

234

06-14-2019 LETTING ITEM 234

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	1
		ILLINOIS	CONTRACT NO. 76J17	

D-98-016-16

INDEX OF SHEETS

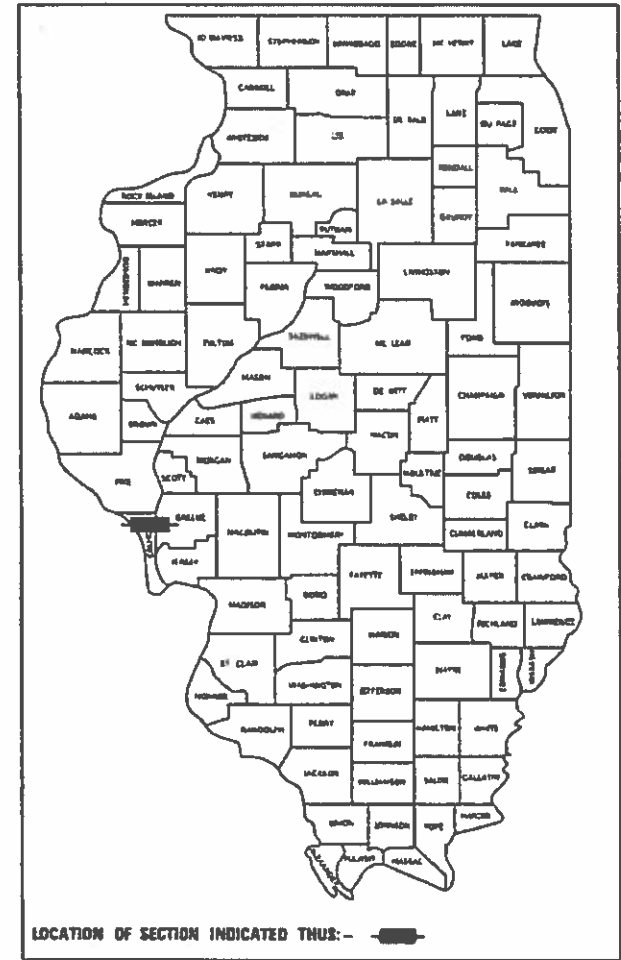
- 1 COVER SHEET
- 2 GENERAL NOTES, HIGHWAY STANDARDS, COMMITMENTS, AND MIX DESIGN
- 3-5 SUMMARY OF QUANTITIES
- 6 TYPICAL SECTIONS
- 7-9 SCHEDULES
- 10-11 ALIGNMENT, CONTROL POINTS, AND TIES
- 12 PLAN
- 13 PROFILE
- 14 REMOVAL PLAN
- 15-18 SUGGESTED TRAFFIC CONTROL AND MAINTENANCE
- 19 WIDE LOAD SIGNING
- 20 EROSION CONTROL PLAN
- 21-23 PLAT OF HIGHWAYS
- 24 ENTRANCE GEOMETRICS
- 25-45 STRUCTURE PLANS
- 46-53 CROSS SECTIONS

PROPOSED HIGHWAY PLANS

FAP ROUTE 304 (IL-96)
SECTION 6B-3
PROJECT STP-SLGR(785)
BRIDGE IMPROVEMENT
CALHOUN COUNTY

C-98-275-18

EXISTING S.N. 007-00014
IL-96 OVER UNNAMED CREEK
REHABILITATION OF SINGLE SPAN STRUCTURE
WITH NEW DECK, BEARINGS, SEMI-INTEGRAL
ABUTMENTS, AND CONCRETE REPAIRS.

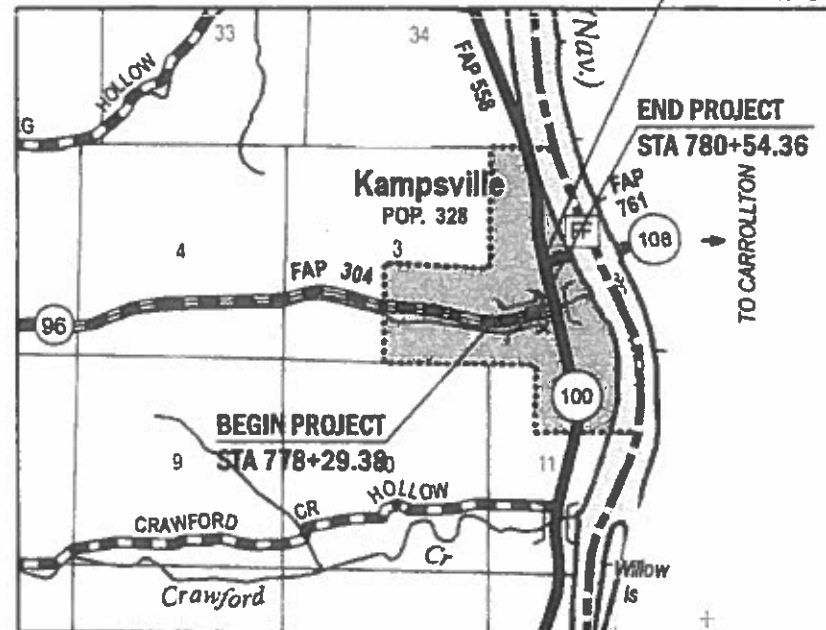


2018 ADT = 950
SU = 3.1%
MU = 4.2%
FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL



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 EXCAVATORS
1-800-892-0123
OR 811



LOCATION MAP

GROSS LENGTH = 224.98 FT. = 0.043 MILE
NET LENGTH = 224.98 FT. = 0.043 MILE



Larry D. Anderson 11/29/18
LARRY D. ANDERSON, P.E. Date
License Expires 11/30/2019

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Nov 30 2018
Jeffrey Z. Kain
REGIONAL ENGINEER

March 22 2019
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

March 22 2019
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PROJECT ENGINEER HERVE GELIN (618) 346-3179
PROJECT MANAGER BILLIE OWEN (618) 346-3209

CONTRACT NO. 76J17

GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT ARE AS FOLLOWS:
 *AMEREN ILLINOIS

 *FRONTIER COMMUNICATIONS

 *VILLAGE OF KAMPSVILLE
 MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800)892-0123 OR 811 AND ARE INDICATED BY *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
2. ALL DISTURBED EARTH AREAS SHALL BE SEEDED WITH CLASS 2 SEED, FERTILIZED, AND MULCHED AS PER ARTICLE 250.04 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. IF CLASS 2 SEEDING CAN NOT BE USED DUE TO TIME CONSTRAINTS, THEN CLASS 7 SEEDING SHALL BE USED.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
4. THE THICKNESS OF HOT-MIX ASPHALT SURFACE MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
5. ALL SIDE ROADS RESURFACED WILL REQUIRE A BUTT JOINT. THE BUTT JOINT AND TEMPORARY RAMP WILL NOT BE PAID SEPARATELY, BUT INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT RESURFACING.
6. AN ESTIMATED QUANTITY OF 6 TONS OF CUTTINGS FROM THE HOT-MIX ASPHALT SURFACE REMOVAL OPERATION IS ANTICIPATED.
7. OVERNITE DROP-OFFS WILL NOT BE PERMITTED NEXT TO AN OPEN LANE OF TRAFFIC.
8. A QUANTITY OF 775 FEET OF TEMPORARY PAVEMENT MARKING-LINE 6" WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
9. IF THE CONTRACTOR, FOR HIS CONSTRUCTION ACTIVITY, REMOVES TREES WITHIN THE RIGHT OF WAY LIMITS WHICH ARE NOT DESIGNATED ON THE PLANS FOR REMOVAL, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE; IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
10. ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY AND EASEMENTS, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.
11. THE RESIDENT ENGINEER SHALL VERIFY THE EXISTENCE OF HIGHWAY LIGHTING AND/OR INTELLIGENT TRANSPORTATION SYSTEMS (I.T.S.) UTILITIES WITHIN THE PROJECT LIMITS. IF HIGHWAY LIGHTING AND/OR I.T.S. EXISTS WITHIN THE PROJECT LIMITS, AND IF THESE ITEMS REQUIRE LOCATING, THE CONTRACTOR SHALL BE DIRECTED TO DO SO ACCORDING TO SECTION 803 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID FOR ACCORDING TO THE ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
12. PROJECT COORDINATES ARE MODIFIED GROUND COORDINATES AND BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD 83 (2011). THE EASTING FOR PROJECT COORDINATES HAVE BEEN TRUNCATED (-2,000,000) TO DISTINGUISH AS GROUND COORDINATES. ALL ELEVATIONS REFER TO THE NAVD 88 DATUM.
13. ALL TERMINALS ATTACHED TO THE CONCRETE STRUCTURE WILL BE CORED. DRILL HOLES WILL NOT BE ALLOWED.
14. ALL MILLED AREAS SHALL BE RESURFACED WITH THE APPROPRIATE SURFACE COURSE PRIOR TO OPENING THE LANE(S) TO TRAFFIC TO ALLEVIATE ANY DROP OFFS BETWEEN ADJACENT SURFACES OF MORE THAN 2".
15. NO PERSONNEL, EQUIPMENT, EXCAVATION, OR OTHER CONSTRUCTION RELATED ACTIVITIES ARE ALLOWED ON PRIVATE PROPERTY WHERE EASEMENTS HAVE NOT BEEN PROVIDED DUE TO THE CLOSE PROXIMITY OF THE CONSTRUCTION LIMITS TO THE NORTH ROW LINE AT JEFFERSON ST. AND AT THE COMMERCIAL ENTRANCES.
16. THE PROPOSED PAVEMENT MARKINGS SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKINGS, AS DIRECTED BY THE ENGINEER.
17. EXISTING STRUCTURE PLANS ARE AVAILABLE FOR REVIEW IN THE DISTRICT OFFICE. CONTACT ROBERT HARBAUGH AT 618-346-3195.

COMMITMENTS

1. THE RESIDENT ENGINEER WILL NEED TO NOTIFY THE COUNTY SHERIFF'S OFFICE OF CONSTRUCTION DATES ONCE THEY ARE KNOWN.
2. NOTIFICATION PRIOR TO CONSTRUCTION STARTING.

LISA A. BRENDEN (HOME: 618-653-4263, WORK: 618-576-2278, CELL: 618-535-0628)
 305 STATE HIGHWAY 96
 KAMPSVILLE, IL 62053

3. PROTECT THE CURRENT CITY WATER SHUT OFF VALVE FOUND WITHIN THE ROW JUST TO THE EAST SIDE OF THE CURRENT BRIDGE. ALSO COORDINATE WITH THE CITY OF KAMPSVILLE TO ENSURE NO LOSS OF WATER OR WATER PRESSURE TO HIS RESIDENCE AND THE SURROUNDING NEIGHBORHOOD. PLEASE NOTIFY HIM AND NEIGHBORS IF CONSTRUCTION IMPACTS WATER SERVICES OR OTHER UTILITIES.

MAURICE L. LAMMY (HOME: 618-653-443)
 309 STATE HIGHWAY 96
 KAMPSVILLE, IL 62053

MIXTURE DESIGN

MIXTURE USES(S):	SURFACE	SHOULDERS ≥ 2.25"	SHOULDERS < 2.25"	INCIDENTAL	BINDER
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP% (MAX):	SEE SPECIAL PROV.	SEE SPECIAL PROV.	SEE SPECIAL PROV.	SEE SPECIAL PROV.	SEE SPECIAL PROV.
DESIGN AIR VOIDS:	4.0% @ Ndes = 70	4.0% @ Ndes = 30	4.0% @ Ndes = 30	4.0% @ Ndes = 70	4.0% @ Ndes = 70
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5	IL 19.0L	IL 9.5L	IL 9.5	IL 19.0
FRICTION AGGREGATE	MIXTURE "C"			MIXTURE "C"	MIXTURE "B"
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA

18. FACTORS FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

HOT-MIX ASPHALT SURFACE COURSE	0.056 TON/SQ YD/IN
AGGREGATE (SURFACE, BASE, & BACKFILL)	2.05 TON/CU YD
BITUMINOUS MATERIALS:	
PRIME COAT FOR BITUMINOUS CONCRETE: -ON AGGREGATE	0.25 LB/SQ FT
TACK COAT FOR BITUMINOUS CONCRETE: -ON MILLED SURFACES	0.05 LB/SQ FT
RIP RAP	1.5 TON/CU YD
SEEDING CLASS 2	200 LB / ACRE
SEEDING CLASS 7	100 LB / ACRE
TEMPORARY EROSION CONTROL SEEDING	100 LB / ACRE
NITROGEN FERTILIZER NUTRIENT	90 LB / ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90 LB / ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LB / ACRE
MULCH, METHOD 2	2 TON / ACRE
AGRICULTURAL GROUND LIMESTONE	2 TON / ACRE

HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
406201-01	MAILBOX TURNOUT
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
515001-03	NAME PLATE FOR BRIDGES
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
643001-02	SAND MODULE IMPACT ATTENUATORS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600m) FROM PAVMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS-DAY ONLY
701321-17	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720011-01	METAL SIGN POSTS
725001-01	OBJECT AND TERMINAL MARKERS
729001-01	APPLICATION OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

ROUTE	FAP 304 (IL-96)
SECTION	6B-3
COUNTY	CALHOUN
CONTRACT	76J17

DESCRIPTION	NEW BRIDGE DECK OF SN 007-0014 CARRYING IL-96 OVER CREEK IN KAMPSVILLE
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ADT (CONSTRUCT Yr)	950
MU%:	4.2
SU%:	3.1
20 YR. ESAL'S	0.25

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USER NAME = PWICSS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-96 BRIDGE REHABILITATION GENERAL NOTES, HIGHWAY STANDARDS, COMMITMENTS AND MIX DESIGN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 2,000' / in.	DRAWN -	REVISED -			304	6B-3	CALHOUN	53	2
PLOT DATE = 3/20/2019	CHECKED -	REVISED -			CONTRACT NO. 76J17				
	DATE -	REVISED -			SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL	0013 BRIDGE STATE 20%/FED 80% S.N. 007-0014	
20200100	EARTH EXCAVATION	CU YD	65	65	
25000200	SEEDING, CLASS 2	ACRE	0.25	0.25	
25000350	SEEDING, CLASS 7	ACRE	0.25	0.25	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	8	8	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	8	8	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	8	8	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	0.2	0.2	
25100115	MULCH, METHOD 2	ACRE	0.25	0.25	
25100630	EROSION CONTROL BLANKET	SQ YD	437	437	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	9	9	
28000400	PERIMETER EROSION BARRIER	FOOT	497	497	
28100109	STONE RIPRAP, CLASS A5	SQ YD	31	31	
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	114	114	
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	110	110	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL	0013 BRIDGE STATE 20%/FED 80% S.N. 007-0014	
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	34	34	
40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	18	18	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	11	11	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1013	1013	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	195	195	
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	16	16	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	50	50	
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	163	163	
44000100	PAVEMENT REMOVAL	SQ YD	264	264	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	100	100	
44004250	PAVED SHOULDER REMOVAL	SQ YD	166	166	
48100700	AGGREGATE SHOULDERS, TYPE A 8"	SQ YD	56	56	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	133	133	
50102400	CONCRETE REMOVAL	CU YD	7.8	7.8	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL	0013 BRIDGE STATE 20%/FED 80% S.N. 007-0014	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	337.5	337.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	337.5	337.5	
70600240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2	
70600340	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2	
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1308	1308	
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	22	22	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	16	16	
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	4	4	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8	8	
X0326440	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)	SQ YD	103	103	
X0327301	RELOCATE EXISTING MAILBOX	EACH	1	1	
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1101	1101	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL	0013 BRIDGE STATE 20%/FED 80% S.N. 007-0014	
* X6310214	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)	EACH	1	1	
X7010202	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1	
X7200200	WIDE LOAD SIGNING	L SUM	1	1	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	14	14	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	33	33	
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	7	7	
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	2	2	
Z0043900	PREFORMED JOINT FILLER	FOOT	99	99	

* SPECIALTY ITEM

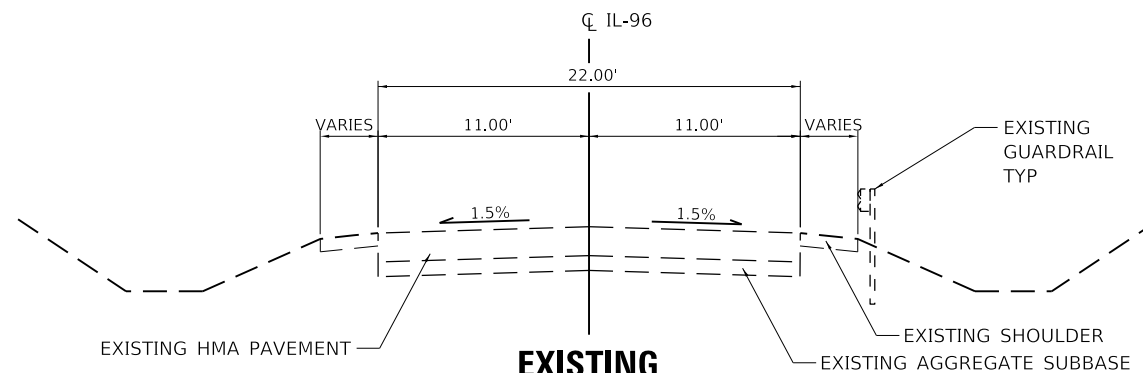
REV. - MS

NOTES:

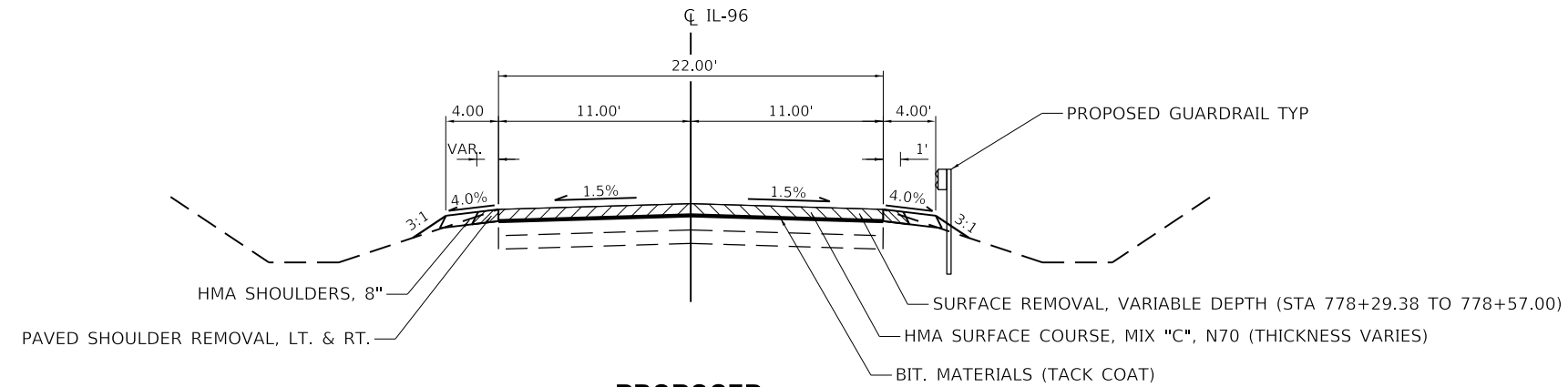
1. PAVED SHOULDER REMOVAL
 RT. STA. 777+80.56 TO STA. 779+29.09
 RT. STA. 779+91.04 TO STA. 781+59.26
 LT. STA. 778+00.23 TO STA. 779+49.05
 LT. STA. 780+10.70 TO STA. 781+84.14

2. HMA SHOULDERS, 8"
 RT. STA. 777+80.54 TO STA. 778+85.56
 RT. STA. 780+54.38 TO STA. 781+59.27
 LT. STA. 778+00.25 TO STA. 779+48.92
 LT. STA. 780+12.31 TO STA. 781+84.16

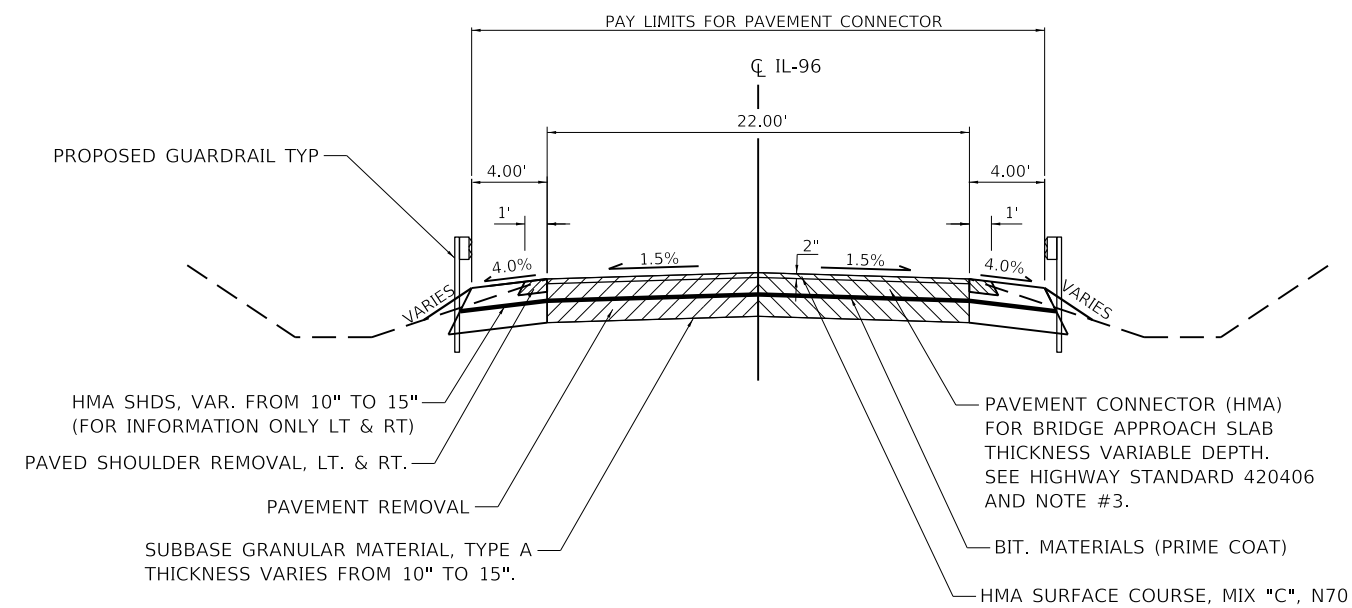
3. THICKNESS VARIES FROM 10" TO 15" (2" HMA SURFACE CSE. ON VAR. DEPTH BINDER CSE., VARIES FROM 8" TO 13")



EXISTING IL-96 TYPICAL SECTION
 STA. 778+29.38 TO STA. 779+49.14
 STA. 779+91.79 TO STA. 780+54.36



PROPOSED IL-96 TYPICAL SECTION
 STA. 778+29.38 TO STA. 778+85.62



PROPOSED IL-96 TYPICAL SECTION LIMITS OF PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
 STA. 778+85.62 TO STA. 779+19.20
 STA. 780+22.27 TO STA. 780+54.36

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USER NAME = PWICSS	DESIGNED -	REVISED -
PLOT SCALE = 10,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 11/29/2018	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-96 BRIDGE REHABILITATION
TYPICAL SECTIONS

SCALE: NO SCALE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	6
CONTRACT NO. 76J17				
ILLINOIS FED. AID PROJECT				

EARTHWORK				
LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
ROADWAY - SOUTH	11	8	20	-12
ROADWAY - NORTH	55	41	17	24
TOTAL	66	49	37	12
PAY	65			

REMOVAL ITEMS				
STATION	PAVEMENT REMOVAL	DRIVEWAY PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)
	SQ YD	SQ YD	SQ YD	SQ YD
IL-96				
777+80.56 TO 779+29.09 RT			17	
778+00.23 TO 779+49.05 LT			37	
778+29.38 TO 778+57.00				69
779+27.59 TO 779+89.79 RT				
779+49.95 TO 780+12.12 LT				
780+12.12 TO 780+11.01 LT				
778+85.62 TO 779+47.24	133			
779+91.04 TO 781+59.26 RT		100	28	
779+91.22 TO 780+54.36	131			
780+10.70 TO 781+84.14 LT			84	
JEFFERSON				
10+15.09 TO 10+30.00				34
TOTAL	264	100	166	103

EROSION CONTROL						
LOCATION	SIDE	PERIMETER EROSION BARRIER	TEMPORARY EROSION CONTROL SEEDING	EROSION CONTROL BLANKET		
		FOOT	POUND	SQ YD		
IL-96						
777+79.25 TO 779+32.71 RT		131	1.3	65		
777+99.42 TO 778+67.69 LT		80	0.4	18		
778+97.48 TO 779+56.90 LT		61	1.9	93		
779+83.10 TO 780+58.45 RT		37	3.7	178		
780+07.29 TO 780+92.19 LT		27	0.9	42		
780+44.01 TO 780+80.91 LT		37				
780+64.06 TO 781+61.55 RT		124	0.8	37		
781+08.19 TO 781+50.05 LT			0.1	4		
TOTAL		497	9	437		

PAVING												
STATION	SUBBASE GRANULAR MATERIAL, TYPE A	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HMA SURFACE COURSE, MIX "C", N70	HMA SHOULDERS, 8"	AGGREGATE SHOULDERS, TYPE A 8"	AGGREGATE BASE COURSE, TYPE B 6"	AGGREGATE BASE COURSE, TYPE B 8"	AGGREGATE SURFACE COURSE, TYPE A	INCIDENTAL HMA SURFACING	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	AGGREGATE FOR TEMPORARY ACCESS
	TON	POUND	POUND	TON	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	SQ YD	TON
IL-96												
777+80.56 TO 778+96.62 RT					48							
778+00.26 TO 778+46.47 LT					18							
778+29.38 TO 779+23.00	56.6	442	93	16							82	
780+17.74 TO 780+55.15	57.4	133			12						81	5
780+42.72 TO 780+90.15						17				12		3
780+55.15 TO 780+85.80		288			19		110					
780+99.51 TO 781+59.26		65			25	15		14	14	2		3
781+15.80 TO 781+43.01					11							
781+62.09 LT		85						20	4	2		
JEFFERSON												
10+11.03 TO 10+38.95			102			11				34		
10+10.87 TO 10+40.61 RT						13						
TOTAL	114	1013	195	16	133	56	110	34	18	50	163	11

PAVEMENT MARKING						
STATION	MODIFIED URETHANE PAVEMENT MARKING		RAISED REFLECTIVE PAVEMENT MARKER	TEMPORARY PAVEMENT MARKING		
	LINE 4"	LINE 24"		LINE 4"	LINE 6"	LINE 24"
	FOOT	FOOT	EACH	FOOT	FOOT	FOOT
IL-96						
776+41.85 TO 783+07.68 RT/LT	1308		8	1773	775	22
JEFFERSON						
10+21.48 LT		22				
TOTAL	1308	22	8	1773	775	22

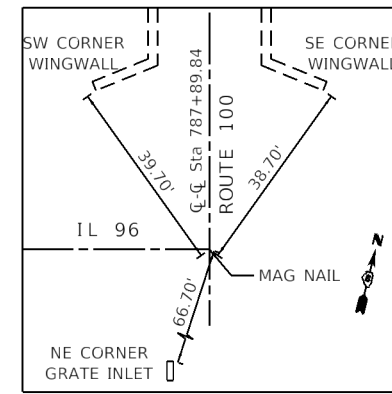
RELOCATE EXISTING MAILBOX	
STATION	RELOCATE EXISTING MAILBOX EACH
IL-96	
781+29.96	1
TOTAL	1

PAVEMENT MARKING REMOVAL		
STATION	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	PAVEMENT MARKING REMOVAL - WATER BLASTING
	EACH	SQ FT
IL-96		
776+41.85 TO 783+07.68 -	8	
776+74.55 TO 781+67.42 RT		163
778+00.25 TO 778+29.39 LT		10
779+22.01 TO 781+43.40 LT		73
776+41.85 TO 780+00.25 LT		118
781+43.40 TO 783+07.68 LT		54
776+41.85 TO 783+07.68 -		55
TEMPORARY		
776+74.14 TO 782+31.55		184
778+00.23 TO 781+43.38		51
776+41.80 TO 783+07.27		223
777+81.54 TO 781+61.52		126
782+79.19		22
776+56.62		22
TOTAL	8	1101

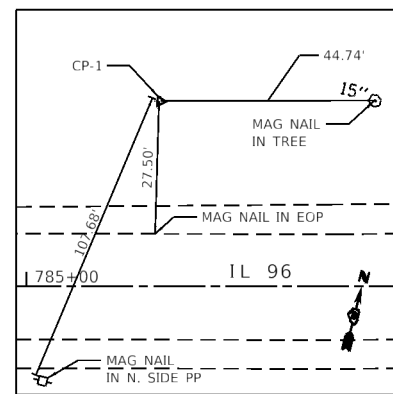
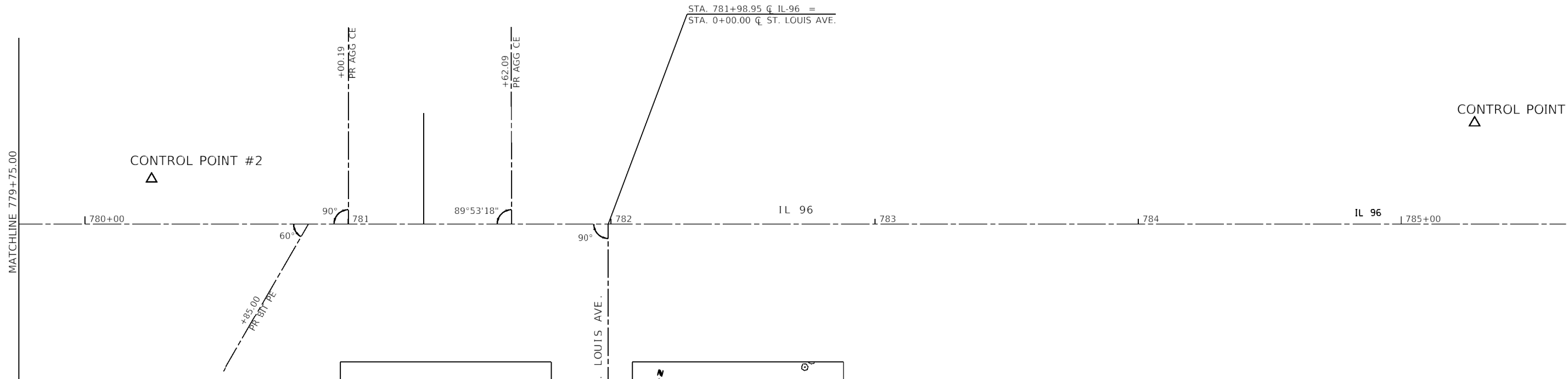
SEEDING										
LOCATION	SEEDING, CLASS 2	SEEDING, CLASS 7	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2			
	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE			
IL-96										
777+80.52 TO 779+32.71 RT	0.013	0.013	1.2	1.2	1.2	0.03	0.013			
778+00.26 TO 778+63.57 LT	0.004	0.004	0.4	0.4	0.4	0.01	0.004			
778+97.48 TO 779+56.90 LT	0.019	0.019	1.7	1.7	1.7	0.04	0.019			
779+83.10 TO 780+58.45 RT	0.037	0.037	3.3	3.3	3.3	0.07	0.037			
780+07.29 TO 780+92.19 LT	0.009	0.009	0.8	0.8	0.8	0.02	0.009			
780+64.06 TO 781+59.26 RT	0.008	0.008	0.7	0.7	0.7	0.02	0.008			
781+08.19 TO 781+50.05 LT	0.001	0.001	0.1	0.1	0.1	0.00	0.001			
TOTAL	0.09	0.09	8	8	8	0.2	0.09			
PAY	0.25	0.25					PAY	0.25		

GUARDRAIL														
STATION	TRAFFIC BARRIER TERMINAL,				STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	BARRIER WALL REFLECTORS, TYPE C	GUARDRAIL REMOVAL					
	TYPE 2	TYPE 6	TYPE 1, (SPECIAL)	TYPE 6 (SPECIAL)						FOOT	EACH	EACH	EACH	FOOT
	EACH	EACH	EACH	EACH										
777+87.27 TO 779+24.72 RT		1	1		50.0	1	4							
778+01.80 TO 779+25.14 RT										124				
778+13.16 TO 780+50.62 LT										38				
778+96.16 TO 779+51.42 LT	1			1	12.5	1	4							
779+15.05 TO 779+49.21 LT										37				
779+51.90 TO 780+12.29 RT								2						
779+27.71 TO 779+88.10 LT								2						
779+88.61 TO 780+54.38 RT		1	1				4							
779+90.45 TO 780+28.68 RT										38				
780+12.81 TO 780+80.92 LT		1	1			1	4							
TOTAL	1	3	3	1	62.5	3	16	4		237				

TEMPORARY CONCRETE BARRIER					
STATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL	IMPACT ATTENUATORS, RELOCATE, TEMPORARY (NON-REDIRECTIVE),	
	FOOT	FOOT	EACH	EACH	
IL-96					
STAGE 1					
778+00 TO 781+40	337.5		2		
STAGE 2					
777+78 TO 781+14		337.5		2	
TOTAL	337.5	337.5	2	2	

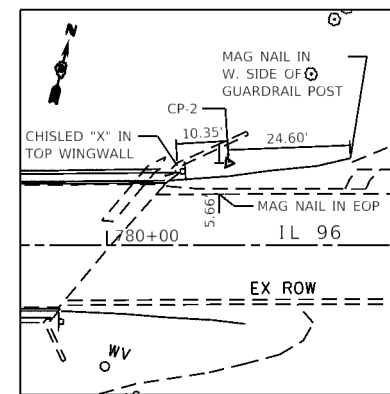


CL-CL 787+89.84
MAG NAIL



CONTROL POINT #1
1/2" REBAR W/ IDOT CAP

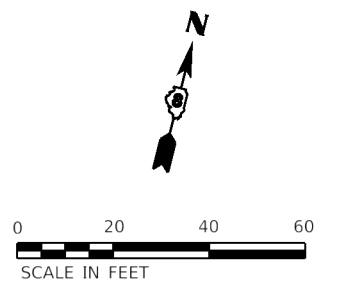
STA 785+27.84 38.45' LT
N 957765.3496
E 171036.8315



CONTROL POINT #2
1/2" REBAR W/ IDOT CAP

STA 780+25.32 17.12' LT
N 957622.9136
E 170554.4523

CONTROL POINT #1
△



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DRAWN - _____	REVISOR - _____	REVISION - _____
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PLOT DATE = 12/12/2018	DATE - _____	REVISION - _____

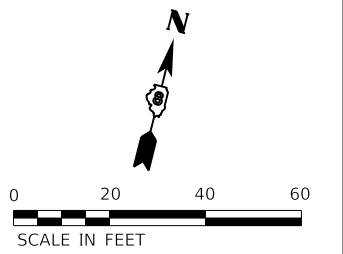
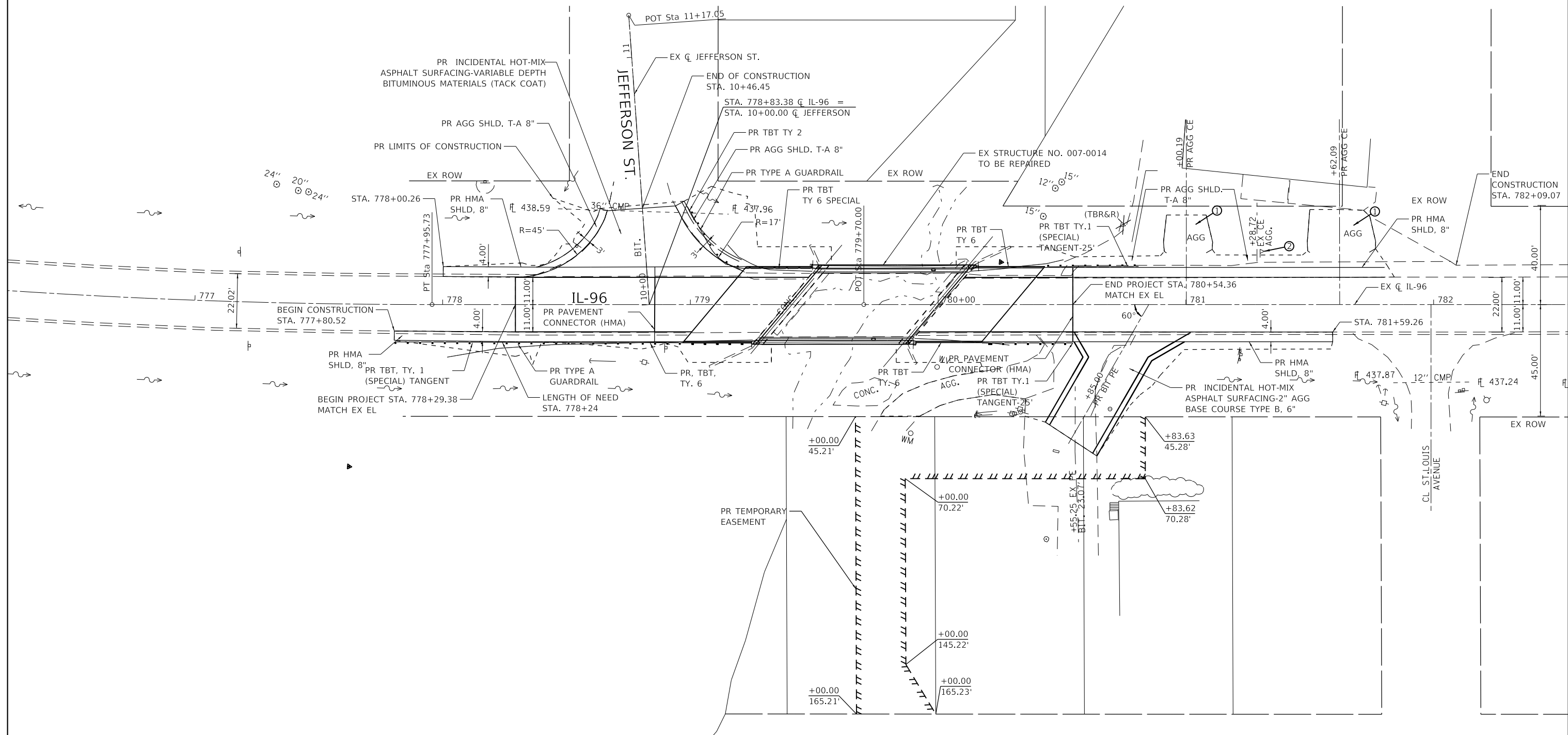
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, CONTROL POINTS, AND TIE POINTS

