

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 885 (IL 146)
SECTION 6B-2
PROJECT: ACBRF-0885(046)
STRUCTURE REPLACEMENT OVER
BIG GRAND PIERRE CREEK
SN 076-0002 (E)
SN 076-0031 (P)
POPE COUNTY
C-99-023-10

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	1
ILLINOIS CONTRACT NO. 78168				

* 51 + 3 = 54

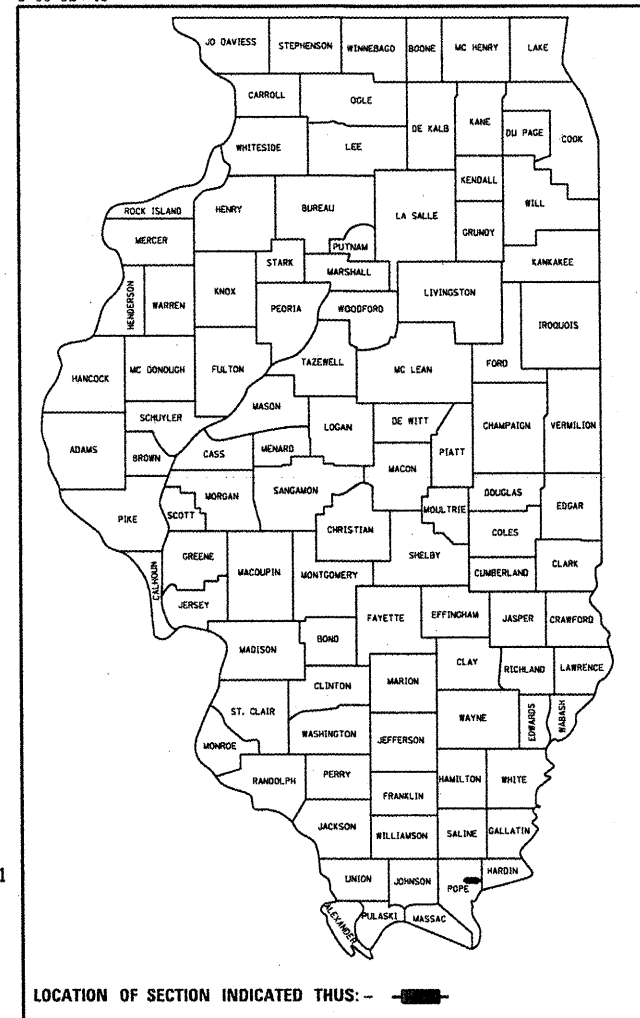
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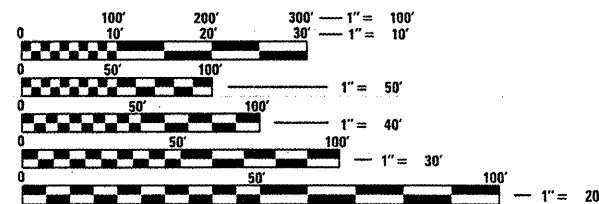
TRAFFIC DATA

2009 ADT = 1530
9.15 % TRUCKS
POSTED SPEED = 55 MPH

D-99-024-10

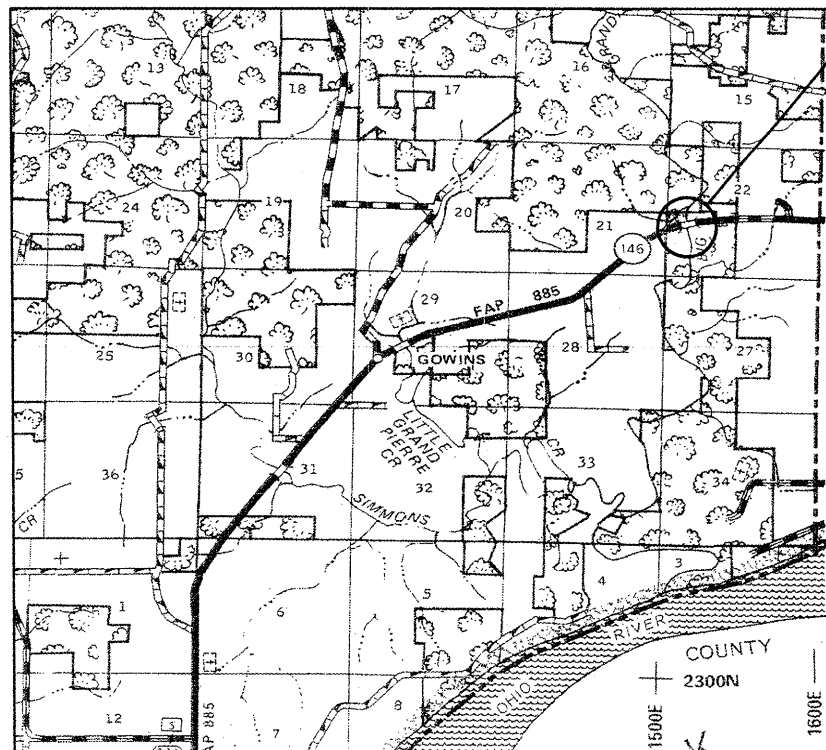


MONROE TOWNSHIP/POPE COUNTY ROAD DISTRICT #02



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



GROSS LENGTH = 488 FT. = 0.1 MILE
NET LENGTH = 488 FT. = 0.1 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Feb 1 20 12

Chris Osment
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 23 20 12
John D. Baranzelli, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

March 23 20 12
William R. Freyler
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

PROJECT MANAGER: DAVID PICHE (618) 351-5227
PROJECT ENGINEER: BILL PORTER (618) 351-5224

CONTRACT NO. 78168

FILE NAME: c:\pwworkspace\pwworkspace\08208492\78168-ah-1-cover.dgn

GENERAL NOTES

THE THICKNESS OF HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS:

ALL HOT MIX ASPHALT	2.016 TONS/CU YD
BITUMINOUS MATERIALS ON PAVEMENT:	0.09 GAL /SQ YD
AGGREGATE (PRIME COAT)	0.0015 GAL /SQ YD
ALL AGGREGATE	2.05 TON /SQ YD
RIP RAP	1.50 TON /SQ YD

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 OFFICE.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECK AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

AT ALL LOCATIONS WHERE HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT SHALL BE INCLUDED IN THE TYPE OF PAVEMENT BEING CONSTRUCTED.

REMOVAL OF THE EXISTING 10 1/2" MINIMUM AND VARIABLE THICK BRIDGE APPROACH PAVEMENTS, EXISTING PRECAST UNITS AND EXISTING APPROACH BENTS ARE INCLUDED IN THE QUANTITY FOR PAVEMENT REMOVAL.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CONSTRUCTION LIMITS, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY DEBRIS OR DIRT CAUSED BY CONSTRUCTION ACTIVITY THAT COVERS THE NEW RIP RAP AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE LEFT IN PLACE UNTIL REMOVAL IS REQUIRED TO CONSTRUCT FINAL GRADE LINES.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE BINDER COURSE AND THE SURFACE COURSE.

THE QUANTITY OF TEMPORARY PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION FOR THE SURFACE COURSE.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

COST OF REMOVING HOT MIX ASPHALT BASE COURSE WIDENING, 10" USED FOR STAGE I TRAFFIC IS INCLUDED IN "PAVED SHOULDER REMOVAL - SQ YD."

THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 275 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.

THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.

THE BARRIER WALL AND GUARDRAIL REFLECTORS AS SHOWN ON STANDARD 701321 SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.

ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC. THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.

TRIM EDGES OF EXISTING HOT MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.

THE HOT MIX ASPHALT BASE COURSE WIDENING, 10" CONSTRUCTED IN PRE-STAGE I MAY BE INCORPORATED INTO THE FINAL HOT MIX ASPHALT SHOULDERS, 8" DURING STAGE II CONSTRUCTION IF APPROVED BY THE ENGINEER. SUCH CHANGE WILL NOT BE CAUSE FOR ADDITIONAL COMPENSATION, BUT THE CONTRACTOR WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

COMMITMENTS:

NO INSTREAM WORK WILL BE ALLOWED FROM MARCH 1 TO MAY 30. EROSION CONTROL SHALL BE MONITORED DAILY SO AS TO ASSURE THAT NO SEDIMENT ENTERS THE STREAM DURING THIS PERIOD OF TIME.

NO CLEARING OF TREES WILL BE ALLOWED FROM APRIL 1 TO NOVEMBER 15.

STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-06	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
515001-03	NAME PLATE FOR BRIDGES
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
630001-10	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-10	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" AWAY, FOR SPEEDS ≥ 45 MPH
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS, FOR SPEEDS ≥ 45 MPH
701321-12	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

MIXTURE REQUIREMENTS

LOCATIONS(S):	HOT-MIX ASPHALT SURFACE COURSE AND LEVELING BINDER
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90
AC/PG:	PG64-22
RAP % (MAX):	10
DESIGN AIR VOIDS:	4.0 %, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 mm or IL 12.5 mm
FRICTION AGGREGATE:	C SURFACE
LOCATIONS(S):	BASE COURSE WIDENING
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0
TYPICAL AC/PG:	PG64-22
RAP % (MAX):	10
DESIGN AIR VOIDS:	4.0 %, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0 mm
FRICTION AGGREGATE:	NONE
LOCATIONS(S):	HOT-MIX ASPHALT SHOULDERS
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS
TYPICAL AC/PG:	PG58-22
RAP % (MAX):	50
DESIGN AIR VOIDS:	2.0 %, 30 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	HMA SHOULDERS
FRICTION AGGREGATE:	NONE

Prepared By: *Joe Zlambrzycki*
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Examined By: *Jarvis Emery*
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Examined By: *Carrie Mills*
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: *Kell Kelly*
DISTRICT OPERATIONS ENGINEER

Examined By: *Daryl J. Murphy*
DISTRICT CONSTRUCTION ENGINEER

Examined By: *Bruce W. Pebles*
DISTRICT MATERIALS ENGINEER

Approved By: *Omur Asmer*
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

DATE: Feb 1 2012

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGNATURES, INDEX OF SHEETS, GENERAL NOTES, AND STANDARDS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	2
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

CODE NUMBER	PAY ITEM	CONSTRUCTION TYPE CODE 0011	
		UNIT	076-0031 FUNDING 80% FEDERAL, 20% STATE
20200100	EARTH EXCAVATION	CU YD	50
20300100	CHANNEL EXCAVATION	CU YD	67
20400800	FURNISHED EXCAVATION	CU YD	108
25000200	SEEDING, CLASS 2	ACRE	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	24
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	24
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	24
25000700	AGRICULTURAL GROUND LIMESTONE	TON	0.5
25100115	MULCH, METHOD 2	ACRE	0.25
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50
28000305	TEMPORARY DITCH CHECKS	FOOT	8
28000400	PERIMETER EROSION BARRIER	FOOT	1157
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	345
28100107	STONE RIPRAP, CLASS A4	SQ YD	1,040

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE:	SHEET NO.	OF	SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	3
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

CODE NUMBER	PAY ITEM	CONSTRUCTION TYPE CODE 0011	
		UNIT	076-0031, FUNDING
			80% FEDERAL, 20% STATE
50200100	STRUCTURE EXCAVATION	CU YD	188
50300100	FLOOR DRAINS	EACH	20
50300225	CONCRETE STRUCTURES	CU YD	233.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	353.9
50300260	BRIDGE DECK GROOVING	SQ YD	871
50300280	CONCRETE ENCASEMENT	CU YD	2.4
50300300	PROTECTIVE COAT	SQ YD	1,127
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	4,464
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	140,320
50800515	BAR SPLICERS	EACH	1,535
50800530	MECHANICAL SPLICERS	EACH	192
51201600	FURNISHING STEEL PILES HP12X53	FOOT	189
51202305	DRIVING PILES	FOOT	189

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78168	

CODE NUMBER	PAY ITEM	CONSTRUCTION TYPE CODE 0011	
		UNIT	076-0031 FUNDING 80% FEDERAL, 20% STATE
51500100	NAME PLATES	EACH	1
51603000	DRILLED SHAFT IN SOIL	CU YD	34
51604000	DRILLED SHAFT IN ROCK	CU YD	63
52100520	ANCHOR BOLTS, 1"	EACH	24
52100530	ANCHOR BOLTS, 1 1/4"	EACH	24
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	12
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	65
* 63000001	STEEL PLATE GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	200
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1
63200310	GUARDRAIL REMOVAL	FOOT	369
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	14
67100100	MOBILIZATION	L SUM	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1

*SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	6
			CONTRACT NO. 78168	
ILLINOIS FED. AID PROJECT				

CODE NUMBER	PAY ITEM	CONSTRUCTION TYPE CODE 0011	
		UNIT	076-0031 FUNDING 80% FEDERAL, 20% STATE
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	2
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1
70300220	TEMPORARY PAVEMENT MARKING-LINE 4"	FOOT	2861
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	954
70400100	TEMPORARY CONCRETE BARRIER	FOOT	537.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	512.5
* 78001110	PAINT PAVEMENT MARKING-LINE 4"	FOOT	2108
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	14
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	10

*SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	7
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

CODE NUMBER	PAY ITEM	CONSTRUCTION TYPE CODE 0011	
		UNIT	076-0031 FUNDING 80% FEDERAL, 20% STATE
78201000	TERMINAL MARKER- DIRECT APPLIED	EACH	2
78300100	PAVEMENT MARKING REMOVAL	SQ FT	703
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	121
X6330103	REMOVE AND RELOCATE TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	36
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	138
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	558

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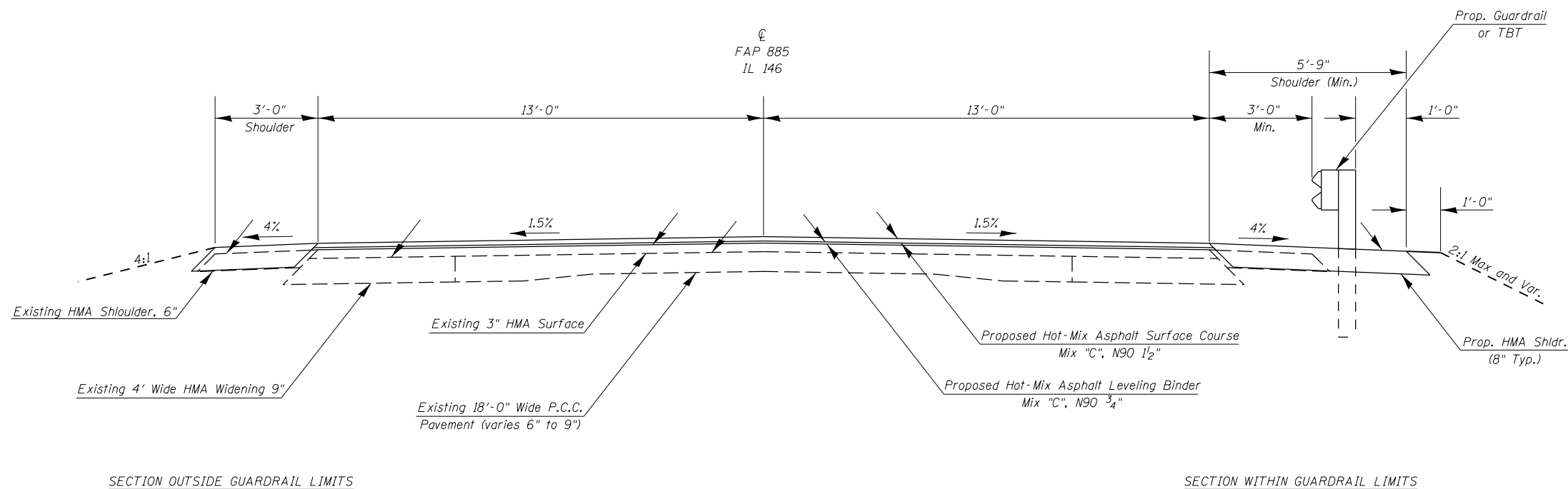
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	8
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				



TYPICAL SECTION OUTSIDE PAVEMENT REMOVAL

TO BE USED: STA. 1256+27 TO STA. 1257+67
 STA. 1260+40 TO STA. 1263+00

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	PLOT SCALE = 4.0000' / in.	CHECKED -	REVISED -					885	6B-2	POPE	51	9
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ILLINOIS FED. AID PROJECT												

REMOVAL SCHEDULE

LOCATION STATION	PAVEMENT REMOVAL	HMA SURFACE REMOVAL - BUTT JOINT	PAVE SHOULDER REMOVAL	GUARDRAIL REMOVAL
IL 146 (FAP 885)	SQ YD	SQ YD	SQ YD	FOOT
EAST				
STA 1256+27 RT TO STA 1258+10 RT			82	
STA 1256+49 LT TO STA 1258+10 LT			72	
STA 1256+87 TO STA 1257+17		107		
STA 1257+43.28 TO STA 1257+86.40				86
STA 1257+68 TO STA 1258+10	155			
1258+10 TO STA 1258+50	147			
STA 1260+00 TO STA 1260+40				
WEST				
STA 1260+00 TO STA 1260+40	146			
STA 1260+19.08 LT TO STA 1262+42.28 LT				223
STA 1260+19.08 RT TO 1260+78.72 RT				60
STA 1260+26 TO STA 1262+55			238	
STA 1262+70 TO 1263+00		107		
TOTALS	448	214	392	369

HOT-MIX ASPHALT SCHEDULE

LOCATION STATION	HMA LEVELING BINDER (MACHINE METHOD), N90	HMA SURFACE COURSE MIX "C", N90	BITUMINOUS MATERIALS (PRIME COAT)
IL 146 (FAP 885)	TON	TON	GALLON
EAST			
STA 1256+87 TO STA 1257+67		24	
STA 1257+27 TO STA 1257+67	12		23
			12
WEST			
STA 1260+40 TO STA 1262+55		53	62
STA 1260+40 TO STA 1262+65	53		65
STA 1262+55 TO STA 1263+00		14	13
TOTALS	65	91	175

SHOULDER SCHEDULE

LOCATION STATION	HMA SHOULDERS, 8"	HMA BASE COURSE WIDENING, 10"	HMA SHOULDERS, 10"
IL 146 (FAP 885)	SQ YD	SQ YD	SQ YD
NW QUAD			
STA 1260+26 TO 1261+92		55	
STA 1261+27.23 TO STA 1263+00	146		
NE QUAD			
STA 1256+27.42 TO STA 1257+86.40	66		
STA 1256+27 TO STA 1258+10		61	
SW QUAD			
STA 1260+19.08 TO STA 1261+64.06			106
STA 1261+64.06 TO STA 1263+00	88		
SE QUAD			
STA 1256+48 TO STA 1257+86.40			62
TOTALS	300	116	168

EROSION CONTROL SCHEDULE

LOCATION STATION	PERIMETER EROSION BARRIER	EROSION CONTROL BLANKET	TEMPORARY DITCH CHECKS
IL 146 (FAP 885)	FOOT	SQ YD	FOOT
NW QUAD			
STA 1259+32 TO STA 1259+37		21	
STA 1259+37 TO STA 1263+00	370		
STA 1259+99.25 TO STA 1260+30.78		21	
STA 1260+16			4
SW QUAD			
STA 1259+32 TO STA 1259+37		14	
STA 1259+37 TO STA 1263+00	369		
STA 1259+83 TO STA 1260+12		48	
STA 1260+36 TO STA 1260+71		24	
STA 1260+53			4
NE QUAD			
STA 1257+00 TO STA 1258+67	210		
STA 1258+92 TO STA 1258+97		38	
SE QUAD			
STA 1257+00 TO STA 1258+67	208		
STA 1257+25 TO STA 1257+75		142	
STA 1258+92 TO STA 1258+97		37	
TOTALS	1157	345	8

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	DRAWN -	REVISED -
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PLOT DATE = 2/2/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	10
CONTRACT NO.			78168	
ILLINOIS FED. AID PROJECT				

GUARDRAIL SCHEDULE

LOCATION STATION	TRAFFIC BARRIER TERMINAL		SPBGT TYPE A (6 FOOT POSTS)	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL MARKER TYPE A	BARRIER WALL MARKER TYPE B
	TYPE 1 SPECIAL TANGENT	TYPE 6				
IL 146 (FAP 885)	EACH	EACH	FOOT	EACH	EACH	EACH
STA 1257+86.40 TO STA 1260+19.08						10
STA 1260+62.23 RT TO STA 1261+37.23 RT STA 1260+62.23 LT TO STA 1261+87.23 LT			75			
STA 1260+19.08 TO STA 1263+00.00			125		12	
NW QUAD	1	1		1		
NE QUAD		1			1	
SW QUAD	1	1		1		
SE QUAD		1			1	
TOTALS	2	4	200	2	14	10

PAVEMENT MARKING SCHEDULE

LOCATION STATION	TEMPORARY PAVEMENT MARKING LINE 4"	PAINT PAVEMENT MARKING LINE 4"
IL 146 (FAP 885)	FOOT	FOOT
STA 1254+70 TO STA 1263+48	878	
STA 1254+88 TO STA 1262+91	803	
STA 1256+27 RT TO STA 1261+92 RT	565	
STA 1256+40 LT TO STA 1262+55 LT	612	
STA 1256+87 LT TO STA 1260+42 LT		142
STA 1256+87 RT TO STA 1260+82 RT		395
STA 1256+87 TO STA 1263+00		1226
STA 1260+42 LT TO STA 1263+00 LT		258
STA 1260+82 RT TO STA 1263+00 RT		87
TOTALS	2858	2108

SEEDING SCHEDULE

LOCATION STATION	SEEDING CLASS 2	NITROGEN	PHOSPHOROUS	POTASSIUM	AGRICULTURAL GROUND LIMESTONE	MULCH METHOD 2	TEMPORARY EROSION CONTROL SEEDING
IL 146 (FAP 885)	ACRE	LBS	LBS	LBS	TON	ACRE	POUND
NW QUAD	0.05	5	5	5	0.1	0.05	5
SW QUAD	0.1	9	9	9	0.2	0.1	10
NE QUAD	0.05	5	5	5	0.1	0.05	5
SE QUAD	0.05	5	5	5	0.1	0.05	5
TOTALS	0.25	24	24	24	0.5	0.25	25

EARTHWORK SCHEDULE

LOCATION STATION	*EARTH EXCAVATION	CHANNEL EXCAVATION	SHRINKAGE FACTOR FOR EARTH EXCAVATION	EARTH EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE	**EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION
IL 146 (FAP 885)	CU YD	CU YD	%	CU YD	CU YD	CU YD	CU YD
STA 1256+50 TO STA 1258+88	18		25	5	15	-10	10
STA 1258+76 TO STA 1258+98		67	25				
STA 1259+88 TO STA 1263+00	32		25	8	106	-98	98
TOTALS	50	67		13	121	-108	108

* CUTS FROM CROSS SECTIONS
** FILLS FROM CROSS SECTIONS

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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
PLOT DATE = 2/2/2012	DATE -	REVISED -

