

PROJECT ENGINEER: MR. RICH DOTSON (309) 671-3455

CONSULTANT LIAISON ENGINEER: MR. CHRIS MAUSHARD (309) 671-3464

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 68577	

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STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAS 2370 (IL ROUTE 26)

SECTION 1-BR

PROJECT ACBRS-2370(112)

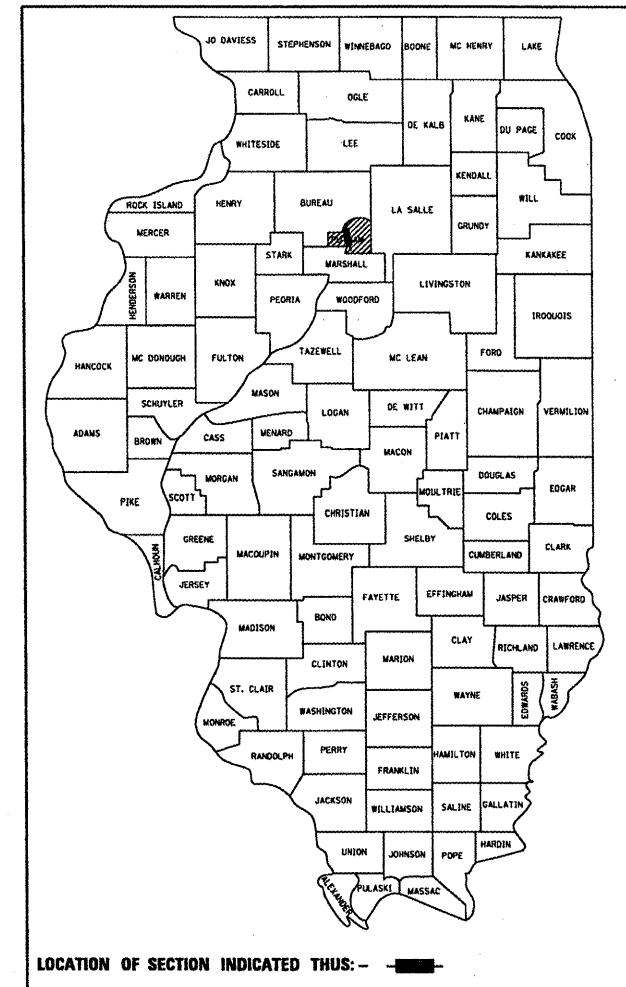
PUTNAM COUNTY

C-94-051-06

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-05	687101
280001-04	701006-02
406201-01	701011-01
420401-06	701201-02
482011-03	701301-02
515001-02	701311-02
542301-01	701321-09
542401	701901
609001-03	704001-04
609006-03	780001-01
630001-07	781001-02
630301-04	205001-D4
631031-06	406101-D4
635006-02	630101-D4

D-94-044-06



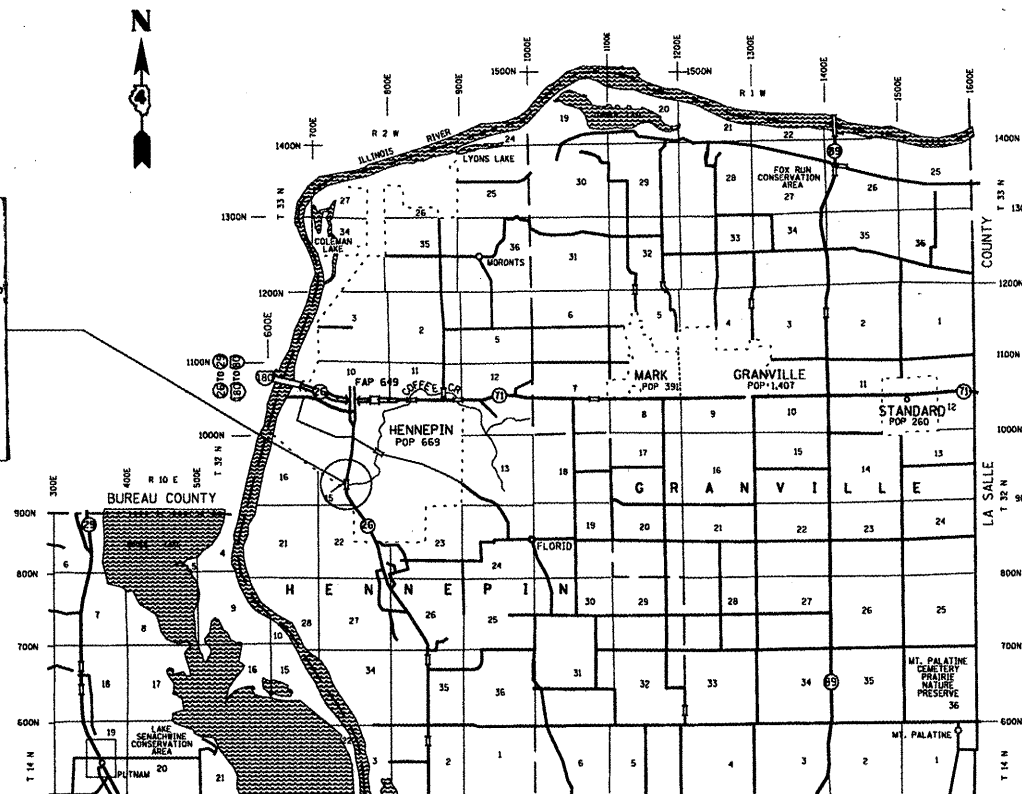
LOCATION OF SECTION INDICATED THUS: - [shaded box] -

ADT = 1100 (2005)
 % SU = 7.6 (2005)
 % MU = 3.8 (2005)
 TOWNSHIP: HENNEPIN
 FUNCTIONAL CLASSIFICATION: RURAL MAJOR COLLECTOR

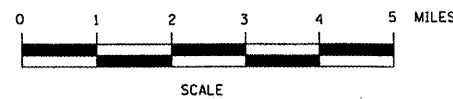
PROPOSED PROJECT BEGINS
STATION 87+50.00

PROPOSED BRIDGE REPLACEMENT
PROPOSED S.N. 078-004
STA. 95+58.00 = 2 SPAN STEEL BEAM
BRIDGE ON SPILL-THRU PILE BENT
ABUTMENTS AND PILE BENT PIERS
WITH CONCRETE WALL ENCASEMENT.
204'-0" BK-BK ABUTS; SKEW 24 RT.
FORWARD; 37'-10" F-F WIDTH; 41'-0"
C-C DECK

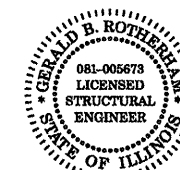
PROPOSED PROJECT ENDS
STATION 109+00.00



LOCATION MAP



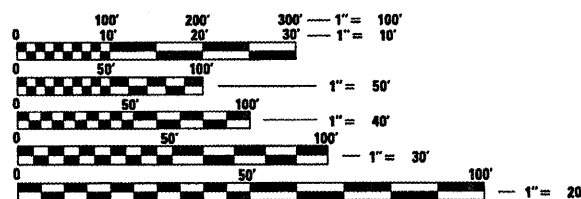
NET LENGTH OF PROJECT = 2,150 FEET = 0.407 MILES
 GROSS LENGTH OF PROJECT = 2,150 FEET = 0.407 MILES



Gerald B. Rotherham
 GERALD B. ROTHERHAM
 LICENSE NO. 081-005673
 DATE EXPIRES: 11/30/2008
 SHEETS 18-48 PREPARED BY: ALLEN HENDERSON & ASSOCIATES, INC.



Lance D. Chrisman
 LANCE D. CHRISMAN
 LICENSE NO. 062.056127
 DATE EXPIRES: 11/30/2009
 PREPARED BY:
 Kaskaskia Engineering Group L.L.C.



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

CATALOG NO. 033205-00D
 CONTRACT NO. 68577

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED *May 13, 2006*

DEPUTY DIRECTOR OF HIGHWAYS, REGION THREE ENGINEER
October 3, 2008
Eric E. Harm
 ENGINEER OF DESIGN AND ENVIRONMENT

October 3, 2008
Christine M. Reed
 DIRECTOR, DIVISION OF HIGHWAYS

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 OF THE STATE OF ILLINOIS

I.D.O.T. DISTRICT GENERAL NOTES

1. UTILITIES - LOCATIONS / INFORMATION ON PLANS

THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. UNLESS ELEVATIONS ARE SHOWN --- ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

2. PLAN ELEVATIONS - U.S.G.S. MEAN SEA LEVEL DATUM

ALL ELEVATIONS SHOWN REFER TO U. S. G. S. DATUM AT MEAN SEA LEVEL UNLESS OTHERWISE NOTED.

3. PROPERTY OWNER ACCESS REQUIREMENTS

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

4. WINTER SHUTDOWN RESTRICTIONS ON COLD MILLED PROJECTS

PRIOR TO WINTER SHUTDOWN THE FOLLOWING STEPS SHALL BE TAKEN:

- ALL COLD MILLED SURFACES SHALL BE OVERLAID.
- ALL LANES SHALL BE REOPENED TO TRAFFIC.
- MANHOLES, WHERE APPLICABLE, SHALL BE ADJUSTED TO THE ELEVATION OF THE BINDER COURSE/LEVELING BINDER TO EASE IN PLOWING SNOW, AND RE-ADJUSTED TO FINISHED GRADE IN THE SPRING. THE INITIAL MANHOLE ADJUSTMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE AND ANY RE-ADJUSTMENT, AS DIRECTED BY THE ENGINEER, WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.
- TEMPORARY OR PERMANENT PAVEMENT MARKING SHALL BE PLACED AS APPLICABLE.

5. SEEDING - SIDE SLOPE RIPPING

ALL SLOPES STEEPER THAN 3 TO 1 AND OVER 15 FT (4.5 M) IN HEIGHT SHALL BE RIPPED THIS SHALL CONSIST OF RIPPING BETWEEN 18 INCHES TO 24 INCHES (450 MM TO 600 MM) DEEP NORMAL TO THE SLOPE. THE INTERVAL OF RIPPING ALONG THE SLOPE SHALL BE 12 FT. (3.6 M). THIS WORK SHALL BE DONE AFTER THE SEED BED HAS BEEN PREPARED BUT BEFORE ANY FERTILIZER OR SEED HAS BEEN APPLIED. THE FERTILIZER AND SEED SHALL BE APPLIED WITHIN A 24-HOUR PERIOD AFTER THE RIPPING HAS BEEN DONE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE VARIOUS ITEMS OF SEEDING INVOLVED.

6. PAVEMENT STATIONING NUMBERS & PLACEMENT

THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH (20MM) WIDE, 5 INCHES (125 MM) HIGH AND 5/8 INCH (15 MM) DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 200 FEET (ENGLISH STATIONING) OR 100 METERS (METRIC STATIONING)

BOTTOM OF NUMBERS - 6 INCHES (150 MM) FROM THE INSIDE EDGE OF THE PAVEMENT MARKING

LOCATION:

- 2,3, & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX (XX+X00)" WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

7. HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USE(S)	HOT MIX ASPHALT SURFACE COURSE. MIX "D", N50	POLYMERIZED LEVELING BINDER (MACHINE METHOD). IL 4.75, N50	HOT MIX ASPHALT BASE COURSE WIDENING 9" PG 64-22	HOT MIX ASPHALT BINDER COURSE. IL-19.0, N50	HOT MIX ASPHALT SHOULDERS 8" (LOWER LIFTS) PG 64-22	HOT MIX ASPHALT SHOULDERS 8" (SURFACE LIFT) PG 64-22
AC / PC	PG 64-22	PG 70-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)**	15	0	25	25	30	30
DESIGN AIR Voids	4.0% @ N DESIGN = 50	3.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 30	3.0% @ N DESIGN = 30
MIXTURE COMPOSITION	IL 9.5 OR 12.5	IL 4.75	IL 19.0	IL 19.0	IL 19.0L	IL 9.5L
FRICTION AGGREGATE	MIX D	N/A	N/A	N/A	N/A	MIX C

** IF THE RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED; THIS WILL BE DETERMINED BY THE ENGINEER.

PROJECT SPECIFIC GENERAL NOTES

1. THE CONTRACTOR SHALL REMOVE, MAINTAIN IN A TEMPORARY LOCATION AND PERMANENTLY RESET ALL MAILBOXES, TRAFFIC SIGNS, STREET NAME SIGNS AND ALL PRIVATE AND COMMERCIAL SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS IN ACCORDANCE WITH ARTICLES 107.20 AND 107.25 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT COST PRICES BID FOR THE VARIOUS ITEMS OF WORK INVOLVED.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE LOCAL POSTMASTER FOR APPROVAL OF THE TEMPORARY MAILBOX LOCATIONS.
3. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE AREA LOCATED WITHIN THE CONSTRUCTION LIMIT LINES, AS SHOWN ON THE PLANS. ANY AREA DISTURBED BEYOND THESE LIMITS SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
4. WHERE TREE REMOVAL CONFLICTS WITH EXISTING UNDERGROUND UTILITIES, THE CONTRACTOR SHALL CUT THE TREE OFF AT THE GROUND LINE AND GRIND THE STUMP AS DIRECTED BY THE ENGINEER.
5. THE THICKNESS OF THE HOT MIX ASPHALT MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT MIXED ASPHALT MIXTURES ARE PLACED.
6. FULL DEPTH SAW CUTTING ON ALL EDGES FOR REMOVAL ITEMS SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEM AS INDICATED AND IN ACCORDANCE WITH SECTION 440 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".
7. ALL EXCAVATION ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES WITH APPROPRIATE LIGHTING.
8. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO ORDERING MATERIALS AND COMMENCING CONSTRUCTION.

8. BUTT JOINT CUTTING TIME RESTRICTION

BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF THE BITUMINOUS SURFACE COURSE.

9. PAVING SURFACE COURSE

CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

10. ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

11. EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES

IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS, THE CONNECTING OF EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM STRUCTURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE PAY ITEMS PROVIDED.

12. ENGINEERS FIELD OFFICE

ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02 (I) AND 670.04 (E): ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

13. ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FORM-D4 P10100
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FROM-D4 P10101

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

COMMITMENTS

1. COMMITMENTS SHALL NOT BE ALTERED WITHOUT THE WRITTEN CONSENT OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.
2. NO COMMITMENTS HAVE BEEN PLEDGED ON THIS PROJECT.

CALCULATION FACTORS

AGGREGATE SHOULDERS AND BASES: 0.05833 TONS/SQ YD/INCH
 HOT MIX ASPHALT: 0.056 TONS/SQ YD/INCH
 AGGREGATE (PRIME COAT): 0.0015 TONS/SQ YD
 BITUMINOUS MATERIALS (PRIME COAT): 0.0003 TON/SQ YD
 MULCH METHOD 2: 2 TONS/ACRE
 NITROGEN FERTILIZER NUTRIENT: 90 LBS/ACRE
 PHOSPHORUS FERTILIZER NUTRIENT: 90 LBS/ACRE
 POTASSIUM FERTILIZER NUTRIENT: 90 LBS/ACRE
 TEMPORARY EROSION CONTROL SEEDING: 100 LBS/ACRE
 STONE DUMPED RIPRAP: 1.5 TONS/CU YD

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, COMMITMENTS & CALCULATION FORMULAS			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - WJS	REVISED -					2370	1-BR	PUTNAM	65	2
	PLOT DATE = #DATE#	CHECKED -	REVISED -					CONTRACT NO. 68577				
	DATE - 06-06-08	REVISOR -	REVISED -					SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

STATUS OF UTILITIES TO BE ADJUSTED

NAME AND ADDRESS OF UTILITY TYPE

AMEREN IP (GAS & ELECTRIC)
MS. DEBBIE RATAJCZAK
P.O. BOX 1428
LA SALLE, IL 61301

VERIZON NORTH (COMMUNICATIONS)

MR. JASON KLEIN
111 SOUTH MAIN STREET
KEWANEE, IL 61443
(217) 424-6600

STATUS OF UTILITIES TO BE ADJUSTED DURING CONSTRUCTION

ROUTE	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
IL 26	50' RT	STA 93+70 to 94+20	BURIED TELEPHONE	DITCH CUT	RELOCATE
IL 26	RT	STA 96+55 to 97+59	TELEPHONE ATTACHED TO BRIDGE	BRIDGE REPLACEMENT	RELOCATE
IL 26	50'-59' LT	STA 102+80 to 104+20	BURIED TELEPHONE	DITCH CUT	RELOCATE
IL 26	30' LT	STA 107+80 to 108+70	BURIED TELEPHONE	DITCH CUT	RELOCATE
IL 26	30' LT	STA 88+20 to 99+00	4" GAS LINE	EMBANKMENT	RELOCATE
IL 26	30' LT	STA 100+40 to 102+70	4" GAS LINE	DITCH CUT	RELOCATE

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -
#FILE#		DRAWN -	REVISED -
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -
	PLOT DATE = *DATE*	DATE - 06-23-08	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STATUS OF UTILITIES TO BE ADJUSTED

SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	3
CONTRACT NO. 68577				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

80% FED.
20% STATE

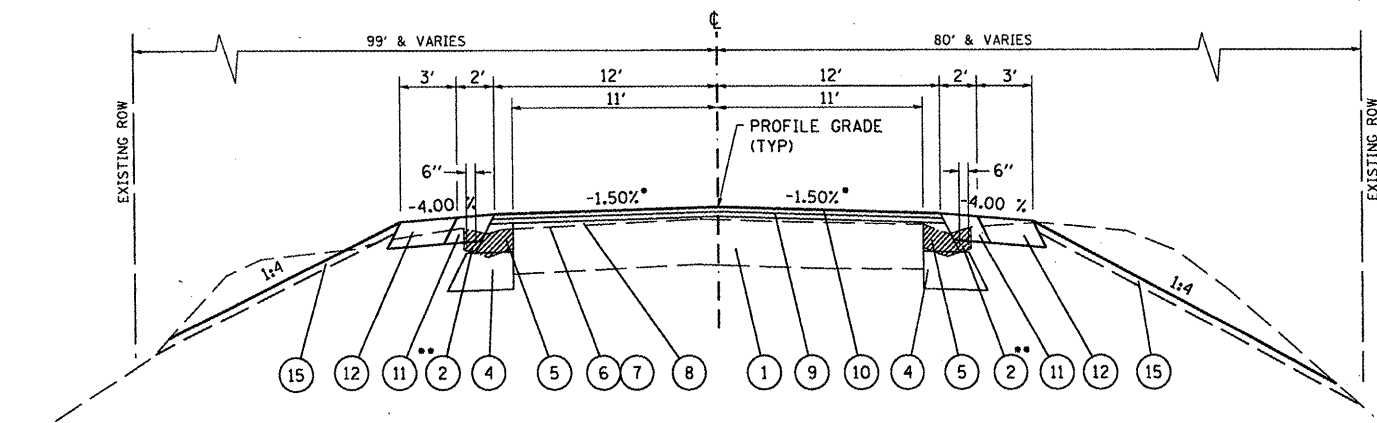
80% FED.
20% STATE

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	FAS 2370 SECTION 1-BR	STRUCTURE 078-0040
				1000-2A	X071-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	46	46	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	217	217	
20100500	TREE REMOVAL, ACRES	ACRE	0.5	0.5	
20200100	EARTH EXCAVATION	CU YD	1395	1395	
20400800	FURNISHED EXCAVATION	CU YD	6623	6623	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	107		107
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	12100	12100	
25000200	SEEDING, CLASS 2	ACRE	2.5	2.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	225	225	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	225	225	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	225	225	
25100120	MULCH, METHOD 2	TON	5	5	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	750	750	
28000300	TEMPORARY DITCH CHECKS	EACH	4	4	
28000400	PERIMETER EROSION BARRIER	FOOT	3484	3484	
28000500	INLET AND PIPE PROTECTION	EACH	2	2	
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	869	325	544
28200200	FILTER FABRIC	SQ YD	1307	487	820
35101100	AGGREGATE BASE COURSE, TYPE A 12"	SQ YD	1187	1187	
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	1027	1027	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	91	91	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	100	100	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	147	147	
40600990	TEMPORARY RAMP	SQ YD	27	27	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1904	1904	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	470	470	
40800020	BITUMINOUS MATERIALS (PRIME COAT)	TON	1.7	1.7	
40800030	AGGREGATE (PRIME COAT)	TON	8	8	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	262	262	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	52	52	
42001500	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SQ YD	34	34	
44000100	PAVEMENT REMOVAL	SQ YD	275	275	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	685	685	
44000400	GUTTER REMOVAL	FOOT	712	712	
44002470	GUTTER INLET REMOVAL	EACH	3	3	
48100700	AGGREGATE SHOULDERS, TYPE A 8"	SQ YD	618	618	

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	FAS 2370 SECTION 1-BR	STRUCTURE 078-0040
				1000-2A	X071-2A
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1218	1218	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	218		218
50300225	CONCRETE STRUCTURES	CU YD	218.8		218.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	268.4		268.4
50300260	BRIDGE DECK GROOVING	SQ YD	794		794
50300280	CONCRETE ENCASEMENT	CU YD	15.2		15.2
50300300	PROTECTIVE COAT	SQ YD	1026		1026
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	4410		4410
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	80460		80460
50800515	BAR SPLICERS	EACH	760		760
51201600	FURNISHING STEEL PILES HP 12X53	FOOT	2049		2049
51201610	FURNISHING STEEL PILES HP 12X63	FOOT	1494		1494
51202305	DRIVING PILES	FOOT	3543		3543
51203600	TEST PILE STEEL HP 12X53	EACH	1		1
51205200	TEMPORARY SHEET PILING	SQ FT	2105		2105
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	88		88
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	14		14
52100530	ANCHOR BOLTS, 1 1/4"	EACH	56		56
54213447	END SECTIONS 12"	EACH	1	1	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2	
54213870	STEEL END SECTIONS 15"	EACH	2	2	
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	53	53	
542JD024	PIPE CULVERTS, CLASS D 24" (JACKED)	FOOT	82	82	
58700300	CONCRETE SEALER	SQ FT	950		950
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	59		59
60100945	PIPE DRAINS 12"	FOOT	18	18	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	EACH	99		99
60900315	TYPE D INLET BOX, STANDARD 609006	EACH	1	1	
60900515	CONCRETE THRUST BLOCKS	EACH	1	1	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	1500	1500	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	7	7	
63200310	GUARDRAIL REMOVAL	FOOT	2408.5	2408.5	
66700205	PERMANENT SURVEY MARKER, TYPE I	EACH	1		1
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9	

* SPECIALTY ITEM

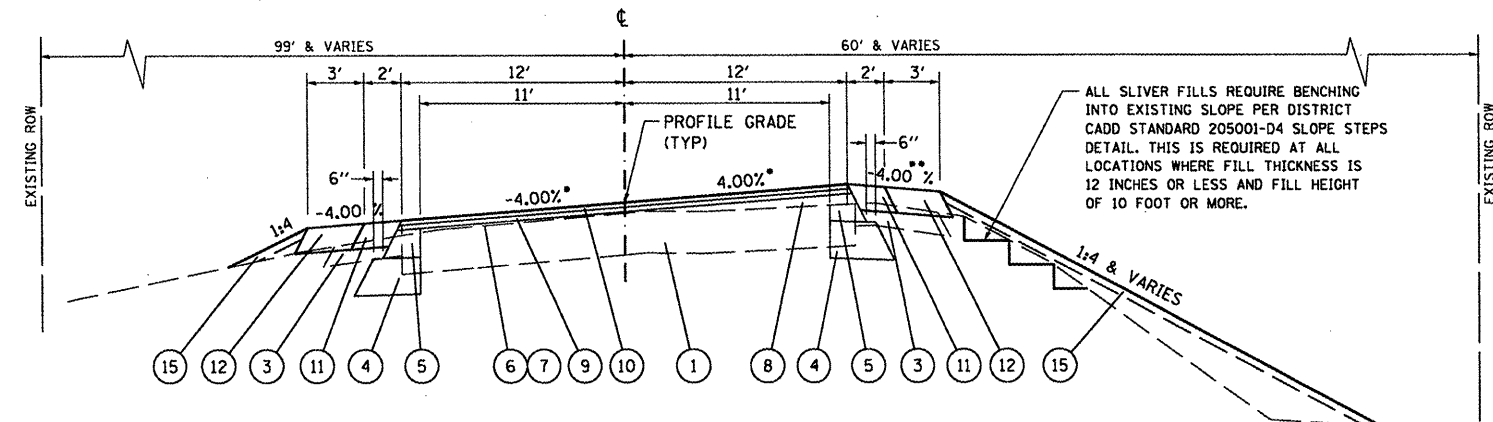
FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL#		DRAWN - WJS	REVISED -					2370	1-BR	PUTNAM	65	4
PLOT SCALE = 50		CHECKED -	REVISED -		SCALE: NONE			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLOT DATE = *DATE*		DATE - 06-30-08	REVISED -		SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 68577				



TYPICAL TANGENT SECTION
 IL ROUTE 26
 STATION 87+50.00 TO STATION 87+56.00
 STATION 108+57.95 TO STATION 109+00.00 ***

• TRANSITION FROM NORMAL CROWN TO 4.0% SUPERELEVATED SECTION:
 STATION 87+56.00 TO STATION 89+66.00
 ** GUTTER SECTION ENDS - STATION 89+26 LT
 STATION 89+50 RT
 *** SEE GUARDRAIL TYPICAL SECTION FOR RT SIDE SHOULDER TREATMENT

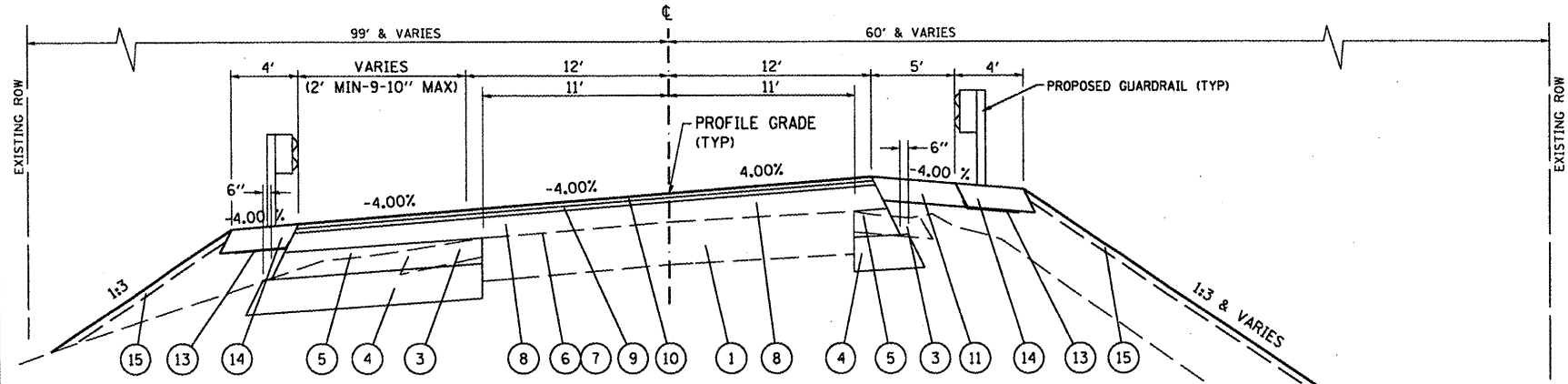
- LEGEND**
- ① EXISTING PAVEMENT (4 1/2" HMA SURFACE, 8" AGG BASE)
 - ② EXISTING CONCRETE GUTTER
 - ③ EXISTING AGGREGATE SHOULDER
 - ④ PROPOSED AGGREGATE SUB-BASE, 12"
 - ⑤ PROPOSED HMA WIDENING, 9"
 - ⑥ PROPOSED BITUMINOUS MATERIALS PRIME COAT
 - ⑦ PROPOSED AGGREGATE PRIME COAT
 - ⑧ PROPOSED HMA BINDER COURSE (2 1/4" MIN.)
 - ⑨ PROPOSED HMA LEVELING BINDER (3/4" MIN.)
 - ⑩ PROPOSED HMA SURFACE COURSE, 1 1/2"
 - ⑪ PROPOSED HMA SHOULDER, 8"
 - ⑫ PROPOSED AGGREGATE SHOULDER, 8"
 - ⑬ PROPOSED GEOTEXTILE FABRIC (STAPLED)
 - ⑭ PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL, 8"
 - ⑮ PROPOSED TOPSOIL FURNISH AND PLACE 4"



TYPICAL SUPERELEVATED SECTION
 IL ROUTE 26
 STATION 89+66.00 TO STATION 106+17.95

• TRANSITION FROM 4.0% TO NORMAL CROWN SUPERELEVATED SECTION: STATION 106+47.95 TO STATION 108+57.95
 ** RIGHT SHOULDER SECTION WILL TRANSITION FROM -4% TO 4% STATION 93+00 TO STATION 95+00 AND FROM 4% TO -4% STATION 98+00 TO STATION 100+00 (SEE CROSS SECTIONS)

ALL SLIVER FILLS REQUIRE BENCHING INTO EXISTING SLOPE PER DISTRICT CADD STANDARD 205001-D4 SLOPE STEPS DETAIL. THIS IS REQUIRED AT ALL LOCATIONS WHERE FILL THICKNESS IS 12 INCHES OR LESS AND FILL HEIGHT OF 10 FOOT OR MORE.



TYPICAL WIDENING AND GUARDRAIL SECTION

WIDENING TRANSITION LIMITS:
 STA. 92+25.18 TO STA. 93+43.18 LT
 STA. 100+72.50 TO STA. 101+78.50 LT

WIDENING LIMITS:
 STA. 92+43.18 TO STA. 94+83.20 LT
 STA. 97+81.32 TO STA. 100+72.50 LT

GUARDRAIL LIMITS:
 STA. 87+98.46 TO STA. 95+56.44 RT
 STA. 93+43.18 TO STA. 95+15.99 LT
 STA. 97+59.07 TO STA. 100+72.50 LT
 STA. 97+73.10 TO STA. 99+68.58 RT
 STA. 102+87.50 TO STA. 109+00.00 RT

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
*FILE#		DRAWN - WJS	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE - 03-06-08	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS AND MIXTURE REQUIREMENTS

SCALE: NONE	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	6
CONTRACT NO. 68577				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TREE REMOVAL SCHEDULE

LOCATION STATION	OFFSET	SIZE - UNIT (IN)		AREAS			
		6 - 15	OVER 15	STATION - STATION	OFFSET	AREA (ACRE)	
91+04.55	54.1' LT		30	99+93.16	101+59.59	LT	0.028
91+54.88	60.7' LT	12		103+82.76	109+00.00	LT	0.297
92+75.00	46.4' LT		18	107+60.46	109+00.00	RT	0.017
94+21.93	45.7' LT	12					
94+29.44	47.0' LT		18				
94+51.43	52.4' LT		18				
94+58.42	50.7' LT		18				
94+69.29	51.2' LT		18				
94+78.56	37.8' LT		18				
94+80.63	37.9' LT		18				
94+85.57	43.0' LT		18				
94+96.57	42.7' LT		18				
97+62.83	24.7' RT		25				
101+51.46	37.3' LT	7					
101+58.07	39.7' LT	15					
TOTAL		46	217	TOTAL			0.50

PROPOSED SHOULDER SCHEDULE

LOCATION STATION - STATION	OFFSET	HOT-MIX ASPHALT-8"		AGG. TY A - 8"		GDRL AGG EROS CONT		
		WIDTH	AREA (SQ YD)	WIDTH	AREA (SQ YD)	WIDTH	TON	
87+50.00	92+25.18	LT	2'	105.6	3'	158.4		
92+25.18	93+43.18	LT			3'-4"	45.9		
93+43.18	95+11.79	LT					4'	35.0
STRUCTURE								
97+79.85	100+72.50	LT					4'	60.7
100+72.50	101+78.50	LT			4'-3"	41.2		
101+78.50	109+00.00	LT	2'	163.9	3'	240.5		
STRUCTURE								
87+50.00	88+04.81	RT	2'-5"	21.3	3'-4"	21.3		
88+04.81	95+35.21	RT	5'	405.8			4'	151.5
STRUCTURE								
97+95.17	99+68.58	RT	5'	96.3			4'	36.0
99+68.58	100+12.25	RT	5'-2"	17.0	4'-3"	17.0		
100+12.25	102+45.52	RT	2'	51.8	3'	77.7		
102+45.52	102+87.50	RT	2'-5"	16.3	3'-4"	16.3		
102+87.50	109+00.00	RT	5'	340.3			4'	127.0
TOTAL				1218		618		410

EARTHWORK SCHEDULE

LOCATION STATION - STATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (NOTE 1)	EMBANKMENT (NOTE 2)	FURNISHED EXCAVATION (NOTE 3)	TOPSOIL FURNISH AND PLACE 4"	EARTHWORK NOTES:	
						CU YD	SQ YD
87+00	95+00	506	380	6084	-5704	6776	1. ESTIMATED SHRINKAGE FACTOR = 25%
98+00	109+00	889	667	1586	-919	5324	2. APPROXIMATE EMBANKMENT QUANTITY IS SHOWN FOR INFORMATION ONLY.
TOTALS		1395	1047	7670	-6623	12100	3. FURNISHED EXCAVATION = EARTHWORK BALANCE, WASTE (+), OR SHORTAGE (-)

EXISTING GUTTER REMOVAL

LOCATION STATION - STATION	OFFSET	GUTTER REM FOOT	
87+50.00	91+97.85	LT	448
87+50.00	89+49.55	RT	200
108+35.60	109+00.00	RT	64
TOTAL		712	

HMA SURFACE REMOVAL - BUTT JOINT SCHEDULE

LOCATION STATION - STATION	WIDTH FOOT	AREA SQ YD	
87+50.00	87+80.00	22	73.5
108+70.00	109+00.00	22	73.5
TOTAL		147	

BRIDGE APPROACH PAVEMENT DRAIN SCHEDULE

LOCATION STATION	OFFSET	TY D INLET BOX	PIPE DRAINS 12"	CONC THRUST BLOCK	END SECTIONS 12"
95+24	LT	1	18	1	1
TOTAL		1	18	1	1

EXISTING GUTTER INLET REMOVAL

LOCATION STATION	OFFSET	GUTTER INLET REM EACH
89+26.03	16.78' LT	1
89+49.55	14.02' RT	1
91+99.81	15.72' LT	1
TOTAL		3

TEMPORARY RAMP SCHEDULE

LOCATION STATION	WIDTH FOOT	AREA SQ YD	
87+50.00	87+55.00	24	13.5
189+95.00	109+00.00	24	13.5
TOTAL		27	

SEEDING SCHEDULE

LOCATION STATION	OFFSET	SEEDING CLASS 2	NITROGEN FERT NUTR	PHOSPHORUS FERT NUTR	POTASSIUM FERT NUTR	MULCH METHOD 2
87+50.00	95+30.00	LT	0.8	72	72	1.6
87+50.00	95+40.00	RT	0.6	54	54	1.2
97+61.60	109+00.00	LT	0.4	36	36	0.8
97+75.60	109+00.00	RT	0.7	63	63	1.4
TOTAL		2.5	225	225	225	5

PROPOSED GUARDRAIL SCHEDULE

LOCATION STATION - STATION	OFFSET	SPBOR TYA	TBT TY 1 SPECIAL (TANGENT)	TBT TY 6	TERMINAL MARKERS	GUARDRAIL MARKERS, TY A	GUARDRAIL POST REMOVAL
87+98.46	88+48.46	RT	1		1		
88+48.46	95+10.96	RT	662.5			8	16
95+10.96	95+56.44	RT		1			
93+43.18	93+93.18	LT		1			
93+93.18	94+68.18	LT	75.0			4	
94+68.18	95+15.99	LT		1			
97+61.30	98+04.40	LT		1			
98+04.40	98+41.90	LT	37.5			4	
98+41.90	98+91.90	LT		1			
99+10.00	99+60.00	LT		1			
99+60.00	100+22.50	LT	62.5			4	
100+22.50	100+72.50	LT		1			
97+73.10	98+18.58	RT		1			
98+18.58	99+18.58	RT	100.0			4	14
99+18.58	99+68.58	RT		1			
102+87.50	103+37.50	RT		1			
103+37.50	109+00.00	RT	562.5			7	
TOTALS		1500	7	4	7	31	30

PROPOSED EPOXY PAVEMENT MARKING SCHEDULE

LOCATION STATION - STATION	4" LINE		RAISED REFLECTIVE MARKERS TWO-WAY AMBER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	COMMENTS	
	SOLID	SKIP-DASH				
87+50.00	95+26.08	1552.16	1552.16	9	DOUBLE NO PASSING ZONE	
97+89.19	104+31.77	1285.42	1285.42	8	DOUBLE NO PASSING ZONE	
104+31.77	109+00.00	936.46	468.23	117.06	6	NORTHBOUND NO PASSING ZONE
SUBTOTALS	3774.04	3305.81	117.06	23	23	
TOTALS		7197		23	23	

PAVEMENT SCHEDULE

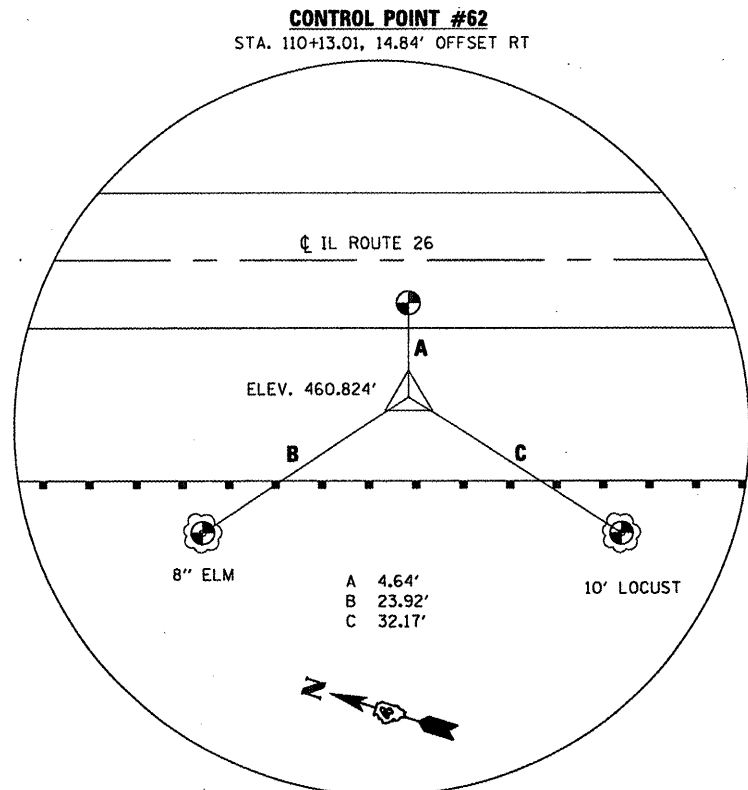
STATION	STATION	AGG BSE CSE A 12		HMA BSE CRS WIDENING 9		HMA SURF REM VAR DP	HMA BC IL-19.0 NS0	BIT MATLS PR CT	AGG PR CT	HMA LEVEL BINDER	HMA SC "D" NS0
		SO YD	SO YD	SO YD	TON						
87+50	88+00	3.0	14.0	1.7	7.3	105.0	0.0	0.04	0.2	5.6	11.2
88+00	88+50	5.1	15.3	2.3	12.5	45.6	8.1	0.04	0.2	5.6	11.2
88+50	89+00	2.5	17.5	0.9	14.7		21.2	0.04	0.2	5.6	11.2
89+00	89+50	0.0	19.1	0.0	16.3		30.2	0.04	0.2	5.6	11.2
89+50	90+00	0.0	17.6	0.0	14.8		37.2	0.04	0.2	5.6	11.2
90+00	90+50	2.0	15.4	0.6	12.5		39.4	0.04	0.2	5.6	11.2
90+50	91+00	4.3	14.4	1.5	11.7		41.7	0.04	0.2	5.6	11.2
91+00	91+50	5.1	13.7	2.3	11.0		50.8	0.04	0.2	5.6	11.2
91+50	92+00	5.8	12.9	3.0	10.1		62.7	0.04	0.2	5.6	11.2
92+00	92+50	18.0	12.0	15.1	9.2		79.2	0.04	0.2	5.6	11.2
92+50	93+00	40.3	11.5	37.3	8.7		103.3	0.05	0.2	6.5	13.1
93+00	93+50	56.2	11.1	53.1	8.3		126.0	0.05	0.3	7.2	14.5
93+50	94+00	62.4	10.0	59.4	7.2		139.7	0.06	0.3	7.9	15.8
94+00	94+50	63.5	8.7	60.4	5.8		147.3	0.06	0.3	7.9	15.8
94+50	95+26	31.9	9.1	30.4	6.2		125.4	0.09	0.4	12.0	24.0
97+89	98+50	59.3	8.8	56.4	6.0		83.6	0.07	0.3	9.6	19.2
98+50	99+00	65.6	5.9	62.6	3.1		83.2	0.06	0.3	7.9	15.8
99+00	99+50	69.1	1.5	66.1	0.1		92.3	0.06	0.3	7.9	15.8
99+50	100+00	69.5	0.0	66.5	0.0		92.0	0.06	0.3	7.9	15.8
100+00	100+50	67.8	1.4	64.8	0.1		77.3	0.05	0.3	7.4	14.7
100+50	101+00	57.8	5.0	54.8	2.3		77.4	0.05	0.2	6.5	13.1
101+00	101+50	15.2	8.5	13.7	5.7		75.7	0.04	0.2	5.8	11.7
101+50	102+00	13.3	11.9	10.5	9.2		65.4	0.04	0.2	5.6	11.2
102+00	102+50	1.9	8.4	0.3	7.1		59.0	0.04	0.2	5.6	11.2
102+50	103+00	0.0	18.4	0.0	15.6		46.6	0.04	0.2	5.6	11.2
103+00	103+50	0.0	17.6	0.0	15.3		34.3	0.04	0.2	5.6	11.2
103+50	104+00	0.0	14.6	0.0	12.8		25.2	0.04	0.2	5.6	11.2
104+00	104+50	0.0	13.3	0.0	11.6		13.8	0.04	0.2	5.6	11.2
104+50	105+00	0.0	12.9	0.0	11.2		12.6	0.04	0.2	5.6	11.2
105+00	105+50	0.0	16.3	0.0	14.5	30.8	13.0	0.04	0.2	5.6	11.2
105+50	106+00	0.0	18.5	0.0	16.8	64.2	10.8	0.04	0.2	5.6	11.2
106+00	106+50	2.3	14.3	0.9	12.6	71.7	7.4	0.04	0.2	5.6	11.2
106+50	107+00	5.2	10.6	2.4	8.8	67.8	7.0	0.04	0.2	5.6	11.2
107+00	107+50	7.3	8.7	4.4	7.0	44.4	9.2	0.04	0.2	5.6	11.2
107+50	108+00	8.9	7.8	6.1	6.1	55.3	5.3	0.04	0.2	5.6	11.2
108+00	108+50	9.4	8.4	6.6	6.7	90.6	1.0	0.04	0.2	5.6	11.2
108+50	109+00	9.6	9.3	6.8	7.0	109.9	0.0	0.04	0.2	5.6	11.2
SUBTOTAL		762.1	424.4	690.9	335.9		685		8	235	470
TOTAL		1187		1027			1904				

SHORT TERM PAVEMENT MARKING SCHEDULE

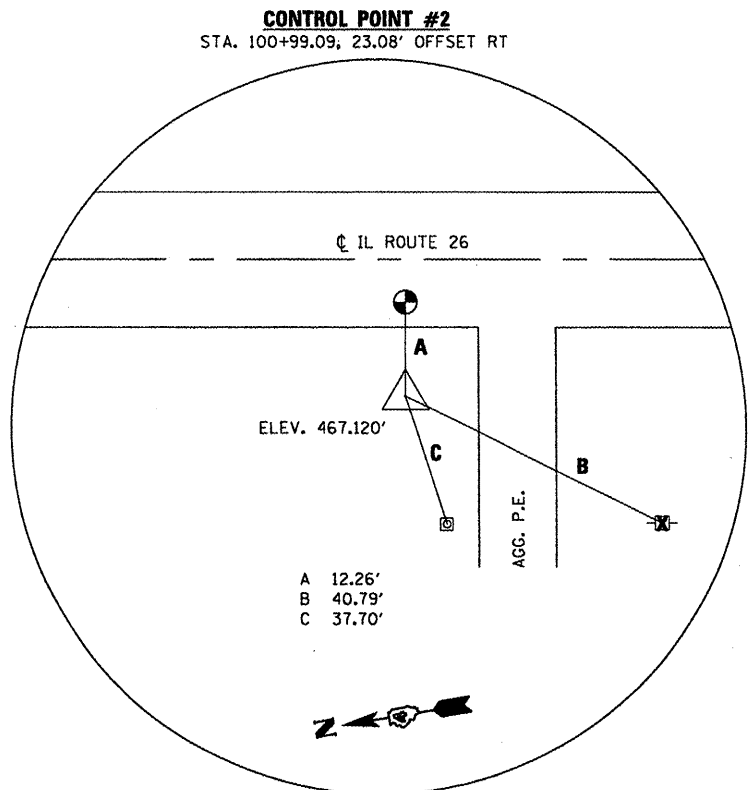
LOCATION STATION - STATION	OFFSET	4" LINE	
		SKIP-DASH (4' DASH / 40' SKIP)	ABBREV. SOLID EDGE LINE (4' DIAGONAL @ 100' SPACING)
87+50	92+25	€	
87+50	95+26	LT	31.0
97+89	99+68	LT	7.2
101+62	109+00	€	67.1
102+87	109+00	LT	24.5
SUBTOTALS		110.3	62.7
X5 (ESTIMATED NUMBER OF APPLICATIONS)		551.5	313.5
92+25	101+62	€	
92+25	101+62	LT	37.5
SUBTOTALS		636.6	351.0
TOTAL			988

TEMPORARY PAINT PAVEMENT MARKING SCHEDULE

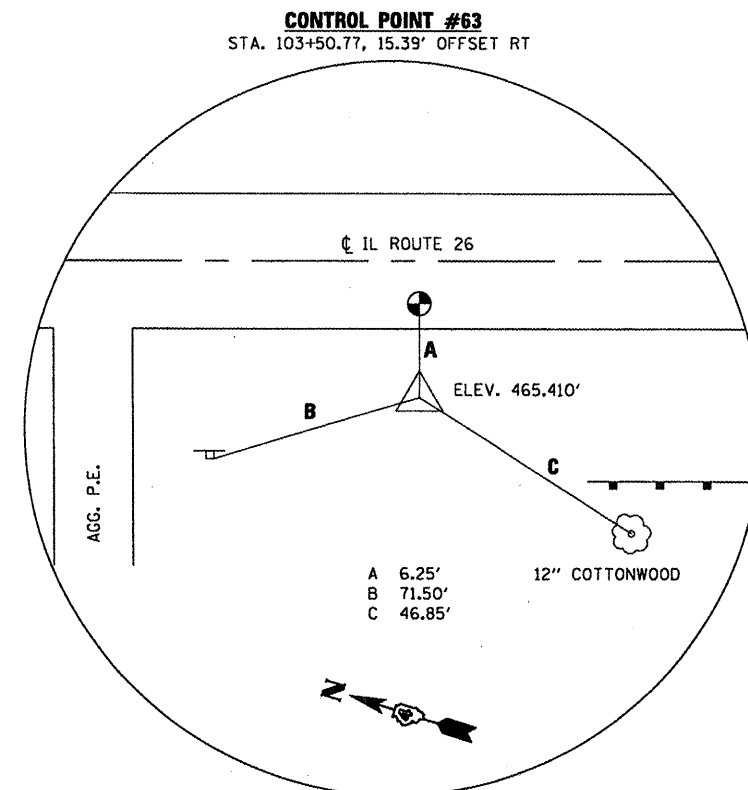
LOCATION STATION - STATION	4" LINE	
	SOLID	SKIP-DASH
87+50.00	95+26.08	1552.16



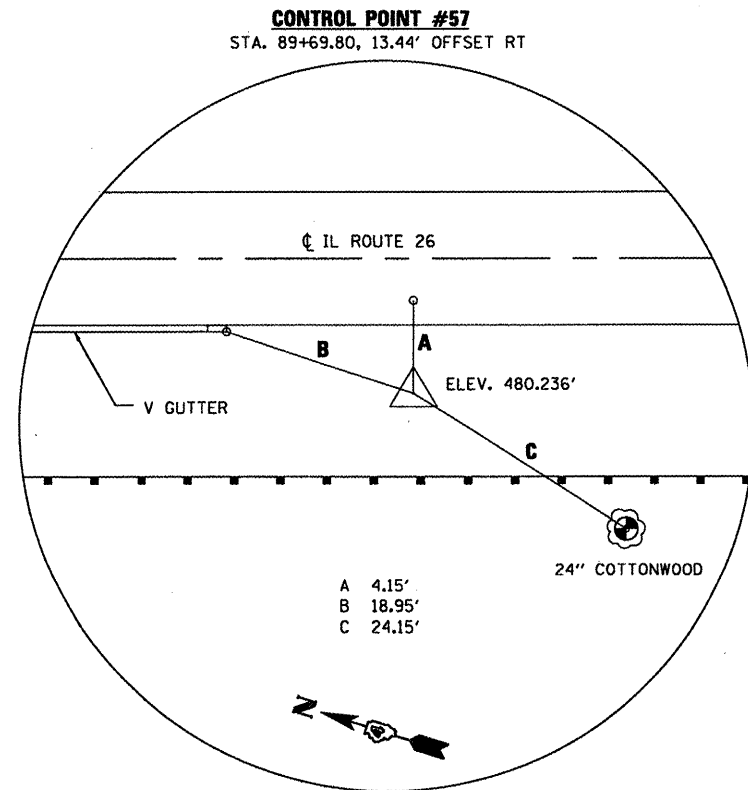
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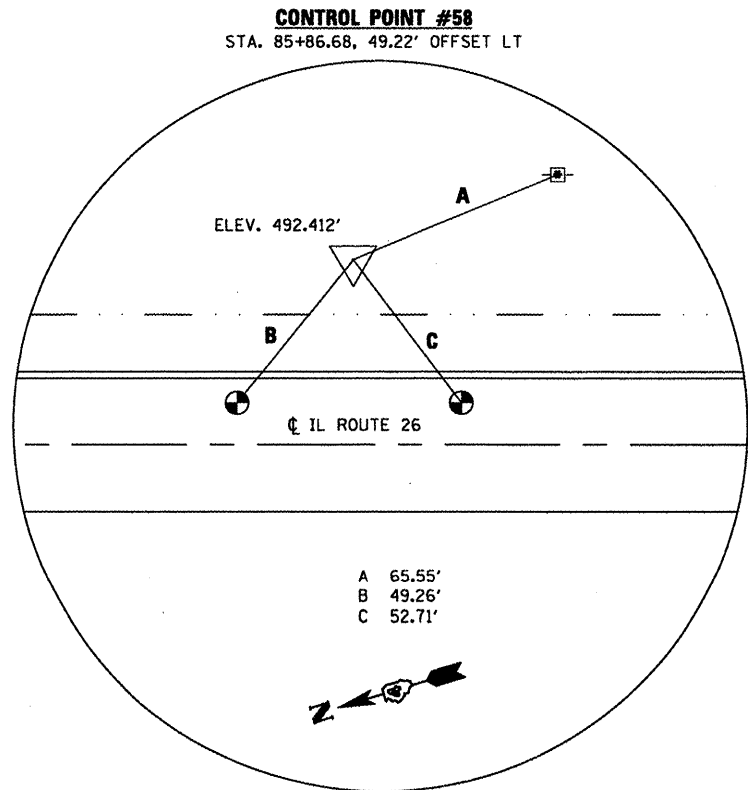
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NOT TO SCALE



NOT TO SCALE



NOT TO SCALE

BENCHMARKS	
NEW BM - RR SPIKE IN PP 56' +/- RIGHT OF STA 101+15, ELEV. 465.10'	
NEW BM - CHISELED "□" IN SE WINGWALL OF EXISTING BRIDGE, ELEV. 472.01'	

- DITCHLINE
- STAPLE
- X SPIKE
- PK NAIL
- INLET
- ⊕ MAG NAIL
- +— GUARDRAIL
- ⊗ TREE
- GATE POST
- POWER POLE
- △ CONTROL POINT

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
#FILE#		DRAWN - CHA	REVISED -
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	PLOT DATE = #DATE#	DATE - 03-25-08	REVISED -

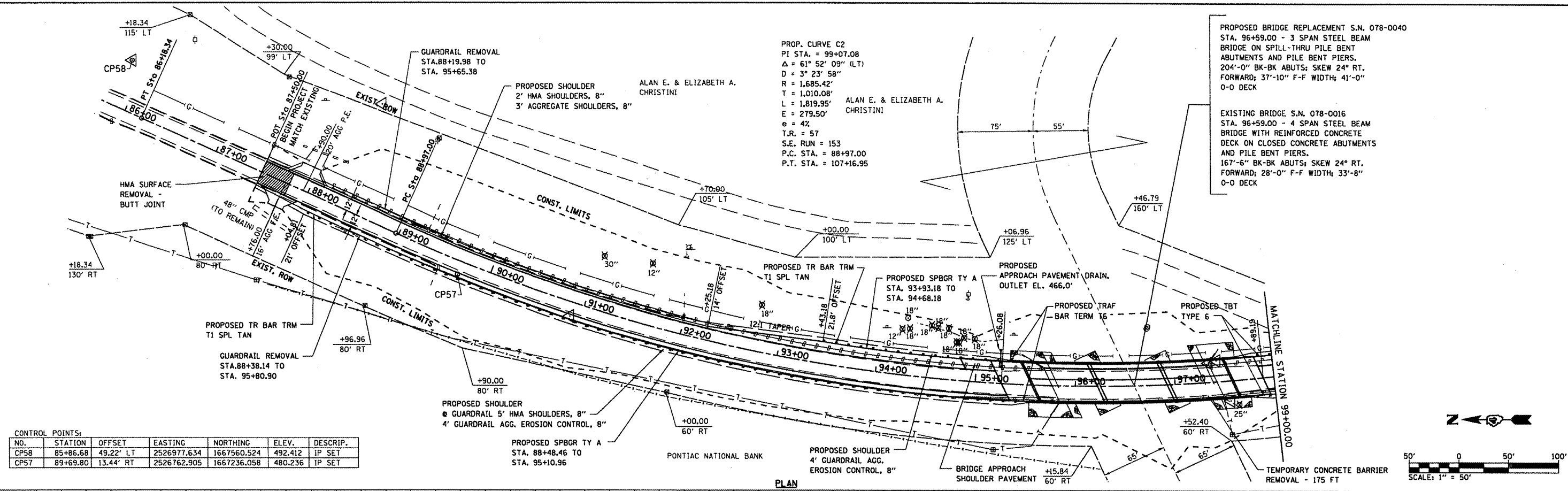
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BENCHMARK AND CONTROL POINT TIES			
SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.S. RTE. 2370	SECTION 1-BR	COUNTY PUTNAM	TOTAL SHEETS 65	SHEET NO. 8
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68577	

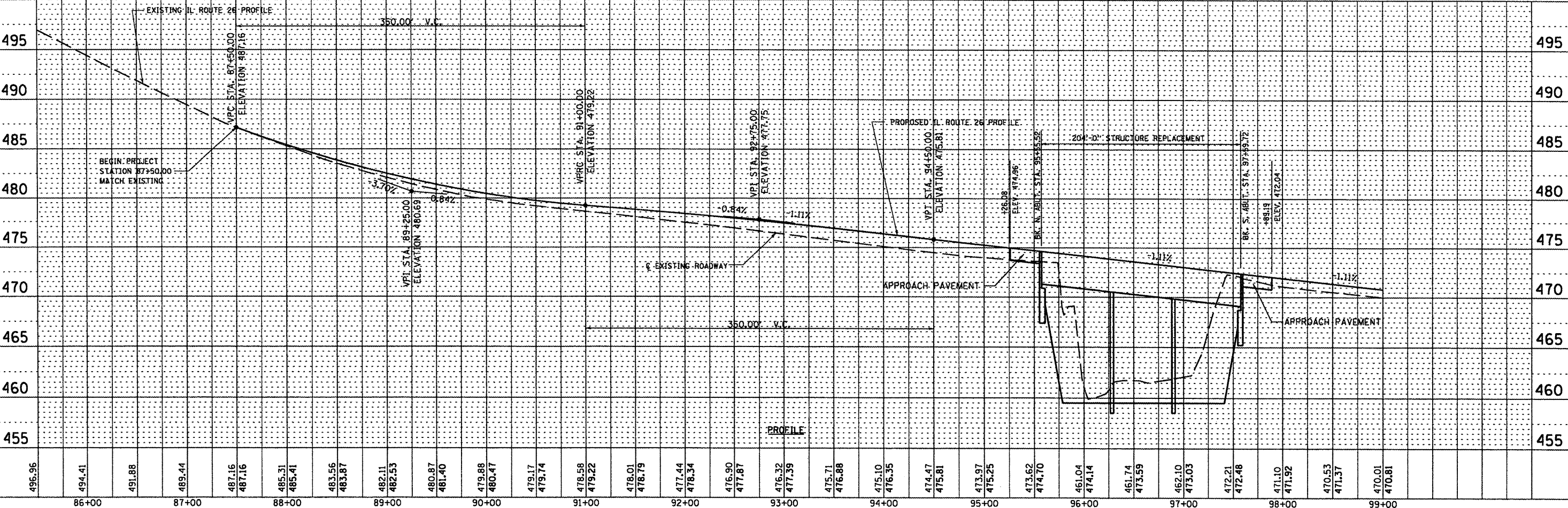
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CONTROL POINTS:

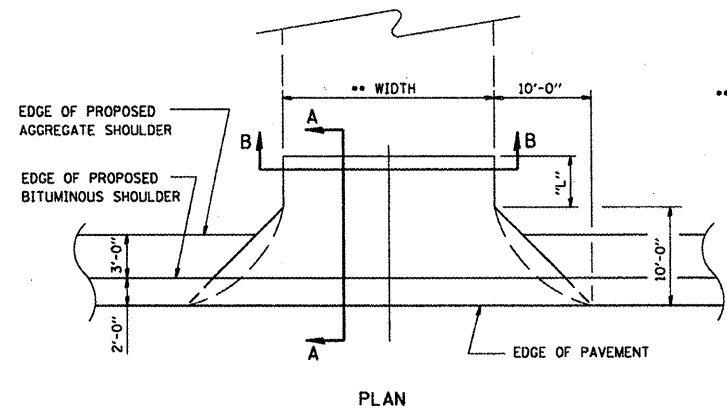
NO.	STATION	OFFSET	EASTING	NORTHING	ELEV.	DESCRIP.
CP58	85+86.68	49.22' LT	2526977.634	1667560.524	492.412	IP SET
CP57	89+69.80	13.44' RT	2526762.905	1667236.058	480.236	IP SET



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ILLINOIS ROUTE 26 - PLAN & PROFILE	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#	DRAWN -	REVISED -	2370			1-BR	PUTNAM	65	9	
PLOT SCALE = #SCALE#	CHECKED -	REVISED -	CONTRACT NO. 68577							
PLOT DATE = #DATE#	DATE	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

DETAIL OF AGGREGATE ENTRANCES

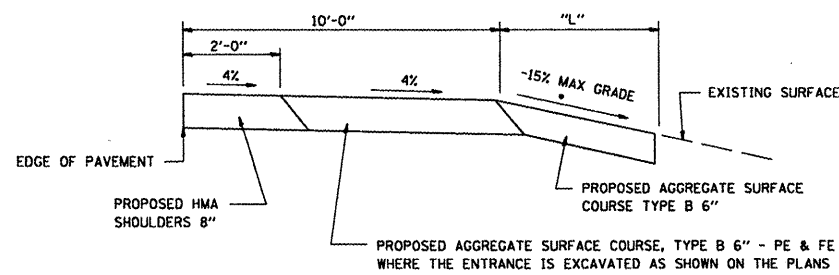
W/ BITUMINOUS SHOULDERS
PRIVATE & FIELD ENTRANCES



•• ALLOWABLE ENTRANCE WIDTHS:
PRIVATE ENTRANCE = 12' TO 24'
FIELD ENTRANCE = 16' TO 24'

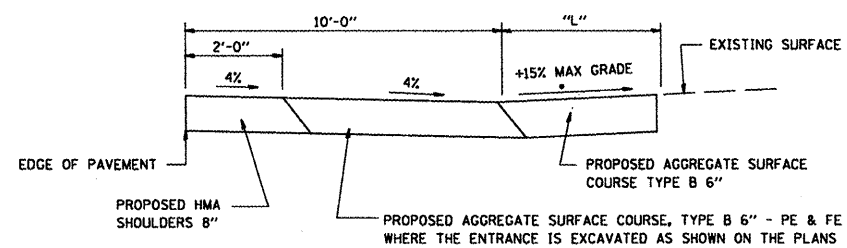
ALLOWABLE ENTRANCE WIDTH SHALL BE INTERPRETED TO BE THE WIDTHS AT THE SPECIFIED COMPLETED RADIUS OR FLARE.

