

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAS ROUTE 1780 (OLD US ROUTE 50)

SECTION 27-1BR-1

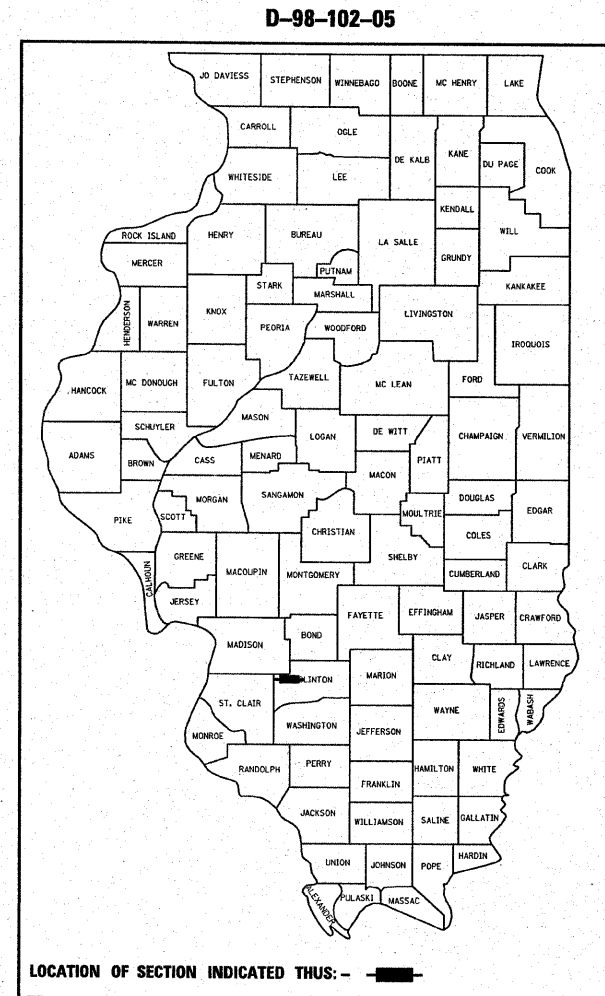
PROJECT : *BRS-1780(121)*

STRUCTURE REPLACEMENT

CLINTON COUNTY

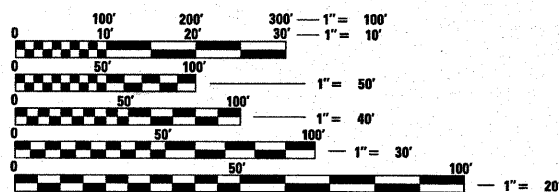
C-98-129-05

FOR INDEX OF SHEETS, SEE SHEET NO. 2



PROJECT ENGINEER: **PATY LeBEAU (618) 346-3179**
SQUAD CONTACT: **ARTHUR MUEHLFELD (618) 346-3209**

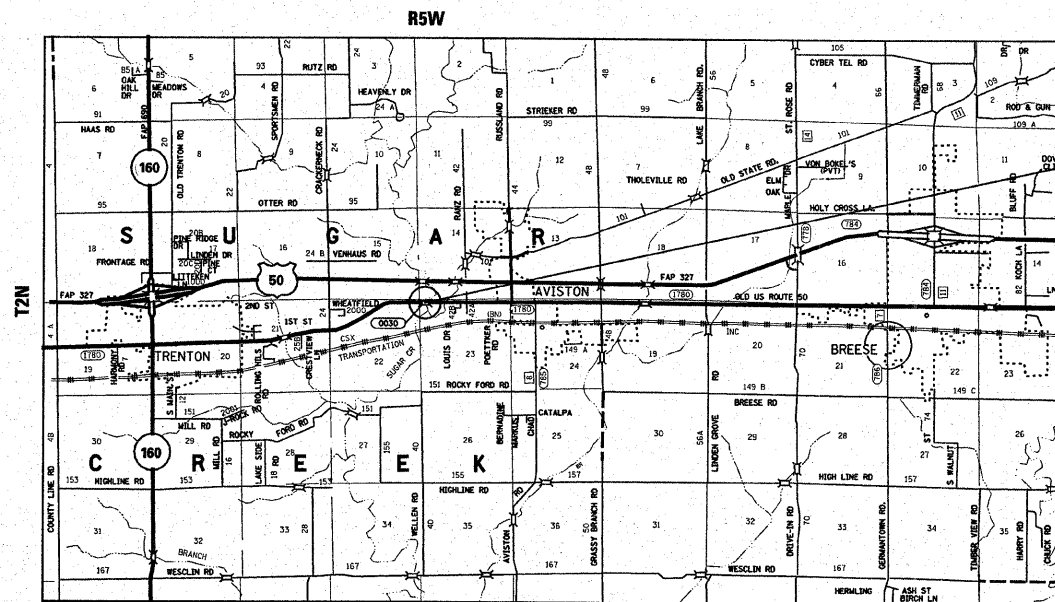
MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS



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

CONTRACT NO. 76961

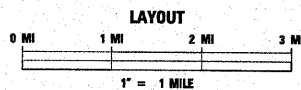


THREE SPAN PPC DECK BEAM
STRUCTURE TO BE REPLACED
WITH A FIVE SPAN I-BEAM
STRUCTURE OVER SUGAR CREEK.
SN 014-0030 (E)
SN 014-0077 (P)
STA 385+85.5 = 9+14.50
372'-0" BK TO BK ABUTMENTS

RESURFACING:
BEGIN STA 390+00 = 5+00
END STA 381+50 = 13+50

ADT = 2650 (2003)
ADT = 3000 (2028)
SU = 6.3%
MU = 1.8%

DESIGN DESIGNATION
N/A



LATITUDE = 38.61193
LONGITUDE = 89.63001

GROSS LENGTH = 0.070 MI
NET LENGTH = 0.070 MI

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 12-12-07 20
Mary C Lemis
DEPUTY DIRECTOR OF HIGHWAYS
REGION FIVE ENGINEER

February 1, 2008
Eric E. Horn
ENGINEER OF DESIGN AND ENVIRONMENT

February 1, 2008
Christine M. Reed
DIRECTOR, DIVISION OF HIGHWAYS

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OF THE STATE OF ILLINOIS**

SUMMARY OF QUANTITIES

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

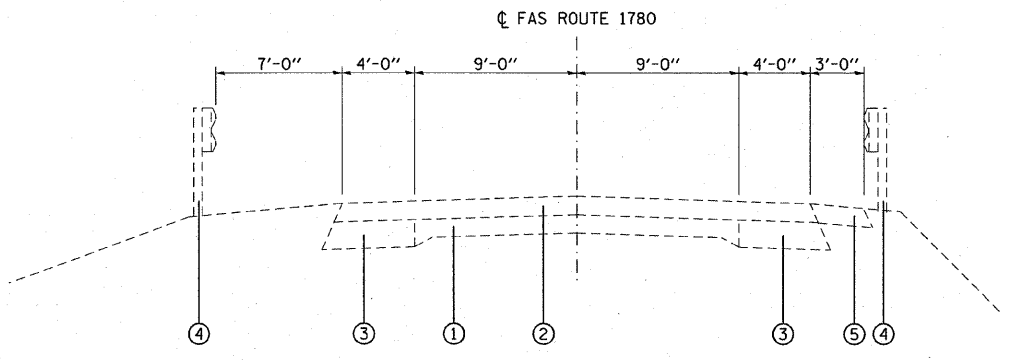
SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		X071-2A 80% FED. 20% STATE	
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25	
20200100	EARTH EXCAVATION	CU YD	235	235	
20400800	FURNISHED EXCAVATION	CU YD	5035	5035	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	133	133	
25000200	SEEDING, CLASS 2	ACRE	2	2	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	225	225	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	225	225	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	225	225	
25100115	MULCH, METHOD 2	ACRE	2	2	
25100630	EROSION CONTROL BLANKET	SQ YD	3880	3880	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	600	600	
28000300	TEMPORARY DITCH CHECKS	EACH	2	2	
28000400	PERIMETER EROSION BARRIER	FOOT	3260	3260	
28000500	INLET AND PIPE PROTECTION	EACH	4	4	
28100105	STONE RIPRAP, CLASS A3	SQ YD	32	32	
28100109	STONE RIPRAP, CLASS A5	SQ YD	2571	2571	
28100809	STONE DUMPED RIPRAP, CLASS A5	TON	704	704	
28200200	FILTER FABRIC	SQ YD	2890	2890	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.4	0.4	
40600300	AGGREGATE (PRIME COAT)	TON	2	2	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	578	578	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	169	169	
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	99	99	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	214	214	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	107	107	
44000100	PAVEMENT REMOVAL	SQ YD	971	971	
44004250	PAVED SHOULDER REMOVAL	SQ YD	34	34	
48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	443	443	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	271	271	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50200100	STRUCTURE EXCAVATION	CU YD	214	214	
50200300	COFFERDAM EXCAVATION	CU YD	498	498	
50200700	COFFERDAMS (PIER 2)	EACH	1	1	
50200800	COFFERDAMS (PIER 3)	EACH	1	1	
50300100	FLOOR DRAINS	EACH	32	32	
50300225	CONCRETE STRUCTURES	CU YD	348	348	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		X071-2A 80% FED. 20% STATE	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	456.5	456.5	
50300260	BRIDGE DECK GROOVING	SQ YD	1340	1340	
50300265	SEAL COAT CONCRETE	CU YD	108.1	108.1	
50300280	CONCRETE ENCASEMENT	CU YD	13	13	
50300300	PROTECTIVE COAT	SQ YD	1685	1685	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	6228	6228	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	149930	149930	
50800515	BAR SPLICERS	EACH	64	64	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	495	495	
51201800	FURNISHING STEEL PILES HP14X73	FOOT	735	735	
51201900	FURNISHING STEEL PILES HP14X89	FOOT	875	875	
51202305	DRIVING PILES	FOOT	2105	2105	
51203600	TEST PILE STEEL HP12X53	EACH	2	2	
51203800	TEST PILE STEEL HP14X73	EACH	2	2	
51203900	TEST PILE STEEL HP14X89	EACH	2	2	
51500100	NAME PLATES	EACH	1	1	
52100520	ANCHOR BOLTS, 1"	EACH	72	72	
54215547	METAL END SECTIONS 12"	EACH	4	4	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	83	83	
60100945	PIPE DRAINS 12"	FOOT	179	179	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	138	138	
60900150	TYPE B INLET BOX, STANDARD 609006 (SPECIAL)	EACH	4	4	
60900515	CONCRETE THRUST BLOCKS	EACH	4	4	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	1875	1875	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	3950	3950	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	13	13	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	6	6	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	
67100100	MOBILIZATION	L SUM	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1	

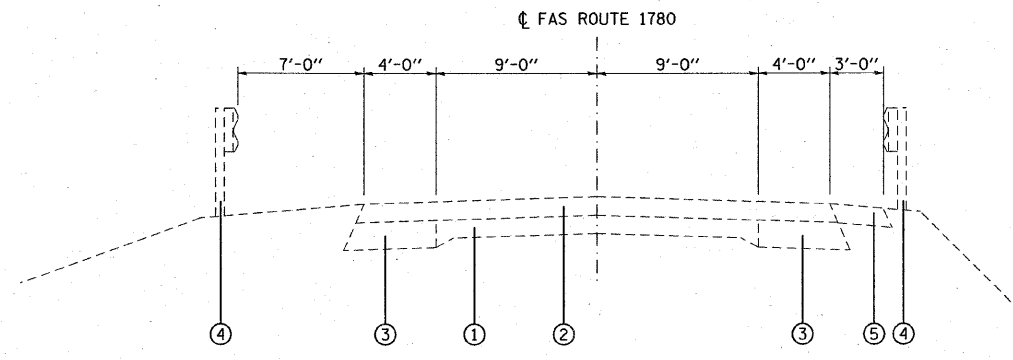
*SPECIALTY ITEMS

Rev.

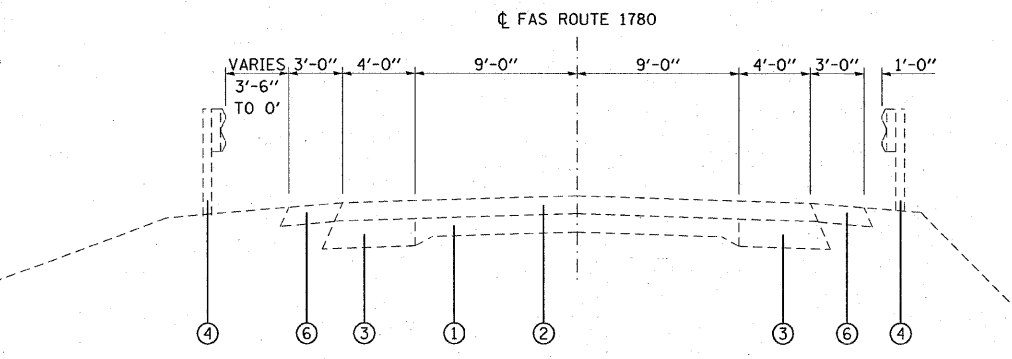
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



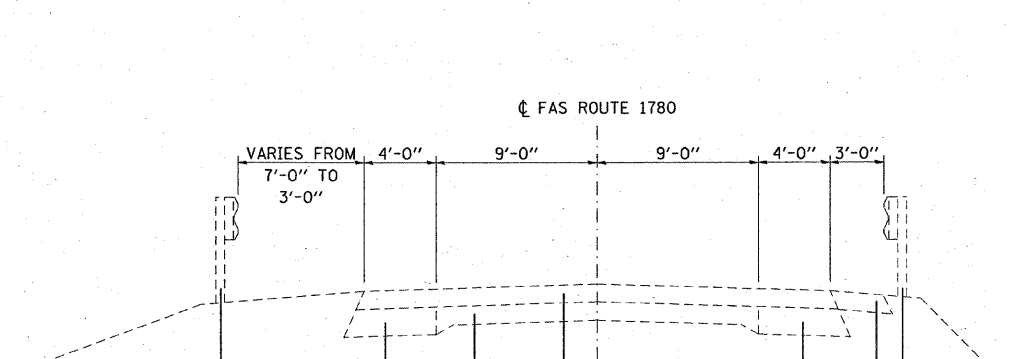
STA 1+75 TO STA 6+35



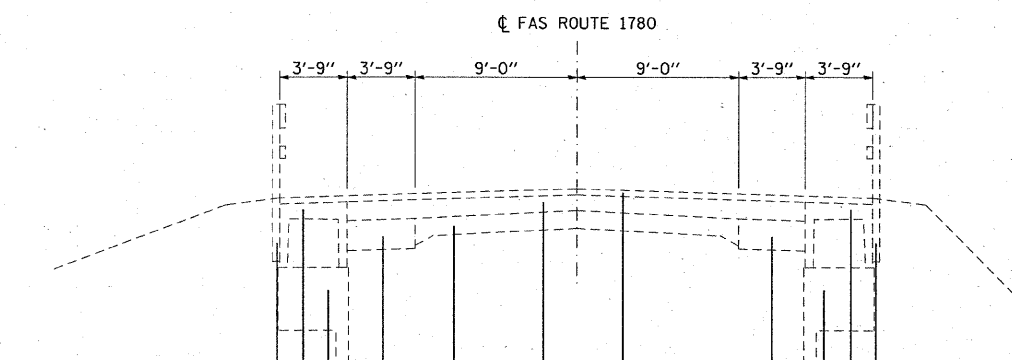
STA 12+00 TO STA 17+67



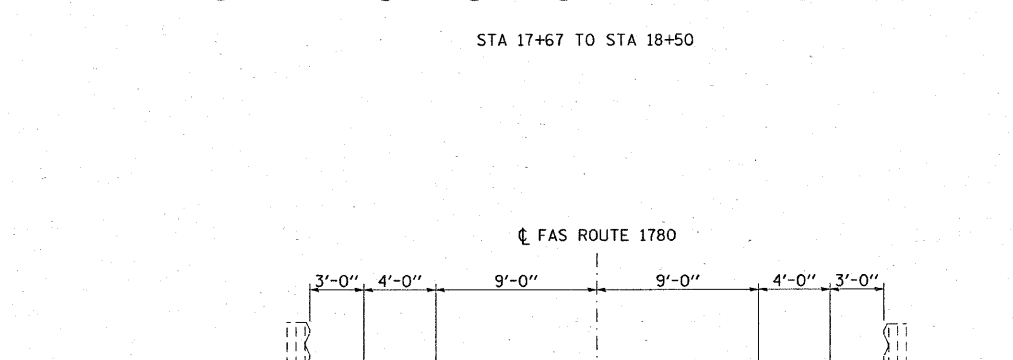
STA 6+35 TO STA 7+84



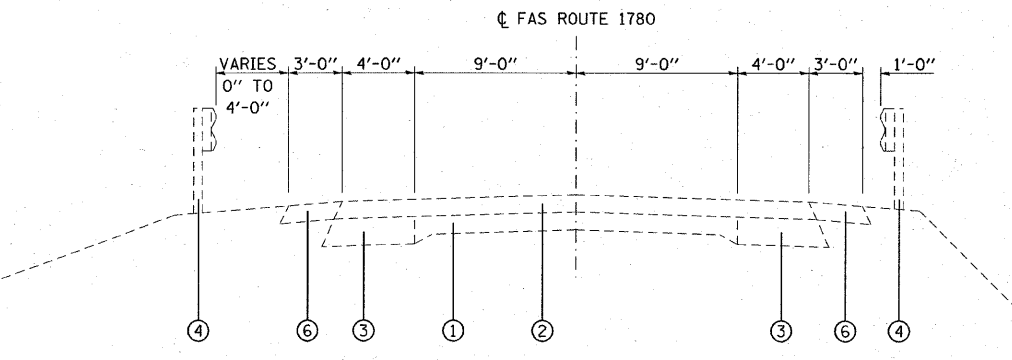
STA 17+67 TO STA 18+50



STA 7+84 TO STA 8+22
STA 10+12 TO STA 10+50



STA 18+50 TO STA 23+12 (RT)
STA 18+50 TO STA 23+61 (LT)



STA 10+50 TO STA 12+00

LEGEND

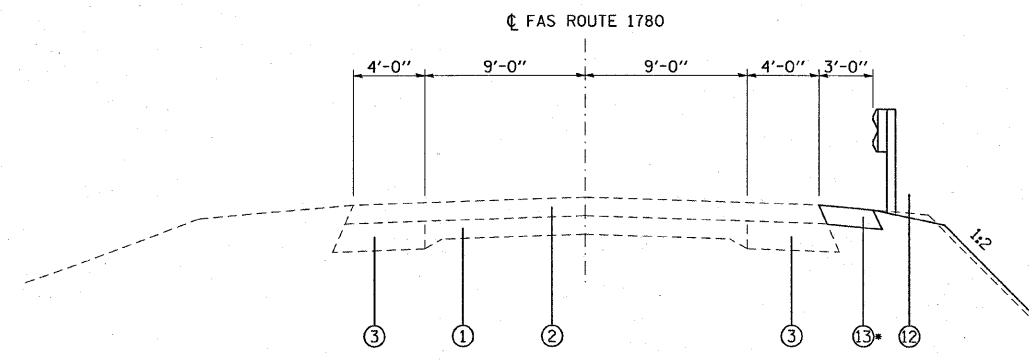
- ① EXISTING 9'-6"-9" PAVEMENT
- ② EXISTING RESURFACING, ± 6"
- ③ EXISTING BITUMINOUS BASE COURSE WIDENING, 9"
- ④ EXISTING GUARDRAIL
- ⑤ EXISTING AGGREGATE SHOULDER
- ⑥ EXISTING BITUMINOUS SHOULDER
- ⑦ EXISTING PCC PAVEMENT, 10"
- ⑧ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, 2"
- ⑨ EXISTING STEEL RAILING TYPE N
- ⑩ EXISTING PRECAST CONCRETE BRIDGE SLAB, 1'-9"
- ⑪ EXISTING PRECAST CONCRETE APPROACH CAP
- ⑫ PROPOSED GUARDRAIL
- ⑬ PROPOSED AGGREGATE SHOULDER
- ⑭ PROPOSED HMA SURFACE COURSE - 1 1/2"
- ⑮ PROPOSED HMA BINDER COURSE - VARIABLE DEPTH
- ⑯ PROPOSED HMA SHOULDER - 8"
- ⑰ PROPOSED BITUMINOUS SHOULDER REMOVAL

REVISIONS	
NAME	DATE

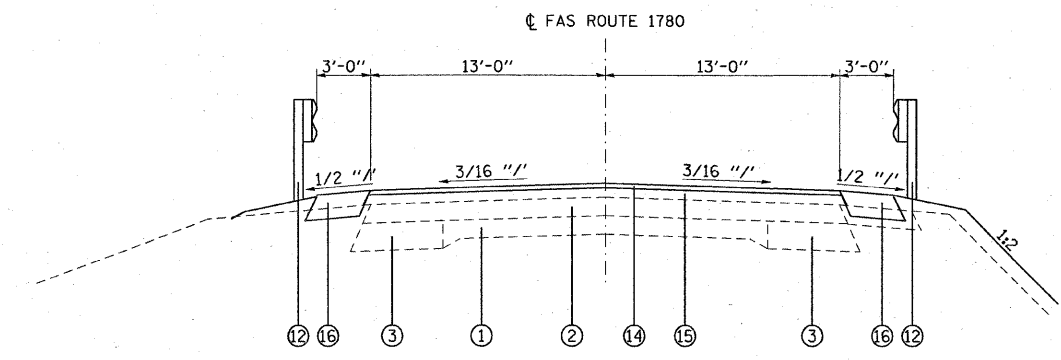
ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING TYPICAL SECTIONS
FAS ROUTE 1780
SECTION 27-1BR-1
CLINTON COUNTY
SN 014-0030 (E) 0077 (P)

PLOT DATE = 12/11/2007
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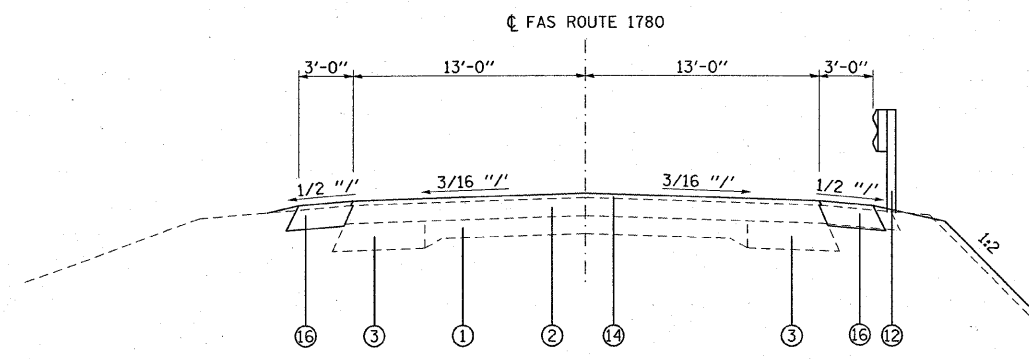
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



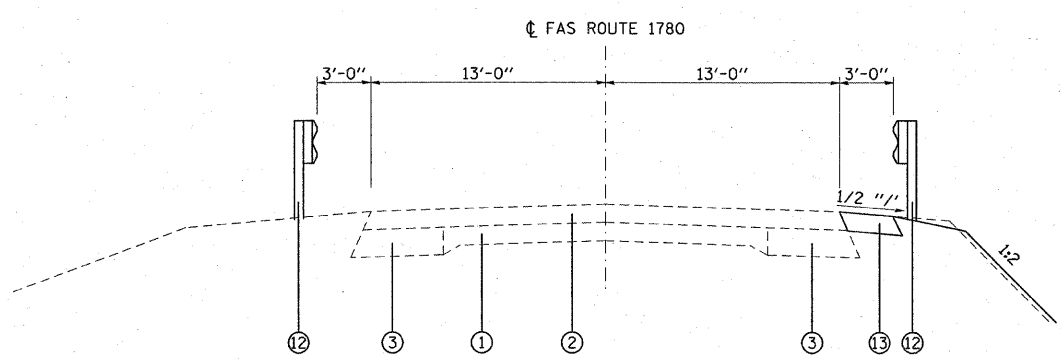
STA 1+75 TO STA 5+00 * AGGREGATE SHOULDER FROM STA 1+50 TO STA 5+00



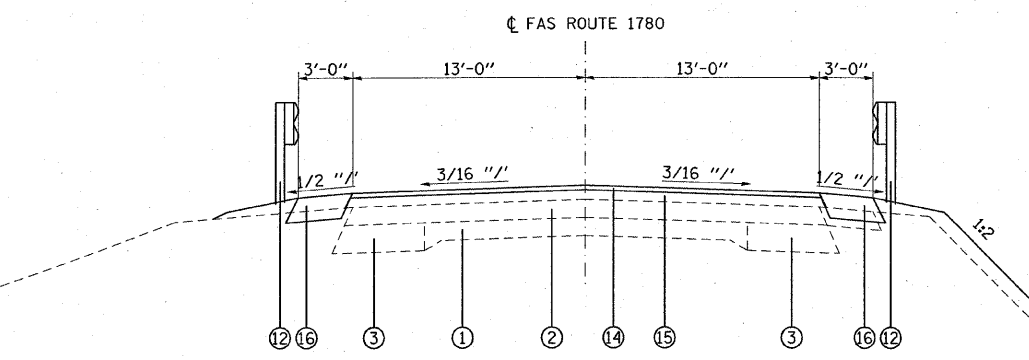
STA 12+00 TO STA 13+50 EXISTING AGG SHOULDER REMOVAL TO BE INCLUDED WITH "EARTH EXCAVATION"



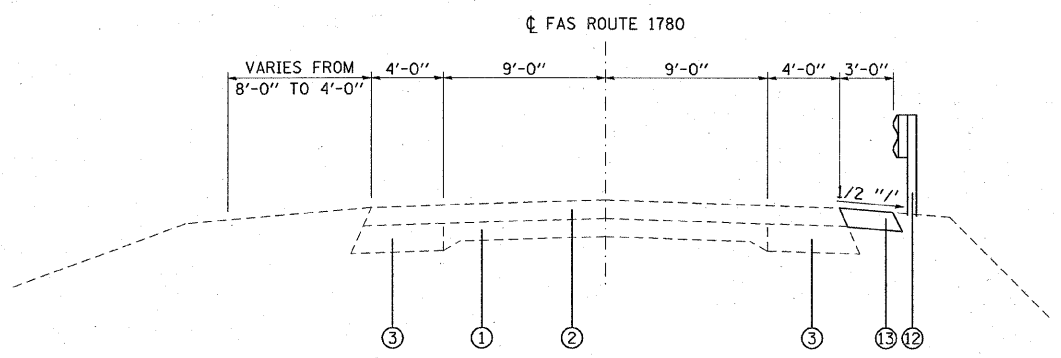
STA 5+00 TO STA 5+37 EXISTING AGG SHOULDER REMOVAL TO BE INCLUDED WITH "EARTH EXCAVATION"



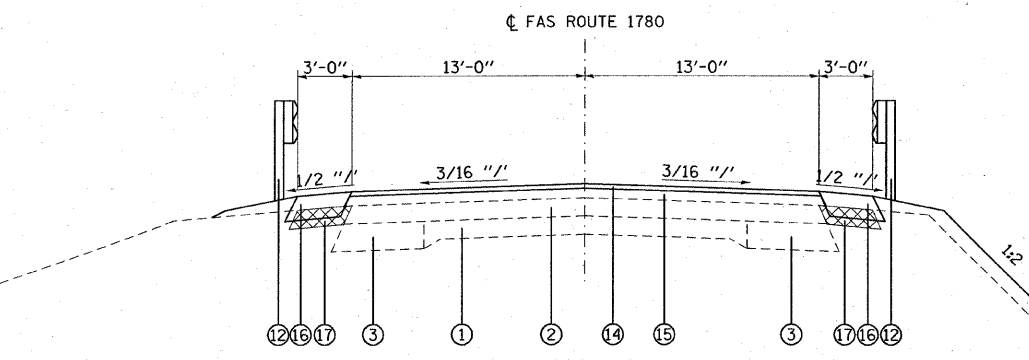
STA 13+50 TO STA 13+82



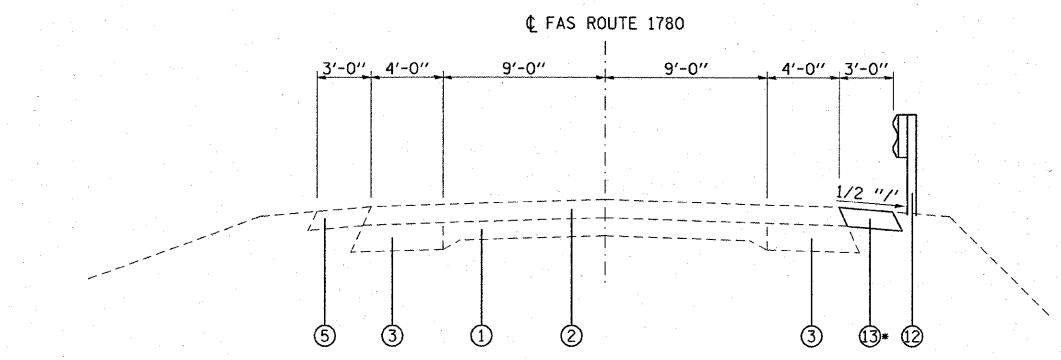
STA 5+37 TO STA 6+35 EXISTING AGG SHOULDER REMOVAL TO BE INCLUDED WITH "EARTH EXCAVATION"



STA 13+82 TO STA 18+50



STA 6+35 TO STA 6+95
STA 11+34 TO STA 12+00



STA 18+50 TO STA 23+19 * AGGREGATE SHOULDER FROM STA 22+00 TO STA 23+30

LEGEND

- ① EXISTING 9"-6"-9" PAVEMENT
- ② EXISTING RESURFACING, ± 6"
- ③ EXISTING BITUMINOUS BASE COURSE WIDENING, 9"
- ④ EXISTING GUARDRAIL
- ⑤ EXISTING AGGREGATE SHOULDER
- ⑥ EXISTING BITUMINOUS SHOULDER
- ⑦ EXISTING PCC PAVEMENT, 10"
- ⑧ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, 2"
- ⑨ EXISTING STEEL RAILING TYPE N
- ⑩ EXISTING PRECAST CONCRETE BRIDGE SLAB, 1'-9"
- ⑪ EXISTING PRECAST CONCRETE APPROACH CAP
- ⑫ PROPOSED GUARDRAIL
- ⑬ PROPOSED AGGREGATE SHOULDER
- ⑭ PROPOSED HMA SURFACE COURSE - 1 1/2"
- ⑮ PROPOSED HMA BINDER COURSE - VARIABLE DEPTH
- ⑯ PROPOSED HMA SHOULDER - 8"
- ⑰ PROPOSED BITUMINOUS SHOULDER REMOVAL

MIXTURE CHART

MIXTURE USE	SURFACE	BINDER	SHOULDERS
AC/PG	PG 64-22	PG 64-22	PG 58-22
RAP % (MAX)	10%	15%	30%
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	2.0% @ Ndes=30
MIX COMPOSITION (GRADATION MIXTURE)	IL 12.5	IL 19.0	
FRICITION AGG	MIXTURE "C"	MIXTURE "B"	BAM

PLAN QUANTITIES FOR HOT-MIX ASPHALT SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TYPICAL SECTIONS
FAS ROUTE 1780
SECTION 27-1BR-1
CLINTON COUNTY
SN 014-0030 (E) 0077 (P)

PLOT DATE = 12/11/2007
FILE NAME = c:\proje\27-1BR-1\102285a.dgn
PLOT SCALE = 5/8" = 1'-0"
REFERENCE = #REF#

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

RESURFACING SCHEDULE

LOCATION	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	HOT-MIX ASPHALT SURFACE COURSE	HOT-MIX ASPHALT BINDER COURSE	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	HOT-MIX ASPHALT SHOULDERS, 8"	AGGREGATE SHOULDERS, TYPE A 6"
STATION TO STATION	TON	TON	TON	TON	SQ YD	SQ YD	SQ YD
STA 1+50.0 TO STA 5+00.0							116.5
STA 5+00.0 TO STA 6+00.0	0.10	0.50	24.4		289	66.8	
STA 6+00.0 TO STA 6+92.5	0.10	0.45	22.6	69		61.7	
STA 11+36.5 TO STA 12+50.0	0.10	0.55	27.6	100		75.7	
STA 12+50.0 TO STA 13+50.0	0.10	0.50	24.4		289	66.8	
STA 13+50.0 TO STA 23+30.0							326.5
TOTAL	0.4	2	99	169	578	271	443

ROW MARKERS SCHEDULE

LOCATION	FURNISHING & ERECTING RIGHT-OF-WAY MARKERS		
STATION	OFFSET	SIDE	EACH
STA 371+00.00	32.78	RT	1
STA 371+00.00	33.22	LT	1
STA 373+39.59	124.84	RT	1
STA 373+39.64	53.16	LT	1
STA 373+39.66	125.16	LT	1
STA 387+22.51	125.17	RT	1
STA 387+22.01	124.83	LT	1
STA 391+55.59	124.82	RT	1
STA 391+55.69	125.18	LT	1
STA 393+38.72	125.45	LT	1
STA 393+38.89	32.55	RT	1
STA 393+38.89	33.45	LT	1
STA 393+39.06	124.55	RT	1
TOTAL			13

PAVEMENT MARKING SCHEDULE

LOCATION	THERMOPLASTIC PAVEMENT MARKING			POLYUREA PAVEMENT MARKING			RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER 2-WAY AMBER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) 2-WAY AMBER
	SKIP-DASH CENTERLINE 4" YELLOW	EDGE LINE 4" WHITE		SKIP-DASH CENTERLINE 4" YELLOW	EDGE LINE 4" WHITE				
		LT	RT		LT	RT			
STATION TO STATION	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH
STA 5+00.00 TO STA 6+98.50	50	198.5	198.5				2	2	
STA 6+98.50 TO STA 11+30.50				110	432	432			6
STA 11+30.50 TO STA 13+50.00	60	219.5	219.5				2	2	
SUB-TOTAL	110	418.0	418.0	110	432	432			
TOTAL		946			974		4	4	6

SURVEY MARKERS SCHEDULE

LOCATION	PERMANENT SURVEY MARKERS, TYPE II	
POINT	STATION	EACH
POT	STA 370+45.02	1
POT	STA 374+99.71	1
PC	STA 386+70.74	1
PI	STA 389+38.37	1
PT	STA 392+05.97	1
POT	STA 396+01.10	1
TOTAL		6

GUARDRAIL SCHEDULE

LOCATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 1, SPC (TANGENT)	TRAFFIC BARRIER TERMINAL, TYPE 6	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	BARRIER WALL MARKERS, TYPE C	TERMINAL MARKER - DIRECT APPLIED
	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
EASTBOUND					8	5	5	
WESTBOUND					5	5	5	
NW QUADRANT	650	100	1	1				1
NE QUADRANT	1350	187.5	1	1				1
SW QUADRANT	650	462.5	1	1				1
SE QUADRANT	1300	1125	1	1				1
TOTAL	3950	1875	4	4	13	10	10	4

REMOVAL SCHEDULE

LOCATION	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL
STATION TO STATION	SQ YD	SQ YD
STA 6+36.0 TO STA 6+83.5		31.7
STA 6+83.5 TO STA 8+22.5	494.5	
STA 10+11.5 TO STA 11+45.5	476.5	
STA 11+45.5 TO STA 12+00.0		36.3
TOTAL	971	68

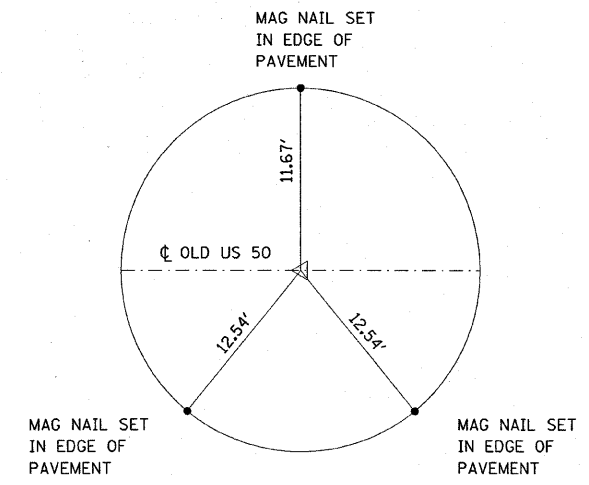
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

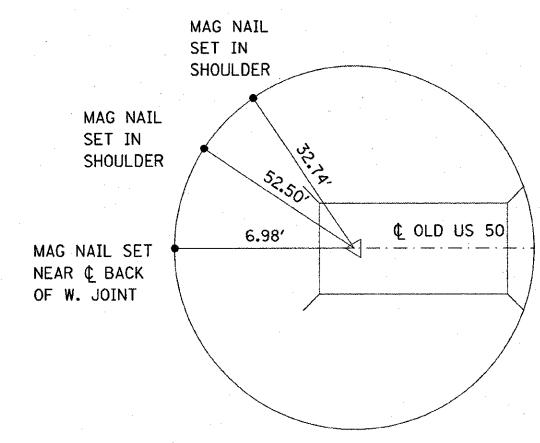
SCHEDULE OF QUANTITIES

FAS ROUTE 1780
SECTION 27-1BR-1
CLINTON COUNTY
SN 014-0030 (E) 0077 (P)

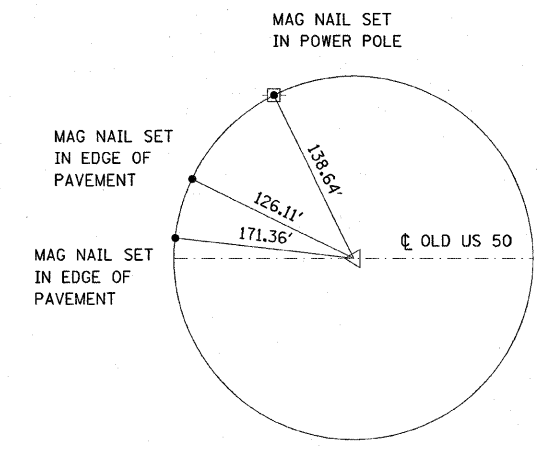
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



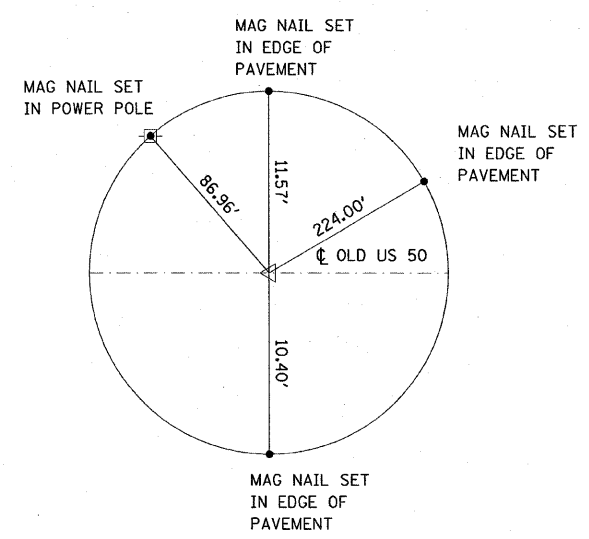
TIE POINT
MAG NAIL
STA 374+99.70



TIE POINT
MAG NAIL
STA 386+70.74



TIE POINT
MAG NAIL
STA 392+05.97



TIE POINT
MAG NAIL
STA 674+00

TEMPORARY BENCHMARK

TBM 13 - CHISELED SQUARE ON N.W. ABUTMENT
STA. 386+75
OFFSET = 16.7' RT
ELEV = 446.40

NOTE: ALL TIES PULLED DIRECT

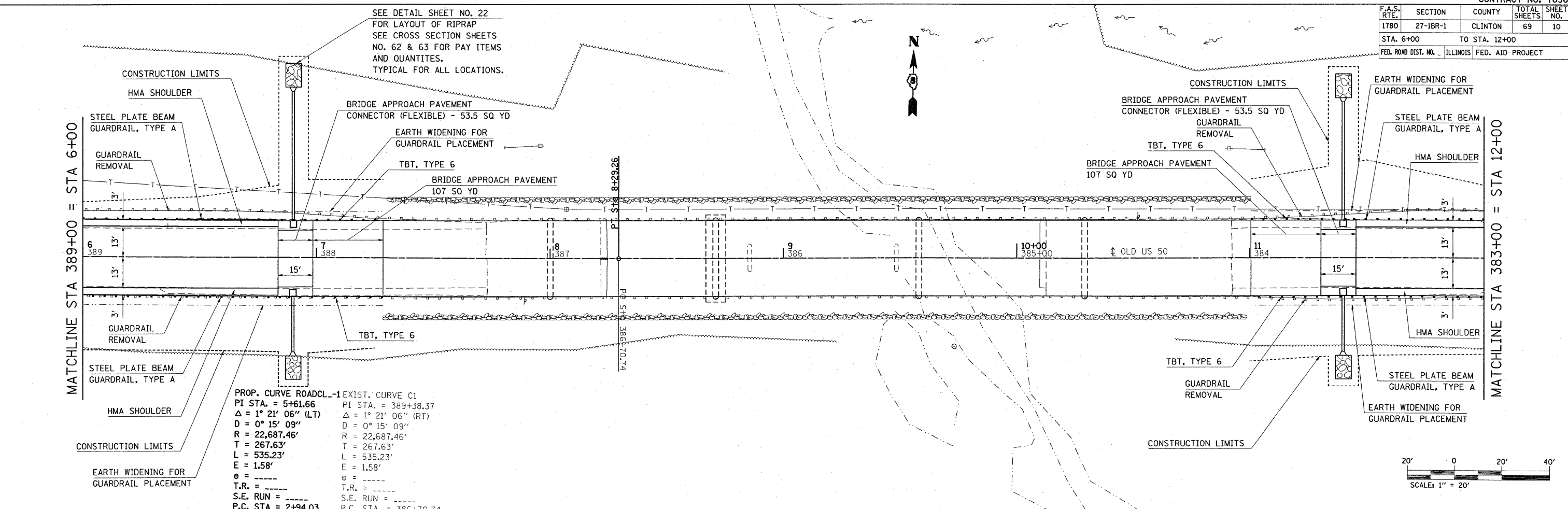
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TIE POINTS AND BENCHMARKS
FAS ROUTE 1780
SECTION 27-1BR-1
CLINTON COUNTY
SN 014-0030 (E) 0077 (P)

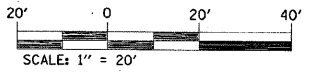
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	10
STA. 6+00		TO STA. 12+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SEE DETAIL SHEET NO. 22 FOR LAYOUT OF RIPRAP SEE CROSS SECTION SHEETS NO. 62 & 63 FOR PAY ITEMS AND QUANTITIES. TYPICAL FOR ALL LOCATIONS.

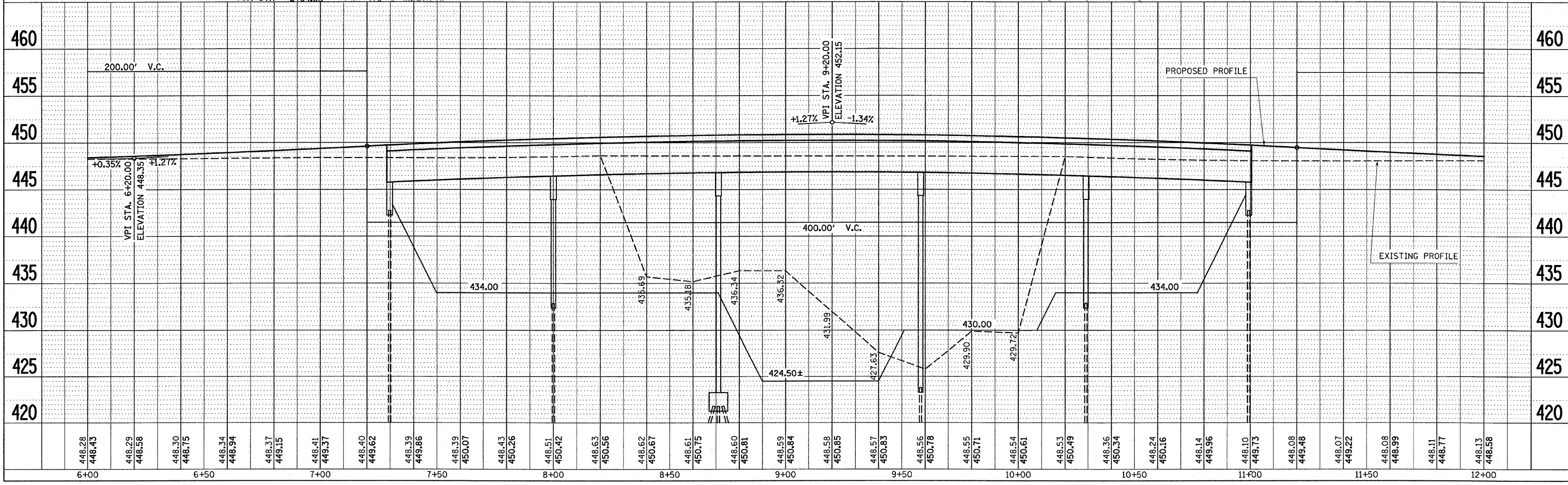


PROP. CURVE ROADCL-1 EXIST. CURVE C1	
PI STA. = 5+61.66	PI STA. = 389+38.37
$\Delta = 1^\circ 21' 06''$ (LT)	$\Delta = 1^\circ 21' 06''$ (RT)
D = 0° 15' 09"	D = 0° 15' 09"
R = 22,687.46'	R = 22,687.46'
T = 267.63'	T = 267.63'
L = 535.23'	L = 535.23'
E = 1.58'	E = 1.58'
$\theta =$ ---	$\theta =$ ---
T.R. = ---	T.R. = ---
S.E. RUN = ---	S.E. RUN = ---
P.C. STA = 2+94.03	P.C. STA = 386+170.74



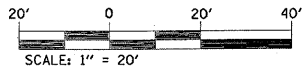
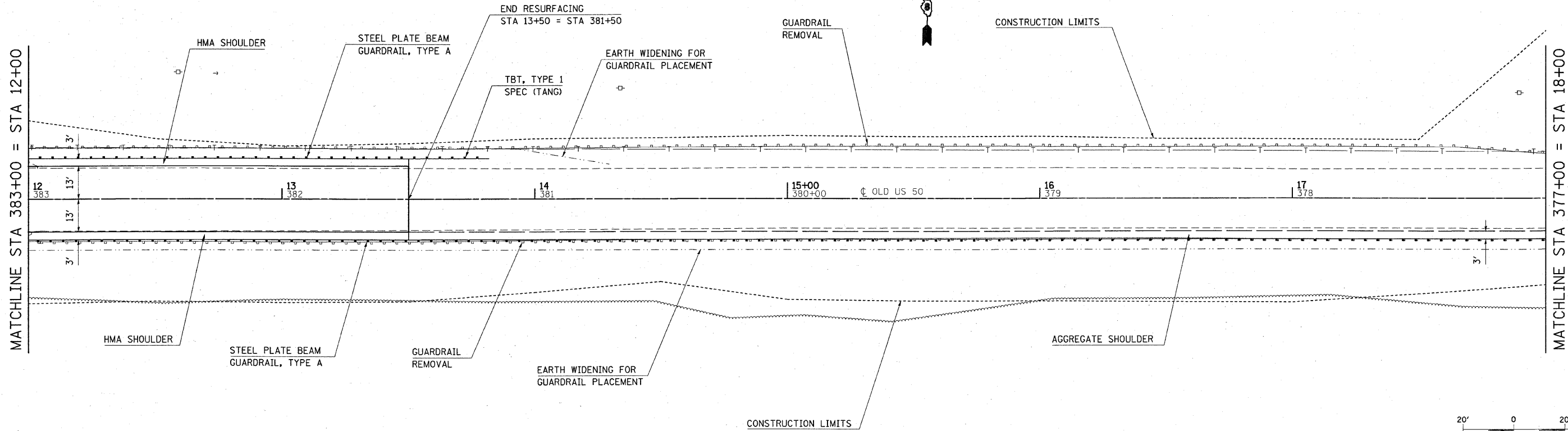
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	BY	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	NO.	
	PAID FILE NAME	

PROFILE	SURVEYED	DATE
	BY	
	CHECKED	
	BY	
	STRUCTURE NOTATIONS CH'D	
	NO.	