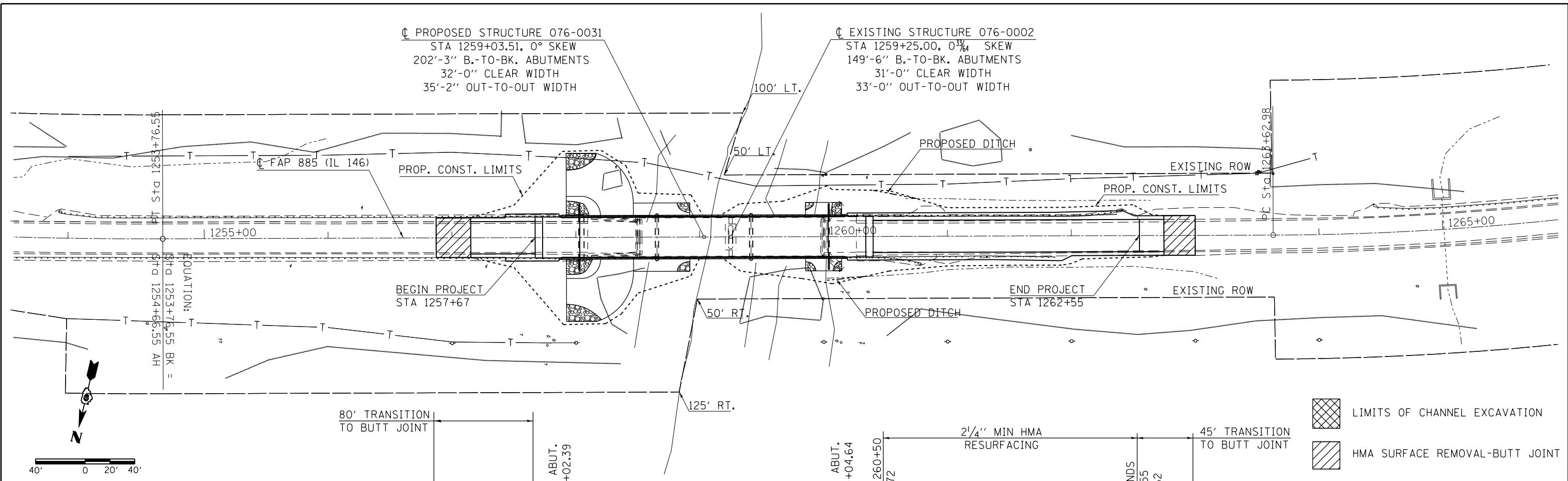
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES			
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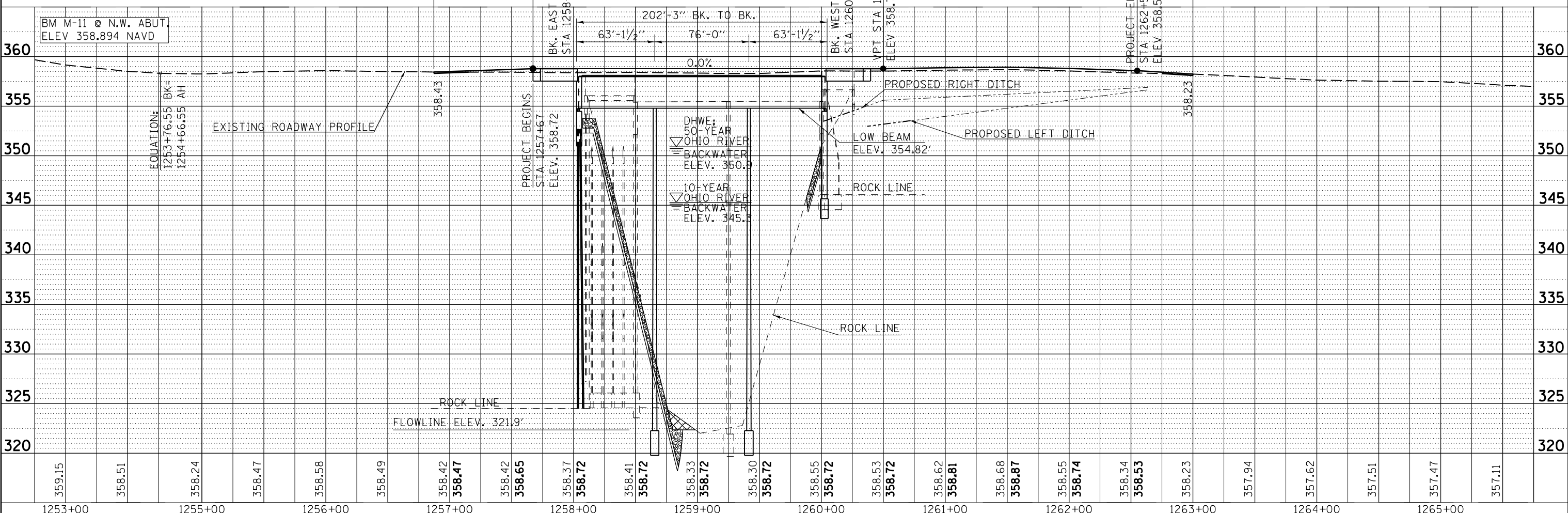
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	11
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	FILE NAME		



LIMITS OF CHANNEL EXCAVATION
 HMA SURFACE REMOVAL-BUTT JOINT



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	DRAWN -	REVISED -
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PLOT DATE = 2/2/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

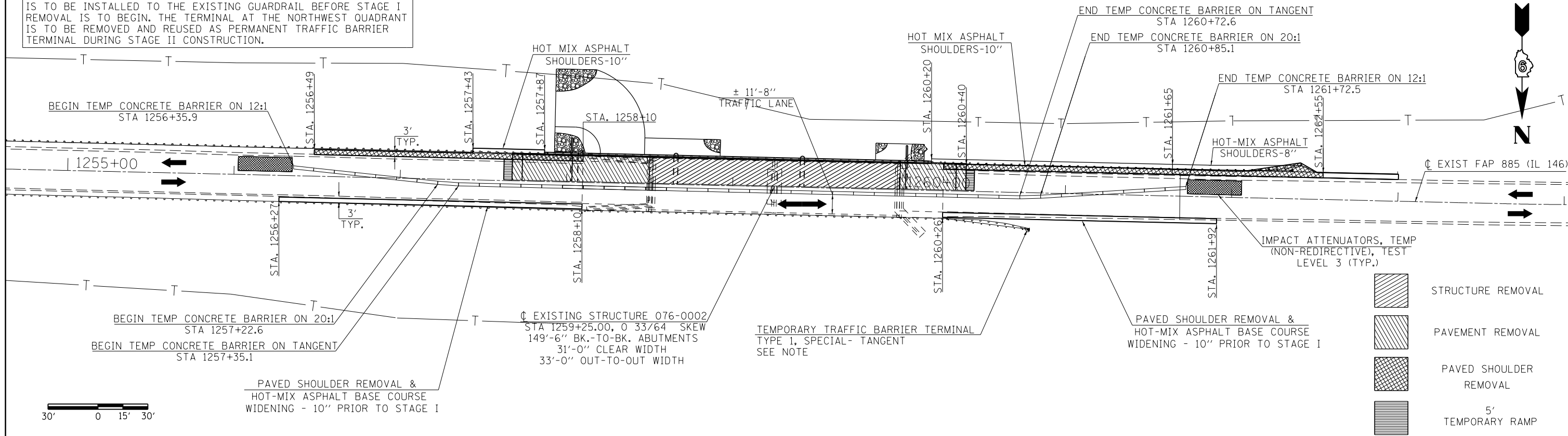
**PLAN /PROFILE
IL 146 OVER BIG GRAND PIERRE CREEK**

SCALE: 1"=40' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	12
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

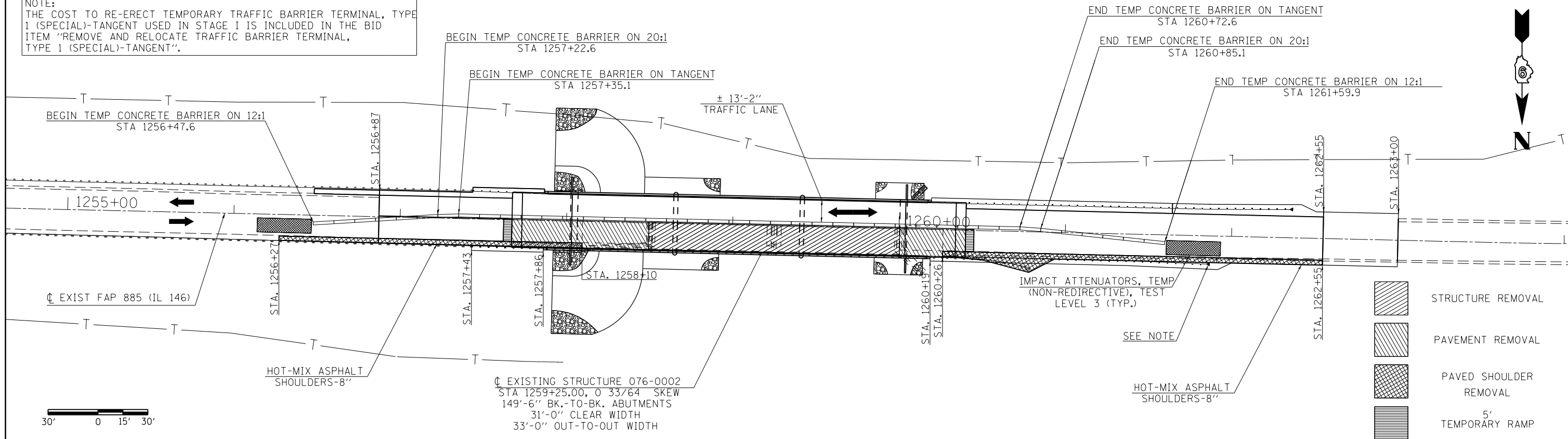
FILE NAME = c:\pwworkspace\lavenderba\0210492\78168-sht-pl\pr.f.dgn

NOTE:
 TEMPORARY TRAFFIC BARRIER TERMINAL TYPE 1. (SPECIAL) - TANGENT
 IS TO BE INSTALLED TO THE EXISTING GUARDRAIL BEFORE STAGE I
 REMOVAL IS TO BEGIN. THE TERMINAL AT THE NORTHWEST QUADRANT
 IS TO BE REMOVED AND REUSED AS PERMANENT TRAFFIC BARRIER
 TERMINAL DURING STAGE II CONSTRUCTION.



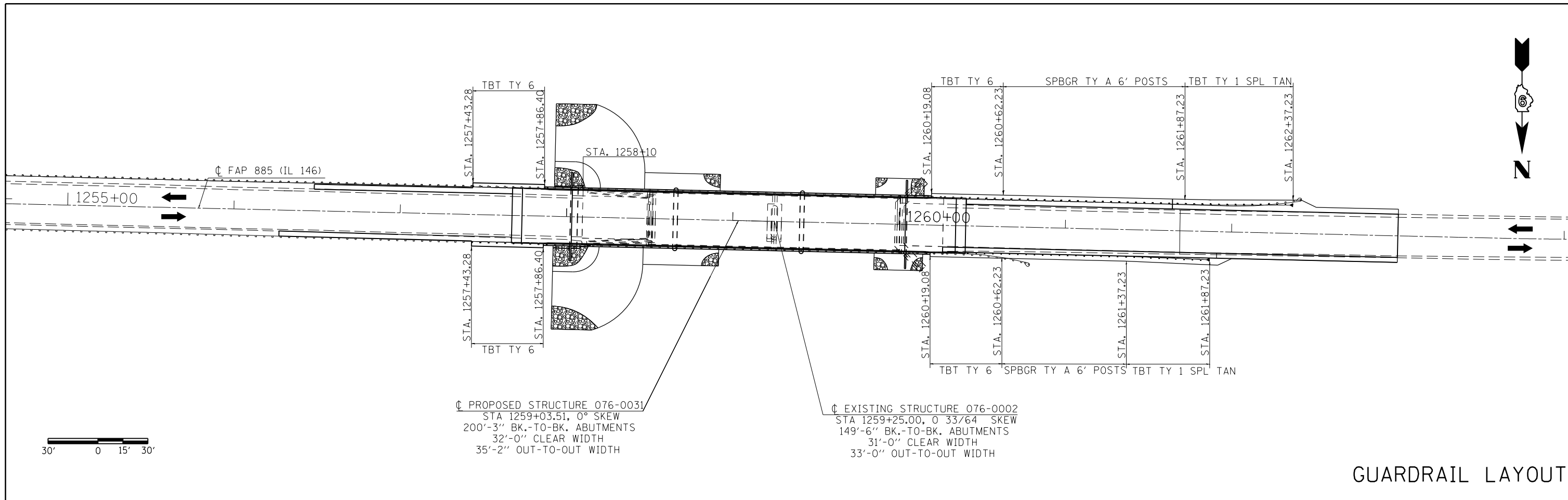
STAGE I TRAFFIC

NOTE:
 THE COST TO RE-ERECT TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE
 1 (SPECIAL)-TANGENT USED IN STAGE I IS INCLUDED IN THE BID
 ITEM "REMOVE AND RELOCATE TRAFFIC BARRIER TERMINAL,
 TYPE 1 (SPECIAL)-TANGENT".

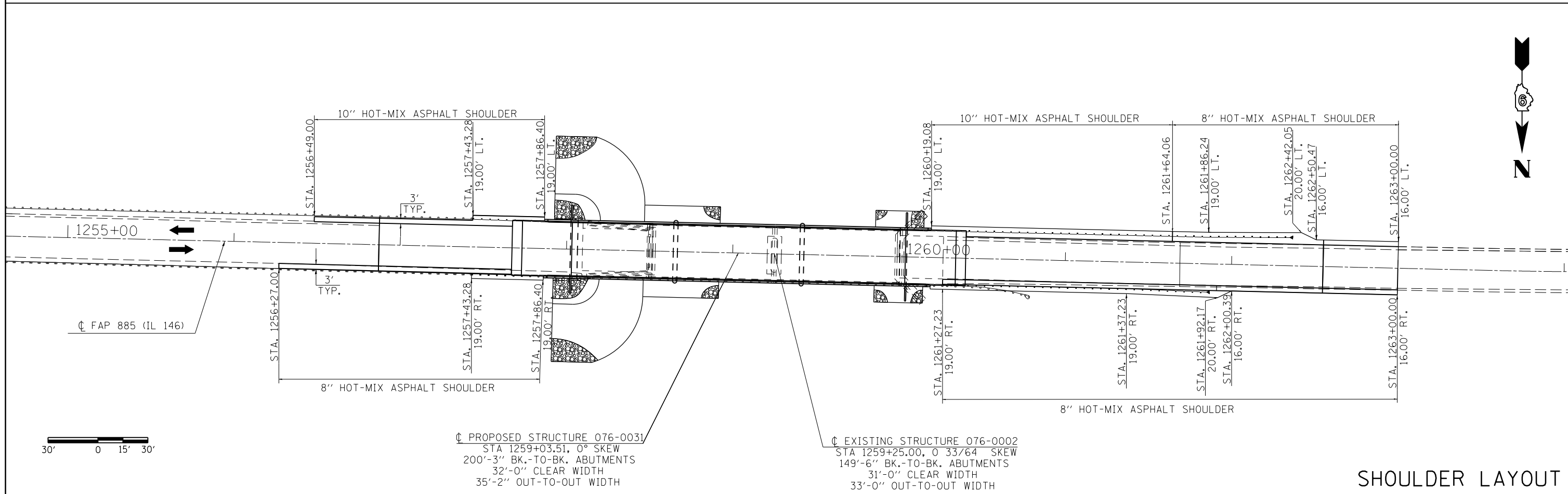


STAGE II TRAFFIC

FILE NAME =	USER NAME = sUSERs	DESIGNED ADRIAN ADAMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION PLAN			F.A.P. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\laverderba\d0210492\78168-sh-t-staging.dgn		DRAWN ADRIAN ADAMS	REVISED -		885	6B-2	POPE	51	13			
	PLOT SCALE = 60.0000' / in.	CHECKED XXXXX	REVISED -		CONTRACT NO. 78168			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 2/2/2012	DATE XXXXX	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	

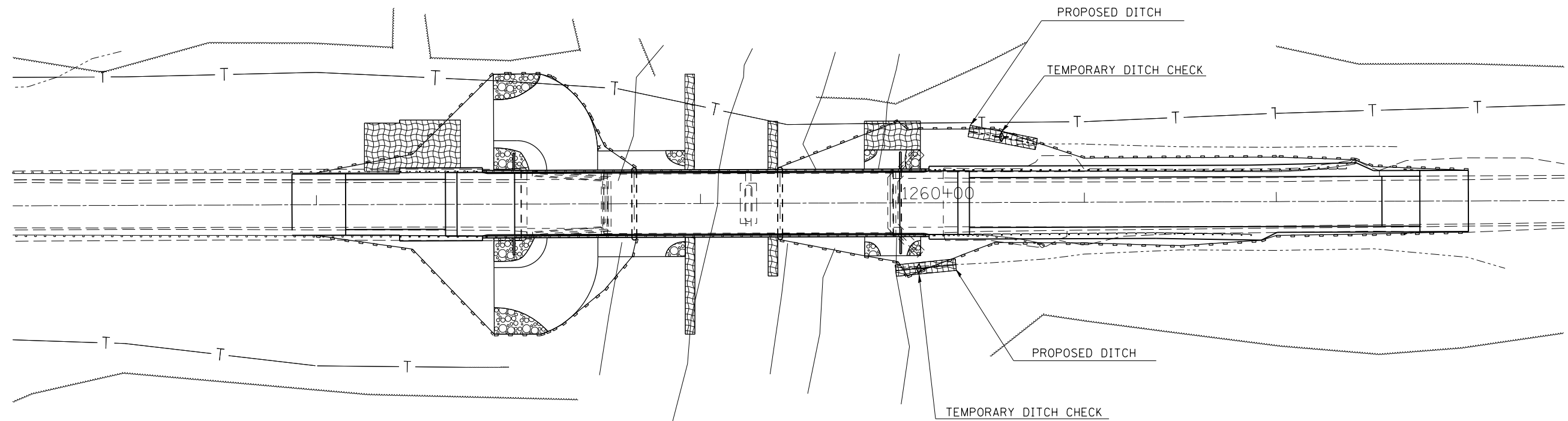


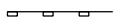
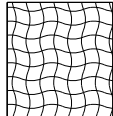
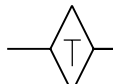
GUARDRAIL LAYOUT



SHOULDER LAYOUT

FILE NAME =	USER NAME = USER*	DESIGNED ADRIAN ADAMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GUARDRAIL AND SHOULDER LAYOUT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pwork\pwork\lavenderba\d0210492\78168-sh1-misc.dgn		DRAWN LUKE MURPHY	REVISED -		885	6B-2	POPE	51	14			
PLOT SCALE = 60.0000' / in.		CHECKED XXXXX	REVISED -		CONTRACT NO. 78168							
PLOT DATE = 2/2/2012		DATE XXXXX	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		



-  PERIMETER EROSION BARRIER
-  EROSION CONTROL BLANKET
-  TEMPORARY DITCH CHECK

FILE NAME =	USER NAME = \$USER\$	DESIGNED - LUKE MURPHY	REVISED -
et:\pw\work\p\dot\lavenderba\d0210492\78168-sht-misc.dgn		DRAWN - LUKE MURPHY	REVISED -
	PLOT SCALE = 60.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/2/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

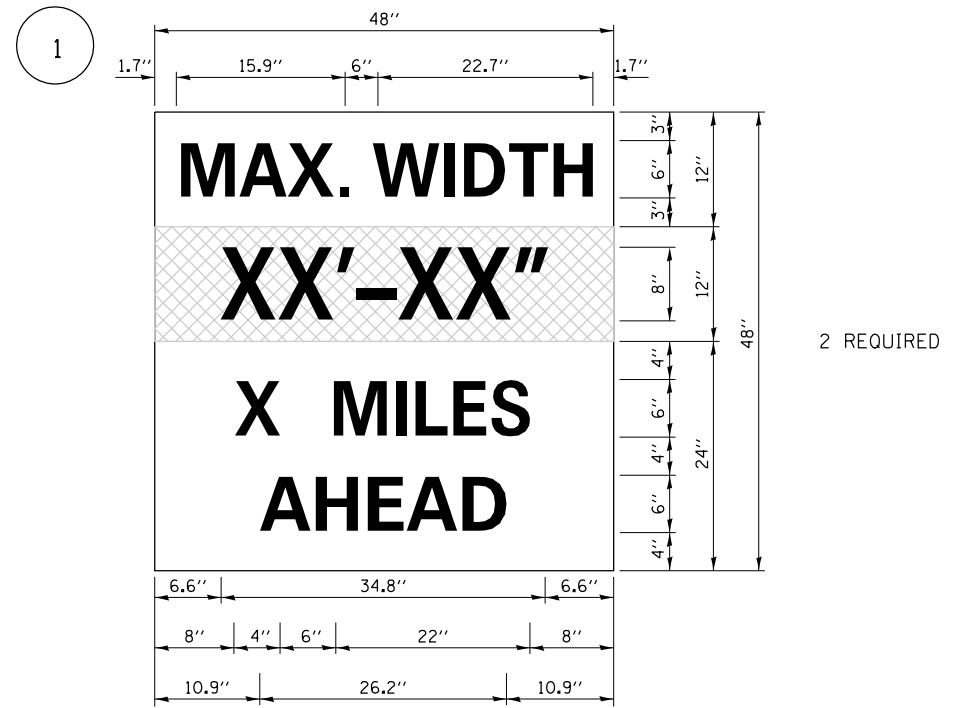
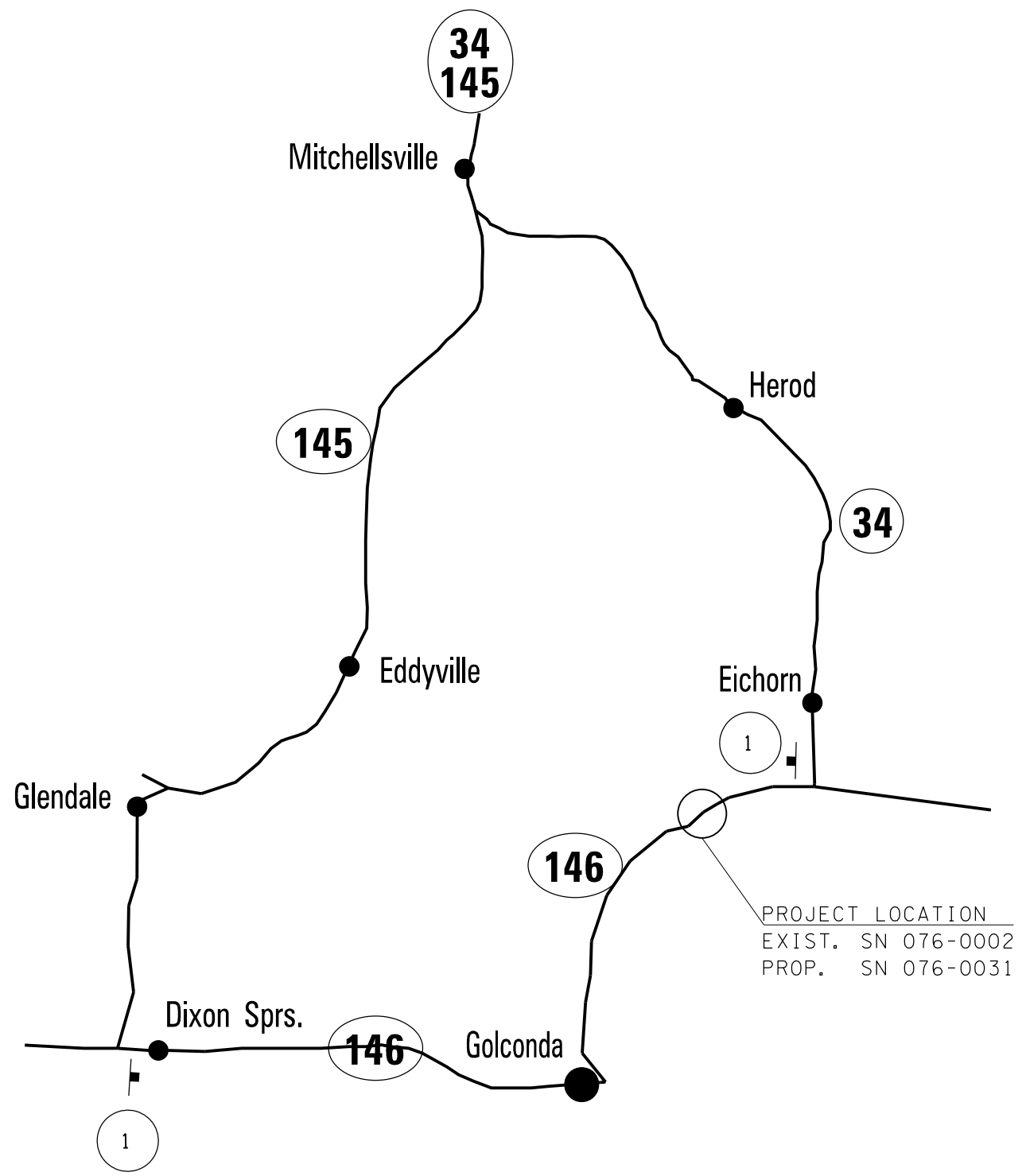
EROSION CONTROL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	15
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

NOTES:

1. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT THE SIGNS AT THE LOCATION DIRECTED BY THE ENGINEER. ALL SIGNS SHALL BE POST MOUNTED.
2. THE ABOVE NOTED WORK, INCLUDING SIGN, POSTS, HARDWARE AND LABOR SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE, EACH, FOR TRAFFIC CONTROL AND PROTECTION, STD. 701321 AND NO OTHER COMPENSATION WILL BE ALLOWED.
3. THE WIDTH SHOWN ON THE W12-1103 SIGN SHALL BE 10'-2" FOR STAGE I, AND 11'-8" FOR STAGE II, OR AS DIRECTED BY THE ENGINEER. THE "X" AHEAD WILL BE DETERMINED BY THE ENGINEER.

