

GENERAL NOTES

DATE 12-31-1957
 DISTRICT ENGINEER *M. A. ...*

CONSTRUCT BASE COURSE WITH EXCEPT AS NOTED

AT THE LOCATION WHERE EXCAVATION ... THE PLANS ARE INDICATED AS HAVING BEEN ... THE RESIDENT ENGINEER WILL OBTAIN ORIGINAL CROSS SECTIONS TO DETERMINE PAY QUANTITIES

PIPE CULVERT ... FROM DETOUR ... NOT INCORPORATED IN ... FINALLY WORK SHALL BE ... AND STORED IN THE AREA LEFT OF ... STA. 233+84.0 AS DIRECTED

SEE X-SECTION ... SPECIAL DITCHED ...

THE CONTRACTOR SHALL CAREFULLY ... PROPERTY MARKS ... OWNER OR AUTHORIZED SURVEYOR OR AGENT ... OTHERWISE ... THEIR LOCATION

REMOVE EXISTING ... OF WAY MARKERS ... RE-SET AS DIRECTED ... EACH RE-ERECTING ... OF WAY MARKERS

PLACE ADDITIONAL ... OF WAY MARKERS ... DETERMINED BY THE ENGINEER ... EACH FURNISHING ... RIGHT OF WAY MARKERS

SEED THE ENTIRE ... AREA ... IN THIS SECTION ... 3.3 ACRES ... 3.6 ACRES ...

USE ASPHALT COATED ... AND FERTILIZER NUTRIENT ... SECTION ... STRAY F.W. ASPHALT ... COATED MULCH ... 5 TONS FERTILIZER NUTRIENTS

CONSTRUCT P.C.C. BASE COURSE 9" 24" WIDTH 14" ... SURFACE P.C.C. BASE COURSE STA 221+11.3-230+50.2 AND ... WITH BITUMINOUS CONCRETE IN THREE ... PER TYPICAL SECTION

SURFACE BRIDGE FLOOR ... WITH 1 1/2" BITUMINOUS ... SURFACE COURSE ... FINE GRADED AGGREGATE ...

