

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.S. ROUTE 1707 (U.S. RTE. 40)
SECTION (CF,X)B
PROJECT : *ACRS-1707 (106)*
BRIDGE REPLACEMENT
CUMBERLAND COUNTY

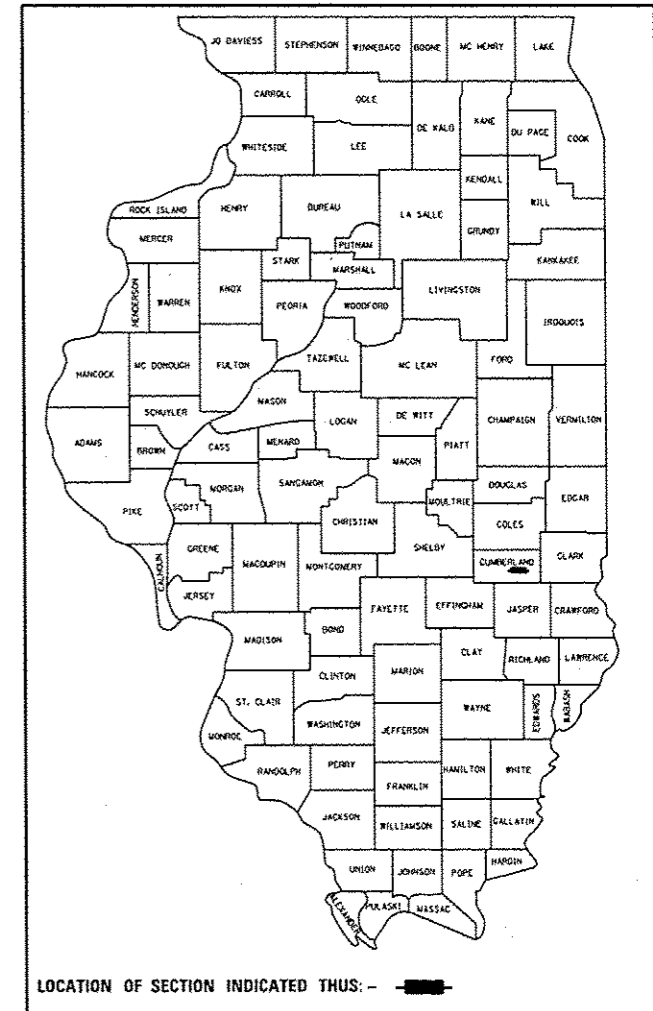
C-97-081-06

FOR INDEX OF SHEETS, SEE SHEET NO. 2

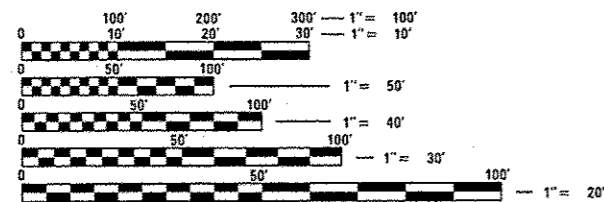
ADT = 2850 (2013)

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	1
		ILLINOIS	CONTRACT NO. 74170	

D-97-043-06

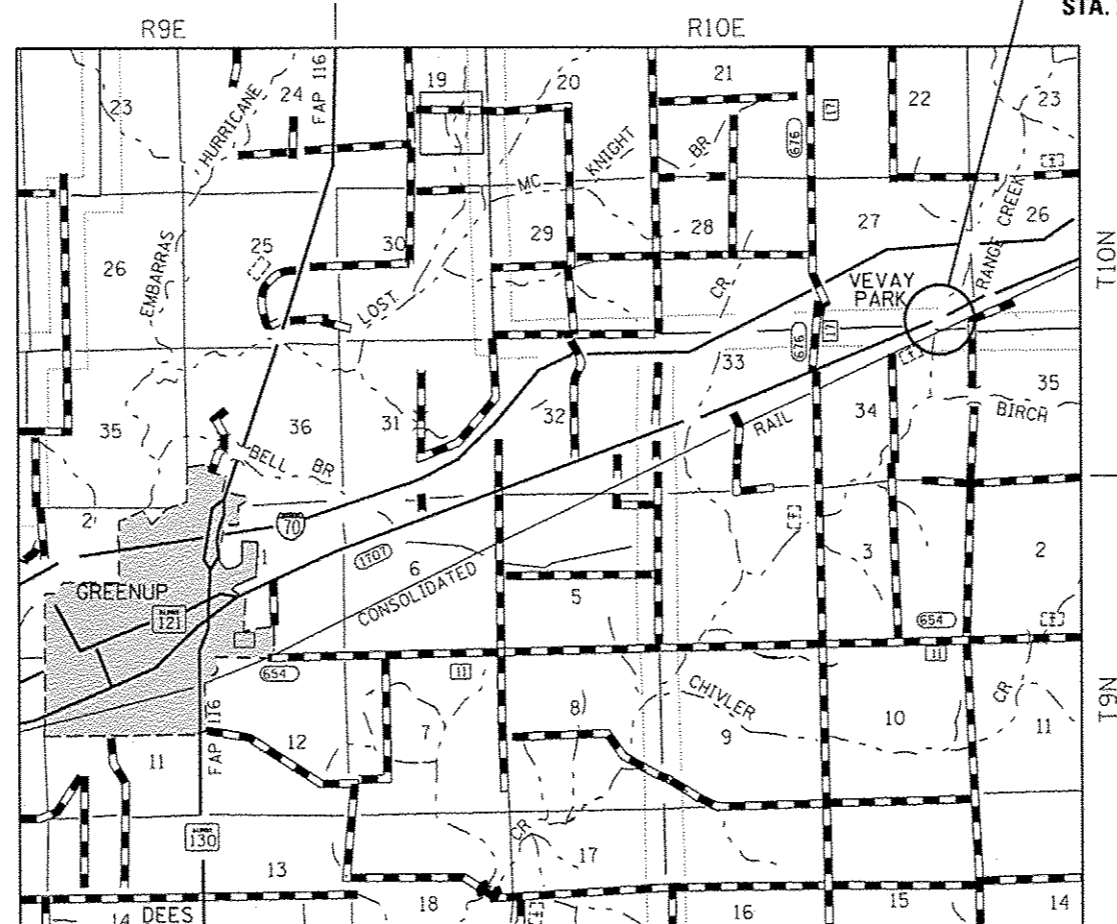


PROJECT LOCATION:
S.N. 018-0011
STA. 2272 + 23.28 TO
STA. 2281 + 63.28



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

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



GROSS LENGTH = 940.0 FT. = 0.178 MILE
NET LENGTH = 940.0 FT. = 0.178 MILE

PROJECT ENGINEER: TOM RONAN
PROJECT MANAGER: JEFF DAVISON
PHONE: (217)-342-8320
CONTRACT NO. 74170

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *October 6* 20 *14*

Roger Z. Driskell
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 18 20 *14*
John D. Baranzello, PE/EA
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 18 20 *14*
Omer Osman, PE/EA
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

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* STANDARDS IN THE PLANS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
406201-01	MAILBOX TURNOUT
420401-10	BRIDGE APPROACH PAVEMENT CONNECTOR
442001-03	CLASS C AND D PATCHES
483001-04	PCC SHOULDER
515001-03	NAME PLATE FOR BRIDGES
542001-04	CONCRETE END SECTIONS FOR PIPE CULVERTS 15" (375MM) THRU 84" (2100MM) DIAMETER
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERT
610001-06	SHOULDER INLET WITH CURB
630001-10	STEEL PLATE BEAM GUARDRAIL
631031-13	TRAFFIC BARRIER TERMINAL, TYPE B
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-04	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701901-04	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

FILE NAME =	USER NAME = staffennk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS AND STANDARDS IN THE PLANS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pav_wor\pavidot\staffennk\021479\07	4170-shc-index.dgn	DRAWN -	REVISED -			1707	(CF,X18)	CUMBERLAND	69	2	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			SCALE: N/A		SHEET 1 OF 1 SHEETS		STA. TO STA.	
	PLOT DATE = 10/9/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT CONTRACT NO. 74170					

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2014; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THE WORK INCLUDED IN SECTION (CF, X)B CONSISTS OF THE COMPLETE REMOVAL AND REPLACEMENT OF EXISTING STRUCTURE NUMBER 018-0011 WITH A NEW STRUCTURE, BRIDGE APPROACH PAVEMENTS, HOT-MIX ASPHALT RESURFACING, RIP RAP, GUARDRAIL, PAVEMENT MARKING AND ANY OTHER WORK NECESSARY TO COMPLETE THIS SECTION. THE WORK SHALL BE COMPLETED UTILIZING A ROAD CLOSURE. EXISTING STRUCTURE NUMBER 018-0011, CARRIES US ROUTE 40 OVER RANGE CREEK AND IS LOCATED APPROXIMATELY 5 MILES EAST OF GREENUP AND 4 MILES WEST OF CASEY IN CUMBERLAND COUNTY.

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO THE CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

PAINT PAVEMENT MARKING LINE - 4" SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS. AS SHOWN IN THE PLANS, AND AS DETERMINED BY THE ENGINEER.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 781 OF THE STANDARD SPECIFICATIONS.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR ALL HOT-MIX ASPHALT.

THE MATERIAL USED FOR AGGREGATE WEDGE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE, OR RAP.

THE MATERIAL USED FOR AGGREGATE SURFACE COURSE, TYPE B SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HOT-MIX ASPHALT PLANT QUALITY CONTROL LAB SO THAT HOT-MIX ASPHALT PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY DAMAGED UTILITIES AS A RESULT OF WORK IN THE AREA.

THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKINGS OF FACILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 48 HOURS ADVANCE NOTICE THROUGH THE J.U.L.I.E. SYSTEM BY CALLING 800-892-0123.

AFTER CONSTRUCTION OF THE DITCH ALONG THE NORTH SIDE OF FAS 1707 (US 40), RIPRAP, CLASS A4 SHALL BE CONSTRUCTED IMMEDIATELY TO PREVENT EROSION OF THE DITCH AND SIDE SLOPES.

GENERAL NOTES (Cont'd)

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

BINDER COURSE

APPLICATION: HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
 MIXTURE COMPOSITION: IL-19.0
 FRICTION AGGREGATE: N/A

BINDER COURSE (4" LIFT, 3 1/4" LIFT PRIVATE ENTRANCE/MAILBOX TURNOUT)

APPLICATION: HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
 MIXTURE COMPOSITION: IL-19.0
 FRICTION AGGREGATE: N/A

SURFACE COURSE (1.5")

APPLICATION: HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N70
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
 MIXTURE COMPOSITION: IL-9.5
 FRICTION AGGREGATE: MIXTURE C

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

APPLICATION: HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
 MIXTURE COMPOSITION: IL-19.0
 FRICTION AGGREGATE: N/A

CLASS D PAVEMENT PATCHING

APPLICATION: HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
 MIXTURE COMPOSITION: IL-19.0
 FRICTION AGGREGATE: N/A

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

AGGREGATE SHOULDERS	2.05 TONS/CU. YD.
BITUMINOUS MATERIALS (PRIME COAT)	0.05 LBS./SQ. FT.
HOT-MIX ASPHALT	112 LBS./SQ. YD/INCH

ALL WORK NECESSARY TO ATTACH THE 4" PIPE DRAINS TO THE ABUTMENT DRAIN PIPES, TRENCHING IN THE PIPE DRAINS AND INSTALLING THE PIPE INTO THE CONCRETE HEADWALLS IS INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PIPE DRAIN 4". THE ESTIMATED QUANTITY OF 62' WAS CALCULATED BY TAKING THE DIFFERENCE BETWEEN THE STRUCTURE PIPE UNDERDRAIN ELEVATIONS, DITCH ELEVATIONS AND ROW ELEVATIONS.

A TYPE I CAST IN PLACE PERMANENT SURVEY MARKER SHALL BE PLACED ON THE SOUTHWEST WINGWALL. THE TABLET STYLE SHALL CONFORM TO STANDARD 667101-01 AND THE CAST IN PLACE BASE WILL CONFORM TO STANDARD 668001-01. THE LOCATION OF THE SURVEY MARKER SHALL BE DETERMINED BY THE ENGINEER AND THE CHIEF OF SURVEYS. THE SURVEY MARKER LOCATION WILL ALSO BE CROSS TIED AND ELEVATED.

FILE NAME #	USER NAME # steffanek	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
01\pwork\101dot\steffanek\0121479\07	1170-sht-indax.dgn	DRAWN -	REVISED -			1707	ICF, X18	CUMBERLAND	69	3	
Default	PLT SCALE = 100.0000' / in.	CHECKED -	REVISED -			SCALE: N/A		SHEET 1 OF 1 SHEETS		STA. TO STA.	CONTRACT NO. 74170
	PLT DATE = 10/9/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES			80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0004	0011	
X0327271	TRAFFIC CONTROL FOR ROAD CLOSURE	EACH	1		1	
40300950	PORTLAND CEMENT CONCRETE SHOULDERS 20"	SO YD	28	28		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	72	72		
20100500	TREE REMOVAL, ACRES	ACRE	0.2	0.2		
20200100	EARTH EXCAVATION	CU YD	542	542		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	57	57		
28000400	PERIMETER EROSION BARRIER	FOOT	265	265		
28100107	STONE RIPRAP, CLASS A4	SO YD	1499	1499		
28100109	STONE RIPRAP, CLASS A5	SO YD	1613	165	1448	
28200200	FILTER FABRIC	SO YD	3112	1664	1448	
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	7	7		
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	57	57		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	216	216		

SUMMARY OF QUANTITIES			80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0004	0011	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	294	294		
40600990	TEMPORARY RAMP	SO YD	32	32		
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	353	353		
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	78	78		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	33	33		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	112	112		
44000100	PAVEMENT REMOVAL	SO YD	68	68		
44004000	PAVED DITCH REMOVAL	FOOT	36	36		
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SO YD	174	174		
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SO YD	32	32		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	87	87		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1		

SUMMARY OF QUANTITIES			80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		0004	0011
50105220	PIPE CULVERT REMOVAL	FOOT	172	172	
50200100	STRUCTURE EXCAVATION	CU YD	112	112	
50200300	COFFERDAM EXCAVATION	CU YD	87.9	87.9	
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1	1	
50300225	CONCRETE STRUCTURES	CU YD	190.2	190.2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	336.4	336.4	
50300260	BRIDGE DECK GROOVING	SQ YD	673.4	673.4	
50300300	PROTECTIVE COAT	SQ YD	867	867	
50401105	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 54 IN.	FOOT	835.5	835.5	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	98,450	98,450	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	554	554	
51201900	FURNISHING STEEL PILES HP14X89	FOOT	836	836	
51202305	DRIVING PILES	FOOT	1390	1390	

SUMMARY OF QUANTITIES			80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		0004	0011
51203600	TEST PILE STEEL HP12X53	EACH	2	2	
51203900	TEST PILE STEEL HP14X89	EACH	1	1	
51500100	NAME PLATES	EACH	1	1	
54210182	PIPE ELBOW, 12"	EACH	4	4	
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2	2	
54215547	METAL END SECTIONS 12"	EACH	2	2	
542A0241	PIPE CULVERTS, CLASS A, TYPE 1 36"	FOOT	37	37	
542D0217	PIPE CULVERTS, CLASS D, TYPE 1 12"	FOOT	85	85	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	105	105	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2	2	
60500060	REMOVING INLETS	EACH	4	4	
60900515	CONCRETE THRUST BLOCKS	EACH	2	2	
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	2	2	

FILE NAME =	USER NAME = staffanmk	DESIGNED -	REVISED -
c:\pwwork\pwwork\staffanmk\08121479\07	74170-shr-a00.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
Default	PLOT DATE = 10/9/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	ICF, IIB	CUMBERLAND	69	5
CONTRACT NO. 74170			Key.	
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES			80% FED. 20% STATE TOTAL	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT	QUANTITIES	0004	0011	
* 6300003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	137.5	137.5		
* 6310085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
63200310	GUARDRAIL REMOVAL	FOOT	592.5	592.5		
66201120	CONCRETE SHOULDER CURB	FOOT	32	32		
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10		
67100100	MOBILIZATION	L SUM	1	1		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2104	1646	458	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	701	548	153	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2104	1646	458	

SUMMARY OF QUANTITIES			80% FED. 20% STATE TOTAL	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT	QUANTITIES	0004	0011	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	9		9	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3		3	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	6	6		
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	4		4	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
X2501000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.6	0.6		
X4400196	HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	64	64		
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	793	793		
X4402720	GUTTER REMOVAL (SPECIAL)	FOOT	478	478		
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	225		225	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	28	28		
Z0004552	APPROACH SLAB REMOVAL	SO YD	142.5	142.5		
Z0016702	DETOUR SIGNING	L SUM	1		1	

13

FILE NAME :	USER NAME : staffennk	DESIGNED -	REVISED -
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Default	PLOT DATE = 10/19/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 3 OF 4 SHEETS STA. TO STA.

*Specialty Items

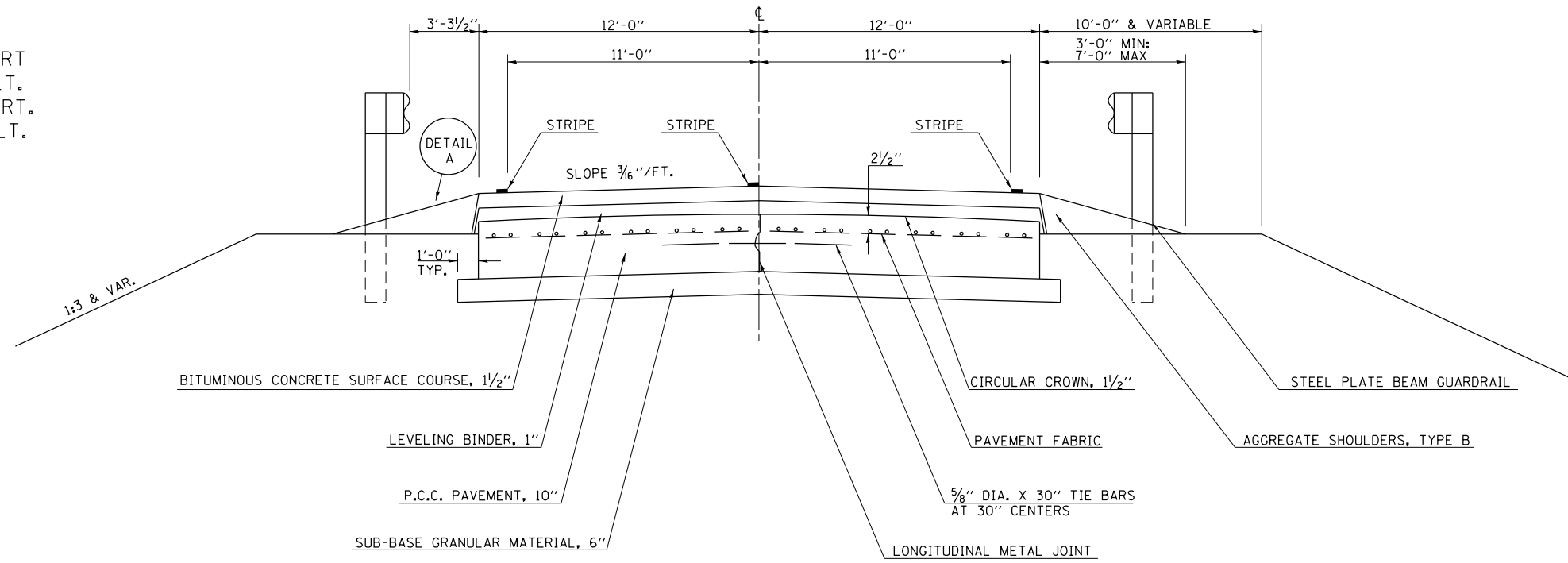
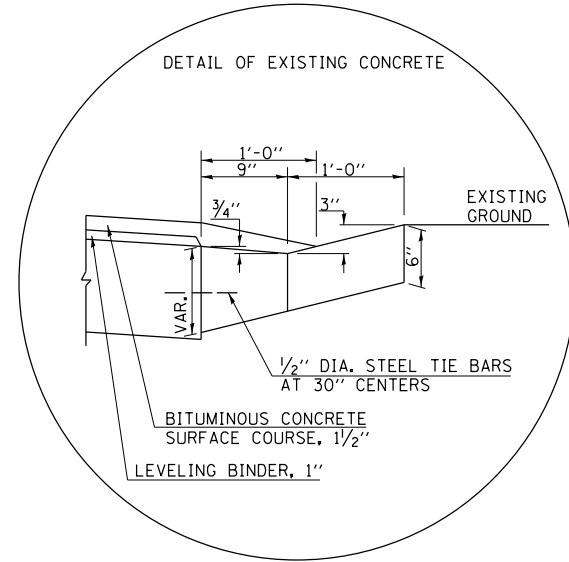
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	ICF,XIB	CUMBERLAND	69	6
CONTRACT NO. 74170				
[ILLINOIS] FED. AID PROJECT				

EXISTING TYPICAL CROSS SECTION

STA. 2272+23.28 TO STA. 2275+16.60
STA. 2279+08.97 TO STA. 2281+63.28

DETAIL A

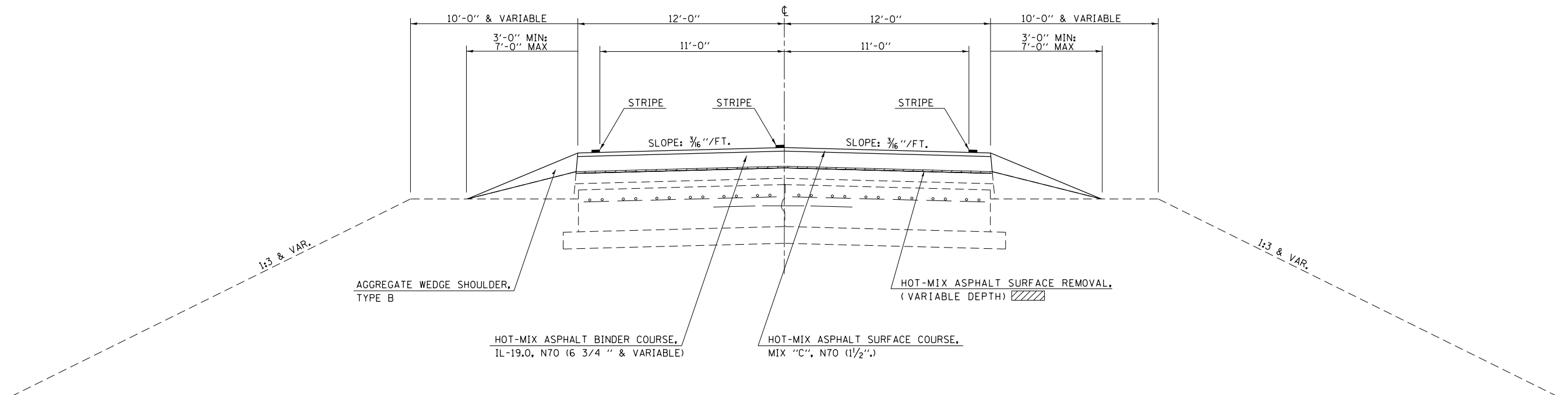
STA. 2275+08.80 RT. TO STA. 2276+35.60 RT.
STA. 2275+24.10 LT. TO STA. 2276+43.10 LT.
STA. 2277+90.30 RT. TO STA. 2279+00.90 RT.
STA. 2278+04.30 LT. TO STA. 2279+17.20 LT.



NOTE: NOT TO SCALE

PROPOSED TYPICAL CROSS SECTION

STA. 2272+23.28 TO STA. 2276+16.60
STA. 2278+37.24 TO STA. 2281+63.28



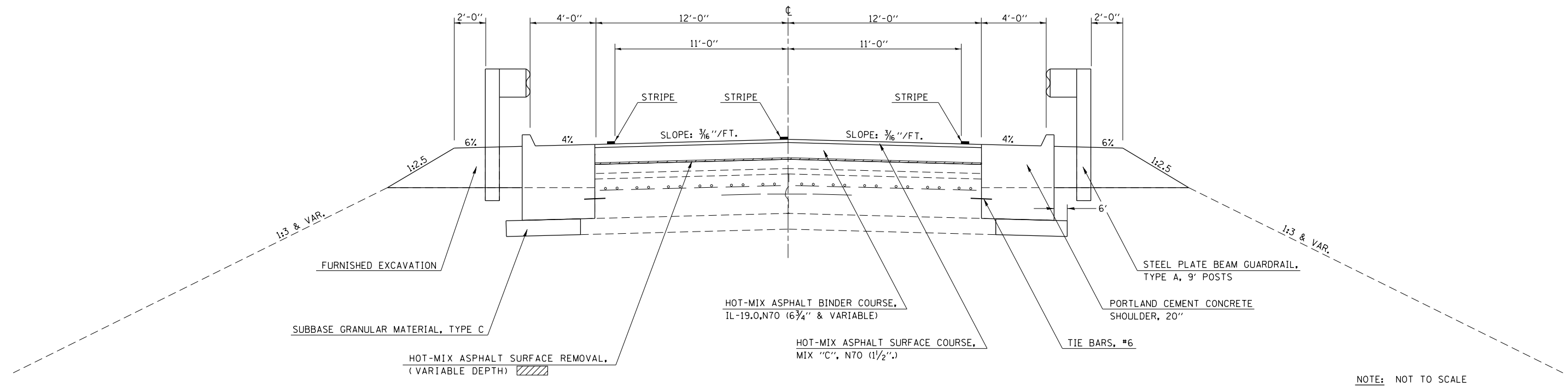
NOTE: NOT TO SCALE

FILE NAME =	USER NAME = davisonjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL CROSS SECTIONS			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	et:\pw\work\pwidot\davisonjl\d0121479\077170-sh-t-typicals.dgn	DRAWN -	REVISED -		SCALE: N/A	SHEET 1	OF 2	SHEETS	1707	(CF,X)B	CUMBERLAND	69	8
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -		STA.								
	PLOT DATE = 12/11/2014	DATE -	REVISED -		TO STA.								

ILLINOIS FED. AID PROJECT CONTRACT NO. 74170

PROPOSED TYPICAL CROSS SECTION

STA. 2275+63.50 RT. TO STA. 2276+02.30 RT.
 STA. 2275+87.30 LT. TO STA. 2276+02.30 LT.



NOTE: NOT TO SCALE

FILE NAME =	USER NAME = davisonjl	DESIGNED -	REVISED -
et:\pw\work\p\dot\davisonjl\d0121479\077#170-sh-t-typicals.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL CROSS SECTIONS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	9
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

PAVING SCHEDULE

STATION TO STATION	LENGTH FEET	PAVEMENT WIDTH FEET	SHOULDER WIDTH FEET	AREA SQ YD	AGGREGATE WEDGE SHOULDER, TYPE B TON	BITUMINOUS MATERIALS (PRIME COAT) POUND	HOT-MIX ASPHALT SURFACE REMOVAL (BUTT-JOINT) SQ. YD.	HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) SQ. YD.	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 TON	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 TON	INCIDENTAL HOT-MIX ASPHALT SURFACING TON
2272+25.00 TO 2276+02.34	377.3	24.0	NA	111.8	46.2	75.5	112.3	449.0	190.2	42.3	0.0
2276+02.34 TO 2276+18.25	15.9	33.5	NA	57.3	0.0	38.7	0.0	0.0	0.0	0.0	0.0
2276+18.25 TO 2276+48.25	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2276+48.25 TO 2277+91.75	143.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2277+91.75 TO 2278+21.75	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2278+21.75 TO 2278+37.13	15.4	24.0	NA	55.1	0.0	37.2	0.0	0.0	0.0	0.0	0.0
2278+37.13 TO 2281+60.00	322.9	24.0	NA	95.7	40.9	64.6	182.0	344.5	162.7	36.2	0.0
2274+80.41 LT. PE											32.9
TOTAL =	935			320	87	216	294	793	353	78	33

TEMPORARY RAMP

LOCATION	WIDTH FEET	LENGTH FEET	AREA SQ YD
2272+23.28 TO 2272+29.28	6.0	23.9	15.9
2281+57.28 TO 2281+63.28	6.0	24.2	16.1
TOTAL =			32

PATCHING SCHEDULE

LOCATION	CLASS D PATCHES, TYPE II, 13' SQ YD	CLASS D PATCHES, TYPE III, 13' SQ YD
FAS 1707 (US 40)	174	32

PAVEMENT MARKING SCHEDULE

STATION TO STATION	LENGTH FOOT	TEMPORARY PAVEMENT MARKING-LINE 4" (YELLOW SKIP-DASH) FOOT	TEMPORARY PAVEMENT MARKING-LINE 4" (WHITE) FOOT	WORK ZONE PAVEMENT MARKING REMOVAL SQ FT	PAINT PAVEMENT MARKING-LINE 4" (YELLOW SKIP-DASH) FOOT	PAINT PAVEMENT MARKING-LINE 4" (WHITE) FOOT	RAISED REFLECTIVE PAVEMENT MARKER, BI-DIRECTIONAL (AMBER) EACH	RAISED REFLECTIVE PAVEMENT MARKER, (BRIDGE) BI-DIRECTIONAL (AMBER) EACH
2272+25.00 TO 2276+18.25	393.3	98.3	786.5	294.9	98.3	786.5	5	0
2276+18.25 TO 2278+21.75	203.5	50.9	407.0	152.6	50.9	407.0	0	3
2278+21.75 TO 2281+60.00	338.3	84.6	676.5	253.7	84.6	676.5	4	0
TOTAL =	935	234	1,870	701	234	1,870	9	3

PERMANENT SURVEY MARKERS, TYPE I

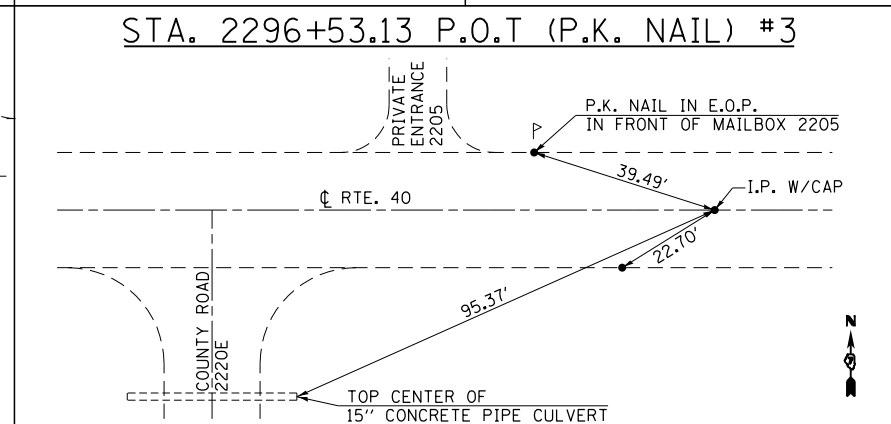
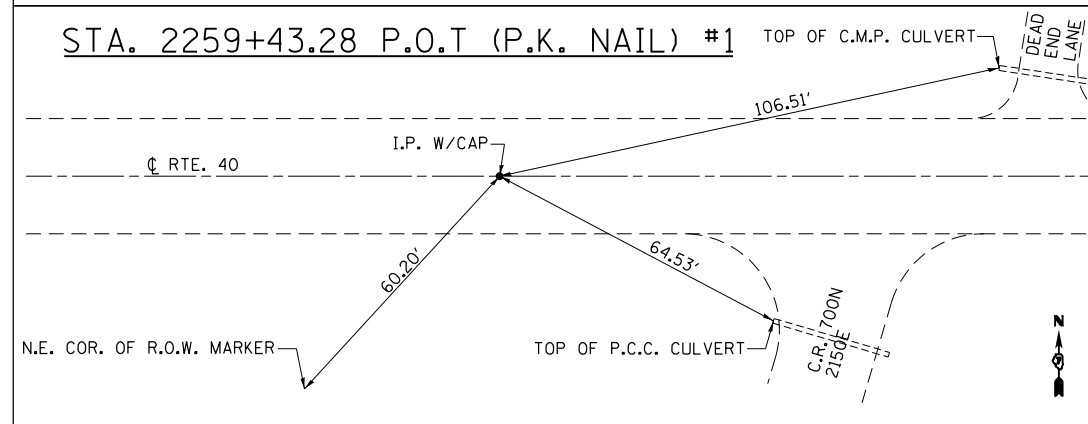
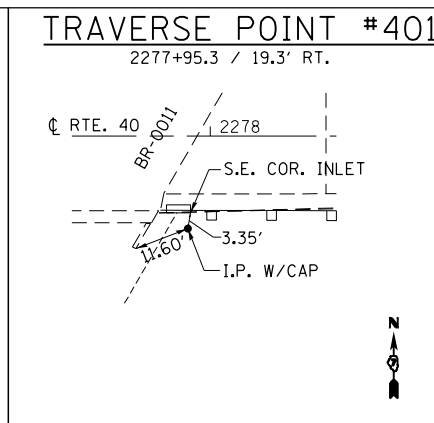
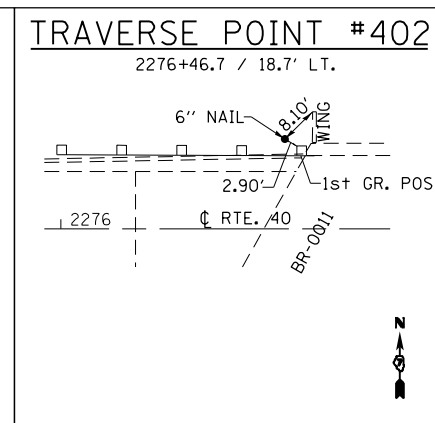
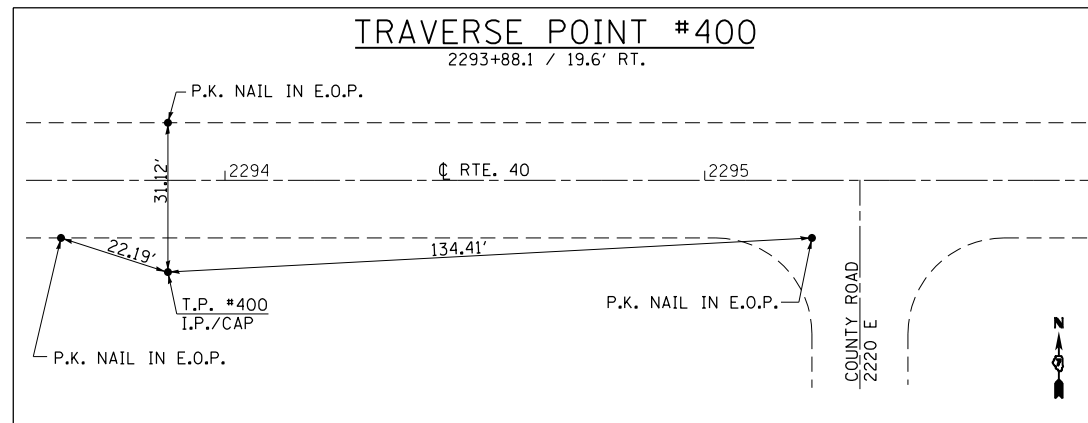
LOCATION	TYPE	QUANTITY
SW WW SN 018-0061	I	1
STA. 2280+00.00	I	1
TOTAL =		2.0

DRAINAGE SCHEDULE

LOCATION	CONCRETE HEADWALL REMOVAL	PIPE CULVERT REMOVAL	PIPE CULVERTS, CLASS A, TYPE 1, 36"	PIPE CULVERTS, CLASS D, TYPE 1, 12"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 36"	METAL END SECTIONS, 12"	TYPE G INLET BOX, STAD 610001	REMOVING INLETS	CONCRETE THRUST BLOCKS	PIPE ELBOW, 12"
	EACH	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
2274+67.31/50.4' LT.	0	0.0	0.0	0.0	1	0	0	0	0	0
2274+87.70/52.5' LT.	0	37.0	37.0	0.0	0	0	0	0	0	0
2275+03.49/54.3' LT	1	0.0	0.0	0.0	0	0	0	0	0	0
2275+04.12/54.4' LT.	0	0.0	0.0	0.0	1	0	0	0	0	0
2275+10.45/15.2' RT.	0	41.2	0.0	0.0	0	0	0	1	0	0
2275+25.80/15.2' LT.	0	46.4	0.0	0.0	0	0	0	1	0	0
2275+70.97/RT.	0	0.0	0.0	38.0	0	1	1	0	1	2
2275+94.84/LT.	0	0.0	0.0	47.0	0	1	1	0	1	2
2277+93.35/15.2' RT.	0	23.6	0.0	0.0	0	0	0	1	0	0
2278+10.92/15.0' LT.	0	24.0	0.0	0.0	0	0	0	1	0	0
PROJECT TOTALS	1	172	37	85	2	2	2	4	2	4

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJ. FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
FAP 116 (IL 130)				
STA. 2270+00 TO 2274+50	446	335	5	(+) 330
STA. 2275+25 TO 2277+25	96	72	207	(-) 135
TOTAL =	542	407	212	(+) 195



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/9/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

