

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	(1-1HB-1)D	WINNEBAGO	55	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO.	64E11	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

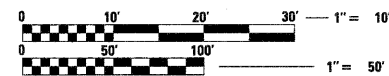
WELDON ROAD OVER F.A.P. RTE. 301 (US 20)
SECTION (1-1HB-1)D
STRUCTURE REPAIR
WINNEBAGO COUNTY
PROJECT ACBHF-0301 (068)
C-92-142-10

D-92-060-08



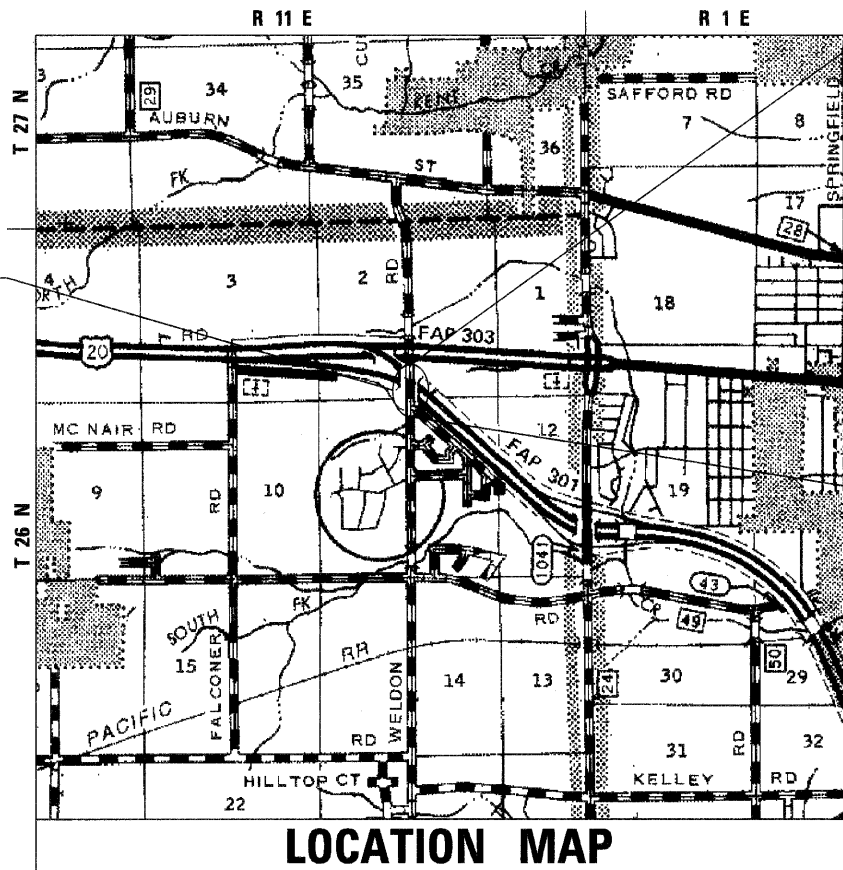
INDEX OF SHEETS
SEE NEXT SHEET

IDOT HIGHWAY STANDARDS
SEE NEXT SHEET



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.

REPAIR EXISTING STRUCTURE
CARRYING WELDON ROAD OVER US 20
EXISTING S.N. 101-0120
STA. 399 + 98.12



PROJECT ENDS
STA. 405 + 00.00

PROJECT BEGINS
STA. 395 + 88.00

ie CONSULTANTS, INC.
6420 SOUTH SIXTH STREET
SPRINGFIELD, ILLINOIS 62712
TEL. (217) 529-8027
FAX (217) 529-4543
WWW.IE-CONSULTANTS.COM

CALL **J.U.L.I.E.** (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS)
48 Hours (2 working days) Before You Dig.
TOLL FREE: 1 (800) 892-0123 OR 811

PROJECT ENGINEER: AHMAD EL-AHMAD (815) 284-5944
PROJECT MANAGER: MASOOD AHMAD
WINNEBAGO TOWNSHIP, SECTION 2
CONTRACT NO. 64E11
WINNEBAGO COUNTY, SECTION: (1-1HB-1)D

APPROXIMATE SCALE: 0 1 2 MILES
GROSS LENGTH OF IMPROVEMENT = 912.80 FEET (0.173 MILES)
NET LENGTH OF IMPROVEMENT = 646.08 FEET (0.122 MILES)
CLASSIFICATION = LOCAL ROADS (RURAL)
CURRENT ADT: 1,575 (2014) PROJECTED ADT: 2,125 (2034)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 816 20 10
Mengya E. Ryan
DEPUTY DIRECTOR OF HIGHWAYS, REGION TWO ENGINEER
October 1 2010
Scott E. Stitt, P.E./a
acting ENGINEER OF DESIGN AND ENVIRONMENT
October 1 2010
Christine M. Reed/a
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**



DAVID R. BOOHER ILLINOIS P.E. 062-043769
EXPIRES 11/30/2011

8-5-2010
DATE

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IDOT HIGHWAY STANDARDS

STD NO.	STANDARD DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
515001-03	NAME PLATES FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-08	STEEL PLATE BEAM GUARDRAIL
630201-06	PC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-08	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701400-04	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-07	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-05	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS \geq 45 MPH.
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS

FILE NAME =	USER NAME = IE Consultants	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
G:\S07010-3\CADD Sheets\0264E11-sht-Index.dgn	DRAWN -	REVISED -	301			(1-1HB-1)D	WINNEBAGO	55	2		
PLOT SCALE = 28,0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64E11								
PLOT DATE = 8/5/2010	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

1. IT IS ESTIMATED THAT 60.4 CUBIC METERS (79 CUBIC YARDS) OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.
2. REFLECTOR MARKERS TYPE B SHALL BE INSTALLED ON THE TOP OF BRIDGE PARAPET WALLS. THE MARKERS SHALL BE ACCORDING TO STANDARD 635011 AND THE COLOR AND SPACING ACCORDING TO STANDARD 635006, EXCEPT THE MINIMUM IS 2 PER SIDE.
3. THE PROPOSED PIPES FOR ENTRANCES AND SIDE ROADS SHALL BE PLACED IN LINE WITH THE EXISTING OR PROPOSED DITCH LINE. REMOVAL OF EXISTING PIPE CULVERTS AT ENTRANCES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
4. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1.6 KM (1 MILE) OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 4 EACH.
5. PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2. THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.
6. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL AND VERTICAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED BY A CLOSED LEVEL CIRCUIT. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.
7. THE FINAL TOP 100 MM (FOUR INCHES) OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS.
8. ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.
9. THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC METER (CUBIC YARD) FOR EARTH EXCAVATION.
10. FERTILIZER SHALL BE APPLIED TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SEEDING OR PLACEMENT OF SOD AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
11. MULCH METHOD II SHALL BE APPLIED OVER ALL SEEDED AREAS. THIS SHALL BE INCLUDED IN THE COST OF THE EARTH EXCAVATION.
12. THIS STRUCTURE WILL RETAIN THE SAME NUMBER 101-0120.
13. THE THICKNESS FOR THE BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) ADJACENT TO EXISTING PAVEMENT SHALL BE A MINIMUM OF 300 MM (12"). THE MATERIAL SHALL BE 50 MM (2") HOT-MIX ASPHALT SURFACE COURSE, AND THE REMAINING THICKNESS SHALL BE HOT-MIX ASPHALT BINDER COURSE.
14. CONNECTING BANDS FOR CORRUGATED METAL PIPES SHALL BE METAL AND SHALL BE COATED WITH THE SAME MATERIAL AS THE PIPE SECTIONS. THE CONNECTING BANDS SHALL BE A MINIMUM OF 18" WIDE.
15. THE CONTRACTOR SHALL BE REQUIRED TO MOUNT RELOCATED MAILBOXES ON A 100 MM X 100 M (4" X 4") WOOD POST 1 M (40 INCHES) ABOVE THE SHOULDER SURFACE AND EXTENDING TO A MINIMUM OF 0.6 M (24 INCHES) INTO THE EMBANKMENT. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE EARTH EXCAVATION. THERE IS 1 MAILBOX TO BE RELOCATED.
16. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (FLARED).
17. ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE I SPECIALS.

18. DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180° AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED.
19. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.
20. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
 1. ALL WORDS, SUCH AS ONLY, SHALL BE 2.4 M (8 FEET) HIGH.
 2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
 3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 200 MM (8"), NOT 180 MM (7") AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.

21. AGGREGATE BASE COURSE, TYPE B, IS PROVIDED IN THE PLAN QUANTITIES AND SHALL BE USED ONLY AS NEEDED WHEN DIRECTED BY THE ENGINEER.
22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

COMMONWEALTH EDISON COMPANY	ELECTRIC	(815) 490-2869
AT&T	TELEPHONE	(815) 245-4507
NICOR GAS CO.	GAS	(630) 983-8676
COMCAST	CATV	(630) 600-6352

FOLLOWING ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS WHICH ARE NOT MEMBERS OF JULIE AND SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR:

N/A

23. CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.

24. THE FOLLOWING APPLICATION RATES WERE USED FOR QUANTITY CALCULATIONS.

AGGREGATE ITEMS	2.05 TON / CU YD
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	112 lbs/sq. yd. Inch
HOT-MIX ASPHALT SHOULDER	112 lbs/sq. yd. Inch
TEMPORARY EROSION CONTROL SEEDING	100 LB / ACRE
RIPRAP	1.50 TON / CU YD

25. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

MIXTURE USE(S):	BRIDGE APPROACH PAVEMENT CONNECTOR (FLX)			
	SHOULDER SURFACE	HMA SHOULDER	FULL DEPTH BINDER	UPPER LIFT SURFACE
PG	PG 58-22	PG 58-22	PG 58-22	PG 58-22
DESIGN AIR VOIDS	3.0% @ N50	2.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 or IL 12.5	BAM	IL 19	IL 9.5 OR 12.5
FRICTION AGGREGATE	MIX "C"	---	---	MIX "C"

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK					CONSTRUCTION TYPE CODE				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FED. 20% STATE 0014					
20200100	EARTH EXCAVATION	CU YD	303	303					
20400800	FURNISHED EXCAVATION	CU YD	79	79					
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	91	91					
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	264	264					
28000400	PERIMETER EROSION BARRIER	FOOT	889	889					
28000500	INLET AND PIPE PROTECTION	EACH	2	2					
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	177	177					
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	95	95					
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	340	340					
44000100	PAVEMENT REMOVAL	SQ YD	391	391					
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	835	835					
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	1					
50102400	CONCRETE REMOVAL	CU YD	30.9	30.9					
50104650	SLOPE WALL REMOVAL	SQ YD	495	495					
50157300	PROTECTIVE SHIELD	SQ YD	537	537					
50200100	STRUCTURE EXCAVATION	CU YD	85	85					
50300225	CONCRETE STRUCTURES	CU YD	112.8	112.8					
50300255	CONCRETE SUPERSTRUCTURE	CU YD	418.4	418.4					
50300260	BRIDGE DECK GROOVING	SQ YD	1,143	1,143					

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

LOCATION OF WORK				CONSTRUCTION TYPE CODE					
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FED. 20% STATE 0014					
50300300	PROTECTIVE COAT	SQ YD	1,374	1,374					
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1					
50500505	STUD SHEAR CONNECTORS	EACH	4,320	4,320					
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	123,140	123,140					
50800515	BAR SPLICERS	EACH	88	88					
51100100	SLOPE WALL 4 INCH	SQ YD	571	571					
51500100	NAME PLATES	EACH	2	2					
52000110	PREFORMED JOINT STRIP SEAL	FOOT	96	96					
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12	12					
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12	12					
52100505	ANCHOR BOLTS, 5/8"	EACH	24	24					
52100510	ANCHOR BOLTS, 3/4"	EACH	24	24					
52100520	ANCHOR BOLTS, 1"	EACH	12	12					
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	56	56					
54213447	END SECTIONS 12"	EACH	4	4					
54213450	END SECTIONS 15"	EACH	2	2					
58700300	CONCRETE SEALER	SQ FT	649	649					
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	80	80					
60100945	PIPE DRAINS 12"	FOOT	176	176					

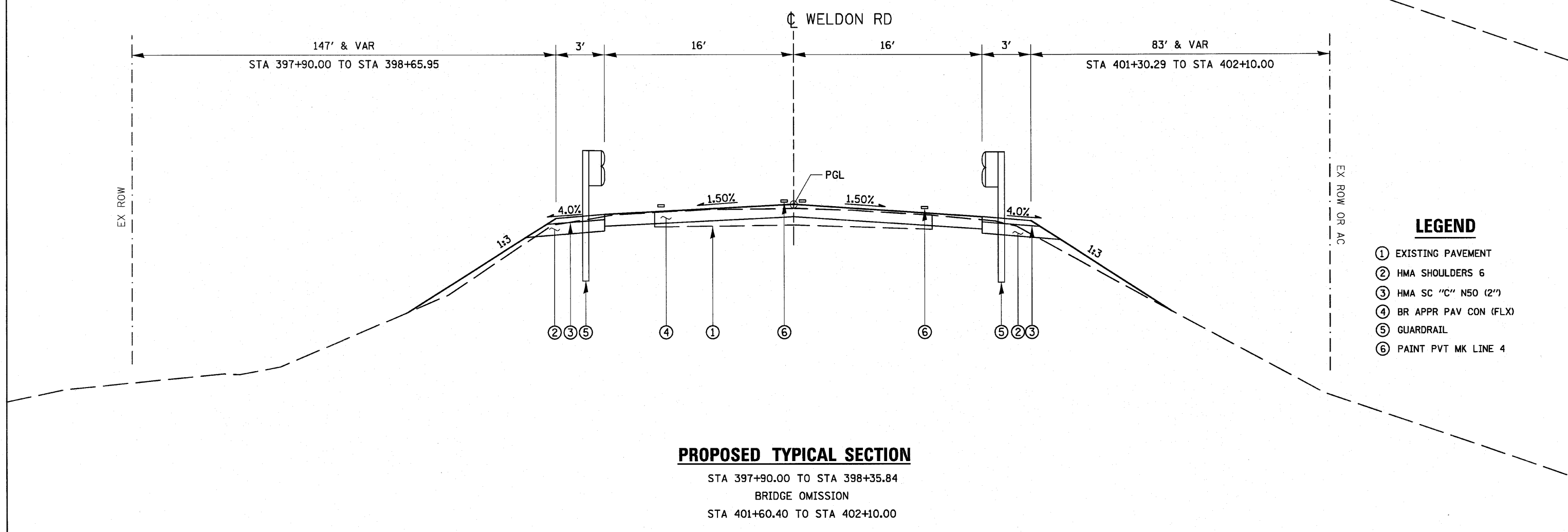
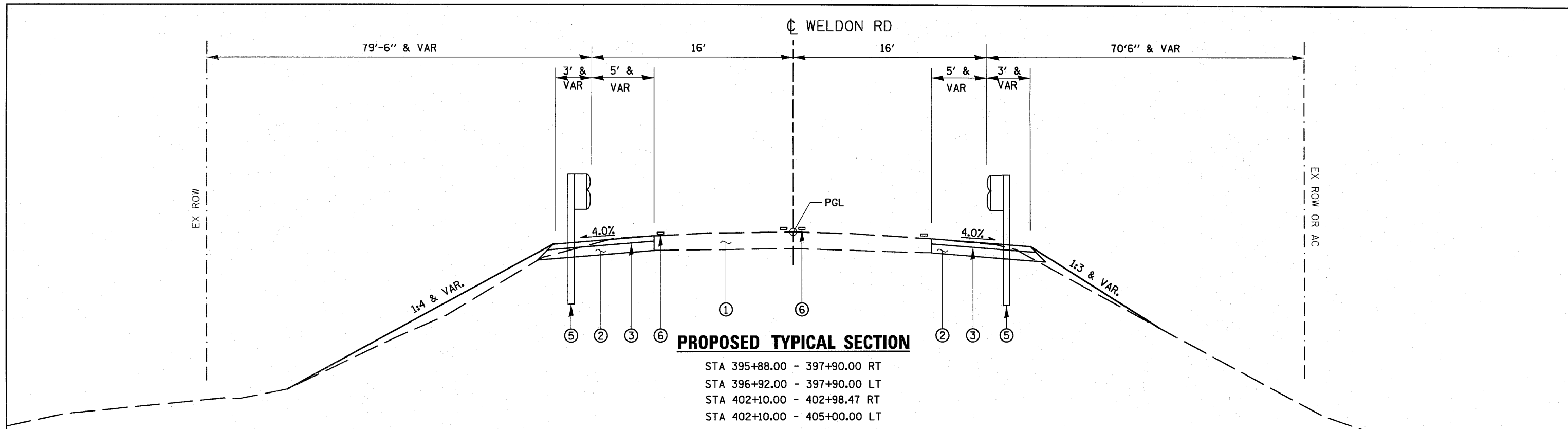
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	(1-1HB-11D)	WINNEBAGO	55	5
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E11	



- LEGEND**
- ① EXISTING PAVEMENT
 - ② HMA SHOULDERS 6
 - ③ HMA SC "C" N50 (2")
 - ④ BR APPR PAV CON (FLX)
 - ⑤ GUARDRAIL
 - ⑥ PAINT PVT MK LINE 4

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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	(1-1HB-1)D	WINNEBAGO	23	8
CONTRACT NO. 64E11			ILLINOIS FED. AID PROJECT	

EARTHWORK SCHEDULE			
20200100 EARTH EXCAVATION [CUT]	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT [FILL]	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
(CU YD)	(CU YD)	(CU YD)	(CU YD)
303	227.3	306	-78.8
303	227.3	306	-78.8
20400800 FURNISHED EXCAVATION (CU YD)			79

ENTRANCE SCHEDULE					
STA	LT / RT	WIDTH	APRON LENGTH	ENTRANCE LENGTH	35102000 AGG BASE CSE B 8
		(FEET)	(FEET)	(FEET)	(SQ YD)
404+50	LT	24	12.00	60.50	177
TOTALS					177

PAVEMENT REMOVAL SCHEDULE						
STA	TO	STA	LT / RT	AVG PAVEMENT WIDTH	AREA (CALC'D. IN CADD)	44000100 PAVEMENT REM
				(FOOT)	(SQ FT)	(SQ YD)
397+90.00		398+65.84		22	1,668	186
401+30.40		402+10.00		22	1,751	195
402+88.00		403+50.00	LT	1.34	83	10
TOTAL						391

EROSION CONTROL SCHEDULE						
STATION	TO	STATION	OFFSET	LT / RT	28000400 PERIMETER EROS BAR	28000500 INLET & PIPE PROTECT
					(FOOT)	(EACH)
395+88		398+67		RT	330	
401+20		402+94		RT	188	
397+59		398+84		LT	165	
401+40		402+70		LT	206	
402+96			32.0	RT		1
404+19			32.0	LT		1
TOTAL					889	2

FLEXIBLE CONNECTOR SCHEDULE					
STA	TO	STA	WIDTH	LENGTH	42001430 BR APPR PVT CON (FLX)
			(FEET)	(FEET)	(SQ YD)
397+90.00		398+35.84	32	45.84	163
401+60.40		402+10.00	32	49.60	177
TOTALS					340

DRAINAGE SCHEDULE							
STATION	RT / LT	542D0220 P CUL CL D 1 15	54213447 END SECTIONS 12	54213450 END SECTIONS 15	60100945 PIPE DRAINS 12	60900240 TY C INLET BOX 609006	60900515 CONC THRUST BLOCKS
		(FOOT)	(EACH)	(EACH)	(FOOT)	(EACH)	(EACH)
398+32	RT		1		66	1	1
398+62	LT		1		26	1	1
401+34	RT		1		18	1	
401+64	LT		1		66	1	1
404+50	LT	56		2			
TOTALS		56	4	2	176	4	3

TEMP EROSION SEEDING SCHEDULE							
STA	TO	STA	LT / RT	AREA (CALC'D. IN CADD) SF = SLOPE FACTOR			28000250 TEMP EROS CONTR SEED (8 APPS)
				(SQ FT)	(SF)	(ACRE)	(POUND)
395+88		396+50	RT	849	1.031	0.02	16
396+50		398+50	RT	3,368	1.054	0.08	64
396+92		397+50	LT	366	1.031	0.01	8
397+50		398+75	LT	903	1.054	0.02	16
401+20		401+60	RT	497	1.054	0.01	8
401+60		402+99	RT	1,087	1.031	0.03	24
401+41		402+10	LT	2,290	1.054	0.06	48
402+10		404+39	LT	4,212	1.031	0.10	80
404+62		405+00	LT	1,016	1.031	0.02	16
TOTAL							264

ESTIMATED QUANTITY SCHEDULE		
PAY CODE	DESCRIPTION	QUANTITY
70300100	SHORT-TERM PAVEMENT MARKING	240 SQ FT
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	1,320 FOOT
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	4,481 SQ FT
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	600 FOOT
78300100	PAVEMENT MARKING REMOVAL	2,700 SQ FT

BITUMINOUS SHOULDER SCHEDULE							
STA	TO	STA	LT / RT	AVERAGE WIDTH	LENGTH	40603310 HMA SC "C" N50	48203021 HMA SHOULDER 6
				(FEET)	(FEET)	(TON)	(SQ YD)
395+88.00		396+18.00	RT	9.92	30.00	3.9	34
396+18.00		396+53.00	RT	12.39	35.00	5.5	49
396+53.00		396+83.00	RT	9.87	30.00	3.7	33
396+83.00		398+46.13	RT	5.84	163.13	11.9	106
396+92.00		397+22.00	LT	10.44	30.00	4.0	35
397+22.00		397+57.00	LT	13.2	35.00	5.9	52
397+57.00		397+87.00	LT	10.59	30.00	4.1	36
397+87.00		398+74.83	LT	3.03	87.83	3.4	30
401+41.05		403+14.00	LT	5.50	172.95	11.9	106
403+14.00		403+44.00	LT	9.98	30.00	3.9	34
403+44.00		403+79.00	LT	12.51	35.00	5.5	49
403+79.00		404+09.00	LT	10.25	30.00	4.0	35
404+09.00		405+00.00	LT	8.19	91.00	9.3	83
401+20.32		402+08.50	RT	2.86	88.18	3.3	29
402+08.50		402+38.50	RT	11.00	30.00	4.2	37
402+38.50		402+73.50	RT	13.72	35.00	6.1	54
402+73.50		402+98.47	RT	11.57	24.97	3.7	33
TOTALS						94.3	835
USE						95	835

TEMPORARY BARRIER & IMPACT ATTENUATOR SCHEDULE								
STA	OFFSET	STA	OFFSET	LT / RT	70400100	70400200	Z0030250	Z0030350
					TEMP CONC BARRIER	REL TEMP CONC BARRIER	IMP ATTN TEMP NRD TL3	IMP ATTN REL NRD TL3
	(FOOT)		(FOOT)		(FOOT)	(FOOT)	(EACH)	(EACH)
STAGE 1								
556+36.50				RT			1	
556+36.50	18.1	556+74.00	15.0	RT	37.5			
556+74.00	15.0	561+61.50	15.0	RT	487.5			
119+24.00	15.0	124+11.50	15.0	LT	487.5			
124+11.50	15.0	124+49.00	18.1	LT	37.5			
124+49.00				LT			1	
STD 701402								
556+36.50				RT				1
556+36.50		556+74.00		RT		37.5		
556+74.00		561+61.50		RT		487.5		
119+24.00		124+11.50		LT		487.5		
124+11.50		124+49.00		LT		37.5		
124+49.00				LT				1
556+36.50				RT				1
556+36.50		556+74.00		RT		37.5		
556+74.00		561+61.50		RT		487.5		
119+24.00		124+11.50		LT		487.5		
124+11.50		124+49.00		LT		37.5		
124+49.00				LT				1
TOTALS					1,050.0	2,100.0	2	4

STRIPING SCHEDULE				
STA	TO	STA	LT/RT/CL	78001110
				PAINT PVT MK LINE 4 (2 APPS)
				(FOOT)
395+88.00		405+00.00	LT	1,824
395+88.00		405+00.00	RT	1,824
395+88.00		405+00.00	CL	3,648
TOTALS				7,296

BARRIER WALL MARKER SCHEDULE				
STATION	TO	STATION	LT / RT	78200520
				BAR WALL MKR TYPE B
				(EACH)
399+00		401+00	RT	2
399+00		401+00	LT	2
TOTAL				4

GUARDRAIL SCHEDULE										
STA	TO	STA	LT / RT	63000001	63100085	63100167	63200310	63302000	78200410	78201000
				SPBGR TY A 6FT POSTS	TRAF BAR TERM T6	TR BAR TRM T1 SPL TAN	GUARDRAIL REMOV	REM RE-E T B TERM T2	GUARDRAIL MKR TYPE A	TERMINAL MKR - DA
				(FOOT)	(EACH)	(EACH)	(FOOT)	(EACH)	(EACH)	(EACH)
WELDON ROAD										
396+28.00		396+78.00	RT			1				1
396+78.00		398+03.00	RT	125.0					2	
398+03.00		398+46.00	RT		1				1	
397+32.00		397+82.00	LT			1				1
397+82.00		398+32.00	LT	50.0					1	
398+32.00		398+75.00	LT		1				1	
401+20.00		401+63.00	RT		1				1	
401+63.00		402+13.00	RT	50.0					1	
402+13.00		402+63.00	RT			1				1
401+51.00		401+94.00	LT		1				1	
401+94.00		403+19.00	LT	125.0					2	
403+19.00		403+69.00	LT			1				1
398+00.00		398+46.00	RT				46.0			
398+27.00		398+73.00	LT				46.0			
401+24.00		401+70.00	RT				46.0			
401+49.00		401+95.00	LT				46.0			
US 20										
121+71.00		121+83.50	LT					2		
120+33.50		121+83.50	LT	150.0			150.0		2	
559+15.50		559+28.00	RT					2		
559+15.50		560+65.50	RT	150.0			150.0		2	
TOTALS				650.0	4	4	484	4	14	4

DELINEATOR SCHEDULE			
STATION	OFFSET	LT / RT	63500105
			DELINEATORS
			(EACH)
396+28	26	RT	1
397+32	26	LT	1
398+32	38	RT	1
398+62	78	LT	1
401+34	31	RT	1
401+64	78	LT	1
402+64	26	RT	1
403+69	26	LT	1
TOTAL			8

PERMANENT SURVEY MARKER		
ITEM NO.	LOCATION	66700095
		PERM SURV MKRS
		(EACH)
1	SOUTH OF STRUCTURE	1
2	SOUTH OF STRUCTURE	1
3	NORTH OF STRUCTURE	1
4	NORTH OF STRUCTURE	1
TOTAL		4

CONTRACTOR SHALL COORDINATE & VERIFY EXACT LOCATION OF PERMANENT SURVEY MARKERS WITH THE ENGINEER.

SIGNING SCHEDULE									
EX STA	PR STA	RT / LT	MUTCD CODE NUMBER	DESCRIPTION	HEIGHT	WIDTH	X0321866	X8950810	73000100
					(IN)	(IN)	RM STOR & RE-E SN PAN	REM & RE-E FL BEACON	WOOD SIGN SUPPORT
							(SQ FT)	(EACH)	(FOOT)
401+49	401+49	RT	W3-1a	STOP AHEAD	30	30	6.25	1	14
TOTALS							6.25	1	14
USE							7	1	14

PLAN	SUBMITTED	DATE
	PLOTTED	
	CHECKED	
	BY: []	
	NO. []	
	DATE []	
	BY: []	
	NO. []	
	DATE []	
	BY: []	
	NO. []	
	DATE []	

PROFILE	SUBMITTED	DATE
	PLOTTED	
	CHECKED	
	BY: []	
	NO. []	
	DATE []	
	BY: []	
	NO. []	
	DATE []	
	BY: []	
	NO. []	
	DATE []	

NOTE:

(*) SAW CUTS SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.

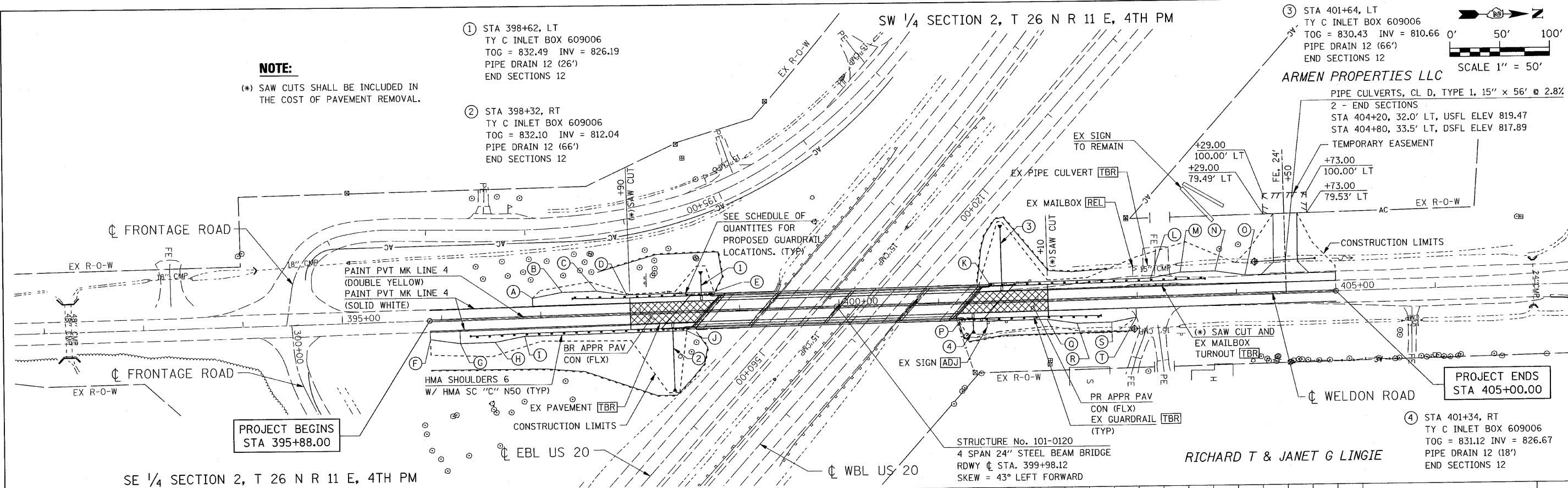
① STA 398+62, LT
TY C INLET BOX 609006
TOG = 832.49 INV = 826.19
PIPE DRAIN 12 (26')
END SECTIONS 12

② STA 398+32, RT
TY C INLET BOX 609006
TOG = 832.10 INV = 812.04
PIPE DRAIN 12 (66')
END SECTIONS 12

③ STA 401+64, LT
TY C INLET BOX 609006
TOG = 830.43 INV = 810.66
PIPE DRAIN 12 (66')
END SECTIONS 12

SCALE 1" = 50'

ARMEN PROPERTIES LLC
PIPE CULVERTS, CL D, TYPE 1, 15" x 56' @ 2.8%
2 - END SECTIONS
STA 404+20, 32.0' LT, USFL ELEV 819.47
STA 404+80, 33.5' LT, DSFL ELEV 817.89
TEMPORARY EASEMENT

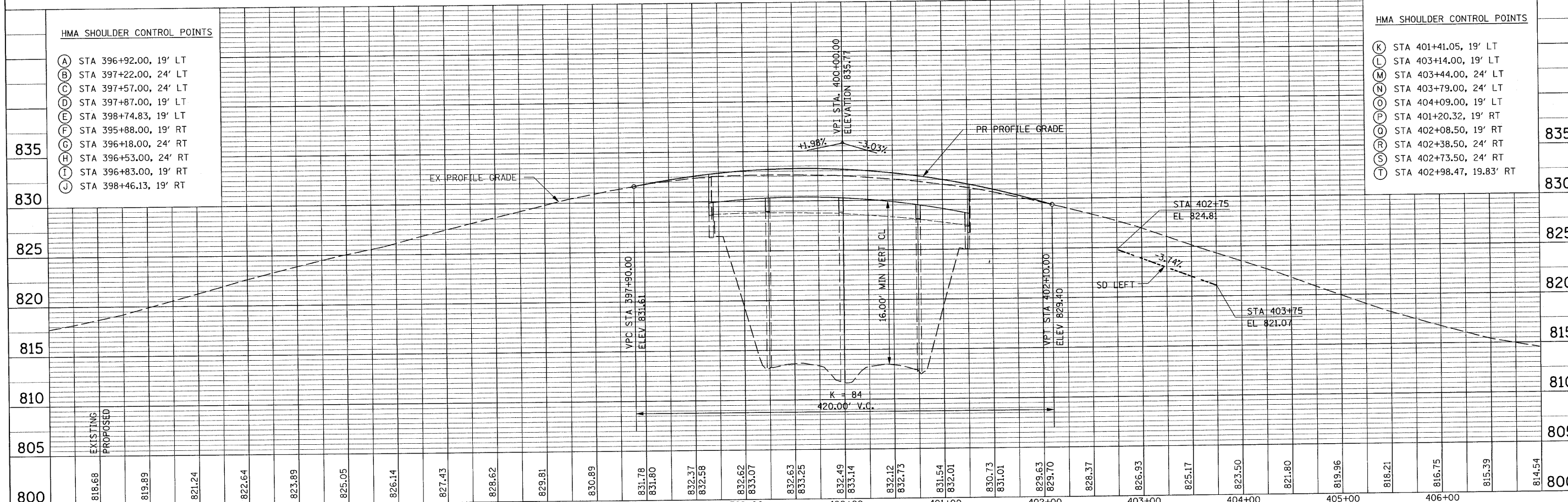


HMA SHOULDER CONTROL POINTS

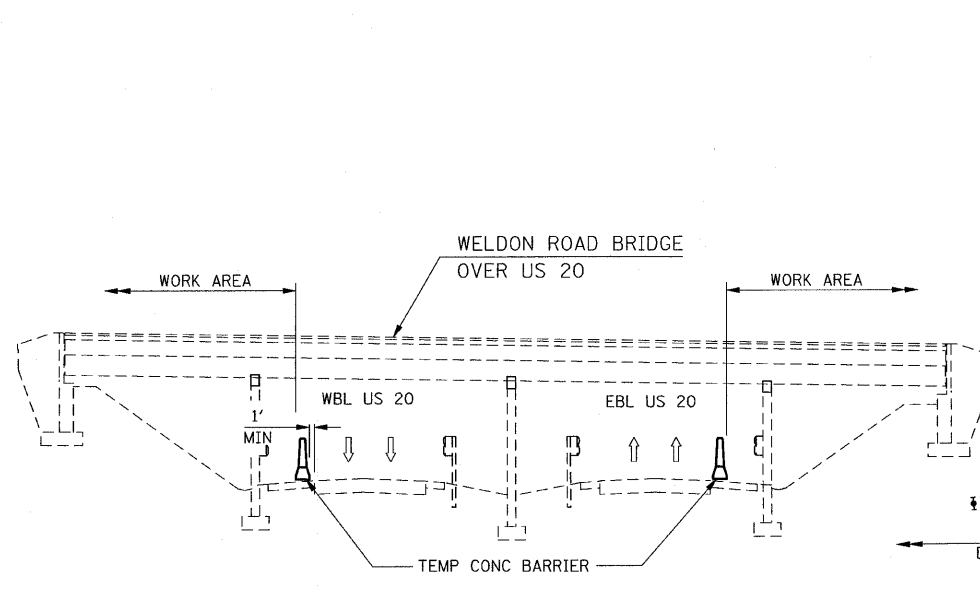
- (A) STA 396+92.00, 19' LT
- (B) STA 397+22.00, 24' LT
- (C) STA 397+57.00, 24' LT
- (D) STA 397+87.00, 19' LT
- (E) STA 398+74.83, 19' LT
- (F) STA 395+88.00, 19' RT
- (G) STA 396+18.00, 24' RT
- (H) STA 396+53.00, 24' RT
- (I) STA 396+83.00, 19' RT
- (L) STA 398+46.13, 19' RT

HMA SHOULDER CONTROL POINTS

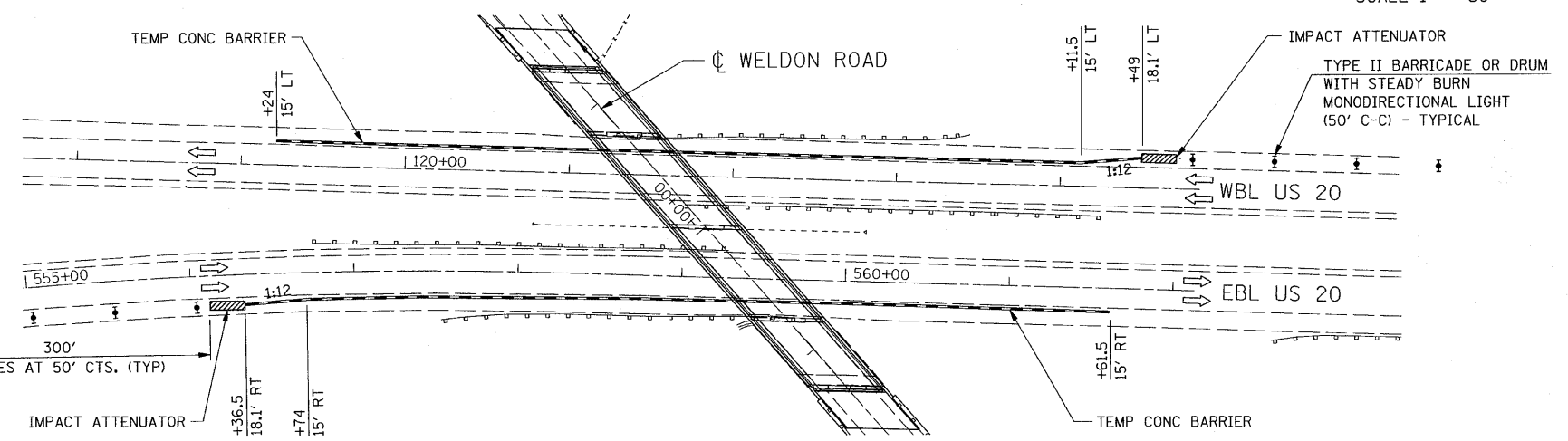
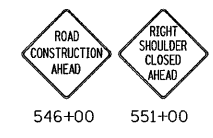
- (K) STA 401+10.05, 19' LT
- (L) STA 403+14.00, 19' LT
- (M) STA 403+44.00, 24' LT
- (N) STA 403+79.00, 24' LT
- (O) STA 404+09.00, 19' LT
- (P) STA 401+20.32, 19' RT
- (Q) STA 402+08.50, 19' RT
- (R) STA 402+38.50, 24' RT
- (S) STA 402+73.50, 24' RT
- (T) STA 402+98.47, 19.83' RT



FILE NAME = G:\S09\010-3\NCADD Sheets\0264E11-sh1-PlanProf.dgn	USER NAME = IE Consultants	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">PLAN AND PROFILE</p>	F.A.P. RTE. 301	SECTION (1-1)B-1D	COUNTY WINNEBAGO	TOTAL SHEETS 55	SHEET NO. 12		
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				
PLOT DATE = 09/03/2010	DATE -	REVISED -										
CONTRACT NO. 64E11												



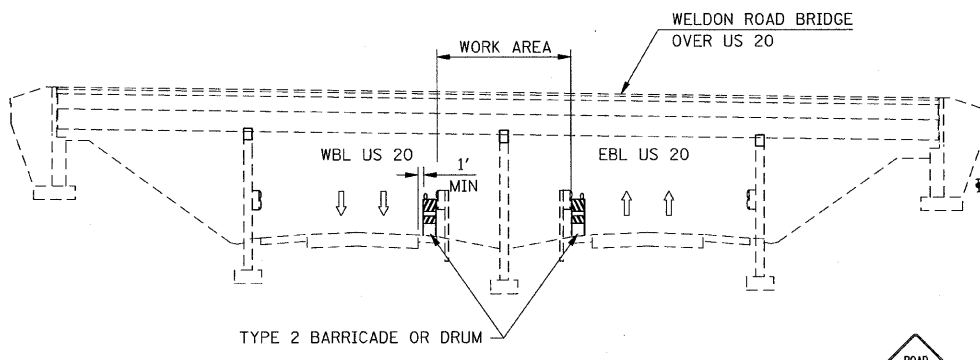
SECTION



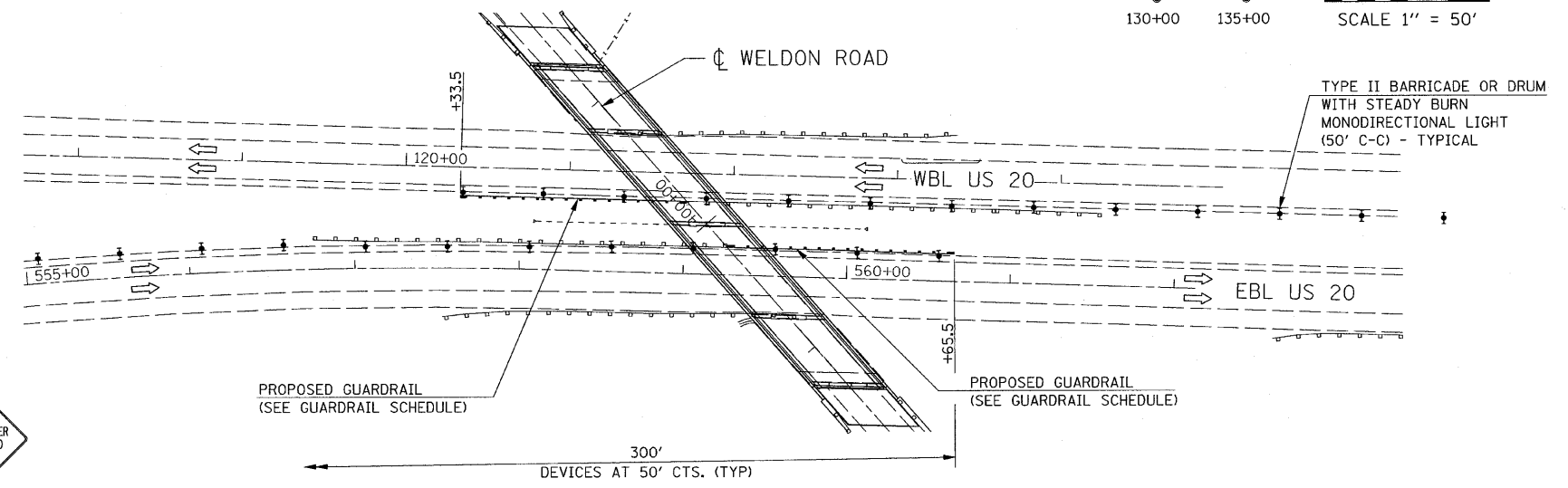
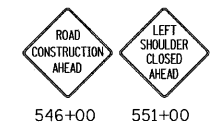
PLAN

- NOTES:**
1. TRAFFIC CONTROL AND PROTECTION STAGES 1 & 2 SHALL BE ACCORDING TO STANDARD 701101 AND THESE PLAN DETAILS. SIGNING AND DEVICES FOR STAGES 1 & 2 WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE CONTRACT.
 2. IF STAGE 1 WORK REQUIRES THE CONTRACTOR TO REMOVE EXISTING GUARDRAIL FOR ADDITIONAL WORKING SPACE, THE COST TO REMOVE AND RE-ERECT ALL GUARDRAIL ITEMS SHALL BE INCLUDED IN THE COST OF TEMPORARY CONCRETE BARRIER.
 3. USE TRAFFIC CONTROL AND PROTECTION STANDARD 701402 FOR PAINTING OPERATIONS.

