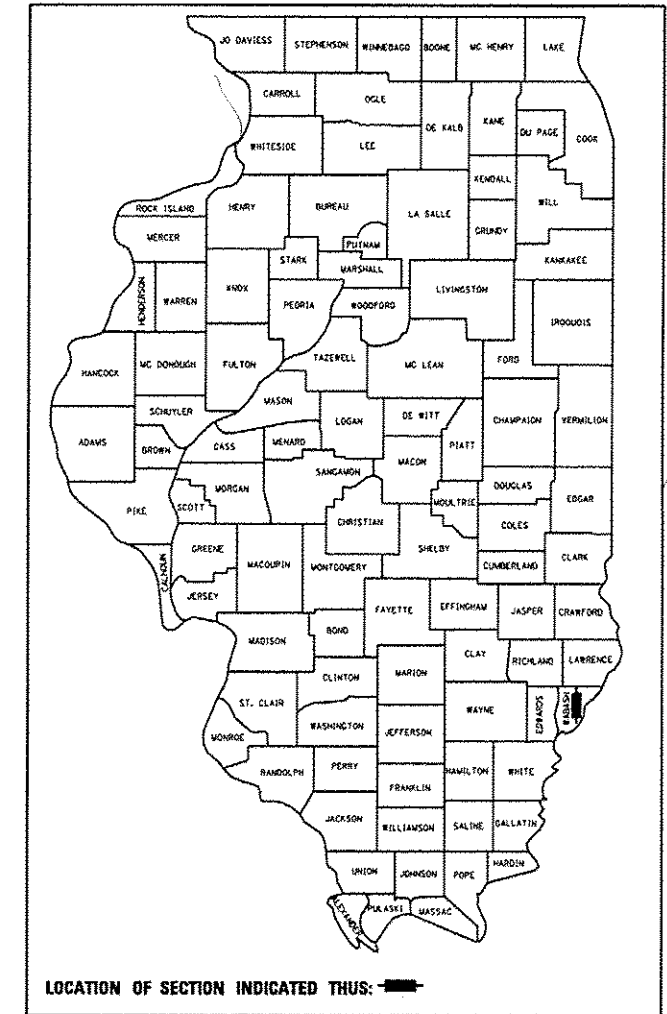


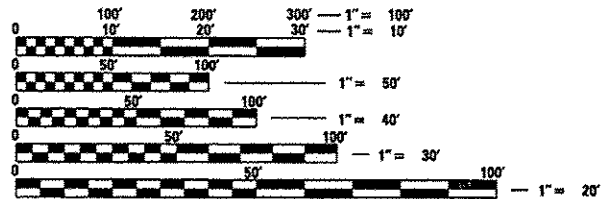
SEE SHEET NO. 2 FOR
INDEX OF SHEETS AND
LIST OF ILLINOIS DOT STANDARDS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**
SBI ROUTE 1B (OLD IL 1)
SECTION (12A)B-1
PROJECT ACF-0185(010)
C-97-005-07
WABASH COUNTY
STRUCTURE REPLACEMENT
OVER CRAWFISH CREEK

SBI RTE. 1B	SECTION (12A)B-1	COUNTY WABASH	TOTAL SHEETS 52	SHEET NO. 1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 74217	
D-97-004-07				



FUNCTIONAL CLASSIFICATION: LOCAL ROAD
DESIGN SPEED: 25 MPH
ADT 275 (2007)

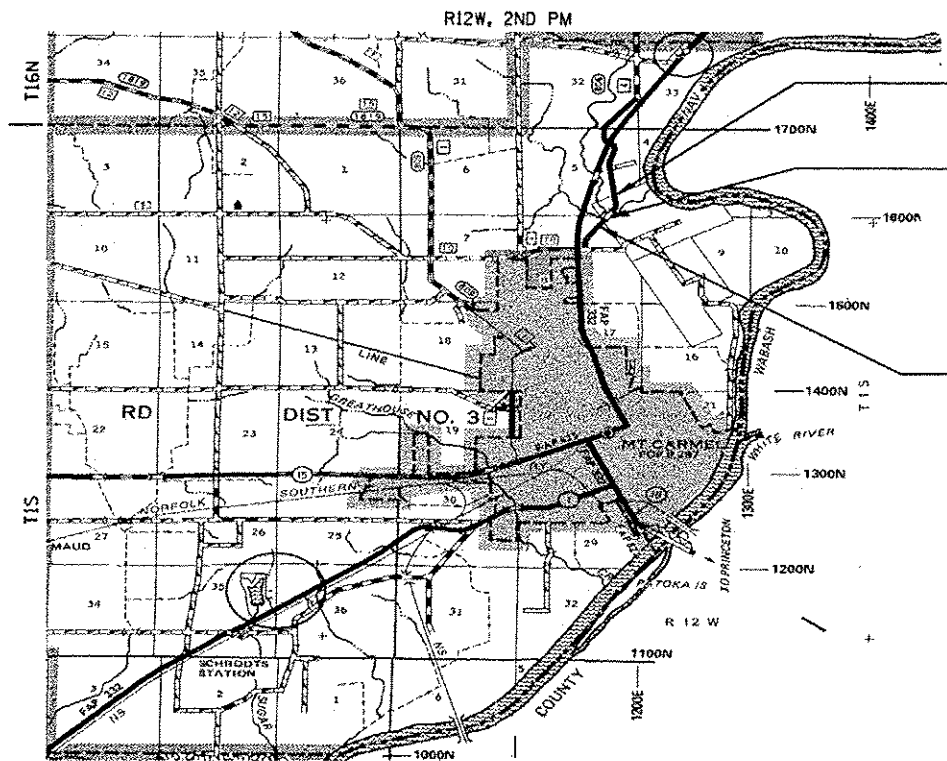


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

DISTRICT 7 NO. (217) 342-3951
PROJECT ENGINEER - MARK DAUGHERTY
UNIT CHIEF

CONTRACT NO. 74217

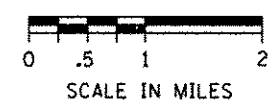


END SECTION (12A)B-1
STA 125+32.94

STA 117+90.00
PR SN 093-0024
THREE SPAN WF BEAM BRIDGE WITH
INTERGAL ABUTMENTS, 110'-6" BK TO
BK ABUTMENTS, 27'-8" O-O DECK,
SKEW = 0°
REPLACES EX SN 093-0016

BEGIN SECTION (12A)B-1
STA 115+40

NET LENGTH OF SECTION: 992.94 FEET = 0.188 MILES



MICHAEL O. CUMMINS
43244
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS

Michael O. Cummins 7/29/13
ILLINOIS PROFESSIONAL NO. 43244
(Expires 11/30/13)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Aug 05 20 13
Roger L. Dishell
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 4 20 13
John D. Baranzelli, PE/BC
acting ENGINEER OF DESIGN AND ENVIRONMENT

October 4 20 13
Omer Osman, PE/BC
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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 47-52 CROSS SECTIONS

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-09	BRIDGE APPROACH PAVEMENT CONNECTOR
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
601101-01	CONCRETE HEADWALL FOR PIPE DRAINS
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS
631031-11	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT-OF-WAY MARKERS
701006-04	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24' (600 MM) FROM PAVEMENT EDGE
701011-03	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

GENERAL NOTES

- ALL SAWCUTTING OF EXISTING PAVEMENT SHALL BE CONSIDERED INCLUDED IN THE PAY ITEMS INVOLVED. THE MINIMUM SAW DEPTH IN THE PAVEMENT SHALL BE 1/2" UNLESS OTHERWISE NOTED.
- THE THICKNESS OF HMA 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 HMA MIXTURE IS PLACED.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITIONS AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

HOT-MIX ASPHALT	112 LBS/SQ YD/1" THICKNESS
AGGREGATE	2.05 TONS/CU YD
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.1 GAL/SQ YD
ON AGGREGATE SURFACE	0.3 GAL/SQ YD
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE FERTILIZED AND SEEDED. SEEDING SHALL BE CLASS 2 (SPECIAL) ACCORDING TO THE APPLICABLE ARTICLES OF SECTION 250 OF THE STANDARD SPECIFICATIONS. SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
- ALL WORK NECESSARY TO ATTACH THE PIPE DRAIN TO THE ABUTMENT DRAIN PIPE, TRENCHING IN THE PIPE DRAINS AND INSTALLING THE PIPE DRAIN TO THE CONCRETE HEADWALLS IS INCLUDED IN THE PAY ITEM OF PIPE DRAINS OF THE DIAMETER SELECTED.
- ALL ELEVATIONS REFER TO U.S.C.S MEAN SEA LEVEL DATUM.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION FOR THE INITIAL OPENING OF THE COMPLETED STRUCTURE AND PAVEMENT TO TWO LANE TRAFFIC IF PERMANENT PAVEMENT MARKINGS HAVE NOT BEEN PLACED.
- THE CONTRACTORS SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HMA PLANT QUALITY CONTROL LAB SO THAT HMA PLANT REPORTS CAN BE EMAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.
- AGGREGATE SURFACE COURSE TYPE B SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.
- THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION	OLD IL 1	OLD IL 1	OLD IL 1	OLD IL 1
MIXTURE USE:	BASE COURSE	SURFACE COURSE	BINDER COURSE	LEVELING BINDER
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP% (MAX):	25%	10%	25%	25%
DESIGN AIR Voids:	4.0% @ NDESIGN = 70	4.0% @ NDESIGN = 70	4.0% @ NDESIGN = 70	4.0% @ NDESIGN = 70
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL-19.0	IL-9.5	IL-19.0	IL-9.5
FRICTION AGGREGATE:	N/A	MIXTURE "C"	N/A	N/A
- POWER POLES RIGHT STA 116+06 AND STA 118+66 SHALL REMAIN IN PLACE AND EMBANKMENT CONSTRUCTED AROUND THEM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE POWER POLES.

- THE LANDOWNER ADJACENT TO THE PROJECT ON ON THE NW QUADRANT (119+0 LT) HAS EXPRESSED INTEREST IN RECEIVING ALL MATERIAL FROM THE EXISTING STRUCTURE DURING DEMOLITION. THE CONTRACTOR SHALL CONFIRM AND COORDINATE THIS INTEREST WITH THE LANDOWNER PRIOR TO START OF CONSTRUCTION.
- SLOPE MATTRESS SHALL BE PLACED ON ALL DISTURBED AREAS ADJACENT TO CRAWFISH CREEK AS DIRECTED BY THE ENGINEER.

COMMITMENTS

NONE



JOB # 2223.5	DESIGNED - NAK	REVISED -
FILE NAME # FILES#	DRAWN - TJD	REVISED -
PLOT SCALE # \$SCALE#	CHECKED - NAK	REVISED -
PLOT DATE # \$DATE#	DATE - 4/11/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS,
GENERAL NOTES

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
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S&L RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	2
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 74217	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE					
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FEDERAL 20% STATE					
				SN 093-0024					
				0011					
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	25	25					
20200100	EARTH EXCAVATION	CU YD	475	475					
20200200	ROCK EXCAVATION	CU YD	20	20					
20300100	CHANNEL EXCAVATION	CU YD	785	785					
20400800	FURNISHED EXCAVATION	CU YD	725	725					
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	52	52					
28000305	TEMPORARY DITCH CHECKS	FOOT	8	8					
28000400	PERIMETER EROSION BARRIER	FOOT	1,046	1,046					
28000500	INLET AND PIPE PROTECTION	EACH	4	4					
28200200	FILTER FABRIC	SQ YD	972	972					
28401600	SLOPE MATTRESS 18"	SQ YD	972	972					
35600724	HOT-MIX ASPHALT BASE COURSE WIDENING, 12"	SQ YD	371	371					
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	112	112					
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	100	100					

*SPECIALTY ITEM



JOB # 2223.5
 FILE NAME # 0774217-shl-soq.dgn
 PLOT SCALE # 20:8000 1/4" = 1'-0"
 PLOT DATE # 7/25/2013

DESIGNED - NAK
 DRAWN - TJD
 CHECKED - NAK
 DATE - 4/8/2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	112A18-1	WABASH	52	3
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 74217	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE					
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FEDERAL					
				20% STATE					
				SN 093-0024					
				0011					
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	191	191					
40600300	AGGREGATE (PRIME COAT)	TON	4	4					
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	47	47					
40600990	TEMPORARY RAMP	SQ YD	22	22					
40603085	HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N70	TON	287	287					
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	154	154					
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	35	35					
44000100	PAVEMENT REMOVAL	SQ YD	258	258					
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	696	696					
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1					
50105220	PIPE CULVERT REMOVAL	FOOT	18	18					
50200100	STRUCTURE EXCAVATION	CU YD	152	152					
50200300	COFFERDAM EXCAVATION	CU YD	24	24					
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1	1					



J203 - 2/27/11
 FILE NAME = 0714217 sub1.spc.dwg
 PLOT SCALE = 24.0000 1/1 in.
 PLOT DATE = 7/27/2011

DESIGNED - NAK
 DRAWN - TJD
 CHECKED - NAK
 DATE - 4/8/2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SBI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18	112A1B-1	WABASH	52	4
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 74217	

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SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FEDERAL 20% STATE				
				SN 093-0024 0011				
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1	1				
50300225	CONCRETE STRUCTURES	CU YD	179.5	179.5				
50300255	CONCRETE SUPERSTRUCTURE	CU YD	201.8	201.8				
50300260	BRIDGE DECK GROOVING	SQ YD	425	425				
50300300	PROTECTIVE COAT	SQ YD	585	585				
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1				
50500505	STUD SHEAR CONNECTORS	EACH	1,920	1,920				
50800105	REINFORCEMENT BARS	POUND	23,320	23,320				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	73,410	73,410				
50800515	BAR SPLICERS	EACH	62	62				
50800530	MECHANICAL SPLICERS	EACH	60	60				
51500100	NAME PLATES	EACH	1	1				
51602000	PERMANENT CASING	FOOT	31.6	31.6				
51603000	DRILLED SHAFT IN SOIL	CU YD	21.2	21.2				

SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FEDERAL				
				20% STATE				
				SN 093-0024				
				0011				
51604000	DRILLED SHAFT IN ROCK	CU YD	51.4	51.4				
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	10	10				
52100505	ANCHOR BOLTS, 5/8"	EACH	20	20				
52100520	ANCHOR BOLTS, 1"	EACH	20	20				
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	166	166				
54213450	END SECTIONS 15"	EACH	8	8				
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	56	56				
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	3	3				
60100905	PIPE DRAINS 4"	FOOT	116	116				
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A 6 FOOT POSTS	FOOT	62.5	62.5				
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4				
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3				
63200310	GUARDRAIL REMOVAL	FOOT	515	515				
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	10	10				

14

*SPECIALTY ITEM

Rev.

8187 018 2

SUMMARY OF QUANTITIES				CONSTRUCTION CODE				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FEDERAL				
				20% STATE				
				SN 093-0024				
				0011				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12				
67100100	MOBILIZATION	L SUM	1	1				
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1				
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	100	100				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3,972	3,972				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	33	33				
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3,972	3,972				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	13	13				
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8				
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3				
* X2501000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.5	0.5				
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1,176	1,176				
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	85	85				
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	3	3				
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	129	129				

* SPECIALTY ITEM



JOB - 2223.5
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 PLOT DATE - 7/25/2013

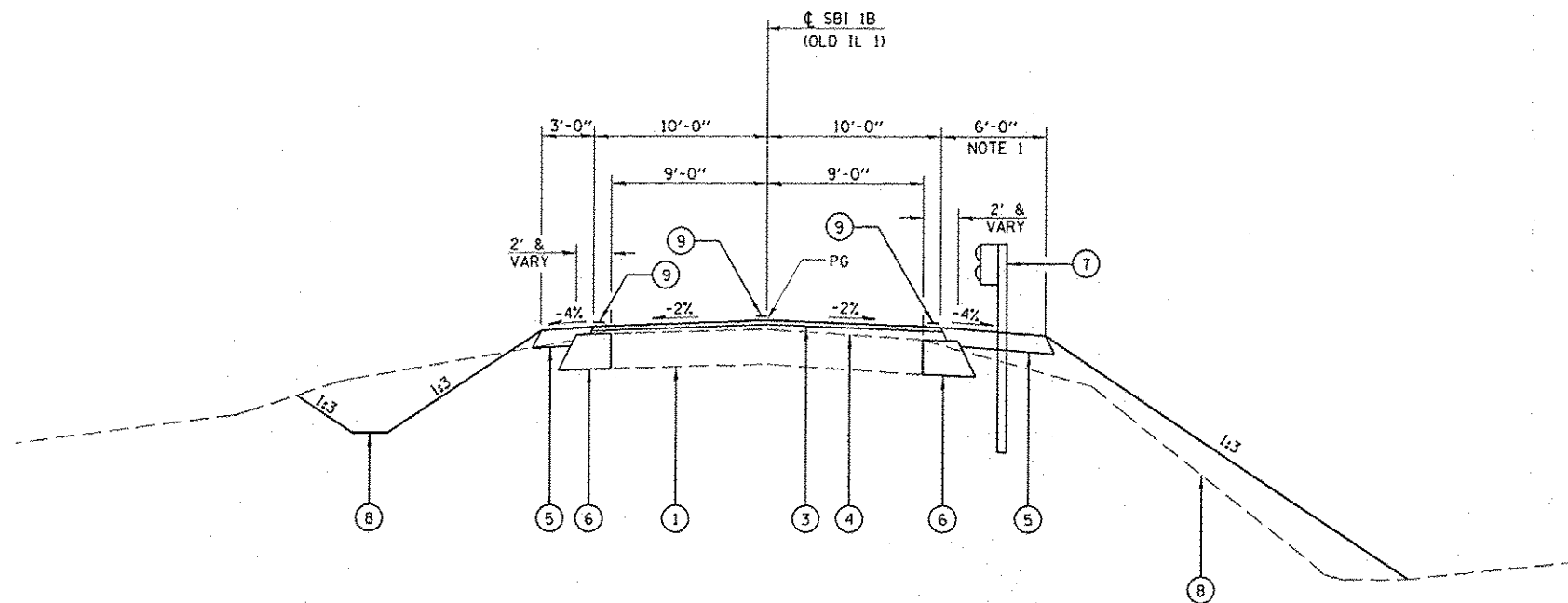
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 CHECKED - NAK
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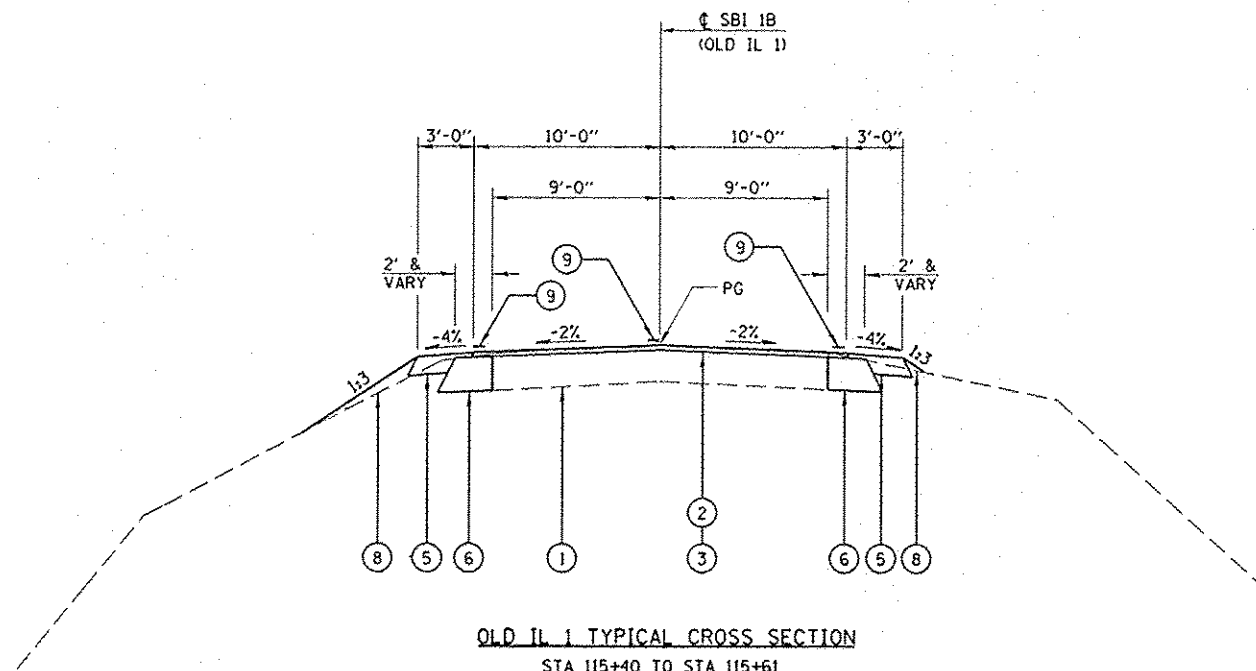
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

S&B	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	7
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 74217	



OLD IL 1 TYPICAL CROSS SECTION
STA 115+61 TO STA 116+13.5



OLD IL 1 TYPICAL CROSS SECTION
STA 115+40 TO STA 115+61

NOTES:

- TRANSITION SHOULDER FROM 3' AT STA 112+61.10 TO 6' AT STA 115+79.10.

MILLING DEPTH			
HMA LEVELING BINDER THICKNESS			
HMA BINDER COURSE THICKNESS			
STA	LT	CENTERLINE	RT
115+40.00	-0.12	-0.12	-0.12
115+50.00	-0.12	-0.08	-0.02
116+00.00	+0.01	+0.06	+0.17
116+50.00	+0.48	+0.66	+0.72
117+00.00	+1.20	+1.20	+1.37
117+05.00	+1.20	+1.20	+1.37
118+75.05	+0.98	+1.22	+1.66
119+00.00	+0.75	+1.03	+1.61
119+50.00	+0.41	+0.71	+1.13
119+75.00	+0.24	+0.43	+0.86
120+00.00	+0.09	+0.21	+0.58
120+29.17	+0.00	+0.00	+0.39
120+50.00	-0.12	-0.15	+0.26
121+00.00	-0.03	-0.14	+0.33
121+50.00	-0.14	-0.09	+0.27
122+00.00	-0.12	-0.12	+0.26
122+50.00	-0.18	-0.12	+0.29
123+00.00	-0.20	-0.12	+0.22
123+50.00	-0.24	-0.12	+0.22
124+00.00	-0.15	-0.12	+0.13
124+50.00	-0.03	-0.12	+0.02
124+57.15	-0.03	-0.12	+0.00
125+00.00	-0.02	-0.12	-0.12
125+32.94	-0.12	-0.12	-0.12

-x.xx INDICATED MILLING DEPTH (FT)
+x.xx INDICATES HMA LEVELING BINDER OR HMA BINDER COURSE THICKNESS (FT)
USE HMA BINDER COURSE WHERE THICKNESS EXCEEDS 2"

LEGEND

- ① EXISTING CONCRETE PAVEMENT WITH HMA SURFACE
- ② PROPOSED HMA SURFACE REMOVAL VARIABLE DEPTH
- ③ PROPOSED HMA SURFACE COURSE MIX "C" N70 1 1/2"
- ④ PROPOSED LEVELING BINDER (MACHINE METHOD) N70 or PROPOSED HMA BINDER COURSE IL-19.0 N70
- ⑤ PROPOSED HMA SHOULDER 8"
- ⑥ PROPOSED HMA BASE COURSE WIDENING 12"
- ⑦ PROPOSED STEEL PLATE BEAM GUARDRAIL
- ⑧ PROPOSED EARTHWORK (EXCAVATION AND EMBANKMENT)
- ⑨ PROPOSED PAINT PAVEMENT MARKING LINE 4"

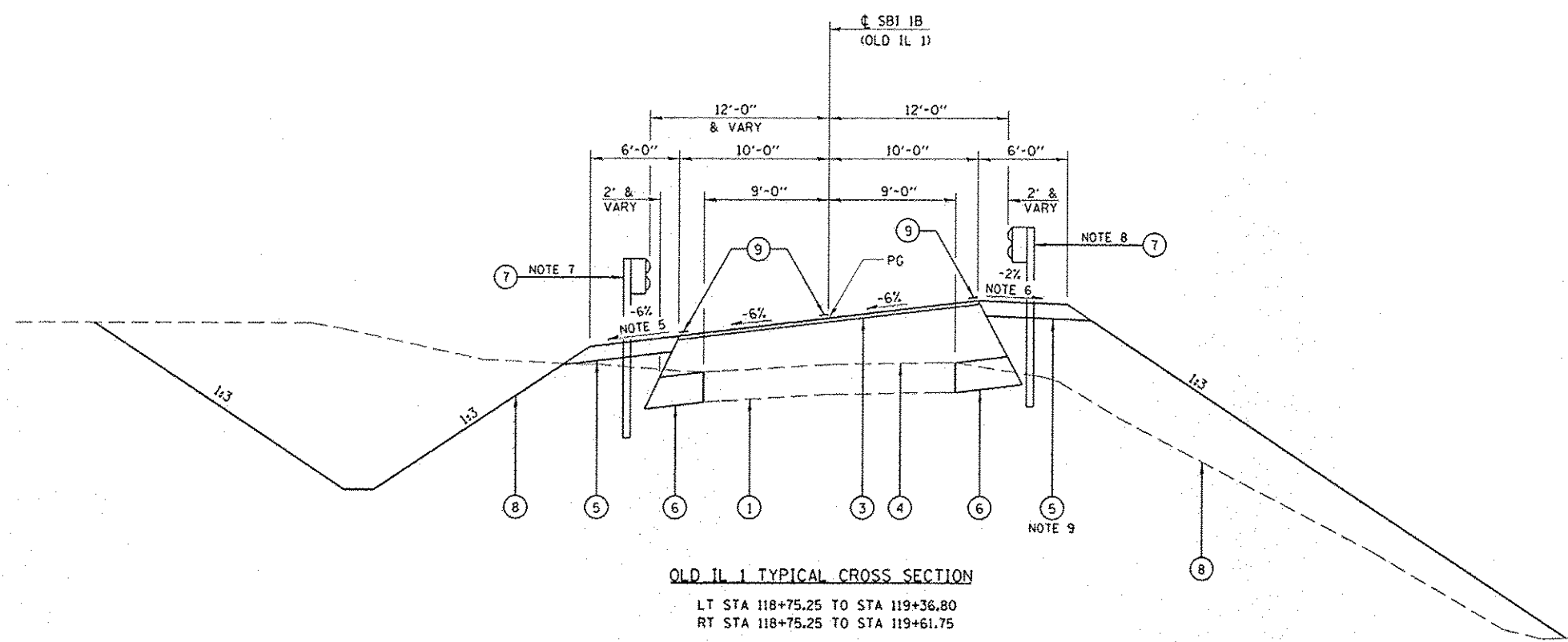
BRIDGE APPROACH PAVEMENT OMISSIONS

STA 117+05.00 TO STA 117+35.00
STA 118+45.01 TO STA 118+75.05

BRIDGE OMISSION

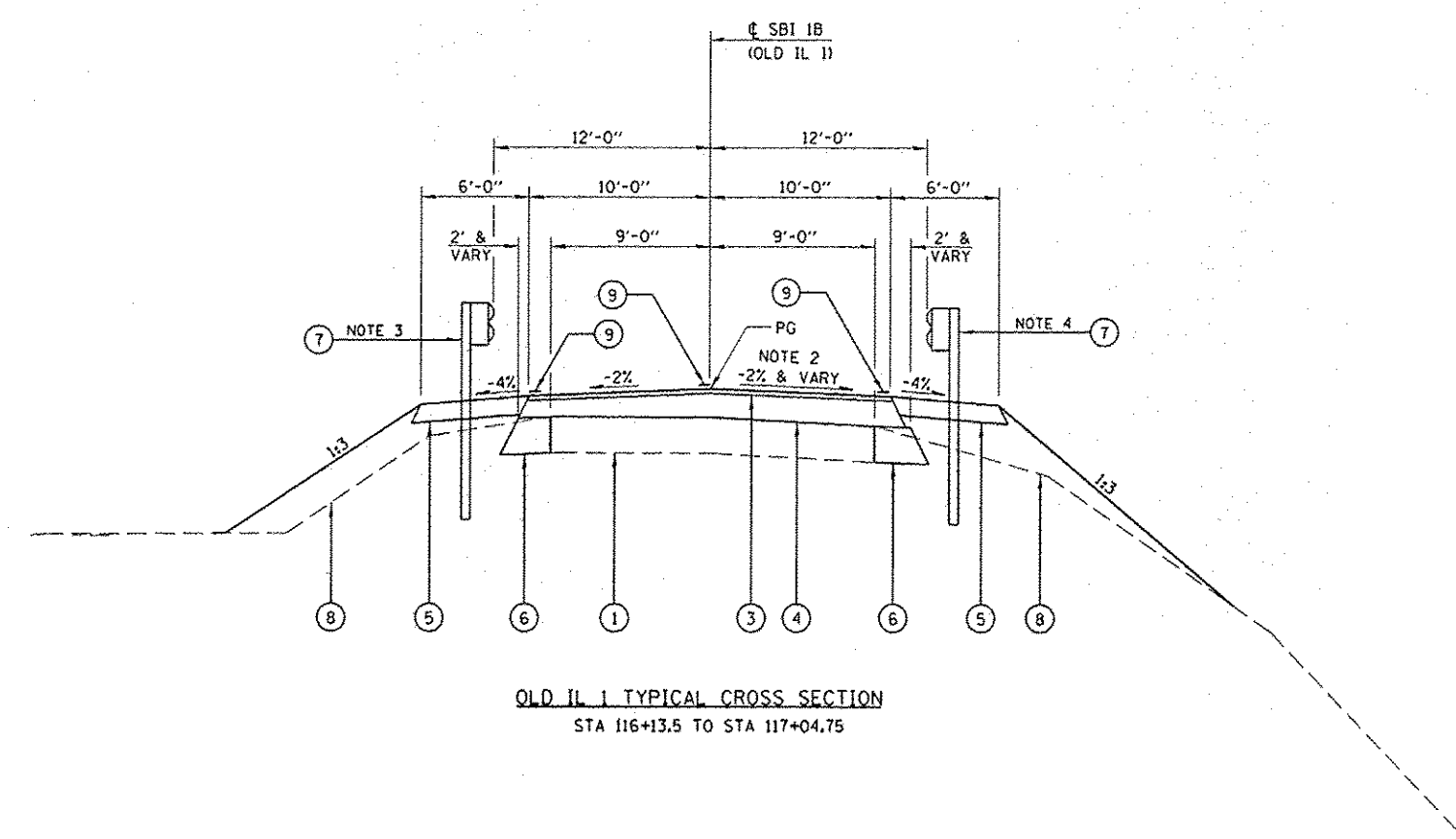
STA 117+35.00 TO STA 118+45.01

LEGEND	
①	EXISTING CONCRETE PAVEMENT WITH HMA SURFACE
②	PROPOSED HMA SURFACE REMOVAL VARIABLE DEPTH
③	PROPOSED HMA SURFACE COURSE MIX "C" N70 1 1/2"
④	PROPOSED LEVELING BINDER (MACHINE METHOD) N70 or PROPOSED HMA BINDER COURSE IL-19.0 N70
⑤	PROPOSED HMA SHOULDER 8"
⑥	PROPOSED HMA BASE COURSE WIDENING 12"
⑦	PROPOSED STEEL PLATE BEAM GUARDRAIL
⑧	PROPOSED EARTHWORK (EXCAVATION AND EMBANKMENT)
⑨	PROPOSED PAINT PAVEMENT MARKING LINE 4"



OLD IL 1 TYPICAL CROSS SECTION

LT STA 118+75.25 TO STA 119+36.80
RT STA 118+75.25 TO STA 119+61.75



OLD IL 1 TYPICAL CROSS SECTION

STA 116+13.5 TO STA 117+04.75

- NOTES:
- VARY SLOPE FROM -2.0% AT STA 116+59.33 TO +0.2% AT STA 117+05.00.
 - PROPOSED GUARDRAIL AND TERMINALS LEFT STA 116+26.60 TO STA 117+19.75.
 - PROPOSED GUARDRAIL AND TERMINALS RIGHT STA 115+89.10 TO STA 117+19.75.
 - SHOULDER SLOPE SHALL BE THE SAME AS THE SUPERELEVATION RATE BUT NOT LESS THAN 4%.
 - WHEN THE SUPERELEVATION RATE IS BETWEEN 0% AND 4% THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER WILL NOT BE GREATER THAN 8%.
 - PROPOSED GUARDRAIL AND TERMINALS LEFT STA 118+60.20 TO STA 119+18.90
 - PROPOSED GUARDRAIL AND TERMINALS RIGHT STA 118+60.29 TO STA 119+52.14
 - TRANSITION SHOULDER FROM 6' AT STA 119+61.75 TO 3' AT STA 119+79.75



JOB # 2223.5
FILE NAME # FILES#
PLOT SCALE # SCALE#
PLOT DATE # DATE#

DESIGNED - NAK
DRAWN - AJH
CHECKED - NAK
DATE - 4/8/2011

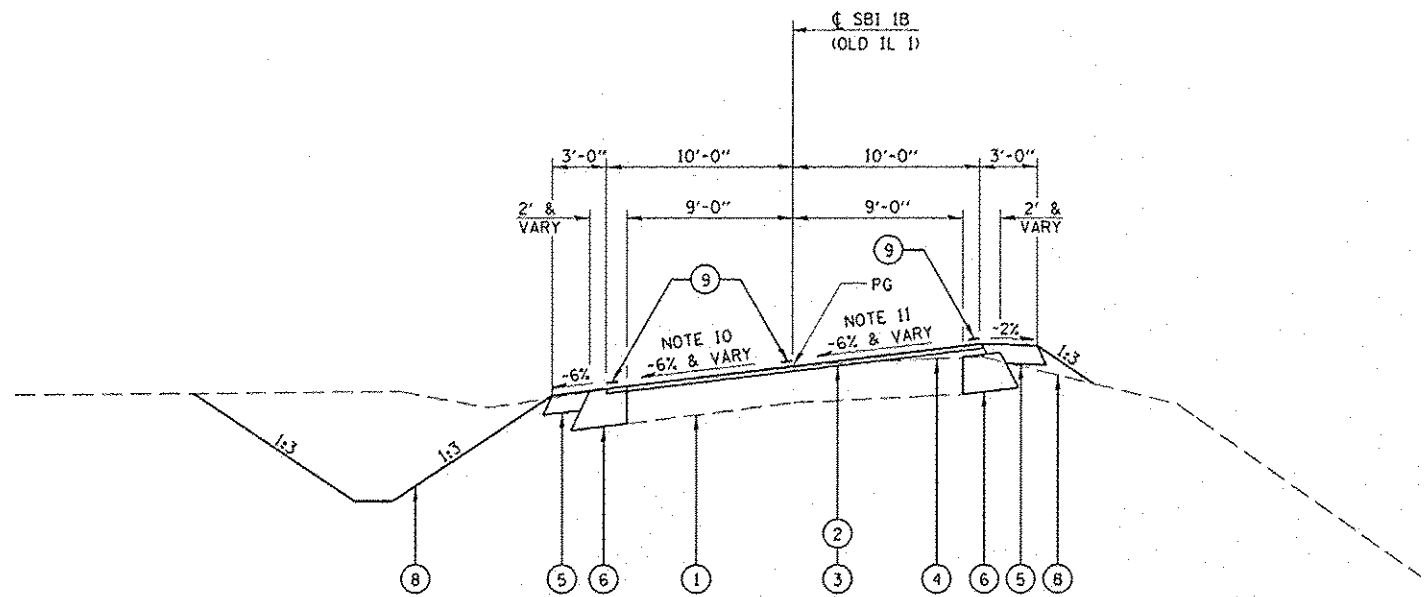
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

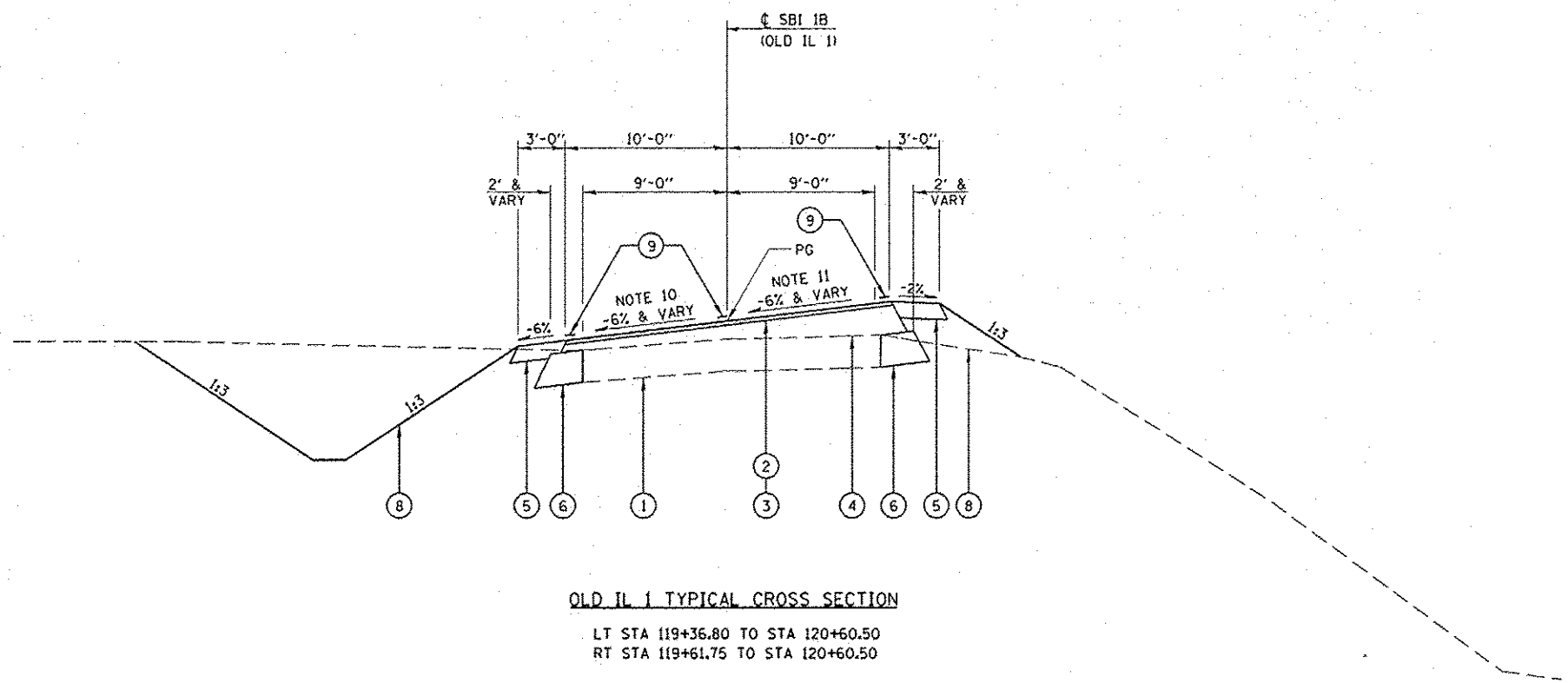
TYPICAL CROSS SECTIONS

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

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	9
CONTRACT NO. 74217				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



OLD IL 1 TYPICAL CROSS SECTION
STA 120+60.50 TO STA 125+32.94



OLD IL 1 TYPICAL CROSS SECTION
LT STA 119+36.80 TO STA 120+60.50
RT STA 119+61.75 TO STA 120+60.50

NOTES:

- 10. TRANSITION FROM -6.0% AT STA 123+61.94 TO -2.0% AT STA 124+25.94
- 11. TRANSITION FROM +6.0% AT STA 123+61.94 TO -2.0% AT STA 125+32.94