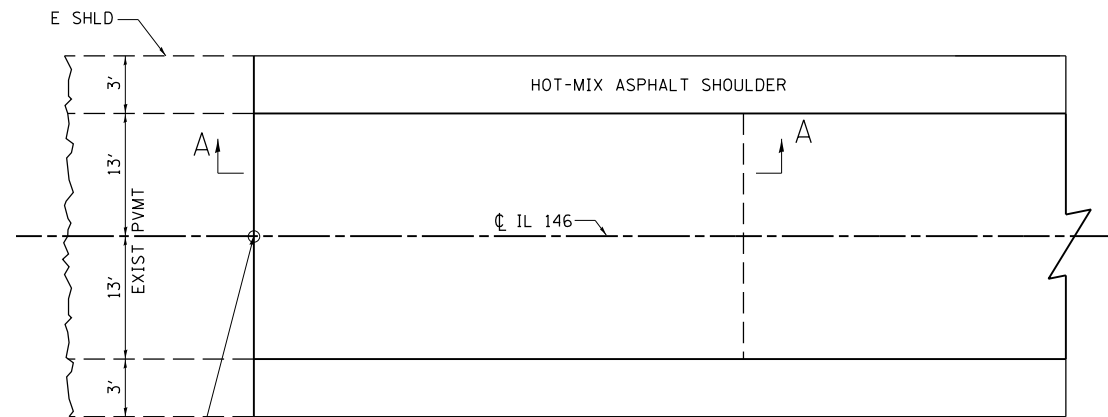


W12-1103
W12-1103 (WIDTH IS 80)
NO BORDER, BLACK ON WHITE:
"MAX WIDTH" D:
NO BORDER, BLACK ON ORANGE:
"XX'-XX'' D:
NO BORDER, BLACK ON WHITE:
"X MILES" D: "AHEAD" D:

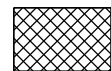
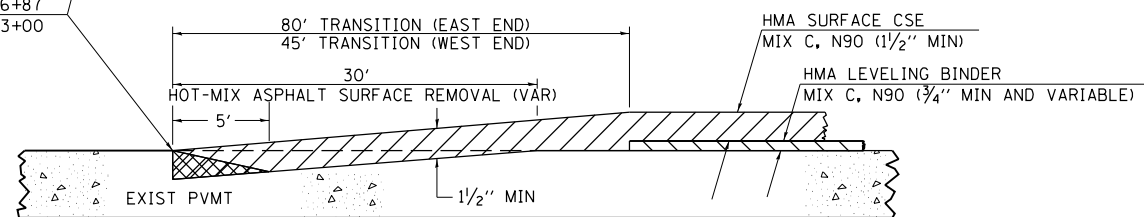
2 REQUIRED

FILE NAME =	USER NAME = \$USER\$	DESIGNED - LUKE MURPHY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIDE LOAD DETOUR IL 146				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\lavenderba\d0210492\78168-sht-misc.dgn		DRAWN - LUKE MURPHY	REVISED -		885	6B-2	POPE	51	16				
PLOT SCALE = 60.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 78168								
PLOT DATE = 2/2/2012		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
				SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.			

BUTT JOINT



STA 1256+87
STA 1263+00



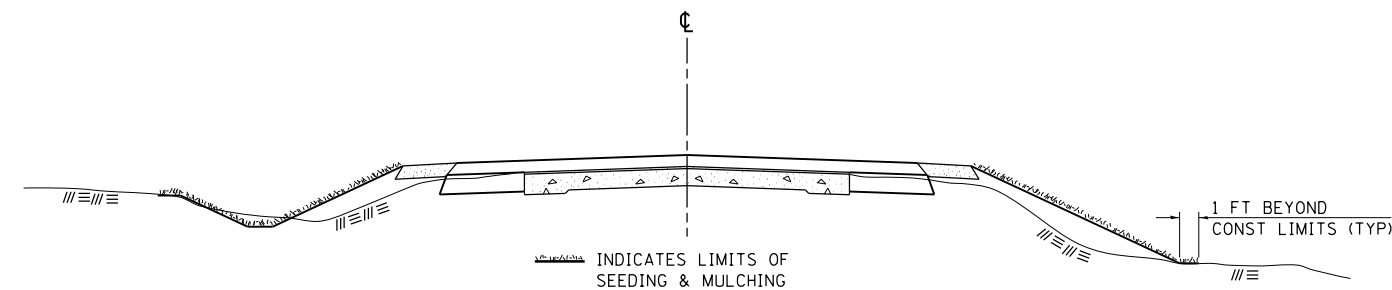
TEMPORARY RAMP

SECTION A-A

REVISIONS	
DRAWN	10-17-90
REVISED	01-11-07
REVISED	3-25-08
REVISED	

STD. 9-86

SEEDING & MULCHING



GENERAL NOTES

IN GENERAL, ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SEEDED AND MULCHED UPON COMPLETION OF ALL GRADING OPERATIONS.

FERTILIZER NUTRIENTS AND LIMESTONE SHALL BE APPLIED TO ALL SEEDED AREAS.

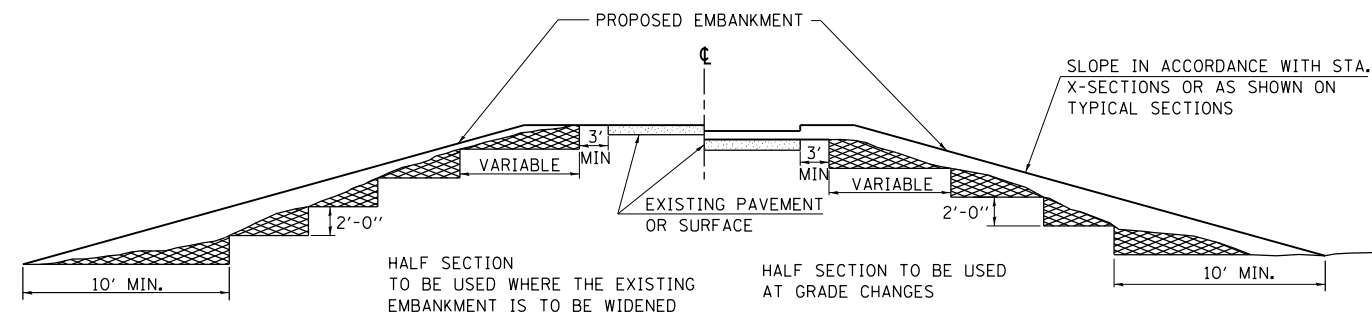
THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS.

SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
REVISED	6-3-99
REVISED	3-27-08

STD. 9-12

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
CHECKED	6-3-99
RESIZED	5-7-08

STD. 9-16

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 2/2/2012	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT, SEEDING & MULCHING,
AND STEP CONSTRUCTION ON EXISTING FILL**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	17
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

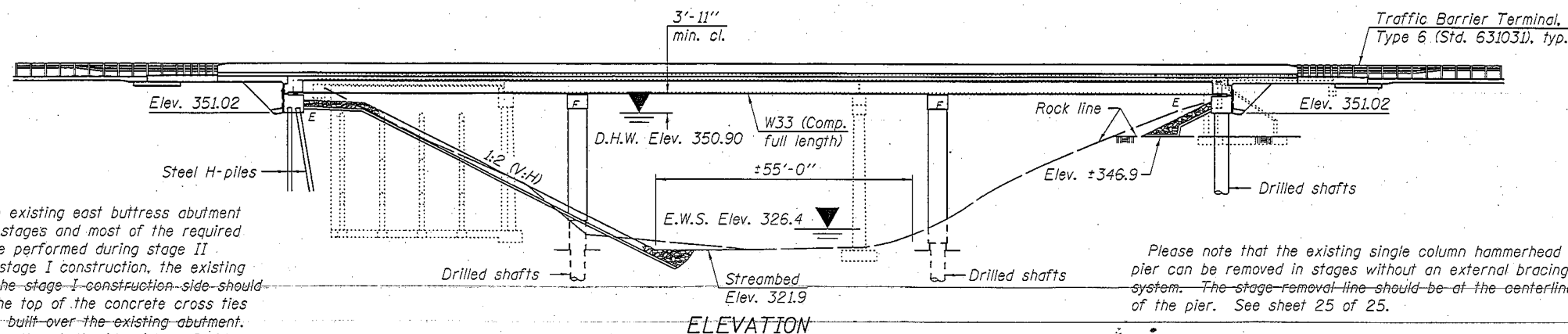
Bench Mark: B.M. M-11 located at the NW abutment of Struct. No. 076-0002. Elev. 358.894 NAVD

Existing structure: Structure No. 076-0002, built in 1925 as SBI Route 34 Section 6B-C, 150 ft span truss on reinforced concrete closed abutments. In 1975, truss was replaced with 2 span PPC deck beams and a single column hammerhead pier was constructed. Out to out bridge width is 33'-0" and back to back bridge length is 149'-6". East approach span 39'-11"; West approach span 25'-11". Structure is to be completely replaced. One lane of traffic is to be maintained using stage construction.

Salvage: None

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Data
- 3 Stage Construction & Temporary Soil Retention System Details
- 4 Temporary Concrete Barrier for Stage Construction
- 5-7 Top of Slab Elevations
- 8 Top of East Approach Slab Elevations
- 9 Top of West Approach Slab Elevations
- 10 Superstructure
- 11 Superstructure Details
- 12 Diaphragm Details
- 13-14 Bridge Approach Slab Details
- 15 Structural Steel
- 16 Structural Steel Data
- 17 Bearing Details
- 18 East Abutment
- 19 West Abutment
- 20 Pier 1
- 21 Pier 2
- 22 HP Pile Details
- 23 Bar Splicer Assembly & Mechanical Splicer Details
- 24 Soil Boring Logs
- 25 Soil-Boring Log & Concrete Removal Details



Please note that the existing east buttress abutment cannot be removed in stages and most of the required removal will need to be performed during stage II construction. During stage I construction, the existing soil and concrete on the stage I construction side should be removed down to the top of the concrete cross ties and the new structure built over the existing abutment. During stage II construction, both sides (stage I side and stage II side) of the existing east buttress abutment will be removed down to 1 foot below proposed ground elevation and then the riprap can be placed. Cost of concrete removal included with Removal of Existing Structures. See sheet 25 of 25.

Please note that the existing single column hammerhead pier can be removed in stages without an external bracing system. The stage removal line should be at the centerline of the pier. See sheet 25 of 25.

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications, 5th Edition

DESIGN STRESSES

FIELD UNITS

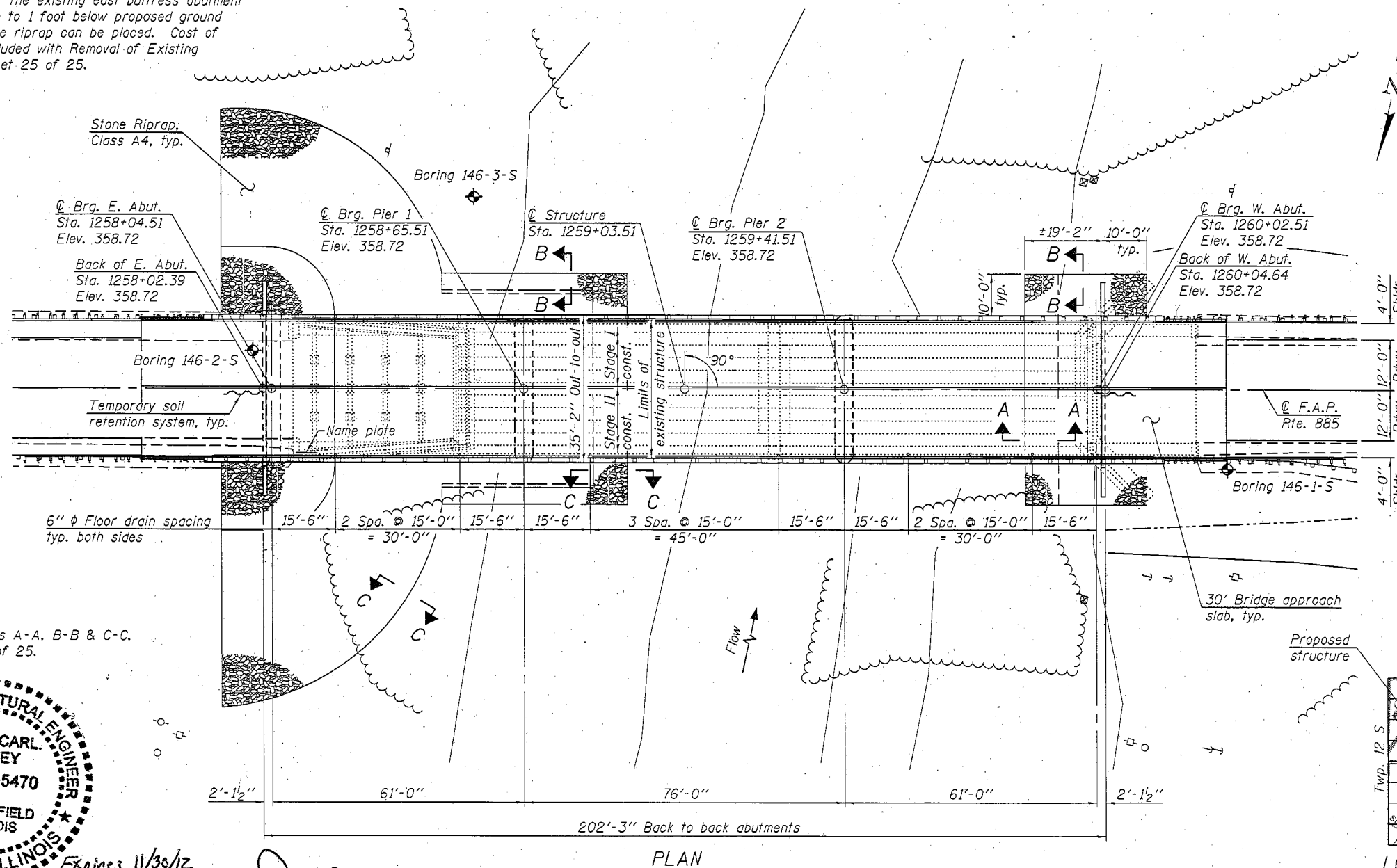
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50W)

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.272
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.749
 Soil Site Class = C

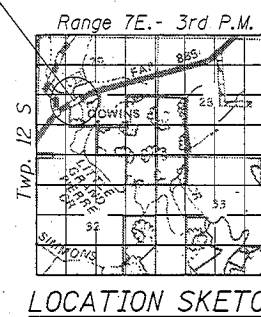


Note: For Sections A-A, B-B & C-C, see sheet 2 of 25.

STATION 1259+03.51
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. RTE. 885 SEC. 6B-2
 LOADING HL93
 STRUCTURE NO. 076-0031

NAME PLATE
 See Std. 515001

PROFILE GRADE
 (Along \odot F.A.P. Rte. 885)



GENERAL PLAN AND ELEVATION
IL ROUTE 146 OVER
BIG GRAND PIERRE CREEK
F.A.P. RT. 885 - SEC. 6B-2
POPE COUNTY
STATION 1259+03.51
STRUCTURE NO. 076-0031

DESIGNED - Nicholas R. Bennett	EXAMINED - Thomas J. [Signature]	DATE - 3-20-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		GENERAL PLAN & ELEVATION STRUCTURE NO. 076-0031		F.A.P. RTE. 885	SECTION 6B-2	COUNTY POPE	TOTAL SHEETS	SHEET NO.
CHECKED - Michael D. [Signature]	PASSED - [Signature]	REVISOR	ENGINEER OF BRIDGES AND STRUCTURES		SHEET NO. 1 OF 25 SHEETS		CONTRACT NO. 78168		ILLINOIS FED. AID PROJECT		

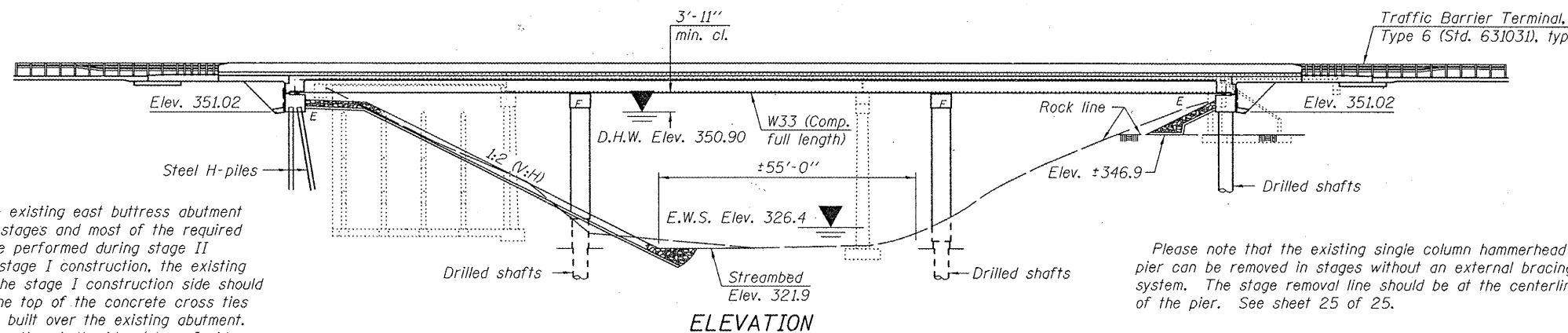
Bench Mark: B.M. M-11 located at the NW abutment of Struct. No. 076-0002. Elev. 358.894 NAVD

Existing structure: Structure No. 076-0002, built in 1925 as SBI Route 34 Section 6BC, 150 ft span truss on reinforced concrete closed abutments. In 1975, truss was replaced with 2 span PFC deck beams and a single column hammerhead pier was constructed. Out to out bridge width is 33'-0" and back to back bridge length is 149'-6". East approach span 39'-11"; West approach span 25'-11". Structure is to be completely replaced. One lane of traffic is to be maintained using stage construction.

Salvage: None

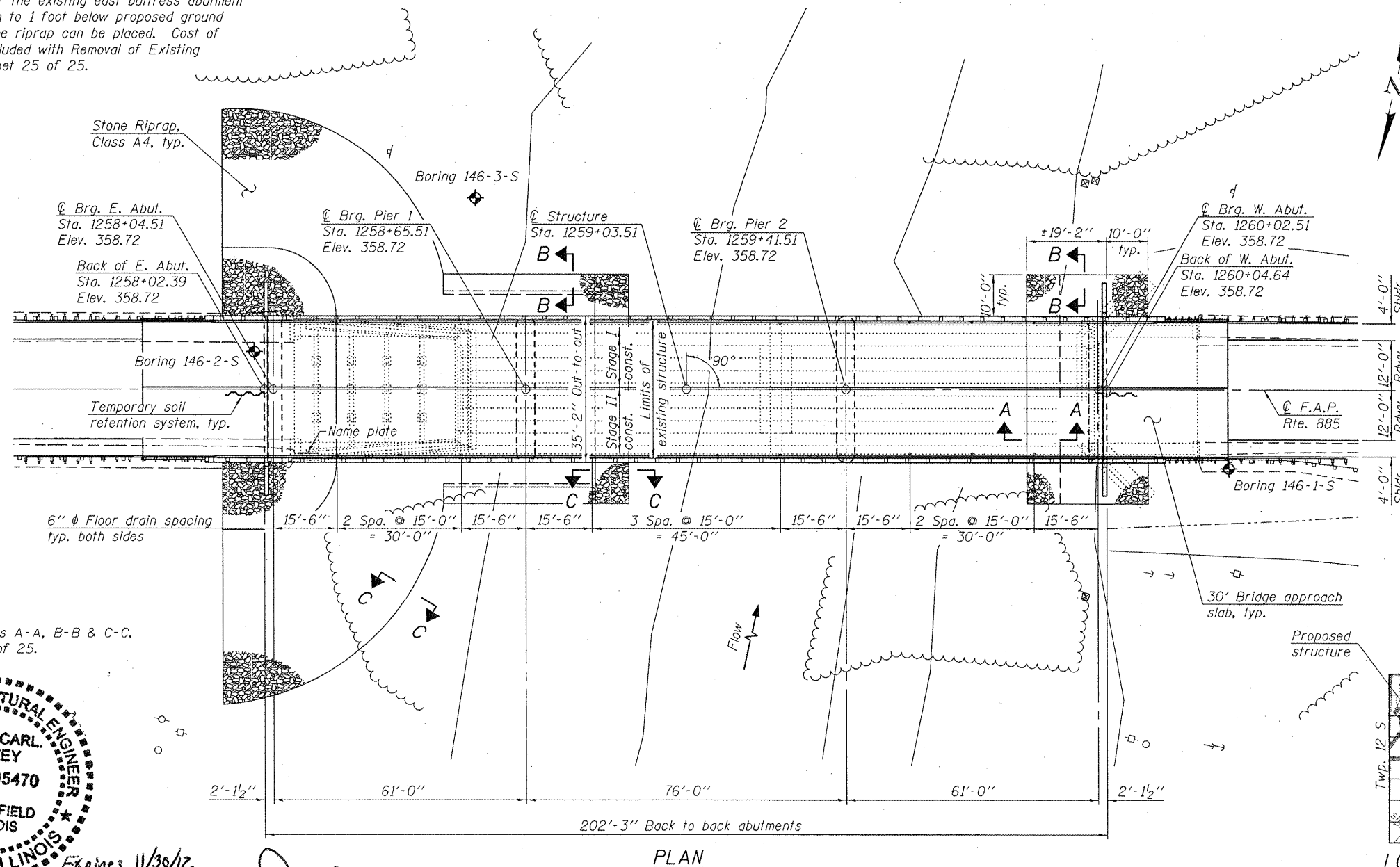
INDEX OF SHEETS

- 1 General Plan & Elevation
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Please note that the existing east buttress abutment cannot be removed in stages and most of the required removal will need to be performed during stage II construction. During stage I construction, the existing soil and concrete on the stage I construction side should be removed down to the top of the concrete cross ties and the new structure built over the existing abutment. During stage II construction, both sides (stage I side and stage II side) of the existing east buttress abutment will be removed down to 1 foot below proposed ground elevation and then the riprap can be placed. Cost of concrete removal included with Removal of Existing Structures. See sheet 25 of 25.