TWO SIGNS CONFORMING TO STANDARD 2136 SHALL BE ... ERECTED AT LOCATIONS AS DIRECTED BY THE ENGINEER

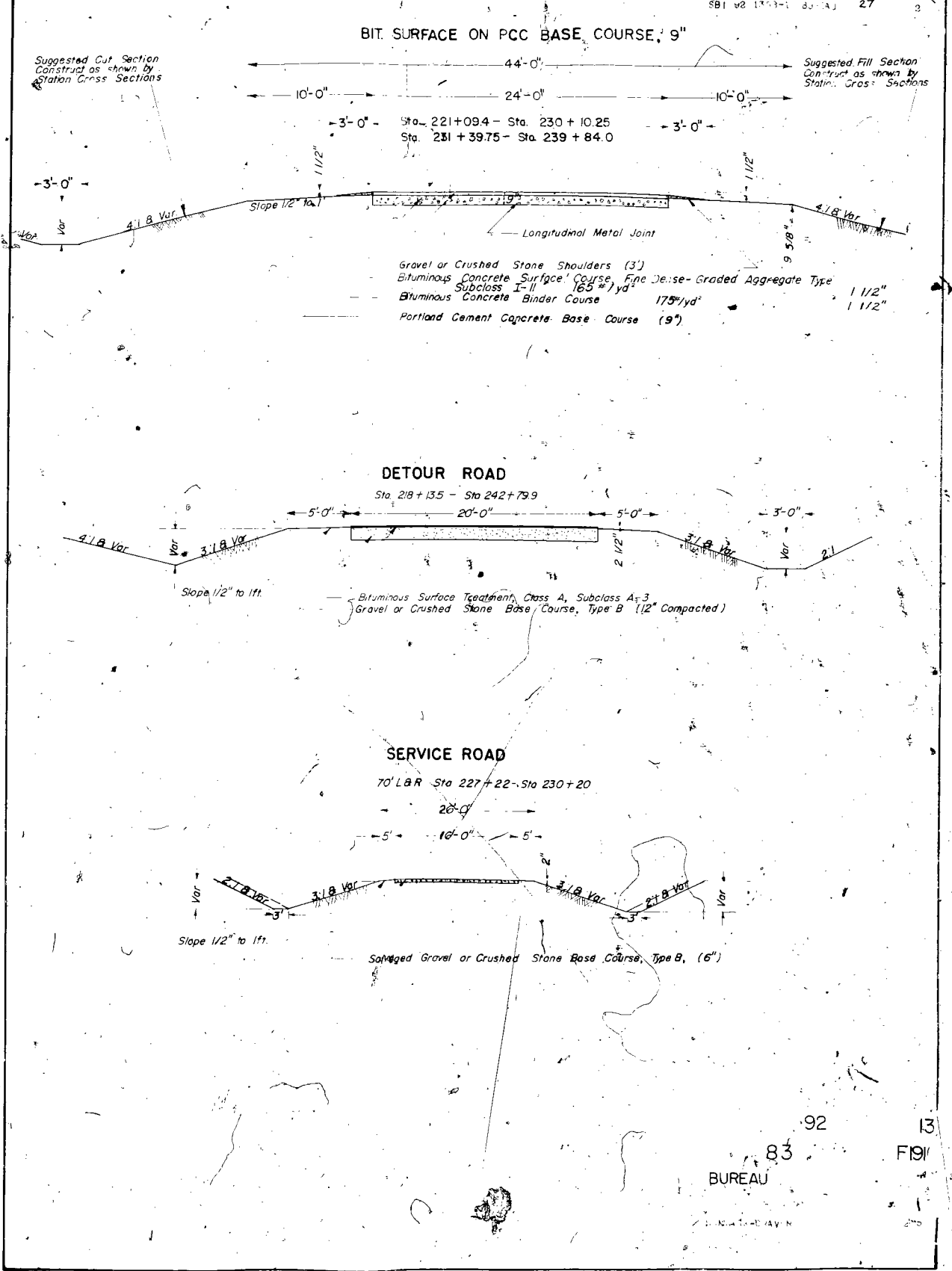
SBI ROUTE 92 SEC. 135B-1

F.A. ROUTE 83 BUREAU COUNTY

DISTRICT NO. 2 DIXON

DRAWN *Rizner* DATE 12-57
 CHECKED *Schultz* SCALE

TYPICAL SECTIONS



CLASS X CONCRETE & REINFORCEMENT BARS

R or L	Station Number	Type	Standard and Design Number	Class X Concrete Cu. Yd.	Reinforcement Bars Lbs.	Pipe Culverts											
						Type 1	Type 2	Type 1B	Type 2B	15"	18"	24"	48"				
FE	224+95	AR	P.C. STD. 2020 (EXTENSION)	6.8	760												
R	228+14	DET.	P.C.														
L	228+14	DET.	P.C.														
R	227+28	APP. RD.	P.C.														
R	229+35	DET. APP. RD.	P.C.														
R	230+75	DET. P.C.															
R	230+10.2-230+30.2	APP. SLAB			1750												
R	230+75	BRIDGE		193.3	38980												
R	231+19.7-231+39.7	APP. SLAB			1750												
AR	232+90	AR	P.C. STD. 1997 HDWLS.	7.6	450												116
R	233+90	DET. P.C.															
REL	233+00	CULV. PLUG	P.C.	1.0	70												
				249.8	43750	34	38	46	54	82	144						116

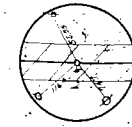
SBI ROUTE 92 SEC. 135B-1
 F.A. ROUTE 83 F.A. PROJ.
 BUREAU COUNTY
 DISTRICT NO. 2 DIXON
 Date 12-57

92 13
 83 BUREAU
 891

BM. USGS SE. CORNER N. PIER
RT. 230+30 EL. 645.68

SB1 92 139 BUREAU 27
215+00 245+00

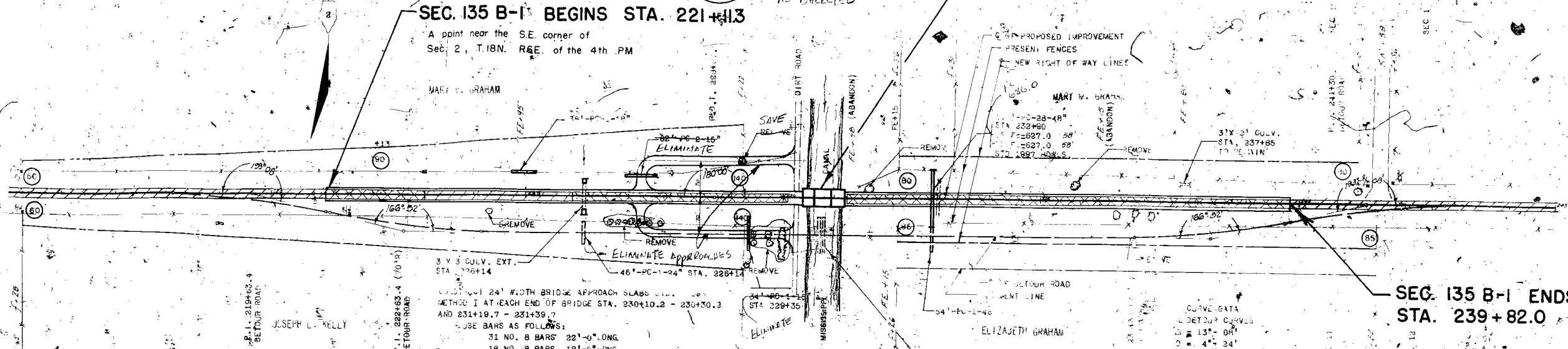
SEC. 135B-1 INCLUDES
RC CONT SLAB BRIDGE, STA. 230+75
1 SPAN AT 33'-0", 2 SPANS AT 26'-6", 30'-0" ROWY
ON RC PILE BENT PIERS AND ABUTMENTS.



WASTE EXCESS EXC
ALONG CANAL R.O.W.
AS DIRECTED

SEC. 135 B-1 BEGINS STA. 221+11.3

A point near the S.E. corner of
Sec. 2, T.18N. R.6E. of the 4th PM



SEC. 135 B-1 ENDS
STA. 239+82.0

DETOUR ROAD
CONSTRUCT DETOUR ROAD AS INDICATED R21+242.2.
SURFACE WITH 12" GRAVEL OR CRUSHED STONE BASE COURSE
TYPE B AND WITH BITUMINOUS SURFACE TREATMENT, CLASS
A SUBCLASS A-3. SEE CROSS SECTIONS AND TYPICAL SECTION.
AFTER MAIN LINE IS OPEN TO TRAFFIC REMOVE DETOUR AND
SALVAGE THE GRAVEL SURFACE EXCEPT AS REQUIRED TO BUILD
THE NEW APPROACH. R227+330+. USE "SALVAGED AGGREGATE"
TO SURFACE APPROACHES, ETC. AS DIRECTED.
GRAVEL OR CRUSHED STONE BASE COURSE, TYPE B
SALVAGED AGGREGATE 138 CU. YDS.
STOCKPILE SALVAGED AGGREGATE 1489 CU. YDS.
SEE EARTHWORK QUANTITIES BELOW. STOCKPILING
SALVAGED AGGREGATE TO BE DONE ON RIGHT OF WAY BETWEEN
ROW FENCE AND BACK OF DITCH L232+240 AS DIRECTED.
WHEN THE DETOUR ROAD IS REMOVED THE EARTH IN THE CANAL
SHALL BE COMPLETELY REMOVED TO THE SATISFACTION OF THE
DISTRICT ENGINEER OF THE CORPS OF ENGINEERS.