STAGE 1



SECTION



PLAN

STAGE 2

FILE NAME =	USER NAME = JE Consultants	DESIGNED -	REVISED -
G:\S09010-3\CADD Sheets\0264E11-ah-Stage01.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 8/5/2010		DATE -	REVISED -

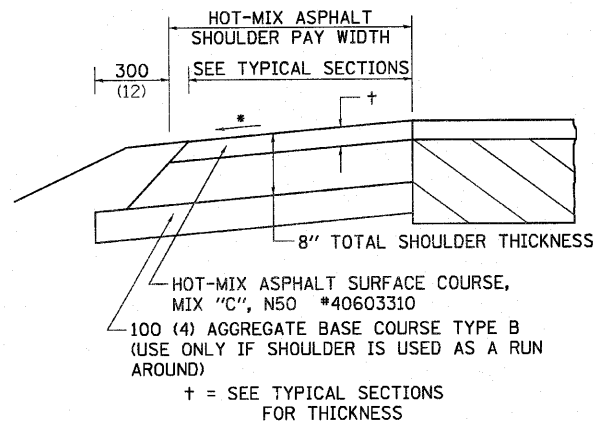
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	3HBR	WINNEBAGO	55	13
CONTRACT NO. 64B87				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

HOT-MIX ASPHALT SHOULDER



GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310.

REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

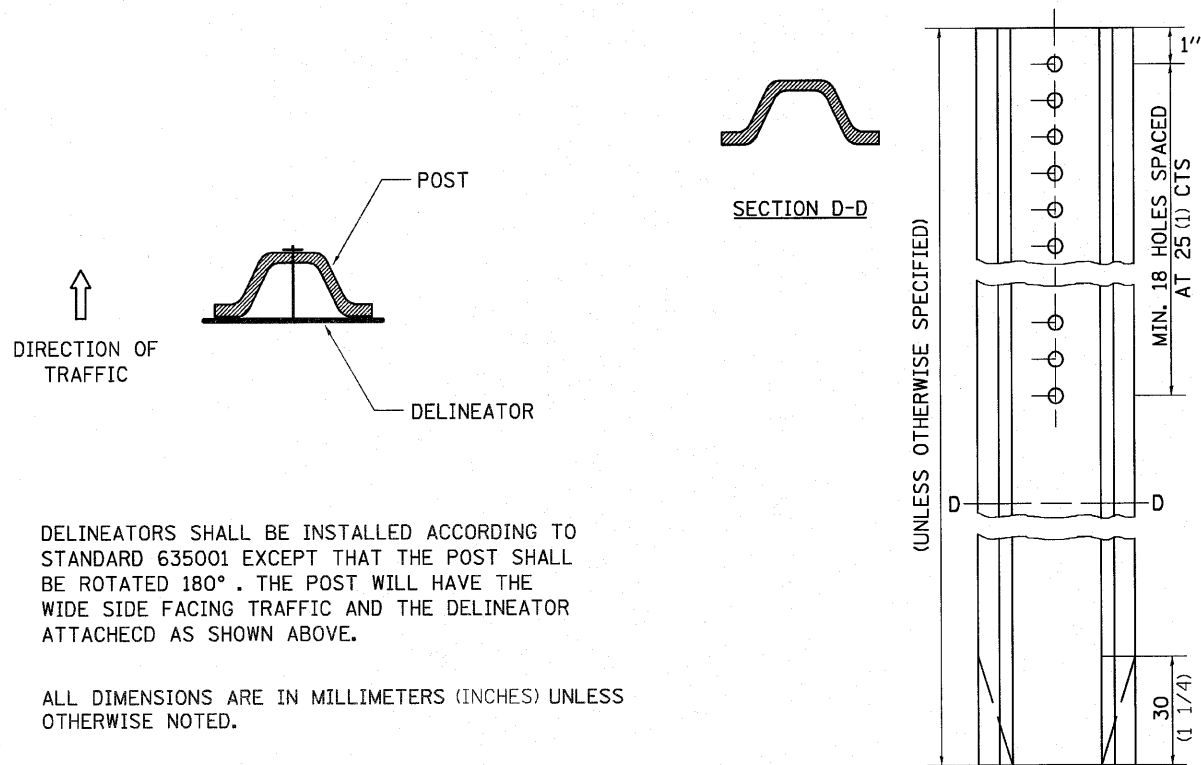
* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

HOT-MIX ASPHALT SHOULDER 23.4a

DELINEATOR AND POST ORIENTATION

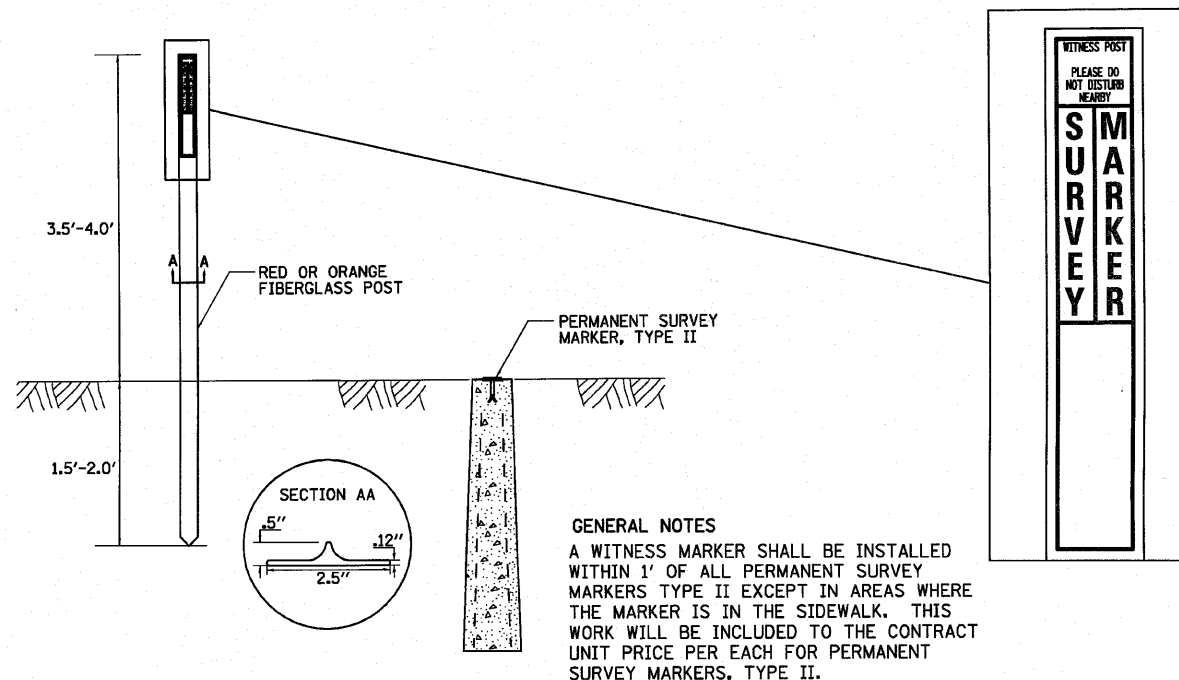


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

DELINEATOR AND POST ORIENTATION 37.4

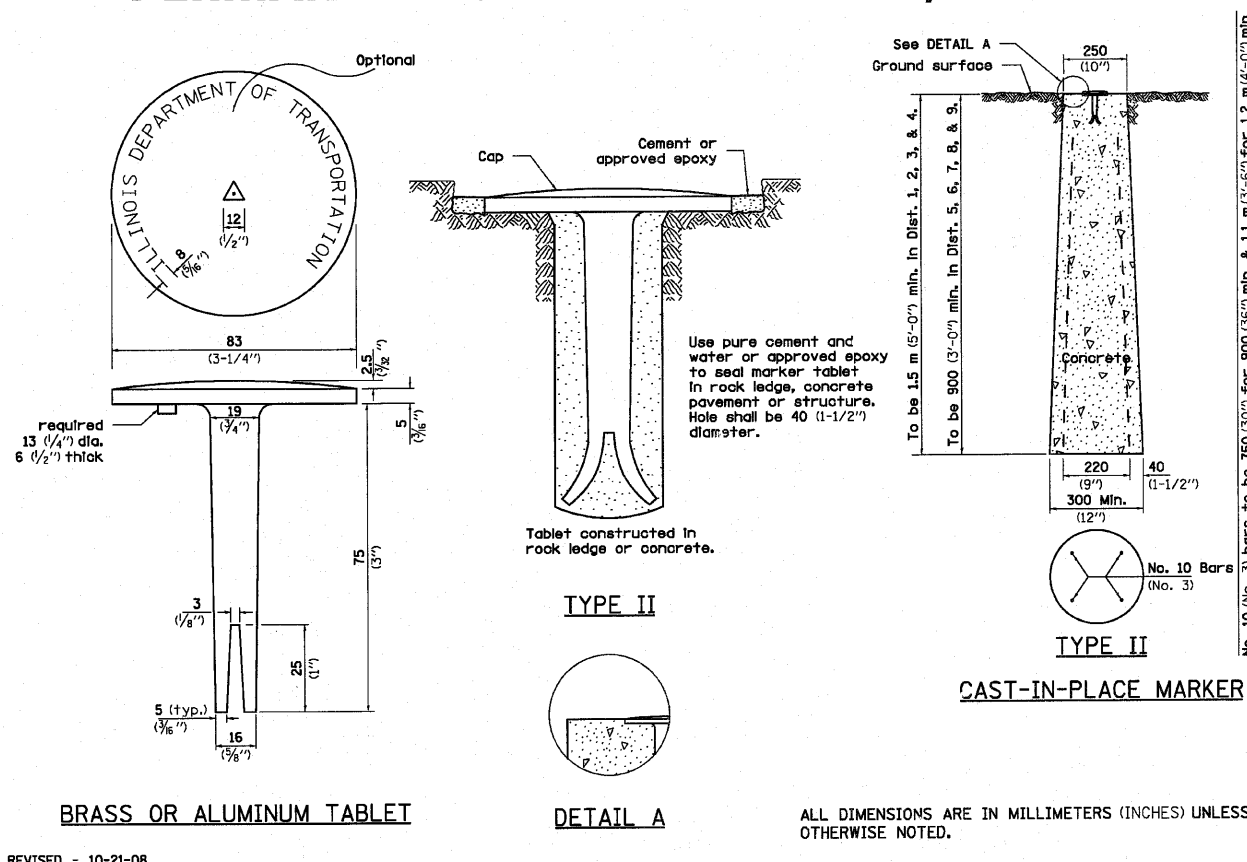
WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

PERMANENT SURVEY MARKERS, TYPE II



REVISED - 10-21-08

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

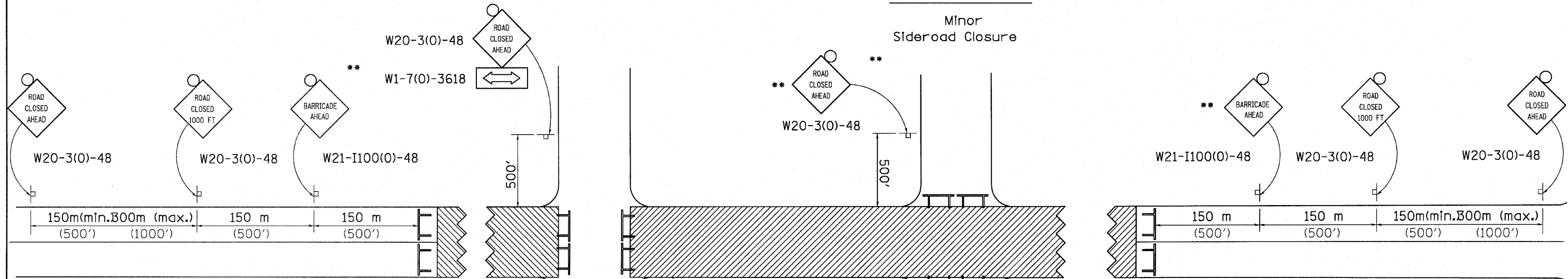
WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II 66.2

FILE NAME =	USER NAME = IE Consultants	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 2 STANDARD DRAWINGS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
G:\S09010-3\CA00 Sheets\0264E11-sht-D2-Details.dgn		DRAWN -	REVISED -						301	3HR	WINNEBAGO	55	14
		CHECKED -	REVISED -		CONTRACT NO. 64B87				FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.				

TRAFFIC CONTROL FOR ROAD CLOSURE

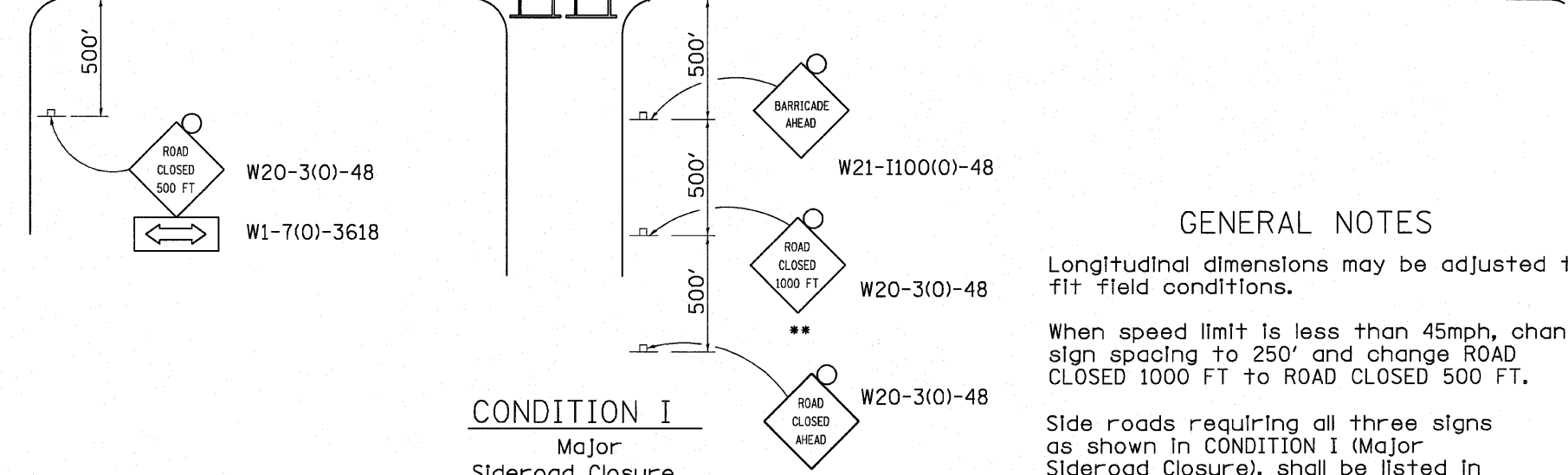
CONDITION II

Minor Sideroad Closure

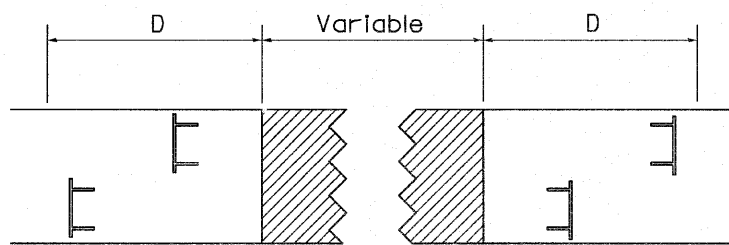


CONDITION I

Major Sideroad Closure






ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed to All Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 600 m (2000') an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

SYMBOLS

-  Work area
-  Type III Barricade with Flashers
-  Sign with flashing light

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in Road Closed to thru traffic. Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed to All Traffic" detail on Highway Standard 701901.

All dimensions are in millimeters (inches) unless otherwise shown.

TRAFFIC CONTROL FOR ROAD CLOSURE 40.1

FILE NAME =	USER NAME = IE Consultants	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 2 STANDARD DRAWINGS	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
G:\S09010-3\CADD Sheets\0264E11-ah-t-02.D	Drawn.dgn	DRAWN -	REVISED -			301	3HBR	WINNEBAGO	55	16	
PLOT SCALE = 39.2165' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64B87					
PLOT DATE = 7/23/2010		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

B.M. - #409 "□" chiseled on Southeast wingwall of S.N. 101-0120
Elev. 833.05

EXISTING STRUCTURE: Structure No. 101-0120 built in 1961, is 4 span continuous wide flange beam superstructure with 5 beam lines on 2 open reinforced concrete stub abutments and 3 reinforced concrete hammerhead style piers founded on spread footings with a 43° left ahead skew angle. The continuous beams are fixed at pier 2 and expansion over piers 1 and 3 and the abutments. The bridge length is 263'-0" Bk-Bk of Abutments and the deck width is 32'-0" out to out.

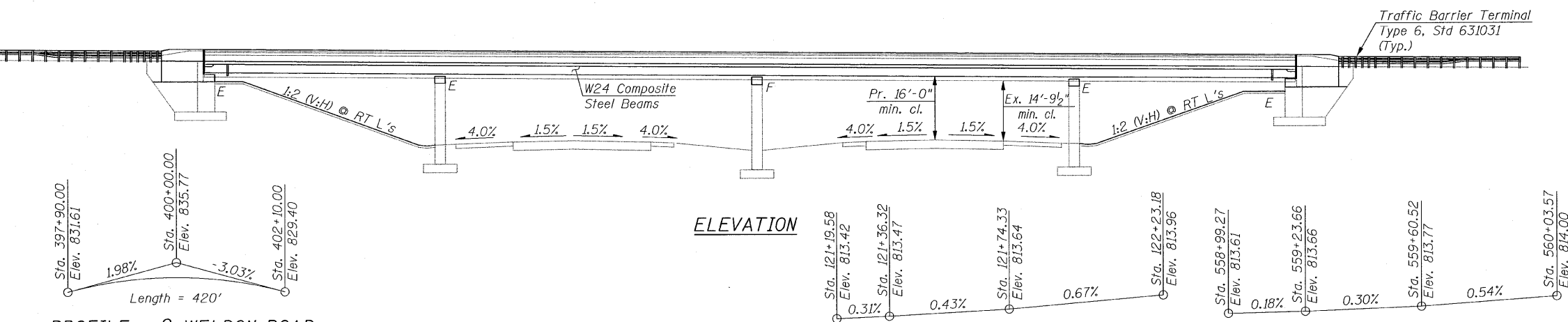
Traffic to be maintained using Detour Routes

No Salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STATION 399+98.12
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 301 SEC. (1-1HB-1D)
LOADING HL-93
STR. NO. 101-0120

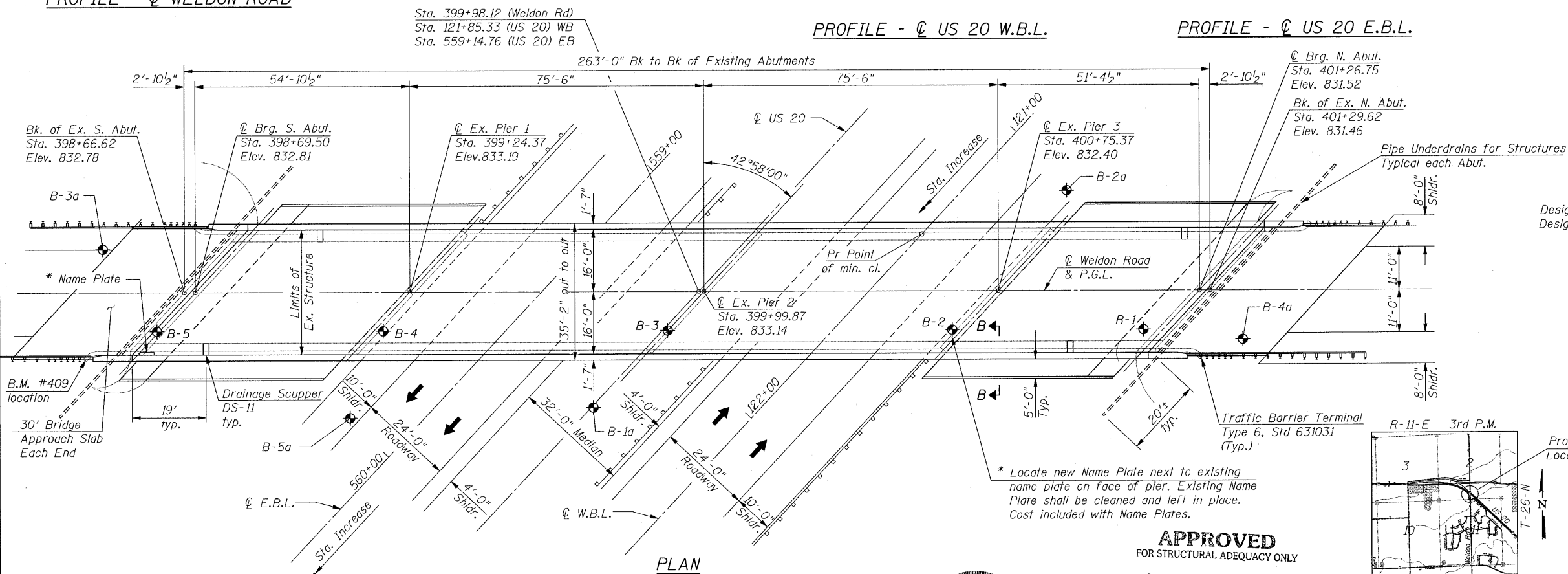
NAME PLATE
See Std. 515001



PROFILE - @ WELDON ROAD

PROFILE - @ US 20 W.B.L.

PROFILE - @ US 20 E.B.L.



LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications with 2008 and 2009 Interims

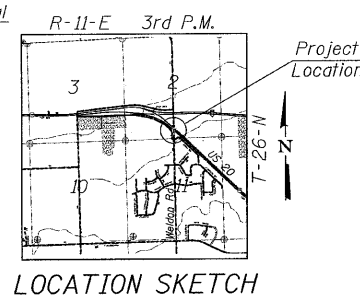
DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

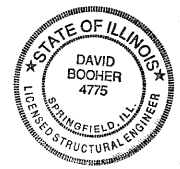
FIELD UNITS (EXISTING CONSTRUCTION)
f'c = 1,400 psi (Super Structure)
f'c = 1,000 psi (Substructure with earth pressure)
f'c = 1,400 psi (Substructure, w/o earth pressure)
fy = 20,000 psi (reinforcement)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.055g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.097g
Soil Site Class = C

GENERAL PLAN
WELDON ROAD OVER
F.A.P. RTE 301 (US 20)
SECTION (1-1HB-1D)
WINNEBAGO COUNTY
STATION 399+98.12
S.N. 101-0120



APPROVED
FOR STRUCTURAL ADEQUACY ONLY



Ralph E. Anderson (SE)
ENGINEER OF BRIDGES AND STRUCTURES

David Booher, Illinois S.E. 081-004775
Expires 11-30-2010

9-20-2010
Date

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

ie CONSULTANTS, INC
6420 SOUTH SIXTH STREET
SPRINGFIELD, ILLINOIS 62712
TEL. (217) 529-8027
FAX (217) 529-4543
WWW.IE-CONSULTANTS.COM

Soil Borings B-1 thru B-5 are from original plans (1960)
Soil Borings B-1a thru B-5a are by IDOT (2007)

* New Name Plates required
at 2 locations.

SHEET NO. 1 OF 34 SHEETS	F.A.P. RTE. 301	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		(1-1HB-1D)	WINNEBAGO	55	17
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

1. GENERAL PLAN & ELEVATION
2. GENERAL DATA
3. DECK ELEVATION LAYOUT
- 4.-7. DECK ELEVATIONS
- 8.-9. APPROACH SLAB ELEVATIONS
10. DECK PLAN
11. SUPERSTRUCTURE DETAILS
- 12.-13. BRIDGE APPROACH SLAB DETAILS
14. FRAMING PLAN
15. STEEL BEAM DETAILS
- 16.-17. BEARING DETAILS
18. SOUTH ABUTMENT
- 19.-20. SOUTH WINGWALLS
21. NORTH ABUTMENT
- 22.-23. NORTH WINGWALLS
24. PIER 1
25. PIER 2
26. PIER 3
27. BAR SPLICER DETAILS
28. PREFORMED JOINT STRIP SEAL
29. CANTILEVER FORMING BRACKETS
30. DRAINAGE SCUPPER DS-II
- 31.-34. SOIL BORINGS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD		91	91
REMOVAL OF EXISTING SUPERSTRUCTURES	L SUM	1		1
CONCRETE REMOVAL	CU YD		30.9	30.9
SLOPE WALL REMOVAL	SQ YD		495	495
PROTECTIVE SHIELD	SQ YD	537		537
STRUCTURE EXCAVATION	CU YD		85	85
CONCRETE STRUCTURES	CU YD		112.8	112.8
CONCRETE SUPERSTRUCTURE	CU YD	418.4		418.4
BRIDGE DECK GROOVING	SQ YD	1,143		1,143
PROTECTIVE COAT	SQ YD	1,374		1,374
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
STUD SHEAR CONNECTORS	EACH	4320		4320
REINFORCEMENT BARS, EPOXY COATED	POUND	102,370	20,770	123,140
BAR SPLICERS	EACH	88		88
SLOPE WALL 4 INCH	SQ YD		571	571
NAME PLATES	EACH	1	1	2
PREFORMED JOINT STRIP SEAL	FOOT	96		96
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12		12
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12		12
ANCHOR BOLTS, 5/8"	EACH	24		24
ANCHOR BOLTS, 3/4"	EACH	24		24
ANCHOR BOLTS, 1"	EACH	12		12
GEOCOMPOSITE WALL DRAIN	SQ YD		80	80
CONCRETE SEALER	SQ FT		649	649
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT		176	176
DRAINAGE SCUPPER DS-II	EACH	4		4

GENERAL NOTES

Fasteners shall be AASHTO M164 Type I, mechanically galvanized bolts.
Splicers: Bolts 7/8"φ, Holes 15/16"φ
Diaphragms: Bolts 3/4"φ, Holes 15/16"φ
Calculated weight of Structural Steel = 272,116 lbs. (AASHTO M270 Grade 50)
= 14,336 lbs. (AASHTO M270 Grade 36)

No field welding is permitted except as specified in the contract documents.
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.
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.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

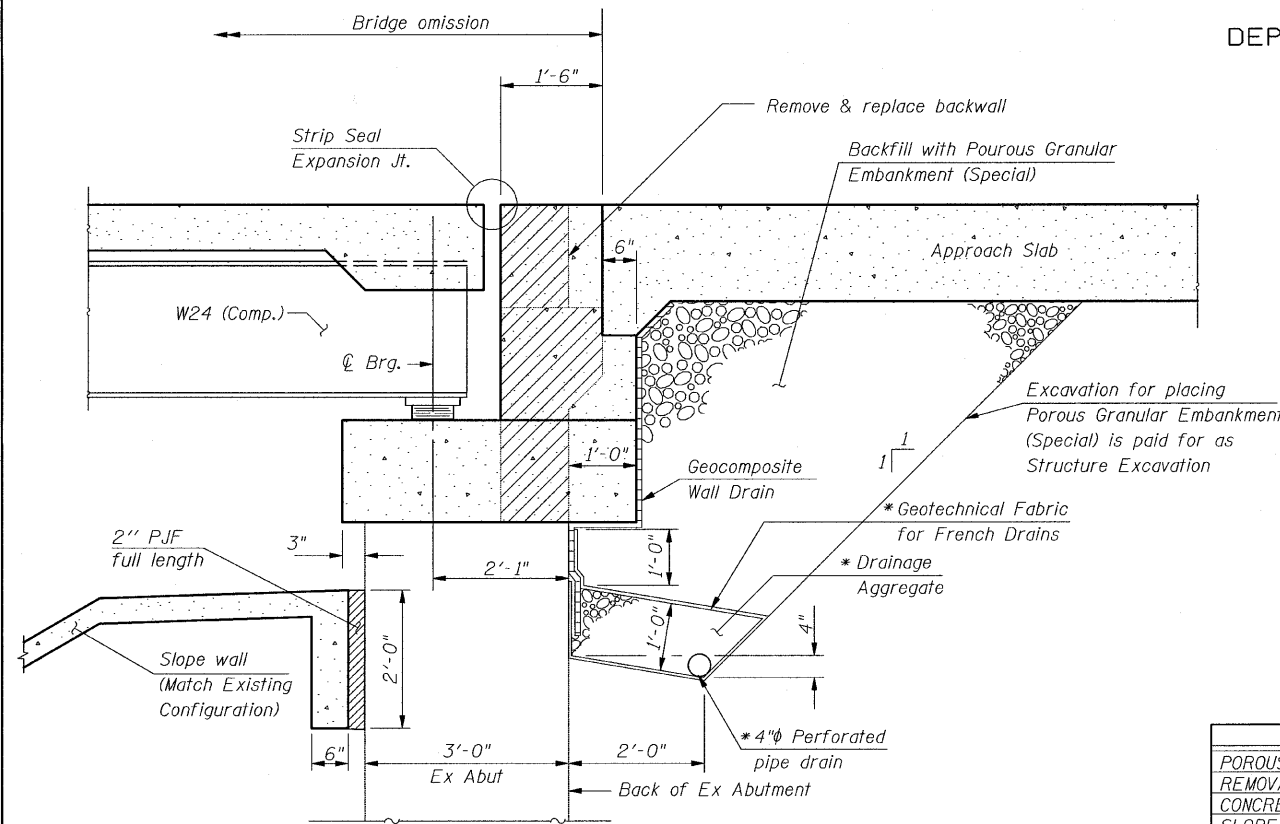
Concrete Sealer shall be applied to the designated areas of the South & North Abutment. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".

The existing structure will be removed while traffic is active on US 20. The contractor shall provide Protective Shield in accordance with applicable provisions of Section 501 of the Standard Specifications. The Protective Shield limits shall extend from existing pier to existing pier and from outside to outside of existing structure. Protective Shield shall be paid for as required for structure removal only.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
Slipforming of parapets is not allowed.



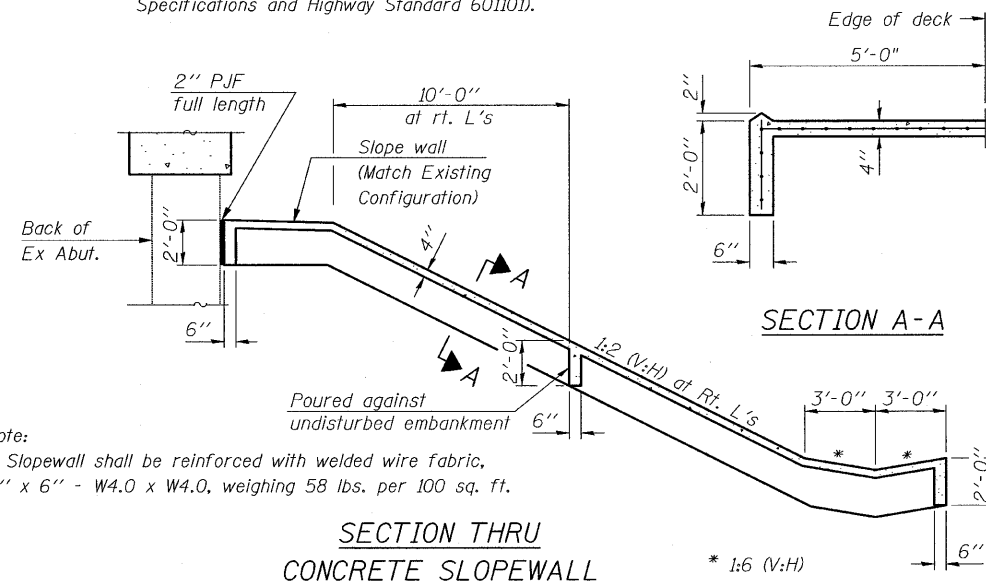
SECTION THRU ABUTMENT

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

*Included in the cost of Pipe Underdrains For Structures.

Note:

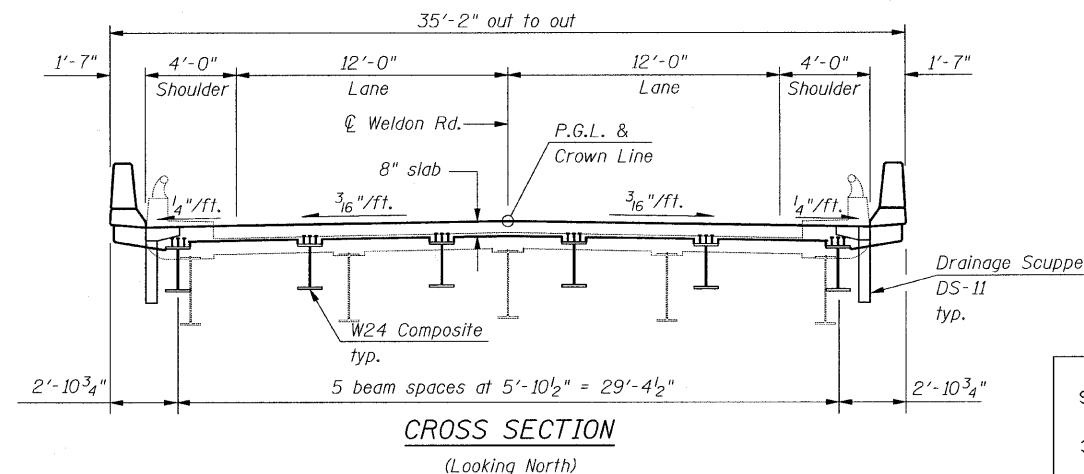
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION THRU CONCRETE SLOPEWALL

Note:

Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



CROSS SECTION

(Looking North)

GENERAL DATA
S.N. 101-0120

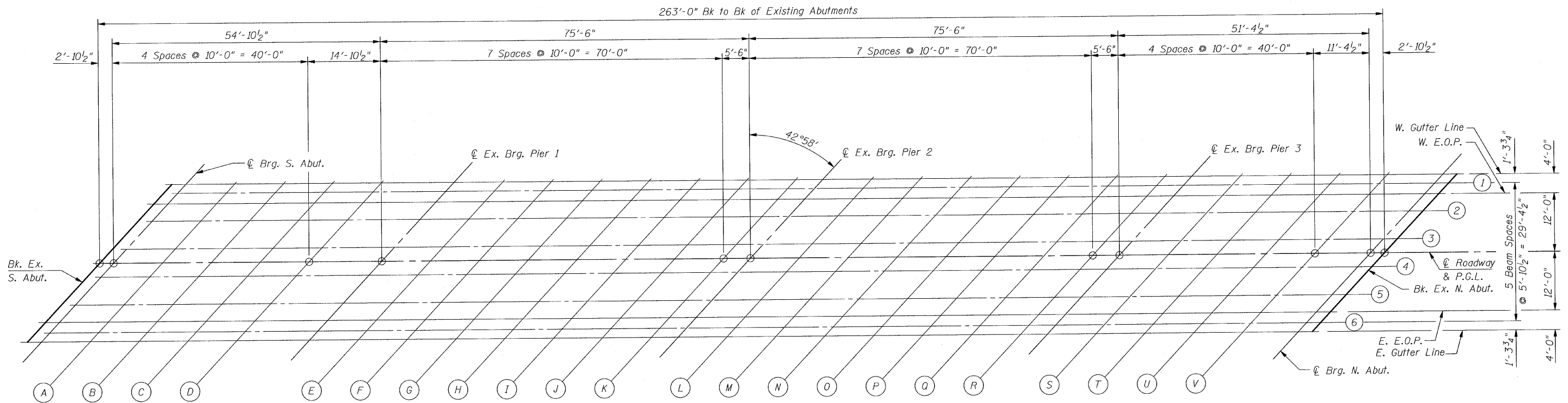
DESIGNED	SCD
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SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2 OF 34 SHEETS	301	(1-1HB-1)D	WINNEBAGO	55	18
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DECK ELEVATION LAYOUT

DECK ELEVATION LAYOUT
S.N. 101-0120

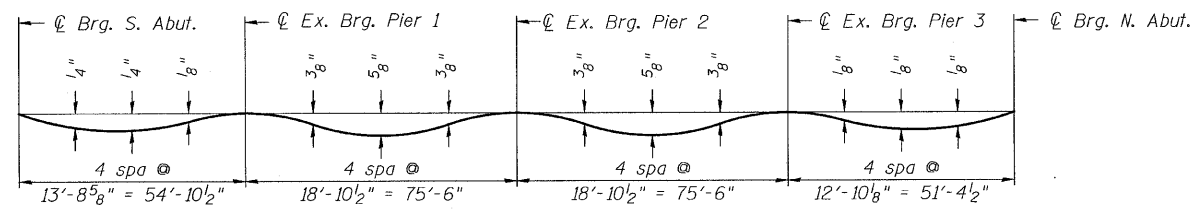
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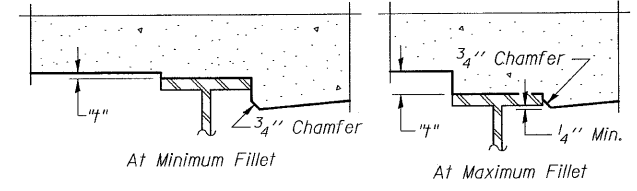
SHEET NO. 3 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	19
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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 below.