Please note that the existing single column hammerhead pier can be removed in stages without an external bracing system. The stage removal line should be at the centerline of the pier. See sheet 25 of 25.



Note: For Sections A-A, B-B & C-C, see sheet 2 of 25.



DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications, 5th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (M270 Grade 50W)

LOADING HL-93

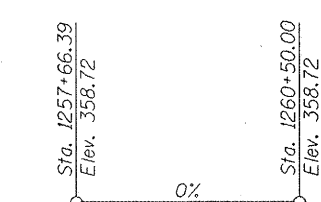
Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

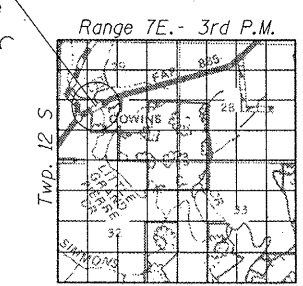
Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.272
 Design Spectral Acceleration at 0.2 sec. (SD5) = 0.749
 Soil Site Class = C

STATION 1259+03.51
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. RTE. 885 SEC. 6B-2
 LOADING HL93
 STRUCTURE NO. 076-0031

NAME PLATE
 See Std. 515001



PROFILE GRADE
 (Along F.A.P. Rte. 885)

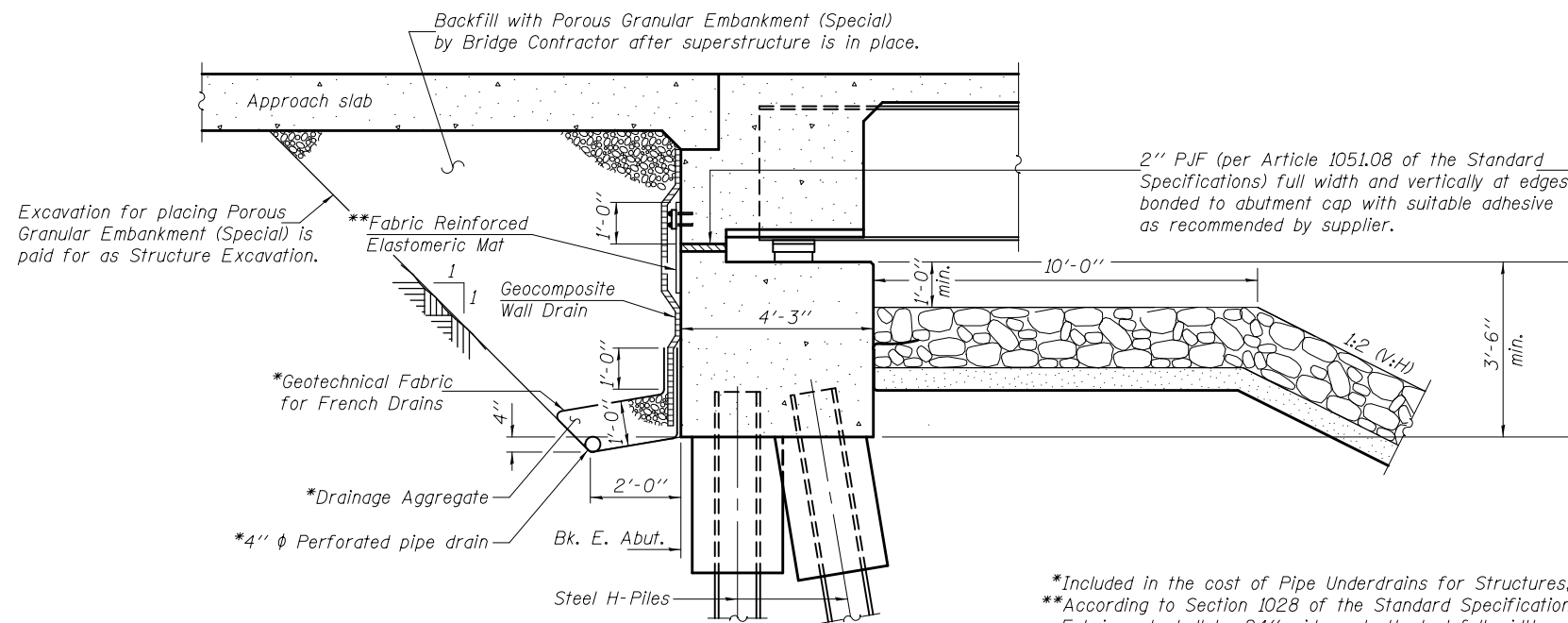


LOCATION SKETCH

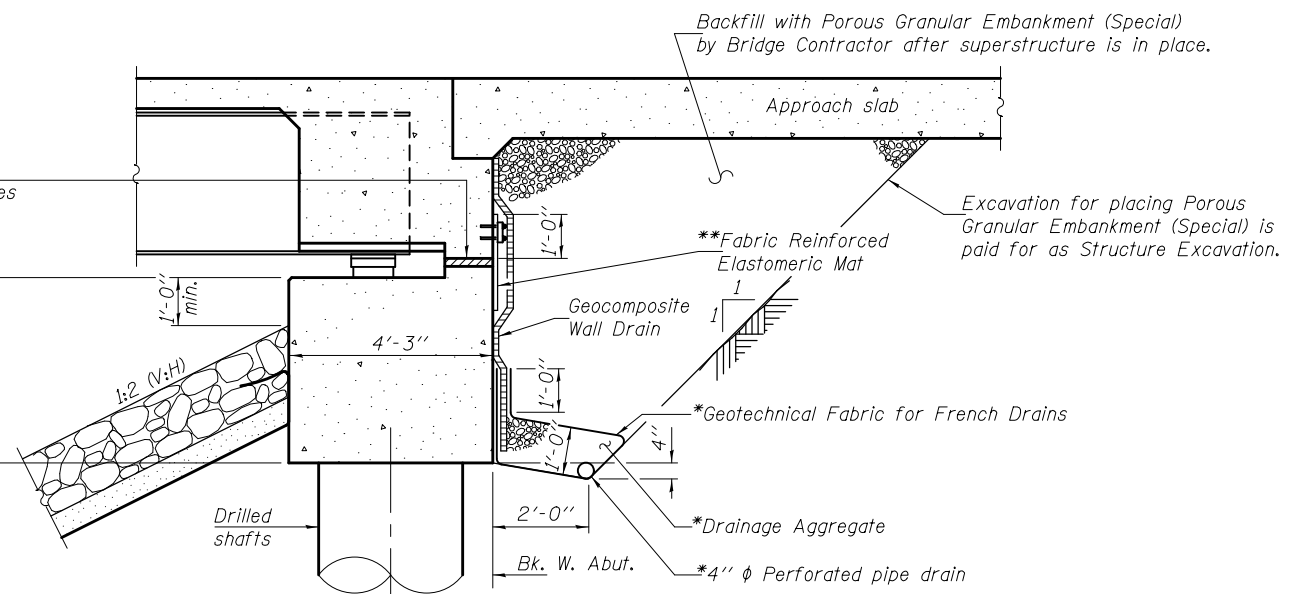
GENERAL PLAN AND ELEVATION
IL ROUTE 146 OVER
BIG GRAND PIERRE CREEK
F.A.P. RT. 885 - SEC. 6B-2
POPE COUNTY
STATION 1259+03.51
STRUCTURE NO. 076-0031

DESIGNED: <i>Richard R. Bennett</i>	EXAMINED: <i>Thomas J. Dwyer</i>	DATE: 3-20-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 076-0031 SHEET NO. 1 OF 25 SHEETS	F.A.P. RTE. 885	SECTION 6B-2	COUNTY POPE	TOTAL SHEETS 51	SHEET NO. 18	
CHECKED: <i>Michael D. Robal</i>	PASSED: <i>David Puzey</i>	REVISED:								
DRAWN: h.t. duong	ENGINEER OF BRIDGES AND STRUCTURES	REVISED:								
CHECKED: <i>NRB/MDR</i>										

ILLINOIS FED. AID PROJECT



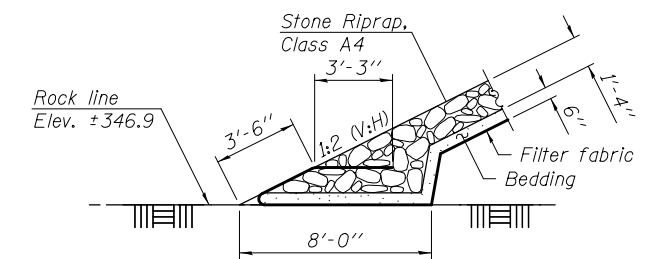
SECTION THRU SEMI-INTEGRAL EAST ABUTMENT



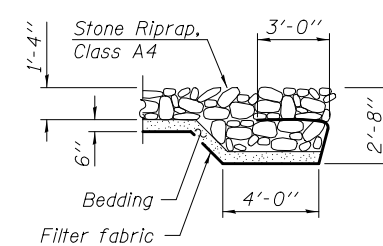
SECTION THRU SEMI-INTEGRAL WEST ABUTMENT

*Included in the cost of Pipe Underdrains for Structures, 4".
 **According to Section 1028 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a 3/8" x 5" steel plate and 1/2" φ studs with nuts & washers at 12" cts. Cost included with Concrete Superstructures.

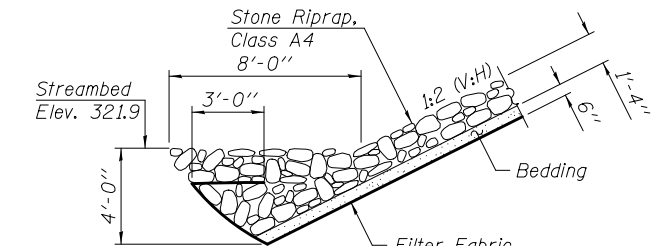
Note: All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION A-A



SECTION B-B



SECTION C-C

GENERAL NOTES

Fasteners shall be ASTM A 325 Type 3. Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.
 Calculated weight of Structural Steel = 176410 lbs (M 270 Grade 50W).
 All structural steel shall be AASHTO M 270 Grade 50W.
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 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. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
 Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 Excavation behind existing west abutment wall shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing west abutment only at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
 Slipforming of the parapets is not allowed.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		121	121
Stone Riprap, Class A4	Sq. Yd.		1040	1040
Filter Fabric	Sq. Yd.		1040	1040
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		188	188
Floor Drains	Each	20		20
Concrete Structures	Cu. Yd.		233.3	233.3
Concrete Superstructure	Cu. Yd.	353.9		353.9
Bridge Deck Grooving	Sq. Yd.		871	871
Concrete Encasement	Cu. Yd.		2.4	2.4
Protective Coat	Sq. Yd.		1127	1127
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4464		4464
Reinforcement Bars, Epoxy Coated	Pound	87350	52970	140320
Bar Splicers	Each	829	706	1535
Furnishing Steel Piles HP12x53	Foot		189	189
Driving Piles	Foot		189	189
Temporary Soil Retention System	Sq. Ft.		558	558
Name Plates	Each	1		1
Drilled Shaft in Soil	Cu. Yd.		33.9	33.9
Drilled Shaft in Rock	Cu. Yd.		62.7	62.7
Elastomeric Bearing Assembly, Type 1	Each		12	12
Anchor Bolts 1"	Each		24	24
Anchor Bolts 1/4"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.		65	65
Pipe Underdrains for Structures, 4"	Foot		138	138
Mechanical Splicers	Each		192	192
Asbestos Bearing Pad Removal	Each	36		36

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	E. Abut.	Pier 1	Pier 2	W. Abut.
	351.02	321.9	321.9	351.02

WATERWAY INFORMATION

		Existing Low Grade Elev. 358.37 @ Sta. 1258+00				Proposed Low Grade Elev. 358.78 @ Sta. 1258+00			
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Exist. Prop.	Exist. Prop.
Design	10	7420	2756.0	3185.0	350.9	0	0	350.9	350.9
Base	50	10900	2756.0	3185.0	350.9	0.1	0.1	351.0	351.0
Max. Calc.	100	12400	2770.0	3201.0	351.0	0.1	0.1	351.1	351.1
	500	16200	2770.0	3201.0	351.0	0.2	0.2	351.2	351.2

10 year velocity through existing bridge = 2.7 ft/s
 10 year velocity through proposed bridge = 2.4 ft/s

DESIGNED - Nicholas R. Barnett
 CHECKED - Michael D. Rolape
 DRAWN - h.t. duong
 CHECKED - NRB/MDR

EXAMINED
 PASSED
 ENGINEER OF BRIDGES AND STRUCTURES

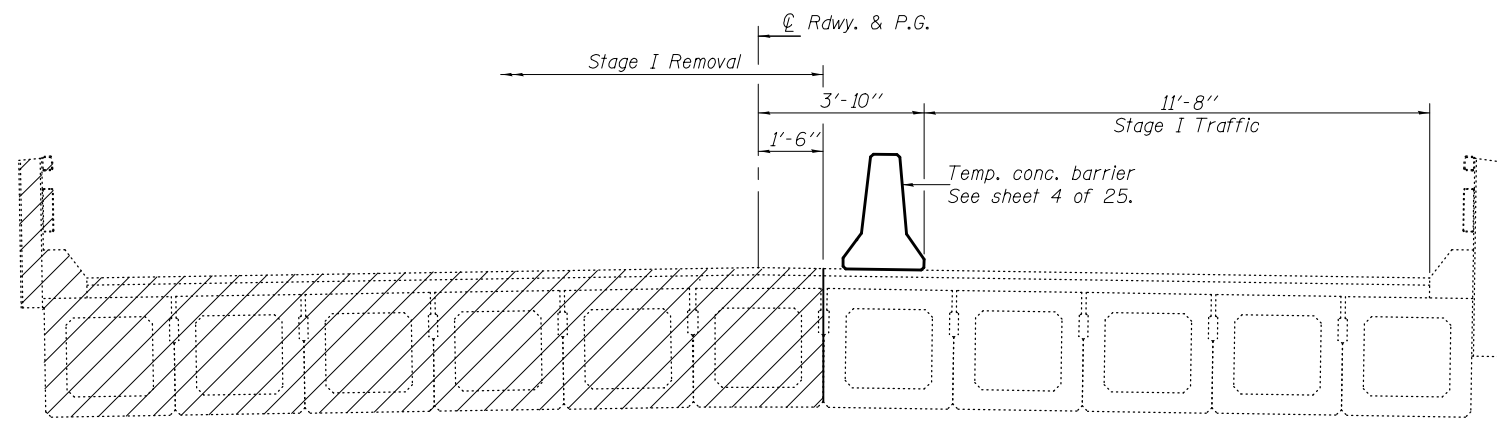
DATE - MARCH 20, 2012
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

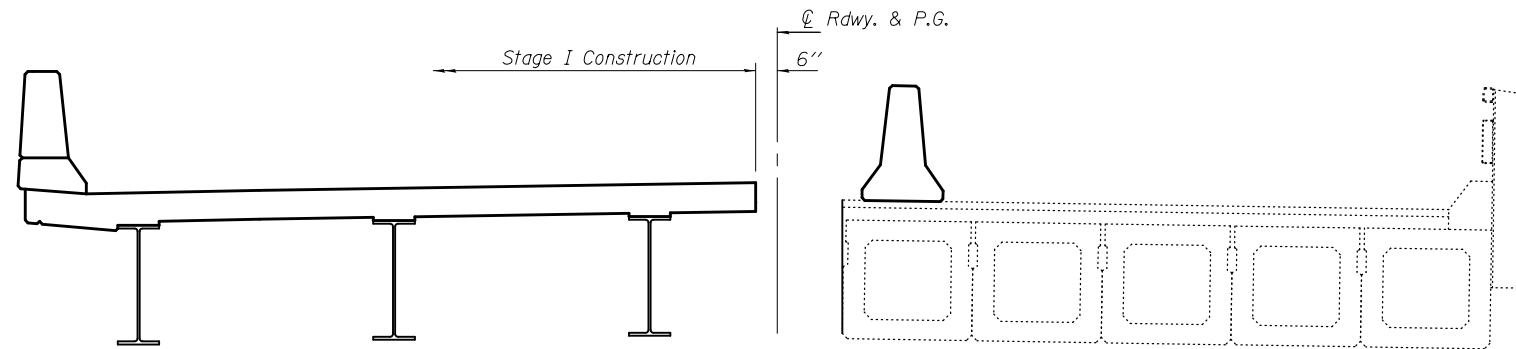
GENERAL DATA
 STRUCTURE NO. 076-0031

SHEET NO. 2 OF 25 SHEETS

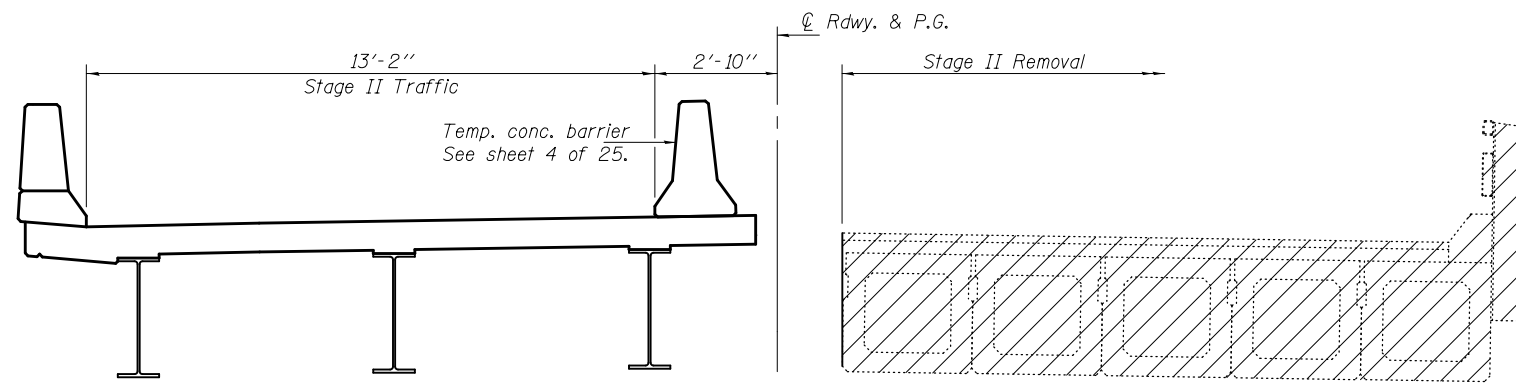
F.A.P. RTE. 885
 SECTION 6B-2
 COUNTY POPE
 TOTAL SHEETS 51
 SHEET NO. 19
 CONTRACT NO. 78168
 ILLINOIS FED. AID PROJECT



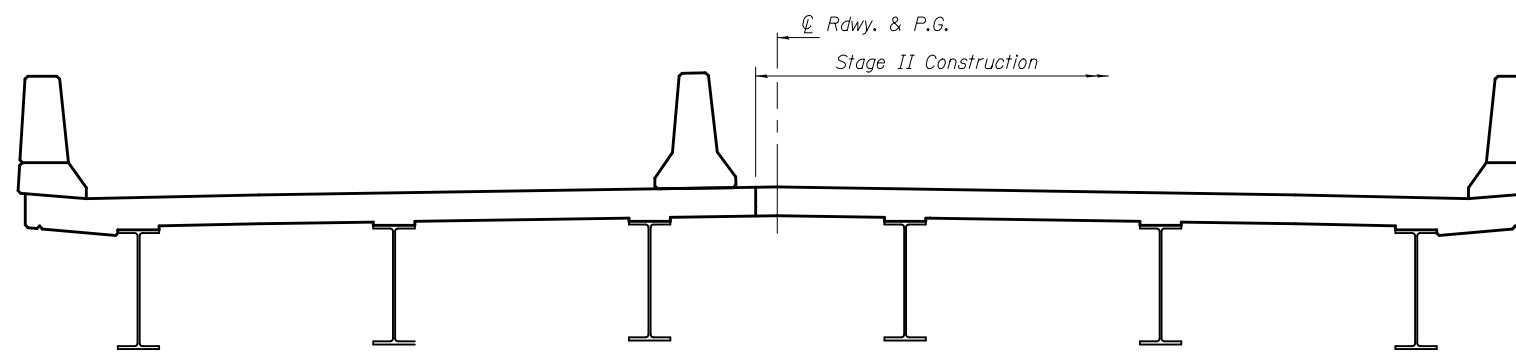
STAGE I REMOVAL



STAGE I CONSTRUCTION

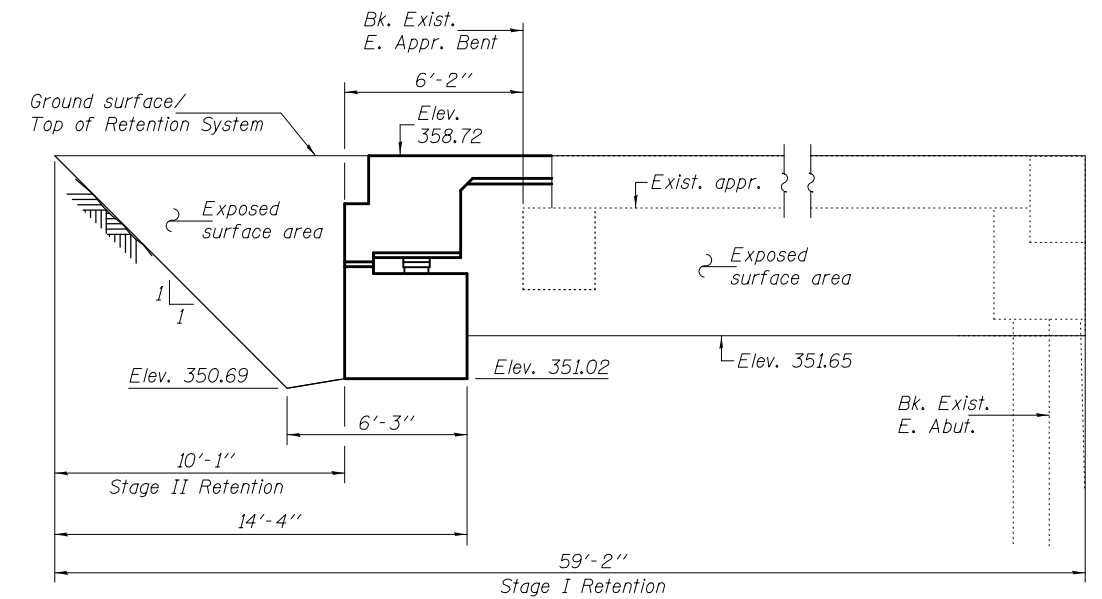


STAGE II REMOVAL

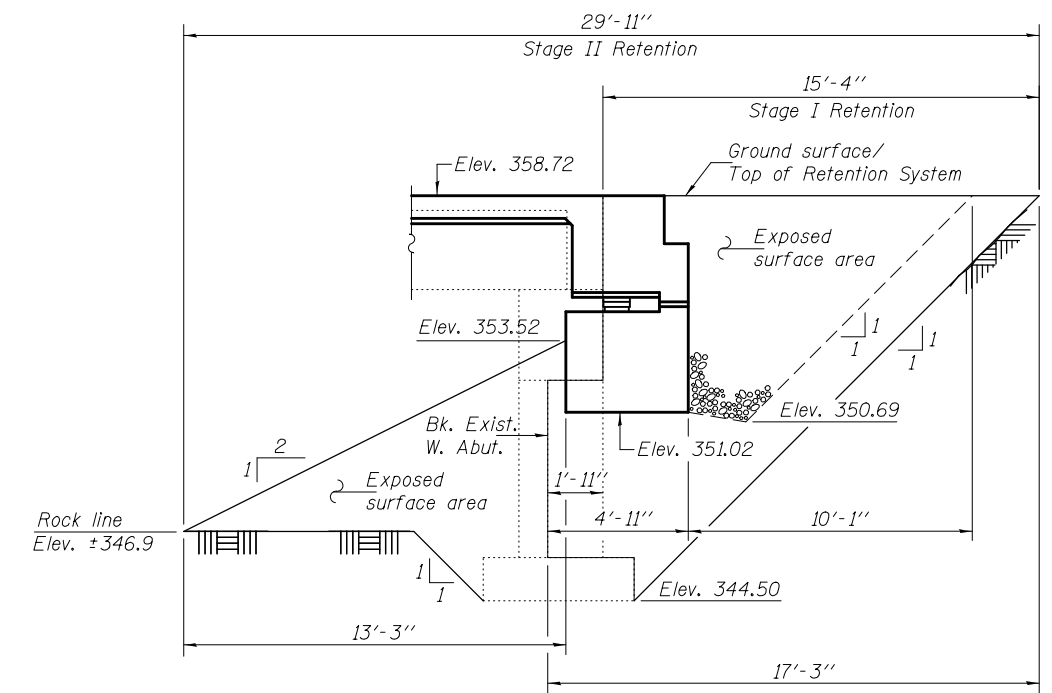


STAGE II CONSTRUCTION

Notes: All sections are looking West.
Hatched area indicates removal of existing superstructure.
For quantity of temporary concrete barrier, see Roadway Plans.