LEGEND

- ① EXISTING CONCRETE PAVEMENT WITH HMA SURFACE
- ② PROPOSED HMA SURFACE REMOVAL VARIABLE DEPTH
- ③ PROPOSED HMA SURFACE COURSE MIX "C" N70 1 1/2"
- ④ PROPOSED LEVELING BINDER (MACHINE METHOD) N70 or PROPOSED HMA BINDER COURSE IL-19.0 N70
- ⑤ PROPOSED HMA SHOULDER 8"
- ⑥ PROPOSED HMA BASE COURSE WIDENING 12"
- ⑦ PROPOSED STEEL PLATE BEAM GUARDRAIL
- ⑧ PROPOSED EARTHWORK (EXCAVATION AND EMBANKMENT)
- ⑨ PROPOSED PAINT PAVEMENT MARKING LINE 4"

TREE REMOVAL		
LOCATION		6-15 UNIT
27.85' LT	STA 118+33	10
24.10' LT	STA 122+43	15
TOTAL		25

EARTHWORK					
LOCATION	EXCAVATION	EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	
	CU YD	CU YD	CU YD	CU YD	
LEFT SIDE					
LT STA 115+40 TO STA 125+33	385	290	45	245	
RIGHT SIDE					
RT STA 115+40 TO STA 125+33	90	70	1040	-970	
TOTAL	475	360	1085	-725	

SEEDING				
LOCATION	AREA	CLASS 2 (SPECIAL)	TEMPORARY EROSION CONTROL	
	SQ FT	ACRE	POUND	
LT STA 115+40 TO STA 116+14	410	0.01	1	
LT STA 116+19 TO STA 117+25	2,460	0.06	6	
LT STA 118+52 TO STA 119+21	1,100	0.03	3	
LT STA 119+33 TO STA 119+78	560	0.01	1	
STA 119+98 TO STA 123+41	3,630	0.08	8	
LT STA 123+61 TO STA 124+78	970	0.02	2	
LT STA 124+94 TO STA 125+33	280	0.01	1	
RT STA 115+40 TO STA 117+40	7,190	0.17	17	
RT STA 118+38 TO STA 124+28	5,630	0.13	13	
TOTAL		0.52	52	

TEMPORARY DITCH CHECKS	
LOCATION	FOOT
LT STA 122+00	8
TOTAL	8

PERIMETER EROSION BARRIER	
LOCATION	FOOT
LT STA 115+50 TO STA 116+14	90
LT STA 116+42 TO STA 117+40	100
RT STA 115+50 TO STA 117+40	216
RT STA 118+38 TO STA 124+28	640
TOTAL	1,046

INLET AND PIPE PROTECTION	
LOCATION	EACH
LT STA 119+45	1
LT STA 120+12	1
LT STA 123+75	1
LT STA 125+08	1
TOTAL	4

HMA BASE COURSE WIDENING 12"

LOCATION	HMA THICKNESS	WIDENING WIDTH	HMA BASE COURSE WIDENING, 12"
	FOOT	FOOT	SQ YD
LT STA 115+40.00	0.13	2.00	
LT STA 115+41.30	0.13	2.00	0.29
LT STA 115+50.00	0.13	2.00	1.93
LT STA 115+59.40	0.13	2.00	2.09
LT STA 115+71.90	0.13	2.00	2.78
LT STA 116+00.00	0.22	2.00	6.24
LT STA 116+50.00	0.40	2.00	11.11
LT STA 117+00.00	1.12	2.12	11.44
LT STA 117+05.00	1.12	2.12	1.18
LT STA 118+75.05	1.11	2.11	
LT STA 119+00.00	0.67	2.00	5.70
LT STA 119+50.00	0.34	2.00	11.11
LT STA 119+75.00	0.16	2.00	5.56
LT STA 120+00.00	0.22	2.00	5.56
LT STA 120+29.17	0.13	2.00	6.48
LT STA 120+50.00	0.13	2.00	4.63
LT STA 121+00.00	0.13	2.00	11.11
LT STA 121+50.00	0.13	2.00	11.11
LT STA 122+00.00	0.13	2.00	11.11
LT STA 122+50.00	0.13	2.00	11.11
LT STA 123+00.00	0.13	2.00	11.11
LT STA 123+50.00	0.13	2.00	11.11
LT STA 124+00.00	0.13	2.00	11.11
LT STA 124+50.00	0.13	2.00	11.11
LT STA 124+57.15	0.13	2.00	1.59
LT STA 125+00.00	0.13	2.00	9.52
LT STA 125+32.94	0.13	2.00	7.32
RT STA 115+40.00	0.13	2.00	
RT STA 115+50.00	0.17	2.00	2.22
RT STA 115+59.40	0.20	2.00	2.09
RT STA 115+71.90	0.26	2.00	2.78
RT STA 116+00.00	0.38	2.00	6.24
RT STA 116+50.00	0.64	2.00	11.11
RT STA 117+00.00	1.30	2.30	11.94
RT STA 117+05.00	1.30	2.30	1.28
RT STA 118+75.05	1.79	2.79	
RT STA 119+00.00	1.53	2.53	7.37
RT STA 119+50.00	1.07	2.07	12.78
RT STA 119+75.00	0.79	2.00	5.65
RT STA 120+00.00	0.71	2.00	5.56
RT STA 120+29.17	0.47	2.00	6.48
RT STA 120+50.00	0.30	2.00	4.63
RT STA 121+00.00	0.45	2.00	11.11
RT STA 121+50.00	0.53	2.00	11.11
RT STA 122+00.00	0.45	2.00	11.11
RT STA 122+50.00	0.42	2.00	11.11
RT STA 123+00.00	0.35	2.00	11.11
RT STA 123+50.00	0.35	2.00	11.11
RT STA 124+00.00	0.26	2.00	11.11
RT STA 124+50.00	0.15	2.00	11.11
RT STA 124+57.15	0.13	2.00	1.59
RT STA 125+00.00	0.13	2.00	9.52
RT STA 125+32.94	0.13	2.00	7.32
TOTAL			370.85

ENTRANCES

LOCATION	TYPE	AREA	AVERAGE THICKNESS	AGGREGATE SURFACE COURSE, TYPE B
		SQ FT	INCH	TON
LT STA 115+97.00	AGG PE	1,609	6	61.08
LT STA 119+29.00	AGG PE	186	3	5.53
LT STA 119+86.00	AGG PE	386	6	14.65
LT STA 123+51.00	AGG PE	373	6	14.16
LT STA 124+86.00	AGG FE	315	6	11.96
RT STA 124+86.00	AGG FE	346	2	4.38
TOTAL				111.76

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	AVG WIDTH (FT)	GALLON
STA 115+40.00 TO STA 117+05.00	20.58	37.72
STA 118+75.05 TO STA 125+32.94	20.99	153.43
TOTAL		191.15

AGGREGATE (PRIME COAT)

LOCATION	WIDTH (FT)	TON
STA 115+40.00 TO STA 117+05.00	20	0.73
STA 118+75.05 TO STA 125+32.94	20	2.92
TOTAL		3.65

LEVELING BINDER (MACHINE METHOD) N 70

STA	SB LANE		NB LANE		TOTAL TON
	END AREA (SQ FT)	TON	END AREA (SQ FT)	TON	
115+41.30			0.00		
115+50.00	0.00		0.14	0.05	0.05
115+59.40	0.00		0.51	0.23	0.23
115+71.90	0.36	0.17	0.99	0.70	0.87
116+00.00	1.16	1.59	2.09	3.23	4.83
120+00.00	1.43		4.62		
120+29.17	0.00	1.56	2.28	7.51	9.07
120+50.00			0.61	2.25	2.25
121+00.00			1.14	3.27	3.27
121+50.00			1.62	5.15	5.15
122+00.00			1.23	5.32	5.32
122+50.00			1.17	4.48	4.48
123+00.00			0.95	3.96	3.96
123+50.00			0.95	3.55	3.55
124+00.00			0.49	2.69	2.69
124+50.00			0.04	0.99	0.99
124+57.15			0.00	0.01	0.01
TOTAL		3.32		43.38	46.70

HMA BINDER COURSE, IL 19.0, N 70

STA	SB LANE		NB LANE		TOTAL TON
	END AREA (SQ FT)	TON	END AREA (SQ FT)	TON	
116+00.00	1.16		2.09		
116+50.00	5.85	13.09	7.46	17.83	30.91
117+00.00	12.86	34.93	14.56	41.10	76.03
117+05.00	12.86	4.80	14.56	5.44	10.24
118+75.05	13.38		19.75		
119+00.00	8.99	20.84	15.58	32.91	53.75
119+50.00	5.51	27.07	10.51	48.70	75.77
119+75.00	3.22	8.15	7.42	16.73	24.88
120+00.00	1.43	4.34	4.62	11.24	15.58
TOTAL		113.20		173.95	287.15



JOB # 2223.5	DESIGNED - NAK	REVISED -
FILE NAME - #FILES#	DRAWN - TJD	REVISED -
PLOT SCALE - #SCALE#	CHECKED - NAK	REVISED -
PLOT DATE - #DATE#	DATE - 4/11/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	11
CONTRACT NO. 74217				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

TEMPORARY RAMP			
LOCATION	LENGTH	WIDTH	SQ YD
STA 115+40.00	5'	20'	11.11
STA 125+32.94	5'	20'	11.11
TOTAL			22.22

HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70			
LOCATION		WIDTH (FT)	TON
STA 115+40.00	TO STA 117+05.00	20	30.8
STA 118+75.05	TO STA 125+32.94	20	122.81
TOTAL			153.61

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)			
LOCATION		WIDTH (FT)	SQ YD
STA 116+99.00	TO STA 117+05.00	26'	17.55
STA 118+75.05	TO STA 118+81.05	26'	17.55
TOTAL			35.10

PAVEMENT REMOVAL			
LOCATION		WIDTH	SQ YD
STA 116+99.00	TO STA 117+63.60	18'	129.20
STA 118+16.45	TO STA 118+81.05	18'	129.20
TOTAL			258.40

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH			
LOCATION		WIDTH	SQ YD
LT STA 115+40.00	TO STA 115+71.90	10'	35.44
LT STA 120+29.17	TO STA 125+32.94	10'	559.74
RT STA 115+40.00	TO STA 115+59.40	10'	21.56
RT STA 120+29.17	TO STA 125+32.94	10'	559.74
TOTAL			1,176.48

HOT-MIX ASPHALT SHOULDERS, 8"			
LOCATION		WIDTH (FT)	SQ YD
LT STA 115+40.00	TO STA 115+53.75	3'	4.58
LT STA 115+53.75	TO STA 115+59.75	3' TO 6'	3.00
LT STA 115+59.75	TO STA 117+05.00	6'	96.83
LT STA 118+75.05	TO STA 119+36.70	6'	41.1
LT STA 119+36.70	TO STA 119+39.80	6' TO 3'	1.55
LT STA 119+39.80	TO STA 125+32.94	3'	197.71
RT STA 115+40.00	TO STA 115+61.10	3'	7.03
RT STA 115+61.10	TO STA 115+79.10	3' TO 6'	9.00
RT STA 115+79.10	TO STA 117+05.00	6'	83.93
RT STA 118+75.05	TO STA 119+61.75	6'	57.8
RT STA 119+61.75	TO STA 119+79.75	6' TO 3'	9.00
RT STA 119+79.75	TO STA 125+32.94	3'	184.4
TOTAL			695.93

PIPE CULVERT REMOVAL	
LOCATION	FOOT
LT STA 124+86.00	18
TOTAL	18

PIPE CULVERT REMOVAL INCLUDES REMOVAL OF THE EXISTING CONCRETE HEADWALL

PIPE CULVERTS, CLASS D, TYPE 1 15"	
LOCATION	FOOT
LT STA 119+29.00	34
LT STA 119+86.00	40
LT STA 123+51.00	48
LT STA 124+86.00	44
TOTAL	166

PIPE DRAINS 4"	
LOCATION	FOOT
LT STA 117+34.00	17
RT STA 117+34.00	64
RT STA 118+46.00	35
TOTAL	116

END SECTION 15"	
LOCATION	EACH
LT STA 119+29.00	2
LT STA 119+86.00	2
LT STA 123+51.00	2
LT STA 124+86.00	2
TOTAL	8



JOB # 2223.5
 FILE NAME # *FILES*
 PLOT SCALE # *SCALE*
 PLOT DATE # *DATE*

DESIGNED - NAK
 DRAWN - TJD
 CHECKED - NAK
 DATE - 4/8/2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	12
CONTRACT NO. 74217				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STEEL PLATE BEAM GUARD RAIL, TYPE A 6 FOOT POSTS		
LOCATION		FOOT
LT STA 119+04.02 TO STA 119+18.83		25.0
RT STA 116+39.10 TO STA 116+76.60		37.5
TOTAL		62.5

TRAFFIC BARRIER TERMINAL, TYPE 6		
LOCATION		EACH
LT STA 116+76.60 TO STA 117+19.75		1
LT STA 118+60.20 TO STA 119+04.02		1
RT STA 116+76.60 TO STA 117+19.75		1
RT STA 118+60.29 TO STA 119+02.86		1
TOTAL		4

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT		
LOCATION		EACH
LT STA 116+26.60 TO STA 116+76.60		1
RT STA 115+89.10 TO STA 116+39.10		1
RT STA 118+02.86 TO STA 119+52.14		1
TOTAL		3

GUARDRAIL REMOVAL		
LOCATION		FOOT
LT STA 117+24.59 TO STA 117+63.29		38.70
LT STA 118+16.75 TO STA 118+43.53		26.78
RT STA 114+87.17 TO STA 117+63.29		276.12
RT STA 118+16.71 TO STA 119+90.03		173.32
TOTAL		514.92

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS		
LOCATION		EACH
30' RT STA 115+70.00		1
80' RT STA 115+70.00		1
30' LT STA 117+50.00		1
50' LT STA 117+50.00		1
60' RT STA 118+20.00		1
80' RT STA 118+20.00		1
30' LT STA 118+65.00		1
50' LT STA 118+65.00		1
60' RT STA 119+60.00		1
30' RT STA 120+00.00		1
TOTAL		10

SHORT-TERM PAVEMENT MARKING		
LOCATION		FOOT
STA 115+40.00 TO STA 125+32.94		100
TOTAL		100

TEMPORARY PAVEMENT MARKING - LINE 4"		
LOCATION		FOOT
SOLID WHITE EDGE LINE		
LT STA 115+40.00 TO STA 125+32.94		992.94
RT STA 115+40.00 TO STA 125+32.94		992.94

DOUBLE YELLOW CENTERLINE		
LOCATION		FOOT
STA 115+40.00 TO STA 125+32.94		1,985.88
TOTAL		3,971.76

WORK ZONE PAVEMENT MARKING REMOVAL		
LOCATION		SQ FT
STA 115+40.00 TO STA 125+32.94		33.33
TOTAL		33.33

PAINT PAVEMENT MARKING - LINE 4"		
LOCATION		FOOT
SOLID WHITE EDGE LINE		
LT STA 115+40.00 TO STA 125+32.94		992.94
RT STA 115+40.00 TO STA 125+32.94		992.94

DOUBLE YELLOW CENTERLINE		
LOCATION		FOOT
STA 115+40.00 TO STA 125+32.94		1,985.88
TOTAL		3,971.76

RAISED REFLECTIVE PAVEMENT MARKER		
LOCATION		EACH
STA 115+40.00 TO STA 125+32.94		13
TOTAL		13

GUARDRAIL MARKERS		
LOCATION		EACH
LT STA 116+76.60 TO STA 119+18.83		4
RT STA 116+39.10 TO STA 118+02.86		4
TOTAL		8

TERMINAL MARKER - DIRECT APPLIED		
LOCATION		EACH
LT STA 116+26.60		1
RT STA 115+89.10		1
RT STA 119+52.14		1
TOTAL		3

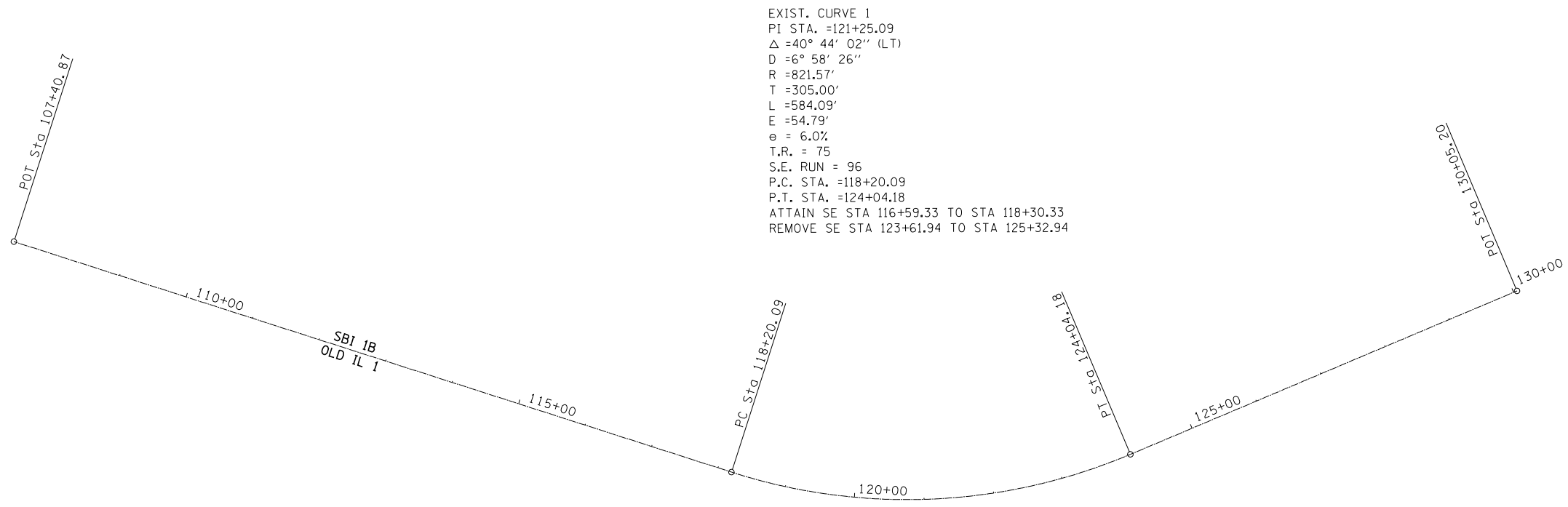


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FILE NAME = D774217-shr-sched.dgn	DRAWN - TJD	REVISED -
PLOT SCALE = 40,0000' / IN.	CHECKED - NAK	REVISED -
PLOT DATE = 7/24/2013	DATE - 4/8/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

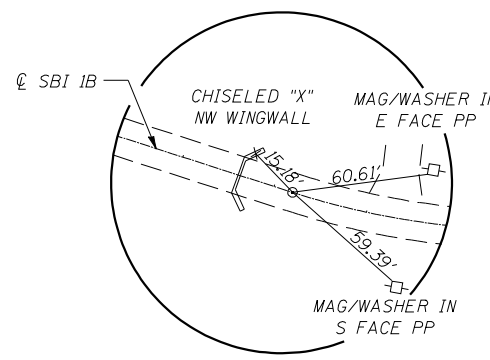
SCHEDULE OF QUANTITIES

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	13
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 74217	

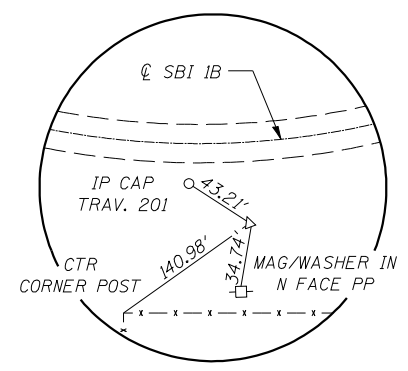


EXIST. CURVE 1
 PI STA. =121+25.09
 Δ =40° 44' 02" (LT)
 D =6° 58' 26"
 R =821.57'
 T =305.00'
 L =584.09'
 E =54.79'
 e = 6.0%
 T.R. = 75
 S.E. RUN = 96
 P.C. STA. =118+20.09
 P.T. STA. =124+04.18
 ATTAIN SE STA 116+59.33 TO STA 118+30.33
 REMOVE SE STA 123+61.94 TO STA 125+32.94

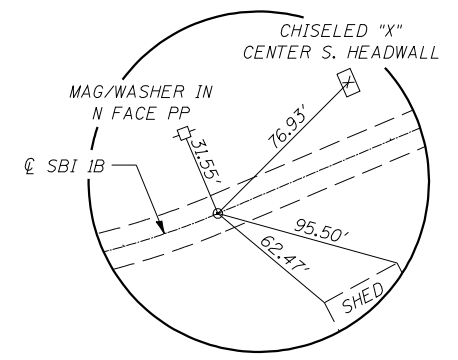
OLDIL1			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
P.O.T	107+40.87	649805.06	1146740.97
P.O.T	118+20.09	650716.14	1147319.46
T.C.	118+20.09	650716.14	1147319.46
P.I.	121+25.09	650973.62	1147482.95
C.T.	124+04.18	651275.41	1147438.81
P.O.T	124+04.18	651275.41	1147438.81
P.O.T	130+05.20	651870.10	1147351.83



PC STA 118+20.09
MAG NAIL WITH WASHER



PI STA 121+25.09
IP WITH CAP



PT STA 124+04.18
MAG NAIL WITH WASHER

BENCH MARK: CHISELED SQUARE ON THE NORTHWEST WINGWALL OF CULVERT, STA. 113+11.36, 24.38' RT., ELEV. 401.70



JOB = 2223.5	DESIGNED - NAK	REVISED -
FILE NAME = D774217-sht-01.dgn	DRAWN - TJD	REVISED -
PLOT SCALE = 200.0000' / IN.	CHECKED - NAK	REVISED -
PLOT DATE = 7/24/2013	DATE - 4/8/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

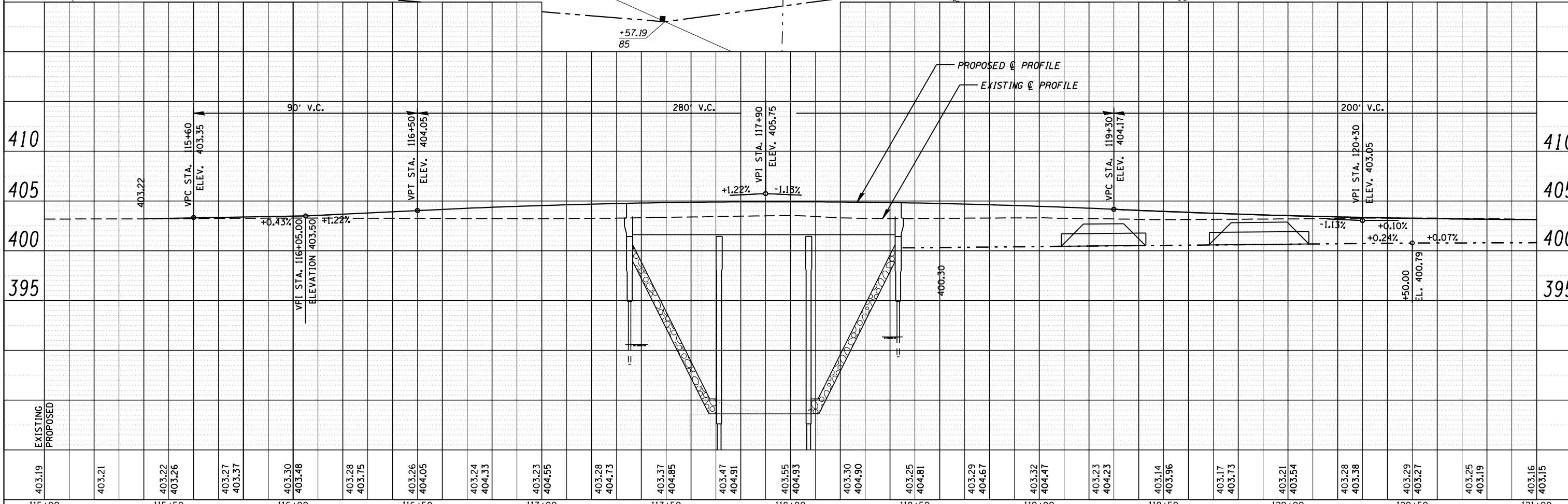
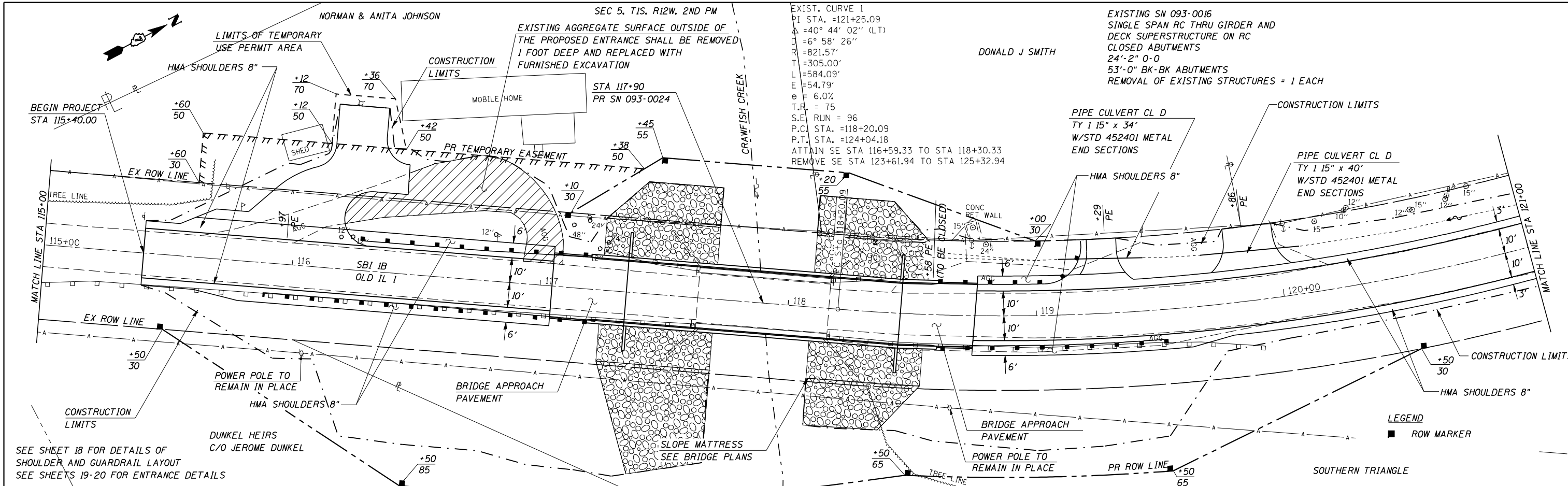
ALIGNMENT, BENCHMARK, CROSS TIES

SCALE: SHEET NO. OF SHEETS STA. 107+40.87 TO STA. 130+50.20

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	14
CONTRACT NO. 74217			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
	NOTED		
	CHECKED		
	FILED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	NOTED		
	CHECKED		
	FILED		
	NO.		



403.19	403.21	403.22	403.26	403.27	403.37	403.30	403.48	403.28	403.75	403.26	404.05	403.24	404.33	403.23	404.55	403.28	404.73	403.37	404.85	403.47	404.91	403.55	404.93	403.30	404.90	403.25	404.81	403.29	404.67	403.32	404.47	403.23	404.23	403.14	403.96	403.17	403.73	403.21	403.54	403.28	403.38	403.29	403.27	403.25	403.19	403.16	403.15
115+00		115+50				116+00				116+50				117+00				117+50				118+00				118+50				119+00				119+50				120+00				120+50				121+00	

CEC Cummins Engineering Corporation
Civil and Structural Engineering

JOB = 2223.5
FILE NAME = *FILES*
PLOT SCALE = *SCALE*
PLOT DATE = *DATE*

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DRAWN - TJD
CHECKED - NAK
DATE - 4/11/2011

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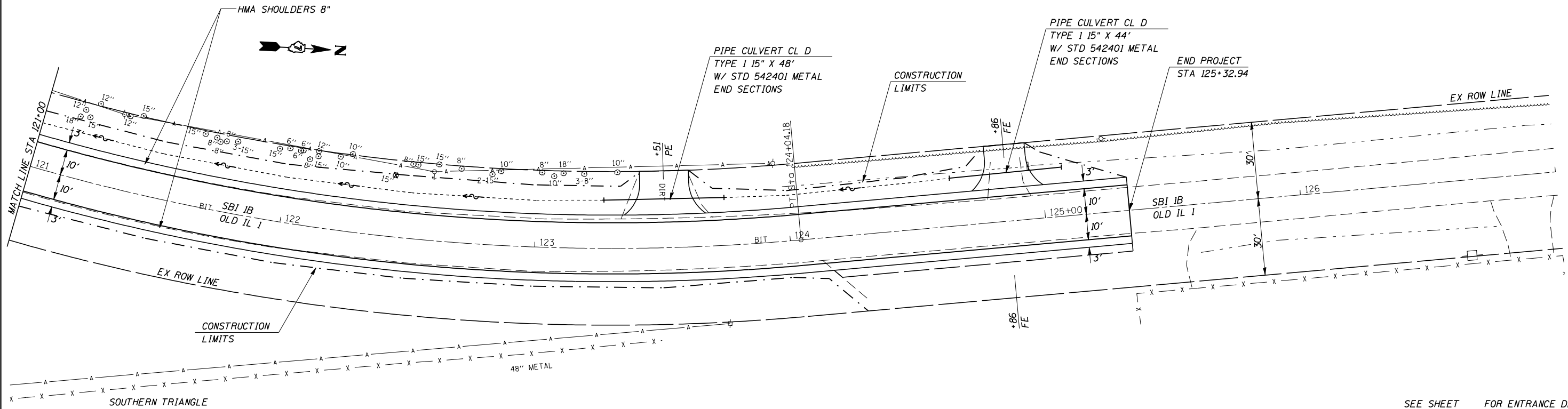
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN - OLD IL 1
SCALE: SHEET NO. OF SHEETS STA. TO STA.

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	15
CONTRACT NO. 74217			ILLINOIS FED. AID PROJECT	

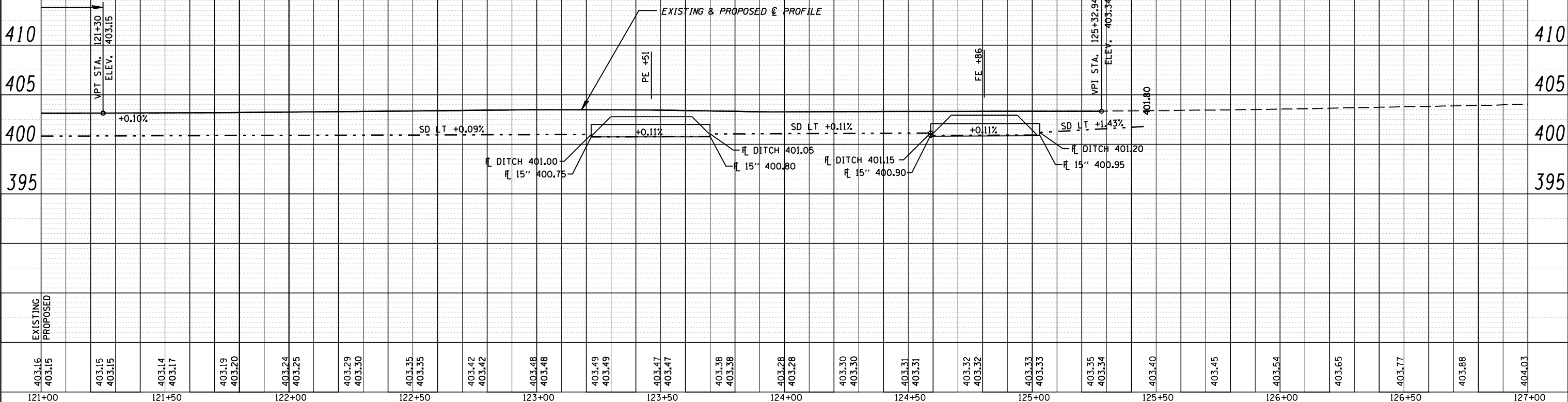
DONALD J SMITH

PLAN	SURVEYED	DATE
	BY	
	NO. _____	
	CHECKED	
	DATE	
	BY	
	NO. _____	



SEE SHEET FOR ENTRANCE DETAILS

PROFILE	SURVEYED	DATE
	BY	
	NO. _____	
	CHECKED	
	DATE	
	BY	
	NO. _____	



EXISTING	PROPOSED	403.16	403.15	403.15	403.14	403.17	403.19	403.20	403.24	403.25	403.29	403.30	403.35	403.35	403.42	403.42	403.48	403.48	403.49	403.49	403.47	403.47	403.38	403.38	403.28	403.28	403.30	403.30	403.31	403.31	403.32	403.32	403.33	403.33	403.35	403.34	403.40	403.45	403.54	403.65	403.77	403.88	404.03		
		121+00		121+50		122+00		122+50		123+00		123+50		124+00		124+50		125+00		125+50		126+00		126+50		127+00																			

CEC Cummins Engineering Corporation
Civil and Structural Engineering

JOB # 2223.5
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PLOT DATE = 7/24/2013

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CHECKED - NAK
DATE - 4/8/2011

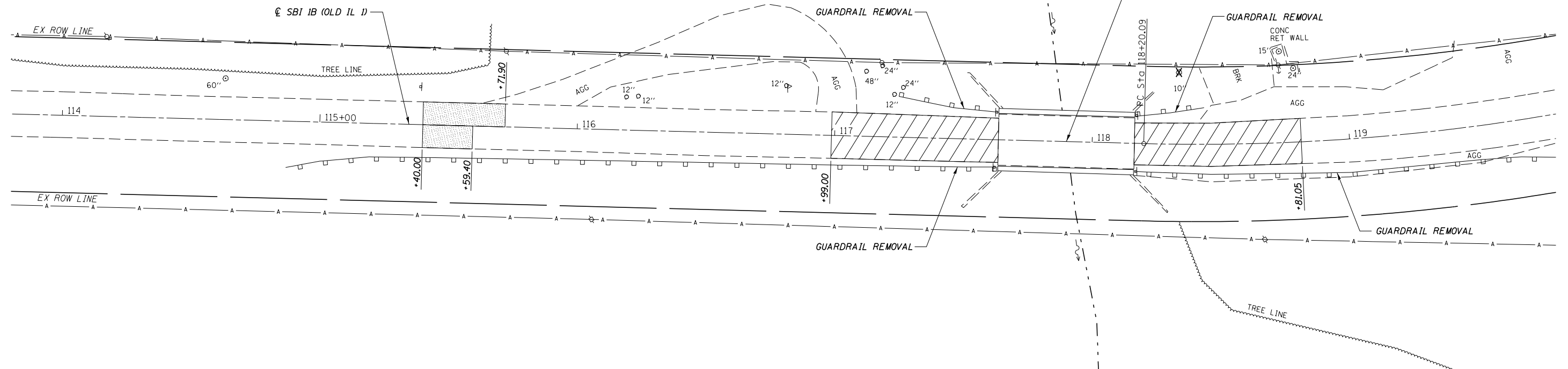
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN - OLD IL 1
SCALE: SHEET NO. OF SHEETS STA. TO STA.

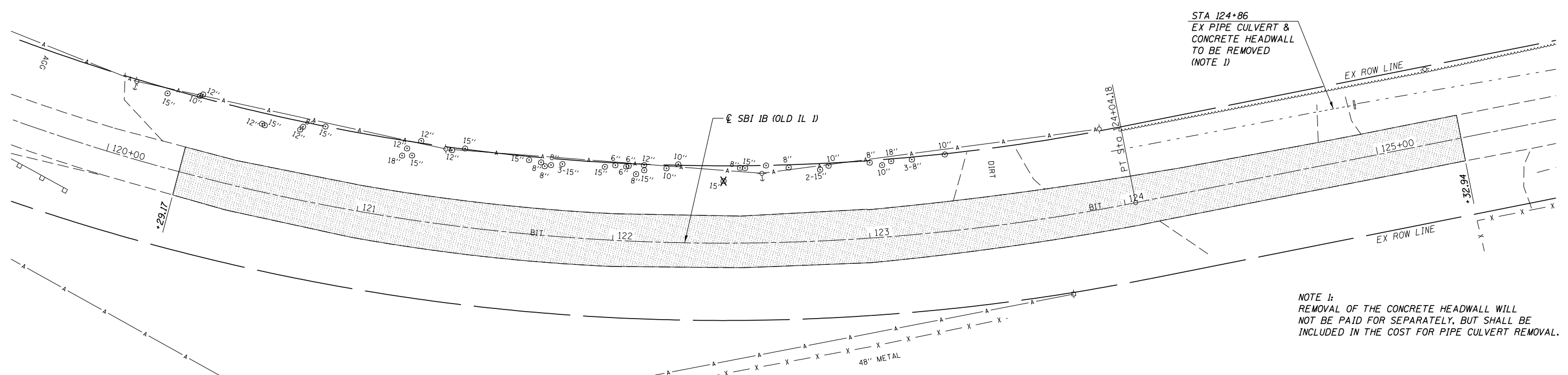
SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IB	(12A)B-1	WABASH	52	16
CONTRACT NO. 74217			ILLINOIS FED. AID PROJECT	

EXISTING SN 093-0016
 SINGLE SPAN RC THRU GIRDER AND
 DECK SUPERSTRUCTURE ON RC
 CLOSED ABUTMENTS
 24'-2" O-O
 53'-0" BK-BK ABUTMENTS
 REMOVAL OF EXISTING STRUCTURES = 1 EACH



LEGEND

- HMA SURFACE REMOVAL
- PAVEMENT REMOVAL
- TREE REMOVAL



STA 124+86
 EX PIPE CULVERT &
 CONCRETE HEADWALL
 TO BE REMOVED
 (NOTE 1)

NOTE 1:
 REMOVAL OF THE CONCRETE HEADWALL WILL
 NOT BE PAID FOR SEPARATELY, BUT SHALL BE
 INCLUDED IN THE COST FOR PIPE CULVERT REMOVAL.



