

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

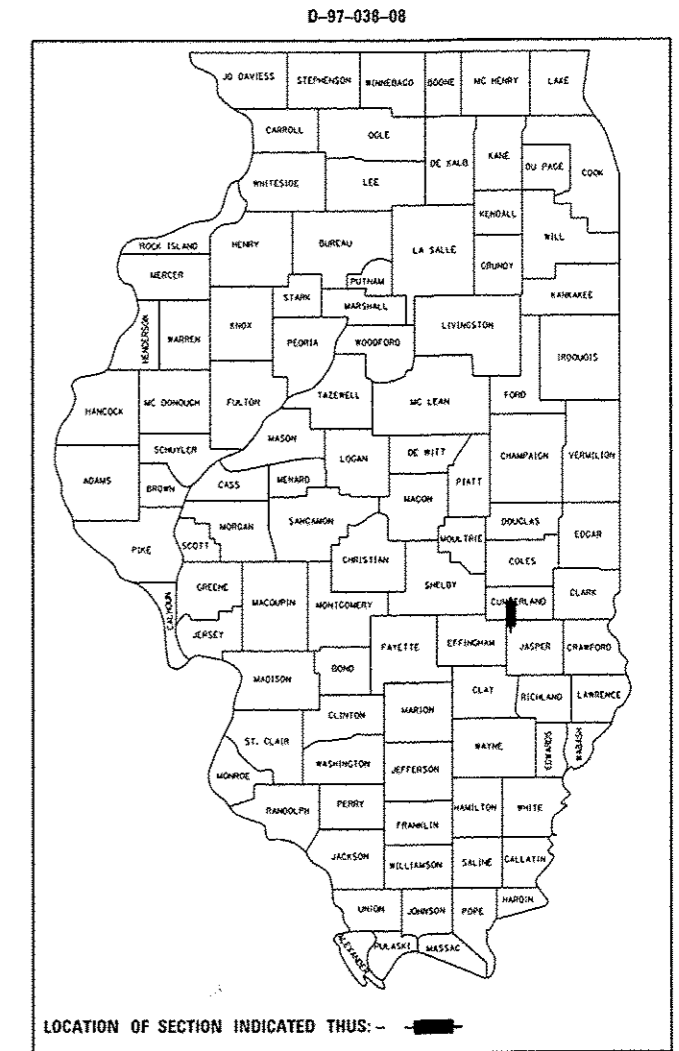
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 828 (ILL 121)
SECTION (108BR-1)B
PROJECT ACF-0828 (024)
BRIDGE REPLACEMENT
CUMBERLAND COUNTY

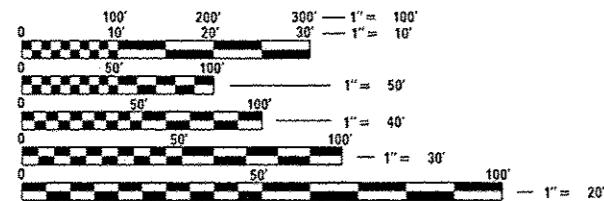
C-97-086-08

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	Cumberland	54	1
ILLINOIS CONTRACT NO. 74323				

FOR INDEX OF SHEETS, SEE SHEET NO. 2



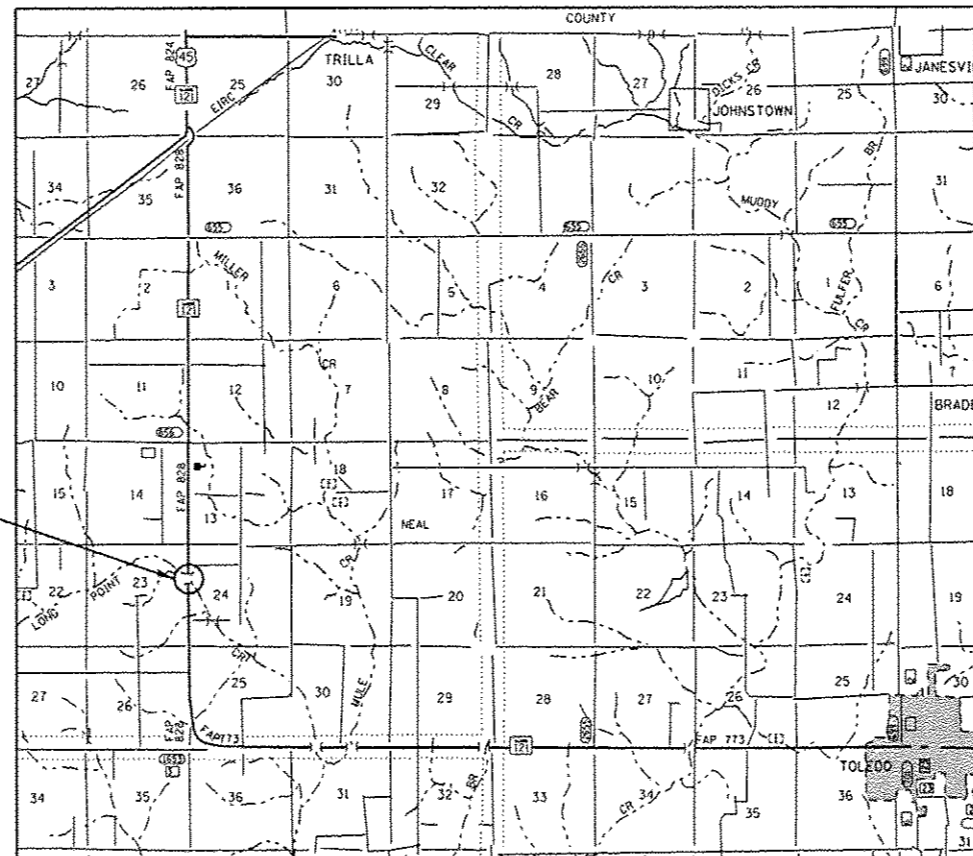
ADT = 2550 (2013)



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

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

PROJECT LOCATION
SN 018-0012



GROSS LENGTH = 800 FT. = 0.152 MILE
NET LENGTH = 800 FT. = 0.152 MILE

PROJECT ENGINEER: MARK DAUGHERTY
PROJECT MANAGER: JOYCE HEMMEN

CONTRACT NO. 74323

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 19, 2015
Roger L. Dinkel
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Oct 2, 2015
John D. Baranelli
ENGINEER OF DESIGN AND ENVIRONMENT

Oct 2, 2015
Omer Osman
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
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12	SPECIAL DETAIL FOR TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR
13	RIGHT-OF-WAY PLANS
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THE FOLLOWING STANDARDS AND DISTRICT DETAILS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 56:

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
406201-01	MAILBOX TURNOUT
420401-11	BRIDGE APPROACH PAVEMENT CONNECTOR
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
630001-10	STEEL PLATE BEAM GUARDRAIL
631031-13	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT OF WAY MARKERS
667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEED >= 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701901-04	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
B. L. R. 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
DETAIL NO Z0070202	SURVEY MARKER VAULT

FILE NAME =	USER NAME = staffanrk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Default	CHECKED -	REVISED -			828	(108BR-11B)	Cumberland	54	2	
Default	Default	DATE -	REVISED -			CONTRACT NO. 74323					
Default	Default	DATE -	REVISED -			SCALE: 3/4"	SHEET 1	OF 1	SHEETS	STA.	TO STA.

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" INDICATED ON THE CHECK SHEET, AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THE WORK INCLUDED IN THIS SECTION CONSISTS OF A COMPLETE STRUCTURE REPLACEMENT THAT IS A TWO SPAN, STEEL BEAM STRUCTURE 155'-2" BACK TO BACK OF ABUTMENTS ON OPEN INTEGRAL ABUTMENTS. THIS WORK INCLUDES THE REMOVAL OF THE EXISTING BRIDGE, CONSTRUCTION OF BRIDGE APPROACH PAVEMENTS. THE ROADWAY PROFILE SHALL BE RAISED TO COMPENSATE FOR THE 1'-10" ELEVATION CHANGE OF THE PROPOSED BRIDGE. 4' PAVED SHOULDERS SHALL BE CONSTRUCTED ALONG THE ROADWAY, NEW GUARDRAIL, AND ALL OTHER WORK NECESSARY TO COMPLETE THIS SECTION.

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO THE CONSTRUCTION OR ORDERING OF MATERIAL. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE LOCATIONS OF THE PERMANENT SURVEY MARKERS ARE TO BE DETERMINED BY THE RESIDENT ENGINEER OR BY CONTACTING THE CHIEF OF SURVEYS, UNLESS NOTED OTHERWISE ON THE PLANS. THE RESIDENT ENGINEER SHALL PROVIDE THE STATION, OFFSET, ELEVATION AND COORDINATES OF THE PERMANENT MARKERS TO THE DISTRICT 7 SURVEY CHIEF.

ALL ELEVATIONS SHOWN IN PLANS ARE BASED ON U. S. G. S. DATUM.

ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE FERTILIZED AND SEEDED. SEEDING SHALL BE CLASS 2(SPECIAL) IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND THE APPLICABLE ARTICLES OF SECTION 250 OF THE STANDARD SPECIFICATIONS.

PIPE DRAINS 4" SHALL BE ATTACHED TO PIPE UNDERDRAINS FOR STRUCTURES AND SHALL EXTEND TO THE BOTTOM OF THE EMBANKMENT SLOPE AND TERMINATE WITH A CONCRETE HEADWALL.

TREE REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE RESIDENT ENGINEER IN THE FIELD.

THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKINGS OF FACILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE THROUGH THE J. U. L. I. E. SYSTEM BY CALLING 800-892-0123.

RIGHT-OF-WAY MARKERS SHALL BE ERECTED WITH THE BACK FACE OF THE MARKER ON THE RIGHT-OF-WAY LINE UNLESS THE NEW RIGHT-OF-WAY LINE HAS BEEN SURVEYED AND PINNED. IN WHICH INSTANCE THE RIGHT-OF-WAY MARKER WILL BE ERECTED 12 INCHES INSIDE THE NEW RIGHT-OF-WAY LINE.

THE TOTAL QUANTITY OF PAINT PAVEMENT MARKING-LINE 4" CONSISTS OF 24374 FEET OF YELLOW AND 194921 FEET OF WHITE.

PAINT PAVEMENT MARKING ON CENTERLINE ROAD SHALL BE COMPLETED BEFORE DETOUR BEGINS.

ONE APPLICATION OF PAINT PAVEMENT MARKING ON BURMA ROAD SHALL BE COMPLETED BEFORE THE DETOUR BEGINS AND ONE APPLICATION OF PAINT PAVEMENT MARKING SHALL BE COMPLETED AFTER THE DETOUR ENDS.

THE TOTAL QUANTITY OF RAISED REFLECTIVE PAVEMENT MARKERS IS 11 2-WAY AMBER.

THE MATERIAL USED FOR AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE OR RAP.

AGGREGATE SURFACE COURSE, TYPE B SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESS TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICES FOR OTHER ITEMS IN THE CONTRACT.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE BITUMINOUS SURFACE COURSE.

MAILBOX TURNOUTS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF HMA SHOULDERS, 8".

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE: SURFACE COURSE
 APPLICATION: HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
 MIXTURE COMPOSITION: IL-9.5
 FRICTION AGGREGATE: MIXTURE C

MIXTURE USE: BINDER COURSE (VARIABLE DEPTH)
 APPLICATION: HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
 MIXTURE COMPOSITION: IL-19.0
 FRICTION AGGREGATE: N/A

MIXTURE USE: HMA SHOULDERS 8" (BOTTOM LIFT)
 APPLICATION: HOT-MIX ASPHALT SHOULDERS
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 30
 MIXTURE COMPOSITION: IL-19.0L
 FRICTION AGGREGATE: N/A

MIXTURE USE: HMA SHOULDERS 8" (TOP LIFT)
 APPLICATION: HOT-MIX ASPHALT SHOULDERS
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 30
 MIXTURE COMPOSITION: IL-9.5L
 FRICTION AGGREGATE: N/A

MIXTURE USE: INCIDENTAL BITUMINOUS SURFACING
 APPLICATION: HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
 MIXTURE COMPOSITION: IL-9.5
 FRICTION AGGREGATE: MIXTURE C

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

FILE NAME : p:\11084EBID\INTEG. Illinois.gov\FWIDOT\Documents\1001 Offices\District 7\Projects\74323\Drawings\CAD\Sheets\0774323-sht-gennotes.dwg	USER NAME : stef fennak	DESIGNED - DRAWN to CAD sheets\0774323-sht-gennotes.dwg	REVISED - REVISED -	SCALE: NA	SHEET 1 OF 1 SHEETS	STA. TO STA.	F.A.P. RTE.: 828	SECTION: (108BR-11B)	COUNTY: Cumberland	TOTAL SHEETS: 54	SHEET NO.: 3
Default	PLOT SCALE : 40.0000 / 1.00	CHECKED - DATE -	REVISED - REVISED -				CONTRACT NO. 74323		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0011 80% FED 20% STATE		
20200100	EARTH EXCAVATION	CU YD	43	43		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	75	75		
20400800	FURNISHED EXCAVATION	CU YD	1213	1213		
28000305	TEMPORARY DITCH CHECKS	FOOT	23	23		
28000400	PERIMETER EROSION BARRIER	FOOT	1536	1536		
28100109	STONE RIPRAP, CLASS A5	SQ YD	1325	1325		
28200200	FILTER FABRIC	SQ YD	1325	1325		
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	10	10		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1485	1485		
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	686	686		
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	158	158		
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	50	50		
44000100	PAVEMENT REMOVAL	SQ YD	264	264		
44004250	PAVED SHOULDER REMOVAL	SQ YD	311	311		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0011 80% FED 20% STATE		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	75	75		
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1115	1115		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1		
50200100	STRUCTURE EXCAVATION	CU YD	259	259		
50200300	COFFERDAM EXCAVATION	CU YD	62.5	62.5		
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1	1		
50300225	CONCRETE STRUCTURES	CU YD	176.6	176.6		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	338.4	338.4		
50300260	BRIDGE DECK GROOVING	SQ YD	790	790		
50300300	PROTECTIVE COAT	SQ YD	984	984		
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1		
50500505	STUD SHEAR CONNECTORS	EACH	2790	2790		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	98240	98240		
51201400	FURNISHING STEEL PILES HP10X42	FOOT	588	588		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		0011 80% FED 20% STATE	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	374	374	
51202305	DRIVING PILES	FOOT	588	588	
51203400	TEST PILE STEEL HP10X42	EACH	1	1	
51204650	PILE SHOES	EACH	22	22	
51500100	NAME PLATES	EACH	1	1	
52100520	ANCHOR BOLTS, 1"	EACH	24	24	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	12	12	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	77	77	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4	
60100905	PIPE DRAINS 4"	FOOT	50	50	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	237.5	237.5	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6	6	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		0011 80% FED 20% STATE	
63200310	GUARDRAIL REMOVAL	FOOT	504	504	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	4	4	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	3	3	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	LSUM	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1	1	
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	LSUM	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	154	154	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1891	1891	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	51	51	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	219295	219295	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	11	11	

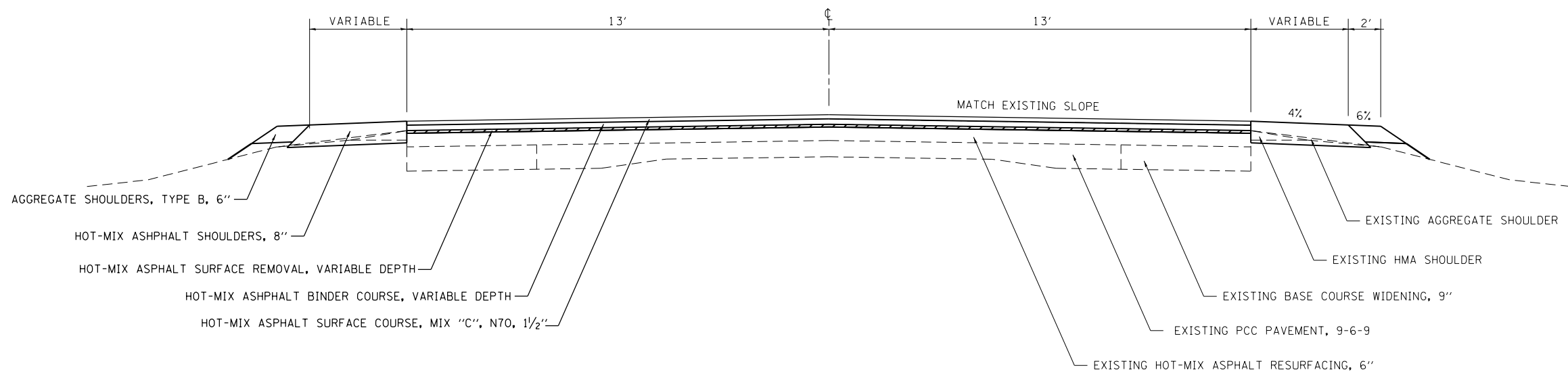
* SPECIALTY ITEM

FILE NAME: p:\NL80468\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 7\Projects\74323\DRAWING\CD\Sheets\0774323-sht-500.dgn	USER NAME: atoffanck	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:
PLOT SCALE: 1/8" = 1'-0"	CHECKED: -	REVISED: -	828			(108BR-1)B	Cumberland	54	5	
PLOT DATE: 8/17/2019	DATE: -	REVISED: -	CONTRACT NO. 74323							
ILLINOIS FED. AID PROJECT										

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		0011 80% FED 20% STATE	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	20	20	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6	
X2501000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.6	0.6	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	1878	1878	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	110.7	110.7	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	28	28	
Z0004552	APPROACH SLAB REMOVAL	SO YD	219	219	
Z0016702	DETOUR SIGNING	LSUM	1	1	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	180	180	
Z0065000	SETTING PILES IN ROCK	EACH	11	11	
Z0070202	SURVEY MARKER VAULT	EACH	2	2	
Z0076600	TRAINEES	HOUR	500	500	
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	

SUMMARY OF QUANTITIES				TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT				

Ø 0042
* SPECIALTY ITEM



STA 228+50 TO STA 231+59.98
 OMISSION FOR PAVEMENT CONNECTOR, BRIDGE APPROACH PAVEMENT AND BRIDGE OMISSION
 STA 233+80.02 TO STA 237+20

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 7\Projects\74323\Drawings\CAD\Drawings\0774323-sht.tpc\0774323-sht.tpc	DRAWN -	CHECKED -	REVISED -					828	(108BR-1)B	Cumberland	54	7
Default	PLOT SCALE = 4.0000' / in.	DATE -	REVISED -		SCALE: NA SHEET 1 OF 1 SHEETS STA. TO STA.			CONTRACT NO. 74323				
	PLOT DATE = 8/17/2015	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

PAVING SCHEDULE				BITUMINOUS MATERIALS PRIME COAT	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	AGGREGATE SHOULDERS, TYPE B	HOT-MIX ASPHALT SHOULDERS, 8"	HMA SURFACE REMOVAL, VARIABLE DEPTH	APPROACH SLAB REMOVAL	
STATION TO STATION		LENGTH	WIDTH											
MAINLINE	SIDE	FOOT	FOOT	POUND	TON	TON	SO YD	SO YD	SO YD	TON	SO YD	SO YD	SO YD	
228+50.0	229+75.0	LT & RT	125	26	243.75		30.3					895.5		
229+75.0	231+47.0	LT & RT	172	26	335.40	243.2	41.7							
231+47.0	231+73.0	LT & RT	26	26	25.35	34.1	3.2	25.2	132.1				109.5	
233+67.0	233+93.0	LT & RT	26	26	25.35	37.2	3.2	25.2	132.1				109.5	
233+93.0	236+28.0	LT & RT	235	26	458.25	371.1	57.0							
236+28.0	237+20.0	LT & RT	92	26	179.40		22.3					982.2		
SUB TOTAL					1268	686	158	50	264	0	0	0	1878	219
SHOULDERS				SIDE										
228+50.0	232+04.0	LT	354.0	3.5' - 9.5'	57.0				78.7	18.7	311.8			
228+50.0	231+65.0	RT	315.0	3' - 9.5'	56.8				70.0	18.0	255.1			
233+75.0	237+20.0	LT	345.0	3.5' - 9.5'	56.9				76.7	18.8	282.3			
233+36.0	237+20.0	RT	384.0	3.5' - 9.5'	47.2				85.3	19.5	266.2			
SUB TOTAL					218				311	75	1115			
GRAND TOTAL					1485	686	158	50	264	311	75	1115	1878	219

GUARDRAIL SCHEDULE							
SIDE	STATION TO STATION		FOOT	EACH	EACH	FOOT	EACH
LT	230+55.4	231+99.2	50	1	1	101	4
RT	229+31.7	231+63.0	137.5	1	1	150	4
LT	233+77.0	234+83.0	12.5	1	1	0	4
LT	235+29.0	236+29.0	0		2	152	4
RT	233+41.0	234+72.6	37.5	1	1	101	4
TOTALS			237.5	4	6	504	20

EARTHWORK SCHEDULE				
LOCATION	EARTH EXCAVATION	EMBANKMENT REQUIRED	EARTH EXCAVATION AVAILABLE (ADJUSTED FOR SHRINKAGE - 25%)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
228+50	237+20	43	1244	31
TOTAL		43	1244	31

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS SCHEDULE			
SIDE	STATION	OFFSET (FOOT)	QUANTITY (EACH)
LT	231+00.00	45	1
LT	234+00.00	60	1
LT	237+50.00	60	1
LT	240+00.00	45	1
TOTAL			4

EROSION CONTROL SCHEDULE						
LOCATION	SIDE	FOOT	FOOT	SO YD	SO YD	ACRE
228+50	232+04	LT	365			0.08
233+75	237+20	LT	23	377		0.20
228+50	231+65	RT		356		0.15
233+36	237+20	RT		438		0.18
SN 018-0066	LT & RT			1325	1325	
TOTALS		23	1536	1325	1325	0.6

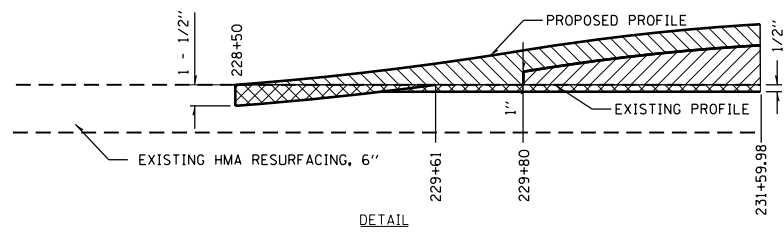
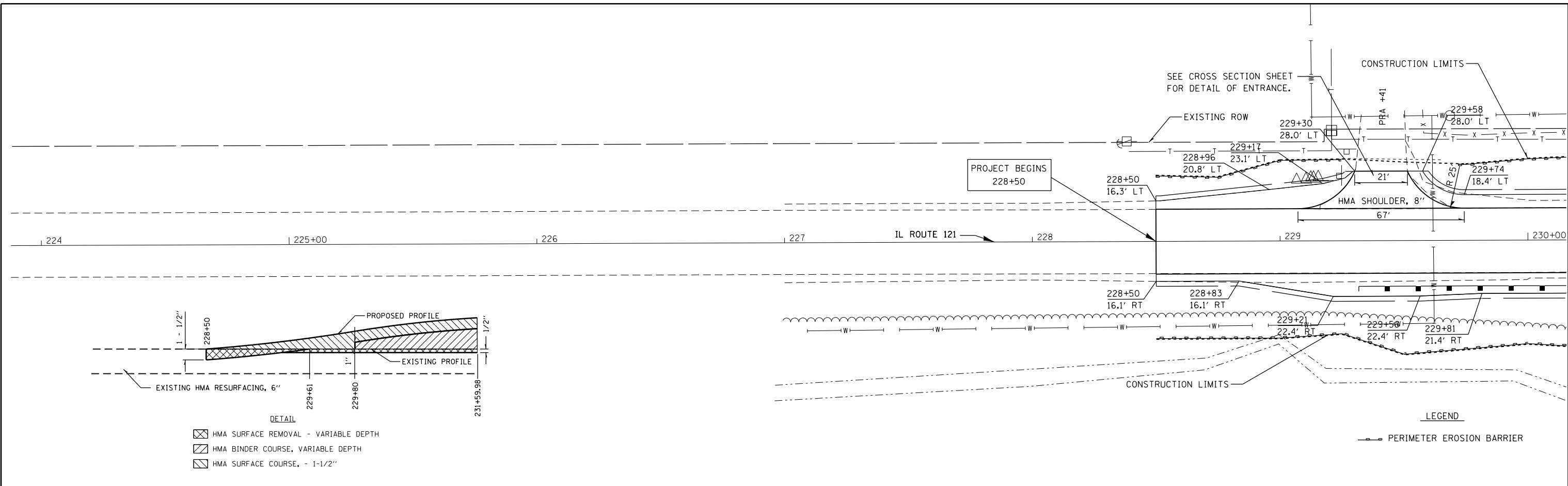
PAVEMENT MARKING SCHEDULE									
LOCATION	LENGTH	PRA GAPS	YELLOW	WHITE		YELLOW	WHITE		
STATION TO STATION	(FOOT)	(FOOT)	(FOOT)	(FOOT)	FOOT	SO FT	(FOOT)	(FOOT)	(EACH)
228+50.0	237+20.0	870.0	67	217.5	1673	154	51	217.5	1673
CENTERLINE ROAD			26928.0	13464	107712				
BURMA ROAD			42768.0	10692	85536				
				24373.5	194921				
TOTALS				219295	154	51	1891		11

SURVEY MARKER SCHEDULE		
LOCATION	PERMANENT SURVEY MARKERS, TYPE 1 (EACH)	PERMANENT SURVEY MARKERS, TYPE 2 (EACH)
*NORTH OF STRUCTURE		1
*SOUTH OF STRUCTURE		1
236+00, 0' OFFSET	1	1
233+68.08, 0' OFFSET	1	1
** SN 018-0012	1	
TOTAL	3	2

* LOCATIONS TO BE DETERMINED BY THE RESIDENT ENGINEER
 ** IF POSSIBLE PLACE ON BACK OF THE ABUTMENT

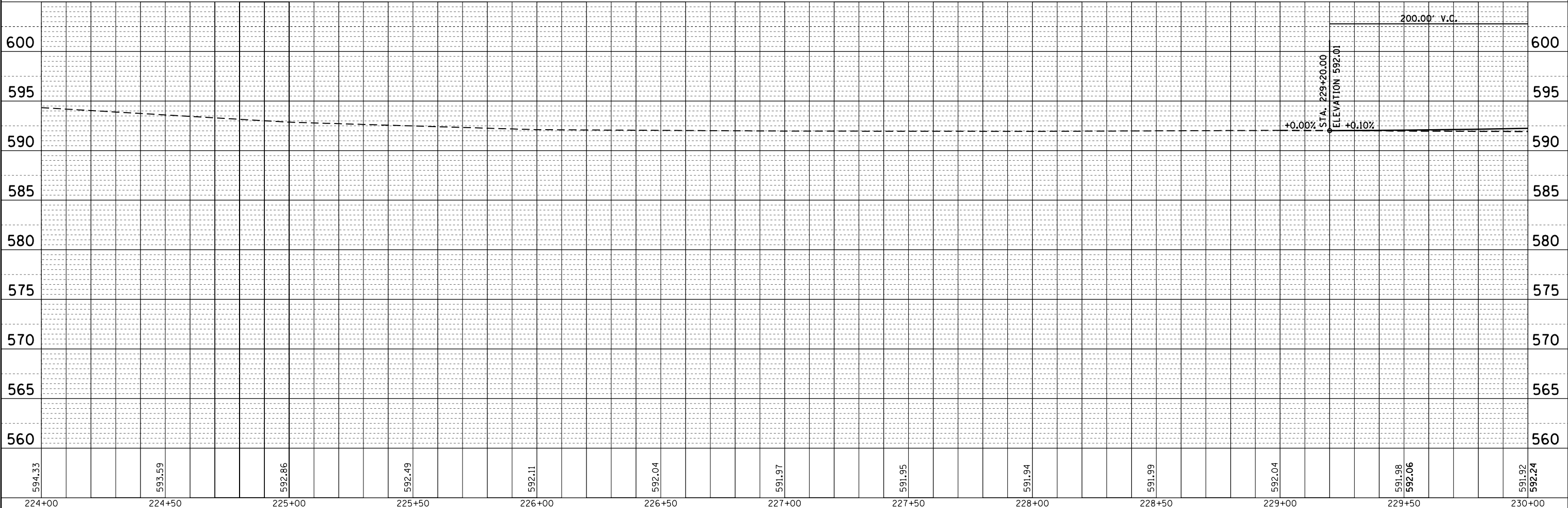
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	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOT AT THIS OFFICE	
	NO.	