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	46	11
CONTRACT NO. 76J17				
ILLINOIS		FED. AID PROJECT		

- ① PR AGGREGATE SURFACE COURSE, TYPE A, VARIABLE DEPTH
- ② PR MAILBOX LOCATION STA. 29+97, 22.31' LT RELOCATE EXISTING MAILBOX



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	DRAWN -	REVISED -
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PLOT DATE = 5/7/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

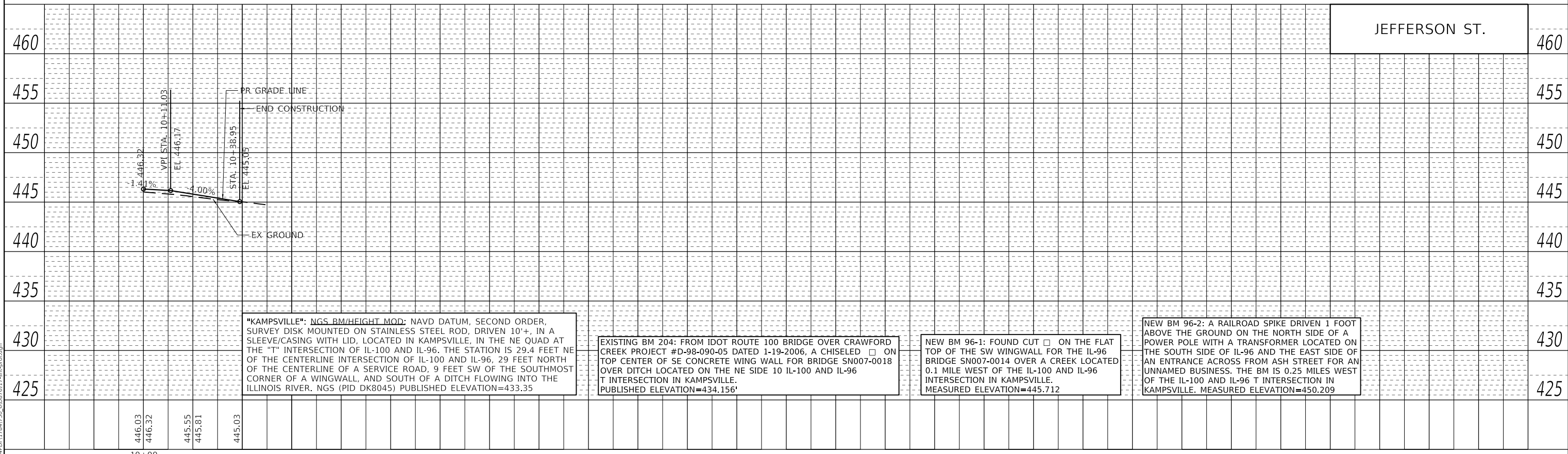
IL-96 BRIDGE REHABILITATION PLAN			
SCALE: 1" = 20'	SHEET 1	OF 1	SHEETS
		STA. 773+00.00	TO STA. 787+89.84

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	12
CONTRACT NO. 76J17				
		ILLINOIS	FED. AID PROJECT	

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	
	NGS	



PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	NOTE BOOK	
	NO.	
	STRUCTURE NOTATION	
	CPWD	



"KAMPSVILLE": NGS BM/HEIGHT MOD: NAVD DATUM, SECOND ORDER, SURVEY DISK MOUNTED ON STAINLESS STEEL ROD, DRIVEN 10"+, IN A SLEEVE/CASING WITH LID, LOCATED IN KAMPSVILLE, IN THE NE QUAD AT THE "T" INTERSECTION OF IL-100 AND IL-96. THE STATION IS 29.4 FEET NE OF THE CENTERLINE INTERSECTION OF IL-100 AND IL-96, 29 FEET NORTH OF THE CENTERLINE OF A SERVICE ROAD, 9 FEET SW OF THE SOUTHWEST CORNER OF A WINGWALL, AND SOUTH OF A DITCH FLOWING INTO THE ILLINOIS RIVER. NGS (PID DK8045) PUBLISHED ELEVATION=433.35

EXISTING BM 204: FROM IDOT ROUTE 100 BRIDGE OVER CRAWFORD CREEK PROJECT #D-98-090-05 DATED 1-19-2006, A CHISELED ON TOP CENTER OF SE CONCRETE WING WALL FOR BRIDGE SN007-0018 OVER DITCH LOCATED ON THE NE SIDE 10 IL-100 AND IL-96 T INTERSECTION IN KAMPSVILLE. PUBLISHED ELEVATION=434.156'

NEW BM 96-1: FOUND CUT ON THE FLAT TOP OF THE SW WINGWALL FOR THE IL-96 BRIDGE SN007-0014 OVER A CREEK LOCATED 0.1 MILE WEST OF THE IL-100 AND IL-96 T INTERSECTION IN KAMPSVILLE. MEASURED ELEVATION=445.712

NEW BM 96-2: A RAILROAD SPIKE DRIVEN 1 FOOT ABOVE THE GROUND ON THE NORTH SIDE OF A POWER POLE WITH A TRANSFORMER LOCATED ON THE SOUTH SIDE OF IL-96 AND THE EAST SIDE OF AN ENTRANCE ACROSS FROM ASH STREET FOR AN UNNAMED BUSINESS. THE BM IS 0.25 MILES WEST OF THE IL-100 AND IL-96 T INTERSECTION IN KAMPSVILLE. MEASURED ELEVATION=450.209

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




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	DATE -	REVISED -

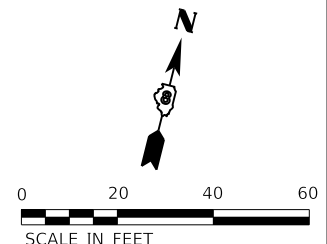
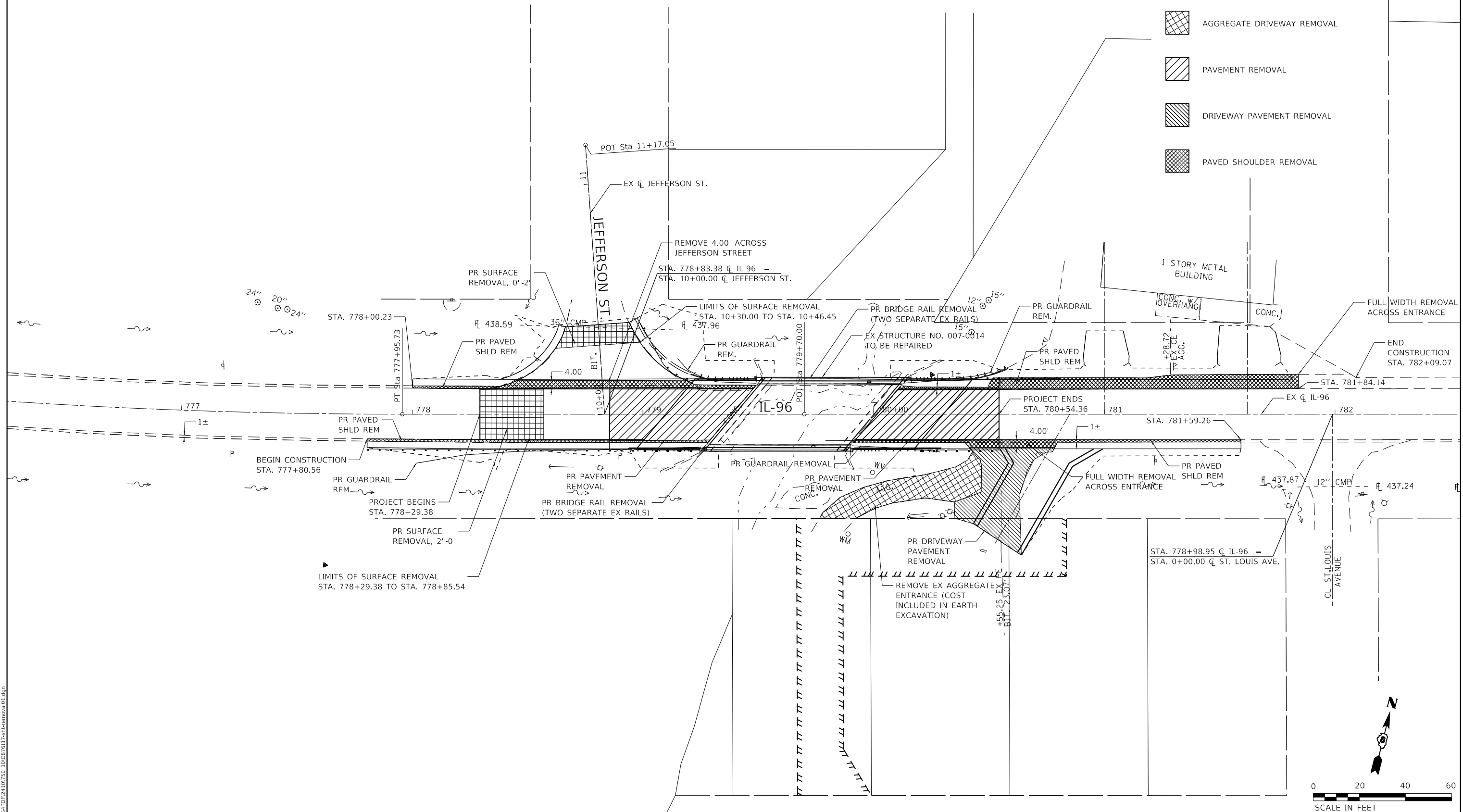
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-96 BRIDGE REHABILITATION			
PROFILE			
SCALE:	SHEET 1	OF 1	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	13
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

LEGEND

-  SURFACE REMOVAL, VARIABLE DEPTH
-  AGGREGATE DRIVEWAY REMOVAL
-  PAVEMENT REMOVAL
-  DRIVEWAY PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL



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PLOT SCALE = 40,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 5/7/2019	DATE -	REVISED -








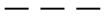



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL-96 BRIDGE REHABILITATION
REMOVAL PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

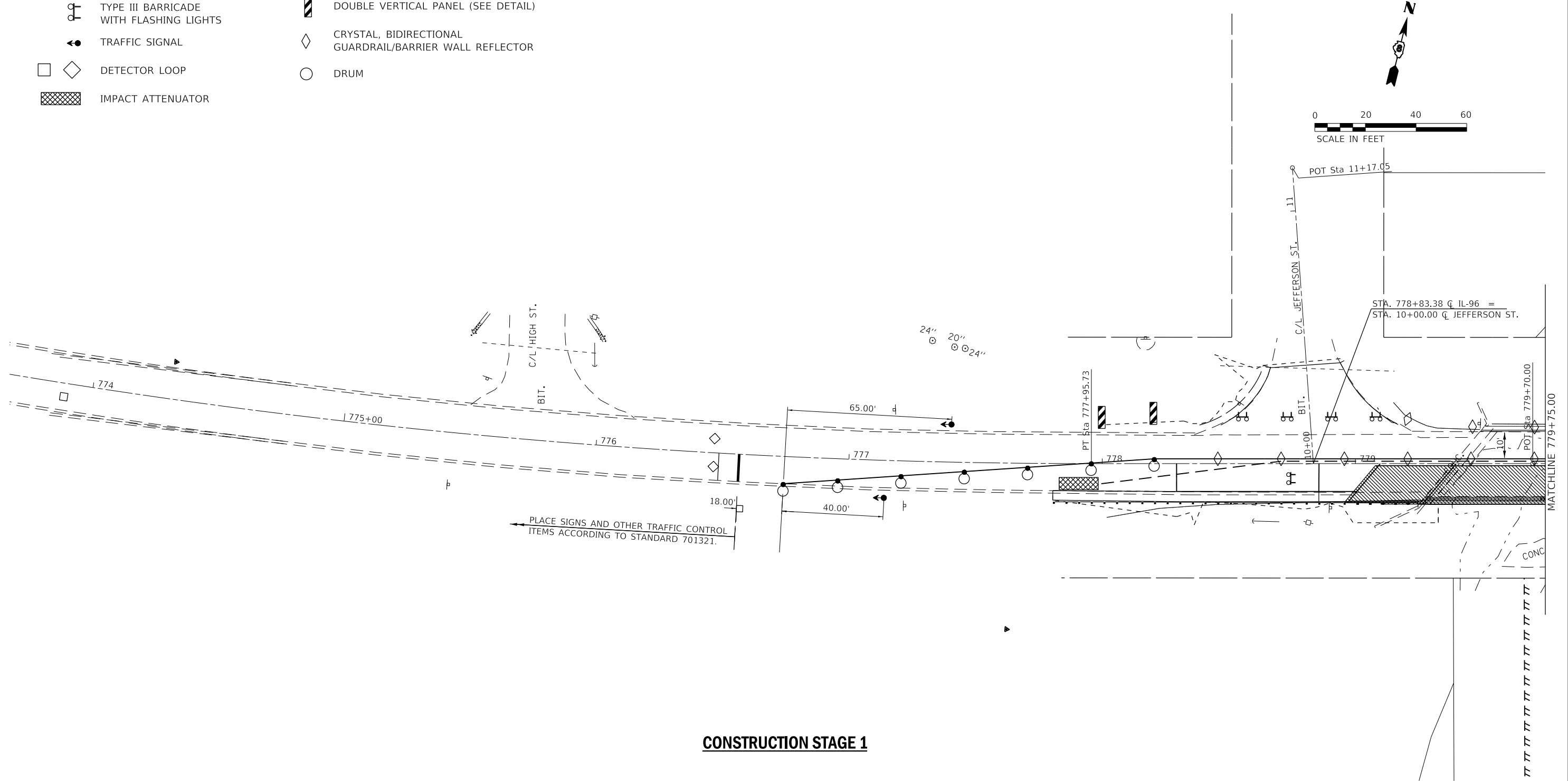
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	14
CONTRACT NO. 76J17				
ILLINOIS FED. AID PROJECT				

SYMBOLS

-  WORK AREA
-  SIGN
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TRAFFIC SIGNAL
-  DETECTOR LOOP
-  IMPACT ATTENUATOR
-  DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  TEMPORARY CONCRETE BARRIER
-  DOUBLE VERTICAL PANEL (SEE DETAIL)
-  CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
-  DRUM

STAGE 1 GENERAL NOTES

1. JEFFERSON STREET SHALL BE CLOSED AT THE INTERSECTION WITH IL-96 USING TYPE III BARRICADES AND ROAD CLOSED SIGNS AS SHOWN ON HIGHWAY STANDARD 701901.
2. THE PRIVATE DRIVE AT STA. 780+57.25 SHALL BE CLOSED AT THE INTERSECTION WITH IL-96 USING TYPE III BARRICADES AND ROAD CLOSED SIGNS AS SHOWN ON HIGHWAY STANDARD 701901.
3. HIGHWAY STANDARD 701321 SHALL BE USED DURING PROPOSED WORK TO THE EXISTING STRUCTURE.



CONSTRUCTION STAGE 1

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PLOT DATE = 5/7/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL-96 BRIDGE REHABILITATION
SUGGESTED TRAFFIC CONTROL AND MAINTENANCE**




SCALE: 1"=20' SHEET 1 OF 4 SHEETS STA. 773+00.00 TO STA. 779+75.00

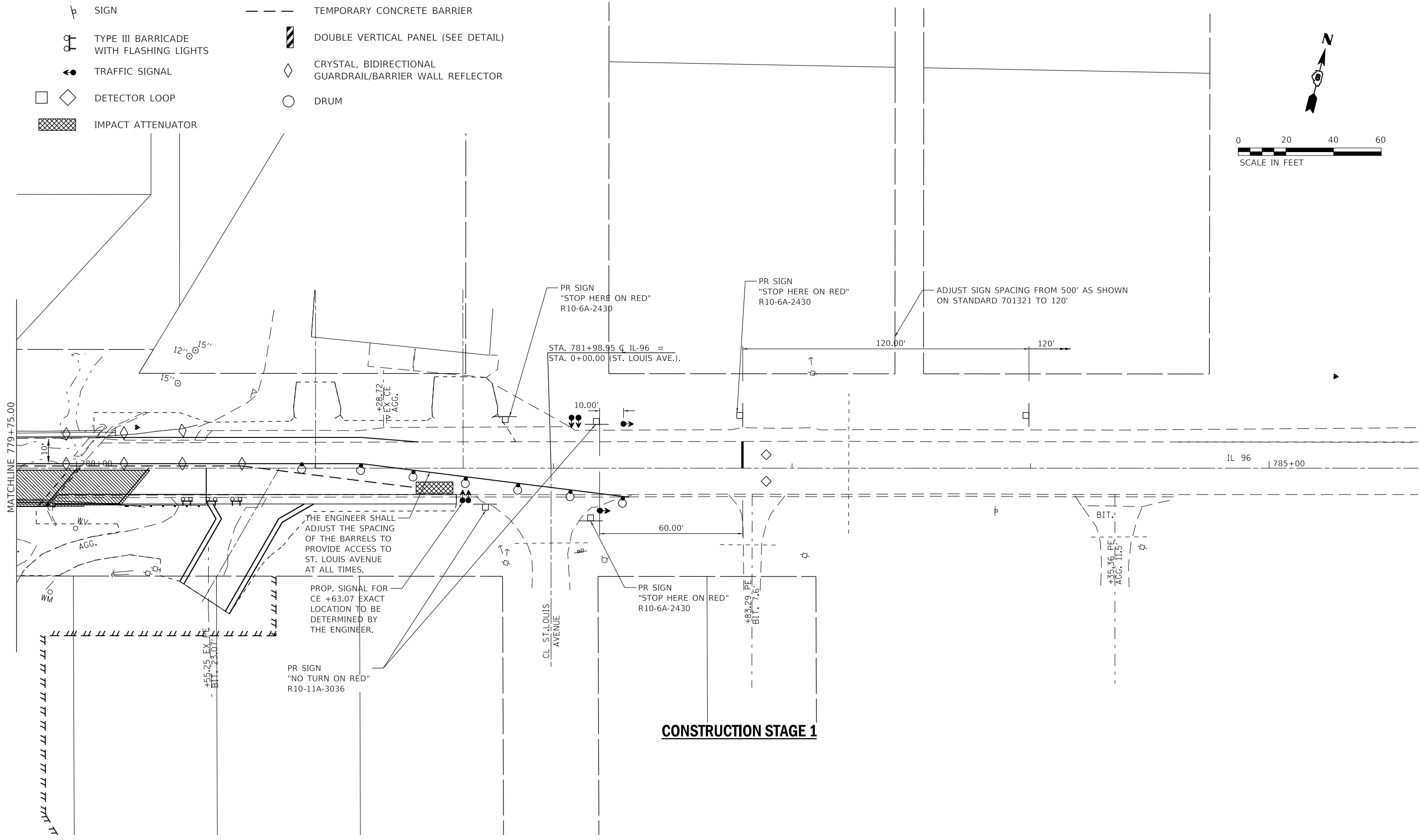
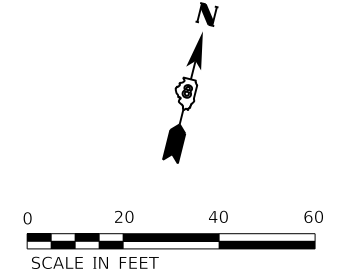
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	15
CONTRACT NO. 76J17				
ILLINOIS FED. AID PROJECT				

STAGE 1 GENERAL NOTES

1. JEFFERSON STREET SHALL BE CLOSED AT THE INTERSECTION WITH IL-96 USING TYPE III BARRICADES AND ROAD CLOSED SIGNS AS SHOWN ON HIGHWAY STANDARD 701901.
2. THE PRIVATE DRIVE AT STA. 780+57.25 SHALL BE CLOSED AT THE INTERSECTION WITH IL-96 USING TYPE III BARRICADES AND ROAD CLOSED SIGNS AS SHOWN ON HIGHWAY STANDARD 701901.
3. HIGHWAY STANDARD 701321 SHALL BE USED DURING PROPOSED WORK TO THE EXISTING STRUCTURE.

SYMBOLS

- | | | | |
|---|---|---|---|
|  | WORK AREA |  | DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT |
|  | SIGN |  | TEMPORARY CONCRETE BARRIER |
|  | TYPE III BARRICADE WITH FLASHING LIGHTS |  | DOUBLE VERTICAL PANEL (SEE DETAIL) |
|  | TRAFFIC SIGNAL |  | CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR |
|  | DETECTOR LOOP |  | DRUM |
|  | IMPACT ATTENUATOR | | |



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	DATE -	REVISED -








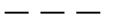


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL-96 BRIDGE REHABILITATION
SUGGESTED TRAFFIC CONTROL AND MAINTENANCE**

SCALE: 1"=20' SHEET 2 OF 4 SHEETS STA. 779+75.00 TO STA. 785+20.00

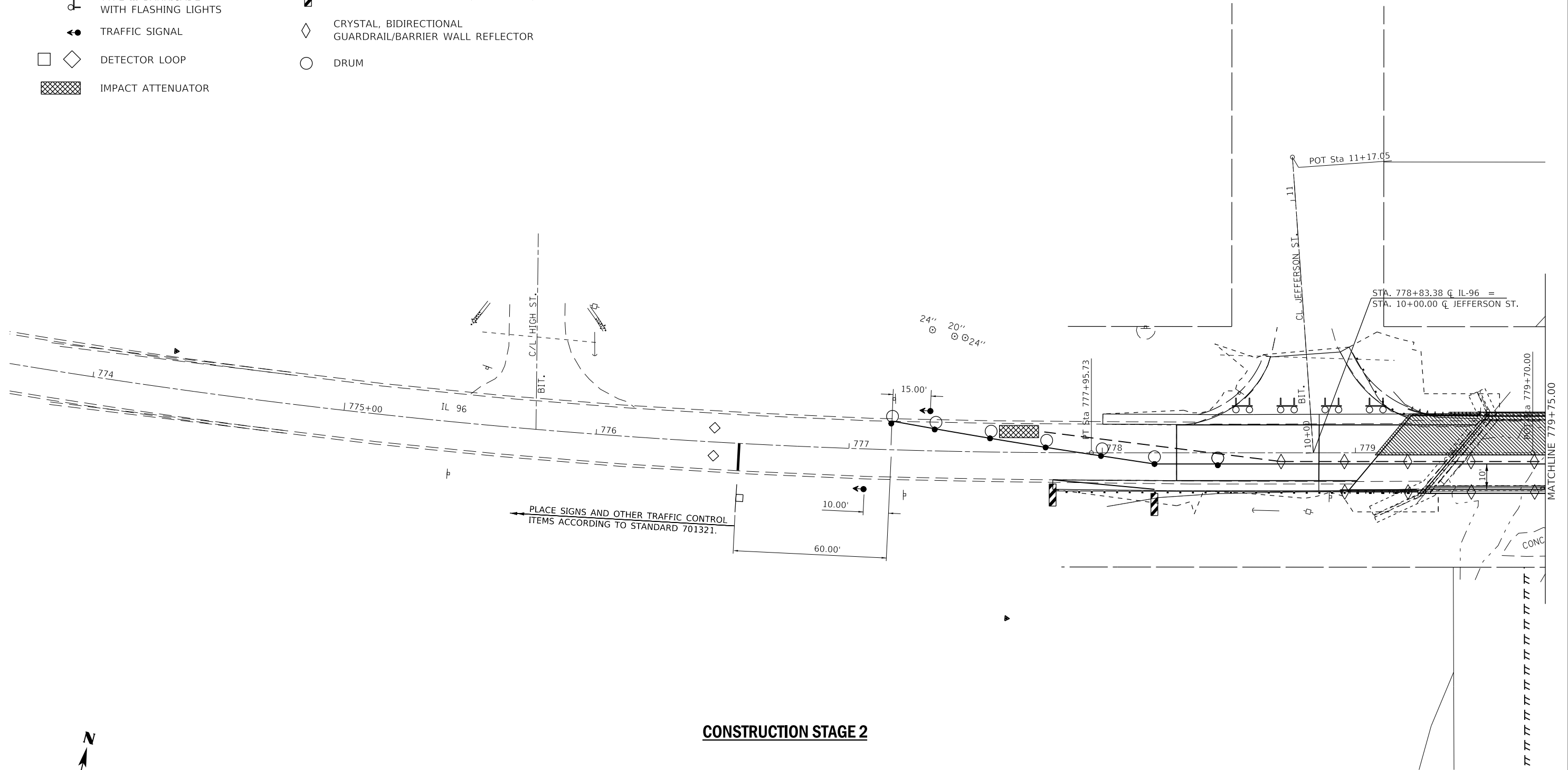
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	16
CONTRACT NO. 76J17				
ILLINOIS FED. AID PROJECT				

SYMBOLS

-  WORK AREA
-  SIGN
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TRAFFIC SIGNAL
-  DETECTOR LOOP
-  IMPACT ATTENUATOR
-  DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  TEMPORARY CONCRETE BARRIER
-  DOUBLE VERTICAL PANEL (SEE DETAIL)
-  CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
-  DRUM

STAGE 2 GENERAL NOTES

1. JEFFERSON STREET AND THE PRIVATE DRIVE AT 780+57.25 SHALL REMAIN CLOSED.
2. THE ENGINEER SHALL ADJUST THE SPACING OF THE BARRELS TO PROVIDE ACCESS TO THE COMMERCIAL ENTRANCE LOCATED LT. STA. 781+28.72 AT ALL TIMES.



CONSTRUCTION STAGE 2



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






**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL-96 BRIDGE REHABILITATION
SUGGESTED TRAFFIC CONTROL AND MAINTENANCE**

SCALE: 1"=20' SHEET 3 OF 4 SHEETS STA. 773+00.00 TO STA. 779+75.00

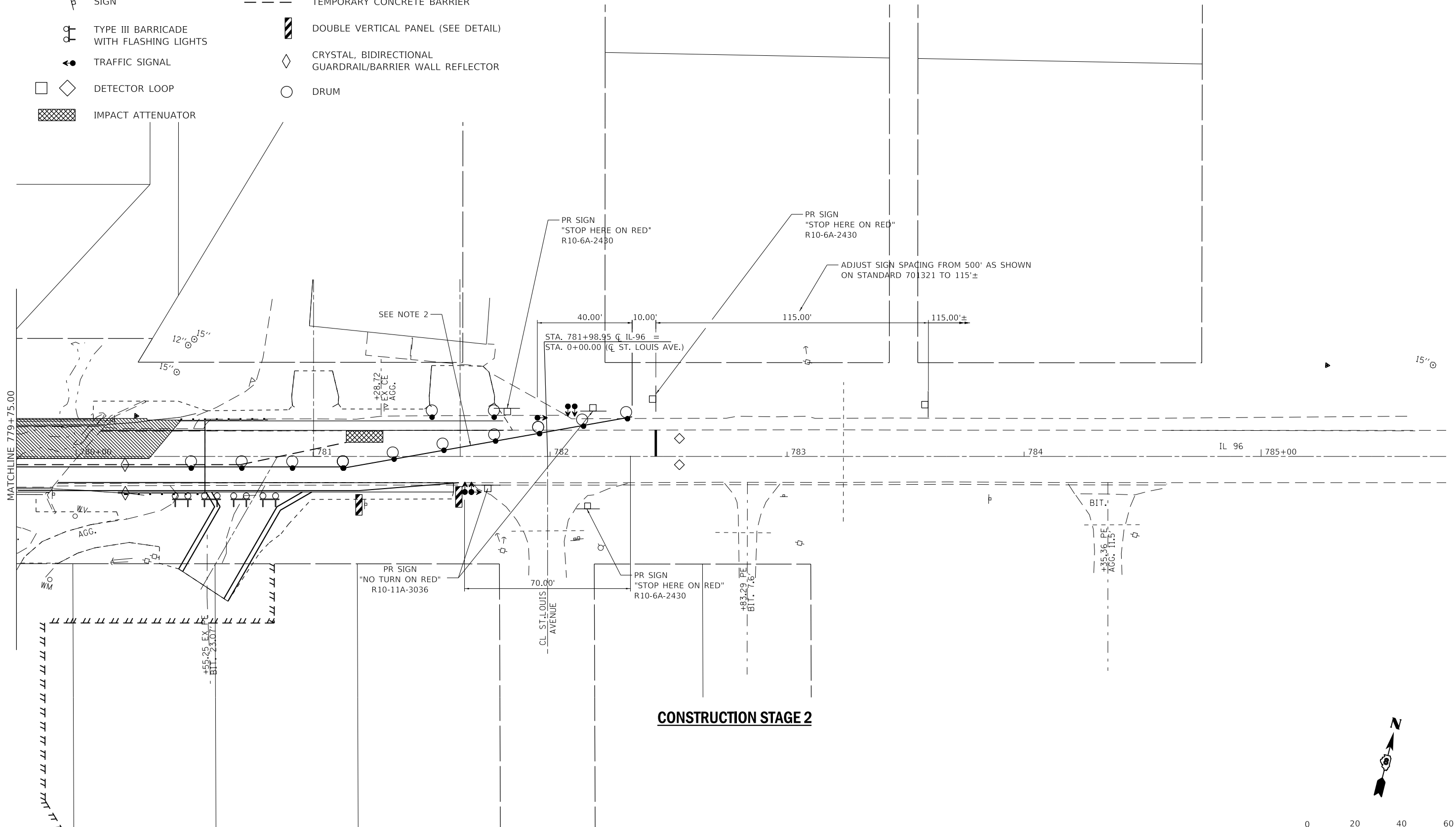
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	17
CONTRACT NO. 76J17				
ILLINOIS FED. AID PROJECT				

SYMBOLS

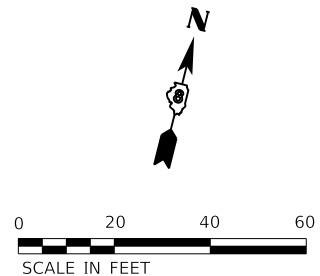
-  WORK AREA
-  SIGN
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TRAFFIC SIGNAL
-  DETECTOR LOOP
-  IMPACT ATTENUATOR
-  DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
-  TEMPORARY CONCRETE BARRIER
-  DOUBLE VERTICAL PANEL (SEE DETAIL)
-  CRYSTAL, BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
-  DRUM

STAGE 2 GENERAL NOTES

1. JEFFERSON STREET AND THE PRIVATE DRIVE AT 780+57.25 SHALL REMAIN CLOSED.
2. THE ENGINEER SHALL ADJUST THE SPACING OF THE BARRELS TO PROVIDE ACCESS TO THE COMMERCIAL ENTRANCE LOCATED LT. STA. 781+28.72 AT ALL TIMES.



CONSTRUCTION STAGE 2



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	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

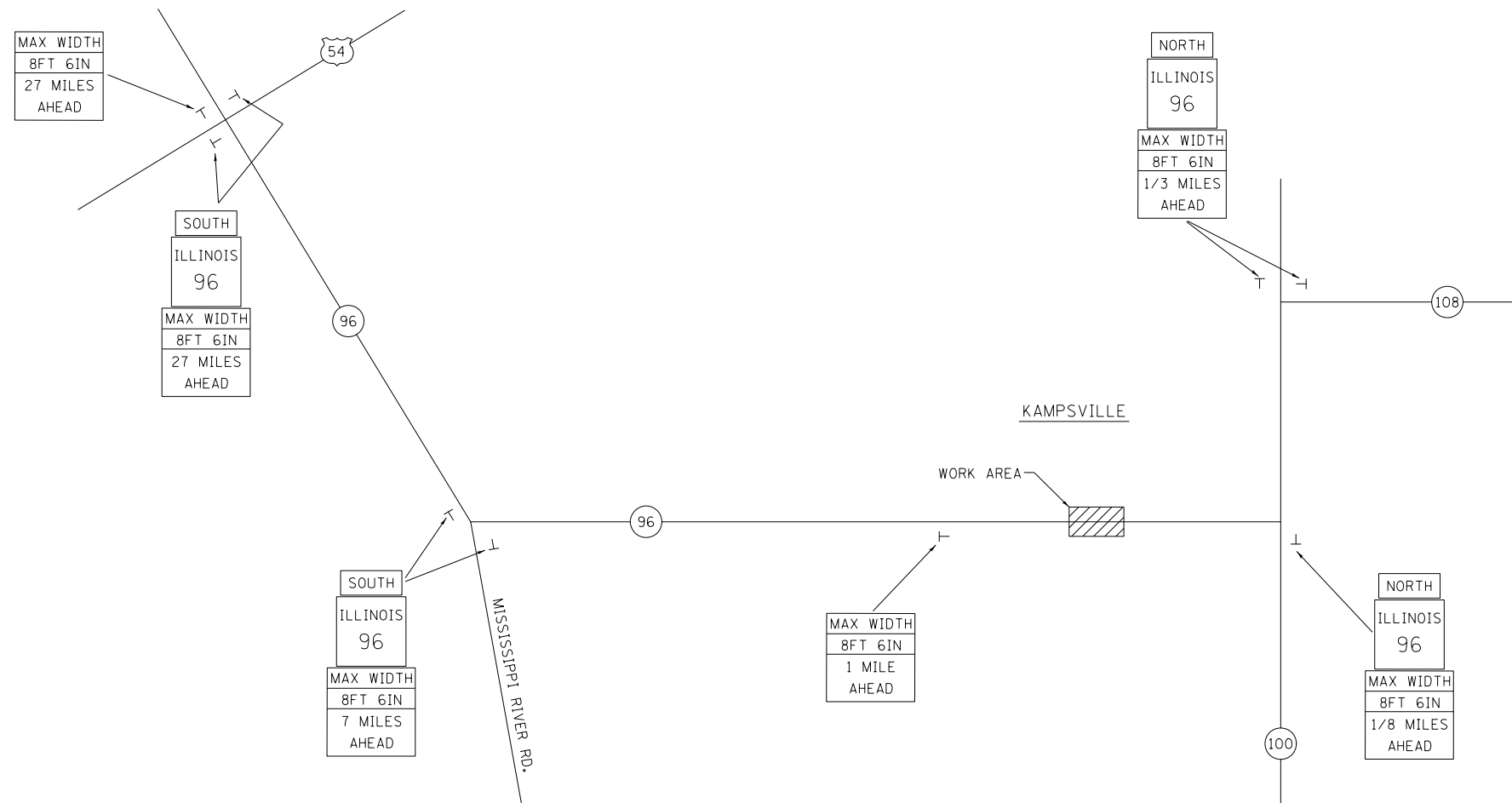
IL-96 BRIDGE REHABILITATION
SUGGESTED TRAFFIC CONTROL AND MAINTENANCE

SCALE: 1"=20' SHEET 4 OF 4 SHEETS STA. 779+75.00 TO STA. 785+20

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	18
CONTRACT NO. 76J17				
ILLINOIS FED. AID PROJECT				

NOTES:

1. ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE, AT (618) 394-2189.
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR WIDE LOAD SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.