3 X 6 CULV. EXT.
STA. 226+14
CONSTRUCT 24" WIDTH BRIDGE APPROACH SLABS
METHOD 1 AT EACH END OF BRIDGE STA. 230+10.2 - 230+30.3
AND 231+19.7 - 231+39.7
USE BARS AS FOLLOWS:
31 NO. 8 BARS 22'-0" LONG
18 NO. 8 BARS 18'-0" LONG
33 NO. 5 BARS 23'-6" LONG
TOTAL REINF. BARS 3500 LBS.
P.C. BASE COURSE (10'-10'-16")=106.7 SQ. YD.

TREE REMOVAL

STA. - STA.	6"-15" DIAM.	OVER 15" DIAM.
1. 224+29	18"	140"
2. 226+66 - 227+61	80"	140"
3. 229+48 - 230+	85"	300"
4. 231+75	40"	40"
5. 235+67	30"	30"
6. 236+80	20"	20"

ELIMINATED
SEE SPECIAL DRAWING FOR
DETAILS OF APPROACHES
TO CANAL ROAD

PLACE AT 73'-40" TO 80"
IN CANAL @ 230+75. PIPE TO BE
FURNISHED IN 24' LENGTHS WITH
CONNECTING BANDS. SALVAGE PIPE
WHEN DETOUR IS REMOVED AND STORE
IN AREA OF SALVAGED AGGREGATE
L232-240.

PCC BASE COURSE, 9"
221+11.3-231+10.2 3397.1 SQ. YDS.
231+39.7-239+82.0 2346.1 SQ. YDS.

PAVEMENT REMOVAL
231+11.3-233+08 378 SQ. YDS.
235+00-239+08 838 SQ. YDS.
231+28.5-239+82 1735 SQ. YDS.

CURVE DATA

STATION	DELTA	PI	TS	TE	PC	PT
221+11.3	133°-04'	221+11.3	221+11.3	221+11.3	221+11.3	221+11.3
227+61	4°-24'	227+61	227+61	227+61	227+61	227+61
230+	136°-50'	230+	230+	230+	230+	230+
231+75	398°-48'	231+75	231+75	231+75	231+75	231+75
239+82.0	8°-2'	239+82.0	239+82.0	239+82.0	239+82.0	239+82.0

METAL PLATE GUARD RAIL REMOVAL
LAR 230+66-230+66 = 88 LIN. FT.
L 231+25-231+40 = 15 LIN. FT.
L 231+25-231+48 = 23 LIN. FT.

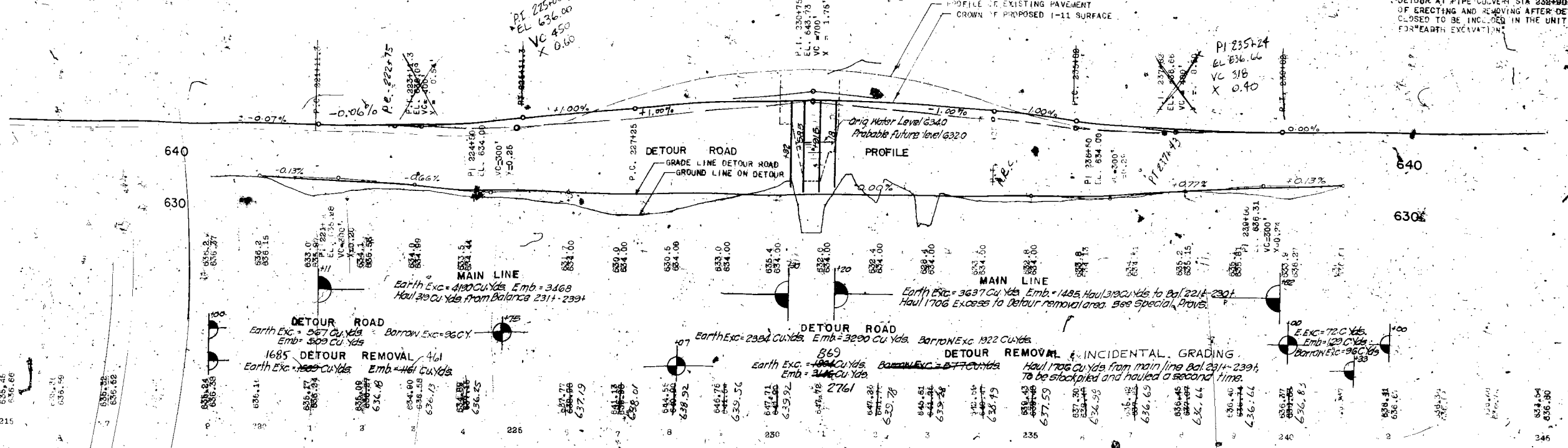
STEEL PLATE BEAM GUARD RAIL
LAR 230+04-230+29 (2 END SECS) 50 LIN. FT.
LAR 231+21-231+46 (2 END SECS) 50 LIN. FT.

SALVAGED AGGREGATE
USE SALVAGED AGGREGATE FROM DETOUR
ROAD TO SURFACE APPROACHES TO CANAL
ROAD RAL 227+330+ 188 CU. YDS.