- HMA SURFACE REMOVAL - VARIABLE DEPTH
- HMA BINDER COURSE, VARIABLE DEPTH
- HMA SURFACE COURSE, - 1-1/2"

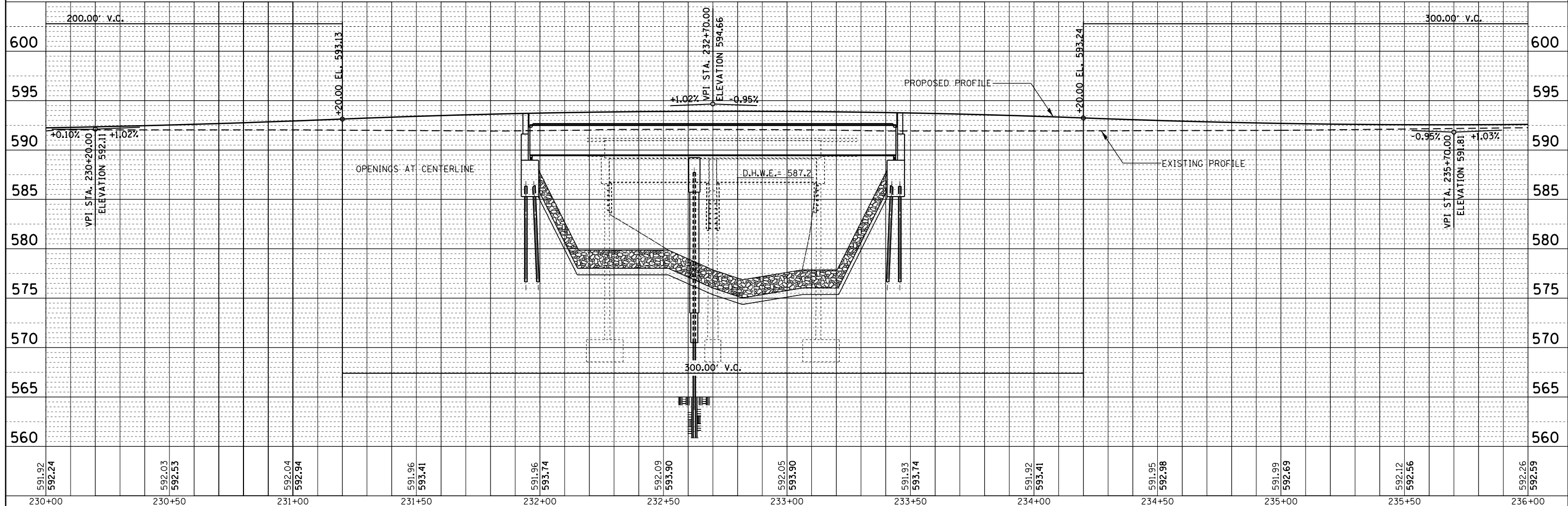
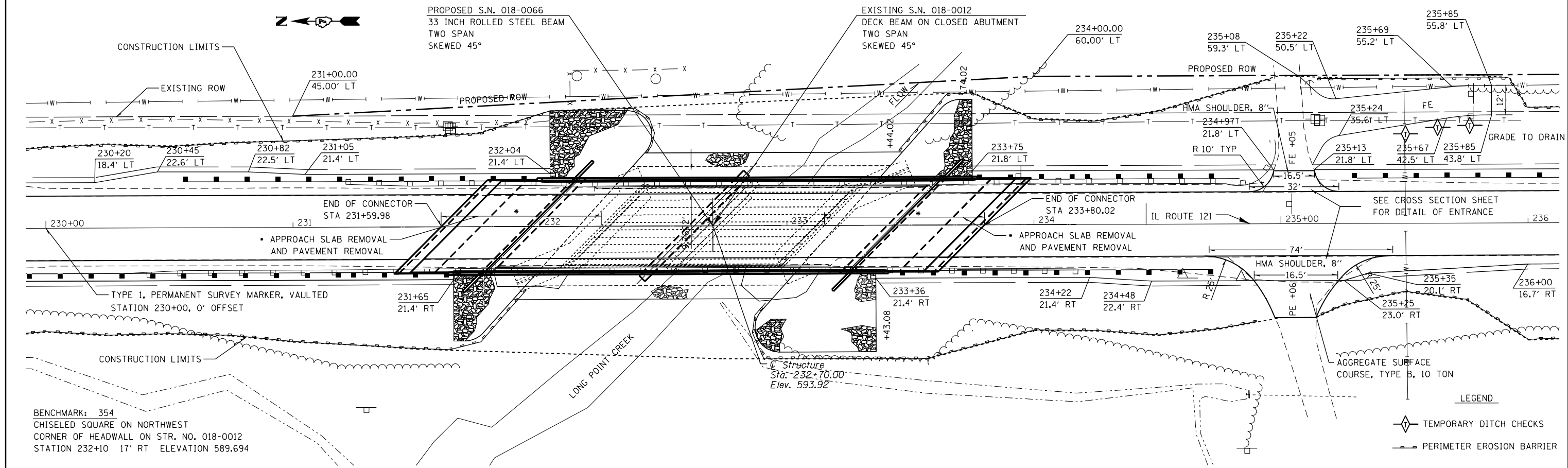
LEGEND
 PERIMETER EROSION BARRIER



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						828	(108BR-1)B	CUMBERLAND	54	9
						CONTRACT NO. 74323				
						ILLINOIS FED. AID PROJECT				
PLOT SCALE = 40.0000' / in.		CHECKED -		SCALE: 20		SHEET NO. 1 OF 3 SHEETS		STA. 224+00 TO STA. 230+00		
PLOT DATE = 8/24/2015		DATE = 11/30/20								

DATE	
BY	
SURVEYED	
PLOTTED	
ALIGNED	
CHECKED	
NO. _____	
NOTE BOOK	
NO. _____	
FILE NAME	
NO. _____	

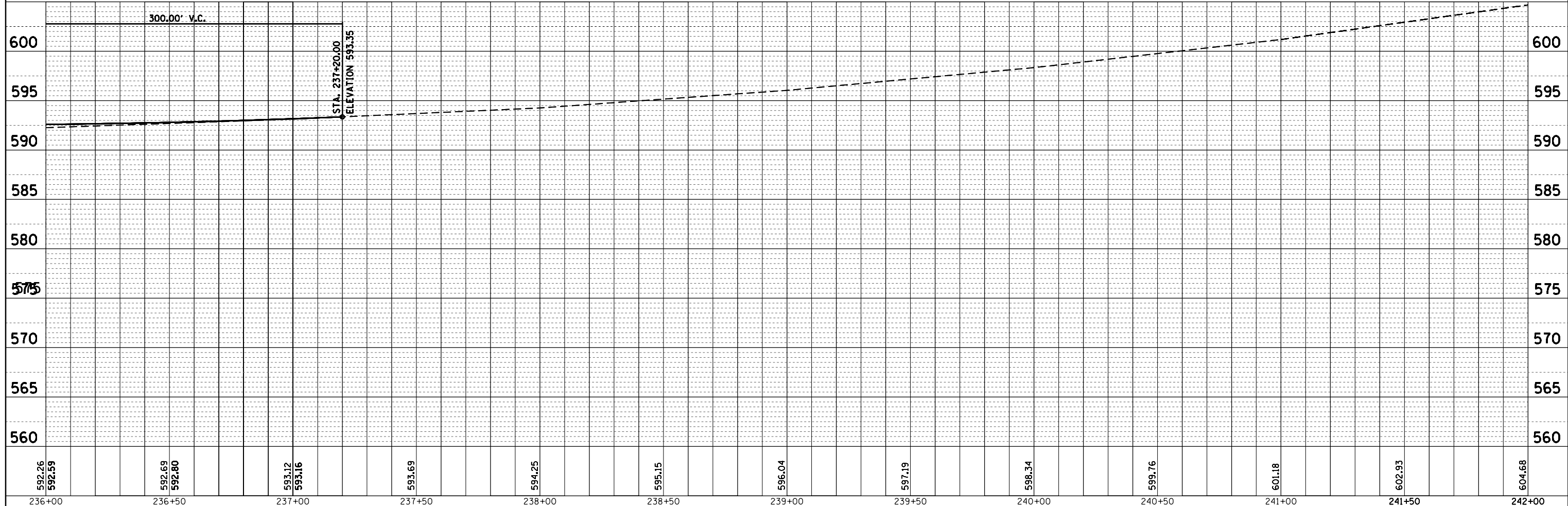
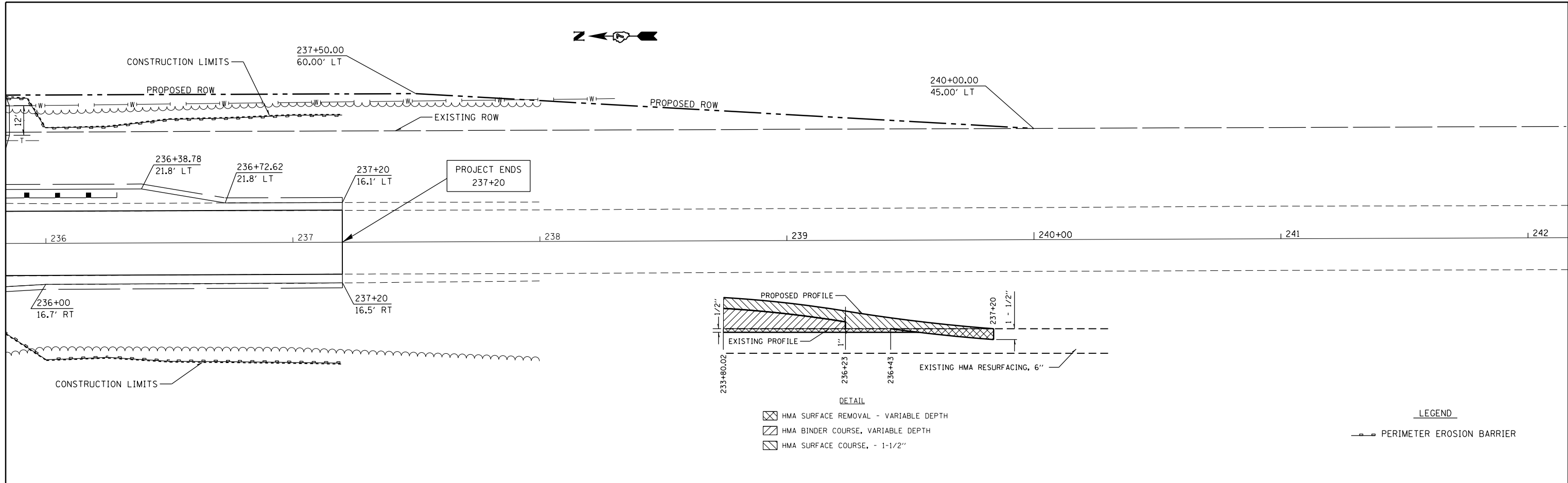
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BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
NO. _____	
NOTE BOOK	
NO. _____	
FILE NAME	
NO. _____	



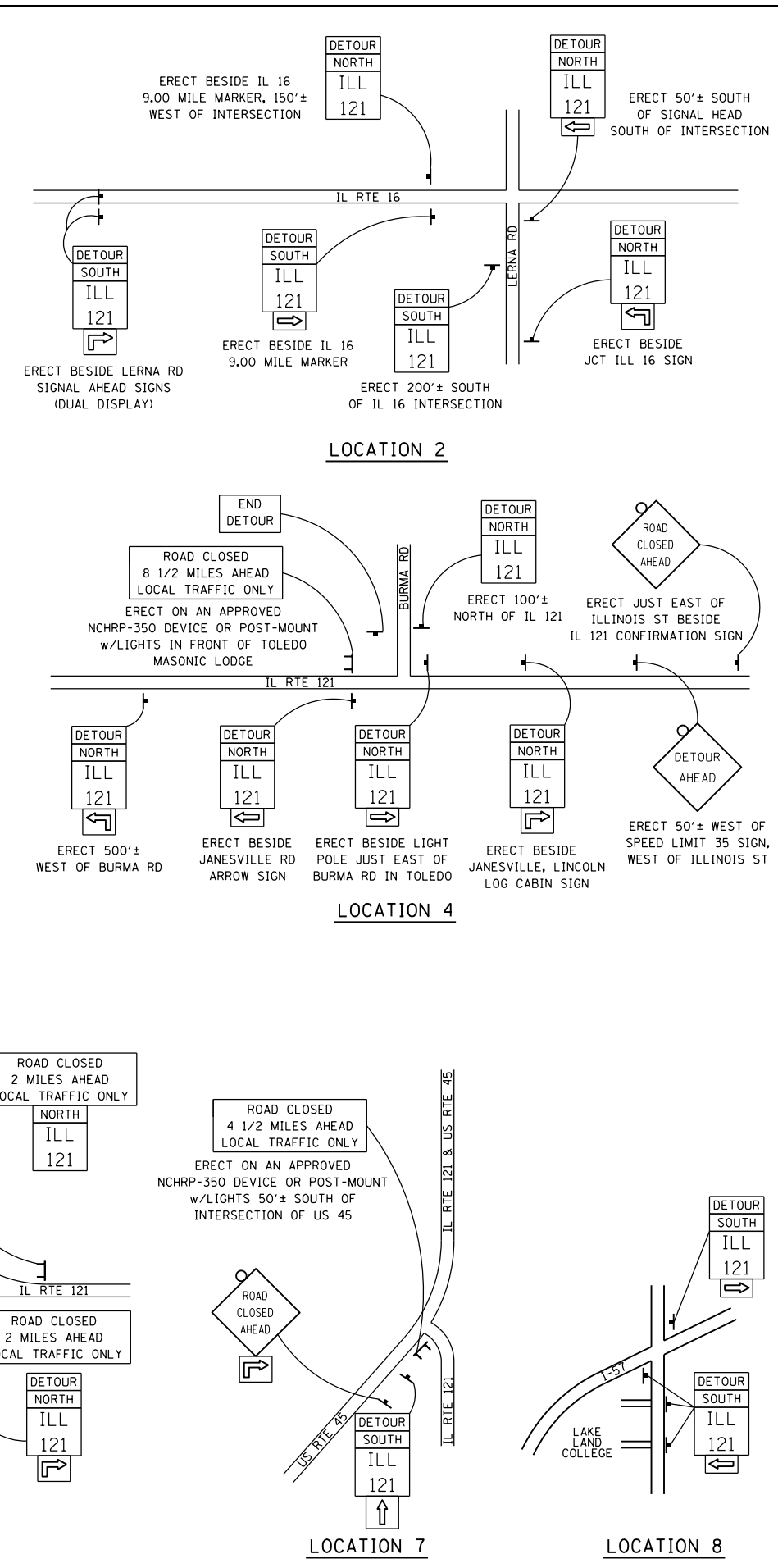
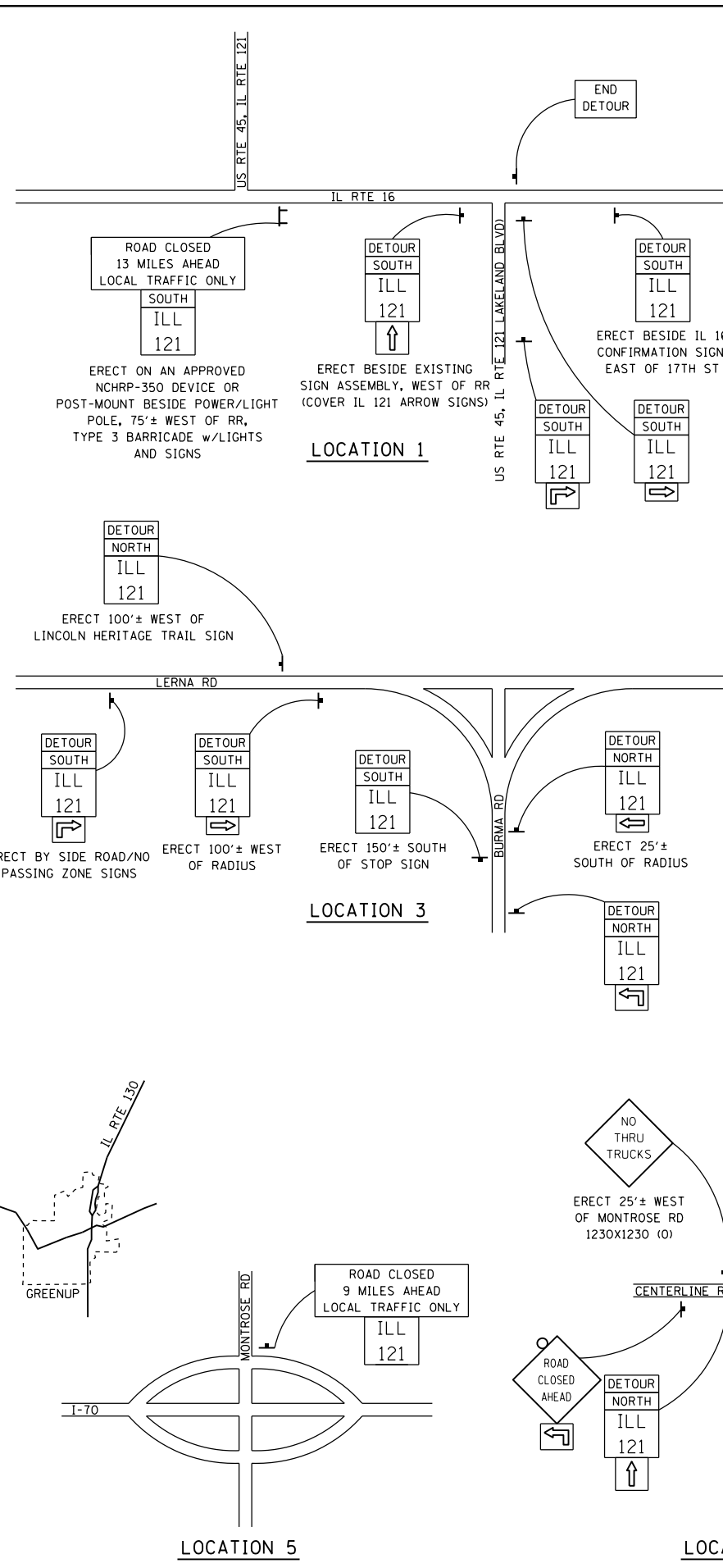
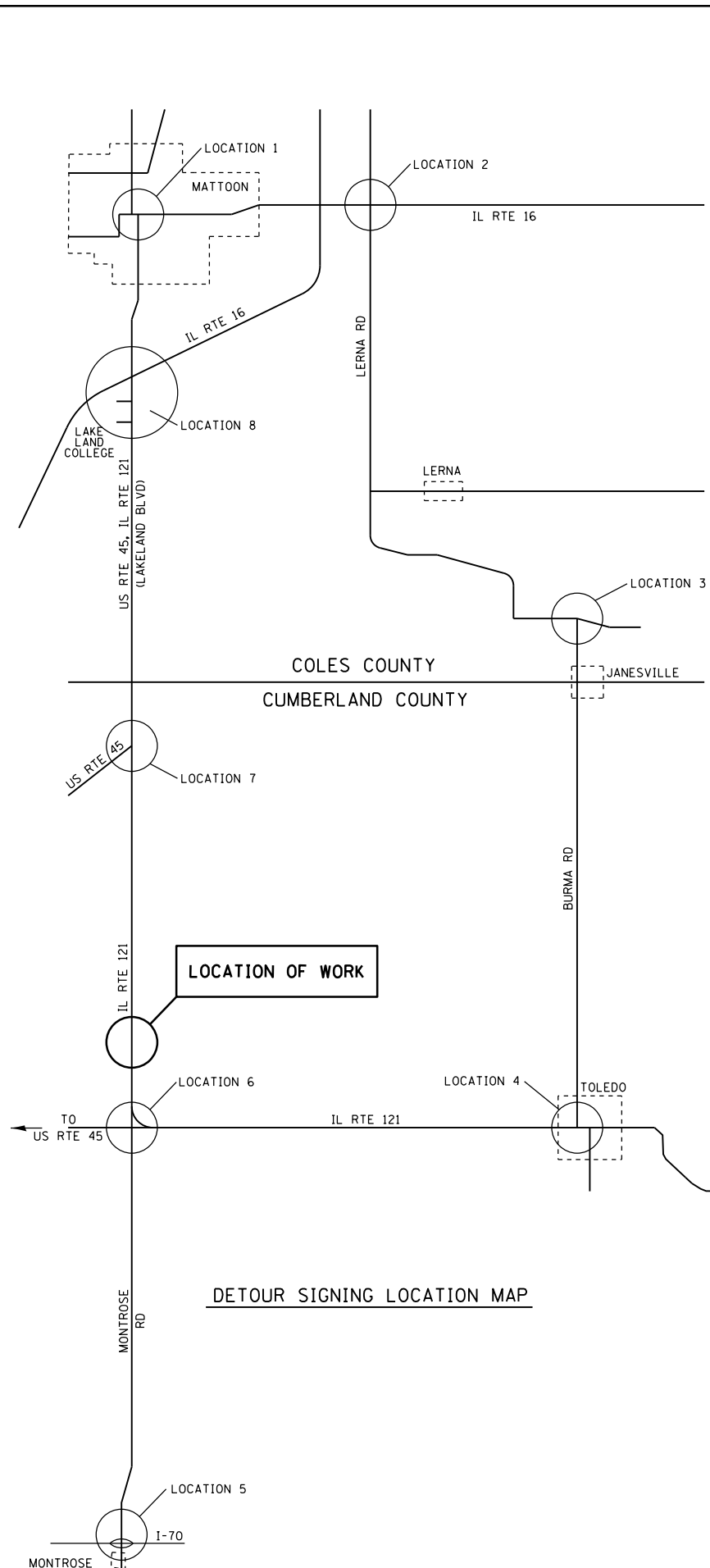
FILE NAME =	USER NAME = steffennik	DESIGNED - ESS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				PLAN AND PROFILE SHEET STRUCTURE 018-0012				F.A.P. RTE. 828	SECTION (108BR-1)B	COUNTY CUMBERLAND	TOTAL SHEETS 54	SHEET NO. 10
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -	SCALE: 20				SHEET NO. 2 OF 3 SHEETS				CONTRACT NO. 74323				
PLOT DATE = 8/24/2015		DATE = 11/30/20	REVISED -	STA. 230+00 TO STA. 236+00				ILLINOIS FED. AID PROJECT								

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NO.		



FILE NAME =	USER NAME = steffennk	DESIGNED - ESS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE SHEET STRUCTURE 018-0012	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -			REVISED -			828	(108BR-1)B	CUMBERLAND	54	11
PLOT SCALE = 40.0000' / in.			CHECKED -			REVISED -	CONTRACT NO. 74323			
PLOT DATE = 8/24/2015			DATE = 11/30/20			REVISED -	ILLINOIS FED. AID PROJECT			
SCALE: 20		SHEET NO. 3 OF 3 SHEETS		STA. 236+00 TO STA. 242+00						



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
p:\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 7\Projects\74323\Drawings\CABsheets\0774323-Staging.dgn		REVISOR -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

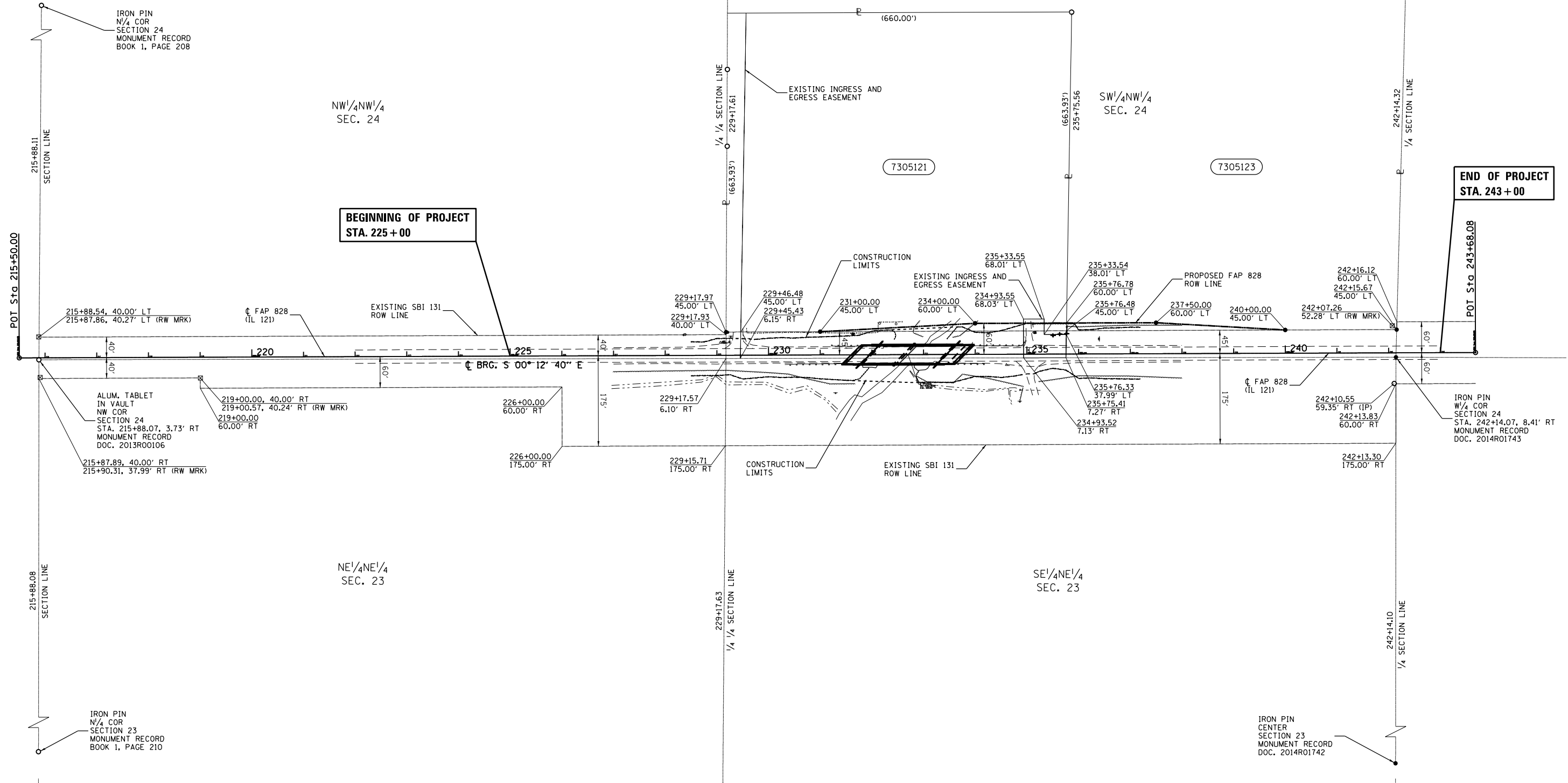
**SPECIAL DETAIL FOR TRAFFIC CONTROL AND
PROTECTION FOR TEMPORARY DETOUR**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	Cumberland	54	12
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				

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

T.10N.-R.7E., 3rd P.M., NEOGA TWP.

IRON PIN
CENTER
SECTION 24
MONUMENT RECORD
DOC. 2014R01743



- - EXISTING IRON PIN
- - SET IRON PIN
- ▲ - EXISTING STONE
- ▣ - EXISTING ROW MARKER
- (R) RECORDED DISTANCE

NOTE:
BEARINGS ARE REFERENCED TO THE
ILLINOIS STATE PLANE COORDINATE
SYSTEM EAST ZONE DATUM OF 1983(07)

TEMPORARY EASEMENTS NEEDED FOR A
WORK AREA

PARCEL	OWNER	AREA TAKEN		EASEMENT	AREA REM	INST	RECORDED				EXCESS		
		ADD	EXIST				MICRO FILM NO	DATE	BOOK	PAGE	AREA	SOLD	
7305121	CHAD A. MARTIN	0.112 AC.	0.781 AC.		9.268 AC.								
7305123	DENNIS E. FETTERS	0.103 AC.	0.775 AC.		28.760 AC.								

FILE NAME D774323-sht-row.dgn	USER NAME = steffenmk	DESIGNED - JMD	REVISED -
		DRAWN - JMD	REVISED -
		CHECKED - JMD	REVISED -
		DATE - 09/08/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

PROJECT	JOB NO. R-97-005-13
SCALE: 1" = 100'	SHEET NO. 1 OF 1 SHEETS
STA. 216+00.00 TO STA. 243+00.00	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	13
CONTRACT NO. 74323				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Bench Mark: Chiseled square on N.W. corner of headwall on Structure No. 018-0012. Sta. 232+10, 17' Rl. Elevation 589.69.

Existing Structure: S.N. 018-0012 originally built in 1928 as Rte. 131, Section 108-B at Station 232+70. The structure consisted of two 44'-3" simple spans on closed abutments skewed at 45 degrees with a 22'-0" width. Structure consists of RC closed abutments and RC solid pier setting on spread footings. In 1981 the structure underwent reconstruction and was replaced with 11 three ft wide deck beams, providing a width of 33'-0" and a length of 80'-3" back to back abutments. In 2008 & 2009 temporary support beams were placed under beam 6 in the north span and beam 4 in both spans due to delamination noted in prior inspections. Existing structure is to be removed and replaced. Traffic shall be detoured during construction.

No salvage.

DESIGN SCOUR ELEVATION TABLE

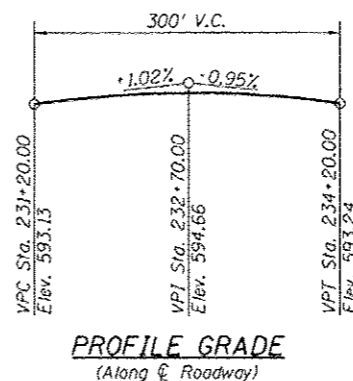
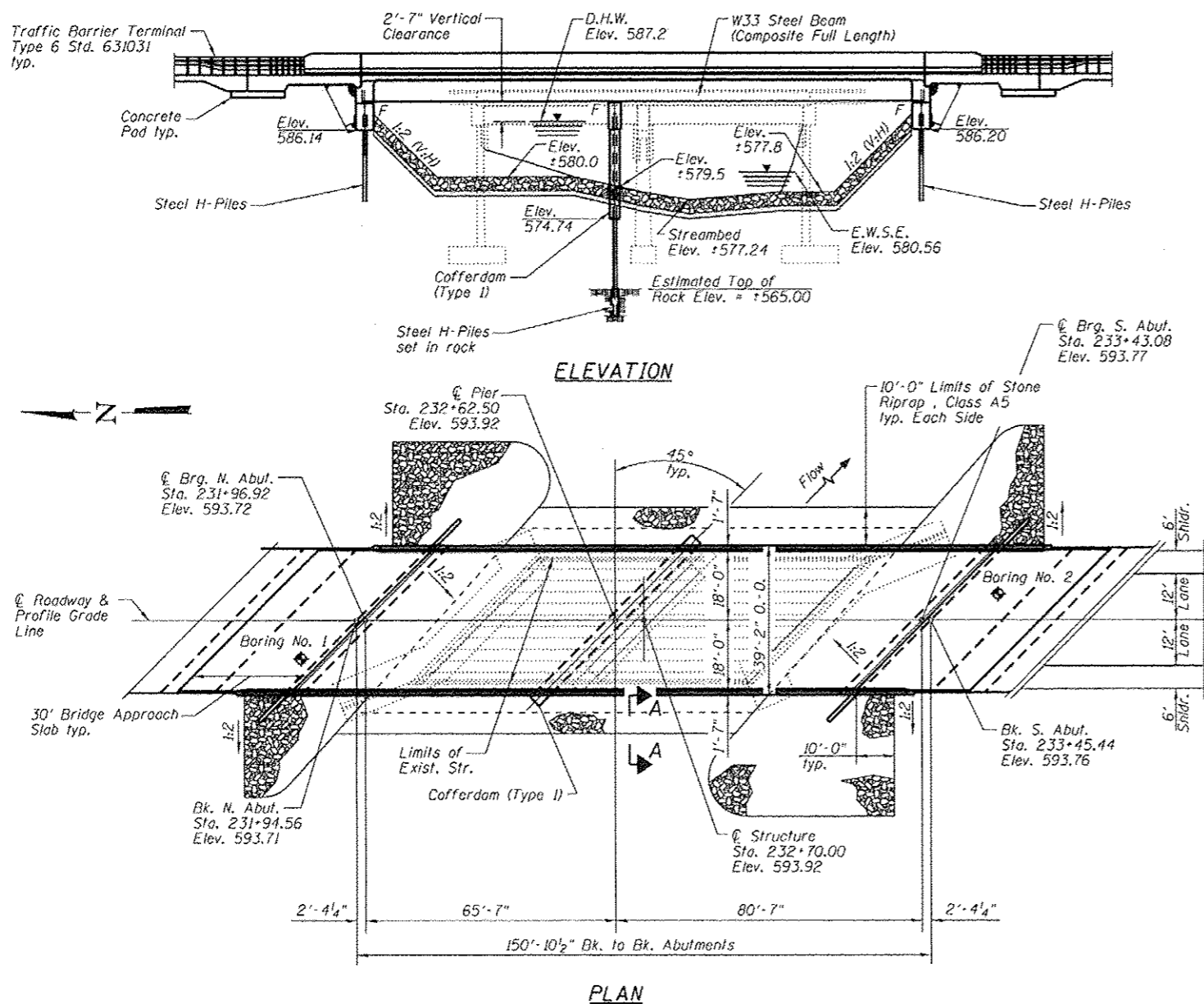
Design Scour Elevation (ft.)	N. Abut.	Pier	S. Abut.
	586.14	566.00	586.20

WATERWAY INFORMATION

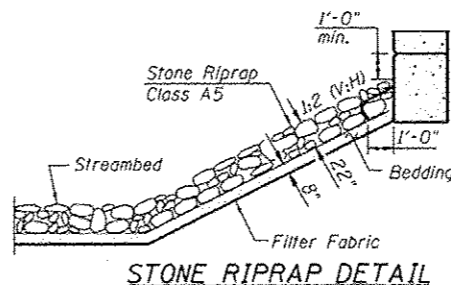
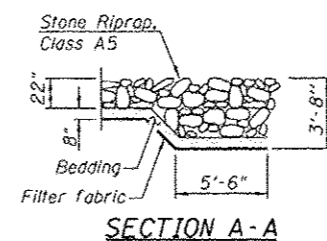
Drainage Area = 8.58 Sq. Mi. Existing Low Grade Elev. 591.92 @ Sta. 230+00
Proposed Low Grade Elev. 592.01 @ Sta. 229+20

Flood Yr.	Freq.	C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head-Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
10	1860	349	552	586.2	1.3	1.0	587.5	587.2	
Design	50	3010	403	637	587.2	2.0	1.6	589.2	588.8
Base	100	3520	427	675	587.6	3.2	1.7	590.8	589.3
Max. Calc.	500	4790	482	764	588.5	3.3	2.1	591.8	590.6

10 Yr. Velocity = 5.33 fps (Existing) and 3.37 fps (Proposed)



PROFILE GRADE
(Along & Roadway)



DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications 6th Edition

LOADING HL 93

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

DESIGN STRESSES

FIELD UNITS

$f_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (Structural Steel AASHTO M270 Grade 50)

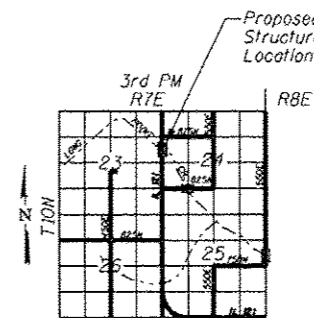
SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{d1}) = 0.192g
Design Spectral Acceleration at 0.2 sec. (S_{d5}) = 0.416g
Soil Site Class = D

STA. 232+70.00
BUILT 20.. BY
STATE OF ILLINOIS
F.A.P. 828 SECTION (108BR-1)B
LOADING HL 93
STR. NO. 018-0066

NAME PLATE

(See Std. 515001)



LOCATION SKETCH

GENERAL PLAN & ELEVATION
IL 121 OVER LONG POINT CREEK
FAP 828 - SECTION (108BR-1)B
CUMBERLAND COUNTY
STATION 232+70
STRUCTURE NO. 018-0066



Keith W. Benting
KEITH W. BENTING
ILL. STRUCTURAL NO. 081-004777
EXPIRES 11/30/2016
DATE 8/17/2015

APPROVED
For Structural Adequacy Only
Dr. Carl Ruyger
Engineer of Bridges & Structures



USER NAME	DESIGNED	REVISIONS
MJP	MJP	REVISIONS
BMZ	BMZ	REVISIONS
BKN	BKN	REVISIONS
KWB	KWB	REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 018-0066

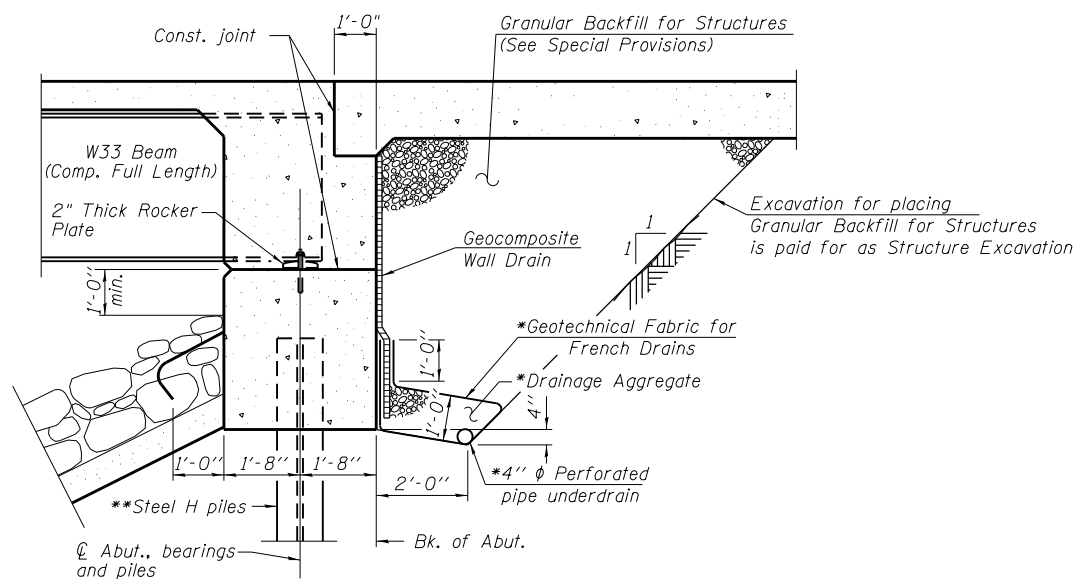
SHEET NO. 1 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	14
			CONTRACT NO. 74323	

ILLINOIS FED. AID PROJECT

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ "-in. ϕ , holes $\frac{15}{16}$ " -in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel: Grade 50 = 184,590 lbs., Grade 36 = 6,630 lbs.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The Contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing beams when developing construction procedures for the removal and replacement of this structure.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1.
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- Current Ratings on File for Existing Structure
Inventory: HS 21
Operating: HS 36
Live Load Restrictions: No
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.
- Slipforming of the parapets is not allowed.