PLAN



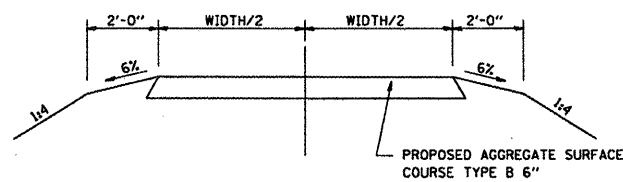
SECTION A-A WITH NEGATIVE GRADE

• SEE CROSS SECTIONS FOR SLOPES

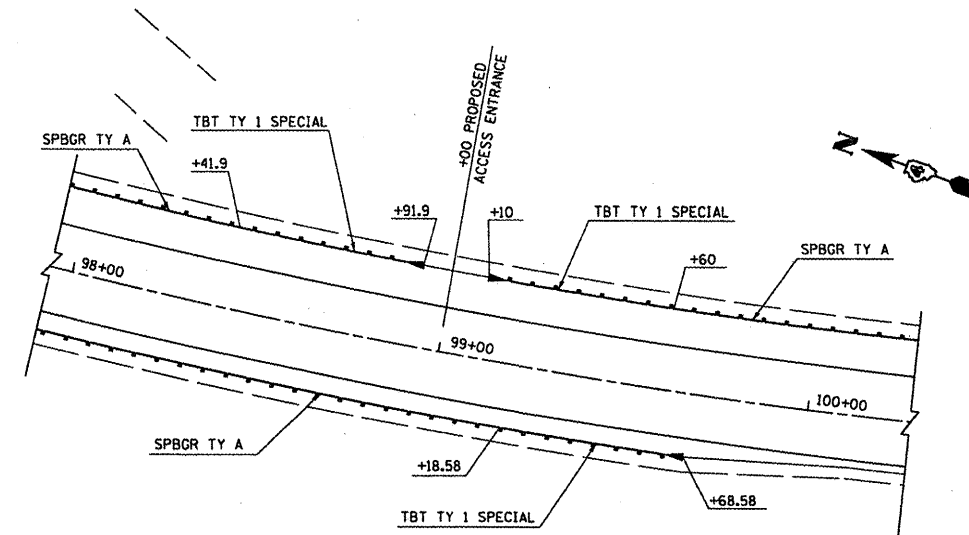


SECTION A-A WITH POSITIVE GRADE

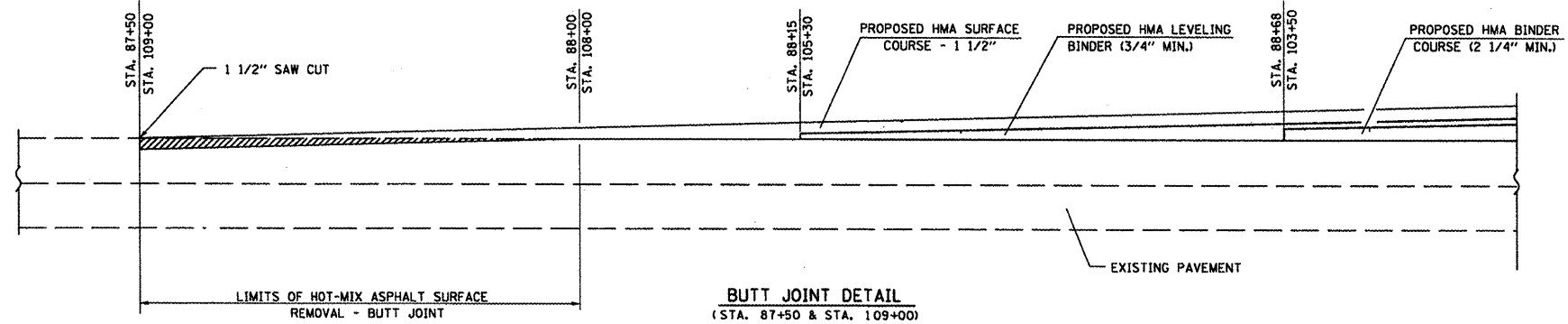
• SEE CROSS SECTIONS FOR SLOPES



SECTION B-B
FIELD & PRIVATE ENTRANCES



GUARDRAIL/ENTRANCE DETAIL
AT ACCESS ENTRANCE - STA. 99+00, LT.



BUTT JOINT DETAIL
(STA. 87+50 & STA. 109+00)

ENTRANCE SCHEDULE

LOCATION - OFFSET	ANGLE	WIDTH	"L"	AREA (SQ YD)	AGG SURF CSE B (TON)	AGGREGATE-TEMP ACCESS (TON)
F.E. 87+76.00 RT	90°	16.0'	3.4'	24.7	9	12
P.E. 87+90.00 LT	88°	20.0'	4.0'	33.8	12	14
P.E. 101+13.50 RT	99°	13.0'	11.0'	37.6	13	12
P.E. 102+05.50 LT W/MAILBOX T/OUT	68°	14.0'	17.5'	75.3	26	29
P.E. 102+59.00 RT	89°	24.0'	24.0'	88.5	31	33
TOTAL					91	100

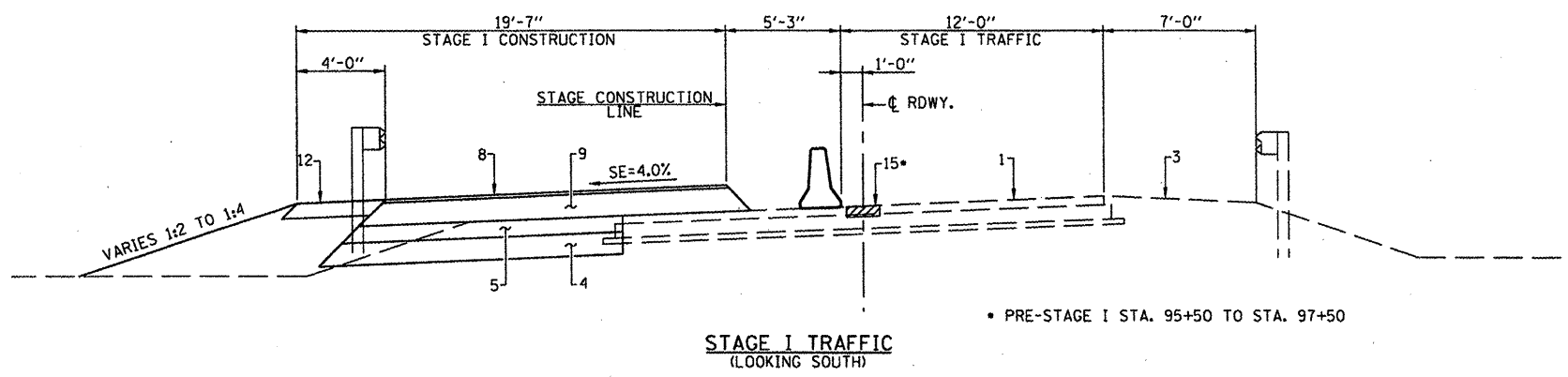
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

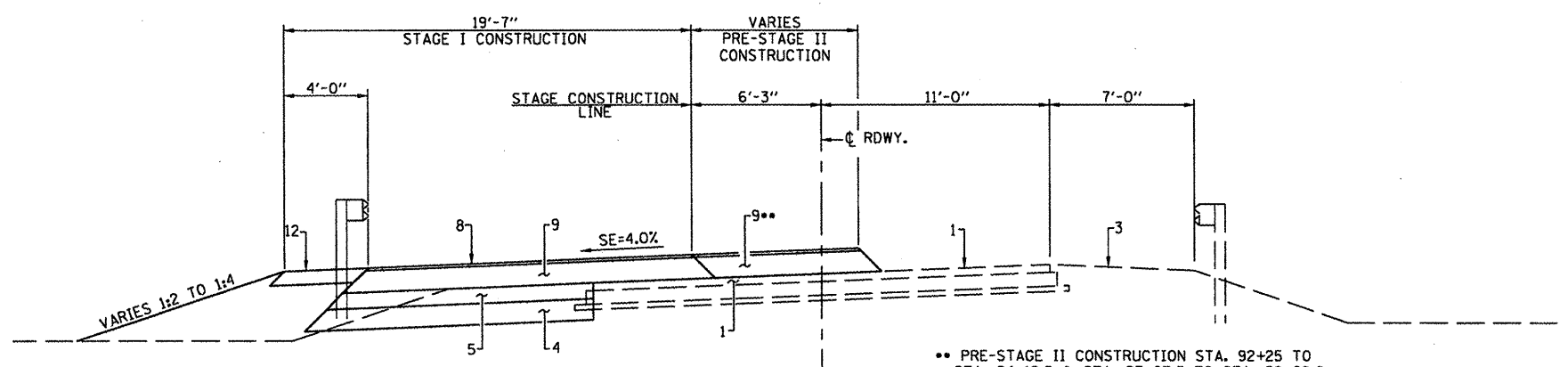
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	11
CONTRACT NO. 68577				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



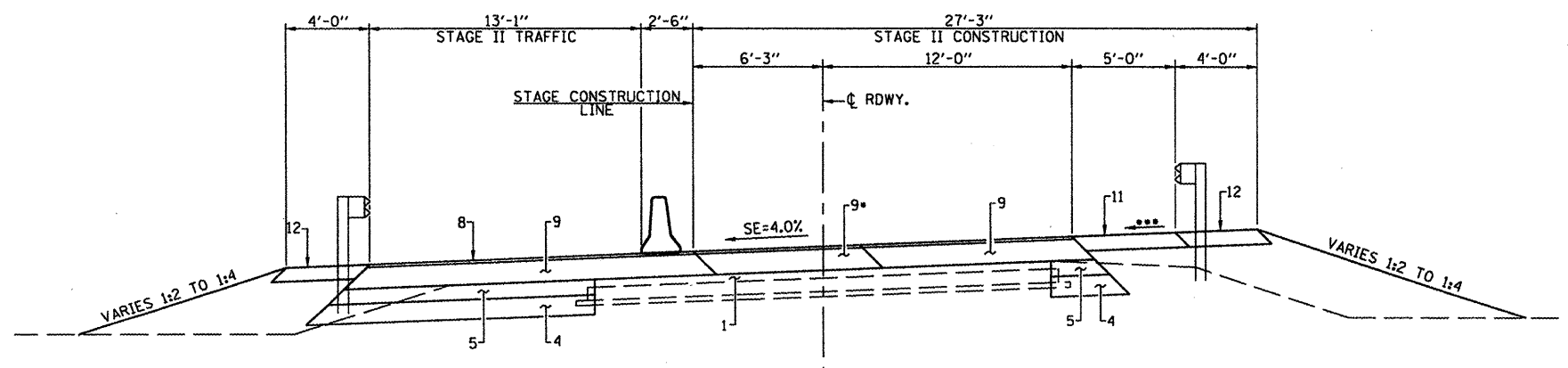
• PRE-STAGE I STA. 95+50 TO STA. 97+50

STAGE I TRAFFIC
(LOOKING SOUTH)



** PRE-STAGE II CONSTRUCTION STA. 92+25 TO STA. 94+12.5 & STA. 97+87.5 TO STA. 99+68.6.

PRE-STAGE II CONSTRUCTION
(LOOKING SOUTH)



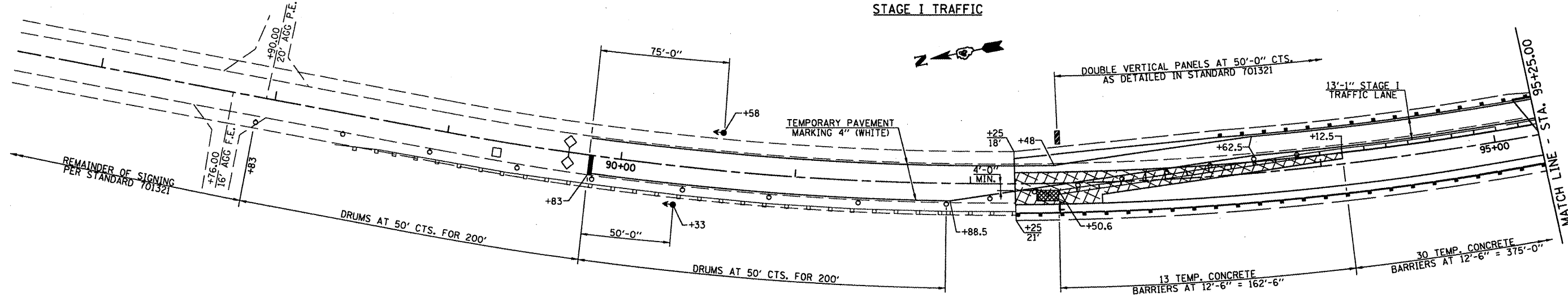
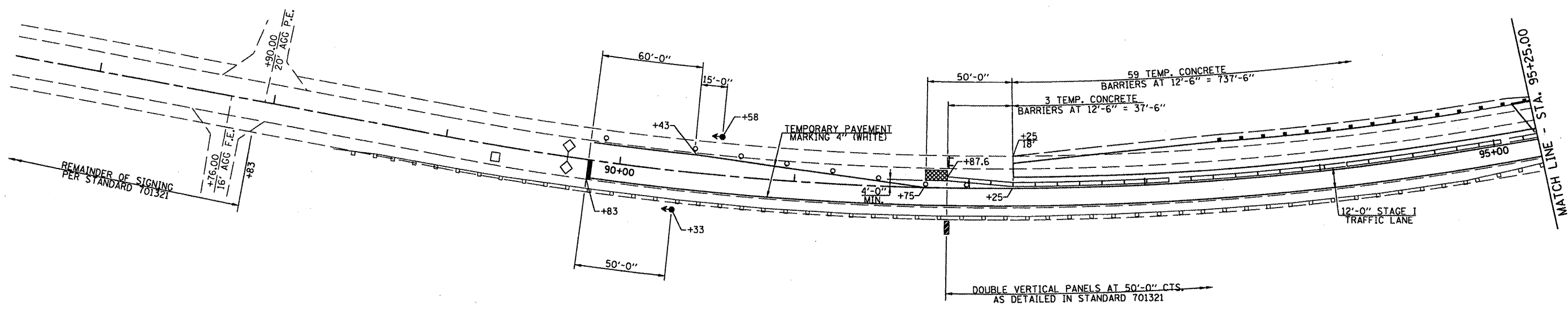
*** SHOULDER SLOPE TRANSITIONS -4.0% TO +4.0% FROM STA. 93+00 TO STA. 95+00 & +4.0% TO -4.0% FROM STA. 98+00 TO STA. 100+00.

STAGE II TRAFFIC
(LOOKING SOUTH)

LEGEND

1. EXISTING PAVEMENT (4 1/2" HMA SURFACE, 8" AGG. BASE)
2. EXISTING CONCRETE GUTTER (TBR)
3. EXISTING AGGREGATE SHOULDER
4. PROPOSED AGGREGATE SUB-BASE, 12"
5. PROPOSED HMA WIDENING, 9"
6. PROPOSED BITUMINOUS MATERIALS PRIME COAT
7. PROPOSED AGGREGATE PRIME COAT
8. PROPOSED HMA LEVELING BINDER, 3/4"
9. PROPOSED HMA BINDER COURSE
10. PROPOSED HMA SURFACE COURSE, 1 1/2"
11. PROPOSED HMA SHOULDER, 8"
12. PROPOSED AGGREGATE SHOULDER, 8"
13. PROPOSED GEOTEXTILE FABRIC (STAPLED)
14. PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL, 8"
15. PROPOSED CENTER JOINT REPAIR SYSTEM

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION TRAFFIC DETAILS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILES#		DRAWN -	REVISED -			2370	1-BR	PUTNAM	65	12	
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PLOT DATE = #DATE#		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
					SCALE: 1" = 30'	SHEET NO. ___ OF ___ SHEETS		STA. _____ TO STA. _____			



SUGGESTED STAGING SEQUENCE

PRE-STAGE I

- PARTIAL DEPTH MILL AND HMA OVERLAY OF THE EXISTING CENTERLINE FROM STA. 95+50 TO STA. 97+50 PER CENTER JOINT REPAIR SYSTEM SPECIAL PROVISION.

STAGE I

- ERECT TRAFFIC CONTROL FOR STAGE I. INSTALL TEMPORARY CONCRETE BARRIER STA. 91+87.6 TO STA. 99+99 LT.
- REMOVE PAVEMENT AND EXISTING STRUCTURE LEFT, STA. 95+26.08 TO STA. 97+89.19.
- CONSTRUCT PROPOSED STAGE I STRUCTURE, APPROACH SLABS AND APPROACH PAVEMENT DRAINS LEFT.
- CONSTRUCT PROPOSED HMA WIDENING, BINDER COURSE AND AGGREGATE EROSION CONTROL SHOULDER STA. 92+25 TO STA. 99+60 LEFT. RAMP PROPOSED HMA BINDER AND WIDENING (1/240 MAX. SLOPE) FROM STA. 92+25 TO STA. 94+75 AND STA. 98+00 TO STA. 99+60.
- CONSTRUCT PROPOSED GUARDRAIL STA. 93+43.18 TO STA. 99+60 LEFT EXCLUDING BRIDGE.

PRE-STAGE II

- RELOCATE TEMPORARY CONCRETE BARRIER STA. 94+12.5 TO STA. 97+87.5 RT. AND TEMPORARILY REMOVE REMAINDER OF BARRIER TO CONSTRUCT HMA BINDER COURSE RAMP (1/240 MAX. SLOPE) TO ACCOMMODATE TAPERED SECTIONS OF TEMPORARY CONCRETE BARRIER, STA. 92+25 TO STA. 94+12.5 AND STA. 98+00 TO STA. 99+68.6 RIGHT AS DENOTED BY CROSS HATCHED AREA.
- RELOCATE TEMPORARY CONCRETE BARRIER STA. 92+50.6 TO STA. 94+12.5 RT. AND STA. 98+00 TO STA. 99+49.3 AND COMPLETE REMAINDER OF TRAFFIC CONTROL FOR STAGE II.

STAGE II

- REMOVE PAVEMENT AND EXISTING STRUCTURE RIGHT, STA. 95+26.08 TO STA. 97+89.19.
- CONSTRUCT PROPOSED STAGE II STRUCTURE, APPROACH SLABS AND APPROACH SHOULDER LEFT.
- CONSTRUCT PROPOSED HMA WIDENING, BINDER COURSE AND AGGREGATE EROSION CONTROL SHOULDER STA. 92+25 TO STA. 99+60 RIGHT. RAMP PROPOSED HMA BINDER AND WIDENING (1/240 MAX. SLOPE) FROM STA. 92+25 TO STA. 94+75 AND STA. 98+00 TO STA. 99+68.6.
- CONSTRUCT PROPOSED GUARDRAIL STA. 92+25 TO STA. 99+68.6 RIGHT EXCLUDING BRIDGE.

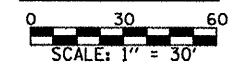
STAGE III

- INSTALL SHORT-TERM PAVEMENT MARKINGS AND REMOVE TEMPORARY CONCRETE BARRIER AND ALL STAGE TRAFFIC CONTROL.
- RE-ESTABLISH NORMAL TRAFFIC PATTERNS.
- COMPLETE REMAINDER OF HMA BINDER COURSE, HMA LEVELING BINDER, AGGREGATE EROSION CONTROL SHOULDER, GUARDRAIL, DRAINAGE ITEMS AND ENTRANCES STA. 87+50 TO STA. 109+00 LEFT AND RIGHT UNDER TRAFFIC WITH FLAGGERS.
- WHEN PAVING WORK IS NOT BEING PERFORMED, THE MAXIMUM DIFFERENCE IN ELEVATION OF EACH LANE SHALL NOT EXCEED 1 1/2".

FINAL

- REMOVE SHORT-TERM PAVEMENT MARKINGS AND COMPLETE HMA SURFACE COURSE ON IL. 26 UNDER TRAFFIC WITH FLAGGERS.
- FINAL STRIPING, SEEDING AND MISCELLANEOUS CLEANUP.

STAGE II TRAFFIC



INDICATES PRE-STAGE II CONSTRUCTION

SYMBOLS

- REMOVAL ITEMS
- SIGN
- TYPE III BARRICADE
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- TEMPORARY RUMBLE STRIP
- INDUCTION LOOP DETECTOR
- DOUBLE VERTICAL PANEL
- TYPE C BIDIRECTIONAL REFLECTOR
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

GENERAL NOTES

- THIS TRAFFIC CONTROL DETAIL SHALL BE USED IN CONJUNCTION WITH STANDARD 701321.
- EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE REVISED STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL".
- THE CONTRACTOR SHALL MAINTAIN ACCESS OR HAVE ARRANGEMENTS MADE WITH LANDOWNERS TO ALL PRIVATE AND COMMERCIAL PROPERTIES DURING ALL PHASES OF CONSTRUCTION.
- EACH DETECTOR LOOP SHALL BE CONNECTED TO A SEPARATE DETECTOR AMPLIFIER.
- SIGNING FOR STAGE II SAME AS STAGE I.
- WORK THIS SHEET WITH SHEETS 12 & 14.

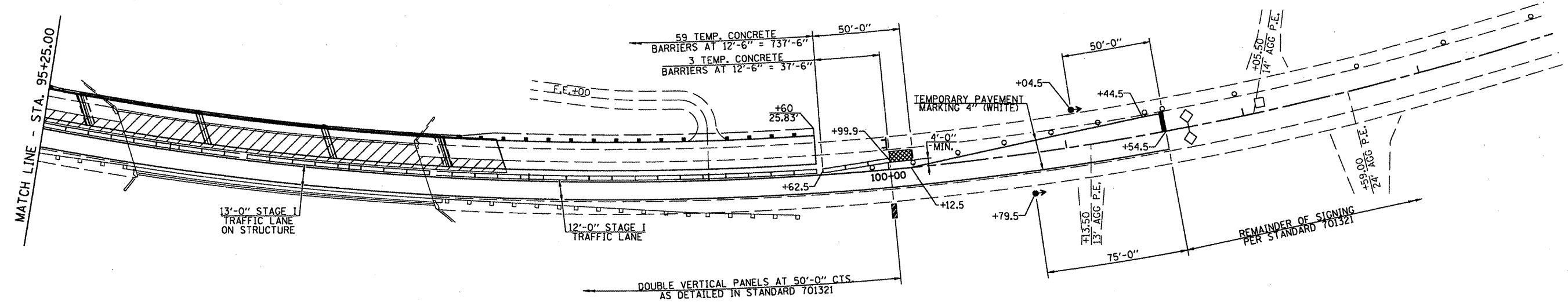
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

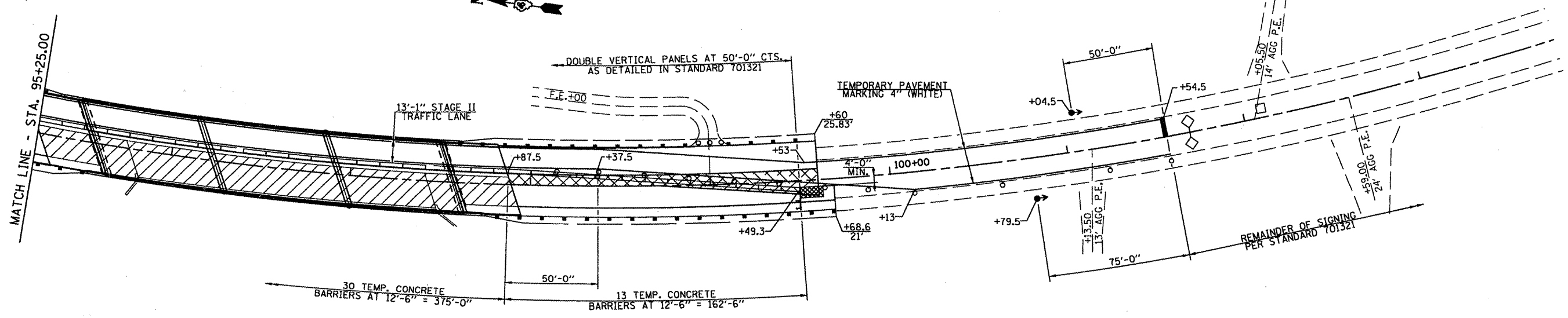
STAGE CONSTRUCTION TRAFFIC DETAILS

SCALE: 1" = 30' SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	13
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68577	



STAGE I TRAFFIC



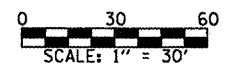
STAGE II TRAFFIC

SCHEDULE CENTER JOINT REPAIR SYSTEM

LOCATION	FOOT
STA. 95+50 TO STA. 97+50	200
TOTAL	200

TRAFFIC CONTROL SCHEDULE

LOCATION STATION TO STATION	TEMP. CONC. BARRIER (FOOT)	RELOCATE TEMP. CONC. BARRIER (FOOT)	IMPACT ATTENUATOR (EACH)	RELOCATE IMPACT ATTENUATOR (EACH)	TEMP. CONC. BARRIER REMOVAL (FOOT)
STAGE I					
STA. 91+72.6 TO STA. 91+87.6			1		
STA. 91+87.6 TO STA. 99+99.9	812.5				
STA. 99+99.9 TO STA. 100+14.9			1		
STAGE II					
STA. 92+35.6 TO STA. 92+50.6				1	
STA. 92+50.6 TO STA. 99+49.3		700			
STA. 99+49.3 TO STA. 99+64.3				1	
STA. 95+71.5 TO STA. 97+46.5					175
TOTAL	812.5	700	2	2	175



SCHEDULE TEMPORARY PAVEMENT MARKING & WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION STATION TO STATION	TEMP. PAV'T. MARKING LINE - 4" (FOOT)		WORK ZONE PAVEMENT MARKING REMOVAL (SQ. FT.)	TEMP. PAV'T. MARKING LINE - 24" (FOOT)
	WHITE	YELLOW		
STAGE I				
STA. 89+83 RT.				12
STA. 89+83 TO STA. 101+54.5 (C)	1172		391	
STA. 89+83 TO STA. 101+54.5 RT.	1172		391	
STA. 101+54.5 LT.				12
STAGE II				
STA. 90+43 TO STA. 101+44.5 LT.	1102		367	
STA. 91+88.5 TO STA. 100+13 (C)	824		275	
TOTAL	4270		1424	24

SYMBOLS

- ▨ REMOVAL ITEMS
- ⊥ SIGN
- ⌋ TYPE III BARRICADE
- ⊙ DRUM WITH STEADY BURNING LIGHT
- ⬄ TRAFFIC SIGNAL
- ▤ TEMPORARY RUMBLE STRIP
- ◇ INDUCTION LOOP DETECTOR
- ▭ DOUBLE VERTICAL PANEL
- ◇ TYPE C BIDIRECTIONAL REFLECTOR
- TEMPORARY CONCRETE BARRIER
- ▣ IMPACT ATTENUATOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

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	PLOT DATE = #DATE#	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION TRAFFIC DETAILS

SCALE: 1" = 30' SHEET NO. OF SHEETS STA. TO STA.

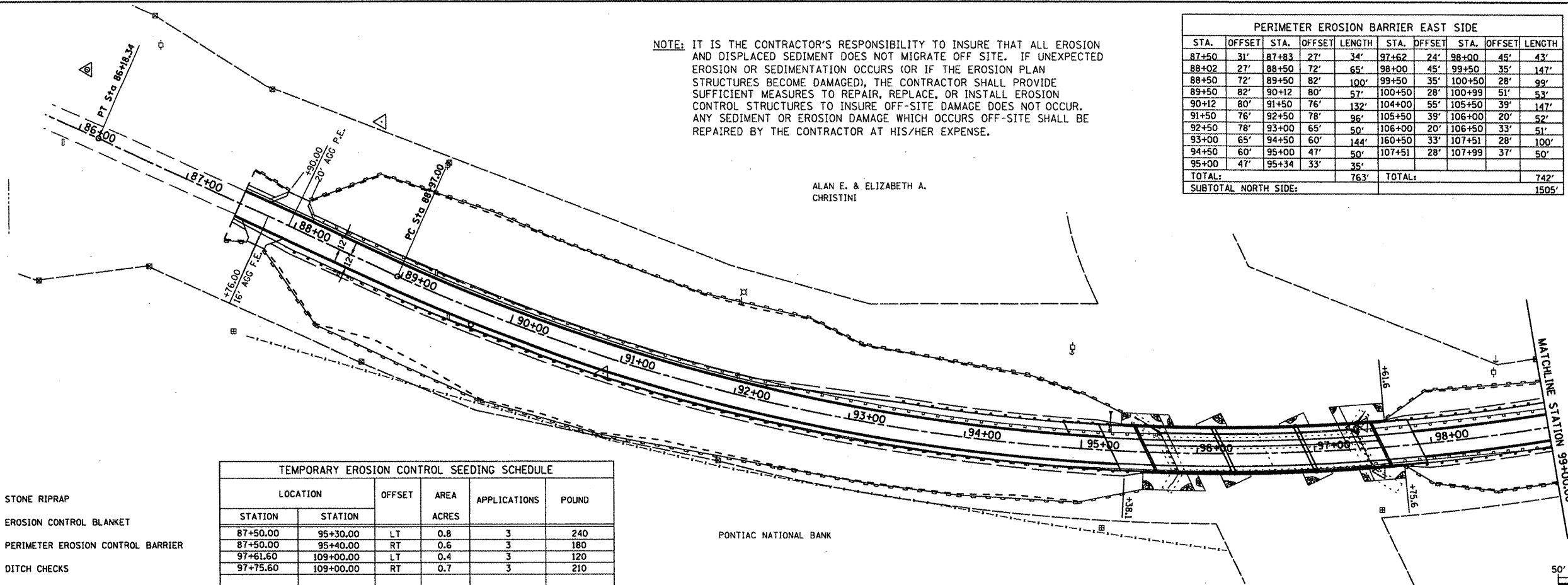
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2370	1-BR	PULNAM	65	14
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68577	

NOTE: IT IS THE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL EROSION AND DISPLACED SEDIMENT DOES NOT MIGRATE OFF SITE. IF UNEXPECTED EROSION OR SEDIMENTATION OCCURS (OR IF THE EROSION PLAN STRUCTURES BECOME DAMAGED), THE CONTRACTOR SHALL PROVIDE SUFFICIENT MEASURES TO REPAIR, REPLACE, OR INSTALL EROSION CONTROL STRUCTURES TO INSURE OFF-SITE DAMAGE DOES NOT OCCUR. ANY SEDIMENT OR EROSION DAMAGE WHICH OCCURS OFF-SITE SHALL BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE.

ALAN E. & ELIZABETH A. CHRISTINI

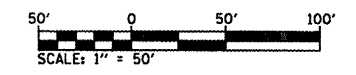
PERIMETER EROSION BARRIER EAST SIDE									
STA.	OFFSET	STA.	OFFSET	LENGTH	STA.	OFFSET	LENGTH		
87+50	31'	87+83	27'	34'	97+62	24'	98+00	45'	43'
88+02	27'	88+50	72'	65'	98+00	45'	99+50	35'	147'
88+50	72'	89+50	82'	100'	99+50	35'	100+50	28'	99'
89+50	82'	90+12	80'	57'	100+50	28'	100+99	51'	53'
90+12	80'	91+50	76'	132'	104+00	55'	105+50	39'	147'
91+50	76'	92+50	78'	96'	105+50	39'	106+00	20'	52'
92+50	78'	93+00	65'	50'	106+00	20'	106+50	33'	51'
93+00	65'	94+50	60'	144'	160+50	33'	107+51	28'	100'
94+50	60'	95+00	47'	50'	107+51	28'	107+99	37'	50'
95+00	47'	95+34	33'	35'					
TOTAL:				763'	TOTAL:				742'
SUBTOTAL NORTH SIDE:									1505'

PERIMETER EROSION BARRIER WEST SIDE				
STA.	OFFSET	STA.	OFFSET	LENGTH
87+50	33'	87+68	27'	19'
87+84	27'	88+50	67'	77'
88+50	67'	90+00	71'	154'
90+00	71'	91+00	65'	104'
91+00	65'	92+50	53'	156'
92+50	53'	93+31	51'	84'
93+31	51'	94+00	50'	71'
94+00	50'	95+00	46'	103'
95+00	46'	95+54	32'	57'
97+76	17'	97+99	35'	30'
97+99	35'	98+50	48'	53'
98+50	48'	99+00	48'	52'
99+00	48'	100+00	46'	103'
100+00	46'	100+50	44'	52'
100+50	44'	101+02	33'	54'
101+15	34'	101+50	59'	44'
101+50	59'	102+00	58'	52'
102+00	58'	102+48	48'	50'
102+70	48'	102+99	50'	30'
102+99	50'	103+85	52'	87'
103+85	52'	103+84	61'	9'
103+84	61'	103+96	62'	12'
103+96	62'	103+96	52'	9'
103+96	52'	105+50	52'	159'
105+50	52'	107+50	62'	206'
107+50	62'	108+00	48'	52'
108+00	48'	108+56	56'	57'
108+56	56'	109+00	51'	43'
TOTAL:				1979'



TEMPORARY EROSION CONTROL SEEDING SCHEDULE					
STATION	STATION	OFFSET	AREA ACRES	APPLICATIONS	POUND
87+50.00	95+30.00	LT	0.8	3	240
87+50.00	95+40.00	RT	0.6	3	180
97+61.60	109+00.00	LT	0.4	3	120
97+75.60	109+00.00	RT	0.7	3	210
TOTAL					750

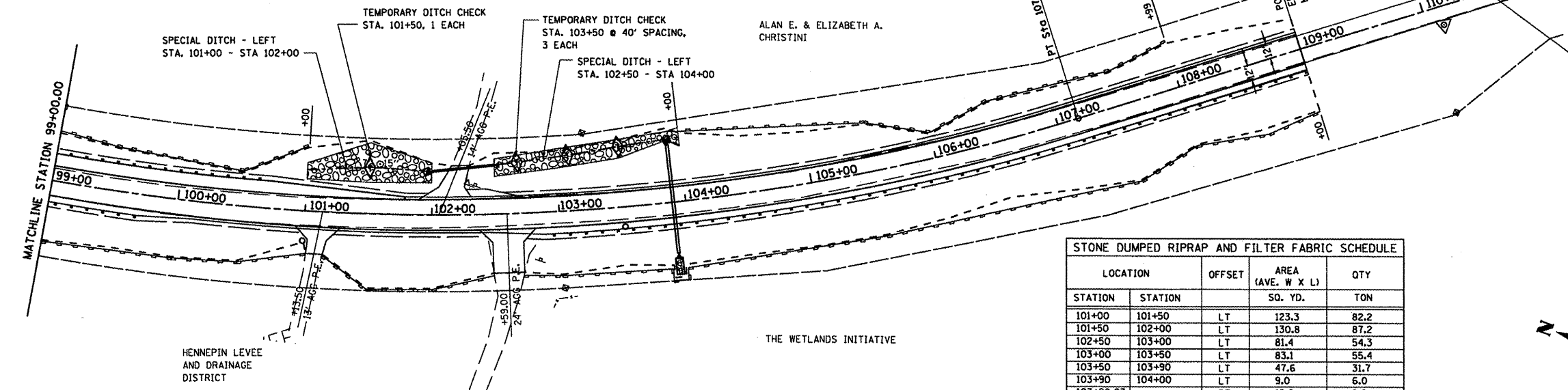
- KEY
- STONE RIPRAP
 - EROSION CONTROL BLANKET
 - PERIMETER EROSION CONTROL BARRIER
 - DITCH CHECKS
 - INLET AND PIPE PROTECTION



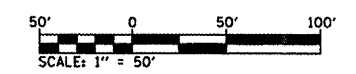
TEMP. DITCH CHECK SPACING		
SLOPE (%)	HEIGHT AT CENTER OF DITCH CHECK (OVERFLOW PT) (INCHES)	SPACING OF DITCH CHECK (FEET)
8.0	12"	10
	18"	20
	24"	25
7.0	12"	15
	18"	20
	24"	30
6.0	12"	15
	18"	25
	24"	35
5.0	12"	20
	18"	30
	24"	40
4.0	12"	25
	18"	35
	24"	50
3.0	12"	35
	18"	50
	24"	65
2.0	12"	50
	18"	75
	24"	100
1.0 & UNDER	12"	100
	18"	150
	24"	195

INLET & PIPE PROTECTION		
LOCATION	OFFSET	QTY
STA 102+00.00	35.12' LT	1
STA 103+90.03	45.78' LT	1
TOTAL		2

TEMPORARY DITCH CHECK SCHEDULE		
LOCATION	OFFSET	QTY
STA 101+50	37.3' LT	1
STA 102+70	39.9' LT	1
STA 103+10	43.6' LT	1
STA 103+50	48.2' LT	1
TOTAL		4



STONE DUMPED RIPRAP AND FILTER FABRIC SCHEDULE				
STATION	STATION	OFFSET	AREA (AVE. W X L) SQ. YD.	QTY TON
101+00	101+50	LT	123.3	82.2
101+50	102+00	LT	130.8	87.2
102+50	103+00	LT	81.4	54.3
103+00	103+50	LT	83.1	55.4
103+50	103+90	LT	47.6	31.7
103+90	104+00	LT	9.0	6.0
103+90.03		RT	12.0	8.0
TOTAL			487	325

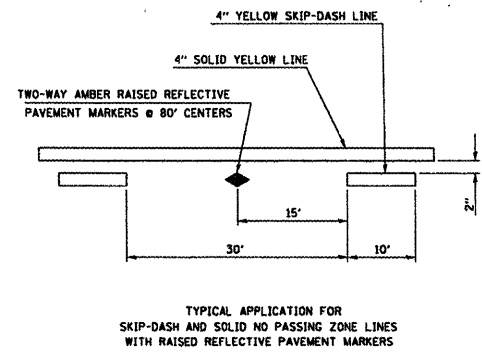
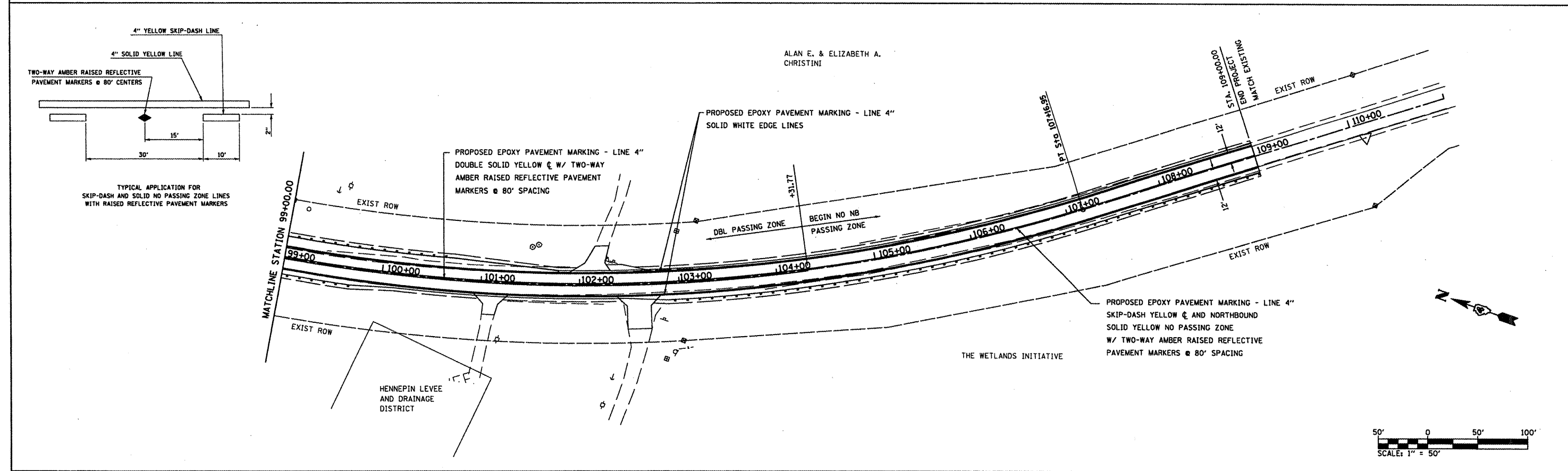
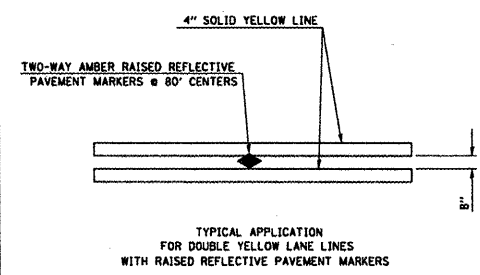
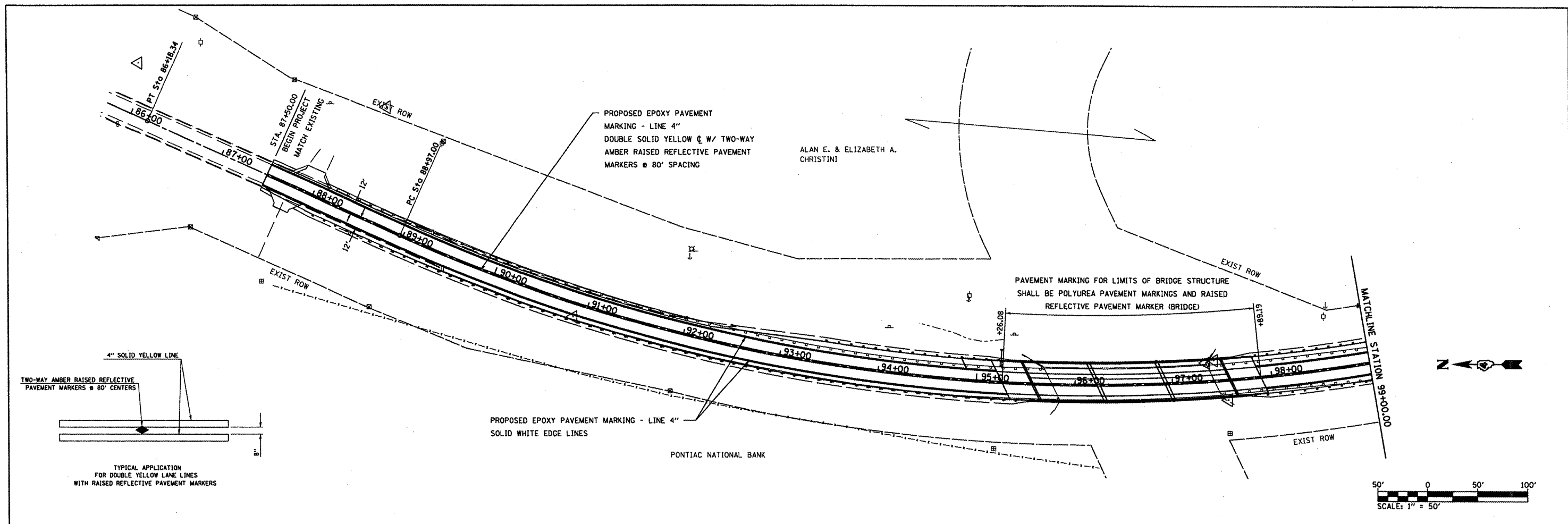


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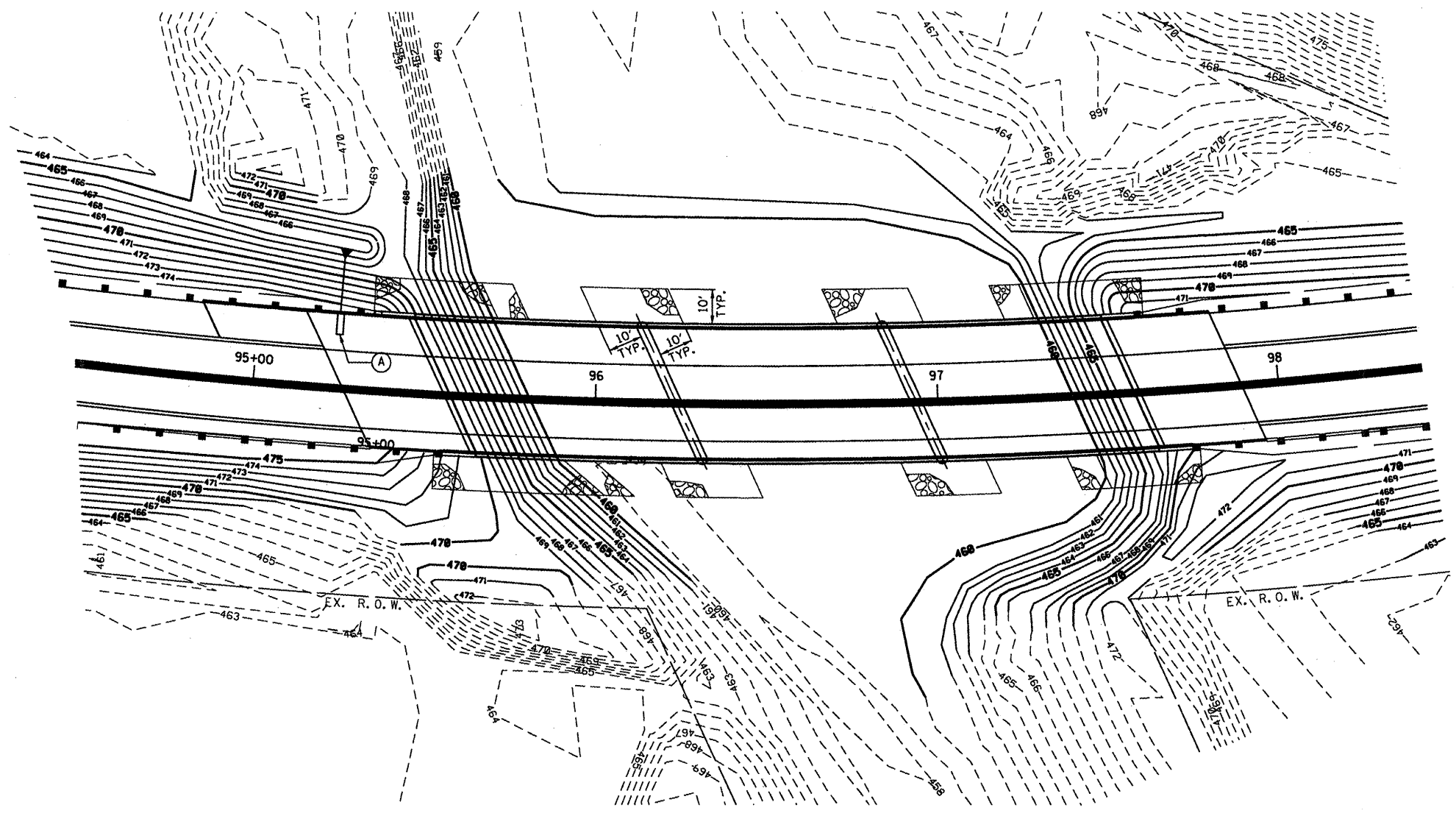
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 50	SHEET NO. OF SHEETS	STA. 87+50.00 TO STA. 109+00.00
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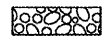
F.A.S. RTE. 2370	SECTION 1-BR	COUNTY PUTNAM	TOTAL SHEETS 65	SHEET NO. 15
CONTRACT NO. 68577			ILLINOIS FED. AID PROJECT	



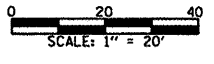
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	PLOT DATE = #DATE#	CHECKED -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					
		DATE -	REVISED -								



LEGEND

- (A) - BRIDGE APPROACH SHOULDER DRAIN (STD. 609006)
±STA. 95+24. SPACE TO MISS GUARDRAIL POSTS.
- - - 466 - - - EXISTING ELEVATION CONTOURS
- 465 — PROPOSED ELEVATION CONTOURS
-  - STONE DUMPED RIPRAP, CLASS A4

GRADING PLAN



NOTE: WORK THIS SHEET WITH SHEETS 1 AND 2 OF THE STRUCTURE PLANS.

