

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	1
ILLINOIS			CONTRACT NO. 66F70	

ROADWAY PLANS

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CROSS SECTIONS

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PROPOSED HIGHWAY PLANS

F.A.S. ROUTE 317 (US 45)
SECTION (36BR-1)BR
PROJECT STP-6EE4(825)
BRIDGE REPLACEMENT
IROQUOIS COUNTY

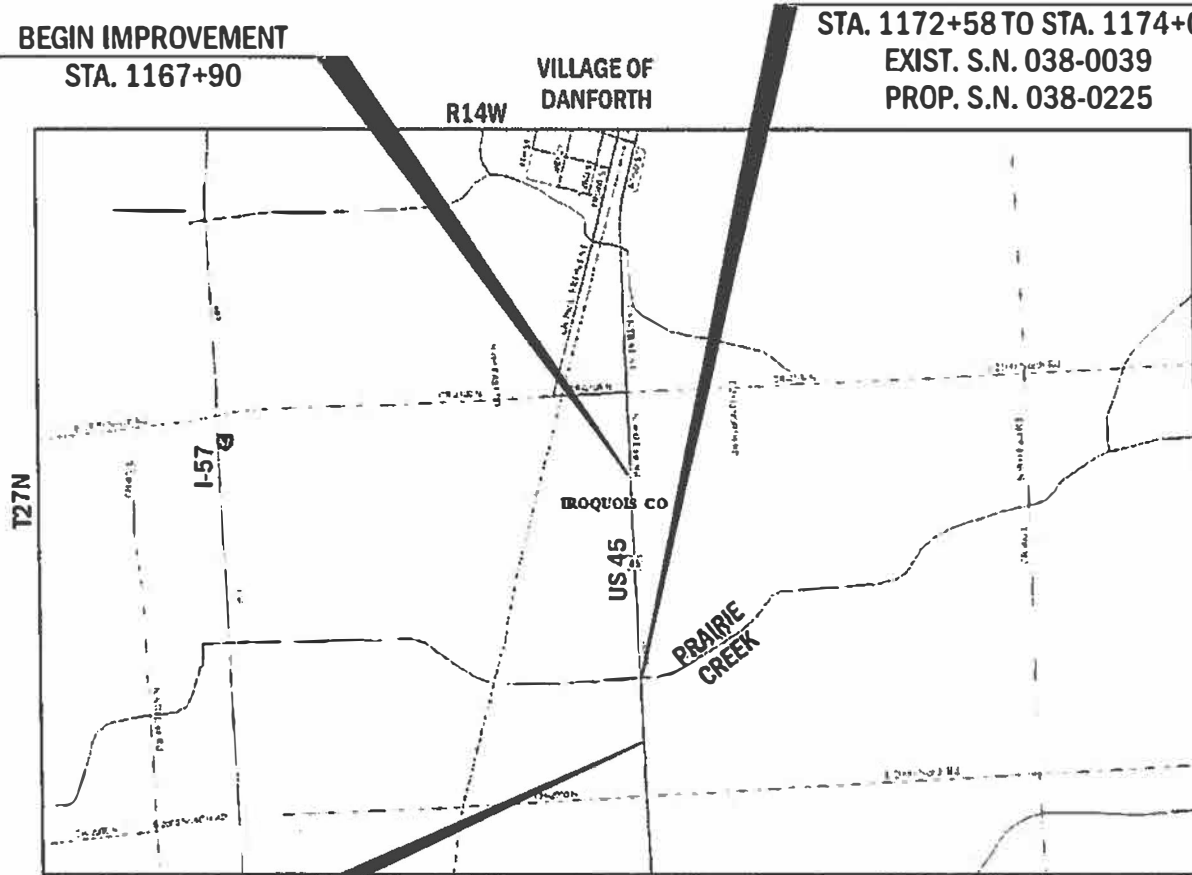
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BRIDGE REMOVAL
& REPLACEMENT

STA. 1172+58 TO STA. 1174+02
EXIST. S.N. 038-0039
PROP. S.N. 038-0225

FOR LIST OF STANDARDS, SEE SHEET 2

BEGIN IMPROVEMENT
STA. 1167+90



END IMPROVEMENT
STA. 1178+10

GROSS LENGTH = 1020 FT. = 0.19 MILE
NET LENGTH = 1020 FT. = 0.19 MILE



FUNCTIONAL CLASSIFICATION

MAJOR COLLECTOR

2017 ADT=1900

P.V. = 89.50% S.U. = 3.55% M.U. = 2.95%

LOCATION MAP
NOT TO SCALE



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

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

PROJECT ENGINEER: BRAD DUNCAN, P.E.
PROJECT MANAGER: ALEX NUGENT
DISTRICT 3 NO. (815) 434-6131
CONTRACT NO. 66F70

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *Oct 16 2019*
Alex Nugent
REGIONAL ENGINEER

Oct 4 2019
Scott A. Etk
ENGINEER OF DESIGN AND ENVIRONMENT

Oct 4 2019
Dave P. Chy
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

GENERAL NOTES

THE THICKNESS OF HMA 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 IS PLACED.

THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING WILL 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.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

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 WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE: NICOR, FRONTIER, EASTERN ILLINI ELECTRIC COOP

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RS OR WIDENING & RS PROJECTS
515001-03	NAME PLATE FOR BRIDGES
542411	SLOPED METAL END SECTIONS FOR PIPE CULVERTS
602306-03	INLET, TYPE B
604001-04	FRAME AND LIDS, TYPE 1
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
701001-02	OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-ROAD OPERATIONS 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701321-17	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES
OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: Tom Beaulieu
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-15-19

EXAMINED BY: Wade Kelso
DISTRICT CONSTRUCTION ENGINEER

Wanda Stueck
DISTRICT MATERIALS ENGINEER

Tom Hagan
DISTRICT OPERATIONS ENGINEER

FILE NAME =	USER NAME = ruggento_j	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pi:\planroom.dot.illinois.gov\PI\DOT\Docu	ents\DOT_Offices\District 3\Projects\0366F70	DRAMA\to\CAD\Sheets\0366F70-shr-cover.dgn	REVISED -		317	(36BR-1)BR	IROQUOIS	58	2	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.
	PLOT DATE = 8/13/2019	DATE -	REVISED -		[ILLINOIS] FED. AID PROJECT					

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE BRIDGE	80% FEDERAL 20% STATE ROADWAY
				0010	0004
				S.N. 038-0225	RURAL
20200100	EARTH EXCAVATION	CU YD	2113		2113
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	11		11
20400800	FURNISHED EXCAVATION	CU YD	3927		3927
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	674		674
25000300	SEEDING, CLASS 3	ACRE	1.25		1.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	113		113
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	113		113
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	113		113
25100630	EROSION CONTROL BLANKET	SQ YD	6065		6065
25100900	TURF REINFORCEMENT MAT	SQ YD	44		44
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	378		378
28000305	TEMPORARY DITCH CHECKS	FOOT	240		240
28000500	INLET AND PIPE PROTECTION	EACH	3		3
28100107	STONE RIPRAP, CLASS A4	SQ YD	1070	1070	

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USER NAME = nugentaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -					317	(36BR-1)BR	IROQUOIS	58	3
PLOT DATE = 8/13/2019	CHECKED -	REVISED -		SCALE: SHEET 1 OF 7 SHEETS STA. TO STA.			CONTRACT NO. 66F70				
	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE BRIDGE	80% FEDERAL 20% STATE ROADWAY
				0010	0004
				S.N. 038-0225	RURAL
28200200	FILTER FABRIC	SQ YD	1070	1070	
31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	13		13
31200100	STABILIZED SUBBASE 4"	SQ YD	2020		2020
35600702	HOT-MIX ASPHALT BASE COURSE WIDENING, 6 1/2"	SQ YD	150		150
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	3939		3939
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1884		1884
40600990	TEMPORARY RAMP	SQ YD	72		72
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	169		169
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	66		66
40701886	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10 1/4"	SQ YD	1751		1751
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	227		227
42001300	PROTECTIVE COAT	SQ YD	613	613	
44000100	PAVEMENT REMOVAL	SQ YD	2763		2763
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	721		721

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	4
			CONTRACT NO. 66F70	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE BRIDGE	80% FEDERAL 20% STATE ROADWAY
				0010	0004
				S.N. 038-0225	RURAL
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	108		108
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	31		31
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1404		1404
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50105220	PIPE CULVERT REMOVAL	FOOT	61		61
50200100	STRUCTURE EXCAVATION	CU YD	564.8	564.8	
50300100	FLOOR DRAINS	EACH	10	10	
50300225	CONCRETE STRUCTURES	CU YD	58.5	58.5	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	127.8	127.8	
50300260	BRIDGE DECK GROOVING	SQ YD	482	482	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	98.2	98.2	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	1530	1530	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	52700	52700	

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PLOT DATE = 8/13/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 3 OF 7 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	5
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE BRIDGE	80% FEDERAL 20% STATE ROADWAY
				0010	0004
				S.N. 038-0225	RURAL
50800515	BAR SPLICERS	EACH	567	567	
51200957	FURNISHING METAL SHELL PILES 12" X 0.250"	FOOT	370	370	
51202305	DRIVING PILES	FOOT	370	370	
51203200	TEST PILE METAL SHELLS	EACH	2	2	
51204650	PILE SHOES	EACH	10	10	
51500100	NAME PLATES	EACH	1	1	
52100520	ANCHOR BOLTS, 1"	EACH	24	24	
52200010	TEMPORARY SHEET PILING	SQ FT	1143	853	290
52200600	GEOTEXTILE RETAINING WALL	SQ FT	196		196
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	144		144
54213450	END SECTIONS 15"	EACH	4		4
550B0070	STORM SEWERS, CLASS B, TYPE 1 15"	FOOT	68		68
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	116	116	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	72	72	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(368R-1)BR	IROQUOIS	58	6
			CONTRACT NO. 66F70	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE BRIDGE	80% FEDERAL 20% STATE ROADWAY
				0010	0004
				S.N. 038-0225	RURAL
60240210	INLETS, TYPE B, TYPE 1 FRAME, OPEN LID	EACH	1		1
60801015	FLAP GATE 15"	EACH	1		1
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	175		175
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4		4
63200310	GUARDRAIL REMOVAL	FOOT	354		354
* 66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	4		4
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8		8
67100100	MOBILIZATION	L SUM	1		1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1		1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1		1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1		1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	330		330

*= SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	7
			CONTRACT NO. 66F70	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE BRIDGE	80% FEDERAL 20% STATE ROADWAY
				0010	0004
				S.N. 038-0225	RURAL
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	54		54
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	6596		6596
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	52		52
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1287.5		1287.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	975		975
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2		2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2		2
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		4
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	6596		6596
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	825		825
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	20		20
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	9		9
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	20		20
X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	4		4

*= SPECIALTY ITEM

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PLOT DATE = 8/13/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	8
			CONTRACT NO. 66F70	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				BRIDGE	ROADWAY
				0010	0004
				S.N. 038-0225	RURAL
X0327809	LINEAR DELINEATOR PANELS, 4 INCH	EACH	9		9
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2303		2303
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	200		200
X4020700	AGGREGATE SURFACE COURSE, TYPE B 8"	SQ YD	35		35
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	408		408
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42		42
∅ Z0076600	TRAINEES	HOUR	2000		2000
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	876		876
∅ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	2000		2000
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	130	130	

∅ 0042

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USER NAME = nugentaj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -		317	(36BR-1)BR	IROQUOIS	58	9				
PLOT DATE = 8/13/2019	CHECKED -	REVISED -		SCALE: SHEET 7 OF 7 SHEETS STA. TO STA.				CONTRACT NO. 66F70				
	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

PAVEMENT SCHEDULE																	
LOCATION			LENGTH	HMA BASE CSE WIDE 6 1/2"	HMA BIND CSE IL-19.0 N50 (VAR DEPTH)	HMA SURF CSE MIX C N50 (1 1/2")	STAB SUB BASE 4"	BITUMINOUS MATERIALS PRIME COAT	BITUMINOUS MATERIALS TACK COAT	HMA PAVT (FULL DEPTH) 10 1/4"	LONG JOINT SEAL	PAVT CONN (HMA) FOR BRIDGE APPROACH SLAB	TEMP RAMP	HMA SHLD 8"	SUB BASE GRAN MAT TY B	AGG WEDGE SHOULDER TYPE B (3')	AGG SHOULDER TYPE B 6"
STA	TO	STA	FOOT	SQ YD	TON	TON	SQ YD	POUND	POUND	SQ YD	FOOT	SQ YD	SQ YD	SQ YD	CU YD	TON	SQ YD
1167+90	TO	1169+50	160	88.9	100.3	38.8			416		160		36.1	53.3		18.2	
1169+50	TO	1172+58	308				1027	2002	601	890	308			196.1	6.4		68.3
1172+58	TO	1172+88	30									113		9.0			
1173+72	TO	1174+02	30									113		9.0			
1174+02	TO	1177+00	298				993	1937	581	861	298			197.9	6.2		40.0
1177+00	TO	1178+10	110	61.1	69.0	26.7			286		110		36.1	36.7		12.5	
TOTALS			936	150	169	66	2020	3939	1884	1751	876	227	72	502	13	31	108

ENTRANCE SCHEDULE		
STA	SIDE	AGG SURF CSE, TYPE B 8" SQ YD
1170+50	LT	16.7
1176+10	LT	18.2
TOTALS		35

PAVEMENT REMOVAL SCHEDULE				
LOCATION			PAVEMENT REMOVAL	HMA SURFACE REMOVAL 2 1/4"
STA	TO	STA	SQ YD	SQ YD
1167+90	TO	1169+50		427
1169+50	TO	1173+04	944	
1173+56	TO	1177+00	917	
1177+00	TO	1178+10		294
TOTALS			1861	721

GUARDRAIL SCHEDULE										
STATION		SIDE	S.P.B. GUARDRAIL TYPE A. 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 6	GUARDRAIL REFLECTORS TYPE A	LIN. DELINEATOR PANELS 4 INCH	LIN. DELINEATOR PANELS 6 INCH	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL REMOVAL
		LT/RT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	FOOT
1171+73	TO	1172+73	LT	12.5	1	1	2	2	1	
1171+23	TO	1172+73	RT	62.5	1	1	2	2	1	
1173+87	TO	1175+87	LT	87.5	1	1	3	3	1	
1173+83	TO	1174+83	RT	12.5	1	1	2	2	1	
1172+88	TO	1173+72	LT					2		
1172+88	TO	1173+72	RT					2		
1172+41	TO	1174+18	LT							177
1172+41	TO	1174+18	RT							177
TOTAL				175	4	4	9	9	4	354

DRAINAGE SCHEDULE									
STA	TO	STA	SIDE	PIPE CULVERT REMOVAL	PIPE CULVERT CLASS D, TYPE 1 15"	END SECTIONS 15"	FLAP GATE 15"	STORM SEWER CLASS B, TYPE 1 15"	INLET TYPE B TY 1 OL
			LT/RT	FOOT	FOOT	EACH	EACH	FOOT	EACH
1170+16	TO	1170+88	LT		72	2			
1170+34	TO	1170+63	LT	29					
1173+57	TO	1174+25	RT				1	68	1
1175+36	TO	1175+68	LT	32					
1175+70	TO	1176+42	LT		72	2			
TOTAL				61	144	4	1	68	1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	10
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

STAGING SCHEDULE											
STATION			TEMP. CONC. BARRIER	RELOCATE TEMP. CONC. BARRIER	PINNING TEMP. CONC. BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3	GEOTEXTILE RETAINING WALL	EXCAVATING AND GRADING EXISTING SHOULDER	HMA SHOULDERS 8"	PAVEMENT REMOVAL
			FOOT	FOOT	EACH	EACH	EACH	SQ FT	UNIT	SQ YD	SQ YD
1166+00	TO	1173+30	675	512.5	218	1	1	105.5	6	469.0	469.0
1173+30	TO	1180+00	612.5	462.5	190	1	1	90.2	5	433.2	433.2
TOTAL			1287.5	975	408	2	2	196	11	902	902

LANDSCAPING SCHEDULE						
LOCATION	EROSION CONTROL BLANKET	TOPSOIL EXCAVATION & PLACEMENT	SEEDING CLASS 3	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
	SQ YD	CU YD	ACRE	POUND	POUND	POUND
NW BRIDGE QUAD	1568	174	0.32	29	29	29
NE BRIDGE QUAD	1369	152	0.28	25	25	25
SW BRIDGE QUAD	1716	191	0.35	32	32	32
SE BRIDGE QUAD	1413	157	0.29	26	26	26
TOTAL	6065	674	1.25	113	113	113

PAVEMENT MARKING SCHEDULE											
STA	TO	STA	PAINT PAVEMENT MARKING (2 APPLICATIONS)		TEMPORARY PAVEMENT MARKING (2 APPS)			SHORT TERM PAVEMENT MARKING		RAISED REF PVT MARKER REMOVAL	RAISED REF PVT MARKER
			4" WHITE	6" YELLOW	4" WHITE	24" WHITE STOP BAR	PAVT MARK REM WATER BLAST (2 APPS)	SHORT TERM PVT MARK (2 APPS)	SHRT TERM PVT MARK REMOVAL		
1165+08	TO	1172+58	3000	375	3000	26	1052	150	24.8	9	9
1172+58	TO	1174+02	576	72	576		192	29	4.8	2	2
1174+02	TO	1181+57	3020	378	3020	26	1059	151	24.9	9	9
TOTAL			6596	825	6596	52	2303	330	54	20	20

EROSION CONTROL SCHEDULE				
LOCATION	TURF REINFORCEMENT MAT	INLET PIPE PROTECTION	TEMPERARY DITCH CHECKS	TEMP EROS CNTRL SEEDING (3 APPS)
	SQ YD	EACH	FOOT	POUND
NW BRIDGE QUAD	22	1	40	98
NE BRIDGE QUAD	22	1	60	85
SW BRIDGE QUAD			50	107
SE BRIDGE QUAD		1	90	88
TOTAL	44	3	240	378

R.O.W. MARKER SCHEDULE		
STA	OFFSET	FURNISHING & ERECTING R.O.W. MARKERS
	FOOT	EACH
1162+32	60' LT	1
1162+32	60' RT	1
1173+30	60' LT	1
1173+30	60' RT	1
TOTAL		4

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES			
SCALE:	SHEET 2	OF 3	SHEETS
STA.	TO STA.		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	11
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

EARTHWORK SUMMARY					
EARTH EXCAVATION (CUTS)	EARTH EX ADJ FOR 25% SHRINKAGE (NOT A PAY ITEM)	EMBANKMENT REQUIRED (FILLS) (NOT A PAY ITEM)	STRUCTURE EXCAVATION (TO BE USED AS FILL) (FROM BRIDGE PLANS)	STRUCTURE EX ADJ FOR 25% SHRINKAGE (NOT A PAY ITEM)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (PAID AS FURNISHED EX)
CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
2113	1584	5935	565	424	-3927

EARTHWORK SCHEDULE (SEE EARTHWORK SUMMARY FOR PAY ITEM QUANTITIES)					
STA	LENGTH	EARTH EXCAVATION (CUTS)	EARTH EX ADJ FOR 25% SHRINKAGE	EMBANKMENT (FILLS)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
		CU YD	CU YD	CU YD	CU YD
1167+90					
	10	4.26	3.20	8.04	-4.84
1168+00					
	100	115.28	86.46	174.24	-87.78
1169+00					
	100	230.76	173.07	293.93	-120.86
1170+00					
	50	124.79	93.59	270.13	-176.54
1170+50					
	50	140.38	105.28	358.41	-253.12
1171+00					
	25	96.60	72.45	243.42	-170.97
1171+25					
	25	82.70	62.02	316.88	-254.86
1171+50					
	25	62.75	47.06	369.82	-322.76
1171+75					
	25	69.20	51.90	374.60	-322.70
1172+00					
	25	67.02	50.27	332.88	-282.62
1172+25					
	25	53.58	40.18	347.53	-307.34
1172+50					
	25	64.34	48.25	361.78	-313.53
1172+75					
	25	37.91	28.43	178.21	-149.78
1173+00					
	75	0.00	0.00	0.00	0.00
1173+75					
	25	33.78	25.34	130.89	-105.55
1174+00					
	25	72.57	54.43	242.56	-188.13
1174+25					
	25	66.55	49.91	233.19	-183.28
1174+50					
	25	62.91	47.18	232.86	-185.68
1174+75					
	25	89.31	66.98	221.28	-154.30
1175+00					
	100	320.09	240.07	763.06	-522.99
1176+00					
	100	202.98	152.24	384.30	-232.06
1177+00					
	100	113.44	85.08	92.50	-7.42
1178+00					
	10	1.39	1.04	4.99	-3.95
1178+10					
TOTALS	1020	2113	1584	5935	-4351

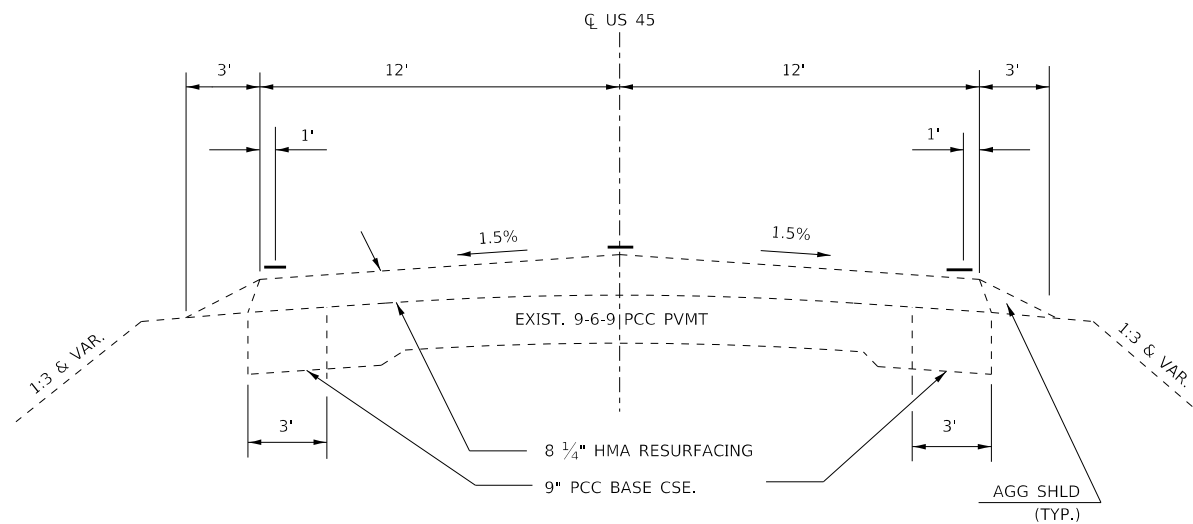
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

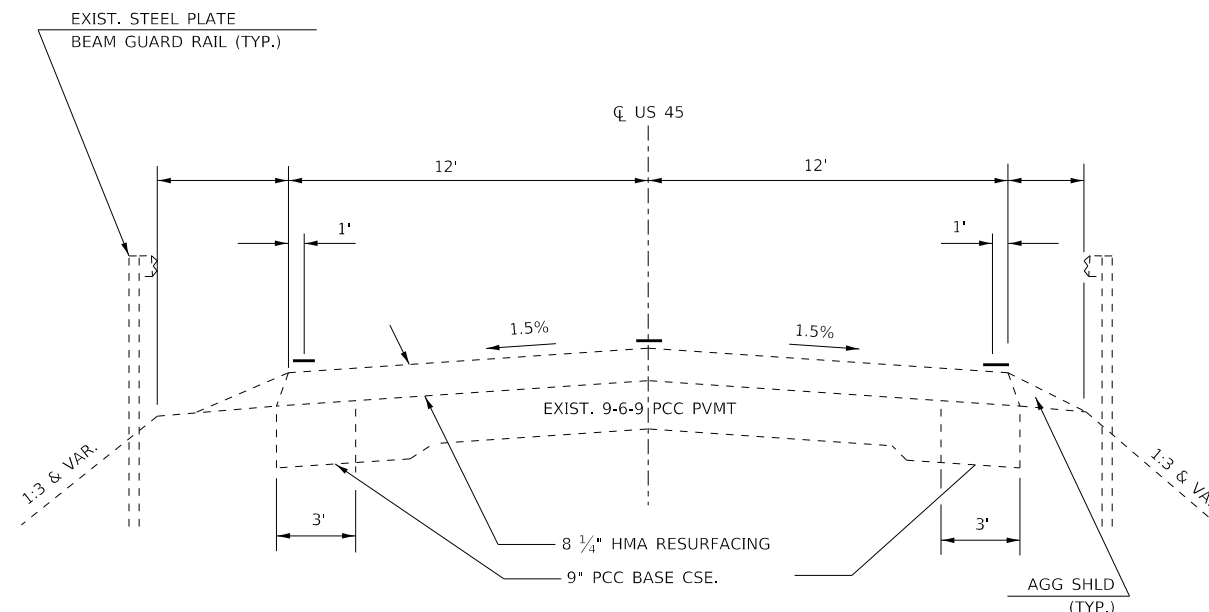
SCHEDULES			
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	STA.		TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	12
				CONTRACT NO. 66F70
ILLINOIS FED. AID PROJECT				



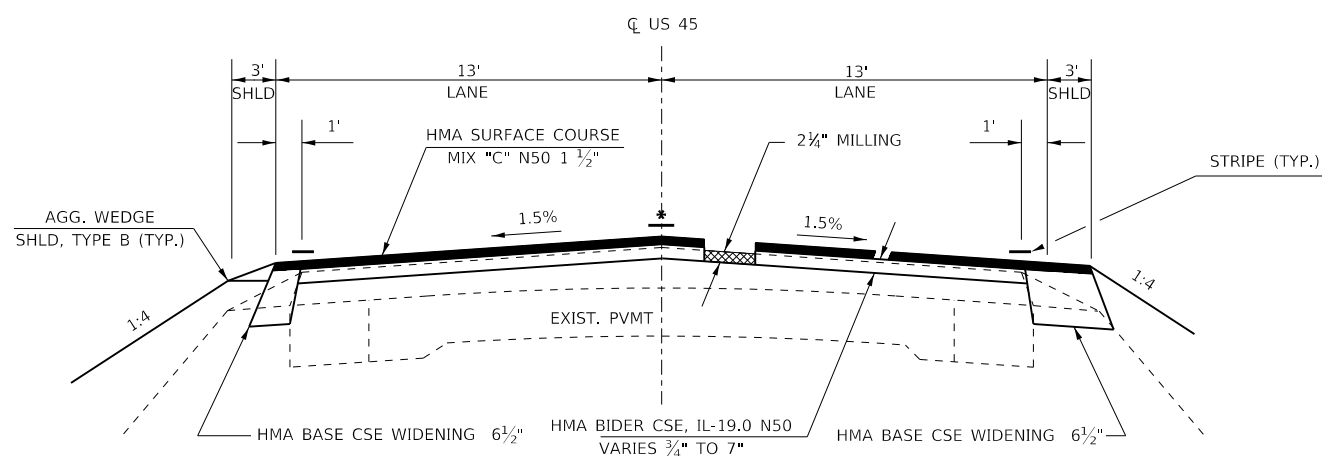
EXISTING TYPICAL SECTION

STA. 1167+90 TO 1172+38
 STA. 1174+16 TO 1178+10



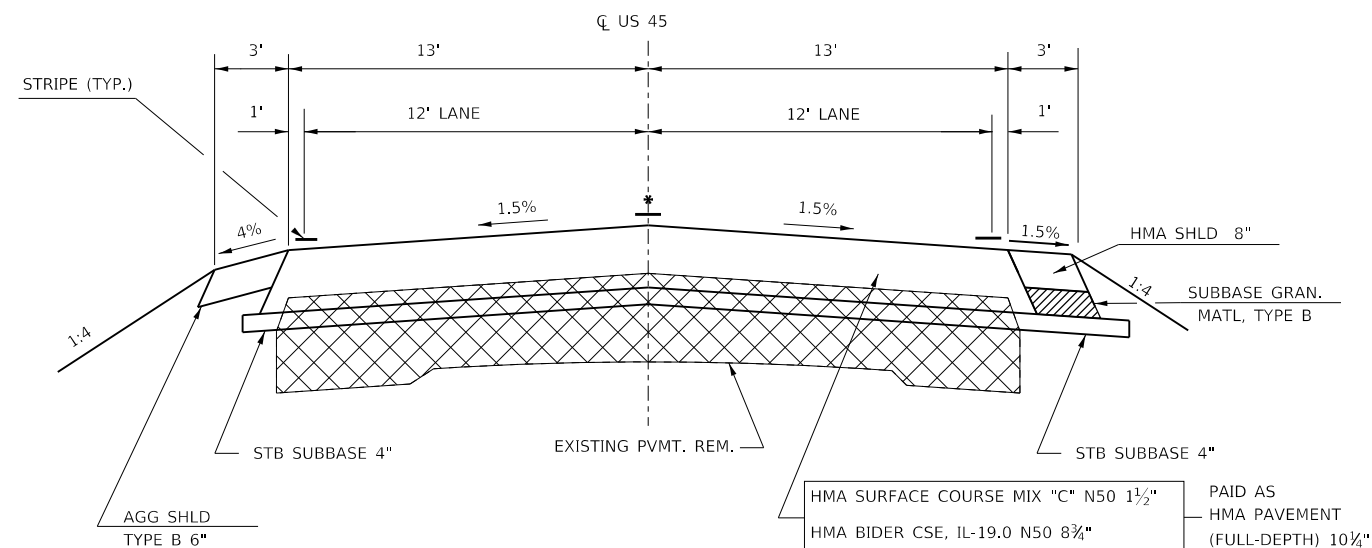
EXISTING TYPICAL SECTION US 45 BRIDGE APPROACHES

STA. 1172+38 TO 1173+04
 STA. 1173+51 TO 1174+16



PROPOSED TYPICAL SECTION (A)

STA. 1167+90 TO 1169+50
 STA. 1177+00 TO 1178+10



PROPOSED TYPICAL SECTION (B)

STA. 1169+50 TO 1172+58
 STA. 1174+02 TO 1177+00

NOTE: SHLD TRATMENT VARRIES AT GUARDRAIL LOCATIONS

* LONGITUDINAL JOINT SEAL (UNDER SURFACE COURSE)

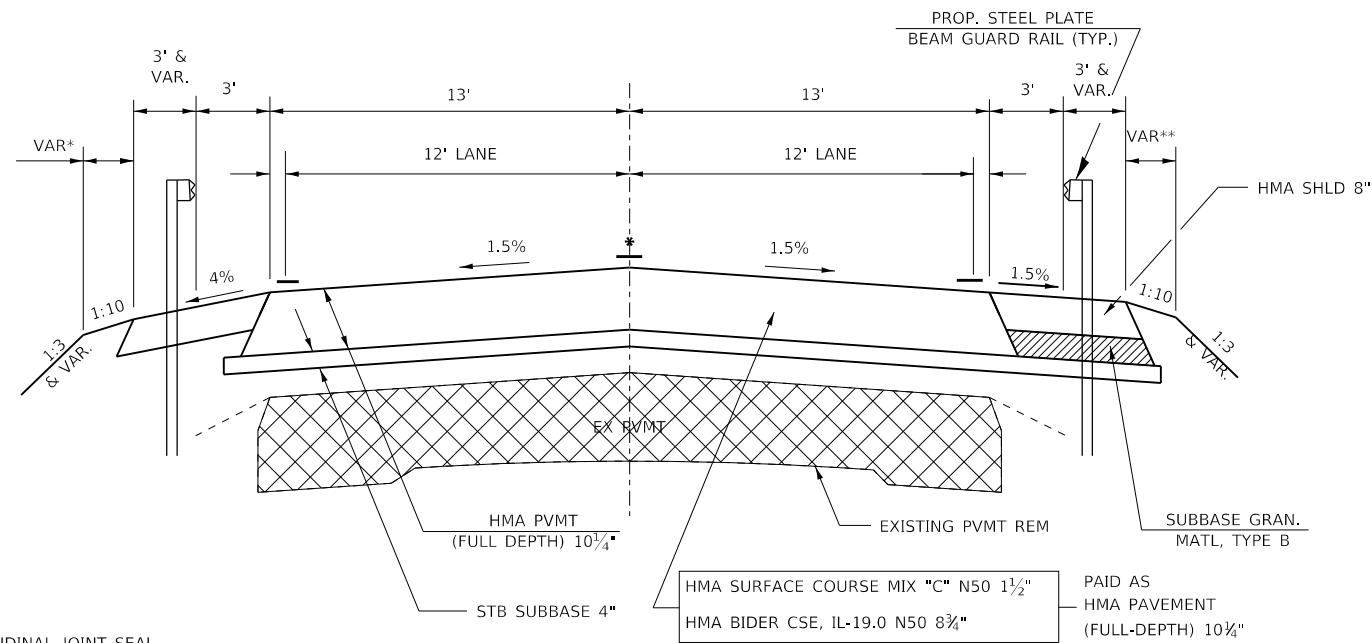
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	13
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

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* LONGITUDINAL JOINT SEAL
(UNDER SURFACE COURSE)

** DIMENSIONS VARY PER
GUARDRAIL TERMINAL
MANUFACTURER

PROPOSED TYPICAL SECTION (C)

STA. 1171+86 TO 1172+73 LT
STA. 1171+36 TO 1172+73 RT

STA. 1173+87 TO 1175+49 LT
STA. 1173+87 TO 1174+74 RT

HMA MIXTURE REQUIREMENT TABLE

LOCATIONS:	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA BASE COURSE WIDENING 6 1/2"	HMA BINDER COURSE	HMA SURFACE COURSE	HMA SHOULDERS 8"	HMA FULL DEPTH 10 1/4" BOTTOM LIFTS	HMA FULL DEPTH 10 1/4" TOP LIFT
BINDER GRADE (PG):	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION:	IL-19.0	IL-19.0	IL-9.5	IL-19.0	IL-19.0	IL-9.5
FRICTION AGGREGATE:	N/A	N/A	MIXTURE C	N/A	N/A	MIXTURE C
MIXTURE WEIGHT:	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA	QCQA	QCQA	QCQA	QCQA
SUBLOT SIZE:	N/A	N/A	N/A	N/A	N/A	N/A
DENSITY TEST METHOD:	CORES	CORES	CORES	CORES	CORES	CORES

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

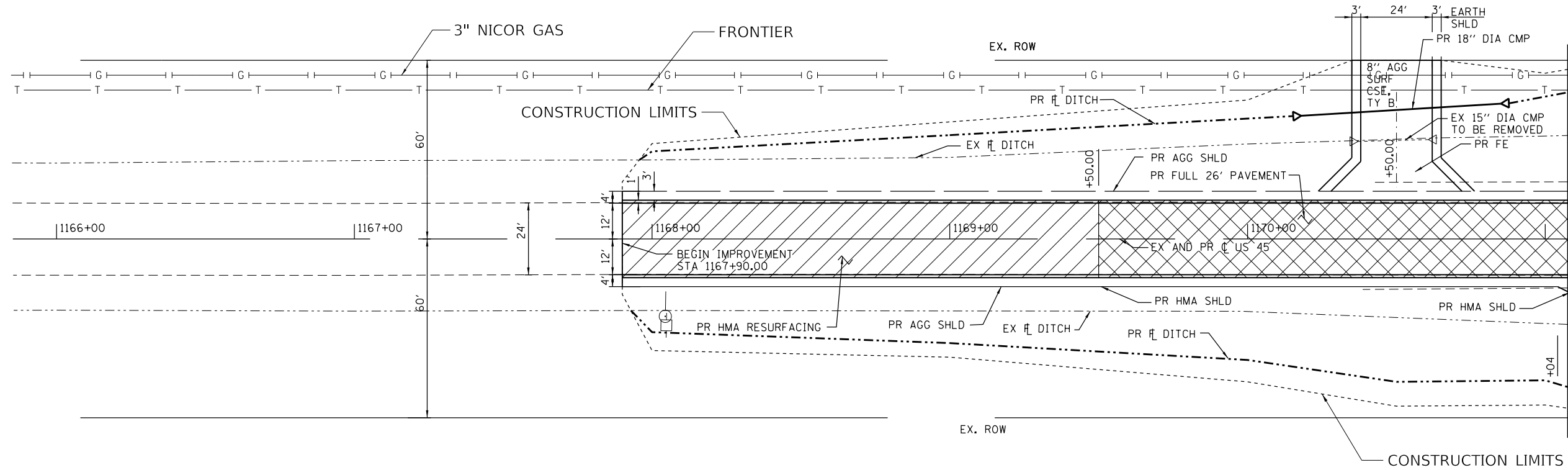
TYPICAL SECTION

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	14
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

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	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

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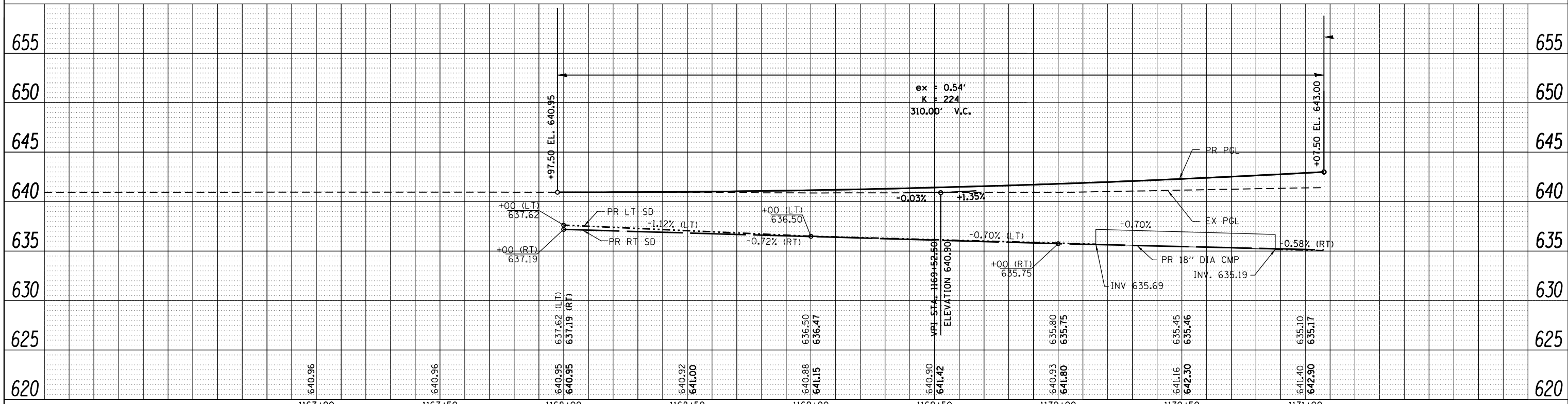


LEGEND

- PR FULL 26' PAVEMENT
- PR HMA RESURFACING

B.M. #1, ELEV. 641.696
 STA. 1173+05.20, 22.95' LT
 CHISELED " " IN TOP OF N.E. WINGWALL.

B.M. #2, ELEV. 641.854
 STA. 1173+53.25, 18.96' RT
 CHISELED " " ON TOP OF S.W. WINGWALL.



