03-05-2021 LETTING ITEM 125

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED BRIDGE REPLACEMENT STP – URBAN BRIDGE

FAU 7374 (CENTER STREET) OVER STEVENS CREEK

CITY OF DECATUR

SECTION 19–00904–00–BR

PROJECT YBF1(666)

MACON COUNTY

C–97–107–21

INDEX OF SHEETS

STANDARDS (IN PROPOSAL)

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001001-02	AREAS OF REINFORCEMENT BARS
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406201-01	MAILBOX TURNOUT
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424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
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725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
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BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

1" = 100' · 1" = 10' · 1" = 50' · 1" = 40' · 1" = 30' · 1" = 20'

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

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

PROJECT MANAGER: CORY W. CHAMBERLAIN, P.E., S.E.

CONTRACT NO. 95890

design firm
no. 184001036
whks
engineers + planners + land surveyors

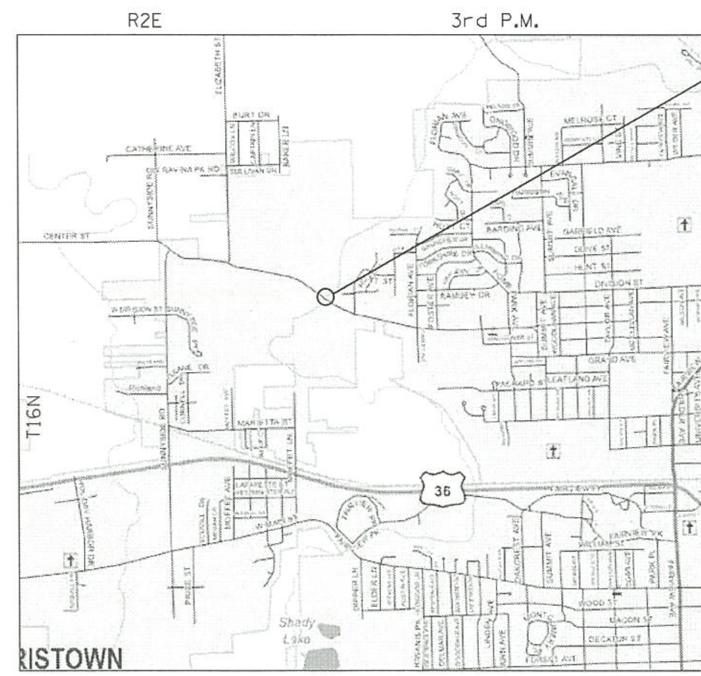
UTILITY COMPANIES:

CITY OF DECATUR
1 GARY K. ANDERSON PLAZA
DECATUR, IL 62523
PHONE: (217) 521-7570
CONTACT: DON CISCO

AMEREN IP - (SOUTH)
370 S MAIN ST.
DECATUR, IL 62523
PHONE: (618) 301-5327
CONTACT: NATHAN HILL

COMCAST
108 E BARNETT AVE
FORSYTH, IL 62535
PHONE: (224) 229-5862
CONTACT: MARTHA GIERAS

AT&T DISTRIBUTION
CONTACT: G11629@ATT.COM



PROPOSED
SECTION 19–00904–00–BR
BEGINS STA. 97+00.00
ENDS STA. 102+00.00
EXISTING STRUCTURE
NO. 058–3061
PROPOSED STRUCTURE
NO. 058–3414

LOCATION MAP

TOTAL LENGTH = 500 FEET (0.095 MI)
NET LENGTH = 500 FEET (0.095 MI)

THE WORK CONSISTS OF REMOVING THE EXISTING BRIDGE (S.N. 058-3061) AND CONSTRUCTING A NEW STRUCTURE (S.N. 058-3414) AT STA. 100+15.00 WITH A THREE-SPAN GALVANIZED STEEL BEAM BRIDGE ON CONCRETE INTEGRAL ABUTMENTS, 34'-10" OUT-TO-OUT WIDTH, 32'-0" CLEAR ROADWAY WIDTH, AND 125'-10 3/4" BACK TO BACK OF ABUTMENTS, 20° SKEW, VARIABLE WIDTH TRANSITION APPROACHES AND OTHER COLLATERAL WORK.

LICENSED PROFESSIONAL ENGINEER
CORY W. CHAMBERLAIN
062-055298
STATE OF ILLINOIS

Cory W. Chamberlain
Expires: 11/30/2021
1-12-2021

LOCATION OF SECTION INDICATED THUS: –

FUNCTIONAL CLASSIFICATION – MAJOR COLLECTOR
ADT = 625
DESIGN SPEED = 30 MPH

APPROVED January 11 2021
CITY ENGINEER

PASSED 1-14-21
DISTRICT SEVEN ENGINEER OF LOCAL ROADS AND STREETS

Released For Bid Based on Limited Review 1-14-21
REGION FOUR ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

2. ALL ELEVATIONS ARE BASED ON NAVD 88-DATUM.

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

4. THE FOLLOWING APPLICATION RATES HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:
   TEMPORARY EROSION CONTROL SEEDING: 100 LB/ACRE
   AGGREGATE BASE COURSE: 2.05 TONS/CU YD
   BITUMINOUS MATERIALS (PRIME COAT): 0.25 LB/SQ FT
   BITUMINOUS MATERIALS (TACK COAT): 0.025 LB/SQ FT
   RIPRAP: 1.75 TONS/CU YD
   HOT-MIX ASPHALT: 112 LBS/SQ YD/IN

5. THE CONTRACTOR'S OPERATIONS AND TEMPORARY STORAGE ACTIVITIES SHALL BE LIMITED TO THE WORK AREA AND/OR CONSTRUCTION LIMITS. ANY ADDITIONAL STAGING AREAS ADJACENT TO THE PROJECT AREA ARE SUBJECT TO PRIOR APPROVAL BY THE ENGINEER AND MUST NOT CONFLICT WITH EXISTING SIDE ROADS, INTERSECTIONS, DRIVEWAYS, OR DRAINAGE. ALL OPERATIONS SHALL BE SUBJECT TO REGULATORY REQUIREMENTS PERMITTED FOR THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS.

6. DISTURBED AREAS SHALL RECEIVE PERMANENT STABILIZATION WITHIN 7 DAYS OF COMPLETION OF CONSTRUCTION ACTIVITIES. TEMPORARY STABILIZATION OF WORK AREAS IS REQUIRED FOR ALL AREAS REMAINING UNDISTURBED FOR 14 DAYS, UNLESS WORK RESUMES PRIOR TO 21 DAYS. TEMPORARY STABILIZATION MUST BE APPROVED BY THE ENGINEER.

7. THE CONTRACTOR SHALL RELOCATE OR REMOVE AND REPLACE ALL SIGNS THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS AND TEMPORARILY RESET ALL SUCH SIGNS DURING ALL STAGES OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE ENGINEER WILL DETERMINE THE PERMANENT LOCATION FOR EXISTING SIGNS TO BE RE-ERECTED.

8. CONTRACTOR SHALL FOLLOW CONSTRUCTION REQUIREMENTS OF SECTION 611 WHEN EXISTING FIELD TILE IS ENCOUNTERED. ALL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED, REPAIRED AND CONNECTED TO THE PROPOSED DRAINAGE STRUCTURES, SEWERS OR DITCHES AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE VARIOUS DRAINAGE ITEMS OR AS DIRECTED BY THE ENGINEER.

9. THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. UNLESS ELEVATIONS ARE SHOWN, ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

10. EMBANKMENTS ON HILLSIDES OR SLOPES SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 205.03.

11. CONTRACTOR SHALL INSTALL ALL EROSION CONTROL MEASURES PRIOR TO STARTING ANY OTHER CONSTRUCTION WORK AT SITE.

GENERAL NOTES

12. WHERE PERMANENT SURVEY MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE DISTURBED. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER AND AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THE LOCATION.

13. THE CONTRACTOR SHALL USE CARE IN ALL REMOVAL ACTIVITIES NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

14. DUE TO TREE CLEARING RESTRICTIONS, THE TREES INDICATED TO BE REMOVED MAY ALREADY BE CUT AT VARIOUS HEIGHTS. IN THIS CASE, TREE REMOVAL INDICATED SHALL INCLUDE THE PORTION OF THE TREE CUT (ON THE GROUND) AND THE REMAINING STUMP AND NO ADDITIONAL PAYMENT WILL BE ALLOWED.

15. PAVEMENT REMOVAL TO INCLUDE BITUMINOUS SURFACE AND CONCRETE OR AGGREGATE BASE COURSE. CONCRETE BASE COURSE CONDITION IS UNKNOWN. AFTER HMA REMOVAL, ENGINEER MAY EVALUATE CONDITION OF PCC BASE COURSE AND DETERMINE IF 6" FULL DEPTH MAY BE PLACED DIRECTLY ON EXISTING PCC BASE COURSE. SEE SPECIAL PROVISION FOR PAVEMENT REMOVAL.

16. BASED ON PRELIMINARY LAYOUT, IT IS ANTICIPATED THAT THE CITY OF DECATUR WATERLINE WILL NOT CONFLICT WITH GUARDRAIL AND TERMINAL INSTALLATION. CONTRACTOR TO LOCATE EXACT LOCATION OF WATER LINE AND MAKE APPROVED ADJUSTMENTS TO LOCATION OF GUARDRAIL POST LOCATION PRIOR TO INSTALLATION IF CONFLICT EXISTS. CONTRACTOR SHALL TAKE CARE IN LOCATING AND INSTALLING THE GUARDRAIL SO WATER LINE IS NOT DAMAGED.

17. EXISTING STRUCTURE PLANS MAY BE REQUESTED FROM CITY OF DECATUR.

MIX DESIGN INFORMATION

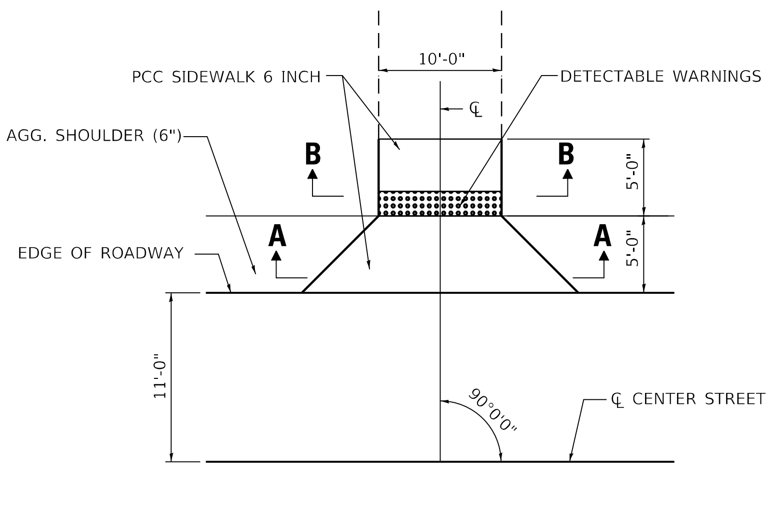
MIXTURE USE(S)	*4" HMA BINDER	*2" HMA SURFACE
AC/PG	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N=50	4.0% @ N=50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 19.0	IL 9.5
FRICTION AGGREGATE	MIX C	MIX C
QUALITY MANAGEMENT	QC/QA	QC/QA

*PAID FOR AS HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6"

COMMITMENTS

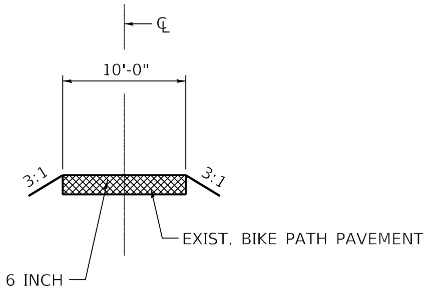
1. TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED BETWEEN APRIL 1 AND SEPTEMBER 30.

2. THE BRIDGE BAT ASSESSMENT EXPIRES 9/24/2022. A VALID ASSESSMENT IS REQUIRED PRIOR TO PERFORMING ANY WORK BELOW THE EXISTING BRIDGE DECK SURFACE

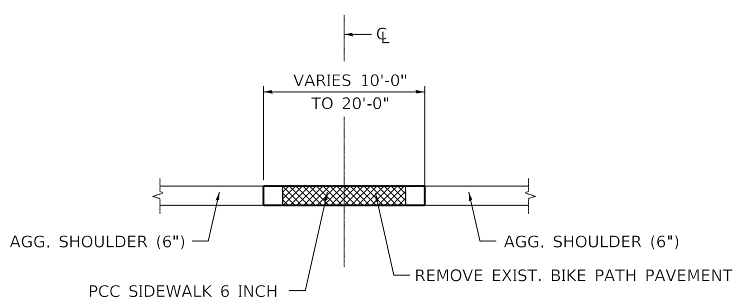


BIKE PATH DETAIL

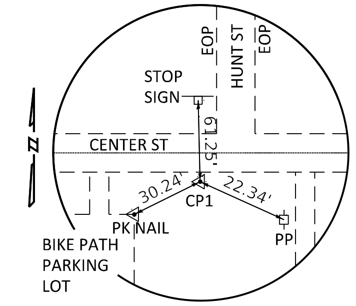
STA. 98+48.25 LT
STA. 98+48.25 RT



SECTION B–B

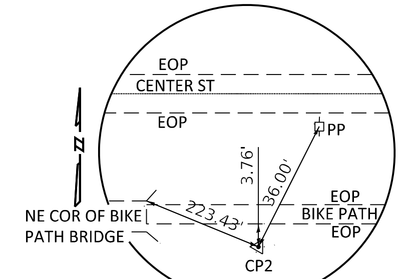


SECTION A–A



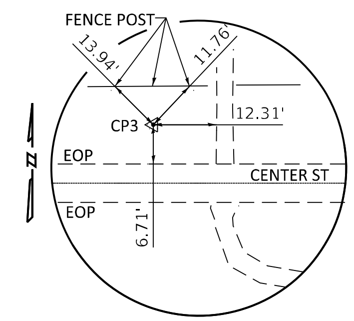
CONTROL POINT CP1

SET 5/8" BAR WITH RED CAP
STA. 107+17.48, 20.30' RT
N 1,162,476.5380
E 796,752.4030



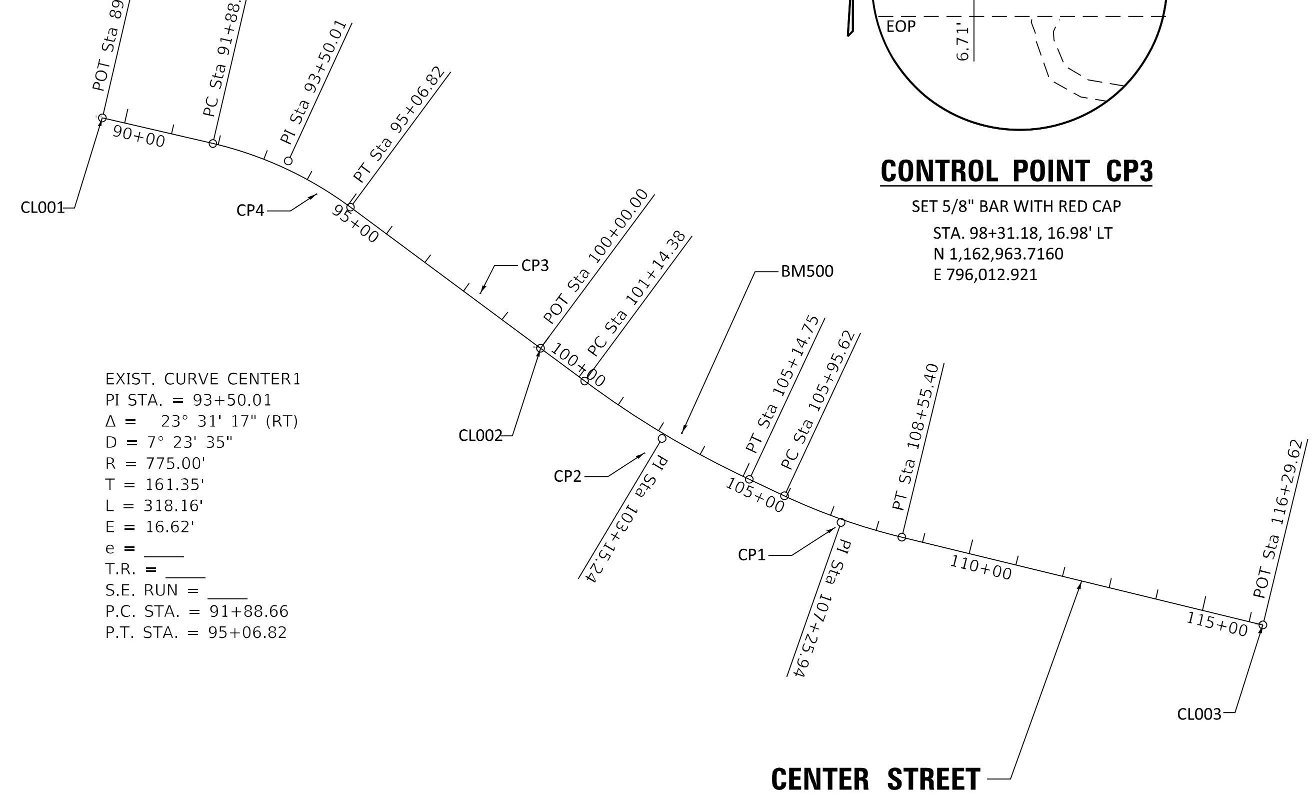
CONTROL POINT CP2

SET 5/8" BAR WITH RED CAP
STA. 102+99.12, 54.90' RT
N 1,162,631.3310
E 796,354.9520



CONTROL POINT CP3

SET 5/8" BAR WITH RED CAP
STA. 98+31.18, 16.98' LT
N 1,162,963.7160
E 796,012.921



EXIST. CURVE CENTER1
PI STA. = 93+50.01
Δ = 23° 31' 17" (RT)
D = 7° 23' 35"
R = 775.00'
T = 161.35'
L = 318.16'
E = 16.62'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 91+88.66
P.T. STA. = 95+06.82

EXIST. CURVE CENTER2
PI STA. = 103+15.24
Δ = 11° 28' 12" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 200.86'
L = 400.38'
E = 10.06'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 101+14.38
P.T. STA. = 105+14.75

EXIST. CURVE CENTER3
PI STA. = 107+25.94
Δ = 11° 26' 57" (LT)
D = 4° 24' 27"
R = 1,300.00'
T = 130.32'
L = 259.77'
E = 6.52'
e = ____
T.R. = ____
S.E. RUN = ____
P.C. STA. = 105+95.62
P.T. STA. = 108+55.40

BM500 STA 103+44.60, 20.65' LT
"M" IN MUELLER FIRE HYDRANT IN FRONT OF HOUSE
2620 CENTER STREET
ELEVATION = 617.00

Beginning chain CENTER description
==

Point CL001 N 1,163,329.3631 E 795,225.2304 Sta 89+52.22

Course from CL001 to PC CENTER1 S 76° 56' 44.42" E Dist 236.4420

Curve Data

Curve CENTER1
P.I. Station 93+50.01 N 1,163,239.5117 E 795,612.7425
Delta = 23° 31' 16.68" (RT)
Degree = 7° 23' 34.81"
Tangent = 161.3505
Length = 318.1562
Radius = 775.0000
External = 16.6180
Long Chord = 315.9268
Mid. Ord. = 16.2691
P.C. Station 91+88.66 N 1,163,275.9568 E 795,455.5619
P.T. Station 95+06.82 N 1,163,143.3657 E 795,742.3185
C.C. N 1,162,520.9856 E 795,280.5089
Back = S 76° 56' 44.42" E
Ahead = S 53° 25' 27.74" E
Chord Bear = S 65° 11' 06.08" E

Course from PT CENTER1 to CL002 S 53° 25' 27.74" E Dist 493.1860

Point CL002 N 1,162,849.4844 E 796,138.3819 Sta 100+00.00

Course from CL002 to PC CENTER2 S 53° 25' 27.74" E Dist 114.3734

Curve Data

Curve CENTER2
P.I. Station 103+15.24 N 1,162,661.6421 E 796,391.5366
Delta = 11° 28' 11.89" (LT)
Degree = 2° 51' 53.24"
Tangent = 200.8600
Length = 400.3774
Radius = 2,000.0000
External = 10.0609
Long Chord = 399.7092
Mid. Ord. = 10.0105
P.C. Station 101+14.38 N 1,162,781.3312 E 796,230.2318
P.T. Station 105+14.75 N 1,162,576.4194 E 796,573.4207
C.C. N 1,164,387.4732 E 797,421.9984
Back = S 53° 25' 27.74" E
Ahead = S 64° 53' 39.63" E
Chord Bear = S 59° 09' 33.68" E

Course from PT CENTER2 to PC CENTER3 S 64° 53' 39.63" E Dist 80.8678

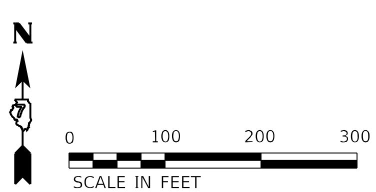
Curve Data

Curve CENTER3
P.I. Station 107+25.94 N 1,162,486.8143 E 796,764.6580
Delta = 11° 26' 57.20" (LT)
Degree = 4° 24' 26.52"
Tangent = 130.3212
Length = 259.7746
Radius = 1,300.0000
External = 6.5158
Long Chord = 259.3426
Mid. Ord. = 6.4833
P.C. Station 105+95.62 N 1,162,542.1082 E 796,646.6486
P.T. Station 108+55.40 N 1,162,456.0455 E 796,891.2949
C.C. N 1,163,719.2931 E 797,198.2242
Back = S 64° 53' 39.63" E
Ahead = S 76° 20' 36.83" E
Chord Bear = S 70° 37' 08.23" E

Course from PT CENTER3 to CL003 S 76° 20' 36.83" E Dist 774.2206

Point CL003 N 1,162,273.2525 E 797,643.6275 Sta 116+29.62

==
Ending chain CENTER description



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design firm
no. 184001036
whks
engineers • planners • land surveyors

USER NAME = SOPERATORS	DESIGNED -	RKA	REVISED	
	CHECKED -	CWC	REVISED	
PLOT SCALE = 4800.0000 ' / ft.	DRAWN -	GSJ	REVISED	
PLOT DATE = 1/13/2021	CHECKED -	RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
CENTER STREET

SCALE: 1" = 200' | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	3

CONTRACT NO. 95890

ILLINOIS | FED. AID PROJECT

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% LOCAL ROADWAY 0004 NONE	BRIDGE 0010 S.N.058-3414
△ 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	61	61	
△ 20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	152	152	
△ 20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25	
20200100	EARTH EXCAVATION	CU YD	310	310	
20300100	CHANNEL EXCAVATION	CU YD	358	358	
20400800	FURNISHED EXCAVATION	CU YD	161	161	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	114	114	
28000305	TEMPORARY DITCH CHECKS	FOOT	40	40	
28000400	PERIMETER EROSION BARRIER	FOOT	706	706	
28100109	STONE RIPRAP, CLASS A5	SQ YD	1206		1206
28200200	FILTER FABRIC	SQ YD	1206		1206
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	894	894	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1786	1786	
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	179	179	

△ SPECIALTY ITEMS

				CONSTRUCTION CODE 80% FED 20% LOCAL	
				ROADWAY	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 NONE	0010 S.N.058-3414
40701801	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6"	SQ YD	713	713	
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	116	116	
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	250	250	
42400800	DETECTABLE WARNINGS	SQ FT	40	40	
44000100	PAVEMENT REMOVAL	SQ YD	1010	1010	
48100100	AGGREGATE SHOULDERS, TYPE A	TON	78	78	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	252		252
50200300	COFFERDAM EXCAVATION	CU YD	175		175
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1		1
50300100	FLOOR DRAINS	EACH	20		20
50300225	CONCRETE STRUCTURES	CU YD	184.5		184.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	181.3		181.3

△ SPECIALTY ITEMS

design firm no. 184001036

whks

engineers • planners • land surveyors

USER NAME = $OPERATOR$	DESIGNED - RKA	REVISED
	CHECKED - CWC	REVISED
PLOT SCALE = 1200:0.0000 ':' / ft.	DRAWN - GSJ	REVISED
PLOT DATE = 1/26/2021	CHECKED - RKA	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
CENTER STREET

SCALE: 1"=50' | SHEET 2 OF 5 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	5

CONTRACT NO. 95890

ILLINOIS | FED. AID PROJECT

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% LOCAL ROADWAY 0004 NONE	BRIDGE 0010 S.N.058-3414
50300260	BRIDGE DECK GROOVING	SQ YD	613		613
50300265	SEAL COAT CONCRETE	CU YD	104		104
50300300	PROTECTIVE COAT	SQ YD	822		822
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	92.6		92.6
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	3336		3336
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	98640		98640
51201800	FURNISHING STEEL PILES HP14X73	FOOT	1254		1254
51202305	DRIVING PILES	FOOT	1254		1254
51203800	TEST PILE STEEL HP14X73	EACH	4		4
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	48		48
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	86		86
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	60		60

△ SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% LOCAL ROADWAY 0004 NONE	CONSTRUCTION CODE 80% FED 20% LOCAL BRIDGE 0010 S.N.058-3414
△ 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	13	13	
△ 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
△ 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	160	160	
67100100	MOBILIZATION	L SUM	1	1	
△ 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
△ 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	68	68	
△ 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1292	1292	
△ 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	110	110	
△ 78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	8	8	
△ 78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	8	8	
X2501000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.25	0.25	
△ X2600011	REMOVE AND RELOCATE SIGN PANEL	EACH	7	7	
X7011800	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1	

△ SPECIALTY ITEMS

				CONSTRUCTION CODE 80% FED 20% LOCAL	
				ROADWAY	BRIDGE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 NONE	0010 S.N.058-3414
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	152		152
△ Z0077700	WOOD FENCE TO BE REMOVED AND RE-ERECTED	FOOT	93	93	

△ SPECIALTY ITEMS

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design firm no. 184001036
whks
engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - RKA	REVISED	
	CHECKED - CWC	REVISED	
PLOT SCALE = 1200:0.0000 ':" / ft.	DRAWN - GSJ	REVISED	
PLOT DATE = 1/26/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
CENTER STREET

SCALE: 1"=50' | SHEET 5 OF 5 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	8

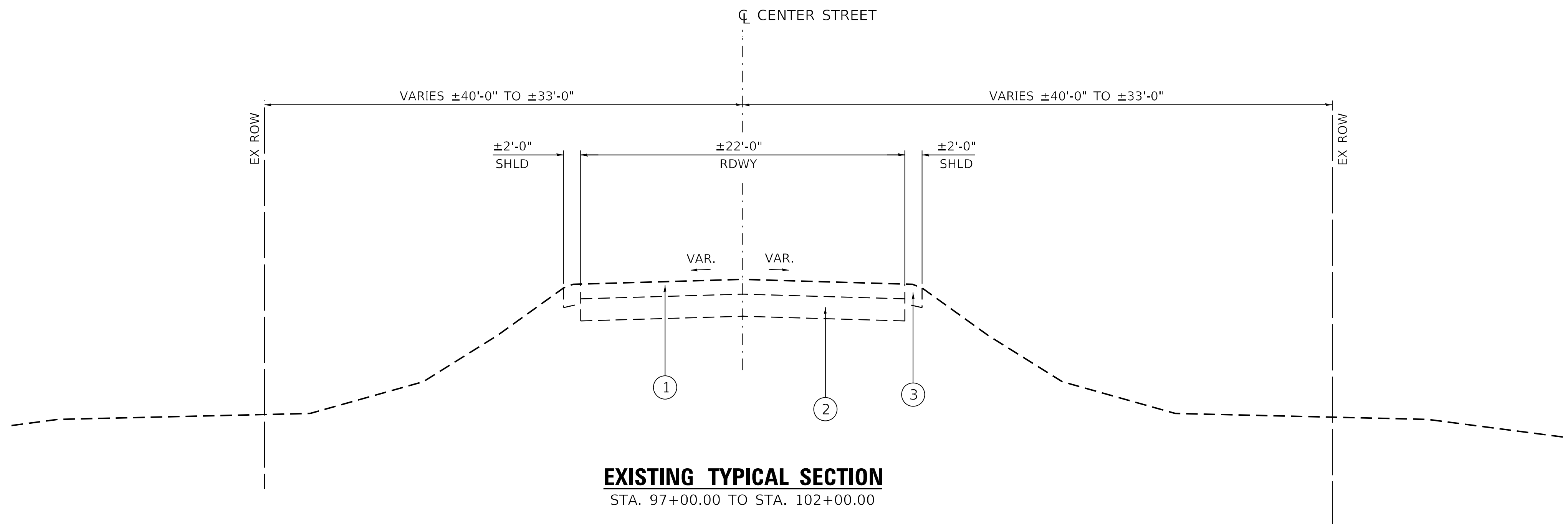
CONTRACT NO. 95890

ILLINOIS | FED. AID PROJECT

LEGEND

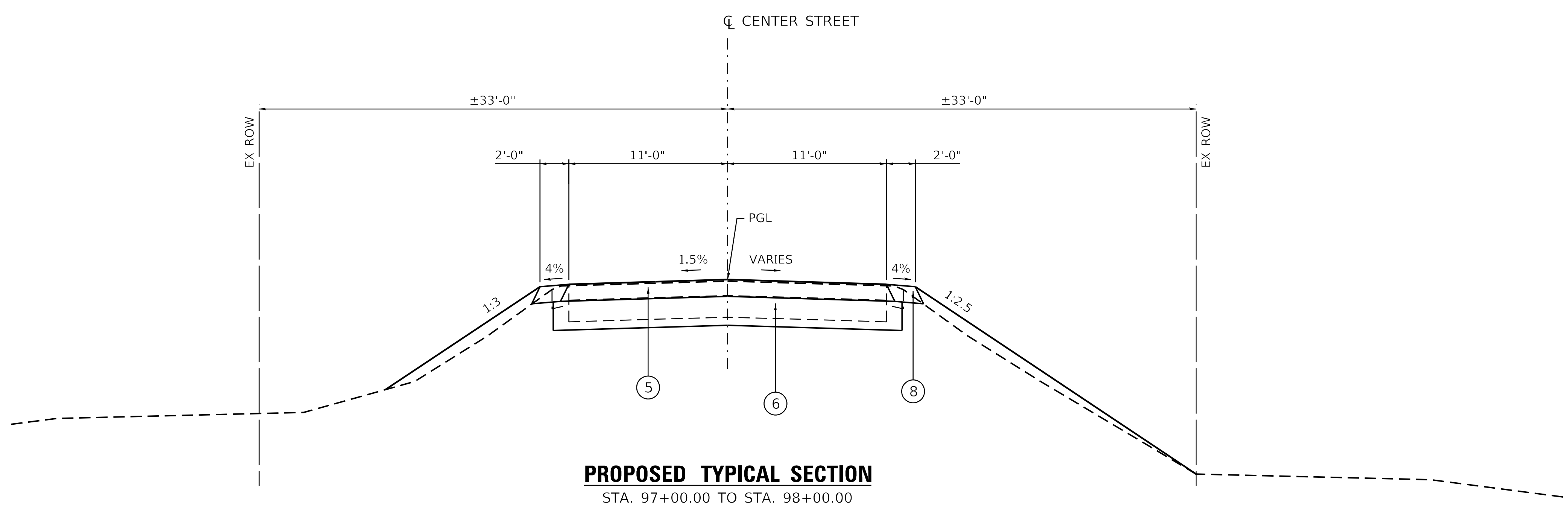
1. EX HMA PAVEMENT 6"
2. * EX CONCRETE BASE COURSE, 9"
3. EX AGGREGATE SHOULDER
4. EX GUARDRAIL
5. PR HMA PAVEMENT (FULL-DEPTH), 6"
6. PR AGGREGATE SUBGRADE IMPROVEMENT, 12"
7. PR PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
8. PR AGGREGATE SHOULDERS, TYPE A (6")
9. PR EARTH SHOULDER
10. PR GUARDRAIL

* SEE GENERAL NOTE REGARDING REMOVAL.



EXISTING TYPICAL SECTION

STA. 97+00.00 TO STA. 102+00.00



PROPOSED TYPICAL SECTION

STA. 97+00.00 TO STA. 98+00.00

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design firm no. 184001036	whks engineers • planners • land surveyors		
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	CHECKED - CWC	REVISED	
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PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

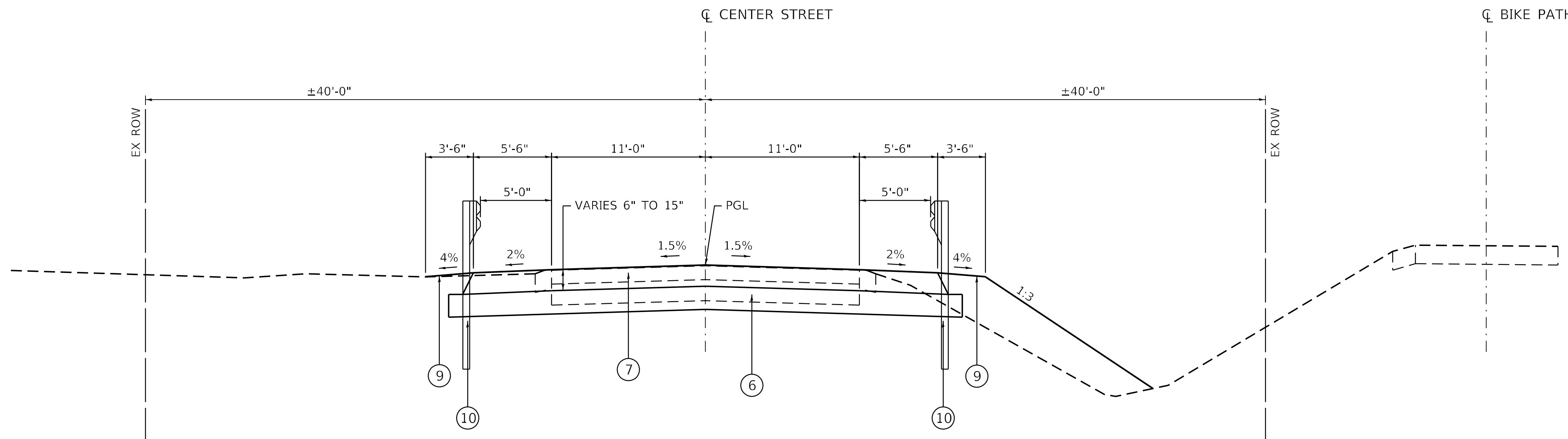
TYPICAL SECTIONS
CENTER STREET

SCALE: 1"=5' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	9

CONTRACT NO. 95890

ILLINOIS | FED. AID PROJECT



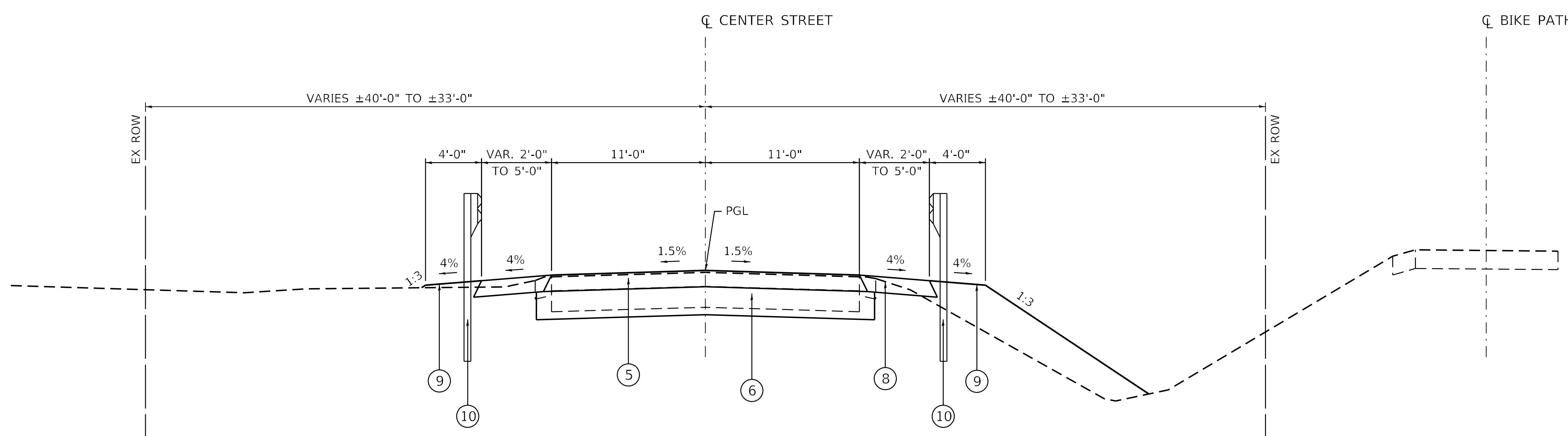
PROPOSED TYPICAL SECTION
STA. 99+07.11 TO STA. 99+23.11
STA. 101+06.89 TO STA. 101+22.90

LEGEND

1. EX HMA PAVEMENT 6"
2. * EX CONCRETE BASE COURSE, 9"
3. EX AGGREGATE SHOULDER
4. EX GUARDRAIL
5. PR HMA PAVEMENT (FULL-DEPTH), 6"
6. PR AGGREGATE SUBGRADE IMPROVEMENT, 12"
7. PR PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
8. PR AGGREGATE SHOULDERS, TYPE A (6")
9. PR EARTH SHOULDER
10. PR GUARDRAIL

* SEE GENERAL NOTE REGARDING REMOVAL.