JOB = 2223.5
 FILE NAME = 0774217-shr-rem.dgn
 PLOT SCALE = 40.0000' / 1" =
 PLOT DATE = 7/29/2013

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 DRAWN - TJD
 CHECKED - NAK
 DATE - 4/8/2011

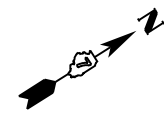
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

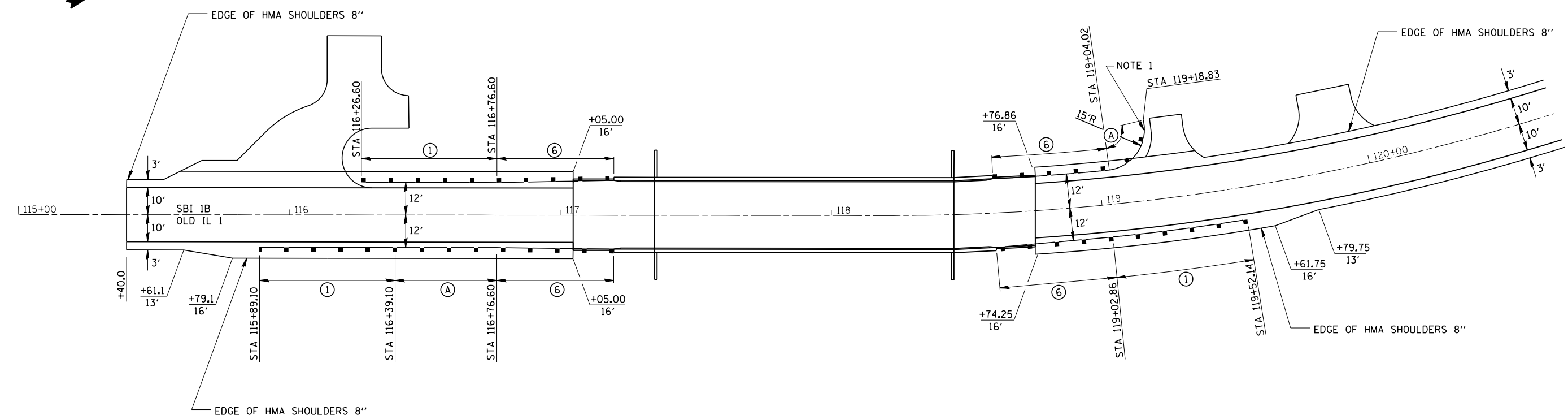
REMOVAL PLAN

SCALE: SHEET NO. OF SHEETS STA. 114+00.00 TO STA. 125+32.94

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	17
		CONTRACT NO. 74217		
		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



NOTE 1:
 FABRICATE RAIL ELEMENT WITH 15 FOOT RADIUS.
 PROVIDE A STANDARD 630001 END SECTION.
 FURNISHING CURVED RAIL ELEMENTS AND THE
 STANDARD END SECTION SHALL BE INCLUDED IN
 THE COSTS FOR STEEL PLATE BEAM GUARDRAIL
 TYPE A, 6 FOOT POSTS



LEGEND	
①	TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT)
②	TRAFFIC BARRIER TERMINAL TYPE 2
⑥	TRAFFIC BARRIER TERMINAL TYPE 6
Ⓐ	STEEL PLATE BEAM GUARDRAIL TYPE A 6' POSTS

CEC Cummins
 Engineering Corporation
 Civil and Structural Engineering

JOB = 2223.5
 FILE NAME = *FILES*
 PLOT SCALE = *SCALE*
 PLOT DATE = *DATE*

DESIGNED - NAK
 DRAWN - TJD
 CHECKED - NAK
 DATE - 4/8/2011

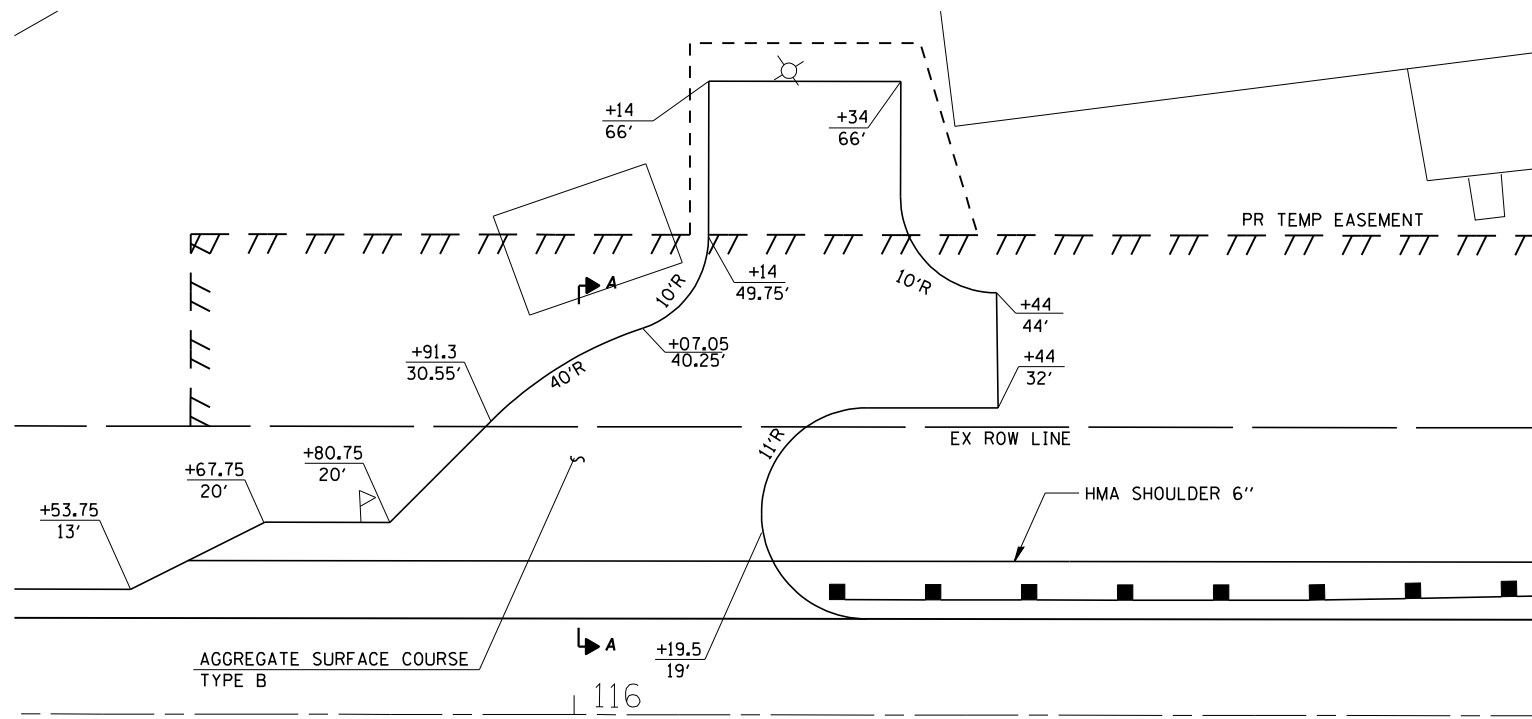
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 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

GUARDRAIL AND SHOULDER LAYOUT

SCALE: SHEET NO. OF SHEETS STA. 115+00 TO STA. 121+00

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	18
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74217	

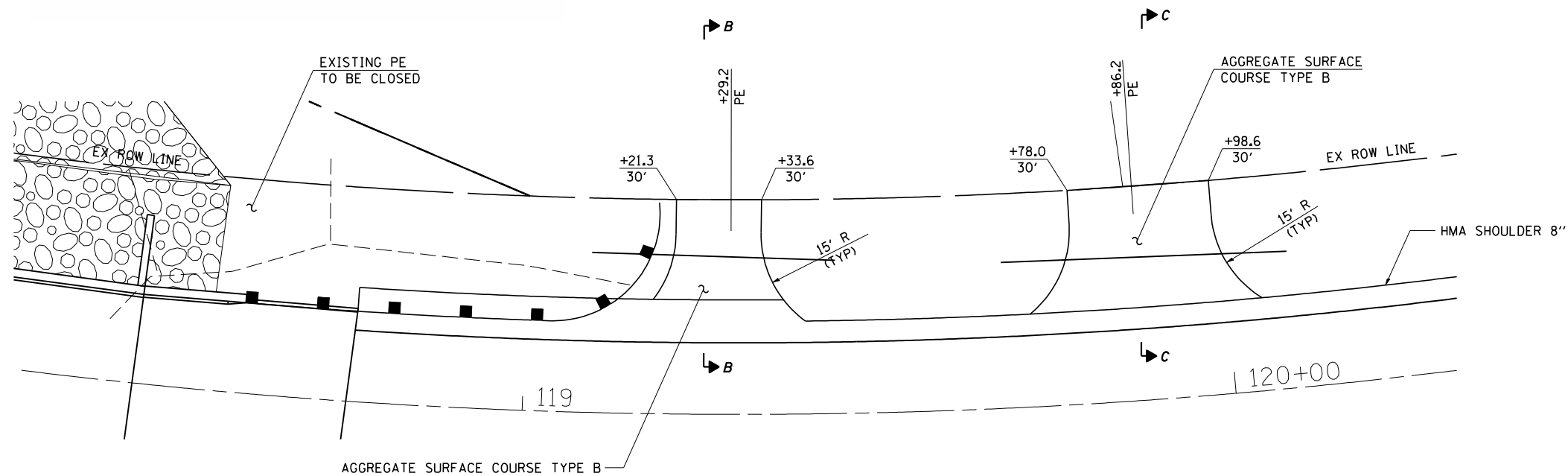


EX AGG PE LT STA 115+99.5

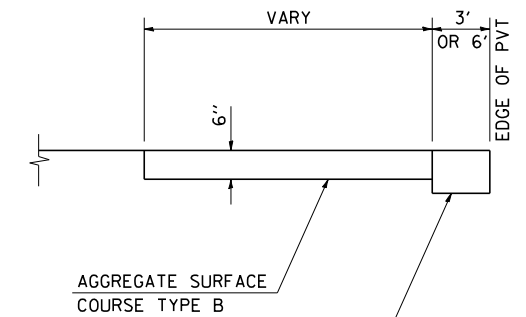
GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

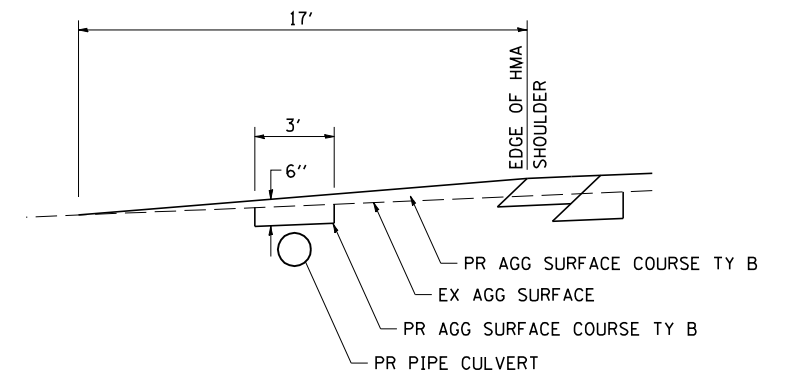
THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.



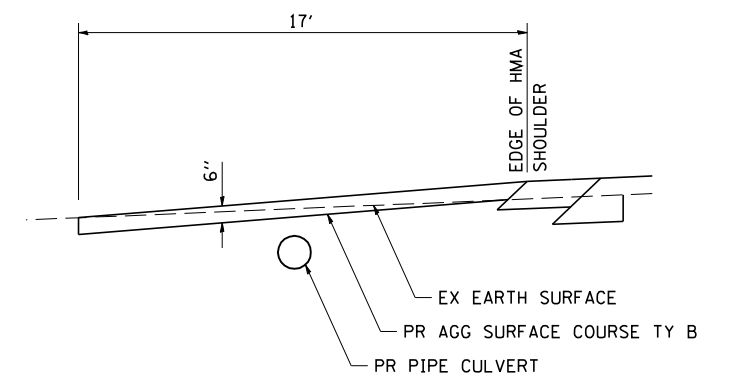
EX AGG PE LT STA 119+14.6 TO STA 120+09.15



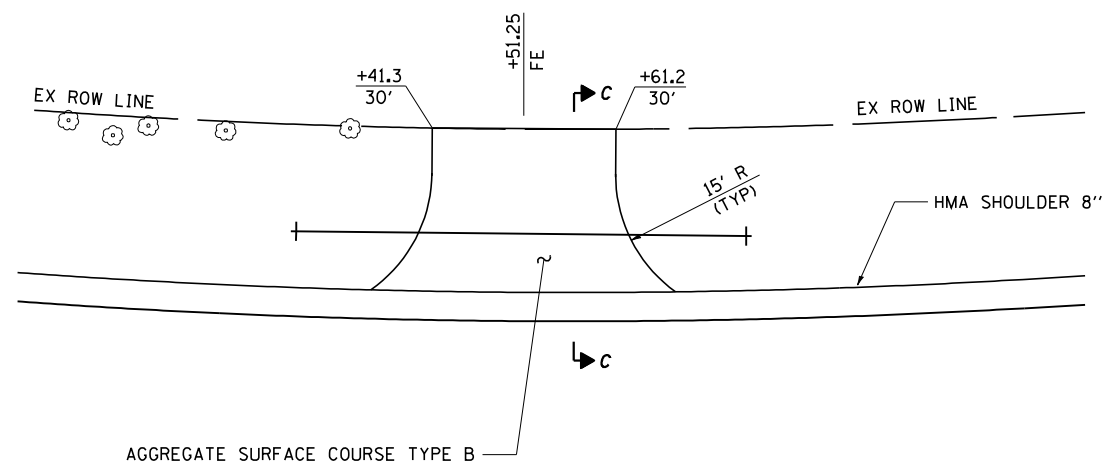
SECTION A-A



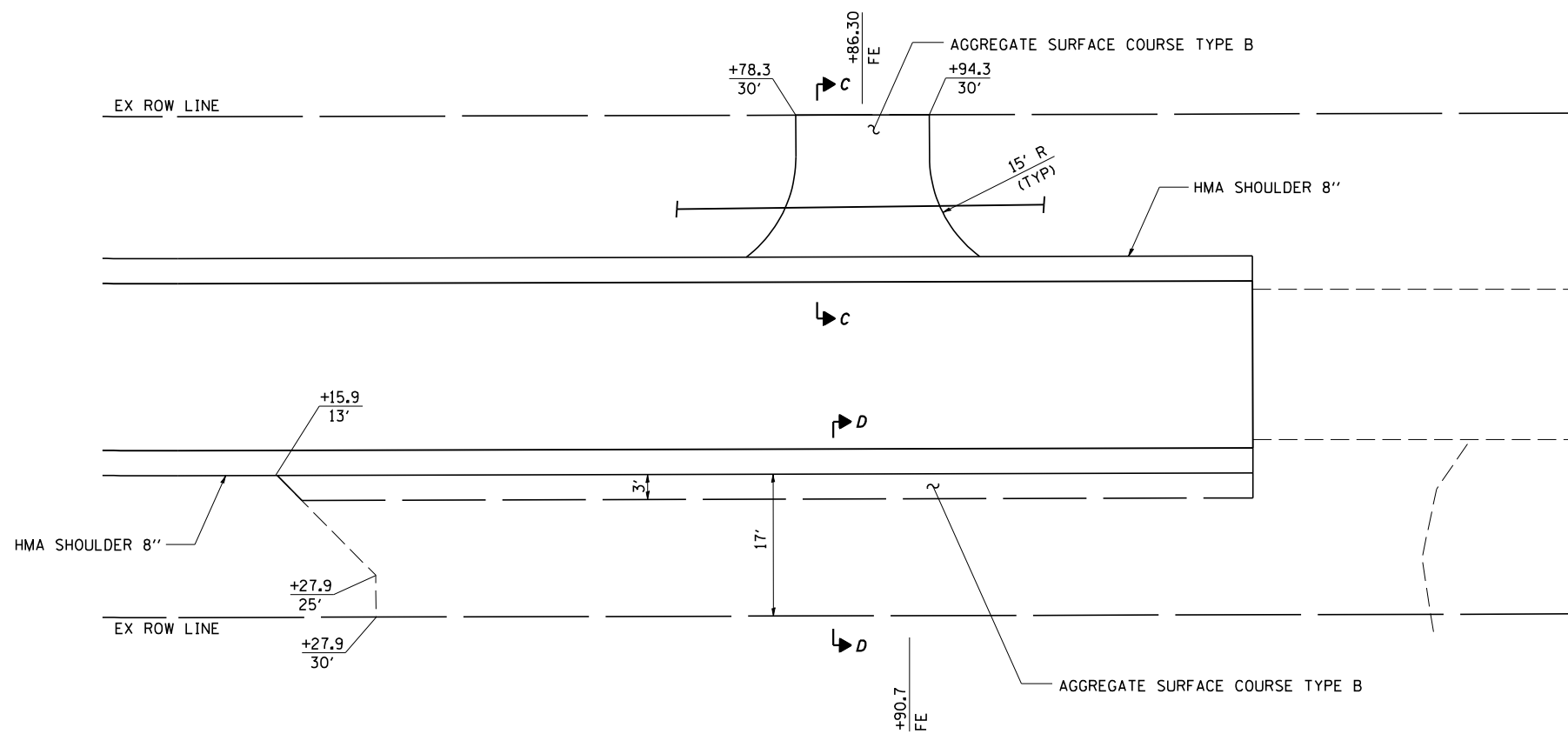
SECTION B-B



SECTION C-C

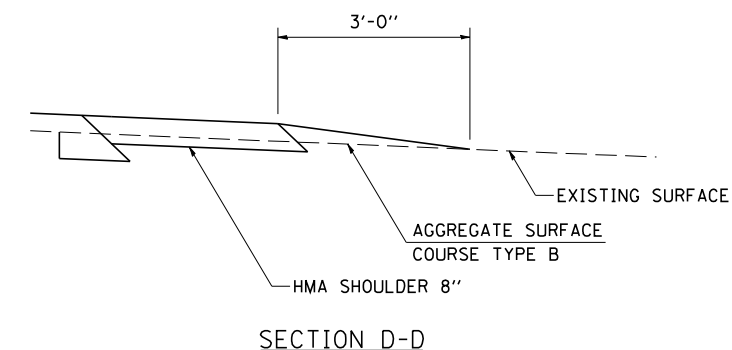


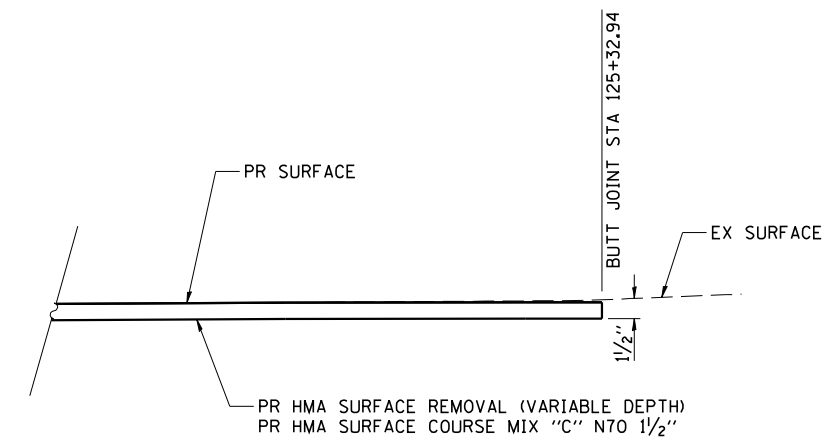
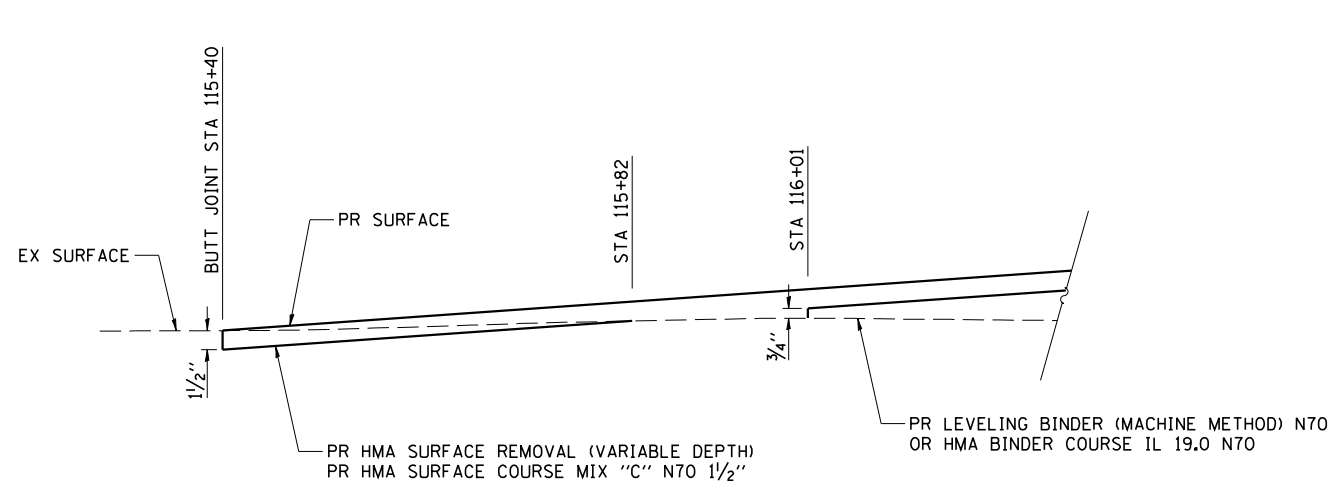
EX EARTH FE LT STA 123+51.25



EX EARTH FE LT STA 124+86.30

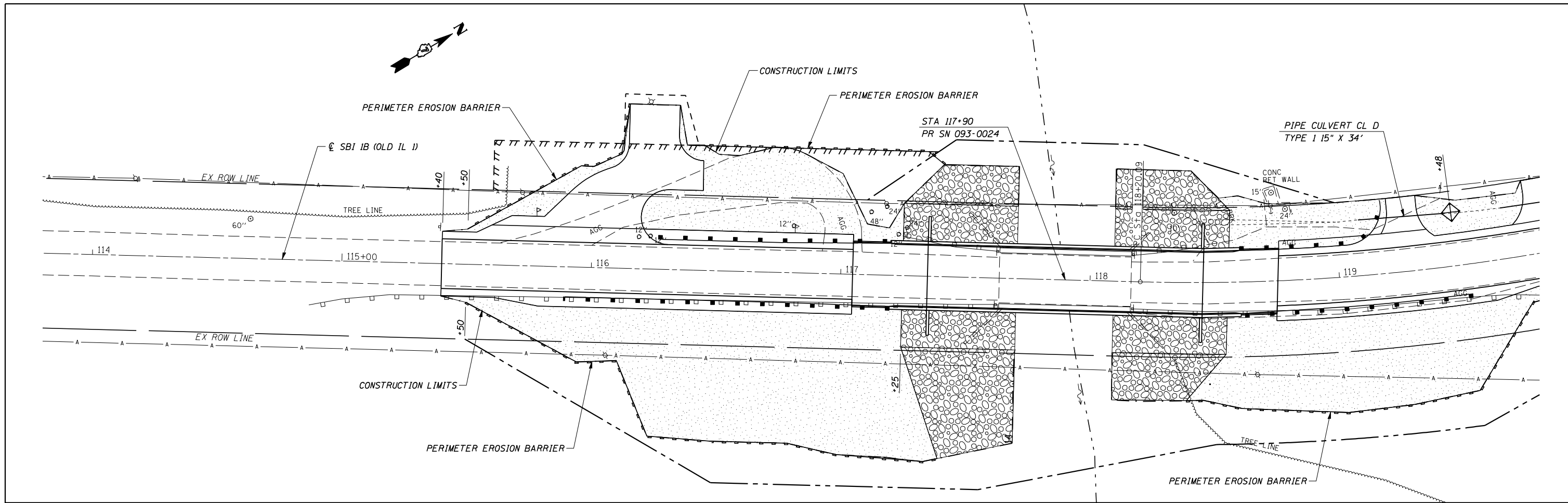
EX AGG FE RT STA 124+90.70





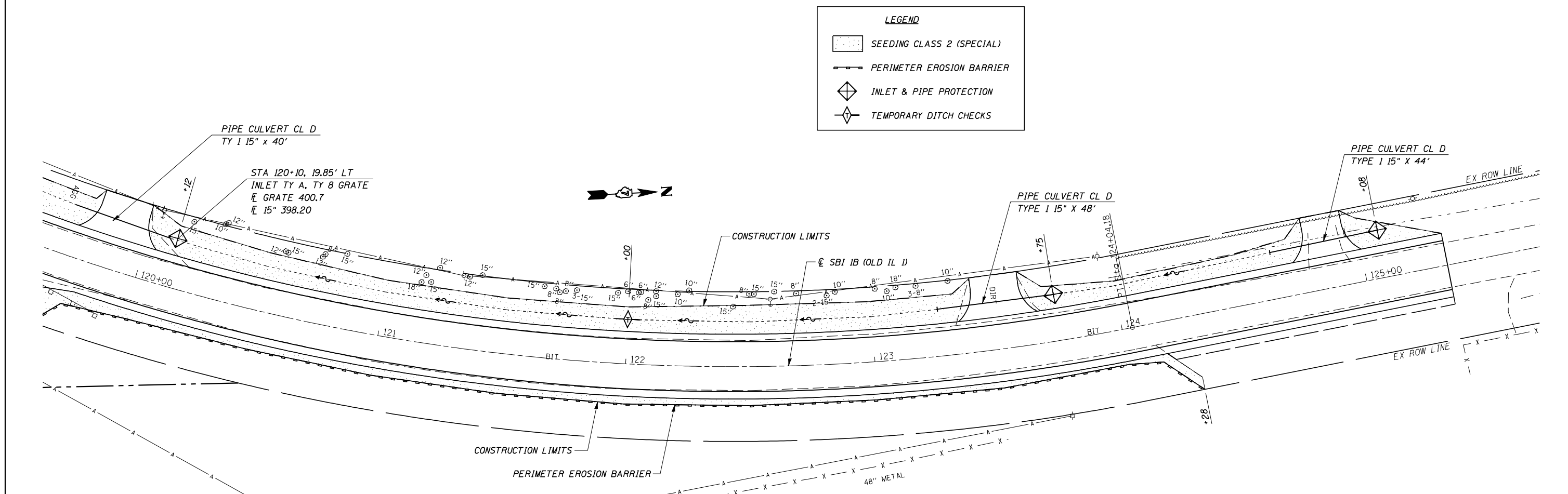
BUTT JOINT DETAILS

NOTE:
MILLING SHALL BE 1/2" BELOW THE PROPOSED FINISHED SURFACE ELEVATION AND AT THE PROPOSED PAVEMENT SLOPE.



LEGEND

- SEEDING CLASS 2 (SPECIAL)
- PERIMETER EROSION BARRIER
- INLET & PIPE PROTECTION
- TEMPORARY DITCH CHECKS



CEC Cummins
Engineering
Corporation
Civil and Structural Engineering

JOB = 2223.5
FILE NAME = D774217-shr-erov.dgn
PLOT SCALE = 40,0000' / IN.
PLOT DATE = 7/24/2013

DESIGNED - NAK
DRAWN - TJD
CHECKED - NAK
DATE - 4/8/2011

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRAINAGE AND EROSION CONTROL
SCALE: SHEET NO. OF SHEETS STA. 114+00.00 TO STA. 125+32.94

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	22
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74217	

Bench Mark: Chiseled "□" on the northwest wingwall of culvert, Sta. 113+11.36, 24.38' Rt., Elev. 401.70

Existing Structure: S.N. 093-0016 was originally built in 1923 as Section (12A)B-1. Structure consists of a single span reinforced concrete thru girder and deck superstructure supported by closed abutments. The abutments are founded on timber pile supported footings. The back to back of approach bents measures 53'-0" while the out to out width measures 24'-2". Structure to be removed and replaced.

Traffic Control: The road will be closed during construction.

Salvage: None.

LOADING HL-93

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

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications

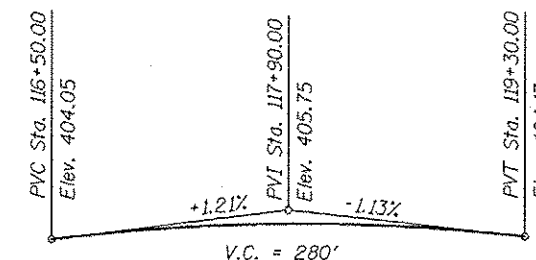
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M 270 Grade 50) struct. steel

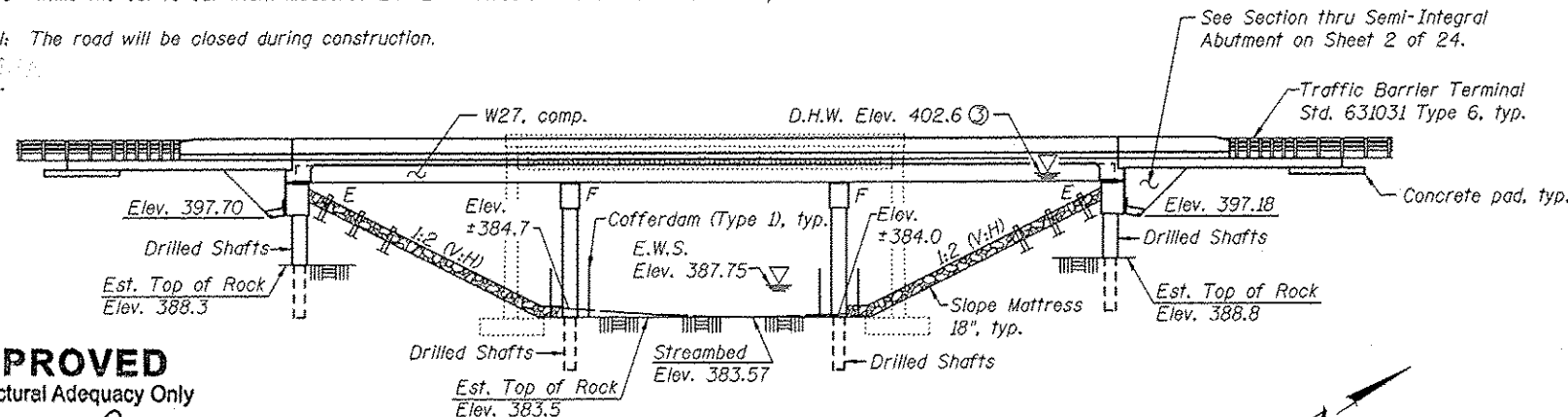
SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.20g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.50g
 Soil Site Class = C



PROFILE GRADE - OLD IL 1

(Along Roadway)

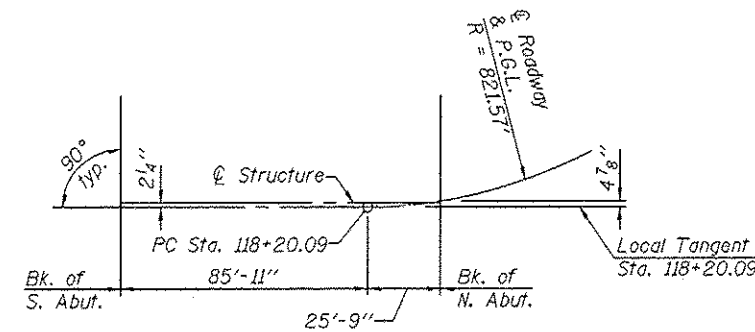


ELEVATION

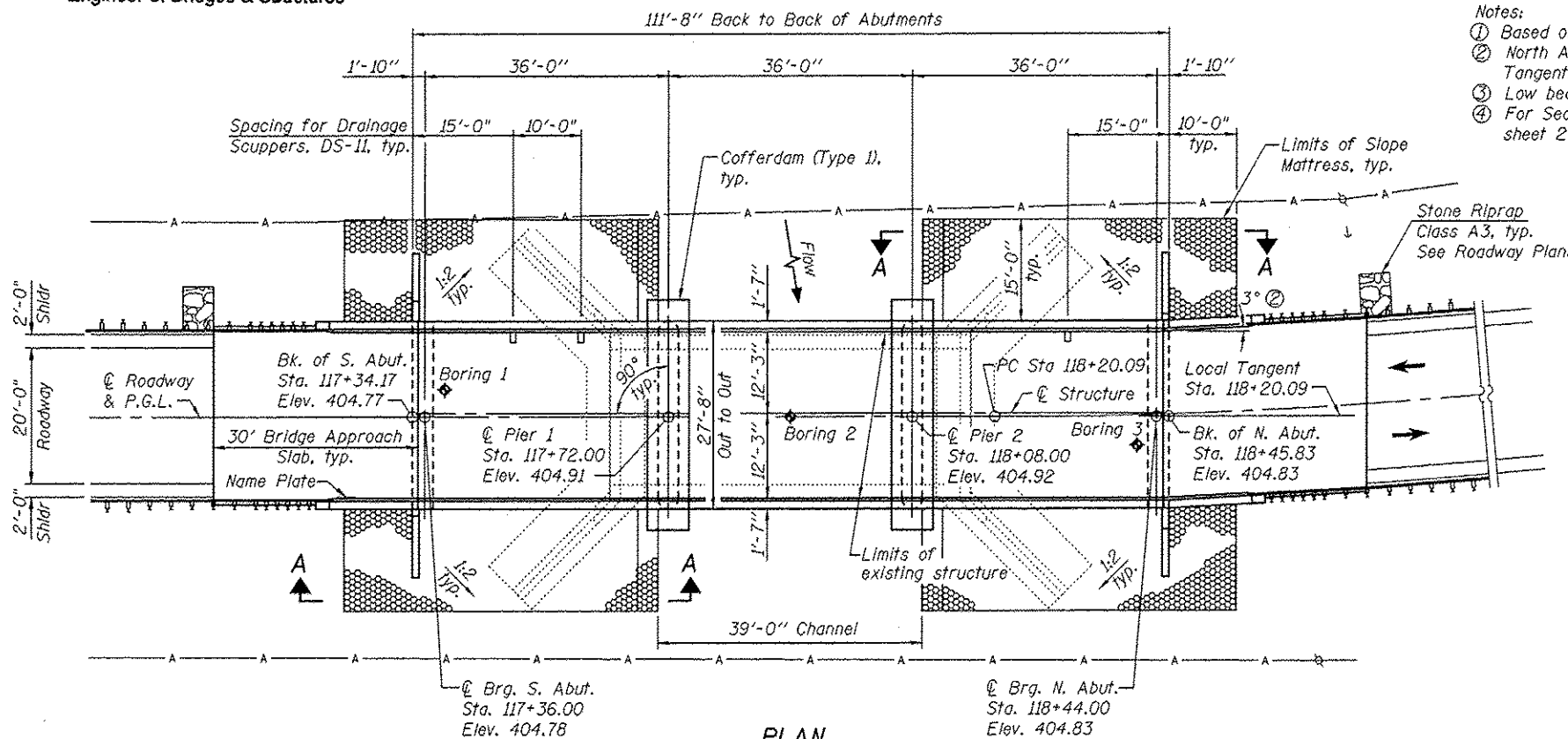
APPROVED
For Structural Adequacy Only

D. Carl Perry
Engineer of Bridges & Structures

- Notes:
 ① Based on Wabash River 10-year tall water effects.
 ② North Approach Slab and wingwall skew to Local Tangent.
 ③ Low beam elevation = 401.2.
 ④ For Section A-A and Slope Mattress Detail, see sheet 2 of 24.



OFFSET SKETCH



PLAN

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Data
- 3-4 Top of Slab Elevations
- 5 Top of S. Approach Slab Elevations
- 6 Top of N. Approach Slab Elevations
- 7 Superstructure
- 8 Superstructure Details
- 9 Superstructure Details
- 10 South Approach Slab Details
- 11 North Approach Slab Details
- 12 Bridge Approach Slab Details
- 13 Structural Steel Details
- 14 Bearing Details
- 15 South Abutment
- 16 North Abutment
- 17 Pier 1
- 18 Pier 2
- 19 Drainage Scupper, DS-II
- 20 Bar Splicer Assembly and Mechanical Splicer Details
- 21 Cantilever Forming Brackets
- 22 Concrete Parapet Slipforming Option
- 23-24 Boring Logs

CURVE DATA

$\Delta = 40^\circ 44' 02''$ (LT)
 $D = 6^\circ 58' 26''$
 $T = 305.00'$
 $L = 584.09'$
 $E = 54.79'$
 $R = 821.57'$
 $S.E. = 6.00\%$
 $P.C. = Sta. 118+20.09$
 $P.T. = Sta. 124+04.18$
 $P.I. = Sta. 121+25.09$
 Superelevation transition =
 Sta. 116+59.33 to 118+30.33
 Superelevation transitions:
 2.0% at 117+34.31 to 6.0% at 118+30.33
 (Full width of deck)

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 2	N. Abut.
	394.93	377.67	377.67	394.58

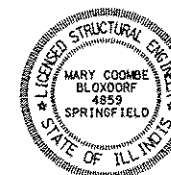
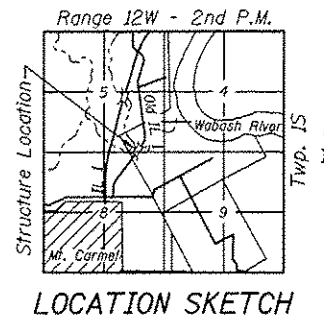
WATERWAY INFORMATION

Drainage Area = 34.9 Sq. Mi. Low Grade Elev. 403.10 @ Sta. 114+50

Flood	Freq. Yr.	Q	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exlst.	Prop.	Exlst.	Prop.	Exlst.	Prop.	
Design	10	3465	854	1263	402.4	0.4	0.2	402.8	402.6
Base	50	5427	854	1263	402.6	0.7	0.2	403.3	402.8
Ex. Overtop	100	6291	854	1263	402.8	0.7	0.3	403.5	403.1
Pr. Overtop	50	5427	854	-	402.6	0.7	-	403.3	-
	100	6291	-	1263	402.8	-	0.3	-	403.1

STATION 117+90
 BUILT BY
 STATE OF ILLINOIS
 S.B.I. RT. 1B SEC. (12A)B-1
 LOADING HL-93
 STRUCTURE NO. 093-0024

NAME PLATE
See Std. 515001



Mary Coombe Bloxdorf
 ILLINOIS STRUCTURAL NO. 4899
 EXPIRES 11/30/2014
 DATE: 01/23/2013

GENERAL PLAN & ELEVATION
OLD IL 1 OVER CRAWFISH CREEK
SBI 1B - SECTION (12A)B-1
WABASH COUNTY
STATION 117+90.00
STRUCTURE NO. 093-0024

FILE NAME = N:\p0930024-74217-001.dgn
 PROJECT NO. 88853-5

Coombe-Bloxdorf P.C.
 -CIVIL ENGINEERS-
 -STRUCTURAL ENGINEERS-
 -LAND SURVEYORS-
 Design Firm License No. 184-002703

USER NAME	DESIGNED	REVISIONS
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	MCB	-
	TFC	-
	MCB	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

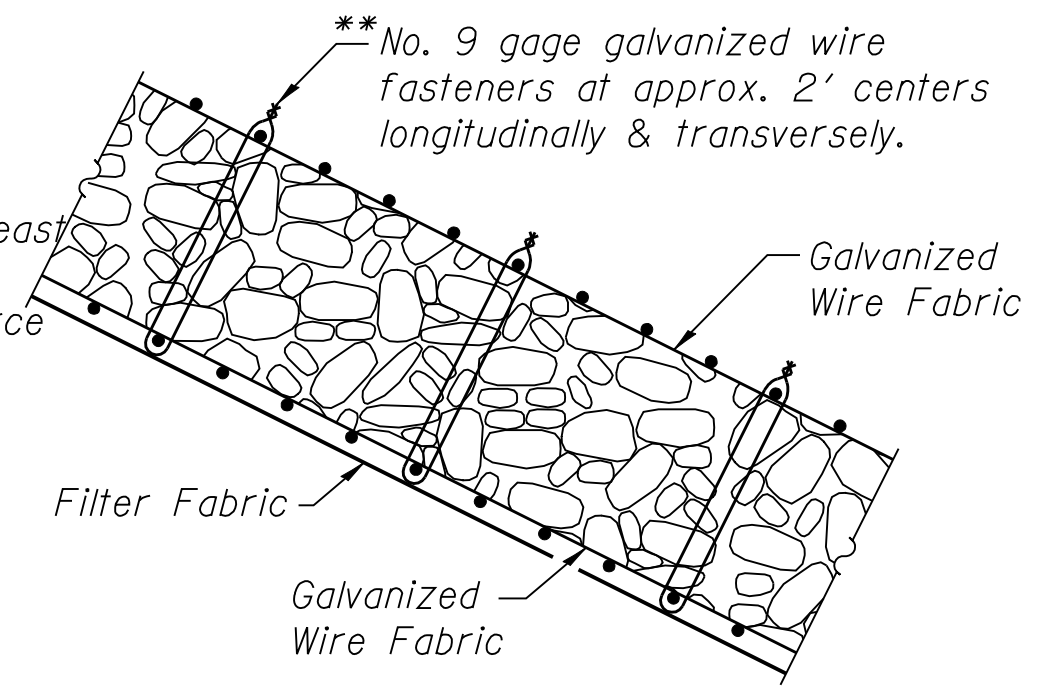
SHEET NO. 1 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	23
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Fasteners shall be ASTM 325 Type 1, mechanically galvanized bolts 7/8" ϕ , holes 15/16" ϕ , unless otherwise noted.
 Calculated weight of Structural Steel = 53,300 lbs.
 All structural steel shall be AASHTO M270 Grade 50.
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars designated (E) shall be epoxy coated.
 If the Contractor elects to use cantilever forming brackets on the exterior beams, 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.
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1.
 Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.
 The Contractor is advised that the existing R.C. thru girder is in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for removal and replacement of the structure.