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

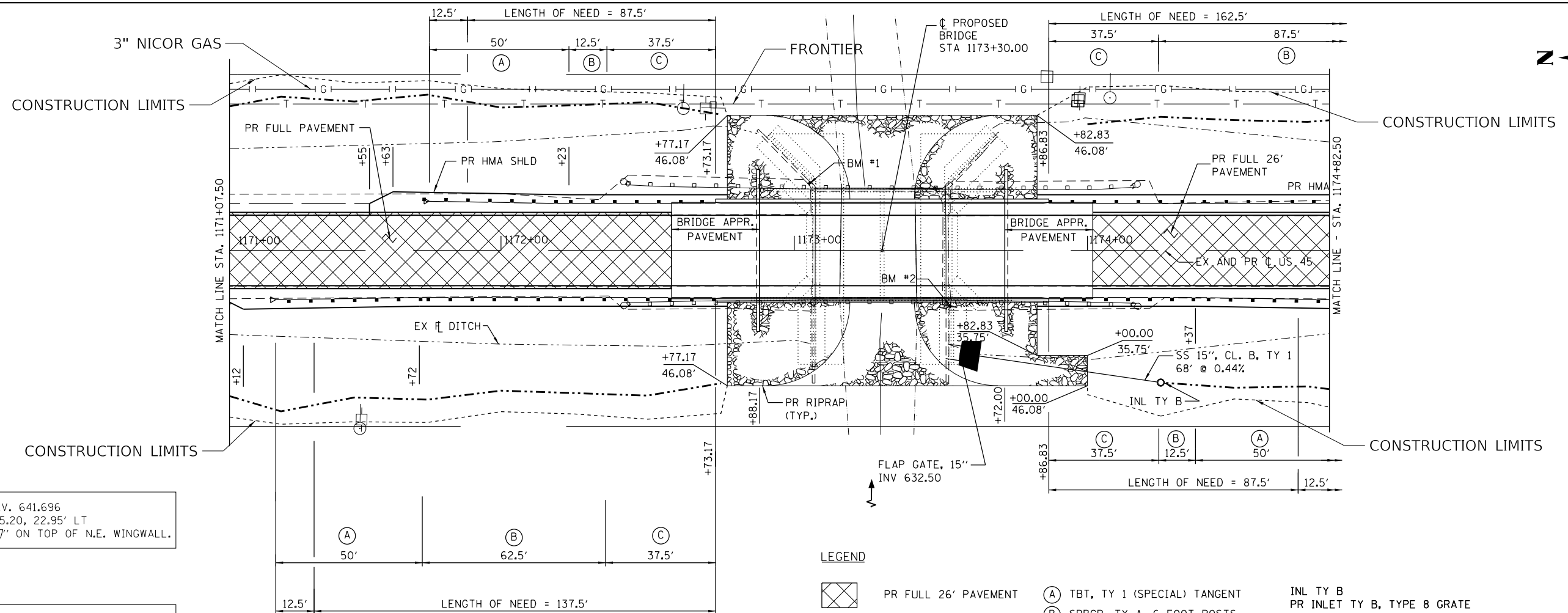
PLAN AND PROFILE SHEET

SCALE: SHEET 1 OF 3 SHEETS STA. 1167+00.00 TO STA. 1171+07.50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	15
CONTRACT NO. 66F 70				
ILLINOIS FED. AID PROJECT				

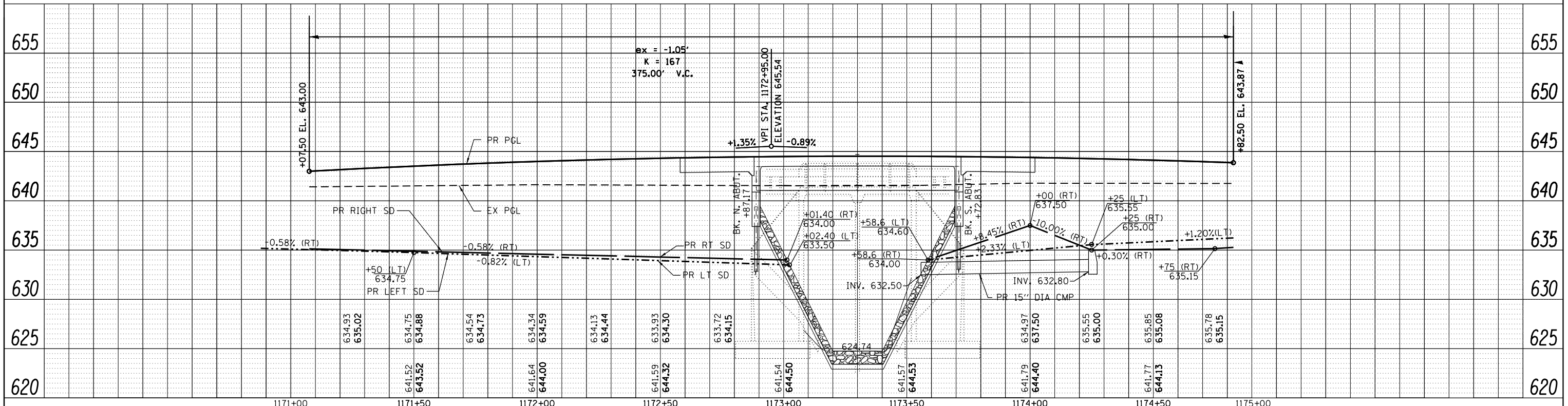
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	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	



B.M. #1, ELEV. 641.696
 STA. 1173+05.20, 22.95' LT
 CHISELED 'D' ON TOP OF N.E. WINGWALL.

B.M. #2, ELEV. 641.854
 STA. 1173+53.25, 18.96' RT
 CHISELED 'D' ON TOP OF S.W. WINGWALL.



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

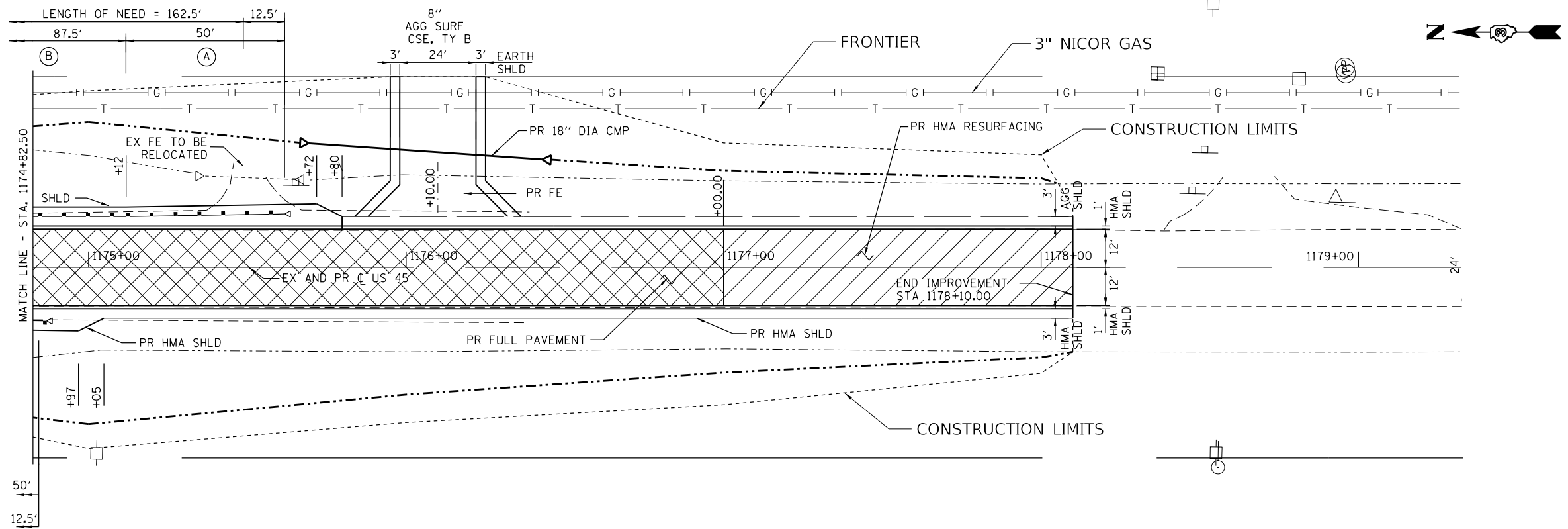
PLAN AND PROFILE SHEET

SCALE: SHEET 2 OF 3 SHEETS STA. 1171+07.50 TO STA. 1174+82.50



F.A.S. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	16
CONTRACT NO. 66F 70				
ILLINOIS FED. AID PROJECT				

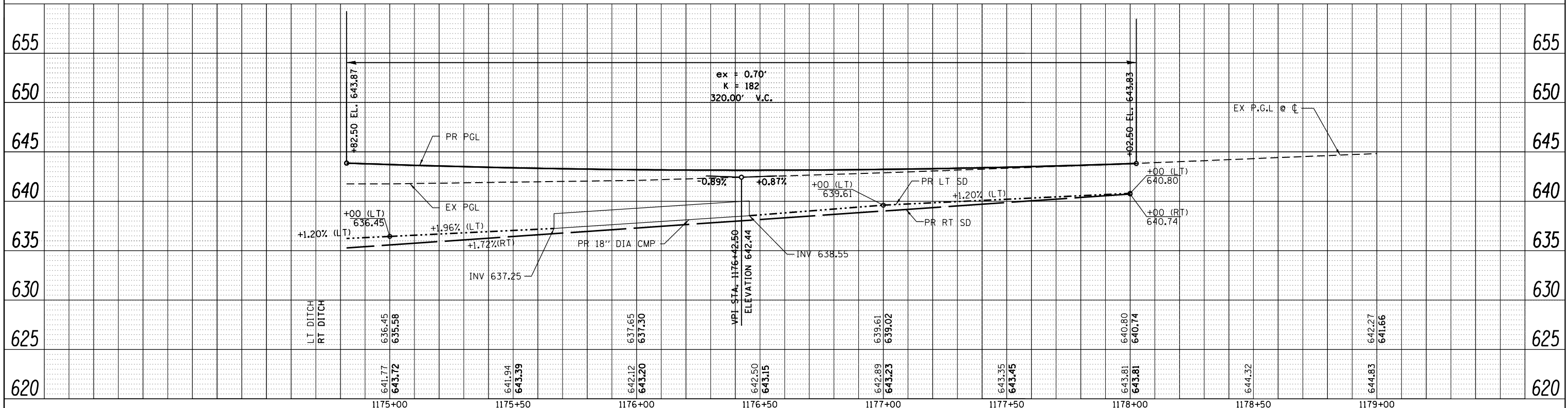
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PROFILE	SURVEYED	BY	DATE
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	GRADES CHECKED		
	ALIGNMENT CHECKED		
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	NOTE BOOK NO.		
	FILE NAME		



LEGEND

-  PR FULL 26' PAVEMENT
-  PR HMA RESURFACING
- (A) TBT, TY 1 (SPECIAL) TANGENT
- (B) SPBGR, TY A, 6 FOOT POSTS
- (C) TERMINAL TYPE 6



USER NAME = nugentaj	DESIGNED - BL/AA	REVISED -
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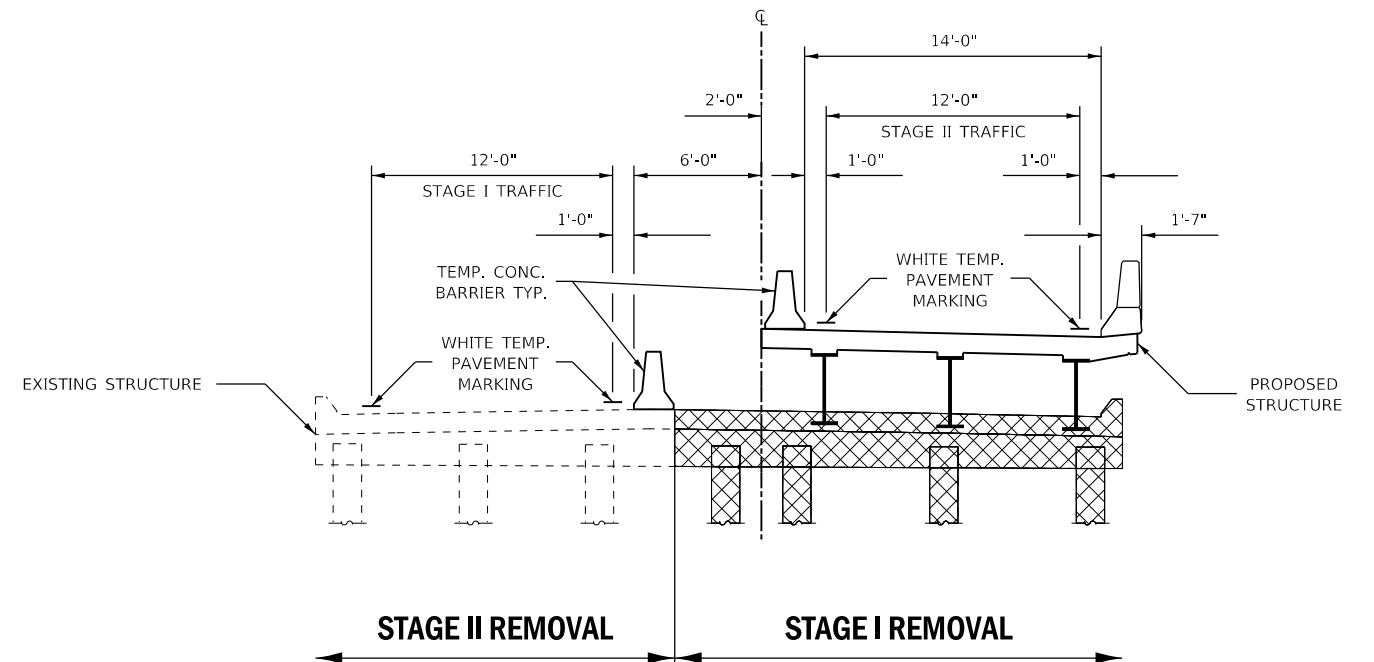
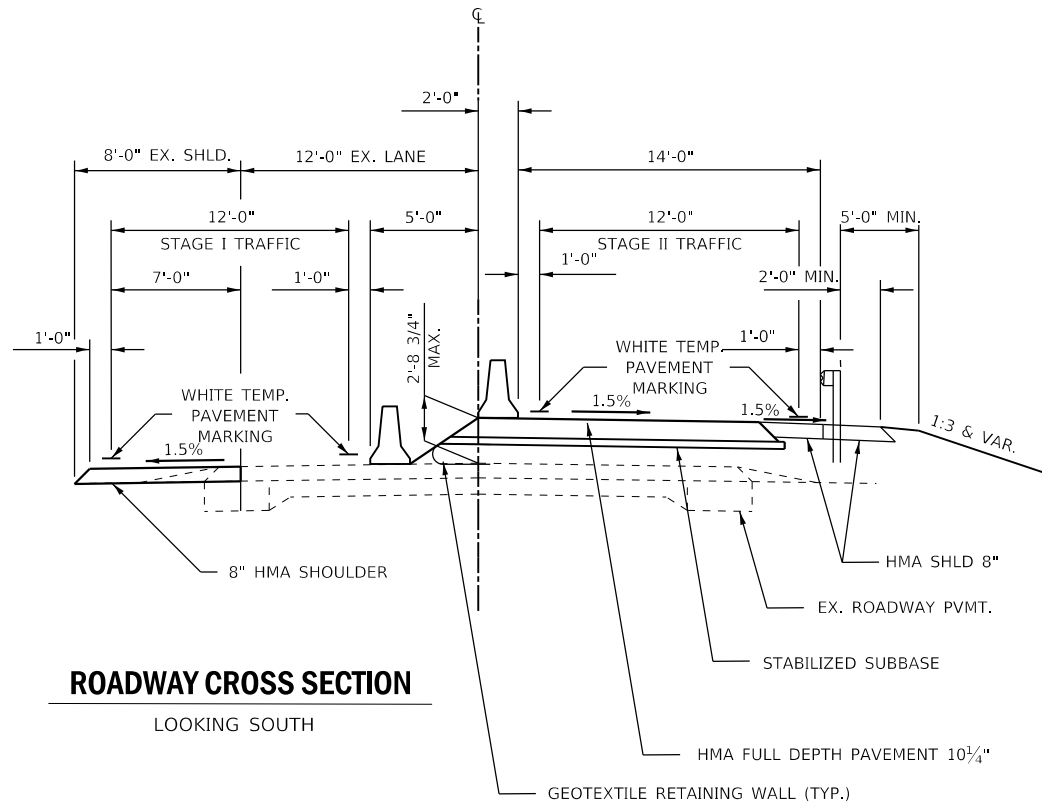
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET

SCALE: SHEET 3 OF 3 SHEETS STA. 1174+82.50 TO STA. 1179+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	17
CONTRACT NO. 66F 70				

ILLINOIS FED. AID PROJECT



ADDITIONAL TEMPORARY SHEET PILING (290 SQ FT) BEYOND THE QUANTITY SHOWN IN THE STRUCTURE PLANS WAS INCLUDED TO EXTEND TO THE APPROACH FOOTING/SLEEPER SLAB AS DIRECTED BY THE ENGINEER.

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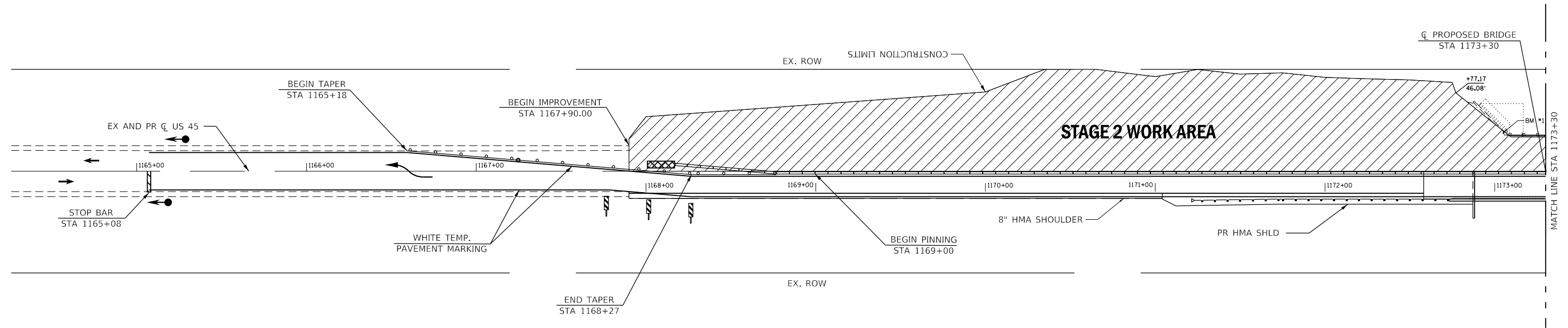
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGING AND TRAFFIC CONTROL

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IRIQUOIS	58	18
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

SEE STANDARD 701321 FOR ADVANCED SIGNING (TYP.)

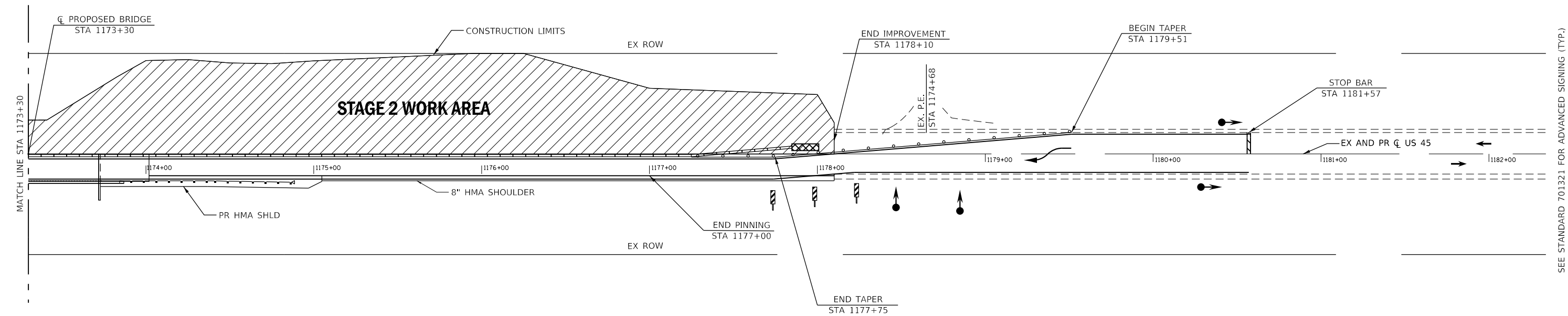
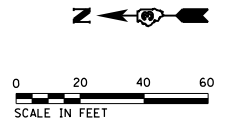


LEGEND

- STAGE 2 WORK AREA
- TRAFFIC ATTENUATOR
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- VERTICAL PANELS
- TEMPORARY CONCRETE BARRIER
- DRUMS

NOTES:

1. SIGNING AND BARRICADES OUTSIDE OF THE LIMITS OF THE STOP BARS SHALL BE ACCORDING TO STANDARD 701321.
2. THE USE OF ADDITIONAL VERTICAL PANELS, DRUMS, ETC. AT THE LOCATIONS SHOWN IN THE PLANS SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.



SEE STANDARD 701321 FOR ADVANCED SIGNING (TYP.)

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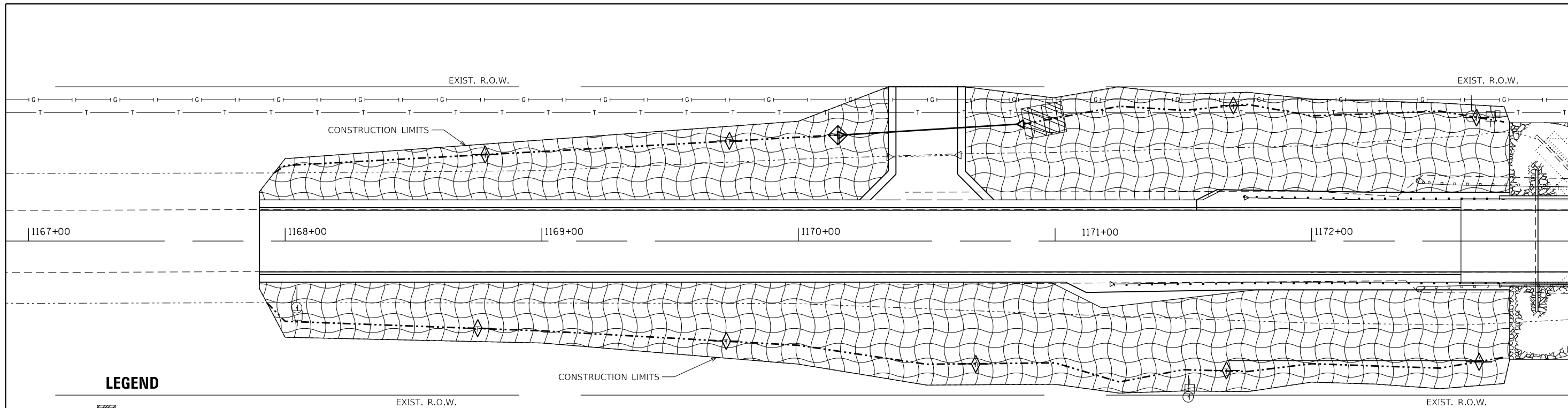
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGING AND TRAFFIC CONTROL

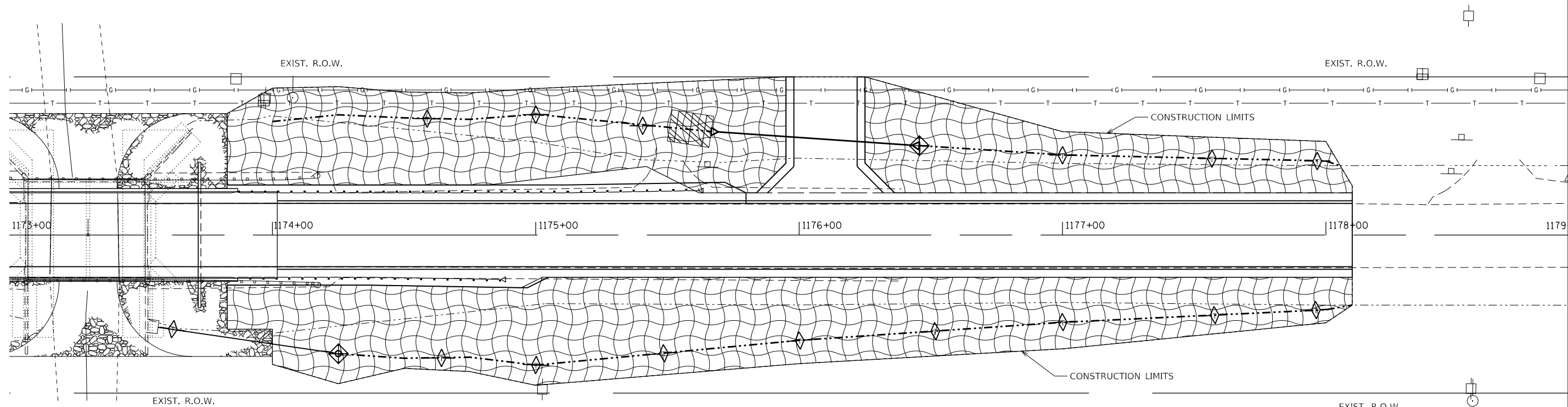
SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IRIQUOIS	58	20
				CONTRACT NO. 66F70
		ILLINOIS	FED. AID PROJECT	



LEGEND

- TURF REINFORCEMENT MAT (12' X 16' TYP.)
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION
- DITCH FLOW
- TEMPORARY EROSION CONTROL SEEDING/
PERMANENT SEEDING WITH EROSION CONTROL BLANKET



MODEL: Default
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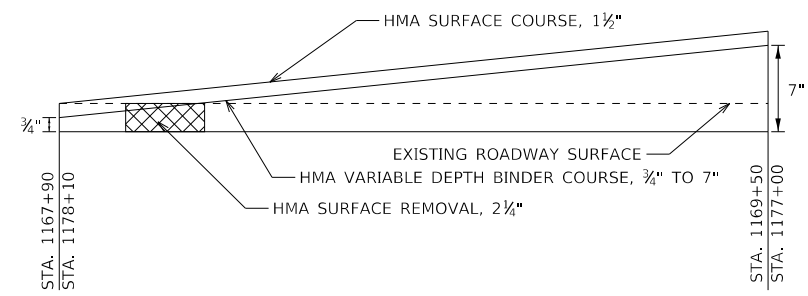
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

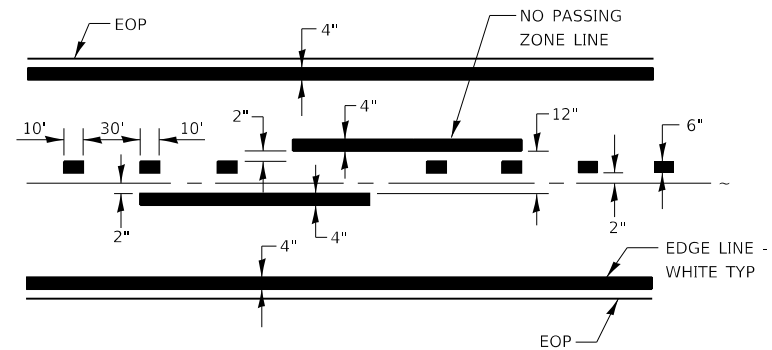
EROSION & SEDIMENT CONTROL

SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. TO STA.

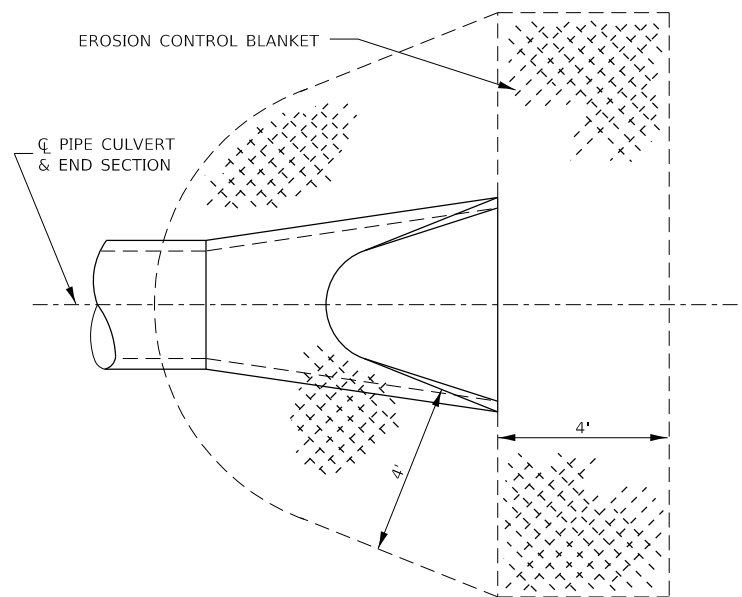
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CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				



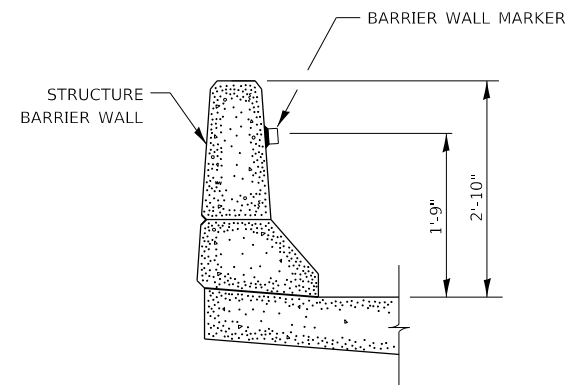
VARIABLE DEPTH BINDER COURSE DETAIL



PAVEMENT MARKING



DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION



BARRIER WALL MARKER

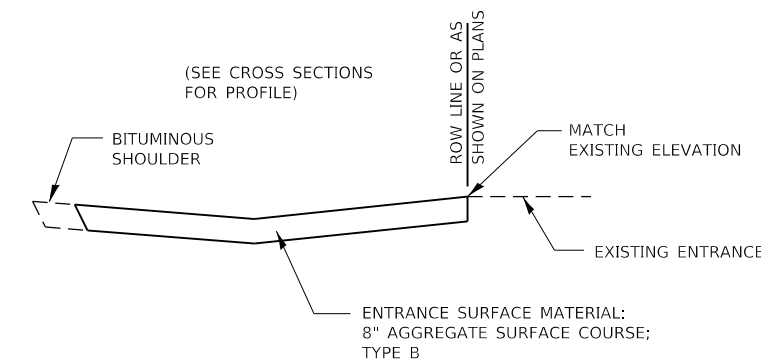
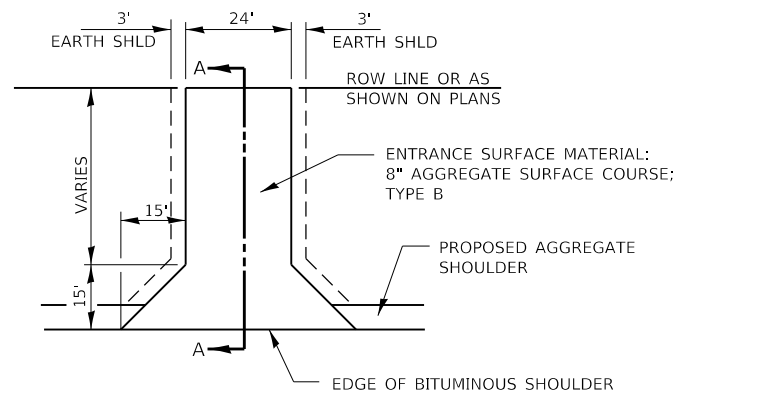
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	DATE -	REVISED -

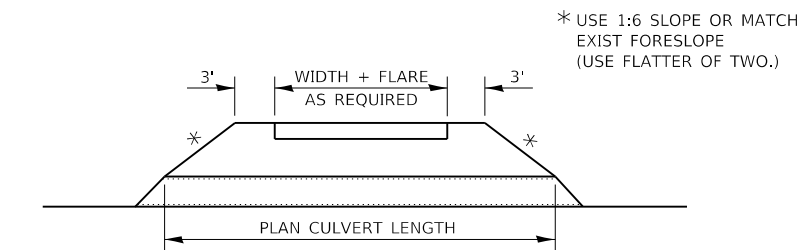
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS			
SCALE:	SHEET 1	OF 3 SHEETS	STA. TO STA.

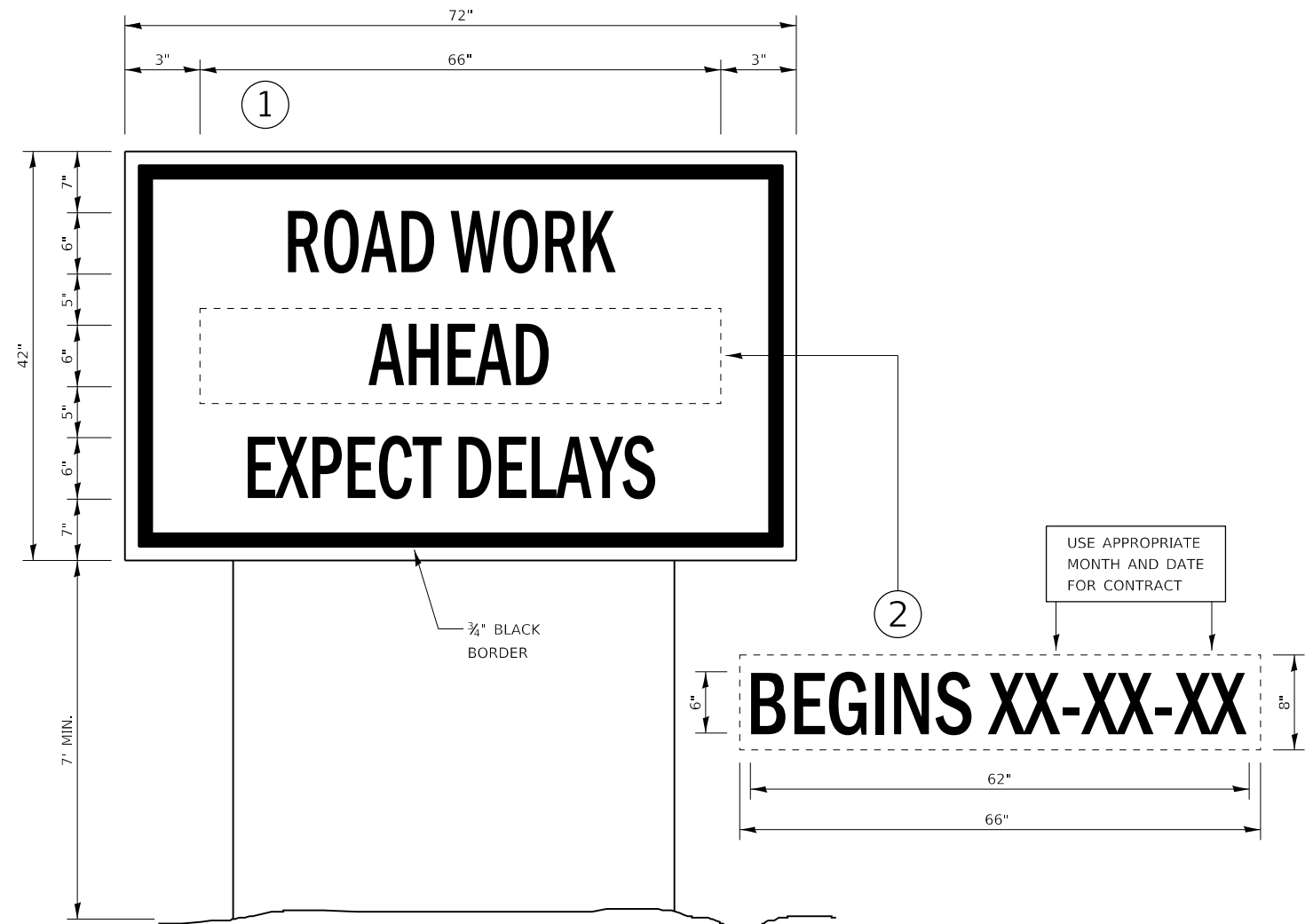
F.A.S. RTE. 317	SECTION (36BR-1)BR	COUNTY IROQUOIS	TOTAL SHEETS 58	SHEET NO. 22
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				



SECTION A-A



FIELD ENTRANCE DETAIL



TEMPORARY INFORMATION SIGNING

NOTES:

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

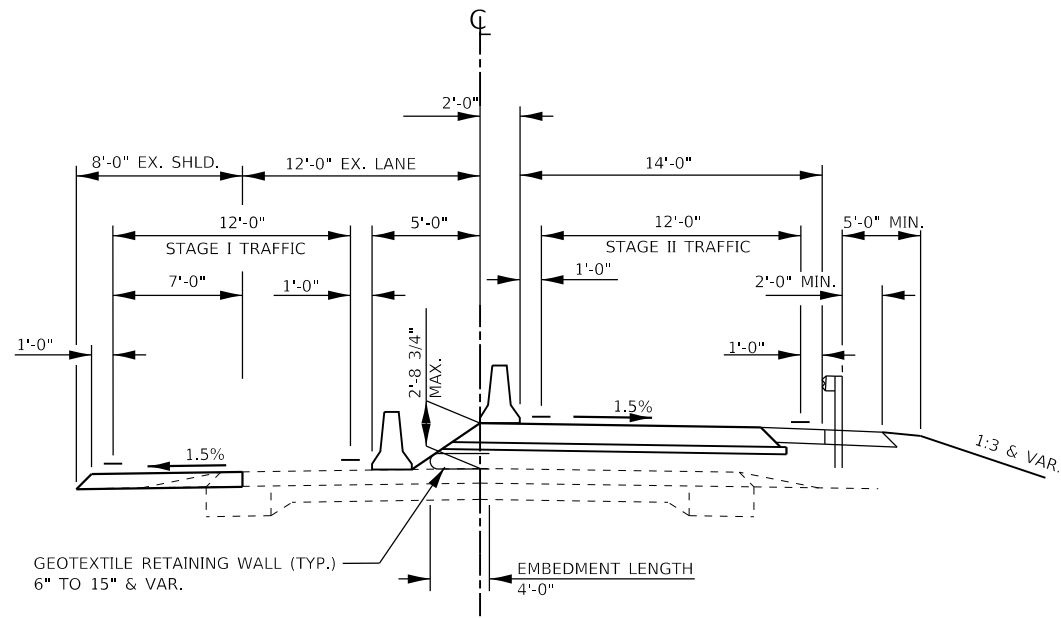
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 PLOT DATE: 8/13/2019

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PLOT DATE = 8/13/2019	CHECKED -	REVISED -
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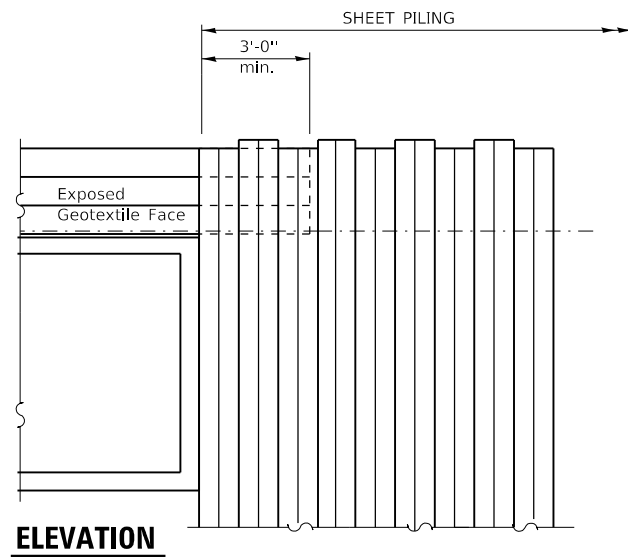
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS			
SCALE:	SHEET 2	OF 3	SHEETS
	STA.		TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	23
			CONTRACT NO. 66F70	
		ILLINOIS	FED. AID PROJECT	

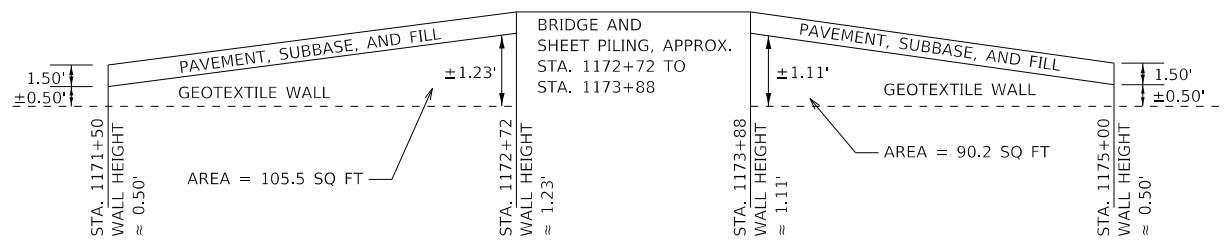


TYPICAL SECTION

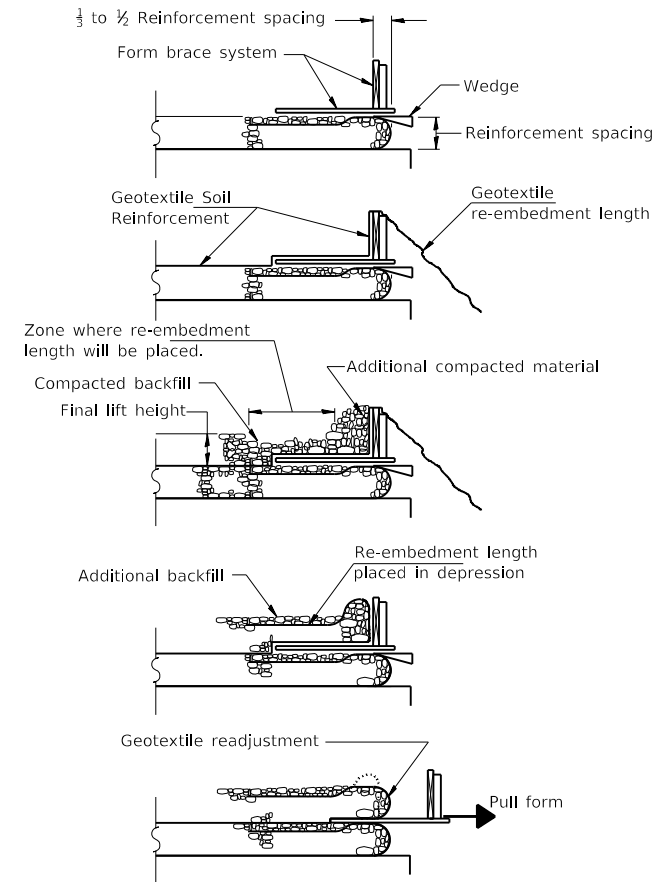


ELEVATION

Note:
The Geotextile Soil reinforcement shall have a minimum allowable tensile strength (T min.) of 80 lb./in. The computations supporting the determination of T min. shall be submitted to the engineer for approval.