OMISSIONS:
BRIDGE
STA. 99+52.05 TO STA. 100+77.95 (SN 058-3414)
APPROACH SLAB
STA. 99+23.11 TO STA. 99+52.05
STA. 100+77.95 TO STA. 101+06.89



PROPOSED TYPICAL SECTION
STA. 98+00.00 TO STA. 99+07.11
STA. 101+22.90 TO STA. 102+00.00

MODEL: Default
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USER NAME = SOPERATORS	DESIGNED - RKA	REVISED			
	CHECKED - CWC	REVISED			
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED			
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
CENTER STREET
SCALE: 1"=5' | SHEET 2 OF 2 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	10
		CONTRACT NO. 95890		
		ILLINOIS FED. AID PROJECT		

LOCATION	20200100 EARTH EXCAVATION	20300100 CHANNEL EXCAVATION	FOR INFORMATION ONLY: EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED FOR SHRINKAGE) (EXC. x 0.75)	FOR INFORMATION ONLY: EMBANKMENT (FILL)	20400800 EARTHWORK BALANCE WASTE(+) AND SHORTAGE (-)
	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.
STA. 97+00.00 TO STA. 99+52.05	156		117	382	-265
STA. 99+52.05 TO STA. 100+77.95		358	* 68		68
STA. 100+77.95 TO STA. 102+00.00	154		116	80	36
TOTAL	310	358	301	462	-161

EARTH EXCAVATION SHRINKAGE FACTOR = 25%

* ASSUMES 25% OF THE CHANNEL EXCAVATION IS SUITABLE FOR THE EMBANKMENT

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)

FAU 7374 (CENTER STREET)	UNIT
RT 97+43.00	49
LT 99+49.00	12
TOTAL	61

20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)

FAU 7374 (CENTER STREET)	UNIT
RT 98+00.00	30
LT 99+69.50	50
LT 100+76.50	72
TOTAL	152

20100500 TREE REMOVAL, ACRES

FAU 7374 (CENTER STREET)	ACRE
LT 98+65.00 TO LT 99+89.00	0.13
LT 100+82.25 TO LT 101+28.50	0.13
TOTAL	0.25

20300100 CHANNEL EXCAVATION

FAU 7374 (CENTER STREET)	CU YD
CL 99+52.05 TO CL 100+77.95	358
TOTAL	358

28000250 TEMPORARY EROSION CONTROL SEEDING

FAU 7374 (CENTER STREET)	POUND
LT 97+00.00 TO LT 97+00.00	39
LT 100+77.95 TO LT 100+77.95	15
RT 97+00.00 TO RT 97+00.00	42
RT 100+77.95 TO RT 100+77.95	18
*ASSUMES 3 APPLICATIONS — TOTAL	114

28000305 TEMPORARY DITCH CHECKS

FAU 7374 (CENTER STREET)	FOOT
LT 100+90.00	10
RT 100+90.00	10
RT 101+40.00	10
RT 101+90.00	10
TOTAL	40

28000400 PERIMETER EROSION BARRIER

FAU 7374 (CENTER STREET)	FOOT
LT 97+00.00 TO LT 99+46.00	246
RT 97+00.00 TO RT 99+26.75	234
LT 101+03.50 TO LT 102+00.00	103
RT 100+85.00 TO RT 102+00.00	123
TOTAL	706

30300112 AGGREGATE SUBGRADE IMPROVEMENT 12"

FAU 7374 (CENTER STREET)	SQ YD
CL 97+00.00 TO CL 98+00.00	269
CL 98+00.00 TO CL 99+07.11	288
CL 99+07.11 TO CL 99+23.11	65
CL 101+06.89 TO CL 101+22.90	65
CL 101+22.90 TO CL 102+00.00	207
TOTAL	894

40600275 BITUMINOUS MATERIALS (PRIME COAT)

FAU 7374 (CENTER STREET)	POUND
CL 97+00.00 TO CL 98+00.00	565
CL 98+00.00 TO CL 99+23.11	695
CL 101+06.89 TO CL 102+00.00	526
TOTAL	1786

40700100 BITUMINOUS MATERIALS (TACK COAT)

FAU 7374 (CENTER STREET)	POUND
CL 97+00.00 TO CL 98+00.00	56
CL 98+00.00 TO CL 99+23.11	70
CL 101+06.89 TO CL 102+00.00	53
TOTAL	179

40701801 HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 6"

FAU 7374 (CENTER STREET)	SQ YD
CL 97+00.00 TO CL 98+00.00	251
CL 98+00.00 TO CL 99+07.11	269
CL 101+22.90 TO CL 102+00.00	193
TOTAL	713

42000070 PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB

FAU 7374 (CENTER STREET)	SQ YD
CL 99+07.11 TO CL 99+23.11	58
CL 101+06.89 TO CL 101+22.90	58
TOTAL	116

42400300 PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH

FAU 7374 (CENTER STREET)	SQ FT
CL 98+37.50 TO CL 98+58.83	125
CL 98+37.50 TO CL 98+58.83	125
TOTAL	250

42400800 DETECTABLE WARNINGS

FAU 7374 (CENTER STREET)					SQ FT
LT	98+43.25	TO	LT	98+53.25	20
RT	98+43.25	TO	RT	98+53.25	20
				TOTAL	40

44000100 PAVEMENT REMOVAL

FAU 7374 (CENTER STREET)					SQ YD
CL	97+00.00	TO	CL	99+39.00	652
CL	100+61.42	TO	CL	102+00.00	358
				TOTAL	1,010

48100100 AGGREGATE SHOULDERS, TYPE A

FAU 7374 (CENTER STREET)					TON
LT	97+00.00	TO	LT	98+00.00	10
RT	97+00.00	TO	RT	98+00.00	10
LT	98+00.00	TO	LT	99+07.11	17
RT	98+00.00	TO	RT	99+07.11	17
LT	101+22.90	TO	LT	102+00.00	12
RT	101+22.90	TO	RT	102+00.00	12
				TOTAL	78

63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

FAU 7374 (CENTER STREET)					FOOT
LT	99+04.50	TO	LT	99+17.00	13.0
				TOTAL	13.0

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6

FAU 7374 (CENTER STREET)					EACH
LT	99+17.00	TO	LT	99+54.00	1
RT	99+05.50	TO	RT	99+42.50	1
LT	100+87.50	TO	LT	101+24.50	1
RT	100+76.50	TO	RT	101+13.50	1
				TOTAL	4

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

FAU 7374 (CENTER STREET)					EACH
LT	98+54.50	TO	LT	99+04.50	1
RT	98+55.50	TO	RT	99+05.50	1
LT	101+24.50	TO	LT	101+74.50	1
RT	101+13.50	TO	RT	101+63.50	1
				TOTAL	4

63200310 GUARDRAIL REMOVAL

FAU 7374 (CENTER STREET)					FOOT
LT	99+00.00	TO	LT	99+38.83	40
LT	100+61.33	TO	LT	101+00.00	40
RT	99+00.00	TO	RT	99+38.83	40
RT	100+61.33	TO	RT	101+00.00	40
				TOTAL	160

67100100 MOBILIZATION

FAU 7374 (CENTER STREET)	L SUM
TOTAL	1

72501000 TERMINAL MARKER - DIRECT APPLIED

FAU 7374 (CENTER STREET)		EACH
LT	98+54.50	1
RT	98+55.50	1
LT	101+74.50	1
RT	101+63.50	1
	TOTAL	4

78009000 MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS

FAU 7374 (CENTER STREET)		SQ FT
RT	96+93.00	21
RT	97+33.00	21
LT	99+66.00	21
LT	100+06.00	5
	TOTAL	68

78009006 MODIFIED URETHANE PAVEMENT MARKING - LINE 6"

FAU 7374 (CENTER STREET)					FOOT
LT	97+00.00	TO	LT	102+00.00	490
RT	97+00.00	TO	LT	102+00.00	490
CL	97+00.00	TO	CL	102+00.00	250
CL	98+43.25	TO	CL	98+43.75	31
CL	98+53.25	TO	CL	98+53.75	31
				TOTAL	1,292

78009012 MODIFIED URETHANE PAVEMENT MARKING - LINE 12"

FAU 7374 (CENTER STREET)					FOOT
CL	98+43.50	TO	CL	98+53.50	110
				TOTAL	110

78200010 BARRIER WALL REFLECTORS, TYPE B

FAU 7374 (CENTER STREET)		EACH
LT	99+54.00	2
LT	100+54.00	2
RT	99+42.50	2
RT	100+42.50	2
	TOTAL	8

X2501000 SEEDING, CLASS 2 (SPECIAL)

FAU 7374 (CENTER STREET)					ACRE
LT	97+00.00	TO	LT	99+60.42	0.07
LT	100+87.00	TO	LT	102+00.00	0.06
RT	97+00.00	TO	RT	99+43.50	0.06
RT	100+70.00	TO	RT	102+00.00	0.06
				TOTAL	0.25

X2600011 REMOVE AND RELOCATE SIGN PANEL

FAU 7374 (CENTER STREET)		EACH
RT	97+50.92	1
RT	98+38.00	1
LT	98+58.25	1
RT	99+03.00	1
LT	100+88.00	1
LT	101+19.25	1
LT	101+70.33	1
	TOTAL	7

X7011800 TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21

FAU 7374 (CENTER STREET)		L SUM
	TOTAL	1

Z0013798 CONSTRUCTION LAYOUT

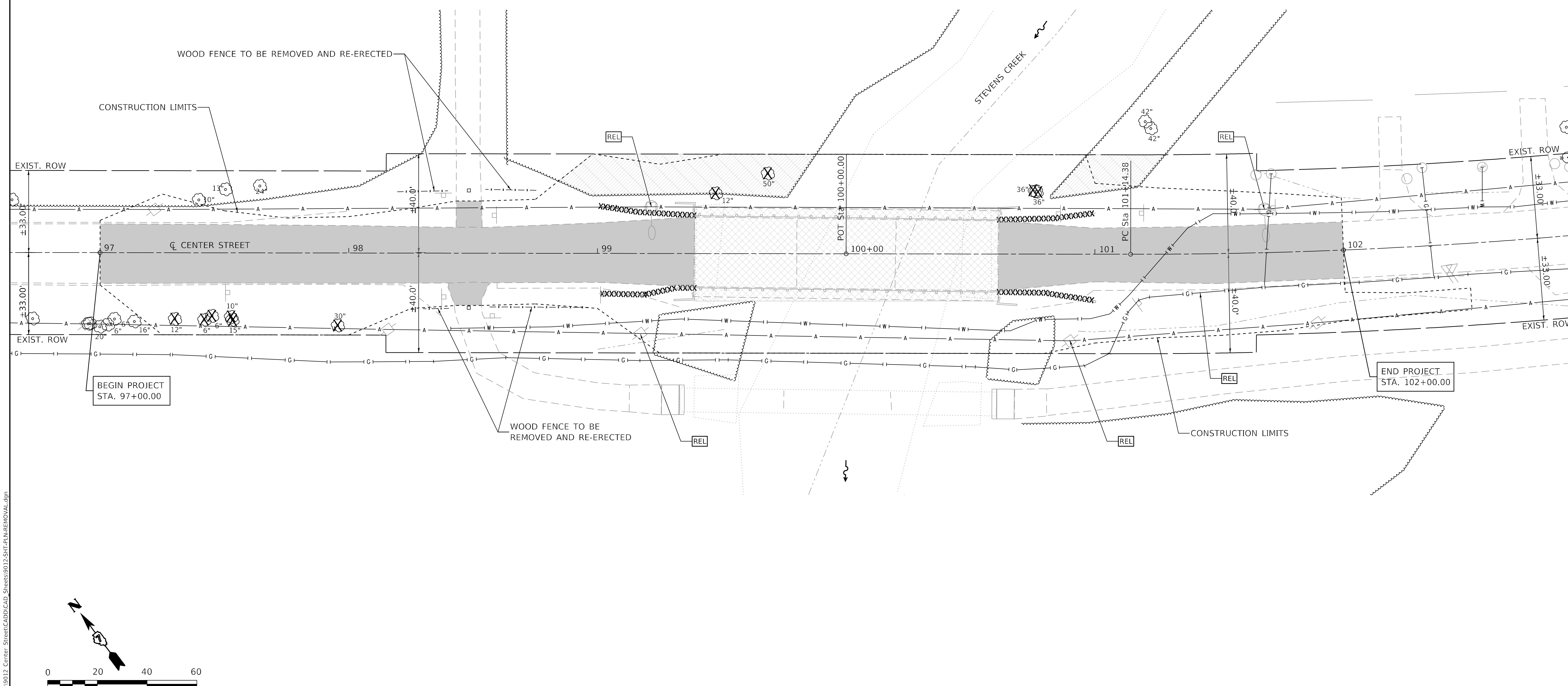
FAU 7374 (CENTER STREET)		L SUM
	TOTAL	1

Z0077700 WOOD FENCE TO BE REMOVED AND RE-ERECTED

FAU 7374 (CENTER STREET)						FOOT
LT	98+19.50	TO	LT	98+40.50		21
LT	98+55.00	TO	LT	98+76.00		21
RT	98+30.00	TO	RT	98+40.00		10
RT	98+57.00	TO	RT	98+98.00		41
					TOTAL	93

REMOVAL LEGEND

- TREE REMOVAL
- PAVEMENT REMOVAL (44000100)
- TREE REMOVAL, ACRES
- REMOVAL OF EXISTING STRUCTURES (50100100)
- GUARDRAIL REMOVAL (63200310)
- REL RELOCATE UTILITIES BY OTHERS



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PROFILE	SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATNS CHK'D, NOTE BOOK NO.

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design firm no. 184001036

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	CHECKED - CWC	REVISED	
PLOT SCALE = 480.0000 ' / ft.	DRAWN - GSJ	REVISED	
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

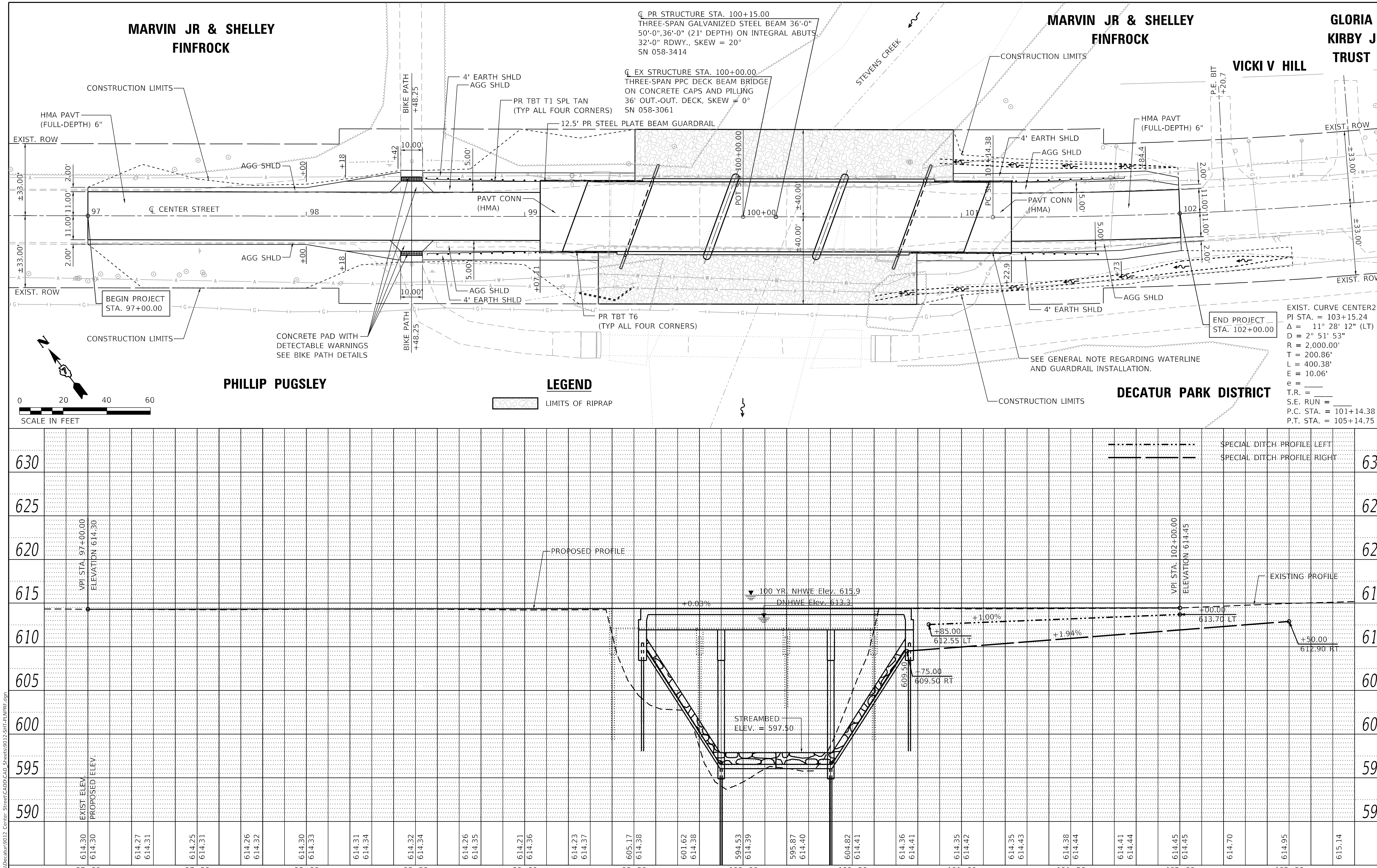
REMOVAL PLAN
CENTER STREET

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 97+50.00 TO STA. 102+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	14

CONTRACT NO. 95890

ILLINOIS FED. AID PROJECT



design firm no. 184001036	USER NAME = SOPERATORS	DESIGNED - RKA	REVISED
whks engineers + planners + land surveyors		CHECKED - CWC	REVISED
	PLOT SCALE = 480.0000 ' / ft.	DRAWN - GSJ	REVISED
	PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
CENTER STREET

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 97+50.00 TO STA. 102+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	15

CONTRACT NO. 95890

ILLINOIS FED. AID PROJECT

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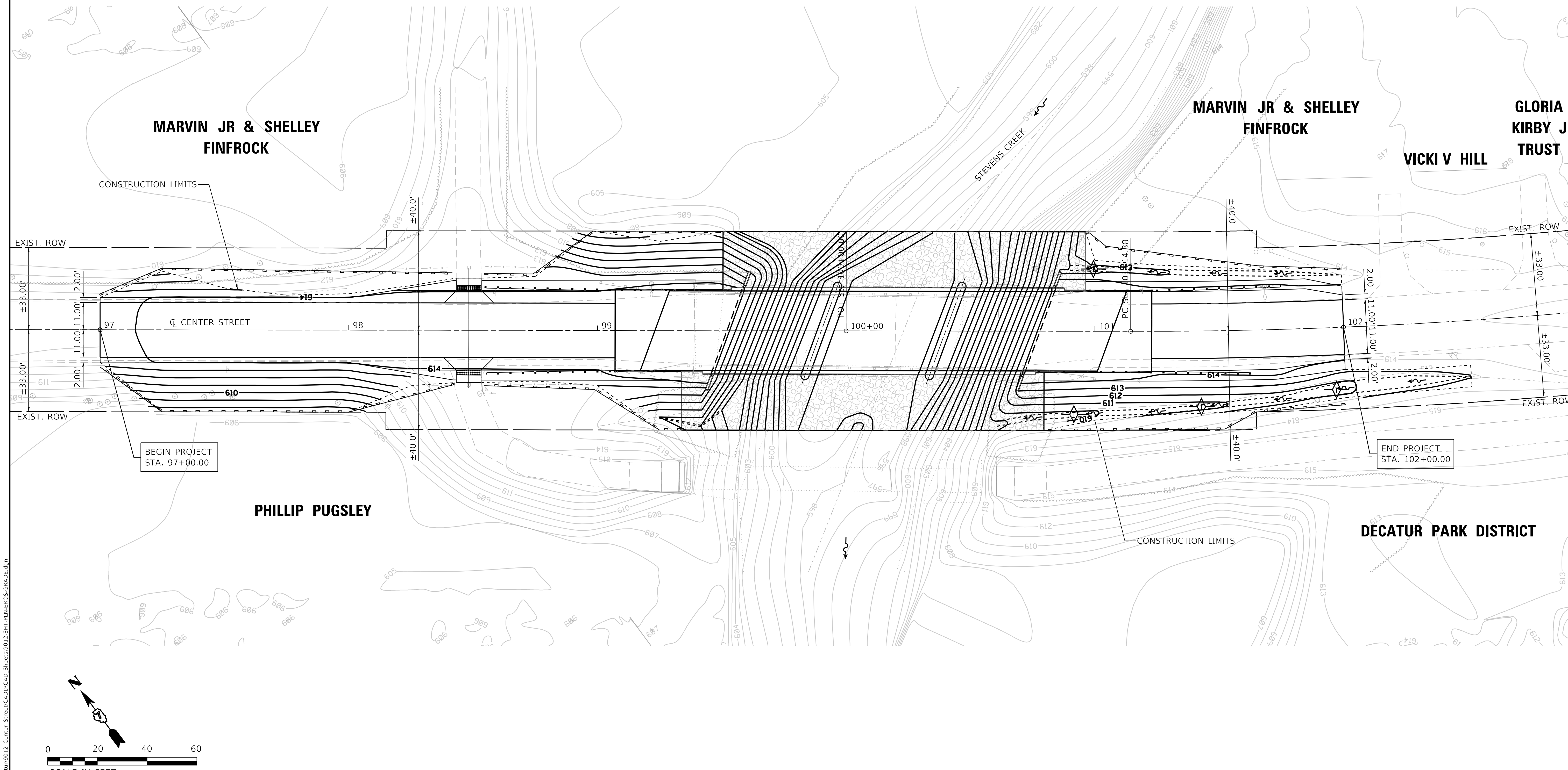
LEGEND

- TEMPORARY DITCH CHECK
- STONE RIPRAP, CLASS, A5
- PERIMETER EROSION BARRIER



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PROFILE	NOTE BOOK	NO.	SURVEYED	PLOTTED	GRADES CHECKED	B.M. NOTED	STRUCTURE NOTATIONS CHKD	BY	DATE

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design firm no. 184001036

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USER NAME = SOPERATORS	DESIGNED - RKA	REVISED	
	CHECKED - CWC	REVISED	
PLOT SCALE = 480.0000 ' / ft.	DRAWN - GSJ	REVISED	
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL AND GRADING PLAN
CENTER STREET

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 97+50.00 TO STA. 102+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	16

CONTRACT NO. 95890

ILLINOIS | FED. AID PROJECT

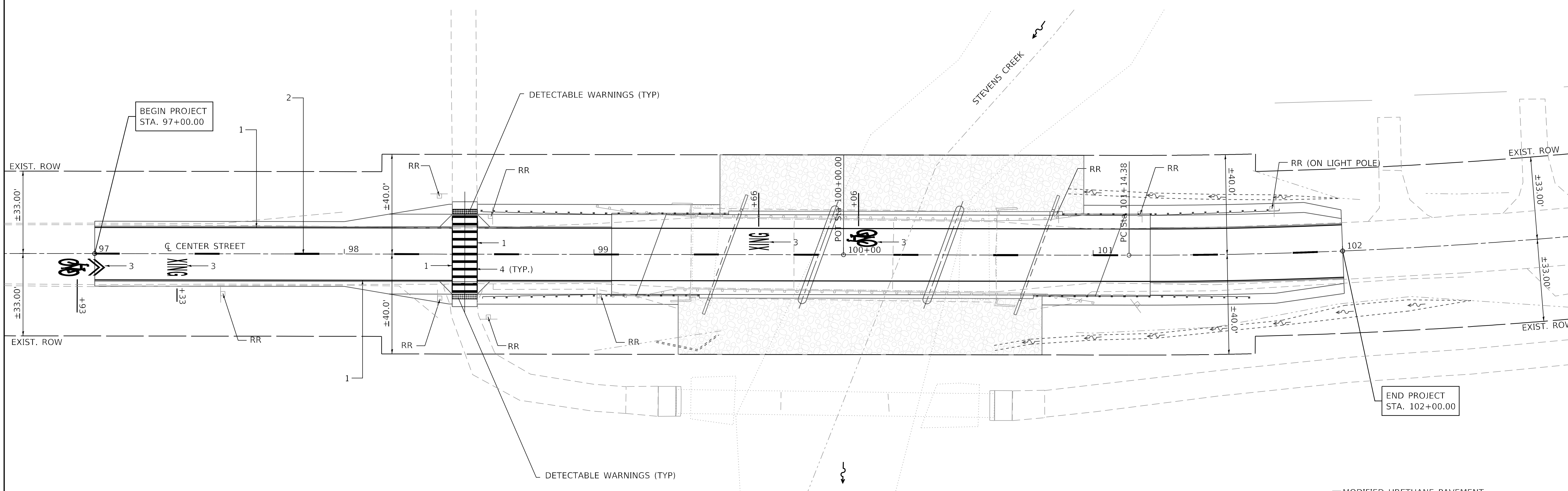
1 - MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE SOLID)

2 - MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (YELLOW SKIP DASH)

3 - MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)

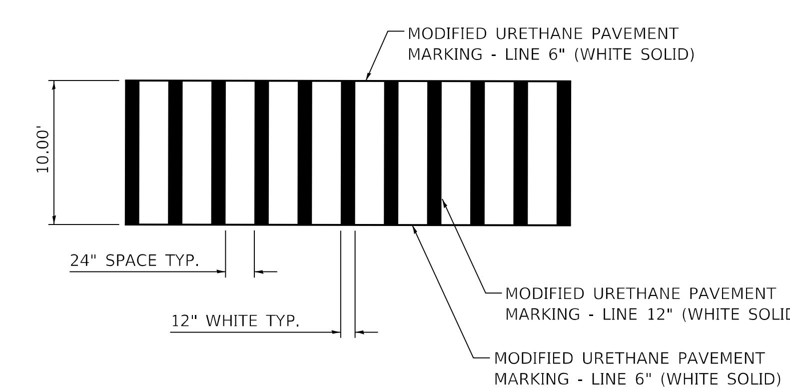
4 - MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (WHITE SOLID)

R/R - REMOVE AND RELOCATE SIGN PANEL



0 20 40 60

SCALE IN FEET



CROSSWALK DETAIL

PLAN: NOTE BOOK NO. ___ SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME ___ BY DATE

PROFILE: NOTE BOOK NO. ___ SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATNS CHKD BY DATE

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design firm no. 184001036 whks engineers + planners + land surveyors	USER NAME = SOPERATORS	DESIGNED - RKA	REVISED
		CHECKED - CWC	REVISED
	PLOT SCALE = 480.0000 ' / ft.	DRAWN - GSJ	REVISED
	PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
CENTER STREET

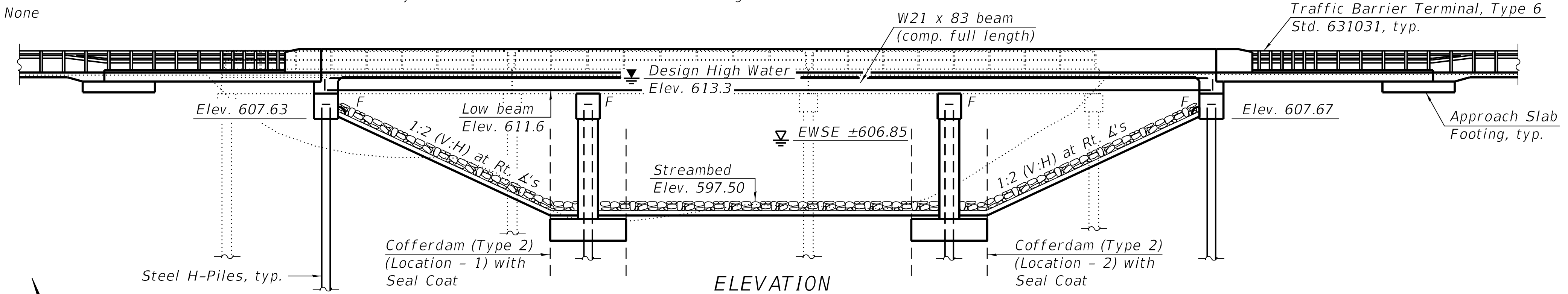
SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 97+50.00 TO STA. 102+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	17
		CONTRACT NO. 95890		
		ILLINOIS FED. AID PROJECT		

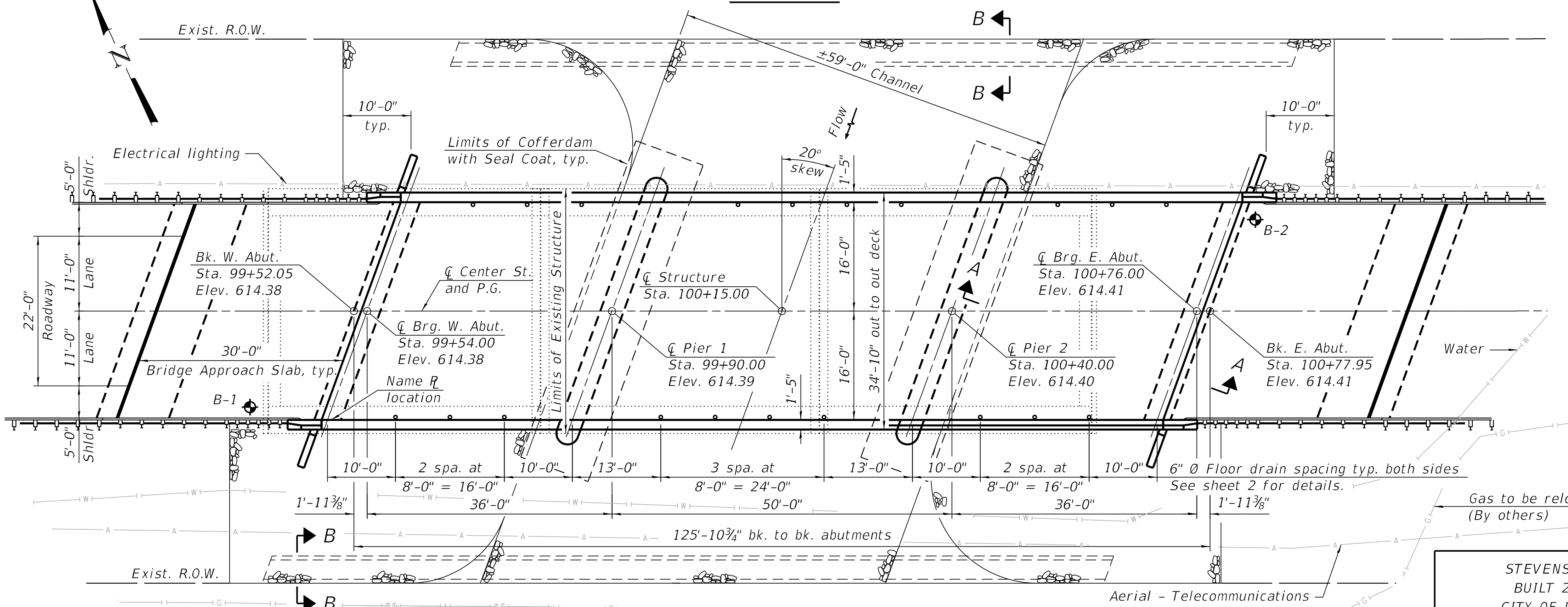
Benchmark: BM#500 - Sta. 103+44.60, 20.65' Lt. "M" Inmueller fire hydrant in front of house 2620 Center St., Elev. 617.00

Existing Structure: Structure 058-3061 was constructed in 1957 under Section 103-BTR. The structure is a three-span precast prestressed concrete deck beam bridge supported by reinforced concrete pile bent abutments and piers founded on precast concrete piles. Span lengths are 39'-6", 41'-0", and 39'-6" with 122'-8" back-to-back of abutments. 28'-0" face-to-face of curbs and 36'-0" out-to-out. No skew. Roadway will be closed and traffic detoured during construction.

Salvage: None



ELEVATION



PLAN

LEGEND

Soil Boring location

WATERWAY INFORMATION TABLE

Drainage Area = 85.18 sq. mi.

Existing Low Grade Elevation: 614.21 ft. at Sta. 99+00.00
Proposed Low Grade Elevation: 614.21 ft. at Sta. 99+00.00

Flood Event	Freq. Yr.	Q C.F.S.	Opening Ft.^{2} Existing	Opening Ft.^{2} Proposed	Natural H.W.E.	Head (ft.) Existing	Head (ft.) Proposed	Headwater Elev. (ft.) Existing	Headwater Elev. (ft.) Proposed
	10	6795	739	983	610.8	3.4	0.8	614.2	611.6
Exist. OT	15	7600	809	1088	611.8	3.4	1.0	615.2	612.8
	20	8435	809	1107	612.5	3.6	1.1	616.1	613.6
Design / Prop. OT	30	9615	809	1107	613.3	3.9	1.7	617.2	615.0
	50	10825	809	1107	614.5	2.8	1.8	617.3	616.3
Base	100	13025	809	1107	615.9	1.8	1.5	617.7	617.4
Check	200	15115	809	1107	617.4	0.8	0.7	618.2	618.1
Max. Calc.	500	17985	809	1107	619.4	0.3	0.3	619.7	619.7

10 - Year velocity through existing: 9.2 ft./sec.
10 - Year velocity through proposed: 7.0 ft./sec.

Notes:

1. See roadway plans for additional Utility information, the Grading Plan and Quantities not shown on sheet 2.
2. See sheet 2 for Proposed Profile Grade, Section A-A and Section B-B.

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.) W. Abut.	Piers	E. Abut.	Item 113
Q100	-	585.0	-	5
Q200	-	582.3	-	
Design	607.6	585.0	607.7	
Check	607.6	582.3	607.7	

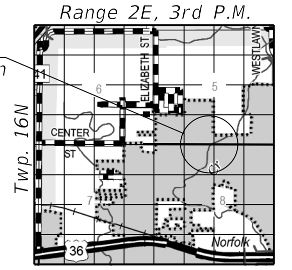
STEVENS CREEK
BUILT 20 BY
CITY OF DECATUR
SEC. 19-00904-00-BR
F.A.U. RT. 7374 STA. 100+15
STR. NO. 058-3414 LOADING HL-93

NAME PLATE
See Std. 515001

Range 2E, 3rd P.M.

Project Location

Twp. 16N



LOCATION SKETCH

INDEX OF SHEETS

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications 9th Edition

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Structural Steel, M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.108 g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.207 g
Soil Site Class = C

LICENSED STRUCTURAL ENGINEER
CORY W. CHAMBERLAIN
081-005882
STATE OF ILLINOIS

Cory W. Chamberlain 1-13-21

Expires: 11/30/2022

I certify that to the best of knowledge, information and belief, this Bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO LRFD Bridge Design Specifications.