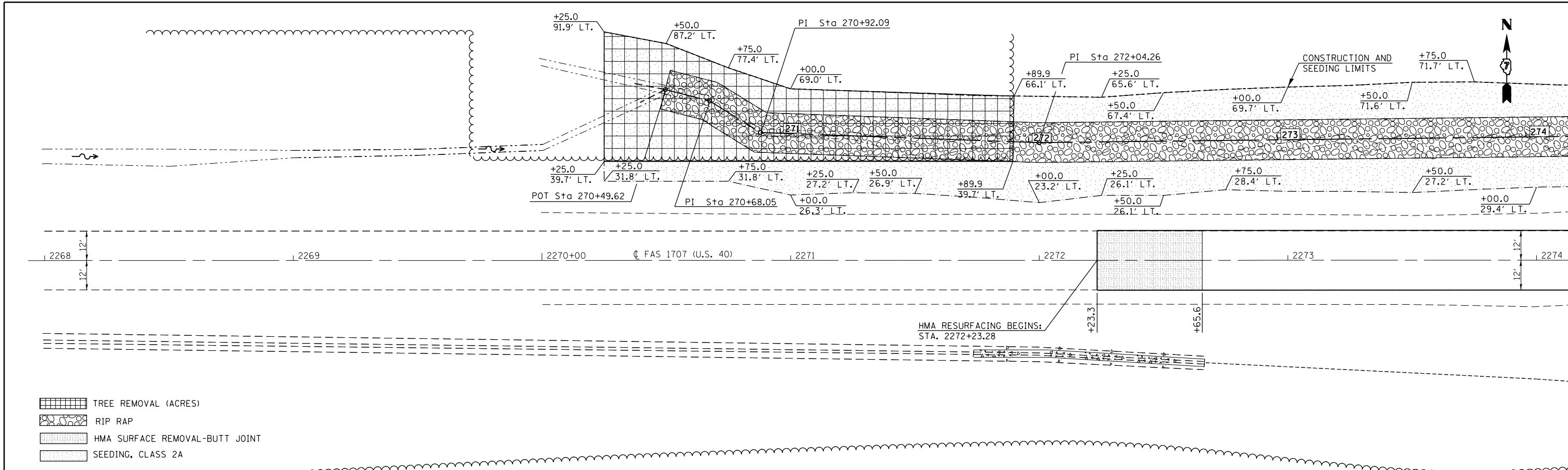
TIE POINTS

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

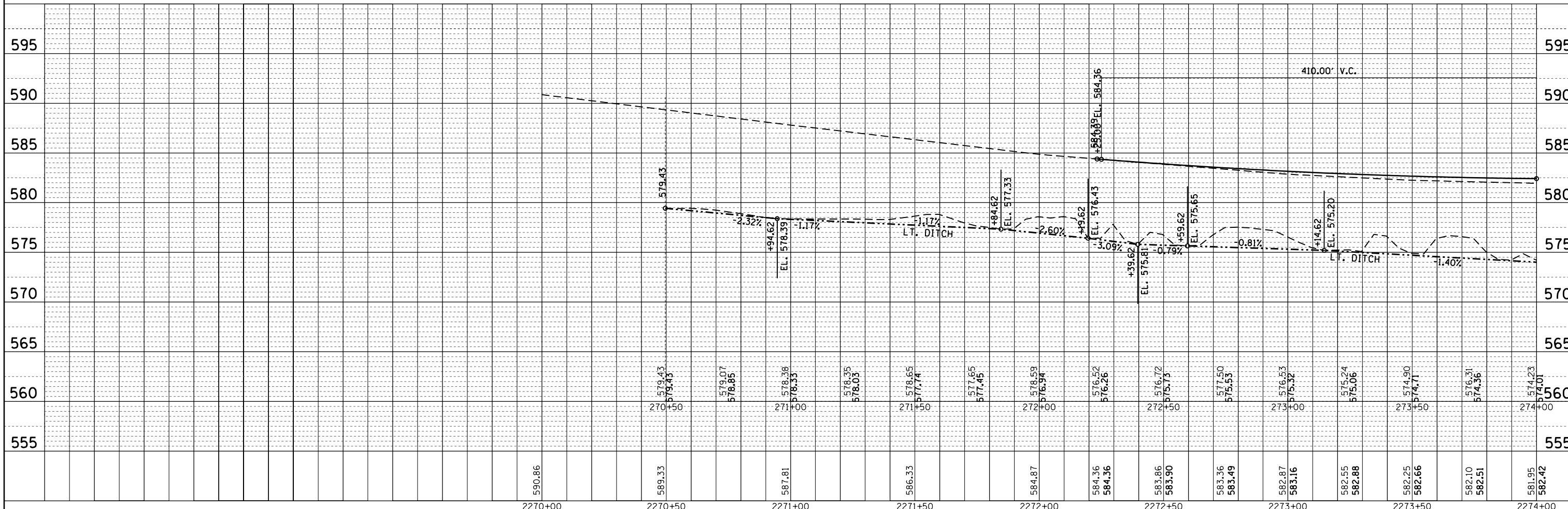
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	12
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

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

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		



- TREE REMOVAL (ACRES)
- RIP RAP
- HMA SURFACE REMOVAL-BUTT JOINT
- SEEDING, CLASS 2A

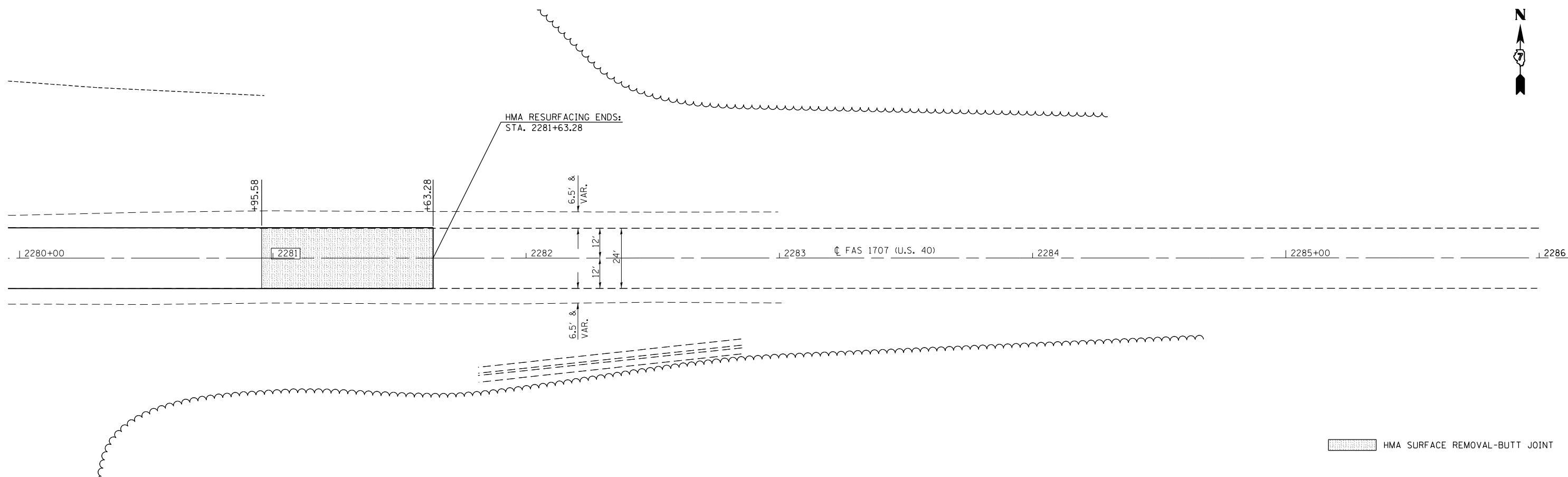


FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				MAINLINE PLAN PROFILE				F.A.S. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\stevfenmk\d0121479\0774	70-sh-t-planpro.dgn	DRAWN -	REVISED -					SCALE: 20	SHEET 1	OF 3	SHEETS	STA. 2268+00	TO STA. 2274+00	1707	(CF,X)B	CUMBERLAND
Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -									CONTRACT NO. 74170				
	PLOT DATE = 10/9/2014	DATE -	REVISED -									ILLINOIS FED. AID PROJECT				

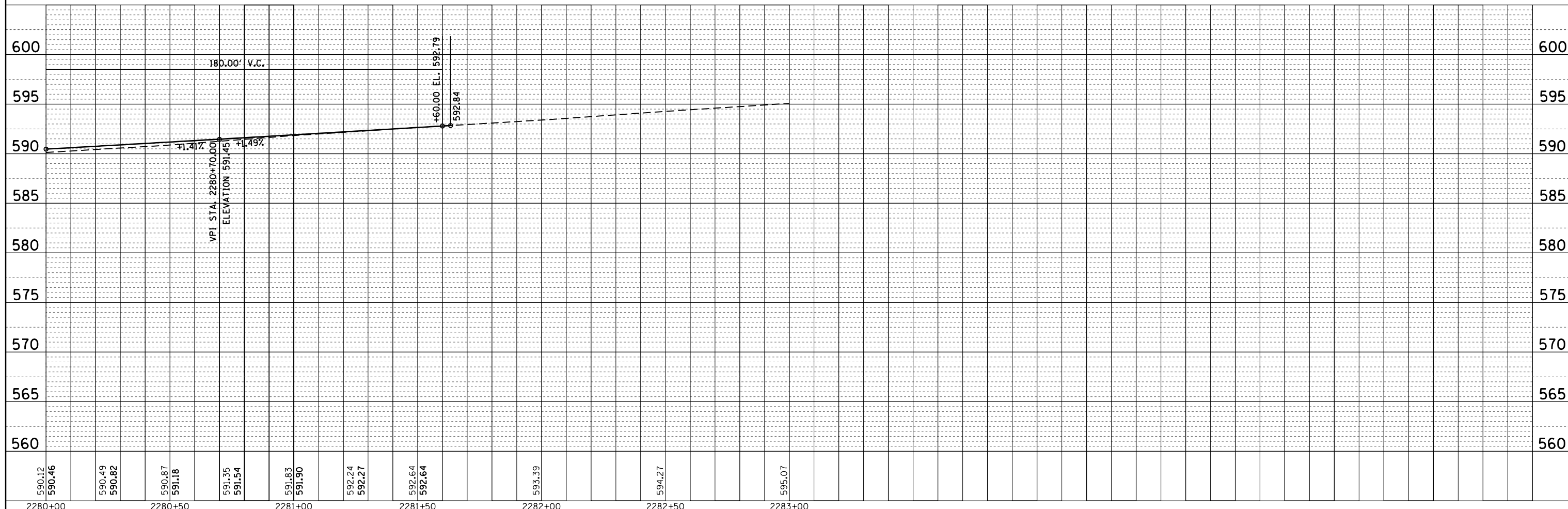


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
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	NO.		
	NO.		
	NO.		
	NO.		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NO.		
	NO.		
	NO.		
	NO.		



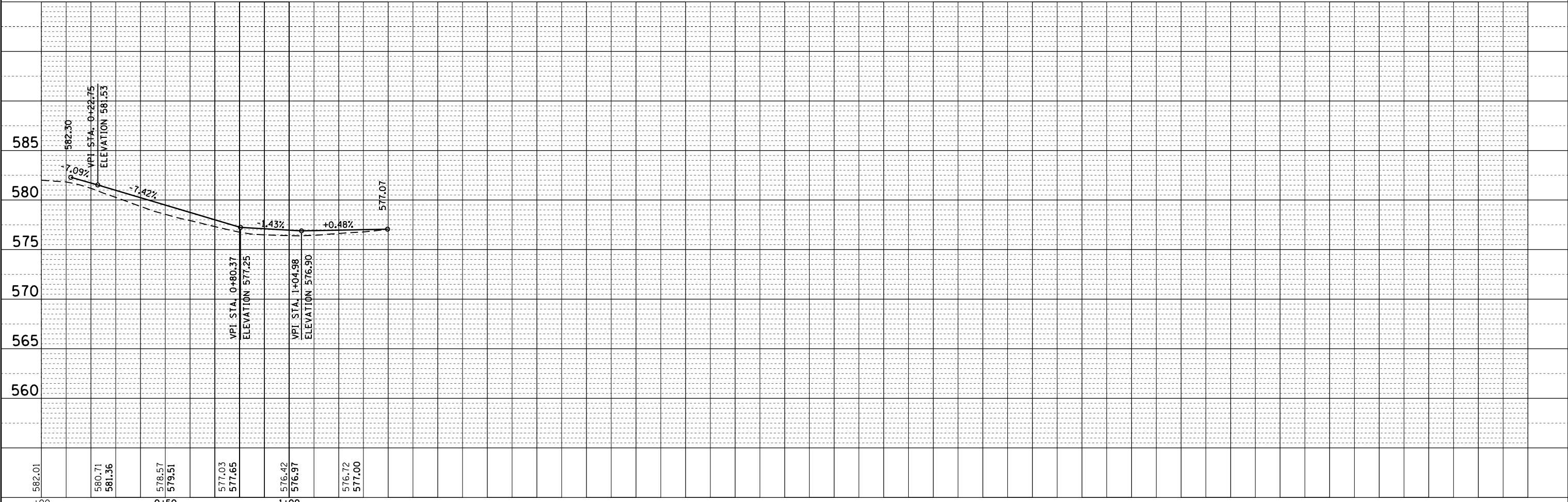
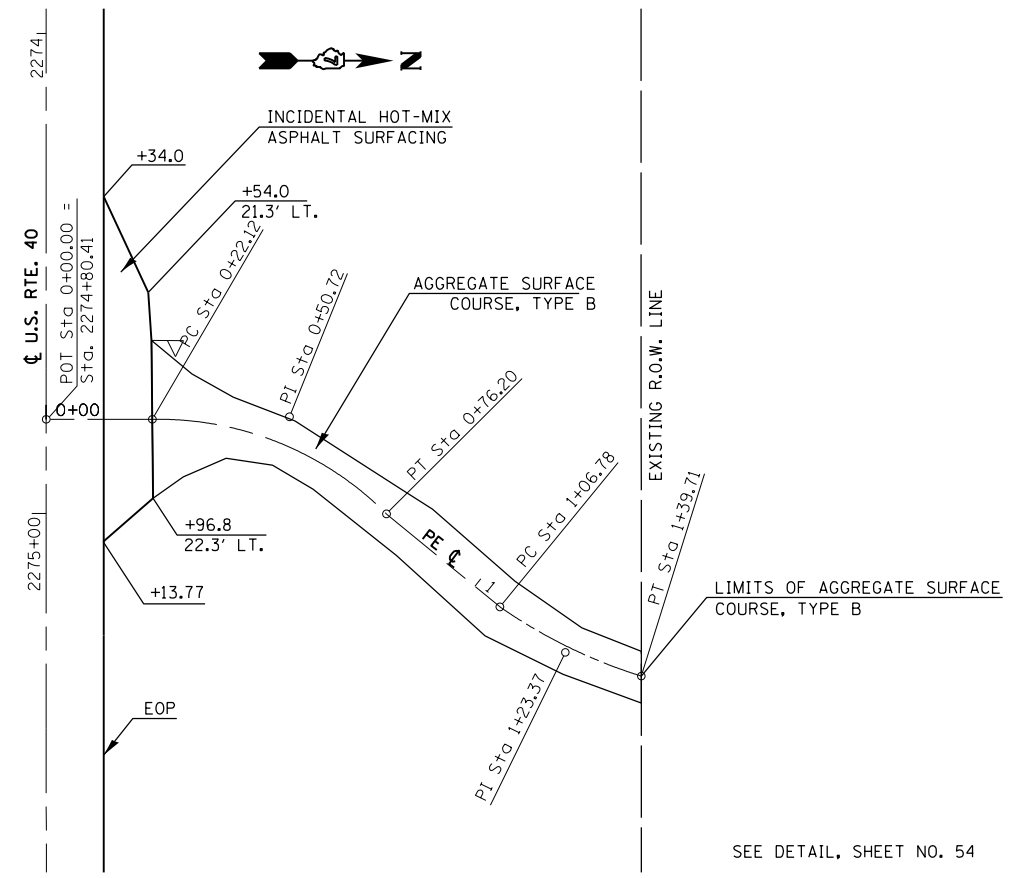
HMA SURFACE REMOVAL-BUTT JOINT



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINLINE PLAN PROFILE				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 74170				ILLINOIS FED. AID PROJECT				
	PLOT DATE = 10/9/2014	DATE -	REVISED -		SCALE: 20	SHEET 3 OF 3 SHEETS	STA. 2280+00 TO STA. 2286+00						

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

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



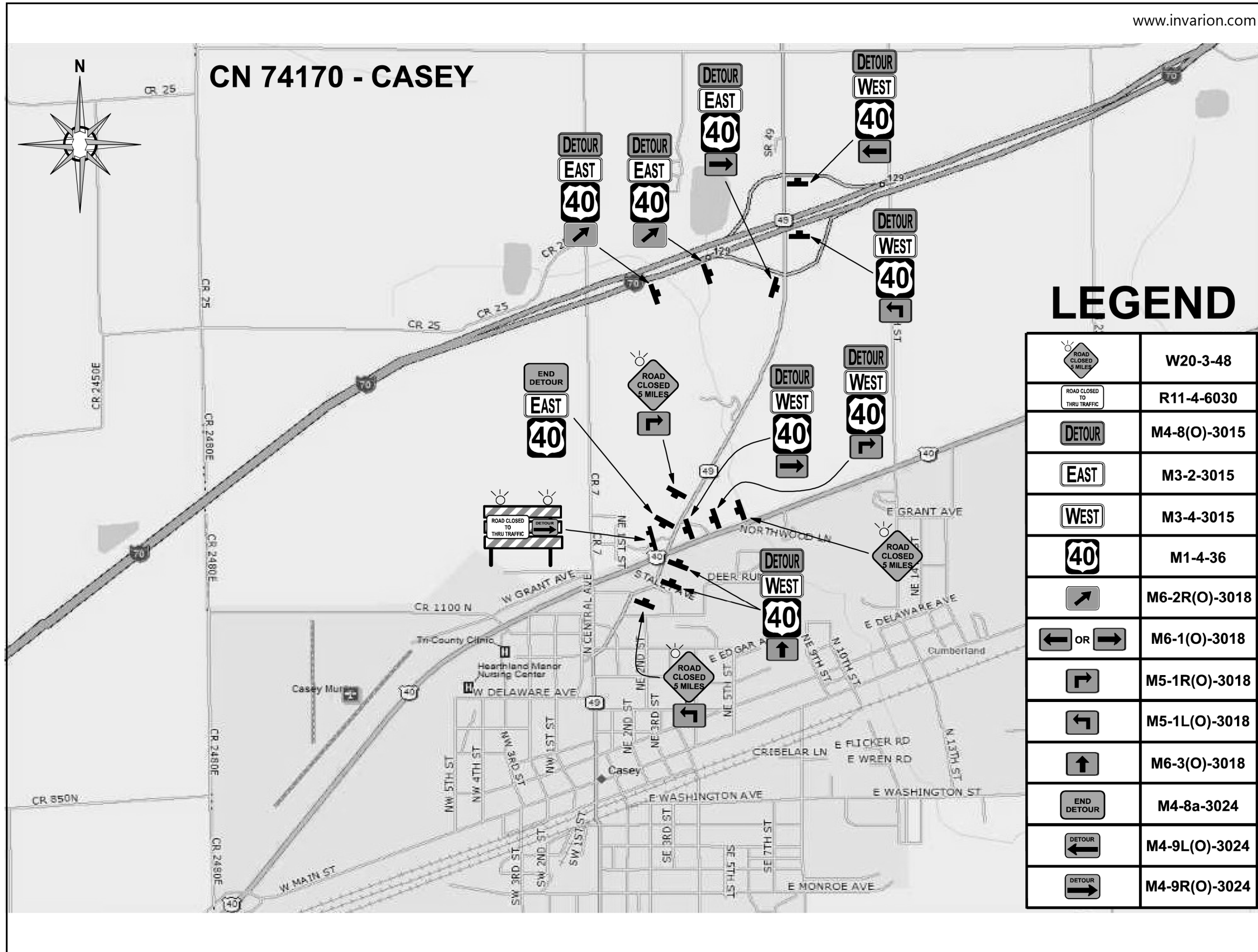
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Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/9/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ENTRANCE PLAN PROFILE

SCALE: 20 SHEET 1 OF 1 SHEETS STA. 2280+00 TO STA. 2286+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	16
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				



LEGEND

	W20-3-48
	R11-4-6030
	M4-8(O)-3015
	M3-2-3015
	M3-4-3015
	M1-4-36
	M6-2R(O)-3018
	M6-1(O)-3018
	M5-1R(O)-3018
	M5-1L(O)-3018
	M6-3(O)-3018
	M4-8a-3024
	M4-9L(O)-3024
	M4-9R(O)-3024

FILE NAME =	USER NAME = steffenk	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/9/2014	DATE -	REVISED -

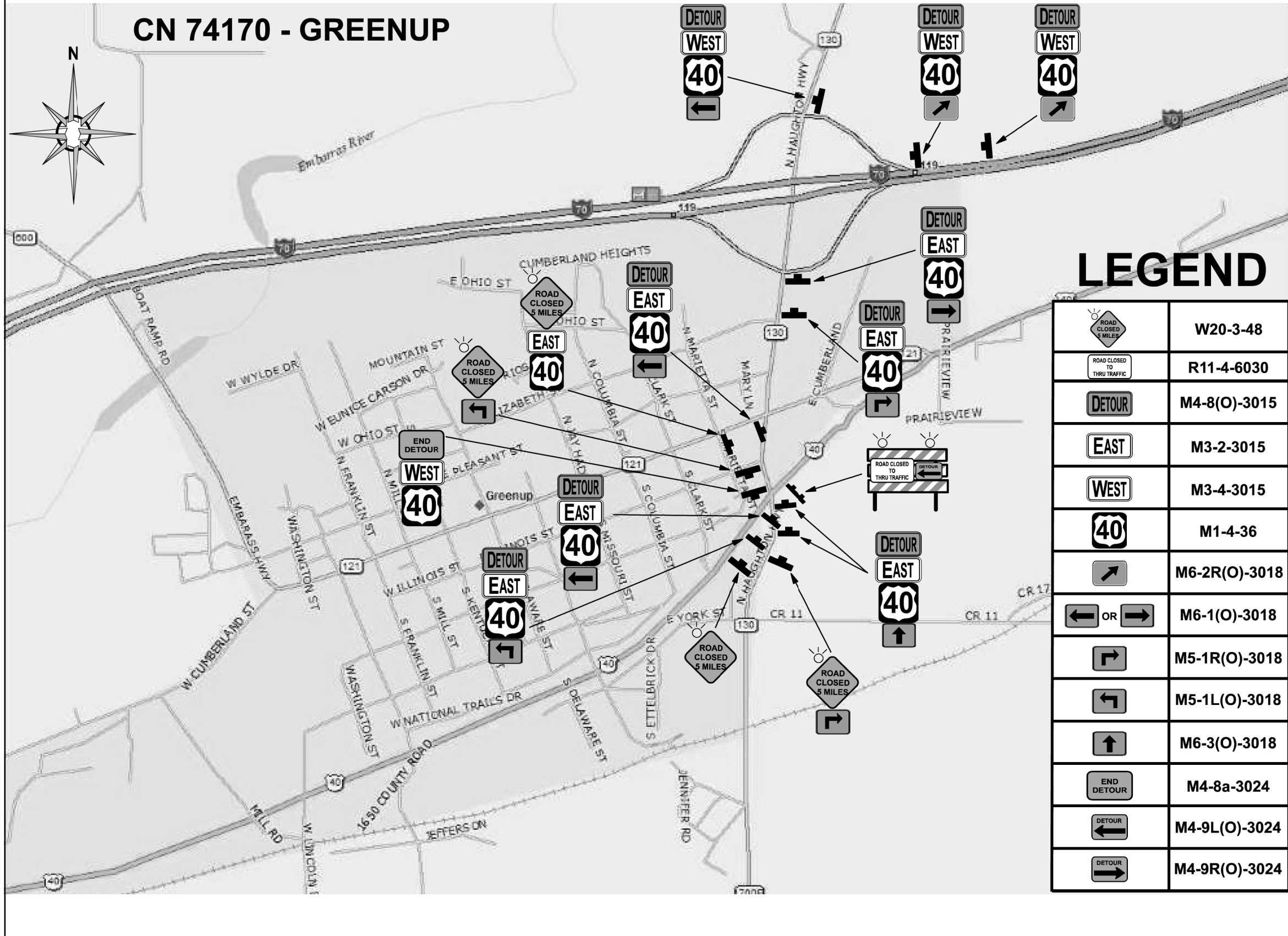
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CASEY DETOUR SIGNING LOCATION MAP

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	17
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

CN 74170 - GREENUP



LEGEND

	W20-3-48
	R11-4-6030
	M4-8(O)-3015
	M3-2-3015
	M3-4-3015
	M1-4-36
	M6-2R(O)-3018
	M6-1(O)-3018
	M5-1R(O)-3018
	M5-1L(O)-3018
	M6-3(O)-3018
	M4-8a-3024
	M4-9L(O)-3024
	M4-9R(O)-3024

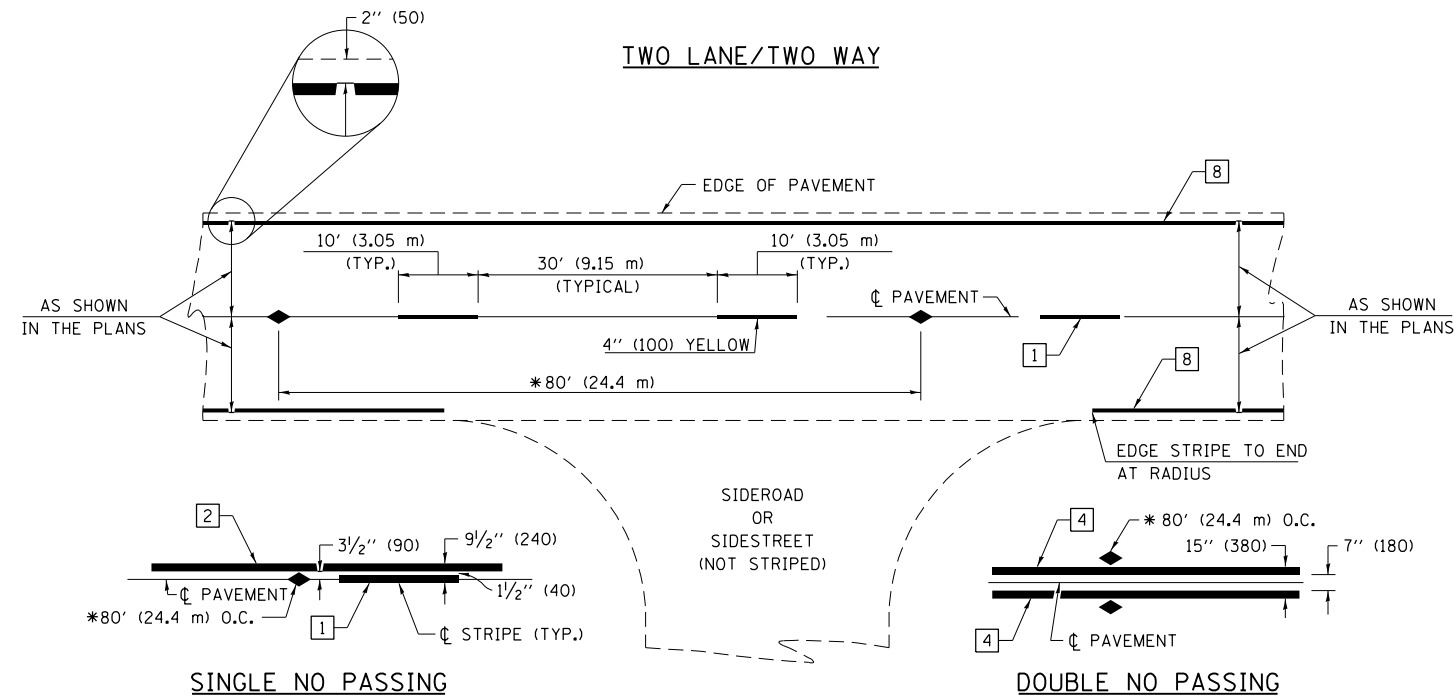
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 10/9/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENUP DETOUR SIGNING LOCATION MAP

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

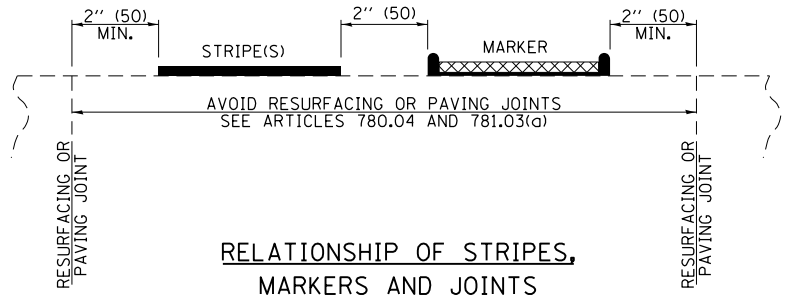
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	18
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				



* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

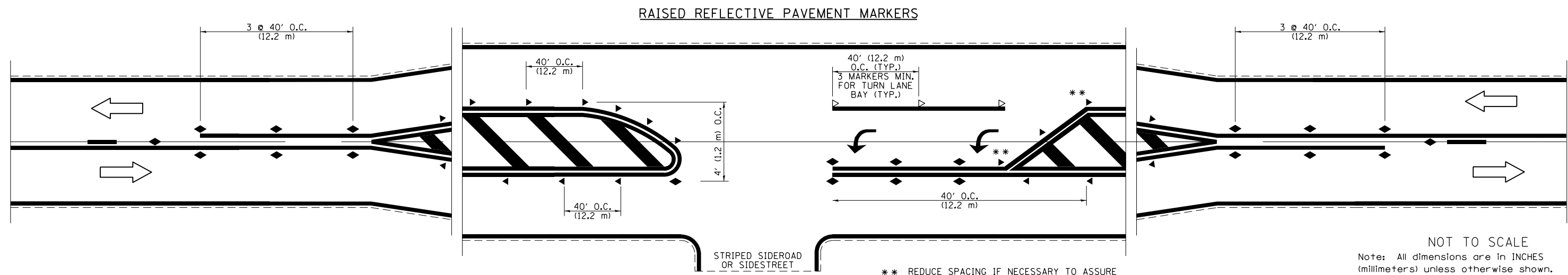
PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
 - 2 4" (100) SOLID (YELLOW)
 - 3 12" (300) DIAGONAL (YELLOW)
 - 4 4" (100) DOUBLE YELLOW (NARROW)
 - 5 12" (300) SOLID WHITE
 - 6 RESERVED
 - 7 6" (150) SKIP-DASH (WHITE)
 - 8 4" (100) SOLID (WHITE)
 - 9 12" (300) DIAGONAL (WHITE)
 - 10 6" (150) SOLID (WHITE)
 - 11 24" (600) STOP BAR (WHITE)
 - 12 8" (200) SOLID (WHITE)
 - 13 4" (100) PARKING WHITE
-



TYPICAL PAVEMENT MARKERS LEGEND

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

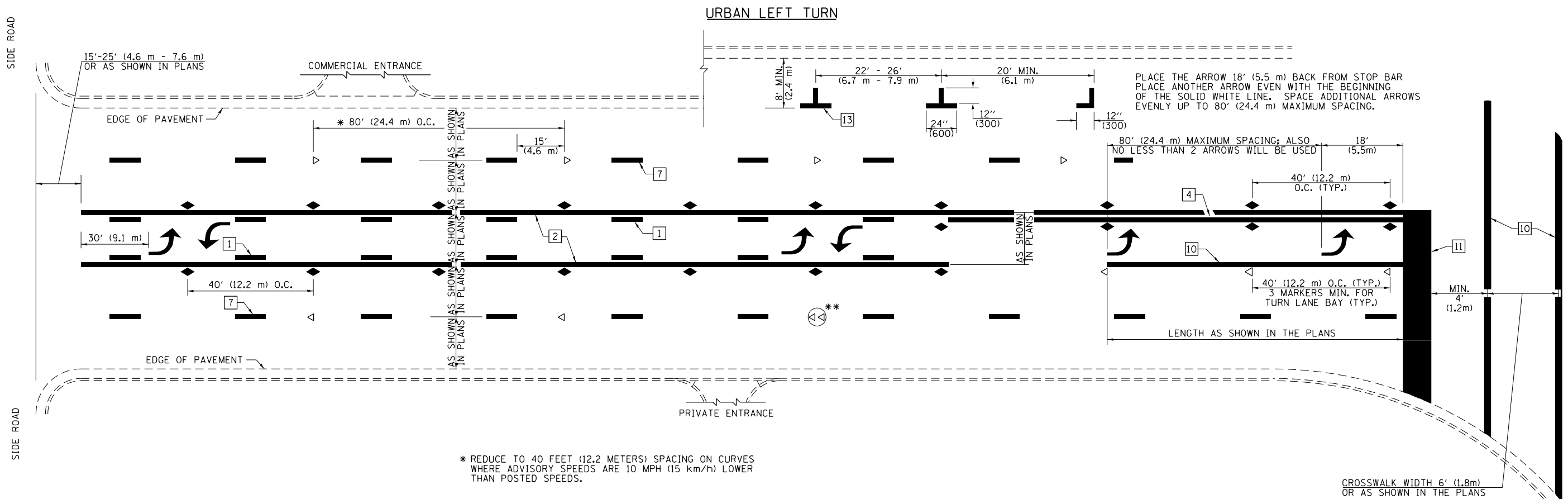


** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

NOT TO SCALE
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwork\pwork\stevfemk\d0121479\074170-shr-details.dgn	4170-shr-details.dgn	DRAWN -	REVISED -				1707	(CF,X)B	CUMBERLAND	69	19
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -				CONTRACT NO. 74170				
PLOT DATE = 10/9/2014		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
				SCALE: N/A	SHEET NO. 1 OF 4 SHEETS	STA. TO STA.					

DISTRICT 7 DETAIL NO. 78000001



PLACE THE ARROW 18' (5.5 m) BACK FROM STOP BAR
 PLACE ANOTHER ARROW EVEN WITH THE BEGINNING
 OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS
 EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING.

* REDUCE TO 40 FEET (12.2 METERS) SPACING ON CURVES
 WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER
 THAN POSTED SPEEDS.

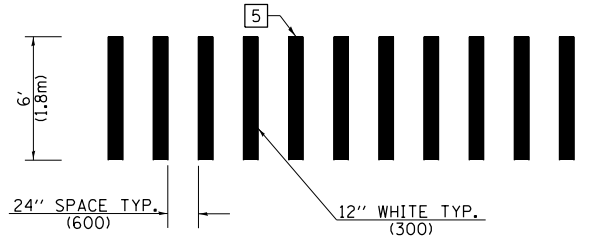
** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED
 AND SPACED AS SHOWN IN HIGHWAY STANDARD
 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED
 HIGHWAYS.

PAVEMENT MARKING LEGEND

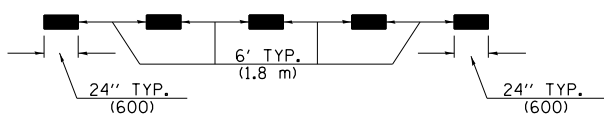
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 12" (300) SOLID WHITE
- 6 RESERVED
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) PARKING WHITE

GENERAL NOTES

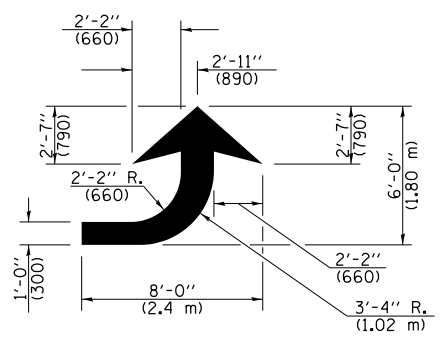
1. TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE. USE A MINIMUM OF TWO PAIRS PER BLOCK.
2. THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
3. THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER.
4. USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)
5. LANE LINE EXTENSIONS SHALL BE THE SAME COLOR AND WIDTH AS THE LANE LINE BEING EXTENDED.



**CROSSWALK DETAIL
 (DECATUR CITY LIMITS ONLY)**

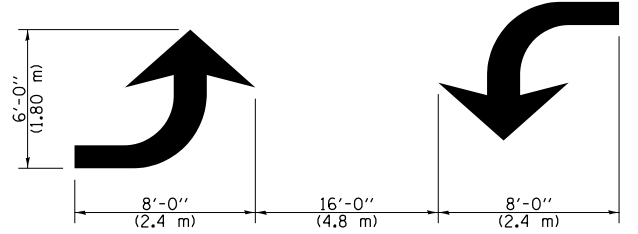


LANE LINE EXTENSIONS



LEFT ARROW

REVERSE FOR RIGHT ARROW
 AREA = 15.6 SQ. FT. (1.47 m²)
 (WHITE)



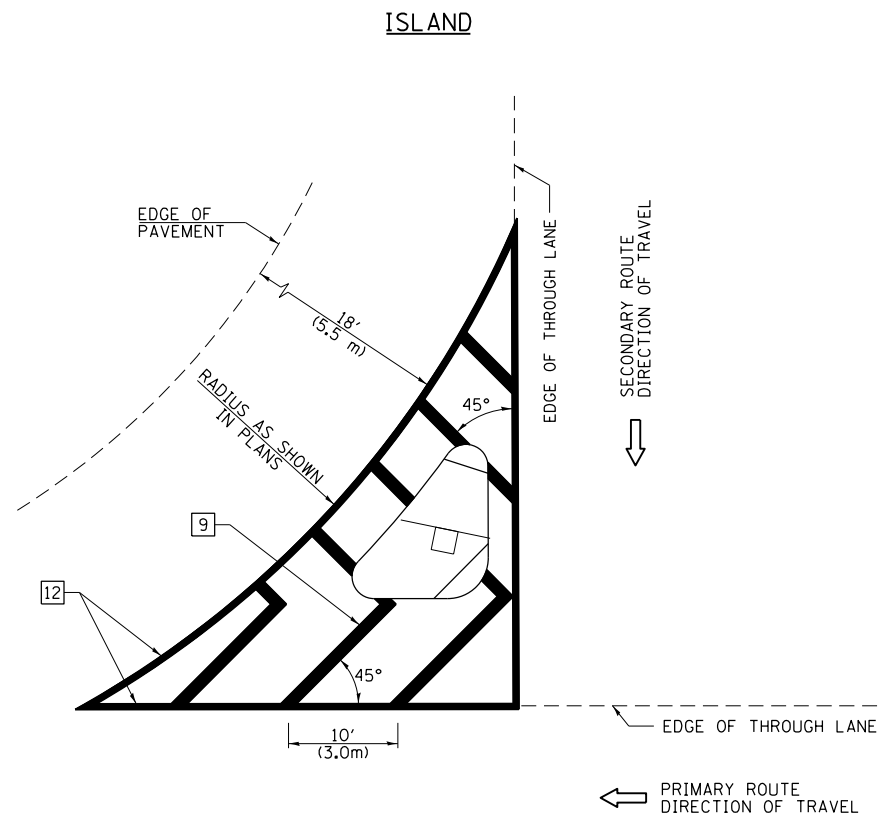
**TYPICAL DOUBLE
 TURN ARROWS (WHITE)**

NOT TO SCALE

Note: All dimensions are in INCHES
 (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 7800001

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\d01dot\steffenmk\d0121479\074170-shr-detail.dgn	4170-shr-detail.dgn	DRAWN -	REVISED -					1707	(CF,X)B	CUMBERLAND	69	20
PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 74170			ILLINOIS FED. AID PROJECT				
PLOT DATE = 10/9/2014		DATE -	REVISED -		SCALE: N/A	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.				

