

CONSULTANT PROJECT MANAGER: RICK ANDERSON (309) 693-7615

PROJECT ENGINEER: TOM RONAN (217) 342-8320  
SQUAD LEADER: JENNIFER WENTHE (217) 342-8361

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
770	(115BR)B-1	SHELBY	39	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 74233		

\*39+4=43

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
**PROPOSED  
HIGHWAY PLANS**

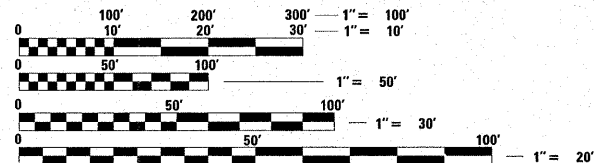
FAP ROUTE 770 (IL ROUTE 128)  
SECTION (115BR)B-1  
PROJECT: F0770(014)  
SHELBY COUNTY

C-97-035-07

**LIST OF STANDARDS**

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-04 TEMPORARY EROSION CONTROL SYSTEMS
- 406201-01 MAILBOX TURNOUT
- ~~420401-01 BRIDGE APPROACH PAVEMENT~~
- 482011-03 HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING & RESURFACING PROJECTS
- 515001-03 NAME PLATE FOR BRIDGE
- 630001-08 STEEL PLATE BEAM GUARDRAIL
- 630201-06 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-05 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-07 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- ~~701201-02 LANE CLOSURE, 2L, 2W, DAY ONLY~~
- ~~701306-02 FOR SPEEDS > 45MPH~~
- 701321-10 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-03 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-05 TEMPORARY CONCRETE BARRIER
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

2007 ADT = 3100



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

PREPARED BY:

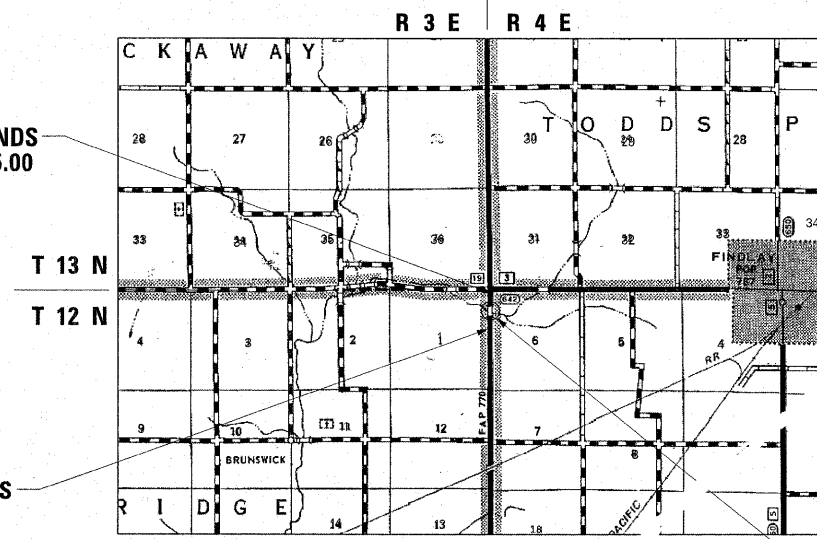


7615 NORTH HARKER DRIVE  
PEORIA, ILLINOIS 61615  
TEL 309-693-7615  
FAX 309-693-7616

GROSS LENGTH = 750 FT. = 0.14 MILES  
NET LENGTH = 750 FT. = 0.14 MILES

CONTRACT NO. 74233

IMPROVEMENT ENDS  
STATION 412 + 65.00



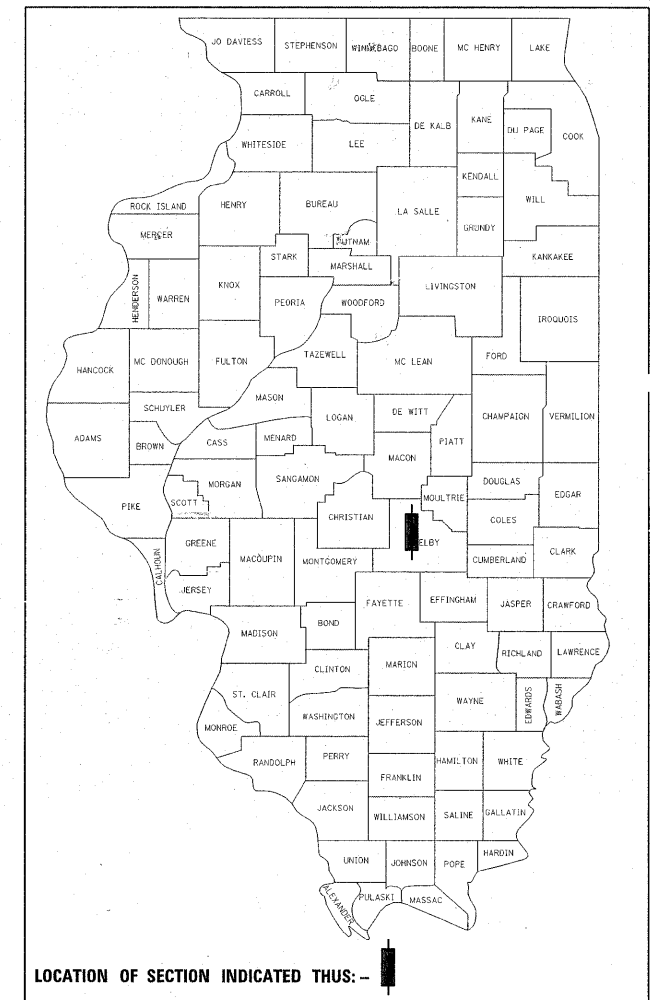
IMPROVEMENT BEGINS  
STATION 405 + 15.00

3RD P.M.

LOCATION MAP

PROPOSED IMPROVEMENT SECTION (115BR)B-1 REMOVE AND REPLACE BRIDGE CARRYING IL 128 OVER ROBISON CREEK EX. S.N. 087-0017 PR. S.N. 087-0031 STA. 408 + 75.45

D-97-021-07



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED October 22, 2008

*Roger L. Sandell*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

January 30, 2009  
*Charles J. Driscoll*  
ENGINEER OF DESIGN AND ENVIRONMENT

January 30, 2009  
*Christine M. Reed*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

Rev.

INDEX OF SHEETS

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1	COVER SHEET
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GENERAL NOTES

- THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS: THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS"; AND THE SPECIAL PROVISIONS INCLUDED IN THESE PLANS.
- THE WORK IN THIS SECTION, (115BR)B-1, CONSISTS OF THE COMPLETE REMOVAL AND REPLACEMENT OF THE EXISTING STRUCTURE WITH A SINGLE SPAN W30 COMPOSITE STEEL BEAM ON INTEGRAL ABUTMENTS, APPROACH PAVEMENTS, FLEXIBLE CONNECTORS, EARTH WORK, BITUMINOUS RESURFACING, BITUMINOUS AND AGGREGATE SHOULDERS, GUARDRAIL AND ANY OTHER INCIDENTAL WORK NECESSARY TO COMPLETE THE SECTION. THIS WORK SHALL BE DONE USING STAGE CONSTRUCTION AND TRAFFIC SIGNALS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES ON SITE PRIOR TO ANY CONSTRUCTION AND WILL BE HELD RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THEIR FACILITIES. THE CONTRACTOR, ON SITE, SHALL DETERMINE THE EXACT LOCATIONS OF THE UTILITIES. THE CONTRACTOR SHALL CALL J.U.L.I.E. @ 1-800-892-0123 FOR UTILITY LOCATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGE AS A RESULT OF THE WORK.
- ADJUSTMENTS OF PROPOSED GRADES TO MATCH EXISTING ENTRANCES OR OTHER FIELD CONDITIONS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
- ACCESS SHALL BE MAINTAINED TO ALL PROPERTIES DURING ALL STAGES OF CONSTRUCTION
- THE WORK AREA SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.
- WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A SAWCUT SHALL BE MADE TO ACHIEVE A NEAT BUTT JOINT. THE SAWCUT IS TO BE INCLUDED IN THE COST OF THE BUTT JOINT.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- IN ADDITION TO SURVEYS, SOME OF THE PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING CONDITIONS HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-IHP FOR THE PAY ITEM BITUMINOUS MATERIAL (PRIME COAT).
- THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT THE BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEAD-QUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL BITUMINOUS ITEMS.
- THE BASE COURSE WIDENING SHALL, AT THE CONTRACTOR'S OPTION, BE CONSTRUCTED OF EITHER PORTLAND CEMENT CONCRETE, 8" THICK, OR HOT-MIX ASPHALT, 10" THICK. ANY EXCAVATION AND PAVED SHOULDER REMOVAL REQUIRED FOR PLACEMENT OF THE BASE COURSE WIDENING SHALL BE INCLUDED IN THE COST OF BASE COURSE WIDENING.

15. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:	SURFACE COURSE	BINDER COURSE/FLEXIBLE CONNECTOR
APPLICATION:	HOT-MIX ASPHALT, SURFACE COURSE MIX "C", N70	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70
PG GRADE:	PG64-22	PG64-22
DESIGN AIR VOIDS:	4.0% @ N 70	4.0% @ N 70
MIXTURE COMPOSITION:	IL-9.5	IL-19.0
FRICTION		
AGGREGATE:	MIXTURE C	N/A
MIXTURE USE:	BASE COURSE WIDENING	HOT-MIX ASPHALT
SHOULDERS APPLICATION:	HOT-MIX ASPHALT, BASE COURSE WIDENING	GUARDRAIL STABILIZATION BINDER COURSE, IL 19.0, N30
PG GRADE:	PG64-22	PG58-22
DESIGN AIR VOIDS:	4.0% @ N 70	4.0% @ N 70
MIXTURE COMPOSITION:	IL-19.0	IL-19.0L
FRICTION		N/A
AGGREGATE:	N/A	

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

BITUMINOUS MATERIALS (PRIME COAT):	0.10 GAL/SQ YD (MILLED SURFACE)
BITUMINOUS MATERIALS (PRIME COAT):	0.50 GAL/SQ YD (GRAVEL SURFACE)
BITUMINOUS MATERIALS (PRIME COAT):	0.05 GAL/SQ YD EXISTING PAVEMENT)
HOT-MIX ASPHALT:	112 LBS/SQ YD/INCH

17. THE PAY ITEM TEMPORARY RAMP HAS BEEN INCLUDED FOR THE CONSTRUCTION OF TEMPORARY RAMPS IN ACCORDANCE WITH ARTICLE 406.08 OF THE STANDARD SPECIFICATIONS. THE COST SHALL INCLUDE BOTH THE INSTALLATION AND REMOVAL OF THE TEMPORARY RAMPS.

18. THE FOLLOWING UTILITIES ARE INVOLVED IN THIS PROJECT:

NAME/ADDRESS UTILITY CO	TYPE	LOCATION	EST DATE OF RELOCATION
FRONTIER COMMUNICATION 117 W. JEFFERSON ST. MT. PULASKI IL 62548-1155 217-792-0205	PHONE	PROJECT LIMITS	UNKNOWN
SHELBY ELECTRIC COOP RT 128 & N 6TH ST POBOX 560 SHELBYVILLE IL 62565 217-774-3986	ELECTRIC	PROJECT LIMITS	NOT REQUIRED

19. IN THE AREAS OF GUARD RAIL STABILIZATION, THE EXCAVATION OF THE MATERIAL FOR THE STABILIZATION AREAS IS INCLUDED IN THE PAY ITEM OF HOT-MIX ASPHALT SHOULDERS.

20. PAINT PAVEMENT MARKING-LINE 4" SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD, AS SHOWN ON THE TYPICAL SECTIONS AND AS DETERMINED BY THE ENGINEER. THE TOTAL QUANTITY CALCULATED CONSISTS OF 1500 FEET OF WHITE AND 187.5 FEET OF YELLOW.

21. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED SURFACE, BITUMINOUS MATERIALS (PRIME COAT), AND HOT-MIX ASPHALT SURFACE COURSE AS SPECIFIED IN SECTION 703 OF THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE AND PAINT SHALL BE USED ON THE MILLED SURFACES.

22. ALL WORK NECESSARY TO ATTACH THE PIPE DRAIN 4" TO THE ABUTMENT DRAIN PIPE, TRENCHING IN THE PIPE DRAINS, AND INSTALLING THE PIPE INTO THE CONCRETE HEADWALLS IS INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PIPE DRAIN 4".

23. A TYPE II CAST IN PLACE PERMANENT SURVEY MARKER SHALL BE PLACED NEAR THE PROPOSED STRUCTURE. THE LOCATION OF THE SURVEY MARKER SHALL BE DETERMINED BY THE ENGINEER OR THE CHIEF OF SURVEYS.

FILE NAME =	USER NAME = #USER#	DESIGNED - SEM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL ROUTE 128 ROBINSON CREEK GENERAL NOTES AND INDEX OF SHEETS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - SEM	REVISED -			770	(115BR)B-1	SHELBY	39	2	
PLOT SCALE = #SCALE#		CHECKED - JDS	REVISED -			CONTRACT NO. 74233					
PLOT DATE = #DATE#		DATE - 07/31/08	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	

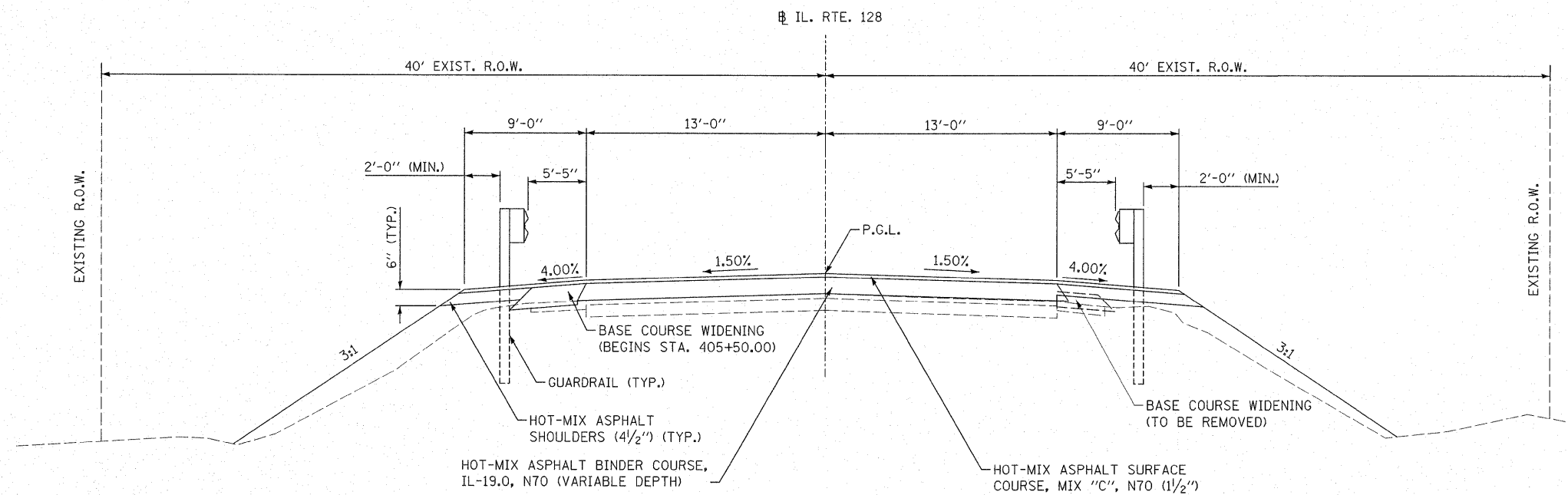
Rev.

SUMMARY OF QUANTITIES		UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 80 % FED 20% STATE	
CODE NO.	ITEM			ROADWAY 1000	BRIDGE X071 - 2A
20200100	EARTH EXCAVATION	CU YD	252	252	
20400800	FURNISHED EXCAVATION	CU YD	1282	1282	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	89		89
25001000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.7	0.7	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	210	210	
28000300	TEMPORARY DITCH CHECKS	EACH	10	10	
28000400	PERIMETER EROSION BARRIER	FOOT	566	566	
28100107	STONE RIPRAP, CLASS A4	SQ YD	824	78	746
28200200	FILTER FABRIC	SQ YD	824	78	746
31101000	SUB-BASE GRANULAR MATERIAL, TYPE B	TON	209	209	
35650700	BASE COURSE WIDENING	SQ YD	515	515	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	372	372	
40600300	AGGREGATE (PRIME COAT)	TON	2	2	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	173	173	
40600990	TEMPORARY RAMP	SQ YD	358	358	
40003085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	748	748	
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	203	203	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	251	251	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	104	104	
44000100	PAVEMENT REMOVAL	SQ YD	358	358	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1008	1008	
44004300	PAVEMENT BREAKING	SQ YD	518	518	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	259	259	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	143		143
50300225	CONCRETE STRUCTURES	CU YD	35.5		35.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	117.3		117.3
50300260	BRIDGE DECK GROOVING	SQ YD	516		516
50300300	PROTECTIVE COAT	SQ YD	370		370
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	1800		1800
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	27,540		27,540
50800515	BAR SPLICERS	EACH	319		319
51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	833		833
51202305	DRIVING PILES	FOOT	833		833
51203200	TEST PILE METAL SHELLS	EACH	2		2

SUMMARY OF QUANTITIES		UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 80 % FED 20% STATE	
CODE NO.	ITEM			ROADWAY 1000	BRIDGE X071 - 2A
51205200	TEMPORARY SHEET PILING	SQ FT	1015		1015
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	32		32
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	69		69
60100905	PIPE DRAINS 4"	FOOT	46	46	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	153		153
* 63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	475	475	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	575	575	
63300575	REMOVE AND RE-ERECT RAIL ELEMENT OF EXISTING GUARDRAIL	FOOT	286	286	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	8	8	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	
<del>35650450</del>	BASE COURSE WIDENING REMOVAL	SQ YD	244	244	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1		1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70106700	TEMPORARY RUMBLE STRIP	EACH	6	6	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	450	450	
70300200	TEMPORARY PAVEMENT MARKING	FOOT	1688	1688	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	25	25	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	750	750	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	750	750	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1688	1688	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	12	12	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	480	480	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	22		22
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	



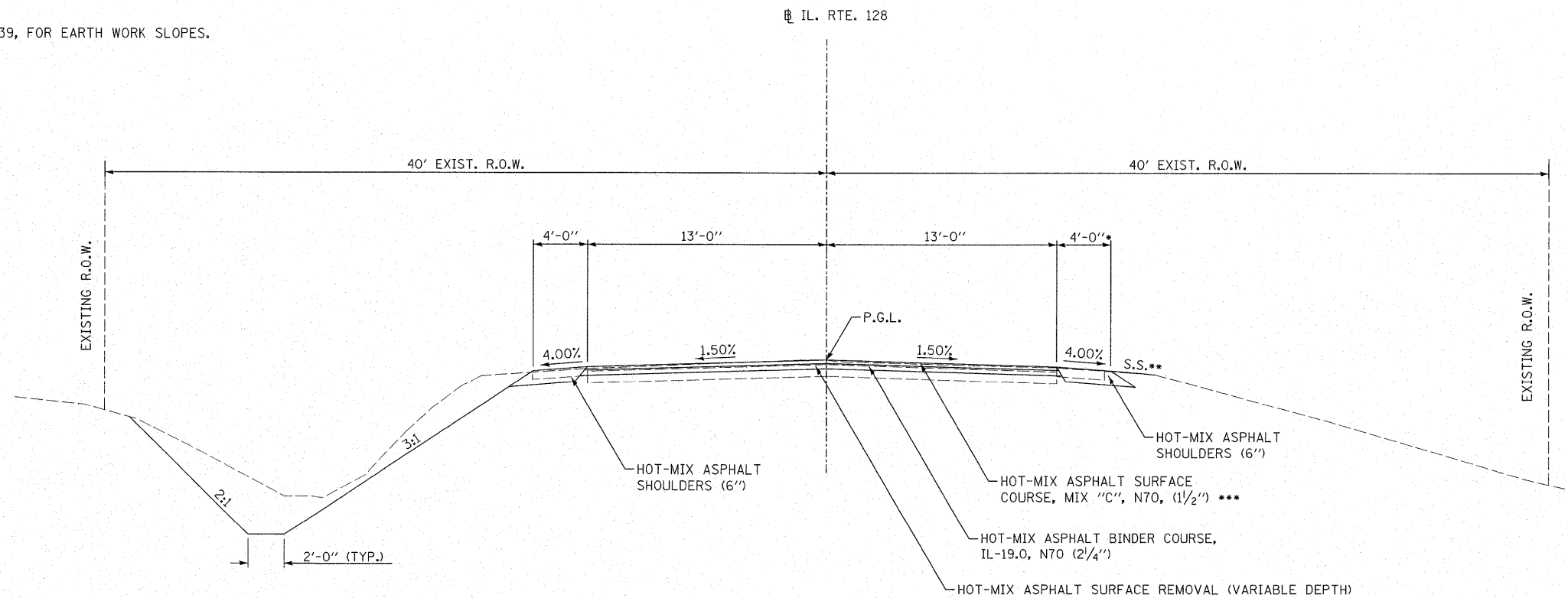




**IL 128 - PROPOSED TYPICAL SECTION**

STA. 405+45.00 TO STA. 407+16.00  
 STA. 410+57.00 TO STA. 411+27.61

**NOTE:**  
 1. SEE CROSS SECTIONS, SHEETS 37-39, FOR EARTH WORK SLOPES.

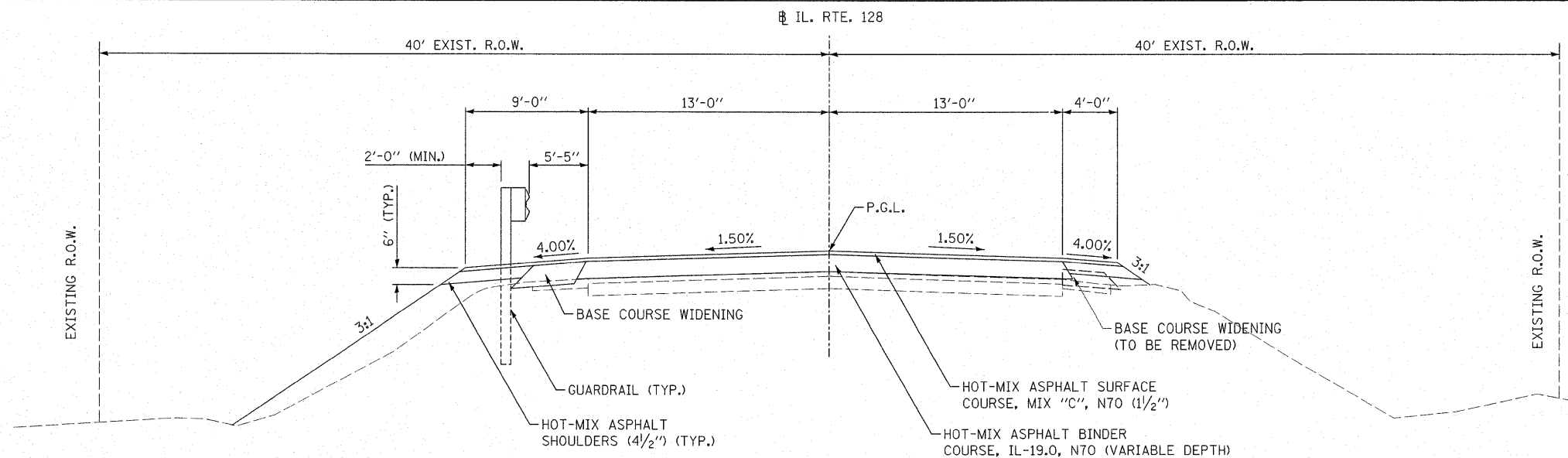


**IL 128 - PROPOSED TYPICAL SECTION**

STA. 404+89.00 TO STA. 405+45.00

- \*SHOULDER WIDENING FROM STA. 404+89.00 TO STA. 405+41.00 FOR MAILBOX TURNOUT
- \*\*MATCH EXISTING SLOPE AT FIELD ENTRANCE FROM STA. 405+25.00 TO STA. 405+75.00
- \*\*\*HOT-MIX ASPHALT SURFACE COURSE, BINDER COURSE AND SURFACE REMOVAL BEGINS AT STA. 405+15.00

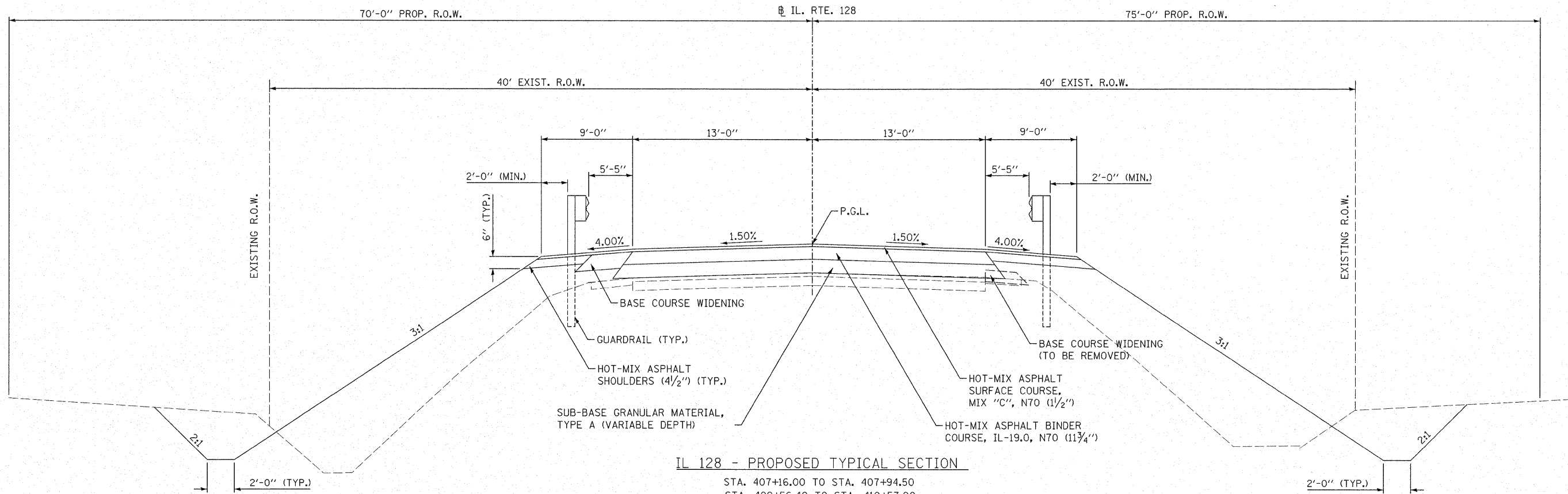
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\$FILEL\$		DRAWN - SEM	REVISED -			770	(115BR)B-1	SHELBY	39	5	
		CHECKED - JDS	REVISED -			CONTRACT NO. 74233					
		DATE - 07/31/08	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. OF SHEETS		STA. 405+15.00 TO STA. 412+65.00			



**NOTE:**  
1. SEE CROSS SECTIONS, SHEETS 37-39, FOR EARTH WORK SLOPES.

**IL 128 - PROPOSED TYPICAL SECTION**

STA. 411+27.61 TO STA. 412+35.00



**IL 128 - PROPOSED TYPICAL SECTION**

STA. 407+16.00 TO STA. 407+94.50  
STA. 409+56.40 TO STA. 410+57.00

**CONNECTOR/APPROACH PAVEMENT OMISSION**

STA. 409+13.70 TO STA. 409+56.40

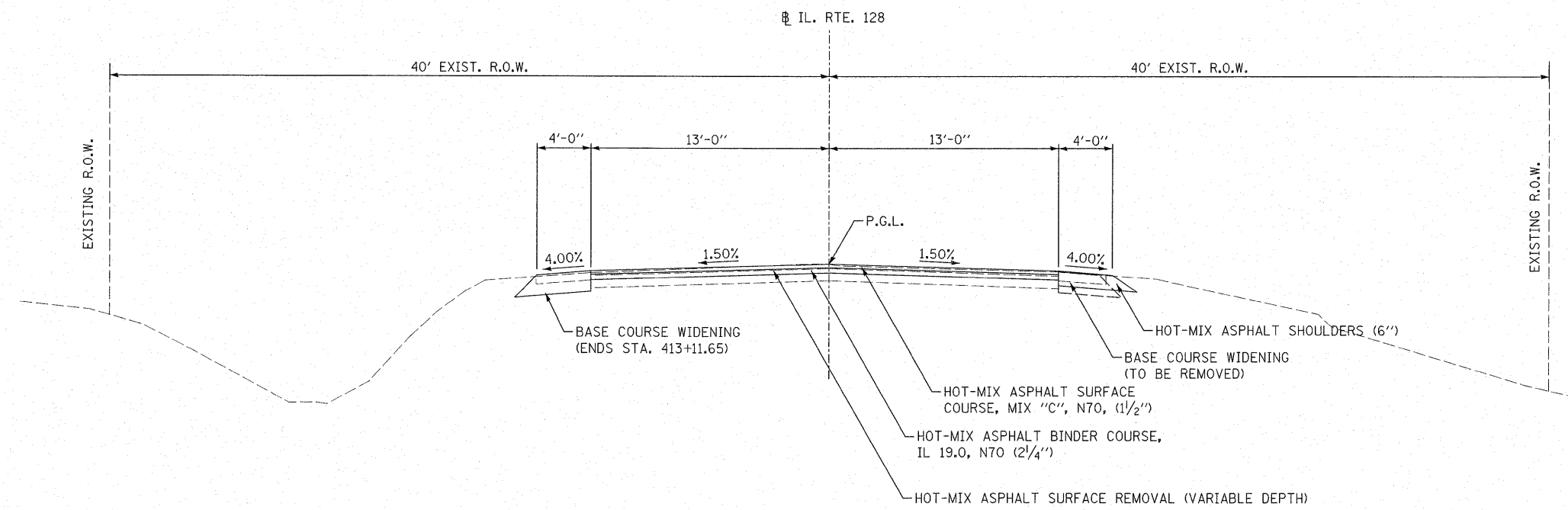
**BRIDGE OMISSION**

STA. 408+37.20 TO STA. 409+13.70

**CONNECTOR/APPROACH PAVEMENT OMISSION**

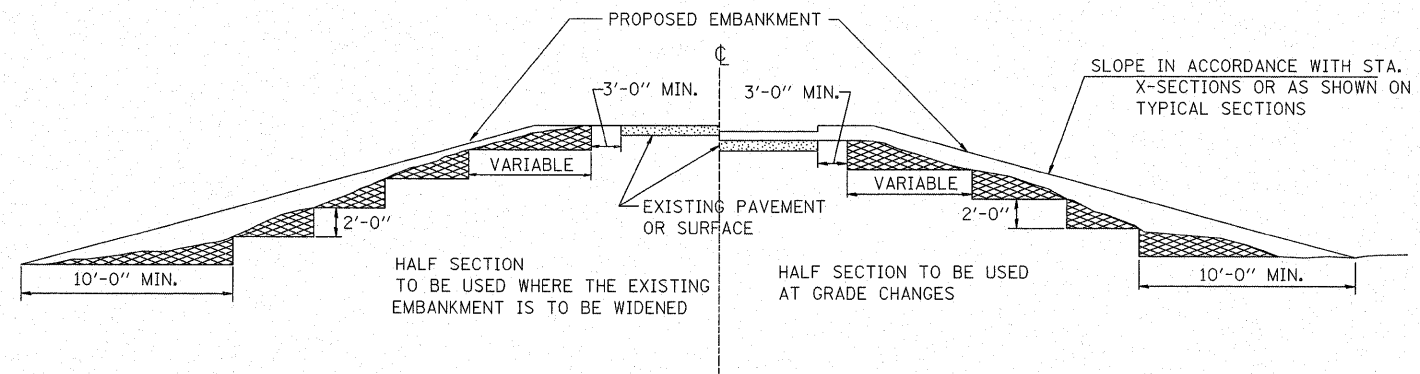
STA. 407+94.50 TO STA. 408+37.20

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	PLOT DATE = #DATE#	DATE - 07/31/08	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT						



NOTE:  
SEE CROSS SECTIONS, SHEETS 37-39, FOR EARTH WORK SLOPES.