CONTRACTOR TO USE 30" OF GUARD FENCE
WHICH IS TO BE REMOVED FROM THE ENDS OF
THE EXISTING BRIDGE AND ERECTED L. OF
DETOUR AT PIPE CULVERT STA 238+90. COST
OF ERECTING AND REMOVING AFTER DETOUR IS
CLOSED TO BE INCLUDED IN THE UNIT PRICE
FOR EARTH EXCAVATION.

650
640
630

650
640
630



DETOUR ROAD
Earth Exc = 567 Cu Yds
Emb = 309 Cu Yds
Borrow Exc = 26 CY

1685' DETOUR REMOVAL
Earth Exc = 1200 Cu Yds
Emb = 461 Cu Yds

DETOUR ROAD
Earth Exc = 2364 Cu Yds
Emb = 3290 Cu Yds
Borrow Exc = 1922 Cu Yds

DETOUR REMOVAL
Earth Exc = 1894 Cu Yds
Emb = 2466 Cu Yds
Borrow Exc = 277 Cu Yds

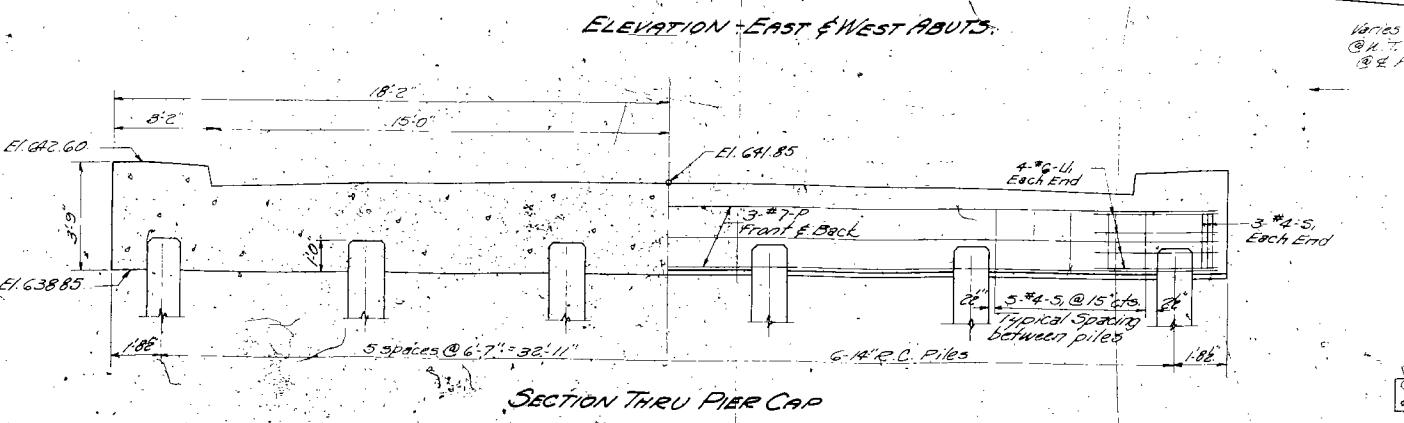
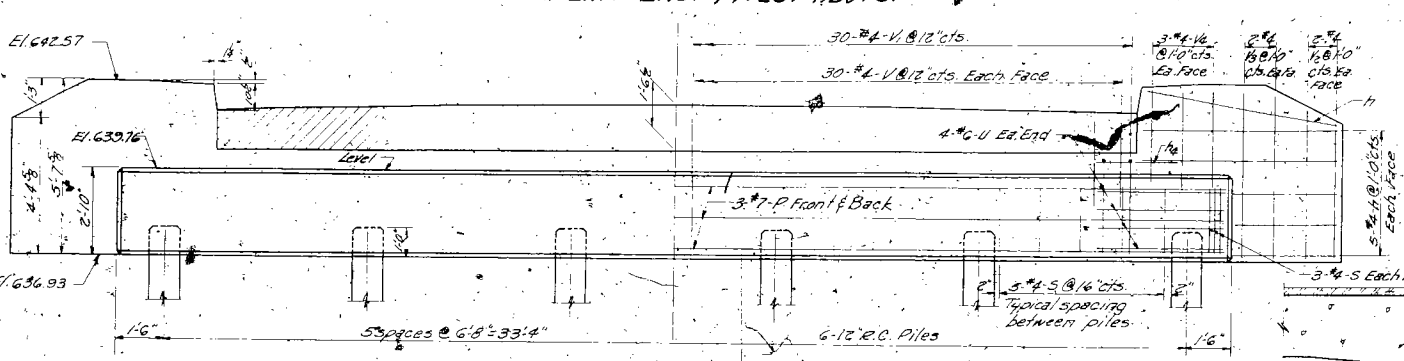
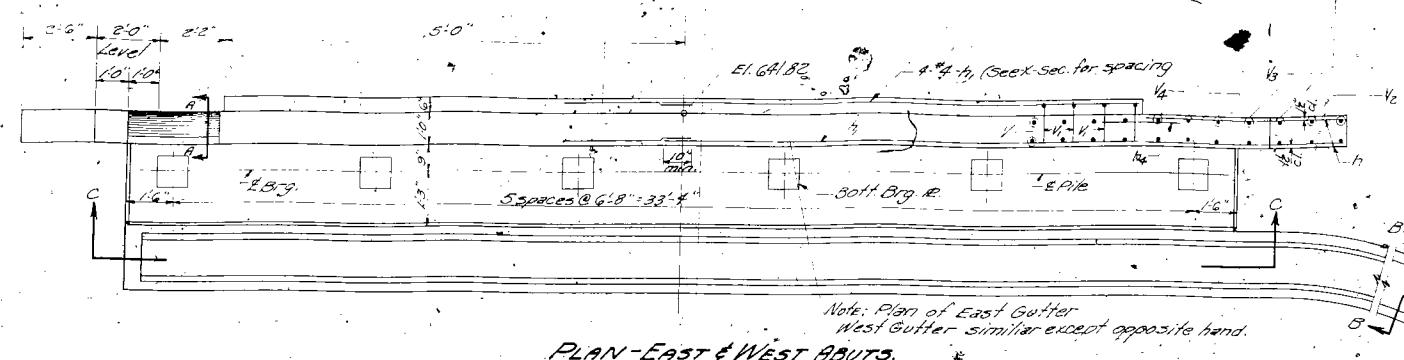
INCIDENTAL GRADING
Earth Exc = 3637 Cu Yds
Emb = 1485 Cu Yds
Haul 1706 Excess to Detour removal area. See Special Provs.