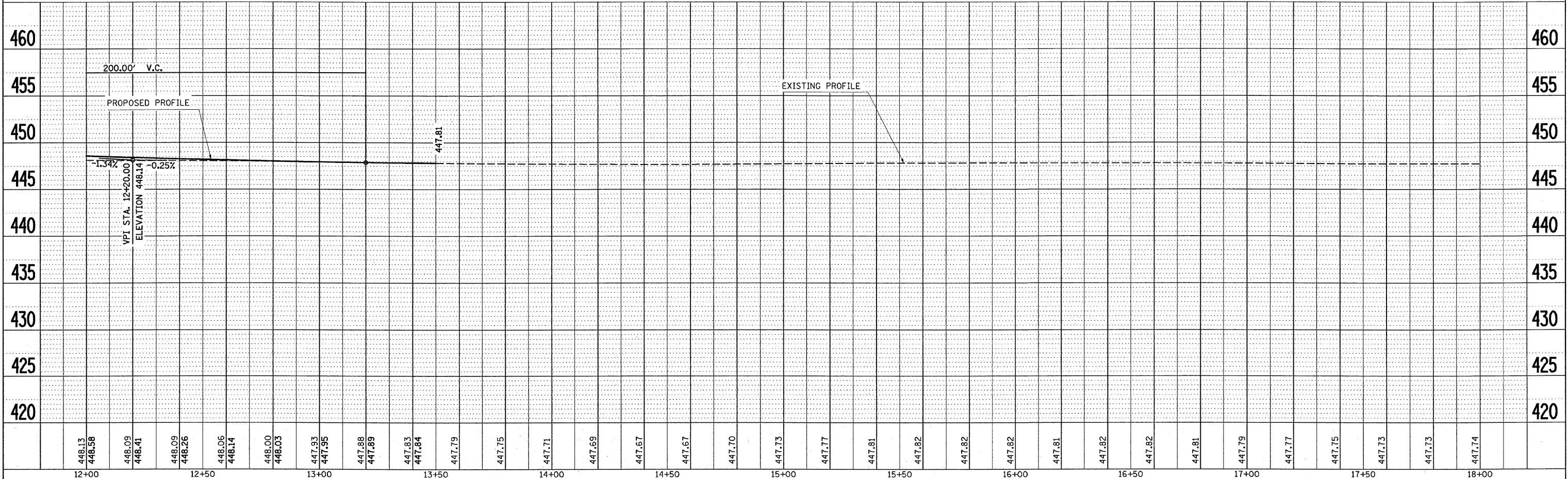
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	11
STA. 12+00		TO STA. 18+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



PLAN	SURVEYED	DATE
NO.	BY	
NOTE BOOK	PLOTTED	
NO.	CHECKED	
	BY	
	DATE	

PROFILE	SURVEYED	DATE
NO.	BY	
	PLOTTED	
	CHECKED	
	BY	
	DATE	



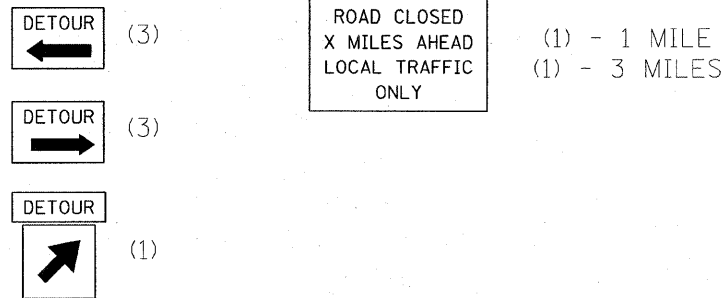
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 FILE NAME: * * * * *
 PLOT SCALE: * * * * *
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

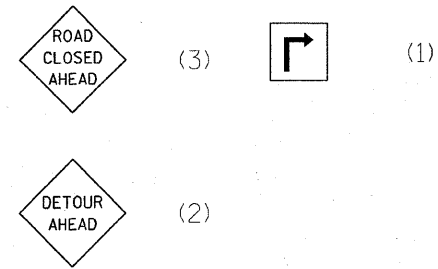
NOTES

- ① DETOUR SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
- ② THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- ③ THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE (618) 346-3289.
- ④ THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR DETOUR SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
- ⑤ SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
- ⑥ THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL BE NOT LESS THAN 6'.
- ⑦ THE CONTRACTOR SHALL FURNISH ADVANCE WARNING SIGNS, ROAD CLOSURE SIGNS, MESSAGE BOARDS, AND TYPE 3 BARRICADES.
- ⑧ ALL ADVANCE WARNING SIGNS SHALL BE 48" FLOURESCENT ORANGE WITH FLASHING LIGHTS.

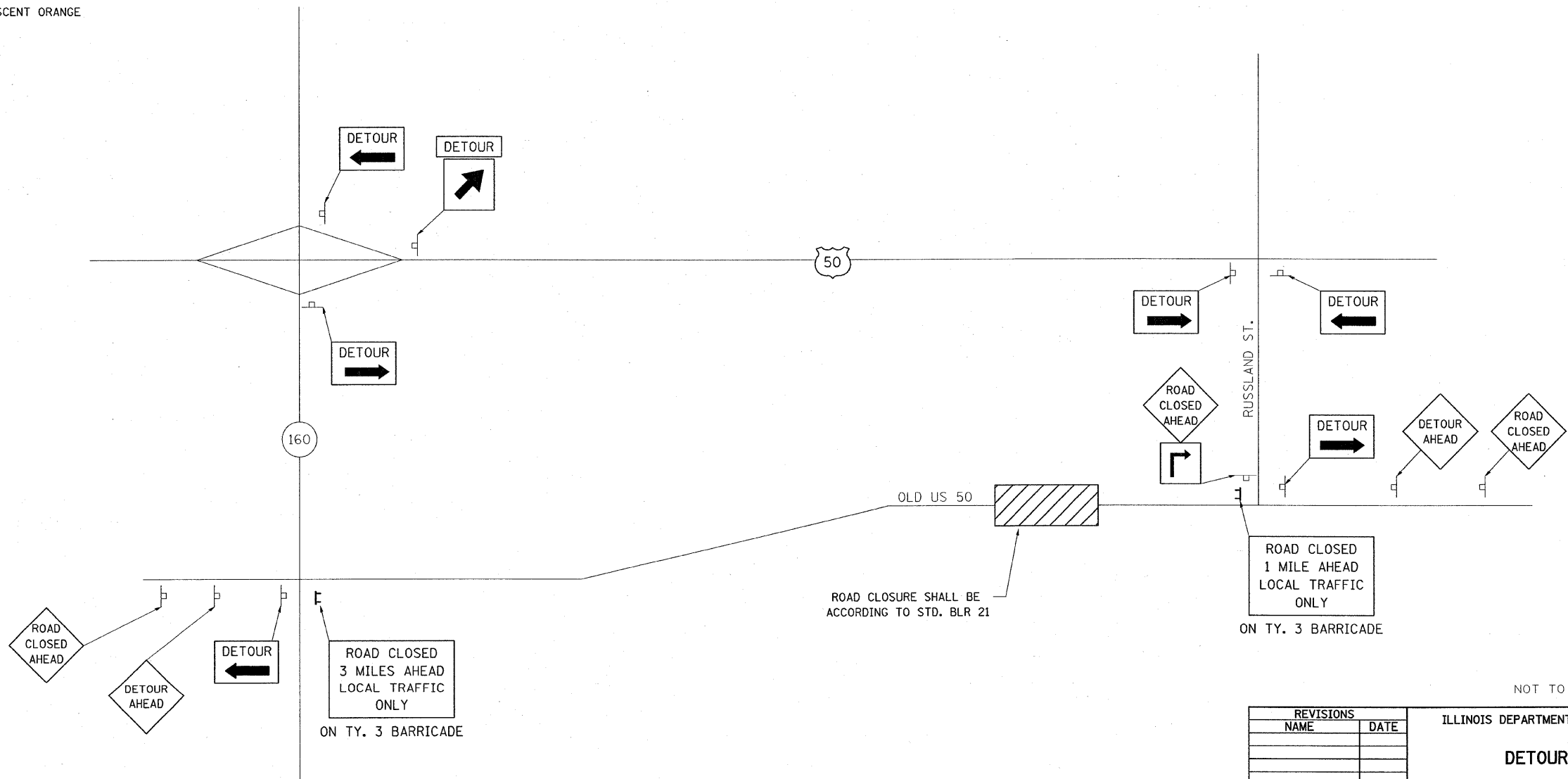
TO BE SUPPLIED BY IDOT



TO BE SUPPLIED BY CONTRACTOR



CONTRACTOR SHALL ALSO SUPPLY ALL SIGNS REQUIRED BY STANDARD BLR 21.



NOT TO SCALE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING

FAS ROUTE 1780
SECTION 27-1BR-1
CLINTON COUNTY
SN 014-0030 (E) 0077 (P)

PLOT DATE = #DATE#
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PLOT SCALE = #SCALE#
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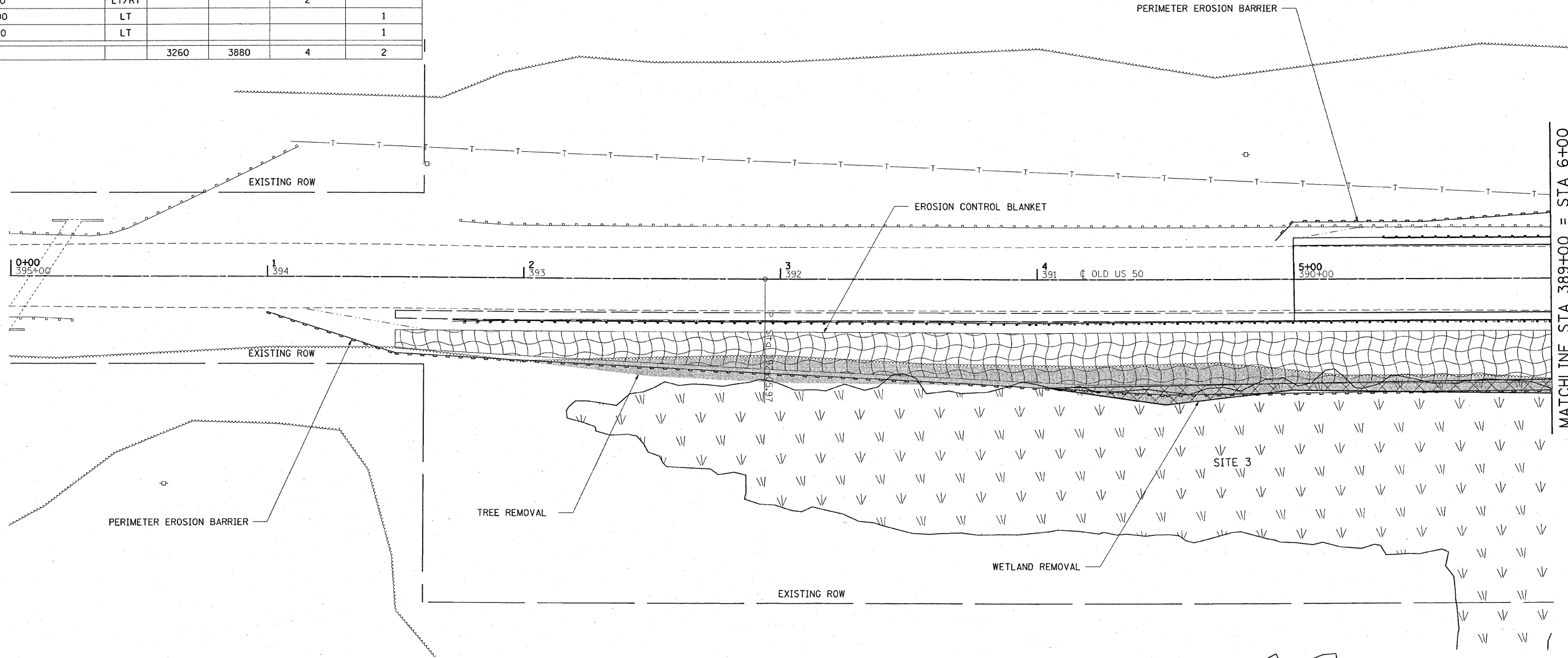
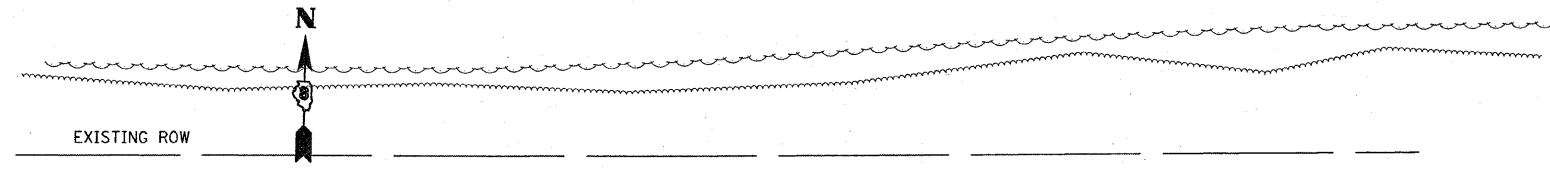
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	16
STA. 0+00		TO STA. 6+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

EROSION CONTROL SCHEDULE

LOCATION	RIGHT OR LEFT	PERIMETER EROSION BARRIER FOOT	EROSION CONTROL BLANKET SQ YD	INLET AND PIPE PROTECTION EACH	TEMPORARY DITCH CHECKS EACH
STA 1+00 TO STA 7+29	RT	652.3	1091.1		
STA 4+93 TO STA 7+28	LT	254.0			
STA 11+00 TO STA 23+82	RT	1309.9	2788.9		
STA 11+00 TO STA 17+51	LT	668.2			
STA 17+51 TO STA 21+00	LT	375.6			
STA 6+90	LT/RT			2	
STA 11+40	LT/RT			2	
STA 20+00	LT				1
STA 21+50	LT				1
TOTAL		3260	3880	4	2

TREE REMOVAL SCHEDULE

LOCATION	RIGHT OR LEFT	TREE REMOVAL ACRE
2+07.9 TO 7+19.2	RT	0.097
10+67.7 TO 13+89.3	RT	0.078
15+74.7 TO 17+45.0	RT	0.037
18+33.9 TO 20+09.8	RT	0.038
TOTAL		0.25



EARTHWORK SCHEDULE

LOCATION	RIGHT OR LEFT	EMBANKMENT CU YD	EARTH EXCAVATION CU YD	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%) CU YD	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CU YD
STA 1+50 TO STA 7+31		735.1	20.4	15.3	-719.8
STRUCTURE					
STA 10+98 TO STA 23+50		4476.2	214.6	161.0	-4315.2
SUBTOTAL		5211	235	176	-5035

WETLANDS: SITE 1 - 22' SOUTH OF OLD US 50, 55' WEST OF SUGAR CREEK (0.089 ACRE)
 SITE 3 - 37' SOUTH OF OLD US 50, 255' WEST OF SUGAR CREEK (0.605 ACRE)
 SITE 4 - 145' SOUTH OF OLD US 50, 480' WEST OF SUGAR CREEK (0.058 ACRE)
 SITE 5 - 58' SOUTH OF OLD US 50, 250' EAST OF SUGAR CREEK (0.014 ACRE)

THE WETLAND SHAPES SHOWN ARE APPROXIMATE IN SHAPE AND LOCATION. THESE AREAS WILL BE STAKED PRIOR TO CONSTRUCTION.



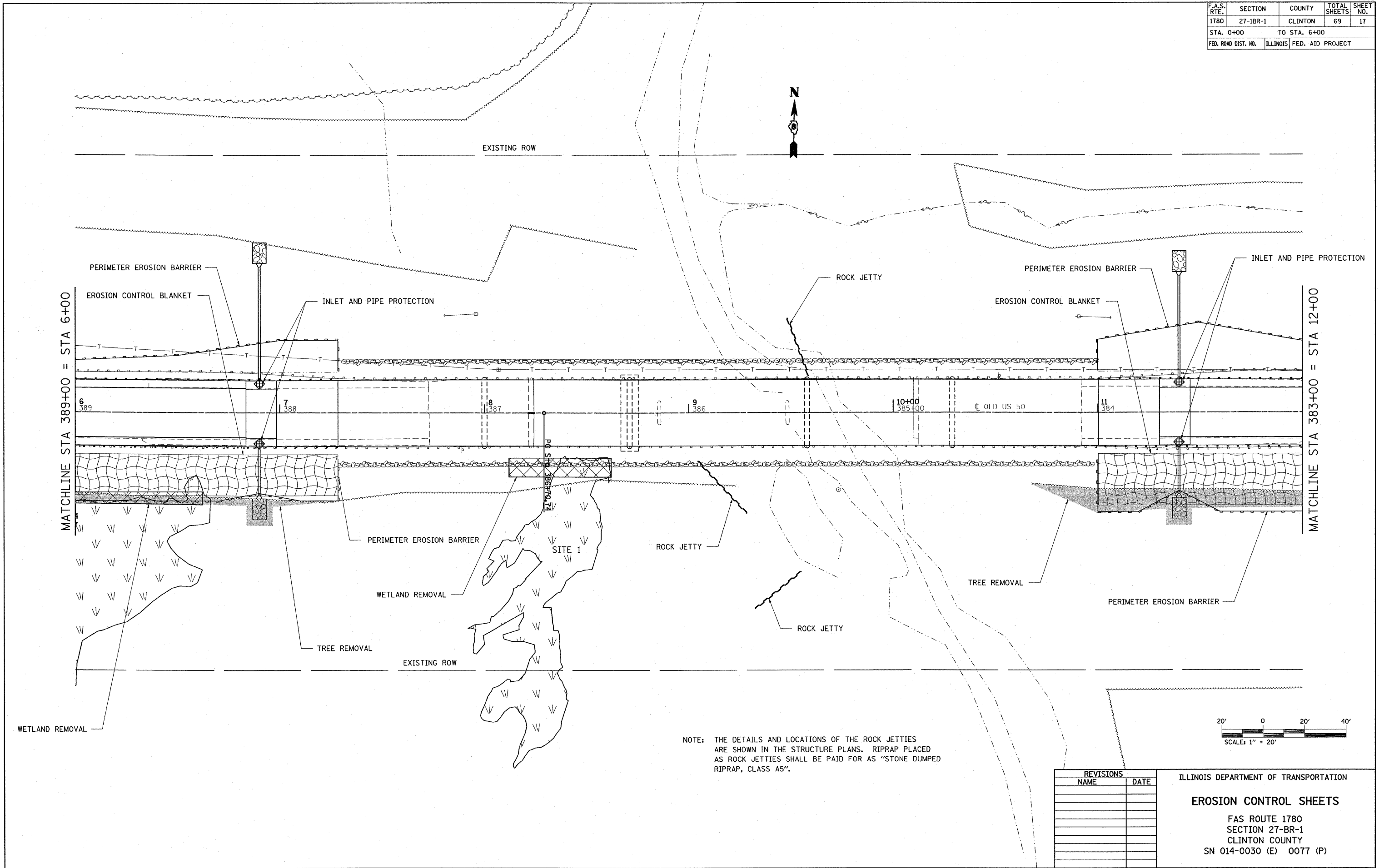
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

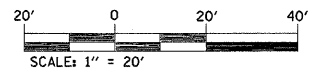
EROSION CONTROL SHEETS

FAS ROUTE 1780
 SECTION 27-BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	17
STA. 0+00		TO STA. 6+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE: THE DETAILS AND LOCATIONS OF THE ROCK JETTIES ARE SHOWN IN THE STRUCTURE PLANS. RIPRAP PLACED AS ROCK JETTIES SHALL BE PAID FOR AS "STONE DUMPED RIPRAP, CLASS A5".

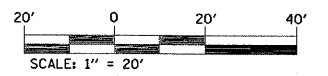
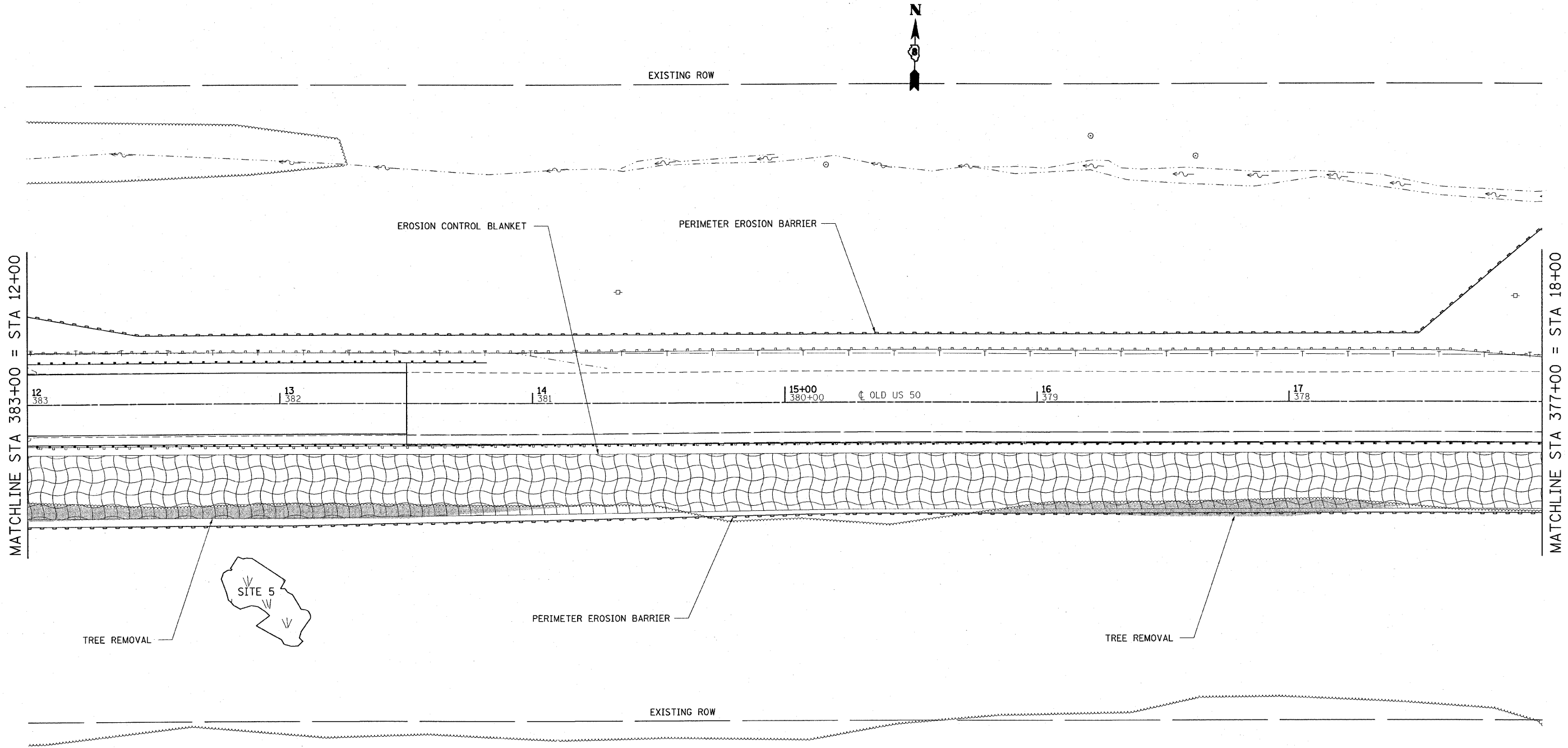


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL SHEETS
 FAS ROUTE 1780
 SECTION 27-BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

#DAYS = #DAYS
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-IBR-1	CLINTON	69	18
STA. 0+00		TO STA. 6+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

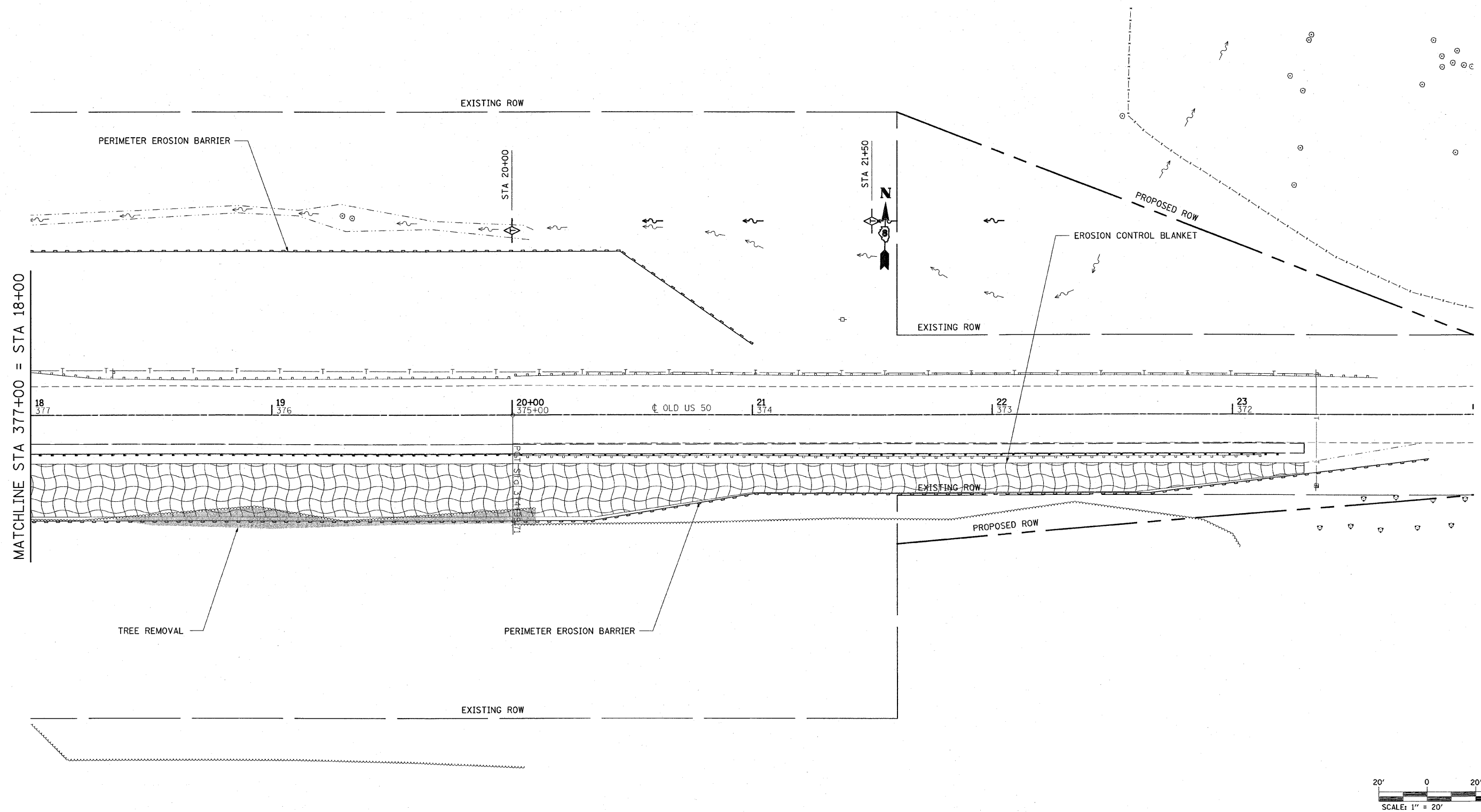


PLOT DATE * * *
 FILE NAME * * *
 PLOT SCALE * * *
 REFERENCE * * *

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EROSION CONTROL SHEETS
 FAS ROUTE 1780
 SECTION 27-BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-IBR-1	CLINTON	69	19
STA. 0+00		TO STA. 6+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLOT DATE = #DATE#
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 REFERENCE = #REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL SHEETS

FAS ROUTE 1780
 SECTION 27-BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

PART OF THE SW 1/4 OF SECTION 14, SE 1/4 OF SECTION 15, NE 1/4 OF SECTION 22, & NW 1/4 OF SECTION 23, ALL IN T2N, R5W, OF THE 3RD PM, CLINTON COUNTY, ILLINOIS

THE TOPOGRAPHY SHOWN HEREON WAS ORIGINALLY LOCATED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND PROVIDED TO THE SURVEYOR. THE SURVEYOR FIELD VERIFIED AND SUPPLEMENTED THE TOPOGRAPHY SHOWN HEREON ON 10/3/2007.

COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

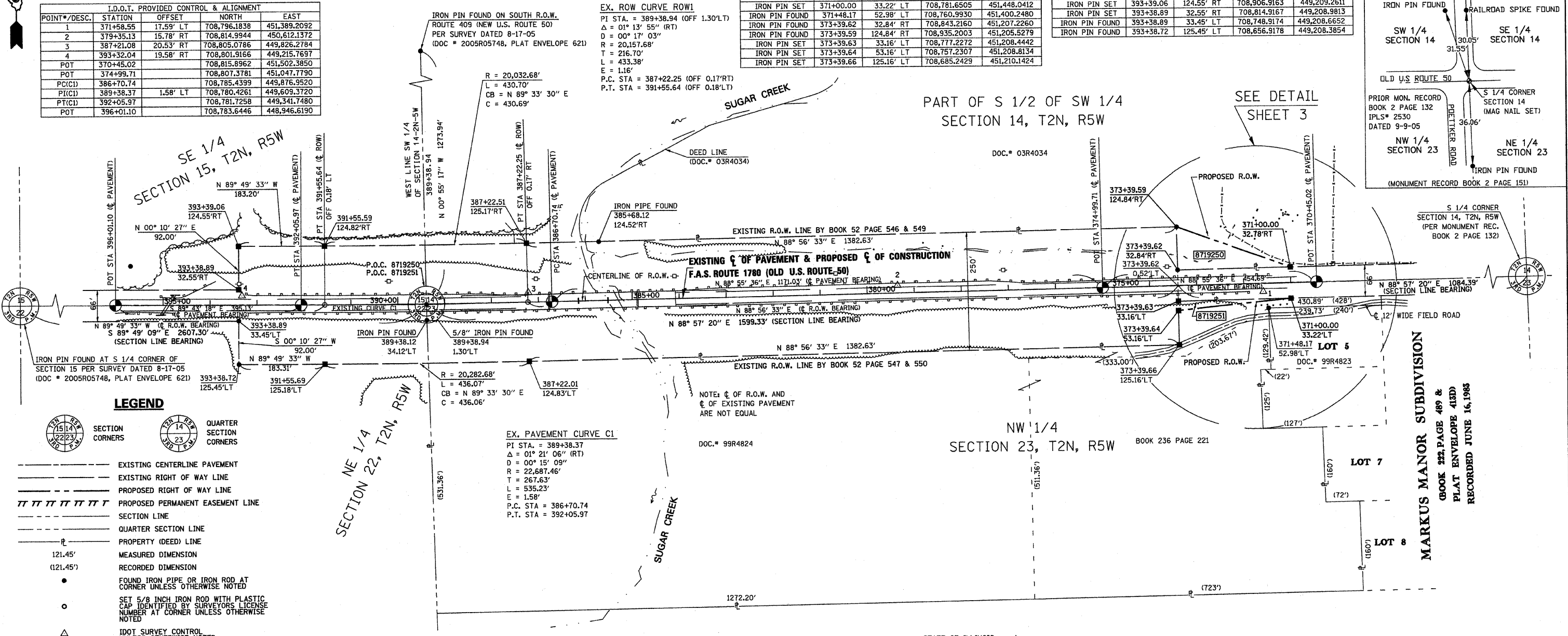
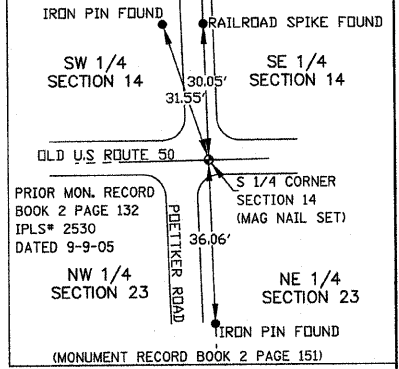
I.D.O.T. PROVIDED CONTROL & ALIGNMENT				
POINT*/DESC.	STATION	OFFSET	NORTH	EAST
1	371+58.55	17.59' LT	708,796.1838	451,389.2092
2	379+35.13	15.78' RT	708,814.9944	450,612.1372
3	387+21.08	20.53' RT	708,805.0786	449,826.2784
4	393+32.04	19.58' RT	708,801.9166	449,215.7697
POT	370+45.02		708,815.8962	451,502.3850
POT	374+99.71		708,807.3781	451,047.7790
PC(C1)	386+70.74		708,785.4399	449,876.9520
PI(C1)	389+38.37	1.58' LT	708,780.4261	449,609.3720
PT(C1)	392+05.97		708,781.7258	449,341.7480
POT	396+01.10		708,783.6446	448,946.6190

COORDINATE TABLE				
DESCRIPTION	STATION	OFFSET	NORTH	EAST
PC(ROW)	387+22.25	0.17' RT	708,784.7009	449,825.4411
PT(ROW)	391+55.64	0.18' LT	708,781.3599	449,392.0790
PI(ROW) IRON PIN FOUND @ SW CORN. SECTION 14	389+38.94	1.30' LT	708,780.7010	449,608.7780
IRON PIN SET	371+00.00	32.78' RT	708,847.6389	451,446.8048
IRON PIN SET	371+00.00	33.22' LT	708,781.6505	451,448.0412
IRON PIN FOUND	373+39.62	32.84' RT	708,843.2160	451,207.2260
IRON PIN FOUND	373+39.59	124.84' RT	708,935.2003	451,205.5279
IRON PIN SET	373+39.63	33.16' LT	708,777.2272	451,208.4442
IRON PIN SET	373+39.64	53.16' LT	708,757.2307	451,208.8134
IRON PIN SET	373+39.66	125.16' LT	708,685.2429	451,210.1424

COORDINATE TABLE				
DESCRIPTION	STATION	OFFSET	NORTH	EAST
IRON PIPE FOUND	385+68.12	124.52' RT	708,911.8560	449,977.2180
IRON PIN SET	387+22.51	125.17' RT	708,909.6796	449,823.1338
IRON PIN SET	387+22.01	124.83' LT	708,659.7222	449,827.7483
IRON PIN FOUND	389+38.12	34.12' LT	708,747.8910	449,609.8290
IRON PIN SET	391+55.59	124.82' RT	708,906.3593	449,392.4591
IRON PIN SET	391+55.69	125.18' LT	708,656.3605	449,391.6889
IRON PIN SET	393+39.06	124.55' RT	708,906.9163	449,209.2611
IRON PIN SET	393+38.89	32.55' RT	708,814.9167	449,208.9813
IRON PIN FOUND	393+38.89	33.45' LT	708,748.9174	449,208.6652
IRON PIN FOUND	393+38.72	125.45' LT	708,656.9178	449,208.3854

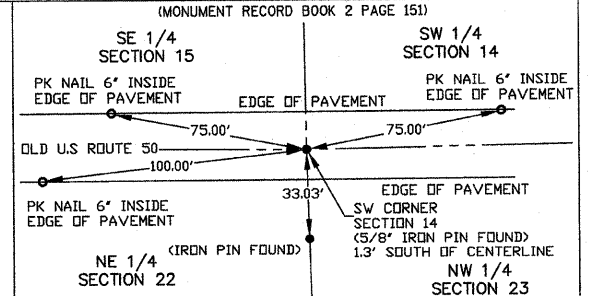
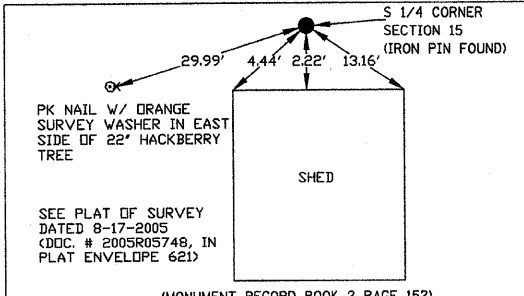
F.A.S. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	20

STA. 370+45.02 TO STA. 396+01.10
 FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT
 CONTRACT NO. 76961



LEGEND

- SECTION CORNERS
- QUARTER SECTION CORNERS
- EXISTING CENTERLINE PAVEMENT
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- MEASURED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYOR'S LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
- IDOT SURVEY CONTROL UNLESS OTHERWISE NOTED
- SAME OWNERSHIP
- PK NAIL FOUND, SET BY OTHERS
- STAKING OF PROPOSED RIGHT OF WAY AND PERMANENT EASEMENT CORNERS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S LICENSE NUMBER. (PROPOSED RIGHT OF WAY CORNERS SET IN CULTIVATED AREAS SHALL BE A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE).



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION				REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY		
			GROSS ACRES	PREVIOUSLY DEDICATED ACRES	NET ACRES	PERMANENT PE = PERMANENT TE = TEMPORARY		EASEMENT PURPOSE					
8719250	MICHAEL THEODORE POETTNER & MARJORIE ANN POETTNER	48.880	0.2530	11,022	N/A	N/A	0.2530	11,022	48.6270	N/A	N/A	05-05-14-300-006	
8719251	DAVID JOSEPH MARKUS & RITA MARY MARKUS	23.459	0.0550	2,396	N/A	N/A	0.0550	2,396	23.4040	N/A	N/A	05-05-23-100-001	

STATE OF ILLINOIS)
 COUNTY OF WASHINGTON) SS

I, GARY S. MUELLER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 11/15/2007
 GARY S. MUELLER, PLS. NO. 3332
 LICENSE EXPIRATION DATE: 11/30/2008



ASSOCIATED PROFESSIONALS, INC.
 17625 Mockingbird Road, P.O. Box 311
 Nashville, Illinois 62283
 Ph. 618-478-9000 Fax 618-478-9001
 e-mail: api@apisurvey.com
 IDPR Design Firm License No. 184-001303

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAS ROUTE 1780 (OLD US 50)
 SECTION 27-1BR-1
 CLINTON COUNTY
 JOB NO. R-98-019-07
 STATION 370+45 TO STATION 396+01

100' 0' 100' 200'
 SCALE: 1" = 100'

COMPLETION DATE OF FIELD WORK PERFORMED
 LAND SURVEY: 10/3/2007
 RIGHT OF WAY STAKING: 10/29/2007

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
 COLLINSVILLE, ILLINOIS 62234-6198
 SHEET 1 IS A COVER SHEET

PLOT DATE = 11/15/07
 FILE NAME = C:\USERS\PIB\WORK\111507\111507.dgn
 USER NAME = JAG

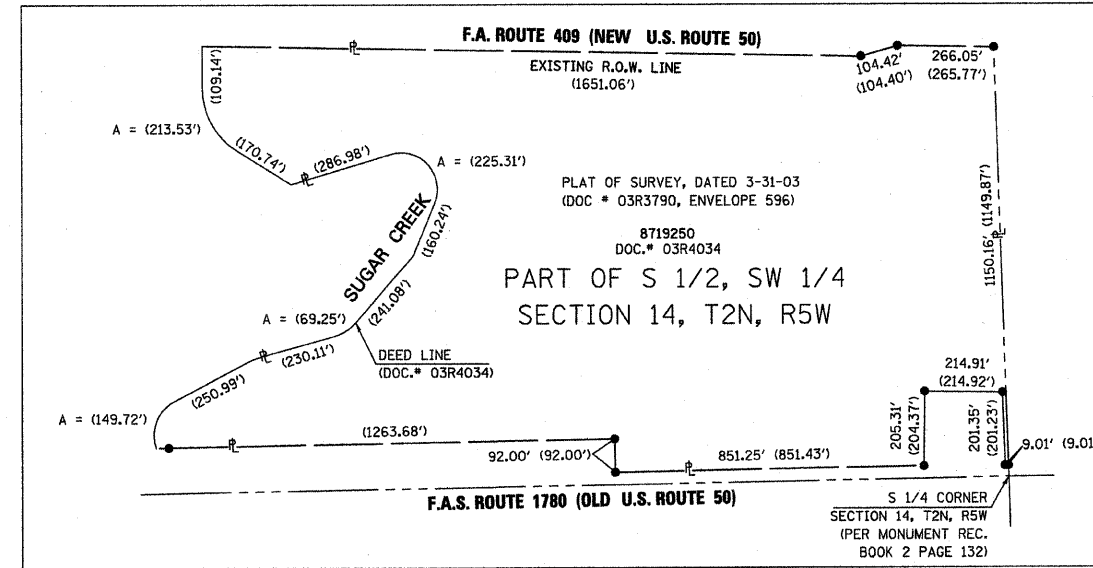
PART OF THE SW 1/4 OF SECTION 14, SE 1/4 OF SECTION 15, NE 1/4 OF SECTION 22, & NW 1/4 OF SECTION 23, ALL IN T2N, R5W, OF THE 3RD PM, CLINTON COUNTY, ILLINOIS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	21
STA. 370+45.02		TO STA. 396+01.10		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 76961				

THE TOPOGRAPHY SHOWN HEREON WAS ORIGINALLY LOCATED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND PROVIDED TO THE SURVEYOR. THE SURVEYOR FIELD VERIFIED AND SUPPLEMENTED THE TOPOGRAPHY SHOWN HEREON ON 10/3/2007.

COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

I.D.O.T. PROVIDED CONTROL & ALIGNMENT				
POINT*/DESC.	STATION	OFFSET	NORTH	EAST
1	371+58.55	17.59' LT	708,796.1838	451,389.2092
2	379+35.13	15.78' RT	708,814.9944	450,612.1372
3	387+21.08	20.53' RT	708,805.0786	449,826.2784
4	393+32.04	19.58' RT	708,801.9166	449,215.7697
POT	370+45.02		708,815.8962	451,502.3850
POT	374+99.71		708,807.3781	451,047.7790
PC(CI)	386+70.74		708,785.4399	449,876.9520
PT(CI)	389+38.37	1.58' LT	708,780.4261	449,609.3720
PT(CI)	392+05.97		708,781.7258	449,341.7480
POT	396+01.10		708,783.6446	448,946.6190



DETAIL

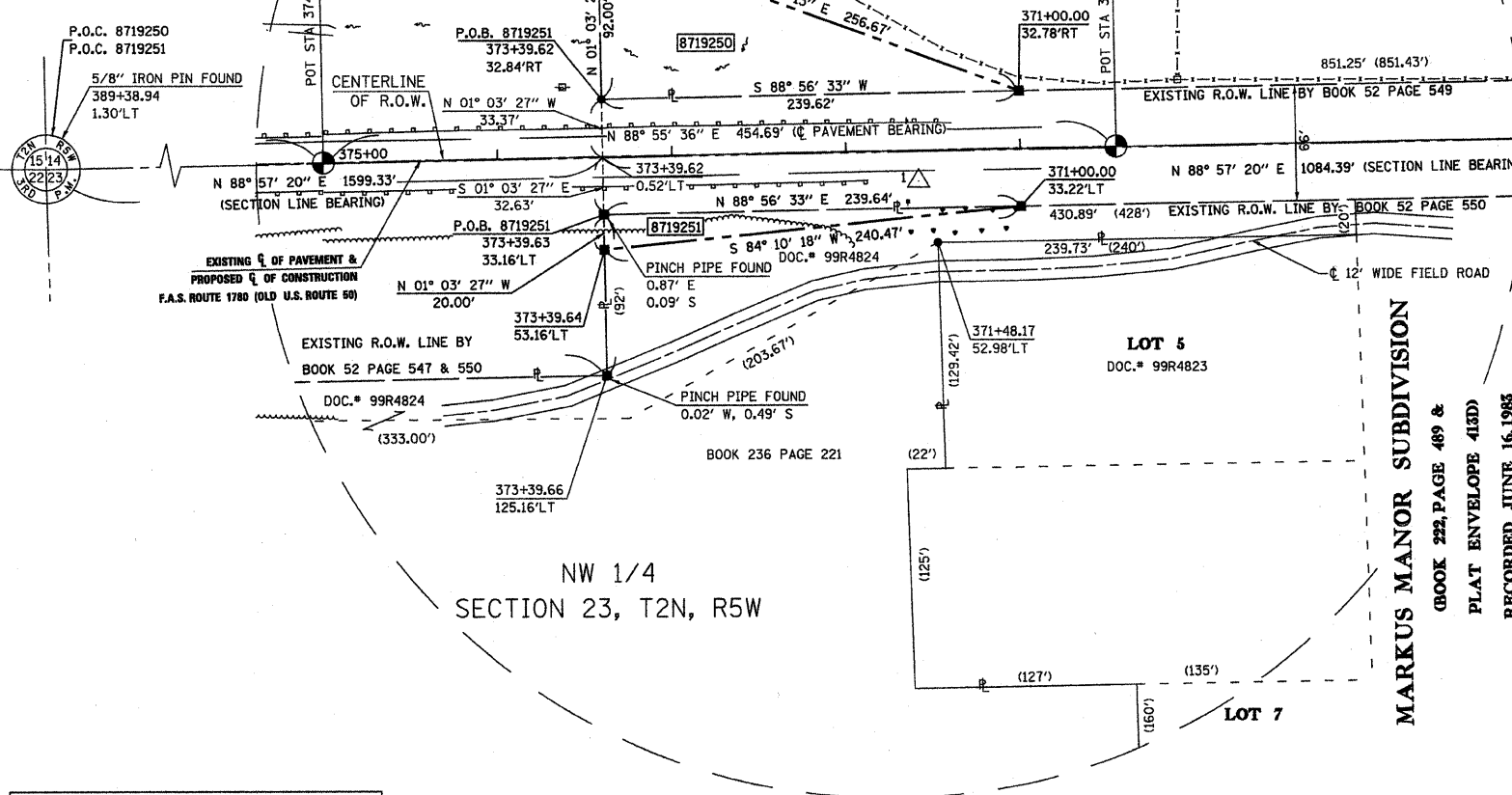
NOTE: C OF R.O.W. AND C OF EXISTING PAVEMENT ARE NOT EQUAL

PART OF SW 1/4 SECTION 14, T2N, R5W

TOTAL HOLDING SKETCH NOT TO SCALE

LEGEND

- SECTION CORNERS
- QUARTER SECTION CORNERS
- EXISTING CENTERLINE PAVEMENT
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APL
- MEASURED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
- IDOT SURVEY CONTROL UNLESS OTHERWISE NOTED
- SAME OWNERSHIP
- PK NAIL FOUND, SET BY OTHERS
- STAKING OF PROPOSED RIGHT OF WAY AND PERMANENT EASEMENT CORNERS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER. (PROPOSED RIGHT OF WAY CORNERS SET IN CULTIVATED AREAS SHALL BE A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE).