IL 128 - PROPOSED TYPICAL SECTION  
STA. 412+35.00 TO STA. 412+65.00



NOTE:  
MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

BENCHING DETAIL (TYPICAL)

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - SEM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL ROUTE 128 ROBINSON CREEK PROPOSED TYPICAL SECTION</b>			F.A.P. RTE. 770	SECTION (115BR)B-1	COUNTY SHELBY	TOTAL SHEETS 39	SHEET NO. 7	
		DRAWN - SEM	REVISED -					CONTRACT NO. 74233					
		CHECKED - JDS	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			
		DATE - 07/31/08	REVISED -										

# ROBINSON CREEK

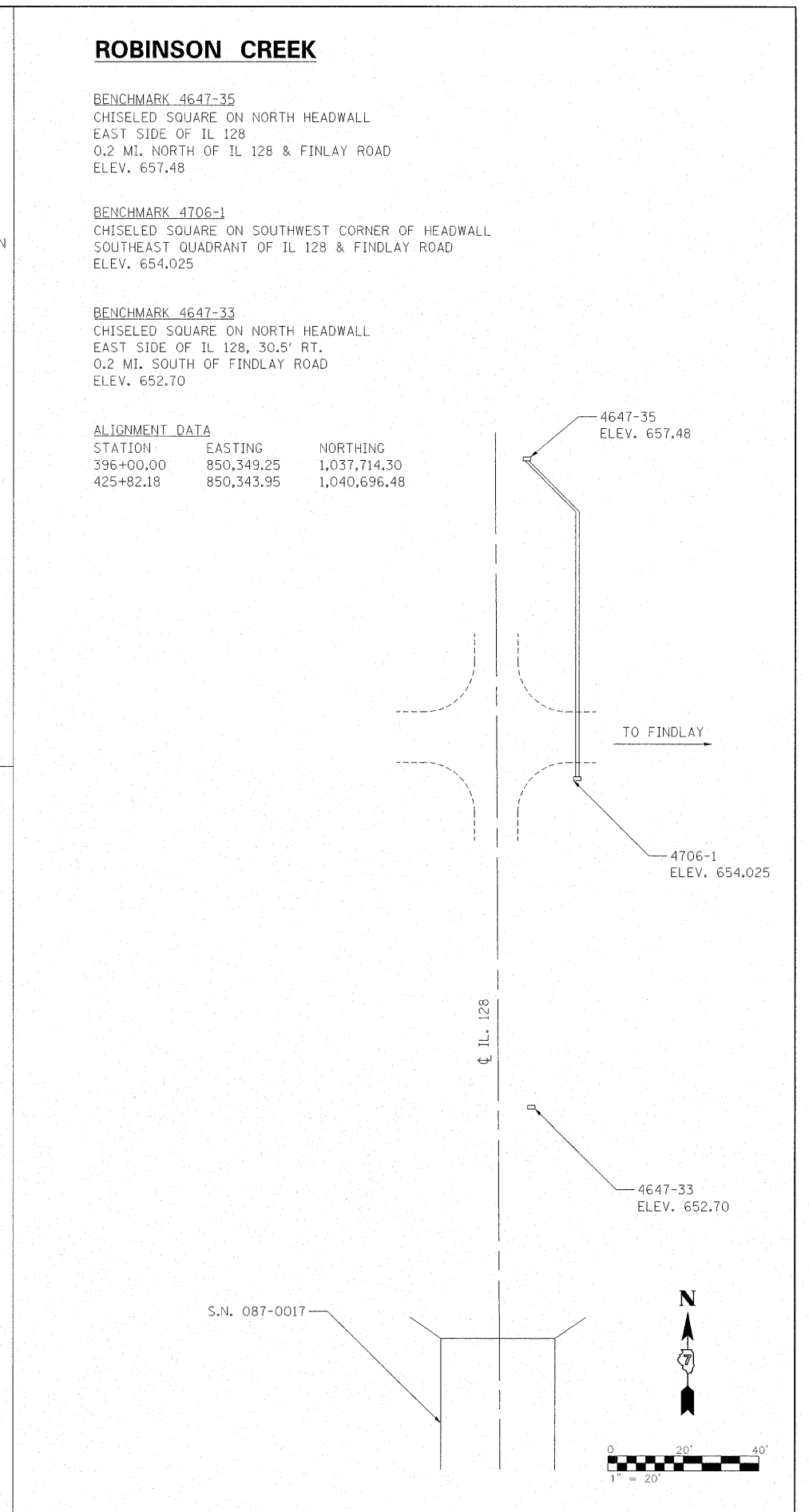
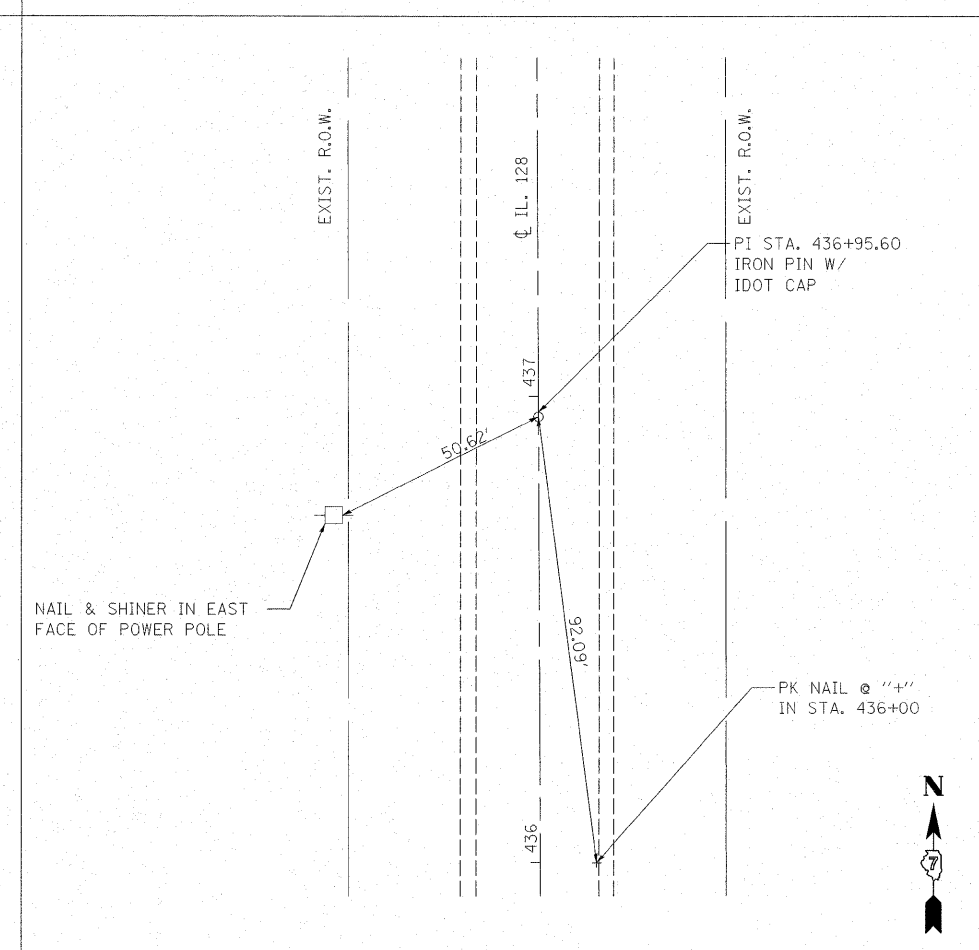
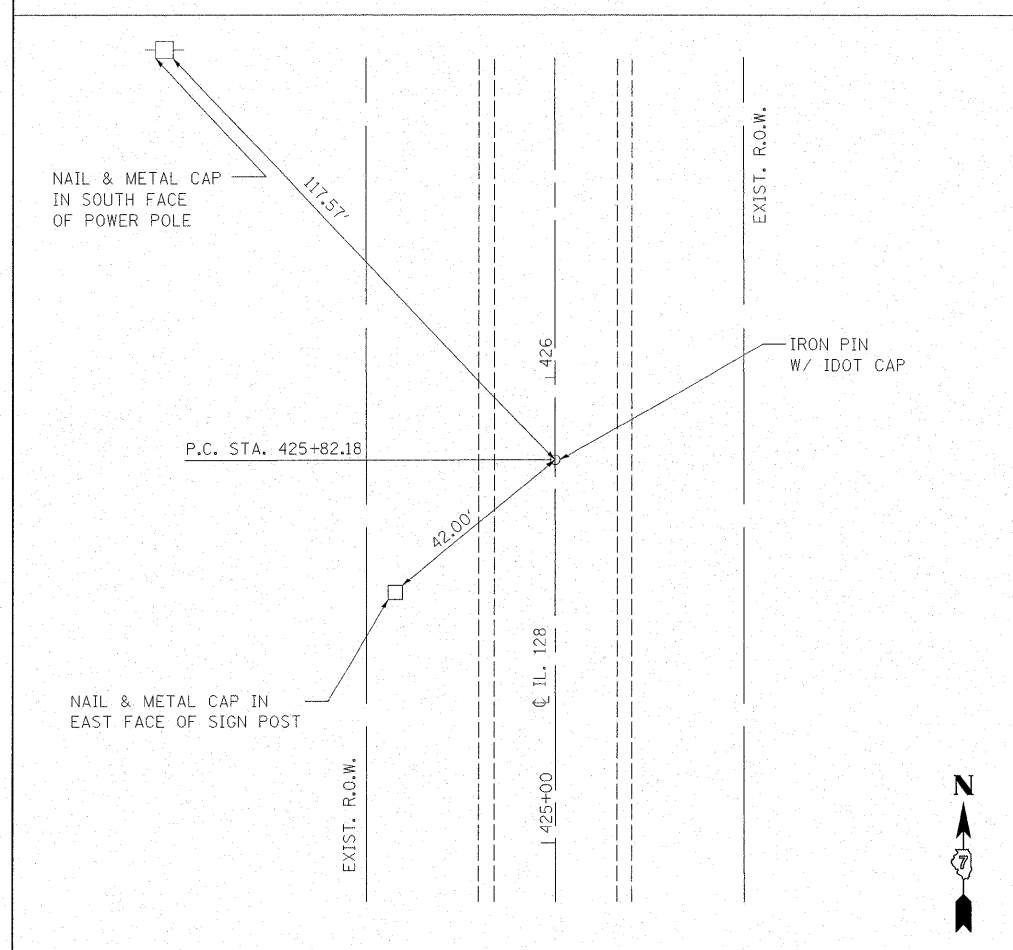
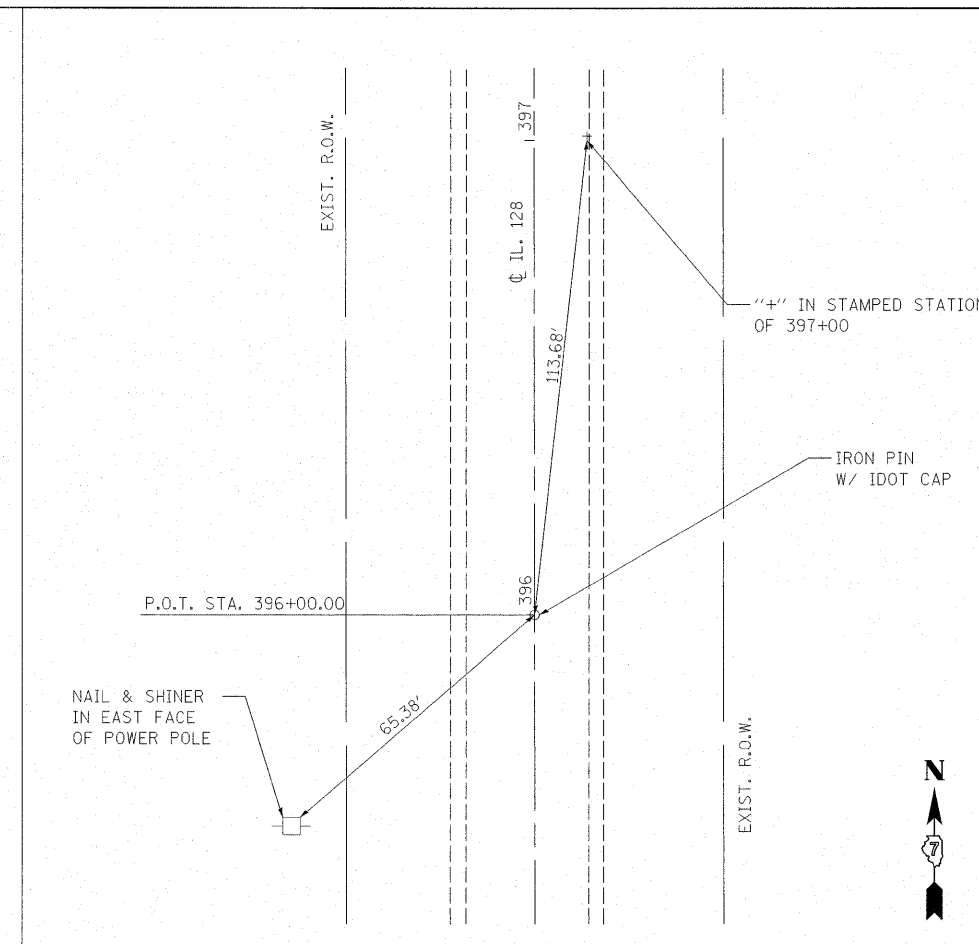
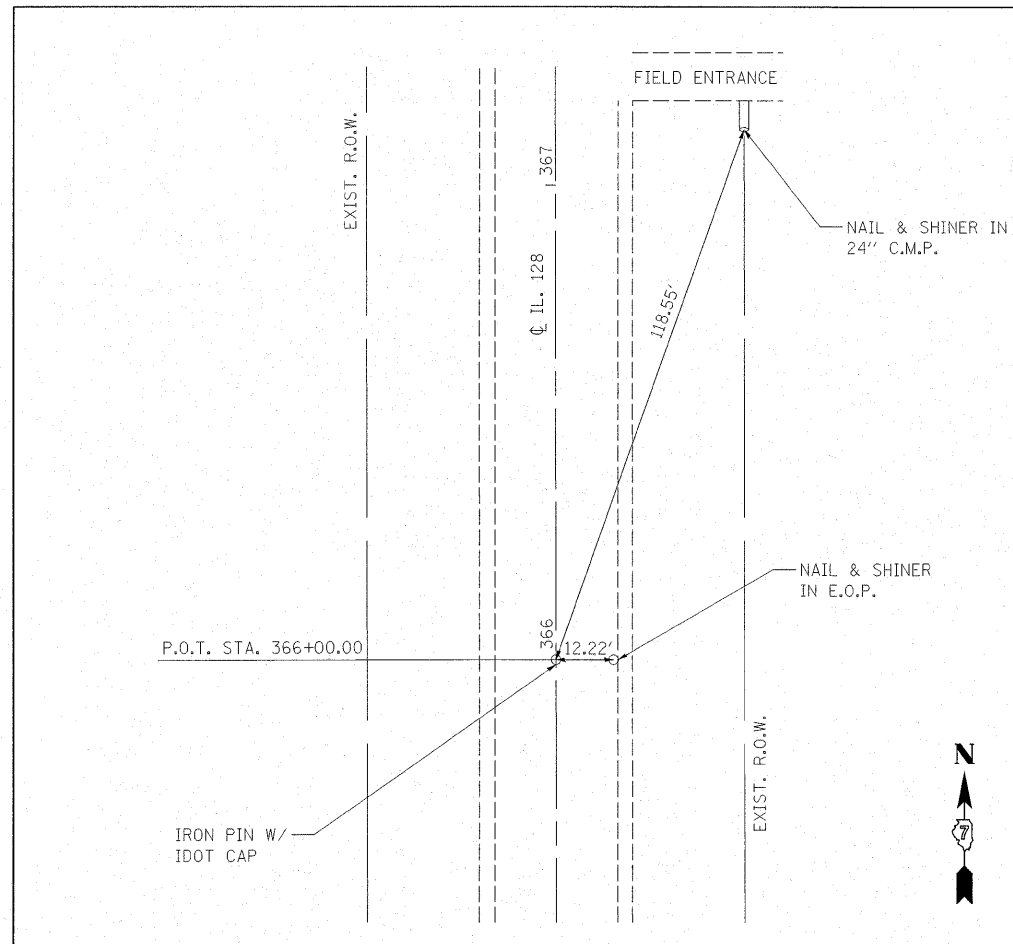
**BENCHMARK 4647-35**  
 CHISELED SQUARE ON NORTH HEADWALL  
 EAST SIDE OF IL 128  
 0.2 MI. NORTH OF IL 128 & FINLAY ROAD  
 ELEV. 657.48

**BENCHMARK 4706-1**  
 CHISELED SQUARE ON SOUTHWEST CORNER OF HEADWALL  
 SOUTHEAST QUADRANT OF IL 128 & FINDLAY ROAD  
 ELEV. 654.025

**BENCHMARK 4647-33**  
 CHISELED SQUARE ON NORTH HEADWALL  
 EAST SIDE OF IL 128, 30.5' RT.  
 0.2 MI. SOUTH OF FINDLAY ROAD  
 ELEV. 652.70

**ALIGNMENT DATA**

STATION	EASTING	NORTHING
396+00.00	850,349.25	1,037,714.30
425+82.18	850,343.95	1,040,696.48



FILE NAME =	USER NAME = #USER#	DESIGNED - SEM	REVISED -
#FILE#		DRAWN - SEM	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - JDS	REVISED -
	PLOT DATE = #DATE#	DATE - 07/31/08	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 128 ROBINSON CREEK  
 ALIGNMENT, TIES, & BENCHMARKS**

SCALE: 1"=20'    SHEET NO.    OF    SHEETS    STA.    TO STA.

F.A.P. RTE. 770	SECTION (115BR)B-1	COUNTY SHELBY	TOTAL SHEETS 39	SHEET NO. 8
CONTRACT NO. 74233				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

**RESURFACING SCHEDULE**

STATION LOCATION	31101000 SUB-BASE GRANULAR MATERIAL, TYPE B TON	36650700 BASE COURSE WIDENING SQ YD	40600300 AGGREGATE (PRIME COAT) TON	40600982 HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT SQ YD	40600990 TEMPORARY RAMP SQ YD	40603085 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 TON	40603315 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 TON	40600100 BITUMINOUS MATERIALS (PRIME COAT) GALLON	44000100 PAVEMENT REMOVAL SQ YD	44000198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH SQ YD	44004300 PAVEMENT BREAKING SQ YD	48203100 HOT-MIX ASPHALT SHOULDERS TON	#7000599 BASE COURSE WIDENING REMOVAL SQ YD
407+16.00 TO 407+94.50	83.3										226.9		
409+56.40 TO 410+57.00	126.0										290.7		
405+49.00 TO 408+36.50, RT.		108.8											
405+50.00 TO 407+94.50, LT.		105.1											
409+14.40 TO 413+02.65, RT.		143.7											
409+56.40 TO 413+11.50, LT.		157.6											
405+15.00 TO 408+45.21			0.8			358.0	93.0	168.4				128.0	
409+05.69 TO 412+65.00			0.9			390.0	110.0	203.9				131.0	
405+15.00 TO 405+45.00				86.7	86.7								
412+35.00 TO 412+65.00				86.7	86.7								
407+16.00 TO 407+29.33					38.6								
410+43.67 TO 410+57.00					38.4								
406+51.50 TO 406+70.00 (STAGE I)					34.9								
407+89.50 TO 407+94.50 (STAGE I)					9.4								
409+56.40 TO 409+61.40 (STAGE I)					9.4								
406+51.50 TO 406+70.00 (STAGE II)					34.9								
407+89.50 TO 407+94.50 (STAGE II)					9.4								
409+56.40 TO 409+61.40 (STAGE II)					9.4								
407+94.50 TO 408+56.02									177.6				
408+93.87 TO 409+56.40									180.6				
405+45.00 TO 407+16.00										494.0			
410+57.00 TO 412+35.00										514.2			
405+49.00 TO 408+36.50, RT.													103.8
409+14.40 TO 413+02.65, RT.													140.2
<b>TOTALS</b>	<b>209.3</b>	<b>515.2</b>	<b>1.7</b>	<b>173.4</b>	<b>357.8</b>	<b>748.0</b>	<b>203.0</b>	<b>372.3</b>	<b>358.2</b>	<b>1008.2</b>	<b>517.6</b>	<b>259.0</b>	<b>244.0</b>

**EARTHWORK SCHEDULE**

STATION LOCATION	20200100 EARTH EXCAVATION CU YD	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%) CU YD	EARTH FILL CU YD	20400800 FURNISHED EXCAVATION CU YD
404+89.00 TO 408+56.02	166.7	125.0	933.0	-808.0
408+93.87 TO 412+65.00	85.6	64.2	537.8	-473.6
<b>TOTALS</b>	<b>252.3</b>	<b>189.2</b>	<b>1470.8</b>	<b>-1281.6</b>

**BRIDGE APPROACH PAVEMENT SCHEDULE**

STATION LOCATION	42001165 BRIDGE APPROACH PAVEMENT SQ YD	42001430 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) SQ YD
408+07.20 TO 408+37.20	125.4	
409+13.70 TO 409+43.70	125.4	
407+94.50 TO 408+07.20		52.0
409+43.70 TO 409+56.40		52.0
<b>TOTALS</b>	<b>250.8</b>	<b>104.0</b>

**RIGHT-OF-WAY SCHEDULE**

STATION LOCATION	66600105 FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS EACH	66700305 PERMANENT SURVEY MARKERS, TYPE II EACH
405+00.00, 40.0' LT.	1	
405+00.00, 40.0' RT.	1	
408+00.00, 70.0' LT.	1	
408+00.00, 75.0' RT.	1	
409+25.00, 70.0' LT.	1	
409+25.00, 75.0' RT.	1	
411+50.00, 40.0' LT.	1	
411+50.00, 40.0' RT.	1	
TO BE DETERMINED		1
<b>TOTALS</b>	<b>8</b>	<b>1</b>

**SEEDING SCHEDULE**

STATION LOCATION	25001000 SEEDING, CLASS 2 (SPECIAL) ACRE
405+15.00 TO 408+37.00, LT.	0.21
404+89.00 TO 408+17.00, RT	0.15
409+14.00 TO 412+65.00, LT	0.13
409+14.00 TO 412+65.00, RT	0.16
<b>TOTALS</b>	<b>0.70</b>





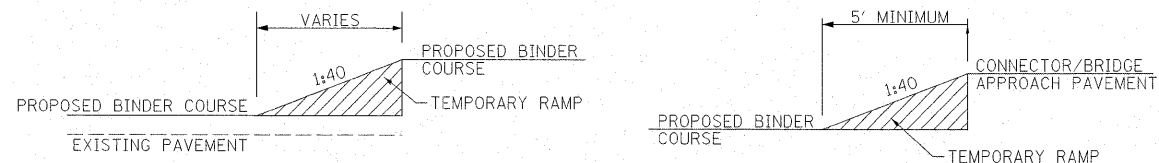






**TEMPORARY RAMP LOCATIONS**

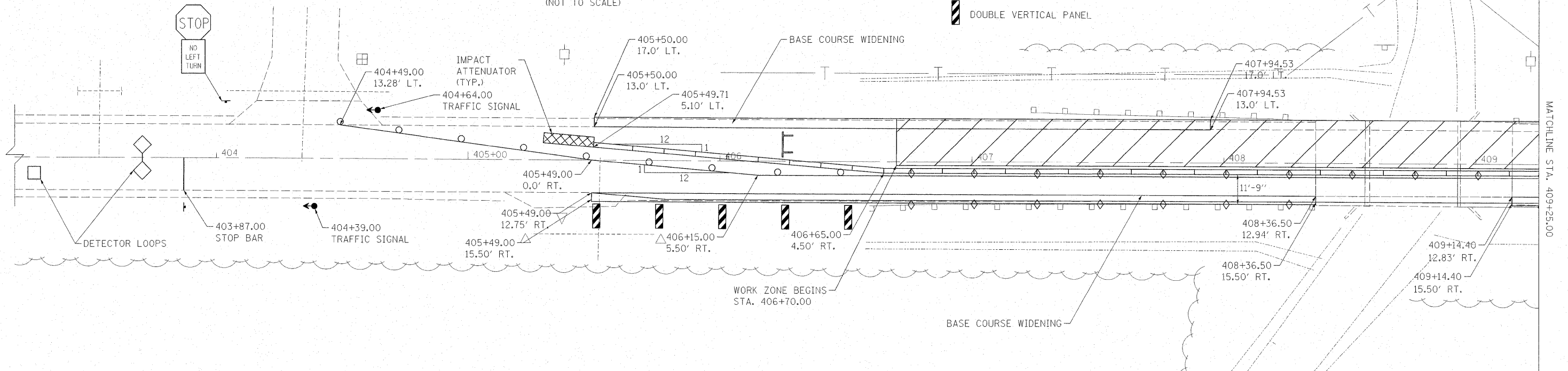
(SEE DETAIL)  
 STA. 405+15.00 TO STA. 405+45.00 (PRE-STAGE I)  
 STA. 407+16.00 TO STA. 407+29.33 (PRE-STAGE I)  
 STA. 410+43.67 TO STA. 410+57.00 (PRE-STAGE I)  
 STA. 412+35.00 TO STA. 412+65.00 (PRE-STAGE I)  
 STA. 406+51.50 TO STA. 406+70.00 (STAGE I)  
 STA. 407+89.50 TO STA. 407+94.50 (STAGE I)  
 STA. 409+56.40 TO STA. 409+61.40 (STAGE I)



**TEMPORARY RAMP DETAIL**  
(NOT TO SCALE)

**STAGING LEGEND**

- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER WALL W/MARKERS
- BARRICADE, OR DRUM WITH STEADY BURNING LIGHTS
- DETECTOR LOOPS
- DOUBLE VERTICAL PANEL
- WORK ZONE
- TRAFFIC SIGNAL
- STOP BAR
- SIGN



**PRE-STAGE I CONSTRUCTION**

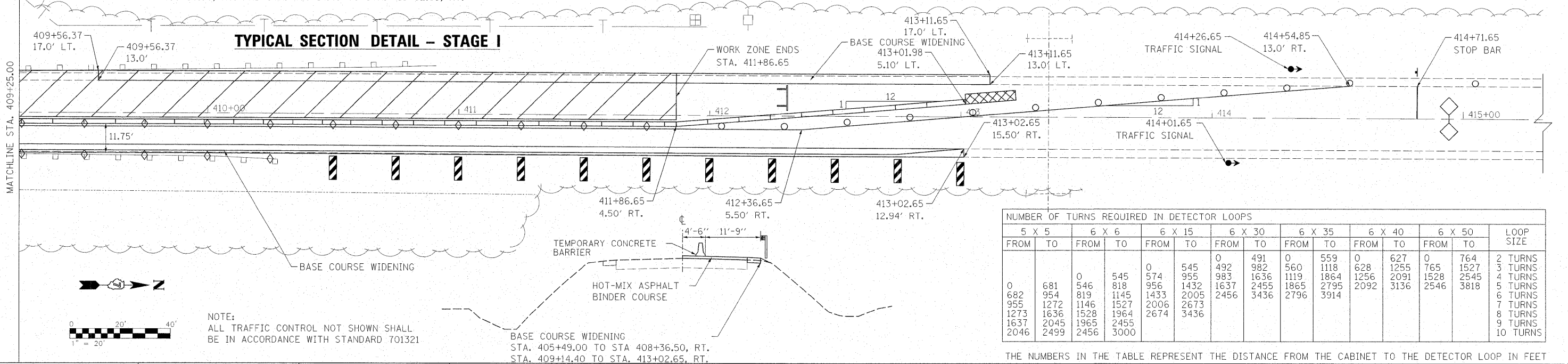
1. COMPLETE HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) OVER LENGTH OF PROJECT.
2. CONSTRUCT 4" OF HOT-MIX ASPHALT BINDER COURSE FROM STA. 405+45.00 TO STA. 407+16.00 AND STA. 410+57.00 TO STA. 412+35.00.
3. CONSTRUCT TEMPORARY RAMPS AT STA. 405+15.00 TO STA. 405+45.00, STA. 407+16.00 TO STA. 407+29.33, STA. 410+43.67 TO STA. 410+57.00 AND STA. 412+35.00 TO STA. 412+65.00.
4. CONSTRUCT BASE COURSE WIDENING AT STA. 405+49.00 TO STA. 408+36.50, RT. AND STA. 409+14.40 TO STA. 413+02.65, RT.

**STAGE I CONSTRUCTION**

1. USE STANDARD 701321 FOR BRIDGE WORK.
2. REMOVE STAGE I PORTION OF THE EXISTING STRUCTURE, GUARDRAIL AND PAVEMENT.
3. CONSTRUCT STAGE I PORTION OF THE PROPOSED BRIDGE INCLUDING APPROACH PAVEMENTS, RIPRAP AND EARTHWORK.
4. COMPLETE PAVEMENT BREAKING, CONSTRUCT SUB-BASE GRANULAR MATERIAL AND CONSTRUCT 4" OF HOT-MIX ASPHALT BINDER COURSE FROM STA. 407+16.00 TO STA. 407+94.50, LT. AND STA. 409+56.40 TO STA. 410+57.00, LT.

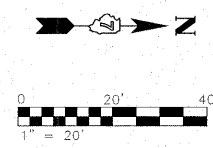
5. CONSTRUCT REMAINING HOT-MIX ASPHALT BINDER COURSE FROM STA. 406+70.00 TO STA. 407+94.50, LT. AND STA. 409+56.40 TO STA. 411+86.65, LT.
6. CONSTRUCT BASE COURSE WIDENING FROM STA. 405+50.00 TO STA. 407+94.50, LT. AND STA. 409+56.40 TO STA. 413+11.65, LT.
7. CONSTRUCT HOT-MIX ASPHALT SHOULDERS, GUARDRAIL AND ANY NECESSARY EARTHWORK.
8. CONSTRUCT TEMPORARY RAMPS FROM STA. 406+51.50 TO STA. 406+70.00, STA. 407+89.50 TO STA. 407+94.50 AND STA. 409+56.40 TO STA. 409+61.40.