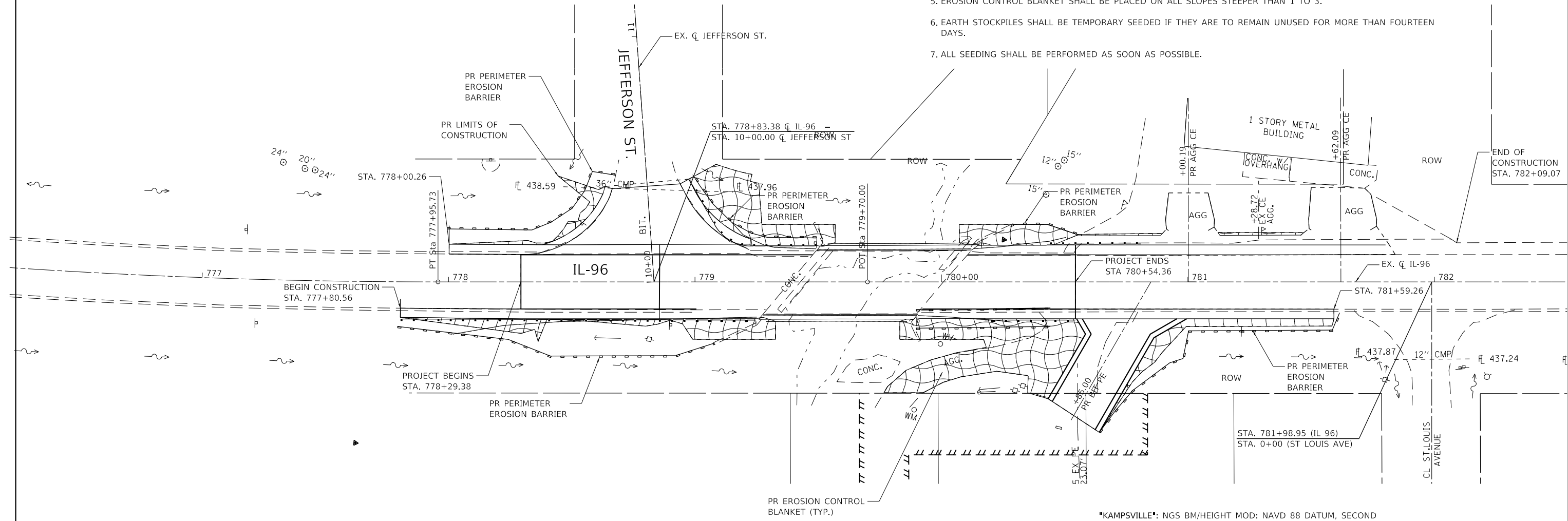
SIGNS REQUIRED

MAX WIDTH 8FT 6IN 1/8 MILES AHEAD	(1)	ILLINOIS 96	(8)
MAX WIDTH 8FT 6IN 1/3 MILES AHEAD	(2)	NORTH	(3)
MAX WIDTH 8FT 6IN 1 MILE AHEAD	(1)	SOUTH	(5)
MAX WIDTH 8FT 6IN 7 MILES AHEAD	(2)		
MAX WIDTH 8FT 6IN 27 MILES AHEAD	(3)		

NOTE: NOT TO SCALE

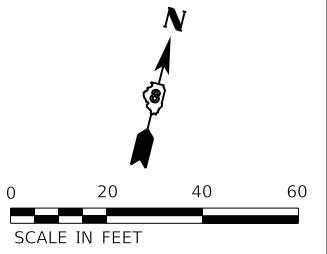
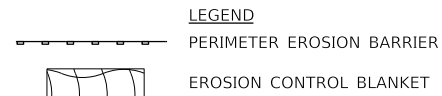
FILE NAME =	USER NAME = haRBAUGH RD	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIDE LOAD SIGNING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBID\INTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 8\Projects\0876\DRAWING\LEAD\sheets\0876J17-sht-plan.dwg		CHECKED -	REVISED -		304	6B-3	CALHOUN	53	19			
\$MODELNAME\$	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		CONTRACT NO. 76J17			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 12/12/2018	DATE -	REVISED -		SCALE: NA	SHEET 1	OF 1 SHEETS	STA.	TO STA.			

1. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER RECOMMENDED INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.
2. TEMPORARY SEEDING SHALL BE COMPLETED ON A WEEKLY BASIS ON EXPOSED GROUND AND SHALL BE PAID FOR AS "TEMPORARY EROSION CONTROL SEEDING" AND NO OTHER PAVEMENT WILL BE PERMITTED. FOR CALCULATION PURPOSES, THREE APPLICATIONS OF TEMPORARY SEEDING WERE ASSUMED.
3. AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTORS EXPENSE.
4. CLASS 2 SEEDING AND EROSION CONTROL BLANKET IS TO BE PLACED AS SOON AS EARTHWORK IS COMPLETED.
5. EROSION CONTROL BLANKET SHALL BE PLACED ON ALL SLOPES STEEPER THAN 1 TO 3.
6. EARTH STOCKPILES SHALL BE TEMPORARY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
7. ALL SEEDING SHALL BE PERFORMED AS SOON AS POSSIBLE.



"KAMPSVILLE": NGS BM/HEIGHT MOD: NAVD 88 DATUM, SECOND ORDER, SURVEY DISK MOUNTED ON A STAINLESS STEEL ROD, DRIVEN 10'+, IN A SLEEVE/CASING WITH LID, LOCATED IN KAMPSVILLE, IN THE NE QUAD AT THE "T" INTERSECTION OF IL 100 AND IL 96. THE STATION IS 29.4 FEET NE OF THE CENTERLINE INTERSECTION ON IL 100 AND IL 96, 29 FEET NORTH OF THE CENTERLINE OF A SERVICE ROAD, 9 FEET SW OF THE SOUTHMOST CORNER OF A WING WALL, AND SOUTH OF A DITCH FLOWING INTO THE ILLINOIS RIVER. NGS (PID DK8045) PUBLISHED ELEVATION=433.35"

EXISTING BM 204: FROM IDOT ROUTE 100 BRIDGE OVER CRAWFORD CREEK PROJECT #D-98-090 DATED 1-19-2006, A CHISELED \square ON TOP CENTER OF SE CONCRETE WING WALL FOR BRIDGE SN007-0018 OVER DITCH LOCATED ON THE NE SIDE OF IL 100 AND IL 96 T INTERSECTION IN KAMPSVILLE. PUBLISHED ELEVATION =434.156'



MODEL: D:\m\h\...
 FILE: NAME: EX:CS\HPD\24107550_32\087617-zh-eros01.dgn

USER NAME = PWICSS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/7/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL-96 BRIDGE REHABILITATION
EROSION CONTROL PLAN**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	20
CONTRACT NO. 76J17				
ILLINOIS FED. AID PROJECT				

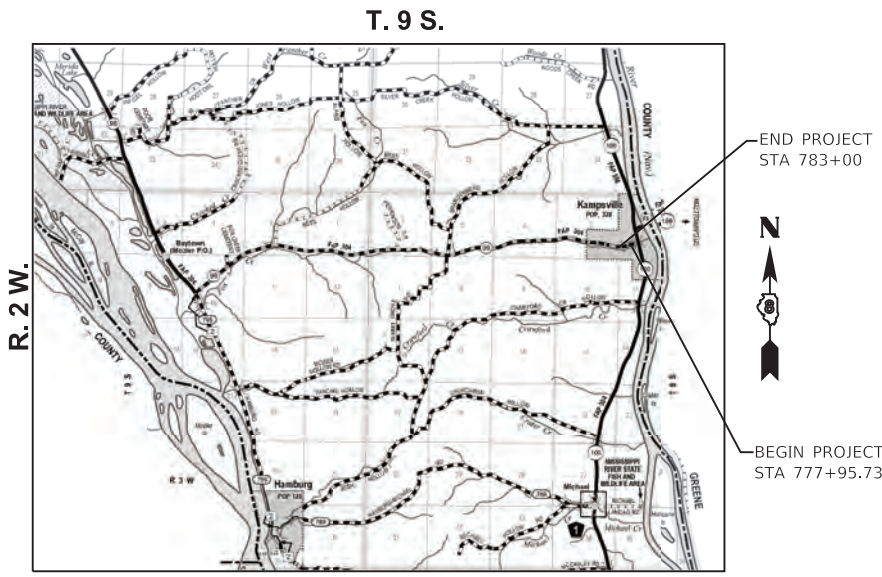
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
OFFICE OF HIGHWAYS PROJECT IMPLEMENTATION

SHEET INDEX		
SHEET NO.	STATION to STATION	DESCRIPTION
1	N/A	COVER
2	N/A	LEGEND AND NOTES
3	777+95.73 TO 783+00	PLAT OF HIGHWAY

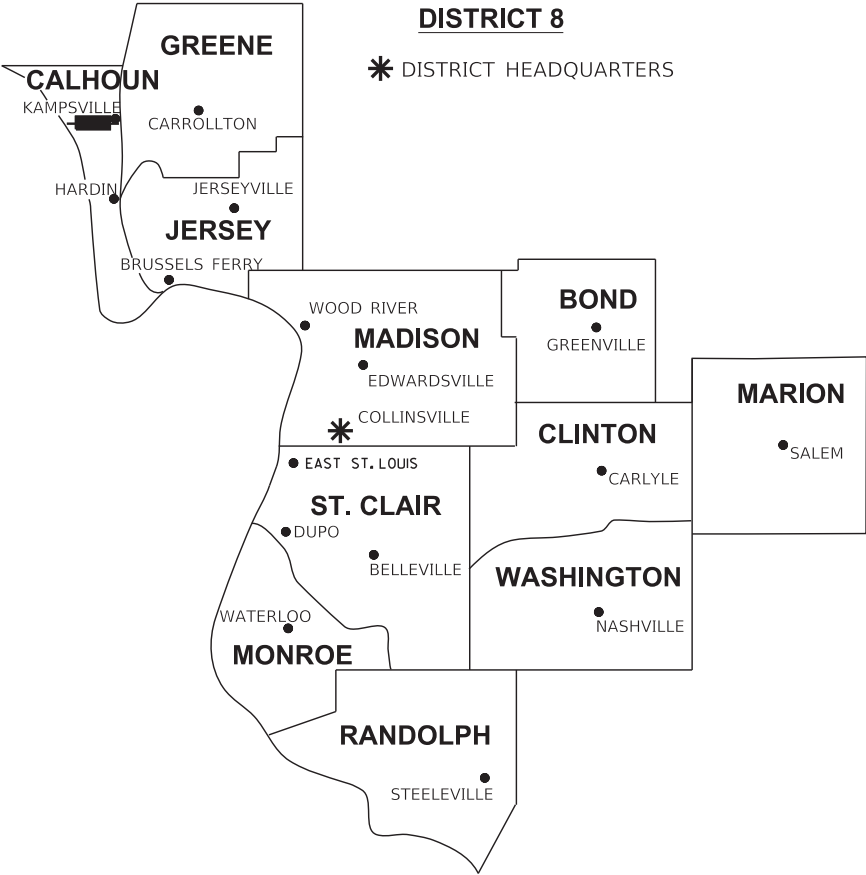
SPACE RESERVED FOR RECORDING OFFICER

PLAT OF HIGHWAYS

FAP ROUTE 304 (IL 96)
SECTION 6B-3
CALHOUN COUNTY
JOB NO. R-98-009-18



PROJECT LENGTH = 504 LIN. FT. = 0.096 MILES



LOCATION OF SECTION INDICATED THUS:

PREPARED BY:



GREGORY S. McVICAR, PLS NO. 3512
LICENSE EXPIRATION DATE: 11/30/2020

SHEET 1 OF 3

ILLINOIS DEPARTMENT OF TRANSPORTATION OFFICE OF HIGHWAYS PROJECT IMPLEMENTATION/REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINSVILLE, ILLINOIS 62234-6198				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	21
CONTRACT NO. 76117				
FED. ROAD DIST. NO. _		ILLINOIS	FED. AID PROJECT	

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

TRAFFIC SIGNAL GULFBOX	○	DRAINAGE FLOW LINE	FL
TRAFFIC SIGNAL HANDHOLE	⊠	RIP RAP	⊠
TRAFFIC SIGNAL SIGNAL POST	○	HEADWALL	◁
TRAFFIC SIGNAL STEEL MAST ARM	—	CULVERT END SECTION	○
TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON	●	DRAINAGE MANHOLE	○
TRAFFIC SIGNAL WOODEN POLE	⊙	INLET	⊠
TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY	◁	ROADWAY DITCH FLOW	→
TRAFFIC SIGNAL VEHICLE DETECTION MAGNET	—	VEGETATION LINE	~
TRAFFIC SIGNAL JUNCTION BOX	⊠	STUMP	⊠
TRAFFIC SIGNAL CONTROLLER	⊠	SHRUB	⊙
TRAFFIC SIGNAL HEAVY DUTY HANDHOLE	⊠	EVERGREEN TREE	⊙
RAILROAD CANTILEVER MAST ARM	⊠	DECIDUOUS TREE	⊙
RAILROAD CROSSBUCK	⊠	WOODS/BUSH LINE	~
RAILROAD TRACK	—	TRAFFIC SIGN	⊠
RAILROAD TRACK (ABANDONED)	—	GUARDRAIL POST	⊠
RAILROAD CROSSGATE	⊠	GUARDRAIL	—
RAILROAD CONTROL BOX	⊠	FIELD LINE	—
RAILROAD FLASHING SIGNAL	⊠	LEVEE/NOISE BARRIER	—
UTILITY TELEPHONE SPLICE BOX	⊠	FENCE	—
UTILITY POWER POLE	⊠	MAIL BOX	⊠
UTILITY TRAFFIC SIGNAL	⊠	ADVERTISING SIGN	⊠
UTILITY LIGHT POLE	⊠	MARSH	⊠
UTILITY FIRE HYDRANT	⊠	LIGHTING HANDHOLE	⊠
UTILITY MANHOLE	⊠	LIGHTING POWER POLE	⊠
UTILITY TELEPHONE POLE	⊠	LIGHTING JUNCTION BOX	⊠
UTILITY GUY ANCHOR	⊠	LIGHTING HEAVYDUTY HANDHOLE	⊠
UTILITY PIPELINE WARNING SIGN	⊠	LIGHTING PIPELINE CONTROLLER	⊠
UTILITY HANDHOLE	⊠	LIGHTING PULL POINT	⊠
UTILITY SPLICE BOX	⊠	HIGHWAY LIGHTING ELECTRICAL GROUND	⊠
UTILITY JUNCTION BOX	⊠	HIGHWAY LIGHTING SINGLE UNIT	⊠
UTILITY HEAVY DUTY HANDHOLE	⊠	HIGHWAY LIGHTING DOUBLE UNIT	⊠
UTILITY DOUBLE HANDHOLE	⊠	EXISTING CONCRETE BARRIER	⊠
UTILITY CONTROLLER	⊠	EXISTING CREEK OR DITCH	⊠
UTILITY WATER METER	⊠	EXISTING EDGE OF PAVEMENT	⊠

RIGHT-OF-WAY LEGEND

	QUARTER SECTION CORNERS
	SECTION CORNERS
	EXISTING CENTERLINE
	EXISTING RIGHT-OF-WAY LINE
	FORMER RIGHT-OF-WAY LINE
	EXISTING IDOT EASEMENT LINE
	EXISTING EASEMENT LINE
	BUILDING SETBACK LINE
	EXISTING ACCESS CONTROL LINE
	EXISTING RIGHT-OF-WAY & PROPOSED ACCESS CONTROL LINE
	PROPOSED ACCESS CONTROL LINE
	PROPOSED CENTERLINE
	PROPOSED RIGHT-OF-WAY LINE
	PROPOSED TEMPORARY EASEMENT LINE
	PROPOSED PERMANENT EASEMENT LINE
	SECTION LINE
	QUARTER SECTION LINE
	QUARTER QUARTER SECTION LINE
	PROPERTY LINE (TITLE)
	RECORDED PLAT/DEED LINE
	APPARENT PROPERTY LINE
	SAME OWNERSHIP
	MEASURED DIMENSION
	RECORDED DIMENSION
	FOUND STONE
	FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
	SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
	PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
	SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
	FOUND CUT CROSS
	SET CUT CROSS

- STAKING OF PROPOSED RIGHT-OF-WAY AND PERMANENT EASEMENT CORNERS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER.
- STAKING OF PROPOSED RIGHT-OF-WAY AND PERMANENT EASEMENT CORNERS IN CULTIVATED AREA, A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER.

LEGEND FOR ABBREVIATIONS

A/C	ACCESS CONTROL
AC	ACRE
AVE	AVENUE
BK	BOOK
BLVD	BOULEVARD
CL	CENTERLINE
CAB	CABINET
CH	COUNTY HIGHWAY
Ch	CHAIN
CP	CONTROL POINT
CPS	COTTON PICKER SPINDLE
DB	DEED BOOK
E	EAST
EX	EXISTING
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAU	FEDERAL AID URBAN
FND	FOUND
ha	HECTARE
IP	IRON PIPE
IR	IRON ROD
LT	LEFT
m ²	METER
m	SQUARE METERS
N	NORTH
N/F	NOW OR FORMERLY
N & BC	NAIL AND BOTTLE CAP
N & C	NAIL AND CAP
N & W	NAIL AND WASHER
NE	NORTHEAST
NW	NORTHWEST
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT ON TANGENT
PL	PROPERTY LINE
PR	PROPOSED
R	RANGE
RD	ROAD
REC	RECORD
ROW	RIGHT-OF-WAY
RR	RAILROAD
RRS	RAILROAD SPIKE
RT	RIGHT
RTE	ROUTE
S	SOUTH
SBI	STATE BOND ISSUE
SE	SOUTHEAST
SEC	SECTION
SQ FT	SQUARE FEET
SR	STATE ROUTE
ST	STREET
STA	STATION
SMK	SURVEY MARKER
SW	SOUTHWEST
T	TOWNSHIP
TR	TOWNSHIP ROAD
USGS	U.S. GEOLOGICAL SURVEY
W	WEST

SPACE RESERVED FOR RECORDING OFFICER

PROPOSED PARCEL NUMBER LEGEND

8001001	PROPOSED FEE SIMPLE ACQUISITION
8001001PE	PROPOSED PERMANENT EASEMENT
8001001TE	PROPOSED TEMPORARY EASEMENT
8001001DED	PROPOSED DEDICATION
8001001AC	PROPOSED ACCESS CONTROL LINE

CURVE ABBREVIATIONS

PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVE
PCC	POINT OF COMPOUND CURVE
R	RADIUS OF CURVE
L	LENGTH OF CURVE
CB	CHORD BEARING
C	CHORD LENGTH
D	DEGREE OF CURVE
E	EXTERNAL ORDINATE
Δ	CENTRAL ANGLE

BASIS OF COORDINATE & BEARING STATEMENT

THE COORDINATES AND BEARINGS FOR THIS SURVEY ARE BASED ON THE PROJECT SURVEY CONTROL DATA THAT THE ILLINOIS DEPARTMENT OF TRANSPORTATION (DEPARTMENT) ESTABLISHED AND PROVIDED TO THE SURVEYOR, WHICH IS A "GROUND SURFACE COORDINATE SYSTEM" PREPARED SPECIFICALLY FOR THIS PROJECT.

THE CONTROL POINTS UTILIZED ON THIS PROJECT AND THEIR ASSOCIATED COORDINATES, AS PROVIDED BY THE DEPARTMENT, ARE LISTED IN THE TABLE BELOW.

THIS "GROUND SURFACE COORDINATE SYSTEM" WAS DERIVED FROM THE DEPARTMENT'S INITIAL CONTROL SURVEY WHICH ESTABLISHED STATE PLANE COORDINATE SYSTEM (SPCS) VALUES FOR EACH OF THE CONTROL POINTS BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD83 (2011) Epoch 2010.0. TO CREATE THE PROJECT "GROUND SURFACE COORDINATE SYSTEM", THE DEPARTMENT MADE THE FOLLOWING TWO ADJUSTMENTS TO THE SPCS VALUES:

1. ADJUSTED THE STATE PLANE COORDINATES TO A GROUND COORDINATE SYSTEM BY DIVIDING THE SPCS VALUES BY THE COMBINATION FACTOR UTILIZED FOR THIS PROJECT WHICH IS 0.9999431148.
2. SUBTRACTED 2,000,000 FROM THE ADJUSTED EASTING VALUES TO DISTINGUISH A UNIQUE DIFFERENCE BETWEEN THE GROUND SYSTEM COORDINATES FROM THE SPCS COORDINATES.

**PROJECT SURVEY CONTROL DATA
GROUND SURFACE COORDINATE SYSTEM**

COORDINATES PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION JOB NO. D-98-016-16/ CONTRACT NO. 76J17			
POINT NO.	NORTH (FEET)	EAST (FEET)	DESCRIPTION
1	957,765.3496	171,036.8315	REBAR W/ ALUMINUM CAP
2	957,622.9136	170,554.4523	REBAR W/ ALUMINUM CAP
3	957,479.1333	170,319.1395	REBAR W/ ALUMINUM CAP
4	957,502.0828	169,975.5690	REBAR W/ ALUMINUM CAP

TOTAL HOLDING AREA SOURCE TABLE

1	AREA ACCORDING TO THE SURVEY PERFORMED BY THE CONSULTANT.
2	AREA LISTED IN RECORDED DEED.
3	AREA ACCORDING TO A RECORDED SUBDIVISION PLAT.
4	AREA ACCORDING TO A PLAT OF SURVEY.
5	AREA CALCULATED FROM RECORDED DEEDS OR TITLE COMMITMENTS - NOT SURVEYED.
6	AREA ACCORDING TO COUNTY TAX MAPS AND COUNTY ASSESSMENT RECORDS.
7	AREA ACCORDING TO OTHER RECORDS, SEE NOTE ON THE PLAT OF HIGHWAYS.

TOPOGRAPHIC STATEMENT

THE TOPOGRAPHY SHOWN HEREON WAS PROVIDED TO THE SURVEYOR BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE SURVEYOR VISUALLY FIELD VERIFIED THE EXISTENCE OF THE TOPOGRAPHY SHOWN HEREON. IN ADDITION THE SURVEYOR PHYSICALLY LOCATED IN THE FIELD THE FOLLOWING ITEMS ON 06/20/2018:

1. BUILDINGS
2. PRIVATE AGGREGATE DRIVES
- 3.

GREGORY S. McVICAR, PLS NO. 3512
LICENSE EXPIRATION DATE: 11/30/2020



SHERRILL ASSOCIATES, INC.
Engineers - Surveyors - Planners
Professional Design Firm Number 184-001238
316 North Main Street, Edwardsville, IL 62025
Tel. 618-656-9251, Fax 618-656-9496

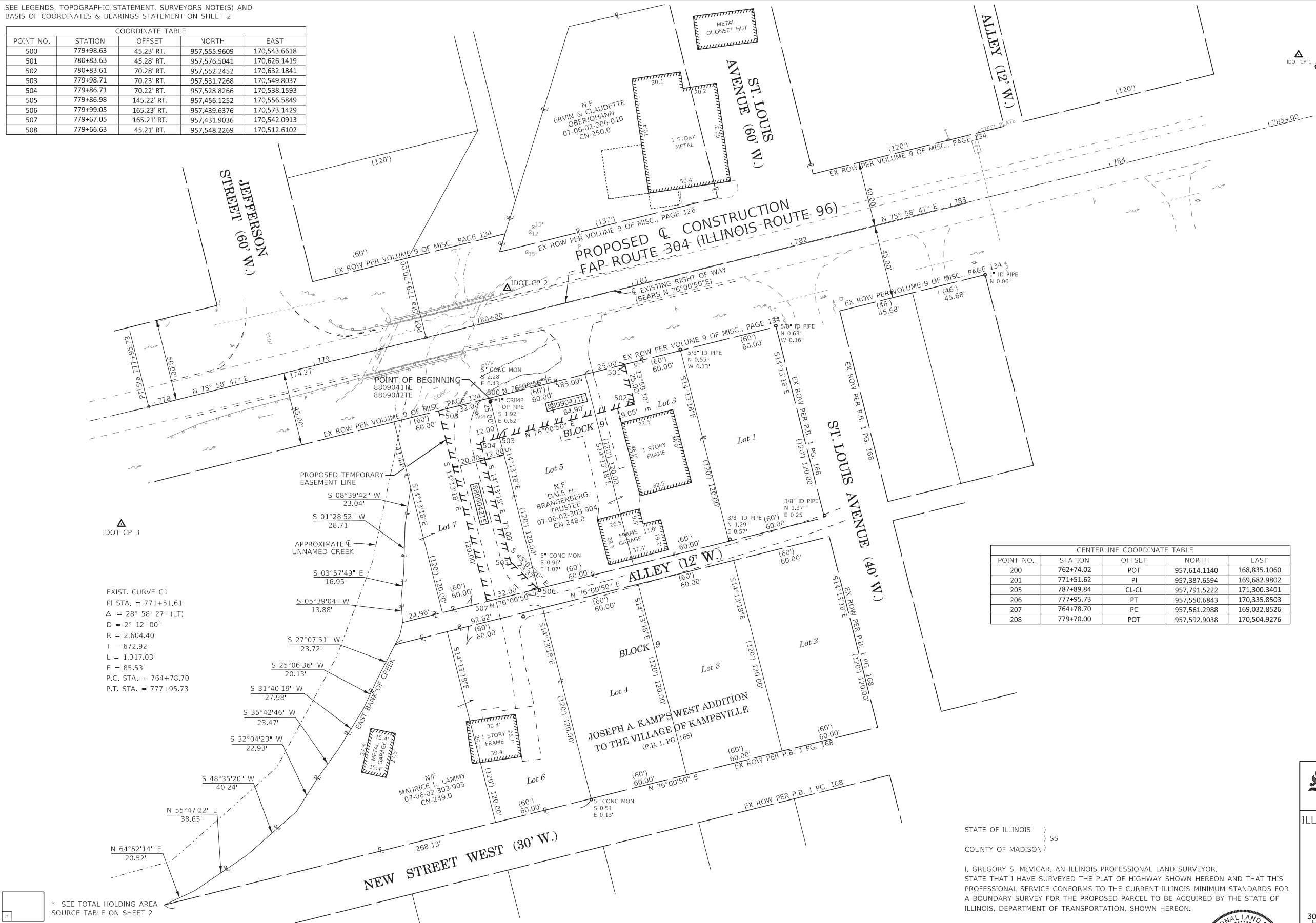
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 304 (IL 96)
SECTION 6B-3
CALHOUN COUNTY
JOB NO. R-98-009-18

ILLINOIS DEPARTMENT OF TRANSPORTATION
OFFICE OF HIGHWAYS PROJECT IMPLEMENTATION/REGION 5/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	22
CONTRACT NO. 76J17				
FED. ROAD DIST. NO. _		ILLINOIS	FED. AID PROJECT	

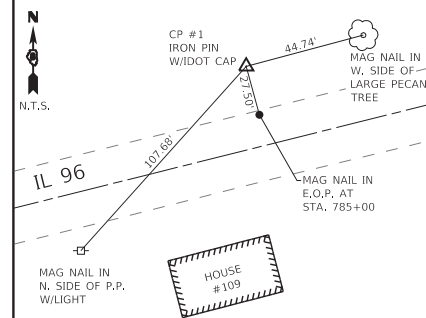
SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2

COORDINATE TABLE				
POINT NO.	STATION	OFFSET	NORTH	EAST
500	779+98.63	45.23' RT.	957,555.9609	170,543.6618
501	780+83.63	45.28' RT.	957,576.5041	170,626.1419
502	780+83.61	70.28' RT.	957,552.2452	170,632.1841
503	779+98.71	70.23' RT.	957,531.7268	170,549.8037
504	779+86.71	70.22' RT.	957,528.8266	170,538.1593
505	779+86.98	145.22' RT.	957,456.1252	170,556.5849
506	779+99.05	165.23' RT.	957,439.6376	170,573.1429
507	779+67.05	165.21' RT.	957,431.9036	170,542.0913
508	779+66.63	45.21' RT.	957,548.2269	170,512.6102

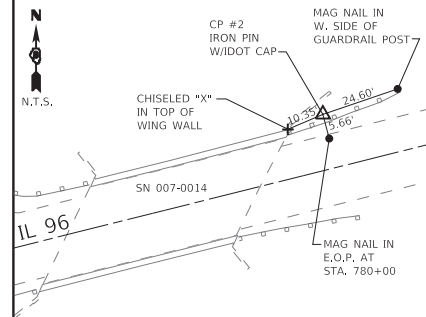


EXIST. CURVE C1
 PI STA. = 771+51.61
 Δ = 28° 58' 27" (LT)
 D = 2° 12' 00"
 R = 2,604.40'
 T = 672.92'
 L = 1,317.03'
 E = 85.53'
 P.C. STA. = 764+78.70
 P.T. STA. = 777+95.73

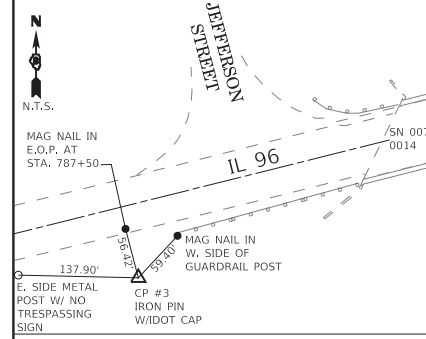
CENTERLINE COORDINATE TABLE				
POINT NO.	STATION	OFFSET	NORTH	EAST
200	762+74.02	POT	957,614.1140	168,835.1060
201	771+51.62	PI	957,387.6594	169,682.9802
205	787+89.84	CL-CL	957,791.5222	171,300.3401
206	777+95.73	PT	957,550.6843	170,335.8503
207	764+78.70	PC	957,561.2988	169,032.8526
208	779+70.00	POT	957,592.9038	170,504.9276



IDOT CONTROL POINT NO. 1
 5/8" REBAR W/ ALUMINUM CAP
 N=957,765.3496, E=171,036.8315



IDOT CONTROL POINT NO. 2
 5/8" REBAR W/ ALUMINUM CAP
 N=957,622.9136, E=170,554.4523



IDOT CONTROL POINT NO. 3
 5/8" REBAR W/ ALUMINUM CAP
 N=957,479.1333, E=170,319.1395

SHERRILL ASSOCIATES, INC.
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 316 North Main Street, Tel. 618-656-9251
 Edwardsville, IL 62025, Fax 618-656-9496

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 304 (IL 96)
 SECTION 6B-3
 CALHOUN COUNTY
 JOB NO. R-98-009-18
 STATION 777+95.73 TO STATION 783+00
 SCALE: 1" = 30'
 SHEET 3 OF 3
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 OFFICE OF HIGHWAYS PROJECT IMPLEMENTATION/REGION 5/DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINSVILLE, ILLINOIS 62234-6198
 F.A.P. R.T.E. SECTION COUNTY TOTAL SHEETS SHEET NO.
 304 6B-3 CALHOUN 53 23
 CONTRACT NO. 76117
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

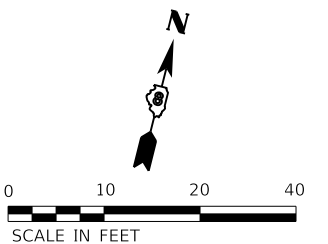
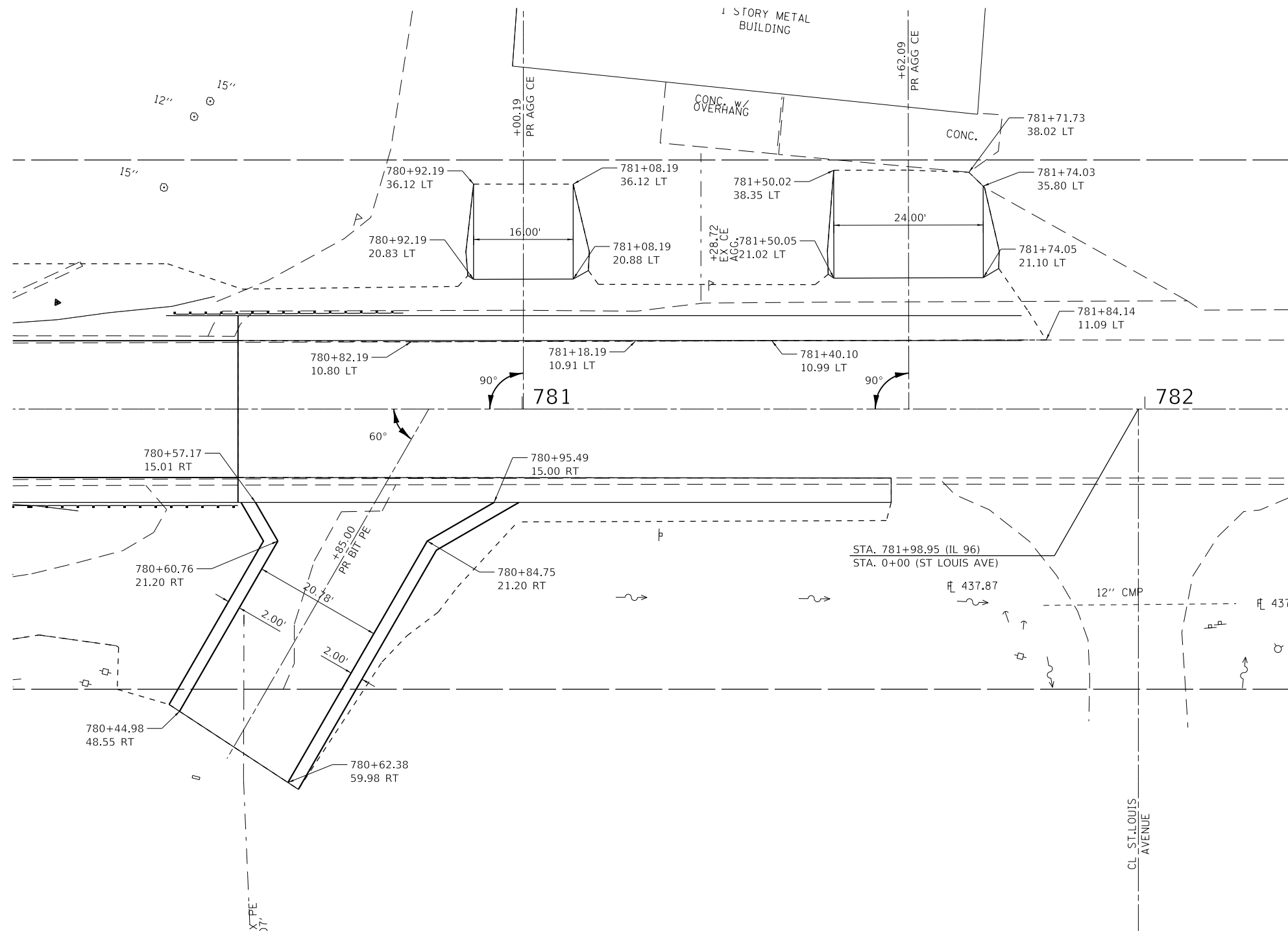
STATE OF ILLINOIS)
) SS
 COUNTY OF MADISON)

I, GREGORY S. McVICAR, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, STATE THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED _____
 GREGORY S. McVICAR, PLS NO. 3512
 LICENSE EXPIRATION DATE: 11/30/2020



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	EASEMENTS		PERMANENT TAX NUMBER AFFECTED	PROPERTY ACQUIRED BY
			PE = PERMANENT ACRES	TE = TEMPORARY SQ FT		
8809041	DALE H. BRANGENBERG, AS TRUSTEE OF THE DECLARATION OF TRUST OF DALE H. BRANGENBERG DATED JULY 24, 1991 CN-248.0	0.3306	TE=0.0488	TE=2,124	07-06-02-303-904	
8809042	MAURICE L. LAMMY, AS SURVIVING JOINT TENANT CN-249.0	0.6217	TE=0.0647	TE=2,820	07-06-02-303-905	



MODEL D:\d\h\l
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USER NAME = PWICSS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/29/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-96 BRIDGE REHABILITATION ENTRANCE GEOMETRICS			
SCALE: 1" = 20'	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	24
CONTRACT NO. 76J17				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

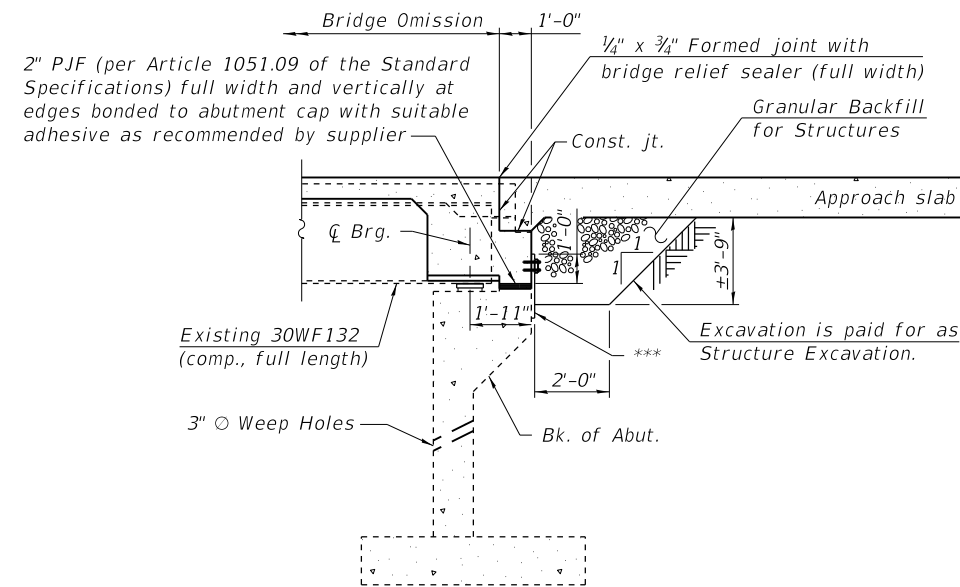
- No field welding is permitted except as specified in the contract documents.
- Reinforced bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that can not be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.			31
Concrete Removal	Cu. Yd.		7.8	7.8
Removal of Existing Concrete Deck	Each	1		1
Structure Excavation	Cu. Yd.		66	66
Bridge Deck Grooving	Sq. Yd.	391		391
Concrete Structures	Cu. Yd.		28.2	28.2
Concrete Superstructure	Cu. Yd.	89.4		89.4
Protective Coat	Sq. Yd.	456		456
Furnishing and Erecting Structural Steel	Pound	1,340		1,340
Concrete Superstructure (Approach Slab)	Cu. Yd.	86.8		86.8
Stud Shear Connectors	Each	1,008		1,008
Reinforcement Bars, Epoxy Coated	Pound	47,570	4,340	51,910
Bar Splicers	Each	340	80	420
Name Plates	Each			1
Elastomeric Bearing Assembly, Type I	Each	7		7
Anchor Bolts, 3/8"	Each	28		28
Epoxy Crack Injection	Foot		29	29
Granular Backfill for Structures	Cu. Yd.		45	45
Drainage Scuppers, DS-11	Each	2		2
Jack and Remove Existing Bearings	Each	14		14
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.		33	33
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.		7	7
Preformed Joint Filler	Foot	99		99



SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. Z's)

***Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a 3/8" x 5" steel plate and 1/2" Ø studs with nuts and washers at 12" cts. Cost included with Concrete Superstructure.

