325 Type 3. Bolts 3/4" φ, holes 15/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 98850 lbs (M 270 Grade 50W).

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

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal of the structure.

Slipforming of parapet is not allowed.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.		135	135
Stone Riprap, Class A4	Sq. Yd.		915	915
Filter Fabric	Sq. Yd.		915	915
Removal of Existing Structures No. 3	Each	1		1
Structure Excavation	Cu. Yd.		132	132
Floor Drains	Each	8		8
Concrete Structures	Cu. Yd.		83.5	83.5
Concrete Superstructure	Cu. Yd.	247.0		247.0
Bridge Deck Grooving	Sq. Yd.	504		504
Protective Coat	Sq. Yd.	643		643
Furnishing and Erecting Structural Steel	L. Sum	0.5		0.5
Stud Shear Connectors	Each	1386		1386
Reinforcement Bars, Epoxy Coated	Pound	56840	9500	66340
Furnishing Metal Shell Piles 14"x .312"	Foot		438	438
Driving Piles	Foot		438	438
Test Pile Metal Shells	Each		2	2
Name Plates	Each	1		1
Anchor Bolt 1"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.		94	94
Pipe Underdrains for Structures, 4"	Foot		174	174
Asbestos Bearing Pad Removal	Each		22	22

WATERWAY INFORMATION

Flood	Freq. Yr.	0 C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	851	195	306	780.2	0.1	0.0	780.2	780.2
Base	50	1390	236	356	781.1	0.3	0.0	781.3	781.1
Overlapping	100	1640	249	373	781.4	1.3	0.1	782.7	781.5
Max. Calc.	500	2230	274	405	782.0	1.3	1.0	783.2	782.9

Existing Low Grade Elev. 785.35 @ Sta. 682+00
 Drainage Area = 3.7 sq. mi. Proposed Low Grade Elev. 785.85 @ Sta. 685+00
 10-year existing velocity = 4.2 ft./sec.
 10-year proposed velocity = 2.8 ft./sec.

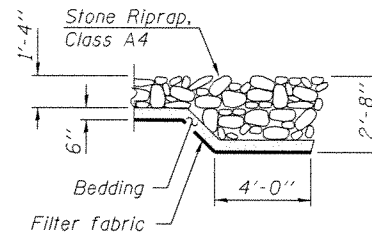
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevations (ft.)		
	E. Abut.	W. Abut.
0500	779.01	779.01

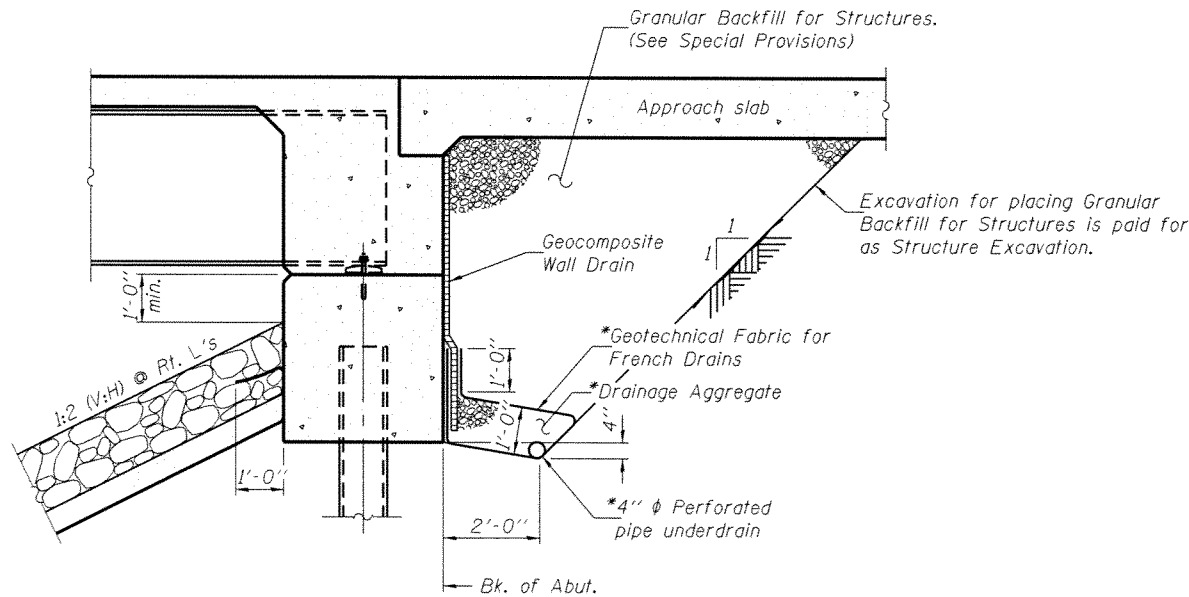
PRE-FINAL

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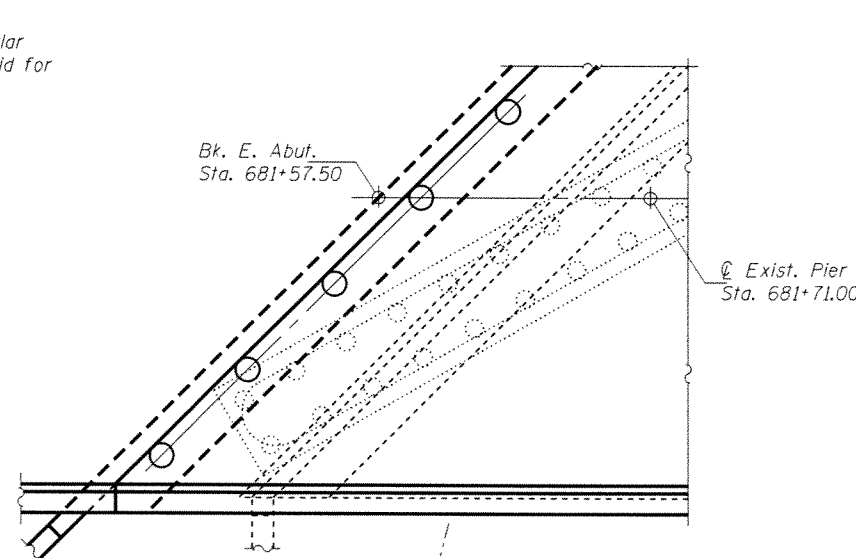
SECTION A-A



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

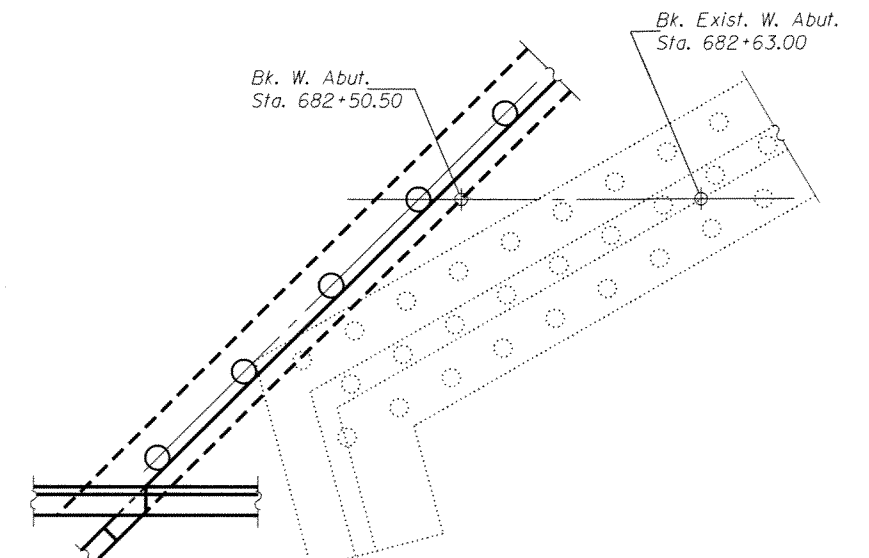
*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

Note:
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).



EXISTING & PROPOSED PILES AT WEST ABUTMENT

Information shown regarding existing pier & piles is from 1931 existing plans. There maybe variations in the existing field conditions.

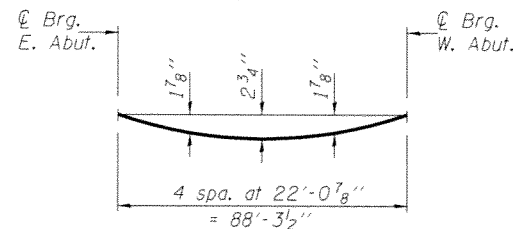


EXISTING & PROPOSED PILES AT EAST ABUTMENT

Information shown regarding existing pier & piles is from 1931 existing plans. There maybe variations in the existing field conditions.

8/12/2015 \$TIMES

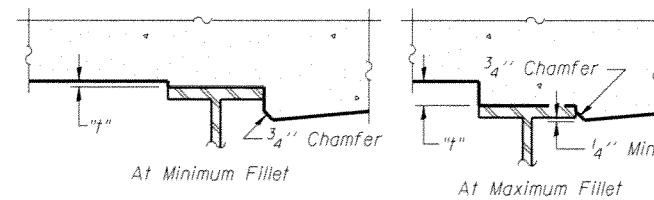
DESIGNED - Fess Teklehaimanot	EXAMINED - <i>Joanne F. Jaffe</i> ENGINEER OF BRIDGE DESIGN	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 027-0102	F.A.P. RTE. 71	SECTION (115)BR, BR-1C, BR-4	COUNTY FORD	TOTAL SHEETS 158	SHEET NO. 101	
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>Carl Perry</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 66994					
DRAWN - h.t. duong		REVISED			SHEET NO. 2 OF 21 SHEETS					
CHECKED - GRA			ILLINOIS FED. AID PROJECT							



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

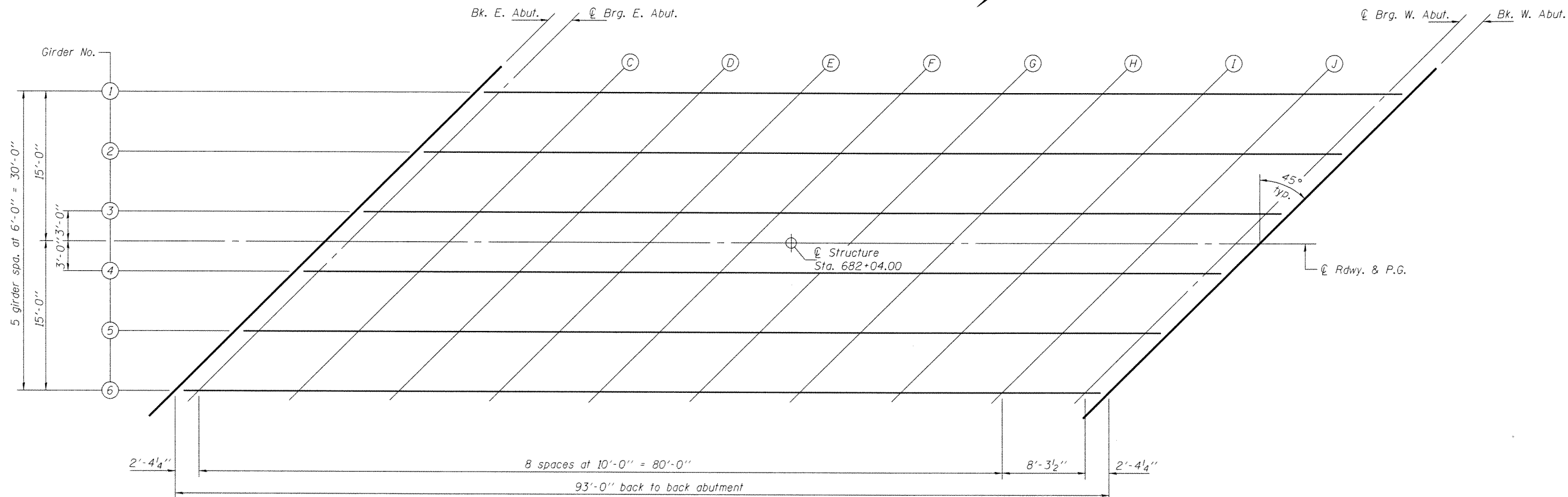
Note: The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 4 of 21.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 4 of 21, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

PRE-FINAL



PLAN

9/12/2015 \$TIMES

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>Jaime F. Joffe</i>	DATE -
CHECKED - Josue D. Ortiz-Varela	ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED - <i>Carl King</i>	REVISED
CHECKED - GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 027-0102

SHEET NO. 3 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	158	102
CONTRACT NO. 66994			ILLINOIS FED. AID PROJECT	

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	681+72.50	-15.00	786.69	786.69
⊕ Brg. E. Abut.	681+74.85	-15.00	786.69	786.69
C	681+84.85	-15.00	786.71	786.78
D	681+94.85	-15.00	786.72	786.86
E	682+04.85	-15.00	786.72	786.90
F	682+14.85	-15.00	786.72	786.93
G	682+24.85	-15.00	786.71	786.91
H	682+34.85	-15.00	786.69	786.87
I	682+44.85	-15.00	786.67	786.80
J	682+54.85	-15.00	786.64	786.70
⊕ Brg. W. Abut.	682+63.15	-15.00	786.61	786.61
Bk. W. Abut.	682+65.50	-15.00	786.60	786.60

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	681+66.50	-9.00	786.79	786.79
⊕ Brg. E. Abut.	681+68.85	-9.00	786.80	786.80
C	681+78.85	-9.00	786.81	786.89
D	681+88.85	-9.00	786.83	786.97
E	681+98.85	-9.00	786.83	787.02
F	682+08.85	-9.00	786.83	787.05
G	682+18.85	-9.00	786.83	787.04
H	682+28.85	-9.00	786.81	786.99
I	682+38.85	-9.00	786.80	786.93
J	682+48.85	-9.00	786.77	786.83
⊕ Brg. W. Abut.	682+57.15	-9.00	786.75	786.75
Bk. W. Abut.	682+59.50	-9.00	786.74	786.74

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	681+60.50	-3.00	786.87	786.87
⊕ Brg. E. Abut.	681+62.85	-3.00	786.88	786.88
C	681+72.85	-3.00	786.90	786.97
D	681+82.85	-3.00	786.91	787.06
E	681+92.85	-3.00	786.92	787.11
F	682+02.85	-3.00	786.93	787.14
G	682+12.85	-3.00	786.92	787.13
H	682+22.85	-3.00	786.92	787.10
I	682+32.85	-3.00	786.90	787.03
J	682+42.85	-3.00	786.88	786.94
⊕ Brg. W. Abut.	682+51.15	-3.00	786.86	786.86
Bk. W. Abut.	682+53.50	-3.00	786.85	786.85

⊕ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	681+57.50	0.00	786.91	786.91
⊕ Brg. E. Abut.	681+59.85	0.00	786.92	786.92
C	681+69.85	0.00	786.94	787.01
D	681+79.85	0.00	786.96	787.10
E	681+89.85	0.00	786.97	787.15
F	681+99.85	0.00	786.97	787.19
G	682+09.85	0.00	786.97	787.18
H	682+19.85	0.00	786.97	787.15
I	682+29.85	0.00	786.95	787.09
J	682+39.85	0.00	786.93	787.00
⊕ Brg. W. Abut.	682+48.15	0.00	786.92	786.92
Bk. W. Abut.	682+50.50	0.00	786.91	786.91

PRE-FINAL

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	681+54.50	3.00	786.85	786.85
⊕ Brg. E. Abut.	681+56.85	3.00	786.86	786.86
C	681+66.85	3.00	786.89	786.96
D	681+76.85	3.00	786.90	787.05
E	681+86.85	3.00	786.92	787.10
F	681+96.85	3.00	786.93	787.14
G	682+06.85	3.00	786.93	787.14
H	682+16.85	3.00	786.92	787.10
I	682+26.85	3.00	786.91	787.04
J	682+36.85	3.00	786.89	786.95
⊕ Brg. W. Abut.	682+45.15	3.00	786.88	786.88
Bk. W. Abut.	682+47.50	3.00	786.87	786.87

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	681+48.50	9.00	786.74	786.74
⊕ Brg. E. Abut.	681+50.85	9.00	786.75	786.75
C	681+60.85	9.00	786.78	786.85
D	681+70.85	9.00	786.80	786.95
E	681+80.85	9.00	786.82	787.00
F	681+90.85	9.00	786.83	787.04
G	682+00.85	9.00	786.83	787.04
H	682+10.85	9.00	786.83	787.01
I	682+20.85	9.00	786.82	786.96
J	682+30.85	9.00	786.81	786.87
⊕ Brg. W. Abut.	682+39.15	9.00	786.80	786.80
Bk. W. Abut.	682+41.50	9.00	786.79	786.79

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	681+42.50	15.00	786.60	786.60
⊕ Brg. E. Abut.	681+44.85	15.00	786.61	786.61
C	681+54.85	15.00	786.65	786.72
D	681+64.85	15.00	786.67	786.82
E	681+74.85	15.00	786.69	786.88
F	681+84.85	15.00	786.71	786.92
G	681+94.85	15.00	786.72	786.92
H	682+04.85	15.00	786.72	786.90
I	682+14.85	15.00	786.72	786.85
J	682+24.85	15.00	786.71	786.77
⊕ Brg. W. Abut.	682+33.15	15.00	786.69	786.69
Bk. W. Abut.	682+35.50	15.00	786.69	786.69

8/12/2015 8:15 AM

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>Joanna F. Hoff</i> ENGINEER OF BRIDGE DESIGN	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 027-0102	F.A.P. RTE. - 71	SECTION - (115)BR, BR-1C, BR-4	COUNTY - FORD	TOTAL SHEETS - 158	SHEET NO. - 103	
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>Carl King</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			SHEET NO. 4 OF 21 SHEETS		CONTRACT NO. 66994		ILLINOIS FED. AID PROJECT	
DRAWN - h.t. duong		REVISED -								
CHECKED - GRA		REVISED -								

PRE-FINAL

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	681+44.91	-16.00	786.59
A	681+54.91	-16.00	786.62
B	681+64.91	-16.00	786.65
West end of E. Appr. Slab	681+74.91	-16.00	786.67

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	681+39.91	-11.00	786.68
A	681+49.91	-11.00	786.71
B	681+59.91	-11.00	786.74
West end of E. Appr. Slab	681+69.91	-11.00	786.77

☉ ROADWAY & PROFILE GRADE

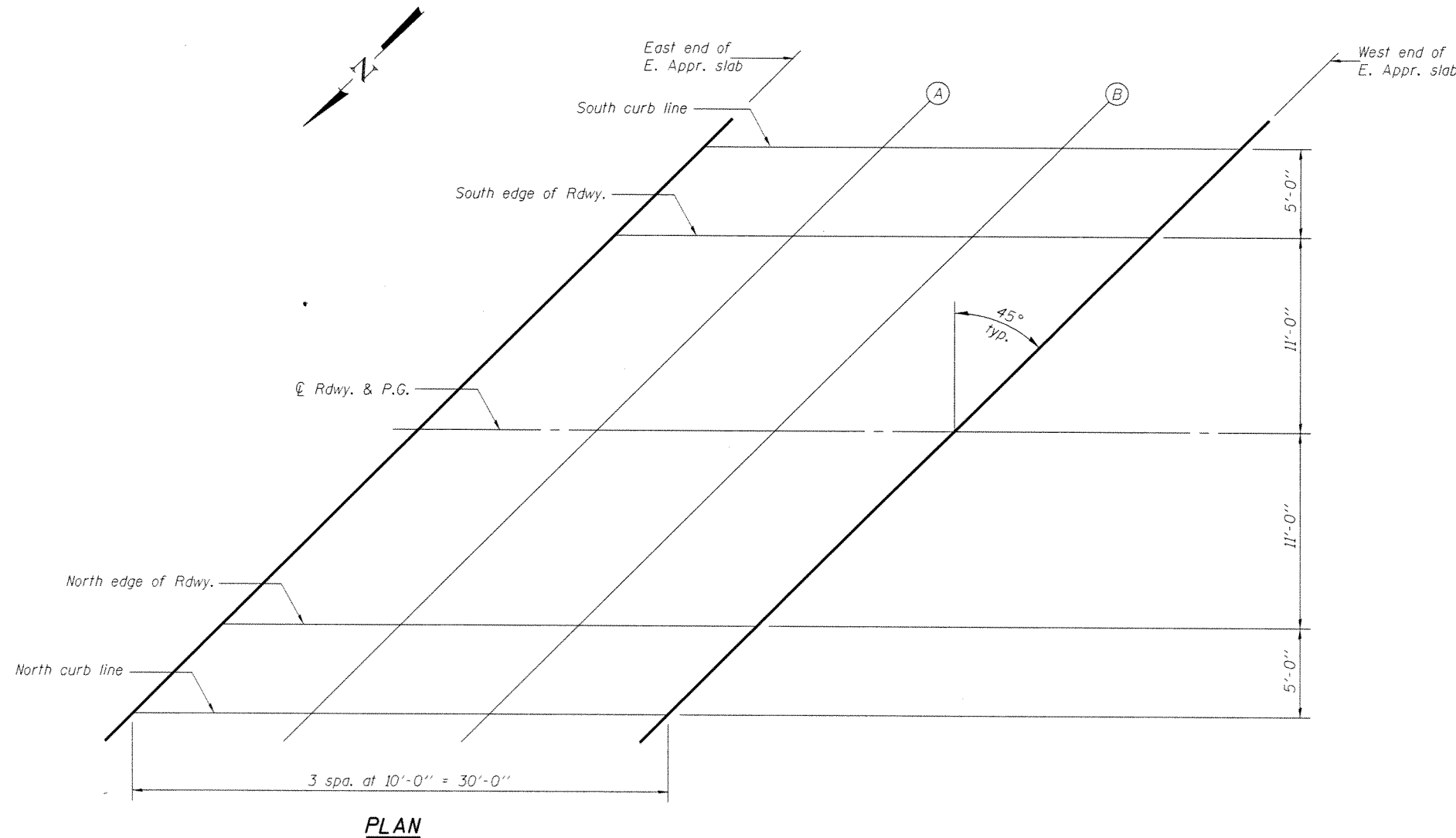
Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	681+28.91	0.00	786.80
A	681+38.91	0.00	786.84
B	681+48.91	0.00	786.88
West end of E. Appr. Slab	681+58.91	0.00	786.91

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	681+17.91	11.00	786.58
A	681+27.91	11.00	786.63
B	681+37.91	11.00	786.67
West end of E. Appr. Slab	681+47.91	11.00	786.71

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	681+12.91	16.00	786.45
A	681+22.91	16.00	786.50
B	681+32.91	16.00	786.54
West end of E. Appr. Slab	681+42.91	16.00	786.58



8/12/2015 5:15PM

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>James F. [Signature]</i>	DATE -
CHECKED - Josue D. Ortiz-Varela	ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED - <i>Carl [Signature]</i>	REVISED
CHECKED - GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 027-0102**

SHEET NO. 5 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	158	104
			CONTRACT NO. 66994	
ILLINOIS FED. AID PROJECT				

PRE-FINAL

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	682+65.09	-16.00	786.58
K	682+75.09	-16.00	786.54
L	682+85.09	-16.00	786.50
West end of W. Appr. Slab	682+95.09	-16.00	786.45

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	682+60.09	-11.00	786.71
K	682+70.09	-11.00	786.67
L	682+80.09	-11.00	786.63
West end of W. Appr. Slab	682+90.09	-11.00	786.58

☐ ROADWAY & PROFILE GRADE

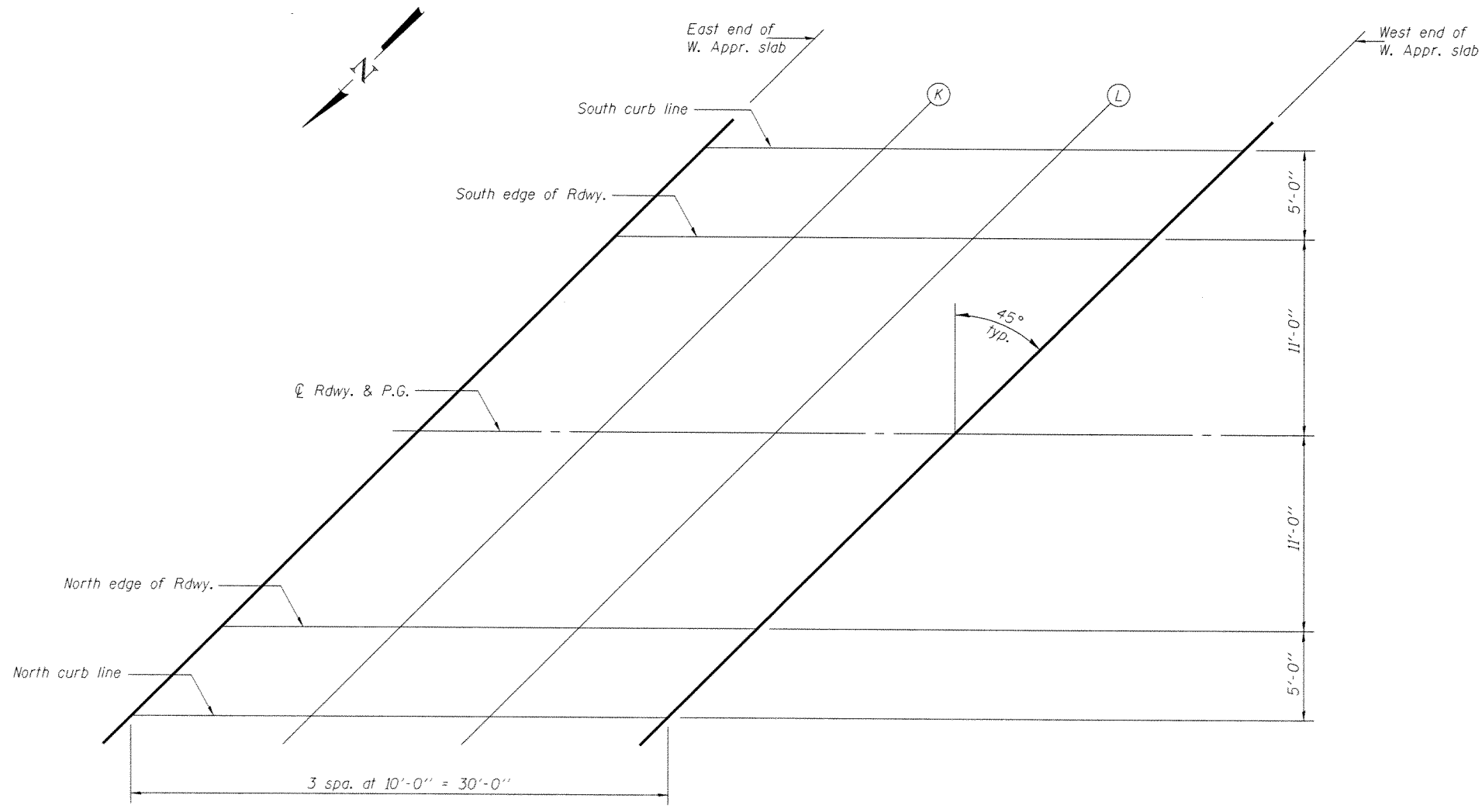
Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	682+49.09	0.00	786.91
K	682+59.09	0.00	786.88
L	682+69.09	0.00	786.85
West end of W. Appr. Slab	682+79.09	0.00	786.80

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	682+38.09	11.00	786.77
K	682+48.09	11.00	786.74
L	682+58.09	11.00	786.71
West end of W. Appr. Slab	682+68.09	11.00	786.68

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	682+33.09	16.00	786.67
K	682+43.09	16.00	786.65
L	682+53.09	16.00	786.62
West end of W. Appr. Slab	682+63.09	16.00	786.59



8/12/2015 5:15PM

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>James F. [Signature]</i>	DATE -
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>[Signature]</i>	REVISED -
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - GRA		

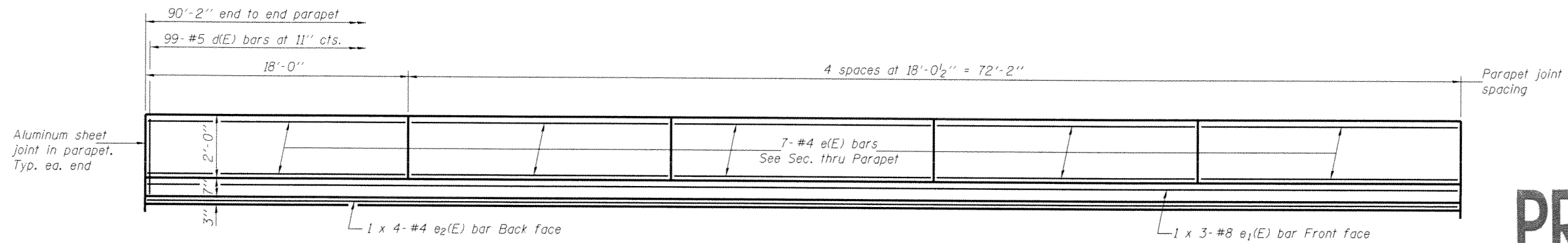
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 027-0102**

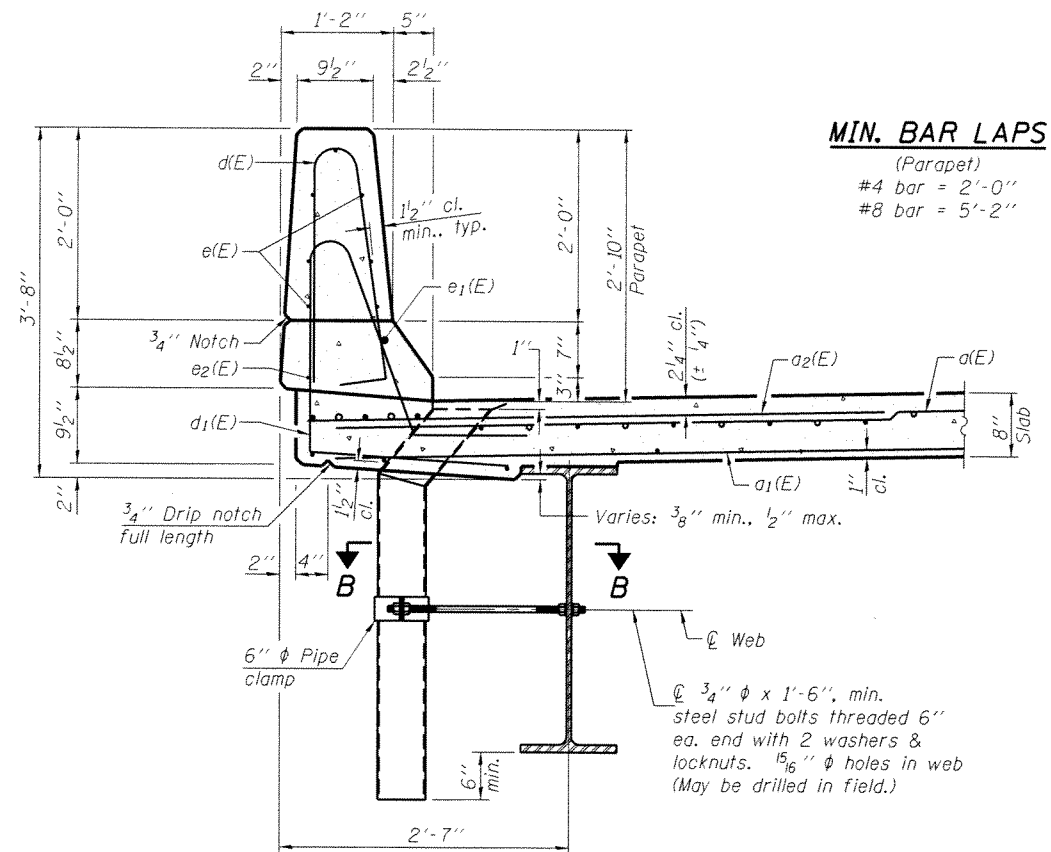
SHEET NO. 6 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	158	105
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66994	

PRE-FINAL

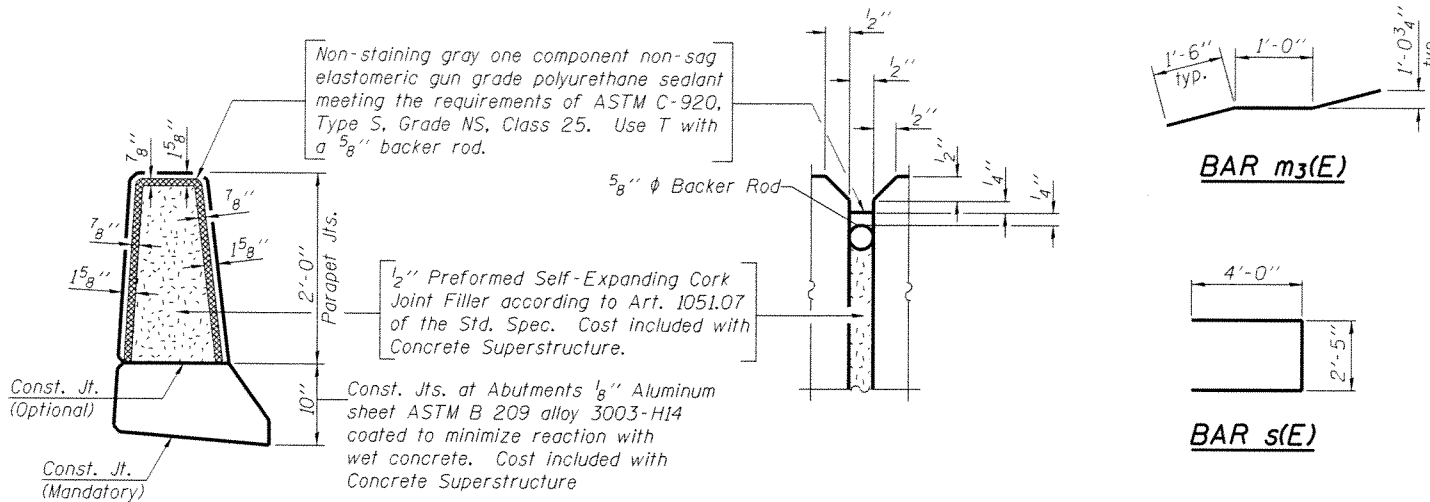


INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

MIN. BAR LAPS
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



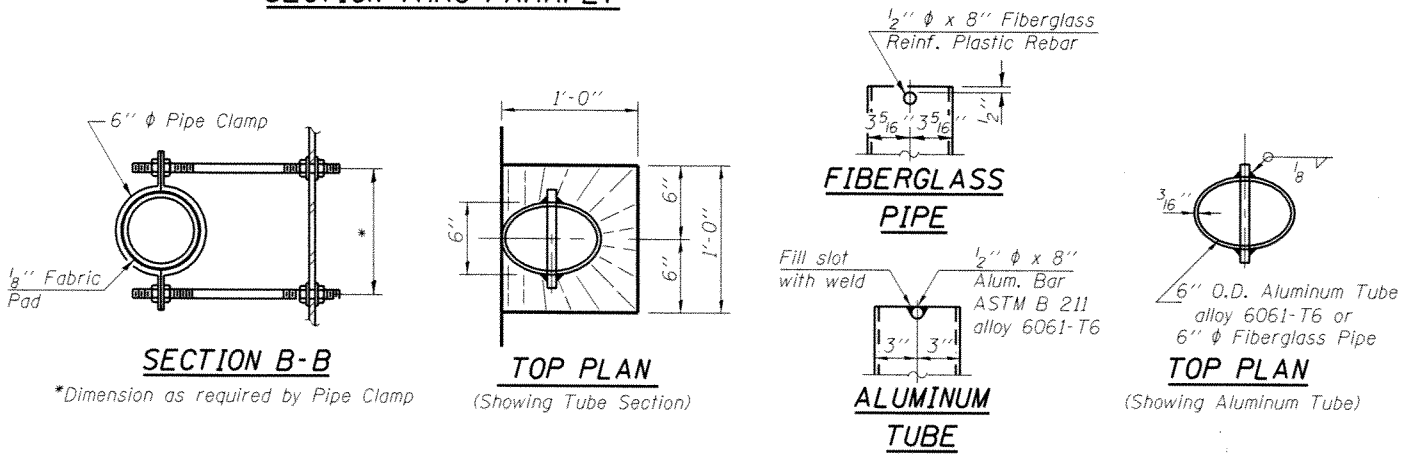
PARAPET JOINT DETAILS

Notes:
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	154	#5	34'-7"	—
a1(E)	108	#5	32'-10"	—
a2(E)	154	#6	6'-6"	—
a3(E)	4	#5	48'-9"	—
b(E)	114	#5	31'-8"	—
b1(E)	124	#5	24'-5"	—
d(E)	198	#5	5'-7"	⌒
d1(E)	198	#5	7'-4"	⌒
e(E)	70	#4	17'-8"	—
e1(E)	8	#4	24'-0"	—
e2(E)	6	#8	33'-5"	—
m(E)	8	#6	49'-4"	—
m1(E)	30	#6	8'-0"	—
m2(E)	12	#6	3'-2"	—
m3(E)	36	#5	4'-0"	—
s(E)	72	#5	10'-5"	⌒
s1(E)	62	#5	11'-6"	⌒
v(E)	72	#5	3'-4"	⌒
Reinforcement Bars, Epoxy Coated			Pound	24980
Concrete Superstructure			Cu. Yds.	140.2

Bars indicated thus 1 x 4-#4 etc. indicates 1 line of bars with 4 lengths per line.