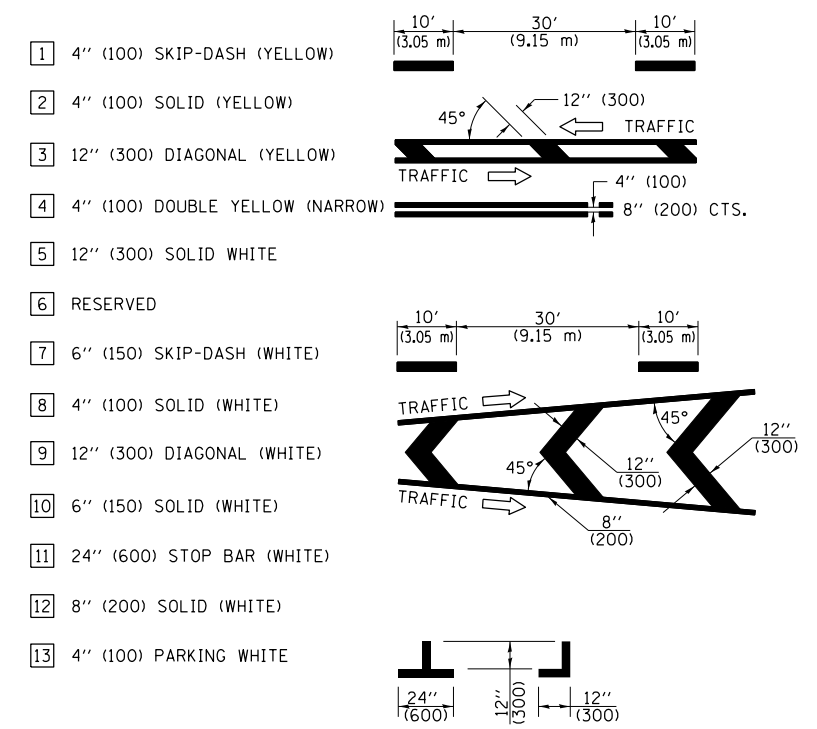


GENERAL NOTES

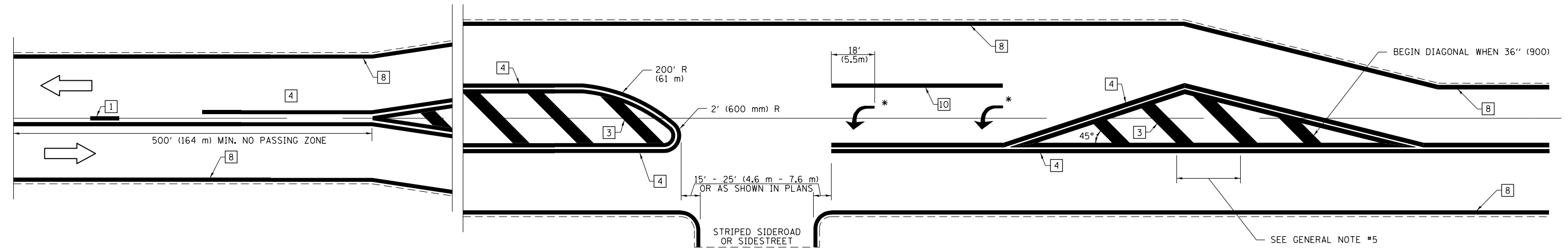
1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2] IF PRESENT.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
5. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING:

< 30 MPH (< 50 km/h)	15' (4.5 m)
30-45 MPH (50-75 km/h)	20' (6.0 m)
> 45 MPH (> 75 km/h)	30' (9.0 m)

PAVEMENT MARKING LEGEND



RURAL LEFT TURN STRIPING



* PLACE AN ARROW 18' (5.5 m) BACK FROM STOP BAR. PLACE ANOTHER ARROW EVEN WITH THE BEGINNING OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING. USE MINIMUM OF 2 ARROWS.

NOT TO SCALE
 Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 7800001

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
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	PLOT DATE = 10/9/2014	DATE -	REVISED -

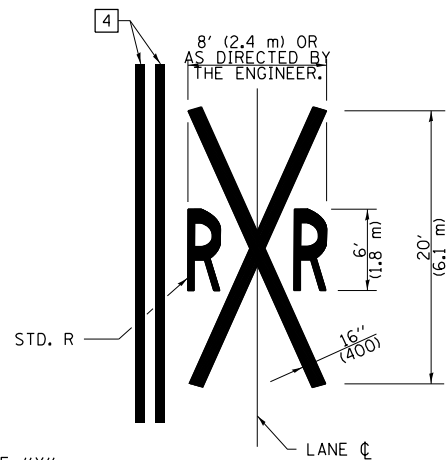
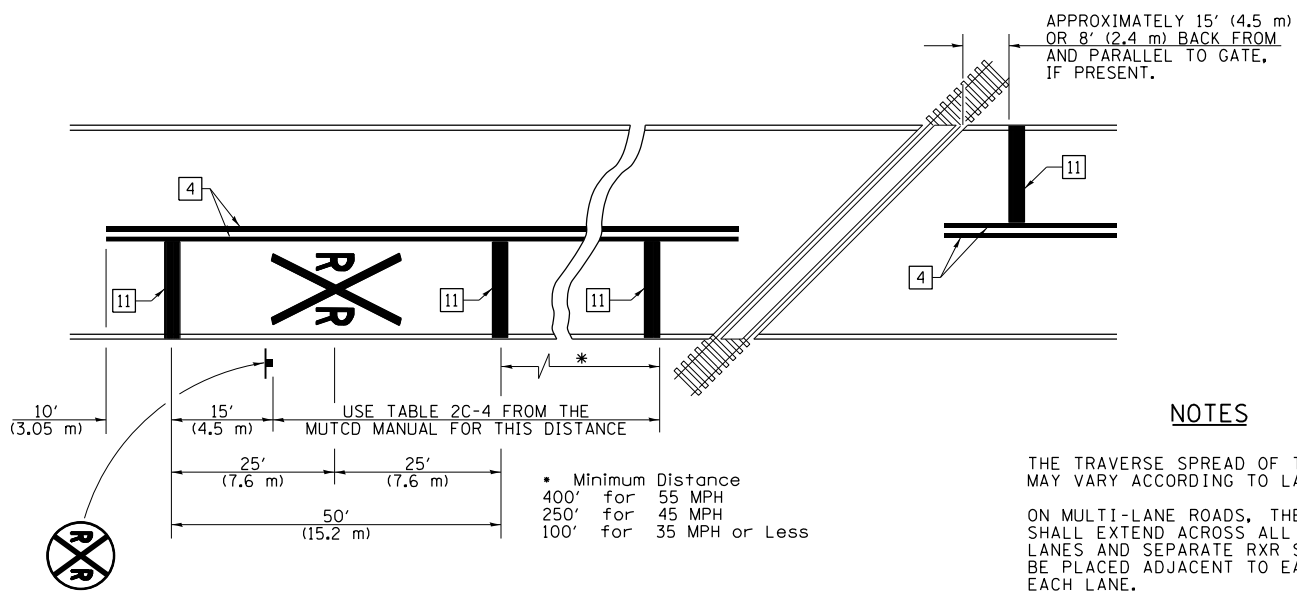
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS
 (RURAL & URBAN APPLICATIONS)**

SCALE: N/A SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	21
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING



NOTES

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

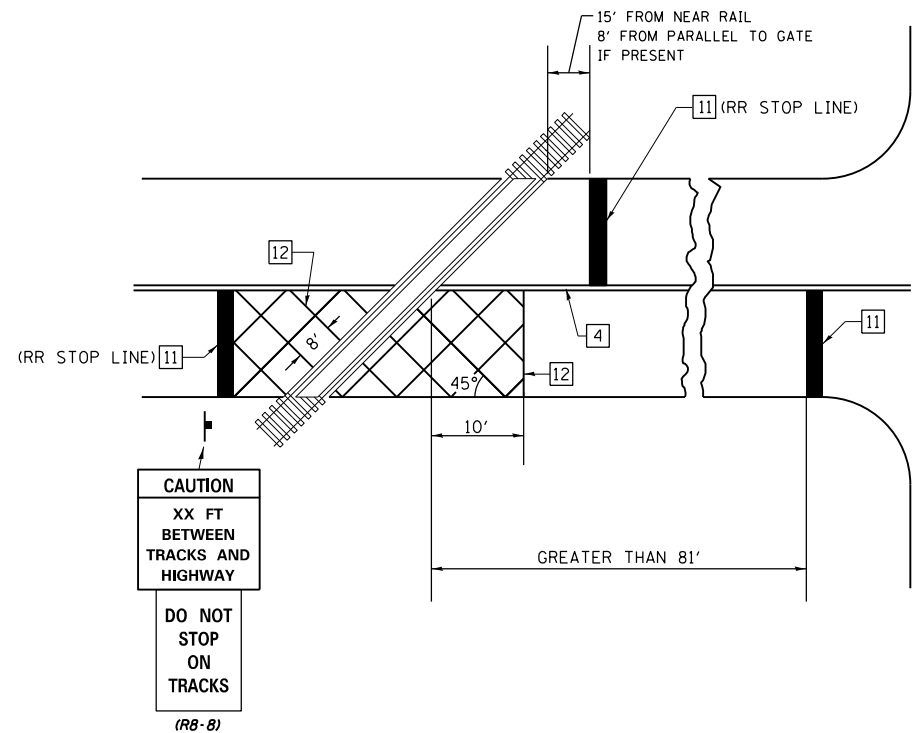
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

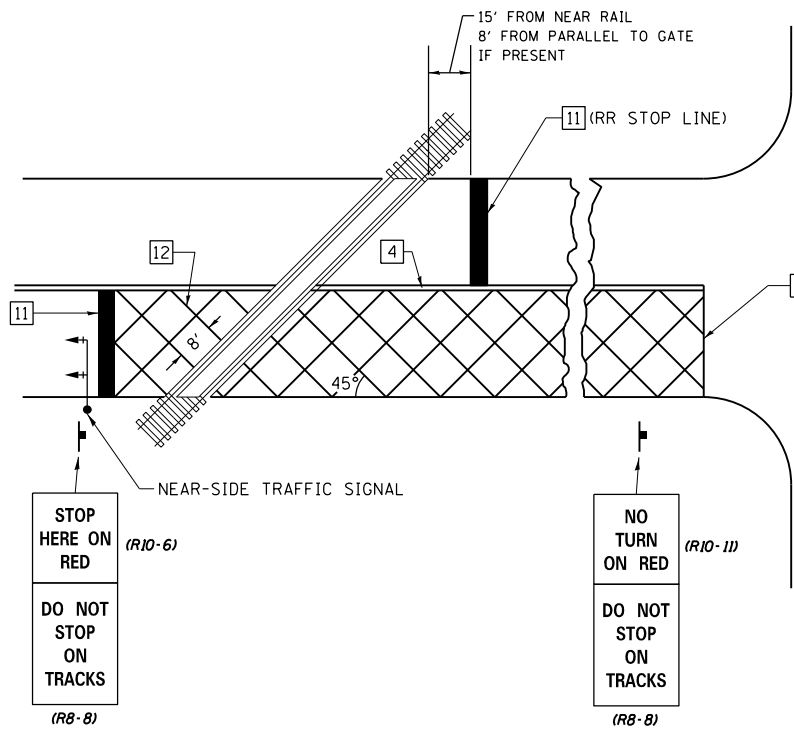
PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 12" (300) SOLID WHITE
- 6 RESERVED
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) PARKING WHITE

RAILROAD CROSSING WITH INTERCONNECT ONLY



RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

NOT TO SCALE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 7800001

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\dot\stevfenmk\d0121479\074170-shit-details.dgn	PLOT SCALE = 100.0000' / 1in.	DRAWN -	REVISED -					1707	(CF,X)B	CUMBERLAND	69	22
	PLOT DATE = 10/9/2014	CHECKED -	REVISED -		CONTRACT NO. 74170			ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -		SCALE: N/A	SHEET NO. 4 OF 4 SHEETS	STA.	TO STA.				

Bench Mark: USC&GS disk #P210, NE wingwall S.N. 018-0011 Elev. 587.59

Existing Structure: S.N. 018-0011 Built in 1952 as F.A. Rte. 12, Sec. C-F-X-B, at Sta. 2277+20(1). Structure consists of 3 span reinf. conc. deck on steel WF beams supported by pile bent spill thru abuts. & open concrete pile bent piers. 156'-6" Bk.-Bk. abuts., 35'-11" O.-O. deck. Traffic to be defocused during construction.

No salvage

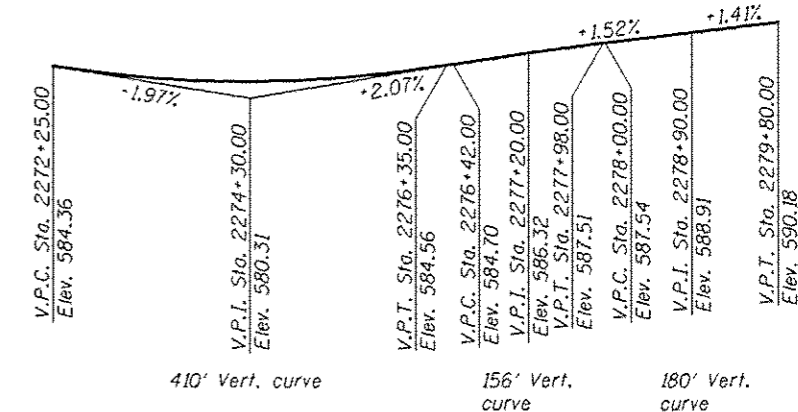
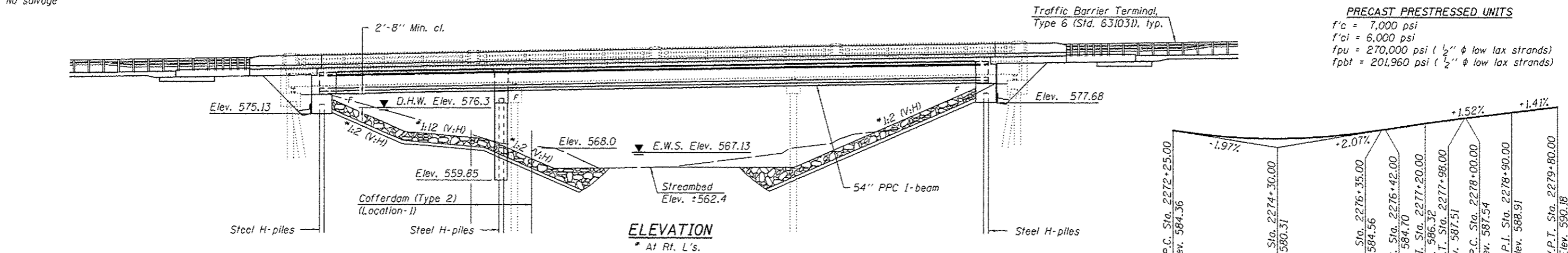
DESIGN STRESSES

FIELD UNITS

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

PRECAST PRESTRESSED UNITS

$f'_c = 7,000$ psi
 $f'_ci = 6,000$ psi
 $f_{pu} = 270,000$ psi ($\frac{1}{2}$ " ϕ low lax strands)
 $f_{pbt} = 201,960$ psi ($\frac{1}{2}$ " ϕ low lax strands)



PROFILE GRADE
 (along ϕ F.A.S. Rte. 1707)

Note:
 For Section A-A and B-B, see sheet 2 of 30.

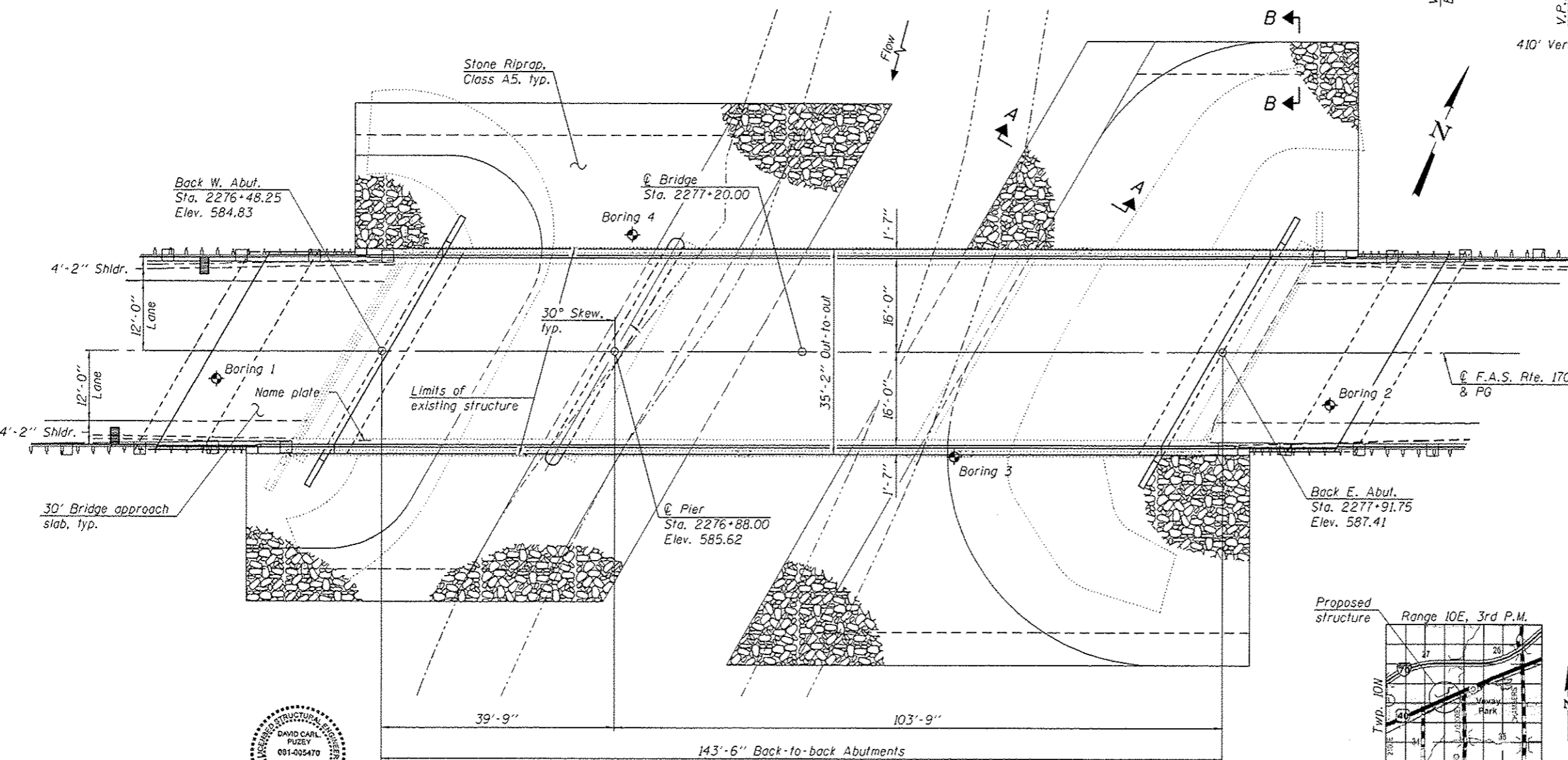
DESIGN SPECIFICATIONS
 2012 AASHTO LRFD Bridge Design Specifications, 6th Edition with 2013 Interims

LOADING HL-93

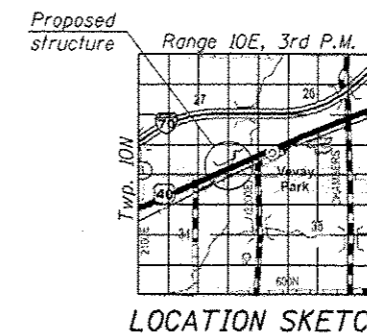
Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (S_{01}) = 0.189 g
 Design Spectral Acceleration at 0.2 sec. (S_{05}) = 0.412 g
 Soil Site Class = D



PLAN



LOCATION SKETCH

GENERAL PLAN & ELEVATION
U.S. ROUTE 40 OVER RANGER CREEK
F.A.S. RTE. 1707 - SEC. (CF,X)B
CUMBERLAND COUNTY
STATION 2277+20.00
STRUCTURE NO. 018-0061



EXPIRES 11-30-2016

DESIGNED: <i>[Signature]</i>	EXAMINED: <i>[Signature]</i>	DATE: Dec. 1, 2014
CHECKED: <i>[Signature]</i>	PASSED: <i>[Signature]</i>	REVISED: _____
DRAWN: MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED: _____
CHECKED: FT/GR		

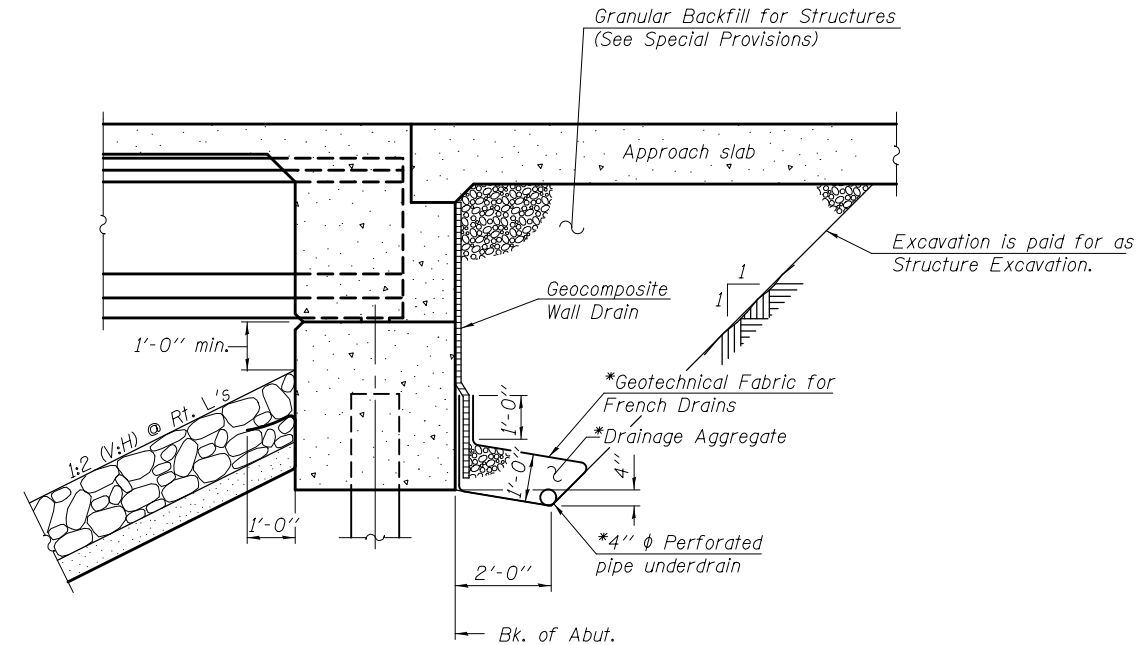
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	23
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

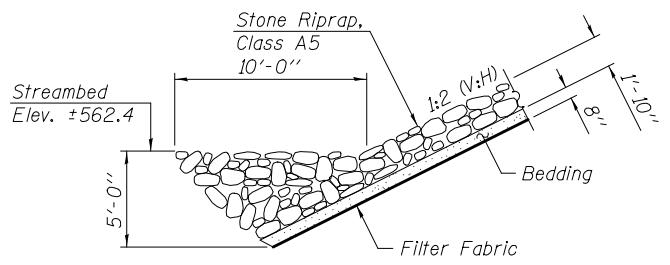
Reinforcement bars designated (E) shall be epoxy coated.
 The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 Slip-forming of the parapets is not allowed.



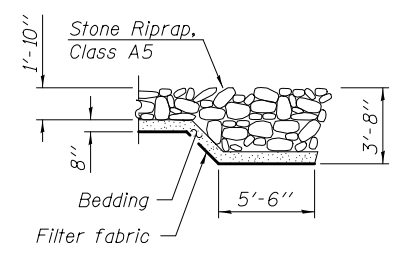
SECTION THRU INTEGRAL ABUTMENT
 (Horiz. dim. @ Rt. L's)

*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 601101).



SECTION A-A



SECTION B-B

INDEX OF SHEETS

- 1 - General Plan & Elevation
- 2 - General Details
- 3-4 - Top of Slab Elevations
- 5-6 - Top of Approach Slab Elevations
- 7 - Superstructure
- 8 - Superstructure Details
- 9-11 - Diaphragm Details
- 12-13 - Bridge Approach Slab Details
- 14 - Framing Plan
- 15 - Framing Details
- 16-18 - 54" PPC I-Beam Details
- 19-21 - Abutments
- 22-23 - Pier
- 24 - Pile Details
- 25-30 - Soil Boring Logs

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		1,448.0	1,448.0
Filter Fabric	Sq. Yd.		1,448.0	1,448.0
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		112.0	112.0
Cofferdam Excavation	Cu. Yd.		87.9	87.9
Cofferdam (Type 2) (Location-1)	Each		1	1
Concrete Structures	Cu. Yd.		190.2	190.2
Concrete Superstructure	Cu. Yd.	336.4		336.4
Bridge Deck Grooving	Sq. Yd.	673.4		673.4
Protective Coat	Sq. Yd.	867.0		867.0
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 54 in.	Foot	835.5		835.5
Reinforcement Bars, Epoxy Coated	Pound	80,100	18,350	98,450
Furnishing Steel Piles HP12x53	Foot		554	554
Furnishing Steel Piles HP14x89	Foot		836	836
Driving Piles	Foot		1,390	1,390
Test Pile Steel HP12x53	Each		2	2
Test Pile Steel HP14x89	Each		1	1
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		105.0	105.0
Granular Backfill for Structures	Cu. Yd.		225.0	225.0
Pipe Underdrains for Structures, 4"	Foot		176	176

WATERWAY INFORMATION

Existing Overtopping Elev. 582.0 at Sta. 2274+00
 Proposed Overtopping Elev. 582.0 at Sta. 2274+00
 Drainage Area = 17.2 mi.²

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	2820	591	619	574.4	0.5	0.5	574.9	574.9
Base	50	4510	771	808	576.3	0.8	0.7	577.1	577.0
Scour Design Check	100	5260	851	892	577.1	0.9	0.8	578.0	577.9
Overtop Existing	200	6025	934	978	577.9	0.9	0.8	578.8	578.7
Overtop Proposed	-	-	-	-	-	-	-	-	-
Max. Calc.	500	7100	1041	1091	578.9	1.0	0.9	579.9	579.8

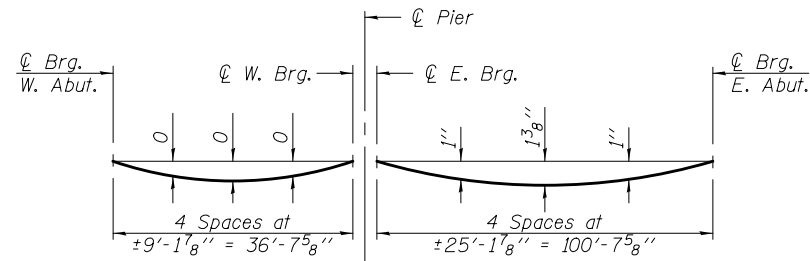
10 year velocity through existing bridge = 4.8 ft./sec.
 10 year velocity through proposed bridge = 4.6 ft./sec.

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	Pier	E. Abut.
	575.13	547.3	577.68

STATION 2277+20.00
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.S. RTE. 1707 - SEC (CF,X)B
 LOADING HL-93
 STRUCTURE NO. 018-0061

NAME PLATE
 See Std. 515001



DEAD LOAD DEFLECTION DIAGRAM

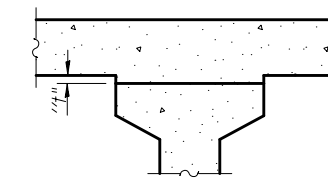
(Includes weight of concrete, excluding beams).

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 3 and 4 of 30.

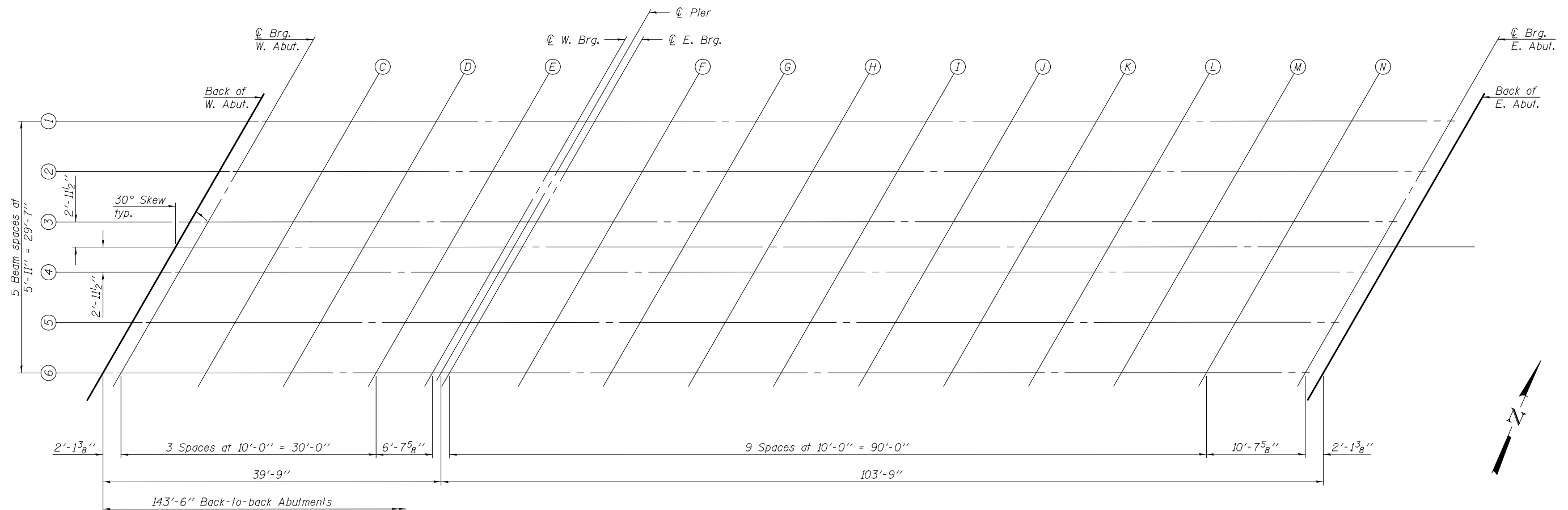
BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	2276+56.79	-14.79	584.76	584.76
C Brg. W. Abut.	2276+58.91	-14.79	584.80	584.80
C	2276+68.91	-14.79	585.00	585.00
D	2276+78.91	-14.79	585.20	585.20
E	2276+88.91	-14.79	585.39	585.39
C W. Brg.	2276+95.54	-14.79	585.52	585.52
C Pier	2276+96.54	-14.79	585.54	585.54
C E. Brg.	2276+97.54	-14.79	585.56	585.56
F	2277+07.54	-14.79	585.74	585.77
G	2277+17.54	-14.79	585.92	585.99
H	2277+27.54	-14.79	586.10	586.19
I	2277+37.54	-14.79	586.28	586.38
J	2277+47.54	-14.79	586.45	586.56
K	2277+57.54	-14.79	586.62	586.72
L	2277+67.54	-14.79	586.78	586.87
M	2277+77.54	-14.79	586.94	587.01
N	2277+87.54	-14.79	587.10	587.14
C Brg. E. Abut.	2277+98.17	-14.79	587.26	587.26
Back E. Abut.	2278+00.29	-14.79	587.30	587.30



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on sheets 3 and 4 of 30, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS



PLAN

DESIGNED - AL-BARRAE R. SHEBIB
 CHECKED - FESSEHA TEKLEHAIMANOT
 DRAWN - MICHAEL B. MOSSMAN
 CHECKED - F.T. / G.R.A.

EXAMINED - *James F. [Signature]*
 PASSED - *Carl [Signature]*
 ACTING ENGINEER OF BRIDGE DESIGN
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 1, 2014
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 018 - 0061

SHEET NO. 3 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	25
CONTRACT NO. 74170				

ILLINOIS FED. AID PROJECT

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	2276+53.37	-8.88	584.80	584.80
⊕ Brg. W. Abut.	2276+55.49	-8.88	584.84	584.84
C	2276+65.49	-8.88	585.04	585.04
D	2276+75.49	-8.88	585.24	585.24
E	2276+85.49	-8.88	585.43	585.43
⊕ W. Brg.	2276+92.12	-8.88	585.56	585.56
⊕ Pier	2276+93.12	-8.88	585.58	585.58
⊕ E. Brg.	2276+94.12	-8.88	585.60	585.60
F	2277+04.12	-8.88	585.78	585.82
G	2277+14.12	-8.88	585.97	586.03
H	2277+24.12	-8.88	586.15	586.24
I	2277+34.12	-8.88	586.32	586.43
J	2277+44.12	-8.88	586.50	586.61
K	2277+54.12	-8.88	586.67	586.77
L	2277+64.12	-8.88	586.83	586.92
M	2277+74.12	-8.88	587.00	587.06
N	2277+84.12	-8.88	587.15	587.19
⊕ Brg. E. Abut.	2277+94.76	-8.88	587.32	587.32
Back E. Abut.	2277+96.87	-8.88	587.35	587.35

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	2276+49.96	-2.96	584.82	584.82
⊕ Brg. W. Abut.	2276+52.07	-2.96	584.87	584.87
C	2276+62.07	-2.96	585.07	585.07
D	2276+72.07	-2.96	585.27	585.27
E	2276+82.07	-2.96	585.46	585.46
⊕ W. Brg.	2276+88.71	-2.96	585.59	585.59
⊕ Pier	2276+89.71	-2.96	585.61	585.61
⊕ E. Brg.	2276+90.71	-2.96	585.63	585.63
F	2277+00.71	-2.96	585.81	585.85
G	2277+10.71	-2.96	586.00	586.06
H	2277+20.71	-2.96	586.18	586.27
I	2277+30.71	-2.96	586.36	586.46
J	2277+40.71	-2.96	586.53	586.65
K	2277+50.71	-2.96	586.70	586.80
L	2277+60.71	-2.96	586.87	586.96
M	2277+70.71	-2.96	587.03	587.10
N	2277+80.71	-2.96	587.19	587.23
⊕ Brg. E. Abut.	2277+91.34	-2.96	587.36	587.36
Back E. Abut.	2277+93.46	-2.96	587.39	587.39

⊕ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	2276+48.25	0.00	584.83	584.83
⊕ Brg. W. Abut.	2276+50.37	0.00	584.88	584.88
C	2276+60.37	0.00	585.08	585.08
D	2276+70.37	0.00	585.28	585.28
E	2276+80.37	0.00	585.47	585.47
⊕ W. Brg.	2276+87.00	0.00	585.60	585.60
⊕ Pier	2276+88.00	0.00	585.62	585.62
⊕ E. Brg.	2276+89.00	0.00	585.64	585.64
F	2276+99.00	0.00	585.83	585.86
G	2277+09.00	0.00	586.01	586.08
H	2277+19.00	0.00	586.20	586.28
I	2277+29.00	0.00	586.37	586.47
J	2277+39.00	0.00	586.55	586.66
K	2277+49.00	0.00	586.72	586.82
L	2277+59.00	0.00	586.89	586.98
M	2277+69.00	0.00	587.05	587.12
N	2277+79.00	0.00	587.21	587.25
⊕ Brg. E. Abut.	2277+89.63	0.00	587.38	587.38
Back E. Abut.	2277+91.75	0.00	587.41	587.41

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	2276+46.54	2.96	584.75	584.75
⊕ Brg. W. Abut.	2276+48.66	2.96	584.80	584.80
C	2276+58.66	2.96	585.00	585.00
D	2276+68.66	2.96	585.20	585.20
E	2276+78.66	2.96	585.39	585.39
⊕ W. Brg.	2276+85.29	2.96	585.52	585.52
⊕ Pier	2276+86.29	2.96	585.54	585.54
⊕ E. Brg.	2276+87.29	2.96	585.56	585.56
F	2276+97.29	2.96	585.75	585.78
G	2277+07.29	2.96	585.94	586.00
H	2277+17.29	2.96	586.12	586.21
I	2277+27.29	2.96	586.30	586.40
J	2277+37.29	2.96	586.47	586.59
K	2277+47.29	2.96	586.64	586.75
L	2277+57.29	2.96	586.81	586.90
M	2277+67.29	2.96	586.98	587.04
N	2277+77.29	2.96	587.14	587.17
⊕ Brg. E. Abut.	2277+87.93	2.96	587.31	587.31
Back E. Abut.	2277+90.04	2.96	587.34	587.34

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	2276+43.13	8.88	584.59	584.59
⊕ Brg. W. Abut.	2276+45.24	8.88	584.63	584.63
C	2276+55.24	8.88	584.84	584.84
D	2276+65.24	8.88	585.04	585.04
E	2276+75.24	8.88	585.24	585.24
⊕ W. Brg.	2276+81.88	8.88	585.36	585.36
⊕ Pier	2276+82.88	8.88	585.38	585.38
⊕ E. Brg.	2276+83.88	8.88	585.40	585.40
F	2276+93.88	8.88	585.59	585.63
G	2277+03.88	8.88	585.78	585.84
H	2277+13.88	8.88	585.96	586.05
I	2277+23.88	8.88	586.14	586.24
J	2277+33.88	8.88	586.32	586.43
K	2277+43.88	8.88	586.49	586.60
L	2277+53.88	8.88	586.66	586.75
M	2277+63.88	8.88	586.83	586.90
N	2277+73.88	8.88	586.99	587.03
⊕ Brg. E. Abut.	2277+84.51	8.88	587.16	587.16
Back E. Abut.	2277+86.63	8.88	587.19	587.19

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	2276+39.71	14.79	584.41	584.41
⊕ Brg. W. Abut.	2276+41.83	14.79	584.46	584.46
C	2276+51.83	14.79	584.66	584.66
D	2276+61.83	14.79	584.86	584.86
E	2276+71.83	14.79	585.06	585.06
⊕ W. Brg.	2276+78.46	14.79	585.19	585.19
⊕ Pier	2276+79.46	14.79	585.21	585.21
⊕ E. Brg.	2276+80.46	14.79	585.23	585.23
F	2276+90.46	14.79	585.42	585.45
G	2277+00.46	14.79	585.61	585.67
H	2277+10.46	14.79	585.79	585.88
I	2277+20.46	14.79	585.98	586.08
J	2277+30.46	14.79	586.15	586.27
K	2277+40.46	14.79	586.33	586.43
L	2277+50.46	14.79	586.50	586.59
M	2277+60.46	14.79	586.67	586.73
N	2277+70.46	14.79	586.83	586.86
⊕ Brg. E. Abut.	2277+81.09	14.79	587.00	587.00
Back E. Abut.	2277+83.21	14.79	587.03	587.03

NORTH EDGE OF SHOULDER

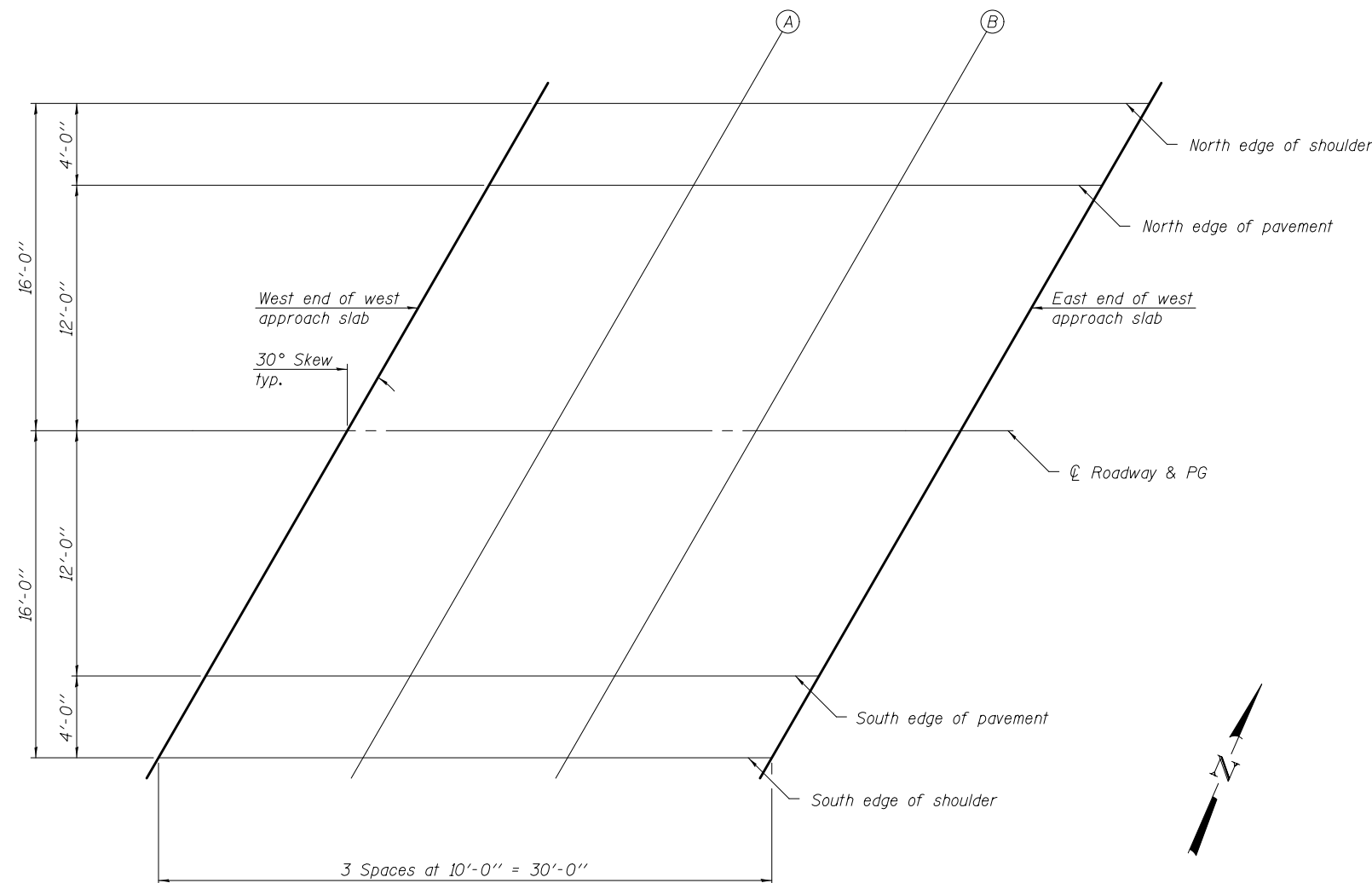
Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	2276+28.64	-16.00	584.16
A	2276+38.64	-16.00	584.36
B	2276+48.64	-16.00	584.57
E. End of W. Appr. Slab	2276+58.64	-16.00	584.77

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	2276+26.33	-12.00	584.20
A	2276+36.33	-12.00	584.40
B	2276+46.33	-12.00	584.61
E. End of W. Appr. Slab	2276+56.33	-12.00	584.81

CL ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	2276+19.40	0.00	584.25
A	2276+29.40	0.00	584.45
B	2276+39.40	0.00	584.65
E. End of W. Appr. Slab	2276+49.40	0.00	584.86



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	2276+12.48	12.00	583.93
A	2276+22.48	12.00	584.12
B	2276+32.48	12.00	584.32
E. End of W. Appr. Slab	2276+42.48	12.00	584.53

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	2276+10.17	16.00	583.80
A	2276+20.17	16.00	584.00
B	2276+30.17	16.00	584.19
E. End of W. Appr. Slab	2276+40.17	16.00	584.40

DESIGNED - AL-BARRAE R. SHEBIB
 CHECKED - FESSEHA TEKLEHAIMANOT
 DRAWN - MICHAEL B. MOSSMAN
 CHECKED - F.T. / G.R.A.