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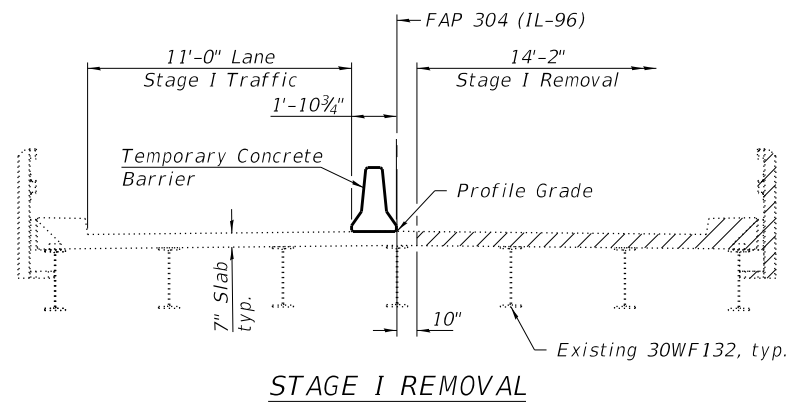
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DEPARTMENT OF TRANSPORTATION**

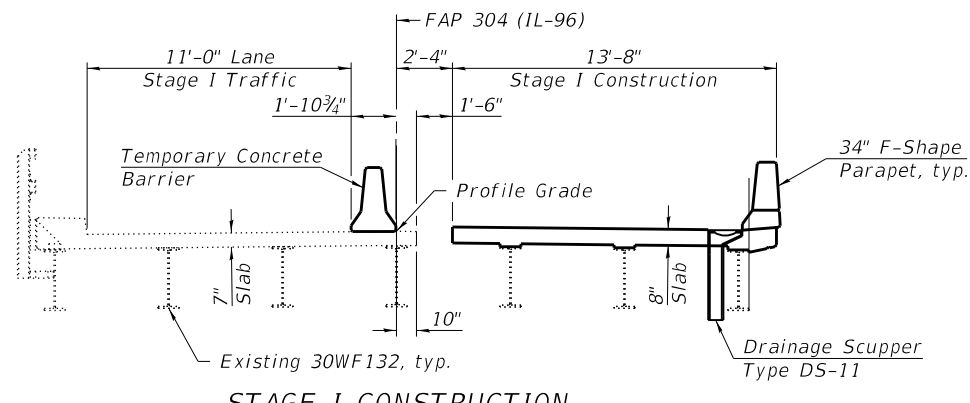
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STRUCTURE NO. 007-0014**

SHEET 2 OF 21 SHEETS

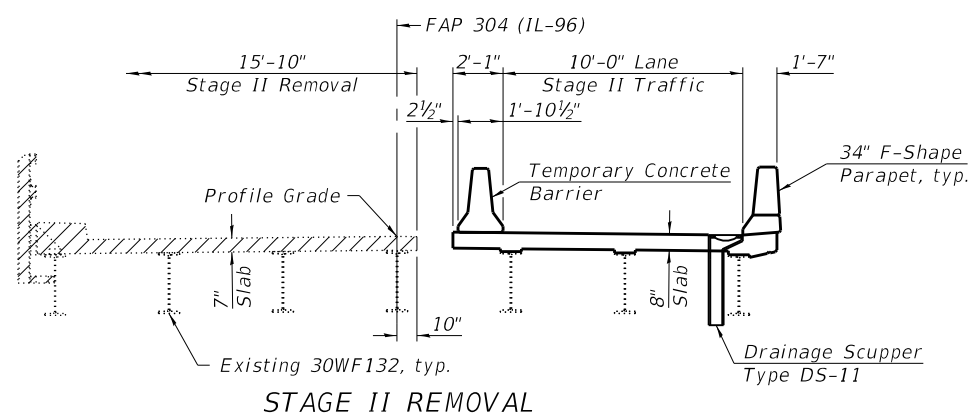
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304	6B-3	CALHOUN	53	26
CONTRACT NO. 76117			ILLINOIS FED. AID PROJECT	



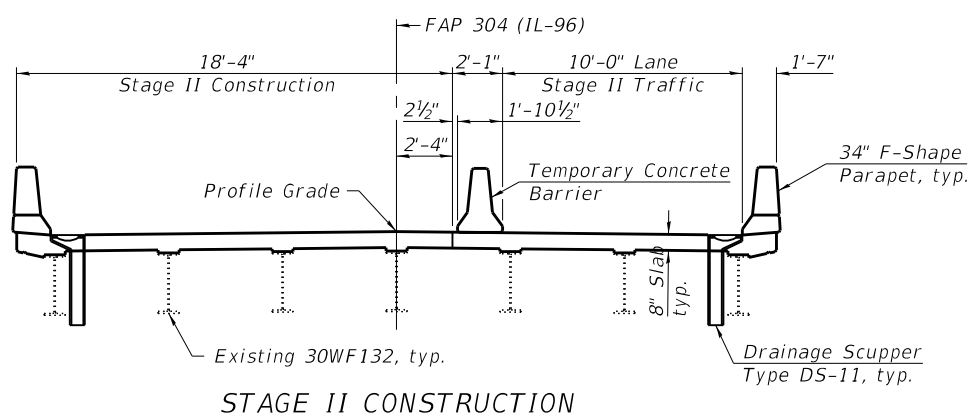
STAGE I REMOVAL



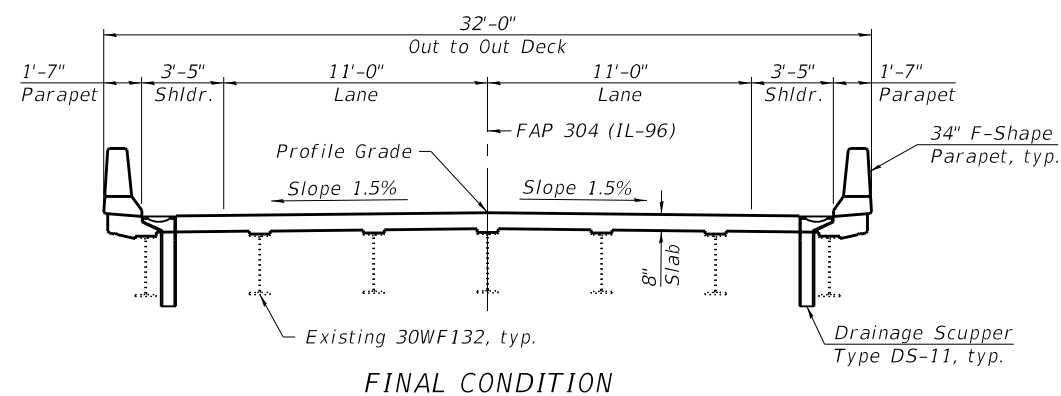
STAGE I CONSTRUCTION



STAGE II REMOVAL




STAGE II CONSTRUCTION



FINAL CONDITION

KEY

 Existing Structure Removal

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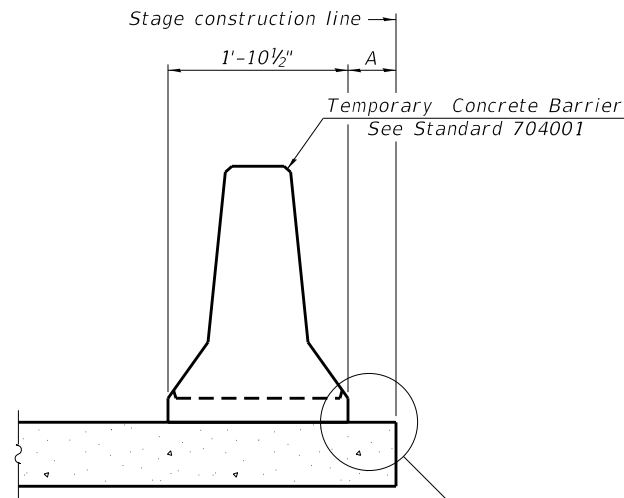
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 007-0014

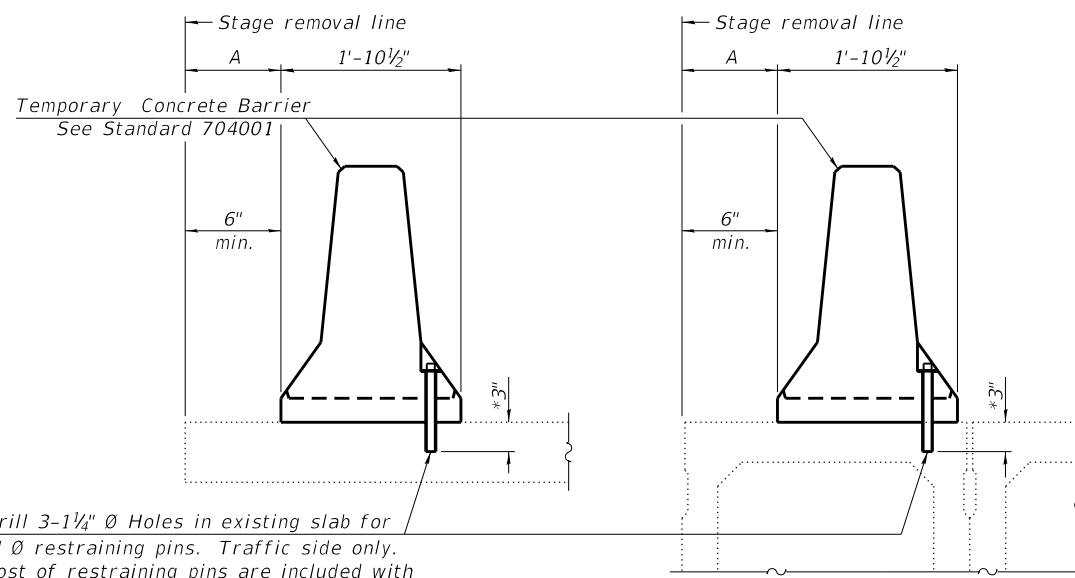
SHEET 3 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	27
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



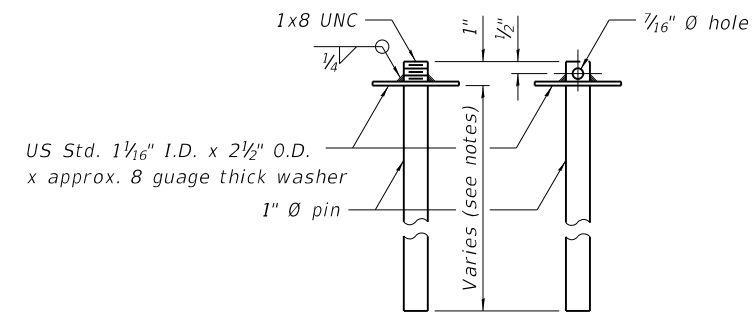
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

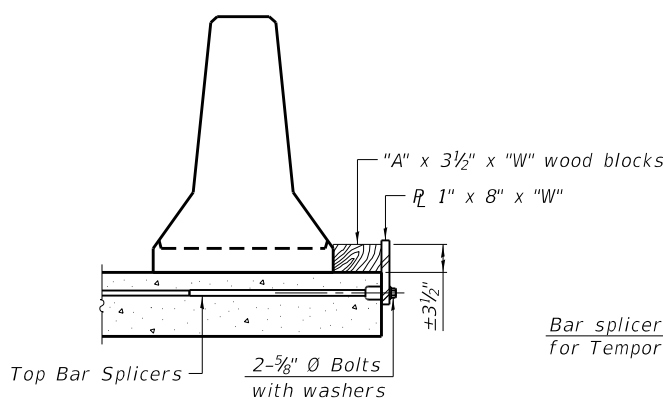
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM



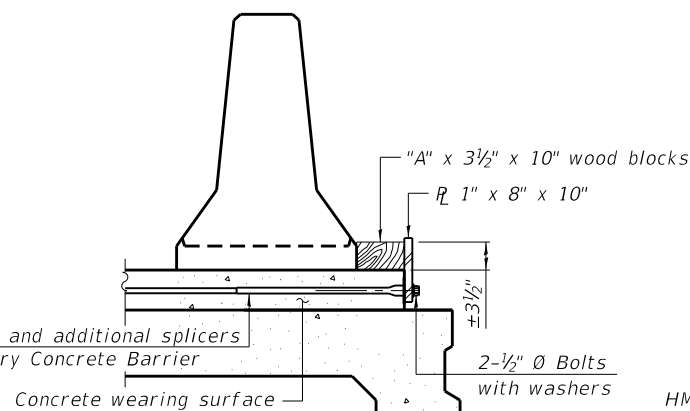
RESTRAINING PIN

US Std. 1 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer

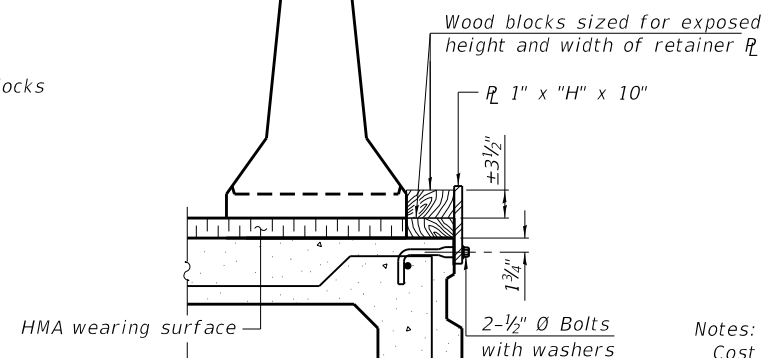


DETAIL I

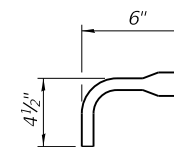
Bar splicers and additional splicers for Temporary Concrete Barrier



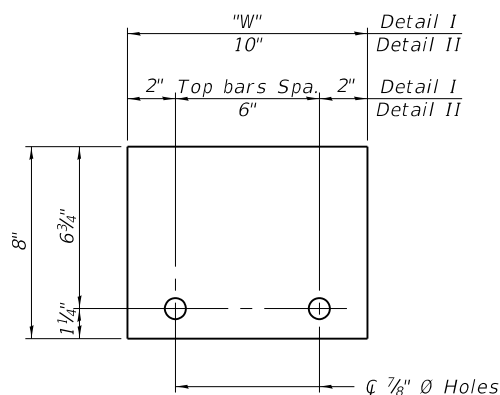
DETAIL II



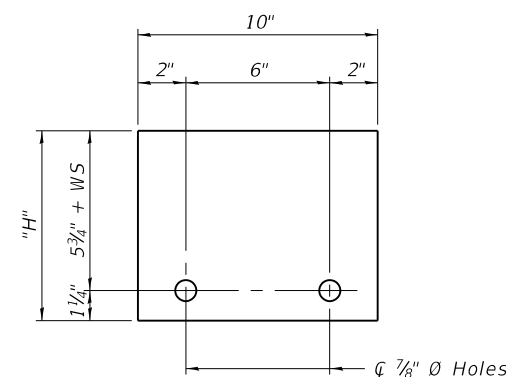
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate center of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

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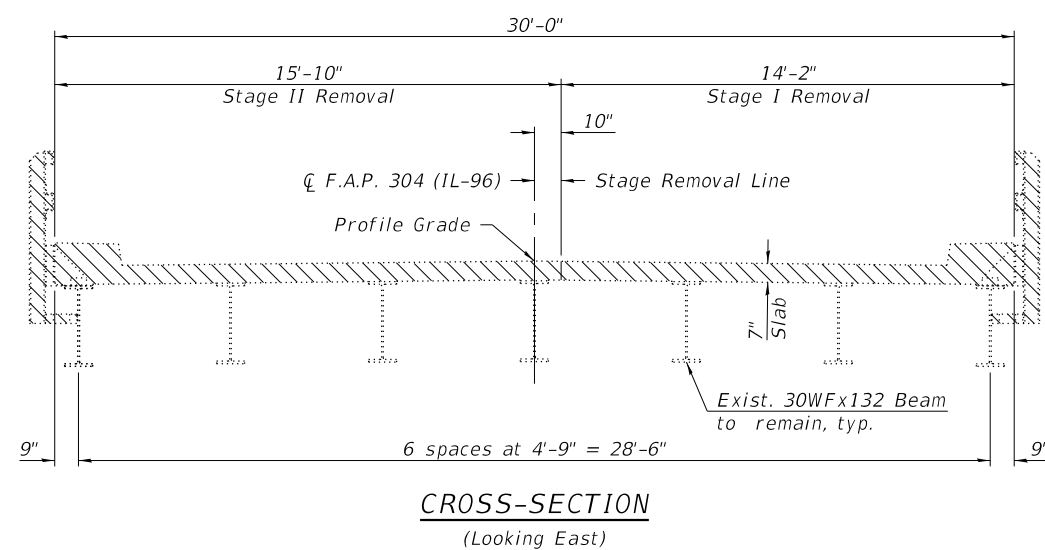
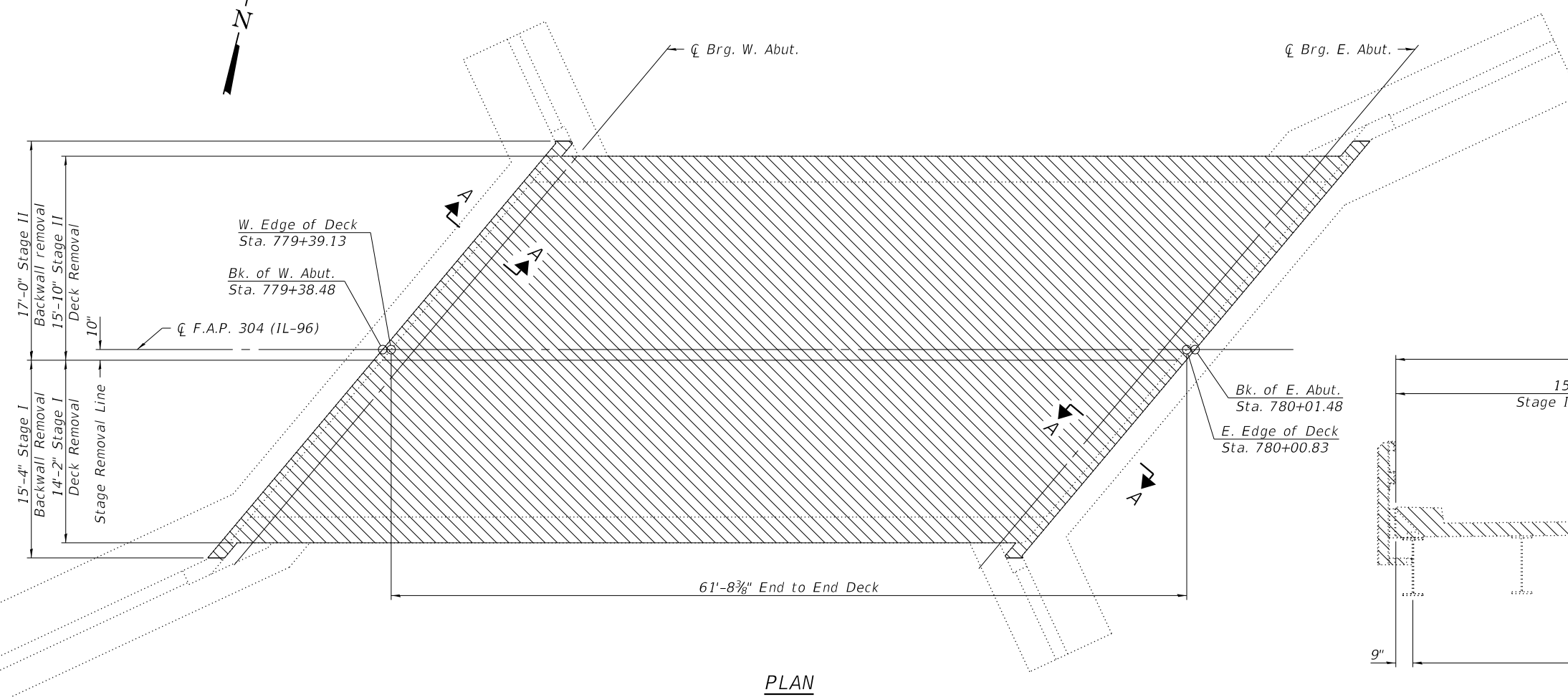
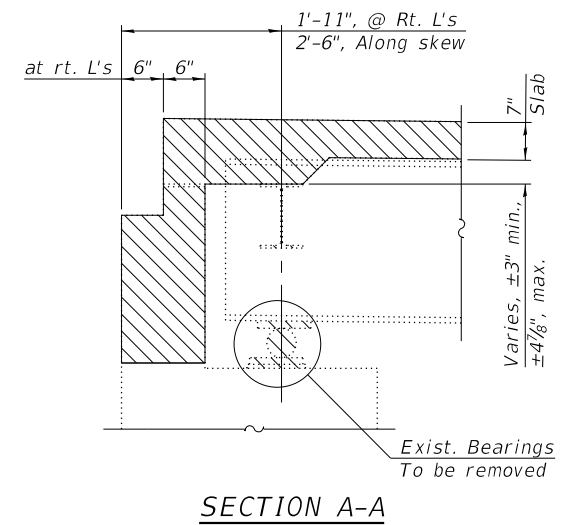
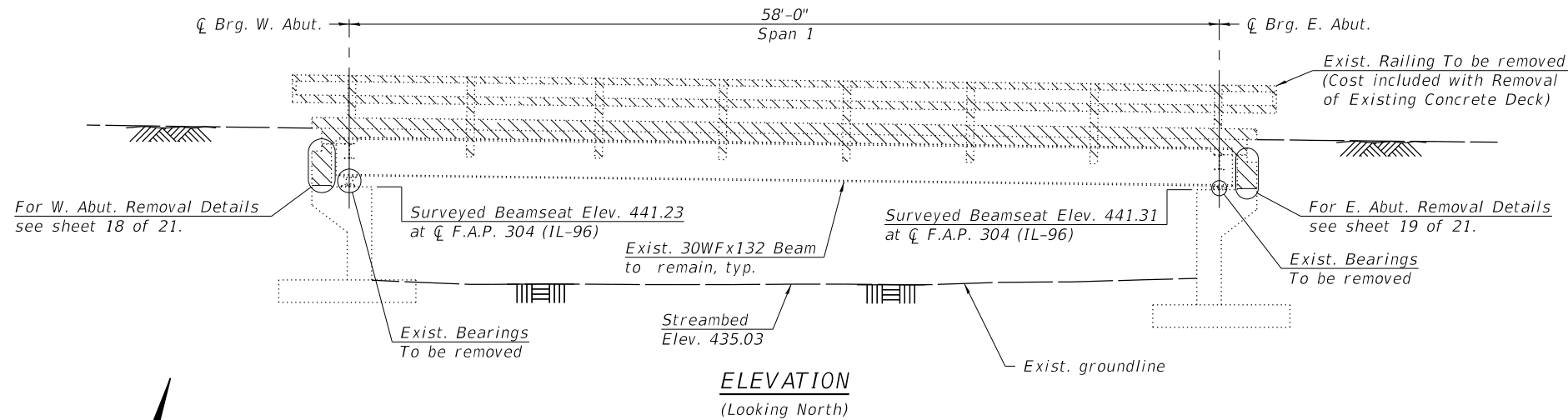
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TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 007-0014

SHEET 4 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	28
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				



Notes:
 For details regarding the substructure removal, see sheets 18 and 19 of 21.
 Dimensions shown are taken from Record Plans and are included for information only.

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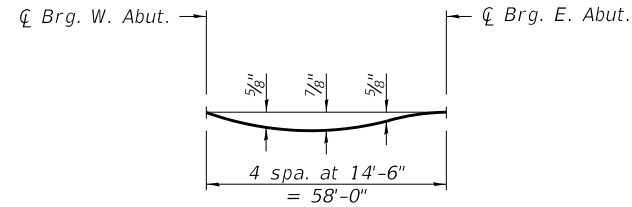
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL DETAILS
 STRUCTURE NO. 007-0014**

SHEET 5 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	29
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

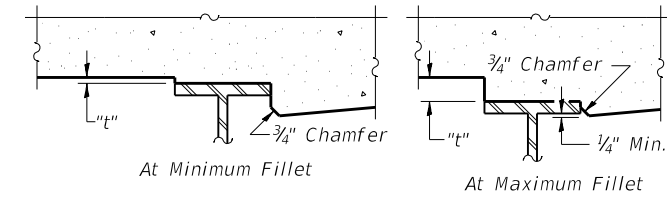
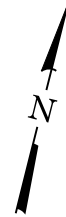


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

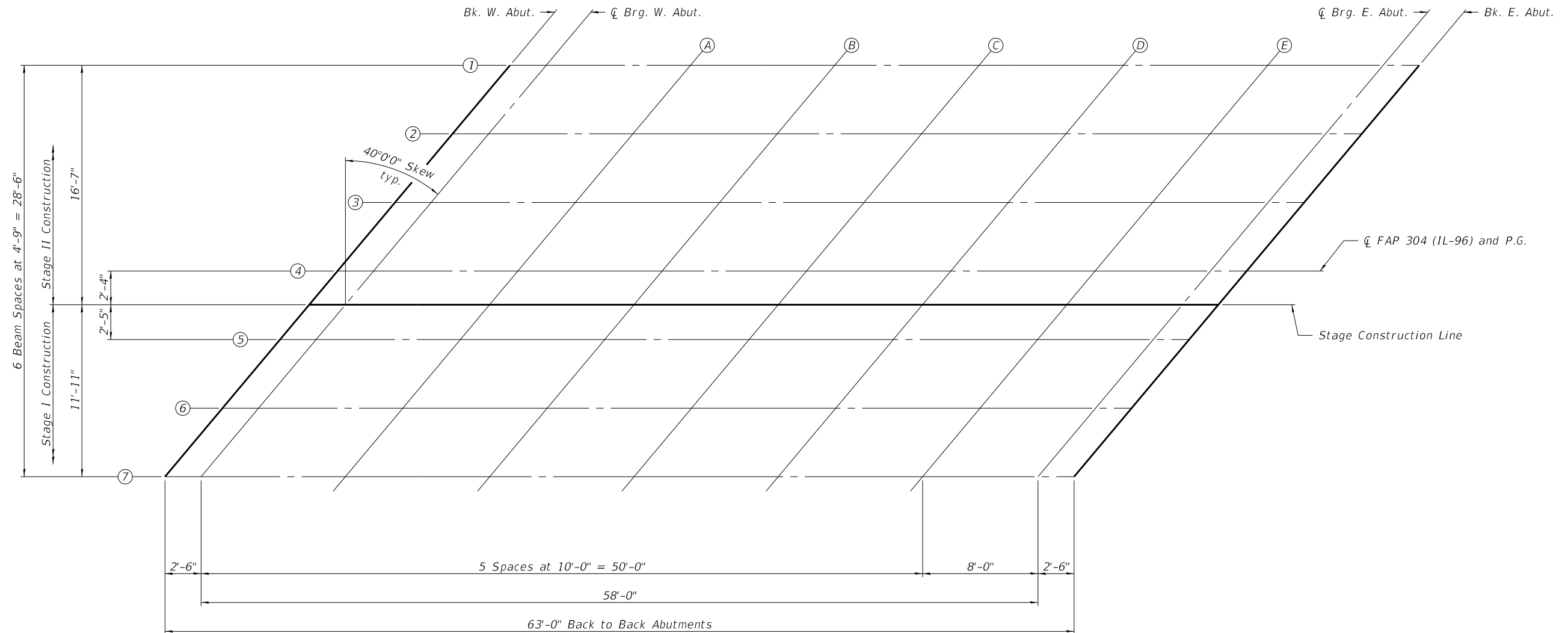
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 7 of 21.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" on sheet 7 of 21, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 007-0014**

SHEET 6 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	30
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	779+50.44	-14.25	445.29	445.29
☐ Brg. W. Abut.	779+52.94	-14.25	445.26	445.26
A	779+62.94	-14.25	445.14	445.18
B	779+72.94	-14.25	445.02	445.08
C	779+82.94	-14.25	444.90	444.97
D	779+92.94	-14.25	444.78	444.83
E	780+02.94	-14.25	444.66	444.69
☐ Brg. E. Abut.	780+10.94	-14.25	444.56	444.56
Bk. E. Abut.	780+13.44	-14.25	444.53	444.53

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	779+46.45	-9.50	445.41	445.41
☐ Brg. W. Abut.	779+48.95	-9.50	445.38	445.38
A	779+58.95	-9.50	445.26	445.30
B	779+68.95	-9.50	445.14	445.21
C	779+78.95	-9.50	445.02	445.09
D	779+88.95	-9.50	444.90	444.96
E	779+98.95	-9.50	444.78	444.81
☐ Brg. E. Abut.	780+06.95	-9.50	444.68	444.68
Bk. E. Abut.	780+09.45	-9.50	444.65	444.65

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	779+42.47	-4.75	445.53	445.53
☐ Brg. W. Abut.	779+44.97	-4.75	445.50	445.50
A	779+54.97	-4.75	445.38	445.42
B	779+64.97	-4.75	445.26	445.32
C	779+74.97	-4.75	445.14	445.21
D	779+84.97	-4.75	445.02	445.08
E	779+94.97	-4.75	444.90	444.93
☐ Brg. E. Abut.	780+02.97	-4.75	444.80	444.80
Bk. E. Abut.	780+05.47	-4.75	444.77	444.77

GIRDER 4, ☐ ROADWAY, AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	779+38.48	0.00	445.65	445.65
☐ Brg. W. Abut.	779+40.98	0.00	445.62	445.62
A	779+50.98	0.00	445.50	445.54
B	779+60.98	0.00	445.38	445.44
C	779+70.98	0.00	445.26	445.33
D	779+80.98	0.00	445.14	445.20
E	779+90.98	0.00	445.01	445.05
☐ Brg. E. Abut.	779+98.98	0.00	444.92	444.92
Bk. E. Abut.	780+01.48	0.00	444.89	444.89

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	779+36.52	2.33	445.64	445.64
☐ Brg. W. Abut.	779+39.02	2.33	445.61	445.61
A	779+49.02	2.33	445.49	445.53
B	779+59.02	2.33	445.37	445.43
C	779+69.02	2.33	445.25	445.32
D	779+79.02	2.33	445.12	445.19
E	779+89.02	2.33	445.00	445.03
☐ Brg. E. Abut.	779+97.02	2.33	444.91	444.91
Bk. E. Abut.	779+99.52	2.33	444.88	444.88

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	779+34.49	4.75	445.63	445.63
☐ Brg. W. Abut.	779+36.99	4.75	445.60	445.60
A	779+46.99	4.75	445.48	445.52
B	779+56.99	4.75	445.35	445.42
C	779+66.99	4.75	445.23	445.31
D	779+76.66	4.75	445.11	445.17
E	779+86.99	4.75	444.99	445.03
☐ Brg. E. Abut.	779+94.99	4.75	444.89	444.89
Bk. E. Abut.	779+97.49	4.75	444.86	444.86

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	779+30.51	9.50	445.60	445.60
☐ Brg. W. Abut.	779+33.01	9.50	445.57	445.57
A	779+43.01	9.50	445.45	445.50
B	779+53.01	9.50	445.33	445.40
C	779+63.01	9.50	445.21	445.29
D	779+73.01	9.50	445.09	445.15
E	779+83.01	9.50	444.97	445.00
☐ Brg. E. Abut.	779+91.01	9.50	444.87	444.87
Bk. E. Abut.	779+93.51	9.50	444.84	444.84

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	779+26.52	14.25	445.58	445.58
☐ Brg. W. Abut.	779+29.02	14.25	445.55	445.55
A	779+39.02	14.25	445.43	445.47
B	779+49.02	14.25	445.31	445.37
C	779+59.02	14.25	445.19	445.25
D	779+69.02	14.25	445.07	445.12
E	779+79.02	14.25	444.95	444.98
☐ Brg. E. Abut.	779+87.02	14.25	444.85	444.85
Bk. E. Abut.	779+89.52	14.25	444.82	444.82

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 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 007-0014**

SHEET 7 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	31
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER / CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	779+22.23	-14.83	445.62
A1	779+32.23	-14.83	445.50
A2	779+42.23	-14.83	445.38
E. End of W. Appr. Pav't	779+52.23	-14.83	445.26

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	779+19.02	-11.00	445.72
A1	779+29.02	-11.00	445.60
A2	779+39.02	-11.00	445.48
E. End of W. Appr. Pav't	779+49.02	-11.00	445.36

CL ROADWAY AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	779+09.79	0.00	446.00
A1	779+19.79	0.00	445.88
A2	779+29.79	0.00	445.75
E. End of W. Appr. Pav't	779+39.79	0.00	445.63

STAGE CONSTRUCTION LINE

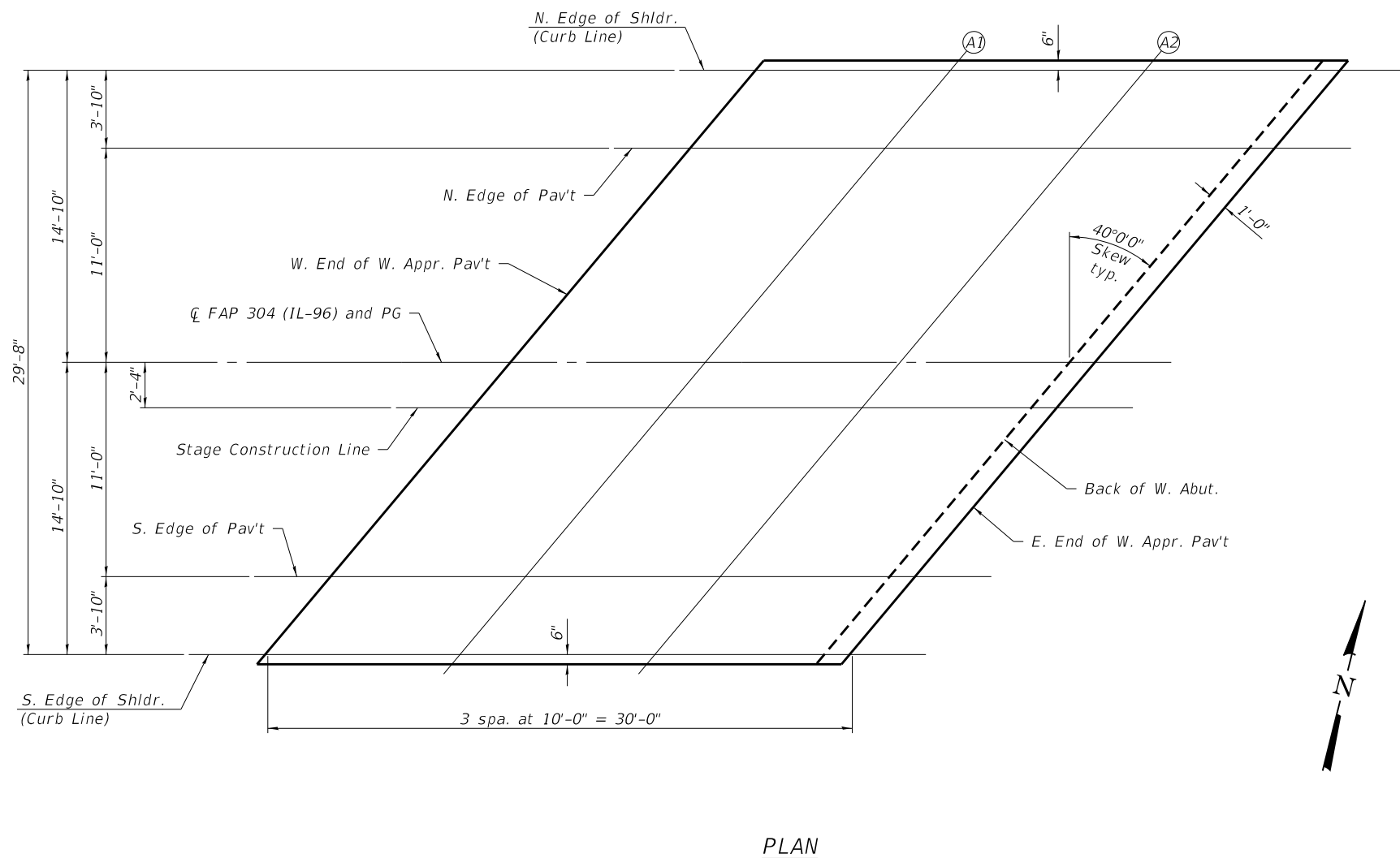
Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	779+07.83	2.33	445.99
A1	779+17.83	2.33	445.86
A2	779+27.83	2.33	445.74
E. End of W. Appr. Pav't	779+37.83	2.33	445.62

SOUTH EDGE OF PAVEMENT

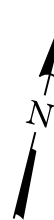
Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	779+00.56	11.00	445.94
A1	779+10.56	11.00	445.82
A2	779+20.56	11.00	445.70
E. End of W. Appr. Pav't	779+30.56	11.00	445.58