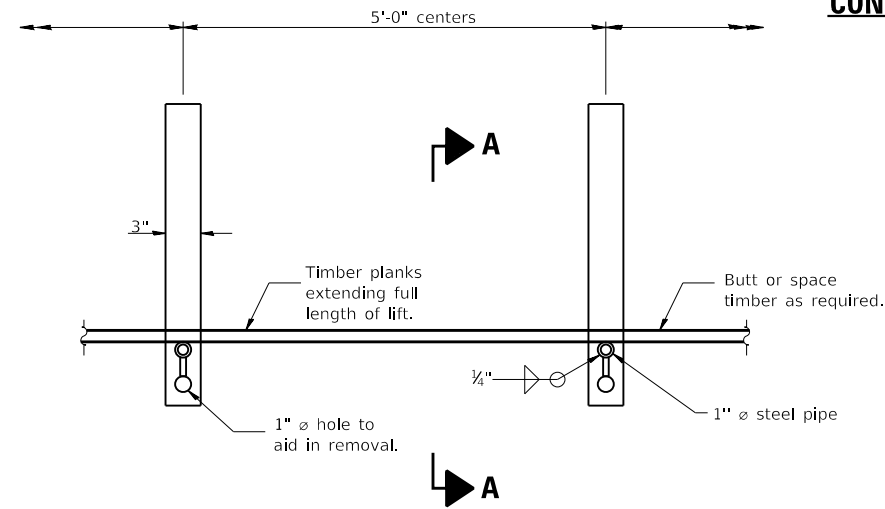


ELEVATION DETAIL



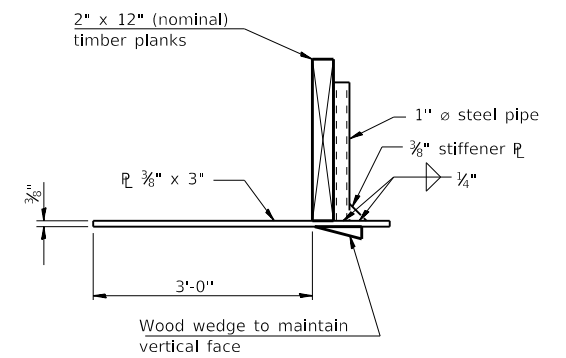
GEOTEXTILE WALL CONSTRUCTION PROCEDURE

1. Place form brace system on completed reinforcement level; back from the finished fabric face a distance of 1/2 to 1/2 the geotextile reinforcement spacing.
2. Position fabric so that the required geotextile re-embedment length extends over the top of the form brace and the design reinforcement width is placed with no slack against the previous level.
3. Compact backfill material in lifts to final lift height, create (1/3") depression in zone where re-embedment length will be located and place additional height of compacted material against form brace.
4. Fold Geotextile re-embedment length back over form brace into zone where depression was made in backfill and place additional compacted backfill, (1/3") to embed geotextile and bring to final lift height.
5. Pull form brace outward allowing geotextile face to slightly readjust to form tight round face and level with plan reinforcement spacing.



GEOTEXTILE TEMPORARY FORM BRACE DETAIL

Note:
The temporary form brace detail is provided as a guide. The contractor is responsible for the design and performance of the form system used.



SECTION A-A

MODEL: Default
FILE: \\nas01\proj\pubroom\data\links\pwr\WIDOT\Documents\IBDT_Offices\Bartlett\Projects\366F70\CADD\Drawings\CADD\Recess\0366F70-sh-detailed.dgn

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DRAWN -	REVISIONS -	
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PLOT DATE = 8/13/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS

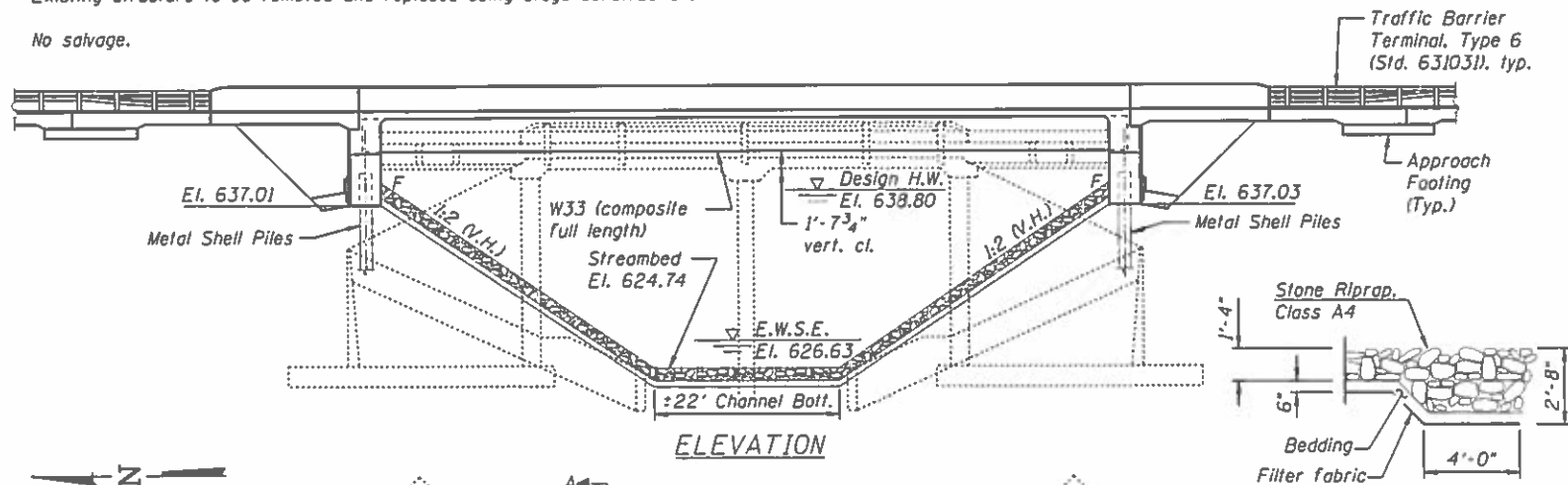
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	24
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

B.M. #1: Chiseled "□" in top of N.E. Wingwall. Sta. 1173+05.20, 22.95' L1., Elev. 641.696

Existing Structure: S.N. 038-0039 (ex.), originally constructed in 1922 as a single span concrete slab bridge (Rt. SBI-25, Sec. 36). In 1952 the bridge was converted into a two span bridge by widening the original north and south Abutments and adding a center Pier that consists of 7 precast concrete piles directly supporting a new widened Superstructure slab (Rt. SBI-25, Sec. 36BY). The Superstructure slab was then replaced in 1984 (Rt. SBI-25, Sec. 36BR-1). Concrete Sealer was applied to the deck surface in 2012. Currently, the existing structure consists of 11" CIP concrete slab supported on closed abutments and a center concrete pile Pier. The existing bridge currently measures 47'-8" back to back of Abutment and 38'-0" out to out of bridge deck. Existing structure to be removed and replaced using stage construction.

No salvage.



INDEX OF SHEETS

1. General Plan and Elevation
2. Stage Construction Details and General Data
3. Temporary Concrete Barrier for Stage Construction
4. Top of Deck Elevations
5. Top of North Approach Slab Elevations
6. Top of South Approach Slab Elevations
7. Superstructure
8. Superstructure Details
9. Concrete Diaphragm Details
10. Bridge Approach Slab Details, Sht. 1 of 2
11. Bridge Approach Slab Details, Sht. 2 of 2
12. Steel Beam Framing Plan and Details
13. Bearing Details
14. North Abutment Details
15. South Abutment Details
16. Metal Shell Pile Details
17. Bar Splicer Assembly Details
18. Concrete Parapet Slipforming Option
19. Soil Boring Logs
20. Soil Boring Logs

TOTAL BILL OF MATERIAL

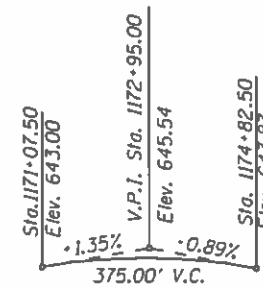
ITEM	UNITS	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		564.8	564.8
Granular Backfill for Structures	Cu. Yd.		116	116
Stone Riprap, Class A4	Sq. Yd.		1070	1070
Filter Fabric	Sq. Yd.		1070	1070
Concrete Structures	Cu. Yd.		58.5	58.5
Concrete Superstructures	Cu. Yd.	127.8		127.8
Concrete Superstructure (Approach Slab)	Cu. Yd.	98.2		98.2
Bridge Deck Grooving	Sq. Yd.	482		482
Protective Coat	Sq. Yd.	613		613
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1530		1530
Reinforcement Bars, Epoxy Coated	Pound	42740	9960	52700
Bar Splicers	Each	467	100	567
Furnishing Metal Shell Piles 12"x0.25"	Foot		370	370
Driving Piles	Foot		370	370
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		10	10
Geocomposite Wall Drain	Sq. Yd.		72	72
Name Plates	Each	1		1
Anchor Bolts 1"	Each		24	24
Floor Drains	Each		10	10
Pipe Underdrains for Structures, 4"	Foot		130	130
Temporary Sheet Piling	Sq. Ft.		853	853

DESIGN SCOUR ELEVATION TABLE

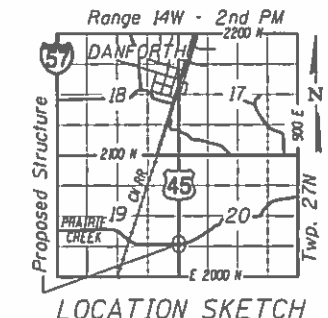
Event/Limit State	Design Scour Elevations (ft.)		Item 113
	North Abut.	South Abut.	
Q100	637.01	637.03	8
Q200	637.01	637.03	
Design	637.01	637.03	
Check	637.01	637.03	

GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts $\frac{3}{4}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
2. Calculated weight of Structural Steel = 90460 lbs.
3. All structural steel shall be AASHTO M 270 Grade 50W
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 18 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
7. Layout of slope protection system may be varied in the field to suit ground conditions in the field as directed by the Engineer.
8. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
9. Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.



PROFILE GRADE (F.A.S. Route 317)



Signed: *Olufemi A. Oluadeinde* 09/23/2019
 OLUFEMI A. OLUADEINDE, P.E., S.E. Date
 Expires: 11.30.2020

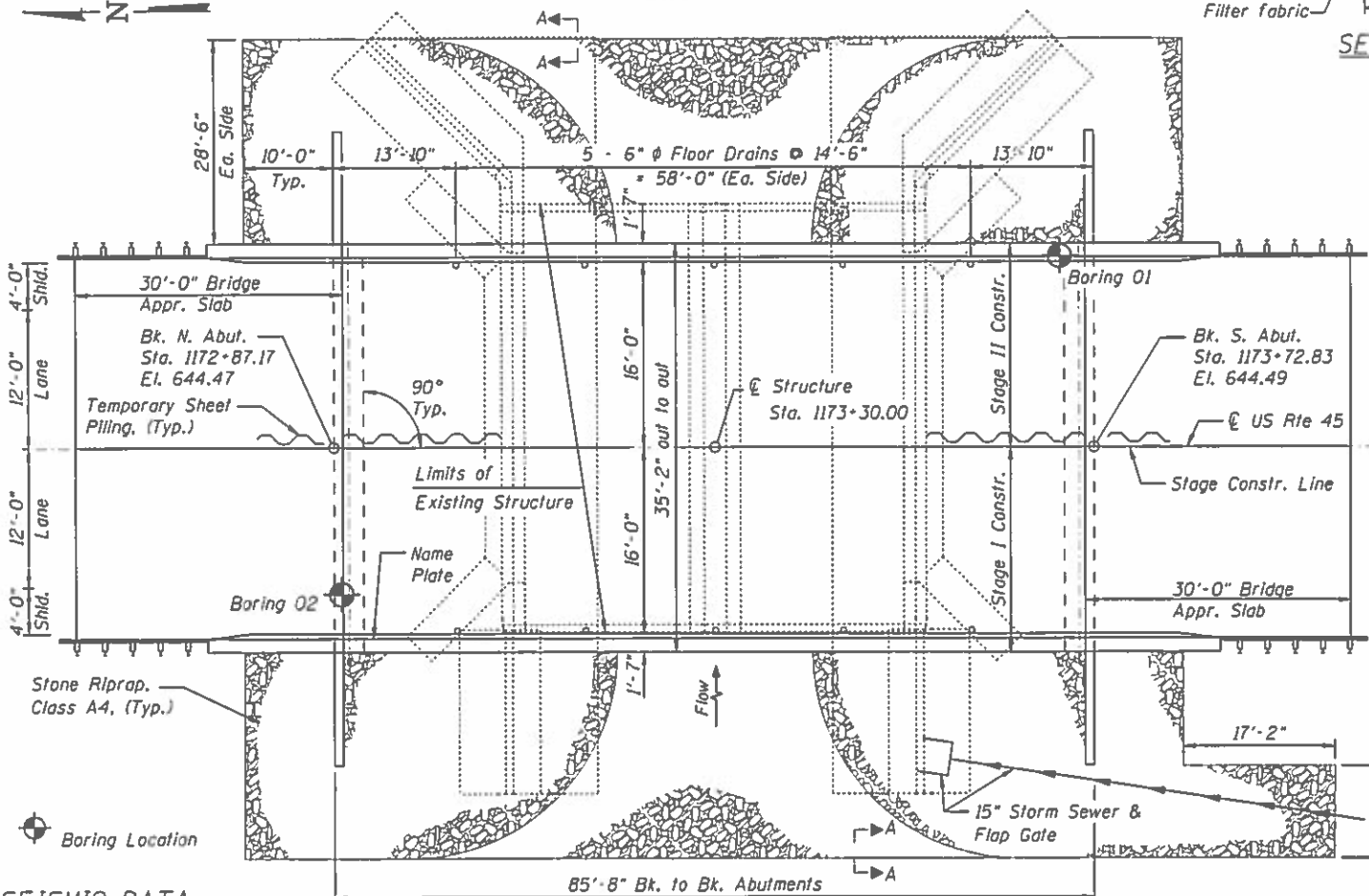
APPROVED
 For Structural Adequacy Only

Dr. Al. Kuyaj
 Engineer of Bridges & Structures

GENERAL PLAN & ELEVATION US RT. 45 OVER PRAIRIE CREEK F.A.S. ROUTE 317 (US 45) SECTION (36BR-1)BR IROQUOIS COUNTY STATION 1173+30.00 STRUCTURE NO. 038-0225

WATER WAY INFORMATION

FLOOD	FREQUENCY (Yr.)	O (cfs)	EXIST. LOW GRADE		PROP. LOW GRADE		NAT. H.W.E.	HEAD - ft.		HEADWATER EL.	
			EXIST.	PROP.	EXIST.	PROP.		EXIST.	PROP.	EXIST.	PROP.
Hydraulic Design	50	2410	482	579	637.9	0.1	0.1	638.0	638.0	639.3	639.2
Base/Scour Des.	100	2760	535	667	639.1	0.7	0.5	639.8	639.6	639.8	639.6
Scour Check	200	3130	547	688	639.4	0.9	0.7	640.3	640.0	640.3	640.0
Max. Calc.	500	3610	561	713	639.7	1.5	0.8	641.2	640.5	641.2	640.5
Overtopping	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A



PLAN

DESIGN STRESSES

- FIELD UNITS**
 f'c = 3,500 p.s.i.
 f'c = 4,000 p.s.i. (Superstructure Concrete)
 fy = 60,000 p.s.i. (Reinforcement)
 ty = 50,000 p.s.i. (Structural Steel)
 AASHTO M270 Grade 50W

STATION 1173+30
 BUILT 20____ BY
 STATE OF ILLINOIS
 F.A.S. RT. 317 SEC (36BR-1)BR
 LOADING HL-93
 STRUCTURE NO. 038-0225

NAME PLATE
 See Std. 515001

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (Sd1) = 0.078 g
 Design Spectral Acceleration at 0.2 sec. (Sds) = 0.133 g
 Soil Site Class = C

DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

LOADING HL-93

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



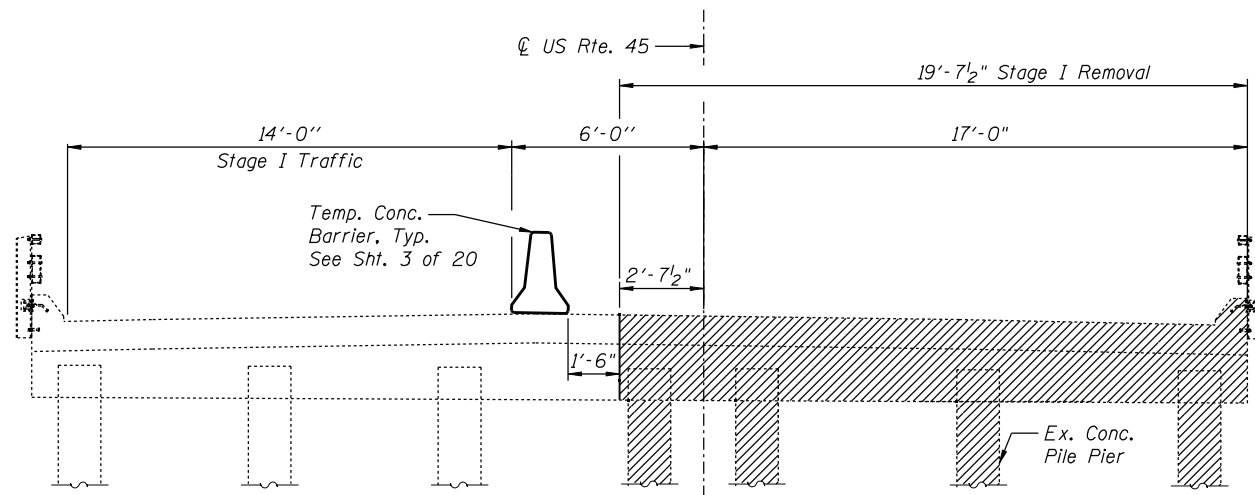
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	CHECKED	DAO
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

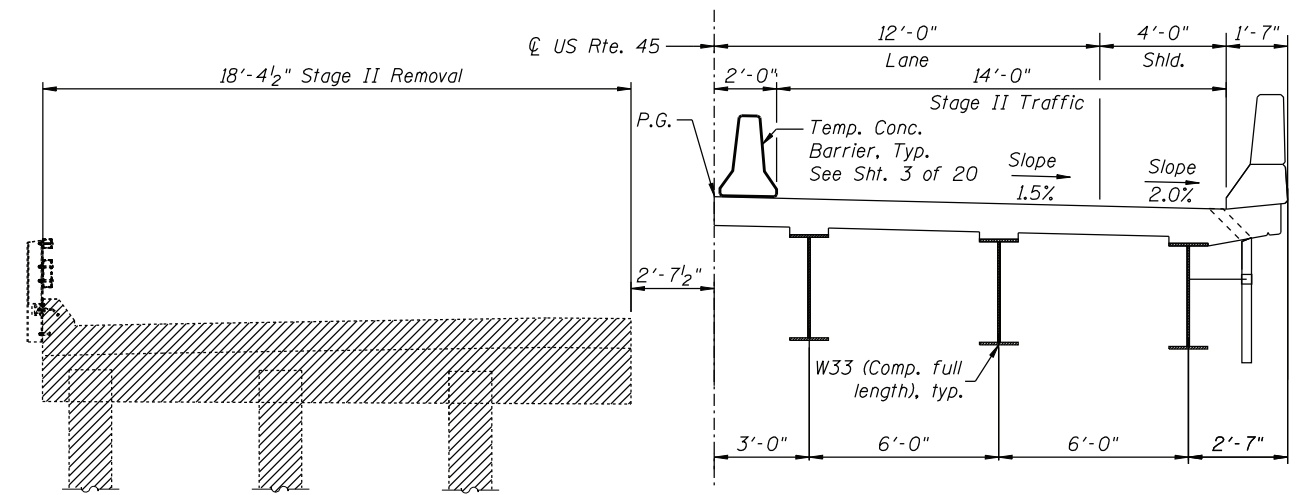
GENERAL PLAN AND ELEVATION
 S.N. 038-0225
 SHEET NO. 1 OF 20 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	25

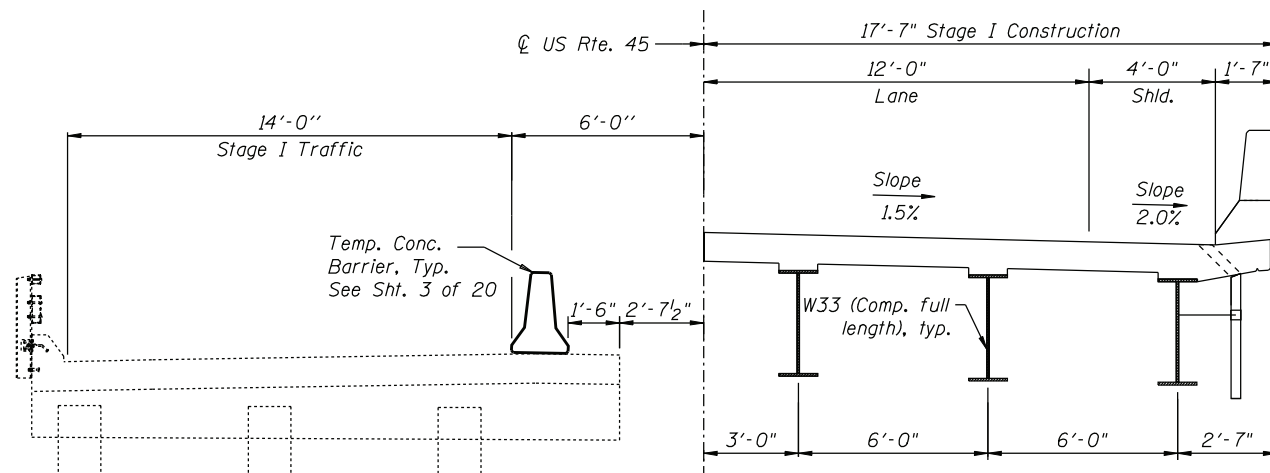
CONTRACT NO. 66F70
 ILLINOIS FED. AID PROJECT



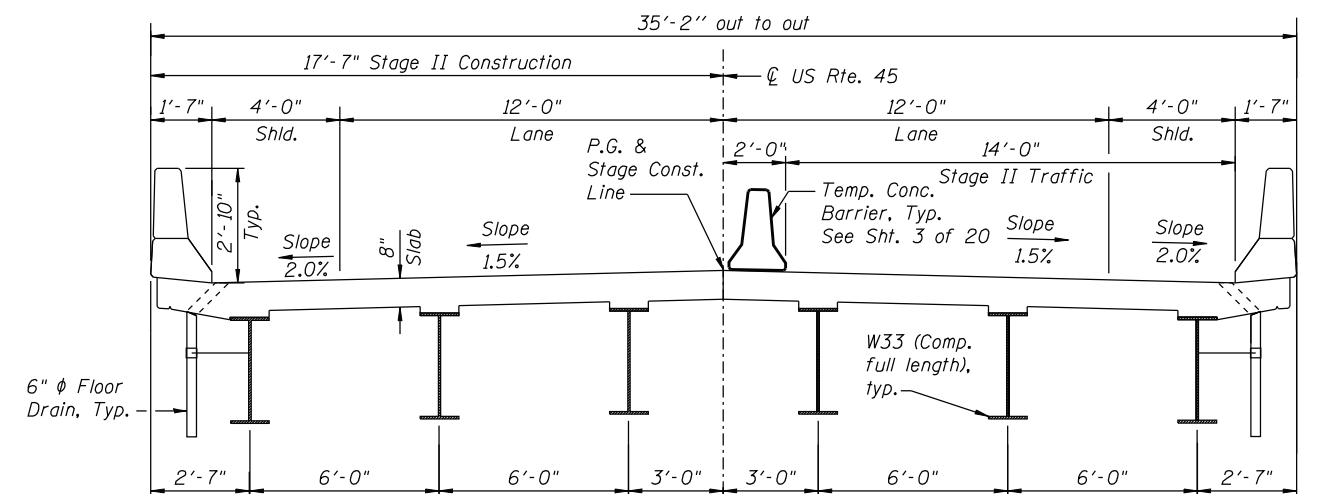
STAGE I REMOVAL
(Looking South)



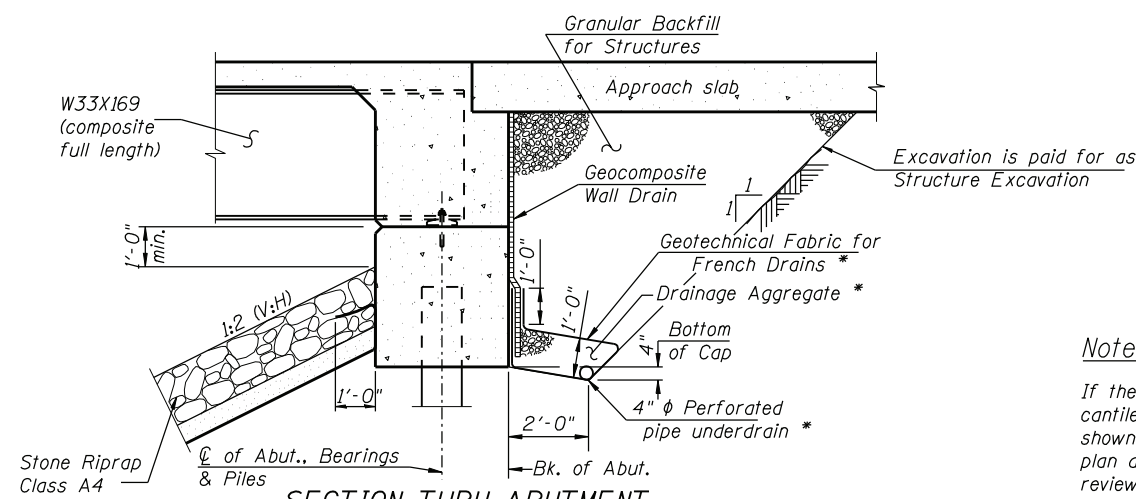
STAGE II REMOVAL
(Looking South)



STAGE I CONSTRUCTION
(Looking South)



STAGE II CONSTRUCTION
(Looking South)



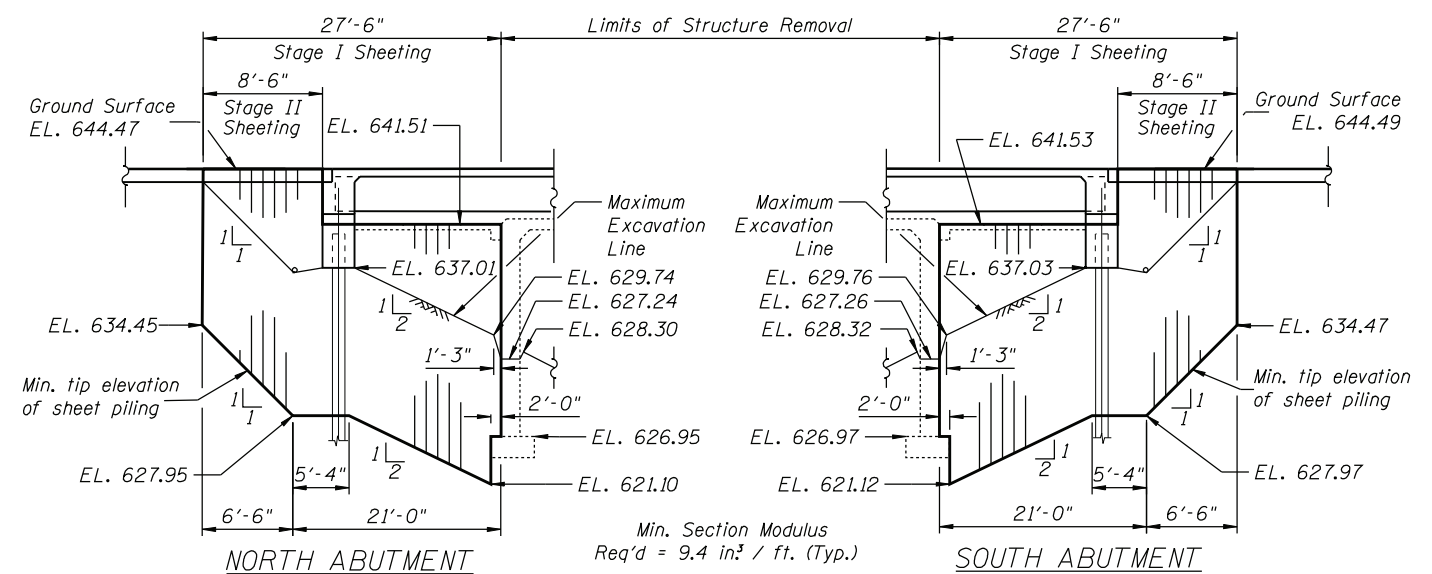
* Included in the cost of pipe underdrains for structures (see Special Provisions.)

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

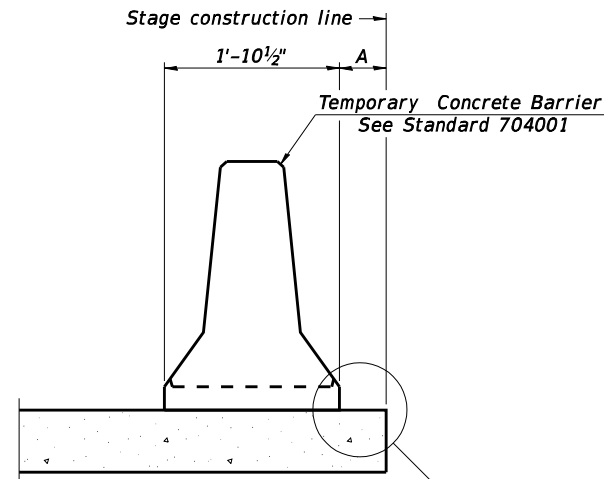
Note:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

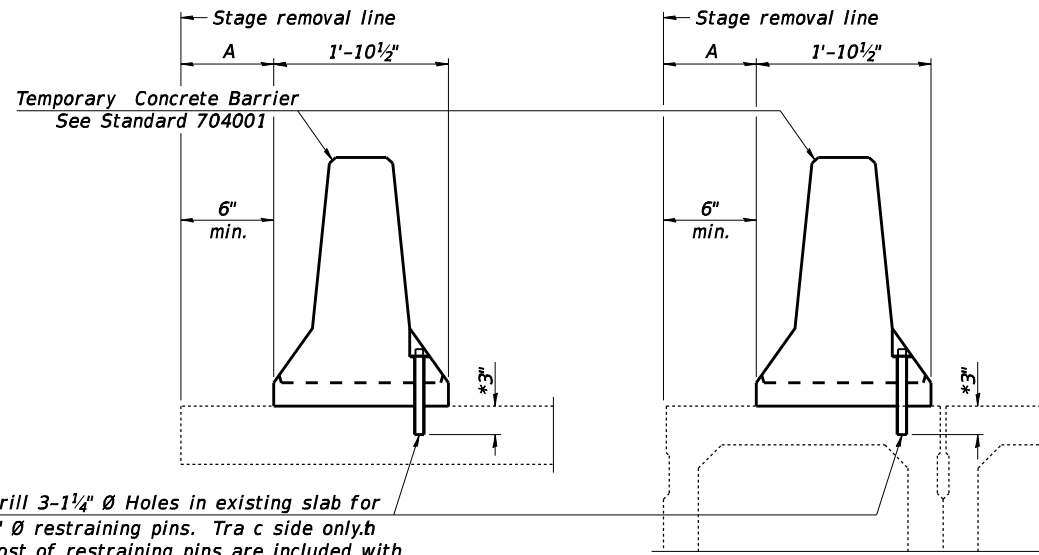


TEMPORARY SHEET PILING ELEVATIONS



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

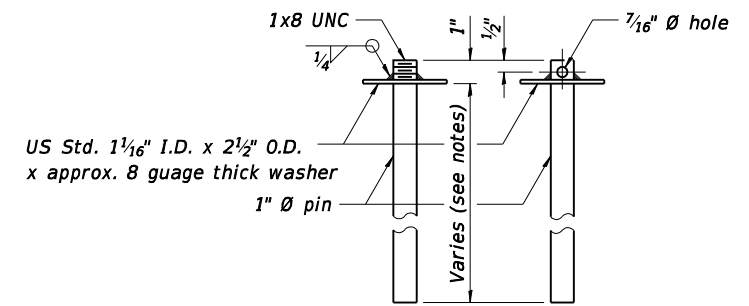


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Tra c side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

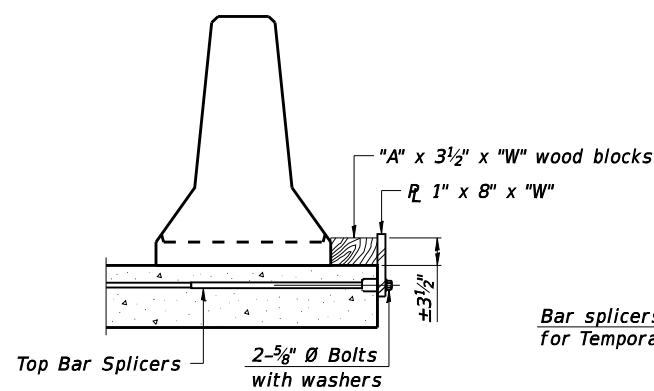
EXISTING SLAB

EXISTING DECK BEAM

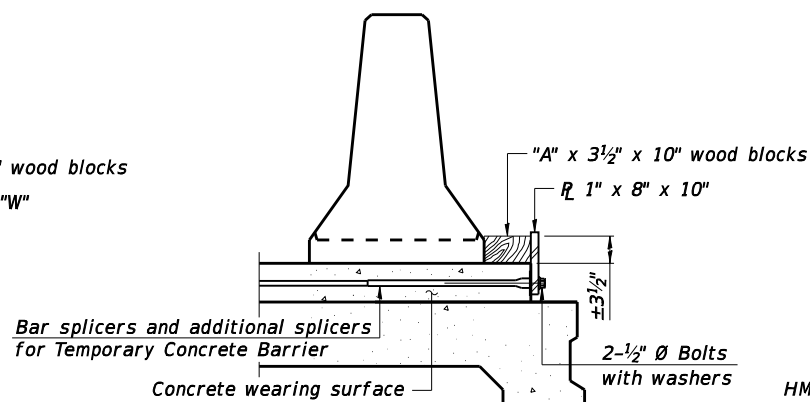
SECTIONS THRU SLAB OR DECK BEAM



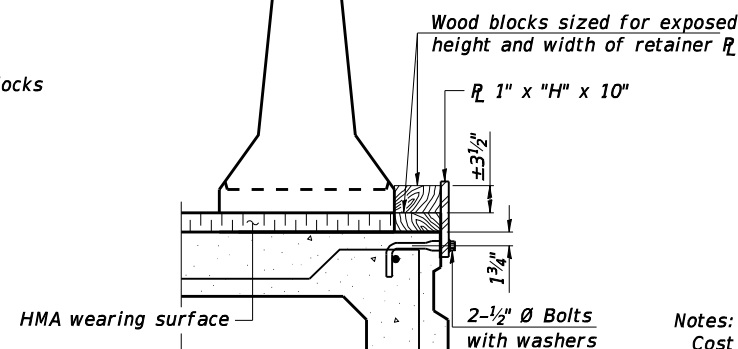
RESTRAINING PIN



DETAIL I



DETAIL II

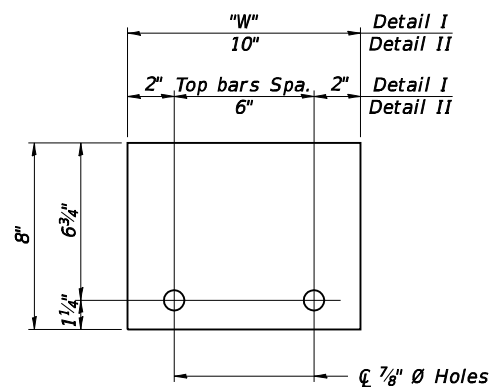


DETAIL III

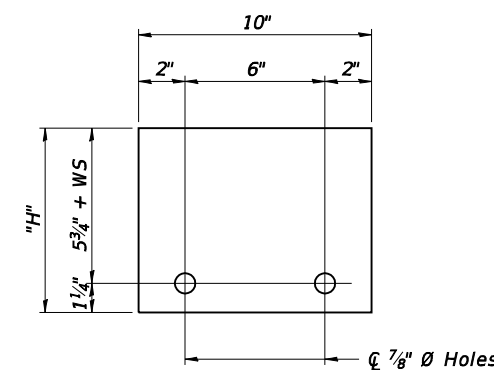
BAR SPLICER FOR #4 BAR - DETAIL III

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate C of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

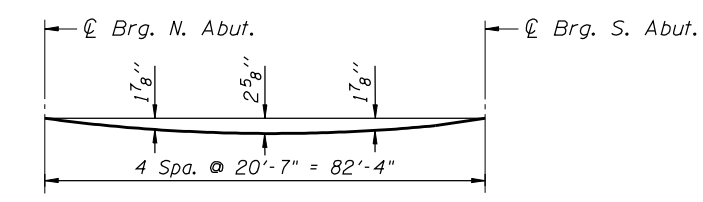
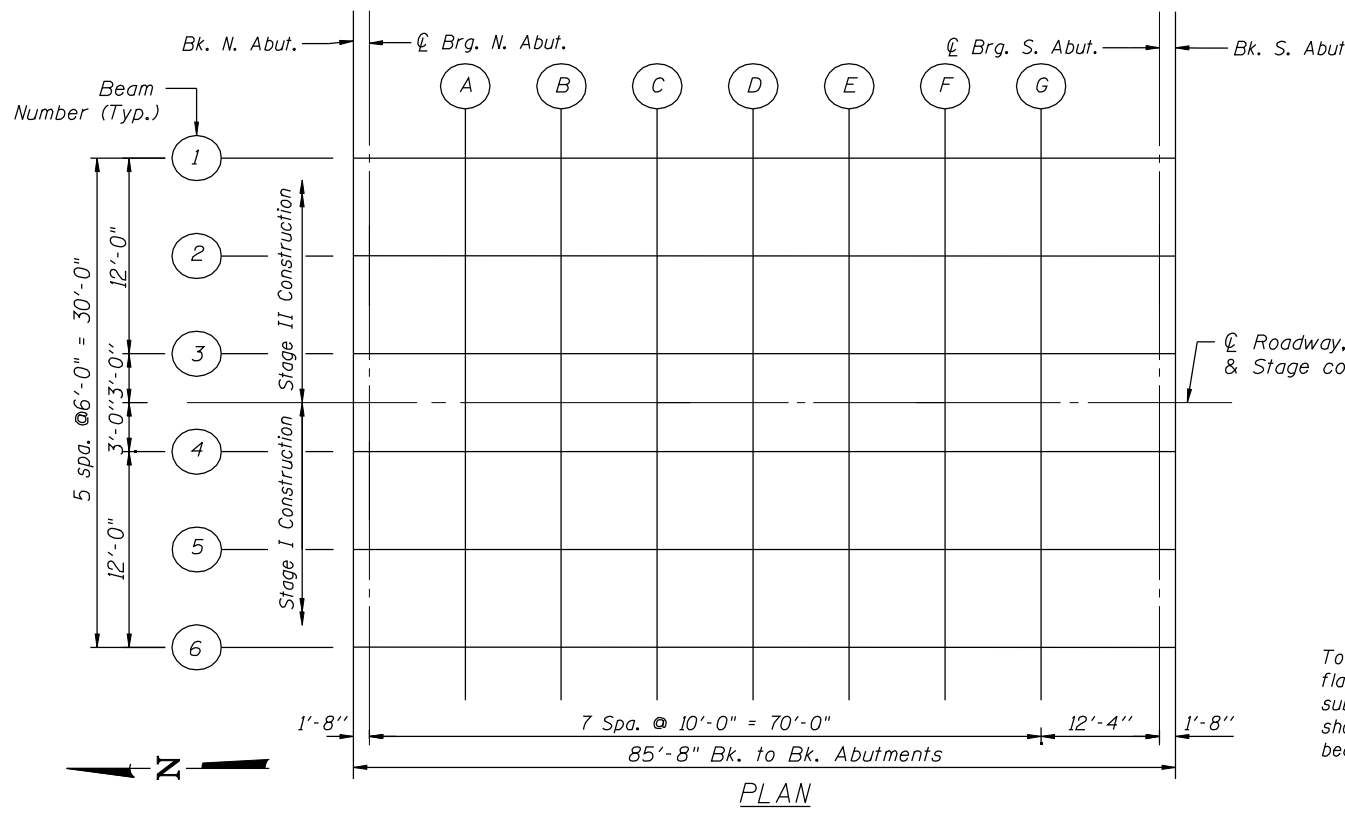
Detail I - Installation for a new bridge deck or bridge slab.
 Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
 Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

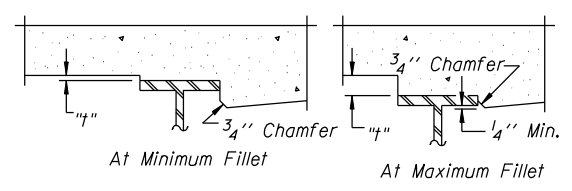


DEAD LOAD DEFLECTION DIAGRAM

(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.