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GRADING PLAN			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
#FILES*		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	2370	1-BR	PUTNAM	65	17
		CHECKED -	REVISED -		CONTRACT NO. 68577									
		DATE -	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT									

Bench Mark: Chisled "□" on the Southeast wingwall of existing bridge over Coffee Creek S.N. 078-0016 18' Lt. of Sta. 97+34 El. = 472.01

Existing Structure: S.N. 078-0016 built in 1956 as F.A. Rte. 168, Sec. 1-B at Sta. 96+59. Existing structure is a four span steel beam bridge with a reinforced concrete deck on closed concrete abutments and pile bent piers. 167'-6" bk. to bk. abutments, 33'-8" out. to out. deck with a 24° RT. Forward Skew. The Contractor shall remove and replace the existing structure. Staged construction shall be utilized to maintain one lane of traffic during construction.

Salvage: Existing Temporary Concrete Barrier to be removed during Stage II Removal and delivered to IDOT.

INDEX OF SHEETS

- 1- General Plan & Elevation
- 2- General Notes & Bill of Material
- 3- Stage Construction Details
- 4- Footing Layout
- 5- Temporary Concrete Barrier
- 6-8- Top of Slab Elevations
- 9- Top of N. Approach Slab Elevations
- 10- Top of S. Approach Slab Elevations
- 11- Superstructure
- 12-13- Superstructure Details
- 14- Preformed Joint Strip Seal
- 15- Drainage Scupper, DS11
- 16-17- Structural Steel Details
- 18- Bearing Details
- 19 & 20- North Abutment
- 21- North Abutment Details
- 22 & 23- South Abutment
- 24- South Abutment Details
- 25- Pier 1
- 26- Pier 2
- 27- Bar Splicer Assembly Details
- 28- Steel H-Piles
- 29-31- Borings

CURVE DATA
(Existing Curve 2)

PI STA. = 99+07.08
 $\Delta = 61^\circ 52' 09''$ (LT)
 $D = 3^\circ 23' 58''$
 $R = 1,685.42'$
 $T = 1,010.08'$
 $L = 1,819.95'$
 $E = 279.50'$
 $e = 4.00\%$
 P.C. STA. = 88+97.00
 P.T. STA. = 107+16.95
 SE TRANSITION - MATCH EXISTING
 STATION 87+92.00 TO STATION 90+02.00
 STATION 106+12.00 TO STATION 108+22.00

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 2370 (IL. 26)	I-BR	PUTNAM	65	31
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract # 68577

STA. 96+59.00
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.S. RTE. 2370 - SEC. 1-BR
 LOADING HS20
 STR. NO. 078-0046

NAME PLATE
(Standard 515001)

LOADING HL-93

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

DESIGN STRESSES

$f'_c = 3,500$ psi.
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (M 270 Grade 50 Structural Steel)

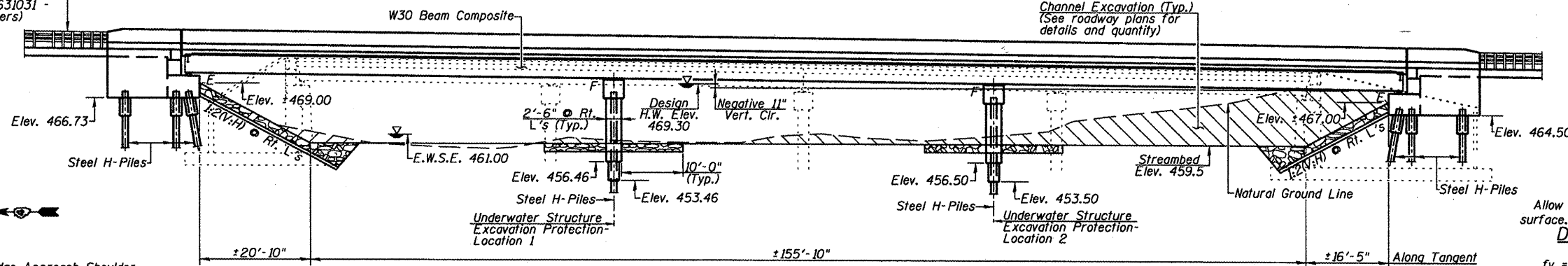
DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications, 4th Edition
 2003 AASHTO Guide Specification for Horizontally Curved Bridges.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Bedrock Acceleration Coefficient (A) = 0.038g
 Site Coefficient (S) = 1.0

Traffic Barrier Terminal
 Type 6, Std. 631031 -
 (All Four Corners)

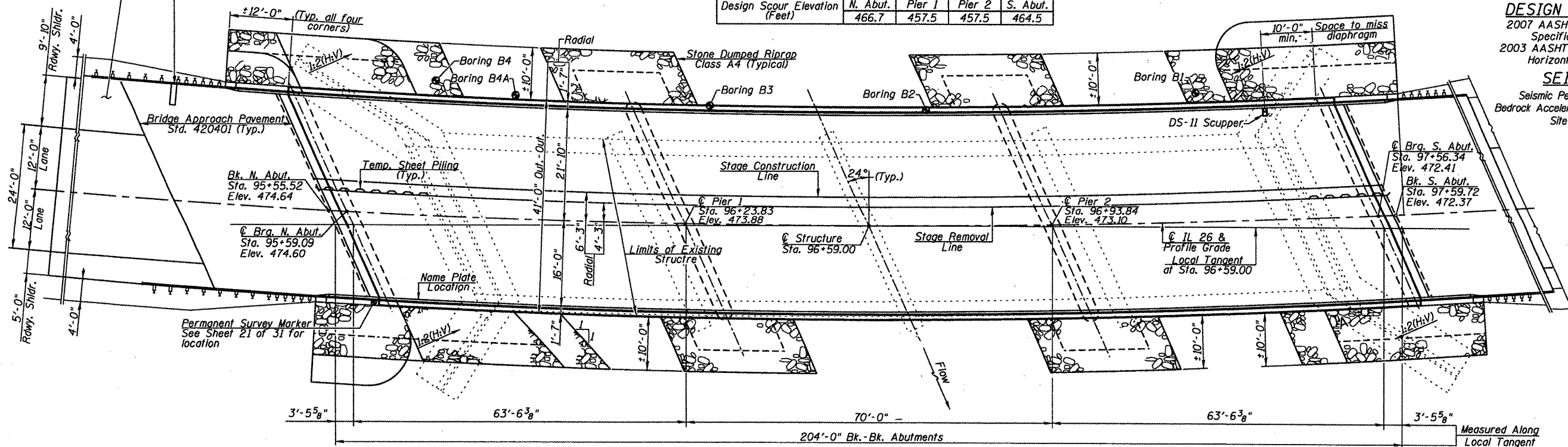


ELEVATION

Design Scour Elevation (Feet)	N. Abut.	Pier 1	Pier 2	S. Abut.
	466.7	457.5	457.5	464.5

Bridge Approach
 Shoulder N.E. Corner
 of Structure only)

Bridge Approach Shoulder
 Drain Std. 609006 (N.E.
 Corner of Structure only)



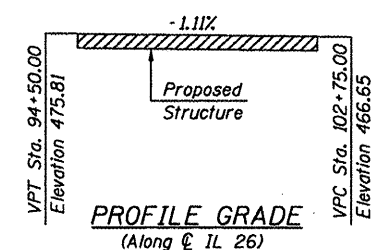
PLAN

WATERWAY INFORMATION

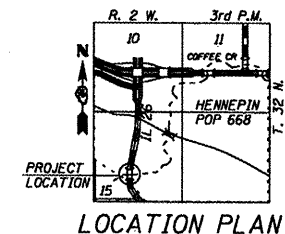
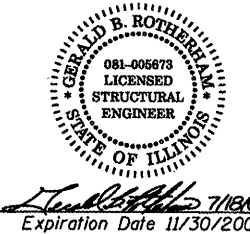
Drainage Area = 10.80 Sq. Mi. Pr. Low Grade Elev. 469.96 @ Sta. 99+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Natural H.W.E.	Head - ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	3880	1012	1383	469.3	0.0	0.0	469.2	469.1
Base	100	4480	1038	1415	469.9	0.0	0.0	469.9	469.8
* Overtopping	375	5275	1040	1420	470.7	0.6	0.4	471.3	471.1
Max. Calc.	500								

* Levee overtopping flow, roadway is not overtopped



APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES



GENERAL PLAN
 ILLINOIS ROUTE 26 OVER
 COFFEE CREEK
 F.A.S. ROUTE 2370
 SECTION I-BR
 PUTNAM COUNTY
 STA. 96+59.00
 STRUCTURE NO. 078-0046

Contract # 68577

GENERAL NOTES

Except as otherwise specified fasteners shall be AASHTO M 164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 263,400 pounds.
No field welding is permitted except as specified in the contract documents.
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions

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

Concrete Sealer shall be applied to the designated areas of the North & South Abutments.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5 G7/8. See Special Provision for "Cleaning and Painting New Metal Structures".

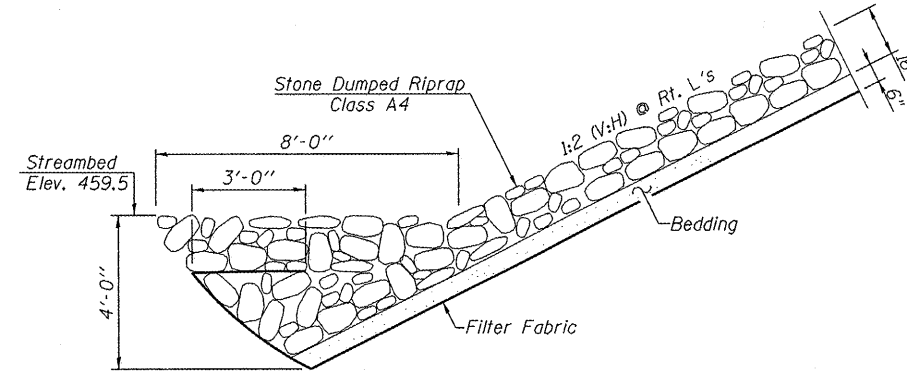
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

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

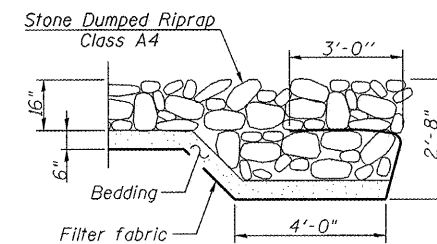
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Slipforming of the parapets is not allowed.

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



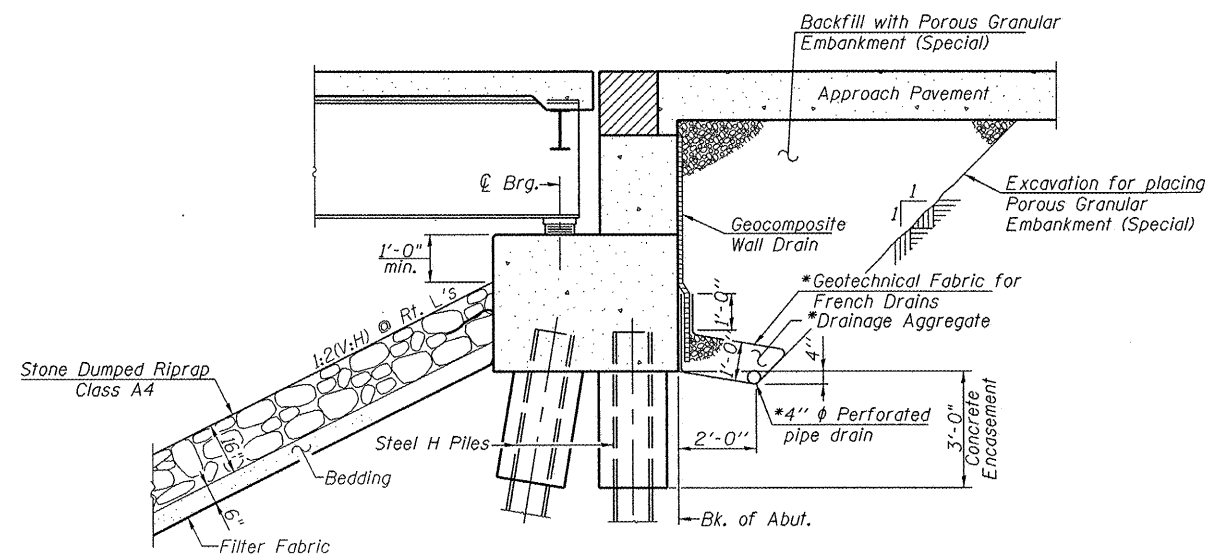
TOE STONE RIPRAP TREATMENT



FLANK STONE RIPRAP TREATMENT

TOTAL BILL OF MATERIAL

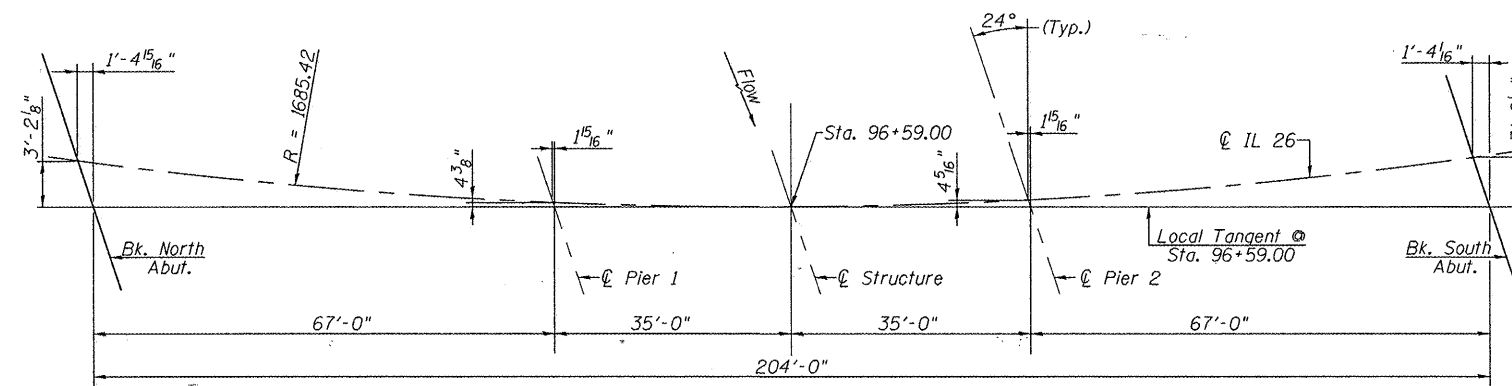
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		107	107
Stone Dumped Riprap, Class A4	Ton		544	544
Filter Fabric	Sq. Yd.		820	820
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		218	218
Concrete Structures	Cu. Yd.		218.8	218.8
Concrete Superstructure	Cu. Yd.	268.4		268.4
Bridge Deck Grooving	Sq. Yd.	794		794
Concrete Encasement	Cu. Yd.		15.2	15.2
Protective Coat	Sq. Yd.	1026		1026
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4410		4410
Reinforcement Bars, Epoxy Coated	Pound	63100	17360	80460
Bar Splicers	Each	582	178	760
Furnishing Steel Piles HP 12 x 63	Foot		1494	1494
Furnishing Steel Piles HP 12 x 53	Foot		2049	2049
Driving Piles	Foot		3543	3543
Test Pile Steel HP 12 x 53	Each		1	1
Temporary Sheet Piling	Sq. Ft.		2105	2105
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	88		88
Elastomeric Bearing Assembly, Type I	Each	14		14
Anchor Bolts, 1/4"	Each	56		56
Concrete Sealer	Sq. Ft.		950	950
Geocomposite Wall Drain	Sq. Yd.		59	59
Pipe Underdrains for Structures 4"	Foot		99	99
Drainage Scupper, DS-II	Each	1		1
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1
Permanent Survey Marker, Type I	Each	1		1



SECTION THRU PILE SUPPORTED STUB ABUTMENT
(Horiz. dim. @ Rt. L's)

* Included in the cost of Pipe Underdrains for Structures.

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

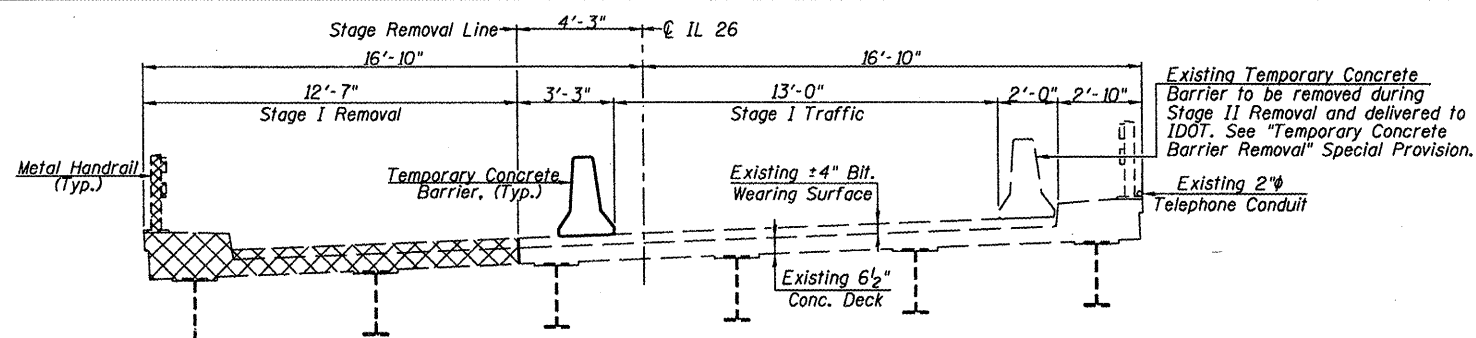


OFFSET SKETCH

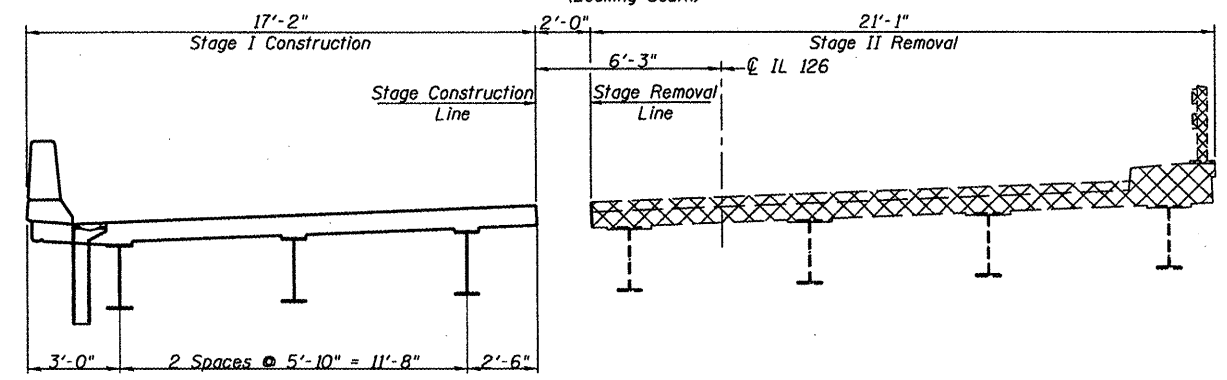
GENERAL NOTES AND BILL OF MATERIAL
ILLINOIS ROUTE 26 OVER COFFEE CREEK
F.A.S. ROUTE 2370 SECTION 1-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 31 SHEETS
F.A.S. 2370 (IL. 26)	1-BR	PUTNAM	65	20	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

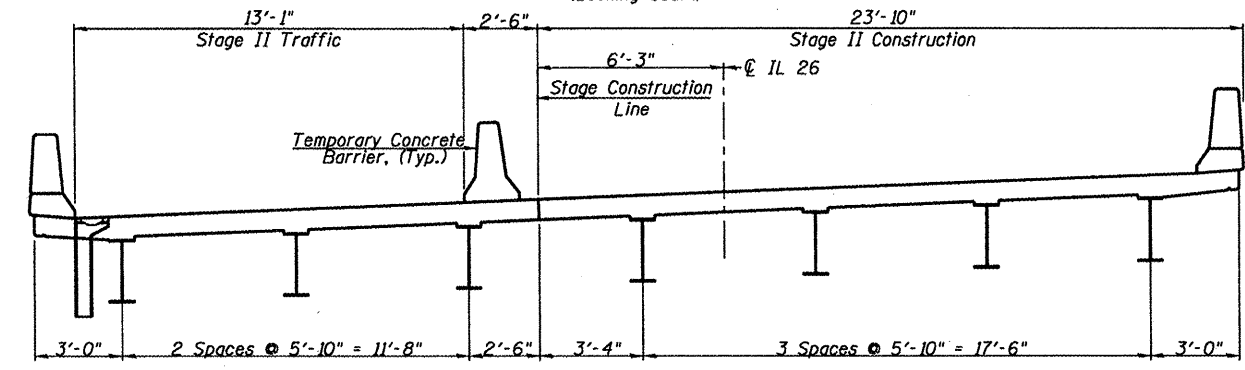
Contract # 68577



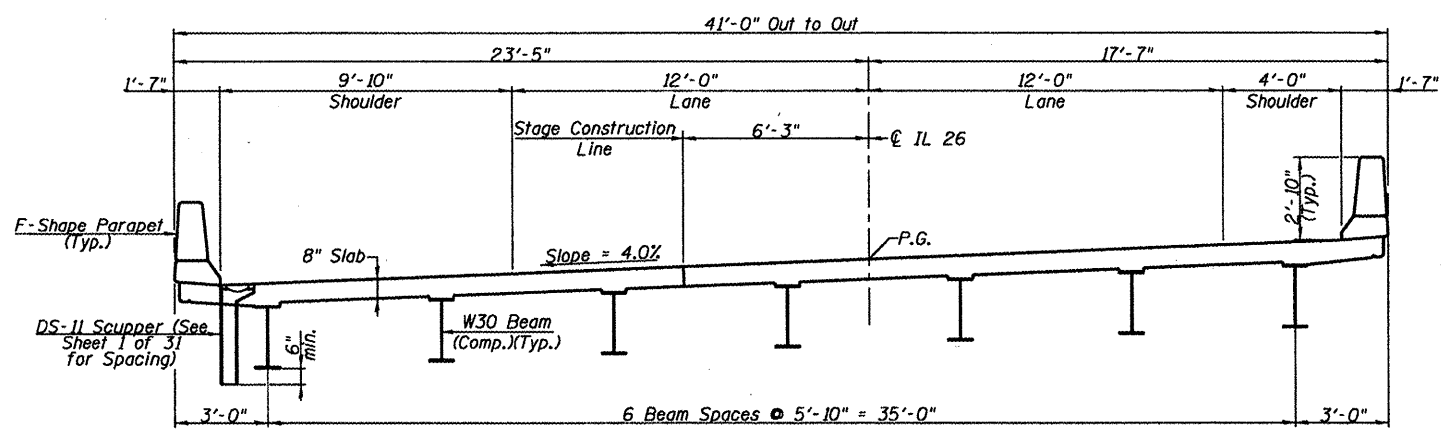
**** STAGE I REMOVAL & STAGE I TRAFFIC**
(Looking South)



**** STAGE I CONSTRUCTION & STAGE II REMOVAL**
(Looking South)



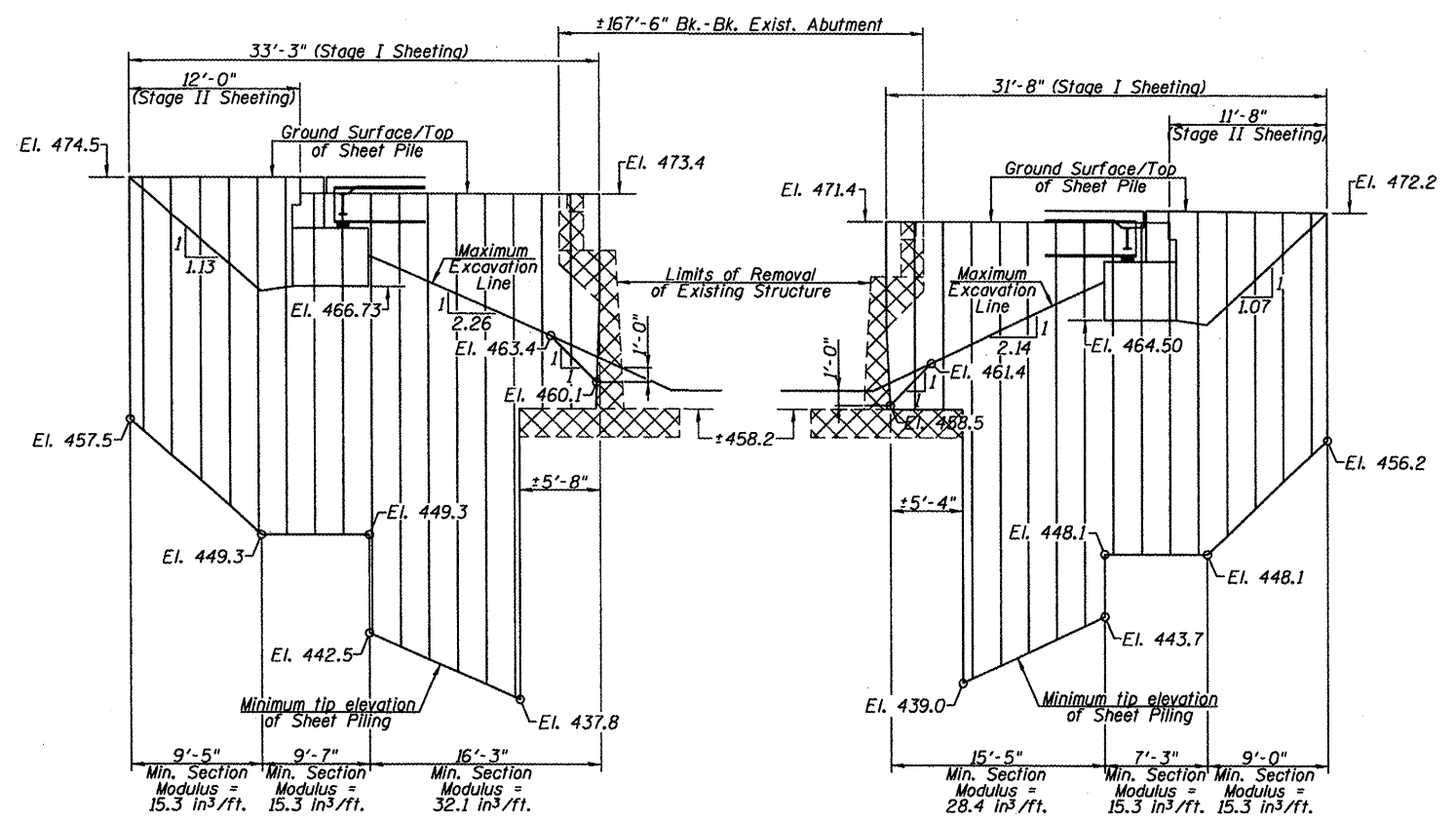
**** STAGE II CONSTRUCTION & STAGE II TRAFFIC**
(Looking South)



**** PROPOSED CROSS SECTION**
(Looking South)

Note: For quantity of temporary concrete barrier see Roadway Plans.
For details of temporary concrete barrier see sheet 5 of 31.
Cost of removing existing metal handrails and bituminous wearing surface is included in the cost of Removal of Existing Structure.
Location of Stage Removal Line and Stage Construction Line does not apply to substructure.
See Sheet 4 of 31 for location of substructure removal lines.

** All dimensions are radial from the ϕ of IL 26.



TEMPORARY SHEET PILING DETAIL
(Looking East)

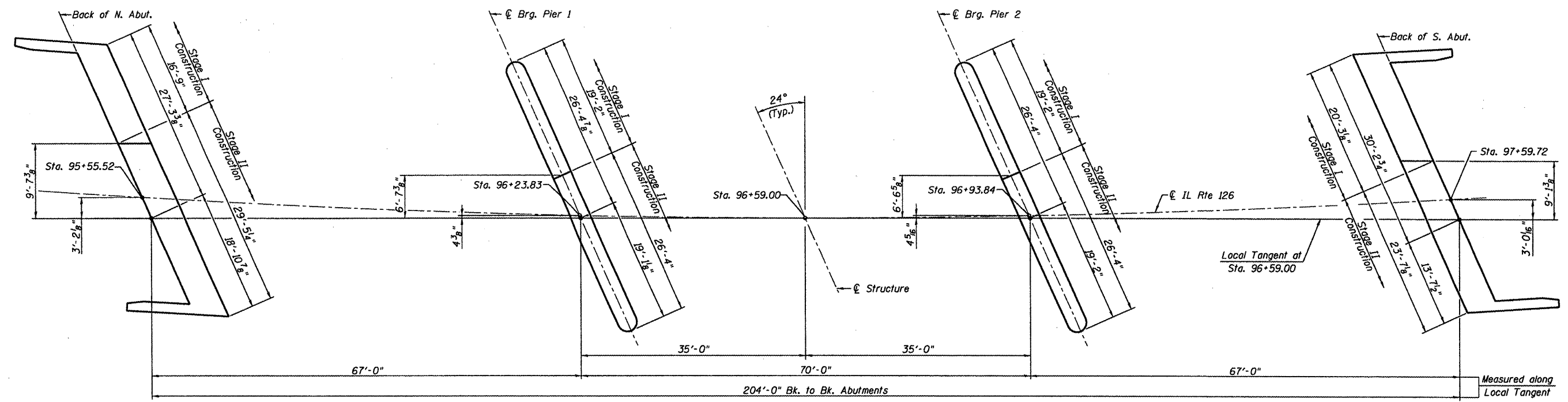
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

- Indicates Limits of Removal of Existing Structure.

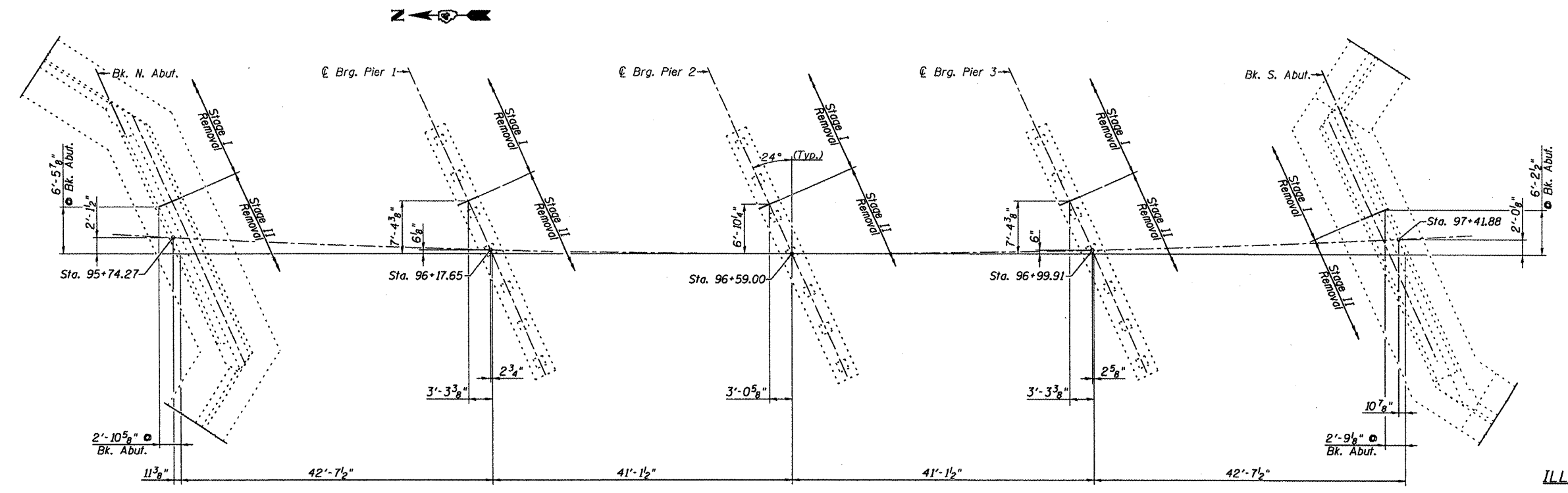
STAGE CONSTRUCTION DETAIL
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION 1-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 31 SHEETS
F.A.S. 2370 (IL. 26)	1-BR	PUTNAM	65	21	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract # 68577



PROPOSED STRUCTURE FOOTING PLAN



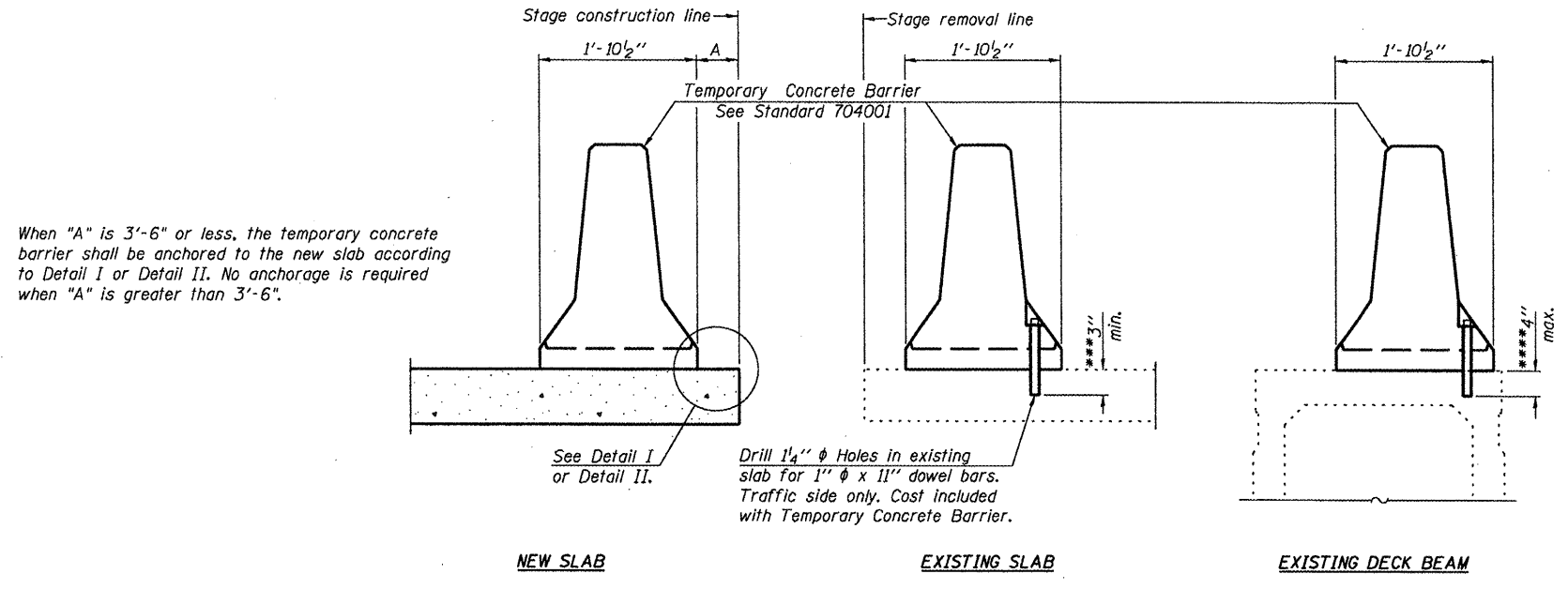
EXISTING STRUCTURE FOOTING PLAN

FOOTING LAYOUT
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION 1-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

Note: For Offset Sketch of Proposed Structure see Sheet 2 of 31.

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO. 5
F.A.S. 2370 (IL. 26)	I-BR	PUTNAM	65	22	31 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 68577



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

NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

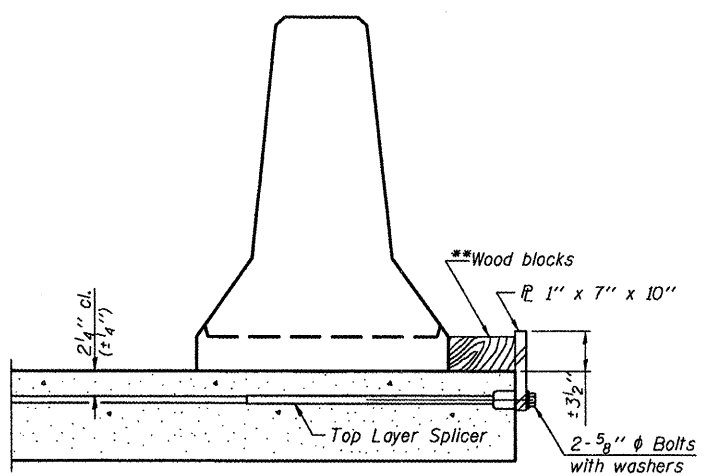
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{R} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{R} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

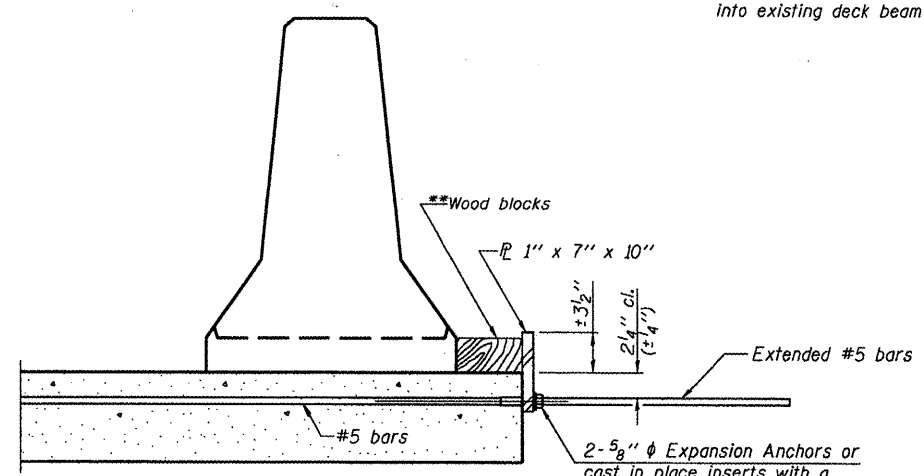
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

***Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

***If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

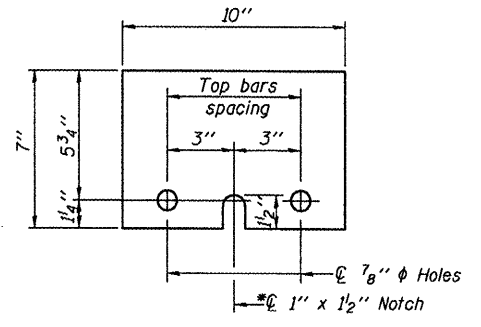


DETAIL I



DETAIL II

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

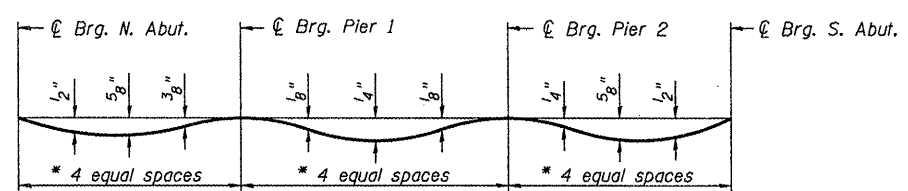


STEEL RETAINER \bar{R} 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION I-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

Contract # 68577

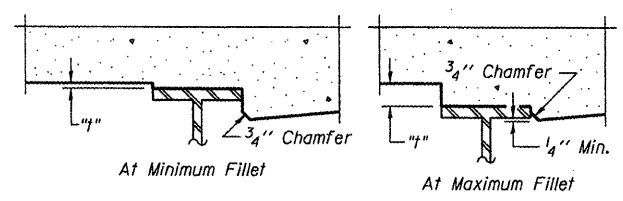


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

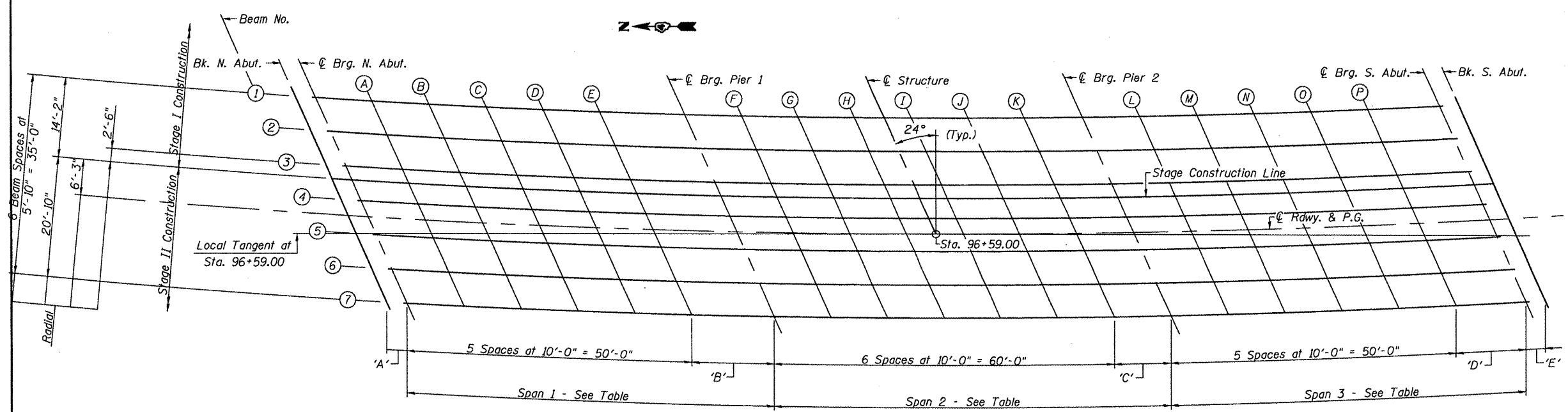
Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 7 & 8 of 31.

* See Table below for lengths of spans



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 7 & 8 of 31, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



LAYOUT PLAN - DECK ELEVATIONS

SPACING FOR TOP OF SLAB ELEVATIONS

GIRDER	Radius	Span 1	Span 2	Span 3	'A'	'B'	'C'	'D'	'E'
1	1665.00	64'-11 ⁵ / ₁₆ "	70'-2 ³ / ₁₆ "	62'-7 ⁷ / ₁₆ "	3'-7"	14'-11 ⁵ / ₁₆ "	10'-2 ³ / ₁₆ "	12'-7 ⁷ / ₁₆ "	3'-4 ¹ / ₁₆ "
2	1670.84	64'-10 ⁵ / ₈ "	70'-1 ⁹ / ₁₆ "	62'-7"	3'-6 ¹⁵ / ₁₆ "	14'-10 ⁵ / ₈ "	10'-1 ⁹ / ₁₆ "	12'-7"	3'-4 ¹ / ₁₆ "
3	1676.67	64'-9 ⁵ / ₁₆ "	70'-1"	62'-6 ⁹ / ₁₆ "	3'-6 ⁷ / ₈ "	14'-9 ⁵ / ₁₆ "	10'-1"	12'-6 ⁹ / ₁₆ "	3'-4 ⁵ / ₈ "
4	1682.50	64'-9 ¹ / ₄ "	70'-0 ³ / ₈ "	62'-6 ¹ / ₈ "	3'-6 ⁷ / ₈ "	14'-9 ¹ / ₄ "	10'-0 ³ / ₈ "	12'-6 ¹ / ₈ "	3'-4 ⁵ / ₈ "
5	1688.34	64'-8 ⁵ / ₈ "	69'-11 ¹³ / ₁₆ "	62'-5 ³ / ₄ "	3'-6 ¹³ / ₁₆ "	14'-8 ⁵ / ₈ "	9'-11 ¹³ / ₁₆ "	12'-5 ³ / ₄ "	3'-4 ⁵ / ₈ "
6	1694.17	64'-7 ¹⁵ / ₁₆ "	69'-11 ¹ / ₄ "	62'-5 ⁵ / ₁₆ "	3'-6 ³ / ₄ "	14'-7 ¹⁵ / ₁₆ "	9'-11 ¹ / ₄ "	12'-5 ⁵ / ₁₆ "	3'-4 ⁹ / ₁₆ "
7	1700.00	64'-7 ⁵ / ₁₆ "	69'-10 ¹ / ₁₆ "	62'-4 ⁷ / ₈ "	3'-6 ³ / ₄ "	14'-7 ⁵ / ₁₆ "	9'-10 ¹ / ₁₆ "	12'-4 ⁷ / ₈ "	3'-4 ⁹ / ₁₆ "

Note: Horizontal Dimensions are given along centerline of individual beams.