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

FILLET HEIGHTS

EAST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+51.72	16.00	832.34	832.34
CL BRG S ABUT	398+54.60	16.00	832.37	832.37
A	398+64.60	16.00	832.49	832.50
B	398+74.60	16.00	832.59	832.62
C	398+84.60	16.00	832.68	832.70
D	398+94.60	16.00	832.76	832.77
CL EX BRG PIER 1	399+09.47	16.00	832.86	832.86
E	399+19.47	16.00	832.91	832.92
F	399+29.47	16.00	832.94	832.98
G	399+39.47	16.00	832.97	833.03
H	399+49.47	16.00	832.98	833.04
I	399+59.47	16.00	832.98	833.03
J	399+69.47	16.00	832.97	833.00
K	399+79.47	16.00	832.95	832.96
CL EX BRG PIER 2	399+84.97	16.00	832.94	832.94
L	399+94.97	16.00	832.89	832.91
M	400+04.97	16.00	832.84	832.88
N	400+14.97	16.00	832.78	832.84
O	400+24.97	16.00	832.70	832.76
P	400+34.97	16.00	832.61	832.67
Q	400+44.97	16.00	832.51	832.54
R	400+54.97	16.00	832.40	832.41
CL EX BRG PIER 3	400+60.47	16.00	832.33	832.33
S	400+70.47	16.00	832.20	832.21
T	400+80.47	16.00	832.06	832.07
U	400+90.47	16.00	831.91	831.92
V	401+00.47	16.00	831.74	831.75
CL BRG N ABUT	401+11.85	16.00	831.54	831.54
BK EX N ABUT	401+14.72	16.00	831.48	831.48

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+80.30	-14.69	832.67	832.67
CL BRG S ABUT	398+83.18	-14.69	832.70	832.70
A	398+93.18	-14.69	832.78	832.79
B	399+03.18	-14.69	832.85	832.87
C	399+13.18	-14.69	832.90	832.93
D	399+23.18	-14.69	832.95	832.96
CL EX BRG PIER 1	399+38.05	-14.69	832.99	832.99
E	399+48.05	-14.69	833.01	833.02
F	399+58.05	-14.69	833.01	833.05
G	399+68.05	-14.69	833.00	833.06
H	399+78.05	-14.69	832.98	833.04
I	399+88.05	-14.69	832.95	833.00
J	399+98.05	-14.69	832.91	832.93
K	400+08.05	-14.69	832.85	832.86
CL EX BRG PIER 2	400+13.55	-14.69	832.81	832.81
L	400+23.55	-14.69	832.74	832.75
M	400+33.55	-14.69	832.65	832.69
N	400+43.55	-14.69	832.56	832.61
O	400+53.55	-14.69	832.44	832.51
P	400+63.55	-14.69	832.32	832.38
Q	400+73.55	-14.69	832.19	832.22
R	400+83.55	-14.69	832.04	832.05
CL EX BRG PIER 3	400+89.05	-14.69	831.96	831.96
S	400+99.05	-14.69	831.79	831.79
T	401+09.05	-14.69	831.62	831.63
U	401+19.05	-14.69	831.43	831.44
V	401+29.05	-14.69	831.23	831.24
CL BRG N ABUT	401+40.43	-14.69	830.98	830.98
BK EX N ABUT	401+43.30	-14.69	830.92	830.92

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+55.44	12.00	832.47	832.47
CL BRG S ABUT	398+58.32	12.00	832.50	832.50
A	398+68.32	12.00	832.61	832.63
B	398+78.32	12.00	832.71	832.73
C	398+88.32	12.00	832.80	832.82
D	398+98.32	12.00	832.87	832.88
CL EX BRG PIER 1	399+13.19	12.00	832.96	832.96
E	399+23.19	12.00	833.00	833.02
F	399+33.19	12.00	833.04	833.08
G	399+43.19	12.00	833.06	833.11
H	399+53.19	12.00	833.07	833.13
I	399+63.19	12.00	833.07	833.11
J	399+73.19	12.00	833.05	833.07
K	399+83.19	12.00	833.02	833.03
CL EX BRG PIER 2	399+88.69	12.00	833.00	833.00
L	399+98.69	12.00	832.96	832.97
M	400+08.69	12.00	832.90	832.94
N	400+18.69	12.00	832.83	832.89
O	400+28.69	12.00	832.75	832.82
P	400+38.69	12.00	832.66	832.71
Q	400+48.69	12.00	832.56	832.59
R	400+58.69	12.00	832.44	832.45
CL EX BRG PIER 3	400+64.19	12.00	832.37	832.37
S	400+74.19	12.00	832.23	832.24
T	400+84.19	12.00	832.09	832.10
U	400+94.19	12.00	831.93	831.95
V	401+04.19	12.00	831.76	831.77
CL BRG N ABUT	401+15.57	12.00	831.55	831.55
BK EX N ABUT	401+18.44	12.00	831.49	831.49

DESIGNED	SCD
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DECK ELEVATIONS
S.N. 101-0120

SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
4 OF 34 SHEETS	301	(1-1HB-1)D	WINNEBAGO	55	20
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+74.83	-8.81	832.73	832.73
CL BRG S ABUT	398+77.71	-8.81	832.75	832.75
A	398+87.71	-8.81	832.84	832.86
B	398+97.71	-8.81	832.92	832.94
C	399+07.71	-8.81	832.98	833.00
D	399+17.71	-8.81	833.03	833.04
CL EX BRG PIER 1	399+32.58	-8.81	833.09	833.09
E	399+42.58	-8.81	833.11	833.12
F	399+52.58	-8.81	833.12	833.16
G	399+62.58	-8.81	833.12	833.17
H	399+72.58	-8.81	833.10	833.16
I	399+82.58	-8.81	833.08	833.12
J	399+92.58	-8.81	833.04	833.06
K	400+02.58	-8.81	832.99	832.99
CL EX BRG PIER 2	400+08.08	-8.81	832.96	832.96
L	400+18.08	-8.81	832.89	832.90
M	400+28.08	-8.81	832.81	832.84
N	400+38.08	-8.81	832.72	832.77
O	400+48.08	-8.81	832.61	832.67
P	400+58.08	-8.81	832.50	832.55
Q	400+68.08	-8.81	832.37	832.40
R	400+78.08	-8.81	832.23	832.24
CL EX BRG PIER 3	400+83.58	-8.81	832.15	832.15
S	400+93.58	-8.81	831.99	831.99
T	401+03.58	-8.81	831.82	831.83
U	401+13.58	-8.81	831.64	831.65
V	401+23.58	-8.81	831.44	831.46
CL BRG N ABUT	401+34.96	-8.81	831.21	831.21
BK EX N ABUT	401+37.83	-8.81	831.15	831.15

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+69.36	-2.94	832.76	832.76
CL BRG S ABUT	398+72.24	-2.94	832.79	832.79
A	398+82.24	-2.94	832.89	832.90
B	398+92.24	-2.94	832.97	832.99
C	399+02.24	-2.94	833.04	833.06
D	399+12.24	-2.94	833.10	833.11
CL EX BRG PIER 1	399+27.11	-2.94	833.16	833.16
E	399+37.11	-2.94	833.19	833.20
F	399+47.11	-2.94	833.20	833.24
G	399+57.11	-2.94	833.21	833.26
H	399+67.11	-2.94	833.20	833.26
I	399+77.11	-2.94	833.18	833.23
J	399+87.11	-2.94	833.15	833.18
K	399+97.11	-2.94	833.11	833.11
CL EX BRG PIER 2	400+02.61	-2.94	833.08	833.08
L	400+12.61	-2.94	833.02	833.03
M	400+22.61	-2.94	832.94	832.98
N	400+32.61	-2.94	832.86	832.92
O	400+42.61	-2.94	832.76	832.82
P	400+52.61	-2.94	832.65	832.71
Q	400+62.61	-2.94	832.53	832.56
R	400+72.61	-2.94	832.40	832.41
CL EX BRG PIER 3	400+78.11	-2.94	832.32	832.32
S	400+88.11	-2.94	832.17	832.17
T	400+98.11	-2.94	832.00	832.02
U	401+08.11	-2.94	831.83	831.85
V	401+18.11	-2.94	831.64	831.66
CL BRG N ABUT	401+29.49	-2.94	831.41	831.41
BK EX N ABUT	401+32.36	-2.94	831.35	831.35

ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+66.62	0	832.78	832.78
CL BRG S ABUT	398+69.50	0	832.81	832.81
A	398+79.50	0	832.91	832.92
B	398+89.50	0	832.99	833.02
C	398+99.50	0	833.07	833.09
D	399+09.50	0	833.13	833.14
CL EX BRG PIER 1	399+24.37	0	833.20	833.20
E	399+34.37	0	833.23	833.24
F	399+44.37	0	833.25	833.29
G	399+54.37	0	833.26	833.31
H	399+64.37	0	833.25	833.31
I	399+74.37	0	833.24	833.28
J	399+84.37	0	833.21	833.23
K	399+94.37	0	833.17	833.17
CL EX BRG PIER 2	399+99.87	0	833.14	833.14
L	400+09.87	0	833.08	833.09
M	400+19.87	0	833.01	833.05
N	400+29.87	0	832.93	832.99
O	400+39.87	0	832.84	832.90
P	400+49.87	0	832.73	832.78
Q	400+59.87	0	832.61	832.64
R	400+69.87	0	832.48	832.49
CL EX BRG PIER 3	400+75.37	0	832.41	832.41
S	400+85.37	0	832.26	832.26
T	400+95.37	0	832.10	832.11
U	401+05.37	0	831.92	831.94
V	401+15.37	0	831.74	831.75
CL BRG N ABUT	401+26.75	0	831.52	831.52
BK EX N ABUT	401+29.62	0	831.46	831.46

DESIGNED SCD
CHECKED DRB
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E-S

11-1-09

DECK ELEVATIONS
S.N. 101-0120

SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5 OF 34 SHEETS	301	(1-1HB-1)D	WINNEBAGO	55	21
			CONTRACT NO. 64E11		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+63.88	2.94	832.70	832.70
CL BRG S ABUT	398+66.76	2.94	832.73	832.73
A	398+76.76	2.94	832.84	832.85
B	398+86.76	2.94	832.92	832.95
C	398+96.76	2.94	833.00	833.02
D	399+06.76	2.94	833.07	833.08
CL EX BRG PIER 1	399+21.63	2.94	833.14	833.14
E	399+31.63	2.94	833.17	833.19
F	399+41.63	2.94	833.20	833.24
G	399+51.63	2.94	833.21	833.26
H	399+61.63	2.94	833.21	833.27
I	399+71.63	2.94	833.19	833.24
J	399+81.63	2.94	833.17	833.19
K	399+91.63	2.94	833.13	833.14
CL EX BRG PIER 2	399+97.13	2.94	833.11	833.11
L	400+07.13	2.94	833.05	833.07
M	400+17.13	2.94	832.99	833.02
N	400+27.13	2.94	832.91	832.96
O	400+37.13	2.94	832.82	832.88
P	400+47.13	2.94	832.71	832.77
Q	400+57.13	2.94	832.60	832.63
R	400+67.13	2.94	832.47	832.48
CL EX BRG PIER 3	400+72.63	2.94	832.40	832.40
S	400+82.63	2.94	832.25	832.25
T	400+92.63	2.94	832.10	832.11
U	401+02.63	2.94	831.93	831.94
V	401+12.63	2.94	831.75	831.76
CL BRG N ABUT	401+24.01	2.94	831.53	831.53
BK EX N ABUT	401+26.88	2.94	831.47	831.47

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+58.41	8.81	832.55	832.55
CL BRG S ABUT	398+61.29	8.81	832.58	832.58
A	398+71.29	8.81	832.69	832.71
B	398+81.29	8.81	832.79	832.81
C	398+91.29	8.81	832.87	832.89
D	399+01.29	8.81	832.94	832.95
CL EX BRG PIER 1	399+16.16	8.81	833.02	833.02
E	399+26.16	8.81	833.06	833.08
F	399+36.16	8.81	833.09	833.13
G	399+46.16	8.81	833.11	833.17
H	399+56.16	8.81	833.12	833.18
I	399+66.16	8.81	833.11	833.16
J	399+76.16	8.81	833.09	833.12
K	399+86.16	8.81	833.06	833.07
CL EX BRG PIER 2	399+91.66	8.81	833.04	833.04
L	400+01.66	8.81	832.99	833.01
M	400+11.66	8.81	832.93	832.97
N	400+21.66	8.81	832.86	832.92
O	400+31.66	8.81	832.78	832.84
P	400+41.66	8.81	832.68	832.73
Q	400+51.66	8.81	832.57	832.60
R	400+61.66	8.81	832.45	832.46
CL EX BRG PIER 3	400+67.16	8.81	832.38	832.38
S	400+77.16	8.81	832.24	832.24
T	400+87.16	8.81	832.09	832.10
U	400+97.16	8.81	831.93	831.95
V	401+07.16	8.81	831.76	831.77
CL BRG N ABUT	401+18.54	8.81	831.54	831.54
BK EX N ABUT	401+21.41	8.81	831.49	831.49

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+77.80	-12.00	832.70	832.70
CL BRG S ABUT	398+80.68	-12.00	832.73	832.73
A	398+90.68	-12.00	832.81	832.83
B	399+00.68	-12.00	832.89	832.91
C	399+10.68	-12.00	832.95	832.97
D	399+20.68	-12.00	832.99	833.00
CL EX BRG PIER 1	399+35.55	-12.00	833.04	833.04
E	399+45.55	-12.00	833.06	833.08
F	399+55.55	-12.00	833.07	833.11
G	399+65.55	-12.00	833.06	833.12
H	399+75.55	-12.00	833.05	833.10
I	399+85.55	-12.00	833.02	833.06
J	399+95.55	-12.00	832.97	833.00
K	400+05.55	-12.00	832.92	832.93
CL EX BRG PIER 2	400+11.05	-12.00	832.89	832.89
L	400+21.05	-12.00	832.82	832.83
M	400+31.05	-12.00	832.73	832.77
N	400+41.05	-12.00	832.64	832.69
O	400+51.05	-12.00	832.53	832.59
P	400+61.05	-12.00	832.41	832.46
Q	400+71.05	-12.00	832.28	832.31
R	400+81.05	-12.00	832.14	832.14
CL EX BRG PIER 3	400+86.55	-12.00	832.05	832.05
S	400+96.55	-12.00	831.89	831.89
T	401+06.55	-12.00	831.72	831.73
U	401+16.55	-12.00	831.53	831.55
V	401+26.55	-12.00	831.33	831.35
CL BRG N ABUT	401+37.93	-12.00	831.09	831.09
BK EX N ABUT	401+40.80	-12.00	831.03	831.03

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD



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E-S

11-1-09

DECK ELEVATIONS
S.N. 101-0120

SHEET NO. 6 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	22
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+52.94	14.69	832.38	832.38
CL BRG S ABUT	398+55.82	14.69	832.41	832.41
A	398+65.82	14.69	832.53	832.54
B	398+75.82	14.69	832.63	832.65
C	398+85.82	14.69	832.72	832.74
D	398+95.82	14.69	832.80	832.81
CL EX BRG PIER 1	399+10.69	14.69	832.89	832.89
E	399+20.69	14.69	832.94	832.95
F	399+30.69	14.69	832.97	833.01
G	399+40.69	14.69	833.00	833.05
H	399+50.69	14.69	833.01	833.07
I	399+60.69	14.69	833.01	833.06
J	399+70.69	14.69	833.00	833.02
K	399+80.69	14.69	832.98	832.98
CL EX BRG PIER 2	399+86.19	14.69	832.96	832.96
L	399+96.19	14.69	832.92	832.93
M	400+06.19	14.69	832.86	832.90
N	400+16.19	14.69	832.80	832.85
O	400+26.19	14.69	832.72	832.78
P	400+36.19	14.69	832.63	832.68
Q	400+46.19	14.69	832.53	832.56
R	400+56.19	14.69	832.41	832.42
CL EX BRG PIER 3	400+61.69	14.69	832.35	832.35
S	400+71.69	14.69	832.21	832.22
T	400+81.69	14.69	832.07	832.08
U	400+91.69	14.69	831.91	831.93
V	401+01.69	14.69	831.75	831.76
CL BRG N ABUT	401+13.07	14.69	831.54	831.54
BK EX N ABUT	401+15.94	14.69	831.49	831.49

WEST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK EX S ABUT	398+81.53	-16.00	832.65	832.65
CL BRG S ABUT	398+84.40	-16.00	832.68	832.68
A	398+94.40	-16.00	832.76	832.78
B	399+04.40	-16.00	832.83	832.85
C	399+14.40	-16.00	832.88	832.90
D	399+24.40	-16.00	832.93	832.94
CL EX BRG PIER 1	399+39.28	-16.00	832.97	832.97
E	399+49.28	-16.00	832.98	833.00
F	399+59.28	-16.00	832.98	833.02
G	399+69.28	-16.00	832.97	833.03
H	399+79.28	-16.00	832.95	833.01
I	399+89.28	-16.00	832.92	832.97
J	399+99.28	-16.00	832.87	832.90
K	400+09.28	-16.00	832.82	832.82
CL EX BRG PIER 2	400+14.78	-16.00	832.78	832.78
L	400+24.78	-16.00	832.70	832.72
M	400+34.78	-16.00	832.62	832.65
N	400+44.78	-16.00	832.52	832.57
O	400+54.78	-16.00	832.40	832.47
P	400+64.78	-16.00	832.28	832.33
Q	400+74.78	-16.00	832.14	832.18
R	400+84.78	-16.00	832.00	832.00
CL EX BRG PIER 3	400+90.28	-16.00	831.91	831.91
S	401+00.28	-16.00	831.74	831.75
T	401+10.28	-16.00	831.57	831.58
U	401+20.28	-16.00	831.38	831.39
V	401+30.28	-16.00	831.17	831.19
CL BRG N ABUT	401+41.65	-16.00	830.93	830.93
BK EX N ABUT	401+44.53	-16.00	830.87	830.87

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD



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E-S

11-1-09

DECK ELEVATIONS
S.N. 101-0120

SHEET NO. 7 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	23
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of S. Appr. Slab	398+50.84	-16.00	832.33
A1	398+60.84	-16.00	832.44
A2	398+70.84	-16.00	832.55
N. Edge of S. Appr. Slab	398+80.84	-16.00	832.65

WEST E.O.P.

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of S. Appr. Slab	398+47.12	-12.00	832.36
A1	398+57.12	-12.00	832.48
A2	398+67.12	-12.00	832.59
N. Edge of S. Appr. Slab	398+77.12	-12.00	832.69

CL & P.G.L. ROADWAY

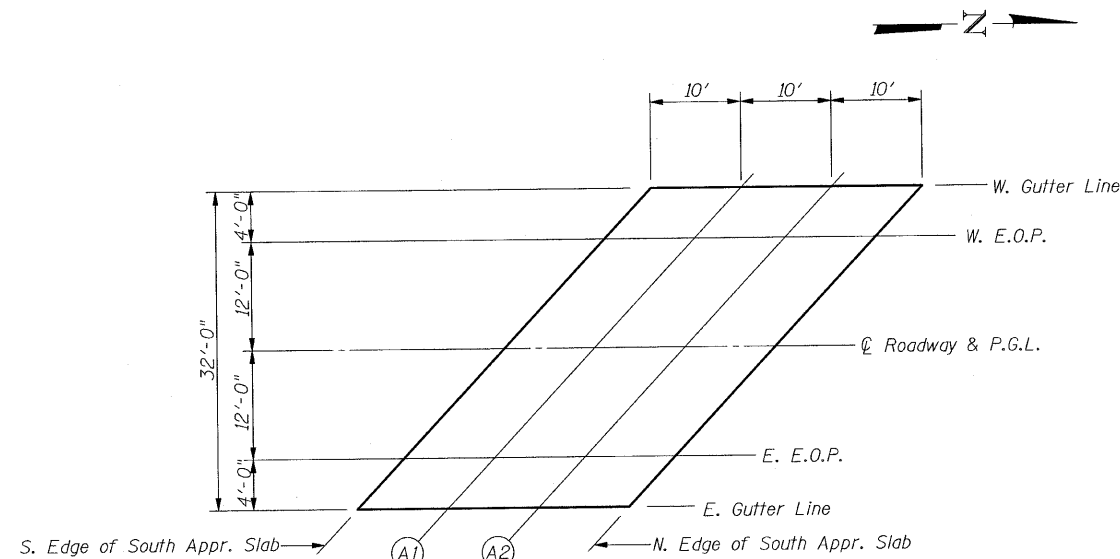
Location	Station	Offset	Theoretical Grade Elevations
S. Edge of S. Appr. Slab	398+35.94	0.00	832.40
A1	398+45.94	0.00	832.53
A2	398+55.94	0.00	832.66
N. Edge of S. Appr. Slab	398+65.94	0.00	832.77

EAST E.O.P.

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of S. Appr. Slab	398+24.76	12.00	832.04
A1	398+34.76	12.00	832.19
A2	398+44.76	12.00	832.33
N. Edge of S. Appr. Slab	398+54.76	12.00	832.45

EAST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of S. Appr. Slab	398+21.04	16.00	831.90
A1	398+31.04	16.00	832.05
A2	398+41.04	16.00	832.20
N. Edge of S. Appr. Slab	398+51.04	16.00	832.33



PLAN

TOP OF SOUTH APPROACH
SLAB ELEVATIONS
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

E-AS



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SHEET NO. 8 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	24
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr. Slab	401+45.20	-16.00	830.85
A3	401+55.20	-16.00	830.62
A4	401+65.20	-16.00	830.37
N. Edge of N. Appr. Slab	401+75.20	-16.00	830.12

WEST E.O.P.

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr. Slab	401+41.48	-12.00	831.01
A3	401+51.48	-12.00	830.79
A4	401+61.48	-12.00	830.55
N. Edge of N. Appr. Slab	401+71.48	-12.00	830.30

℄ & P.G.L. ROADWAY

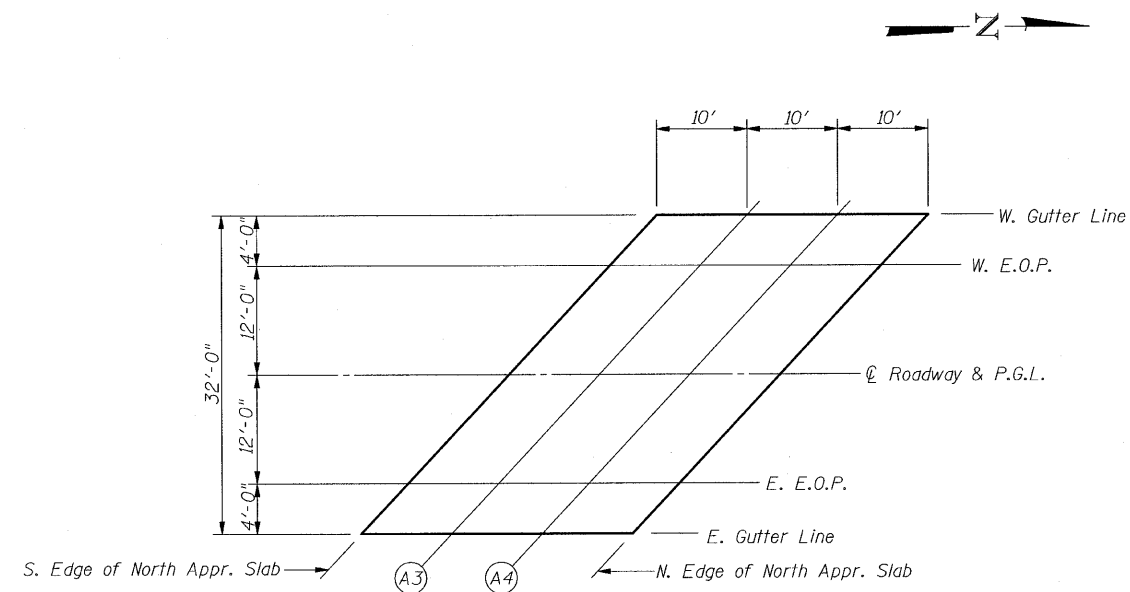
Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr. Slab	401+30.30	0.00	831.44
A3	401+40.30	0.00	831.23
A4	401+50.30	0.00	831.00
N. Edge of N. Appr. Slab	401+60.30	0.00	830.77

EAST E.O.P.

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr. Slab	401+19.12	12.00	831.48
A3	401+29.12	12.00	831.28
A4	401+39.12	12.00	831.06
N. Edge of N. Appr. Slab	401+49.12	12.00	830.84

EAST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
S. Edge of N. Appr. Slab	401+15.40	16.00	831.47
A3	401+25.40	16.00	831.27
A4	401+35.40	16.00	831.06
N. Edge of N. Appr. Slab	401+45.40	16.00	830.84



PLAN

TOP OF NORTH APPROACH
SLAB ELEVATIONS
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

E-AS

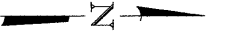


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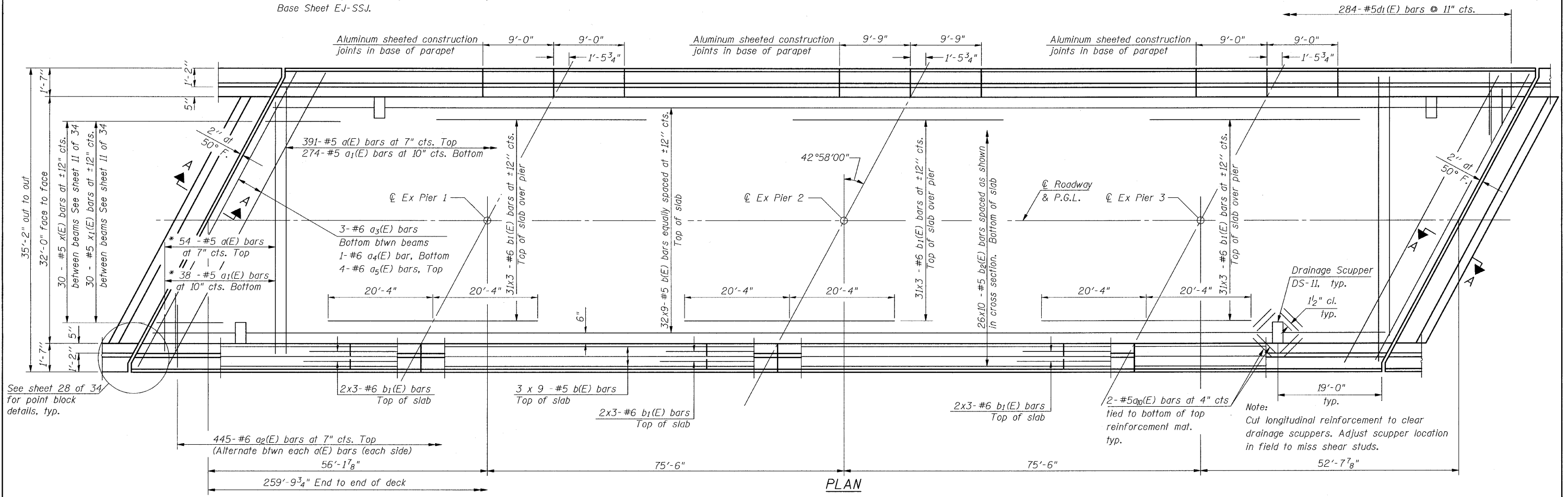
SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9 OF 34 SHEETS	301	(1-1HB-1)D	WINNEBAGO	55	25
			CONTRACT NO. 64E11		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

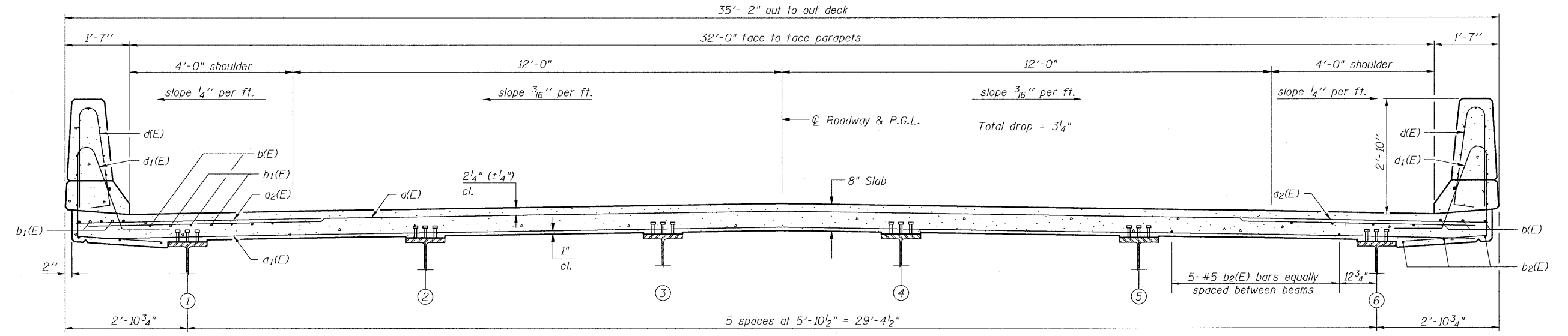


* Order a(E) & a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.

Note:
Dimensions are based on a Rolled Rail Strip Seal Joint. If the
contractor elects to use the Welded Rail Strip Seal Joint, deck
dimensions may require adjustments to satisfy the details on
Base Sheet EJ-SSJ.



PLAN



CROSS SECTION
(Looking North)

SUPERSTRUCTURE
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	TIW
CHECKED	SCD

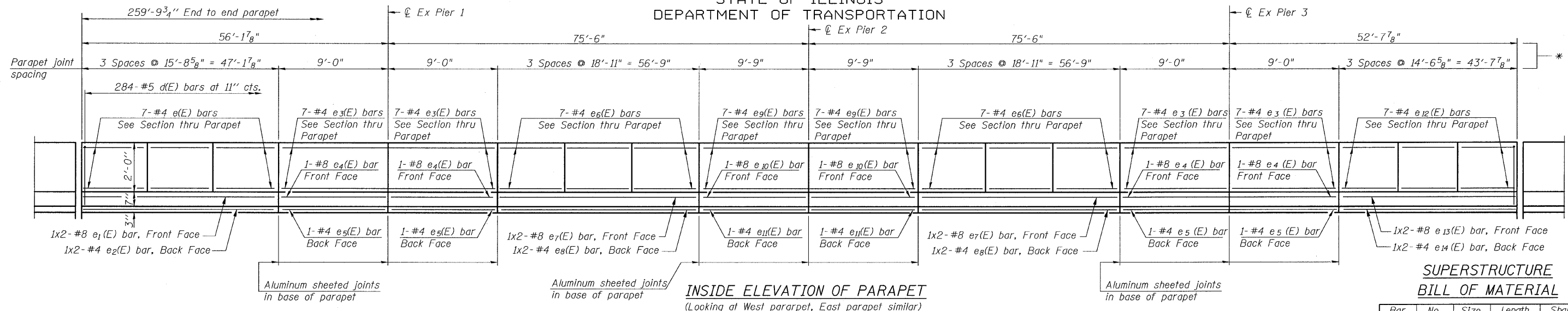
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Notes:
See Sheet 11 of 34 for superstructure details
and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates
20 lines of bars with 3 lengths per line.
See Sheet 11 of 34 for parapet reinforcement.

SHEET NO. 10 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-IHB-1)D	WINNEBAGO	55	26
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

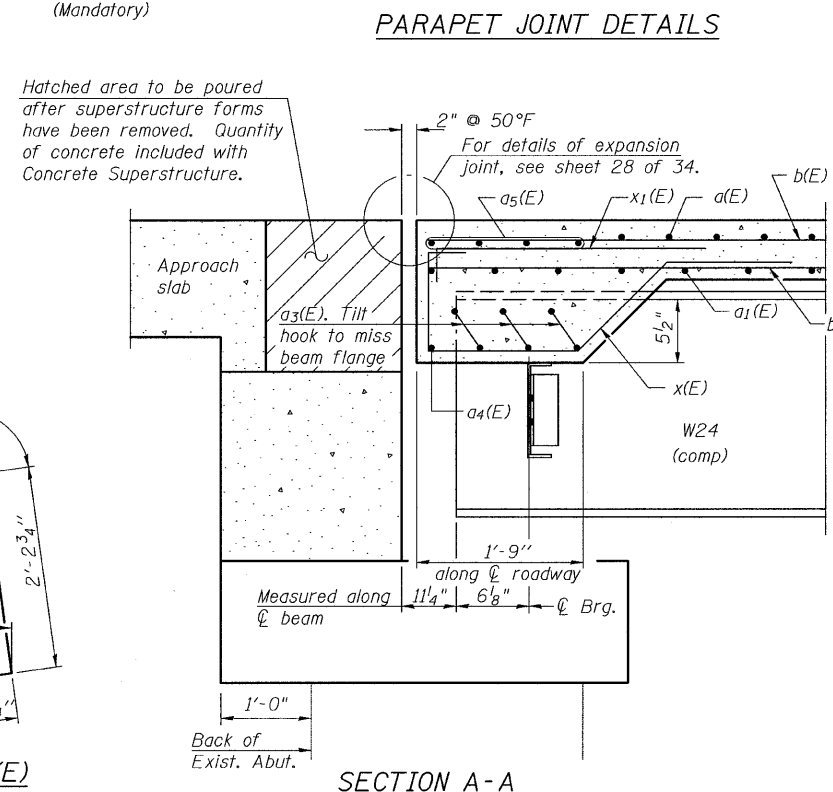
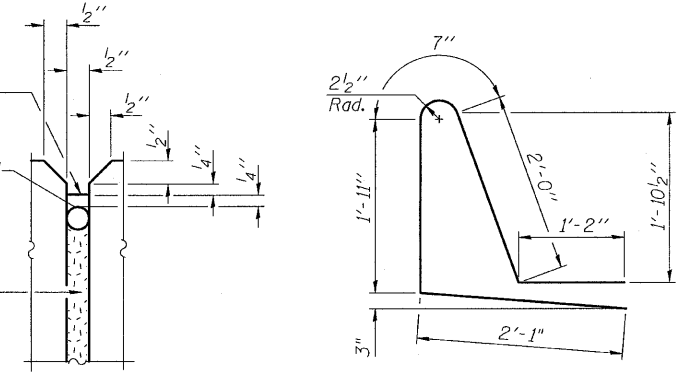
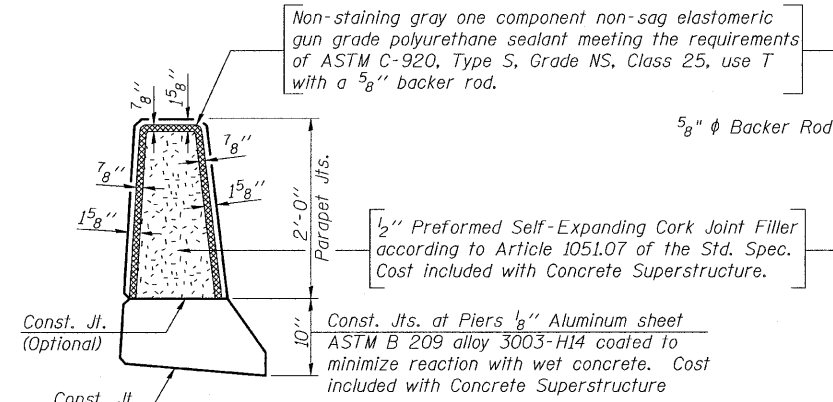
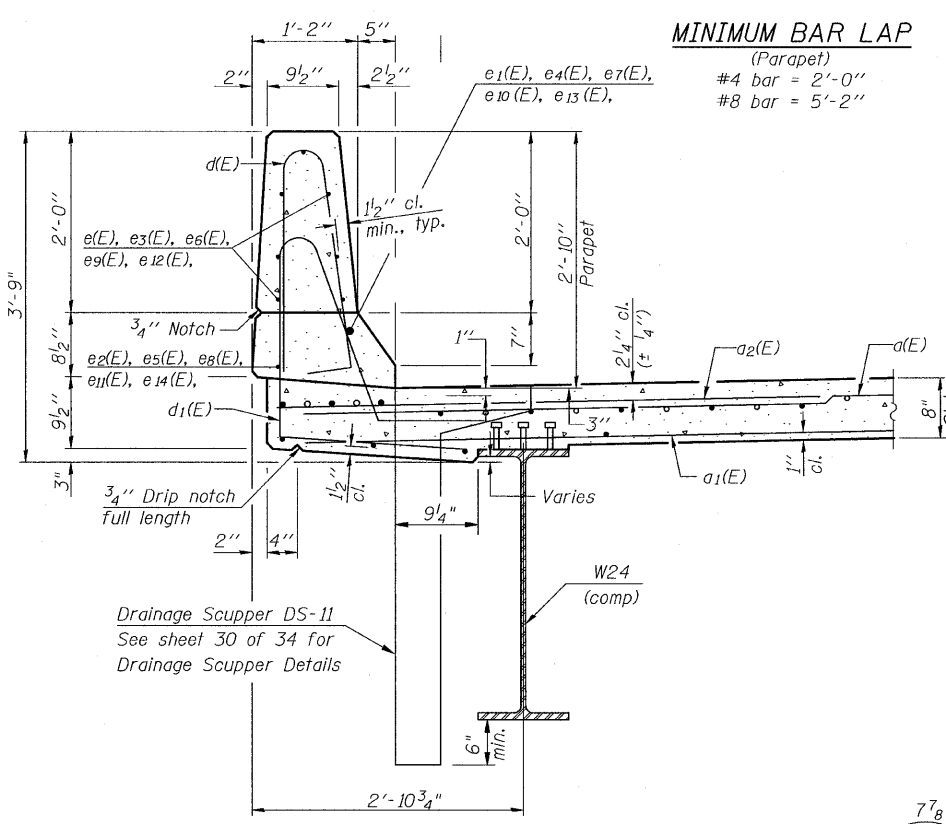
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Dimensions Given Along Gutter Line



**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	445	#5	34'-5"	—
a1(E)	312	#5	34'-2"	—
a2(E)	890	#6	6'-6"	—
a3(E)	30	#6	9'-1"	—
a4(E)	4	#6	22'-0"	—
a5(E)	16	#6	23'-10"	—
a10(E)	32	#5	1'-6"	—
b(E)	342	#5	31'-2"	—
b1(E)	315	#6	16'-2"	—
b2(E)	260	#5	28'-3"	—
d(E)	568	#5	5'-7"	—
d1(E)	568	#5	7'-9"	—
e(E)	21	#4	15'-4"	—
e1(E)	2	#8	26'-9"	—
e2(E)	2	#4	24'-9"	—
e3(E)	28	#4	8'-8"	—
e4(E)	4	#8	8'-8"	—
e5(E)	4	#4	8'-8"	—
e6(E)	42	#4	18'-7"	—
e7(E)	4	#8	31'-7"	—
e8(E)	4	#4	29'-6"	—
e9(E)	14	#4	9'-5"	—
e10(E)	2	#8	9'-5"	—
e11(E)	2	#4	9'-5"	—
e12(E)	21	#4	14'-2"	—
e13(E)	2	#8	25'-0"	—
e14(E)	2	#4	23'-0"	—
x(E)	60	#5	6'-5"	—
x1(E)	60	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated			Pound	74,050
Concrete Superstructure			Cu. Yds.	305.2



MIN. BAR LAP
#5 3'-3"
#6 3'-10"

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

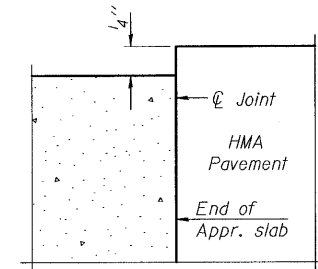
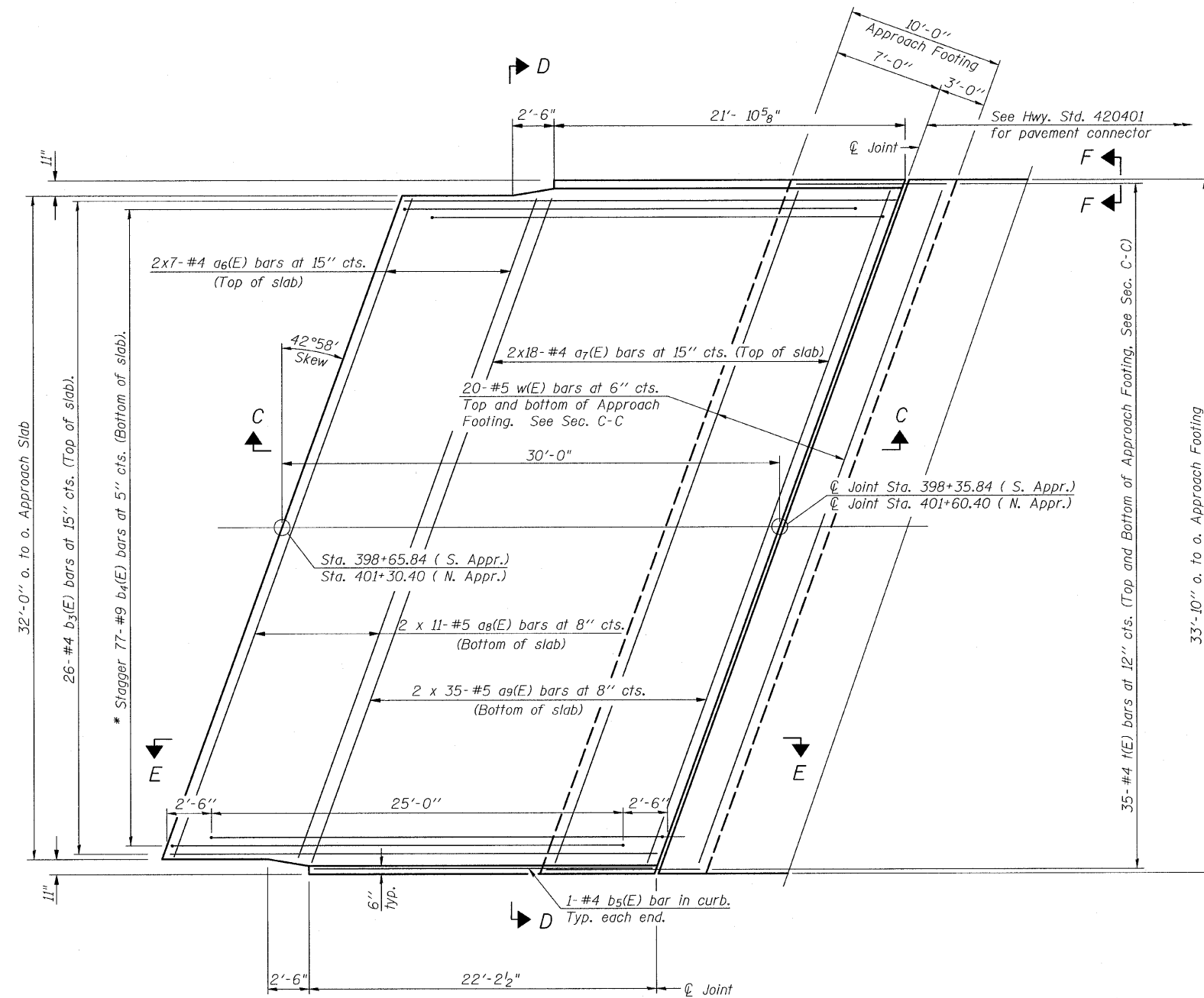
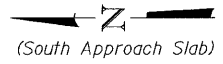
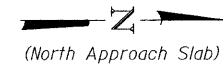
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**SUPERSTRUCTURE DETAILS
S.N. 101-0120**

SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11 OF 34 SHEETS	301	(1-1HB-1)D	WINNEBAGO	55	27
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 13 of 34 for Sections C-C & D-D and View E-E.
 $a_6(E)$, $a_7(E)$, $a_8(E)$, $a_9(E)$ and $w(E)$ bar spacings measured along C.Rdwy.