TEMPORARY SOIL RETENTION SYSTEM AT EAST ABUTMENT



TEMPORARY SOIL RETENTION SYSTEM AT WEST ABUTMENT

Note: A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

DESIGNED - Nicholas R. Barnett
CHECKED - Michael D. Rolape
DRAWN - h.t. duong
CHECKED - NRB/MDR

EXAMINED	<i>Thomas J. Domagalicki</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Carl P. Long</i> ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 20, 2012
REVISED
REVISED

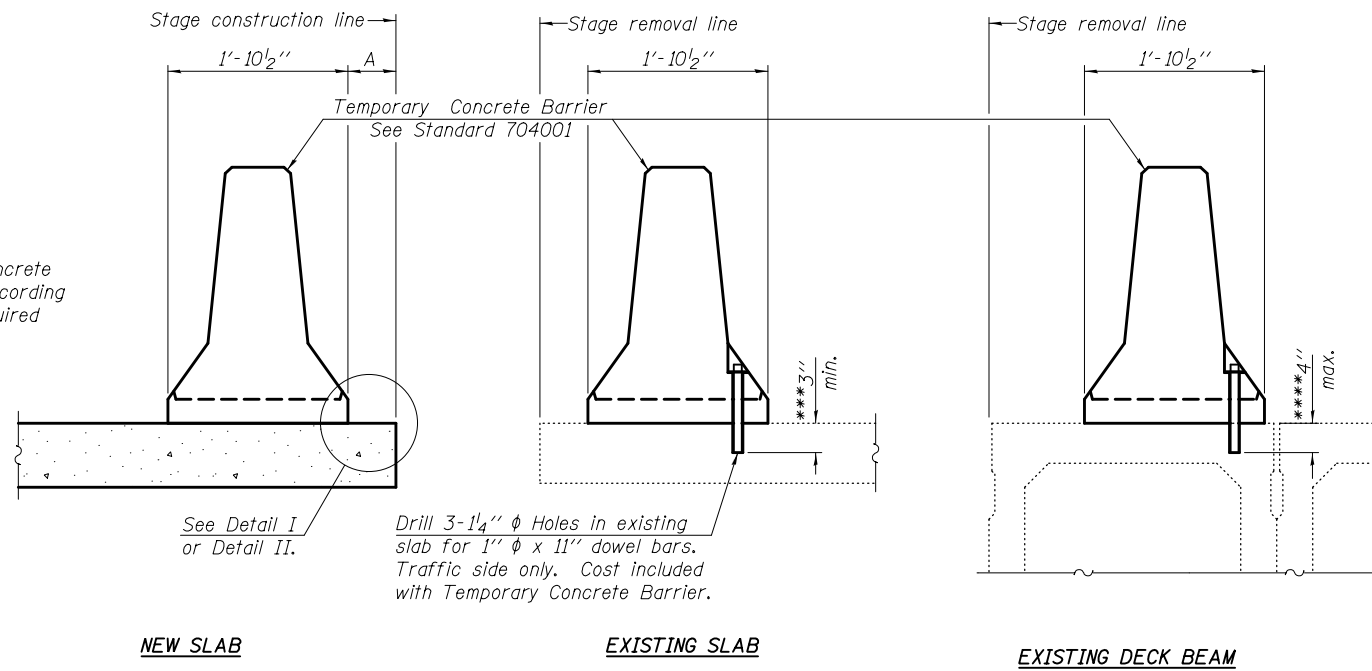
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION & TEMPORARY SOIL RETENTION SYSTEM DETAILS
STRUCTURE NO. 076-0031

SHEET NO. 3 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	20
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

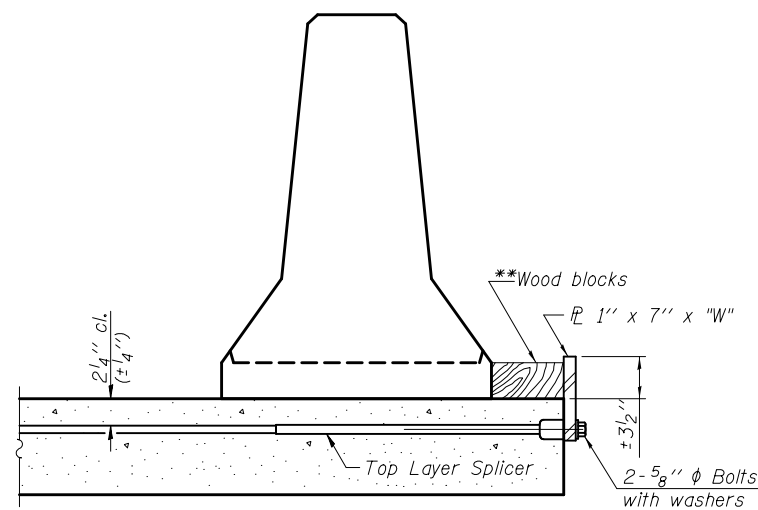
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

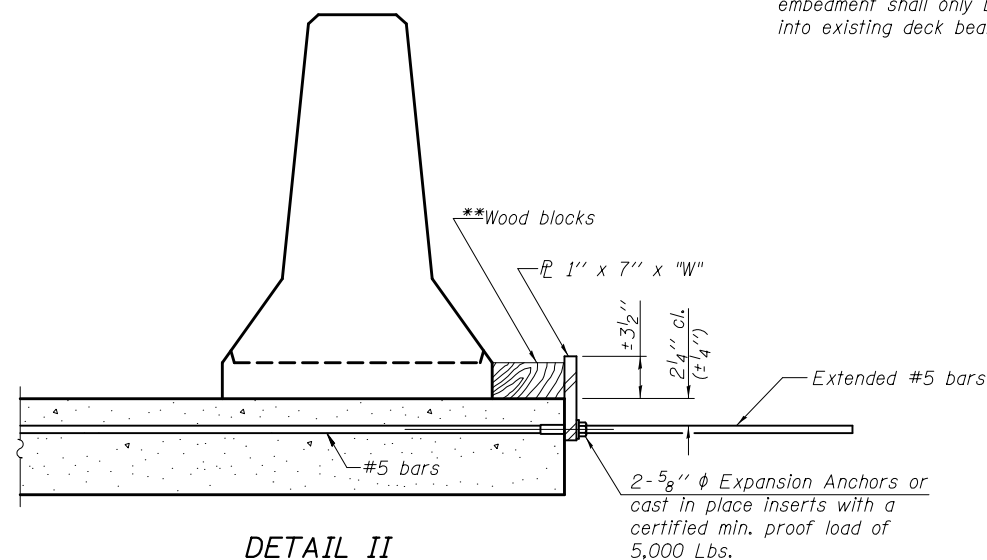
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

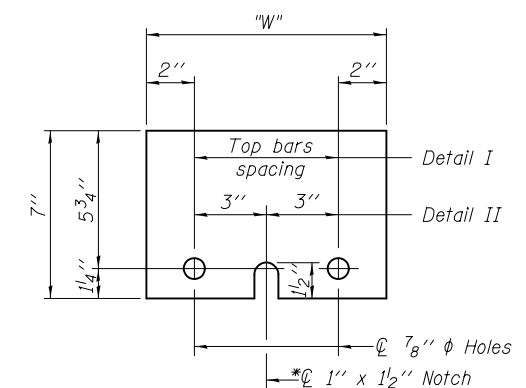
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

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

"W" = Top bars spacing + 4"

R-27

7-1-10

DESIGNED - Nicholas R. Barnett
CHECKED - Michael D. Rolape
DRAWN - h.t. duong
CHECKED - NRB/MDR

EXAMINED
PASSED

Thomas J. Domagalaki
ENGINEER OF BRIDGE DESIGN
Carl P. Long
ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 20, 2012

REVISED
REVISED

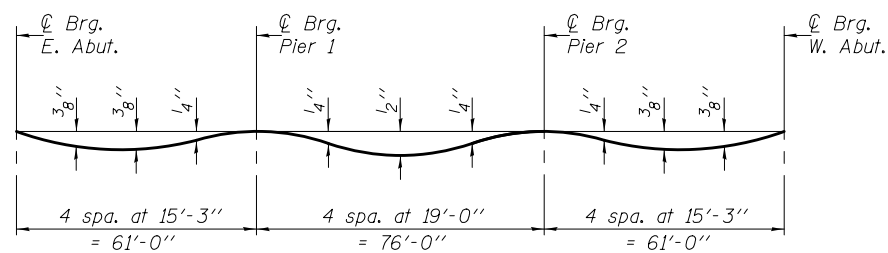
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 076-0031

SHEET NO. 4 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	21
CONTRACT NO. 78168				

ILLINOIS FED. AID PROJECT

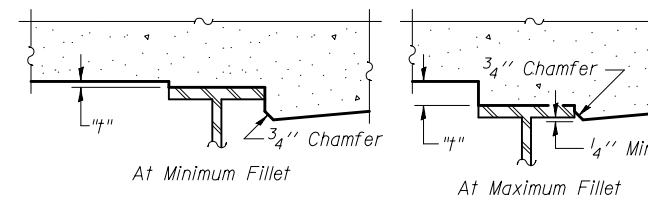


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

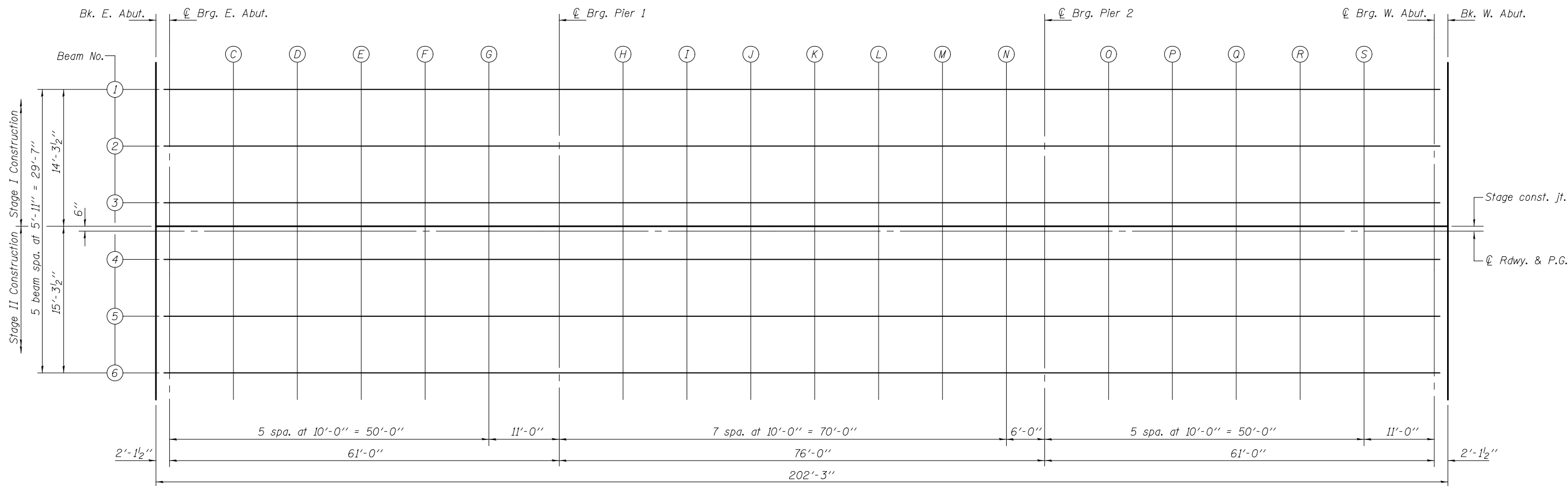
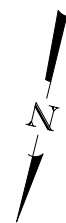
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 6 & 7 of 25.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets 6 & 7 of 25. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 6 & 7 of 25, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

DESIGNED -	Nicholas R. Barnett
CHECKED -	Michael D. Rolape
DRAWN -	h.t. duong
CHECKED -	NRB/MDR

EXAMINED	<i>Thomas J. Domagalicki</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>D. Carl Perry</i> ENGINEER OF BRIDGES AND STRUCTURES

DATE -	MARCH 20, 2012
REVISED	
REVISED	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 076-0031**

SHEET NO. 5 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	22
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	125802.39	-14.79	358.47	358.47
CL Brg. E. Abut.	125804.51	-14.79	358.47	358.47
C	125814.51	-14.79	358.47	358.49
D	125824.51	-14.79	358.47	358.50
E	125834.51	-14.79	358.47	358.51
F	125844.51	-14.79	358.47	358.50
G	125854.51	-14.79	358.47	358.49
CL Brg. Pier 1	125865.51	-14.79	358.47	358.47
H	125875.51	-14.79	358.47	358.49
I	125885.51	-14.79	358.47	358.50
J	125895.51	-14.79	358.47	358.51
K	125905.51	-14.79	358.47	358.52
L	125915.51	-14.79	358.47	358.51
M	125925.51	-14.79	358.47	358.50
N	125935.51	-14.79	358.47	358.48
CL Brg. Pier 2	125941.51	-14.79	358.47	358.47
O	125951.51	-14.79	358.47	358.48
P	125961.51	-14.79	358.47	358.50
Q	125971.51	-14.79	358.47	358.51
R	125981.51	-14.79	358.47	358.50
S	125991.51	-14.79	358.47	358.49
CL Brg. W. Abut.	126002.51	-14.79	358.47	358.47
Bk. W. Abut.	126004.64	-14.79	358.47	358.47

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	125802.39	-8.88	358.58	358.58
CL Brg. E. Abut.	125804.51	-8.88	358.58	358.58
C	125814.51	-8.88	358.58	358.60
D	125824.51	-8.88	358.58	358.61
E	125834.51	-8.88	358.58	358.62
F	125844.51	-8.88	358.58	358.60
G	125854.51	-8.88	358.58	358.59
CL Brg. Pier 1	125865.51	-8.88	358.58	358.58
H	125875.51	-8.88	358.58	358.59
I	125885.51	-8.88	358.58	358.61
J	125895.51	-8.88	358.58	358.62
K	125905.51	-8.88	358.58	358.62
L	125915.51	-8.88	358.58	358.61
M	125925.51	-8.88	358.58	358.60
N	125935.51	-8.88	358.58	358.59
CL Brg. Pier 2	125941.51	-8.88	358.58	358.58
O	125951.51	-8.88	358.58	358.59
P	125961.51	-8.88	358.58	358.60
Q	125971.51	-8.88	358.58	358.61
R	125981.51	-8.88	358.58	358.61
S	125991.51	-8.88	358.58	358.60
CL Brg. W. Abut.	126002.51	-8.88	358.58	358.58
Bk. W. Abut.	126004.64	-8.88	358.58	358.58

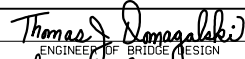

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	125802.39	-2.96	358.67	358.67
CL Brg. E. Abut.	125804.51	-2.96	358.67	358.67
C	125814.51	-2.96	358.67	358.69
D	125824.51	-2.96	358.67	358.70
E	125834.51	-2.96	358.67	358.71
F	125844.51	-2.96	358.67	358.70
G	125854.51	-2.96	358.67	358.69
CL Brg. Pier 1	125865.51	-2.96	358.67	358.67
H	125875.51	-2.96	358.67	358.69
I	125885.51	-2.96	358.67	358.70
J	125895.51	-2.96	358.67	358.71
K	125905.51	-2.96	358.67	358.72
L	125915.51	-2.96	358.67	358.71
M	125925.51	-2.96	358.67	358.70
N	125935.51	-2.96	358.67	358.68
CL Brg. Pier 2	125941.51	-2.96	358.67	358.67
O	125951.51	-2.96	358.67	358.68
P	125961.51	-2.96	358.67	358.70
Q	125971.51	-2.96	358.67	358.71
R	125981.51	-2.96	358.67	358.70
S	125991.51	-2.96	358.67	358.69
CL Brg. W. Abut.	126002.51	-2.96	358.67	358.67
Bk. W. Abut.	126004.64	-2.96	358.67	358.67

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	125802.39	-0.50	358.71	358.71
CL Brg. E. Abut.	125804.51	-0.50	358.71	358.71
C	125814.51	-0.50	358.71	358.73
D	125824.51	-0.50	358.71	358.74
E	125834.51	-0.50	358.71	358.75
F	125844.51	-0.50	358.71	358.73
G	125854.51	-0.50	358.71	358.72
CL Brg. Pier 1	125865.51	-0.50	358.71	358.71
H	125875.51	-0.50	358.71	358.73
I	125885.51	-0.50	358.71	358.74
J	125895.51	-0.50	358.71	358.75
K	125905.51	-0.50	358.71	358.75
L	125915.51	-0.50	358.71	358.74
M	125925.51	-0.50	358.71	358.73
N	125935.51	-0.50	358.71	358.72
CL Brg. Pier 2	125941.51	-0.50	358.71	358.71
O	125951.51	-0.50	358.71	358.72
P	125961.51	-0.50	358.71	358.73
Q	125971.51	-0.50	358.71	358.75
R	125981.51	-0.50	358.71	358.74
S	125991.51	-0.50	358.71	358.73
CL Brg. W. Abut.	126002.51	-0.50	358.71	358.71
Bk. W. Abut.	126004.64	-0.50	358.71	358.71

DESIGNED - Nicholas R. Barnett
 CHECKED - Michael D. Rolape
 DRAWN - h.t. duong
 CHECKED - NRB/MDR

EXAMINED
 PASSED

 ENGINEER OF BRIDGE DESIGN

 ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 20, 2012
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 076-0031

SHEET NO. 6 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	23
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	125802.39	0.00	358.72	358.72
CL Brg. E. Abut.	125804.51	0.00	358.72	358.72
C	125814.51	0.00	358.72	358.74
D	125824.51	0.00	358.72	358.75
E	125834.51	0.00	358.72	358.75
F	125844.51	0.00	358.72	358.74
G	125854.51	0.00	358.72	358.73
CL Brg. Pier 1	125865.51	0.00	358.72	358.72
H	125875.51	0.00	358.72	358.73
I	125885.51	0.00	358.72	358.75
J	125895.51	0.00	358.72	358.76
K	125905.51	0.00	358.72	358.76
L	125915.51	0.00	358.72	358.75
M	125925.51	0.00	358.72	358.74
N	125935.51	0.00	358.72	358.73
CL Brg. Pier 2	125941.51	0.00	358.72	358.72
O	125951.51	0.00	358.72	358.73
P	125961.51	0.00	358.72	358.74
Q	125971.51	0.00	358.72	358.75
R	125981.51	0.00	358.72	358.75
S	125991.51	0.00	358.72	358.74
CL Brg. W. Abut.	126002.51	0.00	358.72	358.72
Bk. W. Abut.	126004.64	0.00	358.72	358.72

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	125802.39	2.96	358.67	358.67
CL Brg. E. Abut.	125804.51	2.96	358.67	358.67
C	125814.51	2.96	358.67	358.69
D	125824.51	2.96	358.67	358.70
E	125834.51	2.96	358.67	358.71
F	125844.51	2.96	358.67	358.70
G	125854.51	2.96	358.67	358.69
CL Brg. Pier 1	125865.51	2.96	358.67	358.67
H	125875.51	2.96	358.67	358.69
I	125885.51	2.96	358.67	358.70
J	125895.51	2.96	358.67	358.71
K	125905.51	2.96	358.67	358.72
L	125915.51	2.96	358.67	358.71
M	125925.51	2.96	358.67	358.70
N	125935.51	2.96	358.67	358.68
CL Brg. Pier 2	125941.51	2.96	358.67	358.67
O	125951.51	2.96	358.67	358.68
P	125961.51	2.96	358.67	358.70
Q	125971.51	2.96	358.67	358.71
R	125981.51	2.96	358.67	358.70
S	125991.51	2.96	358.67	358.69
CL Brg. W. Abut.	126002.51	2.96	358.67	358.67
Bk. W. Abut.	126004.64	2.96	358.67	358.67

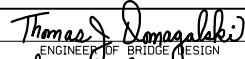

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	125802.39	8.88	358.58	358.58
CL Brg. E. Abut.	125804.51	8.88	358.58	358.58
C	125814.51	8.88	358.58	358.60
D	125824.51	8.88	358.58	358.61
E	125834.51	8.88	358.58	358.62
F	125844.51	8.88	358.58	358.60
G	125854.51	8.88	358.58	358.59
CL Brg. Pier 1	125865.51	8.88	358.58	358.58
H	125875.51	8.88	358.58	358.59
I	125885.51	8.88	358.58	358.61
J	125895.51	8.88	358.58	358.62
K	125905.51	8.88	358.58	358.62
L	125915.51	8.88	358.58	358.61
M	125925.51	8.88	358.58	358.60
N	125935.51	8.88	358.58	358.59
CL Brg. Pier 2	125941.51	8.88	358.58	358.58
O	125951.51	8.88	358.58	358.59
P	125961.51	8.88	358.58	358.60
Q	125971.51	8.88	358.58	358.61
R	125981.51	8.88	358.58	358.61
S	125991.51	8.88	358.58	358.60
CL Brg. W. Abut.	126002.51	8.88	358.58	358.58
Bk. W. Abut.	126004.64	8.88	358.58	358.58