DESIGNED - Fess Teklehaimanot
CHECKED - Josue D. Ortiz-Varela
DRAWN - h.t. duong
CHECKED - GRA

EXAMINED - *Joyce F. Duff*
PASSED - *Carl Perry*
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE -
REVISED -
REVISED -

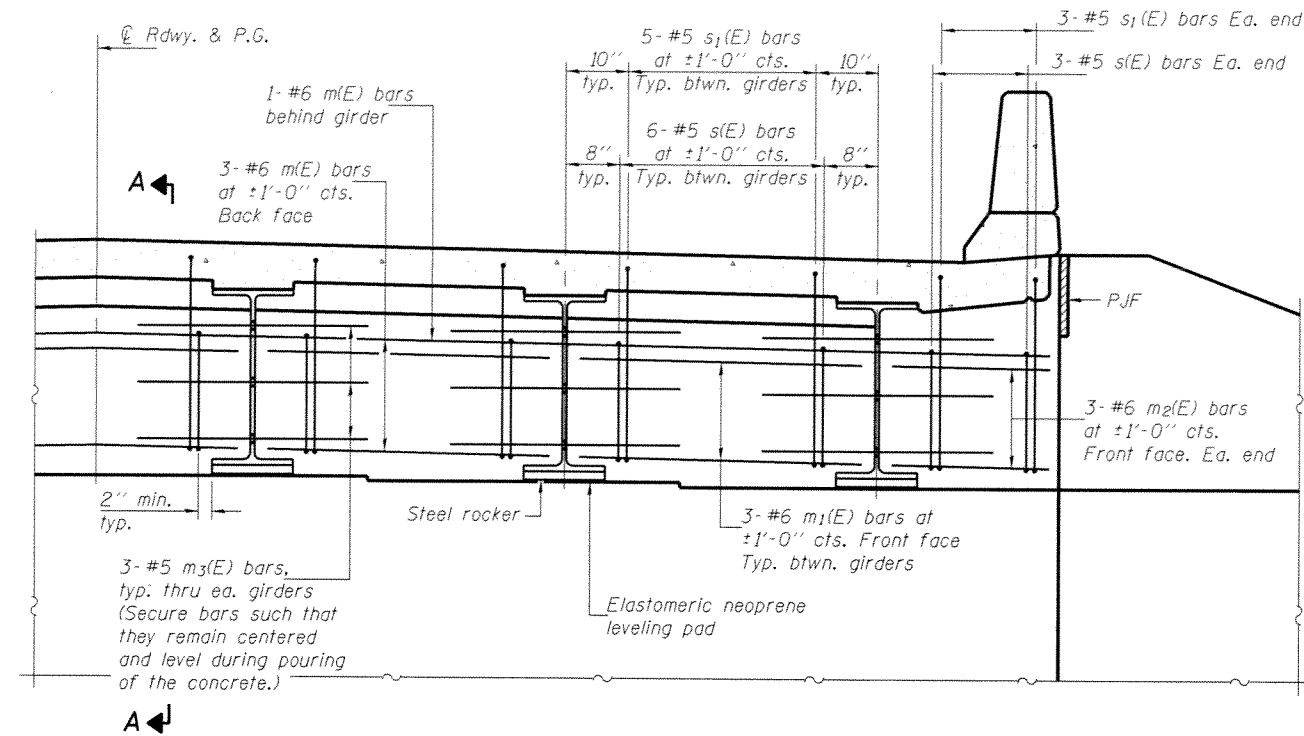
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 027-0102
SHEET NO. 8 OF 21 SHEETS

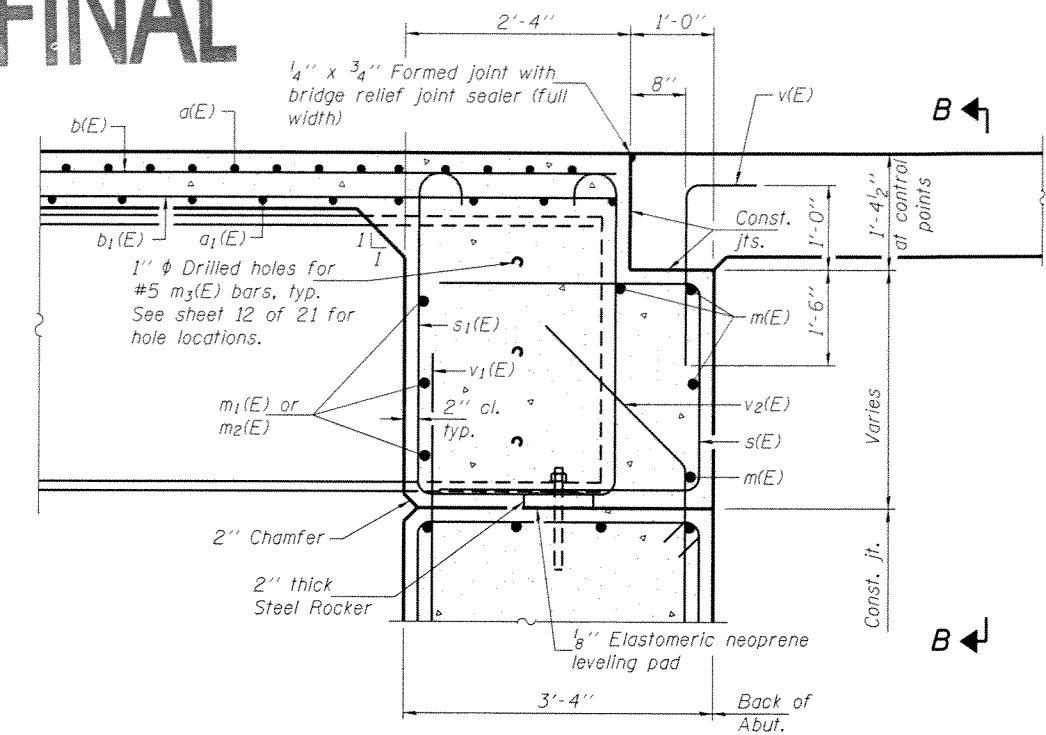
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T1	(115)BR, BR-1C, BR-4	FORD	158	107
CONTRACT NO. 66994			ILLINOIS FED. AID PROJECT	

8/12/2015 5:15PM

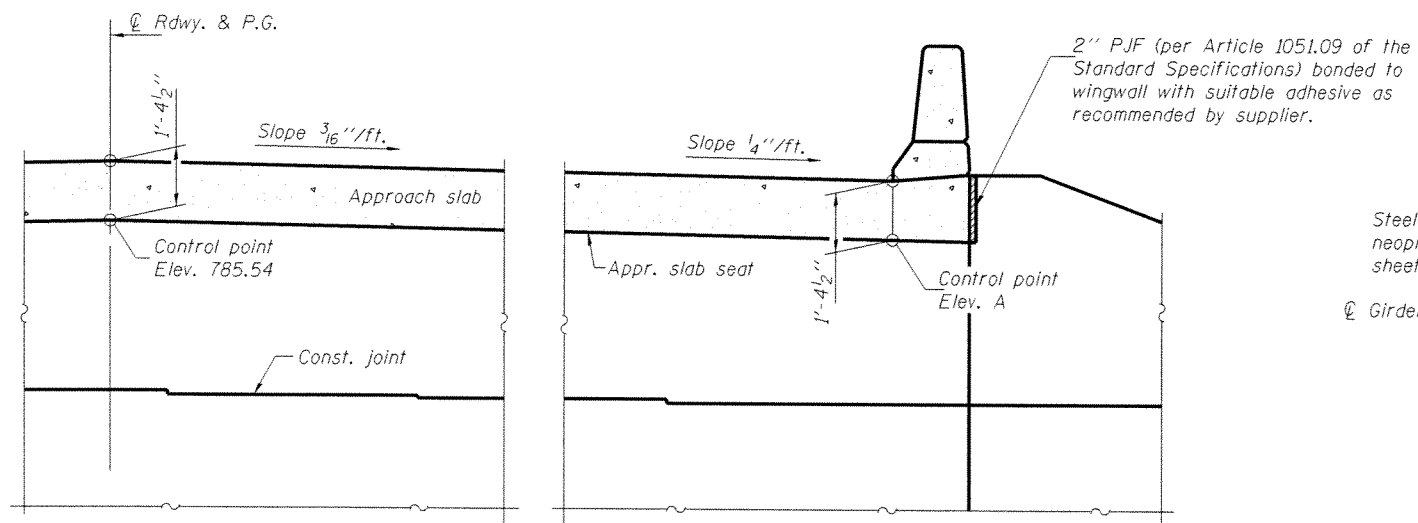
PRE-FINAL



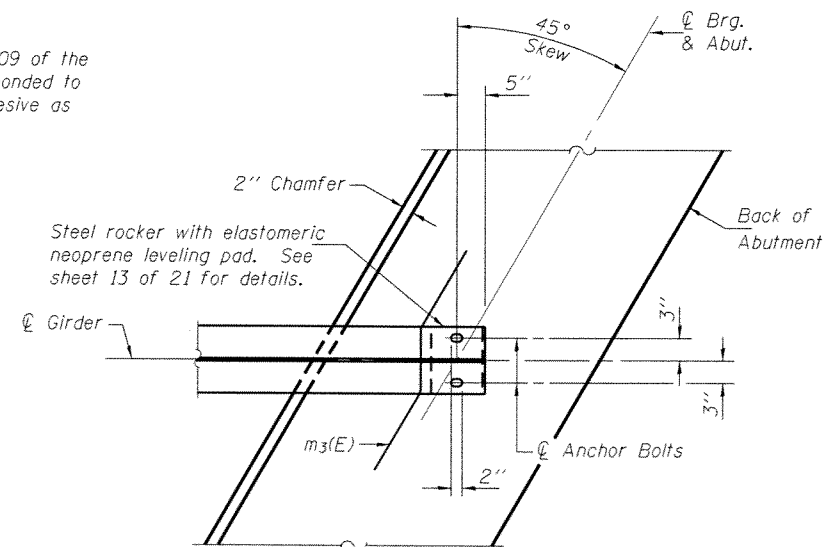
DIAPHRAGM ELEVATION AT ABUTMENT



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



SECTION B-B



PARTIAL PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
 Reinforcement bars in diaphragm are bitted with superstructure on sheet 8 of 21.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 21.
 For details of bars s(E), s1(E) and v(E) see sheet 8 of 21.
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details see sheet 13 of 21.

Elev. A	South	North
E. Abut.	785.30	785.21
W. Abut.	785.21	785.30

8/12/2015 5:15PM

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>James F. Duff</i> ENGINEER OF BRIDGE DESIGN	DATE -
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>Carl King</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - h.t. duong		REVISED -
CHECKED - GRA		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 027-0102

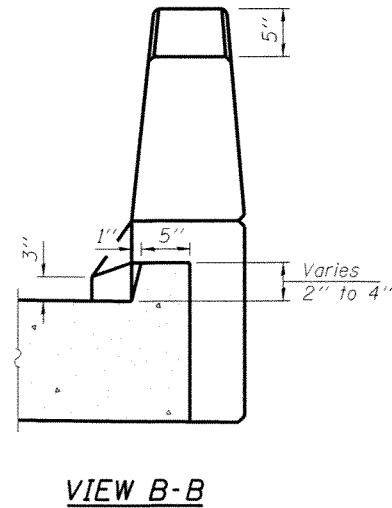
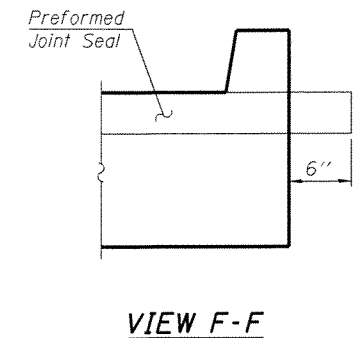
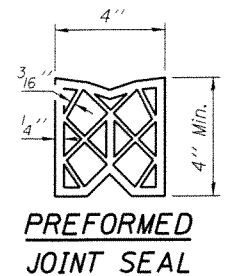
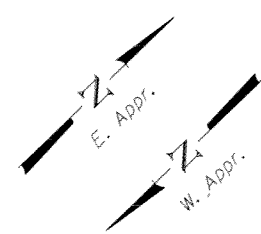
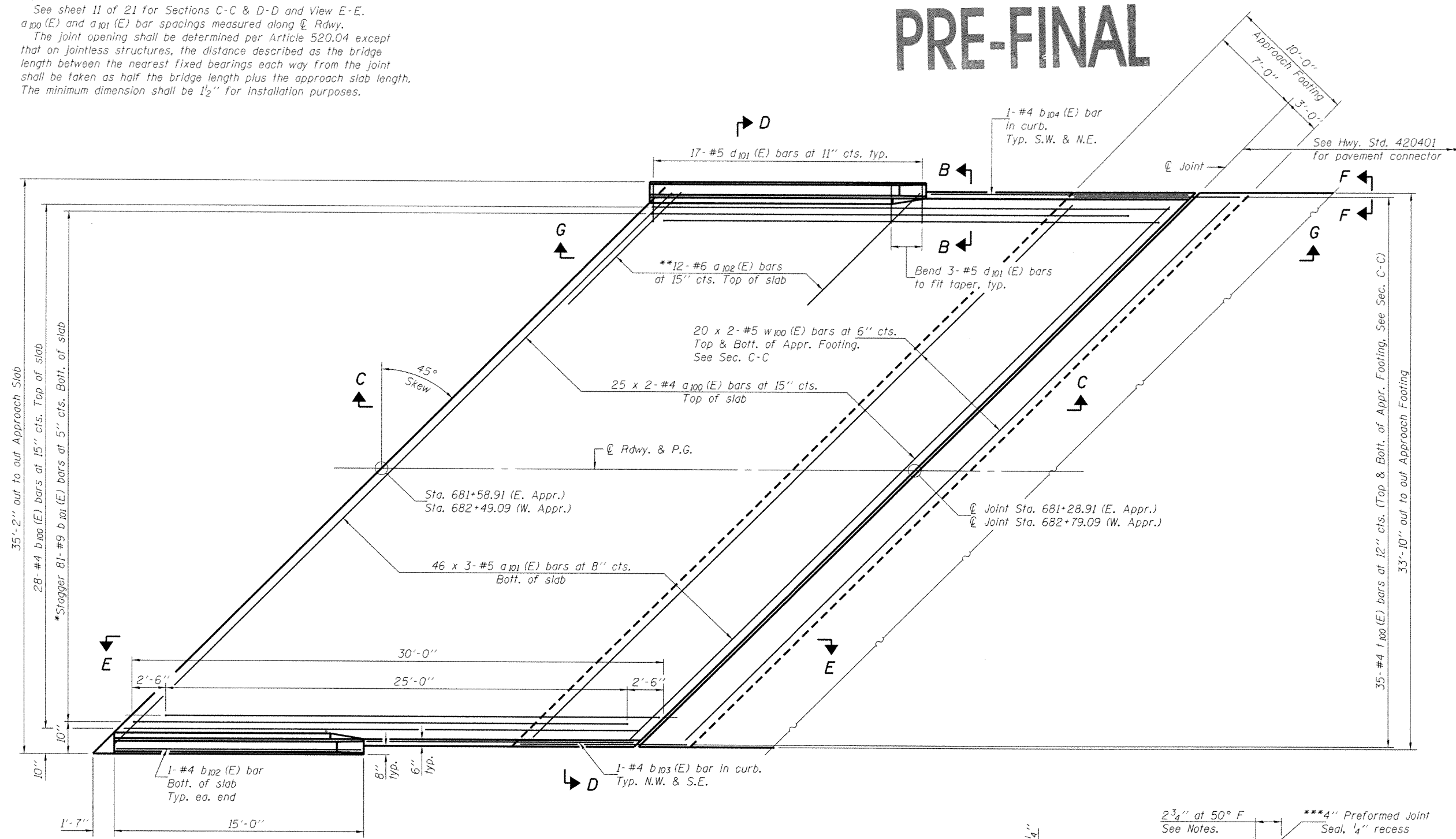
SHEET NO. 9 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	158	108

CONTRACT NO. 66994
ILLINOIS FED. AID PROJECT

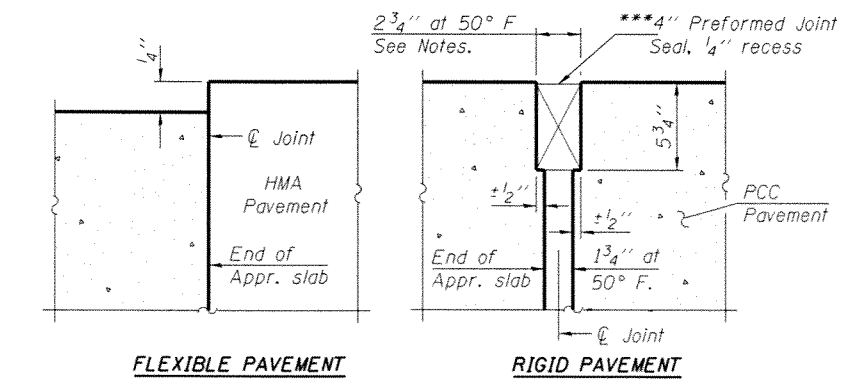
PRE-FINAL

Notes:
 See sheet 11 of 21 for Sections C-C & D-D and View E-E.
 a_{100} (E) and a_{101} (E) bar spacings measured along C.Rdwy.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length.
 The minimum dimension shall be $1\frac{1}{2}$ " for installation purposes.



PLAN
 (West Approach shown - East Approach similar by mirror image)
 *Tilt #9 b_{101} (E) bars as required to maintain clearance.
 **Space between a_{100} (E) bars, typ. each parapet.

MIN. BAR LAPS
 #4 bar = 2'-7"
 #5 bar = 3'-3"



DETAIL A

*** Cost included with Concrete Superstructure.

8/12/2015 8 TIMES

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>Jaime F. Jeff</i>	DATE -
CHECKED - Josue D. Ortiz-Varela	ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED - <i>Carl Perry</i>	REVISED
CHECKED - GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

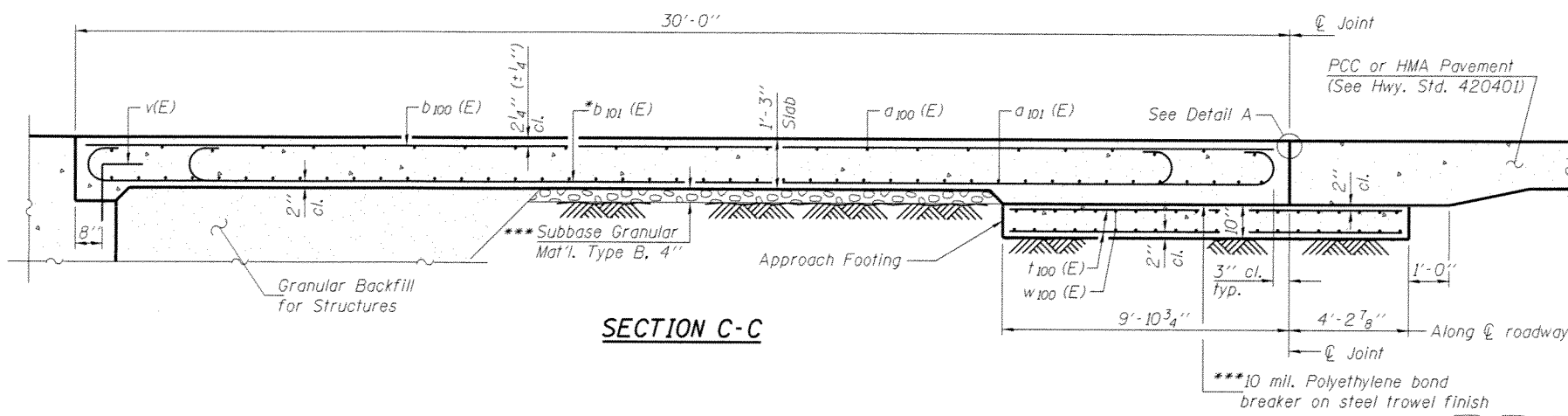
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 027-0102**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	158	109
CONTRACT NO. 66994				

SHEET NO. 10 OF 21 SHEETS

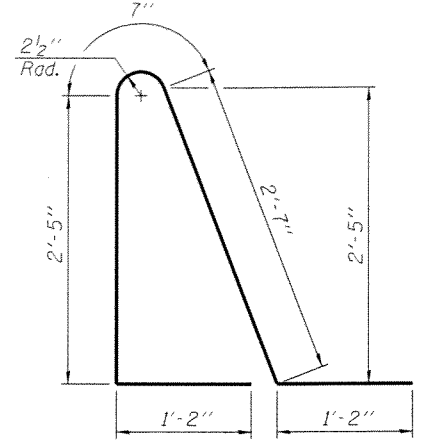
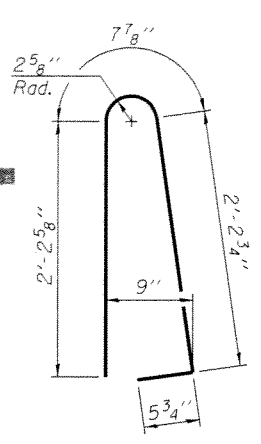
ILLINOIS FED. AID PROJECT



Notes:
 See sheet 10 of 21 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 8 of 21.
 The approach footing maximum applied service bearing pressure (Omax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 21.
 For additional parapet details, see sheet 10 of 21.

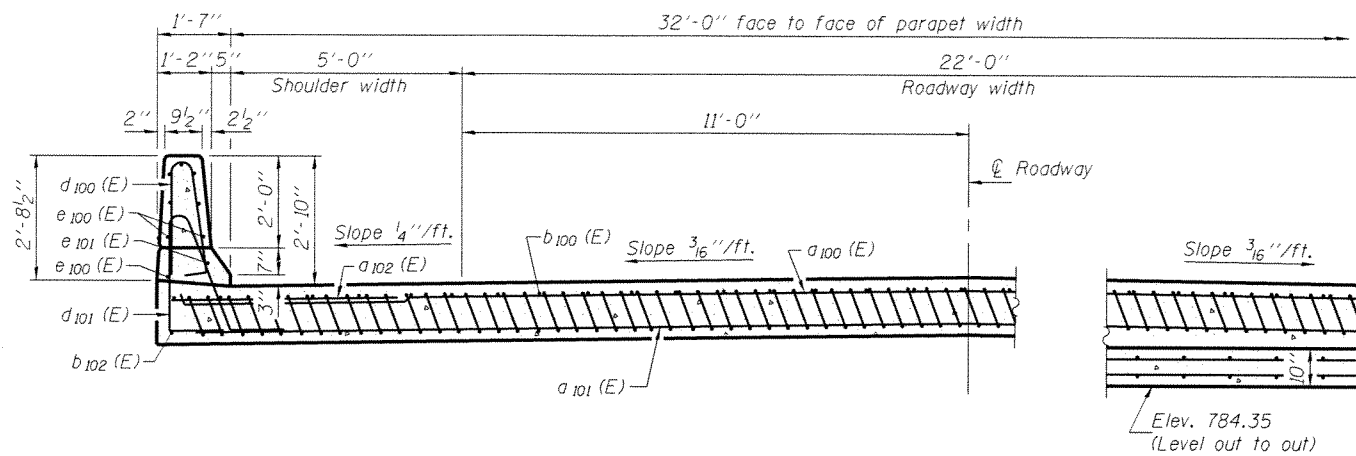
*Tilt #9 b101 (E) bars as required to maintain clearance.
 ***Cost included with Concrete Superstructure.

PRE-FINAL

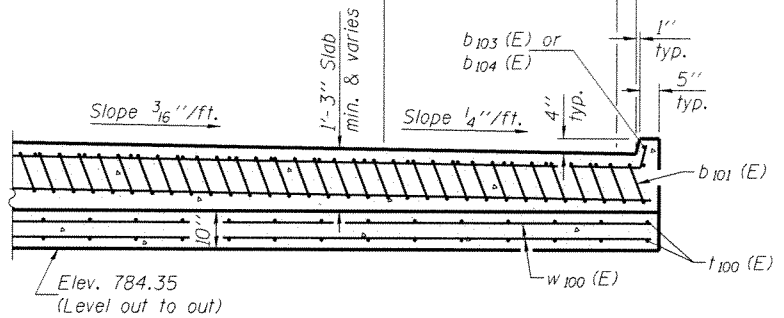


BAR d100 (E)

BAR d101 (E)

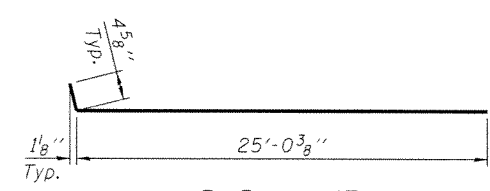


NEAR ABUTMENT

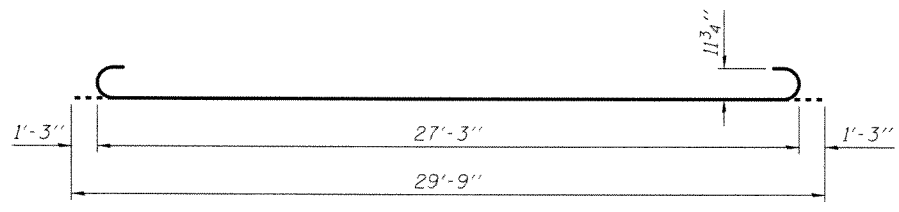


AT APPROACH FOOTING

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



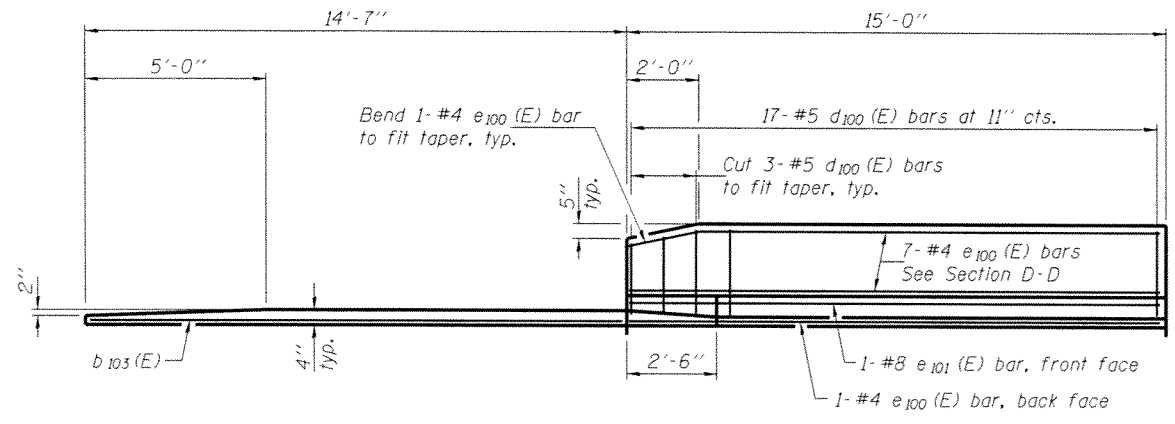
BAR a100 (E)



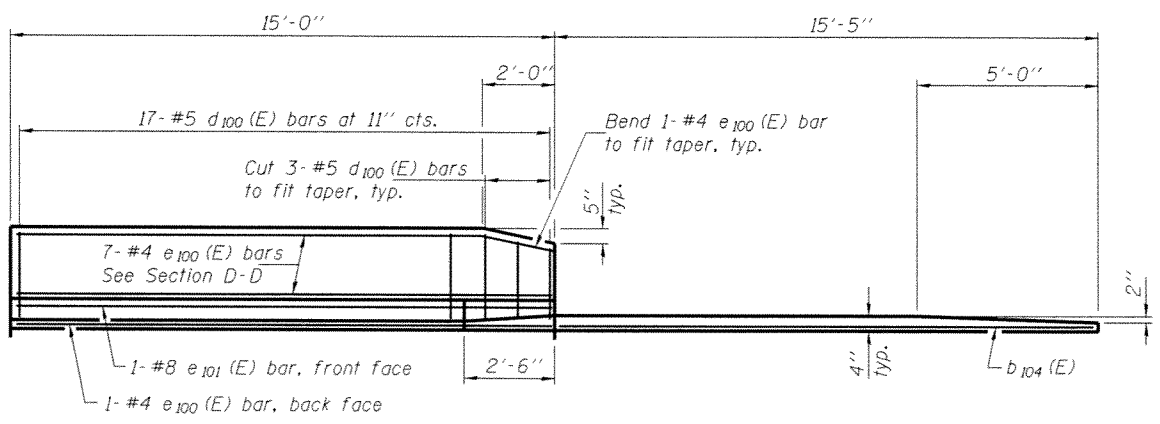
BAR b101 (E)

TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100 (E)	100	#4	25'-5"	—
a101 (E)	276	#5	18'-0"	—
a102 (E)	48	#6	6'-6"	—
b100 (E)	56	#4	29'-8"	—
b101 (E)	162	#9	29'-9"	—
b102 (E)	4	#4	14'-8"	—
b103 (E)	2	#4	14'-0"	—
b104 (E)	2	#4	15'-4"	—
d100 (E)	68	#5	5'-7"	—
d101 (E)	68	#5	7'-11"	—
e100 (E)	32	#4	14'-8"	—
e101 (E)	4	#8	14'-8"	—
t100 (E)	140	#4	13'-8"	—
w100 (E)	160	#5	25'-4"	—
Concrete Superstructure		Cu. Yd.	106.8	
Concrete Structures		Cu. Yd.	29.5	
Reinforcement Bars, Epoxy Coated		Pound	31860	



VIEW E-E



VIEW G-G

9/12/2015 \$TIMES

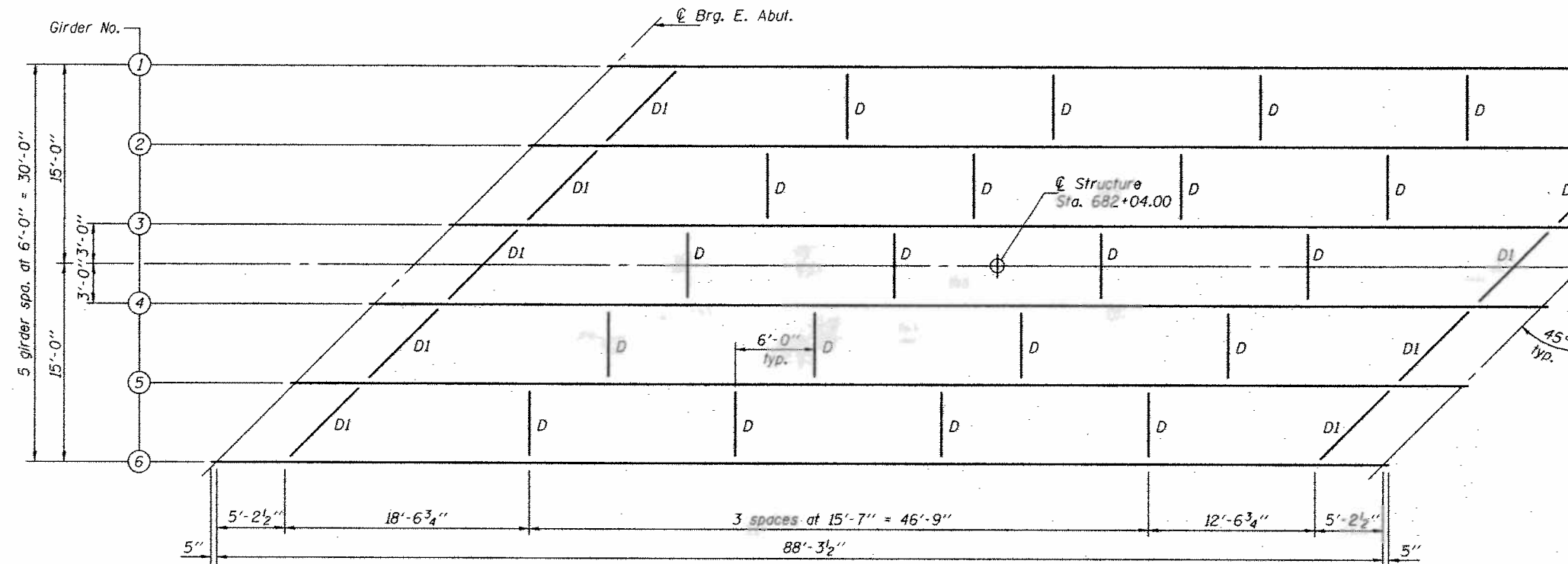
DESIGNED - Fess Tekiehalmanot	EXAMINED - <i>Jaime F. Alfaro</i>	DATE -
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>Carl Perry</i>	REVISED -
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - GRA		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

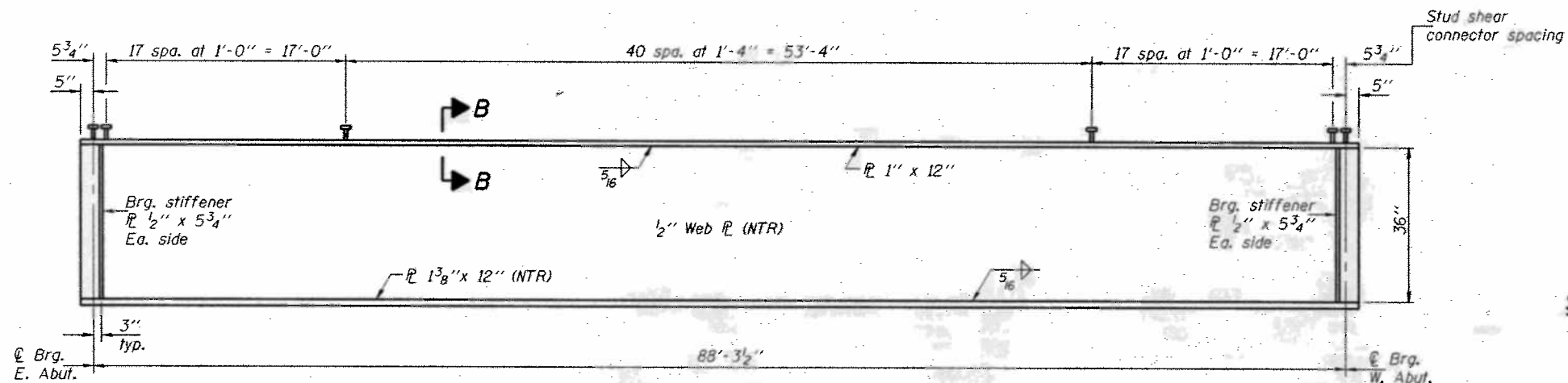
BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 027-0102

SHEET NO. 11 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	1115BR, BR-1C, BR-4	FORD	158	110
			CONTRACT NO. 66994	
ILLINOIS FED. AID PROJECT				



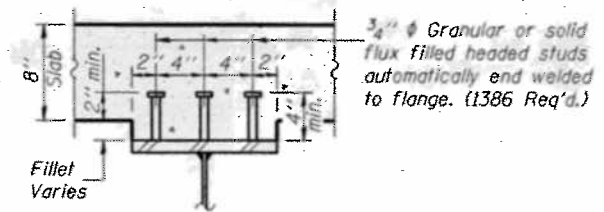
PLAN



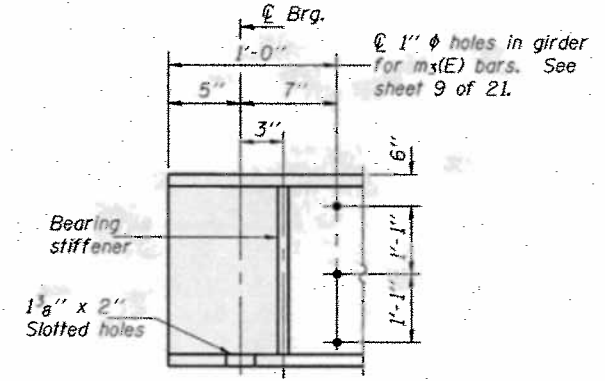
GIRDER ELEVATION

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

Notes: Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2. Omit connecting plates on exterior side of exterior girder. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts.

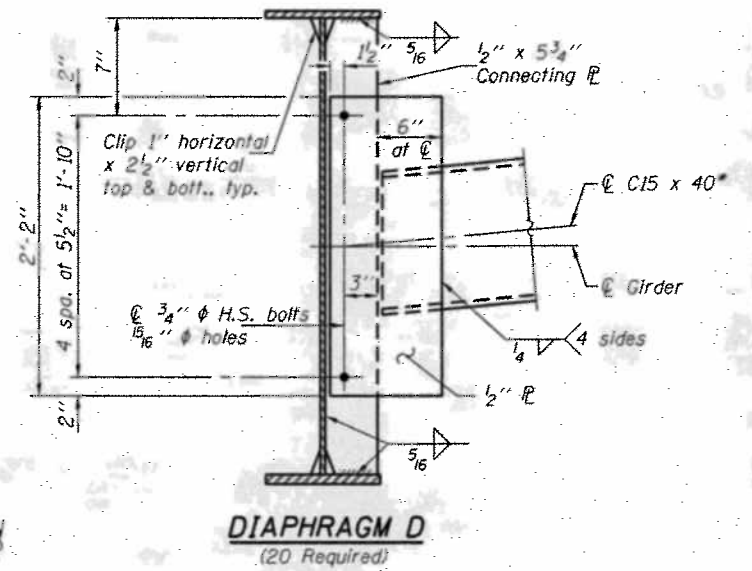
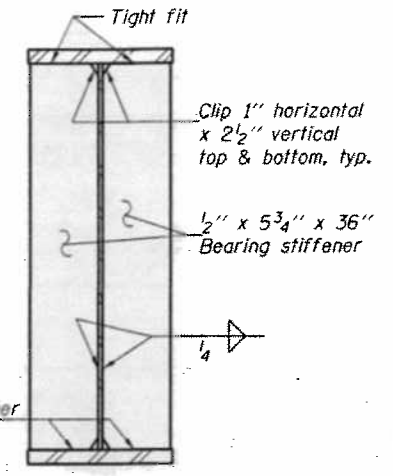


SECTION B-B

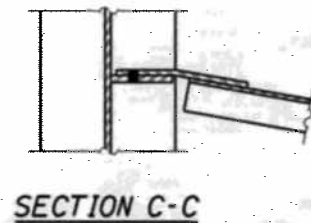


END OF GIRDER ELEVATION

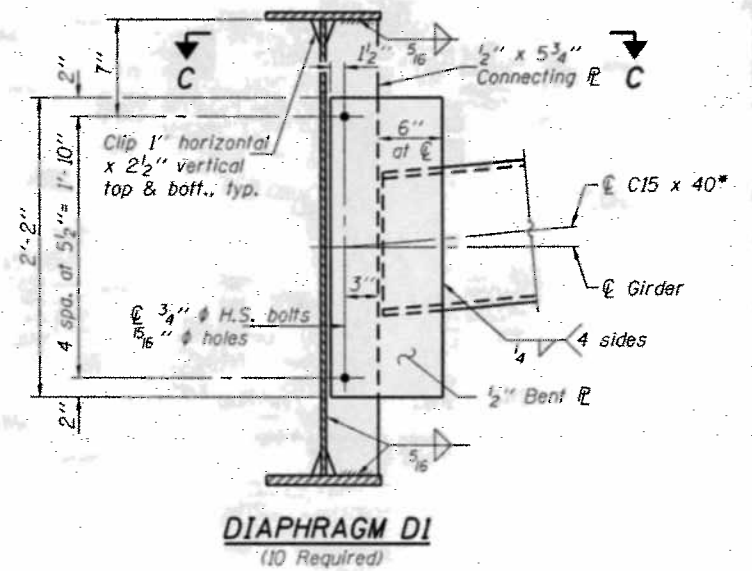
PRE-FINAL SECTION AT ABUTMENT



DIAPHRAGM D (20 Required)



SECTION C-C



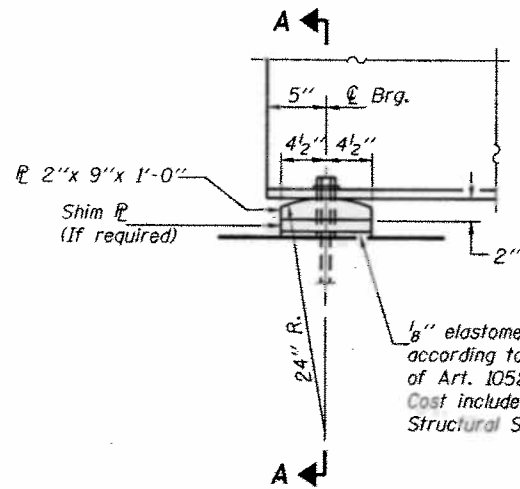
DIAPHRAGM D1 (10 Required)

*Alternate channel C15x50 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on lighter section. The alternate, if utilized, shall be provided at no cost to the department.