TOP OF SLAB ELEVATIONS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION 1-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

E-S

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7 31 SHEETS
F.A.S. 2370 (IL. 26)	I-BR	PUTNAM	65	24	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract # 68577

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	95+44.74	-20.42 ft.	473.94	473.94
☉ Brg. N. Abut.	95+48.36	-20.42 ft.	473.90	473.90
A	95+58.48	-20.42 ft.	473.79	473.82
B	95+68.61	-20.42 ft.	473.68	473.73
C	95+78.73	-20.42 ft.	473.56	473.62
D	95+88.85	-20.42 ft.	473.45	473.50
E	95+98.97	-20.42 ft.	473.34	473.37
☉ Brg. Pier 1	96+14.10	-20.42 ft.	473.17	473.17
F	96+24.22	-20.42 ft.	473.06	473.06
G	96+34.35	-20.42 ft.	472.95	472.96
H	96+44.47	-20.42 ft.	472.83	472.86
I	96+54.59	-20.42 ft.	472.72	472.74
J	96+64.71	-20.42 ft.	472.61	472.62
K	96+74.84	-20.42 ft.	472.50	472.50
☉ Brg. Pier 2	96+85.14	-20.42 ft.	472.38	472.38
L	96+95.26	-20.42 ft.	472.27	472.28
M	97+05.39	-20.42 ft.	472.16	472.19
N	97+15.51	-20.42 ft.	472.05	472.09
O	97+25.63	-20.42 ft.	471.93	471.98
P	97+35.75	-20.42 ft.	471.82	471.86
☉ Brg. S. Abut.	97+48.52	-20.42 ft.	471.68	471.68
Bk. S. Abut.	97+51.96	-20.42 ft.	471.64	471.64

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	95+47.85	-14.58 ft.	474.14	474.14
☉ Brg. N. Abut.	95+51.46	-14.58 ft.	474.10	474.10
A	95+61.55	-14.58 ft.	473.99	474.02
B	95+71.63	-14.58 ft.	473.88	473.93
C	95+81.72	-14.58 ft.	473.76	473.82
D	95+91.81	-14.58 ft.	473.65	473.70
E	96+01.90	-14.58 ft.	473.54	473.57
☉ Brg. Pier 1	96+16.91	-14.58 ft.	473.37	473.37
F	96+27.00	-14.58 ft.	473.26	473.26
G	96+37.08	-14.58 ft.	473.15	473.16
H	96+47.17	-14.58 ft.	473.04	473.06
I	96+57.26	-14.58 ft.	472.93	472.94
J	96+67.35	-14.58 ft.	472.81	472.82
K	96+77.43	-14.58 ft.	472.70	472.70
☉ Brg. Pier 2	96+87.65	-14.58 ft.	472.59	472.59
L	96+97.74	-14.58 ft.	472.48	472.49
M	97+07.82	-14.58 ft.	472.36	472.40
N	97+17.91	-14.58 ft.	472.25	472.30
O	97+28.00	-14.58 ft.	472.14	472.19
P	97+38.09	-14.58 ft.	472.03	472.07
☉ Brg. S. Abut.	97+50.77	-14.58 ft.	471.89	471.89
Bk. S. Abut.	97+54.19	-14.58 ft.	471.85	471.85

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	95+50.94	-8.75 ft.	474.34	474.34
☉ Brg. N. Abut.	95+54.53	-8.75 ft.	474.30	474.30
A	95+64.58	-8.75 ft.	474.19	474.22
B	95+74.63	-8.75 ft.	474.08	474.13
C	95+84.69	-8.75 ft.	473.96	474.02
D	95+94.74	-8.75 ft.	473.85	473.90
E	96+04.79	-8.75 ft.	473.74	473.77
☉ Brg. Pier 1	96+19.69	-8.75 ft.	473.58	473.58
F	96+29.74	-8.75 ft.	473.46	473.46
G	96+39.79	-8.75 ft.	473.35	473.37
H	96+49.85	-8.75 ft.	473.24	473.26
I	96+59.90	-8.75 ft.	473.13	473.15
J	96+69.95	-8.75 ft.	473.02	473.03
K	96+80.00	-8.75 ft.	472.91	472.91
☉ Brg. Pier 2	96+90.14	-8.75 ft.	472.79	472.79
L	97+00.19	-8.75 ft.	472.68	472.70
M	97+10.24	-8.75 ft.	472.57	472.60
N	97+20.30	-8.75 ft.	472.46	472.51
O	97+30.35	-8.75 ft.	472.35	472.40
P	97+40.40	-8.75 ft.	472.24	472.27
☉ Brg. S. Abut.	97+53.01	-8.75 ft.	472.10	472.10
Bk. S. Abut.	97+56.42	-8.75 ft.	472.06	472.06

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	95+52.25	-6.25 ft.	474.43	474.43
☉ Brg. N. Abut.	95+55.84	-6.25 ft.	474.39	474.39
A	95+65.88	-6.25 ft.	474.27	474.30
B	95+75.91	-6.25 ft.	474.16	474.21
C	95+85.95	-6.25 ft.	474.05	474.11
D	95+95.99	-6.25 ft.	473.94	473.99
E	96+06.03	-6.25 ft.	473.83	473.86
☉ Brg. Pier 1	96+20.88	-6.25 ft.	473.66	473.66
F	96+30.92	-6.25 ft.	473.55	473.55
G	96+40.95	-6.25 ft.	473.44	473.45
H	96+50.99	-6.25 ft.	473.33	473.35
I	96+61.03	-6.25 ft.	473.22	473.24
J	96+71.07	-6.25 ft.	473.11	473.12
K	96+81.10	-6.25 ft.	472.99	472.99
☉ Brg. Pier 2	96+91.20	-6.25 ft.	472.88	472.88
L	97+01.24	-6.25 ft.	472.77	472.78
M	97+11.27	-6.25 ft.	472.66	472.69
N	97+21.31	-6.25 ft.	472.55	472.59
O	97+31.35	-6.25 ft.	472.44	472.48
P	97+41.39	-6.25 ft.	472.33	472.36
☉ Brg. S. Abut.	97+53.96	-6.25 ft.	472.19	472.19
Bk. S. Abut.	97+57.36	-6.25 ft.	472.15	472.15

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	95+54.00	-2.92 ft.	474.54	474.54
☉ Brg. N. Abut.	95+57.58	-2.92 ft.	474.50	474.50
A	95+67.60	-2.92 ft.	474.39	474.42
B	95+77.61	-2.92 ft.	474.28	474.33
C	95+87.63	-2.92 ft.	474.17	474.22
D	95+97.65	-2.92 ft.	474.05	474.10
E	96+07.67	-2.92 ft.	473.94	473.97
☉ Brg. Pier 1	96+22.48	-2.92 ft.	473.78	473.78
F	96+32.50	-2.92 ft.	473.67	473.67
G	96+42.51	-2.92 ft.	473.56	473.57
H	96+52.53	-2.92 ft.	473.45	473.47
I	96+62.55	-2.92 ft.	473.33	473.35
J	96+72.57	-2.92 ft.	473.22	473.23
K	96+82.58	-2.92 ft.	473.11	473.11
☉ Brg. Pier 2	96+92.61	-2.92 ft.	473.00	473.00
L	97+02.63	-2.92 ft.	472.89	472.90
M	97+12.64	-2.92 ft.	472.78	472.81
N	97+22.66	-2.92 ft.	472.67	472.71
O	97+32.68	-2.92 ft.	472.56	472.60
P	97+42.70	-2.92 ft.	472.44	472.48
☉ Brg. S. Abut.	97+55.23	-2.92 ft.	472.31	472.31
Bk. S. Abut.	97+58.62	-2.92 ft.	472.27	472.27

☉ RDWY. & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	95+55.52	0.00 ft.	474.64	474.64
☉ Brg. N. Abut.	95+59.09	0.00 ft.	474.60	474.60
A	95+69.09	0.00 ft.	474.49	474.52
B	95+79.09	0.00 ft.	474.38	474.43
C	95+89.09	0.00 ft.	474.27	474.32
D	95+99.09	0.00 ft.	474.16	474.20
E	96+09.09	0.00 ft.	474.04	474.07
☉ Brg. Pier 1	96+23.83	0.00 ft.	473.88	473.88
F	96+33.83	0.00 ft.	473.77	473.77
G	96+43.83	0.00 ft.	473.66	473.67
H	96+53.83	0.00 ft.	473.55	473.57
I	96+63.83	0.00 ft.	473.44	473.46
J	96+73.83	0.00 ft.	473.33	473.33
K	96+83.83	0.00 ft.	473.21	473.21
☉ Brg. Pier 2	96+93.84	0.00 ft.	473.10	473.10
L	97+03.84	0.00 ft.	472.99	473.00
M	97+13.84	0.00 ft.	472.88	472.91
N	97+23.84	0.00 ft.	472.77	472.82
O	97+33.84	0.00 ft.	472.66	472.71
P	97+43.84	0.00 ft.	472.55	472.59
☉ Brg. S. Abut.	97+56.34	0.00 ft.	472.41	472.41
Bk. S. Abut.	97+59.72	0.00 ft.	472.37	472.37

TOP OF SLAB ELEVATIONS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION I-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.S. 2370 (IL. 26)	I-BR	PUTNAM	65	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 8
31 SHEETS

Contract # 68577

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	95+57.04	2.92 ft.	474.74	474.74
☉ Brg. N. Abut.	95+60.60	2.92 ft.	474.70	474.70
A	95+70.58	2.92 ft.	474.59	474.62
B	95+80.57	2.92 ft.	474.48	474.53
C	95+90.55	2.92 ft.	474.37	474.42
D	96+00.53	2.92 ft.	474.26	474.30
E	96+10.51	2.92 ft.	474.14	474.17
☉ Brg. Pier 1	96+25.20	2.92 ft.	473.98	473.98
F	96+35.18	2.92 ft.	473.87	473.87
G	96+45.17	2.92 ft.	473.76	473.77
H	96+55.15	2.92 ft.	473.65	473.67
I	96+65.13	2.92 ft.	473.54	473.56
J	96+75.11	2.92 ft.	473.43	473.44
K	96+85.10	2.92 ft.	473.32	473.32
☉ Brg. Pier 2	96+95.07	2.92 ft.	473.21	473.21
L	97+05.05	2.92 ft.	473.10	473.11
M	97+15.04	2.92 ft.	472.98	473.02
N	97+25.02	2.92 ft.	472.87	472.92
O	97+35.00	2.92 ft.	472.76	472.81
P	97+44.98	2.92 ft.	472.65	472.69
☉ Brg. S. Abut.	97+57.43	2.92 ft.	472.51	472.51
Bk. S. Abut.	97+60.81	2.92 ft.	472.48	472.48

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	95+60.05	8.75 ft.	474.94	474.94
☉ Brg. N. Abut.	95+63.60	8.75 ft.	474.90	474.90
A	95+73.55	8.75 ft.	474.79	474.82
B	95+83.50	8.75 ft.	474.68	474.73
C	95+93.45	8.75 ft.	474.57	474.62
D	96+03.39	8.75 ft.	474.46	474.50
E	96+13.34	8.75 ft.	474.35	474.37
☉ Brg. Pier 1	96+27.93	8.75 ft.	474.18	474.18
F	96+37.88	8.75 ft.	474.07	474.07
G	96+47.83	8.75 ft.	473.96	473.98
H	96+57.78	8.75 ft.	473.85	473.87
I	96+67.72	8.75 ft.	473.74	473.76
J	96+77.67	8.75 ft.	473.63	473.64
K	96+87.62	8.75 ft.	473.52	473.52
☉ Brg. Pier 2	96+97.50	8.75 ft.	473.41	473.41
L	97+07.45	8.75 ft.	473.30	473.31
M	97+17.40	8.75 ft.	473.19	473.22
N	97+27.35	8.75 ft.	473.08	473.13
O	97+37.29	8.75 ft.	472.97	473.02
P	97+47.24	8.75 ft.	472.86	472.90
☉ Brg. S. Abut.	97+59.62	8.75 ft.	472.72	472.72
Bk. S. Abut.	97+62.99	8.75 ft.	472.69	472.69

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	95+63.04	14.58 ft.	475.14	475.14
☉ Brg. N. Abut.	95+66.58	14.58 ft.	475.10	475.10
A	95+76.49	14.58 ft.	474.99	475.02
B	95+86.41	14.58 ft.	474.88	474.93
C	95+96.32	14.58 ft.	474.77	474.83
D	96+06.24	14.58 ft.	474.66	474.71
E	96+16.15	14.58 ft.	474.55	474.58
☉ Brg. Pier 1	96+30.63	14.58 ft.	474.39	474.39
F	96+40.54	14.58 ft.	474.28	474.28
G	96+50.46	14.58 ft.	474.17	474.18
H	96+60.37	14.58 ft.	474.06	474.08
I	96+70.29	14.58 ft.	473.95	473.97
J	96+80.20	14.58 ft.	473.84	473.85
K	96+90.12	14.58 ft.	473.73	473.73
☉ Brg. Pier 2	96+99.92	14.58 ft.	473.62	473.62
L	97+09.83	14.58 ft.	473.51	473.52
M	97+19.75	14.58 ft.	473.40	473.43
N	97+29.66	14.58 ft.	473.29	473.33
O	97+39.58	14.58 ft.	473.18	473.23
P	97+49.49	14.58 ft.	473.07	473.11
☉ Brg. S. Abut.	97+61.79	14.58 ft.	472.93	472.93
Bk. S. Abut.	97+65.14	14.58 ft.	472.90	472.90

TOP OF SLAB ELEVATIONS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION I-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

INSIDE FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Pavmt.	95+14.04	-21.83 ft.	473.23
A	95+24.17	-21.83 ft.	474.11
B	95+34.30	-21.83 ft.	474.00
End of N. Approach Pavmt. ● Bridge Abutment	95+44.55	-21.83 ft.	473.89

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Pavmt.	95+19.51	-12.00 ft.	474.56
A	95+29.58	-12.00 ft.	474.45
B	95+39.65	-12.00 ft.	474.33
End of N. Approach Pavmt. ● Bridge Abutment	95+49.79	-12.00 ft.	474.22

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Pavmt.	95+22.67	-6.25 ft.	474.75
A	95+32.71	-6.25 ft.	474.64
B	95+42.74	-6.25 ft.	474.53
End of N. Approach Pavmt. ● Bridge Abutment	95+52.82	-6.25 ft.	474.42

RDWY. & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Pavmt.	95+26.08	0.00	474.97
A	95+36.08	0.00	474.85
B	95+46.08	0.00	474.74
End of N. Approach Pavmt. ● Bridge Abutment	95+56.08	0.00	474.63

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Pavmt.	95+32.55	12.00 ft.	475.37
A	95+42.48	12.00 ft.	475.26
B	95+52.41	12.00 ft.	475.15
End of N. Approach Pavmt. ● Bridge Abutment	95+62.28	12.00 ft.	475.04

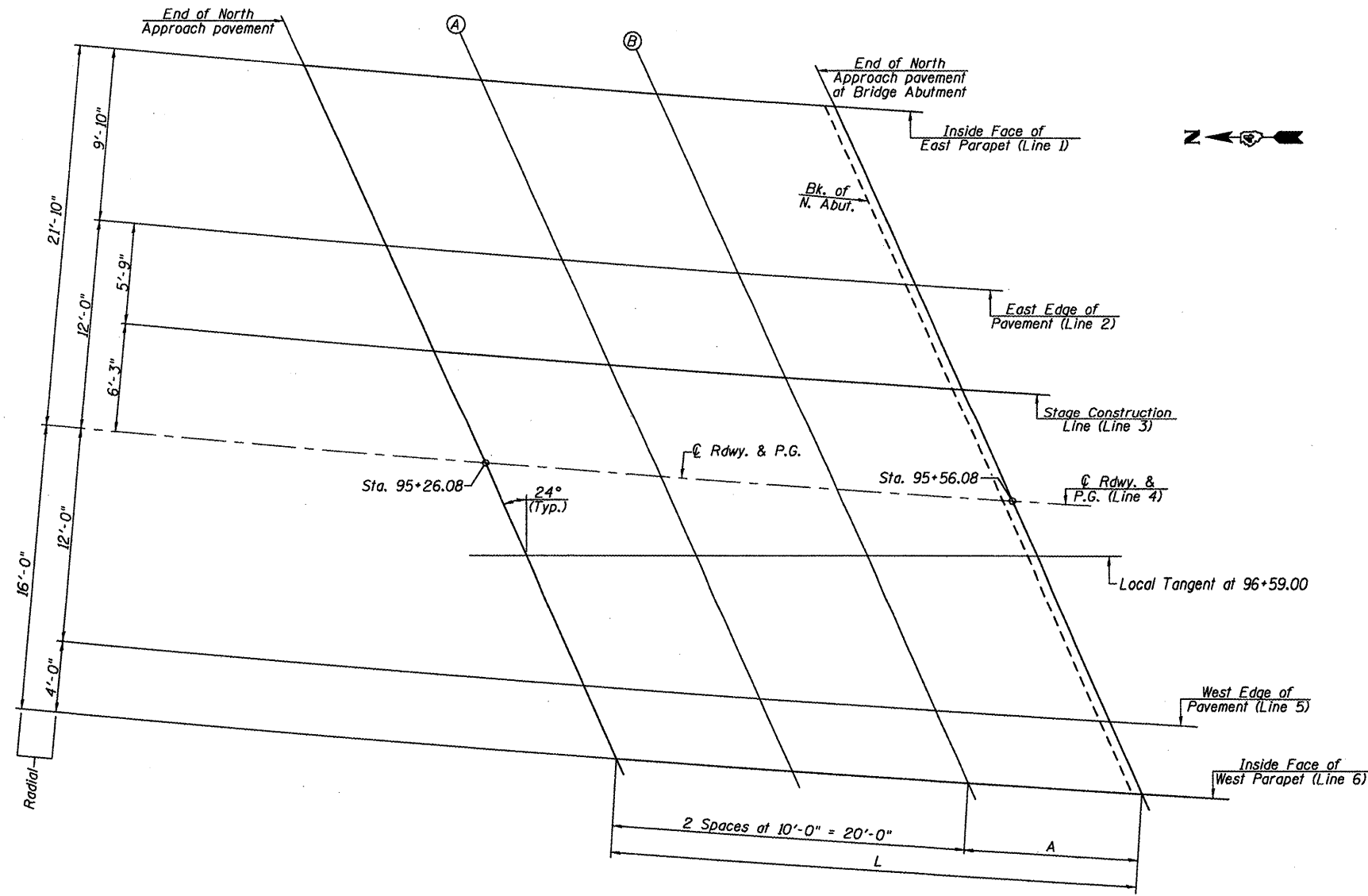
INSIDE FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End of N. Approach Pavmt.	95+34.69	16.00 ft.	475.51
A	95+44.60	16.00 ft.	475.40
B	95+54.50	16.00 ft.	475.29
End of N. Approach Pavmt. ● Bridge Abutment	95+64.32	16.00 ft.	475.18

SPACING FOR TOP OF APPROACH ELEVATIONS

LINE	RADIUS	L	A
1	1663.59	30'-1 ³ / ₈ "	10'-1 ³ / ₈ "
2	1673.42	30'-0 ³ / ₄ "	10'-0 ³ / ₄ "
3	1679.17	30'-0 ³ / ₈ "	10'-0 ³ / ₈ "
4	1685.42	30'-0"	10'-0"
5	1697.42	29'-11 ¹ / ₄ "	9'-11 ¹ / ₄ "
6	1701.42	29'-11"	9'-11"

**TOP OF NORTH APPROACH
SLAB ELEVATIONS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION 1-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046**



LAYOUT PLAN - NORTH APPROACH ELEVATIONS

Note: Horizontal Dimensions given are along each line.

INSIDE FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Pavmt. ● Bridge Abutment	97+50.86	-21.83 ft.	471.60
A	97+60.99	-21.83 ft.	471.48
B	97+71.12	-21.83 ft.	471.37
End of S. Approach Pavmt.	97+81.31	-21.83 ft.	471.26

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Pavmt. ● Bridge Abutment	97+54.64	-12.00 ft.	471.95
A	97+64.71	-12.00 ft.	471.84
B	97+74.78	-12.00 ft.	471.72
End of S. Approach Pavmt.	97+84.89	-12.00 ft.	471.61

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Pavmt. ● Bridge Abutment	97+56.83	-6.25 ft.	472.15
A	97+66.87	-6.25 ft.	472.04
B	97+76.90	-6.25 ft.	471.93
End of S. Approach Pavmt.	97+86.96	-6.25 ft.	471.82

RDWY. & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Pavmt. ● Bridge Abutment	97+59.19	0.00	472.38
A	97+69.19	0.00	472.27
B	97+79.19	0.00	472.16
End of S. Approach Pavmt.	97+89.19	0.00	472.04

WEST EDGE OF PAVEMENT

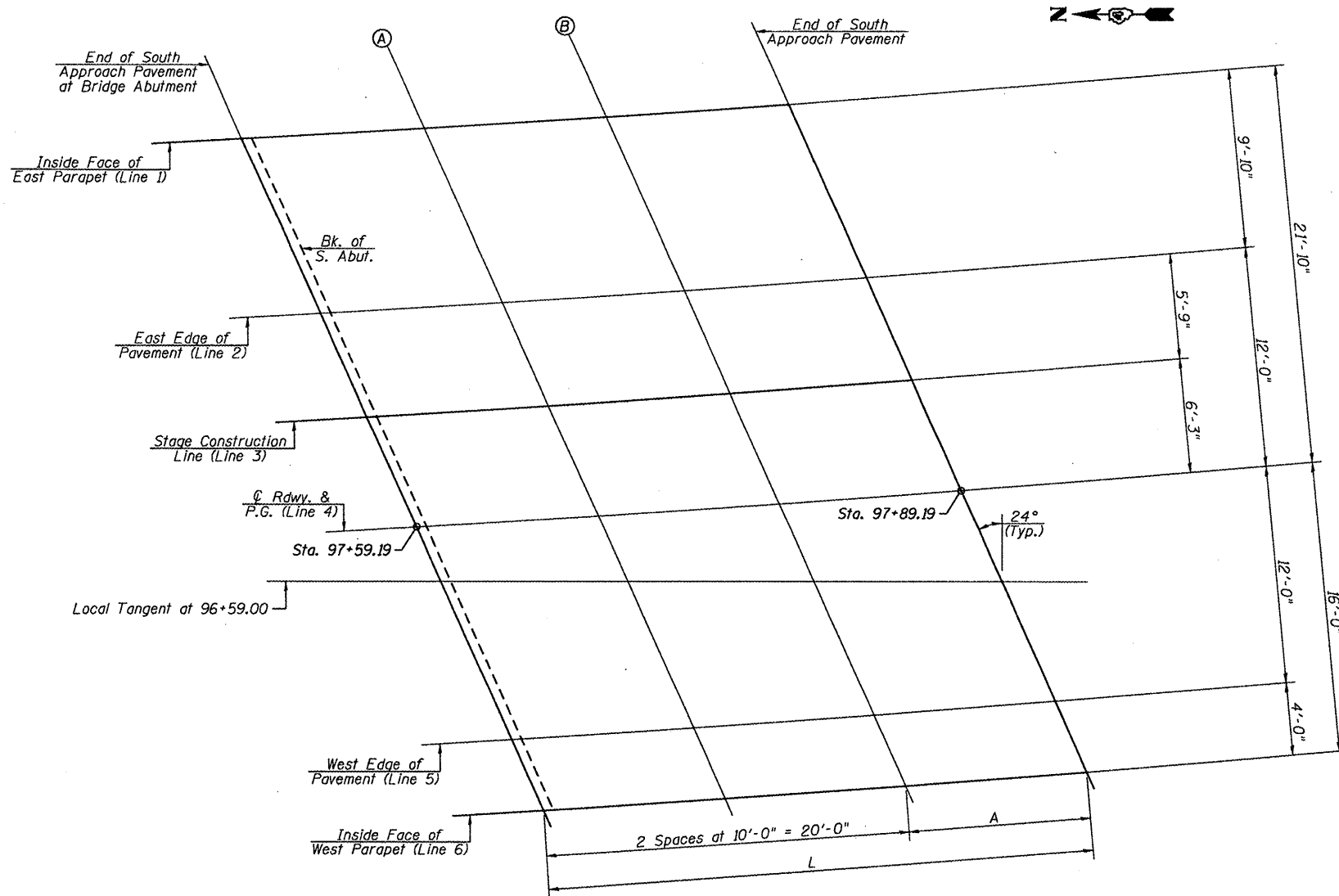
Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Pavmt. ● Bridge Abutment	97+63.66	12.00 ft.	472.81
A	97+73.59	12.00 ft.	472.70
B	97+83.52	12.00 ft.	472.59
End of S. Approach Pavmt.	97+93.42	12.00 ft.	472.48

INSIDE FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Pavmt. ● Bridge Abutment	97+65.14	16.00 ft.	472.95
A	97+75.05	16.00 ft.	472.84
B	97+84.95	16.00 ft.	472.73
End of S. Approach Pavmt.	97+94.82	16.00 ft.	472.62

SPACING FOR TOP OF APPROACH ELEVATIONS

LINE	RADIUS	L	A
1	1663.59	30'-0 ⁵ / ₈ "	10'-0 ⁵ / ₈ "
2	1673.42	30'-0 ³ / ₈ "	10'-0 ³ / ₈ "
3	1679.17	30'-0 ⁰ / ₈ "	10'-0 ⁰ / ₈ "
4	1685.42	30'-0"	10'-0"
5	1697.42	29'-11 ⁵ / ₈ "	9'-11 ⁵ / ₈ "
6	1701.42	29'-11 ¹ / ₂ "	9'-11 ¹ / ₂ "

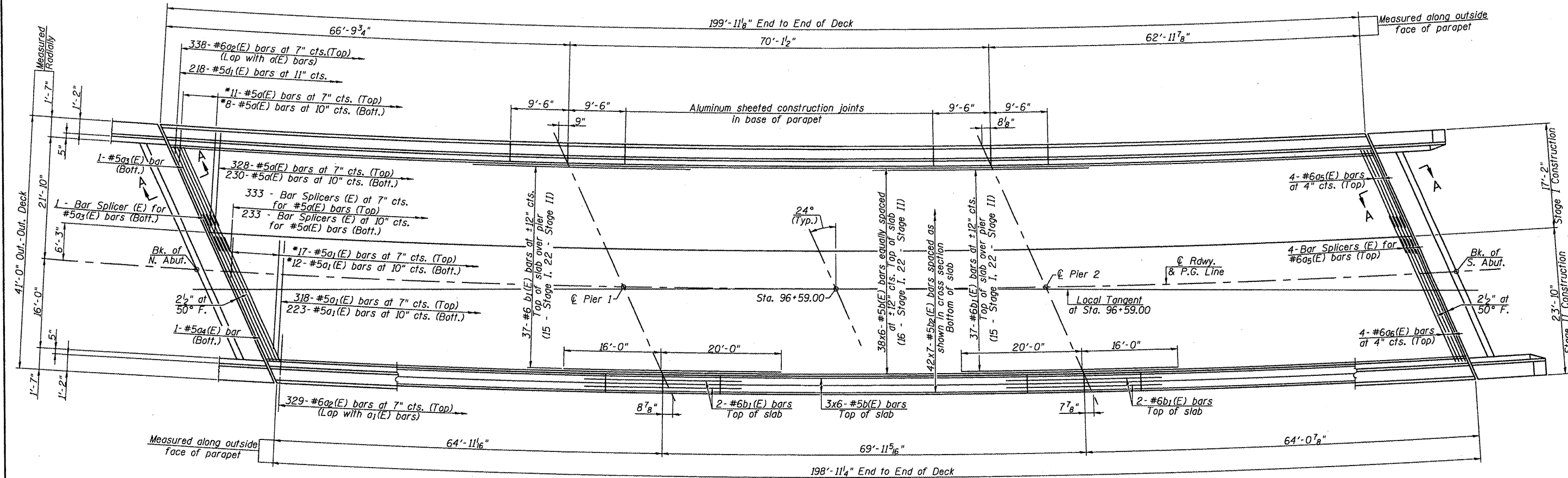


LAYOUT PLAN - SOUTH APPROACH ELEVATIONS

TOP OF SOUTH APPROACH
SLAB ELEVATIONS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION I-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

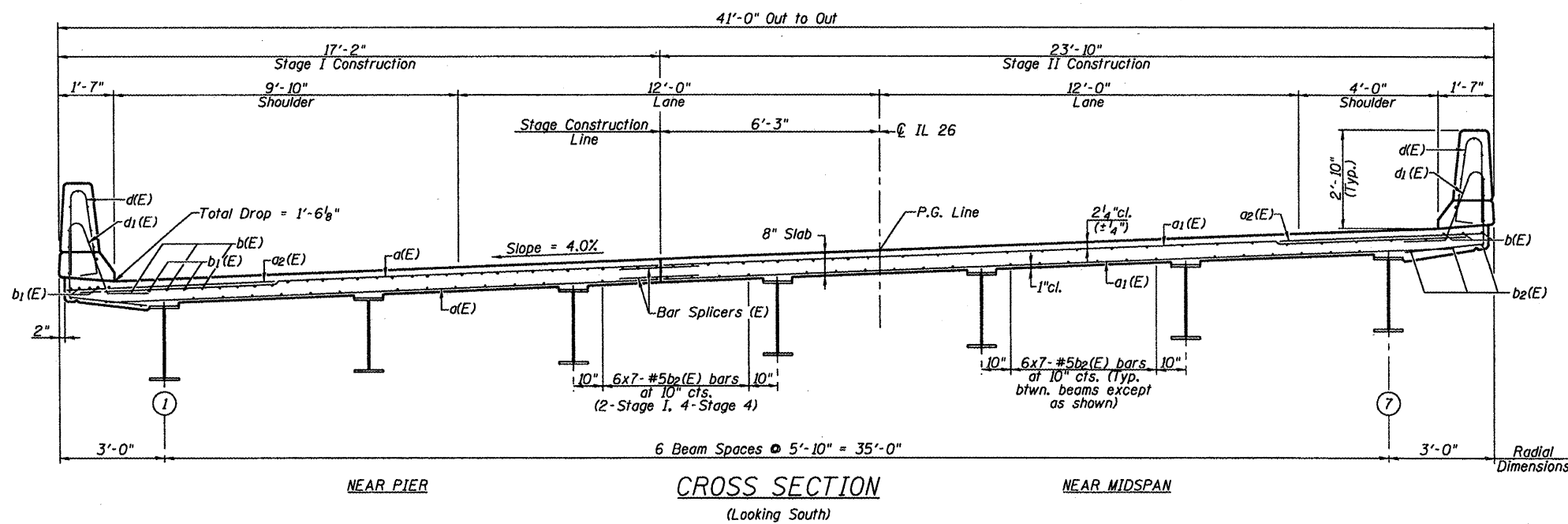
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
F.A.S. 2370 (IL. 26)	I-BR	PUTNAM	65	28	31 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 68577



PLAN

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



CROSS SECTION
(Looking South)

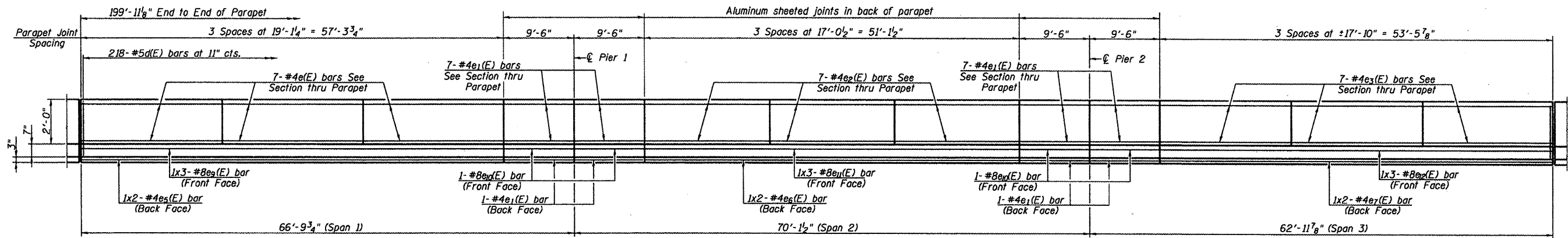
Notes:
 See Sheet 13 of 31 for superstructure details and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 See Sheet 12 of 31 for parapet reinforcement.
 See Sheet 1 of 31 for scupper location.
 For Drainage Scupper details see Sheet 15 of 31.
 Cut longitudinal reinforcement to clear drainage scupper.
 Transverse bars shall be radially placed. The transverse bar spacings provided are measured from the a(E) bar ends nearest the curve center.
 The Contractor shall pour the deck starting at an abutment location. The pour shall proceed to the opposite end. (Typ. both stages).

MIN. BAR LAP
 #5 bar = 1'-8"

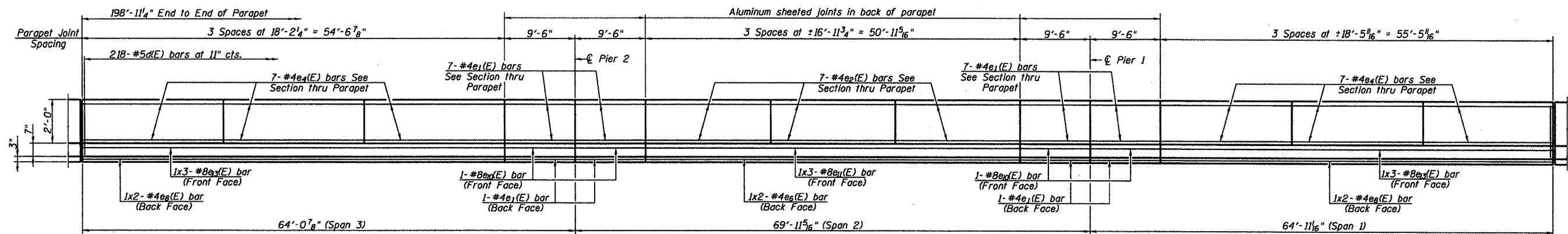
SUPERSTRUCTURE
 ILLINOIS ROUTE 26 OVER
 COFFEE CREEK
 F.A.S. ROUTE 2370
 SECTION I-BR
 PUTNAM COUNTY
 STA. 96+59.00
 STRUCTURE NO. 078-0046

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 12 31 SHEETS
F.A.S. 2370 (L. 26)	I-BR	PUTNAM	65	29	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 68577



INSIDE ELEVATION OF EAST PARAPET
(Looking East)
(Longitudinal dimensions are along outside face of parapet)



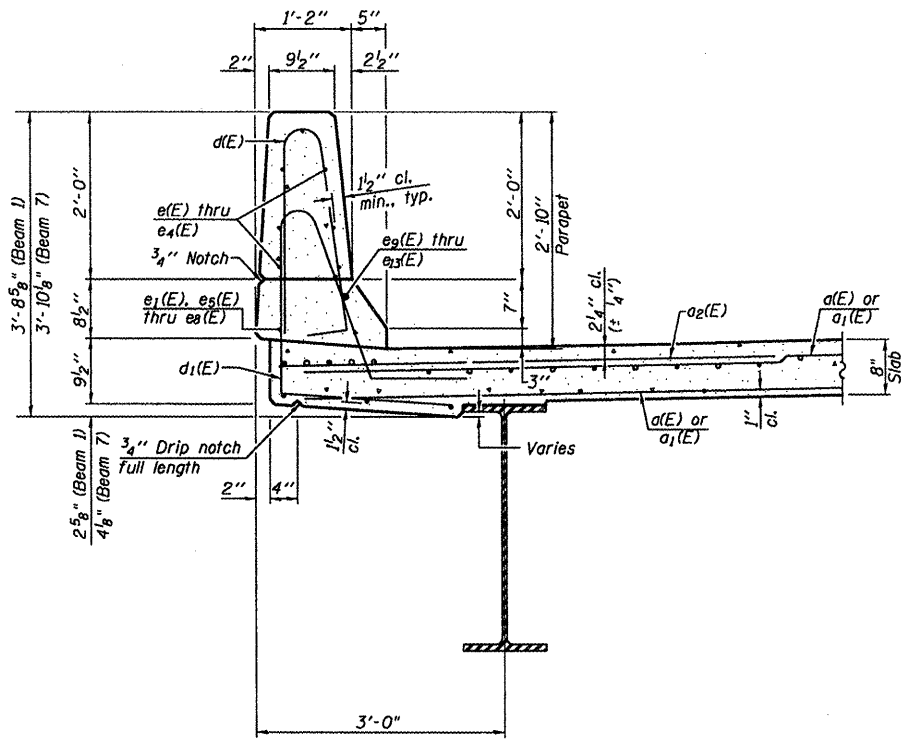
INSIDE ELEVATION OF WEST PARAPET
(Looking West)
(Longitudinal dimensions are along outside face of parapet)

MIN. BAR LAPS
#4 bar = 1'-4"
#8 bar = 3'-5"

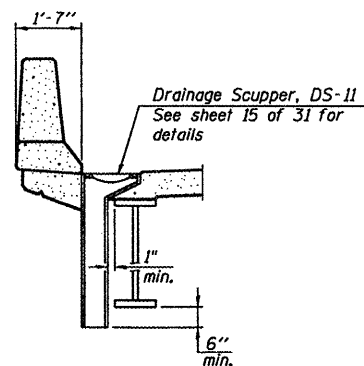
Notes:
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.
See Sheet 13 of 31 for Parapet Joint Details.

SUPERSTRUCTURE DETAILS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION I-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

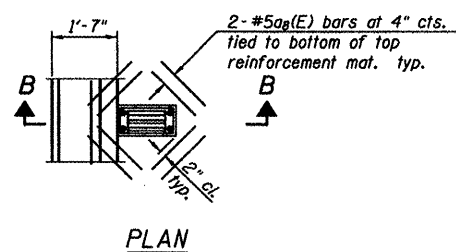
Contract # 68577



SECTION THRU PARAPET

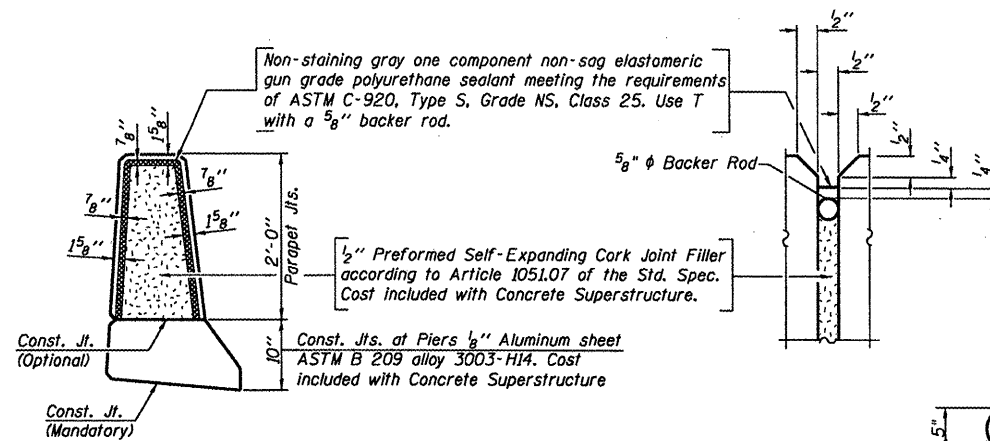


SECTION B-B

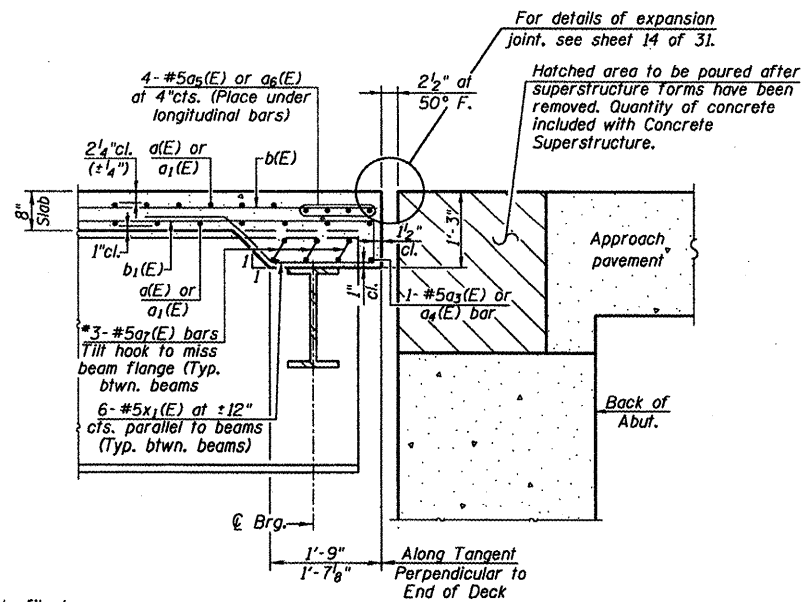


PLAN

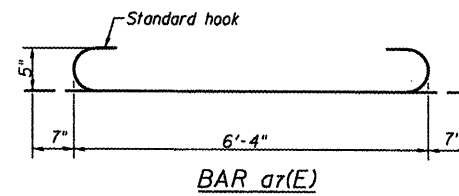
* Cut a7(E) bars to fit at Stage Const. Jt. Provide 3-Bar Splicers (E) for #5a7(E) bars at Stage Construction Joint (Typ. Each End of Superstructure)



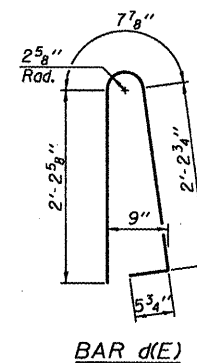
PARAPET JOINT DETAILS



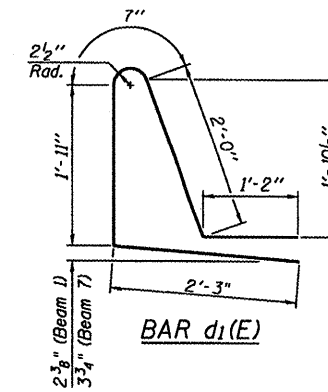
SECTION A-A



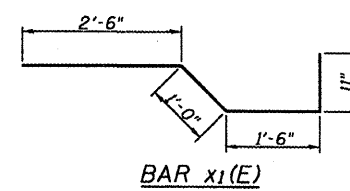
BAR a7(E)



BAR d(E)



BAR d1(E)



BAR x1(E)

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1(E)	577	#5	15'-10"	—
a2(E)	667	#6	6'-0"	—
a3(E)	2	#5	17'-11"	—
a4(E)	2	#5	25'-7"	—
a5(E)	8	#6	17'-11"	—
a6(E)	8	#6	25'-7"	—
a7(E)	36	#5	7'-6"	—
a8(E)	8	#5	1'-6"	—
b(E)	264	#5	34'-10"	—
b1(E)	82	#6	36'-0"	—
b2(E)	294	#5	30'-1"	—
d(E)	436	#5	5'-7"	—
d1(E)	436	#5	7'-11"	—
e(E)	21	#4	18'-9"	—
e1(E)	60	#4	9'-2"	—
e2(E)	42	#4	16'-8"	—
e3(E)	21	#4	17'-6"	—
e4(E)	42	#4	17'-10"	—
e5(E)	2	#4	29'-2"	—
e6(E)	4	#4	26'-1"	—
e7(E)	2	#4	27'-3"	—
e8(E)	4	#4	28'-3"	—
e9(E)	3	#8	22'-5"	—
e10(E)	8	#8	9'-2"	—
e11(E)	6	#8	20'-4"	—
e12(E)	3	#8	21'-2"	—
e13(E)	6	#8	21'-10"	—
x1(E)	72	#5	5'-11"	—
Reinforcement Bars, Epoxy Coated		Pound	63100	
Concrete Superstructure		Cu. Yds.	268.4	

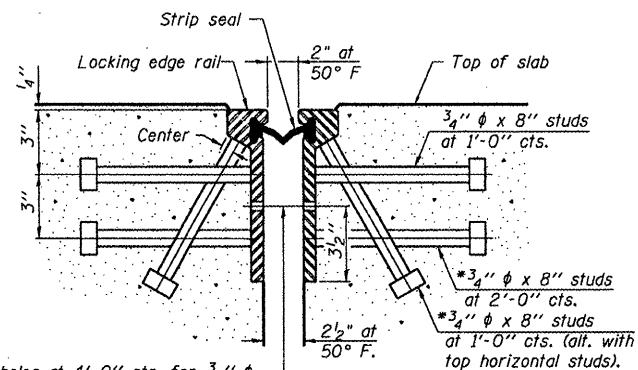
SUPERSTRUCTURE DETAILS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION I-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 2370 (IL. 26)	I-BR	PUTNAM	65	31
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

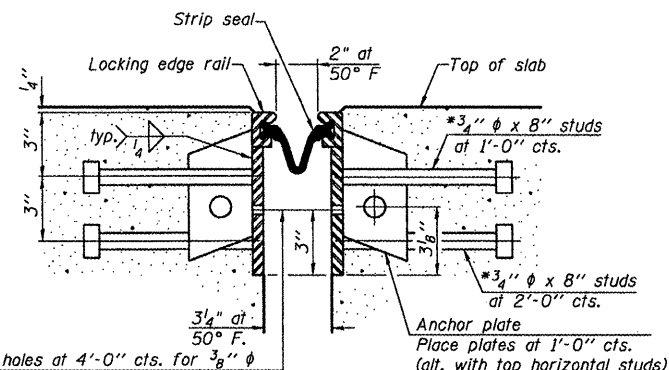
SHEET NO. 14
31 SHEETS

Contract # 68577



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

SECTION THRU ROLLED RAIL JOINT



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

SECTION THRU WELDED RAIL JOINT

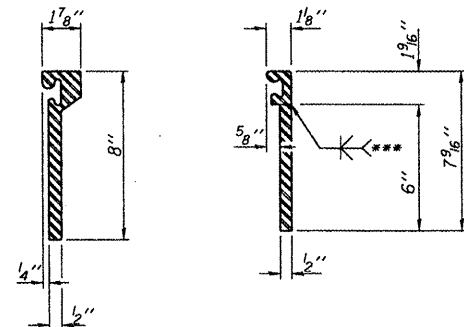
Notes:

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

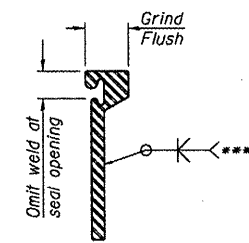
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

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

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



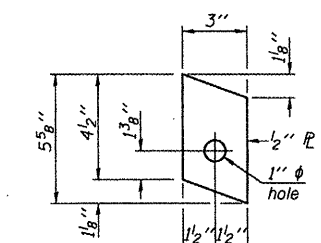
ROLLED (EXTRUDED) RAIL WELDED RAIL



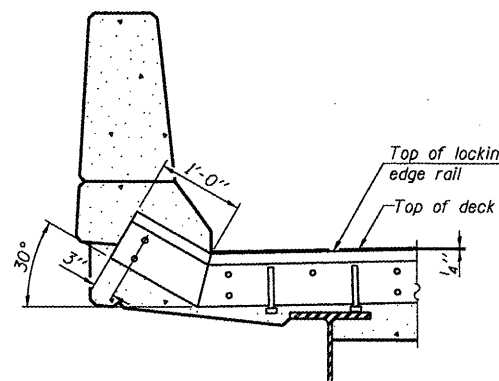
***Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

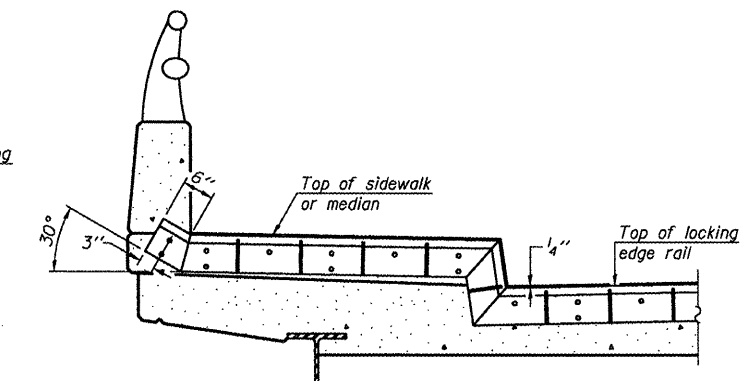
The inside of the locking edge rail groove shall be free of weld residue.



ANCHOR PLATE (for welded rail)



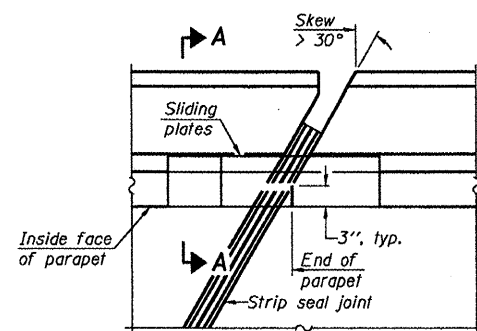
AT PARAPET



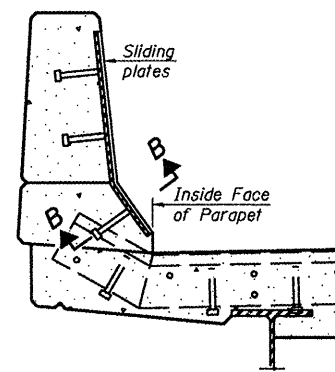
AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

LOCKING EDGE RAILS



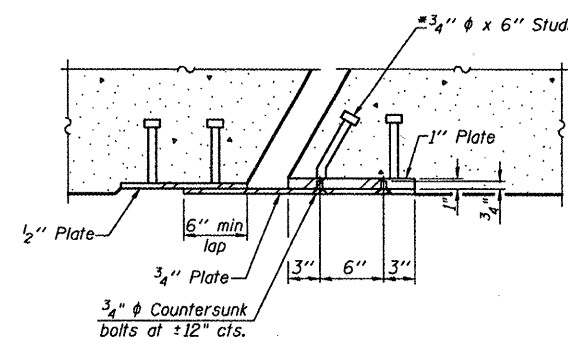
PLAN



SECTION A-A

POINT BLOCK DETAILS (for skews > 30°)

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

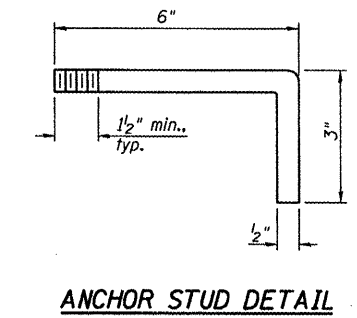
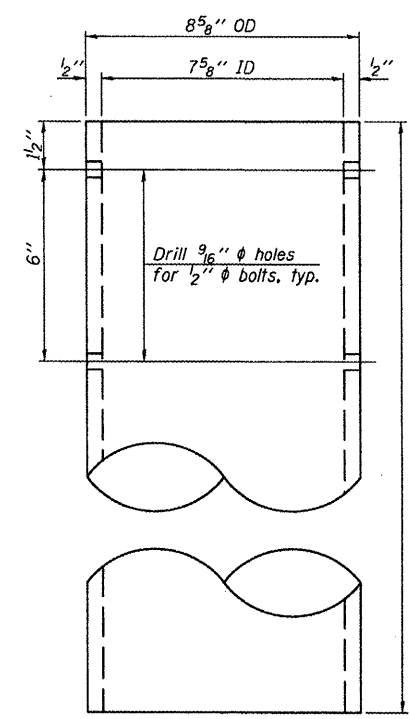
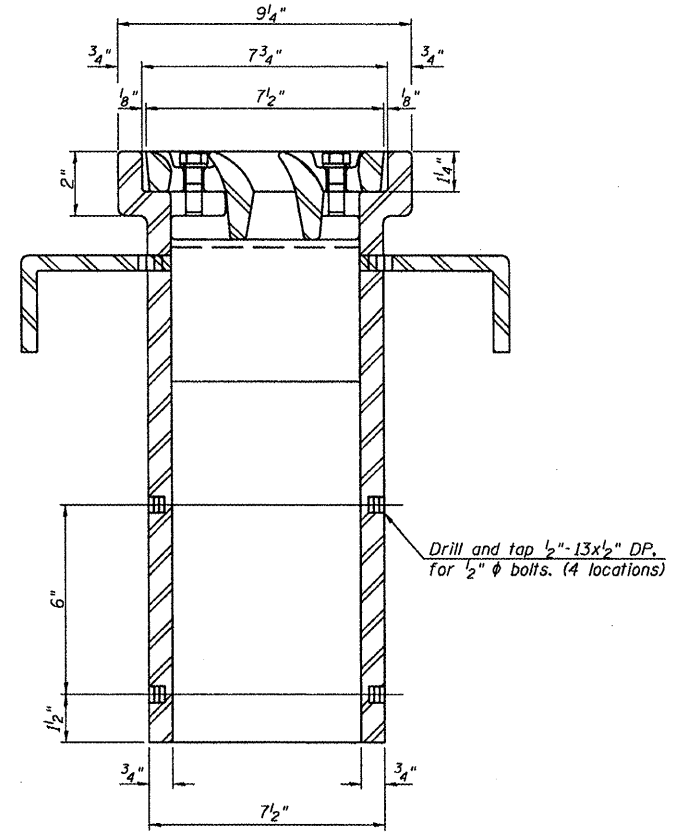
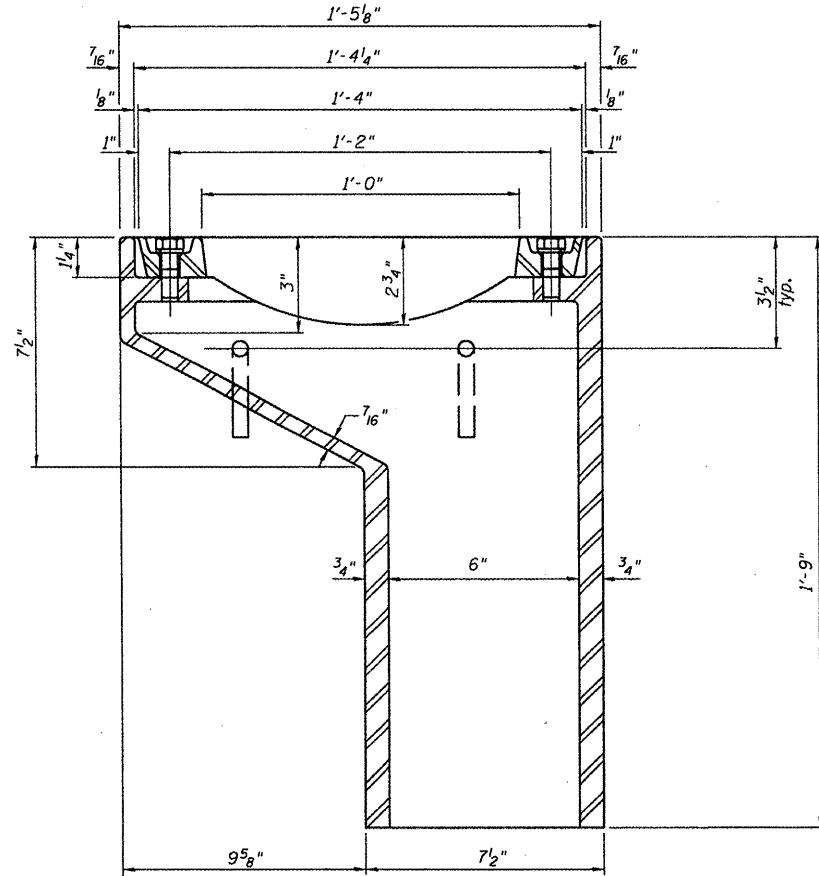
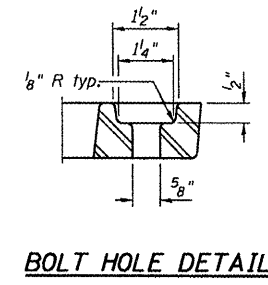
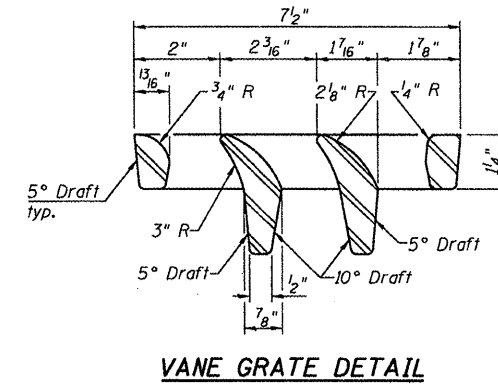
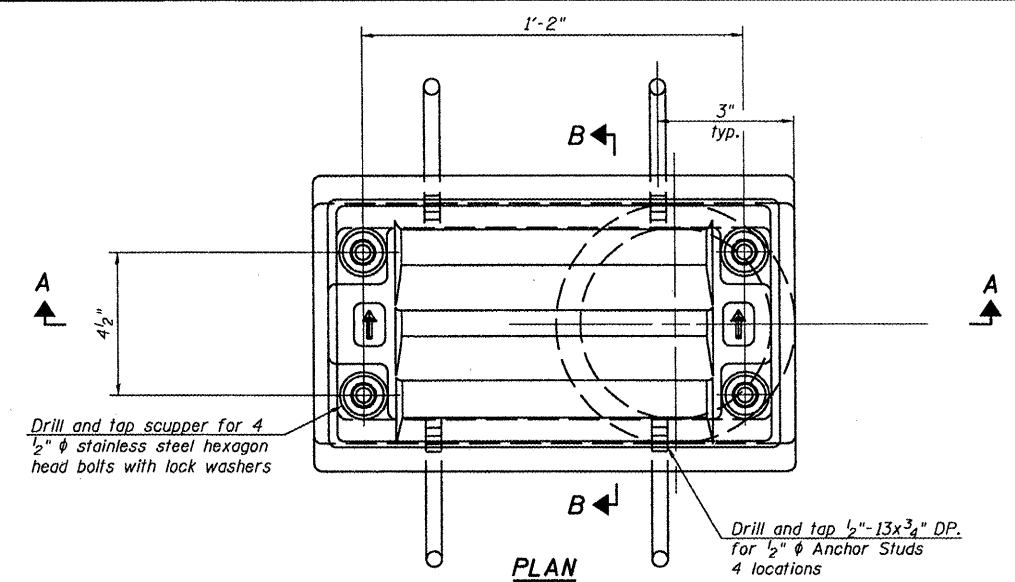
Item	Unit	Total
Preformed Joint Strip Seal	Foot	88

**PREFORMED JOINT STRIP SEAL
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION I-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046**

ROUTE NO.	SECTION	COUNTY	DATE SHEETS	SHEET NO.	SHEET NO. 15 31 SHEETS
F.A.S. 2370 (L. 26)	I-BR	PUTNAM	65	32	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 68577