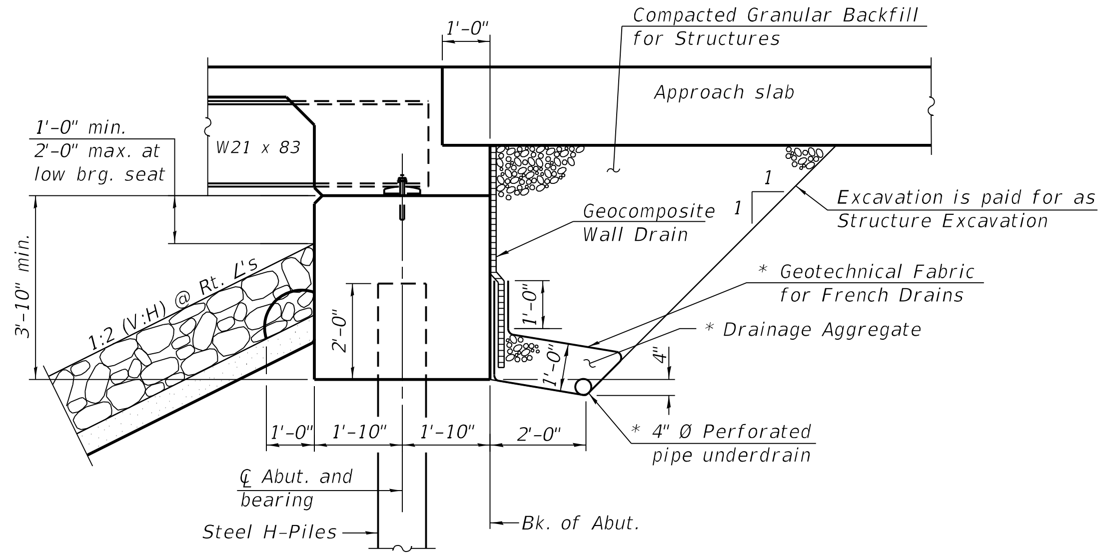
GENERAL PLAN AND ELEVATION
CENTER STREET (FAU 7374)
OVER STEVENS CREEK
SECTION 19-00904-00-BR
MACON COUNTY
STA. 100+15.00
STRUCTURE NO. 058-3414

GENERAL NOTES

1. Fasteners shall be ASTM F 3125 Grade A325 Type 1. Bolts $\frac{7}{8}$" Ø, $\frac{15}{16}$" Ø holes, unless otherwise noted. Fasteners shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
2. Calculated weight of Structural Steel excluding weight of the galvanized coating system = 66,730 lbs., (Grade 50) and 7,390 lbs. (Grade 36).
3. All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel".
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. The existing steel railing coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
8. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
9. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
10. The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure.
11. The Contractor's construction activities shall not cause any damage to the adjacent downstream pedestrian bridge. Any damage shall be repaired or replaced in a manner satisfactory to the Engineer at the Contractor's expense.
12. Contact the City Engineer, Paul Caswell, at 217-424-2747 for copies of the existing bridge plans.
13. See roadway plans for Channel Excavation quantities.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Stone Riprap, Class A5	Sq. Yd.		1,206	1,206
Filter Fabric	Sq. Yd.		1,206	1,206
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		252	252
Cofferdam Excavation	Cu. Yd.		175	175
Cofferdam (Type 2) (Location - 1)	Each		1	1
Cofferdam (Type 2) (Location - 2)	Each		1	1
Floor Drains	Each	20		20
Concrete Structures	Cu. Yd.		184.5	184.5
Concrete Superstructure	Cu. Yd.	181.3		181.3
Bridge Deck Grooving	Sq. Yd.	613		613
Seal Coat Concrete	Cu. Yd.		104.0	104.0
Protective Coat	Sq. Yd.	822		822
Concrete Superstructure (Approach Slab)	Cu. Yd.	92.6		92.6
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3,336		3,336
Reinforcement Bars, Epoxy Coated	Pound	75,670	22,970	98,640
Furnishing Steel Piles HP14 x 73	Foot		1,254	1,254
Driving Piles	Foot		1,254	1,254
Test Pile Steel HP14 x 73	Each		4	4
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	48		48
Granular Backfill for Structures	Cu. Yd.		86	86
Geocomposite Wall Drain	Sq. Yd.		60	60
Pipe Underdrains for Structures 4"	Foot		152	152



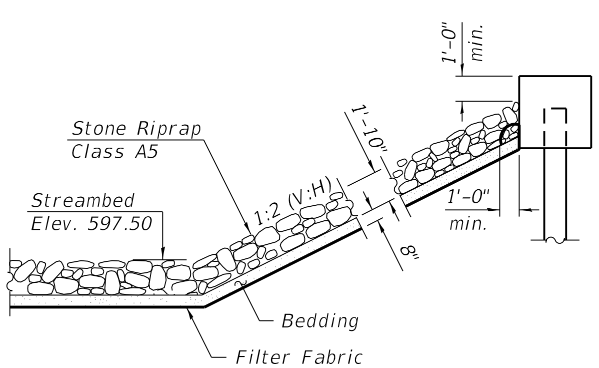
SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ∠'s)

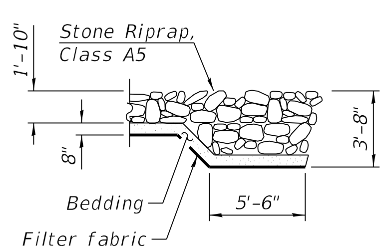
* Included in the cost of Pipe Underdrains for Structures 4". (See Special Provisions)

Notes:

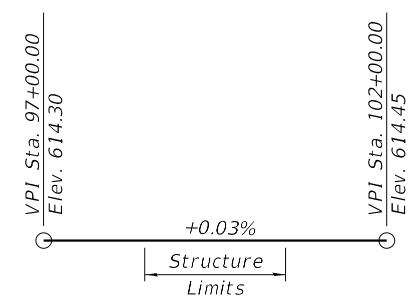
1. Granular Backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications.
2. All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION A-A

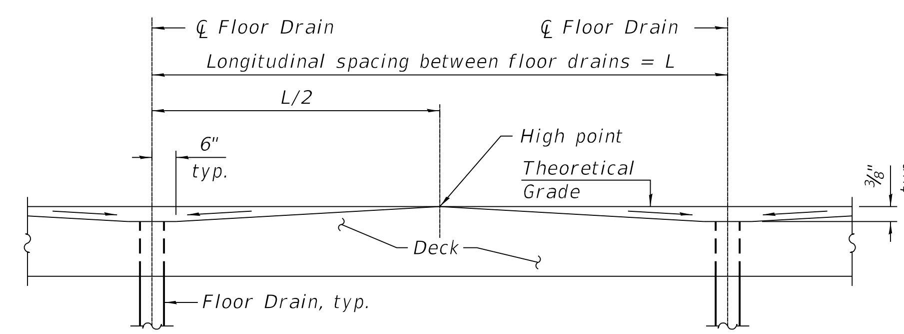


SECTION B-B



PROPOSED PROFILE GRADE

(Along ℄ Center St)



SLOPING DETAIL BETWEEN FLOOR DRAINS

(Parapet and fascia beam not shown for clarity.)

Notes:

1. Due to the 0.03% longitudinal grade, the Contractor shall provide positive drainage between floor drains within a 9" wide strip offset from face of parapet to prevent ponding. The slope shall not exceed $\frac{3}{8}$" over L/2 as shown above. See sheet 1 for floor drain location and longitudinal spacing.
2. For additional floor drain notes and details, see sheet 8.

design firm no. 184001036
whks engineers • planners • land surveyors

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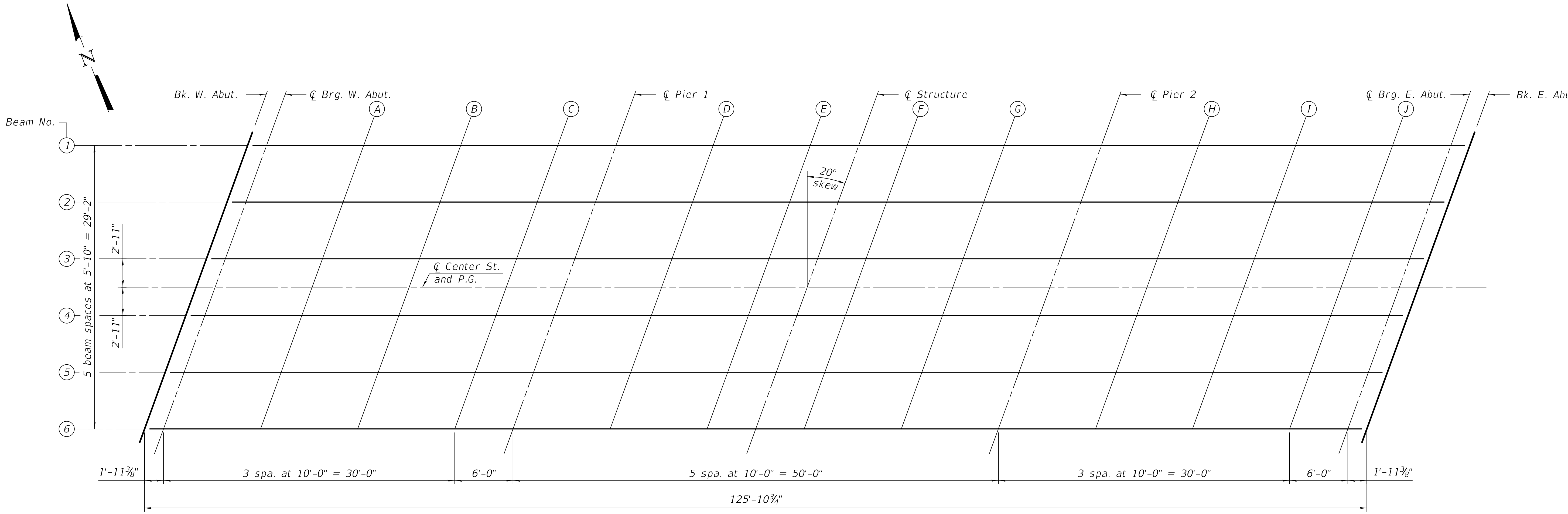
PLOT SCALE = 0:2 ':" / in.	DRAWN - DLH	REVISED
PLOT DATE = 1/26/2021	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 058-3414
SHEET NO. 2 OF 23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	19

CONTRACT NO. 95890
ILLINOIS FED. AID PROJECT YBFI(666)



PLAN

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	99+57.36	-14.58	614.14	614.14
℄ Brg. W. Abut.	99+59.31	-14.58	614.14	614.14
A	99+69.31	-14.58	614.14	614.15
B	99+79.31	-14.58	614.15	614.16
C	99+89.31	-14.58	614.15	614.15
℄ Brg. Pier 1	99+95.31	-14.58	614.15	614.15
D	100+05.31	-14.58	614.15	614.17
E	100+15.31	-14.58	614.16	614.19
F	100+25.31	-14.58	614.16	614.19
G	100+35.31	-14.58	614.16	614.18
℄ Brg. Pier 2	100+45.31	-14.58	614.17	614.17
H	100+55.31	-14.58	614.17	614.17
I	100+65.31	-14.58	614.17	614.18
J	100+75.31	-14.58	614.18	614.19
℄ Brg. E. Abut.	100+81.31	-14.58	614.18	614.18
Bk. of E. Abut.	100+83.26	-14.58	614.18	614.18

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	99+55.23	-8.75	614.25	614.25
℄ Brg. W. Abut.	99+57.19	-8.75	614.25	614.25
A	99+67.19	-8.75	614.25	614.26
B	99+77.19	-8.75	614.25	614.26
C	99+87.19	-8.75	614.25	614.25
℄ Brg. Pier 1	99+93.19	-8.75	614.26	614.26
D	100+03.19	-8.75	614.26	614.28
E	100+13.19	-8.75	614.26	614.29
F	100+23.19	-8.75	614.27	614.30
G	100+33.19	-8.75	614.27	614.29
℄ Brg. Pier 2	100+43.19	-8.75	614.27	614.27
H	100+53.19	-8.75	614.27	614.27
I	100+63.19	-8.75	614.28	614.29
J	100+73.19	-8.75	614.28	614.29
℄ Brg. E. Abut.	100+79.19	-8.75	614.28	614.28
Bk. of E. Abut.	100+81.14	-8.75	614.28	614.28

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	99+53.11	-2.92	614.33	614.33
℄ Brg. W. Abut.	99+55.06	-2.92	614.33	614.33
A	99+65.06	-2.92	614.34	614.35
B	99+75.06	-2.92	614.34	614.35
C	99+85.06	-2.92	614.34	614.34
℄ Brg. Pier 1	99+91.06	-2.92	614.34	614.34
D	100+01.06	-2.92	614.35	614.37
E	100+11.06	-2.92	614.35	614.38
F	100+21.06	-2.92	614.35	614.38
G	100+31.06	-2.92	614.36	614.38
℄ Brg. Pier 2	100+41.06	-2.92	614.36	614.36
H	100+51.06	-2.92	614.36	614.36
I	100+61.06	-2.92	614.36	614.37
J	100+71.06	-2.92	614.37	614.38
℄ Brg. E. Abut.	100+77.06	-2.92	614.37	614.37
Bk. of E. Abut.	100+79.01	-2.92	614.37	614.37

℄ CENTER ST. & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	99+52.05	0.00	614.38	614.38
℄ Brg. W. Abut.	99+54.00	0.00	614.38	614.38
A	99+64.00	0.00	614.38	614.39
B	99+74.00	0.00	614.38	614.39
C	99+84.00	0.00	614.39	614.39
℄ Brg. Pier 1	99+90.00	0.00	614.39	614.39
D	100+00.00	0.00	614.39	614.41
E	100+10.00	0.00	614.39	614.42
F	100+20.00	0.00	614.40	614.43
G	100+30.00	0.00	614.40	614.42
℄ Brg. Pier 2	100+40.00	0.00	614.40	614.40
H	100+50.00	0.00	614.41	614.41
I	100+60.00	0.00	614.41	614.42
J	100+70.00	0.00	614.41	614.42
℄ Brg. E. Abut.	100+76.00	0.00	614.41	614.41
Bk. of E. Abut.	100+77.95	0.00	614.41	614.41

BEAM 4

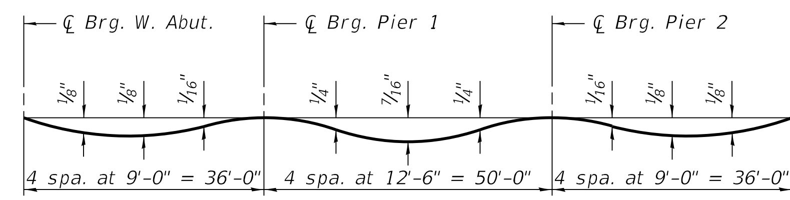
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	99+50.99	2.92	614.33	614.33
℄ Brg. W. Abut.	99+52.94	2.92	614.33	614.33
A	99+62.94	2.92	614.34	614.35
B	99+72.94	2.92	614.34	614.35
C	99+82.94	2.92	614.34	614.34
℄ Brg. Pier 1	99+88.94	2.92	614.34	614.34
D	99+98.94	2.92	614.35	614.37
E	100+08.94	2.92	614.35	614.38
F	100+18.94	2.92	614.35	614.38
G	100+28.94	2.92	614.35	614.37
℄ Brg. Pier 2	100+38.94	2.92	614.36	614.36
H	100+48.94	2.92	614.36	614.36
I	100+58.94	2.92	614.36	614.37
J	100+68.94	2.92	614.37	614.38
℄ Brg. E. Abut.	100+74.94	2.92	614.37	614.37
Bk. of E. Abut.	100+76.89	2.92	614.37	614.37

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	99+48.87	8.75	614.24	614.24
℄ Brg. W. Abut.	99+50.82	8.75	614.24	614.24
A	99+60.82	8.75	614.25	614.26
B	99+70.82	8.75	614.25	614.26
C	99+80.82	8.75	614.25	614.25
℄ Brg. Pier 1	99+86.82	8.75	614.25	614.25
D	99+96.82	8.75	614.26	614.28
E	100+06.82	8.75	614.26	614.29
F	100+16.82	8.75	614.26	614.29
G	100+26.82	8.75	614.27	614.29
℄ Brg. Pier 2	100+36.82	8.75	614.27	614.27
H	100+46.82	8.75	614.27	614.27
I	100+56.82	8.75	614.28	614.29
J	100+66.82	8.75	614.28	614.29
℄ Brg. E. Abut.	100+72.82	8.75	614.28	614.28
Bk. of E. Abut.	100+74.77	8.75	614.28	614.28

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	99+46.74	14.58	614.14	614.14
℄ Brg. W. Abut.	99+48.69	14.58	614.14	614.14
A	99+58.69	14.58	614.14	614.15
B	99+68.69	14.58	614.14	614.15
C	99+78.69	14.58	614.15	614.15
℄ Brg. Pier 1	99+84.69	14.58	614.15	614.15
D	99+94.69	14.58	614.15	614.17
E	100+04.69	14.58	614.15	614.18
F	100+14.69	14.58	614.16	614.19
G	100+24.69	14.58	614.16	614.18
℄ Brg. Pier 2	100+34.69	14.58	614.16	614.16
H	100+44.69	14.58	614.17	614.17
I	100+54.69	14.58	614.17	614.18
J	100+64.69	14.58	614.17	614.18
℄ Brg. E. Abut.	100+70.69	14.58	614.17	614.17
Bk. of E. Abut.	100+72.64	14.58	614.18	614.18

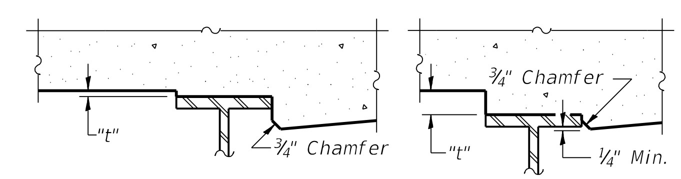


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

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



At Minimum Fillet   At Maximum Fillet

To determine "t": After all structural steel has 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 Deflection" shown on sheets 3 and 4, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

LAST SAVED DATE: $LASTSAVEDDATE$

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design firm no. 184001036 — whks engineers • planners • land surveyors

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PLOT DATE = 1/13/2021	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

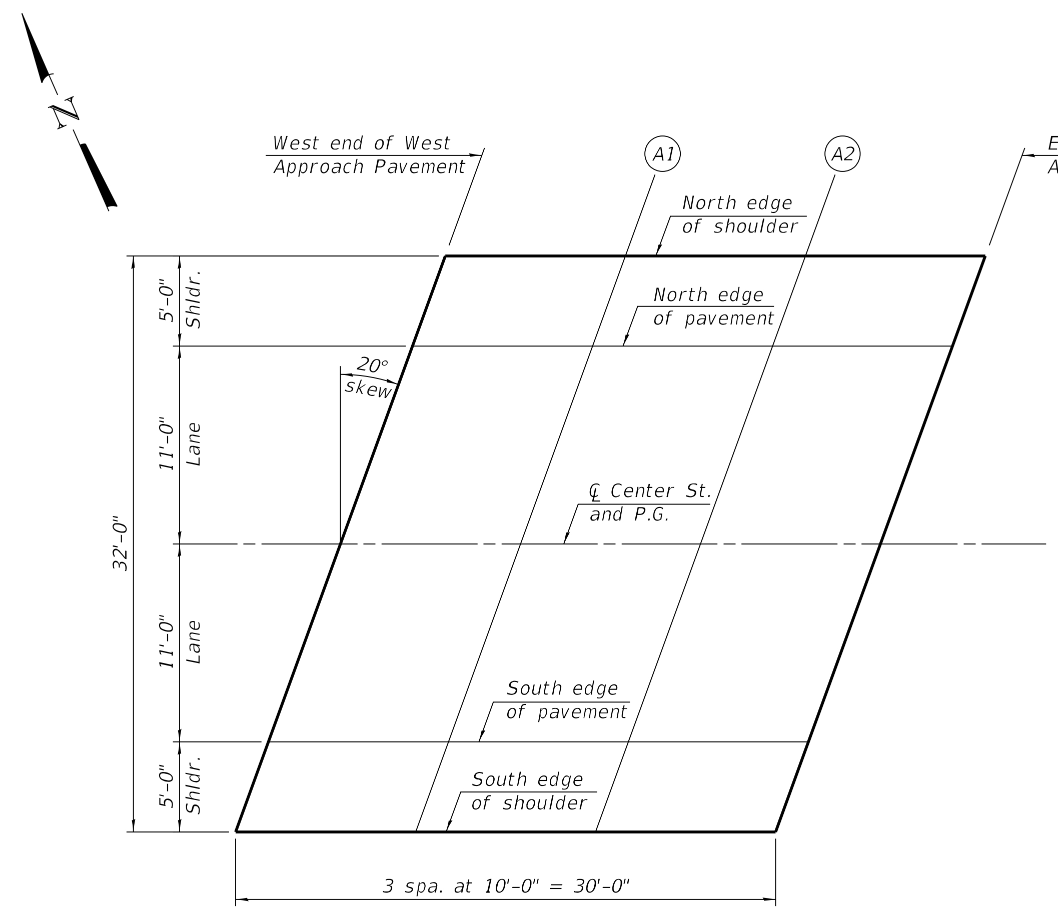
TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058–3414

SHEET NO. 4 OF 23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	21

CONTRACT NO. 95890

ILLINOIS FED. AID PROJECT YBFI(666)



WEST APPROACH PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. end W. Appr. Pav't.	99+28.94	-16.00	614.10
A1	99+38.94	-16.00	614.11
A2	99+48.94	-16.00	614.11
E. end W. Appr. Pav't.	99+58.94	-16.00	614.11

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. end W. Appr. Pav't.	99+27.12	-11.00	614.20
A1	99+37.12	-11.00	614.21
A2	99+47.12	-11.00	614.21
E. end W. Appr. Pav't.	99+57.12	-11.00	614.21

℄ CENTER ST. & PROFILE GRADE

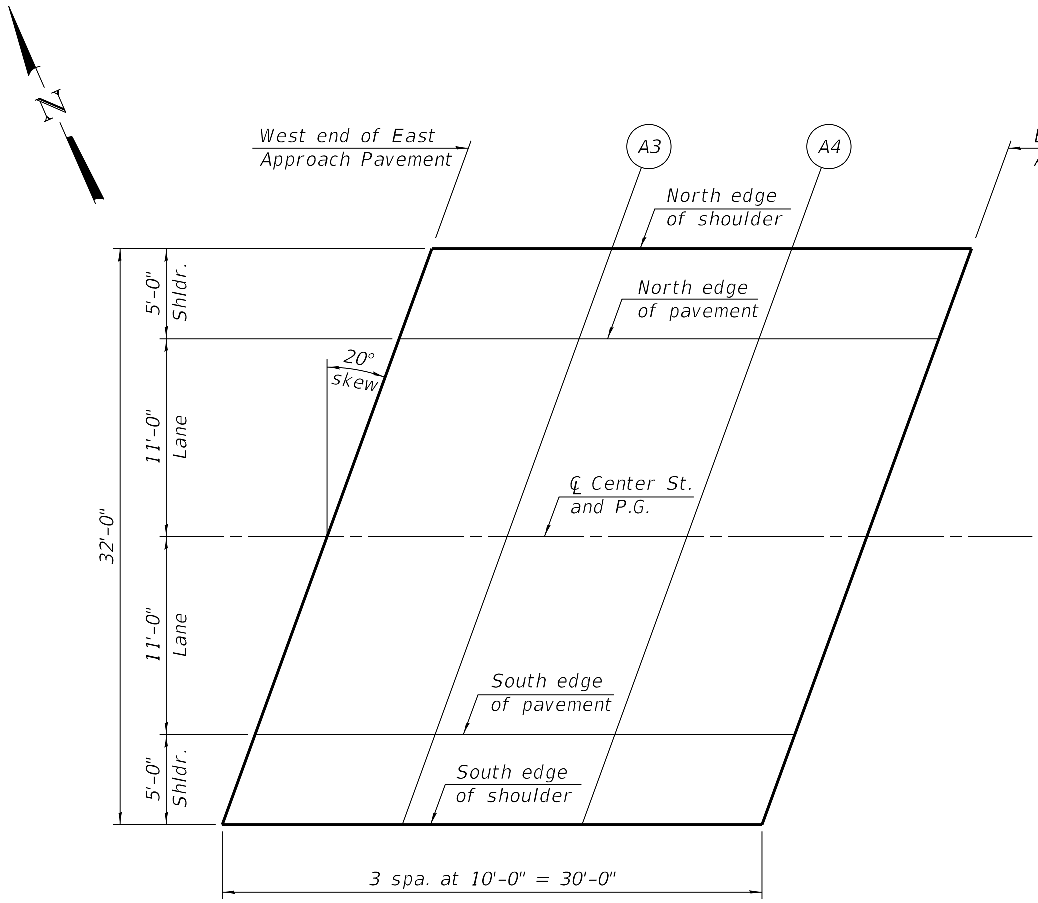
Location	Station	Offset	Theoretical Grade Elevations
W. end W. Appr. Pav't.	99+23.11	0.00	614.37
A1	99+33.11	0.00	614.37
A2	99+43.11	0.00	614.37
E. end W. Appr. Pav't.	99+53.11	0.00	614.38

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. end W. Appr. Pav't.	99+19.11	11.00	614.20
A1	99+29.11	11.00	614.20
A2	99+39.11	11.00	614.21
E. end W. Appr. Pav't.	99+49.11	11.00	614.21

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. end W. Appr. Pav't.	99+17.29	16.00	614.10
A1	99+27.29	16.00	614.10
A2	99+37.29	16.00	614.11
E. end W. Appr. Pav't.	99+47.29	16.00	614.11



EAST APPROACH PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. end E. Appr. Pav't.	100+82.71	-16.00	614.15
A3	100+92.71	-16.00	614.15
A4	101+02.71	-16.00	614.16
E. end E. Appr. Pav't.	101+12.71	-16.00	614.16

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. end E. Appr. Pav't.	100+80.89	-11.00	614.25
A3	100+90.89	-11.00	614.25
A4	101+00.89	-11.00	614.26
E. end E. Appr. Pav't.	101+10.89	-11.00	614.26

℄ CENTER ST. & PROFILE GRADE

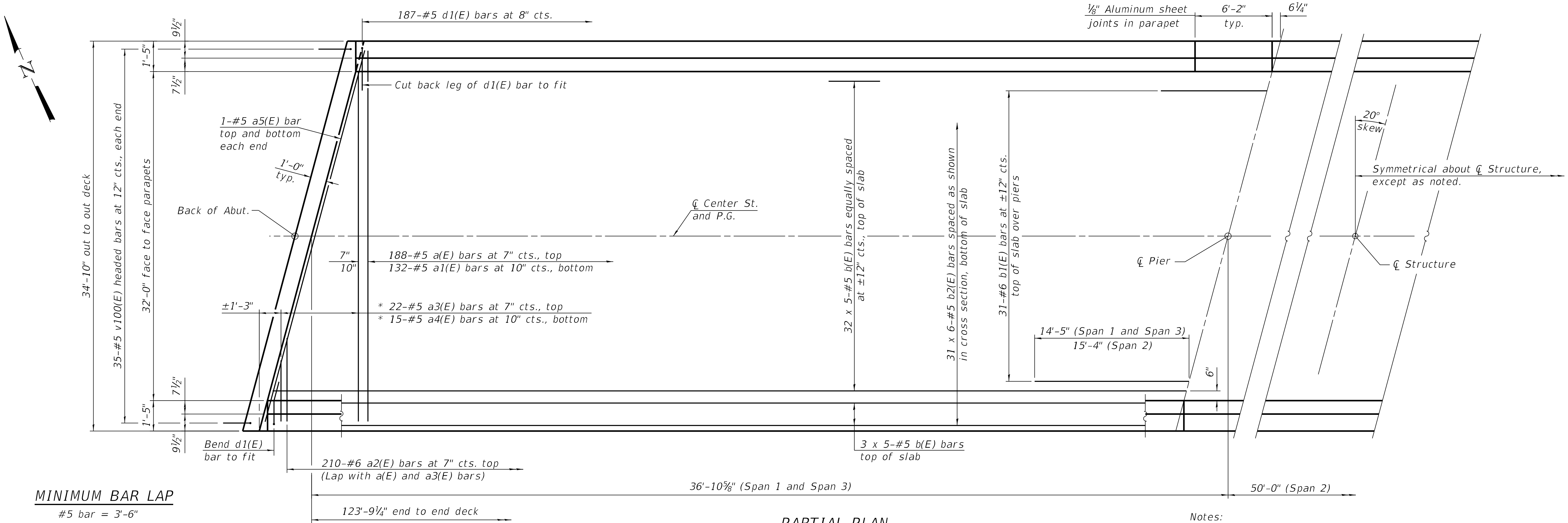
Location	Station	Offset	Theoretical Grade Elevations
W. end E. Appr. Pav't.	100+76.89	0.00	614.41
A3	100+86.89	0.00	614.42
A4	100+96.89	0.00	614.42
E. end E. Appr. Pav't.	101+06.89	0.00	614.42

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. end E. Appr. Pav't.	100+72.88	11.00	614.25
A3	100+82.88	11.00	614.25
A4	100+92.88	11.00	614.25
E. end E. Appr. Pav't.	101+02.88	11.00	614.26

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. end E. Appr. Pav't.	100+71.06	16.00	614.15
A3	100+81.06	16.00	614.15
A4	100+91.06	16.00	614.15
E. end E. Appr. Pav't.	101+01.06	16.00	614.16



PARTIAL PLAN

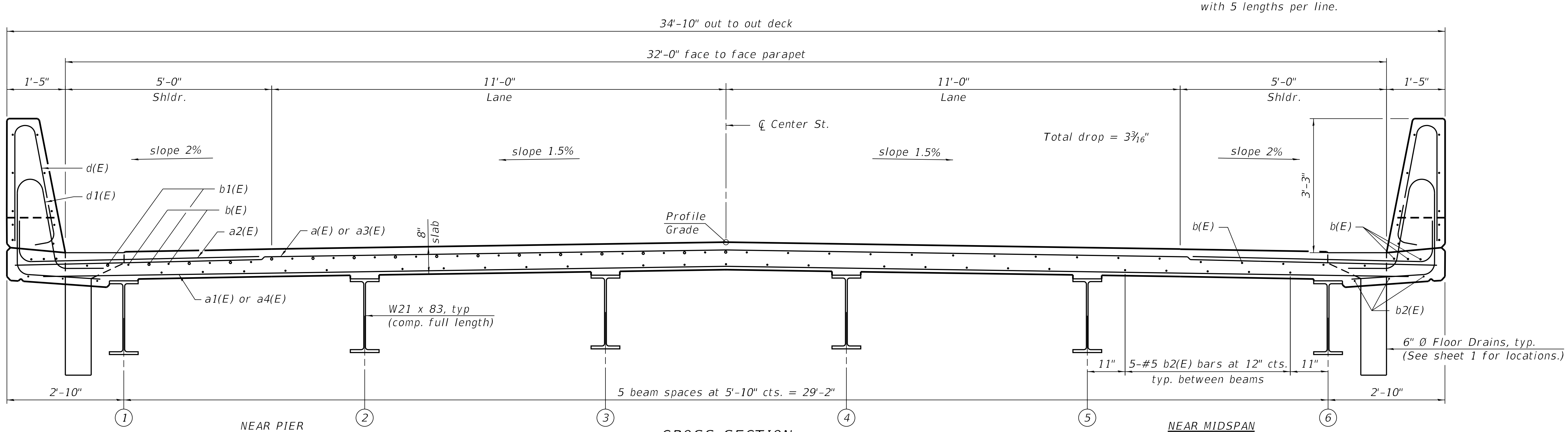
MINIMUM BAR LAP

#5 bar = 3'-6"

* See Field Cutting Diagram on sheet 8.

Notes:

1. See sheet 8 for superstructure details and Bill of Material.
2. See sheet 9 for Diaphragm Details.
3. Bars indicated thus 32 x 5-#5 etc. indicates 32 lines of bars with 5 lengths per line.