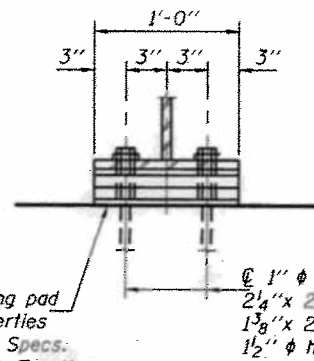
9/12/2015 STIMES

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>James F. Jaffe</i>	DATE	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL STRUCTURE NO. 027-0102	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS NO.
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>Carl Ross</i>	REVISED			T1	(115BR, BR-1C, BR-4)	FORD	158 / 111
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 12 OF 21 SHEETS		CONTRACT NO. 66994	
CHECKED - GRA					ILLINOIS FED. AID PROJECT			

PRE-FINAL

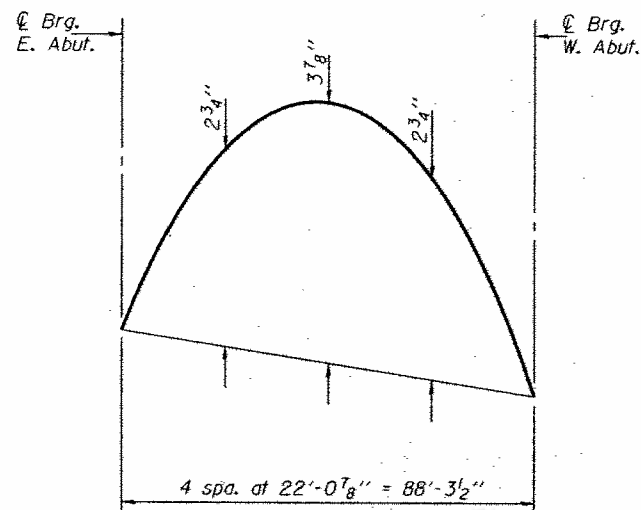


ELEVATION AT ABUTMENTS



SECTION A-A

ABUTMENT BEARING
(12 Required)



CAMBER DIAGRAM

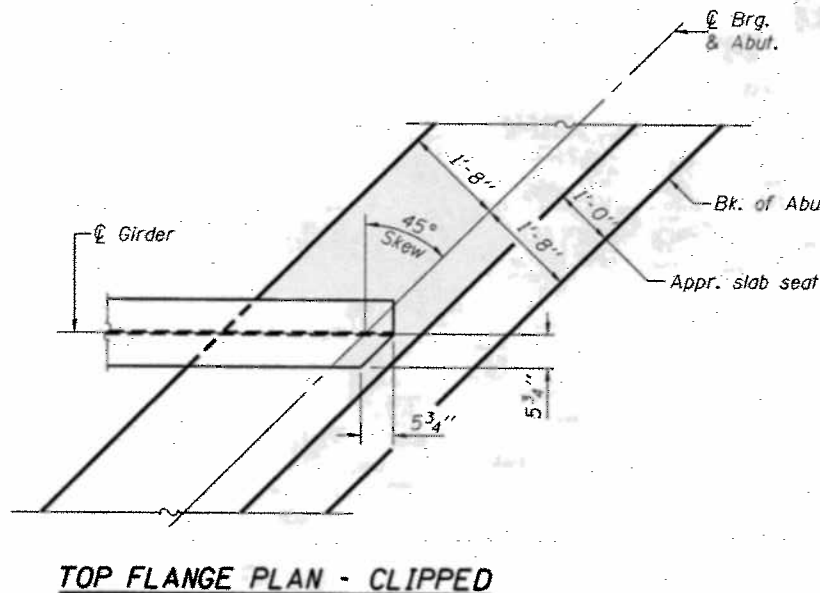
***TOP OF WEB ELEVATIONS**

	℄ Brg. E. Abut.	℄ Brg. W. Abut.
Girder 1	785.88	785.80
Girder 2	785.99	785.94
Girder 3	786.07	786.05
Girder 4	786.05	786.07
Girder 5	785.94	785.99
Girder 6	785.80	785.88

*For fabrication use only.

INTERIOR GIRDER MOMENT TABLE		0.5 Span I
I_s	(in ⁴)	11656
$I_c(n)$	(in ⁴)	29658
$I_c(3n)$	(in ⁴)	21359
S_s	(in ³)	665
$S_c(n)$	(in ³)	917
$S_c(3n)$	(in ³)	835
DC1	(k/ft)	0.791
M_{DC1}	(k)	770.8
DC2	(k/ft)	0.15
M_{DC2}	(k)	146.2
DW	(k/ft)	0.3
M_{DW}	(k)	292.3
$M_L + IM$	(k)	1118.2
M_u (Strength I)	(k)	3542
$\phi_r M_n$	(k)	4475
f_s DC1	(ksi)	13.9
f_s DC2	(ksi)	2.1
f_s DW	(ksi)	4.2
$f_s (\frac{1}{2}IM)$	(ksi)	14.6
f_s (Service II)	(ksi)	39.2
$0.95R_n F_{yr}$	(ksi)	47.5
V_r	(k)	30.1

INTERIOR GIRDER REACTION TABLE		Abuts.
R_{DC1}	(k)	34.9
R_{DC2}	(k)	6.6
R_{DW}	(k)	13.2
$R_L + IM$	(k)	93.5
R_{Total}	(k)	148.2



TOP FLANGE PLAN - CLIPPED

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$
- $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_s
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
- $f_s (\frac{1}{2}IM)$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_L + IM / S_c(n)$ or $M_{DW} / S_c(cr)$ as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (\frac{1}{2}IM)$
- $0.95R_n F_{yr}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- V_r : Maximum factored shear range in span computed according to Article 6.10.10.

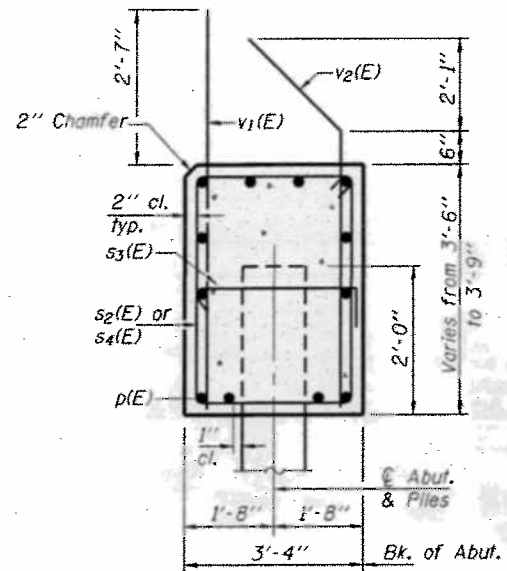
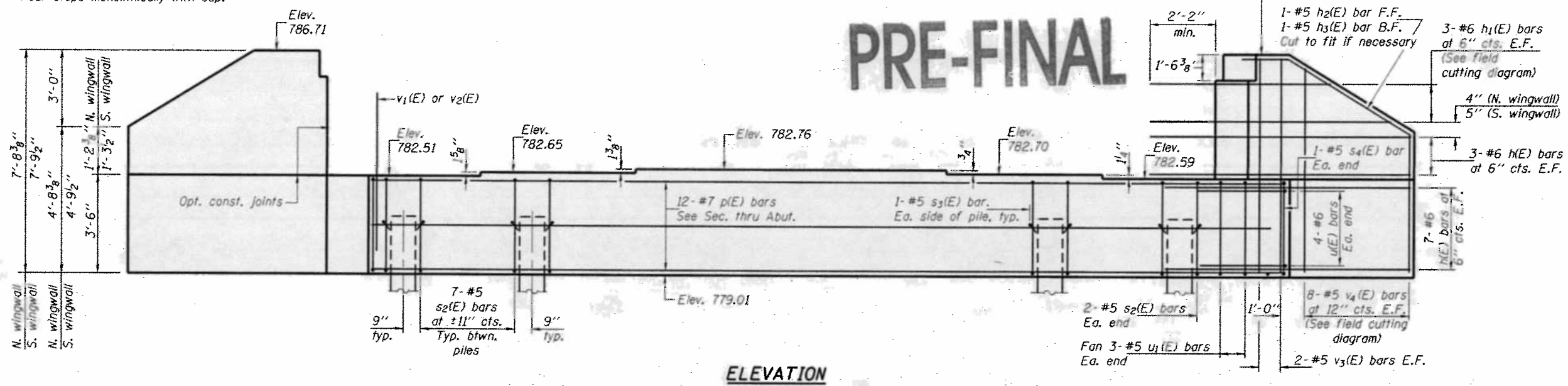
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed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

8/12/2015 STJMS

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>James F. Duff</i>	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS STRUCTURE NO. 027-0102	F.A.P. RTE. - 71	SECTION - 1115BR, BR-1C, BR-4	COUNTY - FORD	TOTAL SHEET NO. - 112
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>Carl King</i>	REVISED -			SHEET NO. 13 OF 21 SHEETS	CONTRACT NO. 66994		
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			ILLINOIS FED. AID PROJECT			
CHECKED - GRA								

Notes:
Four steps monolithically with cap.

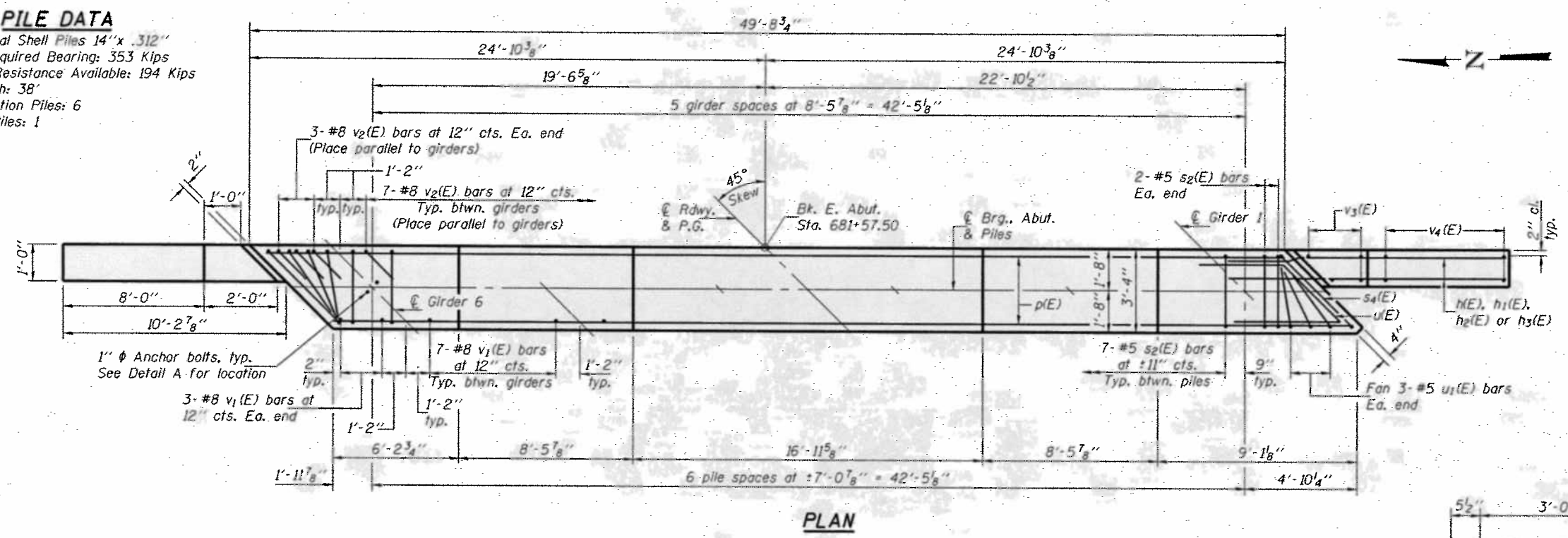
PRE-FINAL



SEC. THRU ABUT.
Dimensions at Rt. L's to Abut.

PILE DATA

Type: Metal Shell Piles 14"x .312"
Nominal Required Bearing: 353 Kips
Factored Resistance Available: 194 Kips
Est. Length: 38'
No. Production Piles: 6
No. Test Piles: 1

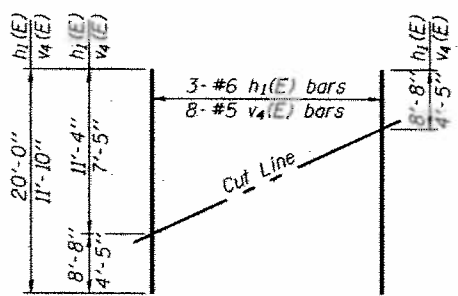


PLAN

BILL OF MATERIAL

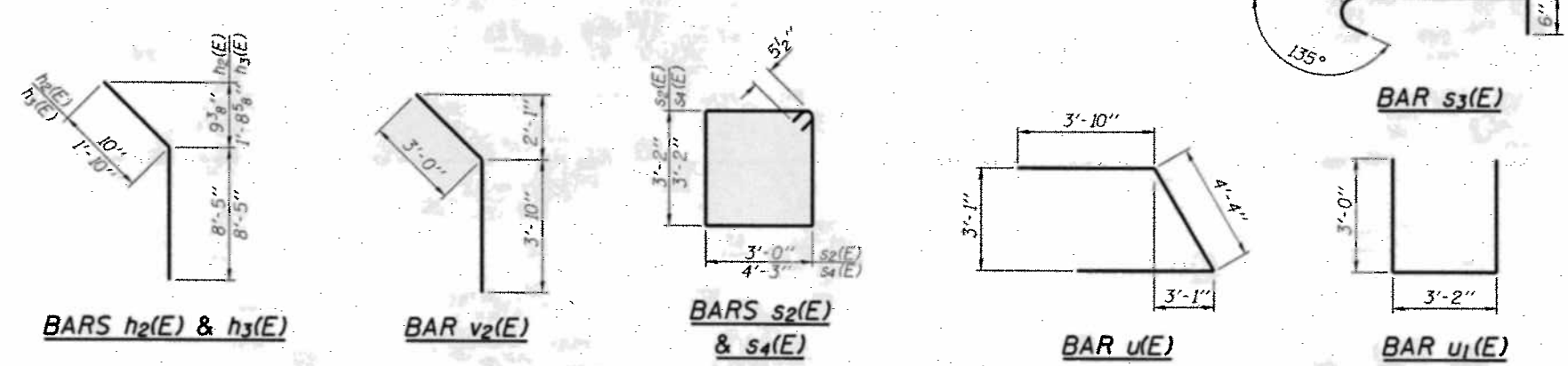
Bar	No.	Size	Length	Shape
h(E)	40	#6	12'-2"	—
h1(E)	6	#6	20'-0"	—
h2(E)	2	#5	9'-3"	—
h3(E)	2	#5	10'-3"	—
p(E)	12	#7	49'-5"	—
s2(E)	46	#5	13'-3"	—
s3(E)	14	#5	4'-0"	—
s4(E)	2	#5	15'-9"	—
u(E)	8	#6	12'-0"	—
u1(E)	6	#5	9'-2"	—
v1(E)	41	#8	5'-11"	—
v2(E)	41	#8	6'-10"	—
v3(E)	8	#5	7'-5"	—
v4(E)	16	#5	11'-10"	—
Structure Excavation		Cu. Yd.	66	
Concrete Structures		Cu. Yd.	27.0	
Reinforcement Bars, Epoxy Coated		Pound	4750	
Furnishing Metal Shell Piles 14"x .312"		Foot	228	
Driving Piles		Foot	228	
Test Pile, Metal Shell		Each	1	
Anchor Bolts, 1"		Each	12	

For details of piles see sheet 16 of 21.



FIELD CUTTING DIAGRAM

Order h1(E) and v4(E) Full length. Cut as shown & use remainder of bars in opposite face.



DESIGNED - Fess Teklehaimanot
CHECKED - Josue D. Ortiz-Varela
DRAWN - h.t. duong
CHECKED - GRA

EXAMINED - *James F. Jaffe*
PASSED - *Carl Papp*
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE _____
REVISED _____
REVISED _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

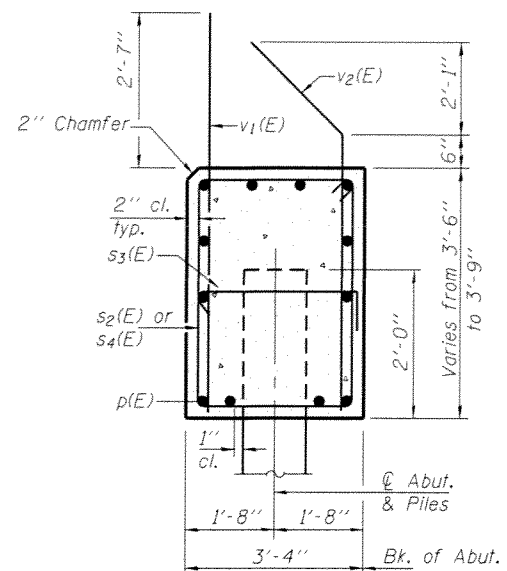
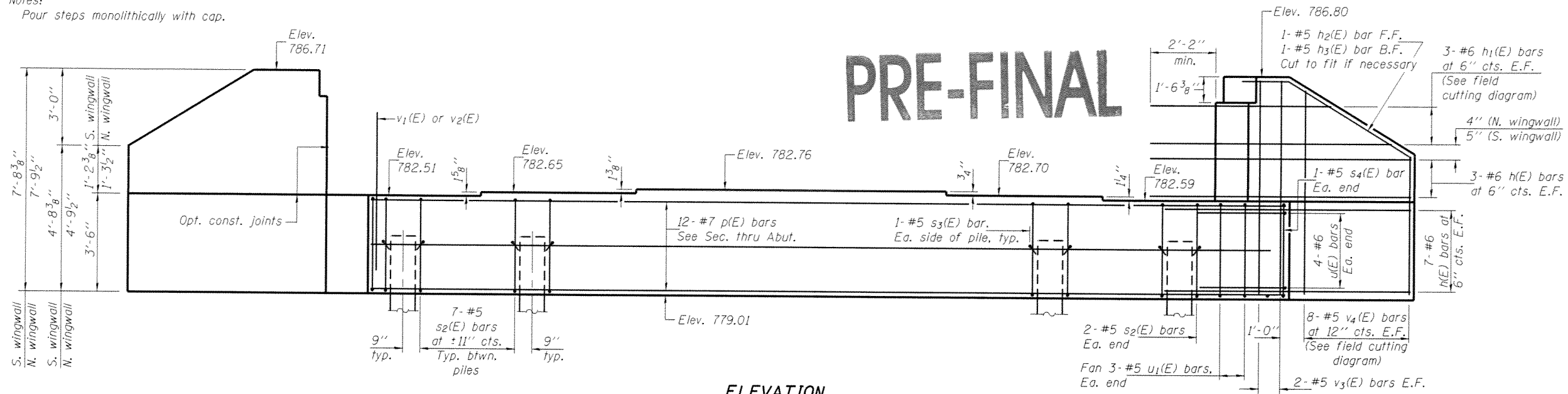
EAST ABUTMENT
STRUCTURE NO. 027-0102

SHEET NO. 14 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
71	(115)BR, BR-1C, BR-4	FORD	158 / 113
			CONTRACT NO. 66994
ILLINOIS FED. AID PROJECT			

Notes:
Pour steps monolithically with cap.

PRE-FINAL



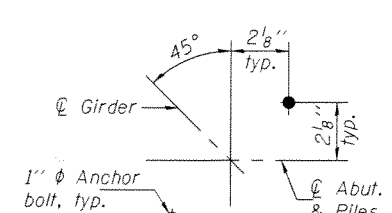
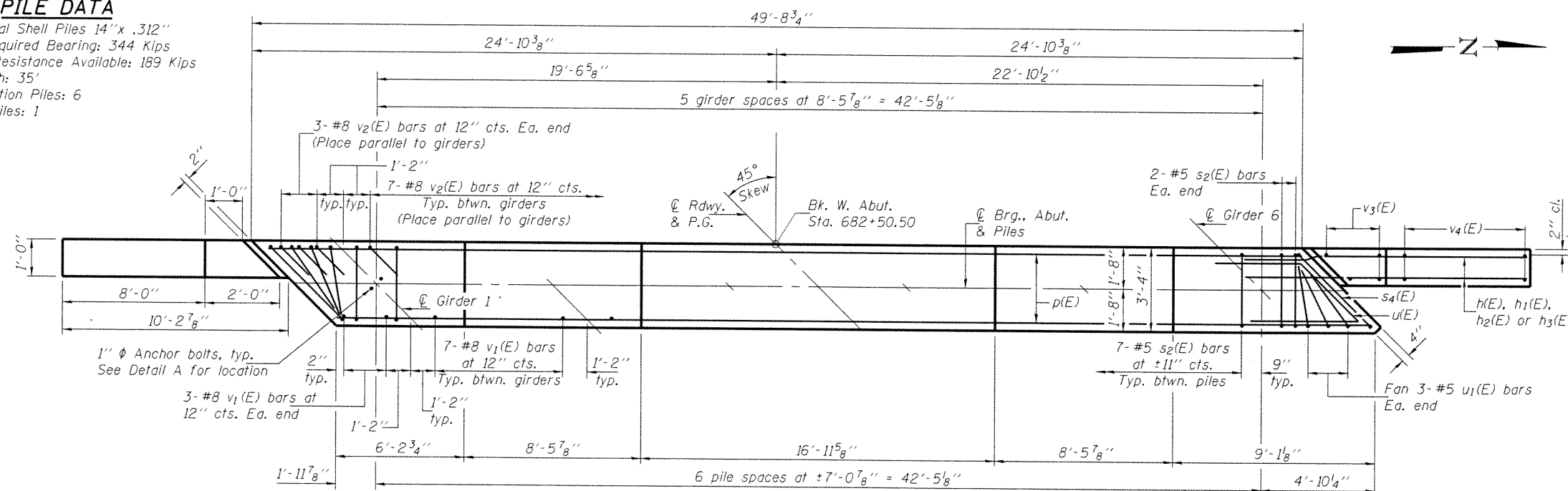
ELEVATION

SEC. THRU ABUT.

Dimensions at Rt. L's to Abut.

PILE DATA

Type: Metal Shell Piles 14"x .312"
Nominal Required Bearing: 344 Kips
Factored Resistance Available: 189 Kips
Est. Length: 35'
No. Production Piles: 6
No. Test Piles: 1

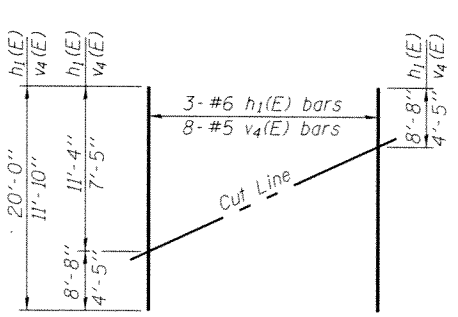


DETAIL A

BILL OF MATERIAL

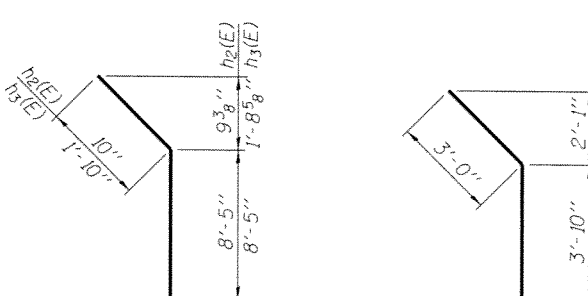
Bar	No.	Size	Length	Shape
h(E)	40	#6	12'-2"	—
h1(E)	6	#6	20'-0"	—
h2(E)	2	#5	9'-3"	—
h3(E)	2	#5	10'-3"	—
p(E)	12	#7	49'-5"	—
s2(E)	46	#5	13'-3"	□
s3(E)	14	#5	4'-0"	□
s4(E)	2	#5	15'-9"	□
u(E)	8	#6	12'-0"	—
u1(E)	6	#5	9'-2"	—
v1(E)	41	#8	5'-11"	—
v2(E)	41	#8	6'-10"	—
v3(E)	8	#5	7'-5"	—
v4(E)	16	#5	11'-10"	—
Structure Excavation		Cu. Yd.	66	
Concrete Structures		Cu. Yd.	27.0	
Reinforcement Bars, Epoxy Coated		Pound	4750	
Furnishing Metal Shell Piles 14"x .312"		Foot	210	
Driving Piles		Foot	210	
Test Pile, Metal Shell		Each	1	
Anchor Bolts, 1"		Each	12	

For details of piles see sheet 16 of 21.

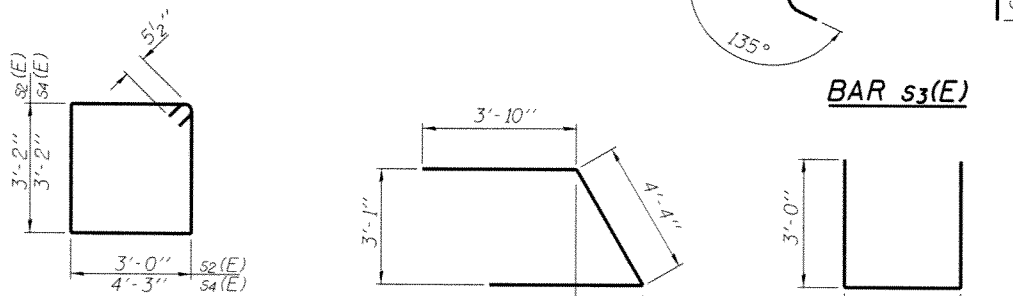


FIELD CUTTING DIAGRAM

Order h1(E) and v4(E) full length. Cut as shown & use remainder of bars in opposite face.



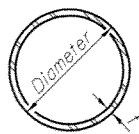
BARS h2(E) & h3(E)
BAR v2(E)
BARS s2(E) & s4(E)



BAR u(E)
BAR u1(E)

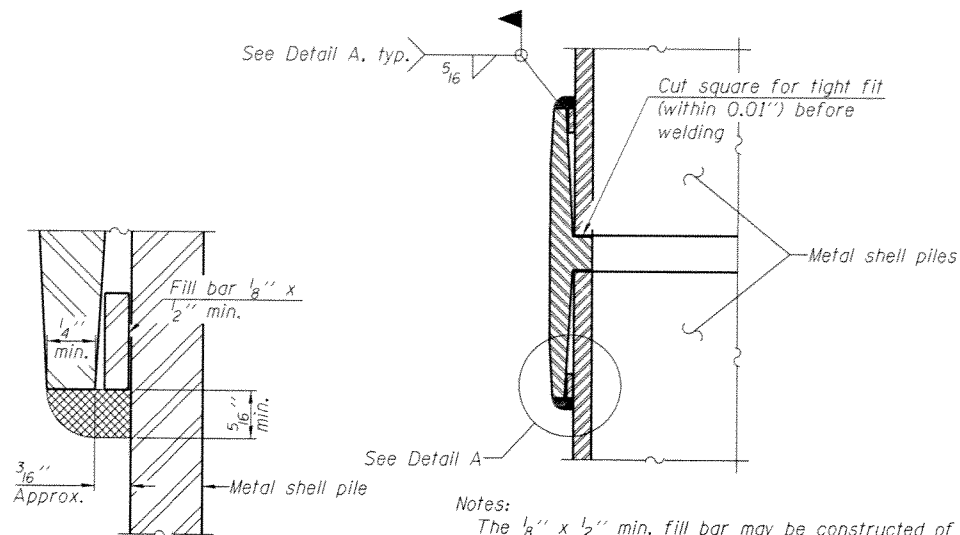
8/12/2015 \$TIMES

DESIGNED - Fess Teklehalmanot	EXAMINED - <i>Jaime F. Duff</i>	DATE -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT STRUCTURE NO. 027-0102	F.A.P. RTE. - 71	SECTION - 1115BR, BR-IC, BR-4	COUNTY - FORD	TOTAL SHEETS - 158	SHEET NO. - 114	
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>Carl Perry</i>	REVISOR -			CONTRACT NO. 66994			ILLINOIS FED. AID PROJECT		
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -			SHEET NO. 15 OF 21 SHEETS					
CHECKED - GRA		REVISOR -								



METAL SHELL PILE TABLE

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

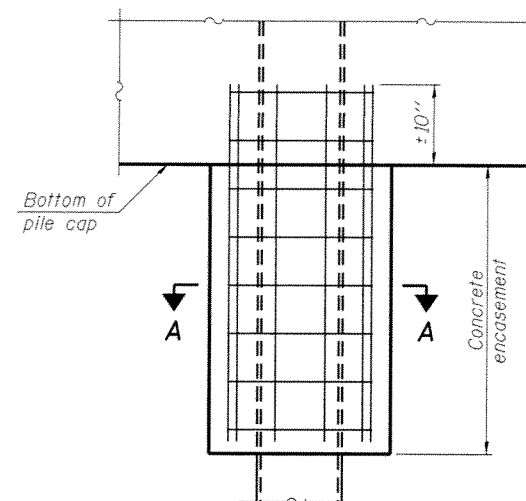


DETAIL A

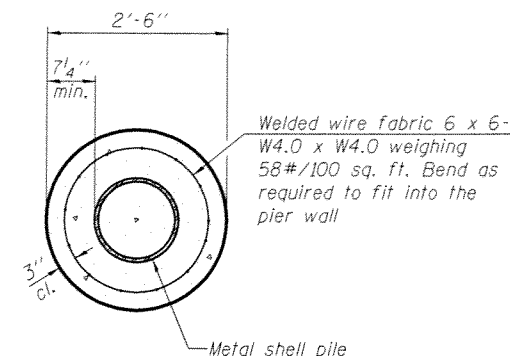
Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE

PRE-FINAL



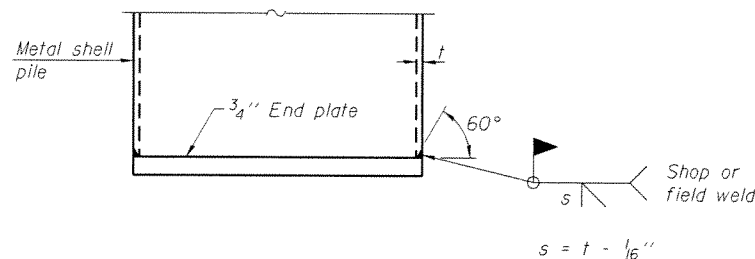
ELEVATION



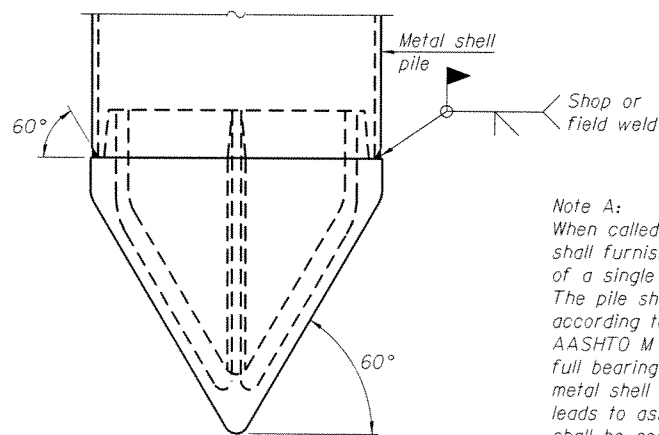
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS



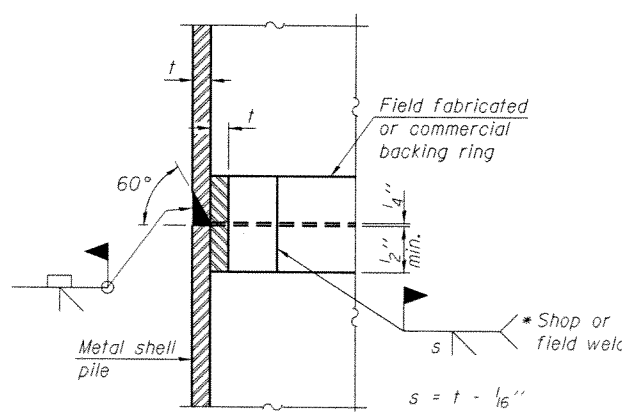
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

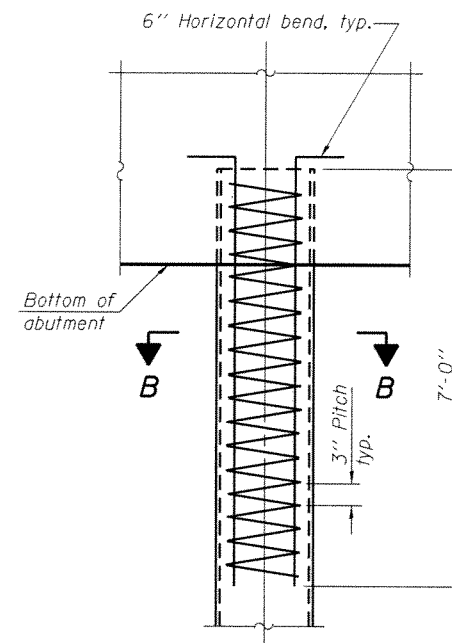
(See Note A)

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

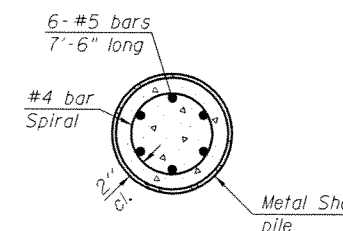


COMPLETE PENETRATION WELD SPLICE

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



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

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

8/12/2015 5:15 PM

F-MS 1-27-12

DESIGNED - Foss Teklehaimanot	EXAMINED - <i>James F. Jeff</i>	DATE -
CHECKED - Josue D. Ortiz-Varela	ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED - <i>Carl King</i>	REVISED
CHECKED - GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS
 STRUCTURE NO. 027-0102**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	158	115
CONTRACT NO. 66994				

SHEET NO. 16 OF 21 SHEETS

ILLINOIS FED. AID PROJECT

PRE-FINAL

Page 1 of 2

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 3/22/77

ROUTE FAP 071 (IL 4) DESCRIPTION FA 71 over a Fork of Dickerson Slough LOGGED BY _____

SECTION (11) BR-4 LOCATION NE 14, SEC. 1, TWP. 23N, RNG. 7E, 3rd PM,
Latitude _____, Longitude _____

COUNTY Ford DRILLING METHOD Hollow Stem Auger HAMMER TYPE _____

STRUCT. NO. 027-0070 (Prop.)
Station 682+04*

BORING NO. 1 (1977) (Pier)
Station 681+68
Offset 2.0 ft Rt.
Ground Surface Elev. 92.7 ft (ft) (6") (tsf) (%)

Description	Depth (ft)	Bulge (ft)	Shear (tsf)	Penetrometer (N)	Soil Description				
					U	M	S	T	
Stiff Black Silty Clay Loam	90.2								
Very Stiff Gray Brown Silty Clay Till	88.2	4	2.7	21					
Soft Brown and Gray Silty Clay	86.2	2	0.	32					
Soft Gray Clay Loam	83.2	1		26					
Very Stiff Gray Silty Clay Till	78.2	3	2.	18					
Hard Gray Silty Clay Till		6	2.9	18					

* The original 1947 bridge plans indicate the structure was at Sta. 681+94. It appears this was erroneously recorded as Sta. 631+94 when these logs were prepared in 1977. The 1978 bridge plans and the 2010 survey have the structure at Sta. 682+04.

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

Page 2 of 2

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 3/22/77

ROUTE FAP 071 (IL 4) DESCRIPTION FA 71 over a Fork of Dickerson Slough LOGGED BY _____

SECTION (11) BR-4 LOCATION NE 14, SEC. 1, TWP. 23N, RNG. 7E, 3rd PM,
Latitude _____, Longitude _____

COUNTY Ford DRILLING METHOD Hollow Stem Auger HAMMER TYPE _____

STRUCT. NO. 027-0070 (Prop.)
Station 682+04*

BORING NO. 1 (1977) (Pier)
Station 681+68
Offset 2.0 ft Rt.
Ground Surface Elev. 92.7 ft (ft) (6") (tsf) (%)

Description	Depth (ft)	Bulge (ft)	Shear (tsf)	Penetrometer (N)	Soil Description			
					U	M	S	T
Very Stiff Gray Silty Clay Till (Stratified) (continued)	46.2	6	2.3	18				
End of Boring								

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

8/12/2015 5:15PM

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>James F. Jeff</i> ENGINEER OF BRIDGE DESIGN	DATE - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 027-0102	F.A.P. RTE. 71	SECTION (11)BR, BR-1C, BR-4	COUNTY FORD	TOTAL SHEETS 158	SHEET NO. 118		
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>Carl King</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED _____			SHEET NO. 19 OF 21 SHEETS		CONTRACT NO. 66994		ILLINOIS FED. AID PROJECT		
DRAWN - h.t. duong		REVISED _____									
CHECKED - GRA											

PRE-FINAL

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2
Date 3/23/77

ROUTE FAP 071 (IL 4) DESCRIPTION FA 71 over a Fork of Dickerson Slough LOGGED BY _____

SECTION (11) BR-4 LOCATION NE 14, SEC. 1, TWP. 23N, RNG. 7E, 3rd PM,
Latitude _____ Longitude _____

COUNTY Ford DRILLING METHOD Hollow Stem Auger HAMMER TYPE _____

STRUCT. NO. 027-0070 (Prop.)
Station 682+04*

BORING NO. 2 (1977) (N. Abut.)
Station 681+38
Offset 14.0 ft Lt.
Ground Surface Elev. 98.90 ft (ft) (6") (tsf) (%)

DEPTH (ft)	BULGE (6")	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BULGE (6")	UCS (tsf)	MOISTURE (%)
				Surface Water Elev. <u>86.80</u> ft				
				Stream Bed Elev. _____ ft				
				Groundwater Elev.: _____ ft				
				First Encounter _____ ft				
				Upon Completion <u>88.9</u> ft				
				After <u>24</u> Hrs. <u>88.9</u> ft				
				Very Stiff Olive Gray Silty Clay Till (continued)	<u>7</u>	<u>3.3</u>	<u>17</u>	
					<u>14</u>	<u>B</u>		
<u>96.90</u>				(Lost Sample 22.0' - 23.')	<u>7</u>			
					<u>11</u>			
<u>94.90</u>					<u>18</u>			
				Stiff Black Silty Clay with Organic Materials				
					<u>-2</u>			
					<u>9</u>	<u>2.3</u>	<u>17</u>	
					<u>14</u>	<u>B</u>		
					<u>6</u>			
					<u>10</u>	<u>3.4</u>	<u>17</u>	
<u>89.90</u>					<u>14</u>	<u>B</u>		
				Stiff Light to Dark Gray Clay				
					<u>2</u>			
					<u>3</u>	<u>1.1</u>	<u>31</u>	
<u>87.40</u>					<u>4</u>	<u>B</u>		
				Soft Light Gray Clay				
					<u>1</u>			
					<u>2</u>	<u>0.4</u>	<u>30</u>	
<u>84.90</u>					<u>3</u>	<u>B</u>		
				Stiff Gray Sandy Clay				
					<u>-1</u>			
					<u>4</u>		<u>20</u>	
<u>82.40</u>								
				Very Stiff Olive Gray Silty Clay Till				
					<u>9</u>	<u>3.9</u>	<u>17</u>	
					<u>13</u>	<u>B</u>		
					<u>-20</u>			

* The original 1947 bridge plans indicate the structure was at Sta. 681+94. It appears this was erroneously recorded as Sta. 631+94 when these logs were prepared in 1977. The 1978 bridge plans and the 2010 survey have the structure at Sta. 682+04.