**TYPICAL SECTION DETAIL - STAGE I**



NUMBER OF TURNS REQUIRED IN DETECTOR LOOPS														
5 X 5		6 X 6		6 X 15		6 X 30		6 X 35		6 X 40		6 X 50		LOOP SIZE
FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO	
0	681	0	545	574	955	0	491	0	559	0	627	0	764	2 TURNS
682	954	546	819	1145	1432	492	818	560	1118	628	1255	765	1527	3 TURNS
955	1272	1146	1527	2006	2673	819	1145	1119	1864	1256	2091	1528	2545	5 TURNS
1273	1636	1528	1964	2674	3436	1637	2455	1865	2795	2092	3136	2546	3818	6 TURNS
1637	2045	1965	2455			2456	3436	2796						7 TURNS
2046	2499	2456	3000											8 TURNS
														9 TURNS
														10 TURNS

THE NUMBERS IN THE TABLE REPRESENT THE DISTANCE FROM THE CABINET TO THE DETECTOR LOOP IN FEET



NOTE:  
 ALL TRAFFIC CONTROL NOT SHOWN SHALL BE IN ACCORDANCE WITH STANDARD 701321

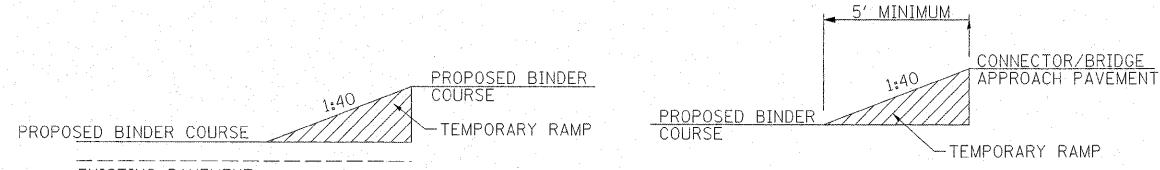
BASE COURSE WIDENING  
 STA. 405+49.00 TO STA. 408+36.50, RT.  
 STA. 409+14.40 TO STA. 413+02.65, RT.

**TEMPORARY RAMP LOCATIONS**

(SEE DETAIL)  
 STA. 406+51.50 TO STA. 406+70.00  
 STA. 407+89.50 TO STA. 407+94.50  
 STA. 409+56.40 TO STA. 409+61.40

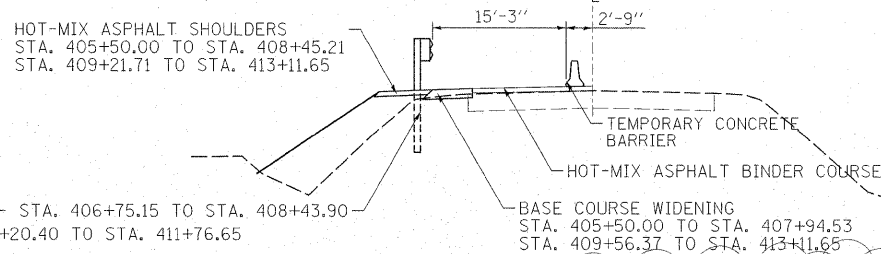
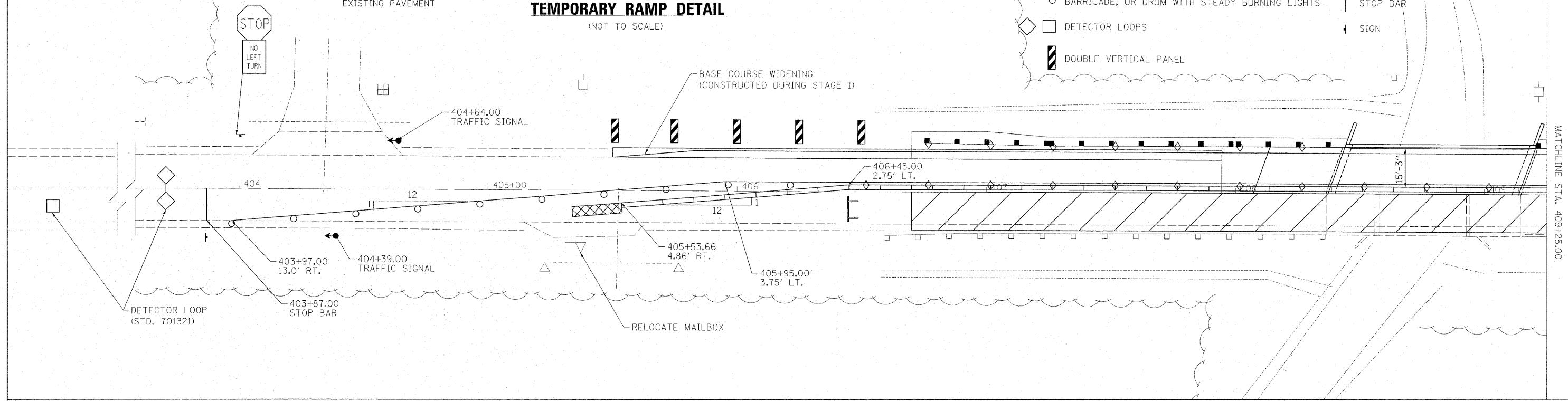
**STAGING LEGEND**

- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER WALL W/MARKERS
- BARRICADE, OR DRUM WITH STEADY BURNING LIGHTS
- DETECTOR LOOPS
- DOUBLE VERTICAL PANEL
- WORK ZONE
- TRAFFIC SIGNAL
- STOP BAR
- SIGN



**TEMPORARY RAMP DETAIL**

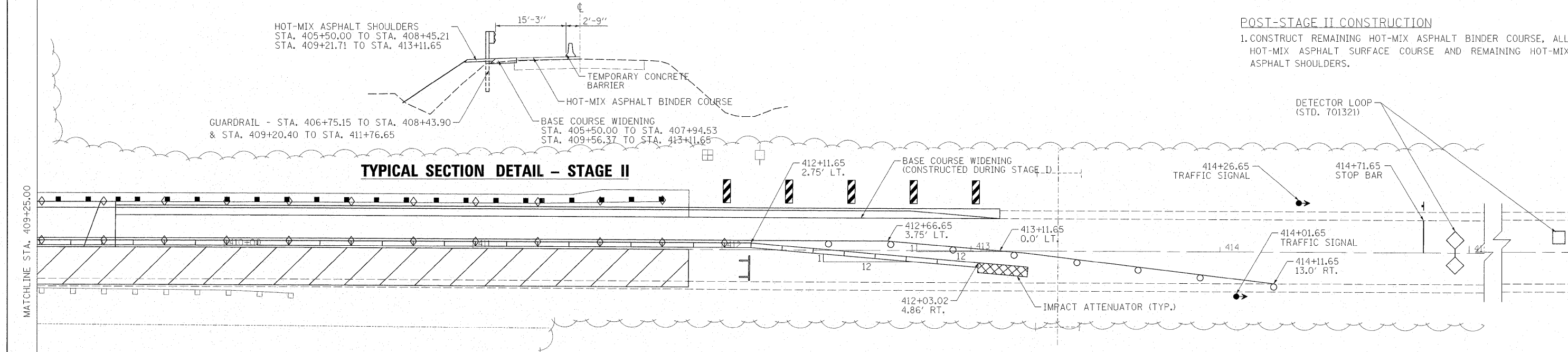
(NOT TO SCALE)



**TYPICAL SECTION DETAIL - STAGE II**

**POST-STAGE II CONSTRUCTION**

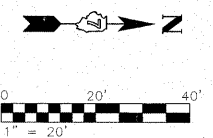
1. CONSTRUCT REMAINING HOT-MIX ASPHALT BINDER COURSE, ALL HOT-MIX ASPHALT SURFACE COURSE AND REMAINING HOT-MIX ASPHALT SHOULDERS.



**STAGE II CONSTRUCTION**

1. RELOCATE MAILBOX, TEMPORARY CONCRETE BARRIER, VERTICAL PANELS, SIGNS, IMPACT ATTENUATORS, ECT. ACCORDING TO STANDARD 701321.
2. USE STANDARD 701321 FOR BRIDGE WORK.
3. REMOVE STAGE II PORTION OF THE EXISTING STRUCTURE, GUARDRAIL AND PAVEMENT.
4. CONSTRUCT STAGE II PORTION OF THE PROPOSED BRIDGE INCLUDING APPROACH PAVEMENTS, RIPRAP AND EARTHWORK.
5. COMPLETE PAVEMENT BREAKING, CONSTRUCT SUB-BASE GRANULAR MATERIAL AND CONSTRUCT 4" OF HOT-MIX ASPHALT BINDER COURSE FROM STA. 407+16.00 TO STA. 407+94.50, RT. AND STA. 409+56.40 TO STA. 410+57.00, RT.
6. REMOVE BASE COURSE WIDENING FROM STA. 405+49.00 TO STA. 408+36.50, RT AND FROM STA. 409+14.40 TO STA. 413+02.65, RT.
7. CONSTRUCT REMAINING HOT-MIX ASPHALT BINDER COURSE FROM STA. 406+70.00 TO STA. 407+94.50, RT. AND STA. 409+56.40 TO STA. 411+86.65, RT.
8. CONSTRUCT HOT-MIX ASPHALT SHOULDERS, GUARDRAIL AND ANY NECESSARY EARTHWORK.
9. CONSTRUCT TEMPORARY RAMPS FROM STA. 406+51.50 TO STA. 406+70.00, STA. 407+89.50 TO STA. 409+94.50 AND STA. 409+56.40 TO 409+61.40.
10. REMOVE TEMPORARY CONCRETE BARRIER, VERTICAL PANELS, SIGNS, IMPACT ATTENUATORS, ECT. AND RELOCATE MAILBOX.

NOTE:  
 ALL TRAFFIC CONTROL NOT SHOWN SHALL BE IN ACCORDANCE WITH STANDARD 701321

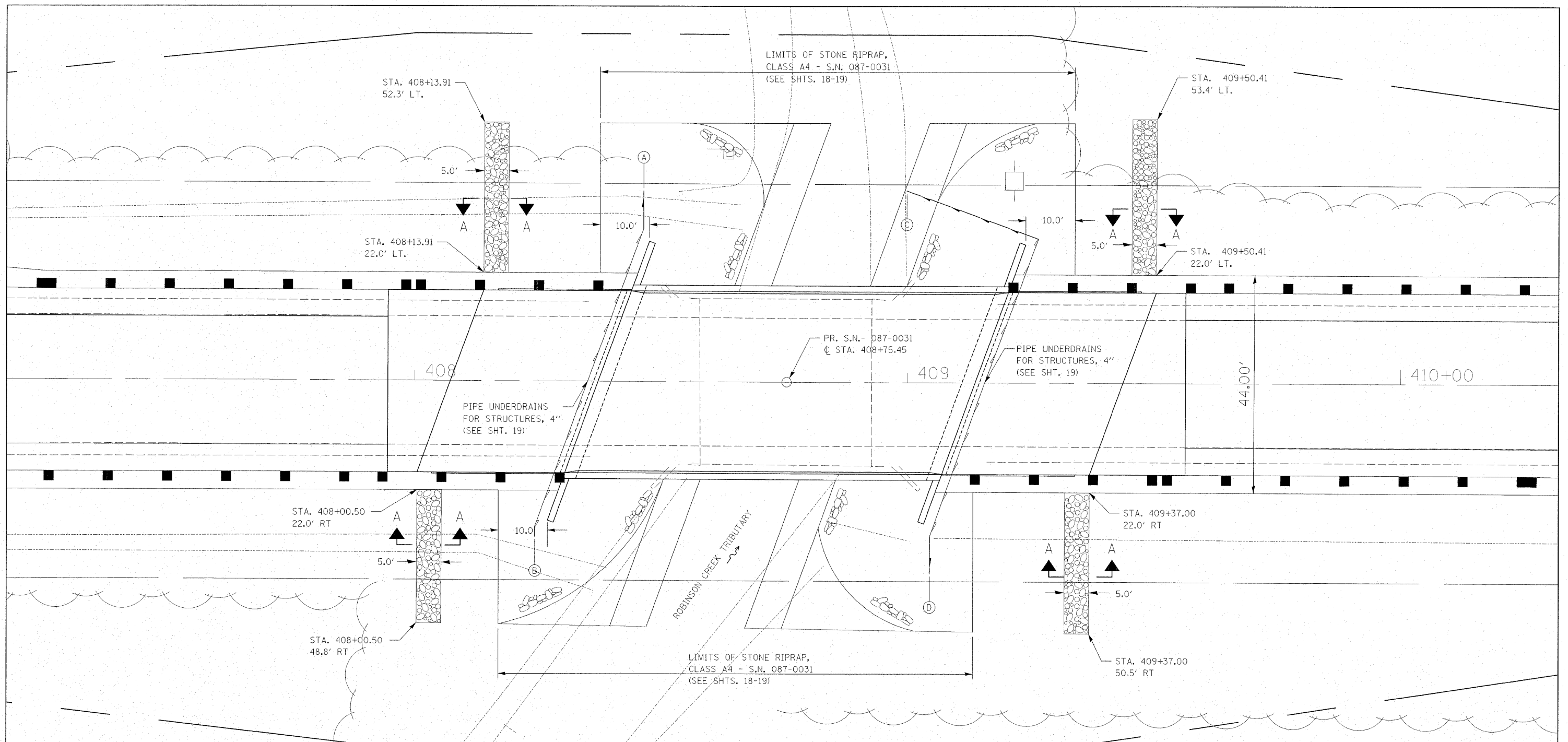


FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - SEM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL ROUTE 128 ROBINSON CREEK STAGING PLAN - STAGE 2 CONSTRUCTION</b>			F.A.P. RTE. 770	SECTION (115BR)B-1	COUNTY SHELBY	TOTAL SHEETS 39	SHEET NO. 15
		DRAWN - SEM	REVISED -		SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74233
		CHECKED - JDS	REVISED -									
		DATE - 07/31/08	REVISED -									

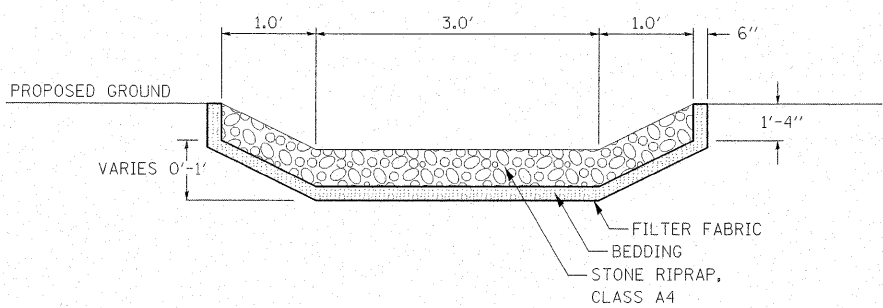








STATION LOCATION	60109580 PIPE DRAINS, 4" LENGTH (FOOT)	INVERT ELEVATION
(A) SOUTH ABUTMENT, LT. SIDE	7.6	644.62
(B) SOUTH ABUTMENT, RT. SIDE	2.1	647.10
(C) NORTH ABUTMENT, LT. SIDE	28.4	648.00
(D) NORTH ABUTMENT, RT. SIDE	7.5	644.75
TOTALS	45.6	



STATION LOCATION	28100107 STONE RIPRAP, CLASS A4 SQ YD	28200200 FILTER FABRIC SQ YD
408+00.50 TO 408+05.50, RT.	19.4	19.4
408+13.91 TO 408+18.91, LT.	19.4	19.4
409+32.00 TO 409+37.00, RT.	19.4	19.4
409+45.41 TO 409+50.41, LT.	19.4	19.4
TOTALS	77.6	77.6

Bench Mark 4647-33- Chiseled square on north headwall of the east side of IL 128, 0.2 miles south of Findlay Road; Elev. 652.70.

Existing Structure- S.N. 087-0017; Built in 1929 as S.B.I. 169 Section 115. Original structure was a single-span concrete deck beam bridge supported by closed concrete abutments on untreated timber piling. The structure was reconstructed in 1980 as FA 770, Section 115BR-1. The substructure was partially removed and widened and the superstructure was replaced and widened using PPC deck beams, 38'-0" bk. to bk. abutments, 33'-0" out to out of deck. Structure is to be removed and replaced with a single-span W30 steel I beam bridge on integral abutments. One lane traffic is to be maintained using stage construction.

No Salvage.

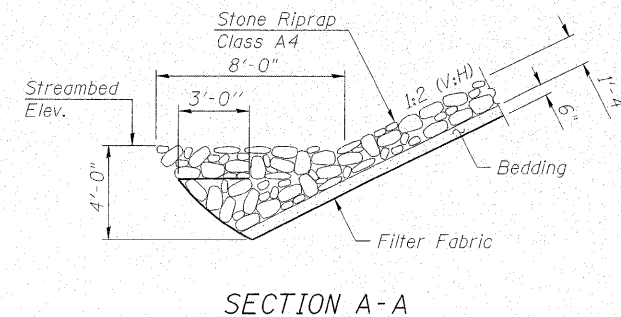
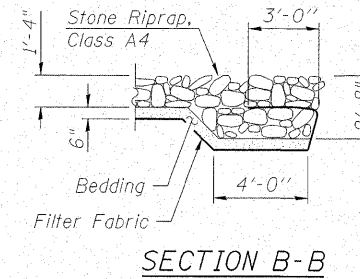
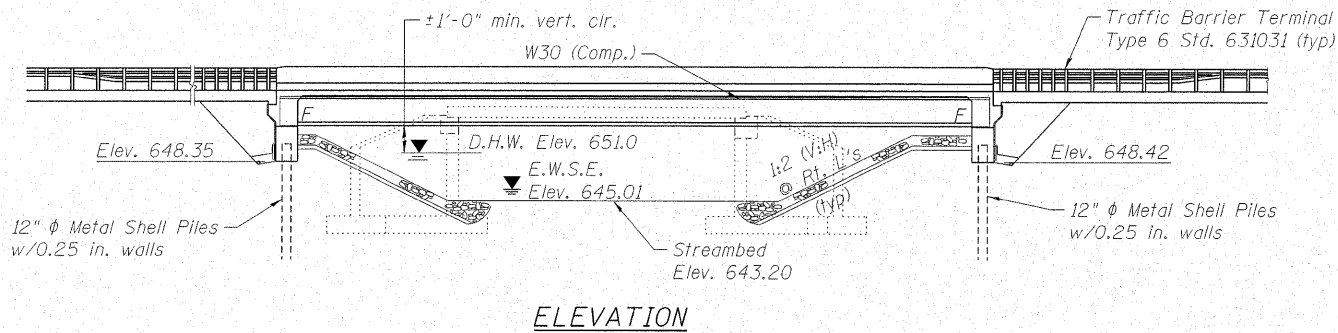
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. 1
FAP 770 IL 128	(115BR) B-1	SHELBY	39 18	19 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Contract # 74233

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Notes, Total Bill of Material
- 3 Staging Details
- 4 Temporary Concrete Barrier
- 5-6 Top of Slab Elevations
- 7-8 Top of Approach Slab Elevations
- 9 Superstructure
- 10 Superstructure Details
- 11 Diaphragm Details
- 12 Structural Steel
- 13 South Abutment
- 14 North Abutment
- 15 Metal Shell Pile Details
- 16 Bar Splicer Assembly Details
- 17-19 Soil Borings



STATION 408+75.45  
BUILT 200 BY  
STATE OF ILLINOIS  
F.A.P. RTE. 770 SEC. (115BR)B-1  
LOADING HL93  
STRUCTURE NO. 087-0031

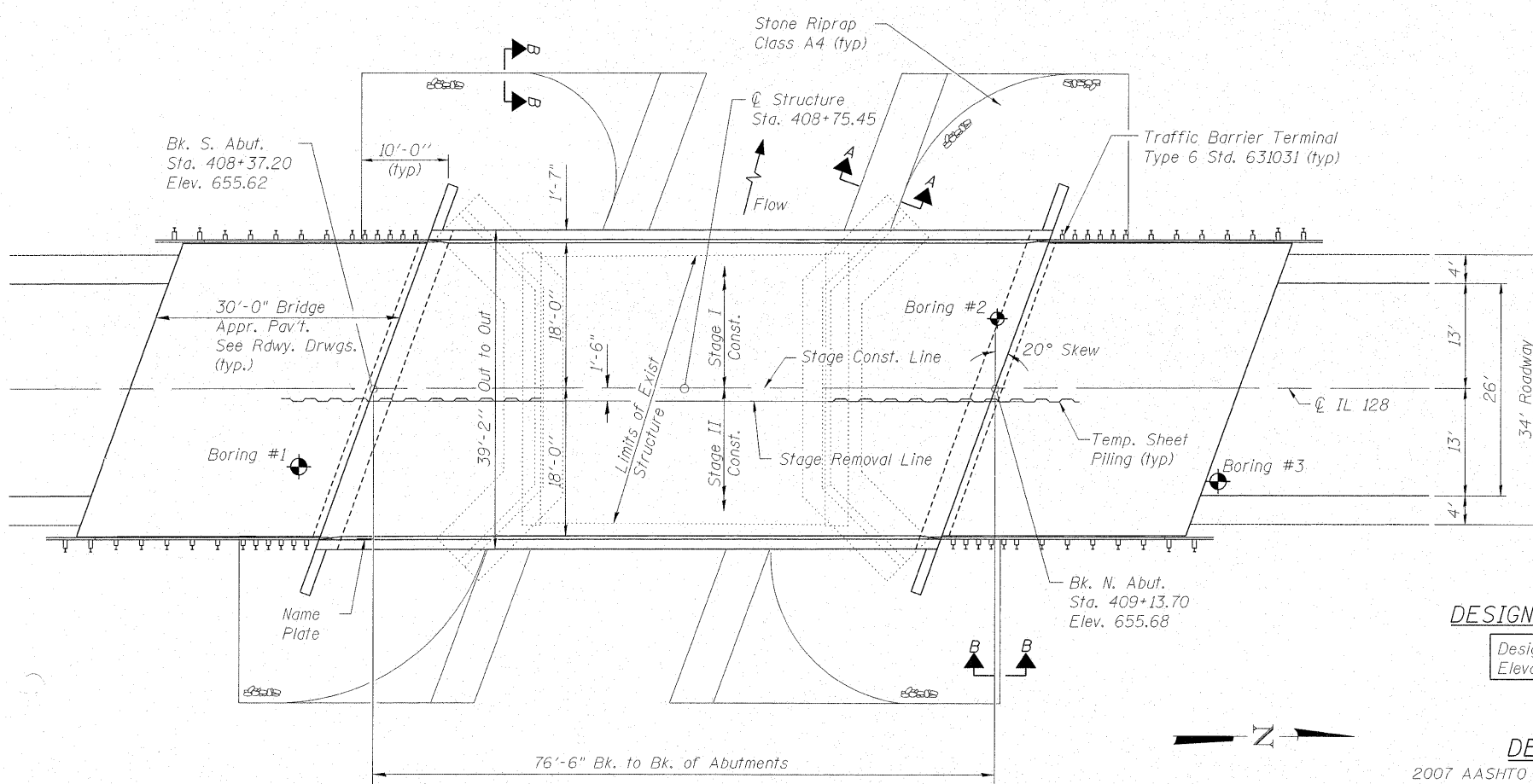
NAME PLATE  
See Std. 515001

WATERWAY INFORMATION

Proposed Low Grade Elev. = 653.38 @ Sta. 414+00.00  
Existing Low Grade Elev. = 653.38 @ Sta. 406+00.00  
Drainage Area = 10.7 mi.<sup>2</sup>

Flood	Freq. Yr.	0 C.F.S.	Opening Sq. Ft. Exist.	Prop.	Nat. H.W.E.	Head - Ft. Exist.	Prop.	Headwater El. Exist.	Prop.
Design	50	2247	235	340	651.0	2.4	1.0	651.4	652.0
Base	100	2616	245	358	651.3	2.1	1.2	653.4	652.5
Overtopping Exist.	50	2247	235		651.0	2.4		653.4	
Overtopping Prop.	500	3518		394	651.9		1.6		653.5
Max. Calc.	500	3518	253	394	651.9	1.8	1.6	653.7	653.5

10-Year Velocity through Existing Bridge = 6.7 fps  
10-Year Velocity through Proposed Bridge = 4.7 fps



DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	N. Abut.
	648.4	648.4

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications - 4th ed.

LOADING HL-93

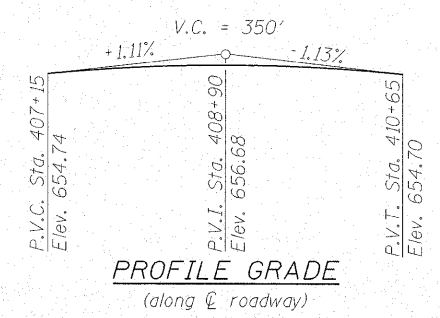
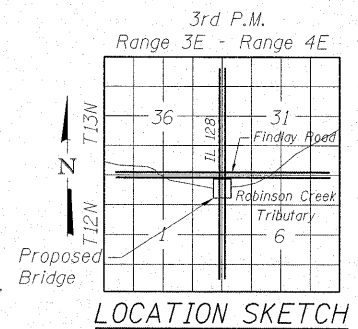
Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

- FIELD UNITS
- $f_c = 3,500$  psi
  - $f_y = 60,000$  psi (reinforcement)
  - $f_y = 50,000$  psi (M270 Grade 50, primary members)
  - $f_y = 36,000$  psi (M270 Grade 36)

SEISMIC DATA

- Seismic Performance Zone (SPZ) = 1
- Bedrock Acceleration Coefficient (A) = 0.054g
- Site Coefficient (S) = 1.5



PLAN

DESIGNED - BAS
CHECKED - KEF
DRAWN - LAD
CHECKED - RJA / KEF



*Kristen Fields*  
Date Signed: 1-12-09  
Exp. Date: 11-30-10

APPROVED  
FOR STRUCTURAL ADEQUACY ONLY

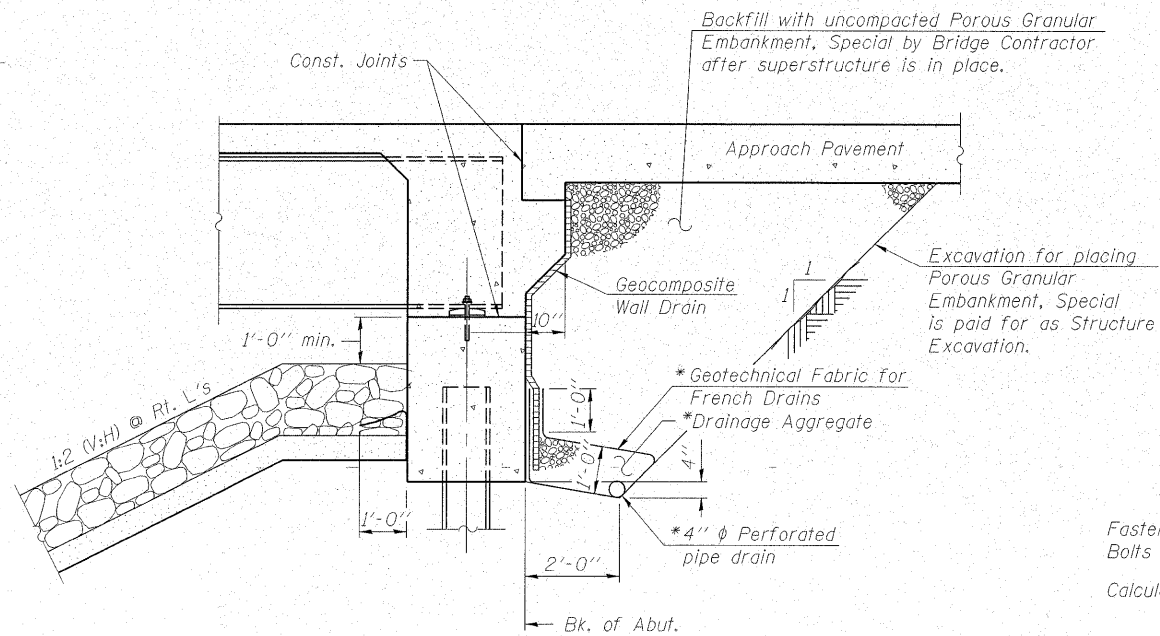
*Ralph E. Anderson* (TJD)  
ENGINEER OF BRIDGES AND STRUCTURES

GENERAL PLAN & ELEVATION  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	ISTH SHEETS	SHEET	SHEET NO. 2 19 SHEETS
FAP 770 IL 128	(115BR) B-1	SHELBY	39	19	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

Contract # 74233



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

\* Included in the cost of Pipe Underdrains for Structures, 4".

**Note:**

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

**Note:**

A quantity for Pipe Drains 4" has been provided to extend the pipe underdrains for structures, 4" from the edge of wingwalls to the toe of the proposed slope.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		89	89
Stone Riprap, Class A4	Sq. Yd.		746	746
Filter Fabric	Sq. Yd.		746	746
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		143	143
Concrete Structures	Cu. Yd.		35.5	35.5
Concrete Superstructure	Cu. Yd.	117.3		117.3
Bridge Deck Grooving	Sq. Yd.	516		516
Protective Coat	Sq. Yd.	370		370
Furnishing & Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1800		1800
Reinforcement Bars, Epoxy Coated	Pound	22600	4940	27540
Bar Splicers	Each	299	20	319
Furnishing Metal Shell Piles, 12"x0.25"	Foot		833	833
Driving Piles	Foot		833	833
Test Pile Metal Shells	Each		2	2
Temporary Sheet Piling	Sq. Ft.		1015	1015
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		32	32
Geocomposite Wall Drain	Sq. Yd.		69	69
Pipe Underdrains for Structures, 4"	Foot		153	153
Asbestos Bearing Pad Removal	Each		22	22

**GENERAL NOTES**

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts  $\frac{3}{4}$  in.  $\phi$ , holes  $\frac{15}{16}$  in.  $\phi$ , unless otherwise noted.

Calculated weight of Structural Steel = 88,550 lbs. (M 270, Gr. 50)  
4,700 lbs. (M 270, Gr. 36)

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

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".

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

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

The Contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the structure.

If the Contractor's procedures for existing beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.

Slipforming of the parapets is not allowed.



DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - RJA / KEF

**GENERAL NOTES,**  
**TOTAL BILL OF MATERIAL**  
**IL ROUTE 128 OVER**  
**ROBINSON CREEK TRIBUTARY**  
**F.A.P. RTE. 770 - SECTION (115BR)B-1**  
**SHELBY COUNTY**  
**STATION 408+75.45**  
**STRUCTURE NO. 087-0031**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET NO.	SHEET NO. 3
FAP 770 IL 128	(115BR) B-1	SHELBY	39	20	19 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

Contract # 74233

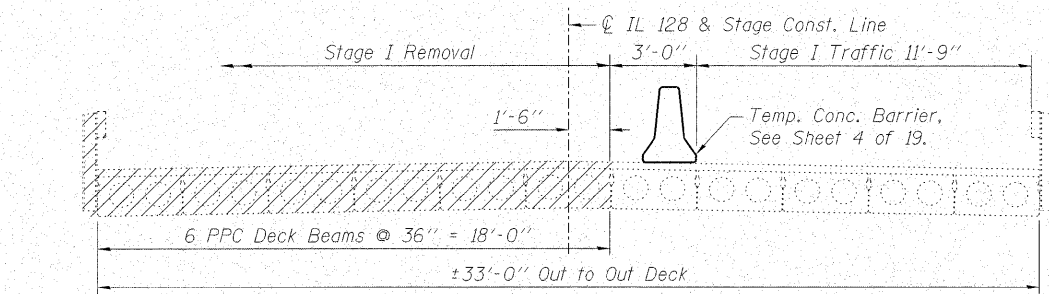
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

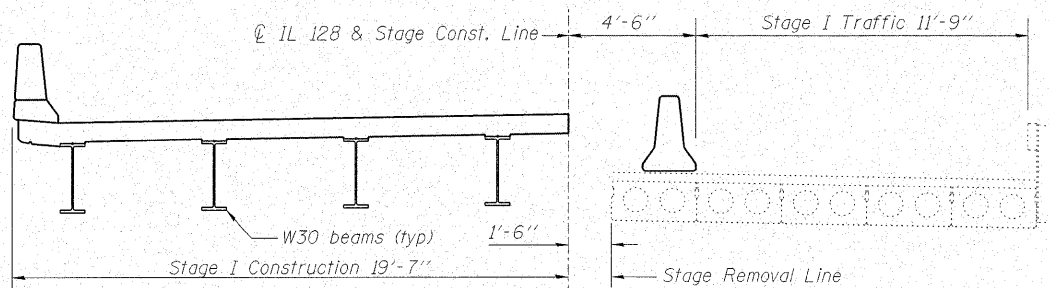
The minimum section modulus for cantilever sheet piling shall be 12 in.<sup>3</sup>/ft.

**BILL OF MATERIAL**

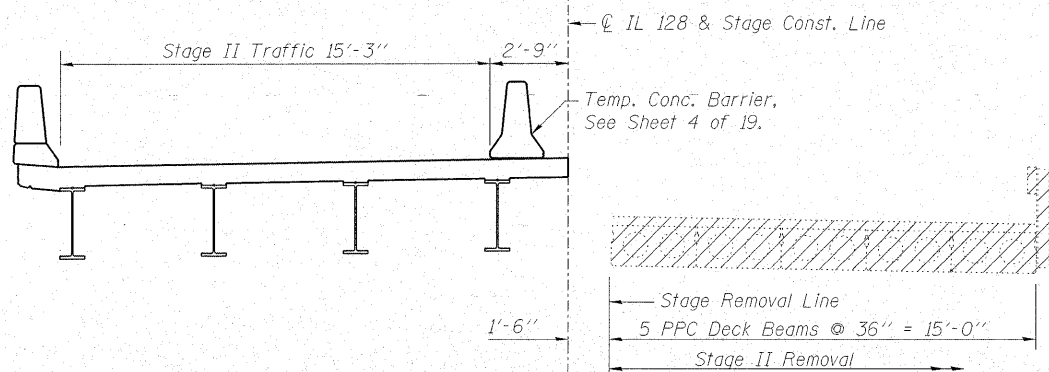
Item	Unit	Quantity
Temporary Sheet Piling	Sq. Ft.	1015



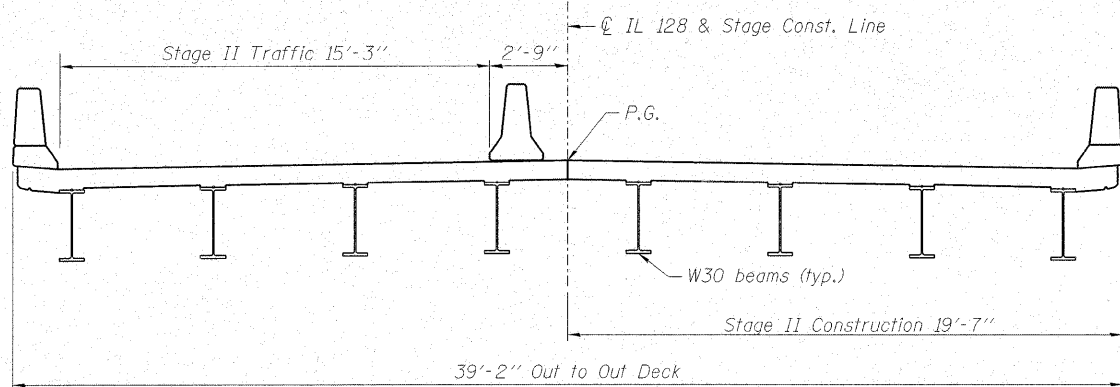
**STAGE I REMOVAL**  
(Looking North)



**STAGE I CONSTRUCTION**  
(Looking North)



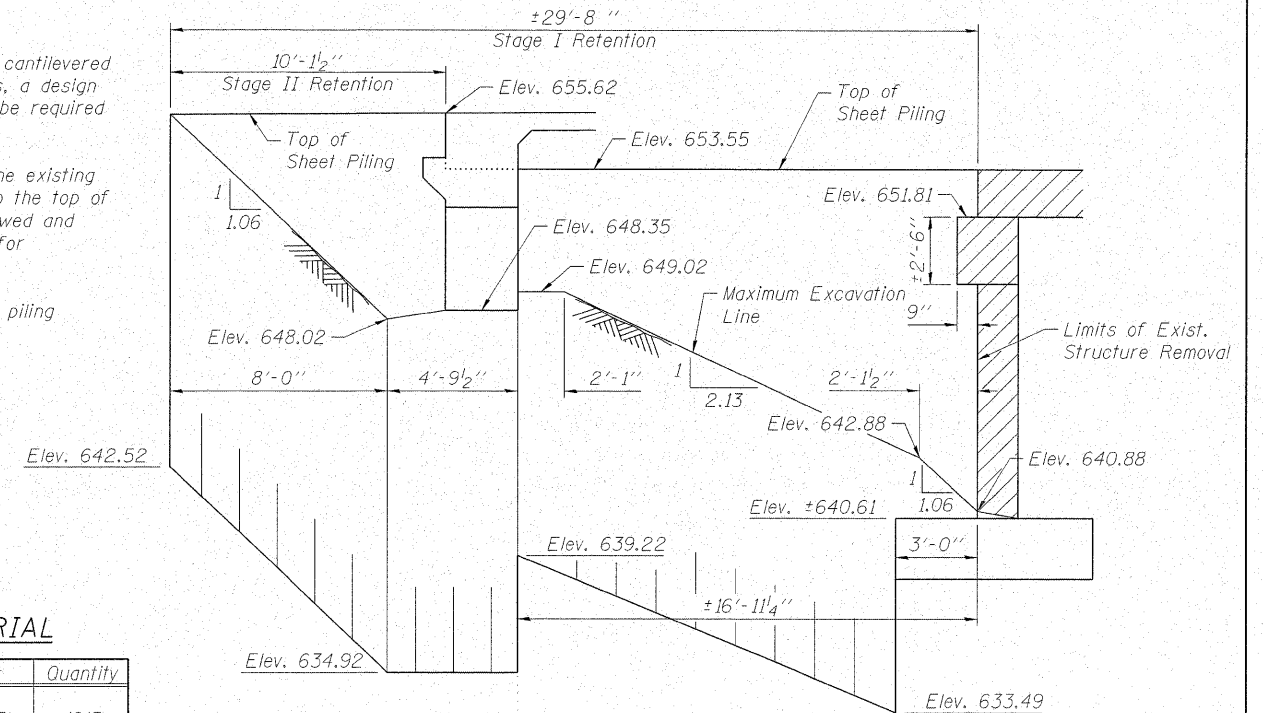
**STAGE II REMOVAL**  
(Looking North)



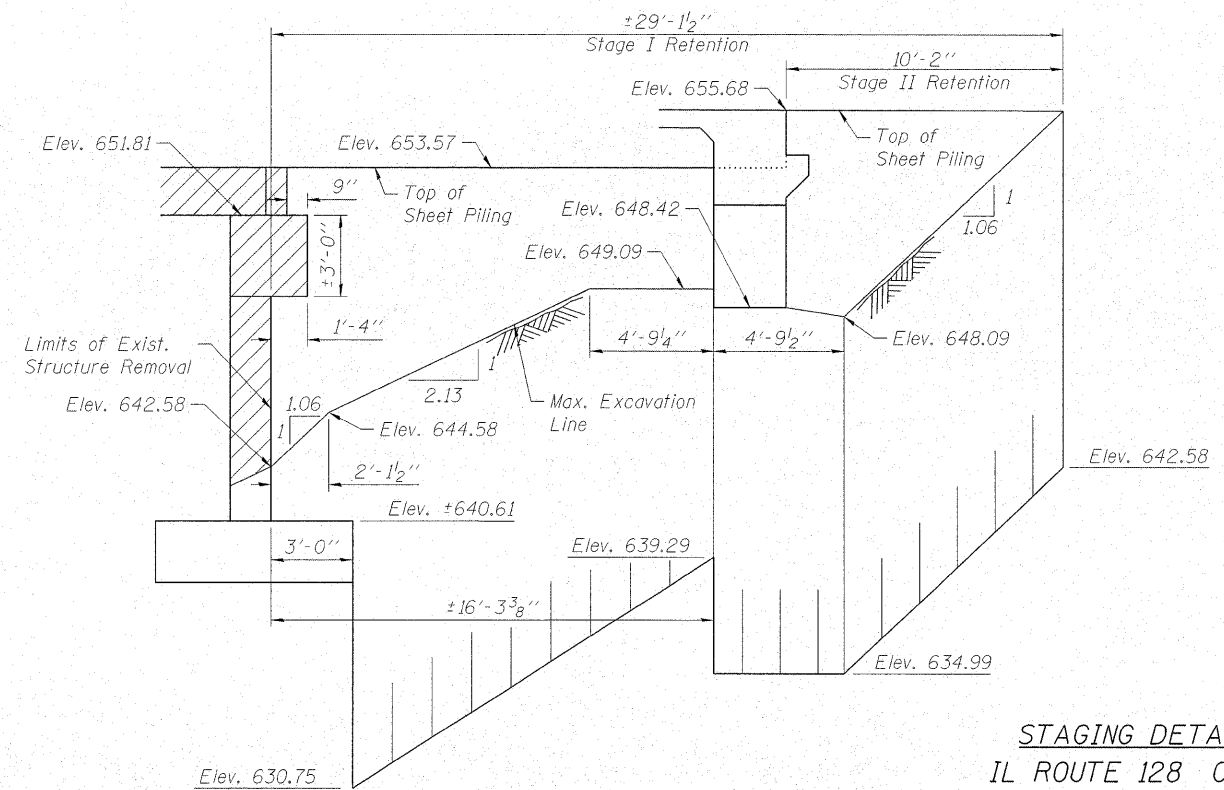
**STAGE II CONSTRUCTION**  
(Looking North)

**STAGING NOTES:**

- Hatched areas indicate "Removal of Existing Structures".
- For quantities of "Temporary Concrete Barrier", see Roadway Plans.



**TEMPORARY SHEET PILING**  
(South Abutment)



**TEMPORARY SHEET PILING**  
(North Abutment)

**STAGING DETAILS**  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031



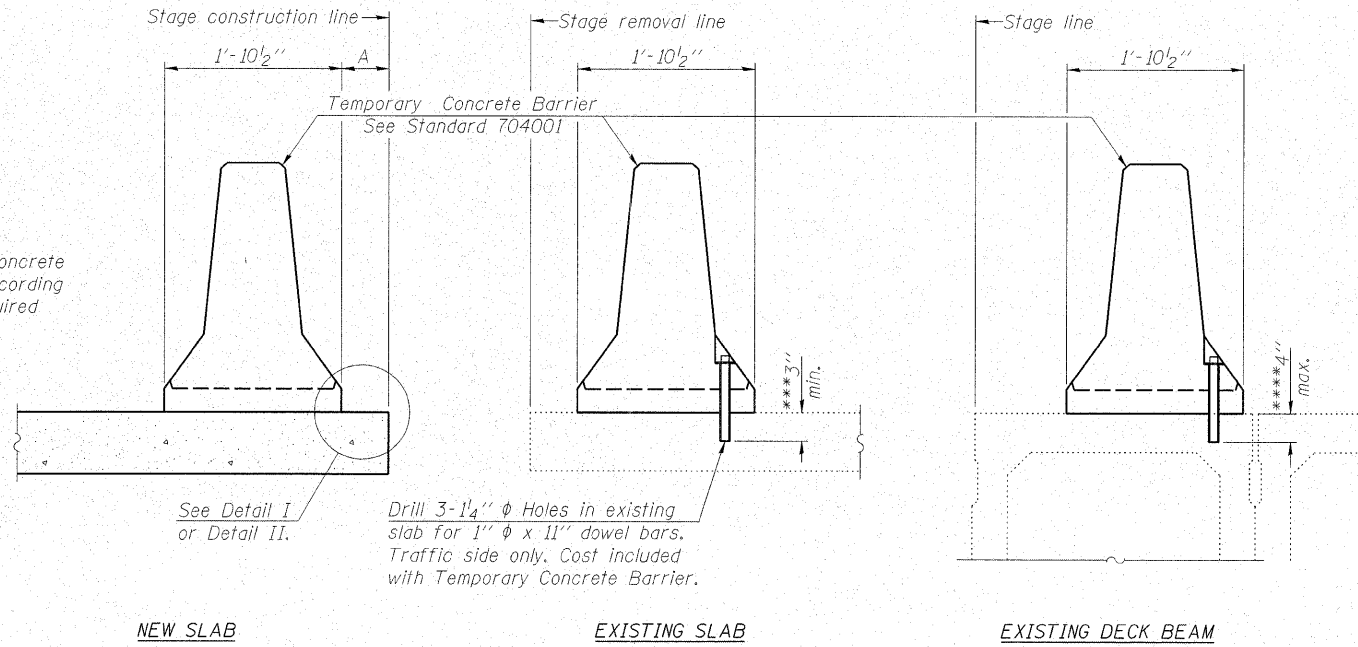
DESIGNED - BAS
CHECKED - KEF
DRAWN - LAD
CHECKED - RJA / KEF

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAP 770 IL 128	SECTION (115BR) B-1	COUNTY SHELBY	SHEET NO. 39 21	SHEET NO. 4 19 SHEETS
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

Contract # 74233

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

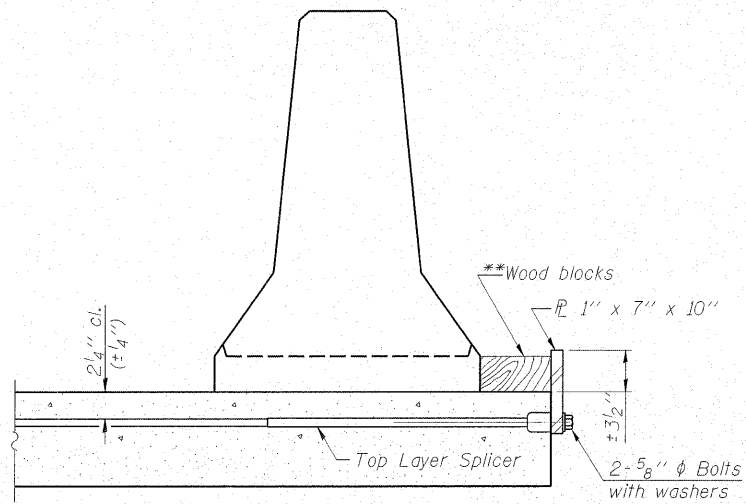


SECTIONS THRU SLAB OR DECK BEAM

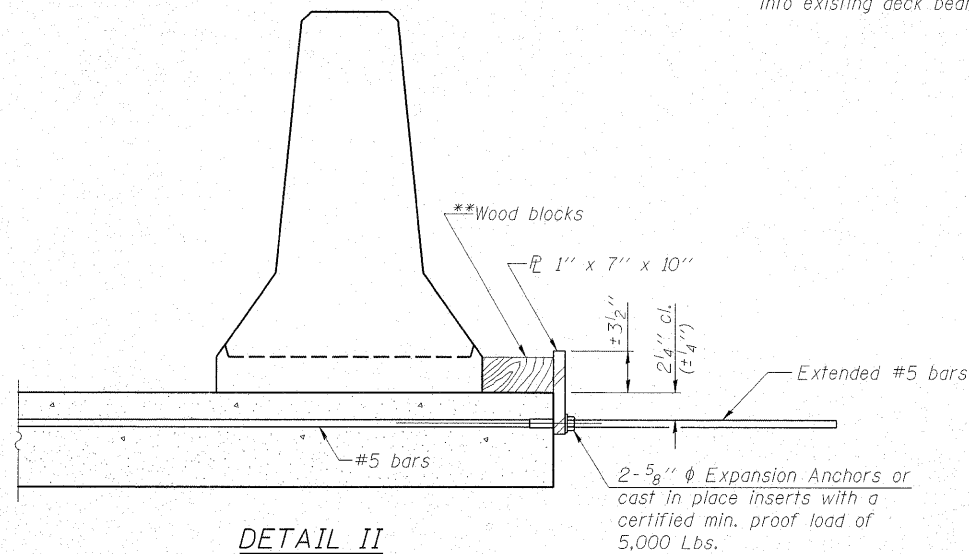
NOTES

- Detail I - With Bar Splicer or Couplers:**  
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.
- Detail II - With Extended Reinforcement Bars:**  
Connect one (1) 1"x7"x10" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

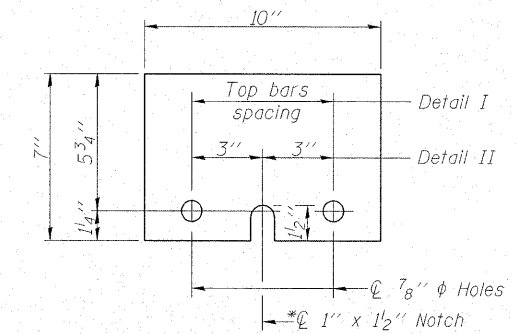
- \*\*\*Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.
- \*\*\*\*If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x 10"

\*Required only with Detail II

\*\*Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.



DESIGNED - BAS
CHECKED - KEF
DRAWN - LAD
CHECKED - RJA / KEF

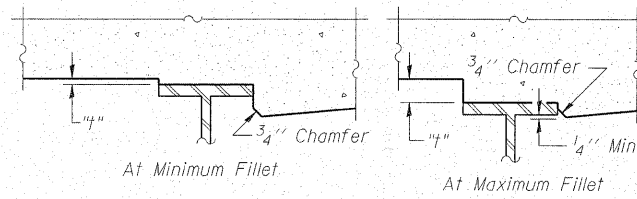
R-27

5-16-08

TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

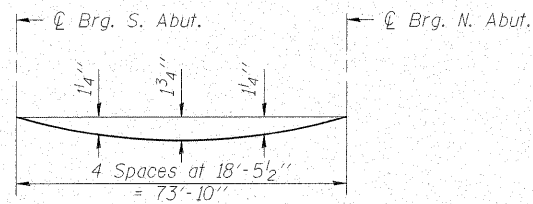


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
FAP 770 IL 128	(115BR) B-1	SHELBY	39	22	19 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-			

Contract # 74233



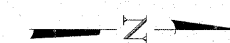
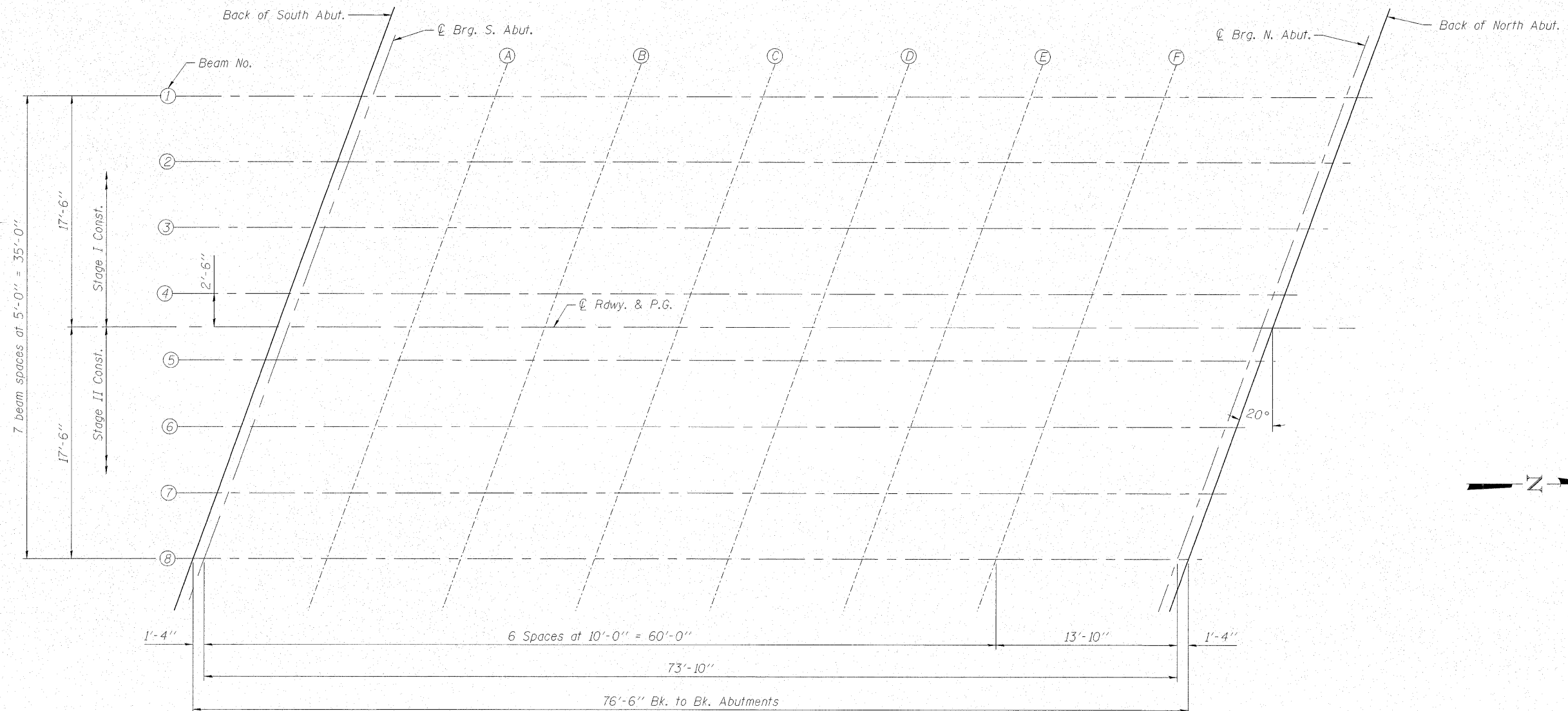
**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 6 of 19.

To determine "i": 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 sheet 6 of 19, minus slab thickness, equals the fillet heights "i" above top flange of beams.

**FILLET HEIGHTS**



DESIGNED -	BAS
CHECKED -	KEF
DRAWN -	LAD
CHECKED -	RJA / KEF

**PLAN**

**TOP OF SLAB ELEVATIONS**  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6 19 SHEETS
FAP 770 IL 128	(115BR) B-1	SHELBY	39	23	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

Contract # 74233

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	408+43.57	-17.50	655.34	655.34
CL Brg. S. Abut.	408+44.90	-17.50	655.34	655.34
A	408+54.90	-17.50	655.36	655.42
B	408+64.90	-17.50	655.38	655.49
C	408+74.90	-17.50	655.39	655.53
D	408+84.90	-17.50	655.40	655.54
E	408+94.90	-17.50	655.40	655.52
F	409+04.90	-17.50	655.39	655.47
CL Brg. N. Abut.	409+18.74	-17.50	655.37	655.37
Back of North Abut.	409+20.07	-17.50	655.37	655.37

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	408+41.75	-12.50	655.43	655.43
CL Brg. S. Abut.	408+43.08	-12.50	655.44	655.44
A	408+53.08	-12.50	655.46	655.53
B	408+63.08	-12.50	655.48	655.60
C	408+73.08	-12.50	655.50	655.64
D	408+83.08	-12.50	655.50	655.65
E	408+93.08	-12.50	655.50	655.63
F	409+03.08	-12.50	655.50	655.58
CL Brg. N. Abut.	409+16.92	-12.50	655.48	655.48
Back of North Abut.	409+18.25	-12.50	655.48	655.48

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	408+39.93	-7.50	655.51	655.51
CL Brg. S. Abut.	408+41.26	-7.50	655.51	655.51
A	408+51.26	-7.50	655.54	655.60
B	408+61.26	-7.50	655.56	655.68
C	408+71.26	-7.50	655.58	655.72
D	408+81.26	-7.50	655.58	655.73
E	408+91.26	-7.50	655.59	655.71
F	409+01.26	-7.50	655.58	655.66
CL Brg. N. Abut.	409+15.10	-7.50	655.56	655.56
Back of North Abut.	409+16.43	-7.50	655.56	655.56

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	408+38.11	-2.50	655.58	655.58
CL Brg. S. Abut.	408+39.44	-2.50	655.59	655.59
A	408+49.44	-2.50	655.61	655.68
B	408+59.44	-2.50	655.64	655.75
C	408+69.44	-2.50	655.65	655.80
D	408+79.44	-2.50	655.66	655.81
E	408+89.44	-2.50	655.66	655.79
F	408+99.44	-2.50	655.66	655.74
CL Brg. N. Abut.	409+13.28	-2.50	655.64	655.64
Back of North Abut.	409+14.61	-2.50	655.64	655.64

CL ROADWAY, P.G. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	408+37.20	0.00	655.62	655.62
CL Brg. S. Abut.	408+38.53	0.00	655.62	655.62
A	408+48.53	0.00	655.65	655.71
B	408+58.53	0.00	655.67	655.79
C	408+68.53	0.00	655.69	655.83
D	408+78.53	0.00	655.70	655.85
E	408+88.53	0.00	655.70	655.83
F	408+98.53	0.00	655.70	655.78
CL Brg. N. Abut.	409+12.37	0.00	655.68	655.68
Back of North Abut.	409+13.70	0.00	655.68	655.68

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	408+36.29	2.50	655.58	655.58
CL Brg. S. Abut.	408+37.62	2.50	655.58	655.58
A	408+47.62	2.50	655.61	655.67
B	408+57.62	2.50	655.63	655.75
C	408+67.62	2.50	655.65	655.79
D	408+77.62	2.50	655.66	655.81
E	408+87.62	2.50	655.66	655.79
F	408+97.62	2.50	655.66	655.75
CL Brg. N. Abut.	409+11.46	2.50	655.65	655.65
Back of North Abut.	409+12.79	2.50	655.64	655.64

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	408+34.47	7.50	655.49	655.49
CL Brg. S. Abut.	408+35.80	7.50	655.50	655.50
A	408+45.80	7.50	655.53	655.59
B	408+55.80	7.50	655.55	655.67
C	408+65.80	7.50	655.57	655.71
D	408+75.80	7.50	655.58	655.73
E	408+85.80	7.50	655.59	655.71
F	408+95.80	7.50	655.58	655.67
CL Brg. N. Abut.	409+09.64	7.50	655.57	655.57
Back of North Abut.	409+10.97	7.50	655.57	655.57

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	408+32.65	12.50	655.41	655.41
CL Brg. S. Abut.	408+33.98	12.50	655.41	655.41
A	408+43.98	12.50	655.44	655.50
B	408+53.98	12.50	655.47	655.58
C	408+63.98	12.50	655.49	655.63
D	408+73.98	12.50	655.50	655.65
E	408+83.98	12.50	655.50	655.63
F	408+93.98	12.50	655.50	655.59
CL Brg. N. Abut.	409+07.82	12.50	655.49	655.49
Back of North Abut.	409+09.15	12.50	655.49	655.49

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	408+30.83	17.50	655.29	655.29
CL Brg. S. Abut.	408+32.16	17.50	655.30	655.30
A	408+42.16	17.50	655.33	655.39
B	408+52.16	17.50	655.36	655.47
C	408+62.16	17.50	655.38	655.52
D	408+72.16	17.50	655.39	655.53
E	408+82.16	17.50	655.40	655.52
F	408+92.16	17.50	655.40	655.48
CL Brg. N. Abut.	409+06.00	17.50	655.39	655.39
Back of North Abut.	409+07.33	17.50	655.39	655.39



DESIGNED - BAS
CHECKED - KEF
DRAWN - LAD
CHECKED - RJA / KEF

TOP OF SLAB ELEVATIONS  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7 19 SHEETS
FAP 770 IL 128	(115BR) B-1	SHELBY	39	24	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-			

Contract # 74233

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	408+13.90	-18.42	655.20
G	408+23.90	-18.42	655.25
H	408+33.90	-18.42	655.29
Back of South Abut.	408+43.90	-18.42	655.32

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	408+11.57	-12.00	655.33
G	408+21.57	-12.00	655.37
H	408+31.57	-12.00	655.41
Back of South Abut.	408+41.57	-12.00	655.44

☉ ROADWAY & P.G.