FLEXIBLE PAVEMENT
DETAIL A

PLAN

* Tilt #9 $b_4(E)$ bars as required to maintain clearance.

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD



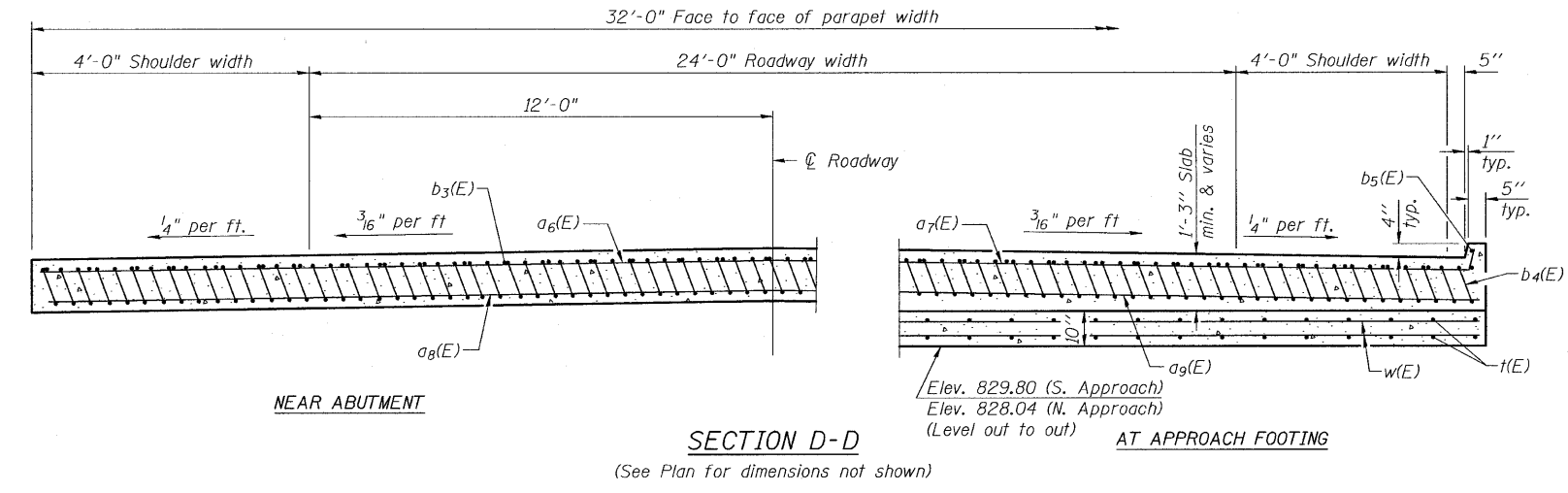
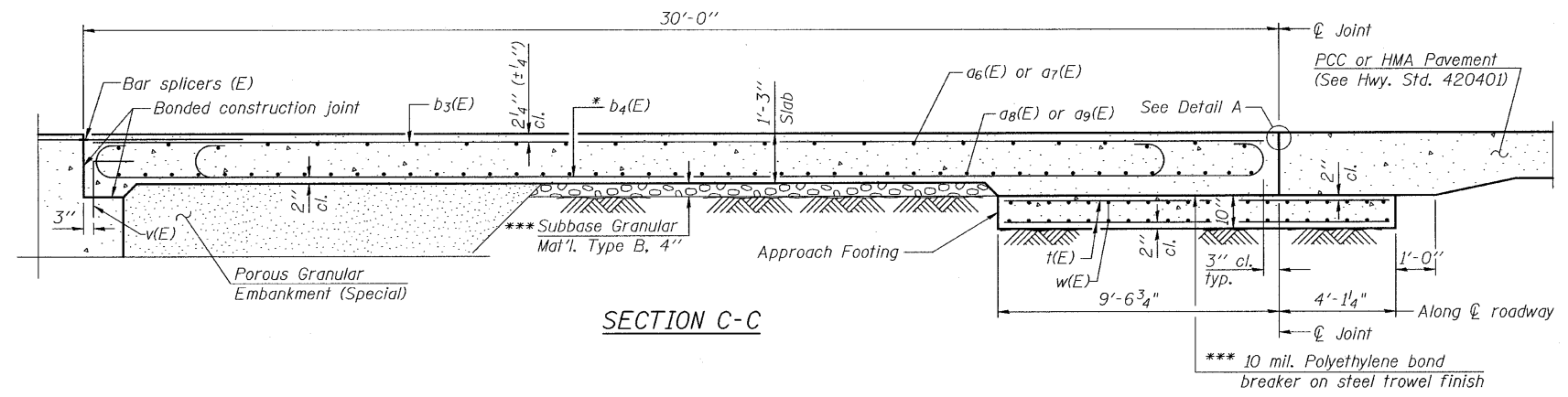
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(Sheet 1 of 2)
BRIDGE APPROACH SLAB DETAILS
S.N. 101-0120

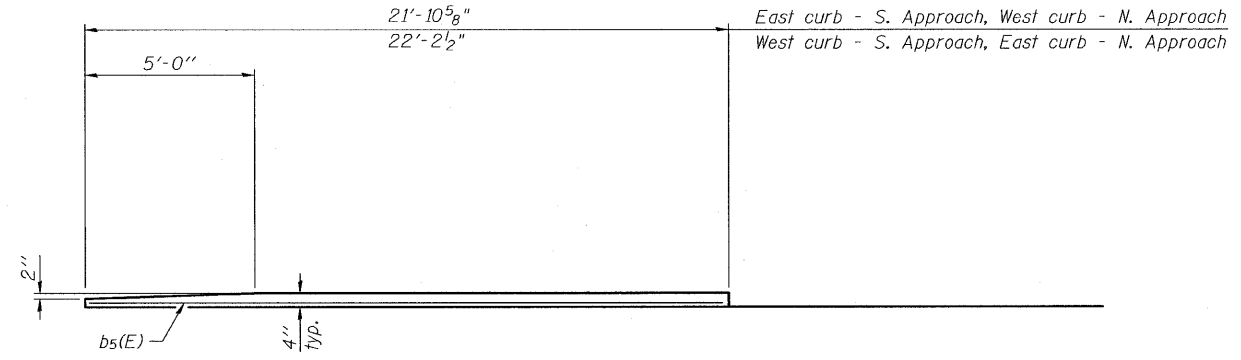
SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
12 OF 34 SHEETS	301	(1-1HB-1)D	WINNEBAGO	55	28
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

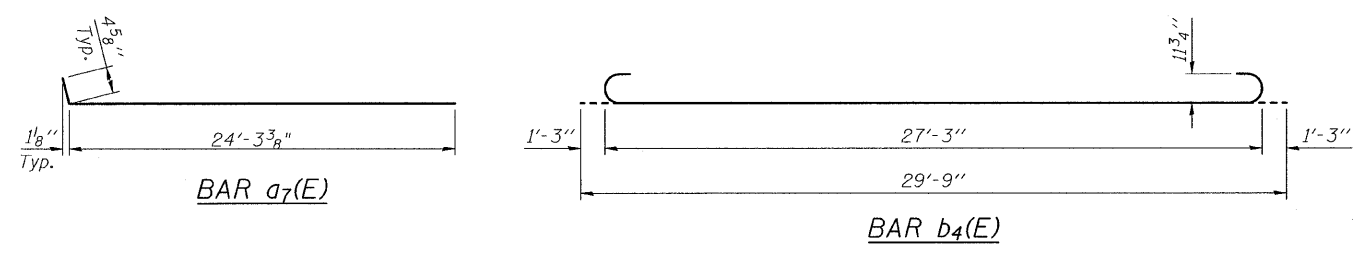
Notes:
See sheet 12 of 34 for Detail A.
Approach slab shall be paid for as Concrete Superstructure.
Approach Footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 18 thru 22 of 34.
The approach footing maximum applied service bearing pressure (Omax) = 2.0 ksf.
For bar splicer details, see sheet 27 of 34.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 34.
For additional parapet details, see sheet 11 of 34.



* Tilt #9 b1(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.



VIEW E-E



TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a6(E)	28	#4	23'-0"	—
a7(E)	72	#4	24'-8"	—
a8(E)	44	#5	23'-5"	—
a9(E)	140	#5	24'-8"	—
b3(E)	52	#4	29'-8"	—
b4(E)	154	#9	29'-9"	—
b5(E)	4	#4	21'-8"	—
t(E)	140	#4	13'-5"	—
w(E)	160	#5	24'-7"	—
Concrete Superstructure		Cu. Yd.	113.2	
Concrete Structures		Cu. Yd.	28.5	
Reinforcement Bars, Epoxy Coated		Pound	28,320	

MIN. BAR LAP

#4	2'-7"
#5	3'-3"

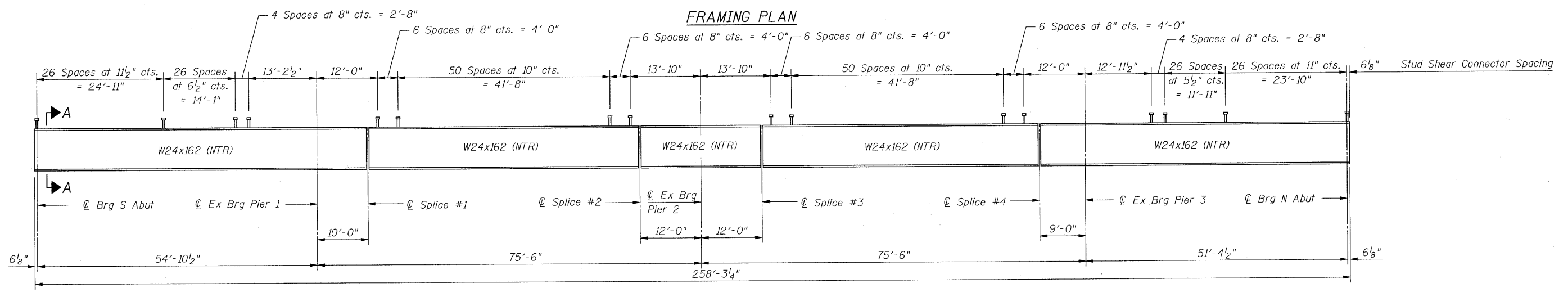
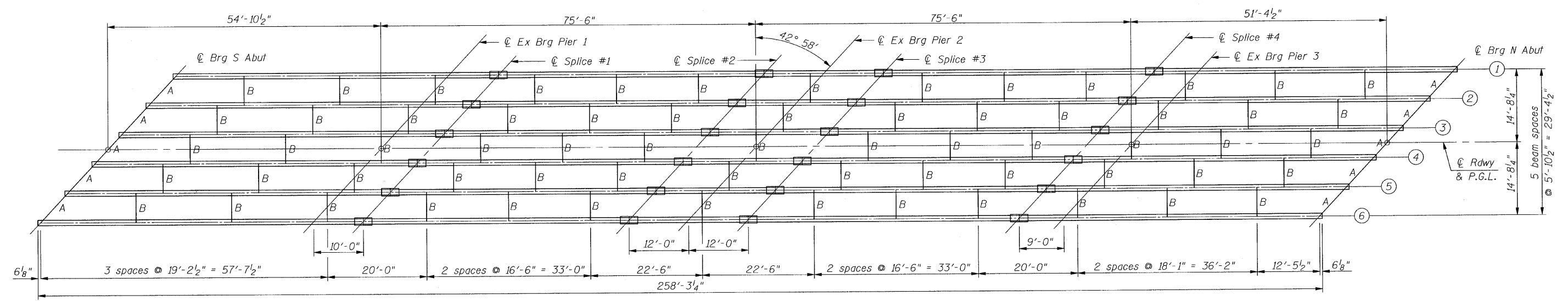
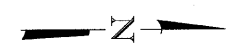
(Sheet 2 of 2)
BRIDGE APPROACH SLAB DETAILS
S.N. 101-0120

DESIGNED SCD
CHECKED DRB
DRAWN THW
CHECKED SCD

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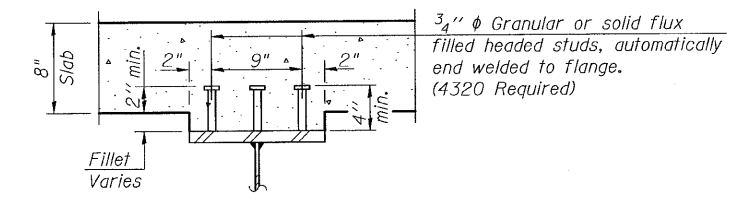
SHEET NO. 13 OF 34 SHEETS	F.A.P. RTE. 301	SECTION (1-1HB-1D)	COUNTY WINNEBAGO	TOTAL SHEETS 55	SHEET NO. 29
	CONTRACT NO. 64E11				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION

Notes:
 For diaphragm details see Sheet 15 of 34.
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



SECTION A-A

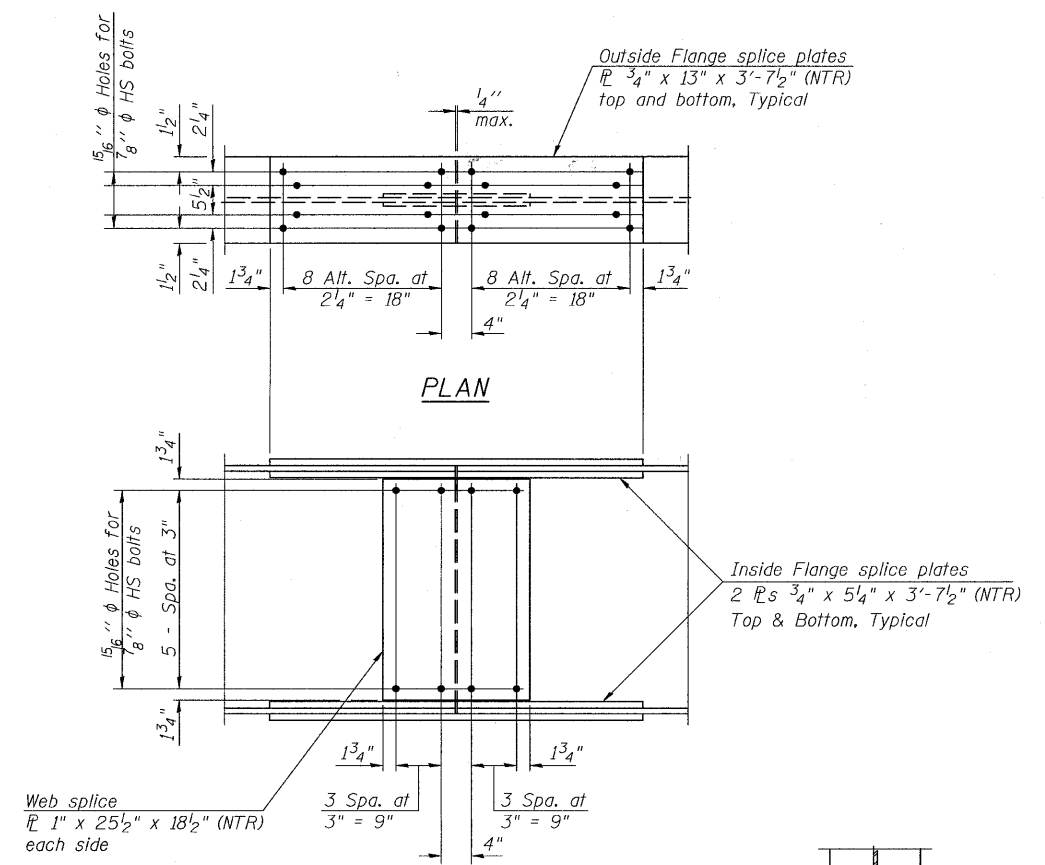
FRAMING PLAN
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

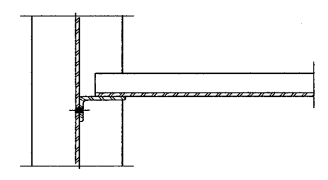
ie consultants
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 TEL. (217) 529-8027
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SHEET NO. 14 OF 34 SHEETS	F.A.P. RTE. 301	SECTION (1-1HB-1)D	COUNTY WINNEBAGO	TOTAL SHEETS 55	SHEET NO. 30
	CONTRACT NO. 64E11				
ILLINOIS FED. AID PROJECT					

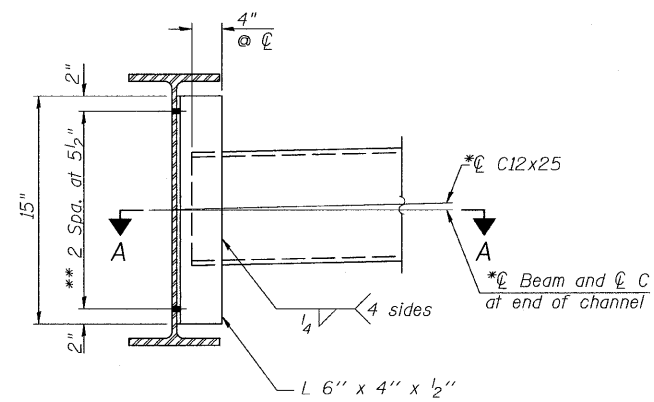
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION
SPLICE DETAIL
(24 Required)



SECTION A-A



DIAPHRAGM B
(65 Required)

Note:
Two hardened washers required for each set of oversized holes.
*Alternate channel C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.
The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" ϕ HS bolts, 1 5/16" ϕ holes

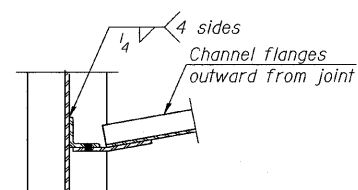
INTERIOR GIRDER MOMENT TABLE

	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
I_s	5,147.0	5,147.0	5,147.0	5,147.0	5,147.0	5,147.0	5,147.0
$I_c(n)$	13,758.0	---	13,758.0	---	13,758.0	---	13,758.0
$I_c(3n)$	9,702.0	---	9,702.0	---	9,702.0	---	9,702.0
S_s	412.0	412.0	412.0	412.0	412.0	412.0	412.0
$S_c(n)$	613.0	---	613.0	---	613.0	---	613.0
$S_c(3n)$	544.0	---	544.0	---	544.0	---	544.0
Z	466.0	466.0	466.0	466.0	466.0	466.0	466.0
DC1	0.812	0.962	0.812	0.962	0.812	0.962	0.812
MDC1	157.8	405.6	204.9	480.2	212.0	388.9	127.2
DC2	0.150	---	0.150	---	0.150	---	0.150
MDC2	29.1	---	37.8	---	39.1	---	23.4
DW	0.266	0.266	0.266	0.266	0.266	0.266	0.266
M _{DW}	51.8	112.4	67.2	133.0	69.6	107.7	41.7
M ξ + IM	578.0	418.6	717.8	498.8	725.7	413.1	512.3
M _u (Strength I)	1,322.8	1,408.2	1,660.3	1,672.7	1,688.3	1,370.6	1,147.3
$\phi_r M_n, \phi_r M_{nc}$	2,748.0	---	2,748.0	---	2,748.0	---	2,748.0
f_s DC1	4.6	11.8	6.0	14.0	6.2	11.3	3.7
f_s DC2	0.64	---	0.83	---	0.86	---	0.52
f_s DW	1.14	3.27	1.48	3.87	1.54	3.14	0.92
f_s 1.3(ξ +IM)	14.71	15.85	18.27	18.89	18.47	15.64	13.04
f_s (Service II)	21.09	30.94	26.55	36.75	27.04	30.11	18.18
f_s (Total)(Strength I)	---	41.01	---	48.72	---	39.92	---
V _r	21.8	---	18.3	---	20.4	---	22.1

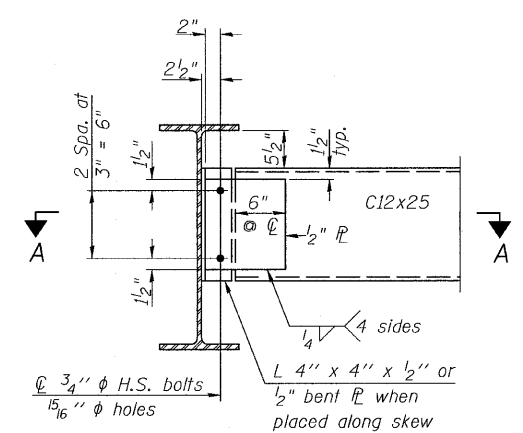
* Compact sections
** Non-Compact and slender sections

INTERIOR GIRDER REACTION TABLE

	S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.
R _{DC1}	16.1	58.3	63.2	56.8	14.5
R _{DC2}	3.2	10.4	11.6	10.1	2.9
R _{DW}	5.7	18.6	20.7	18.2	5.1
R ξ + IM	65.0	116.5	124.5	114.5	63.3
R _{Total}	90.0	203.8	220.0	199.6	85.8



SECTION A-A



DIAPHRAGM A
(10 Required)

Note:
Two hardened washers required for each set of oversized holes.

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.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 f_s (Total-Strength I, and Service II) 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 f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in.³).
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M ξ + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M ξ + IM
 $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
 $\phi_r M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).
 f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M ξ + IM
V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

TOP OF BEAM ELEVATIONS
(For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
⊕ Brg S Abut	831.94	831.99	832.03	831.97	831.82	831.65
⊕ Brg Pier 1	832.23	832.33	832.39	832.37	832.26	832.13
⊕ Splice # 1	832.28	832.39	832.46	832.45	832.34	832.22
⊕ Splice # 2	832.13	832.27	832.39	832.41	832.33	832.23
⊕ Brg Pier 2	832.05	832.19	832.33	832.36	832.28	832.19
⊕ Splice # 3	831.97	832.12	832.25	832.29	832.23	832.15
⊕ Splice # 4	831.37	831.56	831.72	831.80	831.77	831.73
⊕ Brg Pier 3	831.20	831.39	831.56	831.64	831.62	831.59
⊕ Brg N Abut	830.22	830.45	830.65	830.76	830.78	830.78

Notes:
Interior Diaphragms, End diaphragms, connecting plates, and connecting angles may be AASHTO M270 Grade 36.
Beam sections and all splice plates shall be AASHTO M270 Grade 50.

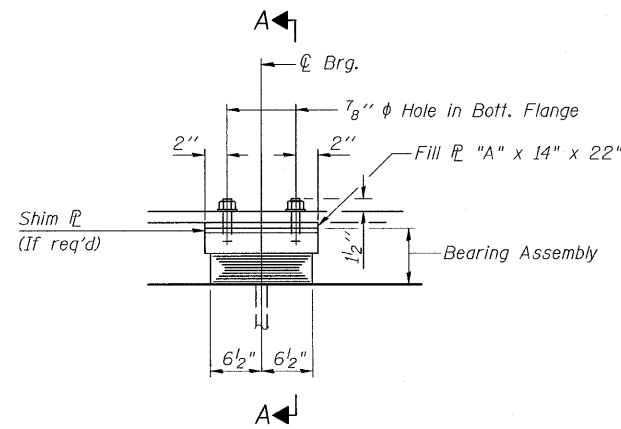
STEEL DETAILS
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

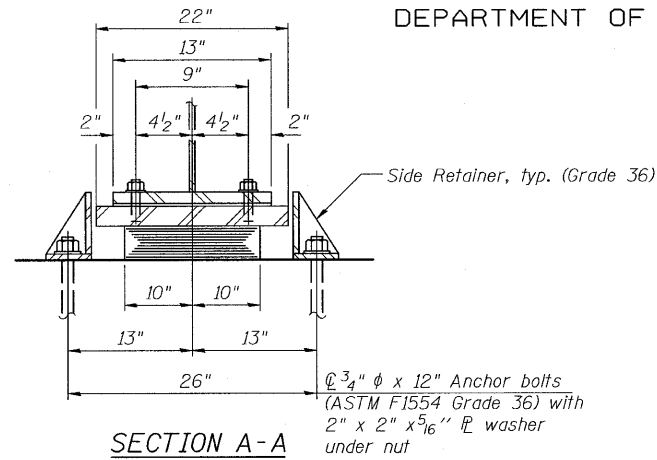
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SHEET NO. 15 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	31
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

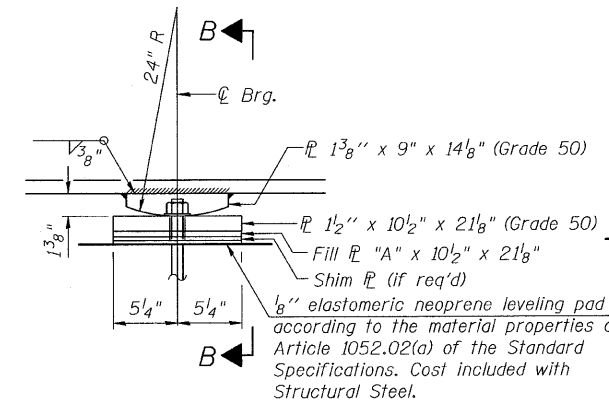
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



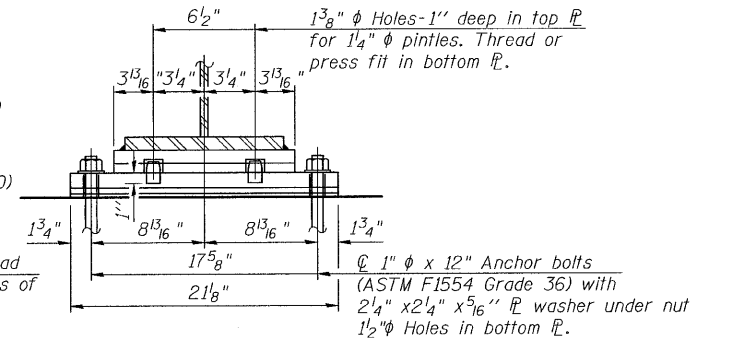
ELEVATION AT PIERS 1 & 3



SECTION A-A

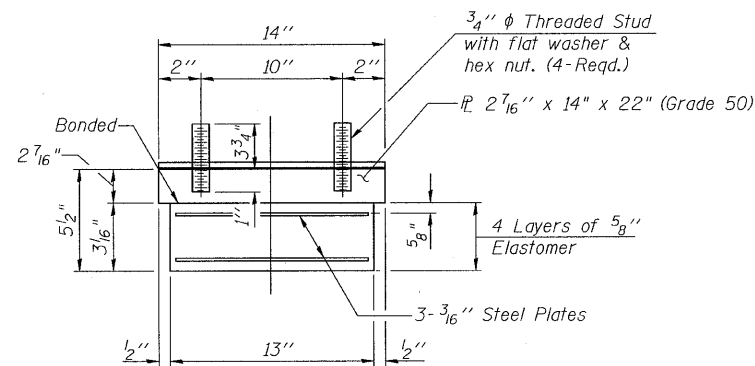


ELEVATION AT PIER 2



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.
(PIERS 1 & 3)



BEARING ASSEMBLY

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

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

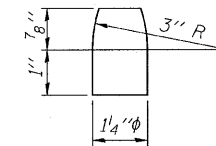
Side retainers, shims and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Fixed Bearings shall not be paid for separately but shall be included in the cost of Furnishing & Erecting Structural Steel.

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.

FIXED BEARING

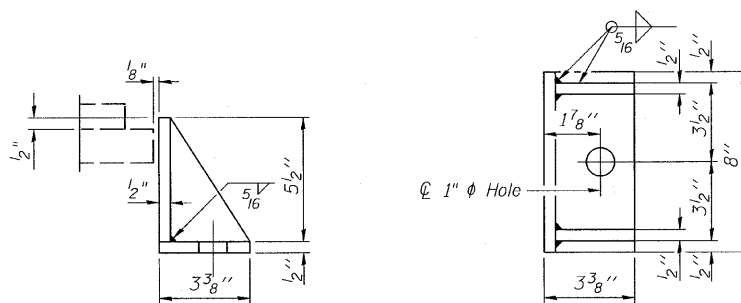
(PIER 2)
(6 Required)



PINTLE
(GRADE 50)

FILL PLATES

Location	Beam	"A"
Pier 1	3	3/4"
Pier 1	4	1/2"
Pier 2	3	1/2"
Pier 2	4	7/8"
Pier 3	5	1/2"
Pier 3	6	1/8"



SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts 3/4"	Each	24
Anchor Bolts 1"	Each	12

BEARING DETAILS

S.N. 101-0120

DESIGNED SCD
CHECKED DRB
DRAWN THW
CHECKED SCD



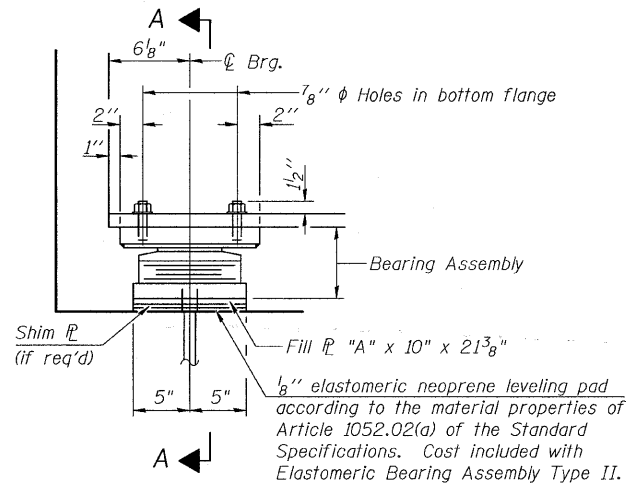
IE CONSULTANTS, INC
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I-2E-1

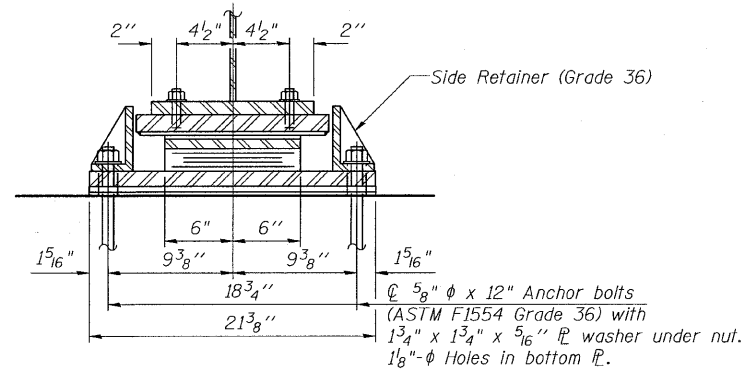
11-1-09

SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
16 OF 34 SHEETS	301	(1-1HB-1)D	WINNEBAGO	55	32
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



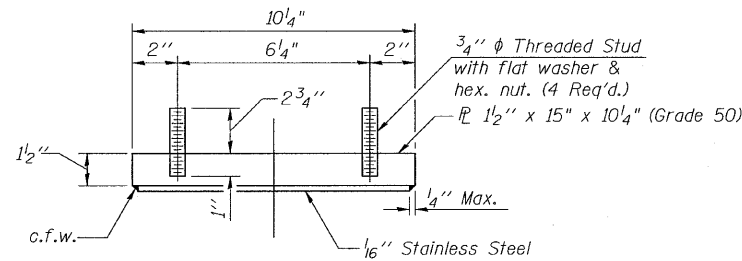
ELEVATION AT ABUT.



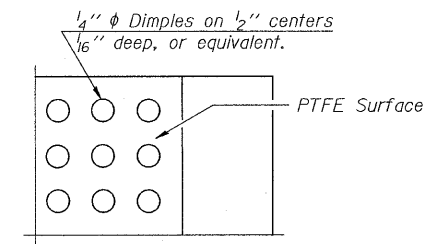
SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.

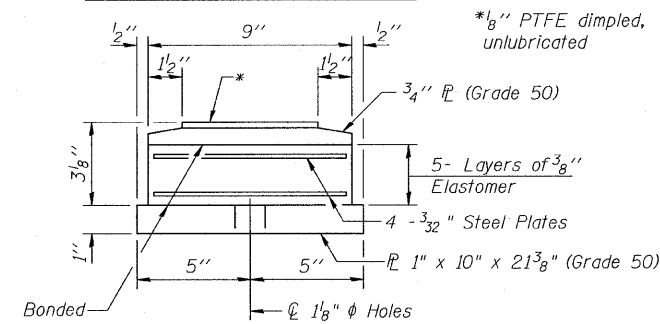
(N. Abut. & S. Abut.)



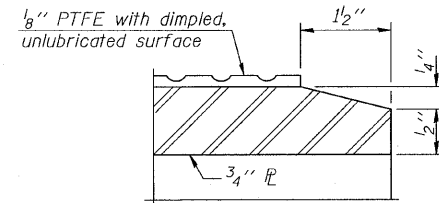
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

FILL PLATES

Location	Beam	"A"
South Abut.	2	5/8"
North Abut.	5	1/4"
North Abut.	6	1/4"

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

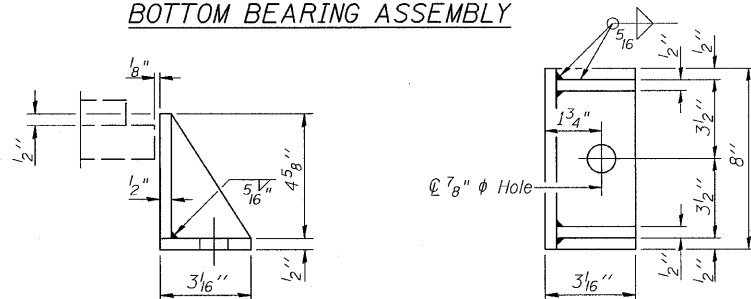
Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers, shims and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

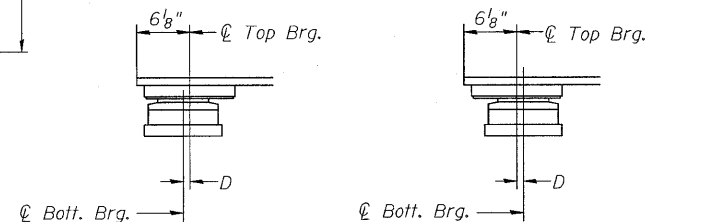
The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



SIDE RETAINER

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



SETTING ANCHOR BOLTS AT EXP. BRG.

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12
Anchor Bolts 5/8"	Each	24

BEARING DETAILS

S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD



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6420 SOUTH SIXTH STREET
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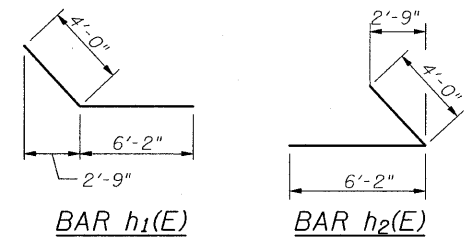
I-2E-2

11-1-09

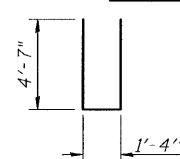
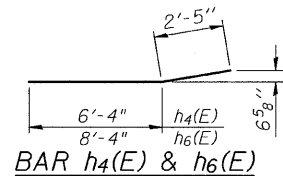
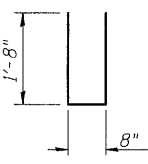
SHEET NO. 17 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	33
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

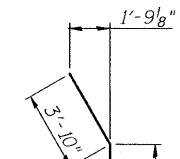
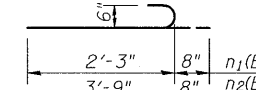
* - Elevations shown at W.P.



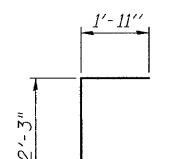
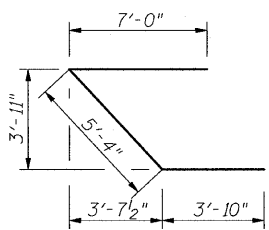
BAR $h_3(E)$



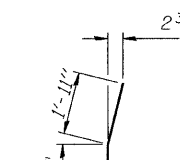
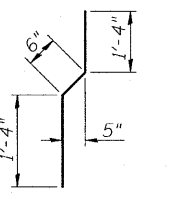
BAR $n_1(E)$ & $n_2(E)$



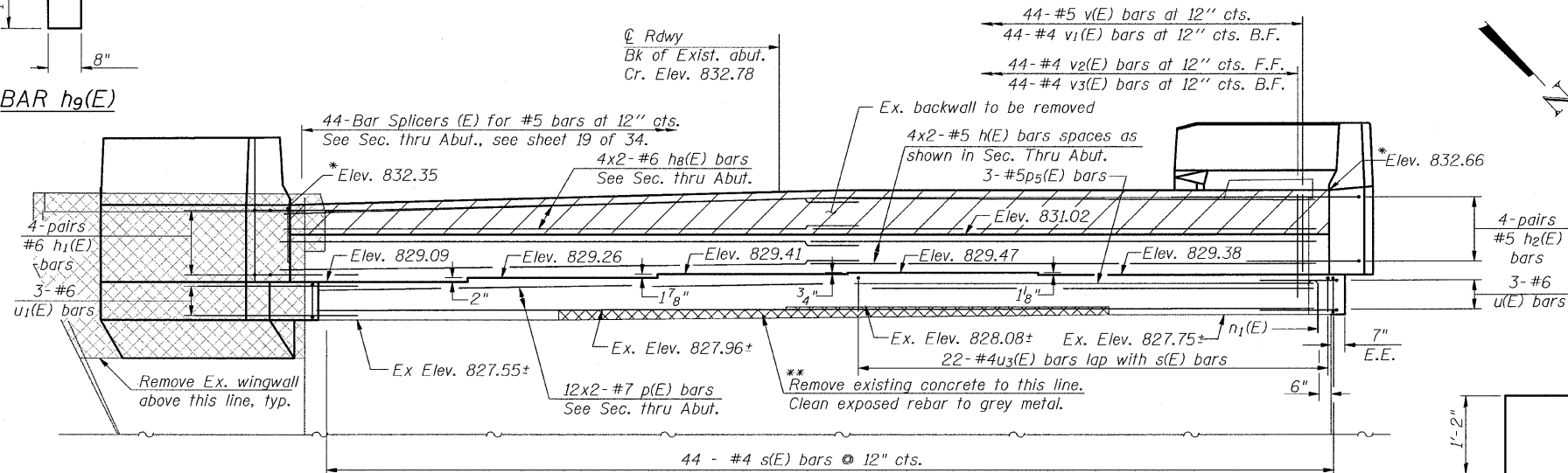
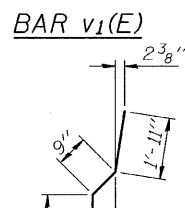
BAR $u_1(E)$



BAR $v_1(E)$



BAR $v_5(E)$

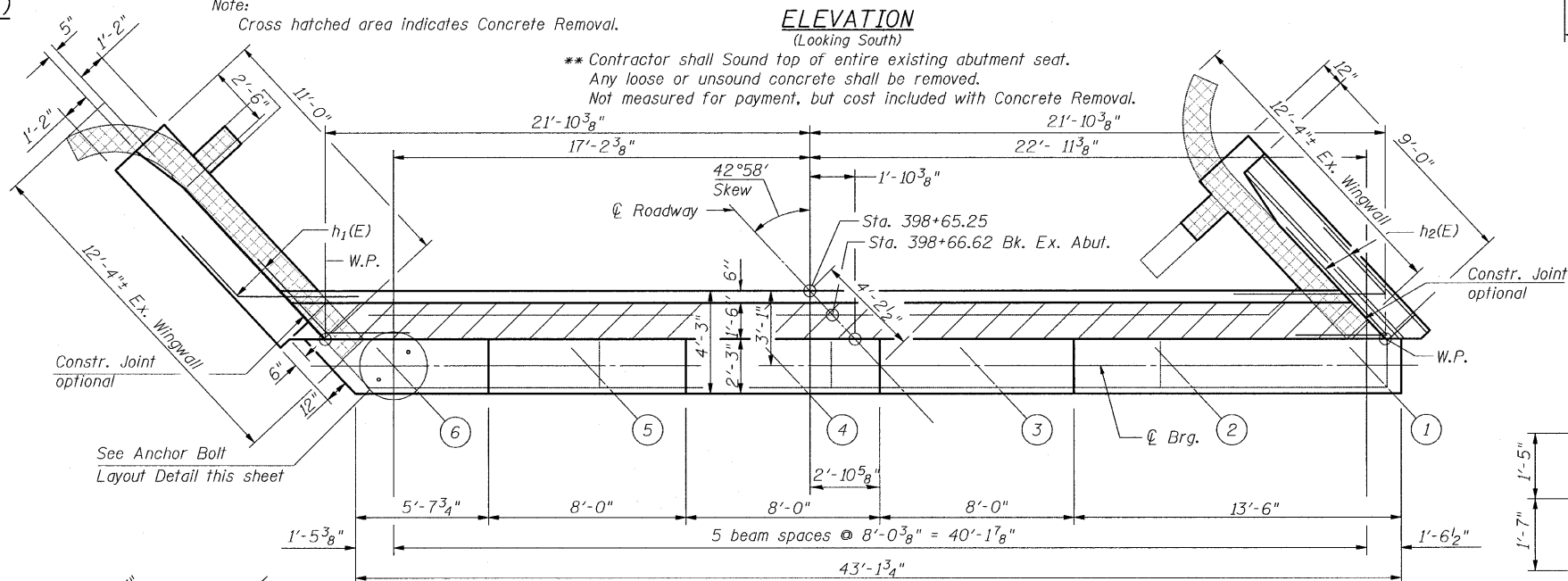


Note: Cross hatched area indicates Concrete Removal.