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

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2
Date 3/23/77

ROUTE FAP 071 (IL 4) DESCRIPTION FA 71 over a Fork of Dickerson Slough LOGGED BY _____

SECTION (11) BR-4 LOCATION NE 14, SEC. 1, TWP. 23N, RNG. 7E, 3rd PM,
Latitude _____ Longitude _____

COUNTY Ford DRILLING METHOD Hollow Stem Auger HAMMER TYPE _____

STRUCT. NO. 027-0070 (Prop.)
Station 682+04*

BORING NO. 2 (1977) (N. Abut.)
Station 681+38
Offset 14.0 ft Lt.
Ground Surface Elev. 98.90 ft (ft) (6") (tsf) (%)

DEPTH (ft)	BULGE (6")	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BULGE (6")	UCS (tsf)	MOISTURE (%)
				Surface Water Elev. <u>86.80</u> ft				
				Stream Bed Elev. _____ ft				
				Groundwater Elev.: _____ ft				
				First Encounter _____ ft				
				Upon Completion <u>88.9</u> ft				
				After <u>24</u> Hrs. <u>88.9</u> ft				
				Stiff Gray Silty Clay Till (Slightly Stratified) (continued)	<u>9</u>	<u>1.1</u>	<u>20</u>	
						<u>B</u>		
					<u>9</u>	<u>1.3</u>	<u>20</u>	
					<u>11</u>	<u>B</u>		
					<u>-4</u>			
					<u>3</u>			
					<u>9</u>	<u>2.3</u>	<u>17</u>	
					<u>14</u>	<u>B</u>		
					<u>8</u>	<u>1.1</u>	<u>17</u>	
					<u>8</u>	<u>B</u>		
					<u>6</u>	<u>1.4</u>	<u>21</u>	
					<u>9</u>	<u>B</u>		
					<u>-0</u>			
					<u>7</u>	<u>1.0</u>	<u>22</u>	
					<u>10</u>	<u>B</u>		
<u>47.40</u>								
				Very Stiff Gray Silty Clay Till (Stratified)				
					<u>9</u>			
					<u>12</u>	<u>3.1</u>	<u>18</u>	
					<u>14</u>	<u>B</u>		
					<u>8</u>	<u>2.1</u>	<u>18</u>	
<u>42.90</u>					<u>11</u>	<u>B</u>		
				End of Boring				
					<u>-60</u>			

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

8/12/2015 \$TIMES

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>Jayne F. Schiff</i> ENGINEER OF BRIDGE DESIGN	DATE - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 027-0102	F.A.P. RTE. <u>71</u>	SECTION <u>(11)BR, BR-1C, BR-4</u>	COUNTY <u>FORD</u>	TOTAL SHEETS <u>158</u>	SHEET NO. <u>119</u>	
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>Carl Perry</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR _____			CONTRACT NO. 66994					
DRAWN - h.t. duong	REVISOR _____	REVISOR _____			SHEET NO. 20 OF 21 SHEETS					
CHECKED - GRA					ILLINOIS FED. AID PROJECT					

PRE-FINAL

Page 1 of 2

Illinois Department of Transportation
Division of Highways
1001

SOIL BORING LOG

Date 3/24/77

ROUTE FAP 071 (IL 4) DESCRIPTION FA 71 over a Fork of Dickerson Slough LOGGED BY _____

SECTION (11) BR-4 LOCATION NE 1/4, SEC. 1, TWP. 23N, RNG. 7E, 3rd PM.
Latitude _____ Longitude _____

COUNTY Ford DRILLING METHOD Hollow Stem Auger HAMMER TYPE _____

STRUCT. NO. 027-0070 (Prop.)
Station 682+04*

BORING NO. 3 (1977) (S. Abut.)
Station 682+97
Offset 1.0 ft Rt.
Ground Surface Elev. 99.00 ft (ft) (6") (tsf) (%)

Description	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M	Stream Bed Elev. _____ ft
	T	W	S	I		H	S	Q	T	
Medium Brown Silty Clay Loam							10	3.1	1	
97.00							16	B		
Soft Brown Silty Clay and Gravel Mixed	2						7			
9.00	1			23			12	3.3	14	
	3						16	B		
Stiff Dark to Light Brown Silty Clay Till							-2	7		
92.0	1						13	3.	17	
	4	1.1					19	B		
Stiff Dark Brown Silty Clay Till							7			
90.00	4						8	2.1	17	
	6	1.8					12	B		
	7	P								
Stiff Dark Gray Silty Clay Till							-30			
87.0	3			2			7	1.6	17	
	4			B			10	B		
Very Soft Gray Clay							4			
84.0	2	0.2		30			7	1.2	20	
	2	B								
Very Loose Gray Sand and Medium Gravel (Dirty)							-3	4		
82.0	3			29			6	1.2	20	
							9	B		
Very Stiff Olive Gray Silty Clay Till							6	1.4	19	
80.00	7						9	B		
	9	3.		16			-40	4		
Very Stiff Olive Gray Silty Clay Till (Stratified)										
-20	6									

* The original 1947 bridge plans indicate the structure was at Sta. 681+94. It appears this was erroneously recorded as Sta. 631+94 when these logs were prepared in 1977. The 1978 bridge plans and the 2010 survey have the structure at Sta. 682+04.

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

Page 2 of 2

Illinois Department of Transportation
Division of Highways
1001

SOIL BORING LOG

Date 3/24/77

ROUTE FAP 071 (IL 4) DESCRIPTION FA 71 over a Fork of Dickerson Slough LOGGED BY _____

SECTION (11) BR-4 LOCATION NE 1/4, SEC. 1, TWP. 23N, RNG. 7E, 3rd PM.
Latitude _____ Longitude _____

COUNTY Ford DRILLING METHOD Hollow Stem Auger HAMMER TYPE _____

STRUCT. NO. 027-0070 (Prop.)
Station 682+04*

BORING NO. 3 (1977) (S. Abut.)
Station 682+97
Offset 1.0 ft Rt.
Ground Surface Elev. 99.00 ft (ft) (6") (tsf) (%)

Description	D	B	U	M	Surface Water Elev. _____ ft	D	B	U	M	Stream Bed Elev. _____ ft
	T	W	S	I		H	S	Q	T	
Stiff Olive Gray Silty Clay Till (Stratified) (continued)							6	1.2	19	
97.00							9	B		
Soft Brown Silty Clay and Gravel Mixed	2						7			
9.00	1			23			12	3.3	14	
	3						16	B		
Stiff Dark to Light Brown Silty Clay Till							-2	7		
92.0	1						13	3.	17	
	4	1.1					19	B		
Stiff Dark Brown Silty Clay Till							7			
90.00	4						8	2.1	17	
	6	1.8					12	B		
	7	P								
Stiff Dark Gray Silty Clay Till							-30			
87.0	3			2			7	1.6	17	
	4			B			10	B		
Very Soft Gray Clay							4			
84.0	2	0.2		30			7	1.2	20	
	2	B								
Very Loose Gray Sand and Medium Gravel (Dirty)							-3	4		
82.0	3			29			6	1.2	20	
							9	B		
Very Stiff Olive Gray Silty Clay Till							6	1.4	19	
80.00	7						9	B		
	9	3.		16			-40	4		
Very Stiff Olive Gray Silty Clay Till (Stratified)										
-20	6									

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

8/12/2015 8:15 AM

DESIGNED - Fess Teklehaimanot	EXAMINED - <i>James F. Duff</i>	DATE - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 027-0102	F.A.P. RTE. 71	SECTION 1115BR, BR-1C, BR-4	COUNTY FORD	TOTAL SHEETS 150	SHEET NO. 120	
CHECKED - Josue D. Ortiz-Varela	PASSED - <i>Carl Perry</i>	REVISED _____			CONTRACT NO. 66994					
DRAWN - h.f. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED _____			SHEET NO. 21 OF 21 SHEETS					
CHECKED - GRA					ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

AS BUILT PLANS
F.A. ROUTE 71 (ILL. 54)
SECTION 115 BR
FORD COUNTY
PROJECT BR-F-71 (17)
C-93-071-78

**FOR
INFORMATION
ONLY**

Sheet Number	INDEX OF SHEETS
1	Cover Sheet
2	Typical Sections and General Notes
3	Summary of Quantities & Schedule of Quantities
4	Plan and Profile Sheet
5	Bridge Approach Pavement
6-11	Bridge Plans
12	Cross Sections
STANDARDS	
1086-4	Standard Symbols and Abbreviations
2113-1	Name Plates
2205	Plant Hardiness Zone
2230-11	Steel Plate Beam Guard Rail
2298-4	Traffic Control and Protection
2299-7	Traffic Control and Protection
2300-1	Traffic Control and Protection
2301-3	Traffic Control and Protection
2302-3	Traffic Control and Protection
2336	Traffic Barrier Terminal Type 1 & 1A
2340-1	Traffic Barrier Terminal Type 5, 5A, 5B & 5C

FA	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	115 BR	FORD	12	1

P-93-011-69

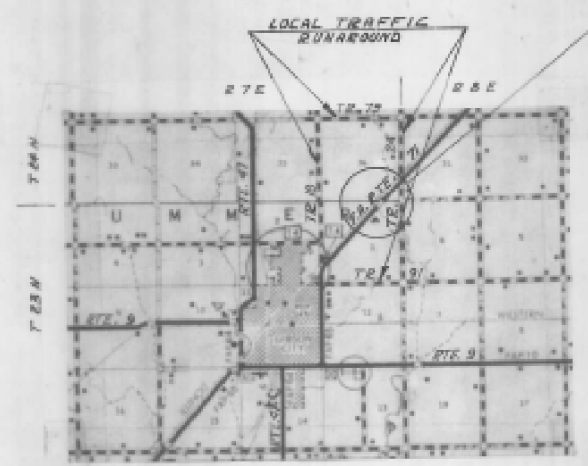


LOCATION OF SECTION INDICATED THUS:—

DESIGN DESIGNATION
1977 ADT 1900 - MAJOR

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
SUBMITTED	9/29/78
DESIGNED	10/24/78
DRAWN	10/24/78
CHECKED	10/24/78
APPROVED	10/24/78

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	DATE
DIVISION ADMINISTRATOR	DATE



APPROXIMATE LAYOUT
SCALE: 1 INCH = 1 MILE
NET LENGTH OF PROJECT SECTION
= 233.58 FT. = 0.044 MI.
= 658.58 FT. = 0.125 MI.

BEGINS STA 677+27.21
ENDS STA 683+85.79

SECTION 115 BR
BEGINS STA 680+77.81
ENDS STA 683+10.79
INCLUDES ONE 75'-0" SPAN R.C. DECK BEAMS 35" BRIDGE, ON PILE BENT ABUTMENTS, AT STATION 682+04.

CONTRACT NO. 33532

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS S.N. 027-0070	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOTDocuments\DOT Offices\District 3\Projects\0366\Drawings\6AD\Sheets\0366994-sht-Exist\0366994-17-1-78	Schwankerg	-	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS S.N. 027-0070	71	(115)BR, BR-1C, BR-4	FORD	158	121
		CHECKED	REVISOR		SCALE:					CONTRACT NO. 66994
		DATE	REVISOR		SHEET OF SHEETS	STA.	TO STA.			ILLINOIS FED. AID PROJECT

B.M. #10 on S.E. Corner of hub rail 115' Lx Sta. 681+56.6
Elev. 100.00.
Existing structure: No. 027-0023 built as S.B.I. Rte.
48, Sec. 115 B in 1931. Existing superstructure
R.C. Girders on closed abutments and R.C.
piers shall be removed and provide a new wider
bridge. Traffic will be detoured.
No Salvage.

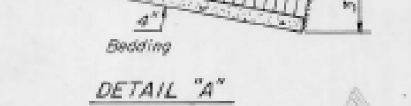
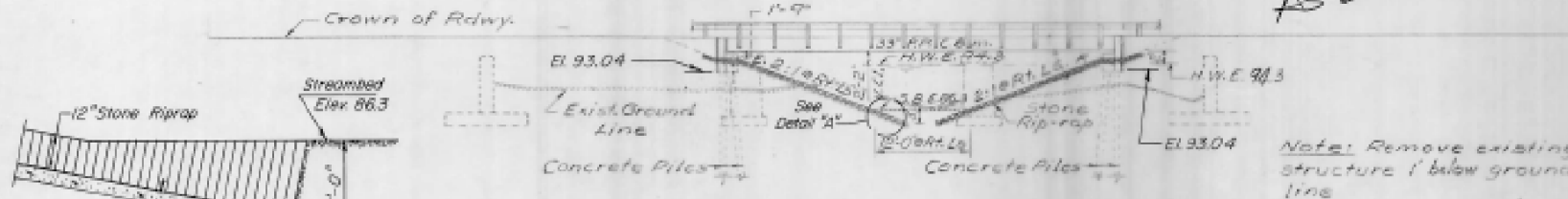
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE	BY	PROJECT	SHEET NO.	SHEET TOTAL
11/5/81	BR	FORD	12	6

SHEET NO. 1
6 SHEETS

GENERAL NOTES

See Proposal for Boring Data.
All structural steel shall be shop painted with two coats of basic lead silico chromate paint.
Expansion guards which are not cast in the precast unit shall be fabricated and erected in accordance with Article 503.07 (c) of the Standard Specifications and are included in quantity of structural steel.
The top surface of the beams shall be finished in accordance with Article 503.06 of the Standard Specifications except that the surface shall not be roughened by brooming. The finished surface shall be free of depressions or high spots with sharp corners.
The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutment.
Reinforcement bars shall conform to the requirements of A.A.S.H.T.O. M 31 or M 53, Grade 60 Deformed bars.
The contractor shall drive two concrete test piles in a permanent location, one at each abutment, as directed by the Engineer before ordering the remainder of piles.

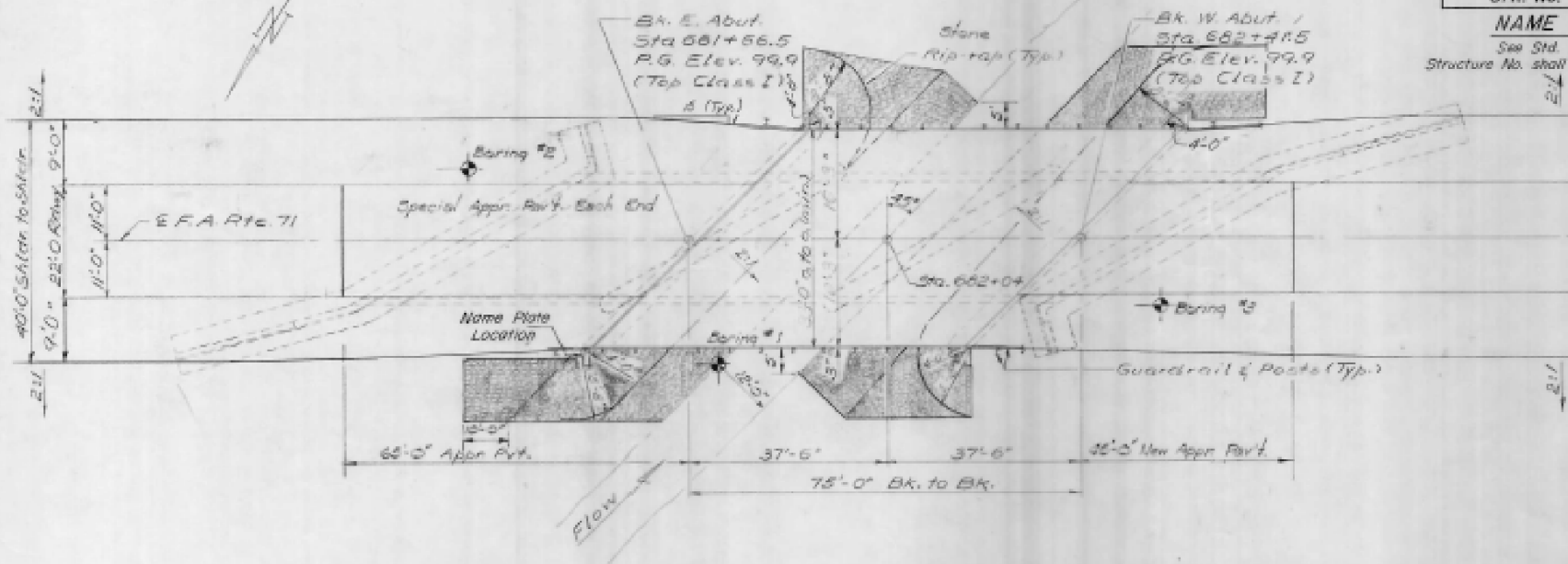


Note: Remove existing structure 1' below ground line

STATION 682+04
BUILT 197 BY
STATE OF ILLINOIS
F.A. RT. 71 SEC. 115 BR
PROJECT BR-F-71(17)
LOADING H520
STR. NO.

NAME PLATE
See Std. 2113-1
Structure No. shall be supplied by District.

FOR INFORMATION ONLY



PLAN AS BUILT

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Bituminous Concrete Surface Course, Class I	Tons	27		27
Portland-Cement-Mortar-Facing Course	Lin-Ft	710		710
Preformed Joint Sealer (2 1/2")	Lin-Ft	47		47
Name Plates	Each		1	1
Stone Rip-rap	Sq. Yds.		370	370
Waterproofing Membrane System	Sq. Yds.	270		270
Precast Prestressed Concrete Deck Beams (33")	Sq. Ft.	2344		2344
Class X Concrete	Cu. Yds.	10.9	48.6	59.5
Structural Steel	Pounds	3270		3270
Steel Railing (Type S)	Lin-Ft.	142		142
Reinforcement Bars	Pounds	150	4840	4990
Concrete Piles	Lin-Ft.		784	784
Test Piles (Concrete)	Each		2	2
Channel Excavation	Cu. Yds.		120	120

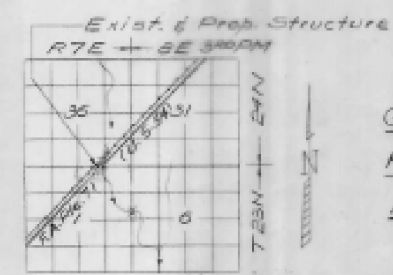
*Quantity Based upon Metal Shell pile lengths.



DESIGNED	EXAMINED
CHECKED	PAIRED
DRAWN	APPROVED
CHECKED	

WATERWAY INFORMATION
Drainage Area 2.186 Acres
Character: level, cultivated, clay
Existing Opening 246 Sq. Ft.
Required Opening 225 Sq. Ft.
Proposed Opening 225 Sq. Ft.
H.W.E. (50) = 94.3
Q (50) = 650 cfs
Created Head = 0.10'
H.W.E. (100) = 94.5
Q (100) = 740 cfs
Created Head = 0.10'

DESIGN STRESSES
PRECAST PRESTRESSED UNITS
f'c = 5000 psi
f'cl = 4000 psi
f's = 270,000 psi (2 Strands)
f'sl = 189,000 psi (2 Strands)
FIELD UNITS
f'c = 3,500 psi
f'y = 60,000 psi (Reinf.)
f'a = 20,000 psi (Struct.)
Loading H520-44
Design Specifications: 1977 AASHTO
Allow 25"/32 Ft. for future W.S.

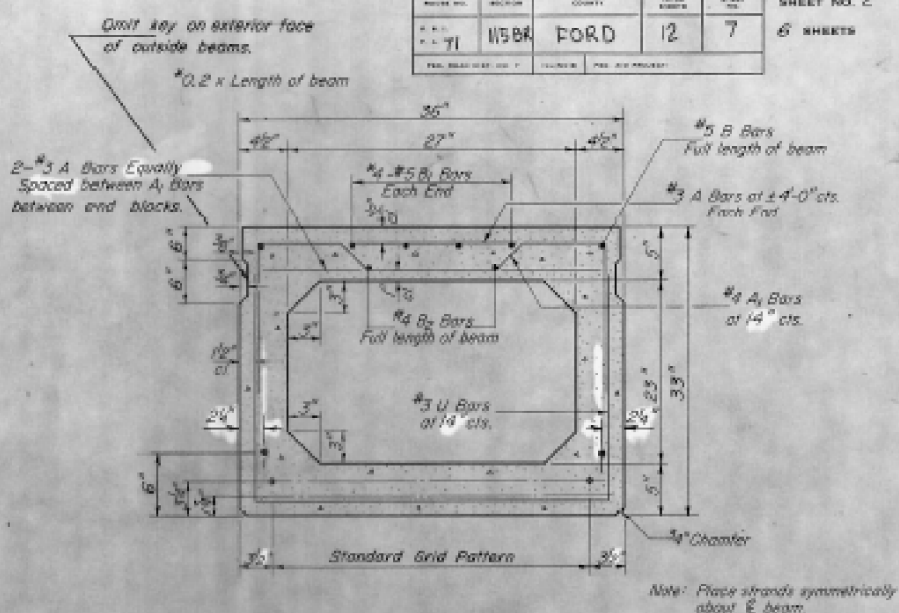
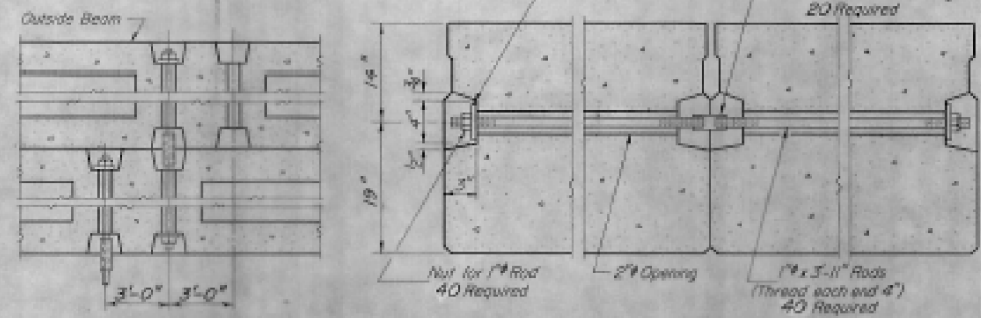
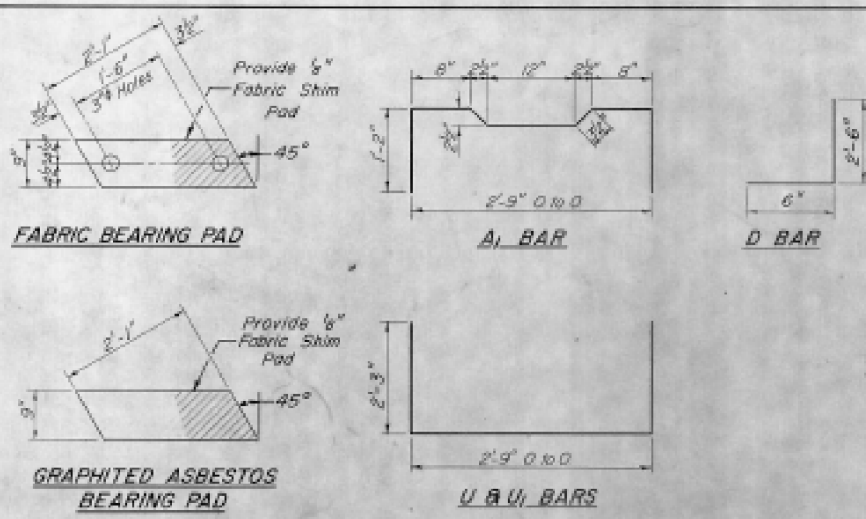


LOCATION SKETCH

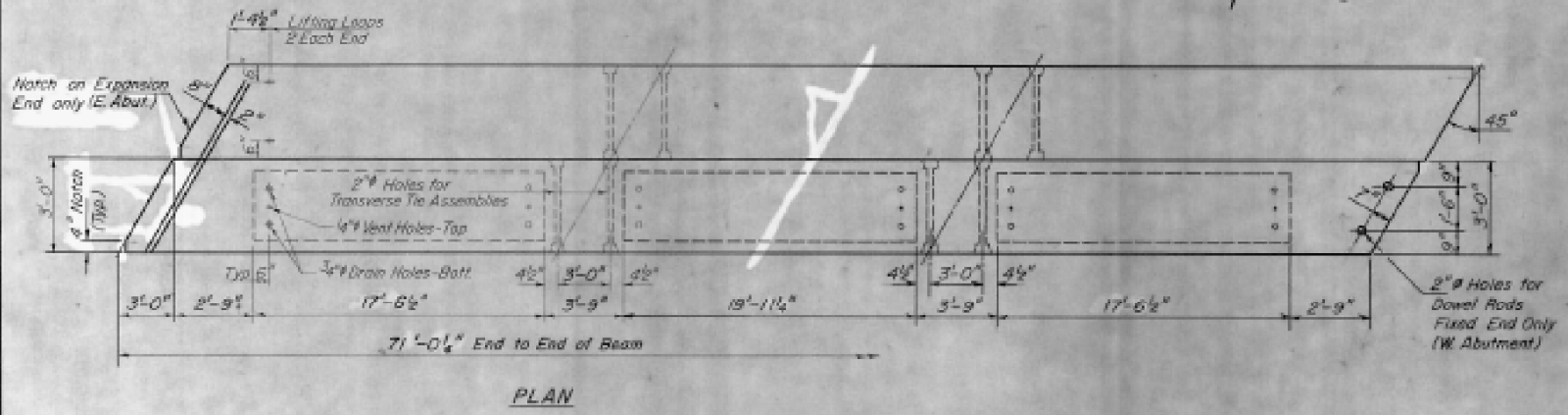
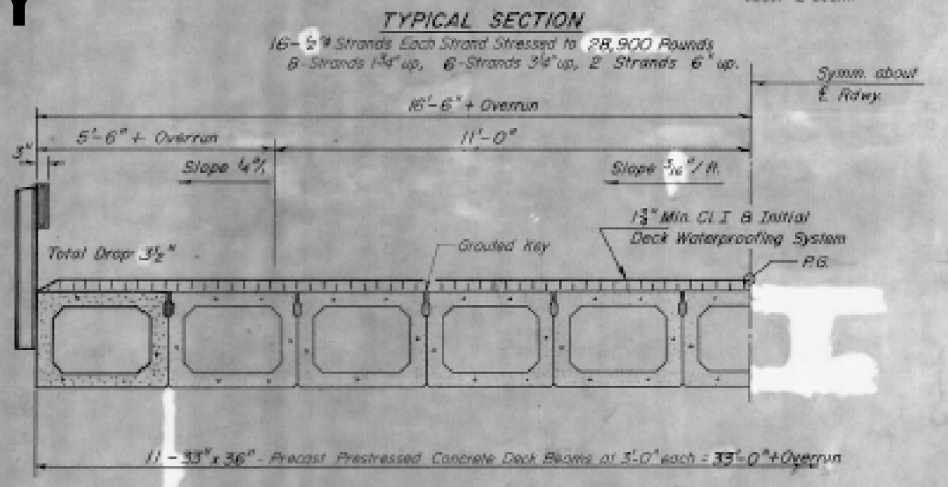
GENERAL PLAN & ELEVATION
F.A. RTE. 71 OVER DRAINAGE DITCH
F.A. RTE. 71 SECTION 115 BR
FORD COUNTY
STA. 682+04.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
71	115 BR	FORD	12	7
SHEET NO. 2				6 SHEETS



FOR INFORMATION ONLY



AS BUILT

BILL OF MATERIAL

Bar	No	Size	Length	Shape	
a	6	#5	24'-6"	—	
Precast Prestressed Concrete Deck Beams				Sq Ft	2344
Reinforcement Bars				Pounds	150
Class K Concrete				Cu. Yds.	10.9

NOTES

Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand, Grade 270. The nominal diameter shall be 7/8" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 3/4" diameter, 6 x 25 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 46,000 lbs.

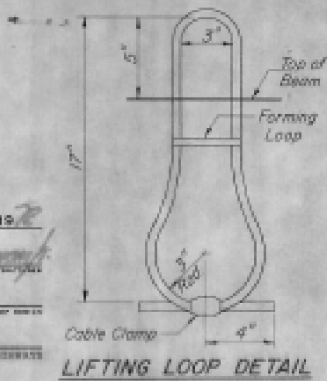
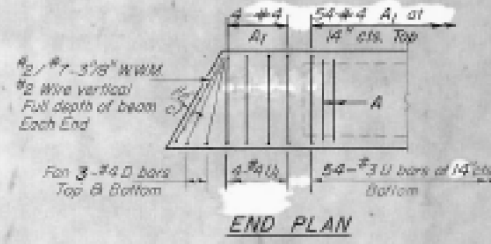
The 1 1/2" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

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

Reinforcing steel shall conform to the requirements of A.A.S.H.T.O. M-31 or M-53 Grade 60.

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

SUPERSTRUCTURE
F.A. RT. 71 SECTION 115 BR
FORD COUNTY
STA. 682+04



DESIGNED: Thomas J. Donnell
CHECKED: P. Barnett
DRAWN: P. Barnett
CHECKED: T. Donnell

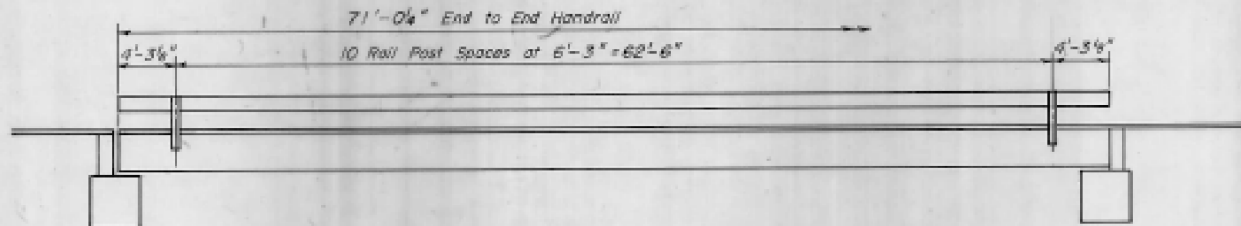
EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]

Apr. 15 1978

PD-3-L 9-73

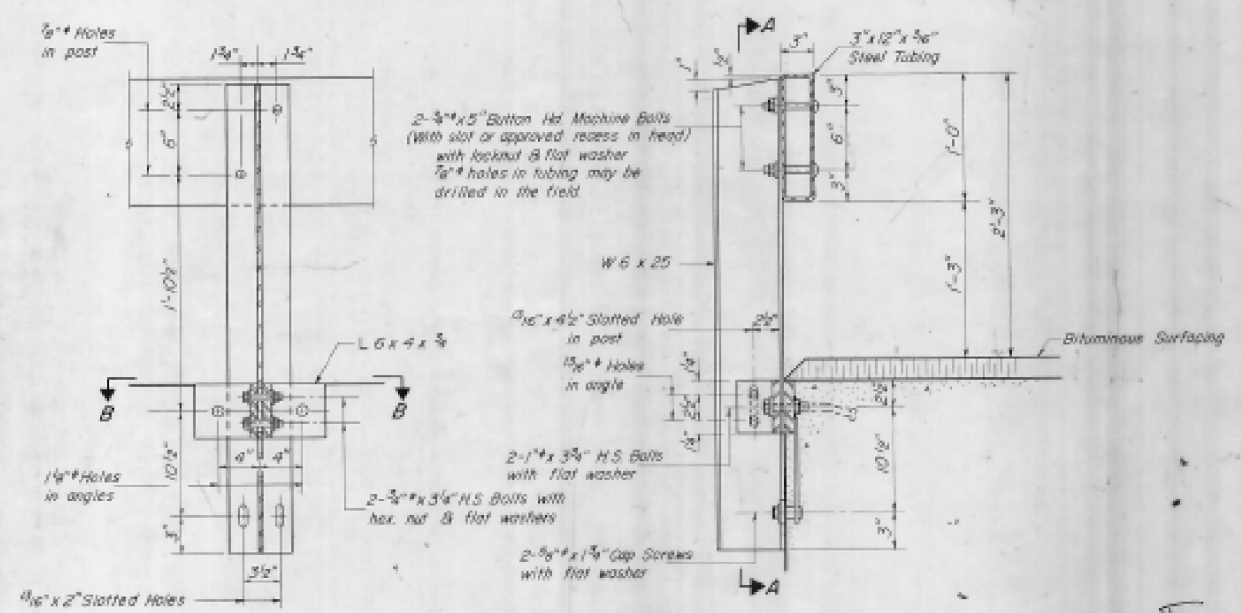
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	WB&R	FORD	12	9
SHEET NO. 9 6 SHEETS				



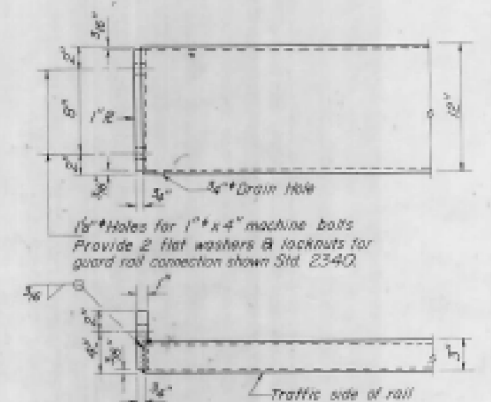
ELEVATION *AS BUILT*

FOR INFORMATION ONLY



SECTION A-A *AS BUILT*

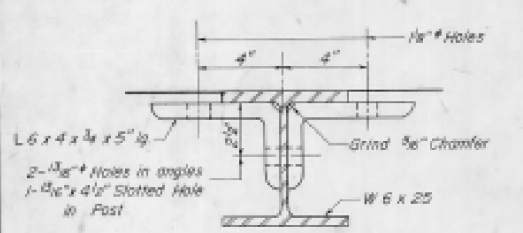
SECTION AT RAIL POST *AS BUILT*



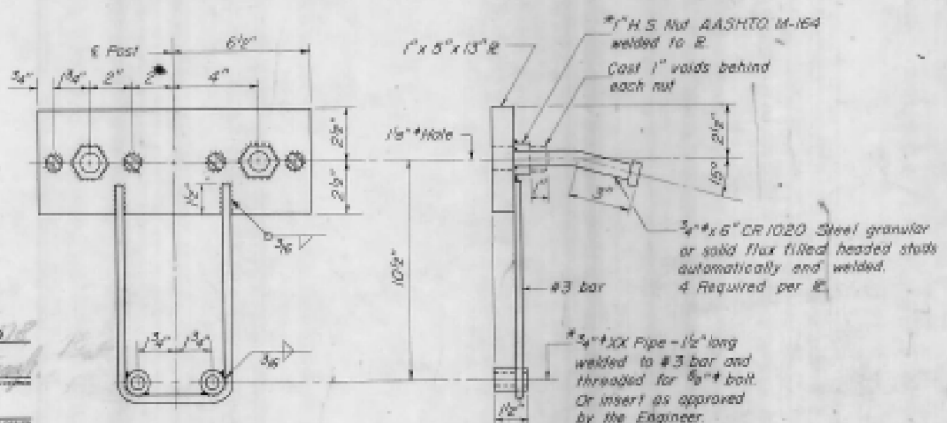
END OF RAIL DETAILS *AS BUILT*

NOTES

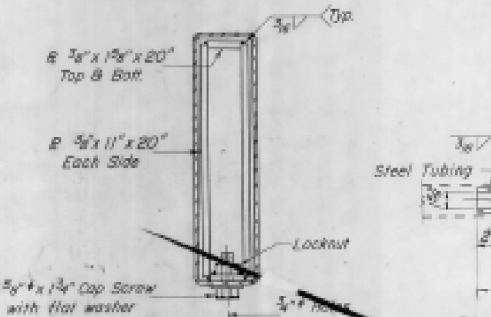
- Hollow structural steel tubing shall conform to the requirements of ASTM designation A-500 Grade B or A-501 Structural Steel Tubing.
- All other steel shapes and plates shall conform to the requirements of AASHTO M-183 except posts shall conform to AASHTO M-186.
- Bolts, cap screws, and nuts shall conform to the requirement of ASTM designation A-307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M-184.
- All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with AASHTO M-232.
- All posts, railing, rail splines, anchor devices and angles shall be galvanized after shop fabrication in accordance with AASHTO M-111 and ASTM A-385. Galvanized rail shall not be painted.
- Railing shall be in accordance with Section 509 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per linear foot for STEEL RAILING, TYPE S.
- All field drilled holes shall be coated with an approved zinc rich paint before erection.
- The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.05 Type B or place 1/2" fabric bearing pad between the post and concrete.
- The 1/2" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/2 turn.