EXAMINED *Joanne F. J...*
 ACTING ENGINEER OF BRIDGE DESIGN
 PASSED *Carl...*
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 1, 2014
 REVISED _____
 REVISED _____

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 018 - 0061

SHEET NO. 5 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	27
CONTRACT NO. 74170				

ILLINOIS FED. AID PROJECT

NORTH EDGE OF SHOULDER

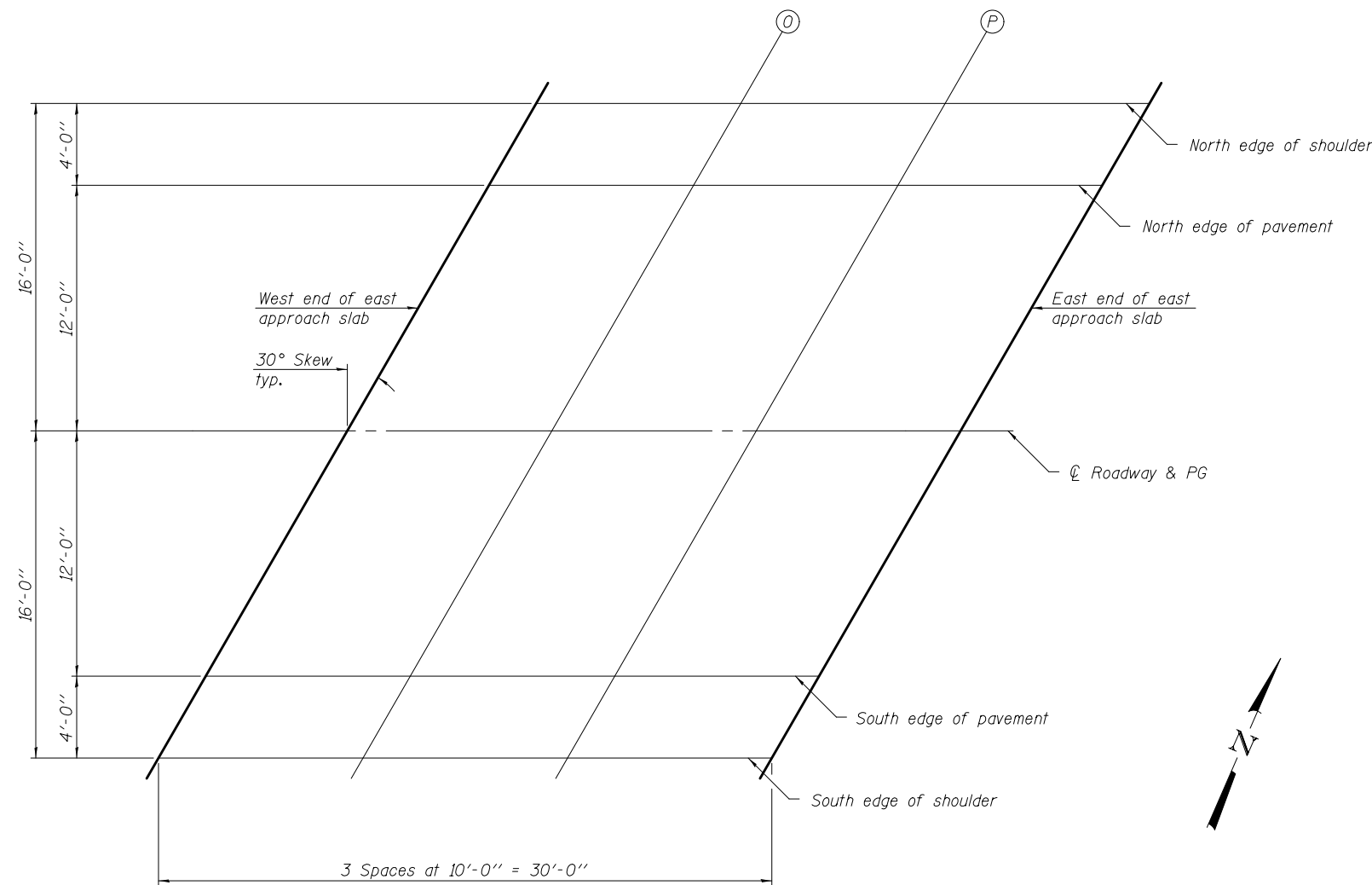
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	2277+99.83	-16.00	587.27
O	2278+09.83	-16.00	587.42
P	2278+19.83	-16.00	587.57
E. End of E. Appr. Slab	2278+29.83	-16.00	587.70

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	2277+97.52	-12.00	587.31
O	2278+07.52	-12.00	587.47
P	2278+17.52	-12.00	587.62
E. End of E. Appr. Slab	2278+27.52	-12.00	587.77

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	2277+90.60	0.00	587.39
O	2278+00.60	0.00	587.55
P	2278+10.60	0.00	587.70
E. End of E. Appr. Slab	2278+20.60	0.00	587.85



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	2277+83.67	12.00	587.10
O	2277+93.67	12.00	587.26
P	2278+03.67	12.00	587.41
E. End of E. Appr. Slab	2278+13.67	12.00	587.56

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	2277+81.36	16.00	586.98
O	2277+91.36	16.00	587.13
P	2278+01.36	16.00	587.29
E. End of E. Appr. Slab	2278+11.36	16.00	587.44

DESIGNED - AL-BARRAE R. SHEBIB
 CHECKED - FESSEHA TEKLEHAIMANOT
 DRAWN - MICHAEL B. MOSSMAN
 CHECKED - F.T. / G.R.A.

EXAMINED *Joanne F. Joffe*
 ACTING ENGINEER OF BRIDGE DESIGN
 PASSED *Carl Kopper*
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 1, 2014
 REVISED _____
 REVISED _____

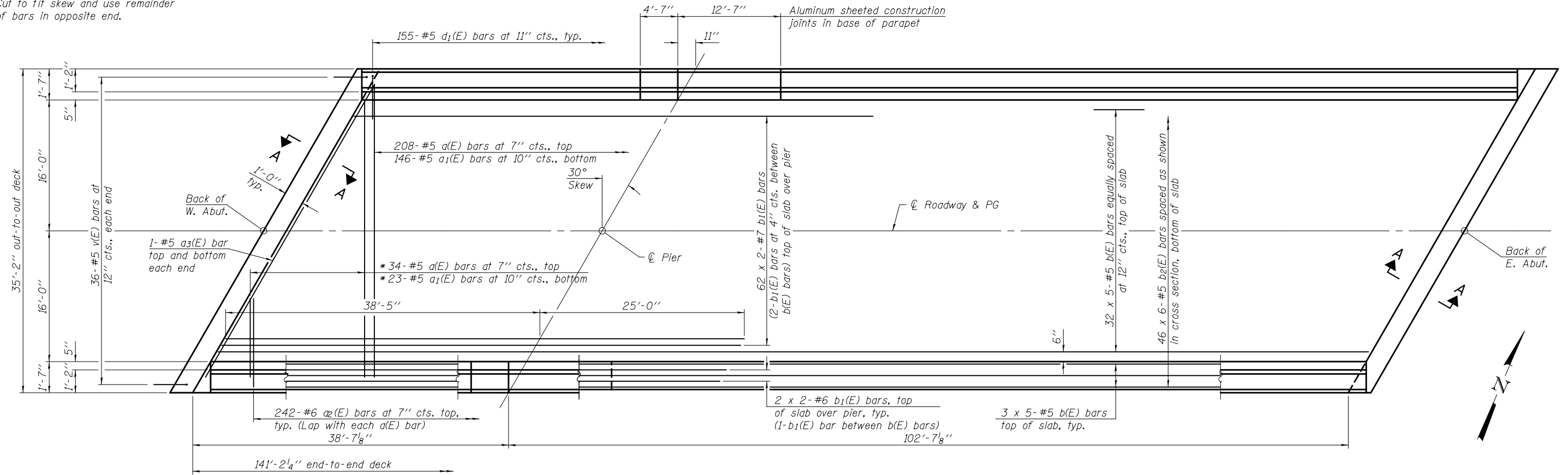
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 018 - 0061

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	28
CONTRACT NO. 74170				

ILLINOIS FED. AID PROJECT

* Order a(E) and a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.

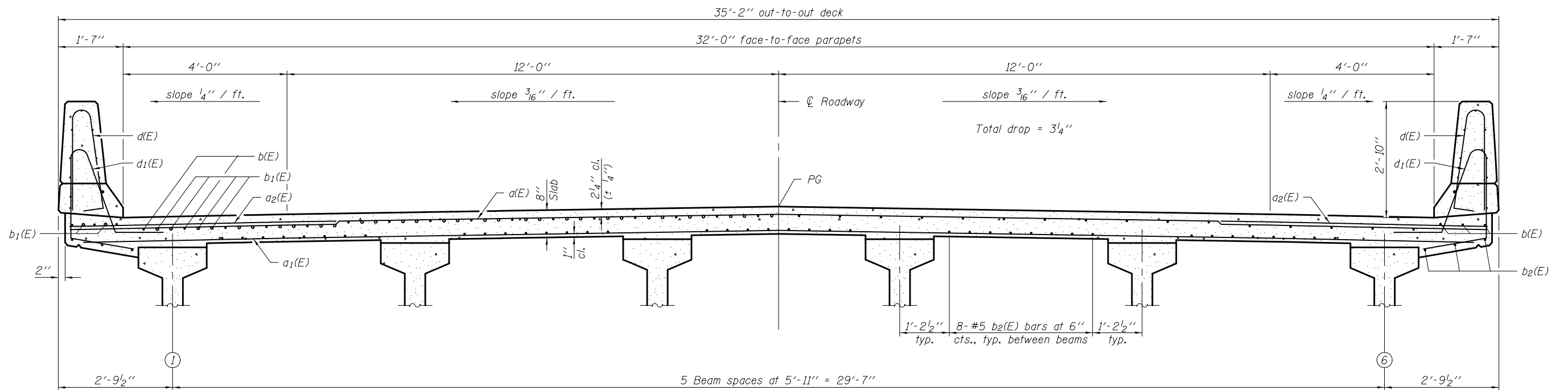


MINIMUM BAR LAP

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

PLAN

Notes:
See Sheet 8 of 30 for superstructure details
and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates
20 lines of bars with 3 lengths per line.
See Sheet 8 of 30 for parapet reinforcement.



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking east)

DESIGNED - AL-BARRAE R. SHEBIB
CHECKED - FESSEHA TEKLEHAIMANOT
DRAWN - MICHAEL B. MOSSMAN
CHECKED - F.T. / G.R.A.

EXAMINED
PASSED
ACTING ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

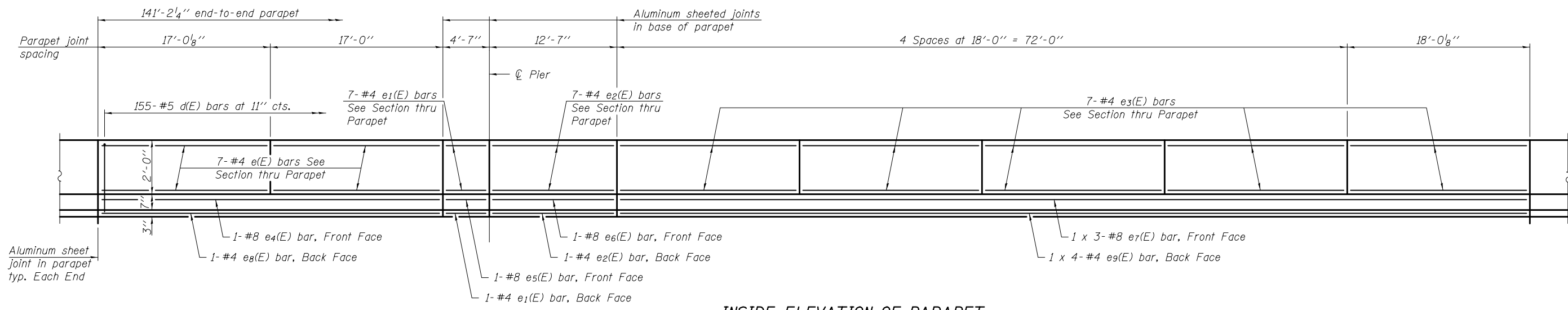
DATE - DECEMBER 1, 2014
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 018 - 0061

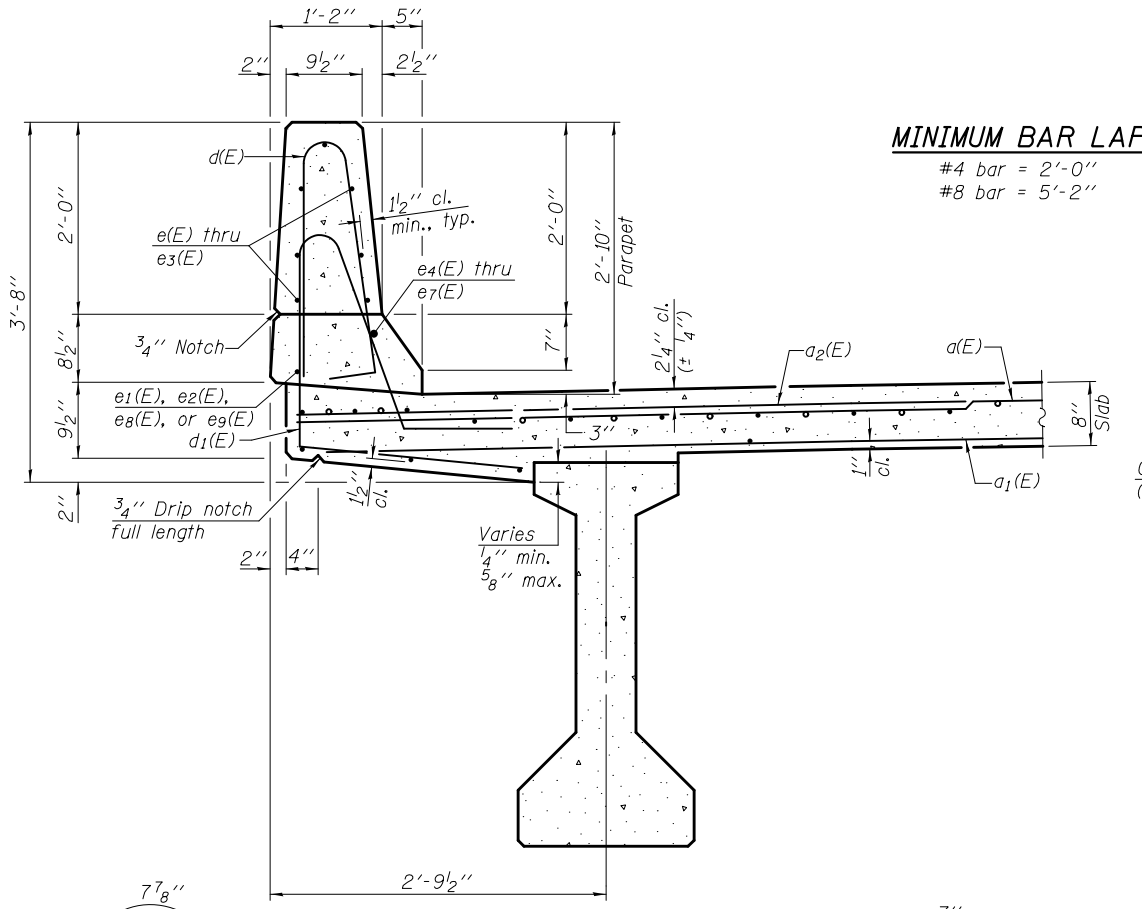
SHEET NO. 7 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	29
CONTRACT NO. 74170			ILLINOIS FED. AID PROJECT	



INSIDE ELEVATION OF PARAPET

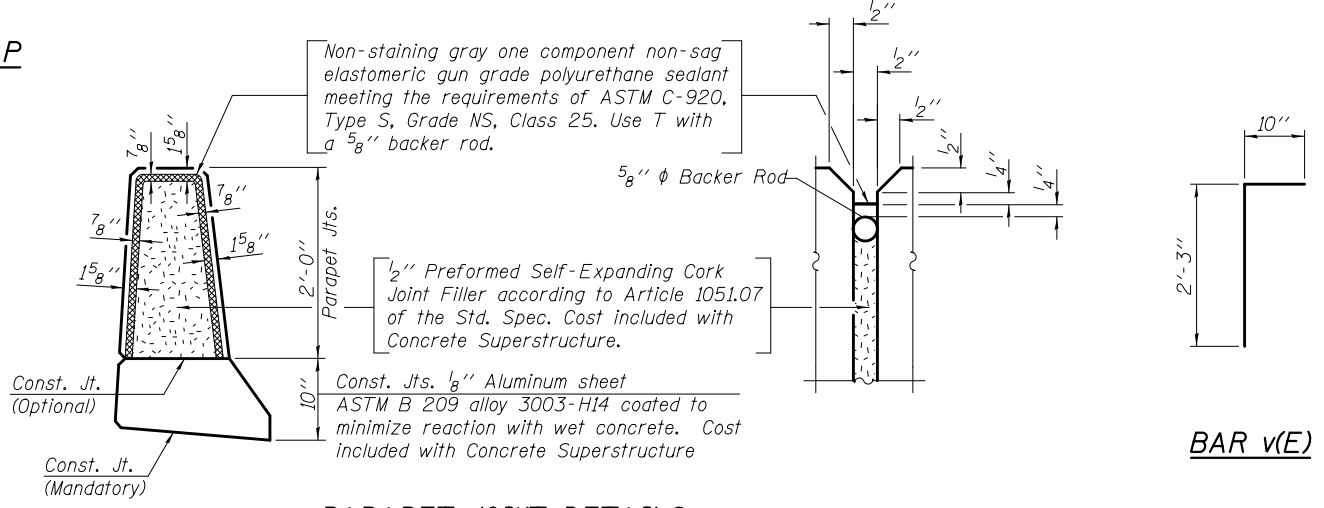
(North parapet shown looking north; south parapet similar)



SECTION THRU PARAPET

MINIMUM BAR LAP

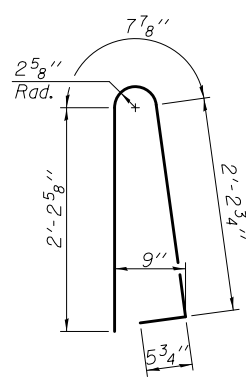
#4 bar = 2'-0"
#8 bar = 5'-2"



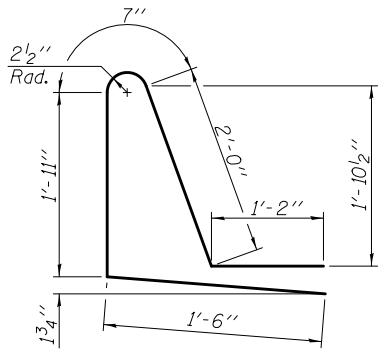
PARAPET JOINT DETAILS

SUPERSTRUCTURE BILL OF MATERIAL

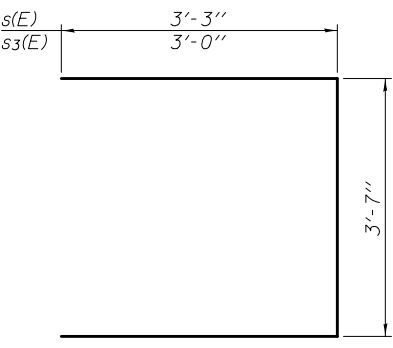
Bar	No.	Size	Length	Shape
a(E)	242	#5	34'-7"	—
a1(E)	169	#5	32'-10"	—
a2(E)	484	#6	6'-6"	—
a3(E)	4	#5	39'-11"	—
b(E)	190	#5	30'-3"	—
b1(E)	132	#7	33'-10"	—
b2(E)	276	#5	25'-8"	—
d(E)	310	#5	5'-7"	—
d1(E)	310	#5	7'-2"	—
e(E)	28	#4	16'-9"	—
e1(E)	16	#4	4'-4"	—
e2(E)	16	#4	12'-4"	—
e3(E)	70	#4	17'-9"	—
e4(E)	2	#8	33'-9"	—
e5(E)	2	#8	4'-4"	—
e6(E)	2	#8	12'-4"	—
e7(E)	6	#8	33'-5"	—
e8(E)	2	#4	33'-9"	—
e9(E)	8	#4	24'-0"	—
m(E)	10	#6	40'-2"	—
m1(E)	30	#6	5'-10"	—
m2(E)	12	#6	2'-6"	—
m3(E)	20	#6	4'-4"	—
m4(E)	4	#6	1'-9"	—
m5(E)	36	#5	4'-0"	—
m6(E)	20	#4	5'-11"	—
s(E)	29	#5	10'-1"	—
s1(E)	24	#5	14'-3"	—
s2(E)	20	#4	13'-10"	—
s3(E)	29	#5	9'-7"	—
s4(E)	24	#5	13'-4"	—
v(E)	72	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated		Pound		51,320
Concrete Superstructure		Cu. Yds.		230.3



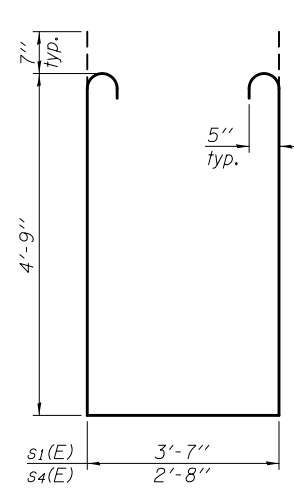
BAR d(E)



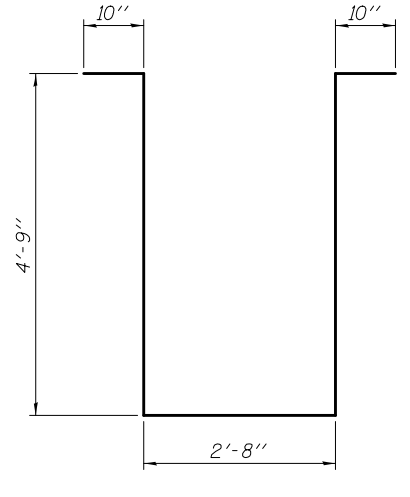
BAR d1(E)



BARS s(E) & s3(E)

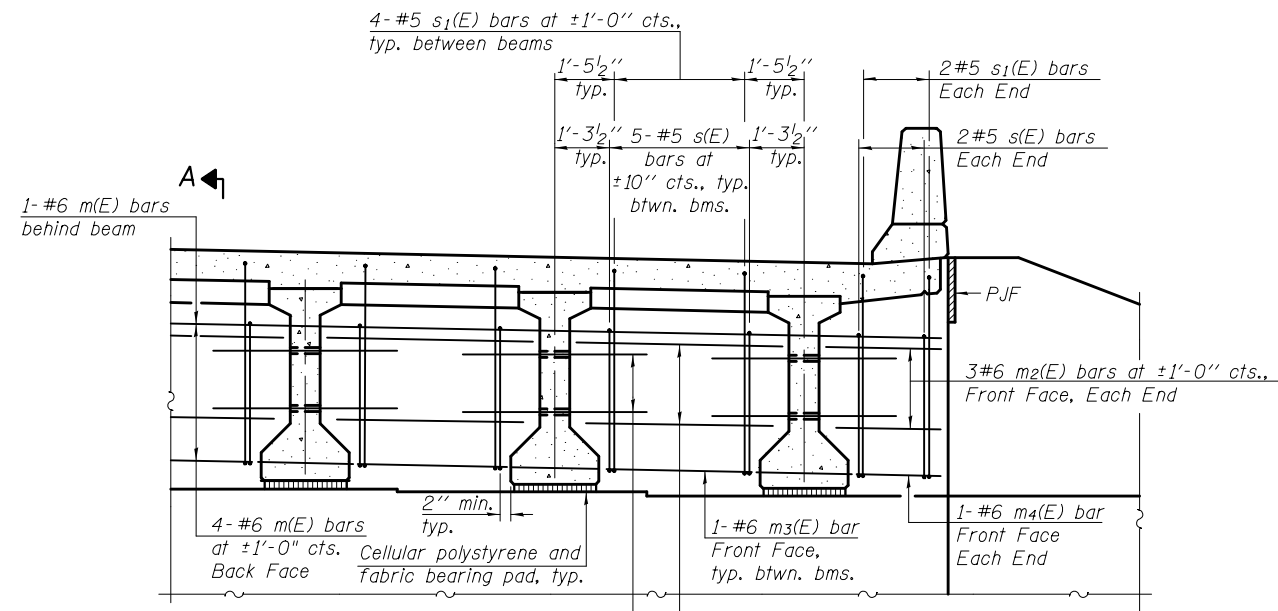


BARS s1(E) & s4(E)



BAR s2(E)

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

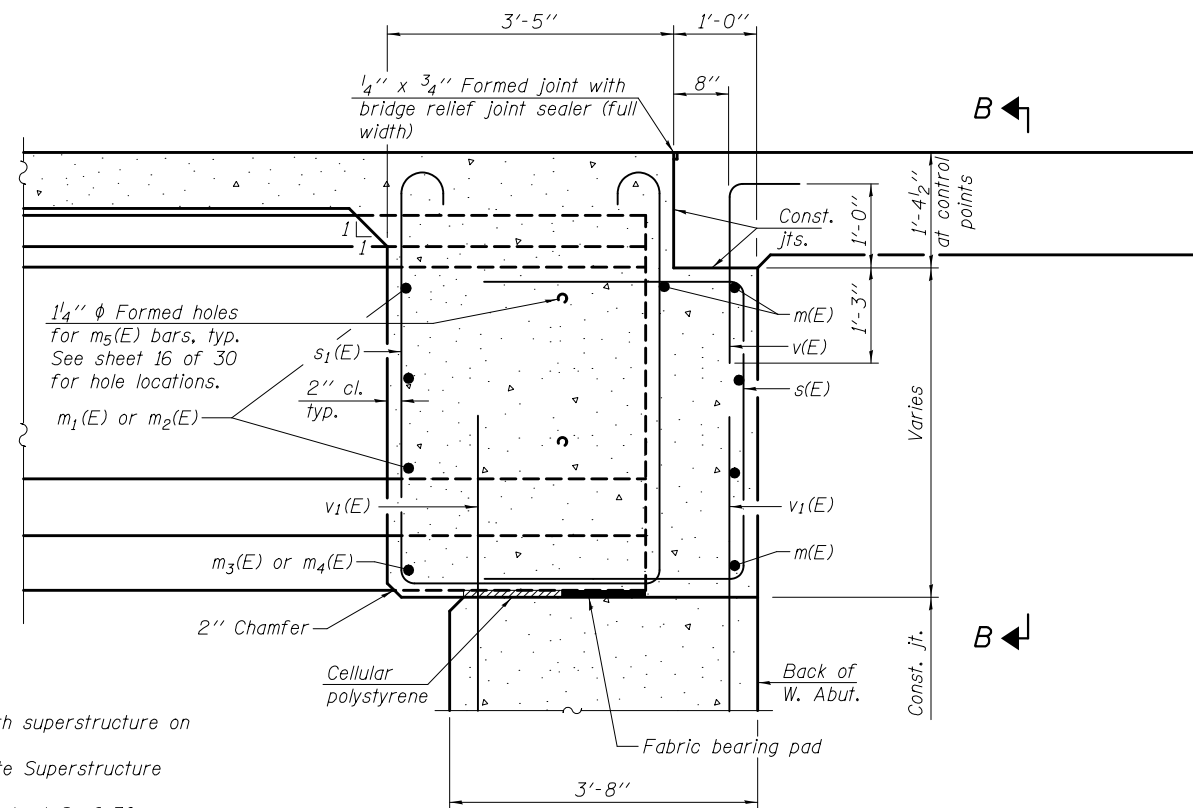


Field bend 2-#5 m5(E) bars, typ. thru 1/4" φ formed holes in each beam. (Secure bars such that they remain centered and level during pouring of the concrete.) See Partial Plan at Abutment.

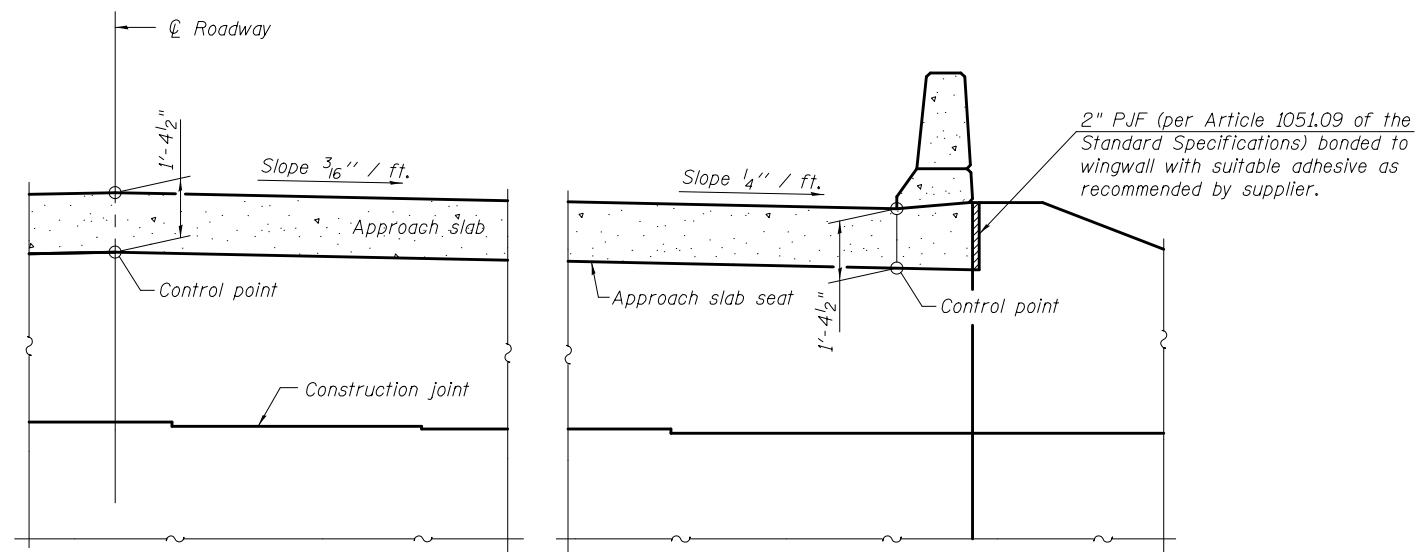
3-#6 m1(E) bars at ±1'-0" cts., Front Face, typ. between beams

DIAPHRAGM ELEVATION AT ABUTMENT

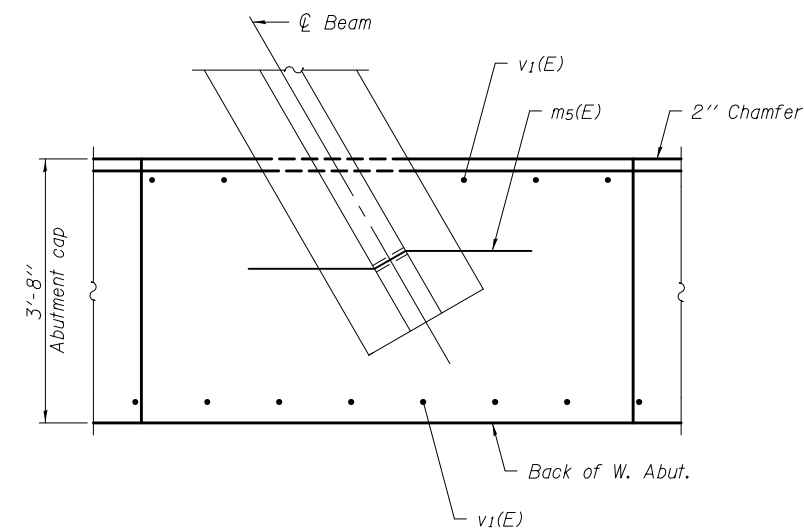
Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 30.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 30.
 For details of bars s(E), s1(E), and v(E), see sheet 8 of 30.
 The s(E) and s1(E) bars shall be placed parallel to the beams.
 Spacing 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.
 Cost of cellular polystyrene is included with Concrete Superstructure.
 For v1(E) bars, see sheets 19 and 20 of 30.