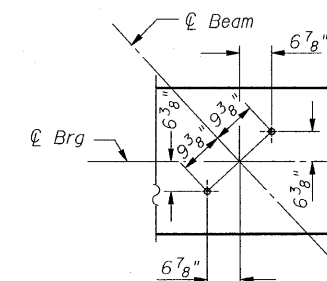
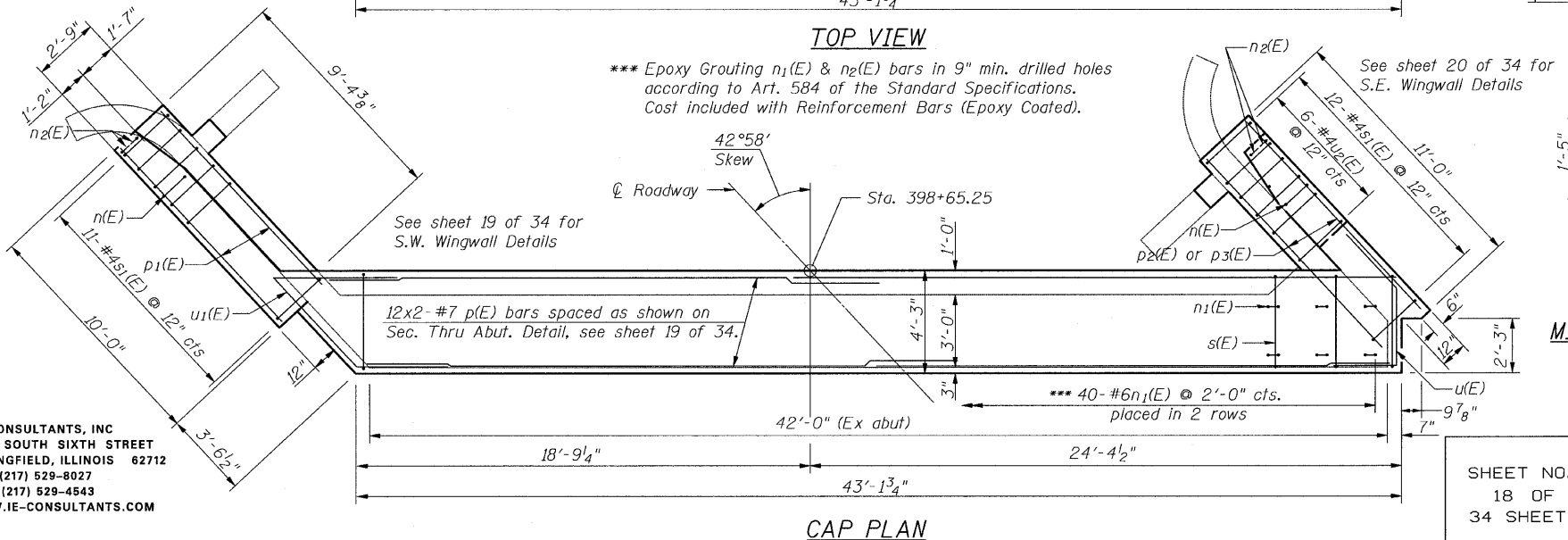
ELEVATION

(Looking South)

** Contractor shall Sound top of entire existing abutment seat.
Any loose or unsound concrete shall be removed.
Not measured for payment, but cost included with Concrete Removal.



*** Epoxy Grouting $n_1(E)$ & $n_2(E)$ bars in 9" min. drilled holes according to Art. 584 of the Standard Specifications.
Cost included with Reinforcement Bars (Epoxy Coated).



ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h(E)$	8	#5	23'-5"	
$h_1(E)$	8	#6	10'-2"	
$h_2(E)$	8	#6	10'-2"	
$h_3(E)$	14	#4	9'-9"	
$h_4(E)$	5	#4	8'-9"	
$h_5(E)$	2	#4	8'-9"	
$h_6(E)$	5	#4	10'-9"	
$h_7(E)$	2	#4	10'-9"	
$h_8(E)$	8	#6	23'-8"	
$h_9(E)$	8	#4	4'-0"	
$n(E)$	16	#6	10'-6"	
$n_1(E)$	46	#6	2'-11"	
$n_2(E)$	23	#6	4'-5"	
$p(E)$	24	#7	24'-6"	
$p_1(E)$	10	#7	9'-9"	
$p_2(E)$	5	#7	10'-9"	
$p_3(E)$	5	#7	5'-8"	
$p_5(E)$	3	#5	21'-3"	
$s(E)$	44	#4	10'-11"	
$s_1(E)$	23	#4	7'-11"	
$u(E)$	3	#6	11'-3"	
$u_1(E)$	3	#6	16'-2"	
$u_2(E)$	17	#4	7'-5"	
$u_3(E)$	22	#4	4'-11"	
$v(E)$	44	#5	4'-2"	
$v_1(E)$	44	#4	3'-2"	
$v_2(E)$	44	#4	4'-4"	
$v_3(E)$	44	#4	2'-8"	
$v_4(E)$	6	#6	5'-3"	
$v_5(E)$	15	#6	6'-0"	
$v_6(E)$	22	#6	5'-8"	
Bar Splicers	Each		44	
Structure Excavation	Cu. Yd.		41.0	
Concrete Structures	Cu. Yd.		28.3	
Reinforcement Bars, Epoxy Coated	Pound		4,760	
Concrete Sealer	Sq. Ft.		321	
Concrete Removal	Cu. Yd.		15.0	

Notes:
For details of Bar Splicers, see sheet 27 of 34.
Bars indicated thus 1 x 2 - #5 indicates 1 line of bars with 2 lengths per line.
Concrete Sealer shall be applied to the face of the backwall, the bearing seats & the front face of abutments.

SOUTH ABUTMENT
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD



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SHEET NO.
18 OF
34 SHEETS

F.A.P.
RTE.
301

SECTION
(1-1HB-1)D

COUNTY
WINNEBAGO

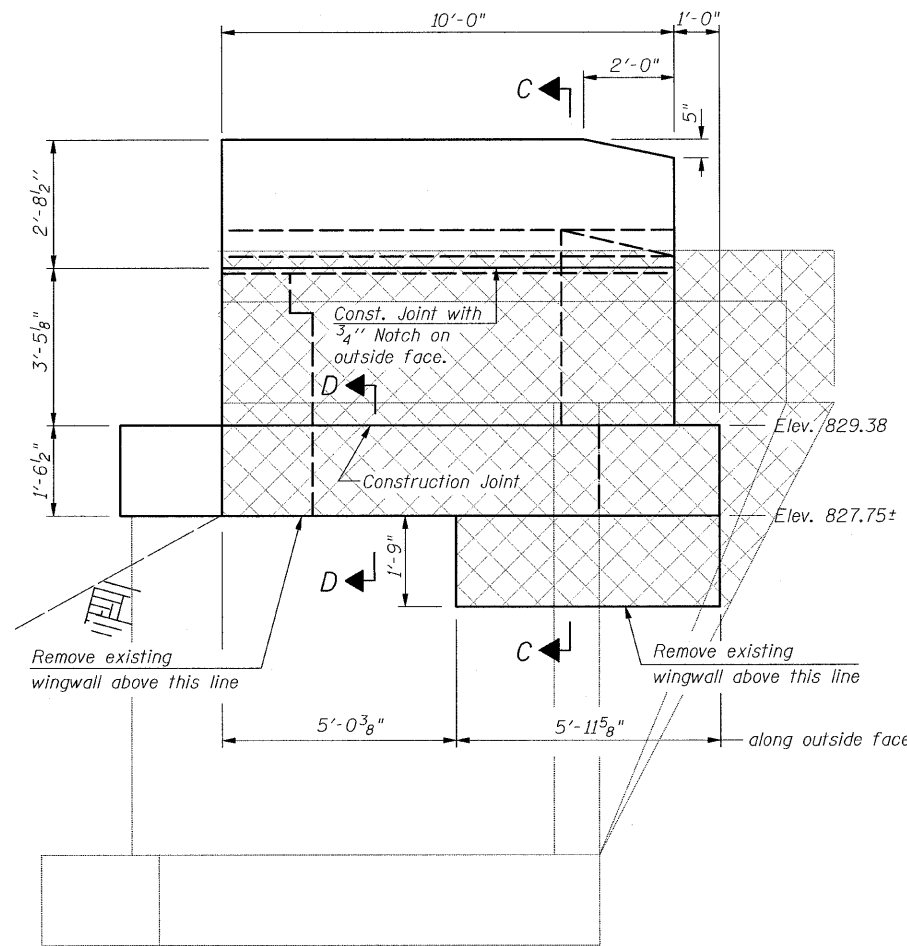
TOTAL SHEETS
55

SHEET NO.
34

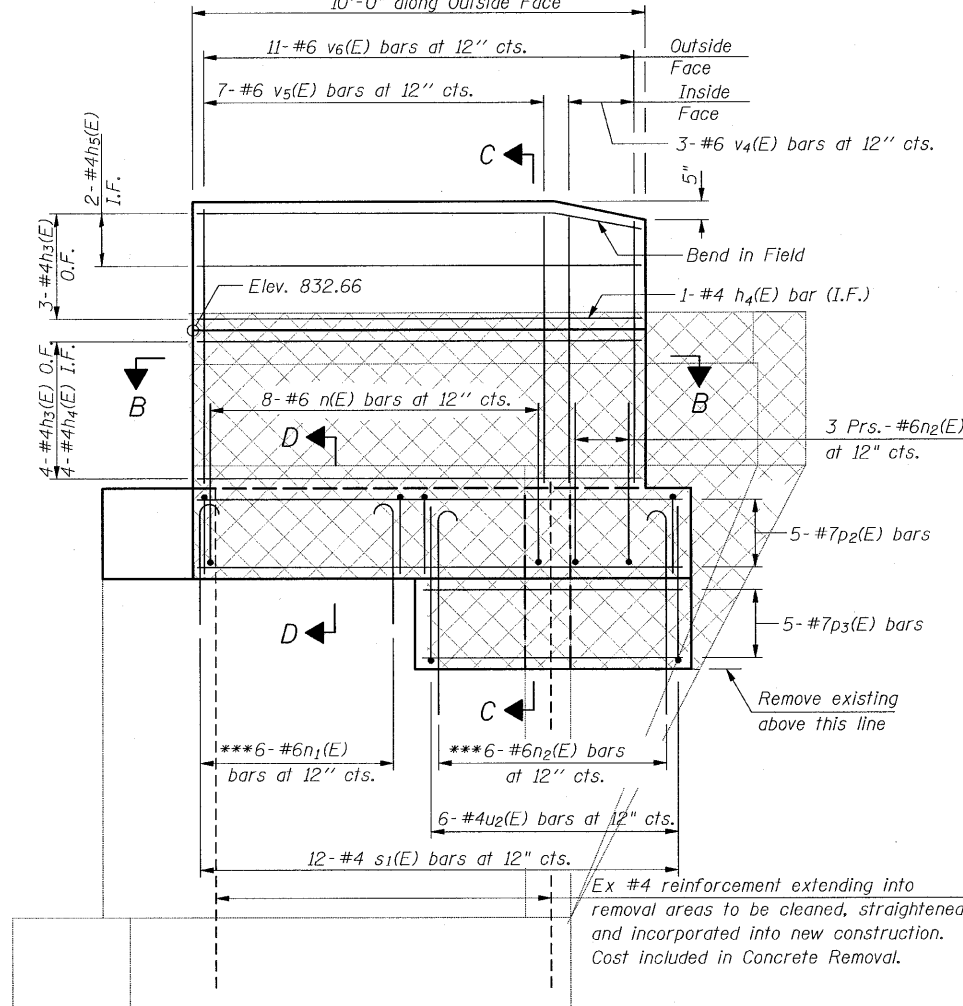
CONTRACT NO. 64E11

ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
10'-0" along Outside Face

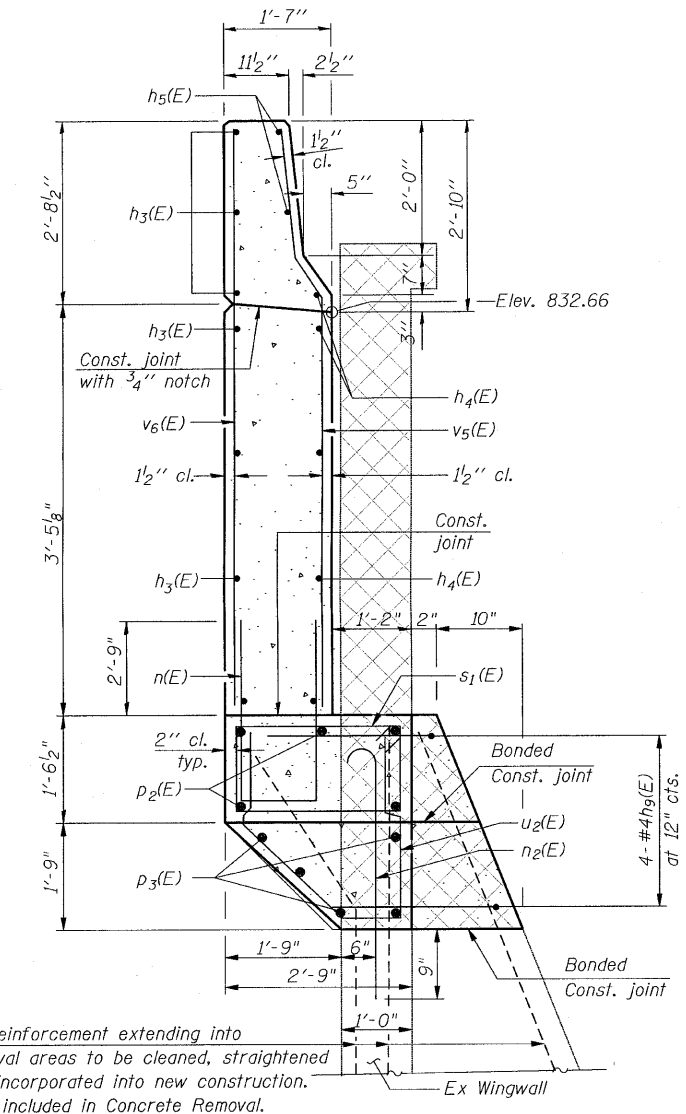


WING WALL ELEVATION
Showing Dimensions along O.F.



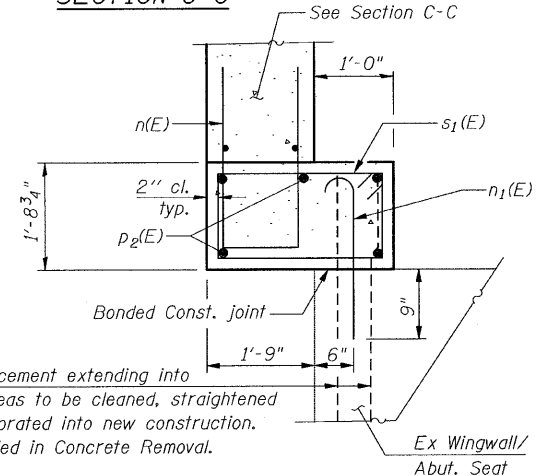
SOUTHWEST WINGWALL ELEVATION
Showing Reinforcement

*** Epoxy Grouting n₁(E) & n₂(E) bars in 9" min. drilled holes according to Art. 584 of the Standard Specifications. Cost included with Reinforcement Bars (Epoxy Coated).



SECTION C-C

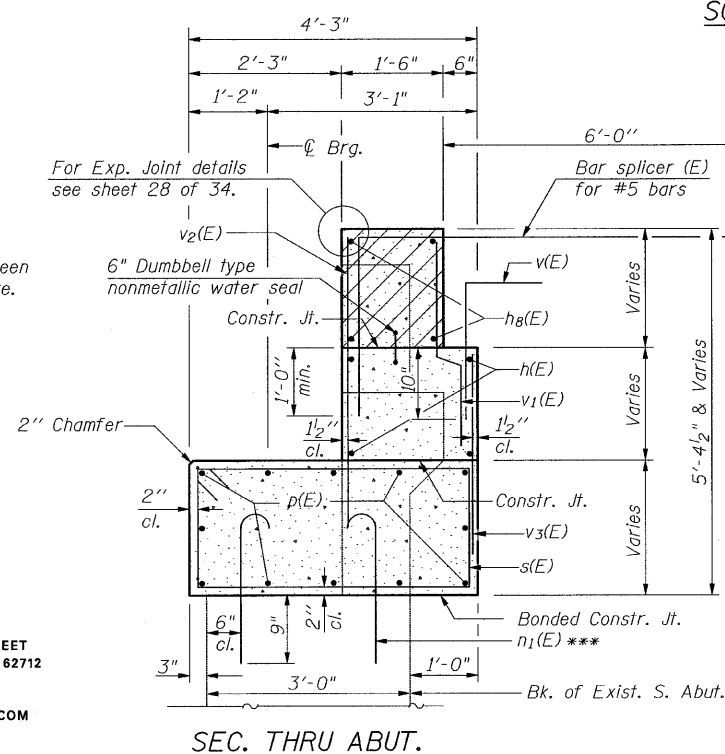
Ex reinforcement extending into removal areas to be cleaned, straightened and incorporated into new construction. Cost included in Concrete Removal.



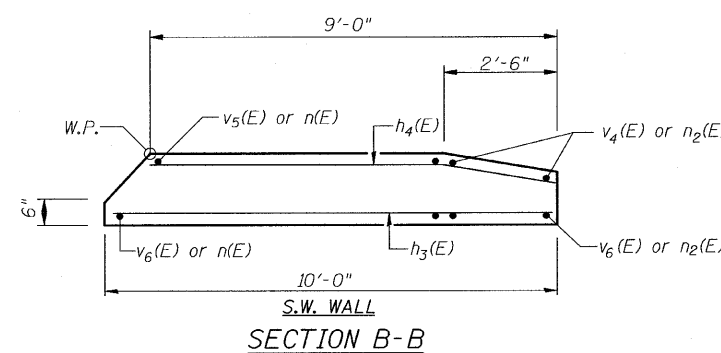
SECTION D-D

SOUTHWEST WINGWALL - SOUTH ABUTMENT
S.N. 101-0120

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.



SEC. THRU ABUT.



SECTION B-B

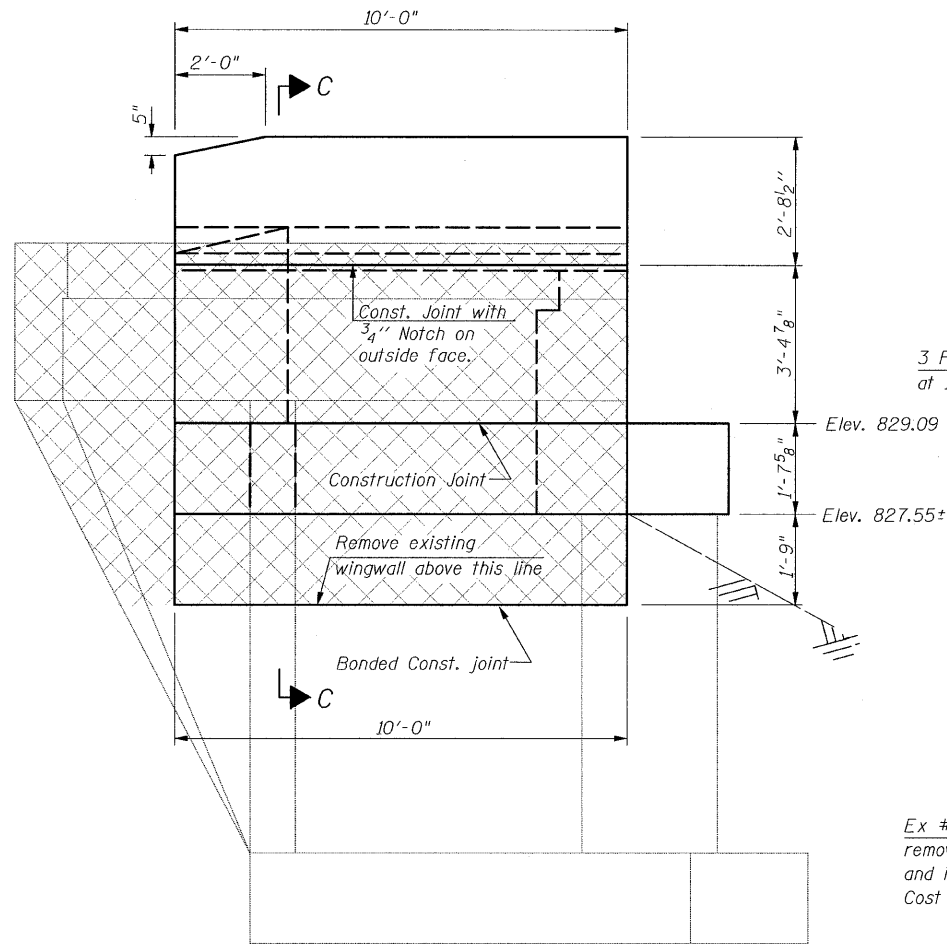
DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD



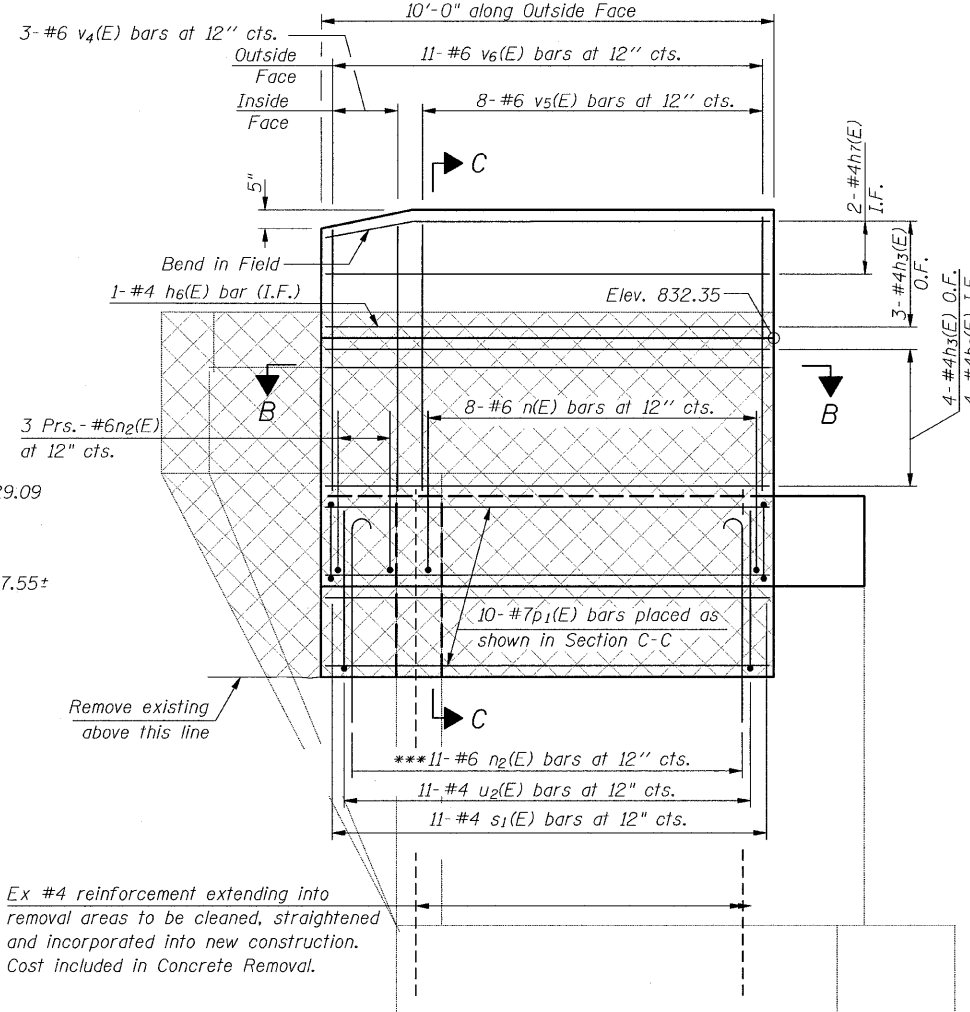
IE CONSULTANTS, INC
6420 SOUTH SIXTH STREET
SPRINGFIELD, ILLINOIS 62712
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FAX (217) 529-4543
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SHEET NO. 19 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	35
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

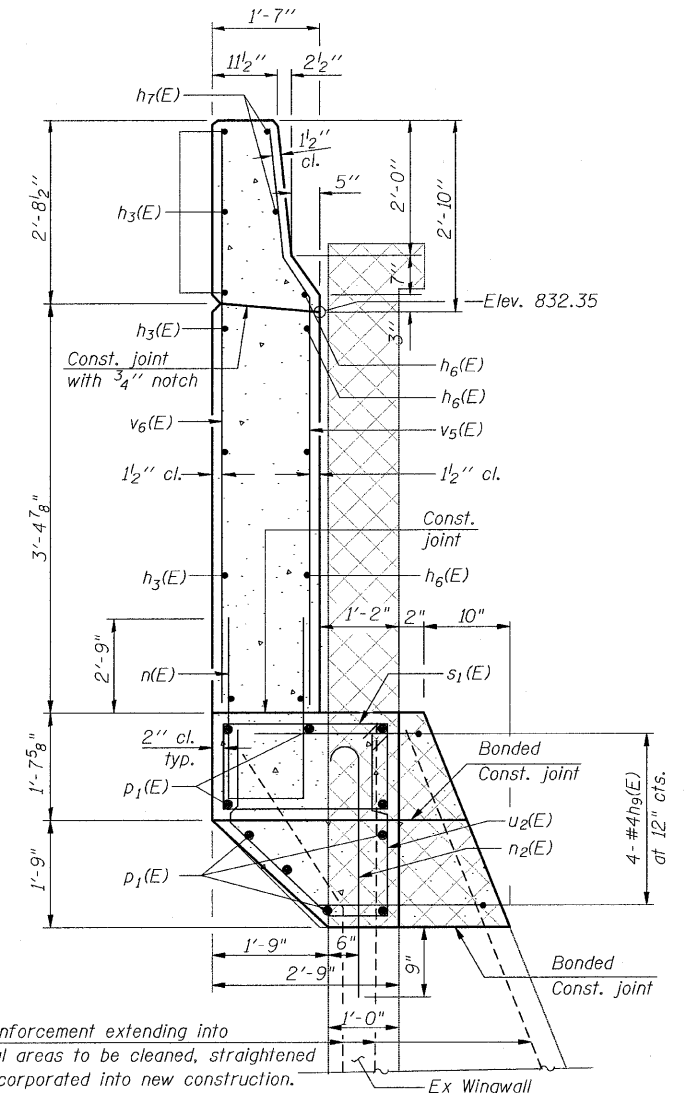


WING WALL ELEVATION
Showing Dimensions along O.F.

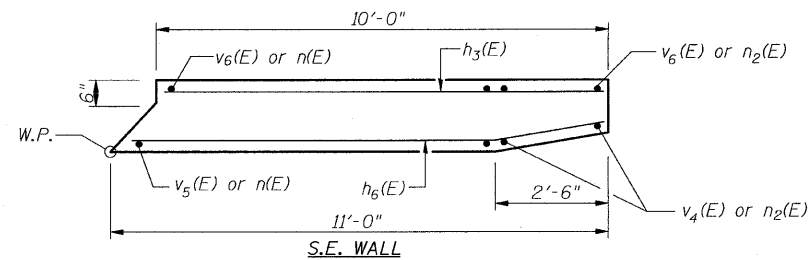


SOUTHEAST WINGWALL ELEVATION
Showing Reinforcement

***Epoxy Grouting n₁(E) & n₂(E) bars in 9" min. drilled holes according to Art. 584 of the Standard Specifications. Cost included with Reinforcement Bars (Epoxy Coated).



SECTION C-C



SECTION B-B

SOUTHEAST WINGWALL - SOUTH ABUTMENT
S.N. 101-0120

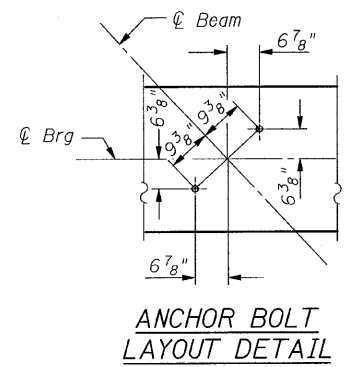
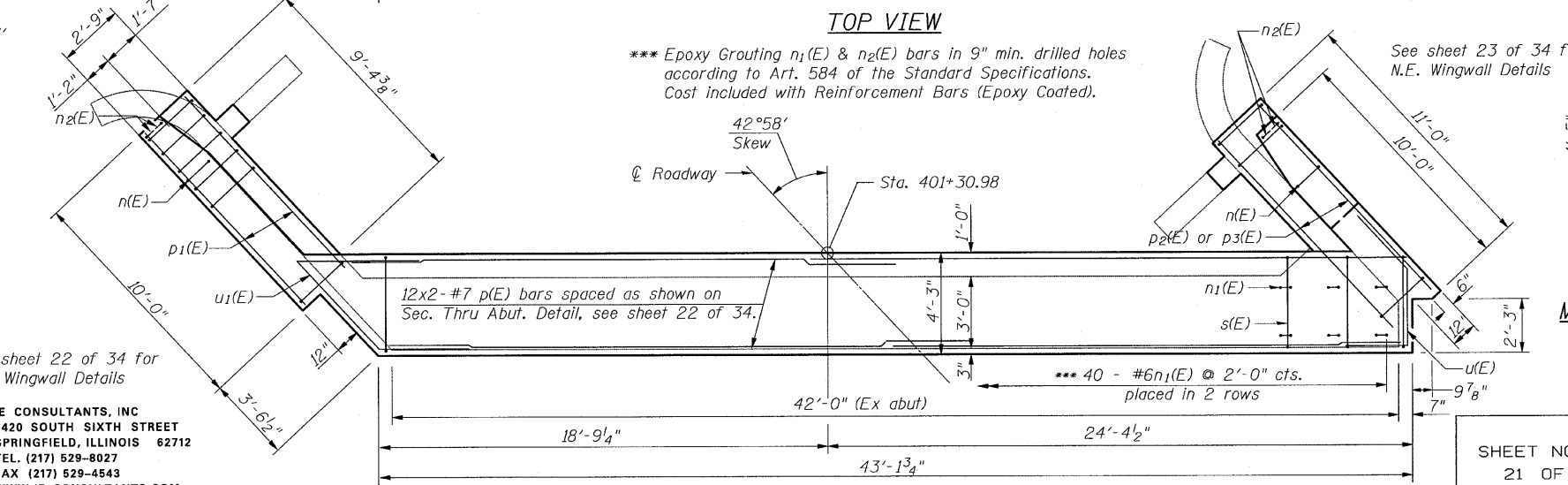
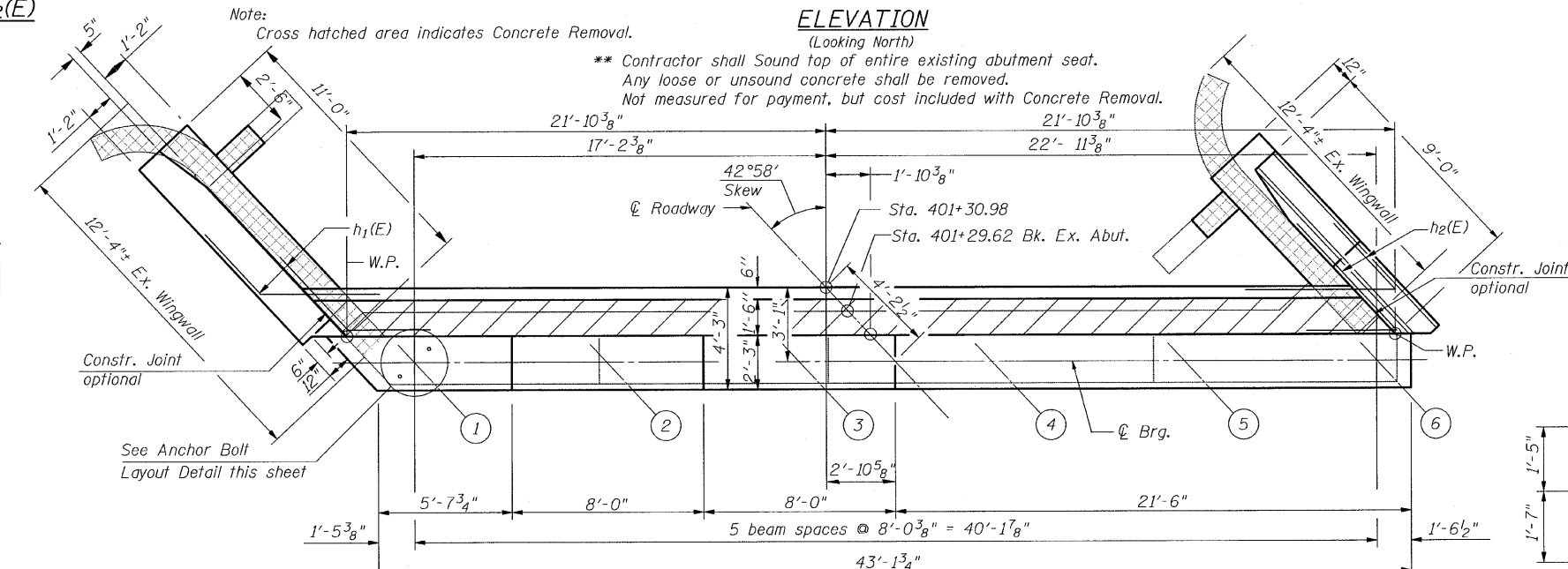
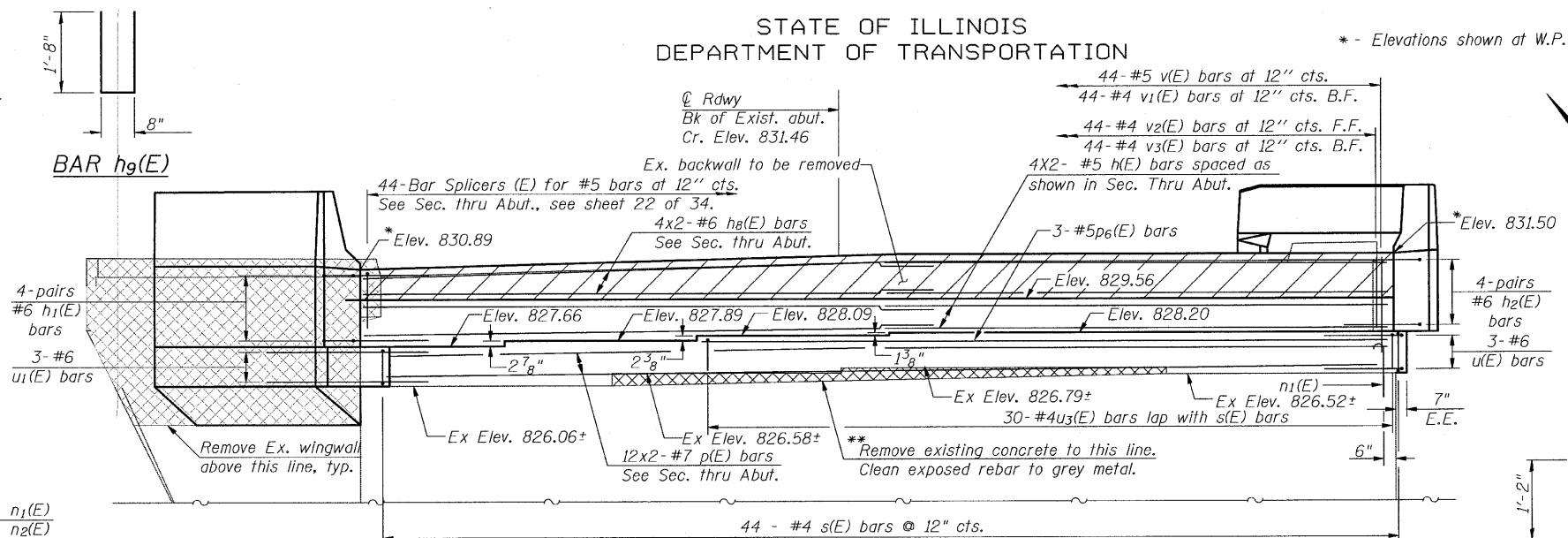
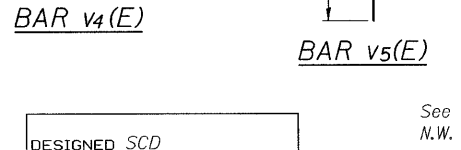
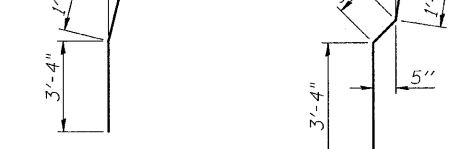
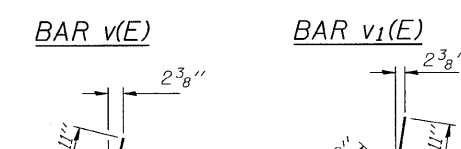
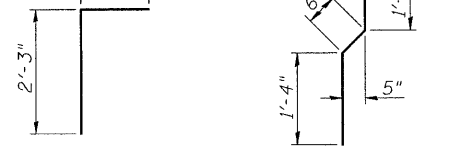
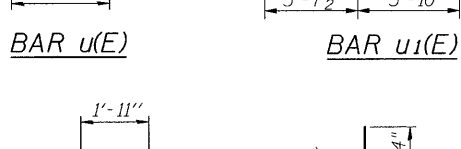
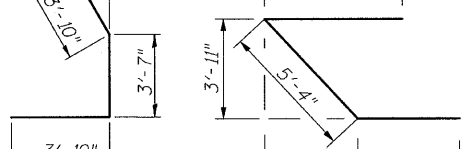
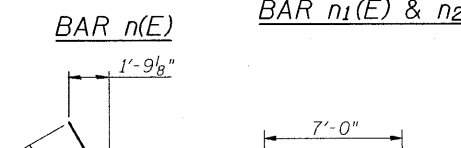
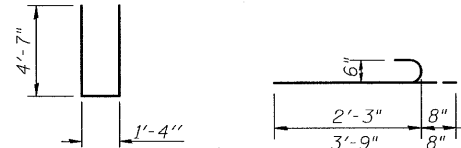
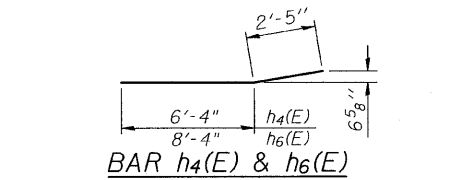
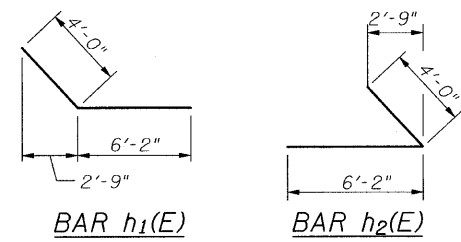
DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

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SHEET NO. 20 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	36
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* - Elevations shown at W.P.



ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h(E)$	8	#5	23'-5"	
$h_1(E)$	8	#6	10'-2"	
$h_2(E)$	8	#6	10'-2"	
$h_3(E)$	14	#4	9'-9"	
$h_4(E)$	5	#4	8'-9"	
$h_5(E)$	2	#4	8'-9"	
$h_6(E)$	5	#4	10'-9"	
$h_7(E)$	2	#4	10'-9"	
$h_8(E)$	8	#6	23'-8"	
$h_9(E)$	8	#4	4'-0"	
$n(E)$	16	#6	10'-6"	
$n_1(E)$	46	#6	2'-11"	
$n_2(E)$	23	#6	4'-5"	
$p(E)$	24	#7	24'-6"	
$p_1(E)$	10	#7	9'-9"	
$p_2(E)$	5	#7	10'-9"	
$p_3(E)$	5	#7	7'-5"	
$p_6(E)$	3	#5	29'-3"	
$s(E)$	44	#4	10'-11"	
$s_1(E)$	23	#4	7'-11"	
$u(E)$	3	#6	11'-3"	
$u_1(E)$	3	#6	16'-2"	
$u_2(E)$	17	#4	7'-5"	
$u_3(E)$	30	#4	4'-11"	
$v(E)$	44	#5	4'-2"	
$v_1(E)$	44	#4	3'-2"	
$v_2(E)$	44	#4	4'-4"	
$v_3(E)$	44	#4	2'-8"	
$v_4(E)$	6	#6	5'-3"	
$v_5(E)$	15	#6	6'-0"	
$v_6(E)$	22	#6	5'-8"	
Bar Splicers	Each		44	
Structure Excavation	Cu. Yd.		44.0	
Concrete Structures	Cu. Yd.		28.9	
Reinforcement Bars, Epoxy Coated	Pound		4,830	
Concrete Sealer	Sq. Ft.		328	
Concrete Removal	Cu. Yd.		15.9	

Notes:
For details of Bar Splicers, see sheet 27 of 34.
Bars indicated thus 1 x 2 - #5 indicates 1 line of bars with 2 lengths per line.
Concrete Sealer shall be applied to the face of the backwall, the bearing seats & the front face of abutments.

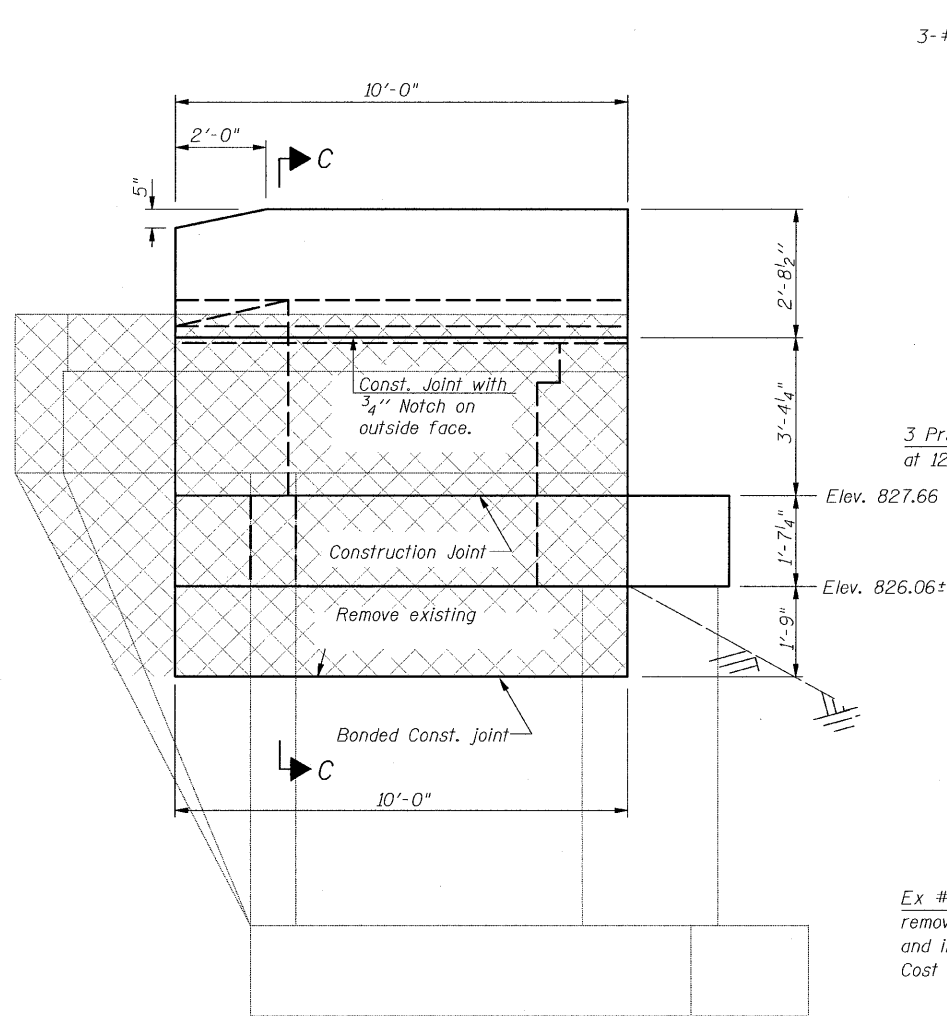
NORTH ABUTMENT
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

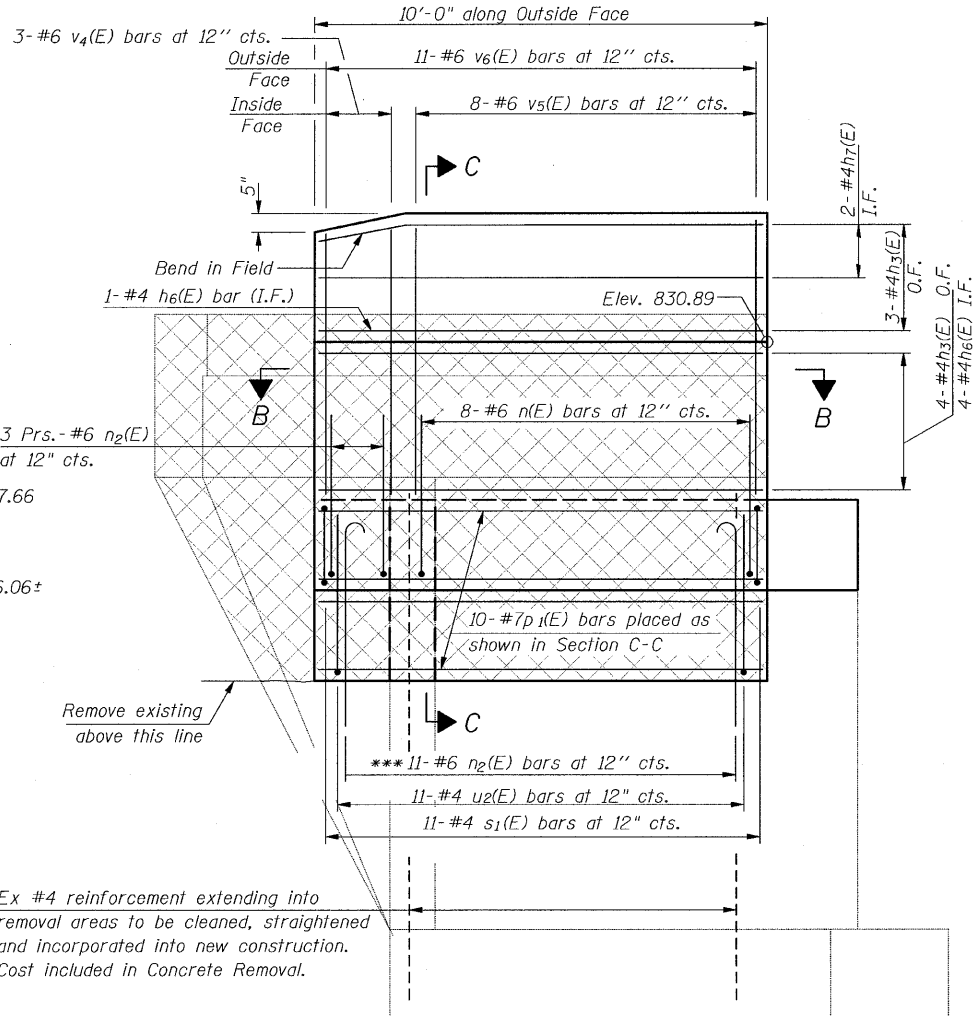
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SHEET NO. 21 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	37
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

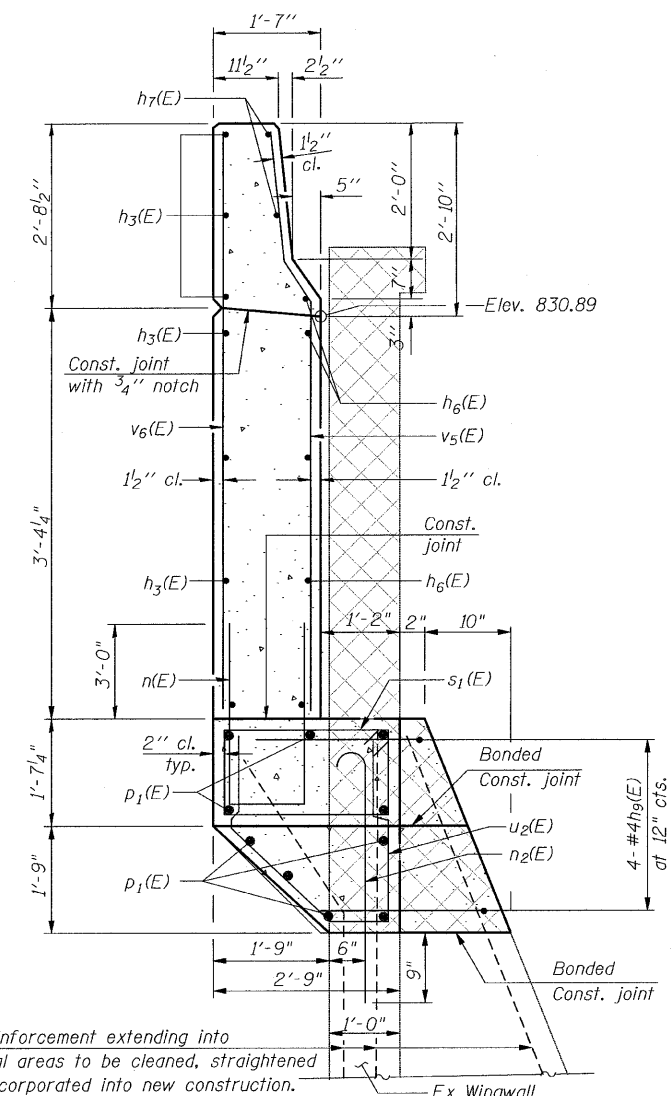


WING WALL ELEVATION
Showing Dimensions along O.F.



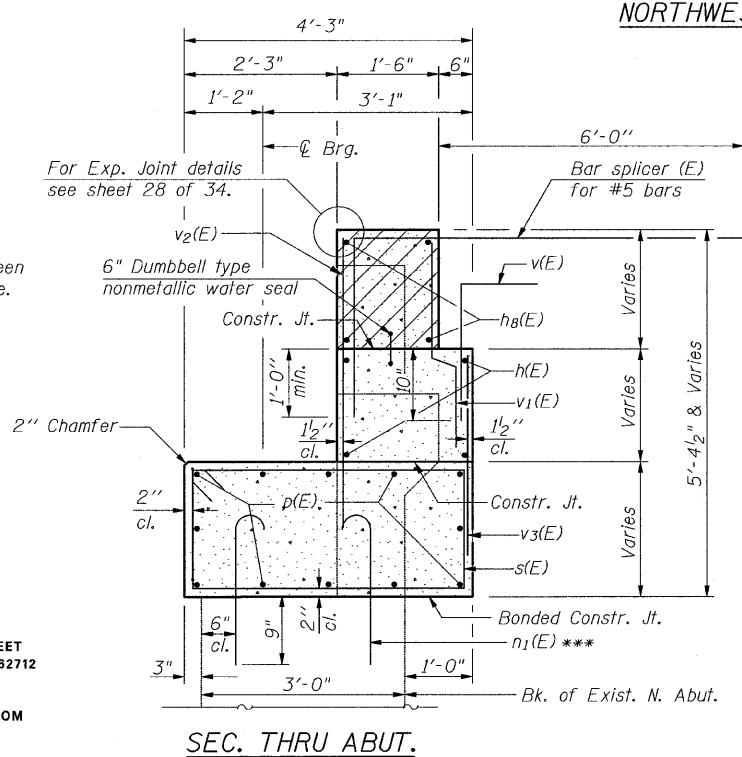
NORTHWEST WINGWALL ELEVATION
Showing Reinforcement

Ex #4 reinforcement extending into removal areas to be cleaned, straightened and incorporated into new construction. Cost included in Concrete Removal.



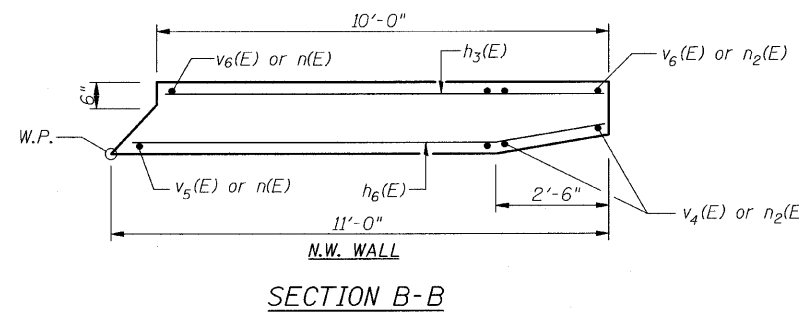
Ex reinforcement extending into removal areas to be cleaned, straightened and incorporated into new construction. Cost included in Concrete Removal.

SECTION C-C



SEC. THRU ABUT.

*** Epoxy Grouting n₁(E) & n₂(E) bars in 9" min. drilled holes according to Art. 584 of the Standard Specifications. Cost included with Reinforcement Bars (Epoxy Coated).



NORTHWEST WINGWALL - NORTH ABUTMENT
S.N. 101-0120

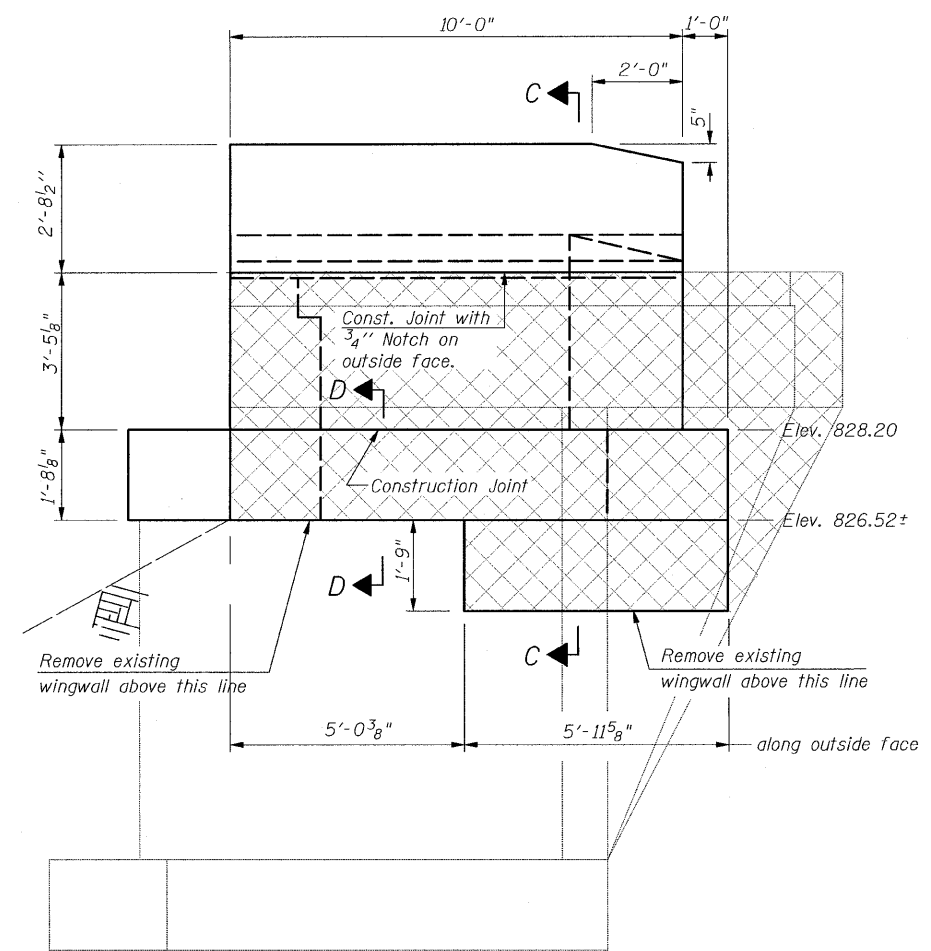
Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

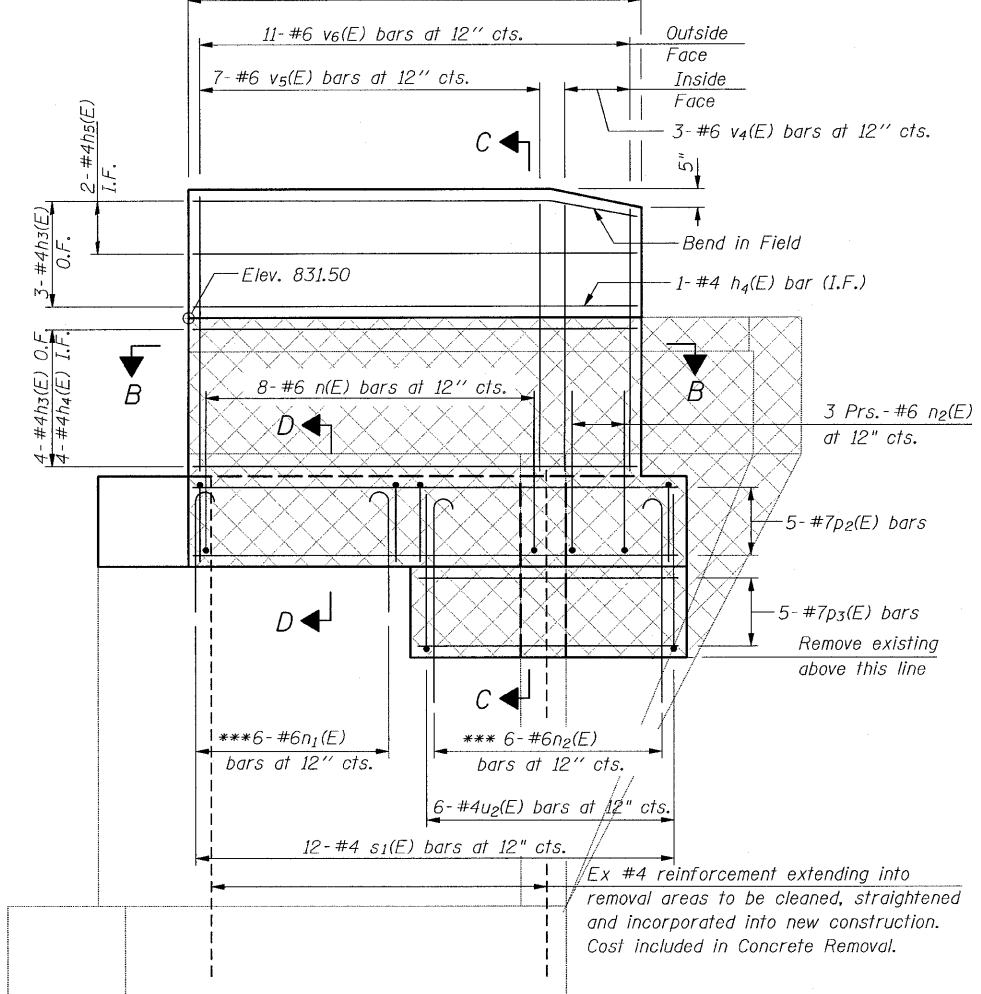
ie CONSULTANTS, INC
6420 SOUTH SIXTH STREET
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SHEET NO. 22 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	38
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
10'-0" along Outside Face

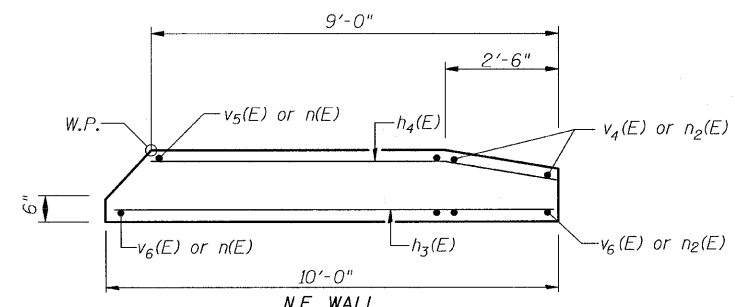


WING WALL ELEVATION
Showing Dimensions along O.F.

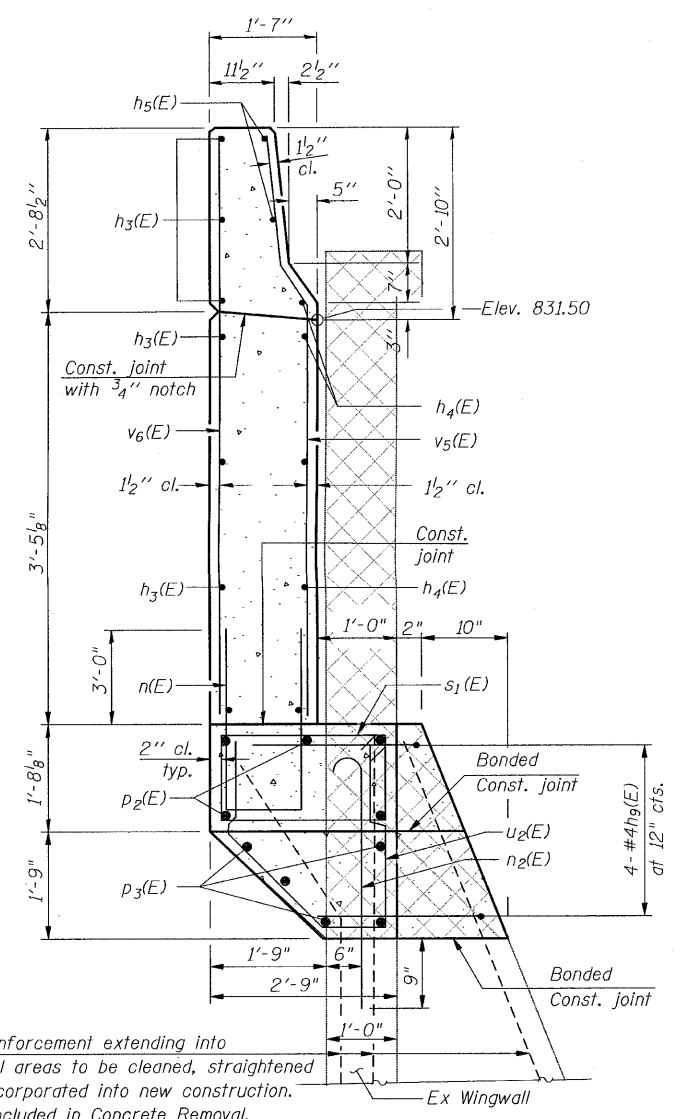


NORTHEAST WINGWALL ELEVATION
Showing Reinforcement

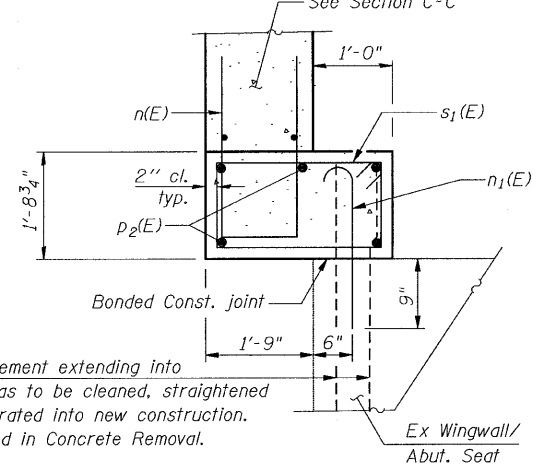
*** Epoxy Grouting $n_1(E)$ & $n_2(E)$ bars in 9" min. drilled holes according to Art. 584 of the Standard Specifications. Cost included with Reinforcement Bars (Epoxy Coated).



SECTION B-B



SECTION C-C



SECTION D-D

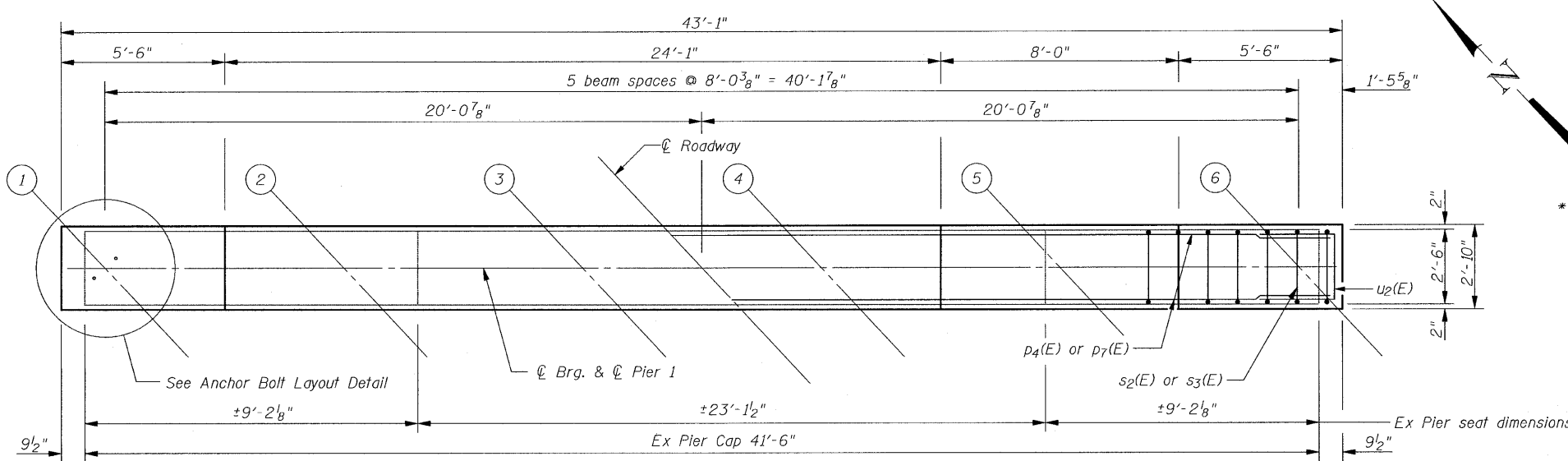
NORTHEAST WINGWALL - NORTH ABUTMENT
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

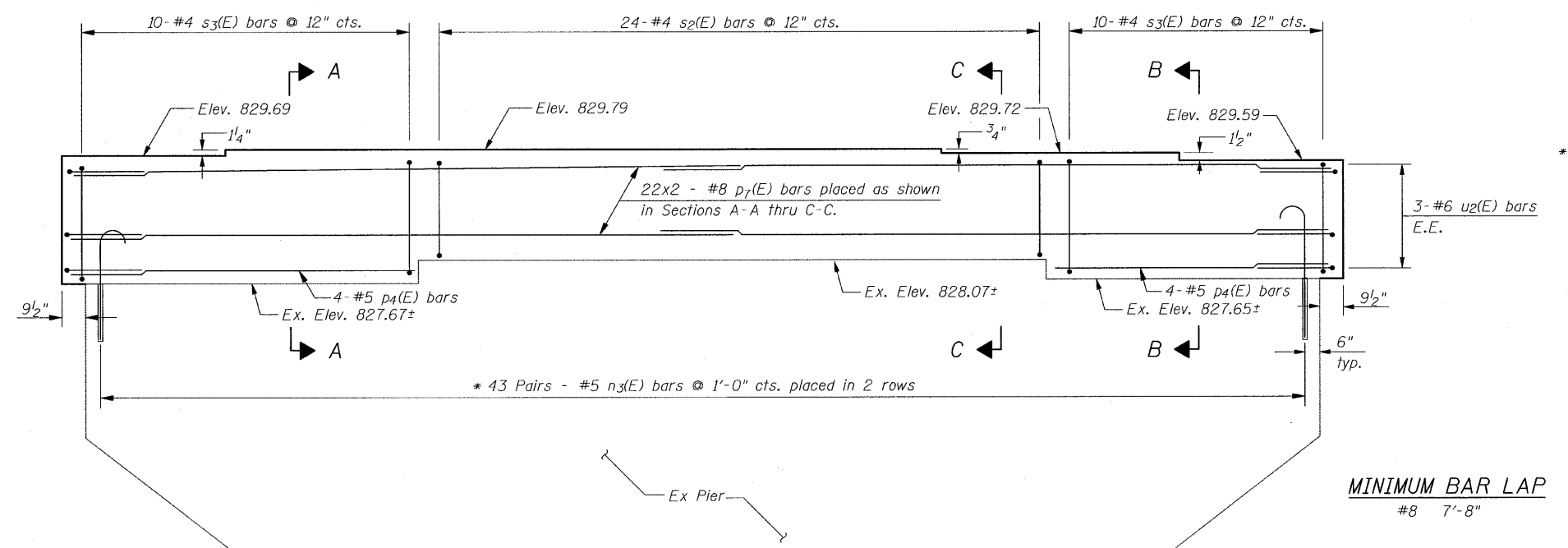
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SHEET NO. 23 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	39
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

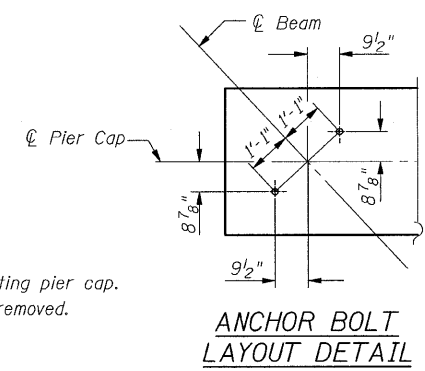
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



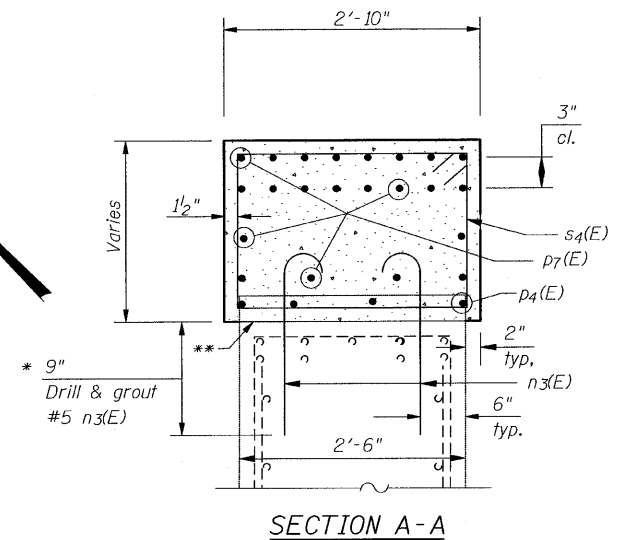
PLAN



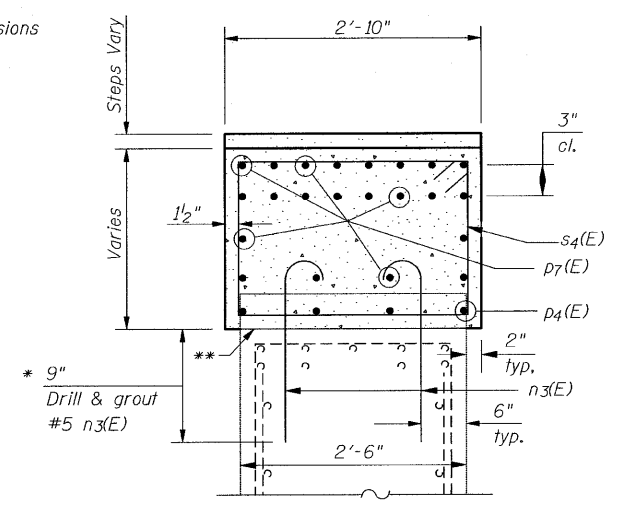
ELEVATION
(Looking North)



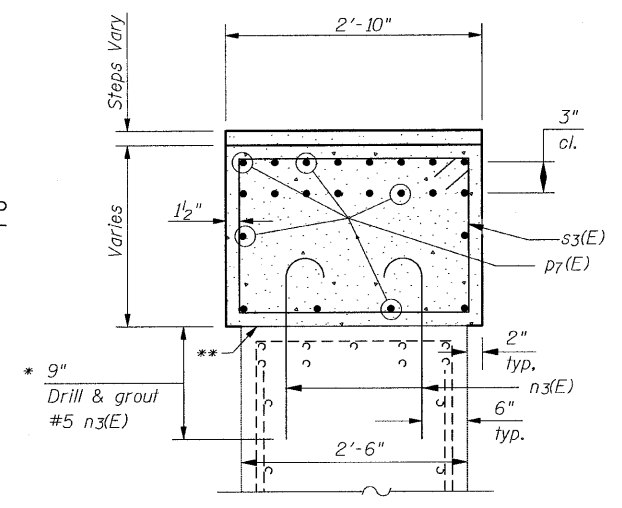
ANCHOR BOLT
LAYOUT DETAIL



SECTION A-A



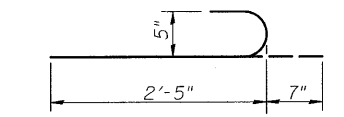
SECTION B-B



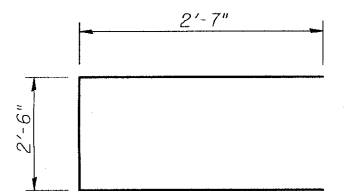
SECTION C-C

*Epoxy Grouting n3(E) bars in 9" min. drilled holes according to Art. 584 of the Standard Specifications. Cost included with Reinforcement Bars (Epoxy Coated).

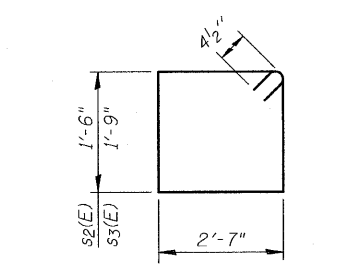
** Indicates Bonded Const. Jt.



BAR n3(E)



BAR u2(E)



BAR s2(E) or s3(E)

PIER
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
n3(E)	86	#5	3'-0"	U	
p4(E)	8	#5	9'-8"	—	
p7(E)	44	#8	25'-3"	—	
s2(E)	24	#4	8'-11"	□	
s3(E)	20	#4	9'-5"	□	
u2(E)	6	#6	7'-8"	—	
Concrete Structures				Cu. Yd.	8.5
Reinforcement Bars, Epoxy Coated				Pound	3,660

Notes:
Bars indicated thus 1x2-#5 indicates 1 line of bars with 2 lengths per line.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.

PIER 1
S.N. 101-0120

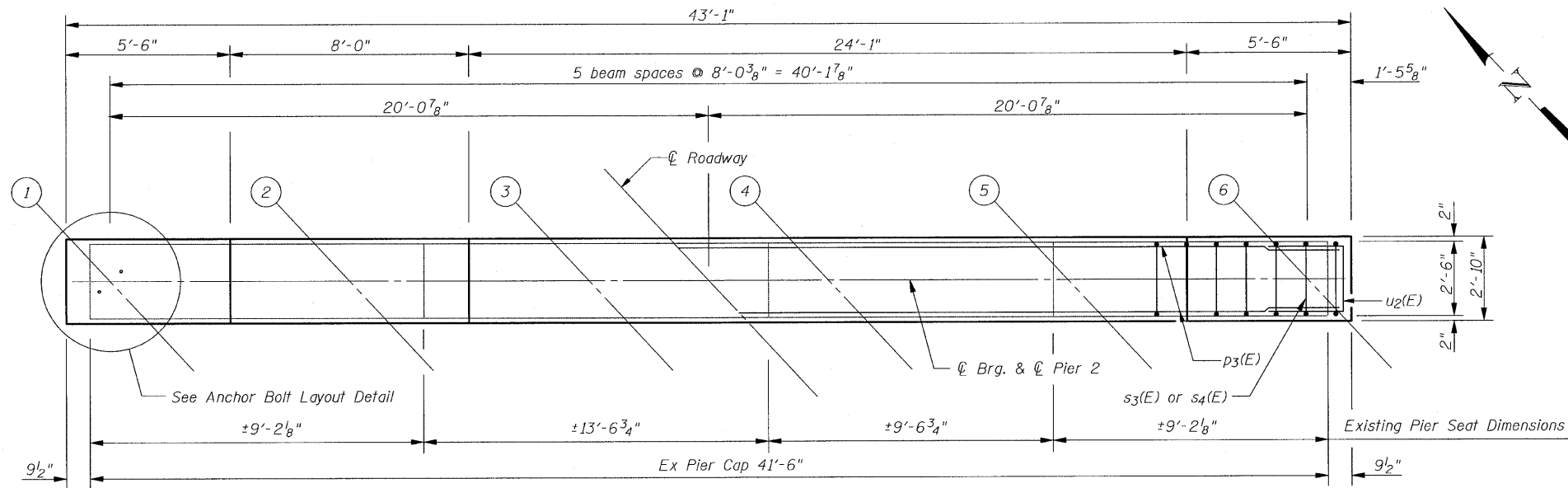
DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

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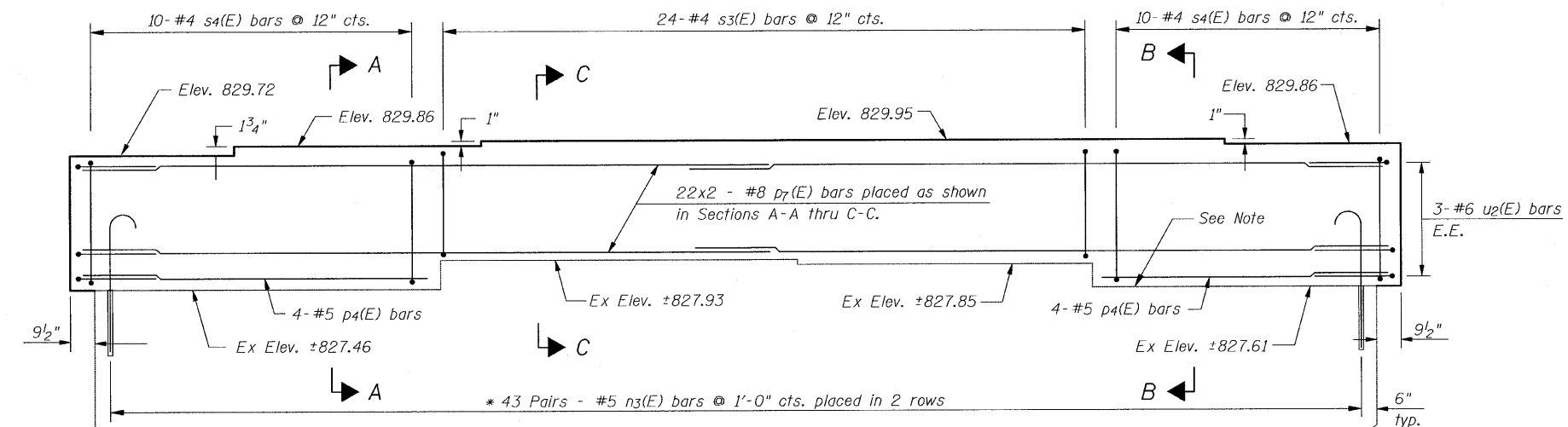
Note:
Contractor shall sound top of entire existing pier cap.
Any loose or unsound concrete shall be removed.
Cost included in Concrete Structures

SHEET NO. 24 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	40
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



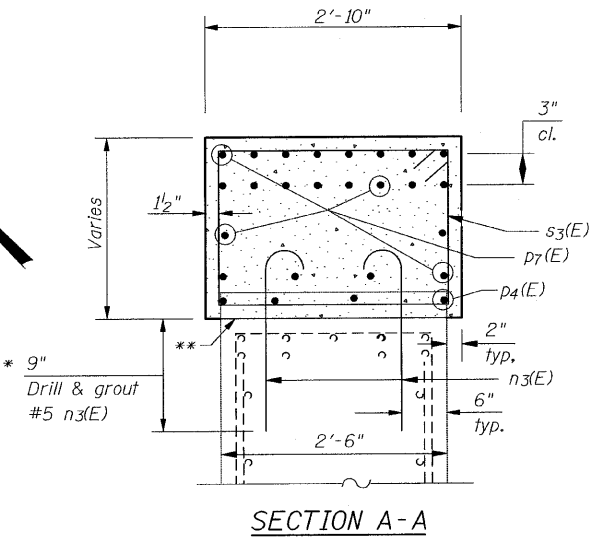
PLAN



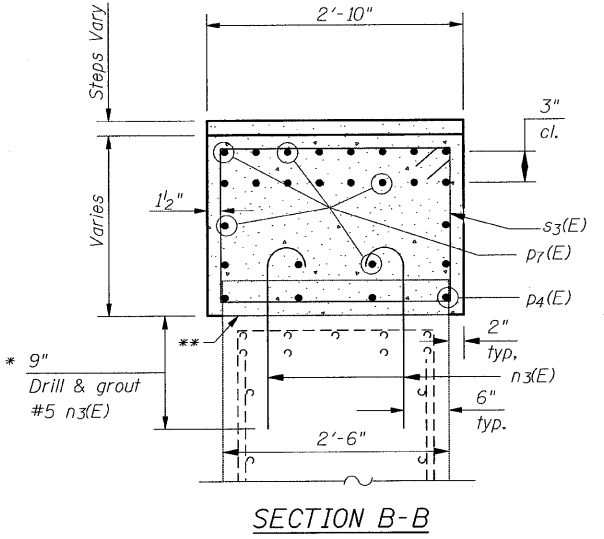
ELEVATION
(Looking North)



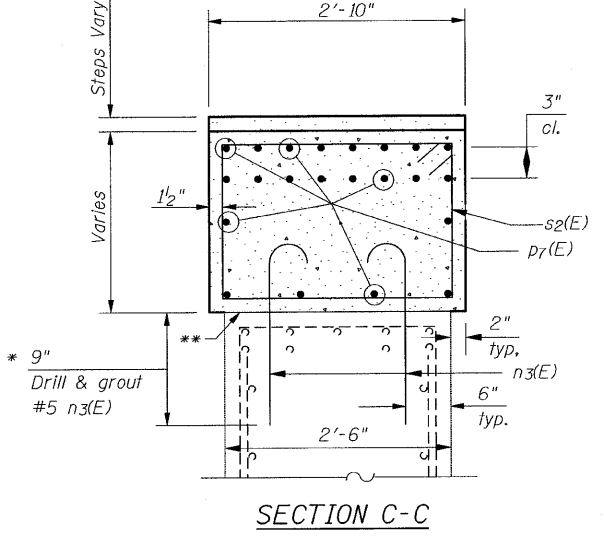
Note:
Contractor shall sound top of entire existing pier cap.
Any loose or unsound concrete shall be removed.
Cost included in Concrete Structures



SECTION A-A



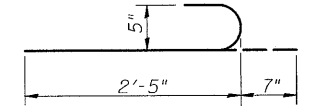
SECTION B-B



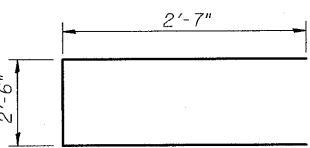
SECTION C-C

*Epoxy Grouting n3(E) bars in 9" min. drilled holes according to Art. 584 of the Standard Specifications. Cost included with Reinforcement Bars (Epoxy Coated).