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

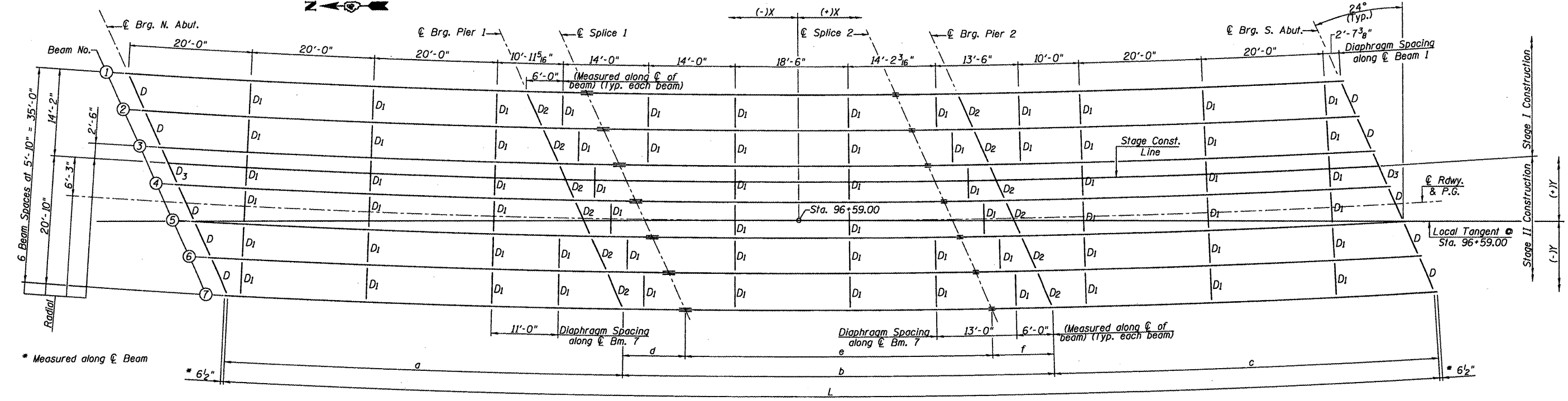


BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	1

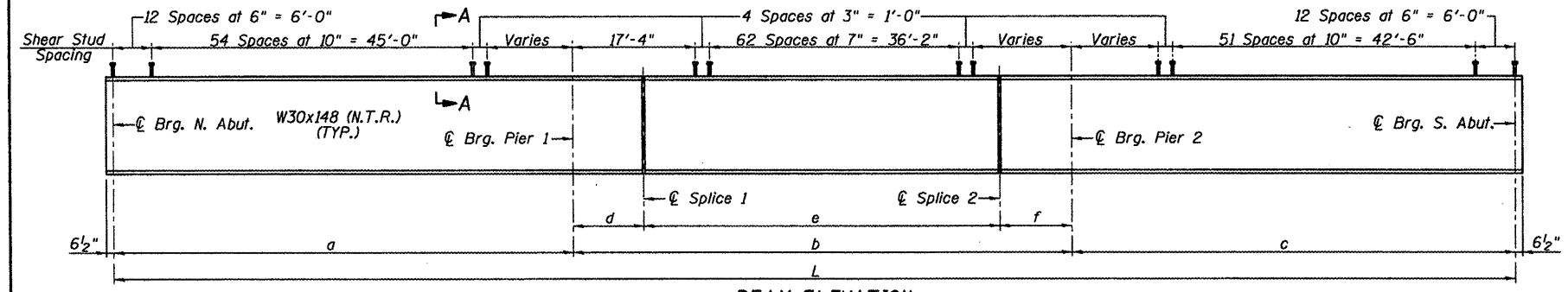
DRAINAGE SCUPPER, DS-11
 ILLINOIS ROUTE 26 OVER
 COFFEE CREEK
 F.A.S. ROUTE 2370
 SECTION I-BR
 PUTNAM COUNTY
 STA. 96+59.00
 STRUCTURE NO. 078-0046

DS-11 9-3-07

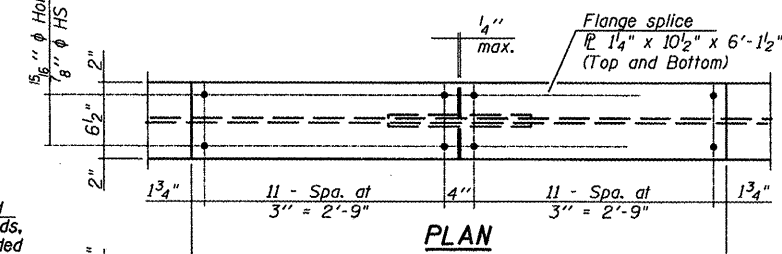


FRAMING PLAN

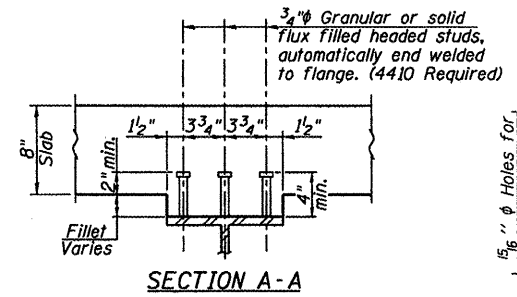
Notes: All beams, diaphragms, connection plates, bent plates and splice plate material shall be AASHTO M 270 Grade 50 (NTR). Beams W30x148 shall be fabricated to their respective radii.
 All diaphragms between beams shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



BEAM ELEVATION
(Dimensions measured along Centerline of Beam)



PLAN



SECTION A-A

LAYOUT DIMENSIONS

BEAM	C Brg. N. Abut.		C Brg. Pier 1		C Splice 1		C Splice 2		C Brg. Pier 2		C Brg. S. Abut.	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
1	-109'-2 5/8"	24'-0"	-44'-4 1/4"	21'-0 1/16"	-34'-4 1/4"	20'-9 1/4"	15'-9 7/8"	20'-5 7/8"	25'-9 7/8"	20'-7 3/8"	88'-4 3/4"	22'-9 3/16"
2	-106'-6 1/2"	17'-11 13/16"	-41'-8 1/16"	15'-1 1/4"	-31'-8 3/4"	14'-10 1/8"	18'-4 13/16"	14'-8 3/16"	14'-9 7/8"	14'-9 7/8"	90'-11 1/4"	17'-0 1/16"
3	-103'-10 3/8"	11'-11 13/16"	-39'-1 3/16"	9'-2 1/16"	-29'-1 3/16"	9'-0"	20'-11 3/4"	8'-10 9/16"	30'-11 3/4"	9'-0 1/16"	93'-5 1/16"	11'-4 5/16"
4	-101'-2 1/4"	5'-11 9/16"	-36'-5 1/16"	3'-3 3/4"	-26'-5 1/16"	3'-1 1/2"	23'-6 5/8"	3'-1"	33'-6 5/8"	3'-3"	96'-0 3/16"	5'-7 7/8"
5	-98'-6 3/16"	-0'-0 1/2"	-33'-10 9/16"	-2'-6 5/16"	-23'-10 1/4"	-2'-9"	26'-1 1/2"	-2'-8 9/16"	36'-1 1/2"	-2'-6 3/8"	98'-6 5/8"	-0'-0 1/16"
6	-95'-10 1/8"	-6'-0 1/16"	-31'-2 13/16"	-8'-5 9/16"	-21'-2 13/16"	-8'-7 3/8"	28'-8 7/8"	-8'-6 1/16"	38'-8 7/8"	-8'-3 1/16"	101'-1"	-5'-8 3/4"
7	-93'-2 1/8"	-12'-0 5/16"	-28'-7 3/8"	-14'-4 1/8"	-18'-7 3/8"	-14'-5 3/4"	31'-3 1/4"	-14'-3 9/16"	41'-3 1/4"	-14'-1"	103'-7 1/16"	-11'-5 1/16"

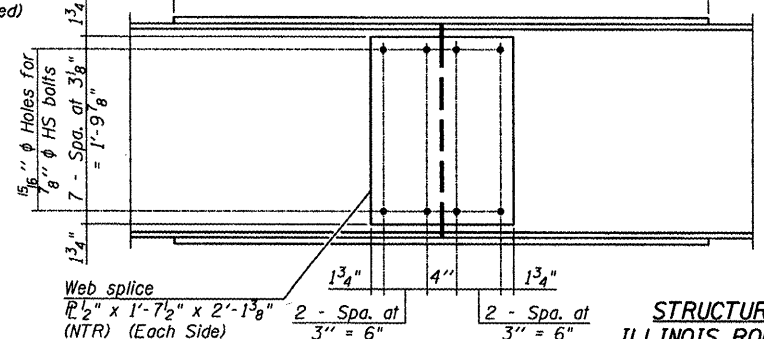
BEAM DIMENSIONS

BEAM 1	RADIUS	a	b	c	d	e	f	L
1	1665.00	64'-11 5/16"	70'-2 3/16"	62'-7 7/16"	10'-0"	50'-2 3/16"	10'-0"	197'-8 5/16"
2	1670.84	64'-10 5/8"	70'-1 3/16"	62'-7"	10'-0"	50'-1 3/16"	10'-0"	197'-7 3/16"
3	1676.67	64'-9 9/16"	70'-1"	62'-6 9/16"	10'-0"	50'-1"	10'-0"	197'-5 1/2"
4	1682.50	64'-9 1/4"	70'-0 3/8"	62'-6 1/8"	10'-0"	50'-0 3/8"	10'-0"	197'-3 3/4"
5	1688.34	64'-8 5/8"	69'-11 13/16"	62'-5 3/4"	10'-0"	49'-11 13/16"	10'-0"	197'-2 3/16"
6	1694.17	64'-7 5/8"	69'-11 1/4"	62'-5 1/8"	10'-0"	49'-11 1/4"	10'-0"	197'-0 1/2"
7	1700.00	64'-7 1/8"	69'-10 1/8"	62'-4 7/8"	10'-0"	49'-10 1/8"	10'-0"	196'-10 1/8"

TOP BEAM ELEVATIONS *

LOCATION	BEAM 1	BEAM 2	BEAM 3	BEAM 4	BEAM 5	BEAM 6	BEAM 7
C Brg. N. Abut.	473.18	473.37	473.57	473.77	473.97	474.17	474.37
C Brg. Pier 1	472.36	472.56	472.76	472.96	473.17	473.37	473.57
C Splice 1	472.23	472.43	472.63	472.84	473.04	473.24	473.45
C Splice 2	471.67	471.87	472.08	472.28	472.49	472.69	472.90
C Brg. Pier 2	471.57	471.77	471.98	472.18	472.39	472.60	472.80
C Brg. S. Abut.	470.95	471.16	471.37	471.58	471.79	472.00	472.21

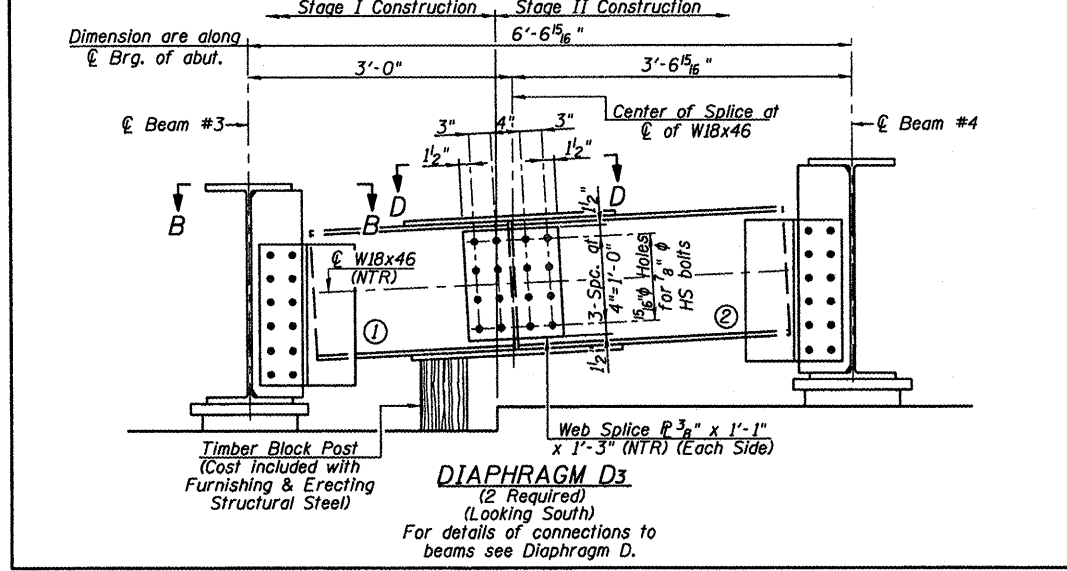
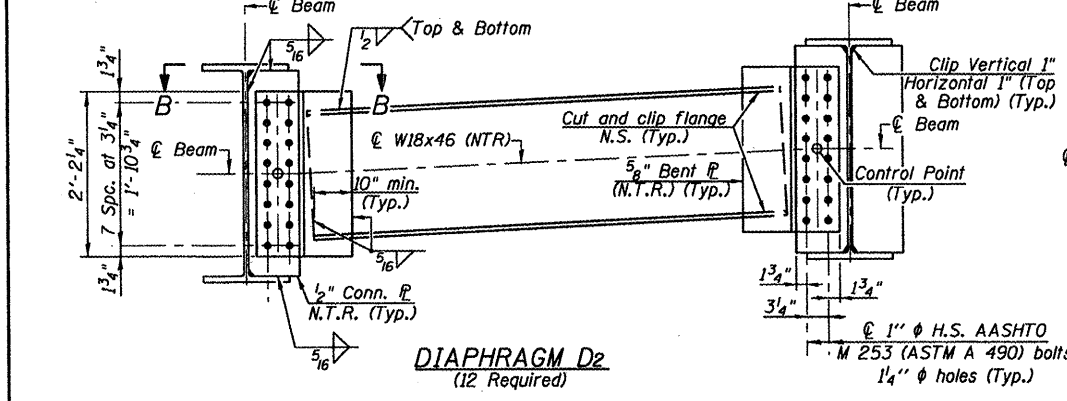
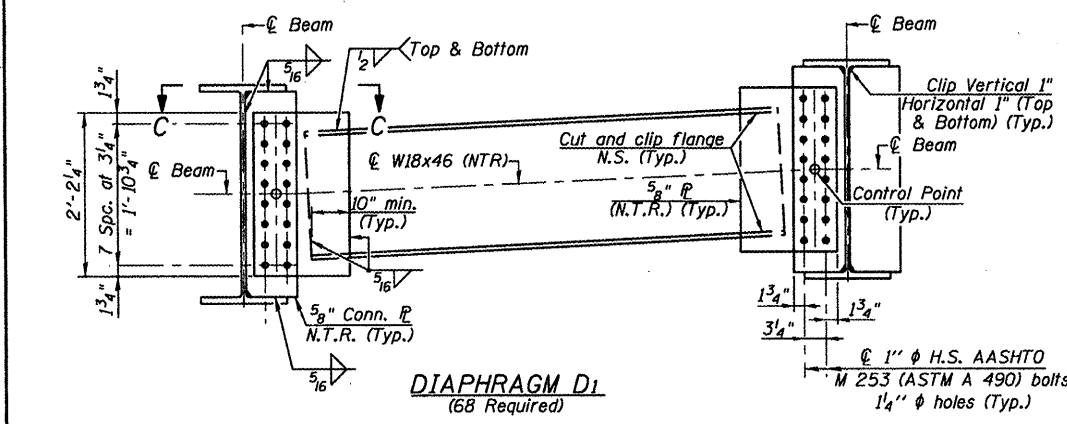
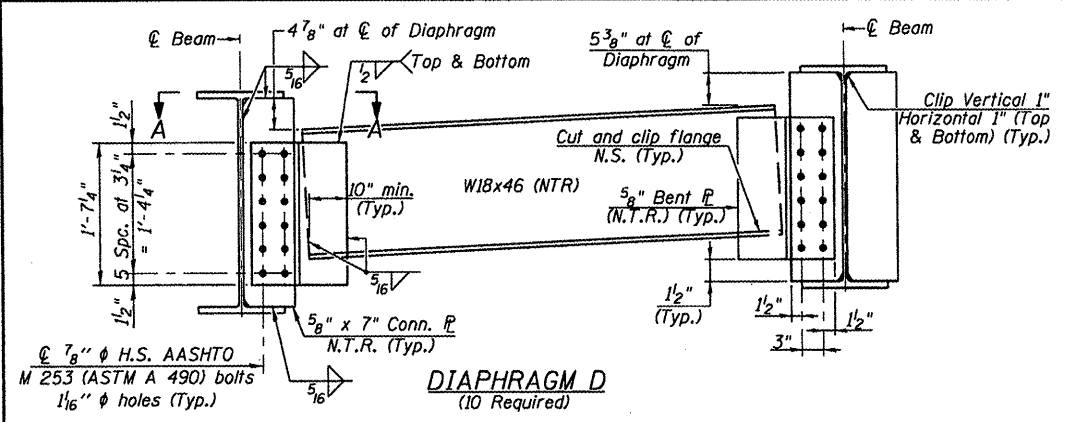
* For fabrication only



ELEVATION

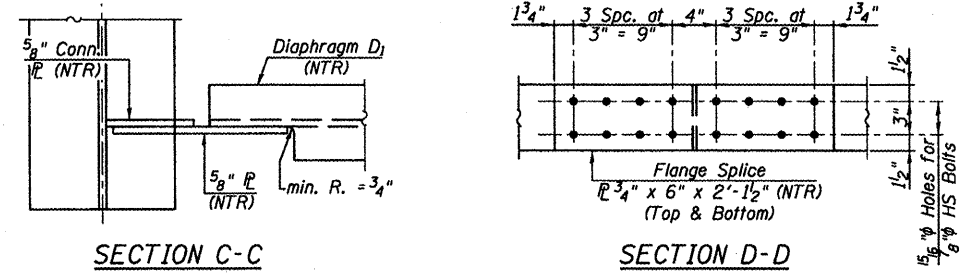
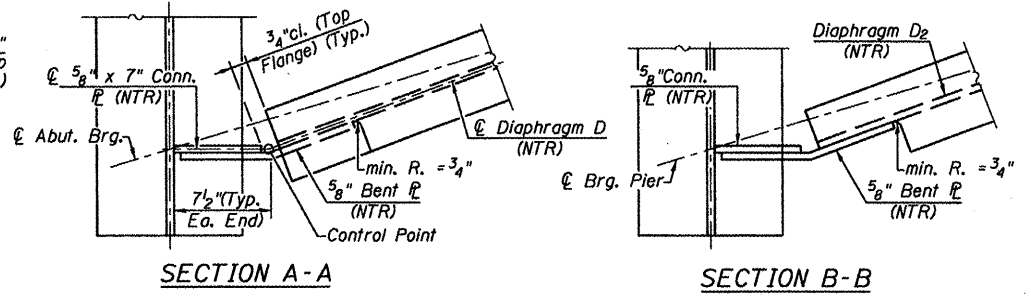
SPLICE DETAIL
(14 Required)

STRUCTURAL STEEL
 ILLINOIS ROUTE 26 OVER
 COFFEE CREEK
 F.A.S. ROUTE 2370
 SECTION I-BR
 PUTNAM COUNTY
 STA. 96+59.00
 STRUCTURE NO. 078-0046



	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
I_s	6680	6680	6680	6680	6680
$I_c(n)$	16536	-	16536	-	16536
$I_c(3n)$	11996	-	11996	-	11996
S_s	435	435	435	435	435
$S_c(n)$	620	-	620	-	620
$S_c(3n)$	557	-	557	-	557
S_{xt}	-	-	-	-	-
DC1	0.75	0.75	0.75	0.75	0.75
MDC1	252.0	351.2	128.7	334.1	230.5
DC2	0.13	0.13	0.13	0.13	0.13
MDC2	45.7	51.4	29.7	49.4	42.3
DW	0.27	0.27	0.27	0.27	0.27
M _{DW}	95.6	107.6	62.2	103.5	88.6
M _{l + imp}	763.3	516.5	721.8	517.2	754.4
M _u (Strength I)	1851.3	1568.5	1554.5	1539.7	1794.1
M _{bl}	7.5	1.49	0.3	2.61	0.3
f _s DC1	7.0	9.7	3.6	9.2	6.4
f _s DC2	1.0	1.4	0.6	1.4	0.9
f _s DW	2.1	3.0	1.3	2.9	1.9
f _s 1.3(I + J)	19.2	18.5	18.2	18.5	19.0
f _i	4.2	0.9	0.2	1.4	0.2
f _s (Service II)	29.3	32.6	23.7	32.0	28.1
f _s (Total)(Strength I)	39.0	43.4	31.7	42.5	37.4
f _{er} (Service II)	47.5	40.0	47.5	40.0	47.5
V _r	26.5	-	27.9	-	27.9
F _{er}	50.0	50.0	50.0	50.0	50.0

	N. Abut.	Pier 1	Pier 2	S. Abut.
RDC1	21.2	56.5	55.1	19.7
RDC2	3.6	9.5	9.3	3.3
R _{DW}	7.6	19.9	19.4	6.9
R _{l + imp}	75.3	92.0	93.5	64.7
R _{Total}	107.7	177.9	177.3	94.6



- DIAPHRAGM D3 CONSTRUCTION SEQUENCE**
- Order diaphragm in two sections.
 - Attach Section ① of diaphragm to Beam #3 & top flange splice center during Stage I Construction.
 - Place timber block post between Section ① of diaphragm & abutment bearing seat.
 - Attach Section ② of diaphragm to both Beam #4 & Section ① of diaphragm during Stage II Construction.
 - Attach web splice plates to Section ① & ② of diaphragms.
 - Remove timber block posts.
 - Attach bottom flange splice plate to Section ① & ② of diaphragm.

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 (I_n and I_n).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (I_n and I_n).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (I_n and I_n).

S_{xt} : Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (I_n).

DC1: Un-factored non-composite dead load (kips/ft.).

MDC1: 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.).

MDC2: 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_{l + imp}: Un-factored live load moment plus dynamic load allowance (impact)(kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).

1.25 (MDC1 + MDC2) + 1.5 M_{DW} + 1.75 M_{l + imp}

M_{bl}: Factored lateral bending moment for controlling flange plate (kip-ft.).

f_i: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).

MDC1 + MDC2 + M_{DW} + 1.3 M_{l + imp}

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

1.25 (MDC1 + MDC2) + 1.5 M_{DW} + 1.75 M_{l + imp}

F_{er} (Service II): Critical flange stress at overload computed according to Article 6.10.4.2 (ksi).

F_{er}: Critical flange stress computed according to Article 6.10.7 or 6.10.8 (ksi).

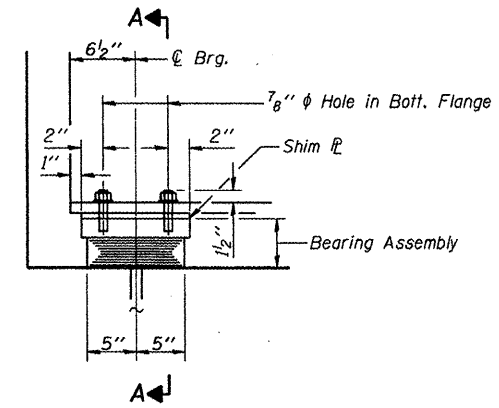
V_r: Factored shear range computed according to Article 6.10.10.

Note:
M_l and R_l include the effects of centrifugal force and superelevation.
Diaphragms, bent plates & connection plates shall be AASHTO M 270 Gr. 50 (NTR).
Two hardened washers shall be required over all oversized holes for diaphragms.
Omit connecting plates on exterior side of exterior beams.
All connection plates shall be placed radially.
Diaphragm D₁ shall be placed radially.

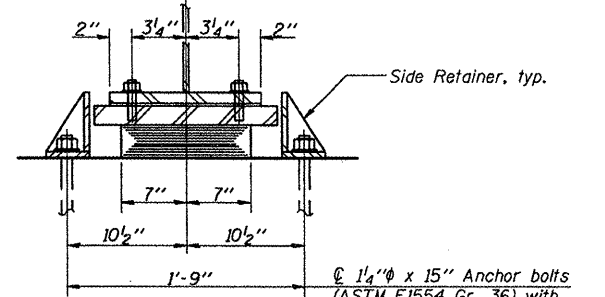
STRUCTURAL STEEL DETAILS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION I-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 18 31 SHEETS
F.A.S. 2370 (IL. 26)	1-BR	PUTNAM	65	35	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

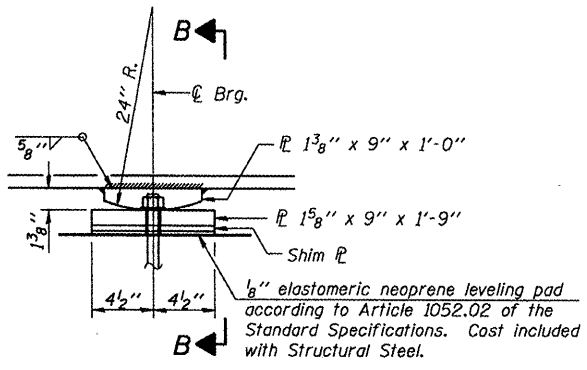
Contract # 68577



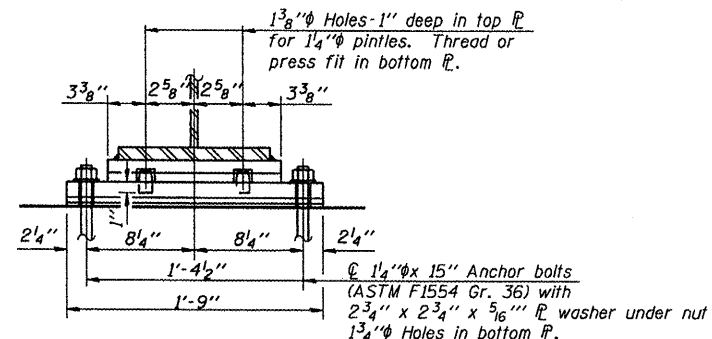
ELEVATION AT ABUT.



SECTION A-A

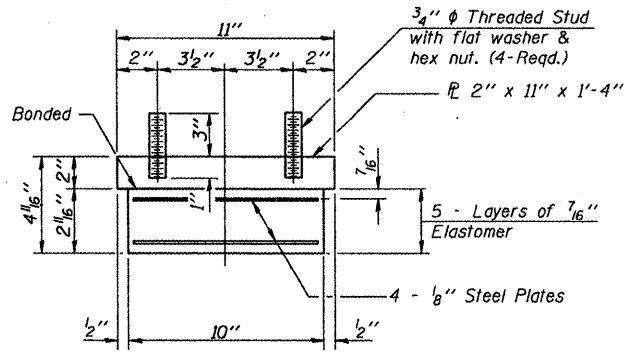


ELEVATION AT PIER



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.

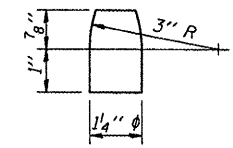


BEARING ASSEMBLY

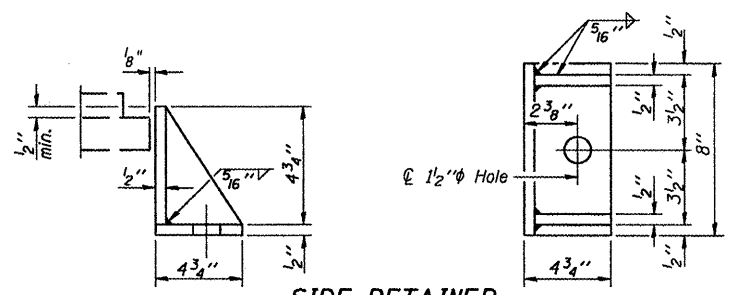
Note:
Shim plates shall not be placed under Bearing Assembly.

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at Fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
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.
The structural steel bearing plates of the Elastomeric Bearing Assembly and Fixed Bearing plates, including pintles shall conform to the requirements of AASHTO M 270 Grade 50.

FIXED BEARING



PINTLE



SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	14
Anchor Bolts, 1 1/4"	Each	56

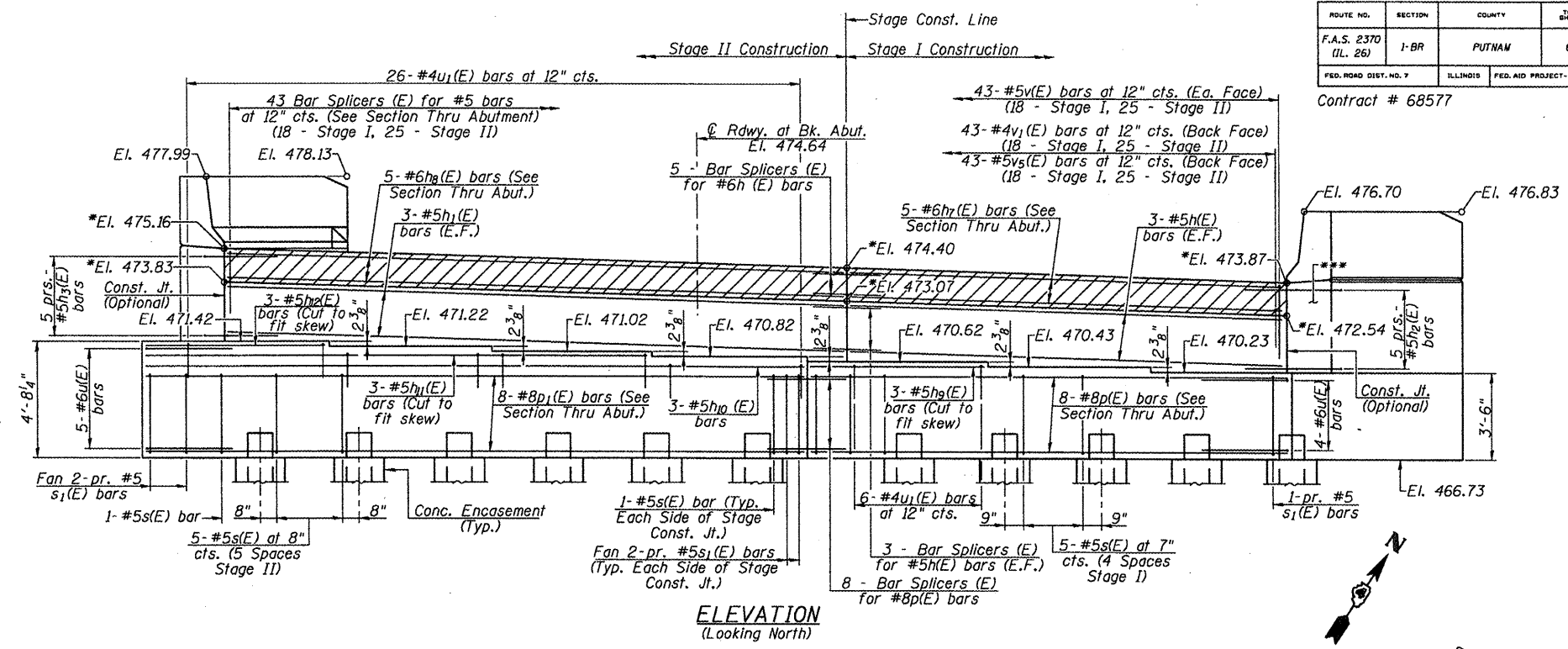
BEARING DETAILS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION 1-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

I-2-E1 11-1-06

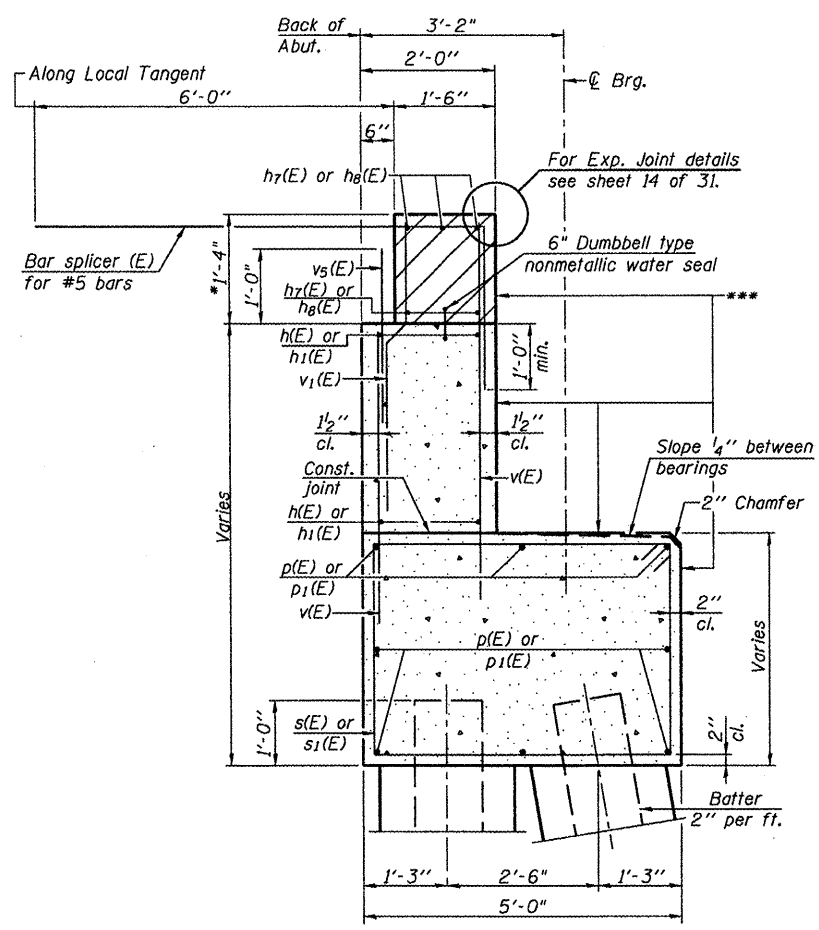
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 19 31 SHEETS
F.A.S. 2370 (IL. 26)	I-BR	PUTNAM	65	36	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			
Contract # 68577					

Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. Quantity of concrete in end post included with Concrete Superstructure on sheet 13 of 31. For details of Bar Splicers, see sheet 27 of 31. For details of piles and Concrete Encasement, see sheet 28 of 31.

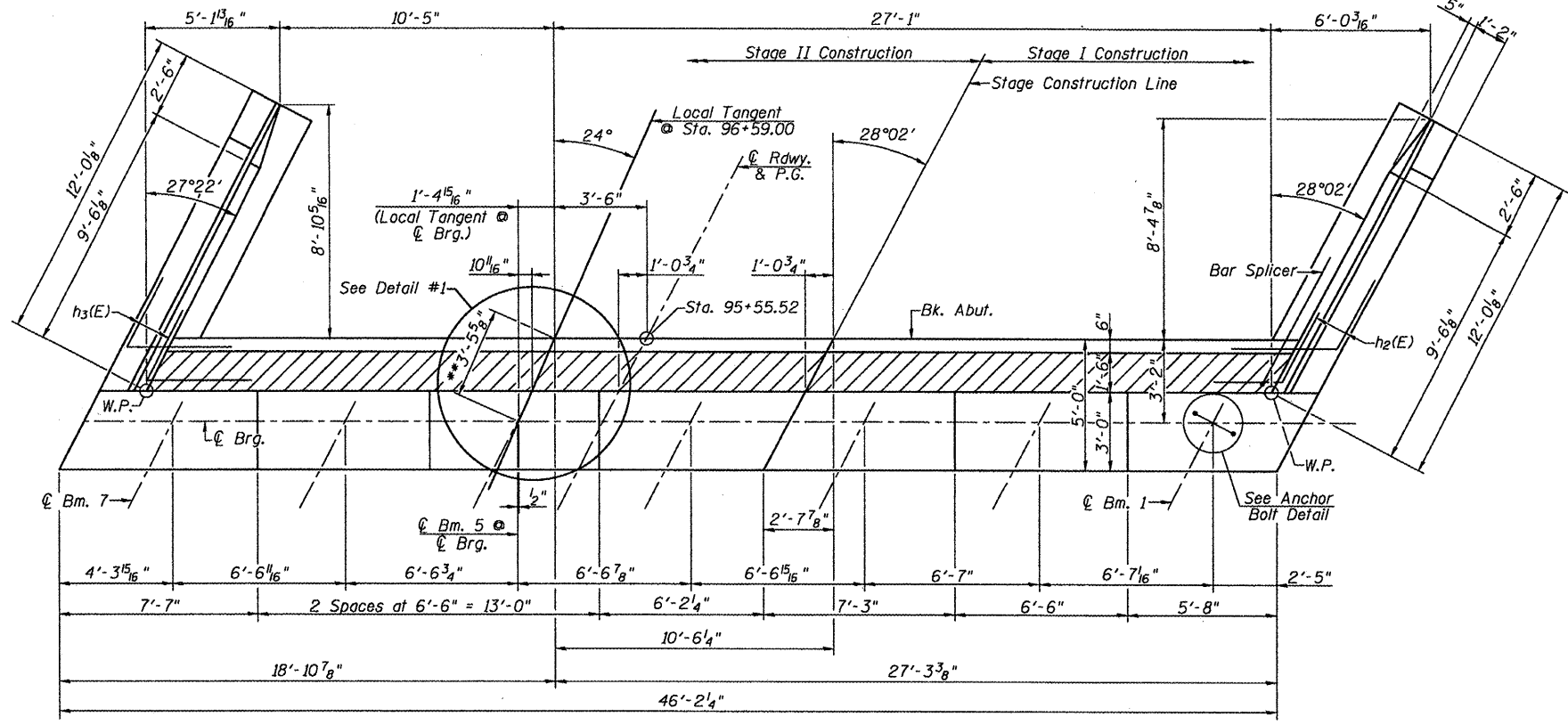
- * At front face of hatch block
- ** Back of abutment to \varnothing Brg. along Local Tangent
- *** The following areas shall be treated with concrete sealer:
 - 1.) Front face of hatch block
 - 2.) Front face of backwall
 - 3.) Top of exposed pile cap
 - 4.) Front face of pile cap
 - 5.) Front face of wingwalls



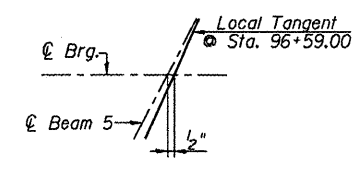
ELEVATION
(Looking North)



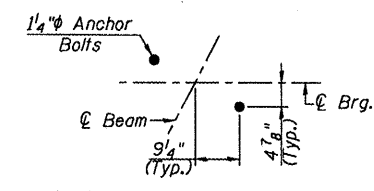
SEC. THRU ABUT.



TOP VIEW

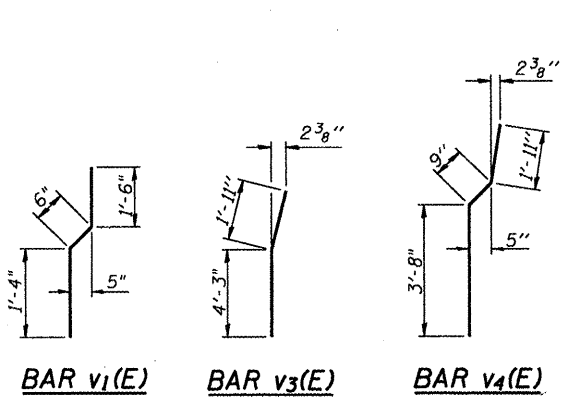
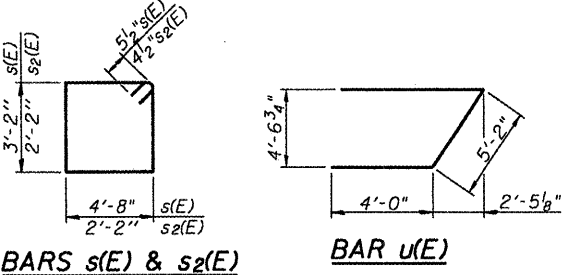
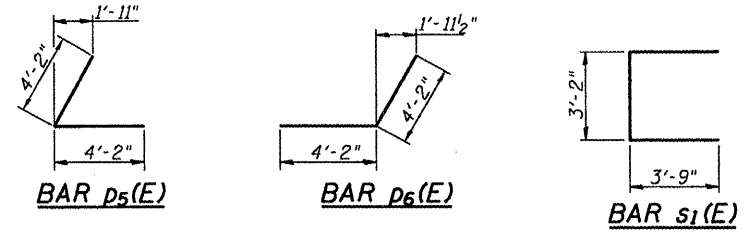
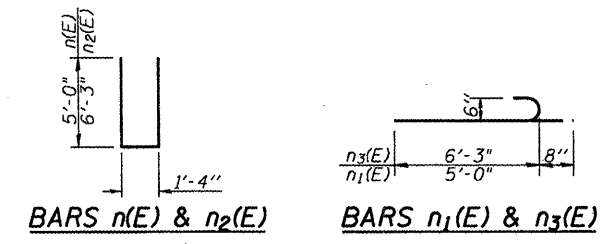
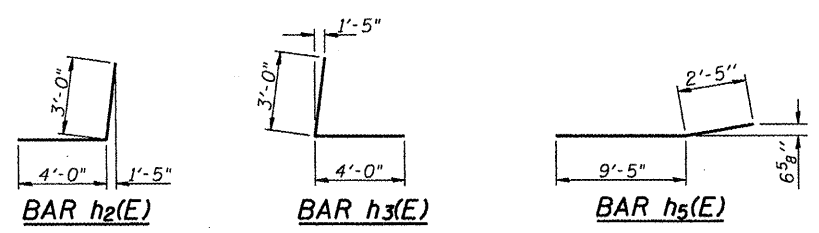


DETAIL #1

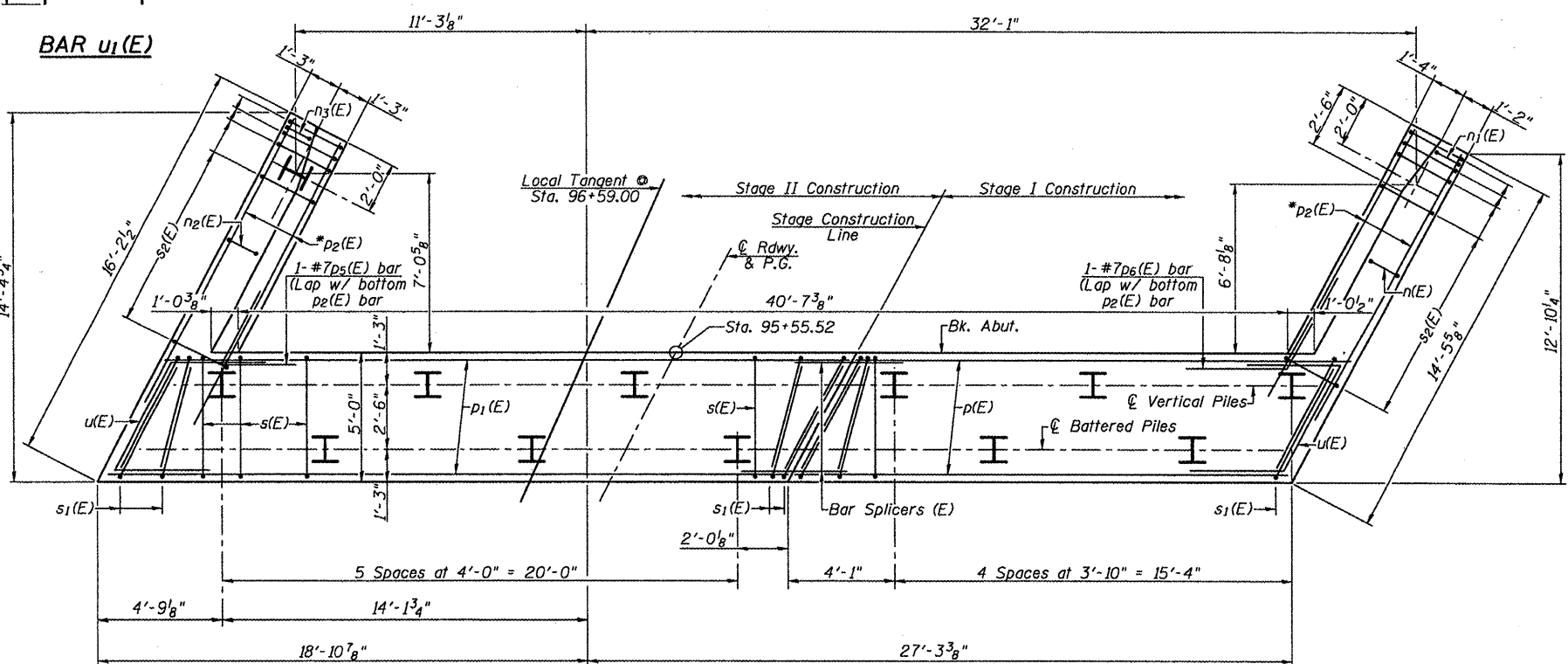


ANCHOR BOLT DETAIL
(Typ. Each Beam)

NORTH ABUTMENT
 ILLINOIS ROUTE 26 OVER
 COFFEE CREEK
 F.A.S. ROUTE 2370
 SECTION I-BR
 PUTNAM COUNTY
 STA. 96+59.00
 STRUCTURE NO. 078-0046



PILE DATA
 Type: HP 12x53
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 209 kips
 Est. Length: 83 ft.
 No. Production Piles: 12
 No. Test Piles: 1



PLAN - PILE CAP
 * Cut inside bottom p₂(E) bar to miss pile. Lap w/ p₅(E) or p₆(E) bars

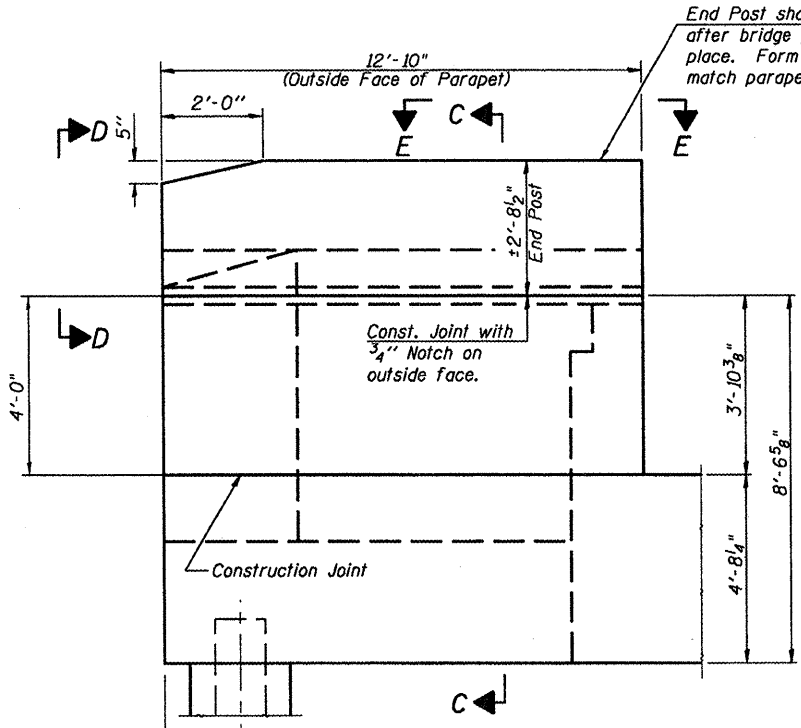
**ABUTMENT
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	6	#5	17'-3"	—
h ₁ (E)	6	#5	24'-9"	—
h ₂ (E)	10	#5	7'-0"	└
h ₃ (E)	10	#5	7'-0"	└
h ₄ (E)	11	#4	12'-3"	—
h ₅ (E)	14	#4	11'-10"	—
h ₆ (E)	11	#4	11'-0"	—
h ₇ (E)	5	#6	17'-3"	—
h ₈ (E)	5	#6	24'-9"	—
h ₉ (E)	3	#5	7'-0"	—
h ₁₀ (E)	3	#5	26'-6"	—
h ₁₁ (E)	3	#5	20'-4"	—
h ₁₂ (E)	3	#5	7'-4"	—
n(E)	8	#6	11'-4"	└
n ₁ (E)	6	#6	5'-8"	└
n ₂ (E)	9	#6	13'-10"	└
n ₃ (E)	6	#6	6'-11"	└
p(E)	8	#8	19'-0"	—
p ₁ (E)	8	#8	26'-6"	—
p ₂ (E)	12	#7	12'-6"	—
p ₅ (E)	1	#7	8'-4"	└
p ₆ (E)	1	#7	8'-4"	└
s(E)	48	#5	16'-7"	└
s ₁ (E)	14	#5	10'-8"	└
s ₂ (E)	23	#4	9'-5"	└
u(E)	9	#6	13'-2"	└
u ₁ (E)	32	#4	9'-8"	└
v(E)	86	#5	6'-6"	—
v ₁ (E)	43	#4	3'-4"	—
v ₂ (E)	24	#6	6'-2"	—
v ₃ (E)	6	#6	6'-2"	—
v ₄ (E)	18	#6	6'-4"	—
v ₅ (E)	43	#5	2'-10"	—
Structure Excavation	Cu. Yd.	73		
Concrete Structures	Cu. Yd.	53.5		
Reinforcement Bars, Epoxy Coated	Pound	5720		
Furnishing Steel Piles HP 12x53	Foot	996		
Driving Piles	Foot	996		
Test Pile Steel HP 12x53	Each	1		
Concrete Encasement	Cu. Yd.	4.5		
Concrete Sealer	Sq. Ft.	487		

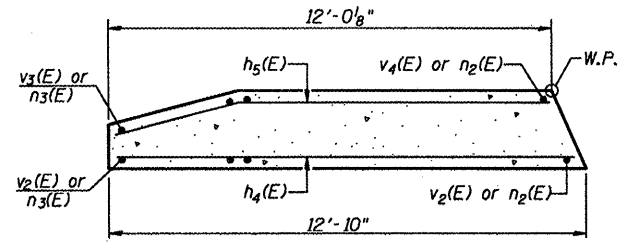
**NORTH ABUTMENT
 ILLINOIS ROUTE 26 OVER
 COFFEE CREEK
 F.A.S. ROUTE 2370
 SECTION 1-BR
 PUTNAM COUNTY
 STA. 96+59.00
 STRUCTURE NO. 078-0046**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 21 31 SHEETS
F.A.S. 2370 (IL. 26)	I-BR	PUTNAM	65	38	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

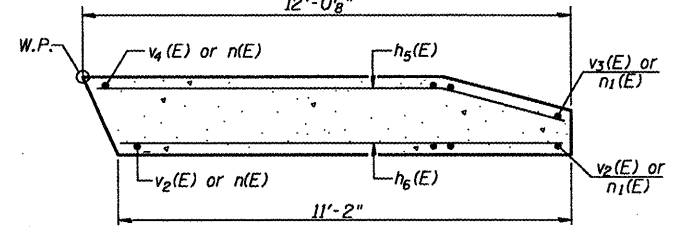
Contract # 68577



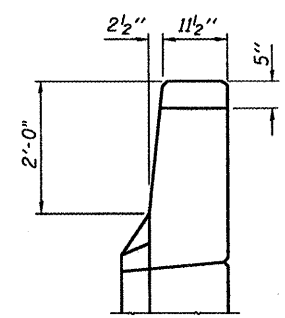
WEST WING WALL ELEVATION
Showing Dimensions (Looking East)



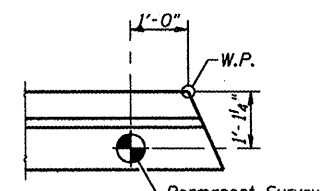
SECTION A-A



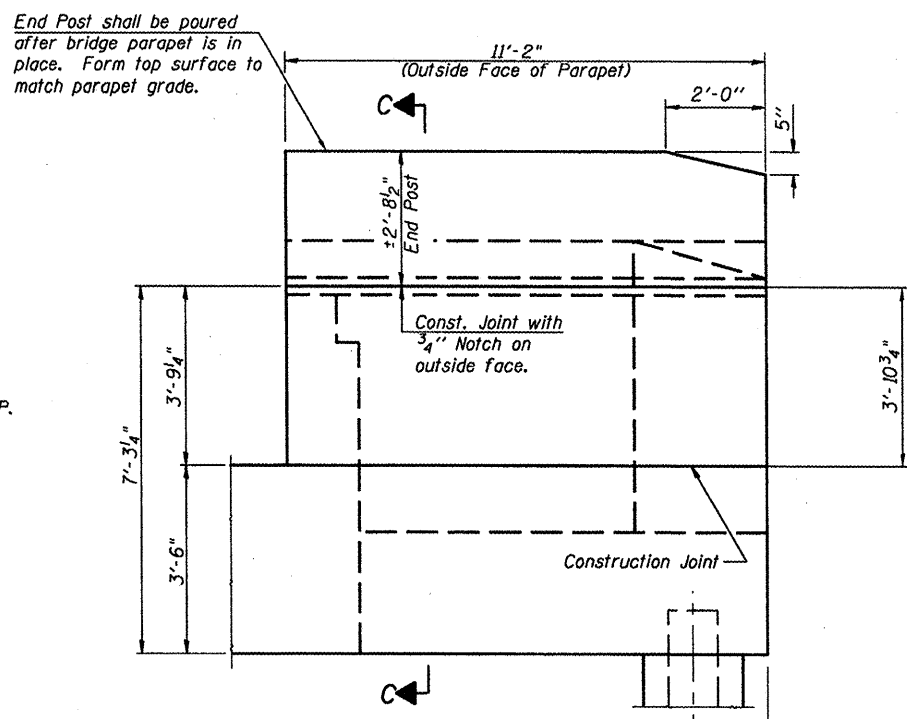
SECTION B-B



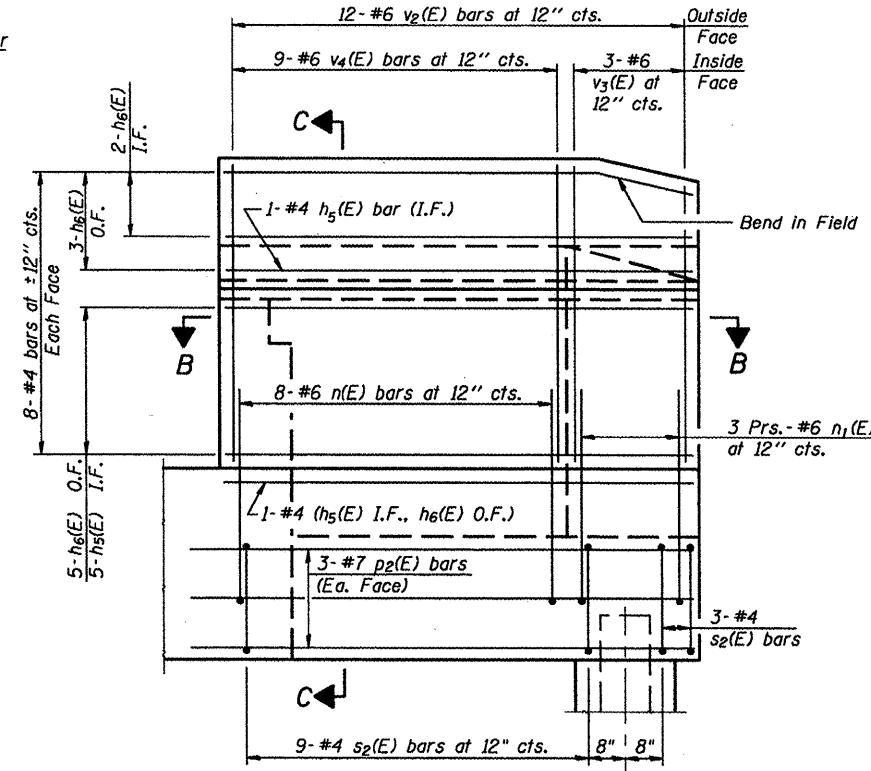
VIEW D-D
(Typ. Each End Post)