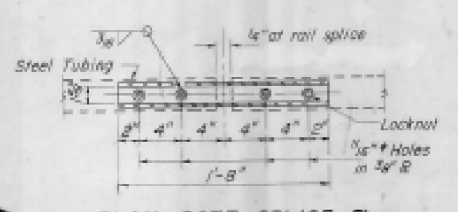
SECTION B-B



ANCHOR DEVICE *AS BUILT*



SECTION AT RAIL SPLICE *AS BUILT*



PLAN-BOTT SPLICE PL TYPICAL *AS BUILT*

AS BUILT
BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type S	Lin. Ft.	142

**TYPE S
STEEL RAILING**

FA. RT. 71 SECTION 115 BR
FORD COUNTY
STA. 682+04

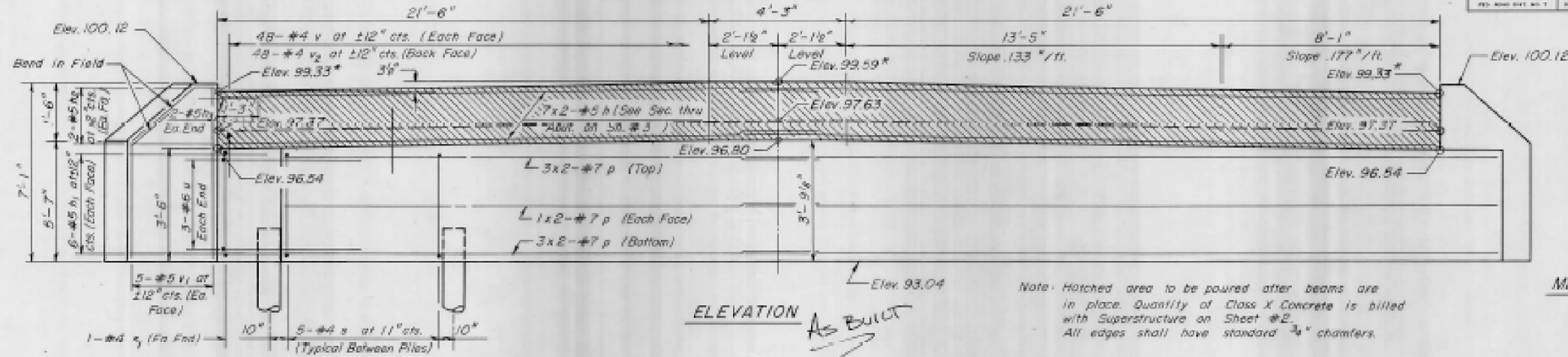
DESIGNED	<i>Theresa Drayzinski</i>	EXAMINED	<i>Carl Marshall</i>
CHECKED	P. Barnett	PASSED	
DRAWN	P. Barnett	APPROVED	
CHECKED	<i>Theresa Drayzinski</i>		

R-23 8-1-76 (6'-3" Maximum Post Spacing)

The notation 3x2-#7 etc. indicates 3 lines of bars with 2 lengths per line.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NO. 71	SECTION 115BR	COUNTY FORD	TOTAL SHEETS 12	SHEET NO. 10	SHEET NO. 5
					6 SHEETS



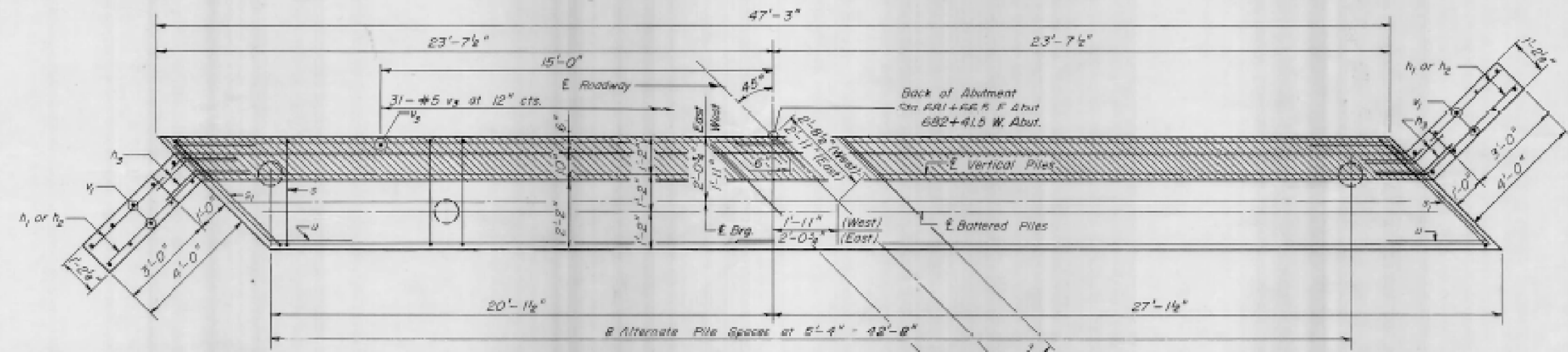
ELEVATION
As Built

Note: Hatched area to be poured after beams are in place. Quantity of Class X Concrete is billed with Superstructure on Sheet #2. All edges shall have standard 3/8" chamfers.

MIN. BAR LAPS
#5 is 1'-9"
#7 is 2'-8"

*Elevations at front face of wall.

FOR INFORMATION ONLY



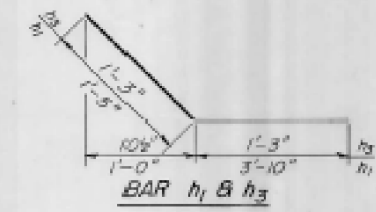
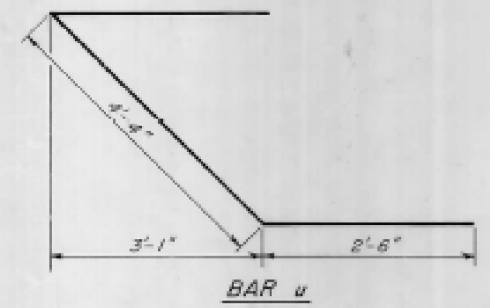
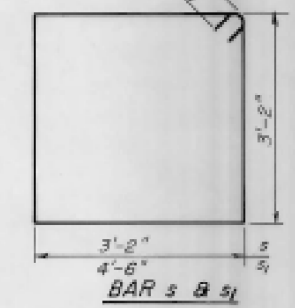
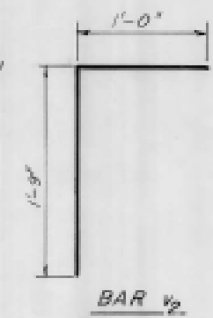
TOP VIEW
As Built

FILE DATA

Type: Concrete
Capacity: 45 Tons
Est. Length: See Table Below
Min. Required: B+1 Test Pile (East Abut.)
B+1 Test Pile (West Abut.)

	Metal Shell Piles	Precast/Concrete Piles
East Abutment	45'	31'
West Abutment	53'	35'

USED METAL SHELL PILES



As Built
TWO ABUTMENTS
BILL OF MATERIAL

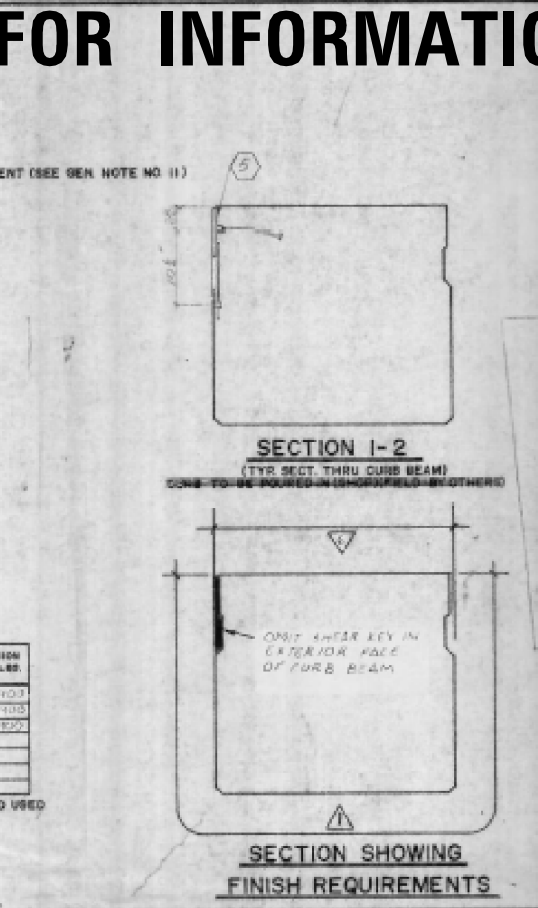
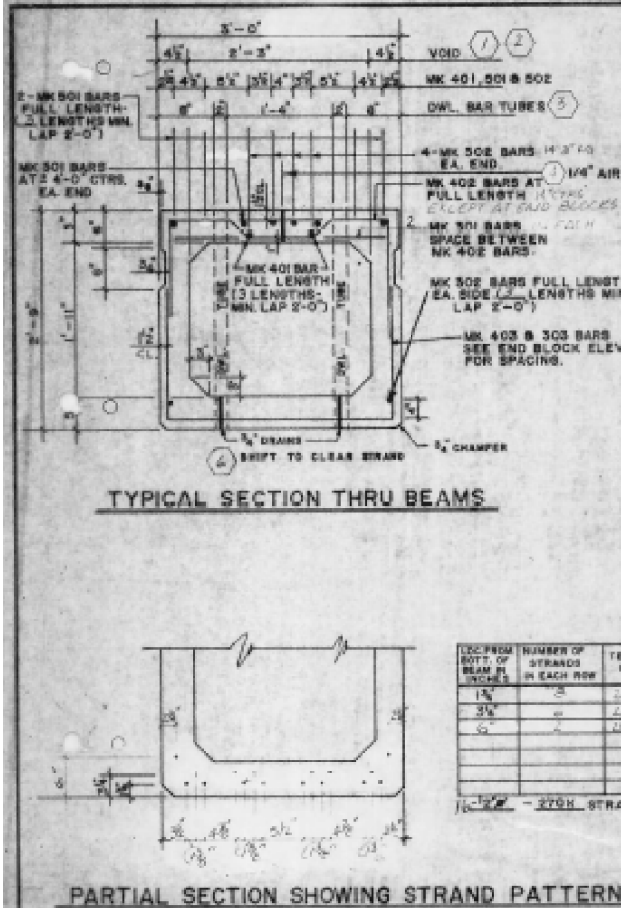
BAR NO	SIZE	LENGTH	SHAPE
h	28 #5	24'-6"	—
h1	48 #5	5'-3"	—
h2	16 #5	3'-9"	—
h3	8 #5	2'-6"	—
p	32 #7	25'-0"	—
s	80 #4	13'-5"	□
s1	4 #4	16'-1"	□
u	12 #6	9'-4"	—
v	192 #4	4'-0"	—
v1	40 #5	6'-9"	—
v2	96 #4	2'-9"	—
v3	62 #5	3'-9"	—
Class X Concrete			Cu. Yds. 48.6
Reinforcement Bars			Pounds 4840
** Concrete Piles			Lin. Ft. 784
Test Piles			Each 2

**Quantity based upon Metal Shell Pile lengths

EAST & WEST ABUTMENT
E.A.R.T. 71 SECTION 115 BR
FORD COUNTY
STA. 682+04

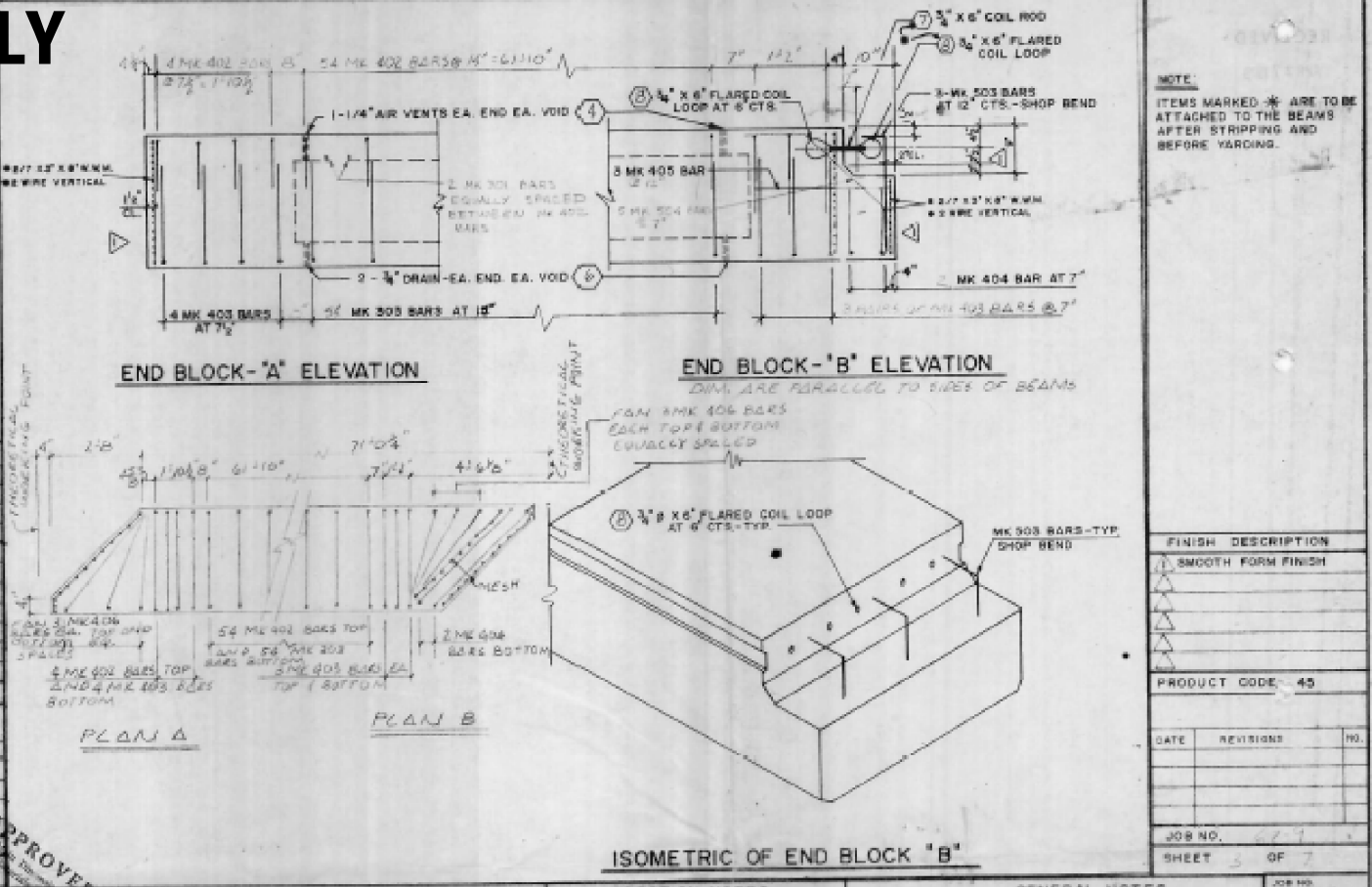
DESIGNED <i>Thomas Doughty</i>	EXAMINED <i>12/19</i>
CHECKED <i>P. Barnett</i>	PASSED
DRAWN <i>P. Barnett</i>	APPROVED
CHECKED <i>T. Doughty</i>	

FOR INFORMATION ONLY



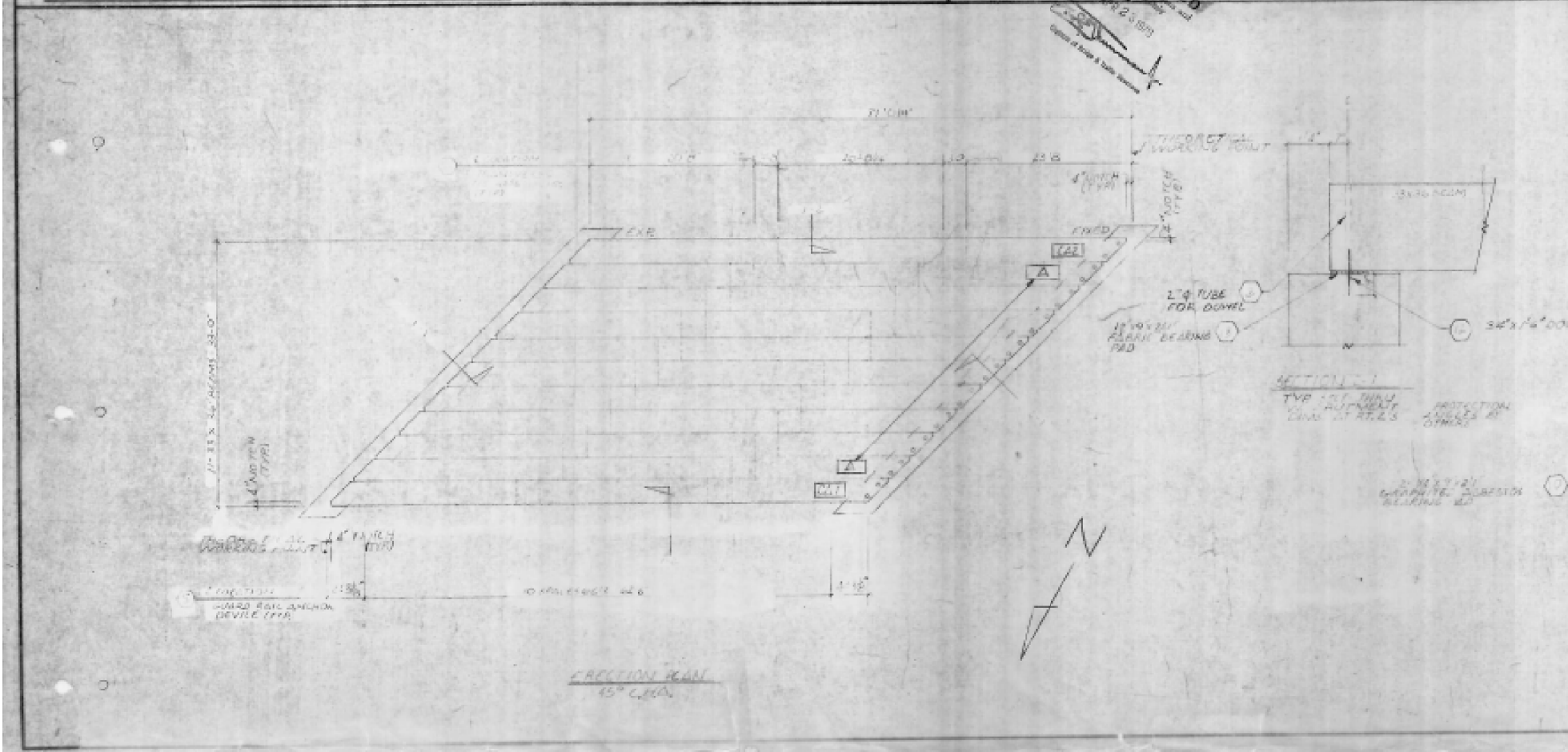
THE TOP SURFACE OF THE BEAMS SHALL NOT BE ROUGHENED BY BRUSHING. THE FINISH SURFACE SHALL BE FLAT OR DIMENSIONS OR HIGH SPOTS WITH SHARP CORNERS.

DESIGN		
fd'	4,000	PSI
fs	5,000	PSI
ft	50,000	PSI
fr	275,000	PSI
FINISH DESCRIPTION		
1	SMOOTH FORM FINISH	
2	MEDIUM BROOM FINISH	
3	STEEL TROWEL FINISH	
PRODUCT CODE 45		
DATE	REVISIONS	NO.
JOB NO. 6-27-79		
SHEET 2 OF 7		



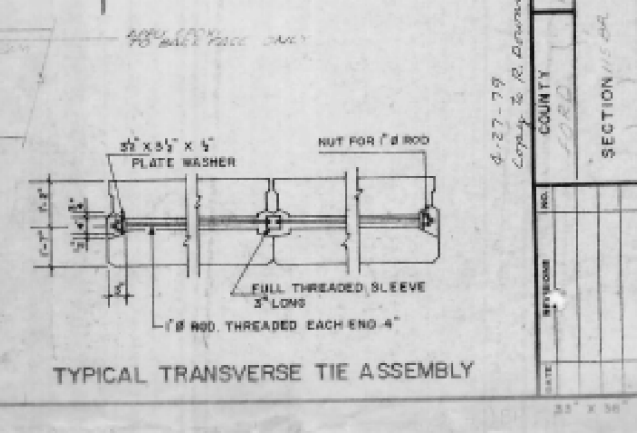
NOTE:
 ITEMS MARKED * ARE TO BE ATTACHED TO THE BEAMS AFTER STRIPPING AND BEFORE YARDING.

FINISH DESCRIPTION	
1	SMOOTH FORM FINISH
PRODUCT CODE - 45	
DATE	REVISIONS
JOB NO. 6-27-79	
SHEET 2 OF 7	



- ERECTION NOTES**
- PLACE MARKED END OF BEAM AS SHOWN ON PLAN.
 - ANY BEAMS TO BE PAID BY OTHERS AFTER BEAMS HAVE BEEN ERECTED AND JOINTS SAID.
 - ENDS OF BEAMS SHALL BE ALIGNED AT THE SEPARATION JOINTS AND UNIFORM VARIATION IN THE BEAM LENGTH SHALL BE PLACED AT THE FIXED JOINT.

- GENERAL NOTES**
- JOB (IS) () STATE INSPECTED
 - THE TRANSVERSE TIE RODS, NUTS, SLEEVES & WASHERS SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH AASHTO M227 AFTER FABRICATION
 - STEEL FOR TRANSVERSE TIE RODS SHALL BE AASHTO M227 GRADE 70 OR NO. 40
 - DOWEL BARS SHALL CONFORM TO AASHTO M227 OR M21
 - ALL WIRE MESH SHALL CONFORM TO AASHTO M55
 - PRESTRESSING STEEL STRANDS SHALL CONFORM TO AASHTO M203. 270K STRAND USED.
 - RAIL POST ANCHOR DEVICE SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M118 AND A-385.
 - PRICE BROS. MIDWEST IS SUPPLYING STANDARD INSERTS FOR GUARD RAIL POST BOLTS GALVANIZED ACCORDING TO STANDARD SPECIFICATIONS. THREADS SHOULD BE RETAPPED AFTER GALVANIZING.
 - LOADING HS-20-44 PLUS 15 PSF FUTURE WEARING SURFACE
 - ENDS OF BEAMS SHALL BE GIVEN TWO (2) COATS OF ASPHALT PAINT UNLESS OTHERWISE SPECIFIED.
- ALL BARS SHALL BE LAPPED 30 DIAMETER (UNLESS OTHERWISE SPECIFIED)
- ALL VENTS SHALL EXTEND 1" ABOVE BEAM AND BE FILLED WITH EPOXY OR OTHER APPROVED MATERIAL AFTER BEAMS HAVE BEEN POURED.



PRICE BROS. MIDWEST, INC.
 COUNTY: COOK
 SECTION: 1110A
 DATE: 6-27-79
 COPY TO: R. D. DUNN, R. E.

FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 3\Projects\0366\Drawings\60\Sheets\0366994-sht-Exist\REVISED		CHECKED -	REVISED -
PLOT SCALE = 100.0000' / in.		DATE -	REVISED -
PLOT DATE = 8/13/2015			

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EXISTING PLANS S.N. 027-0070			
SCALE:	SHEET	OF	SHEETS
	OF	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	158	129
CONTRACT NO. 66994				
ILLINOIS FED. AID PROJECT				

CAST IN ITEMS

VOIDS

23' X 27' BOX VOIDS X 12" 11 23' X 27' BOX VOIDS X 12" 23' X 27' BOX VOIDS X 12"

INSERTS

ANCHOR DEVICES A 22 B C

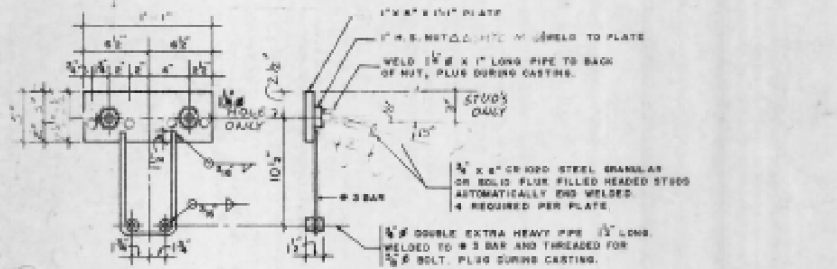
RICHMOND ROCKETS REQ'D. 3/4" - 3/8" FLARED COIL LOOPS X 6" REQ'D

DOWEL BAR TUBES
22 REQ'D. 2" X 2" X 2'-9" LONG

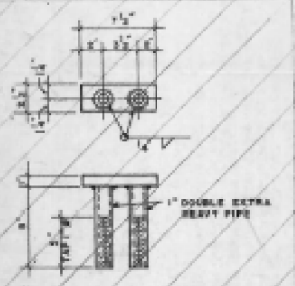
TRANS. TIE ROD TUBES
44 REQ'D. 2" X 2" X 2'-6" LONG

VOID DRAIN TUBES
22 REQ'D. 1/2" X 2" X 6" LONG

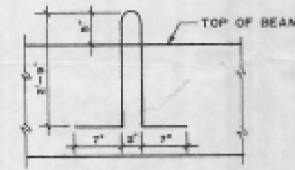
VOID AIR VENTS
22 REQ'D. 1/2" X 2" X 6" LONG



ANCHOR DEVICE
GALVANIZE AFTER FABRICATION - TAP THREADS AFTER GALVANIZING



ANCHOR DEVICE
GALVANIZE AFTER FABRICATION - TAP THREADS AFTER GALVANIZING



LIFTING LOOP
44 REQ'D.
USE 1/2" STRAND / LOOP

ERECTION ITEMS

TRANSVERSE TIE HARDWARE

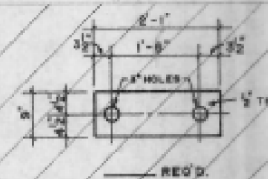
- 20 1" X 2" HEX SLEEVES REQ'D.
 - 21 1/2" X 3/4" X 3/4" PLATE WASHERS REQ'D.
 - 47 1" NUTS REQ'D.
 - 49 1" X 2"-11" RODS REQ'D.
 - 50 1" X 2"-11" RODS REQ'D.
 - 51 1" X 2"-11" RODS REQ'D.
 - 52 1" X 2"-11" RODS REQ'D.
- ALL RODS TO BE THREADED 1" EACH END.

MISCELLANEOUS ITEMS

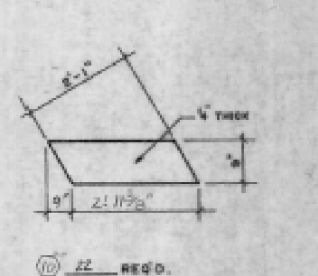
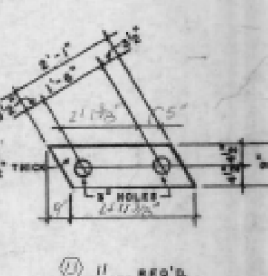
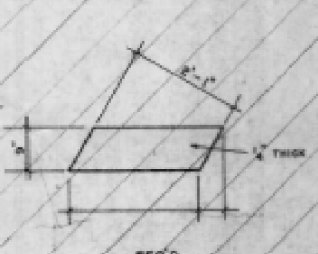
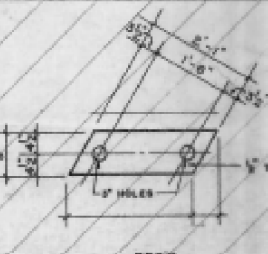
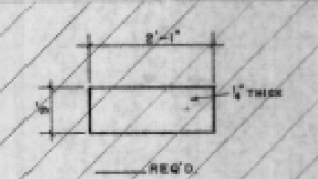
- 12 22 # 6 X 1-2" DOWEL BARS REQ'D.
- 13 22 # 6 X 1-2" DOWEL BARS REQ'D.
- 14 22 # 6 X 1-2" DOWEL BARS REQ'D.
- 15 22 # 6 X 1-2" DOWEL BARS REQ'D.
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- 97 22 # 6 X 1-2" DOWEL BARS REQ'D.
- 98 22 # 6 X 1-2" DOWEL BARS REQ'D.
- 99 22 # 6 X 1-2" DOWEL BARS REQ'D.
- 100 22 # 6 X 1-2" DOWEL BARS REQ'D.

BEARING PADS

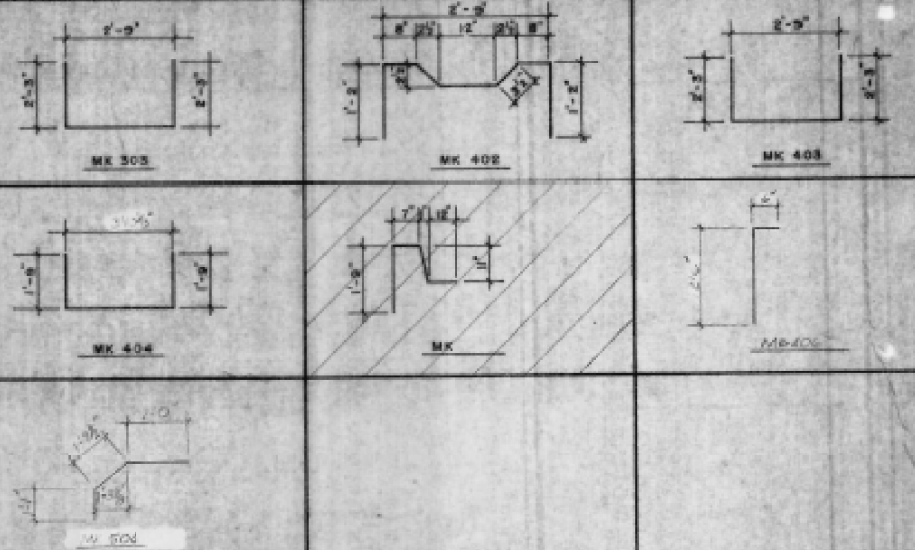
PLAN OF 1/2" FABRIC BRG. PAD



PLAN OF 1/4" GRAPHITED ASBESTOS BRG. PAD



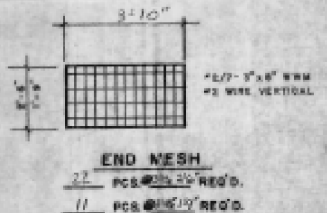
REINFORCEMENT SCHEDULE



MK. NO.	SHAPE	NO. REQ'D.	SIZE	LENGTH FT.	INCH.
301	STR.	12	#5	2	9
302	STR.	6	#3	1	3
303	STR.	6	#3	7	3
401	STR.	6	#3	7	11
402	STR.	6	#4	5	3
403	STR.	6	#4	7	3
404	STR.	6	#4	7	10
406	STR.	12	#4	3	0
501	STR.	6	#5	22	10
502	STR.	6	#5	14	3
503	STR.	6	#5	2	8

NOTES FOR REINFORCEMENT:
ALL MATERIAL TO CONFORM TO ASTM A618 OR A615, GRADE 60 UNLESS NOTED OTHERWISE.
ALL DIMENSIONS SHOWN ARE CUT TO FIT UNLESS NOTED OTHERWISE.
ALL BENDS TO BE MIN. RADIUS UNLESS NOTED OTHERWISE.

CURB MESH DETAIL
PCS. # REQ'D.
PCS. # REQ'D.



END MESH
22 PCS. # REQ'D.
11 PCS. # REQ'D.

FOR INFORMATION ONLY

FOR INFORMATION ONLY

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

F.A. 71 (IL. RTE. 54)
SECTION (114,115) RS - 2
FORD COUNTY
C-93-056-90

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(114,115)RS-2	FORD	59	1

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- 1 TITLE SHEET
- 2 TYPICAL SECTIONS
- 3 GENERAL NOTES
- 4-5 SUMMARY OF QUANTITIES
- 6-7 SCHEDULE OF QUANTITIES
- 8-10 CULVERT SCHEDULE
- 11-41 AERIAL VIEWS
- 42 EXISTING INTERSECTION DETAIL RTE'S 115 & 54
- 43 INTERSECTION DETAIL
- 44 STRIPING DETAIL
- 45-47 MISCELLANEOUS DETAILS
- 48 GUARDRAIL DETAILS STA 197+50
- 49-50 BRIDGE RAIL RENOVATION 027-0021
- 51 GUARDRAIL DETAIL BOX CULVERT 027-2003
- 52 GUARDRAIL ATTACHED TO EXISTING BRIDGE RAIL 027-0066
- 53 BRIDGE RAIL REPLACEMENT 027-0070
- 54 TRAFFIC CONTROL AND PROTECTION, STANDARD 2303 (MOD)
- 55-59 CROSS-SECTIONS ROUTES 115 & 54

STANDARDS

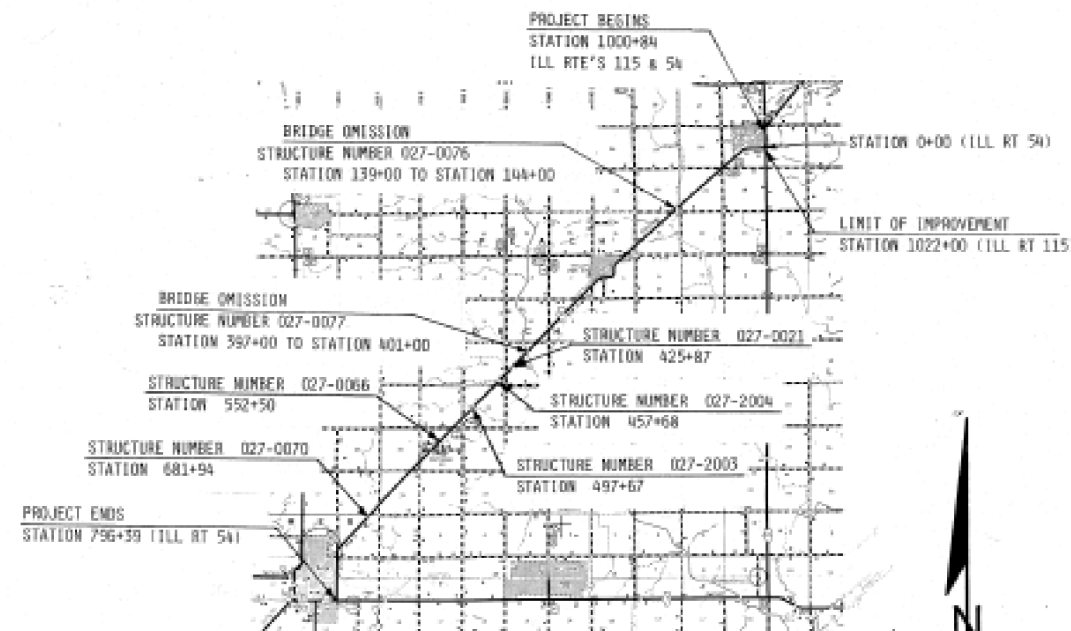
- 1686-4 SYMBOLS AND ABBREVIATIONS
- 2122-12 CONCRETE MEDIANS
- 2130-9 CONCRETE CURB & COMBINATION CONCRETE CURB & GUTTER
- 2171 MAILBOX TURNOUT
- 2228-4 METAL END SECTION FOR PIPE CULVERTS
- 2229-5 METAL END SECTION FOR PIPE ARCHES
- 2230-15 STEEL PLATE BEAM GUARDRAIL
- 2262-4 REINFORCED CONCRETE ELBOW AND PRECAST REINFORCED CONCRETE FLARED END SECTION
- 2298-7 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
- 2299-10 DESIGN OF TRAFFIC CONTROL DEVICES
- 2300-3 FLAGMAN TRAFFIC CONTROL SIGN
- 2302-5 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES TWO-LANE, TWO-WAY, RURAL, DAY OR NIGHT
- 2305-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES TWO-LANE, TWO-WAY, RURAL, DAY
- 2304-7 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES TWO-LANE, TWO-WAY, RURAL, NIGHT
- 2305-5 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES RURAL, MOVING OPERATION, DAY
- 2306-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES RURAL, MOVING OPERATION, DAY
- 2307-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES SHORT-TIME OPERATION, DAY OR NIGHT
- 2308-5 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (CASE VIII), RURAL, MOVING OPERATION, MULTILANE DIV., DAY
- 2311-8 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES TWO-LANE, TWO-WAY, RURAL, WIDENING, DAY OR NIGHT
- 2312-8 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES TWO-LANE, TWO-WAY, RURAL, WORK IN SERIES, DAY OR NIGHT
- 2325-5 GUARD RAIL MOUNTED ON EXISTING CULVERTS
- 2336-4 TRAFFIC BARRIER TERMINAL, TYPE 1 AND 1A
- 2379 GRATING FOR CONCRETE FLARED END SECTION (42", 48", & 54" PIPE)
- 2383-1 TEMPORARY CONCRETE BARRIER
- 2396 TYPICAL PAVEMENT MARKINGS
- 2427 CLASS C AND D PATCHES
- 2301 TEMPORARY EROSION CONTROL

MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS _____

J.U.L.I.E. 1-800-892-0123
PROJECT ENGINEER: GREGG MOUNTS
SQUAD LEADER: MARK JONES
TOWNSHIP: LYMAN, PEACH ORCHARD, DIX, DRUMMER

CONTRACT NO. 86146

FORD COUNTY SECTION: (114,115) RS-2 ROUTE: FAP 71



GROSS LENGTH OF IMPROVEMENT (RT 54) = 79,613.55 FEET = 15.078 MILES
NET LENGTH OF IMPROVEMENT (RT 54) = 78,713.55 = 14.908 MILES
GROSS LENGTH OF IMPROVEMENT (RT 115) = 2,116.00 FEET = 0.40 MILES
NET LENGTH OF IMPROVEMENT (RT 115) = 2,116.00 FEET = 0.40 MILES

STATION EQUATIONS

STA. 29+44.2 BK = STA. 29+97.6 AH
STA. 244+47.64 BK = STA. 245+09.36 AH
STA. 262+00.58 BK = STA. 265+30.41 AH
STA. 281+00.43 BK = STA. 276+45.97 AH
STA. 700+03.43 BK = STA. 700+38.39 AH



ADT = 1600 (1990)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 3-2 1990
R. P. Blain
DISTRICT ENGINEER
EXAMINED 3-14 1990
Ray D. Gould
ENGINEER OF PLANS AND CONTRACTS
PASSED 3-14 1990
[Signature]
ENGINEER OF DESIGN
APPROVED 3-14 1990
DIRECTOR, DIVISION OF HIGHWAYS

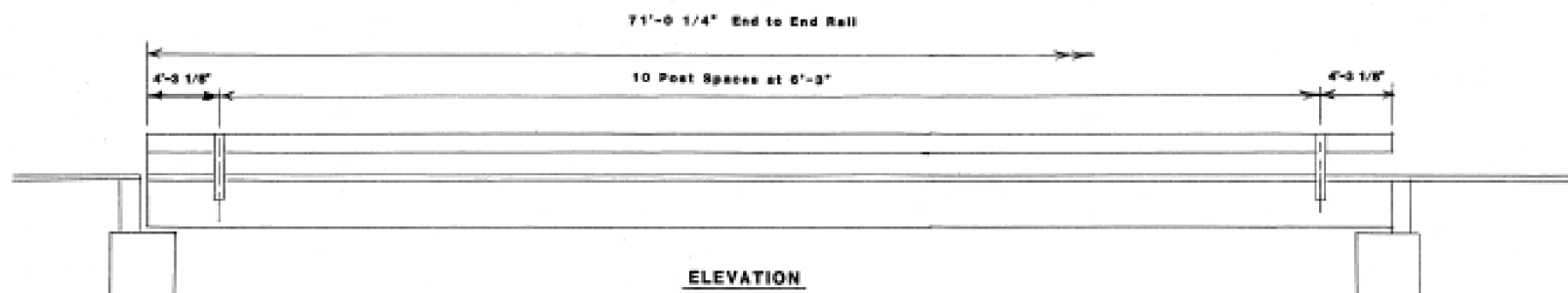
FILE NAME	USER NAME	DESIGNED	REVISED	EXISTING PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG\Illinois.gov\PWIDOT\Documents\DOT Offices\District 3\Projects\0366\Drawings\0366\0366994-sht-Exist\REVISED	Schwankerg	-	-	S.N. 027-0070	71	(115)BR, BR-1C, BR-4	FORD	158	132
		CHECKED	REVISOR	SCALE:	CONTRACT NO. 66994				
		DATE	REVISOR	SHEET OF SHEETS	ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

DATE	BY	CHKD	APPD	SHEET NO.
71	RS-2	FORD	59	53

NOTES

- Hollow structural steel tubing shall conform to the requirements of ASTM designation A-500 Grade B Structural Steel Tubing.
- All other steel shapes and plates shall conform to the requirements of AASHTO M-183 except posts and angles shall conform to AASHTO M-223, Grade 50.
- Bolts, cap screws and nuts shall conform to the requirements of ASTM designation A-307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M-164.
- All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with AASHTO M-232.
- All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with AASHTO M-11 and ASTM A-385. Galvanized rail shall not be painted.
- Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per linear foot for STEEL RAILING, TYPE WT.
- All field drilled holes shall be coated with an approved zinc rich paint before erection.
- The 1/2" x 6" plates that come in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/2" fabric bearing pads between the plates and concrete.
- The 3/4" high strength bolts used to connect the 6" x 4" x 3/4" angles to the post shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specifications. The 1" # high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/2 turn. The 5/8" # cap screws in bottom of posts shall be tightened to a snug fit only.
- For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to Steel Railing.