STATE OF ILLINOIS)
) SS
COUNTY OF WASHINGTON)

I, GARY S. MUELLER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 11/15/2007
GARY S. MUELLER, PLS NO. 3332
LICENSE EXPIRATION DATE: 11/30/2008



ASSOCIATED PROFESSIONALS, INC.
17625 Mockingbird Road, P.O. Box 311
Nashville, Illinois 62263
Ph. 618-478-9000 Fax 618-478-9001
e-mail: api@apisurvey.com
IDPR Design Firm License No. 184-001303

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION						EASEMENTS				PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			GROSS		PREVIOUSLY DEDICATED		NET		REMAINDER	PE = PERMANENT TE = TEMPORARY		EASEMENT PURPOSE		
			ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.		ACRES	SQ. FT.			
8719250	MICHAEL THEODORE POETTNER & MARJORIE ANN POETTNER	48.880	0.2530	11,022	N/A	N/A	0.2530	11,022	48.6270	N/A	N/A		05-05-14-300-006	
8719251	DAVID JOSEPH MARKUS & RITA MARY MARKUS	23.459	0.0550	2,396	N/A	N/A	0.0550	2,396	23.4040	N/A	N/A		05-05-23-100-001	

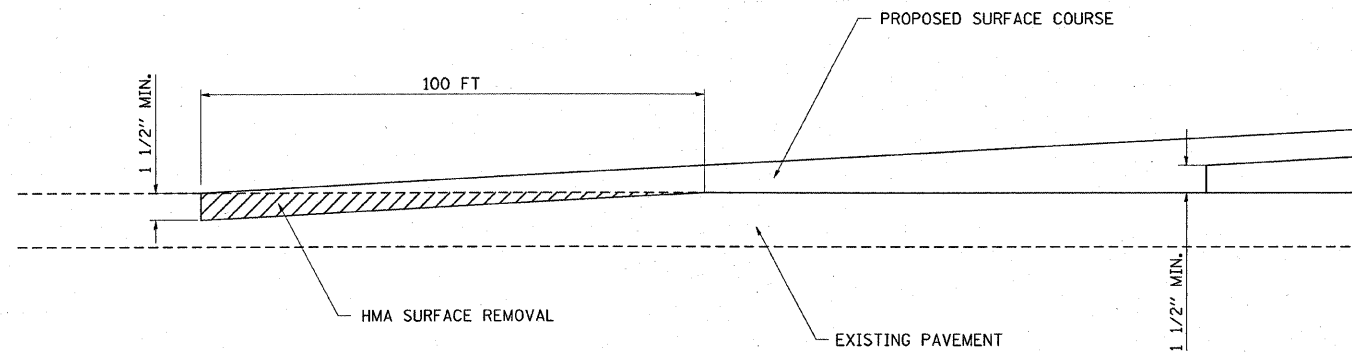
REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAS ROUTE 1780 (OLD U.S. 50)
SECTION 27-1BR-1
CLINTON COUNTY
JOB NO. R-98-019-07
STATION 370+45 TO STATION 396+01
50' 0 50' 100'
SCALE: 1" = 50' SHEET 3 OF 3

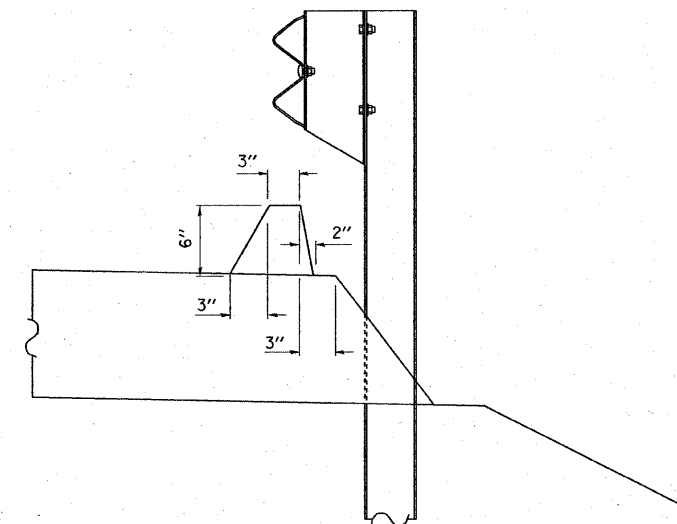
COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: 10/3/2007
RIGHT OF WAY STAKING: 10/29/2007

SPACE RESERVED FOR RECORDING OFFICER

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	22
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

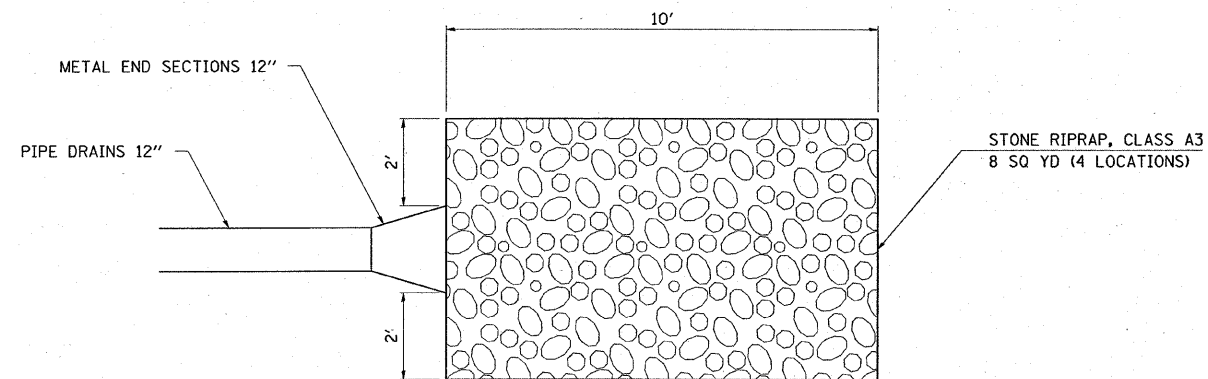


BUTT JOINT DETAIL



HMA CURB DETAIL
ON BRIDGE APPROACH PAVEMENT CONNECTOR

NOTE: THE COST OF THE HMA CURB SHALL BE INCLUDED IN THE COST OF "BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)".



RIPRAP DETAIL

PLOT DATE = 12/12/2007
 PLOT SCALE = 1/8" = 1'-0"
 PLOT SCALE = 5/8" = 1'-0"
 REFERENCE = #REF#

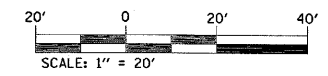
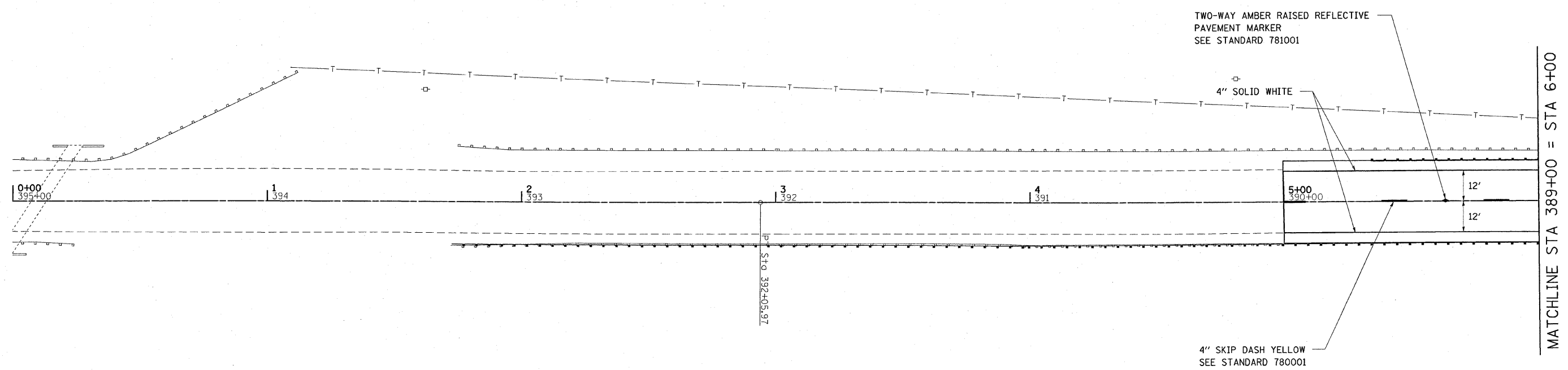
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

FAS ROUTE 1780
 SECTION 27-1BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	23
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLOT DATE = #DATE#
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 REFERENCE = #REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING SHEETS

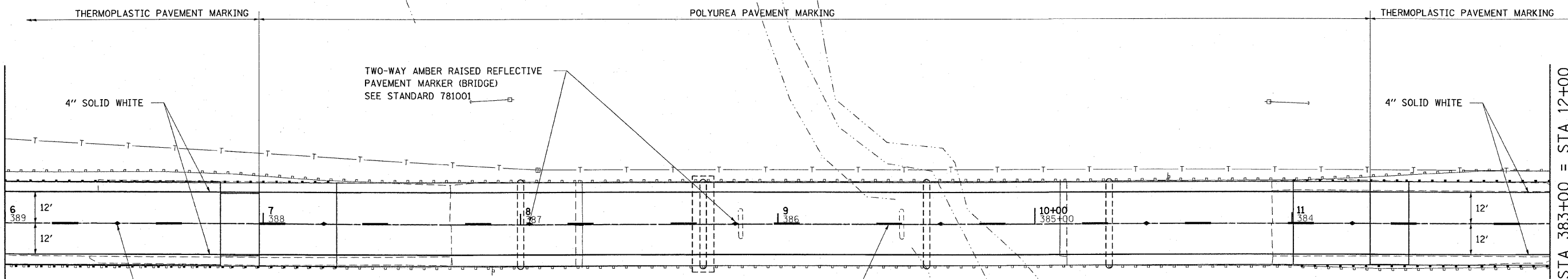
FAS ROUTE 1780
 SECTION 27-BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



MATCHLINE STA 389+00 = STA 6+00

MATCHLINE STA 383+00 = STA 12+00



THERMOPLASTIC PAVEMENT MARKING

POLYUREA PAVEMENT MARKING

THERMOPLASTIC PAVEMENT MARKING

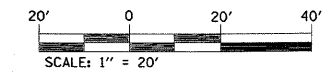
4" SOLID WHITE

TWO-WAY AMBER RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) SEE STANDARD 781001

4" SOLID WHITE

TWO-WAY AMBER RAISED REFLECTIVE PAVEMENT MARKER SEE STANDARD 781001

4" SKIP DASH YELLOW SEE STANDARD 780001



PLOT DATE = #DATE#
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 REFERENCE = #REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING SHEETS
 FAS ROUTE 1780
 SECTION 27-BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	25
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

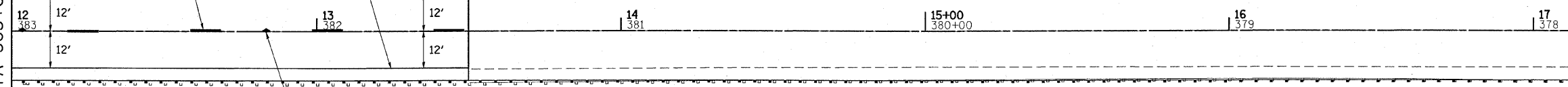


4" SKIP DASH YELLOW
SEE STANDARD 780001

4" SOLID WHITE

TWO-WAY AMBER RAISED REFLECTIVE
PAVEMENT MARKER
SEE STANDARD 781001

MATCHLINE STA 383+00 = STA 12+00



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING SHEETS
FAS ROUTE 1780
SECTION 27-BR-1
CLINTON COUNTY
SN 014-0030 (E) 0077 (P)

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 REFERENCE = #REF#

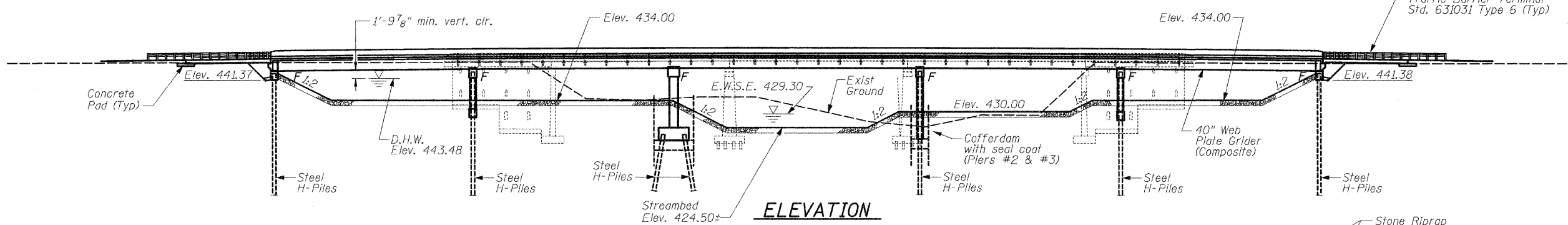
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Benchmark - Chiseled "□" on top northside of west abutment, SN 014-0030, Elev 446.40

Existing Structure - Structure Number 014-0030 was built in 1923 as S.B.I. Rte. 12, Section 27B over Sugar Creek Sta. 385+83 (9+17). The superstructure was replaced and substructure was widened in 1970 as Section 27BR. The existing structure is 33'-0" out to out of deck, 189'-0" back to back of abutments. It has 3-spans at 63'-0" each with 27" precast prestressed concrete deck beams on closed abutment with tie back wingwalls and on solid piers. The abutments and wingwalls are on spread footings. The piers are on timber piles. The existing structure shall be removed and replaced. Roadway will be closed and traffic detoured during construction. No Salvage.

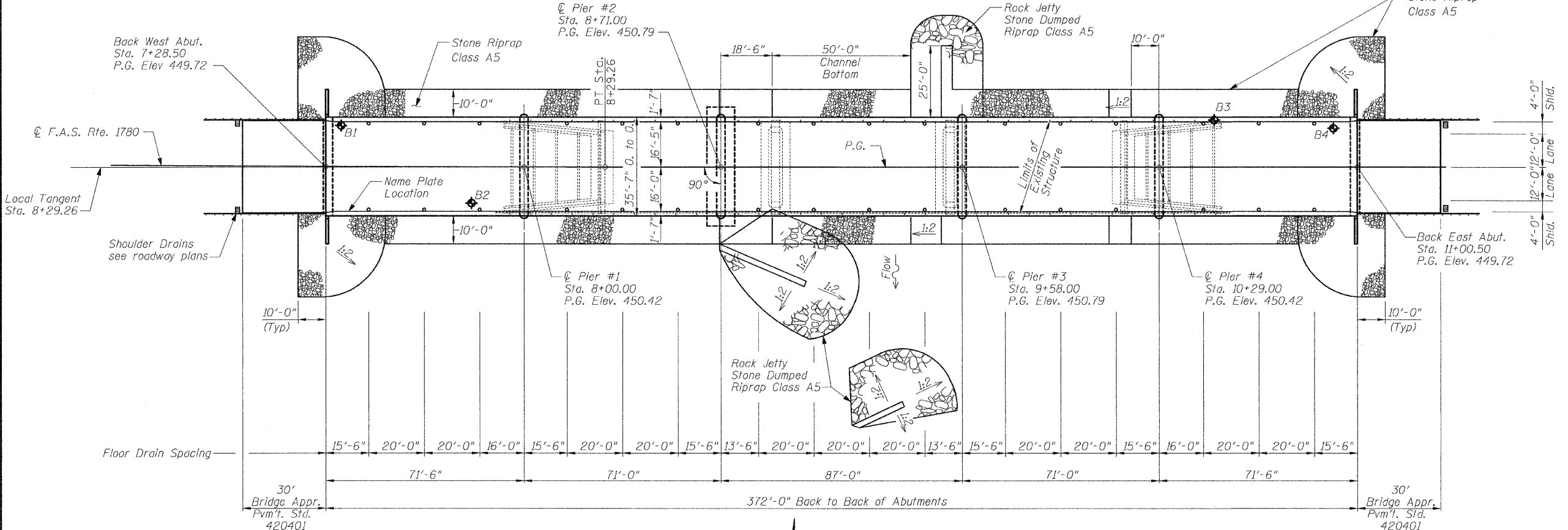
ROUTE NO.	SECTION	COUNTY	DATE SHEETS	SHEET NO.
F.A.S. 1780	27-1BR-1	CLINTON	69 26	27 SHEETS
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT		

Contract # 76961



INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 Total Bill of Material, General Notes & Details
- 3 Riprap Plan and Details
- 4-7 Top of Slab Elevations
- 8 Top of West Approach Slab Elevations
- 9 Top of East Approach Slab Elevations
- 10 Superstructure
- 11 Superstructure Details
- 12 Abutment Diaphragms
- 13 Structural Steel
- 14-15 Structural Steel Details
- 16 Bearing Details
- 17 West Abutment
- 18 East Abutment
- 19 Pier #1
- 20 Pier #2
- 21 Pier #2 Details
- 22 Pier #3
- 23 Pier #4
- 24 Pile Details
- 25 Bar Splicer Assembly Details
- 26-27 Soil Boring Logs



SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Bedrock Acceleration Coefficient (A) = 0.100g
 Site Coefficient (S) = 2.0

CURVE DATA

PI STA. = 5+61.66
 $\Delta = 01^\circ 21' 06''$ (LT)
 $D = 00^\circ 15' 09''$
 $R = 22,687.46'$
 $T = 267.63'$
 $L = 535.23'$
 $E = 1.58'$
 P.C. STA = 2+94.03
 P.T. STA = 8+29.26

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications, 4th Edition

LOADING HL 93

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

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinf.)
 $f_y = 50,000$ psi (Struct.) M270 Grade 50W

PLAN

Design Scour Elev.	W. Abut.	Pier #1	Pier #2	Pier #3	Pier #4	E. Abut.
	441.3	420.6	419.2	418.6	418.2	441.3

WATERWAY INFORMATION

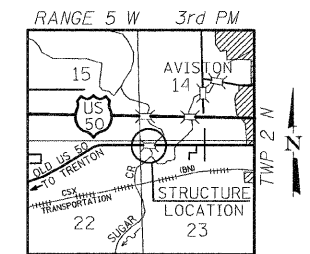
Drainage Area = 96.63 Sq. Mi. Low Grade Elev. 447.59 at Sta. 20+54.29±

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head-Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Design	10	7,232	1552.15	2388.69	441.69	2.13	1.95	443.82	443.64
Base	50	11,017	1873.76	3018.30	443.48	3.47	3.20	446.95	446.68
Ex Overtopping	100	12,673	2004.79	3276.75	444.21	3.93	3.65	448.14	447.86
Pr Overtopping	71	11,890	1948.74		443.90	3.69		447.59	
Max. Calc.	83	12,280		3220.11	444.05		3.54		447.59

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
 Alan D. Lukens
 ENGINEER OF BRIDGES AND STRUCTURES



12/14/07
 Alan D. Lukens
 Licensed Structural Engineer
 State of Illinois No. 081-005167
 License Expires 11/30/08



GENERAL PLAN & ELEVATION
 FAS RTE 1780 (OLD US 50) OVER
 SUGAR CREEK
 SECTION 27-1BR-1
 CLINTON COUNTY
 STATION 9+14.50
 STRUCTURE NUMBER 014-0077

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors
 816 North 24th Street, Quincy, IL
 4510 Paris Gravel Road, Herrshel, MO
 610 N. 4th Street, Suite 100, Burlington, IL
 49 North Prairie Street, Galesburg, IL
 Internet Address: www.klingner.com
 Ph (217) 223-3670 - Fax (217) 223-3683
 Ph (573) 221-8020 - Fax (573) 221-8012
 Ph (319) 753-1636 - Fax (319) 752-3085
 Ph (309) 342-4042 - Fax (309) 341-3781

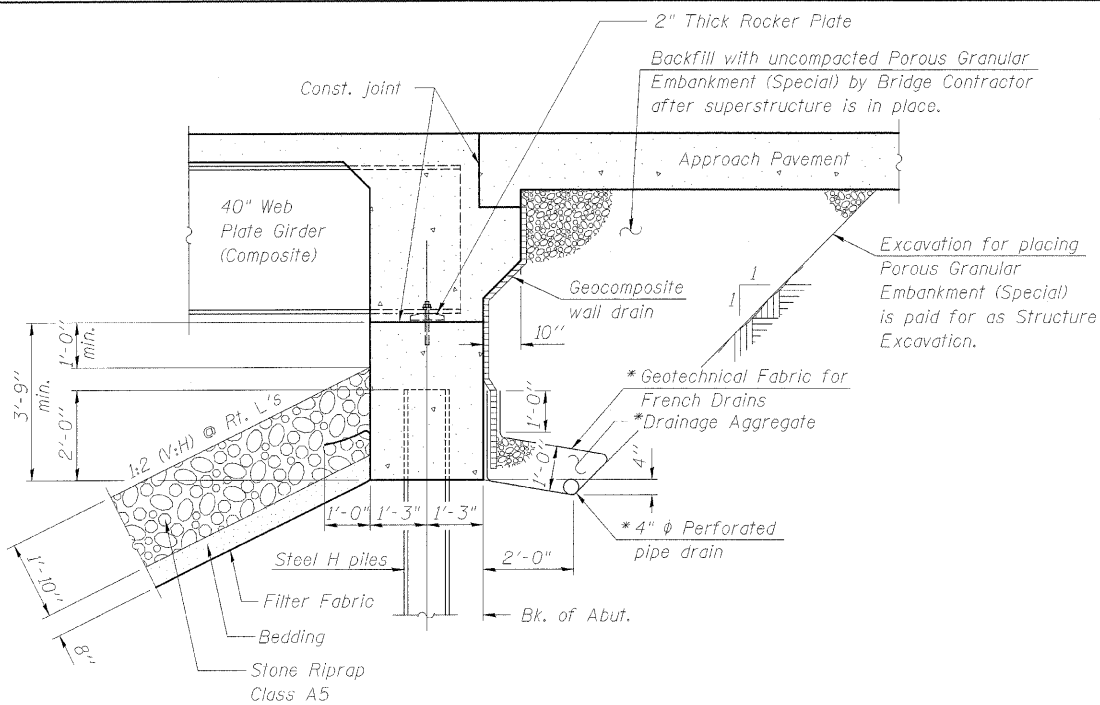
STATE OF ILLINOIS DESIGN FIRM # 1842738

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ROUTE NO.	SECTION	COUNTY	DETAILS	SHEET NO.	SHEET NO. 2
F.A.S. 1780	27-1BR-1	CLINTON	69	27	27 SHEETS
FED. ROAD DIST. NO. 8		ILLINOIS	FED. AID PROJECT-		

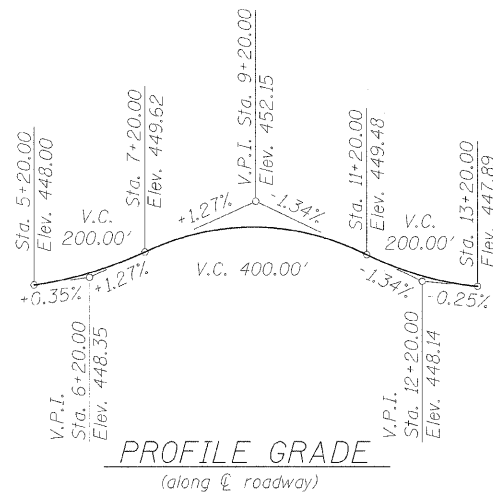
Contract # 76961



* Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (see Article 601.05 of the Standard Specifications and Highway Standard 60110).

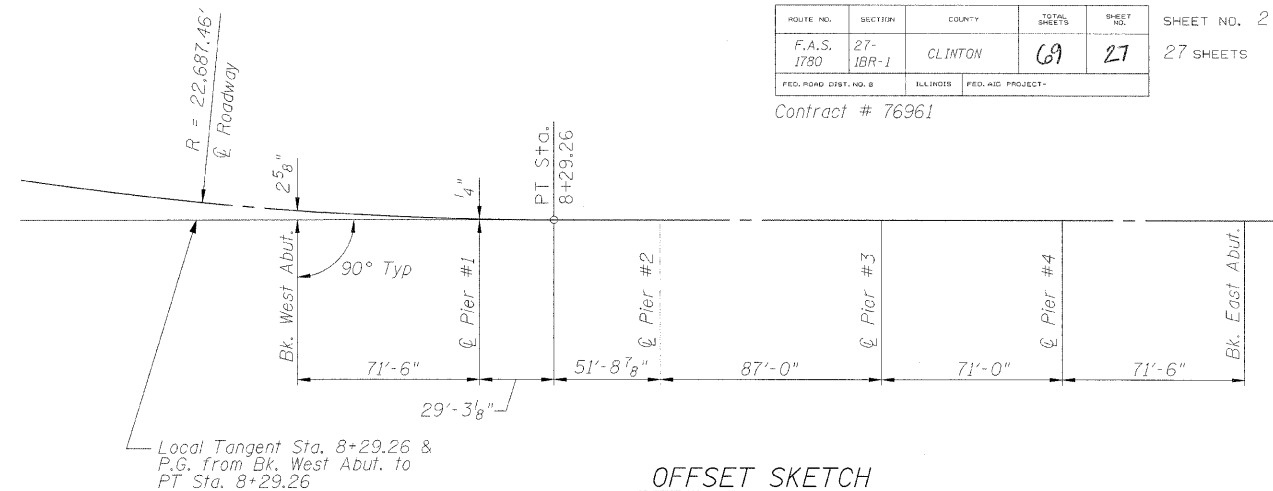
SECTION THRU INTEGRAL ABUTMENT



Transition P.G. from roadway at Sta. 6+98.50 to local tangent Sta. 8+29.26 at Bk. West Abut.
P.G. from Bk. West Abut. to PT Sta. 8+29.26 follows local tangent Sta. 8+29.26

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

STATION 9+14.50
BUILT 200_ BY
STATE OF ILLINOIS
F.A.S. RTE. 1780 SEC. 27-1BR-1
LOADING HL-93
STR. NO. 014-0077
NAME PLATE
See Std. 515001
(1 Required)



OFFSET SKETCH

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	6228		6228
Test Pile Steel HP12x53	Each		2	2
Test Pile Steel HP14x73	Each		2	2
Test Pile Steel HP14x89	Each		2	2
Name Plates	Each	1		1
Porous Granular Embankment (Special)	Cu. Yd.		133	133
Stone Riprap, Class A5	Sq. Yd.		2571	2571
Stone Dumped Riprap, Class A5	Ton		704	704
Filter Fabric	Sq. Yd.		2890	2890
Protective Coat	Sq. Yd.	1685		1685
Structure Excavation	Cu. Yd.		214	214
Removal of Existing Structures	Each		1	1
Anchor Bolt 1" φ	Each		72	72
Concrete Structures	Cu. Yd.		348.0	348.0
Concrete Superstructure	Cu. Yd.	156.5		456.5
Bridge Deck Grooving	Sq. Yd.	1340		1340
Reinforcement Bars, Epoxy Coated	Pound	110,250	39,680	149,930
Bar Splicers	Each	64		64
Furnishing Steel Piles HP12x53	Foot		495	495
Furnishing Steel Piles HP14x73	Foot		735	735
Furnishing Steel Piles HP14x89	Foot		875	875
Driving Piles	Foot		2105	2105
Cofferdam Excavation	Cu. Yd.		498	498
Cofferdam (Pier 2)	Each		1	1
Cofferdam (Pier 3)	Each		1	1
Seal Coat Concrete	Cu. Yd.		108.1	108.1
Floor Drains	Each	32		32
Concrete Encasement	Cu. Yd.		13.0	13.0
Geocomposite Wall Drain	Sq. Yd.		83	83
Pipe Underdrains for Structures, 4"	Foot		138	138
Mechanical Splice	Each		238	238

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts 3/4-in. φ, holes 13/16-in. φ, unless otherwise noted.

Calculated weight of Structural Steel = 400,430 lbs.

All structural steel shall be AASHTO M 270 Grade 50W.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions

Reinforcement bars designated (E) shall be epoxy coated.

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

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

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

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

In lieu of the hammer selection criteria and use of the FHWA Modified Gates formula specified in Section 512 of the Standard Specifications, the Contractor shall conduct a wave equation analysis to establish the driving criteria at all pile foundations which specify a nominal required bearing above 600 kips. The analysis and calculations shall be submitted to the Engineer for approval.

Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted for approval with the cofferdam design to the Engineer.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Slipform Parapets will not be allowed.

TOTAL BILL OF MATERIAL,
GENERAL NOTES & DETAILS
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

Klingner & Assoc., P.C.

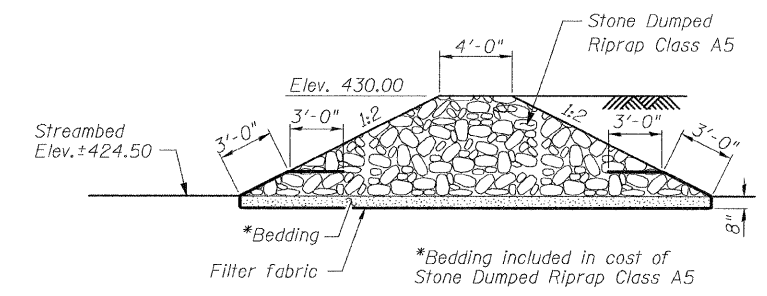
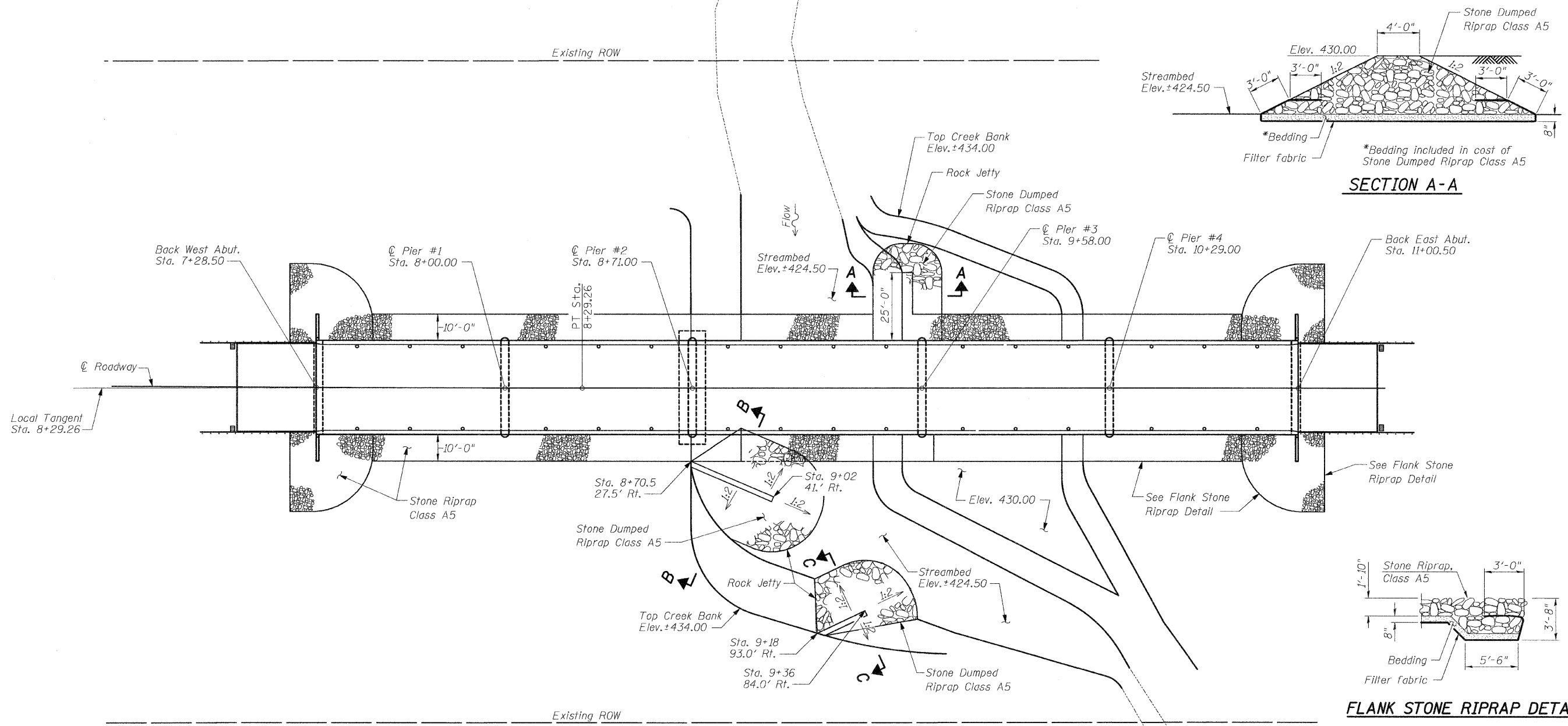
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 1780	27-1BR-1	CLINTON	69	28
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
27 SHEETS

Contract # 76961

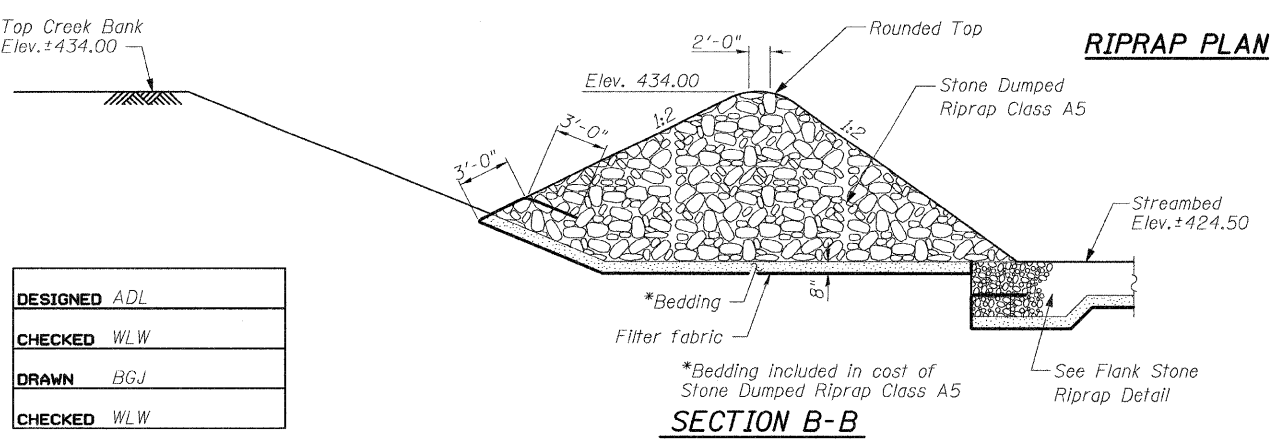


SECTION A-A

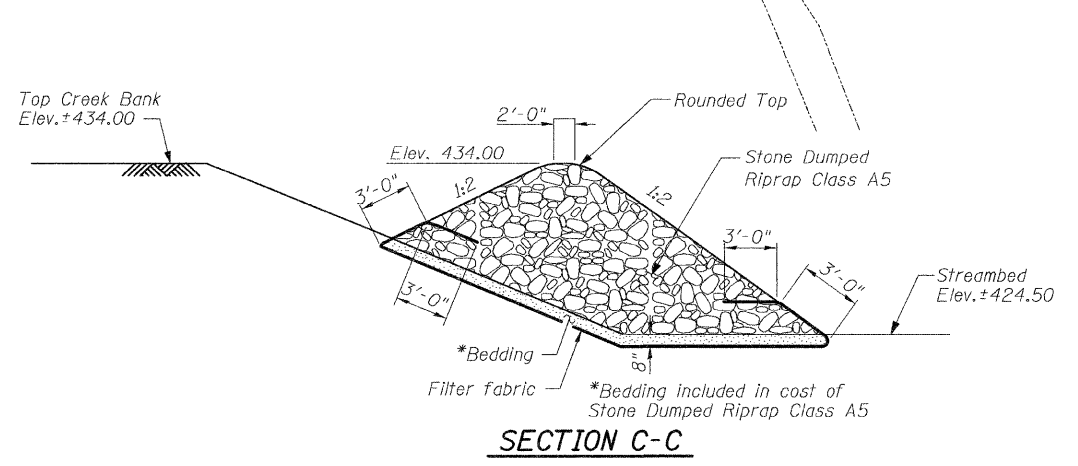
FLANK STONE RIPRAP DETAIL

Note: The flank detail shall be used along both the upstream and downstream ends of the riprap treatment, except rock jetties.

RIPRAP PLAN AND DETAILS
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077



SECTION B-B



SECTION C-C

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

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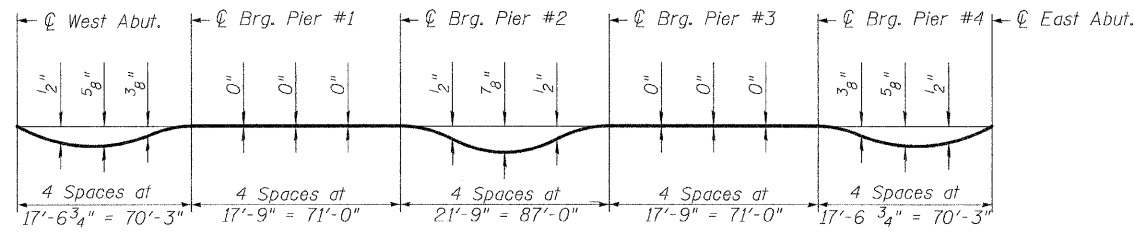
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 1780	27-1BR-1	CLINTON	69	29
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4

27 SHEETS

Contract # 76961



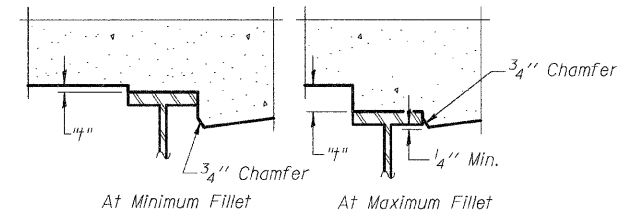
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5 thru 7 of 27.

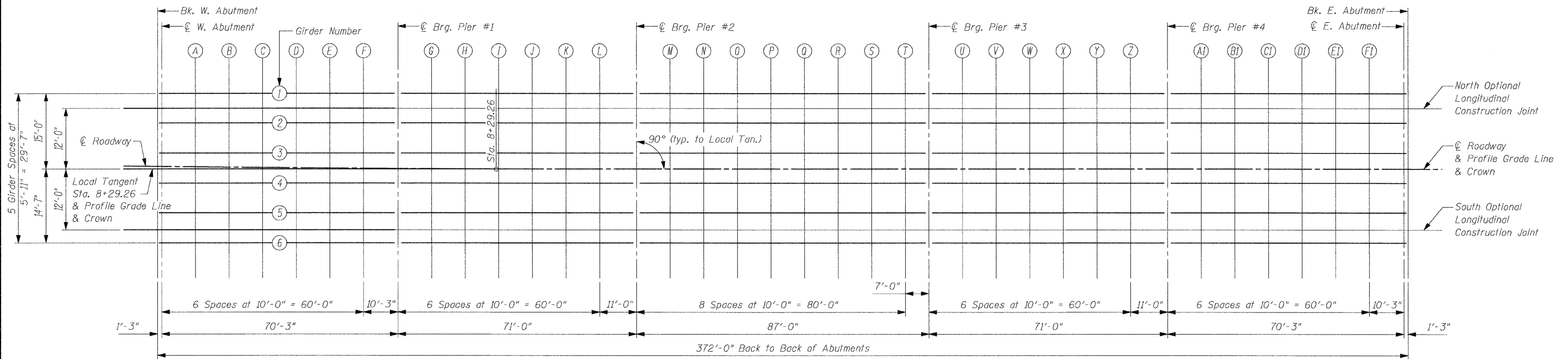
Offsets are measured in feet perpendicular from C Roadway . Offsets to left are negative. Offsets to right are positive.



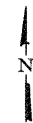
At Minimum Fillet At Maximum Fillet

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5 thru 7 of 27, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN



DESIGNED	ADL
CHECKED	WLW
DRAWN	KTH
CHECKED	WLW

**TOP OF SLAB ELEVATIONS
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077**

Klingner & Assoc., P.C.

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ROUTE NO. F.A.S. 1780	SECTION 27- 1BR-1	COUNTY CLINTON	TOTAL SHEETS 30	SHEET NO. 30	SHEET NO. 5 27 SHEETS
FED. ROAD DIST. NO. 8		ILLINOIS	FED. AID PROJECT-		

Contract # 76961

GIRDER #1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	7+28.43	-14.78	449.47	449.47
☉ W. Abut.	7+29.69	-14.78	449.49	449.49
A	7+39.69	-14.82	449.60	449.63
B	7+49.70	-14.86	449.71	449.76
C	7+59.70	-14.89	449.82	449.88
D	7+69.71	-14.92	449.92	449.97
E	7+79.72	-14.95	450.01	450.05
F	7+89.72	-14.97	450.09	450.11
☉ Brg. Pier #1	7+99.98	-14.98	450.17	450.17
G	8+09.99	-14.99	450.24	450.24
H	8+19.99	-15.00	450.31	450.31
I	8+30.00	-15.00	450.37	450.37
J	8+40.00	-15.00	450.42	450.42
K	8+50.00	-15.00	450.46	450.46
L	8+60.00	-15.00	450.50	450.50
☉ Brg. Pier #2	8+71.00	-15.00	450.54	450.54
M	8+81.00	-15.00	450.56	450.58
N	8+91.00	-15.00	450.58	450.62
O	9+01.00	-15.00	450.59	450.65
P	9+11.00	-15.00	450.60	450.67
Q	9+21.00	-15.00	450.60	450.67
R	9+31.00	-15.00	450.59	450.64
S	9+41.00	-15.00	450.58	450.61
T	9+51.00	-15.00	450.56	450.57
☉ Brg. Pier #3	9+58.00	-15.00	450.54	450.54
U	9+68.00	-15.00	450.51	450.51
V	9+78.00	-15.00	450.47	450.47
W	9+88.00	-15.00	450.42	450.42
X	9+98.00	-15.00	450.37	450.37
Y	10+08.00	-15.00	450.32	450.32
Z	10+18.00	-15.00	450.25	450.25
☉ Brg. Pier #4	10+29.00	-15.00	450.17	450.17
AI	10+39.00	-15.00	450.10	450.12
BI	10+49.00	-15.00	450.01	450.05
CI	10+59.00	-15.00	449.92	449.97
DI	10+69.00	-15.00	449.82	449.88
EI	10+79.00	-15.00	449.72	449.77
FI	10+89.00	-15.00	449.61	449.64
☉ E. Abut.	10+99.25	-15.00	449.49	449.49
Bk. E. Abut.	11+00.50	-15.00	449.47	449.47

**NORTH OPTIONAL
LONGITUDINAL CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	7+28.45	-11.78	449.53	449.53
☉ W. Abut.	7+29.70	-11.78	449.55	449.55
A	7+39.70	-11.82	449.67	449.70
B	7+49.71	-11.86	449.78	449.83
C	7+59.71	-11.89	449.88	449.94
D	7+69.72	-11.92	449.98	450.03
E	7+79.72	-11.95	450.07	450.11
F	7+89.73	-11.97	450.15	450.17
☉ Brg. Pier #1	7+99.98	-11.98	450.23	450.23
G	8+09.99	-11.99	450.31	450.31
H	8+20.00	-12.00	450.37	450.37
I	8+30.00	-12.00	450.43	450.43
J	8+40.00	-12.00	450.48	450.48
K	8+50.00	-12.00	450.53	450.53
L	8+60.00	-12.00	450.56	450.56
☉ Brg. Pier #2	8+71.00	-12.00	450.60	450.60
M	8+81.00	-12.00	450.62	450.64
N	8+91.00	-12.00	450.64	450.68
O	9+01.00	-12.00	450.66	450.72
P	9+11.00	-12.00	450.66	450.73
Q	9+21.00	-12.00	450.66	450.73
R	9+31.00	-12.00	450.65	450.70
S	9+41.00	-12.00	450.64	450.67
T	9+51.00	-12.00	450.62	450.63
☉ Brg. Pier #3	9+58.00	-12.00	450.60	450.60
U	9+68.00	-12.00	450.57	450.57
V	9+78.00	-12.00	450.53	450.53
W	9+88.00	-12.00	450.49	450.49
X	9+98.00	-12.00	450.44	450.44
Y	10+08.00	-12.00	450.38	450.38
Z	10+18.00	-12.00	450.31	450.31
☉ Brg. Pier #4	10+29.00	-12.00	450.24	450.24
AI	10+39.00	-12.00	450.16	450.18
BI	10+49.00	-12.00	450.07	450.11
CI	10+59.00	-12.00	449.98	450.03
DI	10+69.00	-12.00	449.89	449.95
EI	10+79.00	-12.00	449.78	449.83
FI	10+89.00	-12.00	449.67	449.70
☉ E. Abut.	10+99.25	-12.00	449.55	449.55
Bk. E. Abut.	11+00.50	-12.00	449.54	449.54

GIRDER #2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	7+28.46	-8.86	449.58	449.58
☉ W. Abut.	7+29.71	-8.86	449.60	449.60
A	7+39.72	-8.91	449.71	449.74
B	7+49.72	-8.94	449.82	449.87
C	7+59.72	-8.98	449.93	449.99
D	7+69.73	-9.01	450.02	450.07
E	7+79.73	-9.03	450.12	450.16
F	7+89.73	-9.05	450.20	450.22
☉ Brg. Pier #1	7+99.99	-9.06	450.28	450.28
G	8+09.99	-9.08	450.35	450.35
H	8+20.00	-9.08	450.42	450.42
I	8+30.00	-9.08	450.47	450.47
J	8+40.00	-9.08	450.53	450.53
K	8+50.00	-9.08	450.57	450.57
L	8+60.00	-9.08	450.61	450.61
☉ Brg. Pier #2	8+71.00	-9.08	450.65	450.65
M	8+81.00	-9.08	450.67	450.69
N	8+91.00	-9.08	450.69	450.73
O	9+01.00	-9.08	450.70	450.76
P	9+11.00	-9.08	450.71	450.78
Q	9+21.00	-9.08	450.71	450.78
R	9+31.00	-9.08	450.70	450.75
S	9+41.00	-9.08	450.68	450.71
T	9+51.00	-9.08	450.66	450.67
☉ Brg. Pier #3	9+58.00	-9.08	450.65	450.65
U	9+68.00	-9.08	450.61	450.61
V	9+78.00	-9.08	450.58	450.58
W	9+88.00	-9.08	450.53	450.53
X	9+98.00	-9.08	450.48	450.48
Y	10+08.00	-9.08	450.42	450.42
Z	10+18.00	-9.08	450.36	450.36
☉ Brg. Pier #4	10+29.00	-9.08	450.28	450.28
AI	10+39.00	-9.08	450.20	450.22
BI	10+49.00	-9.08	450.12	450.16
CI	10+59.00	-9.08	450.03	450.08
DI	10+69.00	-9.08	449.93	449.99
EI	10+79.00	-9.08	449.83	449.88
FI	10+89.00	-9.08	449.72	449.75
☉ E. Abut.	10+99.25	-9.08	449.60	449.60
Bk. E. Abut.	11+00.50	-9.08	449.58	449.58