CROSS SECTION

(Looking East)

design firm no. 184001036

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 058-3414

SHEET NO. 7 OF 23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	24

CONTRACT NO. 95890

ILLINOIS FED. AID PROJECT YBFI(666)

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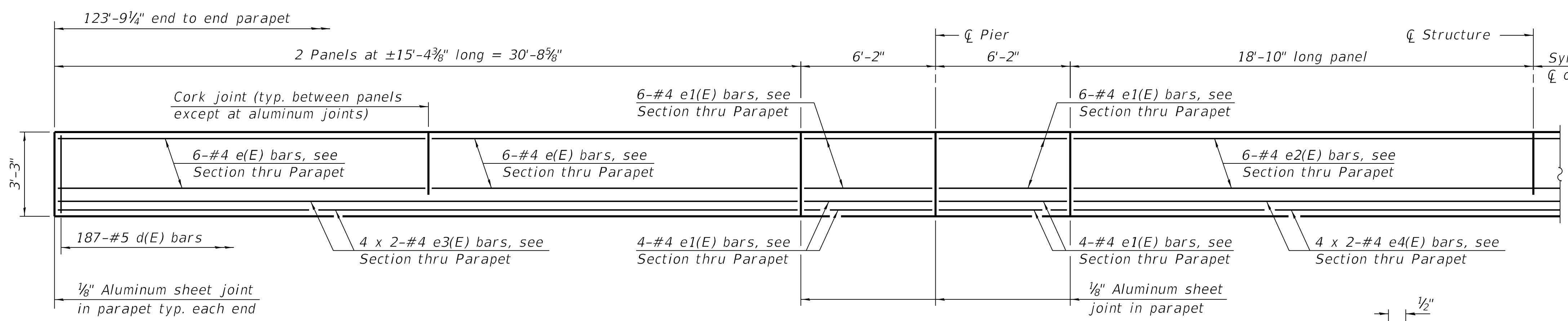
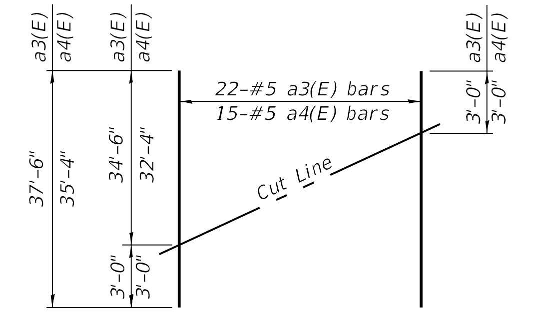


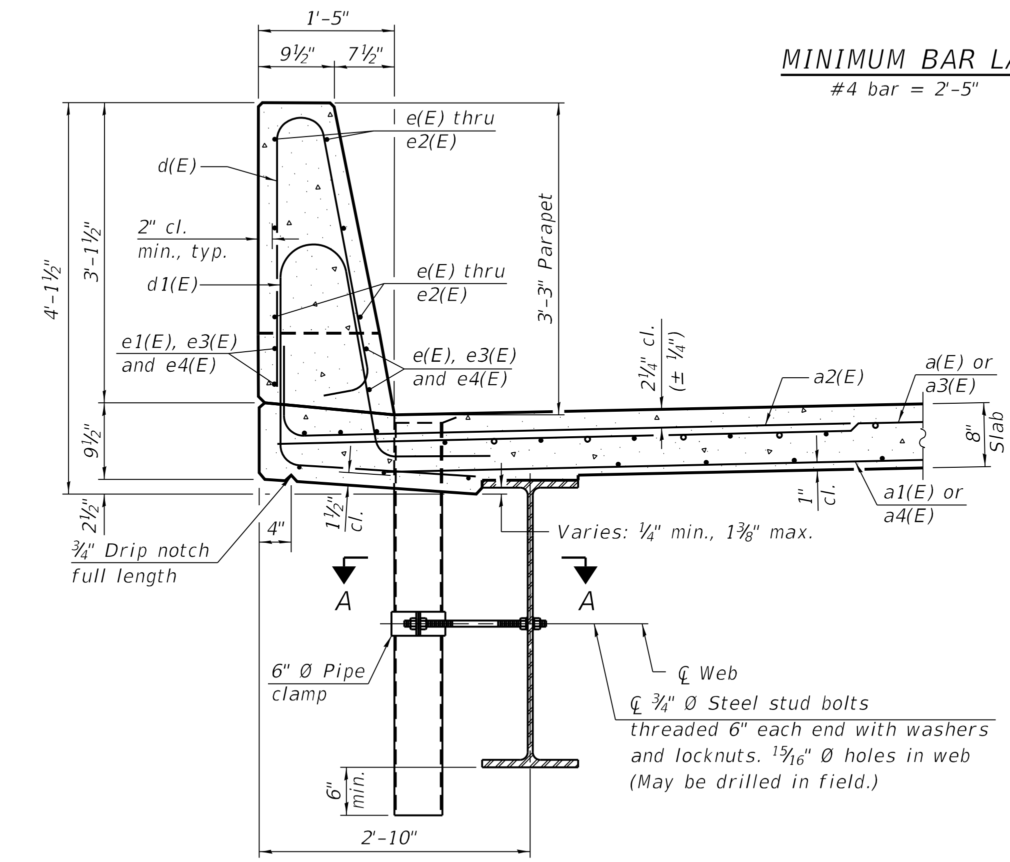
INSIDE ELEVATION OF PARAPET



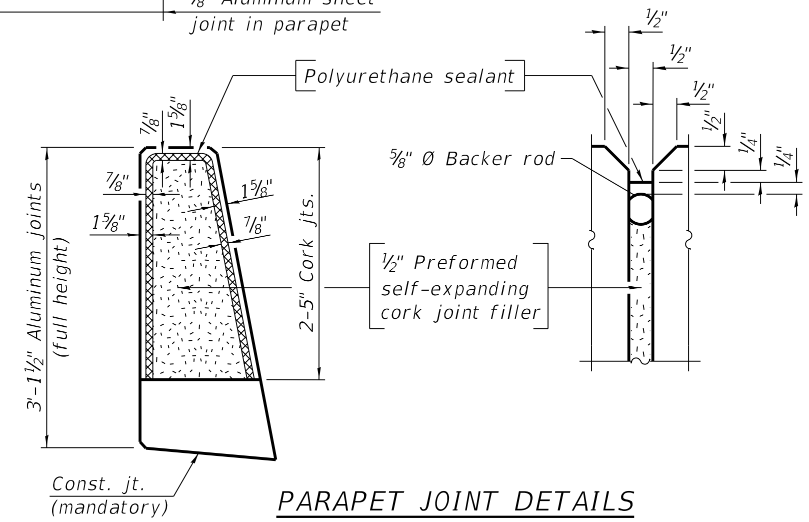
FIELD CUTTING DIAGRAM

Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

MINIMUM BAR LAP
#4 bar = 2'-5"



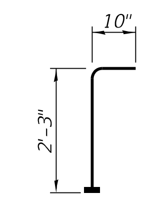
SECTION THRU PARAPET



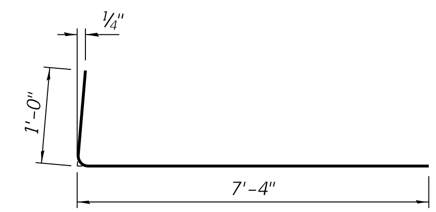
PARAPET JOINT DETAILS

Notes:

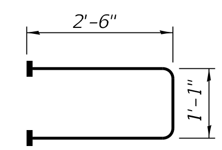
1. Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
2. The exterior surfaces of the floor drains shall be pigmented by the manufacturer with a color that matches the galvanized steel fascia beams.
3. The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
4. The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
5. The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
6. The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
7. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



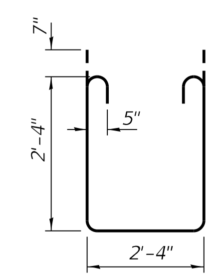
BAR v100(E)
(Headed)



BAR a2(E)



BAR s10(E)
(Headed)

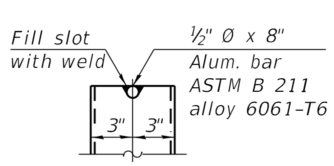


BAR s11(E)

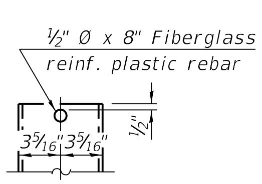
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	188	#5	34'-6"	
a1(E)	132	#5	32'-4"	
a2(E)	420	#6	8'-4"	
a3(E)	22	#5	37'-6"	
a4(E)	15	#5	35'-4"	
a5(E)	4	#5	36'-9"	
b(E)	190	#5	27'-7"	
b1(E)	62	#6	29'-9"	
b2(E)	186	#5	23'-7"	
d(E)	374	#5	6'-5"	
d1(E)	374	#5	8'-4"	
e(E)	48	#4	15'-0"	
e1(E)	80	#4	5'-10"	
e2(E)	24	#4	18'-6"	
e3(E)	32	#4	16'-7"	
e4(E)	16	#4	20'-0"	
m10(E)	8	#6	36'-9"	
m11(E)	30	#6	5'-10"	
m12(E)	12	#6	2'-8"	
s10(E)	72	#5	6'-1"	
s11(E)	72	#5	8'-2"	
v100(E)	70	#5	3'-1"	
Concrete Superstructure			Cu. Yd.	178.7
Bridge Deck Grooving			Sq. Yd.	413
Protective Coat			Sq. Yd.	581
Reinforcement Bars, Epoxy Coated			Pound	40,310

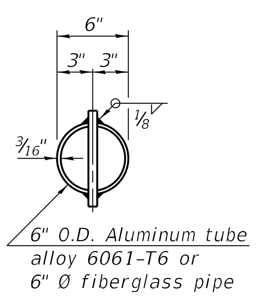
Bars indicated thus 4 x 2-#4 etc. indicates 4 line of bars with 2 lengths per line.



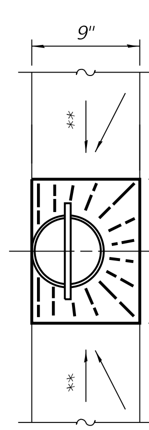
ALUMINUM TUBE



FIBERGLASS PIPE

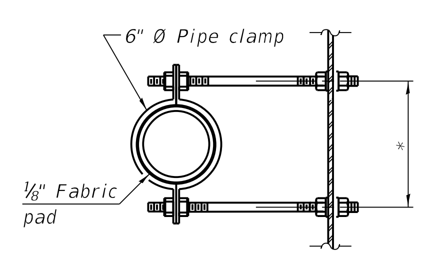


TOP PLAN
(Showing aluminum tube)

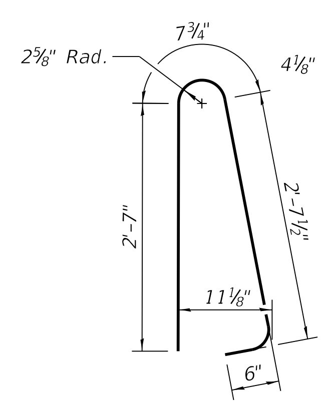


TOP PLAN

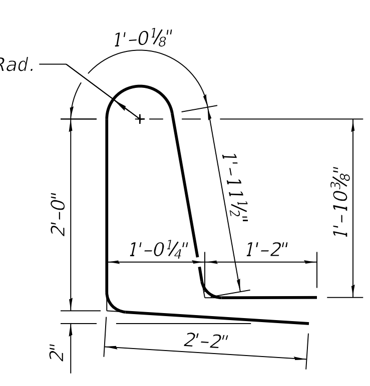
** See sheet 2 for Sloping Detail Between Floor Drains.



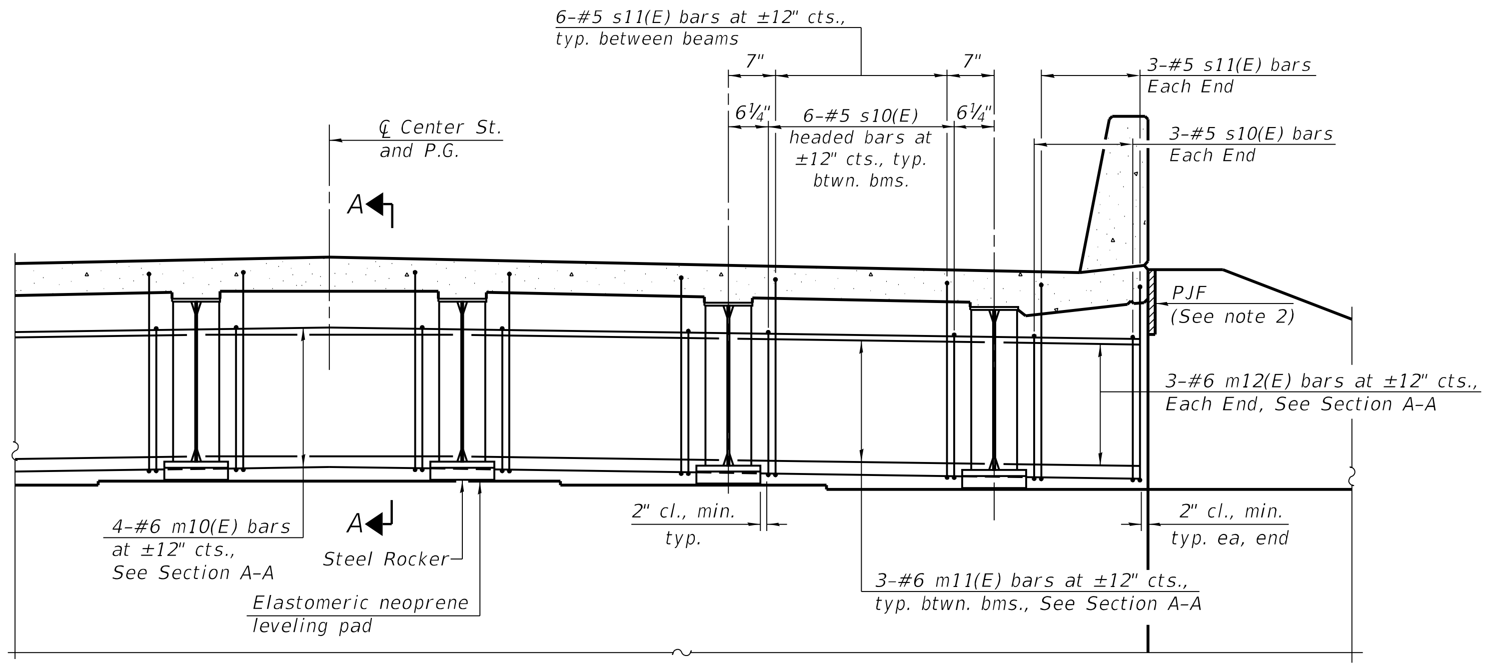
SECTION A-A
* Dimension as required by pipe clamp



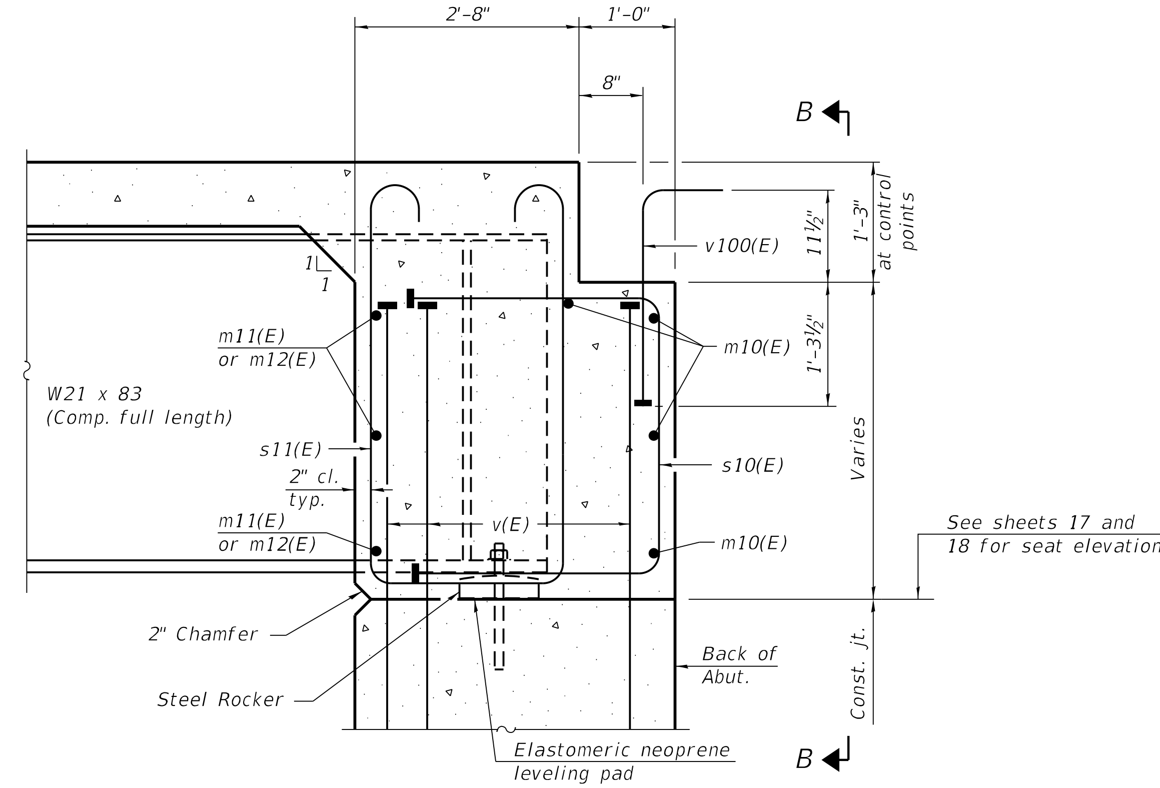
BAR d(E)



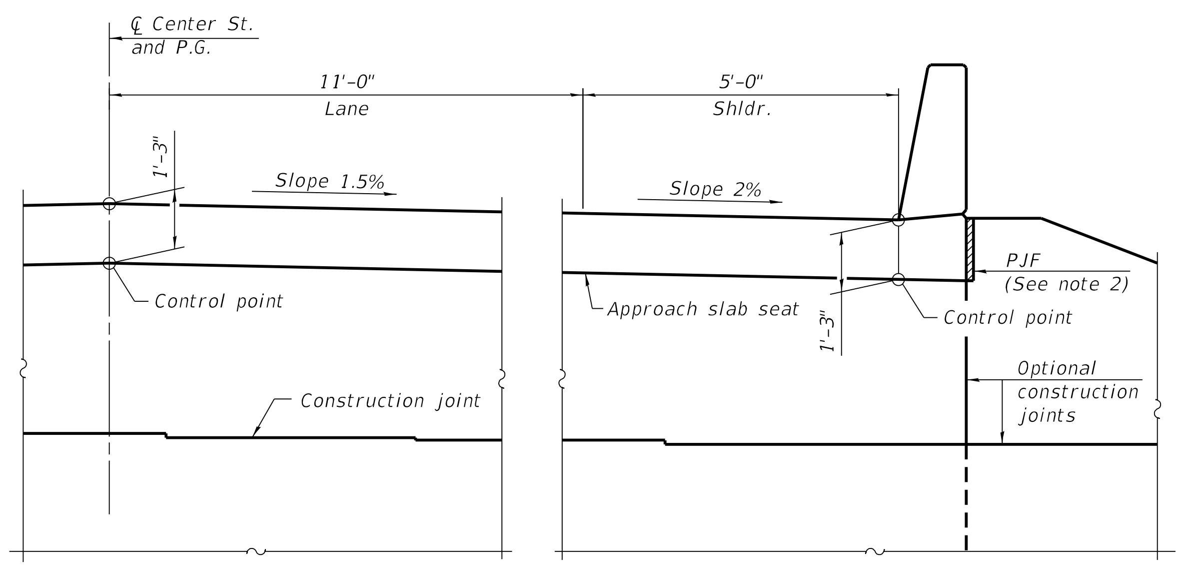
BAR d1(E)



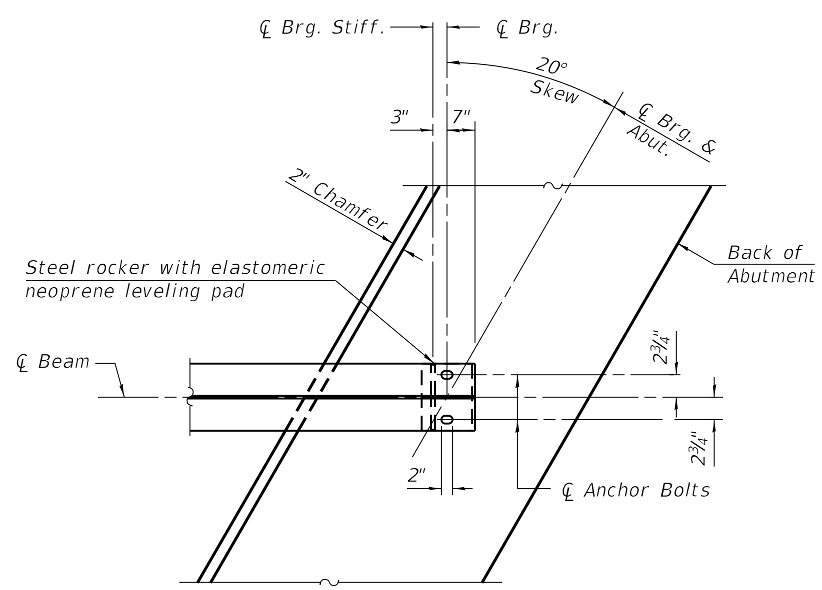
DIAPHRAGM AT ABUTMENT



SECTION A-A
(at Rt. ∠'s)



VIEW B-B

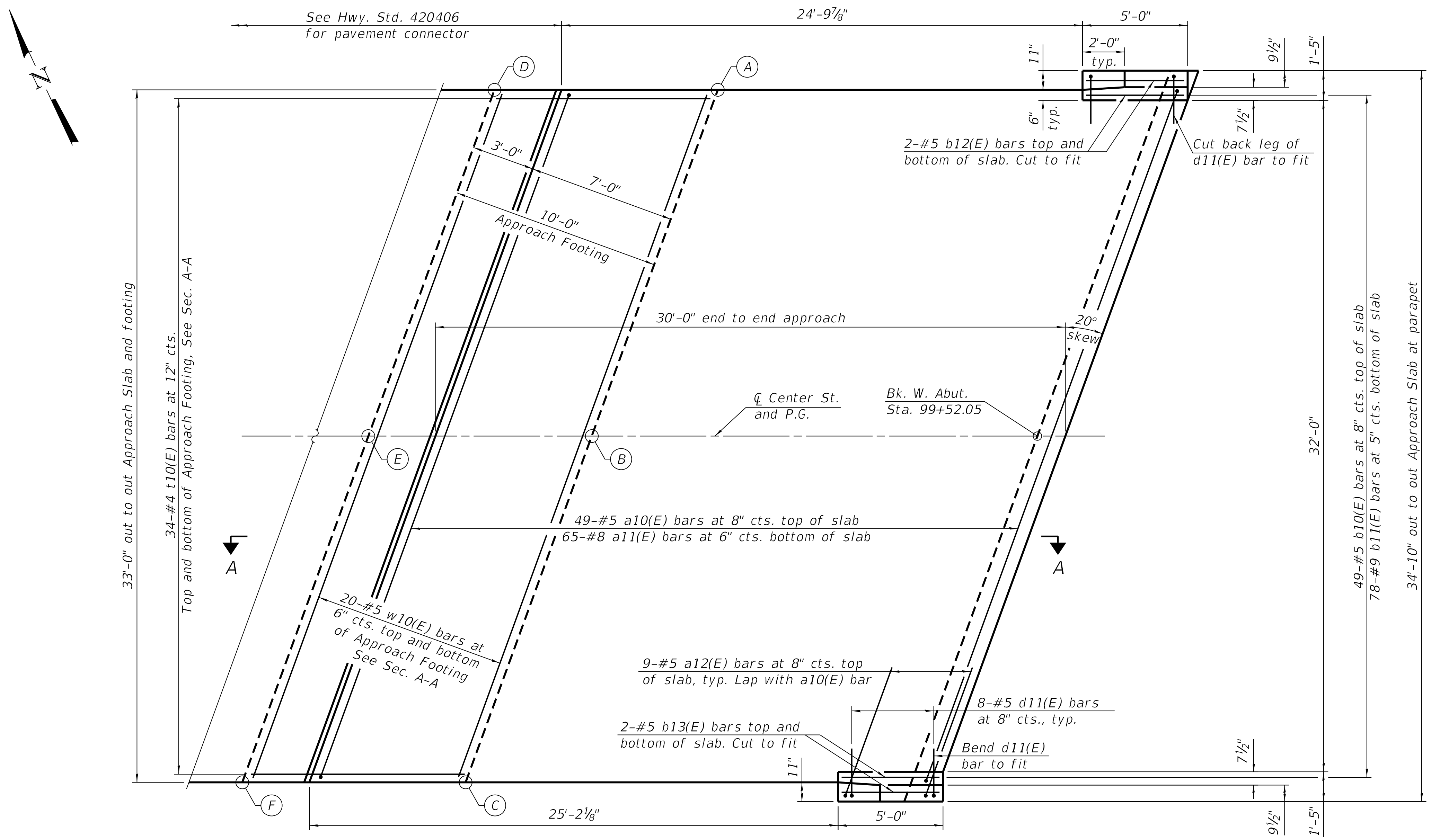


PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:

1. See sheet 8 for superstructure details and Bill of Material.
2. 2" PJF (Per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier.
3. See sheets 10-12 for PJF details.
4. The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
5. The approach slab seat shall have a constant slope determined from the control points shown.

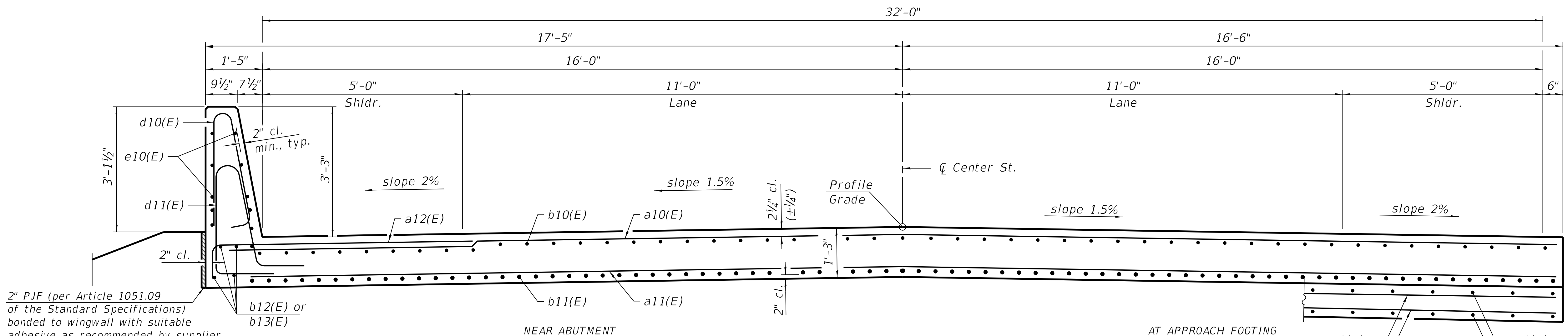
DIA-SB-L 06-15-2019



WEST APPROACH PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	West Approach	
	Top	Bottom
A	612.86	612.03
B	613.12	612.29
C	612.85	612.02
D	612.85	612.02
E	613.12	612.29
F	612.85	612.02



CROSS SECTION

(Looking East)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST BRIDGE APPROACH SLAB
STRUCTURE NO. 058–3414

SHEET NO. 10 OF 23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	27

CONTRACT NO. 95890

ILLINOIS FED. AID PROJECT YBFI(666)

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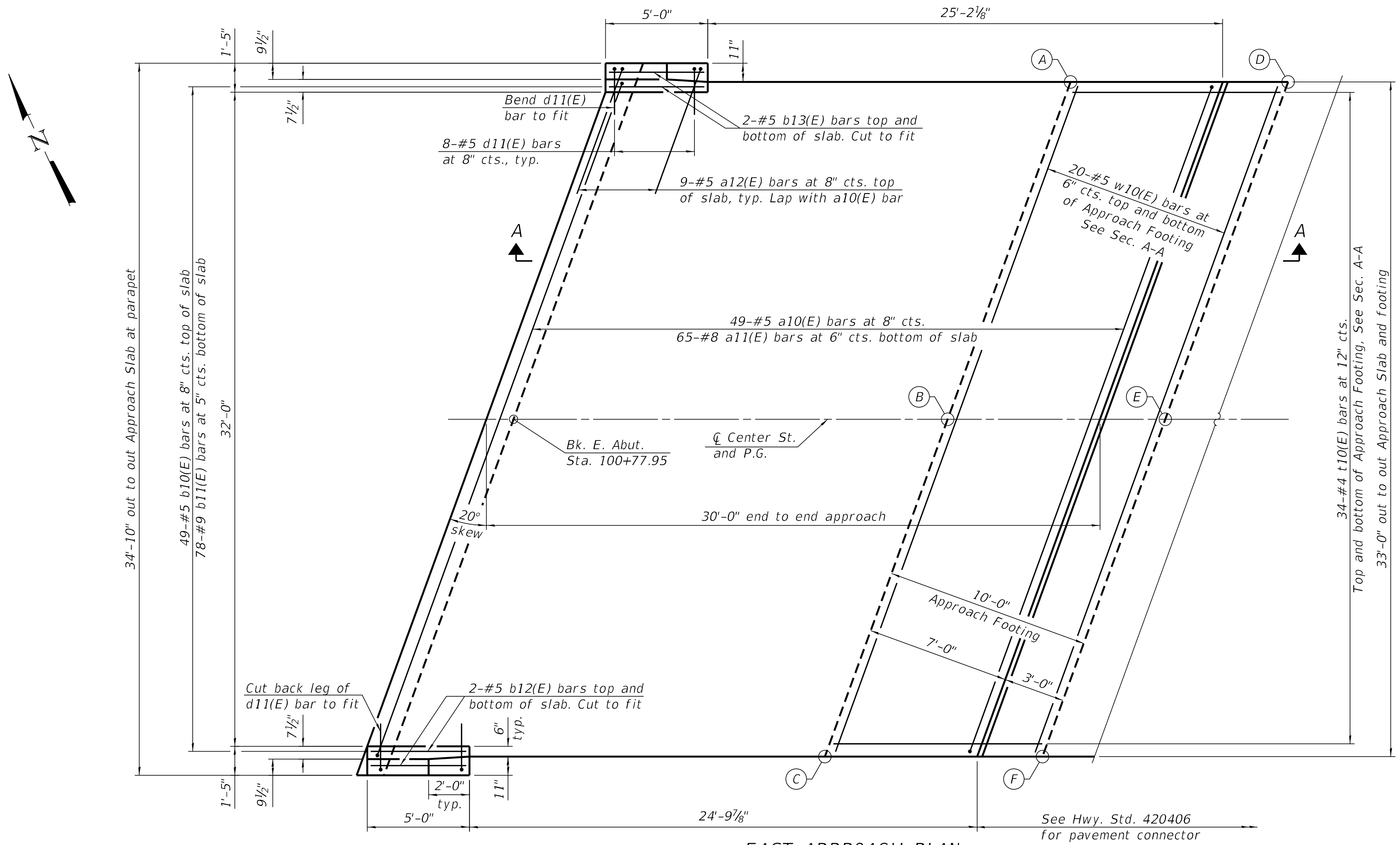
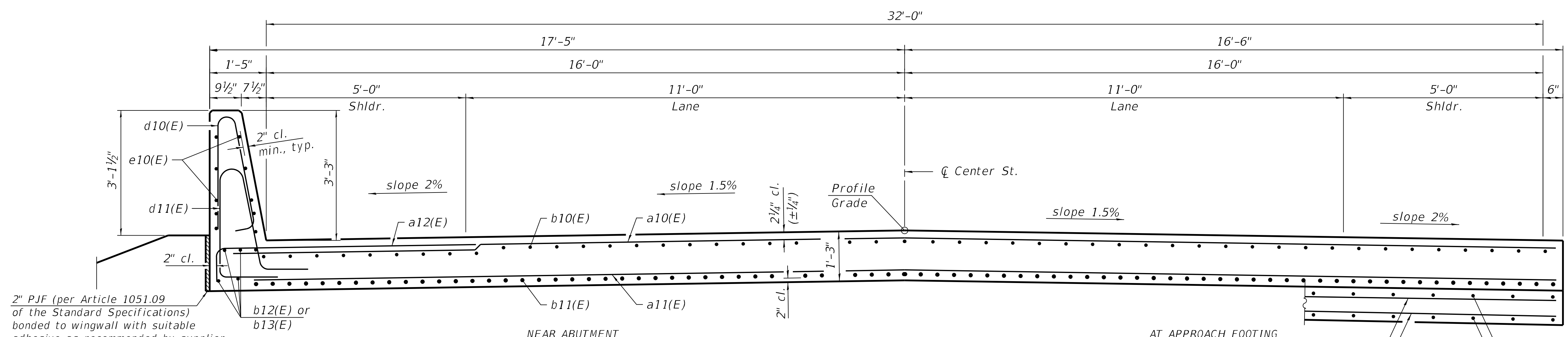


EAST APPROACH PLAN

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	East Approach	
	Top	Bottom
A	612.91	612.08
B	613.17	612.34
C	612.90	612.07
D	612.91	612.08
E	613.17	612.34
F	612.91	612.08



CROSS SECTION
(Looking East)

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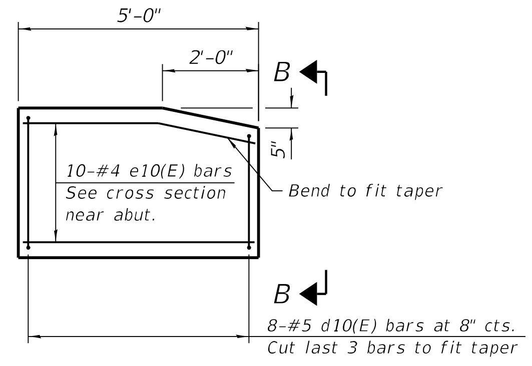
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST BRIDGE APPROACH SLAB
STRUCTURE NO. 058-3414
SHEET NO. 11 OF 23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	28

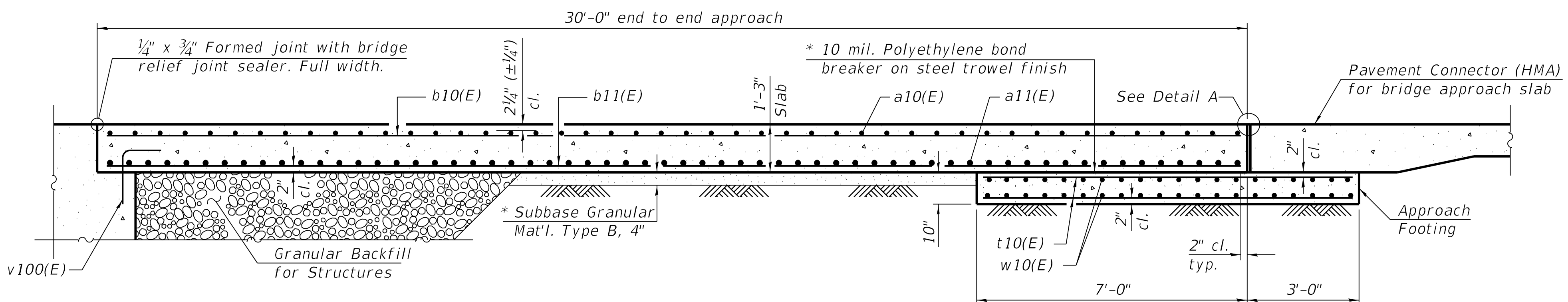
CONTRACT NO. 95890
ILLINOIS FED. AID PROJECT YBFI(666)



INSIDE ELEVATION OF PARAPET

Notes:

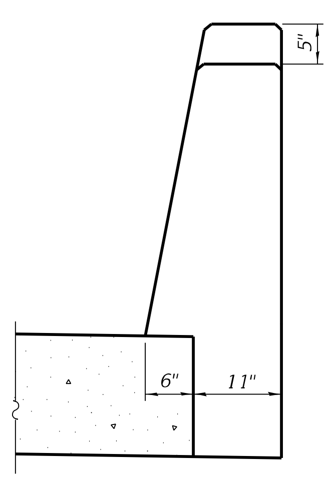
1. Parapet concrete shall be paid for as Concrete Superstructure.
2. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
3. Approach footing concrete shall be paid for as Concrete Structures.
4. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
5. Cost of excavation for approach footing included with Concrete Structures.
6. For Granular Backfill for Structures and drainage treatment details, see sheet 2.
7. For Type 6 terminal connections see Highway Standard 631031.
8. See Highway Standard 420406 for Detail A.