DETOUR ROAD
Earth Exc = 72 Cu Yds
Emb = 120 Cu Yds
Borrow Exc = 96 Cu Yds

DETOUR REMOVAL
Earth Exc = 1200 Cu Yds
Emb = 461 Cu Yds
Borrow Exc = 277 Cu Yds

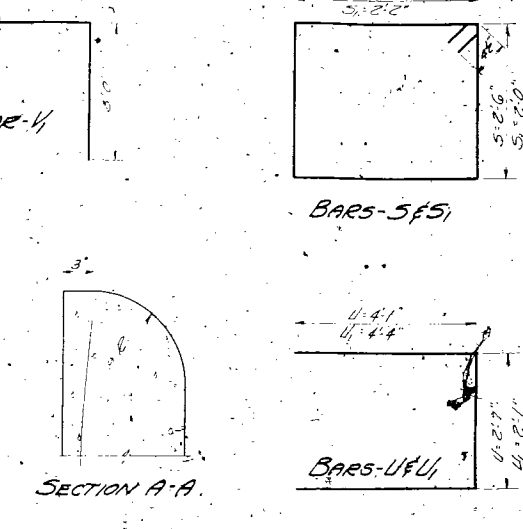
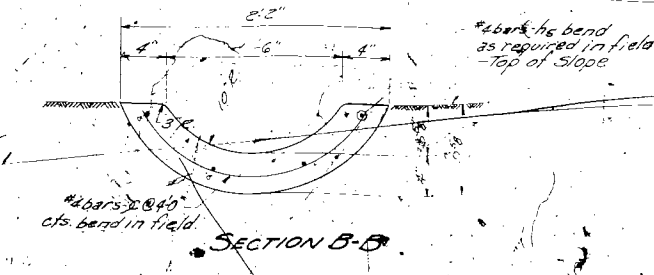
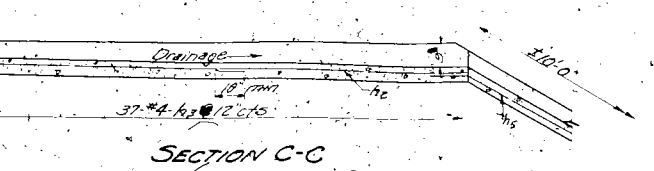
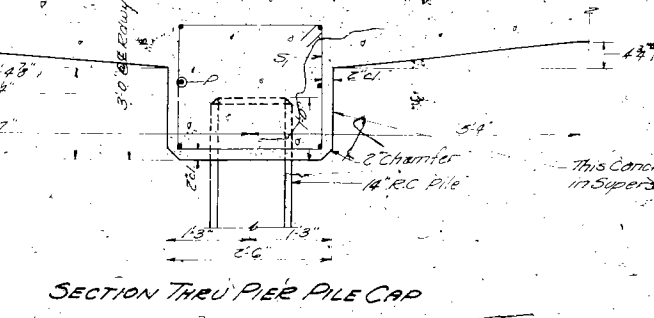
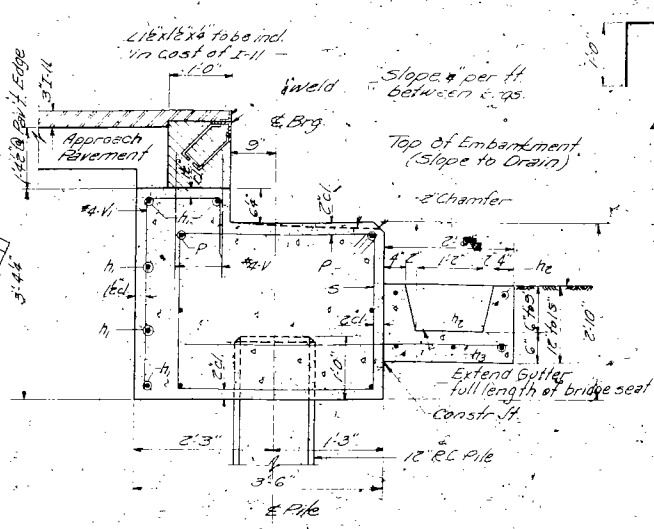
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	COUNTY	STA. FROM	SHEET NO.	SHEET NO. 3
92	135B-1	Bureau	2.7	6	5 SHEETS
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



PILE DATA @ PIER
14" R.C. Pile
11 Reqd. + 1 Test Pile
Est. Length - 65'-0"
Test Pile - 1 @ Pier @ N. End
Capacity - 28 Tons.