DESIGNED	ADL
CHECKED	WLW
DRAWN	KTH
CHECKED	WLW

**TOP OF SLAB ELEVATIONS
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077**

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Contract # 76961

GIRDER #3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	7+28.49	-2.94	449.67	449.67
☉ W. Abut.	7+29.74	-2.95	449.69	449.69
A	7+39.74	-2.99	449.80	449.83
B	7+49.74	-3.03	449.92	449.97
C	7+59.74	-3.06	450.02	450.08
D	7+69.74	-3.09	450.12	450.17
E	7+79.74	-3.11	450.21	450.25
F	7+89.74	-3.13	450.29	450.31
☉ Brg. Pier #1	8+00.00	-3.15	450.37	450.37
G	8+10.00	-3.16	450.44	450.44
H	8+20.00	-3.16	450.51	450.51
I	8+30.00	-3.17	450.57	450.57
J	8+40.00	-3.17	450.62	450.62
K	8+50.00	-3.17	450.66	450.66
L	8+60.00	-3.17	450.70	450.70
☉ Brg. Pier #2	8+71.00	-3.17	450.74	450.74
M	8+81.00	-3.17	450.76	450.78
N	8+91.00	-3.17	450.78	450.82
O	9+01.00	-3.17	450.79	450.85
P	9+11.00	-3.17	450.80	450.87
Q	9+21.00	-3.17	450.80	450.87
R	9+31.00	-3.17	450.79	450.84
S	9+41.00	-3.17	450.78	450.81
T	9+51.00	-3.17	450.76	450.77
☉ Brg. Pier #3	9+58.00	-3.17	450.74	450.74
U	9+68.00	-3.17	450.71	450.71
V	9+78.00	-3.17	450.67	450.67
W	9+88.00	-3.17	450.62	450.62
X	9+98.00	-3.17	450.57	450.57
Y	10+08.00	-3.17	450.52	450.52
Z	10+18.00	-3.17	450.45	450.45
☉ Brg. Pier #4	10+29.00	-3.17	450.37	450.37
A1	10+39.00	-3.17	450.30	450.32
B1	10+49.00	-3.17	450.21	450.25
C1	10+59.00	-3.17	450.12	450.17
D1	10+69.00	-3.17	450.02	450.08
E1	10+79.00	-3.17	449.92	449.97
F1	10+89.00	-3.17	449.81	449.84
☉ E. Abut	10+99.25	-3.17	449.69	449.69
Bk. E. Abut.	11+00.50	-3.17	449.68	449.68

PROFILE GRADE LINE & CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	7+28.50	0.22	449.72	449.72
☉ W. Abut.	7+29.75	0.22	449.74	449.74
A	7+39.75	0.18	449.85	449.88
B	7+49.75	0.14	449.96	450.01
C	7+59.75	0.11	450.07	450.13
D	7+69.75	0.08	450.17	450.22
E	7+79.75	0.05	450.26	450.30
F	7+89.75	0.03	450.34	450.36
☉ Brg. Pier #1	8+00.00	0.02	450.42	450.42
G	8+10.00	0.01	450.49	450.49
H	8+20.00	0.00	450.56	450.56
I	8+30.00	0.00	450.62	450.62
J	8+40.00	0.00	450.67	450.67
K	8+50.00	0.00	450.71	450.71
L	8+60.00	0.00	450.75	450.75
☉ Brg. Pier #2	8+71.00	0.00	450.79	450.79
M	8+81.00	0.00	450.81	450.83
N	8+91.00	0.00	450.83	450.87
O	9+01.00	0.00	450.84	450.90
P	9+11.00	0.00	450.85	450.92
Q	9+21.00	0.00	450.85	450.92
R	9+31.00	0.00	450.84	450.89
S	9+41.00	0.00	450.83	450.86
T	9+51.00	0.00	450.81	450.82
☉ Brg. Pier #3	9+58.00	0.00	450.79	450.79
U	9+68.00	0.00	450.76	450.76
V	9+78.00	0.00	450.72	450.72
W	9+88.00	0.00	450.67	450.67
X	9+98.00	0.00	450.62	450.62
Y	10+08.00	0.00	450.57	450.57
Z	10+18.00	0.00	450.50	450.50
☉ Brg. Pier #4	10+29.00	0.00	450.42	450.42
A1	10+39.00	0.00	450.35	450.37
B1	10+49.00	0.00	450.26	450.30
C1	10+59.00	0.00	450.17	450.22
D1	10+69.00	0.00	450.07	450.13
E1	10+79.00	0.00	449.97	450.02
F1	10+89.00	0.00	449.86	449.89
☉ E. Abut	10+99.25	0.00	449.74	449.74
Bk. E. Abut.	11+00.50	0.00	449.72	449.72

GIRDER #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	7+28.51	2.97	449.68	449.68
☉ W. Abut.	7+29.76	2.97	449.69	449.69
A	7+39.76	2.93	449.81	449.84
B	7+49.76	2.89	449.92	449.97
C	7+59.76	2.86	450.03	450.09
D	7+69.76	2.83	450.12	450.17
E	7+79.76	2.80	450.21	450.25
F	7+89.76	2.78	450.30	450.32
☉ Brg. Pier #1	8+00.00	2.77	450.38	450.38
G	8+10.00	2.76	450.45	450.45
H	8+20.00	2.75	450.51	450.51
I	8+30.00	2.75	450.57	450.57
J	8+40.00	2.75	450.63	450.63
K	8+50.00	2.75	450.67	450.67
L	8+60.00	2.75	450.71	450.71
☉ Brg. Pier #2	8+71.00	2.75	450.74	450.74
M	8+81.00	2.75	450.77	450.79
N	8+91.00	2.75	450.79	450.83
O	9+01.00	2.75	450.80	450.86
P	9+11.00	2.75	450.81	450.88
Q	9+21.00	2.75	450.80	450.87
R	9+31.00	2.75	450.80	450.85
S	9+41.00	2.75	450.78	450.81
T	9+51.00	2.75	450.76	450.77
☉ Brg. Pier #3	9+58.00	2.75	450.75	450.75
U	9+68.00	2.75	450.71	450.71
V	9+78.00	2.75	450.68	450.68
W	9+88.00	2.75	450.63	450.63
X	9+98.00	2.75	450.58	450.58
Y	10+08.00	2.75	450.52	450.52
Z	10+18.00	2.75	450.46	450.46
☉ Brg. Pier #4	10+29.00	2.75	450.38	450.38
A1	10+39.00	2.75	450.30	450.32
B1	10+49.00	2.75	450.22	450.26
C1	10+59.00	2.75	450.13	450.18
D1	10+69.00	2.75	450.03	450.09
E1	10+79.00	2.75	449.93	449.98
F1	10+89.00	2.75	449.82	449.85
☉ E. Abut	10+99.25	2.75	449.70	449.70
Bk. E. Abut.	11+00.50	2.75	449.68	449.68

DESIGNED	ADL
CHECKED	WLW
DRAWN	KTH
CHECKED	WLW

**TOP OF SLAB ELEVATIONS
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077**

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7 27 SHEETS
F.A.S. 1780	27-1BR-1	CLINTON	69	32	
FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT-			

Contract # 76961

**SOUTH OPTIONAL
LONGITUDINAL CONSTRUCTION JOINT**

GIRDER #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	7+28.54	8.89	449.59	449.59
☉ W. Abut.	7+29.79	8.88	449.60	449.60
A	7+39.79	8.84	449.72	449.72
B	7+49.78	8.81	449.83	449.83
C	7+59.78	8.77	449.93	449.93
D	7+69.77	8.74	450.03	450.03
E	7+79.77	8.72	450.12	450.12
F	7+89.77	8.70	450.21	450.21
☉ Brg. Pier #1	8+00.01	8.69	450.29	450.29
G	8+10.01	8.67	450.36	450.36
H	8+20.00	8.67	450.42	450.42
I	8+30.00	8.67	450.48	450.48
J	8+40.00	8.67	450.53	450.53
K	8+50.00	8.67	450.58	450.58
L	8+60.00	8.67	450.62	450.62
☉ Brg. Pier #2	8+71.00	8.67	450.65	450.65
M	8+81.00	8.67	450.68	450.68
N	8+91.00	8.67	450.70	450.70
O	9+01.00	8.67	450.71	450.71
P	9+11.00	8.67	450.71	450.71
Q	9+21.00	8.67	450.71	450.71
R	9+31.00	8.67	450.71	450.71
S	9+41.00	8.67	450.69	450.69
T	9+51.00	8.67	450.67	450.67
☉ Brg. Pier #3	9+58.00	8.67	450.65	450.65
U	9+68.00	8.67	450.62	450.62
V	9+78.00	8.67	450.58	450.58
W	9+88.00	8.67	450.54	450.54
X	9+98.00	8.67	450.49	450.49
Y	10+08.00	8.67	450.43	450.43
Z	10+18.00	8.67	450.37	450.37
☉ Brg. Pier #4	10+29.00	8.67	450.29	450.29
A1	10+39.00	8.67	450.21	450.21
B1	10+49.00	8.67	450.13	450.13
C1	10+59.00	8.67	450.04	450.04
D1	10+69.00	8.67	449.94	449.94
E1	10+79.00	8.67	449.83	449.83
F1	10+89.00	8.67	449.72	449.72
☉ E. Abut.	10+99.25	8.67	449.60	449.60
Bk. E. Abut.	11+00.50	8.67	449.59	449.59

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	7+28.55	12.22	449.53	449.53
☉ W. Abut.	7+29.80	12.22	449.55	449.55
A	7+39.80	12.18	449.67	449.70
B	7+49.79	12.14	449.78	449.83
C	7+59.79	12.11	449.88	449.94
D	7+69.78	12.08	449.98	450.03
E	7+79.78	12.05	450.07	450.11
F	7+89.77	12.03	450.15	450.17
☉ Brg. Pier #1	8+00.02	12.02	450.23	450.23
G	8+10.01	12.01	450.31	450.31
H	8+20.01	12.00	450.37	450.37
I	8+30.00	12.00	450.43	450.43
J	8+40.00	12.00	450.48	450.48
K	8+50.00	12.00	450.53	450.53
L	8+60.00	12.00	450.56	450.56
☉ Brg. Pier #2	8+71.00	12.00	450.60	450.60
M	8+81.00	12.00	450.62	450.64
N	8+91.00	12.00	450.64	450.68
O	9+01.00	12.00	450.66	450.72
P	9+11.00	12.00	450.66	450.73
Q	9+21.00	12.00	450.66	450.73
R	9+31.00	12.00	450.65	450.70
S	9+41.00	12.00	450.64	450.67
T	9+51.00	12.00	450.62	450.63
☉ Brg. Pier #3	9+58.00	12.00	450.60	450.60
U	9+68.00	12.00	450.57	450.57
V	9+78.00	12.00	450.53	450.53
W	9+88.00	12.00	450.49	450.49
X	9+98.00	12.00	450.44	450.44
Y	10+08.00	12.00	450.38	450.38
Z	10+18.00	12.00	450.31	450.31
☉ Brg. Pier #4	10+29.00	12.00	450.24	450.24
A1	10+39.00	12.00	450.16	450.18
B1	10+49.00	12.00	450.07	450.11
C1	10+59.00	12.00	449.98	450.03
D1	10+69.00	12.00	449.89	449.95
E1	10+79.00	12.00	449.78	449.83
F1	10+89.00	12.00	449.67	449.70
☉ E. Abut.	10+99.25	12.00	449.55	449.55
Bk. E. Abut.	11+00.50	12.00	449.54	449.54

GIRDER #6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk W. Abut.	7+28.57	14.81	449.48	449.48
☉ W. Abut.	7+29.81	14.80	449.50	449.50
A	7+39.81	14.76	449.61	449.64
B	7+49.80	14.72	449.72	449.77
C	7+59.80	14.69	449.83	449.89
D	7+69.79	14.66	449.92	449.97
E	7+79.78	14.64	450.02	450.06
F	7+89.78	14.62	450.10	450.12
☉ Brg. Pier #1	8+00.02	14.60	450.18	450.18
G	8+10.01	14.59	450.25	450.25
H	8+20.01	14.59	450.32	450.32
I	8+30.00	14.58	450.37	450.37
J	8+40.00	14.58	450.43	450.43
K	8+50.00	14.58	450.47	450.47
L	8+60.00	14.58	450.51	450.51
☉ Brg. Pier #2	8+71.00	14.58	450.55	450.55
M	8+81.00	14.58	450.57	450.59
N	8+91.00	14.58	450.59	450.63
O	9+01.00	14.58	450.60	450.66
P	9+11.00	14.58	450.61	450.68
Q	9+21.00	14.58	450.61	450.68
R	9+31.00	14.58	450.60	450.65
S	9+41.00	14.58	450.59	450.62
T	9+51.00	14.58	450.56	450.57
☉ Brg. Pier #3	9+58.00	14.58	450.55	450.55
U	9+68.00	14.58	450.52	450.52
V	9+78.00	14.58	450.48	450.48
W	9+88.00	14.58	450.43	450.43
X	9+98.00	14.58	450.38	450.38
Y	10+08.00	14.58	450.32	450.32
Z	10+18.00	14.58	450.26	450.26
☉ Brg. Pier #4	10+29.00	14.58	450.18	450.18
A1	10+39.00	14.58	450.10	450.12
B1	10+49.00	14.58	450.02	450.06
C1	10+59.00	14.58	449.93	449.98
D1	10+69.00	14.58	449.83	449.89
E1	10+79.00	14.58	449.73	449.78
F1	10+89.00	14.58	449.62	449.65
☉ E. Abut.	10+99.25	14.58	449.50	449.50
Bk. E. Abut.	11+00.50	14.58	449.48	449.48

DESIGNED	ADL
CHECKED	WLW
DRAWN	KTH
CHECKED	WLW

**TOP OF SLAB ELEVATIONS
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077**

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 1780	27-1BR-1	CLINTON	69	33
FED. ROAD DIST. N.L.R.	ILLINOIS	FED. AID PROJECT		

Contract # 76961

27 SHEETS

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of W. Appr.	6+98.41	-16.04	449.00
A	7+08.41	-16.10	449.14
B	7+18.42	-16.15	449.29
Bk W. Abut.	7+28.43	-16.19	449.44

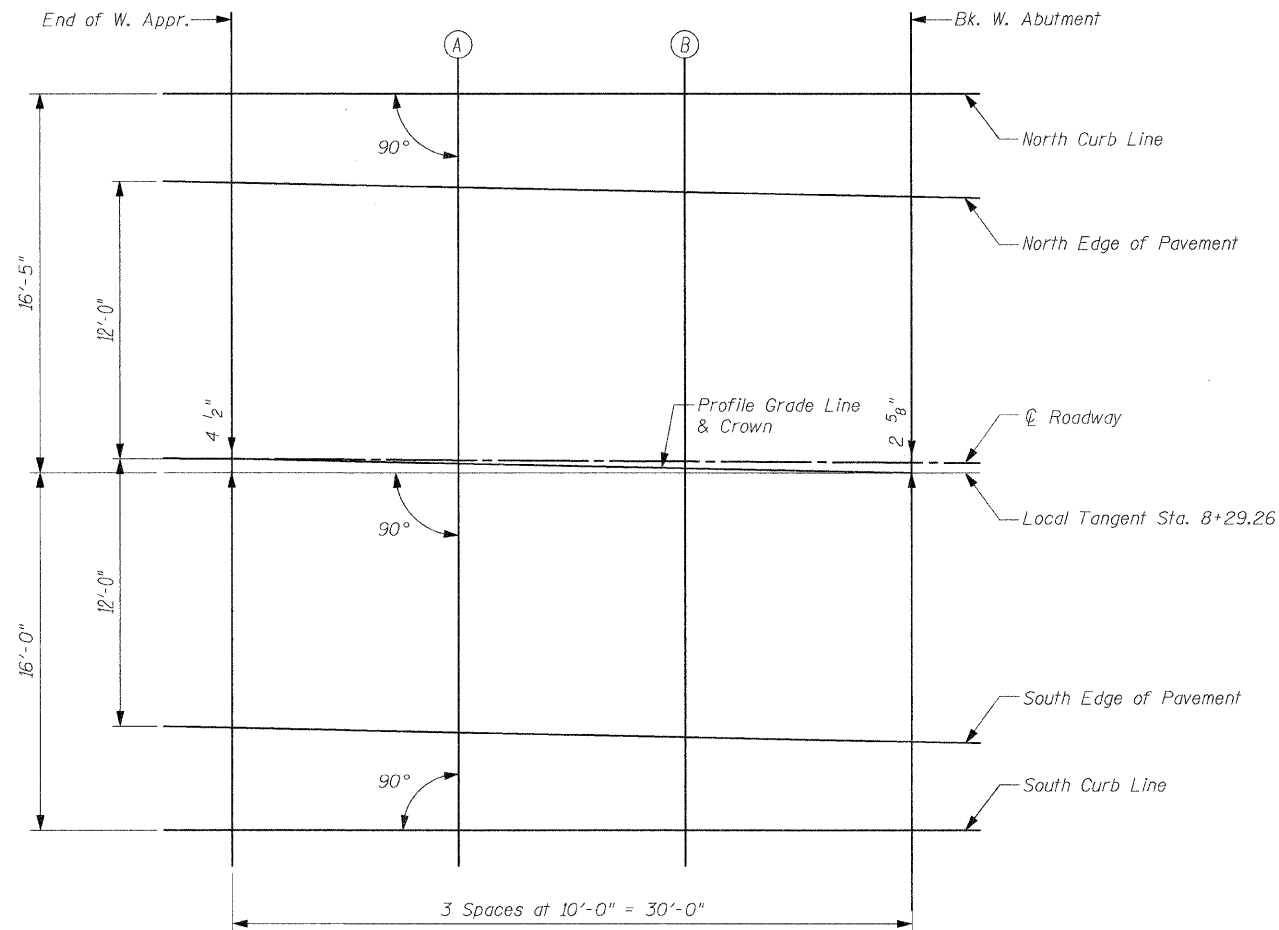
NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of W. Appr.	6+98.43	-12.00	449.17
A	7+08.44	-11.93	449.29
B	7+18.44	-11.86	449.41
Bk W. Abut.	7+28.45	-11.78	449.53

PROFILE GRADE LINE & CROWN

Location	Station	Offset	Theoretical Grade Elevations
End of W. Appr.	6+98.50	0.00	449.35
A	7+08.50	0.07	449.47
B	7+18.50	0.14	449.60
Bk W. Abut.	7+28.50	0.22	449.72

Notes:
 North & South Curb Lines are parallel to Local Tangent Sta. 8+29.26.
 North & South Edge Pavements are parallel to Profile Grade Line.
 Offsets are measured in feet perpendicular from ϕ roadway. Offsets to left are negative. Offsets to right are positive.



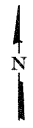
SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of W. Appr.	6+98.57	12.00	449.17
A	7+08.56	12.07	449.29
B	7+18.56	12.15	449.41
Bk W. Abut.	7+28.55	12.22	449.53

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of W. Appr.	6+98.59	16.38	448.99
A	7+08.59	16.32	449.14
B	7+18.58	16.27	449.30
Bk W. Abut.	7+28.57	16.22	449.45

PLAN



DESIGNED	ADL
CHECKED	WLW
DRAWN	KTH
CHECKED	WLW

**TOP OF WEST APPROACH
 SLAB ELEVATIONS
 FAS RTE 1780 (OLD US 50) OVER
 SUGAR CREEK
 SECTION 27-1BR-1
 CLINTON COUNTY
 STATION 9+14.50
 STRUCTURE NUMBER 014-0077**

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 1780	27-IBR-1	CLINTON	69	34
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT		

Contract # 76961

27 SHEETS

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk E. Abut.	11+00.50	-16.42	449.45
A	11+10.50	-16.42	449.29
B	11+20.50	-16.42	449.13
End of E. Appr.	11+30.50	-16.42	448.97

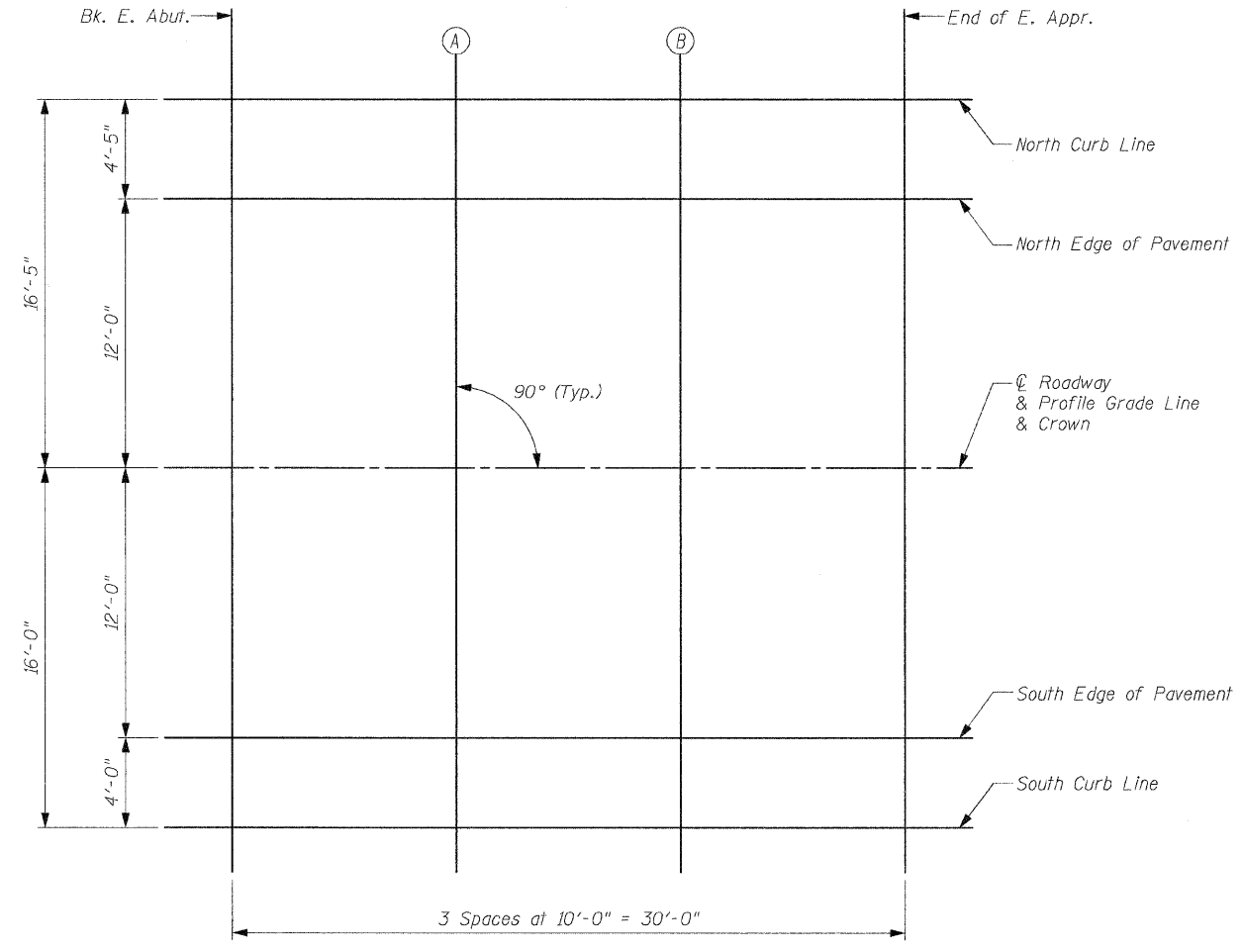
NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk E. Abut.	11+00.50	-12.00	449.54
A	11+10.50	-12.00	449.41
B	11+20.50	-12.00	449.28
End of E. Appr.	11+30.50	-12.00	449.15

☉ F.A.S. RTE. 1780 & PROFILE GRADE LINE & CROWN

Location	Station	Offset	Theoretical Grade Elevations
Bk E. Abut.	11+00.50	0.00	449.72
A	11+10.50	0.00	449.60
B	11+20.50	0.00	449.47
End of E. Appr.	11+30.50	0.00	449.34

Notes:
 Offsets are measured in feet perpendicular from ☉ roadway. Offsets to left are negative. Offsets to right are positive.



SOUTH EDGE OF PAVEMENT

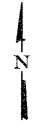
Location	Station	Offset	Theoretical Grade Elevations
Bk E. Abut.	11+00.50	12.00	449.54
A	11+10.50	12.00	449.41
B	11+20.50	12.00	449.28
End of E. Appr.	11+30.50	12.00	449.15

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk E. Abut.	11+00.50	16.00	449.45
A	11+10.50	16.00	449.30
B	11+20.50	16.00	449.14
End of E. Appr.	11+30.50	16.00	448.99

DESIGNED	ADL
CHECKED	WLW
DRAWN	KTH
CHECKED	WLW

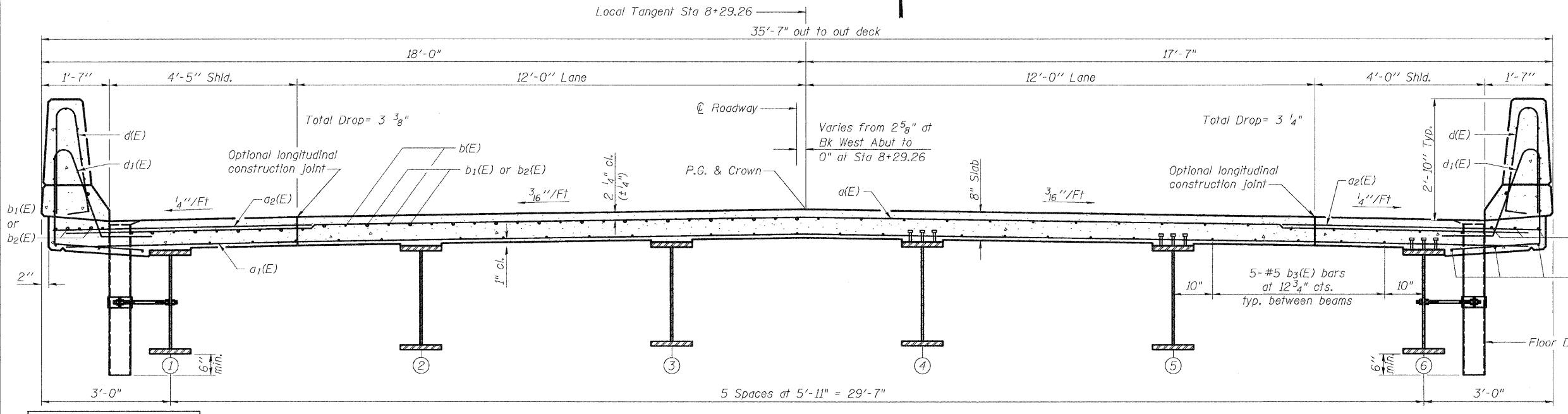
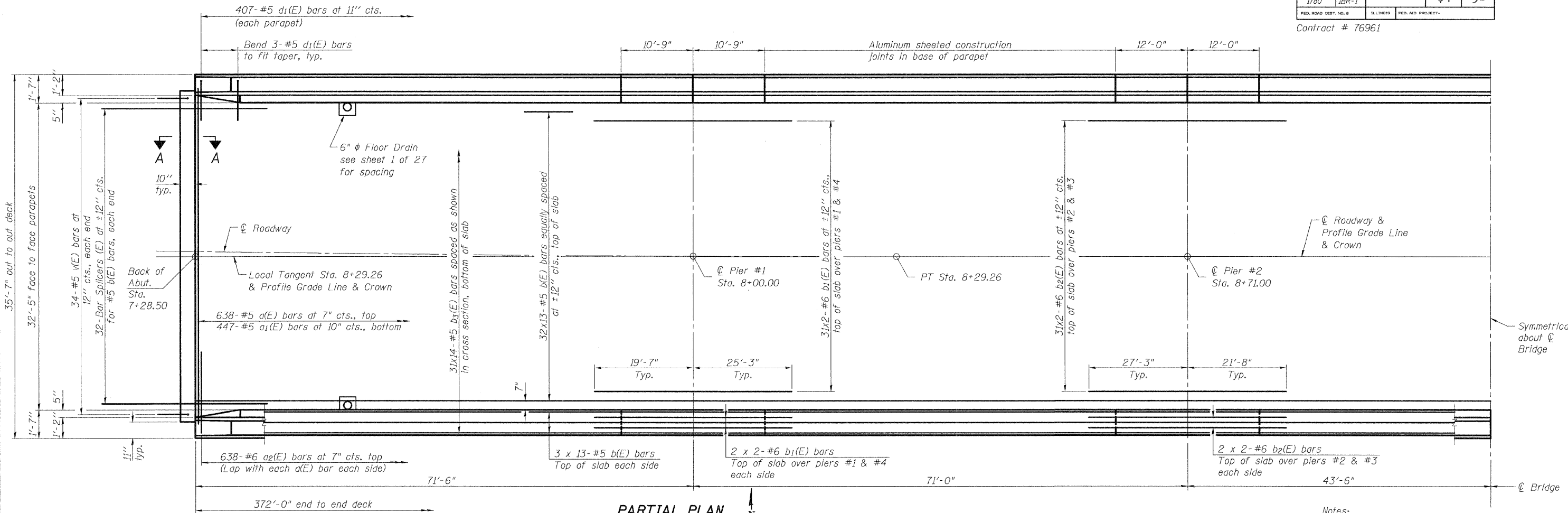
PLAN



**TOP OF EAST APPROACH
 SLAB ELEVATIONS
 FAS RTE 1780 (OLD US 50) OVER
 SUGAR CREEK
 SECTION 27-IBR-1
 CLINTON COUNTY
 STATION 9+14.50
 STRUCTURE NUMBER 014-0077**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 10 27 SHEETS
F.A.S. 1780	27-1BR-1	CLINTON	49	35	
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT-			
Contract # 76961					

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 c:\02files\020409\02-0409.028 wo 17 bridge plans\bridge plans\014-0077.10 Superstructure.dgn



Notes:
 See Sheet 11 of 27 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 11 of 27 for parapet reinforcement.

MINIMUM BAR LAP
 (Deck)
 #5 bar = 2'-2"
 #6 bar = 2'-9"

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

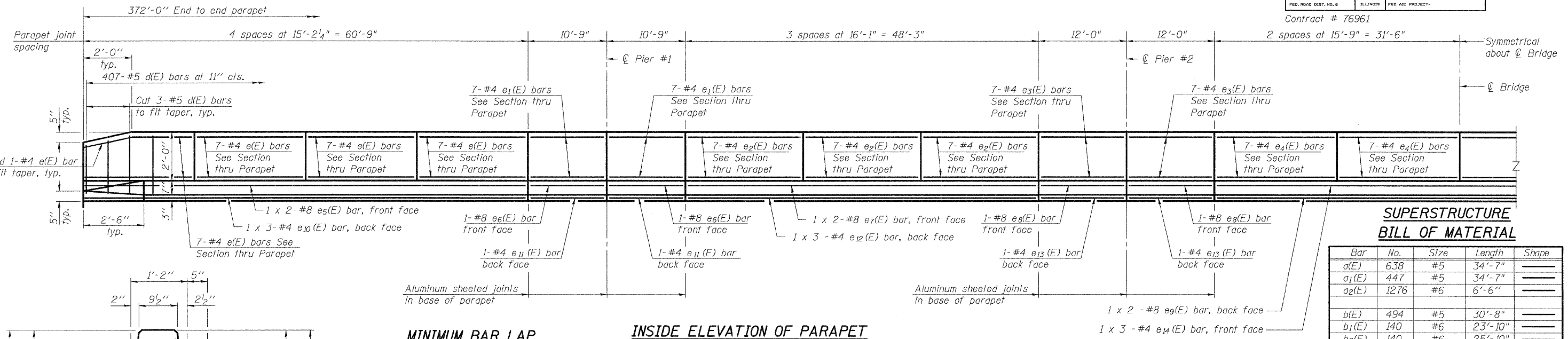
SUPERSTRUCTURE
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

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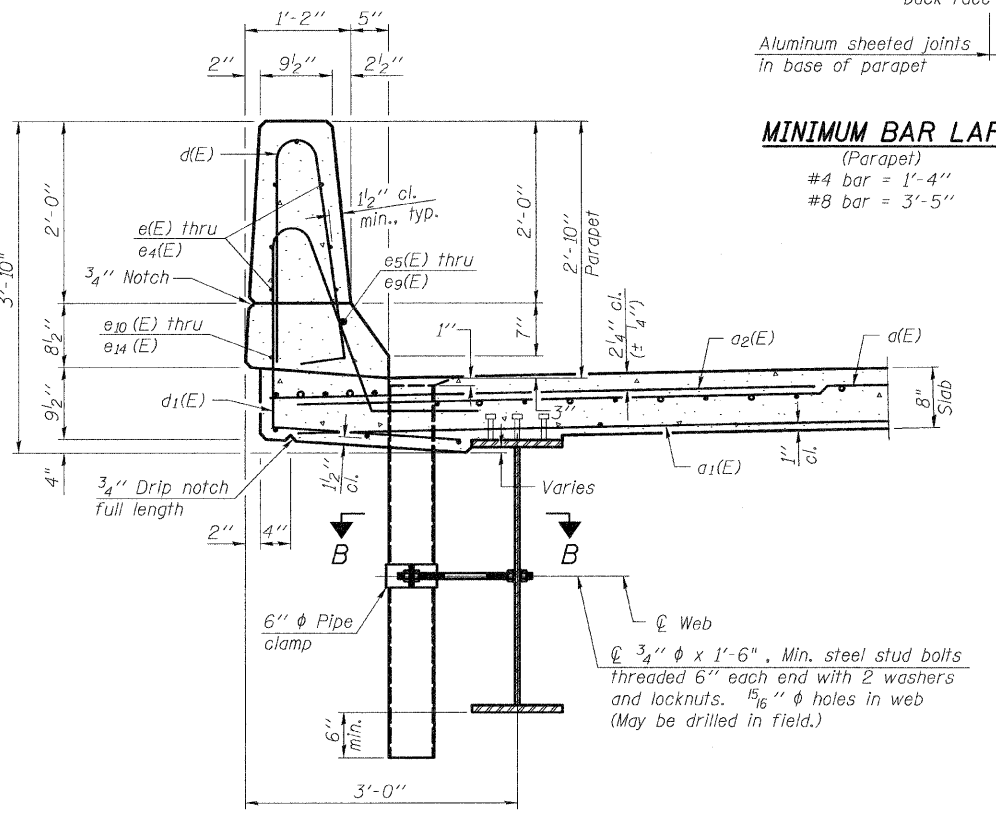
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO.
F.A.S. 1780	27-1BR-1	CLINTON	64	36	27 SHEETS
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT-			

Contract # 76961



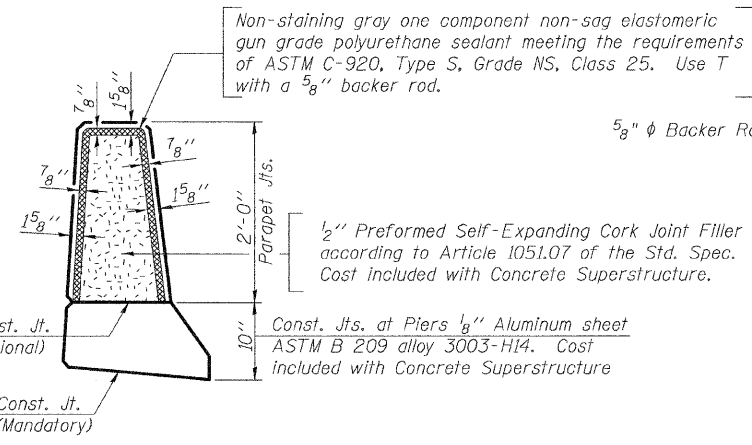
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	638	#5	34'-7"	—
a ₁ (E)	447	#5	34'-7"	—
a ₂ (E)	1276	#6	6'-6"	—
b(E)	494	#5	30'-8"	—
b ₁ (E)	140	#6	23'-10"	—
b ₂ (E)	140	#6	25'-10"	—
b ₃ (E)	434	#5	28'-7"	—
d(E)	814	#5	5'-7"	⌋
d ₁ (E)	814	#5	7'-9"	⌋
e(E)	112	#4	14'-11"	—
e ₁ (E)	56	#4	10'-6"	—
e ₂ (E)	84	#4	15'-10"	—
e ₃ (E)	56	#4	11'-9"	—
e ₄ (E)	56	#4	15'-6"	—
e ₅ (E)	8	#8	32'-0"	—
e ₆ (E)	8	#8	10'-6"	—
e ₇ (E)	8	#8	25'-9"	—
e ₈ (E)	8	#8	11'-9"	—
e ₉ (E)	4	#8	33'-1"	—
e ₁₀ (E)	12	#4	21'-1"	—
e ₁₁ (E)	8	#4	10'-6"	—
e ₁₂ (E)	12	#4	16'-11"	—
e ₁₃ (E)	8	#4	11'-9"	—
e ₁₄ (E)	6	#4	21'-10"	—
m(E)	4	#6	33'-6"	—
m ₁ (E)	6	#6	35'-4"	—
m ₂ (E)	24	#6	8'-8"	—
m ₃ (E)	10	#6	4'-8"	—
m ₄ (E)	4	#6	2'-3"	—
s(E)	72	#5	6'-7"	⌋
s ₁ (E)	72	#4	10'-10"	⌋
v(E)	68	#5	3'-4"	⌋

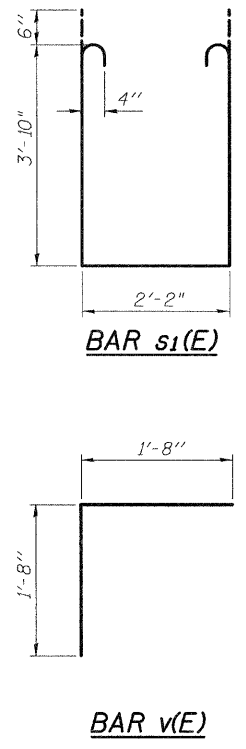
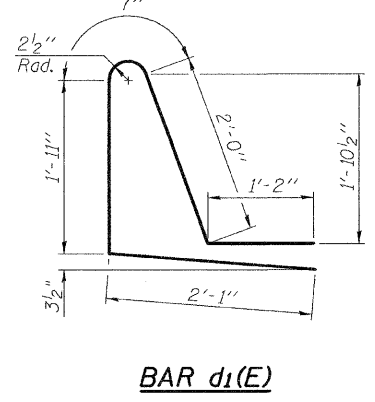
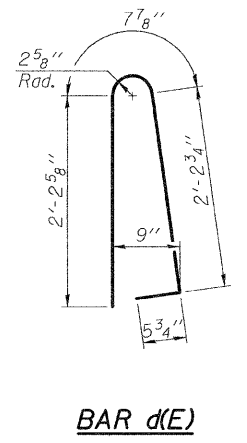
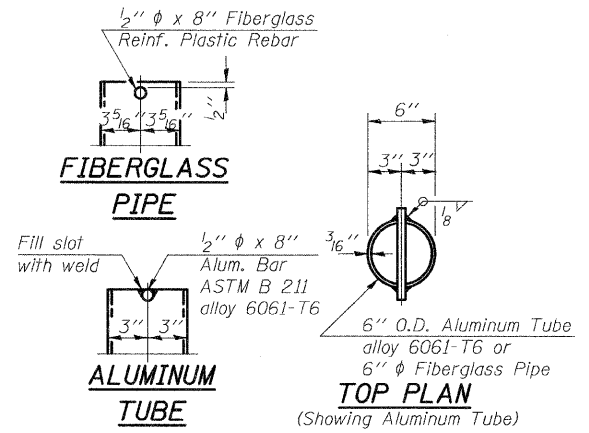
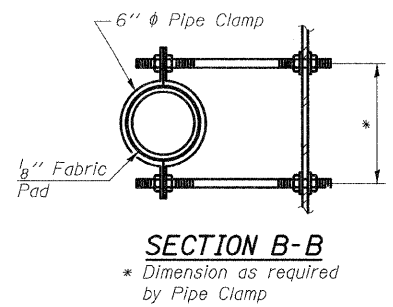
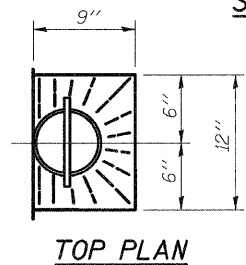


MINIMUM BAR LAP
(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"

INSIDE ELEVATION OF PARAPET



Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SPI prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW
S-I-D	

11-1-06

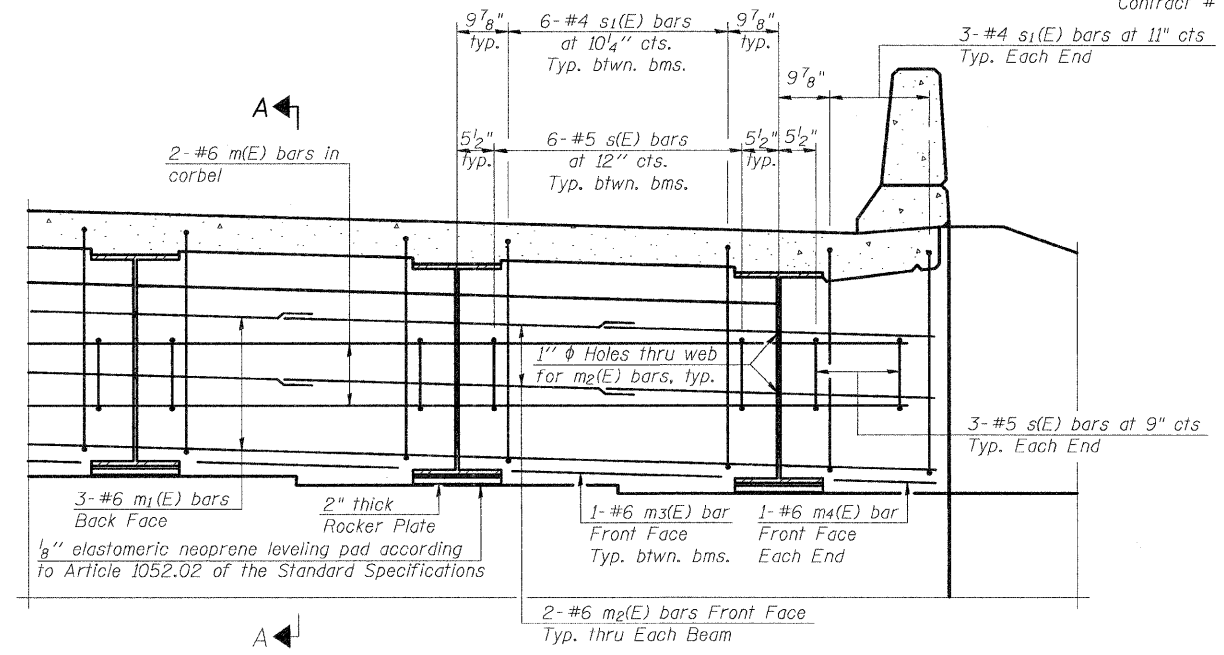
SUPERSTRUCTURE DETAILS
FAS RTE 1780 (OLD US 50) OVER SUGAR CREEK SECTION 27-1BR-1 CLINTON COUNTY STATION 9+14.50 STRUCTURE NUMBER 014-0077
Klingner & Assoc., P.C.

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
F.A.S. 1780	27-1BR-1	CLINTON	37	37	27 SHEETS
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT			

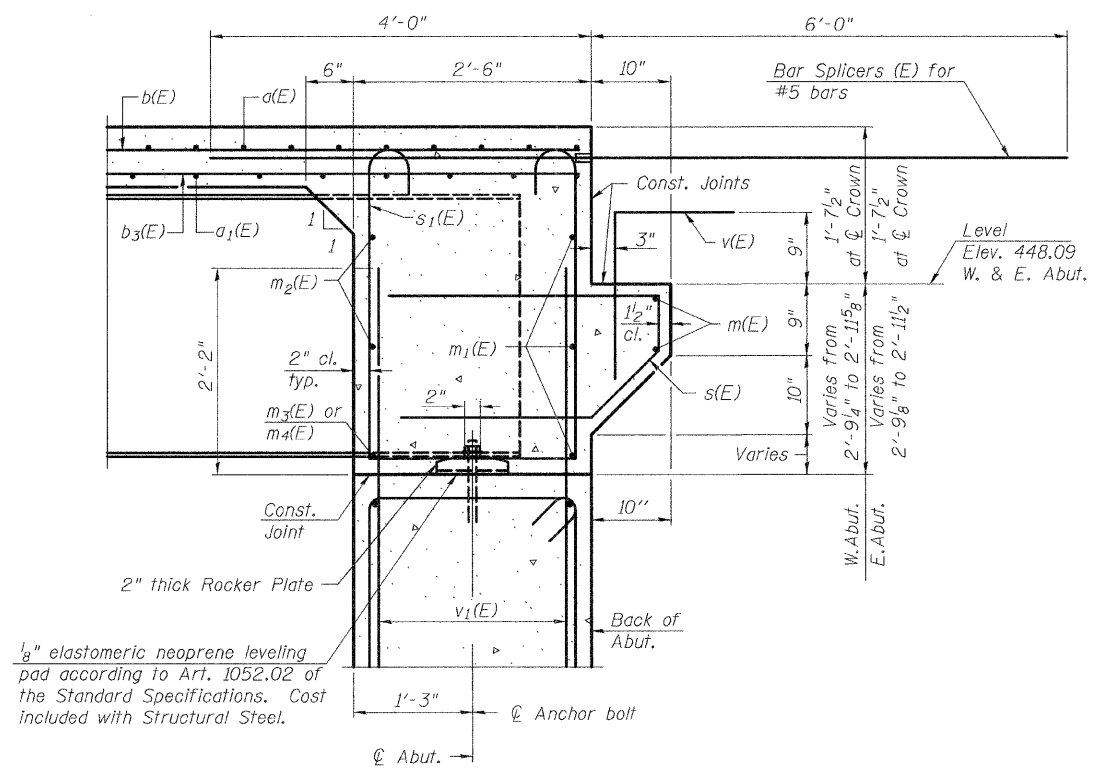
Contract # 76961



DIAPHRAGM ELEVATION AT ABUTMENT

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 27.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 27.
 For details of bars s(E) & s1(E) see sheet 11 of 27.
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAP
 #6 bar = 2'-9"



SECTION A-A

Dimensions at right angles to abutment, except as shown.