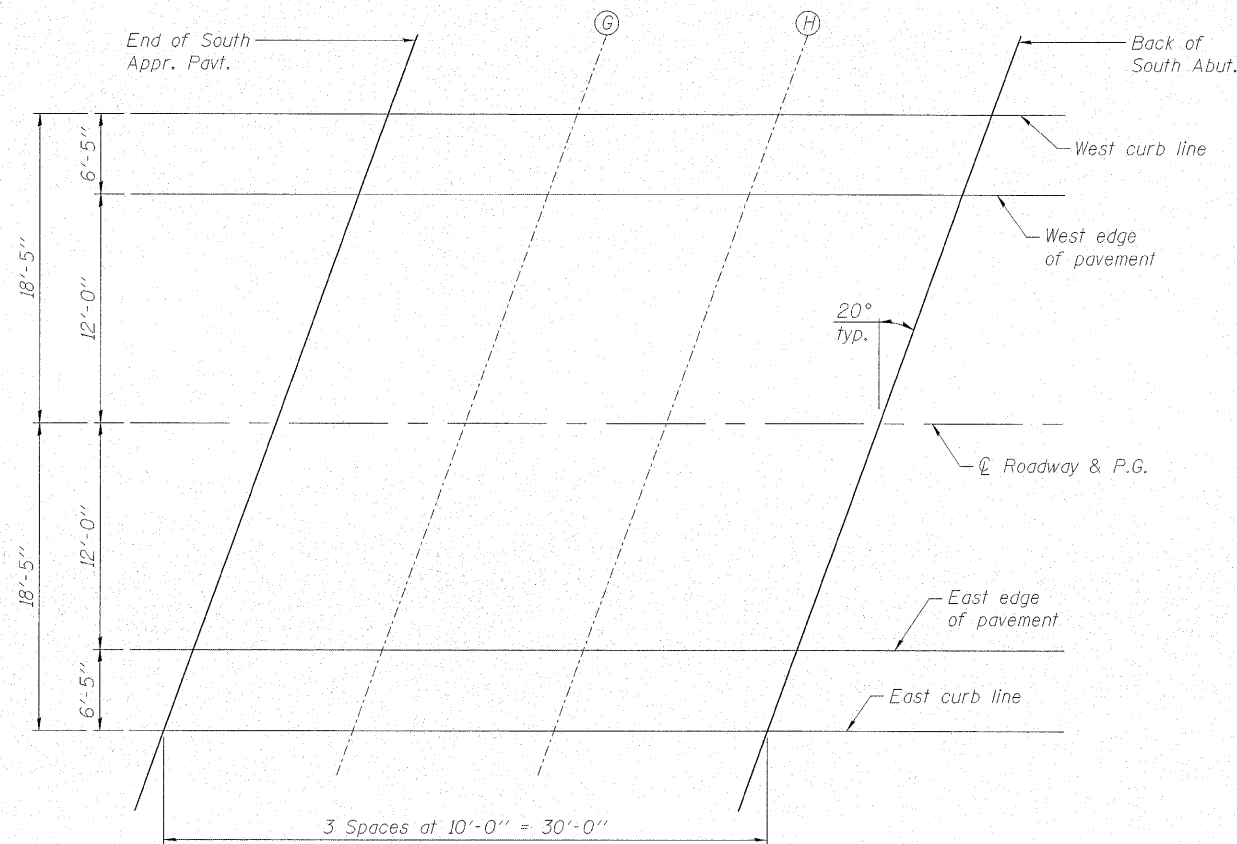
Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	408+07.20	0.00	655.49
G	408+17.20	0.00	655.54
H	408+27.20	0.00	655.58
Back of South Abut.	408+37.20	0.00	655.62

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	408+02.83	12.00	655.28
G	408+12.83	12.00	655.33
H	408+22.83	12.00	655.38
Back of South Abut.	408+32.83	12.00	655.42

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	408+00.50	18.42	655.13
G	408+10.50	18.42	655.19
H	408+20.50	18.42	655.23
Back of South Abut.	408+30.50	18.42	655.27



PLAN



DESIGNED - BAS
CHECKED - KEF
DRAWN - LAD
CHECKED - RJA / KEF

TOP OF SOUTH APPROACH  
SLAB ELEVATIONS  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8
FAP 770 IL 128	(115BR) B-1	SHELBY	39	25	19 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

Contract # 74233

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	409+20.40	-18.42	655.35
I	409+30.40	-18.42	655.33
J	409+40.40	-18.42	655.30
End of North Appr. Pavt.	409+50.40	-18.42	655.26

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	409+18.07	-12.00	655.49
I	409+28.07	-12.00	655.46
J	409+38.07	-12.00	655.44
End of North Appr. Pavt.	409+48.07	-12.00	655.40

☉ ROADWAY & P.G.

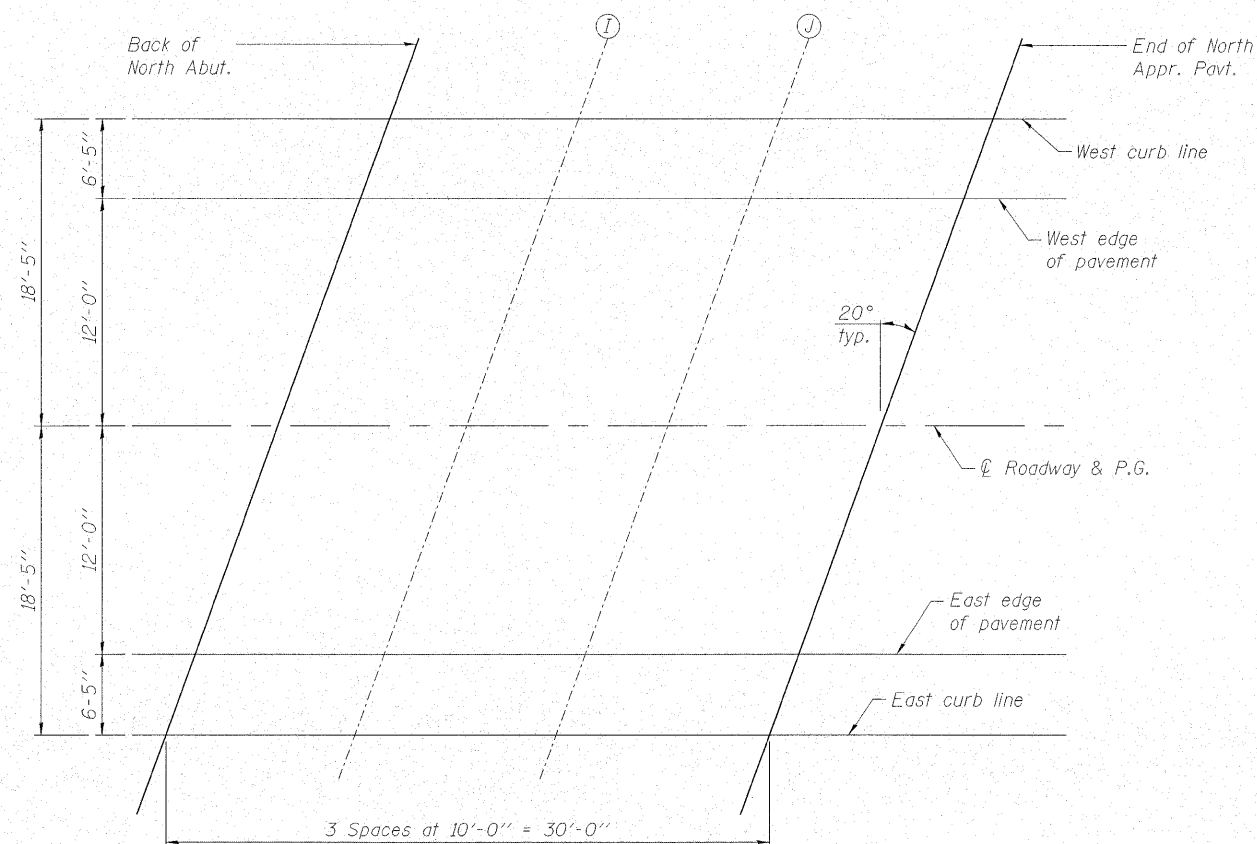
Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	409+13.70	0.00	655.68
I	409+23.70	0.00	655.66
J	409+33.70	0.00	655.64
End of North Appr. Pavt.	409+43.70	0.00	655.60

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	409+09.33	12.00	655.50
I	409+19.33	12.00	655.48
J	409+29.33	12.00	655.46
End of North Appr. Pavt.	409+39.33	12.00	655.43

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	409+07.00	18.42	655.37
I	409+17.00	18.42	655.36
J	409+27.00	18.42	655.33
End of North Appr. Pavt.	409+37.00	18.42	655.31



PLAN



DESIGNED - BAS
CHECKED - KEF
DRAWN - LAD
CHECKED - RJA / KEF

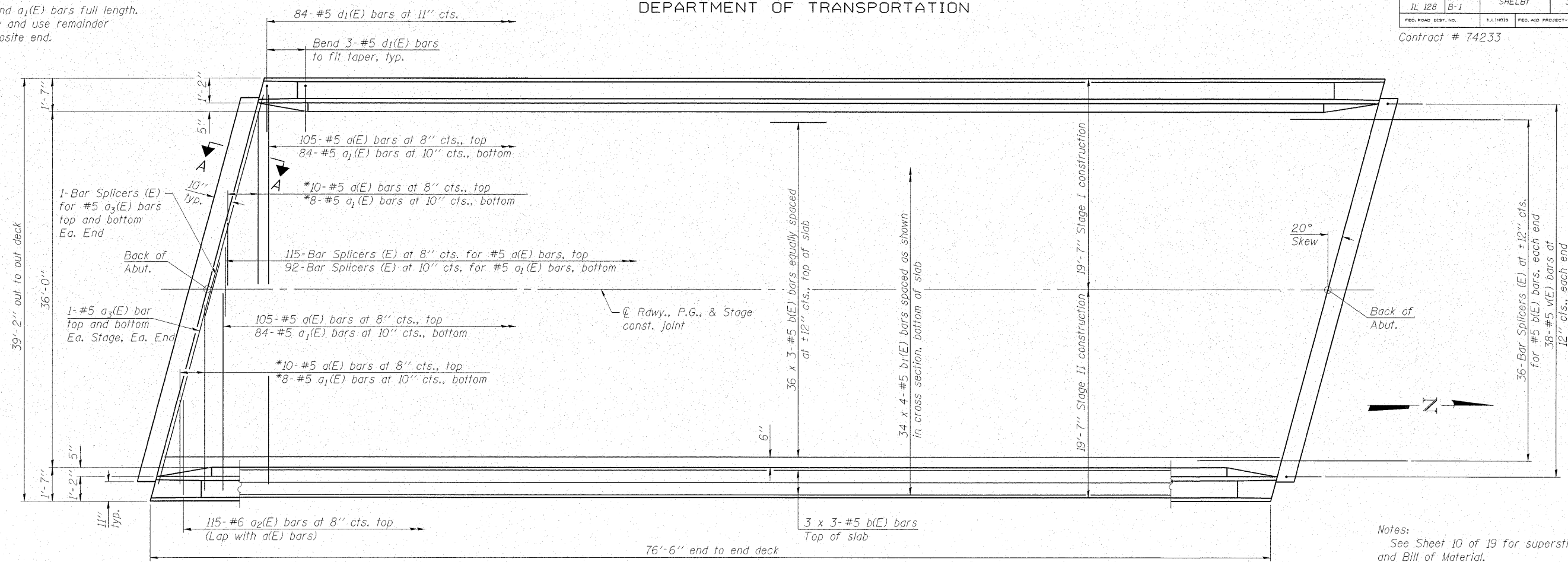
TOP OF NORTH APPROACH  
SLAB ELEVATIONS  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
FAP 770 IL 128	(115BR) B-1	SHELBY	39	26	19 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-			

Contract # 74233

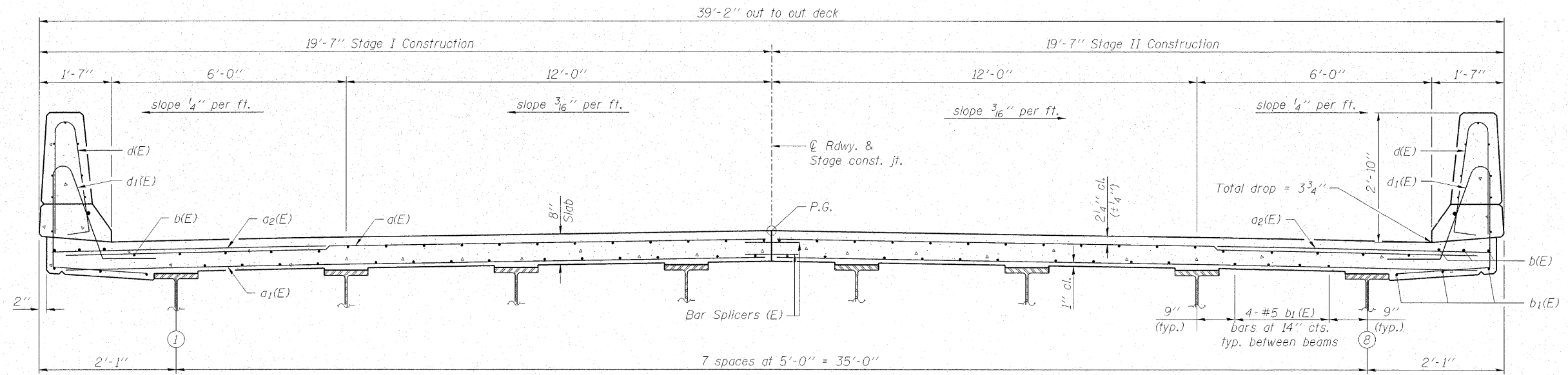
\* Order a(E) and a<sub>1</sub>(E) bars full length.  
Cut to fit skew and use remainder  
of bars in opposite end.



PLAN

Notes:  
See Sheet 10 of 19 for superstructure details  
and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates  
20 lines of bars with 3 lengths per line.  
See Sheet 10 of 19 for parapet reinforcement.

MINIMUM BAR LAP  
#5 bar = 1'-8"



CROSS SECTION  
(Looking North)

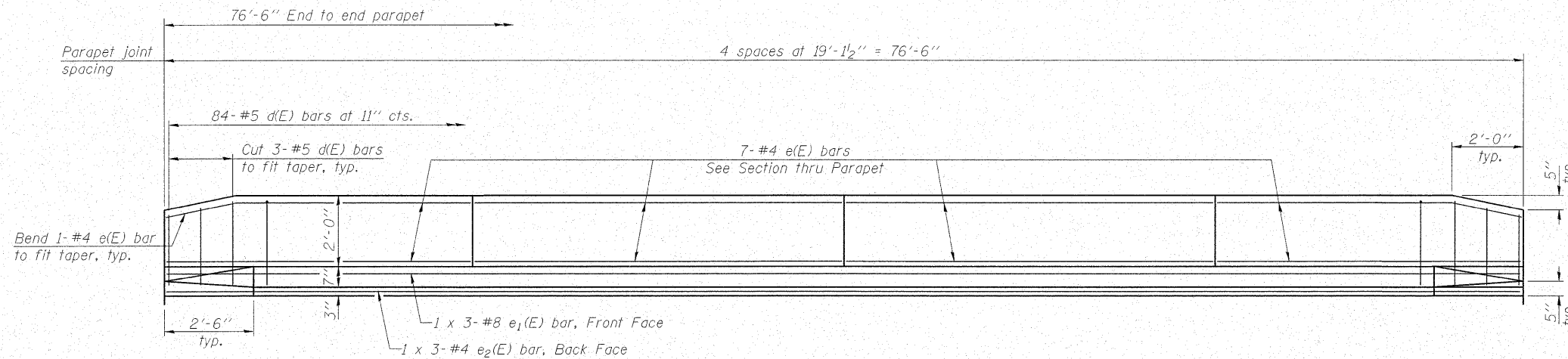
DESIGNED - BAS
CHECKED - KEF
DRAWN - LAD
CHECKED - RJA / KEF

SUPERSTRUCTURE  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	POST MILES	SHEET NO.	SHEET NO. 10 19 SHEETS
FAP 770 IL 128	(115BR) B-1	SHELBY	39	27	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-			

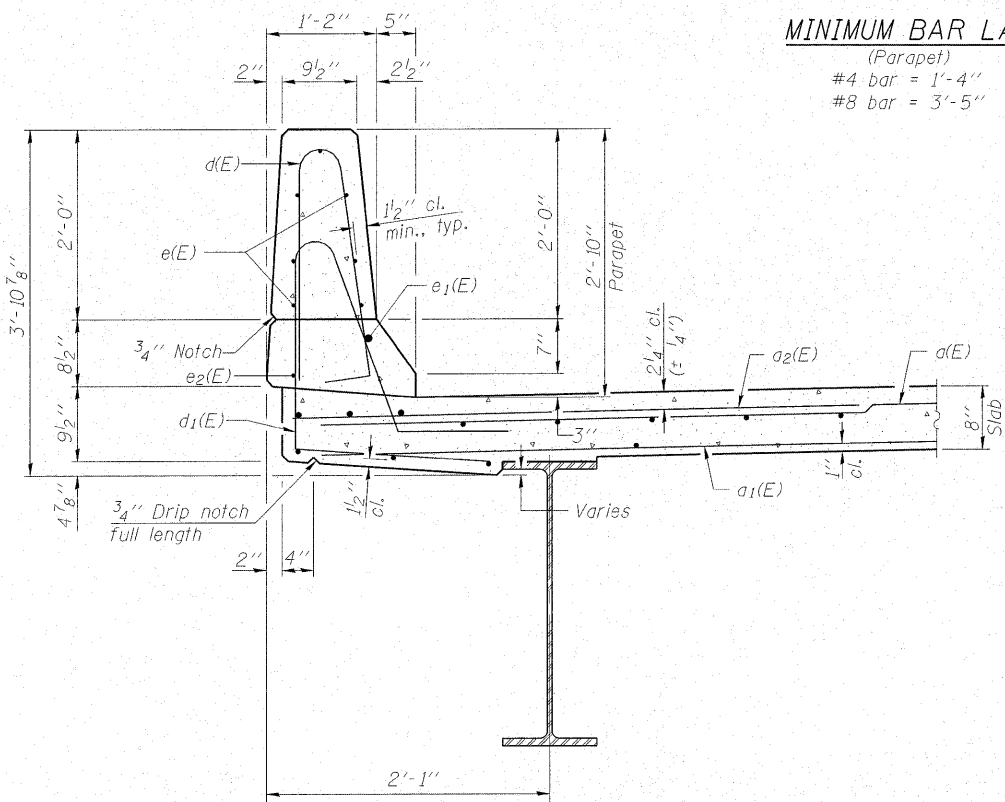
Contract # 74233



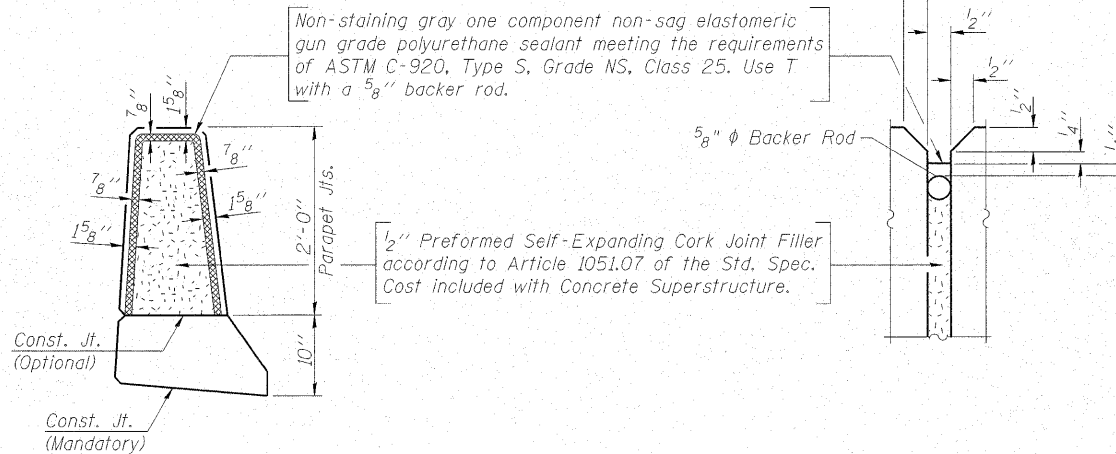
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

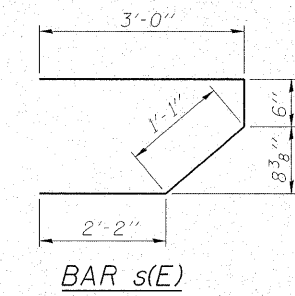
(Parapet)  
#4 bar = 1'-4"  
#8 bar = 3'-5"



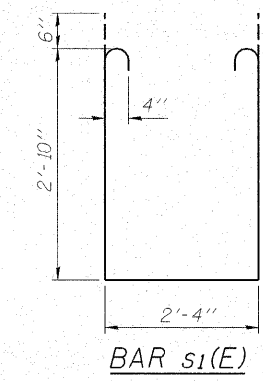
SECTION THRU PARAPET



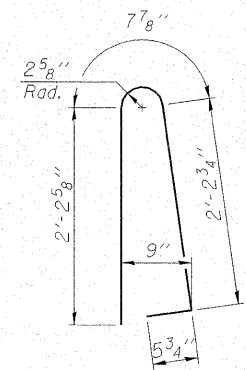
PARAPET JOINT DETAILS



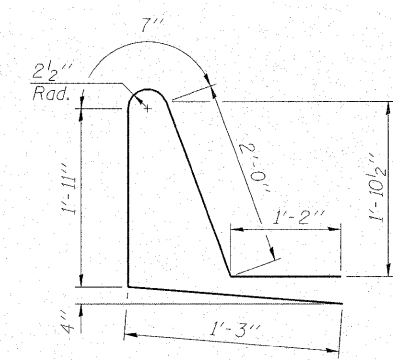
BAR s(E)



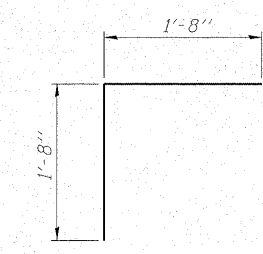
BAR s1(E)



BAR d(E)



BAR d1(E)



BAR v(E)

SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	230	#5	19'-1"	U
a1(E)	184	#5	18'-9"	U
a2(E)	230	#6	6'-0"	U
a3(E)	8	#5	20'-4"	U
b(E)	126	#5	26'-7"	U
b1(E)	136	#5	20'-4"	U
d(E)	168	#5	5'-7"	U
d1(E)	168	#5	6'-11"	U
e(E)	56	#4	18'-10"	U
e1(E)	6	#8	27'-9"	U
e2(E)	6	#4	26'-4"	U
m(E)	8	#6	19'-6"	U
m1(E)	12	#6	20'-6"	U
m2(E)	32	#6	7'-3"	U
m3(E)	12	#6	5'-0"	U
m4(E)	4	#6	1'-10"	U
m5(E)	4	#6	2'-4"	U
s(E)	84	#5	6'-9"	U
s1(E)	72	#4	9'-0"	U
v(E)	76	#5	3'-4"	T
Reinforcement Bars, Epoxy Coated		Pound	22600	
Concrete Superstructure		Cu. Yds.	117.3	

Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.



DESIGNED -	BAS
CHECKED -	KEF
DRAWN -	LAD
CHECKED -	RJA / KEF

SUPERSTRUCTURE DETAILS  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031



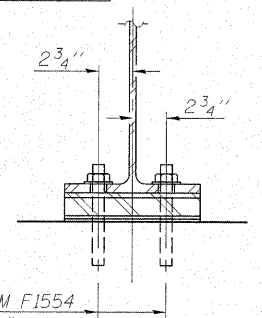
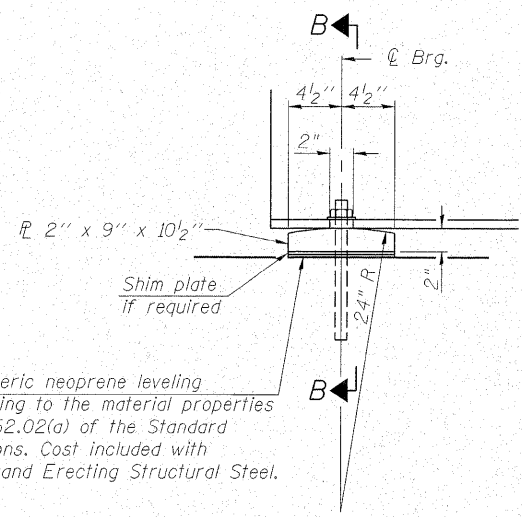
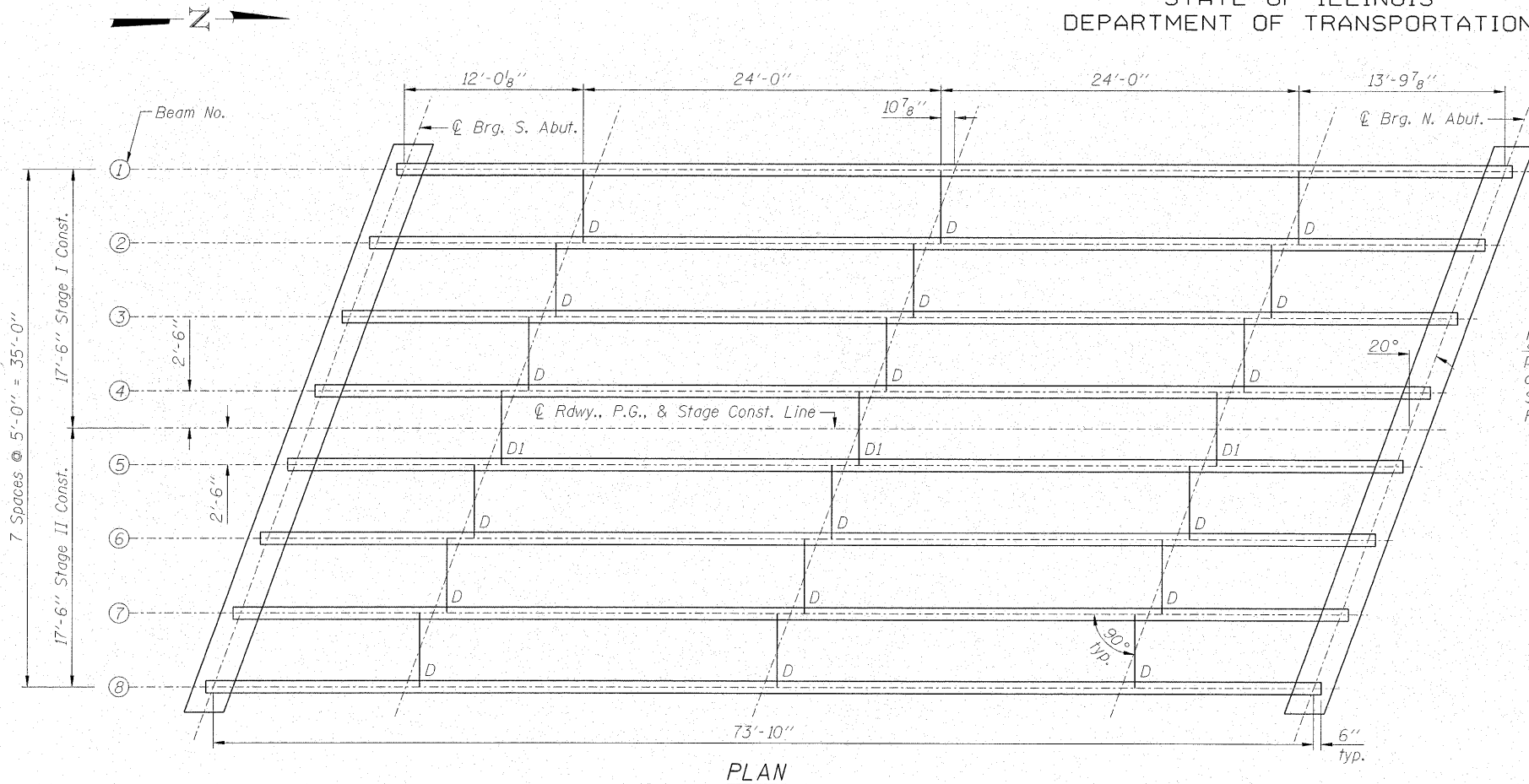




STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12 19 SHEETS
FAP 770 IL 128 B-1	(I15BR)	SHELBY	39	29	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

Contract # 74233

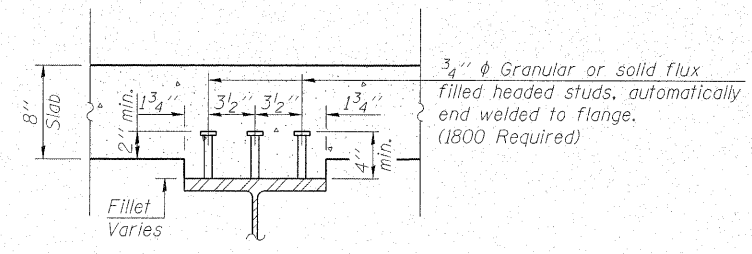


$\phi$  1"  $\phi$  x 12" anchor bolts (ASTM F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/16"  $\phi$  washer under nut. 1 3/8" x 2" slotted hole in flange. 1/2"  $\phi$  holes in bearing plate. Contractor has the option of cast in place or drilled installation.

SECTION B-B

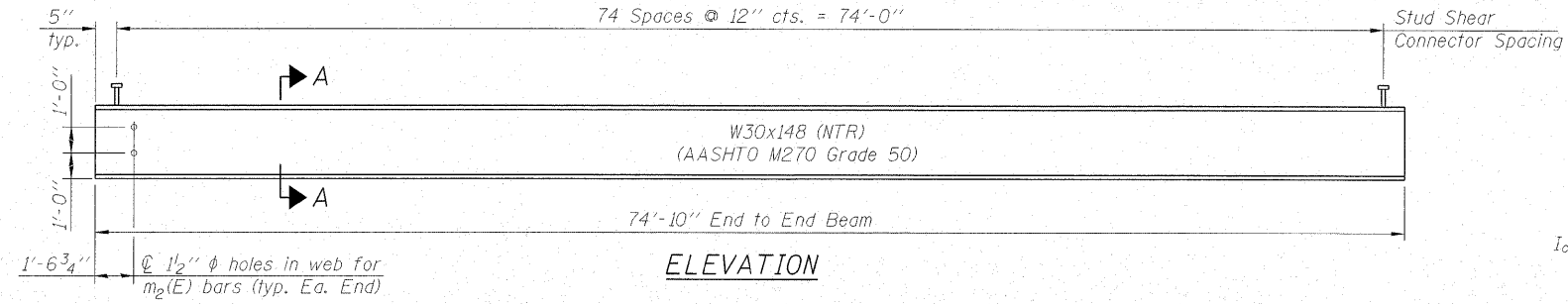
ELEVATION AT ABUTMENT

FIXED BEARING



SECTION A-A

	(k)	Abut.
$R_{DC1}$	(k)	25.5
$R_{DC2}$	(k)	4.2
$R_{DW}$	(k)	8.3
$R_{\xi + Imp}$	(k)	68.6
$R_{Total}$	(k)	106.6



ELEVATION

TOP OF BEAM ELEVATIONS  
(For Fabrication Only)

Location	$\phi$ Brg. S. Abut.	$\phi$ Brg. N. Abut.
Beam 1	654.63	654.66
Beam 2	654.72	654.76
Beam 3	654.80	654.85
Beam 4	654.87	654.93
Beam 5	654.87	654.93
Beam 6	654.78	654.85
Beam 7	654.70	654.78
Beam 8	654.59	654.68

Notes:  
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.  
For details of steel diaphragms, see sheet 11 of 19.  
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames on diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 ( $F_y = 36$ ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.  
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
Two 3/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).  
DC1: Un-factored non-composite dead load (kips/ft.).  
 $M_{DC1}$ : Un-factored moment due to non-composite dead load (kip-ft.).  
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).  
 $M_{DC2}$ : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).  
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).  
 $M_{DW}$ : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
 $M_{\xi + Imp}$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).  
 $M_u$  (Strength I): Factored design moment (kip-ft.).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\xi + Imp}$   
 $\phi_f M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).  
 $f_s$  (Service II): Sum of stresses as computed from the moments below (ksi).  
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{\xi + Imp}$   
 $f_s$  (Total Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\xi + Imp}$   
 $V_f$ : Factored shear range computed according to Article 6.10.10.