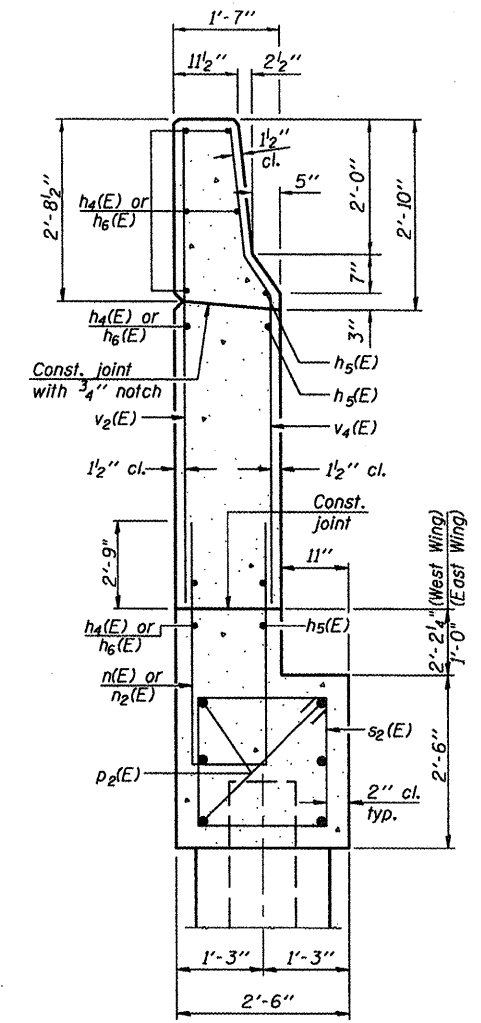
VIEW E-E
(West Wingwall Only)



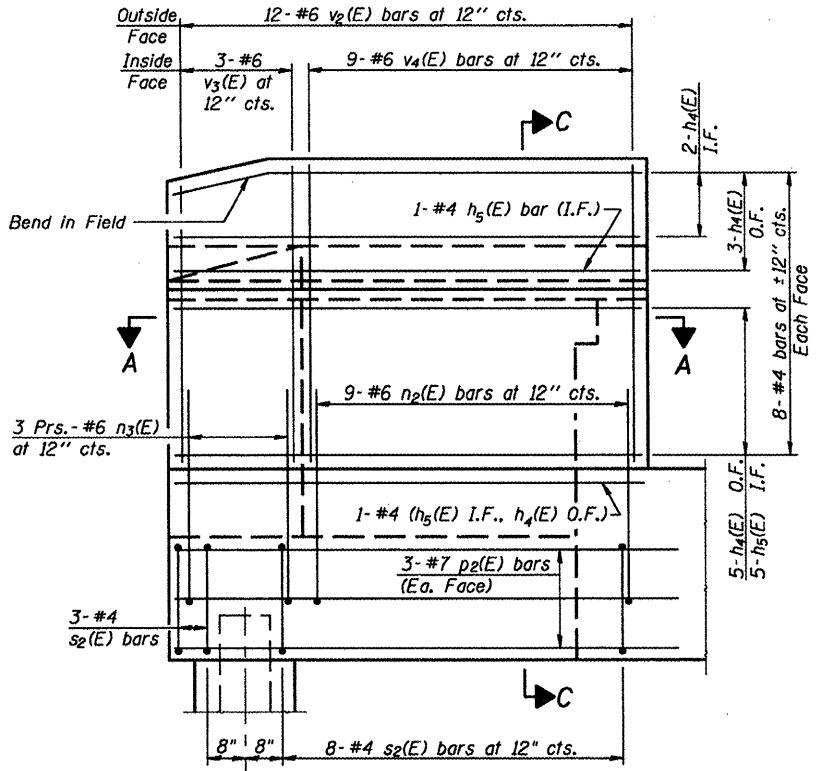
EAST WING WALL ELEVATION
Showing Dimensions (Looking West)



EAST WING WALL ELEVATION
Showing Reinforcement (Looking East)



SECTION C-C



WEST WING WALL ELEVATION
Showing Reinforcement (Looking East)

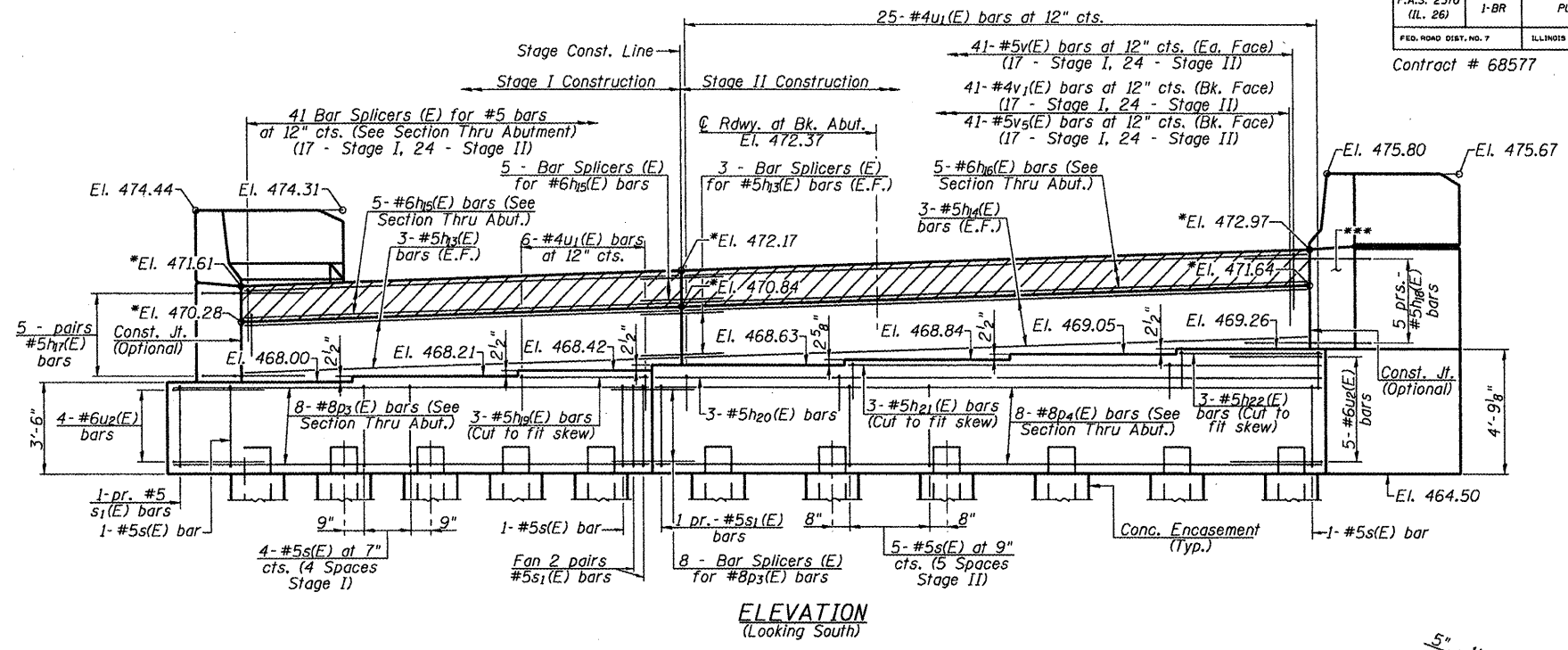
NORTH ABUTMENT DETAILS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION I-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO. 22
F.A.S. 2370 (IL. 26)	1-BR	PUTNAM	65	39
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		31 SHEETS

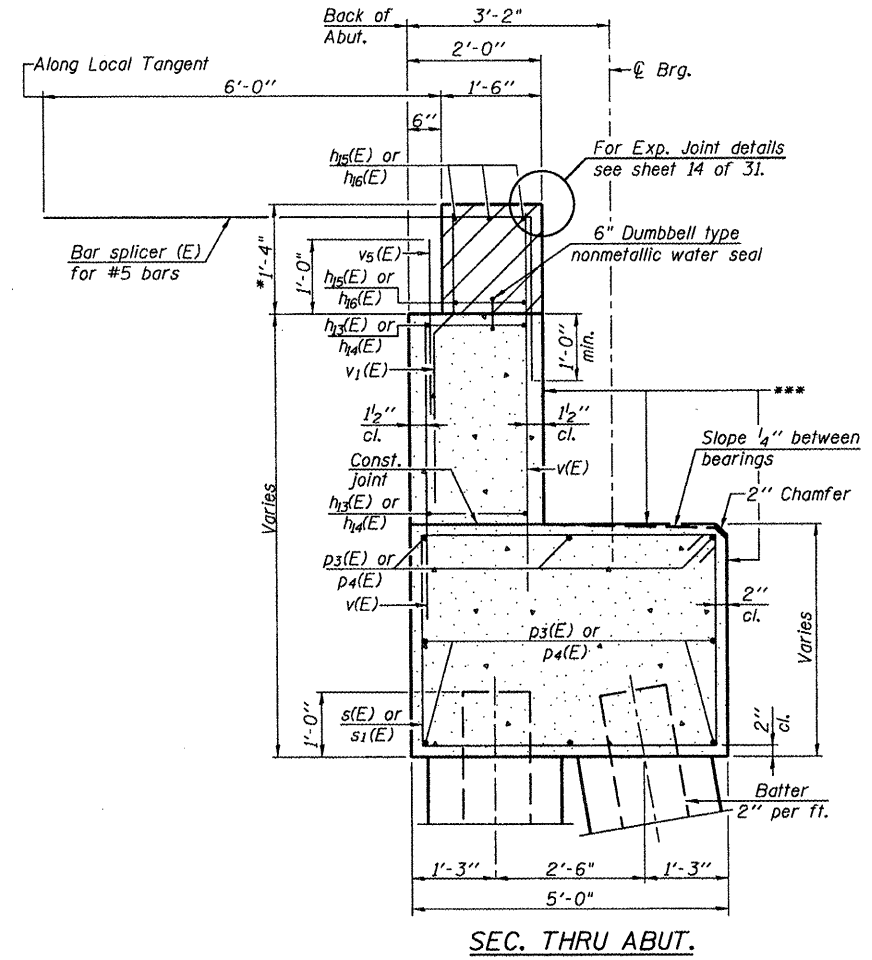
Contract # 68577

Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. Quantity of concrete in end post included with Concrete Superstructure on sheet 13 of 31. For details of Bar Splicers, see sheet 27 of 31. For details of piles and Concrete Encasement, see sheet 28 of 31.

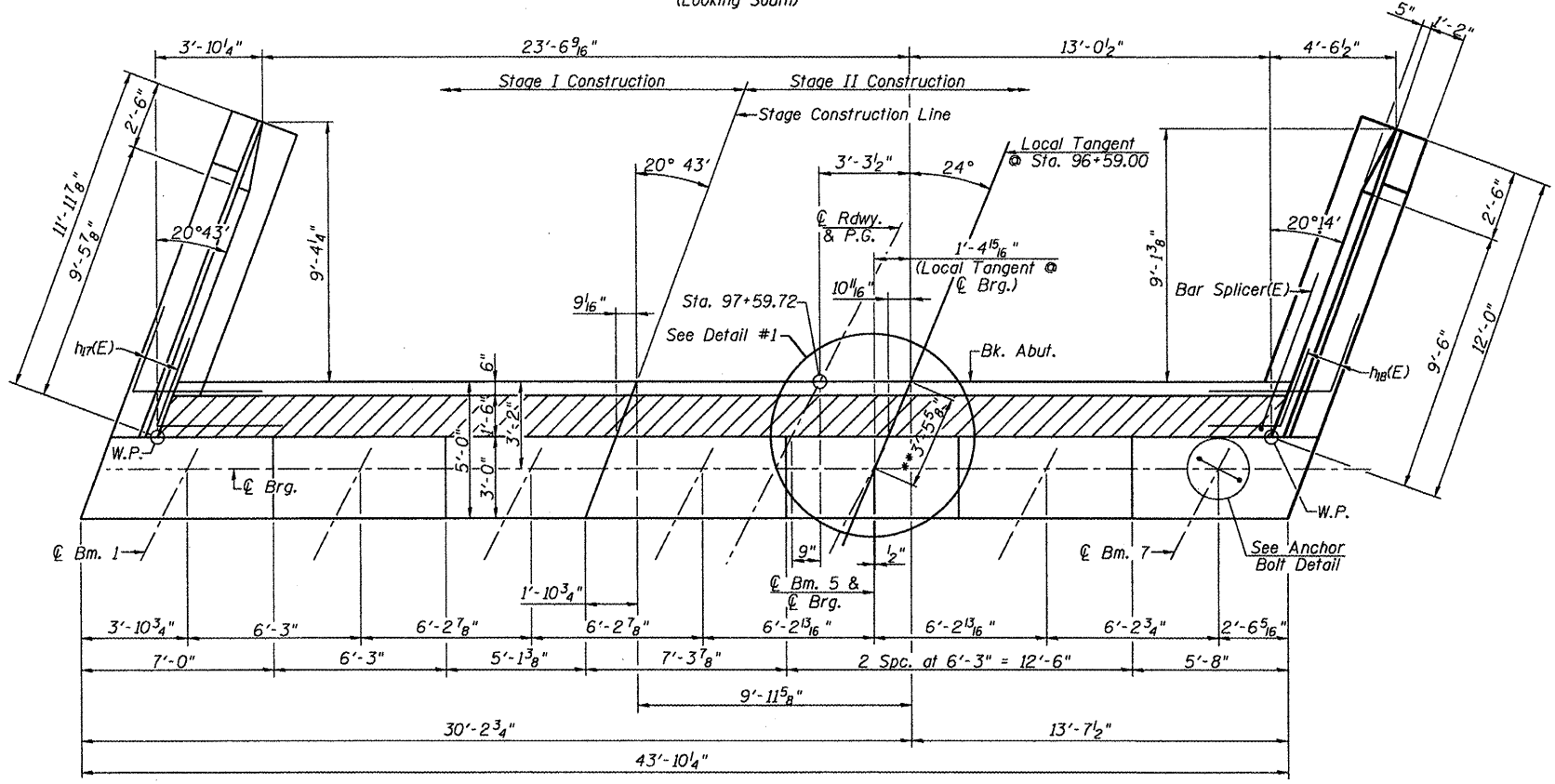
- * At front face of hatch block
- ** Back of abutment to ϕ Brg. along Local Tangent
- *** The following areas shall be treated with concrete sealer:
 - 1.) Front face of hatch block
 - 2.) Front face of backwall
 - 3.) Top of exposed pile cap
 - 4.) Front face of pile cap
 - 5.) Front face of wingwalls



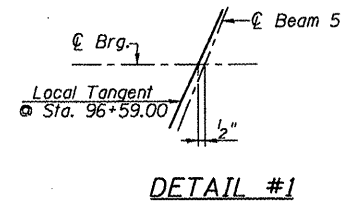
ELEVATION
(Looking South)



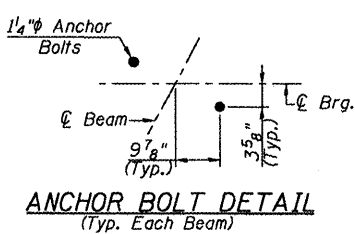
SEC. THRU ABUT.



TOP VIEW

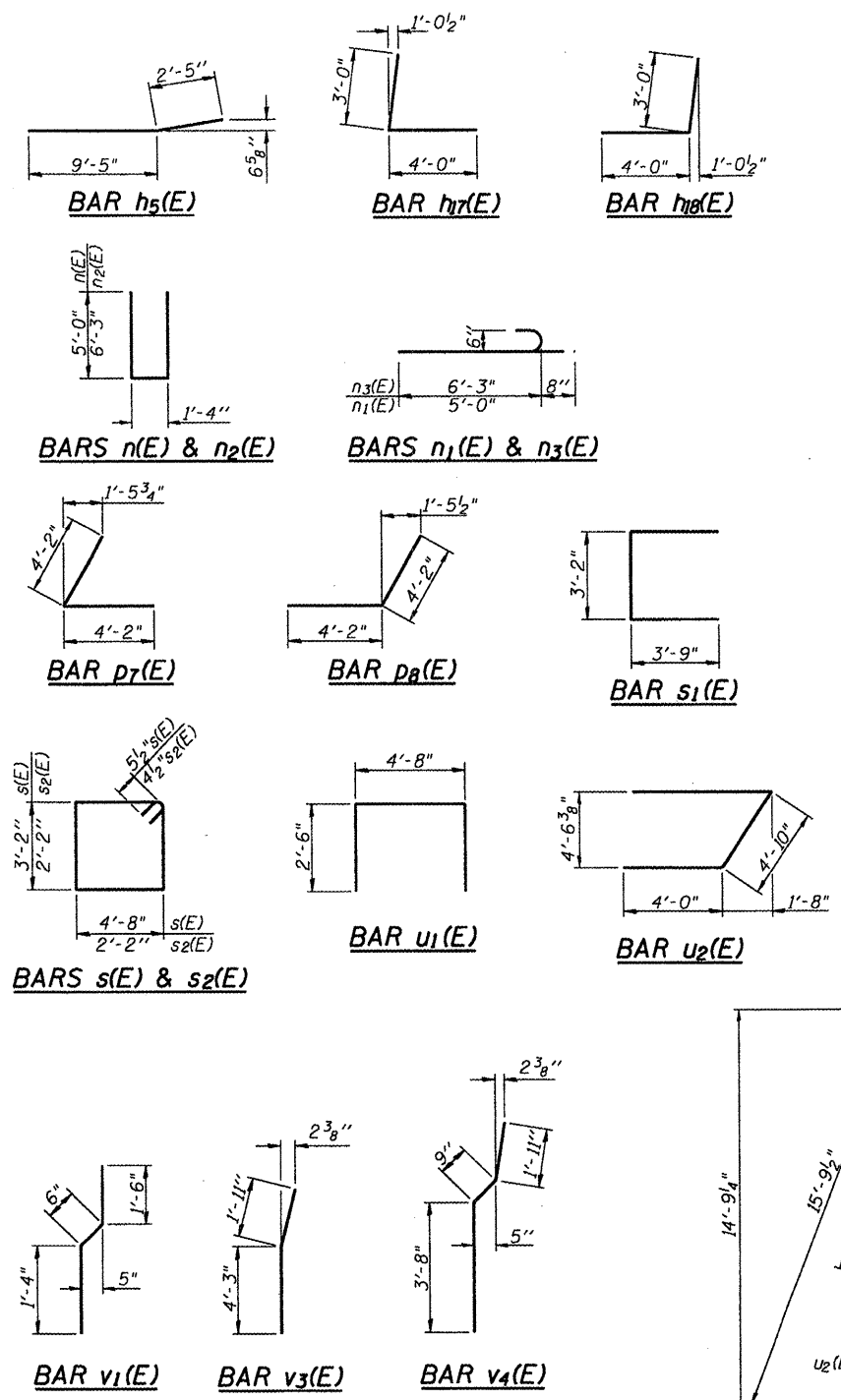


DETAIL #1



ANCHOR BOLT DETAIL
(Typ. Each Beam)

SOUTH ABUTMENT
 ILLINOIS ROUTE 26 OVER
 COFFEE CREEK
 F.A.S. ROUTE 2370
 SECTION 1-BR
 PUTNAM COUNTY
 STA. 96+59.00
 STRUCTURE NO. 078-0046

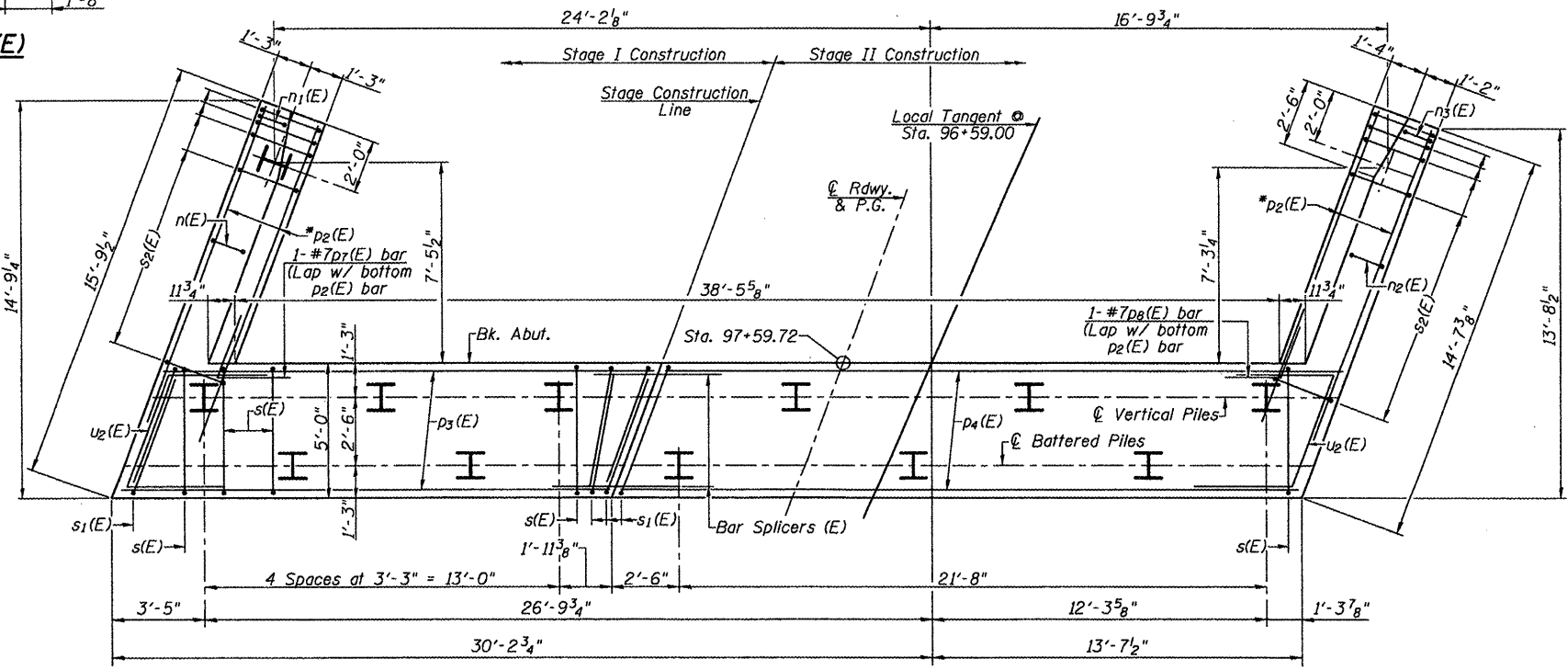


**ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h4(E)	11	#4	12'-3"	—
h5(E)	14	#4	11'-10"	—
h6(E)	11	#4	11'-0"	—
h14(E)	6	#5	16'-3"	—
h15(E)	6	#5	23'-6"	—
h16(E)	5	#6	16'-3"	—
h16(E)	5	#6	23'-6"	—
h17(E)	10	#5	7'-0"	—
h18(E)	10	#5	7'-0"	—
h19(E)	3	#5	6'-8"	—
h20(E)	3	#5	25'-2"	—
h21(E)	3	#5	19'-8"	—
h22(E)	3	#5	7'-2"	—
n(E)	9	#6	11'-4"	—
n1(E)	6	#6	5'-8"	—
n2(E)	8	#6	13'-10"	—
n3(E)	6	#6	6'-11"	—
p2(E)	12	#7	12'-6"	—
p3(E)	8	#8	16'-11"	—
p4(E)	8	#8	25'-2"	—
p7(E)	1	#7	8'-4"	—
p8(E)	1	#7	8'-4"	—
s(E)	44	#5	16'-7"	—
s1(E)	8	#5	10'-8"	—
s2(E)	23	#4	9'-5"	—
u1(E)	31	#4	9'-8"	—
u2(E)	9	#6	12'-10"	—
v(E)	82	#5	6'-6"	—
v1(E)	41	#4	3'-4"	—
v2(E)	24	#6	6'-2"	—
v3(E)	6	#6	6'-2"	—
v4(E)	18	#6	6'-4"	—
v5(E)	41	#5	2'-10"	—
Structure Excavation	Cu. Yd.		73	
Concrete Structures	Cu. Yd.		51.4	
Reinforcement Bars, Epoxy Coated	Pound		5420	
Furnishing Steel Piles HP 12x53	Foot		1053	
Driving Piles	Foot		1053	
Concrete Encasement	Cu. Yd.		4.5	
Concrete Sealer	Sq. Ft.		463	

PILE DATA

Type: HP 12x53
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 209 kips
 Est. Length: 81 ft.
 No. Production Piles: 13
 No. Test Piles: 0



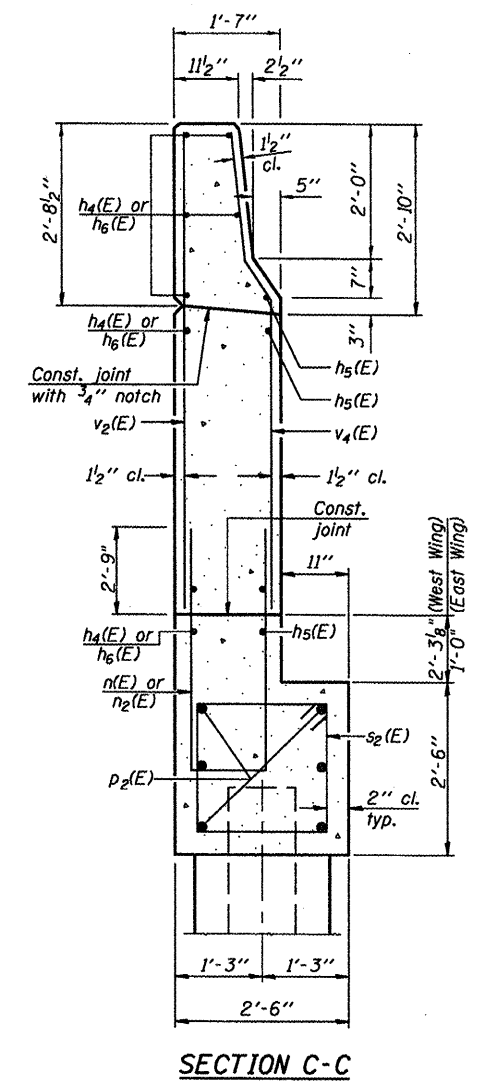
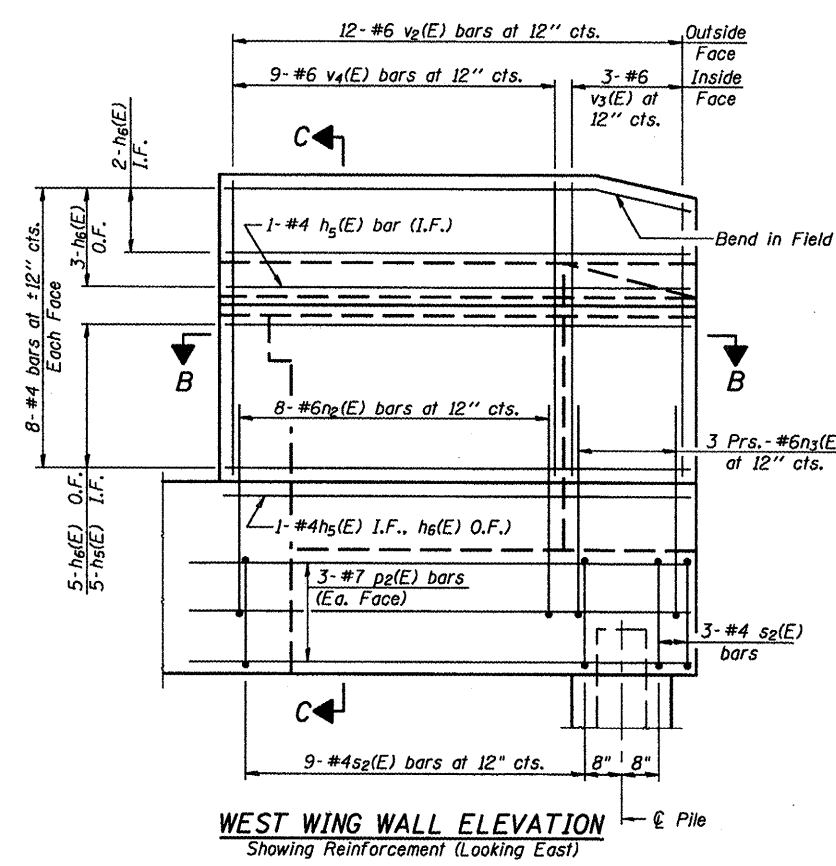
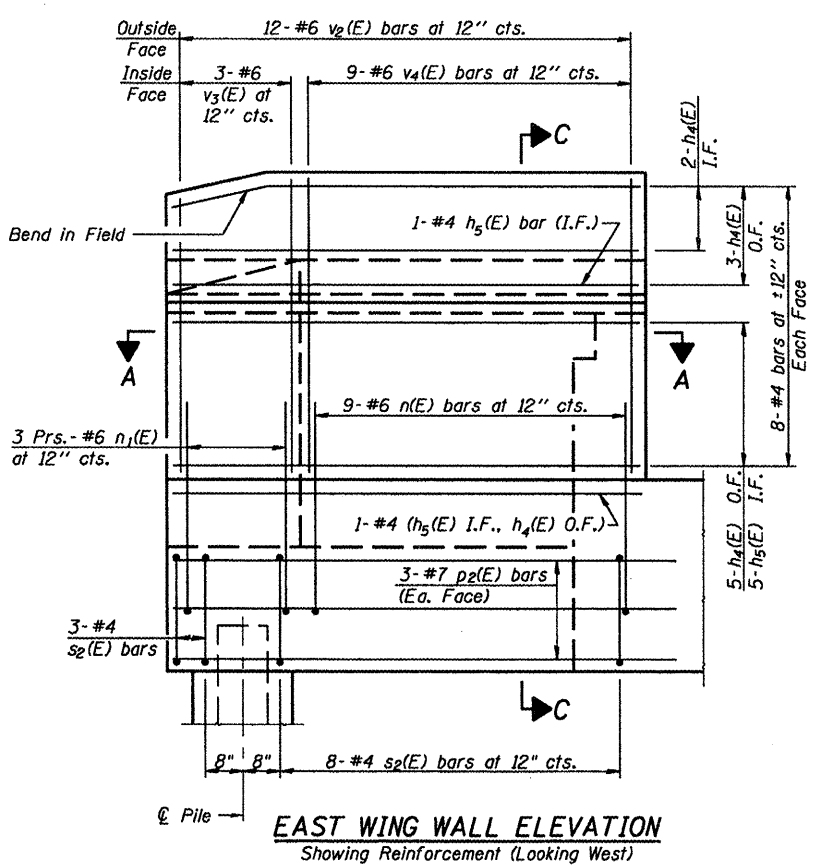
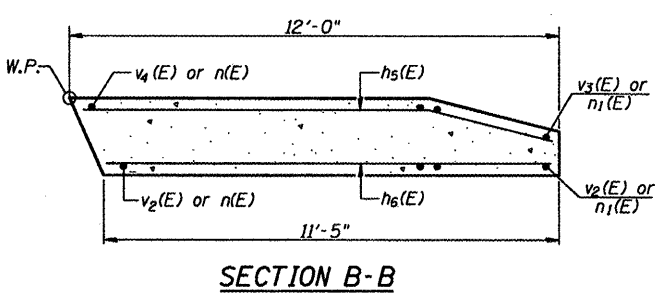
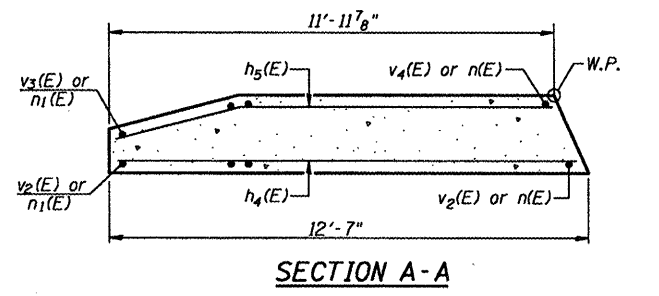
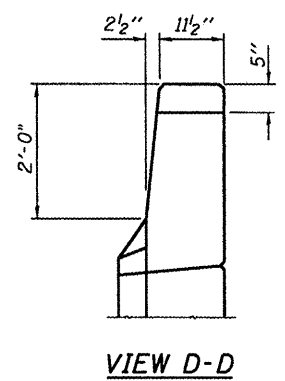
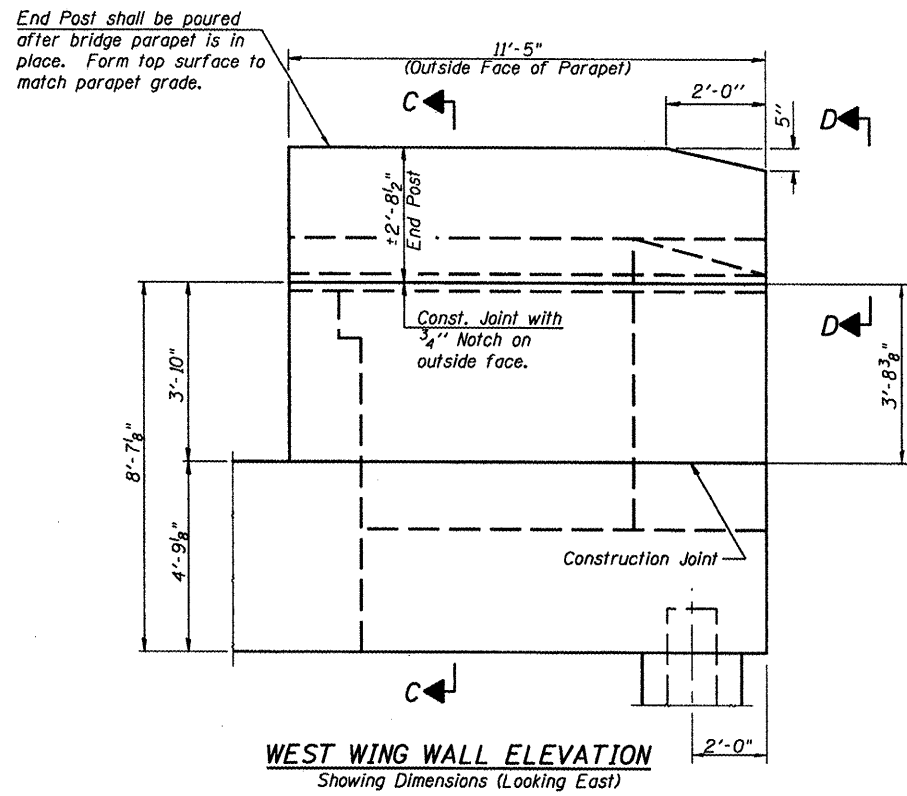
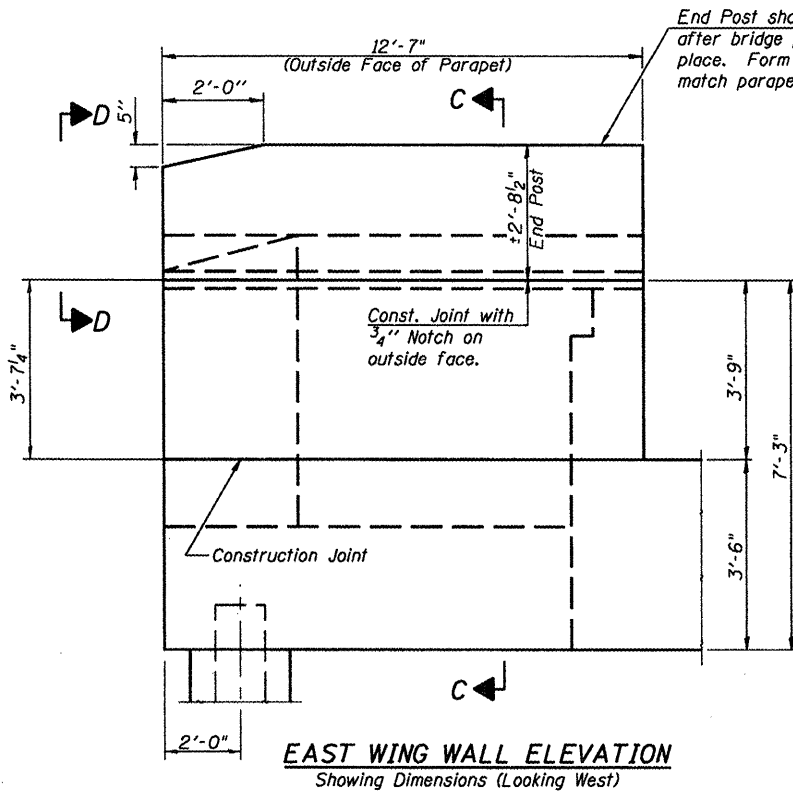
PLAN - PILE CAP

* Cut inside bottom p2(E) bar to miss pile. Lap w/ p7(E) or p8(E) bars

**SOUTH ABUTMENT
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION 1-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 24 31 SHEETS
F.A.S. 2370 (IL. 26)	1-BR	PUTNAM	65	41	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract # 68577



SOUTH ABUTMENT DETAILS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION 1-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 28 of 31.
 For bars splicer details see Sheet 27 of 31.

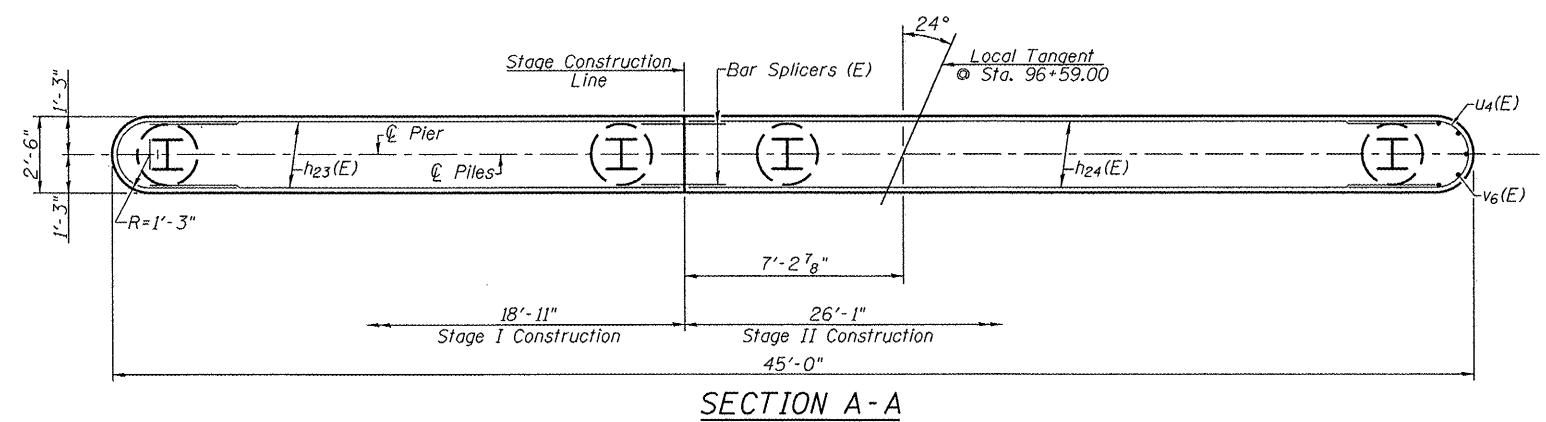
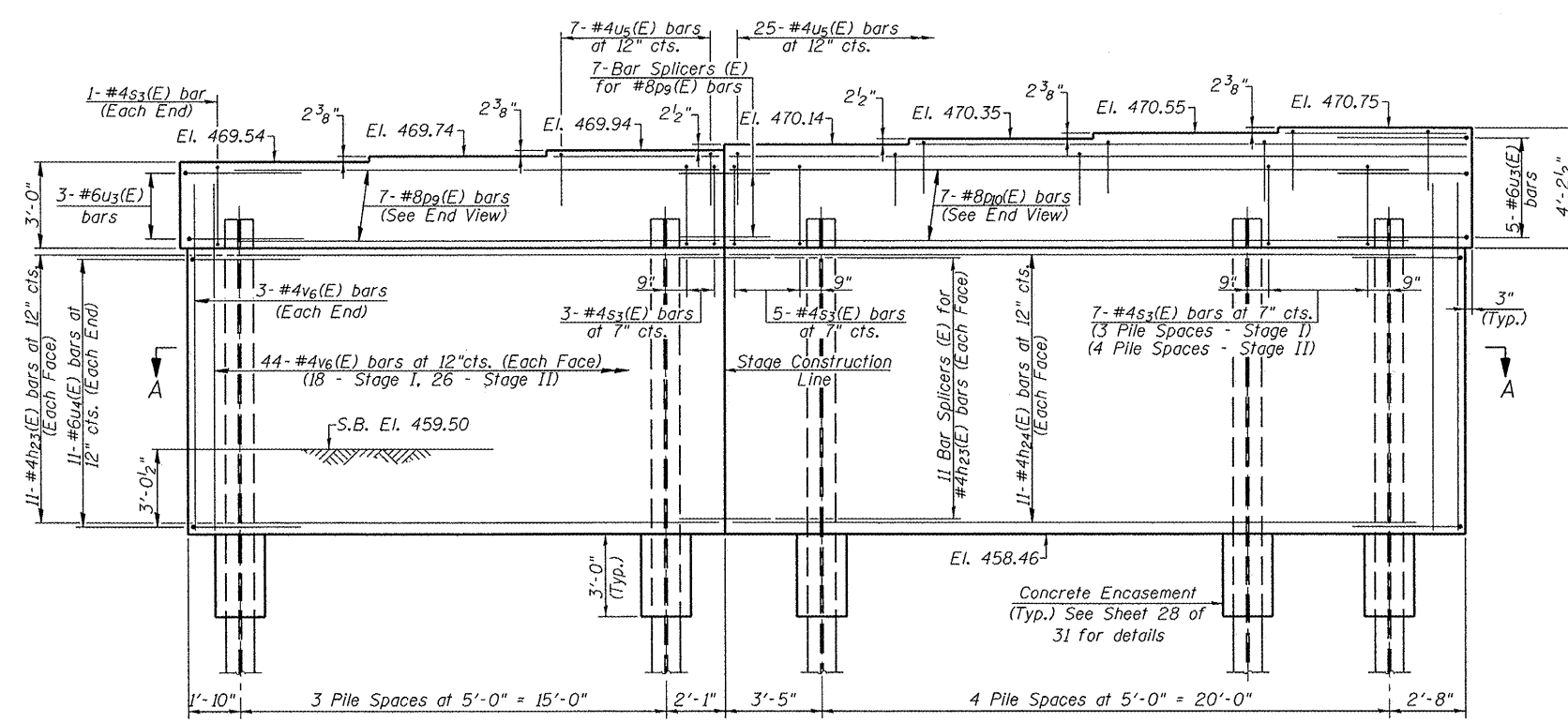
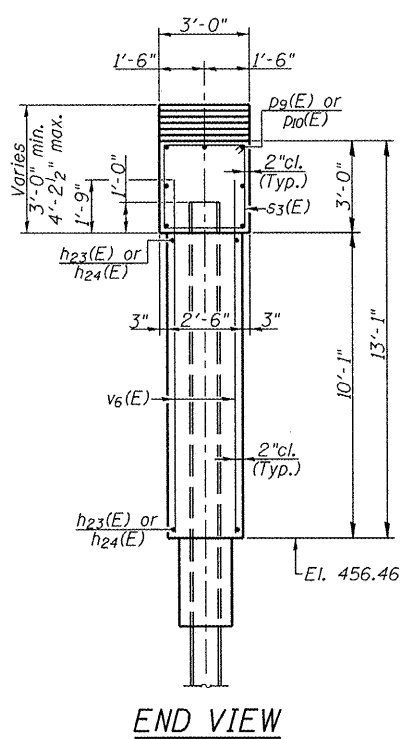
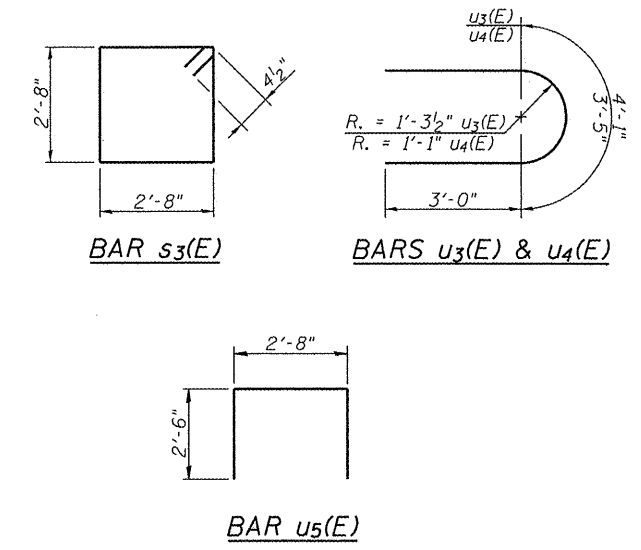
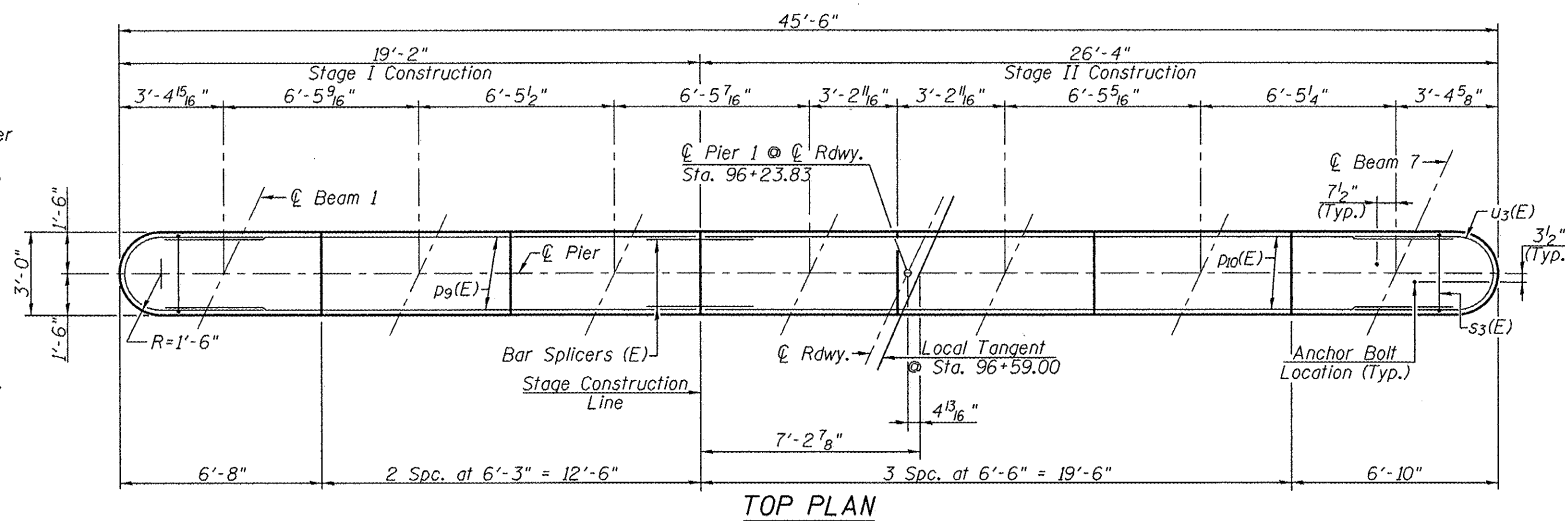
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms.
 Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

PILE DATA

Type: HP 12x63
 Nominal Required Bearing: 497 kips
 Factored Resistance Available: 248 kips
 Est. Length: 83 ft.
 No. Production Piles: 9
 No. Test Piles: 0

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 25 31 SHEETS
F.A.S. 2370 (IL. 26)	1-BR	PUTNAM	65	42	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract # 68577



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h23(E)	22	#4	17'-4"	—
h24(E)	22	#4	24'-6"	—
p9(E)	7	#8	17'-4"	—
p10(E)	7	#8	24'-6"	—
s3(E)	59	#4	11'-5"	□
u3(E)	8	#6	10'-1"	U
u4(E)	22	#6	9'-5"	U
u5(E)	32	#4	7'-8"	□
v6(E)	94	#4	11'-8"	—
Structure Excavation		Cu. Yd.	36	
Concrete Structures		Cu. Yd.	59.7	
Reinforcement Bars, Epoxy Coated		Pound	3180	
Furnishing Steel Piles HP 12 x 63		Foot	747	
Driving Piles		Foot	747	
Underwater Structure Excavation Protection-Location 1		Each	1	
Concrete Encasement		Cu. Yd.	3.1	

PIER 1
 ILLINOIS ROUTE 26 OVER
 COFFEE CREEK
 F.A.S. ROUTE 2370
 SECTION 1-BR
 PUTNAM COUNTY
 STA. 96+59.00
 STRUCTURE NO. 078-0046

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 28 of 31.
 For bars splicer details see Sheet 27 of 31.