SOUTH EDGE OF SHOULDER / CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	778+97.34	14.83	445.93
A1	779+07.34	14.83	445.80
A2	779+17.34	14.83	445.68
E. End of W. Appr. Pav't	779+27.34	14.83	445.56



PLAN



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STATE OF ILLINOIS
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TOP OF WEST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 007-0014

SHEET 8 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	32
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER / CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	780+12.62	-14.83	444.53
A3	780+22.62	-14.83	444.41
A4	780+32.62	-14.83	444.29
E. End of E. Appr. Pav't	780+42.62	-14.83	444.18

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	780+09.40	-11.00	444.63
A3	780+19.40	-11.00	444.51
A4	780+29.40	-11.00	444.38
E. End of E. Appr. Pav't	780+39.40	-11.00	444.28

CL ROADWAY AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	780+00.17	0.00	444.90
A3	780+10.17	0.00	444.78
A4	780+20.17	0.00	444.66
E. End of E. Appr. Pav't	780+30.17	0.00	444.54

STAGE CONSTRUCTION LINE

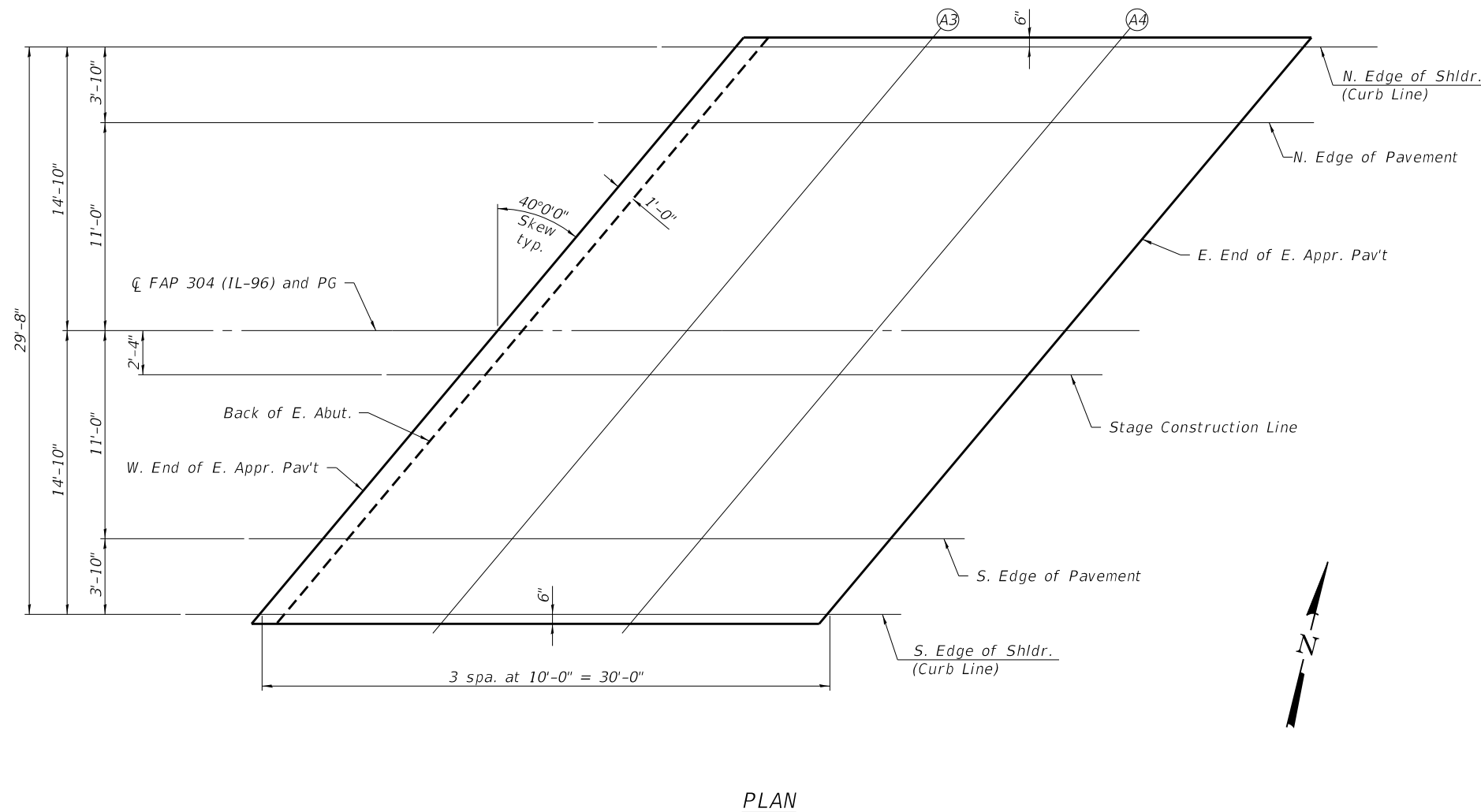
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	779+98.22	2.33	444.89
A3	780+08.22	2.33	444.77
A4	780+18.22	2.33	444.65
E. End of E. Appr. Pav't	780+28.22	2.33	444.53

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	779+90.94	11.00	444.85
A3	780+00.94	11.00	444.73
A4	780+10.94	11.00	444.61
E. End of E. Appr. Pav't	780+20.94	11.00	444.49

SOUTH EDGE OF SHOULDER / CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	779+87.73	14.83	444.83
A3	779+97.73	14.83	444.71
A4	780+07.73	14.83	444.59
E. End of E. Appr. Pav't	780+17.73	14.83	444.47



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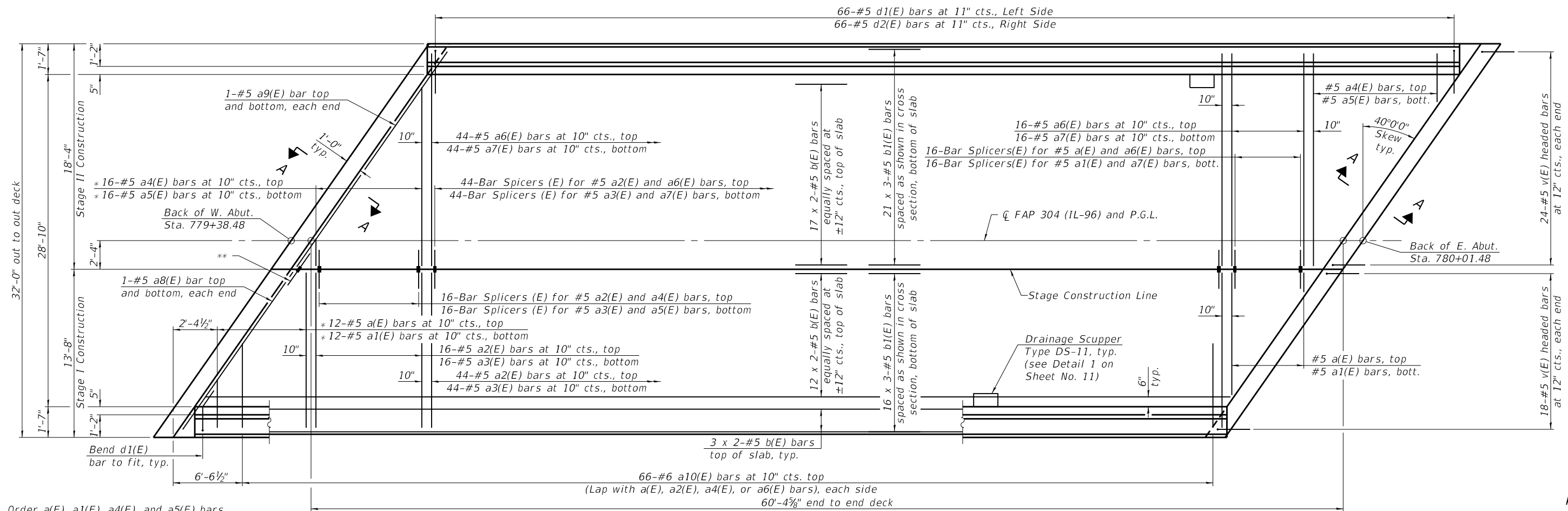
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STATE OF ILLINOIS
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TOP OF EAST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 007-0014

SHEET 9 OF 21 SHEETS

F.A.P. RTE. 304	SECTION 6B-3	COUNTY CALHOUN	TOTAL SHEETS 53	SHEET NO. 33
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				



PLAN

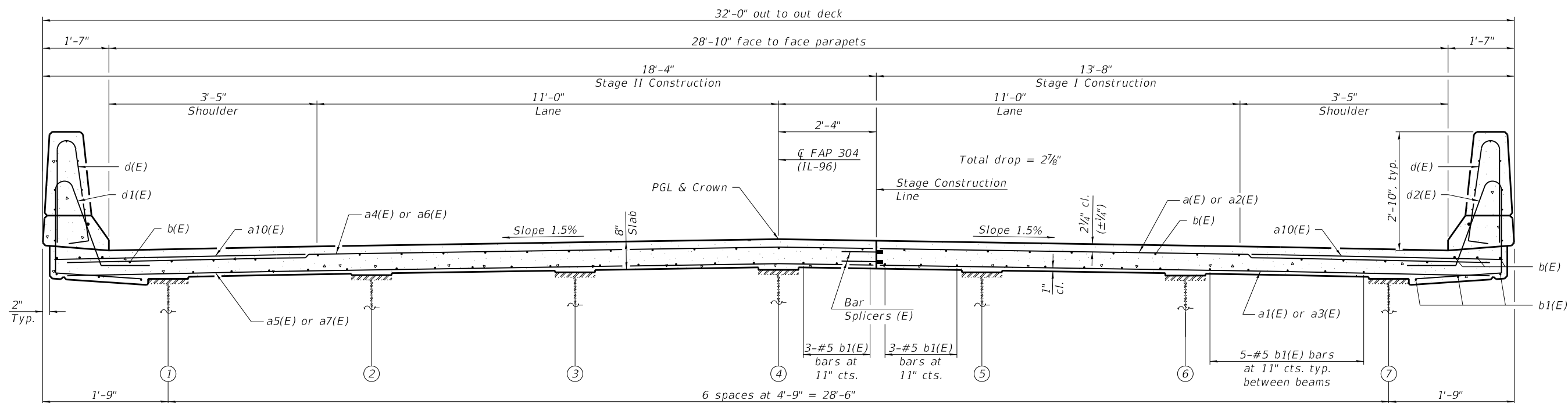
MINIMUM BAR LAP

#5 bar = 3'-6"

* Order a(E), a1(E), a4(E), and a5(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

** 1-Bar Splicer (E) for #5 a8(E) and a9(E) bars top and bottom, each end

Notes:
See sheet 11 of 21 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 1 of 21 for location of scuppers.
For Section A-A, see sheet 12 of 21.



CROSS SECTION

(Looking East)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 007-0014

SHEET 10 OF 21 SHEETS

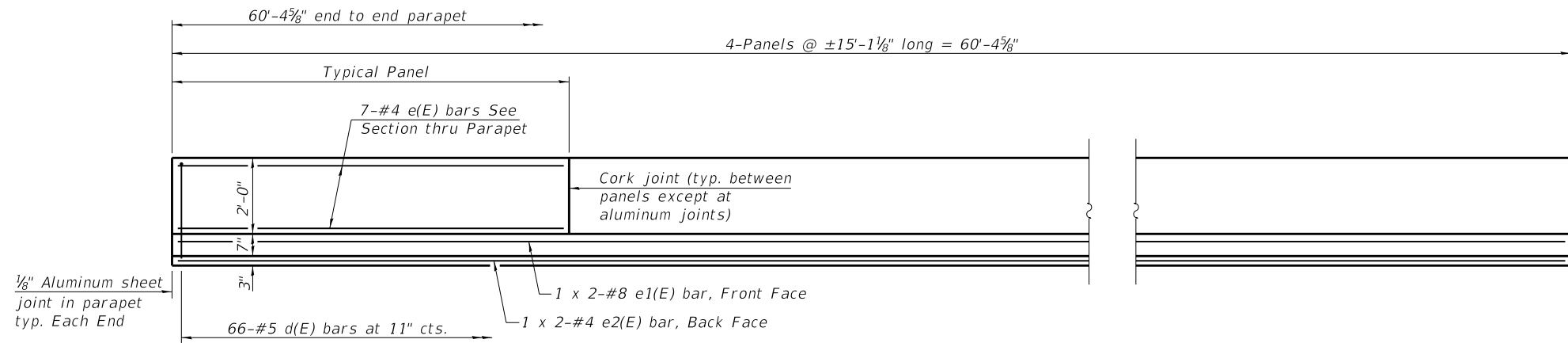
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	34
CONTRACT NO. 76117				

ILLINOIS FED. AID PROJECT

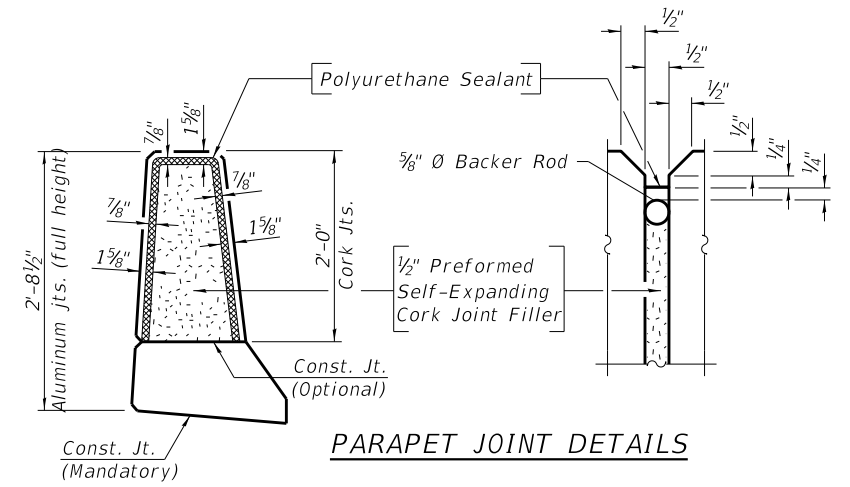
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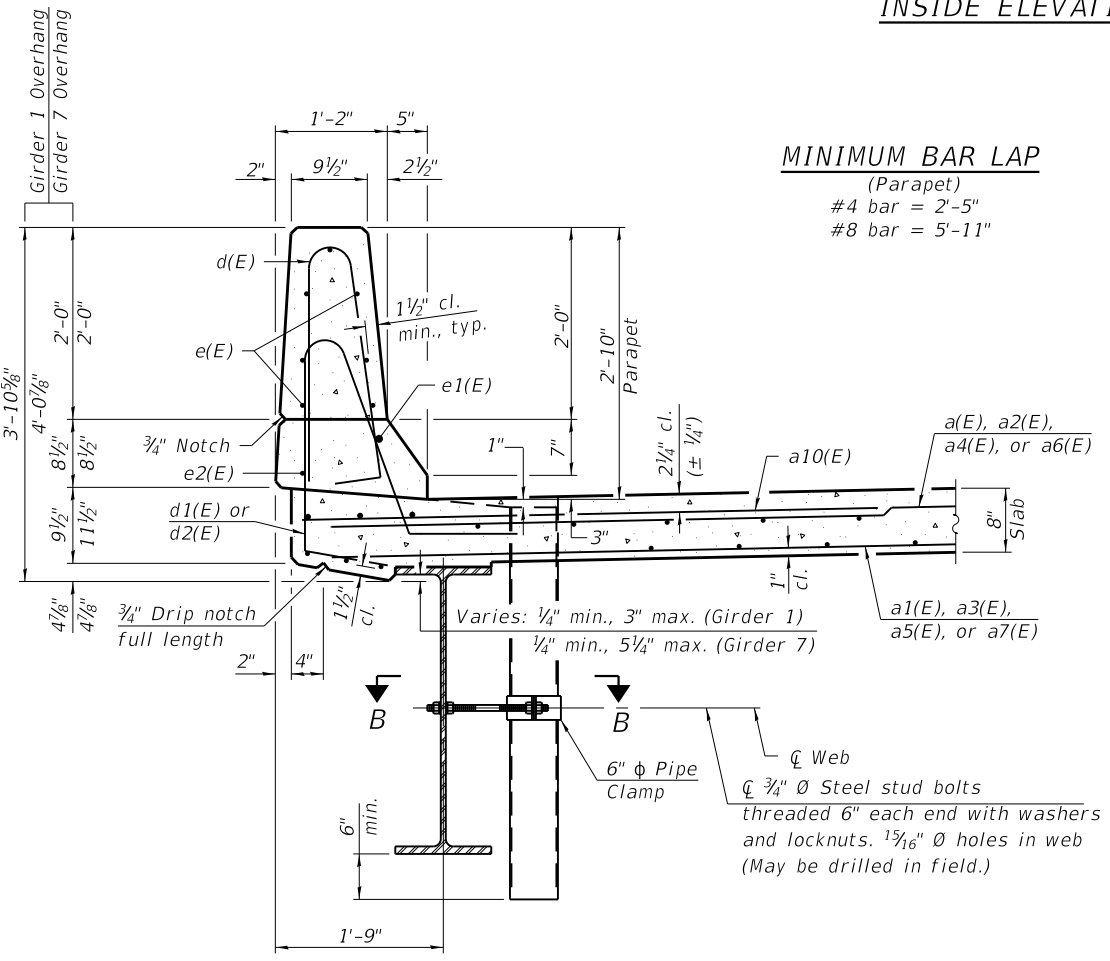
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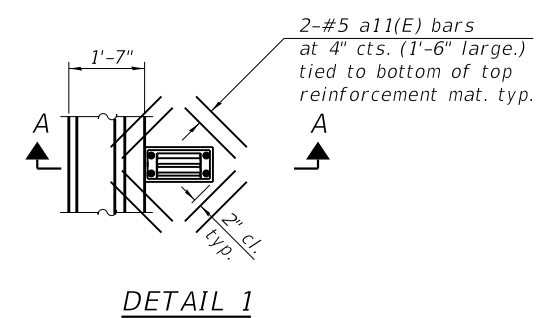
INSIDE ELEVATION OF PARAPET



PARAPET JOINT DETAILS

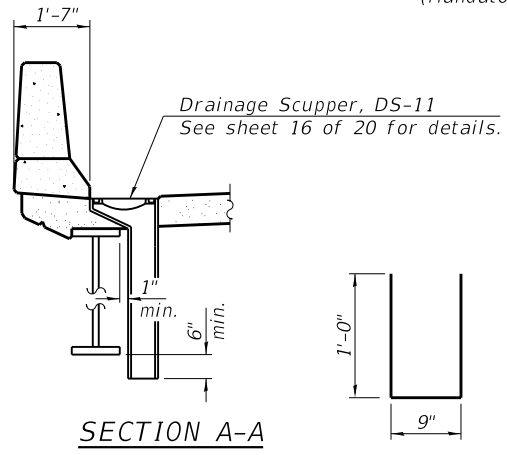


SECTION THRU PARAPET

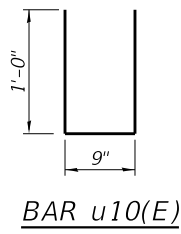


DETAIL 1

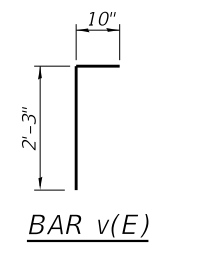
Note:
Cut longitudinal reinforcement to clear drainage scuppers.



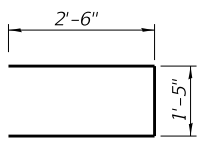
SECTION A-A



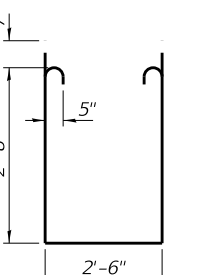
BAR u10(E)



BAR v(E)



BAR s10(E)

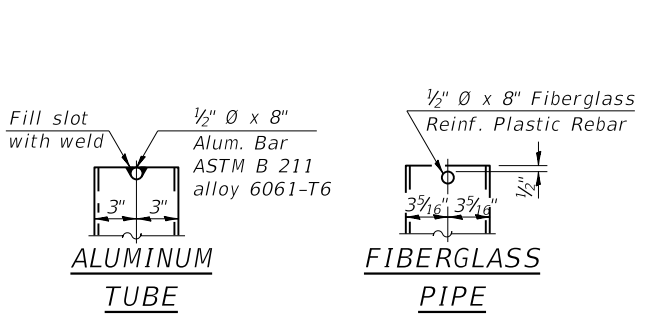


BAR s11(E)

**SUPERSTRUCTURE
BILL OF MATERIAL**

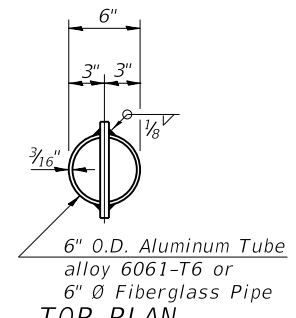
Bar	No.	Size	Length	Shape
a(E)	12	#5	13'-4"	—
a1(E)	12	#5	13'-4"	—
a2(E)	60	#5	13'-4"	—
a3(E)	60	#5	13'-4"	—
a4(E)	16	#5	18'-0"	—
a5(E)	16	#5	18'-0"	—
a6(E)	60	#5	18'-0"	—
a7(E)	60	#5	18'-0"	—
a8(E)	4	#5	17'-6"	—
a9(E)	4	#5	23'-7"	—
a10(E)	132	#6	6'-6"	—
a11(E)	16	#5	1'-6"	—
b(E)	70	#5	31'-10"	—
b1(E)	111	#5	22'-5"	—
d(E)	132	#5	5'-7"	⌒
d1(E)	66	#5	6'-7"	⌒
d2(E)	66	#5	6'-9"	⌒
e(E)	56	#4	14'-10"	—
e1(E)	4	#8	33'-1"	—
e2(E)	4	#4	31'-4"	—
m10(E)	14	#6	17'-5"	—
m11(E)	40	#6	5'-9"	—
m12(E)	16	#6	2'-9"	—
m13(E)	28	#5	4'-0"	—
m14(E)	14	#6	23'-6"	—
m15(E)	16	#6	1'-11"	—
s10(E)	70	#5	6'-5"	⌒
s11(E)	52	#5	9'-0"	⌒
u10(E)	64	#5	2'-9"	U
v(E)	84	#5	3'-1"	L
Reinforcement Bars, Epoxy Coated		Lbs.		16,780
Concrete Superstructure		Cu. Yd.		89.4

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

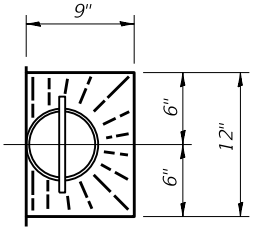


ALUMINUM TUBE

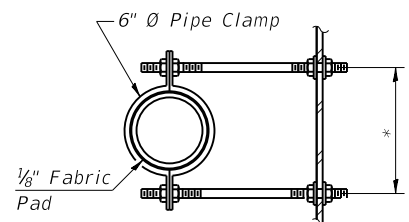
FIBERGLASS PIPE



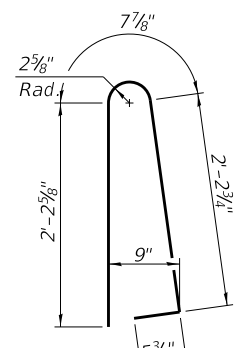
TOP PLAN
(Showing Aluminum Tube)



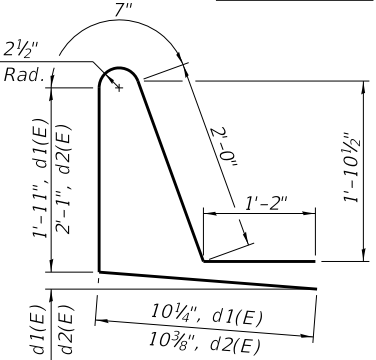
TOP PLAN



SECTION B-B
* Dimension as required by Pipe Clamp



BAR d(E)



BAR d1(E) & d2(E)

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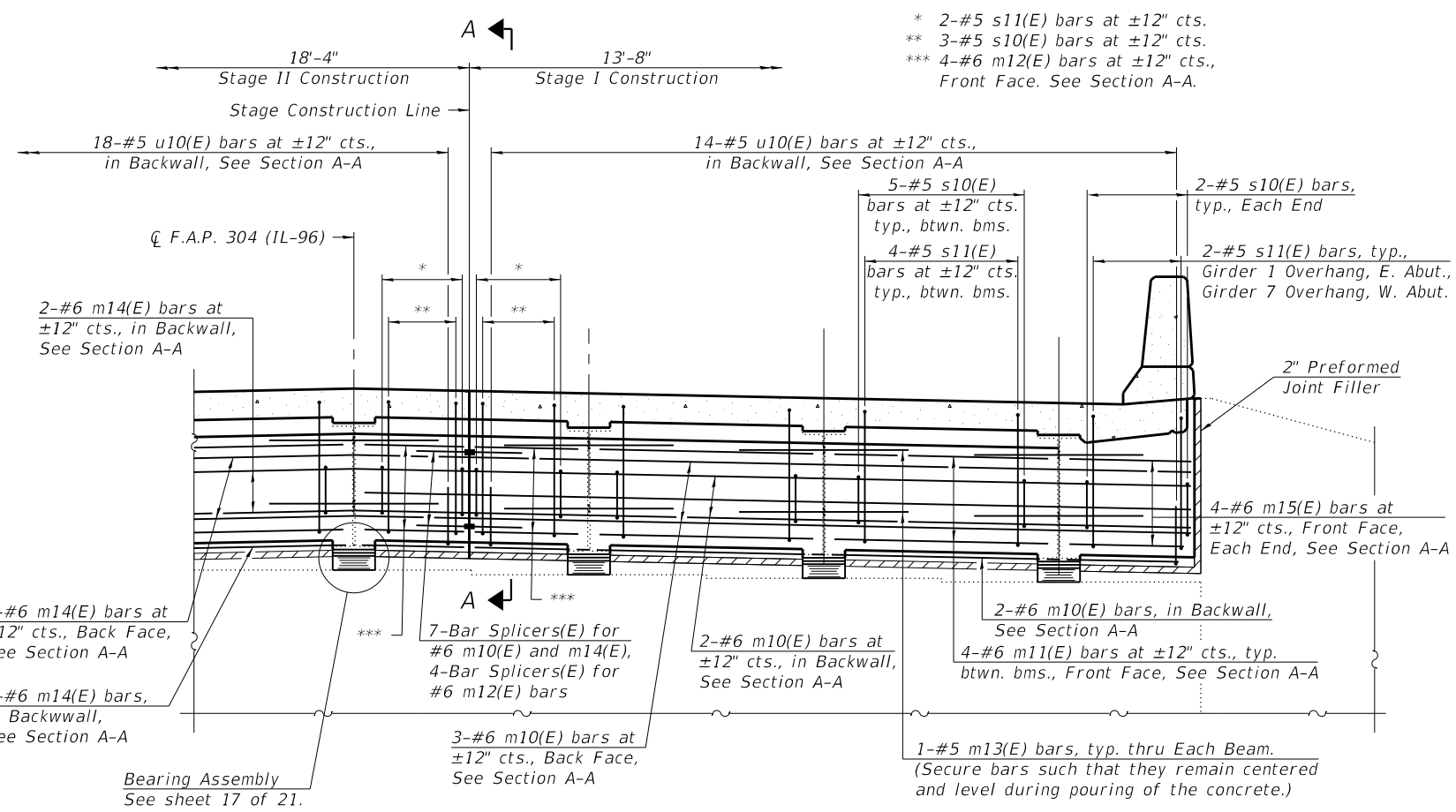
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 007-0014**

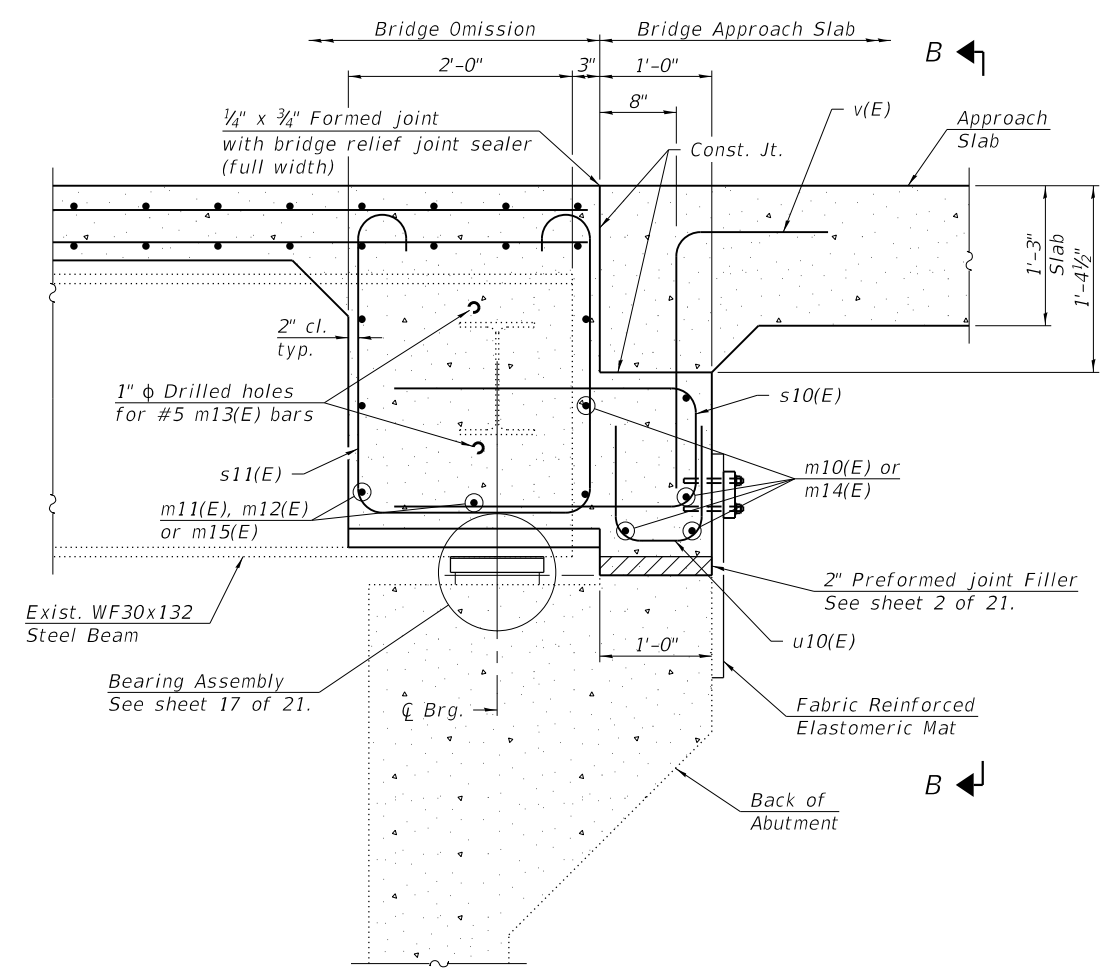
SHEET 11 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	35
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

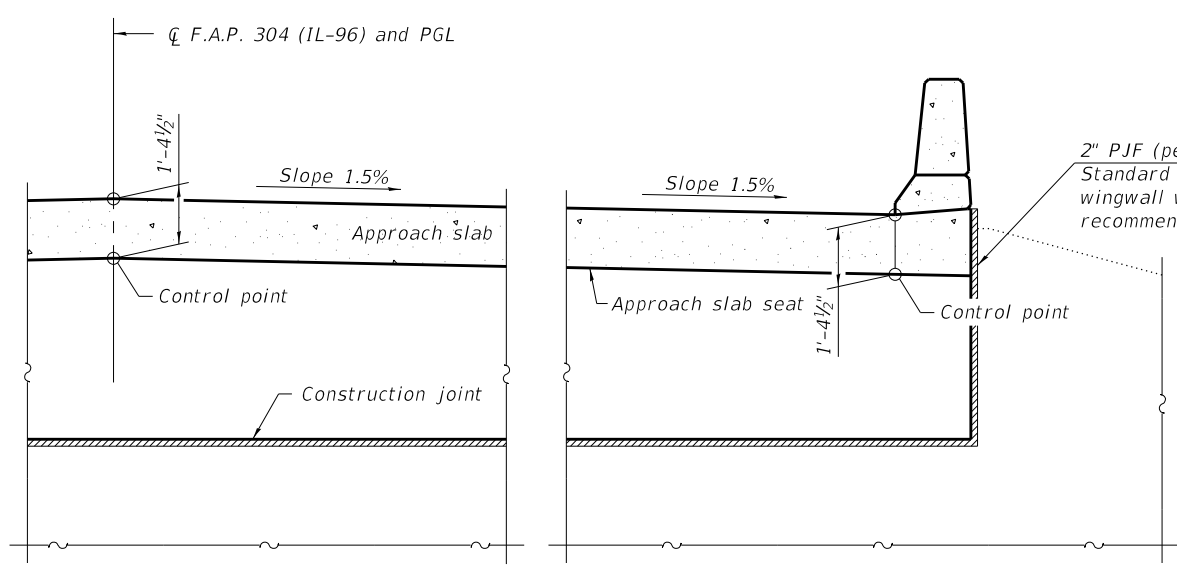


DIAPHRAGM AT ABUTMENT
(Looking East)
(East Abutment shown, West Abutment similar)

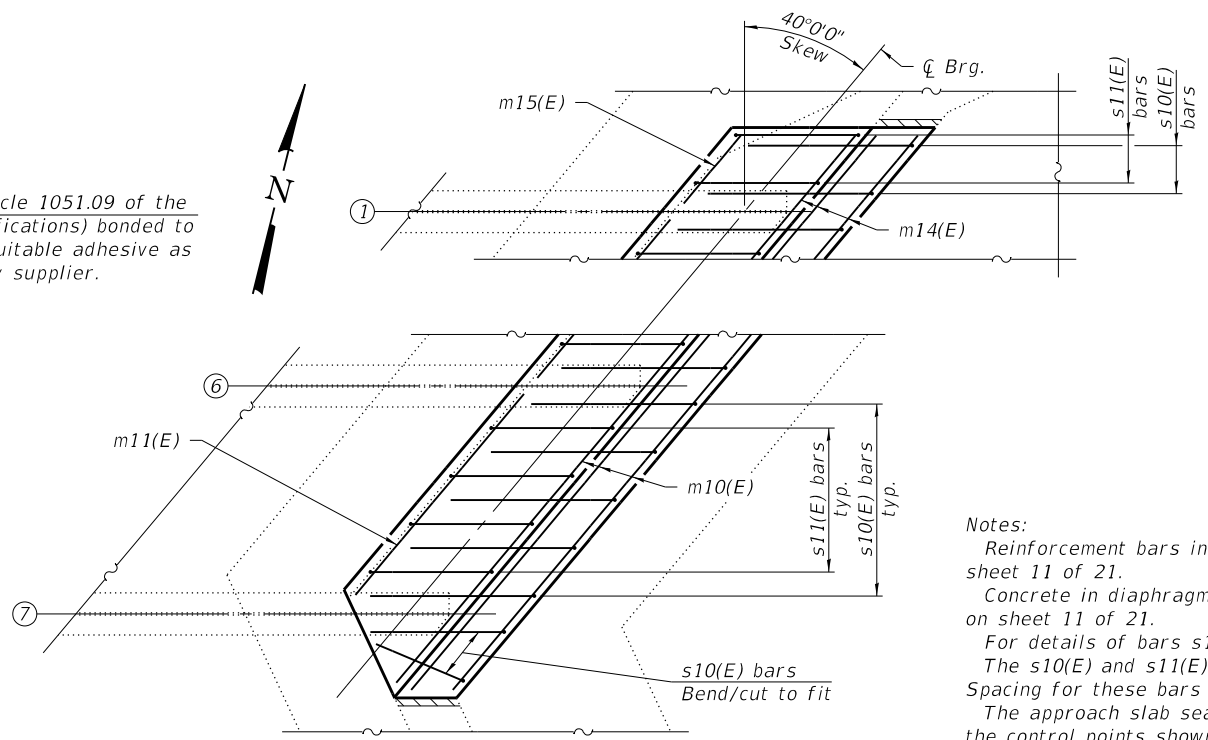
Note:
Existing steel end diaphragms not shown for clarity.