SECTION THRU INTEGRAL ABUTMENT

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

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

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 60110).

**See Sheets 13 & 14 of 18 for actual pile orientation

BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.	1325		1325
Filter Fabric	Sq. Yd.		1325	1325
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		259.0	259.0
Cofferdam Excavation	Cu. Yd.		62.5	62.5
Cofferdam (Type 1) (Location - 1)	Each		1	1
Concrete Structures	Cu. Yd.		176.6	176.6
Concrete Superstructure	Cu. Yd.	338.4		338.4
Bridge Deck Grooving	Sq. Yd.	790		790
Protective Coat	Sq. Yd.	984		984
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	2790		2790
Reinforcement Bars, Epoxy Coated	Pound	77,470	20,770	98,240
Furnishing Steel Piles HP10x42	Foot		588	588
Furnishing Steel Piles HP12x53	Foot		374	374
Driving Piles	Foot		588	588
Test Pile Steel HP10x42	Each		1	1
Pile Shoes	Each		22	22
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		24	24
Anchor Bolts, 1 1/4"	Each		12	12
Geocomposite Wall Drain	Sq. Yd.		77	77
Pipe Underdrains for Structures 4"	Foot		180	180
Setting Piles in Rock	Each		11	11
Granular Backfill for Structures	Cu. Yd.		110.7	110.7

INDEX OF SHEETS

- General Plan and Elevation
- General Notes, Bill of Material, Index of Sheets & Abut. Section
- Top of Slab Elevations
- Top of Slab Elevations
- Top of Approach Slab Elevations
- Superstructure
- Superstructure Details
- Diaphragm Details
- Bridge Approach Slab Details - Sheet 1 of 2
- Bridge Approach Slab Details - Sheet 2 of 2
- Structural Steel
- Structural Steel Details
- North Abutment
- South Abutment
- Pier
- HP Pile Details
- Soil Boring & Rock Core Log - Boring No. 1
- Soil Boring Log - Boring No. 2 & Subsurface Data Profile

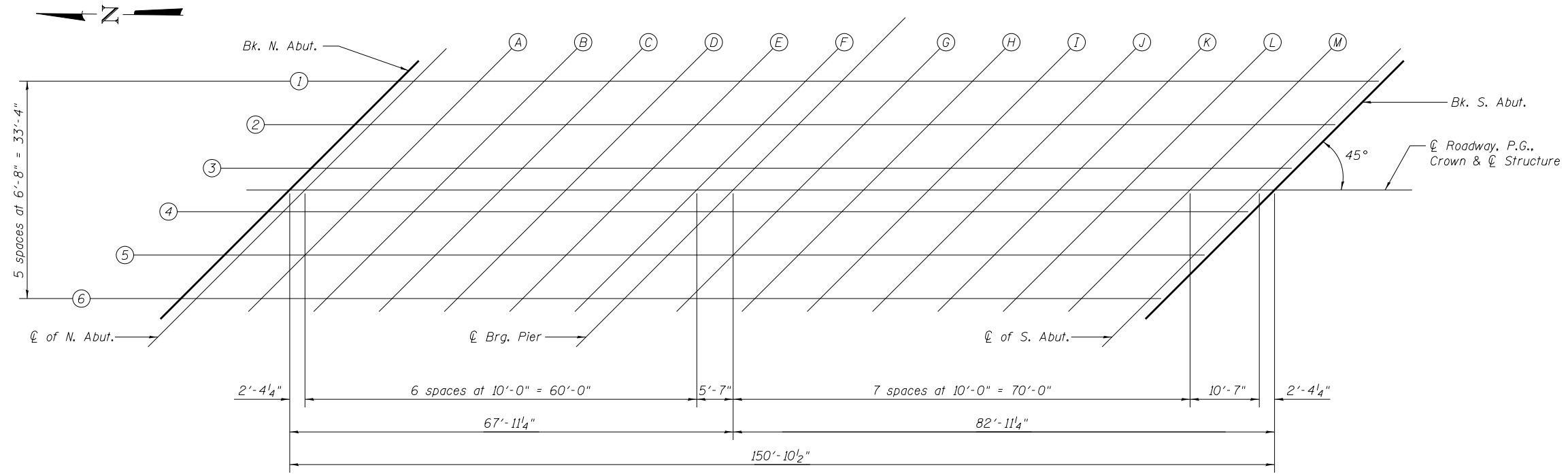


USER NAME =	DESIGNED - MJP	REVISED -
	CHECKED - BMZ	REVISED -
PLOT SCALE =	DRAWN - BKN	REVISED -
PLOT DATE =	CHECKED - KWB	REVISED -

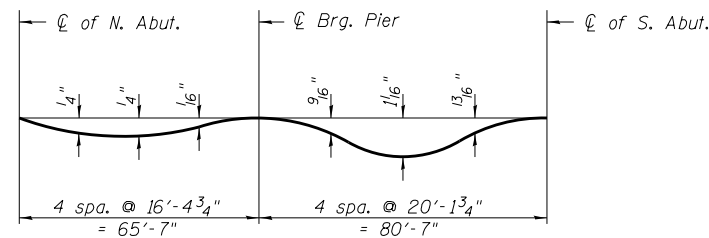
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES, BILL OF MATERIAL, INDEX OF SHEETS & ABUT. SECTION
STRUCTURE NO. 018-0066
SHEET NO. 2 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	15
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				



PLAN

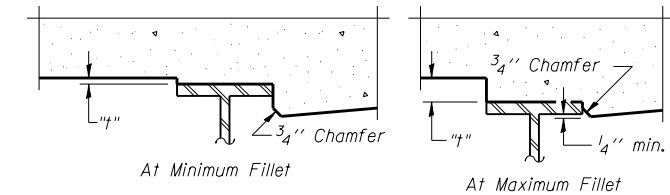


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 3 and 4 of 18.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets 3 and 4 of 18. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 3 and 4 of 18, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	232+11.23	-16.67	593.50	593.50
N. Abut. CL Brg.	232+13.59	-16.67	593.51	593.51
A	232+23.59	-16.67	593.55	593.56
B	232+33.59	-16.67	593.58	593.60
C	232+43.59	-16.67	593.60	593.62
D	232+53.59	-16.67	593.62	593.63
E	232+63.59	-16.67	593.63	593.64
F	232+73.59	-16.67	593.64	593.63
CL Pier	232+79.17	-16.67	593.64	593.64
G	232+89.17	-16.67	593.63	593.65
H	232+99.17	-16.67	593.62	593.66
I	233+09.17	-16.67	593.60	593.67
J	233+19.17	-16.67	593.57	593.65
K	233+29.17	-16.67	593.54	593.62
L	233+39.17	-16.67	593.50	593.57
M	233+49.17	-16.67	593.46	593.49
S. Abut. CL Brg.	233+59.75	-16.67	593.40	593.40
Bk. S. Abut.	233+62.11	-16.67	593.39	593.39



USER NAME =	DESIGNED - BMZ	REVISED -
	CHECKED - MJP	REVISED -
PLOT SCALE =	DRAWN - BKN	REVISED -
PLOT DATE =	CHECKED - KWB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 018-0066

SHEET NO. 3 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	16
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	232+04.56	-10.00	593.60	593.60
N. Abut. CL Brg.	232+06.92	-10.00	593.61	593.61
A	232+16.92	-10.00	593.65	593.67
B	232+26.92	-10.00	593.69	593.71
C	232+36.92	-10.00	593.72	593.74
D	232+46.92	-10.00	593.74	593.75
E	232+56.92	-10.00	593.75	593.76
F	232+66.92	-10.00	593.76	593.76
CL Pier	232+72.50	-10.00	593.77	593.77
G	232+82.50	-10.00	593.76	593.78
H	232+92.50	-10.00	593.76	593.80
I	233+02.50	-10.00	593.74	593.81
J	233+12.50	-10.00	593.72	593.81
K	233+22.50	-10.00	593.69	593.78
L	233+32.50	-10.00	593.66	593.73
M	233+42.50	-10.00	593.62	593.66
S. Abut. CL Brg.	233+53.08	-10.00	593.57	593.57
Bk. S. Abut.	233+55.44	-10.00	593.56	593.56

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	231+97.89	-3.33	593.67	593.67
N. Abut. CL Brg.	232+00.25	-3.33	593.68	593.68
A	232+10.25	-3.33	593.73	593.74
B	232+20.25	-3.33	593.77	593.79
C	232+30.25	-3.33	593.80	593.82
D	232+40.25	-3.33	593.83	593.84
E	232+50.25	-3.33	593.85	593.85
F	232+60.25	-3.33	593.86	593.86
CL Pier	232+65.83	-3.33	593.87	593.87
G	232+75.83	-3.33	593.87	593.89
H	232+85.83	-3.33	593.87	593.91
I	232+95.83	-3.33	593.86	593.93
J	233+05.83	-3.33	593.84	593.93
K	233+15.83	-3.33	593.82	593.90
L	233+25.83	-3.33	593.79	593.86
M	233+35.83	-3.33	593.75	593.79
S. Abut. CL Brg.	233+46.41	-3.33	593.70	593.70
Bk. S. Abut.	233+48.77	-3.33	593.69	593.69

Ⓢ Rdway., P.G., Crown & Ⓢ Structure

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	231+94.56	0.00	593.71	593.71
N. Abut. CL Brg.	231+96.92	0.00	593.72	593.72
A	232+06.92	0.00	593.77	593.78
B	232+16.92	0.00	593.81	593.83
C	232+26.92	0.00	593.85	593.86
D	232+36.92	0.00	593.87	593.89
E	232+46.92	0.00	593.90	593.90
F	232+56.92	0.00	593.91	593.91
CL Pier	232+62.50	0.00	593.92	593.92
G	232+72.50	0.00	593.92	593.94
H	232+82.50	0.00	593.92	593.97
I	232+92.50	0.00	593.91	593.98
J	233+02.50	0.00	593.90	593.98
K	233+12.50	0.00	593.88	593.96
L	233+22.50	0.00	593.85	593.92
M	233+32.50	0.00	593.81	593.85
S. Abut. CL Brg.	233+43.08	0.00	593.77	593.77
Bk. S. Abut.	233+45.44	0.00	593.76	593.76

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	231+91.23	3.33	593.64	593.64
N. Abut. CL Brg.	231+93.59	3.33	593.65	593.65
A	232+03.59	3.33	593.70	593.71
B	232+13.59	3.33	593.74	593.76
C	232+23.59	3.33	593.78	593.80
D	232+33.59	3.33	593.81	593.83
E	232+43.59	3.33	593.84	593.84
F	232+53.59	3.33	593.85	593.85
CL Pier	232+59.17	3.33	593.86	593.86
G	232+69.17	3.33	593.87	593.89
H	232+79.17	3.33	593.87	593.92
I	232+89.17	3.33	593.86	593.94
J	232+99.17	3.33	593.85	593.94
K	233+09.17	3.33	593.83	593.92
L	233+19.17	3.33	593.81	593.88
M	233+29.17	3.33	593.77	593.81
S. Abut. CL Brg.	233+39.75	3.33	593.73	593.73
Bk. S. Abut.	233+42.11	3.33	593.72	593.72

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	231+84.56	10.00	593.50	593.50
N. Abut. CL Brg.	231+86.92	10.00	593.51	593.51
A	231+96.92	10.00	593.56	593.58
B	232+06.92	10.00	593.61	593.63
C	232+16.92	10.00	593.65	593.67
D	232+26.92	10.00	593.69	593.70
E	232+36.92	10.00	593.72	593.72
F	232+46.92	10.00	593.74	593.74
CL Pier	232+52.50	10.00	593.75	593.75
G	232+62.50	10.00	593.76	593.78
H	232+72.50	10.00	593.77	593.81
I	232+82.50	10.00	593.76	593.84
J	232+92.50	10.00	593.76	593.84
K	233+02.50	10.00	593.74	593.83
L	233+12.50	10.00	593.72	593.79
M	233+22.50	10.00	593.69	593.73
S. Abut. CL Brg.	233+33.08	10.00	593.66	593.66
Bk. S. Abut.	233+35.44	10.00	593.65	593.65

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	231+77.89	16.67	593.33	593.33
N. Abut. CL Brg.	231+80.25	16.67	593.34	593.34
A	231+90.25	16.67	593.40	593.41
B	232+00.25	16.67	593.45	593.47
C	232+10.25	16.67	593.50	593.52
D	232+20.25	16.67	593.54	593.55
E	232+30.25	16.67	593.57	593.57
F	232+40.25	16.67	593.60	593.59
CL Pier	232+45.83	16.67	593.61	593.61
G	232+55.83	16.67	593.62	593.64
H	232+65.83	16.67	593.63	593.68
I	232+75.83	16.67	593.64	593.70
J	232+85.83	16.67	593.63	593.71
K	232+95.83	16.67	593.62	593.70
L	233+05.83	16.67	593.61	593.67
M	233+15.83	16.67	593.58	593.62
S. Abut. CL Brg.	233+26.41	16.67	593.55	593.55
Bk. S. Abut.	233+28.77	16.67	593.54	593.54



USER NAME =	DESIGNED - BMZ	REVISED
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PLOT SCALE =	DRAWN - BKN	REVISED
PLOT DATE =	CHECKED - KWB	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 018-0066**

SHEET NO. 4 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	17
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				

FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	231+47.98	18.00	593.08
N	231+57.98	18.00	593.16
O	231+67.98	18.00	593.23
S. End of N. Appr. Slab	231+77.98	18.00	593.30
N. End of S. Appr. Slab	233+26.02	18.00	593.53
P	233+36.02	18.00	593.49
Q	233+46.02	18.00	593.45
S. End of S. Appr. Slab	233+56.02	18.00	593.40

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	231+53.98	12.00	593.25
N	231+63.98	12.00	593.33
O	231+73.98	12.00	593.40
S. End of N. Appr. Slab	231+83.98	12.00	593.46
N. End of S. Appr. Slab	233+32.02	12.00	593.63
P	233+42.02	12.00	593.59
Q	233+52.02	12.00	593.54
S. End of S. Appr. Slab	233+62.02	12.00	593.49

℄ Rdway., P.G., Crown & ℄ Structure

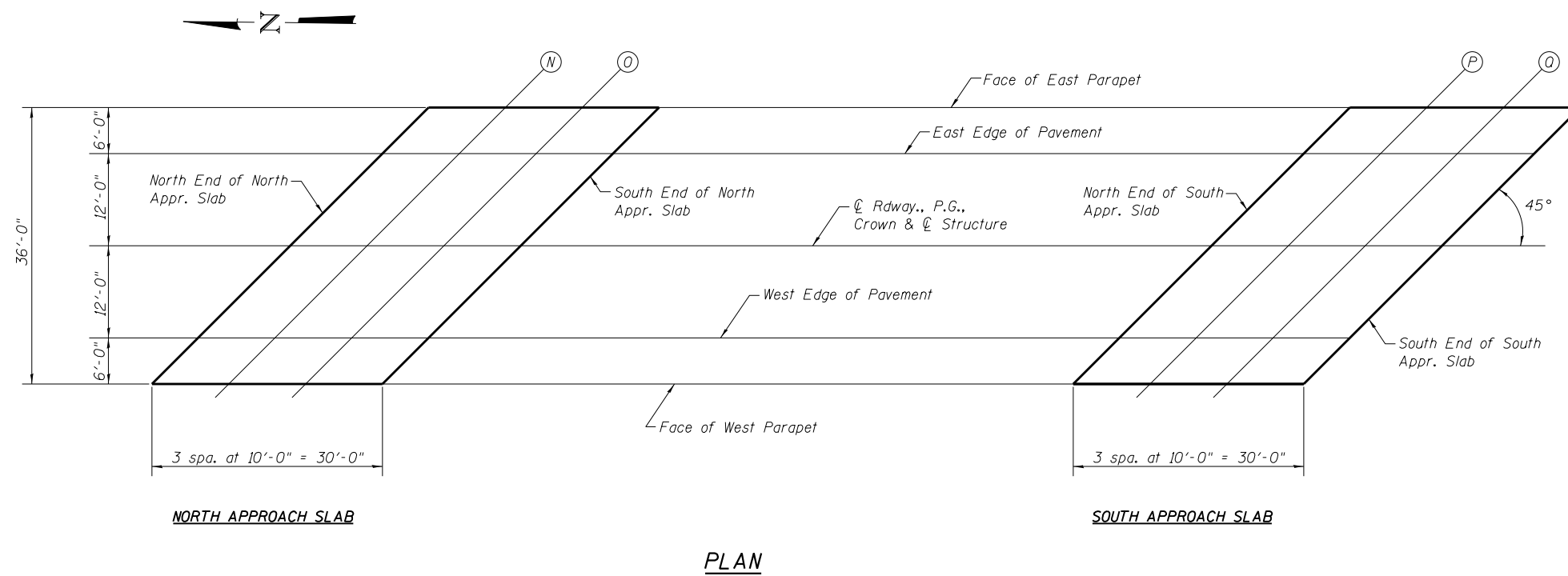
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	231+65.98	0.00	593.53
N	231+75.98	0.00	593.60
O	231+85.98	0.00	593.66
S. End of N. Appr. Slab	231+95.98	0.00	593.72
N. End of S. Appr. Slab	233+44.02	0.00	593.77
P	233+54.02	0.00	593.72
Q	233+64.02	0.00	593.66
S. End of S. Appr. Slab	233+74.02	0.00	593.60

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	231+77.98	-12.00	593.42
N	231+87.98	-12.00	593.48
O	231+97.98	-12.00	593.54
S. End of N. Appr. Slab	232+07.98	-12.00	593.59
N. End of S. Appr. Slab	233+56.02	-12.00	593.52
P	233+66.02	-12.00	593.46
Q	233+76.02	-12.00	593.40
S. End of S. Appr. Slab	233+86.02	-12.00	593.33

FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	231+83.98	-18.00	593.34
N	231+93.98	-18.00	593.39
O	232+03.98	-18.00	593.44
S. End of N. Appr. Slab	232+13.98	-18.00	593.49
N. End of S. Appr. Slab	233+62.02	-18.00	593.36
P	233+72.02	-18.00	593.30
Q	233+82.02	-18.00	593.24
S. End of S. Appr. Slab	233+92.02	-18.00	593.16



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PLOT DATE =	CHECKED - KWB	REVISED

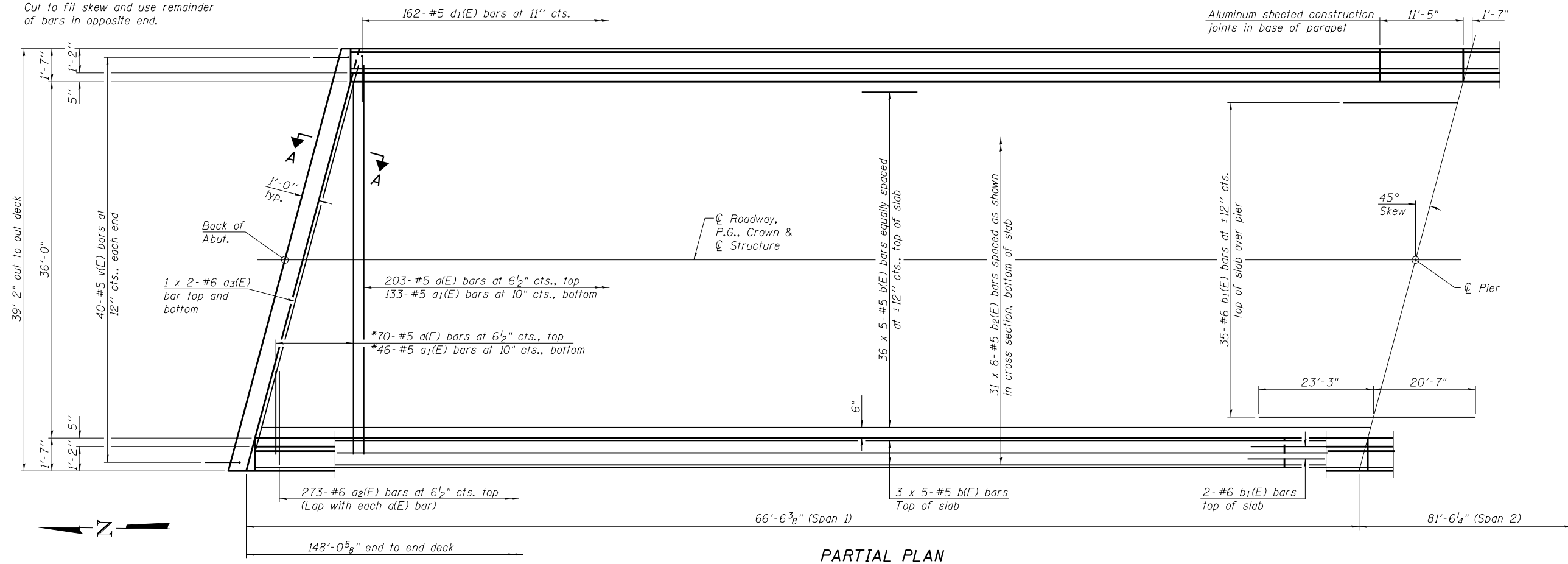
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 018-0066**

SHEET NO. 5 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	18
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				

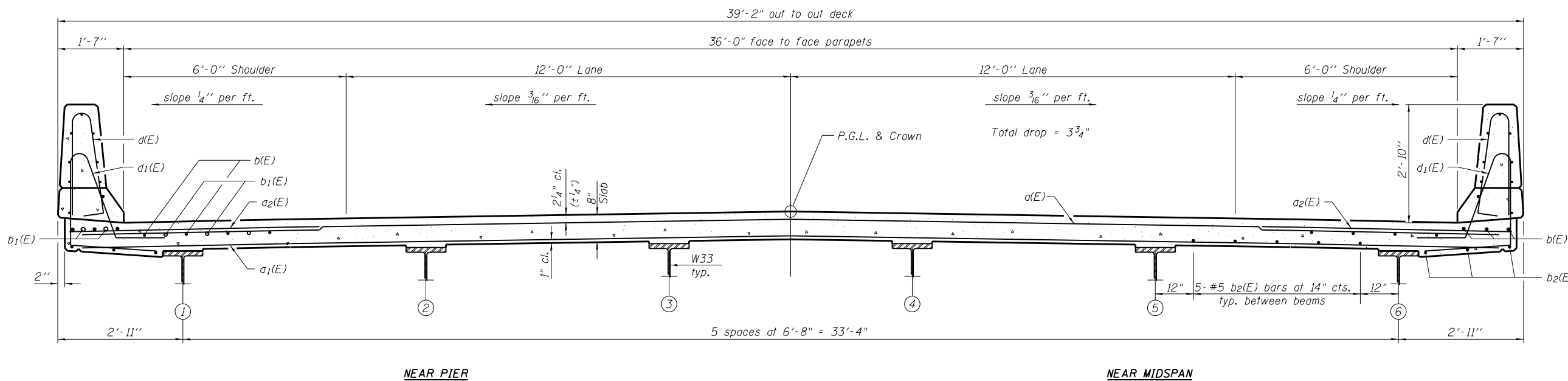
* Order a(E) and a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.



MINIMUM BAR LAP

#5 Bar = 2'-7"
#6 Bar = 3'-1"

Notes:
See Sheet 7 of 18 for superstructure details
and Bill of Material.
Bars indicated thus 36 x 5- #5 etc. indicates
36 lines of bars with 5 lengths per line.
See Sheet 7 of 18 for parapet reinforcement.
See Sheet 8 of 18 for Section A-A.



CROSS SECTION
(Looking South)

SI-2-L

8-31-12



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	CHECKED - BMZ	REVISED
PLOT SCALE =	DRAWN - BKN	REVISED
PLOT DATE =	CHECKED - KWB	REVISED

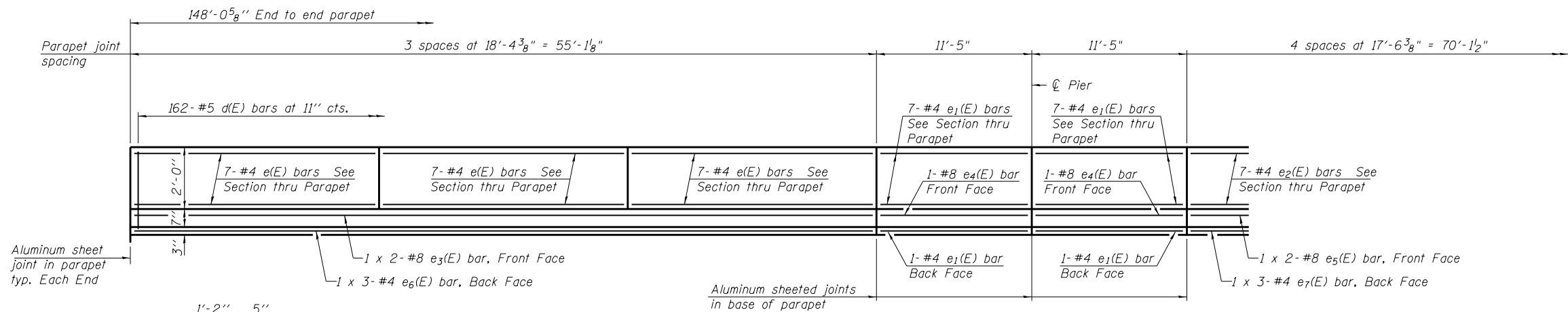
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 018-0066

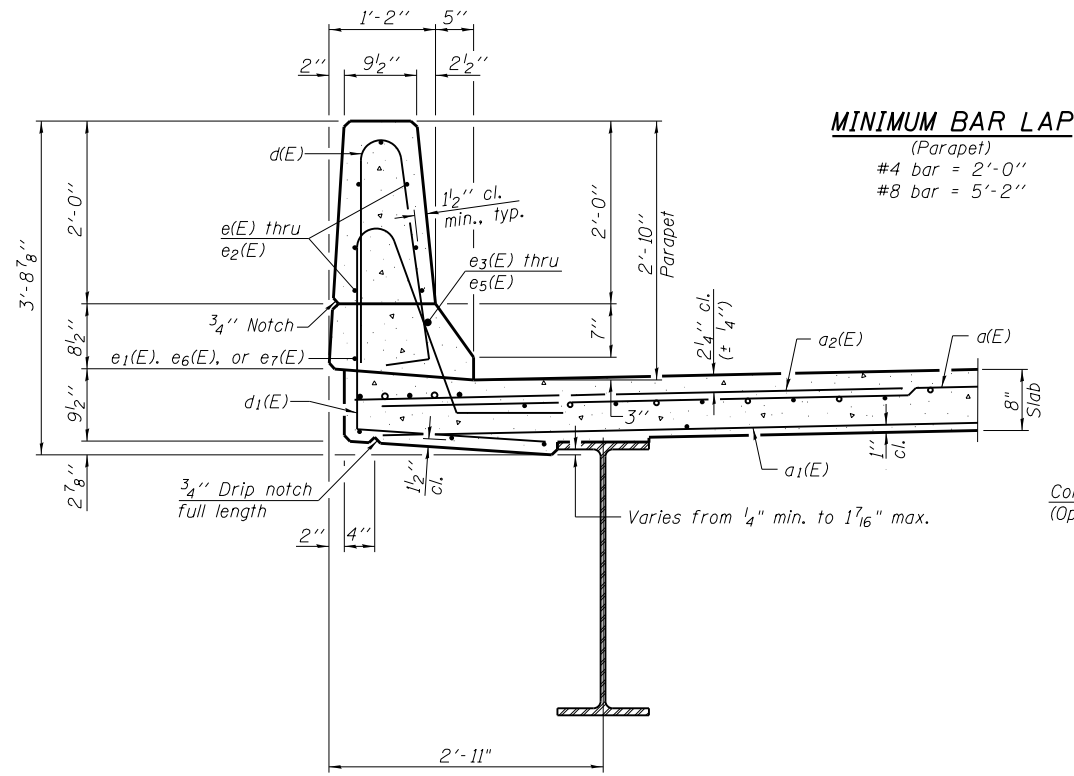
SHEET NO. 6 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	19
CONTRACT NO. 74323				

ILLINOIS FED. AID PROJECT

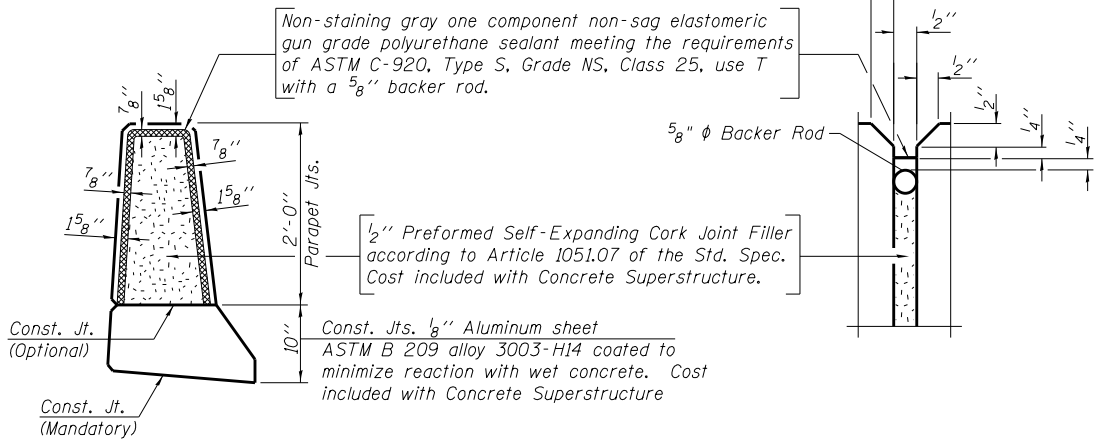


INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

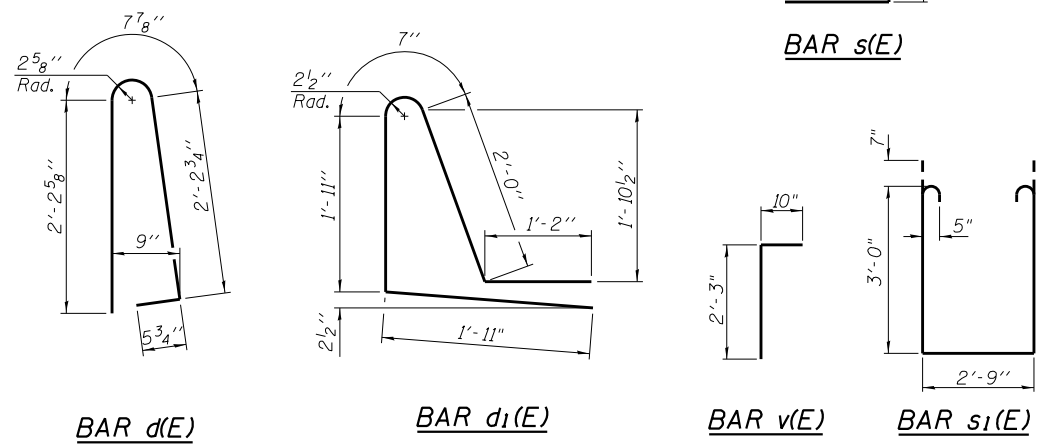


PARAPET JOINT DETAILS

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	273	#5	38'-7"	—
a1(E)	179	#5	37'-8"	—
a2(E)	546	#6	6'-6"	—
a3(E)	8	#6	28'-10"	—
b(E)	210	#5	31'-8"	—
b1(E)	39	#6	43'-10"	—
b2(E)	186	#5	26'-10"	—
d(E)	324	#5	5'-7"	⌒
d1(E)	324	#5	7'-7"	⌒
e(E)	42	#4	18'-1"	—
e1(E)	32	#4	11'-1"	—
e2(E)	56	#4	17'-3"	—
e3(E)	4	#8	30'-0"	—
e4(E)	4	#8	11'-1"	—
e5(E)	4	#8	37'-6"	—
e6(E)	6	#4	19'-8"	—
e7(E)	6	#4	24'-8"	—
m(E)	16	#6	29'-3"	—
m1(E)	30	#6	9'-1"	—
m2(E)	12	#6	3'-9"	—
m3(E)	36	#5	4'-0"	—
s(E)	76	#5	10'-2"	⌒
s1(E)	76	#5	9'-11"	⌒
v(E)	80	#5	3'-1"	⌒
Reinforcement Bars, Epoxy Coated		Pound	48,440	
Concrete Superstructure		Cu. Yds.	219.3	
Bridge Deck Grooving		Sq. Yds.	560	
Protective Coat		Sq. Yds.	716	