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



SECTION B-B



PARTIAL PLAN AT ABUTMENT
(Showing web and bottom flange of beam)

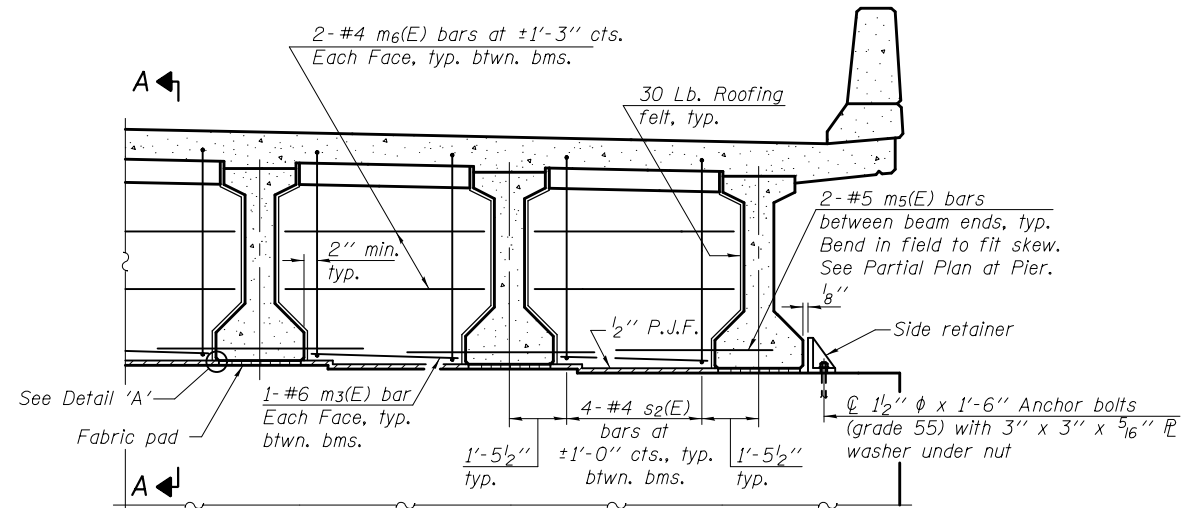
DESIGNED - AL-BARRAE R. SHEBIB	EXAMINED - <i>Joanne F. Schaff</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - DECEMBER 1, 2014
CHECKED - FESSEHA TEKLEHAIMANOT	PASSED - <i>Carl Papp</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - MICHAEL B. MOSSMAN		REVISED -
CHECKED - F.T. / G.R.A.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 018 - 0061

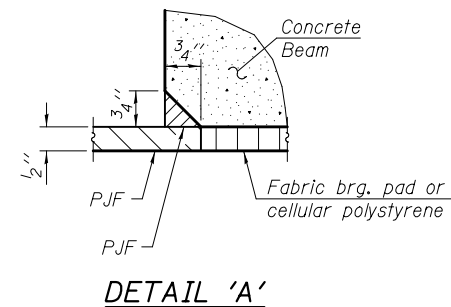
SHEET NO. 9 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	31
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

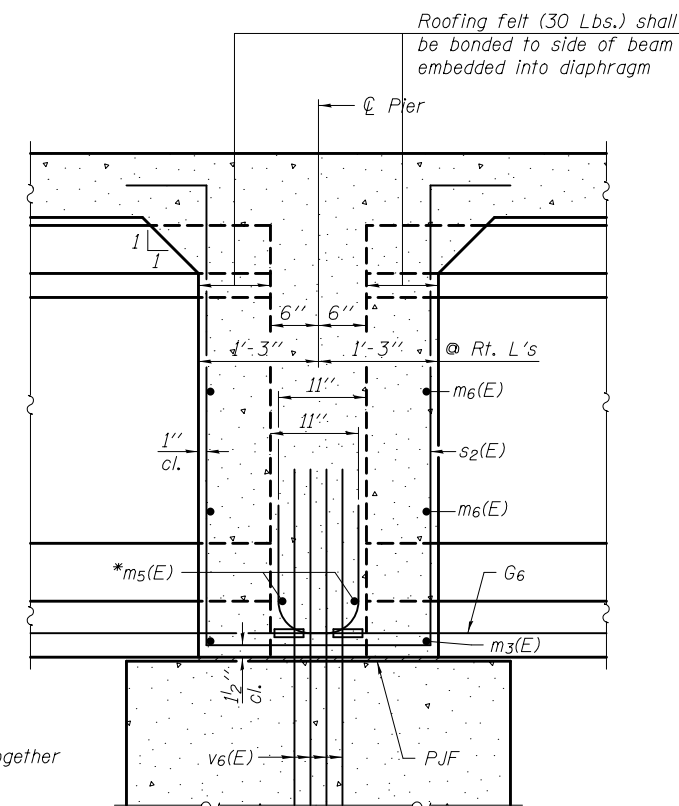


DIAPHRAGM AT PIER

(v6(E) bars omitted for clarity -
Dimensions are at right L's to beams)



DETAIL 'A'



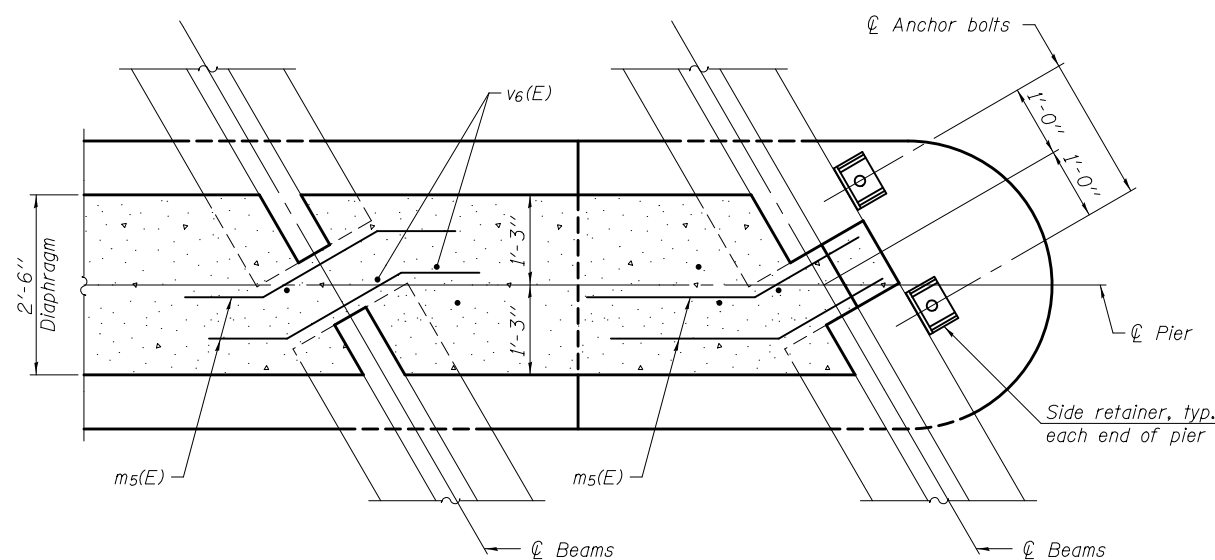
SECTION A-A

Dimensions along ϕ of beam, except as shown.

* Tightly fasten the m5(E) and G6 bars together with No. 9 wire ties.

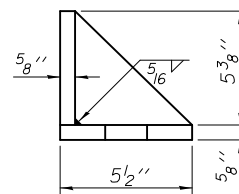
Notes:

- Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 30.
- Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 30.
- For details of bars s2(E) see sheet 8 of 30.
- The s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
- Cost of 30 Lb. roofing felt is included with Concrete Superstructure.
- The side retainer shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A385. Cost of side retainer and anchor bolts shall be included with Concrete Structures.
- Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications.
- 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 for side retainers may be cast in place or installed in holes drilled before or after members are in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



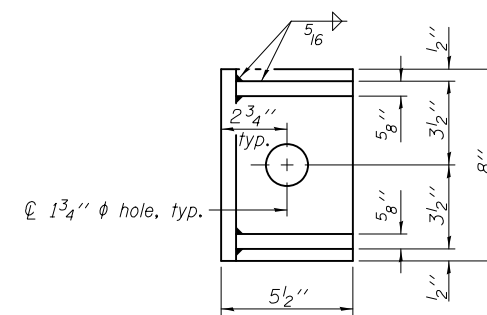
PARTIAL PLAN AT PIER

(Showing diaphragm, side retainers, m5(E) and v6(E) bars)



SIDE RETAINER

(2 required each side of pier).
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



DESIGNED - AL-BARRAE R. SHEBIB
CHECKED - FESSEHA TEKLEHAIMANOT
DRAWN - MICHAEL B. MOSSMAN
CHECKED - F.T. / G.R.A.

EXAMINED - *Jaime F. Joffe*
ACTING ENGINEER OF BRIDGE DESIGN
PASSED - *Carl Kasper*
ACTING ENGINEER OF BRIDGES AND STRUCTURES

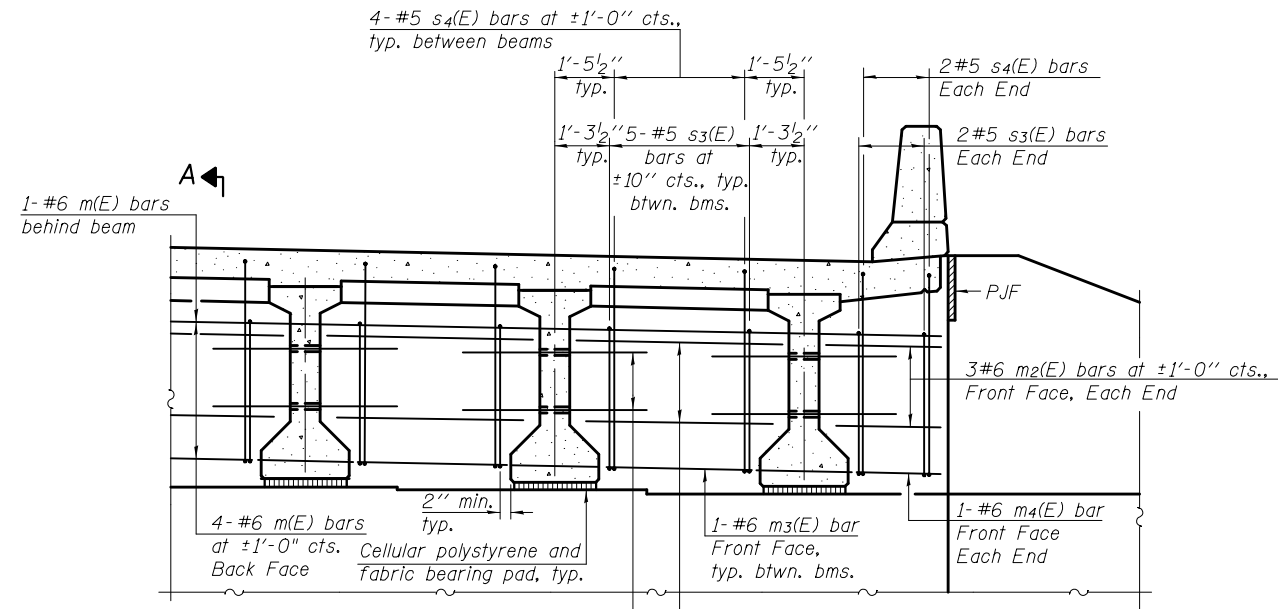
DATE - DECEMBER 1, 2014
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER DIAPHRAGM DETAILS
STRUCTURE NO. 018 - 0061**

SHEET NO. 10 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	32
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

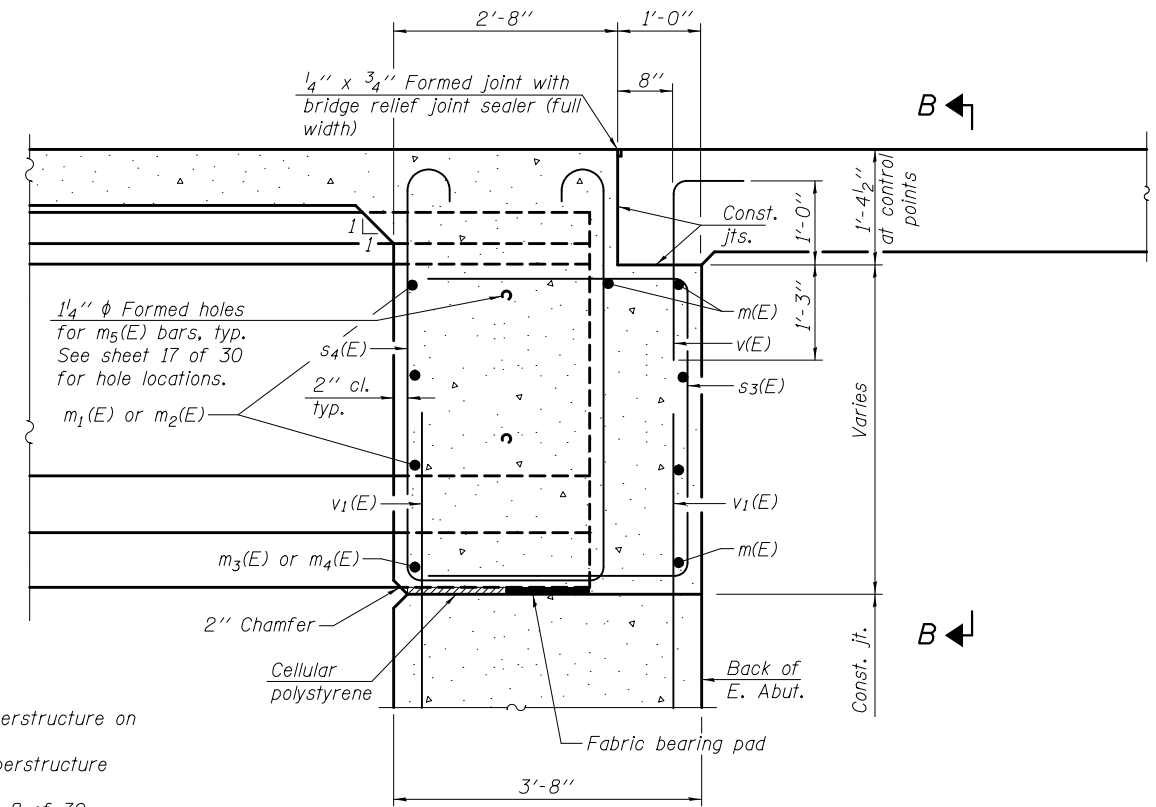


Field bend 2-#5 m5(E) bars, typ. thru 1/4" φ formed holes in each beam. (Secure bars such that they remain centered and level during pouring of the concrete.) See Partial Plan at Abutment.

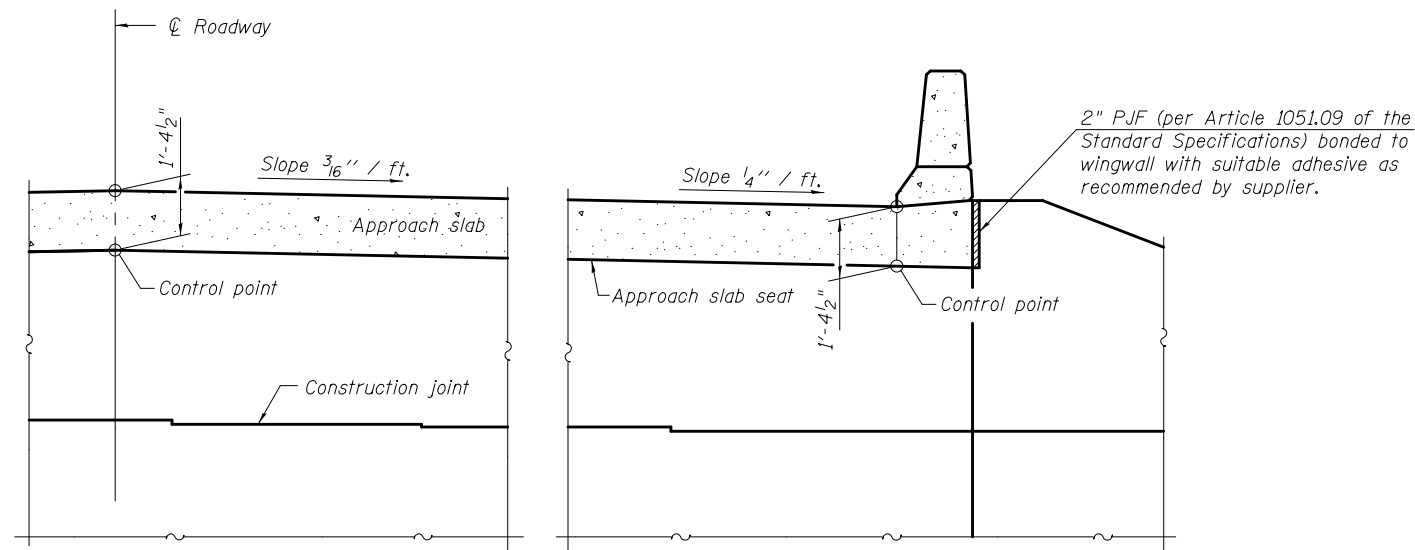
3-#6 m1(E) bars at ±1'-0" cts., Front Face, typ. between beams

DIAPHRAGM ELEVATION AT ABUTMENT

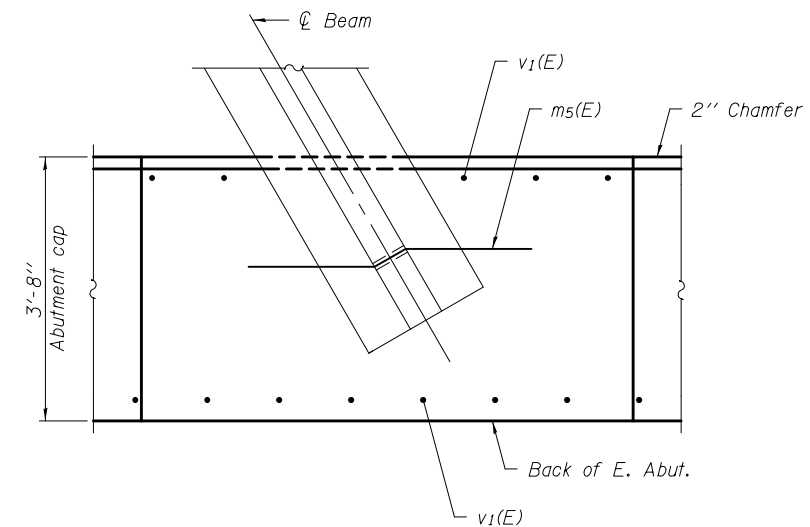
Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 30.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 30.
 For details of bars s3(E), s4(E), and v(E) see sheet 8 of 30.
 The s3(E) and s4(E) bars shall be placed parallel to the beams.
 Spacing 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.
 Cost of cellular polystyrene is included with Concrete Superstructure.
 For v1(E) bars, see sheets 19 and 20 of 30.



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



SECTION B-B

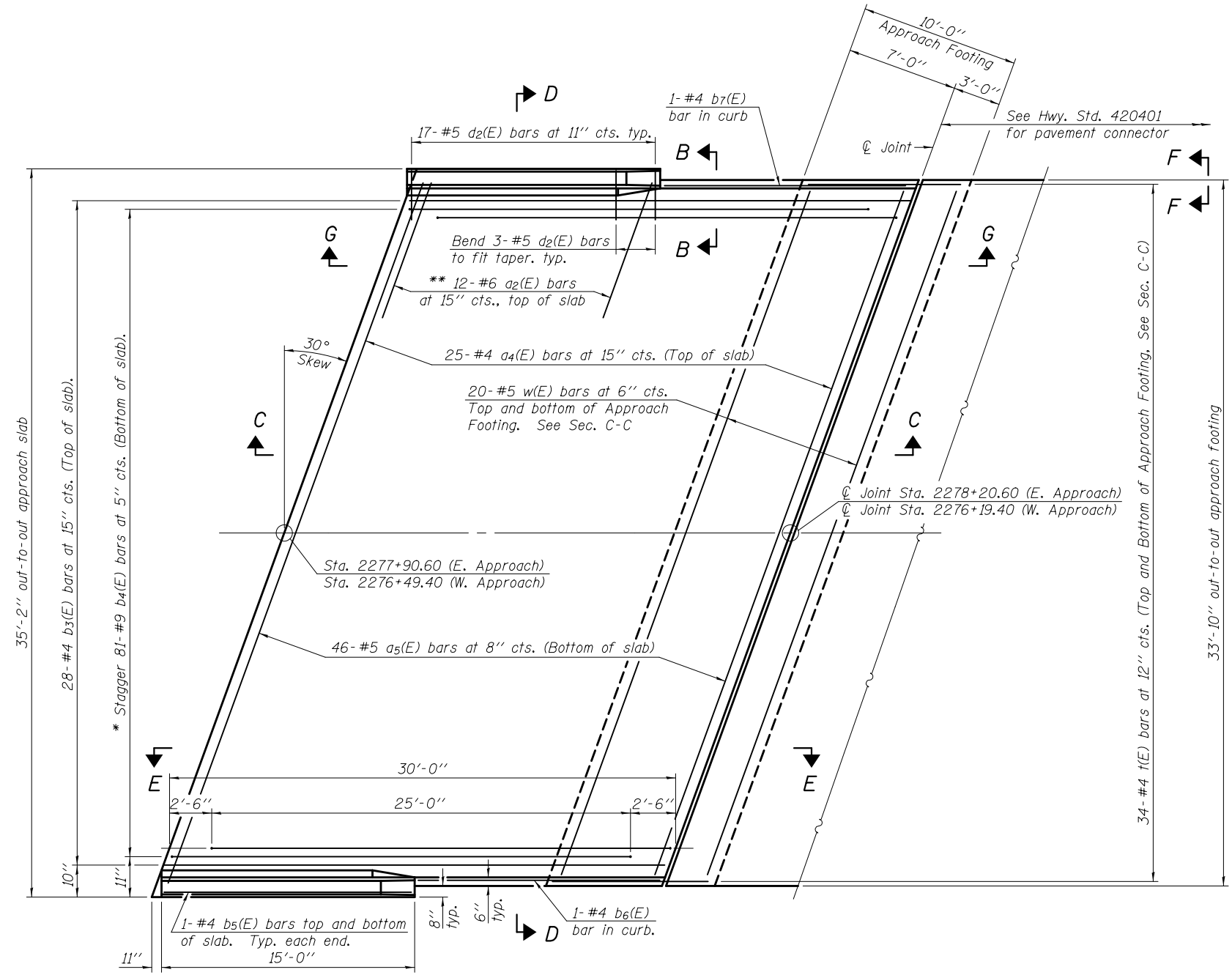


PARTIAL PLAN AT ABUTMENT
(Showing web and bottom flange of beam)

DESIGNED - AL-BARRAE R. SHEBIB	EXAMINED - <i>Joanne F. Schaff</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - DECEMBER 1, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT DIAPHRAGM DETAILS STRUCTURE NO. 018 - 0061	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - FESSEHA TEKLEHAIMANOT	PASSED - <i>Carl Perry</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			1707	(CF,X)B	CUMBERLAND	69	33	
DRAWN - MICHAEL B. MOSSMAN		REVISED -			CONTRACT NO. 74170					
CHECKED - F.T. / G.R.A.					SHEET NO. 11 OF 30 SHEETS					

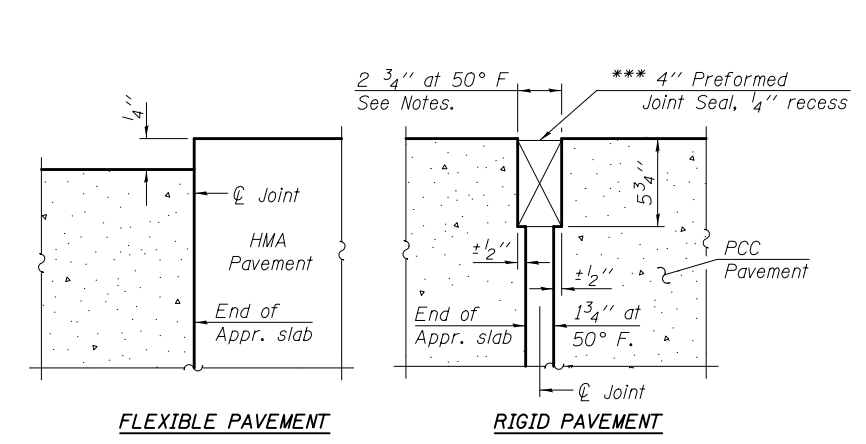
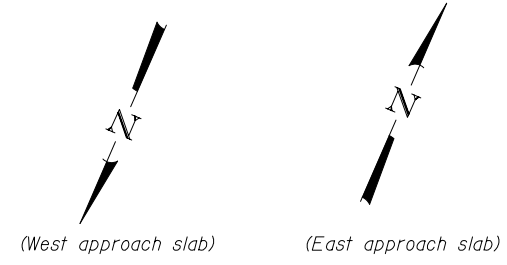
Notes:
 See sheet 13 of 30 for Sections C-C & D-D and Views E-E & G-G.
 $a_4(E)$ and $a_5(E)$ bar spacings measured along \varnothing Rdwy.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be $1\frac{1}{2}$ " for installation purposes.

*** Cost included with Concrete Superstructure.

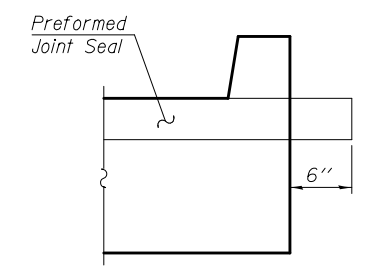


PLAN

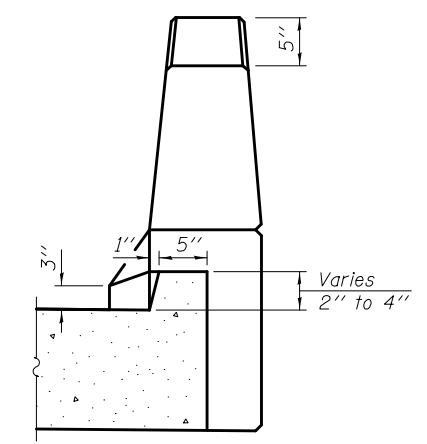
* Tilt #9 $b_4(E)$ bars as required to maintain clearance.
 ** Space between $a_4(E)$ bars, typ. each parapet.



DETAIL A



VIEW F-F



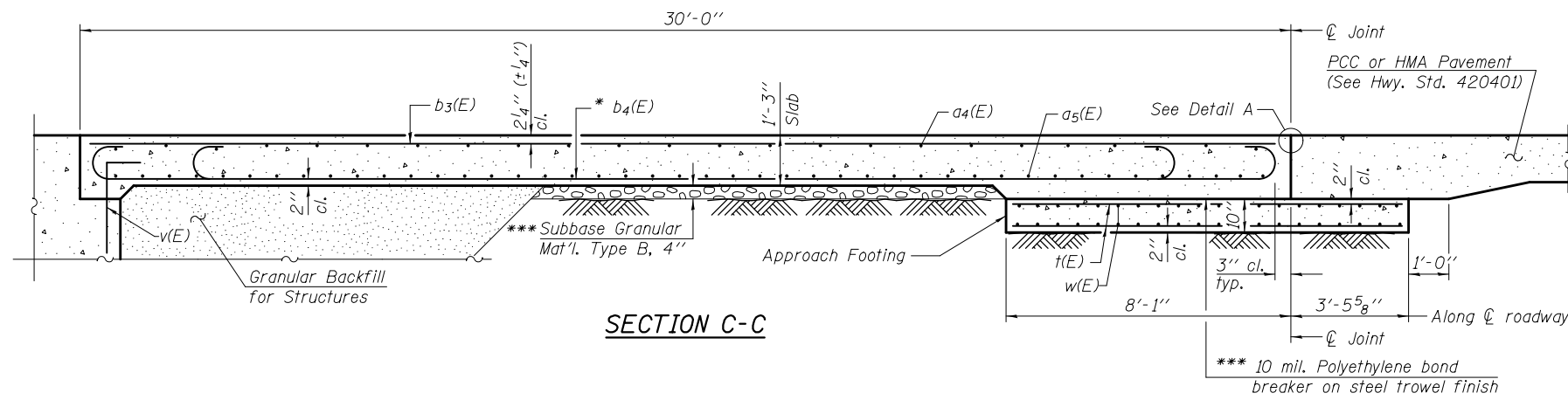
VIEW B-B

(Sheet 1 of 2)

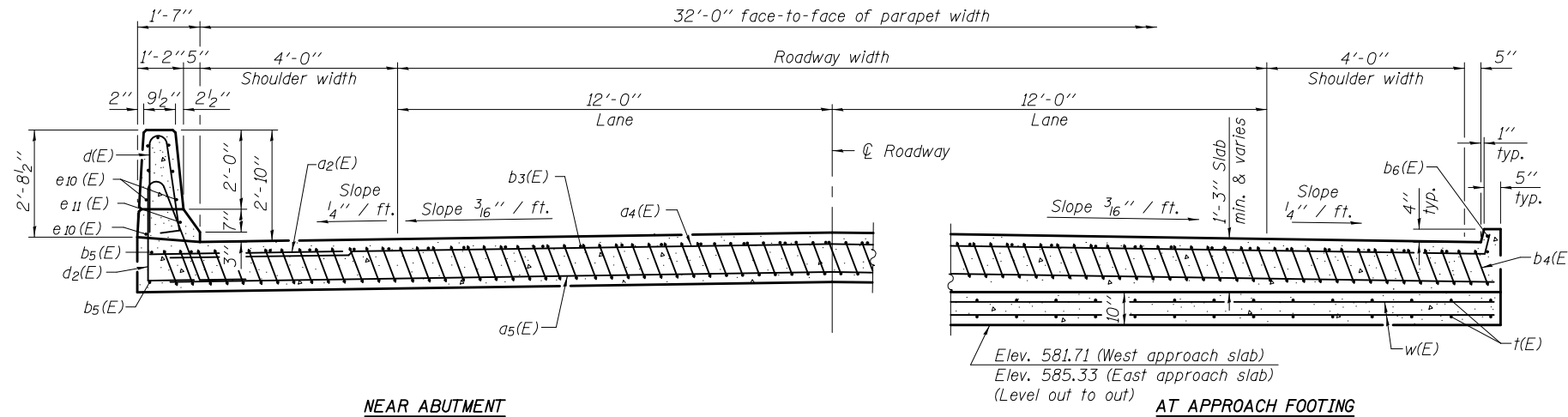
DESIGNED - AL-BARRAE R. SHEBIB	EXAMINED - <i>James F. Joffe</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - DECEMBER 1, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 018 - 0061		F.A.S. RTE. - 1707	SECTION - (CF,X)B	COUNTY - CUMBERLAND	TOTAL SHEETS - 69	SHEET NO. - 34	
CHECKED - FESSEHA TEKLEHAIMANOT	PASSED - <i>Carl Perry</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -		SHEET NO. 12 OF 30 SHEETS		CONTRACT NO. 74170		ILLINOIS FED. AID PROJECT			
DRAWN - MICHAEL B. MOSSMAN		REVISED -									
CHECKED - F.T. / G.R.A.		REVISED -									

Notes:

See sheet 12 of 30 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 30.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 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 30.
 For additional parapet details, see sheet 8 of 30.



SECTION C-C

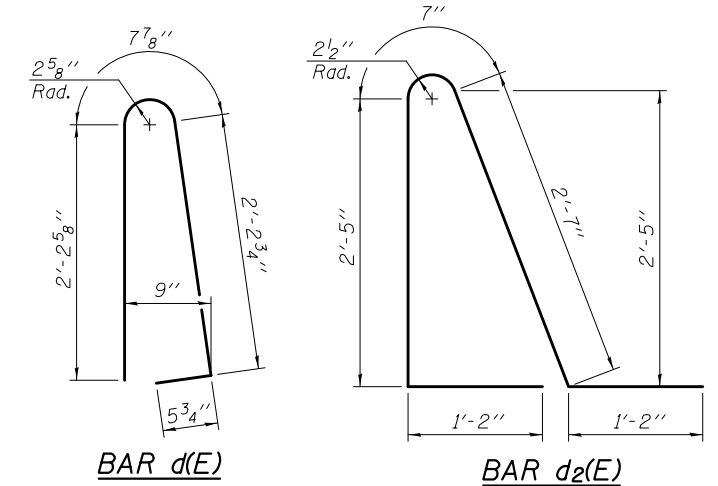


NEAR ABUTMENT

SECTION D-D

(See Plan for dimensions not shown)

AT APPROACH FOOTING



BAR d(E)

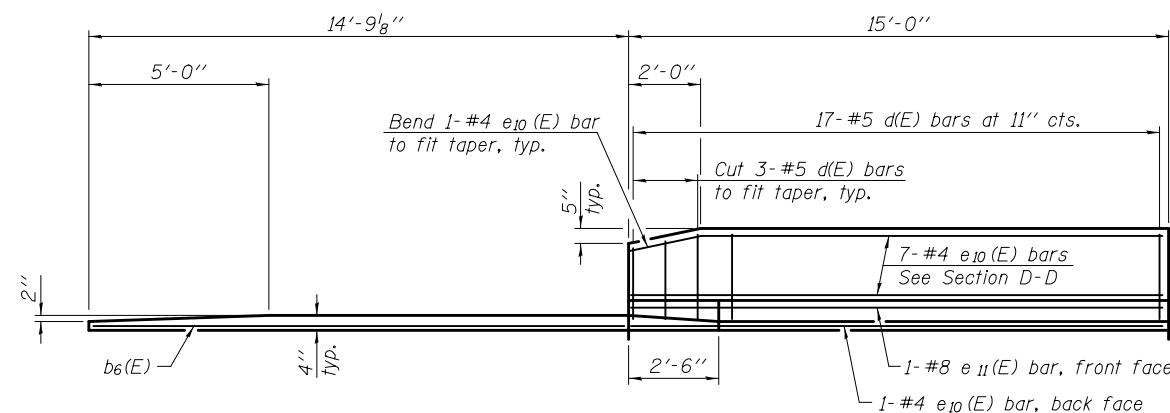
BAR d2(E)

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

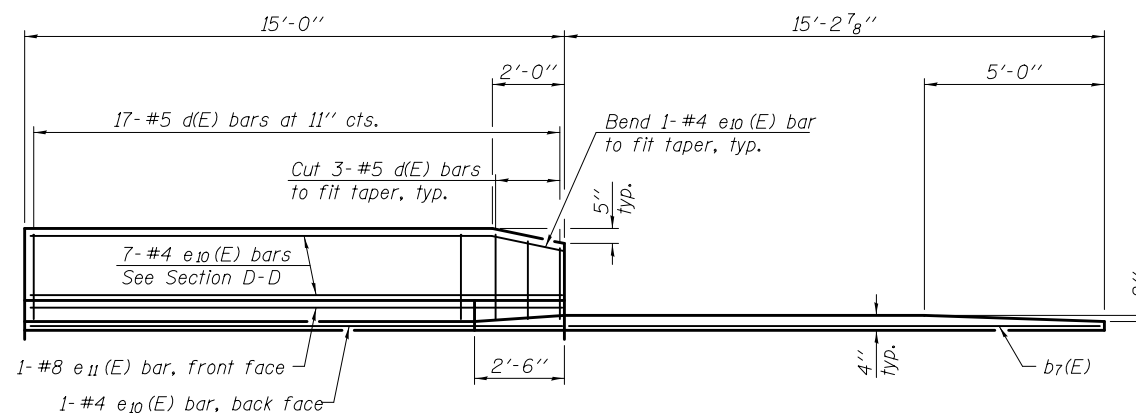
*** Cost included with Concrete Superstructure.

TWO APPROACHES
 BILL OF MATERIAL

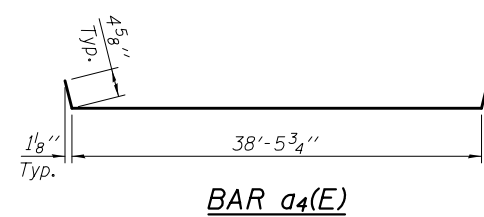
Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a4(E)	50	#4	39'-3"	—
a5(E)	92	#5	38'-9"	—
b3(E)	56	#4	29'-8"	—
b4(E)	162	#9	29'-9"	—
b5(E)	8	#4	14'-8"	—
b6(E)	2	#4	14'-2"	—
b7(E)	2	#4	15'-0"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e10(E)	32	#4	14'-8"	—
e11(E)	4	#8	14'-8"	—
t(E)	136	#4	11'-2"	—
w(E)	80	#5	38'-8"	—
Concrete Superstructure			Cu. Yd.	106.1
Concrete Structures			Cu. Yd.	24.1
Reinforcement Bars, Epoxy Coated			Pound	28,780



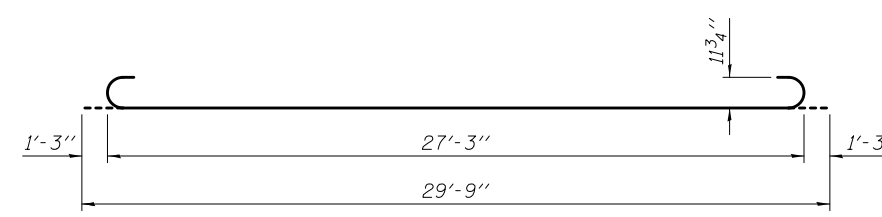
VIEW E-E



VIEW G-G



BAR a4(E)



BAR b4(E)

(Sheet 2 of 2)

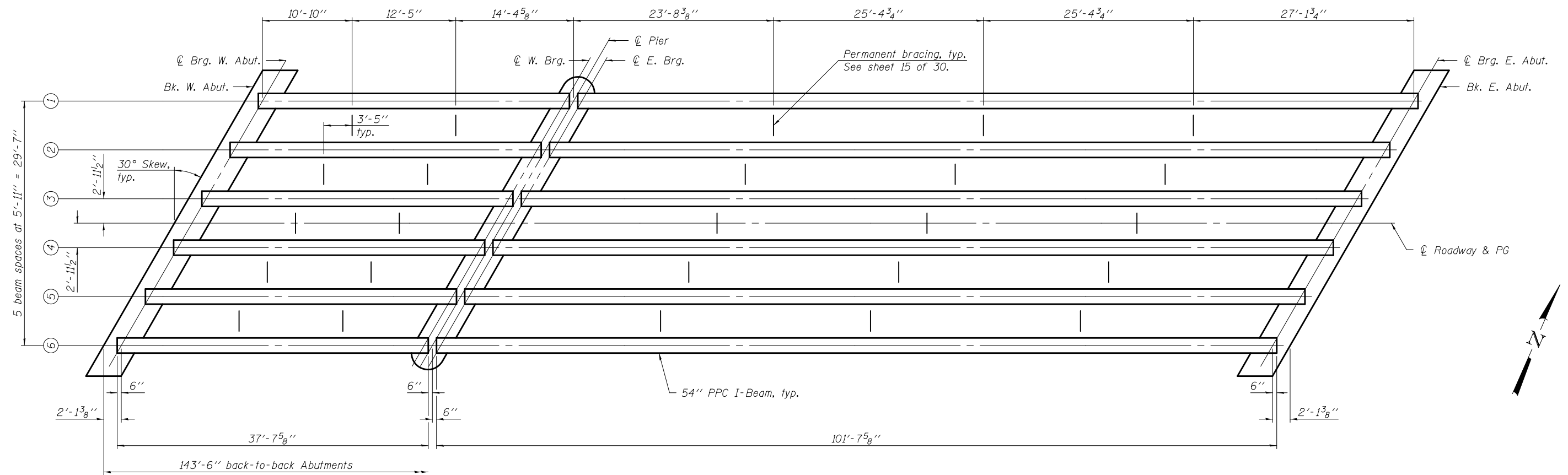
DESIGNED - AL-BARRAE R. SHEBIB	EXAMINED - <i>Joanne F. Joffe</i>	DATE - DECEMBER 1, 2014
CHECKED - FESSEHA TEKLEHAIMANOT	PASSED - <i>Carl Kasper</i>	REVISOR -
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -
CHECKED - F.T. / G.R.A.		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

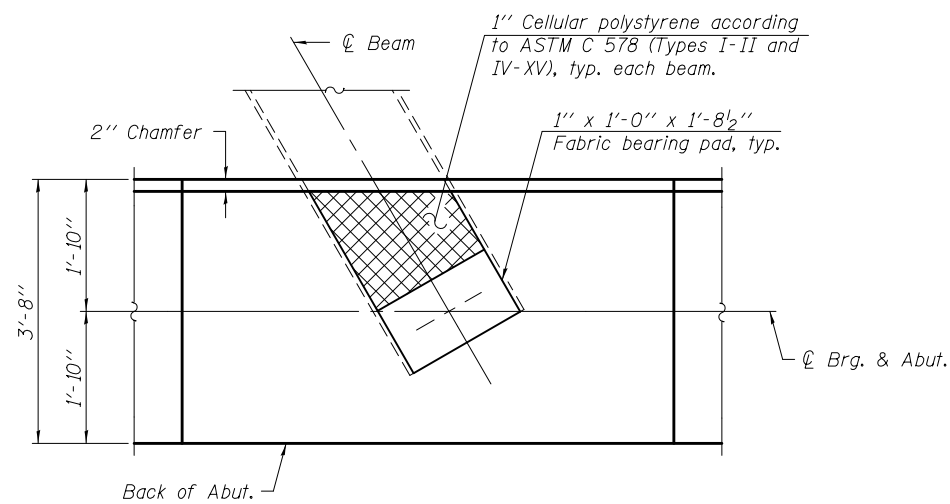
BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 018 - 0061

SHEET NO. 13 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	35
CONTRACT NO. 74170			ILLINOIS FED. AID PROJECT	

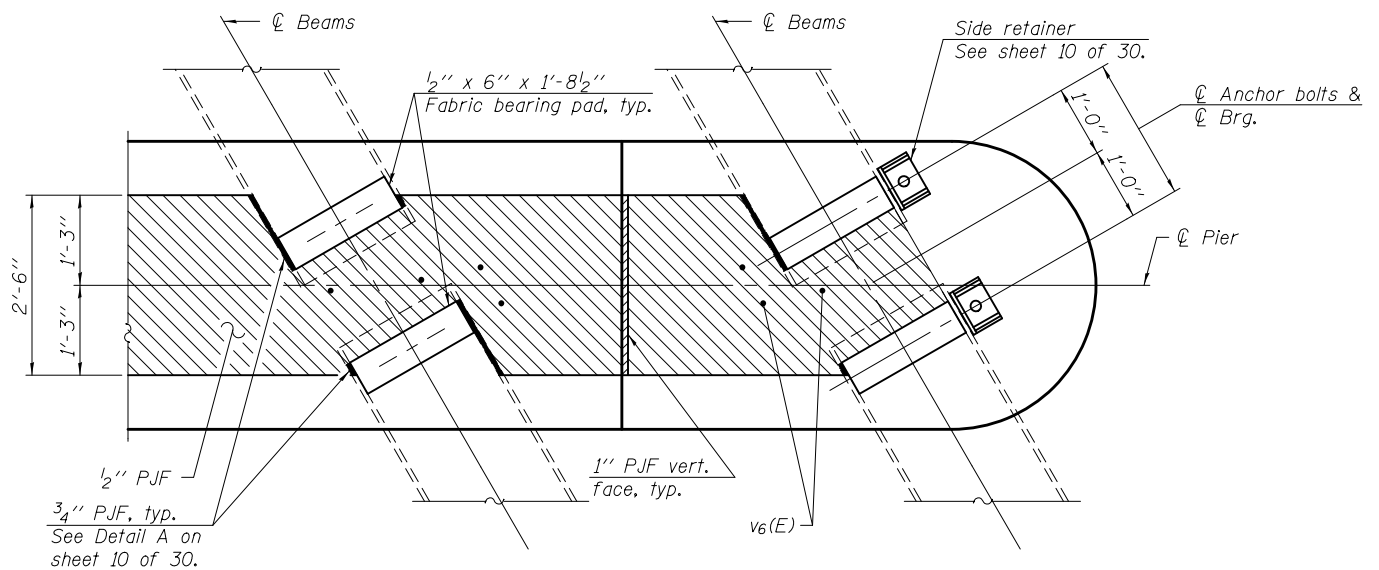


PLAN



PARTIAL PLAN AT ABUTMENT

(Showing bearing pad and cellular polystyrene prior to beam placement)



PARTIAL PLAN AT PIER

(Showing bearing pads and P/JF details prior to beam placement)

DESIGNED - AL-BARRAE R. SHEBIB
 CHECKED - FESSEHA TEKLEHAIMANOT
 DRAWN - MICHAEL B. MOSSMAN
 CHECKED - F.T. / G.R.A.