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



SECTION B-B



PART PLAN
(East Abutment shown, West Abutment similar)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 21.
Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 21.
For details of bars s10(E), s11(E), u10(E), and v10(E) see sheet 11 of 21.
The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
For bearing details see sheet 17 of 21.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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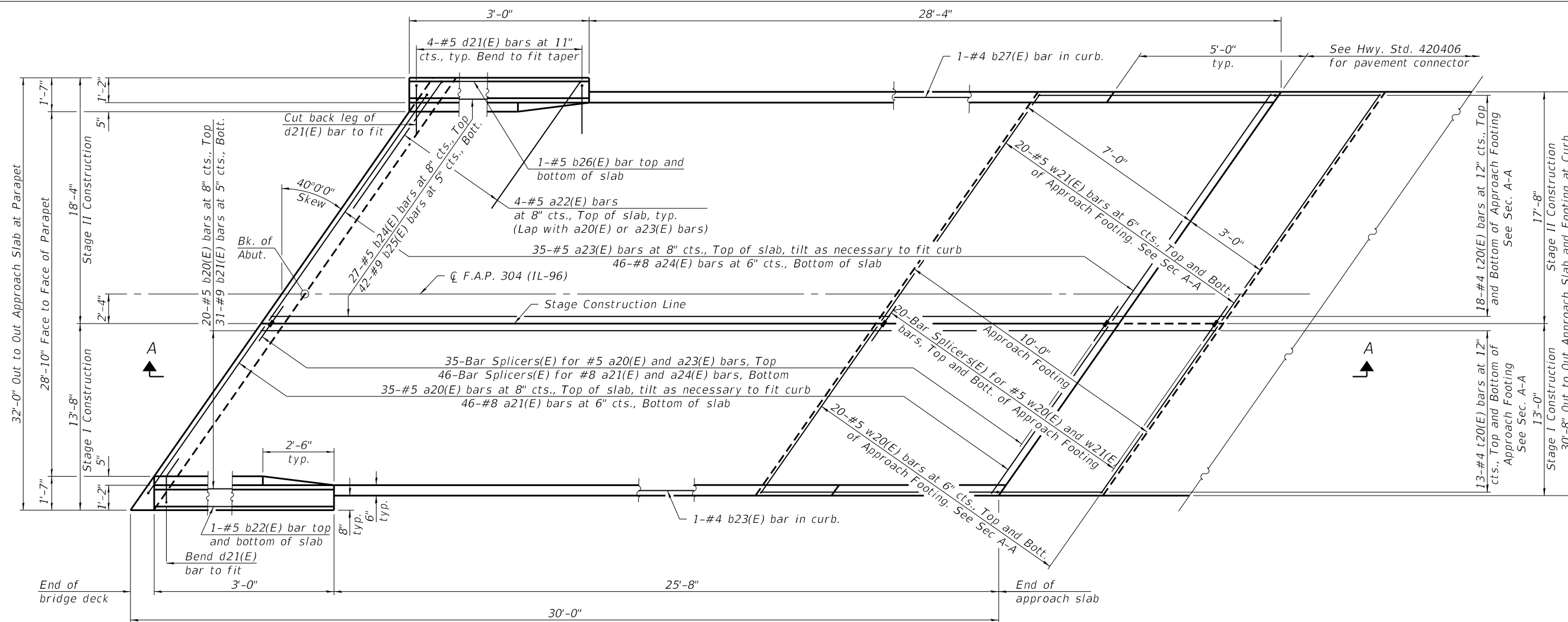
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

END DIAPHRAGM DETAILS
STRUCTURE NO. 007-0014

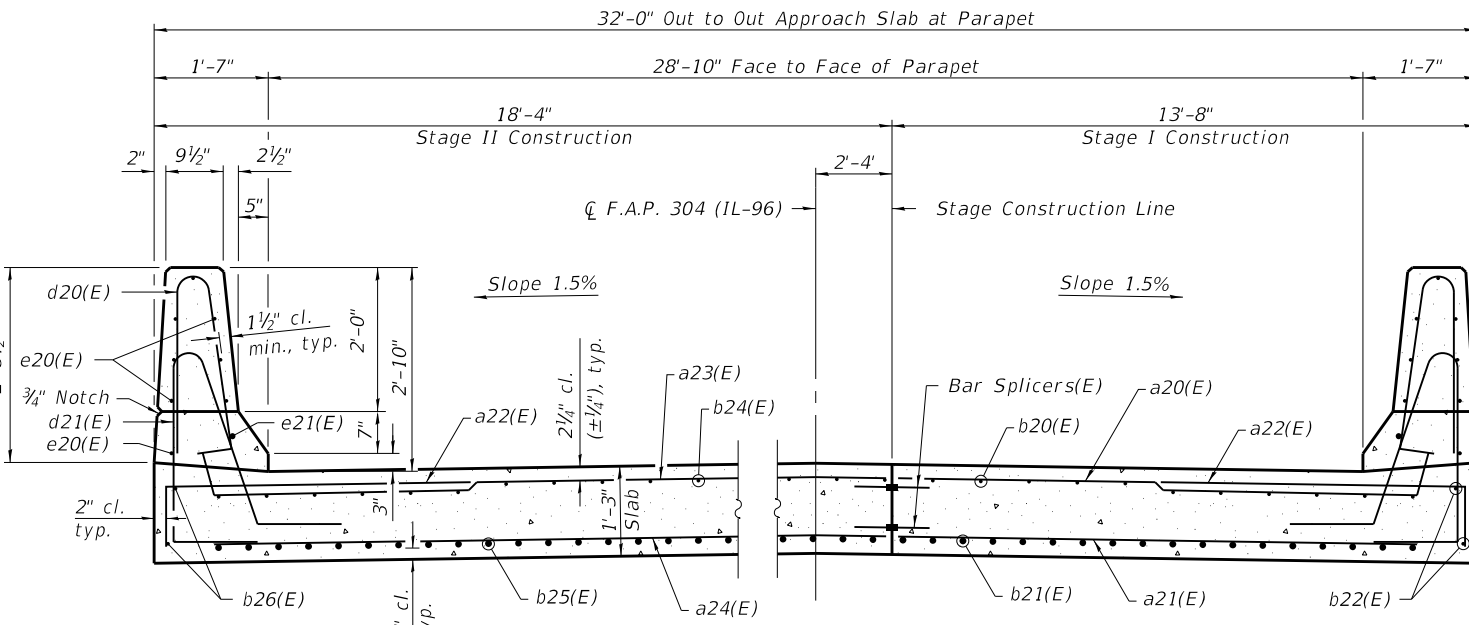
SHEET 12 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	36
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

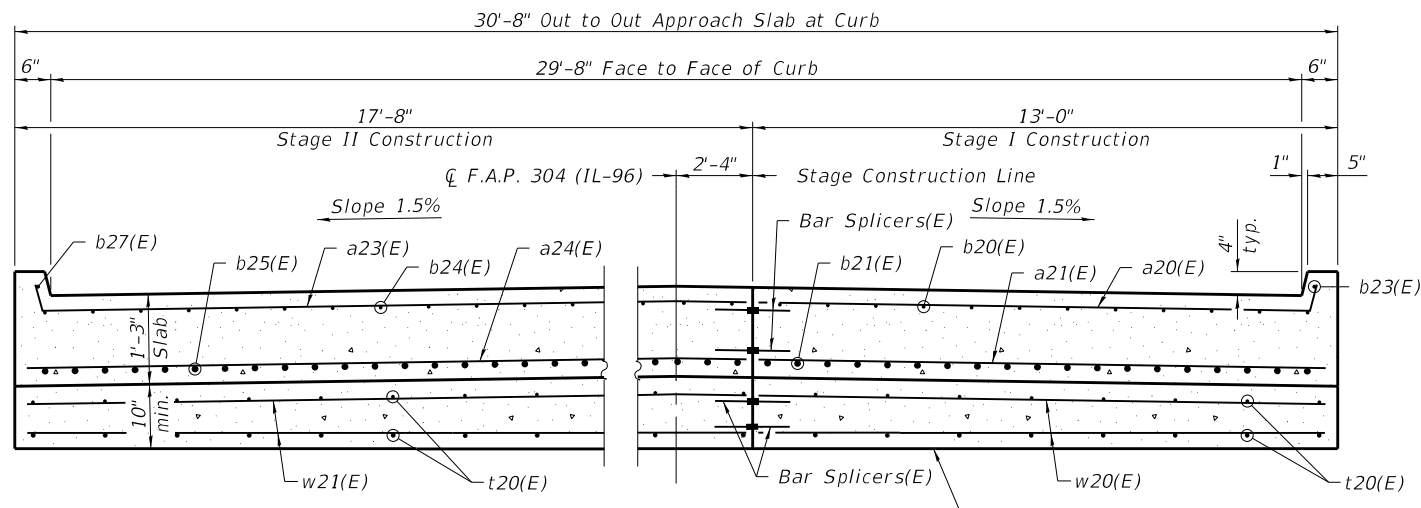


PLAN

Note:
East Approach shown, West Approach similar,
except as noted.



NEAR ABUTMENT
CROSS SECTION
(Looking East)



AT APPROACH FOOTING
CROSS SECTION
(Looking East)

Elev. 443.36 (West Approach)
Elev. 441.97 (East Approach)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
STRUCTURE NO. 007-0014

SHEET 13 OF 21 SHEETS

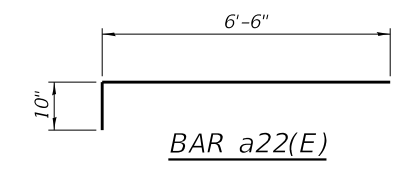
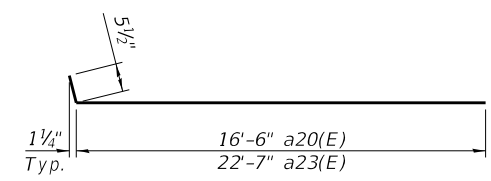
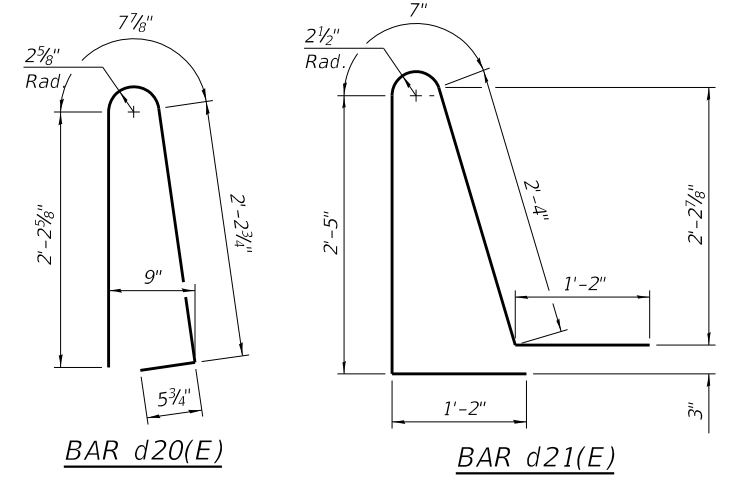
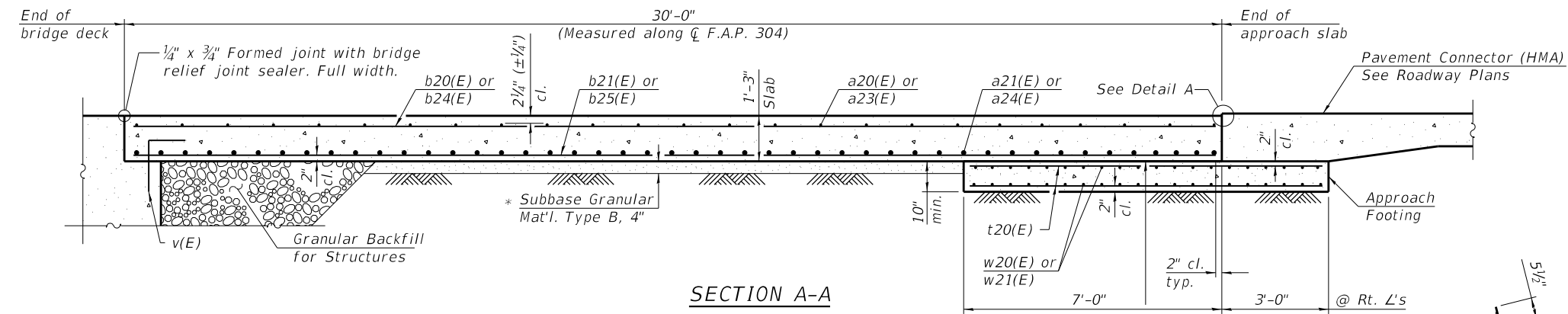
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	37
CONTRACT NO. 76117				

ILLINOIS FED. AID PROJECT

Notes:
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.

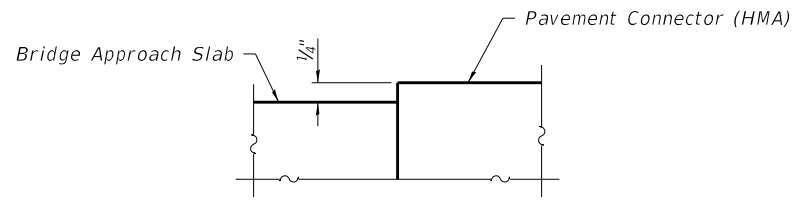


INSIDE ELEVATION OF PARAPET AND CURB

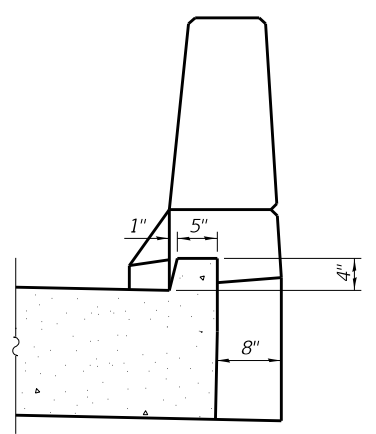


**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
a20(E)	70	#5	17'-0"	U	
a21(E)	92	#8	16'-7"	U	
a22(E)	16	#5	7'-4"	U	
a23(E)	70	#5	23'-1"	U	
a24(E)	92	#8	22'-8"	U	
b20(E)	40	#5	29'-9"	U	
b21(E)	62	#9	29'-9"	U	
b22(E)	4	#5	3'-10"	U	
b23(E)	2	#4	29'-2"	U	
b24(E)	54	#5	29'-9"	U	
b25(E)	84	#9	29'-9"	U	
b26(E)	4	#5	1'-8"	U	
b27(E)	2	#4	30'-3"	U	
d20(E)	16	#5	5'-7"	U	
d21(E)	16	#5	7'-8"	U	
e20(E)	32	#4	2'-9"	U	
e21(E)	4	#8	2'-9"	U	
t20(E)	124	#4	12'-8"	U	
w20(E)	80	#5	16'-8"	U	
w21(E)	80	#5	22'-9"	U	
Concrete Superstructure (Approach Slab)				Cu. Yd.	86.8
Concrete Structures				Cu. Yd.	28.2
Reinforcement Bars, Epoxy Coated				Pound	35,120



DETAIL A



VIEW B-B

* Cost included with Concrete Superstructure (Approach Slab).

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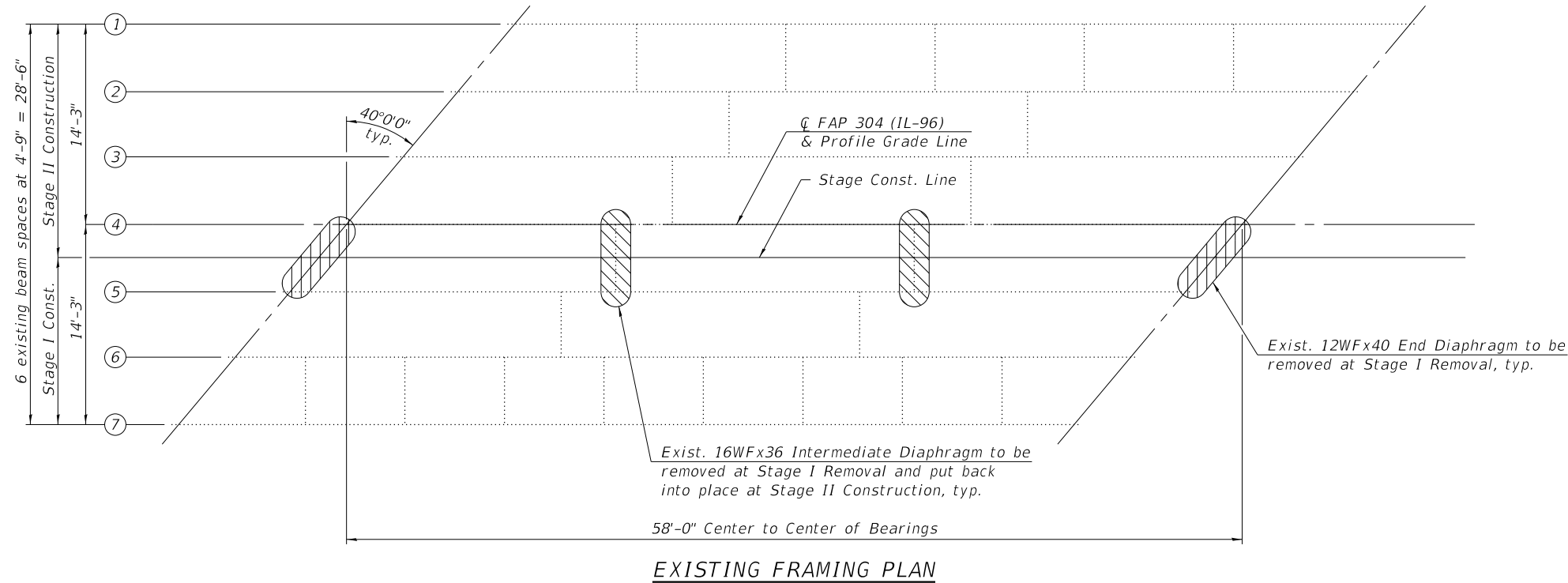
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB DETAILS
STRUCTURE NO. 007-0014**

SHEET 14 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	38
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				



INTERIOR GIRDER MOMENT TABLE		
0.5 Span 1		
I_s	(in ⁴)	5,770
$I_c(n)$	(in ⁴)	17,489
$I_c(3n)$	(in ⁴)	12,174
S_s	(in ³)	381
$S_c(n)$	(in ³)	617
$S_c(3n)$	(in ³)	543
ρ	(k')	0.66
$M\rho$	(k)	278
$s\rho$	(k')	0.15
$M_s\rho$	(k)	63
M_L	(k)	329
M_I	(k)	90
$\rho_3 [M_L + I]$	(k)	699.00
Ma	(k)	1,352
$fs\rho$ non-comp	(ksi)	8.74
$fs\rho$ (comp)	(ksi)	1.40
$fs\rho_3 [M_L + M_I]$	(ksi)	13.59
fs (Overload)	(ksi)	23.73
* fs (Total)	(ksi)	30.85
VR	(k)	39.20

INTERIOR GIRDER REACTION TABLE		
	W. Abut.	E. Abut.
$R\rho$	(k)	43.8
R_L	(k)	41.0
R_I	(k)	11.5
R_{Total}	(k)	96.3

* Braced non-compact and partially braced section

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing fs (Total and Overload) due to non-composite dead loads (in.⁴ and in.³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs (Total and Overload) due to short-term composite live loads (in.⁴ and in.³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs (Total and Overload) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

ρ : Un-factored non-composite dead load (kips/ft.).

$M\rho$: Un-factored moment due to non-composite dead load (kip-ft.).

$s\rho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).

$M_s\rho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L : Un-factored live load moment (kip-ft.).

M_I : Un-factored moment due to impact (kip-ft.).

Ma : Factored design moment (kip-ft.).

$1.3 [M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)]$

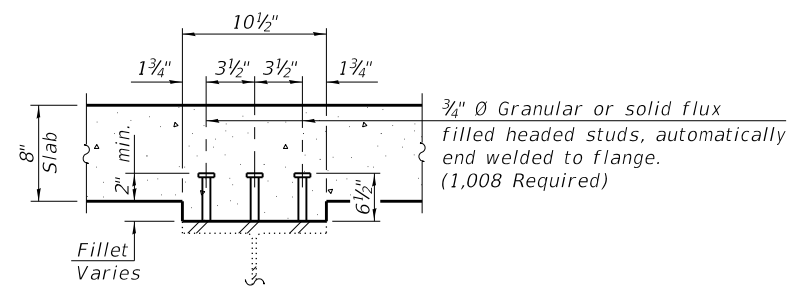
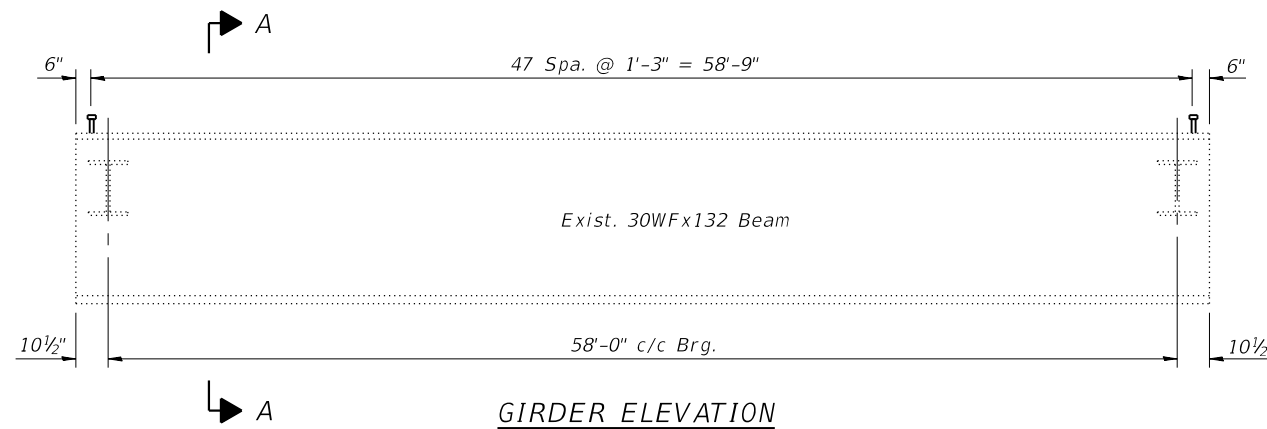
fs (Overload): Sum of stresses as computed from the moments below (ksi).

$M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)$

fs (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

$1.3 [M\rho + M_s\rho + \frac{5}{3} (M_L + M_I)]$

VR : Maximum ρ + impact shear range within the composite portion of the span for stud shear connector design (kips).



SECTION A-A

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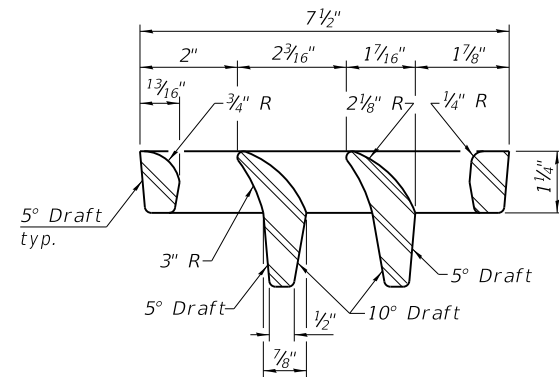
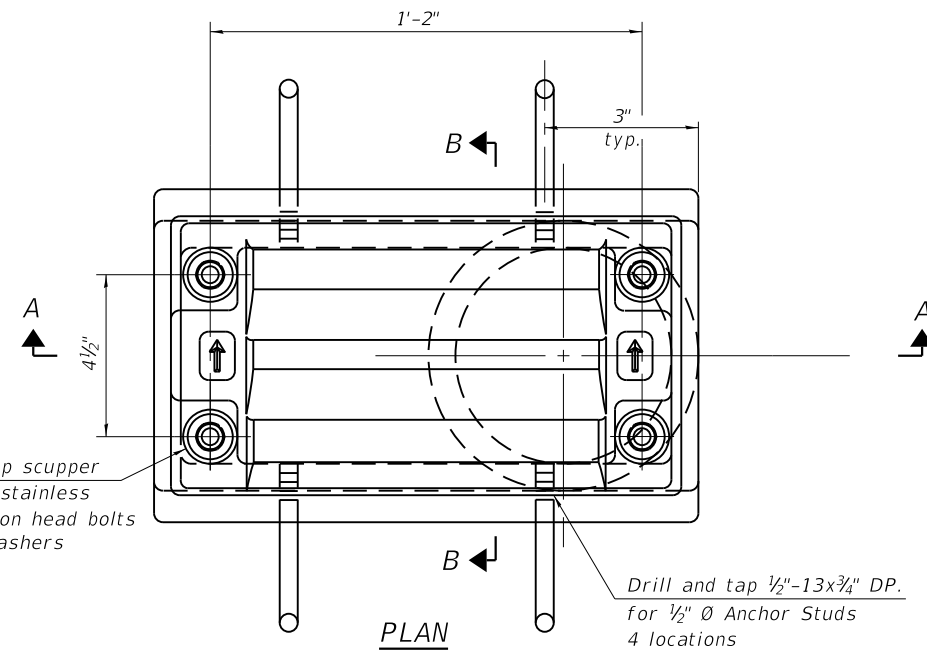
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 007-0014

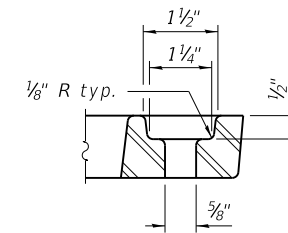
SHEET 15 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	39
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

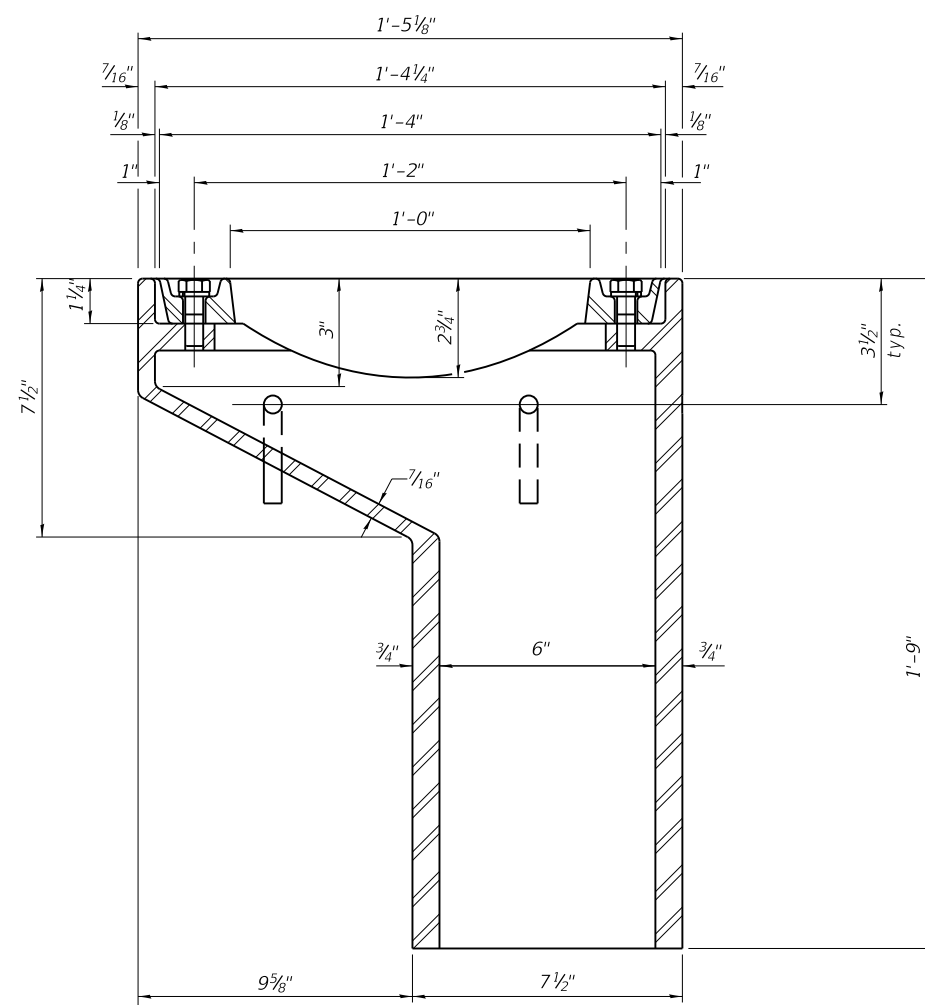
Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.
 Drainage scuppers shall be located clear of all diaphragms.



VANE GRATE DETAIL

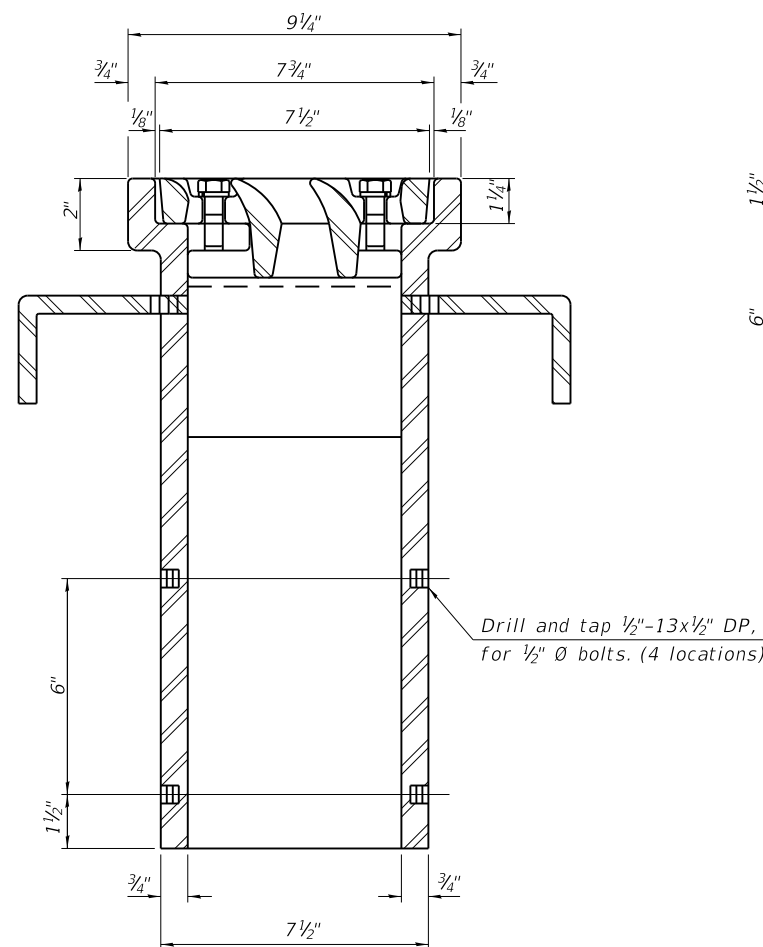


BOLT HOLE DETAIL



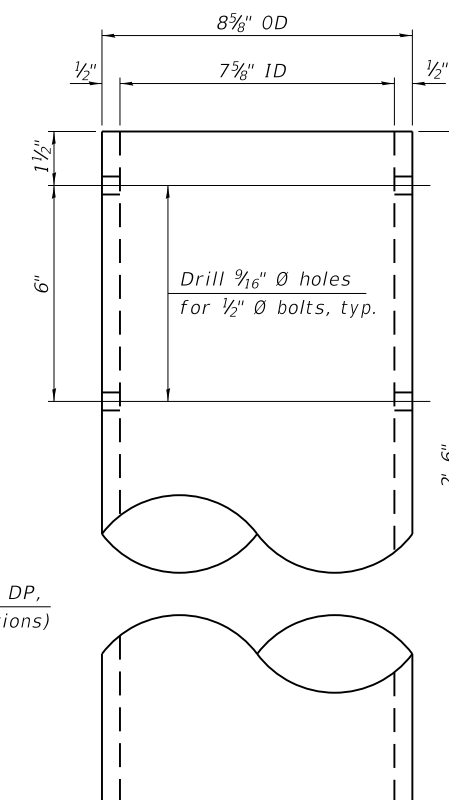
SECTION A-A

See sheet 11 of 21 for scupper location relative to parapet.

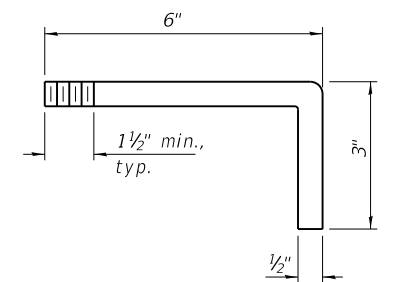


SECTION B-B

Drill and tap 1/2"-13x1/2" DP, for 1/2" Ø bolts. (4 locations)



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

DS-11

2-17-2017



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PLOT SCALE =	CHECKED - SSM	REVISED -
PLOT DATE =	DRAWN - TSF	REVISED -
	CHECKED - SSM	REVISED -

STATE OF ILLINOIS
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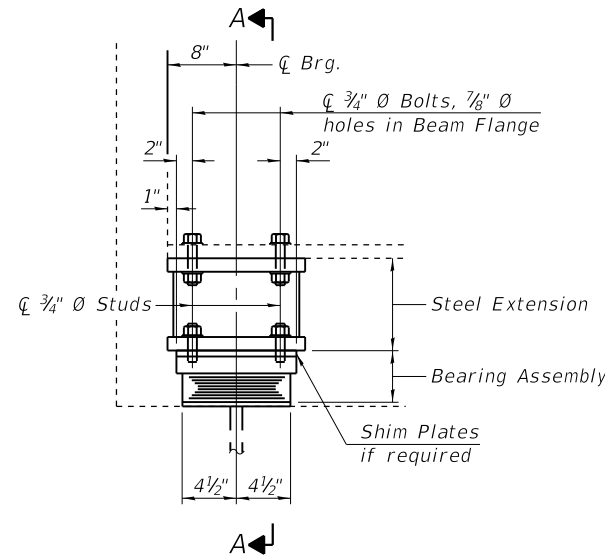
DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 007-0014

SHEET 16 OF 21 SHEETS

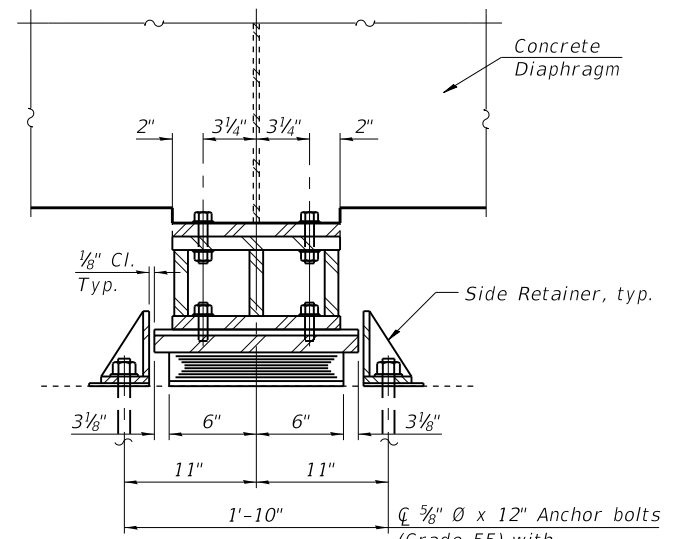
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	40
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

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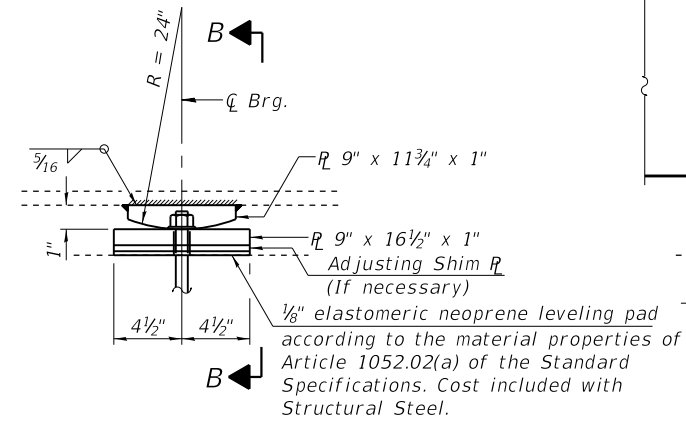
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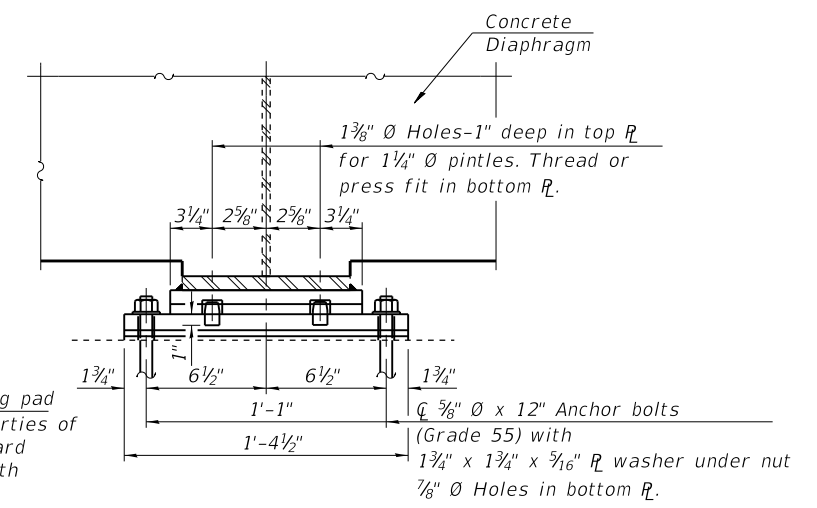
ELEVATION AT W. ABUT.



SECTION A-A

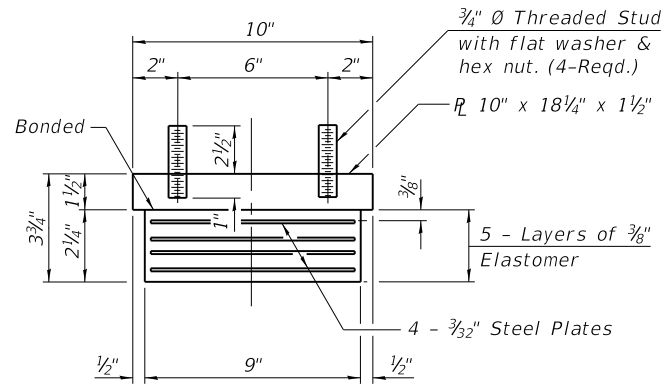


ELEVATION AT E. ABUT.