** Wire fasteners shall resist a force of at least 600 lb while remaining in a closed position when subjected to a directional tension force along any axis of the fastener.



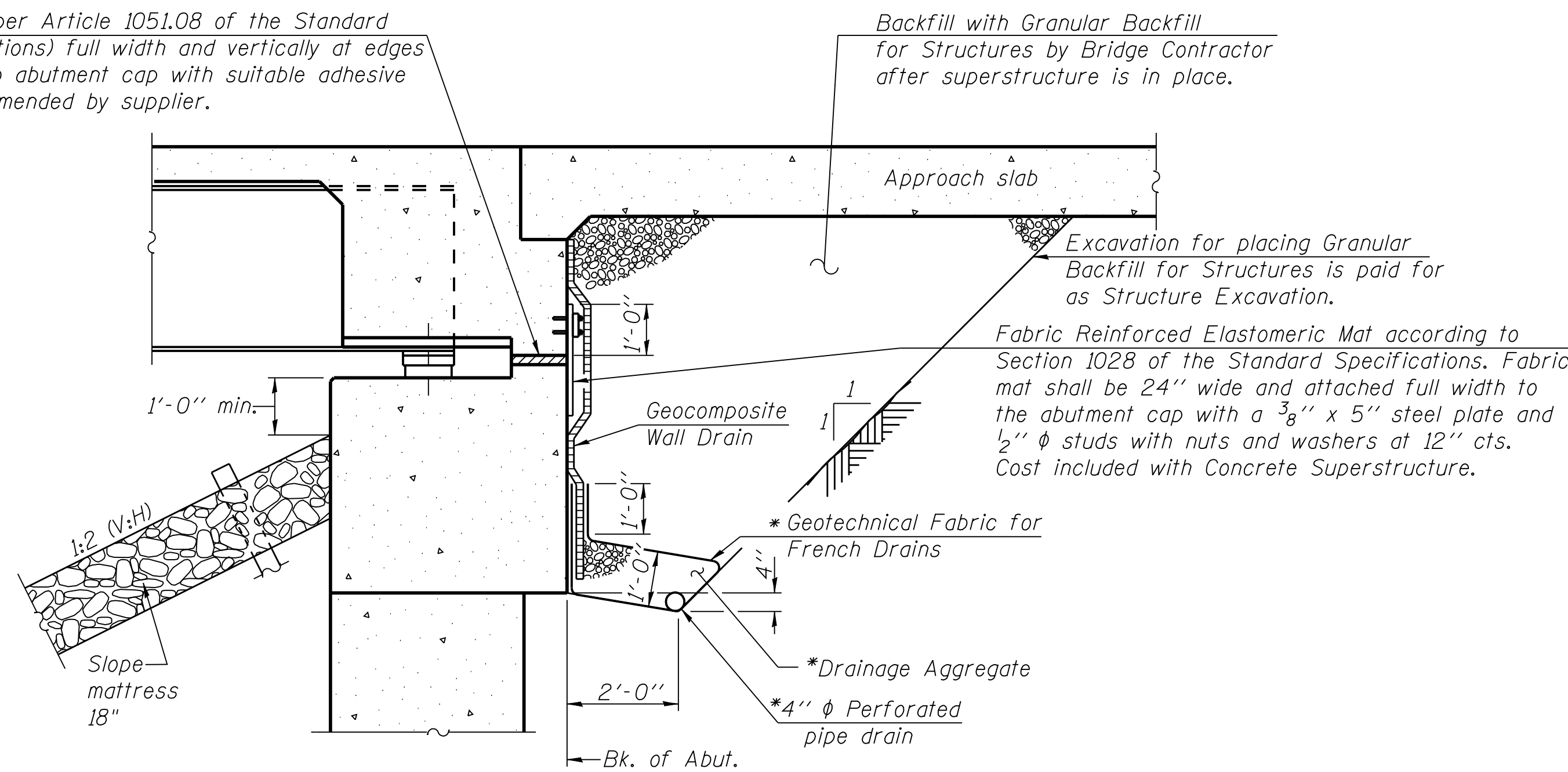
SLOPE MATTRESS DETAIL

Cost of steel stakes, Wire Fabric and wire fasteners is included in the cost of Slope Mattress 18". Wire Fabric shall be galvanized according to ASTM A764, Type 3.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.			85
Filter Fabric	Sq. Yd.		563	563
Slope Mattress 18"	Sq. Yd.		563	563
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.			152
Cofferdam Excavation	Cu. Yd.			24
Concrete Structures	Cu. Yd.		179.5	179.5
Concrete Superstructure	Cu. Yd.	201.8		201.8
Bridge Deck Grooving	Sq. Yd.	425		425
Protective Coat	Sq. Yd.	585		585
Furnishing and Erecting Structural Steel	L. Sum			1
Stud Shear Connectors	Each	1920		1920
Reinforcement Bars, Epoxy Coated	Pound	52,020	21,390	73,410
Reinforcement Bars	Pound		23,320	23,320
Bar Splicers	Each	62		62
Name Plates	Each	1		1
Drilled Shaft in Rock	Cu. Yd.		51.4	51.4
Drilled Shaft in Soil	Cu. Yd.		21.2	21.2
Permanent Casing	Foot		31.6	31.6
Elastomeric Bearing Assembly, Type 1	Each	10		10
Anchor Bolts, 1"	Each		20	20
Anchor Bolts, 3/8"	Each		20	20
Geocomposite Wall Drain	Sq. Yd.		56	56
Pipe Underdrains for Structures 4"	Foot		129	129
Drainage Scuppers, DS-11	Each	3		3
Cofferdam (Type 1) - Location 1	Each		1	1
Cofferdam (Type 1) - Location 2	Each		1	1
Mechanical Splicers	Each		60	60

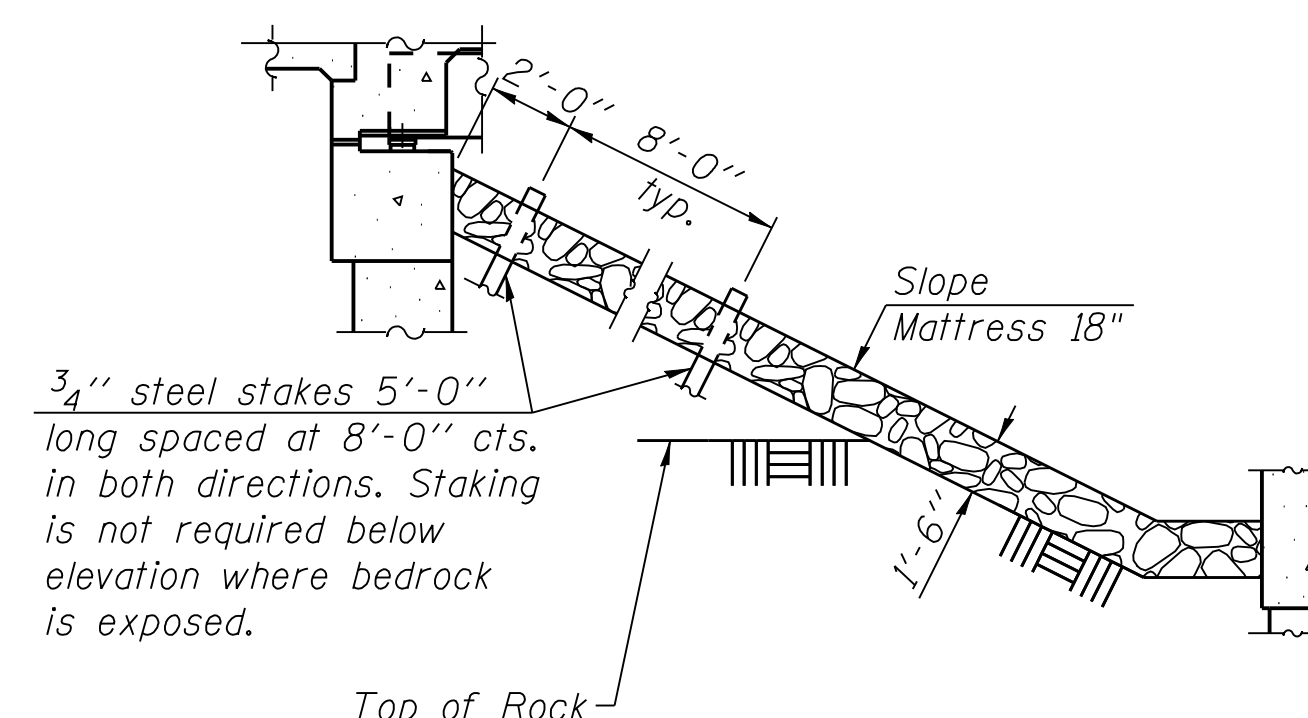
2" PJF (per Article 1051.08 of the Standard Specifications) full width and vertically at edges bonded to abutment cap with suitable adhesive as recommended by supplier.



SECTION THRU SEMI-INTEGRAL ABUTMENT

*Included in the cost of Pipe Underdrains for Structures.

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



SECTION A-A

FILE NAME = 74217-002-general-01-dwg.dgn
 CB PROJECT NO. 08053-B

Coombes-Bloxdorf P.C.
 CIVIL ENGINEERS-
 STRUCTURAL ENGINEERS-
 LAND SURVEYORS
 Design Firm License No. 184-002703

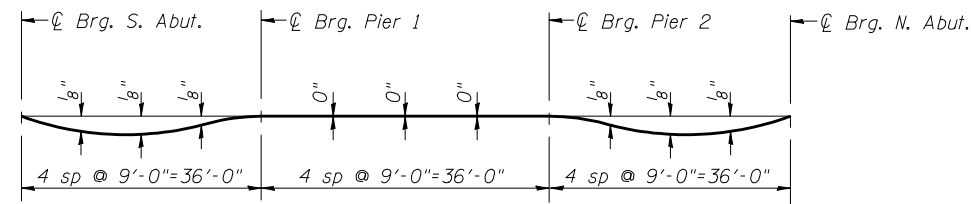
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PLOT DATE = 10/3/2013	CHECKED - MCB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
 STRUCTURE NO. 093-0024**

SHEET NO. 2 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	24
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				

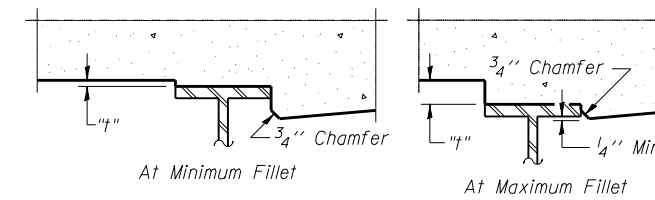


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on Sheet 4 of 24.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on Sheet 4 of 24, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 1

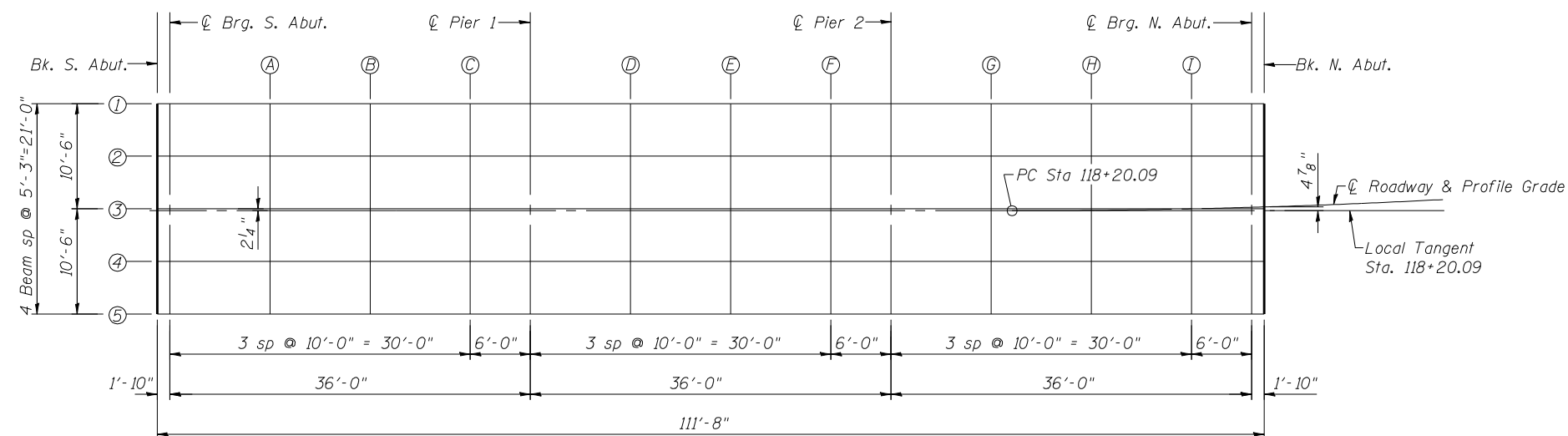
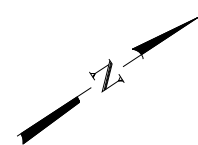
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	11734.17	-10.69	404.56	404.56
CL Brg. S. Abut.	11736.00	-10.69	404.57	404.57
A	11746.00	-10.69	404.57	404.58
B	11756.00	-10.69	404.56	404.57
C	11766.00	-10.69	404.54	404.55
CL Pier 1	11772.00	-10.69	404.53	404.53
D	11782.00	-10.69	404.50	404.50
E	11792.00	-10.69	404.46	404.46
F	11802.00	-10.69	404.41	404.41
CL Pier 2	11808.00	-10.69	404.38	404.38
G	11818.00	-10.69	404.32	404.33
H	11828.10	-10.65	404.26	404.27
I	11838.23	-10.49	404.22	404.23
CL Brg. N. Abut.	11844.31	-10.34	404.21	404.21
Back N. Abut.	11846.16	-10.28	404.20	404.20

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	11734.17	-5.44	404.67	404.67
CL Brg. S. Abut.	11736.00	-5.44	404.67	404.67
A	11746.00	-5.44	404.70	404.71
B	11756.00	-5.44	404.71	404.72
C	11766.00	-5.44	404.72	404.72
CL Pier 1	11772.00	-5.44	404.72	404.72
D	11782.00	-5.44	404.71	404.71
E	11792.00	-5.44	404.69	404.69
F	11802.00	-5.44	404.67	404.67
CL Pier 2	11808.00	-5.44	404.65	404.65
G	11818.00	-5.44	404.62	404.62
H	11828.05	-5.40	404.58	404.58
I	11838.11	-5.24	404.55	404.55
CL Brg. N. Abut.	11844.15	-5.09	404.52	404.52
Back N. Abut.	11845.99	-5.04	404.52	404.52

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	11734.17	-0.19	404.77	404.77
CL Brg. S. Abut.	11736.00	-0.19	404.78	404.78
A	11746.00	-0.19	404.83	404.84
B	11756.00	-0.19	404.86	404.88
C	11766.00	-0.19	404.89	404.90
CL Pier 1	11772.00	-0.19	404.90	404.90
D	11782.00	-0.19	404.92	404.92
E	11792.00	-0.19	404.92	404.92
F	11802.00	-0.19	404.92	404.92
CL Brg. Pier 2	11808.00	-0.19	404.92	404.92
G	11818.00	-0.19	404.90	404.91
H	11828.00	-0.15	404.88	404.89
I	11838.00	0.00	404.85	404.86
CL N. Abut.	11844.00	0.16	404.84	404.84
Back N. Abut.	11845.83	0.21	404.84	404.84



PLAN

FILE NAME = 74217-093-top-el-01.dgn
 PROJECT NO. 00853-5

E-S 7-1-10

Coombe-Bloxdorf P.C.
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 STRUCTURAL ENGINEERS-
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 Design Firm License No. 184-002703

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	CHECKED - MCB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 093-0024**

SHEET NO. 3 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	25
CONTRACT NO. 74217				

ILLINOIS FED. AID PROJECT

CL ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	11734.17	0.00	404.78	404.78
CL Brg. S. Abut.	11736.00	0.00	404.79	404.79
A	11746.00	0.00	404.83	404.84
B	11756.00	0.00	404.87	404.88
C	11766.00	0.00	404.90	404.90
CL Pier 1	11772.00	0.00	404.91	404.91
D	11782.00	0.00	404.93	404.93
E	11792.00	0.00	404.93	404.93
F	11802.00	0.00	404.93	404.93
CL Pier 2	11808.00	0.00	404.92	404.92
G	11818.00	0.00	404.91	404.92
H	11828.00	0.00	404.89	404.90
I	11837.99	0.00	404.85	404.86
CL Brg. N. Abut	11844.00	0.00	404.83	404.83
Back N. Abut.	11845.83	0.00	404.82	404.82

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	11734.17	5.06	404.88	404.88
CL Brg. S. Abut.	11736.00	5.06	404.89	404.89
A	11746.00	5.06	404.96	404.97
B	11756.00	5.06	405.02	405.03
C	11766.00	5.06	405.07	405.07
CL Pier 1	11772.00	5.06	405.09	405.09
D	11782.00	5.06	405.13	405.13
E	11792.00	5.06	405.15	405.15
F	11802.00	5.06	405.17	405.17
CL Pier 2	11808.00	5.06	405.18	405.18
G	11818.00	5.06	405.19	405.20
H	11827.95	5.10	405.19	405.20
I	11837.89	5.25	405.17	405.18
CL Brg. N. Abut	11843.85	5.40	405.16	405.16
Back N. Abut.	11845.67	5.46	405.15	405.15

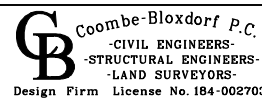
BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut.	11734.17	10.31	404.98	404.98
CL Brg. S. Abut.	11736.00	10.31	405.00	405.00
A	11746.00	10.31	405.09	405.10
B	11756.00	10.31	405.17	405.18
C	11766.00	10.31	405.24	405.24
CL Pier 1	11772.00	10.31	405.28	405.28
D	11782.00	10.31	405.34	405.34
E	11792.00	10.31	405.39	405.39
F	11802.00	10.31	405.43	405.43
CL Pier 2	11808.00	10.31	405.45	405.45
G	11818.00	10.31	405.48	405.48
H	11827.90	10.35	405.50	405.51
I	11837.77	10.50	405.48	405.49
CL Brg. N. Abut	11843.70	10.65	405.47	405.47
Back N. Abut.	11845.50	10.71	405.47	405.47

E-S

7-1-10

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 093-0024**

SHEET NO. 4 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12)A/B-1	WABASH	52	26
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74217	

WEST EDGE OF SHOULDER

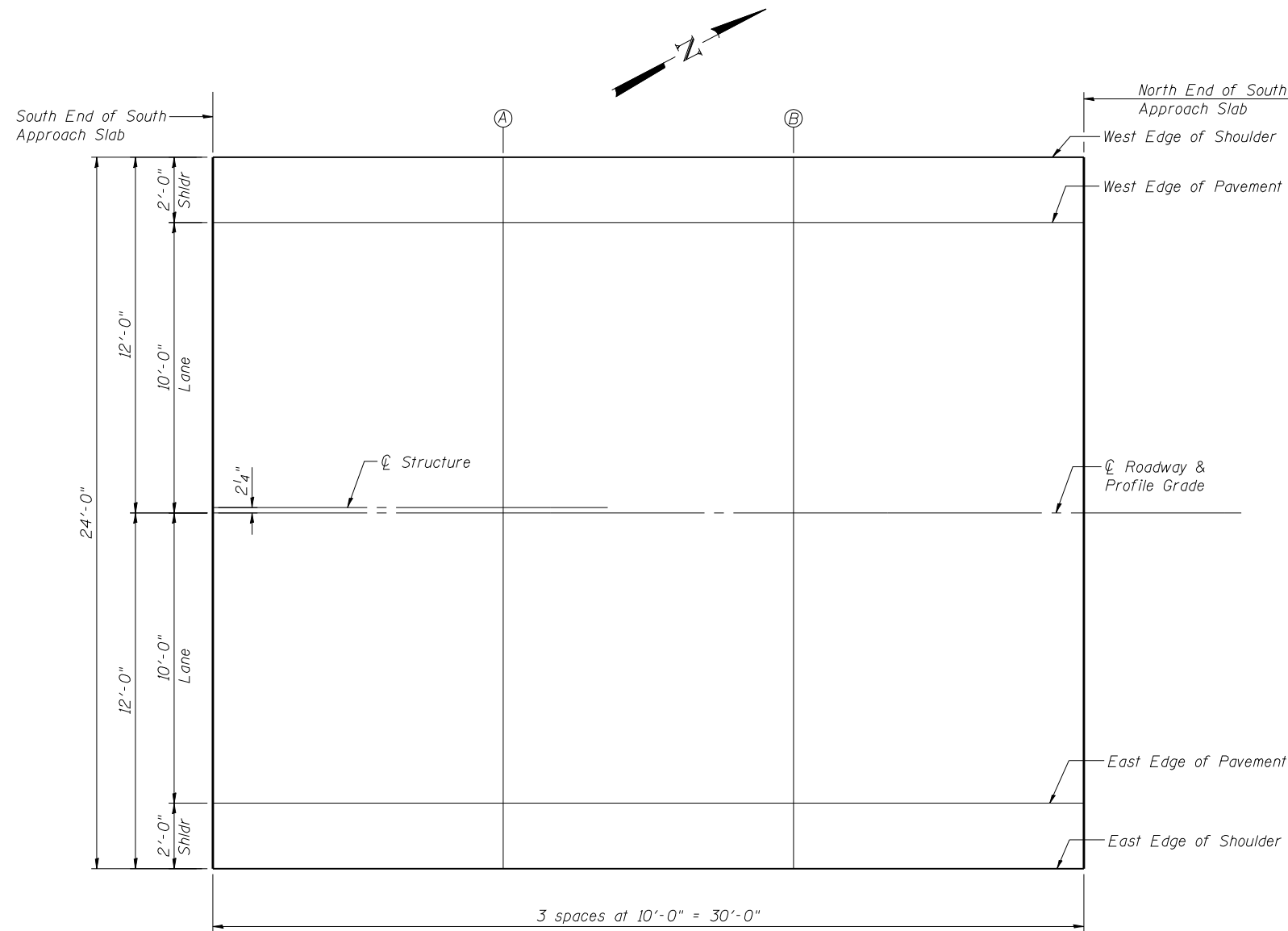
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A	11715.00	-12.00	404.43
B	11725.00	-12.00	404.49
N End S App Slab	11735.00	-12.00	404.54

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	11705.00	-10.00	404.40
A	11715.00	-10.00	404.47
B	11725.00	-10.00	404.53
N End S App Slab	11735.00	-10.00	404.58

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	11705.00	0.00	404.60
A	11715.00	0.00	404.67
B	11725.00	0.00	404.73
N End S App Slab	11735.00	0.00	404.78



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	11705.00	10.00	404.64
A	11715.00	10.00	404.76
B	11725.00	10.00	404.88
N End S App Slab	11735.00	10.00	404.99

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S End S App Slab	11705.00	12.00	404.65
A	11715.00	12.00	404.78
B	11725.00	12.00	404.91
N End S App Slab	11735.00	12.00	405.03

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E-AS 7-1-10

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 093-0024**

SHEET NO. 5 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	27
CONTRACT NO. 74217			ILLINOIS FED. AID PROJECT	

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	11845.38	-12.00	404.11
A	11855.52	-12.00	404.06
B	11865.67	-12.00	404.00
N End N App Slab	11876.86	-12.00	403.94

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	11845.32	-10.00	404.23
A	11855.43	-10.00	404.18
B	11865.55	-10.00	404.12
N End N App Slab	11875.72	-10.00	404.06

☉ ROADWAY & PROFILE GRADE

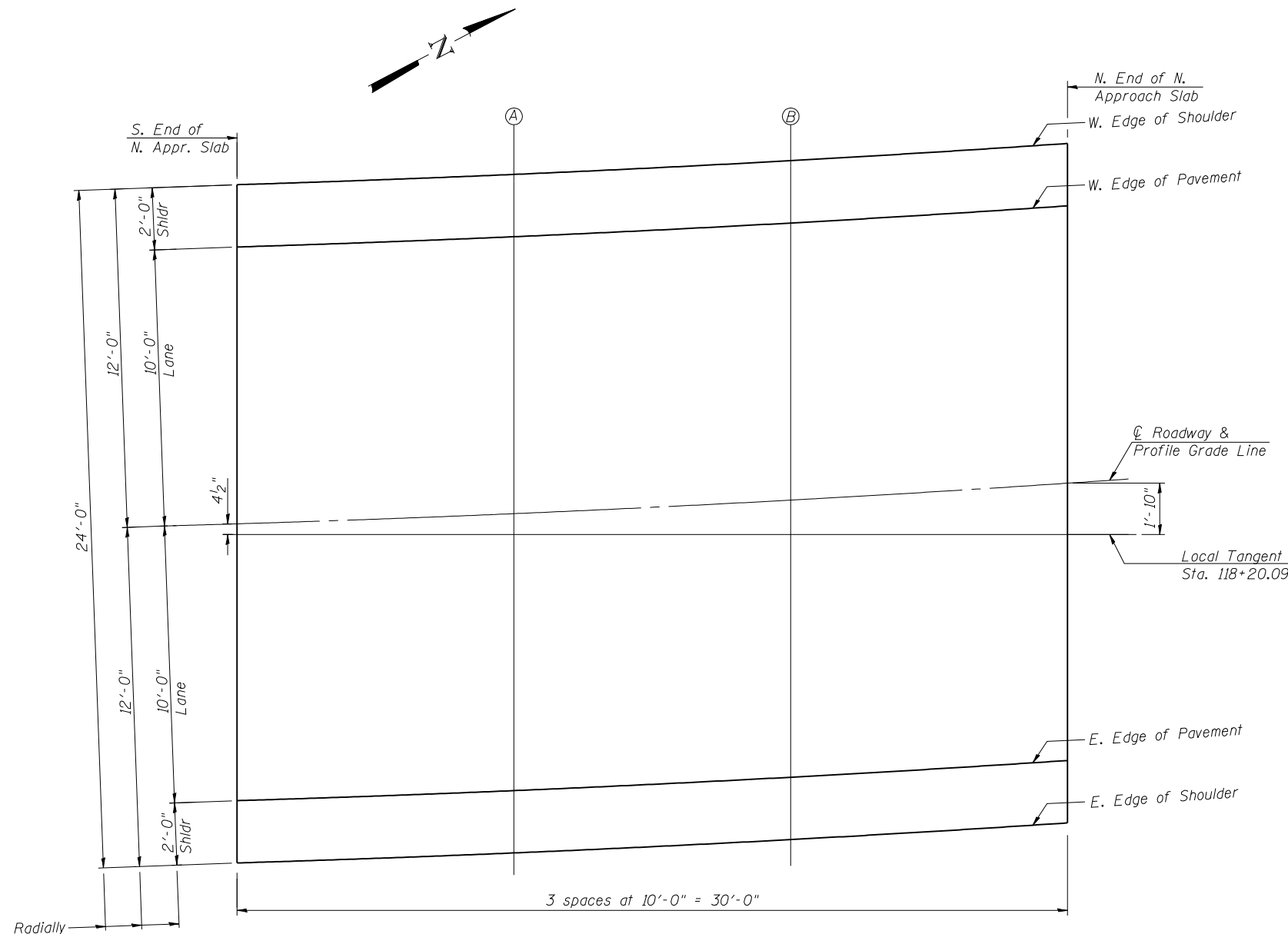
Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	11845.01	0.00	404.83
A	11855.00	0.00	404.78
B	11865.00	0.00	404.73
N End N App Slab	11875.05	0.00	404.66

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S End N App Slab	11844.71	10.00	405.43
A	11854.58	10.00	405.38
B	11864.46	10.00	405.33
N End N App Slab	11874.38	10.00	405.27

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S End N Appr Slab	11844.65	12.00	405.55
A	11854.50	12.00	405.50
B	11864.35	12.00	405.45
N End N Appr Slab	11874.25	12.00	405.39



PLAN

E-AS 7-1-10

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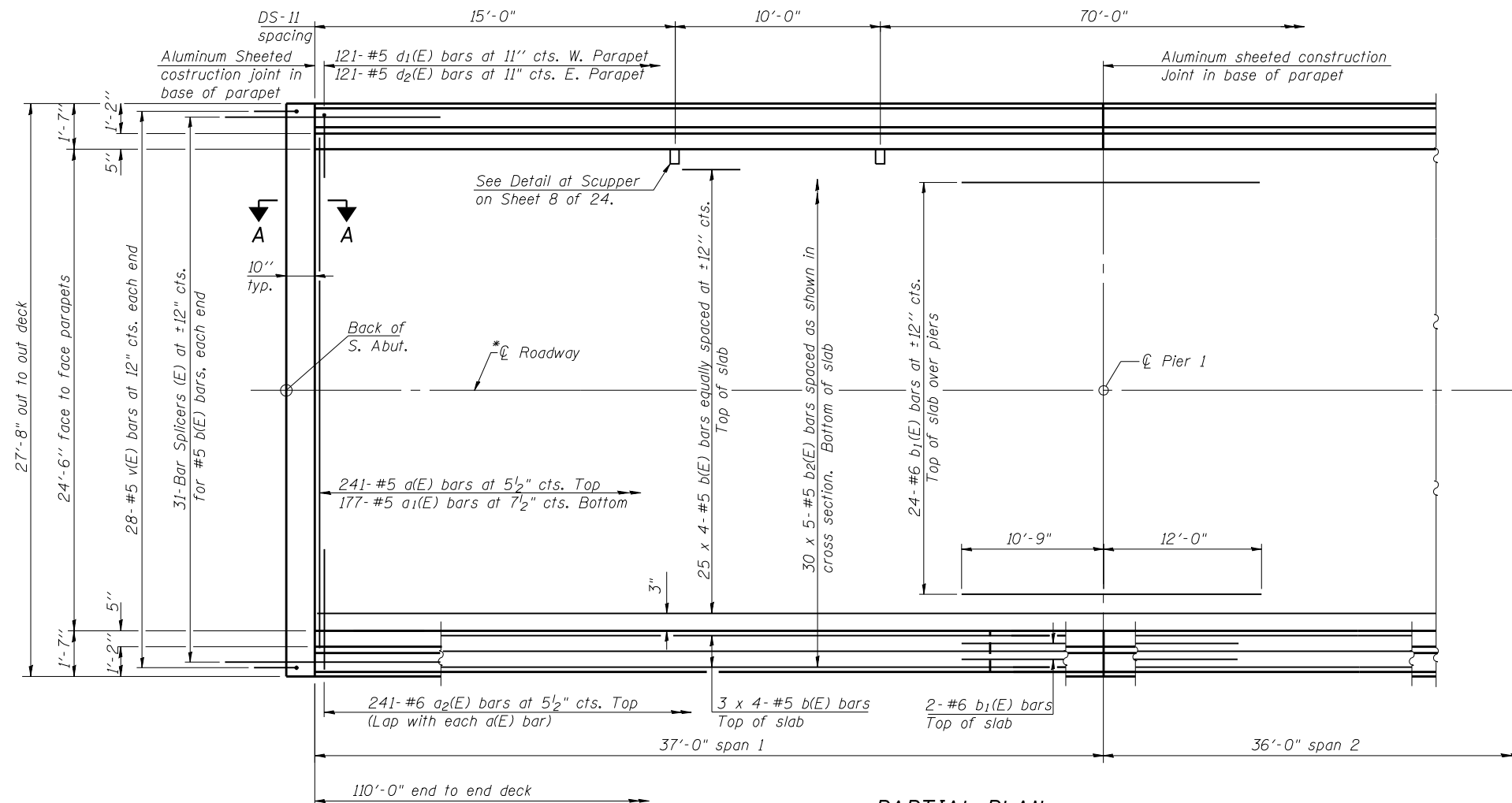
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 093-0024

SHEET NO. 6 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	28
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				



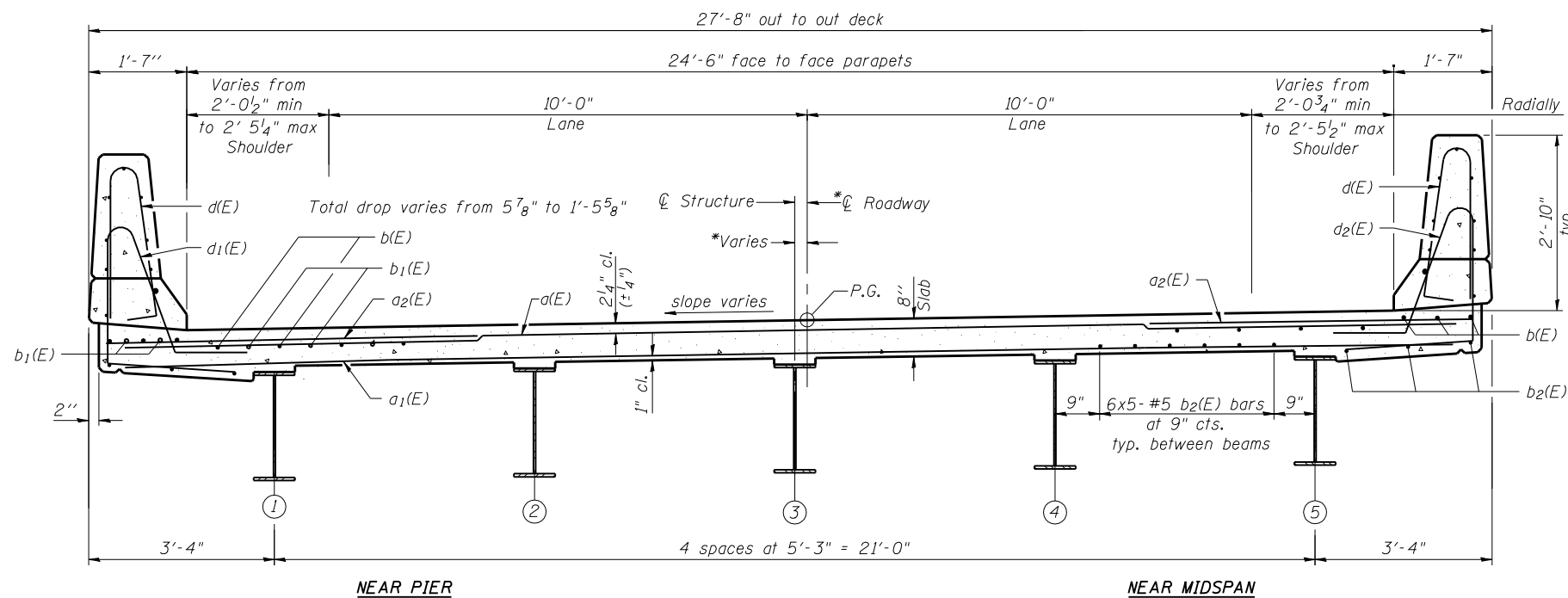
PARTIAL PLAN

*See Offset Sketch on Sheet 1 of 24.

Notes:
 Bars indicated thus 25 x 4-#5 etc. indicates 25 lines of bars with 4 lengths per line.
 See Sheet 8 of 24 for superstructure details and parapet reinforcement.
 See Sheet 9 of 24 for Section A-A, diaphragm elevation, bar details and Bill of Material.