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	125802.39	14.79	358.47	358.47
CL Brg. E. Abut.	125804.51	14.79	358.47	358.47
C	125814.51	14.79	358.47	358.49
D	125824.51	14.79	358.47	358.50
E	125834.51	14.79	358.47	358.51
F	125844.51	14.79	358.47	358.50
G	125854.51	14.79	358.47	358.49
CL Brg. Pier 1	125865.51	14.79	358.47	358.47
H	125875.51	14.79	358.47	358.49
I	125885.51	14.79	358.47	358.50
J	125895.51	14.79	358.47	358.51
K	125905.51	14.79	358.47	358.52
L	125915.51	14.79	358.47	358.51
M	125925.51	14.79	358.47	358.50
N	125935.51	14.79	358.47	358.48
CL Brg. Pier 2	125941.51	14.79	358.47	358.47
O	125951.51	14.79	358.47	358.48
P	125961.51	14.79	358.47	358.50
Q	125971.51	14.79	358.47	358.51
R	125981.51	14.79	358.47	358.50
S	125991.51	14.79	358.47	358.49
CL Brg. W. Abut.	126002.51	14.79	358.47	358.47
Bk. W. Abut.	126004.64	14.79	358.47	358.47

DESIGNED - Nicholas R. Barnett
 CHECKED - Michael D. Rolape
 DRAWN - h.t. duong
 CHECKED - NRB/MDR

EXAMINED
 PASSED

 ENGINEER OF BRIDGE DESIGN

 ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 20, 2012
 REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 076-0031**

SHEET NO. 7 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	24
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78168	

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	125773.22	-16.00	358.45
A	125783.22	-16.00	358.45
B	125793.22	-16.00	358.45
West end of E. Appr. Slab	125803.22	-16.00	358.45

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	125773.22	-12.00	358.53
A	125783.22	-12.00	358.53
B	125793.22	-12.00	358.53
West end of E. Appr. Slab	125803.22	-12.00	358.53

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	125773.22	-0.50	358.71
A	125783.22	-0.50	358.71
B	125793.22	-0.50	358.71
West end of E. Appr. Slab	125803.22	-0.50	358.71

☉ ROADWAY & PROFILE GRADE

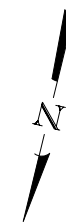
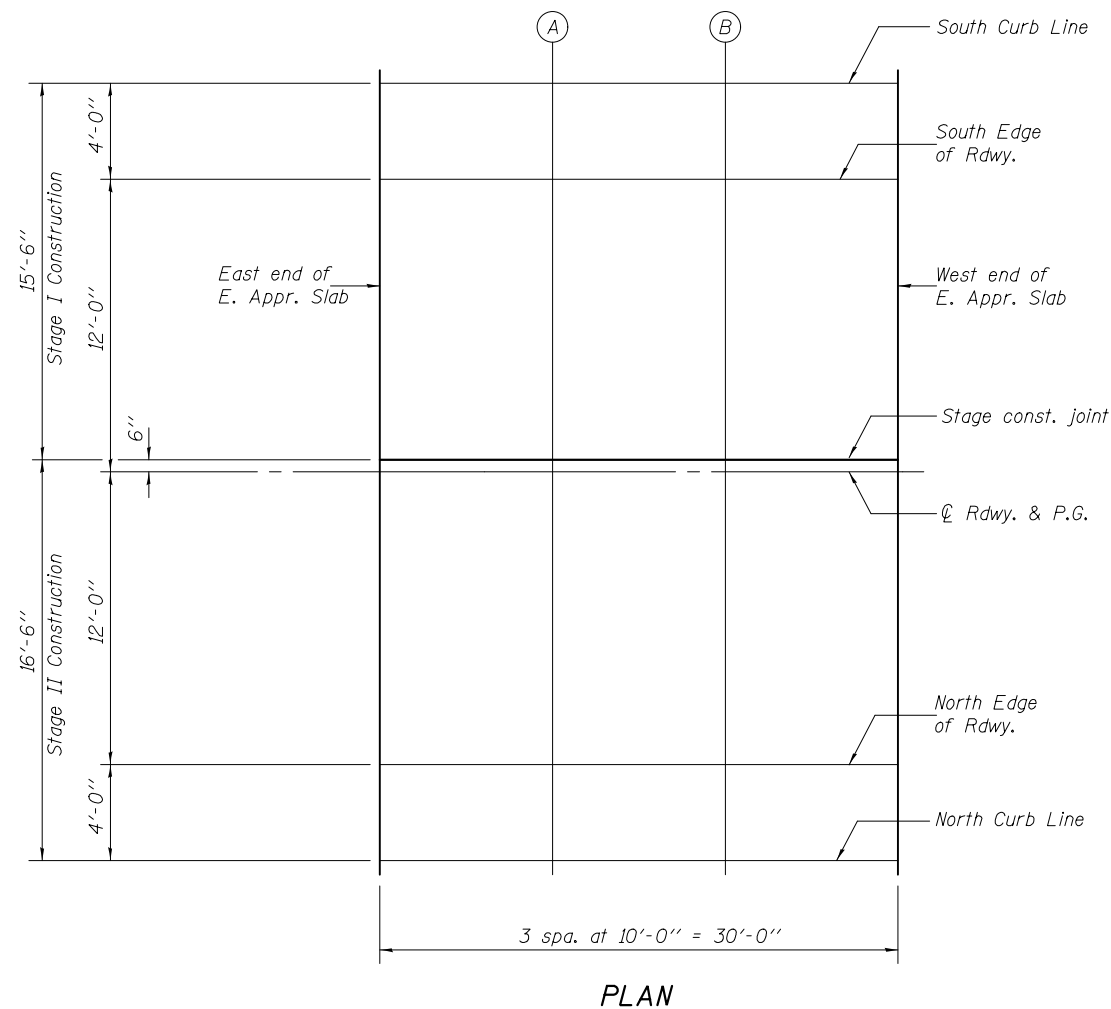
Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	125773.22	0.00	358.72
A	125783.22	0.00	358.72
B	125793.22	0.00	358.72
West end of E. Appr. Slab	125803.22	0.00	358.72

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	125773.22	12.00	358.53
A	125783.22	12.00	358.53
B	125793.22	12.00	358.53
West end of E. Appr. Slab	125803.22	12.00	358.53

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
East end of E. Appr. Slab	125773.22	16.00	358.45
A	125783.22	16.00	358.45
B	125793.22	16.00	358.45
West end of E. Appr. Slab	125803.22	16.00	358.45



DESIGNED - Nicholas R. Barnett
 CHECKED - Michael D. Rolape
 DRAWN - h.t. duong
 CHECKED - NRB/MDR

EXAMINED *Thomas J. Domagalaki*
 ENGINEER OF BRIDGE DESIGN
 PASSED *Carl P. Long*
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 20, 2012
 REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 076-0031**

SHEET NO. 8 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	25
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	126003.81	-16.00	358.45
T	126013.81	-16.00	358.45
U	126023.81	-16.00	358.45
West end of W. Appr. Slab	126033.81	-16.00	358.45

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	126003.81	-12.00	358.53
T	126013.81	-12.00	358.53
U	126023.81	-12.00	358.53
West end of W. Appr. Slab	126033.81	-12.00	358.53

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	126003.81	-0.50	358.71
T	126013.81	-0.50	358.71
U	126023.81	-0.50	358.71
West end of W. Appr. Slab	126033.81	-0.50	358.71

☉ ROADWAY & PROFILE GRADE

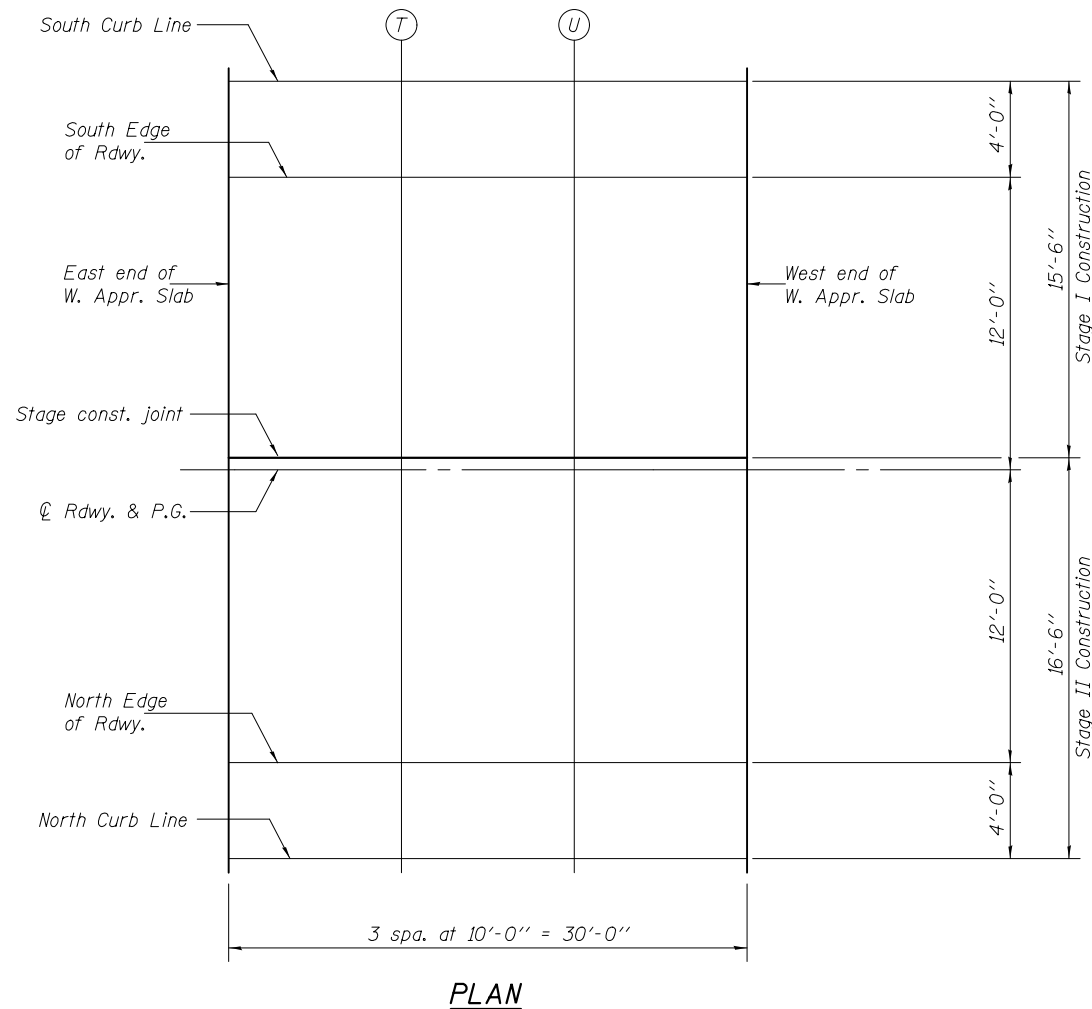
Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	126003.81	0.00	358.72
T	126013.81	0.00	358.72
U	126023.81	0.00	358.72
West end of W. Appr. Slab	126033.81	0.00	358.72

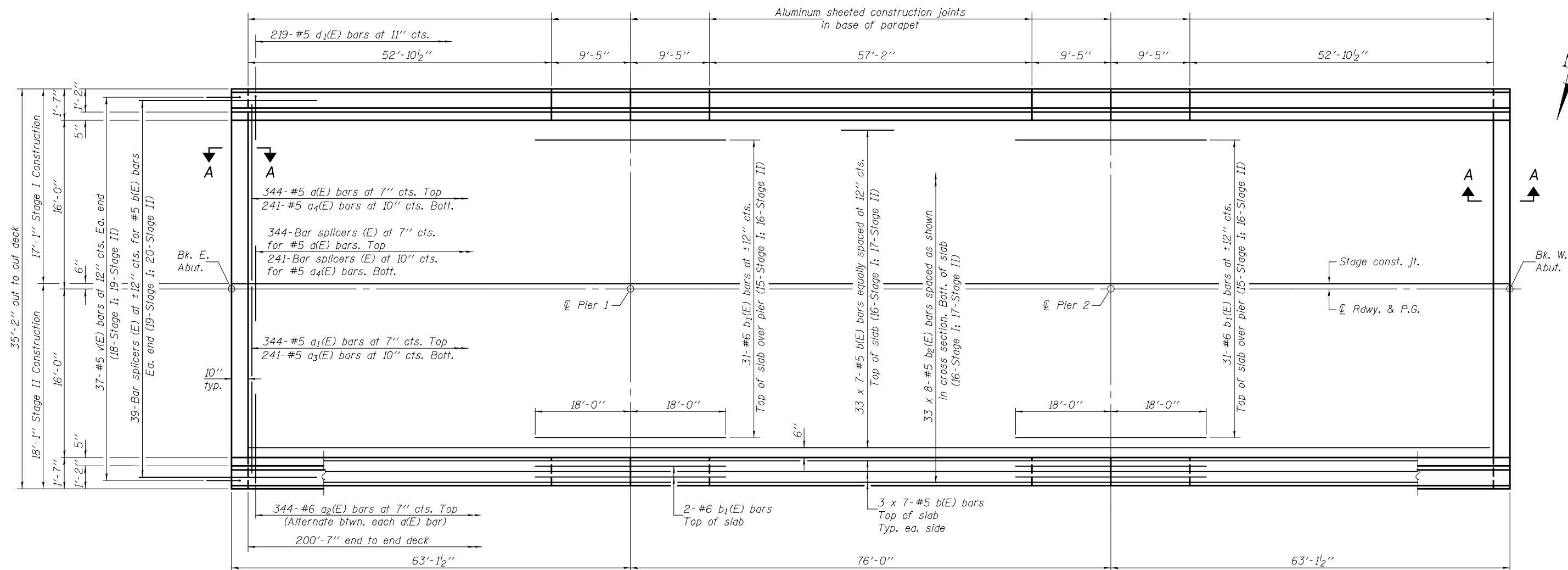
NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	126003.81	12.00	358.53
T	126013.81	12.00	358.53
U	126023.81	12.00	358.53
West end of W. Appr. Slab	126033.81	12.00	358.53

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
East end of W. Appr. Slab	126003.81	16.00	358.45
T	126013.81	16.00	358.45
U	126023.81	16.00	358.45
West end of W. Appr. Slab	126033.81	16.00	358.45

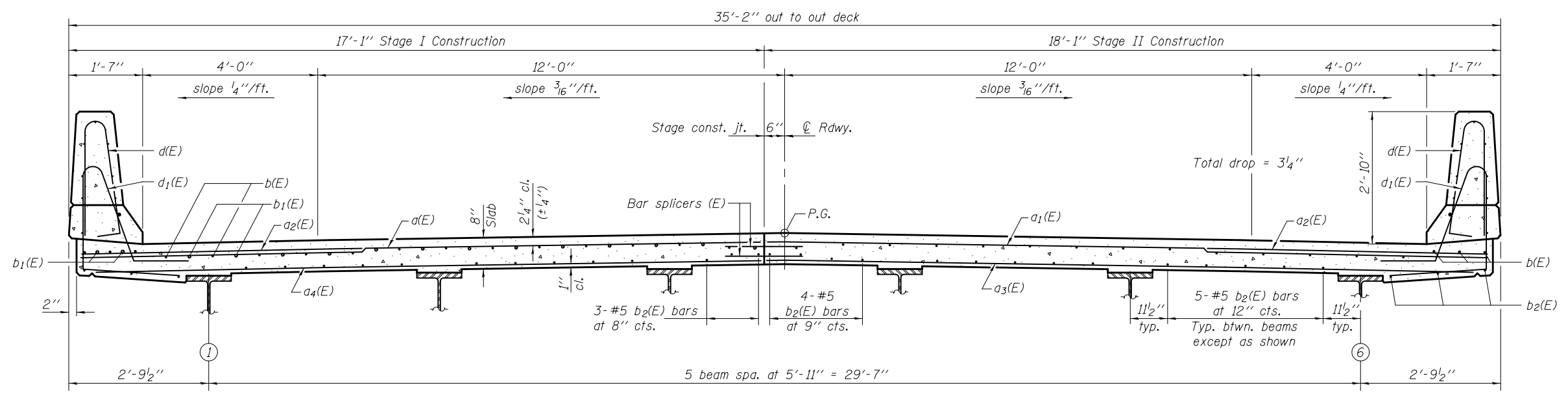




PLAN

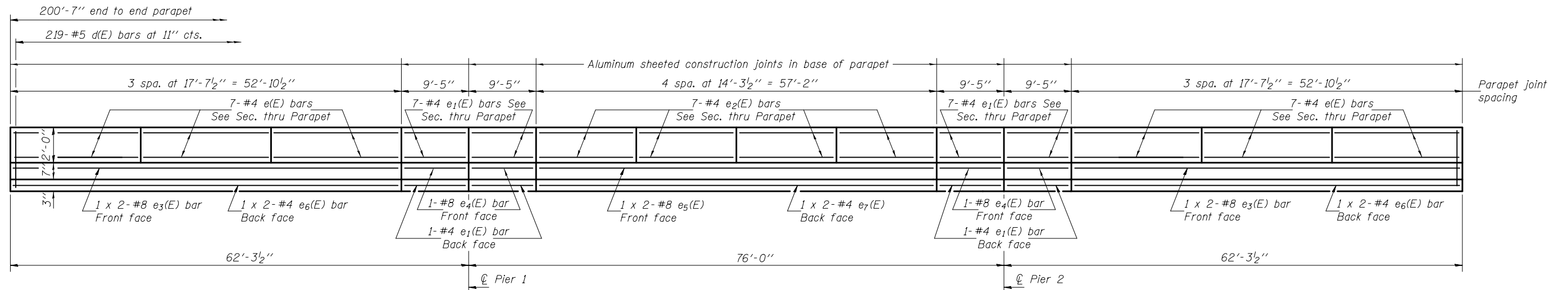
MIN. BAR LAP
 #5 bar = 3'-3"

Notes:
 See sheet 11 of 25 for superstructure details and Bill of Material.
 Bars indicated thus 33 x 7-#5 etc. indicates 33 lines of bars with 7 lengths per line.
 See sheet 11 of 25 for parapet reinforcement.
 See sheet 12 of 25 for Section A-A.

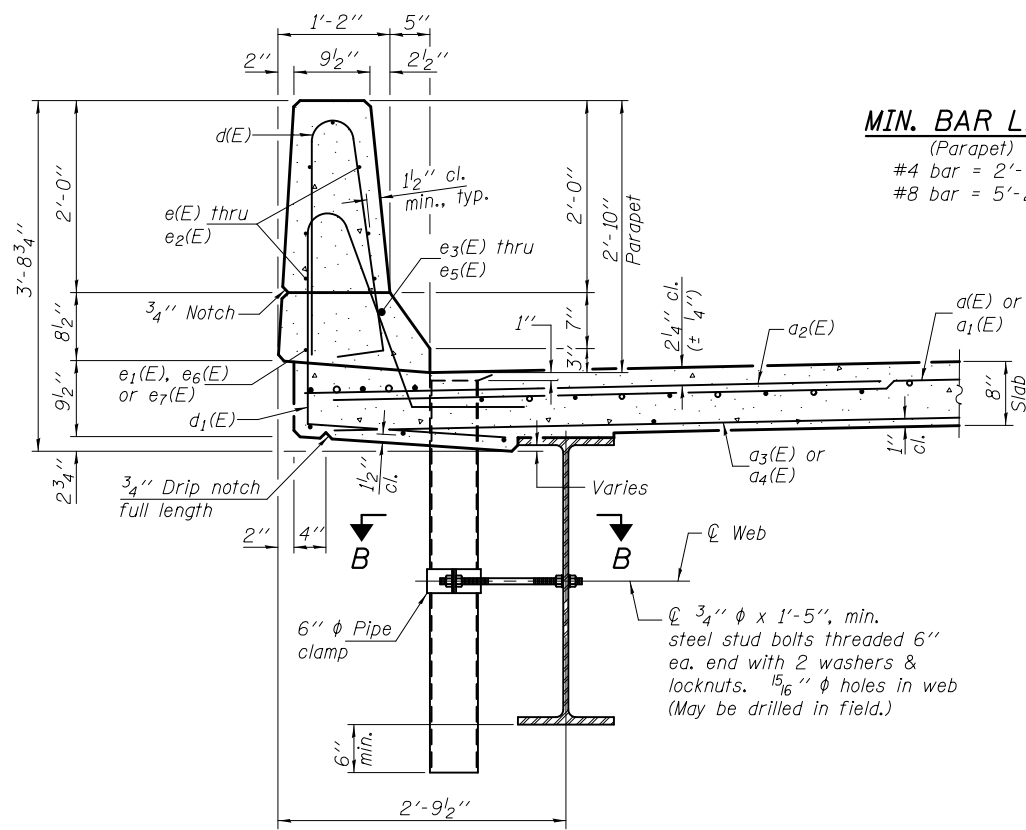


CROSS SECTION
 (Looking west)

DESIGNED - Nicholas R. Barnett	EXAMINED - <i>Thomas Domagalak</i> ENGINEER OF BRIDGE DESIGN	DATE - MARCH 20, 2012	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 076-0031	F.A.P. RTE. 885	SECTION 6B-2	COUNTY POPE	TOTAL SHEETS 51	SHEET NO. 27	
CHECKED - Michael D. Rolape	PASSED - <i>Carl P. King</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 78168					
DRAWN - h.t. duong		REVISED			ILLINOIS FED. AID PROJECT					
CHECKED - NRB/MDR					SHEET NO. 10 OF 25 SHEETS					

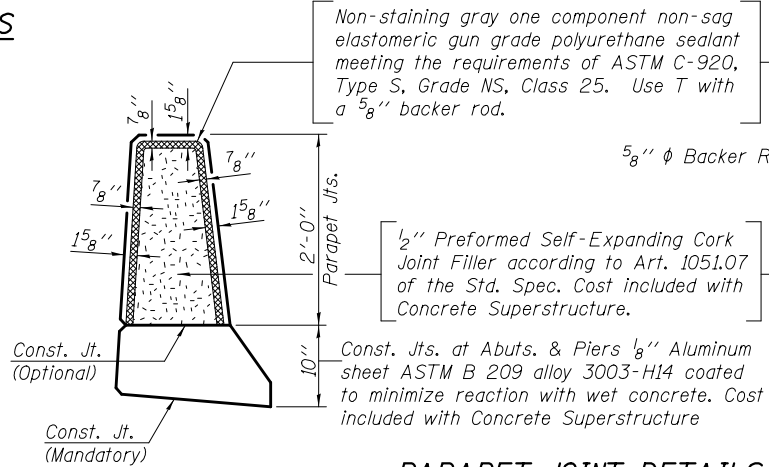


INSIDE ELEVATION OF SOUTH PARAPET
(Looking south - North parapet similar)



SECTION THRU PARAPET

MIN. BAR LAPS
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



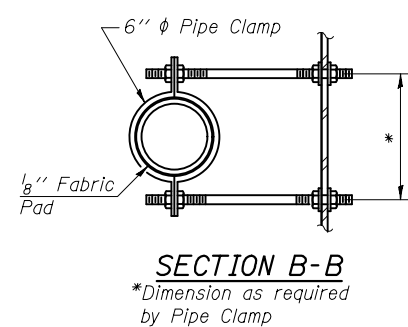
PARAPET JOINT DETAILS

Notes:
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.
Floor drains need not be painted.