PILE DATA @ ABUT.
12" R.C. Pile
11 Reqd. + 1 Test Pile
Est. Length @ Abut. - 20'-0"
Est. Length @ Abut. - 20'-0"
Test Pile @ N. Abut. - 1 @ S. End
Capacity - 24 Tons.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	48	#4	6'-3"	
h ₁	20	#4	15'-3"	
h ₂	20	#4	20'-0"	
h ₃	76	#4	9'-0"	
h ₄	4	#4	3'-0"	
p	24	#7	36'-0"	
U	16	#6	10'-9"	
U ₁	16	#6	12'-10"	
V	120	#4	2'-3"	
V ₁	60	#4	5'-3"	
V ₂	16	#4	4'-0"	
V ₃	16	#4	5'-0"	
V ₄	24	#4	5'-3"	
C	20	#8	2'-6"	
S	62	#4	11'-1"	
S ₁	62	#4	9'-1"	
h ₅	8	#4	10'-9"	

* Class X Concrete Cu. Yds. 39.0
Reinforcement Bars Lbs. 4490
12" R.C. Piles Lin. Ft. 220
14" R.C. Piles Lin. Ft. 215
Test Piles - 12" Each 1
Test Piles - 14" Each 1

* This quantity includes 86' of gutter section as detailed in section through abutment and 120' of turn as detailed in Section B-B.

DESIGNED *M. J. Amos*
CHECKED *T. T. Turner*
DRAWN *M. T. E. Rosh*
CHECKED *T. T.*

OCT 18 19 57
EXAMINED *M. J. Amos*
PASSED *E. J. ...*
APPROVED *R. K. ...*

SUBSTRUCTURE
S.B.I. RT. 92 SEC. 135 B-1
BUREAU COUNTY
STA. 230+75

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

1581	92	135B-1	Bureau	27	7
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SHEET NO 4
5 SHEETS

Boring No. 1	Blows per 31 Foot	Elevation	Soil Description	Blows per 31 Foot
Boring located at Station 401460, 15 Ft. R. Center-line.			Very dense gray sub-angular uniform fine sand.	
Surface of Ground.		13.5		
		13.0		
Stiff black silty clay.	35.5	12.0	Medium gray uniform subangular fine sand.	28
		10.5		
		9.5		
Very stiff black silty clay.		8.5		
Ruptured	7	8.0	Dense gray uniform subangular fine sand.	32
		7.0		
Very stiff brown sandy clay		6.0		
Qu-2.20	10	5.5	Medium gray uniform subangular sand.	23
		4.5		
Stiff gray-brown sandy clay.		3.5		
Qu-1.02	25	3.0		
		2.0		
		1.10		
Dense gray subangular uniform fine sand.		0.5		
	49	-0.5		
Very dense gray subangular uniform fine sand.				
	54			
Denser gray subangular uniform fine sand.				
	49			
Very dense gray subangular uniform fine sand.				
	72			

Boring No. 2	Blows per 31 Foot	Elevation	Soil Description	Blows per 31 Foot
Boring located at Station 402460, 15 Ft. R. Center-line.				
		27.5		
		26.5		
Surface of Ground.		25.5	Very dense gray uniform subangular fine sand.	52
		24.0		
		23.0		
		22.5		
Stiff brown sandy clay.		21.5		
		20.5	Dense gray uniform subangular fine sand.	48
		19.0		
		18.0		
		17.5		
		16.5		
		15.5	Very dense gray uniform subangular fine sand.	100
Medium brown slightly clayey brown sand fill.	21	14.0		
		13.0		
		12.5		
Very stiff black silty clay.		11.5		
Qu-3.88	25	10.5	Dense gray uniform subangular fine sand.	30
		9.0		
Very stiff dark gray silted clay.		8.0		
Qu-2.08	11	7.0		
		6.5		
Very stiff gray sandy clay.		5.5		
Qu-2.04	10			

Boring No. 2 Cont.	Blows per 31 Foot	Elevation	Soil Description	Blows per 31 Foot
		4.0		
Very dense gray uniform subangular fine sand.	155	3.0		
		1.5		
	124	0.5		

Boring No. 3	Blows per 31 Foot	Elevation	Soil Description	Blows per 31 Foot
Boring located at Station 400470, 15 Ft. R. Center-line.				
		25.0		
		24.0		
Surface of Ground.		23.0	Very dense gray uniform subangular sand.	71
		21.5		
		20.5		
Stiff black and brown silty sandy clay fill.		19.5		
		19.0	Dense gray subangular sand.	75
		18.0		
		17.0		
		16.5	Very dense gray uniform subangular sand.	26
Very stiff dark brown sandy clay fill.		15.5		
Qu-3.60	17	14.5	Medium gray subangular poorly graded sand.	29
		14.0		
		13.0		
Medium brown clayey sand fill.		12.0		
	23	11.5		
		10.5		
Hard dark brown sandy clay.		9.0	Medium gray subangular uniform fine sand.	24
Qu-7.03	27	8.0		
		7.0		
Stiff black silty sandy clay.		6.5		
Qu-1.25	7	5.5		
		5.0		
		4.0		
Stiff gray sandy clay.		3.0		
	60			

Boring No. 3 Cont.	Blows per 31 Foot	Elevation	Soil Description	Blows per 31 Foot
Very dense gray subangular uniform fine sand.		1.5		
	62	0.5		
		0.0		
Dense gray uniform subangular fine sand.		-1.0		
	37	-2.0		
		-2.5		
Dense gray uniform subangular fine sand.		-3.5		
	146	-4.5		

N = Blows per foot of penetration of sampling spoon. Hammer Weight = 350 lbs. Drop = 12 inches.
Qu = Deciphered compressive strength in per square foot.