FILLET HEIGHTS

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

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abutment	1172+87.17	3.00	644.43	644.43
Centerline Brg. N. Abut.	1172+88.84	3.00	644.43	644.43
A	1172+98.84	3.00	644.45	644.53
B	1173+08.84	3.00	644.47	644.62
C	1173+18.84	3.00	644.48	644.68
D	1173+28.84	3.00	644.49	644.71
E	1173+38.84	3.00	644.49	644.70
F	1173+48.84	3.00	644.48	644.65
G	1173+58.84	3.00	644.47	644.57
Centerline Brg. S. Abut.	1173+71.16	3.00	644.45	644.45
Bk. S. Abutment	1173+72.83	3.00	644.44	644.44

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abutment	1172+87.17	-15.00	644.23	644.23
Centerline Brg. N. Abut.	1172+88.84	-15.00	644.23	644.23
A	1172+98.84	-15.00	644.26	644.34
B	1173+08.84	-15.00	644.28	644.43
C	1173+18.84	-15.00	644.29	644.49
D	1173+28.84	-15.00	644.29	644.51
E	1173+38.84	-15.00	644.29	644.50
F	1173+48.84	-15.00	644.29	644.45
G	1173+58.84	-15.00	644.28	644.37
Centerline Brg. S. Abut.	1173+71.16	-15.00	644.25	644.25
Bk. S. Abutment	1173+72.83	-15.00	644.25	644.25

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abutment	1172+87.17	-3.00	644.43	644.43
Centerline Brg. N. Abut.	1172+88.84	-3.00	644.43	644.43
A	1172+98.84	-3.00	644.45	644.53
B	1173+08.84	-3.00	644.47	644.62
C	1173+18.84	-3.00	644.48	644.68
D	1173+28.84	-3.00	644.49	644.71
E	1173+38.84	-3.00	644.49	644.70
F	1173+48.84	-3.00	644.48	644.65
G	1173+58.84	-3.00	644.47	644.57
Centerline Brg. S. Abut.	1173+71.16	-3.00	644.45	644.45
Bk. S. Abutment	1173+72.83	-3.00	644.44	644.44

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abutment	1172+87.17	9.00	644.34	644.34
Centerline Brg. N. Abut.	1172+88.84	9.00	644.34	644.34
A	1172+98.84	9.00	644.36	644.44
B	1173+08.84	9.00	644.38	644.53
C	1173+18.84	9.00	644.39	644.59
D	1173+28.84	9.00	644.40	644.62
E	1173+38.84	9.00	644.40	644.61
F	1173+48.84	9.00	644.39	644.56
G	1173+58.84	9.00	644.38	644.48
Centerline Brg. S. Abut.	1173+71.16	9.00	644.36	644.36
Bk. S. Abutment	1173+72.83	9.00	644.35	644.35

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abutment	1172+87.17	-9.00	644.34	644.34
Centerline Brg. N. Abut.	1172+88.84	-9.00	644.34	644.34
A	1172+98.84	-9.00	644.36	644.44
B	1173+08.84	-9.00	644.38	644.53
C	1173+18.84	-9.00	644.39	644.59
D	1173+28.84	-9.00	644.40	644.62
E	1173+38.84	-9.00	644.40	644.61
F	1173+48.84	-9.00	644.39	644.56
G	1173+58.84	-9.00	644.38	644.48
Centerline Brg. S. Abut.	1173+71.16	-9.00	644.36	644.36
Bk. S. Abutment	1173+72.83	-9.00	644.35	644.35

ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abutment	1172+87.17	0.00	644.47	644.47
Centerline Brg. N. Abut.	1172+88.84	0.00	644.47	644.47
A	1172+98.84	0.00	644.50	644.58
B	1173+08.84	0.00	644.52	644.67
C	1173+18.84	0.00	644.53	644.73
D	1173+28.84	0.00	644.53	644.75
E	1173+38.84	0.00	644.53	644.74
F	1173+48.84	0.00	644.53	644.69
G	1173+58.84	0.00	644.52	644.61
Centerline Brg. S. Abut.	1173+71.16	0.00	644.49	644.49
Bk. S. Abutment	1173+72.83	0.00	644.49	644.49

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abutment	1172+87.17	15.00	644.23	644.23
Centerline Brg. N. Abut.	1172+88.84	15.00	644.23	644.23
A	1172+98.84	15.00	644.26	644.34
B	1173+08.84	15.00	644.28	644.43
C	1173+18.84	15.00	644.29	644.49
D	1173+28.84	15.00	644.29	644.51
E	1173+38.84	15.00	644.29	644.50
F	1173+48.84	15.00	644.29	644.45
G	1173+58.84	15.00	644.28	644.37
Centerline Brg. S. Abut.	1173+71.16	15.00	644.25	644.25
Bk. S. Abutment	1173+72.83	15.00	644.25	644.25

EAST EDGE OF SHOULDER

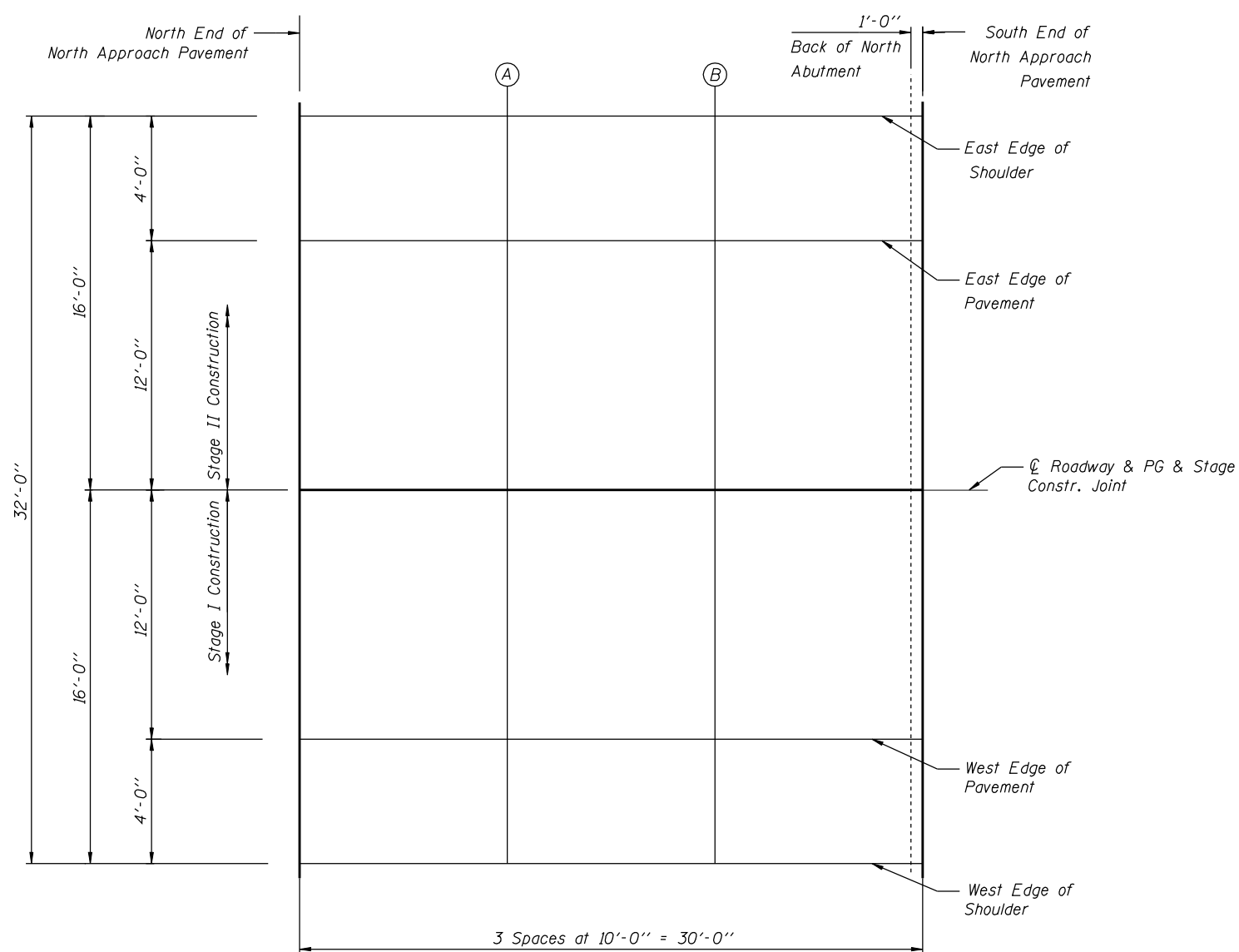
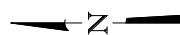
Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	1172+58.17	-16.00	644.10
A	1172+68.17	-16.00	644.15
B	1172+78.17	-16.00	644.18
S. End of North Appr. Pav't.	1172+88.17	-16.00	644.21

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	1172+58.17	-12.00	644.18
A	1172+68.17	-12.00	644.23
B	1172+78.17	-12.00	644.26
S. End of North Appr. Pav't.	1172+88.17	-12.00	644.29

☉ ROADWAY & PG & STAGE CONSTR. JOINT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	1172+58.17	0.00	644.36
A	1172+68.17	0.00	644.41
B	1172+78.17	0.00	644.44
S. End of North Appr. Pav't.	1172+88.17	0.00	644.47



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	1172+58.17	12.00	644.18
A	1172+68.17	12.00	644.23
B	1172+78.17	12.00	644.26
S. End of North Appr. Pav't.	1172+88.17	12.00	644.29

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of North Appr. Pav't	1172+58.17	16.00	644.10
A	1172+68.17	16.00	644.15
B	1172+78.17	16.00	644.18
S. End of North Appr. Pav't.	1172+88.17	16.00	644.21

EAST EDGE OF SHOULDER

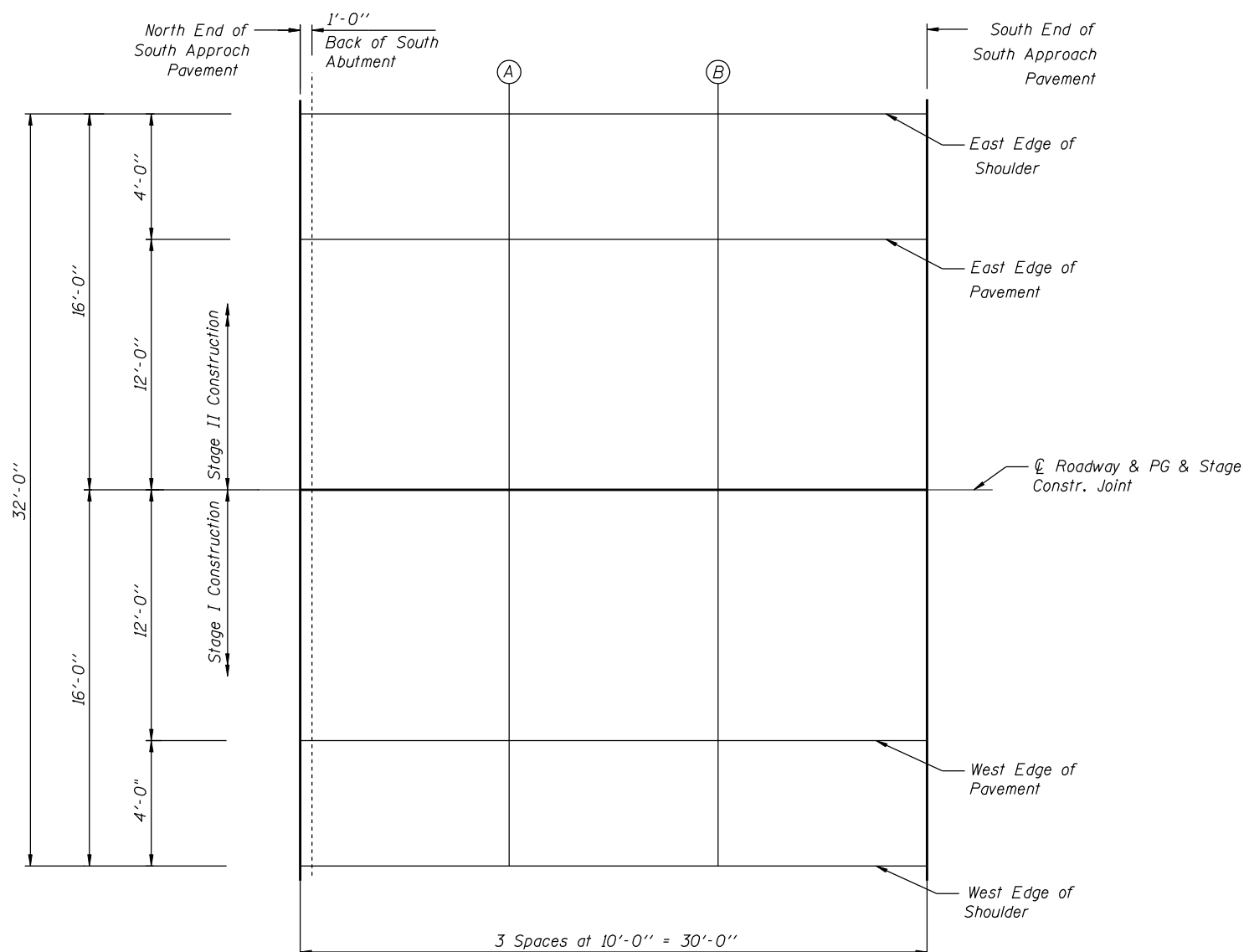
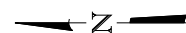
Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	1173+71.83	-16.00	644.23
A	1173+81.83	-16.00	644.20
B	1173+91.83	-16.00	644.17
S. End of South Appr. Pav't.	1174+01.83	-16.00	644.13

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	1173+71.83	-12.00	644.31
A	1173+81.83	-12.00	644.28
B	1173+91.83	-12.00	644.25
S. End of South Appr. Pav't.	1174+01.83	-12.00	644.21

⊘ ROADWAY & PG & STAGE CONSTR. JOINT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	1173+71.83	0.00	644.49
A	1173+81.83	0.00	644.46
B	1173+91.83	0.00	644.43
S. End of South Appr. Pav't.	1174+01.83	0.00	644.39



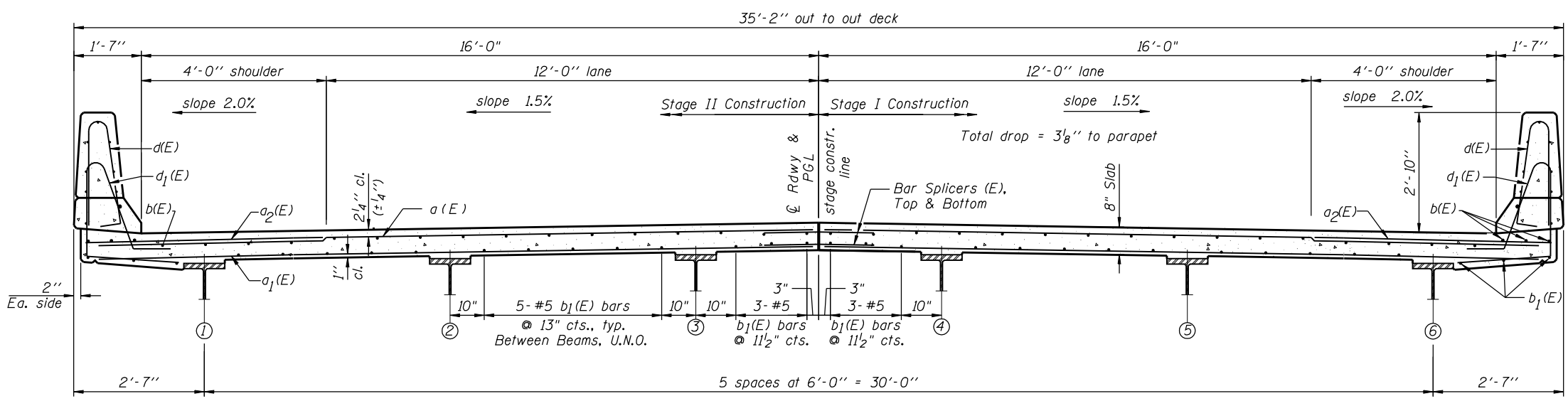
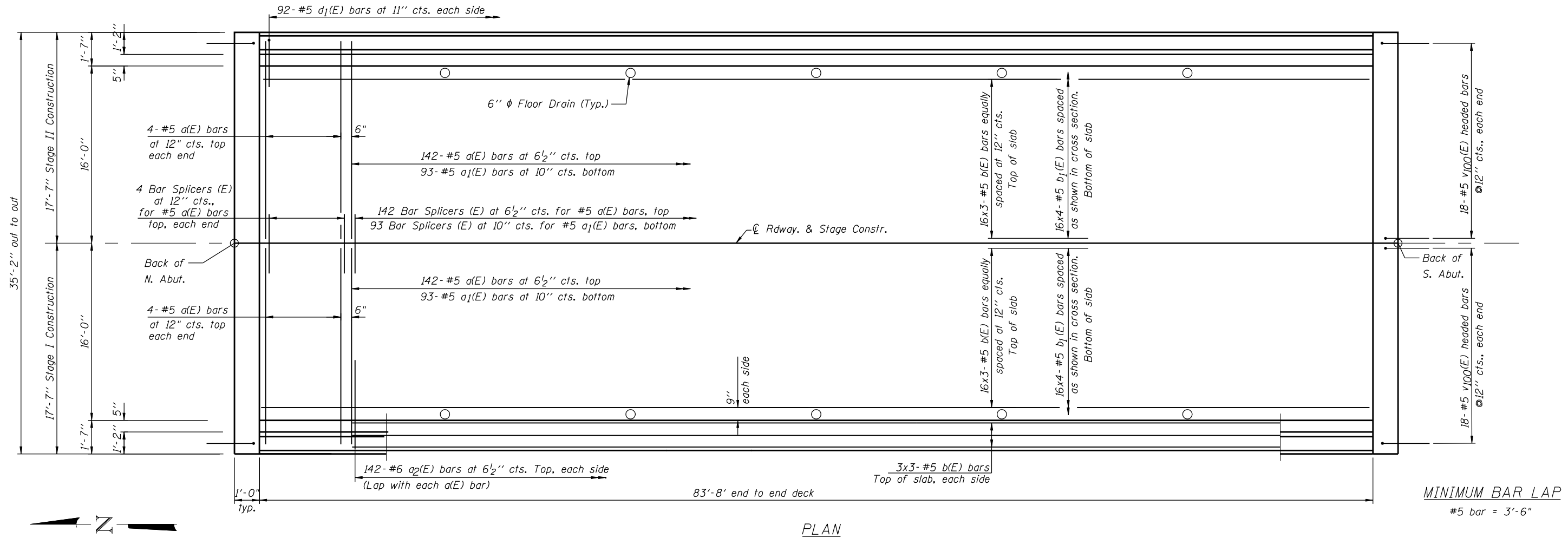
PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	1173+71.83	12.00	644.31
A	1173+81.83	12.00	644.28
B	1173+91.83	12.00	644.25
S. End of South Appr. Pav't.	1174+01.83	12.00	644.21

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of South Appr. Pav't	1173+71.83	16.00	644.23
A	1173+81.83	16.00	644.20
B	1173+91.83	16.00	644.17
S. End of South Appr. Pav't.	1174+01.83	16.00	644.13



Notes:
See Sheet 8 of 20 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 8 of 20 for parapet reinforcement.



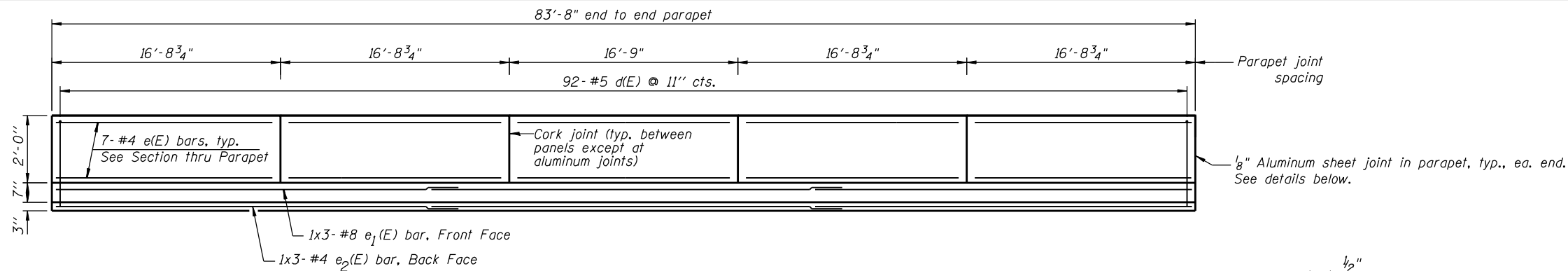
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
S.N. 038-0225

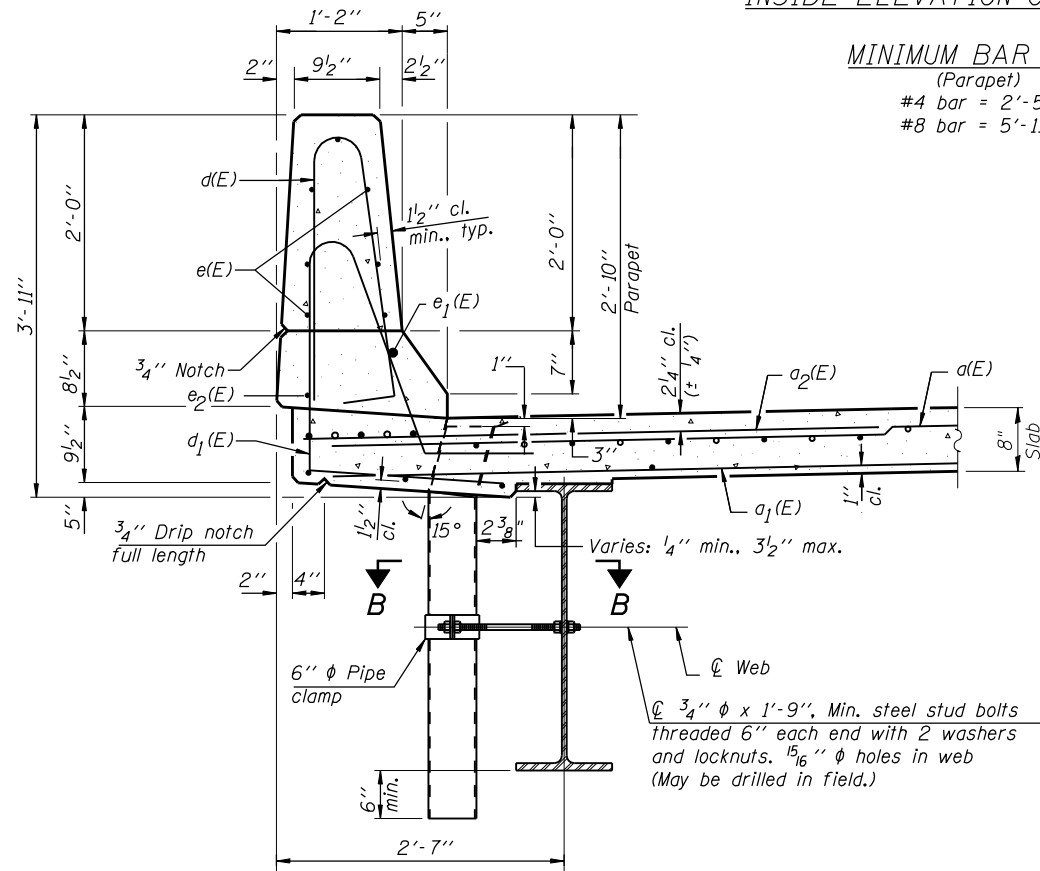
SHEET NO. 7 OF 20 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1BR)	1ROOLOIS	58	31
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

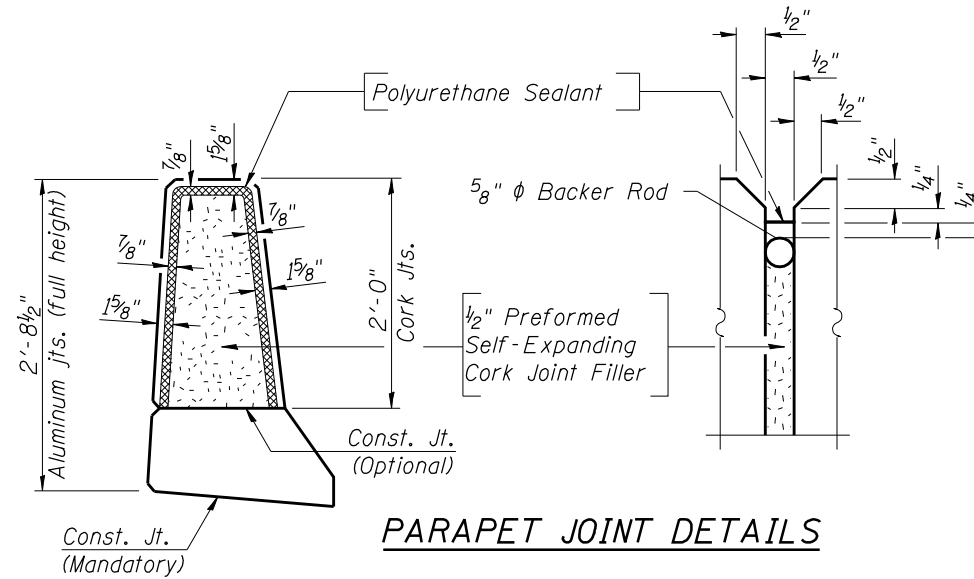
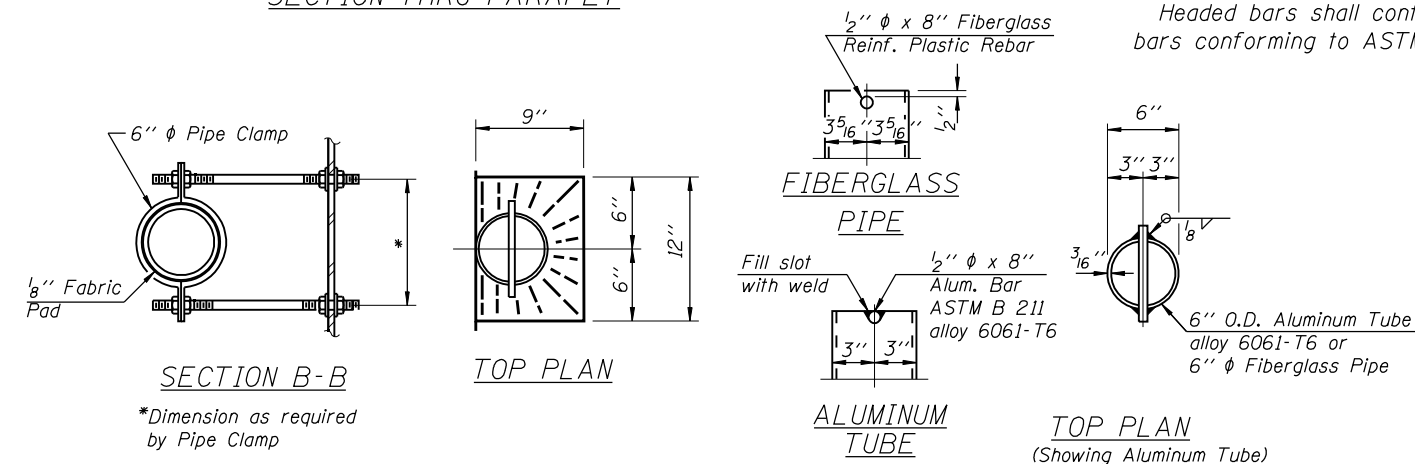


INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-5"
#8 bar = 5'-11"



SECTION THRU PARAPET



PARAPET JOINT DETAILS

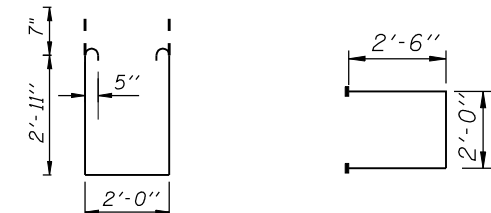
Notes:

- Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
- The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings' Spec. SSPC-SP1 prior to painting.
- The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
- The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
- The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
- The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
- Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	300	#5	16'-8"	—
a1(E)	186	#5	16'-2"	—
a2(E)	284	#6	6'-6"	—
b(E)	114	#5	30'-2"	—
b1(E)	128	#5	23'-6"	—
d(E)	184	#5	5'-7"	⏏
d1(E)	184	#5	7'-2"	⏏
e(E)	70	#4	16'-5"	—
e1(E)	6	#8	31'-9"	—
e2(E)	6	#4	29'-5"	—
m10(E)	12	#6	16'-9"	—
m11(E)	24	#6	5'-6"	—
m12(E)	12	#6	2'-3"	—
m13(E)	36	#5	4'-0"	—
s10(E)	72	#5	7'-0"	⏏
s11(E)	72	#5	9'-0"	⏏
v100(E)	72	#5	3'-1"	⏏
Reinforcement Bars, Epoxy Coated			Lbs.	23,820
Concrete Superstructure			Cu. Yds.	121.1

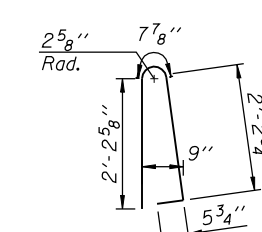
Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.



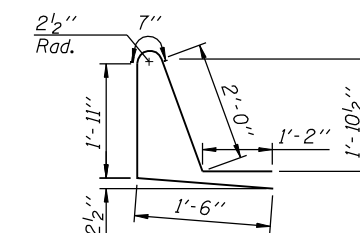
BAR s10(E)
(Headed)



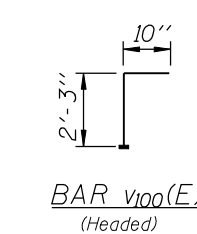
BAR s11(E)



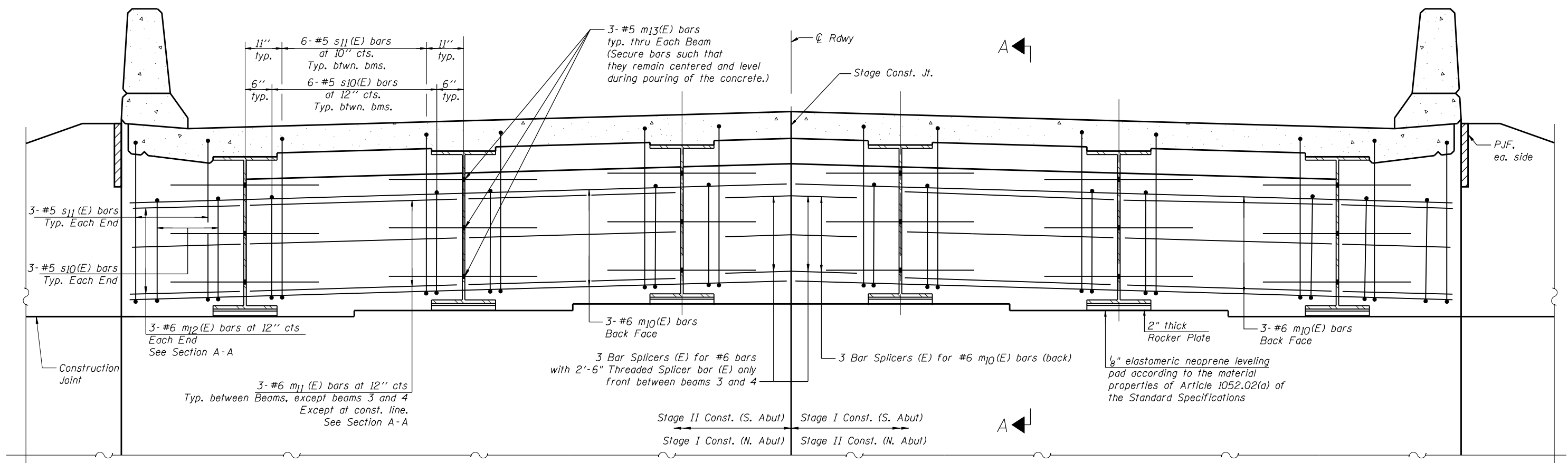
BAR d(E)



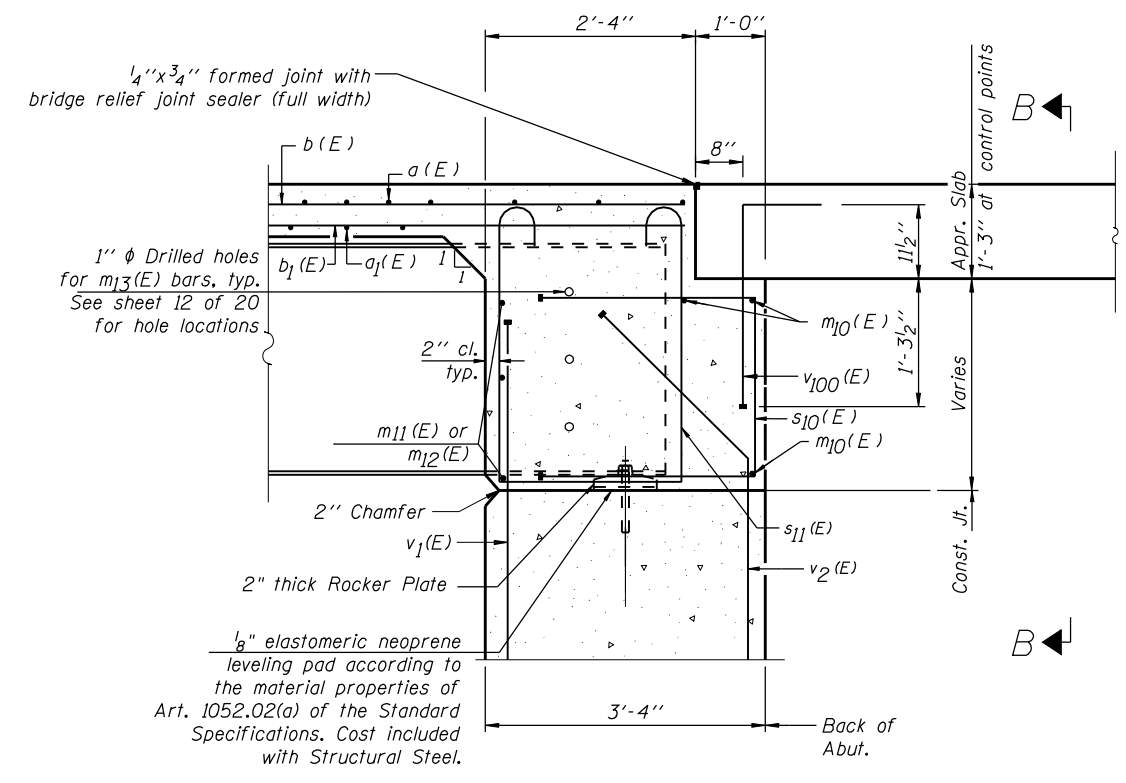
BAR d1(E)



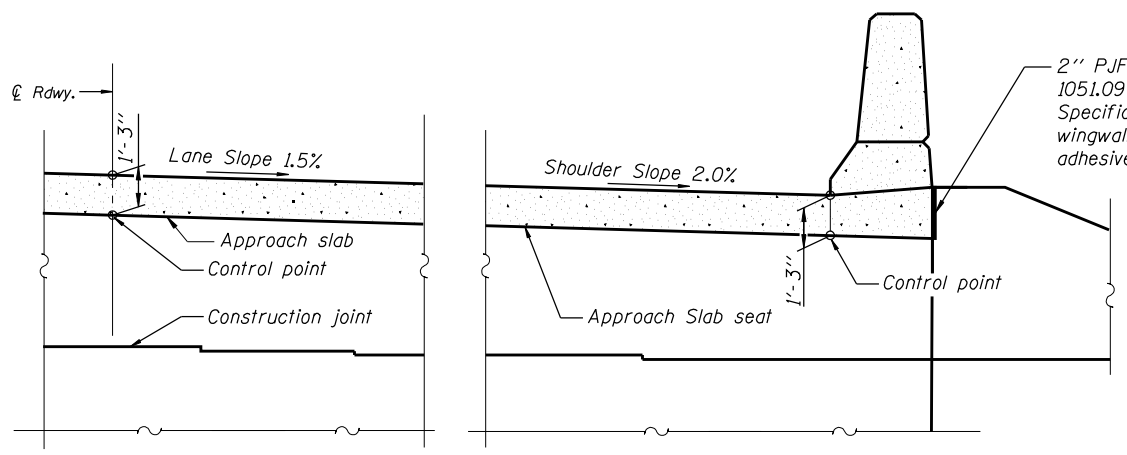
BAR v100(E)
(Headed)



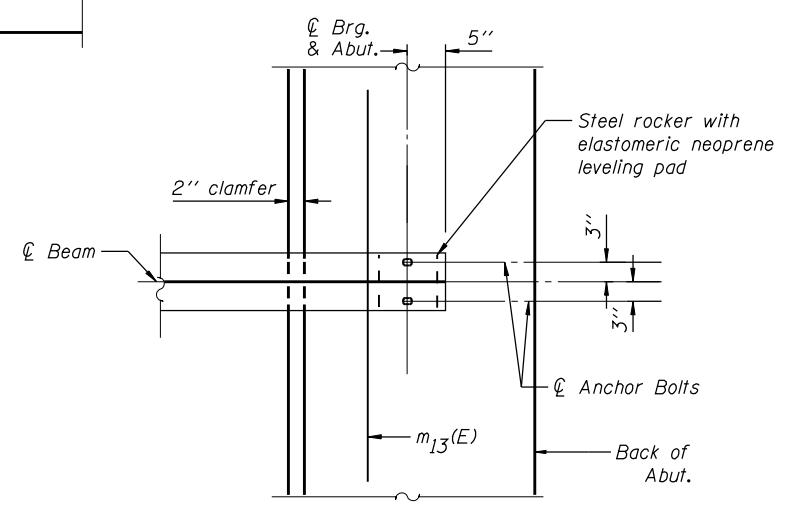
DIAPHRAGM DETAIL FOR EACH ABUTMENT



SECTION A-A

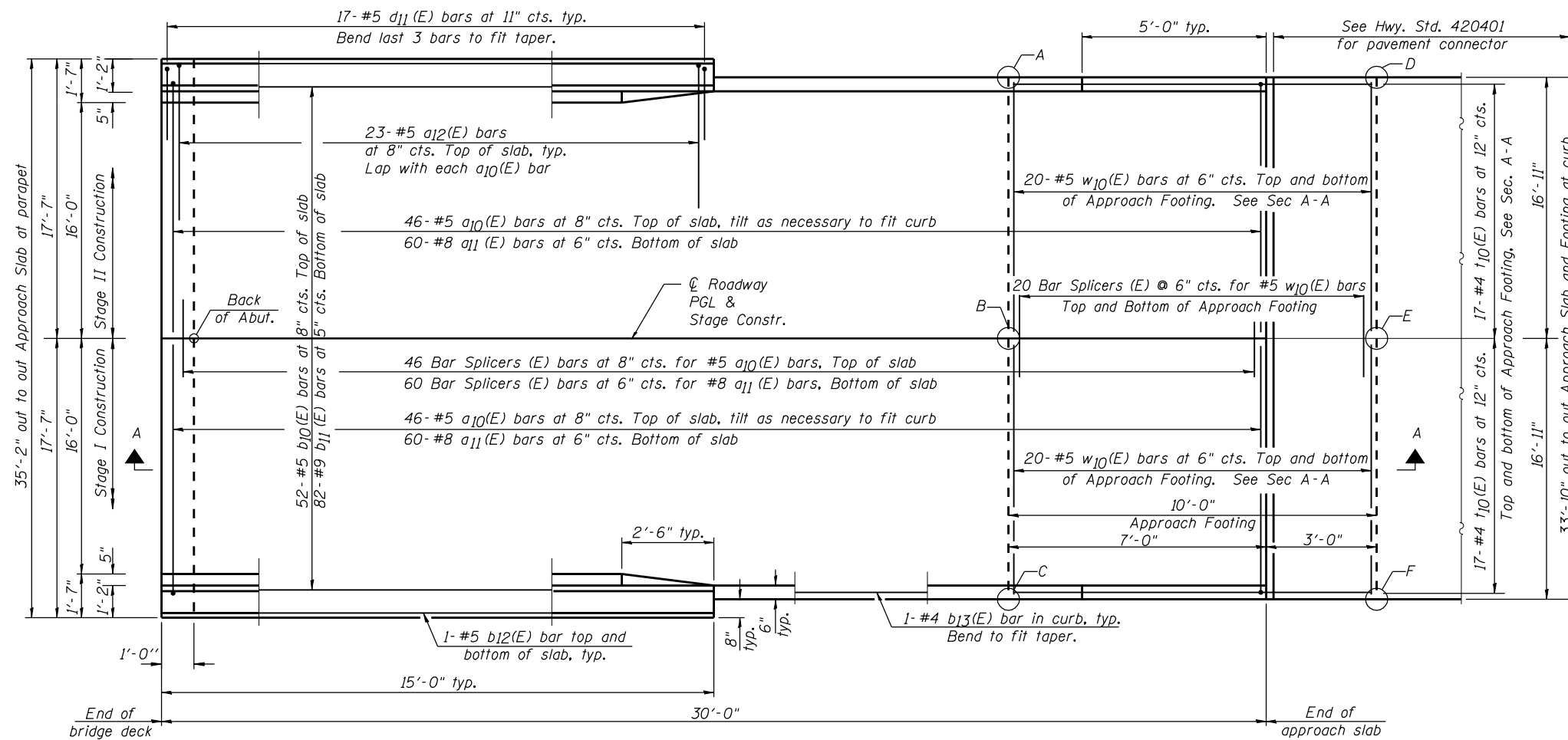


SECTION B-B

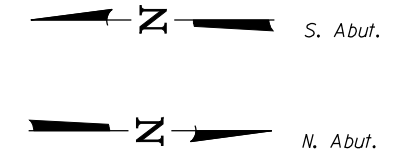


PLAN AT ABUTMENT (Showing bottom flange of beam)