EXAMINED *Jaime F. Schaff*
 ACTING ENGINEER OF BRIDGE DESIGN
 PASSED *Carl Hoyer*
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 1, 2014
 REVISED _____
 REVISED _____

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

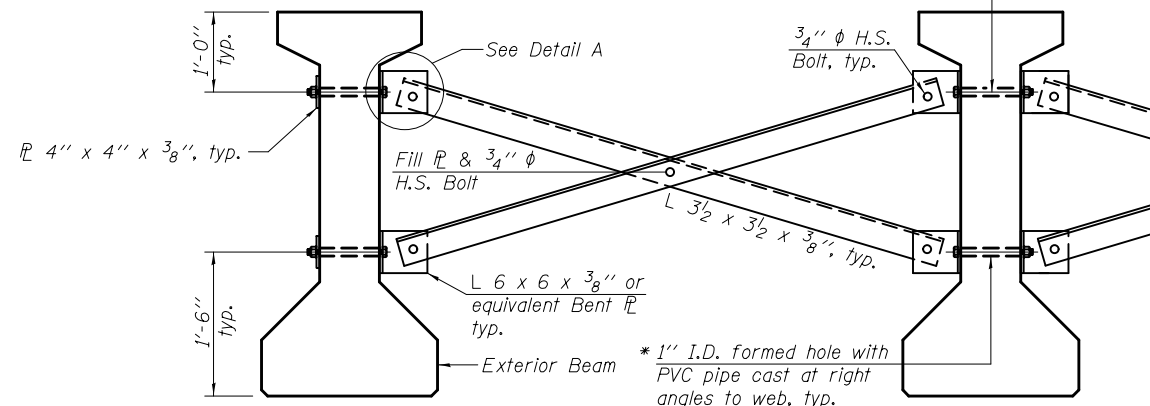
FRAMING PLAN & DETAILS
 STRUCTURE NO. 018 - 0061

SHEET NO. 14 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	36
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

* Fabricator shall locate to miss strands within permissible tolerances.

$\frac{3}{4}$ " ϕ A307 Bolts with lock nuts., typ.
Bolts through the concrete web shall be tightened to snug tight only.



Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.

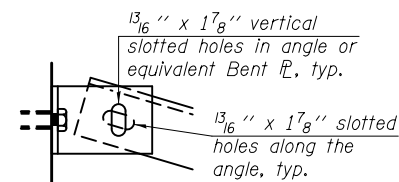
Two hardened washers are required for each set of oversized holes.

All holes shall be $\frac{15}{16}$ " ϕ unless otherwise noted. $\frac{5}{16}$ " x 3" x 3" plate washers are required over all slotted holes.

All bolts shall be galvanized according to AASHTO M232. Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams.

* 1" I.D. formed hole with PVC pipe cast at right angles to web, typ.



DETAIL A

**PERMANENT BRACING DETAILS FOR
48'' AND 54'' PPC I-BEAMS**

INTERIOR BEAM MOMENT TABLE			
	0.4 Span 1	Pier	0.6 Span 2
I	(in ⁴) 213715	-	213715
I'	(in ⁴) 478817	-	478817
S_b	(in ³) 8559	-	8559
S_b'	(in ³) 12515	-	12515
S_t	(in ³) 7362	-	7362
S_t'	(in ³) 30420	-	30420
$DC1$	(k/ft) 1.237	-	1.237
M_{DC1}	(k) 208	-	1566
$DC2$	(k/ft) 0.150	0.150	0.150
M_{DC2}	(k) 0	149	127
DW	(k/ft) 0.296	0.296	0.296
M_{DW}	(k) 0	293	250
$M_L + IM$	(k) 386	1159	1125

INTERIOR BEAM REACTION TABLE				
	W. Abut.	Pier Span 1	Pier Span 2	E. Abut.
R_{DC1}	(k) 23.3	23.3	62.9	62.9
* R_{DC2}	(k) -1.1	7.9	7.9	6.2
* R_{DW}	(k) -2.2	15.6	15.6	12.2
* $R_L + IM$	(k) 60.0	63.2	63.2	81.9
R_{Total}	(k) 80.0	110.0	149.6	163.2

* At continuous piers, reactions from composite loads are assumed to be equally distributed to each bearing line.

I : Non-composite moment of inertia of beam section (in⁴).
 I' : Composite moment of inertia of beam section (in⁴).
 S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in³).
 S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in³).
 S_t : Non-composite section modulus for the top fiber of the prestressed beam (in³).
 S_t' : Composite section modulus for the top fiber of the prestressed beam (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.).

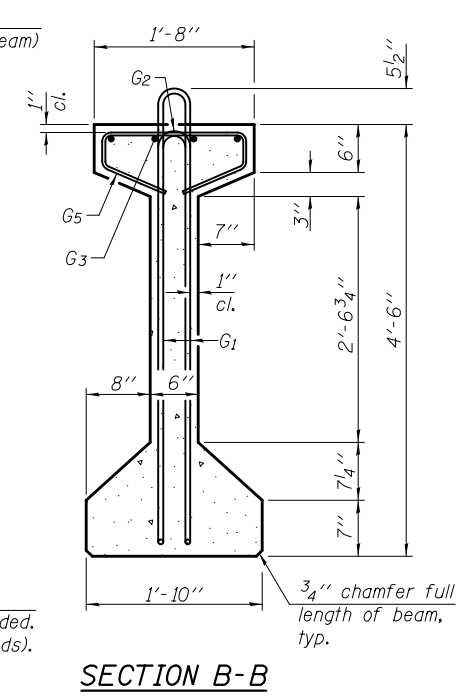
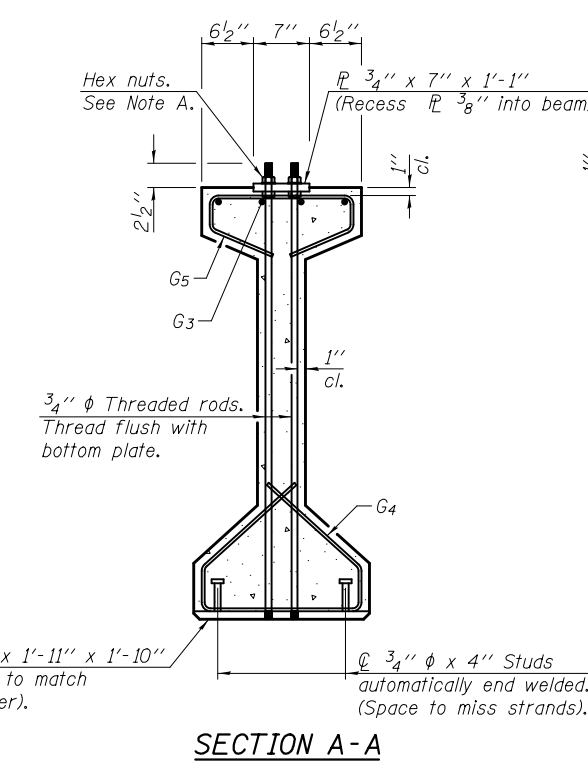
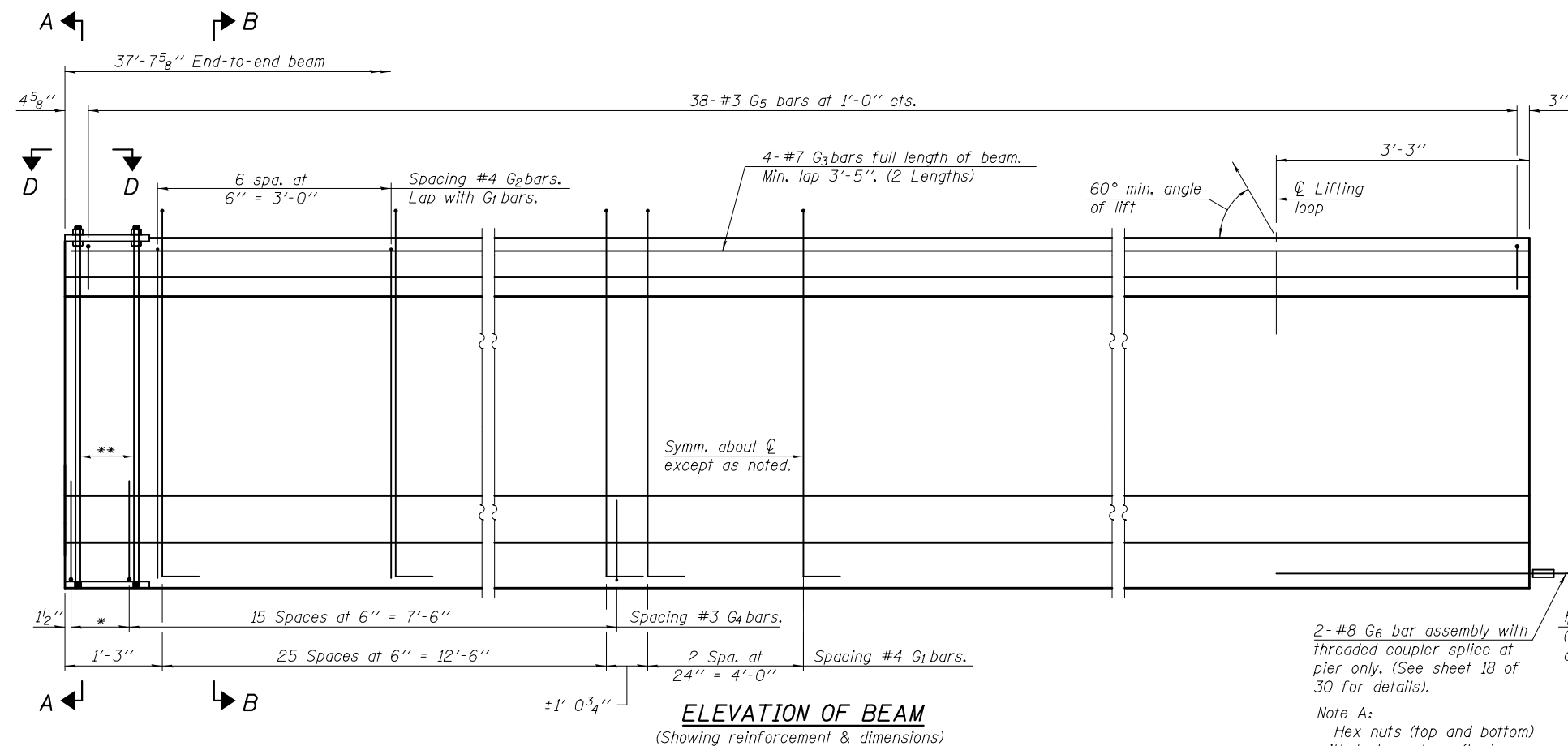
DESIGNED - AL-BARRAE R. SHEBIB	EXAMINED - <i>James F. J. [Signature]</i>	DATE - DECEMBER 1, 2014
CHECKED - FESSEHA TEKLEHAIMANOT	PASSED - <i>Carl [Signature]</i>	REVISED -
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
CHECKED - F.T. / G.R.A.		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FRAMING DETAILS
STRUCTURE NO. 018 - 0061**

SHEET NO. 15 OF 30 SHEETS

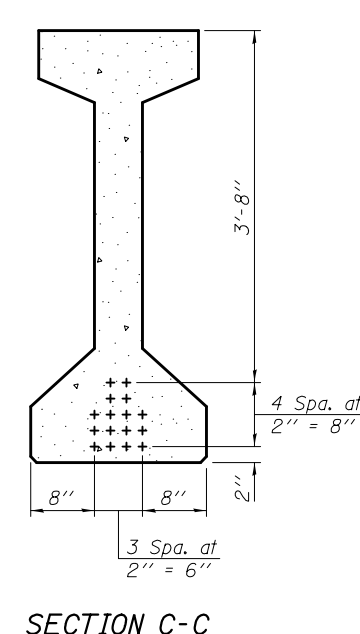
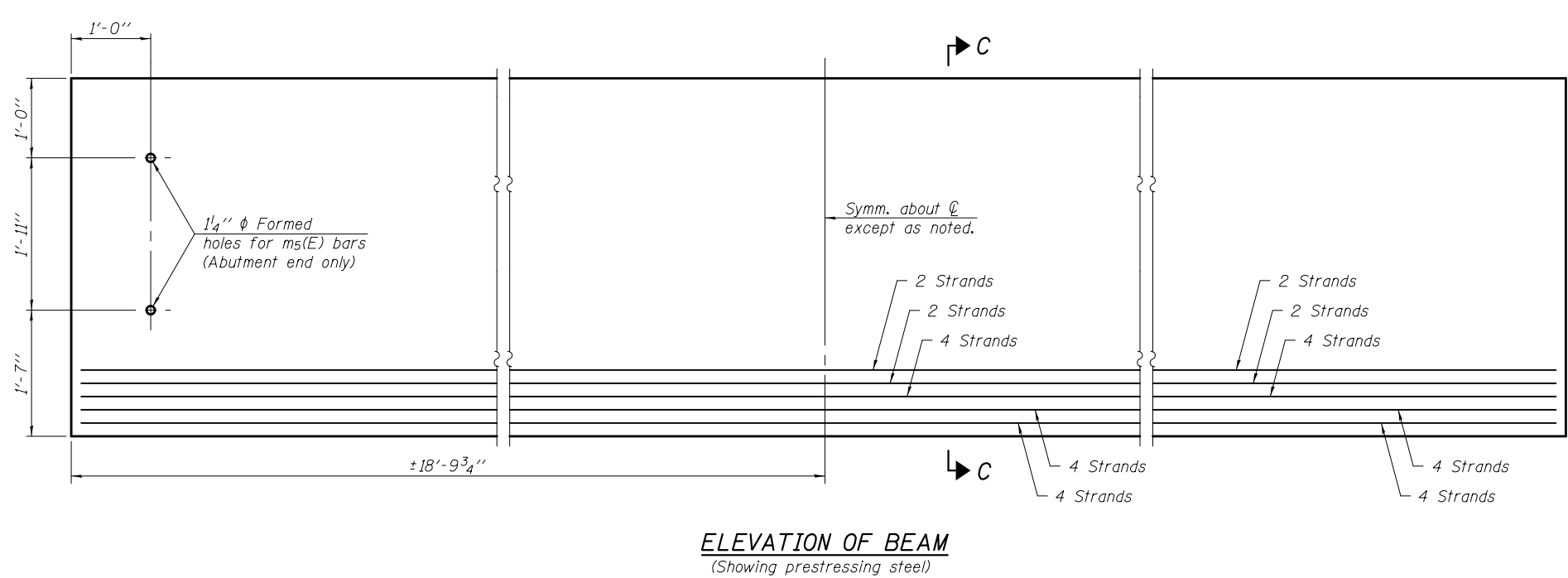
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	37
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74170	



2- #8 G₆ bar assembly with threaded coupler splice at pier only. (See sheet 18 of 30 for details).

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

* 3 spaces at 3" = 9".
** 4- 3/4" φ threaded dowel rods at 3" cts., Each Face.



*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G ₁	57	#4	10'-7"	∩ L
G ₂	14	#4	8'-8"	∩
G ₃	8	#7	20'-5"	—
G ₄	38	#3	4'-11"	∩
G ₅	38	#3	3'-5"	∩
G ₆	2	#8	6'-6"	U

***For information only

Notes:
See sheet 18 of 30 for View D-D, additional details, and Bill of Material.
Required release strength, f'ci, shall be 6,000 psi.

NOTES

Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.

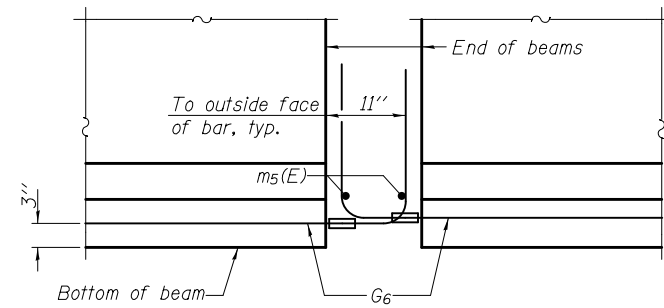
Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling. Tilt G_6 bars when necessary to maintain $1\frac{1}{2}$ " clearance.

The top and bottom plates shall be AASHTO M270 Grade 50. The bottom plates and studs shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized.

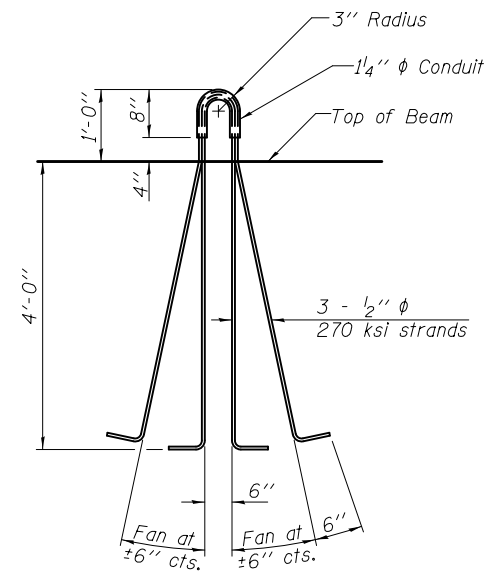
Threaded rods shall be ASTM F 1554 Grade 55.

The G_6 bar assembly shall be capable of developing 125 percent of the yield strength of the grade 60 reinforcement bar components. The assembly shall allow completion of the splice without turning of the hook bar. The hook bar shall be threaded such that the entire coupler can be threaded onto the hook bar.

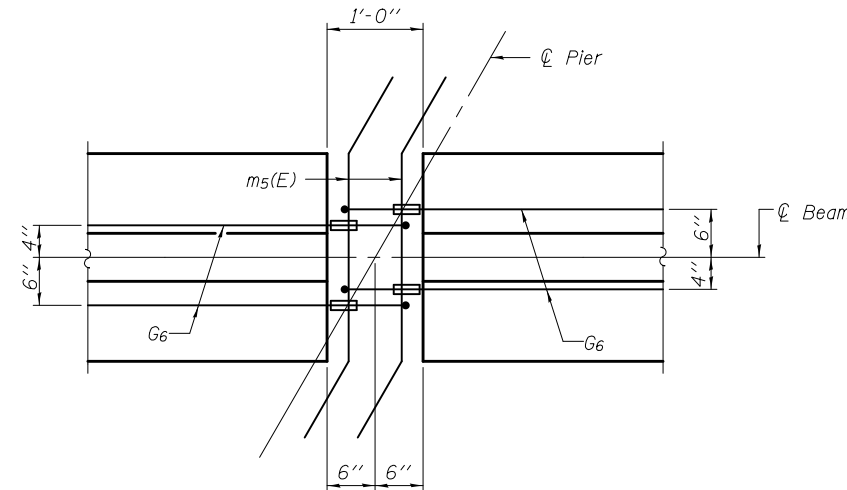
Beams requiring G_6 bar assemblies shall not be released from the fabricator until they have attained 45 days of age or older.



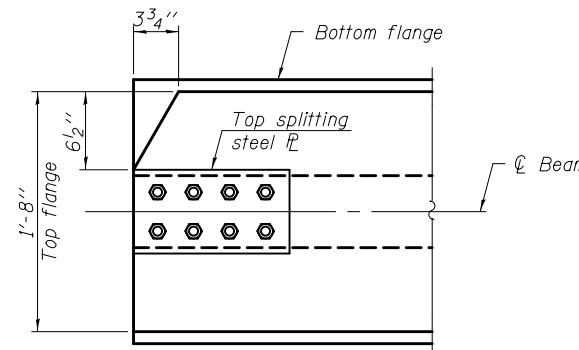
ELEVATION OF BEAM AT PIER



LIFTING LOOP DETAIL

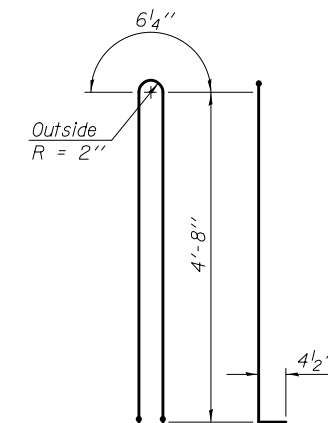


PLAN OF BEAM AT PIER

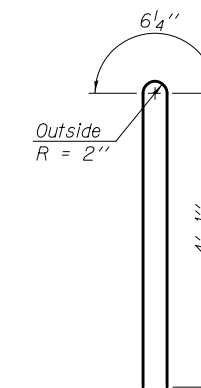


VIEW D-D

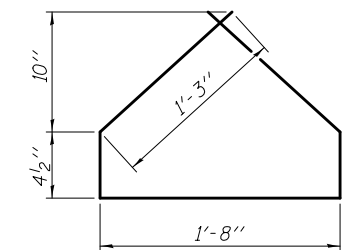
(Top flange clip on abutment end of beams)



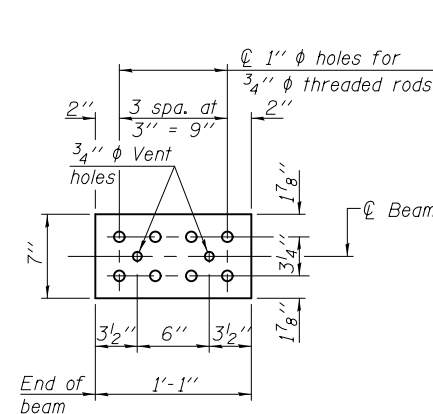
BAR G1



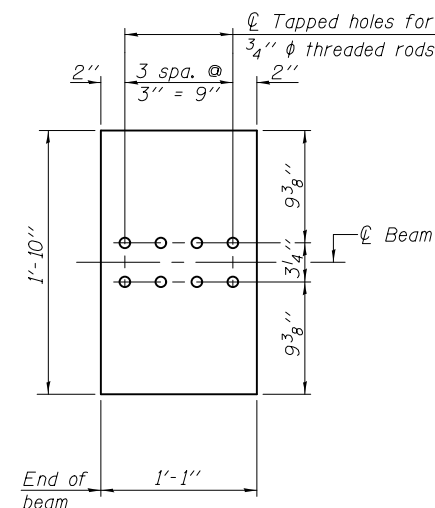
BAR G2



BAR G4

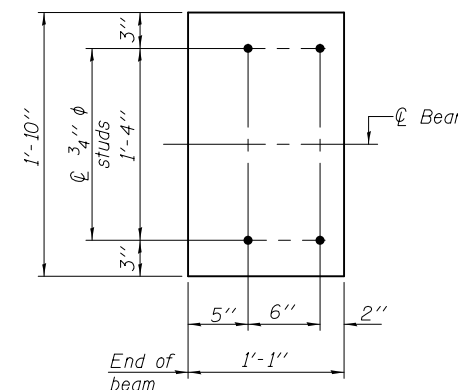


TOP PLATE



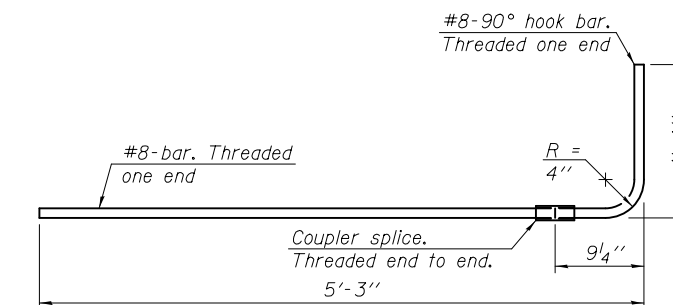
BOTTOM PLATE

(Showing threaded rods)

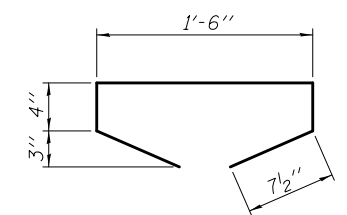


BOTTOM PLATE

(Showing studs)



G6 BAR ASSEMBLY



BAR G5

See bearing details for pintle hole locations when required.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 54"	Ft.	835.5

DESIGNED - AL-BARRAE R. SHEBIB	EXAMINED - <i>Joanne F. Schmitt</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - DECEMBER 1, 2014
CHECKED - FESSEHA TEKLEHAIMANOT	PASSED - <i>Carl Kopper</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - MICHAEL B. MOSSMAN		REVISED -
CHECKED - F.T. / G.R.A.		

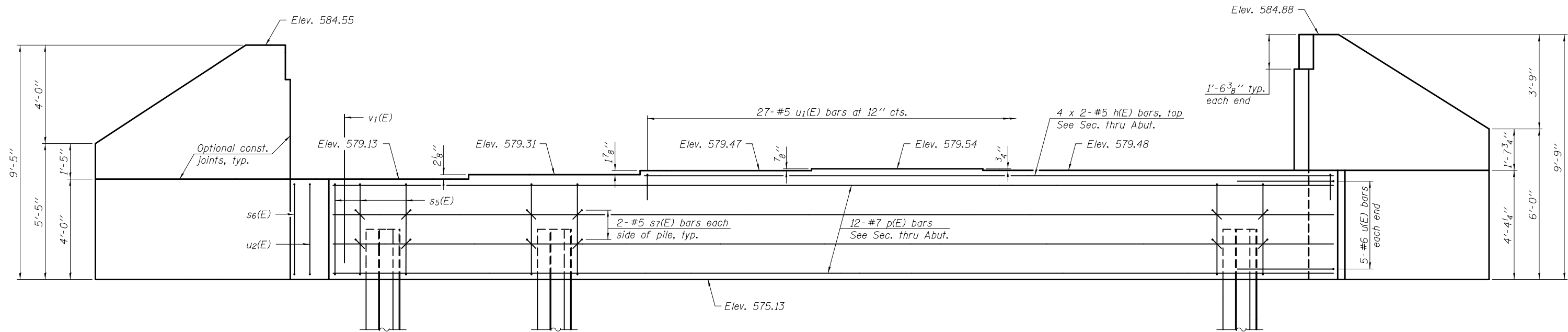
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**54" PPC I-BEAM DETAILS
STRUCTURE NO. 018 - 0061**

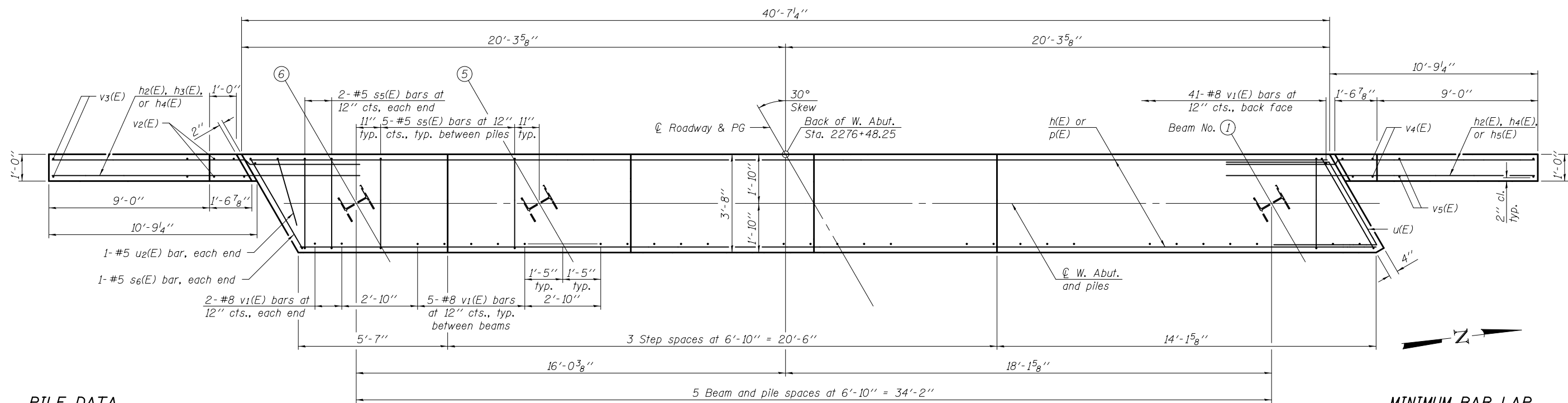
SHEET NO. 18 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	40
			CONTRACT NO. 74170	
ILLINOIS FED. AID PROJECT				

Notes:
 Pour steps monolithically with cap.
 See sheet 21 of 30 for wingwall reinforcement,
 additional details, and Bill of Materials.
 Bars indicated thus 4 x 2-#5 etc. indicates
 4 lines of bars with 2 lengths per line.



ELEVATION



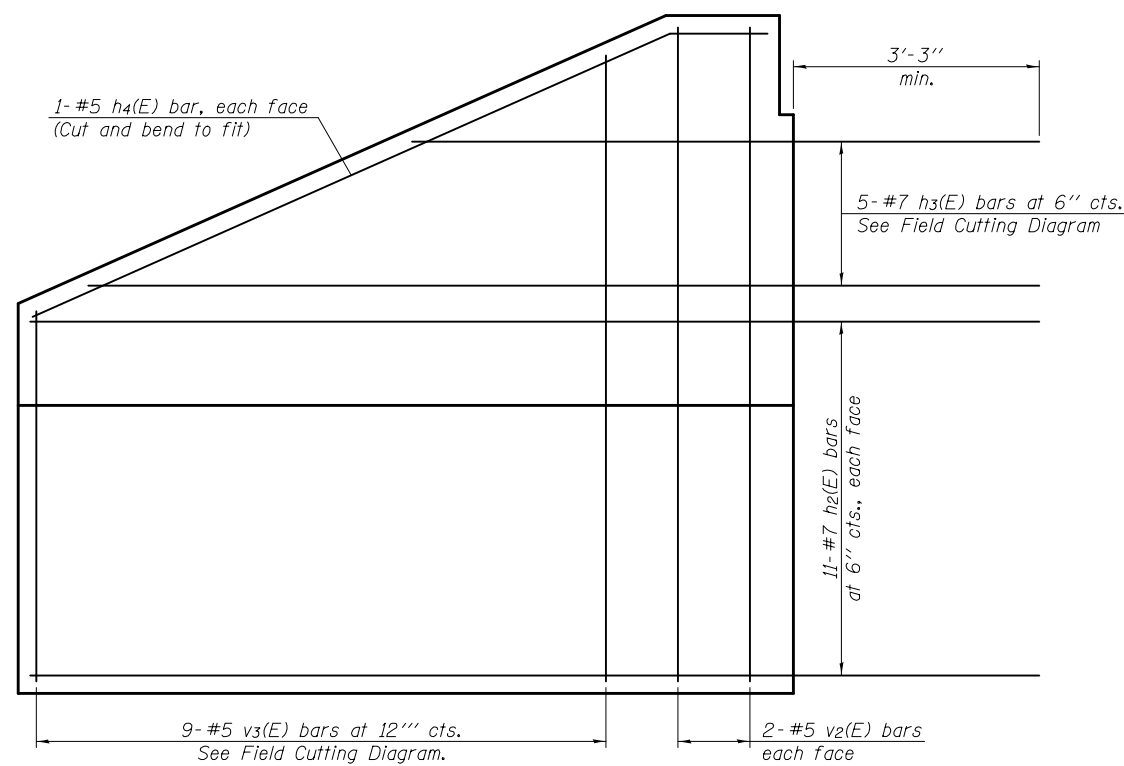
MINIMUM BAR LAP
 #5 Bar = 2'-6"

PILE DATA

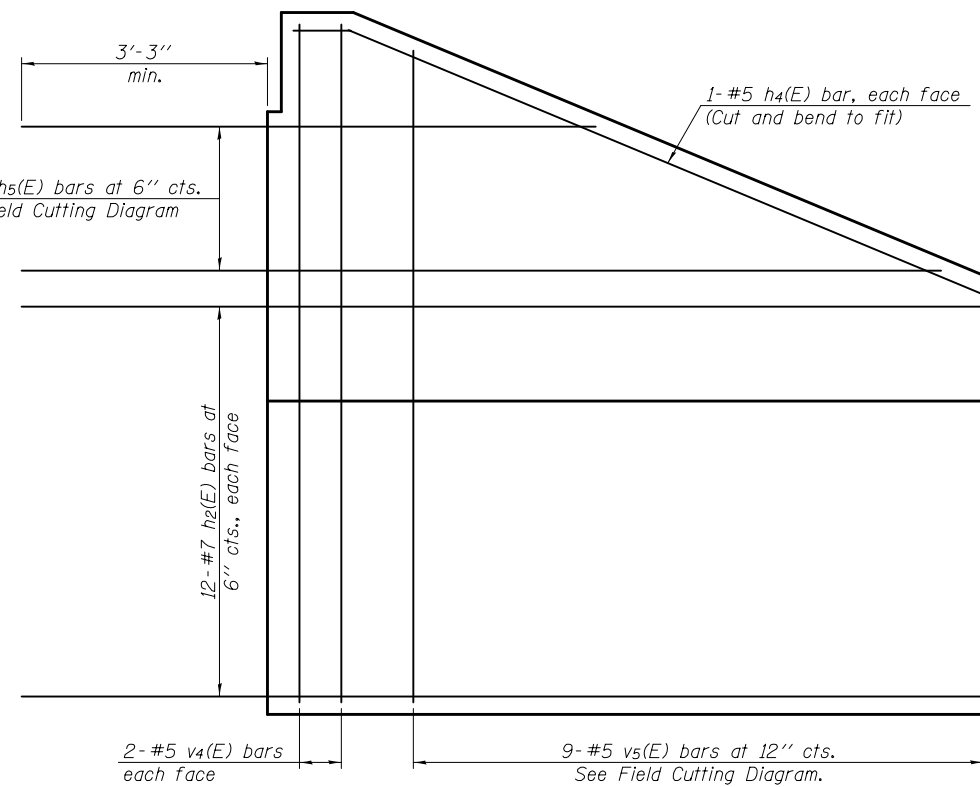
Type: HP 12x53
 Nominal Required Bearing: 278 kips
 Factored Resistance Available: 153 kips
 Est. Length: 40 ft.
 No. Production Piles: 5
 No. Test Piles: 1

PLAN

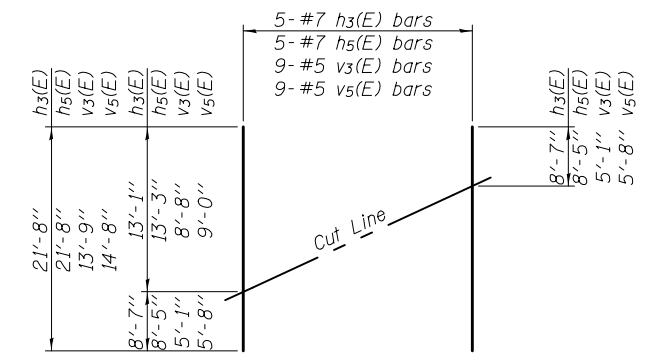
DESIGNED - AL-BARRAE R. SHEBIB	EXAMINED - <i>James F. [Signature]</i>	DATE - DECEMBER 1, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT STRUCTURE NO. 018 - 0061	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - FESSEHA TEKLEHAIMANOT	PASSED - <i>Carl [Signature]</i>	REVISED -			1707	(CF,X)B	CUMBERLAND	69	41	
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -			CONTRACT NO. 74170					
CHECKED - F.T. / G.R.A.					SHEET NO. 19 OF 30 SHEETS					



SOUTH WINGWALL ELEVATION

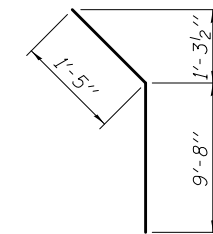


NORTH WINGWALL ELEVATION

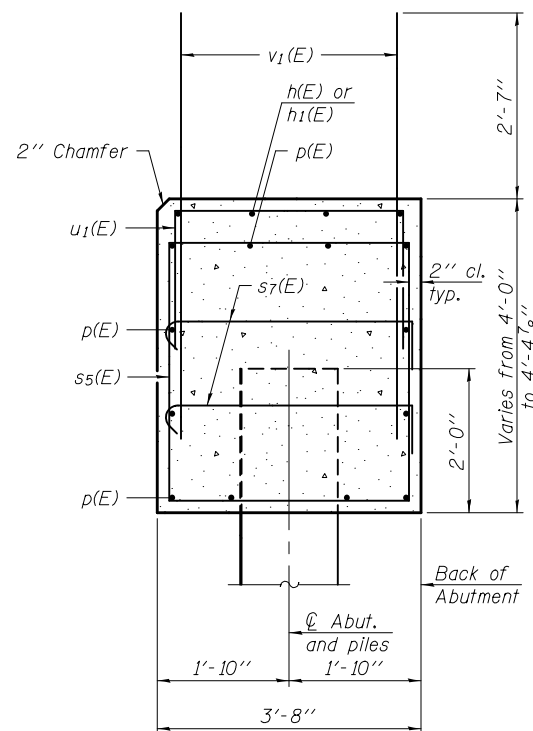


FIELD CUTTING DIAGRAM

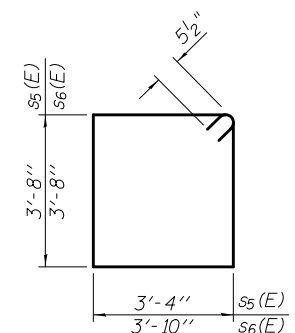
Order h3(E), h5(E), v3(E), and v5(E) full length. Cut as shown and use remainder of bars in opposite face.