SECTION B-B

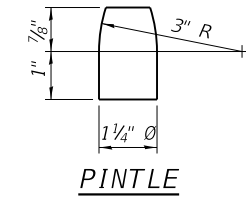
TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

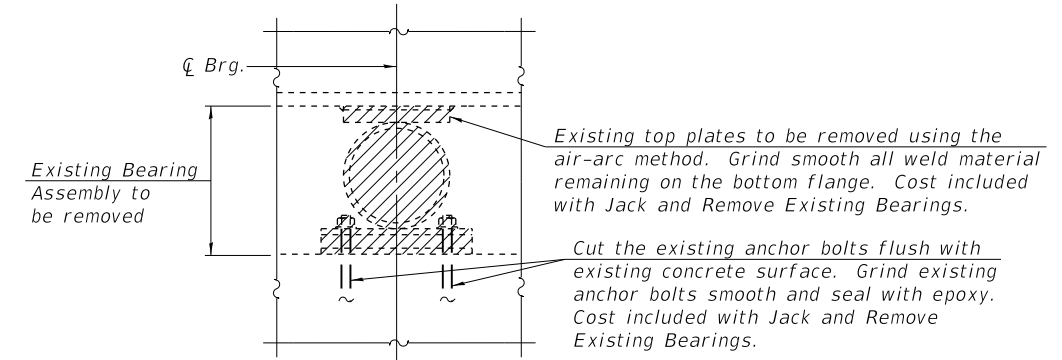
Note:
Shim plates shall not be placed under Bearing Assembly.

Notes:
All bearing plates shall be AASHTO M270 Grade 50.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
Field drill holes into existing beamseat and epoxy grout threaded anchor bolts to avoid existing reinforcement bars.
Contractor shall field drill and set 5/8" dia. threaded rods into existing concrete beamseat to avoid existing reinforcement bars according to Article 509.06 of the Standard Specifications.
Two 1/8" in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
Steel extensions and connection bolts are included with Furnishing and Erecting Structural Steel.



PINTLE

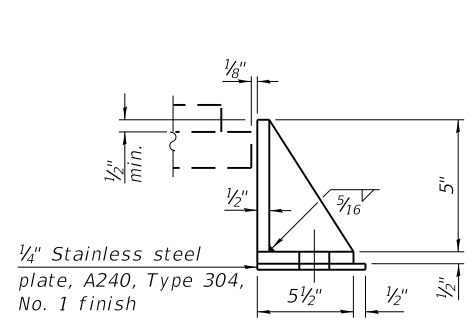
FIXED BEARING



JACK AND REMOVE EXISTING BEARING PROCEDURE

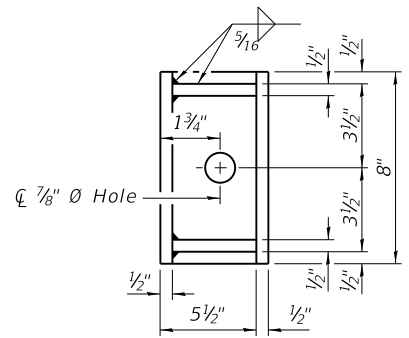
1. The contractor shall submit for approval by the engineer, plans for jacking existing beams and installing new bearings prior to commencing any related work. The maximum dead load reaction per beam (weight of steel only) is 4.7k at the abutments.
2. Prior to ordering any material, the contractor shall verify shim plate thickness required at each bearing.
3. Jack and Remove Existing bearings shall be done after the existing deck is removed and prior to placing the new deck.
4. Jacking shall be limited to a maximum of 1/4" lift to remove existing bearing.
5. The new bearings and shim plates shall be in place and the jacks shall be lowered before the new concrete deck is poured.

Note: Hatched area indicates Removal of Existing Bearing.

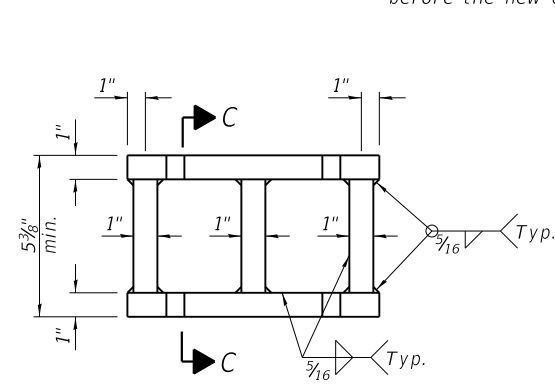


SIDE RETAINER

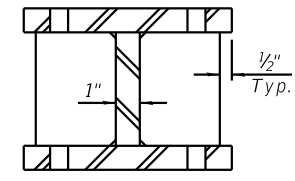
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PLAN STEEL EXTENSION



ELEVATION STEEL EXTENSION



SECTION C-C

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	1,340
Elastomeric Bearing Assembly Type I	Each	7
Anchor Bolts, 5/8"	Each	28
Jack and Remove Existing Bearings	Each	14

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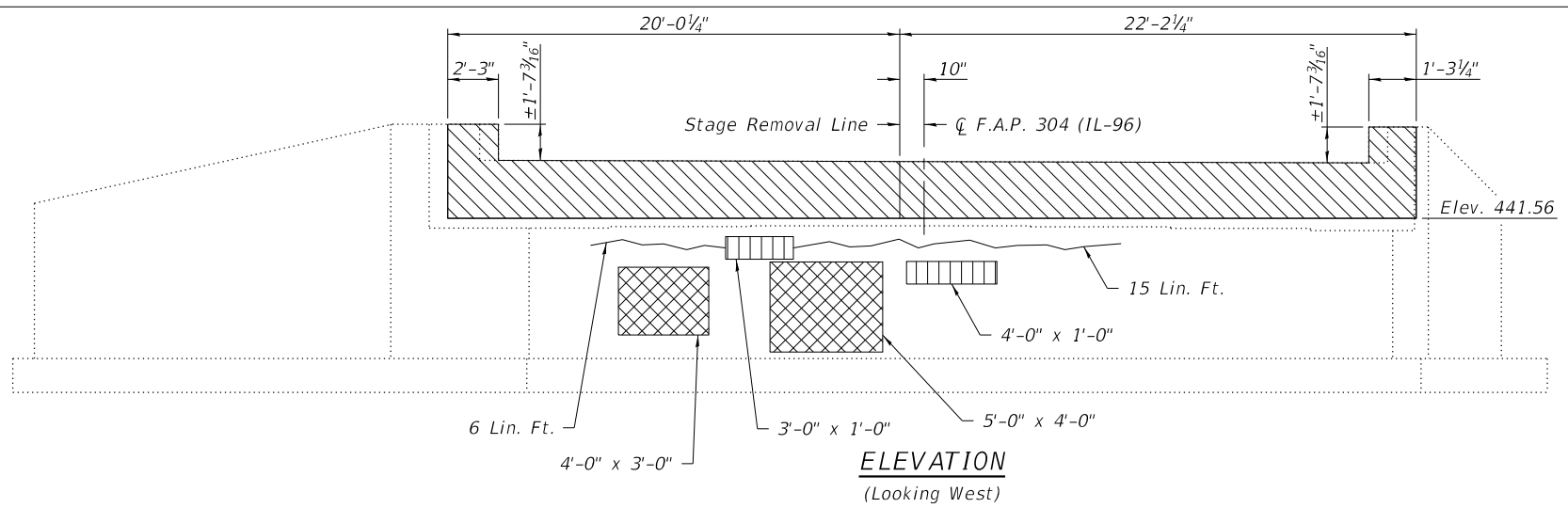
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PLOT SCALE =	CHECKED - SSM	REVISED -
PLOT DATE =	DRAWN - TSF	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

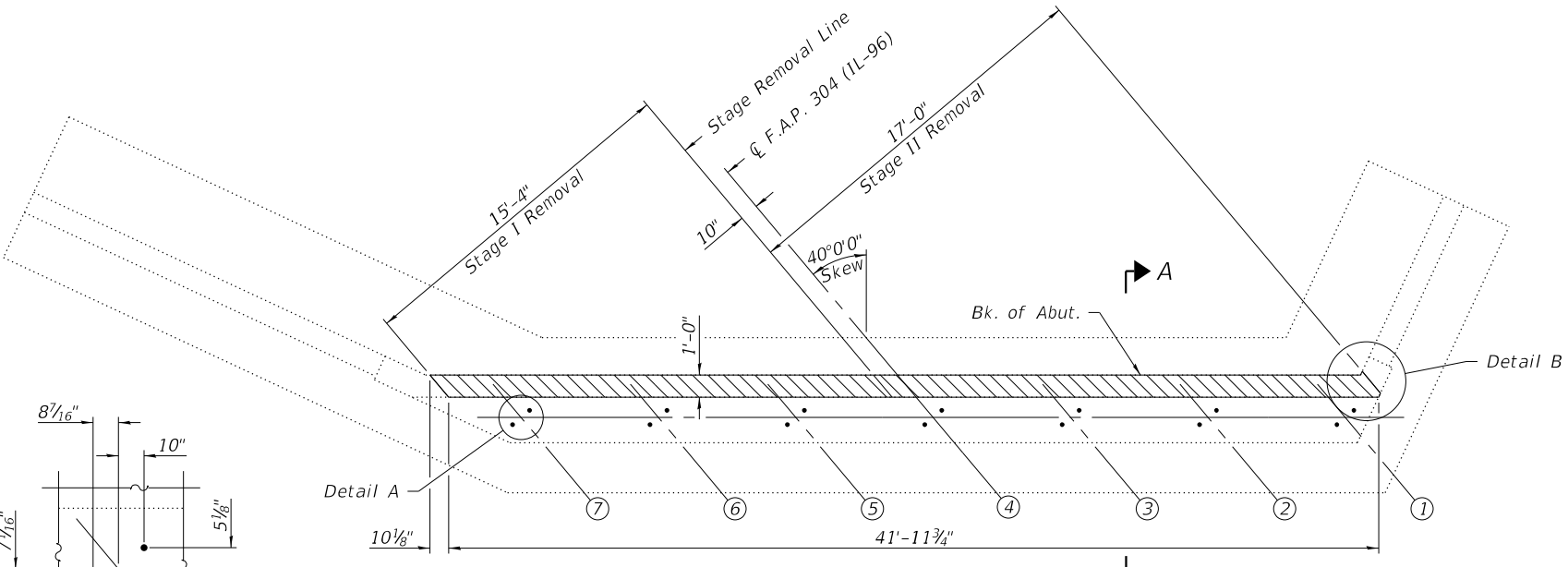
BEARING DETAILS
STRUCTURE NO. 007-0014

SHEET 17 OF 21 SHEETS

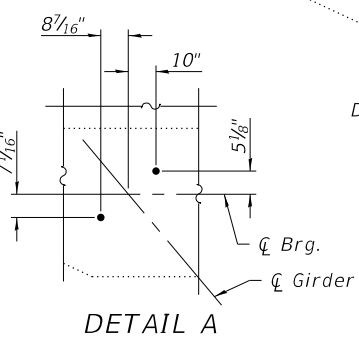
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			53	41
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



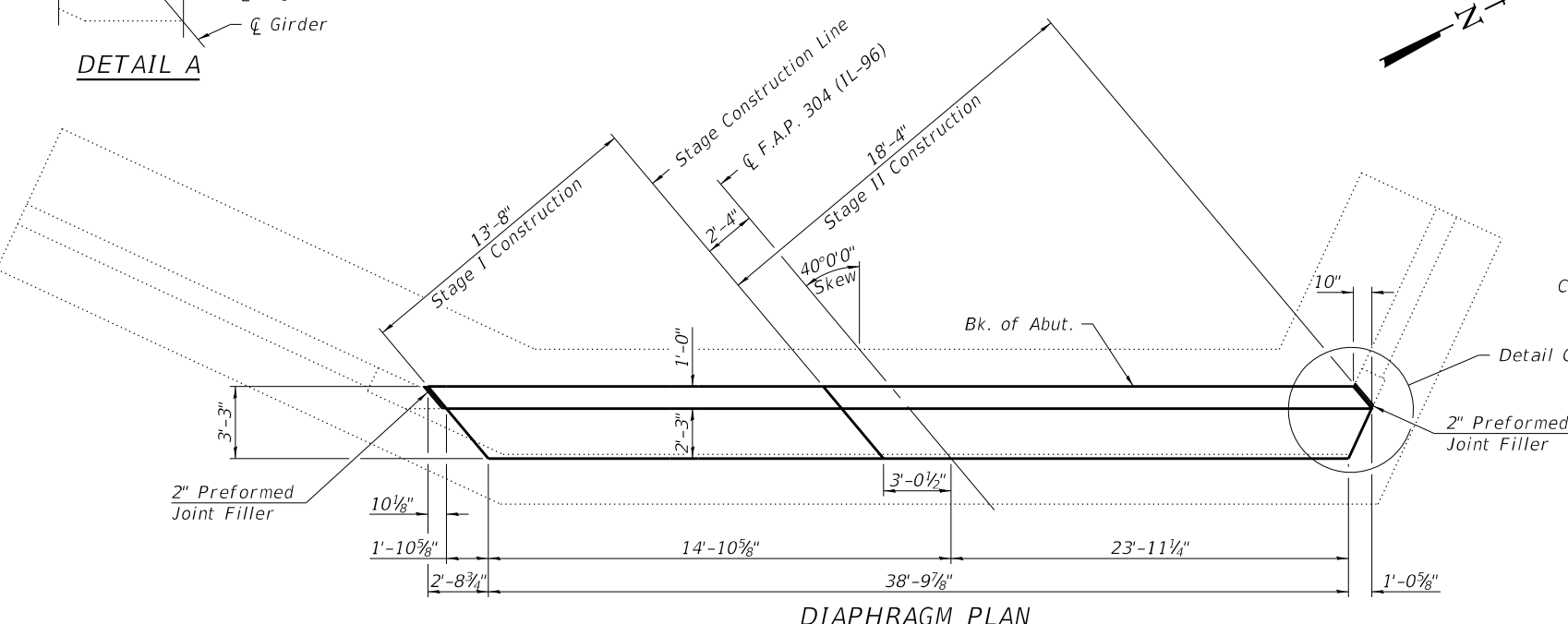
ELEVATION
(Looking West)



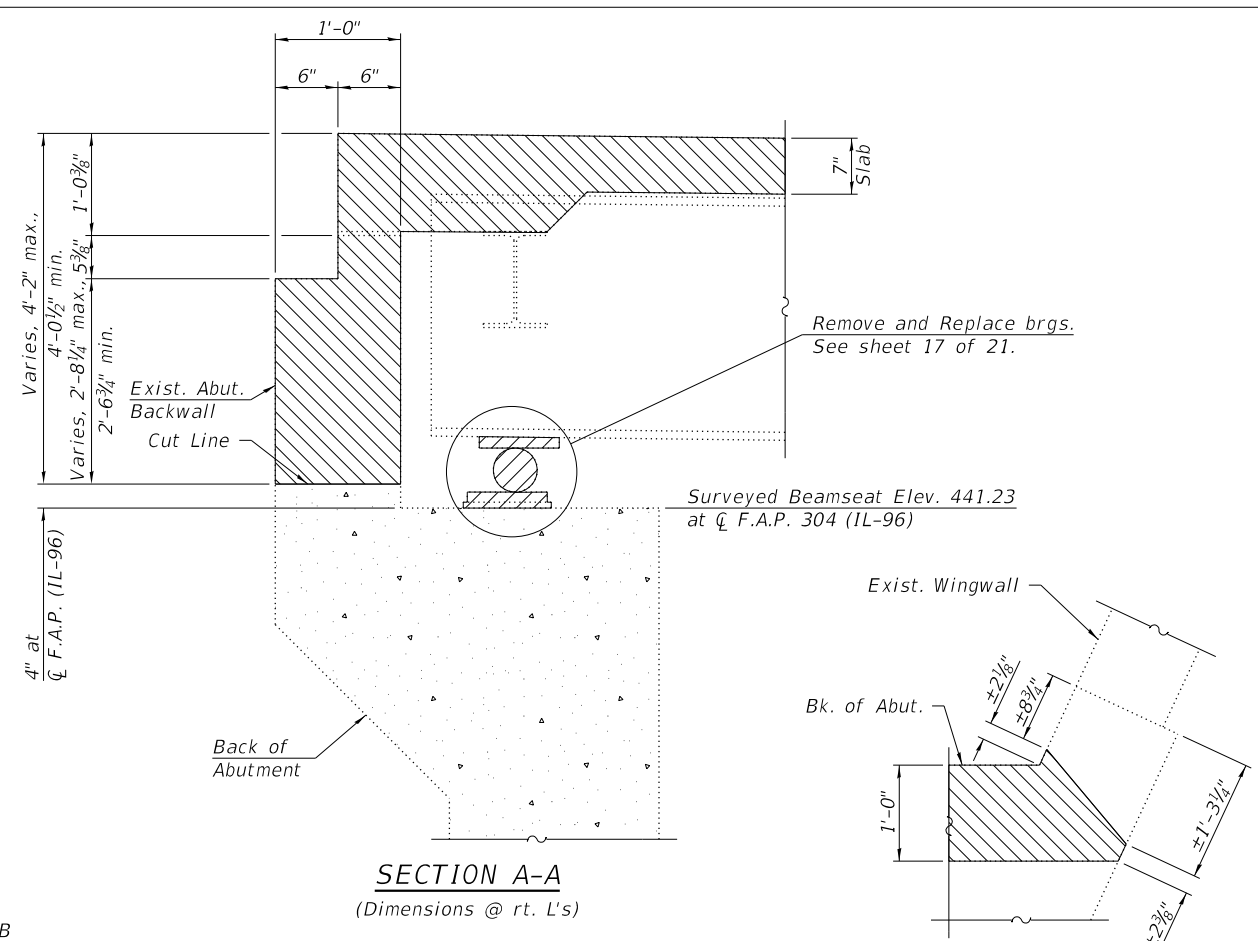
WEST ABUTMENT PLAN



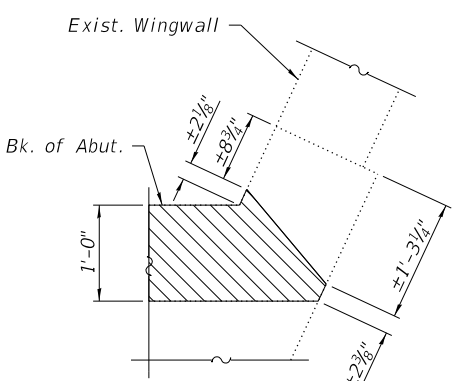
DETAIL A



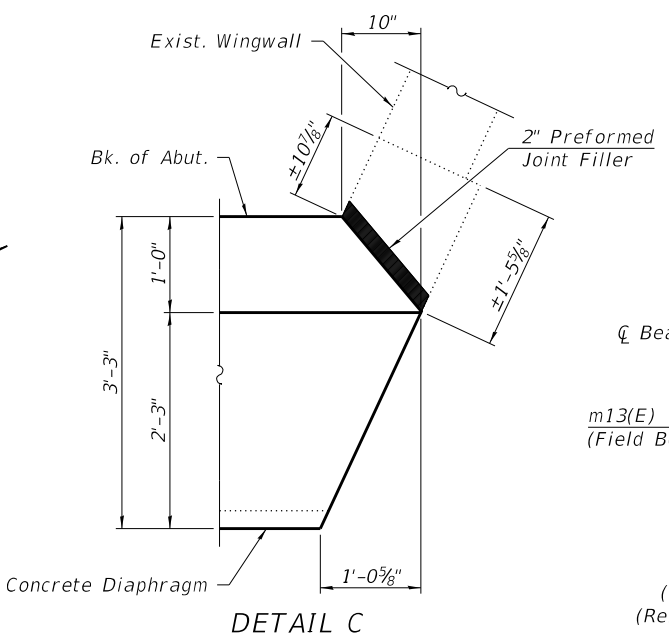
DIAPHRAGM PLAN



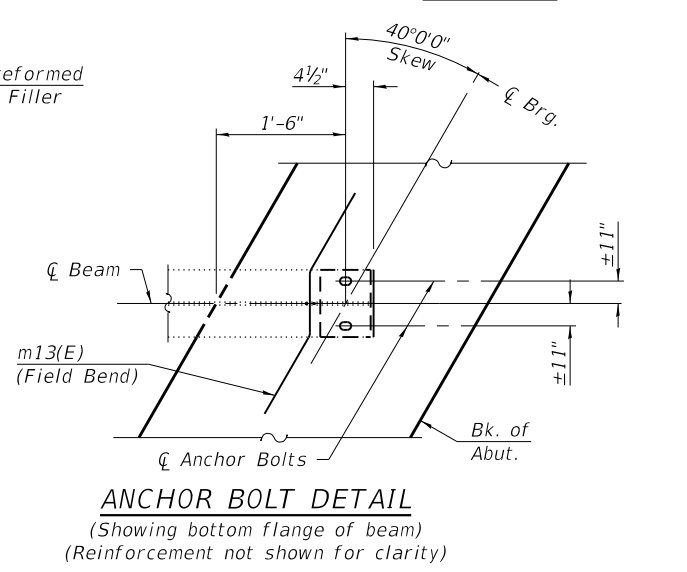
SECTION A-A
(Dimensions @ rt. L's)



DETAIL B



DETAIL C



ANCHOR BOLT DETAIL
(Showing bottom flange of beam)
(Reinforcement not shown for clarity)

- KEY**
- Denotes Concrete Removal
 - Denotes Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)
 - Denotes Structural Repair of Concrete (Depth Greater than 5 Inches)
 - Epoxy Crack Injection

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	21
Concrete Removal	Cu. Yd.	4.1
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	32.0
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.	7.0

Note:
Work this sheet in conjunction with sheet 12 of 21 for West Diaphragm.

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PLOT DATE =	DRAWN - TSF	REVISED -
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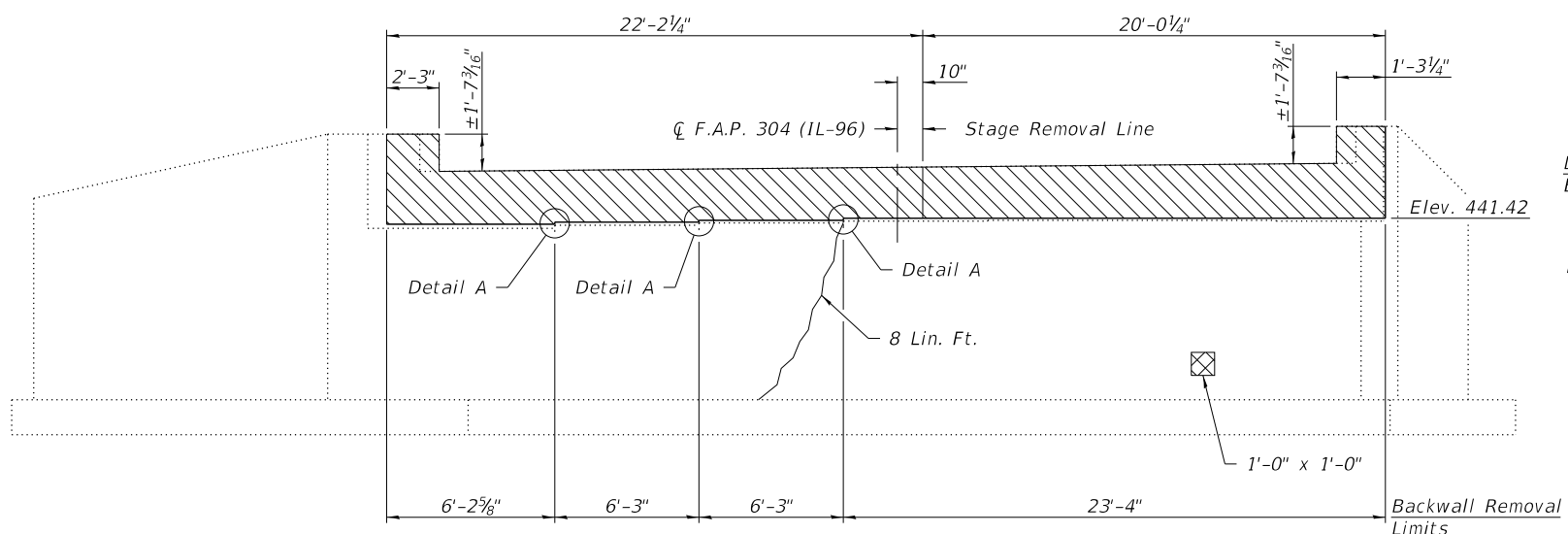
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WEST ABUTMENT DETAILS
STRUCTURE NO. 007-0014**

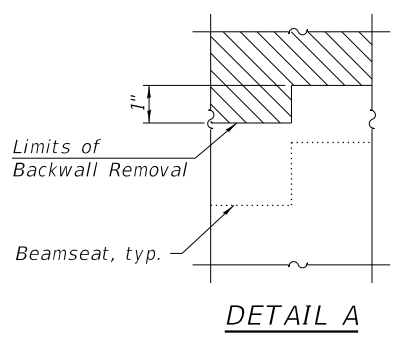
SHEET 18 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	42
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

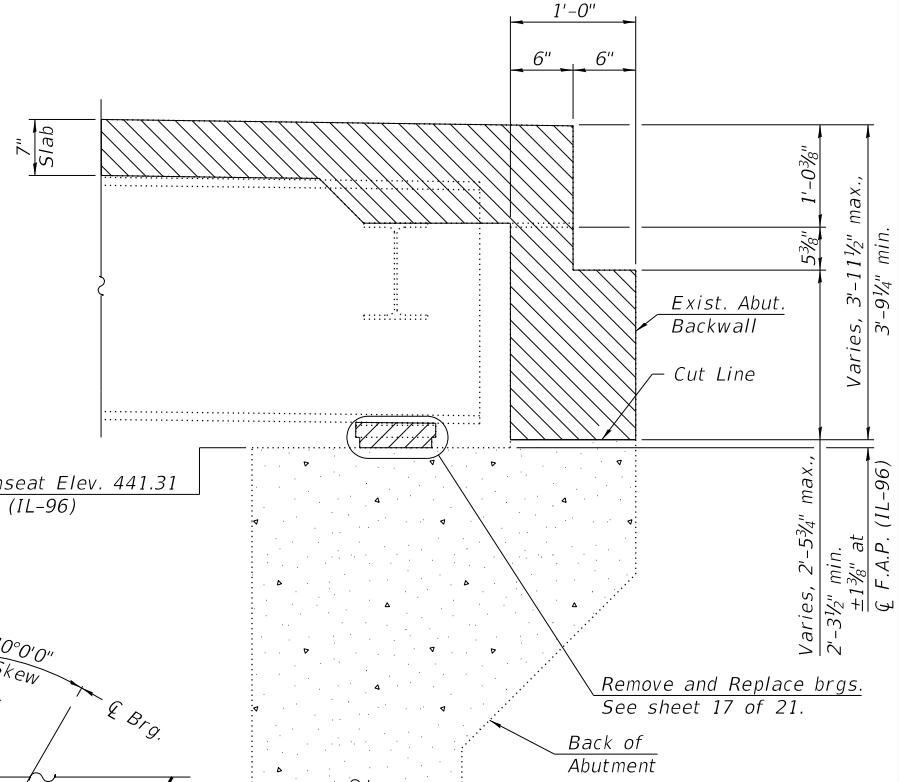
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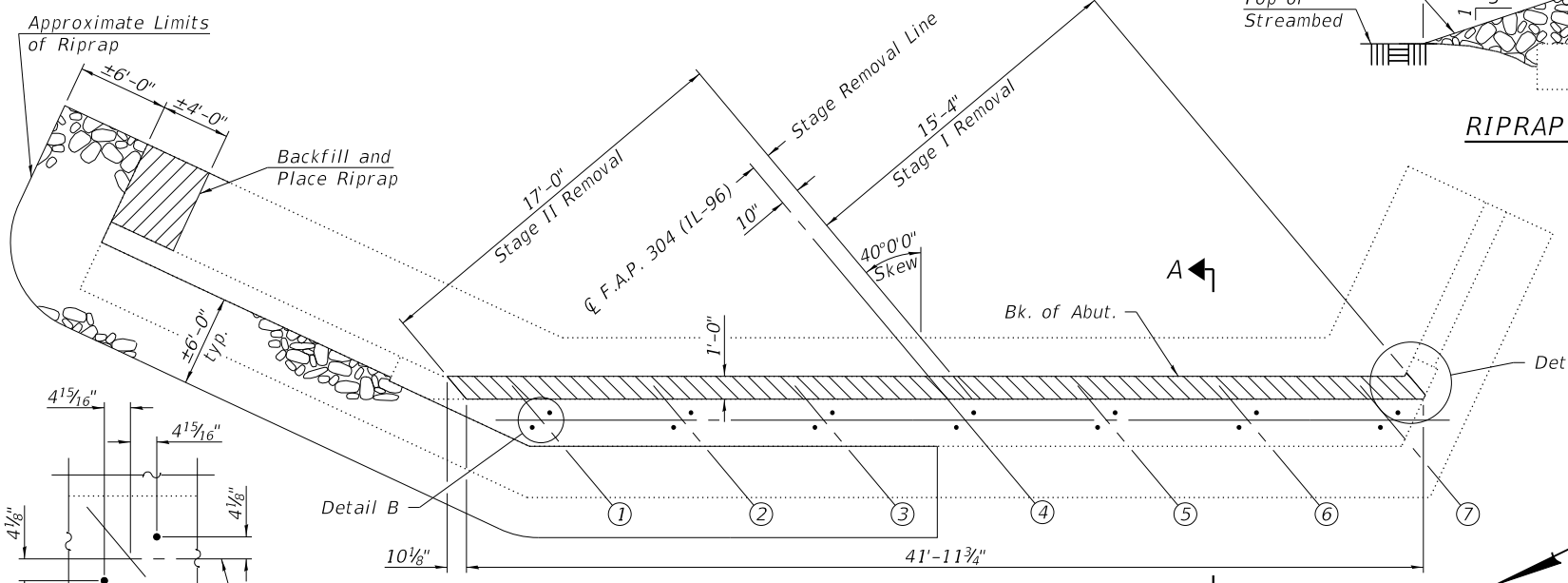
ELEVATION
 (Looking East)



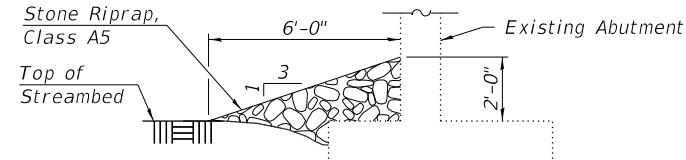
DETAIL A



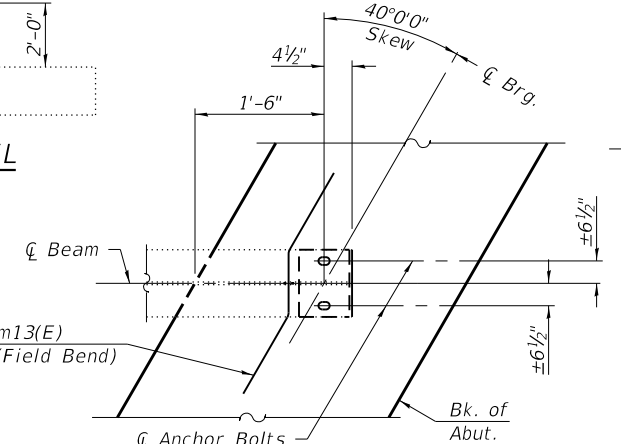
SECTION A-A
 (Dimensions @ rt. L's)



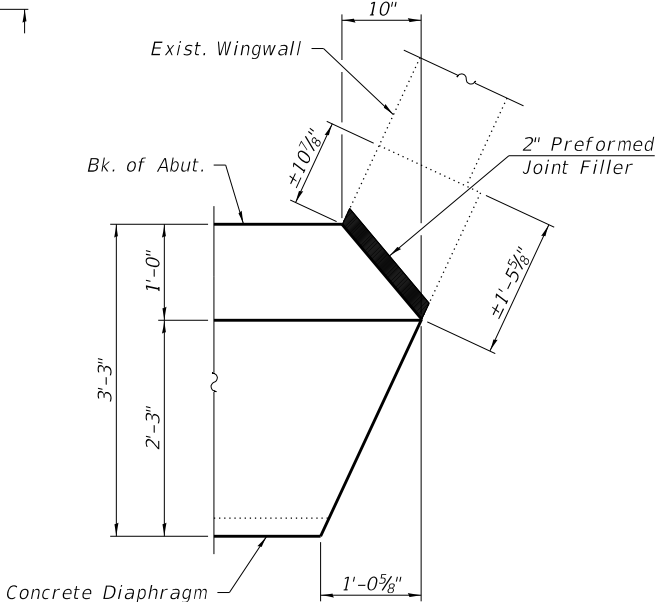
EAST ABUTMENT PLAN



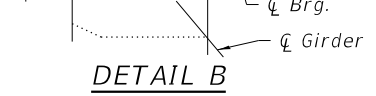
RIPRAP DETAIL



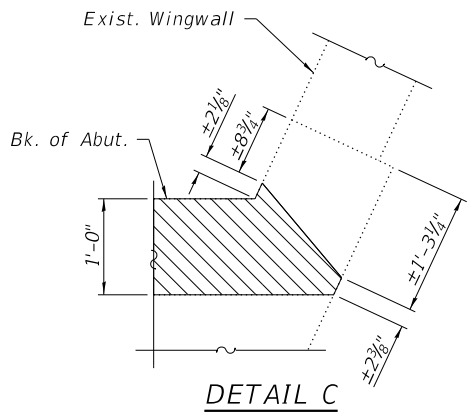
ANCHOR BOLT DETAIL
 (Showing bottom flange of beam)
 (Reinforcement not shown for clarity)



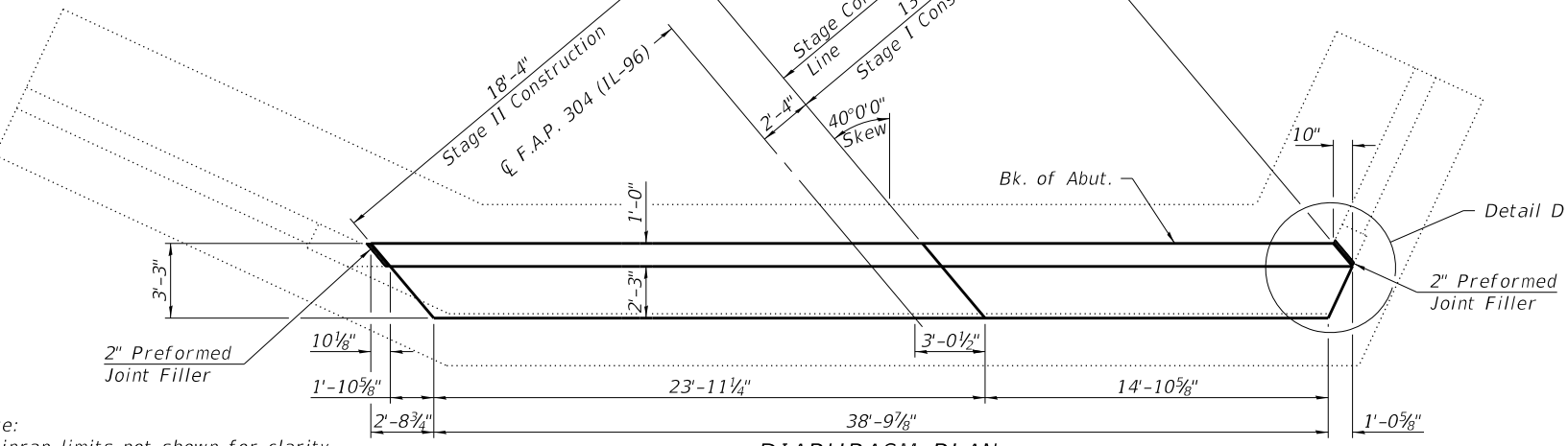
DETAIL D



DETAIL B



DETAIL C



DIAPHRAGM PLAN

Note:
 Riprap limits not shown for clarity.

- KEY**
- Denotes Concrete Removal
 - Denotes Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)
 - Epoxy Crack Injection

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	8
Concrete Removal	Cu. Yd.	3.7
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	1.0

Note:
 Work this sheet in conjunction with sheet 12 of 21 for East Diaphragm.