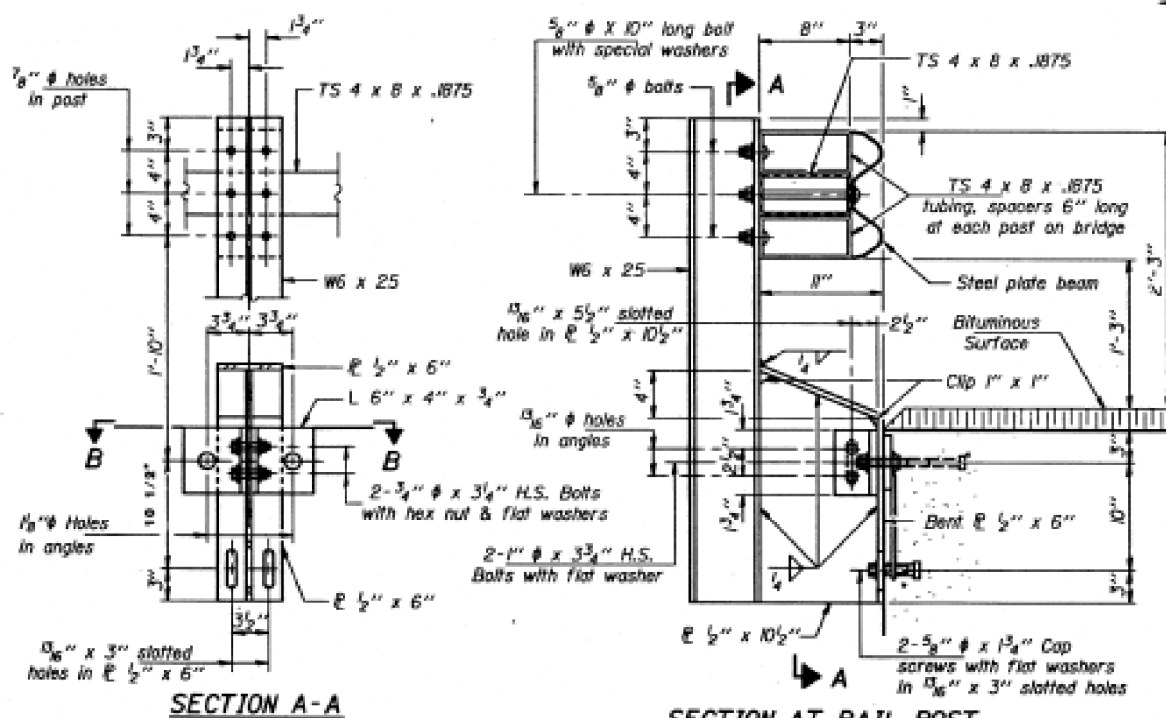


ELEVATION

SN 027-0070

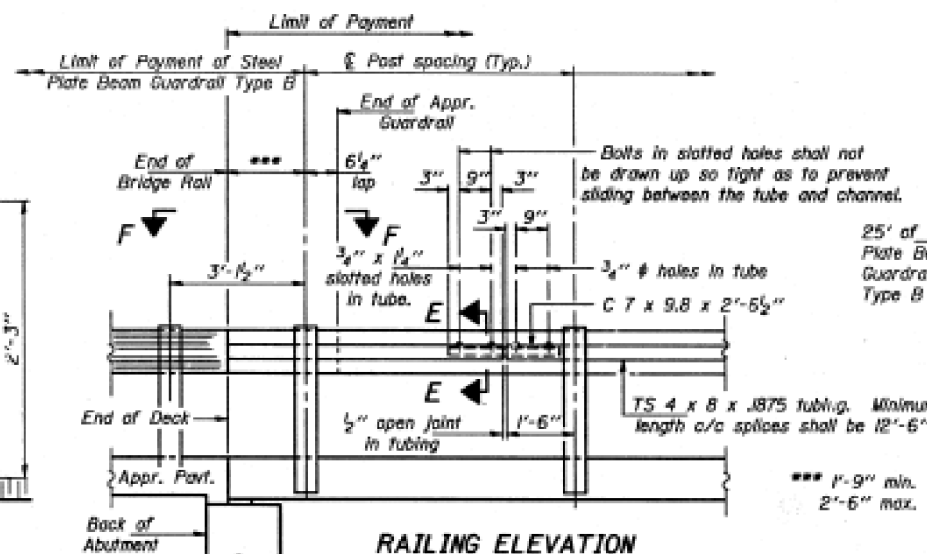
STA 681-94

Note:
Cost of removing existing steel railing shall be incidental to New WT Steel Railing.

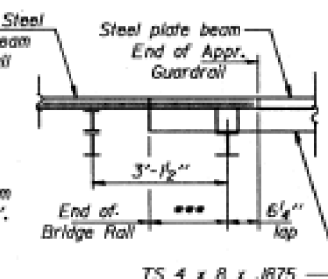


SECTION A-A

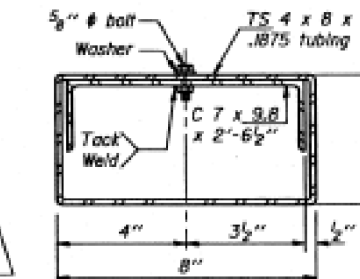
SECTION AT RAIL POST



RAILING ELEVATION

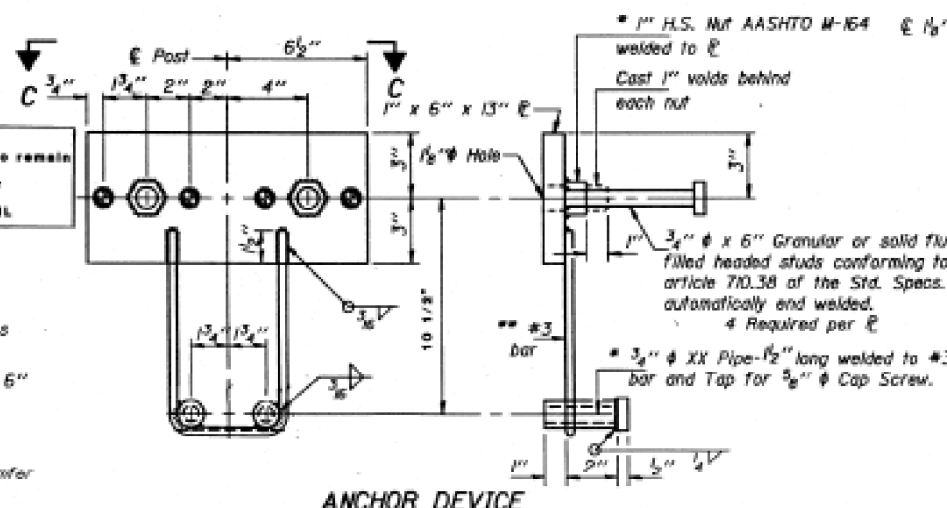


VIEW F-F

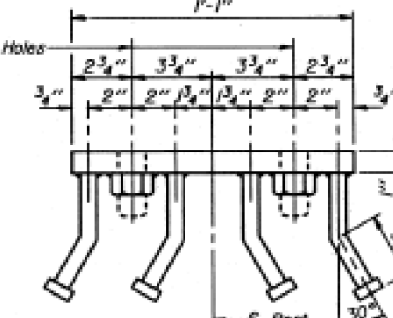


SECTION E-E

NOTE:
Existing Anchor Devices to remain in place and be used for New TYPE WT STEEL RAIL



ANCHOR DEVICE



VIEW C-C

BILL OF MATERIAL

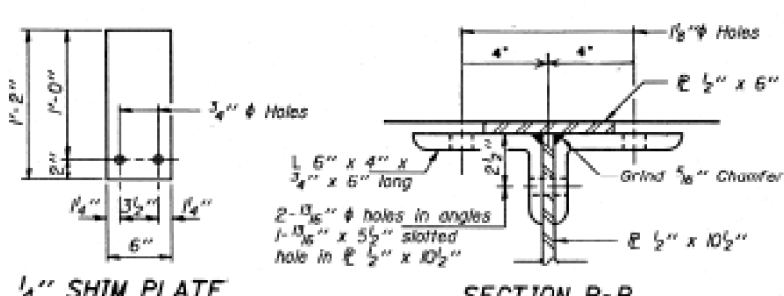
Item	Unit	Quantity
Steel Railing, Type WT	Lin. Ft.	142

**TYPE WT
STEEL RAILING**

ILLINOIS ROUTE 54 FA ROUTE 71

DESIGNED	ENGINER
CHECKED	ENGINEER OF BRIDGE DESIGN
DRAWN	ENGINEER OF BRIDGE AND STRUCTURES
CHECKED	DIRECTOR OF HIGHWAYS

R-30 9/30/87 6'-3" Maximum Post Spacing



1/4" SHIM PLATE

SECTION B-B

- * Threaded areas shall be plugged or blocked off during casting of beam.
- ** Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed 1/2".

INDEX OF SHEETS

- 1 TITLE SHEET
- 2 GENERAL NOTES
- 3 - 4 SUMMARY OF QUANTITIES
- 5 TYPICAL SECTIONS
- 6 - 10 SCHEDULES OF QUANTITIES
- 11 - 12 DETAILS
- 13 TIE POINTS

STANDARDS

- 000001-03 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 701001 OFF-ROAD OPERATIONS, 2-L, 2-W, 4.5 M (15') MIN. AWAY, FOR SPEEDS ≥ 45 MPH
- 701006-01 OFF-ROAD OPR., 2-L, 2-W, 4.5 M (15') TO 600 MM (24"), AWAY, SPEEDS ≥ 45 MPH
- 701011 OFF-ROAD MOVING OPERATIONS, 2-L, 2-W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701201-01 LANE CLOS., 2-L, 2-W, DAY ONLY, ON-RD TO 600 MM OFF-ROAD, SPEEDS ≥ 45 MPH
- 701301-01 LANE CLOSURE, 2-L, 2-W, SHORT TIME OPERATIONS, FOR SPEEDS ≥ 45 MPH
- 701306 LANE CLOS., 2-L, 2-W, SLOW MOVING DAY ONLY OPERATIONS, SPEEDS ≥ 45 MPH
- 701311-02 LANE CLOSURE, 2-L, 2-W, MOVING DAY ONLY OPERATIONS, FOR SPEEDS ≥ 45 MPH
- 702001-02 TRAFFIC CONTROL DEVICES
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 781001-02 TYPICAL APPLICATIONS, RAISED REFLECTIVE PAVEMENT MARKERS
- 701326-01 LANE CLOSURE, 2-L, 2-W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH

MICROFILMED _____
 REEL NUMBER _____
 AWARDED _____
 RESIDENT ENGINEER _____
 AS BUILT CHANGES WERE MADE
 ON THE FOLLOWING SHEETS _____

JULIE 1-800-892-0123

DISTRICT 3 NO. (815) 434-6131

PROJECT ENGINEER: STEVE ANDREWS
 UNIT CHIEF: JAY KEIGHER
 TOWNSHIP: LYMAN, PEACH ORCHARD, DIX, DRUMMER

CONTRACT NO. 66124

FORD COUNTY SECTION 114,115RS-3

ROUTE: F.A.P. 71 IL 54

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

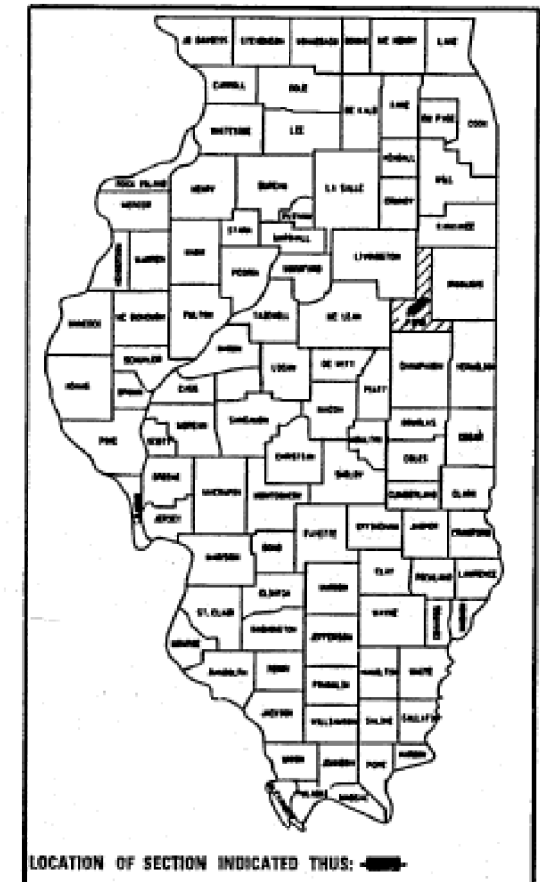
F.A.P. 71 (IL 54)
 (114,115)RS-3
 FORD COUNTY
 C-93-046-01

FOR
 INFORMATION
 ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	114,115RS-3	FORD	13	1

◆ (114,115)RS-3

D-93-092-00



LOCATION OF SECTION INDICATED THUS:

MINOR ARTERIAL

2001 ADT 2650
 P.V. 91.0% S.U. 5.0% M.U. 4.0%

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED 03-19-2021
James J. Ford DISTRICT ENGINEER
May 11, 2021
Michael Hine ENGINEER OF DESIGN AND ENVIRONMENT
May 11, 2021
Jim Slifer DIRECTOR, DIVISION OF HIGHWAYS

BRIDGE OMISSION

STR. NO. 027-0076

STA. 140+00 TO STA. 142+00

STR. NO. 027-0021

STA. 425+87

STR. NO. 027-2008

STA. 497+67

STR. NO. 027-0070

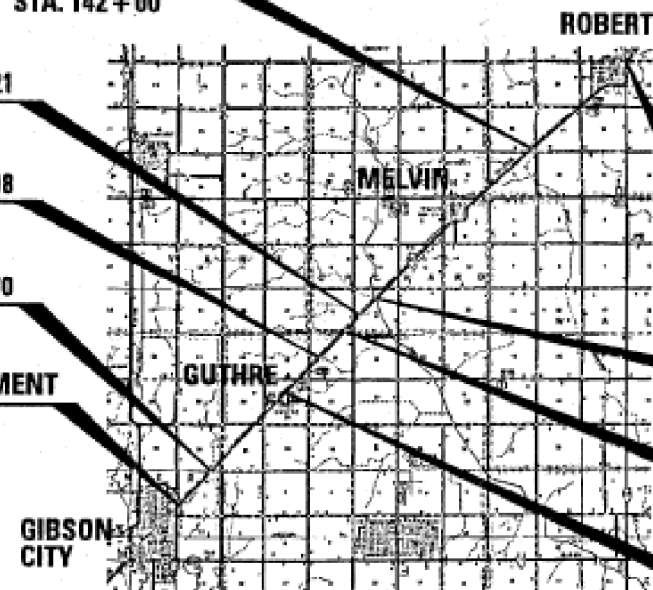
STA. 681+94

END IMPROVEMENT

STA. 796+15

STATION EQUATIONS

- STA 29+44.20 BK = STA 29+97.60 AH
- STA 244+47.64 BK = STA 245+09.36 AH
- STA 282+00.58 BK = STA 285+30.41 AH
- STA 281+00.43 BK = STA 276+45.97 AH
- STA 740+03.43 BK = STA 740+38.39 AH



BEGIN IMPROVEMENT

STA. 1+30

STR. NO. 027-0077

STA. 399+10

STR. NO. 027-2004

STA. 457+70

BRIDGE OMISSION

STR. NO. 027-0066

STA. 552+40 TO STA. 552+60

LOCATION MAP

GROSS LENGTH = 15.05 MILES

NET LENGTH = 15.01 MILES

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
 S.N. 027-0070

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	158	134

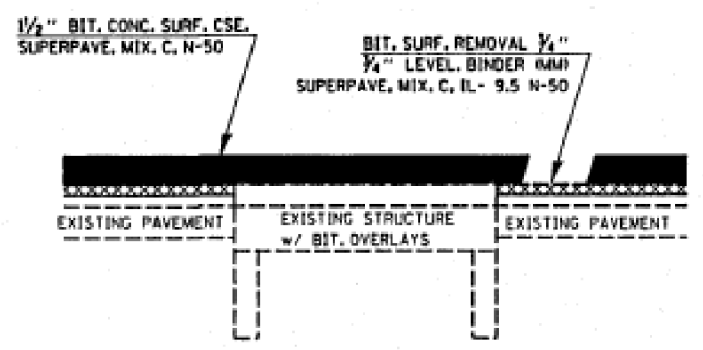
CONTRACT NO. 66994
 ILLINOIS FED. AID PROJECT

FILE NAME	USER NAME	DESIGNED	REVISED
pw\11084EBIDINTEG\11inois.gov\PIWIDOT\Documents\DOT Offices\District 3\Projects\0366994\Drawings\0366994-shs-Exist\0366994-shs-Exist.dwg	Schwankerg	-	-
		CHECKED	REVISOR
		DATE	REVISOR

MARCH 19, 2001
 \ED09200A.DETAILS.DGN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(114,115)RS-3	FORD	13	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

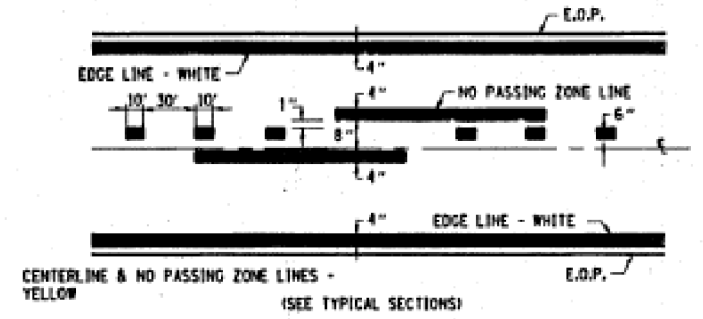
FOR INFORMATION ONLY



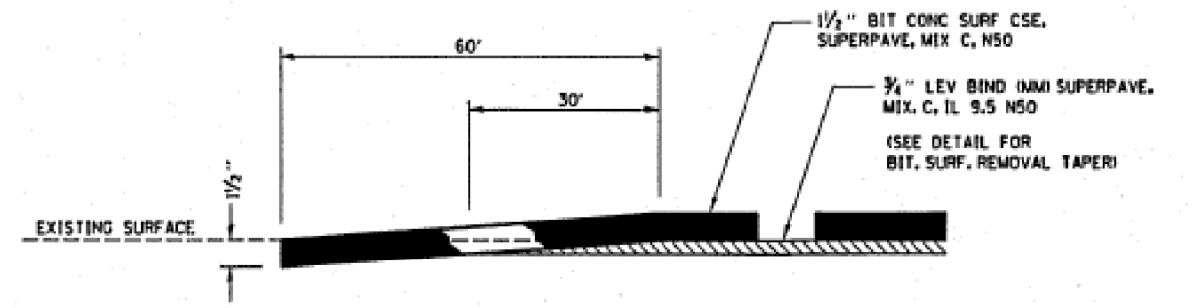
BITUMINOUS SURFACE REMOVAL AND OVERLAY AT STRUCTURES

S.N. 027-0077
S.N. 027-0070

NO BIT. SURF. REMOVAL ON THESE STRUCTURES

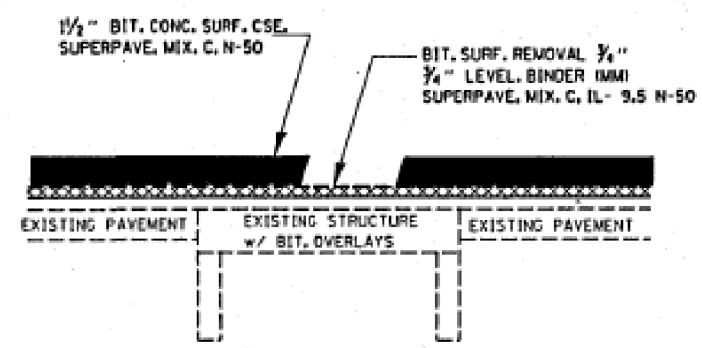


PAVEMENT MARKING



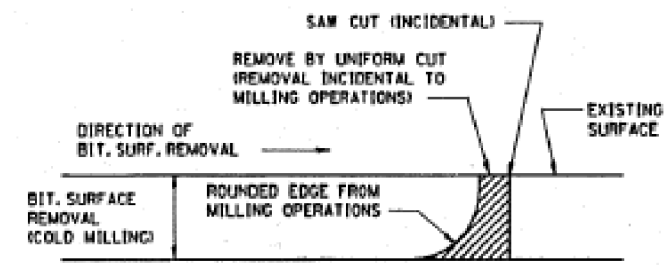
BITUMINOUS TAPER DETAIL (TYP.)

STA. 0+70 - STA. 1+30
STA. 139+40 - STA. 140+00
STA. 142+00 - STA. 142+60
STA. 551+80 - STA. 552+40
STA. 552+60 - STA. 553+20
STA. 796+15 - STA. 796+75



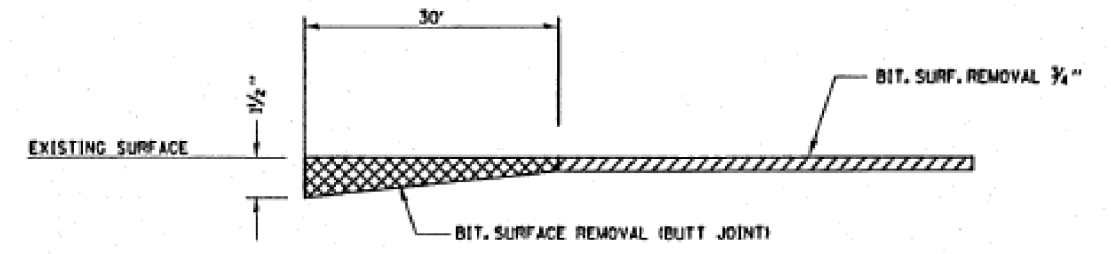
BITUMINOUS SURFACE REMOVAL AND OVERLAY AT STRUCTURES

S.N. 027-0021
S.N. 027-2004
S.N. 027-2008



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

BITUMINOUS DETAIL AT BUTT JOINTS



BITUMINOUS SURFACE REMOVAL TAPER DETAIL (TYPICAL)

STA. 0+70 - STA. 1+30
STA. 139+40 - STA. 140+00
STA. 142+00 - STA. 142+60
STA. 551+80 - STA. 552+40
STA. 552+60 - STA. 553+20
STA. 796+15 - STA. 796+75

MAR. 15, 2001
1E0092001DETAILS.DGN

03/08/2012
 Y.R.
AS BUILT

INDEX OF SHEETS 04-29-11 LETTING ITEM 028

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

**PROPOSED
 HIGHWAY PLANS**

**FOR
 INFORMATION
 ONLY**

FAP ROUTE 71 (IL 54)
 SECTION (115-BR)I

BRIDGE REPAIR
 SN 027-0070

CARRYING FAP 71 (IL 54) OVER A DITCH
 2.33 MILES NORTH OF IL ROUTE 9
 FORD COUNTY
 C-93-092-11

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	115-BR1	FORD	11	1
ILLINOIS CONTRACT NO. 66B26				

1. COVER SHEET
2. GENERAL NOTES
3. SUMMARY OF QUANTITIES
4. TYPICAL SECTIONS
- 5 - 6. STAGING DETAILS
7. PLAN AND ELEVATION SN 027-0070
- 8 - 9. P.P.C. DECK BEAM DETAILS SN 027-0070
10. REPAIR DETAILS
11. RAIL POST AND ANCHOR DETAILS

STANDARDS

- | | |
|-----------|--|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| T01001-02 | OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 4.5 m (15') AWAY |
| T01006-03 | OFF-ROAD OPERATIONS 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE |
| T01011-02 | OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY |
| T01201-04 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH |
| T01301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| T01321-11 | LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER |
| T01901-01 | TRAFFIC CONTROL DEVICES |
| T04001-06 | TEMPORARY CONCRETE BARRIER |



FUNCTIONAL CLASSIFICATION
 MINOR ARTERIAL
 FAP RTE. 71 (IL 54)
 2009 ADT 1800
 P.V. 92.72%
 S.U. 5.00%
 M.U. 8.33 %

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

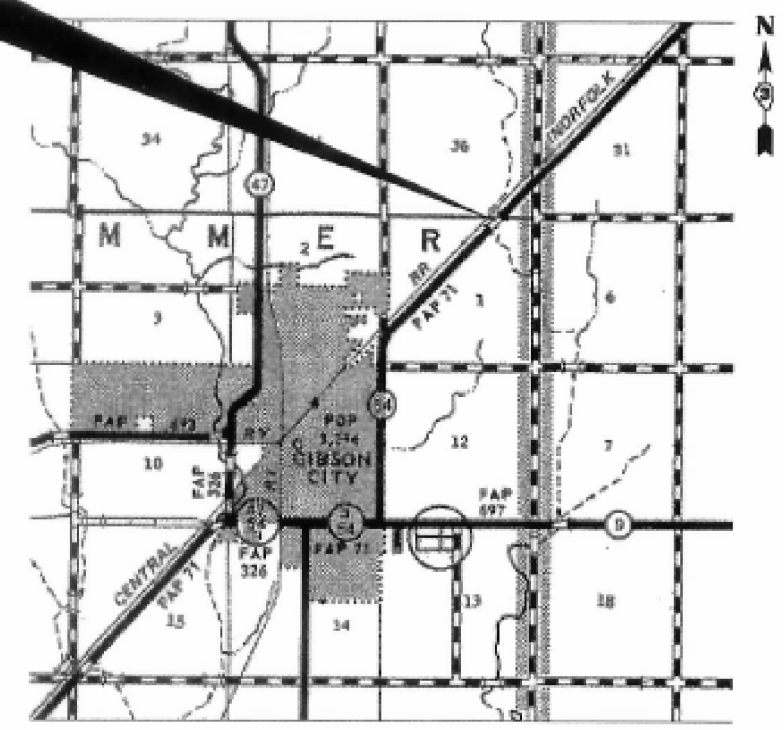
SUBMITTED 02/25 20 11
Earl S. Throckmorton
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 05 20 11
Scott E. Stilt, P.E.
 Acting ENGINEER OF DESIGN AND ENVIRONMENT

March 05 20 11
Christina M. Reed, Esq.
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

PROJECT LOCATION



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

J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-832-0123
 OR 811

PROJECT ENGINEER: JOE KANNEL P.E.
 UNIT CHIEF: RON WOODSHANK
 TOWNSHIP: DRUMMER

CONTRACT NO. 66B26

FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS S.N. 027-0070	F.A.P. RTE. 71	SECTION (115)BR, BR-1C, BR-4	COUNTY FORD	TOTAL SHEETS 158	SHEET NO. 136
pw\11084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\0366\Drawings\0366\0366994-sht-Existing		CHECKED -	REVISED -	SCALE:	SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT		CONTRACT NO. 66994		
		DATE -	REVISED -							

FOR INFORMATION ONLY

GENERAL NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 35, unless otherwise noted.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures.

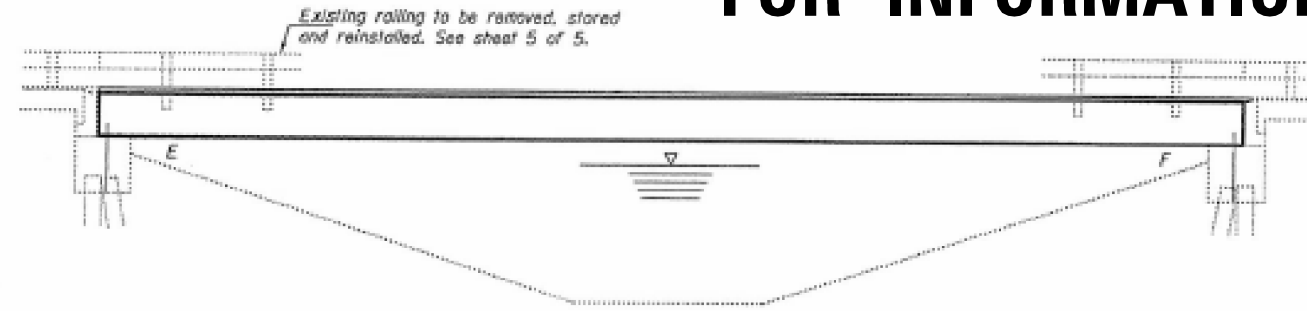
If the contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new or existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. If heavy equipment will be placed on new PPC deck beams, the following shall be done prior to placement of the timber mats: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.

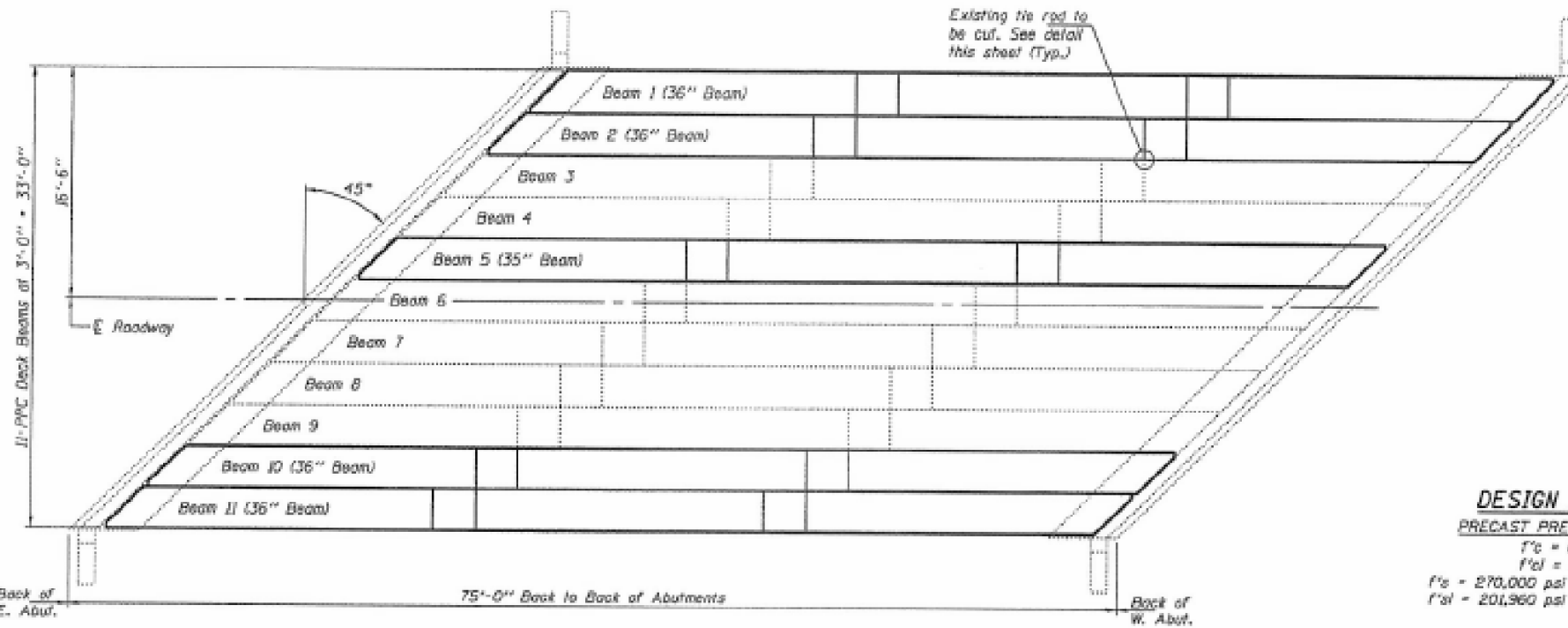
The top surface of the beams shall be finished according to the IDOT Manual for Fabrication of Precast Prestressed Concrete Products.

Temporary concrete barrier shall only be anchored into the overlay and not into the PPC Deck Beams.

All structural steel shall be shop primed with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with PPC Deck Beams.