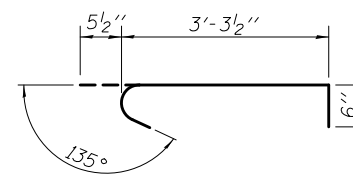
BAR h4(E)



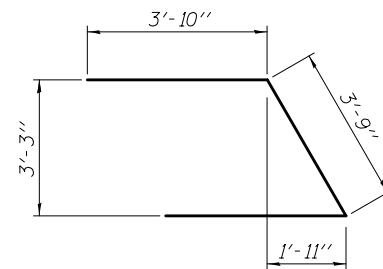
SECTION THRU ABUTMENT
(Dimensions are at right angles to abutment)



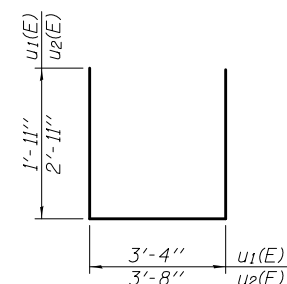
BARS s5(E) & s6(E)



BAR s7(E)



BAR u(E)



BARS u1(E) & u2(E)

WEST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	8	#5	15'-0"	—
h2(E)	46	#7	13'-10"	—
h3(E)	5	#7	21'-8"	—
h4(E)	2	#5	11'-1"	—
h5(E)	5	#7	21'-8"	—
p(E)	12	#7	40'-3"	—
s5(E)	29	#5	14'-11"	□
s6(E)	2	#5	15'-11"	□
s7(E)	24	#5	4'-3"	U
u(E)	10	#6	11'-5"	U
u1(E)	27	#5	7'-2"	U
u2(E)	2	#5	9'-6"	U
v1(E)	70	#8	5'-11"	—
v2(E)	4	#5	9'-1"	—
v3(E)	9	#5	13'-9"	—
v4(E)	4	#5	9'-5"	—
v5(E)	9	#5	14'-8"	—
Structure Excavation		Cu. Yd.	56.0	
Concrete Structures		Cu. Yd.	29.8	
Reinforcement Bars, Epoxy Coated		Pound	5,310	
Furnishing Steel Piles HP 12x53		Foot	200	
Driving Piles		Foot	200	
Test Pile Steel HP 12x53		Each	1	

EAST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	4	#5	6'-6"	—
h2(E)	46	#7	13'-10"	—
h3(E)	5	#7	21'-8"	—
h4(E)	2	#5	11'-1"	—
h5(E)	5	#7	21'-8"	—
p(E)	12	#7	40'-3"	—
s5(E)	28	#5	14'-11"	□
s6(E)	2	#5	15'-11"	□
s7(E)	28	#5	4'-3"	U
u(E)	10	#6	11'-5"	U
u1(E)	7	#5	7'-2"	U
u2(E)	2	#5	9'-6"	U
v1(E)	70	#8	5'-11"	—
v2(E)	4	#5	9'-1"	—
v3(E)	9	#5	13'-9"	—
v4(E)	4	#5	9'-5"	—
v5(E)	9	#5	14'-8"	—
Structure Excavation		Cu. Yd.	56.0	
Concrete Structures		Cu. Yd.	29.5	
Reinforcement Bars, Epoxy Coated		Pound	5,070	
Furnishing Steel Piles HP 12x53		Foot	354	
Driving Piles		Foot	354	
Test Pile Steel HP 12x53		Each	1	

For details of piles see sheet 24 of 30.

DESIGNED - AL-BARRAE R. SHEBIB
 CHECKED - EESSEHA TEKLEHAIMANOT
 DRAWN - MICHAEL B. MOSSMAN
 CHECKED - E.J. / G.R.A.

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGE DESIGN
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

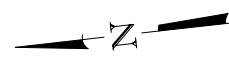
DATE - DECEMBER 1, 2014
 REVISED
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

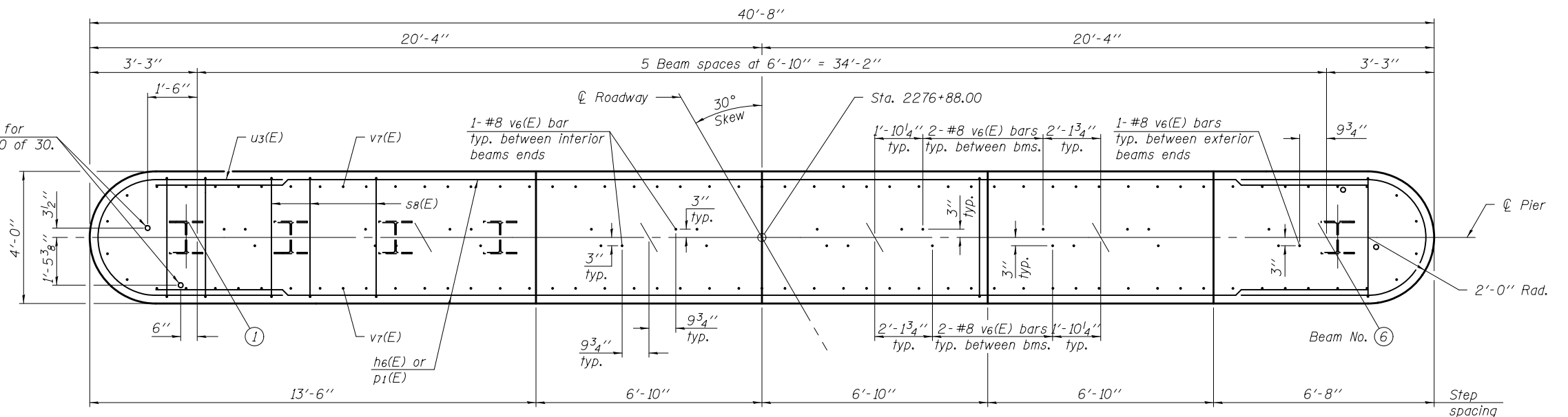
ABUTMENT DETAILS
STRUCTURE NO. 018 - 0061

SHEET NO. 21 OF 30 SHEETS

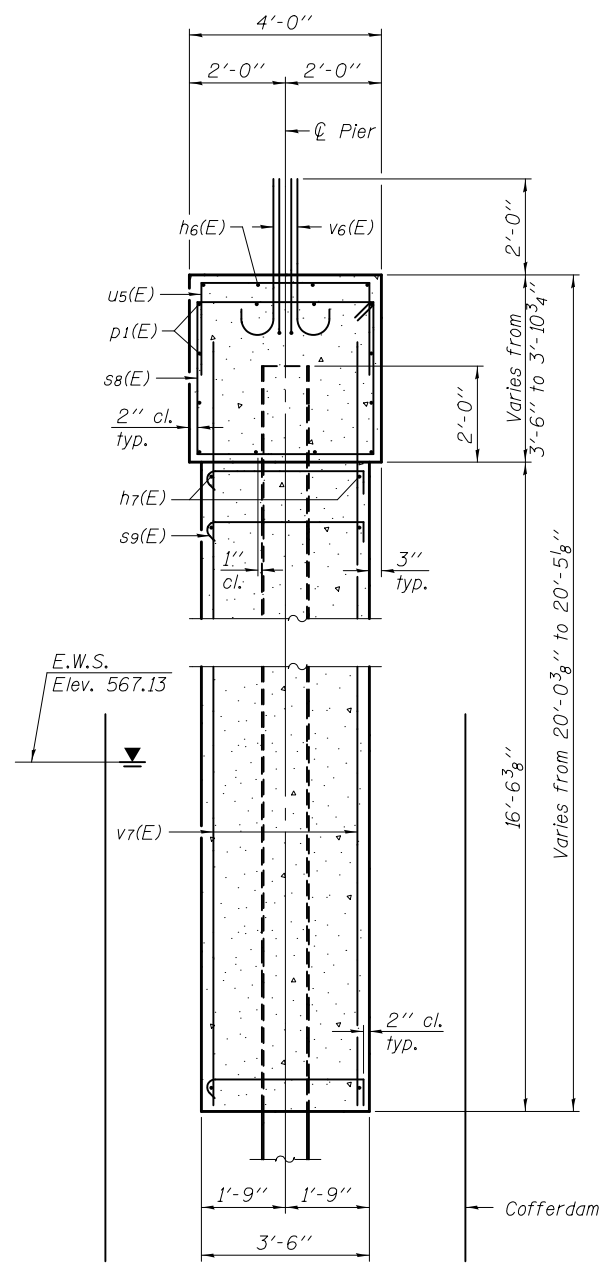
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	43
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				



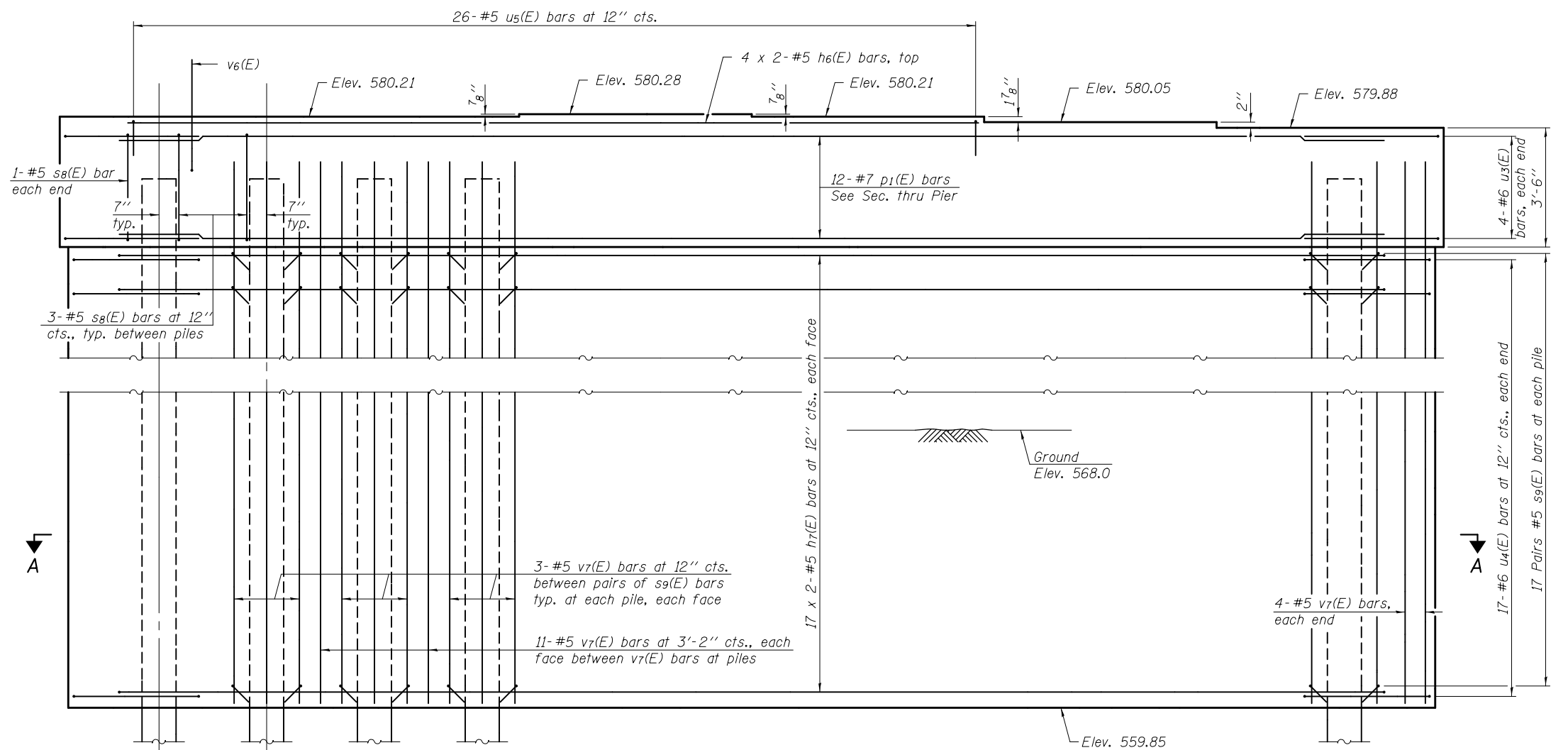
1/2" φ x 1'-6" Anchor bolts for side retainers. See sheet 10 of 30. (Typ. each end)



PLAN



SECTION THRU PIER



ELEVATION

MINIMUM BAR LAP
 #5 Bar = 3'-3"
 #7 Bar = 5'-2"

DESIGNED - AL-BARRAE R. SHEBIB	EXAMINED - <i>Jaime F. Joffe</i> ACTING ENGINEER OF BRIDGE DESIGN	DATE - DECEMBER 1, 2014
CHECKED - FESSEHA TEKLEHAIMANOT	PASSED - <i>Carl Kasper</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - MICHAEL B. MOSSMAN		REVISED -
CHECKED - F.T. / G.R.A.		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

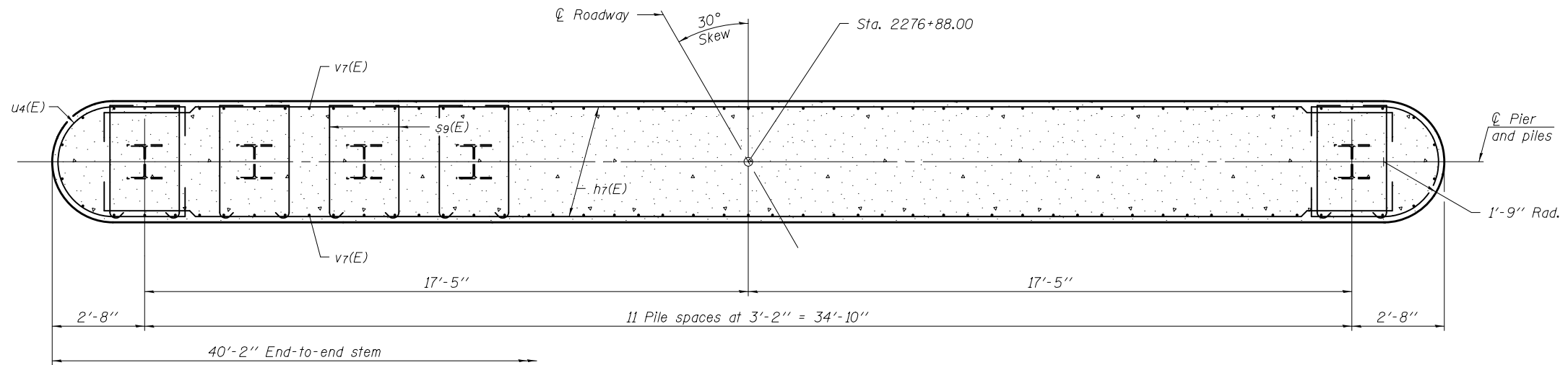
PIER
 STRUCTURE NO. 018 - 0061

SHEET NO. 22 OF 30 SHEETS

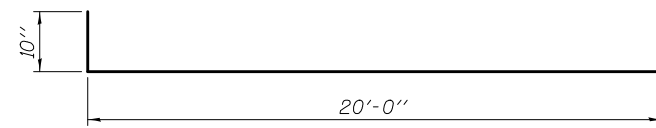
F.A.S. RTE. 1707	SECTION (CF,X)B	COUNTY CUMBERLAND	TOTAL SHEETS 69	SHEET NO. 44
CONTRACT NO. 74170			ILLINOIS FED. AID PROJECT	

PILE DATA

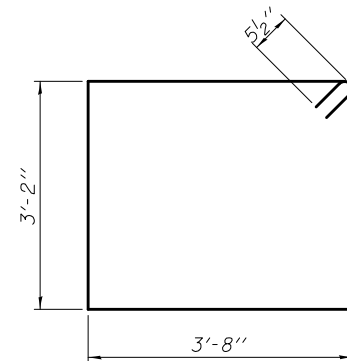
Type: HP 14x89
 Nominal Required Bearing: 549 kips
 Factored Resistance Available: 278 kips
 Est. Length: 76 ft.
 No. Production Piles: 11
 No. Test Piles: 1



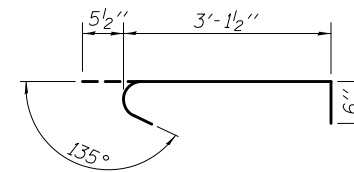
SECTION A-A



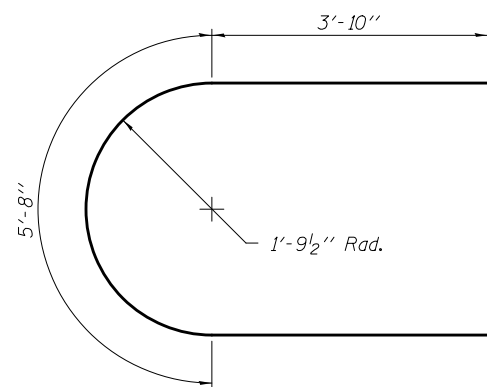
BAR h7(E)



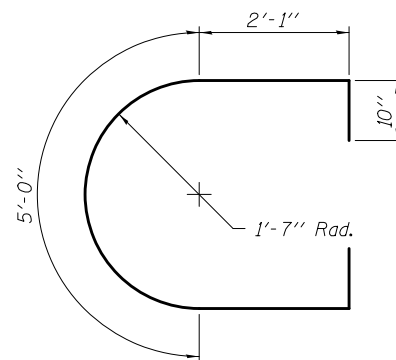
BAR s8(E)



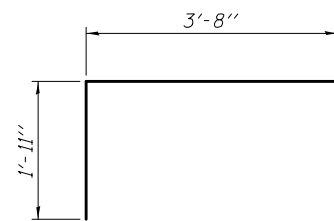
BAR s9(E)



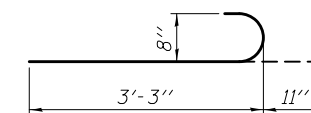
BAR u3(E)



BAR u4(E)



BAR u5(E)



BAR v6(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	8	#5	15'-1"	—
h7(E)	68	#5	20'-10"	—
p1(E)	12	#7	36'-8"	—
s8(E)	35	#5	14'-7"	□
s9(E)	408	#5	4'-1"	└┘
u3(E)	8	#6	13'-4"	U
u4(E)	34	#6	10'-10"	U
u5(E)	26	#5	7'-6"	U
v6(E)	30	#8	4'-2"	U
v7(E)	102	#5	18'-4"	—
Cofferdam Excavation		Cu. Yd.	87.9	
Cofferdam (Type 2) (Location-1)		Each	1	
Concrete Structures		Cu. Yd.	106.8	
Reinforcement Bars, Epoxy Coated		Pound	7,970	
Furnishing Steel Piles HP 14x89		Foot	836	
Driving Piles		Foot	836	
Test Pile Steel HP 14x89		Each	1	

For details of piles see sheet 24 of 30.

DESIGNED - AL-BARRAE R. SHEBIB
 CHECKED - FESSEHA TEKLEHAIMANOT
 DRAWN - MICHAEL B. MOSSMAN
 CHECKED - F.T. / G.R.A.

EXAMINED - *Jaime F. DeLuca*
 ACTING ENGINEER OF BRIDGE DESIGN
 PASSED - *Carl Kasper*
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

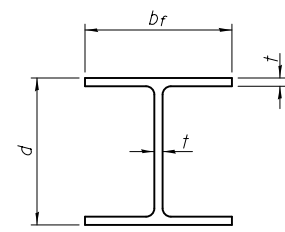
DATE - DECEMBER 1, 2014
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PIER DETAILS
 STRUCTURE NO. 018 - 0061**

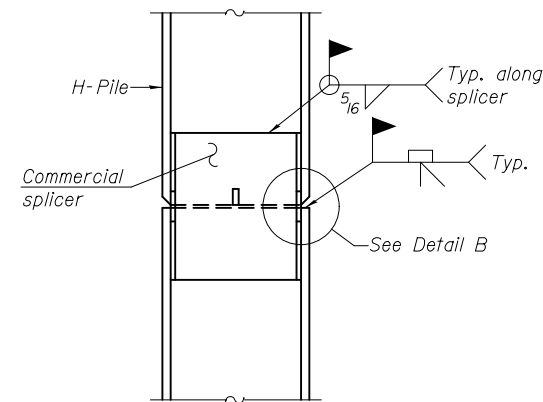
SHEET NO. 23 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	45
CONTRACT NO. 74170			ILLINOIS FED. AID PROJECT	

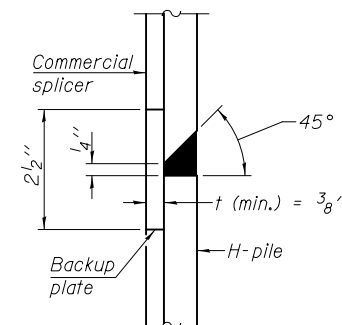


STEEL PILE TABLE

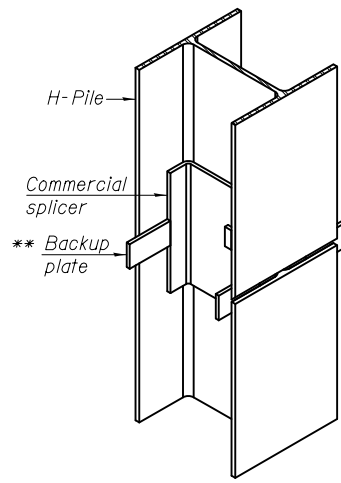
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

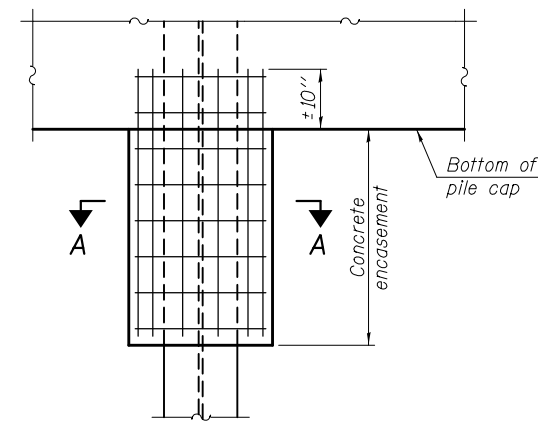


DETAIL "B"



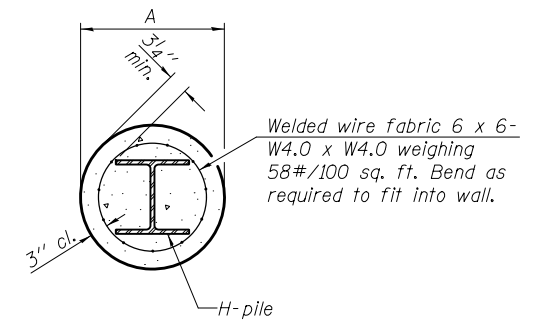
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



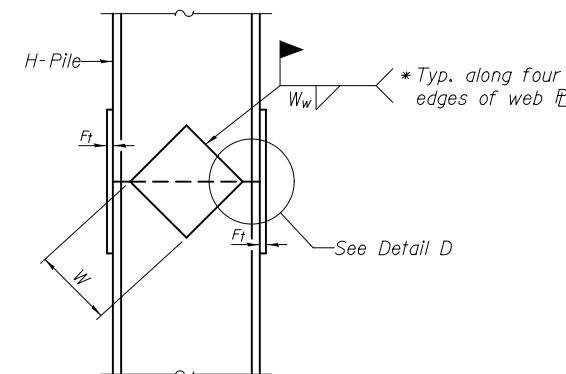
ELEVATION

PILE ENCASEMENT



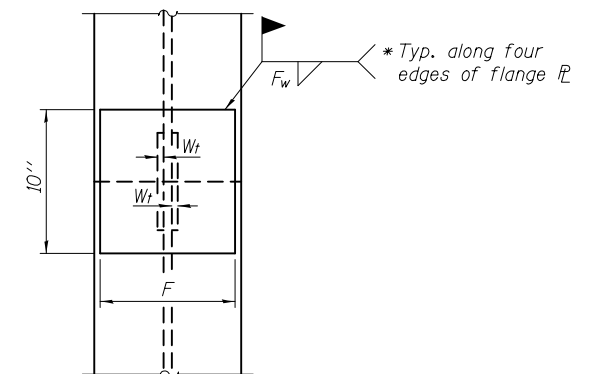
SECTION A-A

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

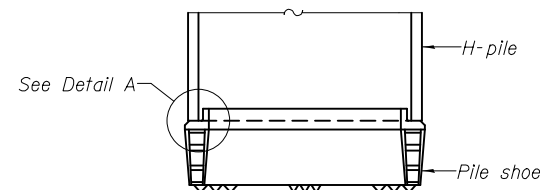


ELEVATION

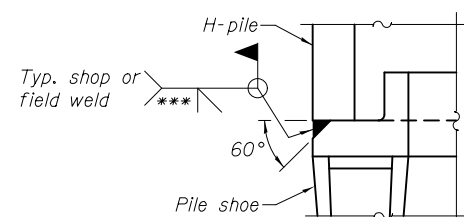
DETAIL D



END VIEW

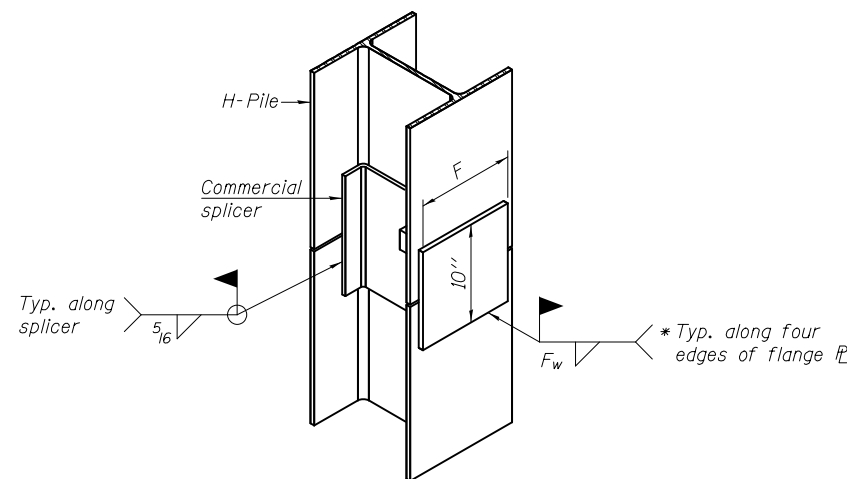


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

WELDED PLATE FIELD SPLICE

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 1/2"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

F-HP 1-27-12

DESIGNED - AL-BARRAE R. SHEBIB	EXAMINED - <i>Jaime F. Schaff</i>	DATE - DECEMBER 1, 2014
CHECKED - FESSEHA TEKLEHAIMANOT	PASSED - <i>Carl Kupper</i>	REVISOR -
DRAWN - MICHAEL B. MOSSMAN	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -
CHECKED - F.T. / G.R.A.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 018 - 0061

SHEET NO. 24 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	46
CONTRACT NO. 74170			ILLINOIS FED. AID PROJECT	

Page 1 of 2

Illinois Department of Transportation
Division of Highways
District 5 Materials

SOIL BORING LOG

Date 10/25/02

ROUTE FAS 1707 (US Rt. 40) DESCRIPTION 5.2 Miles East of Greenup LOGGED BY CNA/DWP

SECTION (CF,X)B LOCATION SE, SEC. 27, TWP. 10N, RNG. 10E, 3rd PM

COUNTY Cumberland DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 018-0011
Station 2277+20

BORING NO. 1 West Abut.
Station 2276+20
Offset 4.8 ft Rt.
Ground Surface Elev. 583.90 ft

Description	Depth (ft)	Blow Count (6")	UCS (tsf)	SPT (%)	Description	Depth (ft)	Blow Count (6")	UCS (tsf)	SPT (%)
Brown Clay Loam to Silty Clay Loam (Embankment)					Brown/Gray Mottled Clay Loam to Loam (continued)	2			
						2	1.6		22
						3	B		
					560.9				
					Brown Mottled Silty Clay	2			
						2	1.2		34
						3	B		
					558.4				
					Gray Loam	1			
						2	1.4		18
						3	B		
					555.9				
					Gray Sandy Clay Loam Till	1			
						5	6.0		9
						8	B		
					573.9 -10				
Gray Mottled Silty Clay to Silty Clay Loam						2			
						3	2.9		23
						4	B		
						1			
						1			17
						2			
						2			
						3	1.4		19
					565.9				
Brown/Gray Mottled Clay Loam to Loam						2			
						2	1.7		19
						3	B		
						2			
						3			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, E-Estimate)
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
District 5 Materials

SOIL BORING LOG

Date 10/25/02

ROUTE FAS 1707 (US Rt. 40) DESCRIPTION 5.2 Miles East of Greenup LOGGED BY CNA/DWP

SECTION (CF,X)B LOCATION SE, SEC. 27, TWP. 10N, RNG. 10E, 3rd PM

COUNTY Cumberland DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 018-0011
Station 2277+20

BORING NO. 1 West Abut.
Station 2276+20
Offset 4.8 ft Rt.
Ground Surface Elev. 583.90 ft


Description	Depth (ft)	Blow Count (6")	UCS (tsf)	SPT (%)	Description	Depth (ft)	Blow Count (6")	UCS (tsf)	SPT (%)
Gray Sandy Clay Loam Till (continued)									
						8			
						13			9
						30			
					536.9				
Gray Moderately Sorted Coarse Sand						14			
						30			
						30			49
					533.9 -50				
End of Boring						6			
						10	7.8		10
						14	B		
						2			
						3			

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, E-Estimate)
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 1 of 2



Illinois Department of Transportation
Division of Highways
District 5 Materials

SOIL BORING LOG

Date 10/25/02

ROUTE FAS 1707 (US Rt. 40) DESCRIPTION 5.2 Miles East of Greenup LOGGED BY CNA/DWP

SECTION (CF,X)B LOCATION SE, SEC. 27, TWP. 10N, RNG. 10E, 3rd PM

COUNTY Cumberland DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 018-0011
Station 2277+20


BORING NO. 2 East Abut.
Station 2278+10
Offset 9.0 ft Rt.
Ground Surface Elev. 587.20 ft

DEPTH (ft)	B (6")	U (tsf)	M (%)	Surface Water Elev.		DEPTH (ft)	B (6")	U (tsf)	M (%)
				ft	ft				
				563.70	565.00				
				Groundwater Elev.:					
				First Encounter		567.2			
				Upon Completion					
				After					
0				Brown Sandy Clay Loam (Embankment)					
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
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41									
42									
43									
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48									
49									
50									

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, E-Estimate)
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
District 5 Materials

SOIL BORING LOG

Date 10/25/02

ROUTE FAS 1707 (US Rt. 40) DESCRIPTION 5.2 Miles East of Greenup LOGGED BY CNA/DWP

SECTION (CF,X)B LOCATION SE, SEC. 27, TWP. 10N, RNG. 10E, 3rd PM

COUNTY Cumberland DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 018-0011
Station 2277+20

BORING NO. 2 East Abut.
Station 2278+10
Offset 9.0 ft Rt.
Ground Surface Elev. 587.20 ft

DEPTH (ft)	B (6")	U (tsf)	M (%)	Surface Water Elev.		DEPTH (ft)	B (6")	U (tsf)	M (%)
				ft	ft				
				563.70	565.00				
				Groundwater Elev.:					
				First Encounter		567.2			
				Upon Completion					
				After					
0				Gray Sandy Clay Loam Till (continued)					
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
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41									
42									
43									
44									
45									
46									
47									
48									
49									
50									

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, E-Estimate)
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 1 of 3
Date 4/19/14

ROUTE FAS 1707 (US 40) DESCRIPTION Range Creek - 5.2 mi E. of Greenup LOGGED BY E. Sandschafer
SECTION CF-X-BR LOCATION SE, SEC. 27, TWP. 10 N, RNG. 10 E, 3 PM
COUNTY Cumberland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 018-0011
Station 2277+20
BORING NO. 2 - 2014 (E Abut)
Station 2278+10
Offset 9.0ft Rt
Ground Surface Elev. 587.06 ft (ft) /6" (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	UNCONFINED COMPRESSIVE STRENGTH (tsf)	FAILURE MODE
0	Surface Water Elev. 565.24 ft		
0	Stream Bed Elev. 562.94 ft		
0	Groundwater Elev.:		
0	First Encounter		
0	Upon Completion 565.3 ft		
0	After 24 Hrs. 566.7 ft		
0	Augered through - see boring B2 - 2002.		
5			
10			
15			
20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
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 3
Date 4/19/14

ROUTE FAS 1707 (US 40) DESCRIPTION Range Creek - 5.2 mi E. of Greenup LOGGED BY E. Sandschafer
SECTION CF-X-BR LOCATION SE, SEC. 27, TWP. 10 N, RNG. 10 E, 3 PM
COUNTY Cumberland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 018-0011
Station 2277+20
BORING NO. 2 - 2014 (E Abut)
Station 2278+10
Offset 9.0ft Rt
Ground Surface Elev. 587.06 ft (ft) /6" (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	UNCONFINED COMPRESSIVE STRENGTH (tsf)	FAILURE MODE
0	Surface Water Elev. 565.24 ft		
0	Stream Bed Elev. 562.94 ft		
0	Groundwater Elev.:		
0	First Encounter		
0	Upon Completion 565.3 ft		
0	After 24 Hrs. 566.7 ft		
0	Augered through - see boring B2 - 2002.		
49	Hard, damp, gray, SANDY CLAY LOAM TILL. (continued)	4.84	9
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			
64			
65			
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97			
98			
99			
100			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
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 3 of 3
Date 4/19/14

ROUTE FAS 1707 (US 40) DESCRIPTION Range Creek - 5.2 mi E. of Greenup LOGGED BY E. Sandschafer
SECTION CF-X-BR LOCATION SE, SEC. 27, TWP. 10 N, RNG. 10 E, 3 PM
COUNTY Cumberland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 018-0011
Station 2277+20
BORING NO. 2 - 2014 (E Abut)
Station 2278+10
Offset 9.0ft Rt
Ground Surface Elev. 587.06 ft (ft) /6" (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	UNCONFINED COMPRESSIVE STRENGTH (tsf)	FAILURE MODE
0	Surface Water Elev. 565.24 ft		
0	Stream Bed Elev. 562.94 ft		
0	Groundwater Elev.:		
0	First Encounter		
0	Upon Completion 565.3 ft		
0	After 24 Hrs. 566.7 ft		
0	Augered through - see boring B2 - 2002.		
49	Hard, damp, gray, SANDY CLAY LOAM TILL. (continued)	4.84	9
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			
64			
65			
66			
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96			
97			
98			
99			
100			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

DESIGNED - AL-BARRAE R. SHEBIB
CHECKED - FESSEHA TEKLEHAIMANOT
DRAWN - MICHAEL B. MOSSMAN
CHECKED - F.T. / G.R.A.

EXAMINED
PASSED
ACTING ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 1, 2014
REVISED
REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS
STRUCTURE NO. 018 - 0061**

SHEET NO. 28 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	50
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
District 5 Materials

SOIL BORING LOG

Page 1 of 1

Date 10/25/02

ROUTE FAS 1707 (US Rt. 40) DESCRIPTION 5.2 Miles East of Greenup LOGGED BY CNA/DWP

SECTION (CF,X)B LOCATION SE, SEC. 27, TWP. 10N, RNG. 10E, 3rd PM

COUNTY Cumberland DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 018-0011
Station 2277+20

BORING NO. 3 East Pier
Station 2277+46
Offset 18.0 ft Rt.
Ground Surface Elev. 571.40 ft

DEPTH (ft)	TESTS	SOIL DESCRIPTION	DEPTH (ft)	TESTS
0		Brown Loam	0	
1			15	
2	0.7 B		18	10.5 S
2	28	Gray Sandy Clay Loam Till	25	
566.4				
2		Gray Dirty Medium Sand		
1	0.5 S		543.9	
2	19	Gray Dirty Coarse Sand & Sandy Clay Loam Till (Mixed)		
563.4				
1		Gray Dirty Coarse Sand	50	
1			35	
-10			15	2"
1				
2		Gray Sandy Clay Loam Till	539.4	
3			21	
2			44	5.4 B
2			50	8
-15			536.4	3"
		End of Boring		
3				
7				
9			551.4	-20

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, E-Estimate)
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
District 5 Materials

SOIL BORING LOG

Page 1 of 1

Date 10/25/02

ROUTE FAS 1707 (US Rt. 40) DESCRIPTION 5.2 Miles East of Greenup LOGGED BY CNA/DWP

SECTION (CF,X)B LOCATION SE, SEC. 27, TWP. 10N, RNG. 10E, 3rd PM

COUNTY Cumberland DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 018-0011
Station 2277+20

BORING NO. 4 West Pier
Station 2276+91
Offset 20.0 ft Lt.
Ground Surface Elev. 570.60 ft

DEPTH (ft)	TESTS	SOIL DESCRIPTION	DEPTH (ft)	TESTS
0		Gray Brown Silty Clay Loam	0	
6			13	7.9 S
13			22	
1			8	
1	0.5 B		15	9.8 S
2	29	Gray Sandy Loam	23	
565.6				
1				
1	0.5 B		20	
1				
0			542.6	
1	0.2 B	Gray Dirty Coarse Sand & Gravel		
1	44		16	
560.6			31	
1		Gray Silty Clay Loam	50	5"
0				
0	0.4 B		26	
1				
557.6			537.6	
1		Gray Dirty Medium Sand		
2			16	
4			46	3.5 S
555.6			50	5"
		Gray Dirty Medium to Coarse Sand	535.6	
5				
553.6				
13		Gray Sandy Clay Loam Till		
22				
9				
13	9.1 B		9	
17				
20			551.4	-40

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, E-Estimate)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

DESIGNED - AL-BARRAE R. SHEBIB
CHECKED - FESSEHA TEKLEHAIMANOT
DRAWN - MICHAEL B. MOSSMAN
CHECKED - F.T. / G.R.A.