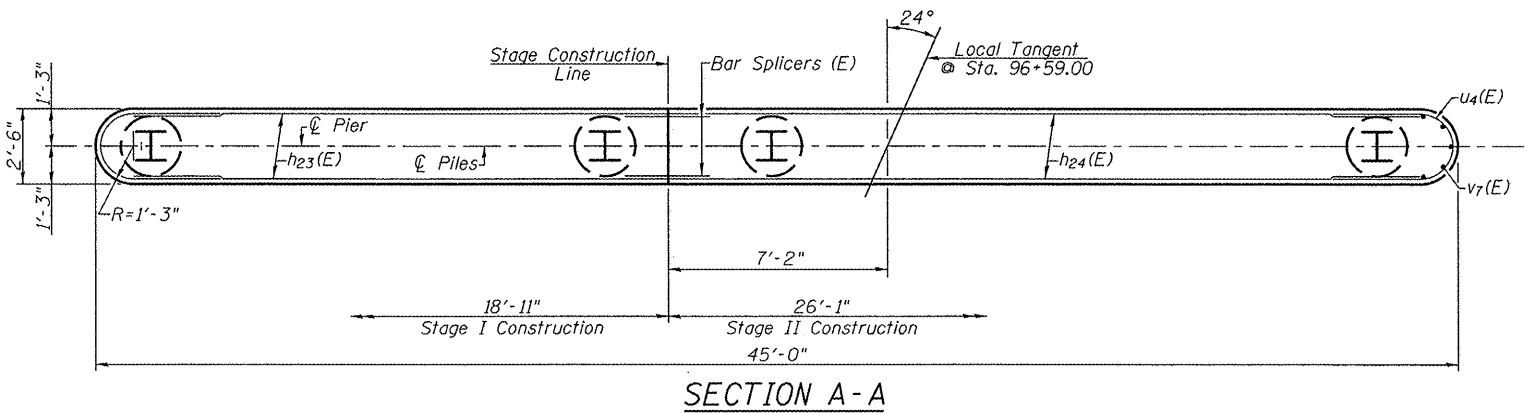
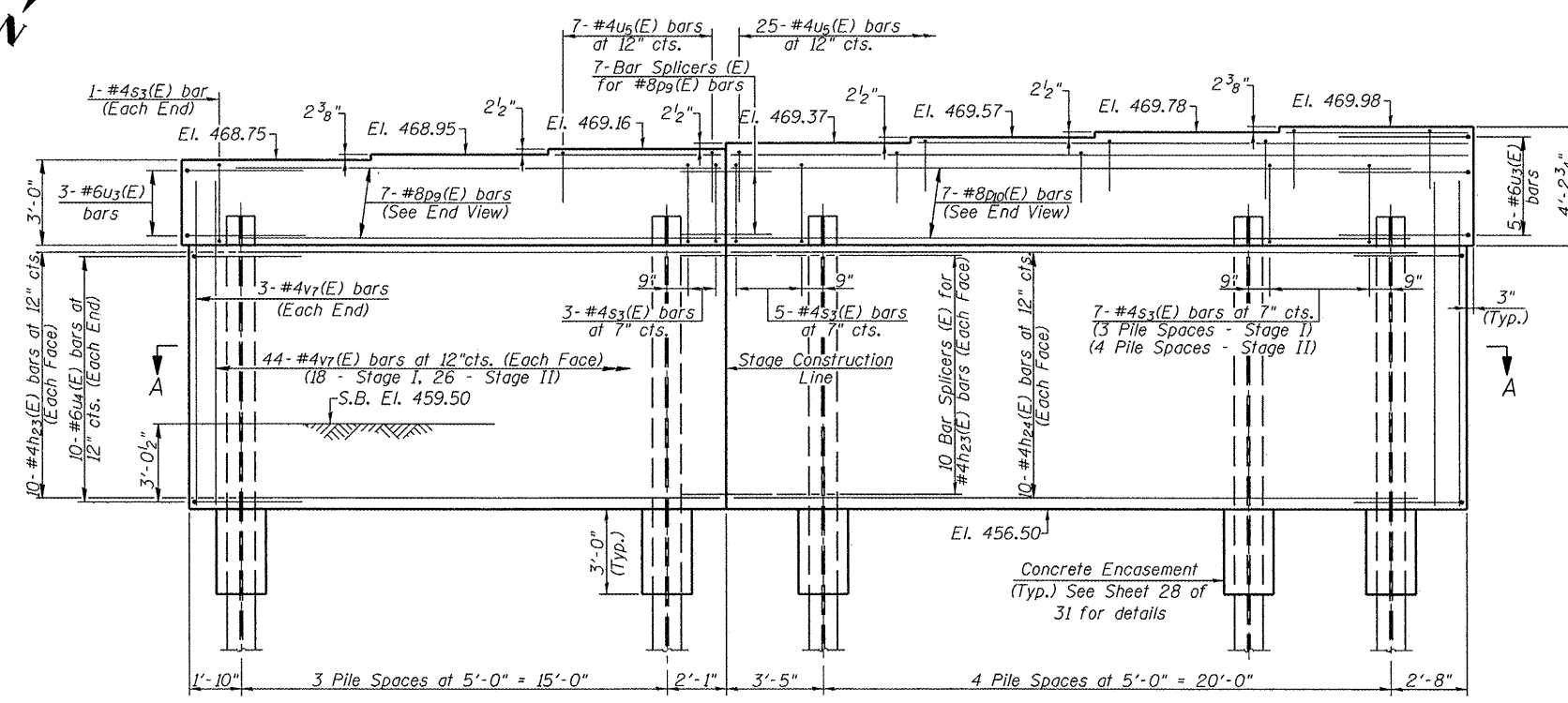
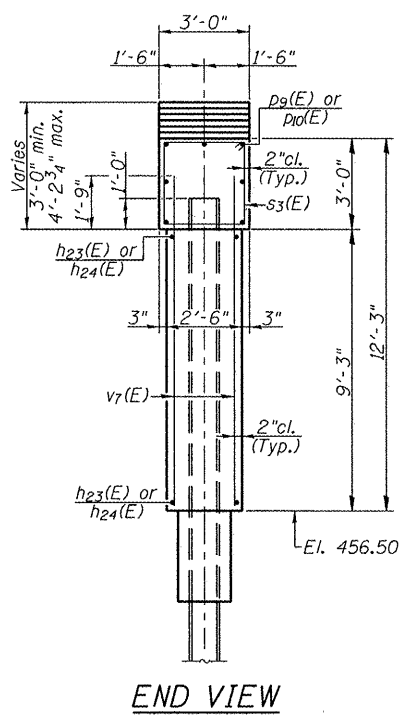
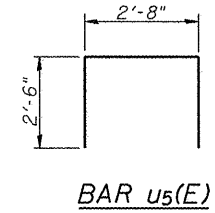
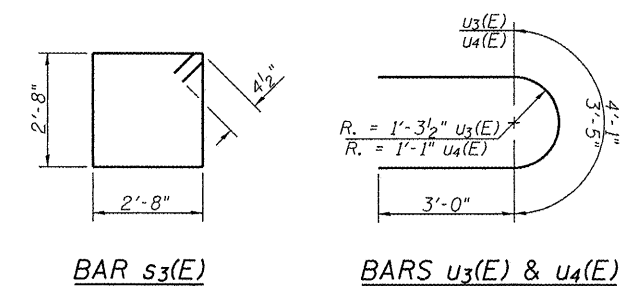
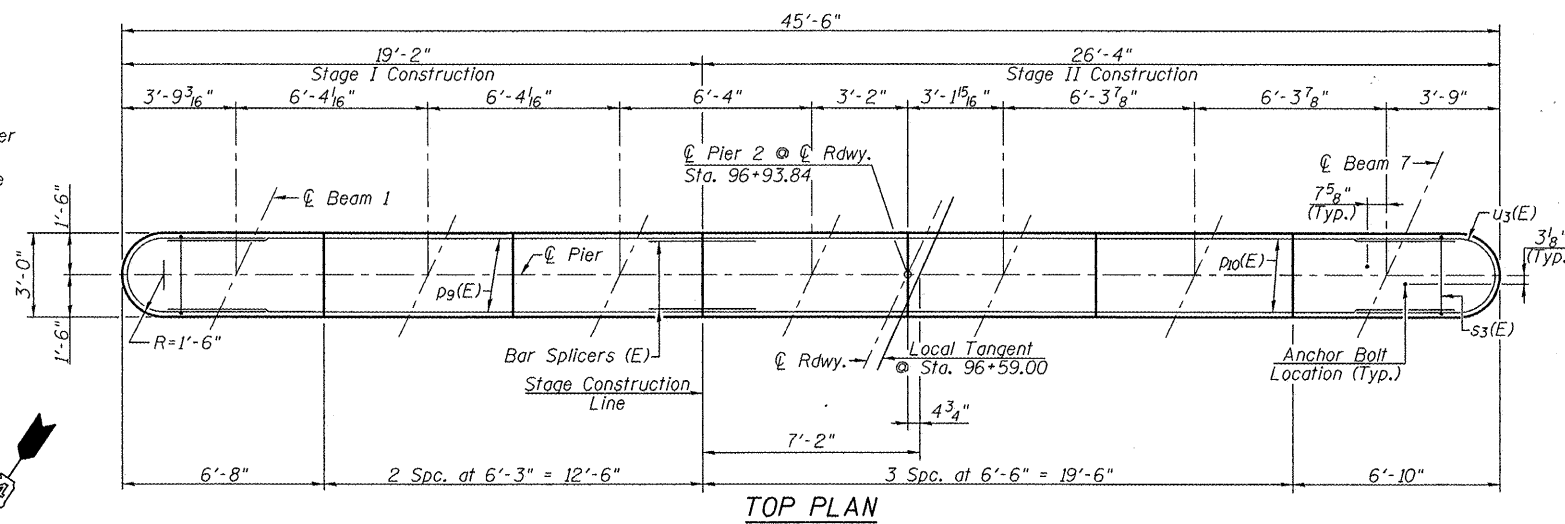
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

PILE DATA

Type: HP 12x63
 Nominal Required Bearing: 497 kips
 Factored Resistance Available: 248 kips
 Est. Length: 83 ft.
 No. Production Piles: 9
 No. Test Piles: 0

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 26
F.A.S. 2370 (IL. 26)	1-BR	PUTNAM	65	43	31 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract # 68577



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h23(E)	20	#4	17'-4"	—
h24(E)	20	#4	24'-6"	—
ps(E)	7	#8	17'-4"	—
ps(E)	7	#8	24'-6"	—
s3(E)	59	#4	11'-5"	□
u3(E)	8	#6	10'-1"	U
u4(E)	20	#6	9'-5"	U
u5(E)	32	#4	7'-8"	□
v7(E)	94	#4	10'-10"	—
Structure Excavation		Cu. Yd.	36	
Concrete Structures		Cu. Yd.	54.2	
Reinforcement Bars, Epoxy Coated		Pound	3040	
Furnishing Steel Piles HP 12 x 63		Foot	747	
Driving Piles		Foot	747	
Underwater Structure Excavation Protection-Location 2		Each	1	
Concrete Encasement		Cu. Yd.	3.1	

PIER 2
 ILLINOIS ROUTE 26 OVER
 COFFEE CREEK
 F.A.S. ROUTE 2370
 SECTION 1-BR
 PUTNAM COUNTY
 STA. 96+59.00
 STRUCTURE NO. 078-0046

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 2370 (IL. 26)	I-BR	PUTNAM	65	44
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 27
31 SHEETS

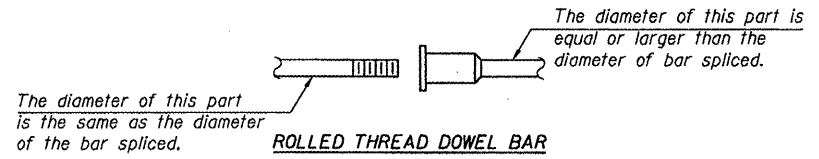
Contract # 68577

NOTES

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

- ① Minimum Capacity = $1.25 \times f_y \times A_1$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_1$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_1 = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

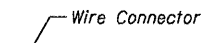
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0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



ROLLED THREAD DOWEL BAR



** ONE PIECE

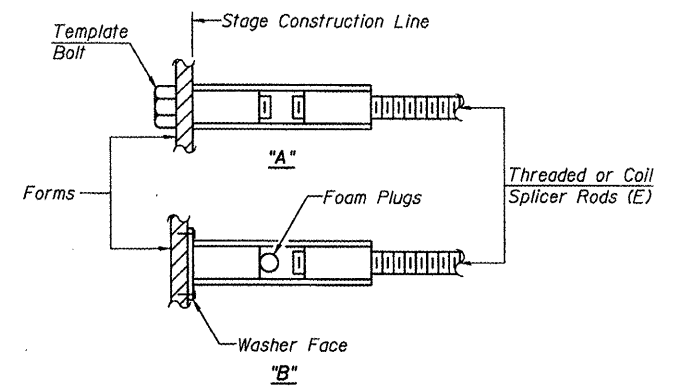


Wire Connector

WELDED SECTIONS

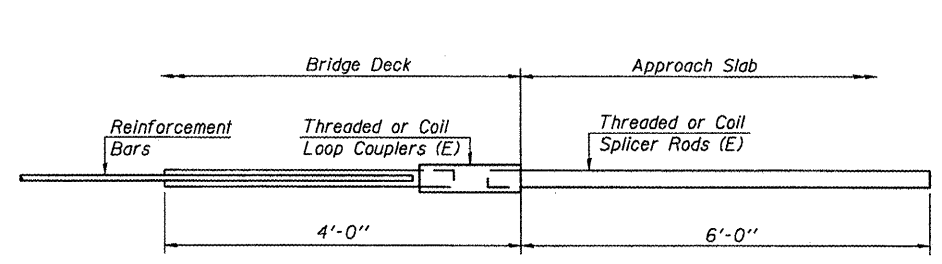
BAR SPLICER ASSEMBLY ALTERNATIVES

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



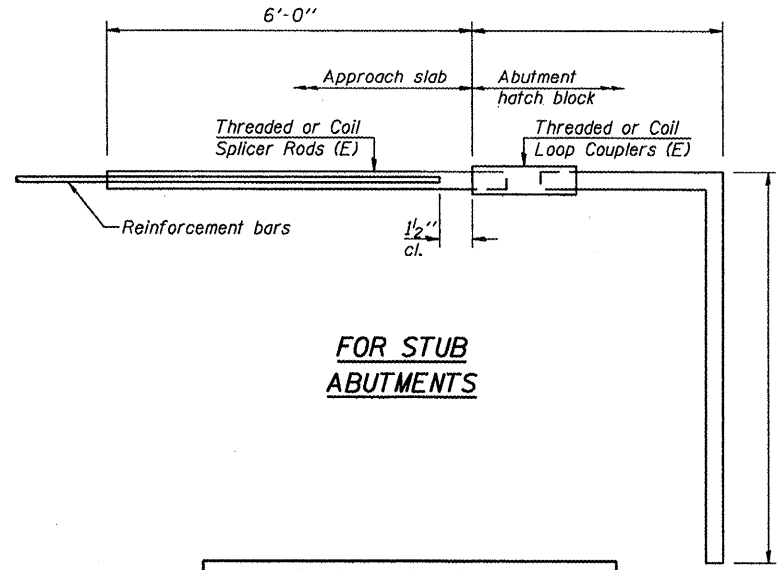
INSTALLATION AND SETTING METHODS

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



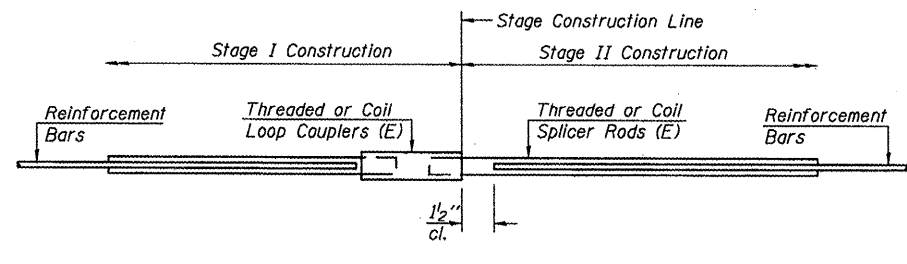
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 0



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 84



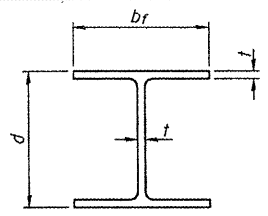
STANDARD

Bar Size	No. Assemblies Required	Location
#4	22	Pier 1
#4	20	Pier 2
#5	582	Superstructure
#5	6	N. Abutment
#5	6	S. Abutment
#6	5	N. Abutment
#6	5	S. Abutment
#8	8	N. Abutment
#8	8	S. Abutment
#8	7	Pier 1
#8	7	Pier 2

BAR SPLICER ASSEMBLY DETAILS

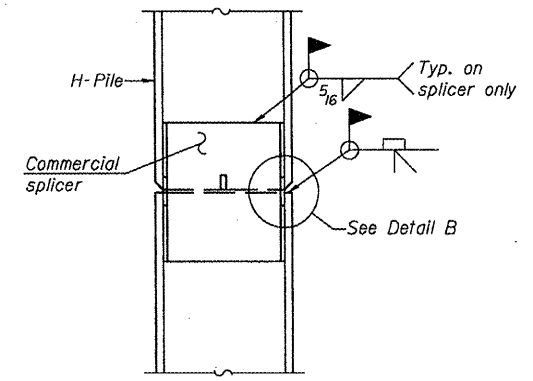
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION I-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

Contract # 68577

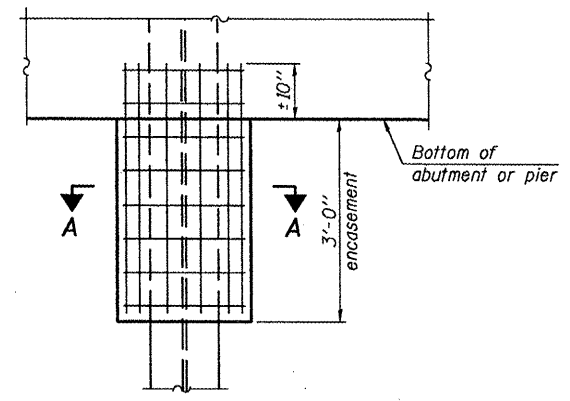


STEEL PILE TABLE

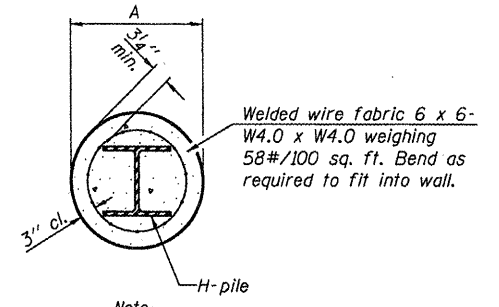
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/2"	12 1/4"	5/8"	24"
x63	12"	12 9/8"	1/2"	24"
x53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

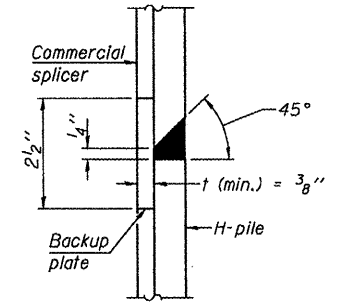


ELEVATION

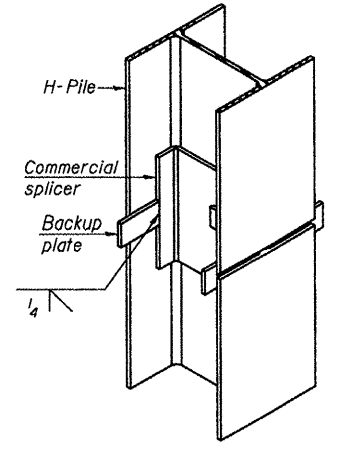


SECTION A-A

PILE ENCASEMENT

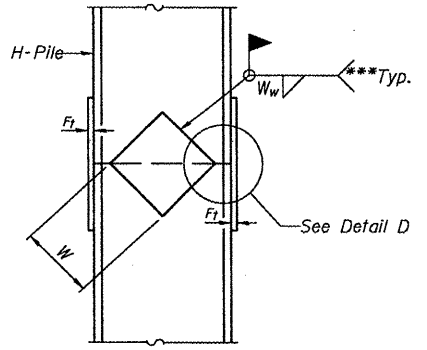


DETAIL "B"

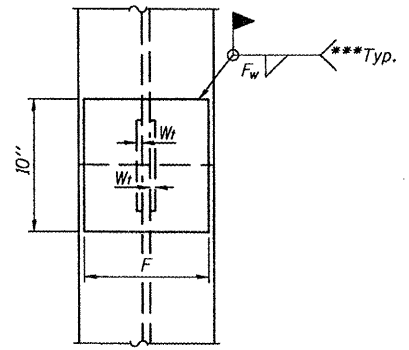


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE

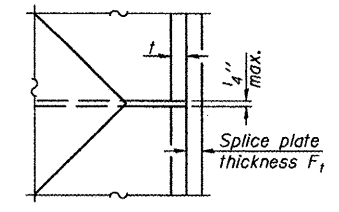


ELEVATION



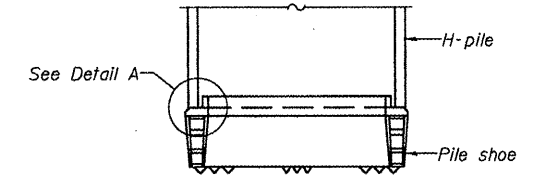
END VIEW

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

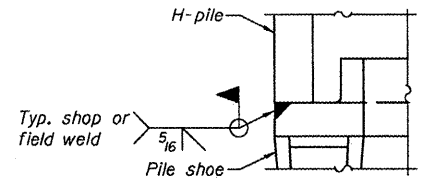


DETAIL D

WELDED PLATE FIELD SPLICE

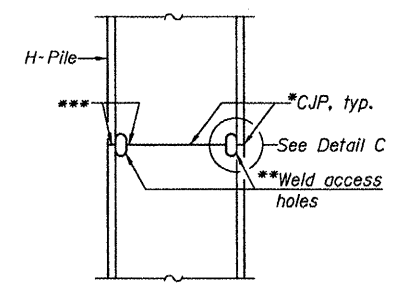


ELEVATION

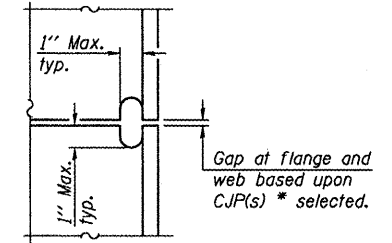


DETAIL A

H-PILE SHOE ATTACHMENT



ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE

*Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
 **Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
 ***Interrupt welds 1/4" from end of each pile.

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

STEEL H-PILES
 ILLINOIS ROUTE 26 OVER
 COFFEE CREEK
 F.A.S. ROUTE 2370
 SECTION 1-BR
 PUTNAM COUNTY
 STA. 96+59.00
 STRUCTURE NO. 078-0046

Contract # 68577

Illinois Department of Transportation
SOIL BORING LOG
Page 1 of 2

ROUTE FAS 2370 (IL 26) DESCRIPTION ILLINOIS 26 OVER COFFEE CREEK SOUTH OF HENNINGEN LOGGED BY LM(C3) JR(D4)

SECTION 1 BR LOCATION SW 1/4, SEC. 15, TWP. 32N, RNG. 2W, 3rd PM
COUNTY PUTNAM DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTOMATIC

STRUCT. NO.	STATION	BORING NO.	DATE	LOGGED BY	DRILLING METHOD	HAMMER TYPE	AUTOMATIC	DEPTH (ft)	DESCRIPTION	U.C.S. (psi)	SPT (blows)	REMARKS
078-0016	96+59	03 (PIER 1)	10/1/03	LM(C3) JR(D4)	Hollow Stem Auger	AUTOMATIC		0	Surface Water Elev. _____ ft			
								1	Stream Bed Elev. _____ ft			
								2	Groundwater Elev. _____ ft			
								3	First Encounter _____ ft			
								4	Upon Completion _____ ft			
								5	After _____ ft			
								6	WASHED _____ ft			
								7	Ground Surface Elev. _____ ft			
								8	_____ ft			
								9	_____ ft			
								10	_____ ft			
								11	_____ ft			
								12	_____ ft			
								13	_____ ft			
								14	_____ ft			
								15	_____ ft			
								16	_____ ft			
								17	_____ ft			
								18	_____ ft			
								19	_____ ft			
								20	_____ ft			
								21	_____ ft			
								22	_____ ft			
								23	_____ ft			
								24	_____ ft			
								25	_____ ft			
								26	_____ ft			
								27	_____ ft			
								28	_____ ft			
								29	_____ ft			
								30	_____ ft			

The Unclassified Compressive Strength (UCS) Failure Mode is Indicated by (B-Blgs, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586)

Illinois Department of Transportation
SOIL BORING LOG
Page 2 of 2

ROUTE FAS 2370 (IL 26) DESCRIPTION ILLINOIS 26 OVER COFFEE CREEK SOUTH OF HENNINGEN LOGGED BY LM(C3) JR(D4)

SECTION 1 BR LOCATION SW 1/4, SEC. 15, TWP. 32N, RNG. 2W, 3rd PM
COUNTY PUTNAM DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTOMATIC

STRUCT. NO.	STATION	BORING NO.	DATE	LOGGED BY	DRILLING METHOD	HAMMER TYPE	AUTOMATIC	DEPTH (ft)	DESCRIPTION	U.C.S. (psi)	SPT (blows)	REMARKS
078-0016	96+59	03 (PIER 1)	10/1/03	LM(C3) JR(D4)	Hollow Stem Auger	AUTOMATIC		30	_____ ft			
								31	_____ ft			
								32	_____ ft			
								33	_____ ft			
								34	_____ ft			
								35	_____ ft			
								36	_____ ft			
								37	_____ ft			
								38	_____ ft			
								39	_____ ft			
								40	_____ ft			
								41	_____ ft			
								42	_____ ft			
								43	_____ ft			
								44	_____ ft			
								45	_____ ft			
								46	_____ ft			
								47	_____ ft			
								48	_____ ft			
								49	_____ ft			
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								67	_____ ft			
								68	_____ ft			
								69	_____ ft			
								70	_____ ft			
								71	_____ ft			
								72	_____ ft			
								73	_____ ft			
								74	_____ ft			
								75	_____ ft			
								76	_____ ft			
								77	_____ ft			
								78	_____ ft			
								79	_____ ft			
								80	_____ ft			

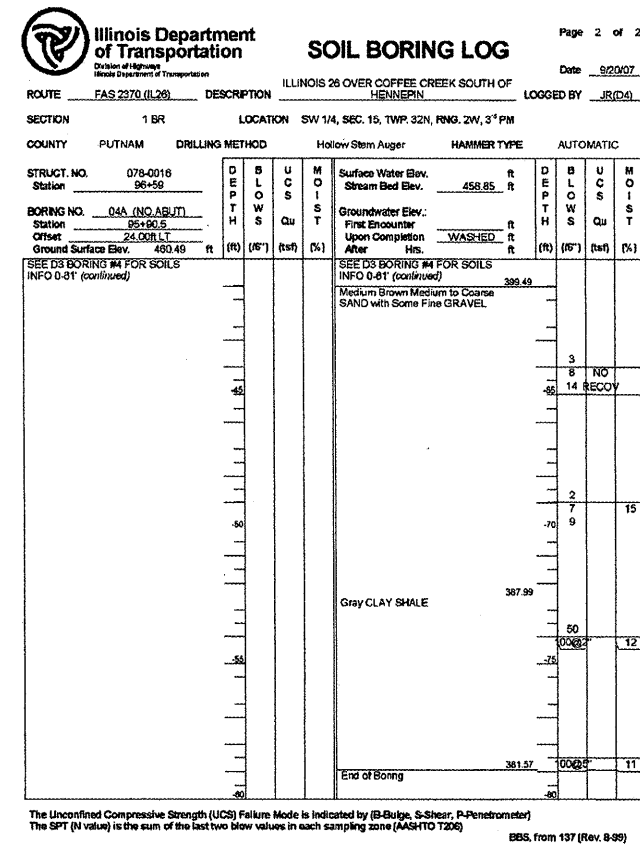
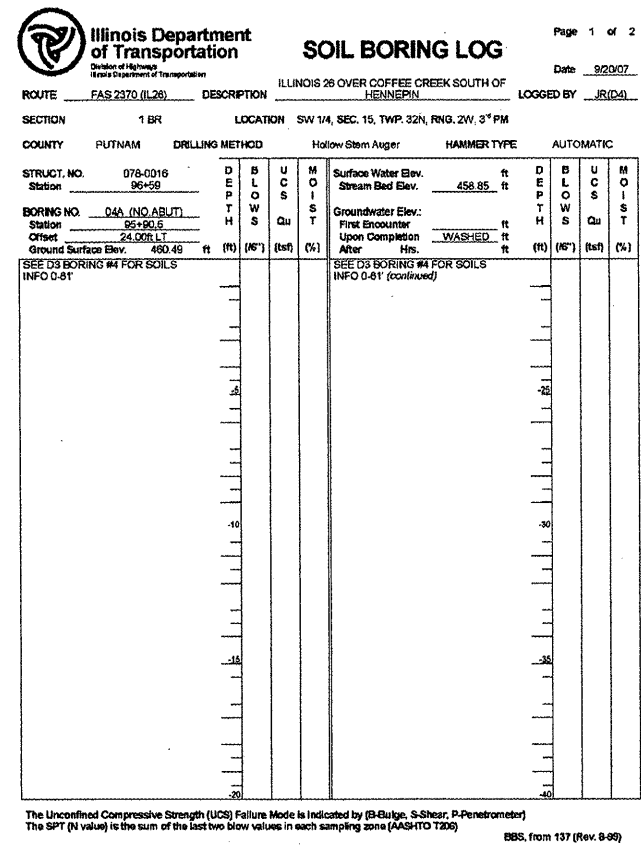
The Unclassified Compressive Strength (UCS) Failure Mode is Indicated by (B-Blgs, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (ASTM D 1586)

Illinois Department of Transportation
SOIL BORING LOG
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ROUTE FAS 2370 (IL 26) DESCRIPTION ILLINOIS 26 OVER COFFEE CREEK SOUTH OF HENNINGEN LOGGED BY LM(C3) JR(D4)

SECTION 1 BR LOCATION SW 1/4, SEC. 15, TWP. 32N, RNG. 2W, 3rd PM
COUNTY PUTNAM DRILLING METHOD Hollow Stem Auger HAMMER TYPE AUTOMATIC

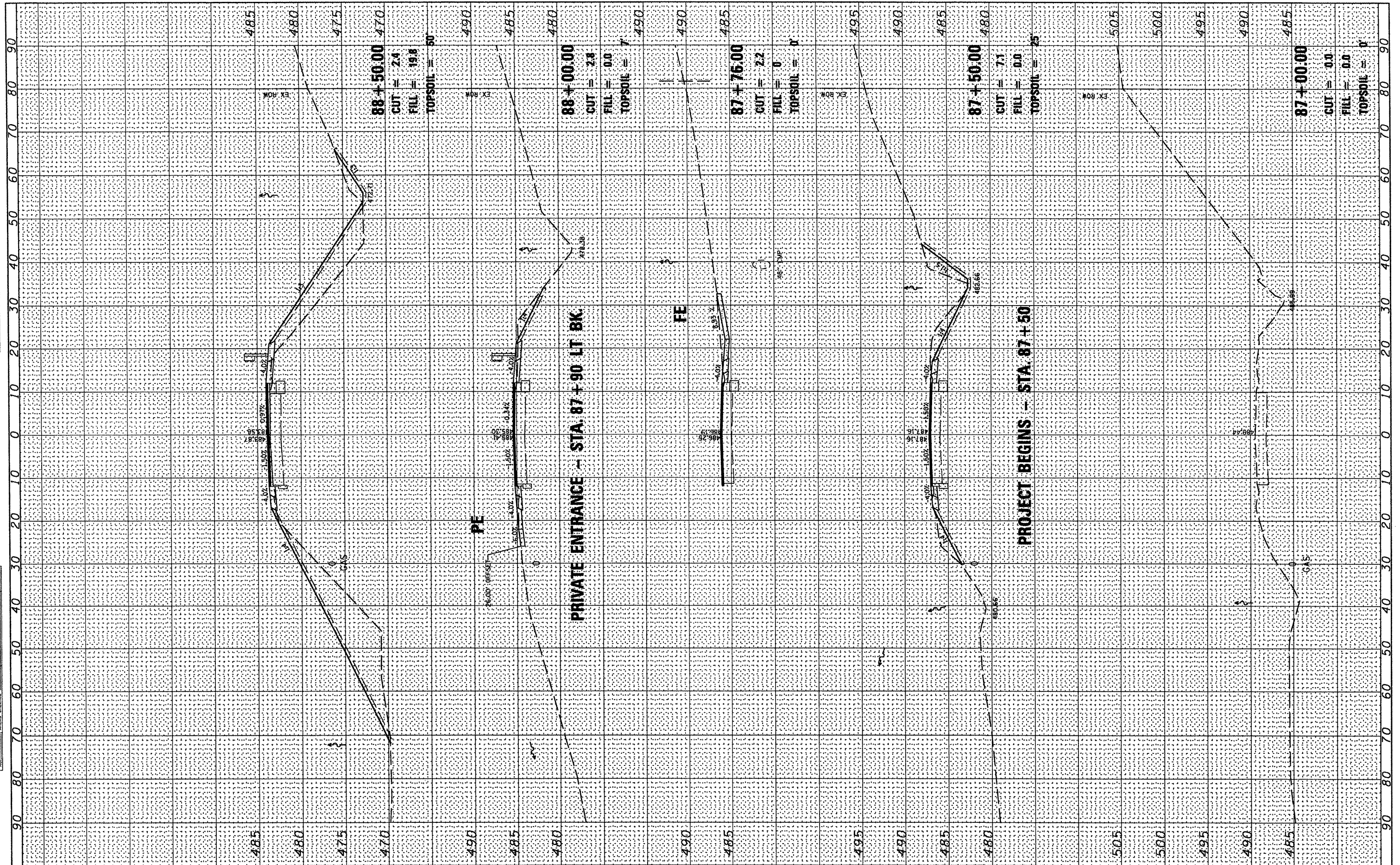
STRUCT. NO.	STATION	BORING NO.	DATE	LOGGED BY	DRILLING METHOD	HAMMER TYPE	AUTOMATIC	DEPTH (ft)	DESCRIPTION	U.C.S. (psi)	SPT (blows)	REMARKS
078-0016	96+59	04 (NO ABUT)	10/2/03	LM(C3) JR(D4)	Hollow Stem Auger	AUTOMATIC		0	Surface Water Elev. _____ ft			
								1	Stream Bed Elev. _____ ft			
								2	Groundwater Elev. _____ ft			
								3	First Encounter _____ ft			
								4	Upon Completion _____ ft			
								5	After _____ ft			
								6	WASHED _____ ft			
								7	Ground Surface Elev. _____ ft			
								8	_____ ft			
								9	_____ ft			
								10	_____ ft			
								11	_____ ft			
								12	_____ ft			
								13	_____ ft			
								14	_____ ft			
								15	_____ ft			
								16	_____ ft			
								17	_____ ft			
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								19	_____ ft			
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								34	_____ ft			
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								36	_____ ft			
								37	_____ ft			
								38	_____ ft			
								39	_____ ft			
								40	_____ ft			
								41	_____ ft			
								42	_____ ft			
								43	_____ ft			
								44	_____ ft			
								45	_____ ft			
								46	_____ ft			
								47	_____ ft			
								48	_____ ft			
								49	_____ ft			
								50	_____ ft			
								51	_____ ft			
								52	_____ ft			
								53	_____ ft			
								54	_____ ft			



BORINGS
ILLINOIS ROUTE 26 OVER
COFFEE CREEK
F.A.S. ROUTE 2370
SECTION 1-BR
PUTNAM COUNTY
STA. 96+59.00
STRUCTURE NO. 078-0046

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

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



FILE NAME =
#FILE#

USER NAME = #USER#
DRAWN -
CHECKED -
DATE -

DESIGNED -
DRAWN -
CHECKED -
DATE -

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REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

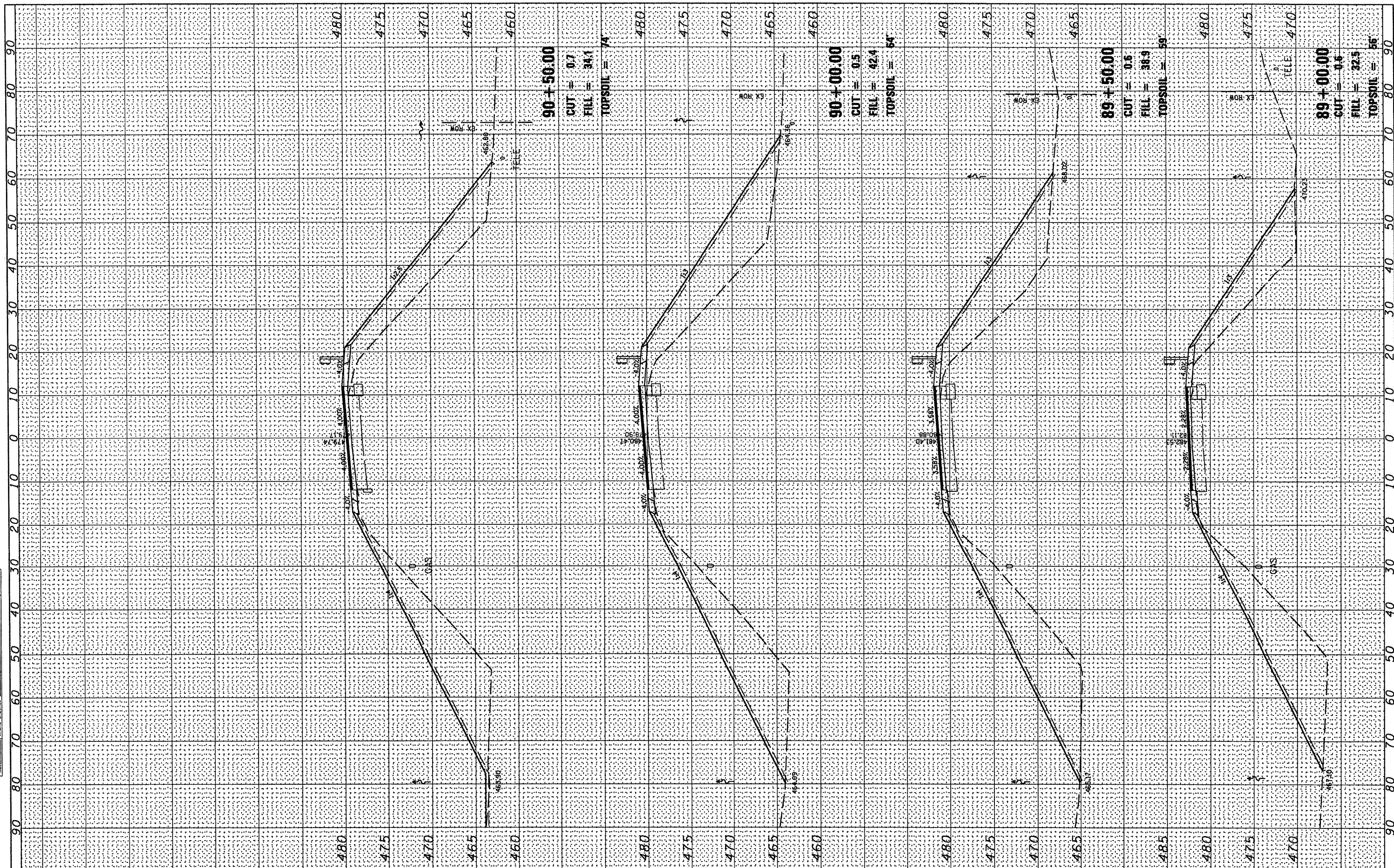
CROSS SECTIONS
SCALE: SHEET NO. OF SHEETS STA. 87+00.00 TO STA. 88+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	49
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

CONTRACT NO. 68577

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

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



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -
#FILE#		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

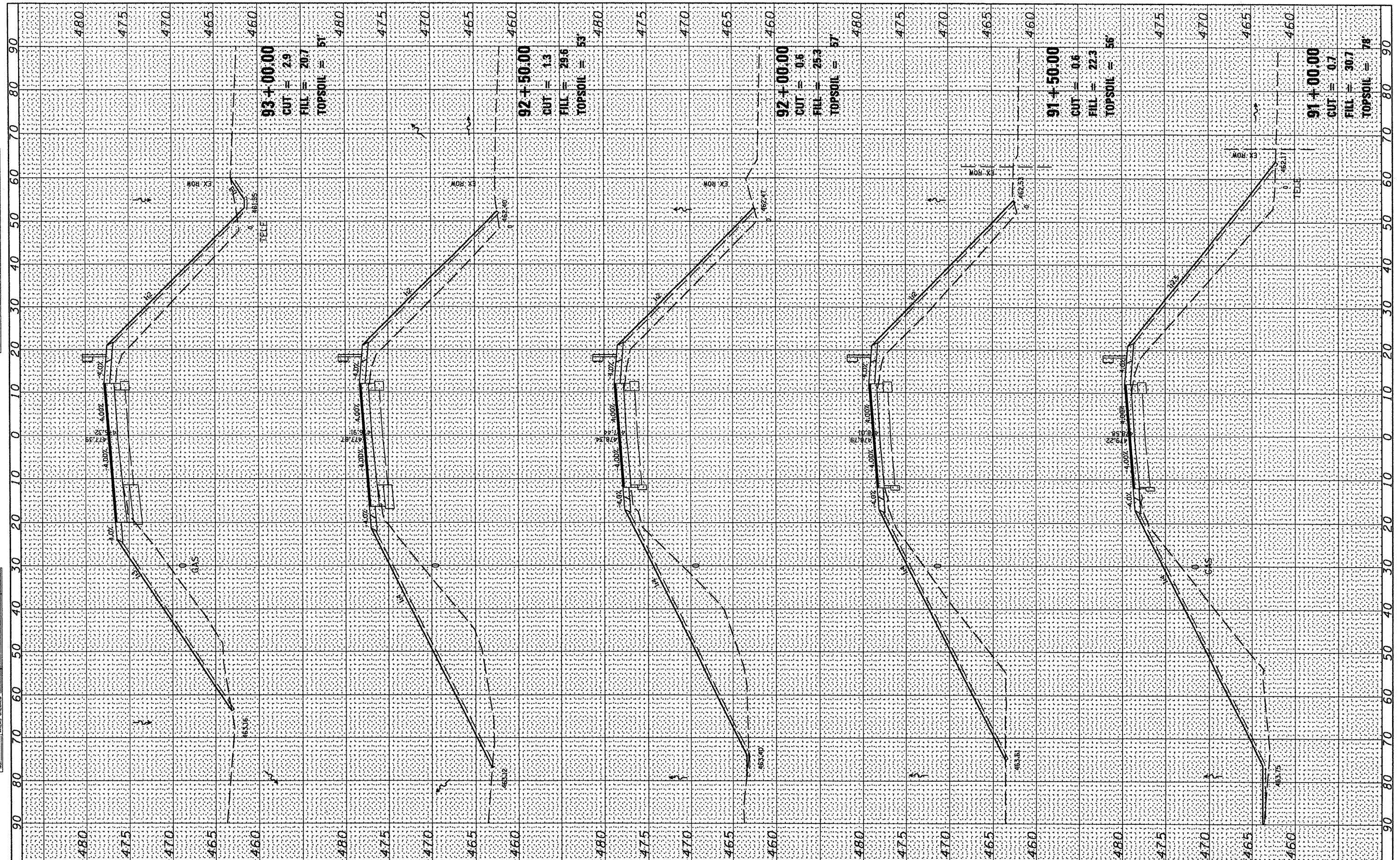
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
SCALE:	SHEET NO.	OF SHEETS	STA. 89+00.00 TO STA. 90+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	50
CONTRACT NO. 68577				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

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

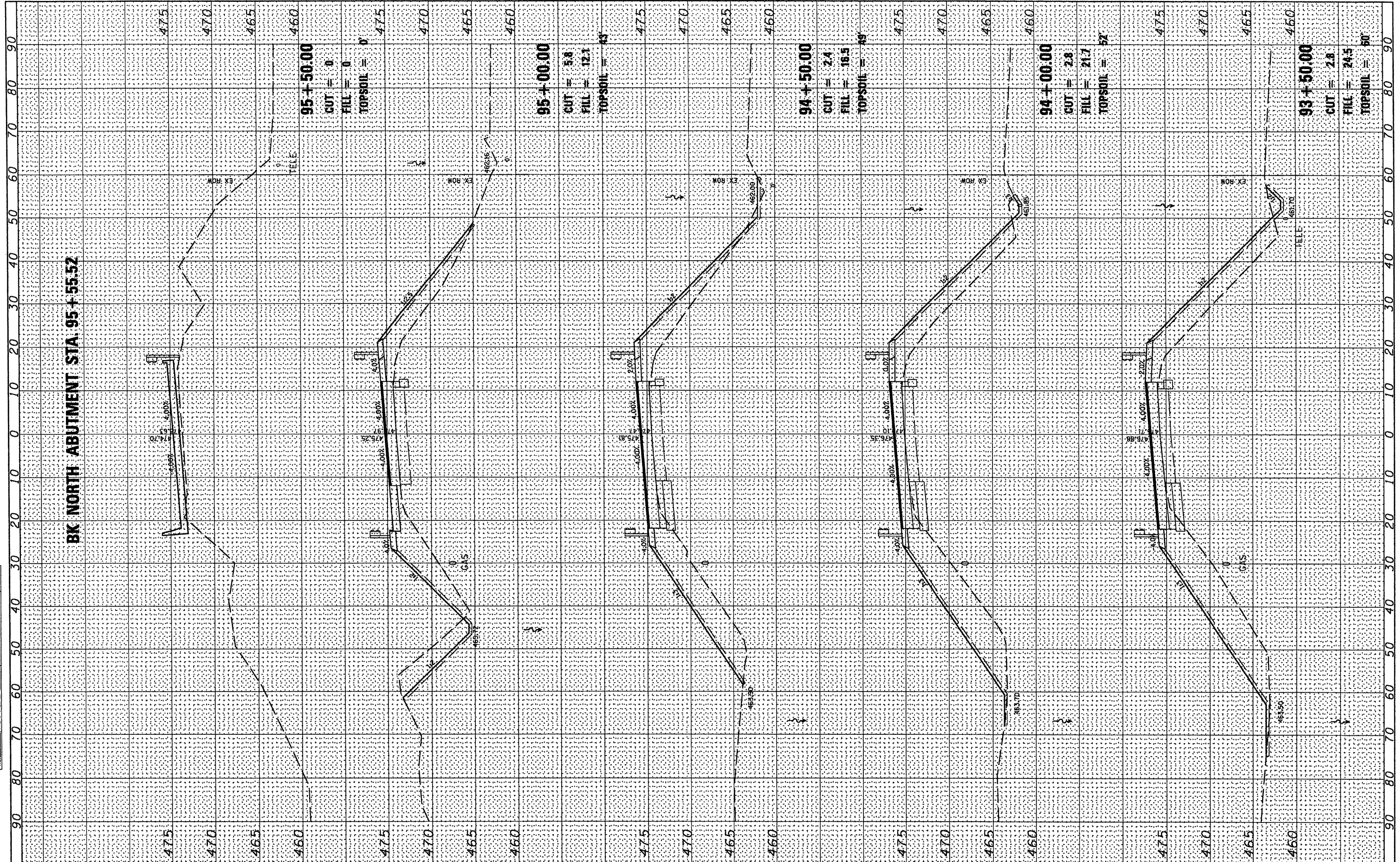
ORIGINAL SURVEY	DESIGNED	BY	DATE
NOTE BOOK	DRAWN		
NO.	CHECKED		
	REVIS		



FILE NAME =	USER NAME = #USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS SCALE: SHEET NO. OF SHEETS STA. 91+00.00 TO STA. 93+00.00	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = #DATE*		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

FINAL SURVEY SURVEYED PLOTTED TEMPLATE AREAS CHECKED BY DATE

ORIGINAL SURVEY SURVEYED PLOTTED TEMPLATE AREAS CHECKED BY DATE



BK NORTH ABUTMENT STA. 95+55.52

95+50.00
CUT = 0
FILL = 0
TOPSOIL = 0

95+00.00
CUT = 5.3
FILL = 12.1
TOPSOIL = 4.3

94+50.00
CUT = 2.4
FILL = 18.5
TOPSOIL = 4.9

94+00.00
CUT = 2.3
FILL = 21.7
TOPSOIL = 5.2

93+50.00
CUT = 2.8
FILL = 24.5
TOPSOIL = 5.0

FILE NAME = #FILE#

USER NAME = #USER#	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = #SCALE#	CHECKED -	REVISED -
PLOT DATE = #DATE#	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

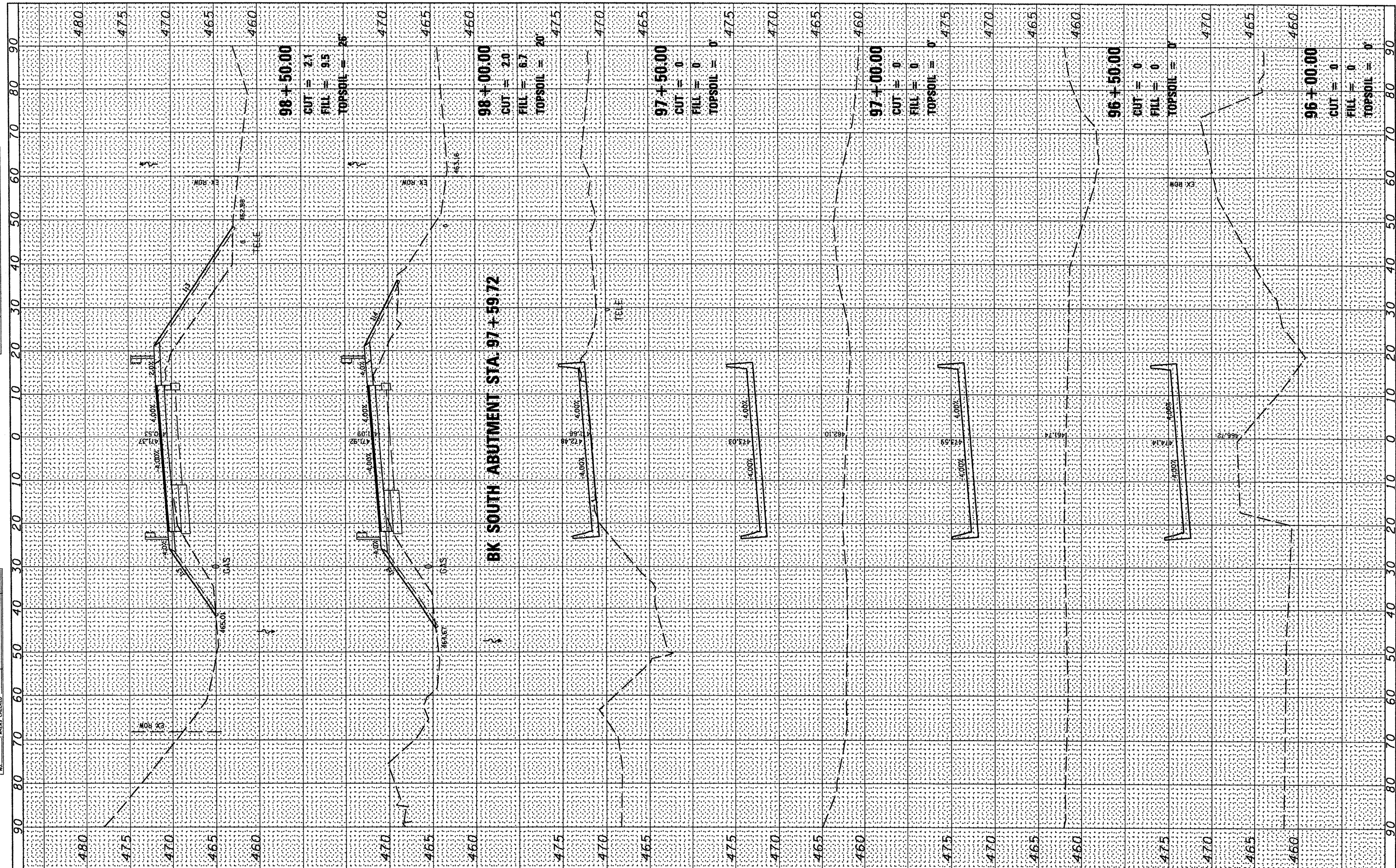
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 93+50.00 TO STA. 95+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	52
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68577	

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

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



BK SOUTH ABUTMENT STA. 97+59.72

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

FILE NAME =
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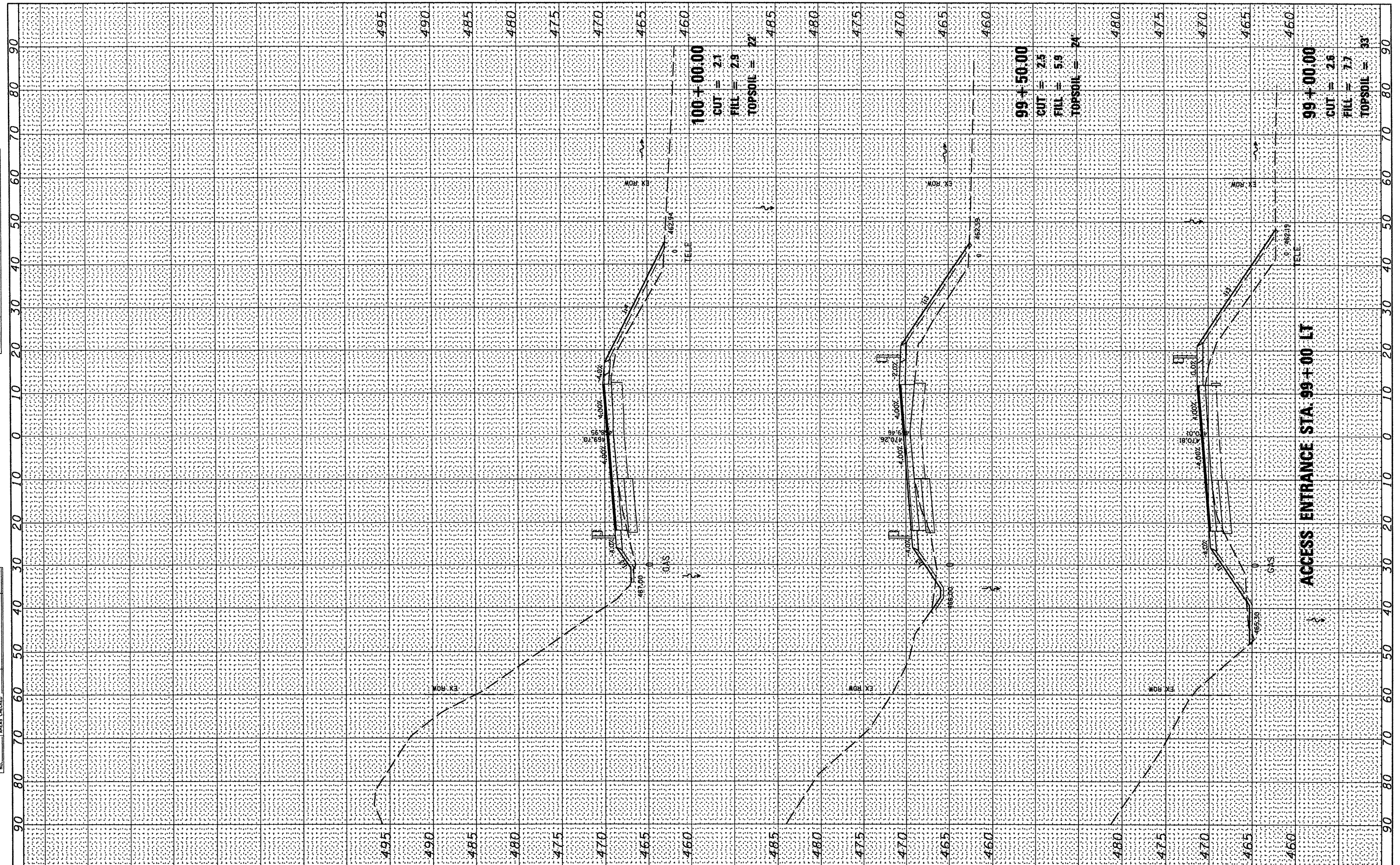
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PLOT SCALE = #SCALE#	DRAWN -	REVISED -
PLOT DATE = #DATE#	CHECKED -	REVISED -
	DATE -	REVISED -

SCALE: SHEET NO. OF SHEETS STA. 96+00.00 TO STA. 98+50.00

F.A.S. RTE. 2370	SECTION 1-BR	COUNTY PUTNAM	TOTAL SHEETS 65	SHEET NO. 53
CONTRACT NO. 68577				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