	(in. <sup>4</sup> )	(in. <sup>3</sup> )	(kip-ft.)	(ksi)	(ksi)	(ksi)	(ksi)	(ksi)	(k)
$I_s$	(in. <sup>4</sup> )	6680							
$I_c(n)$	(in. <sup>4</sup> )	15936							
$I_c(3n)$	(in. <sup>4</sup> )	11501							
$S_s$	(in. <sup>3</sup> )	436							
$S_c(n)$	(in. <sup>3</sup> )	613							
$S_c(3n)$	(in. <sup>3</sup> )	549							
DC1	(k/ft.)	0.690							
$M_{DC1}$	(k)	472.3							
DC2	(k/ft.)	0.113							
$M_{DC2}$	(k)	77.4							
DW	(k/ft.)	0.225							
$M_{DW}$	(k)	154.0							
$M_{\xi + Imp}$	(k)	884.5							
$M_u$ (Strength I)	(k)	2466							
$\phi_f M_n, \phi_f M_{nc}$	(k)	2952.6							
$f_s$ DC1	(ksi)	12.999							
$f_s$ DC2	(ksi)	1.692							
$f_s$ DW	(ksi)	3.366							
$f_s$ 1.3( $\xi + I$ )	(ksi)	22.509							
$f_s$ (Service II)	(ksi)	40.566							
$f_s$ (Total Strength I)	(ksi)	—							
$V_f$	(k)	23.4							

STRUCTURAL STEEL  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (I15BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

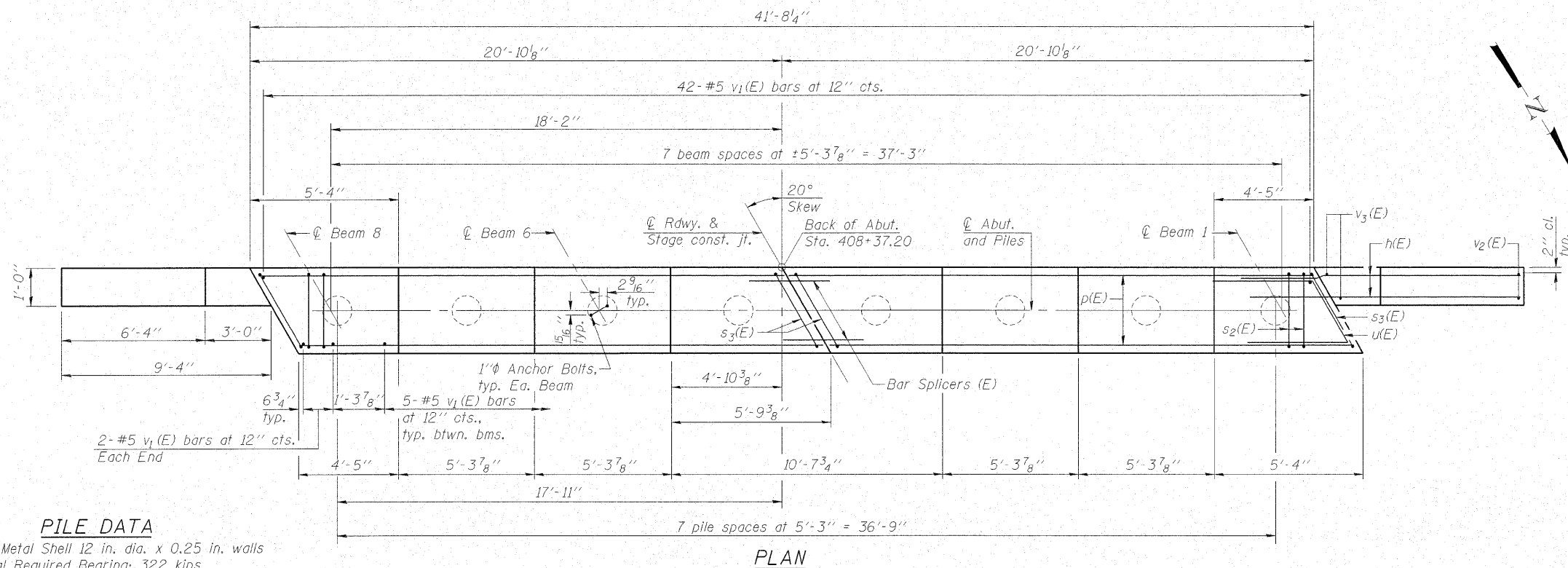
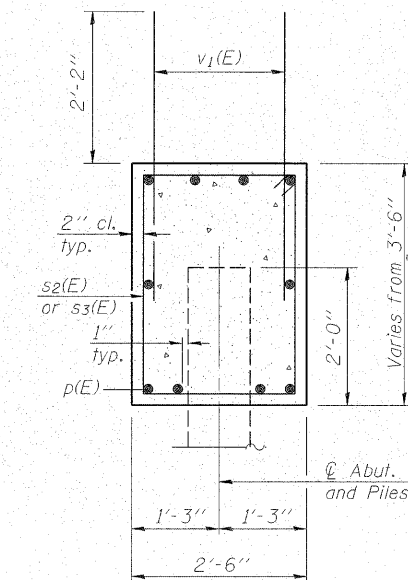
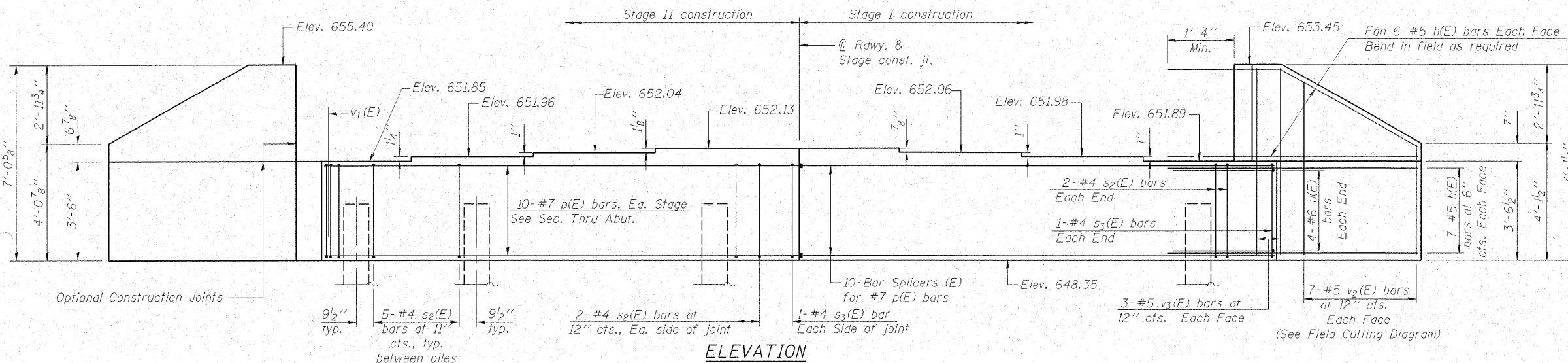
DESIGNED - BAS
CHECKED - KEF
DRAWN - LAD
CHECKED - RJA / KEF

Notes: Pour steps monolithically with cap.  
Space reinforcement to miss anchor bolts.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13
FAP 770 IL 128	(115BR) B-1	SHELBY	39	30	19 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-			

Contract # 74233

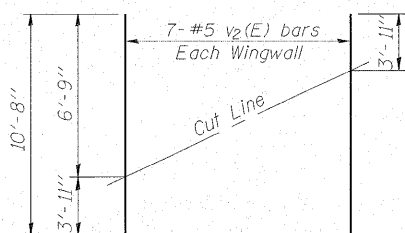


**PILE DATA**

Type: Metal Shell 12 in. dia. x 0.25 in. walls  
Nominal Required Bearing: 322 kips  
Factored Resistance Available: 161 kips  
Est. Length: 63'  
No. Production Piles: 7  
No. Test Piles: 1

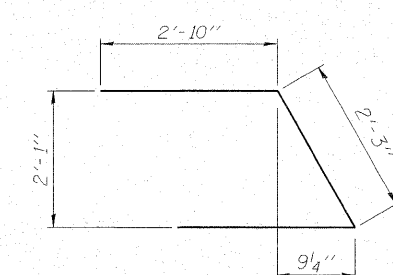
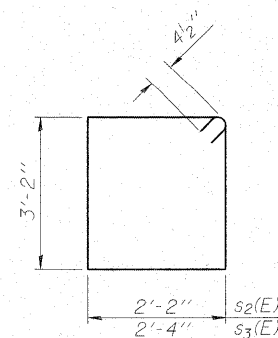


DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - RJA / KEF



**FIELD CUTTING DIAGRAM**

Order v<sub>2</sub>(E) full length. Cut as shown and use remainder of bars in opposite face.



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	52	#5	11'-2"	—
p(E)	20	#7	20'-6"	—
s <sub>2</sub> (E)	38	#4	11'-5"	□
s <sub>3</sub> (E)	4	#4	11'-9"	□
u(E)	8	#6	7'-11"	∩
v <sub>1</sub> (E)	81	#5	4'-4"	—
v <sub>2</sub> (E)	14	#5	10'-8"	—
v <sub>3</sub> (E)	12	#5	6'-9"	—
Structure Excavation		Cu. Yd.	72	
Concrete Structures		Cu. Yd.	17.8	
Reinforcement Bars, Epoxy Coated		Pound	2470	
Furnishing Metal Shell Piles, 12"x0.25"		Foot	441	
Driving Piles		Foot	441	
Test Pile, Metal Shells		Each	1	
Anchor Bolts, 1"		Each	16	

For details of Bar Splicers, see sheet 16 of 19.  
For details of piles, see sheet 15 of 19.

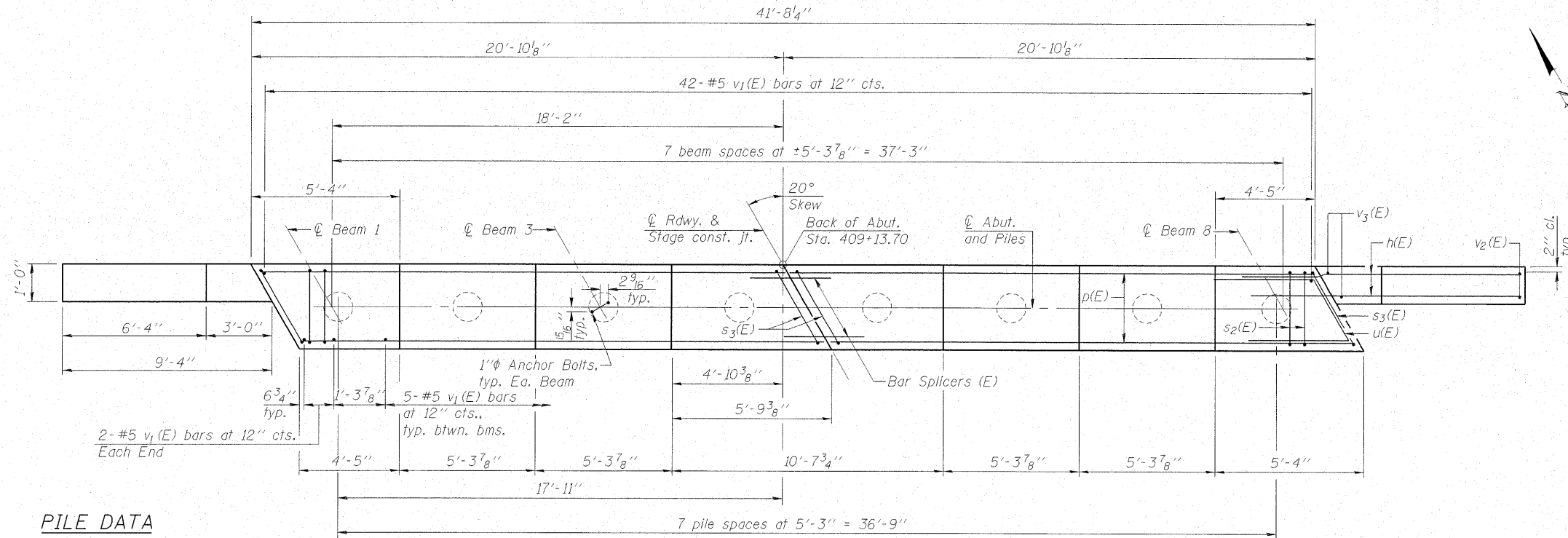
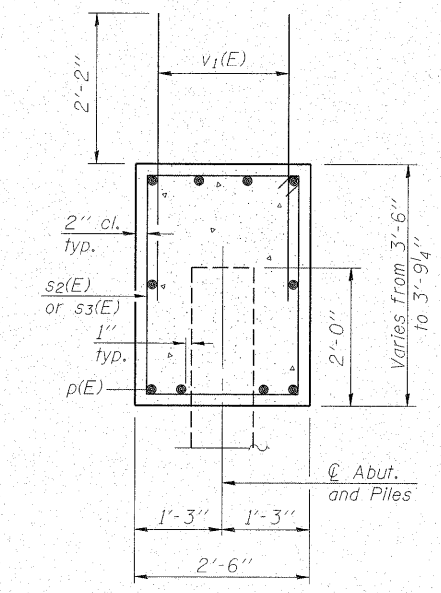
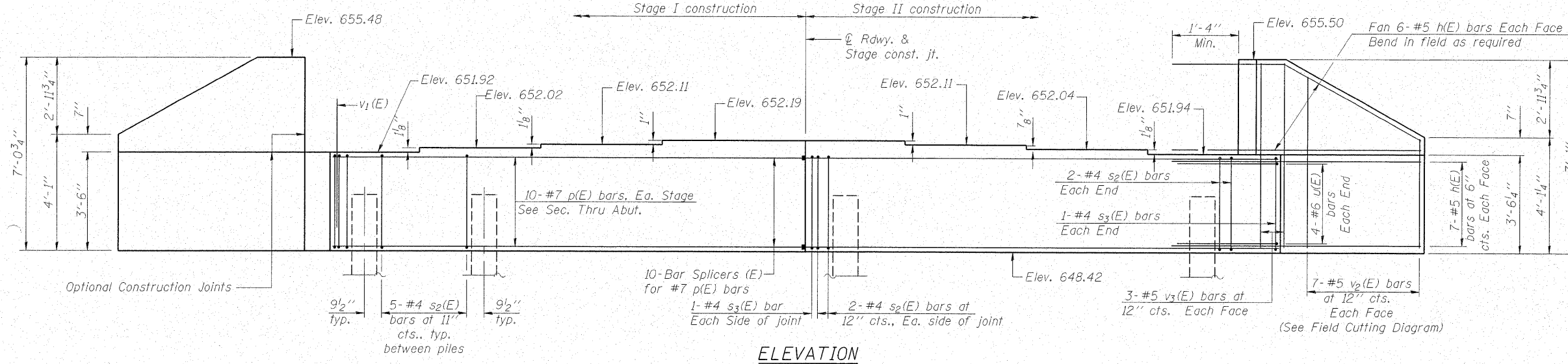
**SOUTH ABUTMENT**  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

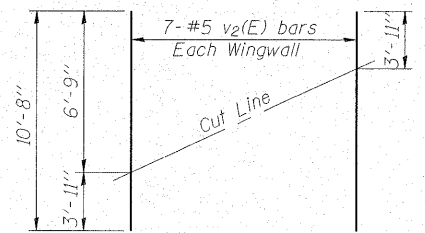
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO.
FAP 770 IL 128	(115BR) B-1	SHELBY	39	31	19 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-			

Contract # 74233



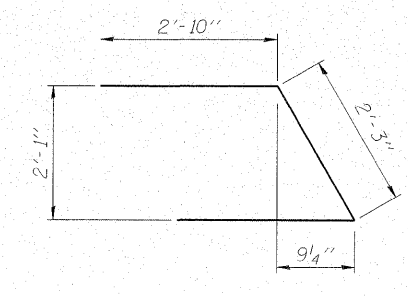
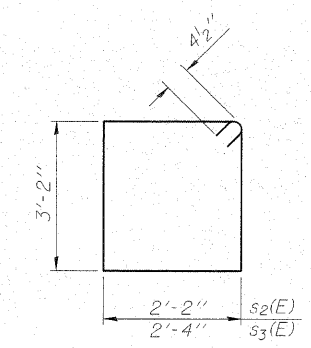
**PILE DATA**

Type: Metal Shell 12 in. dia. x 0.25 in. walls  
Nominal Required Bearing: 322 kips  
Factored Resistance Available: 161 kips  
Est. Length: 56'  
No. Production Piles: 7  
No. Test Piles: 1



**FIELD CUTTING DIAGRAM**

Order v<sub>2</sub>(E) full length. Cut as shown and use remainder of bars in opposite face.



**BILL OF MATERIAL**

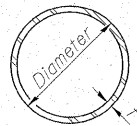
Bar	No.	Size	Length	Shape
h(E)	52	#5	11'-2"	—
p(E)	20	#7	20'-6"	—
s <sub>2</sub> (E)	38	#4	11'-5"	□
s <sub>3</sub> (E)	4	#4	11'-9"	□
u(E)	8	#6	7'-11"	∇
v <sub>1</sub> (E)	81	#5	4'-4"	—
v <sub>2</sub> (E)	14	#5	10'-8"	—
v <sub>3</sub> (E)	12	#5	6'-9"	—
Structure Excavation			Cu. Yd.	71
Concrete Structures			Cu. Yd.	17.7
Reinforcement Bars, Epoxy Coated			Pound	2470
Furnishing Metal Shell Piles, 12"x0.25"			Foot	392
Driving Piles			Foot	392
Test Pile, Metal Shells			Each	1
Anchor Bolts, 1"			Each	16

For details of Bar Splicers, see sheet 16 of 19.  
For details of piles, see sheet 15 of 19.

**NORTH ABUTMENT**  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

**MAURER & STUTZ, INC.**  
ENGINEERS SURVEYORS

DESIGNED - BAS  
CHECKED - KEF  
DRAWN - SGM  
CHECKED - RJA / KEF



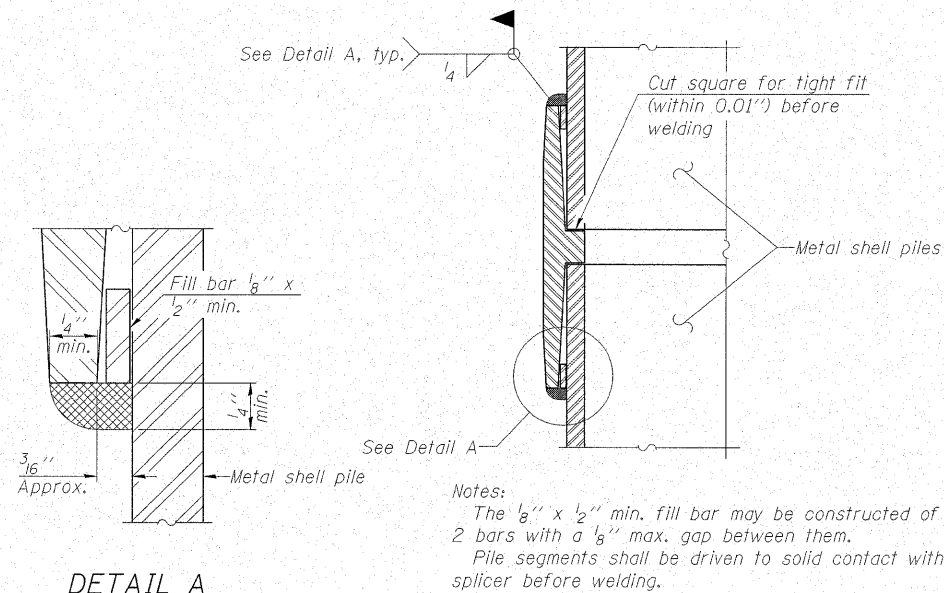
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 15
FAP 770 IL 128	(115BR) B-1	SHELBY	39	32	19 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-			

Contract # 74233

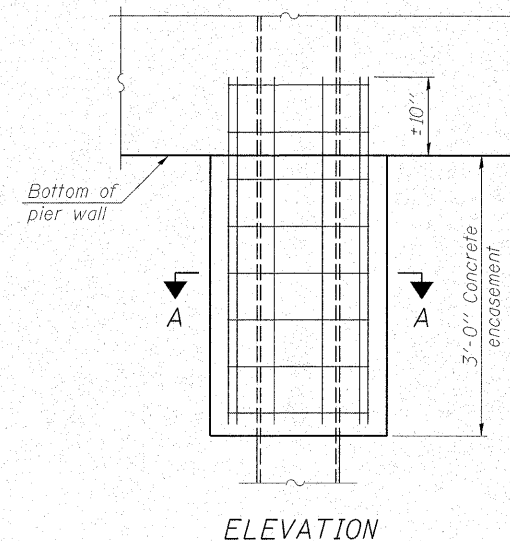
METAL SHELL PILE TABLE

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



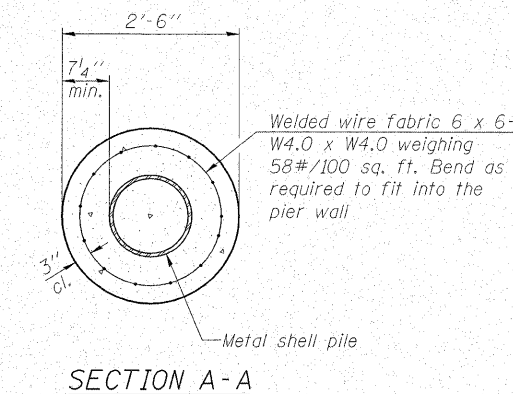
DETAIL A

WELDED COMMERCIAL SPLICE



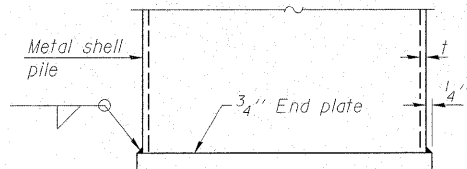
ELEVATION

CONCRETE ENCASEMENT AT PIERS

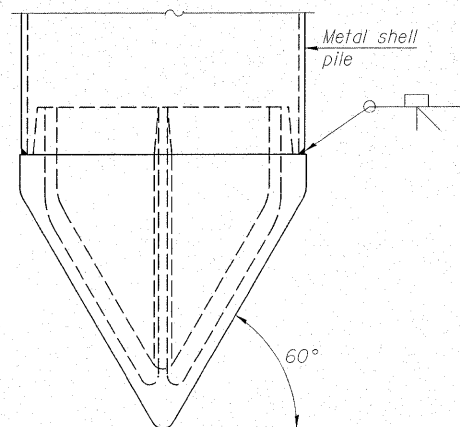


SECTION A-A

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



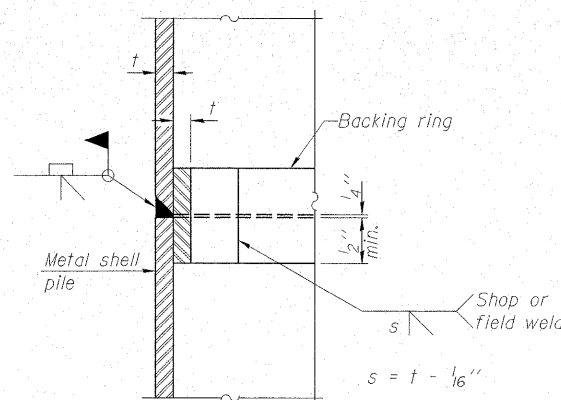
END PLATE ATTACHMENT



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

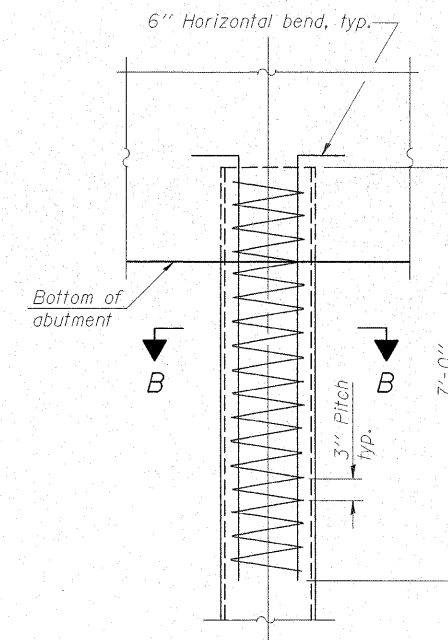
METAL SHELL PILE SHOE ATTACHMENT

(See Note A)



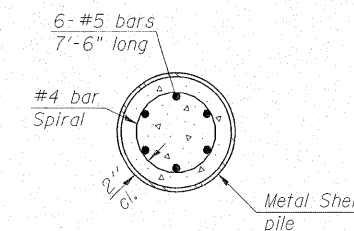
COMPLETE PENETRATION WELD SPLICE

Backing ring made from pile shell. Remove segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION

METAL SHELL REINFORCEMENT AT ABUTMENTS



SECTION B-B

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

METAL SHELL PILE DETAILS  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031



DESIGNED - BAS
CHECKED - KEF
DRAWN - LAD
CHECKED - RJA / KEF

F-MS

9-3-07



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 16
FAP 770 IL 128	(115BR) B-1	SHELBY	39	33	19 SHEETS
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			

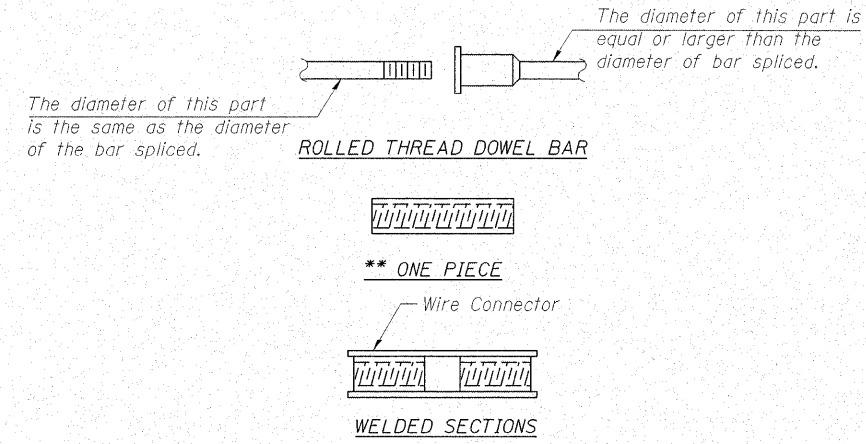
Contract # 74233

NOTES

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

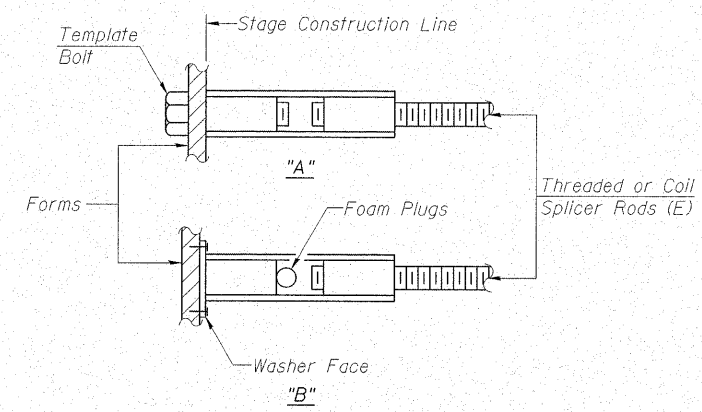
- ① Minimum Capacity =  $1.25 \times f_y \times A_l$   
(Tension in kips)
  - ② Minimum \*Pull-out Strength =  $0.66 \times f_y \times A_l$   
(Tension in kips)
- Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_l$  = Tensile stress area of lapped reinforcement bars.  
\* = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



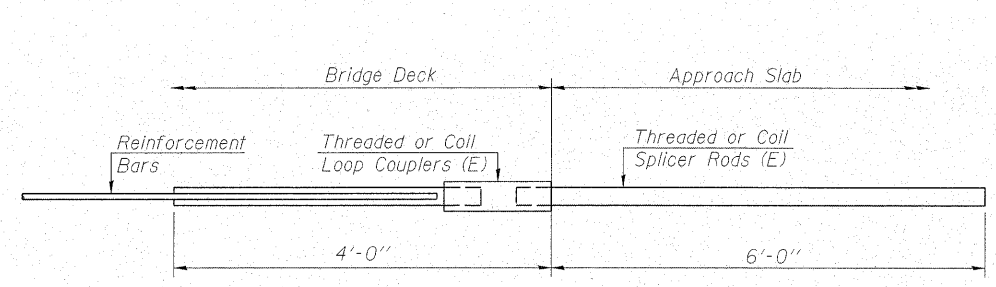
BAR SPLICER ASSEMBLY ALTERNATIVES

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



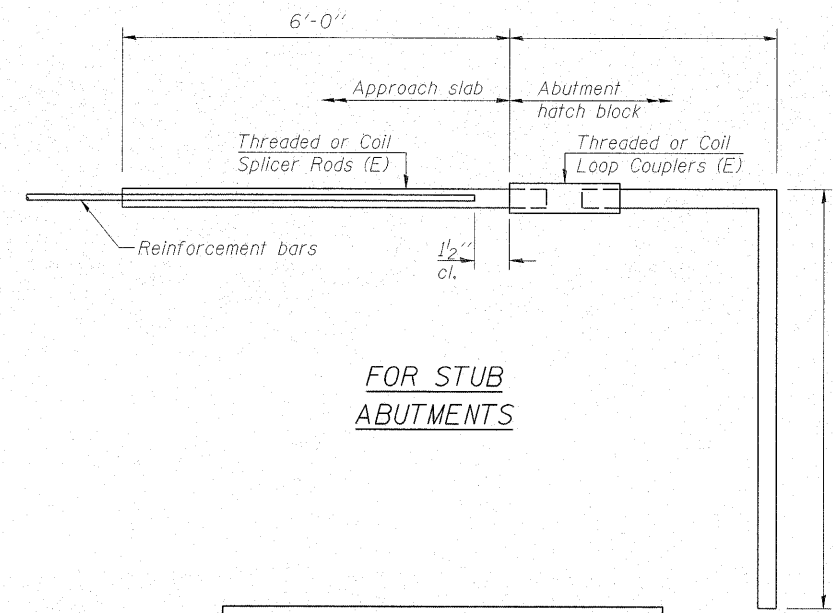
INSTALLATION AND SETTING METHODS

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



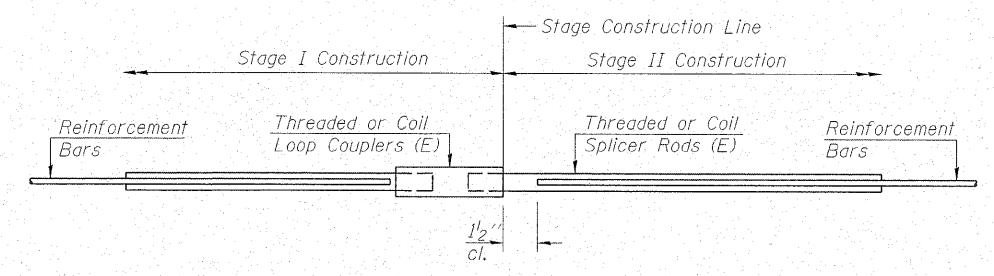
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 72



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#5	211	Deck
#6	16	Diaphragms
#7	20	Abutments

BAR SPLICER ASSEMBLY DETAILS  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