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 20.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 20.
 For details of bars s₁₀(E), s₁₁(E) and v₁₀₀(E) see sheet 8 of 20.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details see sheet 13 of 20.
 Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

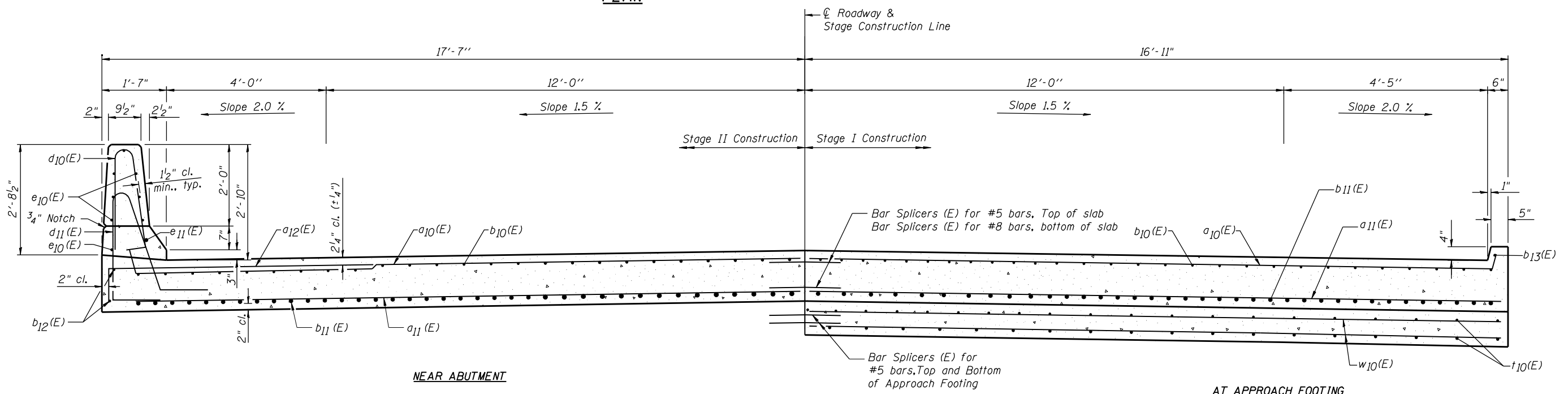


PLAN



TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

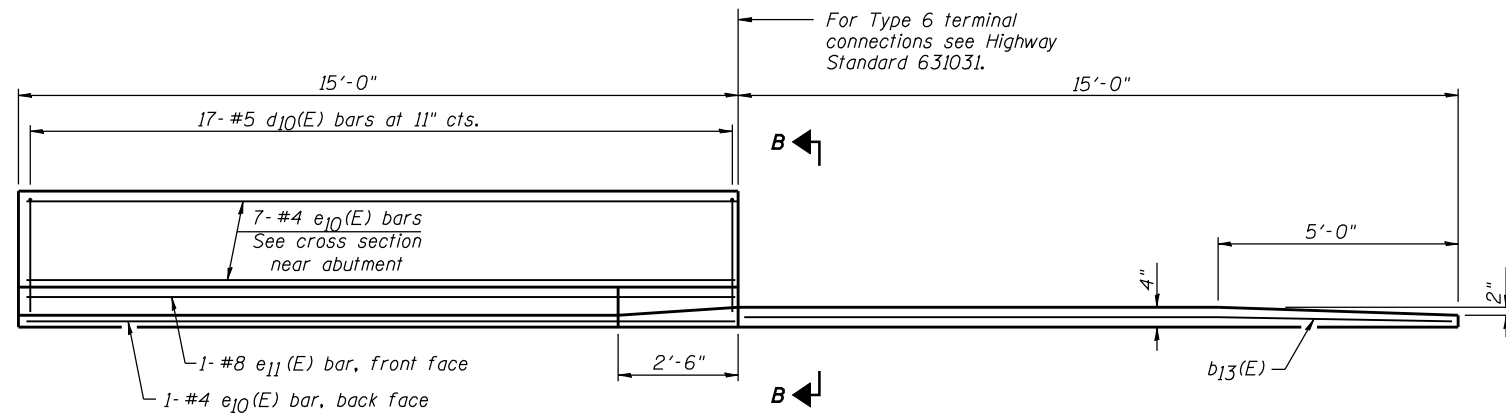
Point	North Approach		South Approach	
	Top	Bottom	Top	Bottom
A	642.87	642.03	642.89	642.06
B	643.14	642.31	643.17	642.34
C	642.87	642.03	642.89	642.06
D	642.82	641.99	642.85	642.02
E	643.10	642.27	643.13	642.30
F	642.82	641.99	642.85	642.02



CROSS SECTION

(Looking South)

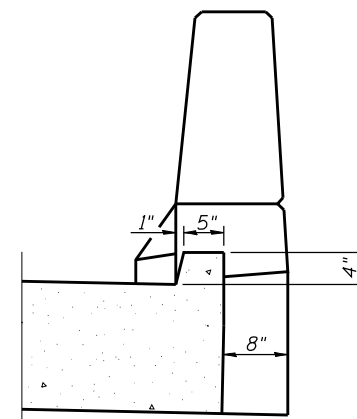
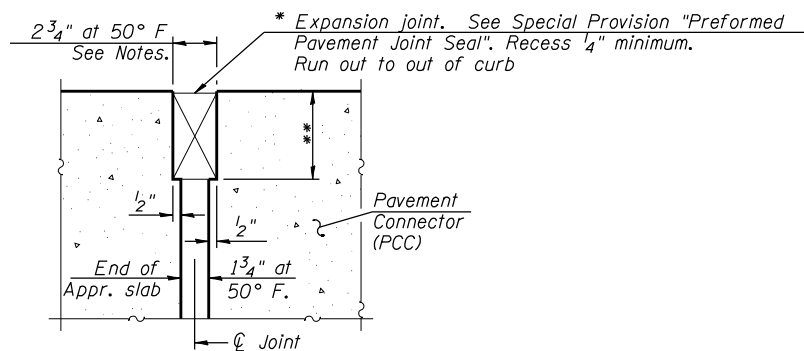
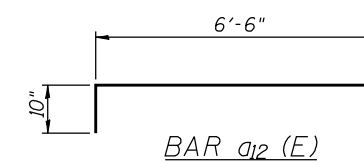
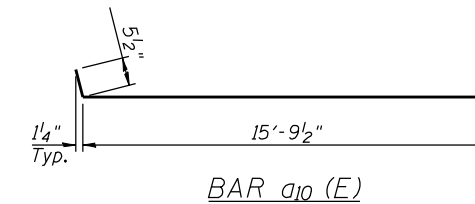
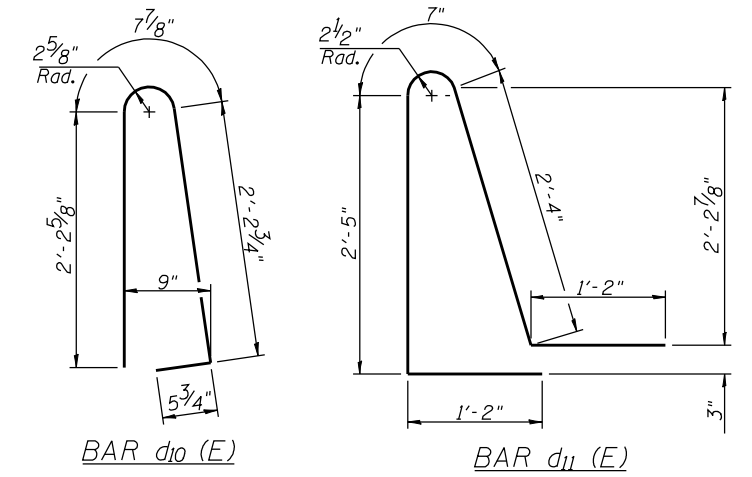
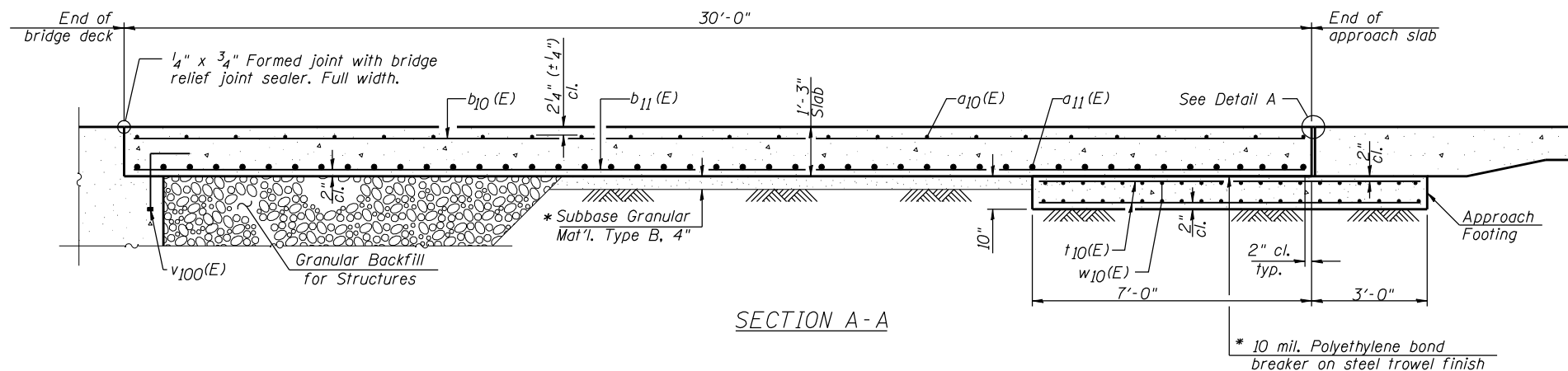
(Sheet 1 of 2)



Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 25.

INSIDE ELEVATION OF PARAPET AND CURB



TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	184	#5	16'-3"	U
a11(E)	240	#8	16'-1"	U
a12(E)	92	#5	7'-4"	U
b10(E)	104	#5	29'-8"	U
b11(E)	164	#9	29'-8"	U
b12(E)	8	#5	14'-8"	U
b13(E)	4	#4	14'-8"	U
d10(E)	68	#5	5'-7"	L
d11(E)	68	#5	7'-8"	L
e10(E)	32	#4	14'-8"	U
e11(E)	4	#8	14'-8"	U
t10(E)	136	#4	9'-8"	U
w10(E)	160	#5	16'-1"	U
Concrete Superstructure		Cu. Yd.	6.7	
Concrete Superstructure (Approach Slab)		Cu. Yd.	98.2	
Concrete Structures		Cu. Yd.	20.9	
Reinforcement Bars, Epoxy Coated		Pound	22,480	

* Cost included with Concrete Superstructure (Approach Slab).
 ** Per manufacturer recommendations

(Sheet 2 of 2)



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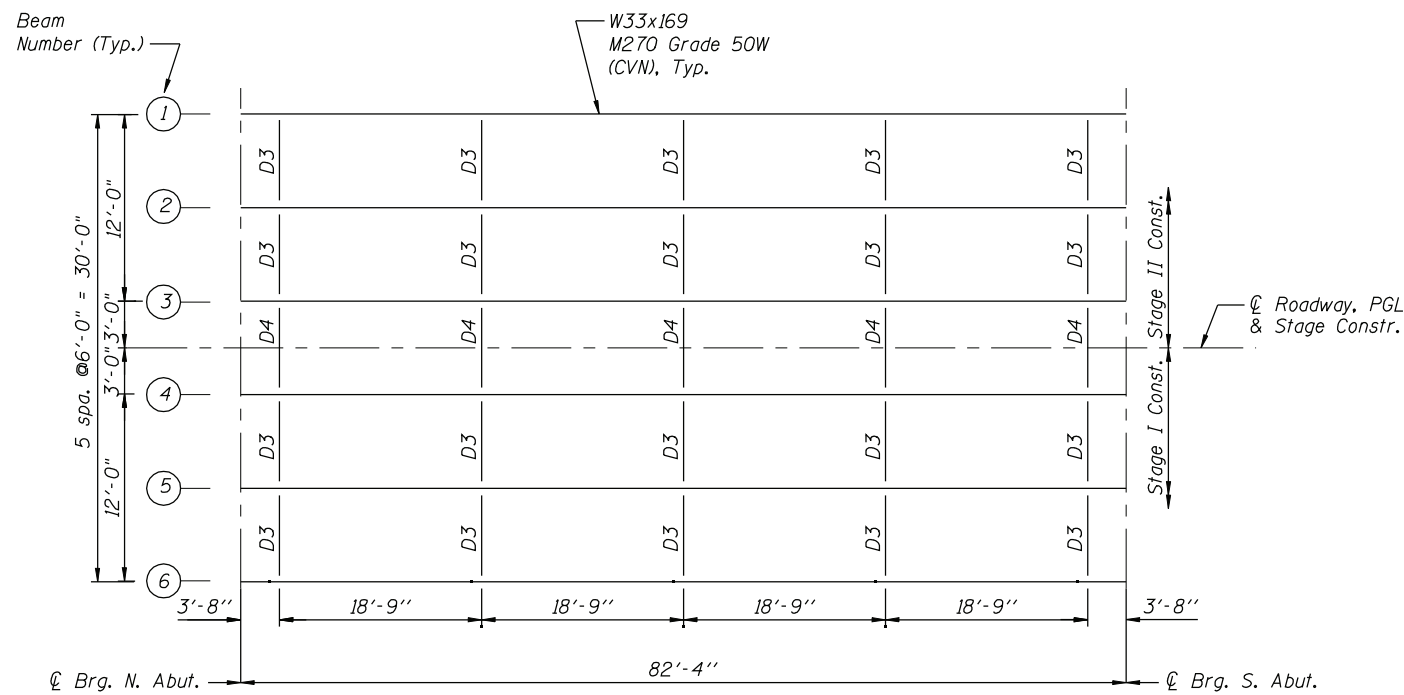
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
S.N. 038-0225

SHEET NO. 11 OF 20 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	35
CONTRACT NO. 66F70				

ILLINOIS FED. AID PROJECT

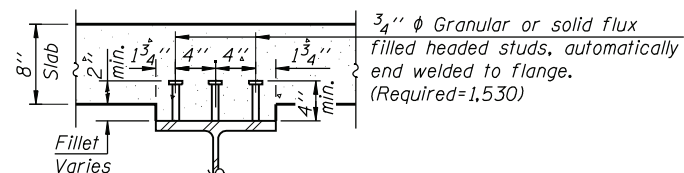


PLAN

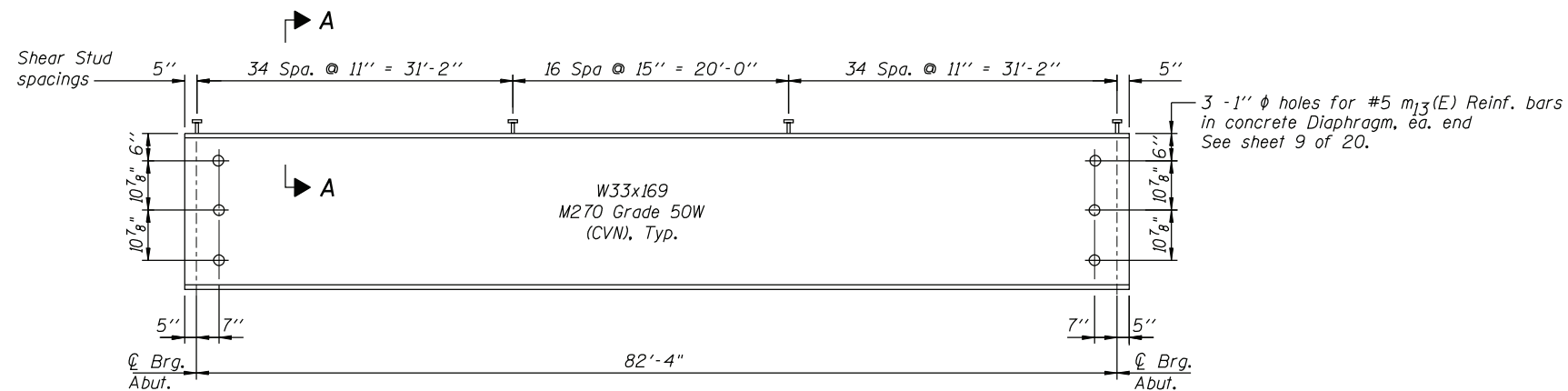
* TOP OF BEAM ELEVATIONS

Beam Number	☐ Brq. N. Abut.	☐ Brq. S. Abut.
1	643.52	643.54
2	643.63	643.65
3	643.72	643.74
4	643.72	643.74
5	643.63	643.65
6	643.52	643.54

* For Fabrication only



SECTION A-A



BEAM ELEVATION

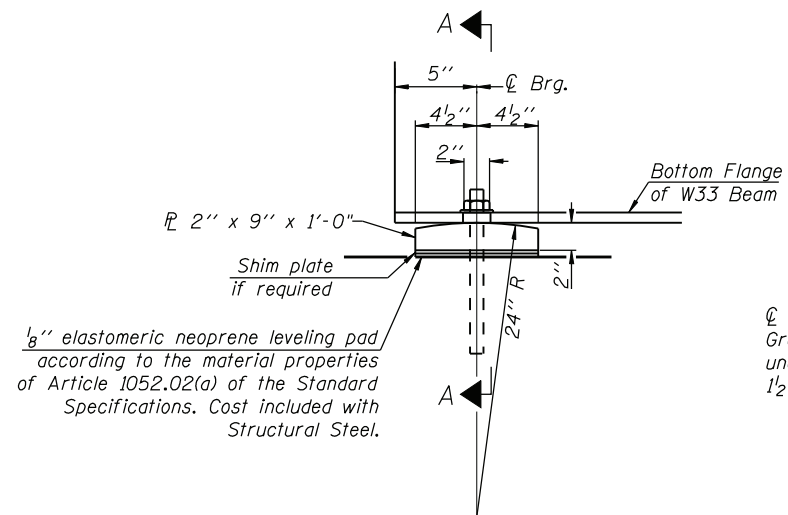
INTERIOR GIRDER MOMENT TABLE	
	0.5 Sp.
I_s	(in ⁴) 9,290
$I_c(n)$	(in ⁴) 23,124
$I_c(3n)$	(in ⁴) 16,828
S_s	(in ³) 549.40
$Sc(n)$	(in ³) 781.30
$Sc(3n)$	(in ³) 704.10
DC1	(k/ft) 0.825
MDC1	(k) 699
DC2	(k/ft) 0.175
MDC2	(k) 148.20
DW	(k/ft) 0.267
MDW	(k) 226
$M_L + IM$	(k) 1,142.30
M_u (Strength I)	(k) 3,397
$\phi_f M_n$	(k) 3,871
f_s DC1	(ksi) 15.27
f_s DC2	(ksi) 2.53
f_s DW	(ksi) 3.85
f_s ($L+IM$)	(ksi) 17.54
f_s (Service II)	(ksi) 44.45
0.95Rh Fyf	(ksi) 47.50
f_s (Total)(Strength I)	(ksi) 58.70
Vf	(k) 22.10

INTERIOR GIRDER REACTION TABLE	
	Abut.
RDC1 (k)	34.0
RDC2 (k)	7.2
RDW (k)	11.0
$R_L + IM$ (k)	74.6
RTotal (k)	126.8

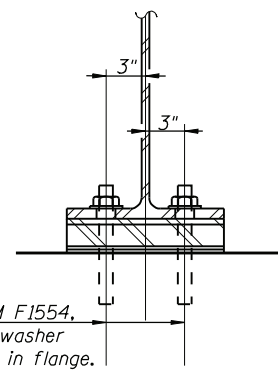
- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
- $1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_L + IM$
- $\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
- MDC1/ $S_c(n)$
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
- MDC2/ $S_c(3n)$
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
- MDW/ $S_c(3n)$
- f_s ($L+IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
- $M_L + IM / S_c(n)$
- f_s (Service II): Sum of stresses as computed below (ksi).
- $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s(L+IM)$
- 0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
- $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s(L+IM)$
- Vf: Maximum factored shear range in span computed according to Article 6.10.10.

Notes:

1. "CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.
2. All diaphragms and connecting plates shall be AASHTO M270 Grade 50W.
3. 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.



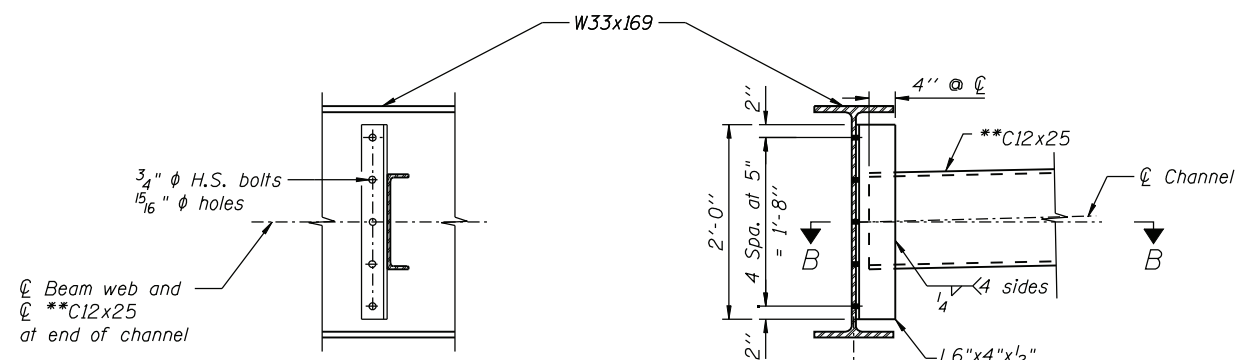
ELEVATION AT ABUTMENT



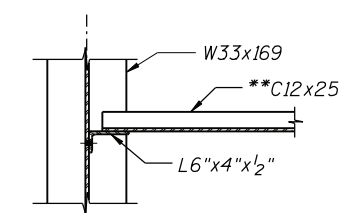
SECTION A-A

1" ϕ x 12" anchor bolts ASTM F1554, Grade 36 with 2 1/4" x 2 1/4" x 5/16" washer under nut. 1 3/8" x 2" slotted hole in flange. 1/2" ϕ holes in bearing plate.

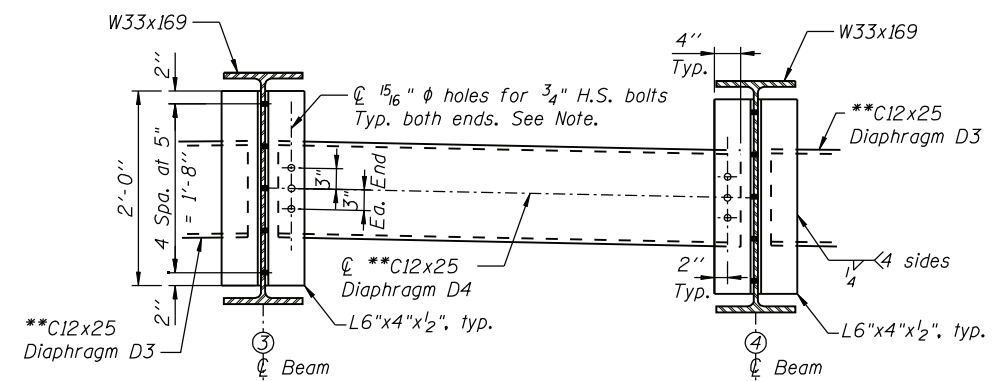
FIXED BEARING
(12 req'd)



INTERIOR DIAPHRAGM D3



SECTION B-B



INTERIOR DIAPHRAGM D4
(Looking South) (5 Required)

Install only the center bolt at each end of Diaphragm D4. The bolts shall be finger tightened prior to deck pour to permit rotation of Diaphragm D4. Install the remaining bolts and fully tighten after stage II deck pour is complete.

Notes:

Two hardened washers required for each set of oversized holes.

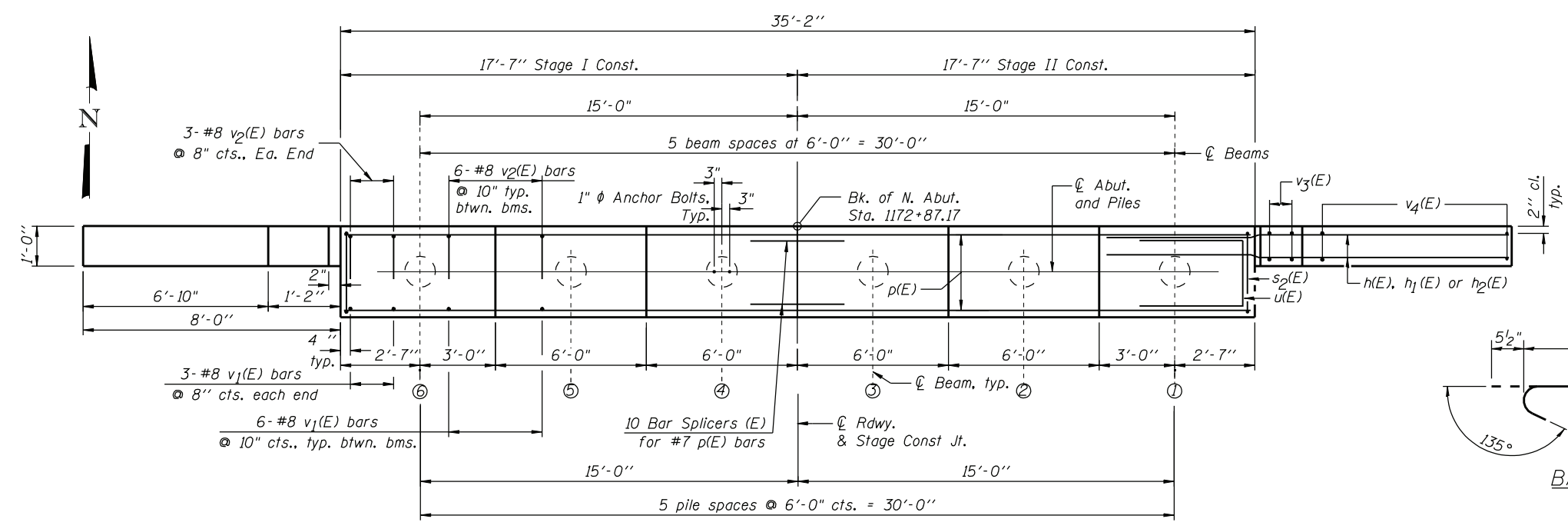
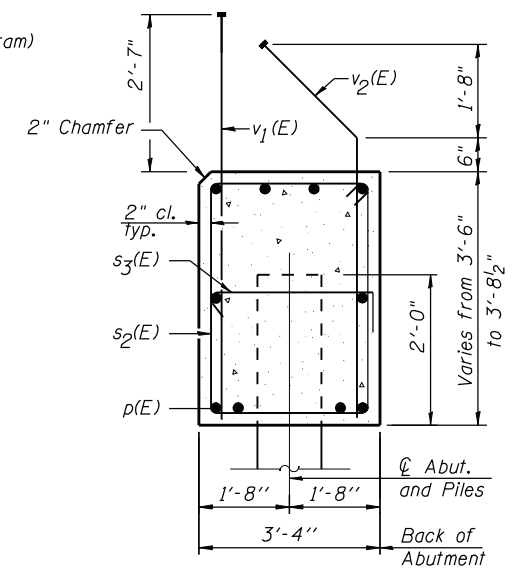
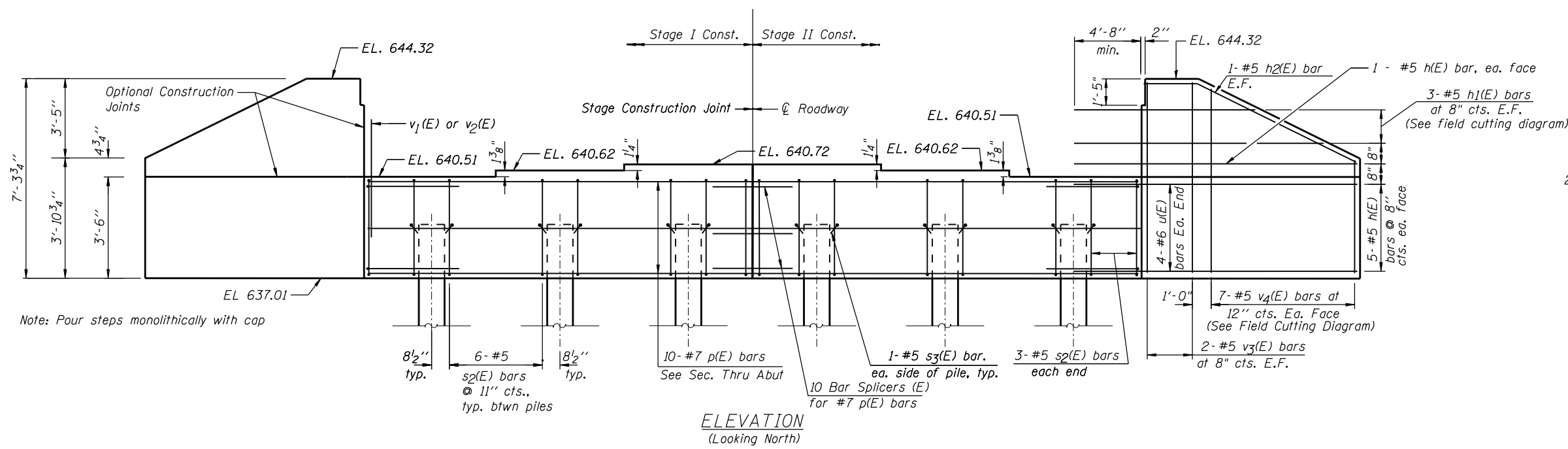
** Alternate C12x30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.

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 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. The structural steel plates of fixed bearing plates shall be AASHTO M270 Grade 50W.

USER NAME = #USER#	DESIGNED - RAD	REVISED -
	DRAWN - ZP	REVISED -
PLOT SCALE = #SCALE#	CHECKED - OAO	REVISED -
PLOT DATE = 8/29/2019	DATE - 8/29/2019	REVISED -

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IRROUOIS	58	37
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				



Notes:

Headed bars shall conform to ASTM A970 with threaded attachment Class HA and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

BILL OF MATERIAL

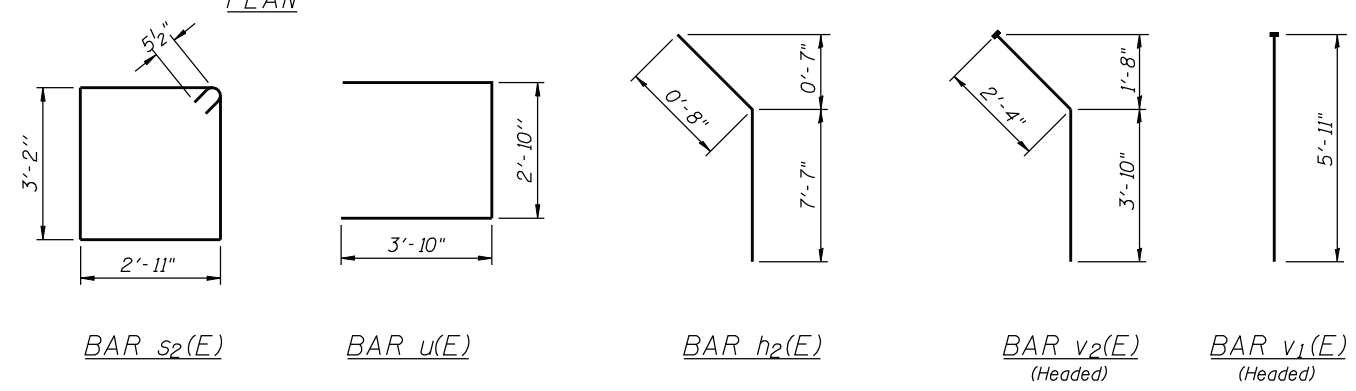
Bar	No.	Size	Length	Shape
h(E)	24	#5	12'-6"	—
h1(E)	6	#5	21'-0"	—
h2(E)	4	#5	8'-3"	—
p(E)	20	#7	16'-9"	—
s2(E)	36	#5	13'-1"	□
s3(E)	12	#5	3'-11"	┌
u(E)	8	#6	10'-6"	—
v1(E)	36	#8	5'-11"	—
v2(E)	36	#8	6'-2"	—
v3(E)	8	#5	6'-11"	—
v4(E)	14	#5	10'-5"	—

PILE DATA

Type: Metal Shell 12"x0.25" with Pile Shoes
 Nominal Required Bearing: 353 K
 Factored Resistance Available: 194 K
 Est. Length: 37'
 No. Production Piles: 5
 No. Test Piles: 1

FIELD CUTTING DIAGRAM

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



Concrete Structures	Cu. Yd.	18.8
Reinforcement Bars, Epoxy Coated	Pound	3,200
Furnishing - Metal Shell Piles, 12"x0.25"	Foot	185
Driving Piles	Foot	185
Test Pile Metal Shells	Each	1
Pile Shoes	Each	5
Structure Excavation	Cu. Yd.	282.4

For details of piles, see sheet 16 of 20.



USER NAME = #USER#	DESIGNED - RAD	REVISED -
PLOT SCALE = #SCALE#	DRAWN - ZP	REVISED -
PLOT DATE = 8/29/2019	CHECKED - OAO	REVISED -
	DATE - 8/29/2019	REVISED -

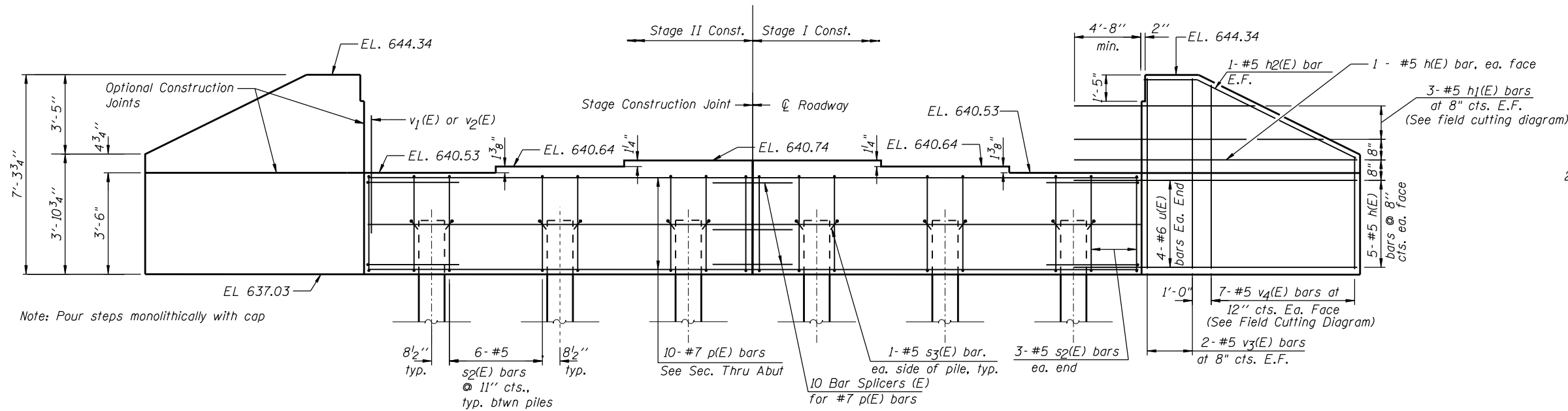
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS
S.N. 038-0225

SHEET NO. 14 OF 20 SHEETS

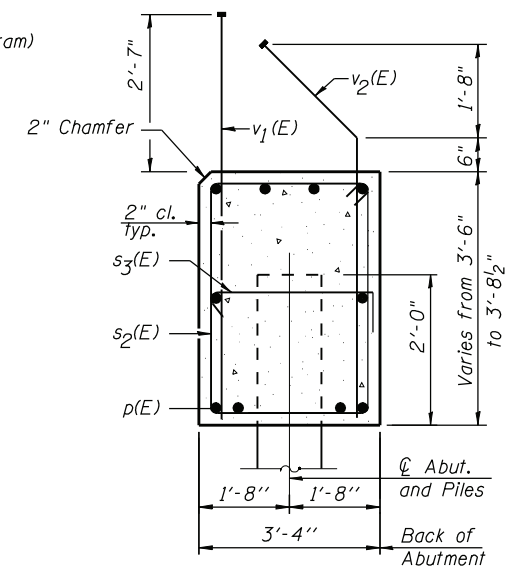
F.A.S. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IRROUOIS	58	38
CONTRACT NO. 66F70				

ILLINOIS FED. AID PROJECT



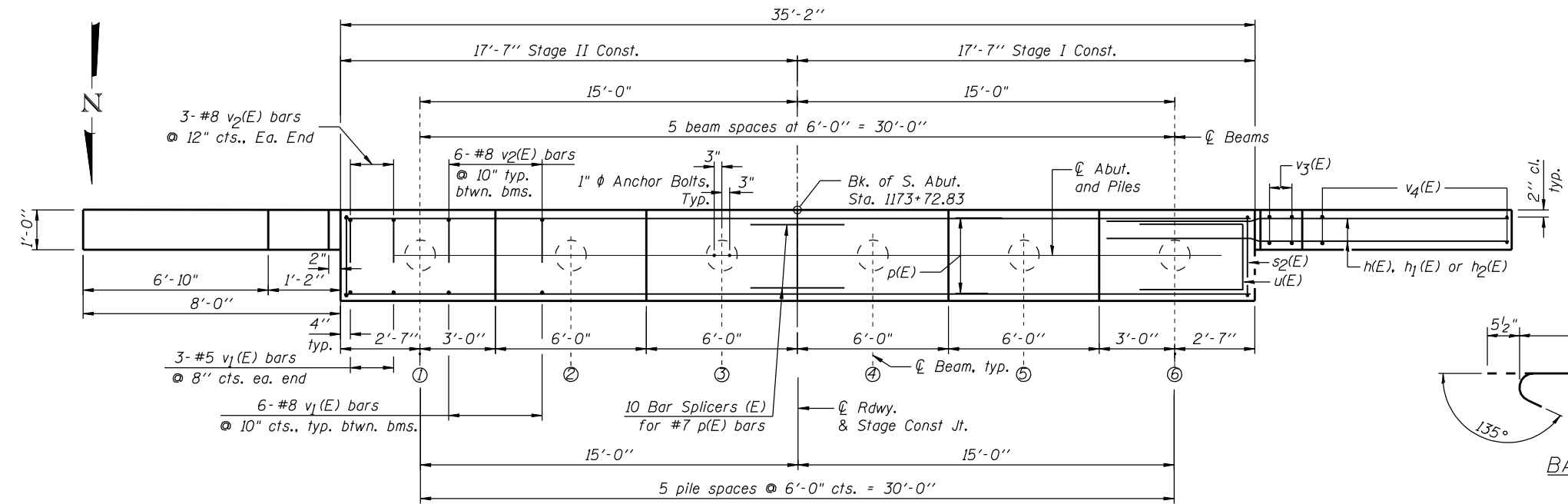
Note: Four steps monolithically with cap

ELEVATION
(Looking South)



SEC. THRU ABUT.