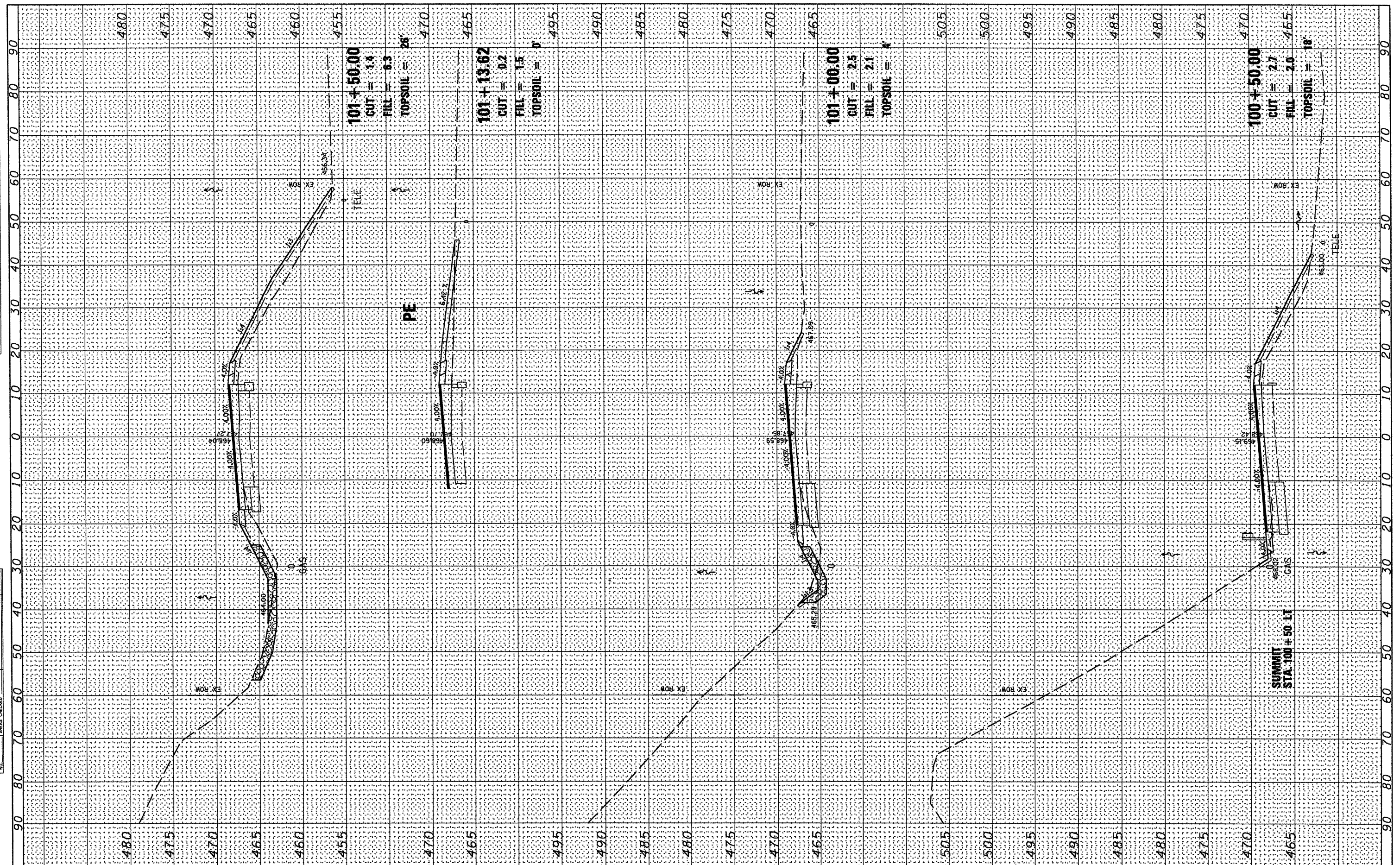
ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILE#		DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS	2370	1-BR	PUTNAM	65	54
PLOT SCALE = *SCALE*		CHECKED -	REVISED -		STA. 99+00.00 TO STA. 100+00.00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68577		
PLOT DATE = *DATE*		DATE -	REVISED -								

DATE _____ BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____

DATE _____ BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____



FILE NAME = _____
 #FILE# _____

USER NAME = #USER# _____
 PLOT SCALE = #SCALE# _____
 PLOT DATE = #DATE# _____

DESIGNED - _____
 DRAWN - _____
 CHECKED - _____
 DATE - _____

REVISED - _____
 REVISED - _____
 REVISED - _____
 REVISED - _____

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

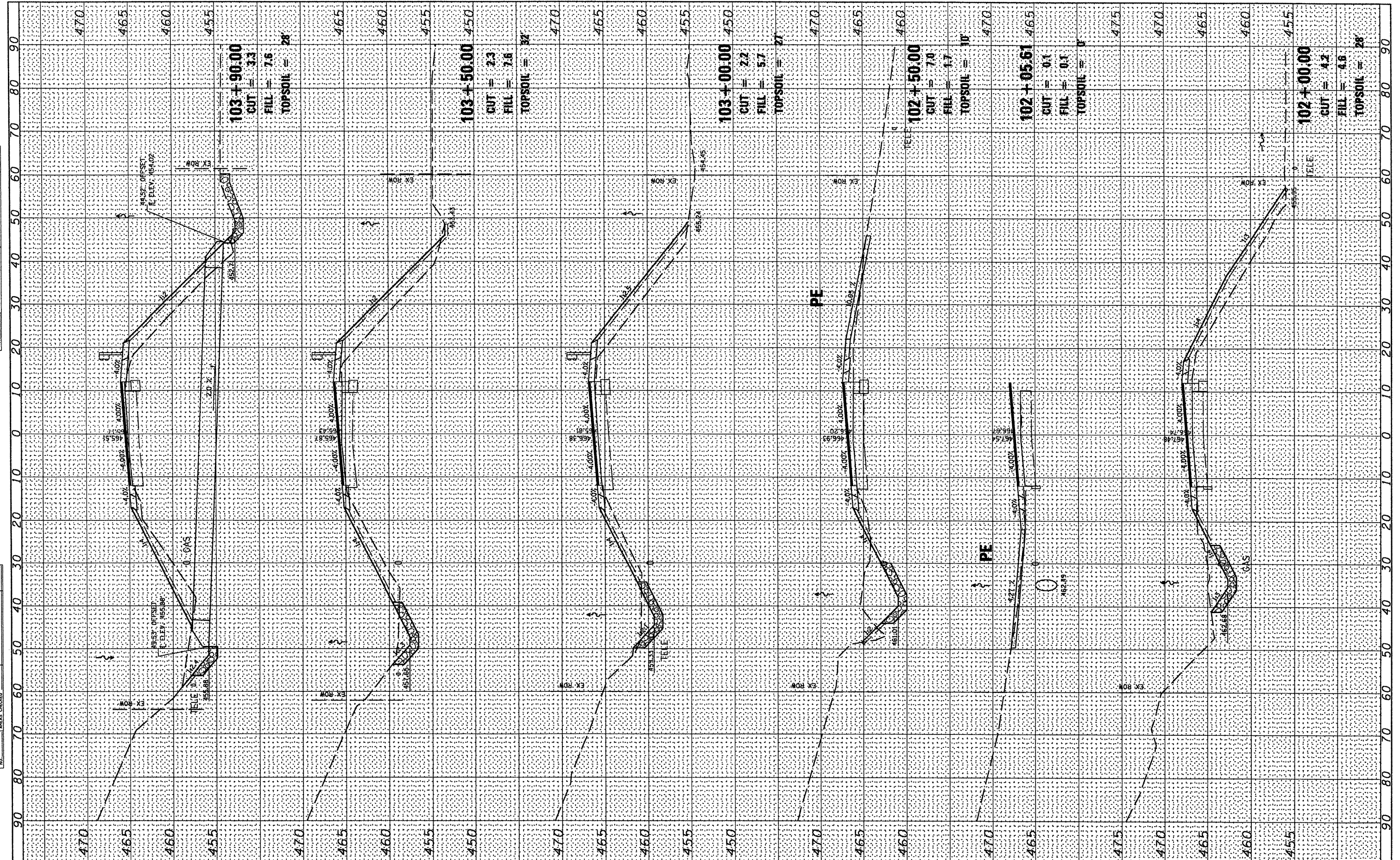
CROSS SECTIONS

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. 100+50.00 TO STA. 101+50.00

F.A.S. RTE. 2370	SECTION 1-BR	COUNTY PUTNAM	TOTAL SHEETS 65	SHEET NO. 55
CONTRACT NO. 68577				
FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT				

FINL	SURVY	DATE
BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS	
	CHECKED	

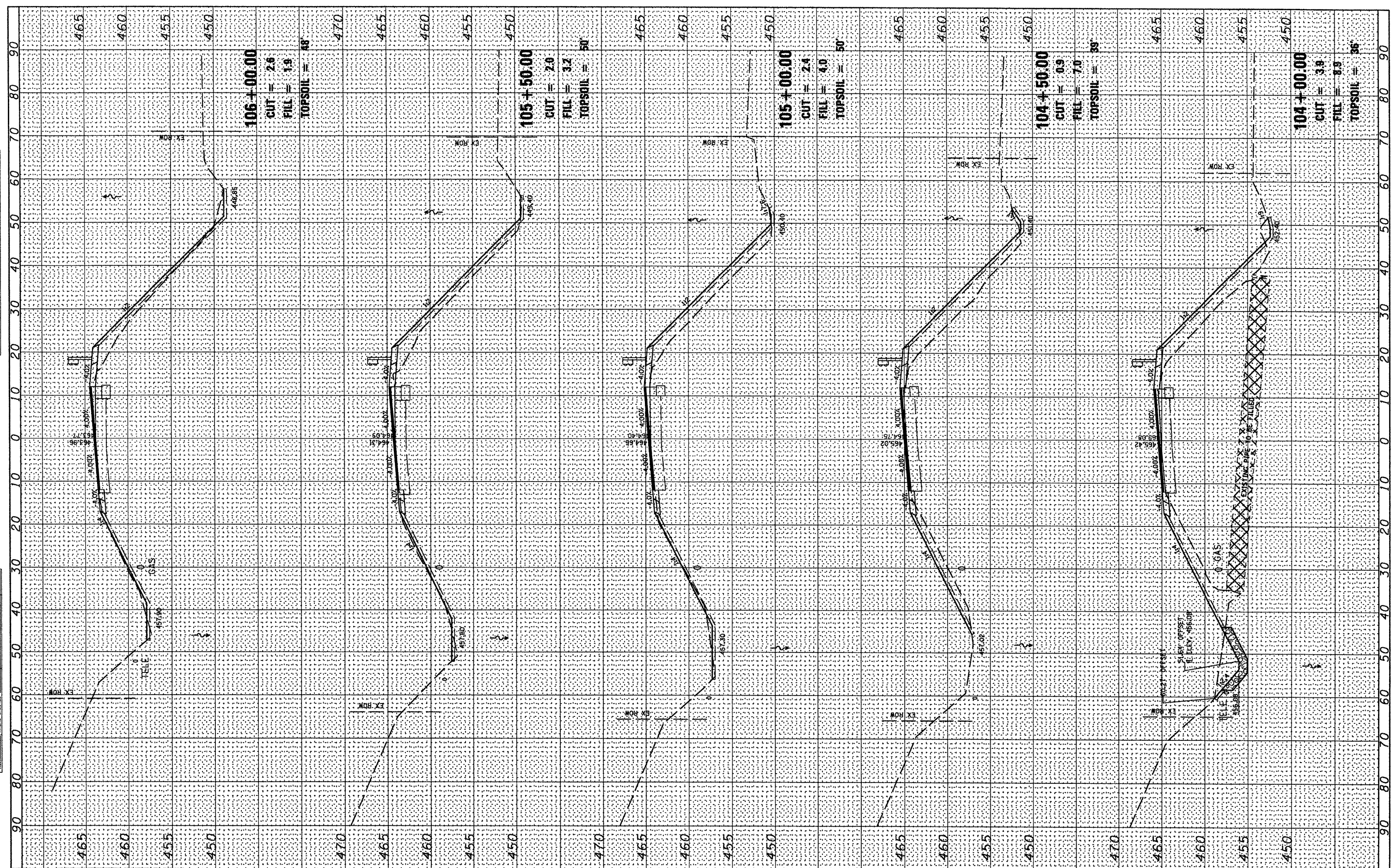
ORIGINAL	SURVY	DATE
BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS	
	CHECKED	



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -			2370	1-BR	PUTNAM	65	56	
PLOT SCALE = *SCALE*		CHECKED -	REVISED -			CONTRACT NO. 68577					
PLOT DATE = *DATE*		DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. 102+00.00 TO STA. 103+90.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

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

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



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

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

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

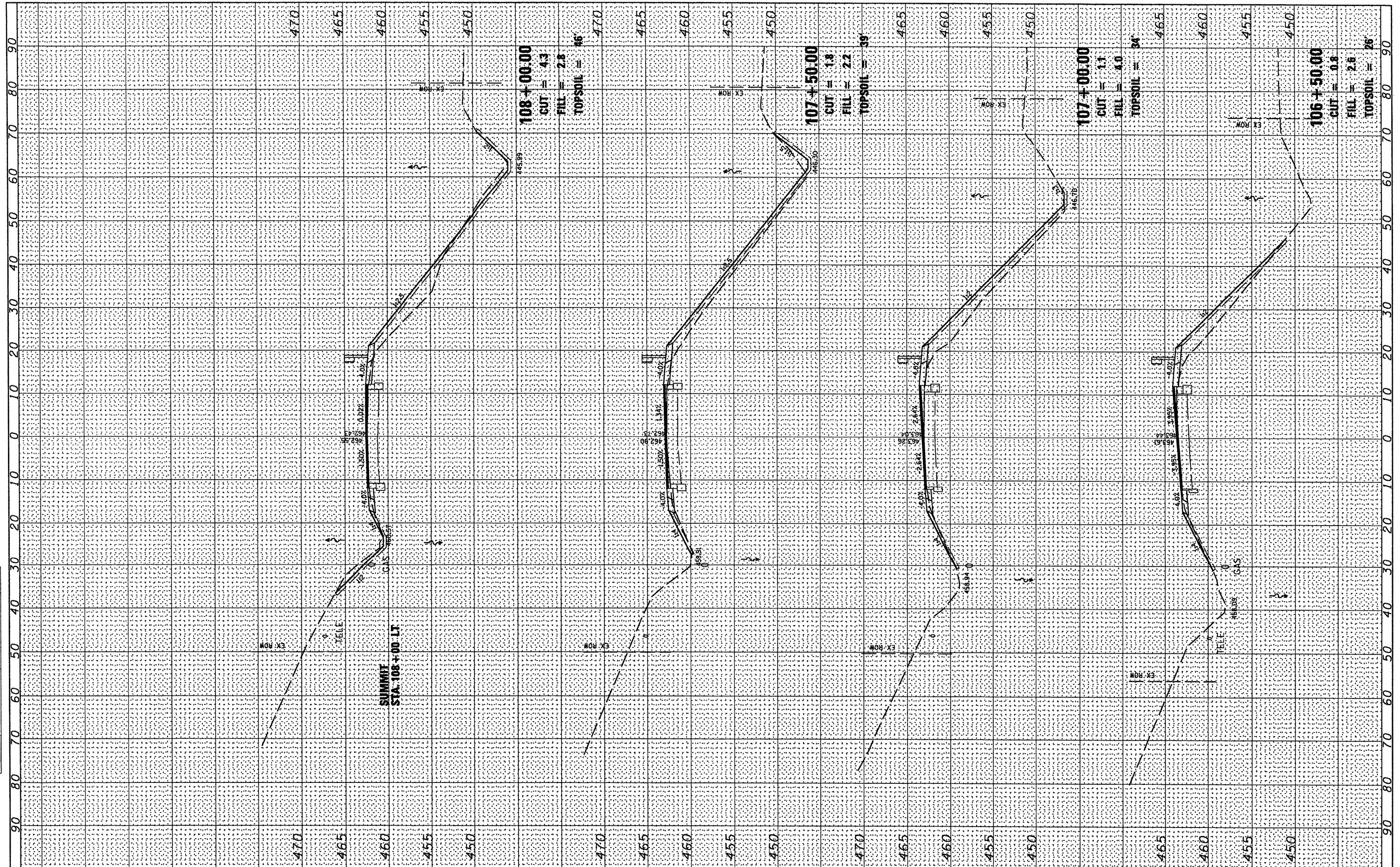
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 104+00.00 TO STA. 106+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	57
CONTRACT NO. 68577				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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



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#FILE#		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

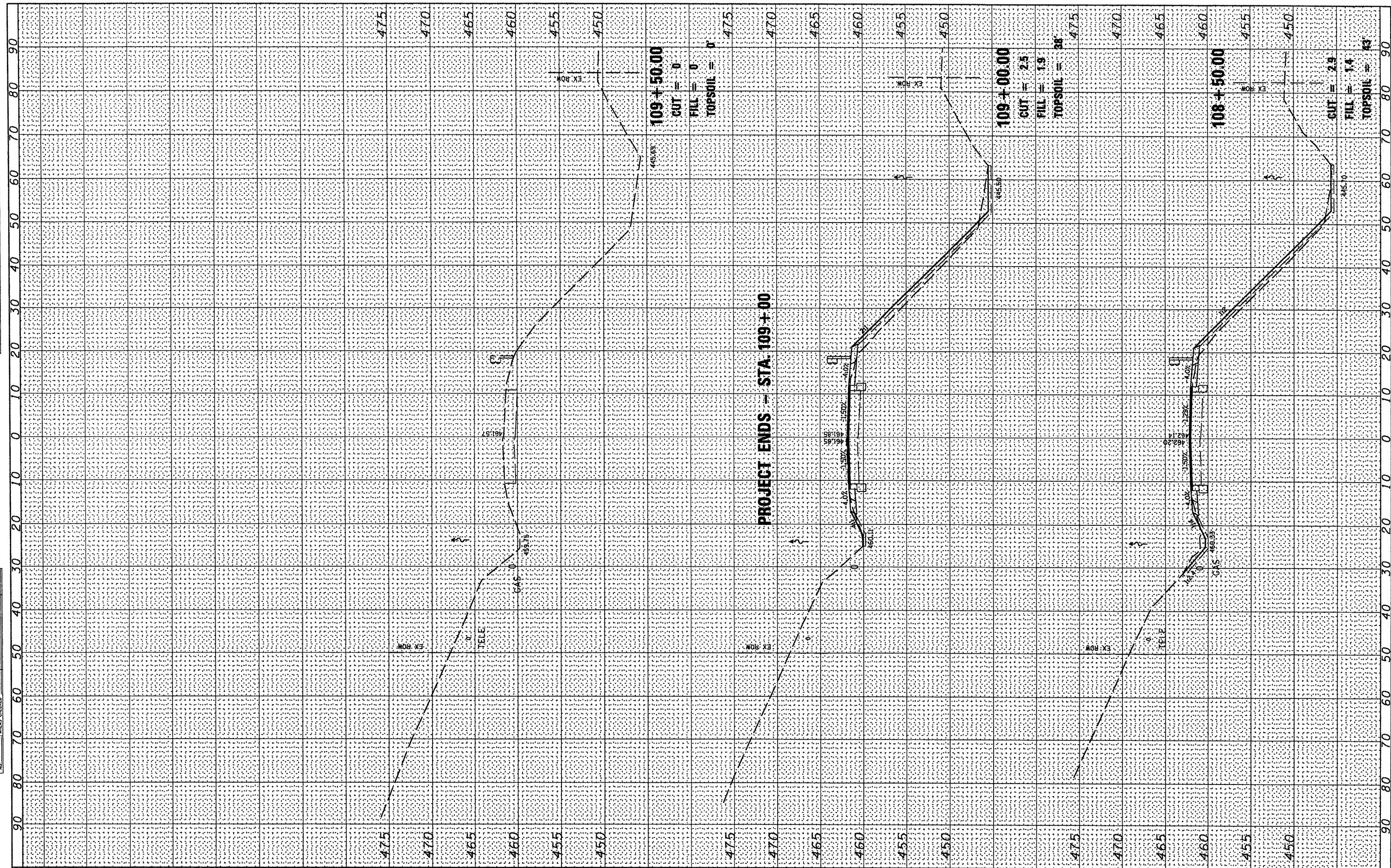
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
SCALE:	SHEET NO.	OF SHEETS	STA. 106+50.00 TO STA. 108+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	58
CONTRACT NO. 68577				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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



FILE NAME =
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USER NAME = #USER#	DESIGNED -	REVISED -
PLOT SCALE = #SCALE#	DRAWN -	REVISED -
PLOT DATE = #DATE#	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

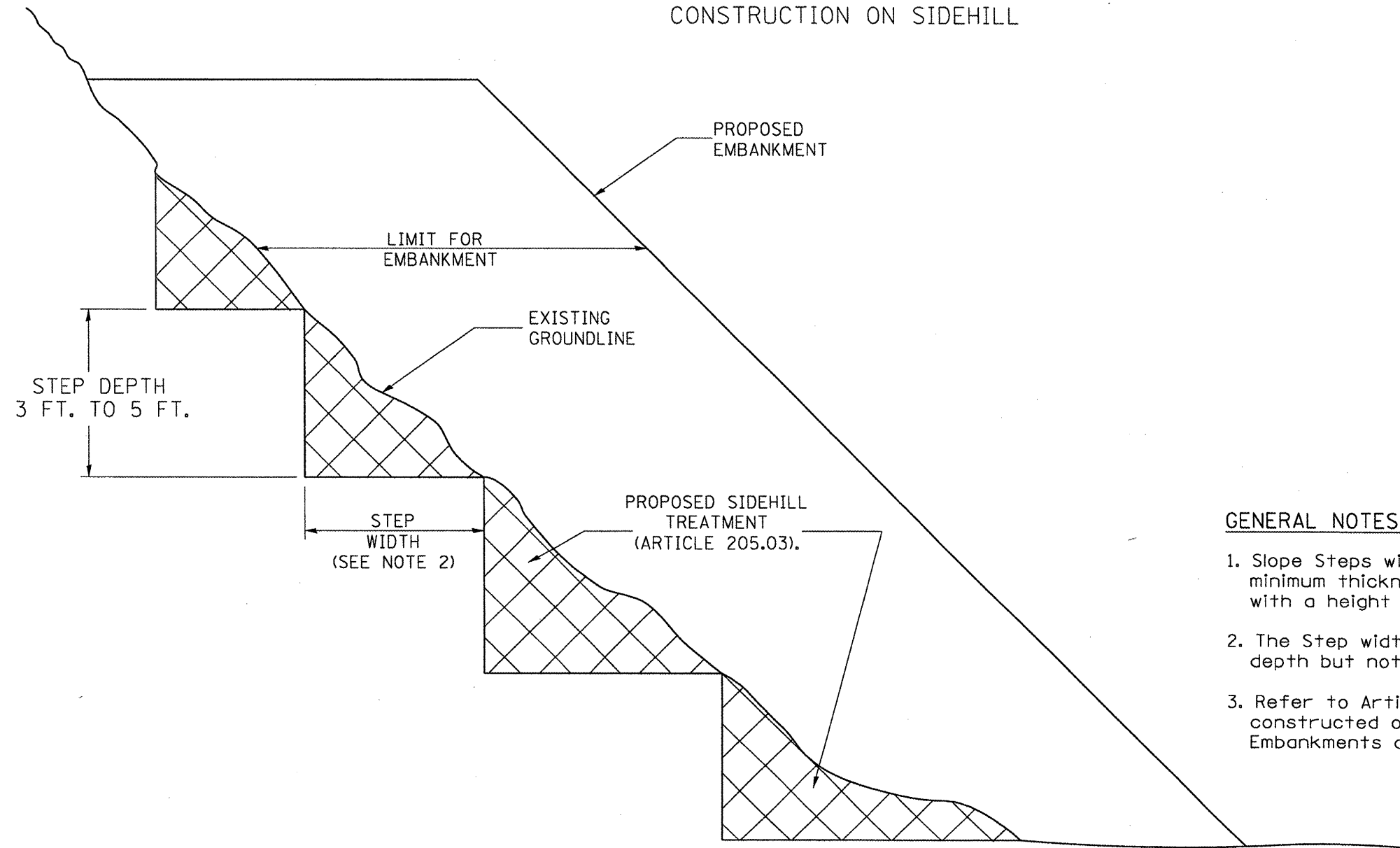
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 108+50.00 TO STA. 109+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	59
CONTRACT NO. 68577				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	60
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SLOPE STEPS DETAIL
TYPICAL CROSS-SECTION EMBANKMENT
CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 300(12) minimum thickness "silver fills" and on a fills with a height of 3.0m(10').
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

DESIGNER NOTE:
1. EACH PROJECT SHOULD BE REVIEWED INDEPENDENTLY FOR TREATMENT REQUIRED.
2. REFER TO THIS DETAIL WITH NOTE ON APPLICABLE TYPICAL SECTIONS.

REPLACEMENT MATERIAL:



STANDARD EMBANKMENT
(IN ACCORDANCE WITH
205 OF THE STANDARD SPECIFICATION).

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

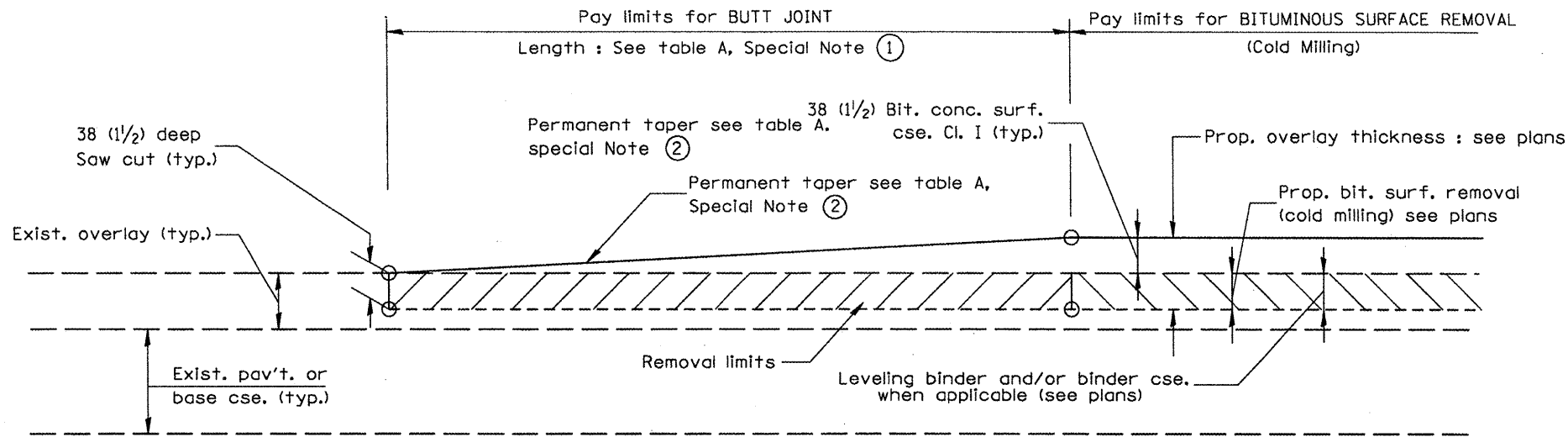
DATE	REVISIONS	BY
1-1-97	RENUM. 1-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.

**SLOPE STEPS
DETAIL**

CADD STD. NO. 205001-D4
SCALE: NOT DRAWN TO SCALE
DATE **DATE**
DRAWN BY CADD
CHECKED BY

205001-D4

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	61
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



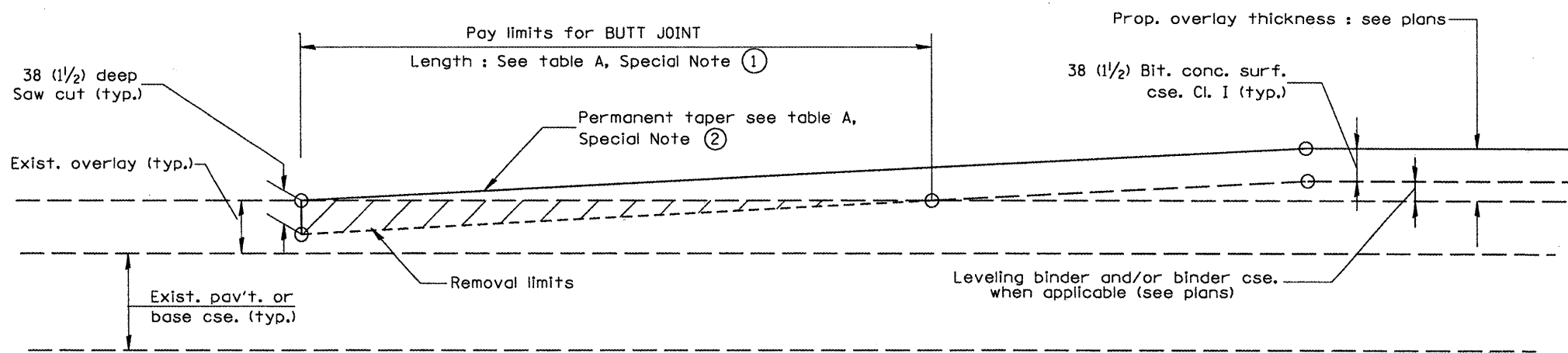
CASE 1 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	LENGTH OF BUTT JOINT	18.0 m(60')	9.0 m(30')
②	PERMANENT TAPER RATE	1:480	1:240
③	TEMPORARY RAMP TAPER RATE	1:80	1:40
④	TEMPORARY RAMP LENGTH	3.0 m(10')	1.5 m(5')
⑤	LENGTH OF BUTT JOINT	3.0 m(10')	3.0 m(10')

GENERAL NOTES

1. The work shall be done in accordance with Article 406.18 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.03 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.06.



CASE 2 : NO BITUMINOUS SURFACE REMOVAL (COLD MILLING)

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

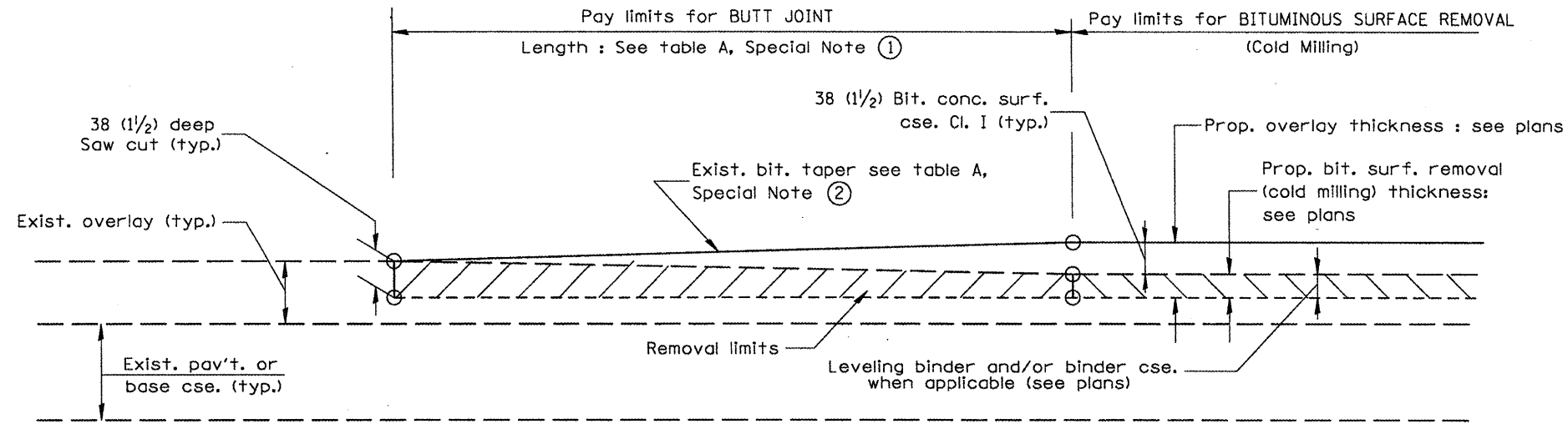
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
BUTT JOINTS
 CADD STD NO. 406101-D4 SHEET 1 OF 3
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
 DATE **DATE** CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
4-1-97	CORRECTION TO DEPTH	J.A.
9-15-05	REVISED DESIGNER NOTE	M.W.A.

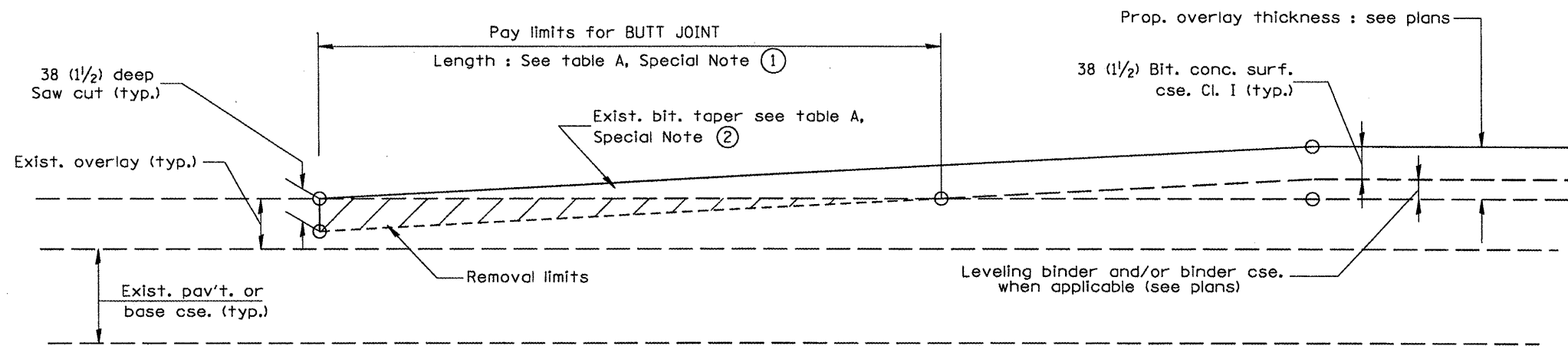
DESIGNER NOTES:
 1. Include District Special Provision for Butt Joints & for Bituminous Surface Removal (Cold Milling). Payment for the Butt Joint
 2. The butt joints pay item includes the saw cut & temporary ramp. Payment for the Butt Joint applies whether or not the project features Bituminous Surface Removal (Cold Milling).

***DATE**

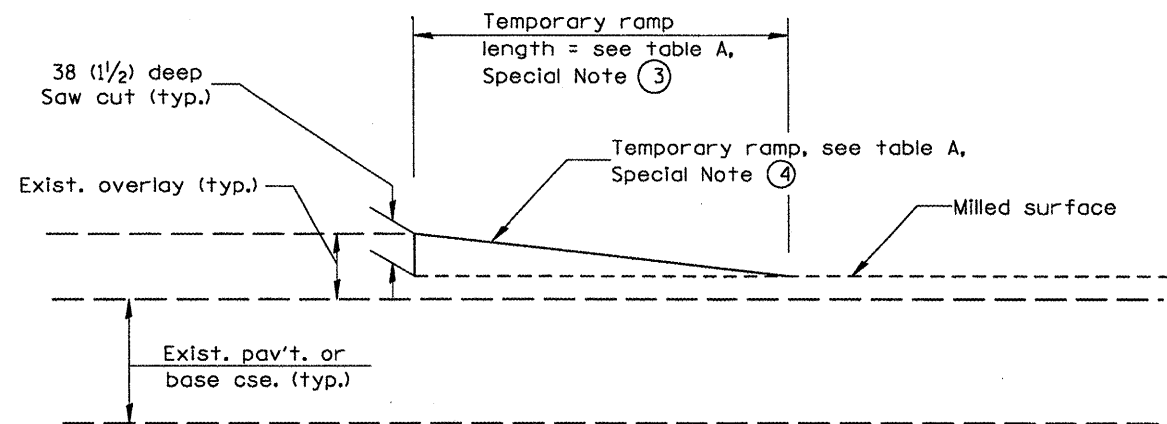
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	62
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**CASE 3 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



**CASE 4 : NO BITUMINOUS SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



DETAIL TEMPORARY RAMP

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

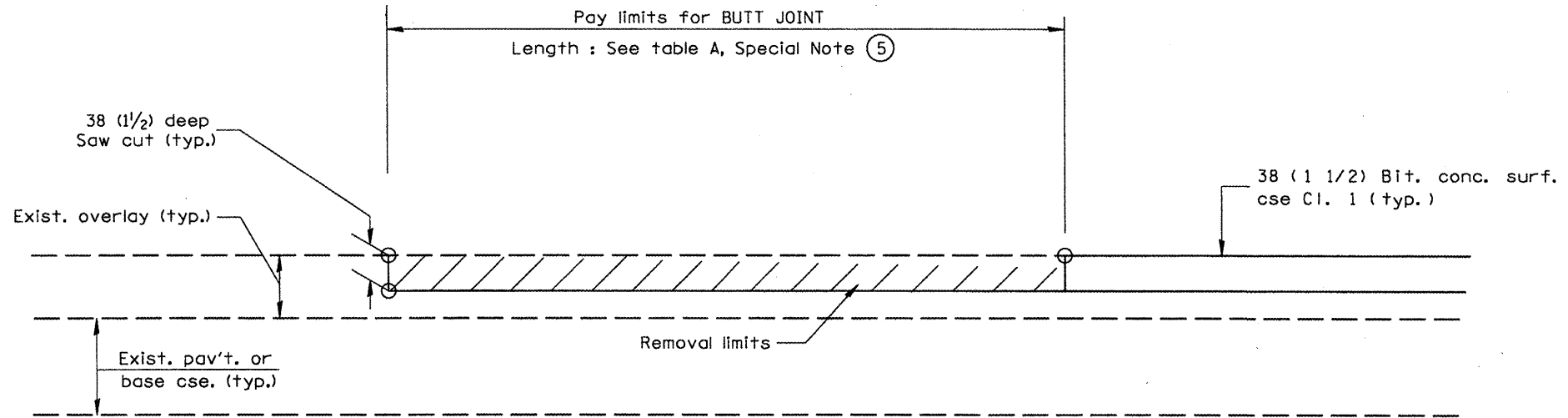
BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 2 OF 3
DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE CHECKED BY

406101-D4 (2)

\$\$\$DATE\$\$\$

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	63
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



CASE 5 : WITH BITUMINOUS SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER

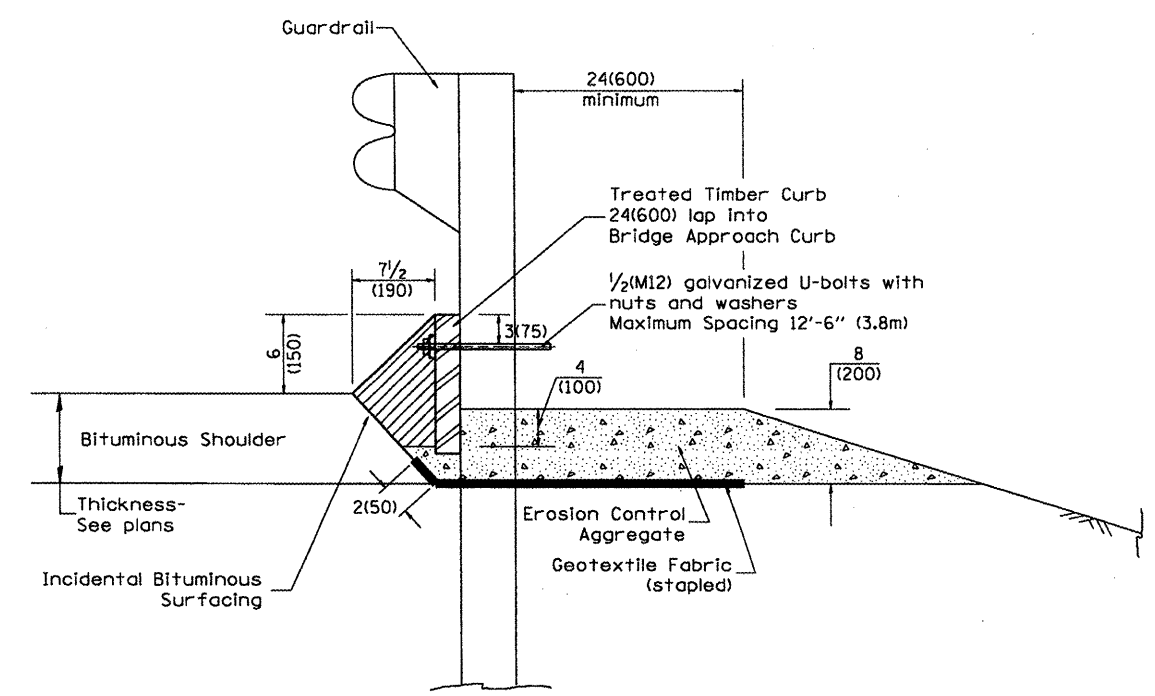
All dimensions are in millimeters
 (inches) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
BUTT JOINTS	
CADD STD NO. 406101-D4	SHEET 3 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

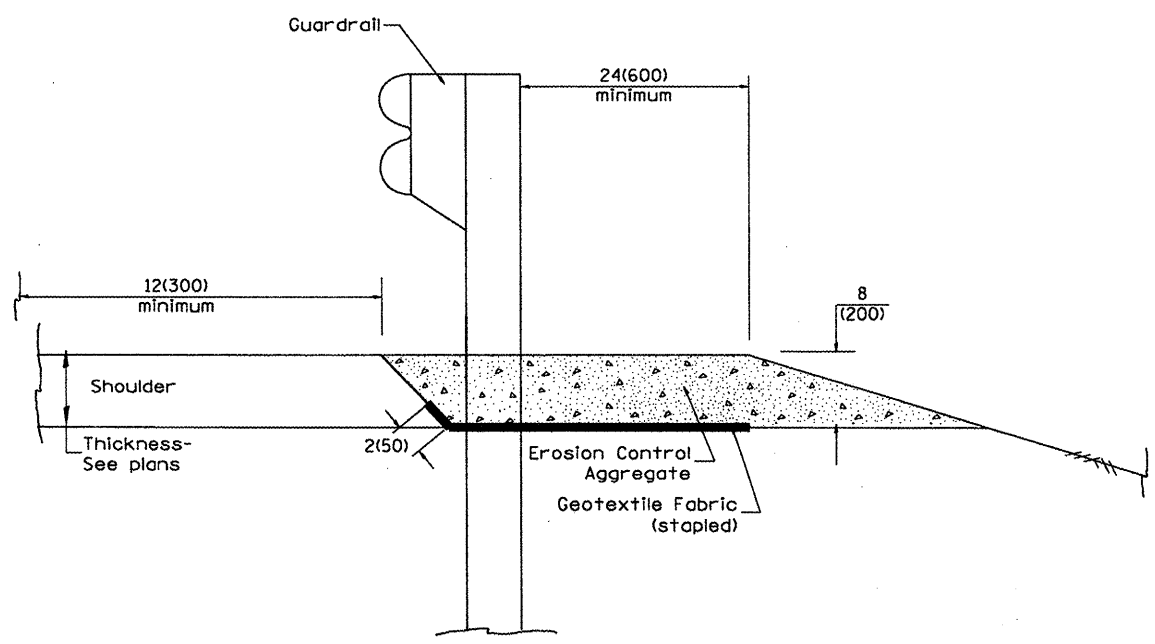
\$\$DATE\$\$

DESIGNER NOTE: 1. Use EROSION CONTROL CURB at guardrail installations where grades are equal to or greater than 1% and at inlets. (Include District Special Provision)
 2. Use GUARDRAIL AGGREGATE EROSION CONTROL at guardrail installations where grades are less than 1%. (Include District Special Provision)
 3. Include State Standards 609001, 609006 or 610001 if applicable.
 4. Include the following District Cadd Standards as needed: Slope Drains for Exposed Pipes; Concrete Thrust Blocks and Pipe Elbow.
 5. Include District Special Provision - "Aggregate Quality" for projects located in the Western Area of the District - approx. dividing line is IL 97.

CONTRACT NO. 68577				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEET NO.	
2370	1-BR	PUTNAM	65	64
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

1. This work shall consist of grading as needed, installing hardware and treated timber boards, furnishing and placing mastic material and incidental bituminous surfacing in front of Steel Plate Beam Guardrail in accordance with Plan Details.
2. Timber shall be treated in accordance with Article 1007.12. All preservatives specified in the article will be allowed. Waterborne preservatives "asa" and "cca" shall have a minimum retention of 0.40 lbs./cu. ft. (6.4 kg/m³)

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
 - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
 - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD

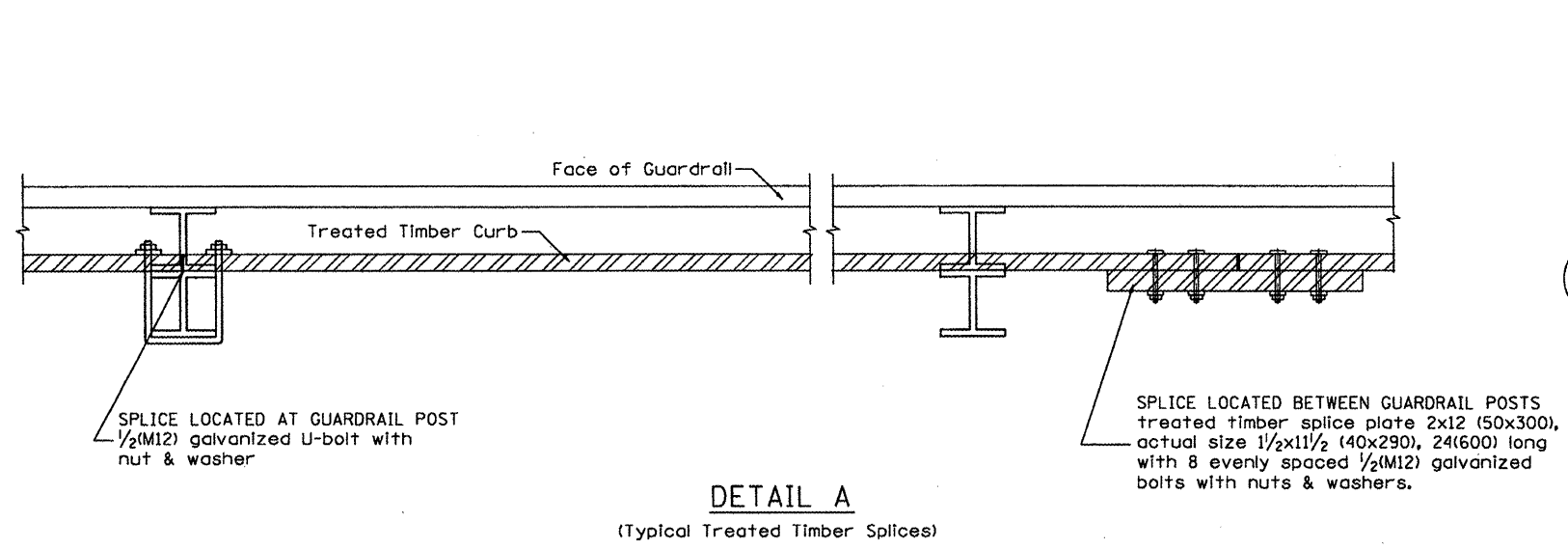
GUARDRAIL EROSION CONTROL TREATMENTS

DATE	REVISIONS	BY
1-1-97	RENUM. C-22.01, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.
11-3-00	CORRECTION TO NOTES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

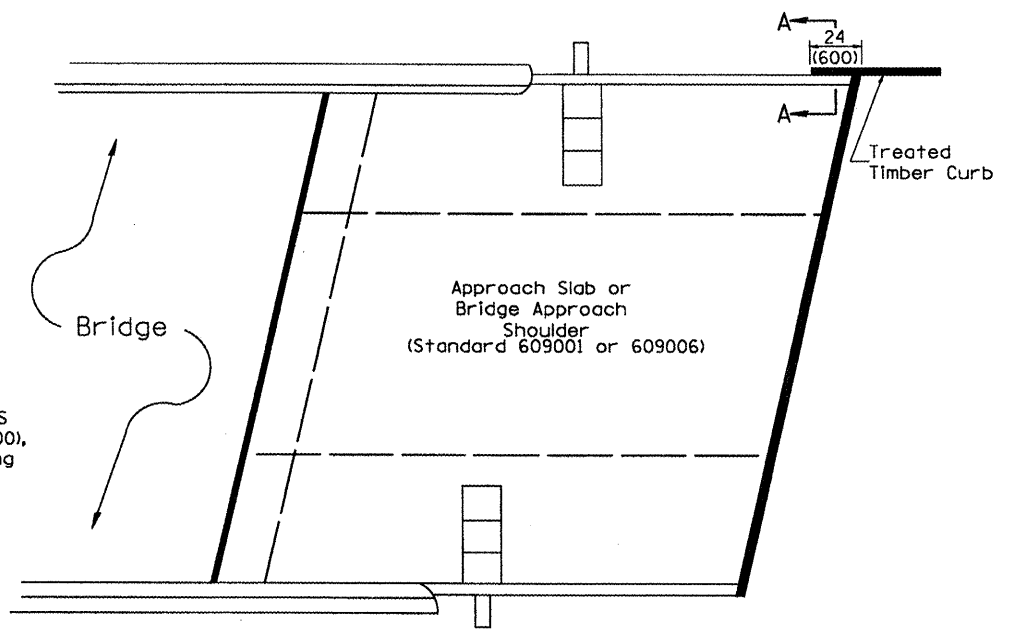
CADD STD NO. 630101-D4(1)
 SCALE: NOT DRAWN TO SCALE
 SHEET 1 OF 2
 DRAWN BY CADD
 CHECKED BY

630101-D4(1)

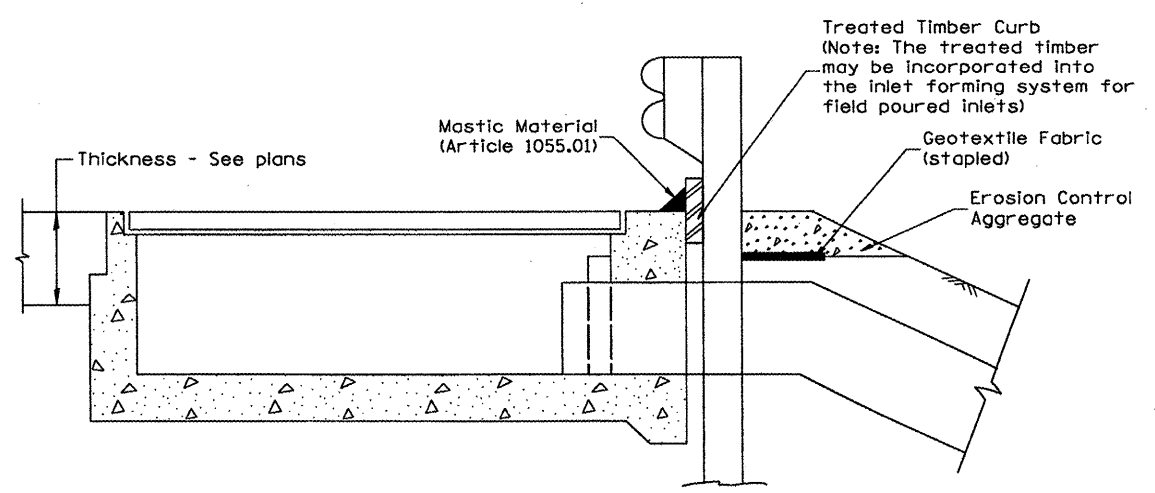
CONTRACT NO. 68577				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2370	1-BR	PUTNAM	65	65
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



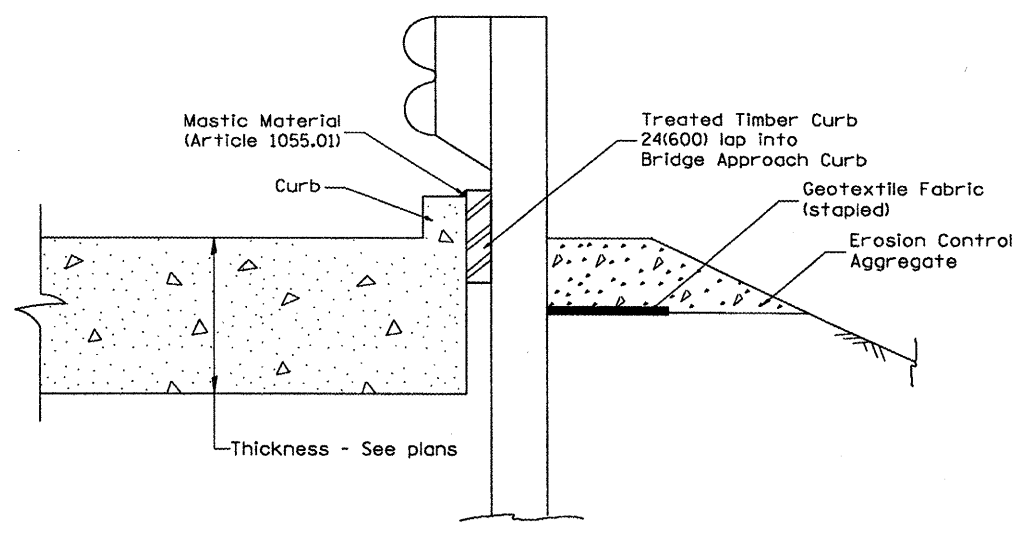
DETAIL A
(Typical Treated Timber Splices)



PLAN VIEW
APPROACH SLAB OR BRIDGE APPROACH SHOULDER
(STANDARD 609001 or 609006)



TYPICAL SECTION WITH EROSION CONTROL CURB
AT INLETS TYPE E & F (STANDARD 610001)



SECTION A-A
TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

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

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL EROSION CONTROL TREATMENTS	
CADD STD NO. 630101-D4(2)	SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

630101-D4(2)