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



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PLOT SCALE =	DRAWN - BKN	REVISED
PLOT DATE =	CHECKED - KWB	REVISED

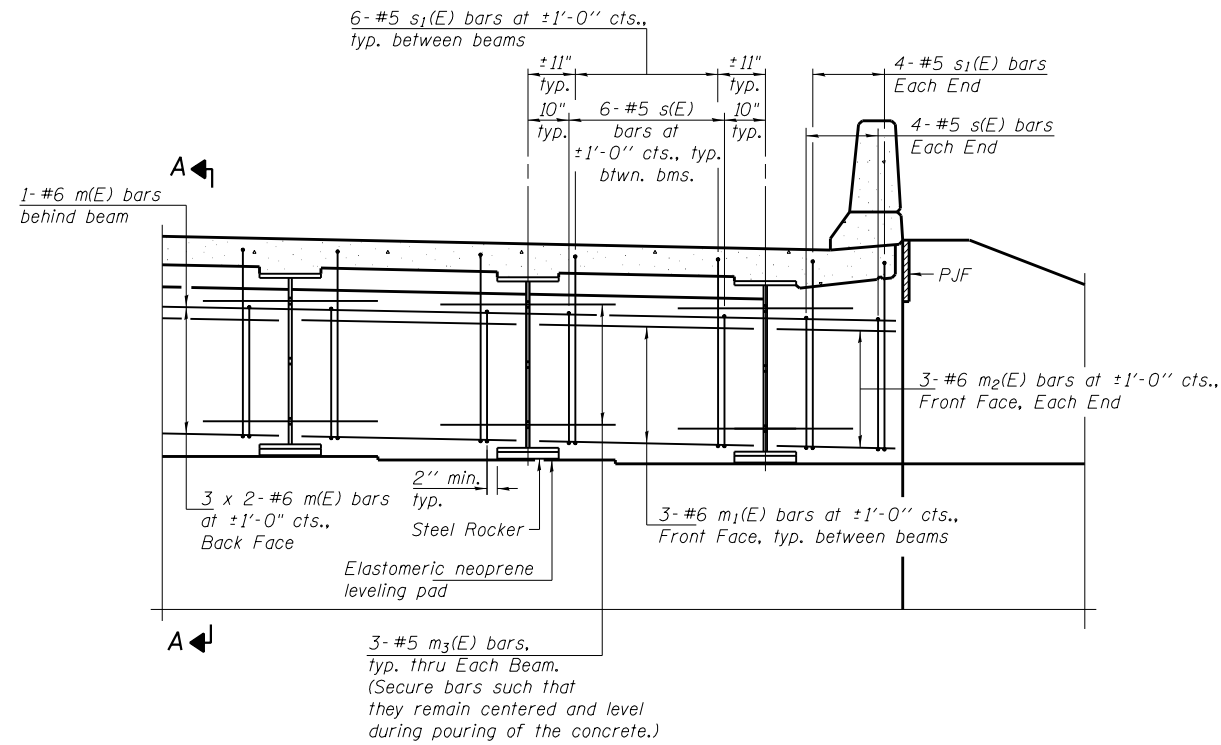
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 018-0066**

SHEET NO. 7 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	20
CONTRACT NO. 74323				

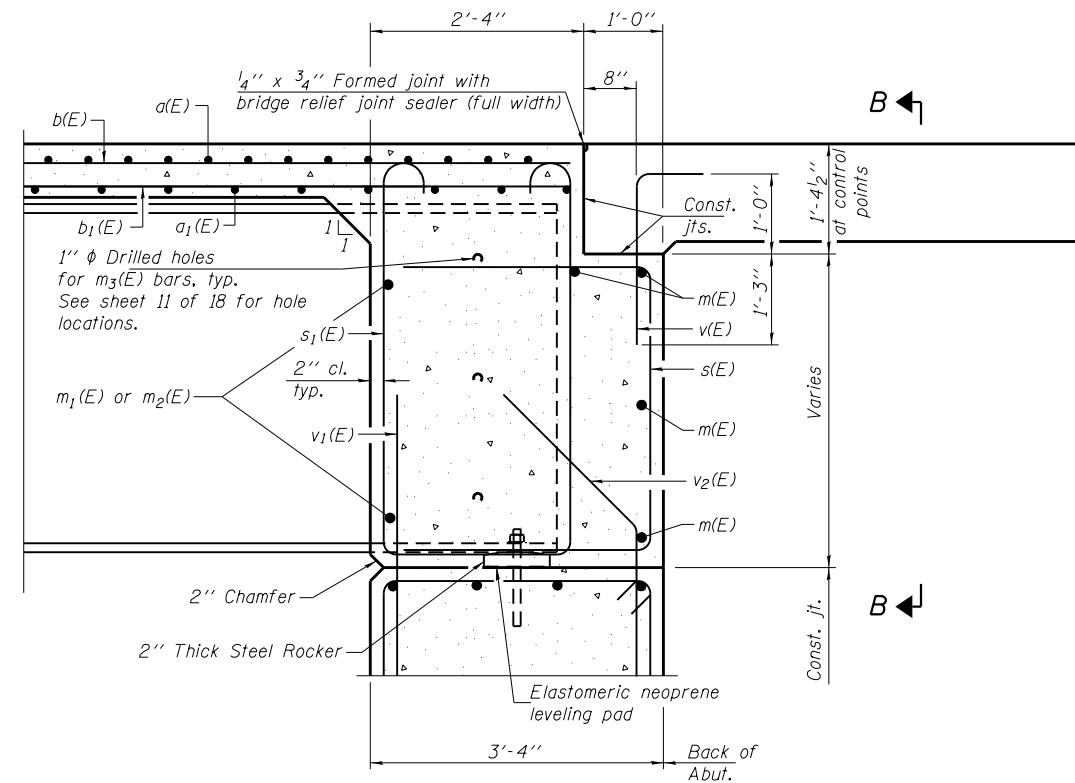
ILLINOIS FED. AID PROJECT



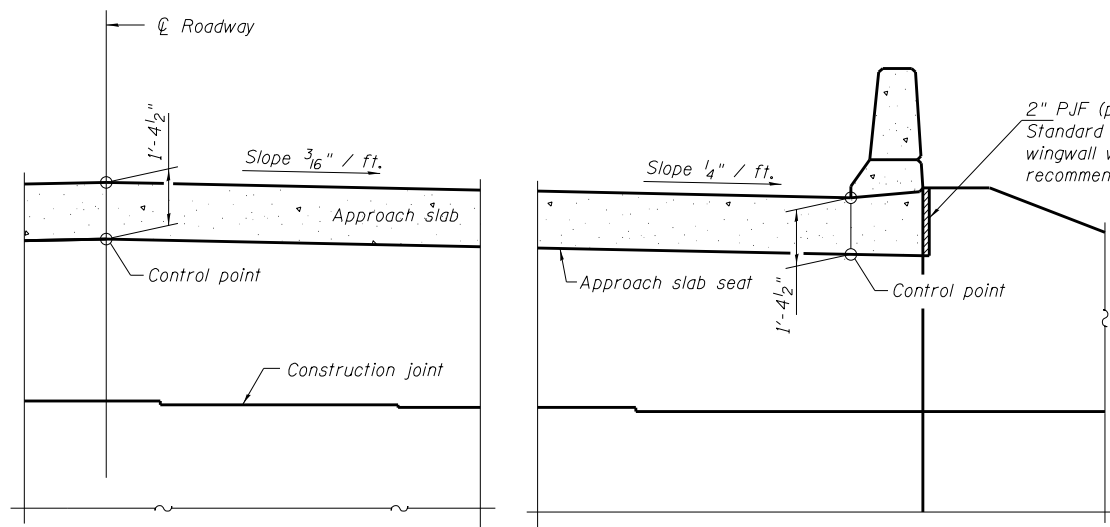
DIAPHRAGM ELEVATION AT ABUTMENT

MINIMUM BAR LAP

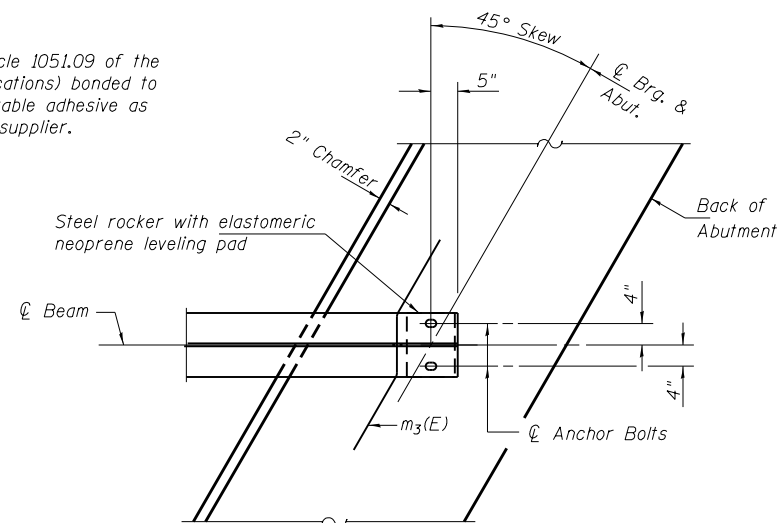
#6 Bar = 3'-4"



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



SECTION B-B



PARTIAL PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 7 of 18.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 7 of 18.
 For details of bars s(E), s1(E) and v(E) see sheet 7 of 18.
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details see sheet 12 of 18.
 Blockout sharp corner of diaphragms as shown in abutment plan on sheets 13 and 14 of 18.

DSI-2440-L 8-31-12



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PLOT SCALE =	DRAWN - BKN	REVISED -
PLOT DATE =	CHECKED - KWB	REVISED -

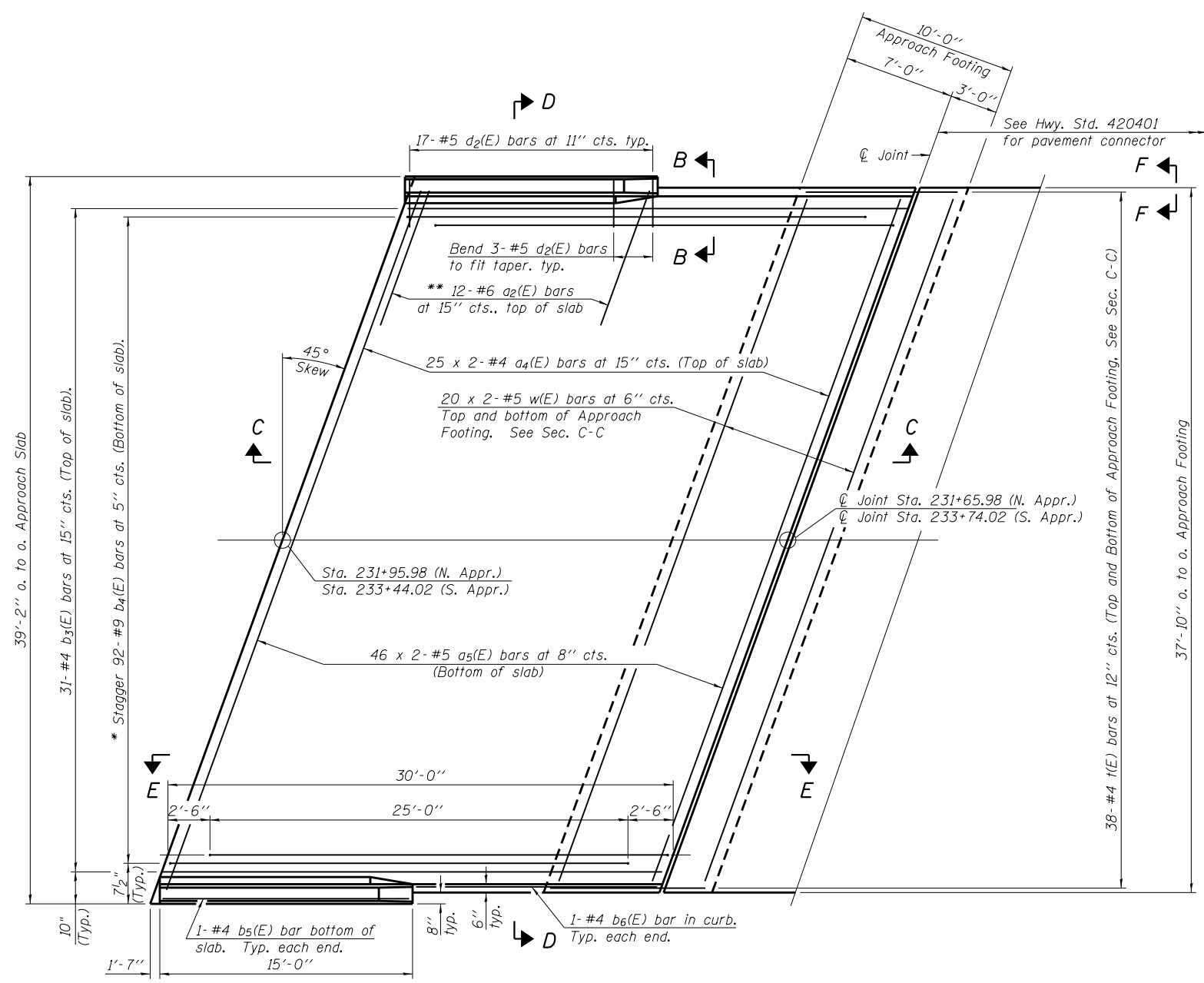
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 018-0066

SHEET NO. 8 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	21
CONTRACT NO. 74323				

ILLINOIS FED. AID PROJECT



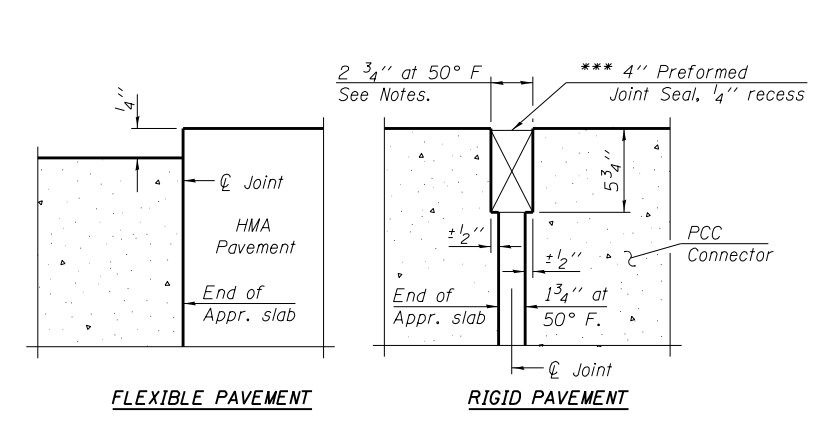
PLAN

* Tilt #9 b4(E) bars as required to maintain clearance.
 ** Space between a4(E) bars, typ. each parapet.

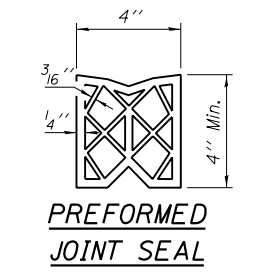
MINIMUM BAR LAP
 #4 bar = 2'-0"
 #5 bar = 2'-6"

Notes:
 See sheet 10 of 18 for Sections C-C & D-D and View E-E.
 a4(E) and a5(E) bar spacings measured along ϕ Rdwy.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1/2" for installation purposes.

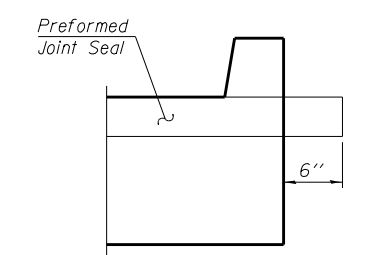
*** Cost included with Concrete Superstructure.



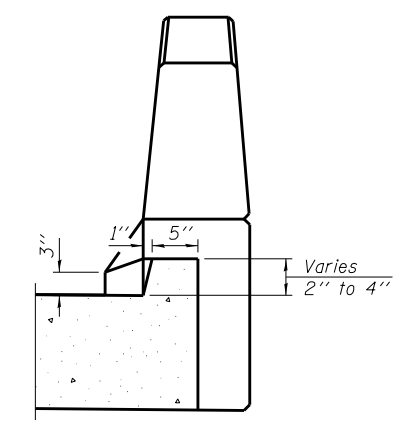
DETAIL A



PREFORMED JOINT SEAL



VIEW F-F



VIEW B-B



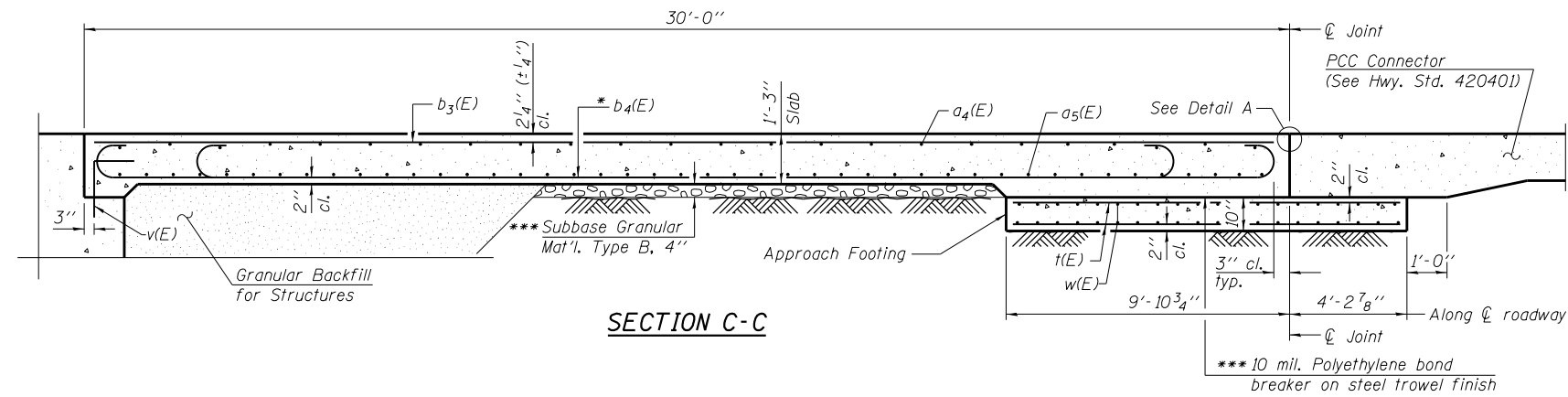
USER NAME =	DESIGNED - BMZ	REVISED
	CHECKED - MJP	REVISED
PLOT SCALE =	DRAWN - BKN	REVISED
PLOT DATE =	CHECKED - KWB	REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

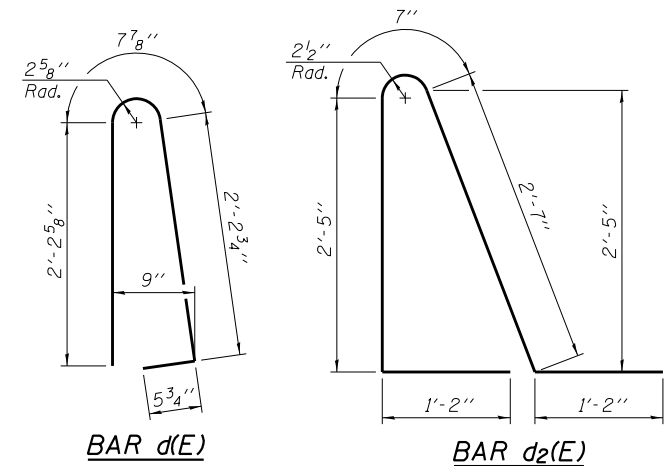
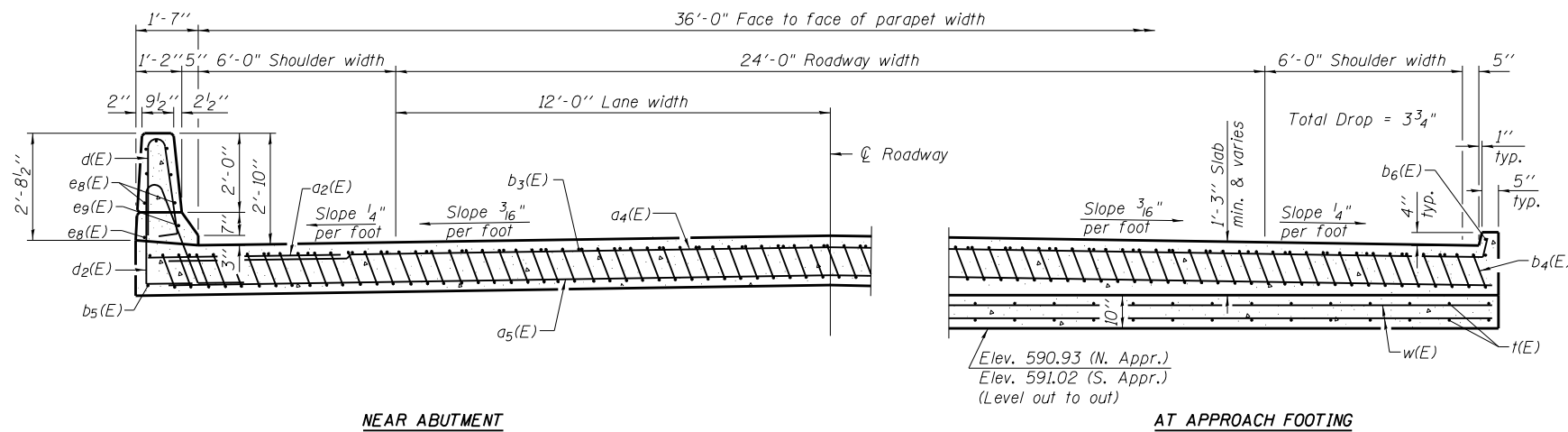
**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 018-0066**

SHEET NO. 9 OF 18 SHEETS

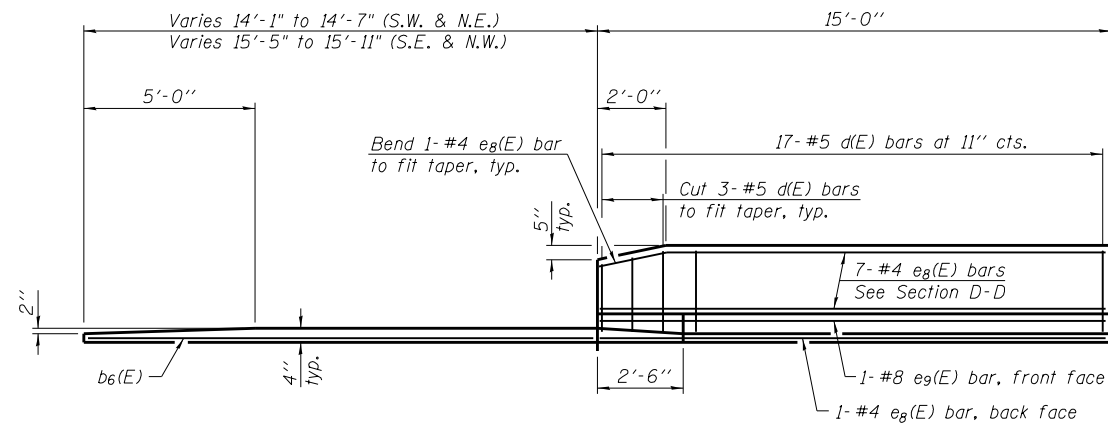
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	22
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				



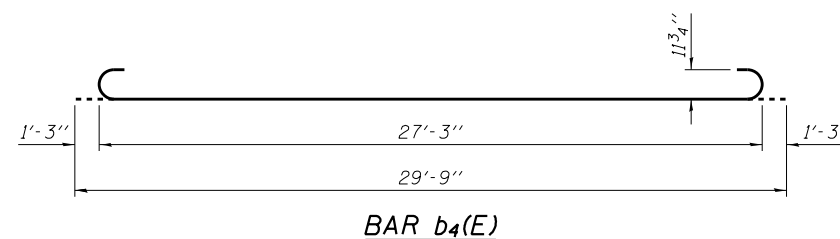
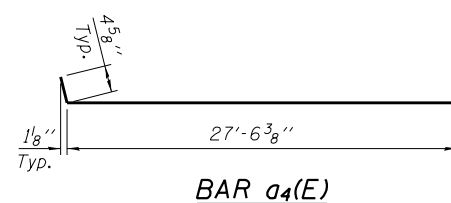
Notes:
 See sheet 9 of 18 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 7 of 18.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 18.
 For additional parapet details, see sheet 7 of 18.



*Tilt #9 b4(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
a2(E)	48	#6	6'-6"	—
a4(E)	100	#4	27'-11"	—
a5(E)	184	#5	27'-10"	—
b3(E)	62	#4	29'-8"	—
b4(E)	184	#9	29'-9"	—
b5(E)	4	#4	14'-8"	—
b6(E)	4	#4	14'-2"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e8(E)	32	#4	14'-8"	—
e9(E)	4	#8	14'-8"	—
t(E)	152	#4	13'-9"	—
w(E)	160	#5	27'-10"	—
Concrete Superstructure		Cu. Yd.	119.1	
Concrete Structures		Cu. Yd.	33.0	
Reinforcement Bars, Epoxy Coated		Pound	35,070	
Bridge Deck Grooving		Sq. Yd.	230	
Protective Coat		Sq. Yd.	268	



USER NAME =	DESIGNED - BMZ	REVISED
	CHECKED - MJP	REVISED
PLOT SCALE =	DRAWN - BKN	REVISED
PLOT DATE =	CHECKED - KWB	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 018-0066

SHEET NO. 10 OF 18 SHEETS

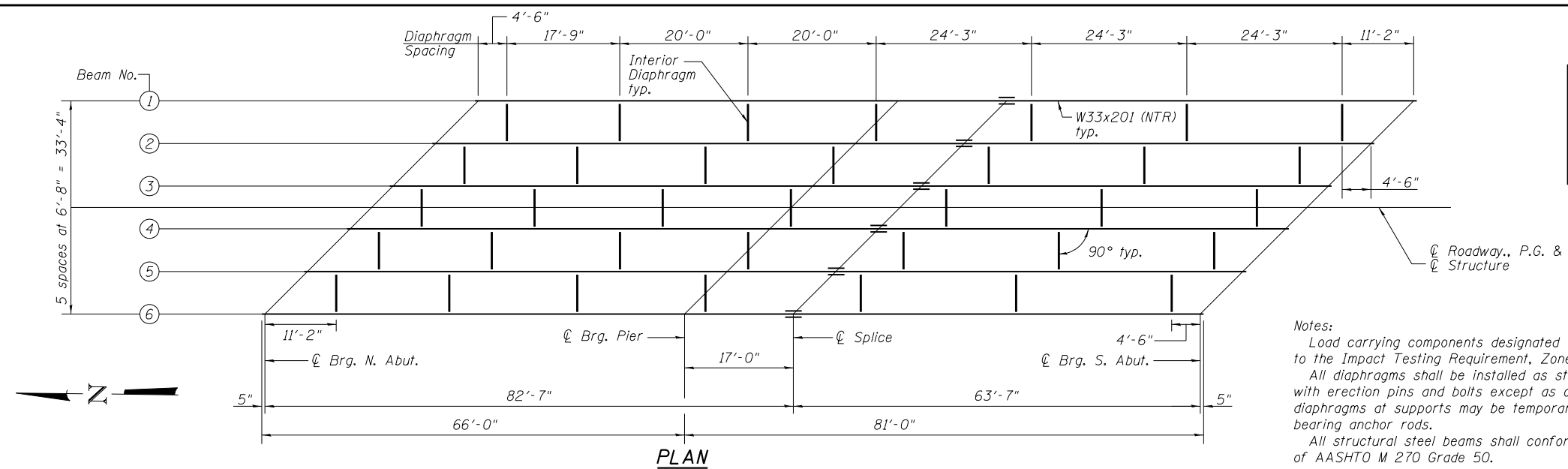
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	23
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				

TOP OF BEAM ELEVATIONS
(For Fabrication Only)

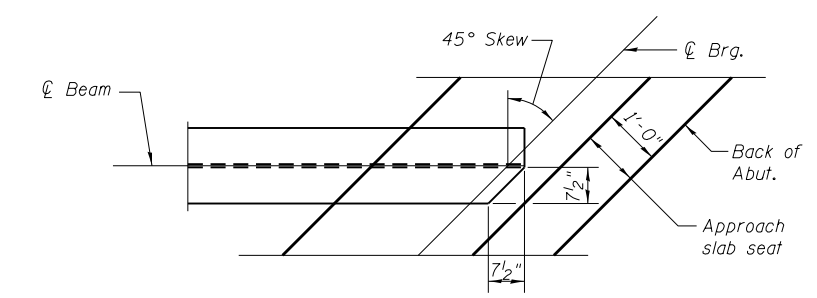
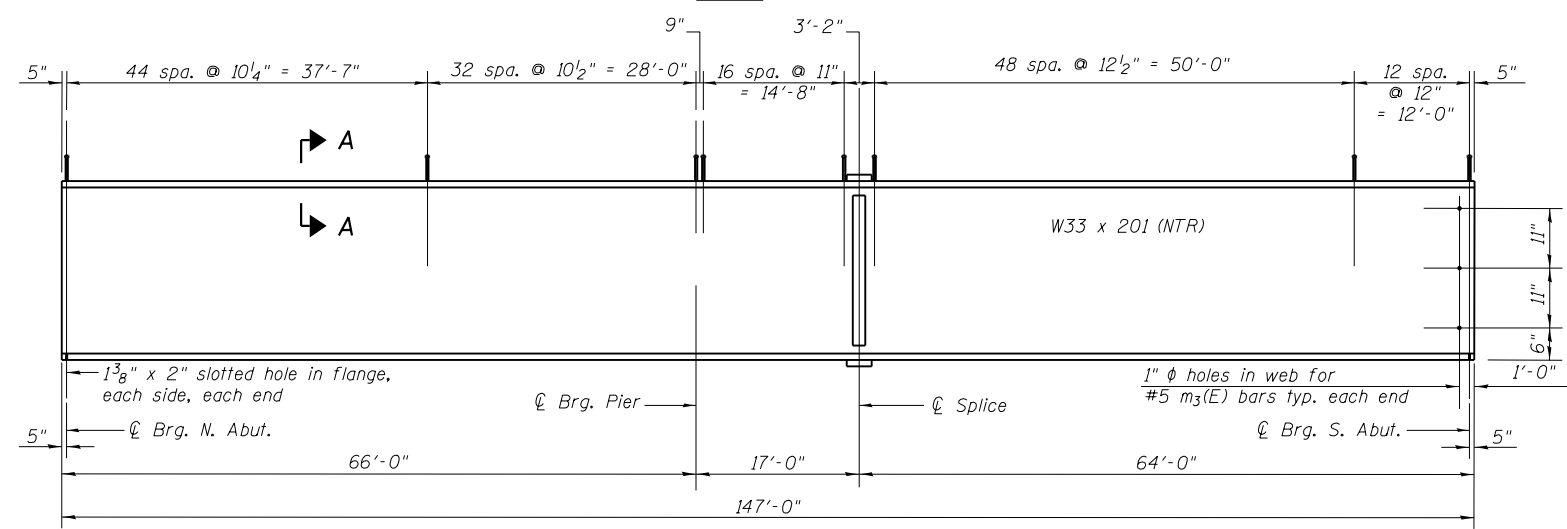
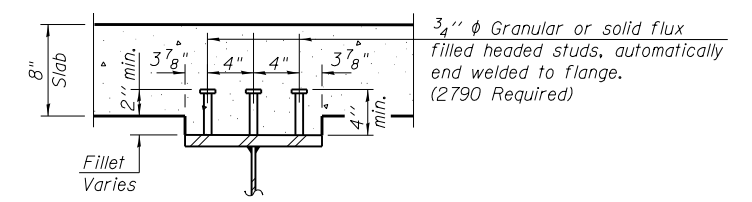
Beam No.	℄ Brg. N. Abut.	℄ Pier	℄ Splice	℄ Brg. S. Abut.
Beam 1	592.794	592.869	592.888	592.685
Beam 2	592.894	593.000	593.027	592.849
Beam 3	592.967	593.101	593.136	592.986
Beam 4	592.933	593.096	593.138	593.016
Beam 5	592.791	592.983	593.033	592.938
Beam 6	592.623	592.841	592.897	592.834

INTERIOR GIRDER REACTION TABLE

	N. Abut.	Pier	S. Abut.
R_{DC1} (k)	20.9	85.7	29.7
R_{DC2} (k)	3.4	13.8	4.8
R_{DW} (k)	6.7	27.6	9.5
$R_{\ell + IM}$ (k)	75.5	145.0	82.4
R_{Total} (k)	106.5	272.1	126.4



Notes:
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
 All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 All structural steel beams shall conform to the requirements of AASHTO M 270 Grade 50.



INTERIOR GIRDER MOMENT TABLE

	0.4 Sp. 1	Pier	0.6 Sp. 2
I_s (in^4)	11600	11600	11600
$I_c(n)$ (in^4)	27403	27403	27403
$I_c(3n)$ (in^4)	19807	19807	19807
$I_c(cr)$ (in^4)	-	14233	-
S_s (in^3)	688	688	688
$S_c(n)$ (in^3)	952	952	952
$S_c(3n)$ (in^3)	858	858	858
$S_c(cr)$ (in^3)	-	754.2	-
$DC1$ ($k/'$)	0.932	0.932	0.932
M_{DC1} (k)	226.9	635.8	472.3
$DC2$ ($k/'$)	0.150	0.150	0.150
M_{DC2} (k)	36.5	102.3	76.0
DW ($k/'$)	0.300	0.300	0.300
M_{DW} (k)	73.0	204.5	151.9
$M_{\ell + IM}$ (k)	751.1	862.0	931.9
M_u (Strength I) (k)	1753.2	2737.9	2544.1
$\Phi_r M_n$ (k)	4442.2	3025.1	4442.2
$f_s DC1$ (ksi)	3.96	11.09	8.24
$f_s DC2$ (ksi)	0.51	1.63	1.06
$f_s DW$ (ksi)	1.02	3.25	2.12
$f_s (\ell + IM)$ (ksi)	9.47	13.72	11.75
f_s (Service II) (ksi)	17.80	33.81	26.70
$0.95R_n F_y f$ (ksi)	47.5	47.5	47.5
f_s (Total)(Strength I) (ksi)	-	-	-
$\Phi_r F_n$ (ksi)	-	-	-
V_r (k)	15.7	24.9	16.4

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) in uncracked sections 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) in uncracked sections, due to long-term composite (superimposed) dead loads (in^4 and in^3).
 $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in^4 and in^3).
 $DC1$: 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.).
 $M_{\ell + IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
 M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell + IM}$

$\Phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).
 $f_s DC1$: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}
 $f_s DC2$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
 $f_s DW$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
 $f_s (\ell + IM)$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_{\ell + IM} / S_c(n)$ or $M_{DW} / S_c(cr)$ as applicable.
 f_s (Service II): Sum of stresses as computed below (ksi).
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\ell + IM)$
 $0.95R_n F_y f$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (\ell + IM)$
 $\Phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
 V_r : Maximum factored shear range in span computed according to Article 6.10.10.