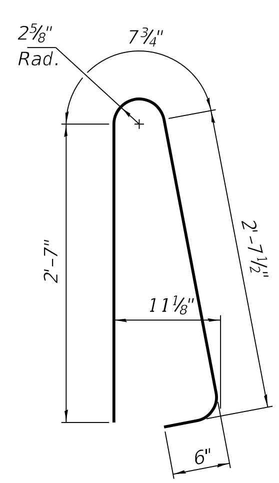
SECTION A-A

TWO APPROACHES
BILL OF MATERIAL

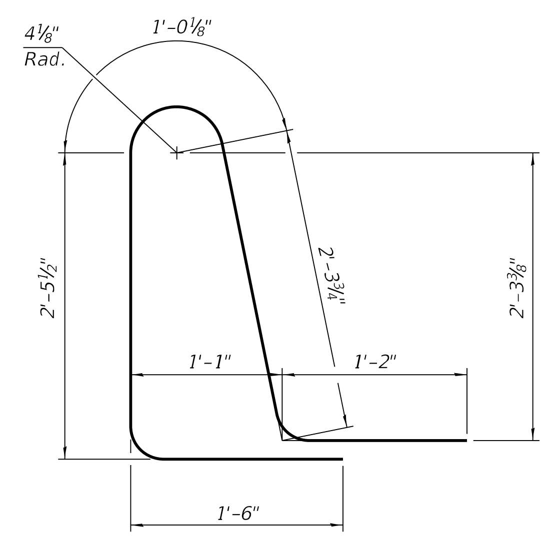
Bar	No.	Size	Length	Shape
a10(E)	98	#5	34'-9"	
a11(E)	130	#8	34'-9"	
a12(E)	36	#5	7'-4"	
b10(E)	98	#5	29'-8"	
b11(E)	156	#9	29'-8"	
b12(E)	8	#5	5'-2"	
b13(E)	8	#5	4'-8"	
d10(E)	32	#5	6'-5"	
d11(E)	32	#5	8'-6"	
e10(E)	40	#4	4'-8"	
t10(E)	136	#4	10'-3"	
w10(E)	80	#5	34'-9"	
Concrete Superstructure		Cu. Yd.	2.6	
Concrete Superstructure (Approach Slab)		Cu. Yd.	92.6	
Concrete Structures		Cu. Yd.	21.7	
Bridge Deck Grooving		Sq. Yd.	200	
Protective Coat		Sq. Yd.	241	
Reinforcement Bars, Epoxy Coated		Pound	39,190	



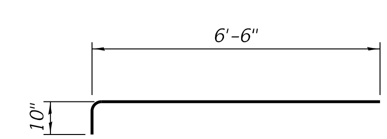
VIEW B-B



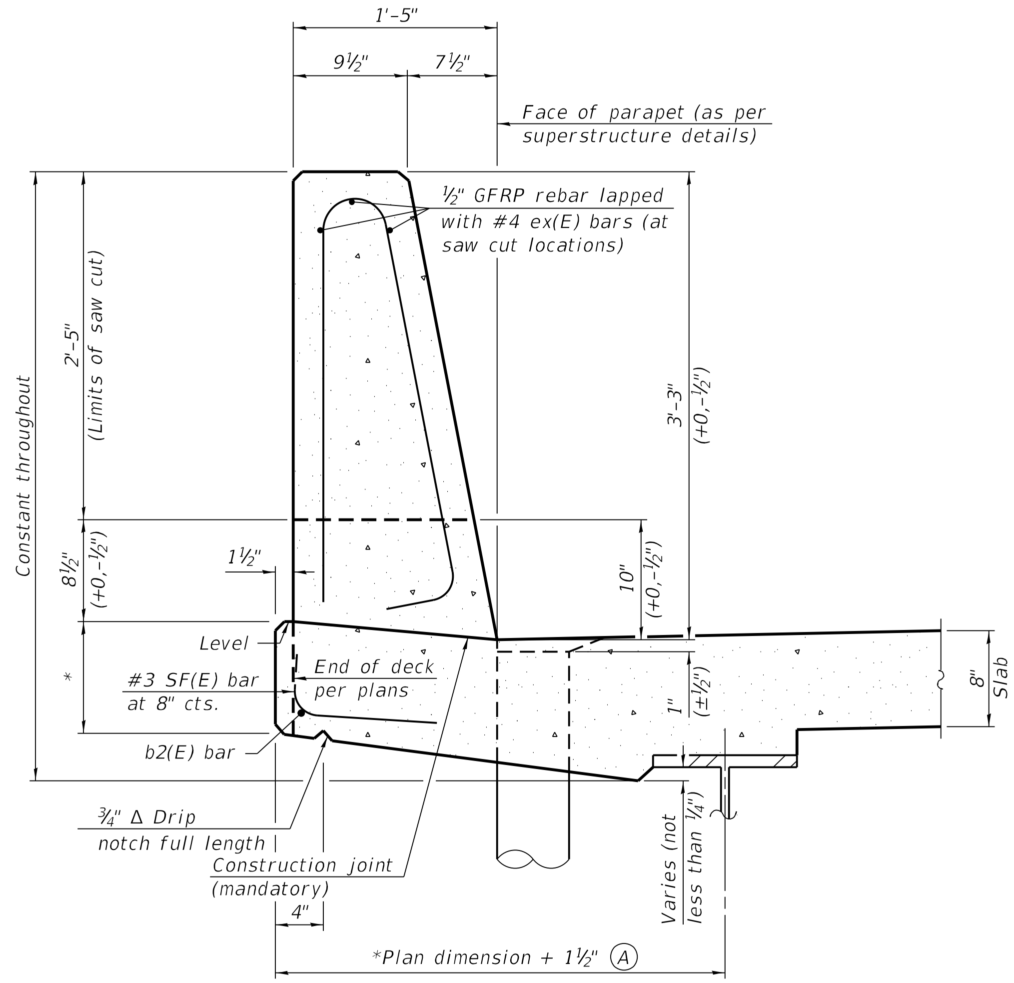
BAR d10(E)



BAR d11(E)



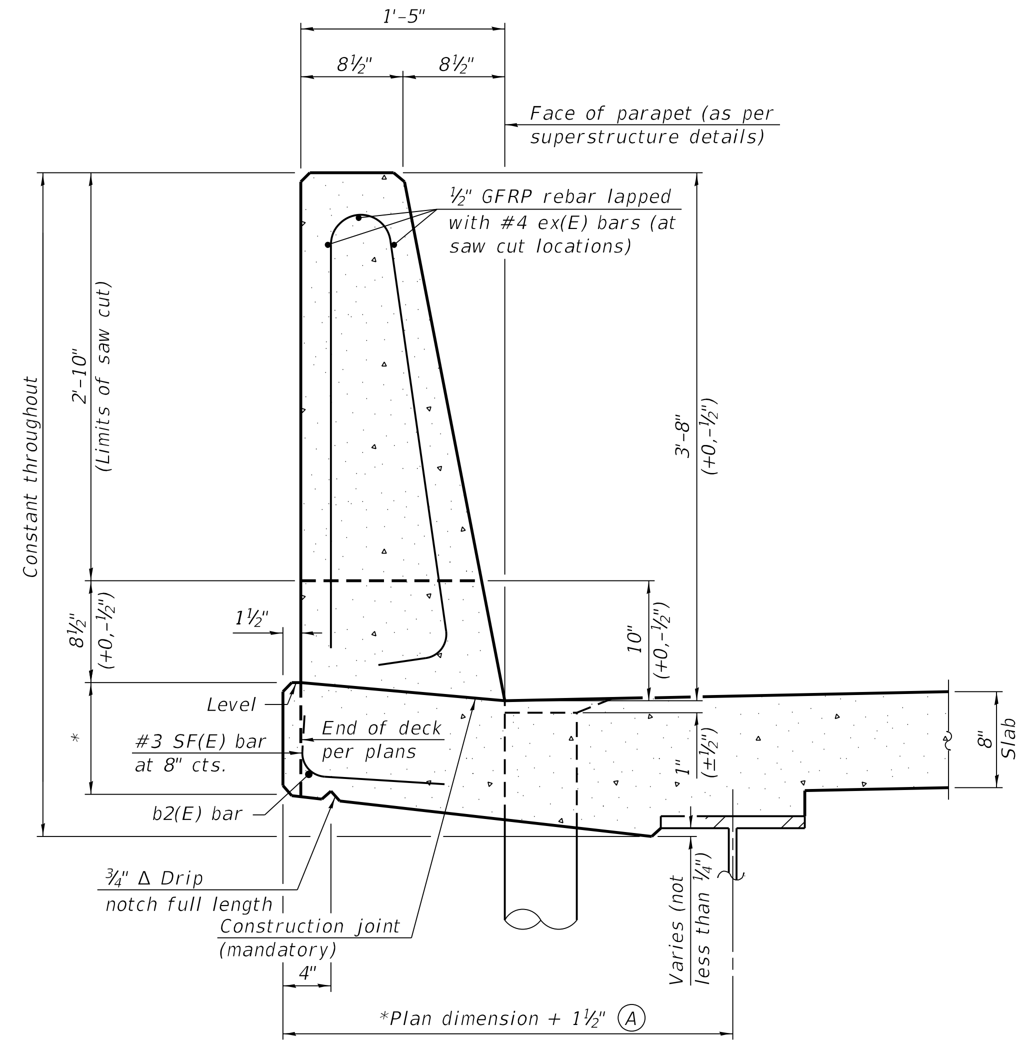
BAR a12(E)



39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.

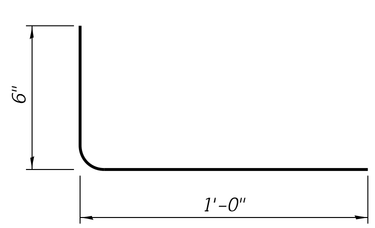


44" CONSTANT-SLOPE PARAPET SECTION

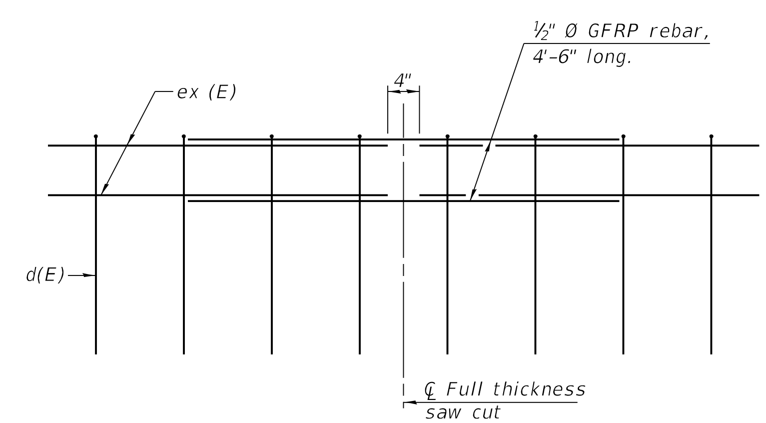
(Showing dimensions, d(E), and ½" Ø GFRP rebar)

Notes:

1. All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
2. Place full depth aluminum sheets as shown on superstructure details.
3. Replace all cork joint filler locations with a full thickness saw cut.
4. Steel superstructure shown. Other superstructure types similar.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

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

SFP 39-44 1-1-2020

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

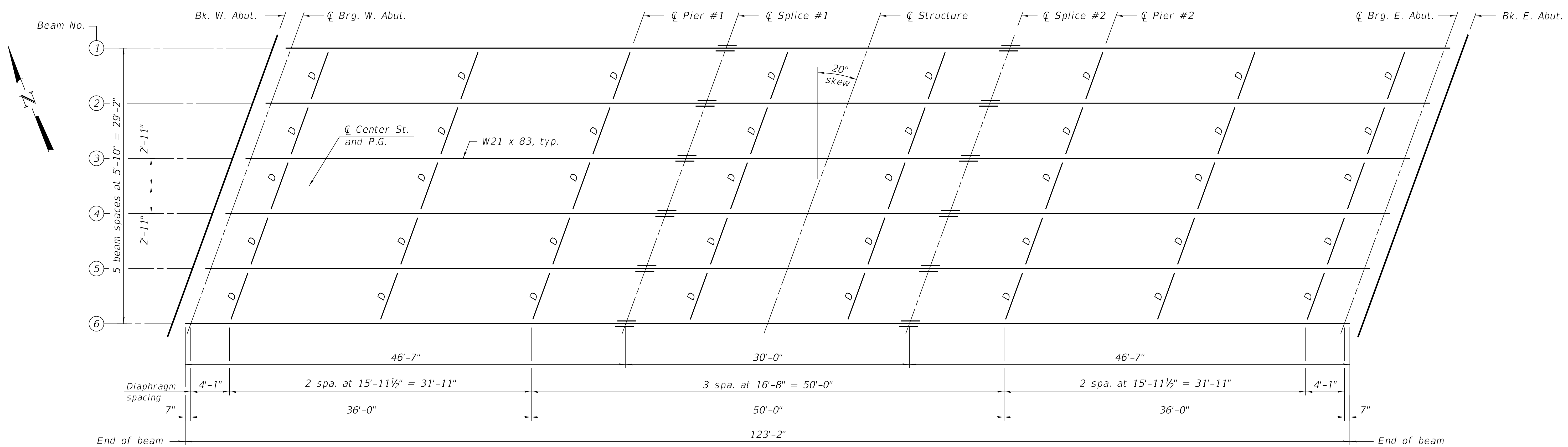
CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 058-3414

SHEET NO. 13 OF 23 SHEETS

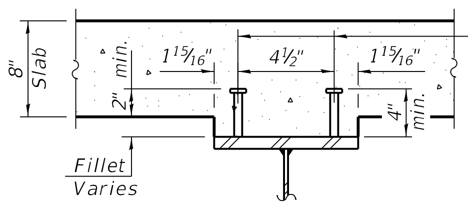
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	30

CONTRACT NO. 95890

ILLINOIS FED. AID PROJECT YBFI(666)



FRAMING PLAN



¾" Ø Granular or solid flux filled headed studs, automatically end welded to flange.
(556 / Beam = 3,336 Total Required)

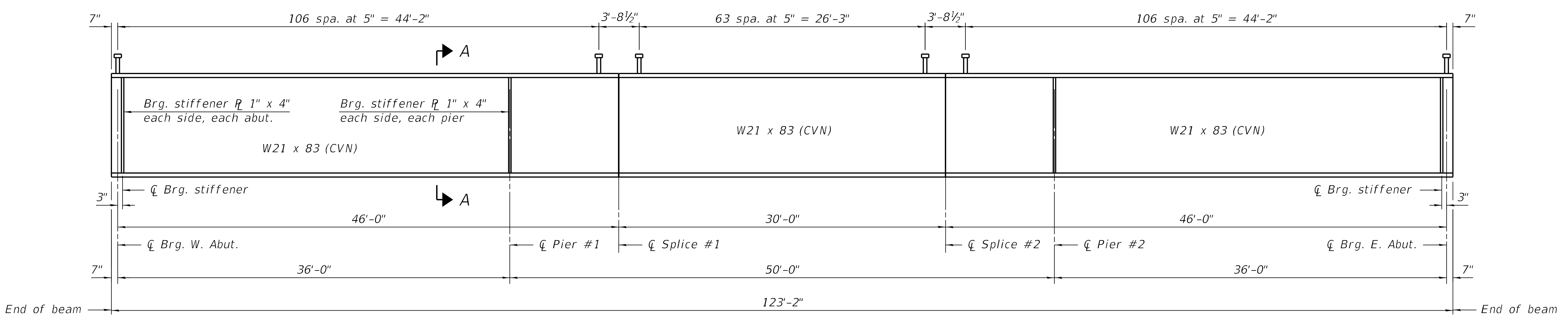
SECTION A-A

TOP OF BEAM ELEVATIONS (FOR INFORMATION ONLY)

	℄ Brg. W. Abut.	℄ Pier 1	℄ Splice 1	℄ Splice 2	℄ Pier 2	℄ Brg. E. Abut.
Beam 1	613.43	613.39	613.38	613.39	613.41	613.46
Beam 2	613.53	613.50	613.49	613.50	613.52	613.57
Beam 3	613.62	613.59	613.58	613.59	613.60	613.66
Beam 4	613.62	613.59	613.58	613.59	613.60	613.66
Beam 5	613.53	613.50	613.49	613.50	613.51	613.57
Beam 6	613.42	613.39	613.38	613.39	613.41	613.46

Notes:

1. All new structural steel shall be AASHTO M270, Grade 50, except noted otherwise and shall be hot dip galvanized. See Special Provisions for "Hot Dipped Galvanizing Structural Steel".
2. All diaphragms shall be installed as steel is erected and secure with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
3. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.



BEAM ELEVATION

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STATE OF ILLINOIS
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FRAMING PLAN
STRUCTURE NO. 058–3414
SHEET NO. 14 OF 23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	31

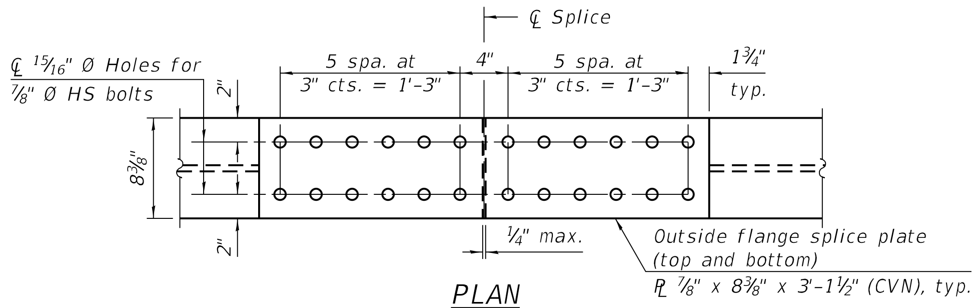
CONTRACT NO. 95890
ILLINOIS FED. AID PROJECT YBFI(666)

Interior Girder Moment Table				
		0.4 Sp. 1 or 0.6 Sp. 3	Piers	0.5 Sp. 2
I_s	(in^4)	1830	1830	1830
$I_c(n)$	(in^4)	6452	-	6452
$I_c(3n)$	(in^4)	4791	-	4791
$I_c(cr)$	(in^4)	-	2952	-
S_s	(in^3)	171	171	171
$S_c(n)$	(in^3)	291	-	291
$S_c(3n)$	(in^3)	261	-	261
$S_c(cr)$	(in^3)	-	216	-
DC1	(k/')	0.704	0.704	0.704
M_{DC1}	('K)	54	-132	83
DC2	(k/')	0.175	0.175	0.175
M_{DC2}	('K)	14	-34	21
DW	(k/')	0.267	0.267	0.267
M_{DW}	('K)	21	-52	32
LLDF		0.604	0.604	0.570
M_{LL+IM}	('K)	320	-302	344
f_l (Strength I)	(ksi)	0.0	0.0	0.0
$M_u + 1/3 f_l S_{xc}$	('K)	677	-814	780
$\phi_f M_n$	('K)	1509	1030	1472
f_s DC1	(ksi)	3.8	-9.3	5.8
f_s DC2	(ksi)	0.6	-1.9	1.0
f_s DW	(ksi)	1.0	-2.9	1.5
f_s (LL+IM)	(ksi)	13.2	-16.8	14.2
f_l (Service II)	(ksi)	0.0	0.0	0.0
$f_s + f_l/2$ (Service II)	(ksi)	22.6	-35.9	26.7
$0.95 R_h F_{yf}$	(ksi)	47.5	-47.5	47.5
$f_s + f_l/3$ (Total)(Strength I)	(ksi)	-	-	-
$\phi_f F_n$	(ksi)	-	-	-
V_f	(K)	19	22	22

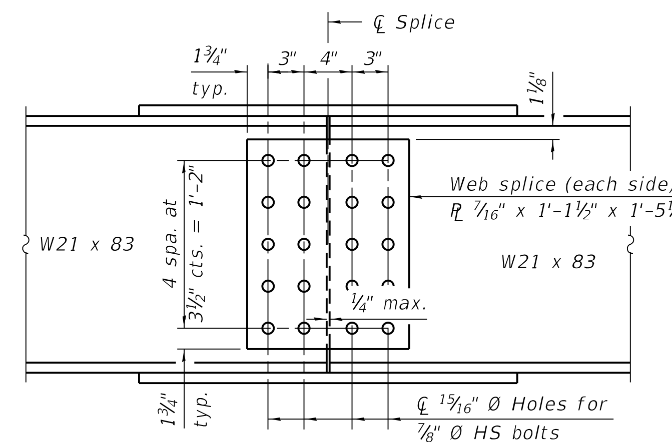
Girder Reaction Table					
		Abut.		Pier	
		Interior	Exterior	Interior	Exterior
LLDF		0.658	0.488	0.658	0.488
OCF		-	1.073	-	-
R_{DC1}	(k)	9.1	9.1	33.2	33.2
R_{DC2}	(k)	2.2	2.2	8.5	8.5
R_{DW}	(k)	3.4	3.4	12.9	12.9
R_{LL}	(k)	40.1	32.0	65.2	48.4
R_{IM}	(k)	11.0	8.7	14.5	10.7
R_{Total}	(k)	65.8	55.3	134.3	113.7

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).
Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short term composite live loads ($in.^4$ and $in.^3$).
Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).
Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs(Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).
Sxc: Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange ($in.^3$).
DC1: Un-factored non-composite dead load (kips/ft.).
MDC1: 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.).
MDC2: 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.).
MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_{LL+IM}: Un-factored live load moment plus dynamic load allowance (impact)(kip-ft.).

Mu (Strength I): Factored design moment (kip-ft.).
1.25 (MDC1+ MDC2) + 1.5 MDW + 1.75 M_{LL+IM}
fℓ: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending, Strength I or Service II as applicable (ksi).
Øf Mn: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1 / Snc
fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2 / Sc(3n) or MDC2 / Sc(cr) as applicable.
fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW / Sc(3n) or MDW / Sc(cr) as applicable.
fs (LL+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M_{LL+IM} / Sc(n) or M_{LL+IM} / Sc(cr) as applicable.
fs + $f_l/2$ (Service II): Sum of stresses as computed below (ksi).
fsDC1 + fsDC2 + fsDW + 1.3 fs($_{LL+IM}$) + $f_l/2$
0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
fs + $f_l/3$ (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs($_{LL+IM}$) + $f_l/3$
Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
Vf: Maximum factored shear range in span computed according to Article 6.10.10.

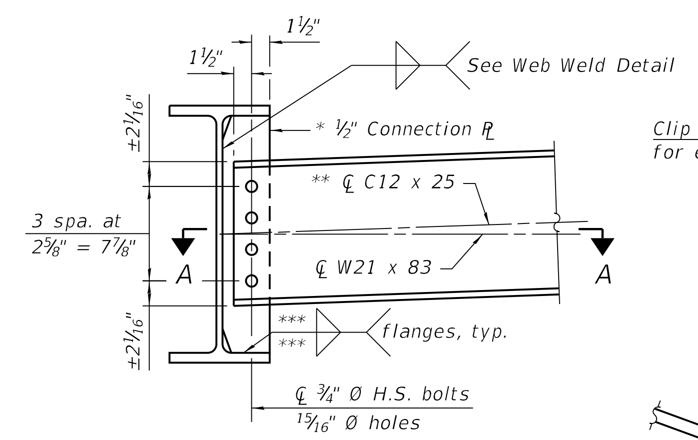


PLAN
(Top flange splice plate shown, bottom flange splice plate similar.)

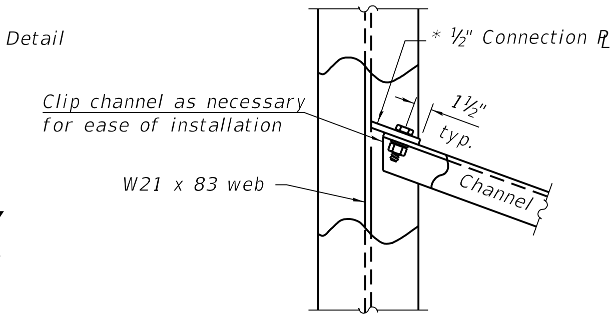


ELEVATION
SPLICE DETAILS
(12 required)

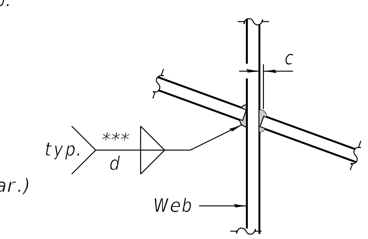
Splice Notes:
1. All splices are symmetrical about ℄ splice.
2. H.S. bolts shall be ASTM F3125, Grade A325, Type 1.
3. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.
4. All plates composing the splices shall be AASHTO M270, Grade 50 and shall be hot dip galvanized. See Special Provisions "Hot Dipped Galvanizing Structural Steel".



INTERIOR DIAPHRAGM - D
(Exterior beam shown, interior beam similar.)
(Stop welds ¼" (±⅛") from edges, typ.)
(40 required)



SECTION A-A



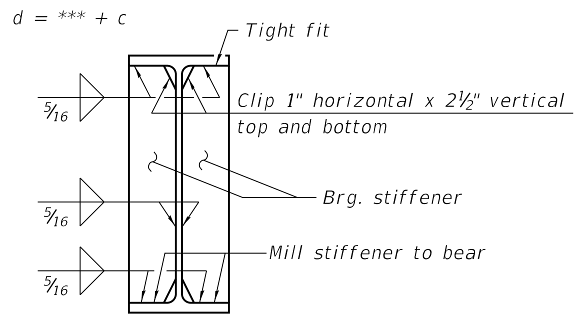
WEB WELD DETAIL
d = *** + c

* 1" Bearing stiffener plate each side of web at piers in lieu of connection plate shown.

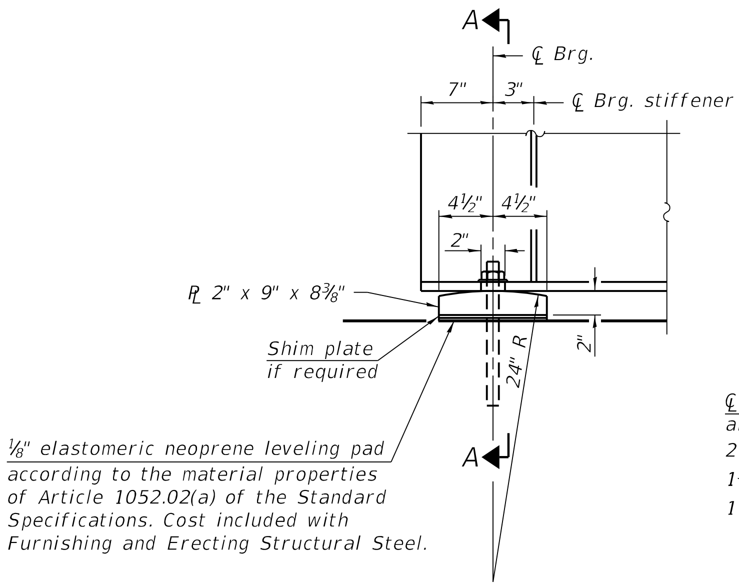
** Alternate channels are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.

*** ¼ for connection plate and 5⁄16 for bearing stiffener.

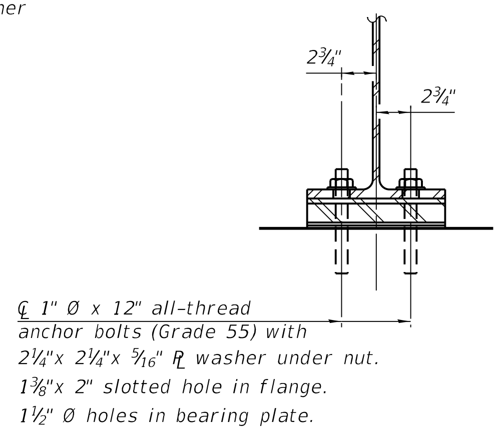
Diaphragm Notes:
1. H.S. bolts shall be ASTM F3125, Grade A325, Type 1.
2. Two hardened washers required for each set of oversized holes.
3. All plates and rolled shapes composing the diaphragms including the connection plates welded to the beams shall be AASHTO M270, Grade 36 and shall be hot dip galvanized. See Special Provisions "Hot Dipped Galvanizing Structural Steel".



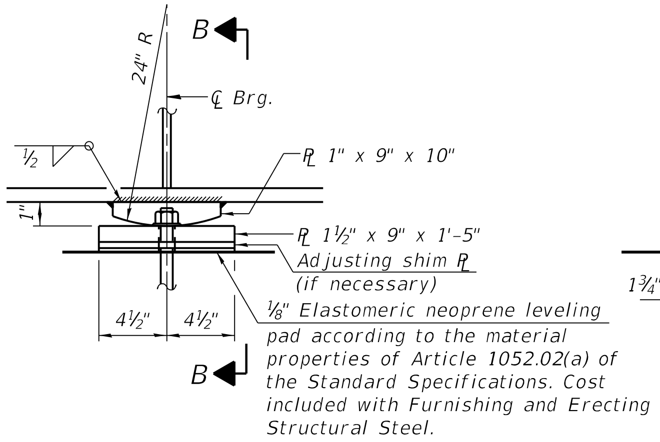
ABUTMENT AND PIER BEARING STIFFENER
(Only bearing stiffeners at piers shall be placed along the skew.)
(Stop welds ¼" (±⅛") from edges, typ.)



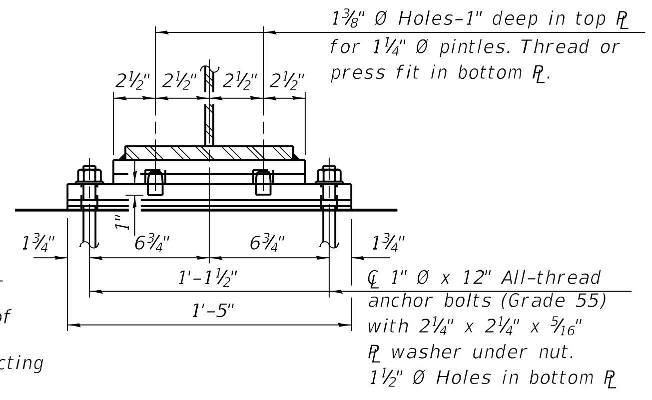
ELEVATION AT INTEGRAL ABUTMENTS



SECTION A-A



ELEVATION AT PIERS

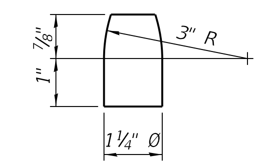


SECTION B-B

FIXED BEARINGS

Notes:

1. Anchor bolts shall be according to Article 521.06 of the Standard Specifications.
2. Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
3. Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
4. Two ⅛" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on Bearing Details.



PINTLE
(Fy = 36 ksi)

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	48

design firm no. 184001036 whks engineers • planners • land surveyors	USER NAME = dheberling	DESIGNED - GEM	REVISED
	FILE NAME = SN 058-3061.dgn	CHECKED - PHV	REVISED
	PLOT SCALE = 0:2 ':" / in.	DRAWN - DLH	REVISED
	PLOT DATE = 1/26/2021	CHECKED - SBC	REVISED

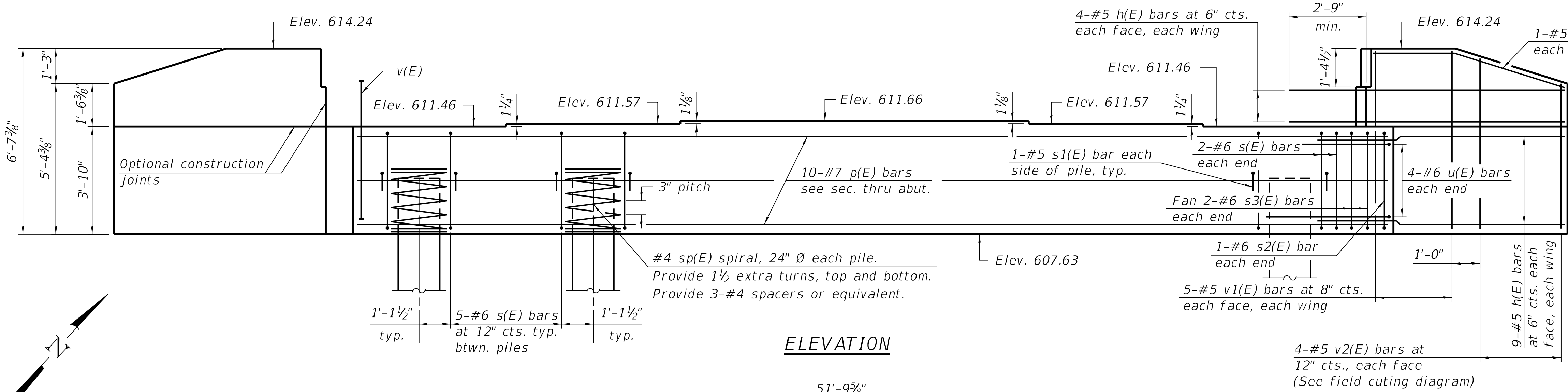
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 058-3414
SHEET NO. 16 OF 23 SHEETS

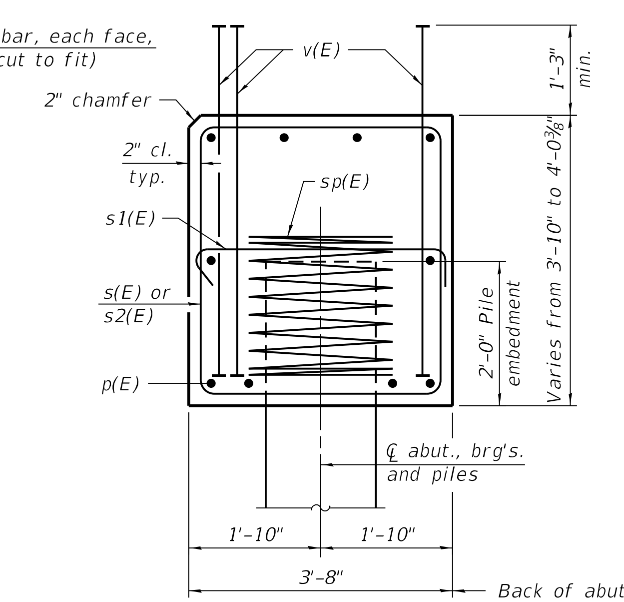
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	33

CONTRACT NO. 95890
ILLINOIS FED. AID PROJECT YBFI(666)

LAST SAVED DATE: $LASTSAVEDDATE$
FILE NAME: L:\Jobs\Decatur\9012 Center Street\CADD\CAD_Sheets\SN 058-3061.dgn

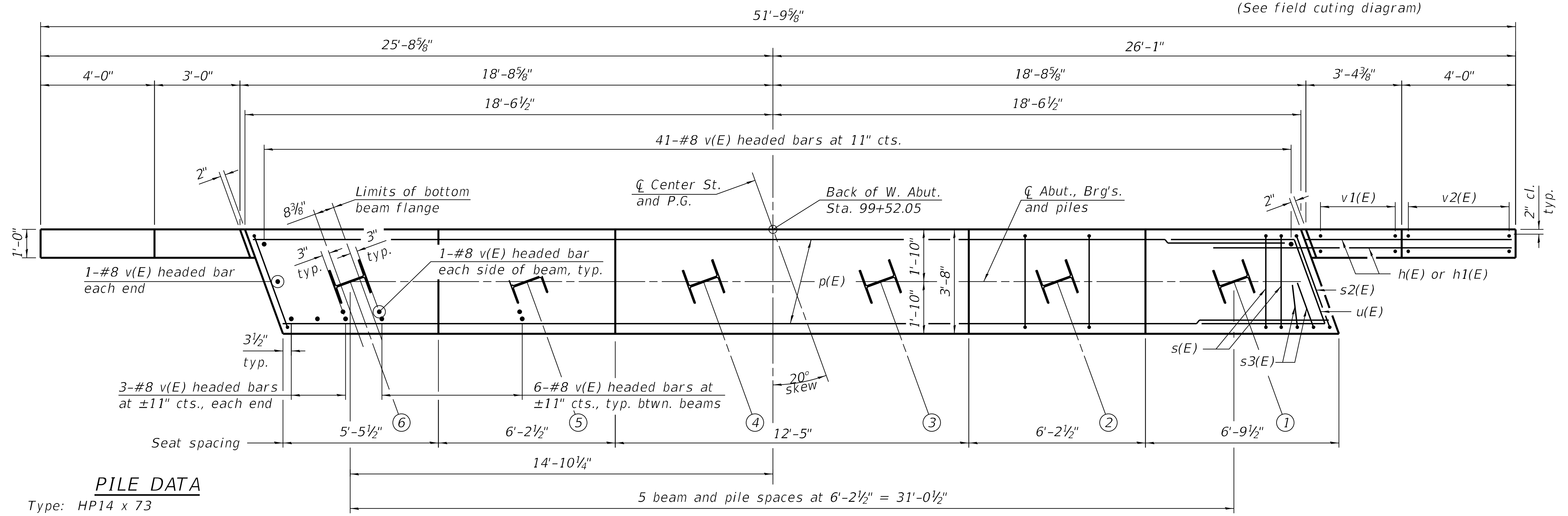


ELEVATION



SECTION THRU ABUTMENT

Dimensions at right angles to abutment.



PLAN

PILE DATA

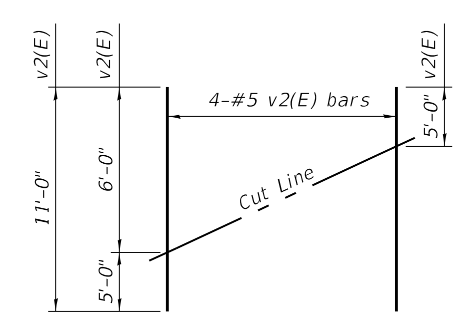
Type: HP14 x 73
Nominal Required Bearing: 311 kips
Factored Resistance Available: 171 kips
Est. Length: 48'
No. Production Piles: 5
No. Test Piles: 1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#5	10'-0"	
h1(E)	4	#5	7'-2"	
p(E)	10	#7	36'-9"	
s(E)	29	#6	15'-0"	
s1(E)	12	#5	4'-4"	
s2(E)	2	#6	15'-6"	
s3(E)	4	#6	9'-4"	
* sp(E)	6	#4	2'-0"	
u(E)	8	#6	12'-1"	
v(E)	91	#8	4'-11"	
v1(E)	20	#5	6'-3"	
v2(E)	8	#5	11'-0"	

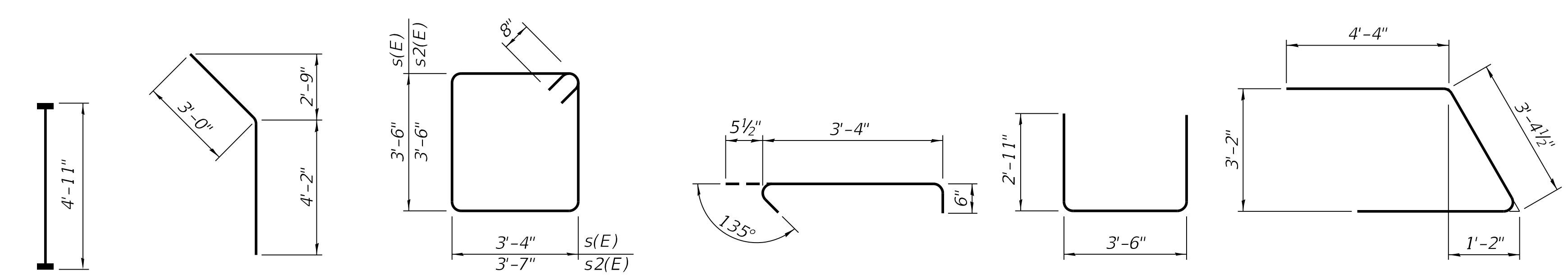
Item	Unit	Quantity
Structure Excavation	Cu. Yd.	126
Concrete Structures	Cu. Yd.	23.2
Reinforcement Bars, Epoxy Coated	Pound	3,970
Furnishing Steel Piles HP14 x 73	Foot	240
Driving Piles	Foot	240
Test Pile Steel HP14 x 73	Each	1
Geocomposite Wall Drain	Sq. Yd.	30
Pipe Underdrains for Structures 4"	Foot	76
Granular Backfill for Structures	Cu. Yd.	43

* Length is height of spiral.