See sheet 2 of 20 for Abutment Backfill details



PLAN

Notes:

Headed bars shall conform to ASTM A970 with threaded attachment Class HA and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

BILL OF MATERIAL

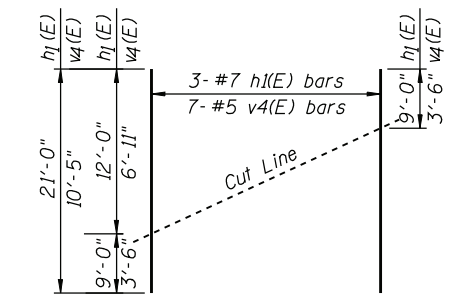
Bar	No.	Size	Length	Shape
h(E)	24	#5	12'-6"	—
h1(E)	6	#5	21'-0"	—
h2(E)	4	#5	8'-3"	—
p(E)	20	#7	16'-9"	—
s2(E)	36	#5	13'-1"	□
s3(E)	12	#5	3'-11"	□
u(E)	8	#6	10'-6"	□
v1(E)	36	#8	5'-11"	—
v2(E)	36	#8	6'-2"	—
v3(E)	8	#5	6'-11"	—
v4(E)	14	#5	10'-5"	—

Concrete Structures	Cu. Yd.	18.8
Reinforcement Bars, Epoxy Coated	Pound	3,200
Furnishing - Metal Shell Piles, 12"x0.25"	Foot	185
Driving Piles	Foot	185
Test Pile Metal Shells	Each	1
Pile Shoes	Each	5
Structure Excavation	Cu. Yd.	282.4

For details of piles, see sheet 16 of 20.

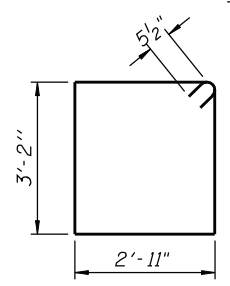
PILE DATA

Type: Metal Shell 12"x0.25" with Pile Shoes
 Nominal Required Bearing: 353 K
 Factored Resistance Available: 194 K
 Est. Length: 37'
 No. Production Piles: 5
 No. Test Piles: 1

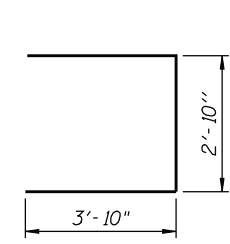


FIELD CUTTING DIAGRAM

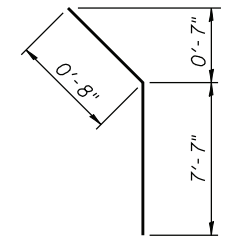
Order h1(E) and v4(E) bars full length. Cut as shown and use remainder of bars in opposite face.



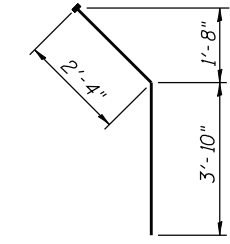
BAR s2(E)



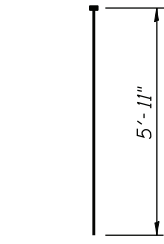
BAR u(E)



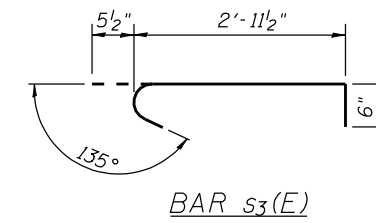
BAR h2(E)



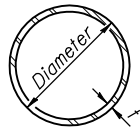
BAR v2(E)
(Headed)



BAR v1(E)
(Headed)

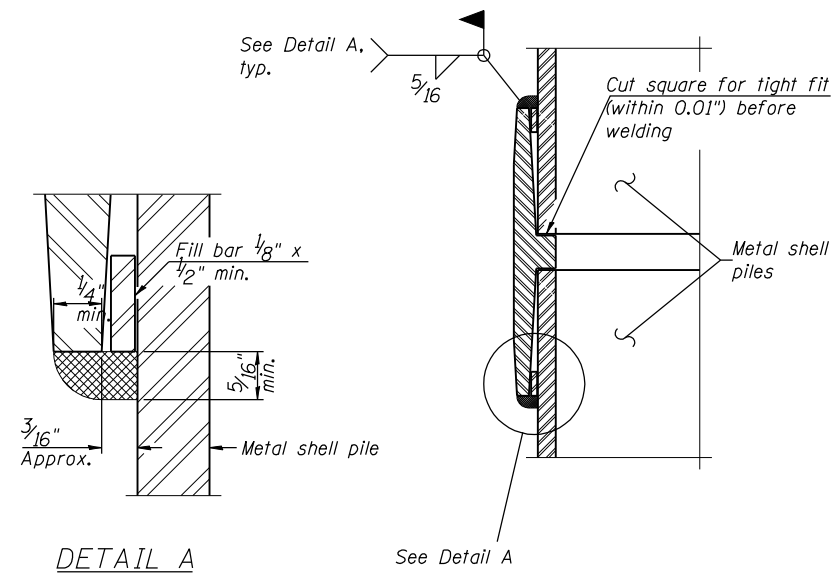


BAR s3(E)



METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.37	0.0267

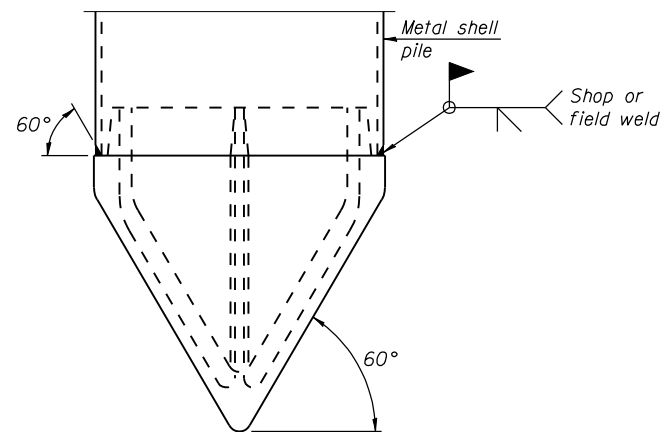


WELDED COMMERCIAL SPLICE

Notes:

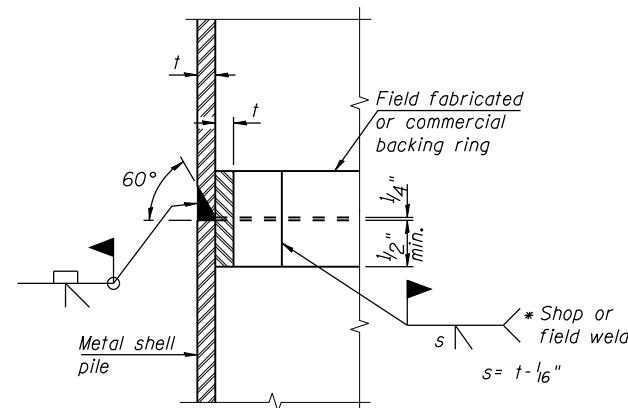
The 1/8"x1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.

Pile segments shall be driven to solid contact with splicer before welding.



PILE SHOE ATTACHMENT

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).

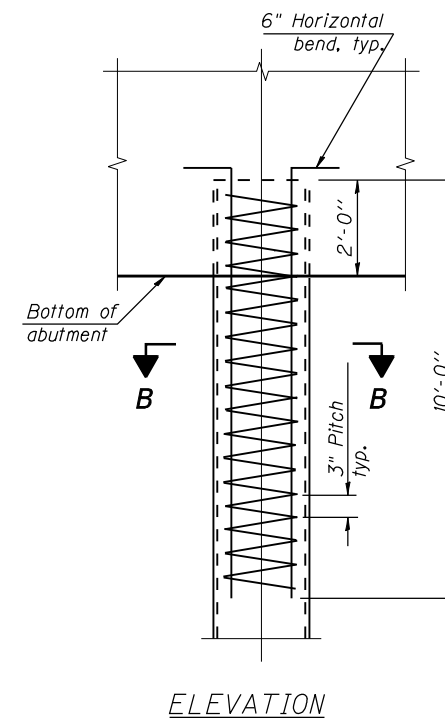


COMPLETE PENETRATION WELD SPLICE

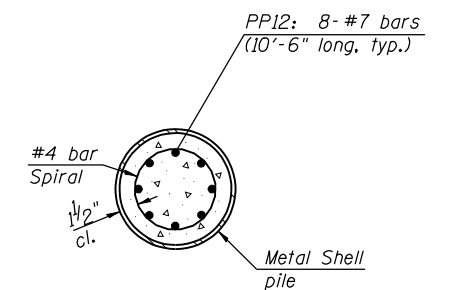
* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

Note:

The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

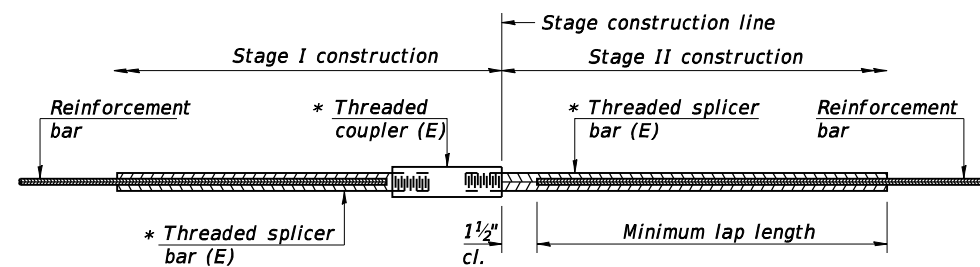


ELEVATION



SECTION B-B

REINFORCEMENT AT ABUTMENTS

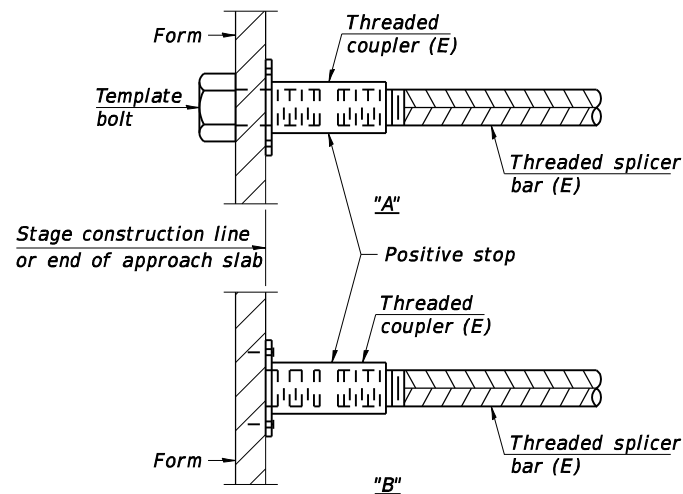


STANDARD BAR SPLICER ASSEMBLY

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

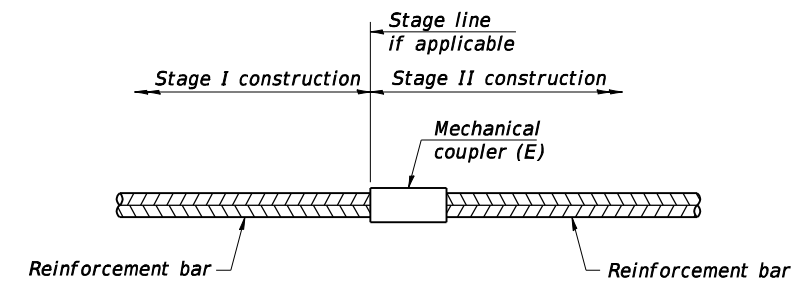
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	243	3'-0"
Diaphragms (front face)	#6	6	No lap
Diaphragms (back face)	#6	6	4'-0"
Abutments	#7	20	5'-0"
Approach Slabs	#5	172	3'-4"
	#8	120	4'-9"



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.

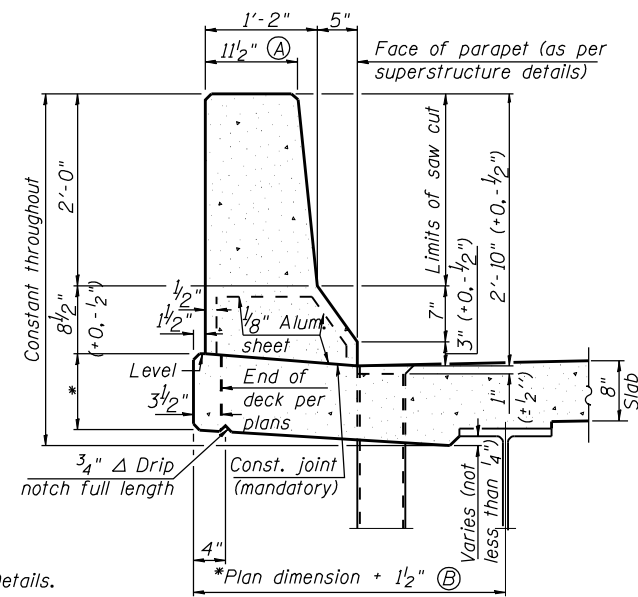


STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

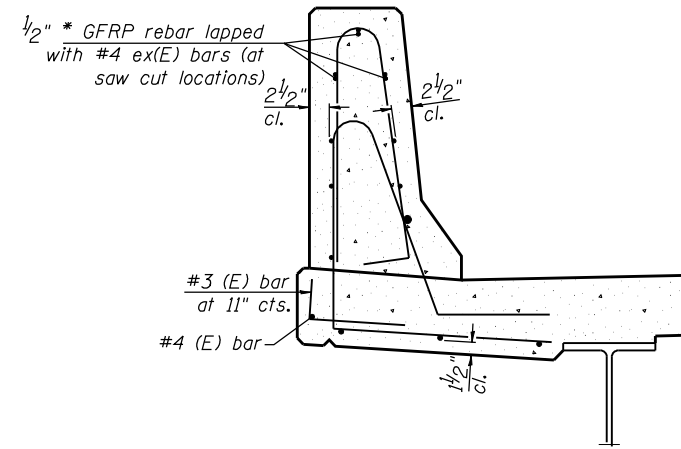
NOTES

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.



34" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.

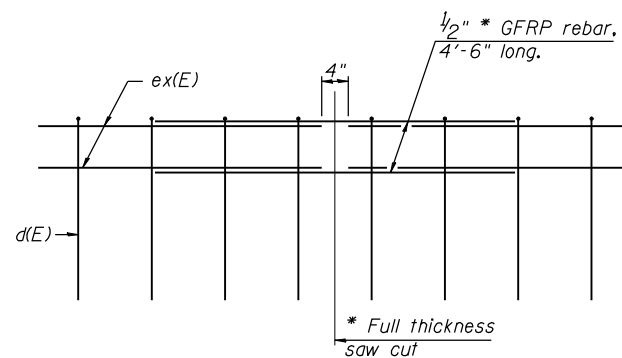


SECTION

(Showing reinforcement clearances for slip forming and additional reinforcement bars)

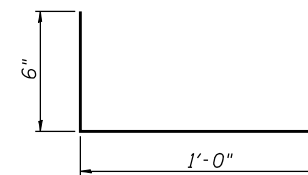
GENERAL NOTES

1. 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.
2. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.
3. Steel superstructure shown. Other superstructure types similar.



GFRP REBAR STIFFENING DETAIL

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



#3 (E) BAR



SOIL BORING LOG

Date 9/13/16

ROUTE SBI 25 (US 45) DESCRIPTION US 45 over Prairie Creek, 2.35 miles North of US 24 LOGGED BY Larry Myers
 SECTION 36-BY LOCATION SE 1/4, SEC. 19, TWP. 27N, RNG. 14W, 2nd PM,
 Latitude 40.800633, Longitude -87.978904
 COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D E P T H ft	B L O W S (ft)	U C S (/6")	M O I S T (tsf)	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	H rs.	D E P T H ft	B L O W S (/6")	U C S (tsf)	M O I S T (%)	
038-0039	1173+30	02 (N.W. Quad.)	1172+88	14.0 ft Rt.	641.37					626.69	625.05	594.4	591.4								
Augered Shoulder Stone, Black Silty Clay Loam Fill																					
638.87																					
Very Stiff Brown & Black Silty Clay Loam Fill																					
2																					
3 2.5 19																					
5 P																					
-5																					
2																					
3 2.5 18																					
4 P																					
634.37																					
Stiff Dark Gray Silty Clay with Organics																					
2																					
2 1.5 27																					
2 P																					
-10																					
1																					
2 1.6 20																					
3 B																					
629.37																					
Hard Gray Silty Clay Till - Very Uniform and Monolithic																					
4																					
6 5.2 16																					
7 S																					
-15																					
4																					
5 4.3 19																					
6 B																					
4																					
5 4.3 21																					
6 B																					
-20																					
4																					
5 4.5 21																					
6 B																					
-35																					
5																					
5 4.5 19																					
6 B																					
4																					
5 4.5 19																					
6 B																					
-40																					

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, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 9/13/16

ROUTE SBI 25 (US 45) DESCRIPTION US 45 over Prairie Creek, 2.35 miles North of US 24 LOGGED BY Larry Myers
 SECTION 36-BY LOCATION SE 1/4, SEC. 19, TWP. 27N, RNG. 14W, 2nd PM,
 Latitude 40.800633, Longitude -87.978904
 COUNTY Iroquois DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	D E P T H ft	B L O W S (ft)	U C S (/6")	M O I S T (tsf)	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	H rs.	D E P T H ft	B L O W S (/6")	U C S (tsf)	M O I S T (%)	
038-0039	1173+30	02 (N.W. Quad.)	1172+88	14.0 ft Rt.	641.37					626.69	625.05	594.4	591.4								
Hard Gray Silty Clay Till - Very Uniform and Monolithic (continued)																					
5																					
6 4.5 20																					
6 B																					
4																					
5 4.3 19																					
6 B																					
-45																					
4																					
5 4.5 21																					
6 B																					
574.87																					
End of Boring																					
4																					
5 4.3 19																					
5 B																					
-50																					
4																					
4 4.3 19																					
5 B																					
4																					
6 4.5 20																					
6 B																					
-55																					
5																					
7 4.7 21																					
7 B																					
-60																					

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, form 137 (Rev. 8-99)



USER NAME = #USER#	DESIGNED - RAD	REVISED -
DRAWN - ZP	REVISED -	
PLOT SCALE = #SCALE#	CHECKED - OAO	REVISED -
PLOT DATE = #DATE#	DATE - 08-12-2019	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
 S.N. 038-0225
 SHEET NO. 20 OF 20 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)BR	IROQUOIS	58	44
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

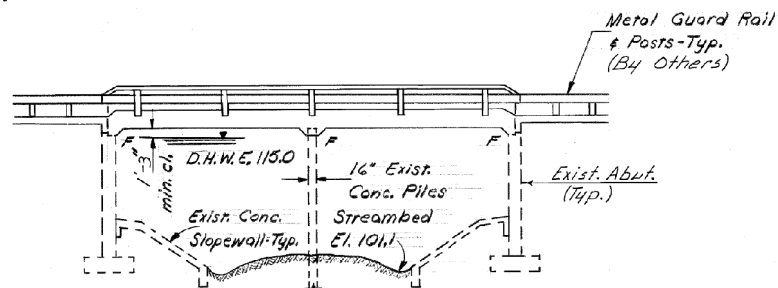
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. /
S.B.I. 25	36BR-1	IROQUOIS	56	48	5 SHEETS
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

Bench Mark: "a" Cut in top of N.W. wingwall 17.3' Rt. Sta. 1173+06
Elev. 117.67
Existing Structure: Built originally in 1927 and widened in 1952 as S.B.I. Route 25, Section 36-B-Y. The original structure was a single span R.C.D.G. The structure became a 2 span continuous R.C. slab in 1952 when the superstructure was removed and replaced, abutments widened and a pier consisting of 16" concrete piles constructed. The 2 span continuous R.C. slab consisted of 47'-8" back to back of abutment and 38'-4" out to out. The superstructure shall be removed and replaced including pier cap. The substructure is to be re-used. Traffic to be detoured during construction. No salvage. S.N. 038-0039.

GENERAL NOTES

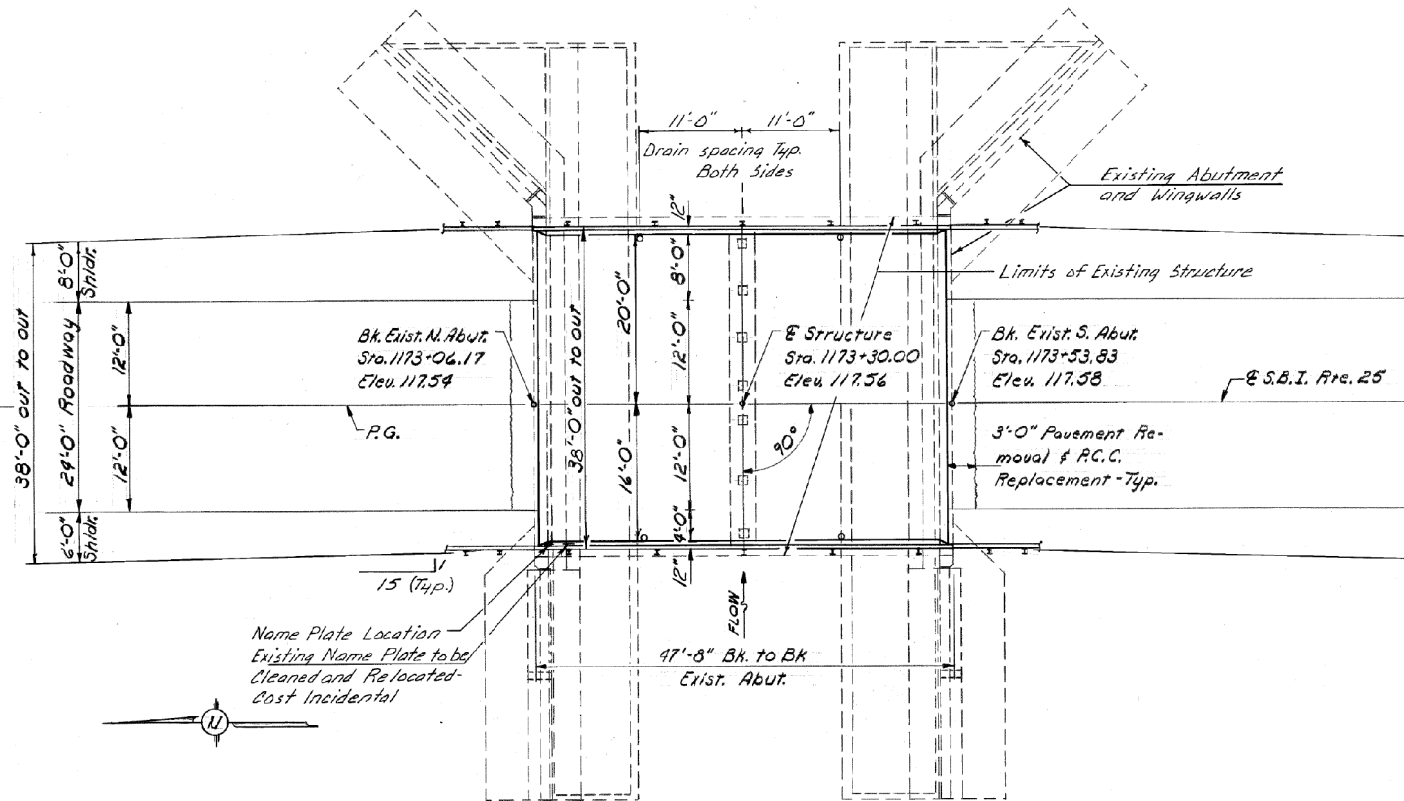
Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-53 Grade 60.
The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework. In addition to allowance for dead load deflection. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
Expansion bolts shall consist of approved expansion anchors, providing minimum certified proof load = 4,080 lbs., and 3/4" φ x 12" hooked bolts.



ELEVATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Reinforcement Bars	Lbs.	12430		12430
Protective Coat	Sq. Yd.	202		202
Removal of Existing Superstructures	Each	1		1
Expansion Bolts 3/4" φ	Each		50	50
Structure Excavation	Cu. Yds.		6.1	6.1
Class X Concrete	Cu. Yds.	77.1		77.1
Steel Railing, Type T-1	Lin. Ft.	93		93
Reinforcement Bars (Epoxy Coated)	Lbs.	9590		9590
Pav. Removal & P.C.C. Repl. Type III 10	Sq. Yd.		16.0	16.0
Name Plates	Each	1		1
Temporary Wall Bracing System	L.S.		1.5	1.5
Bituminous concrete surface course, 2.11	Tons	2.2		2.2
Epoxy Mortar Repairs	Cu. Ft.		18.5	18.5
Floor Drains	Each	4		4

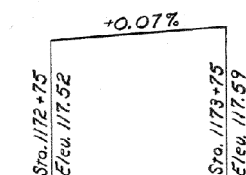


PLAN

STATION 1173+30.00
REBUILT 198 BY
STATE OF ILLINOIS
S.B.I. RTE. 25 SEC. 36 BR-1
LOADING HS 20
STR. NO. 038-0039
NAME PLATE
(See Std. 2113)

DESIGN STRESSES

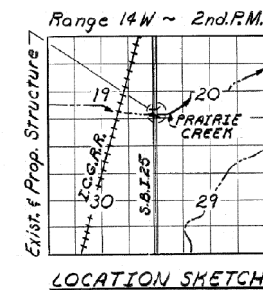
Field Units
f_c = 3,500 p.s.i.
f_y = 60,000 p.s.i. (Reinforcement)
PROFILE GRADE
(@ E Roadway)



WATERWAY INFORMATION

Drainage Area = 37.1 sq. mi.		Low Grade Elev. 116.23		@ Sta. 1169+00			
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist. Prop.	Nat. H.W.E.	Head - Ft. Exist. Prop.	Headwater El. Exist. Prop.	
Design	50	1245	522 522	115.0	0.05 0.05	115.05 115.05	
Base	100	1358	544 544	115.5	0.07 0.07	115.57 115.57	
Overtopping							
Max. Calc.	500	1468	561 561	116.0	0.10 0.10	116.10 116.10	

LOADING HS20-44 (New Constr.)
Design Specifications: 1977 A.A.S.H.T.O.
1978 thru 1982 interim specifications.
Allow 25*/sq. ft. for future wearing surface.



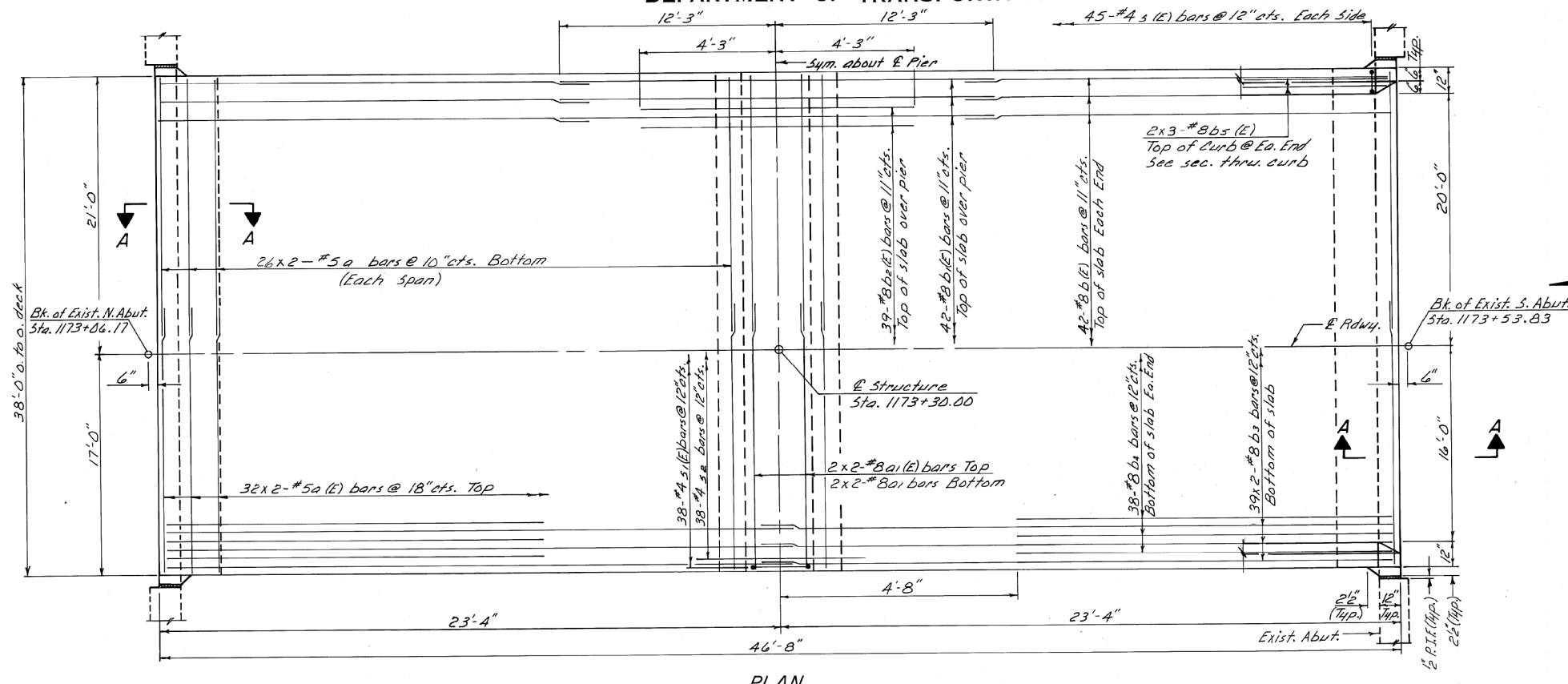
GENERAL PLAN
U.S. ROUTE 95 OVER PRAIRIE CREEK
DRAINAGE DITCH #3
S.B.I. ROUTE 25 - SECTION 36BR-1
IROQUOIS COUNTY
STATION 1173+30

DESIGNED: Steven K. Doerr
CHECKED: Sheldon R. ...
DRAWN: P. Sommer
CHECKED: SKD GRA
EXAMINED: August B. 1983
James J. ...
APPROVED: ...
DIRECTOR OF HIGHWAYS

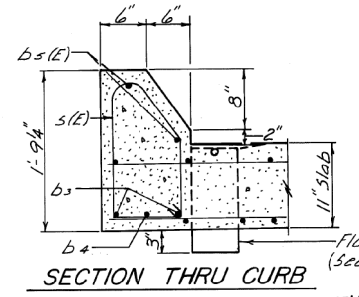
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
R. 1. 25	36BR-1	IROQUOIS	56	49
F.A.				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
5 SHEETS



PLAN



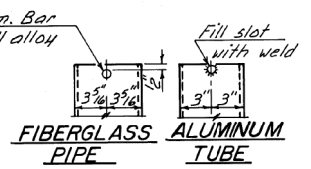
SECTION THRU CURB

Floor Drains
(See sht. #1 for location)

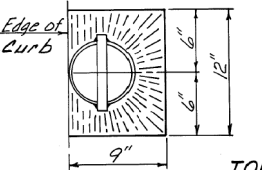
Tilt hooks of b3 and b4 bars if necessary for 2 1/4" cl. (± 1/4").

Bk. of Exist. N. Abut.

Note: Fiberglass pipe shall conform to ASTM: D2996, with short-time rupture strength hoop tensile stress of 30,000 psi min.



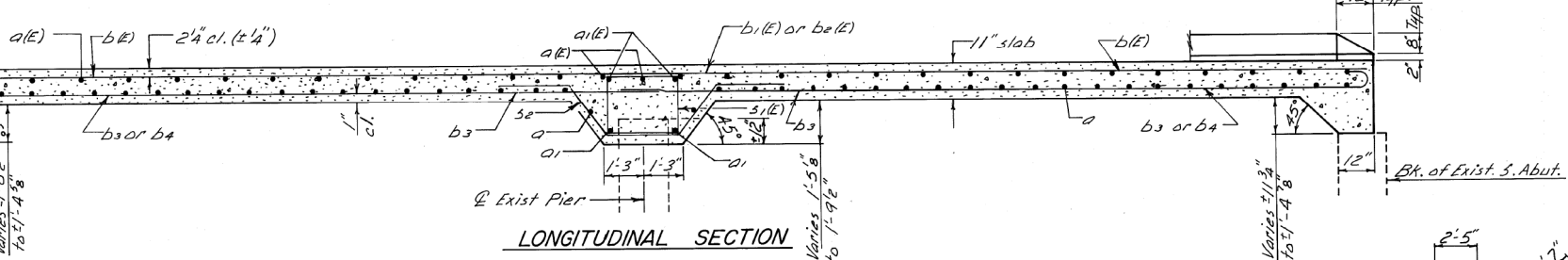
FIBERGLASS PIPE ALUMINUM TUBE



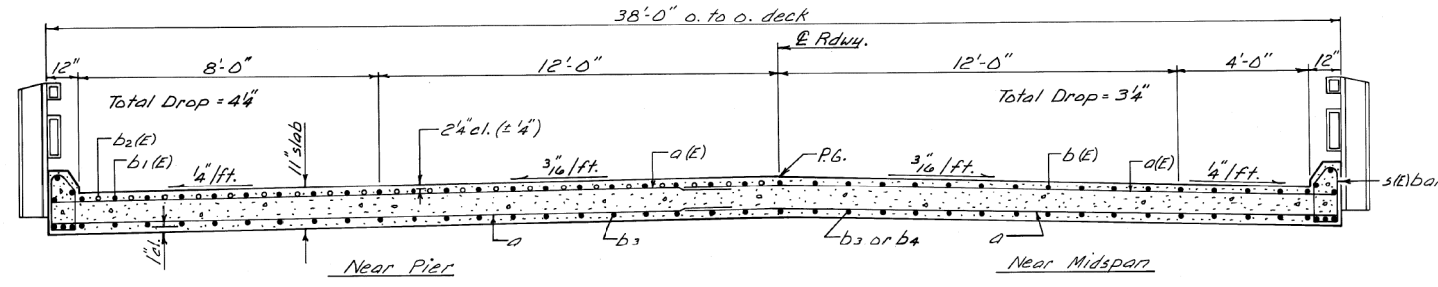
TOP PLAN (Showing Aluminum Tube)

6" x 8" Aluminum Bar ASTM: B211 alloy 6061-T6

6" O.D. Aluminum Tube alloy 6061-T6 or 6" Fiberglass Pipe



LONGITUDINAL SECTION



CROSS SECTION (Looking South)

DESIGNED	Steven K. Doernand
CHECKED	Solan R. Whelan
DRAWN	R. Sommer
CHECKED	SKD GRA

EXAMINED	August 8, 1983
PASSED	James J. Hoffmann
APPROVED	Director of Highways

BILL OF MATERIAL

BAR	SIZE	NO.	LENGTH	SHAPE
a	#5	104	19'-9"	
a(E)	#5	64	19'-9"	
a1	#8	4	20'-9"	
a1(E)	#8	4	20'-9"	
b(E)	#8	84	14'-9"	
b1(E)	#8	42	24'-6"	
b2(E)	#8	39	8'-6"	
b3	#8	78	27'-11"	
b4	#8	16	19'-5"	
b3(E)	#8	12	18'-0"	
s(E)	#4	90	4'-11"	
s1(E)	#4	38	9'-3"	
se	#4	38	12'-3"	

Class X Concrete	Cu. Yds.	77.1
Reinforcement Bars (Epoxy Coated)	Lbs.	9590
Reinforcement Bars	Lbs.	12,430

Notes:
Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.
For Section A-A see sheet #3.
Bars indicated thus 37x2-#8 indicates 37 lines of bars with 2 lengths per line.

MIN. BAR LAP
#5-1'-9"
#8-3'-9"

SUPERSTRUCTURE
S.B.I. RTE. 25 SEC. 36 BR-1
IROQUOIS COUNTY
STA. 1173+30.00



USER NAME = #USER#	DESIGNED - RAD	REVISED -
PLOT SCALE = #SCALE#	DRAWN - SB	REVISED -
PLOT DATE = #DATE#	CHECKED - OAO	REVISED -
	DATE - 05-20-2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

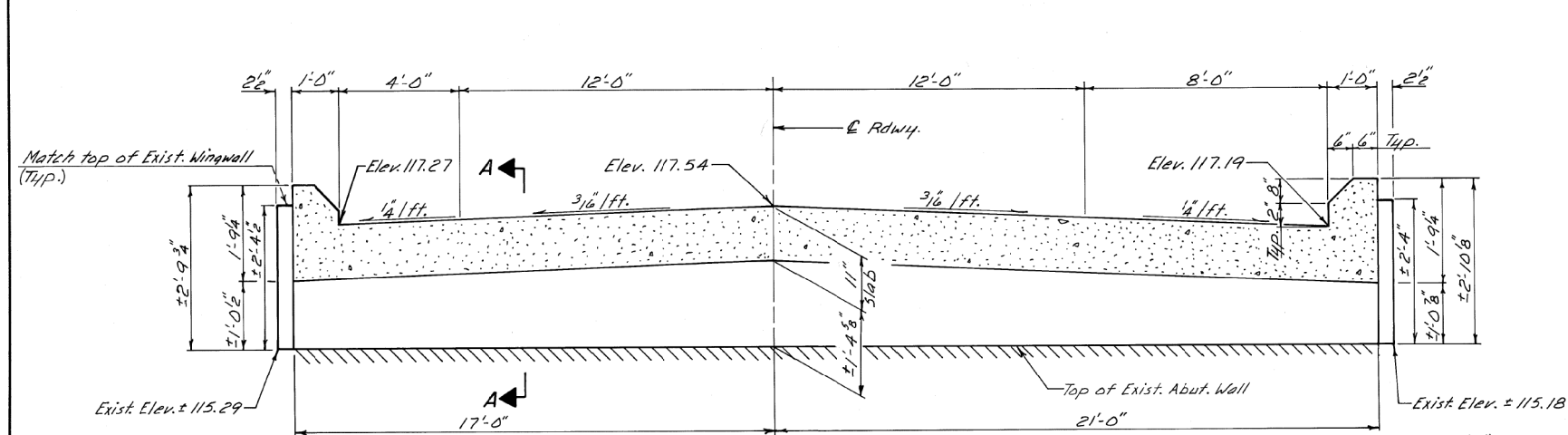
EXISTING PLANS
S.N. 038-0225

SHEET NO. 2 OF 09 SHEETS

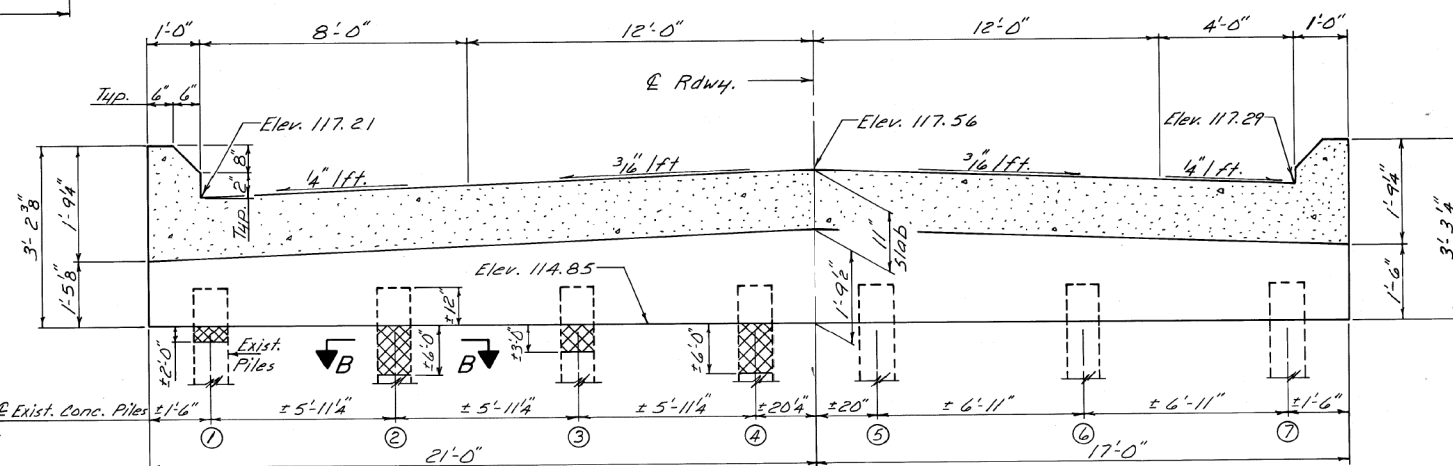
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)ES	IROQUOIS	58	46
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

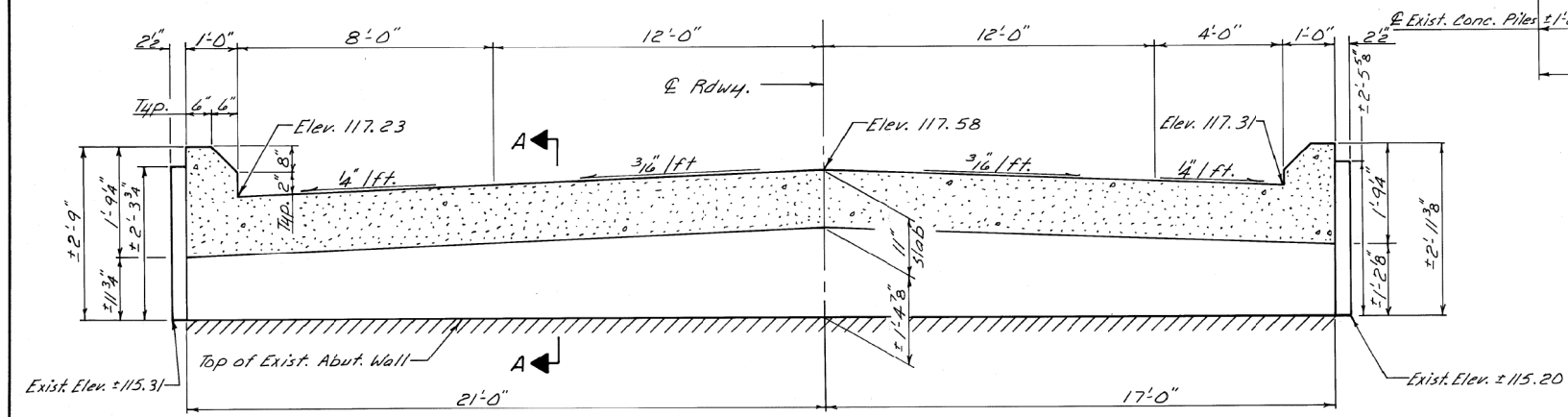
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3
S. 1. 25	36BR-1	IROQUOIS	56	50	5 SHEETS
F.A.					
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



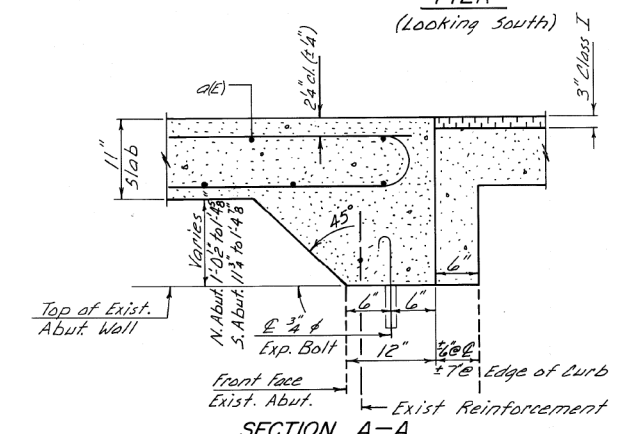
NORTH ABUTMENT
(Looking North)



PIER
(Looking South)

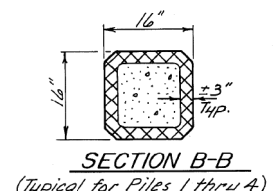


SOUTH ABUTMENT
(Looking South)



SECTION A-A

Note:
Reinforcement extending into super-structure removal area shall be cleaned and incorporated into the new constr. Crosshatched areas on piles indicate repairs of spalled and unsound concrete. Repairs are billed as Epoxy Mortar Repairs.