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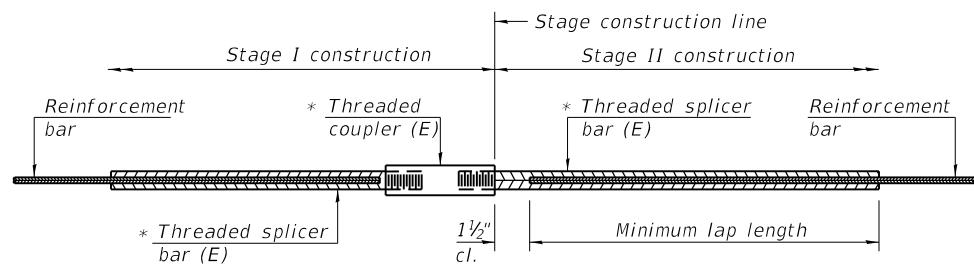
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
STRUCTURE NO. 007-0014

SHEET 19 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	43
CONTRACT NO. 76117				

ILLINOIS FED. AID PROJECT

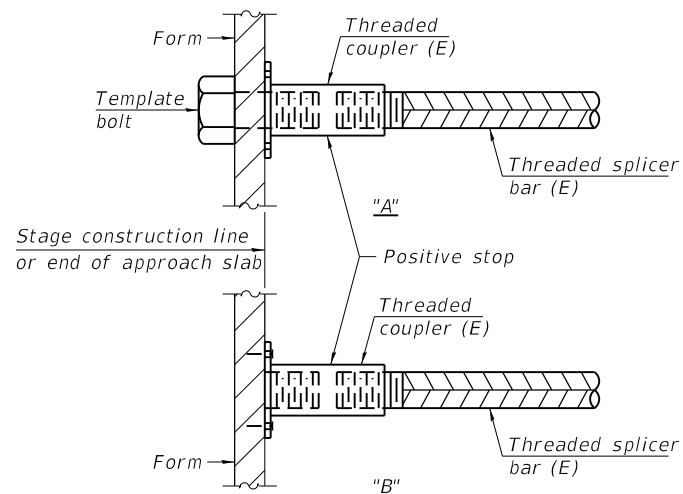


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

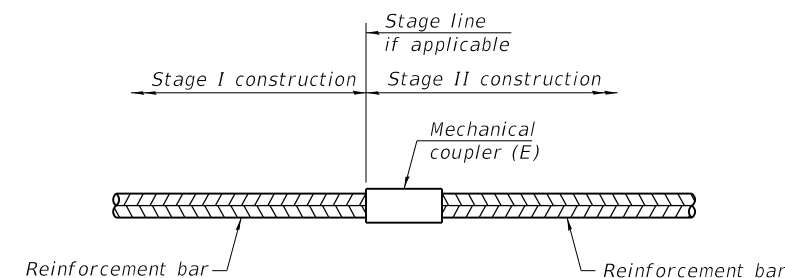
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	156	3'-6"
Approach Slab	#5	70	3'-6"
Approach Slab	#8	92	4'-9"
Approach Footing	#5	80	3'-2"
West Abutment	#6	11	3'-10"
East Abutment	#6	11	3'-10"



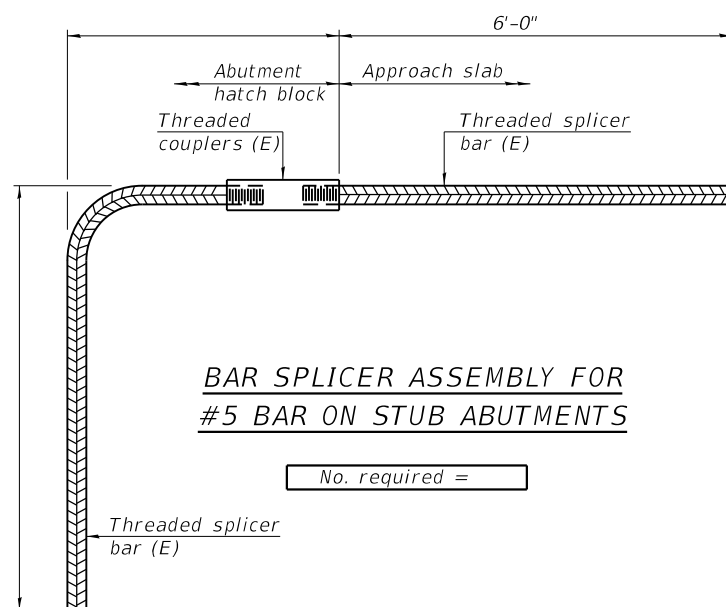
INSTALLATION AND SETTING METHODS

"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.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

Notes:
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

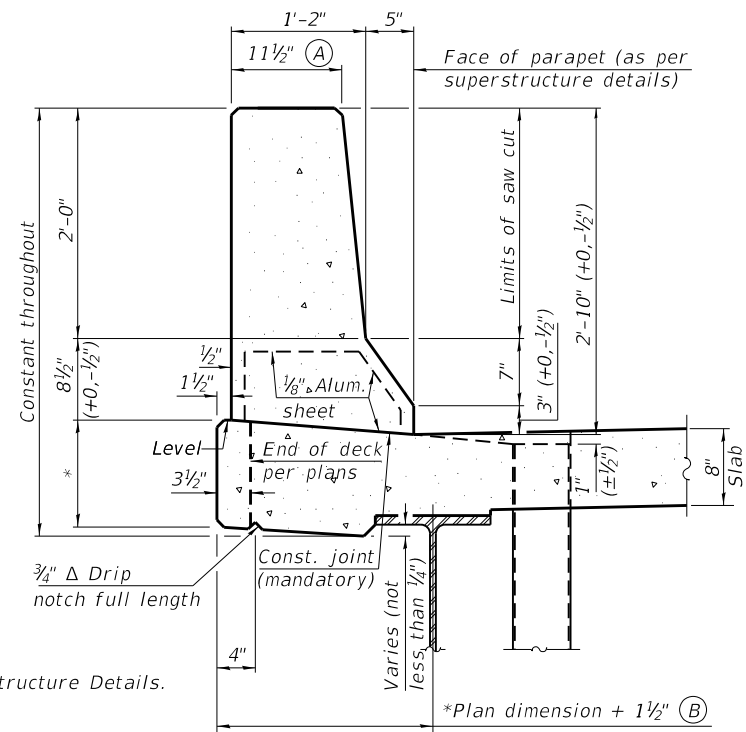
BAR SPLICER AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 007-0014

SHEET 20 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	44
			CONTRACT NO. 76117	
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

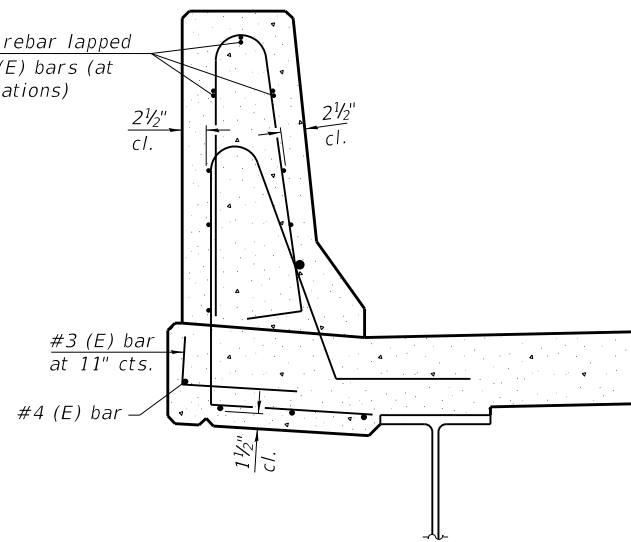
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet.
Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.
Steel superstructure shown. Other superstructure types similar.



34" F SHAPE PARAPET SECTION
(Showing dimensions)

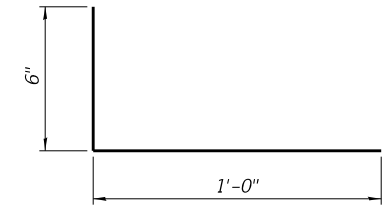
*See Superstructure Details.

1/2" Ø GFRP rebar lapped with #4 ex(E) bars (at saw cut locations)

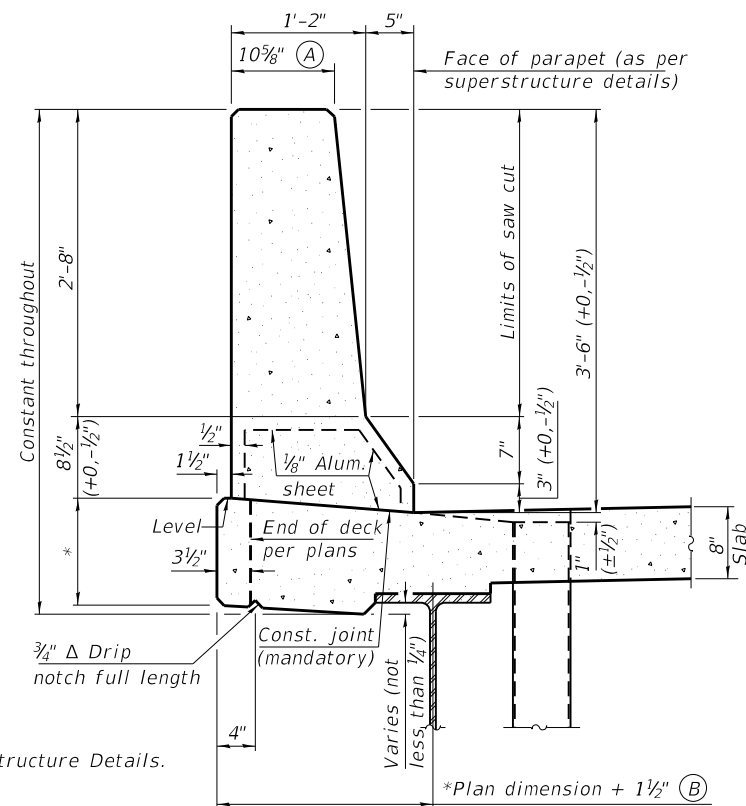


SECTION

(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

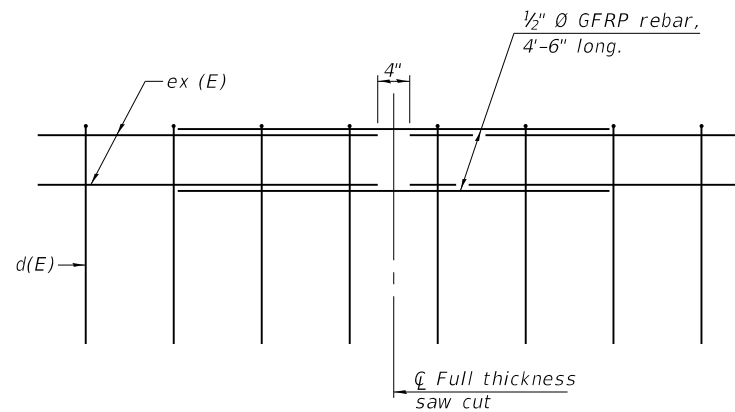


#3 (E) BAR



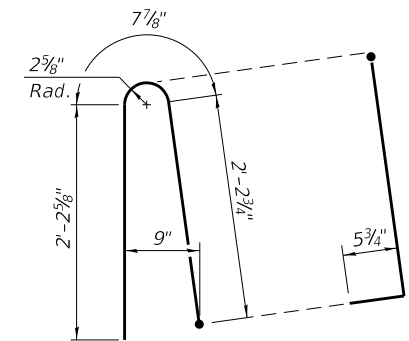
42" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.

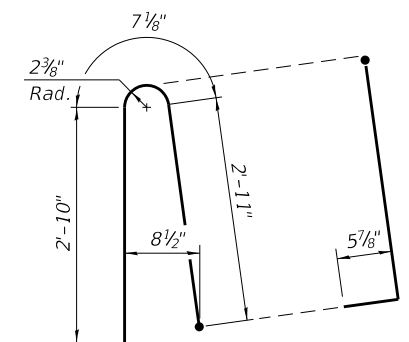


GFRP REBAR STIFFENING DETAIL

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



ALTERNATE BAR d(E)
(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)
(For 42" parapet when conduit is present)

MODEL: 0070014-76117-020
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

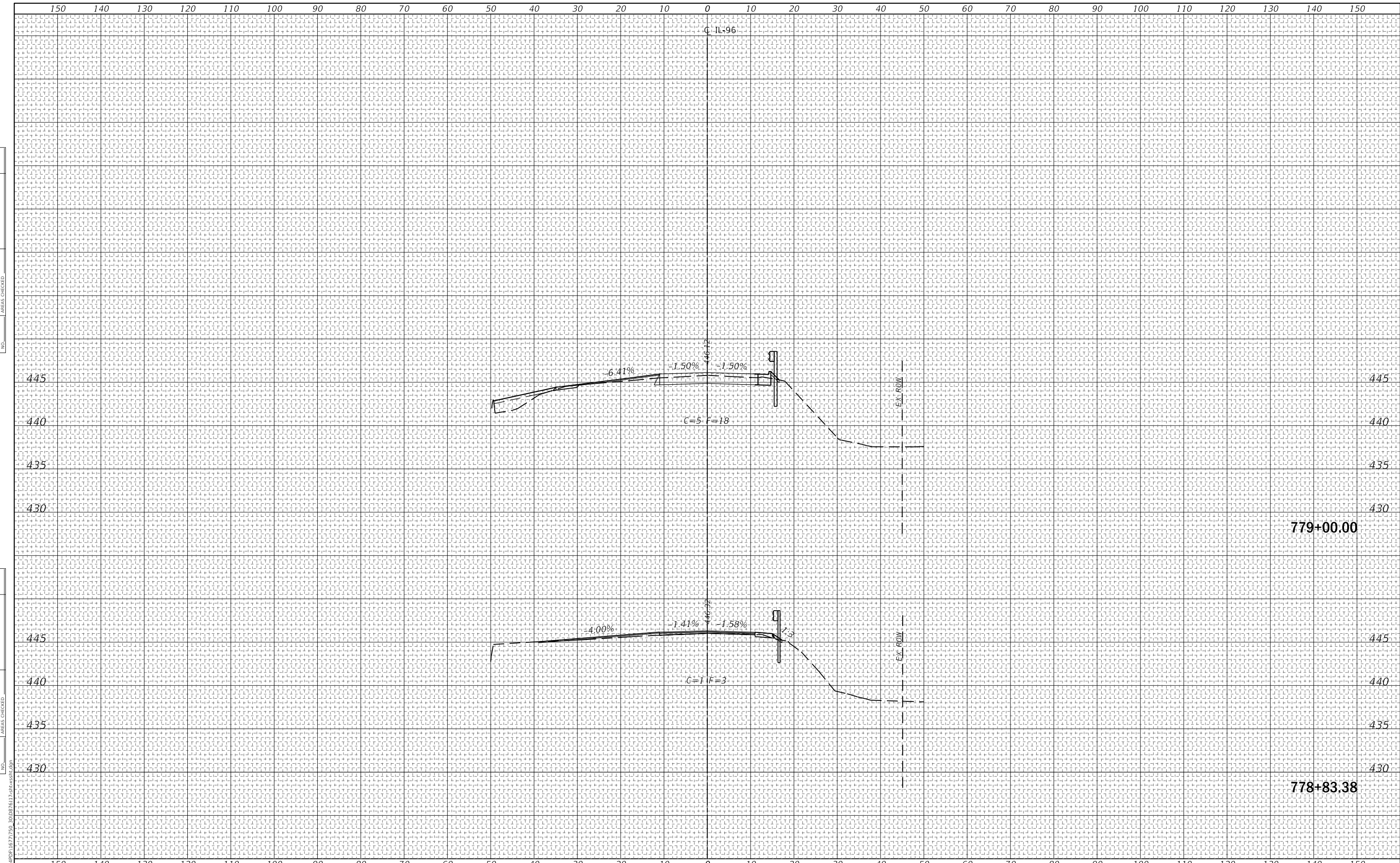
**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 007-0014**

SHEET 21 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	45
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

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

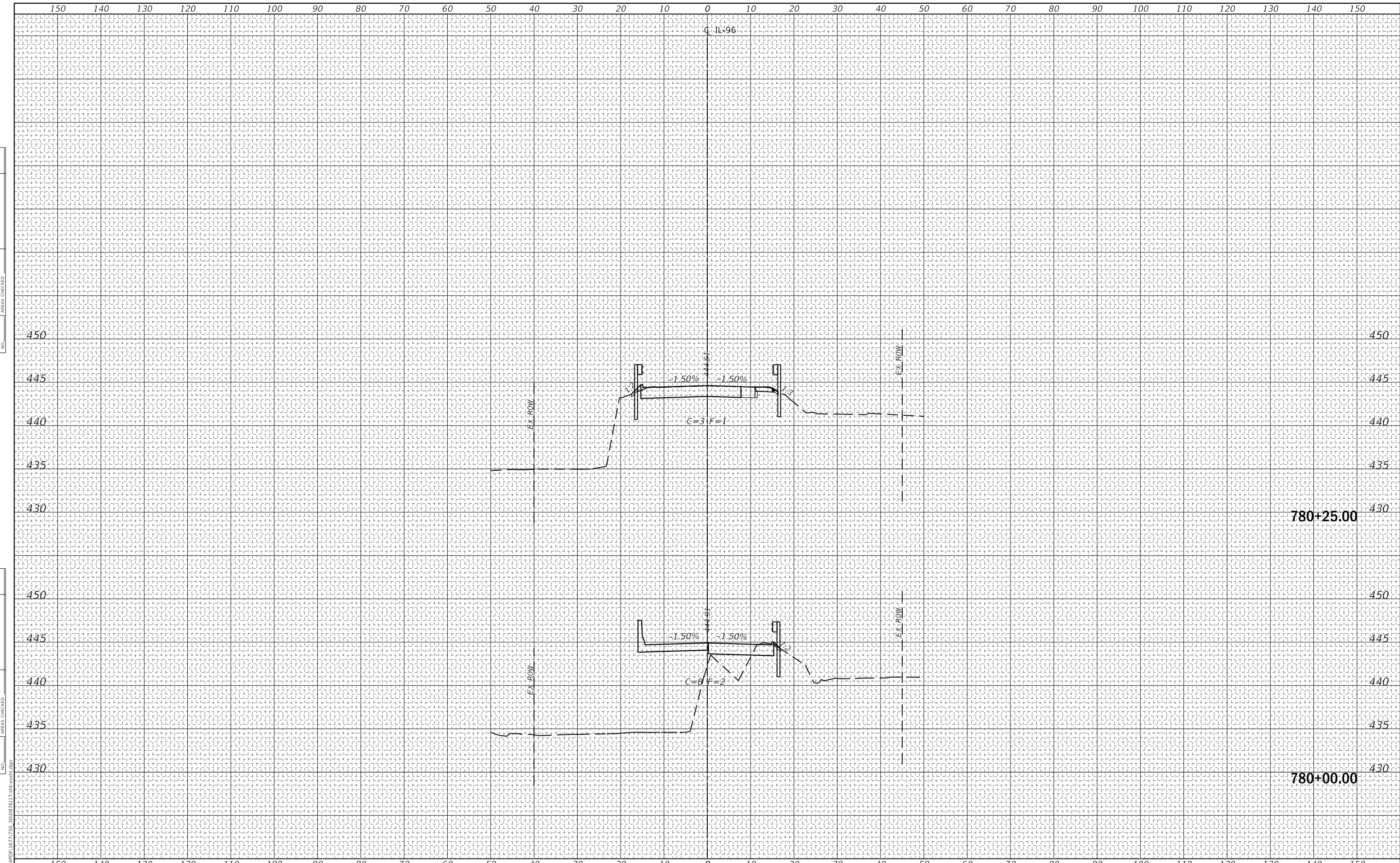
DATE	
BY	
ORIGINAL SURVEY NO.	
SURVEYED PLOTTED AREAS CHECKED	
NOTE BOOK NO.	
TEMPLATE AREAS CHECKED	



MODEL: Definit	USER NAME = PWICSS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-96 BRIDGE REHABILITATION CROSS SECTIONS				F.A.P. RTE. 304	SECTION 6B-3	COUNTY CALHOUN	TOTAL SHEETS 53	SHEET NO. 47
FILE NAME: E:\GIS\499\1671750_2008\1617-arcsync\1617.dgn	PLOT SCALE = 20,000' / in.	DRAWN -	REVISED -		SCALE: 1"=10'	SHEET 2	OF 8 SHEETS	STA. 778+83.40	TO STA. 779+00.00	CONTRACT NO. 76117			
	PLOT DATE = 11/29/2018	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										

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

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



MODEL: Definit
 FILE NAME: E:\GIS\499\1671750_2008\1617-arcsync\1617.dgn
 USER NAME = PWICSS
 PLOT SCALE = 20,0000' / in.
 PLOT DATE = 11/29/2018

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

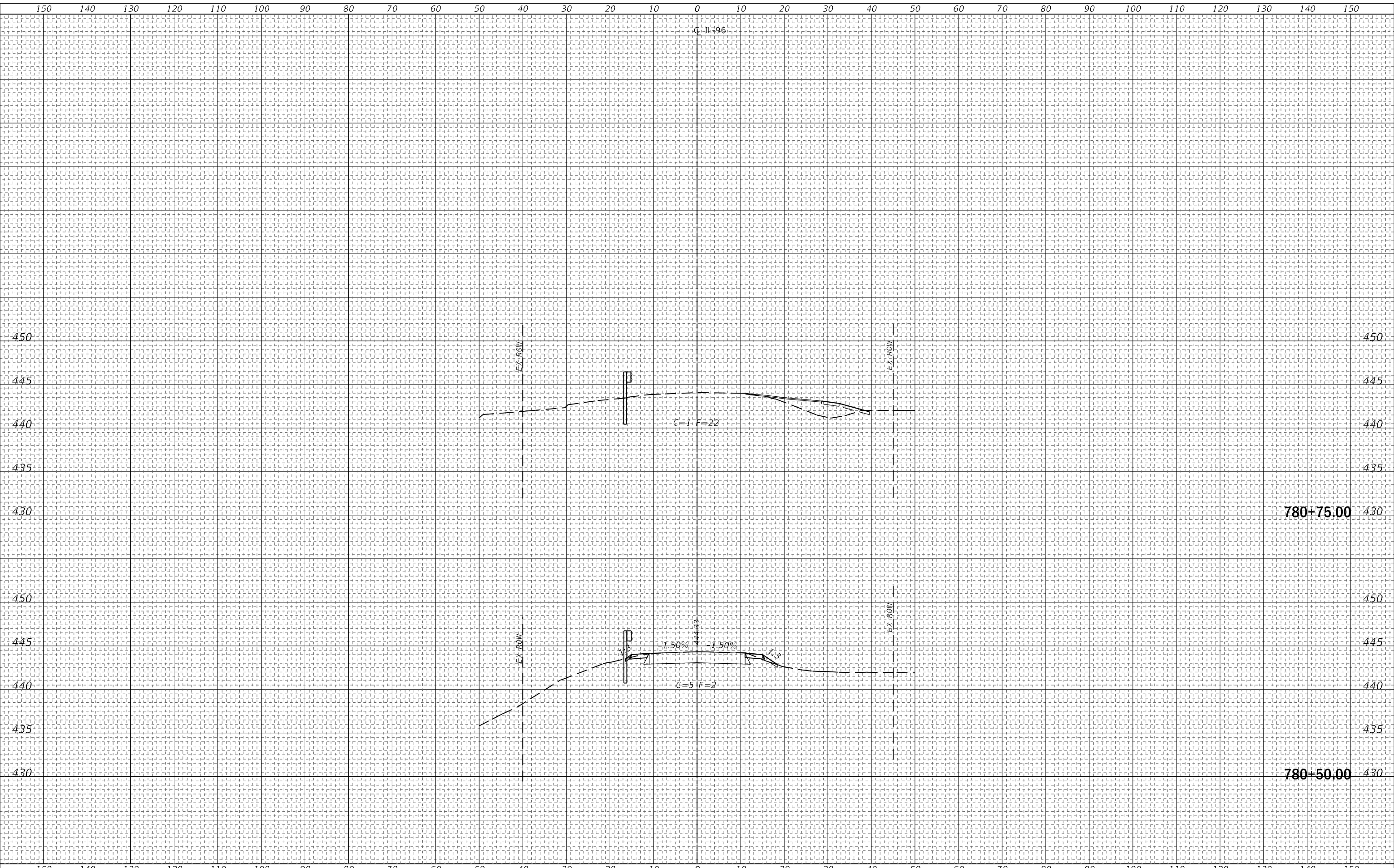
**IL-96 BRIDGE REHABILITATION
 CROSS SECTIONS**
 SCALE: 1"=10'
 SHEET 4 OF 8 SHEETS
 STA. 780+00.00 TO STA. 780+25.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	49
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

MODEL: Definit
FILE NAME: E:\GIS\499\1671750_2010\81617-arcsync\81617.dgn



USER NAME = PWICSS	DESIGNED -	REVISED -
PLOT SCALE = 20,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 11/29/2018	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

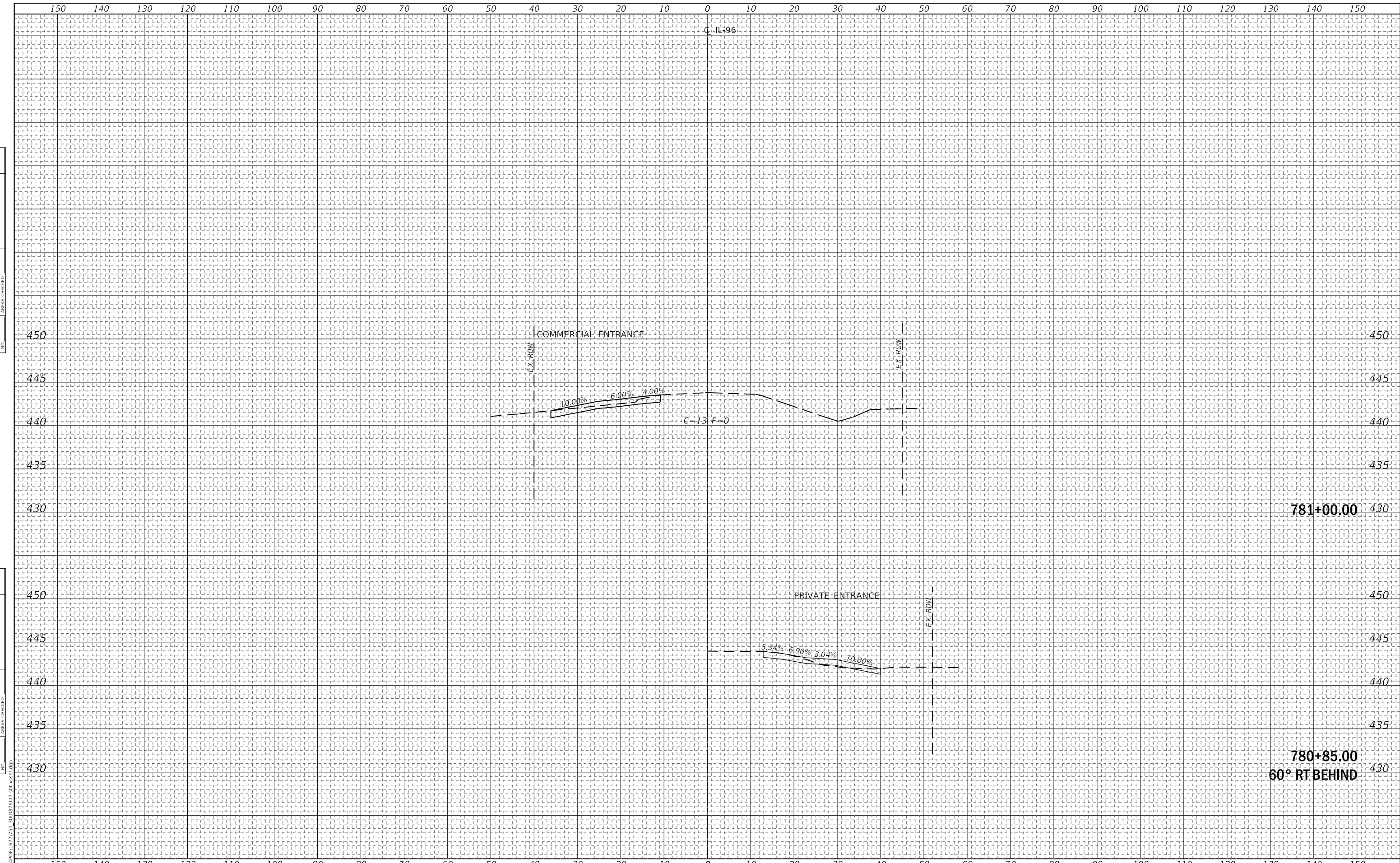
**IL-96 BRIDGE REHABILITATION
CROSS SECTIONS**

SCALE: 1"=10' SHEET 5 OF 8 SHEETS STA. 780+50.00 TO STA. 780+75.00

F.A.P. RTE. 304	SECTION 6B-3	COUNTY CALHOUN	TOTAL SHEETS 53	SHEET NO. 50
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

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

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



USER NAME = PWICSS
PLOT SCALE = 20,0000' / in.
PLOT DATE = 11/29/2018

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL-96 BRIDGE REHABILITATION
CROSS SECTIONS**

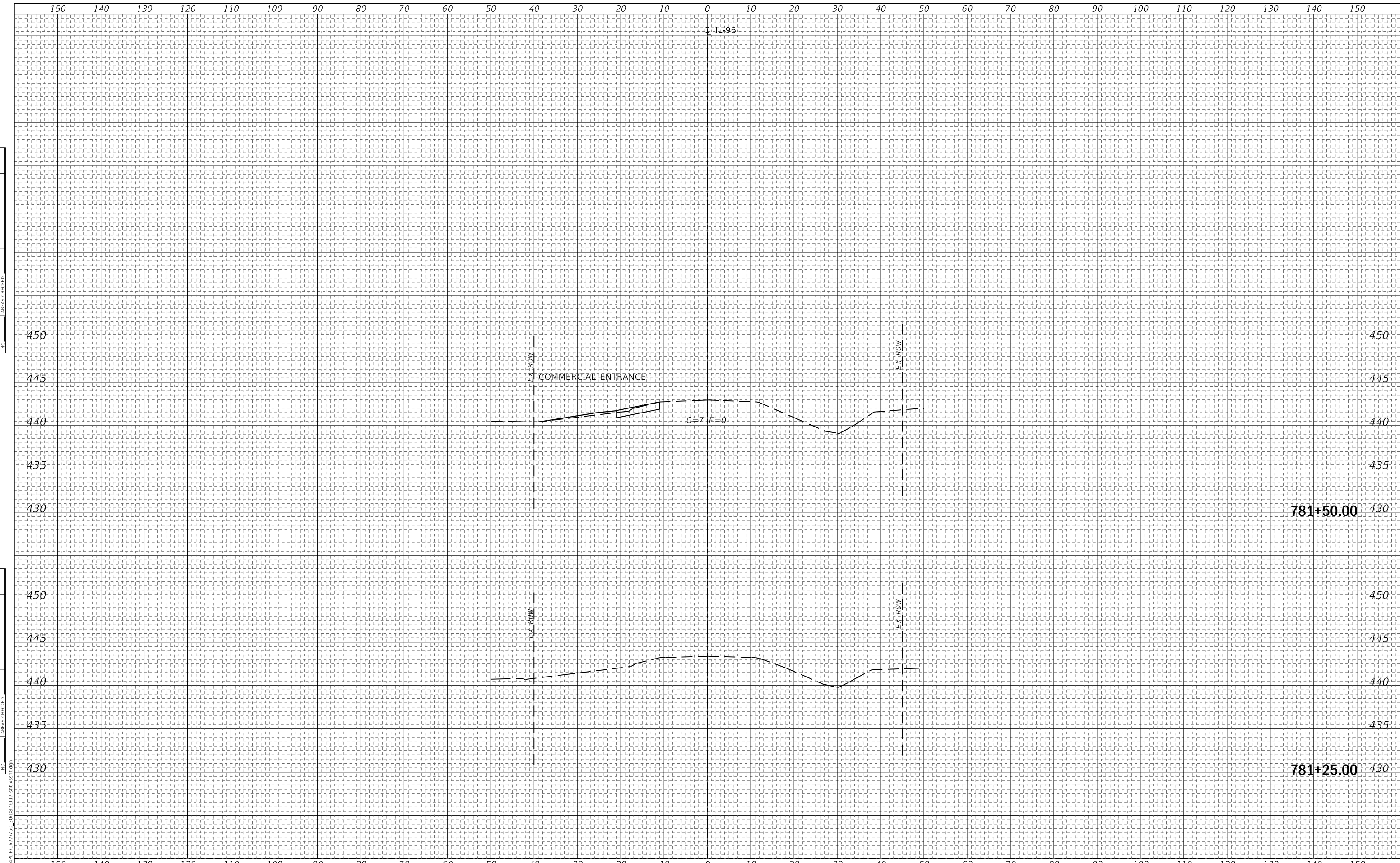
SCALE: 1"=10' SHEET 6 OF 8 SHEETS STA. 780+82.26 TO STA. 781+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	51
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

MODEL: Definit
FILE NAME: E:\GIS\96\1671750_201081617-ar-cross-section.dgn

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

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



MODEL: Definit
 FILE NAME: E:\GIS\4093\1671750_201081617-arcsync\1671750.dgn

USER NAME = PWICSS	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/29/2018	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

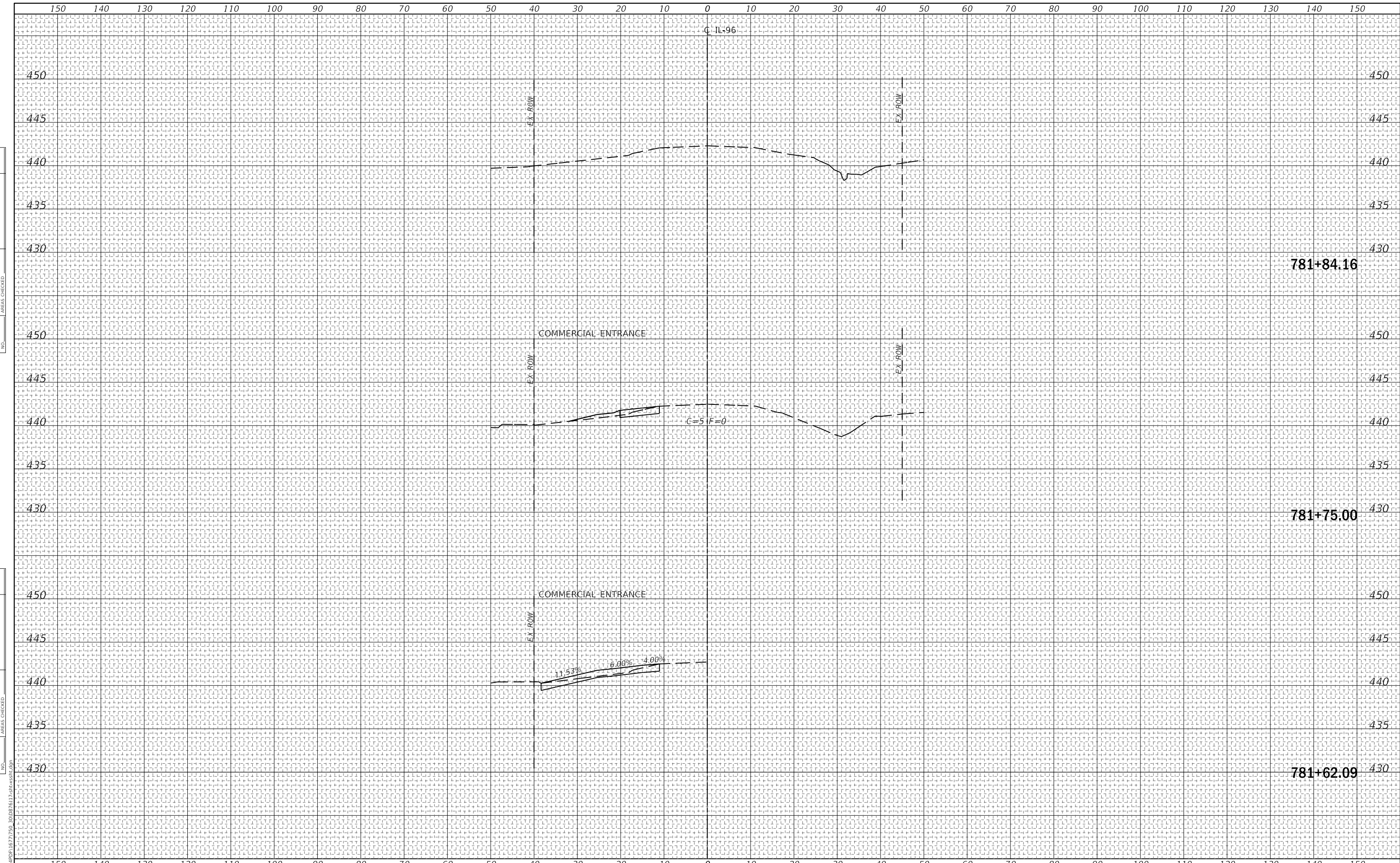
**IL-96 BRIDGE REHABILITATION
 CROSS SECTIONS**

SCALE: 1"=10' SHEET 7 OF 8 SHEETS STA. 781+25.00 TO STA. 781+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
304	6B-3	CALHOUN	53	52
CONTRACT NO. 76117				
ILLINOIS FED. AID PROJECT				

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

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



781+84.16

781+75.00

781+62.09

MODEL: Definit	USER NAME = PWICSS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-96 BRIDGE REHABILITATION CROSS SECTIONS	F.A.P. RTE. 304	SECTION 6B-3	COUNTY CALHOUN	TOTAL SHEETS 53	SHEET NO. 53	
FILE NAME: E:\03-4890\1671750_2008\1617-arcsync\1617.dgn	PLOT SCALE = 20,000' / in.	DRAWN -	REVISED -			SCALE: 1"=10'	SHEET 8	OF 8 SHEETS	STA. 781+62.11	TO STA. 781+84.16	ILLINOIS FED. AID PROJECT
	PLOT DATE = 11/29/2018	CHECKED -	REVISED -								
		DATE -	REVISED -								