FIELD CUTTING DIAGRAM

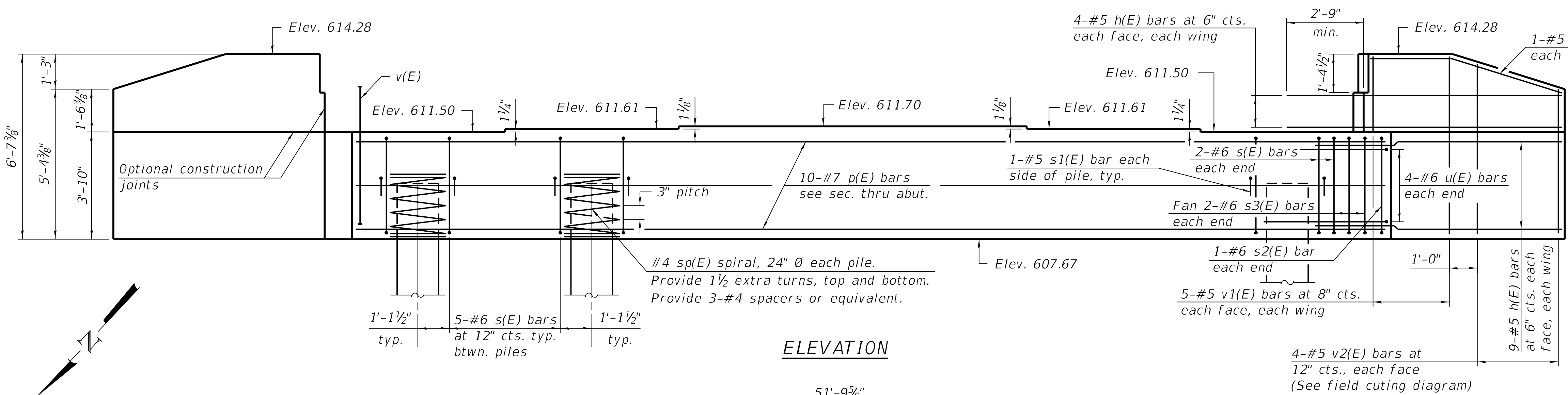
Order v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



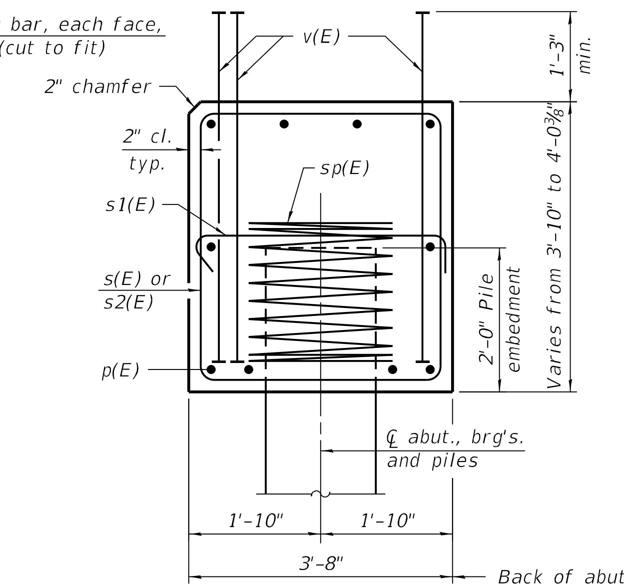
BAR v(E) (Headed) BAR h1(E) BAR s(E) & s2(E) BAR s1(E) BAR s3(E) BAR u(E)

Notes:

1. Pour steps monolithically with cap.
2. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
3. For details of piles see sheet 21.

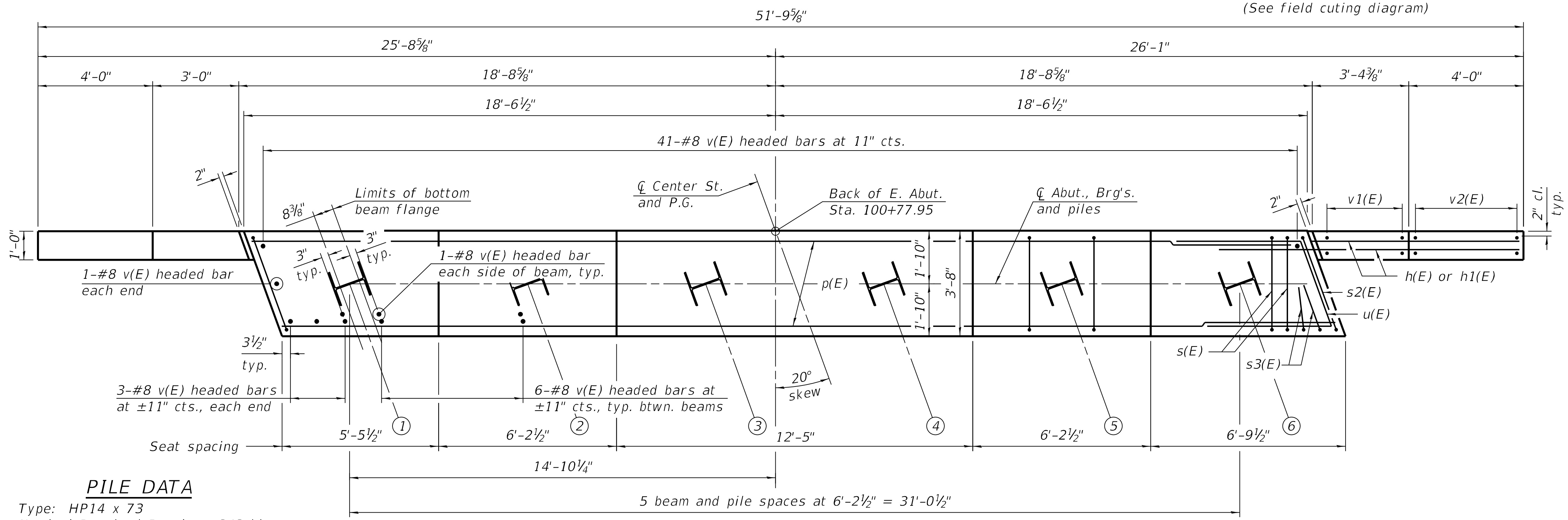


ELEVATION



SECTION THRU ABUTMENT

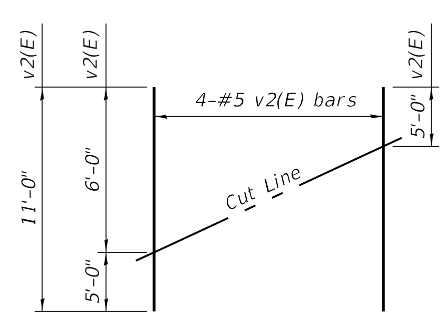
Dimensions at right angles to abutment.



PLAN

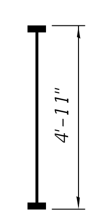
PILE DATA

Type: HP14 x 73
Nominal Required Bearing: 343 kips
Factored Resistance Available: 189 kips
Est. Length: 48'
No. Production Piles: 5
No. Test Piles: 1

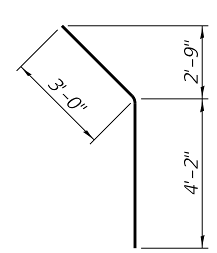


FIELD CUTTING DIAGRAM

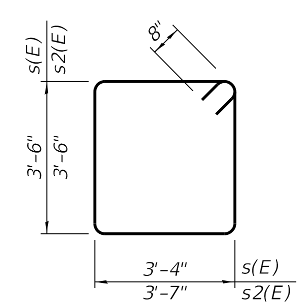
Order v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



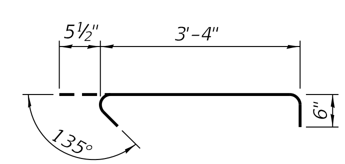
BAR v(E)
(Headed)



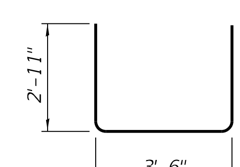
BAR h1(E)



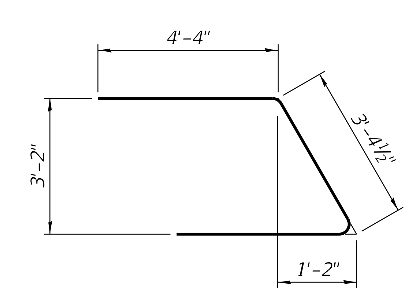
BAR s(E) & s2(E)



BAR s1(E)



BAR s3(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	52	#5	10'-0"	
h1(E)	4	#5	7'-2"	
p(E)	10	#7	36'-9"	
s(E)	29	#6	15'-0"	
s1(E)	12	#5	4'-4"	
s2(E)	2	#6	15'-6"	
s3(E)	4	#6	9'-4"	
* sp(E)	6	#4	2'-0"	
u(E)	8	#6	12'-1"	
v(E)	91	#8	4'-11"	
v1(E)	20	#5	6'-3"	
v2(E)	8	#5	11'-0"	
Structure Excavation	Cu. Yd.	126		
Concrete Structures	Cu. Yd.	23.2		
Reinforcement Bars, Epoxy Coated	Pound	3,970		
Furnishing Steel Piles HP14 x 73	Foot	240		
Driving Piles	Foot	240		
Test Pile Steel HP14 x 73	Each	1		
Geocomposite Wall Drain	Sq. Yd.	30		
Pipe Underdrains for Structures 4"	Foot	76		
Granular Backfill for Structures	Cu. Yd.	43		

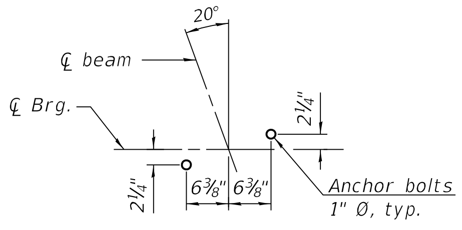
* Length is height of spiral.

Notes:

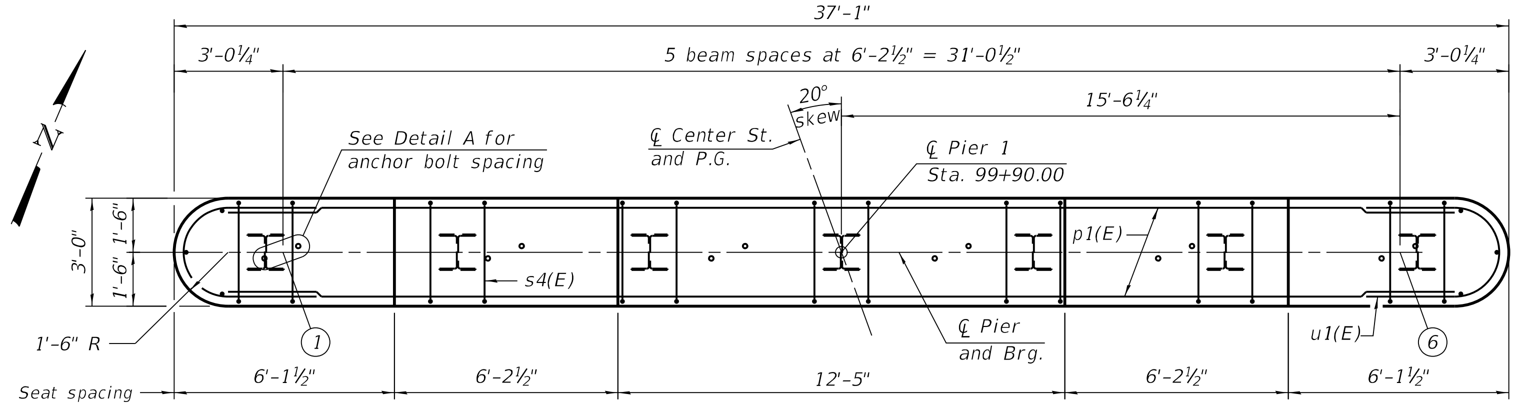
1. Pour steps monolithically with cap.
2. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
3. For details of piles see sheet 21.

Notes:

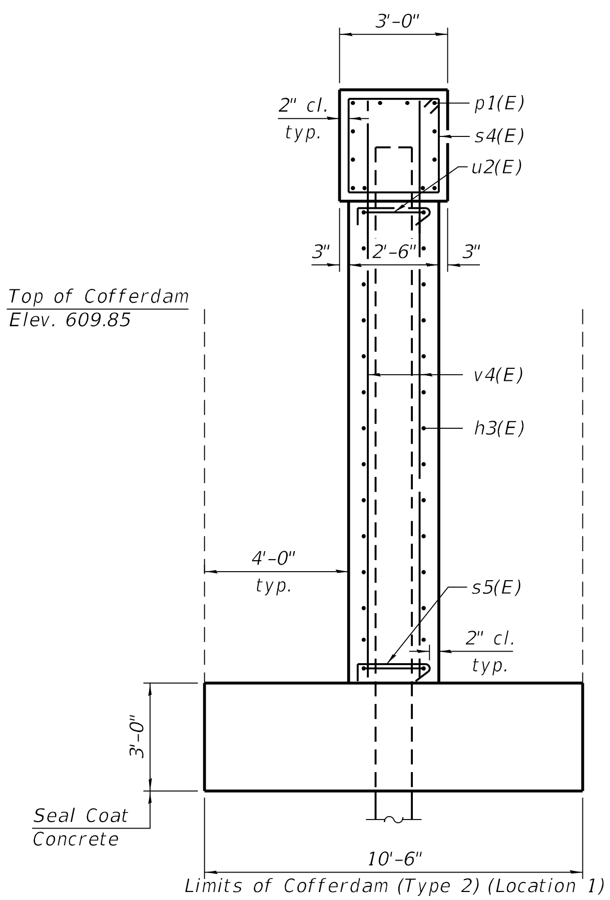
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 21.



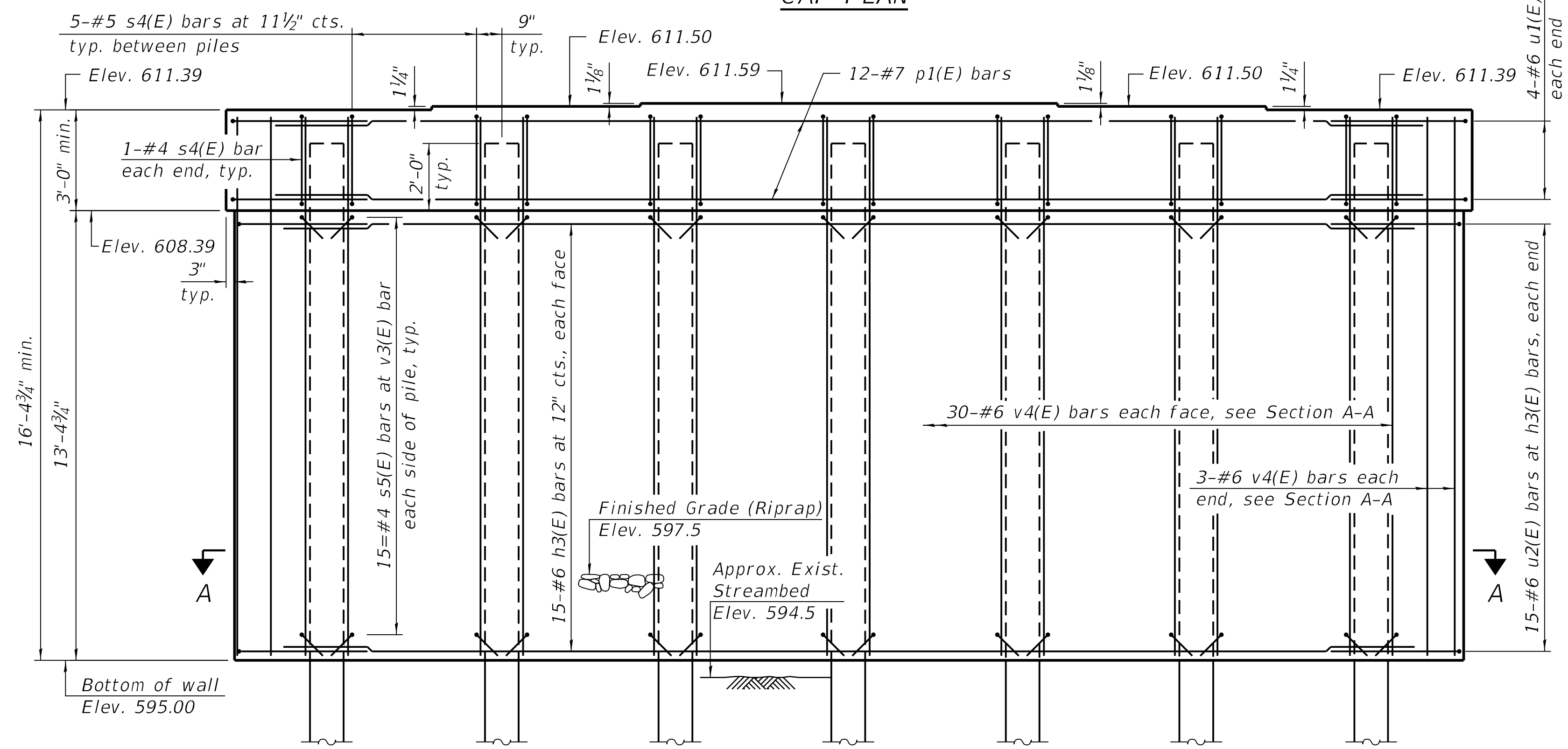
DETAIL A



CAP PLAN

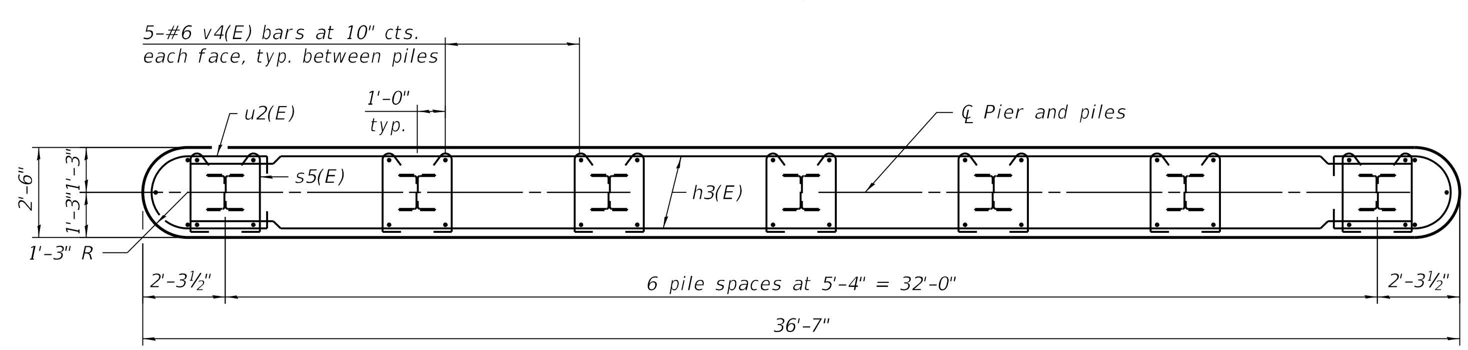


END VIEW

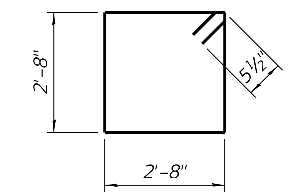


ELEVATION

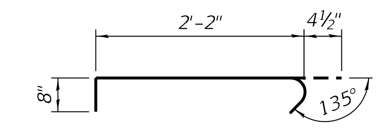
(Looking East)



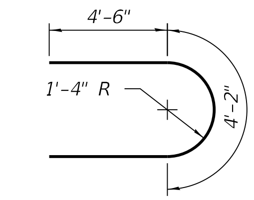
SECTION A-A



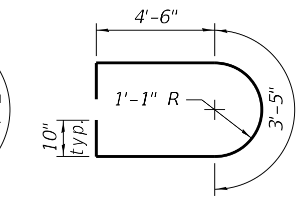
BAR s4(E)



BAR s5(E)



BAR u1(E)



BAR u2(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	30	#6	34'-1"	
p1(E)	12	#7	34'-1"	
s4(E)	32	#5	11'-7"	
s5(E)	210	#4	3'-3"	
u1(E)	8	#6	13'-2"	
u2(E)	30	#6	14'-1"	
v4(E)	66	#6	16'-1"	
Cofferdam Excavation			Cu. Yd.	44
Cofferdam (Type 2) (Location - 1)			Each	1
Concrete Structures			Cu. Yd.	58.2
Seal Coat Concrete			Cu. Yd.	52.0
Reinforcement Bars, Epoxy Coated			Pound	5,600
Furnishing Steel Piles HP14 x 73			Foot	396
Driving Piles			Foot	396
Test Pile Steel HP14 x 73			Each	1

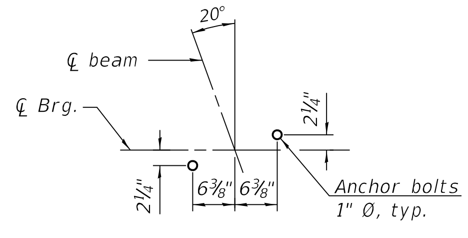
PILE DATA

Type: HP14 x 73
Nominal Required Bearing: 544 kips
Factored Resistance Available: 285 kips
Est. Length: 66 ft.
Min. Tip Elevation = 547.00 **
No. Production Piles: 6
No. Test Piles: 1

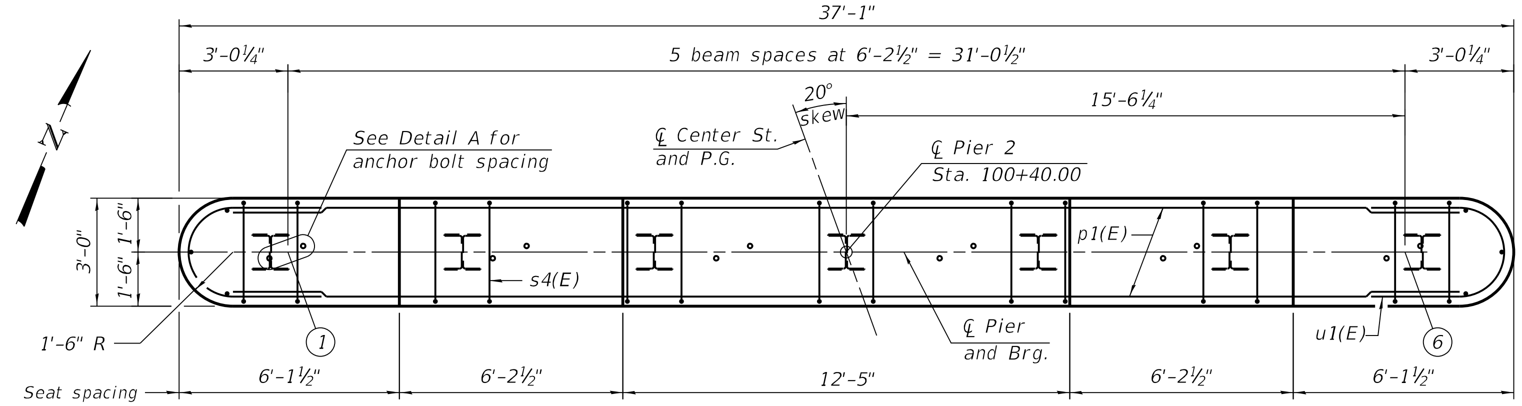
** If the Minimum Tip Elevation cannot be achieved due to excessive driving stresses, contact the Structural Engineer for further disposition.

Notes:

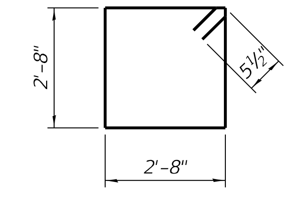
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 21.



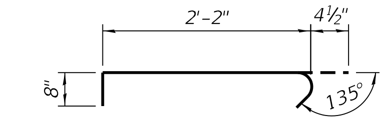
DETAIL A



CAP PLAN



BAR s4(E)



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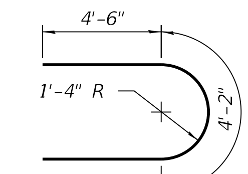

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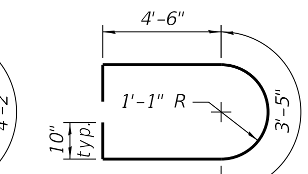
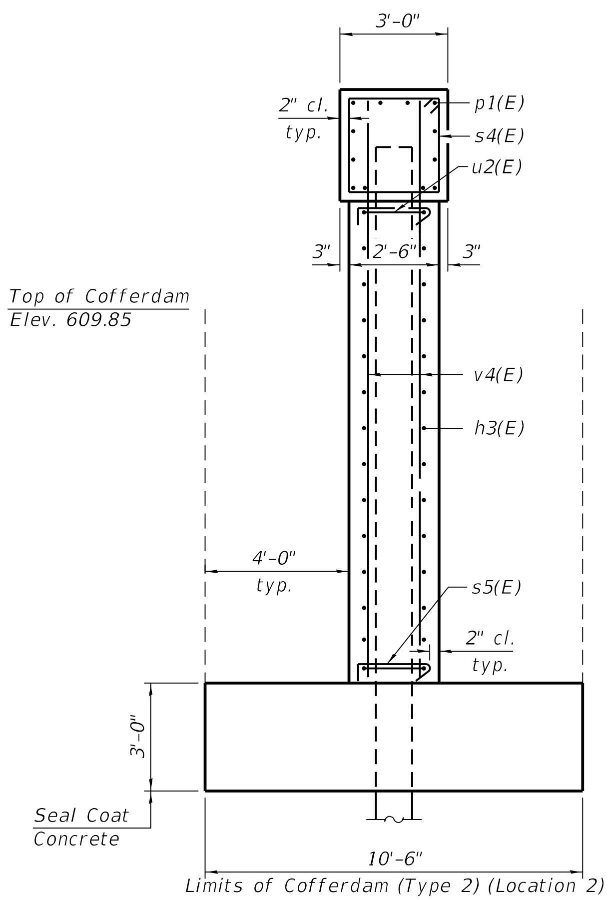


BAR u2(E)



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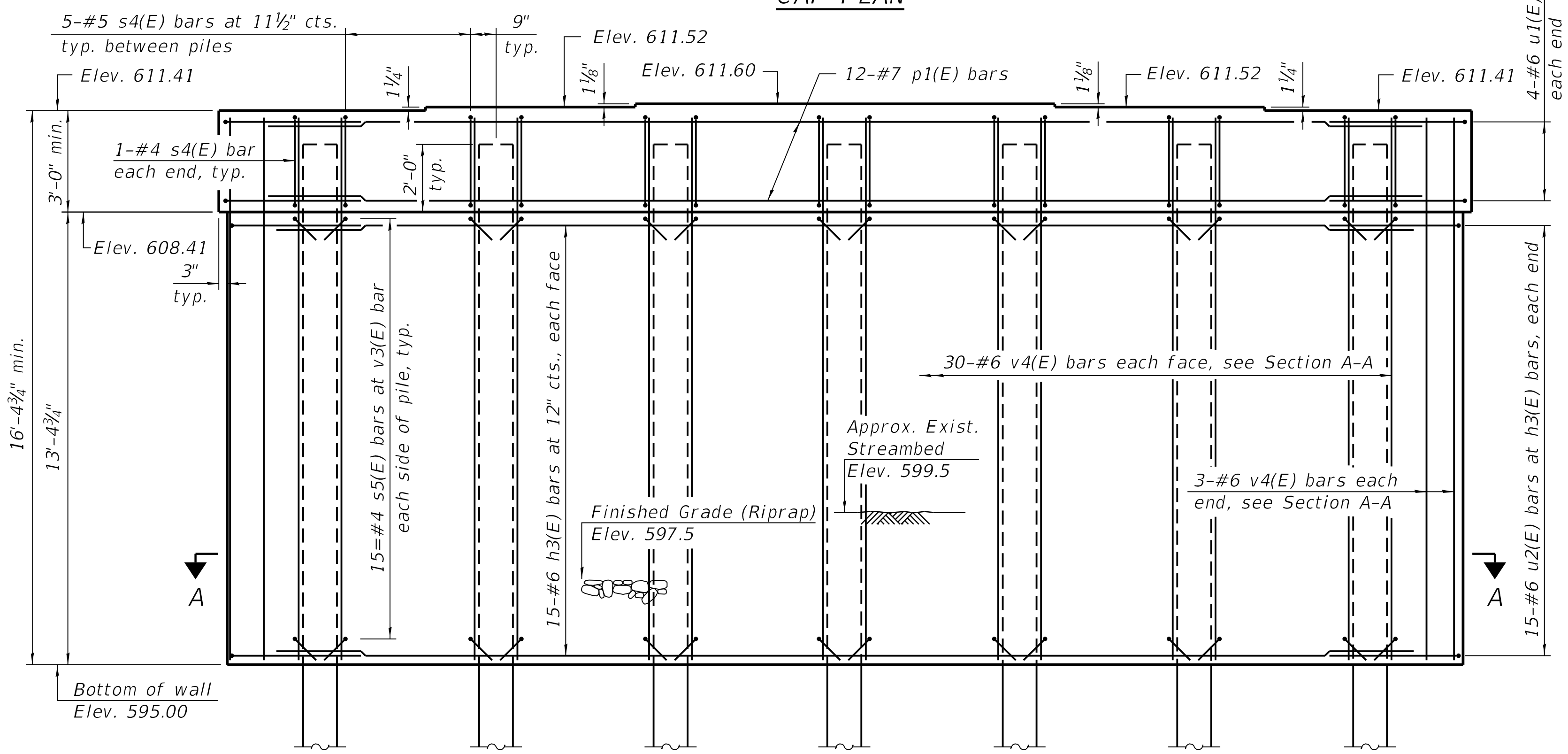
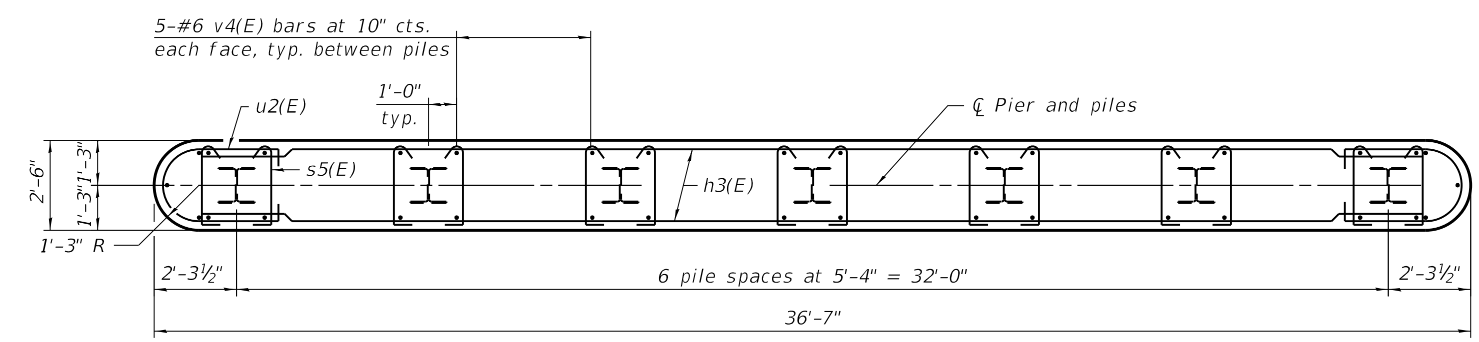


ELEVATION

(Looking East)



SECTION A-A

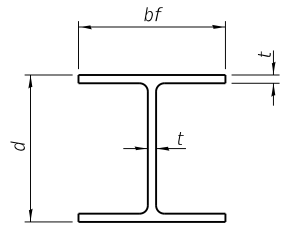
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	30	#6	34'-1"	———
p1(E)	12	#7	34'-1"	———
s4(E)	32	#5	11'-7"	□
s5(E)	210	#4	3'-3"	⌐
u1(E)	8	#6	13'-2"	⊃
u2(E)	30	#6	14'-1"	⊃
v4(E)	66	#6	16'-1"	———
Cofferdam Excavation			Cu. Yd.	131
Cofferdam (Type 2) (Location - 2)			Each	1
Concrete Structures			Cu. Yd.	58.2
Seal Coat Concrete			Cu. Yd.	52.0
Reinforcement Bars, Epoxy Coated			Pound	5,600
Furnishing Steel Piles HP14 x 73			Foot	378
Driving Piles			Foot	378
Test Pile Steel HP14 x 73			Each	1

PILE DATA

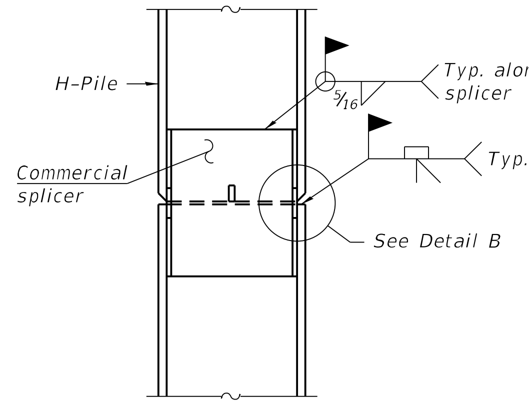
Type: HP14 x 73
Nominal Required Bearing: 548 kips
Factored Resistance Available: 284 kips
Est. Length: 63 ft.
Min. Tip Elevation = 547.00 **
No. Production Piles: 6
No. Test Piles: 1

** If the Minimum Tip Elevation cannot be achieved due to excessive driving stresses, contact the Structural Engineer for further disposition.