SECTION B-B
(Typical for Piles 1 thru 4)

PILE REPAIRS BILL OF MATERIAL

Pile No.	Epoxy Mortar Repairs Cu. Ft.
1	2.2
2	6.5
3	3.3
4	6.5

DESIGNED Steward K. Doerned
 CHECKED Stelam R. Ohmck
 DRAWN R. Sommer
 CHECKED SKD GRA

EXAMINED August 8 1983 James J. Taylor
 PASSED [Signature]
 APPROVED [Signature]

ENGINEER OF BRIDGE DESIGN
 DIRECTOR OF BRIDGES AND STRUCTURES
 DIRECTOR OF HIGHWAYS

SUPERSTRUCTURE DETAILS
S.B.I. RTE. 25 SEC. 36 BR-1
IROQUOIS COUNTY
STA. 1173+30.00



USER NAME = #USER#	DESIGNED - RAD	REVISED -
PLOT SCALE = #SCALE#	DRAWN - ZP	REVISED -
PLOT DATE = #DATE#	CHECKED - OAO	REVISED -
	DATE - 05-20-2019	REVISED -

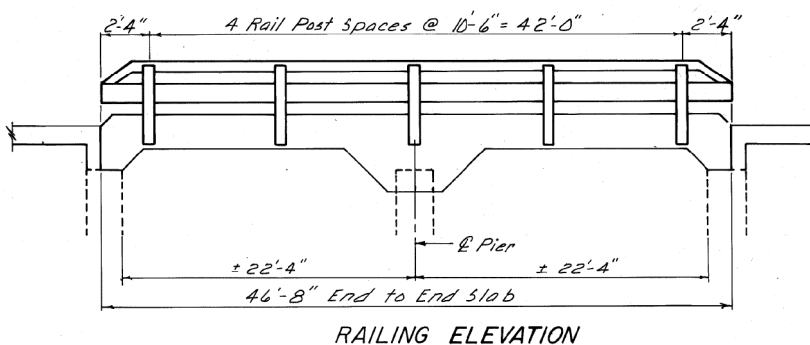
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
S.N. 038-0225
SHEET NO. 3 OF 09 SHEETS

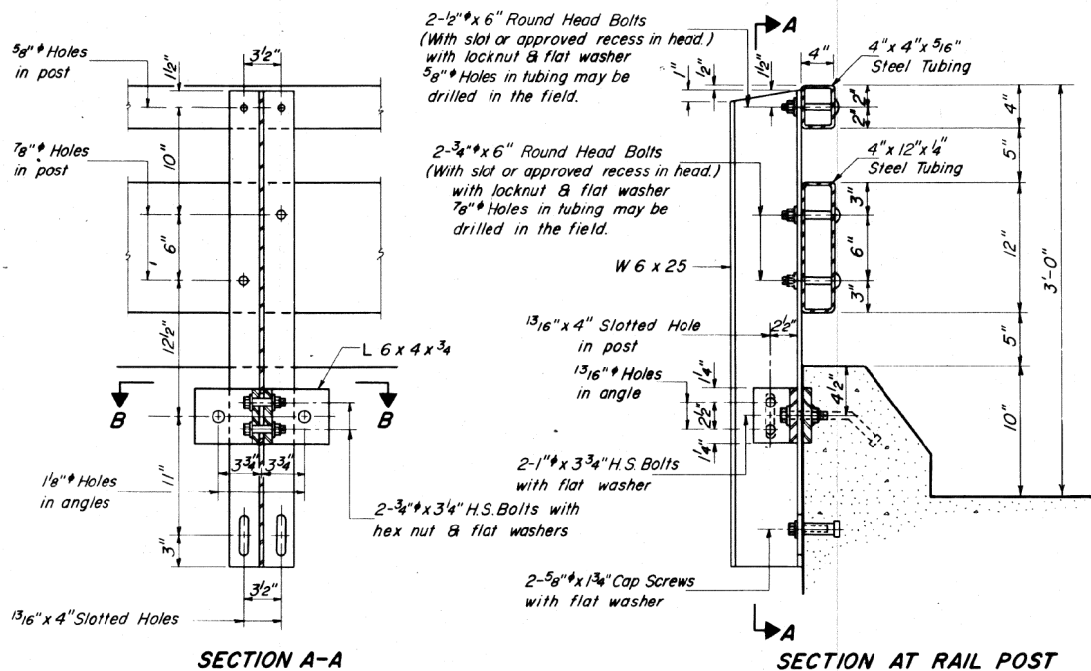
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)ES	IROQUOIS	58	47
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. R. 25	SECTION 36BR-1	COUNTY IROQUOIS	TOTAL SHEETS 56	SHEET NO. 51	SHEET NO. 4 5 SHEETS
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

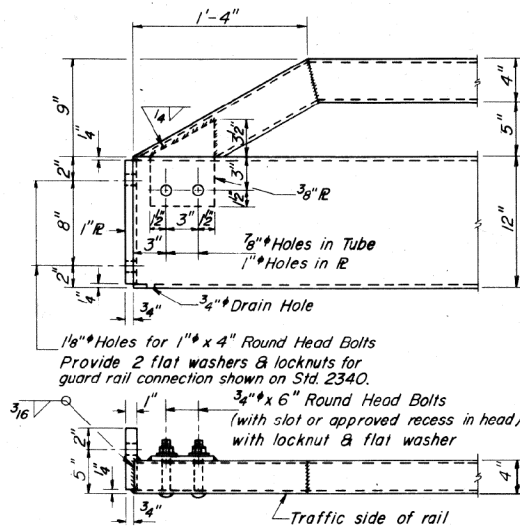


RAILING ELEVATION



SECTION A-A

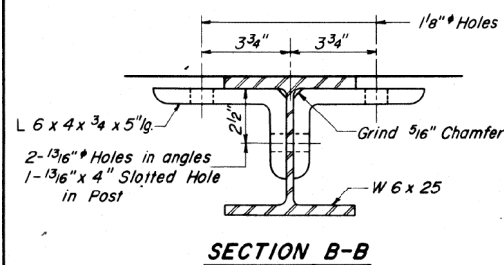
SECTION AT RAIL POST



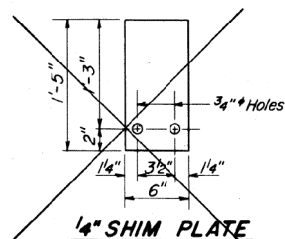
END OF RAIL DETAILS

NOTES

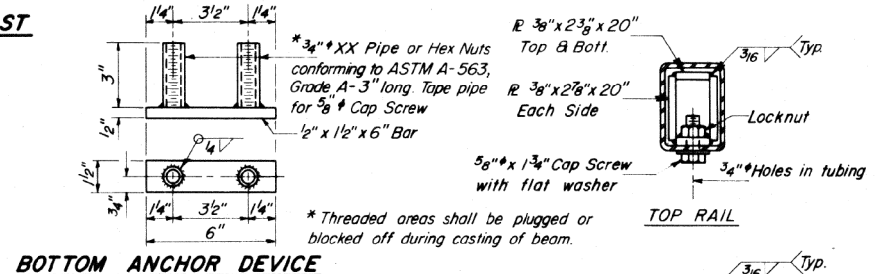
How structural steel tubing shall conform to the requirements of ASTM designation A-500 Grade B Structural Steel Tubing.
All other steel shapes and plates shall conform to the requirements of AASHTO M-183 except posts and angles shall conform to AASHTO M-223, Grade 50. Bolts, cap screws, and nuts shall conform to the requirement of ASTM designation A-307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M-164.
All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with AASHTO M-232.
All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with AASHTO M-111 and ASTM A-385. Galvanized rail shall not be painted.
Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per linear foot for STEEL RAILING, TYPE T-1.
All field drilled holes shall be coated with an approved zinc rich paint before erection.
The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/8" fabric bearing pad between the post and concrete.
The 3/4" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8" cap screws in bottom of posts shall be tightened to a snug fit only.



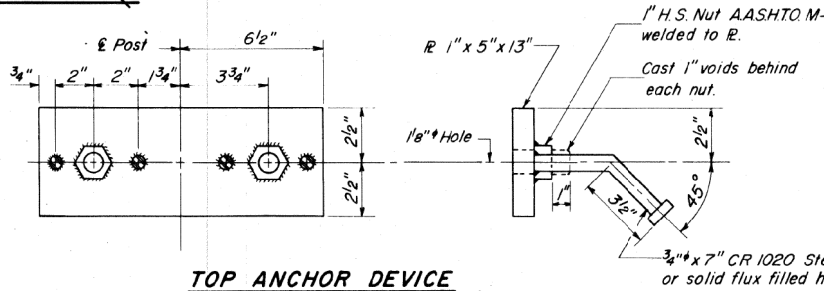
SECTION B-B



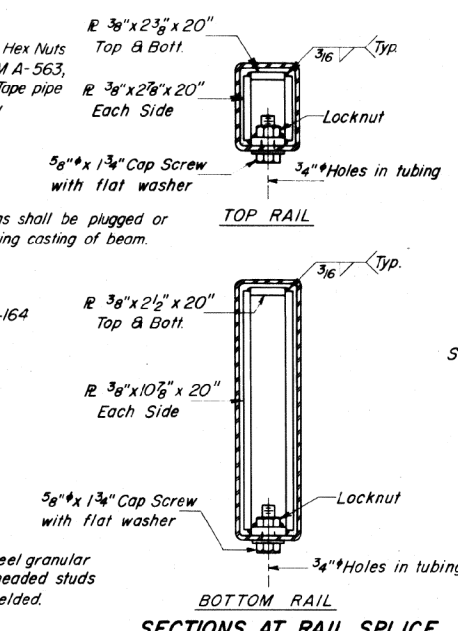
1/4" SHIM PLATE



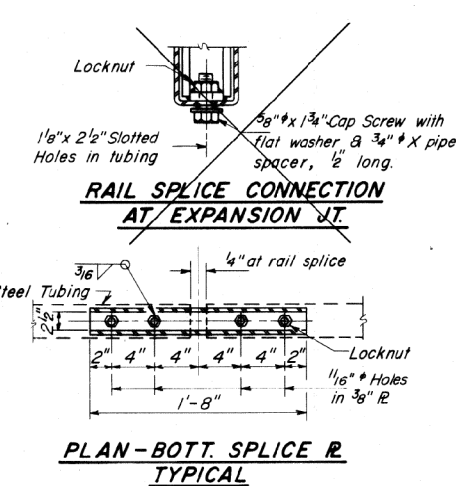
BOTTOM ANCHOR DEVICE



TOP ANCHOR DEVICE



SECTIONS AT RAIL SPLICE



RAIL SPLICE CONNECTION AT EXPANSION JT

PLAN-BOTT. SPLICE R TYPICAL

RAIL BILL OF MATERIAL

Bar	No.	Size	Length	Shape
Steel Railing, Type T-1	Lin. Ft.		93	

TYPE T-1 STEEL RAILING
S.B.I. RTE. 25 SEC. 36 BR-1
IROQUOIS COUNTY
STA. 1173+30.00

DESIGNED <i>Stevens K. Doerner</i>	EXAMINED <i>August 8 1983 James J. [Signature]</i>
CHECKED <i>Shelton R. [Signature]</i>	PASSED <i>[Signature]</i>
DRAWN <i>R. Sommer</i>	APPROVED <i>[Signature]</i>
CHECKED <i>SJD GEA</i>	DIRECTOR OF HIGHWAYS

R-24A 6-1-82 (11'-0" Maximum Post Spacing)



USER NAME = #USER#	DESIGNED - RAD	REVISED -
PLOT SCALE = #SCALE#	DRAWN - SB	REVISED -
PLOT DATE = #DATE#	CHECKED - OAO	REVISED -
	DATE - 08-12-2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS
S.N. 038-0225

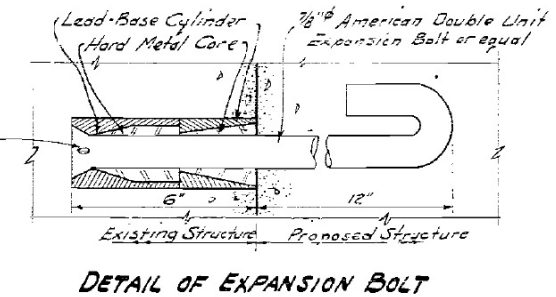
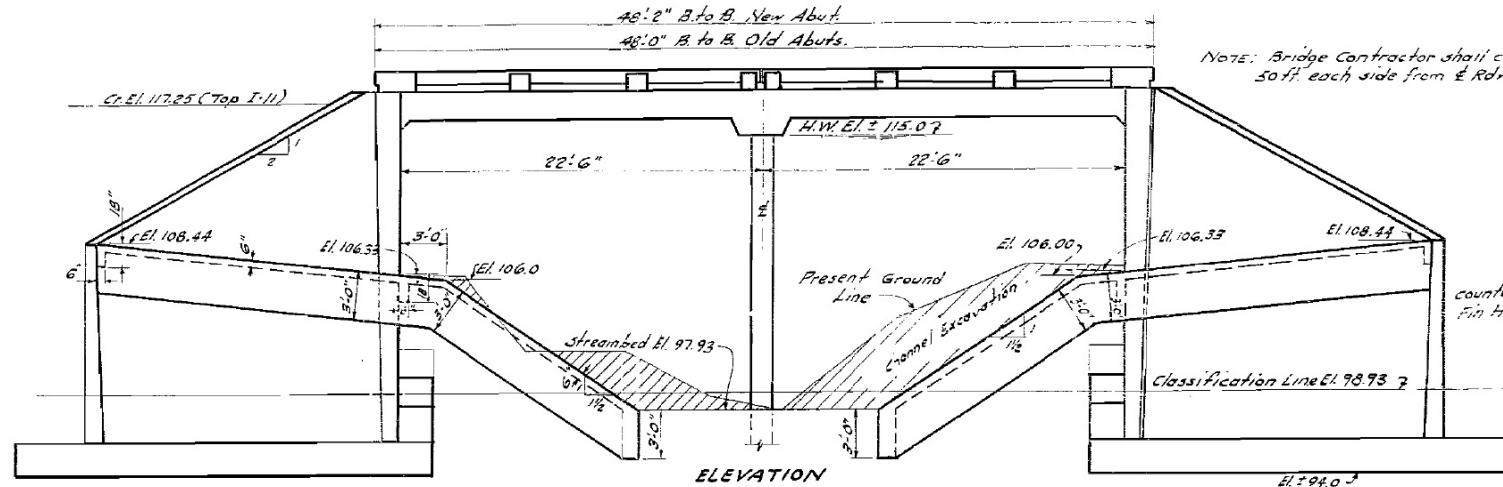
SHEET NO. 4 OF 09 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)ES	IROQUOIS	58	48
CONTRACT NO. 66F70				
ILLINOIS FED. AID PROJECT				

B.N. T.P. S.W. Corner Abutment Elev. 117.00
 Existing Structure: R.C. thru. Girder, Span 45' Rdwy. 20' R.C. closed abutts.
 Contractor shall remove existing superstructure & portions
 of existing abutts. as shown on the plans.

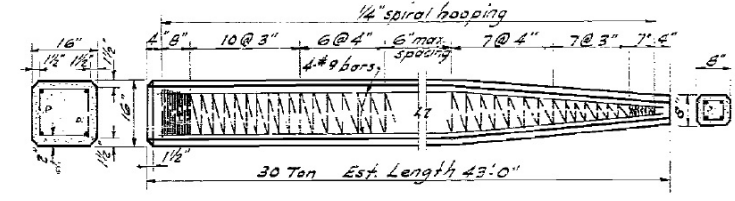
STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS
 DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
23	36 BY	Iroquois	24	10



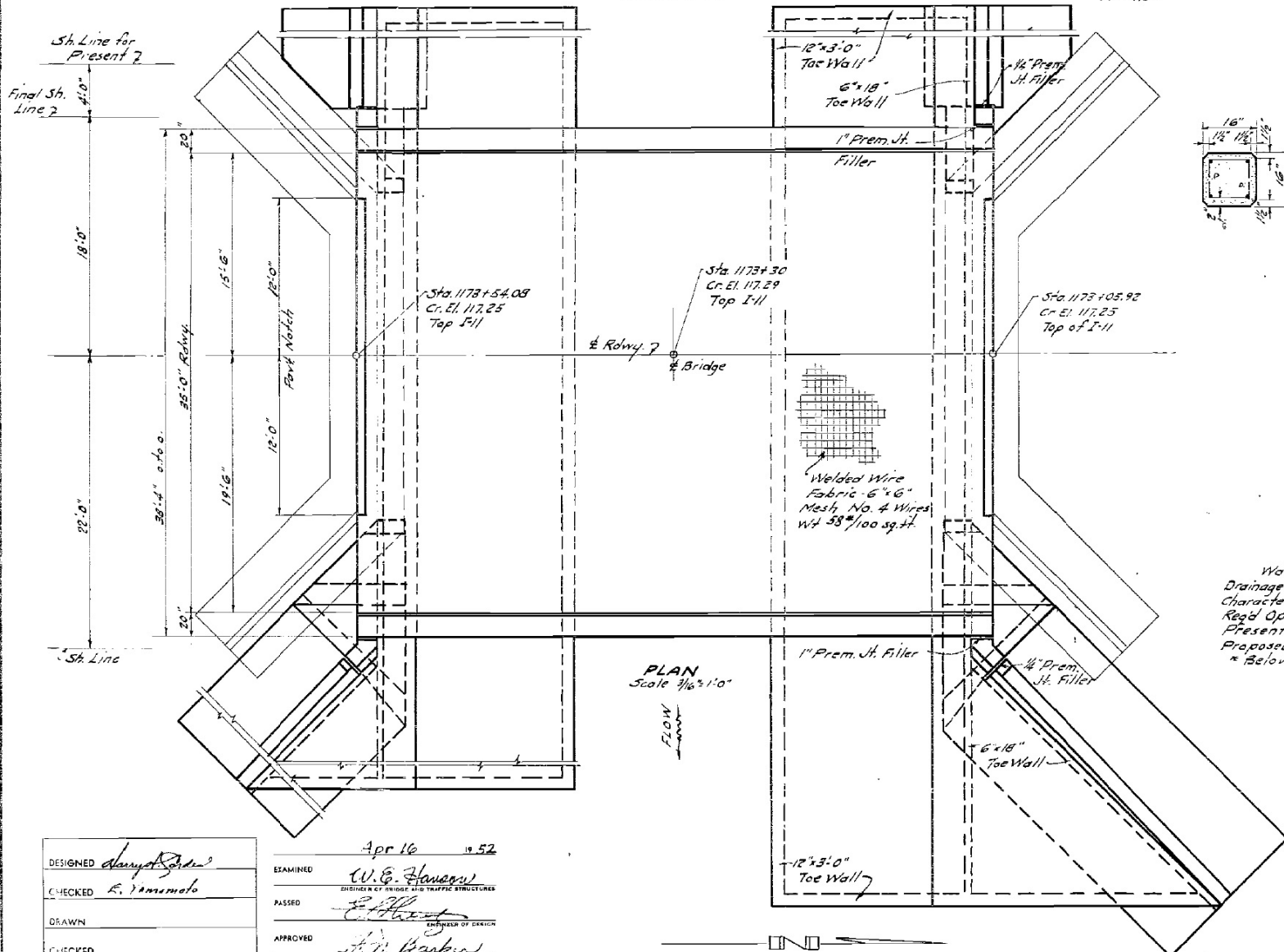
GENERAL NOTES

Class X Concrete shall be used thruout except in handrail. Handrail Concrete shall be used in handrail.
 The concrete floor slab on each side of the center line joint shall be poured in one continuous operation.
 Handrail shall not be poured until falsework has been removed.
 The cost of cement nails & joint filler shall be included in the contract unit price for Class X Concrete.
 The contract unit price for Expansion Bolts shall include furnishing, drilling holes and setting expansion bolts.
 Backfilling shall be done in accordance with Art 5010 of the S.C. Specs. adopted Jan 2, 1952.
 Concrete floor slab shall be finished in accordance with the applicable provisions of Section 29 of the Standard Specifications.
 The Contractor shall drive one test pile in a permanent location as directed by the Engineer before casting the remainder of the piles.



STATION 1173+30(1)
 BUILT 195- BY
 STATE OF ILLINOIS
 S.B.I. RT. 25 SEC. 36-B-Y
 F.A. PROJ. FI-29(13)
 LOADING #20-516

NAME PLATE DATA
 See Sta. 188/



Waterway Information

Drainage Area: 15,000 Acres
 Level: Level
 Reg'd Opening (C = 0.37) (bots): 406 sq. ft.
 Present Opening*: 560 sq. ft.
 Proposed Opening*: 628 sq. ft.
 * Below Low Concrete

Stresses

$f_s = 20,000 \text{ #/in}^2$
 $f_c = 1,200 \text{ #/in}^2 \text{ Pos.}$
 $f_c = 1,400 \text{ #/in}^2 \text{ Neg.}$
 $f_c = 900 \text{ #/in}^2 \text{ Substr.}$
 $n = 10$

TOTAL BILL OF MATERIAL

Item	Super	Sub	Total
Reinforcement Bars	Lbs. 7,760	20,240	27,940
Class X Concrete	Cu. Yds. 81.3	252.6	333.9
Handrail Concrete	Cu. Yds. 2.1		2.1
Name Plate	Ea. One		One
Expansion Bolts	Ea. 60		60
Slope wall	Sq. Yds. 567.9		567.9
Precast Concrete Piles	Lin. Ft. 258		258
Test Piles	Ea. One		One
Class A Excar for Structure	Cu. Yds. 700		700
Class B Excar for Structure	Cu. Yds. 440		440
Channel Excavation	Cu. Yds. 295		295
Concrete Removal	Cu. Yds. 2		97
Removal of Exist. Superstructure	Ea. One		One
Temporary Bridge Complete	Ea. One		One
Removal of Temporary Bridge	Ea. One		One
Transporting Temporary Bridge			Lump Sum

GENERAL PLAN & ELEVATION
 PROJECT FI 29(13)
 S.B.I. RT. 25 SEC. 36-B-Y
 IROQUOIS COUNTY
 STA. 1173+30(1)

Loading #20-516-44

DESIGNED: Larry J. ...
 CHECKED: R. Yamamoto
 DRAWN: ...
 CHECKED: ...

APR 16 1952
 EXAMINED: W. G. Hanson
 PASSED: ...
 APPROVED: ...



USER NAME = #USERS*	DESIGNED - RAD	REVISED -
PLOT SCALE = #SCALE*	DRAWN - SB	REVISED -
PLOT DATE = #DATE*	CHECKED - OAO	REVISED -
	DATE - 05-20-2019	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

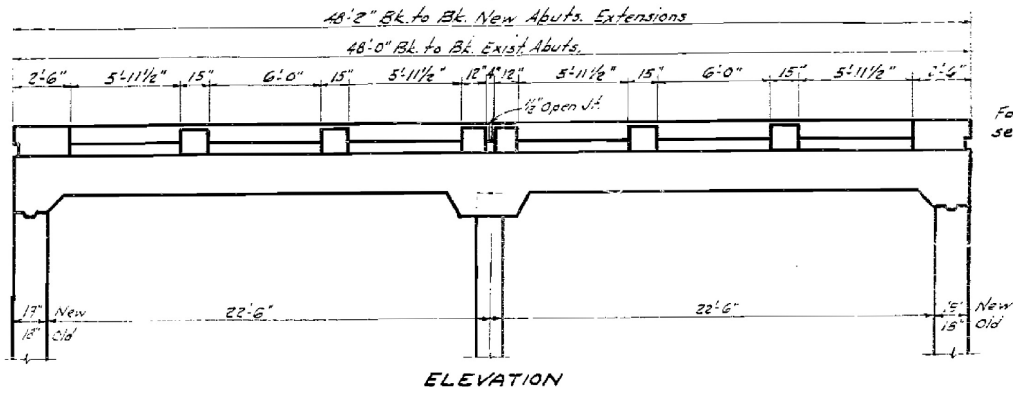
EXISTING PLANS
 S.N. 038-0225

SHEET NO. 5 OF 09 SHEETS

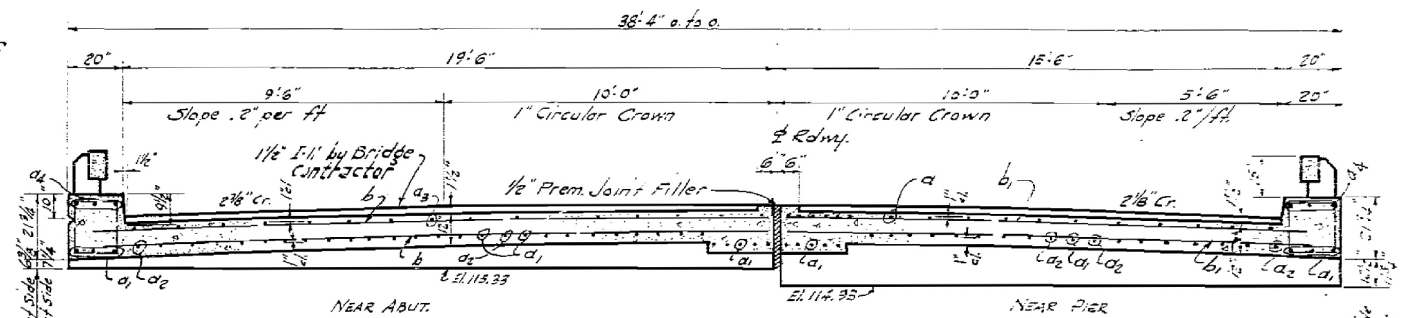
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(36BR-1)ES	IROQUOIS	58	49

CONTRACT NO. 66F70

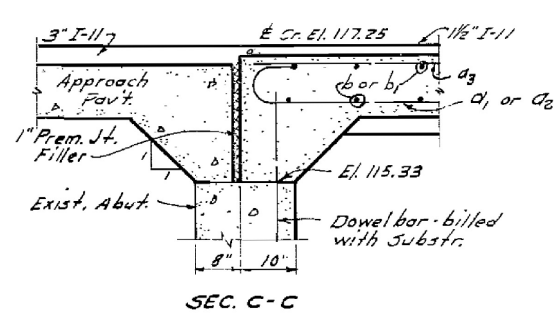
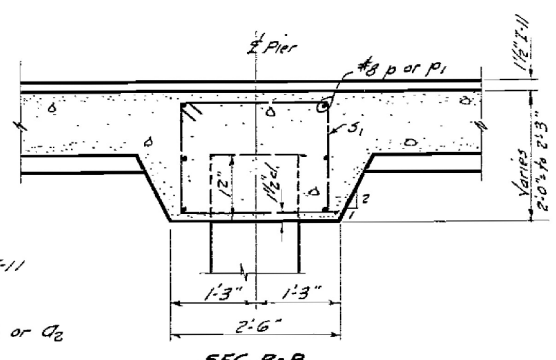
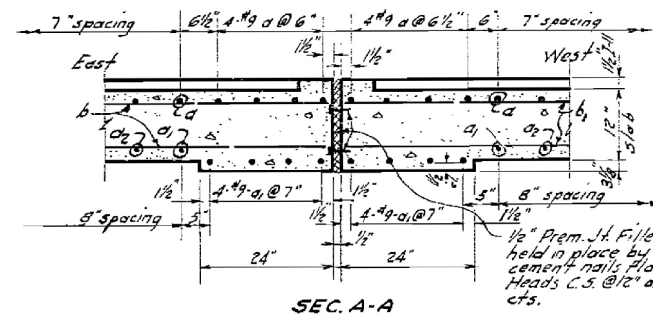
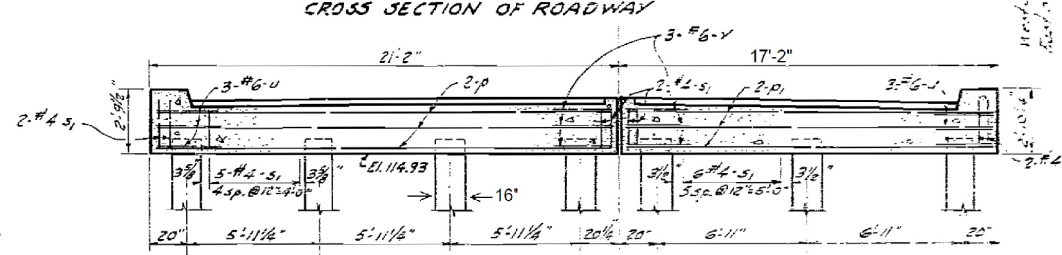
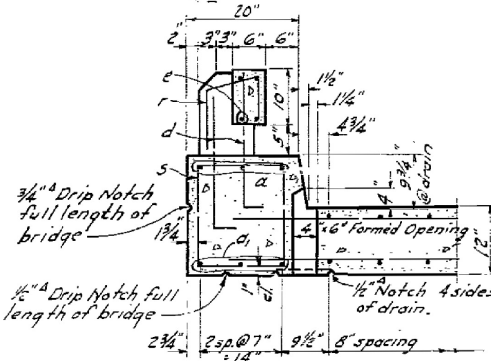
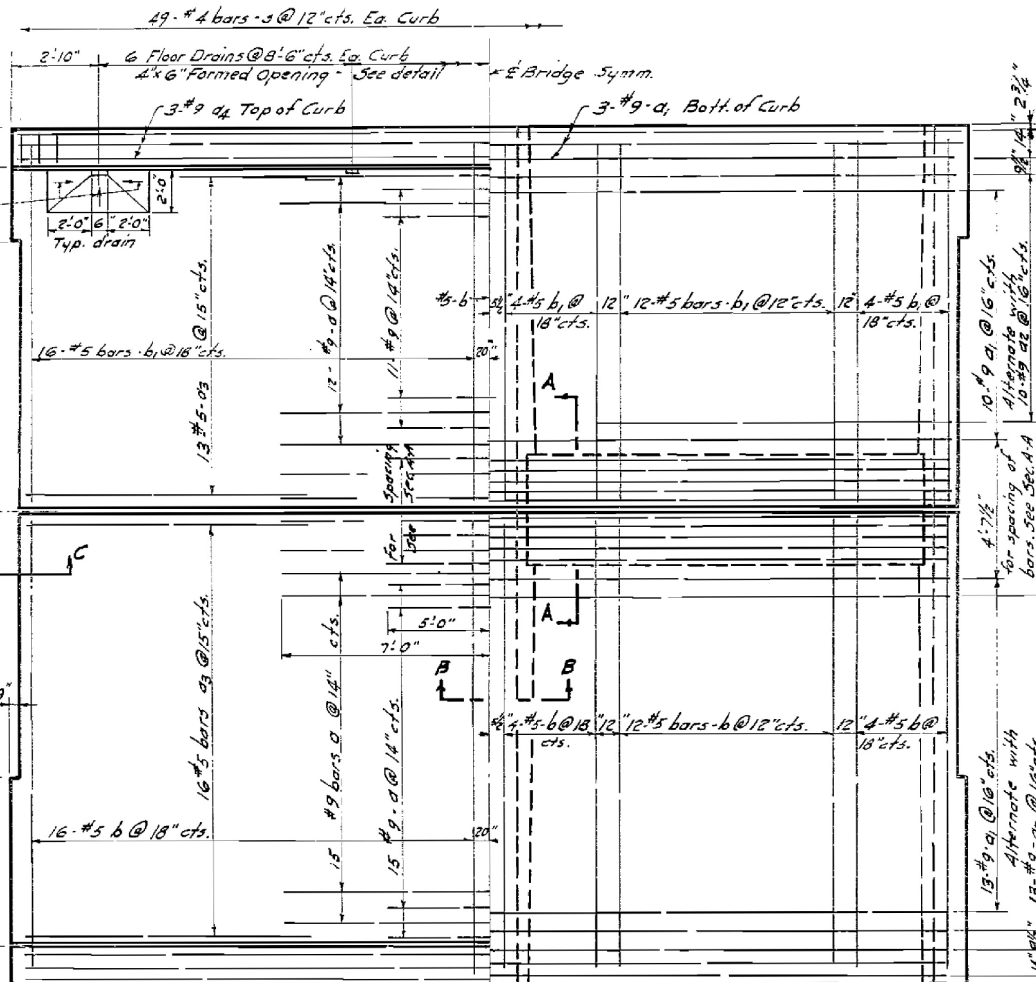
ILLINOIS FED. AID PROJECT



For details of Handrail see Std. 2070R Type 3 C



CROSS SECTION OF ROADWAY



BILL OF MATERIAL - SUPER

Bar	No.	Size	Length	Shape
a	61	#9	12'-0"	—
a1	74	#9	26'-9"	—
a2	46	#9	22'-9"	—
a3	38	#5	24'-9"	—
a4	12	#9	23'-3"	—
b	73	#5	20'-3"	—
b1	73	#5	18'-3"	—
e	16	#5	29'-9"	—
d	68	#5	3'-0"	—
r	32	#4	2'-3"	—
s	98	#2	6'-6"	—
s1	35	#4	8'-6"	—
p	6	#8	20'-9"	—
p1	6	#8	16'-9"	—
u	12	#6	9'-0"	—

Class X Concrete Cu. Yds. 81.3
Handrail Concrete Cu. Yds. 2.1
Reinforcement Bars Lbs. 7720

NOTE: All bars shall be round A.S.T.M. A305-A9. The size number is the number of one eighth inches in the nominal diameter.