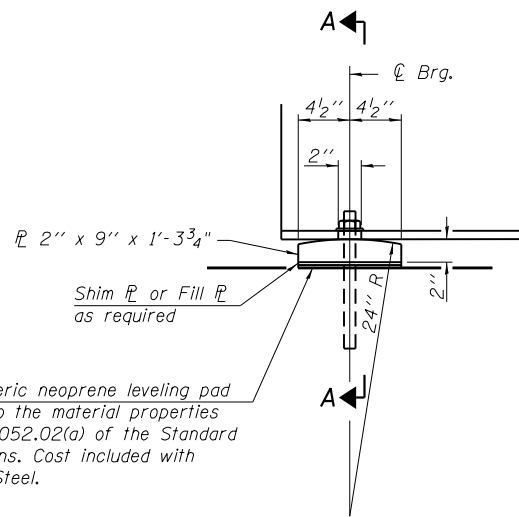
USER NAME =	DESIGNED - BMZ	REVISED
	CHECKED - MJP	REVISED
PLOT SCALE =	DRAWN - BKN	REVISED
PLOT DATE =	CHECKED - KWB	REVISED

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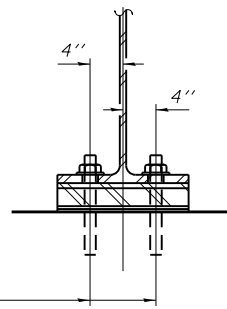
STRUCTURAL STEEL
STRUCTURE NO. 018-0066

SHEET NO. 11 OF 18 SHEETS

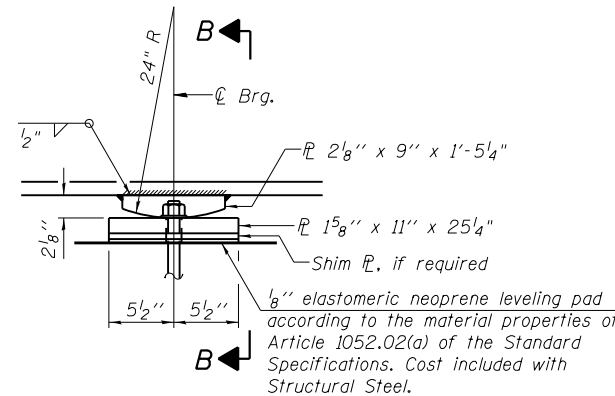
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	24
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				



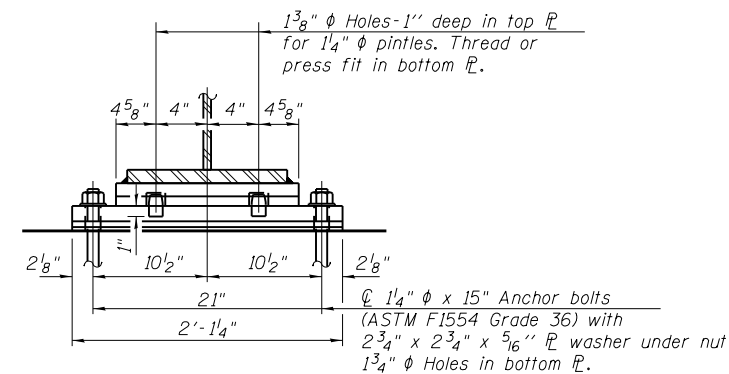
ELEVATION AT ABUTMENT



SECTION A-A

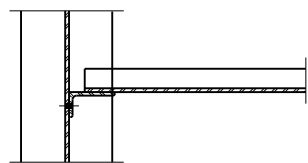


ELEVATION AT PIER

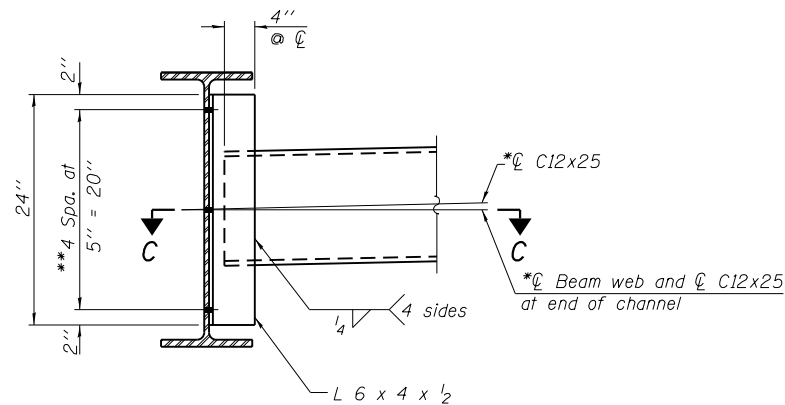
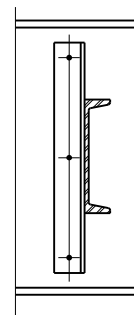


SECTION B-B

FIXED BEARING



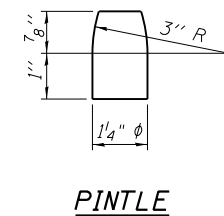
SECTION C-C



INTERIOR DIAPHRAGM

Note:
Two hardened washers required for each set of oversized holes.
* Alternate channels (C12x30) are 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

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Two 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.
All bearing plates and pintles shall conform to the requirements of AASHTO M 270 Grade 50.
The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.



PINTLE

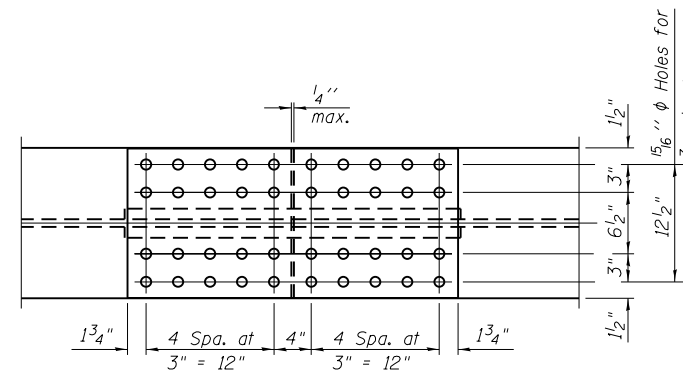
BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	24
Anchor Bolts, 1 1/4"	Each	12

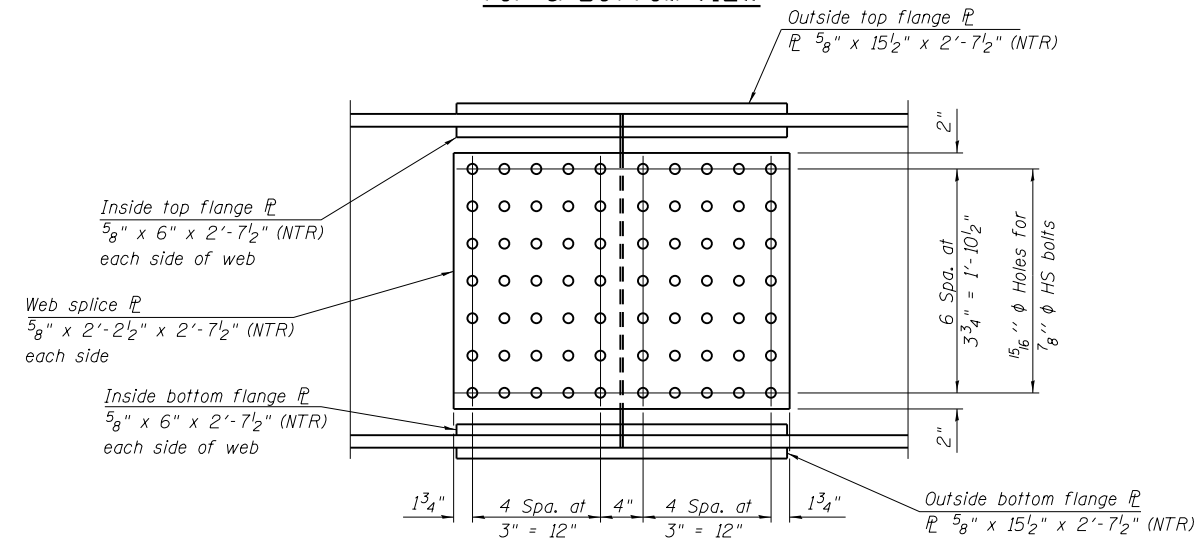
STEEL FILL PLATE SCHEDULE

Beam	S. Abut.	N. Abut.
2		1 1/8" x 9" x 1'-3 3/4"
3		3/8" x 9" x 1'-3 3/4"
4	3/8" x 9" x 1'-3 3/4"	
5	1 1/4" x 9" x 1'-3 3/4"	

FIXED BEARING



TOP & BOTTOM VIEW



ELEVATION

SPLICE DETAIL

(6 Required)

Notes:
Splice plates shall conform to the requirements of AASHTO M 270 Grade 50.
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.



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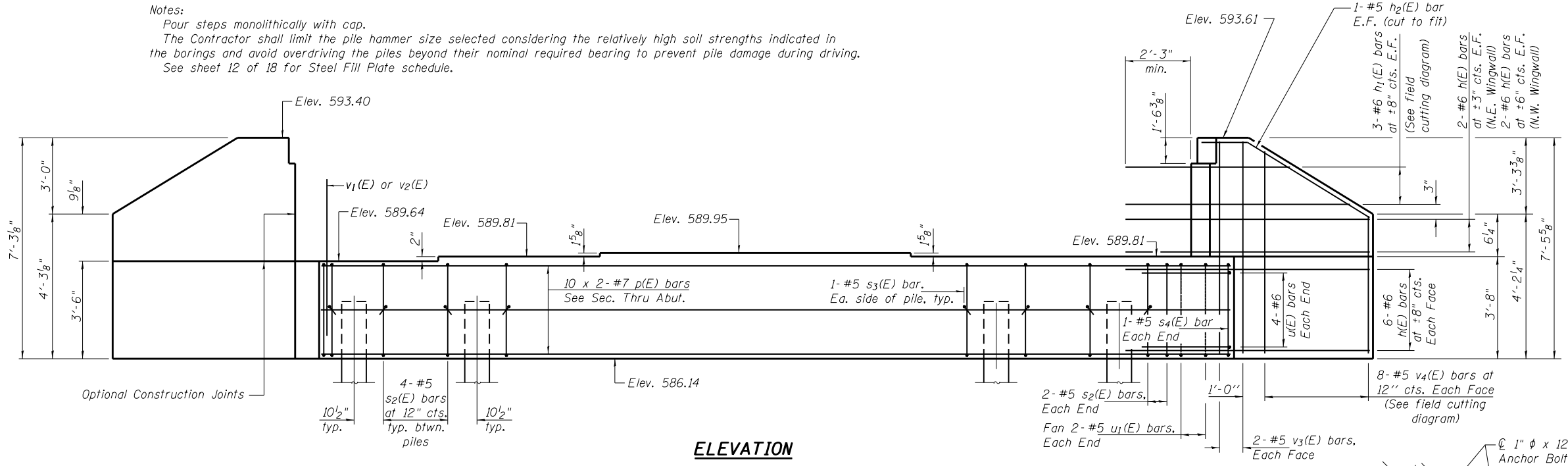
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 018-0066

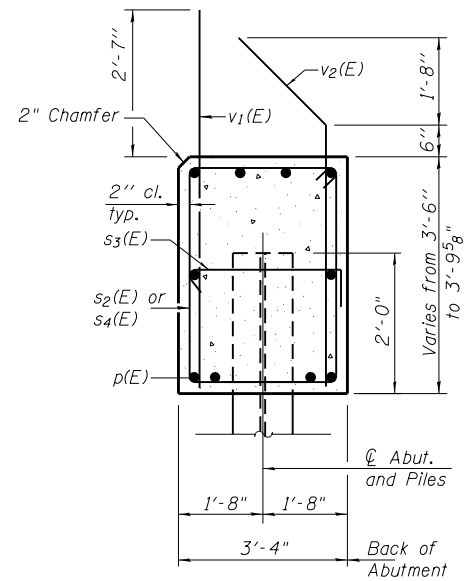
SHEET NO. 12 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	25
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				

Notes:
 Four steps monolithically with cap.
 The Contractor shall limit the pile hammer size selected considering the relatively high soil strengths indicated in the borings and avoid overdriving the piles beyond their nominal required bearing to prevent pile damage during driving.
 See sheet 12 of 18 for Steel Fill Plate schedule.



ELEVATION

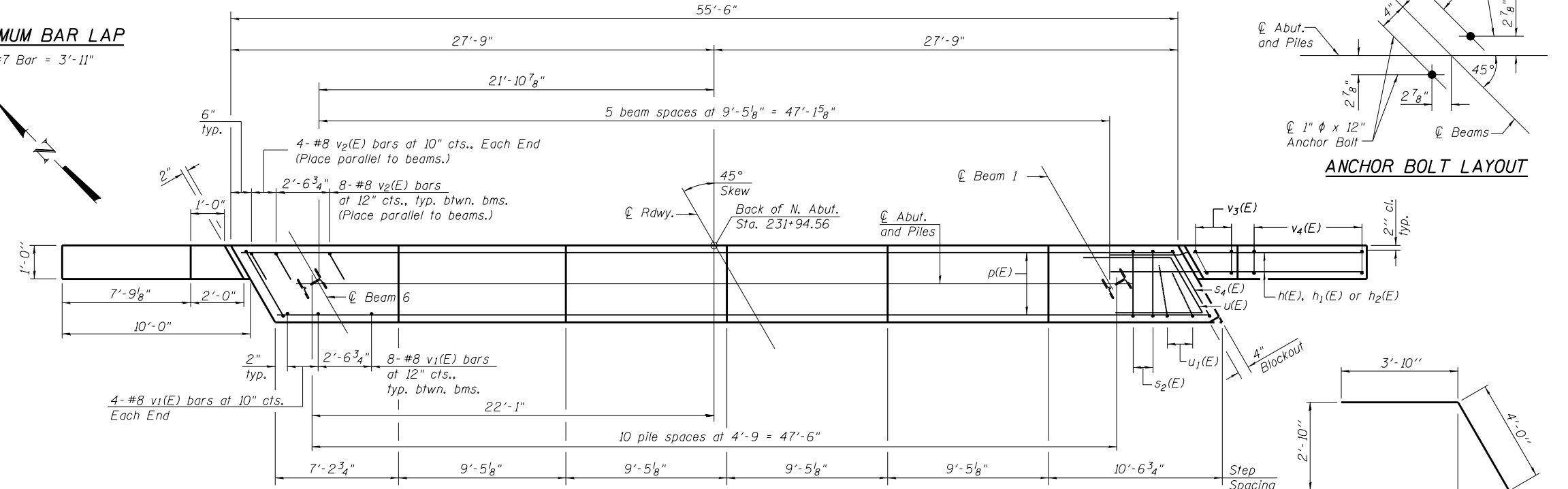
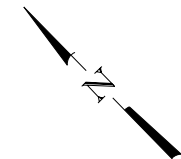


SEC. THRU ABUT.

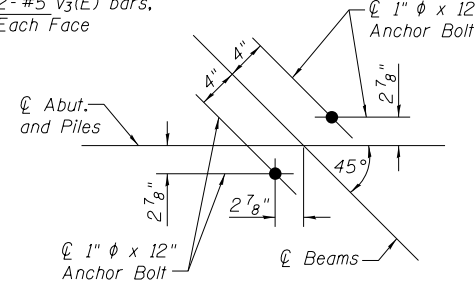
Dimensions at right angles to abutment.

MINIMUM BAR LAP

#7 Bar = 3'-11"



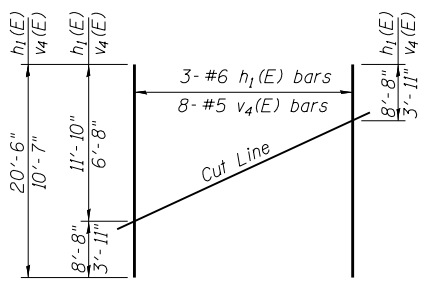
PLAN



ANCHOR BOLT LAYOUT

PILE DATA

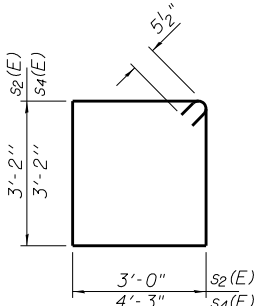
Type: Steel HP 10x42 with pile shoes
 Nominal Required Bearing: 335 Kips
 Factored Resistance Available: 184 Kips
 Est. Length: 28'-0"
 No. Production Piles: 10
 No. Test Piles: 1
 Estimated Top of Rock Elev. 566.14+



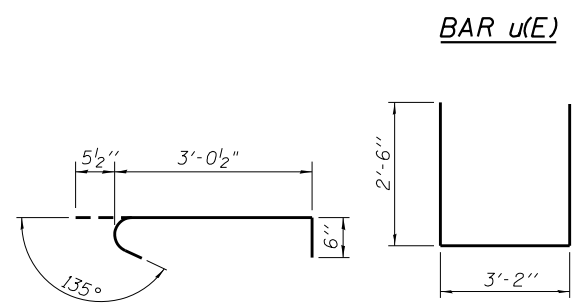
FIELD CUTTING DIAGRAM

Order h1(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.

BAR v2(E) & h2(E)



BAR s2(E) & s4(E)



BAR s3(E)

BAR u1(E)

BILL OF MATERIAL NORTH ABUTMENT

Bar	No.	Size	Length	Shape
h(E)	32	#6	12'-1"	—
h1(E)	6	#6	20'-6"	—
h2(E)	4	#5	10'-1"	—
p(E)	20	#7	29'-7"	—
s2(E)	44	#5	13'-3"	□
s3(E)	22	#5	4'-0"	□
s4(E)	2	#5	15'-9"	□
u(E)	8	#6	11'-8"	—
u1(E)	4	#5	8'-2"	—
v1(E)	48	#8	5'-11"	—
v2(E)	48	#8	6'-2"	—
v3(E)	8	#5	7'-0"	—
v4(E)	16	#5	10'-7"	—
Structure Excavation	Cu. Yd.	130.5		
Concrete Structures	Cu. Yd.	29.5		
Reinforcement Bars, Epoxy Coated	Pound	4710		
Furnishing Steel Piles HP 10x42	Foot	280		
Driving Piles HP 10x42	Foot	280		
Test Pile Steel HP 10x42	Each	1		
Pile Shoes	Each	11		

For details of piles see sheet 16 of 18.

AI-2440-L

8-31-12



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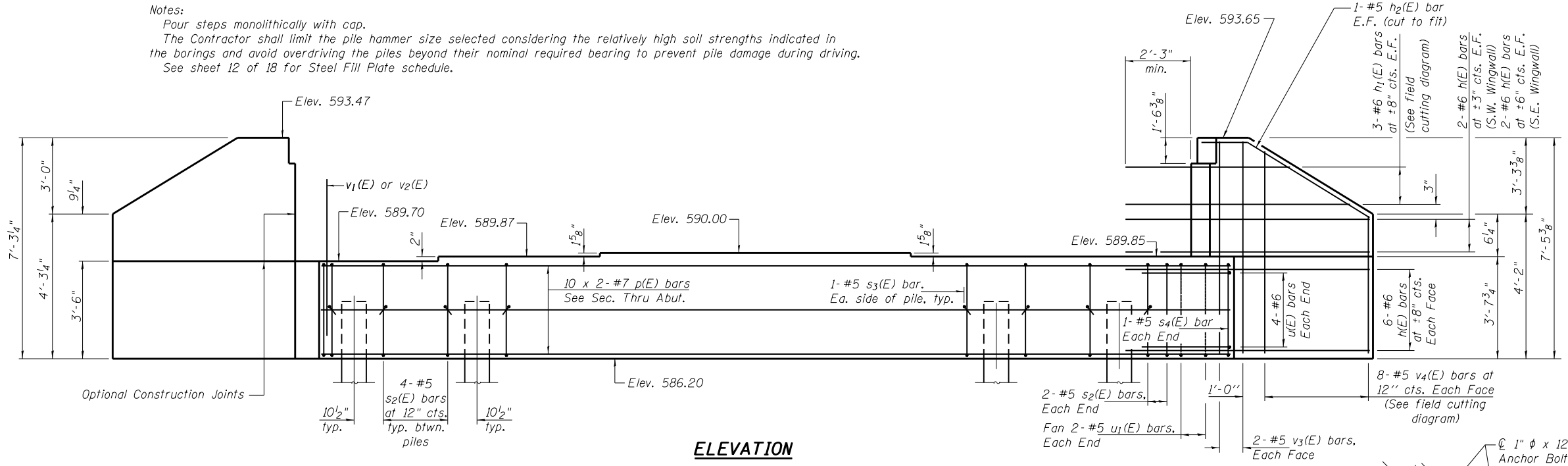
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
 STRUCTURE NO. 018-0066

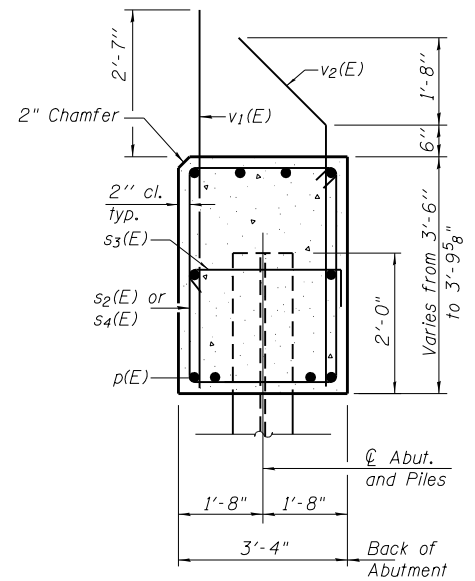
SHEET NO. 13 OF 18 SHEETS

F.A.P. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	26
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				

Notes:
 Four steps monolithically with cap.
 The Contractor shall limit the pile hammer size selected considering the relatively high soil strengths indicated in the borings and avoid overdriving the piles beyond their nominal required bearing to prevent pile damage during driving.
 See sheet 12 of 18 for Steel Fill Plate schedule.



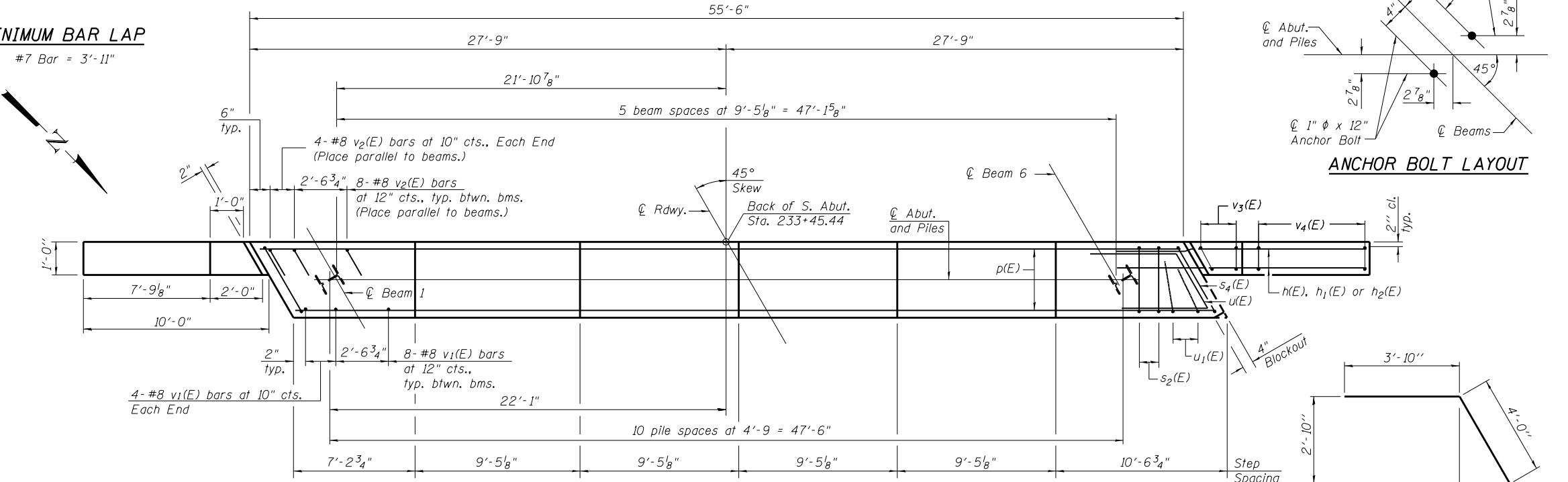
ELEVATION



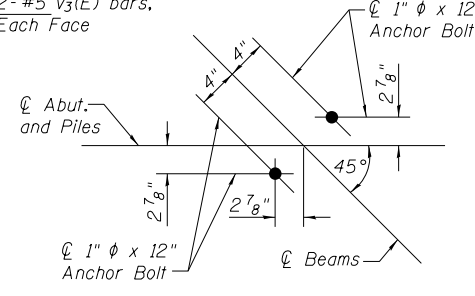
SEC. THRU ABUT.

Dimensions at right angles to abutment.

MINIMUM BAR LAP
 #7 Bar = 3'-11"



PLAN



ANCHOR BOLT LAYOUT

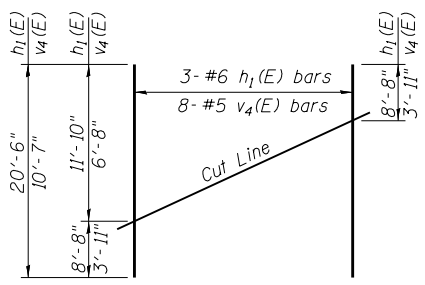
BILL OF MATERIAL SOUTH ABUTMENT

Bar	No.	Size	Length	Shape
h(E)	32	#6	12'-1"	—
h1(E)	6	#6	20'-6"	—
h2(E)	4	#5	10'-1"	—
p(E)	20	#7	29'-7"	—
s2(E)	44	#5	13'-3"	□
s3(E)	22	#5	4'-0"	□
s4(E)	2	#5	15'-9"	□
u(E)	8	#6	11'-8"	—
u1(E)	4	#5	8'-2"	—
v1(E)	48	#8	5'-11"	—
v2(E)	48	#8	6'-2"	—
v3(E)	8	#5	7'-0"	—
v4(E)	16	#5	10'-7"	—
Structure Excavation		Cu. Yd.	128.5	
Concrete Structures		Cu. Yd.	29.5	
Reinforcement Bars, Epoxy Coated		Pound	4710	
Furnishing Steel Piles HP 10x42		Foot	308	
Driving Piles		Foot	308	
Pile Shoes		Each	11	

For details of piles see sheet 16 of 18.

PILE DATA

Type: Steel HP 10x42 with pile shoes
 Nominal Required Bearing: 335 Kips
 Factored Resistance Available: 184 Kips
 Est. Length: 28'-0"
 No. Production Piles: 11
 No. Test Piles: 0
 Estimated Top of Rock Elev. 566.76±



FIELD CUTTING DIAGRAM

Order h1(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.

BAR v2(E) & h2(E)

BAR s2(E) & s4(E)

BAR s3(E)

BAR u1(E)

AI-2440-L

8-31-12



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SOUTH ABUTMENT
 STRUCTURE NO. 018-0066

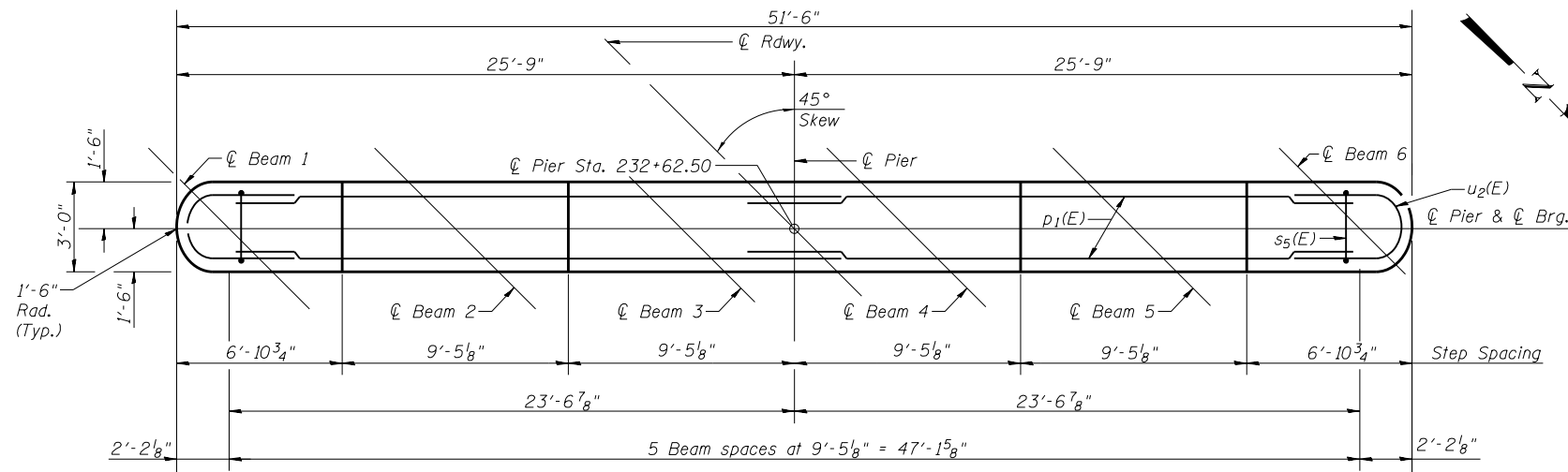
SHEET NO. 14 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	27
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				

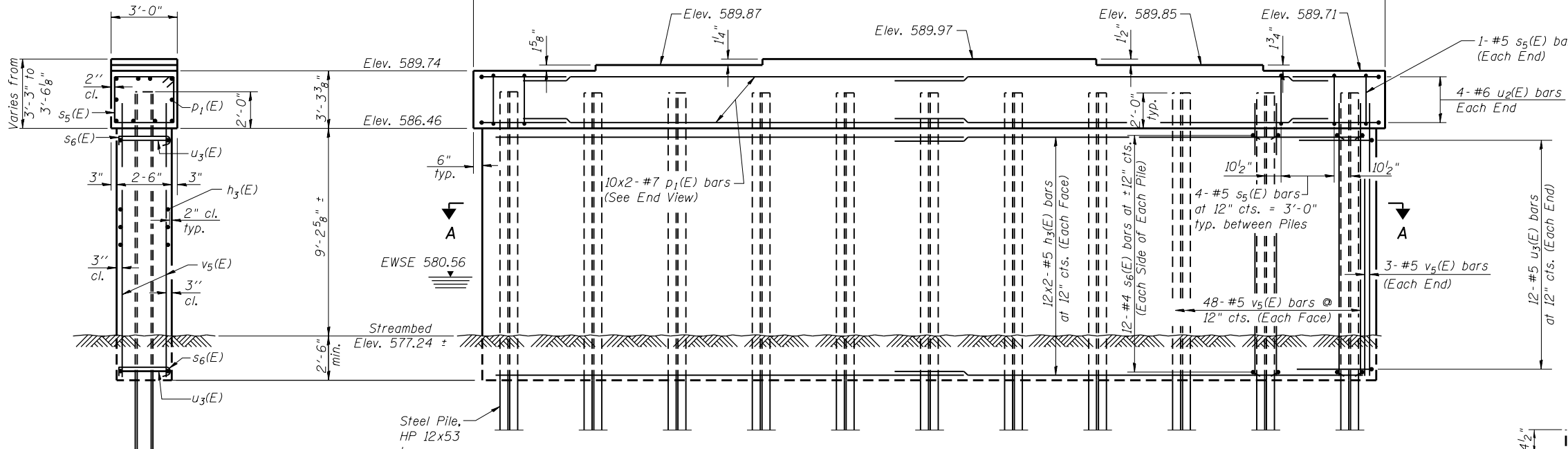
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 16 of 18.