DESIGNED *M. Parnachus*
CHECKED *T. T. T.*
DRAWN
CHECKED *T. T. T.*

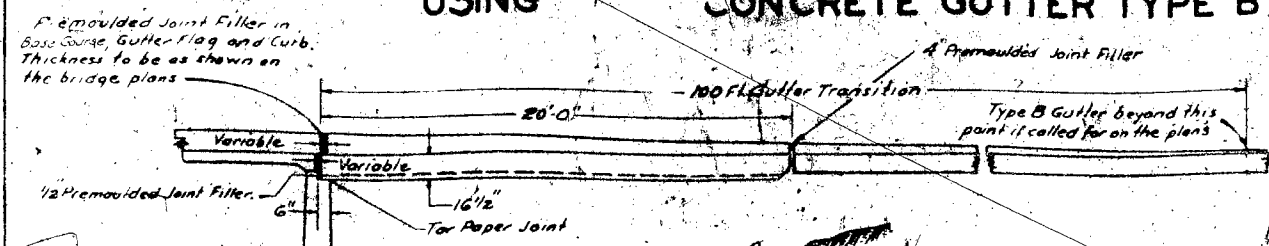
OCT 18 1957
EXAMINED *M. Parnachus*
PASSED
APPROVED *R. R. Bartelomey*

BORING DATA
S.B.I. Pt. 92 S.C. 135B-1
BOULDER COUNTY
R. 230475

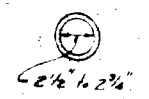
PROJECT NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 92	185 B-1	Bureau	27	23

DETAILS OF BRIDGE APPROACHES USING CONCRETE GUTTER TYPE B

NOTE:
Mud Jack Cylinders will not be required when approach slab is used as RC Concrete Base Course.

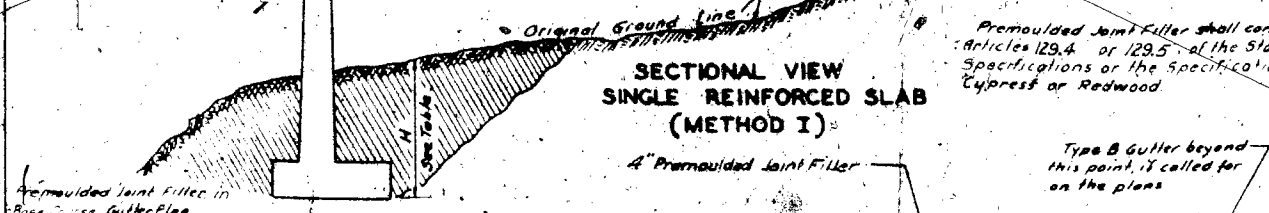


Cylinders shall be filled with clay and clay shall be tamped



DETAIL OF MUD JACK CYLINDER

Cylinders shall be Standard Weight Black Steel Pipe

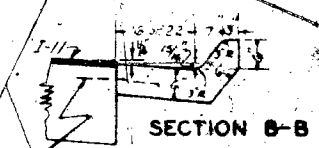


Use Method I when H is equal to or less than values shown. Use Method II when H exceeds values shown.	H
0° to 30°	10'
31° to 40°	8'
41° to 50°	6'
51° to 60°	4'

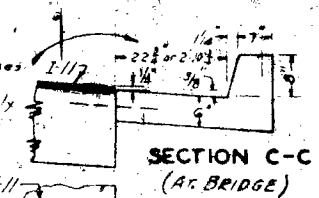
Note:
On Base Course wider than 2 lanes, the thickened edges are required only at the outside edges. Provide a grooved construction joint at the center of the roadway.



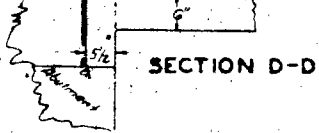
SECTION A-A



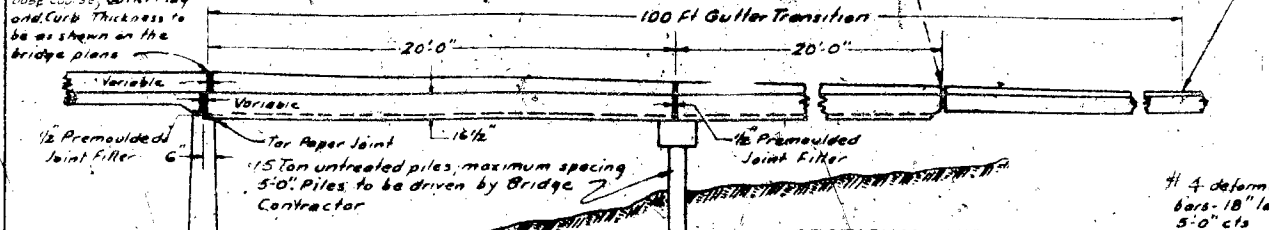
SECTION B-B



SECTION C-C (AC BRIDGE)