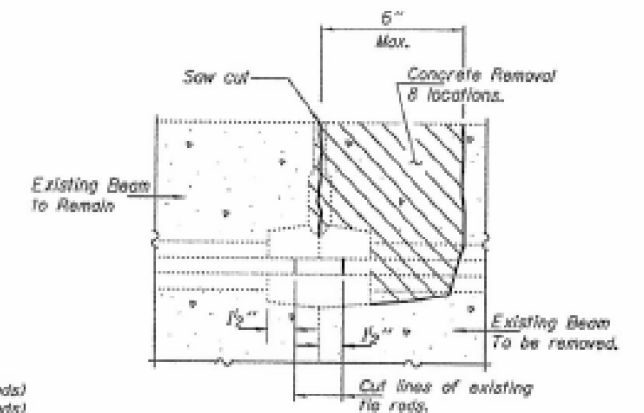


ELEVATION

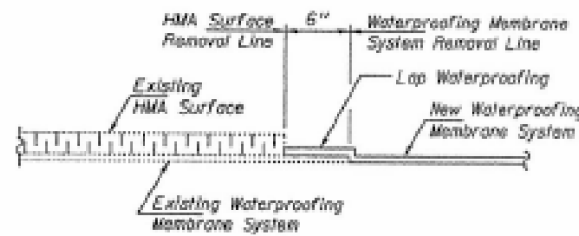


PLAN

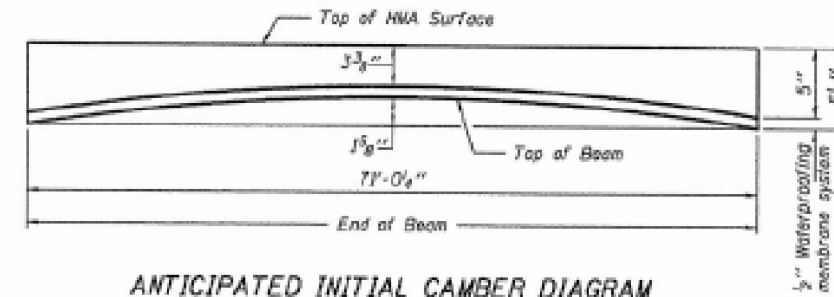
DESIGN STRESSES
PRECAST PRESTRESSED UNITS
 $f'_c = 6,000$ psi
 $f'_{ci} = 5,000$ psi
 $f'_s = 270,000$ psi ($\frac{1}{2}$ " low lax strands)
 $f'_{si} = 201,960$ psi ($\frac{1}{2}$ " low lax strands)



BEAM REMOVAL DETAIL AT TRANSVERSE TIES



WATERPROOFING TREATMENT



ANTICIPATED INITIAL CAMBER DIAGRAM

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing PPC Deck Beams	Sq. Ft.	1055.3
Precast Prestressed Concrete Deck Beams (33" Depth)	Sq. Ft.	1059.4
Hot-Mix Asphalt Surface Removal (Special)	Sq. Yd.	16.7
HMA Surface Course Mix "C" NSD	Tons	31.8
PC Mortar Foining Course	Foot	426
Waterproofing Membrane System	Sq. Yd.	135.1
Asbestos Bearing Pad Removal	Each	5
Removing and Re-erecting Existing Rolling	Foot	MZ

DESIGNED - <i>John J. Puzey</i>	EXAMINED - <i>John J. Puzey</i>	DATE - MARCH 15, 2011
CHECKED - <i>Kyle M. Steffen</i>	PASSED - <i>John J. Puzey</i>	
DRAWN - <i>Kyle M. Steffen</i>		
CHECKED - <i>ISL ATH</i>		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 GENERAL PLAN & ELEVATION
 IL 54 OVER DRAINAGE DITCH
 S.N. 027-0070
 SHEET NO. 1 OF 5 SHEETS

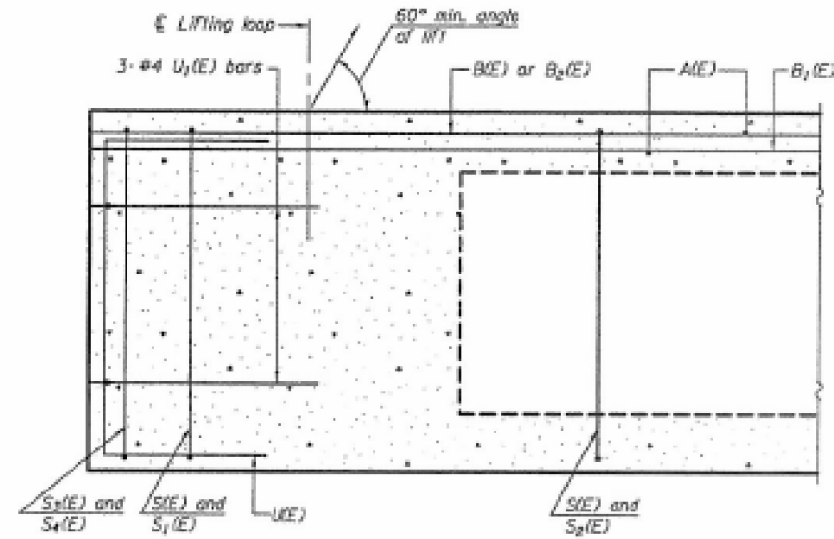
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	015-BR1	FORD	11	7

CONTRACT NO. 66826
 ILLINOIS FED. AID PROJECT

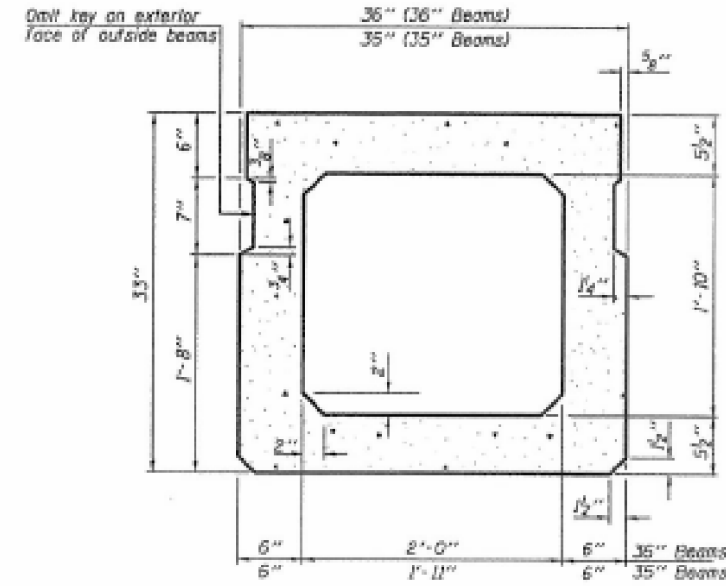
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FILE NAME -	USER NAME - Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING PLANS S.N. 027-0070	F.A.P. RTE. 71	SECTION (115)BR, BR-1C, BR-4	COUNTY FORD	TOTAL SHEETS 158	SHEET NO. 137
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISOR -	REVISOR -	SCALE:	SHEET OF SHEETS	STA. TO STA.	CONTRACT NO. 66994			
PLOT DATE = 8/13/2015	DATE -	REVISOR -	REVISOR -	ILLINOIS FED. AID PROJECT						

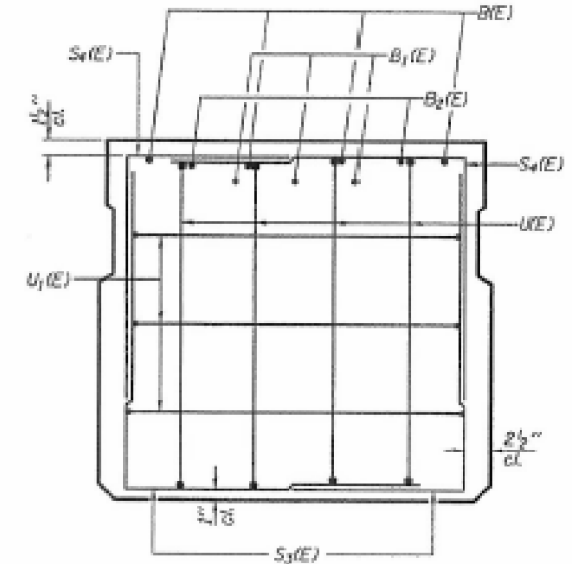
FOR INFORMATION ONLY



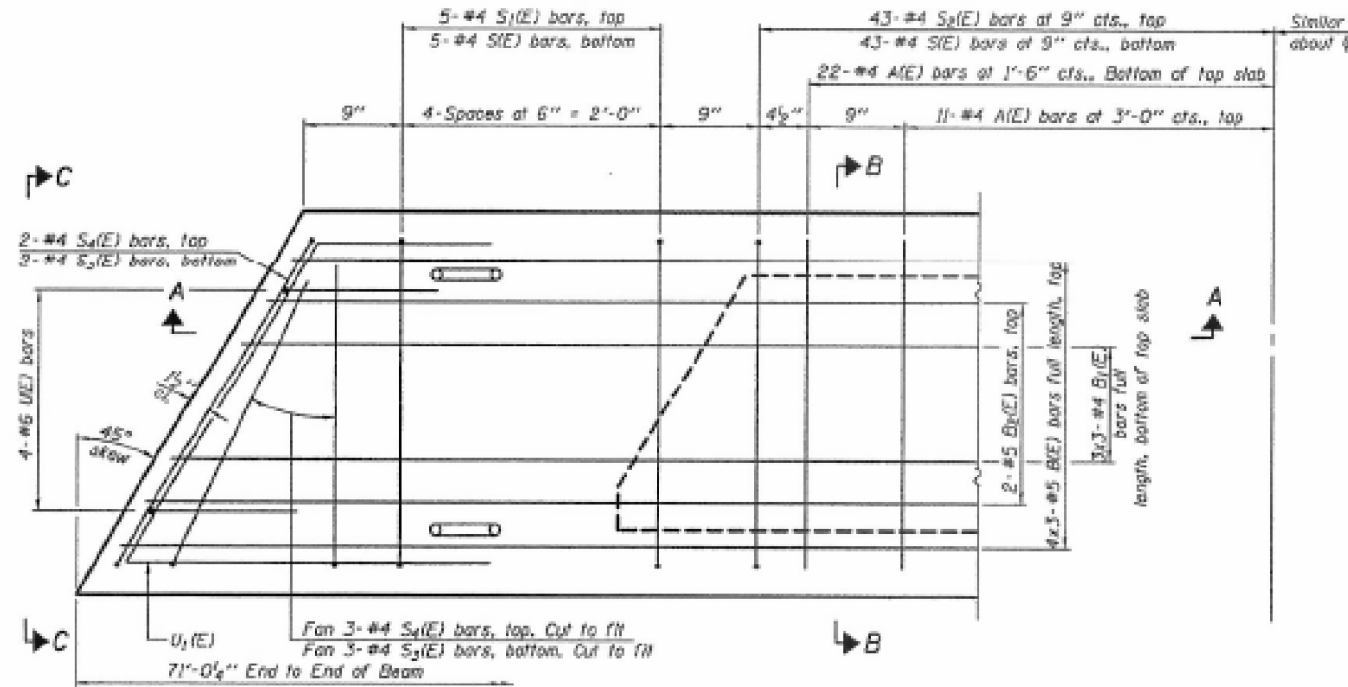
SECTION A-A



SECTION B-B
(Showing dimensions)



VIEW C-C

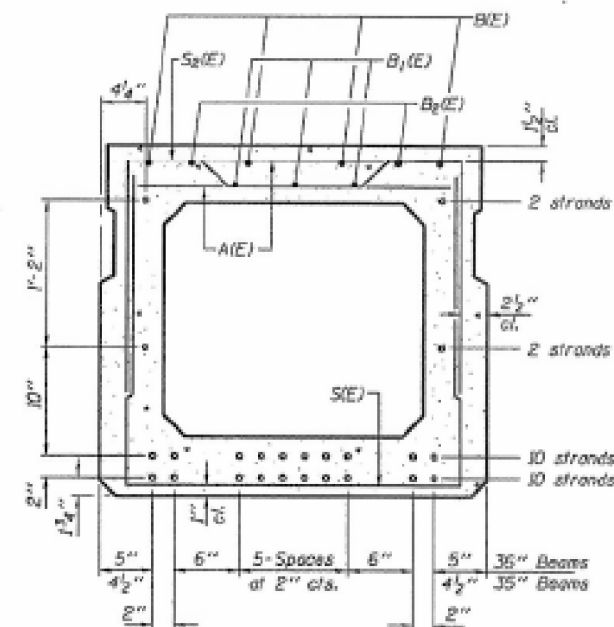


PLAN VIEW

Note: Spacing of S1(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.

MINIMUM BAR LAP

#4 bar = 2'-0"
#5 bar = 2'-6"



SECTION B-B

(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

BAR LIST
ONE 35" BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	66	#4	2'-7"	—
B1(E)	12	#5	25'-3"	—
B2(E)	9	#4	24'-11"	—
B3(E)	4	#5	10'-0"	—
S1(E)	96	#4	7'-4"	U
S2(E)	10	#4	6'-2"	U
S3(E)	86	#4	6'-5"	U
S4(E)	10	#4	4'-11"	U
U(E)	8	#6	5'-0"	U
U1(E)	6	#4	8'-5"	U

Note: See sheet 3 of 5 for additional details and BIV of Material.

BAR LIST
ONE 36" BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	66	#4	2'-7"	—
B1(E)	12	#5	25'-3"	—
B2(E)	9	#4	24'-11"	—
B3(E)	4	#5	10'-0"	—
S1(E)	96	#4	7'-5"	U
S2(E)	10	#4	6'-3"	U
S3(E)	86	#4	6'-6"	U
S4(E)	10	#4	4'-11"	U
U(E)	8	#6	5'-0"	U
U1(E)	6	#4	8'-5"	U

Note: See sheet 3 of 5 for additional details and BIV of Material.

PD-3336-L 7-1-10

DESIGNED - JAL	EXAMINED - [Signature]	DATE - MARCH 15, 2011
CHECKED - ATH	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Kyle M. Steffen	PASSED - [Signature]	
CHECKED - J.L. ATH	ACTING ENGINEER OF BRIDGE AND STRUCTURES	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

P.P.C. DECK BEAM DETAILS
SN 027-0070

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	31	8
CONTRACT NO. 66826			ILLINOIS FED. AID PROJECT	

FILE NAME -	USER NAME - Schwankerg	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

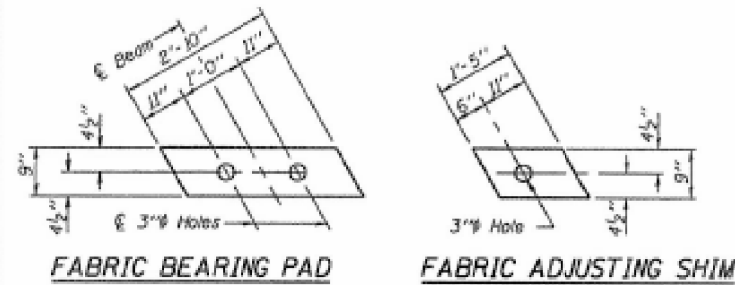
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
S.N. 027-0070

SCALE: SHEET OF SHEETS STA. TO STA.

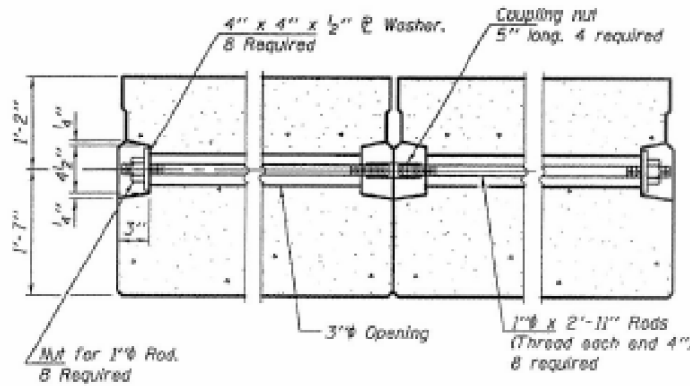
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	158	138
CONTRACT NO. 66994			ILLINOIS FED. AID PROJECT	

FOR INFORMATION ONLY

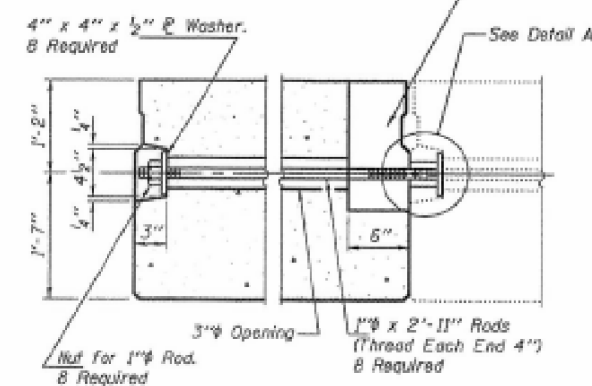


FIXED
Note: Only holes when using expansion bearings.

6" x 6" x 1 1/2" Blockout to be filled with non-shrink grout as specified in the special provision Concrete Deck Beams (Min. compressive strength at 7 days = 6,000 psi) after beams have been installed. Cost shall be included in the cost of Precast Prestressed Concrete Deck Beams (33" Depth).



TYPICAL TRANSVERSE TIE ASSEMBLY FOR NEW BEAM ADJACENT TO NEW BEAM



TYPICAL TRANSVERSE TIE ASSEMBLY FOR NEW BEAM ADJACENT TO EXISTING BEAM

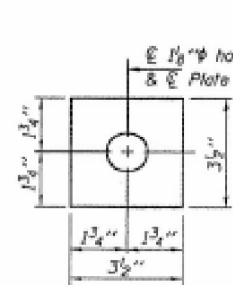
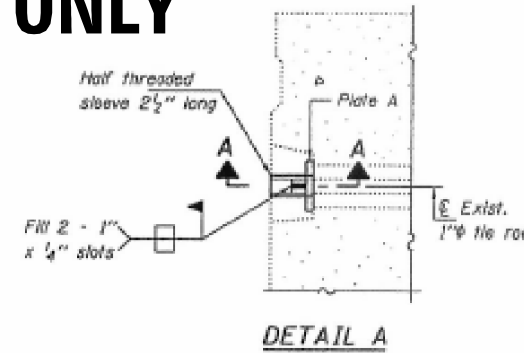
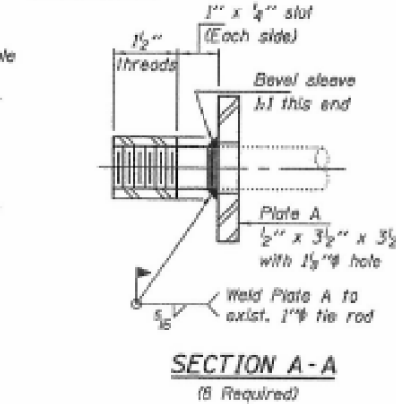
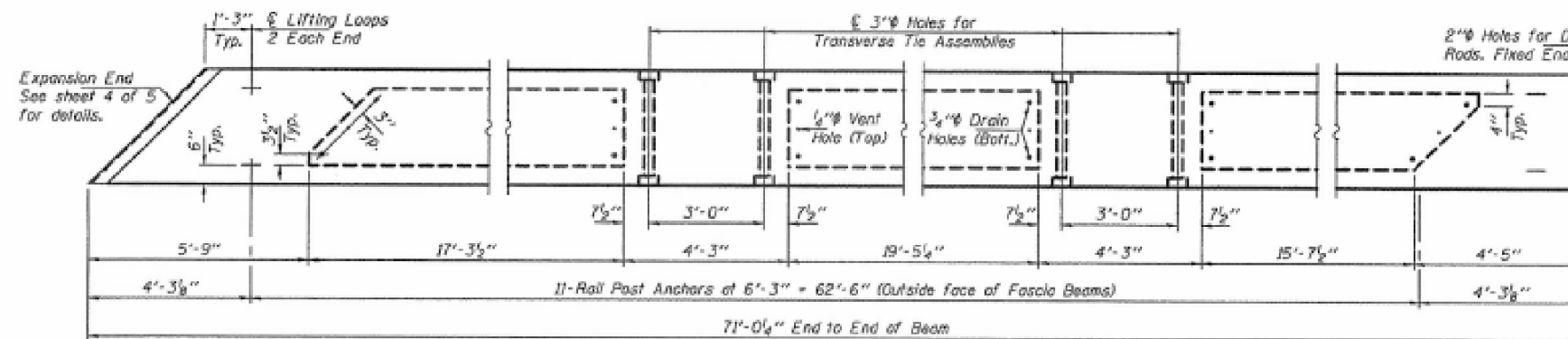
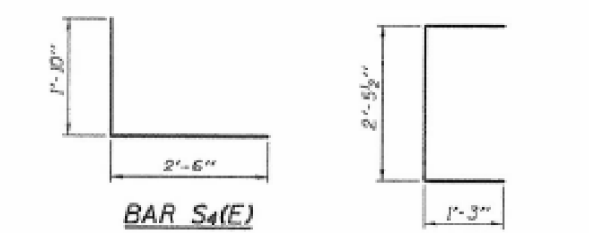
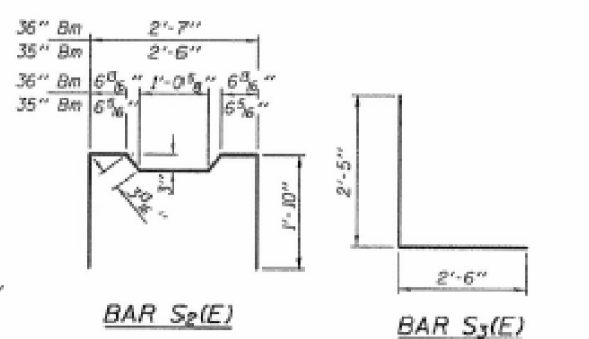
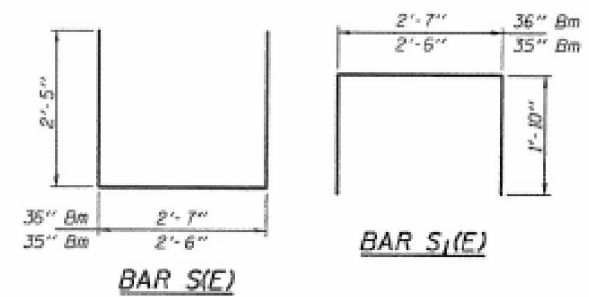


PLATE A (8 Required)



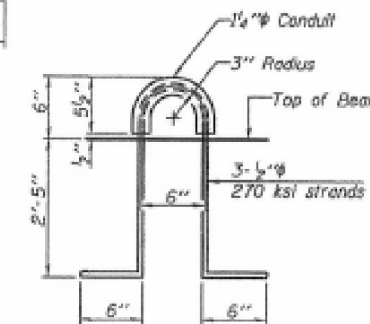
SECTION A-A (8 Required)



BEAM PLAN

NOTES

- 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.
- The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Packets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.
- Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).
- Two 1/2" fabric adjusting shims of the dimensions shown shall be provided for each bearing pad location.
- A minimum 2 1/2" lifting pin shall be used to engage the lifting loops during handling.
- Corrosion Inhibitor, per Article 1020.05(D)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
- Compressive strength of prestressed concrete, f'c, shall be 6000 psi.
- Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.



LIFTING LOOP DETAIL

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (33" depth)	Sq. Ft.	1059.4
---	---------	--------

DESIGNED - JAL	EXAMINED - [Signature]	DATE - MARCH 15, 2011
CHECKED - ATH	PASSED - [Signature]	
DRAWN - Kyle M. Steffen		
CHECKED - JAL, ATH		

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

P.P.C. DECK BEAM DETAILS SN 027-0070

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115-BR)	FORD	11	9
CONTRACT NO. 66B26				

Jan 3/15/2011 11:42:57 AM

FILE NAME -	USER NAME - Schwankerg	DESIGNED -	REVISED -
pw:\11084EBID\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\0366\Drawings\GAD\Sheets\0366994-shr-Existing\0366994-shr-01.dwg		DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -
PLOT DATE = 8/13/2015		DATE -	REVISED -

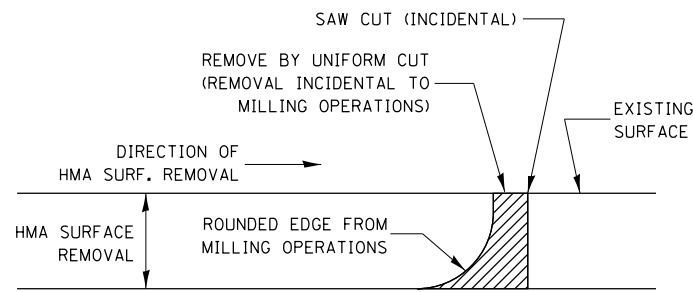
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EXISTING PLANS S.N. 027-0070

SCALE: SHEET OF SHEETS STA. TO STA.

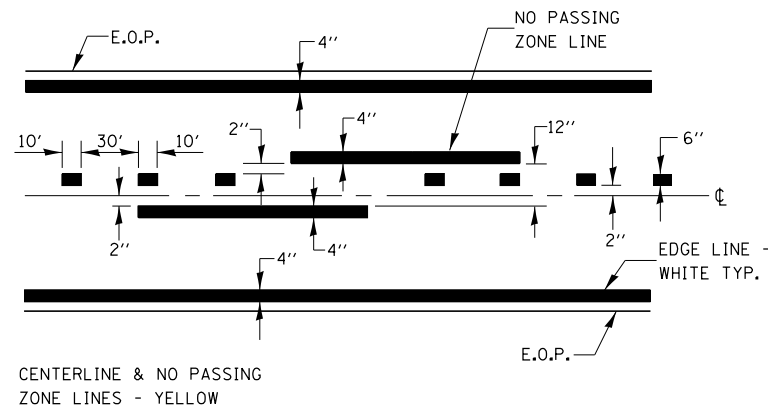
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	158	139
CONTRACT NO. 66994				

ILLINOIS FED. AID PROJECT



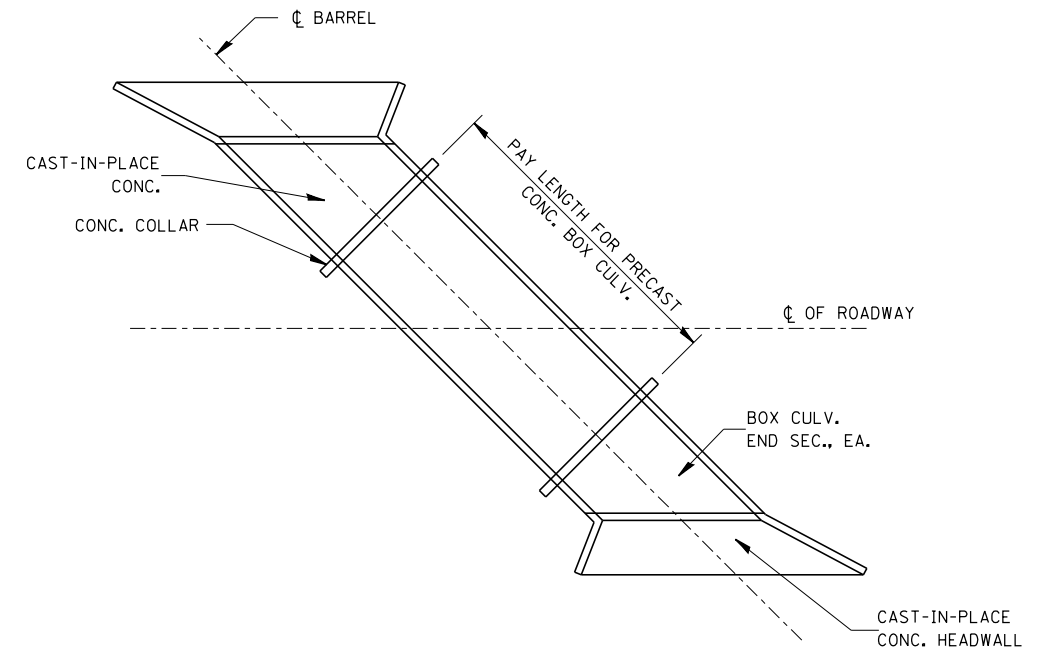
NOTE:
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

HMA DETAIL AT BUTT JOINTS



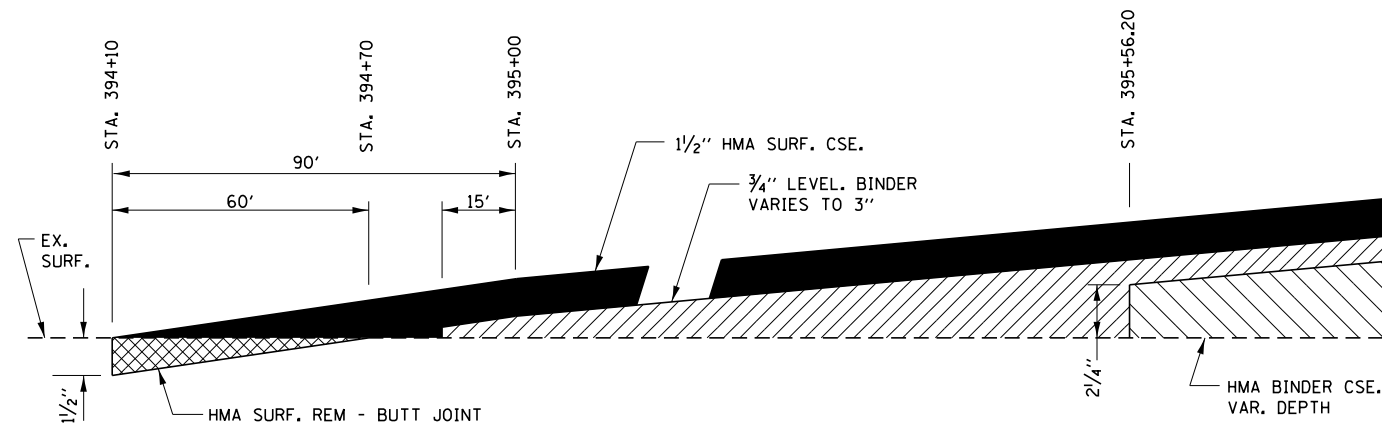
CENTERLINE & NO PASSING ZONE LINES - YELLOW

PAVEMENT MARKING

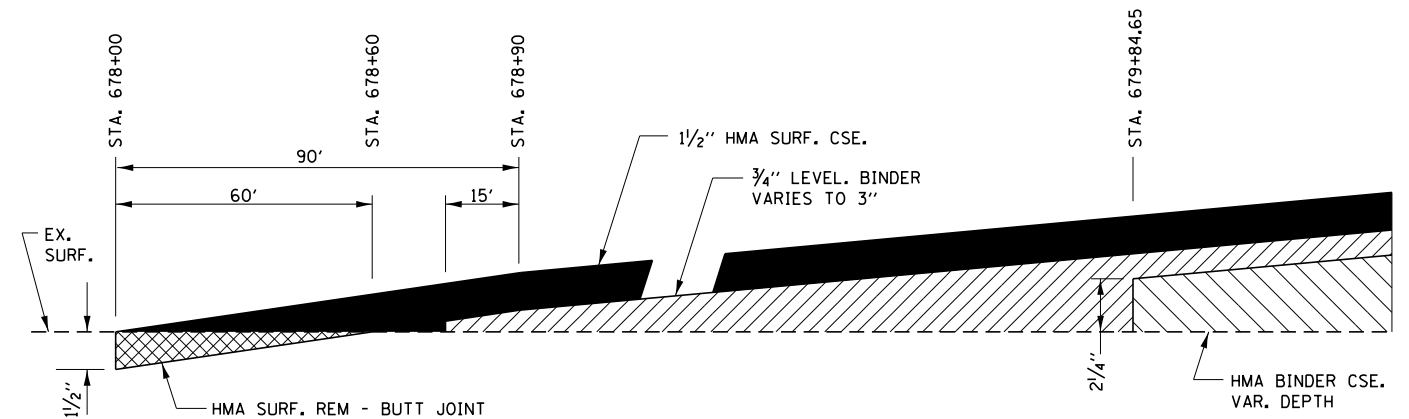


PAY LENGTH FOR PRECAST CONCRETE BOX CULVERT SKEWED WITH ROADWAY

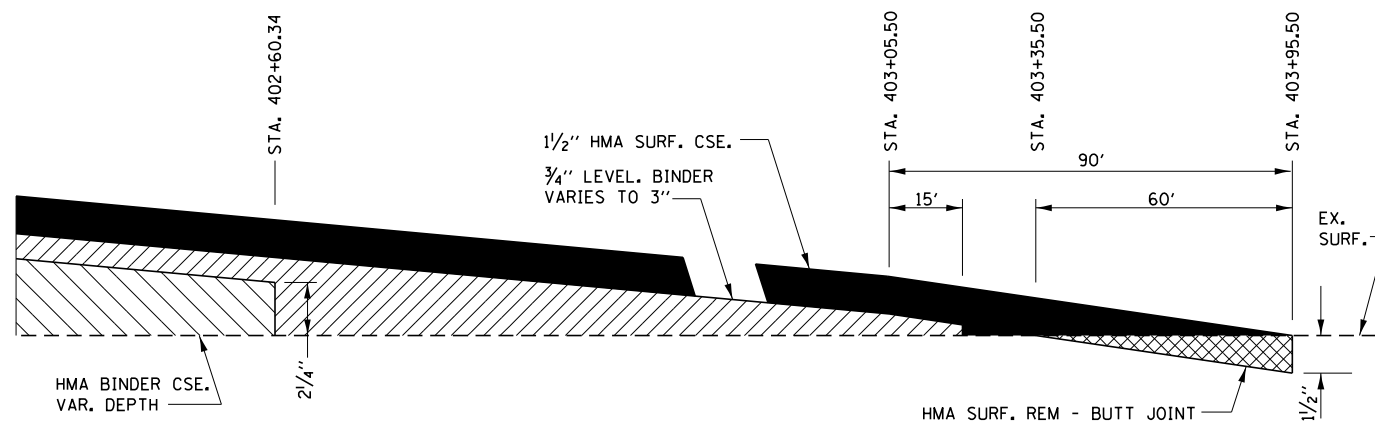
N.T.S.



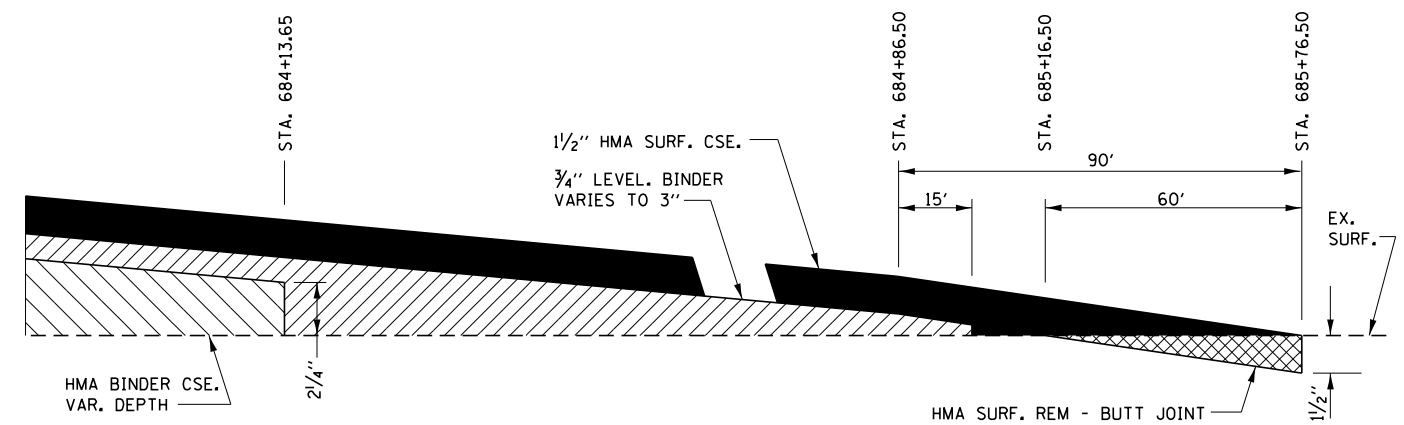
TAPER DETAIL EAST OF EXISTING S.N. 027-0077



TAPER DETAIL EAST OF EXISTING S.N. 027-0070

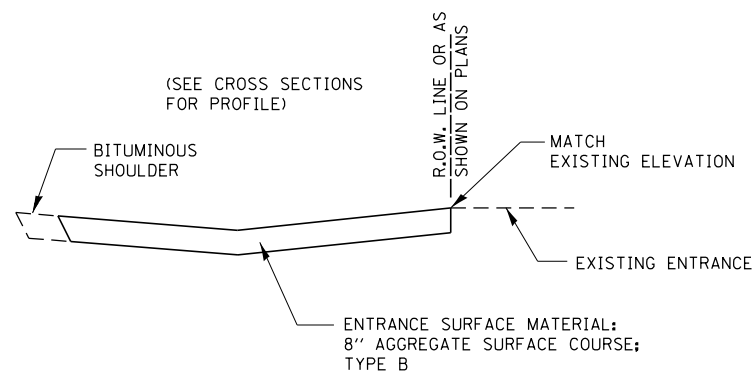
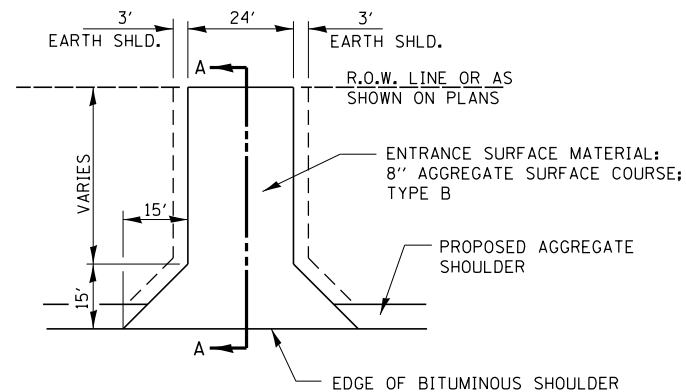


TAPER DETAIL WEST OF EXISTING S.N. 027-0077

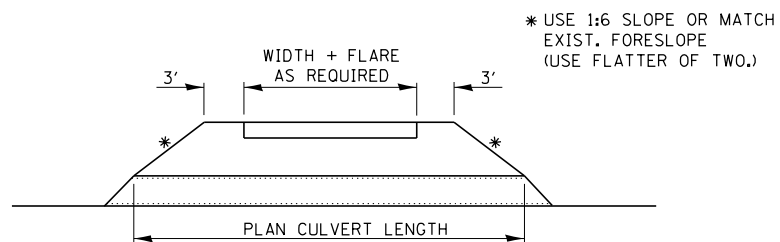


TAPER DETAIL WEST OF EXISTING S.N. 027-0070

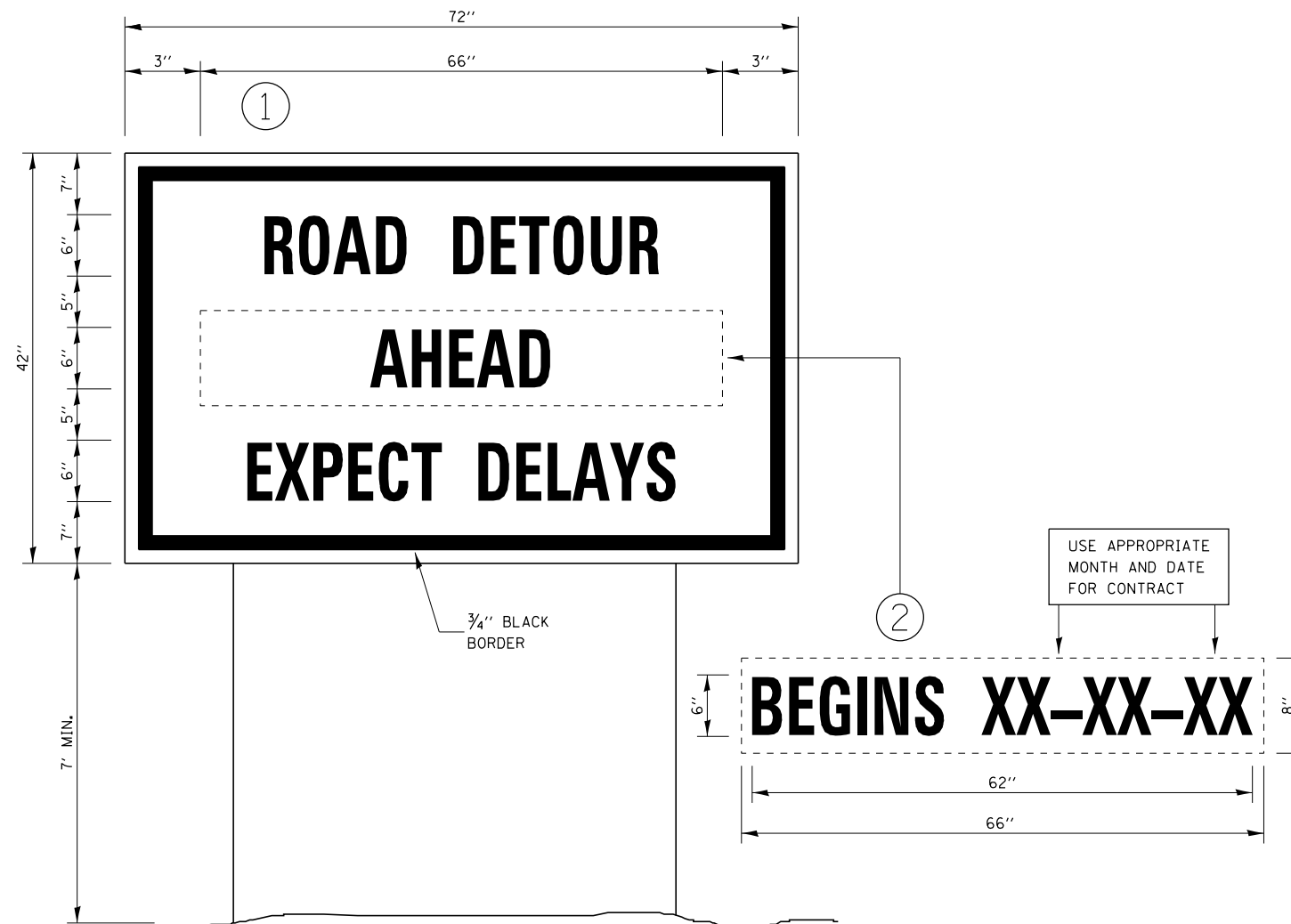
FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
p:\11\084EBID\INTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\0366\Drawings\EA0\Sheets\0366994-sht-details		CHECKED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	71	(115)BR, BR-1C, BR-4	FORD	158 142
		DATE -	REVISED -										CONTRACT NO. 66994
													ILLINOIS FED. AID PROJECT