PILE DATA

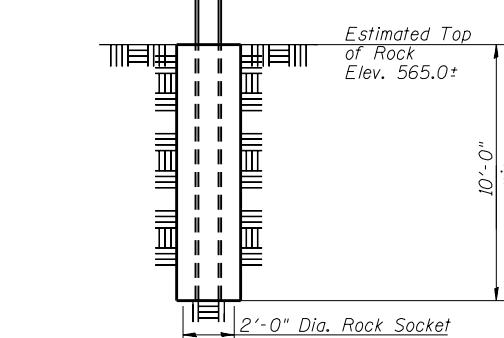
Type: HP 12x53
 Nominal Required Bearing: Set In Rock
 Factored Resistance Available: 256 Kips
 Est. Length: 34'-0"
 No. Production Piles: 11
 No. Test Piles: 0
 Estimated Top of Rock 565.0 ±
 Rock Socket Depth: 10'-0"
 Rock Socket Diameter: 2'-0"



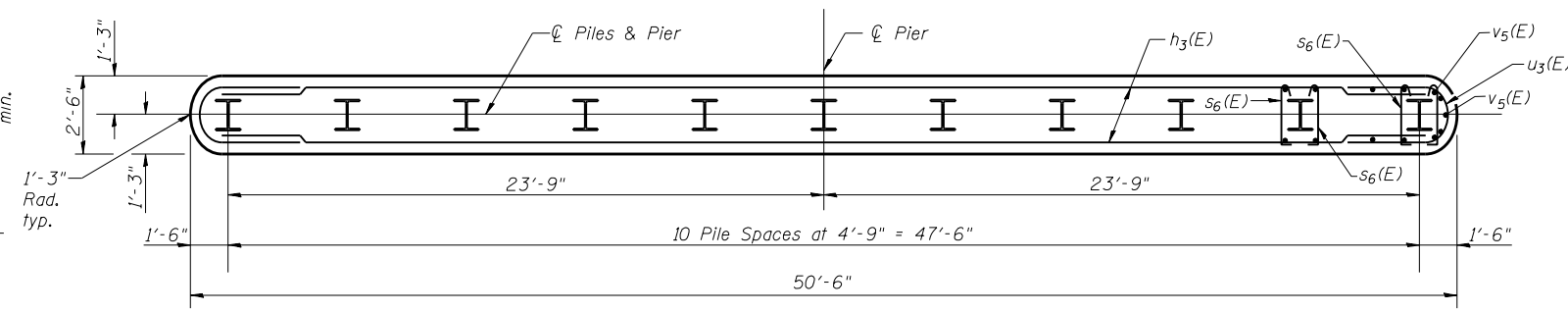
TOP PLAN



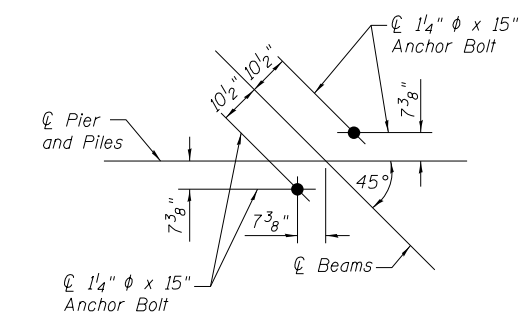
ELEVATION
(Looking Southwest)



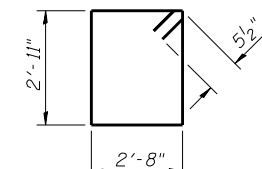
END VIEW



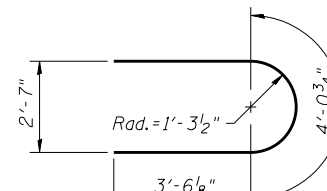
SECTION A-A



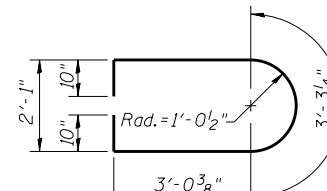
ANCHOR BOLT LAYOUT



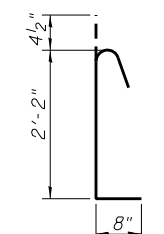
BAR s5(E)



BAR u2(E)



BAR u3(E)



BAR s6(E)

BILL OF MATERIAL - PIER

Bar	No.	Size	Length	Shape
h3(E)	48	#5	25'-9"	—
p1(E)	20	#7	26'-3"	—
s5(E)	42	#5	12'-1"	□
s6(E)	264	#4	3'-3"	U
u2(E)	8	#6	11'-1"	U
u3(E)	24	#5	11'-0"	U
v5(E)	102	#5	13'-6"	—
Cofferdam Excavation			Cu. Yd.	62.5
Cofferdam (Type 1)			Each	1
Concrete Structures			Cu. Yd.	84.6
Reinforcement Bars, Epoxy Coated			Pound	5310
Furnishing Steel			Foot	374
Piles HP 12x53				
Setting Piles In Rock			Each	11

Min. Bar Lap
 #5 bars = 2'-6"
 #7 bars = 3'-11"



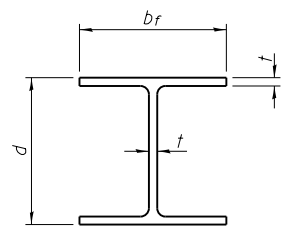
USER NAME =	DESIGNED - BMZ	REVISED —
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PLOT DATE =	DRAWN - BKN	REVISED —
	CHECKED - KWB	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER
STRUCTURE NO. 018-0066

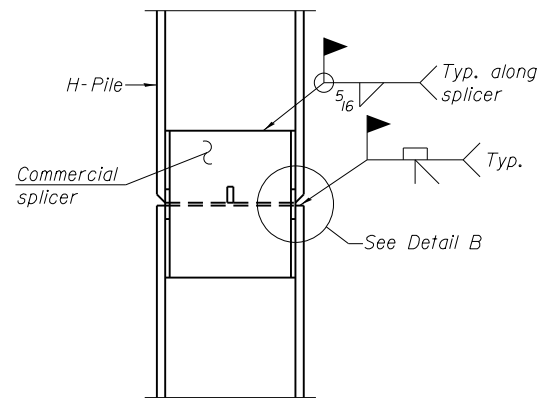
SHEET NO. 15 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	28
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				

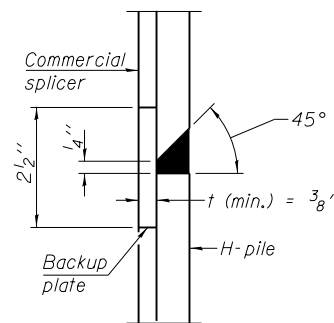


STEEL PILE TABLE

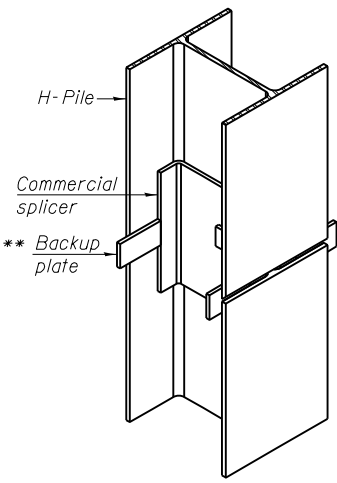
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

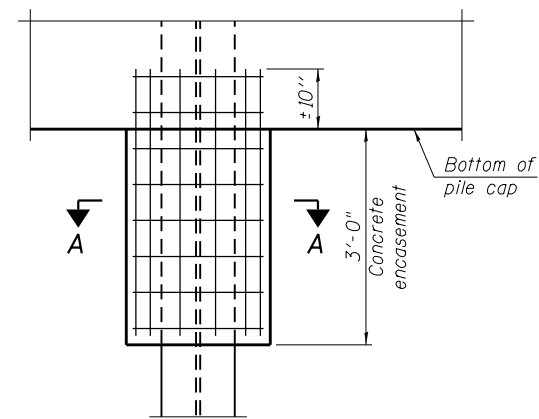


DETAIL "B"



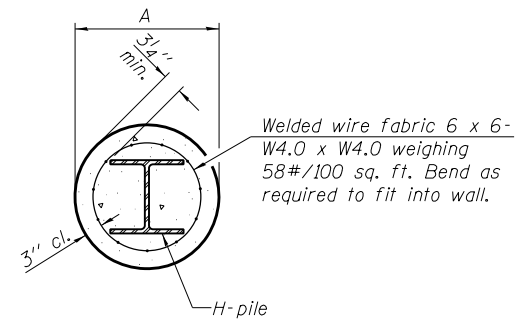
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



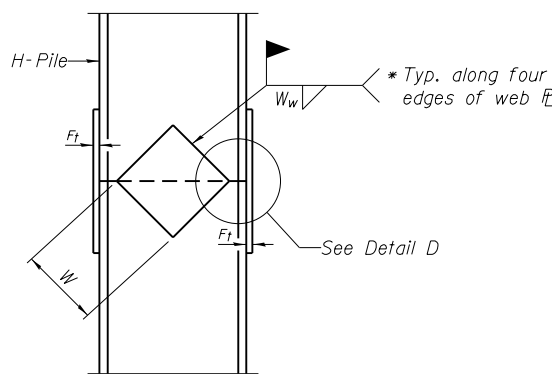
ELEVATION

PILE ENCASEMENT

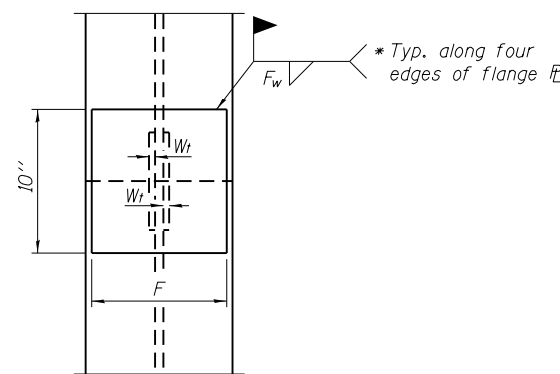


Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A



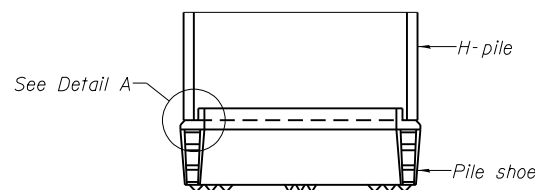
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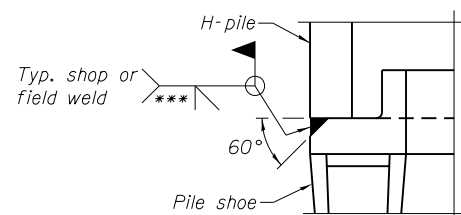
END VIEW

DETAIL D

WELDED PLATE FIELD SPLICE

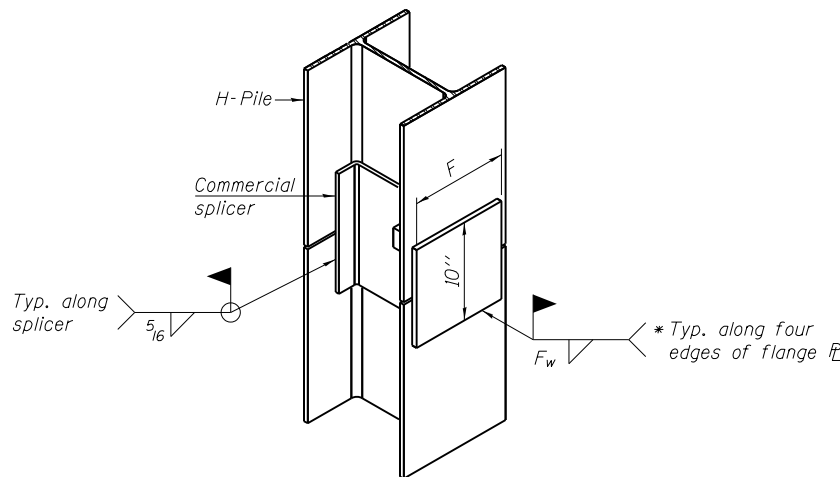


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

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

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

F-HP 1-27-12



USER NAME =	DESIGNED - BMZ	REVISED
PLOT SCALE =	CHECKED -	REVISED
PLOT DATE =	DRAWN - BKN	REVISED
	CHECKED -	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 018-0066

SHEET NO. 16 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	29
CONTRACT NO. 74323				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 12/12/10

ROUTE FAP 828 (IL 121) DESCRIPTION Long Point Creek LOGGED BY E. Sandschafer

SECTION (108BR-1)B LOCATION NE 1/4 - Sec 23, NW 1/4 - Sec 24, SEC., TWP. 10 N, RNG. 7 E, 3 PM

COUNTY Cumberland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO.	Station	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev.	Stream Bed Elev.	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)
018-0012	232+70					577.19	576.99				
BORING NO.	1										
Station	231+80										
Offset	10.0ft Rt										
Ground Surface Elev.	591.64										
13" asphalt pavement:											
	590.54					571.14		2	0.2	24	
Soft, damp, brown to gray, SANDY LOAM.											
		0				569.64		2	B		
		1	0.3	18		568.84		2	0.2	24	
		2	B					1	B		
Very soft, wet, gray, SILTY LOAM.											
		0									
		1	0.3	20		566.14		1		8	
		1	B						34		
Very dense, very moist, gray, SANDY CLAY SHALE.											
	584.64										
Soft to medium, damp, gray, SILTY LOAM.											
		0							50/3"		
		1	0.5	25					50/2"		7
		1	B						50/2"		
Borehole continued with rock coring.											
						562.14					
		-10									
w/ trace Sand.											
	579.64										
Very soft, very damp, gray, SANDY LOAM.											
		1									
		1	0.2	21							
		2	BS								
Very loose, wet, brown, fine grained, SAND. 5% passing #200 sieve.											
		1									
		1									
		2		23							
Very soft, wet, gray, SANDY LOAM.											
		1	0.2	22							
		0	BS								
		1									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating 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)

File Name: S:\NEW\GEOTECH\CALC\INTDATA\PROJ\CUMBERLAND_CO\018\018-0012 2010.GPJ Data Template: D:\TEMP\PLT.GDT Date Printed: 5/20/13 Latitude: W 89 deg 22.706 min Longitude: N 39 deg 17.839 min Datum: Job Number:



Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Date 12/12/10

ROUTE FAP 828 (IL 121) DESCRIPTION Long Point Creek LOGGED BY E. Sandschafer

SECTION (108BR-1)B LOCATION NE 1/4 - Sec 23, NW 1/4 - Sec 24, SEC., TWP. 10 N, RNG. 7 E, 3 PM

COUNTY Cumberland CORING METHOD Rotary, surf set diamond bit

STRUCT. NO.	Station	D E P T H (ft)	C O R E #	R E C O V E R Y (%)	R Q D (%)	C O R E T I M E (min/ft)	S T R E N G T H (tsf)
018-0012	232+70						
BORING NO.	1						
Station	231+80						
Offset	10.0ft Rt						
Ground Surface Elev.	591.64						
Soft, gray, SANDY CLAY SHALE.							
	562.14	-30	B1C1	88	53	1.5	
Gray, slightly to moderately weathered, Est LIMESTONE, scratches w/ moderate pressure.							
	561.84						
	559.84						
Gray, moderately weathered, SILTY CLAY SHALE.							
	558.94						
Gray, slightly weathered, Est LIMESTONE, scratches w/ hard pressure.							
Rockcore B1C1 from 32.9' to 33.4' depth, Qu = 1214 tsf.							
		-35	B1C2	71	91	1.4	
Bluish gray, moderately weathered, SILTY CLAY SHALE.							
	554.14						
Rockcore B1C2 from 38.0' to 38.5' depth, Qu = 7.1 tsf.							
	552.14						
Extent of exploration.							
		-40					
Benchmark: BM 354 chiseled square on NW corner of existing bridge headwall, Sta 232+10, 17' Rt, Elevation = 589.69'.							
		-45					

Color pictures of the cores Available on request
Cores will be stored for examination until 10/12/2015
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RQD is the ratio of the total length of sound core specimens >4" to total length of core run BBS, form 138 (Rev. 8-99)

ROCK CORE 018-0012 2010.GPJ D:\TEMP\PLT.GDT 5/20/13



USER NAME =	DESIGNED - BMZ	REVISED
	CHECKED - MJP	REVISED
PLOT SCALE =	DRAWN - BKN	REVISED
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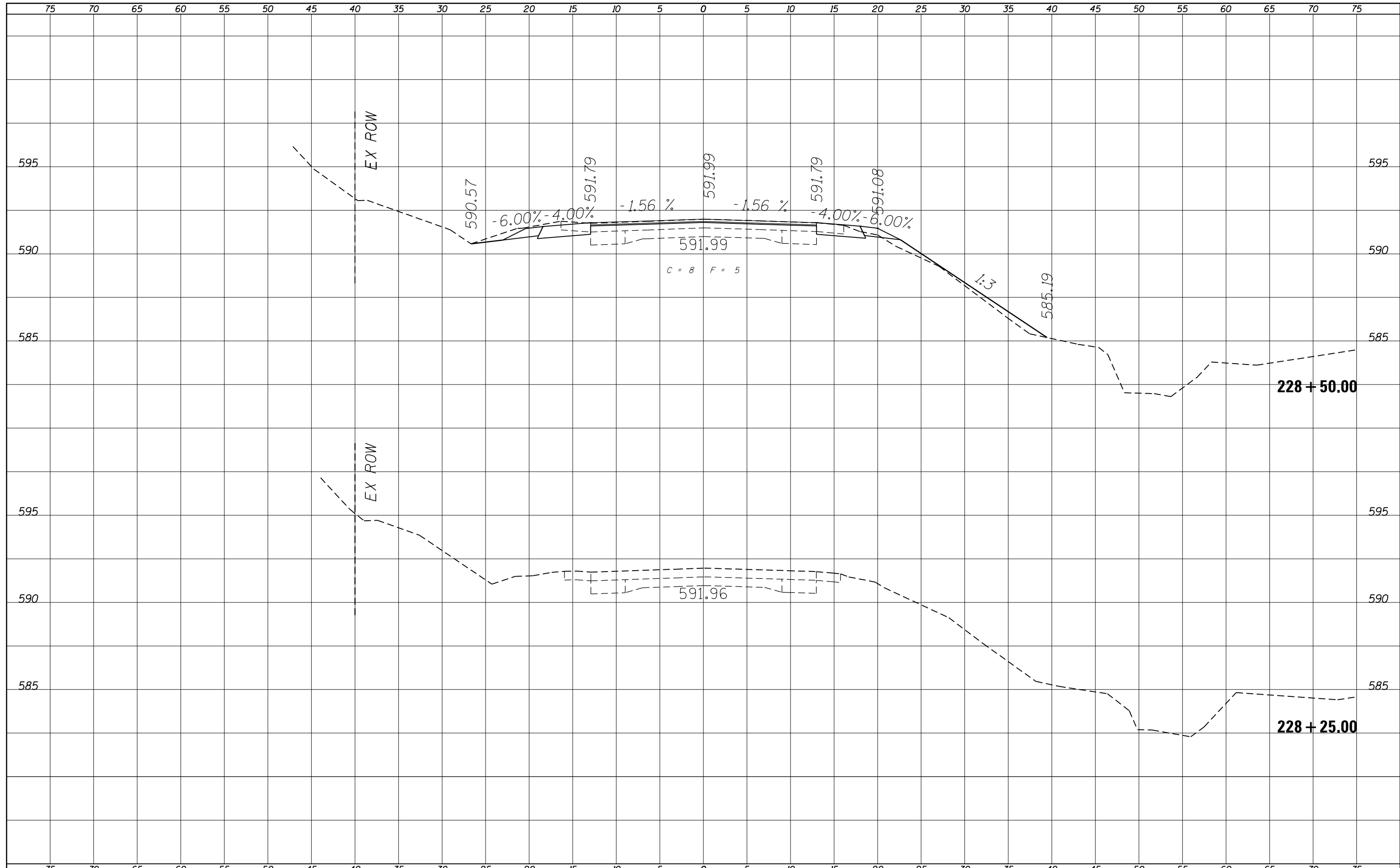
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING AND ROCK CORE LOG - BORING NO.1
STRUCTURE NO. 018-0066

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
828	(108BR-1)B	CUMBERLAND	54	30
CONTRACT NO. 74323				

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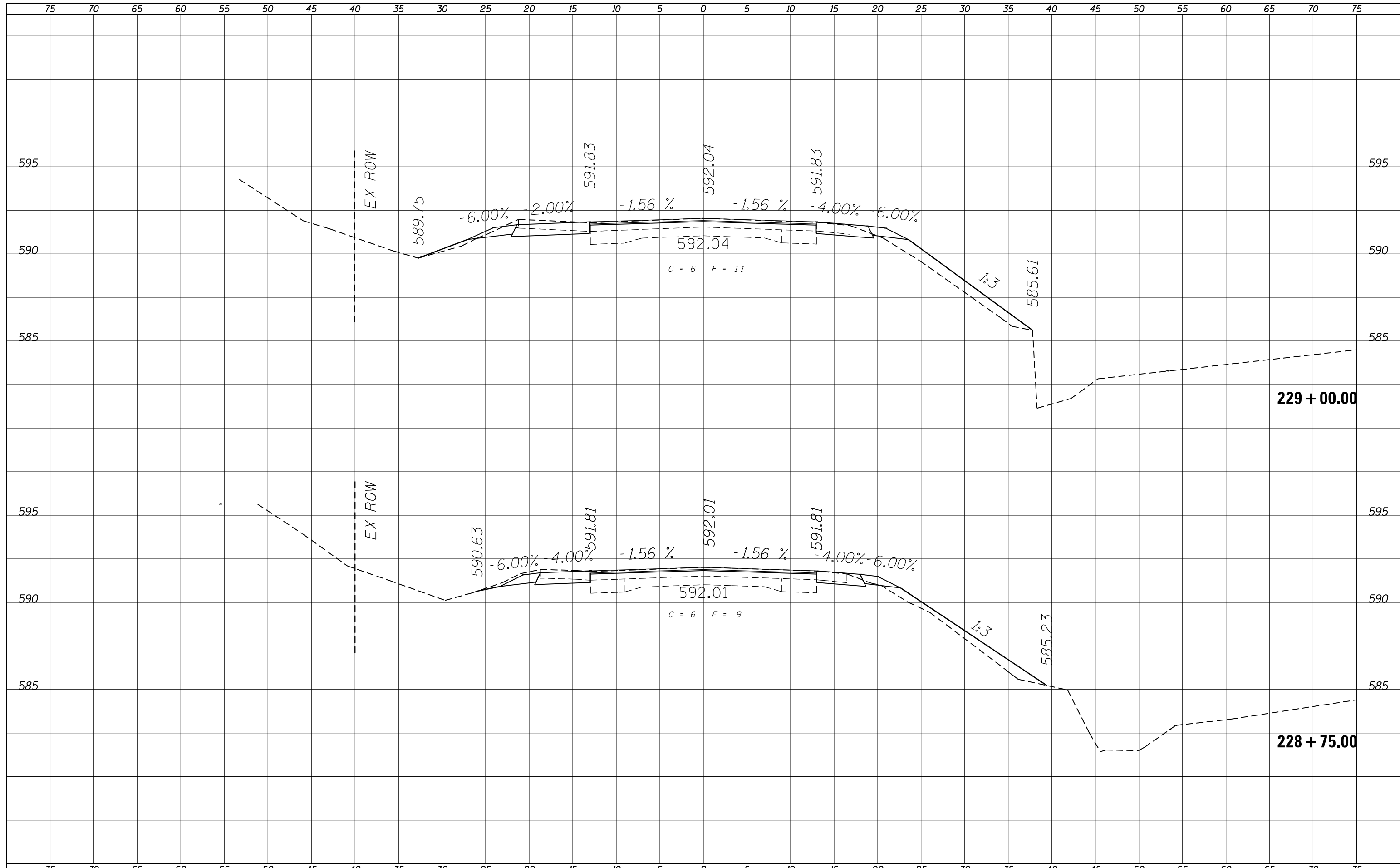
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	PLOT DATE = 8/17/2015	DATE -	REVISIED -		ILLINOIS FED. AID PROJECT							

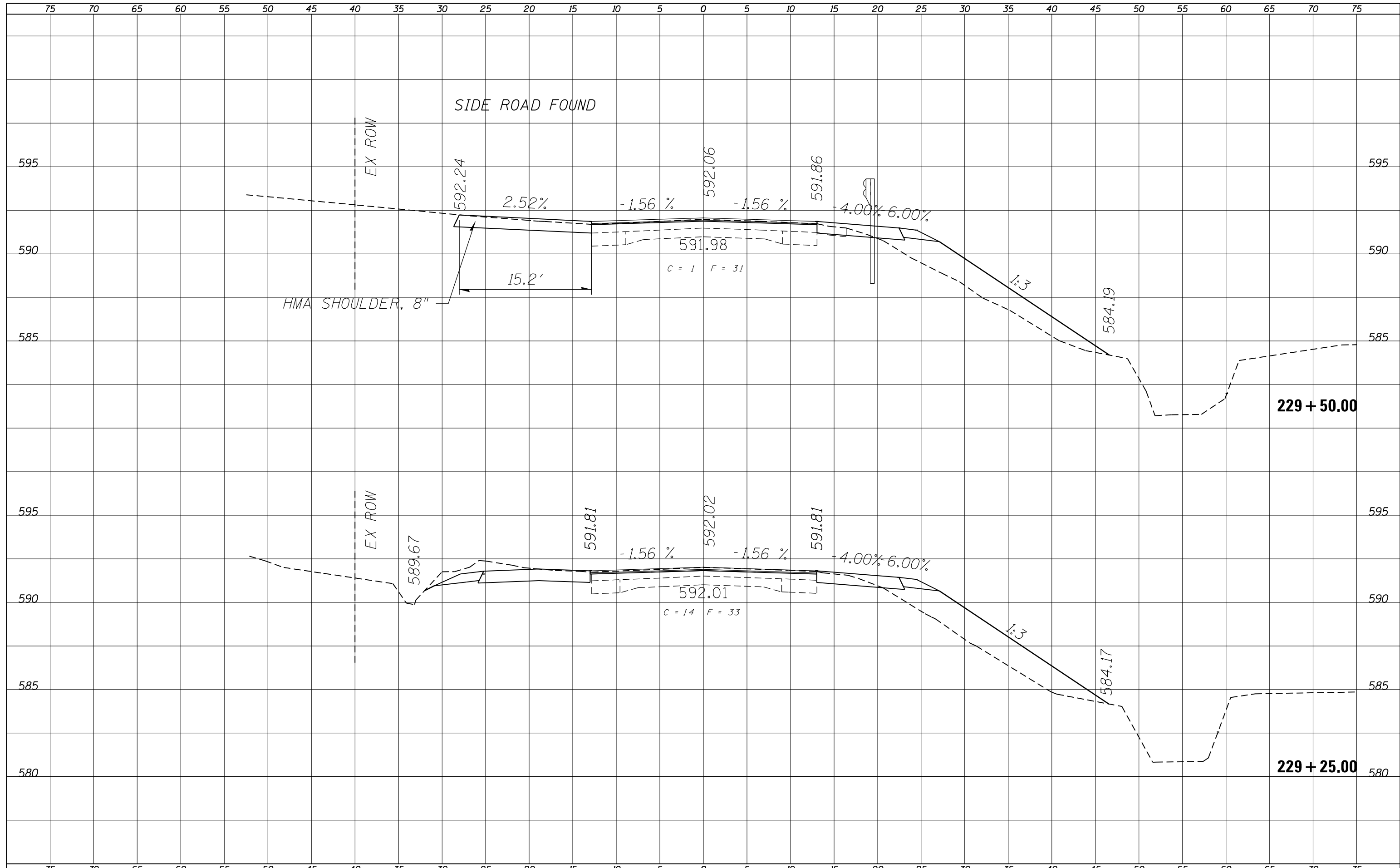
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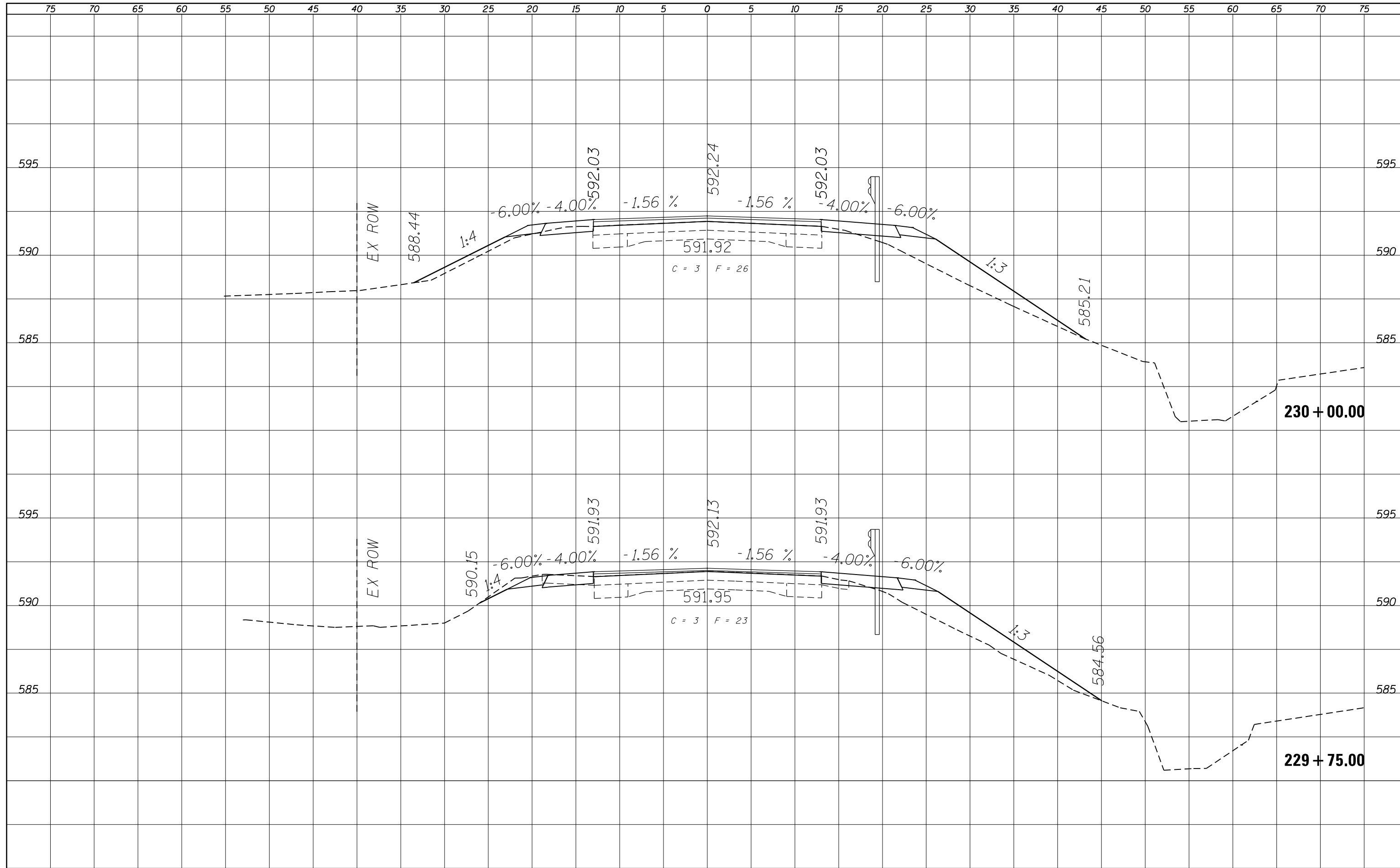
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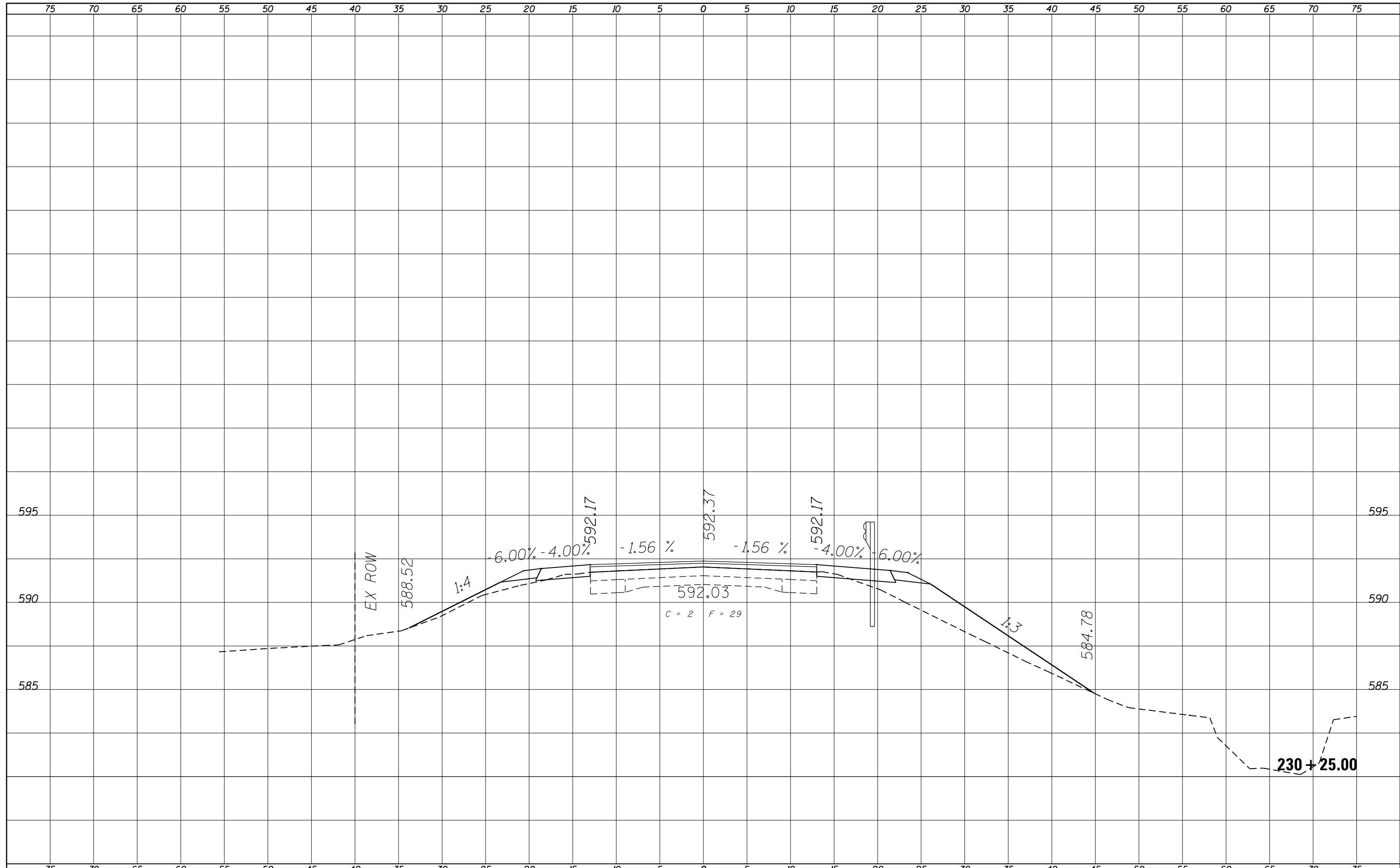
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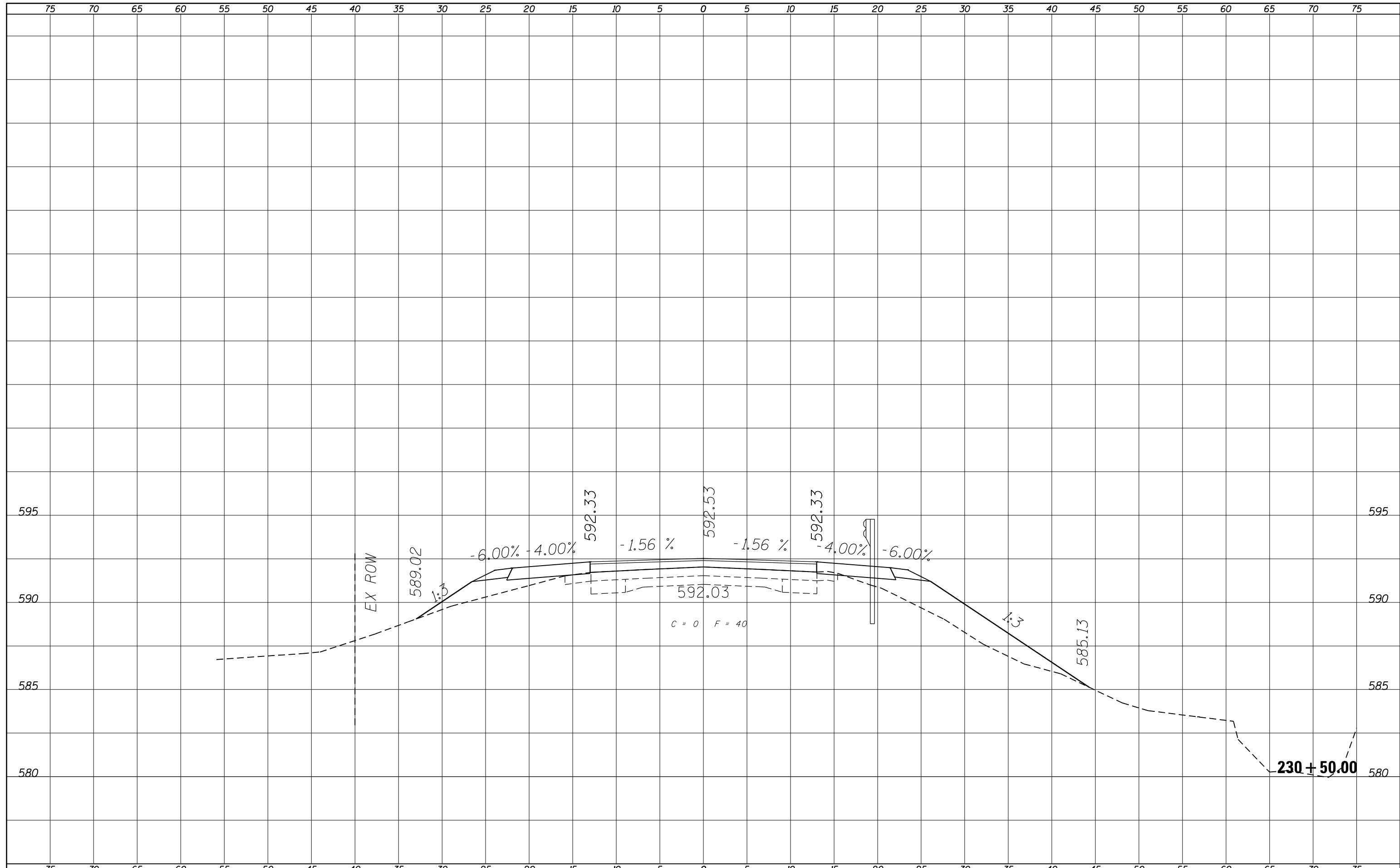
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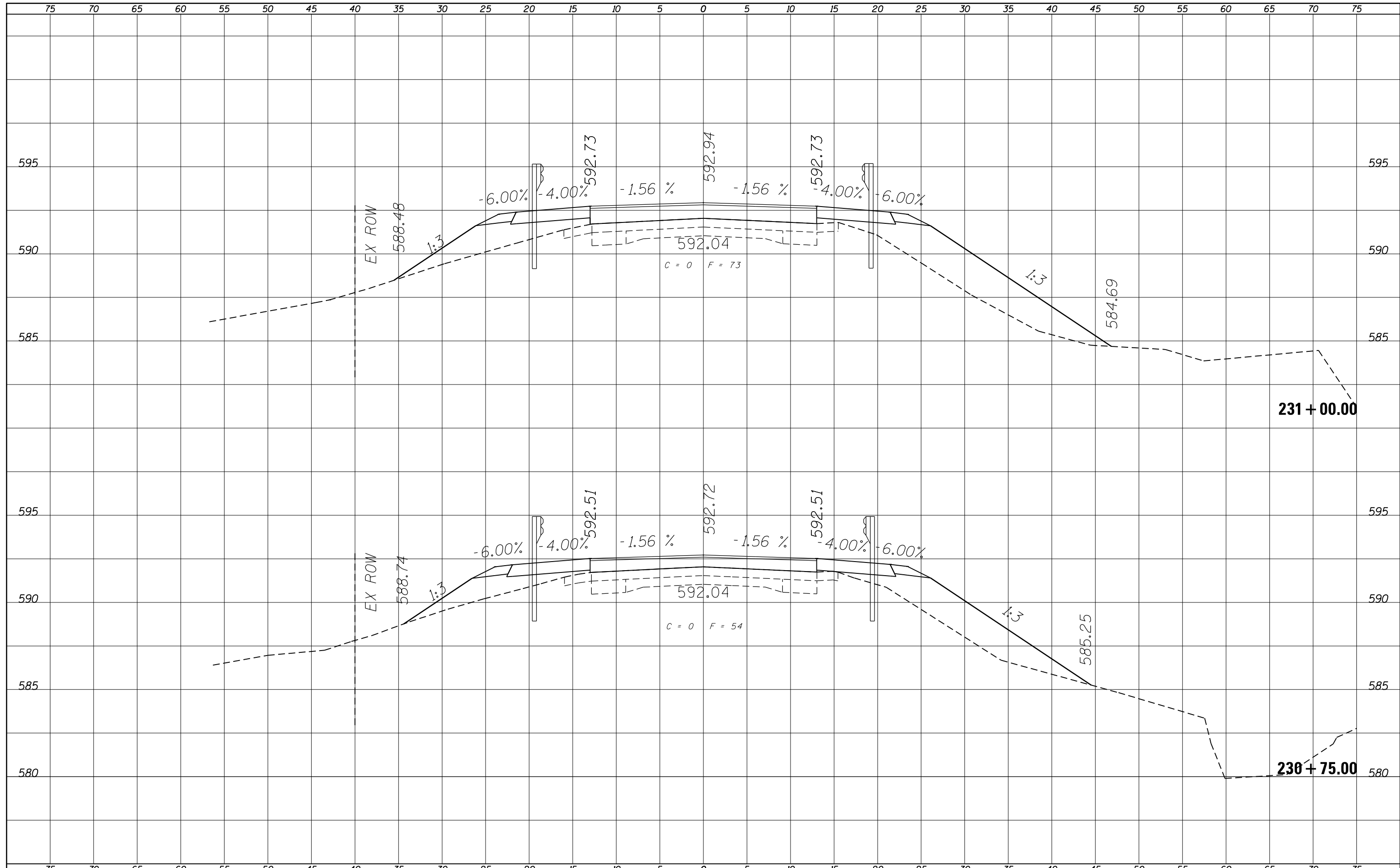
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FILE NAME =	USER NAME = steffemk	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS-SECTION SHEETS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 8/17/2015	DATE -	REVISIED -		ILLINOIS FED. AID PROJECT						