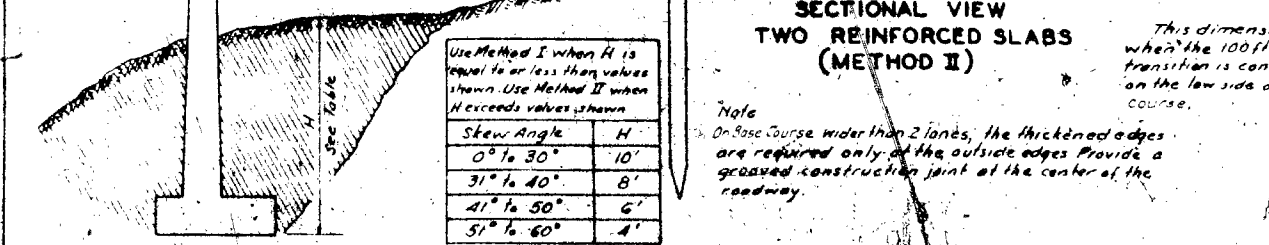


SECTION D-D



LONGITUDINAL SECTION THRU CENTER OF SLAB

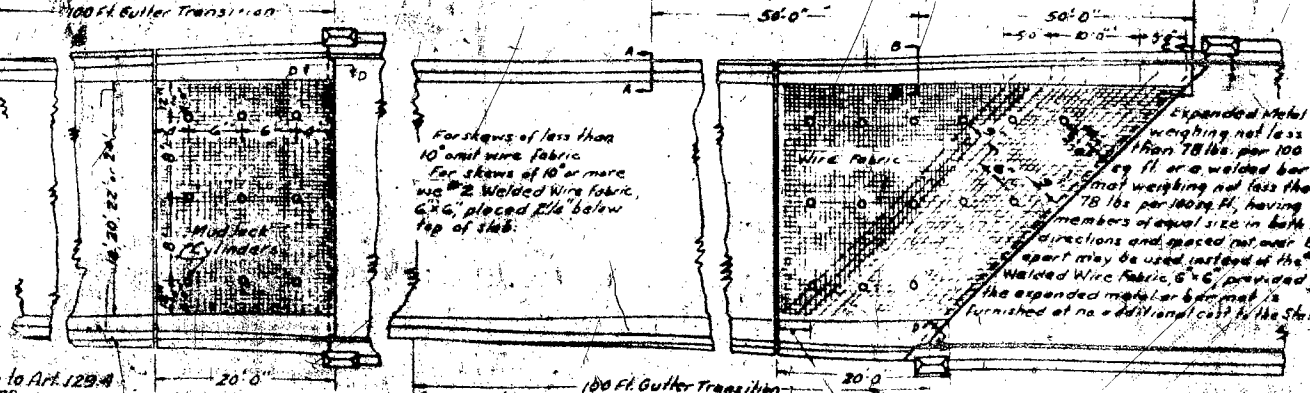
LONGITUDINAL SECTION THRU THICKENED EDGE OF SLAB



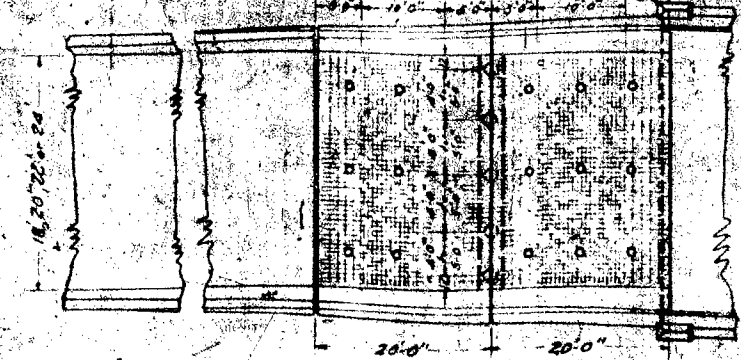
SECTIONAL VIEW OF CONCRETE SLAB AND CAP

Where the roadway width of the bridge exceeds the width of the approach base course by more than 6 ft, the Type B Gutter may be omitted, except where the base course flows in one direction. In such case, the gutter shall be constructed only on the low side of the base course. The cross section of the gutter at the bridge shall be transformed uniformly to the cross section shown in Section A-A, in the 100 ft gutter transition. Where the Type B Gutter is omitted, the depth shall be stepped up uniformly to a height of 2 inches above the edge of the base course and this shoulder shall extend approximately 10 feet back of the bridge, and taper in another 10 feet to the standard shoulder.

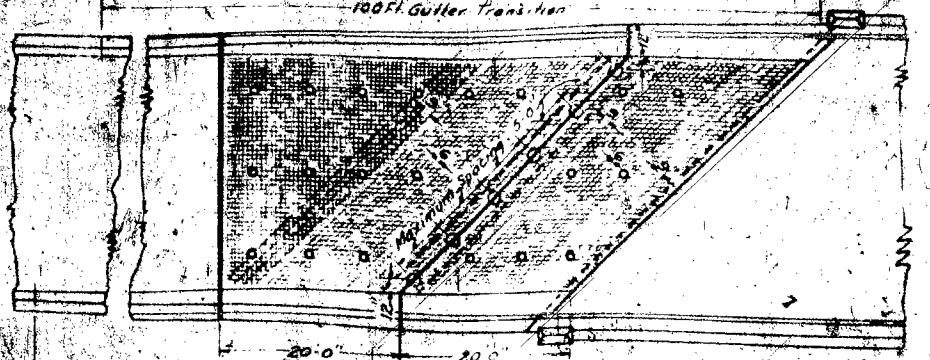
The Premoulded Joint Filler shall be included in the contract unit prices for PORTLAND CEMENT CONCRETE BASE COURSE (16 1/2\"/>



PLAN (METHOD I)



PLAN (METHOD II)



The slab or slabs shall be paid for at the contract unit price for PORTLAND CEMENT CONCRETE BASE COURSE (16 1/2\"/>

The Type B Gutter shall be paid for at the contract unit price for CONCRETE GUTTER TYPE B

The 100 ft Gutter Transition (including the bars) and the Premolded Cap shall be paid for at the contract unit price for CLASS X CONCRETE

All Reinforcement Bars except the gutter tie bars shall be paid for at the contract unit price for REINFORCEMENT BARS

The Welded Wire Fabric and the Expanded Metal shall be furnished and installed by the paving contractor and included in the contract unit price for PORTLAND CEMENT CONCRETE BASE COURSE (16 1/2\"/>