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW
SI-DS1	

11-1-06

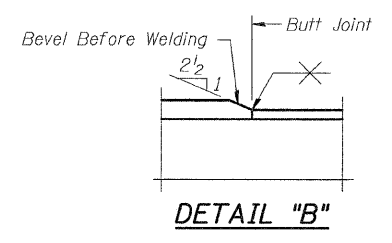
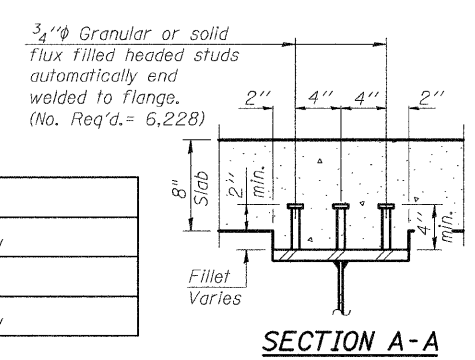
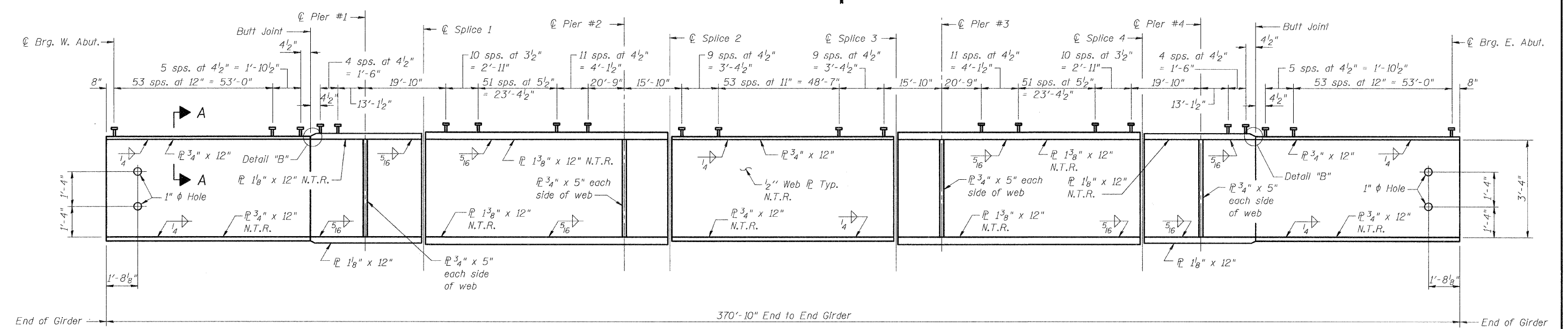
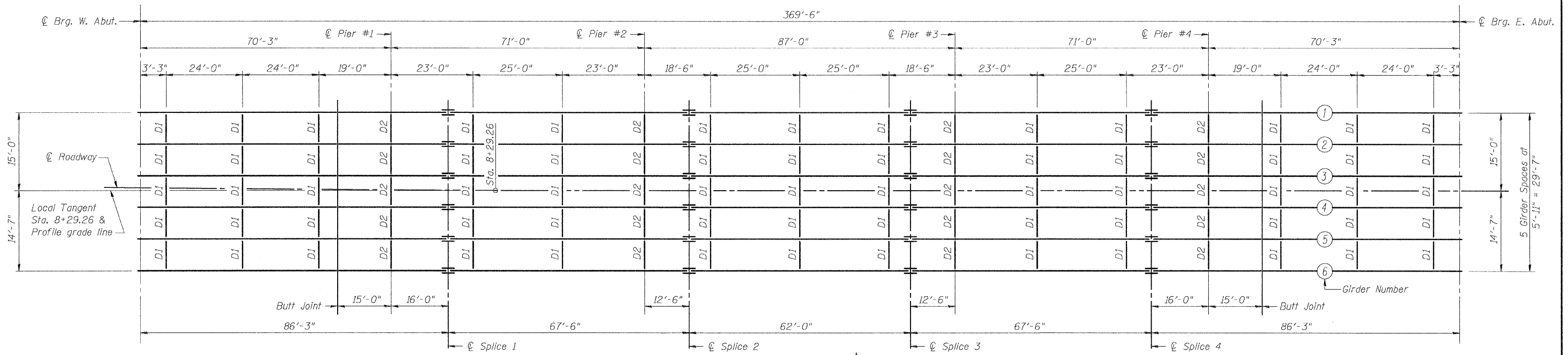
ABUTMENT DIAPHRAGMS
 FAS RTE 1780 (OLD US 50) OVER
 SUGAR CREEK
 SECTION 27-1BR-1
 CLINTON COUNTY
 STATION 9+14.50
 STRUCTURE NUMBER 014-0077

Klingner & Assoc., P.C.

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 1780	27-1BR-1	CLINTON	69	38
FED. ROAD DIST. NO. 8		ILLINOIS	FED. AID PROJECT	

SHEET NO. 13
27 SHEETS
Contract # 76961



GIRDER ELEVATION
"NTR" denotes plates to which notch toughness requirements are applicable.

Notes:
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

STRUCTURAL STEEL
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

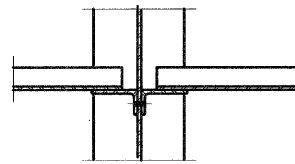
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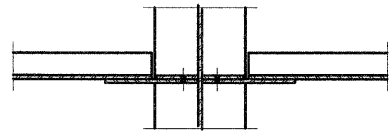
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 1780	27-1BR-1	CLINTON	69	39
FED. ROAD DIST. NO. B	ELLINGS	FED. AID PROJECT-		

Contract # 76961

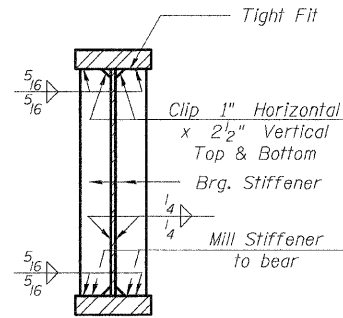
SHEET NO. 14
27 SHEETS



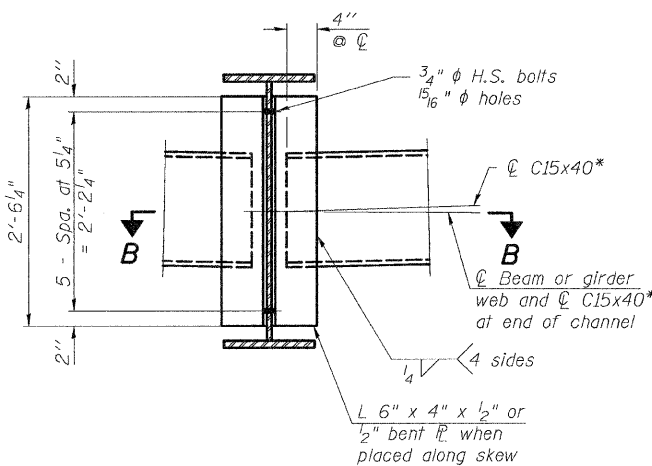
SECTION B-B



SECTION C-C



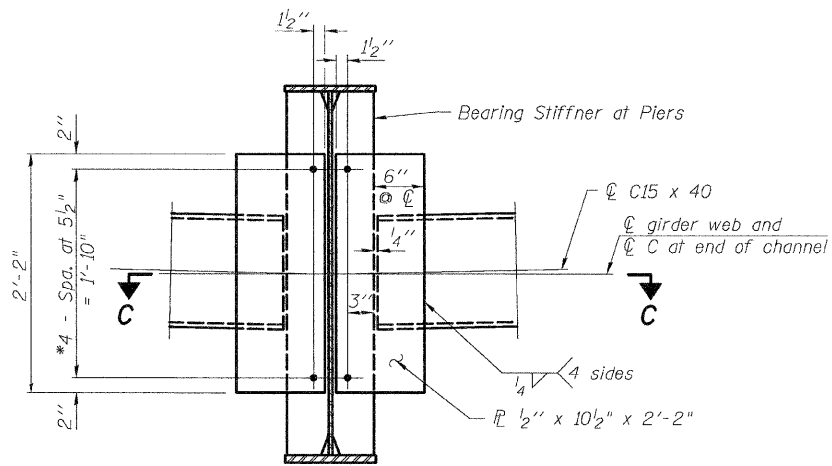
SECTION AT PIER



INTERIOR DIAPHRAGM, D1
(65 Required)

Note:
Two hardened washers required for each set of oversized holes.

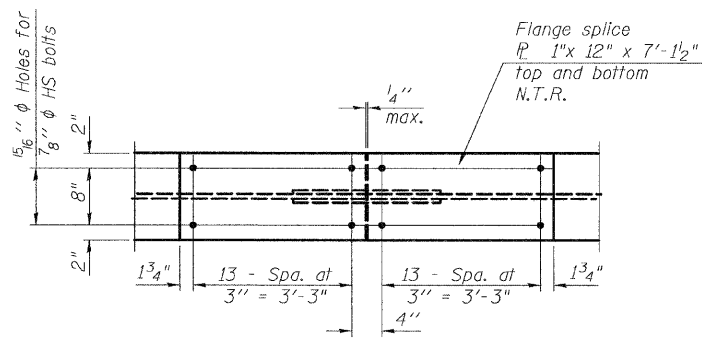
* Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.



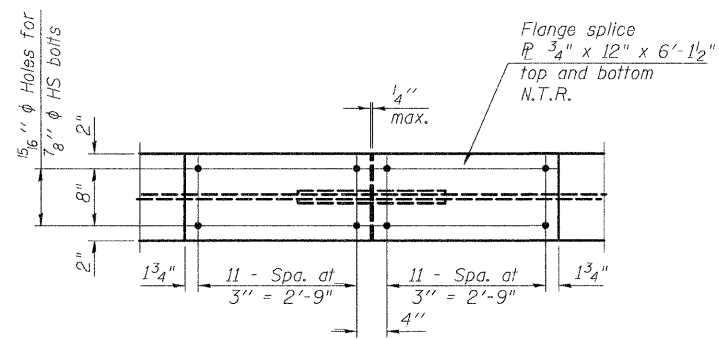
INTERIOR DIAPHRAGM, D2
(20 Required)

Note:
Two hardened washers required for each set of oversized holes.

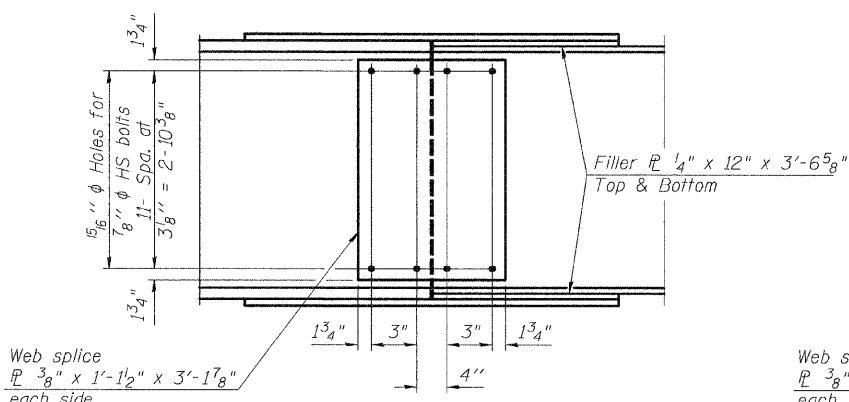
* 3/4" φ HS bolts, 15/16" φ holes



PLAN

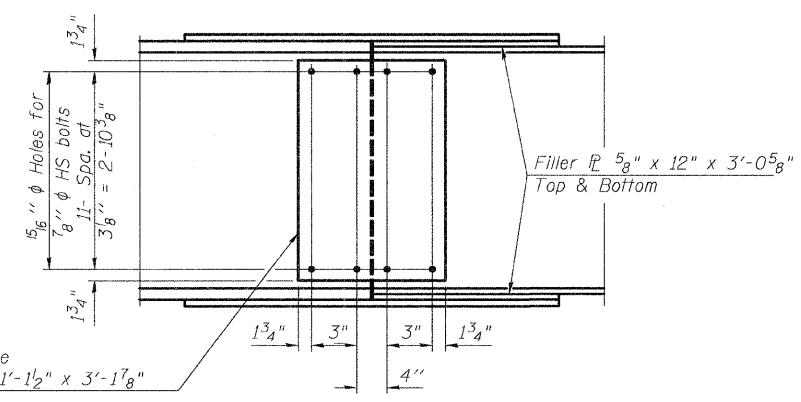


PLAN



ELEVATION

SPLICE #1 & #4 DETAIL
(12 Required)



ELEVATION

SPLICE #2 & #3 DETAIL
(12 Required)

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

STRUCTURAL STEEL DETAILS
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

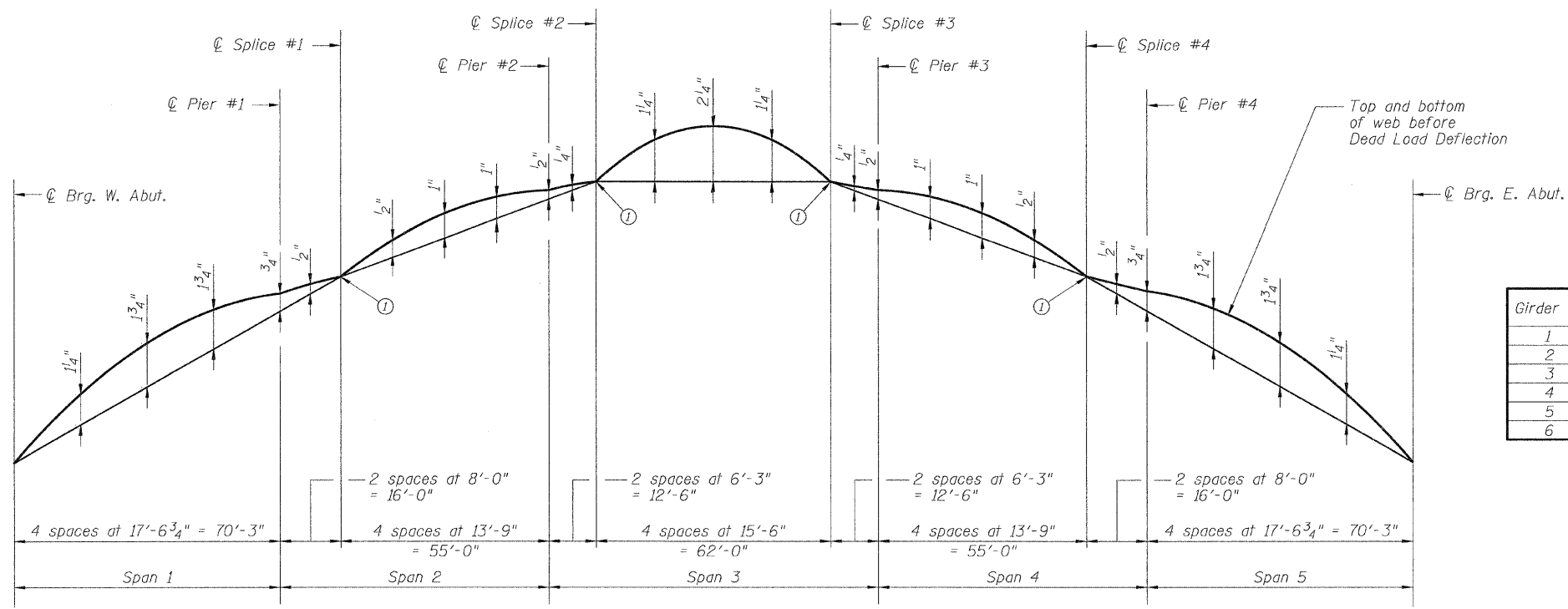
Klingner & Assoc., P.C.

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ROUTE NO.	SECTION	COUNTY	ISTD SHEETS	SHEET NO.	SHEET NO. 15 27 SHEETS
F.A.S. 1780	27-1BR-1	CLINTON	69	40	
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT-			

Contract # 76961



CAMBER DIAGRAM

① Theoretical elevation before dead load deflection

② TOP OF WEB ELEVATIONS

Girder No.	⊖ Brg. W. Abut.	Pier #1	Splice #1	Pier #2	Splice #2	Splice #3	Pier #3	Splice #4	Pier #4	⊖ Brg. E. Abut.
1	448.695	449.298	449.351	449.654	449.684	449.684	449.655	449.353	449.300	448.698
2	448.804	449.407	449.460	449.763	449.792	449.792	449.763	449.461	449.409	448.807
3	448.896	449.499	449.552	449.855	449.884	449.885	449.856	449.554	449.501	448.899
4	448.902	449.505	449.558	449.861	449.890	449.891	449.862	449.560	449.507	448.905
5	448.810	449.413	449.466	449.768	449.798	449.798	449.769	449.467	449.414	448.813
6	448.704	449.307	449.360	449.663	449.692	449.692	449.663	449.361	449.309	448.707

② For fabrication only

	0.4 Sp. 1 or 0.6 Sp. 5	Pier #1 & #4	0.5 Sp. 2 or 0.5 Sp. 4	Pier #2 & #3	0.5 sp. 3
I_s	10,140	14086	16,795	16,795	10,140
$I_c(n)$	25,900	-	36,793	-	25,900
$I_c(3n)$	19,057	-	27,186	-	19,057
S_s	489	667	786	786	489
$S_c(n)$	706	-	1034	-	706
$S_c(3n)$	634	-	944	-	634
DC1	0.76	0.79	0.81	0.81	0.76
M_{DC1}	290	401	79	457	264
DC2	0.15	0.15	0.15	0.15	0.15
M_{DC2}	62	66	22	80	62
DW	0.27	0.27	0.27	0.27	0.27
M_{DW}	112	119	39	144	112
$M_L + Imp$	741	528	667	638	739
M_u (Strength I)	1905	1686	1352	2004	1869
$\phi_r M_n, \phi_r M_{nc}$					
f_s DC1	7.1	7.2	1.2	7.0	6.5
f_s DC2	1.2	1.2	0.3	1.2	1.2
f_s DW	2.1	2.1	0.5	2.2	2.1
f_s 1.3($t+I$)	16.4	12.3	10.1	12.7	16.3
f_s (Service II)	26.8	22.9	12.0	23.1	26.1
f_s (Total)(Strength I)	35.6	30.3	16.1	30.6	34.7
V_r	14.7	25.3	14.7	26.2	16.7

- 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) due to short-term composite live loads (in^4 and in^3).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in^4 and in^3).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_L + Imp$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25(M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + Imp$
- $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
- $\phi_r M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).
- f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_L + Imp$
- f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.25(M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + Imp$
- V_r : Factored shear range computed according to Article 6.10.10.

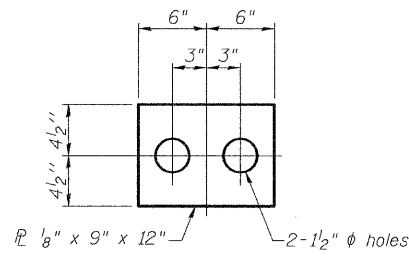
INTERIOR GIRDER REACTION TABLE				
HL93 Loading				
	W. & E. Abut.	Piers #1 & #4	Piers #2 & #3	
R_{DC1}	(k)	21.0	60.4	63.0
R_{DC2}	(k)	4.3	11.3	12.0
R_{DW}	(k)	7.8	20.4	21.7
$R_L + Imp$	(k)	67.4	96.9	101.6
R_{Total}	(k)	100.5	189.0	198.3

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

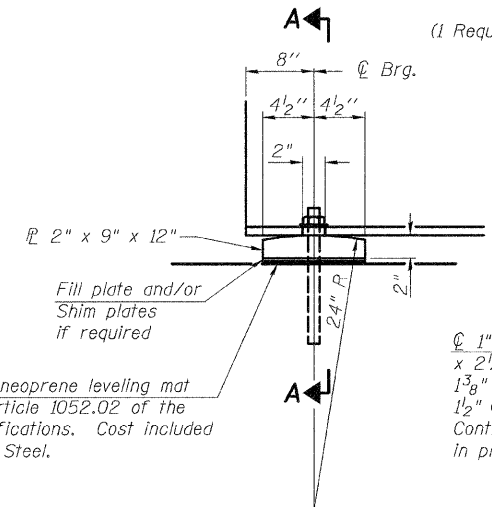
STRUCTURAL STEEL DETAILS
 FAS RTE 1780 (OLD US 50) OVER
 SUGAR CREEK
 SECTION 27-1BR-1
 CLINTON COUNTY
 STATION 9+14.50
 STRUCTURE NUMBER 014-0077

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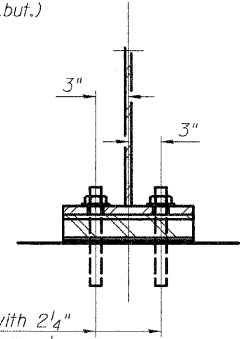
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FILL PLATE
(1 Required at Girder #4 W. Abut.)



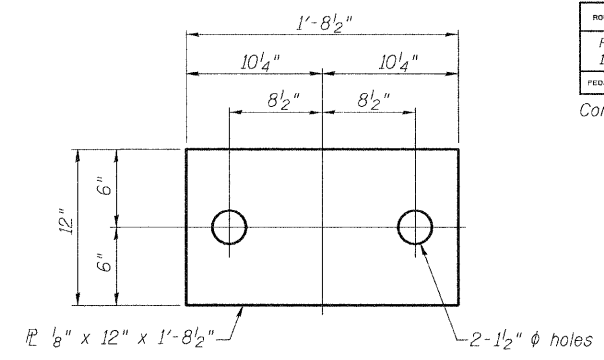
ELEVATION AT ABUTMENT



SECTION A-A

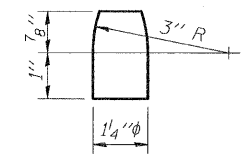
FIXED BEARING AT ABUTMENT

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

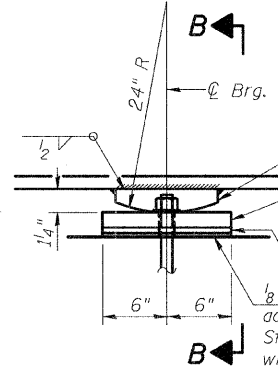


FILL PLATE
(2 Required)

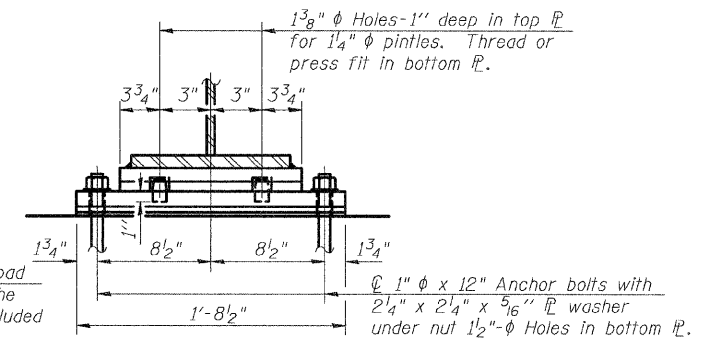
Notes:
Use under following girder at following location
Pier #1 - Girder 4,
Pier #4 - Girder 4
as shown in Fixed Bearing Details



PINTLE



ELEVATION AT PIERS



SECTION B-B

FIXED BEARING AT PIER

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts 1" φ	Each	72

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

BEARING DETAILS
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

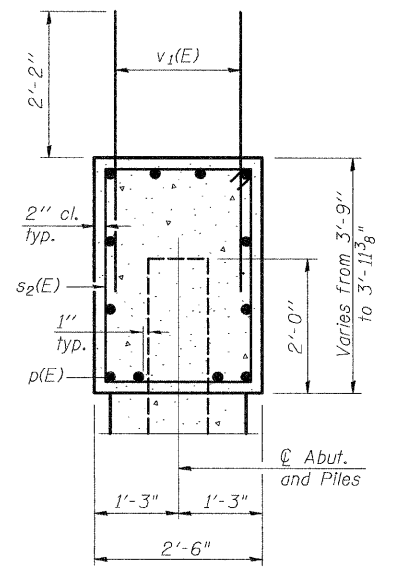
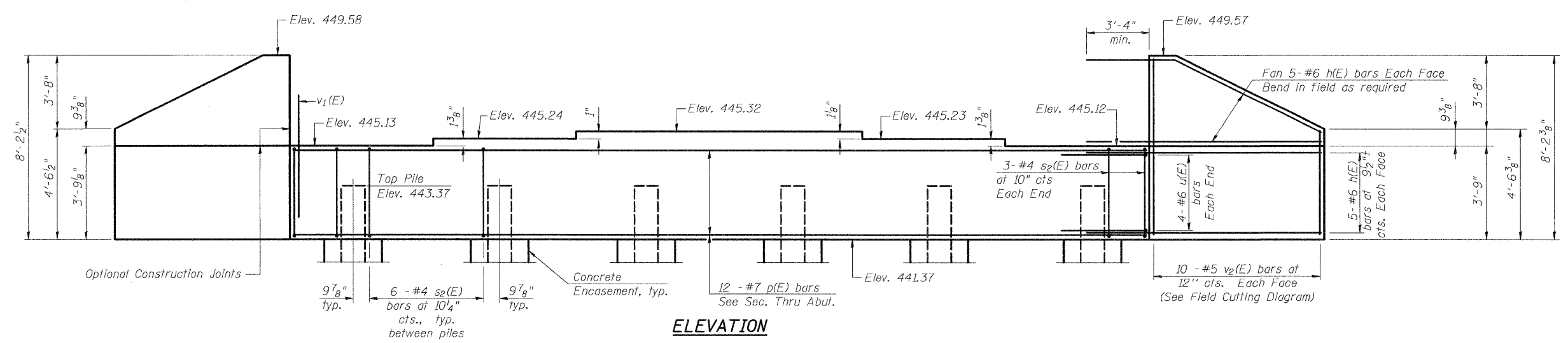
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 17
F.A.S. 1780	27-1BR-1	CLINTON	41	42	27 SHEETS
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT-			

Contract # 76961

Notes: Pour steps monolithically with cap.
Space reinforcement to miss anchor bolts.

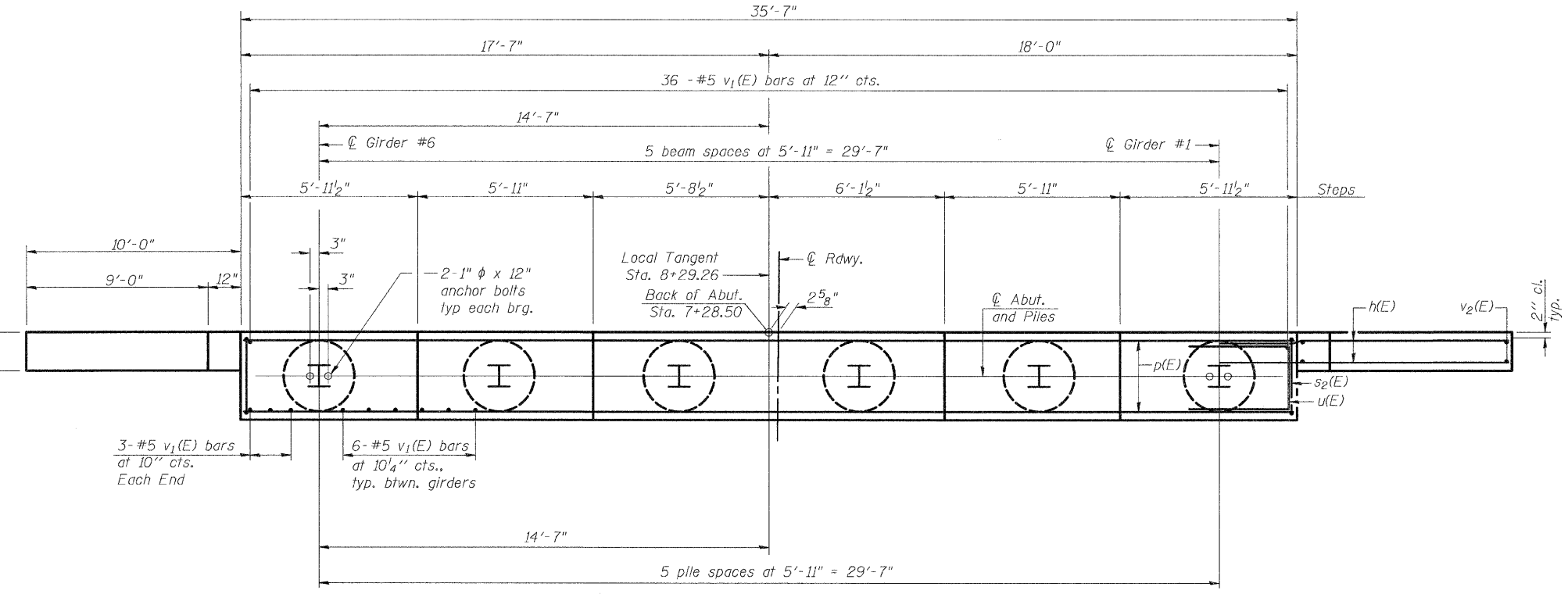


SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#6	13'-4"	—
p(E)	12	#7	35'-3"	—
s2(E)	33	#4	12'-1"	□
u(E)	8	#6	8'-10"	U
v1(E)	72	#5	4'-4"	—
v2(E)	40	#5	12'-4"	—
Structure Excavation			Cu. Yd.	81
Concrete Structures			Cu. Yd.	17.6
Reinforcement Bars, Epoxy Coated			Pound	2880
Furnishing Steel Piles, HP12x53			Foot	200
Driving Piles			Foot	200
Test Pile Steel HP12x53			Each	1
Concrete Encasement			Cu. Yd.	2.1

For details of piles and Concrete Encasement, see sheet 24 of 27.



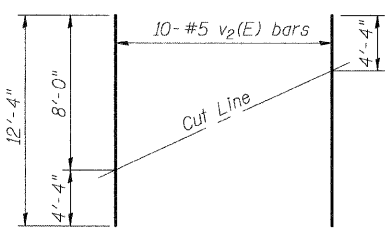
PLAN

PILE DATA

Type: Steel HP 12x53
Nominal Required Bearing: 419 kips
Factored Resistance Available: 209 kips
Est. Length: 40'-0"
No. Production Piles: 5
No. Test Piles: 1

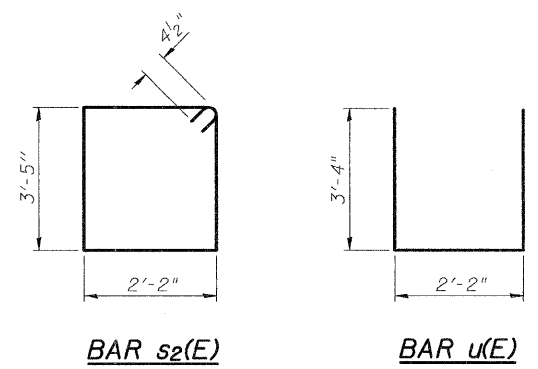
DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW
AI-0	

11-1-06



FIELD CUTTING DIAGRAM

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



WEST ABUTMENT
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

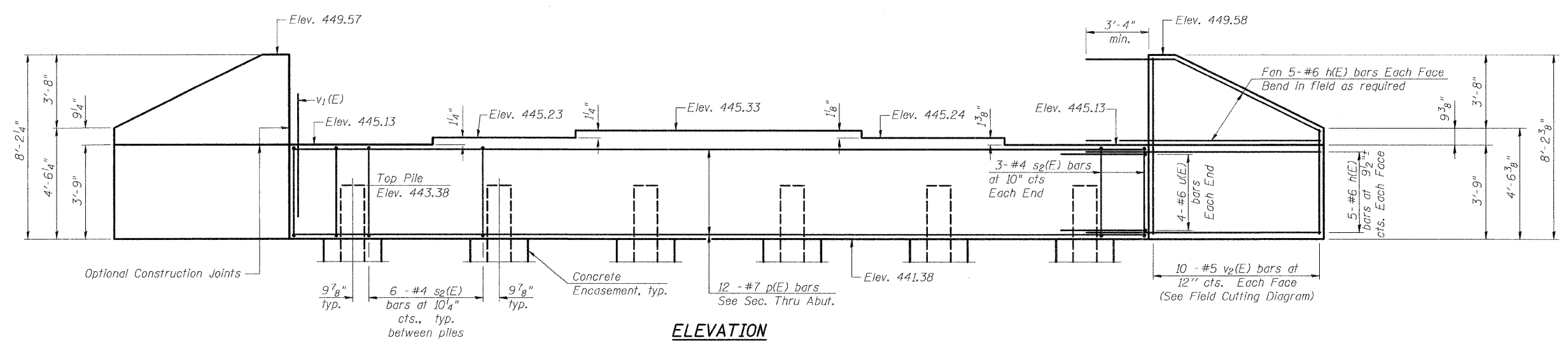
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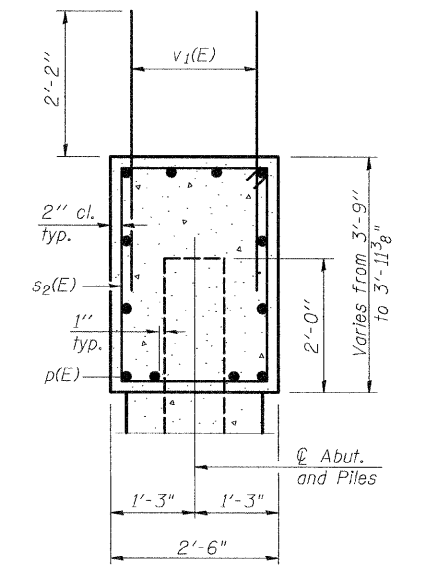
ROUTE NO. F.A.S. 1780	SECTION 27- 1BR-1	COUNTY CLINTON	TOTAL SHEETS 69	SHEET NO. 43	SHEET NO. 18 27 SHEETS
FED. ROAD DIST. NO. 8		BLANDED	FED. AID PROJECT-		

Contract # 76961

Notes: Pour steps monolithically with cap.
Space reinforcement to miss anchor bolts.



ELEVATION



SEC. THRU ABUT.

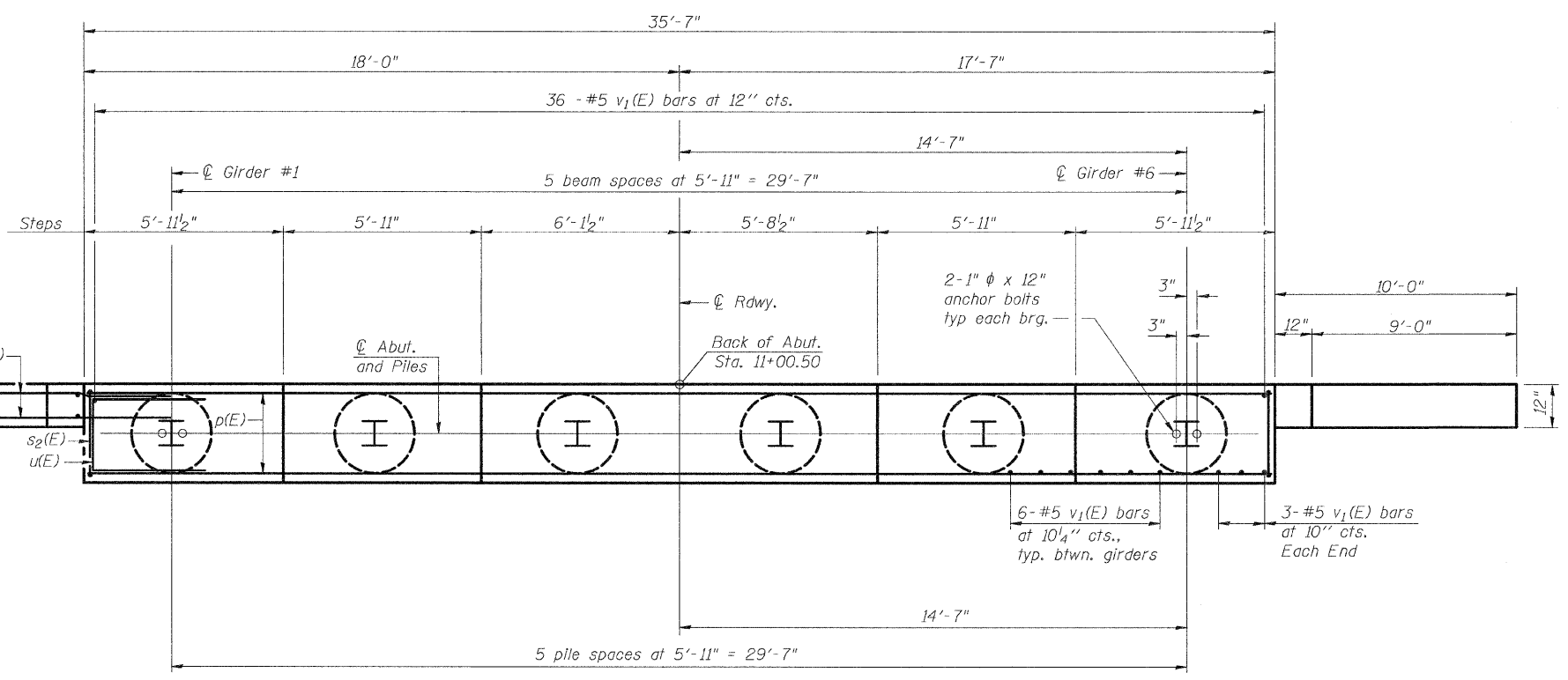
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#6	13'-4"	—
p(E)	12	#7	35'-3"	—
s2(E)	33	#4	12'-1"	□
u(E)	8	#6	8'-10"	—
v1(E)	72	#5	4'-4"	—
v2(E)	40	#5	12'-4"	—
Structure Excavation		Cu. Yd.	81	
Concrete Structures		Cu. Yd.	17.5	
Reinforcement Bars, Epoxy Coated		Pound	2880	
Furnishing Steel Piles, HP12x53		Foot	295	
Driving Piles		Foot	295	
Test Pile Steel HP12x53		Each	1	
Concrete Encasement		Cu. Yd.	2.1	

For details of piles and Concrete Encasement, see sheet 24 of 27.

EAST ABUTMENT
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

Klingner & Assoc., P.C.



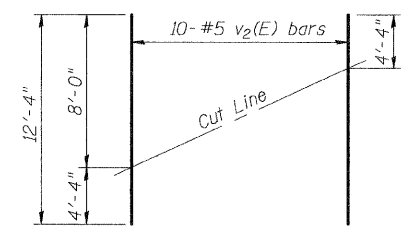
PLAN

PILE DATA

Type: Steel HP 12x53
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 209 kips
 Est. Length: 59'-0"
 No. Production Piles: 5
 No. Test Piles: 1

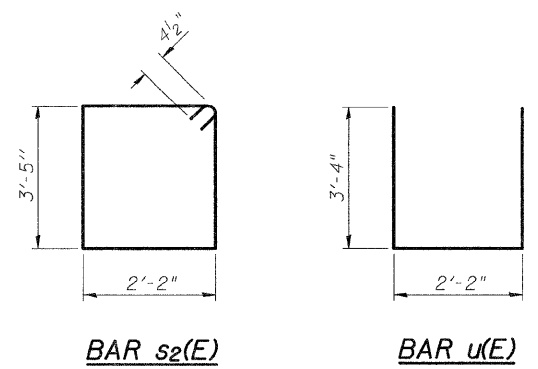
DESIGNED	ADL
CHECKED	WLW
DRAWN	BCJ
CHECKED	WLW

AI-0 11-1-06



FIELD CUTTING DIAGRAM

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



BAR s2(E)

BAR u(E)

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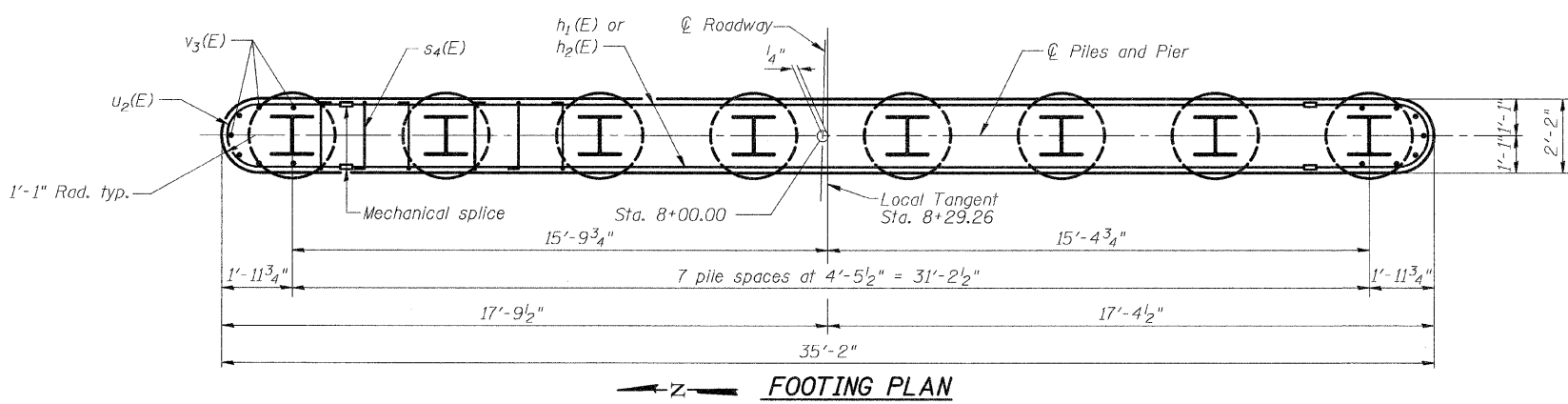
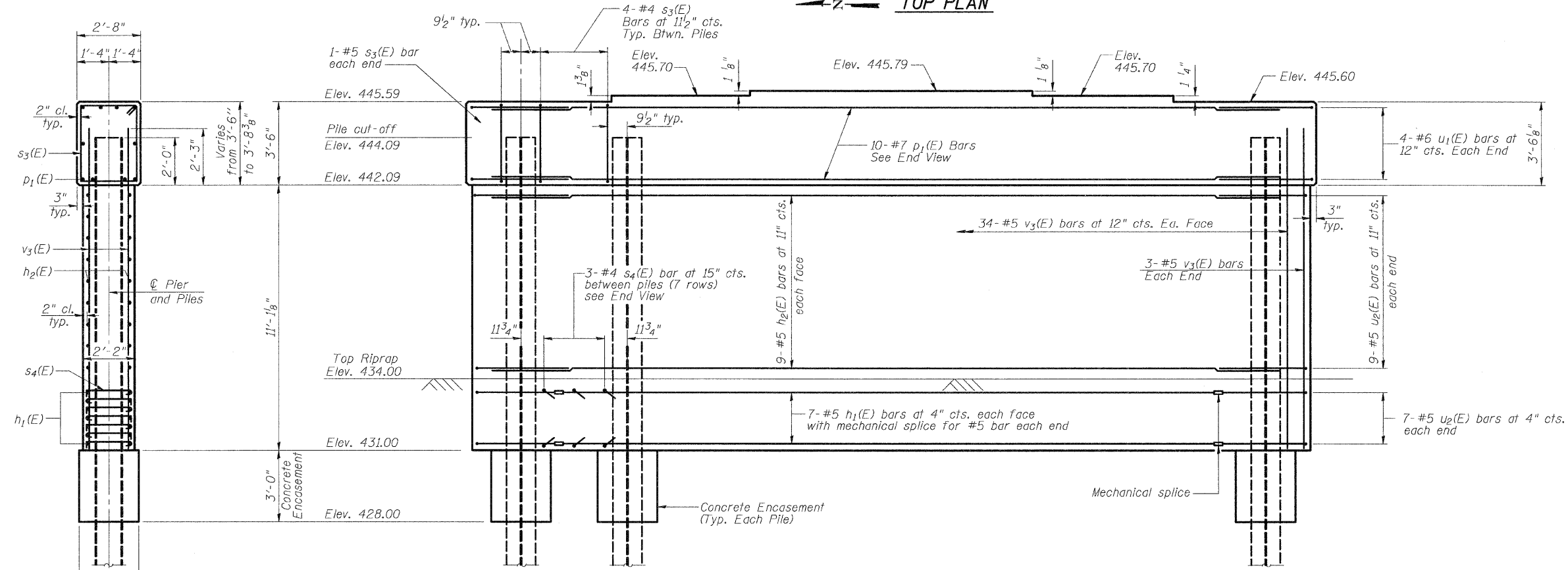
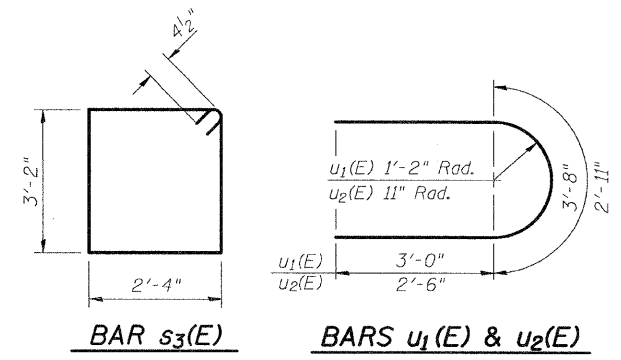
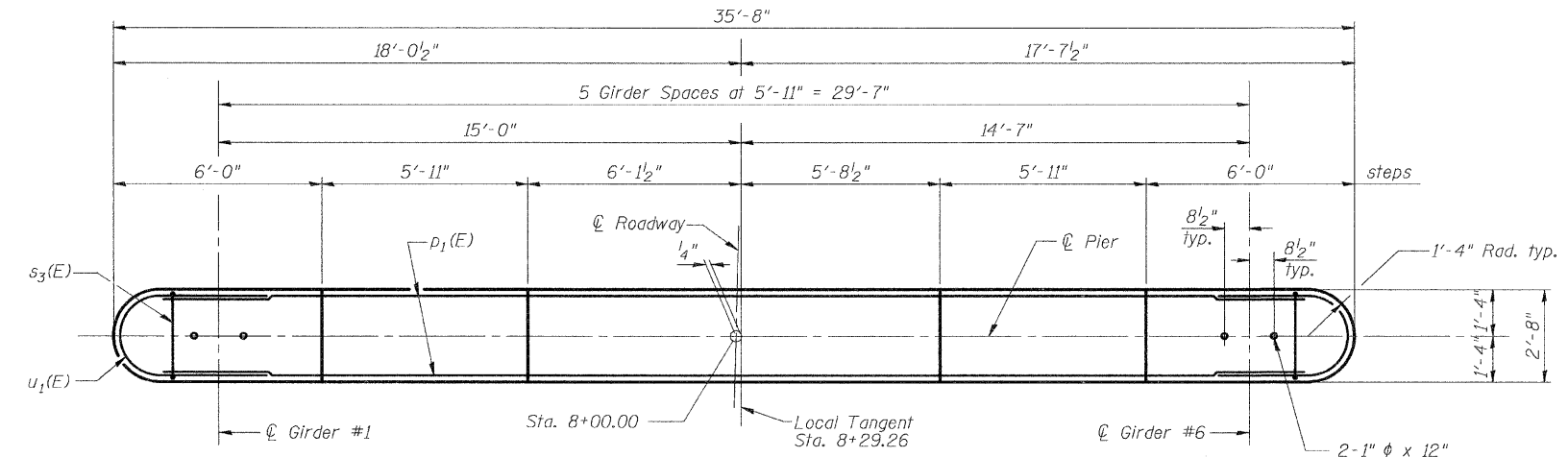
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 1780	27-1BR-1	CLINTON	44	19
FED. ROAD DIST. NO. 8		ILLINOIS	FED. AID PROJECT	

Contract # 76961

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, and concrete encasements see sheet 24 of 27.