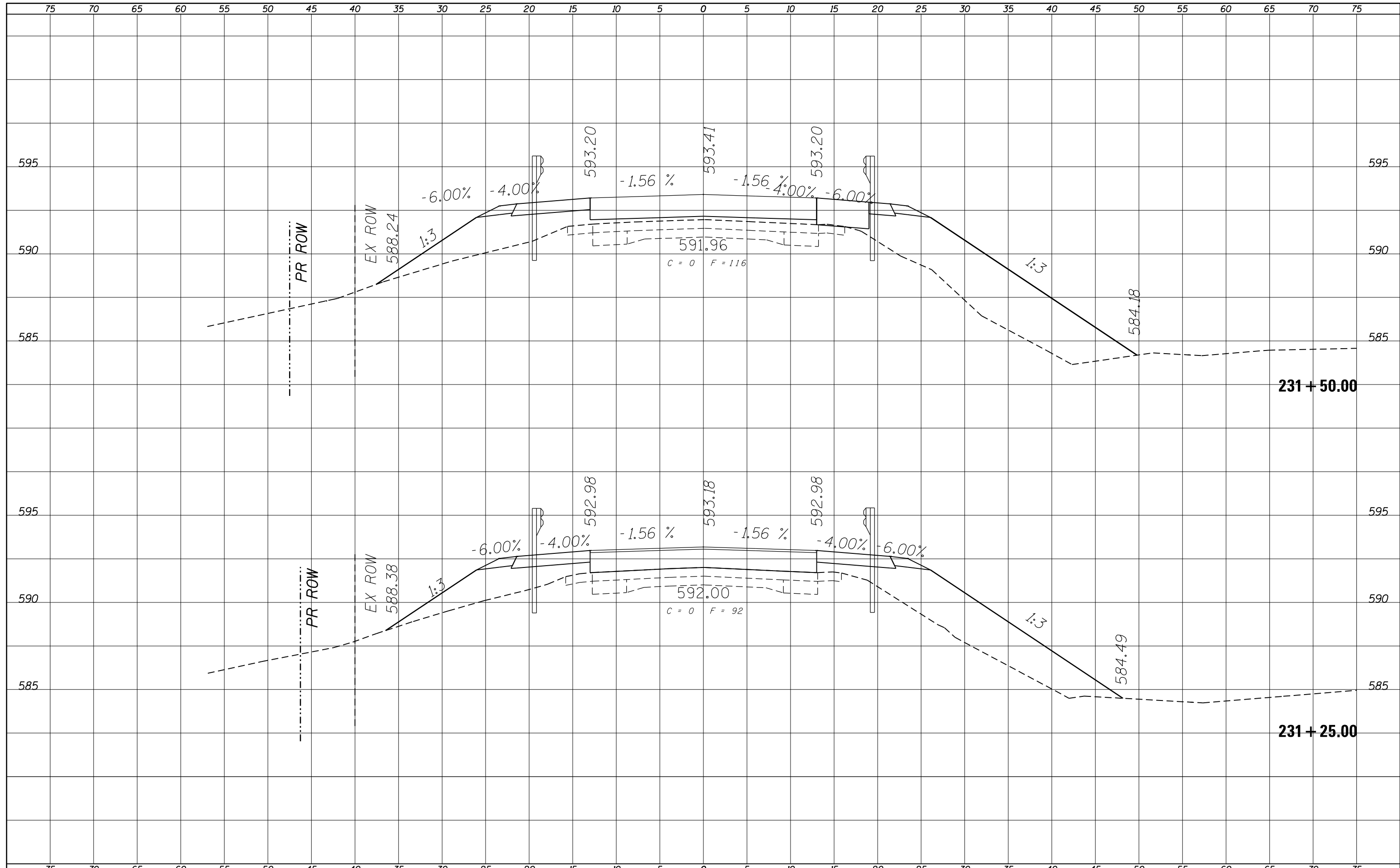
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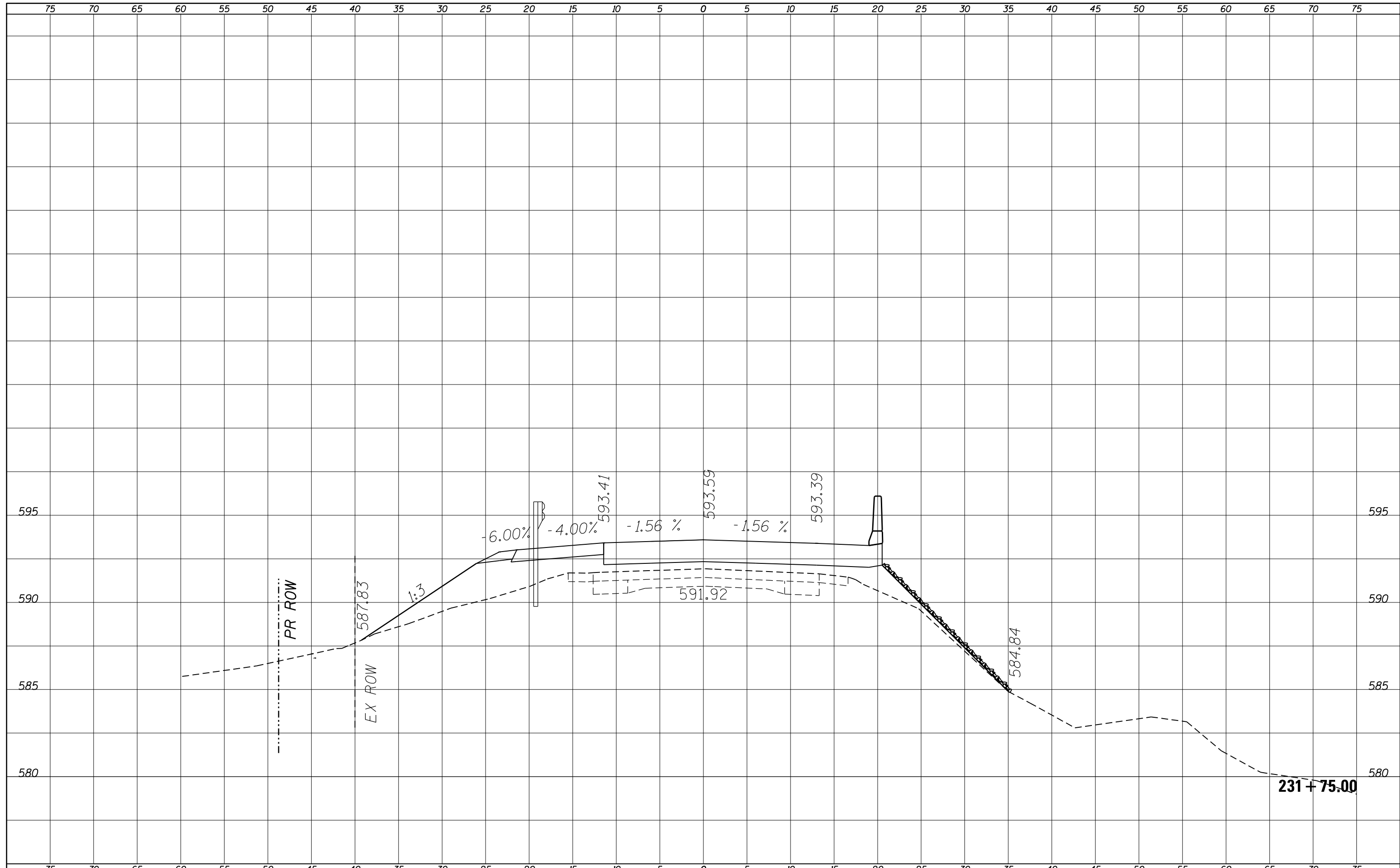
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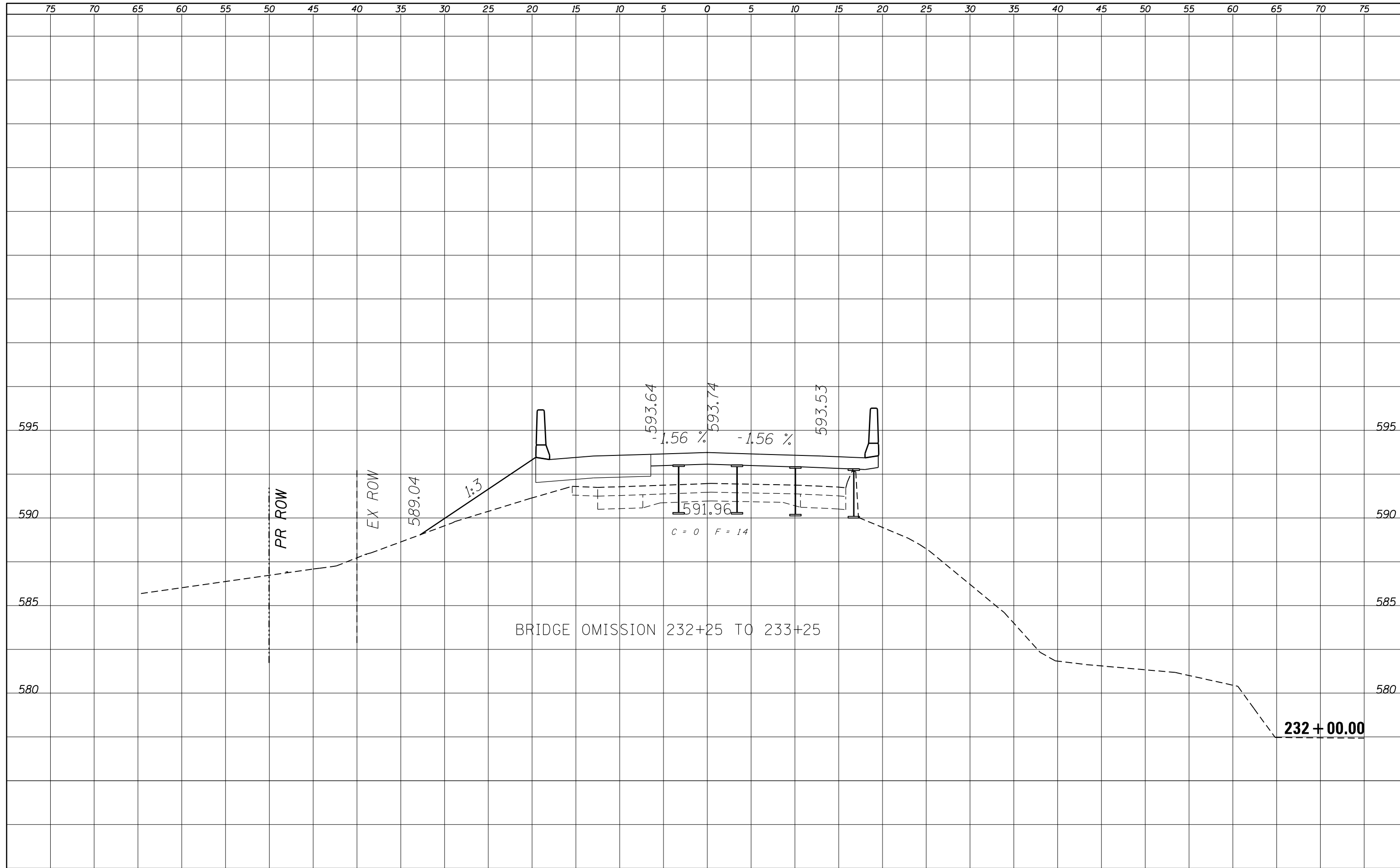
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FILE NAME =	USER NAME = steffemk	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS-SECTION SHEETS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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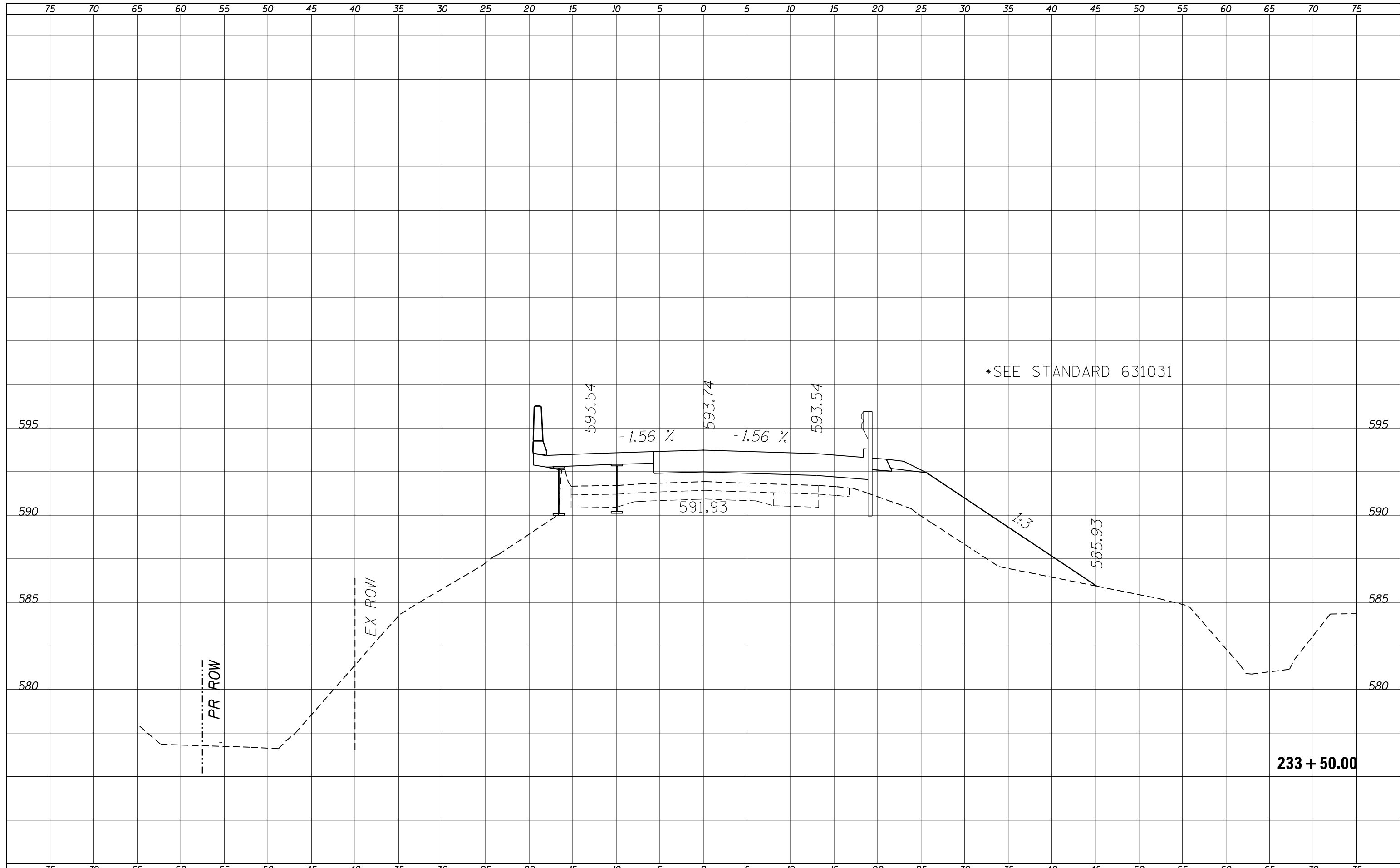
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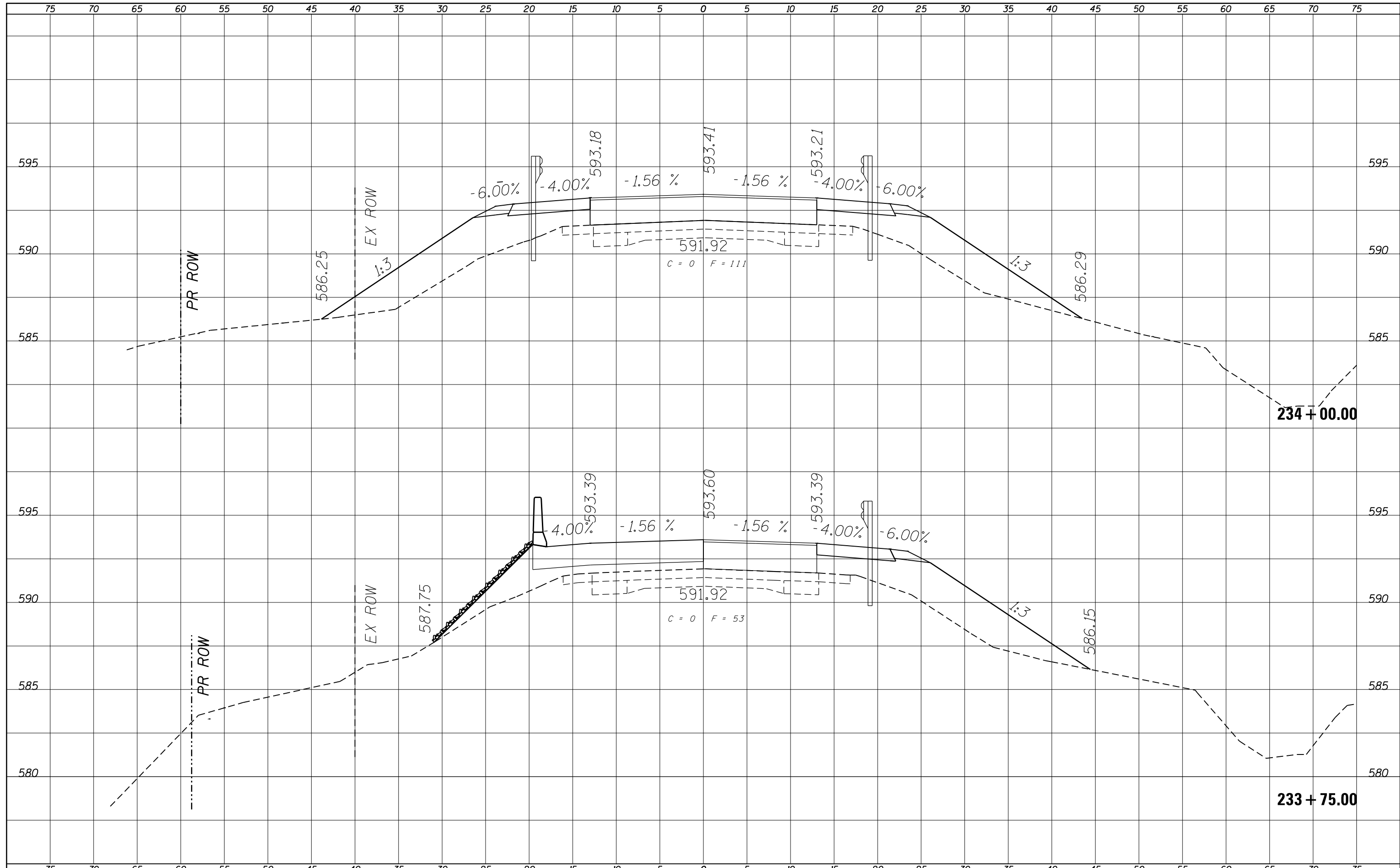
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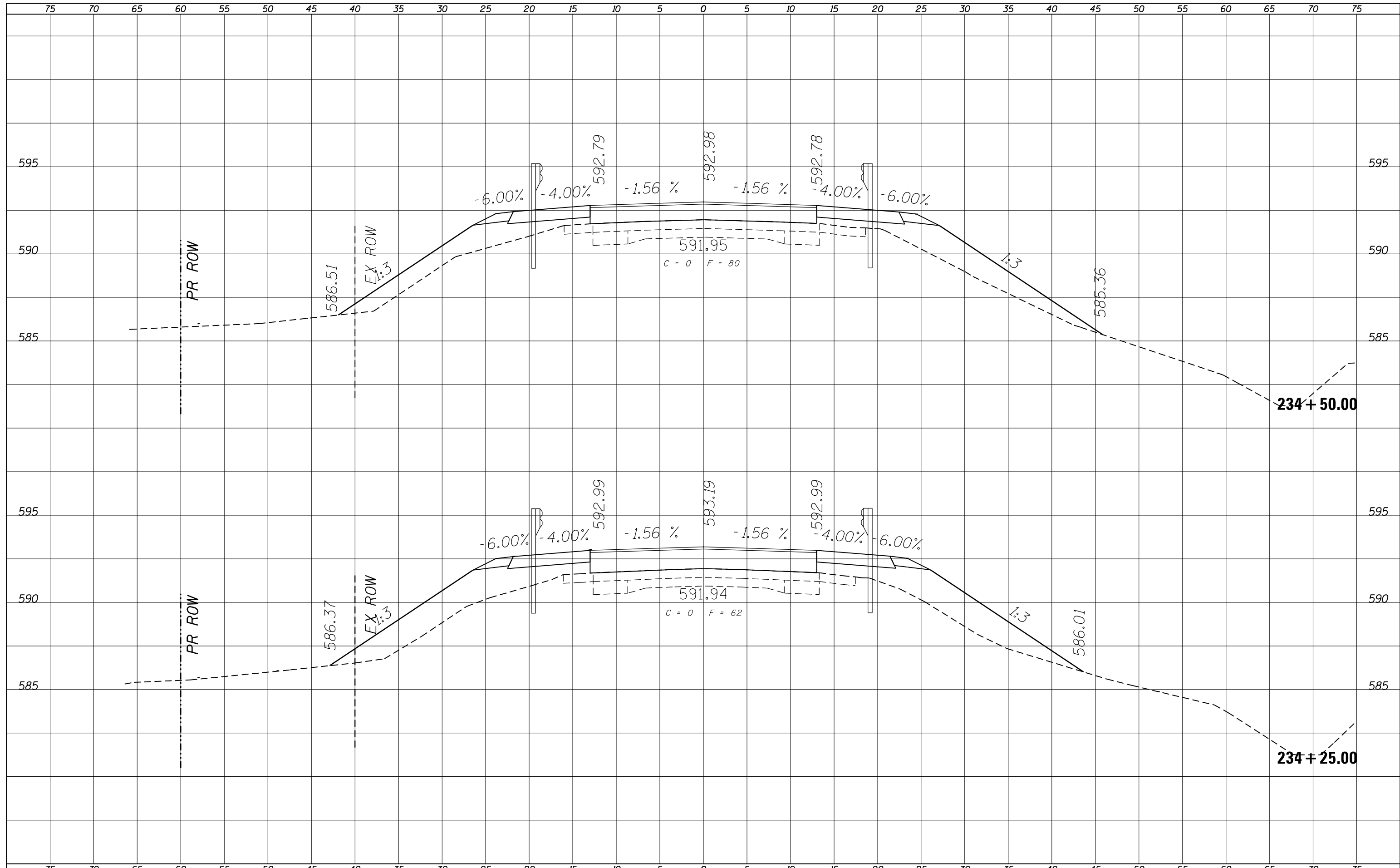
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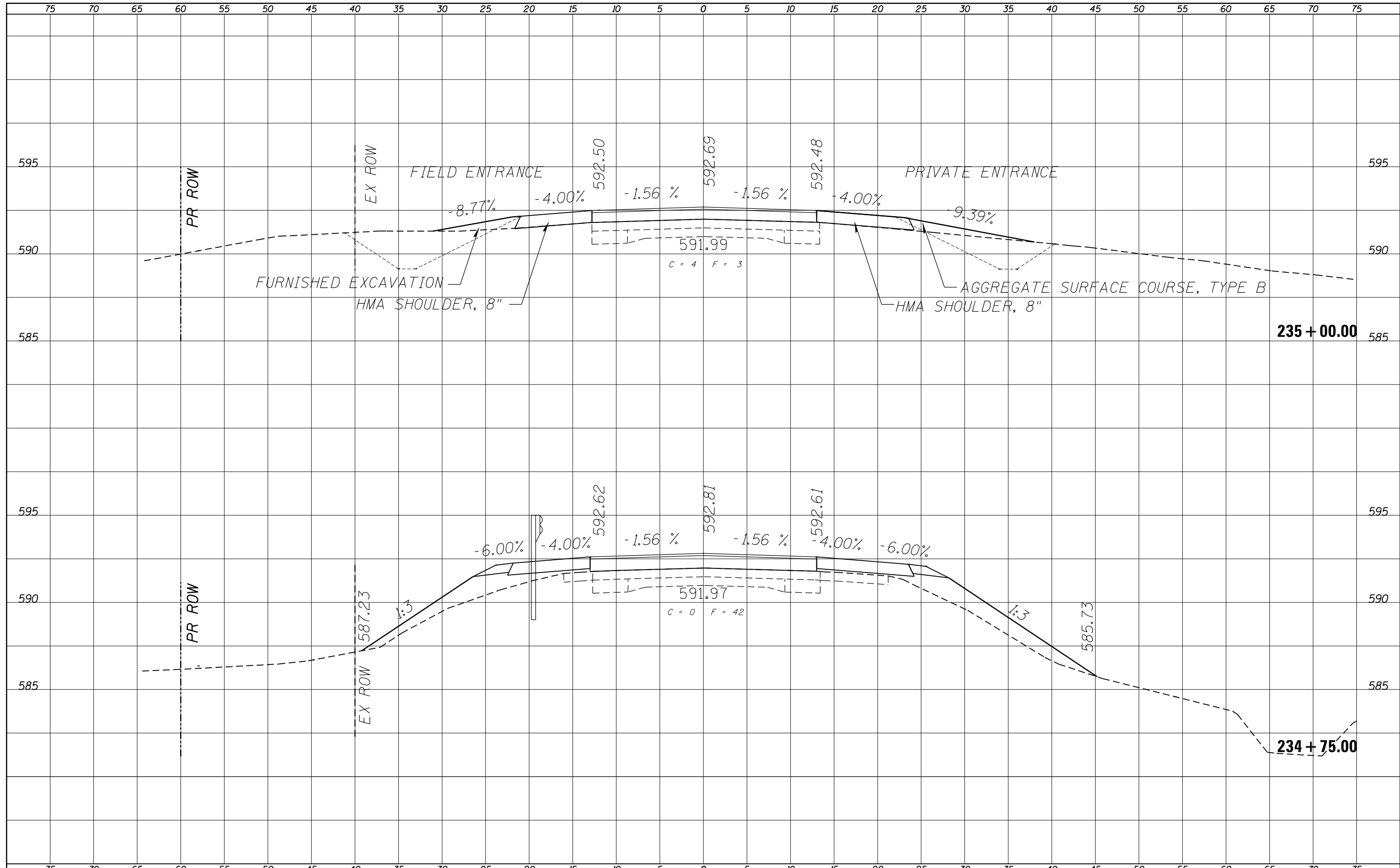
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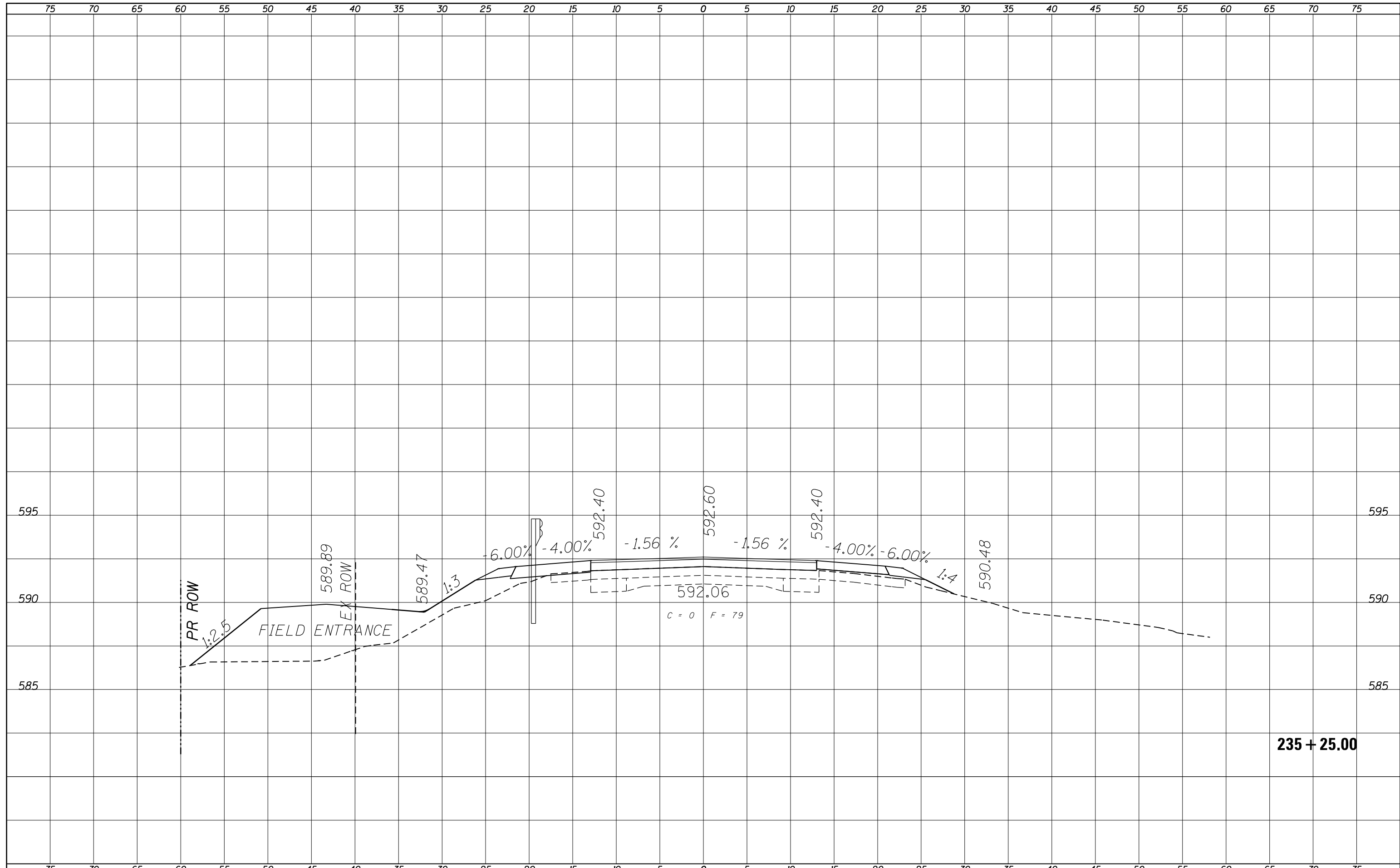
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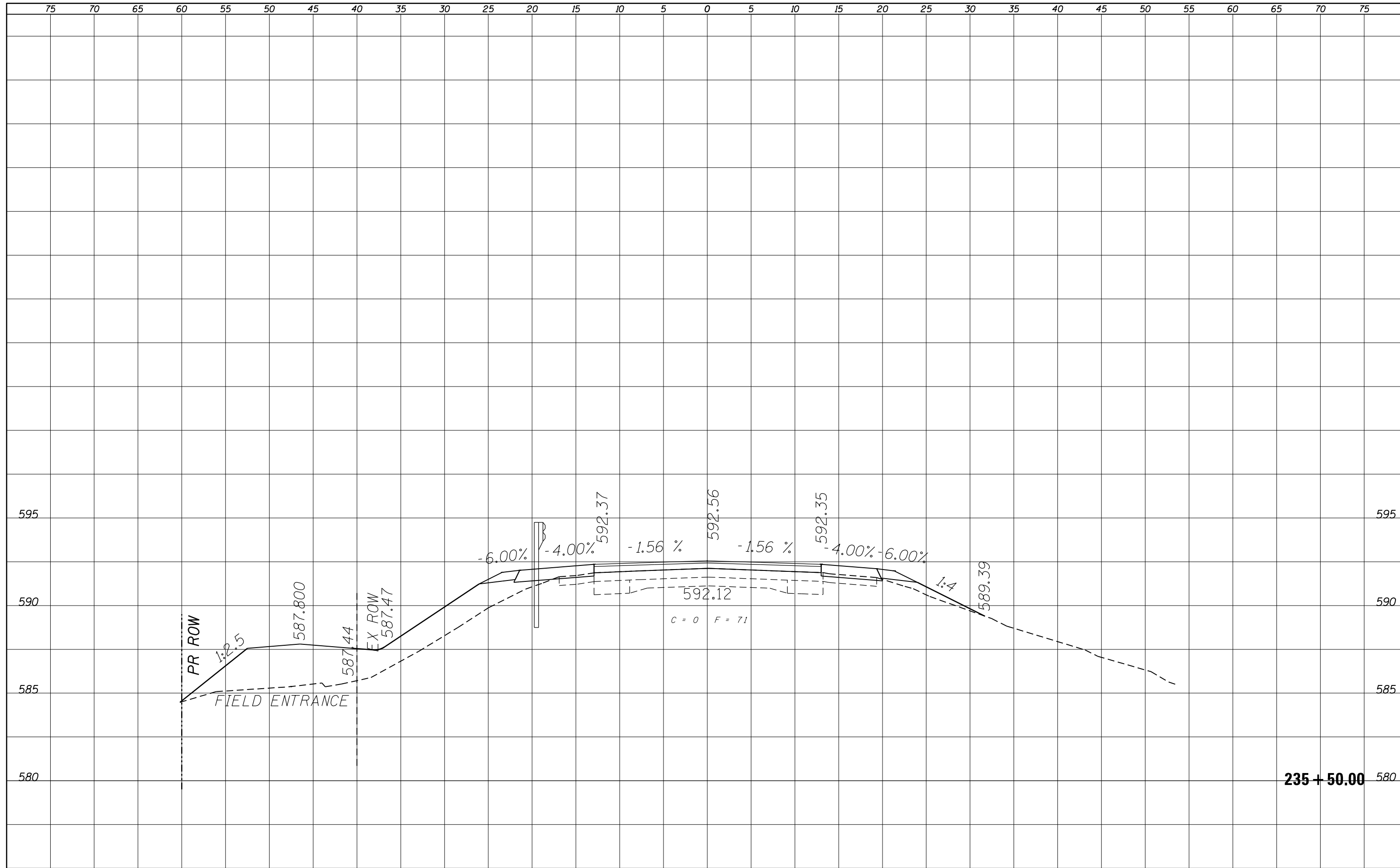
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FILE NAME =	USER NAME = steffemk	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS-SECTION SHEETS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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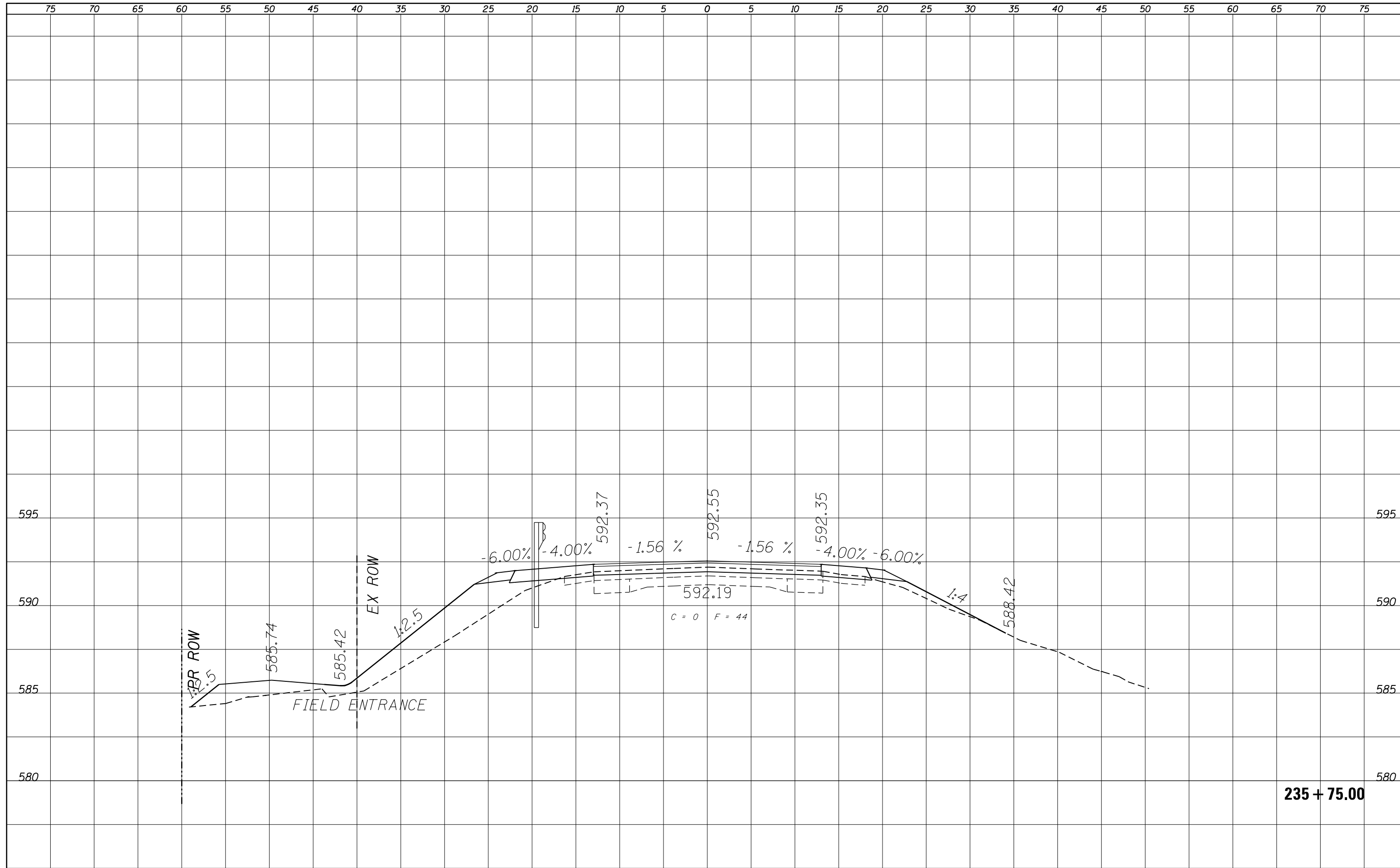
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ORIGINAL	
SURVEY	
NOTE BOOK	
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FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
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	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED	DATE
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	AREAS CHECKED	