**MAUREA & STUTZ, INC.**  
ENGINEERS SURVEYORS

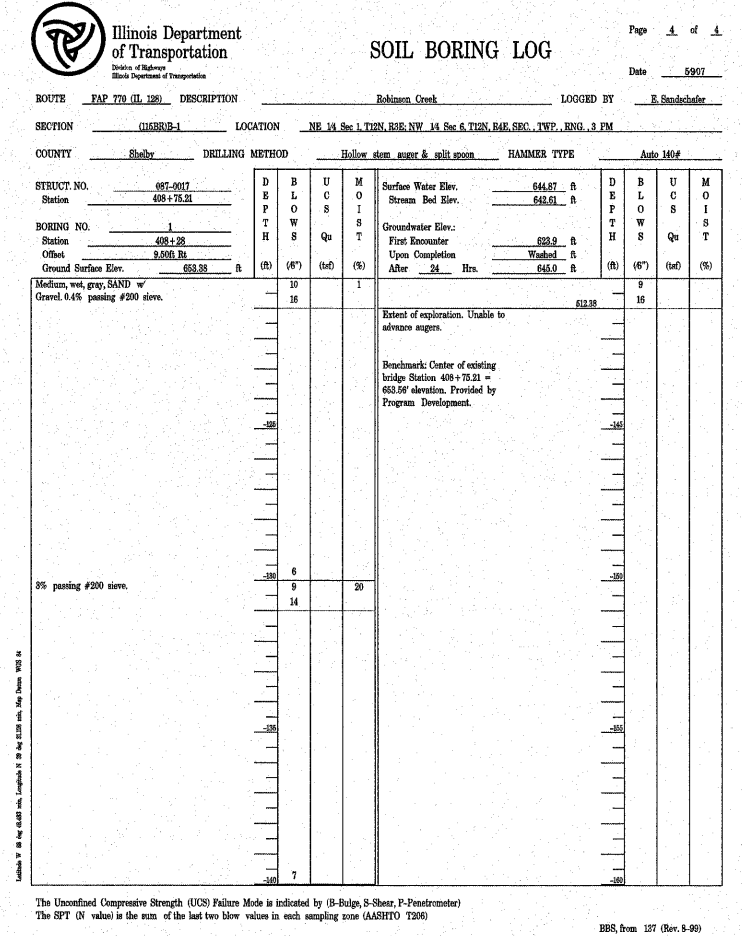
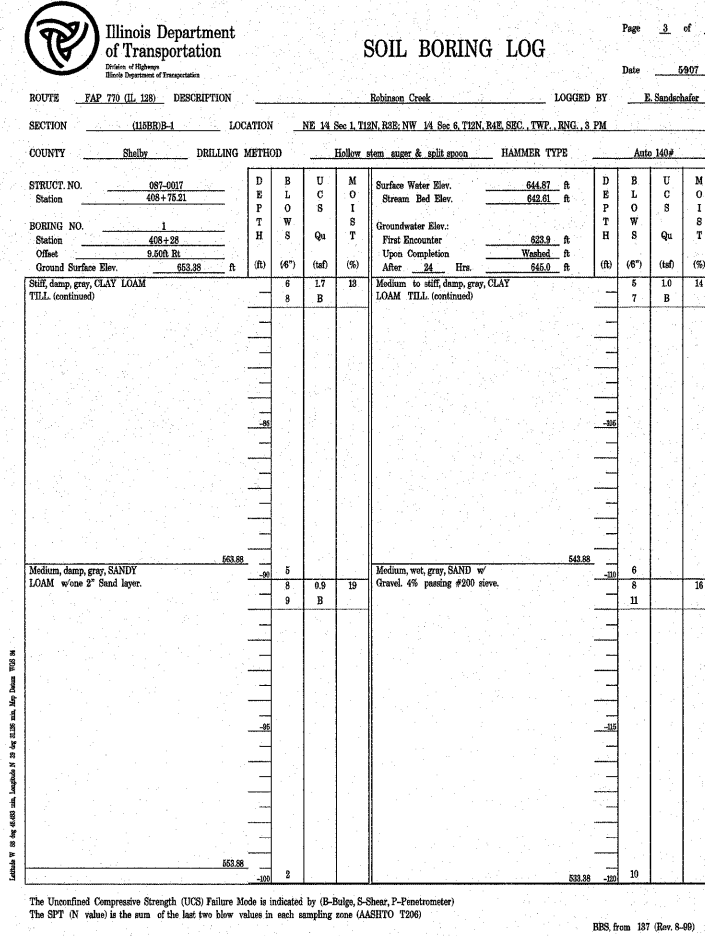
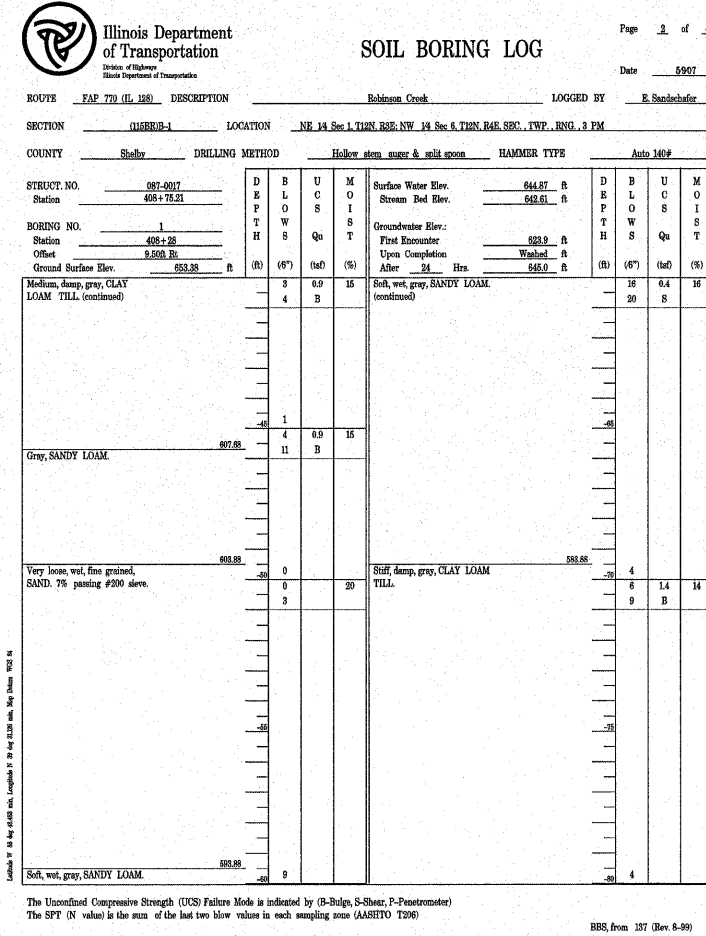
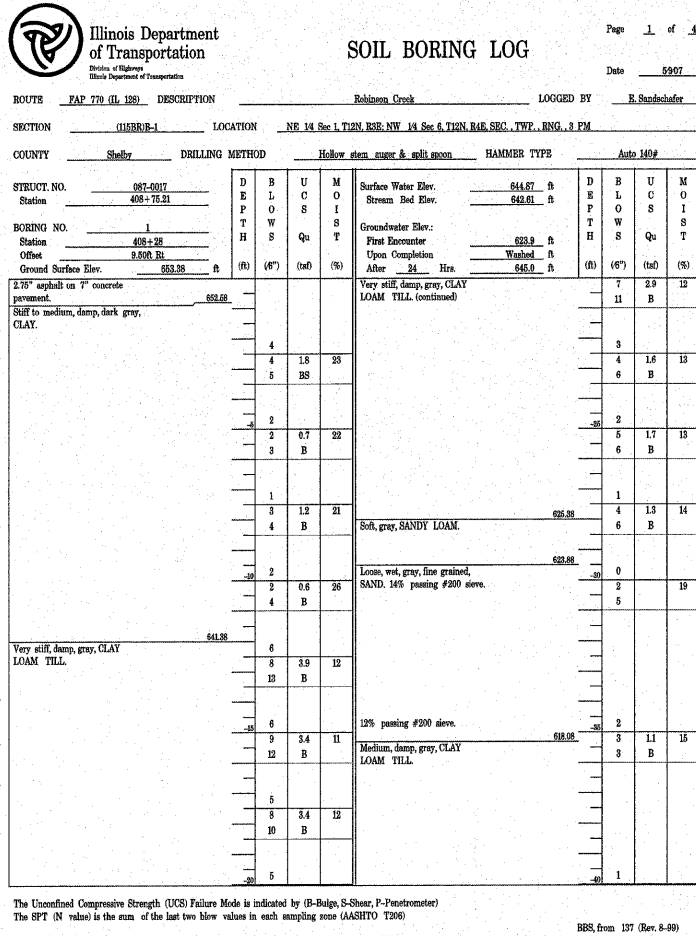
DESIGNED - BAS
CHECKED - KEF
DRAWN - LAD
CHECKED - RJA / KEF

BSD-1 11-1-06

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 770 (I15BR)	IL 128 B-1	SHELBY	39	34
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Contract # 74233



DESIGNED - BAS  
CHECKED - KEF  
DRAWN - SEM  
CHECKED - RJA / KEF

SOIL BORINGS  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (I15BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

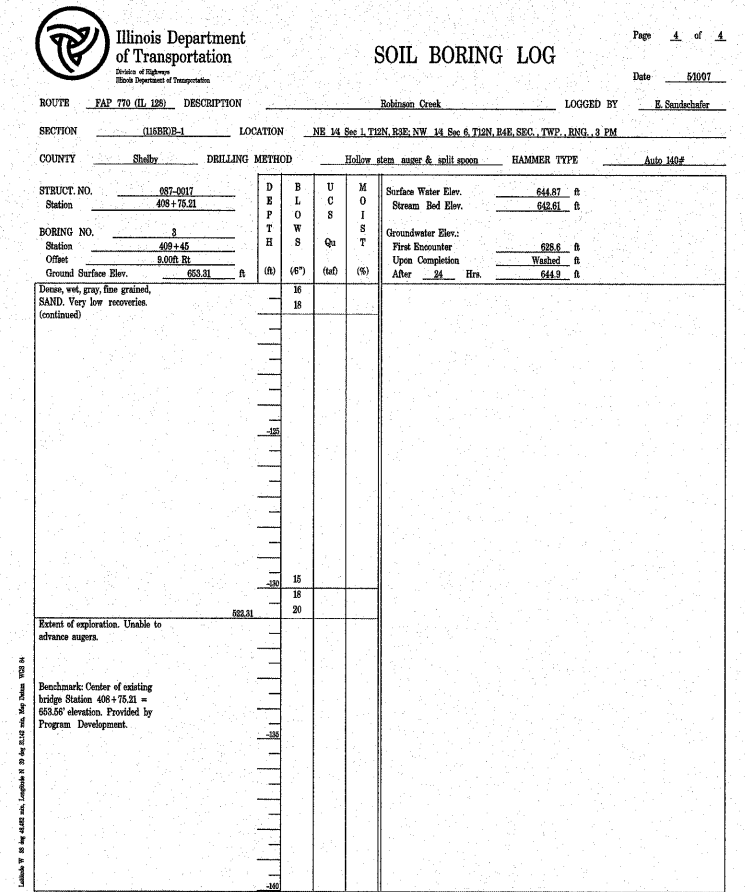
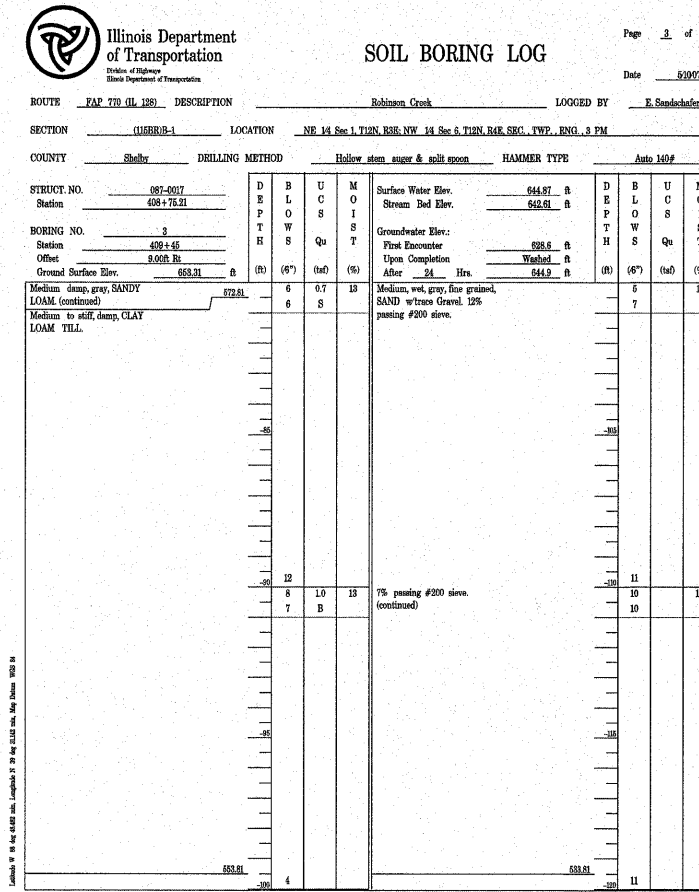
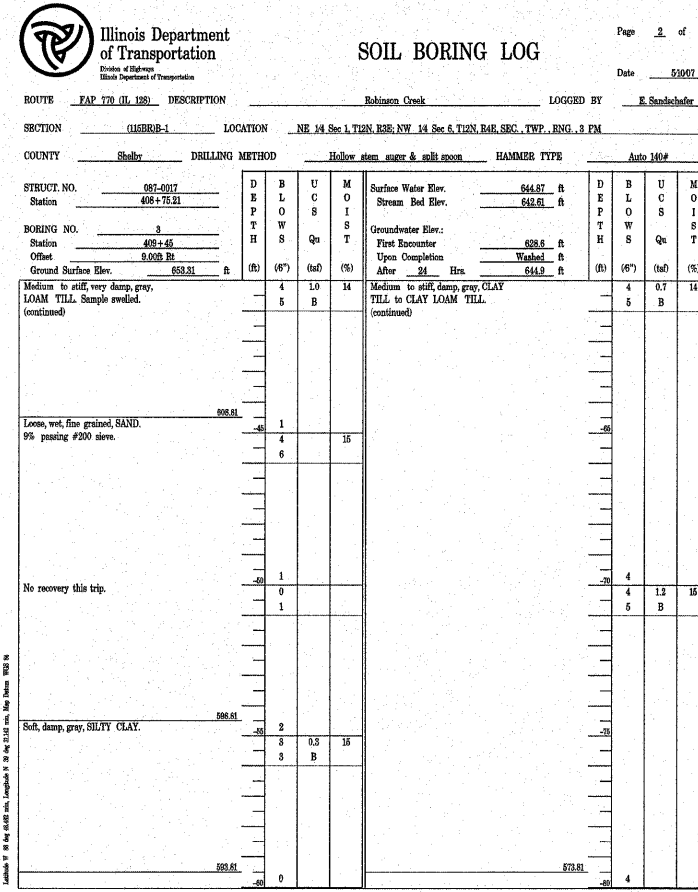
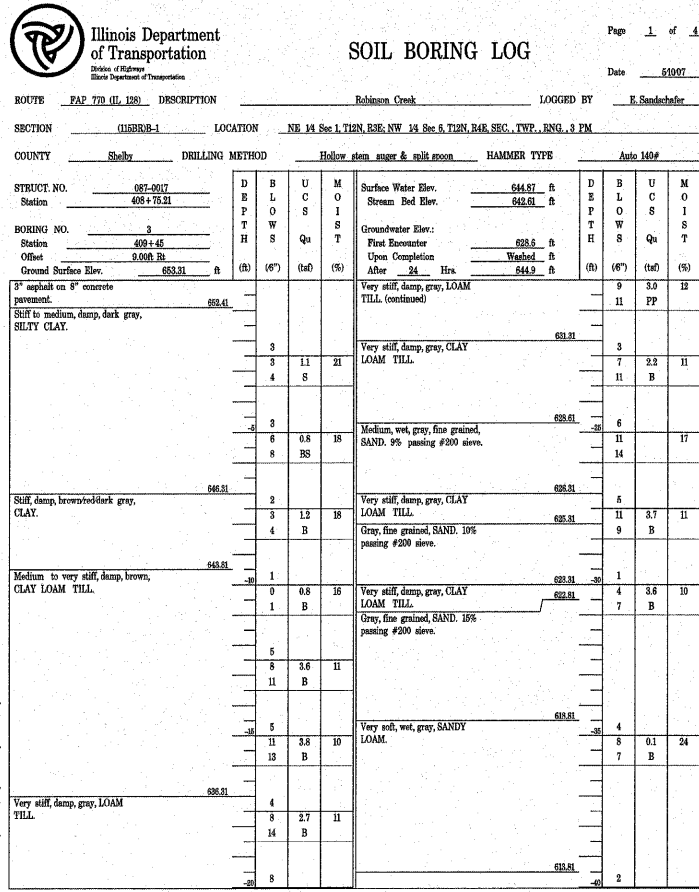




STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

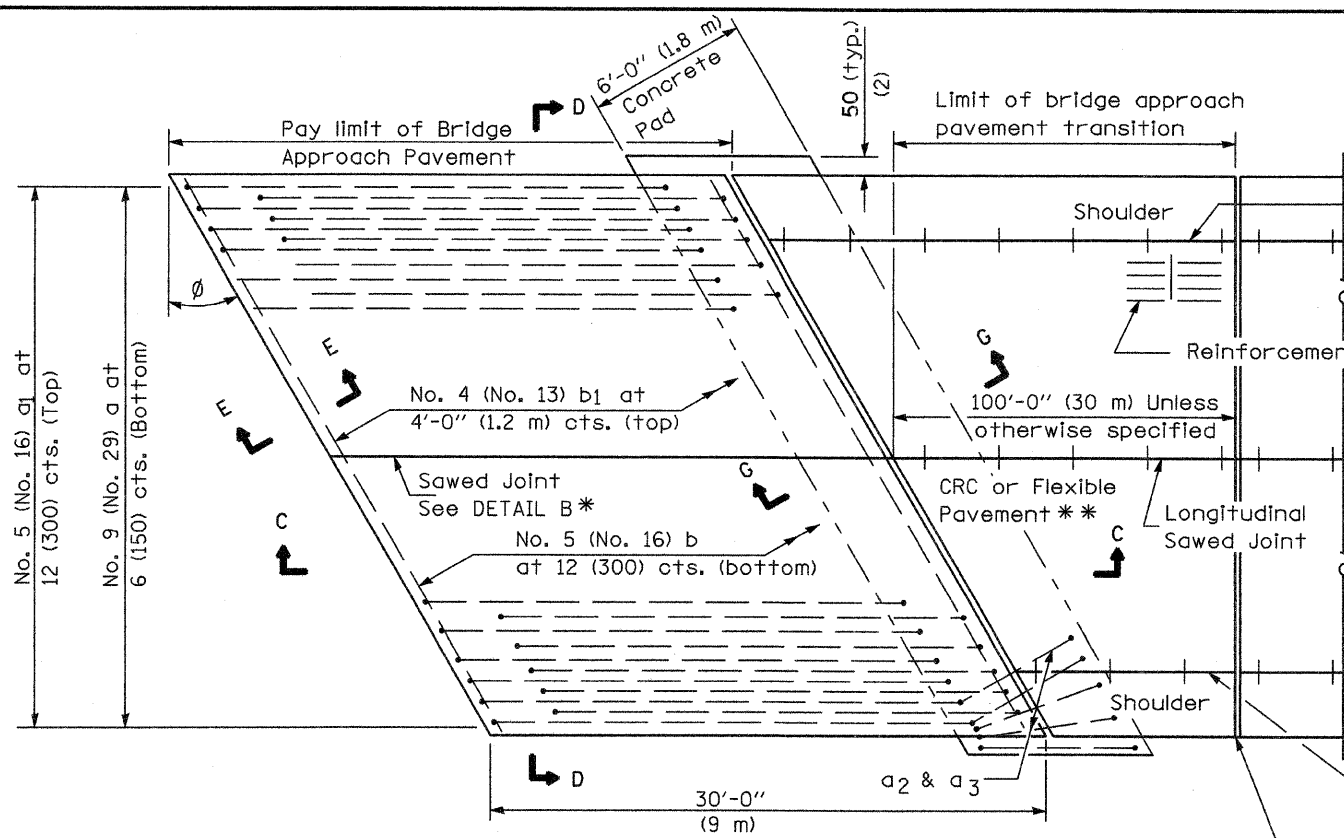
ROUTE NO.	SECTION	COUNTY	POST MILE	SHEET NO.	SHEET NO. 19 19 SHEETS
FAP 770 IL 128	(115BR) B-1	SHELBY	39	36	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-			

Contract # 74233

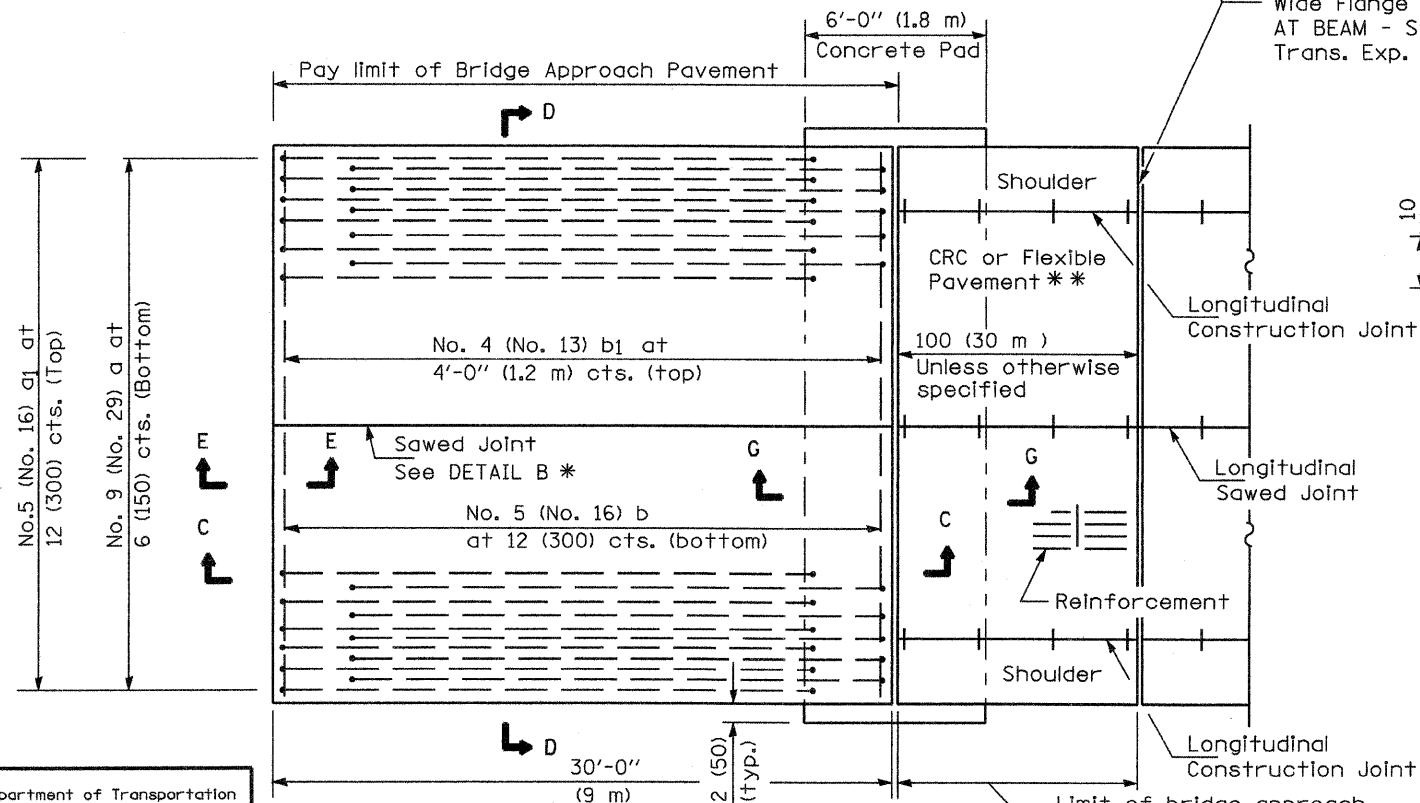


DESIGNED - BAS  
CHECKED - KEF  
DRAWN - SEM  
CHECKED - RJA / KEF

SOIL BORINGS  
IL ROUTE 128 OVER  
ROBINSON CREEK TRIBUTARY  
F.A.P. RTE. 770 - SECTION (115BR)B-1  
SHELBY COUNTY  
STATION 408+75.45  
STRUCTURE NO. 087-0031

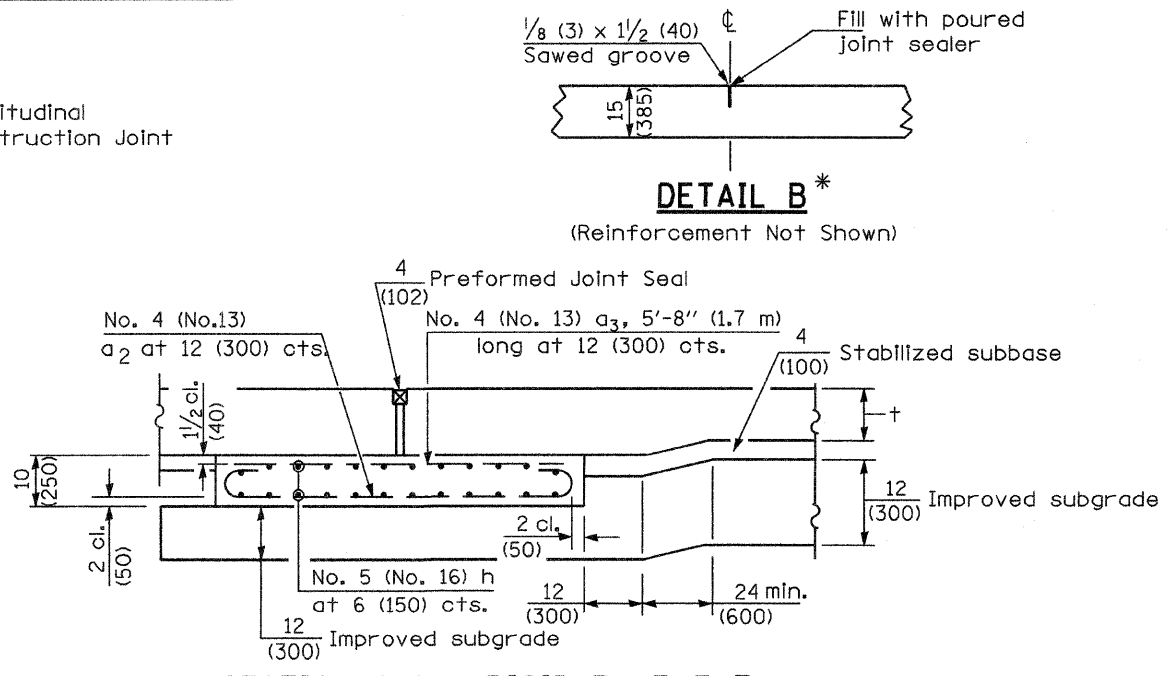


**PLAN - WITH SKEW**



**PLAN - WITHOUT SKEW**

**NEW CONSTRUCTION**

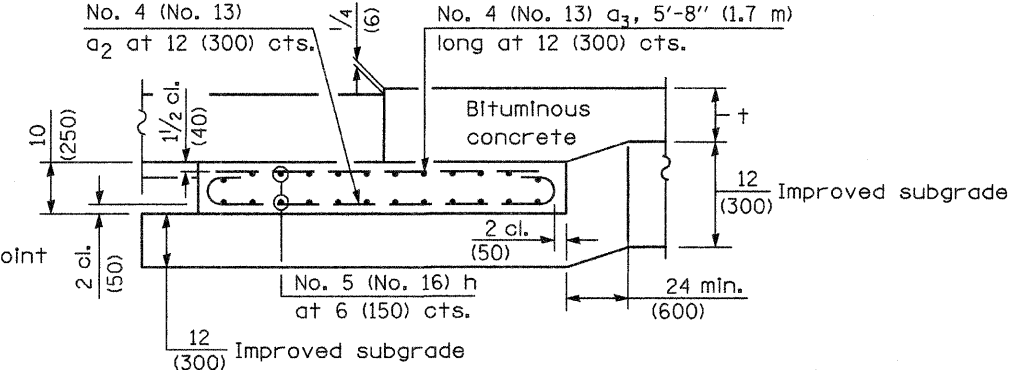


**SECTION G-G - RIGID PAVEMENT**

(Showing reinforcement)

Rigid Pavement only:

Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 2 (50) Trans. Exp. Joint as detailed on Standard 420001.