PILE DATA

Type: Steel HP 14x73
 Nominal Required Bearing: 578 kips
 Factored Resistance Available: 274 kips
 Est. Length: 44'-0"
 No. Production Piles: 7
 No. Test Piles: 1



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₁ (E)	14	#5	28'-0"	—
h ₂ (E)	18	#5	33'-0"	—
p ₁ (E)	10	#7	33'-0"	—
s ₃ (E)	30	#4	11'-9"	□
s ₄ (E)	147	#4	3'-1"	└┘
u ₁ (E)	8	#6	9'-8"	U
u ₂ (E)	32	#5	7'-11"	U
v ₃ (E)	74	#5	13'-4"	—
Concrete Structures		Cu. Yd.	43.4	
Reinforcement Bars Epoxy Coated		Pound	3650	
Structure Excavation		Cu. Yd.	26	
Test Pile Steel HP14x73		Each	1	
Furnishing Steel Piles HP14x73		Foot	308	
Driving Piles		Foot	308	
Mechanical Splice		each	28	
Concrete Encasement		Cu. Yd.	4.4	

PIER #1
 FAS RTE 1780 (OLD US 50) OVER
 SUGAR CREEK
 SECTION 27-1BR-1
 CLINTON COUNTY
 STATION 9+14.50
 STRUCTURE NUMBER 014-0077

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

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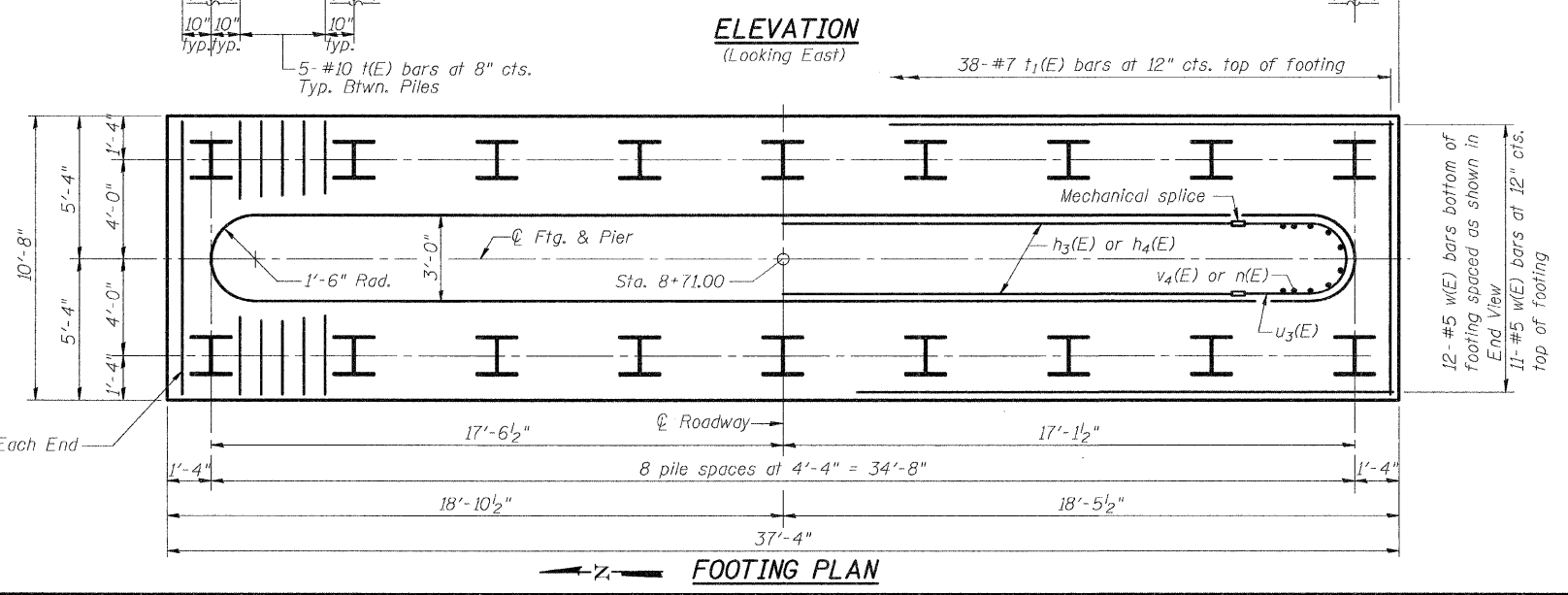
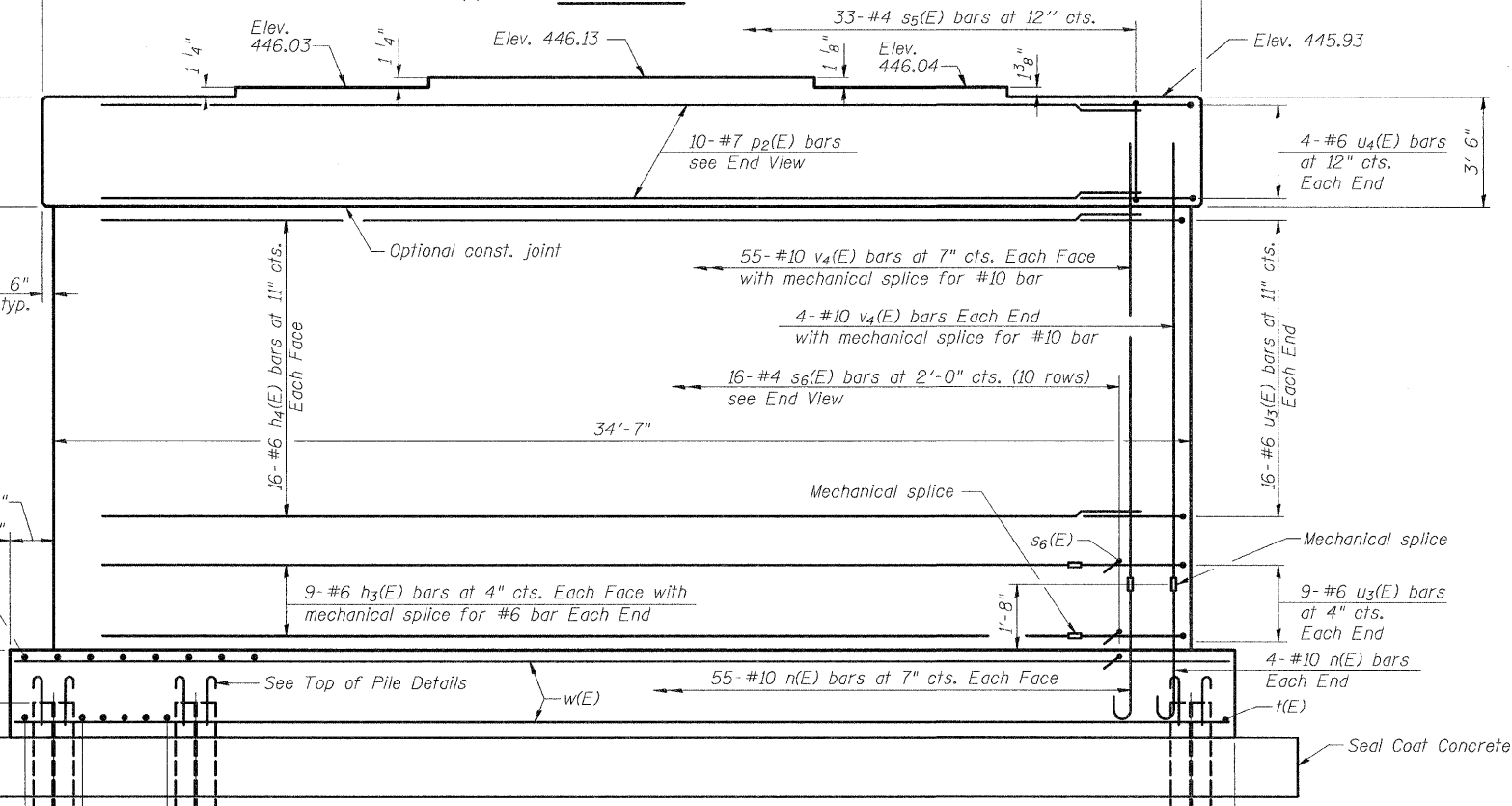
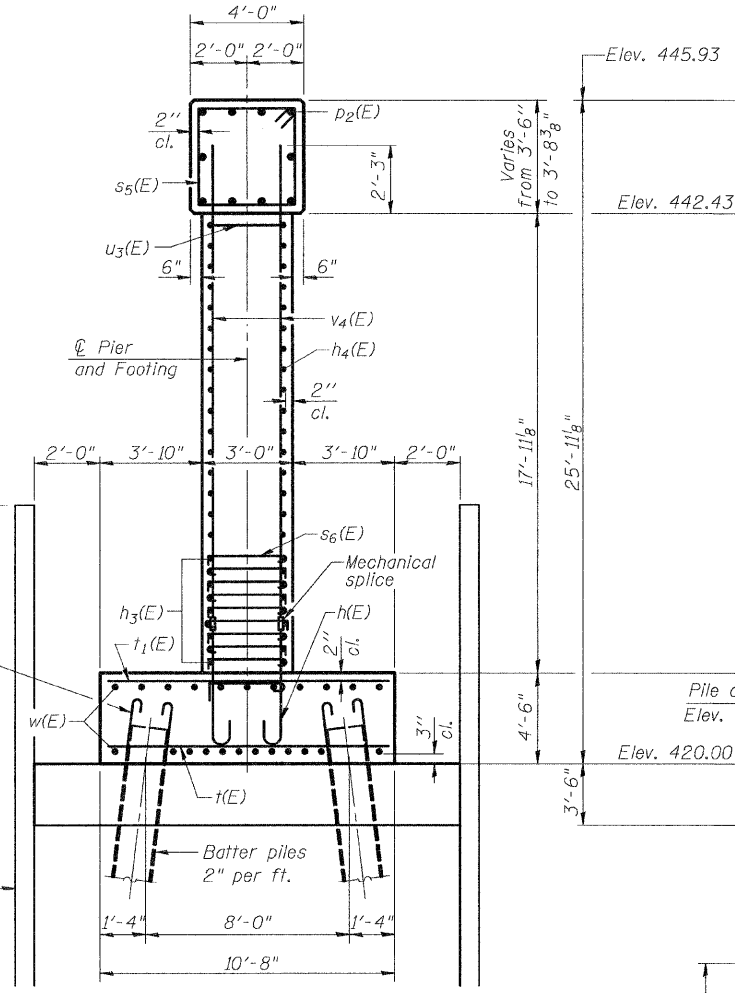
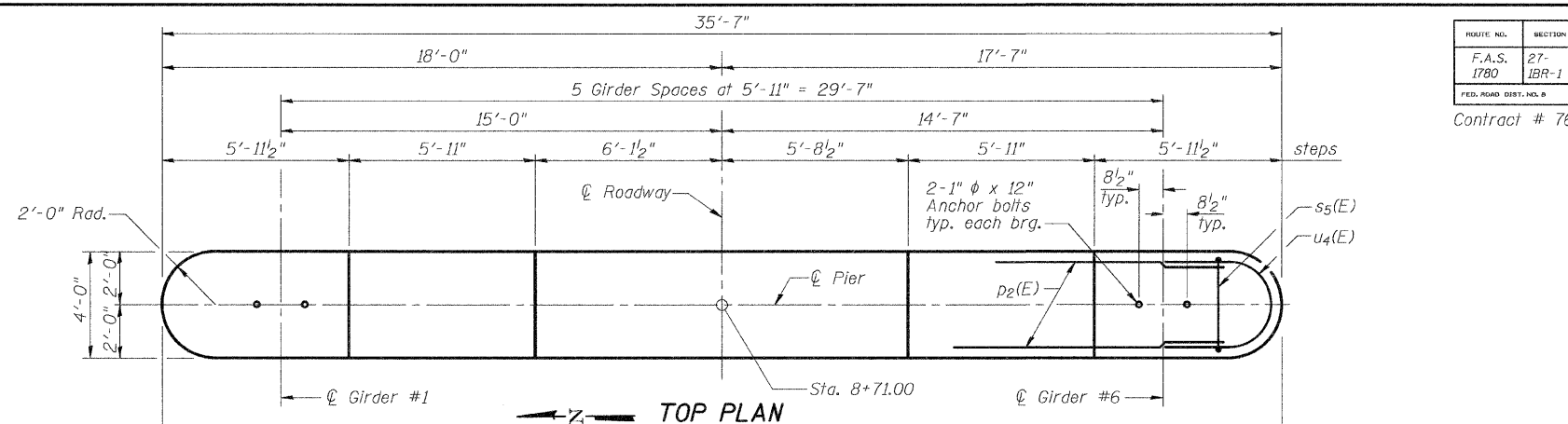
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 20 27 SHEETS
F.A.S. 1780	27-1BR-1	CLINTON	61	45	
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT-			

Contract # 76961

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 24 of 27.
 See sheet 21 of 27 for Bill of Material and Top of Pile Details.
 The Seal Coat Concrete is designed for water elevation 432.30.

PILE DATA

Type: HP 14 x 89
 Nominal Required Bearing: 705 kips
 Factored Resistance Available: 337 kips
 Est. Length: 28'-0"
 No. Production Piles: 17
 No. Test Piles: 1



DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

PIER #2
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

Klingner & Assoc., P.C.

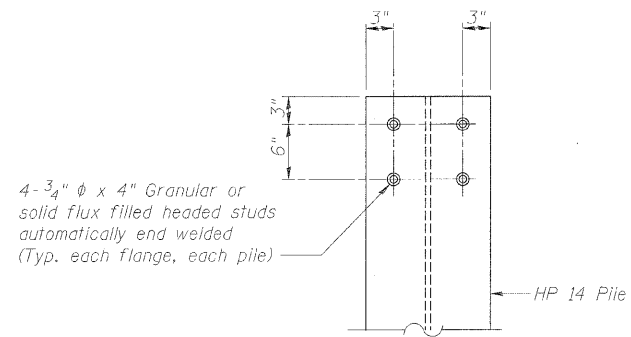
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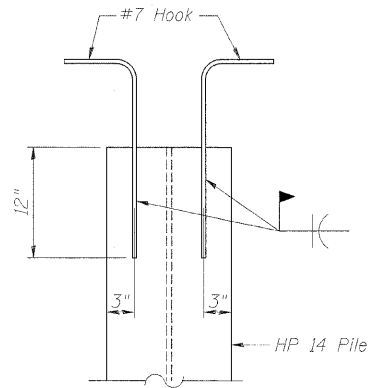
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 21
F.A.S. 1780	27-1BR-1	CLINTON	69	40	27 SHEETS
FED. ROAD DIST. NO. B	ILLINOIS	FED. AID PROJECT			

Contract # 76961

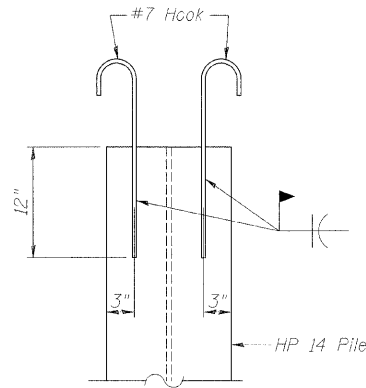
Note: Work this sheet with sheet 20 of 27.



OPTION A

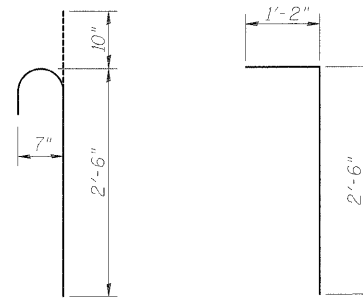


OPTION B



OPTION C

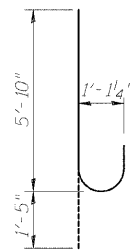
TOP OF PILE DETAILS
Cost included with driving piles



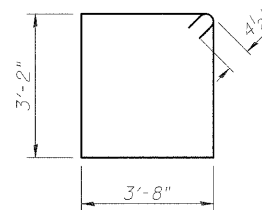
#7 HOOK BAR FOR OPTION B & C

BILL OF MATERIAL

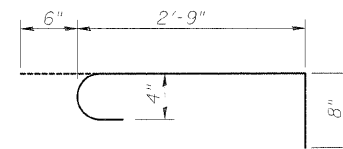
Bar	No.	Size	Length	Shape
$h_3(E)$	18	#6	25'-11"	—
$h_4(E)$	32	#6	31'-7"	—
$n(E)$	118	#10	7'-3"	U
$p_2(E)$	10	#7	31'-7"	—
$s_5(E)$	33	#4	14'-5"	□
$s_6(E)$	160	#4	3'-11"	U
$t(E)$	42	#10	10'-4"	—
$t_1(E)$	38	#7	10'-4"	—
$u_3(F)$	50	#6	9'-10"	U
$u_4(E)$	8	#6	11'-5"	U
$v_4(E)$	118	#10	18'-6"	—
$w(E)$	23	#5	37'-0"	—
Cofferdam Excavation		Cu. Yd.	404	
Cofferdam (Pier 2)		Each	1	
Seal Coat Concrete		Cu. Yd.	76.8	
Concrete Structures		Cu. Yd.	152.5	
Reinforcement Bars, Epoxy Coated		Pound	21,110	
Test Pile Steel				
HP14x89		Each	1	
Furnishing Steel Piles HP14x89		Foot	476	
Driving Piles		Foot	476	
Mechanical Splice		Each	154	



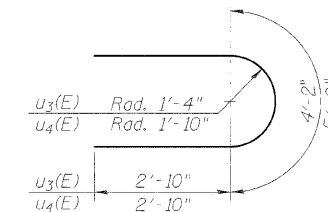
BAR $n(E)$



BAR $s_5(E)$



BAR $s_6(E)$



BARS $u_3(E)$ & $u_4(E)$

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

PIER #2 DETAILS
FAS RTE 1780 (OLD US 50) OVER
SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

Klingner & Assoc., P.C.

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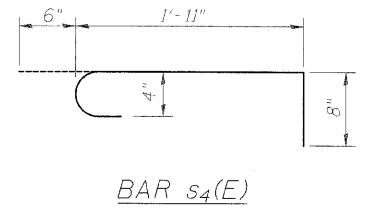
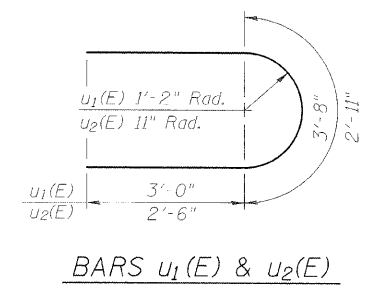
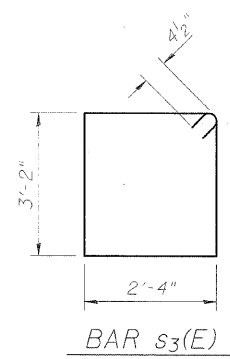
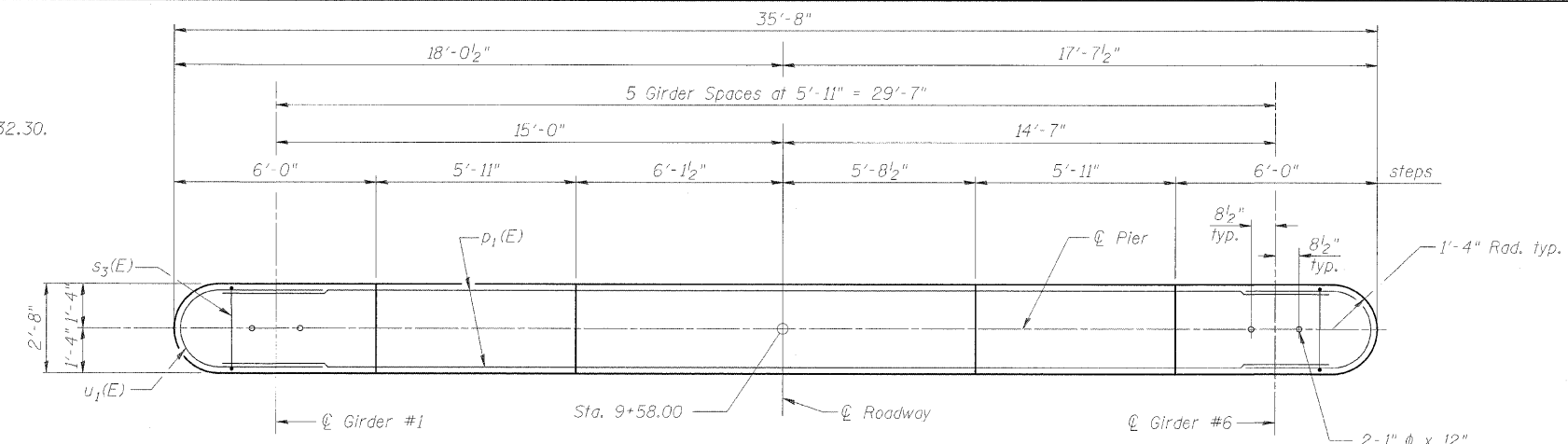
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 22
F.A.S. 1780	27-1BR-1	CLINTON	69	47	27 SHEETS
FED. ROAD DIST. NO. 8	ILLINOIS	FED. AID PROJECT-			

Contract # 76961

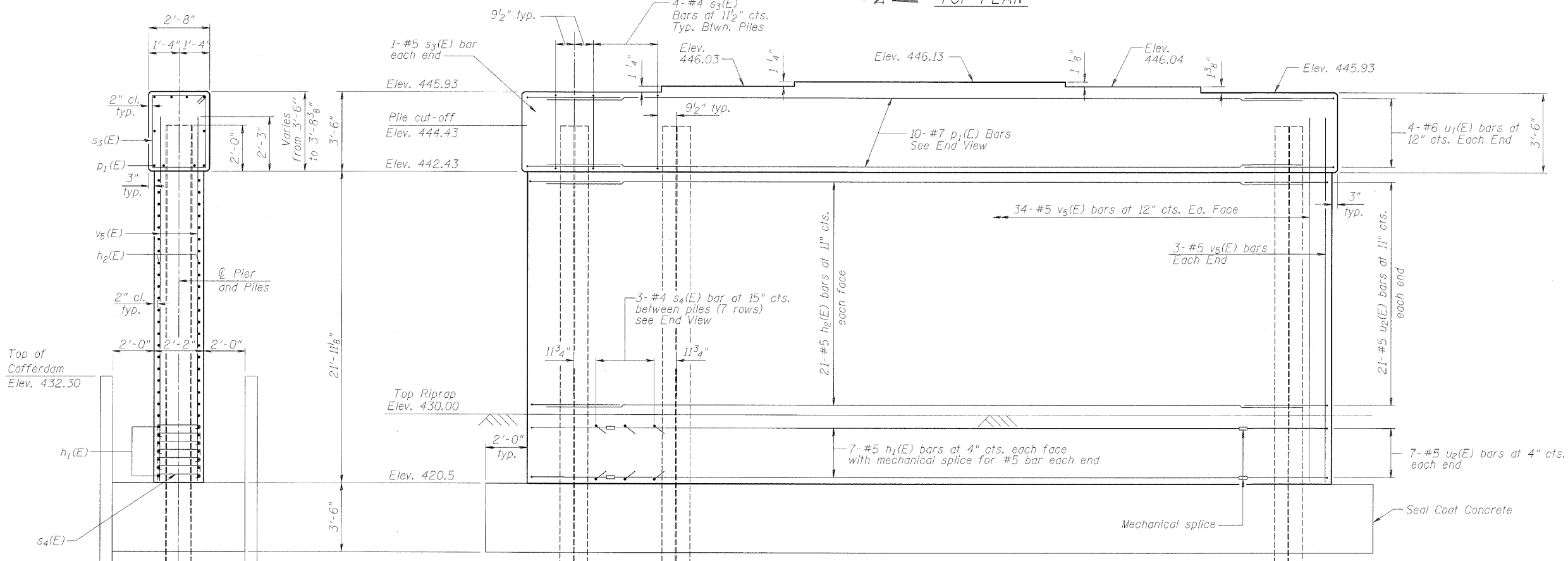
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 24 of 27.
 The Seal Coat Concrete is designed for water elevation 432.30.

PILE DATA

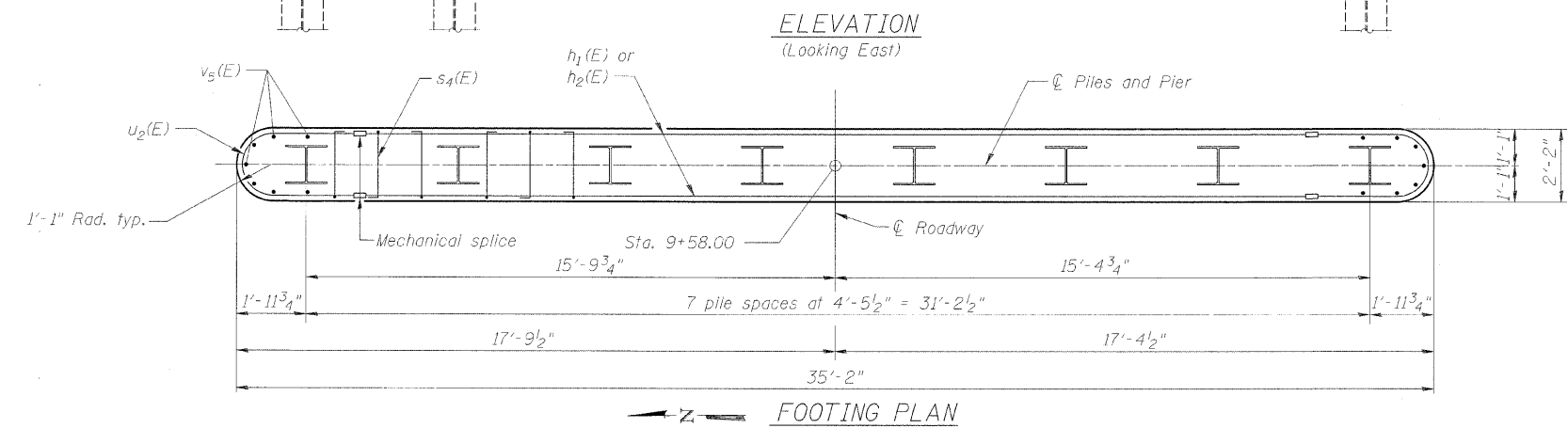
Type: Steel HP 14x89
 Nominal Required Bearing: 705 kips
 Factored Resistance Available: 337 kips
 Est. Length: 57'-0"
 No. Production Piles: 7
 No. Test Piles: 1



TOP PLAN



END VIEW



ELEVATION (Looking East)

FOOTING PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1(E)	14	#5	28'-0"	—
h2(F)	42	#5	33'-0"	—
p1(E)	10	#7	33'-0"	—
s3(E)	30	#4	11'-9"	□
s4(E)	147	#4	3'-1"	U
u1(E)	8	#6	9'-8"	U
u2(E)	56	#5	7'-11"	U
v5(E)	74	#5	24'-2"	—
Concrete Structures		Cu. Yd.	73.6	
Reinforcement Bars		Pound	5510	
Epoxy Coated				
Cofferdam Excavation		Cu. Yd.	94	
Cofferdam (Pier 3)		Each	1	
Seal Coat Concrete		Cu. Yd.	31.3	
Test Pile Steel				
HP14x89		Each	1	
Furnishing Steel Piles		Foot	399	
HP14x89				
Driving Piles		Foot	399	
Mechanical Splice		each	28	

PIER #3
 FAS RTE 1780 (OLD US 50) OVER
 SUGAR CREEK
 SECTION 27-1BR-1
 CLINTON COUNTY
 STATION 9+14.50
 STRUCTURE NUMBER 014-0077

Klingner & Assoc., P.C.

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

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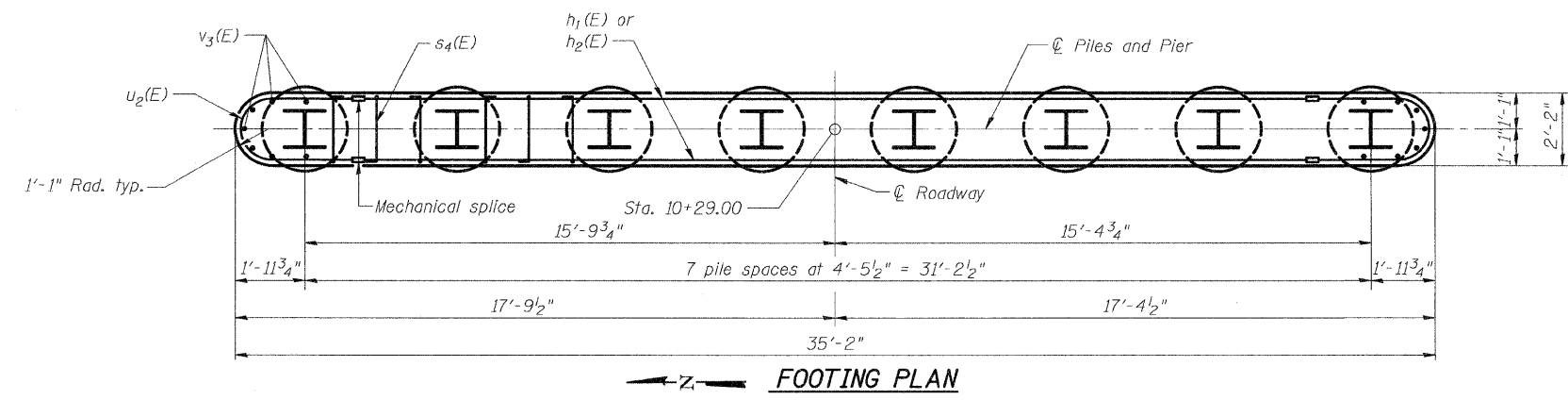
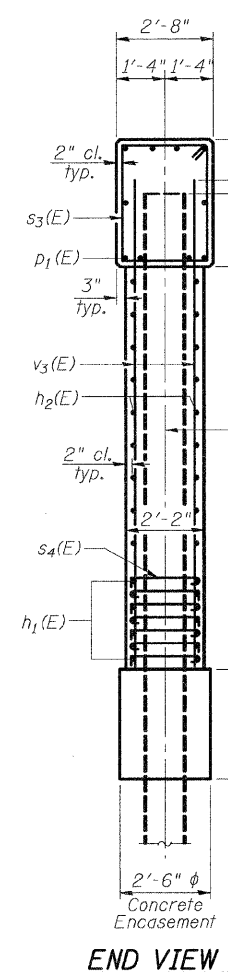
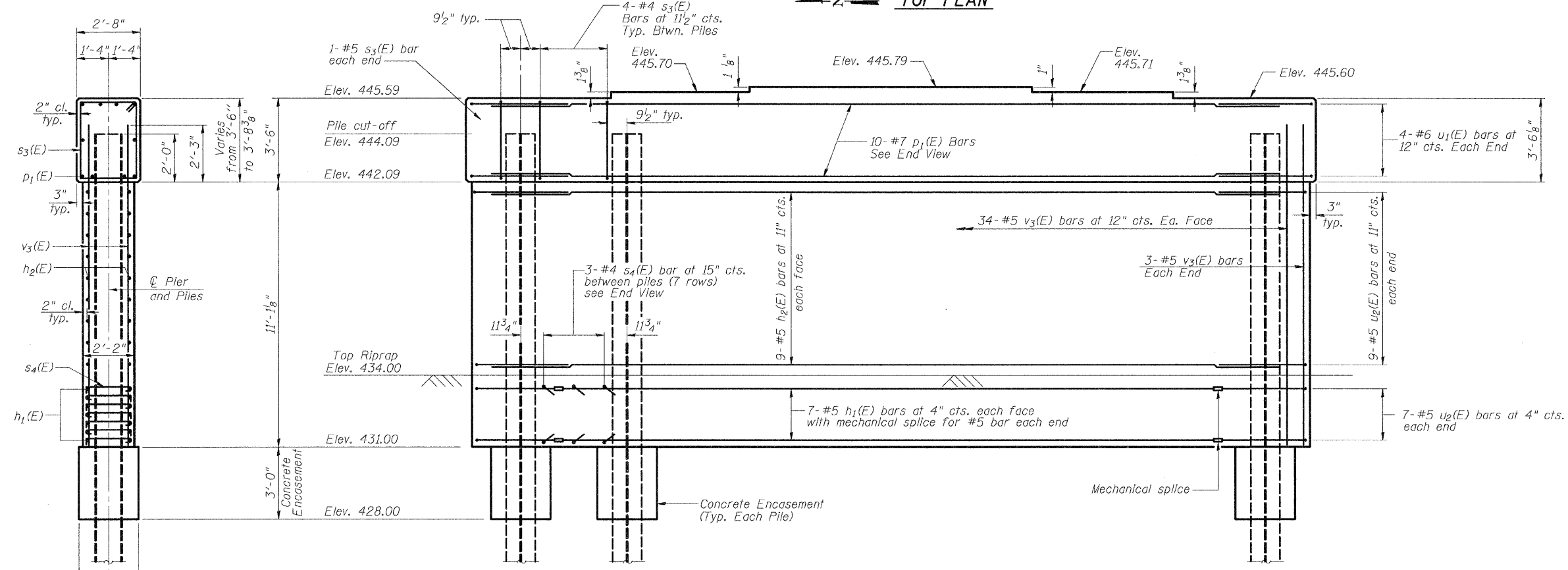
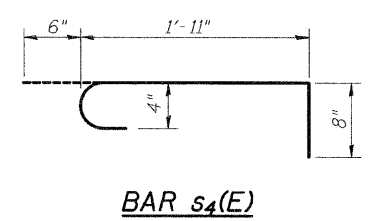
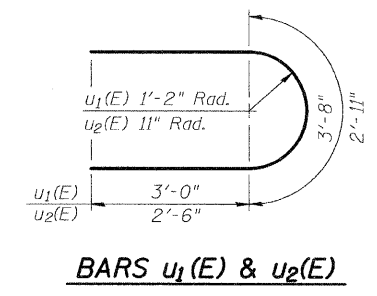
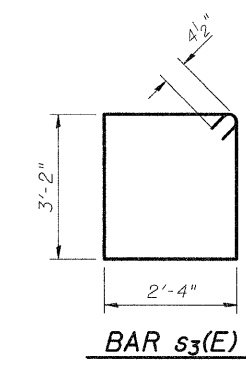
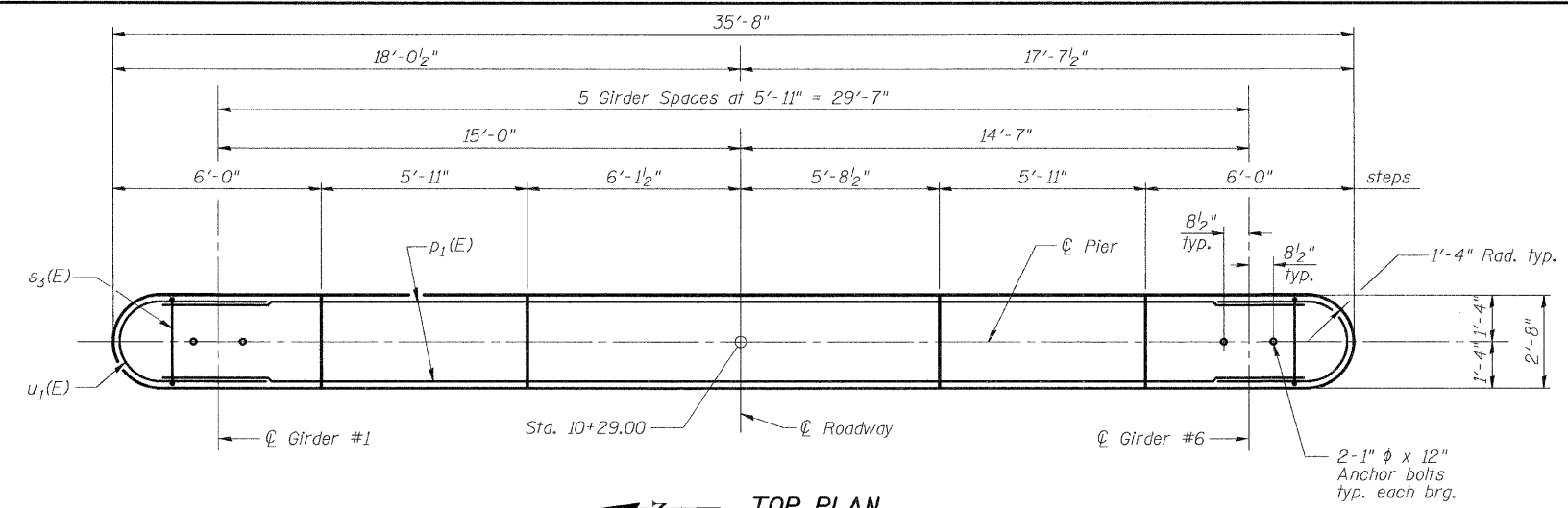
ROUTE NO. F.A.S. 1780	SECTION 27- 1BR-1	COUNTY CLINTON	TOTL SHEETS 69	SHEET NO. 48	SHEET NO. 23 27 SHEETS
FED. ROAD DIST. NO. R		ILLINOIS	FED. AID PROJECT-		

Contract # 76961

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, and concrete encasements
 see sheet 24 of 27.

PILE DATA

Type: Steel HP 14x73
 Nominal Required Bearing: 578 kips
 Factored Resistance Available: 274 kips
 Est. Length: 61'-0"
 No. Production Piles: 7
 No. Test Piles: 1



BILL OF MATERIAL

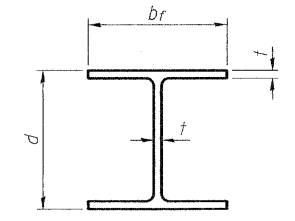
Bar	No.	Size	Length	Shape
h1(E)	14	#5	28'-0"	—
h2(E)	18	#5	33'-0"	—
p1(E)	10	#7	33'-0"	—
s3(E)	30	#4	11'-9"	□
s4(E)	147	#4	3'-1"	┌
u1(E)	8	#6	9'-8"	U
u2(E)	32	#5	7'-11"	U
v3(E)	74	#5	13'-4"	—
Concrete Structures		Cu. Yd.	43.4	
Reinforcement Bars Epoxy Coated		Pound	3650	
Structure Excavation		Cu. Yd.	26	
Test Pile Steel HP14x73		Each	1	
Furnishing Steel Piles HP14x73		Foot	427	
Driving Piles		Foot	427	
Mechanical Splice		each	28	
Concrete Encasement		Cu. Yd.	4.4	

PIER #4
 FAS RTE 1780 (OLD US 50) OVER
 SUGAR CREEK
 SECTION 27-1BR-1
 CLINTON COUNTY
 STATION 9+14.50
 STRUCTURE NUMBER 014-0077

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

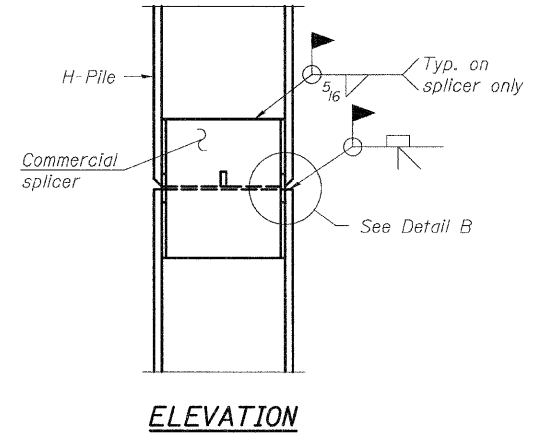
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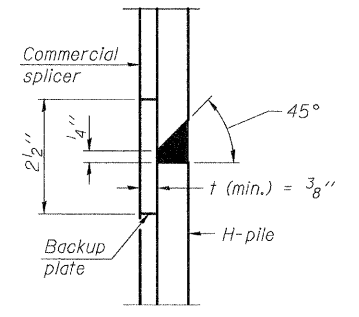


STEEL PILE TABLE

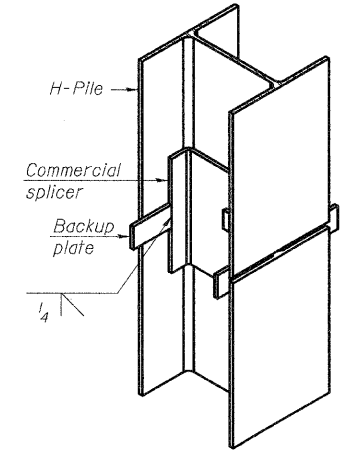
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/8"	30"
x102	14"	14 3/4"	1 1/8"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/8"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



ELEVATION

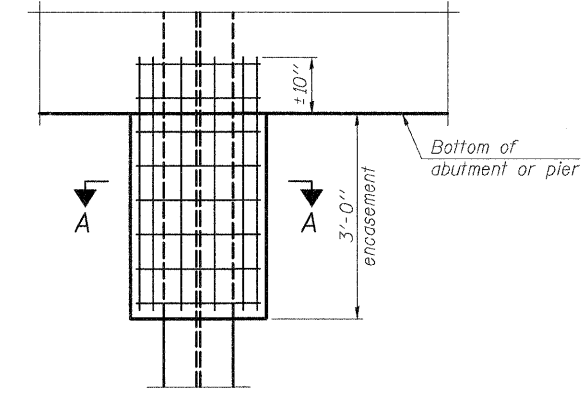


DETAIL "B"

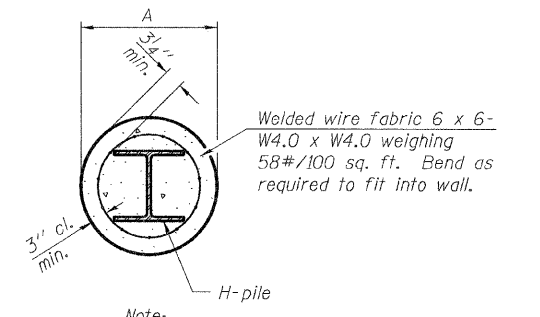


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



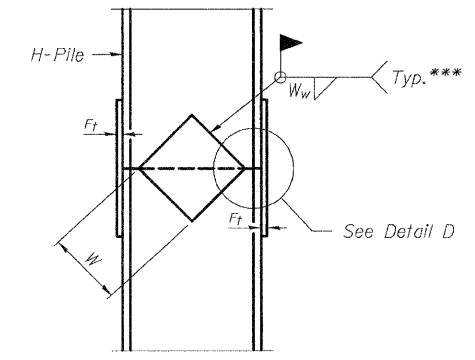
ELEVATION



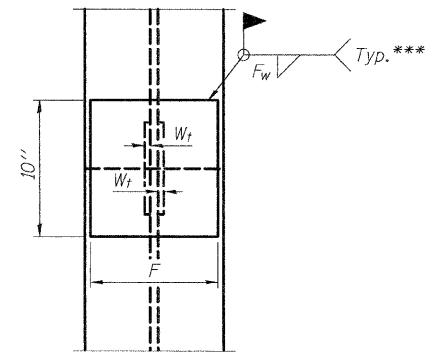
SECTION A-A

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

PILE ENCASEMENT



ELEVATION



END VIEW

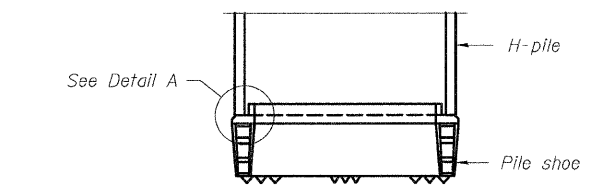
Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1/2"
x89	12 1/2"	3/4"	1 1/8"	7 3/4"	5 1/2"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1/2"
HP 12x84	10"	7/8"	1 1/8"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	1 1/8"	6 1/2"	5 1/2"	1/2"
x63	10"	5/8"	1/2"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

PILE DETAILS

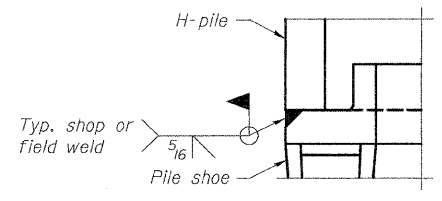
FAS RTE 1780 (OLD US 50) OVER SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

WELDED PLATE FIELD SPLICE

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

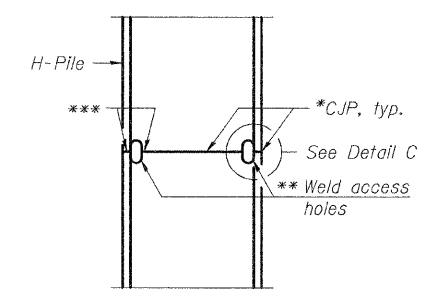


ELEVATION

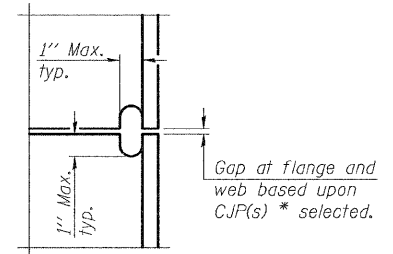


DETAIL A

H-PILE SHOE ATTACHMENT



ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE

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

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW
F-HP	

11-1-06

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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 1780	27-1BR-1	CLINTON	69	50
FED. ROAD DIST. NO. 8	BILLINGS	FED. AID PROJECT		

SHEET NO. 25
27 SHEETS

Contract # 76961

NOTES

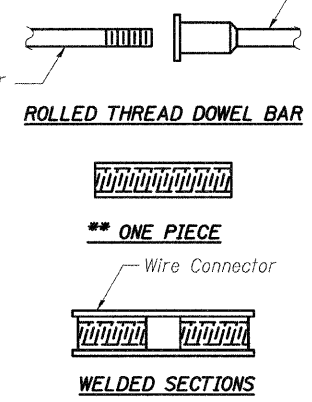
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the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

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

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

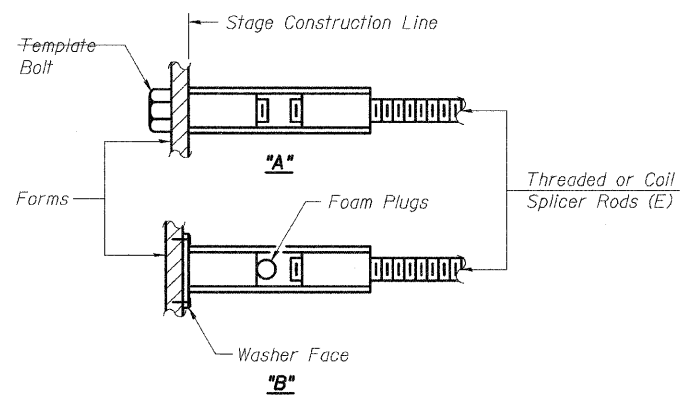
The diameter of this part is equal or larger than the diameter of bar spliced.

The diameter of this part is the same as the diameter of the bar spliced.