SECTION A-A



FIELD ENTRANCE DETAIL



TEMPORARY INFORMATION SIGNING

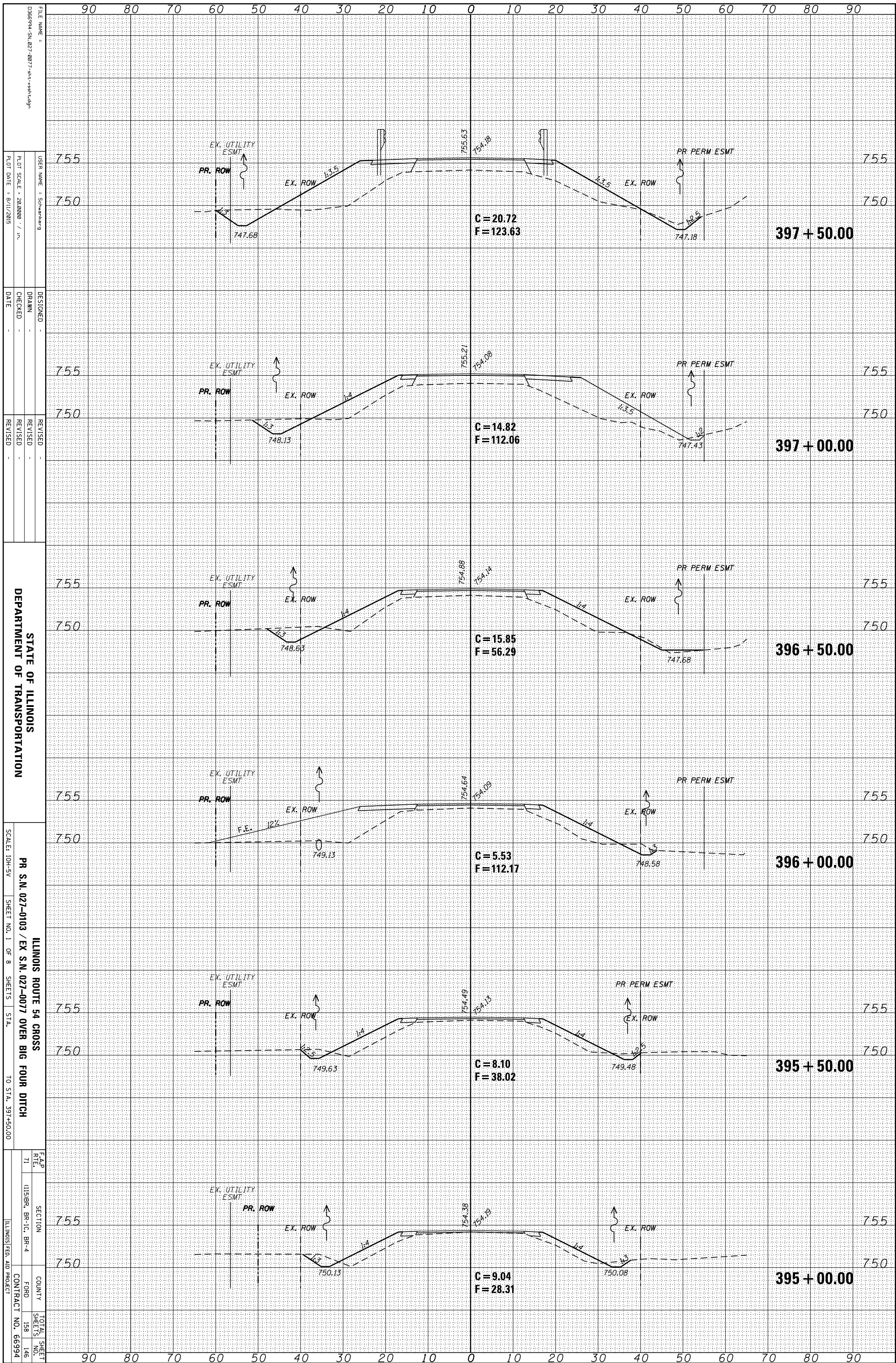
NOTES:

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

FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 3\Projects\0366994\Drawings\0366994-shd-detai		DRAWN	REVISED		71	(115)BR, BR-1C, BR-4	FORD	158	143				
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -	SCALE:		SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 66994		
PLOT DATE = 8/11/2015	DATE -	REVISED -	ILLINOIS FED. AID PROJECT										

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

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



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

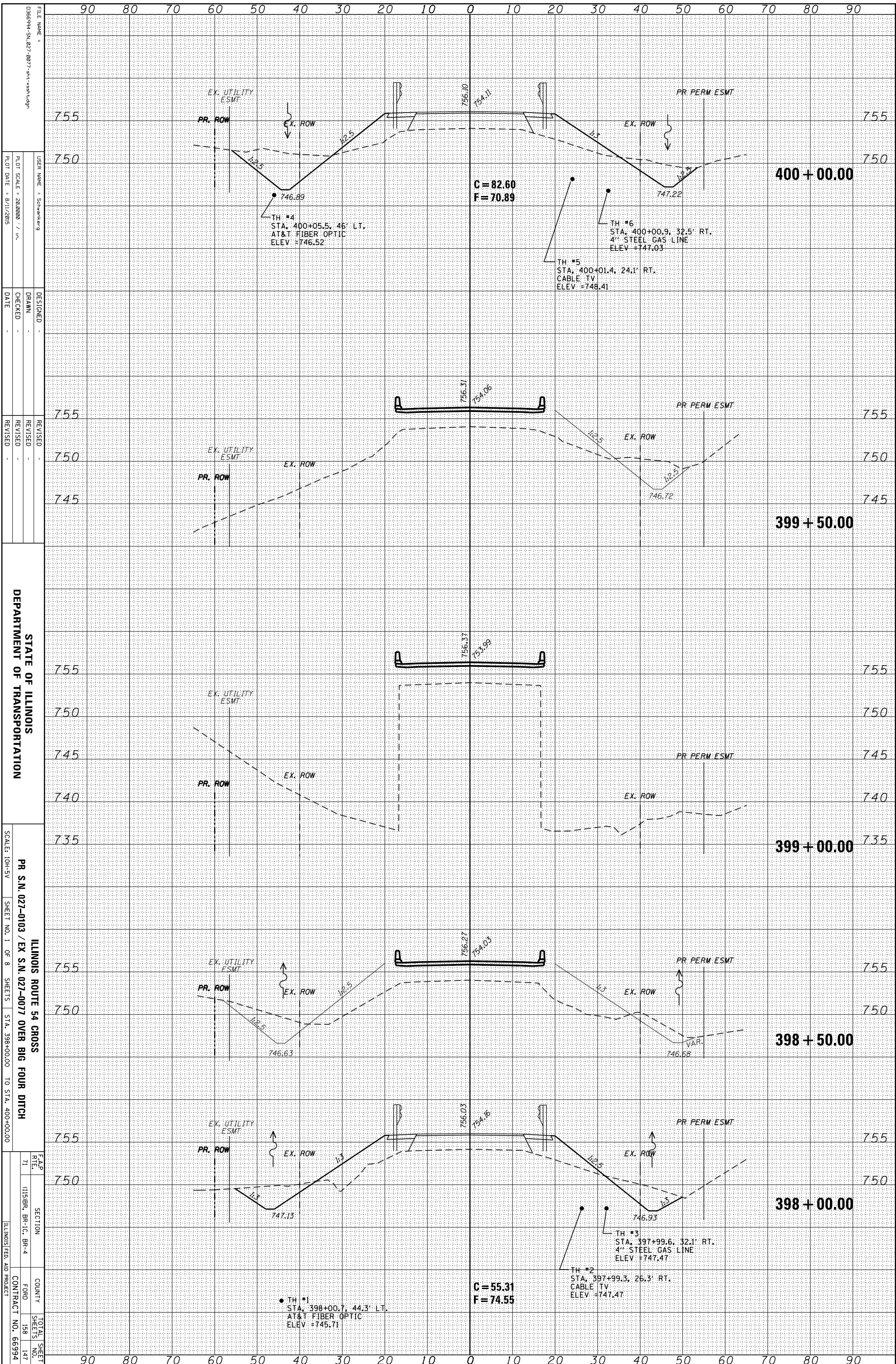
ILLINOIS ROUTE 54 CROSS
PR S.N. 027-0103 / EX S.N. 027-0077 OVER BIG FOUR DITCH

SCALE: 10H-5V
SHEET NO. 1 OF 8 SHEETS STA. TO STA. 397+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
71	(115)BR, BR-1C, BR-4	FORD	188 146
		CONTRACT NO.	66994
		ILLINOIS FED. AID PROJECT	

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

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



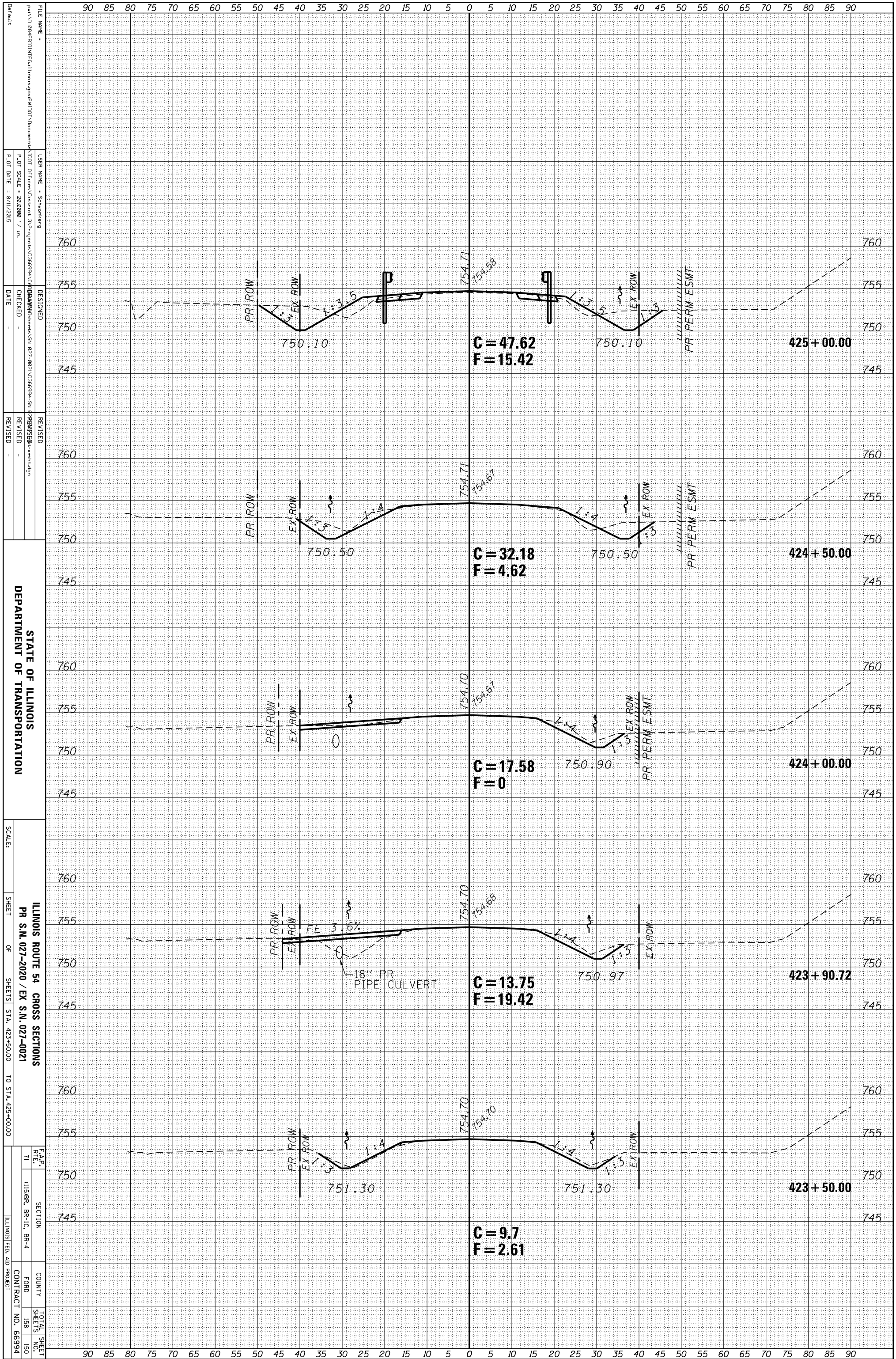
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 54 CROSS
PR S.N. 027-0103 / EX S.N. 027-0077 OVER BIG FOUR DITCH
SCALE: 10H-5V
SHEET NO. 1 OF 8 SHEETS STA. 398+00.00 TO STA. 400+00.00

F&P	SECTION	COUNTY	TOTAL SHEETS
RT. 71	1151BR, BR-1C, BR-4	FORD	188
		CONTRACT NO.	147
		66994	
		ILLINOIS FED. AID PROJECT	

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

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



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 54 CROSS SECTIONS
PR S.N. 027-2020 / EX S.N. 027-0021

SECTION
BR-1C, BR-4

COUNTY
FORD

CONTRACT NO. 66994

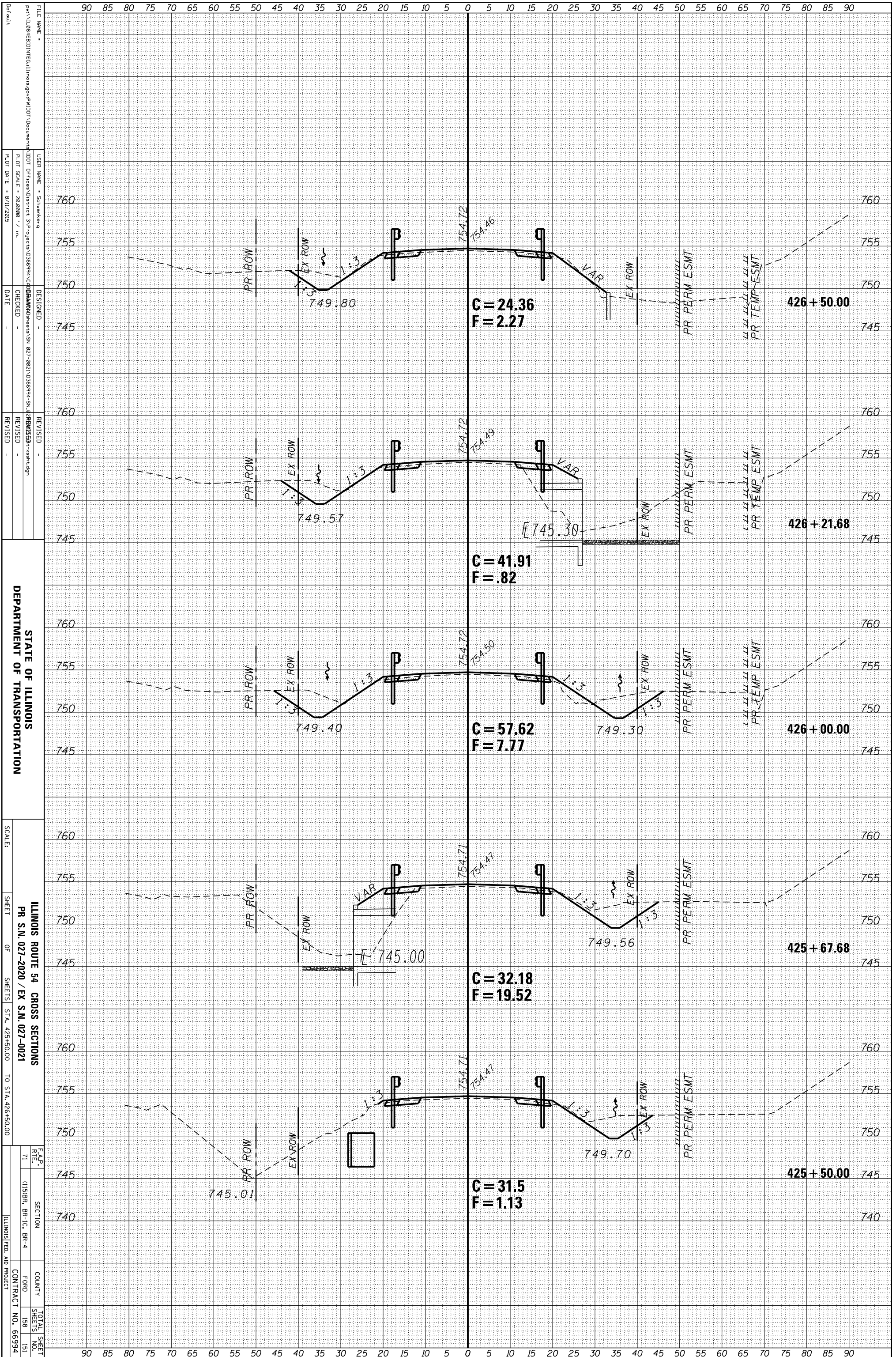
SCALE: SHEET OF SHEETS STA. 423+50.00 TO STA. 425+00.00

TOTAL SHEET NO. 150

CONTRACT NO. 66994

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

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



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 54 CROSS SECTIONS
PR S.N. 027-2020 / EX S.N. 027-0021

SCALE: SHEET OF SHEETS STA. 425+50.00 TO STA. 426+50.00

FILE NAME: ...
USER NAME: ...
DESIGNED: ...
CHECKED: ...
DATE: ...

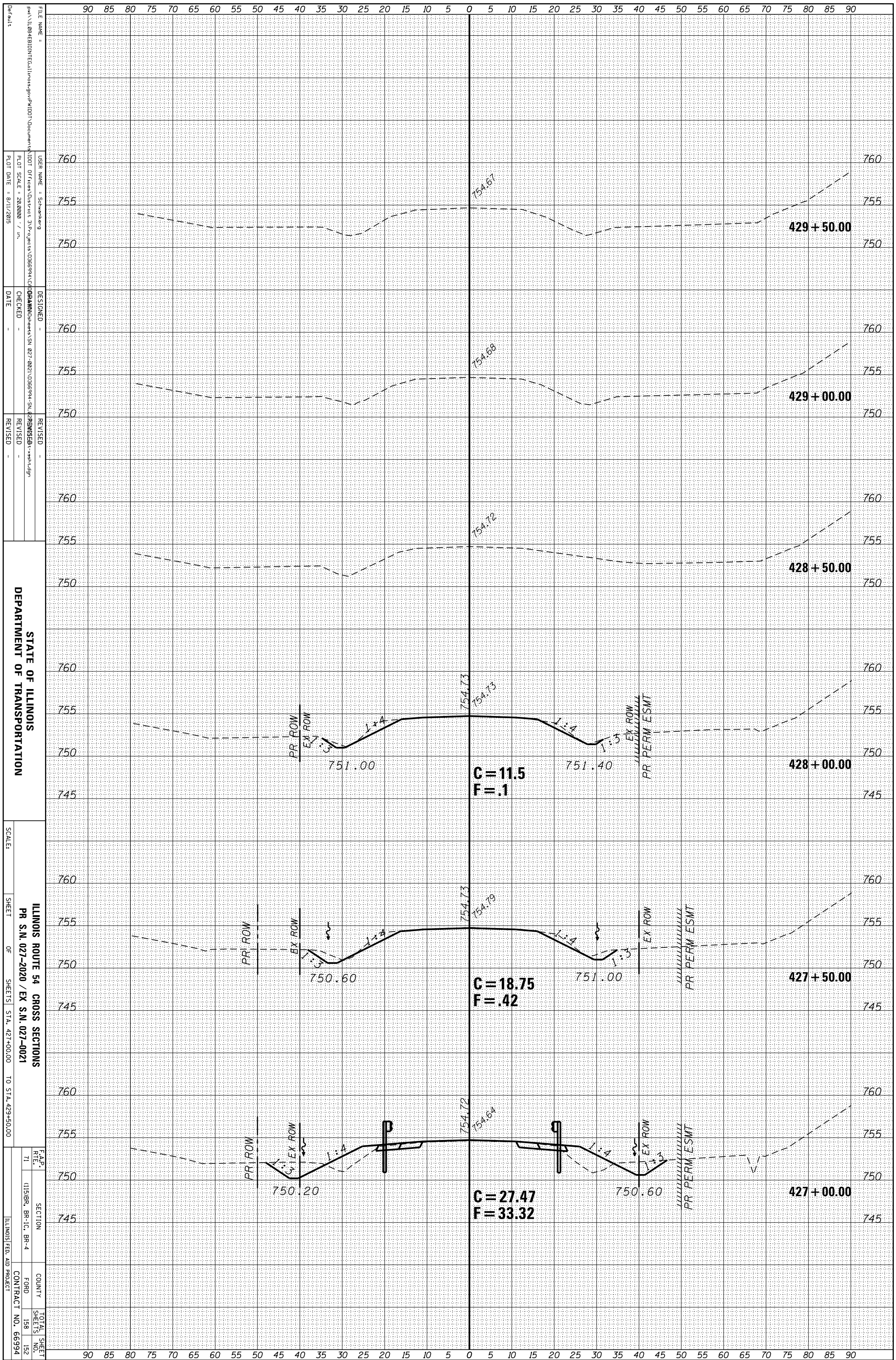
REVISIONS:
REVISION NO. 1: ...
REVISION NO. 2: ...

SECTION: ...
COUNTY: ...
CONTRACT NO.: ...

TOTAL SHEETS: ...
SHEET NO.: ...

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

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



FILE NAME =
 USER NAME = Schwenker
 DESIGNER =
 CHECKED =
 DATE =
 REVISIONS =
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 REVISIONS =

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:
 SHEET OF SHEETS STA. 427+00.00 TO STA. 429+50.00

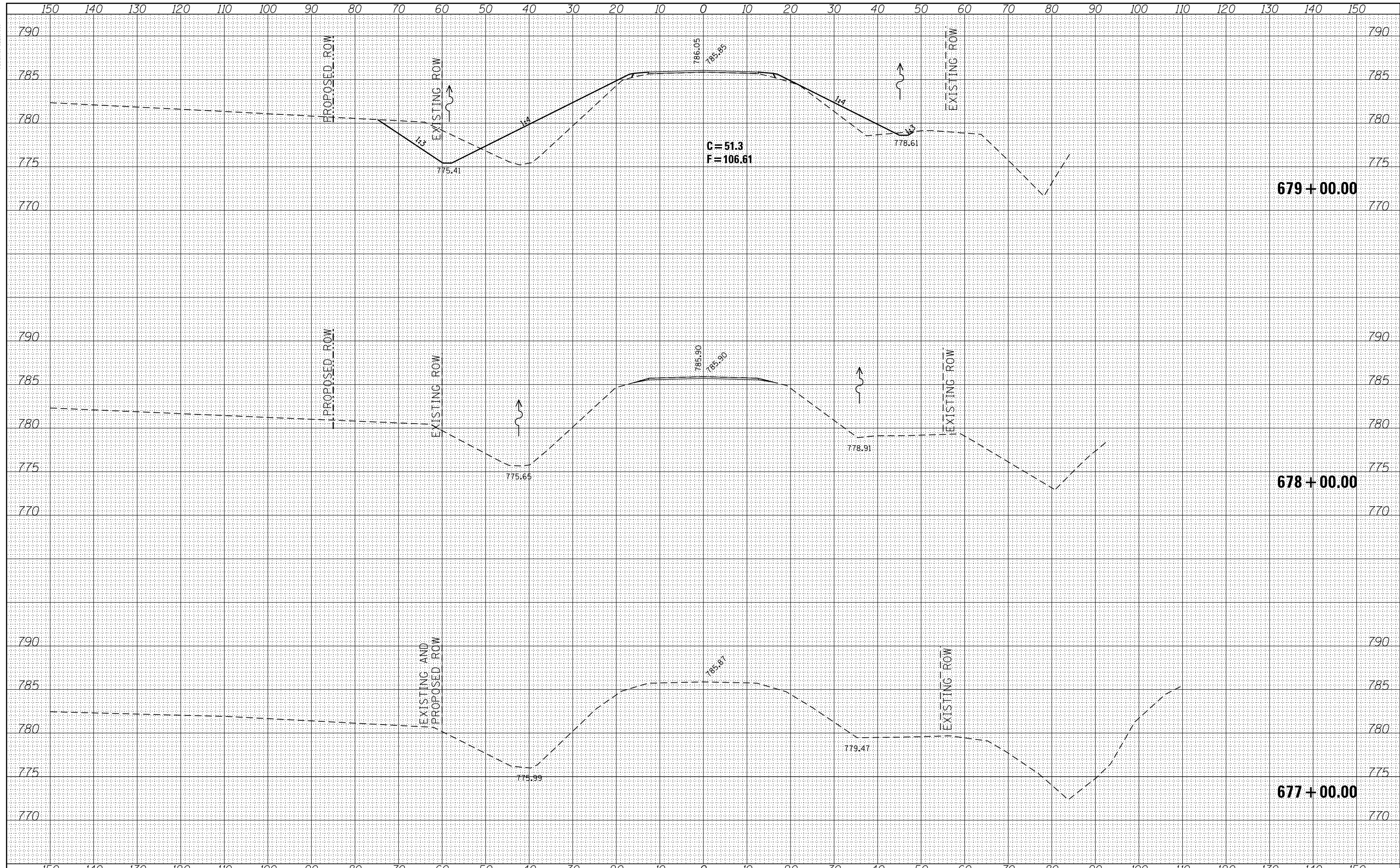
ILLINOIS ROUTE 54 CROSS SECTIONS
 PR S.N. 027-2020 / EX S.N. 027-0021

F.A.P. SECTION COUNTY TOTAL SHEET
 R.T.E. BR-1C, BR-4 FORD SHEETS NO.
 TI (1)5BR, BR-1C, BR-4 158 152
 ILLINOIS FED. AID PROJECT CONTRACT NO. 66994



DATE	BY	NO.	AREAS CHECKED

DATE	BY	NO.	AREAS CHECKED



FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISIONS -	F.A.P. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				71	(115)BR, BR-1C, BR-4	FORD	158	153
				CONTRACT NO. 66994				
				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 54 CROSS SECTIONS
PR S.N. 027-0102 / EX S.N. 027-0070 OVER DRAINAGE DITCH**

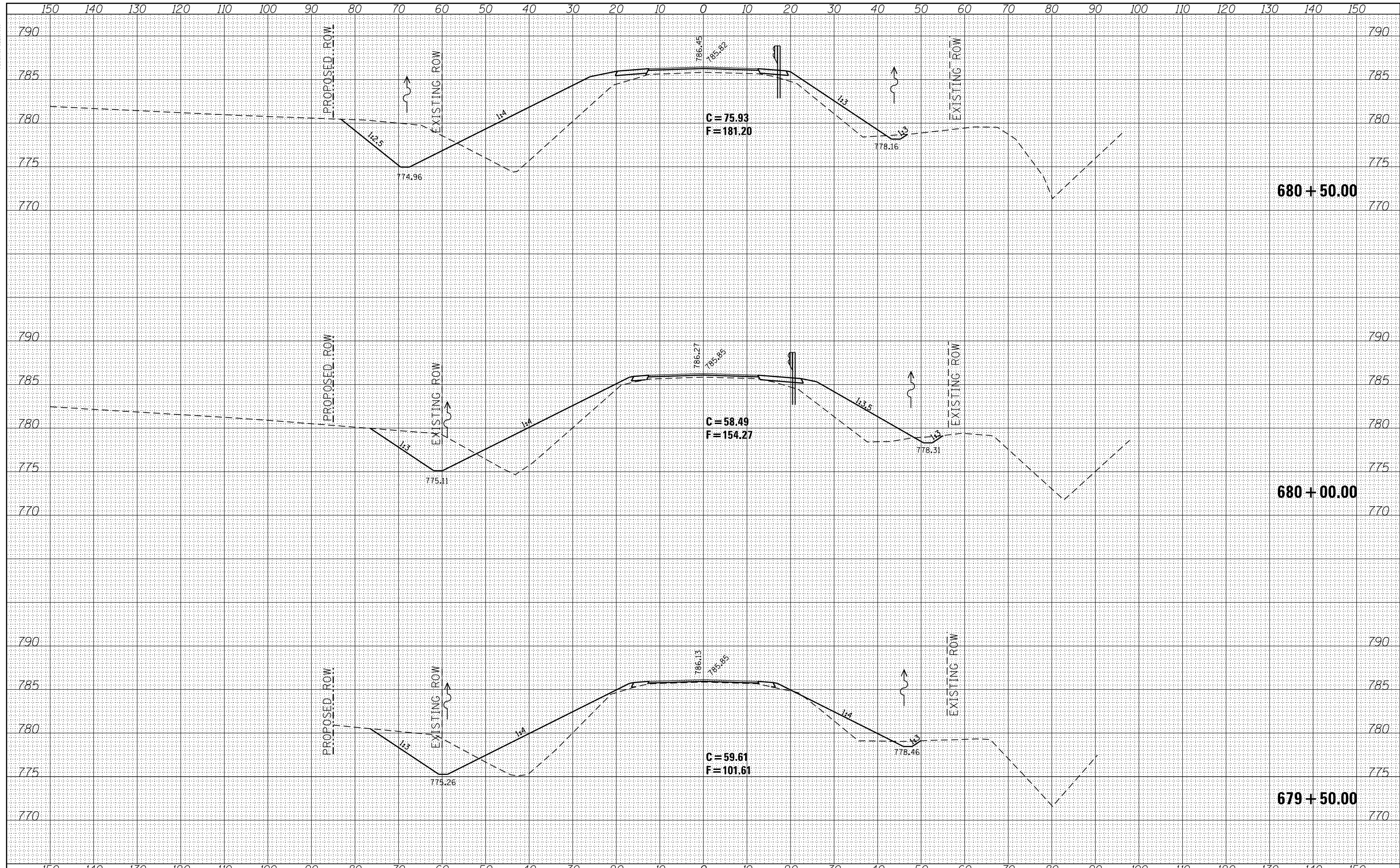
SCALES: (HORIZ) 1"=10' (VERT) 1"=5'

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



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

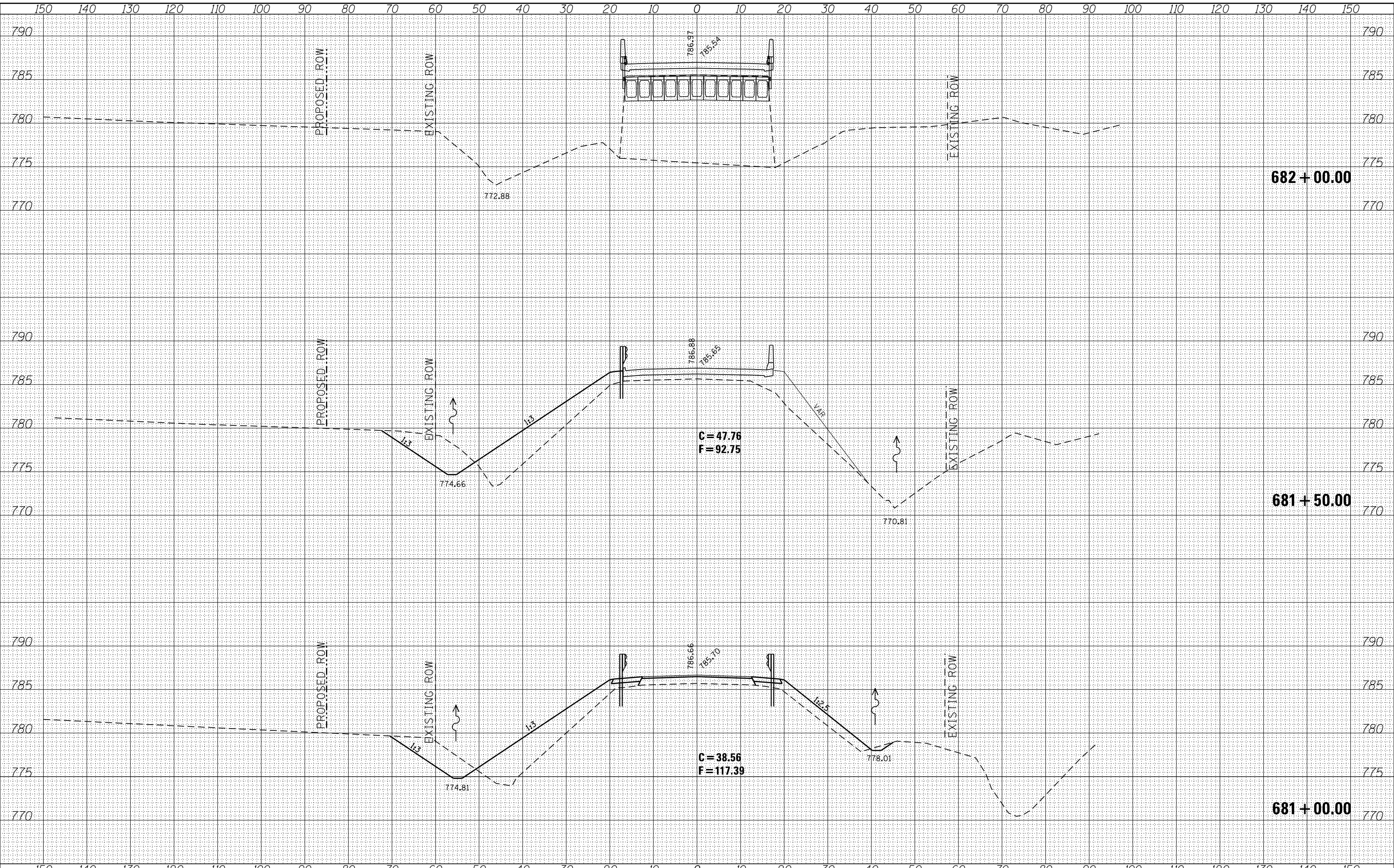
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED





DATE	
BY	
NO.	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	

DATE	
BY	
NO.	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	



FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISOR -	F.A.P. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				71	(115)BR, BR-1C, BR-4	FORD	158	155
SCALE: (HORIZ) 1"=10' (VERT) 1"=5'	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISOR -	ILLINOIS ROUTE 54 CROSS SECTIONS		CONTRACT NO. 66994		
	PLOT DATE = 8/11/2015 11:53:06 AM	DATE -	REVISOR -	PR S.N. 027-0102 / EX S.N. 027-0070 OVER DRAINAGE DITCH		ILLINOIS FED. AID PROJECT		
				SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

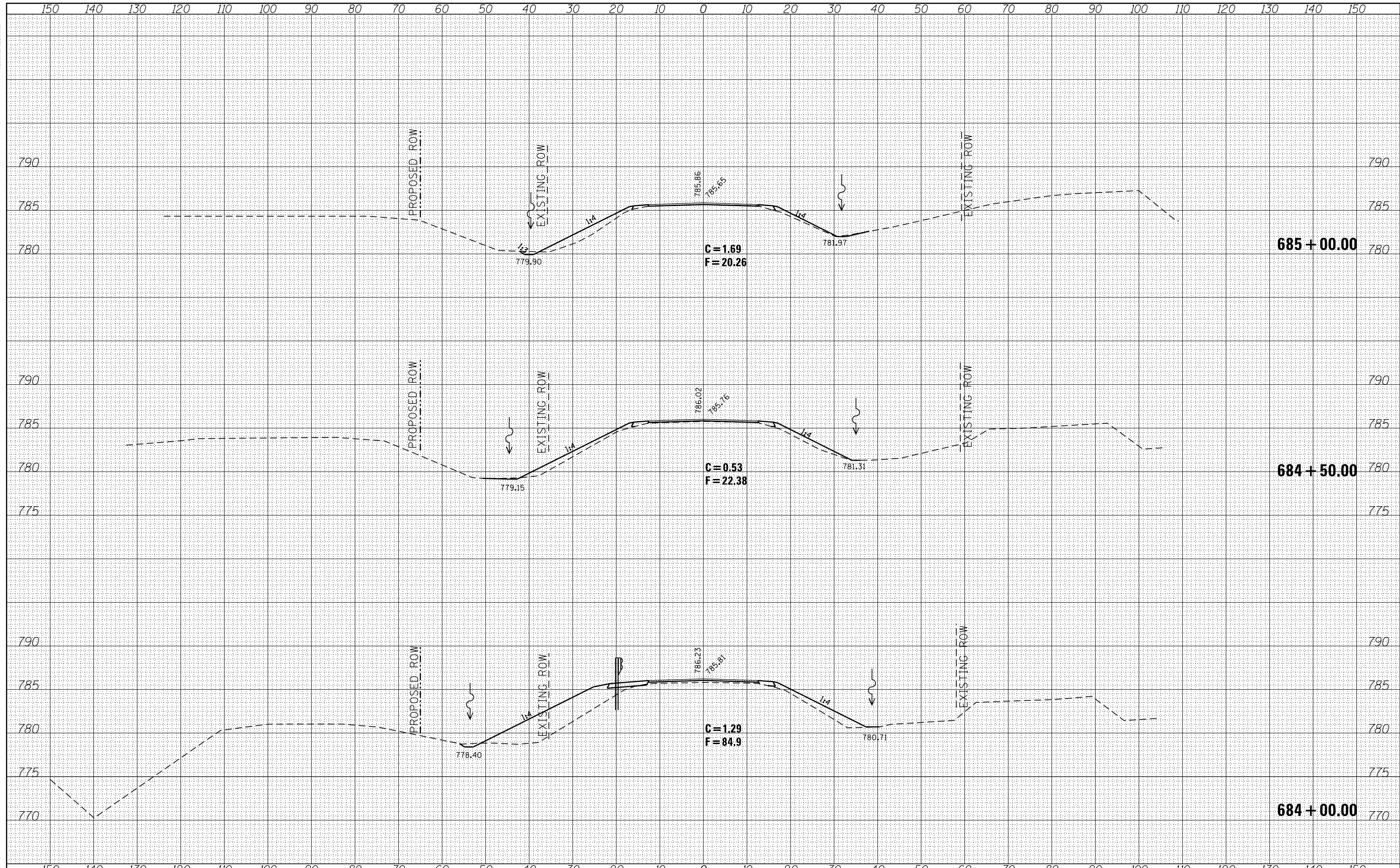
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 54 CROSS SECTIONS
PR S.N. 027-0102 / EX S.N. 027-0070 OVER DRAINAGE DITCH



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

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



FILE NAME =	USER NAME = Schwankerg	DESIGNED -	REVISIONS -	F.A.P. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				71	(115)BR, BR-1C, BR-4	FORD	158	157
SCALE: (HORIZ) 1"=10' (VERT) 1"=5'	PLOT SCALE = 20.0000' / in.	CHECKED -	REVISIONS -	ILLINOIS ROUTE 54 CROSS SECTIONS		CONTRACT NO. 66994		
	PLOT DATE = 8/11/2015 11:54:03 AM	DATE -	REVISIONS -	PR S.N.027-0102 / EX S.N.027-0070 OVER DRAINAGE DITCH		ILLINOIS FED. AID PROJECT		
				SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 54 CROSS SECTIONS
PR S.N.027-0102 / EX S.N.027-0070 OVER DRAINAGE DITCH