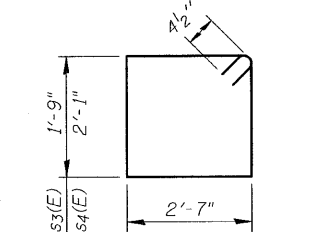
** Indicates Bonded Const. Jt.



BAR n3(E)



BAR u2(E)



BAR s3(E) or s4(E)

PIER
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n3(E)	86	#5	3'-0"	U
p4(E)	8	#5	9'-8"	—
p7(E)	44	#8	25'-3"	—
s3(E)	24	#4	9'-5"	□
s4(E)	20	#4	10'-1"	□
u2(E)	6	#6	7'-8"	—
Concrete Structures		Cu. Yd.	9.9	
Reinforcement Bars, Epoxy Coated		Pound	3,680	

Notes:
Bars indicated thus 1x2-#5 indicates 1 line of bars with 2 lengths per line.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.

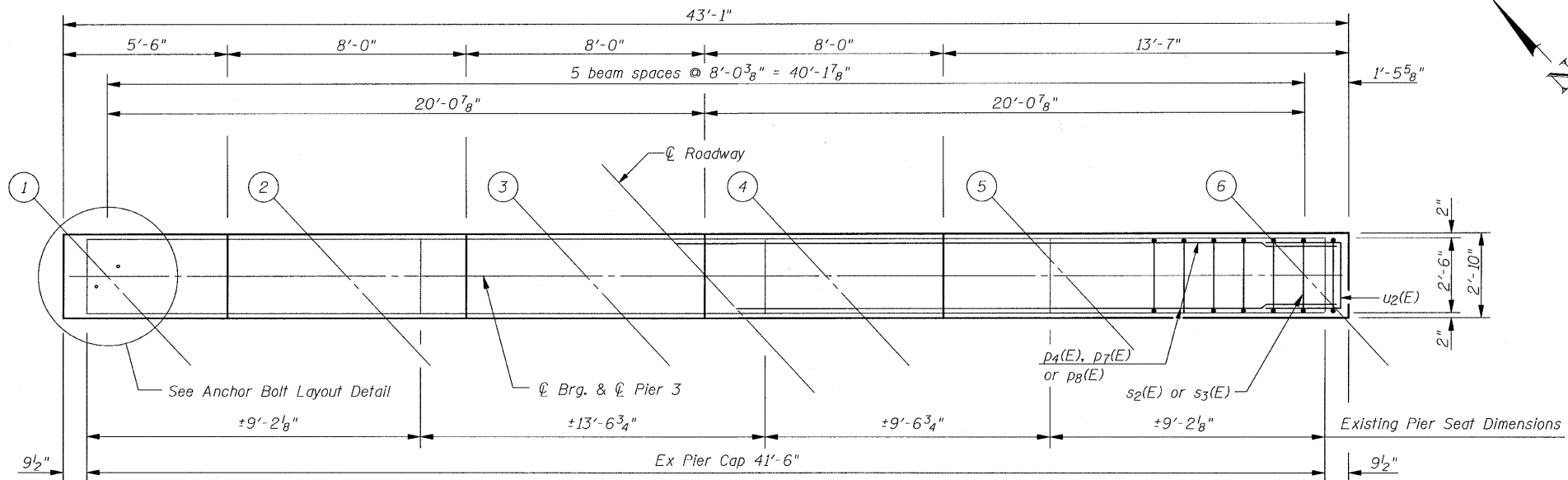
PIER 2
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD

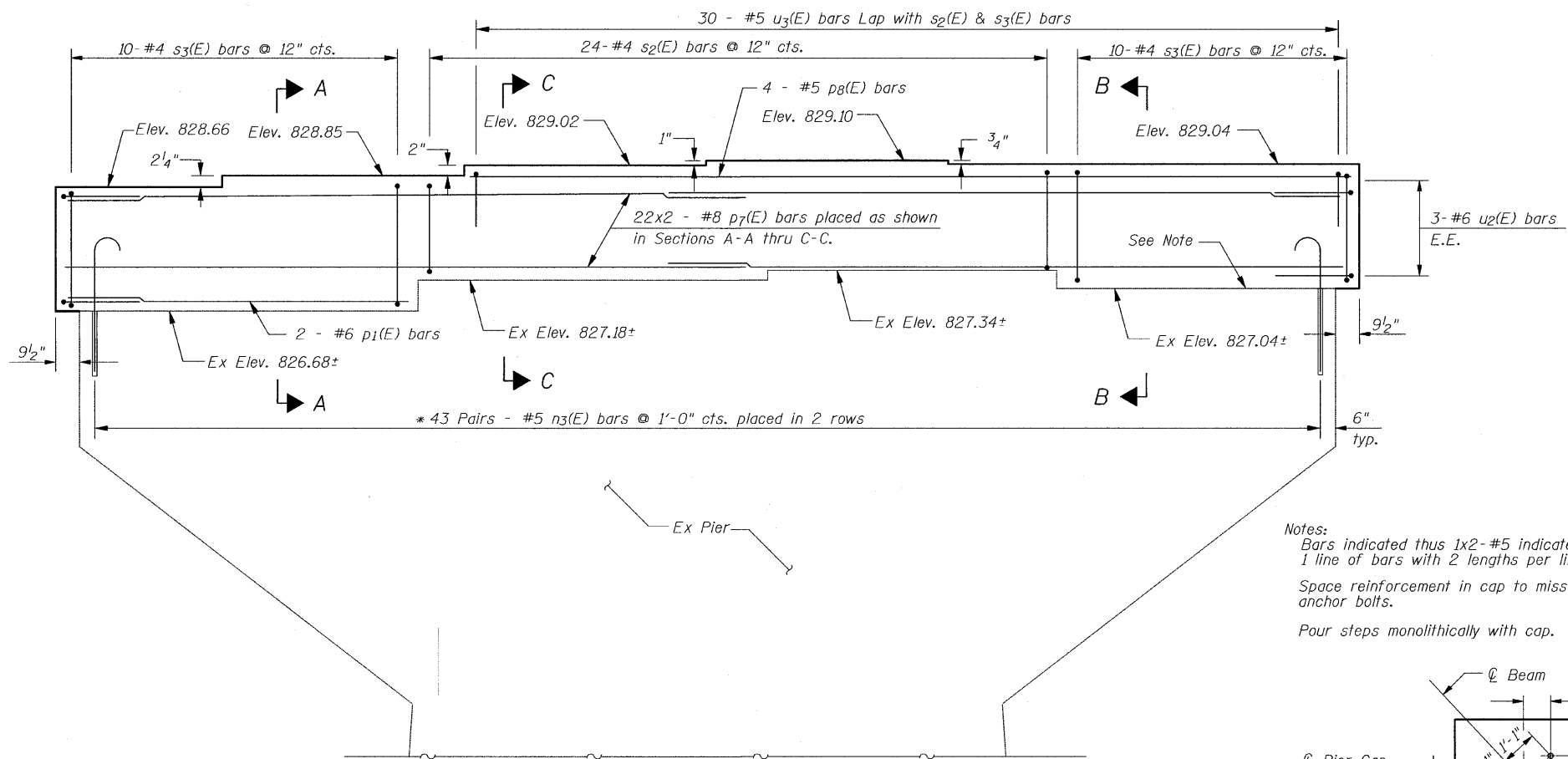
ie CONSULTANTS, INC
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FAX (217) 529-4543
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SHEET NO. 25 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	41
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



ELEVATION

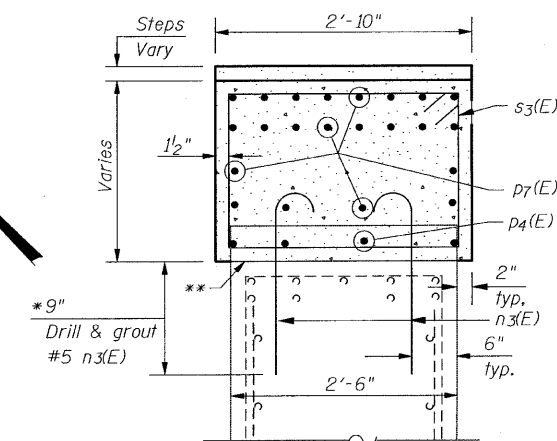
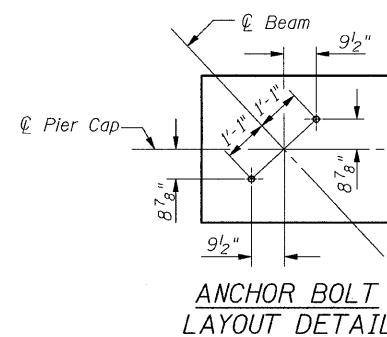
DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD



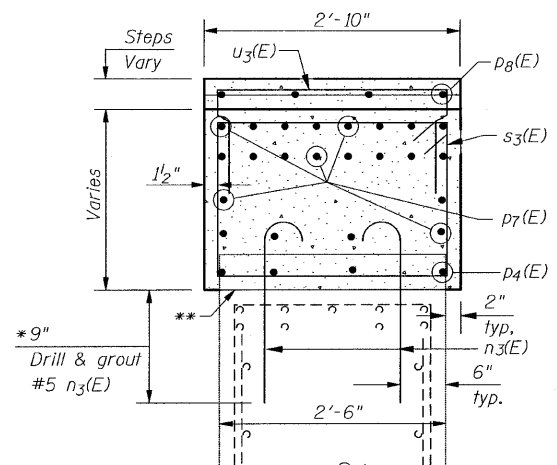
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TEL. (217) 529-8027
FAX (217) 529-4543
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Note:
Contractor shall sound top of entire existing pier cap.
Any loose or unsound concrete shall be removed.
Cost included in Concrete Structures

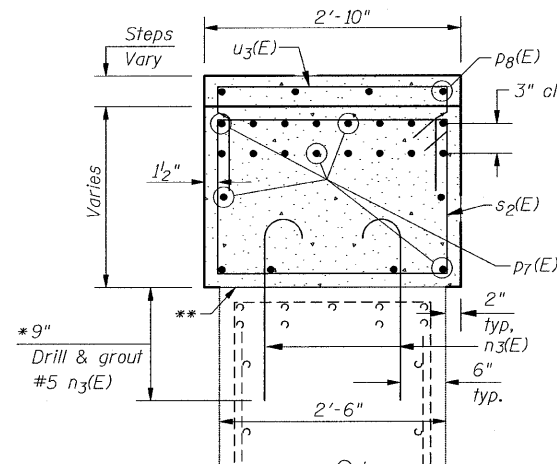
Notes:
Bars indicated thus 1x2-#5 indicates 1 line of bars with 2 lengths per line.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.



SECTION A-A



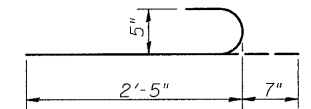
SECTION B-B



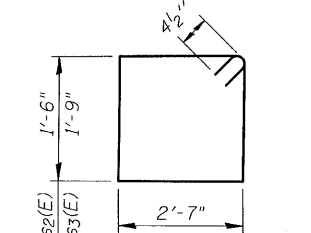
SECTION C-C

*Epoxy Grouting n3(E) bars in 9" min. drilled holes according to Art. 584 of the Standard Specifications. Cost included with Reinforcement Bars (Epoxy Coated).

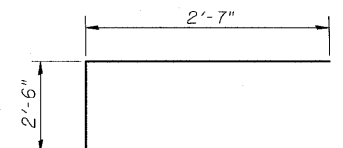
** Indicates Bonded Const. Jt.



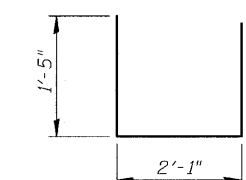
BAR n3(E)



BAR s2(E) or s3(E)



BAR u2(E)



BAR u3(E)

PIER
BILL OF MATERIAL

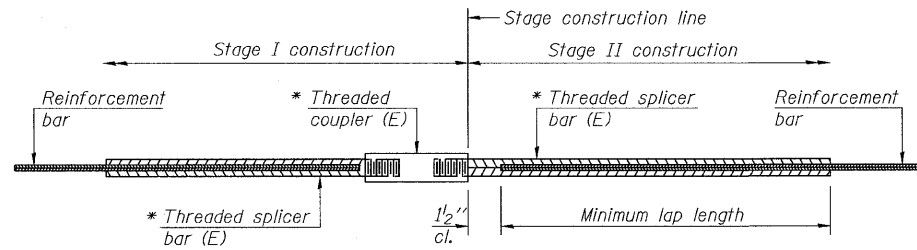
Bar	No.	Size	Length	Shape
n3(E)	86	#5	3'-0"	U
p4(E)	4	#5	9'-8"	—
p7(E)	44	#8	25'-3"	—
p8(E)	4	#5	29'-4"	—
s2(E)	24	#4	8'-11"	□
s3(E)	20	#4	9'-5"	□
u2(E)	6	#6	7'-8"	—
u3(E)	30	#4	4'-11"	U
Concrete Structures			Cu. Yd.	8.7
Reinforcement Bars, Epoxy Coated			Pound	3,840

MINIMUM BAR LAP
#8 7'-8"

PIER 3
S.N. 101-0120

SHEET NO. 26 OF 34 SHEETS	F.A.P. RTE. 301	SECTION (1-1HB-1D)	COUNTY WINNEBAGO	TOTAL SHEETS 55	SHEET NO. 42
	CONTRACT NO. 64E11				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

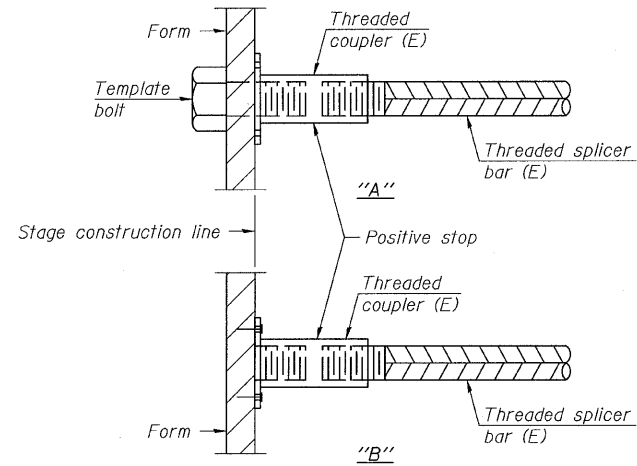
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

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

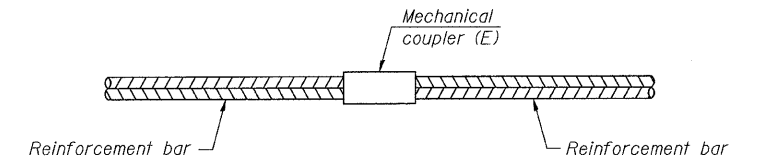
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



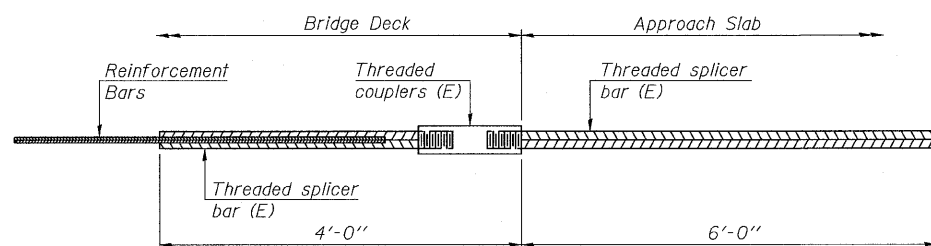
INSTALLATION AND SETTING METHODS

"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.



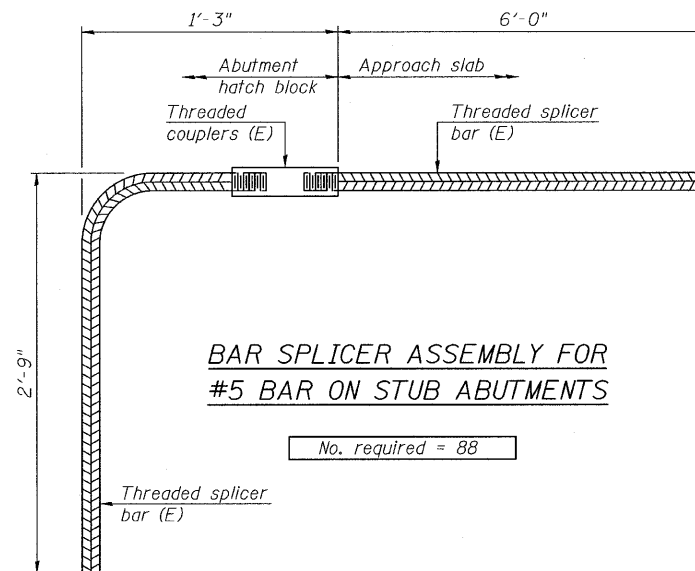
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 88

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 special provision for Mechanical Splicers.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
S.N. 101-0120

DESIGNED SCD
CHECKED DRB
DRAWN THW
CHECKED SCD



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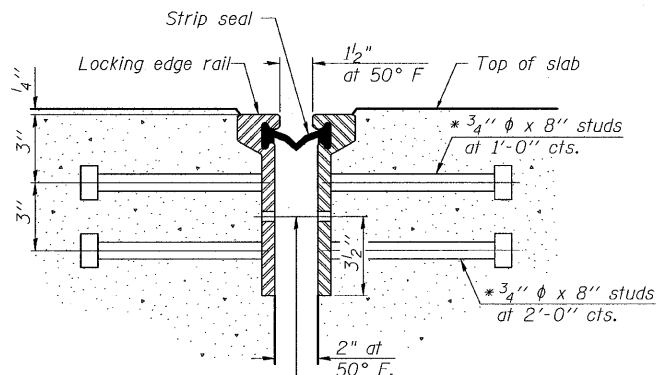
BSD-1

11-1-09

SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
27 OF 34 SHEETS	301	(1-1HB-1)D	WINNEBAGO	55	43
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

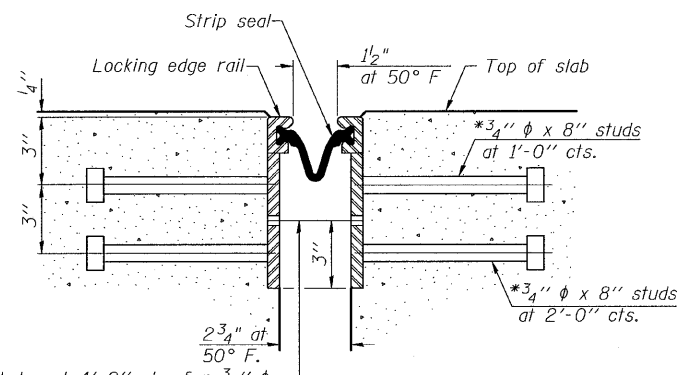
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



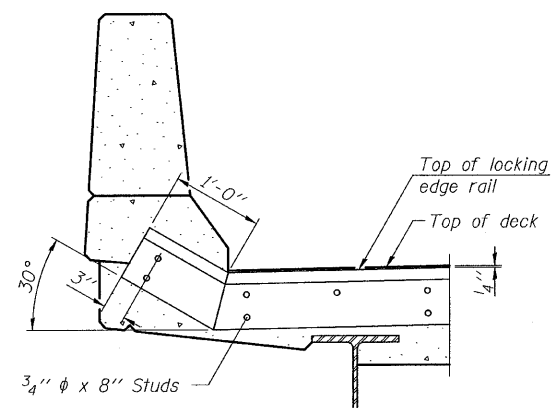
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU
ROLLED RAIL JOINT



7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU
WELDED RAIL JOINT



AT PARAPET

See Section A-A for end treatment of skews > 30°.

Note:
Parapet plates & anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

TYPICAL END TREATMENTS

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

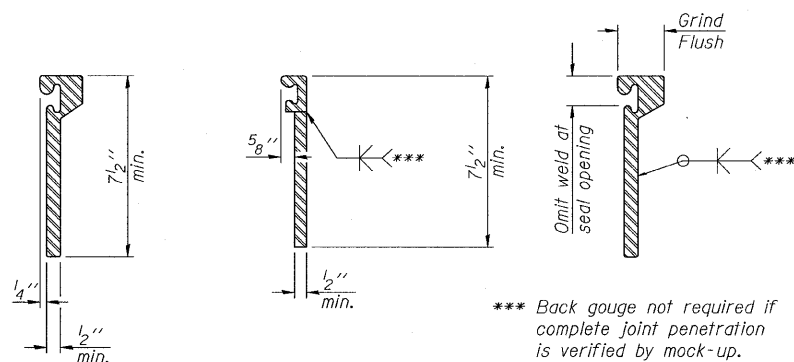
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

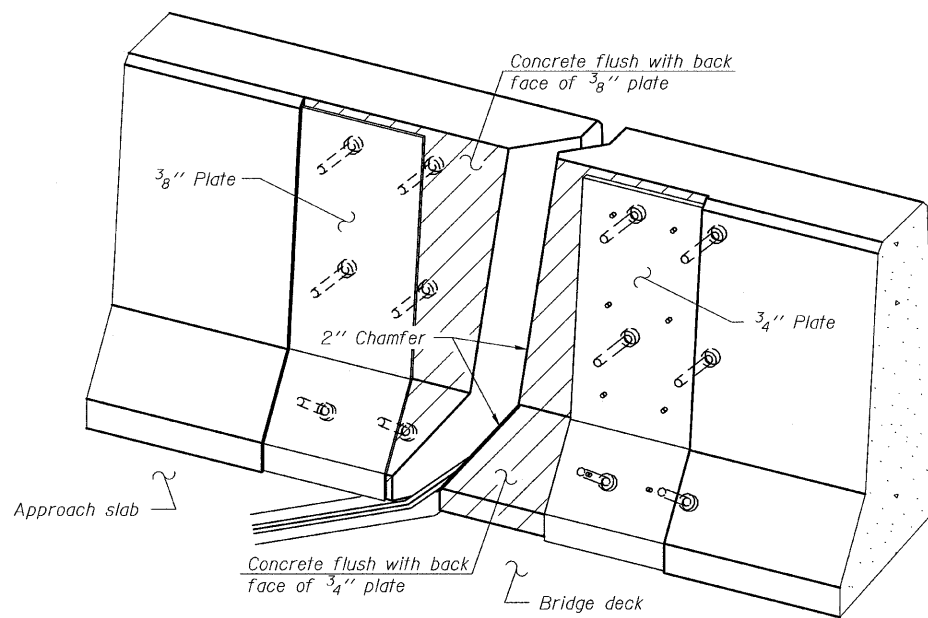


ROLLED
EXTRUDED RAIL

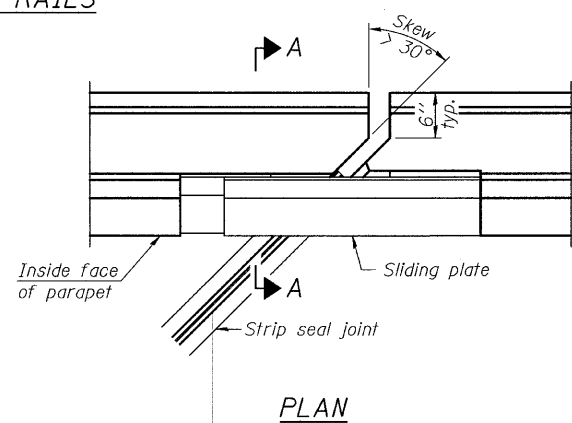
WELDED RAIL

LOCKING EDGE
RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.
Rolled rail shown, welded rail similar.

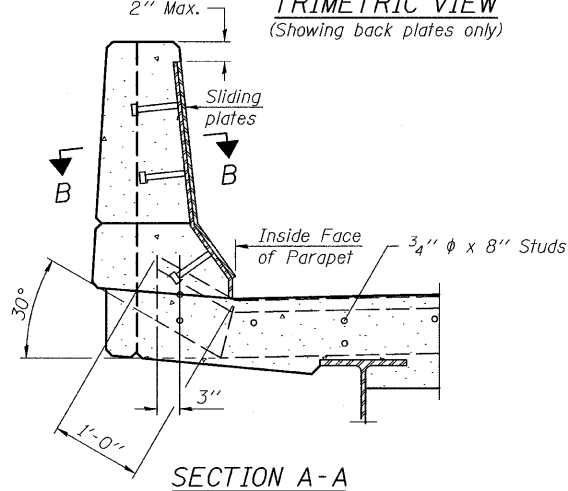


LOCKING EDGE RAILS



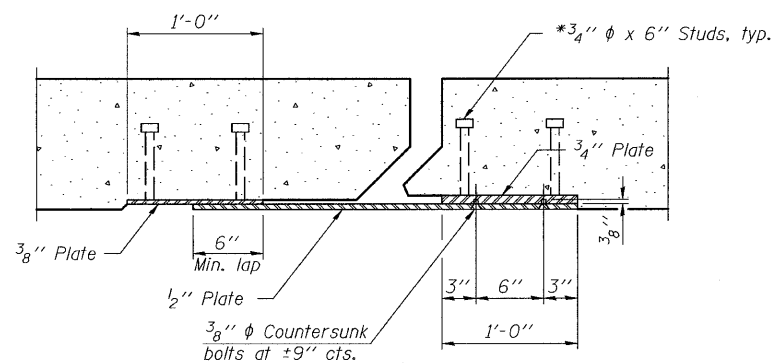
PLAN

TRIMETRIC VIEW
(Showing back plates only)



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	96

PREFORMED JOINT STRIP SEAL
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD



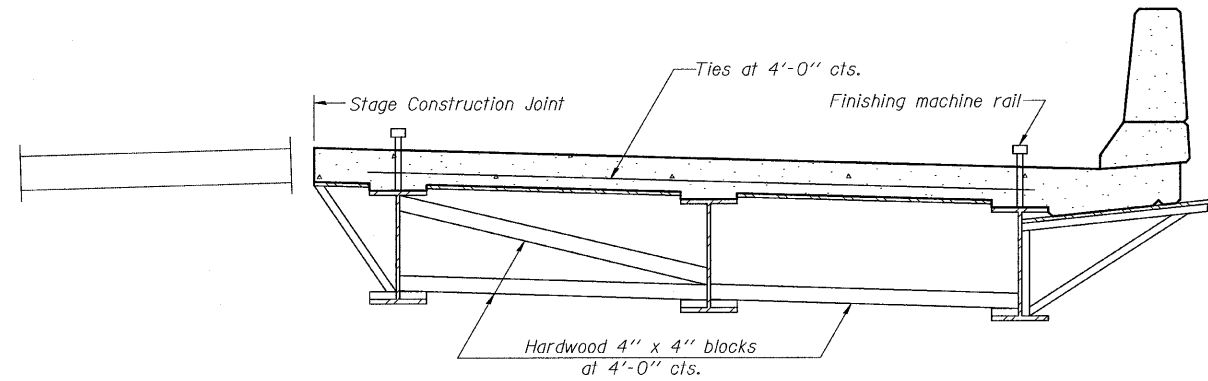
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EJ-SSJ

11-1-09

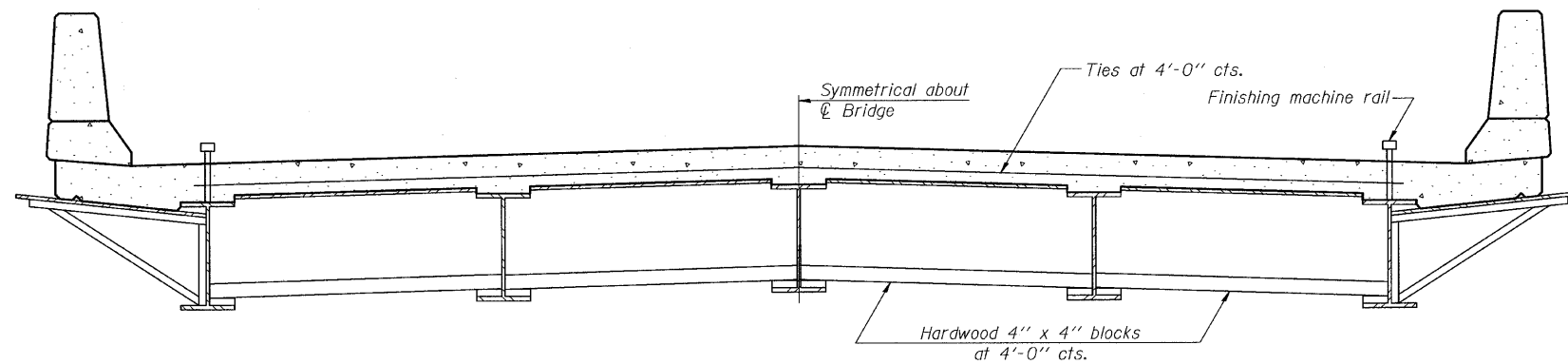
SHEET NO. 28 OF 34 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	301	(1-1HB-1)D	WINNEBAGO	55	44
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FORM BRACES FOR
STAGE CONSTRUCTION

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



FORM BRACES FOR
STANDARD CONSTRUCTION

CANTILEVER FORMING BRACKETS
FOR SUPERSTRUCTURES WITH
W27 BEAMS AND SMALLER
S.N. 101-0120

DESIGNED <i>SCD</i>
CHECKED <i>DRB</i>
DRAWN <i>THW</i>
CHECKED <i>SCD</i>

SB-1

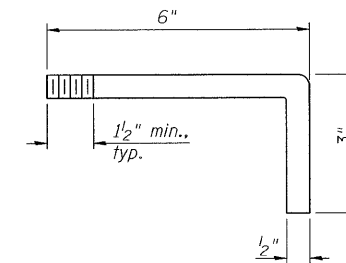
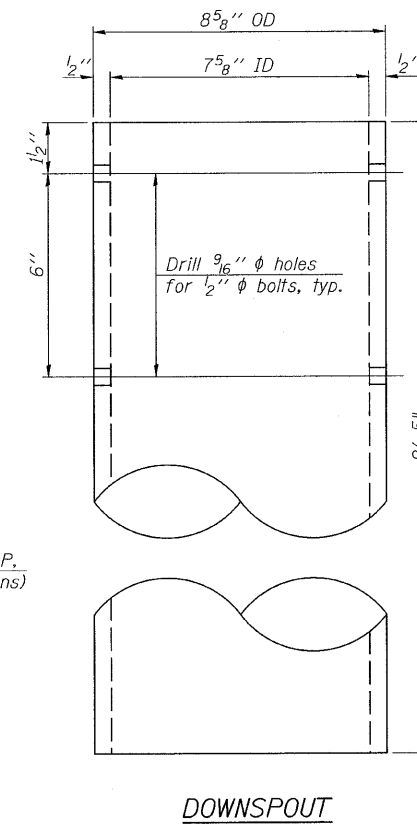
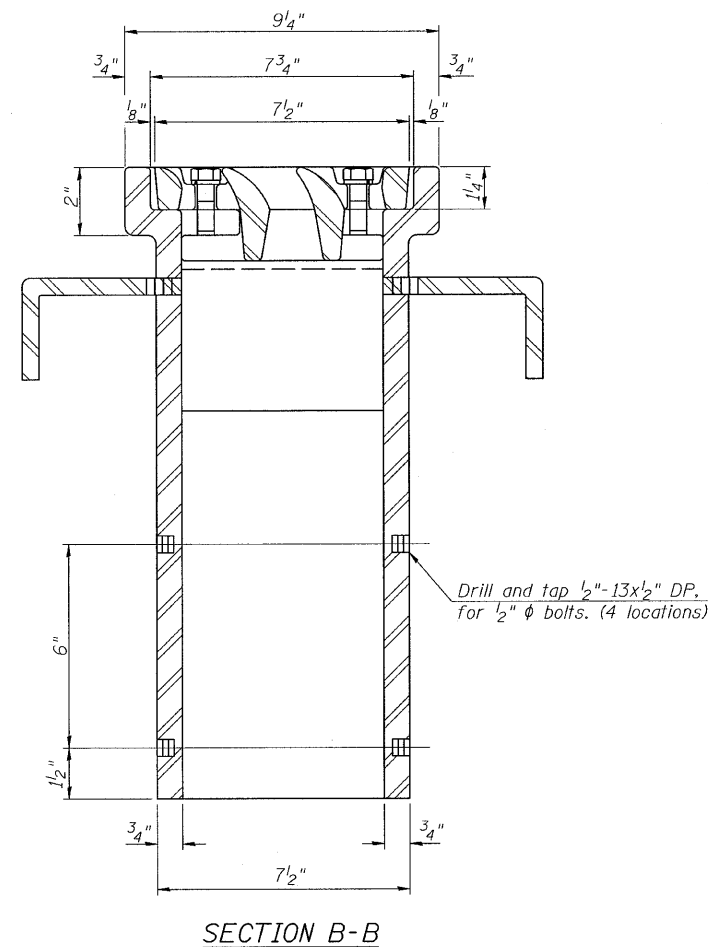
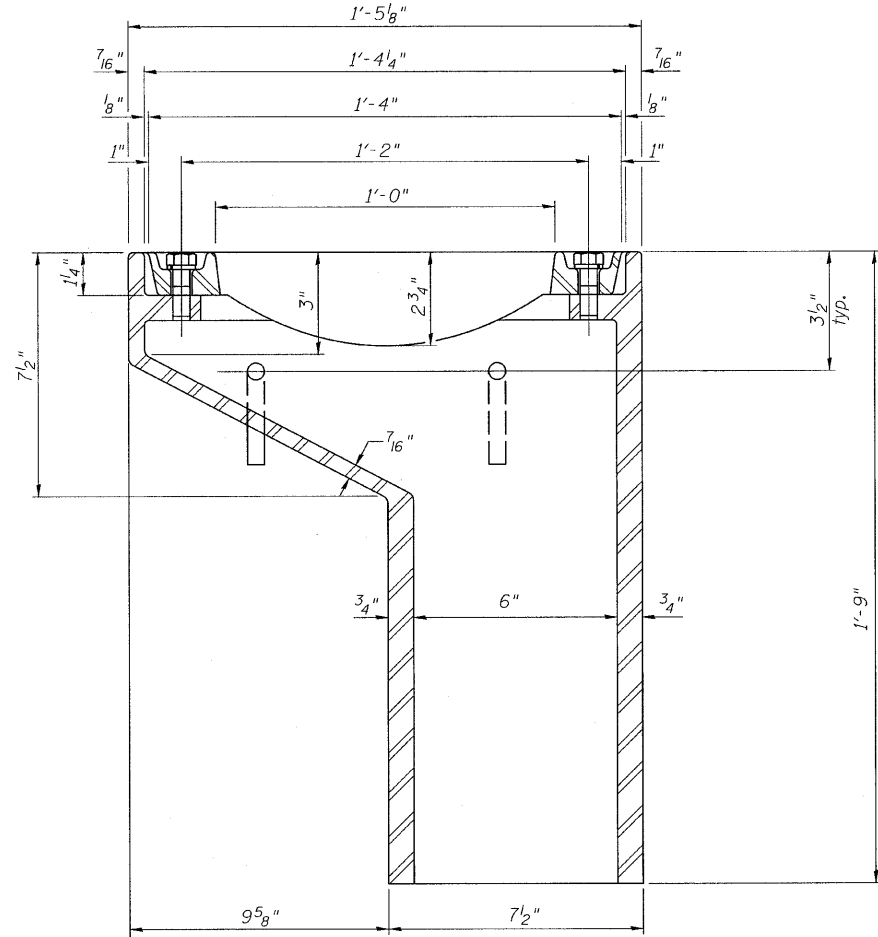
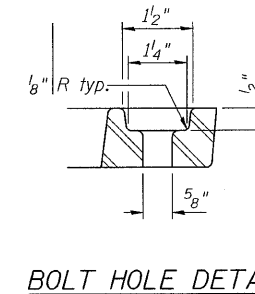
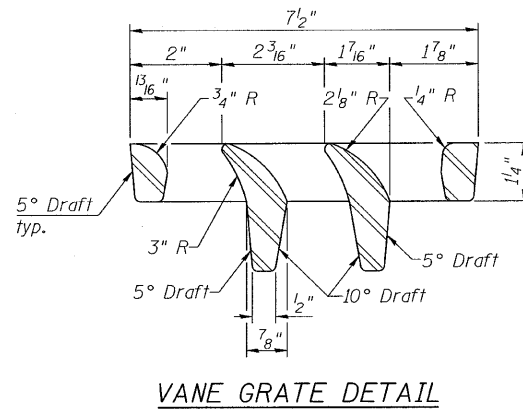
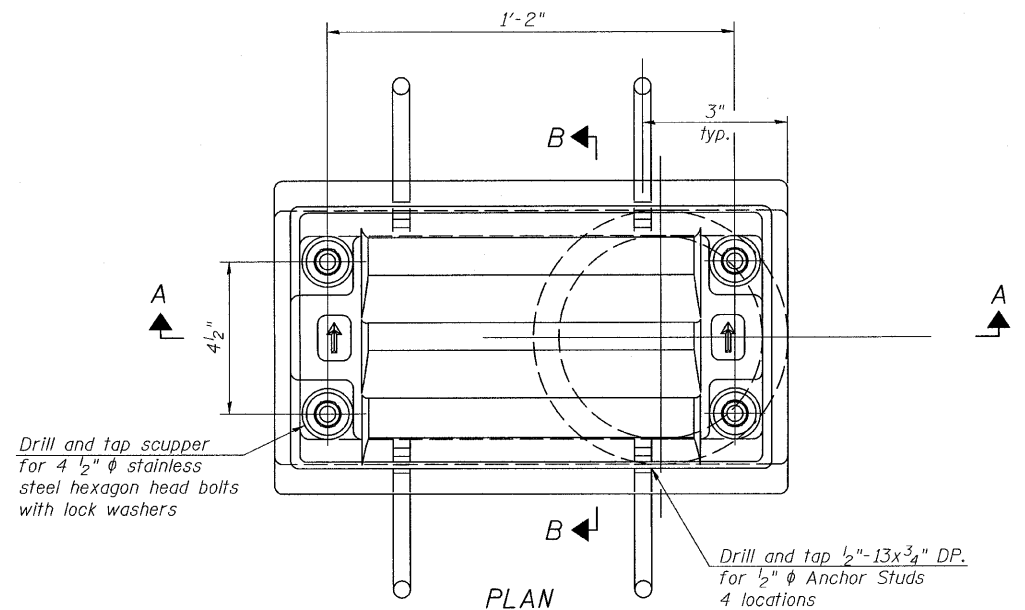


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SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
29 OF 34 SHEETS	301	(1-1HB-1)D	WINNEBAGO	55	45
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

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.

ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DRAINAGE SCUPPER DS-11
S.N. 101-0120

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD



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DS-11

7-1-10

SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
30 OF 34 SHEETS	301	(1-1HB-1D)	WINNEBAGO	55	46
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING NO. 1a
STA. 399+71
30' RT. OF ϕ RDWY.

BORING NO. 1a
STA. 399+71
30' RT. OF ϕ RDWY.

BORING NO. 2a
STA. 400+93
26' LT. OF ϕ RDWY.



SOIL BORING LOG

Page 1 of 1

ROUTE FAP 301 DESCRIPTION P92-060-08 Bridge over Bypass 20, Weldon Road over Business 20, 25 m. S. of Business 20 LOGGED BY J. Straling
SECTION (1-1HB-1) D LOCATION Winnebago Twp. - 2SW, SEC. TWP. 28N, RNG. 11E
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	DEPTH (ft)	BLOW COUNT (blows/ft)	UCS (tsf)	MOISTURE (%)	SOIL DESCRIPTION	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter Upon Completion (ft)	After (ft)
					MEDIUM tan SANDY LOAM					
	97.50	8	0.5 P	10.0	VERY DENSE tan weathered LIMESTONE					
	95.50				Auger Refusal					
					Borehole continued with rock coring.					

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



ROCK CORE LOG

Page 1 of 1

ROUTE FAP 301 DESCRIPTION P92-060-08 Bridge over Bypass 20, Weldon Road over Business 20, 25 m. S. of Business 20 LOGGED BY J. Straling
SECTION (1-1HB-1) D LOCATION Winnebago Twp. - 2SW, SEC. TWP. 28N, RNG. 11E
COUNTY Winnebago CORING METHOD _____

STRUCT. NO.	DEPTH (ft)	COVER (%)	RECOVERY (%)	Q (min/ft)	D (tsf)	CORE DESCRIPTION
	95.50	100	52	1.6	211.0	Dolomite: yellow-tan, porous, pitted and grainy. t.s.f.: 92.8 to 92.1
	90.50	100	57	1.6	420.0	Dolomite: as above, intact and sound. t.s.f.: 89.2 to 88.5
	85.50	100	65	1.6	337.0	Dolomite: as above. t.s.f.: 81.9 to 81.2
	80.50					End of Boring

Color pictures of the cores _____
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 138 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 1

ROUTE FAP 301 DESCRIPTION P92-060-08 Bridge over Bypass 20, Weldon Road over Business 20, 25 m. S. of BR 20 LOGGED BY J. Straling
SECTION (1-1HB-1) D LOCATION Winnebago Twp. - 2SW, SEC. TWP. 28N, RNG. 11E
COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	DEPTH (ft)	BLOW COUNT (blows/ft)	UCS (tsf)	MOISTURE (%)	SOIL DESCRIPTION	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter Upon Completion (ft)	After (ft)
					MEDIUM brown SILTY LOAM					
	77.00									
	75.50				Borehole continued with rock coring.					

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

Note:
To correct Boring Log B-1a to Plan Datum, add 712.04 to Elevation Value in Boring Log.

Note:
To correct Boring Logs B-2a, B-3a, B-4a & B-5a to Plan Datum, add 733.12 to Elevation Value in Boring Logs.

DESIGNED <u>SCD</u>
CHECKED <u>DRB</u>
DRAWN <u>THW</u>
CHECKED <u>SCD</u>

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IE CONSULTANTS, INC
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SOIL BORINGS
S.N. 101-0120

SHEET NO. 31 OF 34 SHEETS	F.A.P. RTE. 301	SECTION (1-1HB-1)D	COUNTY WINNEBAGO	TOTAL SHEETS 55	SHEET NO. 47
	CONTRACT NO. 64E11				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING NO. 2a
STA. 400+93
26' LT. OF ϕ RDWY.

BORING NO. 3a
STA. 398+46
11' LT. OF ϕ RDWY.

BORING NO. 3a
STA. 398+46
11' LT. OF ϕ RDWY.



Illinois Department
of Transportation
Division of Highways
Illinois Department of Transportation D-2

ROCK CORE LOG

Page 1 of 1

Date 1/10/07

ROUTE FAP 301 DESCRIPTION P92-060-08 Bridge over Bypass 20, Weldon Road over Business 20, .25 m. S. of BR 20 LOGGED BY J. Straling

SECTION (1-1HB-1) D LOCATION Winnebago Twp. - 2SW, SEC., TWP. 26N, RNG. 11E

COUNTY Winnebago CORING METHOD

STRUCT. NO.	CORING BARREL TYPE & SIZE	DEPTH (ft)	RECOVERED (%)	QUANTITY (%)	CORE LENGTH (min/ft)	STRENGTH (tsf)
B-2a Station 9+28 Offset 36.00R RI CL Ground Surface Elev. 79.50 ft	Core Diameter 2 in Top of Rock Elev. 77.00 ft Begin Core Elev. 75.50 ft	75.50	100	67	1.2	284.0
Dolomite: yellow-tan, intact & sound, relatively porous, pitted and grainy t.s.f.: 73.5 to 72.8						
70.50						
Dolomite: as above. t.s.f.: 67.5 to 68.8						
65.50						
Dolomite: as above. t.s.f.: 63.5 to 62.8						
60.50						
End of Boring						

Color pictures of the cores _____
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-99)



Illinois Department
of Transportation
Division of Highways
Illinois Department of Transportation D-2

SOIL BORING LOG

Page 1 of 1

Date 1/18/07

ROUTE FAP 301 DESCRIPTION P92-060-08 Bridge over Bypass 20, Weldon Road over Business 20, .25 m. S. of BR 20 LOGGED BY J. Straling

SECTION (1-1HB-1) D LOCATION Winnebago Twp. - 2SW, SEC., TWP. 26N, RNG. 11E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	DEPTH (ft)	BL (ft)	LOGS (ft)	UCS (tsf)	MOISTURE (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev.: First Encounter (ft)	Upon Completion (ft)	After (Hrs)	DEPTH (ft)	BL (ft)	LOGS (ft)	UCS (tsf)	MOISTURE (%)
B-3a Station 11+49 Offset 11.00R RI CL Ground Surface Elev. 99.00 ft						None	79.00	Dry	Dry						
MEDIUM brown SILTY LOAM															
STIFF tan/brown SANDY LOAM with LIMESTONE															
MEDIUM tan weathered LIMESTONE with SANDY LOAM lens															
MEDIUM tan SANDY LOAM with LIMESTONE															
VERY STIFF brown/gray SILTY CLAY LOAM															
STIFF tan/brown SILTY LOAM															
STIFF brown SILTY LOAM															
HARD red/brown CLAY LOAM TILL															

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)
BBS, form 137 (Rev. 8-99)

Note:
To correct Boring Logs B-2a, B-3a, B-4a & B-5a to Plan Datum, add 733.12 to Elevation Value in Boring Logs.



Illinois Department
of Transportation
Division of Highways
Illinois Department of Transportation D-2

ROCK CORE LOG

Page 1 of 1

Date 1/18/07

ROUTE FAP 301 DESCRIPTION P92-060-08 Bridge over Bypass 20, Weldon Road over Business 20, .25 m. S. of BR 20 LOGGED BY J. Straling

SECTION (1-1HB-1) D LOCATION Winnebago Twp. - 2SW, SEC., TWP. 26N, RNG. 11E

COUNTY Winnebago CORING METHOD

STRUCT. NO.	CORING BARREL TYPE & SIZE	DEPTH (ft)	RECOVERED (%)	QUANTITY (%)	CORE LENGTH (min/ft)	STRENGTH (tsf)
B-3a Station 11+49 Offset 11.00R RI CL Ground Surface Elev. 99.00 ft	Core Diameter 2 in Top of Rock Elev. 79.50 ft Begin Core Elev. 76.00 ft	76.00	100	90	1.4	0.0
Dolomite: yellow-tan, porous, pitted and grainy, with fracturing evident.						
71.00						
Dolomite: as above, though less fractured. t.s.f.: 69.0 to 68.6						
66.00						
Dolomite: as above, with improved integrity. t.s.f.: 62.4 to 61.9						
61.00						
End of Boring						

Color pictures of the cores _____
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-99)

DESIGNED SCD
CHECKED DRB
DRAWN THW
CHECKED SCD



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SOIL BORINGS
S.N. 101-0120

SHEET NO. 32 OF 34 SHEETS	F.A.P. RTE. 301	SECTION (1-1HB-1)D	COUNTY WINNEBAGO	TOTAL SHEETS 55	SHEET NO. 48
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING NO. 4a
STA. 401+38
13' RT. OF C RDWY.

BORING NO. 4a
STA. 401+38
13' RT. OF C RDWY.

BORING NO. 5a
STA. 399+09
32' RT. OF C RDWY.

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG Page 1 of 1
Date 1/23/07

ROUTE FAP 301 DESCRIPTION P92-060-08 Bridge over Bypass 20, Weldon Road over Bypass 20, 25 m. S. of BR 20 LOGGED BY J. Straling

SECTION (1-1HB-1) D LOCATION Winnebago Twp. - 25SW, SEC. TWP. 26N, RNG. 11E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. _____
Station _____

BORING NO. B-4a
Station 8+55
Offset 12.00R LI CL
Ground Surface Elev. 98.00 ft

DEPTH	DESCRIPTION	U.C.S. (Bulge)	M.O.S. (Shear)	Penetration (P)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter Upon Completion (ft)	After (Hrs.)
0	MEDIUM brown SILTY CLAY LOAM	0.8	17.0	P	None	79.00			
95.50	MEDIUM brown SILTY CLAY LOAM	2							
94.00		3	0.8	22.0					
		3							
	STIFF tan/brown SILTY LOAM	1							
91.50		2	1.3	26.0					
		4							
	STIFF red/brown CLAY LOAM	1							
89.00		3	1.8	19.0					
		5							
	MEDIUM red/brown LOAM	2							
86.00		4	1.0	16.0					
		5							
	MEDIUM tan weathered LIMESTONE	2							
84.00		8							
		9							
	VERY DENSE tan weathered LIMESTONE	14							
81.00		100/6							
	Borehole continued with rock coring.								

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

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

ROCK CORE LOG Page 1 of 1
Date 1/23/07

ROUTE FAP 301 DESCRIPTION P92-060-08 Bridge over Bypass 20, Weldon Road over Bypass 20, 25 m. S. of BR 20 LOGGED BY J. Straling

SECTION (1-1HB-1) D LOCATION Winnebago Twp. - 25SW, SEC. TWP. 26N, RNG. 11E

COUNTY Winnebago CORING METHOD _____

STRUCT. NO. _____
Station _____

BORING NO. B-4a
Station 8+55
Offset 12.00R LI CL
Ground Surface Elev. 98.00 ft

DEPTH	DESCRIPTION	RECOVERY (%)	RECOVERED (ft)	CORE LENGTH (ft)	STRENGTH (min/R)	STRENGTH (tsf)
81.00	Dolomite: yellow-tan, porous, pitted and grainy, severely fractured and crumbly.	80	0	1.6	0.0	
76.00	Dolomite: as above, though less fractured. I.s.f.: 72.5 to 71.9	100	16	2	227.0	
71.00	Dolomite: as above, last 24 inches intact. I.s.f.: 67.5 to 66.9	80	28	2.4	722.0	
66.00	End of Boring					

Color pictures of the cores _____
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-99)

Note:
To correct Boring Logs B-2a, B-3a, B-4a & B-5a to Plan Datum, add 733.12 to Elevation Value in Boring Logs.

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG Page 1 of 1
Date 1/21/07

ROUTE FAP 301 DESCRIPTION P92-060-08 Bridge over Bypass 20, Weldon Road over Bypass 20, 25 m. S. of BR 20 LOGGED BY J. Straling

SECTION (1-1HB-1) D LOCATION Winnebago Twp. - 25SW, SEC. TWP. 26N, RNG. 11E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. _____
Station _____

BORING NO. B-5a
Station 10+63
Offset 36.00R LI CL
Ground Surface Elev. 80.70 ft

DEPTH	DESCRIPTION	U.C.S. (Bulge)	M.O.S. (Shear)	Penetration (P)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter Upon Completion (ft)	After (Hrs.)
	MEDIUM brown SILTY CLAY LOAM	0.8	22.0	P	N/A	79.00			
78.20	FROZEN brown SILTY CLAY LOAM (top half of sample)	10							
76.70	DENSE tan weathered LIMESTONE (bottom half)	17							
75.20	VERY DENSE tan weathered LIMESTONE	100/4							
	Borehole continued with rock coring.								

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

DESIGNED SCD
CHECKED DRB
DRAWN THW
CHECKED SCD

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SOIL BORINGS
S.N. 101-0120

SHEET NO. 33 OF 34 SHEETS	F.A.P. RTE. 301	SECTION (1-1HB-1)D	COUNTY WINNEBAGO	TOTAL SHEETS 55	SHEET NO. 49
	CONTRACT NO. 64E11				
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING NO. 5a
STA. 399+09
32' RT. OF CL RDWY.



Illinois Department
of Transportation

ROCK CORE LOG

Page 1 of 1

Date 1/21/07

ROUTE FAP 301 DESCRIPTION P92-060-08 Bridge over Bypass 20, Weldon Road over Bypass 20, 25 m. S. of BR20 LOGGED BY J. Straling

SECTION (1-1HB-1)D LOCATION Winnebago Twp., 25SW, SEC., TWP. 28N, RNG. 11E

COUNTY Winnebago CORING METHOD

STRUCT. NO.	CORING BARREL TYPE & SIZE	DEPTH (ft)	RECOVER (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
1	2 in	75.20	100	48	1.2	289.0
2	2 in	70.20	100	58	1.4	531.0
3	2 in	65.20	100	72	1.4	661.0

DEPTH (ft)	RECOVER (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
75.20	100	48	1.2	289.0
70.20	100	58	1.4	531.0
65.20	100	72	1.4	661.0
60.20				

Color pictures of the cores
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
BBS, form 138 (Rev. 8-99)

Note:
To correct Boring Logs B-2a, B-3a,
B-4a & B-5a to Plan Datum, add 733.12
to Elevation Value in Boring Logs.

ORIGINAL BORINGS

(1960)

BORING NO. 1

BORING NO. 2

BORING NO. 3

BORING NO. 4

BORING NO. 5

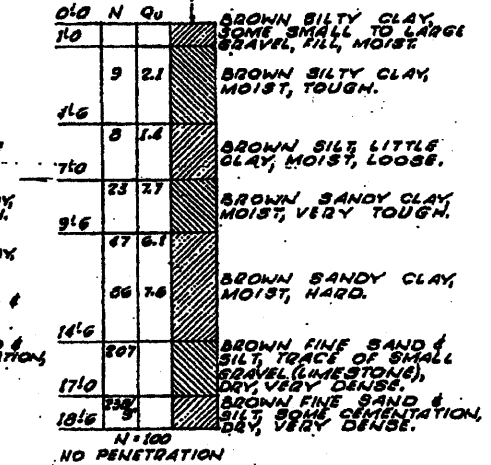
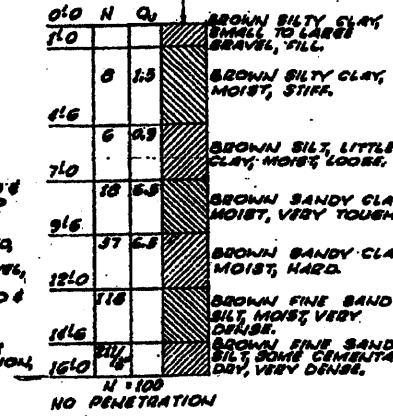
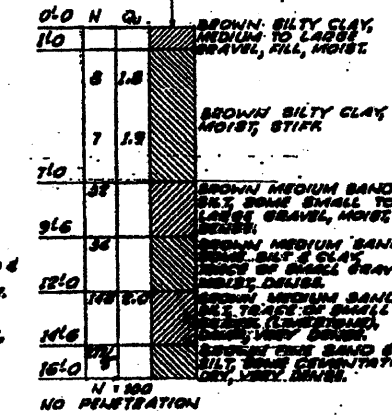
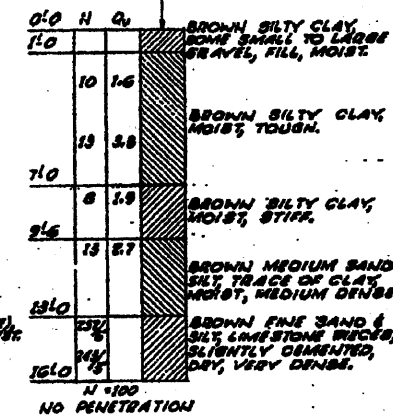
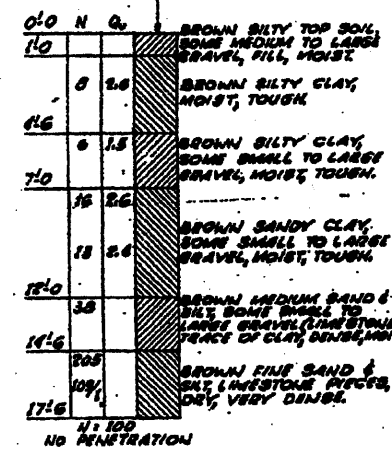
STA 401+21.53
10' RT OF CL RDWY
GROUND EL. 879.0

STA 400+63.53
10' RT OF CL RDWY
GROUND EL. 878.1

STA 399+90.53
10' RT OF CL RDWY
GROUND EL. 876.9

STA 399+17.53
10' RT OF CL RDWY
GROUND EL. 855.7

STA 398+64.53
10' RT OF CL RDWY
GROUND EL. 874.6



N = Number of blows per foot
for a 140 lbs hammer falling 30".
Qu = Unconfined compressive
strength in kips per sq. ft.

DESIGNED	SCD
CHECKED	DRB
DRAWN	THW
CHECKED	SCD



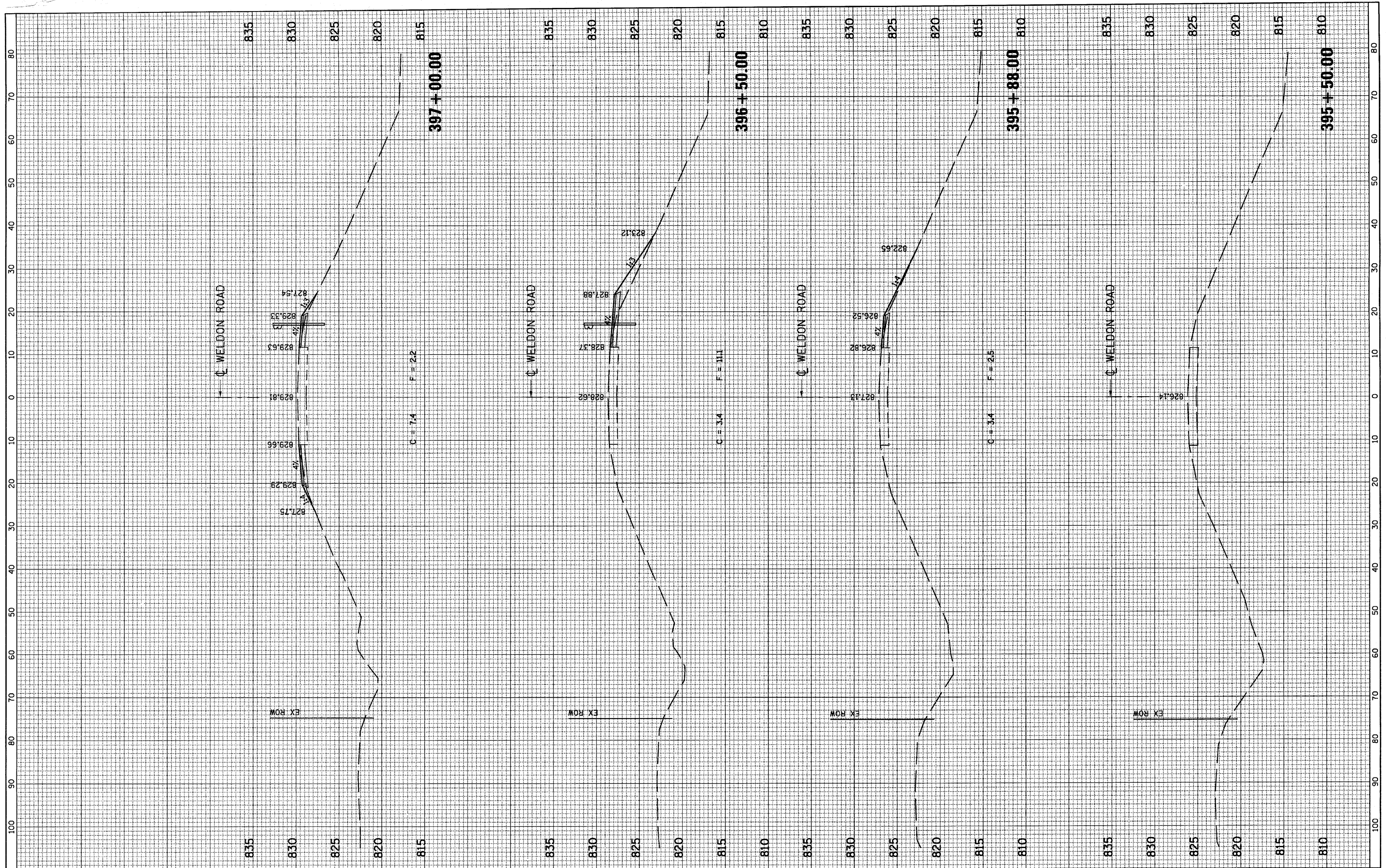
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SPRINGFIELD, ILLINOIS 62712
TEL. (217) 529-8027
FAX (217) 529-4543
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SOIL BORINGS
S.N. 101-0120

SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
34 OF 34 SHEETS	301	(1-1HB-1)D	WINNEBAGO	55	50
CONTRACT NO. 64E11					
ILLINOIS FED. AID PROJECT					

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

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



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 PLOT SCALE = 19.6082' / IN.
 PLOT DATE = 7/23/2010

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

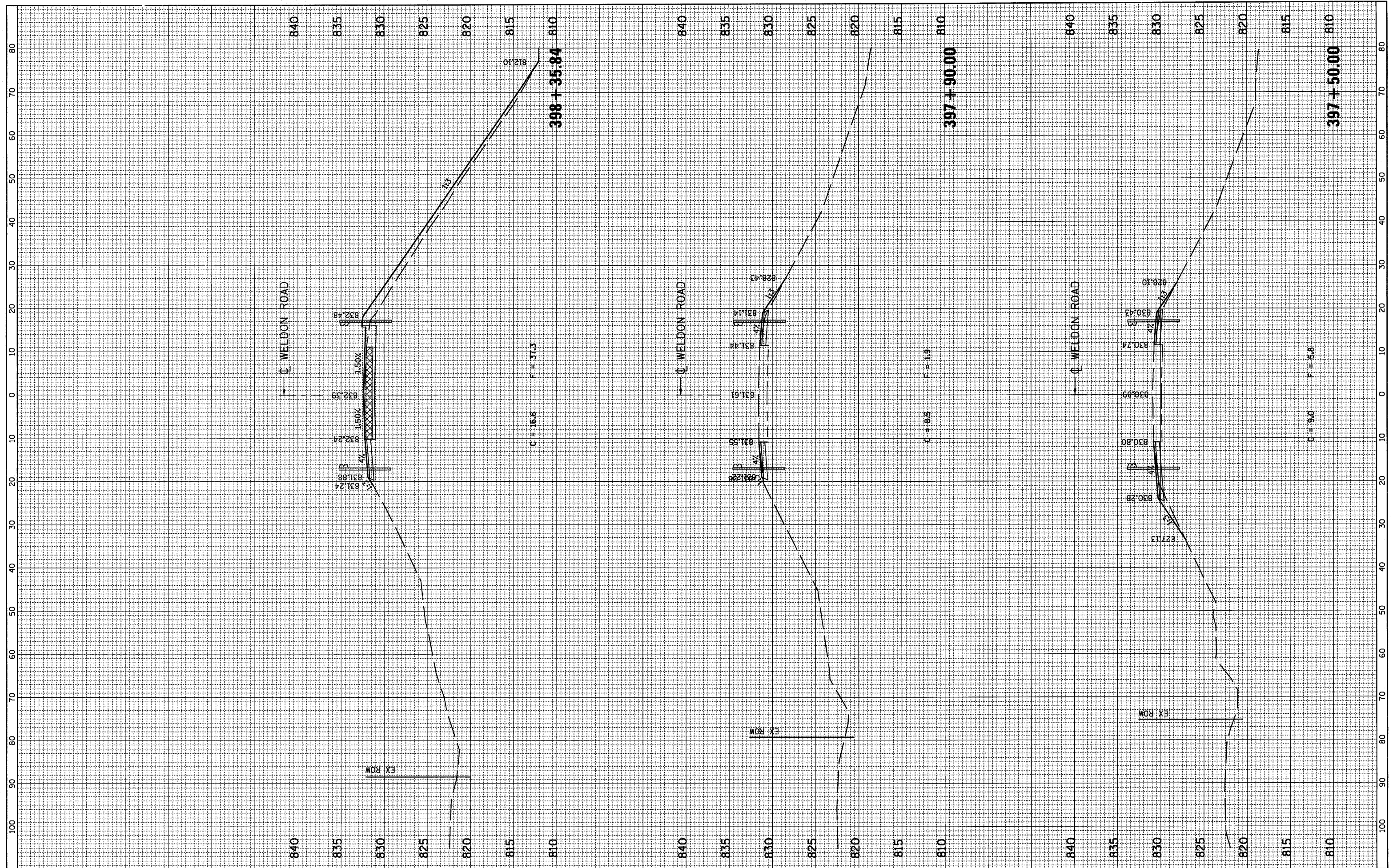
**CROSS SECTIONS
 WELDON ROAD**

SCALE: SHEET NO. OF SHEETS STA. 395+50.00 TO STA. 397+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	(1-1H)D	WINNEBAGO	55	51
CONTRACT NO.			64E11	
ILLINOIS FED. AID PROJECT				

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

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



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 PLOT DATE = 7/23/2010

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

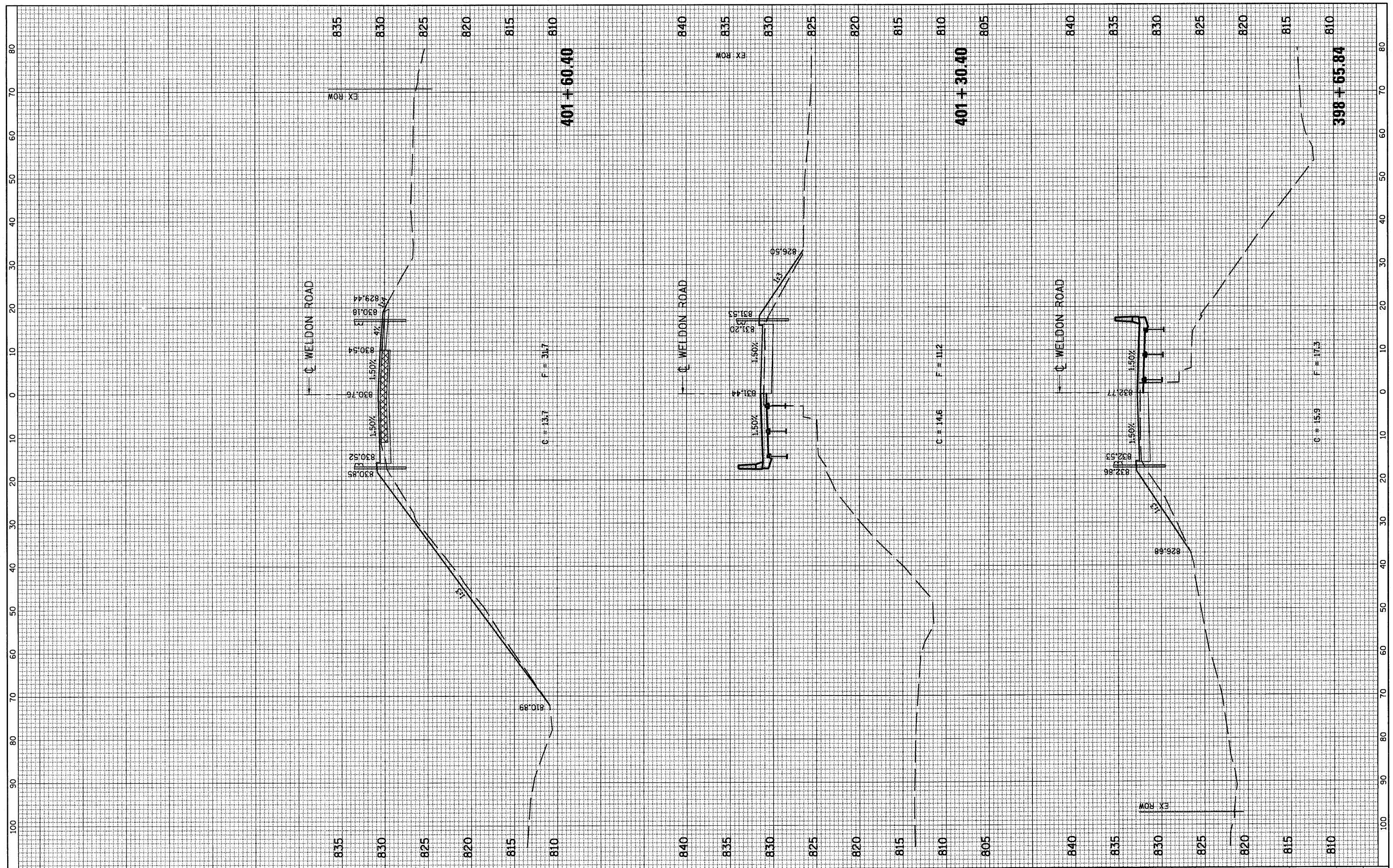
**CROSS SECTIONS
 WELDON ROAD**

SCALE: SHEET NO. OF SHEETS STA. 397+50.00 TO STA. 398+35.84

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	(1-1HB)D	WINNEBAGO	55	52
CONTRACT NO. 64E11			ILLINOIS FED. AID PROJECT	

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

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



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USER NAME = IE Consultants
 PLOT SCALE = 19.6882' / IN.
 PLOT DATE = 7/23/2010

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

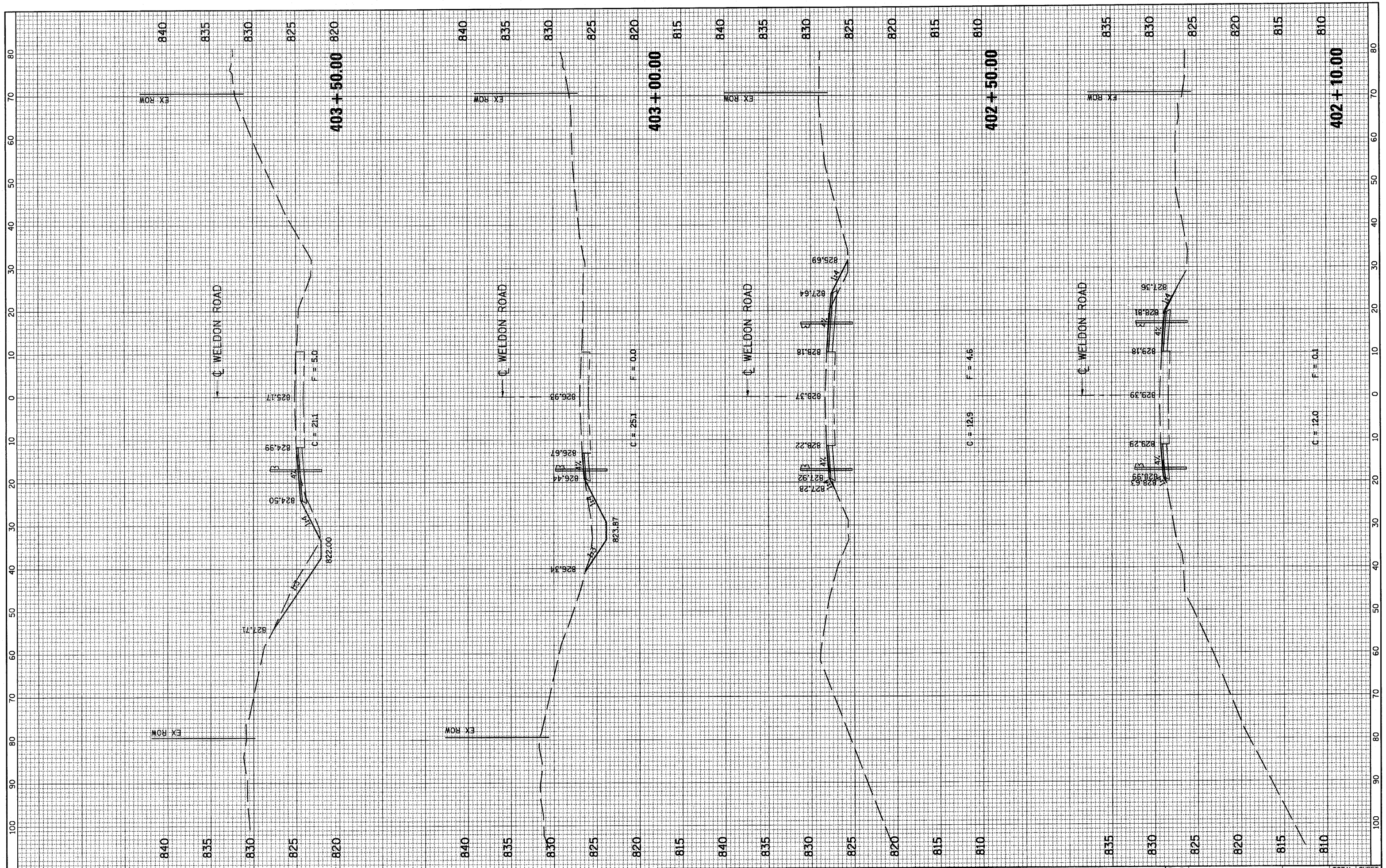
**CROSS SECTIONS
 WELDON ROAD**

SCALE: SHEET NO. OF SHEETS STA. 398+65.84 TO STA. 401+60.40

F.A.P. RTE. 301	SECTION (1-1HB1)D	COUNTY WINNEBAGO	TOTAL SHEETS 55	SHEET NO. 53
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E11	

BY	DATE

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



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USER NAME = IE Consultants
 PLOT SCALE = 19.6882' / IN.
 PLOT DATE = 7/23/2010

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

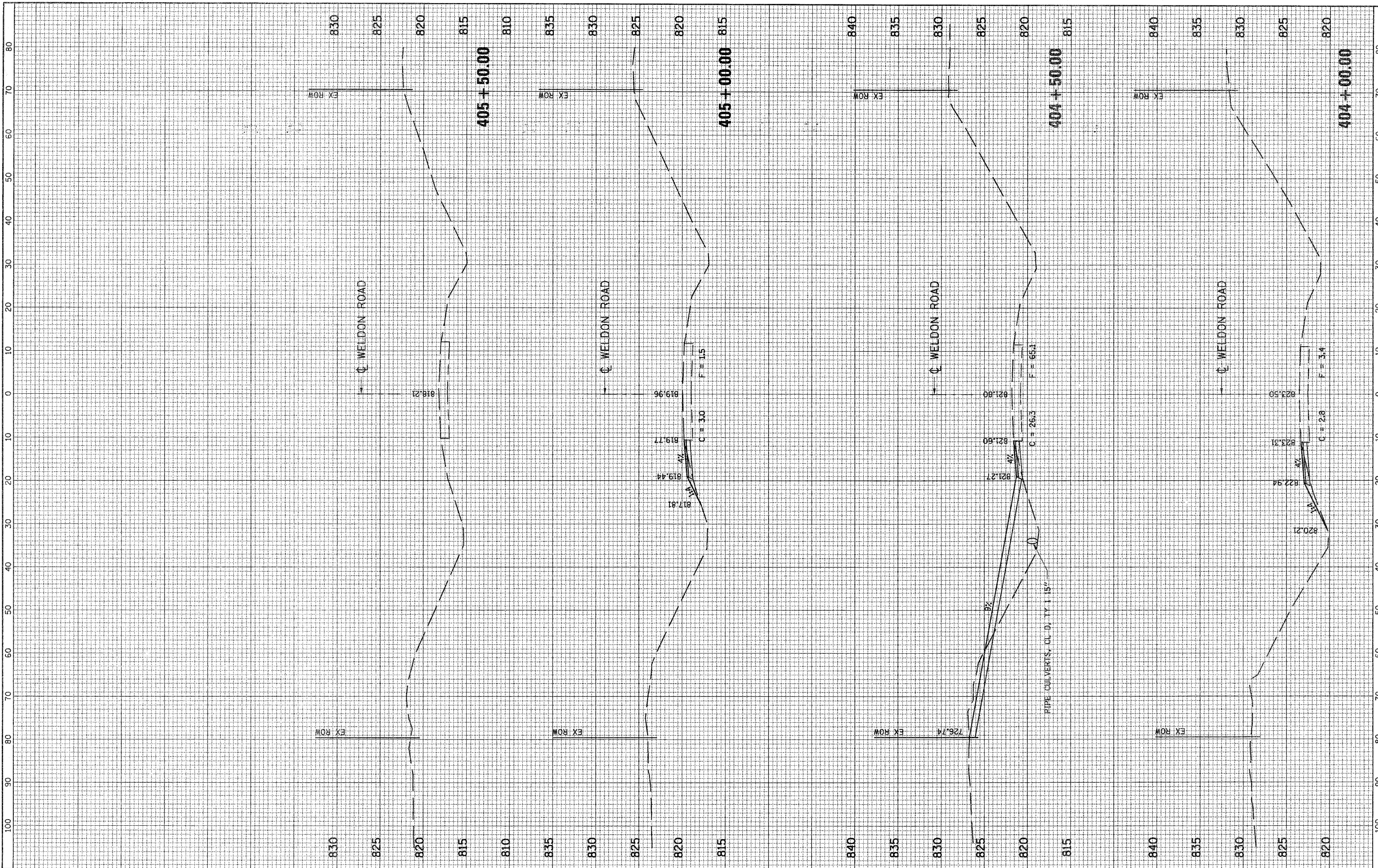
**CROSS SECTIONS
 WELDON ROAD**

SCALE: SHEET NO. OF SHEETS STA. 402+10.00 TO STA. 403+50.00

F.A.P. RTE. 301	SECTION (1-1HB1)D	COUNTY WINNEBAGO	TOTAL SHEETS 55	SHEET NO. 54
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E11	

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

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



FILE NAME = G:\S09010-3\CADD Sheets\0264E11-sht-X5sh.t.dgn

USER NAME = IE Consultants
 PLOT SCALE = 1/8" = 1'-0"
 PLOT DATE = 7/23/2010

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
WELDON ROAD**

SCALE: SHEET NO. OF SHEETS STA. 404+00.00 TO STA. 405+50.00

F.A.P. RTE. 301	SECTION (1-1HB)D	COUNTY WINNEBAGO	TOTAL SHEETS 55	SHEET NO. 55
CONTRACT NO. 64E11			ILLINOIS FED. AID PROJECT	