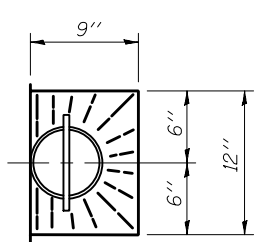
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	344	#5	16'-7"	—
a1(E)	344	#5	17'-7"	—
a2(E)	688	#6	6'-6"	—
a3(E)	241	#5	16'-9"	—
a4(E)	241	#5	15'-9"	—
b(E)	273	#5	31'-5"	—
b1(E)	70	#6	36'-0"	—
b2(E)	264	#5	27'-11"	—
d(E)	438	#5	5'-7"	⌋
d1(E)	438	#5	7'-6"	⌋
e(E)	84	#4	17'-3"	—
e1(E)	64	#4	9'-1"	—
e2(E)	56	#4	13'-11"	—
e3(E)	8	#8	28'-11"	—
e4(E)	8	#8	9'-1"	—
e5(E)	4	#8	31'-0"	—
e6(E)	8	#4	27'-4"	—
e7(E)	4	#4	29'-5"	—
m(E)	16	#6	16'-7"	—
m1(E)	12	#6	7'-6"	—
m2(E)	8	#6	9'-9"	—
m3(E)	4	#6	8'-2"	—
m4(E)	16	#6	17'-7"	—
m5(E)	8	#6	2'-5"	—
m6(E)	20	#6	5'-9"	—
s(E)	74	#5	7'-7"	⌋
s1(E)	66	#4	8'-11"	⌋
u(E)	74	#5	3'-8"	⌋
v(E)	74	#5	3'-9"	⌋
Reinforcement Bars, Epoxy Coated			Pound	59660
Concrete Superstructure			Cu. Yds.	248.6

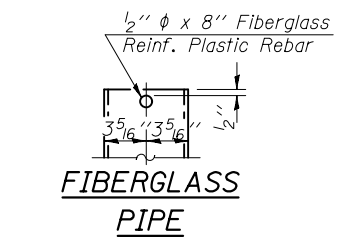
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.



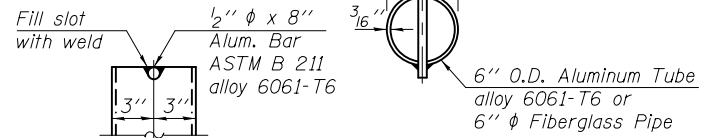
SECTION B-B
*Dimension as required by Pipe Clamp



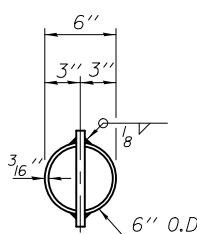
TOP PLAN



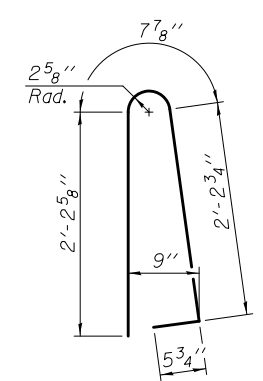
FIBERGLASS PIPE



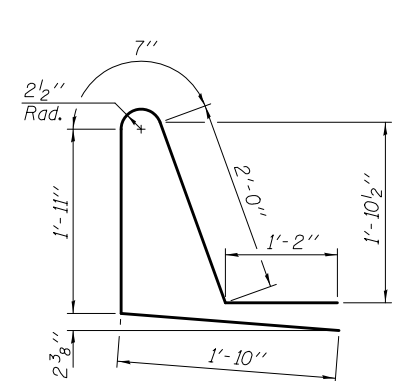
ALUMINUM TUBE



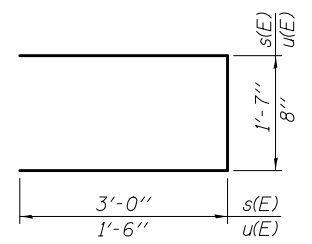
TOP PLAN
(Showing Aluminum Tube)



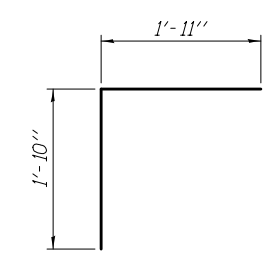
BAR d(E)



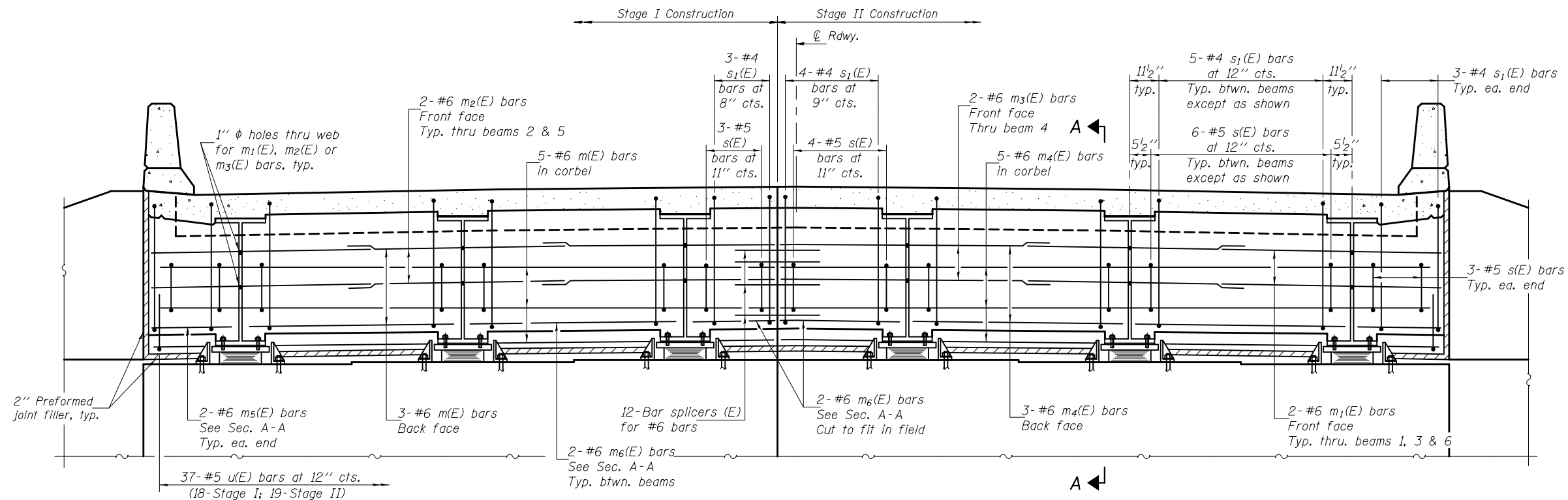
BAR d1(E)



BARS s(E) & u(E)



BAR v(E)

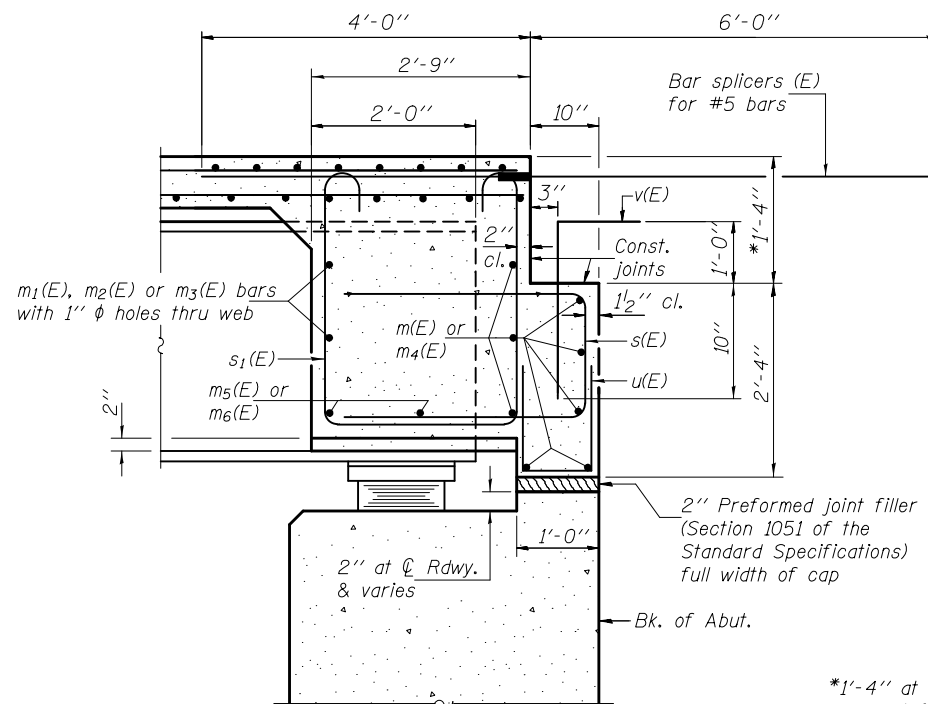


DIAPHRAGM ELEVATION AT WEST ABUT.

(Looking west - East Abut. similar)

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 25.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 25.
 For details of bars s(E), s₁(E), u(E) & v(E), see sheet 11 of 25.
 The s(E), s₁(E) & u(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 = 3'-10"



SECTION A-A

DESIGNED - Nicholas R. Barnett	EXAMINED - <i>Thomas J. Domagalaki</i> ENGINEER OF BRIDGE DESIGN	DATE - MARCH 20, 2012
CHECKED - Michael D. Rolape	PASSED - <i>Carl P. Long</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED
DRAWN - h.t. duong		REVISED
CHECKED - NRB/MDR		

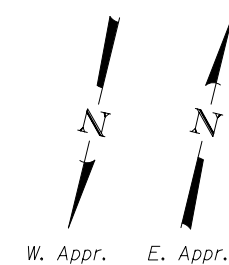
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS
 STRUCTURE NO. 076-0031**

SHEET NO. 12 OF 25 SHEETS

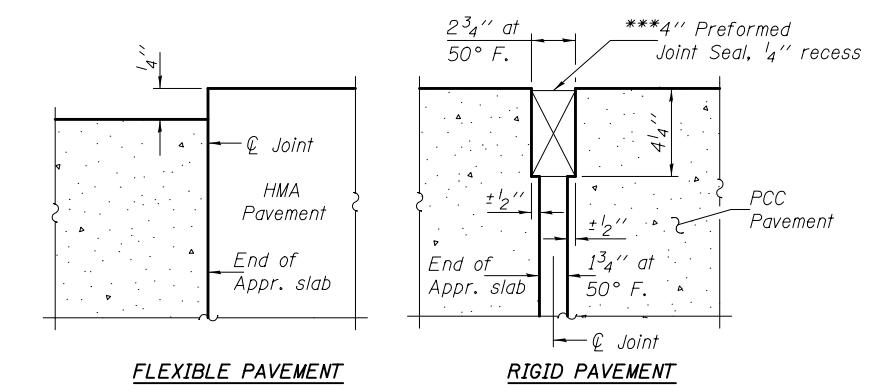
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	29
CONTRACT NO. 78168				

ILLINOIS FED. AID PROJECT

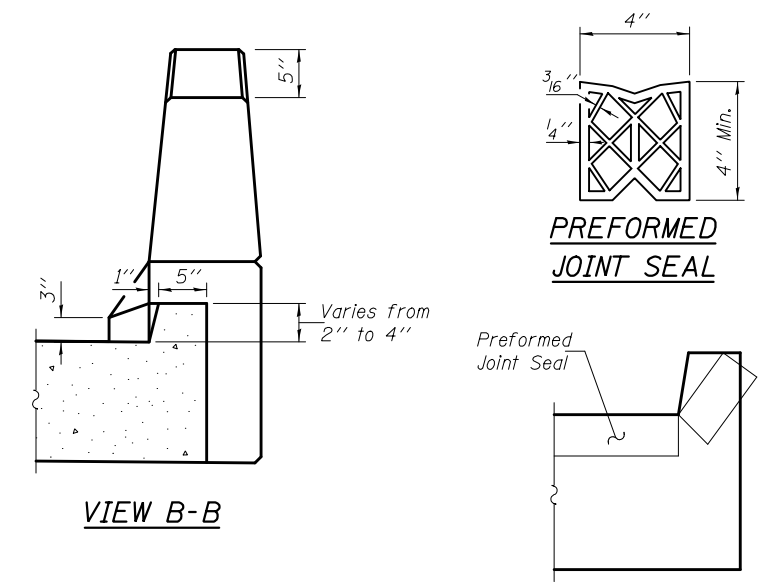


Notes: See sheet 14 of 25 for Sections C-C & D-D and View E-E.
 a_{100} (E), a_{101} (E), a_{102} (E), a_{103} (E), w_{100} (E) and w_{101} (E) bar spacings measured along \varnothing Rdwy.

***Cost included with Concrete Superstructure.



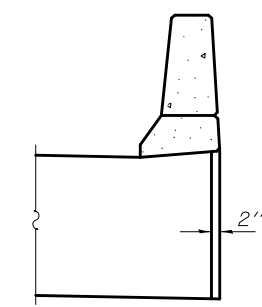
DETAIL A



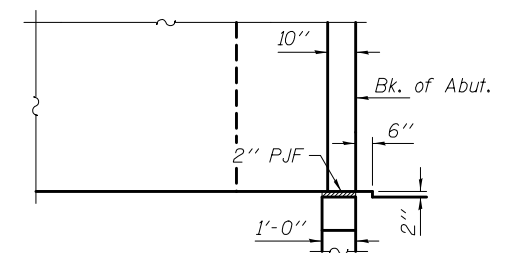
VIEW B-B

VIEW F-F

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

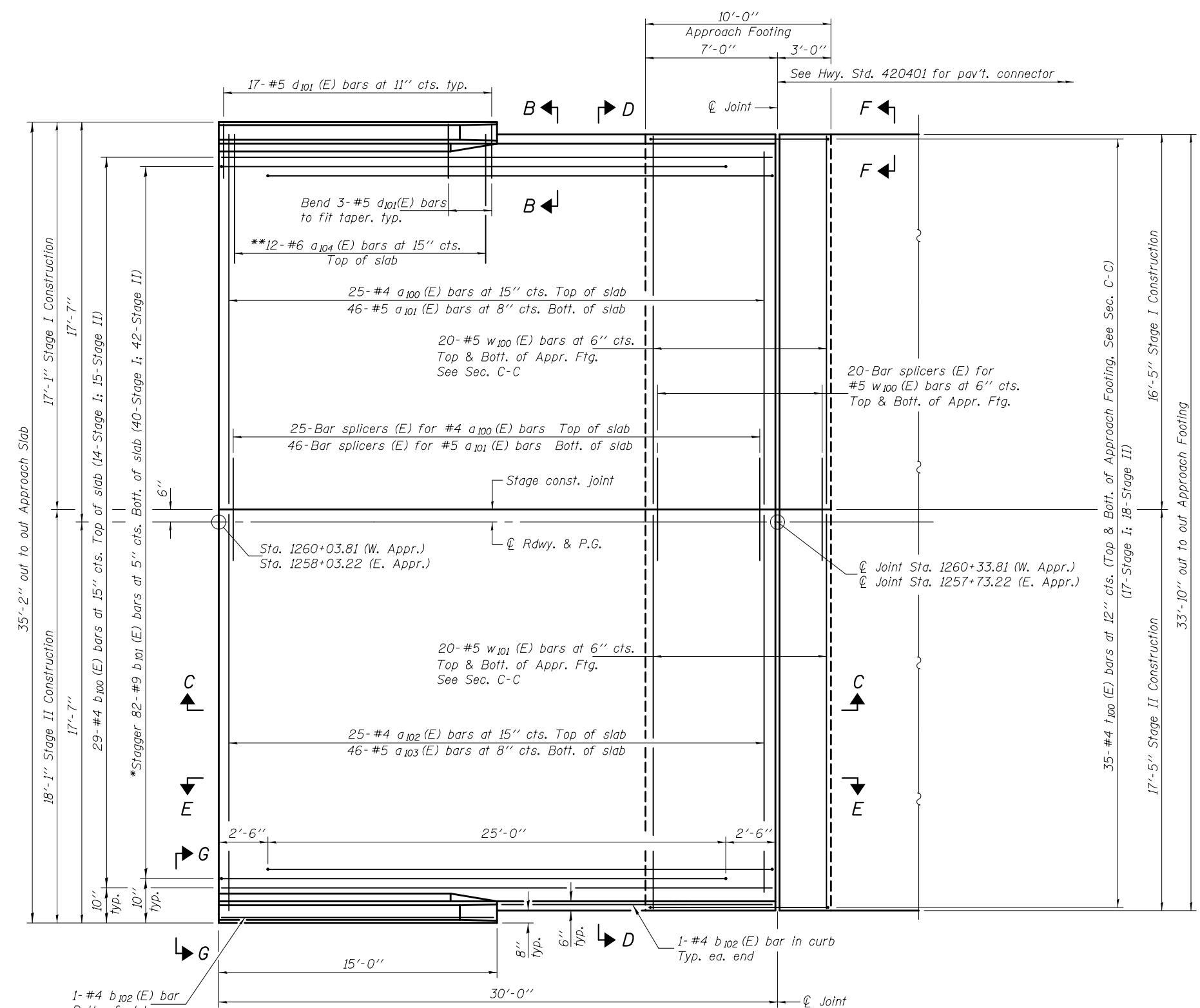


VIEW G-G



PLAN

(Parapet and approach not included)



PLAN

(West Approach shown - East Approach similar by mirror image)

*Tilt #9 b_{101} (E) bars as required to maintain clearance.
 **Spaced between a_{100} (E) & a_{102} (E) bars, typ. ea. parapet.

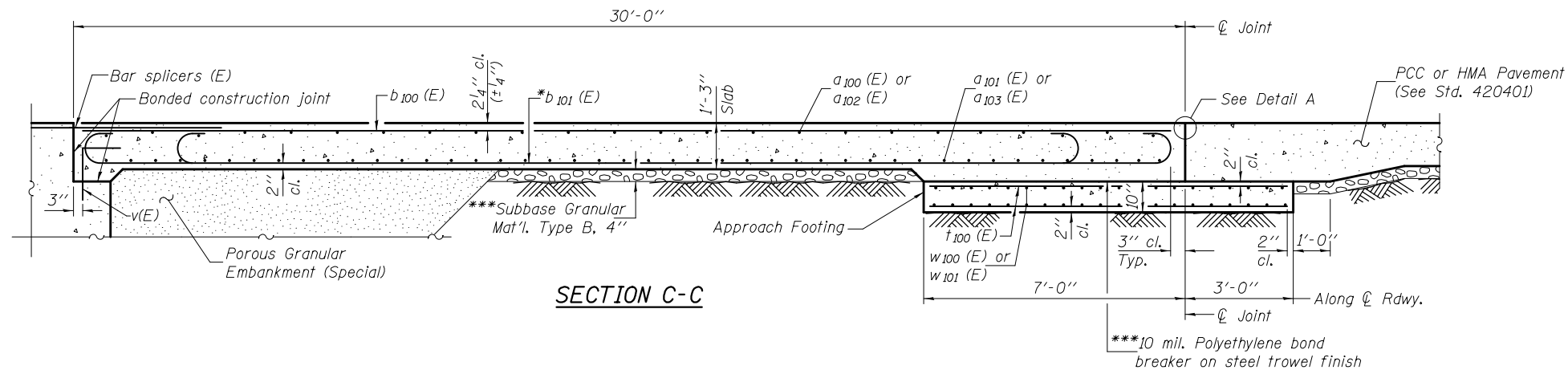
DESIGNED - Nicholas R. Barnett	EXAMINED - <i>Thomas J. Domagalaki</i> ENGINEER OF BRIDGE DESIGN	DATE - MARCH 20, 2012
CHECKED - Michael D. Rolape	PASSED - <i>Carl J. ...</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED
DRAWN - h.t. duong		REVISED
CHECKED - NRB/MDR		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

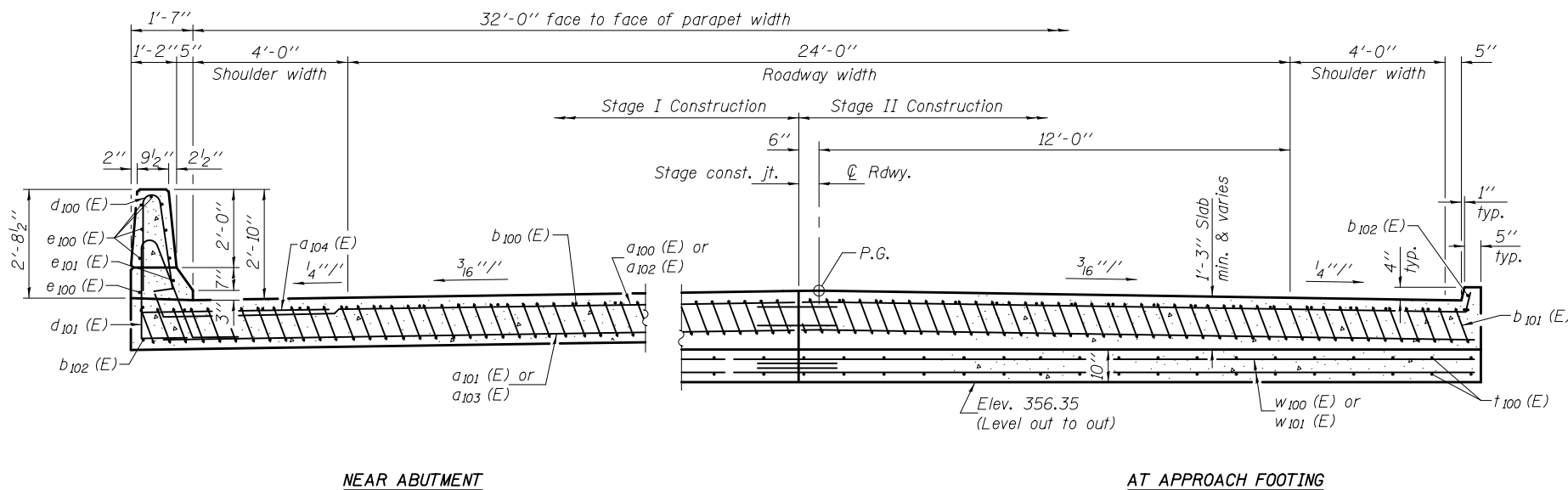
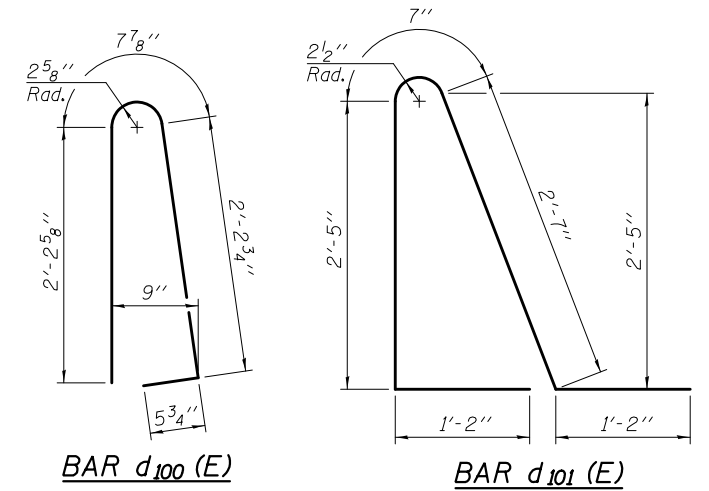
BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 076-0031

SHEET NO. 13 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	30
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				



Notes:
 See sheet 13 of 25 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 11 of 25.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 23 of 25.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 25.
 For additional parapet details, see sheet 13 of 25.