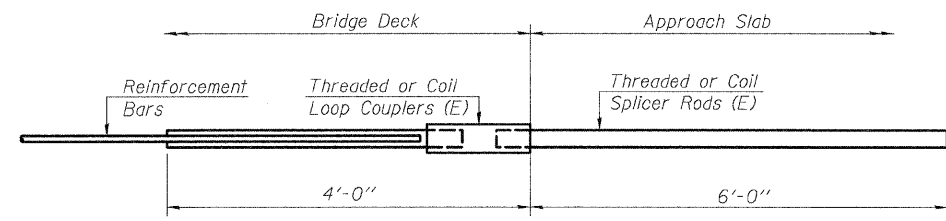
BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 64

DESIGNED	ADL
CHECKED	WLW
DRAWN	BGJ
CHECKED	WLW

BSD-1 11-1-06

BAR SPLICER ASSEMBLY DETAILS
FAS RTE 1780 (OLD US 50) OVER SUGAR CREEK
SECTION 27-1BR-1
CLINTON COUNTY
STATION 9+14.50
STRUCTURE NUMBER 014-0077

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C:\2009\02\04\09\02-04-09\028 wo 17 bridge plans\bridge plans\014-0077-26 Soil Borings.dgn

Illinois Department of Transportation
 Division of Highways
SOIL BORING LOG
 Date 6/14/06 Page 1 of 2

ROUTE FAS 1780 DESCRIPTION Old US 50 over Sugar Creek LOGGED BY Earline Stewart
 SECTION 27-1BR-1 LOCATION NW 14, SEC. 23, TWP. 2N, RING. 5W, 3 PM
 COUNTY Clinton DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 014-0077 (P1) / 014-0030 (E)
 Station 385+83 (E)
 BORING NO. 1 W. Abut
 Station 387+86
 Offset 15.00ft Right
 Ground Surface Elev. 448.4 ft

DEPTH (ft)	TEST	BL (ft)	UC (%)	MO (%)	DESCRIPTION	DEPTH (ft)	TEST	BL (ft)	UC (%)	MO (%)	DESCRIPTION
0					Surface Water Elev. _____ ft	0					
0					Stream Bed Elev. _____ ft	0					
0					Groundwater Elev.: _____ ft	0					
0					First Encounter _____ ft	0					
0					Upon Completion _____ ft	0					
0					After _____ Hrs.	0					
0						0					
1		0.52	21		Mottled Brown and Gray Clay LOAM (continued)	1		0.52	21		
1		B20				1		B20			
2					Light Gray and Brown Sandy CLAY	2					
2		0.65	21			2		0.65	21		
2		B20				2		B20			
3						3					
4						4					
5					Silty Clay LOAM	5					
5		0.81	21		(A-4)(8)	5		0.81	21		
5		B20			See Classification @ 30 ft	5		B20			
6						6					
7						7					
8						8					
9						9					
10						10					
11						11					
12						12					
13						13					
14						14					
15						15					
16						16					
17						17					
18						18					
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32						32					
33						33					
34						34					
35						35					
36						36					
37						37					
38						38					
39						39					
40						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, from 137 (Rev. 8-99)

Illinois Department of Transportation
 Division of Highways
SOIL BORING LOG
 Date 6/06 Page 1 of 3

ROUTE FAS 1780 DESCRIPTION Old US 50 over Sugar Creek LOGGED BY Earline Stewart
 SECTION 27-1BR-1 LOCATION NW 14, SEC. 23, TWP. 2N, RING. 5W, 3 PM
 COUNTY Clinton DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 014-0077 (P1) / 014-0030 (E)
 Station 385+83 (E)
 BORING NO. 2 Pier 4
 Station 387+19
 Offset 13.00ft Left
 Ground Surface Elev. 448.5 ft

DEPTH (ft)	TEST	BL (ft)	UC (%)	MO (%)	DESCRIPTION	DEPTH (ft)	TEST	BL (ft)	UC (%)	MO (%)	DESCRIPTION
0					Surface Water Elev. _____ ft	0					
0					Stream Bed Elev. _____ ft	0					
0					Groundwater Elev.: _____ ft	0					
0					First Encounter _____ ft	0					
0					Upon Completion _____ ft	0					
0					After _____ Hrs.	0					
0						0					
1					Light Gray Silty Clay LOAM	1					
1					(continued)	1					
2						2					
3						3					
4						4					
5						5					
6						6					
7						7					
8						8					
9						9					
10						10					
11						11					
12						12					
13						13					
14						14					
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31						31					
32						32					
33						33					
34						34					
35						35					
36						36					
37						37					
38						38					
39						39					
40						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, from 137 (Rev. 8-99)

Illinois Department of Transportation
 Division of Highways
ROCK BORING LOG
 Date 6/06 Page 3 of 3

ROUTE FAS 1780 DESCRIPTION Old US 50 over Sugar Creek LOGGED BY Earline Stewart
 SECTION 27-1BR-1 LOCATION NW 14, SEC. 23, TWP. 2N, RING. 5W, 3 PM
 COUNTY Clinton CORING METHOD _____

STRUCT. NO. 014-0077 (P1) / 014-0030 (E)
 Station 385+83 (E)
 BORING NO. 2 Pier 4
 Station 387+19
 Offset 13.00ft Left
 Ground Surface Elev. 448.5 ft

CORING BARREL TYPE & SIZE NX
 Core Diameter 2 in
 Top of Rock Elev. 400.50 ft
 Begin Core Elev. 400.50 ft

DEPTH (ft)	TEST	BL (ft)	UC (%)	MO (%)	DESCRIPTION	DEPTH (ft)	TEST	BL (ft)	UC (%)	MO (%)	DESCRIPTION
0					Surface Water Elev. _____ ft	0					
0					Stream Bed Elev. _____ ft	0					
0					Groundwater Elev.: _____ ft	0					
0					First Encounter _____ ft	0					
0					Upon Completion _____ ft	0					
0					After _____ Hrs.	0					
0						0					
1					Light Gray Silty Clay LOAM	1					
1					(continued)	1					
2						2					
3						3					
4						4					
5						5					
6						6					
7						7					
8						8					
9						9					
10						10					
11						11					
12						12					
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32						32					
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34						34					
35						35					
36						36					
37						37					
38						38					
39		</									

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FAS ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	52

Illinois Department of Transportation **SOIL BORING LOG** Page 1 of 2
 Division of Highways
 Date: 6/12/06

ROUTE: FAS 1780 DESCRIPTION: Old US 50 over Sugar Creek LOGGED BY: Earline Stewart
 SECTION: 27-1BR-1 LOCATION: NW 1/4, SEC. 23, TWP. 2N, RNG. 5W, 3 PM

COUNTY: Clinton DRILLING METHOD: Hollow Stem Auger HAMMER TYPE: 140# Automatic

STRUCT. NO. 014-0077 (P) / 014-0030 (E) / 385+83 (E)
 BORING NO. 3 Pier 1 Station 384+51
 Offset 17.00ft Right
 Ground Surface Elev. 448.5 ft

Elev. (ft)	D (ft)	B (%)	L (%)	U (%)	M (%)	Surface Water Elev.		Stream Bed Elev.		D (ft)	B (%)	L (%)	U (%)	M (%)
						ft	(ft)	(ft)	(ft)					
444.0	6					2		1	0.59	32				
442.0	1					0		0	0.33	32				
439.0	4					2		0	0.88	22				
434.0	2					2		2	0.46	30				
429.0	0					0		0	0.52	32				

Illinois Department of Transportation **SOIL BORING LOG** Page 1 of 2
 Division of Highways
 Date: 6/8/06

ROUTE: FAS 1780 DESCRIPTION: Old US 50 over Sugar Creek LOGGED BY: Earline Stewart
 SECTION: 27-1BR-1 LOCATION: NW 1/4, SEC. 23, TWP. 2N, RNG. 5W, 3 PM

COUNTY: Clinton DRILLING METHOD: Hollow Stem Auger HAMMER TYPE: 140# Automatic

STRUCT. NO. 014-0077 (P) / 014-0030 (E) / 385+83 (E)
 BORING NO. 4 E. Abut Station 384+08
 Offset 14.00ft Right
 Ground Surface Elev. 448.1 ft

Elev. (ft)	D (ft)	B (%)	L (%)	U (%)	M (%)	Surface Water Elev.		Stream Bed Elev.		D (ft)	B (%)	L (%)	U (%)	M (%)
						ft	(ft)	(ft)	(ft)					
421.0	2					2		2	0.55	31				
418.5	2					2		2	0.69	29				
414.0	4					2		2	0.36	30				
408.6	2					2		2	0.81	32				

Note:
 Station 0+00 West to East = Station 395+00 East to West.

Illinois Department of Transportation **SOIL BORING LOG** Page 2 of 2
 Division of Highways
 Date: 6/12/06

ROUTE: FAS 1780 DESCRIPTION: Old US 50 over Sugar Creek LOGGED BY: Earline Stewart
 SECTION: 27-1BR-1 LOCATION: NW 1/4, SEC. 23, TWP. 2N, RNG. 5W, 3 PM

COUNTY: Clinton DRILLING METHOD: Hollow Stem Auger HAMMER TYPE: 140# Automatic

STRUCT. NO. 014-0077 (P) / 014-0030 (E) / 385+83 (E)
 BORING NO. 3 Pier 1 Station 384+51
 Offset 17.00ft Right
 Ground Surface Elev. 448.5 ft

Elev. (ft)	D (ft)	B (%)	L (%)	U (%)	M (%)	Surface Water Elev.		Stream Bed Elev.		D (ft)	B (%)	L (%)	U (%)	M (%)
						ft	(ft)	(ft)	(ft)					
404.0	2					2		3	0.33	24				
399.0	4					2		3	0.33	24				
389.0	6					2		3	0.33	24				
388.5	0					0		0	0.33	24				

Illinois Department of Transportation **SOIL BORING LOG** Page 2 of 2
 Division of Highways
 Date: 6/8/06

ROUTE: FAS 1780 DESCRIPTION: Old US 50 over Sugar Creek LOGGED BY: Earline Stewart
 SECTION: 27-1BR-1 LOCATION: NW 1/4, SEC. 23, TWP. 2N, RNG. 5W, 3 PM

COUNTY: Clinton DRILLING METHOD: Hollow Stem Auger HAMMER TYPE: 140# Automatic

STRUCT. NO. 014-0077 (P) / 014-0030 (E) / 385+83 (E)
 BORING NO. 4 E. Abut Station 384+08
 Offset 14.00ft Right
 Ground Surface Elev. 448.1 ft

Elev. (ft)	D (ft)	B (%)	L (%)	U (%)	M (%)	Surface Water Elev.		Stream Bed Elev.		D (ft)	B (%)	L (%)	U (%)	M (%)
						ft	(ft)	(ft)	(ft)					
386.1	2					2		2	0.72	29				
384.6	2					2		2	0.72	29				
403.6	0					0		0	0.72	29				
393.6	12					2		2	0.72	29				
383.6	12					2		2	0.72	29				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
 FAS RTE 1780 (OLD US 50) OVER
 SUGAR CREEK
 SECTION 27-1BR-1
 CLINTON COUNTY
 STATION 9+14.50
 STRUCTURE NUMBER 014-0077
 PLOT DATE: *DATE-TIME* Klingner & Assoc., P.C.

pr:\02files\020409\02-0409.028 wo 17 bridge plans\bridge plans\014-0077-27-SoilBorings.dgn

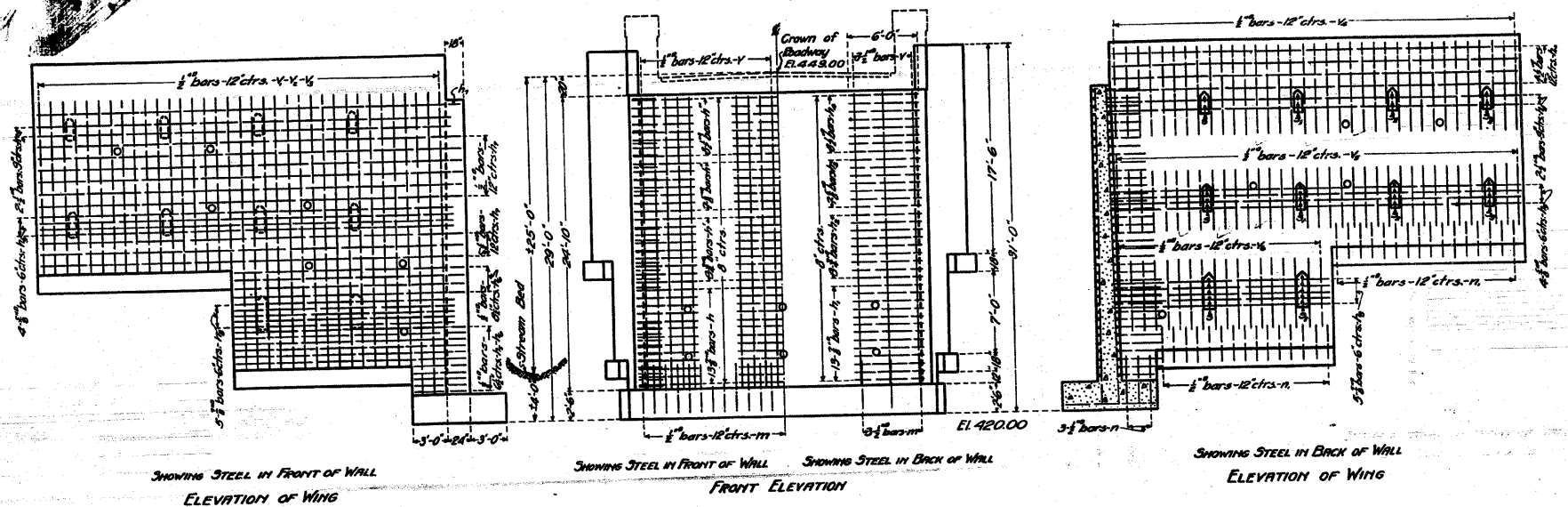
DATE-TIME*
 DATE-TIME*
 DATE-TIME*
 DATE-TIME*

F.A.S. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	53
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1780	ILL.	34	1952	24	26

SHEET No. 3
3 Sheets.

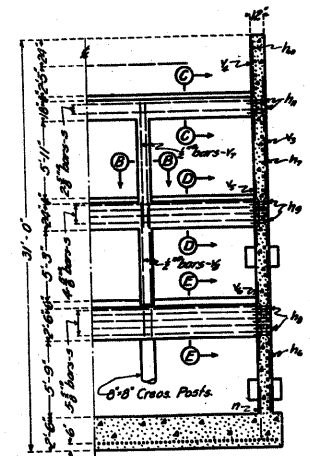
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS



SHOWING STEEL IN FRONT OF WALL
ELEVATION OF WING

SHOWING STEEL IN FRONT OF WALL SHOWING STEEL IN BACK OF WALL
FRONT ELEVATION

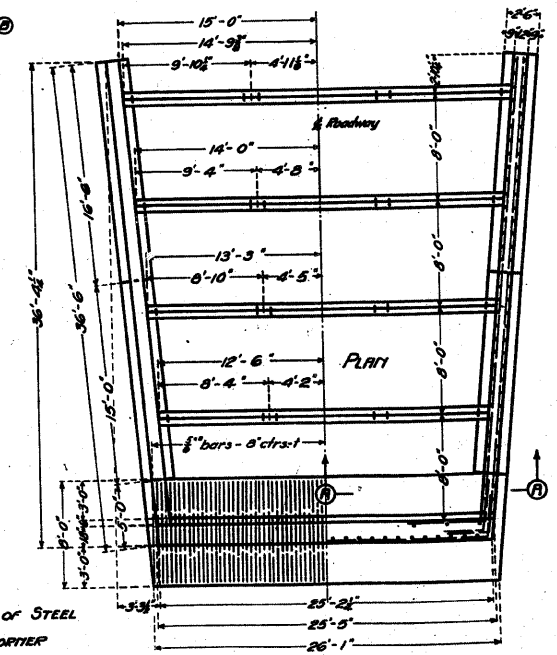
SHOWING STEEL IN BACK OF WALL
ELEVATION OF WING



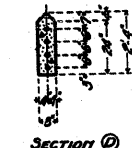
SECTION A



SECTION B



SECTION D



SECTION E



SECTION F

Bars	No.	Size	Length
v	64	1/2"	9'-6"
v	60	"	24'-6"
v	68	"	14'-6"
v	80	"	25'-0"
v	12	"	25'-6"
v	140	"	7'-6"
v	140	"	5'-0"
v	72	3/8"	6'-0"
h	26	3/8"	32'-0"
h	18	3/8"	31'-0"
h	14	3/8"	30'-0"
h	16	3/8"	29'-0"
h	52	3/8"	9'-6"
h	36	3/8"	9'-0"
h	28	3/8"	8'-6"
h	32	3/8"	8'-0"
h	20	"	6'-6"
h	40	"	21'-6"
h	80	"	20'-0"
h	40	3/8"	21'-0"
h	32	3/8"	37'-0"
h	32	3/8"	20'-0"
s	22	3/8"	28'-0"
s	22	3/8"	30'-0"
s	12	3/8"	31'-6"
s	12	3/8"	33'-0"
h	16	3/8"	37'-0"
m	62	1/2"	4'-0"
n	12	"	4'-0"
n	124	"	3'-0"
v	32	"	10'-0"
Steel-Lbs.			23100
Concrete-Cu.Yds.			286.5

Class A Concrete to be used throughout. Proportions 1:2 1/2:4

Sta. 365+63
Section 27B-Clinton Co.
F.A. Proj. 34

COMPUTED	A. H. Tager
CHECKED	A. H. Tager
DRAWN	A. H. F.
CHECKED	A. H. G.
ASSEMBLED	
CHECKED	
EXAMINED	May 23, 1952
PASSED	<i>[Signature]</i> BRIDGE ENGINEER
APPROVED	<i>[Signature]</i> ENGINEER OF DESIGN
	<i>[Signature]</i> CHIEF HIGHWAY ENGINEER

DETAIL OF STEEL IN CORNER

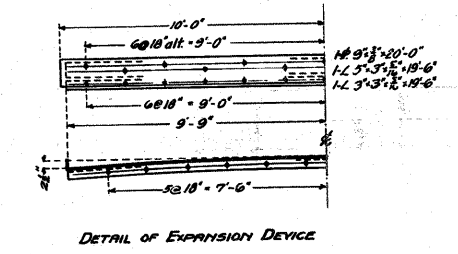
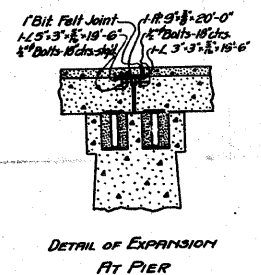
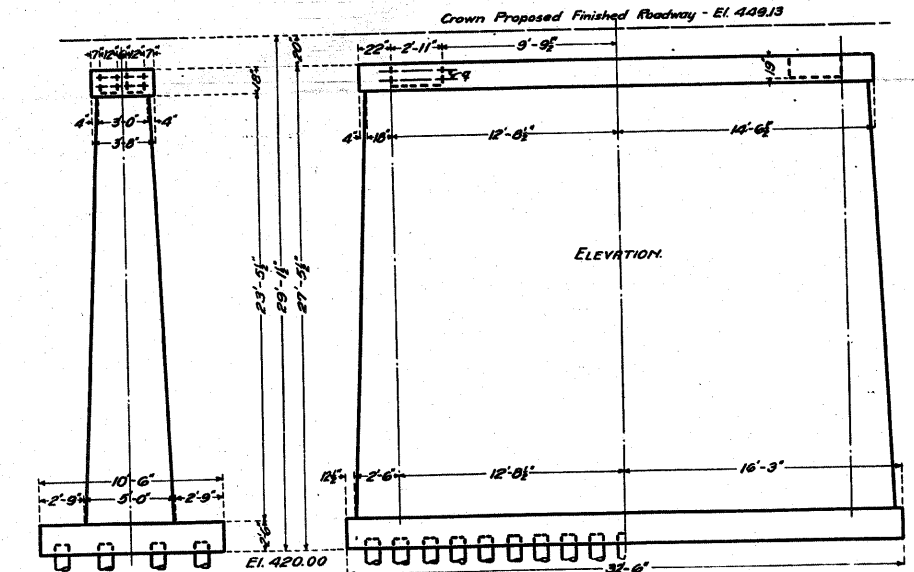
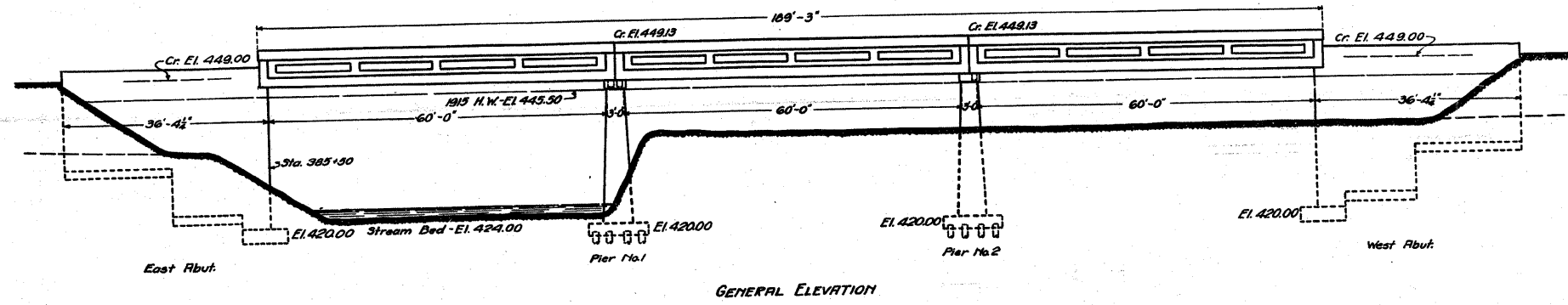
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REFERENCE = 44RETS

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING STRUCTURE PLAN
FAS ROUTE 1780
SECTION 27-1BR-1
CLINTON COUNTY
SN 014-0030 (E) 0077 (P)

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



BILL OF MATERIAL - 2 PIERS

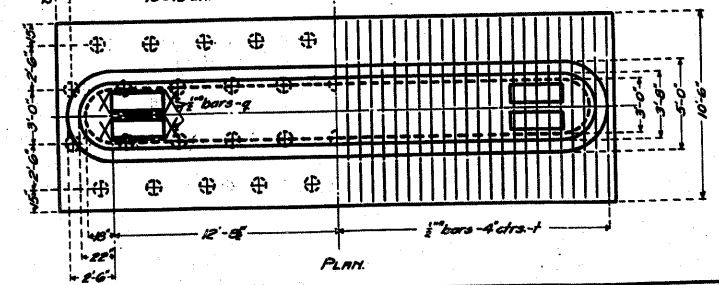
Bars	No.	Size	Length
f	188	1/2"	10'-0"
g	24	3/4"	5'-6"
Steel - lbs.			1710
Concrete - cu. yds.			272.8

Class B Concrete to be used thruout. Prop. 1:3:5

TOTAL BILL OF MATERIAL

Superstructure Reinforcing Steel-lbs.	99300
Abutment Reinforcing Steel-lbs.	23100
Pier Reinforcing Steel-lbs.	1710
Total Reinforcing Steel-lbs.	124110
Superstructure Concrete-Class A-cu. yds.	409.5
Abutment Concrete-Class A-cu. yds.	285.5
Pier Concrete-Class B-cu. yds.	272.8
Total Class A Concrete-cu. yds.	695.0
Total Concrete-cu. yds.	967.8
Rocks and Plates-lbs.	3909
Expansion Devices-lbs.	1050
Piles-15 Ton-untreated	84

Note - Single Pockets in Pier 2 - Double Pockets in Pier 1.



COMPUTED	- A. H. Fenger
CHECKED	- A. H. Fenger
DRAWN	- A. H. F.
CHECKED	- A. H. G.
ASSEMBLED	
CHECKED	

EXAMINED: MAR 23, 1923
 H. J. Church
 BRIDGE ENGINEER
 PASSED: [Signature]
 ENGINEER OF DESIGN
 APPROVED: [Signature]
 CHIEF HIGHWAY ENGINEER

Sta. 385+83
 SECTION 27B - CLINTON Co.
 F.A. Proj. 34

FOR INFORMATION ONLY

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 EXISTING STRUCTURE PLAN
 FAS ROUTE 1780
 SECTION 27-1BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

Built as SBI Rt. 12 Sec. 27 Br. in 1922 as Sta. 335+83

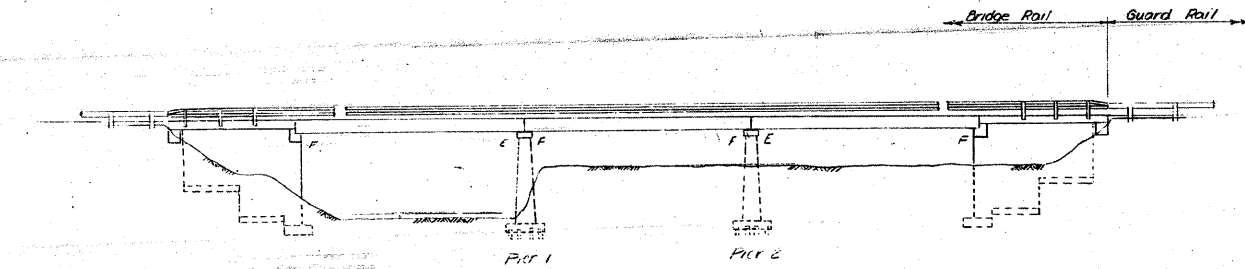
Existing Structure: 3 Span R.C. Thru Girder
 189'-0" long - 25'-6" wide

E.M.: 0" Mark on top of Northwest wingwall of west abutment.

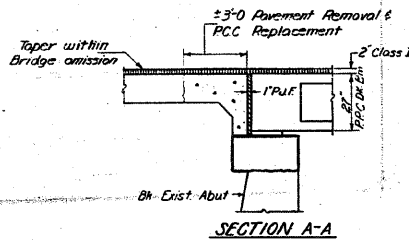
Temporary Bridge Required
 85 ft long 28 Ft. Rdwy. HS 15 Loading

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

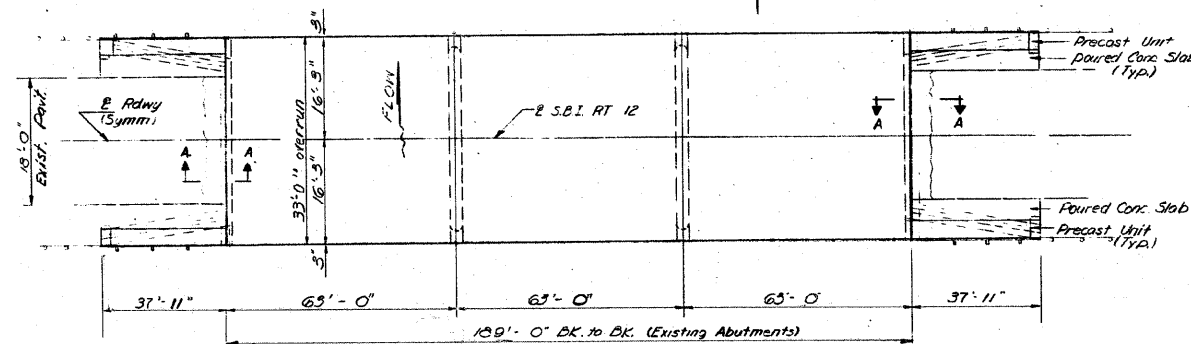
PROJECT NO.	COUNTY	SECTION	SHEET NO.
27BR	CLINTON	11	5



ELEVATION



SECTION A-A



PLAN

WATERWAY INFORMATION

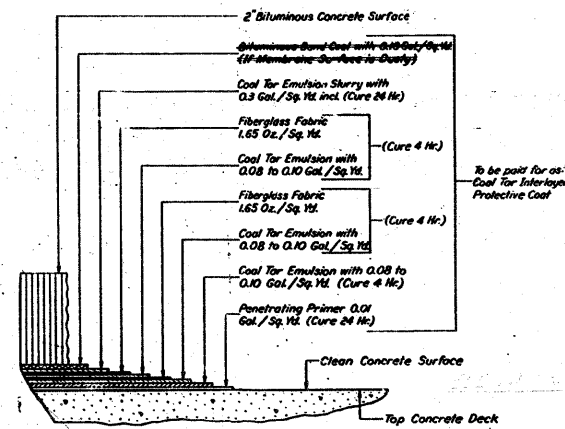
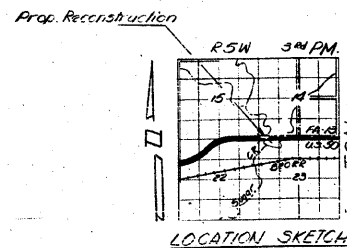
Drainage Area - 97 Sq. Mi.
 Character - rolling, wooded, cultivated
 Present Opening - (3c yr fl.) 2750 Sq. Ft.

DESIGNED	James H. Hill
CHECKED	James H. Hill
DRAWN	James H. Hill
CHECKED	J.H. Hill

EXAMINED	John D. Jones	JUN 27 1970
PASSED	Richard H. Holloman	
APPROVED	Richard H. Holloman	

DESIGN STRESSES	
FIELD UNITS	PRECAST PRESTA UNITS
$f_c = 1400$ psi (Super)	$f_c = 5000$ psi
$f_c = 1000$ psi (Sub)	$f_c = 4000$ psi
$f_s = 20,000$ psi (Reinf)	$f_s = 240,000$ psi
$V_0 = 75$ psi (Factored)	$f_s = 173,600$ psi
$r_1 = 10$	

LOADING HS 20-44



DECK SURFACING
 GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
 It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.
 An alternate strand pattern using Extra High Strength Prestressing strand (270 ksi) is permitted.
 Expansion bolts shall consist of self drilling expansion shields and 3/4" hooked bolts. Hooked bolts shall extend a minimum of 12" into new concrete except as otherwise shown.
 All excavation for structures shall be incidental to Bridge Contract.
 Shoulder transition to wingwall shall be shaped with broken concrete. Coat incidental.
 Limits of Cool Tar Interlayer Protective Coat shall be back to back of abutments and out to out of deck.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
P.C.C. Pavement (10)	Sq. Yds	63		63
Pavement Fabric	Sq. Yds	63		63
Centerline Removal	Sq. Yds		48	48
Expansion Bolts (3/4")	Each	100	92	192
Class X Concrete	Cu. Yds		3.2	3.2
Precast Concrete Bridge Slab	Sq. Ft	569		569
P.C.C. Deck Beams (27)	Sq. Ft	6226		6226
Steel Railing, Type N	Lin. Ft	530		530
Reinforcement Bars	Lbs.		4230	4230
Pvt. Rem. & P.C.C. Road Type 1 (10)	Sq. Yds	12		12
Rem. of Existing Superstructures	Each	1		1
Cool Tar Interlayer Protective Coat	Sq. Yds	693		693
Temporary Bridge Complete	Each			1

SBI. RT. 12 OVER SUGAR CREEK
 SBI RT. 12 SEC. 27 BR
 CLINTON COUNTY
 STATION 335+83

FOR INFORMATION ONLY

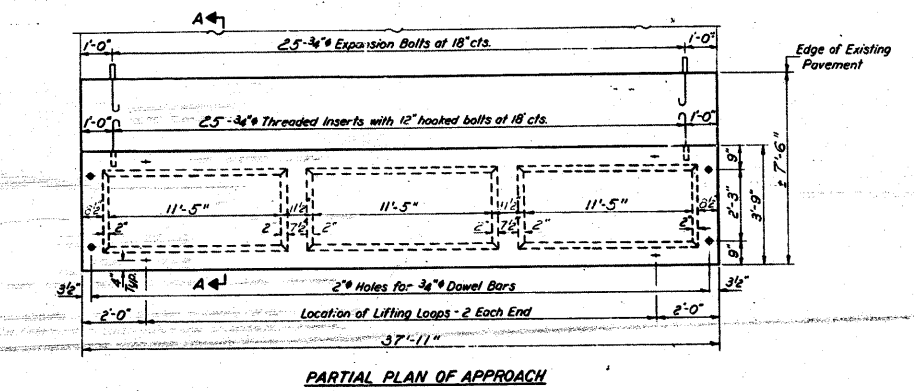
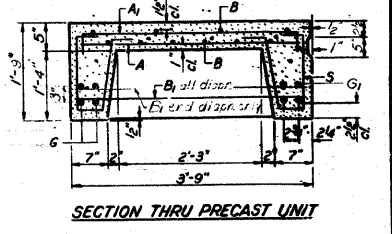
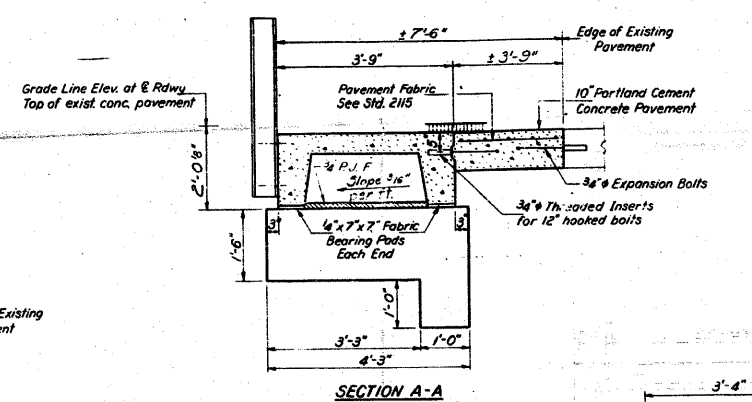
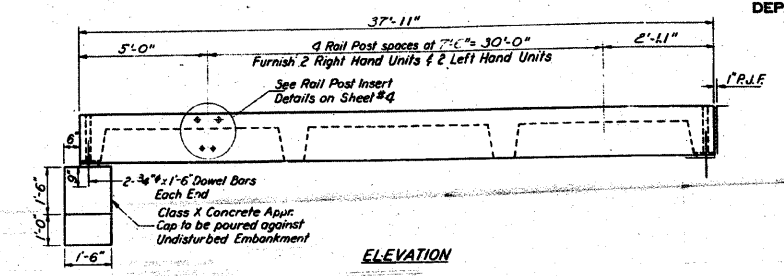
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION EXISTING STRUCTURE PLAN
NAME	DATE	

FAS ROUTE 1780
 SECTION 27-1BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

PLOT DATE = 7/18/2007
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 PLOT SCALE = 5/8" = 1'-0"
 REFERENCE = #REF#

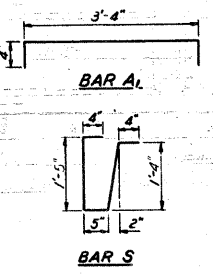
STATE OF ILLINOIS
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS
 DIVISION OF HIGHWAYS

PROJECT NO.	27BR	CLINTON	11	6
SHEET NO.	5 SHEETS			



BAR LIST - ONE UNIT
 Reinforcement to be cast into slab

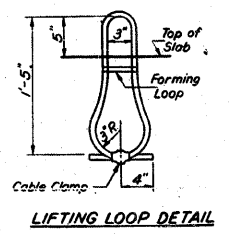
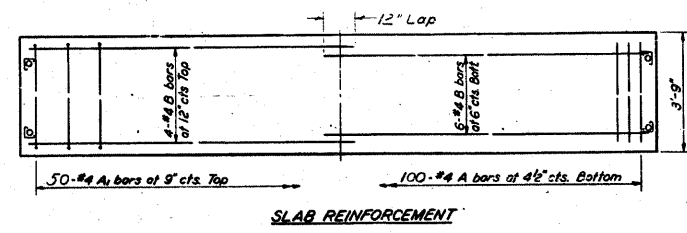
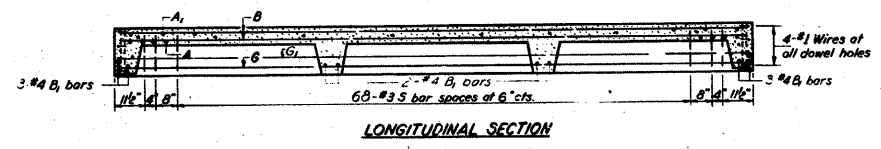
Bar	No.	Size	Length	Shape
A	100	#4	3'-3"	U
A1	30	#4	4'-0"	U
B	20	#4	13'-4"	U
B1	10	#4	3'-6"	U
G	4	#11	37'-7"	U
G1	4	#11	37'-7"	U
S	195	#3	3'-10"	L



NOTES
 Unless otherwise approved by the Engineer, lifting loops shall be 1/4" 6 x 19 class wire rope with fiber core and shall have a minimum ultimate strength of 16,000 lbs. Loops shall be burned off after slab has been erected. Holes shall be drilled and anchor dowels grouted in place. Cost of reinforcement and accessories cast into the slab unit, bearing pads, furnishing, drilling for, placing and grouting anchor dowels and 3/4" hooked bolts is included in Unit bid price for "Precast Concrete Bridge Slab." The Precast Concrete Bridge Slab shall be erected and aligned with the exterior face of the exterior Deck Beam after Deck Beams are in final position.

BILL OF MATERIAL

Item	Unit	Quantity
Precast Concrete Bridge Slab	Sq. Ft.	569
Portland Cement Concrete Pavement (10')	Sq. Yds.	63
Pavement Fabric	Sq. Yds.	63
Expansion Bolts 3/4"	Each	100
Class X Concrete	Cu.Yds.	1.6



STRESSES
 f'c = 4,500 psi.
 f'c = 1,800 psi.
 f's = 20,000 psi.
 n = 8
LOADING HS-20

APPROACH DETAILS
 S.B.I.R.T.P. SEC. 27BR
 CLINTON COUNTY
 STATION 385+83

DESIGNED: [Signature]
 CHECKED: James Pence
 DRAWN: J.L. Armstrong
 EXAMINED: [Signature] Jan 27 1970
 PASSED: [Signature]
 APPROVED: [Signature]

AP-4 7'20" Precast Appr. Unit (Rt. L.)

FOR INFORMATION ONLY

REVISIONS

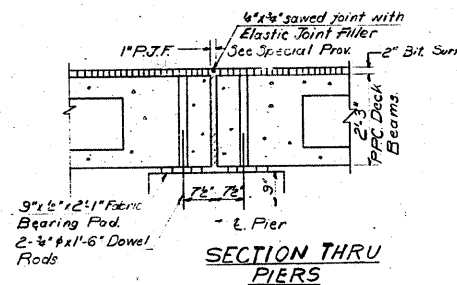
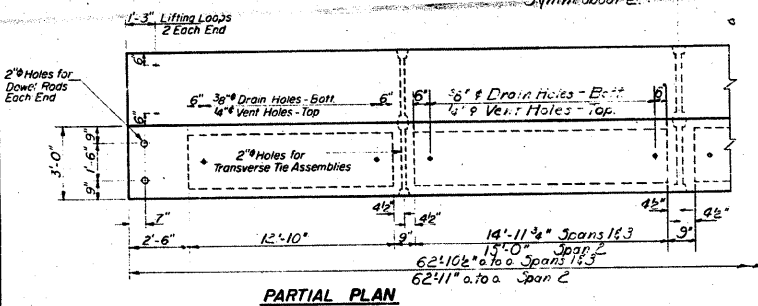
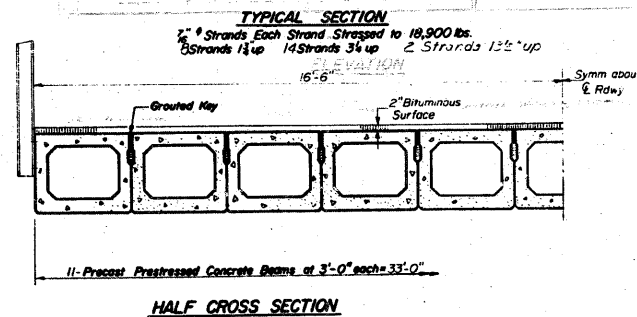
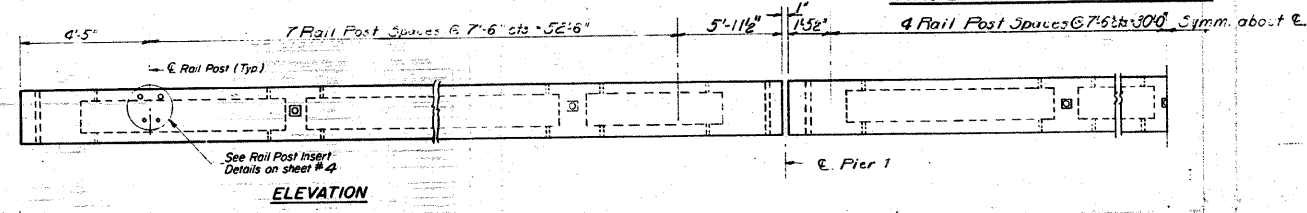
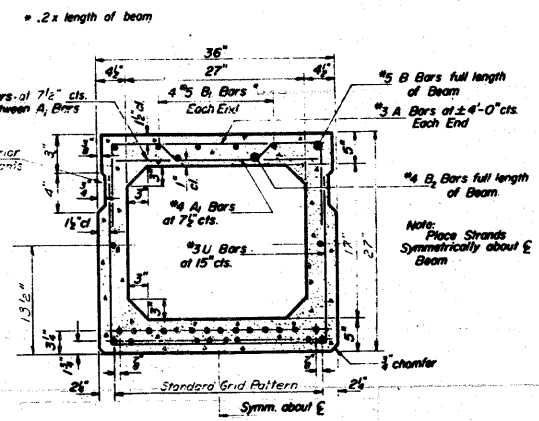
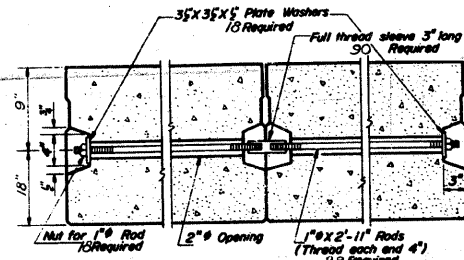
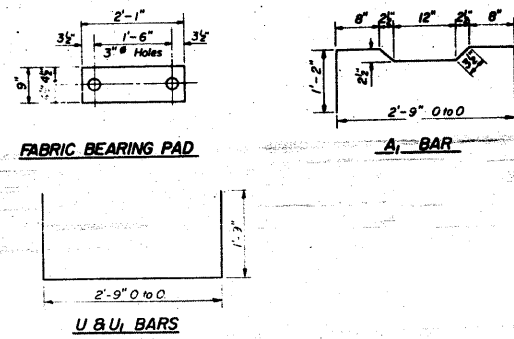
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING STRUCTURE PLAN
 FAS ROUTE 1780
 SECTION 27-1BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	57
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

PROJECT NO.	SECTION	COUNTY	SHEET NO.
11-12	27 BR	CLINTON	11 7
SHEETS			



BILL OF MATERIAL

Precast Prestressed Concrete Deck Beams (27)	Sq Ft	2225
Removal of Existing Superstructure	Each	1

GENERAL NOTES

Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand. The nominal diameter shall be 7/8" and the nominal cross-sectional area shall be 0.109 sq in. Lifting loops shall be 3/8" diameter, 6 x 19 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 35,000 lbs.

The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside beam shall be filled with grout after transverse tie assembly is in place.

Longitudinal shear keys shall be packed with a very dry mix of 2-1 sand and P.C. mortar. After beams have been erected, holes for dowel anchors shall be drilled into sub-structure. Grout holes at fixed end. At expansion and grout dowels into sub-structure fill holes in beam with SAE-4.

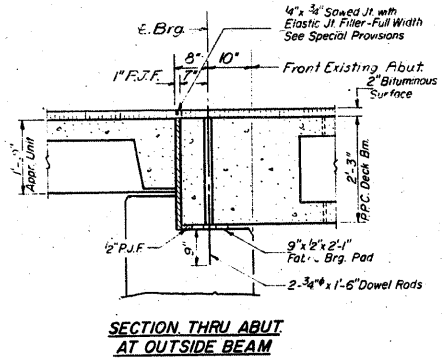
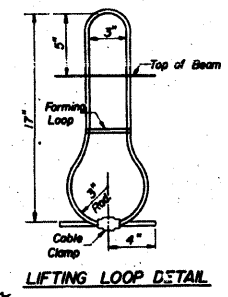
Steel for dowel rods, transverse tie rods, and armor angles shall be S.A.E. 1020, structural steel A.S.T.M. Designation: A36, or A.S.T.M. A306, Grade 70-80.

After fabrication the transverse tie assemblies (tie rods, nuts, washers and sleeves) shall be hot-dipped galvanized in accordance with A.S.T.M. Designation: A153.

Cost of reinforcement and accessories cast into the beam, of bearing pads, of armor angles, and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beams."

SUPERSTRUCTURE
SBI RT. 12, SEC. 27 BR
CLINTON COUNTY
STATION 585+83

DESIGNED	James H. Hutter	EXAMINED	Jan 27 1970
CHECKED	James Hutter	PASSED	Richard H. Pottemann
DRAWN	J. L. Armstrong		
CHECKED	JH		



PD-3-S 11-19-65 Rev 5-20-69
SR-5 27 P.P.C. Deck Beams

FOR INFORMATION ONLY

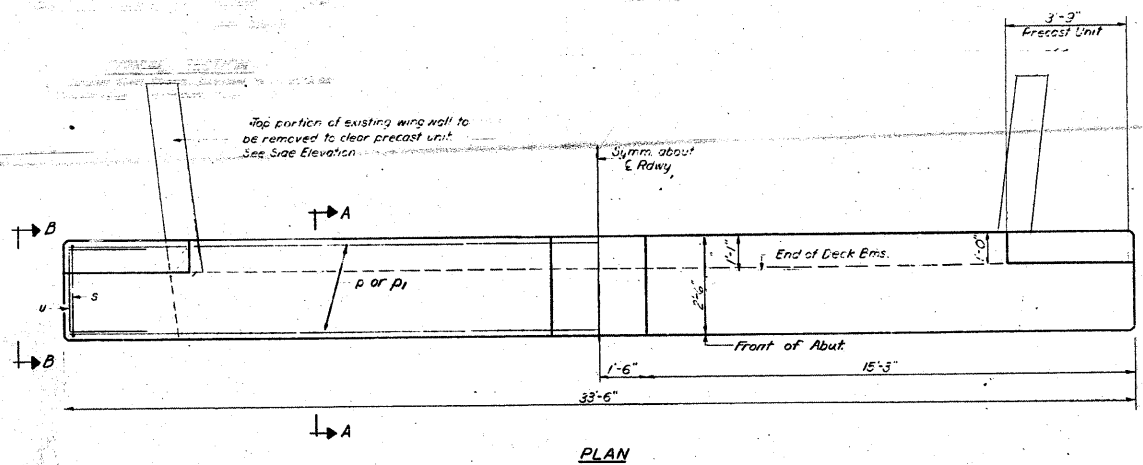
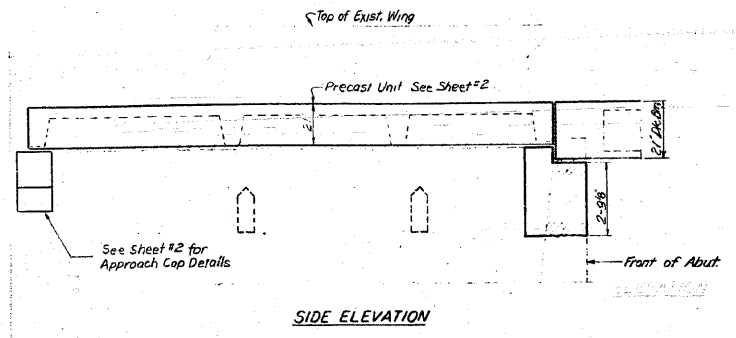
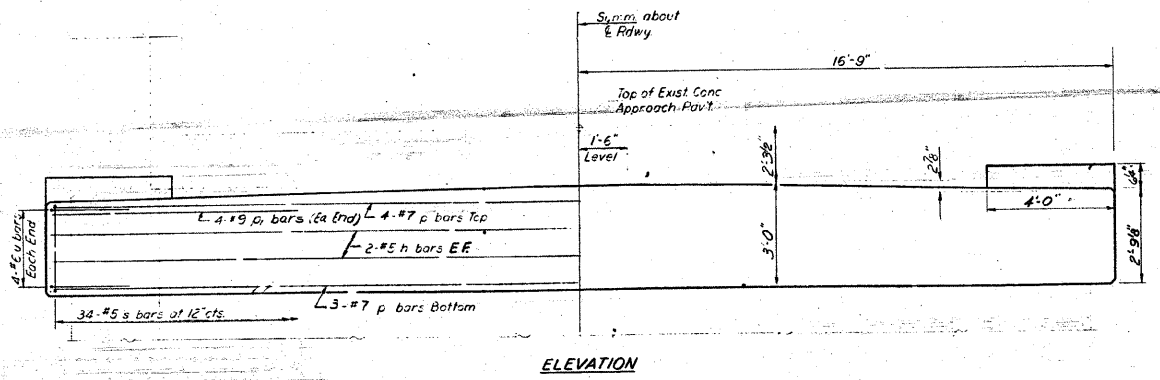
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING STRUCTURE PLAN
FAS ROUTE 1780
SECTION 27-1BR-1
CLINTON COUNTY
SN 014-0030 (E) 0077 (P)

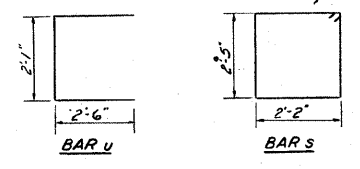
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27BR	CLINTON	69	58
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

SHEET NO. 5
6 SHEETS

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



NOTES:
 Hatched Areas indicate Concrete Removal.
 All edges shall have standard 3/4" chamfers
 except as noted

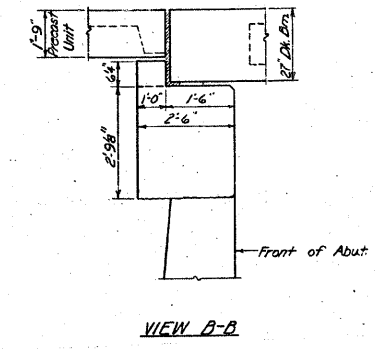
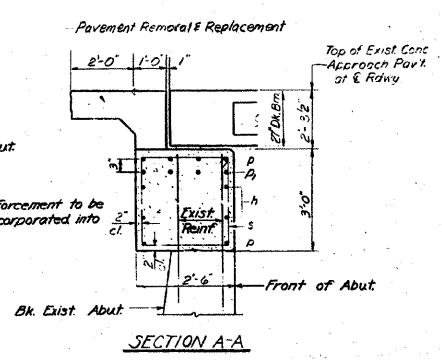
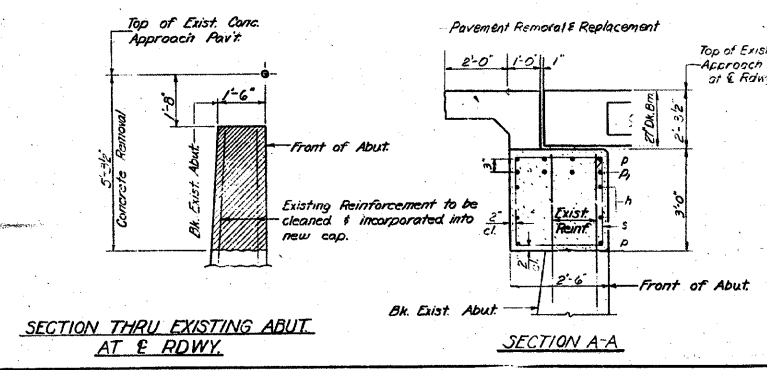


**TWO ABUTMENTS
 BILL OF MATERIAL**

Bar No.	Size	Length	Shape
h	#5	33'-5"	
p	#7	33'-3"	
P	#9	8'-0"	
s	#5	9'-11"	□
u	#6	7'-7"	□

Class X Concrete Cu Yds. 18.2
 Reinforcement Bars Lbs. 2540
 Concrete Removal Cu Yds. 31

DESIGNED: James Hamilton
 CHECKED: James Pove
 DRAWN: J.L. Armstrong
 CHECKED: J.H. JP
 EXAMINED: [Signature]
 PASSED: [Signature]
 APPROVED: [Signature]
 Jan. 27 1970



**ABUTMENTS
 S.B.I. RT. 12 SEC. 27-BR
 CLINTON COUNTY
 STA. 395+93**

A-6 Strutted Abut-Truss Replacement

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

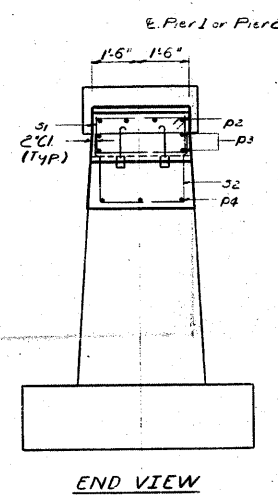
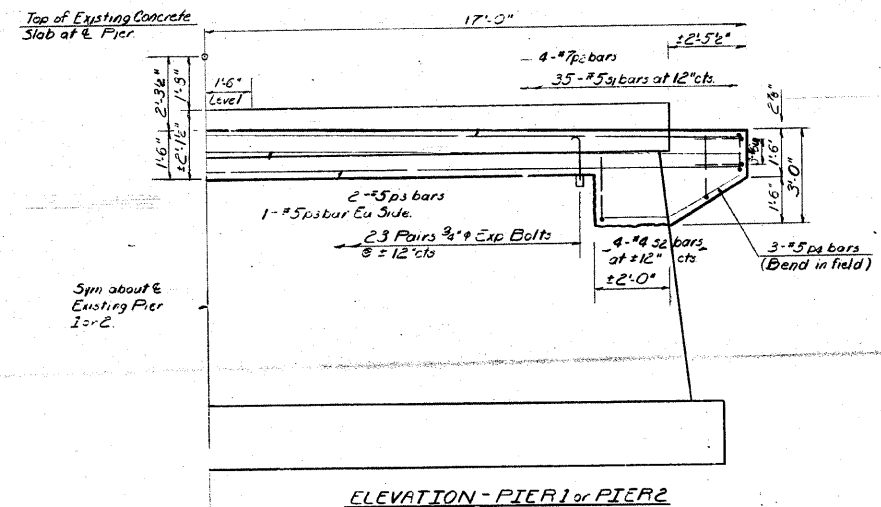
ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING STRUCTURE PLAN
 FAS ROUTE 1780
 SECTION 27-1BR-1
 CLINTON COUNTY
 SN 014-0030 (E) 0077 (P)

PLOT DATE = 7/9/2007
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	59
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

PROJECT NO.	27BR	COUNTY	CLINTON	DATE	11 10
SHEET NO. 6 6 SHEETS					



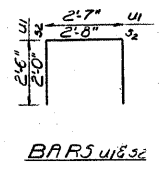
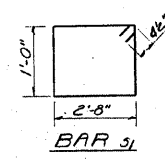
TWO PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
P2	6	#7	33'-3"	
P3	6	#5	33'-3"	
P4	12	#5	4'-9"	
S1	70	#5	8'-1"	□
S2	16	#4	6'-8"	□
U1	12	#6	7'-7"	□
Class X Concrete		Cu Yds.	13.4	
Pier Reinforcement Bars		Lbs.	1690	
Expansion Bolts (4" dia)		Each	32	
Concrete Removal		Cu Yds.	17	

ELEVATION - PIER 1 or PIER 2

END VIEW

Notes:
Hatched area indicates Concrete Removal.
Reinforcement extending into removed area shall be cleaned and incorporated into the new construction.
Expansion bolts shall be anchored in sound concrete.
All edges shall have standard 3/4" chamfers except as noted.