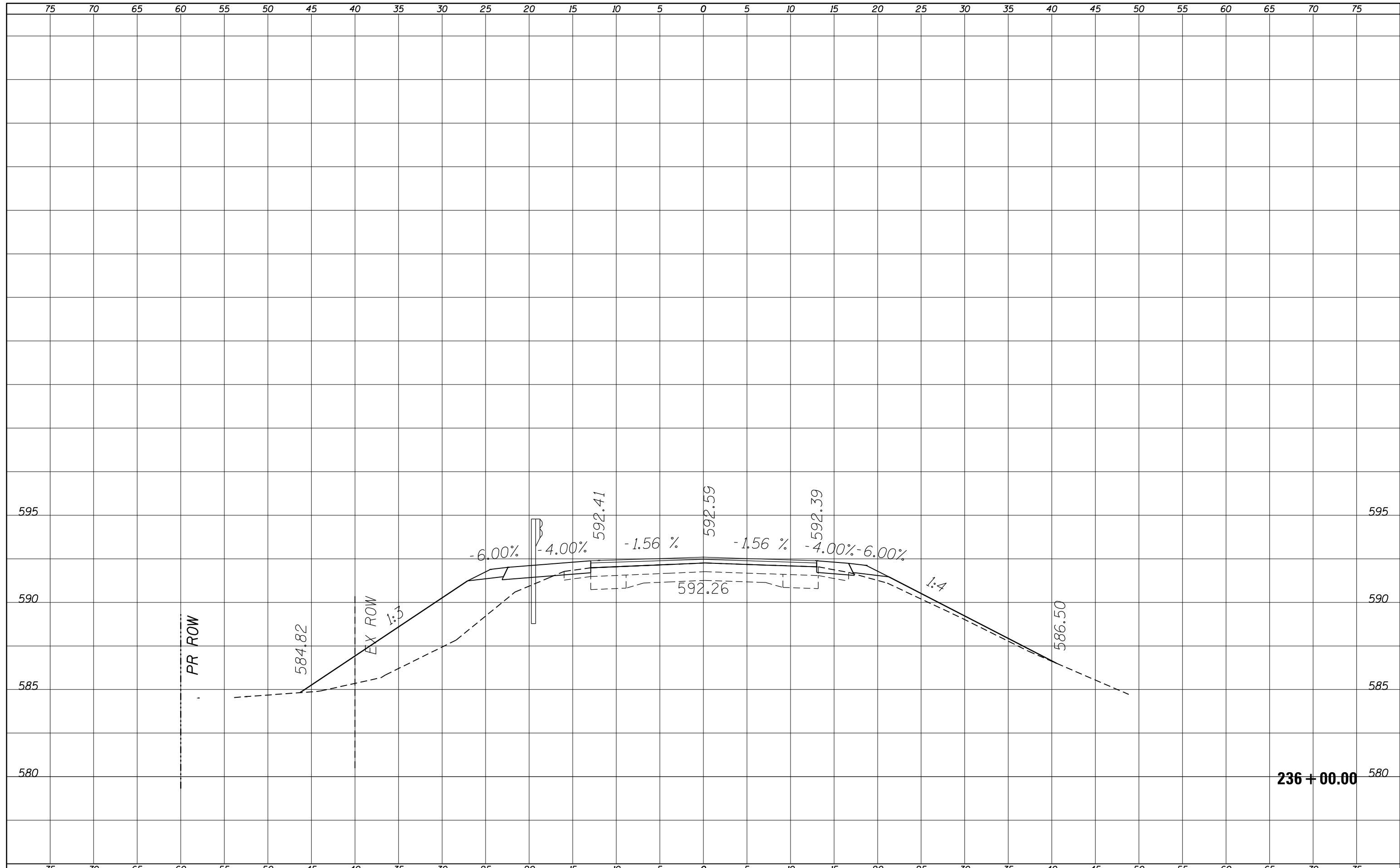


235 + 75.00

FILE NAME =	USER NAME = steffemk	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS-SECTION SHEETS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11084EBIDINTEG\Illinois.gov\PIDOT\Documents\IDOT Offices\District 7\Projects\74323\CADD\Drawings\Drawings\0774323-ssht-pln.dgn	DRAWN	REVISIED -	REVISIED -					74323	(108BR-1)B	CUMBERLAND	54	48
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -		SCALE: SHEET 22 OF 28 SHEETS STA. 235+75.00 TO STA. 235+75.00			CONTRACT NO. 74323				
	PLOT DATE = 8/17/2015	DATE -	REVISIED -		ILLINOIS FED. AID PROJECT							

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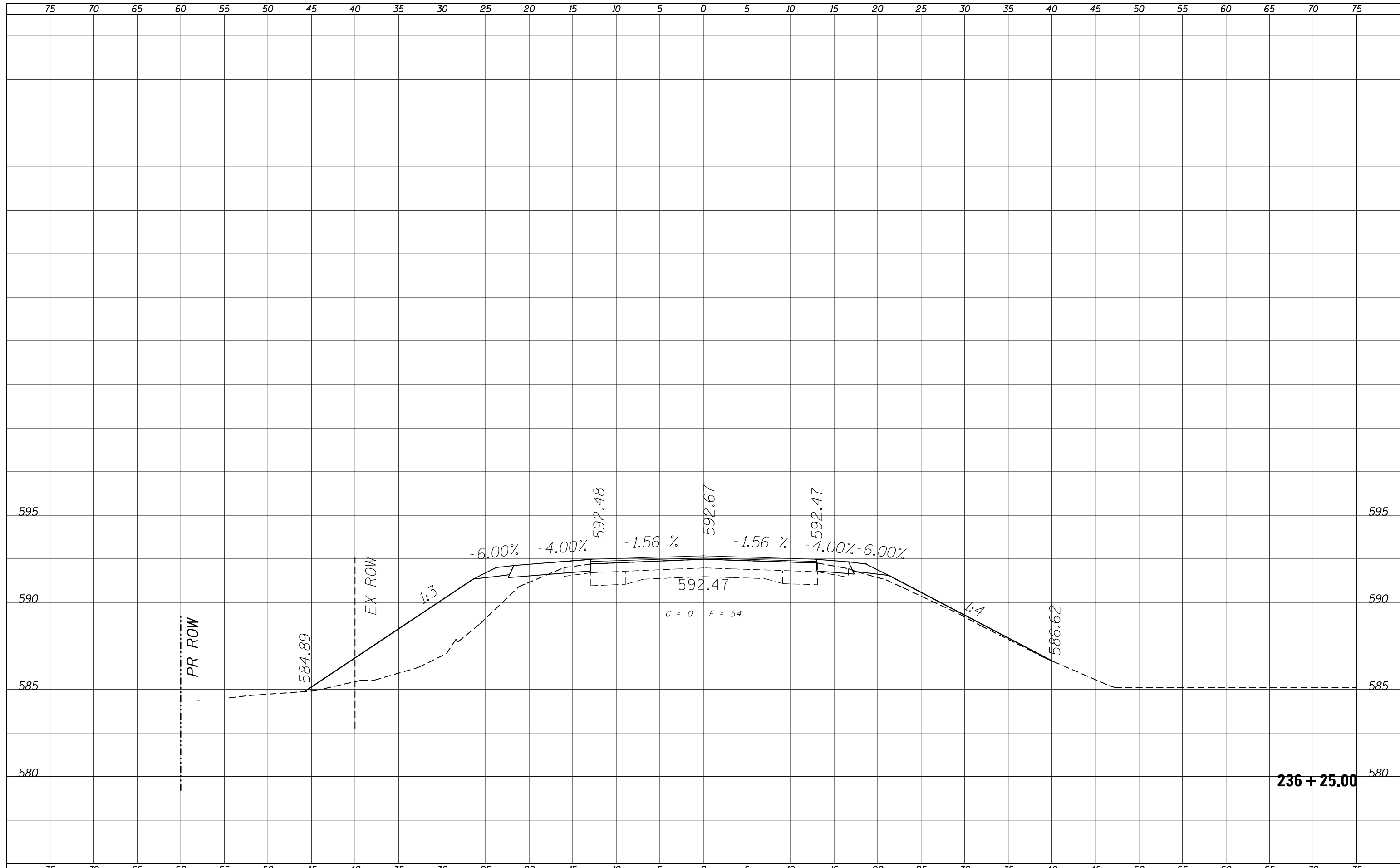
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ORIGINAL SURVEY	
NOTE BOOK	
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FILE NAME =	USER NAME = steffemk	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS-SECTION SHEETS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -		SCALE:			SHEET 23 OF 28 SHEETS	STA. 236+00.00 TO STA. 236+00.00	CONTRACT NO. 74323		
	PLOT DATE = 8/17/2015	DATE -	REVISIED -		ILLINOIS FED. AID PROJECT							

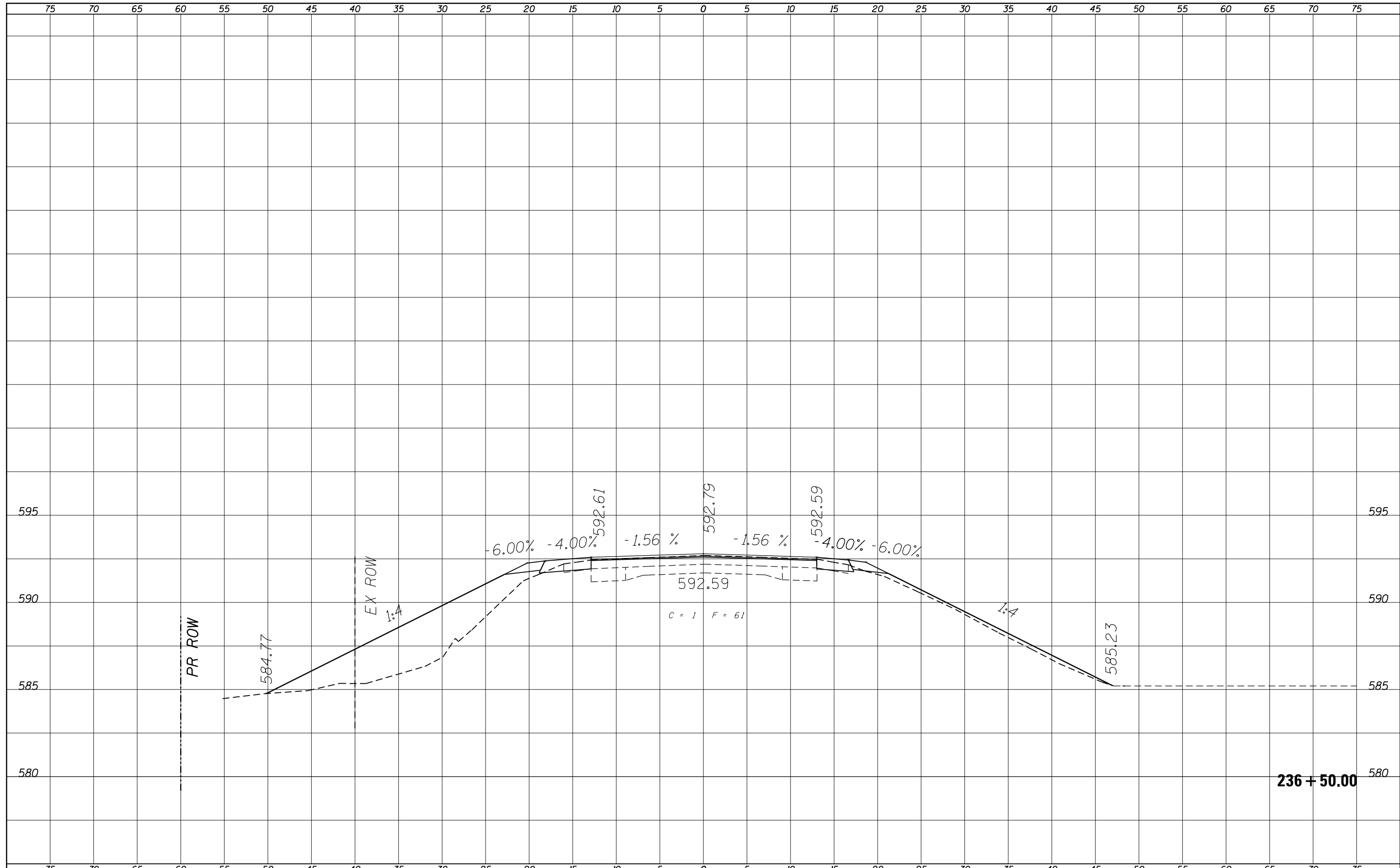
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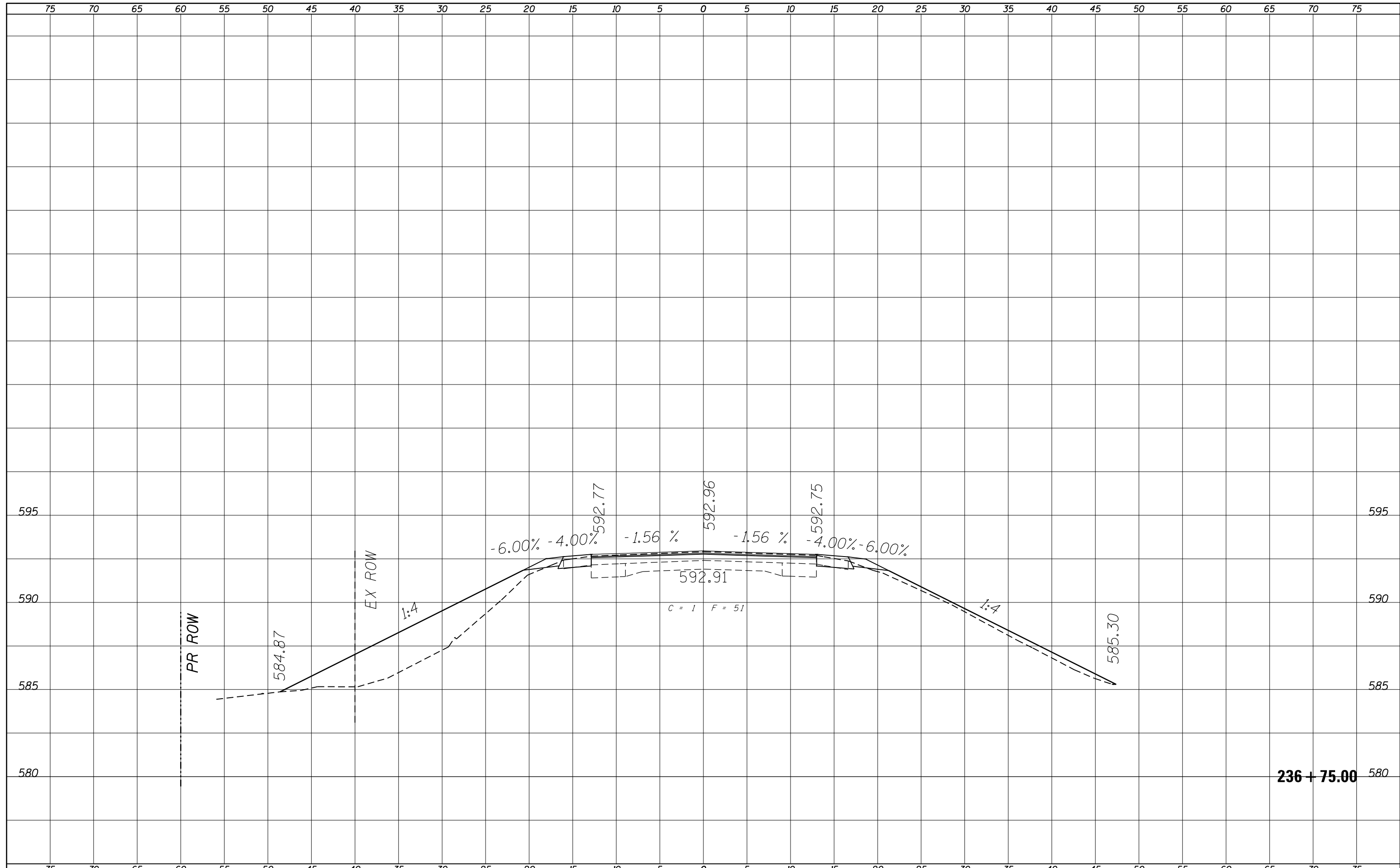
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FILE NAME =	USER NAME = steffemk	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS-SECTION SHEETS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 8/17/2015	DATE -	REVISIED -		ILLINOIS FED. AID PROJECT						

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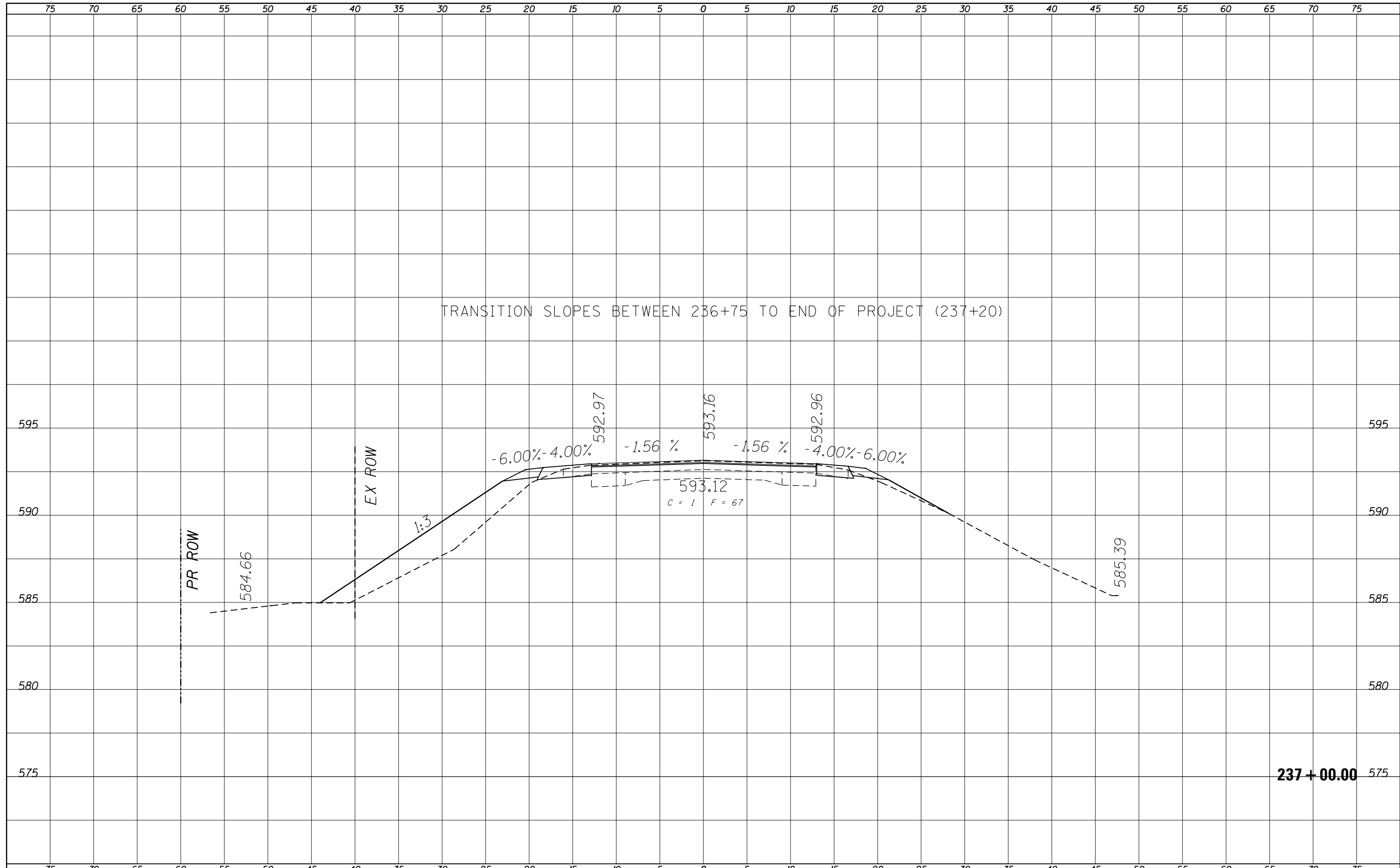
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FILE NAME =	USER NAME = steffemk	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS-SECTION SHEETS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	8/17/2015	DATE -	REVISIED -				74323	(108BR-1)B	CUMBERLAND	54	52
					SCALE:		SHEET 26 OF 28 SHEETS	STA. 236+75.00 TO STA. 236+75.00	CONTRACT NO. 74323		
					ILLINOIS FED. AID PROJECT						

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FINAL SURVEY NO.	SURVEYED	BY	DATE
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	AREAS CHECKED		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
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	AREAS CHECKED		