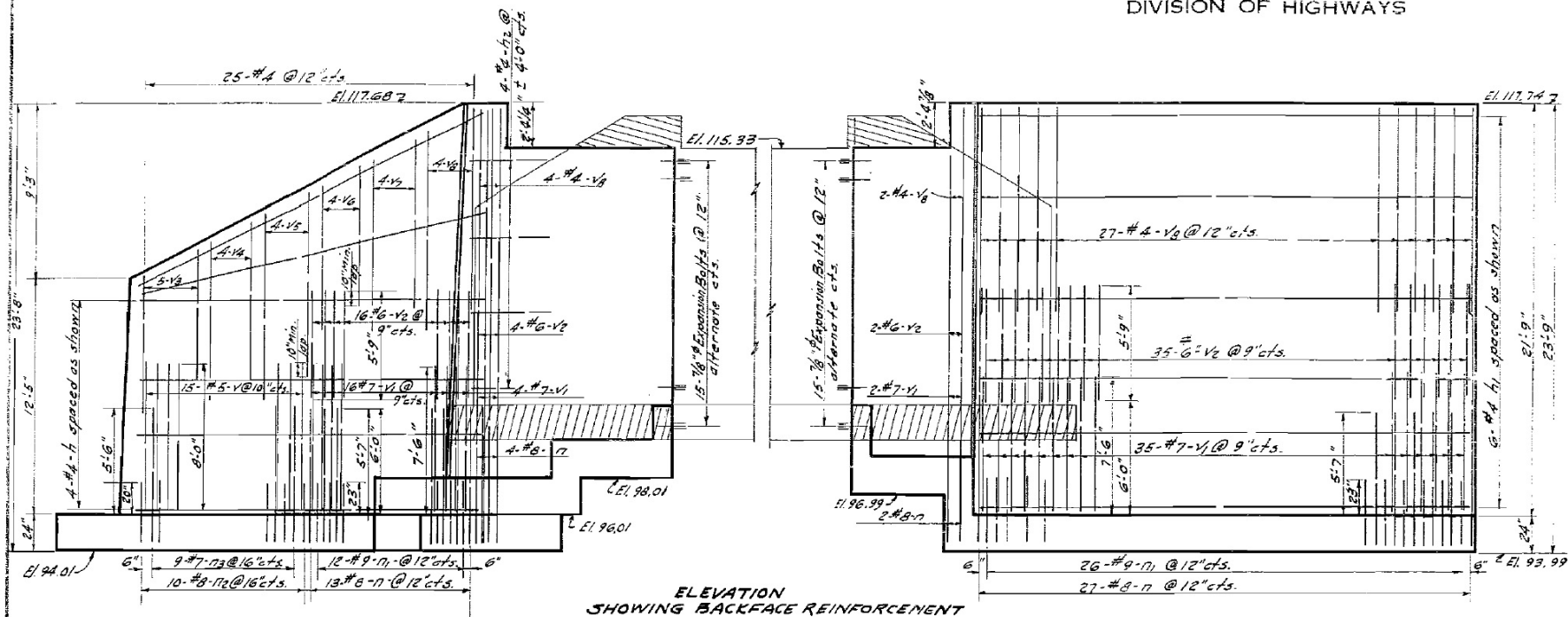
DESIGNED: *Shunpei Jordan*
CHECKED: *F. Yamamoto*
DRAWN:
CHECKED:

EXAMINED: *W.E. Hanson*
PASSED: *E. Johnson*
APPROVED: *A.N. Barker*

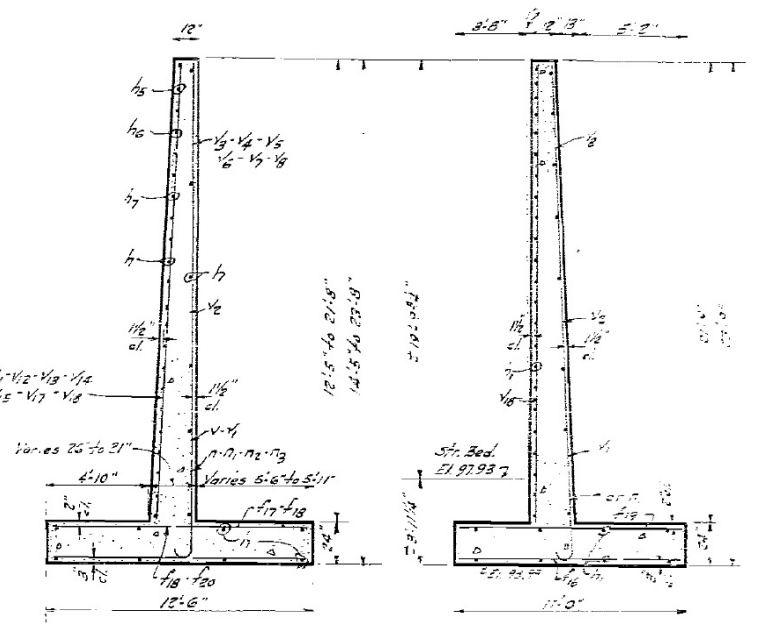
Apr 16 1952

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

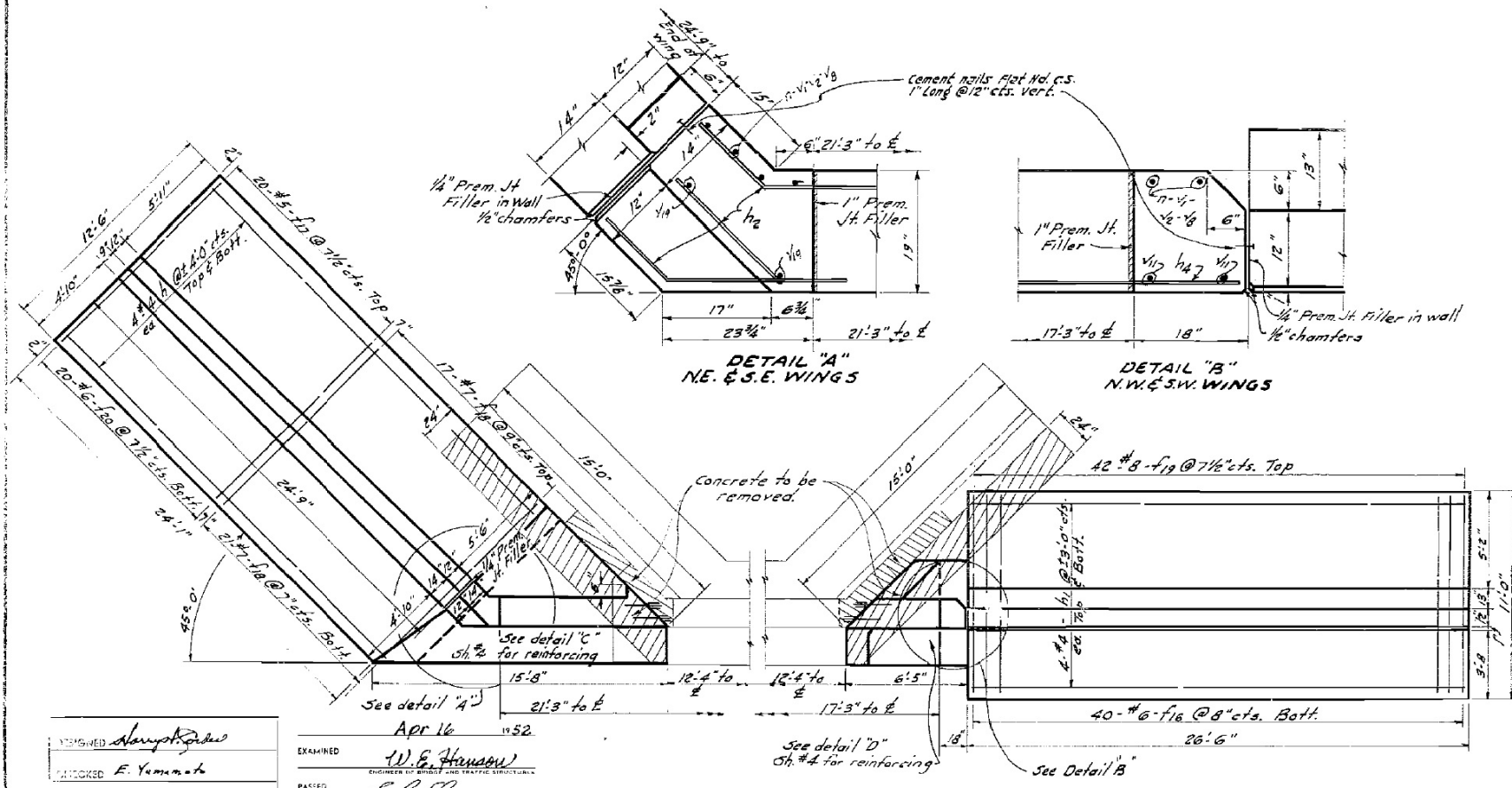
NO.	DATE	BY	REVISION
28	3/21/12	Irigoien	24
SHEET NO. 7			



ELEVATION
SHOWING BACKFACE REINFORCEMENT



SEC. THRU NE & S.E. WINGS SEC. THRU N.W. & S.W. WINGS

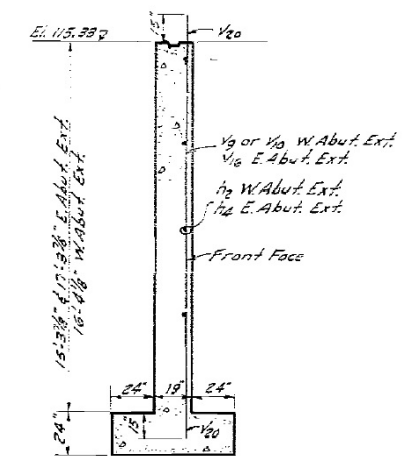


DETAIL "A"
NE & S.E. WINGS

DETAIL "B"
N.W. & S.W. WINGS

PLAN

50. ABUT. SHOWN - NO. ABUT. SAME EXCEPT OPPOSITE HAND



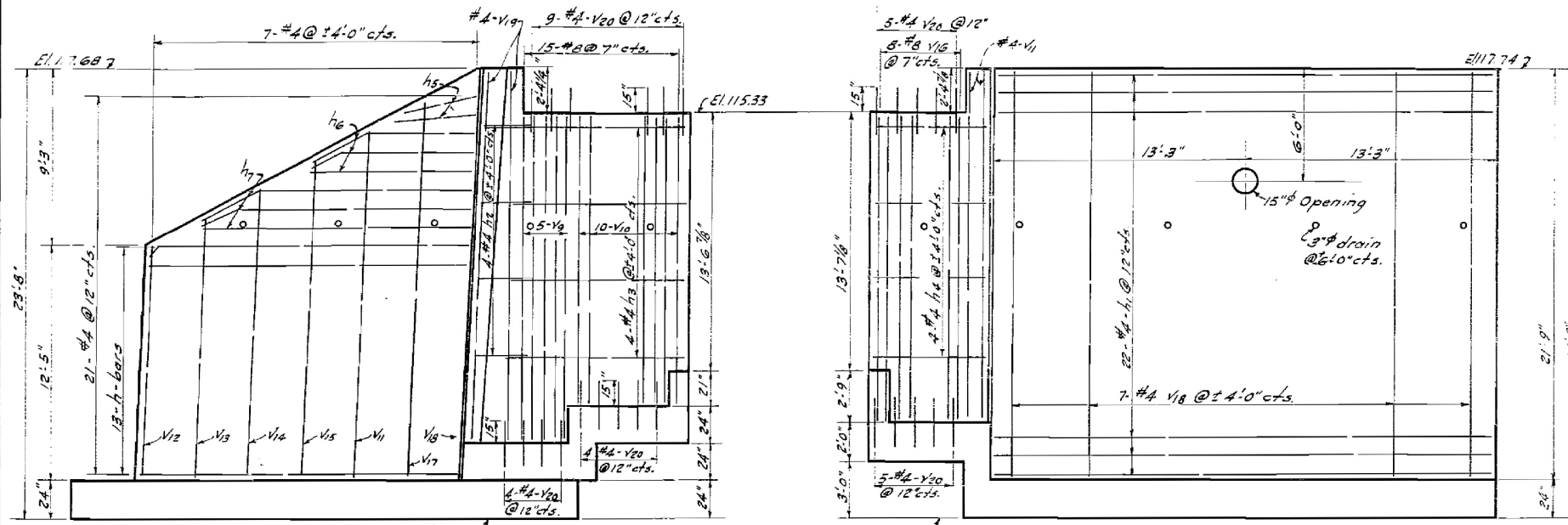
SEC. THRU
ABUT. EXTENSIONS

NOTE:
No piles used under exist. footings.

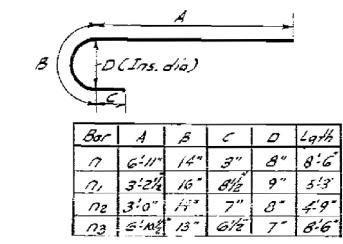
NOTE - Cross-hatched area indicates concrete to be removed.

ABUTS.
PROJ. FI-29(13)
S.A.I. RT. 25 SEC. 36-B-Y
IROQUOIS CO.
STA. 1173+30(1)

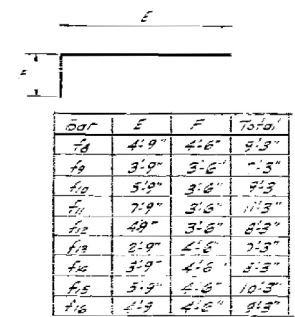
DESIGNED BY <i>Ameyo</i>	EXAMINED BY <i>W.E. Hansen</i>
DRAWN BY <i>F. Yemanah</i>	PASSED BY <i>E.L. Hunt</i>
DATE APR 16 1952	APPROVED BY <i>J.M. Banker</i>



ELEVATION
SHOWING FRONT FACE REINFORCEMENT
N.E. & S.E. WINGS & ABUT. EXT. N.W. & S.W. WINGS & ABUT. EXT.



BARS pi-1, pi-2, pi-3

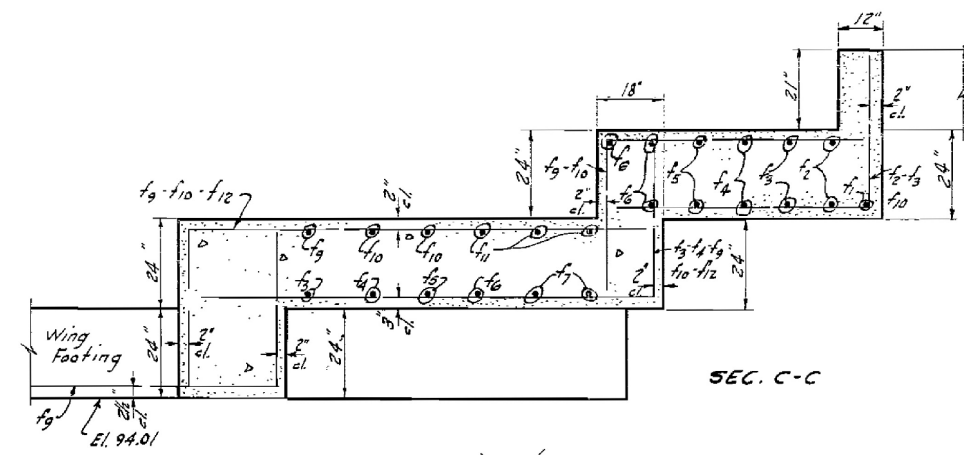


BARS f8 thru f16

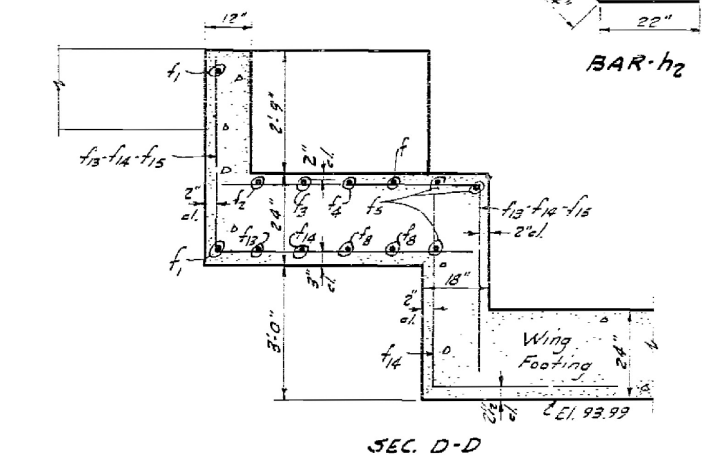
BILL OF MATERIAL - SUBSTRUCTURE

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
f1	52	#2	24'-6"		f20	52	#2	2'-6"	
f2	72	#2	26'-3"		f21	92	#5	8'-6"	
f3	16	#4	3'-5"		f22	76	#9	3'-3"	
f4	8	#2	9'-3"		f23	20	#8	4'-9"	
f5	4	#2	6'-0"		f24	18	#7	5'-6"	
f6	6	#2	12'-6"		f25	6	#5	5'-3"	
f7	6	#2	20'-6"		f26	6	#5	2'-0"	
f8	30	#5	8'-0"		f27	8	#5	2'-9"	
f9	114	#7	7'-6"		f28	14	#5	3'-9"	
f10	114	#8	5'-9"		f29	10	#5	4'-9"	
f11	10	#4	6'-9"		f30	6	#5	5'-9"	
f12	8	#2	8'-3"		f31	8	#5	6'-9"	
f13	8	#2	9'-9"		f32	4	#5	7'-9"	
f14	8	#2	7'-9"		f33	4	#5	9'-3"	
f15	8	#4	9'-3"		f34	38	#5	7'-3"	
f16	74	#4	11'-0"		f35	20	#5	9'-3"	
f17	10	#8	17'-0"		f36	6	#5	11'-3"	
f18	20	#8	15'-0"		f37	6	#5	8'-3"	
f19	6	#2	18'-6"		f38	6	#5	7'-3"	
f20	2	#4	12'-6"		f39	16	#5	8'-3"	
f21	2	#4	14'-0"		f40	8	#5	10'-3"	
f22	2	#8	15'-6"		f41	60	#6	10'-9"	
f23	2	#4	17'-3"		f42	40	#5	12'-3"	
f24	16	#4	16'-0"		f43	76	#7	12'-3"	
f25	2	#4	20'-0"		f44	84	#8	10'-9"	
f26	16	#4	21'-3"		f45	40	#6	12'-3"	
f27	4	#2	19'-0"						

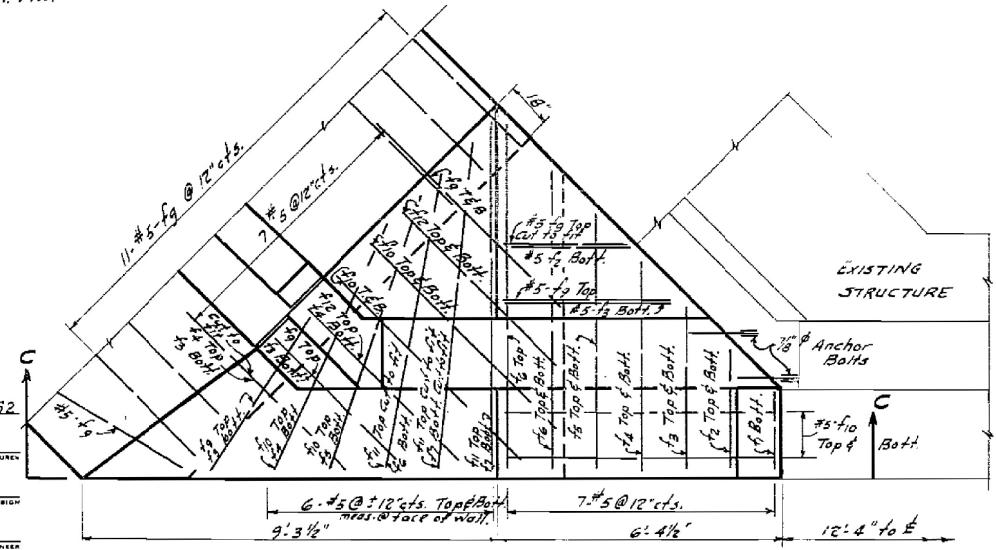
Reinforcement Bars	Lbs.	20,260
Class X Concrete	Cu.Yds.	252.6
Expansion Bolts	Ea.	60
Sloped Wall	Sq.Yds.	567.9
Precast Concrete Piles	Lin.Ft.	180
Class A Excavation for Structures	Cu.Yds.	700
Class B Excavation for Structures	Cu.Yds.	440
Channel Excavation	Cu.Yds.	282
Concrete Removal	Cu.Yds.	9.7



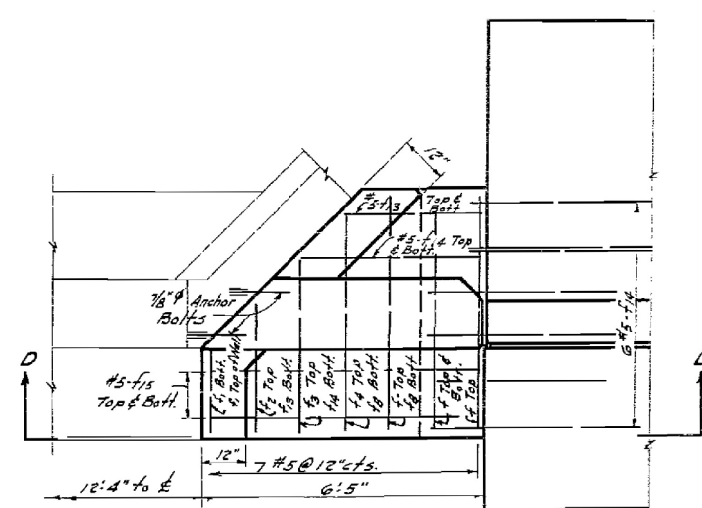
SEC. C-C



SEC. D-D



DETAIL "C"



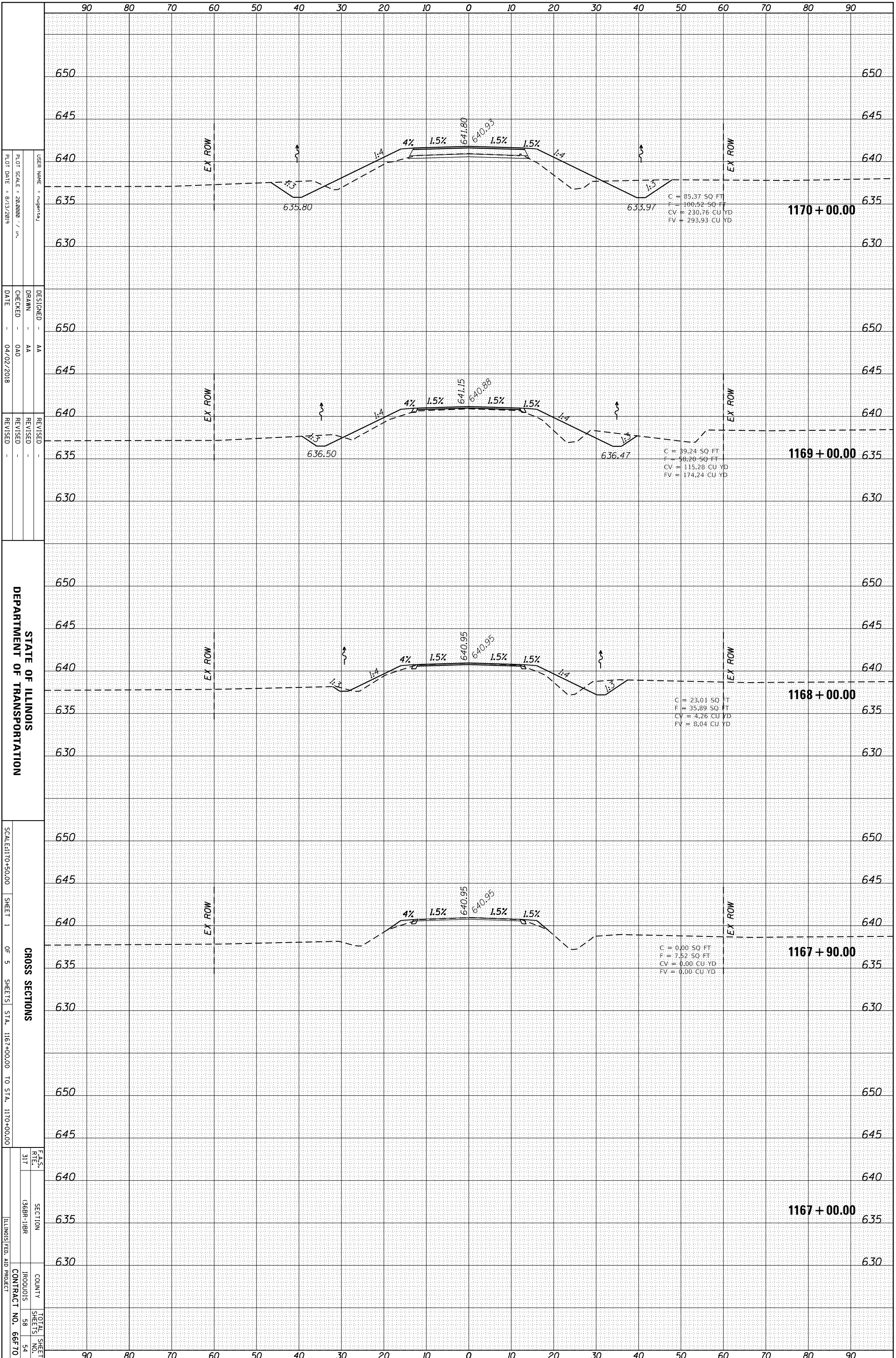
DETAIL "D"

DESIGNED: *Samy K. Al-Jarrah*
CHECKED: *E. Yamamoto*
DRAWN:
CHECKED:
APPROVED: *J.M. Parker*
DATE: 05-20-2019

PROJ. FI 29(13)
S.A. I.R.T. 25 SEC. 36-B-Y
IROQUOIS CO
STA. 1173+30(11)

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

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



USER NAME: rjgentel
 DESIGNED: AA
 DRAWN: AA
 CHECKED: OAO
 DATE: 04/02/2018

REVISIONS:
 REVISION NO. 1: [Blank]
 REVISION NO. 2: [Blank]

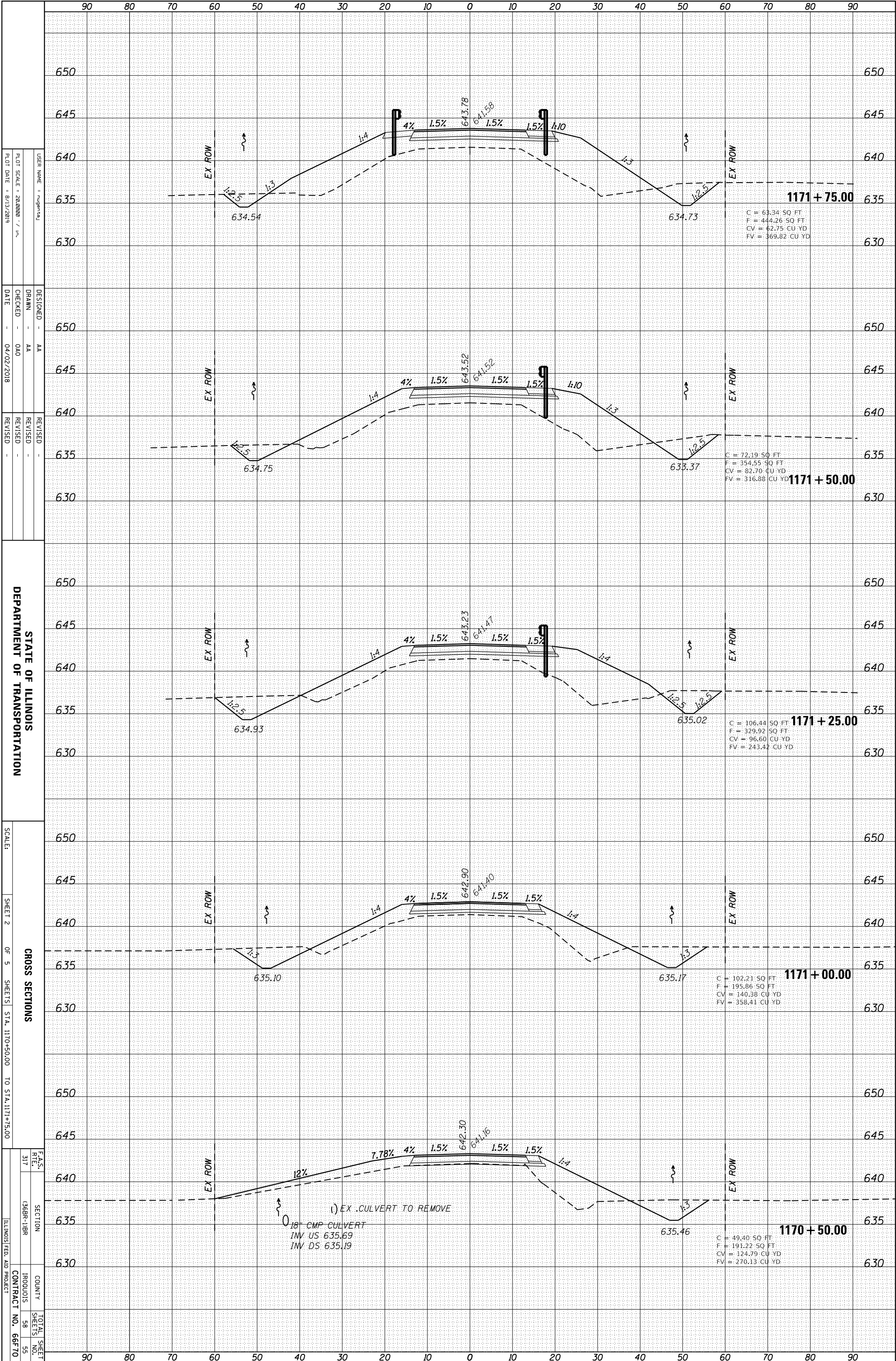
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SCALE: 1" = 50.00'
 SHEET 1 OF 5 SHEETS
 STA. 1167+00.00 TO STA. 1170+00.00

F.A.S. REF. 317
 SECTION 136BR-11BR
 COUNTY IROQUOIS
 CONTRACT NO. 66F70
 TOTAL SHEETS 58
 SHEET NO. 54

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



USER NAME: nrgentel
 PLOT SCALE: 28.0000' / in.
 PLOT DATE: 8/13/2019

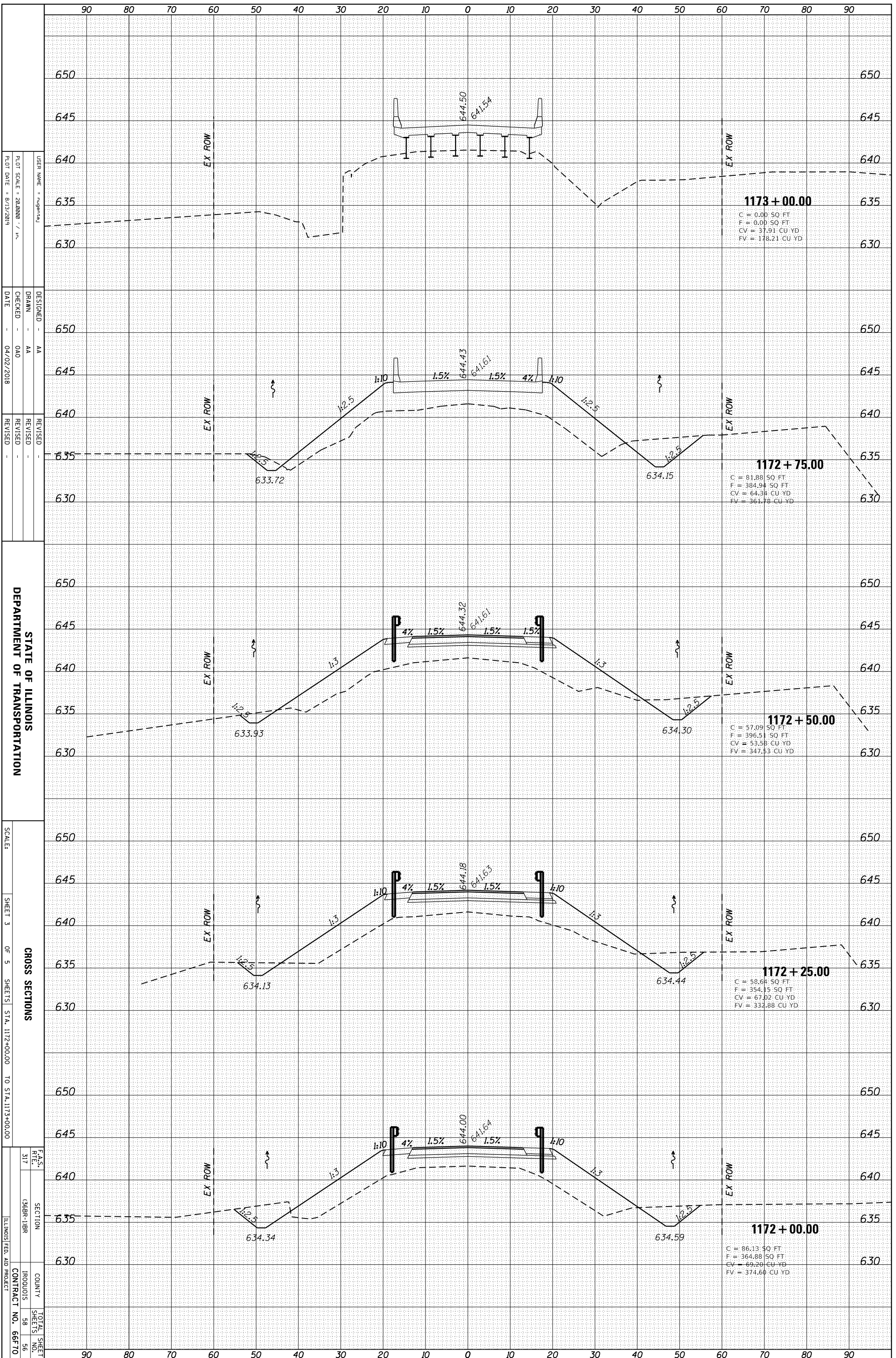
DESIGNED: AA
 DRAWN: AA
 CHECKED: OAO
 DATE: 04/02/2018

REVISIONS:
 REVISION NO. 1
 REVISION DESCRIPTION

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: SHEET 2 OF 5 SHEETS STA. 1170+50.00 TO STA. 1171+75.00

CROSS SECTIONS
 F.A.S. RITE SECTION COUNTY TOTAL SHEET NO.
 317 (368R-1)BR IROQUOIS 58
 ILLINOIS FED. AID PROJECT CONTRACT NO. 66F70



USER NAME: rjgennet
 PLOT SCALE: 20.0000' / 1" IN.
 PLOT DATE: 8/13/2019

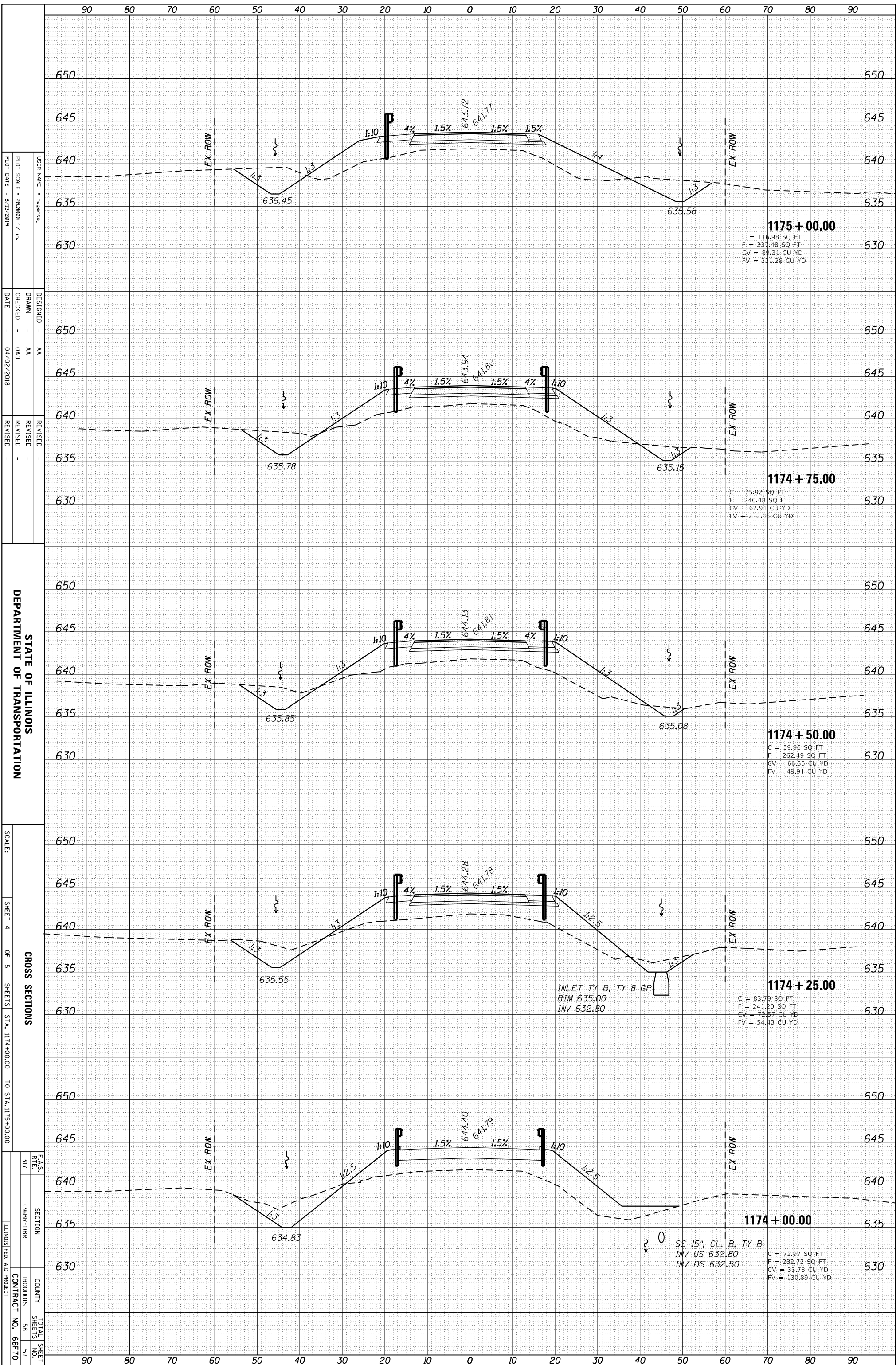
DESIGNED: AA
 DRAWN: AA
 CHECKED: OAO
 DATE: 04/02/2018

REVISED: -
 REVISED: -
 REVISED: -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SHEET 3 OF 5 SHEETS
 STA. 1172+00.00 TO STA. 1173+00.00

F.A.S. RTE. NO. 317
 SECTION (36BR-1)BR
 COUNTY IROQUOIS
 TOTAL SHEET NO. 58
 SHEETS 56
 CONTRACT NO. 66F70
 ILLINOIS FED. AID PROJECT



USER NAME: rjgennetj
 PLOT SCALE: 20.0000' / 1" IN.
 PLOT DATE: 8/13/2019

DESIGNED: AA
 DRAWN: AA
 CHECKED: OAO
 DATE: 04/02/2018

REVISED: -
 REVISED: -
 REVISED: -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SHEET 4 OF 5 SHEETS STA. 1174+00.00 TO STA. 1175+00.00

F.A.S. RITE: 317
 SECTION: (36BR-1)BR
 COUNTY: IROQUOIS
 TOTAL SHEET: 58
 SHEETS NO: 57
 CONTRACT NO.: 66F70
 ILLINOIS FED. AID PROJECT

1175 + 00.00
 C = 116.98 SQ FT
 F = 237.48 SQ FT
 CV = 89.31 CU YD
 FV = 221.28 CU YD

1174 + 75.00
 C = 75.92 SQ FT
 F = 240.48 SQ FT
 CV = 62.91 CU YD
 FV = 232.86 CU YD

1174 + 50.00
 C = 59.96 SQ FT
 F = 262.49 SQ FT
 CV = 66.55 CU YD
 FV = 49.91 CU YD

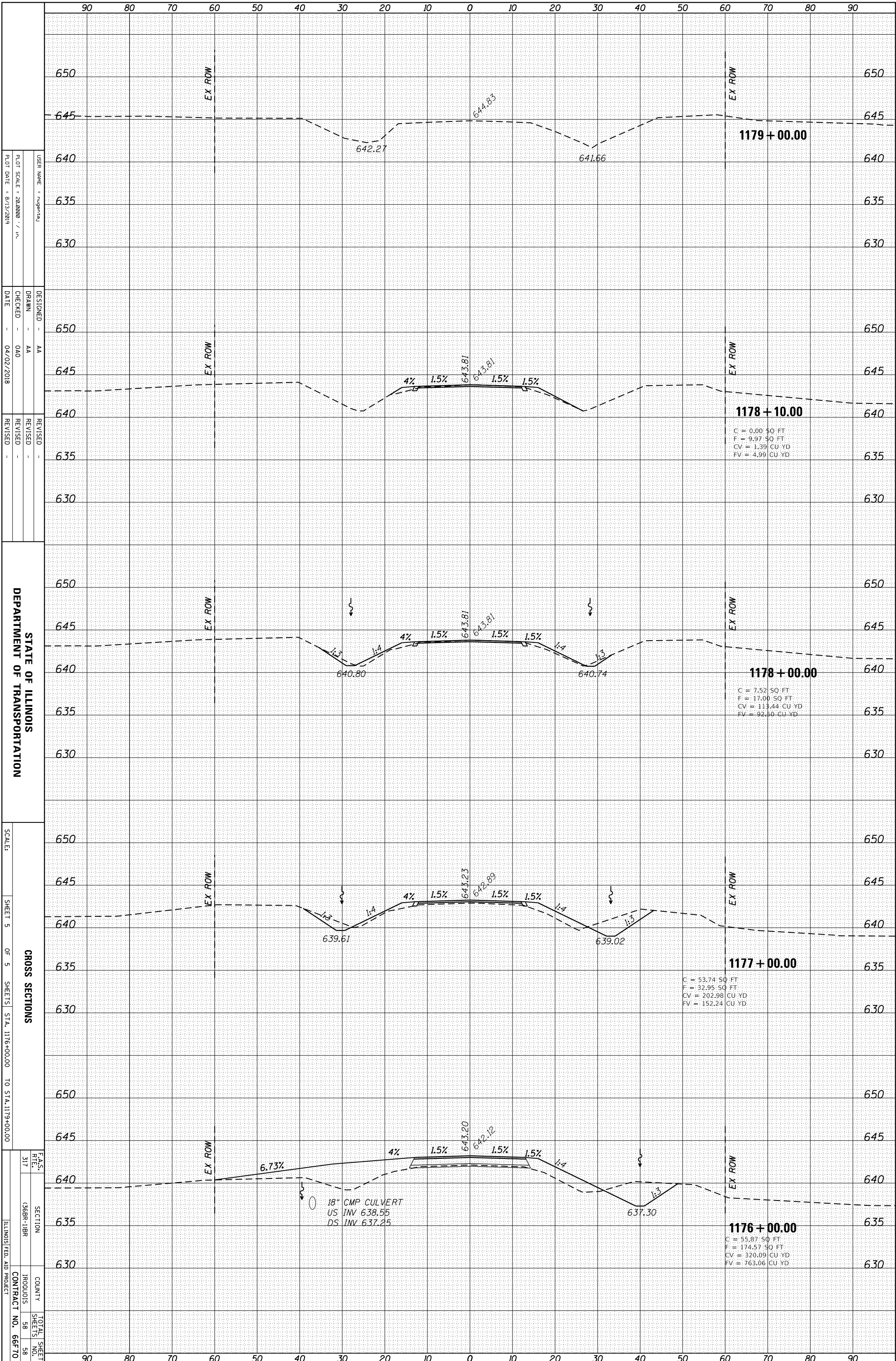
1174 + 25.00
 C = 83.79 SQ FT
 F = 241.20 SQ FT
 CV = 72.57 CU YD
 FV = 54.43 CU YD

1174 + 00.00
 SS 15" CL. B. TY B
 INV US 632.80
 INV DS 632.50
 C = 72.97 SQ FT
 F = 282.72 SQ FT
 CV = 33.78 CU YD
 FV = 130.89 CU YD

INLET TY B, TY 8 GR
 RIM 635.00
 INV 632.80

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SHEET 5 OF 5 SHEETS STA. 1176+00.00 TO STA. 1179+00.00

F.A.S. RITE 317	SECTION (36BR-1)BR	COUNTY IROQUOIS	TOTAL SHEETS 58
			SHEET NO. 58
		CONTRACT NO. 66F70	
		ILLINOIS FED. AID PROJECT	

DESIGNED - AA	REVISOR -
DRAWN - AA	REVISOR -
CHECKED - OAO	REVISOR -
DATE - 04/02/2018	REVISOR -

USER NAME - mjg@tda.com	DESIGNED - AA
PLAT SCALE - 28,800' / 1" =	DRAWN - AA
PLAT DATE - 8/13/2019	CHECKED - OAO