DESIGNED	James Hamilton	EXAMINED	Richard H. Holler
CHECKED	James Pence	PASSED	Richard H. Holler
DRAWN	J. Collins	APPROVED	Richard H. Holler
UNCHECKED	JH JP		

PIERS
S.B.I. RT. 12, SEC. 27BR
CLINTON COUNTY
STATION 385+83

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

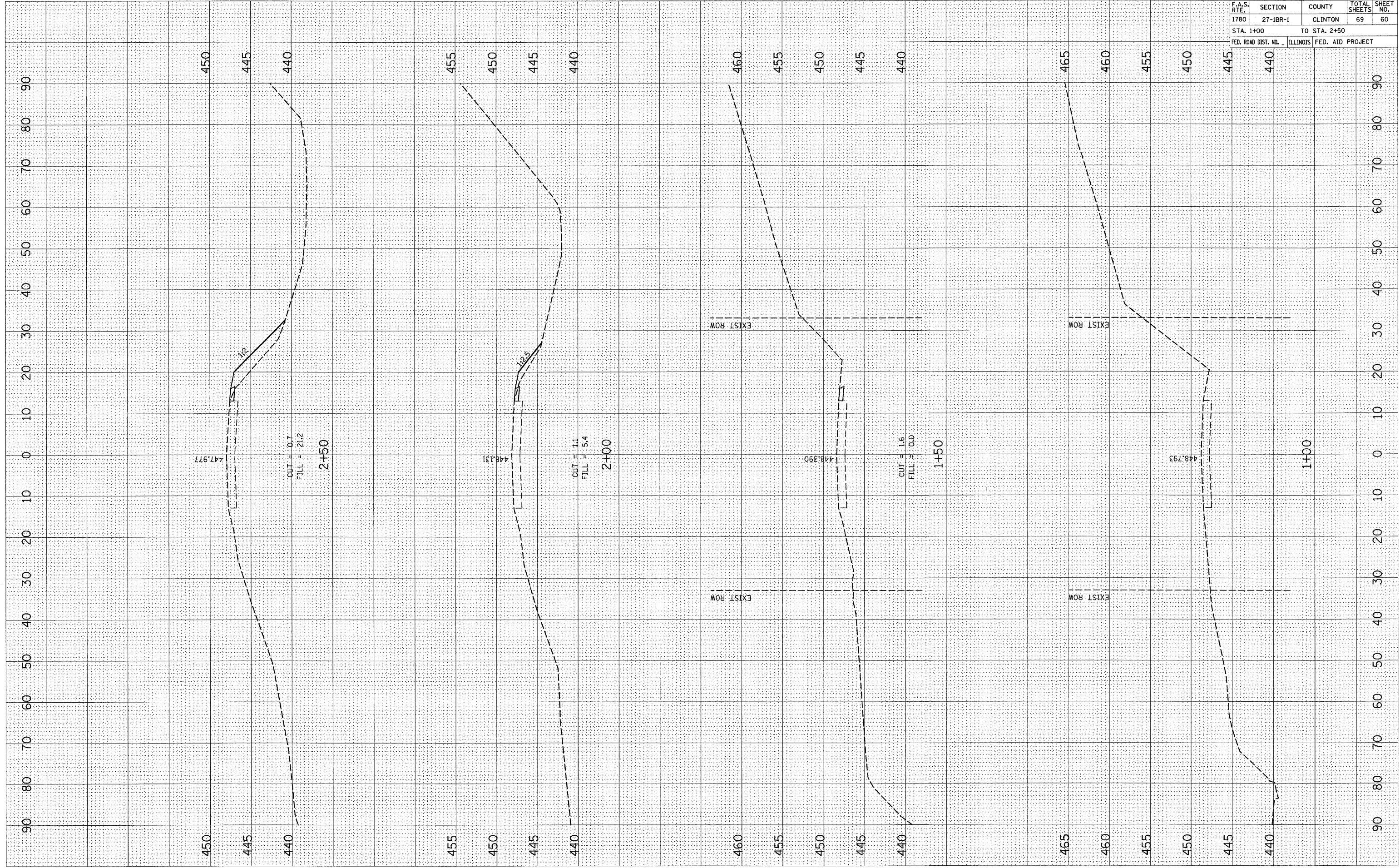
ILLINOIS DEPARTMENT OF TRANSPORTATION
EXISTING STRUCTURE PLAN
FAS ROUTE 1780
SECTION 27-1BR-1
CLINTON COUNTY
SN 014-0030 (E) 0077 (P)

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	60
STA. 1+00		TO STA. 2+50		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

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

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

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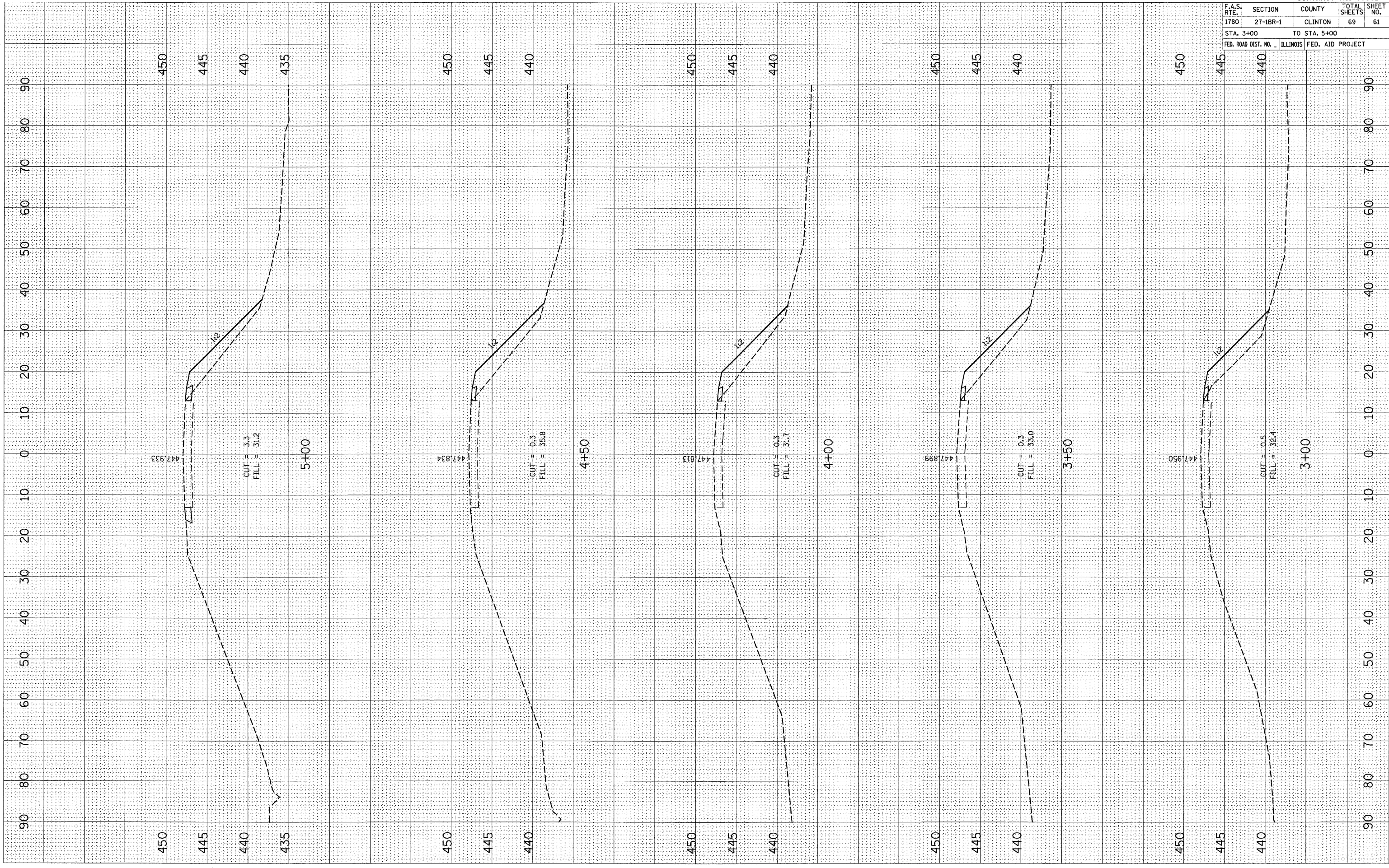


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-IBR-1	CLINTON	69	61
STA. 3+00		TO STA. 5+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

FINAL SURVEY
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS _____
 AREAS CHECKED _____
 NO. _____

ORIGINAL SURVEY
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS _____
 AREAS CHECKED _____
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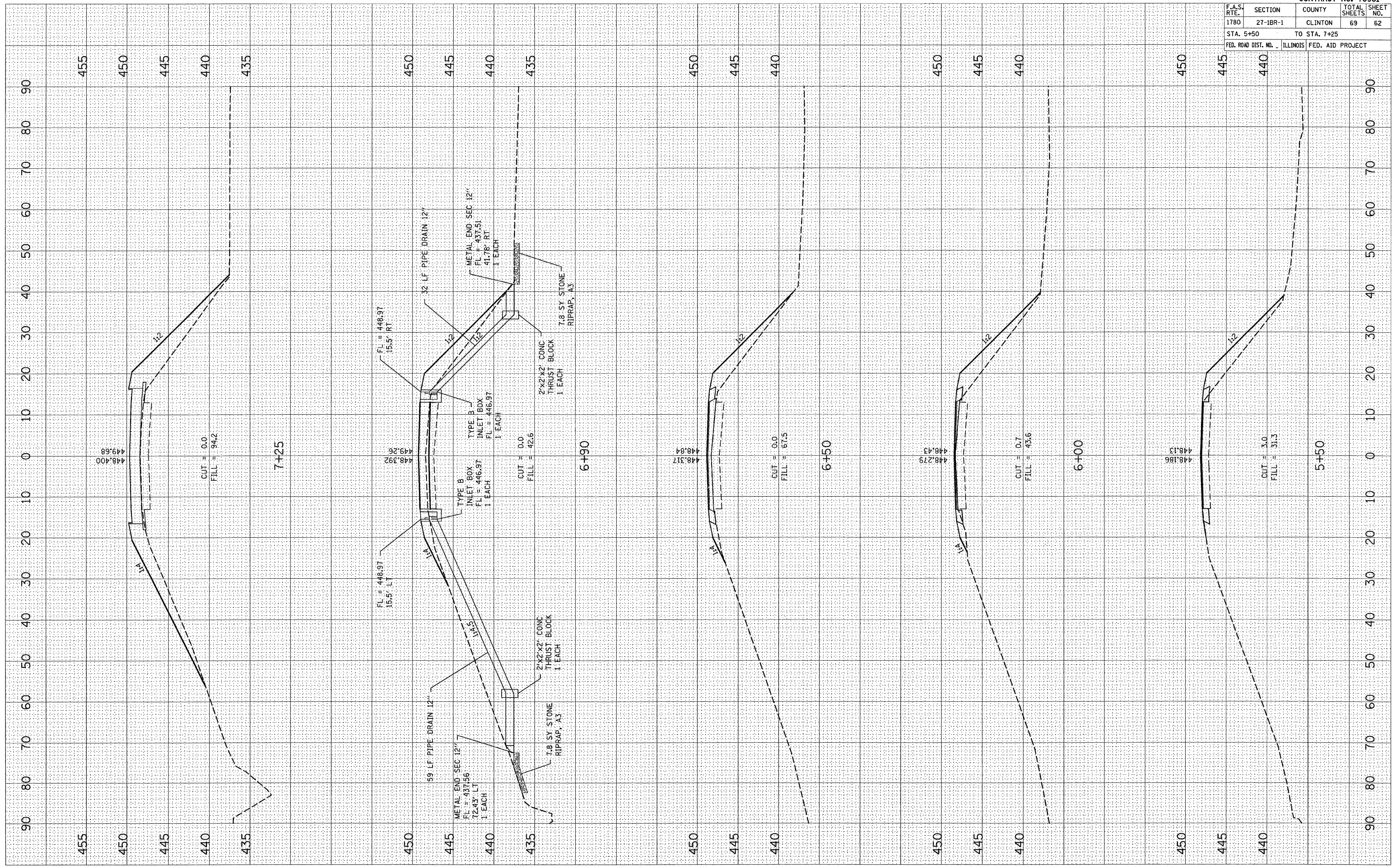
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ORIGINAL SURVEY PLOTTED
 NOTE BOOK NO. AREAS CHECKED

FINAL SURVEY PLOTTED
 NOTE BOOK NO. AREAS CHECKED

DATE
 BY

F.A.S. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780		27-1BR-1	CLINTON	69	62
STA. 5+50		TO STA. 7+25			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		



455
450
445
440
435

448.400
449.68

CUT = 0.0
FILL = 94.2

7+25

450
445
440
435

448.392
449.26

FL = 448.97
15.5' RT

32 LF PIPE DRAIN 12"

METAL END SEC 12"
FL = 437.51
41.78' RT
1 EACH

7.8 SY STONE RIPRAP, A3

2'x2'x2' CONC THRUST BLOCK
1 EACH

CUT = 0.0
FILL = 42.6

6+90

TYPE B INLET BOX
FL = 446.97
1 EACH

TYPE B INLET BOX
FL = 446.97
1 EACH

FL = 448.97
15.5' LT

59 LF PIPE DRAIN 12"

METAL END SEC 12"
FL = 437.56
72.43' LT
1 EACH

7.8 SY STONE RIPRAP, A3

2'x2'x2' CONC THRUST BLOCK
1 EACH

450
445
440

448.84
448.317

CUT = 0.0
FILL = 67.5

6+50

450
445
440

448.279
448.43

CUT = 0.7
FILL = 43.6

6+00

450
445
440

448.186

CUT = 3.0
FILL = 31.3

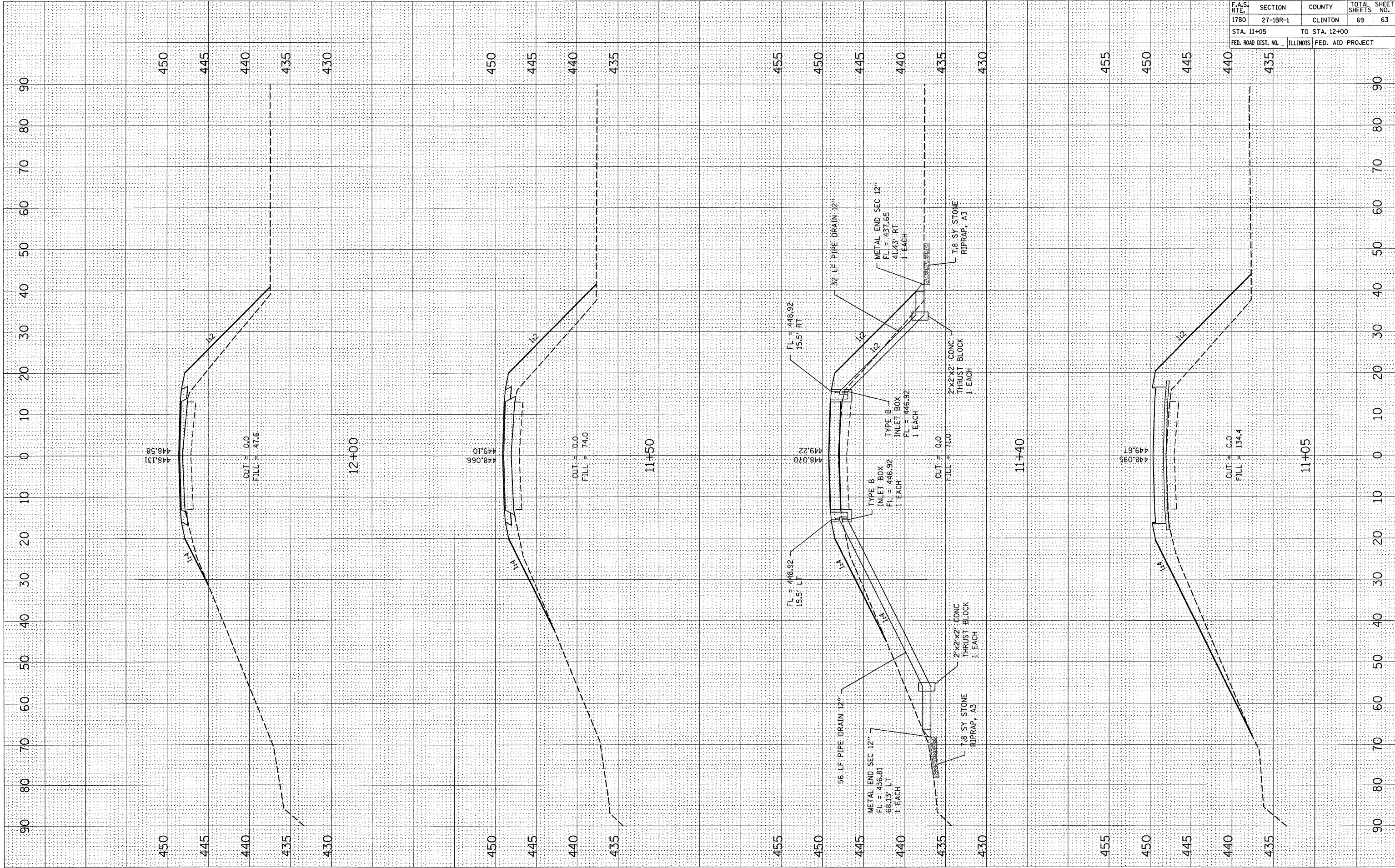
5+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	63
STA. 11+05		TO STA. 12+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

FINAL SURVEY	DATE
NO.	
CONVEYED	BY
PROTOD	
TEMPLATE	
AREAS	
CHECKED	

ORIGINAL SURVEY	DATE
NO.	
CONVEYED	BY
PROTOD	
TEMPLATE	
AREAS	
CHECKED	

PLOT DATE : *DATE*
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 PLOT SCALE : *SCALE*
 USER NAME : *USER*



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	64
STA. 12+50		TO STA. 14+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY

SURVEYED _____ BY _____ DATE _____

NOTE BOOK _____

AREAS CHECKED _____

NO. _____

ORIGINAL SURVEY

SURVEYED _____ BY _____ DATE _____

NOTE BOOK _____

AREAS CHECKED _____

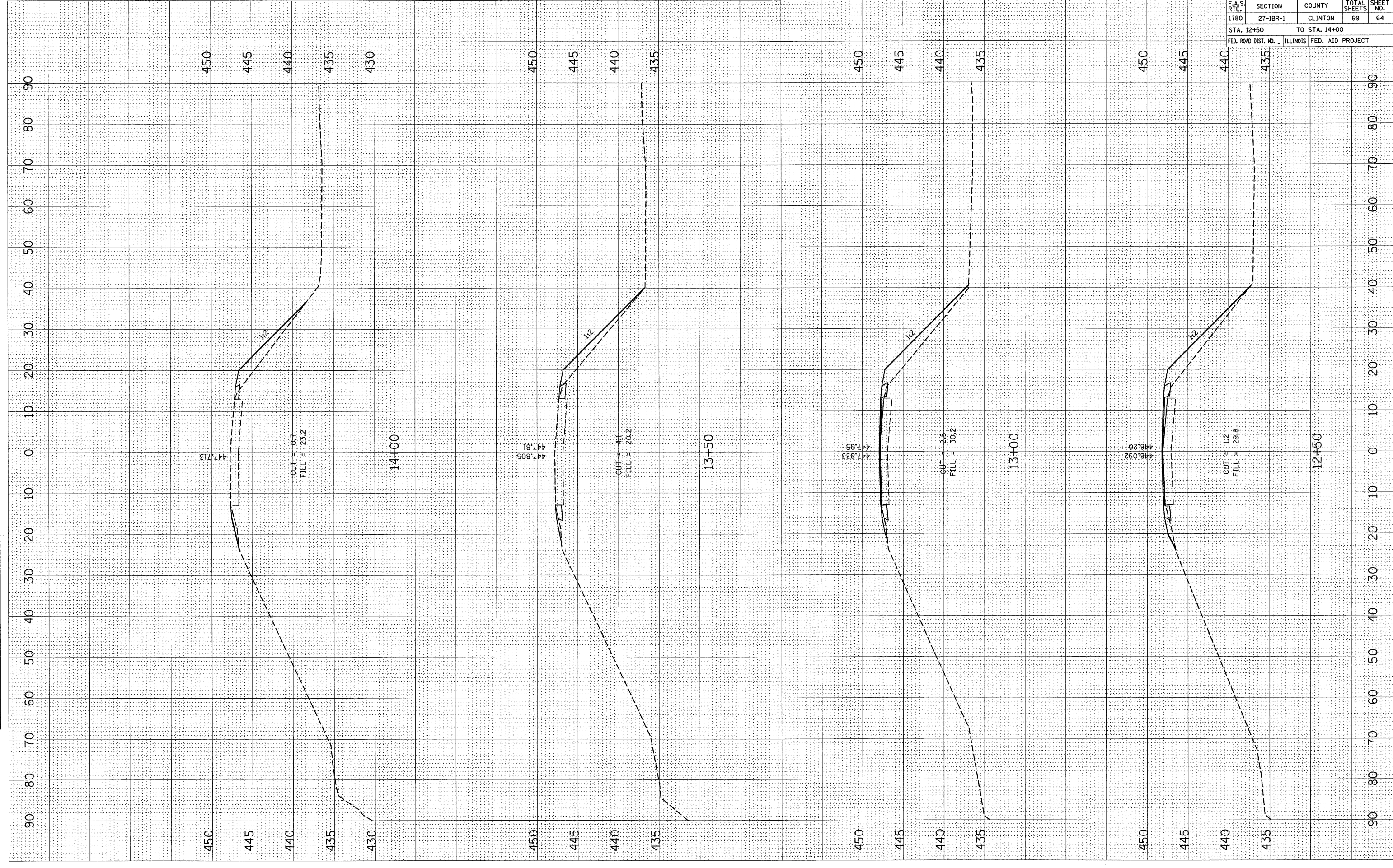
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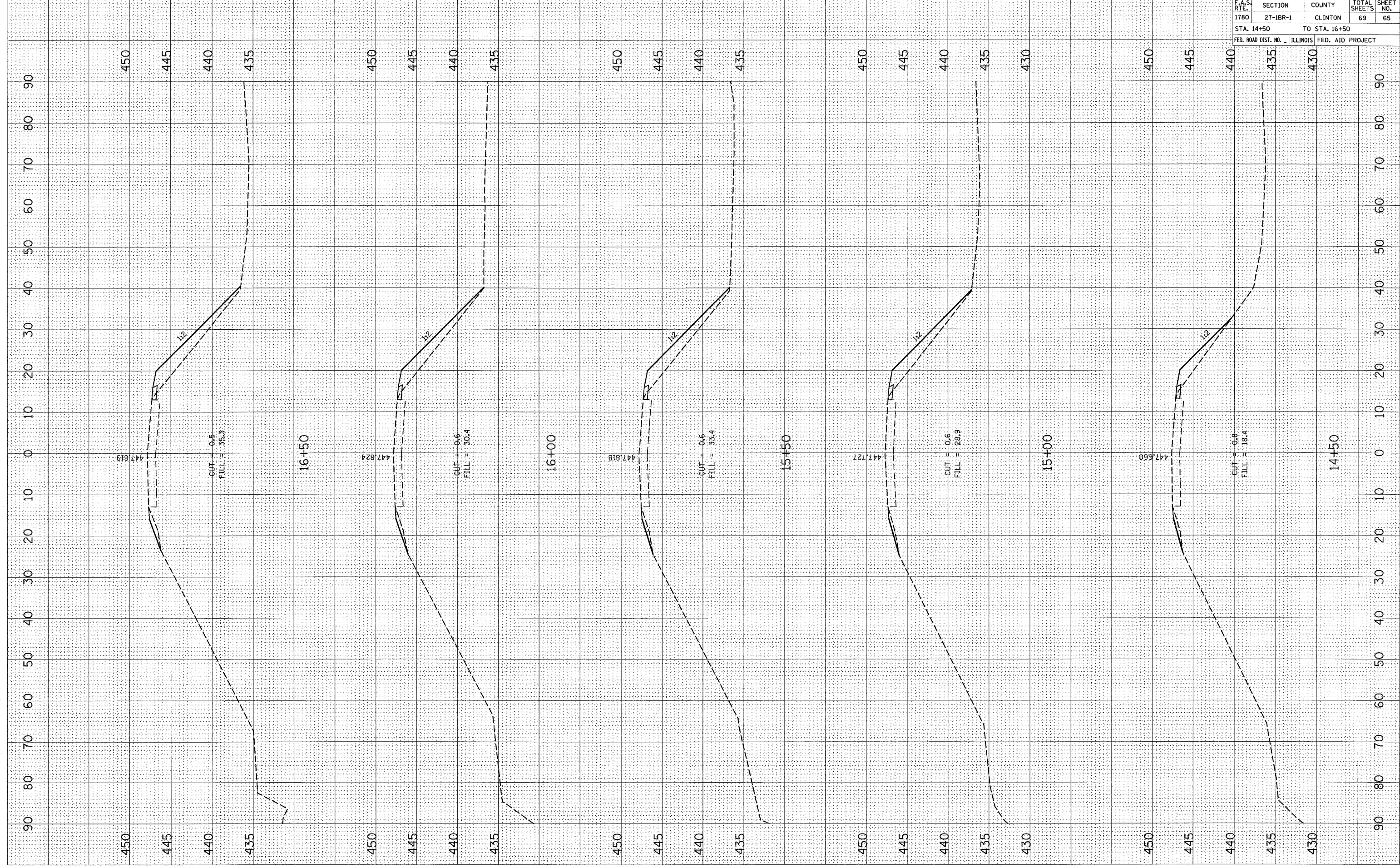
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	65

STA. 14+50	TO STA. 16+50
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

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

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

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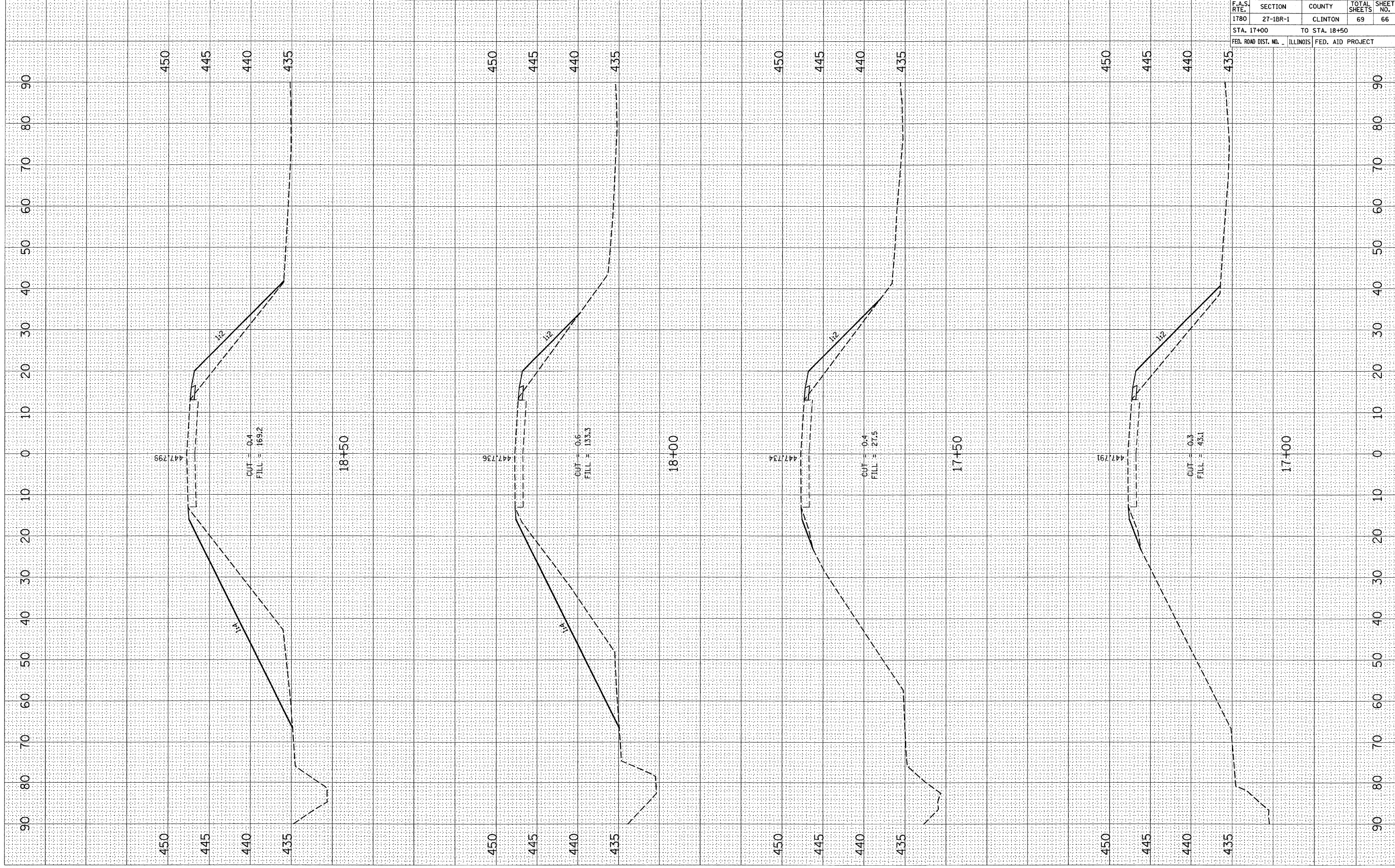


F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	66
STA. 17+00		TO STA. 18+50		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

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

PLOT DATE : #DATE#
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F.A.S. RTE. 1780	SECTION 27-1BR-1	COUNTY CLINTON	TOTAL SHEETS 69	SHEET NO. 67
STA. 19+00		TO STA. 20+50		
FED. ROAD DIST. NO. .		ILLINOIS FED. AID PROJECT		

FINAL SURVEY

DATE _____

BY _____

SURVEYED _____

NOTE BOOK _____

TEMPLATE _____

AREAS _____

AREAS CHECKED _____

NO. _____

ORIGINAL SURVEY

DATE _____

BY _____

SURVEYED _____

NOTE BOOK _____

TEMPLATE _____

AREAS _____

AREAS CHECKED _____

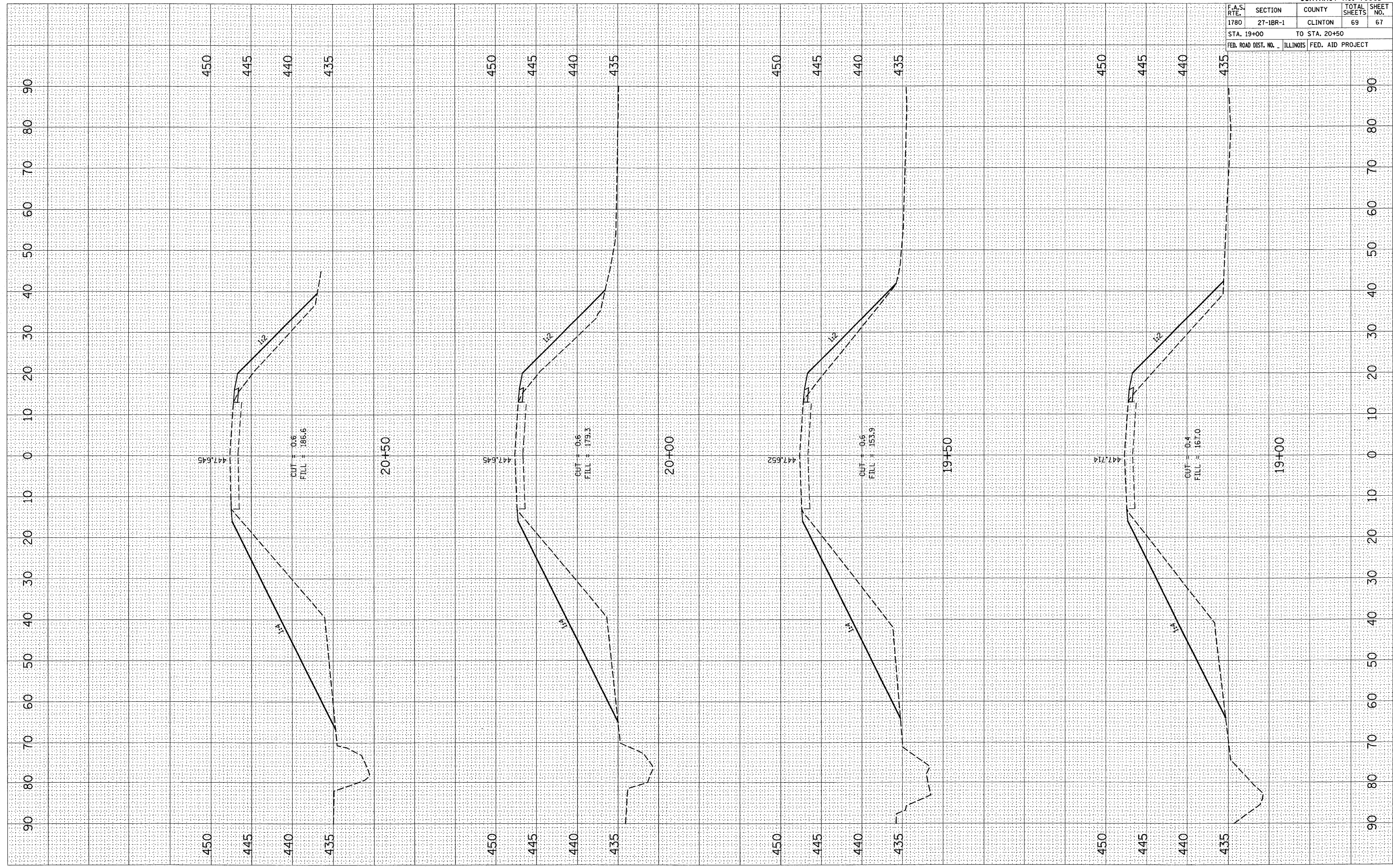
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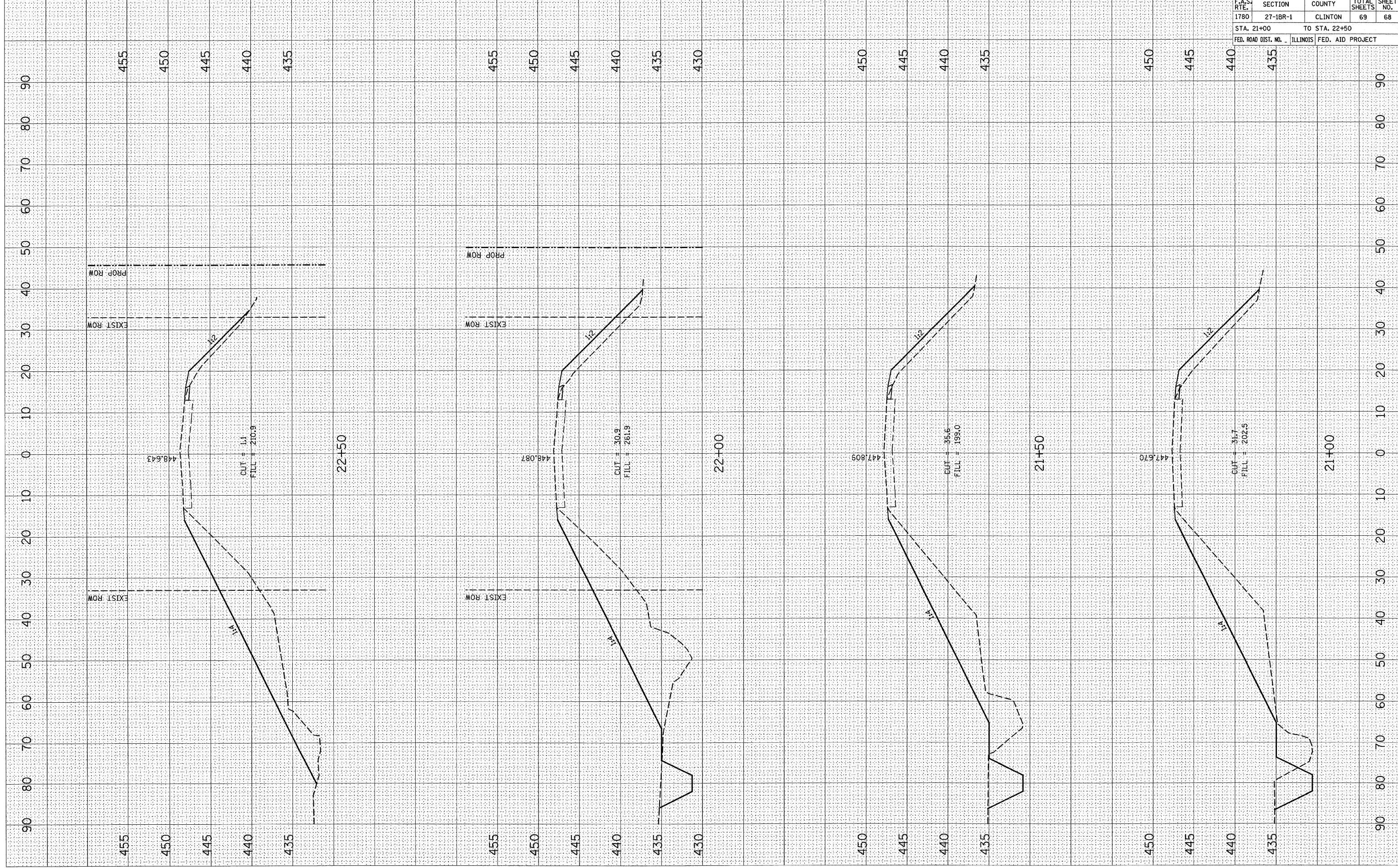
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1780	27-1BR-1	CLINTON	69	68

STA. 21+00 TO STA. 22+50
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

FINAL SURVEY
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____

ORIGINAL SURVEY
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
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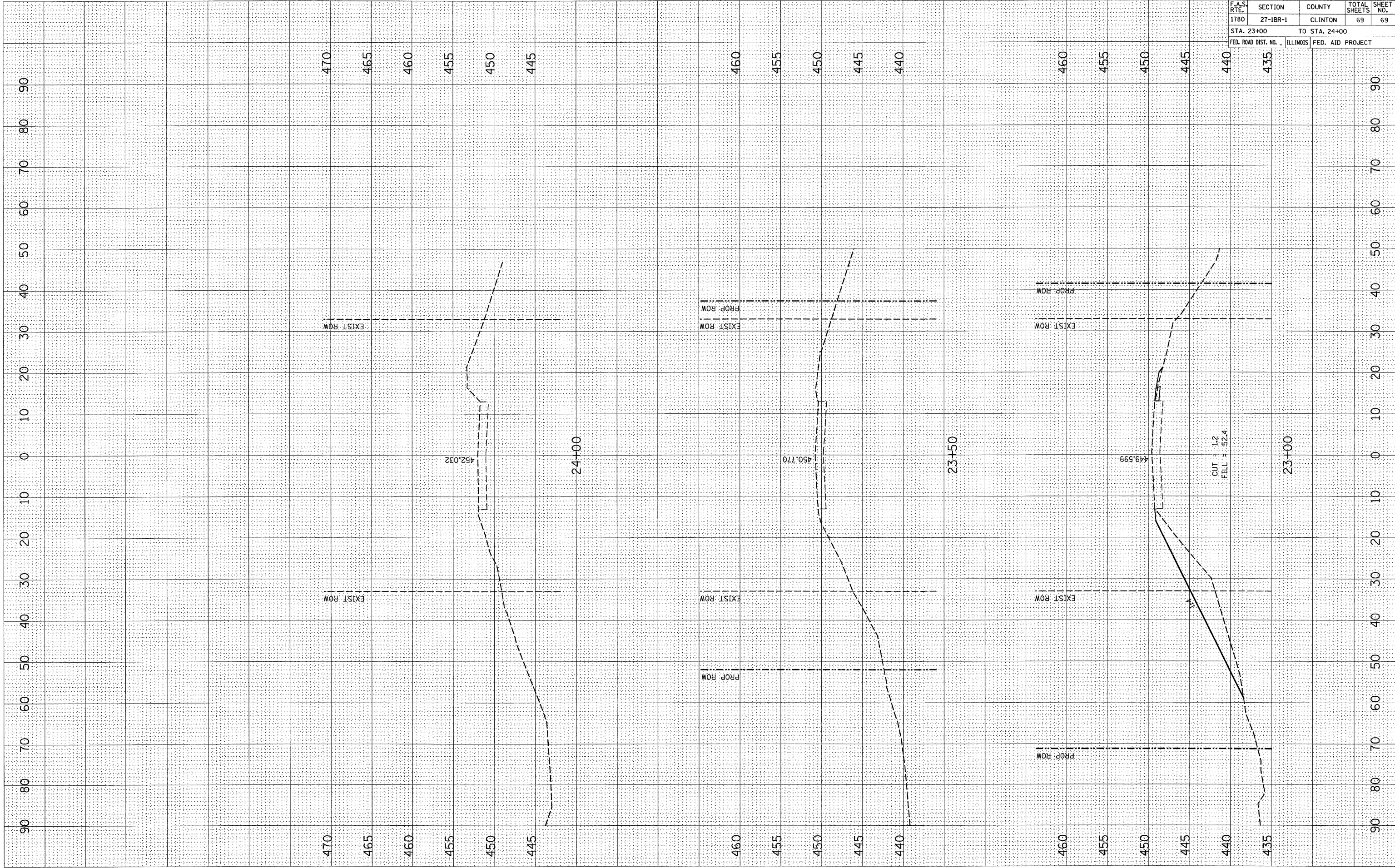


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 NOTE BOOK _____
 NO. _____

FINAL SURVEY
 SURVEYED _____
 NOTE BOOK _____
 NO. _____

BY _____ DATE _____
 TEMPLATE _____
 AREAS CHECKED _____



CONTRACT NO. 76961			
F.A.S. RTE. 1780	SECTION 27-1BR-1	COUNTY CLINTON	TOTAL SHEETS 69
STA. 23+00		TO STA. 24+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90

470
465
460
455
450
445

460
455
450
445
440

460
455
450
445
440
435

24+00

23+50

23+00

EXIST ROW

EXIST ROW

EXIST ROW

EXIST ROW

EXIST ROW

EXIST ROW

PROP ROW

PROP ROW

452.032

450.770

449.599

CUT = 1.2
FILL = 52.4