EXAMINED *James F. [Signature]*
ACTING ENGINEER OF BRIDGE DESIGN
PASSED *Carl [Signature]*
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 1, 2014
REVISED _____
REVISED _____

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS
STRUCTURE NO. 018 - 0061**
SHEET NO. 29 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	51
CONTRACT NO. 74170			ILLINOIS FED. AID PROJECT	



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 3
Date 4/14

ROUTE FAS 1707 (US 40) DESCRIPTION Range Creek - 5.2 mi E. of Greenup LOGGED BY E. Sandschafer
SECTION CF-X-BR LOCATION SE, SEC. 27, TWP. 10 N, RNG. 10 E, 3 PM
COUNTY Cumberland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 018-0011
Station 2277+20
BORING NO. 4 - 2014 (W Pier)
Station 2276+64
Offset 37.0ft Lt
Ground Surface Elev. 571.94 ft (ft) /6" (tsf) (%)

Surface Water Elev. 565.24 ft
Stream Bed Elev. 562.94 ft
Groundwater Elev.:
First Encounter ft
Upon Completion 563.9 ft
After 240 Hrs. 566.4 ft

DEPTH (ft)	SOIL DESCRIPTION	BLOWS	UCS (tsf)	MOISTURE (%)	DEPTH (ft)	SOIL DESCRIPTION	BLOWS	UCS (tsf)	MOISTURE (%)
0	Augered through - see boring B4 - 2002.				0	Augered through - see boring B4 - 2002.			
-5					-5				
-10					-10				
-15					-15				
-20					-20				
-25					-25				
-30					-30				
-35					-35				
-40					-40				
-45					-45				
-50					-50				
-55					-55				
-60					-60				
-65					-65				
-70					-70				
-75					-75				
-80					-80				
-85					-85				
-90					-90				
-95					-95				
-100					-100				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
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 3
Date 4/14

ROUTE FAS 1707 (US 40) DESCRIPTION Range Creek - 5.2 mi E. of Greenup LOGGED BY E. Sandschafer
SECTION CF-X-BR LOCATION SE, SEC. 27, TWP. 10 N, RNG. 10 E, 3 PM
COUNTY Cumberland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 018-0011
Station 2277+20
BORING NO. 4 - 2014 (W Pier)
Station 2276+64
Offset 37.0ft Lt
Ground Surface Elev. 571.94 ft (ft) /6" (tsf) (%)

Surface Water Elev. 565.24 ft
Stream Bed Elev. 562.94 ft
Groundwater Elev.:
First Encounter ft
Upon Completion 563.9 ft
After 240 Hrs. 566.4 ft

DEPTH (ft)	SOIL DESCRIPTION	BLOWS	UCS (tsf)	MOISTURE (%)	DEPTH (ft)	SOIL DESCRIPTION	BLOWS	UCS (tsf)	MOISTURE (%)
0	Very stiff, damp, gray, CLAY LOAM TILL. (continued)	12	3.71	17	0	Hard, damp, gray, CLAY LOAM TILL w/small gravel. (continued)	21	7.66	8
-5		11	B		-5		25	S	
-10					-10				
-15					-15				
-20					-20				
-25					-25				
-30					-30				
-35					-35				
-40					-40				
-45					-45				
-50					-50				
-55					-55				
-60					-60				
-65					-65				
-70					-70				
-75					-75				
-80					-80				
-85					-85				
-90					-90				
-95					-95				
-100					-100				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
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Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 3 of 3
Date 4/14

ROUTE FAS 1707 (US 40) DESCRIPTION Range Creek - 5.2 mi E. of Greenup LOGGED BY E. Sandschafer
SECTION CF-X-BR LOCATION SE, SEC. 27, TWP. 10 N, RNG. 10 E, 3 PM
COUNTY Cumberland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 018-0011
Station 2277+20
BORING NO. 4 - 2014 (W Pier)
Station 2276+64
Offset 37.0ft Lt
Ground Surface Elev. 571.94 ft (ft) /6" (tsf) (%)

Surface Water Elev. 565.24 ft
Stream Bed Elev. 562.94 ft
Groundwater Elev.:
First Encounter ft
Upon Completion 563.9 ft
After 240 Hrs. 566.4 ft

DEPTH (ft)	SOIL DESCRIPTION	BLOWS	UCS (tsf)	MOISTURE (%)	DEPTH (ft)	SOIL DESCRIPTION	BLOWS	UCS (tsf)	MOISTURE (%)
0	Hard, damp, gray, SILTY CLAY LOAM TILL w/small gravel. (continued)	38	8.73	9	0				
-5		39	S		-5				
-10					-10				
-15					-15				
-20					-20				
-25					-25				
-30					-30				
-35					-35				
-40					-40				
-45					-45				
-50					-50				
-55					-55				
-60					-60				
-65					-65				
-70					-70				
-75					-75				
-80					-80				
-85					-85				
-90					-90				
-95					-95				
-100					-100				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

DESIGNED - AL-BARRAE R. SHEBIB
CHECKED - FESSEHA TEKLEHAIMANOT
DRAWN - MICHAEL B. MOSSMAN
CHECKED - F.T. / G.R.A.

EXAMINED *Jaime F. DeLuca*
ACTING ENGINEER OF BRIDGE DESIGN
PASSED *Carl Kruger*
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 1, 2014
REVISED _____
REVISED _____

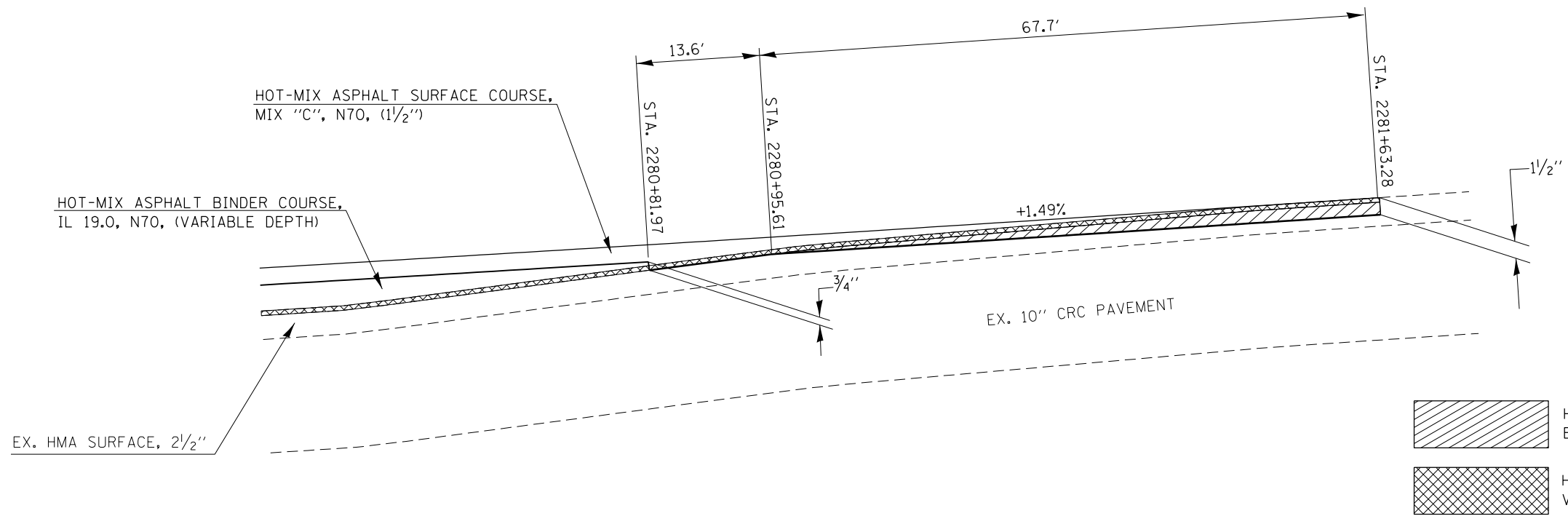
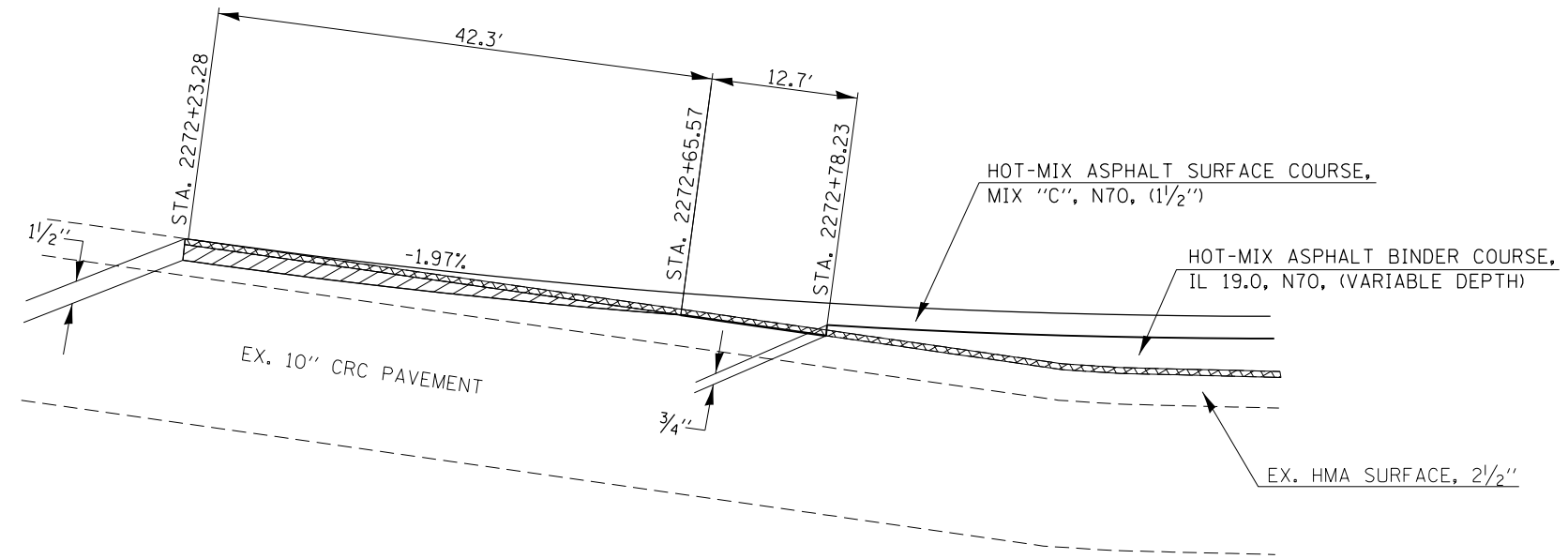
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS
STRUCTURE NO. 018 - 0061**

SHEET NO. 30 OF 30 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	52
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

BUTT JOINT DETAILS



- HMA SURFACE REMOVAL, BUTT-JOINT
- HMA SURFACE REMOVAL, VARIABLE DEPTH

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	PLOT DATE = 10/9/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

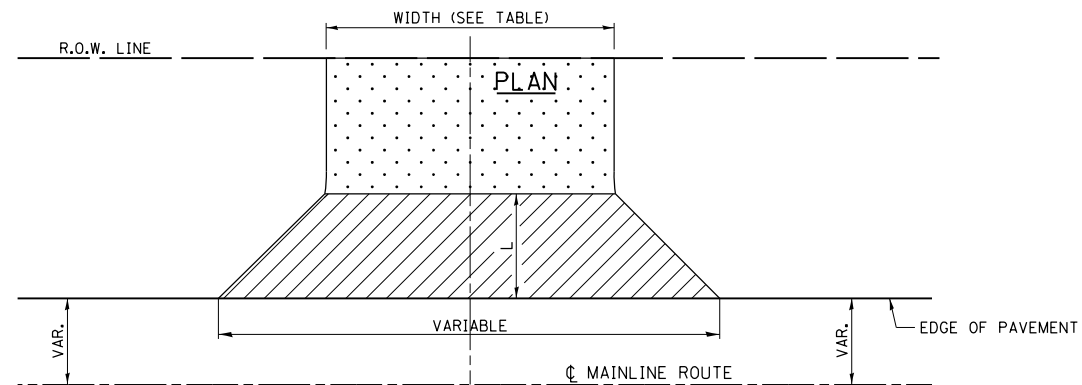
BUTT JOINT DETAILS

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	53
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

TYPICAL DETAIL OF RURAL PRIVATE AND COMMERCIAL ENTRANCES

ADJACENT TO PROPOSED BITUMINOUS SHOULDERS
(AGGREGATE OR EARTH)



ALLOWABLE ENTRANCE WIDTHS:

	PRIVATE	COMMERCIAL
MIN.	12' (3.6 m)	24' (7.3 m)
MAX.	24' (7.3 m)	35' (10.7 m)

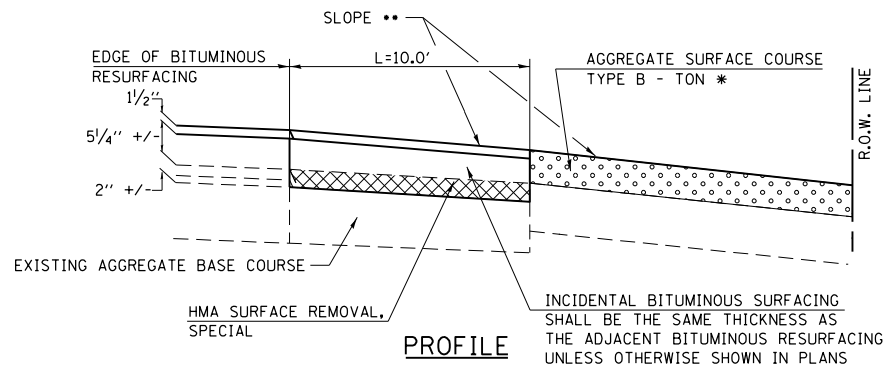
THE ALLOWABLE ENTRANCE WIDTHS SHALL BE INTERPRETED TO BE THE WIDTHS AT THE COMPLETED RADIUS, WHICH MAY BE LOCATED BEHIND THE EXISTING R.O.W. LINE.

* * MIN. SLOPE = 1%
MAX. SLOPE = 12%

* EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE.

GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. AGGREGATE BASE COURSE, TYPE B OF THE THICKNESS SPECIFIED IN THE PLANS 6" (150 mm) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
3. ANY NECESSARY WORK BEHIND THE INCIDENTAL BITUMINOUS SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.



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	PLOT DATE = 10/9/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

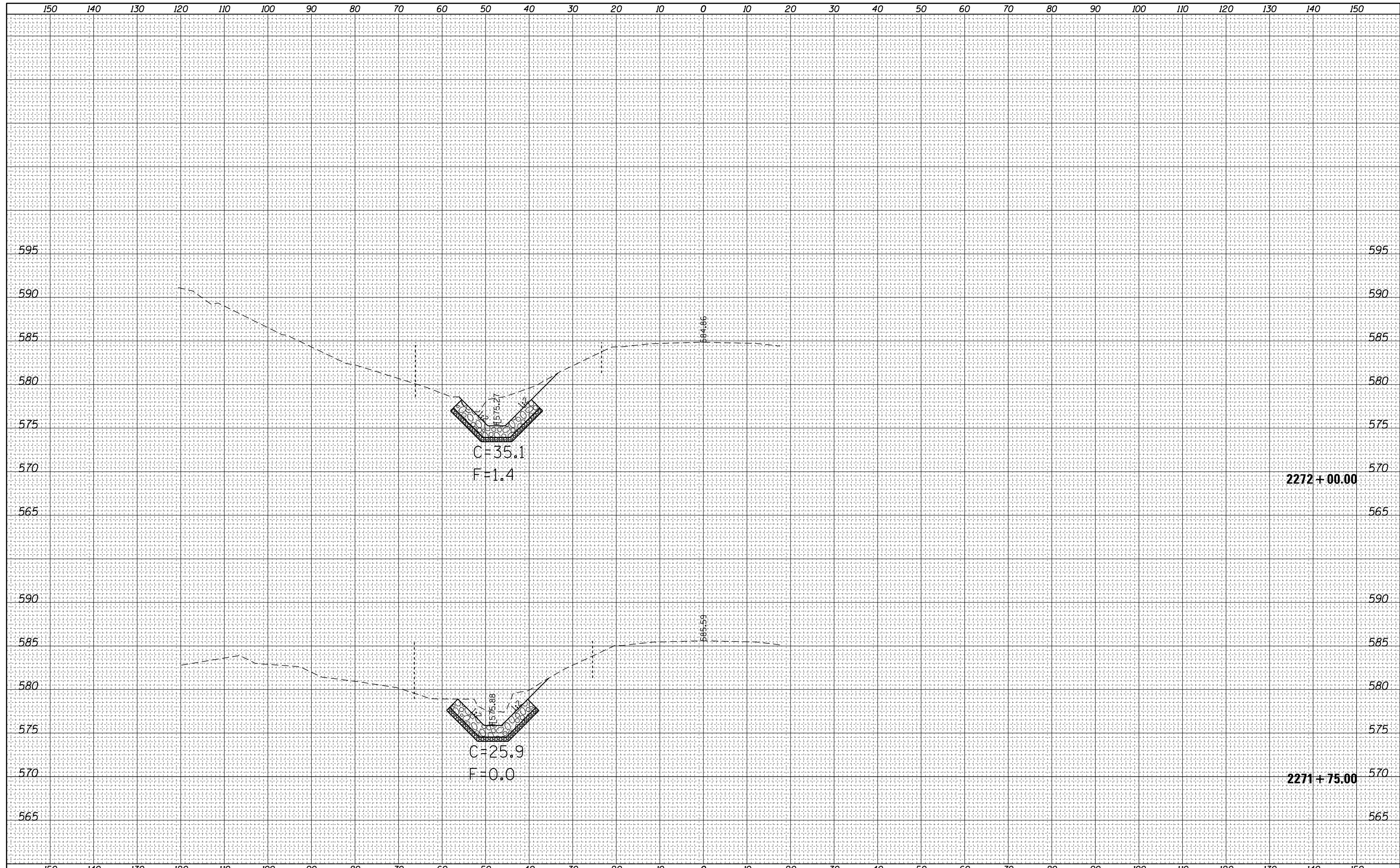
ENTRANCE DETAIL

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1707	(CF,X)B	CUMBERLAND	69	54
CONTRACT NO. 74170				
ILLINOIS FED. AID PROJECT				

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

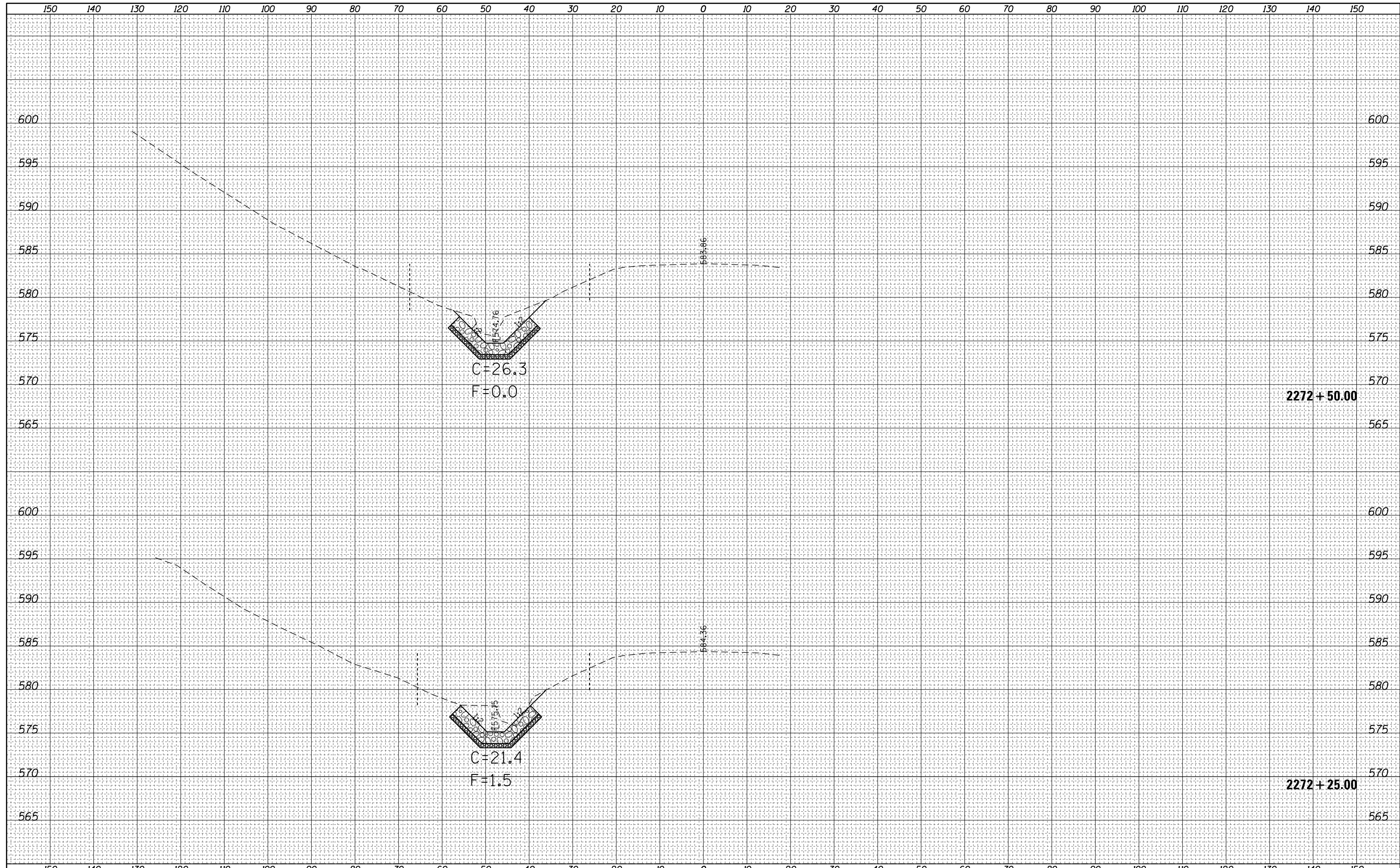
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS NORTH DITCH			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 74170									
Default	DATE -	REVISED -	SCALE: 5		SHEET 4	OF 15 SHEETS	STA. 2271+75.00	TO STA. 2272+00.00	ILLINOIS FED. AID PROJECT			

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

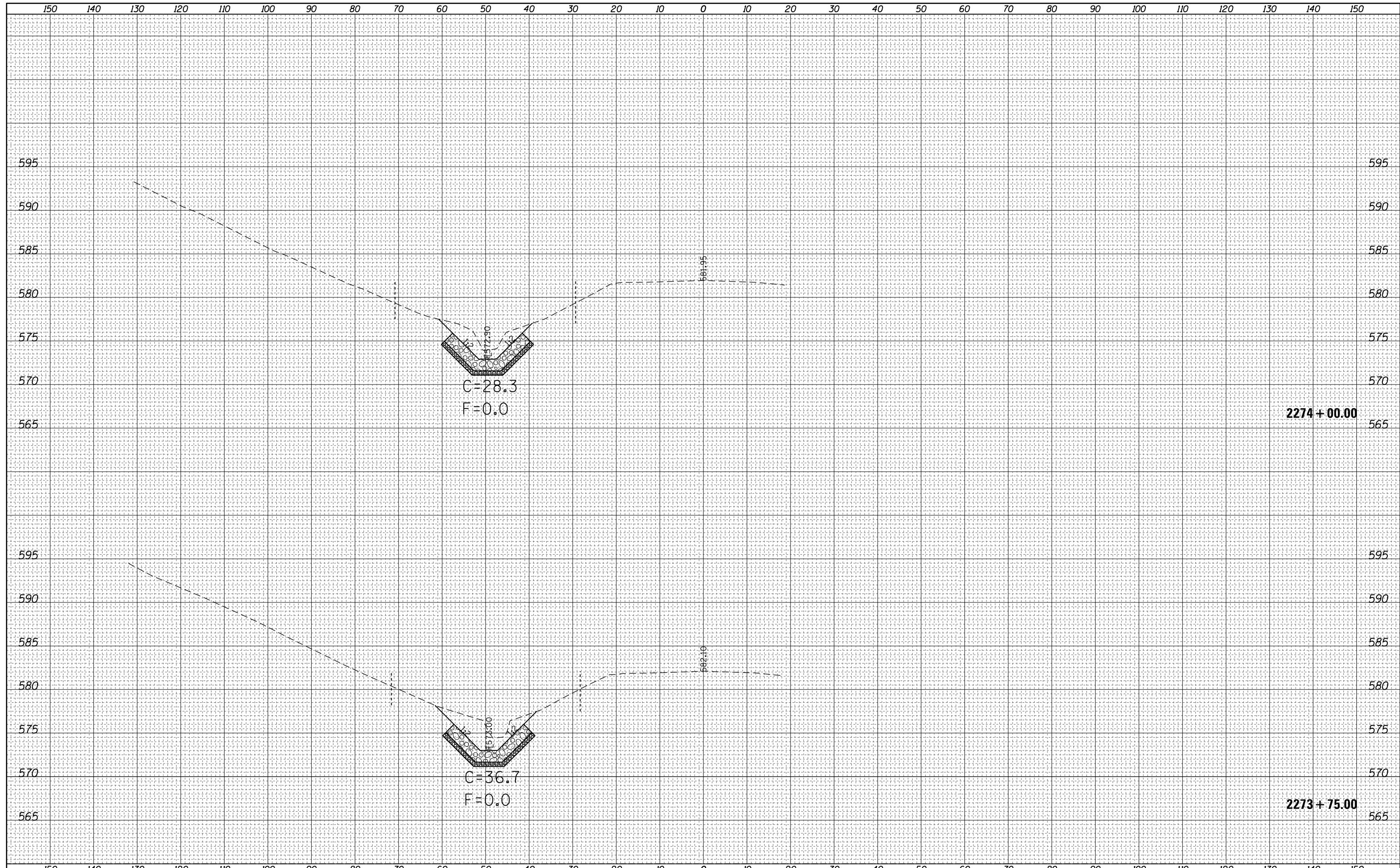
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SURVEYED PLOTTED	
NOTE BOOK AREAS CHECKED	
TEMPLATE AREAS CHECKED	



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS NORTH DITCH	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 74170							
Default	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE: 5	SHEET 5 OF 15 SHEETS	STA. 2272+25.00 TO STA. 2272+50.00				

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

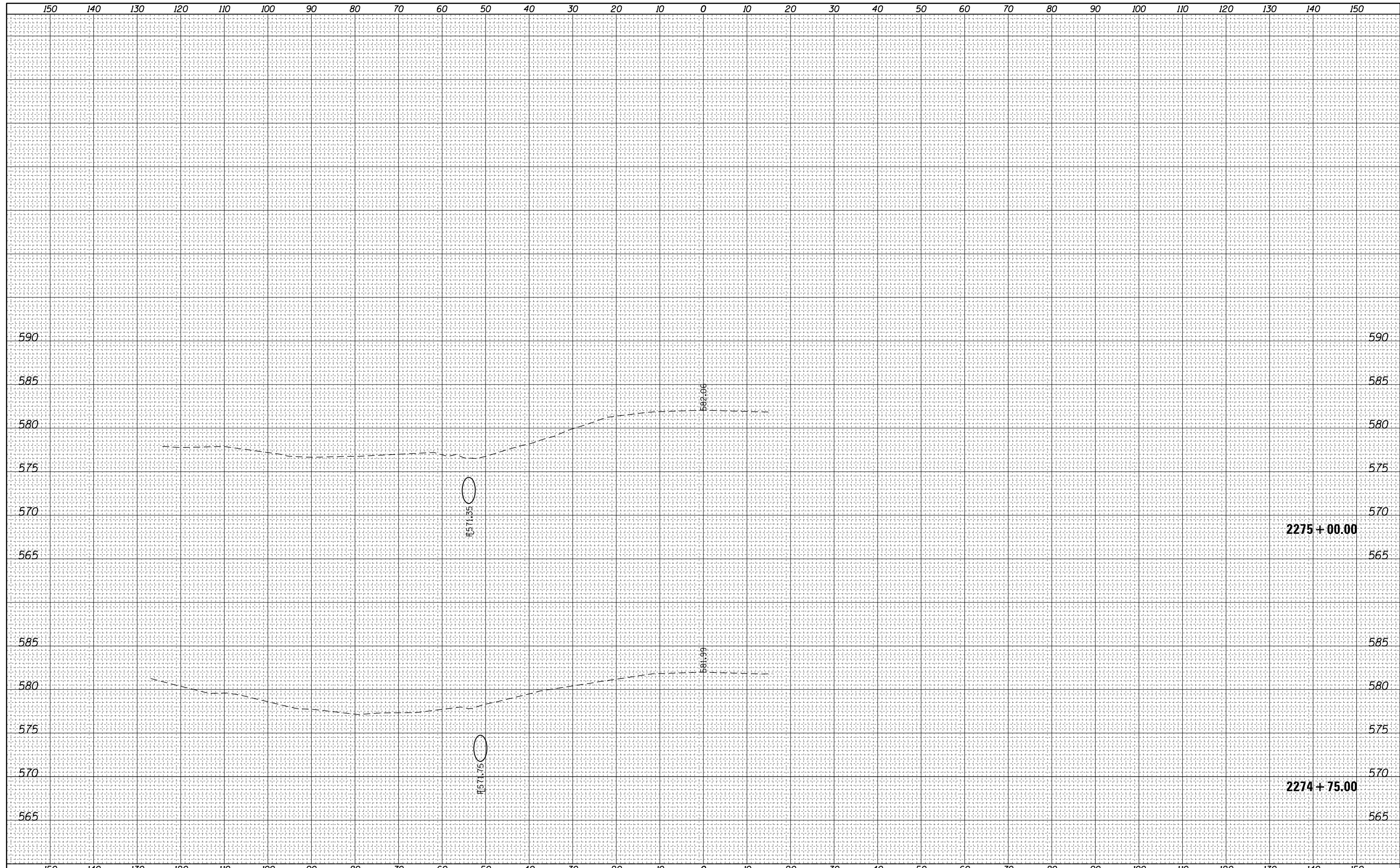
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ORIGINAL SURVEY NO.	
SURVEYED NOTE BOOK	
PLOTTED TEMPLATE	
AREAS CHECKED	



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS NORTH DITCH	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 74170				
	PLLOT DATE = 10/9/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
					SCALE: 5	SHEET 8 OF 15 SHEETS		STA. 2273+75.00 TO STA. 2274+00.00		

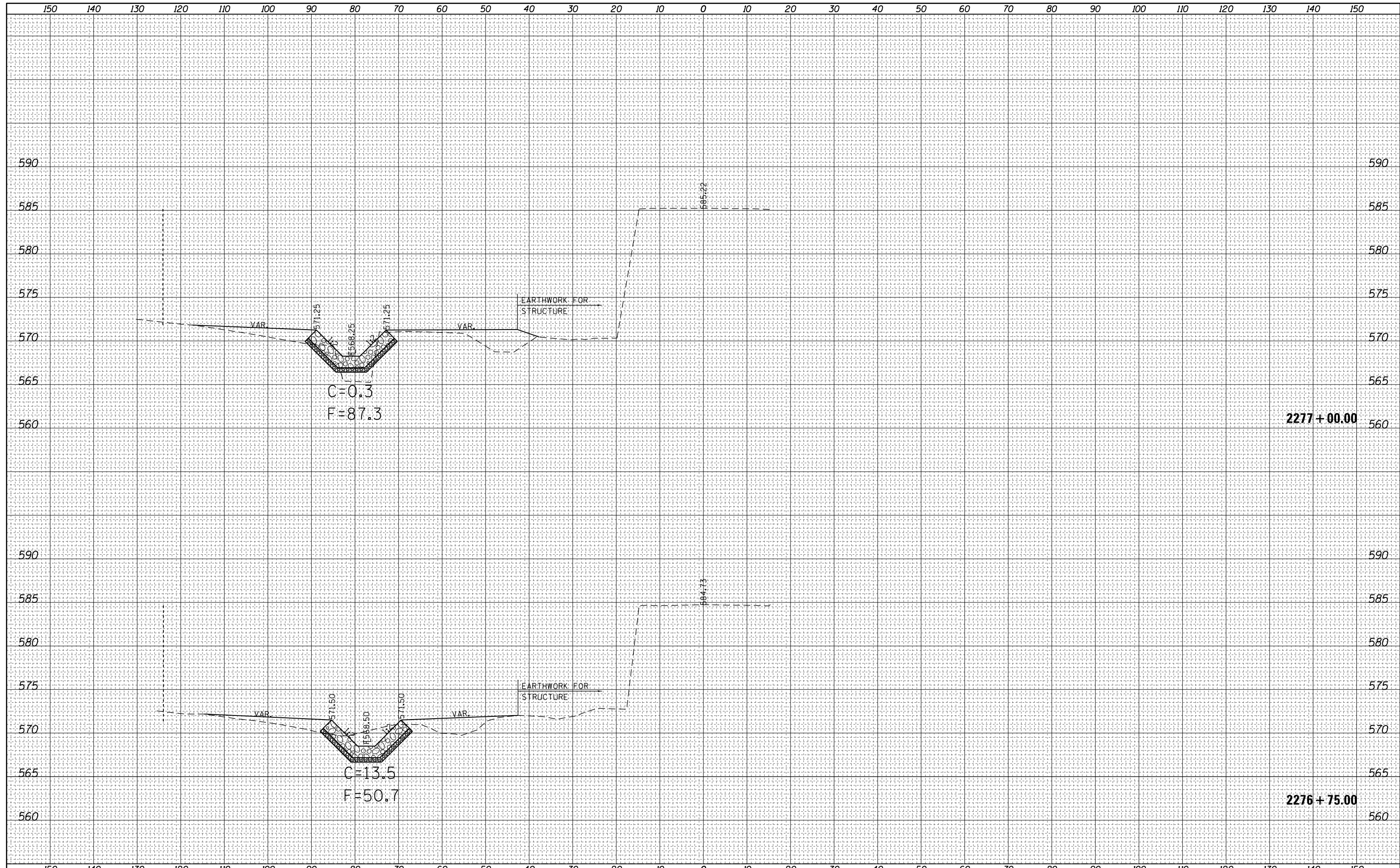
DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

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



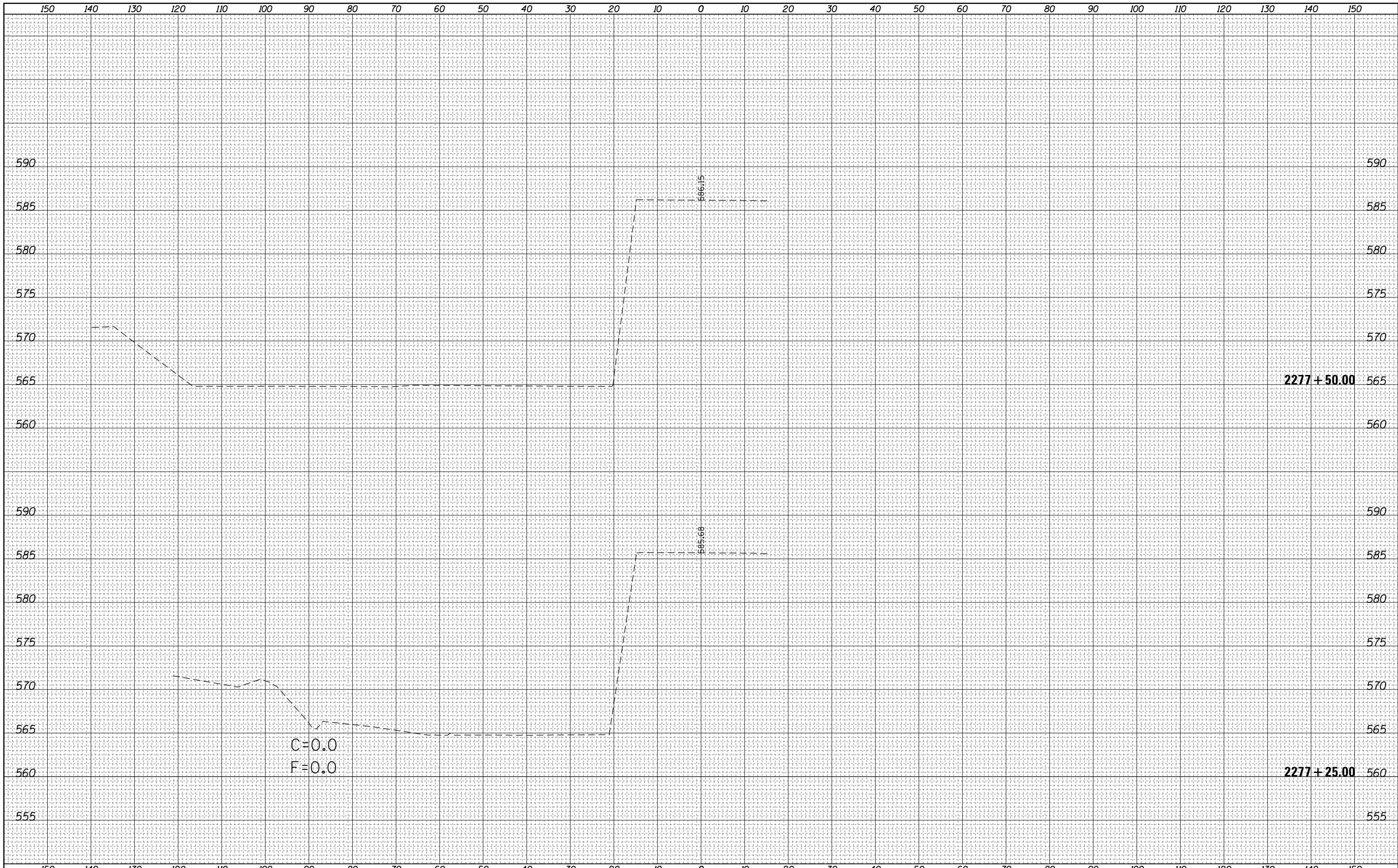
DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

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



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS NORTH DITCH	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p\p\dot\steffenmk\d0121479\0774170-x-c-sheets NWQued.dgn	DRAWN -	REVISIED -	1707			(CF,X)B	Cumberland	69	68	
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISIED -	CONTRACT NO. 74170							
Default	PLOT DATE = 10/9/2014	DATE -	REVISIED -			ILLINOIS FED. AID PROJECT				
				SCALE: 5	SHEET 14 OF 15 SHEETS	STA. 2276+75.00 TO STA. 2277+00.00				

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



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