STEEL PILE TABLE

Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	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"	11/16"	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"



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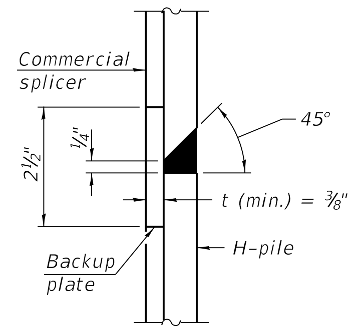
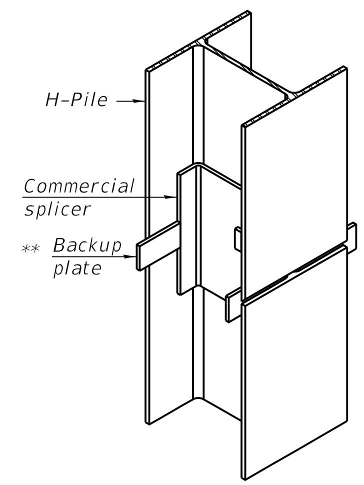
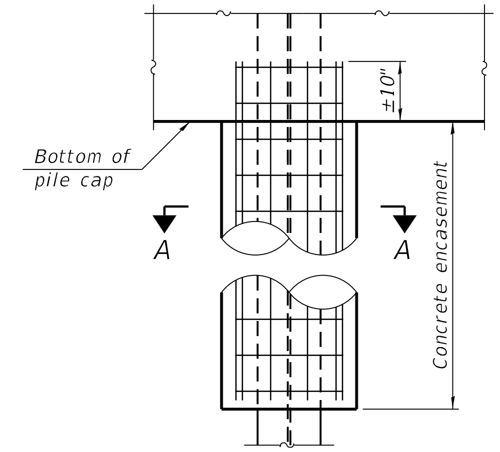


DETAIL "B"

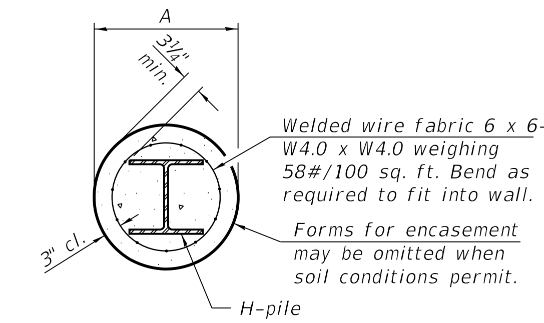


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



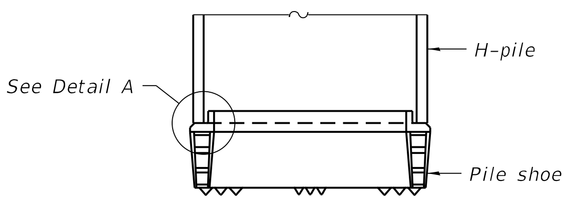
ELEVATION



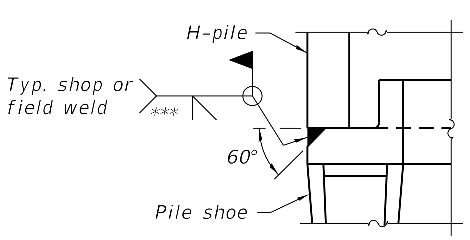
SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

(when specified)



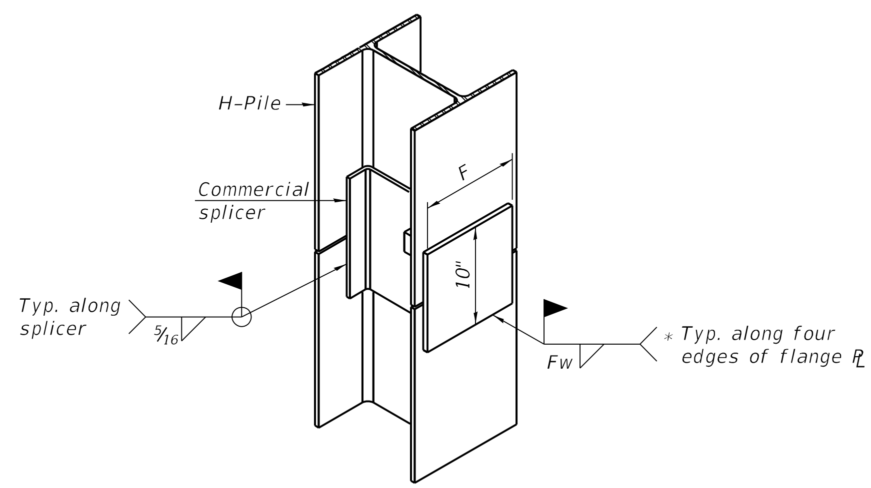
ELEVATION



DETAIL A

SHOE ATTACHMENT

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



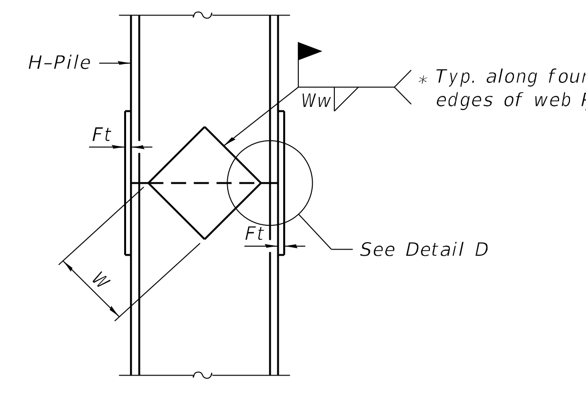
ISOMETRIC VIEW

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.).



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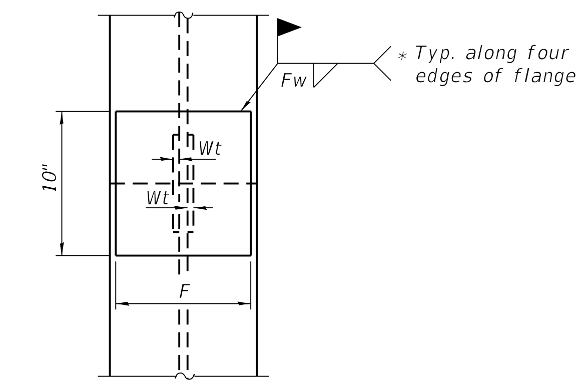
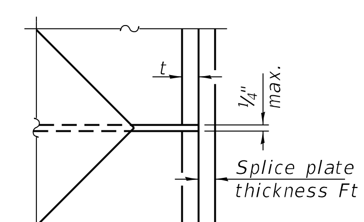


END VIEW



DETAIL D

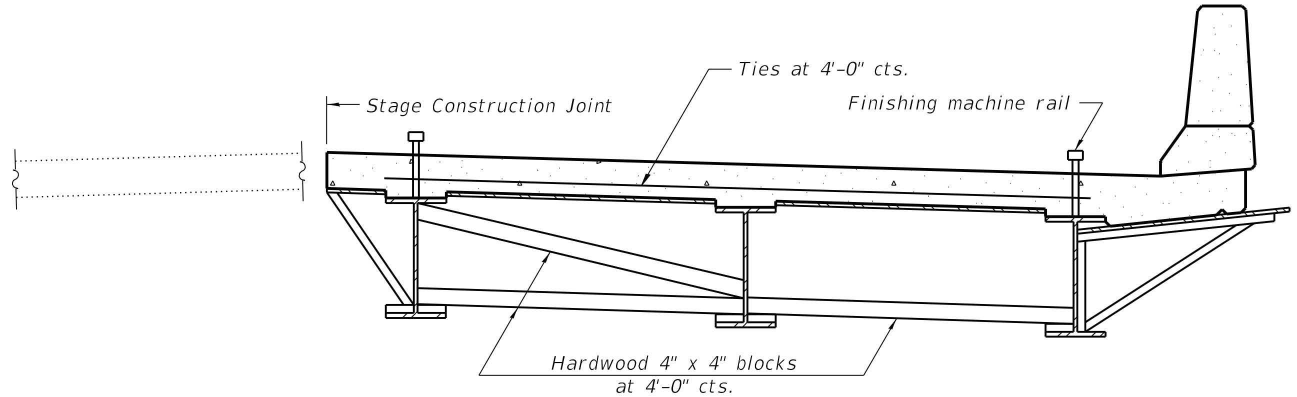
Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	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"

WELDED PLATE FIELD SPLICE

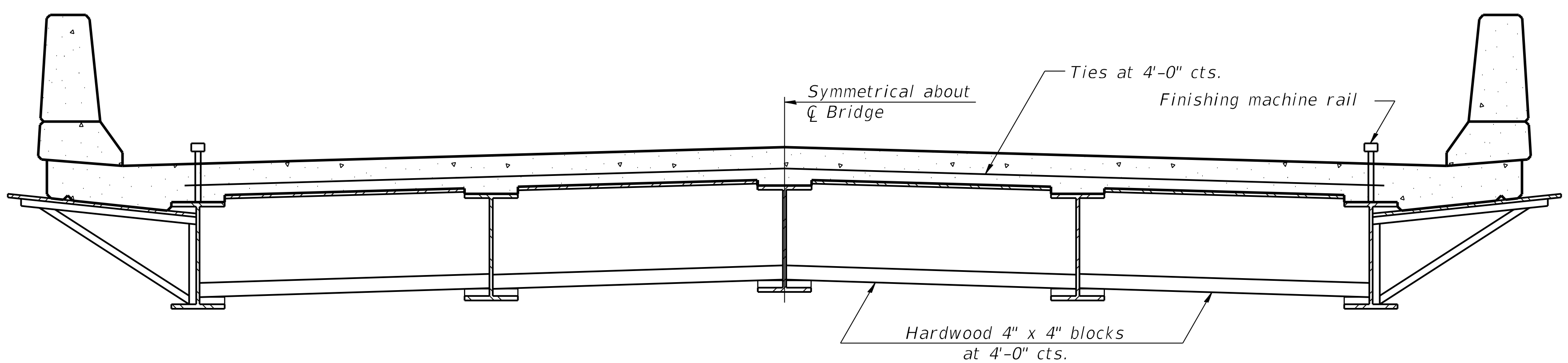
F-HP 1-1-2020

Notes:

1. When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.
2. The finishing machine rails shall be placed on the top flange of the exterior beams.
3. The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.
4. For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



FORM BRACES FOR
STAGE CONSTRUCTION



FORM BRACES FOR
STANDARD CONSTRUCTION

SB-1 2-17-2017

design firm no. 184001036 whks engineers + planners + land surveyors	USER NAME = dheberling	DESIGNED - SBC	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER FORMING BRACKETS STRUCTURE NO. 058-3414	F.A.U. RTE. 7374; SECTION 19-00904-00-BR; COUNTY MACON; TOTAL SHEETS 54; SHEET NO. 39
	FILE NAME = SN 058-3061.dgn	CHECKED - GEM	REVISED			CONTRACT NO. 95890
	PLOT SCALE = 0:2 ':" / in.	DRAWN - DLH	REVISED			
	PLOT DATE = 1/13/2021	CHECKED - SBC	REVISED		SHEET NO. 22 OF 23 SHEETS	ILLINOIS FED. AID PROJECT YBFI(666)

LAST SAVED DATE: $LASTSAVEDDATE$

FILE NAME: L:\Jobs\Decatur\9012 Center Street\CADD\CAD_Sheets\SN 058-3061.dgn

LAST SAVED DATE: $LASTSAVEDDATE$

SOIL BORING LOG (B-1)

SKS ENGINEERS, LLC
2900 N. Martin Luther King Jr. Dr. Decatur, IL 62526

Project #: 016852
Date 5/12/20

ROUTE ______ DESCRIPTION CENTER STREET BRIDGE BORINGS LOGGED BY BG, CS

SECTION ______ LOCATION DECATUR, ILLINOIS

COUNTY MACON STRUCTURE NO. 058-3061 (Exist) X (Prop.) ______

BORING NO. B-1 DRILLING METHOD HOLLOW STEM HAMMER TYPE 140# SAFETY HAMMER

Station ______
Offset ______
Ground Surface Elev. 614.11 (ft.)

Surface Water Elev. 594.11 (ft.)
Groundwater Elev.
First Encounter - (ft.)
Upon Completion - (ft.)
After 24 Hrs. 601.51 (ft.)

SOIL DESCRIPTION	ELEV (ft.)	DEPTH (ft.)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
6" ASPHALT on 9" CONCRETE on					
CLAY LOAM- A-6 Brown, very moist, firm-stiff, low plasticity, with sand, trace gravel			4 4 4		16.8
SANDY LOAM- A-2-4 Dark Brown, very moist, firm, low plasticity -soft		5	1 3 3	0.8	18.2
			1 1 2		20.0
CLAY LOAM- A-6 Dark Brown, very moist, soft-firm, medium plasticity, some sand		10	1 2 2	0.4	26.7
			1 2 3		23.9
SANDY CLAY LOAM- A-2-4 Dark Brown, very moist, firm, medium plasticity		15	2 3 3	0.4	23.0
CLAY LOAM- A-6 Dark Brown, very moist, soft, medium plasticity, with sand (*)free water @ 19.0'			1 1 2	0.7	28.6
		20	1 1 2		24.8
SANDY CLAY LOAM- A-2-4 Dark Brown, very moist, firm, medium plasticity -wash water added @ 22.0'			3 6 9		
SAND- A-3 Gray, saturated, medium dense, fine-medium, trace gravel		25	14 23 28	9.0	9.0
CLAY LOAM- A-6 Gray, moist, hard, low plasticity, with sand, trace gravel -very stiff			10 13 16	8.2	9.3
		30	7 14 26		
SAND- A-3 Gray, saturated, medium dense, fine-medium, trace gravel			10 13 18	7.4	9.5
CLAY LOAM- A-6 Gray, moist, hard, low plasticity, with sand, trace gravel		35	12 16 20	5.4	10.5
			11 16 20		8.5
		40	12 0-4		7.7
			23 60-5		8.2
		45	28 50 10-1		8.0
			60-5		8.7
	564.11	50	60-4		7.9
END OF BORING @ 50.0 FT					
		55			
		60			
		65			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

SOIL BORING LOG (B-2)

SKS ENGINEERS, LLC
2900 N. Martin Luther King Jr. Dr. Decatur, IL 62526

Project #: 016852
Date 5/13/20

ROUTE ______ DESCRIPTION CENTER STREET BRIDGE BORINGS LOGGED BY BG, CS

SECTION ______ LOCATION DECATUR, ILLINOIS

COUNTY MACON STRUCTURE NO. 058-3061 (Exist) X (Prop.) ______

BORING NO. B-2 DRILLING METHOD HOLLOW STEM/ HAMMER TYPE 140# SAFETY HAMMER

Station ______
Offset ______
Ground Surface Elev. 614.33 (ft.)

Surface Water Elev. 594.33 (ft.)
Groundwater Elev.
First Encounter - (ft.)
Upon Completion - (ft.)
After ____ Hrs. - (ft.)

SOIL DESCRIPTION	ELEV (ft.)	DEPTH (ft.)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
6" ASPHALT on 10" CONCRETE on					
SAND- A-3 Brown, moist, medium dense, fine-medium, trace gravel			8 7 8		8.2
SANDY CLAY LOAM- A-2-4 Dark Brown, very moist, stiff, medium plasticity		5	3 5 7		15.1
CLAY LOAM- A-6 Dark Brown, very moist, firm, medium plasticity, with sand			2 2 3		22.7
		10	2 3 4		17.9
SANDY CLAY LOAM- A-2-4 Dark Brown, very moist, firm, medium plasticity			2 3 3		26.3
CLAY LOAM- A-6 Dark Brown, very moist, firm, medium plasticity, with sand, trace gravel (*)free water @ 14.5'		15	2 3 3		
SAND- A-3 Brown, moist, medium dense, fine-medium, trace gravel -wash water added @ 17.0'			1 1 3		
CLAY LOAM- A-6 Gray, very moist, stiff, low plasticity, with sand, trace gravel -moist, hard		20	2 4 8	1.0	16.2
			40 26 27	4.8	11.0
		25	10 20 34	5.3	10.1
			18 24 35	6.7	9.7
SAND- A-3 Gray, saturated, medium dense, fine-medium, trace gravel		30	4 6 7		71.2
			11 19 28		
CLAY LOAM- A-6 Gray, moist, hard, low plasticity, with sand, trace gravel		35	8 14 20	3.6	10.9
			10 27 33-5		9.1
		40	60-5		8.3
			60-5		7.8
		45	60-6		10.0
			60-6		8.2
		50	40 54 6-1	6.9	10.0
END OF BORING @ 51.0 FT.	563.33				
		55			
		60			
		65			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer).
The Standard Penetration Test (SPT) N Value is per (AASHTO T206)

BBS 137 (9/05)

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design firm no. 184001036

whks engineers + planners + land surveyors

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PLOT DATE = 1/13/2021	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 058-3414
SHEET NO. 23 OF 23 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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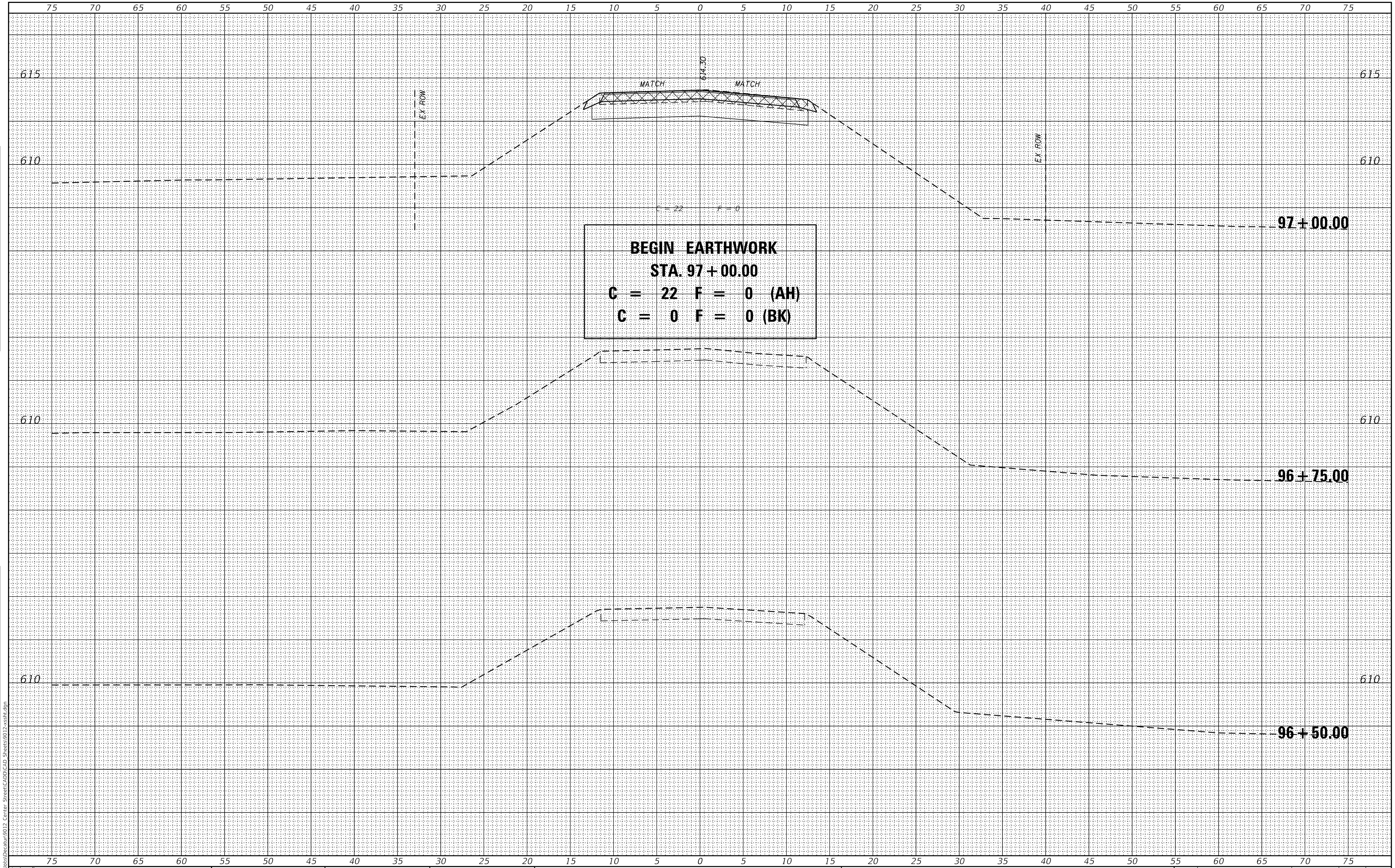
CONTRACT NO. 95890

ILLINOIS FED. AID PROJECT YBF1(666)



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

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design firm
no. 184001036

whks
engineers + planners + land surveyors

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	CHECKED - CWC	REVISED	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 1 OF 14 SHEETS | STA. 96+50.00 TO STA. 97+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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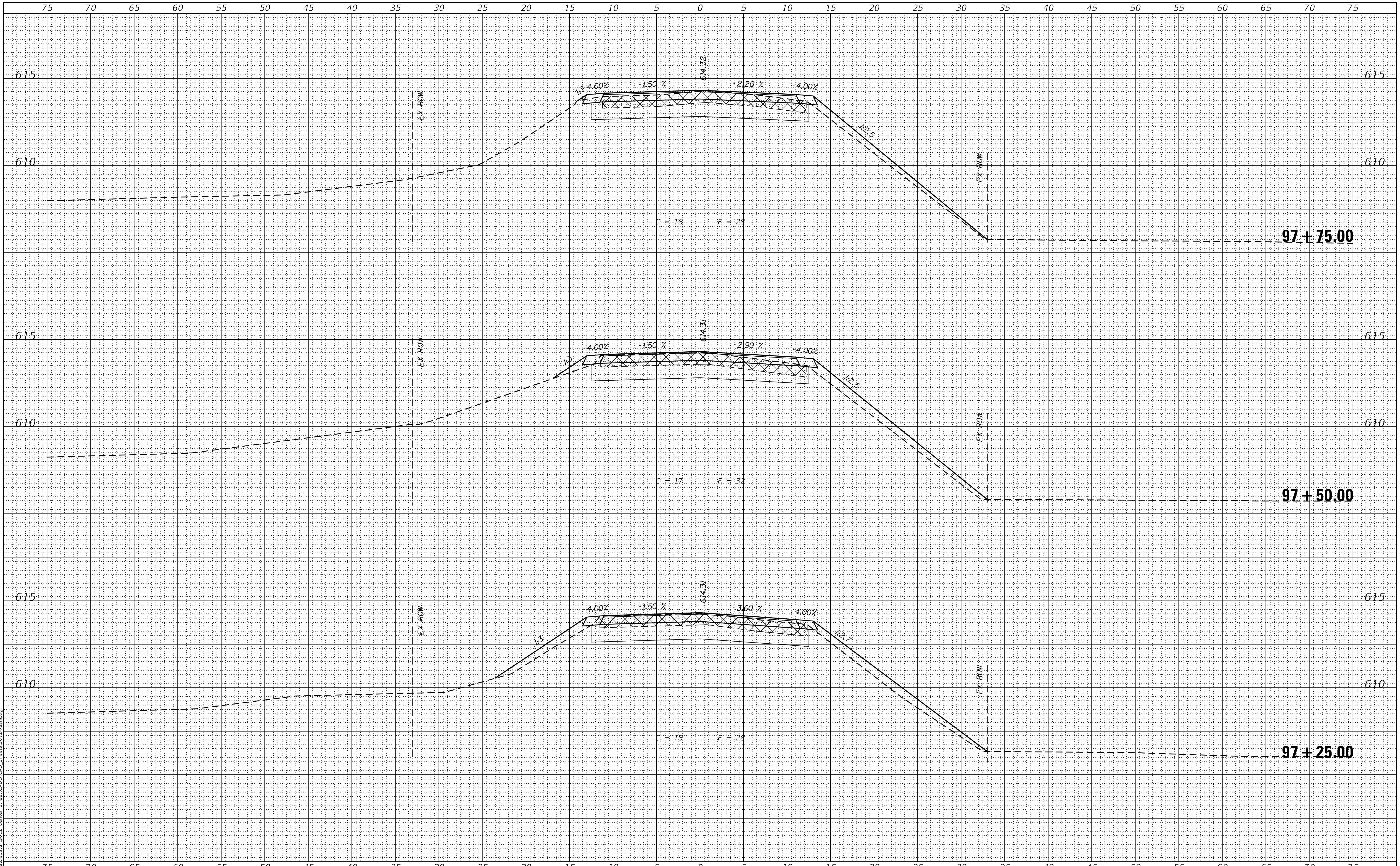

design firm
no. 184001036

whks
engineers + planners + land surveyors

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PLOT DATE = 1/13/2021	

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CHECKED - CWC	REVISED	
DRAWN - GSJ	REVISED	
CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 2 OF 14 SHEETS | STA. 97+25.00 TO STA. 97+75.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	42

CONTRACT NO. 95890

ILLINOIS FED. AID PROJECT

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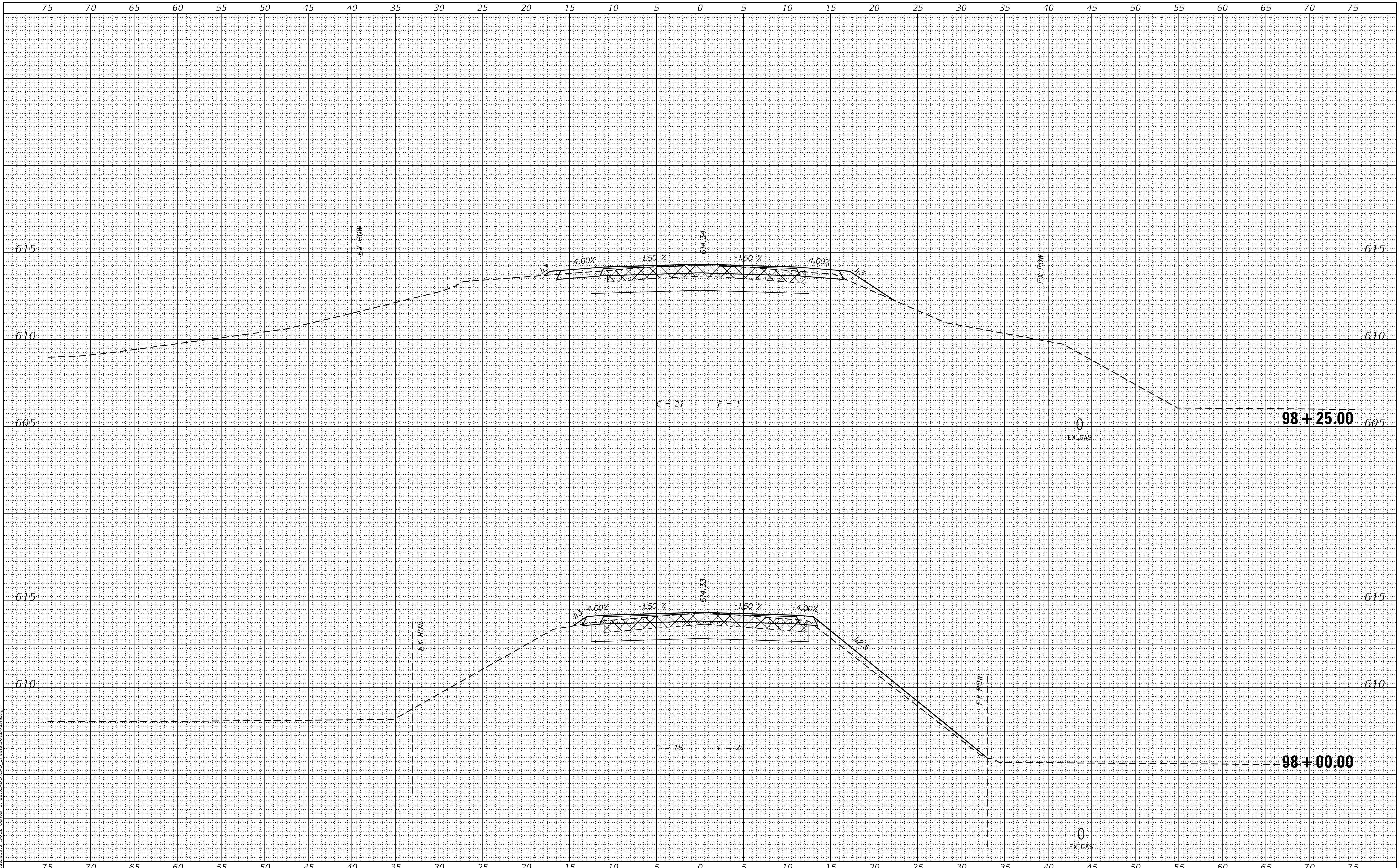

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TEMPLATE	
AREAS	
AREAS CHECKED	
BY	DATE

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

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design firm no. 184001036

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engineers + planners + land surveyors

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PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 3 OF 14 SHEETS | STA. 98+00.00 TO STA. 98+25.00

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		CONTRACT NO. 95890		
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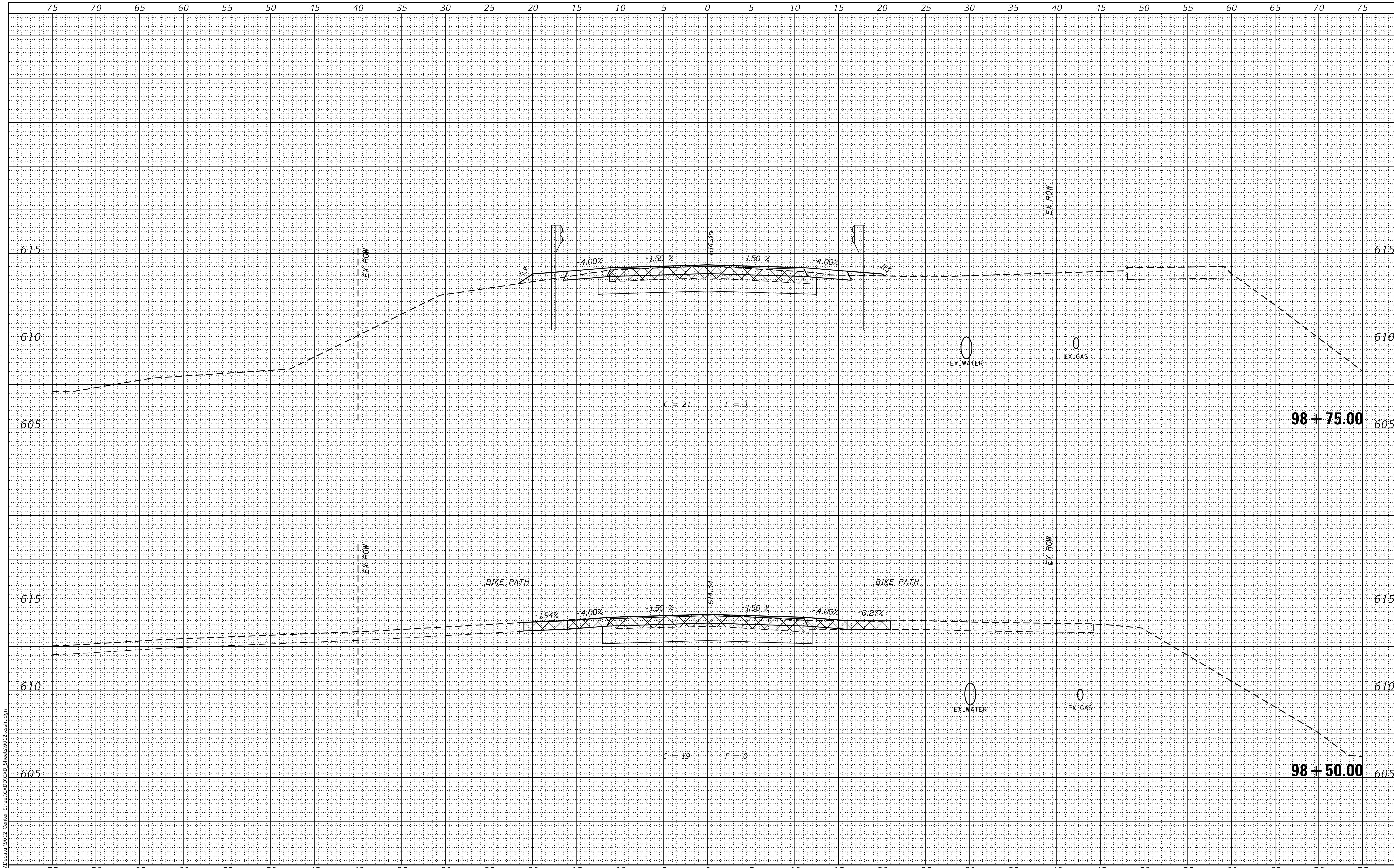

FINAL SURVEY	ORIGINAL SURVEY	BY	DATE
NOTE BOOK NO.	SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED		

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design firm no. 184001036

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USER NAME = SOPERATORS	DESIGNED - RKA	REVISED
	CHECKED - CWC	REVISED
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 4 OF 14 SHEETS | STA. 98+50.00 TO STA. 98+75.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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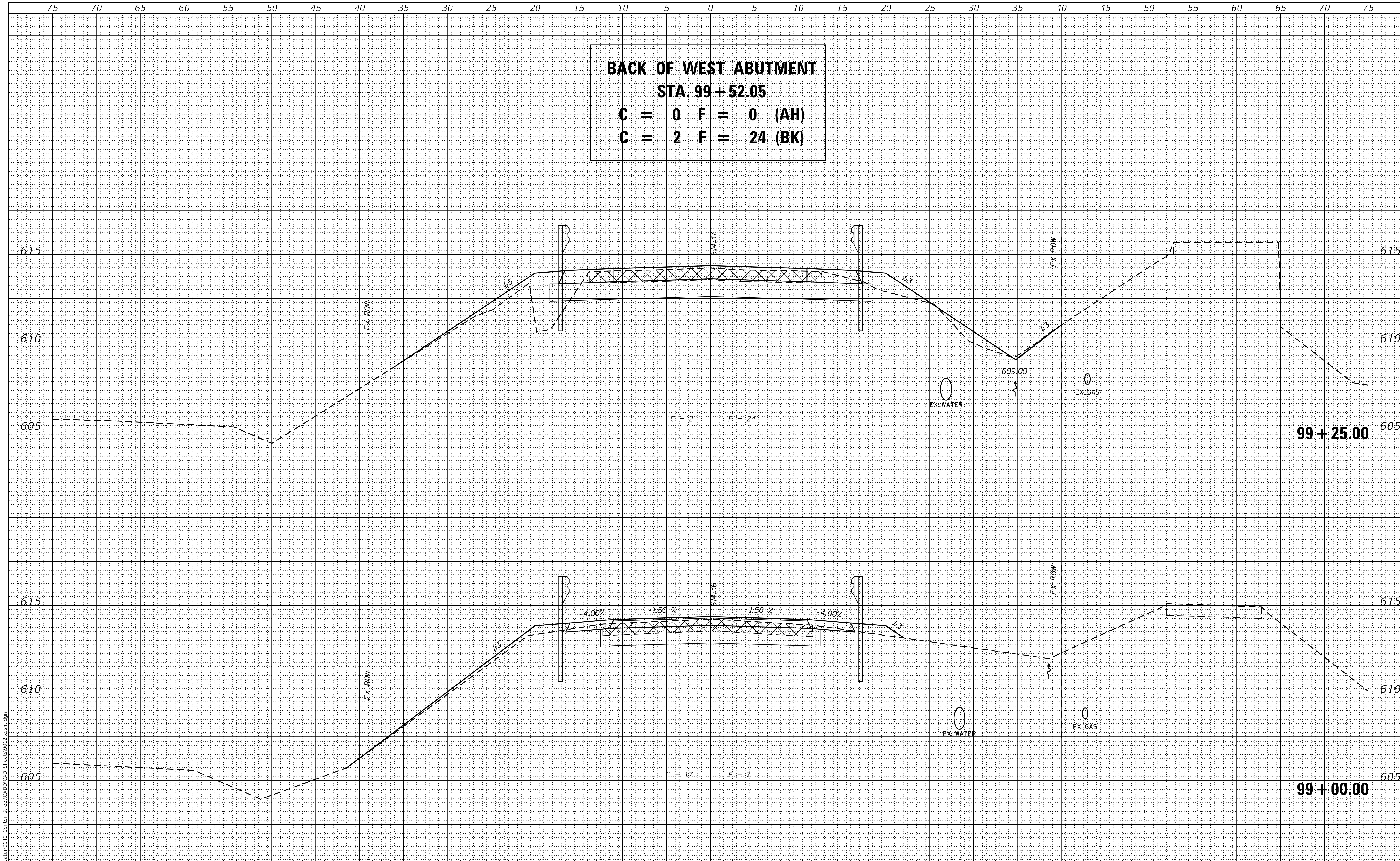


design firm no. 184001036

whks engineers + planners + land surveyors

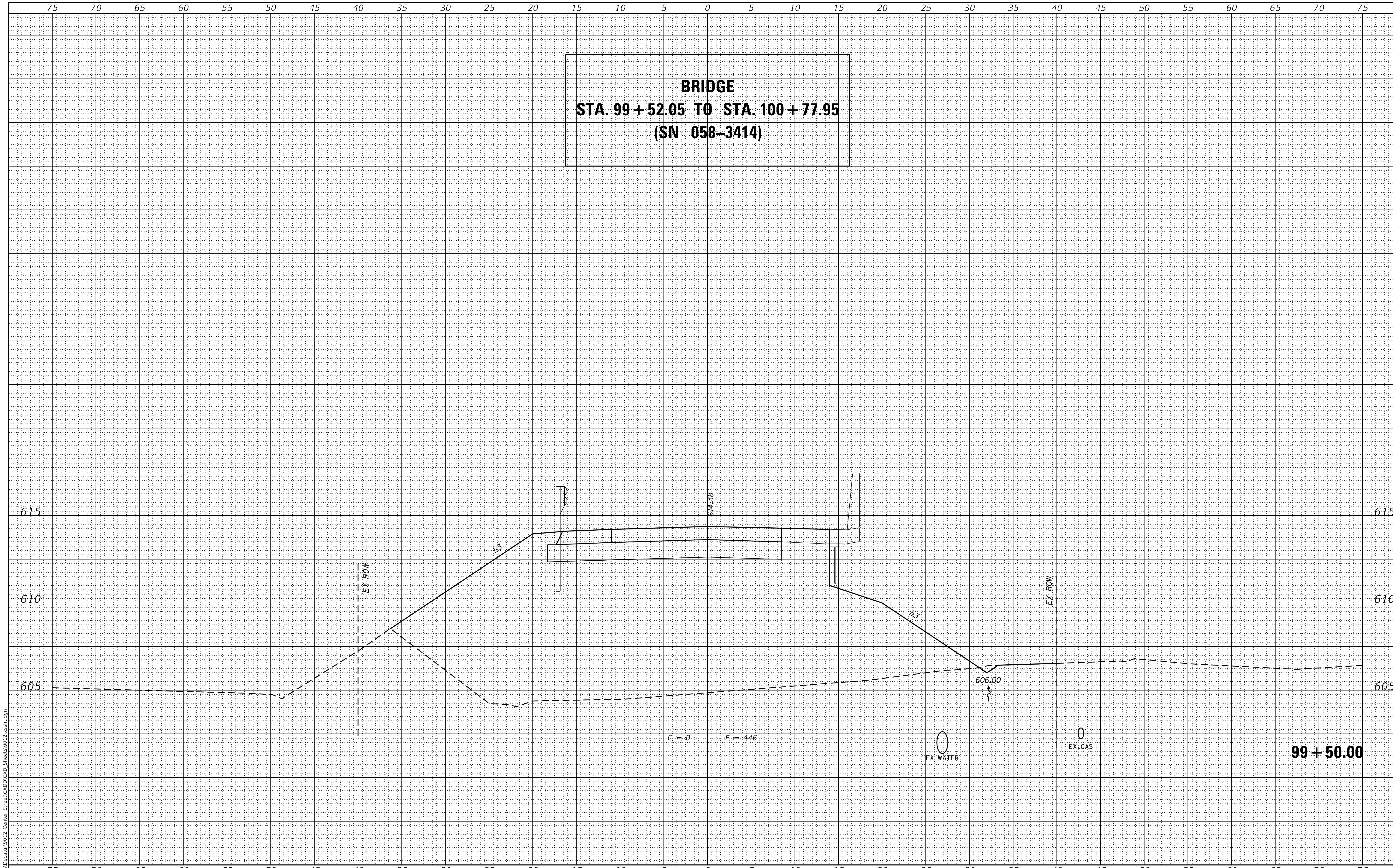
USER NAME = SOPERATORS	DESIGNED - RKA	REVISED	
	CHECKED - CWC	REVISED	
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED	
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 5 OF 14 SHEETS | STA. 99+00.00 TO STA. 99+25.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	45
		CONTRACT NO. 95890		
		ILLINOIS FED. AID PROJECT		