MINIMUM BAR LAP

#5 bar = 2'-7"



CROSS SECTION
(Looking North)

FILE NAME = 74217-007-super.dgn
 PROJECT NO. 00853-5

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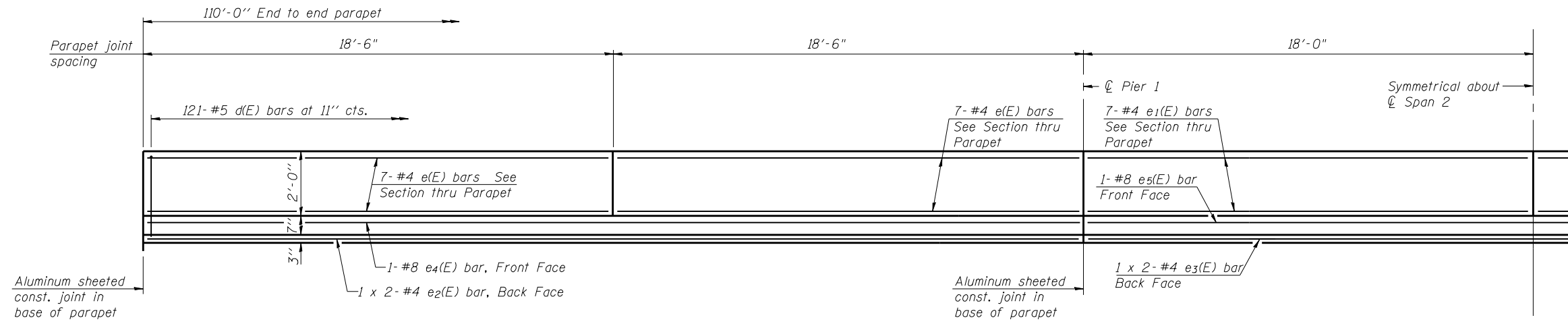
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STATE OF ILLINOIS
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SUPERSTRUCTURE
STRUCTURE NO. 093-0024

SHEET NO. 7 OF 24 SHEETS

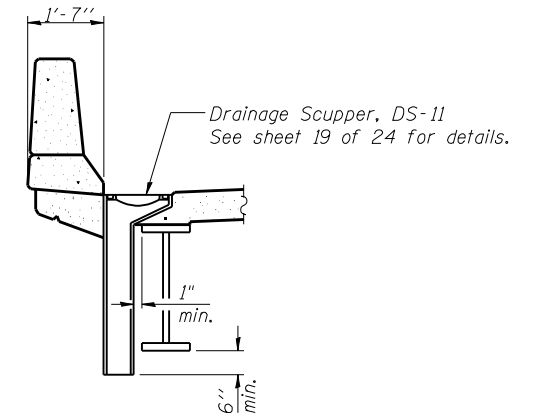
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CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				



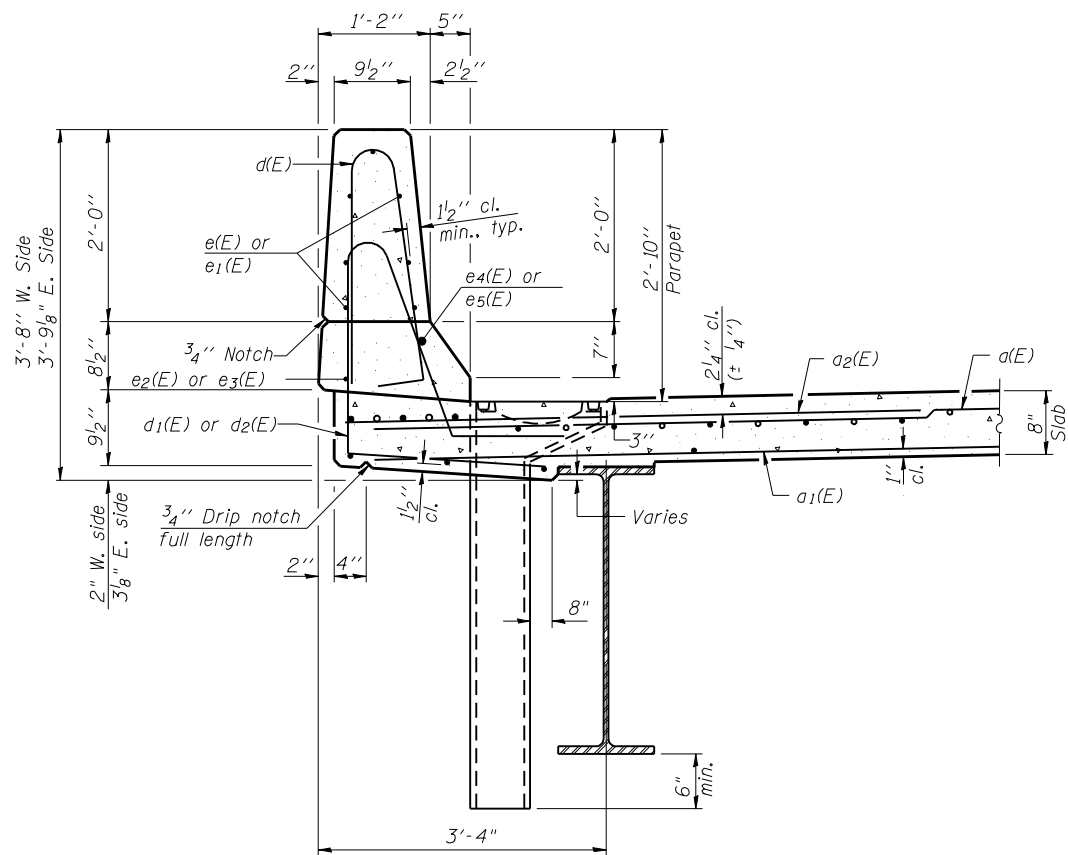
INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP

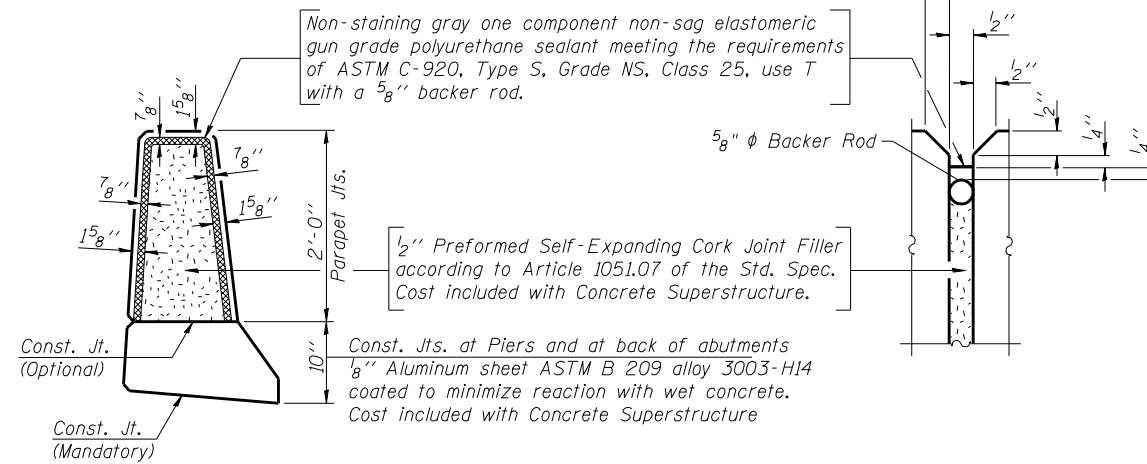
(Parapet)
#4 bar = 2'-0"



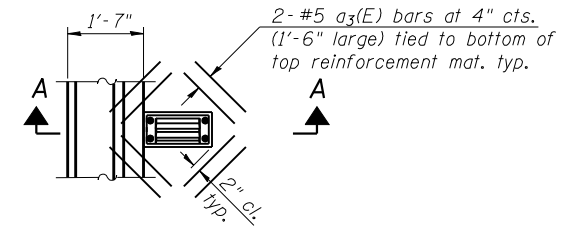
SECTION A-A



SECTION THRU PARAPET
West parapet shown



PARAPET JOINT DETAILS



PLAN DETAIL AT SCUPPER

Notes:
Cut longitudinal reinforcement to clear drainage scuppers.
Bars indicated thus 1x2-#4 etc. indicates 1 line of bars with 2 lengths per line.
See Sheet 9 of 24 for bar details and Bill of Material.

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USER = 74217-093-
CB PROJECT NO. 00853-3

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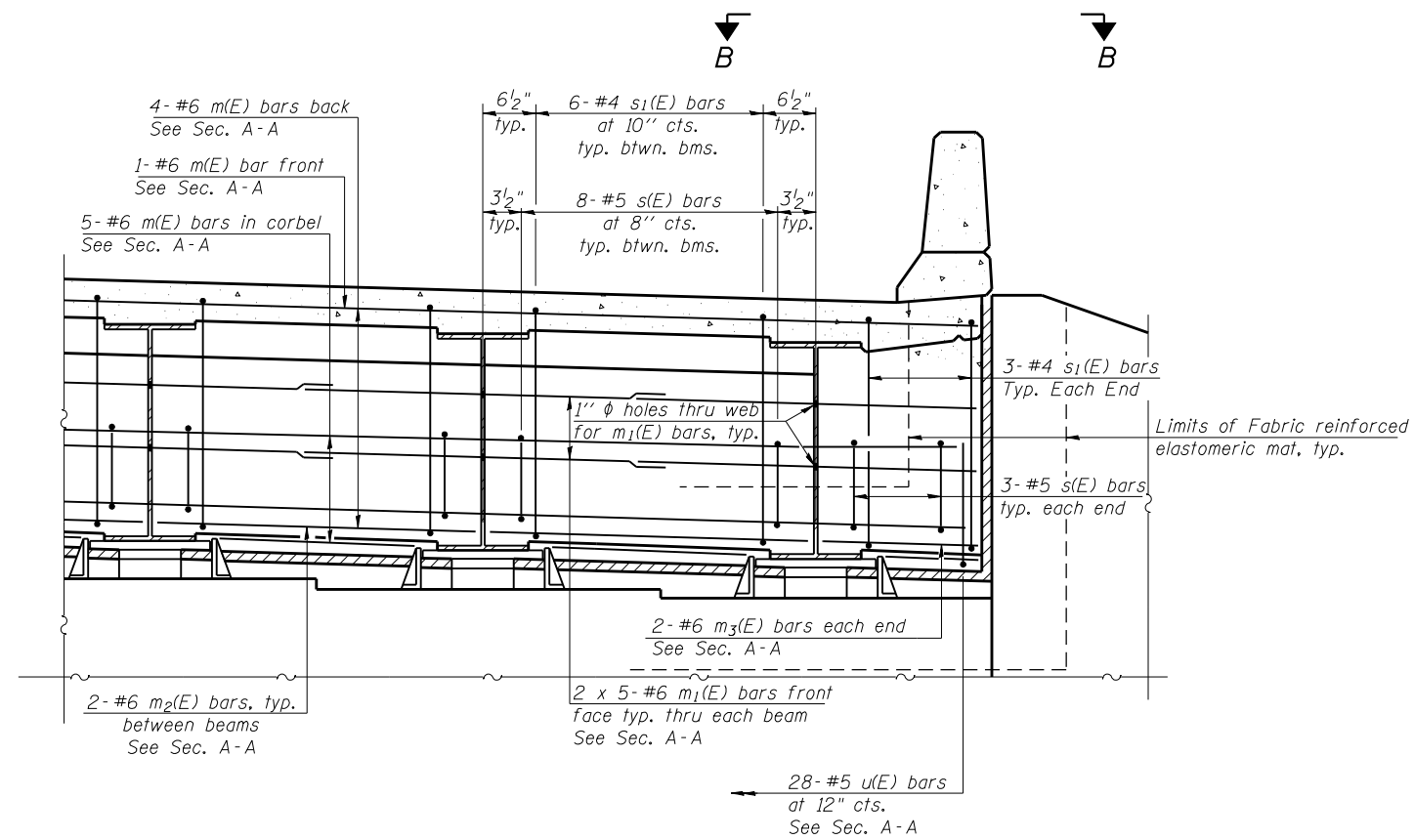
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SUPERSTRUCTURE DETAILS
STRUCTURE NO. 093-0024

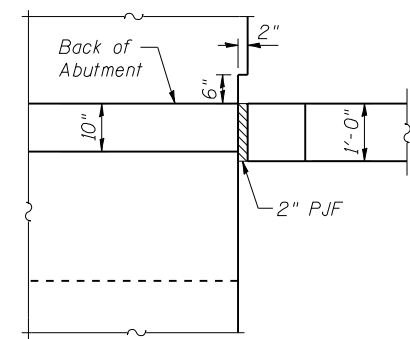
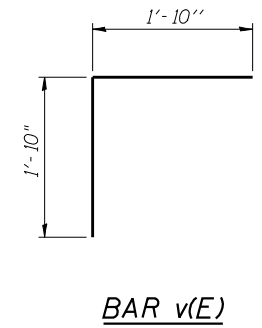
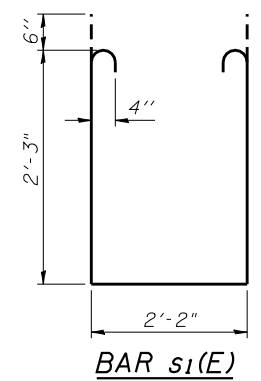
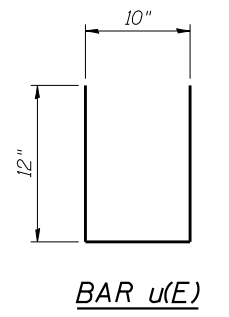
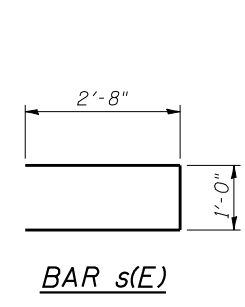
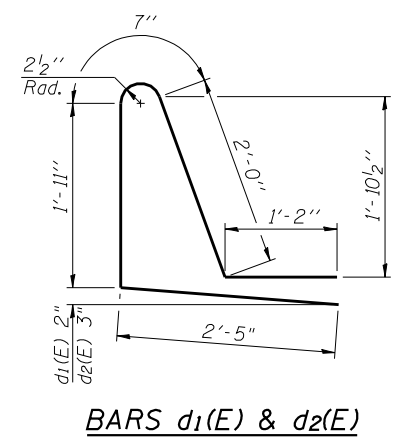
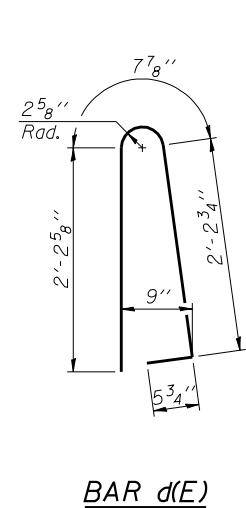
SHEET NO. 8 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74217				

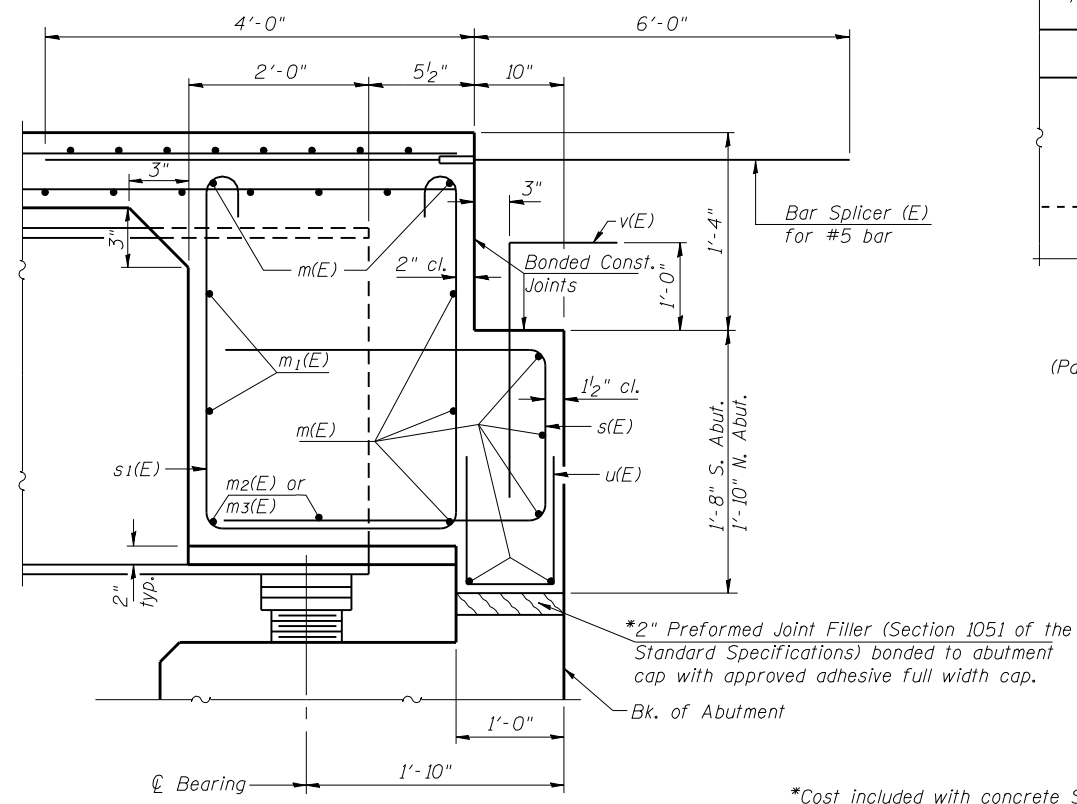
ILLINOIS FED. AID PROJECT



DIAPHRAGM ELEVATION AT ABUTMENT
South Abutment Looking South



VIEW B-B
(Parapet and approach not shown)



SECTION A-A

Notes:
Reinforcement bars in diaphragm are billed with superstructure.
Concrete in diaphragm is included with Concrete Superstructure.
Bars indicated thus 2 x 5-#6 etc. indicates 2 lines of bars with 5 lengths per line.
See Sheet 20 of 24 for Bar Splicer Assembly Details.

MIN. BAR LAP
#6 bar = 3'-4"

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	241	#5	27'-0"	—
a1(E)	177	#5	26'-4"	—
a2(E)	482	#6	6'-0"	—
a3(E)	24	#5	1'-6"	—
b(E)	124	#5	29'-5"	—
b1(E)	56	#6	22'-9"	—
b2(E)	150	#5	24'-0"	—
d(E)	242	#5	5'-7"	U
d1(E)	121	#5	8'-1"	U
d2(E)	121	#5	8'-1"	U
e(E)	56	#4	18'-2"	—
e1(E)	28	#4	17'-8"	—
e2(E)	8	#4	19'-4"	—
e3(E)	4	#4	18'-10"	—
e4(E)	4	#8	36'-9"	—
e5(E)	2	#8	35'-8"	—
m(E)	20	#6	27'-0"	—
m1(E)	20	#6	8'-1"	—
m2(E)	16	#6	4'-10"	—
m3(E)	8	#6	2'-10"	—
s(E)	76	#5	6'-4"	U
s1(E)	60	#4	7'-8"	U
u(E)	56	#5	2'-10"	U
v(E)	56	#5	3'-8"	L
Reinforcement Bars, Epoxy Coated		Pound	33,090	
Concrete Superstructure		Cu. Yds.	116.4	

*Cost included with concrete Superstructure

FILE NAME: 74217-099-super-detail.dgn
CB PROJECT NO. 08853-5

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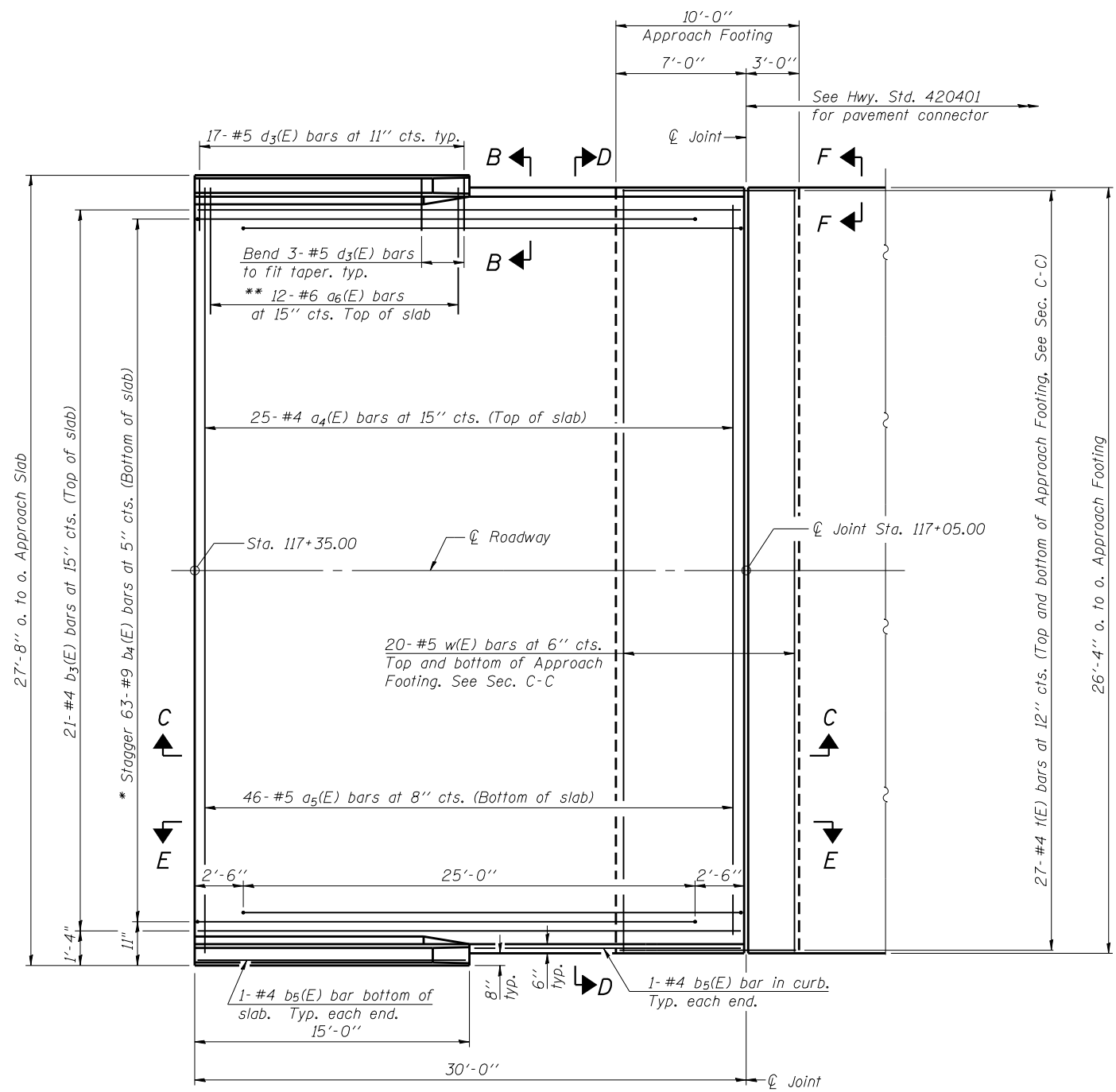
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 093-0024**
SHEET NO. 9 OF 24 SHEETS

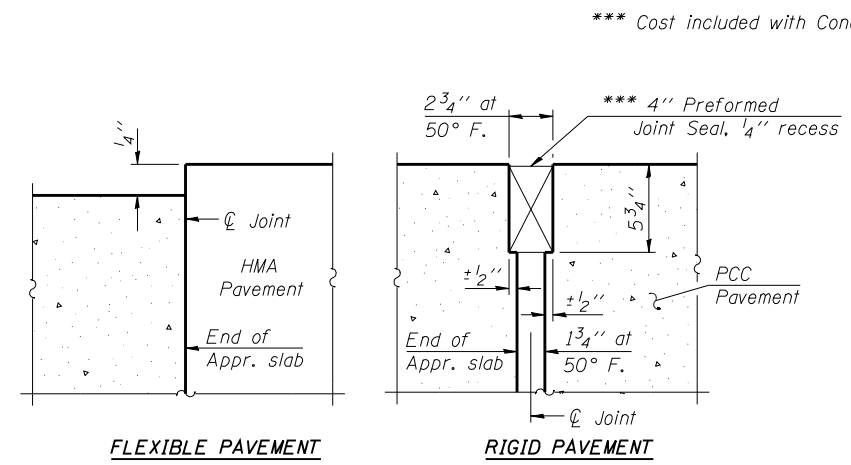
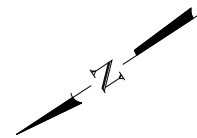
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	31
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				

Notes:
 See sheet 12 of 24 for Sections C-C & D-D and View E-E.
 $a_4(E)$ and $a_5(E)$ bar spacings measured along local tangent.
 See sheet 9 of 24 for View B-B showing the deck notch below the parapet.

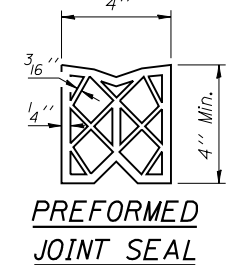


PLAN

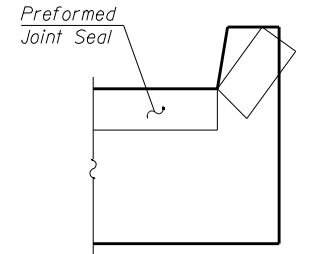
* Tilt #9 $b_4(E)$ bars as required to maintain clearance.
 ** Space between $a_4(E)$ bars, typ. ea. parapet.



DETAIL A

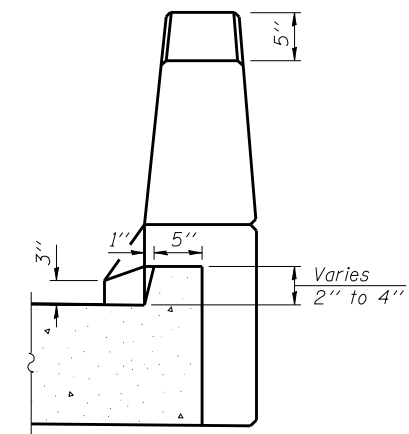


PREFORMED JOINT SEAL



VIEW F-F

Angle Prefomed Joint Seal at 45° at curbs when req'd for drainage.



VIEW B-B

FILE NAME = 74217-09-ppr-slab-udgn
 PROJECT NO. 08853-9

BA-0 10-9-12

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USER NAME = .CFC.	DESIGNED - GB/MCB	REVISED -
	CHECKED - MCB	REVISED -
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PLOT DATE = 7/23/2013	CHECKED - MCB	REVISED -

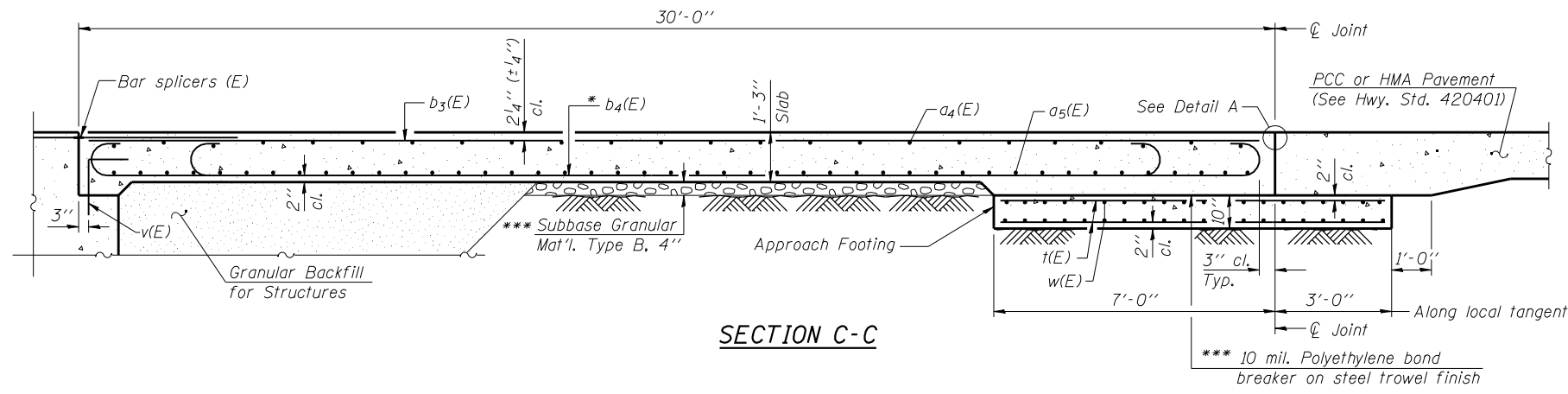
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOUTH APPROACH SLAB DETAILS
 STRUCTURE NO. 093-0024**

SHEET NO. 10 OF 24 SHEETS

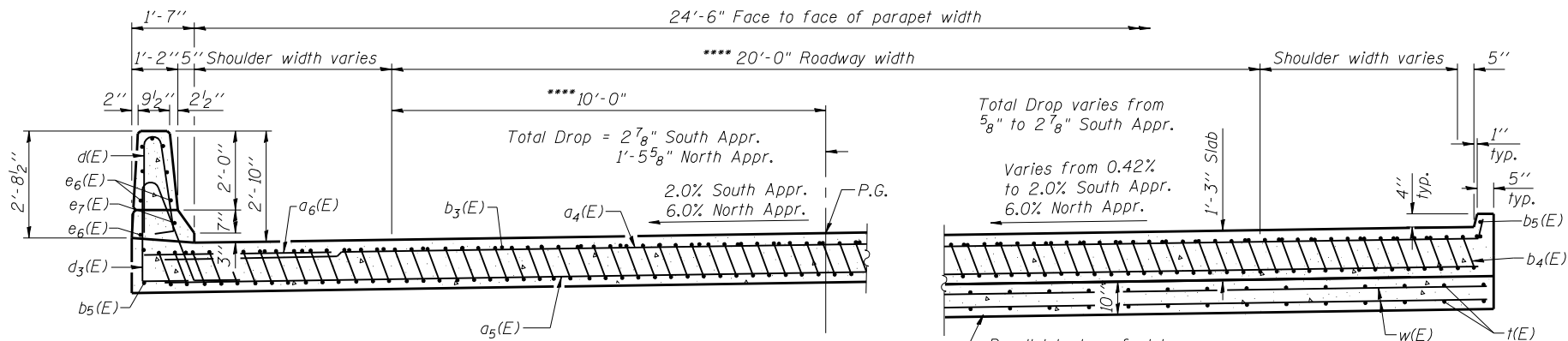
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	32
CONTRACT NO. 74217				

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SECTION C-C

Notes:
 See Sheets 10 and 11 of 24 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 9 of 24.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 20 of 24.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 24.
 For additional parapet details, see sheet 8 of 24.

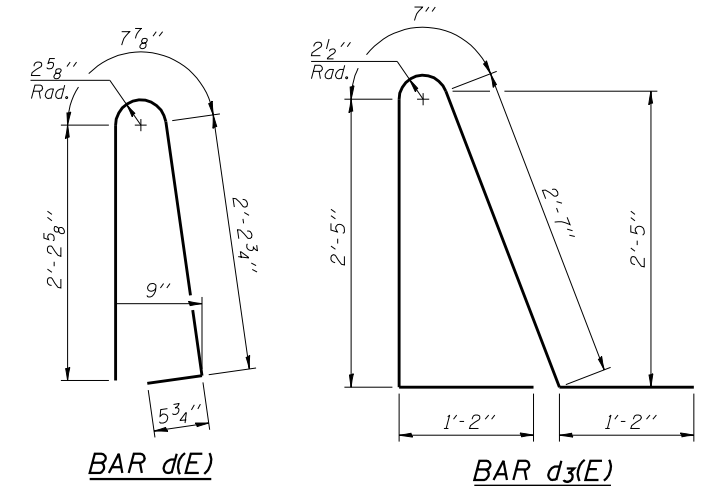


NEAR ABUTMENT

SECTION D-D

Looking North
 (See Plan for dimensions not shown)

AT APPROACH FOOTING



BAR d(E)

BAR d3(E)

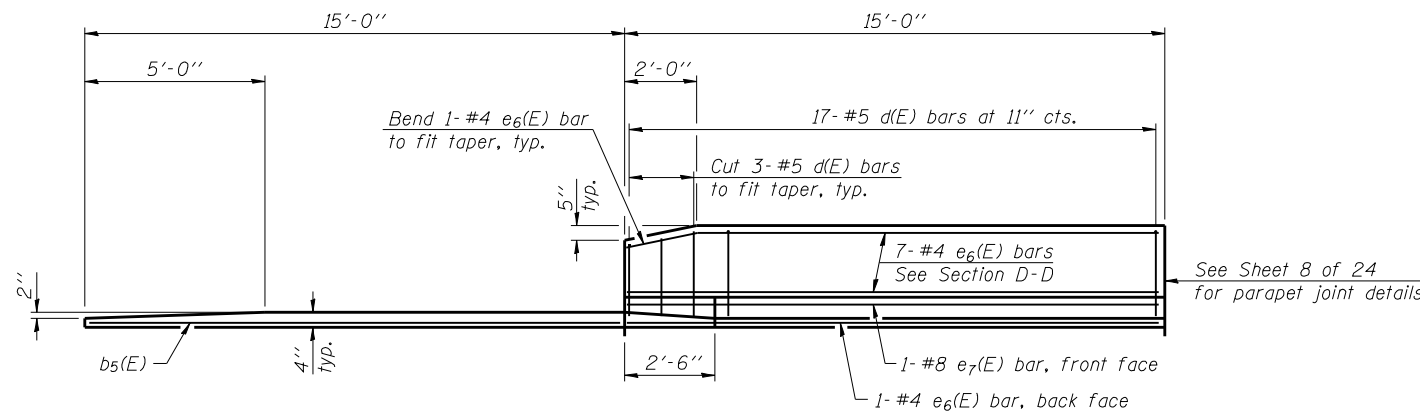
* Tilt #9 b4(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.
 **** Radially North Appr., right Ls South Appr.

TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a4(E)	50	#4	26'-6"	—
a5(E)	92	#5	26'-0"	—
a6(E)	48	#6	6'-6"	—
b3(E)	42	#4	29'-8"	—
b4(E)	126	#9	29'-9"	—
b5(E)	8	#4	14'-8"	—
d(E)	68	#5	5'-7"	⤴
d3(E)	68	#5	7'-11"	⤴
e6(E)	32	#4	14'-8"	—
e7(E)	4	#8	14'-8"	—
t(E)	108	#4	9'-8"	—
w(E)	80	#5	26'-0"	—
Concrete Superstructure			Cu. Yd.	85.4
Concrete Structures			Cu. Yd.	16.2
Reinforcement Bars, Epoxy Coated			Pound	21,800

See Note A

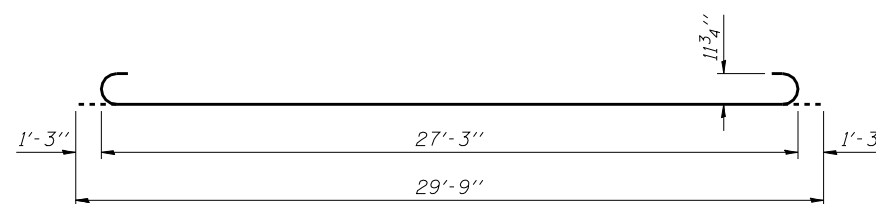
Note A: 18,930 lbs. (Superstructure)
 2870 lbs. (Substructure)



VIEW E-E



BAR a4(E)



BAR b4(E)

FILE NAME = 74217-02-epb--slab-detail1.dgn
 CB PROJECT NO. 00853-5

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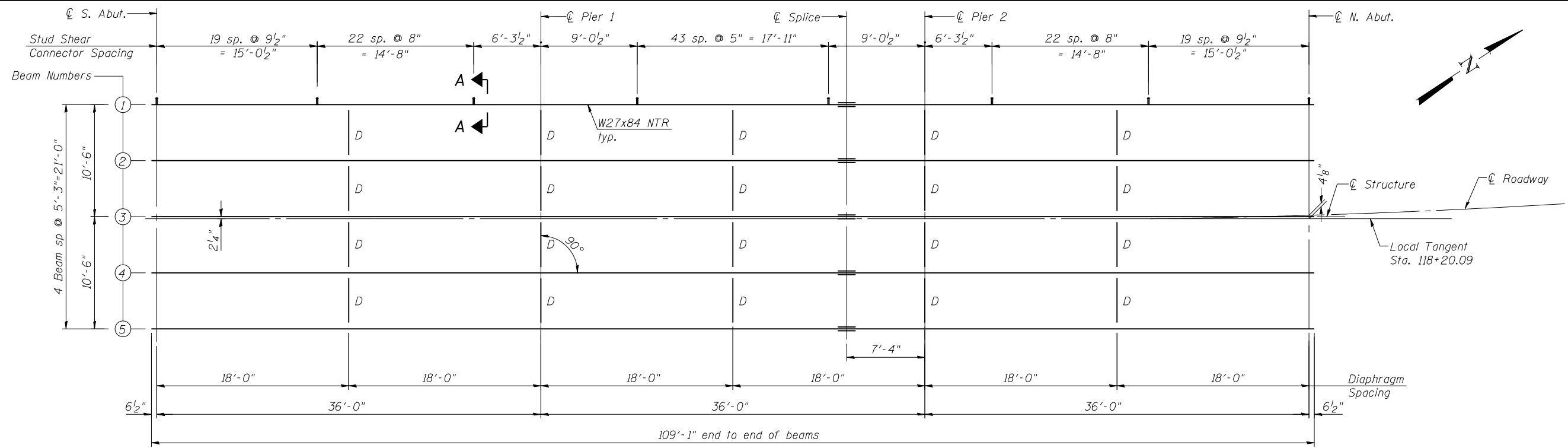
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PLOT DATE = 7/23/2013	DRAWN - TFG	REVISED -
	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
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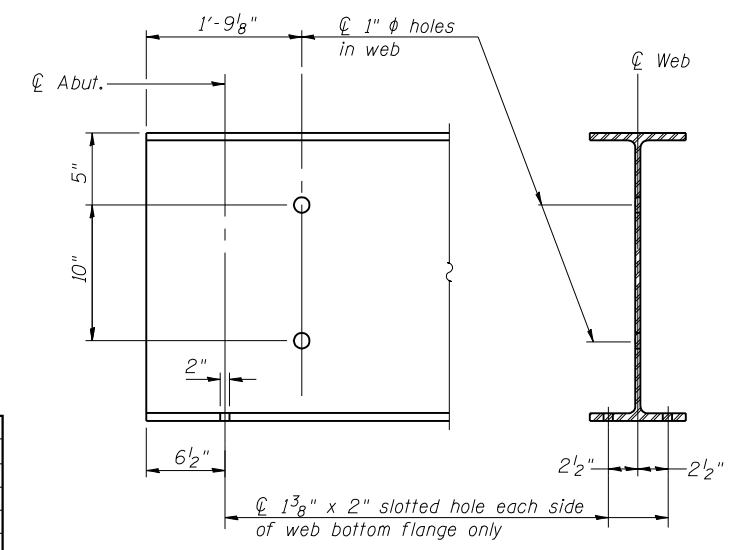
BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 093-0024

SHEET NO. 12 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IB	(12A)B-1	WABASH	52	34
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				



FRAMING PLAN



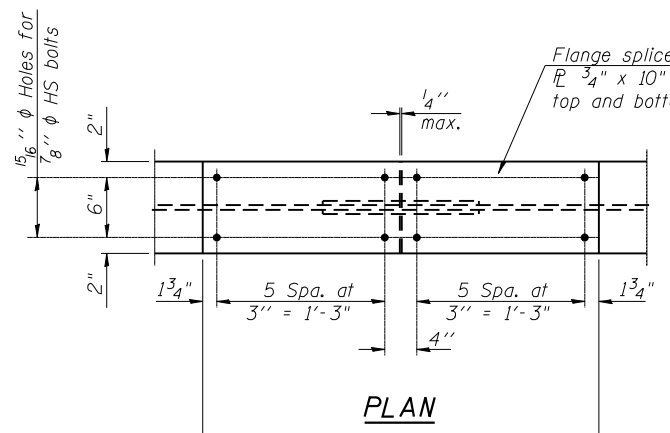
END OF BEAM DETAIL
(Showing required hole locations)

Notes:
 All beams and splice material shall be M270 Grade 50.
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
 See Sheet 14 of 24 for Moment and Reaction Tables.