**SECTION G-G - FLEXIBLE PAVEMENT**

(Showing reinforcement)

**GENERAL NOTES**

THICKNESS-“+”=Thickness of Pavement.  
 See Standard 421001 for reinforcement details not shown.  
 See Standard 420001 for joint details not shown.  
 All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2008  
*Palak E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

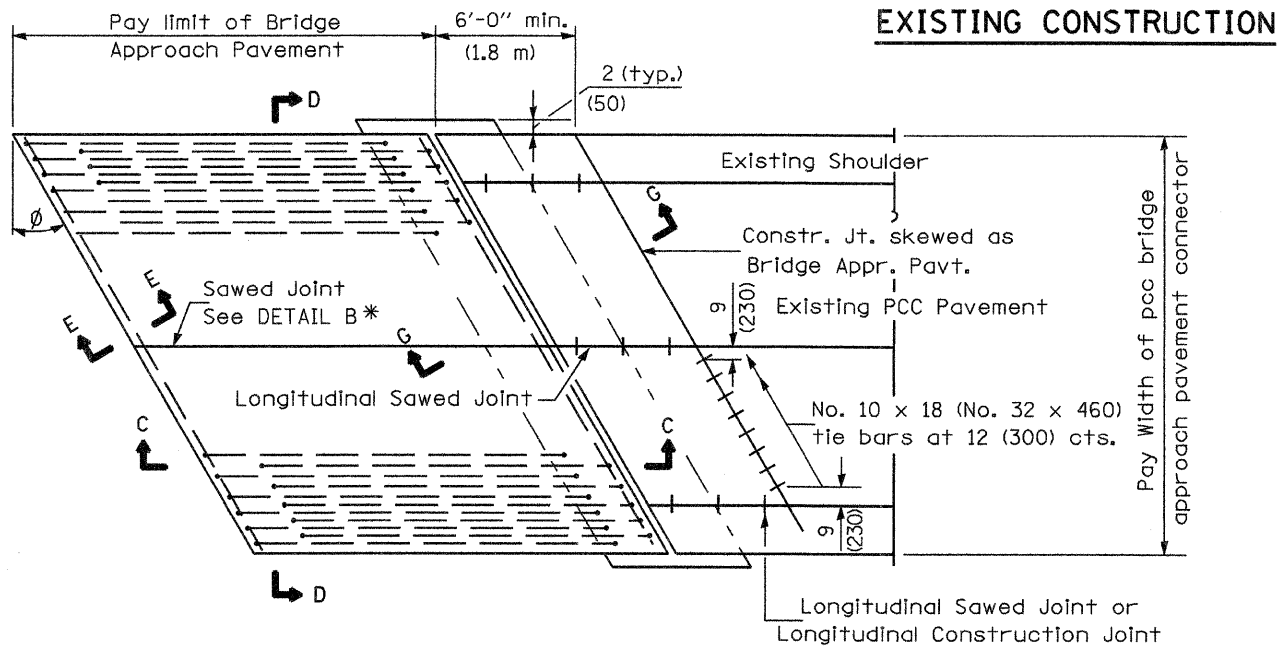
APPROVED January 1, 2008  
*Ken E. Han*  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

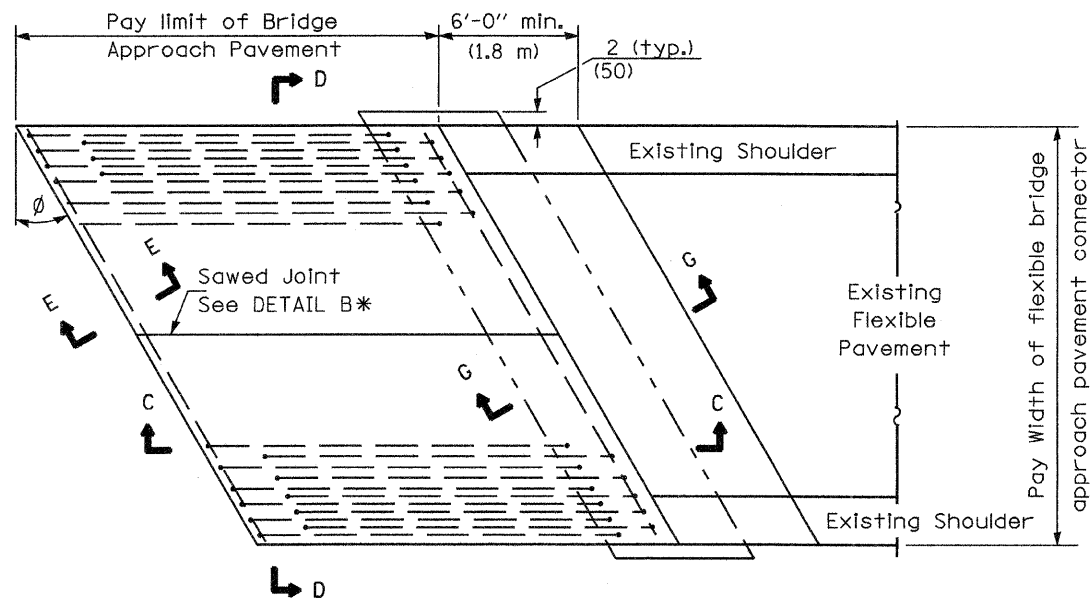
\* Saw  $\phi$  or lane edge if poured two or more lane widths at a time.  
 \*\* Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

DATE	REVISIONS
1-1-08	Switched units to English (metric). Moved rebar epoxy coat note to Standard Spec.
1-1-04	Rev. size of Trans. Exp. Jt. and soft converted metric reinf.

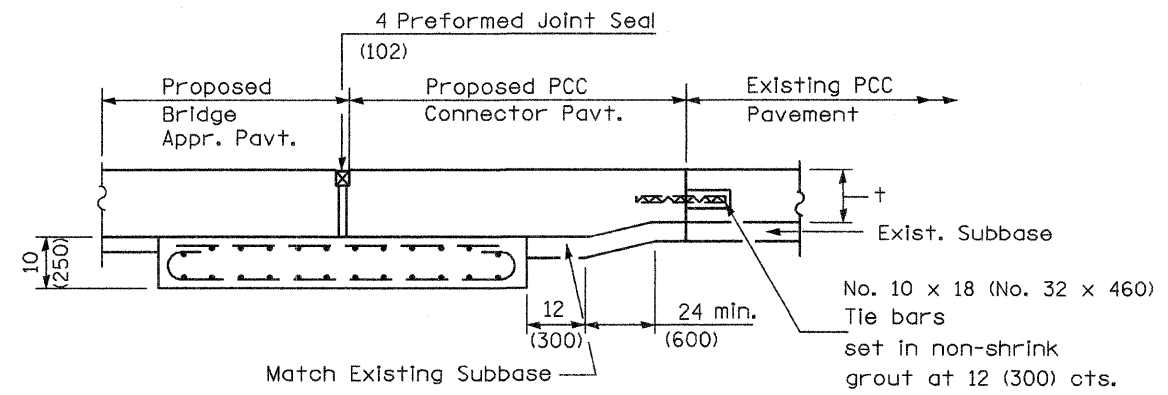
**BRIDGE APPROACH PAVEMENT**  
 (Sheet 1 of 4)



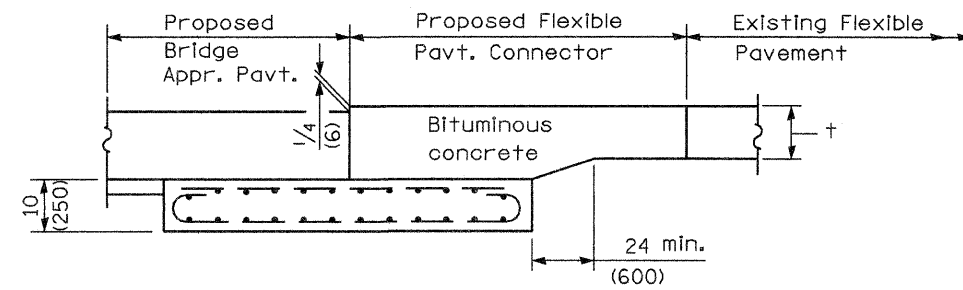
**BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)**



**BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)**



**SECTION G-G - RIGID PAVEMENT**



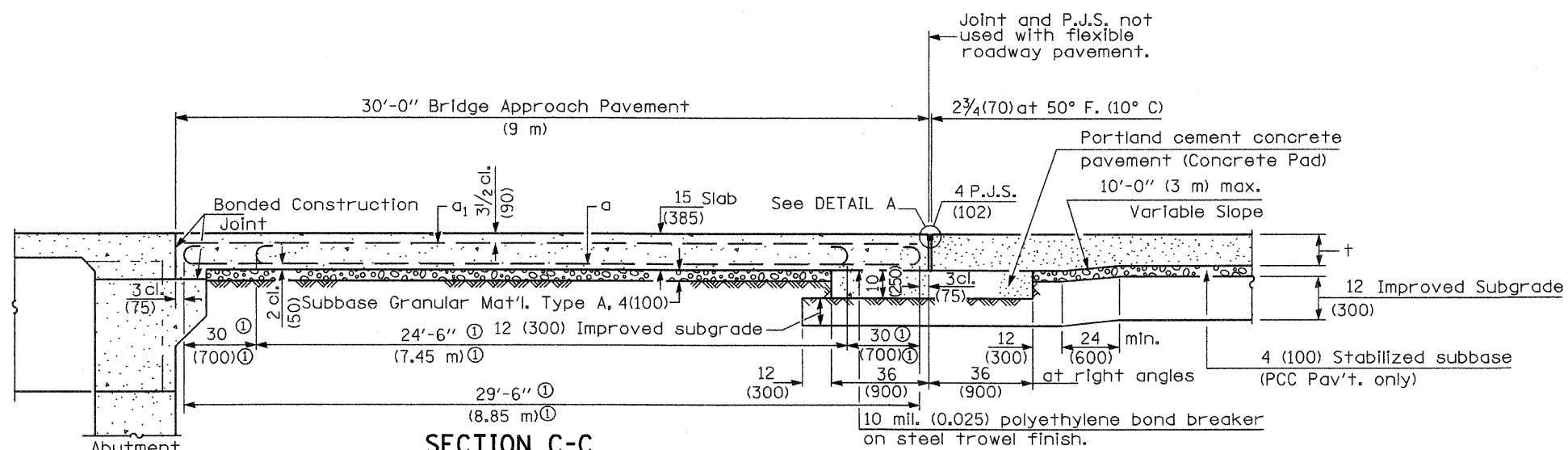
**SECTION G-G - FLEXIBLE PAVEMENT**

Illinois Department of Transportation  
 APPROVED January 1, 2008  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES  
 APPROVED January 1, 2008  
*Ken E. Han*  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

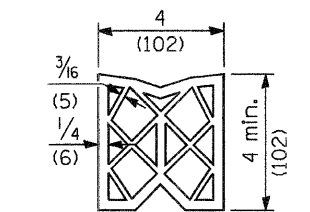
**BRIDGE APPROACH PAVEMENT**

(Sheet 2 of 4)

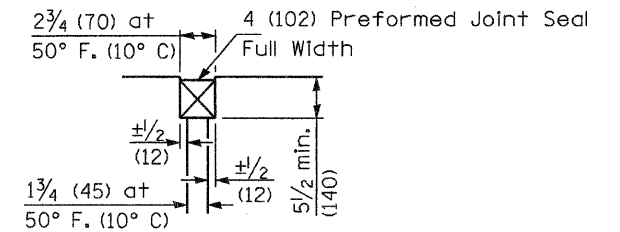


**SECTION C-C**

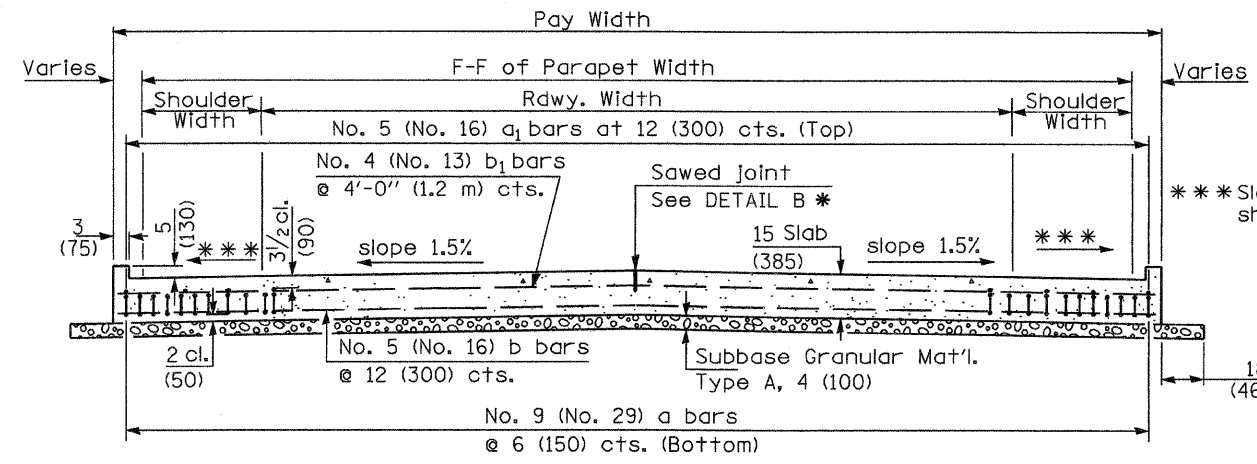
① Stagger No. 9 (No. 29) a bars as shown on plan - full width



**PREFORMED JOINT SEAL**



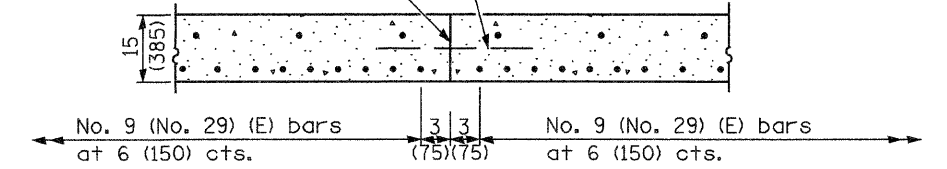
**DETAIL A**



**SECTION D-D**

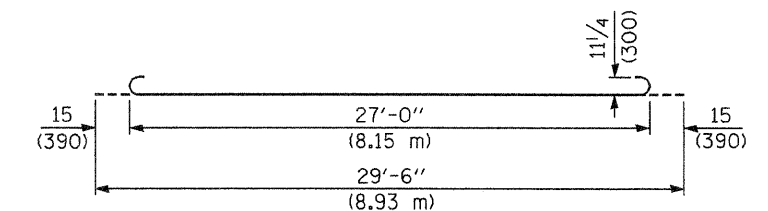
(See Plan for Dimensions not shown)

Longitudinal Construction Joint in accordance with details shown on Standard 420001.

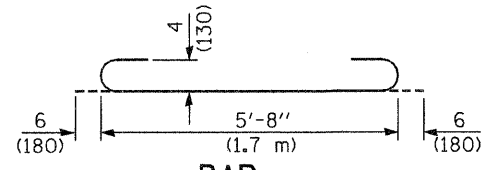


**OPTIONAL LONGITUDINAL CONSTRUCTION JOINT**

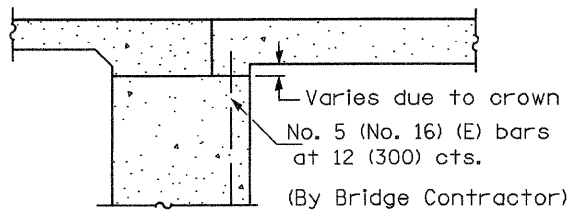
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



**BAR a**

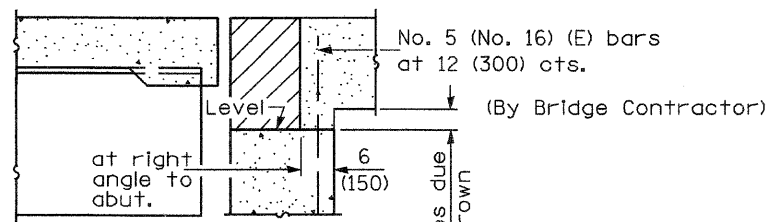


**BAR a2**



**SECTION E-E**

(Integral Abutments)



**SECTION E-E**

(Jointed Abutments)

**DESIGN STRESSES**

$f_y = 60,000$  p.s.i. (400 MPa)  
 $f'_c = 3,500$  p.s.i. (24 MPa)  
 $n = 8.5$

**BRIDGE APPROACH PAVEMENT**

(Sheet 3 of 4)

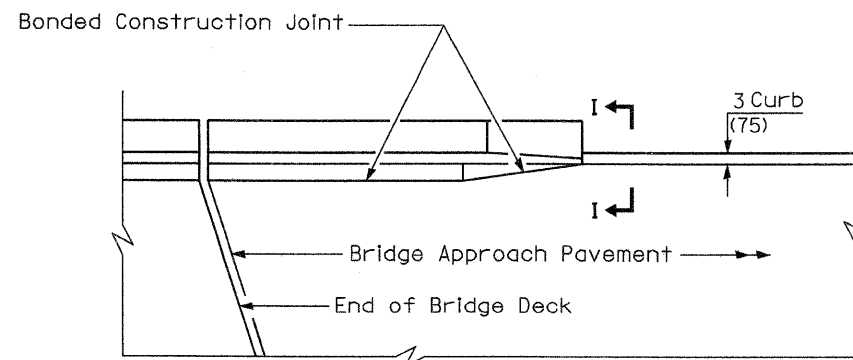
Illinois Department of Transportation

APPROVED January 1, 2008  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

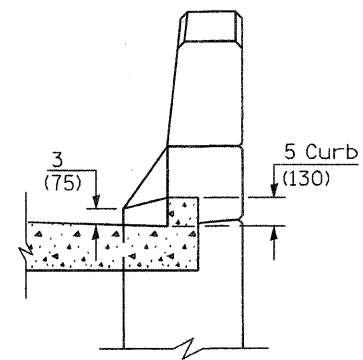
APPROVED January 1, 2008  
*Ken E. Han*  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

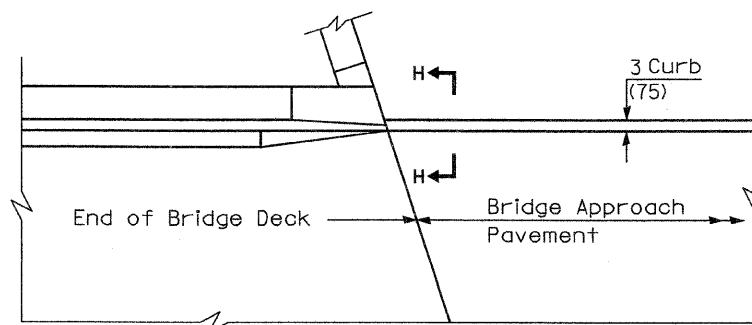




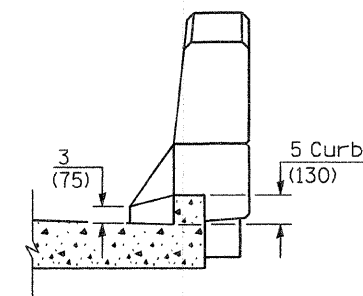
**PARAPET TO CURB TRANSITION  
PILE BENT ABUTMENT**



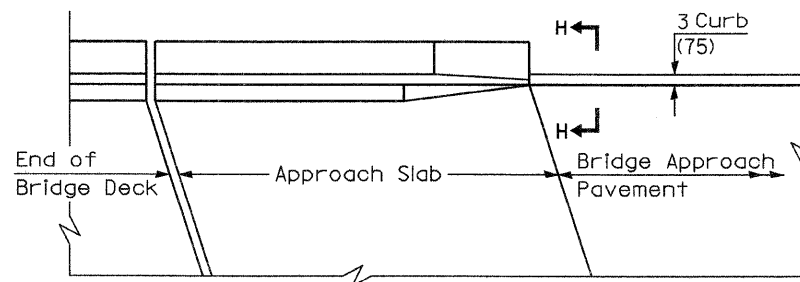
**SECTION I - I**



**PARAPET TO CURB TRANSITION  
INTEGRAL ABUTMENT**



**SECTION H - H**



**PARAPET TO CURB TRANSITION  
VAULTED ABUTMENT**

Illinois Department of Transportation  
 APPROVED January 1, 2008  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES  
 APPROVED January 1, 2008  
*Ken E. H...*  
 ENGINEER OF DESIGN AND ENVIRONMENT

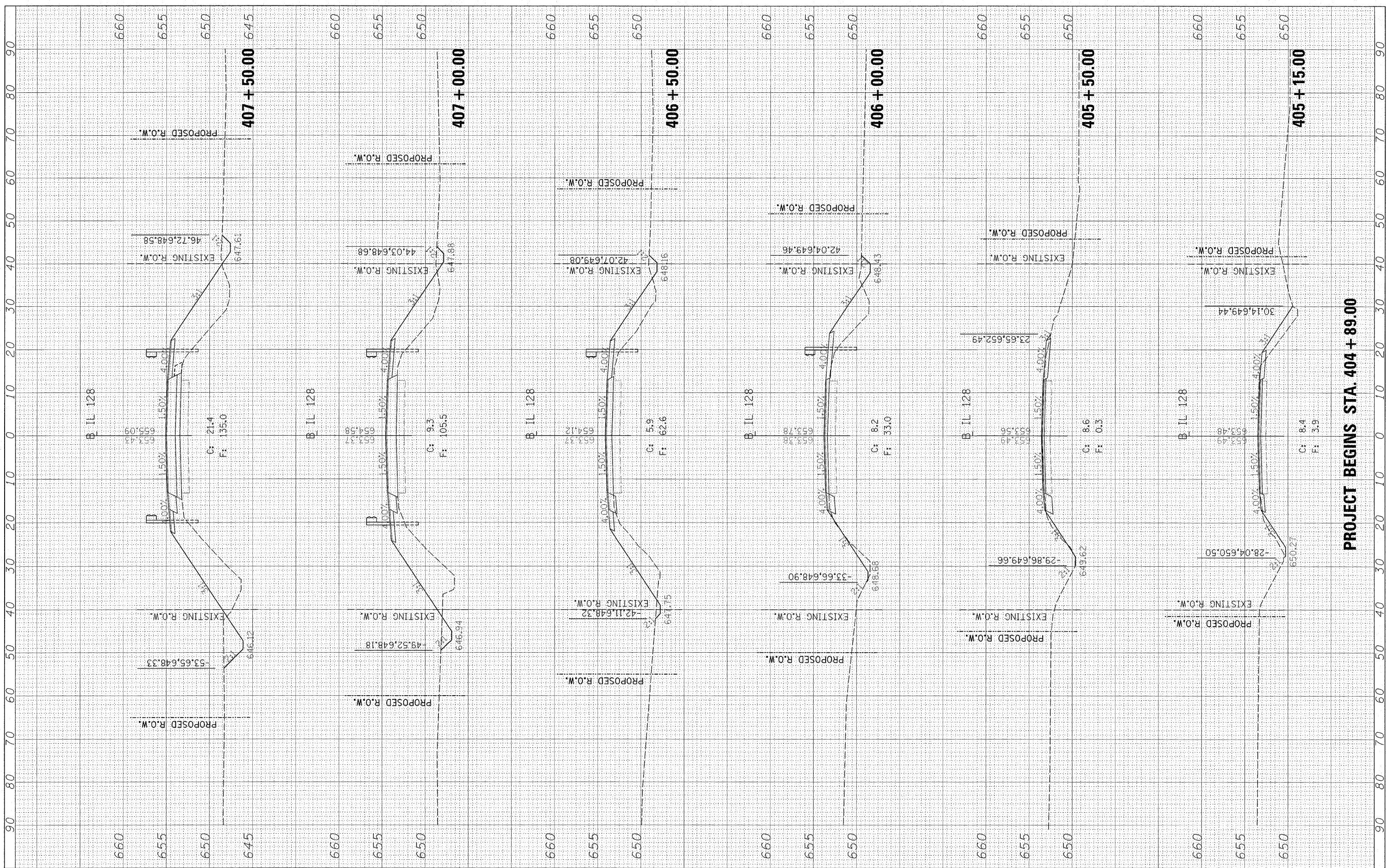
ISSUED 1-1-97

**BRIDGE APPROACH PAVEMENT**

(Sheet 4 of 4)

FINN SURVEYED \_\_\_\_\_  
 SURVEY PLOTTED \_\_\_\_\_  
 NOTE BOOK TEMPLATE \_\_\_\_\_  
 NO. AREAS CHECKED \_\_\_\_\_  
 BY \_\_\_\_\_ DATE \_\_\_\_\_

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



**PROJECT BEGINS STA. 404 + 89.00**

FILE NAME = #FILE#  
 USER NAME = #USER#  
 PLOT SCALE = #SCALE#  
 PLOT DATE = #DATE#

DESIGNED - SEM  
 DRAWN - SEM  
 CHECKED - JDS  
 DATE - 07/31/08

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

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

**IL ROUTE 128 ROBINSON CREEK**  
**CROSS SECTIONS**

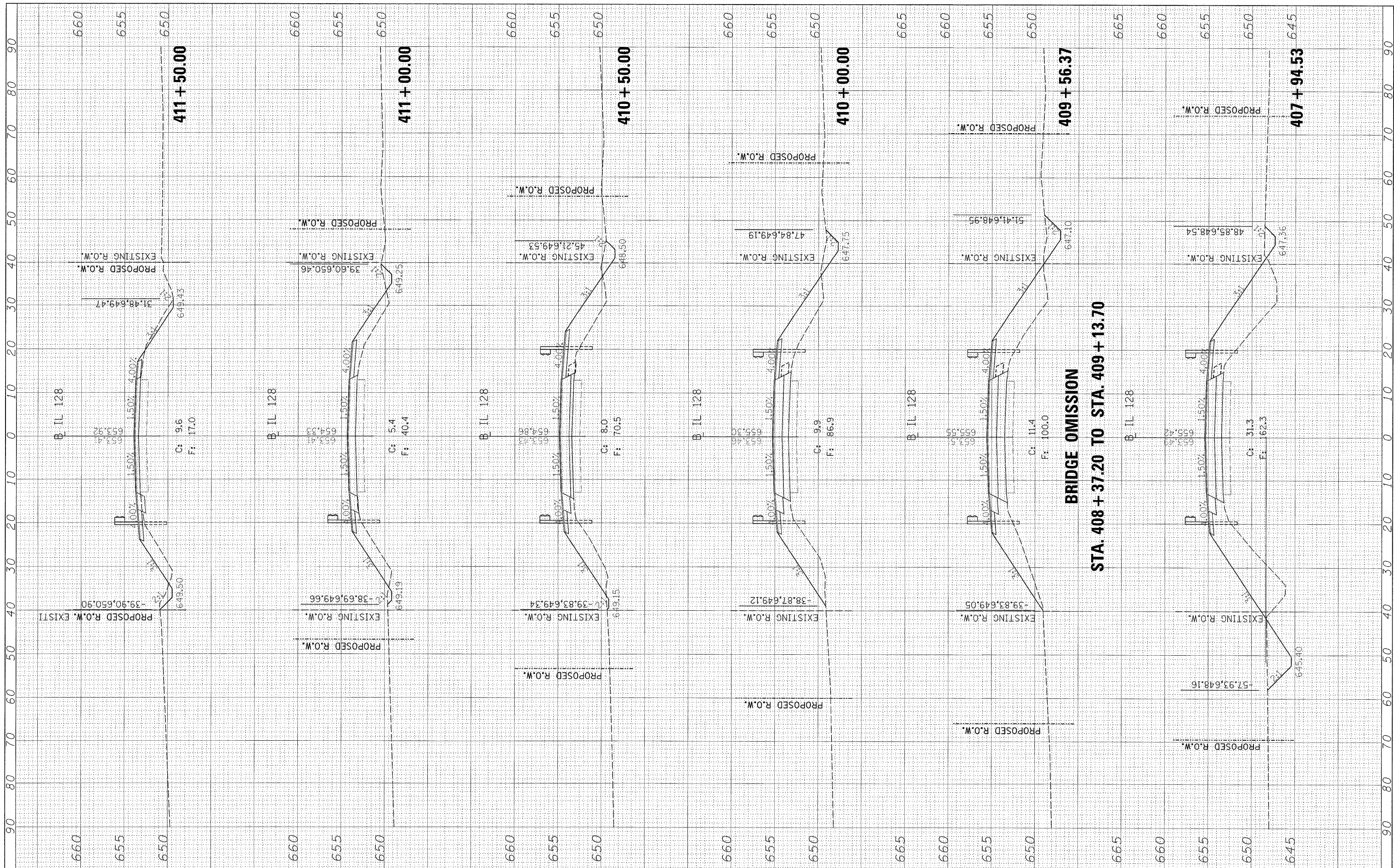
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 SHEET NO. OF SHEETS STA. 405+15.10 TO STA. 407+50.00

F.A.P. RTE. 770	SECTION (115BR1B-1)	COUNTY SHELBY	TOTAL SHEETS 39	SHEET NO. 37
CONTRACT NO. 74233				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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

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

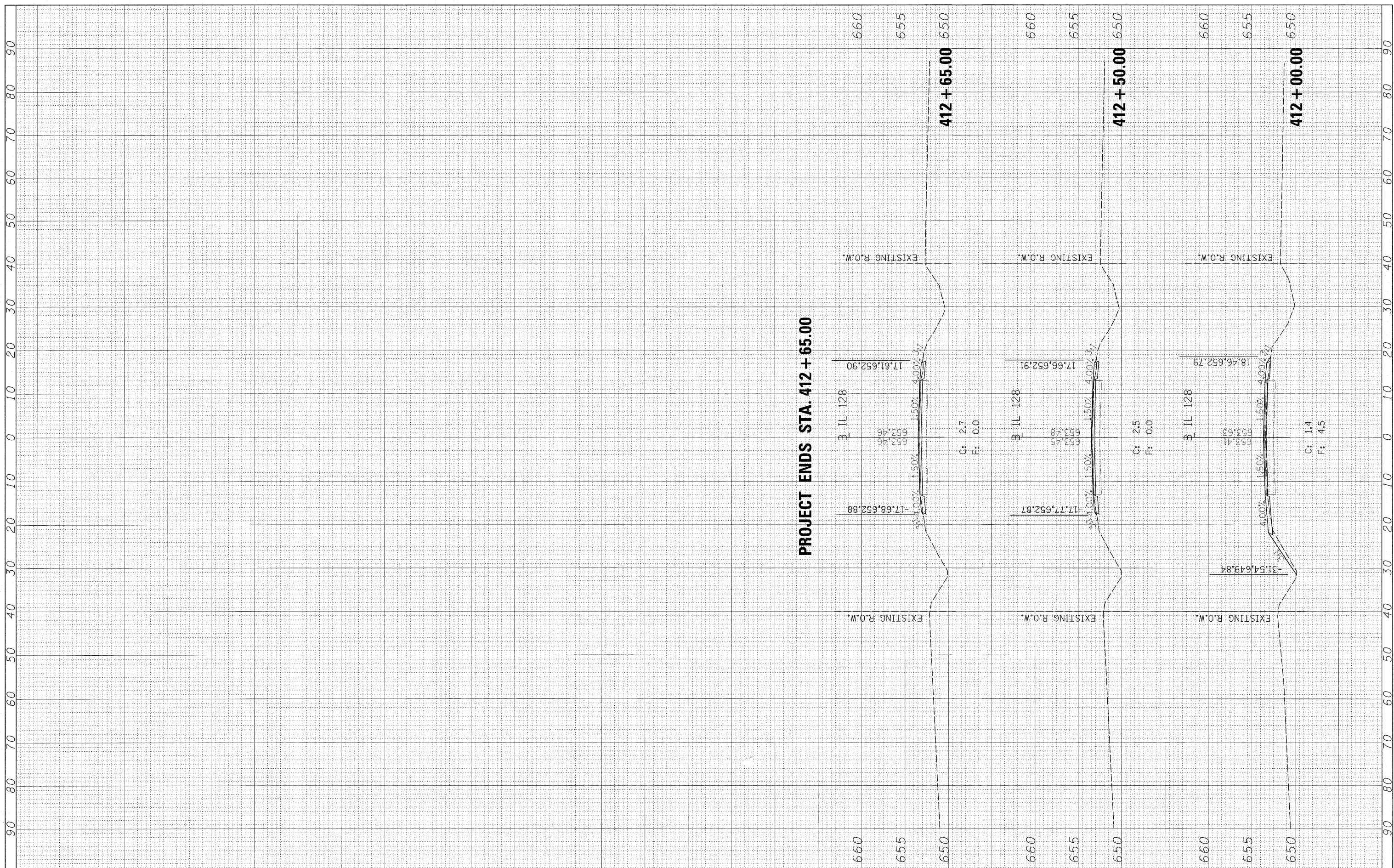


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	PLLOT DATE = #DATE#	CHECKED - JDS	REVISED -			CONTRACT NO. 74233				
		DATE - 07/31/08	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: 1"=10' SHEET NO. OF SHEETS STA. 408+00.81 TO STA. 411+50.00

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

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



FILE NAME =	USER NAME = *USER*
#FILE#	

PLOT SCALE = *SCALE*	DESIGNED - SEM	REVISER -
PLOT DATE = *DATE*	DRAWN - SEM	REVISER -
	CHECKED - JDS	REVISER -
	DATE - 07/31/08	REVISER -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>IL ROUTE 128 ROBINSON CREEK CROSS SECTIONS</b>			
SCALE: 1"=10'	SHEET NO.	OF SHEETS	STA. 412+00.00 TO STA. 412+65.00

F.A.P. RTE. 770	SECTION (1158R/B-1)	COUNTY SHELBY	TOTAL SHEETS 39	SHEET NO. 39
CONTRACT NO. 74233				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				