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

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

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design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = $OPERATORS	DESIGNED - RKA	REVISED	
	CHECKED - CWC	REVISED	
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED	
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

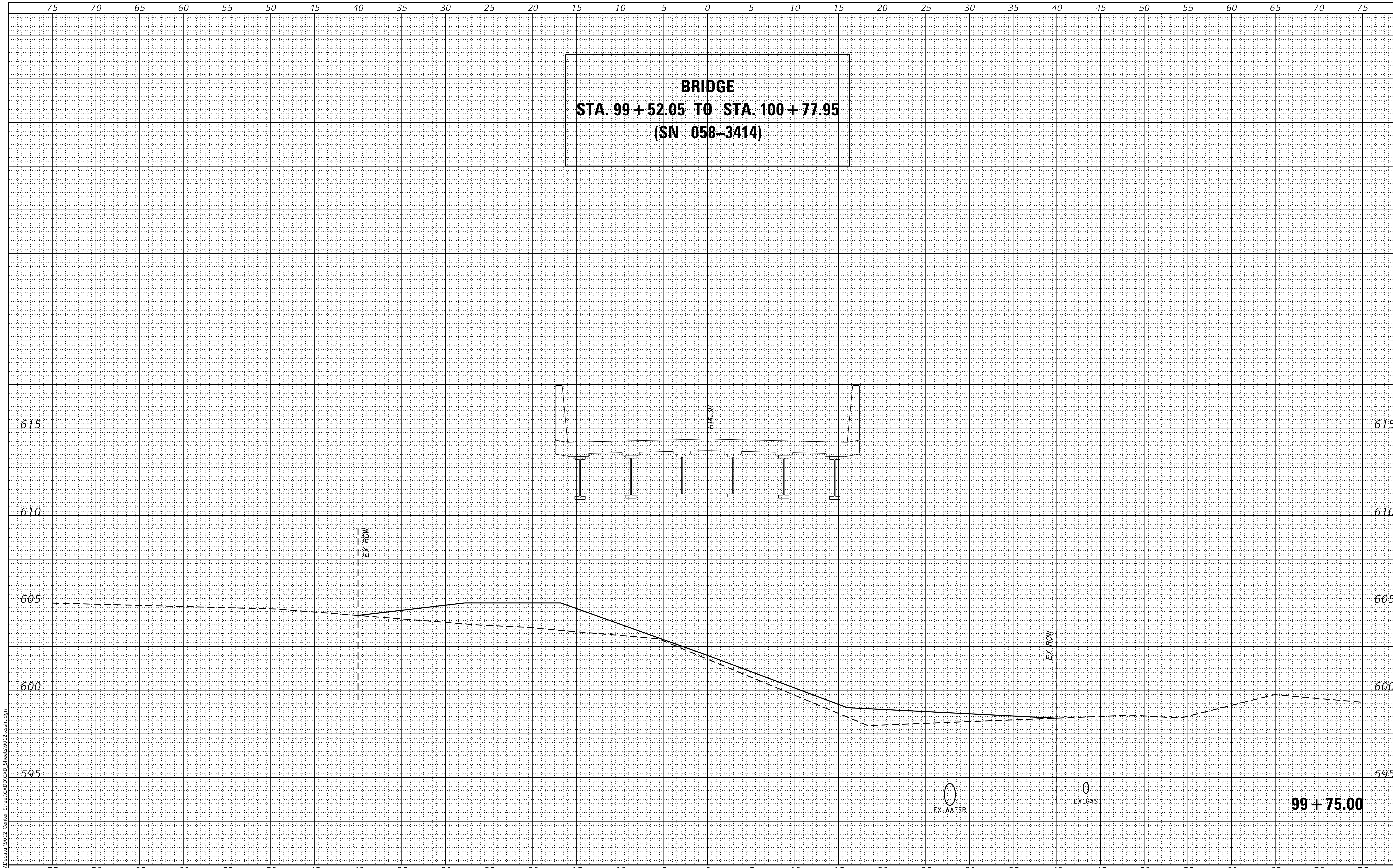
CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 6 OF 14 SHEETS | STA. 99+50.00 TO STA. 99+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	46

CONTRACT NO. 95890

ILLINOIS | FED. AID PROJECT



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NOTE BOOK		BY		DATE	
NO.					

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

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design firm no. 184001036

whks engineers + planners + land surveyors

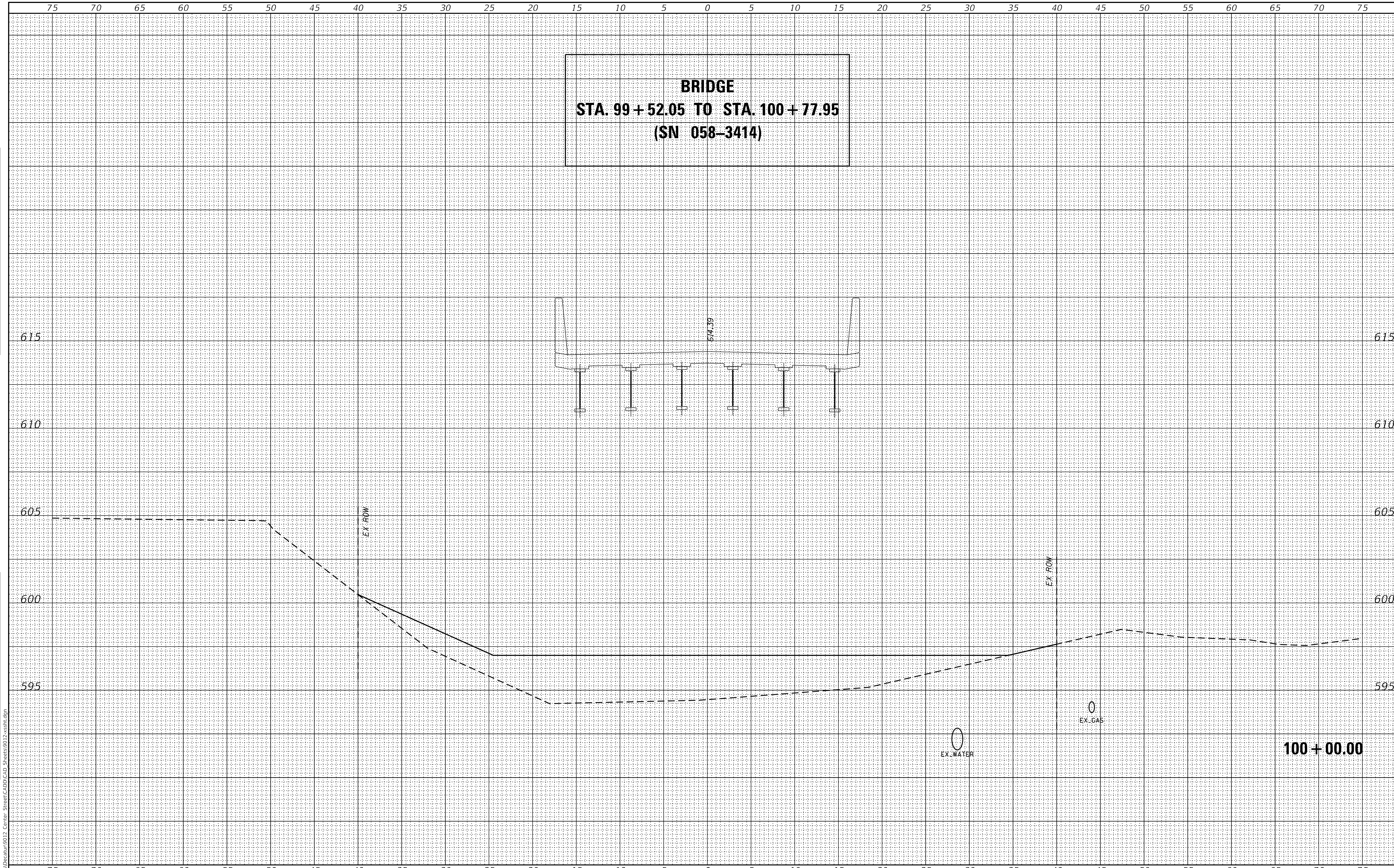
USER NAME = $OPERATORS	DESIGNED - RKA	REVISED	
	CHECKED - CWC	REVISED	
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED	
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 7 OF 14 SHEETS | STA. 99+75.00 TO STA. 99+75.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	47
CONTRACT NO. 95890				
ILLINOIS	FED. AID PROJECT			



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

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

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design firm no. 184001036

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USER NAME = SOPERATORS	DESIGNED - RKA	REVISED	
	CHECKED - CWC	REVISED	
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED	
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

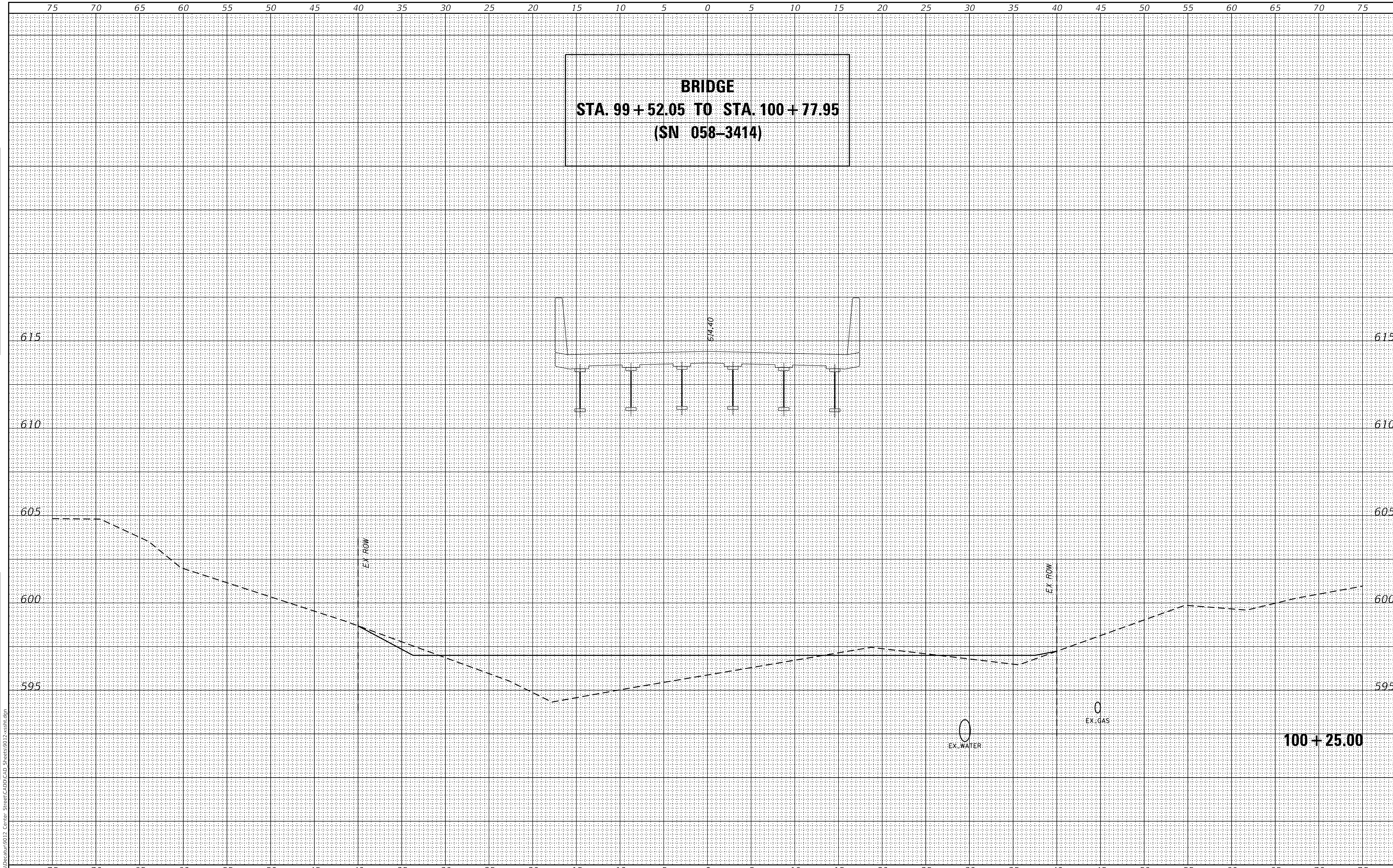
CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 8 OF 14 SHEETS | STA. 100+00.00 TO STA. 100+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	48

CONTRACT NO. 95890

ILLINOIS | FED. AID PROJECT



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

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

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design firm no. 184001036

whks engineers + planners + land surveyors

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	CHECKED - CWC	REVISED	
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED	
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET

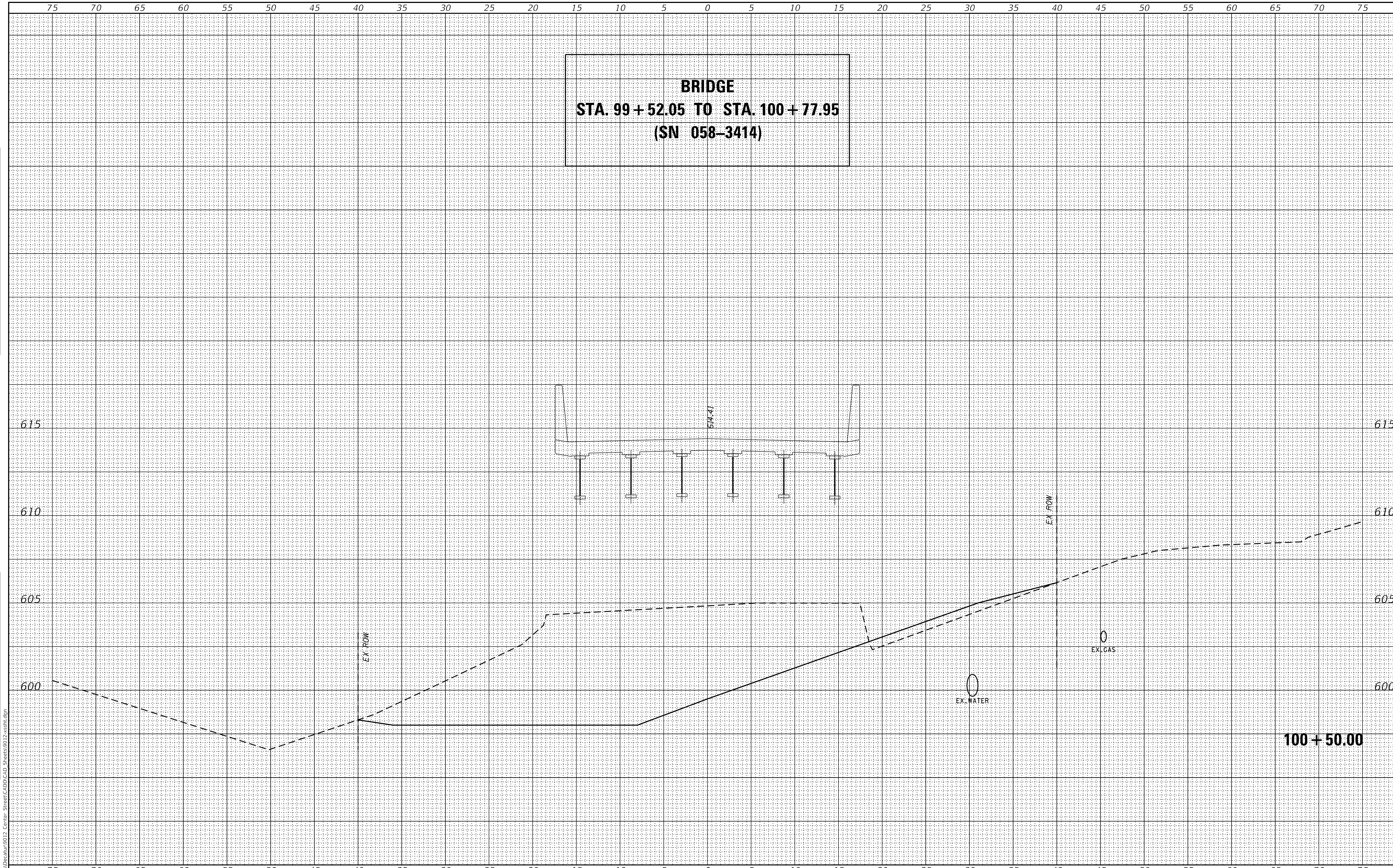
SCALE: 1" = 5' | SHEET 9 OF 14 SHEETS | STA. 100+25.00 TO STA. 100+25.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	49

CONTRACT NO. 95890

ILLINOIS | FED. AID PROJECT

BRIDGE
STA. 99 + 52.05 TO STA. 100 + 77.95
(SN 058–3414)



100 + 50.00

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

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

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design firm no. 184001036

whks engineers + planners + land surveyors

USER NAME = SOPERATORS	DESIGNED - RKA	REVISED	
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PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED	
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

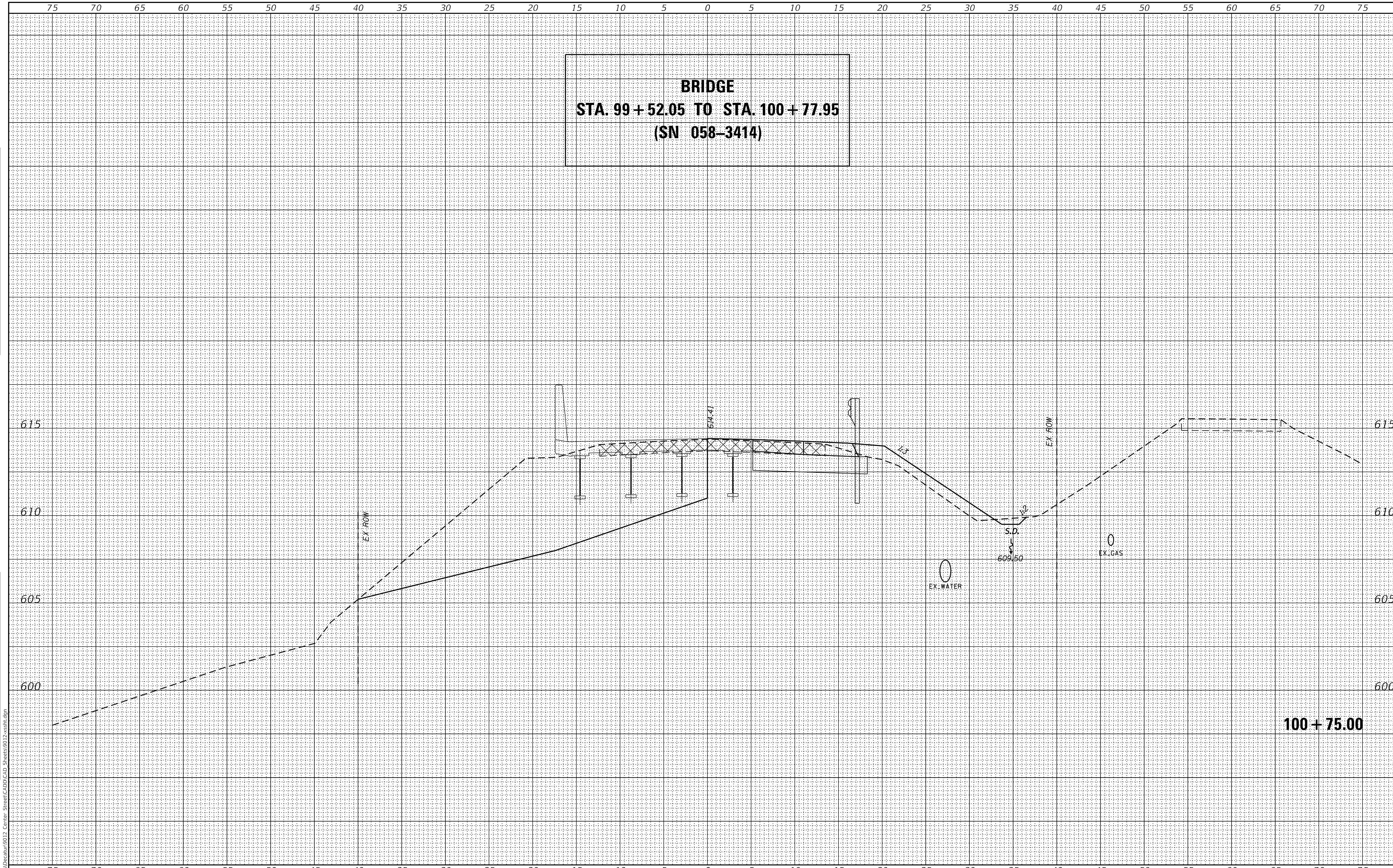
CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 10 OF 14 SHEETS | STA. 100+50.00 TO STA. 100+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	50

CONTRACT NO. 95890

ILLINOIS | FED. AID PROJECT



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

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

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design firm no. 184001036
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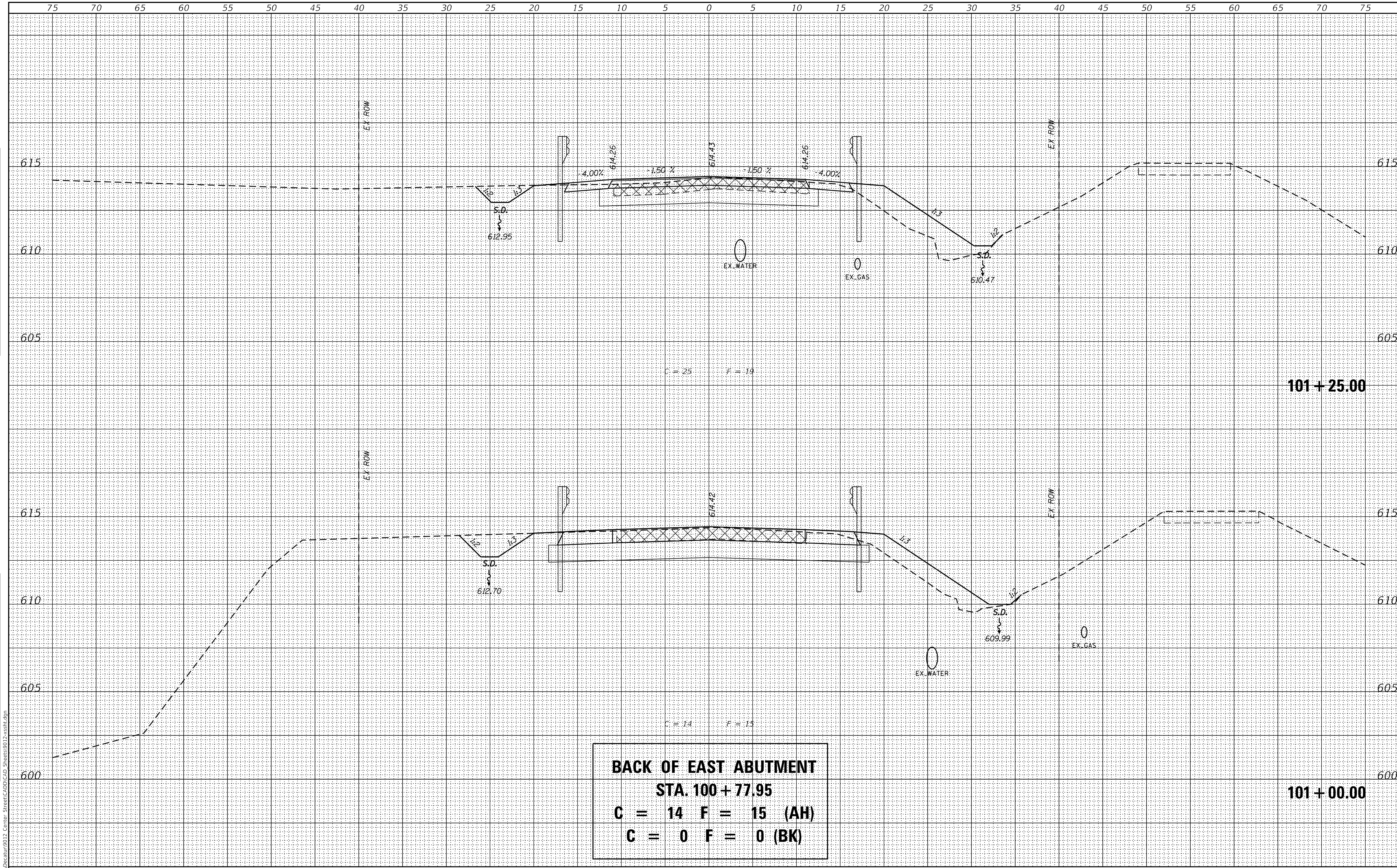
USER NAME = $OPERATORS	DESIGNED - RKA	REVISED
	CHECKED - CWC	REVISED
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 11 OF 14 SHEETS | STA. 100+75.00 TO STA. 100+75.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	51
		CONTRACT NO. 95890		
		ILLINOIS	FED. AID PROJECT	



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design firm no. 184001036

whks engineers + planners + land surveyors

USER NAME = SOPERATORS	DESIGNED - RKA	REVISED		
	CHECKED - CWC	REVISED		
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED		
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

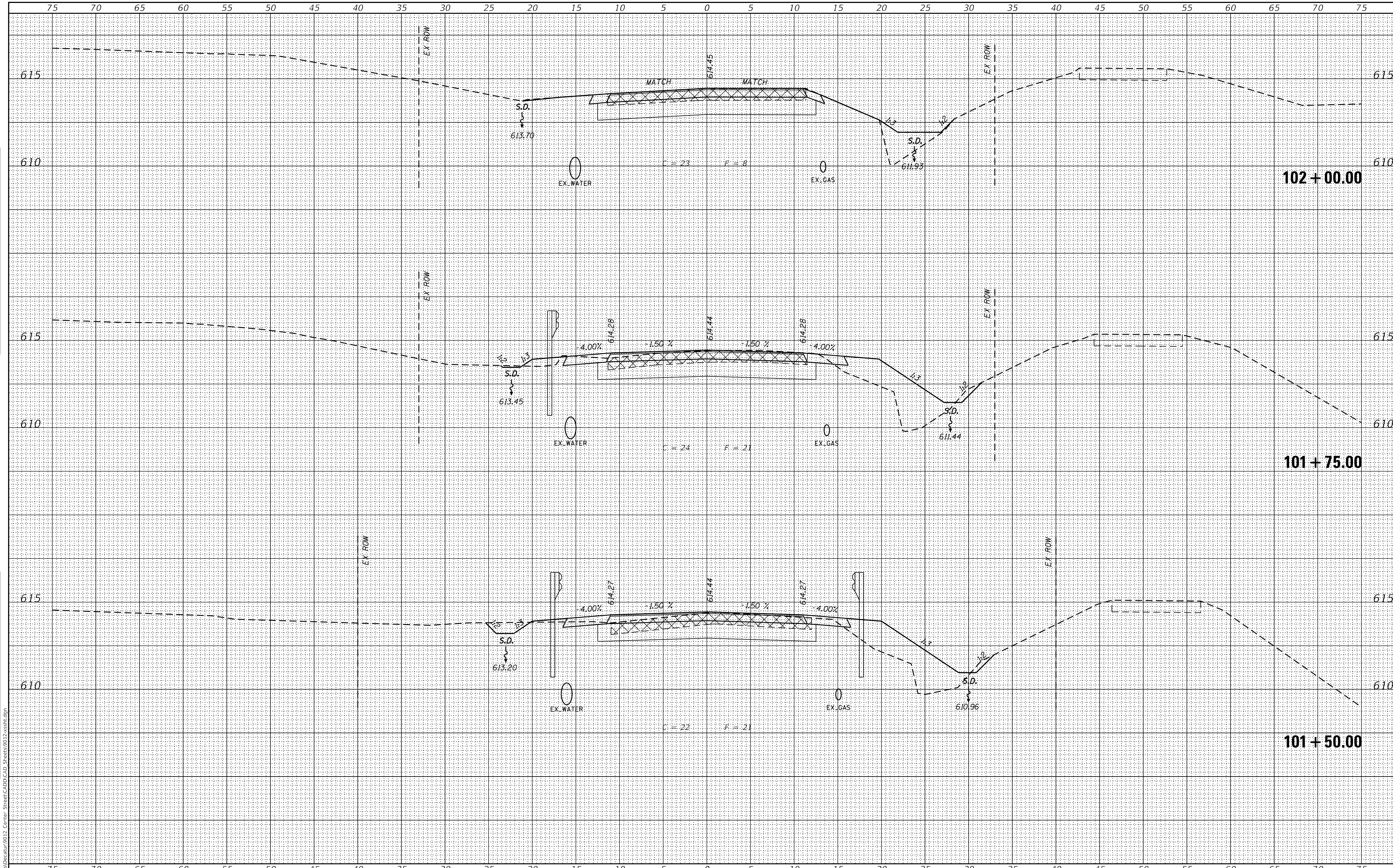
CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 12 OF 14 SHEETS | STA. 101+00.00 TO STA. 101+25.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	52

CONTRACT NO. 95890

ILLINOIS FED. AID PROJECT



FINAL SURVEY		
NOTE BOOK	SURVEYED	BY
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	TEMPLATE	
	AREAS	
	AREAS CHECKED	

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

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design firm no. 184001036
whks engineers + planners + land surveyors

USER NAME = $OPERATORS	DESIGNED - RKA	REVISED		
	CHECKED - CWC	REVISED		
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED		
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 13 OF 14 SHEETS | STA. 101+50.00 TO STA. 102+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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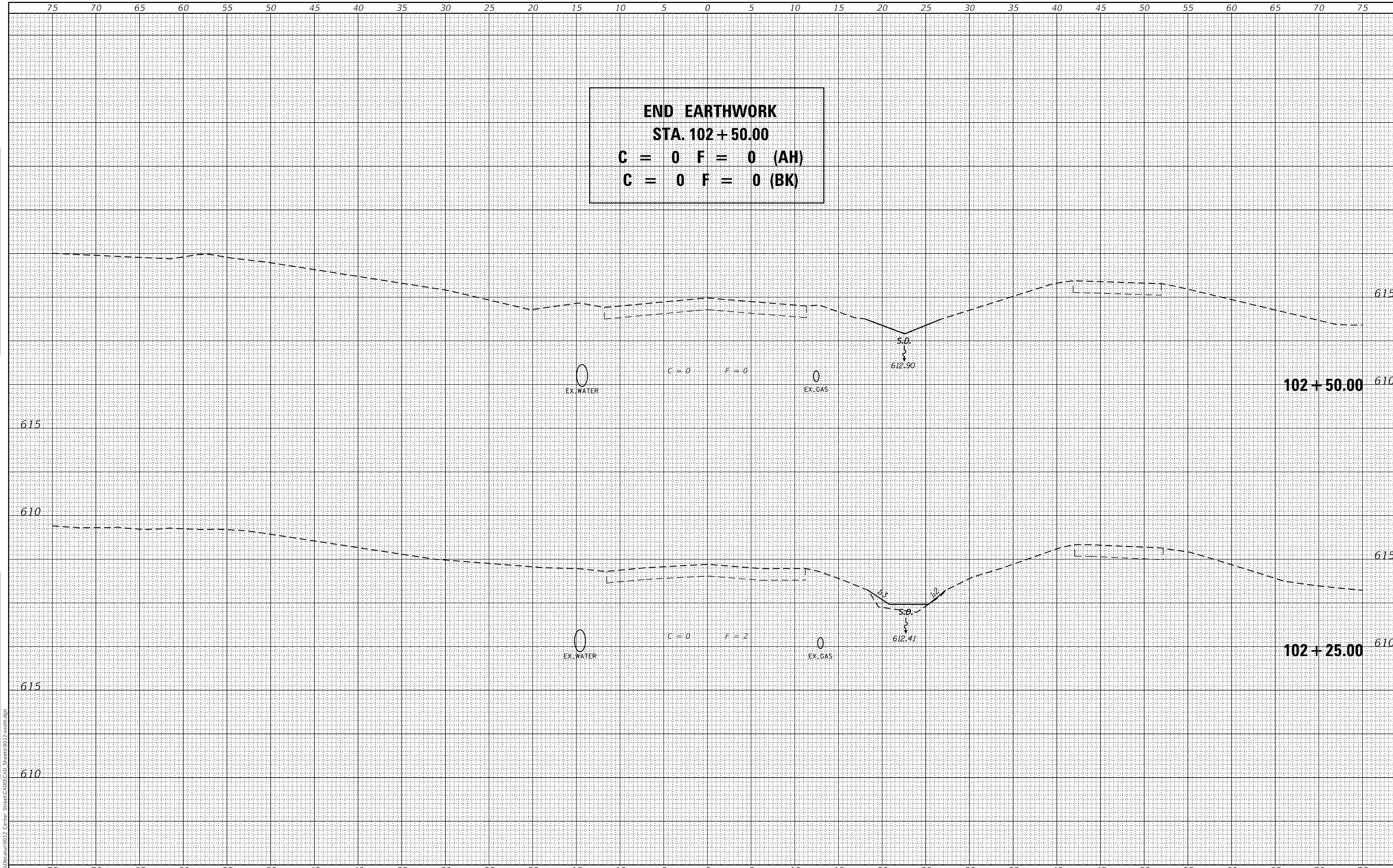
		CONTRACT NO. 95890		
		ILLINOIS	FED. AID PROJECT	



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

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design firm no. 184001036

whks engineers + planners + land surveyors

USER NAME = $OPERATOR$	DESIGNED - RKA	REVISED	
	CHECKED - CWC	REVISED	
PLOT SCALE = 120.0000 ' / ft.	DRAWN - GSJ	REVISED	
PLOT DATE = 1/13/2021	CHECKED - RKA	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
CENTER STREET

SCALE: 1" = 5' | SHEET 14 OF 14 SHEETS | STA. 102+25.00 TO STA. 102+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
7374	19-00904-00-BR	MACON	54	54

CONTRACT NO. 95890

ILLINOIS | FED. AID PROJECT