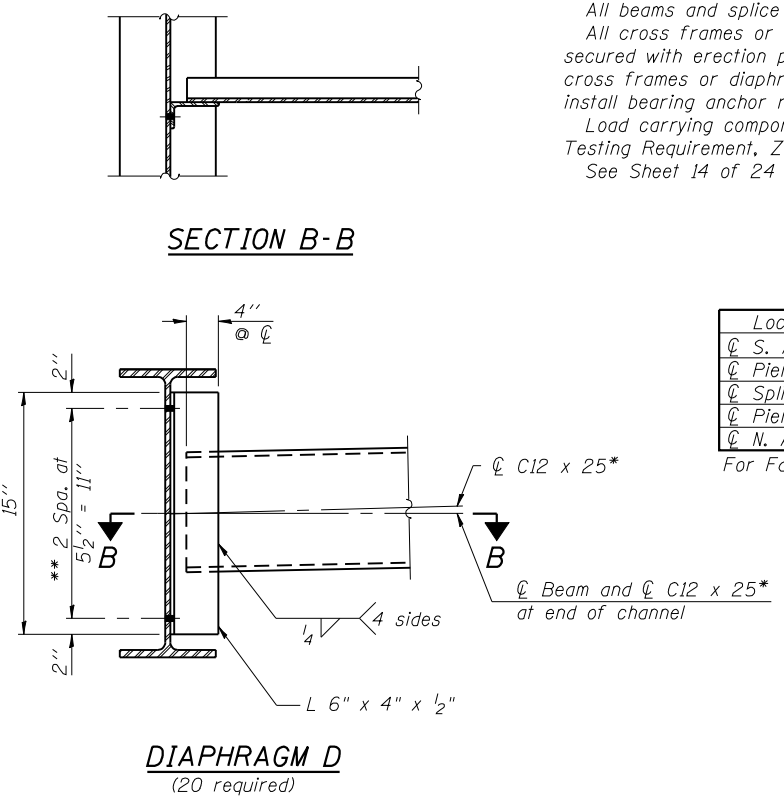
TOP OF BEAM ELEVATIONS

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5
☉ S. Abutment	403.86	403.97	404.07	404.18	404.29
☉ Pier 1	403.74	403.93	404.12	404.30	404.49
☉ Splice	403.65	403.90	404.15	404.40	404.65
☉ Pier 2	403.62	403.89	404.15	404.41	404.67
☉ N. Abutment	403.50	403.82	404.13	404.45	404.76

For Fabrication Only

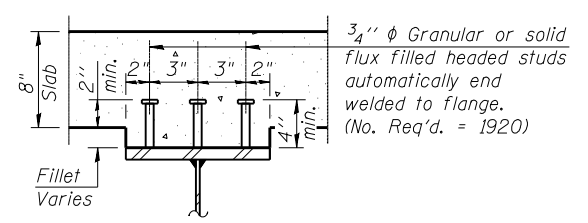


PLAN

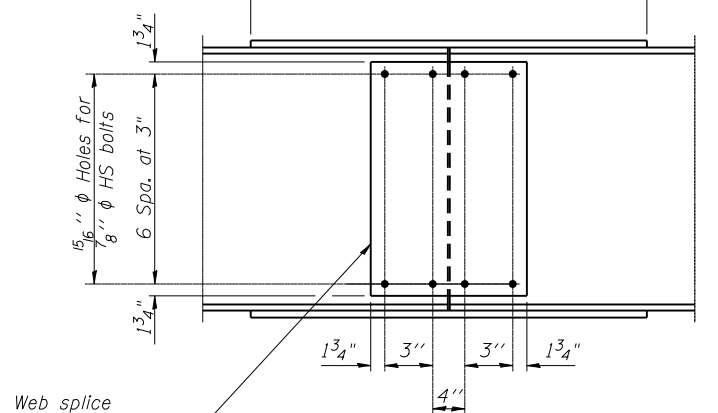


SECTION B-B

DIAPHRAGM D
(20 required)



SECTION A-A



ELEVATION

SPLICE DETAIL
(5 Required)

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

FILE NAME: 74217-013-Frame-plan.dgn
 PROJECT NO: 00853-5

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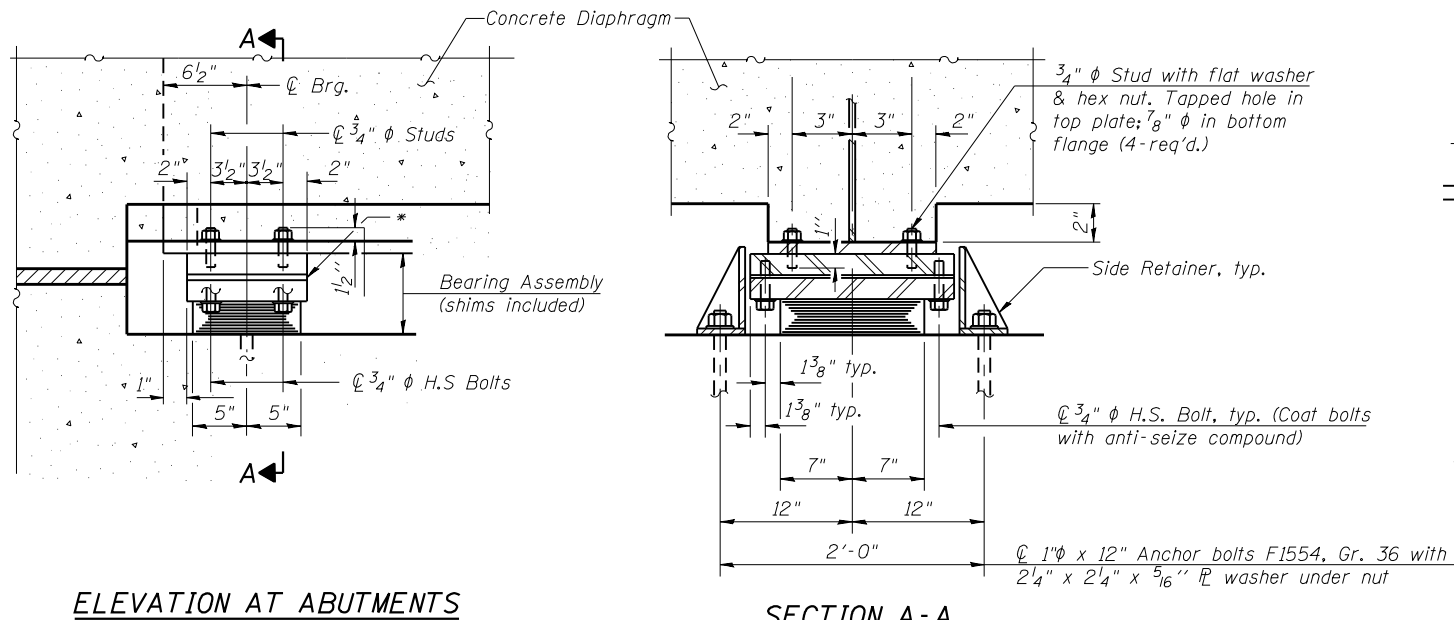
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PLOT SCALE = 1000.000000 "/ IN.	CHECKED - MCB	REVISED -
PLOT DATE = 7/23/2013	DRAWN - TFG	REVISED -
	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 093-0024

SHEET NO. 13 OF 24 SHEETS

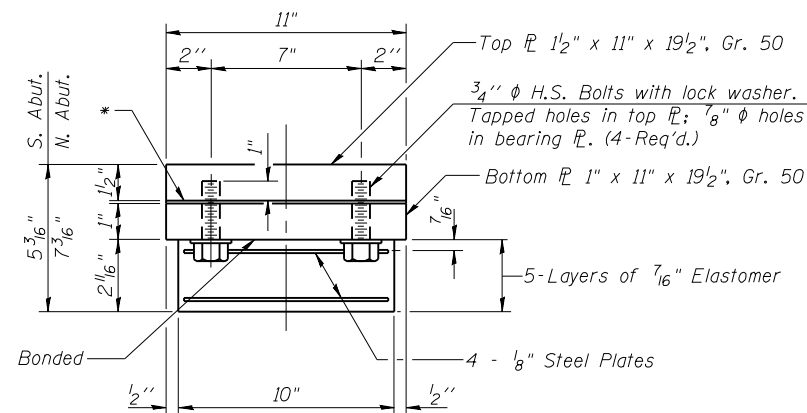
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	35
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				



ELEVATION AT ABUTMENTS

SECTION A-A

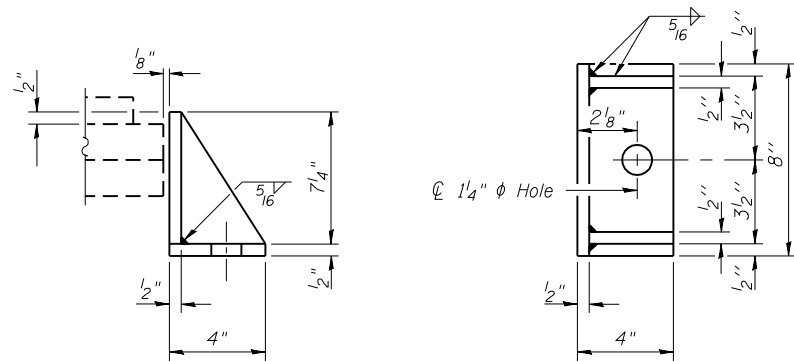
TYPE I ELASTOMERIC EXP. BEARING



BEARING ASSEMBLY

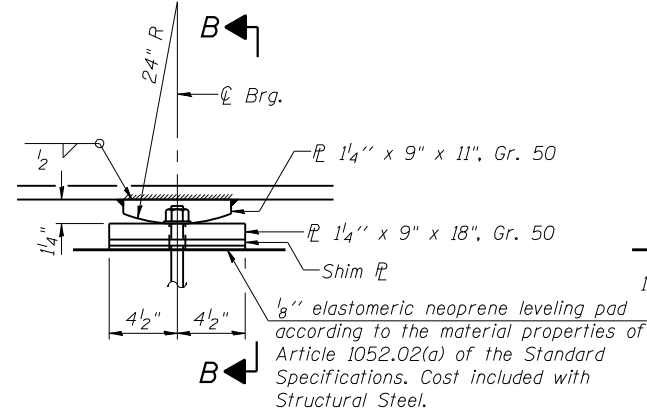
See Section A-A for 3/4 inch diameter studs in Top Plate

* 2 inch x 11 inch x 1'-7 1/2 inch Fill Plate at N. Abut. only (5 req'd) and shim plate if required.



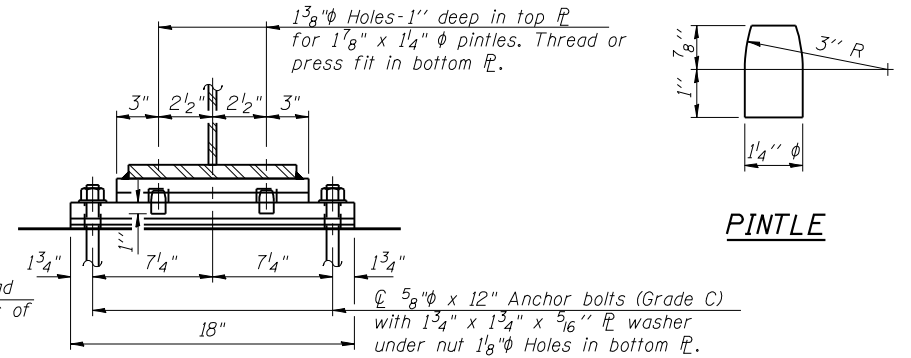
SIDE RETAINER

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



ELEVATION AT PIERS

FIXED BEARING



SECTION B-B

PINTLE

Notes:

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

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

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

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

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I. Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

Shim plates shall not be placed under elastomeric bearing assembly.

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f (Total-Strength I, and Service II) due to non-composite dead loads (in. and in.³).

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

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

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

M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

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M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

BEAM MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 3	0.5 Sp. 2
I_s	(in ⁴)	2850	2850
$I_c(n)$	(in ⁴)	8326	8326
$I_c(3n)$	(in ⁴)	6157	6157
S_s	(in ³)	213	213
$S_c(n)$	(in ³)	328	328
$S_c(3n)$	(in ³)	296	296
DC1	(k/')	0.7	0.7
M_{DC1}	(k)	76	84
DC2	(k/')	0.18	0.18
M_{DC2}	(k)	21	12
DW	(k/')	0.25	0.25
M_{DW}	(k)	29	16
$M_{\xi} + IM$	(k)	378	314
M_u (Strength I)	(k)	826	620
$\phi_r M_n, \phi_r M_{nc}$	(k)	1675	1675
f_s DC1	(ksi)	4.3	1.4
f_s DC2	(ksi)	0.8	0.5
f_s DW	(ksi)	1.1	0.6
f_s 1.3($\xi + IM$)	(ksi)	18.0	14.9
f_s (Service II)	(ksi)	24.2	17.4
V_r	(k)	17	13

BEAM REACTION TABLE		
	Abut.	Pier
R_{DC1}	(k)	10.5
R_{DC2}	(k)	2.7
R_{DW}	(k)	3.8
$R_{\xi} + IM$	(k)	58.0
R_{Total}	(k)	75.0

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 5/8"	Each	20
Anchor Bolts, 1"	Each	20
Elastomeric Bearing Assembly, Type 1	Each	10

FILE NAME: 74217-014-bear-detail.dgn
 CB PROJECT NO. 08053-5

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USER NAME = .CFC.	DESIGNED - GB/MCB	REVISED -
	CHECKED - MCB	REVISED -
PLOT SCALE = 0:2.000000 '1" / IN.	DRAWN - TFG	REVISED -
PLOT DATE = 7/23/2013	CHECKED - MCB	REVISED -

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BEARING DETAILS
 STRUCTURE NO. 093-0024

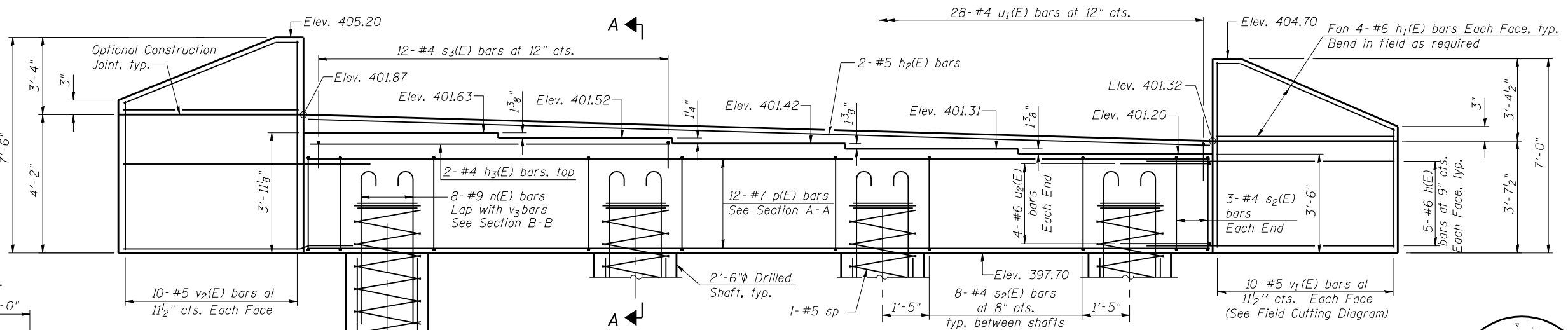
SHEET NO. 14 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	36
CONTRACT NO. 74217				

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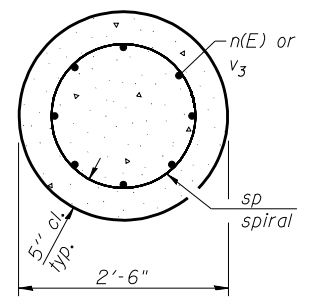
*The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.

**Provide 1/2 extra turns top and bottom of each drilled shaft. Extend spiral 1'-3" into abutment cap. Provide min. 4-#4 spacers or equivalent.

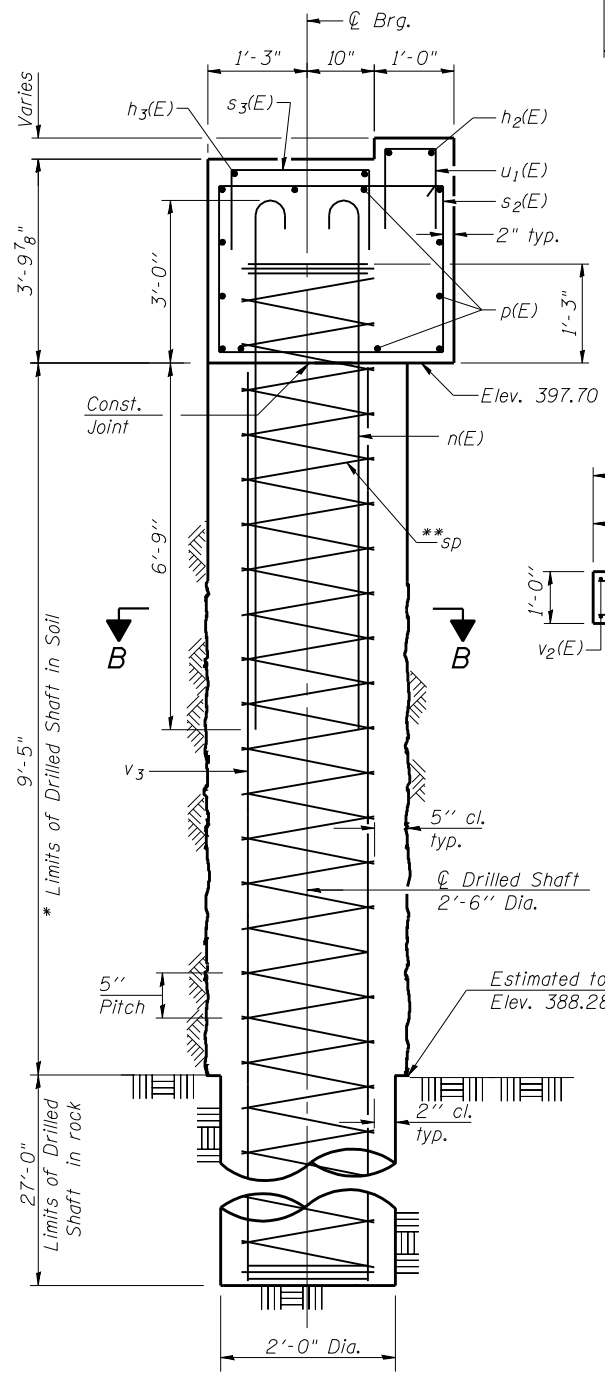


ELEVATION
(Looking South)

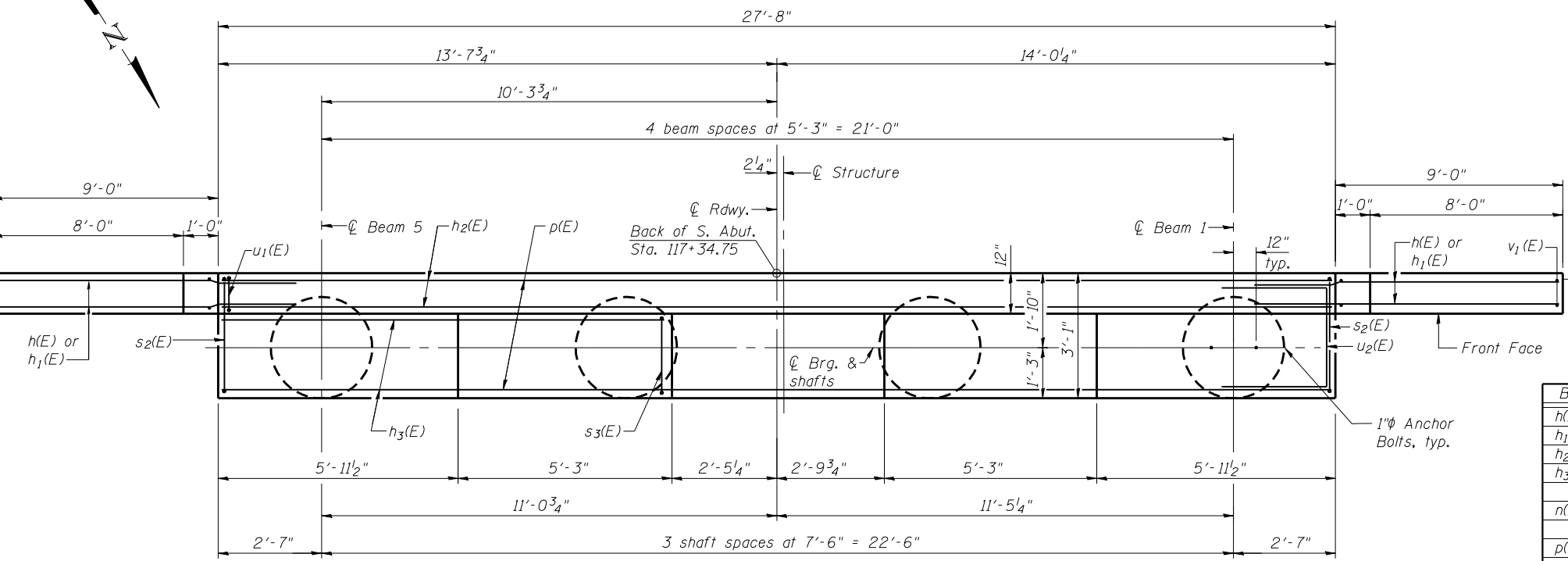
Note:
Four steps monolithically with cap.



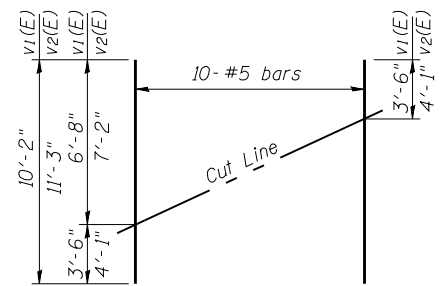
SECTION B-B



SECTION A-A

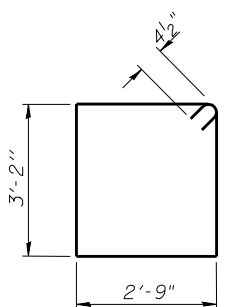


PLAN

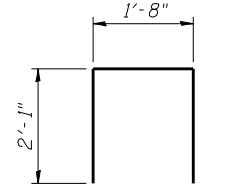


FIELD CUTTING DIAGRAM

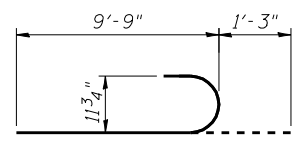
Order v1(E) & v2(E) full length. Cut as shown and use remainder of bars in opposite face.



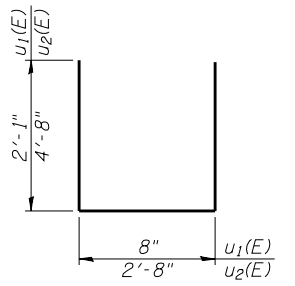
BAR s2(E)



BAR s3(E)



BAR n(E)



BARS u1(E) & u2(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	20	#6	13'-3"	—
h1(E)	16	#6	8'-8"	—
h2(E)	2	#5	27'-4"	—
h3(E)	2	#4	10'-11"	—
n(E)	32	#9	11'-0"	U
p(E)	12	#7	27'-4"	—
s2(E)	30	#4	12'-7"	□
s3(E)	12	#4	5'-10"	□
sp	4	#5	37'-8"	⋈
u1(E)	28	#4	4'-10"	┌
u2(E)	8	#6	12'-0"	└
v1(E)	10	#5	10'-2"	—
v2(E)	10	#5	11'-3"	—
v3	32	#9	36'-3"	—
Structure Excavation			Cu. Yd.	76
Concrete Structures			Cu. Yd.	15.8
Reinforcement Bars			Pound	5970
Reinforcement Bars, Epoxy Coated			Pound	3300
Drilled Shaft in Soil			Cu. Yd.	6.9
Drilled Shaft in Rock			Cu. Yd.	12.6

*** Length is height of spiral

FILE NAME: 74217-01E-s-abut.edgn
CB PROJECT NO. 00853-5

Coombe-Bloxdorf P.C.
CIVIL ENGINEERS-
STRUCTURAL ENGINEERS-
LAND SURVEYORS-
Design Firm License No. 184-002703

USER NAME = .CFC.
PLOT SCALE = 0:2.000000 '1" / IN.
PLOT DATE = 7/23/2013

DESIGNED - GB/MCB
CHECKED - MCB
DRAWN - TFG
CHECKED - MCB

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

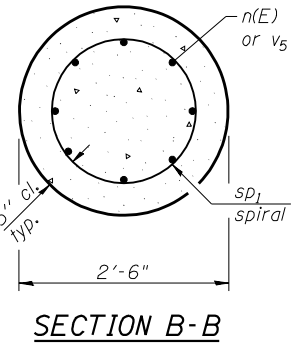
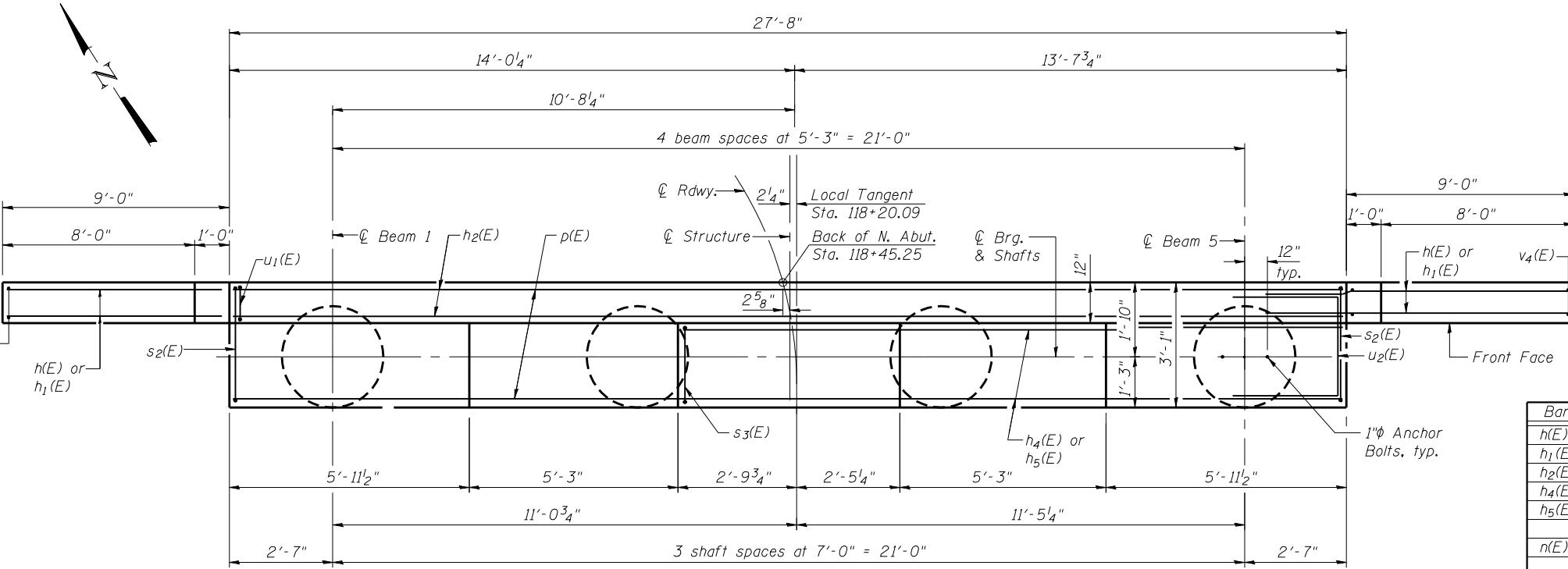
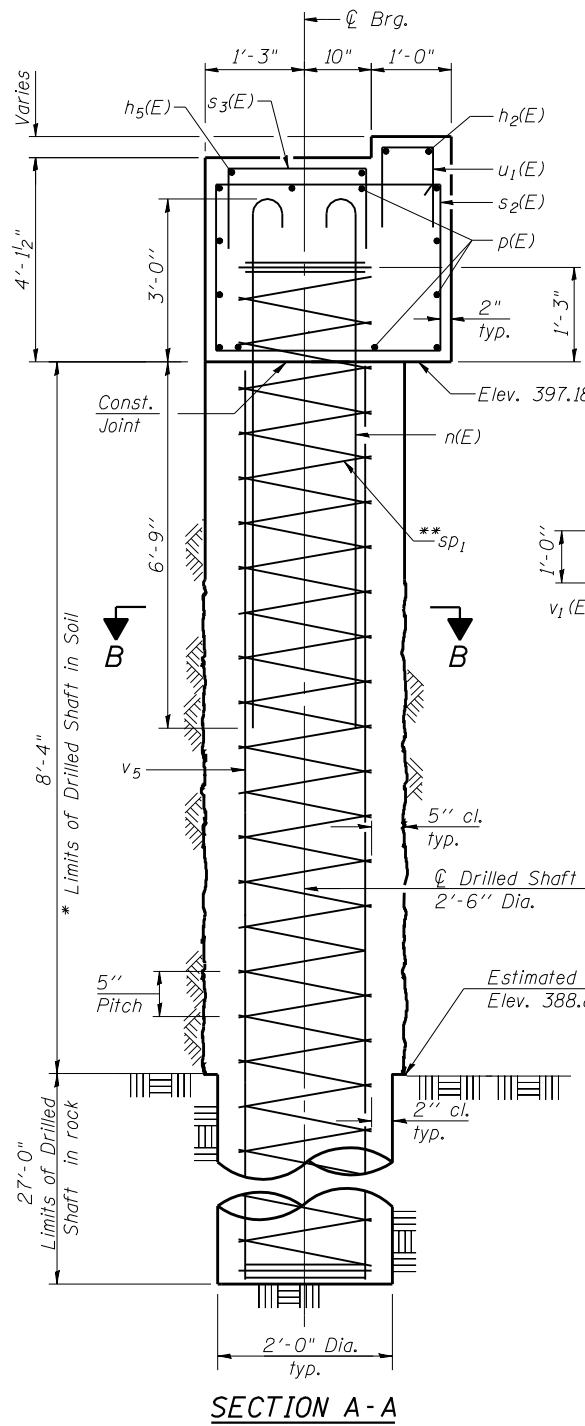
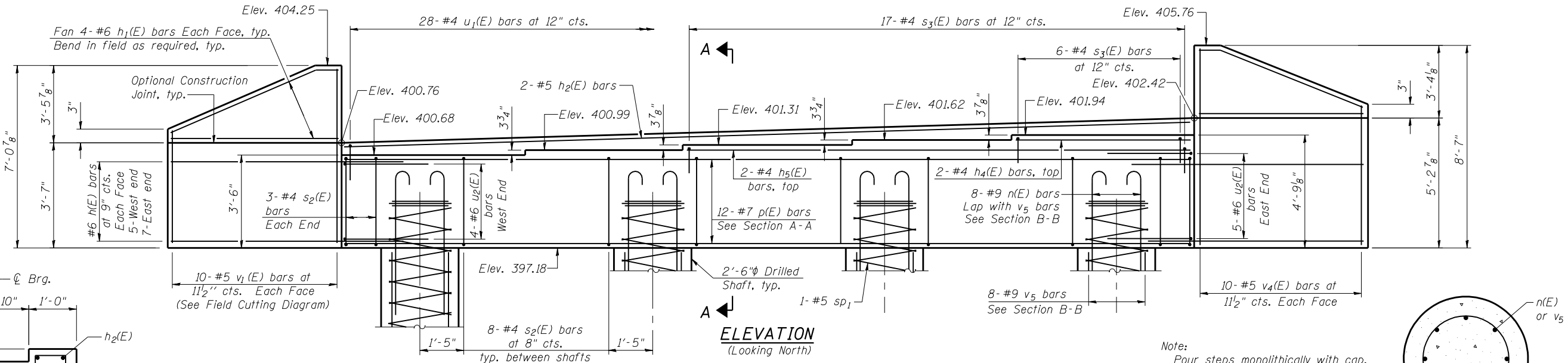
**SOUTH ABUTMENT
STRUCTURE NO. 093-0024**

SHEET NO. 15 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	37
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				

* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.

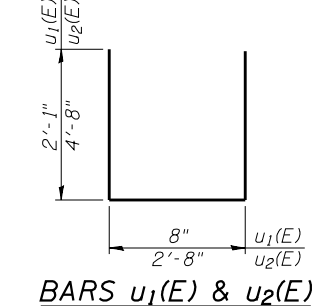
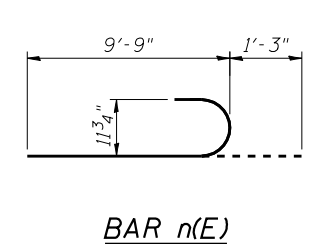
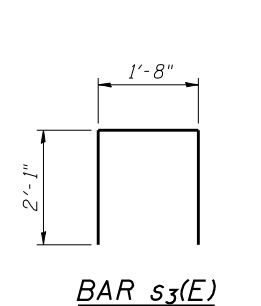
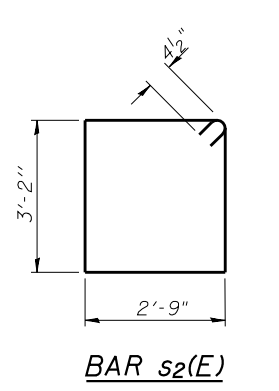
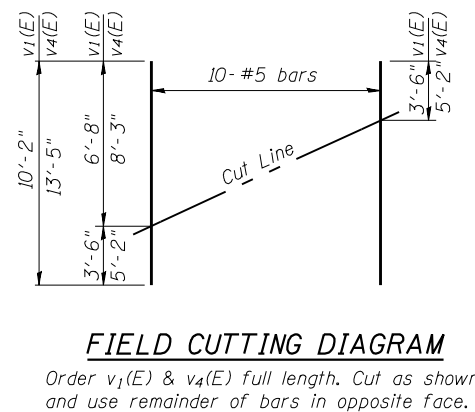
** Provide 1/2 extra turns top and bottom. Extend spiral 1'-3" into abutment cap. Provide min. 4-#4 spacers or equivalent.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	24	#6	13'-3"	—
h1(E)	16	#6	8'-8"	—
h2(E)	2	#5	27'-4"	—
h4(E)	2	#4	5'-7"	—
h5(E)	2	#4	16'-1"	—
n(E)	32	#9	11'-0"	⌋
p(E)	12	#7	27'-4"	—
s2(E)	30	#4	12'-7"	⌋
s3(E)	23	#4	5'-10"	⌋
sp1	4	#5	36'-7"	⌋
u1(E)	28	#4	4'-10"	⌋
u2(E)	9	#6	12'-0"	⌋
v1(E)	10	#5	10'-2"	—
v4(E)	10	#5	13'-5"	—
v5	32	#9	35'-2"	—
Structure Excavation		Cu. Yd.	76	
Concrete Structures		Cu. Yd.	17.7	
Reinforcement Bars		Pound	5750	
Reinforcement Bars, Epoxy Coated		Pound	3480	
Drilled Shaft in Soil		Cu. Yd.	6.1	
Drilled Shaft in Rock		Cu. Yd.	12.6	

*** Length is height of spiral



FIELD CUTTING DIAGRAM
Order v1(E) & v4(E) full length. Cut as shown and use remainder of bars in opposite face.

FILE NAME: 74217-09-rc-abut.edgn
CB PROJECT NO. 00853-5
Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

USER NAME = .CFC.	DESIGNED - GB/MCB	REVISED -
PLOT SCALE = 0.166667' / IN.	CHECKED - MCB	REVISED -
PLOT DATE = 7/23/2013	DRAWN - TFG	REVISED -
	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
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NORTH ABUTMENT
STRUCTURE NO. 093-0024

SHEET NO. 16 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	38
CONTRACT NO. 74217				

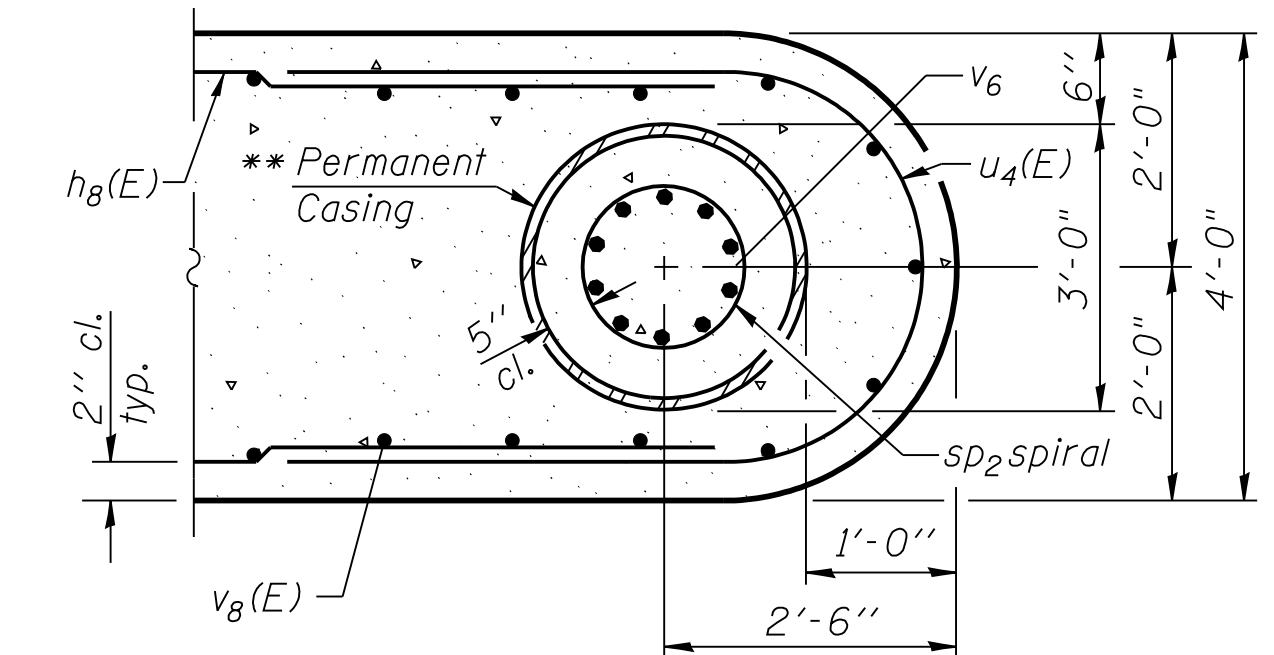
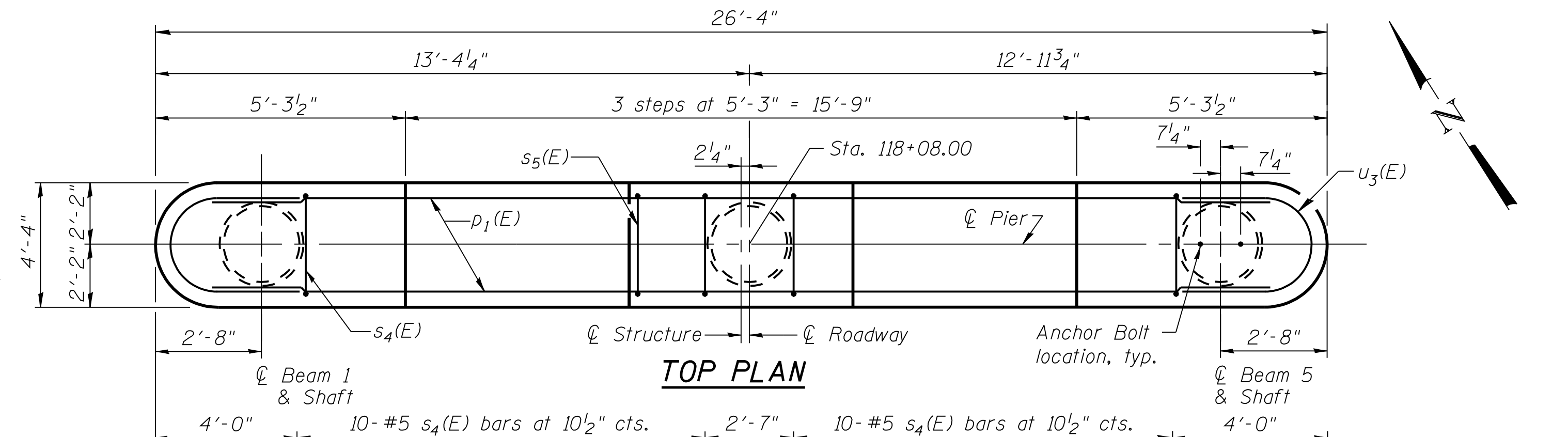
ILLINOIS FED. AID PROJECT

NOTES:

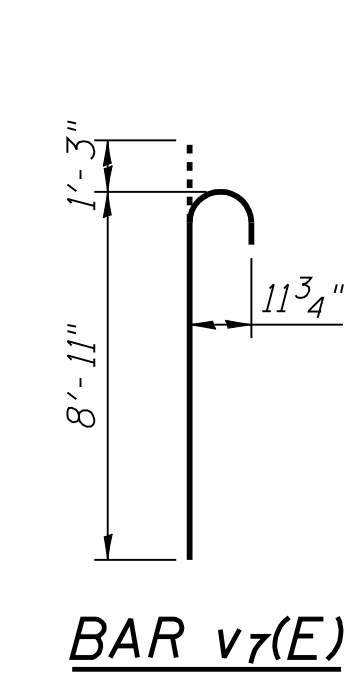
Pay limits for the Permanent Casing are based on the minimum length shown.

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
See Sheet 20 of 24 for Mechanical Splicer Details.

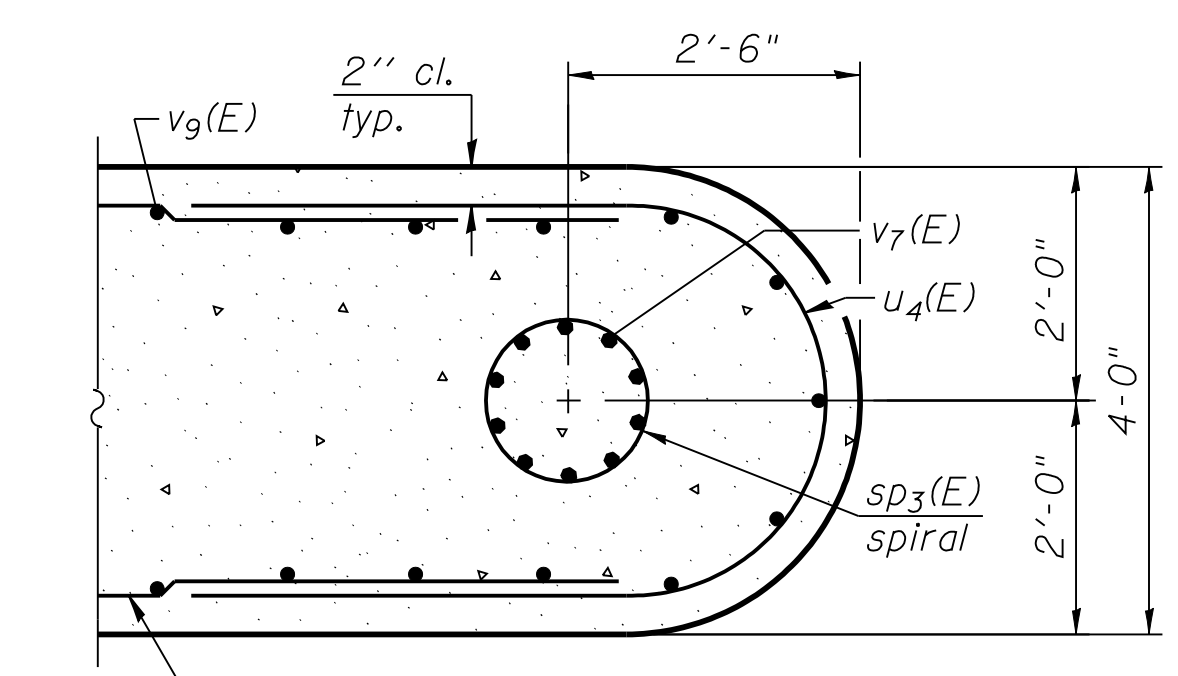
*If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.



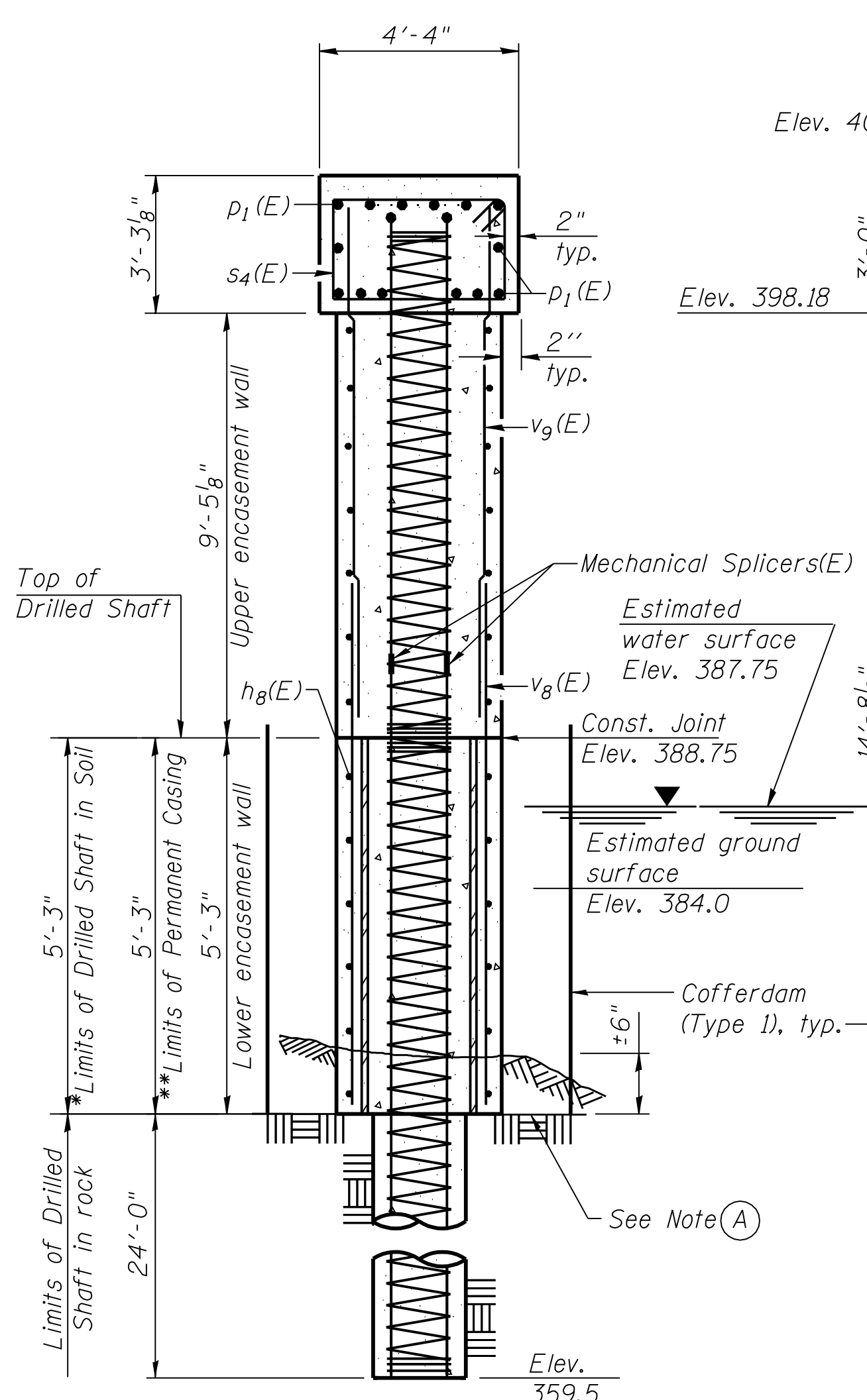
SECTION B-B



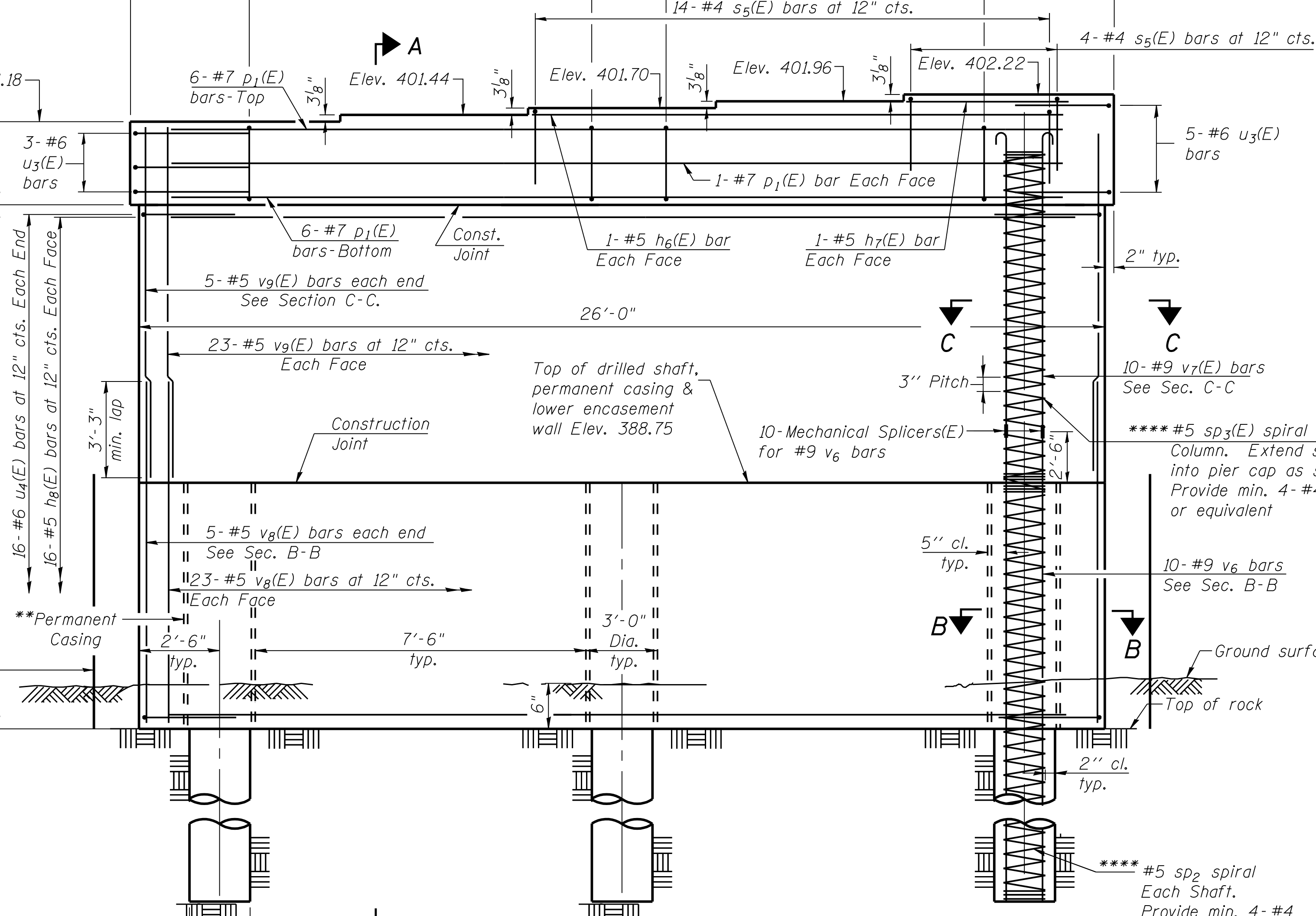
BAR v7(E)



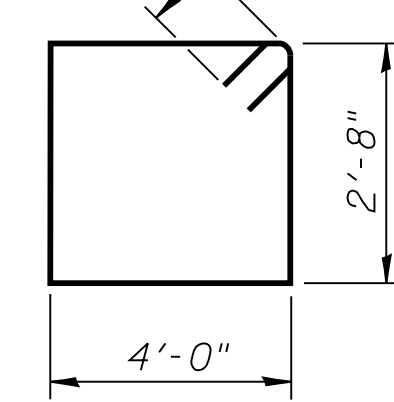
SECTION C-C



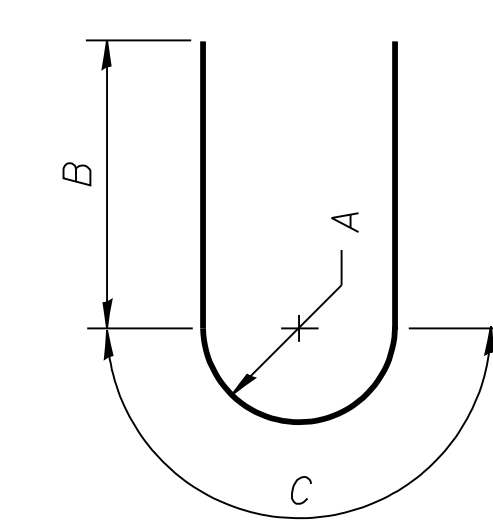
SECTION A-A



ELEVATION
(Looking North)



BAR s4(E)



BAR u3(E) or u4(E)

A, B & C DIMENSIONS

Bar	A	B	C
u3(E)	1'-11 ³ / ₈ "	4'-5"	6'-1 ¹ / ₂ "
u4(E)	1'-10"	4'-5"	5'-9 ¹ / ₈ "

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6(E)	2	#5	13'-7"	—
h7(E)	2	#5	3'-7"	—
h8(E)	32	#5	22'-0"	—
p1(E)	14	#7	22'-0"	—
s4(E)	20	#5	14'-3"	□
s5(E)	18	#4	7'-4"	□
sp2	3	#5	29'-3"	⋈
sp3(E)	3	#5	10'-10"	⋈
u3(E)	8	#6	15'-0"	U
u4(E)	32	#6	14'-8"	U
v6	30	#9	31'-9"	—
v7(E)	30	#9	9'-10"	—
v8(E)	56	#5	8'-8"	—
v9(E)	56	#5	12'-0"	—

Cofferdam Excavation	Cu. Yd.	8
Concrete Structures	Cu. Yd.	65.0
Reinforcement Bars	Pound	5800
Reinforcement Bars, Epoxy Coated	Pound	5870
Cofferdam (Type 1), Location 2	Each	1
Drilled Shaft in Soil	Cu. Yd.	4.1
Drilled Shaft in Rock	Cu. Yd.	13.1
Permanent Casing	Foot	15.8

*** Length is height of spiral

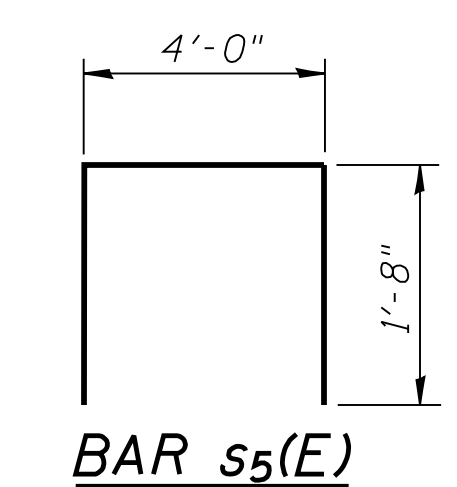
CONSTRUCTION SEQUENCE FOR ENCASEMENT WALLS:

1. Install Cofferdam (Type 1), See Special Provisions.
2. Excavate between and outside of shafts to base of lower encasement wall.
3. Set lower encasement wall forms into place and secure at top and bottom as required to maintain proper clearance from shaft.
4. Place the lower encasement wall reinforcement cage into forms using spacers to maintain proper clearances from shaft and forms.
5. The reinforcement and the concrete placement shall be completed in the dry.
6. Prepare construction joint at top of drilled shafts and lower encasement wall.
7. Splice upper encasement wall reinforcement and cage length to lower encasement and shaft reinforcement, form and pour upper encasement wall.

Note (A): Minimum bottom of permanent casing is at estimated top of rock, Elev. 383.5

** Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications.

**** Provide 1/2 extra turns top and bottom. Shop weld together extra spiral turns per AWS D1.4. As a substitution, provide 1/2 extra turns top and bottom with 135° standard hook into core at ends of spiral.



BAR s5(E)

FILE NAME = 74217-09-Per-2.dgn
CB PROJECT NO. 08053-5

Coombe-Bloxdorf P.C.
CIVIL ENGINEERS-
STRUCTURAL ENGINEERS-
LAND SURVEYORS
Design Firm License No. 184-002703

USER NAME = .MML.
DESIGNED - GB/MCB
CHECKED - MCB
DRAWN - TFG
CHECKED - MCB
PLOT SCALE = 0:1.00 '1' / IN.
PLOT DATE = 10/3/2013

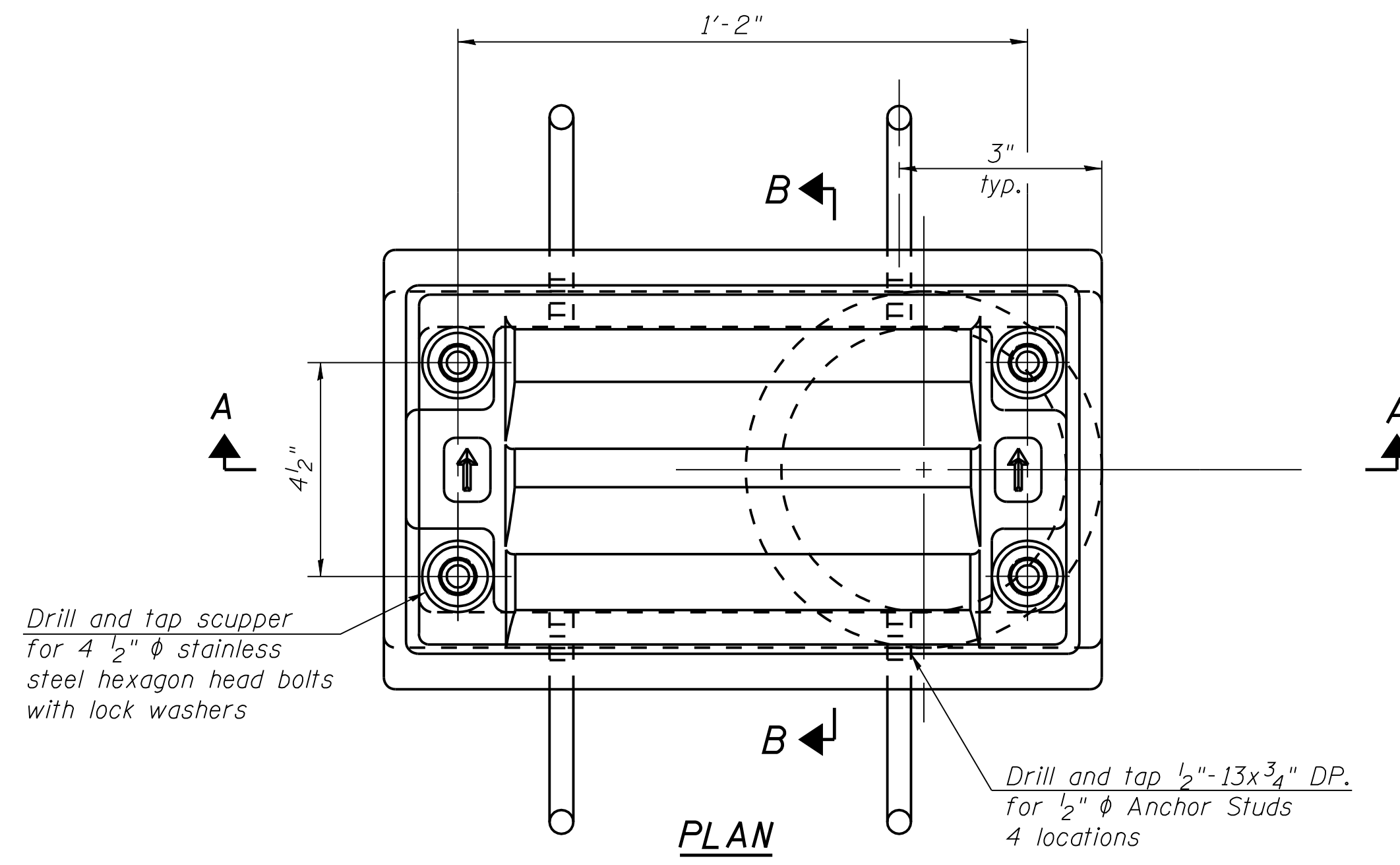
DESIGNED - GB/MCB
CHECKED - MCB
DRAWN - TFG
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REVISED -
REVISED -
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REVISED -

**STATE OF ILLINOIS
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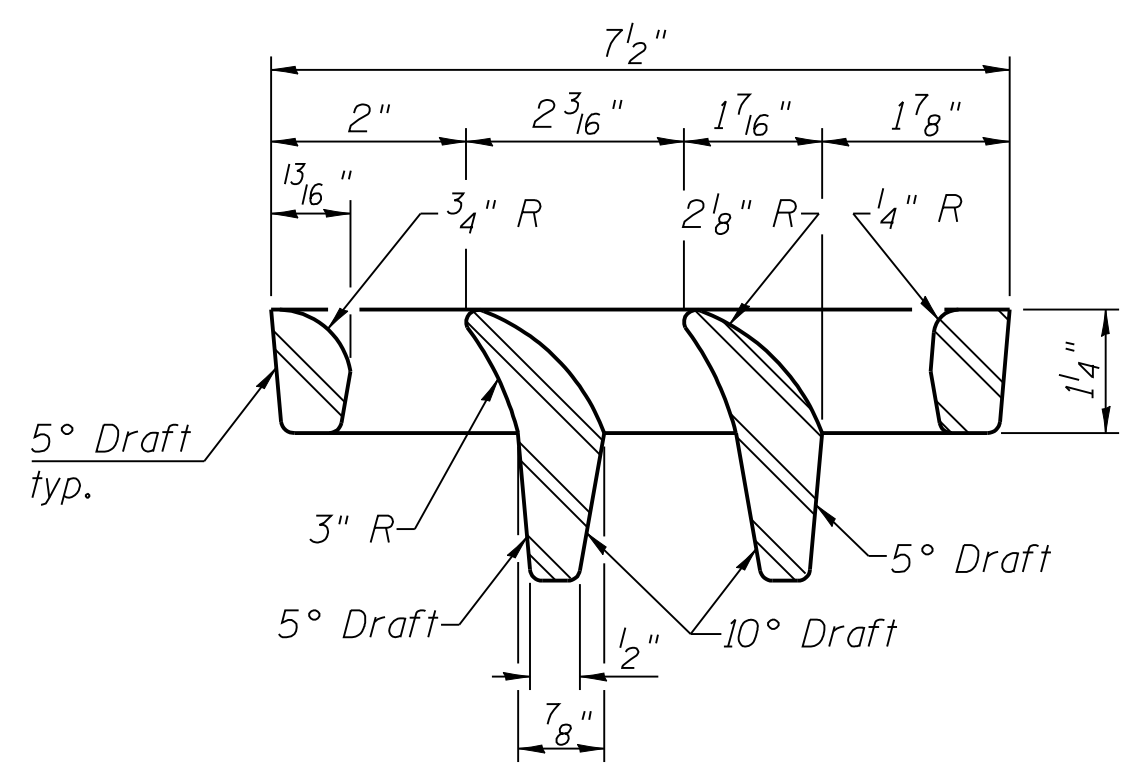
**PIER 2
STRUCTURE NO. 093-0024**

SHEET NO. 18 OF 24 SHEETS

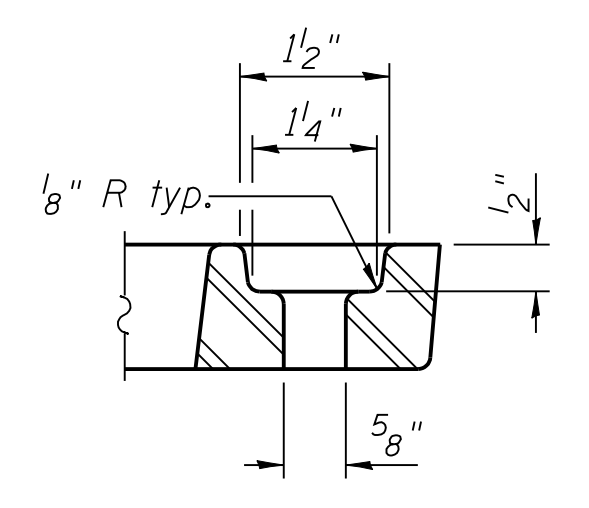
F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
1B (12A)B-1 WABASH 52 40
CONTRACT NO. 74217
ILLINOIS FED. AID PROJECT



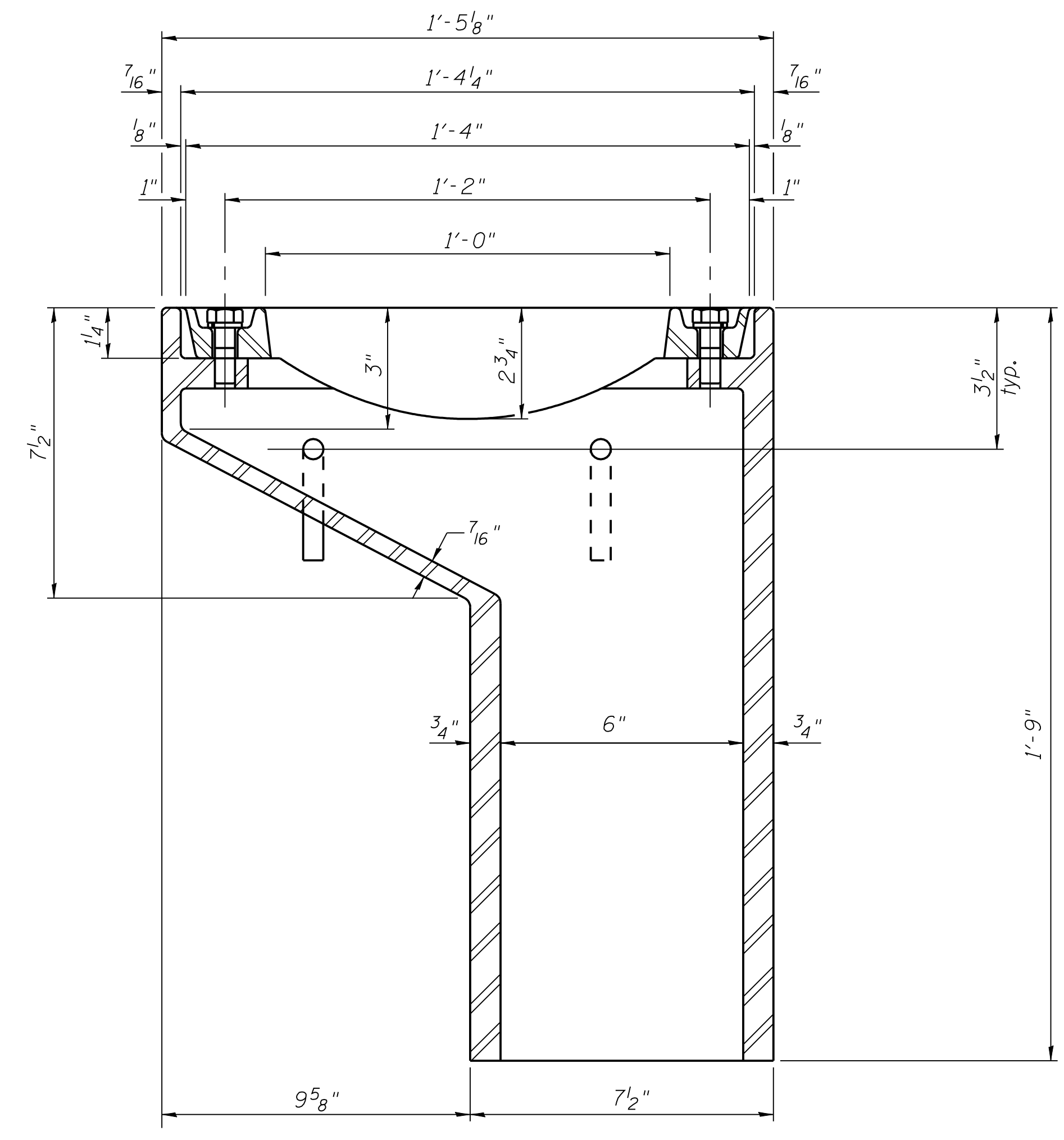
PLAN



VANE GRATE DETAIL

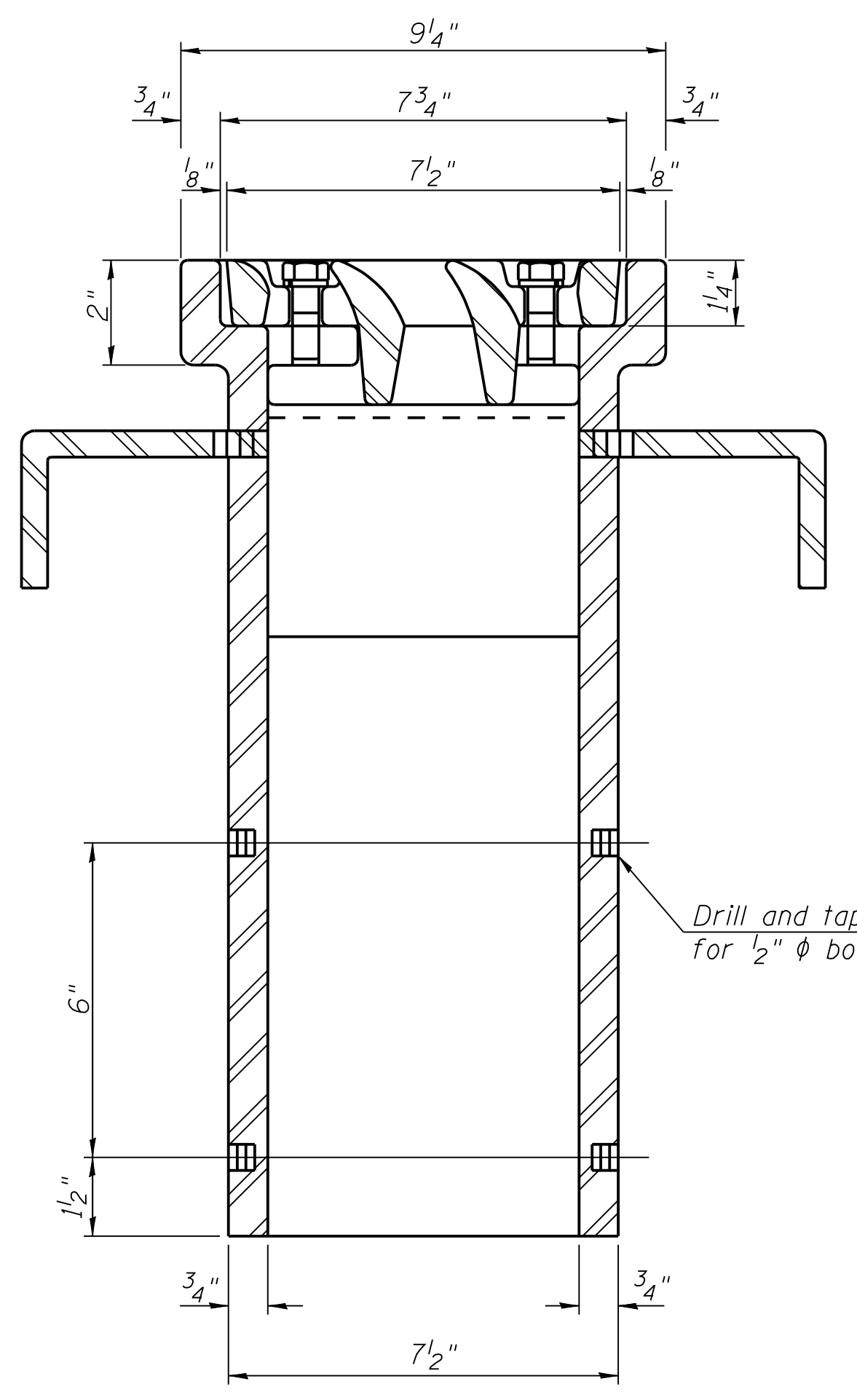


BOLT HOLE DETAIL

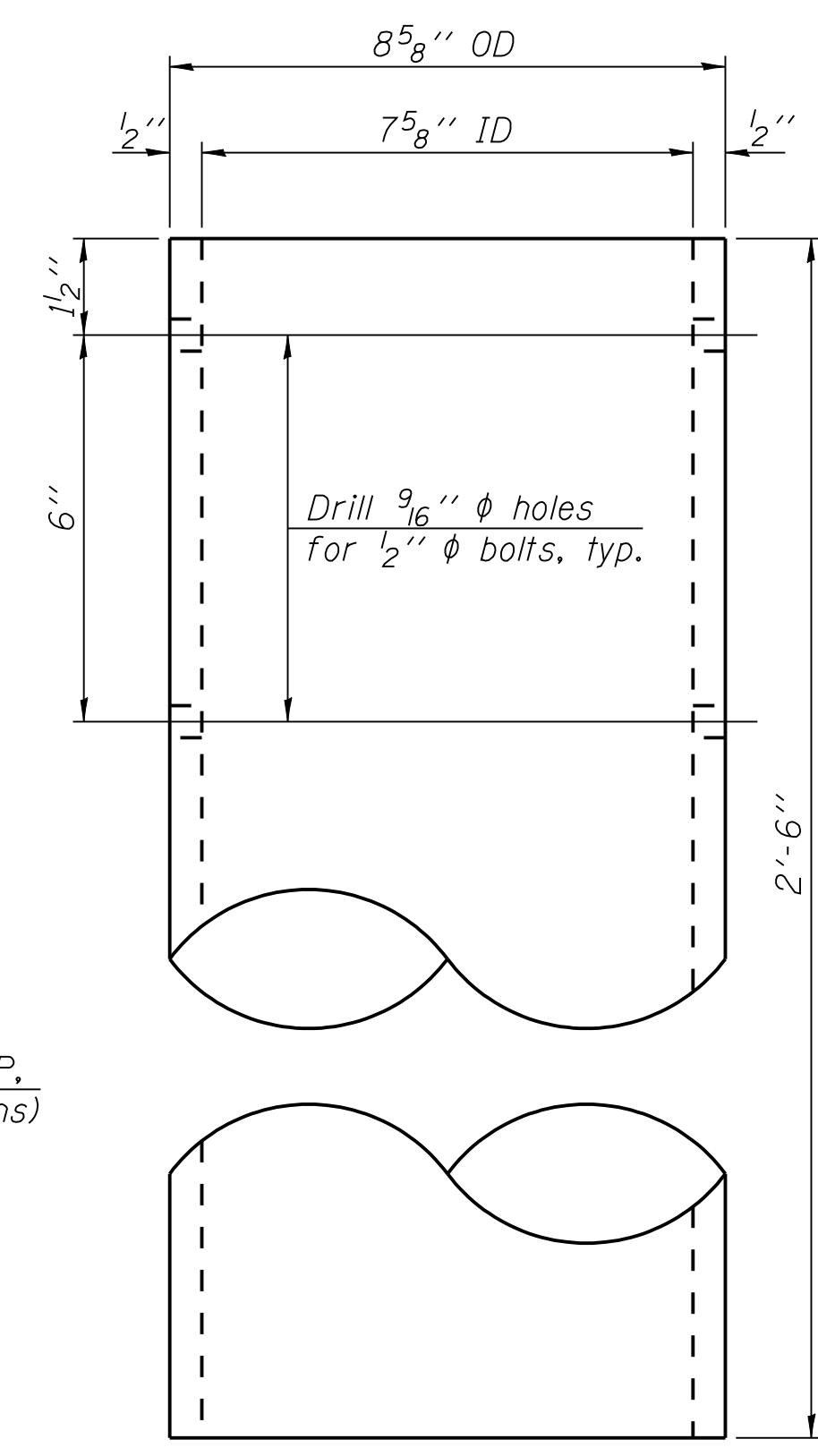


SECTION A-A

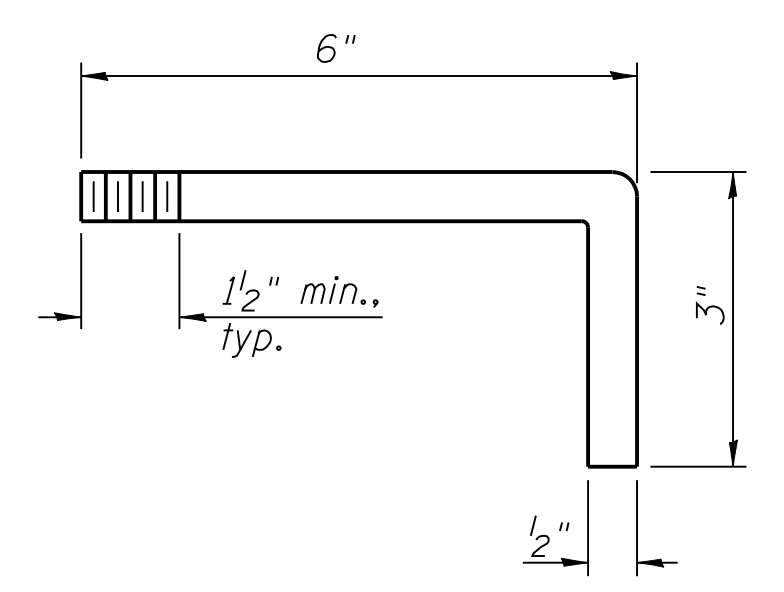
See sheet 8 of 24 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

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

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	3

FILE NAME = 74217-093-fs11.dgn
 CB PROJECT NO. 00853-B

DS-11

7-1-10

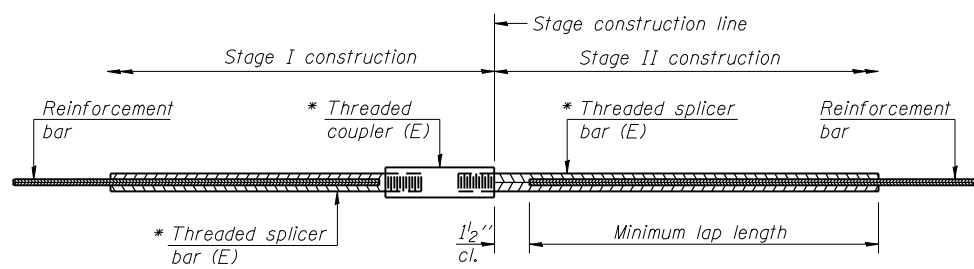
Coombe-Bloxdorf P.C.
 CIVIL ENGINEERS-
 STRUCTURAL ENGINEERS-
 LAND SURVEYORS
 Design Firm License No. 184-002703

USER NAME = .MML.	DESIGNED - GB/MCB	REVISED -
PLOT SCALE = 0:1.0000000 1' / IN.	CHECKED - MCB	REVISED -
PLOT DATE = 10/3/2013	DRAWN - TFG	REVISED -
	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 093-0024
 SHEET NO. 19 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	41
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

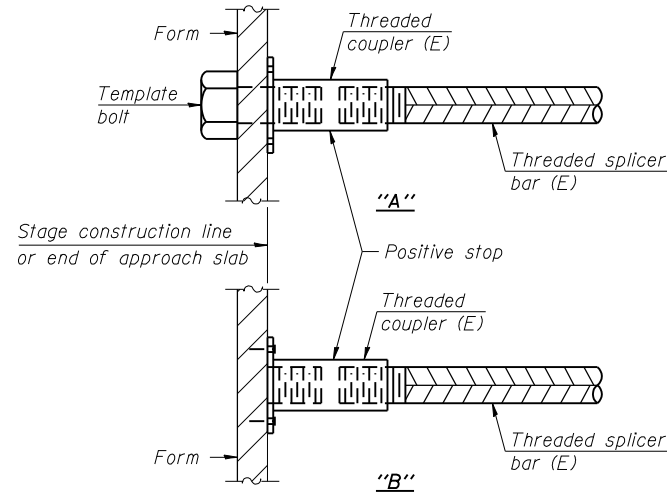
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

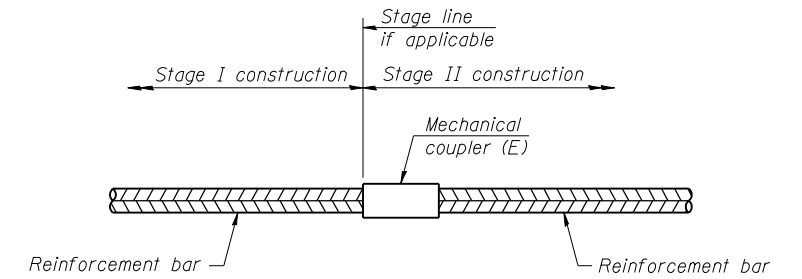
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

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



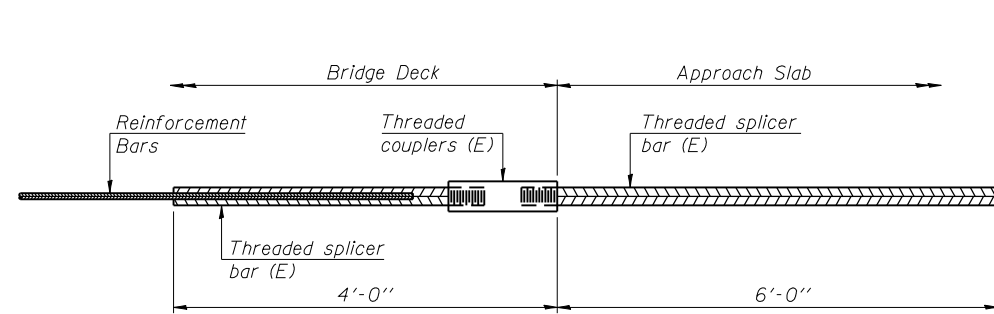
INSTALLATION AND SETTING METHODS

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



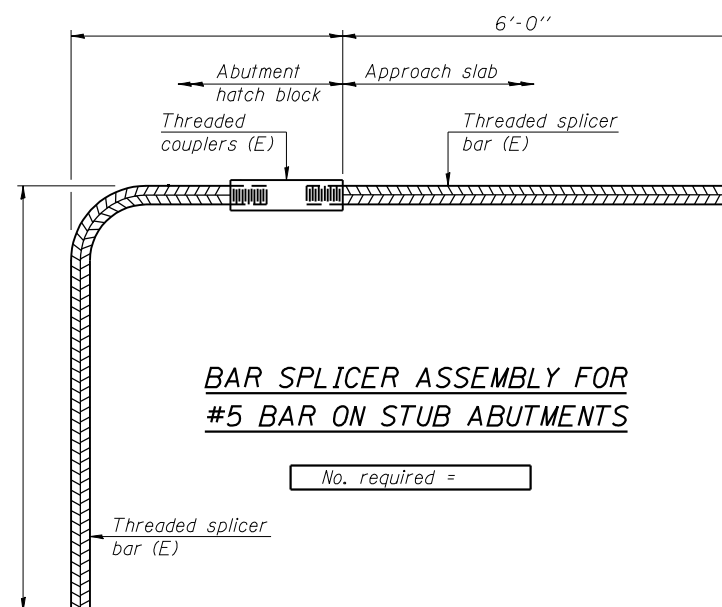
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier 1	#9	30
Pier 2	#9	30



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

No. required = 62



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

FILE NAME = 74217-020-1.dgn
 PROJECT NO. 00859-9

BSD-1

1-27-12

Coombe-Bloxdorf P.C.
 CIVIL ENGINEERS-
 STRUCTURAL ENGINEERS-
 LAND SURVEYORS
 Design Firm License No. 184-002703

USER NAME = .CFC.	DESIGNED - GB/MCB	REVISED -
PLOT SCALE = 0:2.00000 '1' / IN.	CHECKED - MCB	REVISED -
PLOT DATE = 7/23/2013	DRAWN - TFG	REVISED -
	CHECKED - MCB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 093-0024**

SHEET NO. 20 OF 24 SHEETS

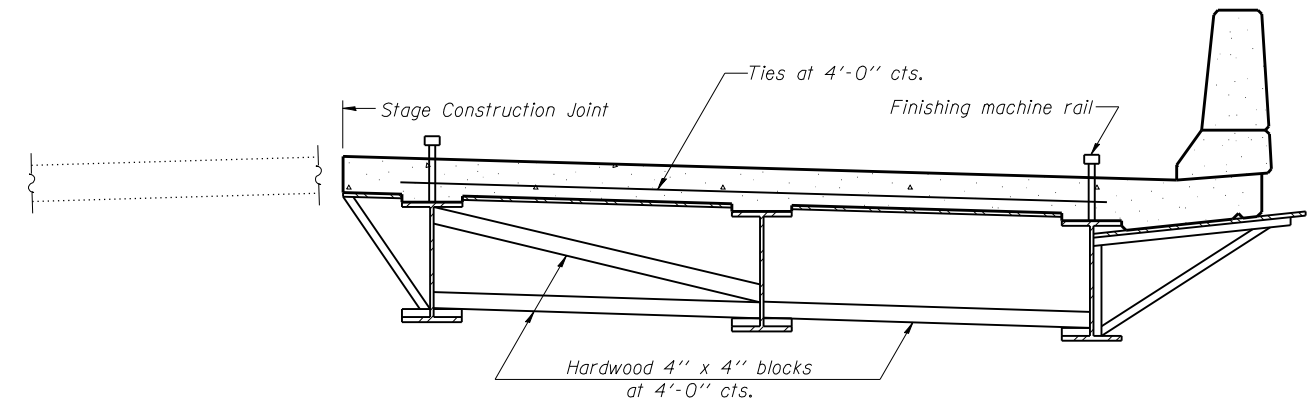
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	42
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

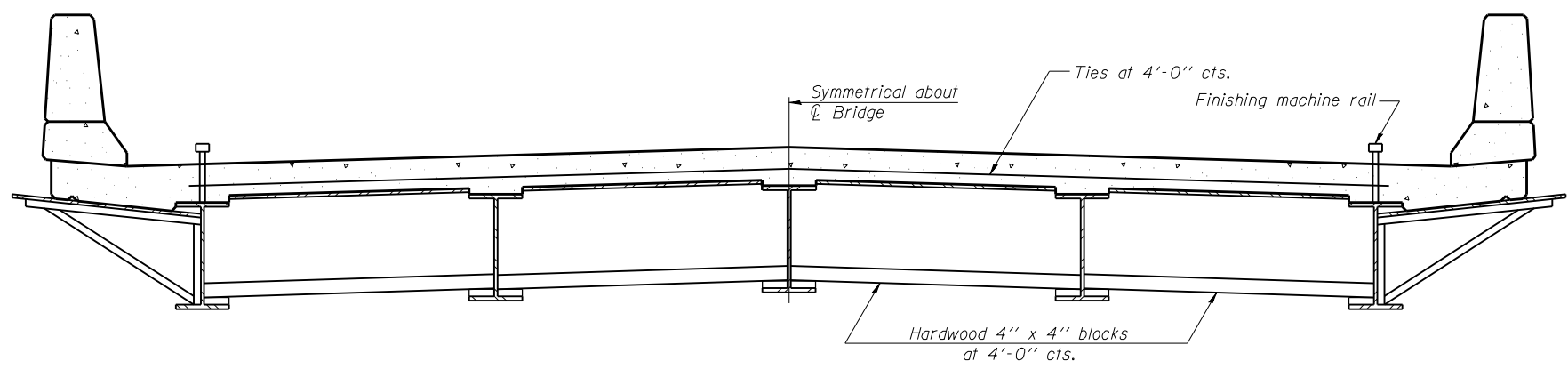
The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR
STAGE CONSTRUCTION**



**FORM BRACES FOR
STANDARD CONSTRUCTION**

FILE NAME = 74217-021-1b-1.dgn
 PROJECT NO. 00853-5

SB-1 7-1-10

Coombe-Bloxdorf P.C.
 - CIVIL ENGINEERS -
 - STRUCTURAL ENGINEERS -
 - LAND SURVEYORS -
 Design Firm License No. 184-002703

USER NAME = .CFC.	DESIGNED - GB/MCB	REVISED -
	CHECKED - MCB	REVISED -
PLOT SCALE = 0:2.000000 '1' / IN.	DRAWN - TFG	REVISED -
PLOT DATE = 7/23/2013	CHECKED - MCB	REVISED -

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DEPARTMENT OF TRANSPORTATION**

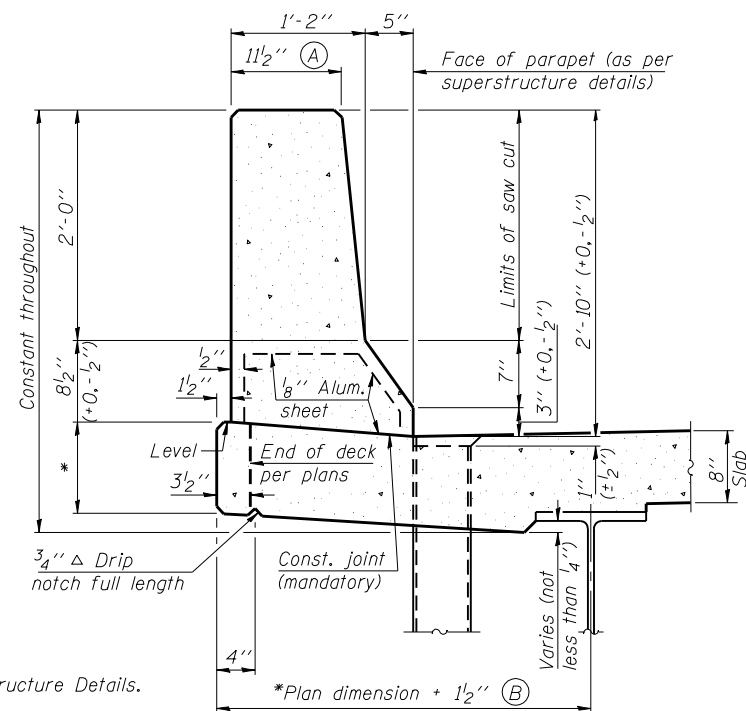
**CANTILEVER FORMING BRACKETS FOR SUPERSTRUCTURES WITH
W27 BEAMS AND SMALLER**
STRUCTURE NO. NO. 093-0024

SHEET NO. 21 OF 24 SHEETS

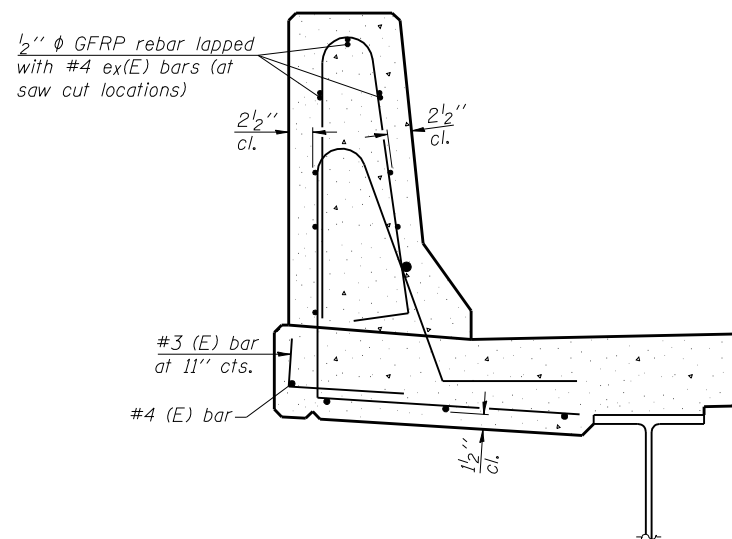
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	43
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

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

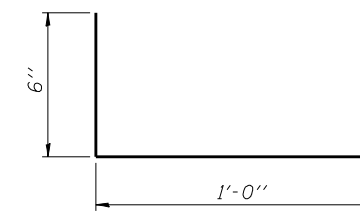


34" F SHAPE PARAPET SECTION
(Showing dimensions)

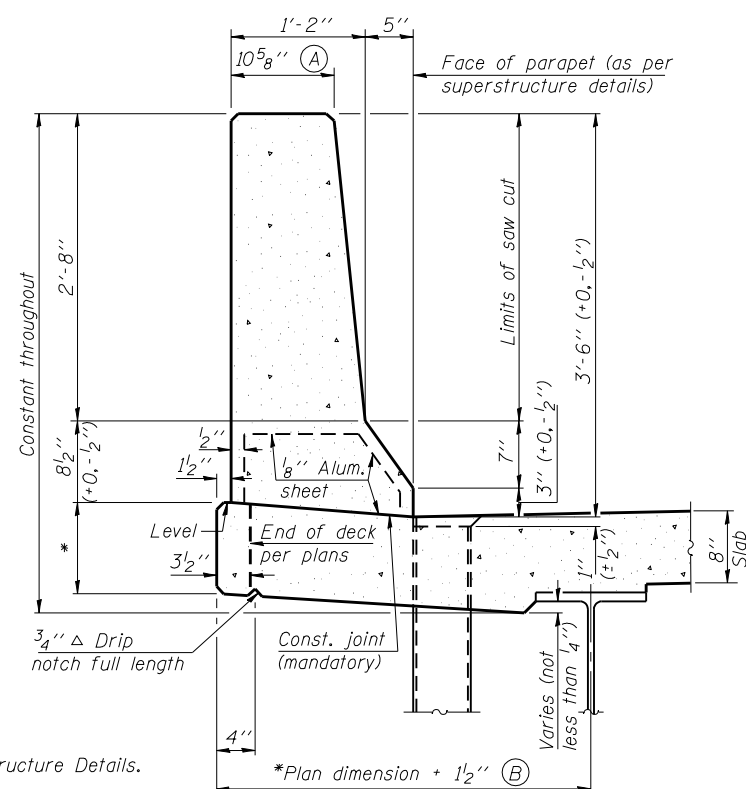


SECTION

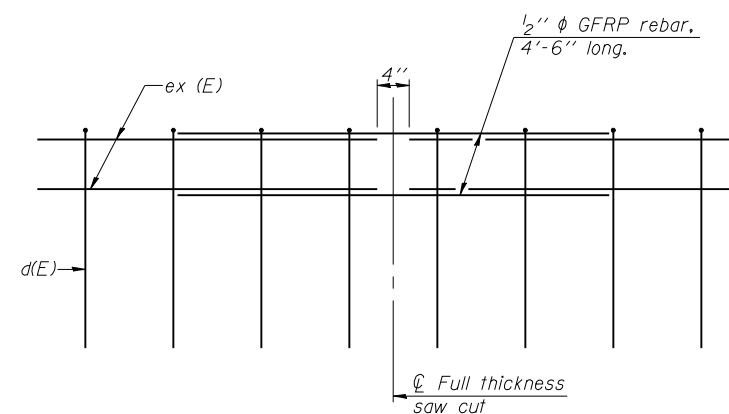
(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



#3 (E) BAR

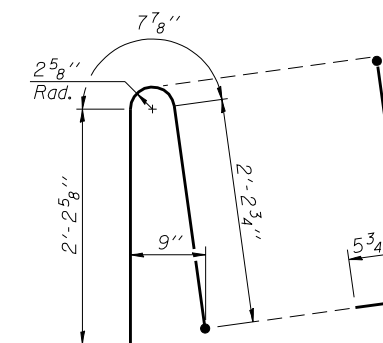


42" F SHAPE PARAPET SECTION
(Showing dimensions)

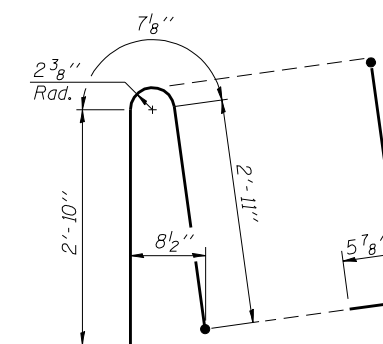


GFRP REBAR STIFFENING DETAIL

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



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



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

SFP 34-42

8-16-12

FILE NAME = 74217-022-1P-34.dgn
CB PROJECT NO. 00853-5

Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

USER NAME = .CFC.	DESIGNED - GB/MCB	REVISED -
PLOT SCALE = 0:2.000000 '1' / IN.	CHECKED - MCB	REVISED -
PLOT DATE = 7/23/2013	DRAWN - TFG	REVISED -
	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 093-0024

SHEET NO. 22 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	44
CONTRACT NO. 74217				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 7/14/08

ROUTE SBI 1B (Old IL 1) DESCRIPTION Crawfish Creek LOGGED BY E. Sandschafer

SECTION (12A)B-1 LOCATION SE 1/4 - Sec 5, NE 1/4 - Sec 8, SEC., TWP. 1 S, RNG. 12 W, 3 PM

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

STRUCT. NO. 093-0016 Surface Water Elev. Dry ft
 Station 117+90 Stream Bed Elev. 383.58 ft
 BORING NO. 1 Groundwater Elev.:
 Station 117+39 First Encounter Dry ft
 Offset 4.00ft Lt Upon Completion Washed ft
 Ground Surface Elev. 403.26 ft After Hrs. Samples ft

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	MOISTURE (%)	UNCONF. COMP. STRENGTH (tsf)
0		2" asphalt on 8" concrete pavement.		
402.46		Soft to medium, damp, red, SANDY LOAM.		
2				
3	0.5		10	
4	PP			
398.76		Stiff, damp, red/brown/gray, CLAY.		
1				
2	1.4		15	
4	B			
2				
3	1.4		24	
5	B			
3				
5	3.0		17	
7	B			
391.26		Stiff to very stiff, damp, red marbled gray, SANDY CLAY.		
390.56		Red, SANDSTONE.		
11	2.0		15	
27	S			
44				
50/2"			10	
50/1"				
387.96		Borehole continued with rock coring.		
-19				
-20				

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



ROCK CORE LOG

Date 7/14/08

ROUTE SBI 1B (Old IL 1) DESCRIPTION Crawfish Creek LOGGED BY E. Sandschafer

SECTION (12A)B-1 LOCATION SE 1/4 - Sec 5, NE 1/4 - Sec 8, SEC., TWP. 1 S, RNG. 12 W, 3 PM

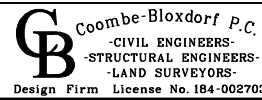
COUNTY Wabash CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. 093-0016 CORING BARREL TYPE & SIZE NW, conv dbl bbl, split inner
 Station 117+90 Core Diameter 2.06 in
 BORING NO. 1 Top of Rock Elev. 390.56 ft
 Station 117+39 Begin Core Elev. 387.96 ft
 Offset 4.00ft Lt
 Ground Surface Elev. 403.26 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
387.96	B1C1	83	23	0.4	
					Red marbled gray, SANDSTONE. Severely weathered.
					Rock core B1C1 from 18.1' to 18.5' depth Qu = 172 tsf.
383.26					
-20	B1C2	92	25	0.4	
					Gray, SANDSTONE.
					Rock core B1C2 from 20.4' to 20.9' depth Qu = 259 tsf.
-25					
-30	B1C3	100	57	0.4	
					Rock core B1C3 from 29.0' to 29.6' depth Qu = 234 tsf.
372.96					Extent of exploration.
-35					

Benchmark: BM 310 Chiseled square on culvert WW, on East side of Old IL 1, approximately 400' South of existing structure = 401.70' elevation. Provided by Program Development.
 Color pictures of the cores Available on request
 Cores will be stored for examination until 07/14/09
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
 BBS, form 138 (Rev. 8-99)

FILE NAME = 74217-023-boringlogs-01.dgn
 PROJECT NO. 08053-9



USER NAME = .JFC.	DESIGNED - GB/MCB	REVISED -
	CHECKED - MCB	REVISED -
PLOT SCALE = 0:2.000000 '1' / IN.	DRAWN - TFG	REVISED -
PLOT DATE = 7/23/2013	CHECKED - MCB	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

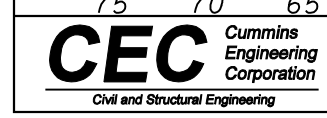
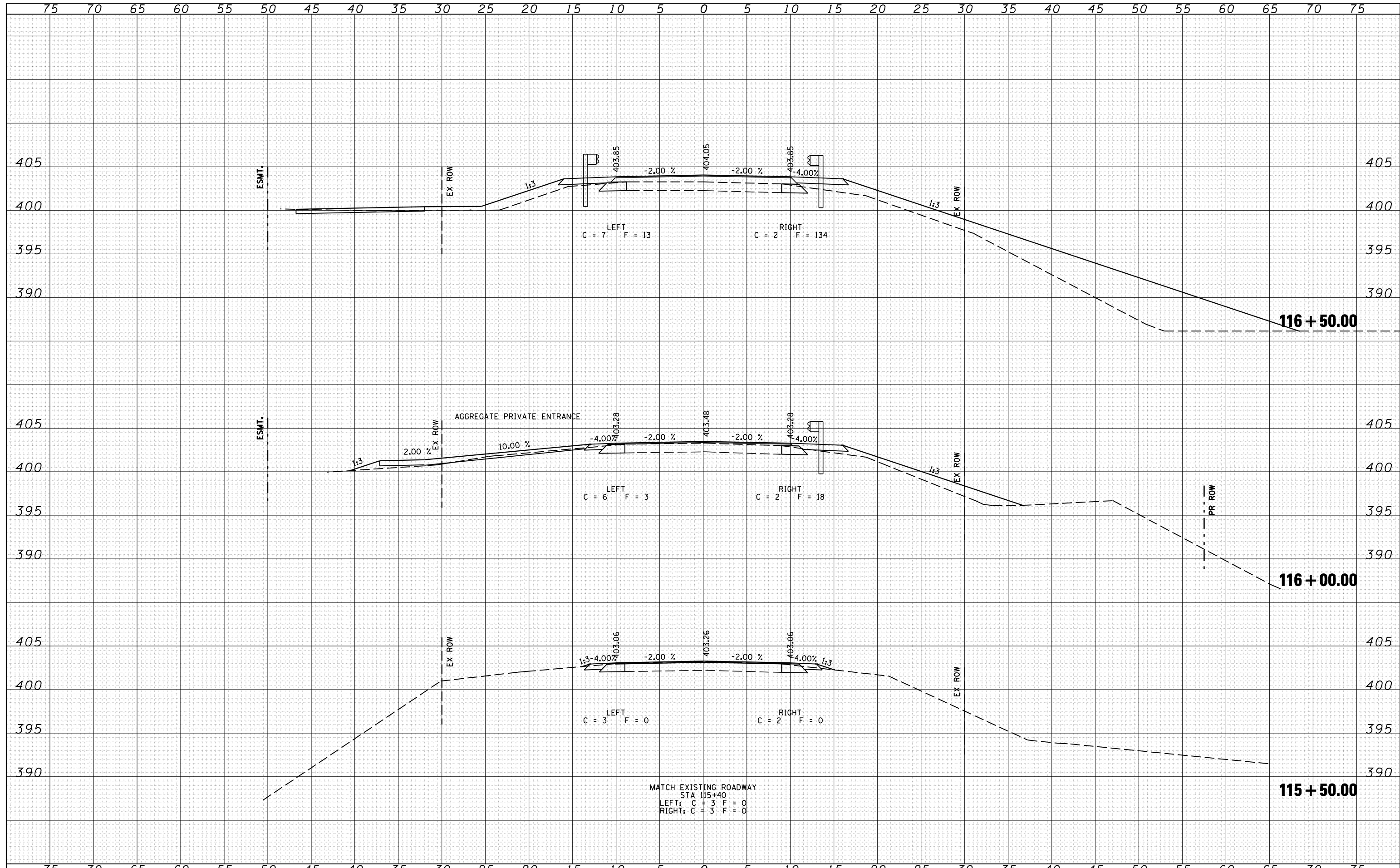
BORING LOGS STRUCTURE NO. 093-0024

SHEET NO. 23 OF 24 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IB	(12A)B-1	WABASH	52	45
			CONTRACT NO. 74217	
ILLINOIS FED. AID PROJECT				

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

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



JOB = 2223.5	DESIGNED - NAK	REVISED -
FILE NAME = D774217-shr-xaOLDUS1.dgn	DRAWN - TJD	REVISED -
PLOT SCALE = 10.0000 "/>		

CHECKED - NAK	REVISED -
DATE - 4/8/2011	REVISED -

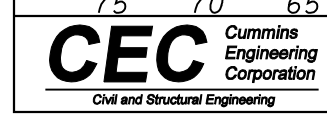
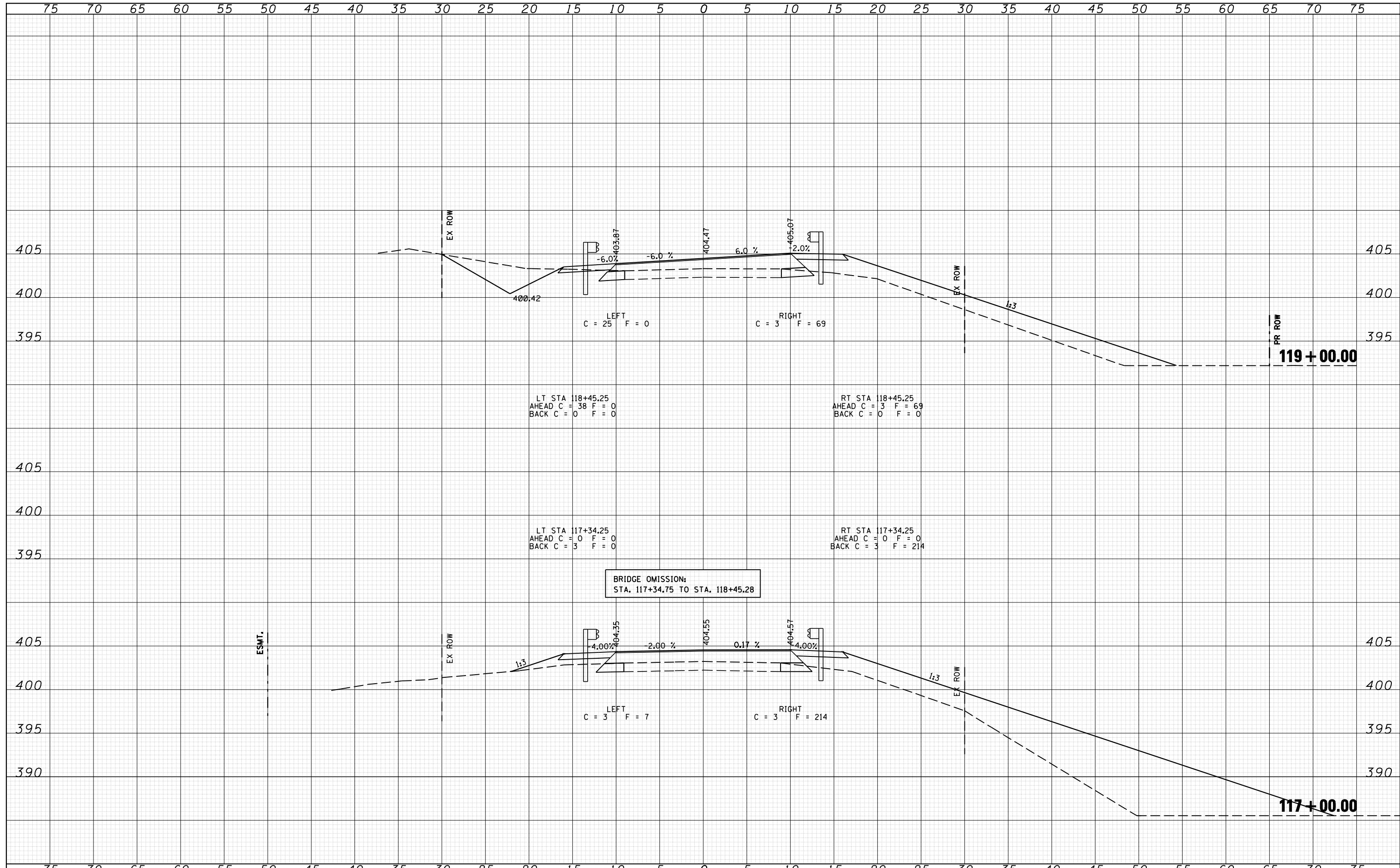
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - OLD IL 1		
SCALE:	SHEET NO.	OF SHEETS

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	47
			CONTRACT NO. 74217	

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

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



JOB = 2223.5	DESIGNED - NAK	REVISED -
FILE NAME = D774217-shr:xsOLDUS1.dgn	DRAWN - TJD	REVISED -
PLOT SCALE = 10.0000 "/>		

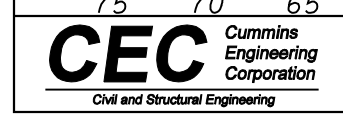
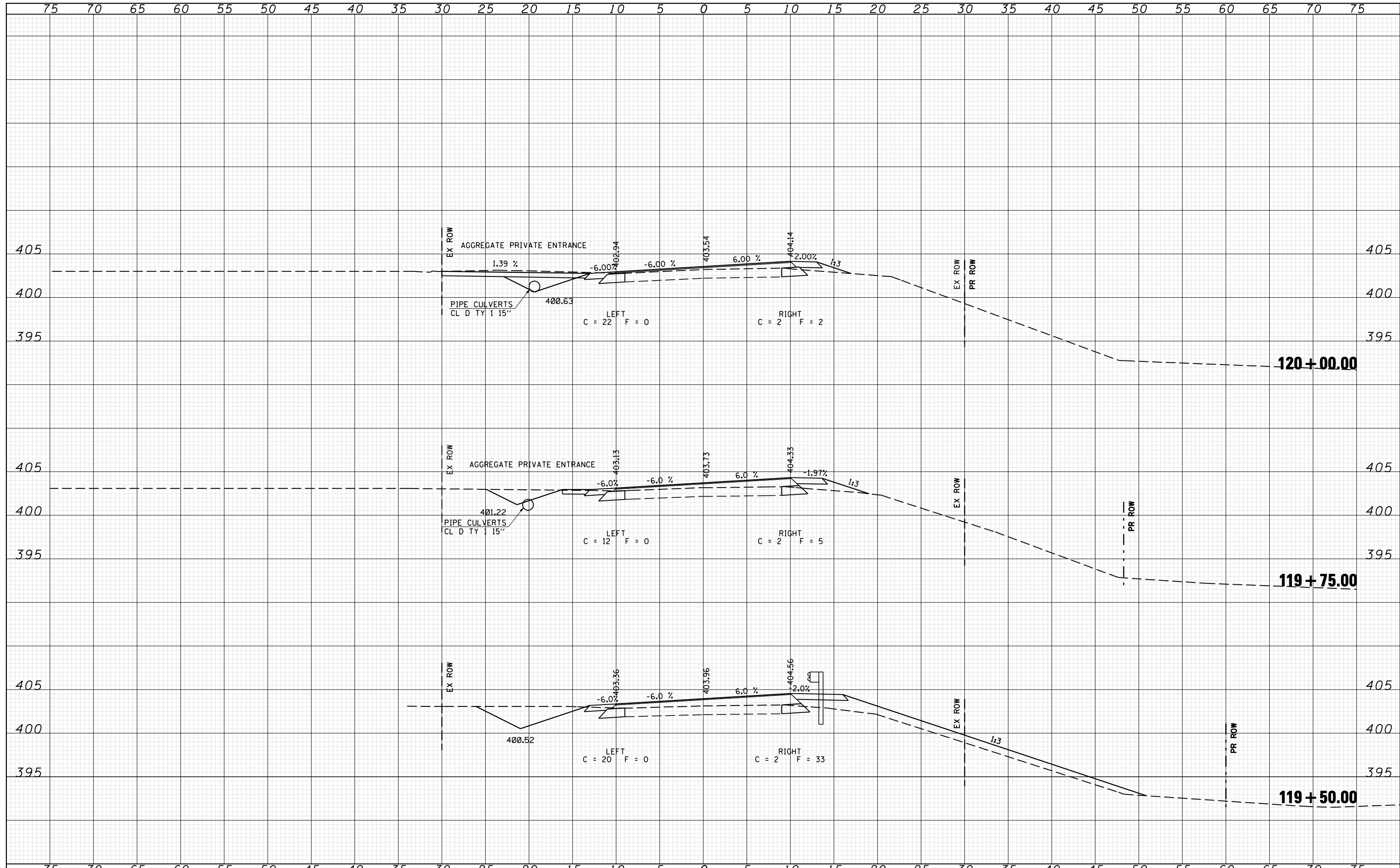
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - OLD IL 1			
SCALE:	SHEET NO.	OF	SHEETS

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	48
			CONTRACT NO. 74217	

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

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



JOB = 2223.5	DESIGNED - NAK	REVISED -
FILE NAME = D774217-shr:xsOLDUS1.dgn	DRAWN - TJD	REVISED -
PLOT SCALE = 10.0000 ' / IN.	CHECKED - NAK	REVISED -
PLOT DATE = 7/24/2013	DATE - 4/8/2011	REVISED -

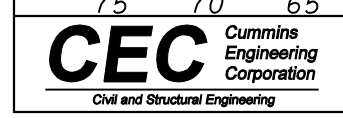
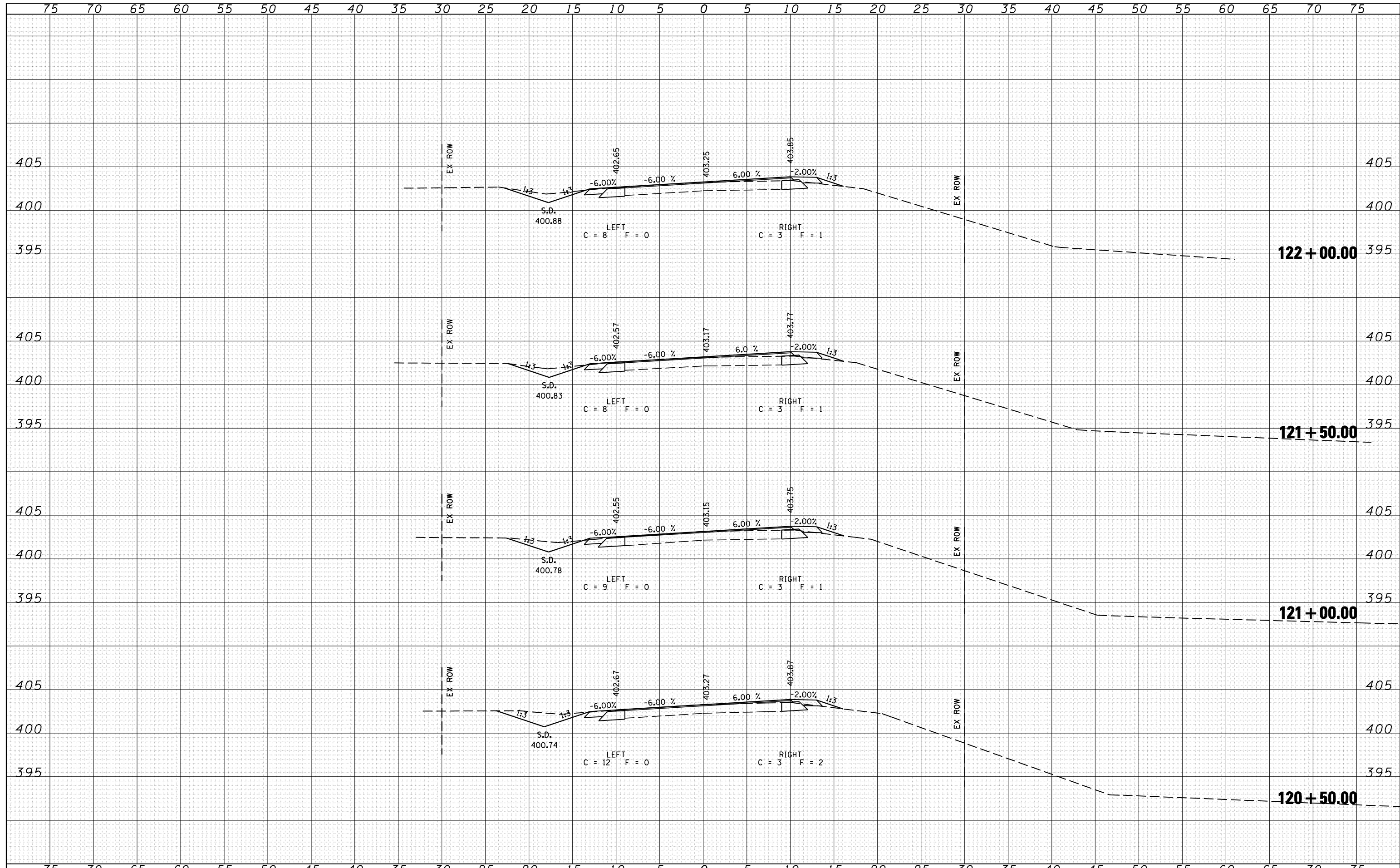
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - OLD IL 1		
SCALE:	SHEET NO.	OF SHEETS

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	49
CONTRACT NO. 74217				

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

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



JOB = 2223.5	DESIGNED - NAK	REVISED -
FILE NAME = D774217-shr:xsOLDUS1.dgn	DRAWN - TJD	REVISED -
PLOT SCALE = 10.0000' / IN.	CHECKED - NAK	REVISED -
PLOT DATE = 7/24/2013	DATE - 4/8/2011	REVISED -

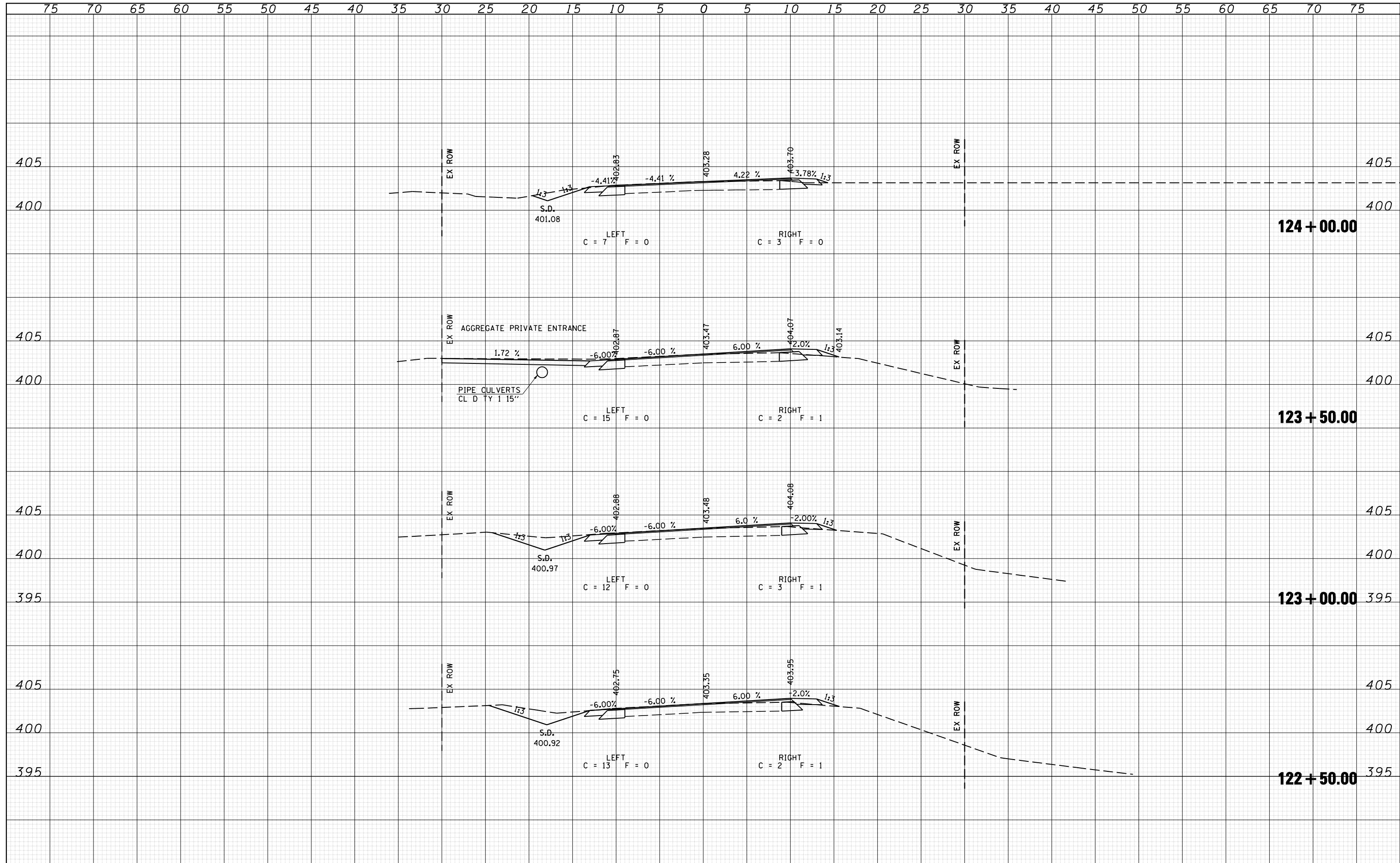
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - OLD IL 1		
SCALE:	SHEET NO.	OF SHEETS

SBI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1B	(12A)B-1	WABASH	52	50
CONTRACT NO. 74217				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



	JOB = 2223.5	DESIGNED - NAK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - OLD IL 1		SBI	SECTION	COUNTY	TOTAL	SHEET
	FILE NAME = D774217-shr:xsOLDUS1.dgn	DRAWN - TJD	REVISED -				IB			(12A)B-1	WABASH
	PLOT SCALE = 10.0000 "/> IN.	CHECKED - NAK	REVISED -		SCALE:	SHEET NO.	OF	SHEETS		CONTRACT NO. 74217	
	PLOT DATE = 7/24/2013	DATE - 4/8/2011	REVISED -								