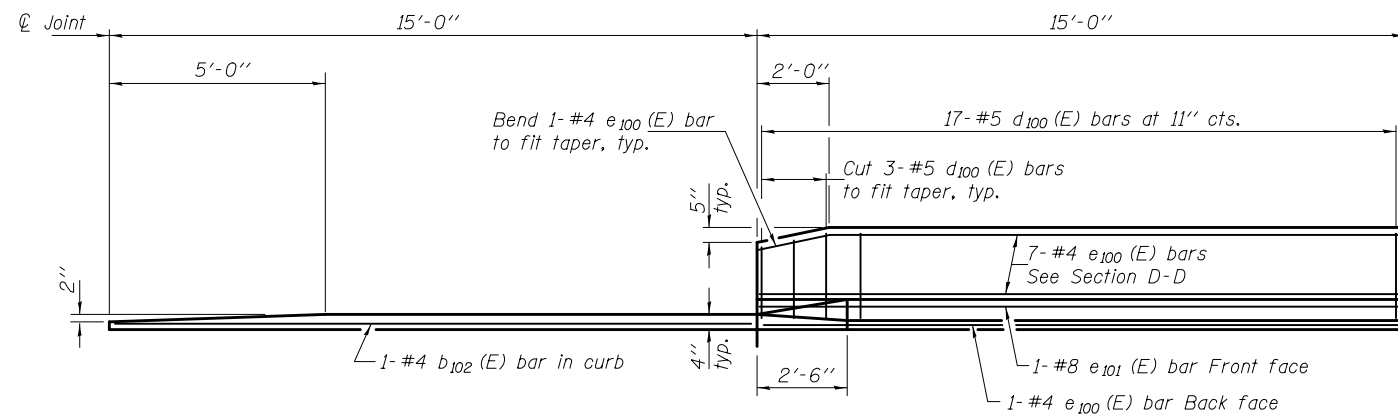


NEAR ABUTMENT

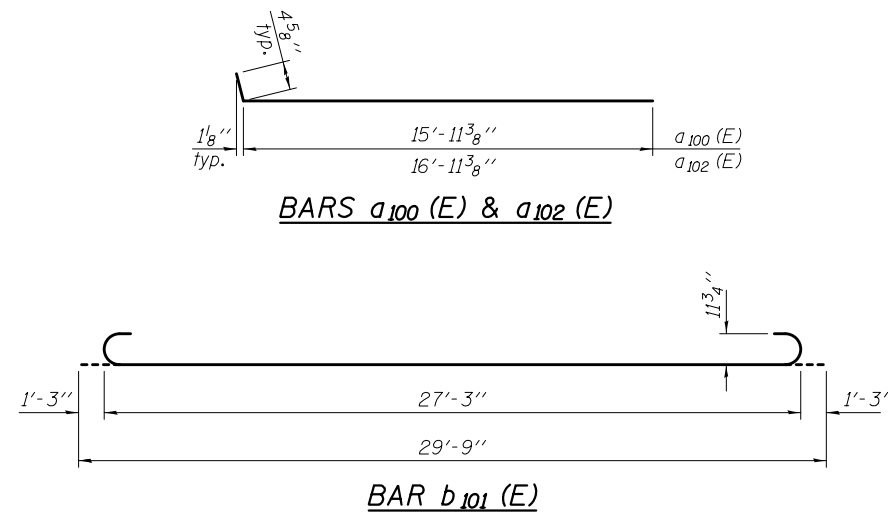
SECTION D-D

(See Plan for dimensions not shown)

AT APPROACH FOOTING



VIEW E-E



TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁₀₀ (E)	50	#4	16'-4"	┌───┐
a ₁₀₁ (E)	92	#5	16'-1"	┌───┐
a ₁₀₂ (E)	50	#4	17'-4"	┌───┐
a ₁₀₃ (E)	92	#5	17'-1"	┌───┐
a ₁₀₄ (E)	48	#6	6'-6"	┌───┐
b ₁₀₀ (E)	58	#4	29'-8"	┌───┐
b ₁₀₁ (E)	164	#9	29'-9"	┌───┐
b ₁₀₂ (E)	8	#4	14'-8"	┌───┐
d ₁₀₀ (E)	68	#5	5'-7"	┌───┐
d ₁₀₁ (E)	68	#5	7'-11"	┌───┐
e ₁₀₀ (E)	32	#4	14'-8"	┌───┐
e ₁₀₁ (E)	4	#8	14'-8"	┌───┐
t ₁₀₀ (E)	140	#4	9'-8"	┌───┐
w ₁₀₀ (E)	80	#5	16'-1"	┌───┐
w ₁₀₁ (E)	80	#5	17'-1"	┌───┐
Concrete Superstructure			Cu. Yd.	105.3
Concrete Structures			Cu. Yd.	20.9
Reinforcement Bars, Epoxy Coated			Pound	27690

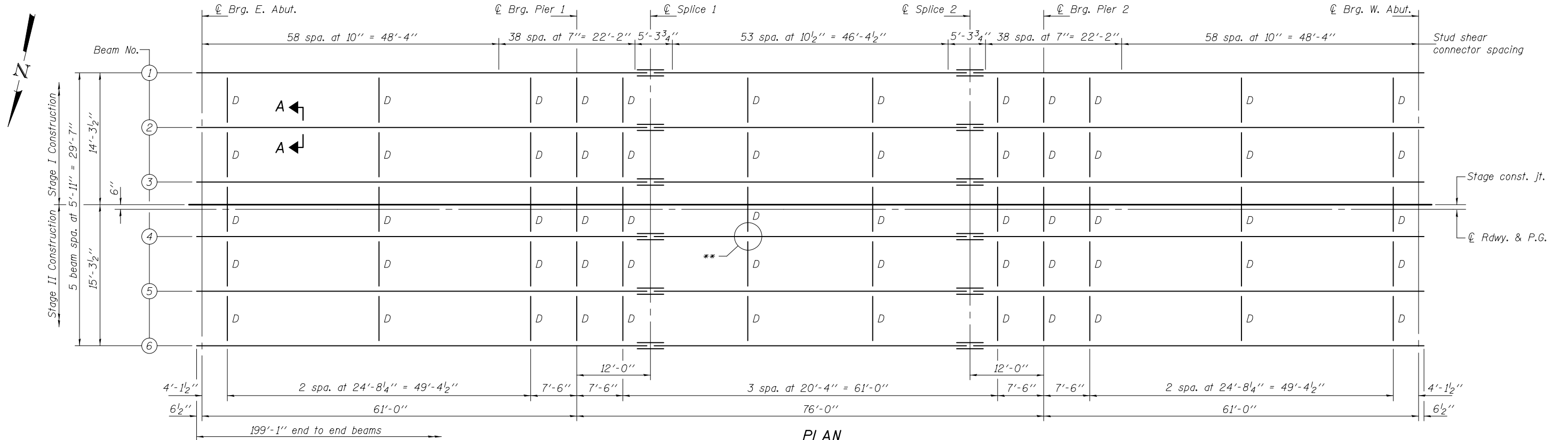
DESIGNED - Nicholas R. Barnett	EXAMINED - Thomas Domagalak	DATE - MARCH 20, 2012
CHECKED - Michael D. Rolape	PASSED - Michael D. Rolape	REVISOR
DRAWN - h.t. duong	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR
CHECKED - NRB/MDR		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 076-0031

SHEET NO. 14 OF 25 SHEETS

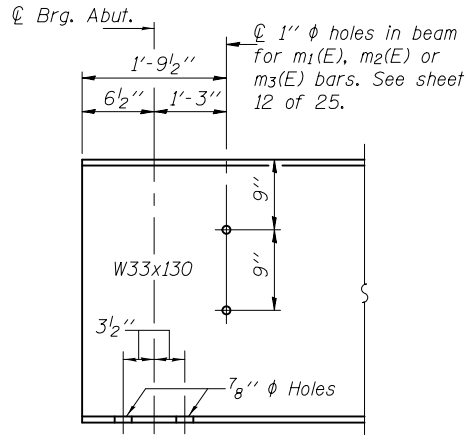
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	31
CONTRACT NO. 78168			ILLINOIS FED. AID PROJECT	



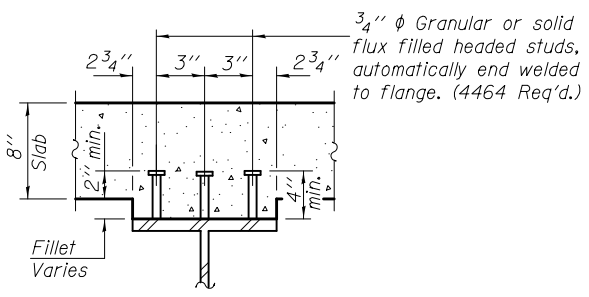
PLAN

All beams are W33x130, AASHTO M270 Grade 50W (NTR).

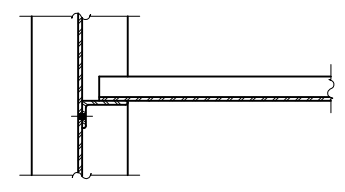
**Use 1 3/16" x 1 7/8" vertical slotted hole in angle L 6 x 4 x 1/2 at south side of Beam 4 only except at pier. Provide 5/16" plate washers for slotted holes. The bolts for slotted holes in angle at Beam 4 shall only be finger tightened prior to deck pour for Stage II Construction. The bolts shall be fully tightened after completion of the deck pour for Stage II Construction. Slots shall be positioned such that bolts will start at top end under no concrete load and finish near bottom end under deck load.



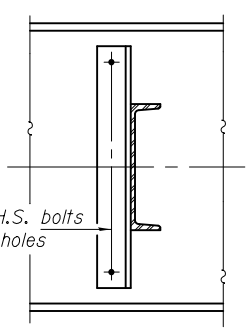
TYP. END OF BEAM ELEVATION



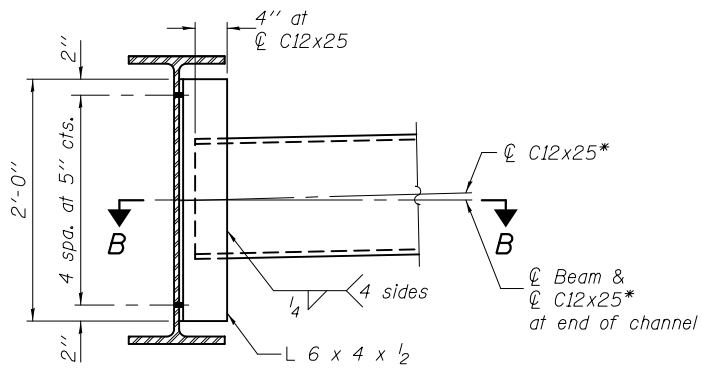
SECTION A-A



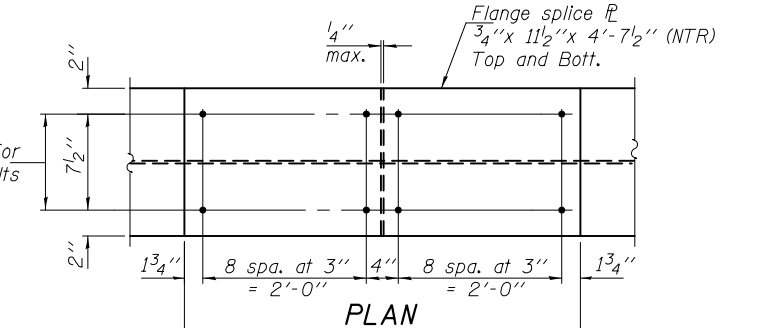
SECTION B-B



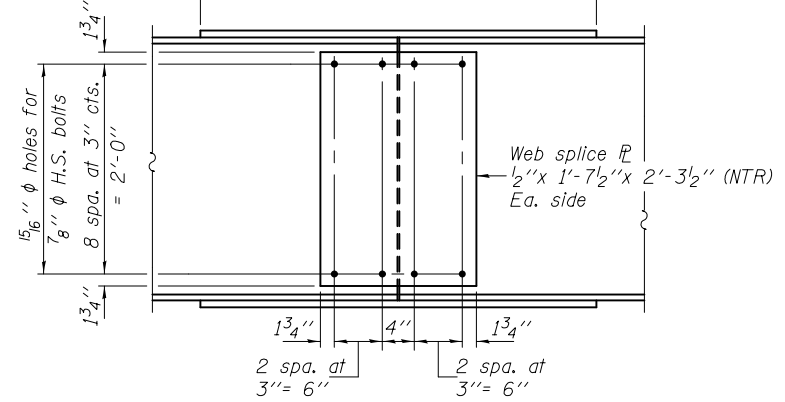
DIAPHRAGM D
(60 Required)



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



PLAN



ELEVATION

SPLICE DETAIL
(12 Required)

Notes: Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
Two hardened washers required for each set of oversized holes.
All structural steel shall be AASHTO M 270 Grade 50W.

DESIGNED - Nicholas R. Barnett	EXAMINED - <i>Thomas J. Domagalicki</i> ENGINEER OF BRIDGE DESIGN	DATE - MARCH 20, 2012	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL STRUCTURE NO. 076-0031	F.A.P. RTE. 885	SECTION 6B-2	COUNTY POPE	TOTAL SHEETS 51	SHEET NO. 32	
CHECKED - Michael D. Rolape	PASSED - <i>Carl P. Long</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 78168					
DRAWN - h.t. duong		REVISED			ILLINOIS FED. AID PROJECT					
CHECKED - NRB/MDR					SHEET NO. 15 OF 25 SHEETS					

INTERIOR BEAM MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	0.5 Sp. 2	Piers
I_s	(in ⁴)	6710	6710	6710
$I_c(n)$	(in ⁴)	17608	17608	17608
$I_c(3n)$	(in ⁴)	12839	12839	12839
$I_c(cr)$	(in ⁴)	—	—	8936
S_s	(in ³)	406	406	406
$S_c(n)$	(in ³)	594	594	1474
$S_c(3n)$	(in ³)	535	535	730
$S_c(cr)$	(in ³)	—	—	648
DC1	(k/')	0.754	0.754	0.754
M _{DC1}	('k)	193.2	185.5	358.7
DC2	(k/')	0.150	0.150	0.150
M _{DC2}	('k)	38.4	36.9	71.4
DW	(k/')	0.296	0.296	0.296
M _{DW}	('k)	75.8	72.9	140.8
M _{ℓ + IM}	('k)	588.1	572.1	595.3
M _u (Strength I)	('k)	1432.5	1388.9	1790.5
φ _r M _n	('k)	3008.0	3008.0	—
f _s DC1	(ksi)	5.7	5.5	10.6
f _s DC2	(ksi)	0.9	0.8	1.3
f _s DW	(ksi)	1.7	1.6	2.6
f _s (ℓ + IM)	(ksi)	11.9	11.6	11.0
f _s (Service II)	(ksi)	23.7	23.0	28.8
0.95R _n F _{yr}	(ksi)	47.5	47.5	47.5
f _s (Total)(Strength I)	(ksi)	—	—	38.0
φ _r F _n	(ksi)	—	—	50.0
V _r	(k)	22.7	19.4	25.7

INTERIOR BEAM REACTION TABLE			
		Abuts.	Piers
R _{DC1}	(k)	17.1	57.5
R _{DC2}	(k)	3.4	11.4
R _{DW}	(k)	6.7	22.6
R _{ℓ + IM}	(k)	63.7	96.2
R _{Total}	(k)	90.9	187.7

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 (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).

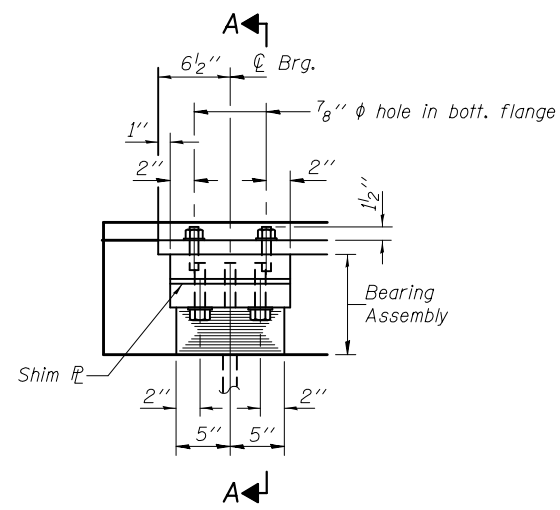
$I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in⁴ and in³).

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 + IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{ℓ + IM}
φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}
f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2} / S_{c(3n)} or M_{DC2} / S_{c(cr)} as applicable.
f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
M_{DW} / S_{c(3n)} or M_{DW} / S_{c(cr)} as applicable.
f_s (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M_{ℓ + IM} / S_{c(n)} or M_{ℓ + IM} / S_{c(cr)} as applicable.
f_s (Service II): Sum of stresses as computed below (ksi).
f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s(ℓ + IM)
0.95R_nF_{yr}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s(ℓ + IM)
φ_rF_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).
V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

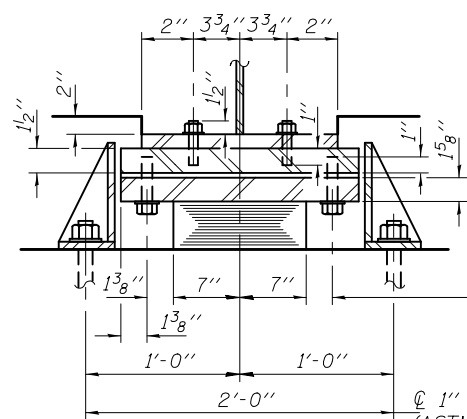
***TOP OF BEAM ELEVATIONS**

Location	℄ Brg. E. Abut.	℄ Brg. Pier 1	℄ Splice 1	℄ Splice 2	℄ Brg. Pier 2	℄ Brg. W. Abut.
Beam 1	357.76	357.71	357.70	357.70	357.71	357.76
Beam 2	357.87	357.82	357.81	357.81	357.82	357.87
Beam 3	357.96	357.91	357.90	357.90	357.91	357.96
Beam 4	357.96	357.91	357.90	357.90	357.91	357.96
Beam 5	357.87	357.82	357.81	357.81	357.82	357.87
Beam 6	357.76	357.71	357.70	357.70	357.71	357.76

*For fabrication use only.

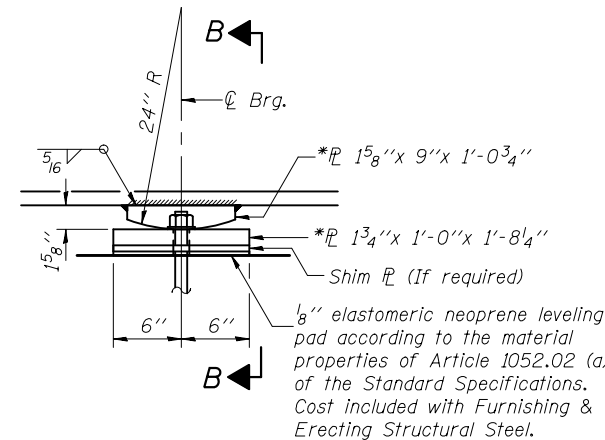


ELEVATION AT ABUTMENTS

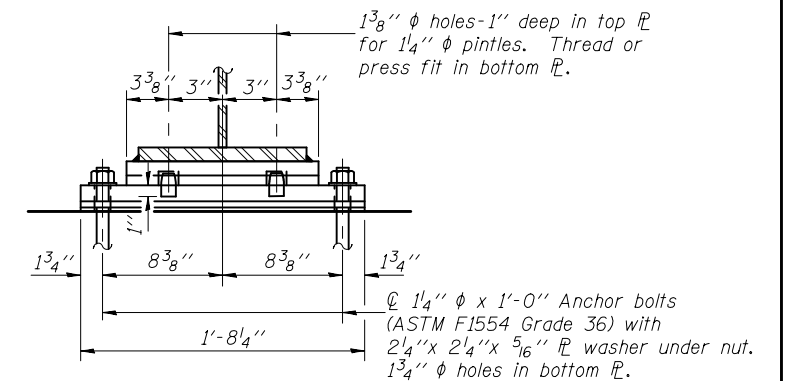


SECTION A-A

2-3/4" ϕ H.S. bolts with lock washers, typ. ea. side. (Coat bolts with anti-seize compound) Tapped holes in top PL. 7/8" ϕ holes in bearing PL.
 1" ϕ x 1'-0" Anchor bolts (ASTM F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/16" PL washer under nut.



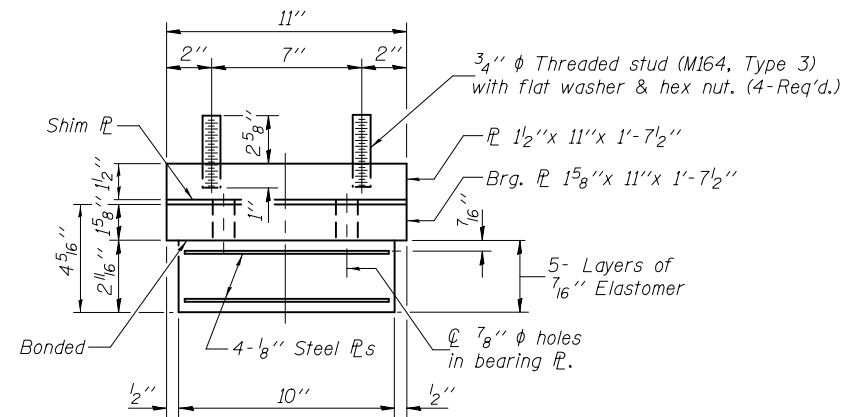
ELEVATION AT PIERS



SECTION B-B

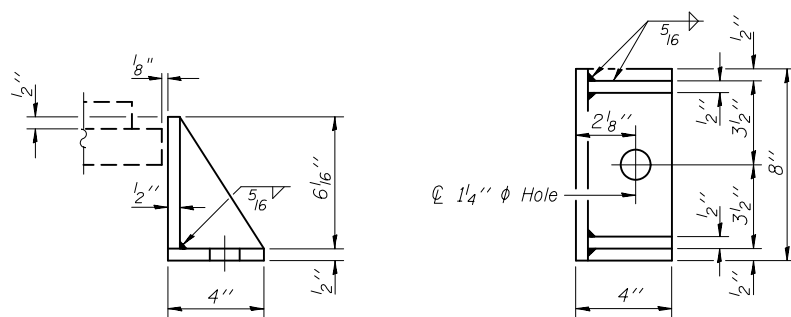
FIXED BEARING
(12 Required)

TYPE I ELASTOMERIC EXP. BRG.
(12 Required)



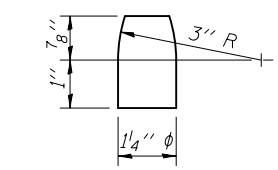
BEARING ASSEMBLY

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



SIDE RETAINER

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



***PINTLE**

*AASHTO M 270 Grade 50W.

Notes:

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

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

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

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270, Grade 50W.

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

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

Side retainers and other steel members such as shims and 1/2" plates required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Bolt engagement 1 1/4" min., 1 5/8" max., allowing up to 3/8" adjustment shims. Tap full threads in rod 1 3/4" deep. Provide 1/4" ϕ galvanizing vent hole below full thread.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts 1"	Each	24
Anchor Bolts 1 1/4"	Each	24

DESIGNED - Nicholas R. Barnett
 CHECKED - Michael D. Rolape
 DRAWN - h.t. duong
 CHECKED - NRB/MDR

EXAMINED - *Thomas J. Domagalaki*
 ENGINEER OF BRIDGE DESIGN
 PASSED - *Carl P. Long*
 ENGINEER OF BRIDGES AND STRUCTURES

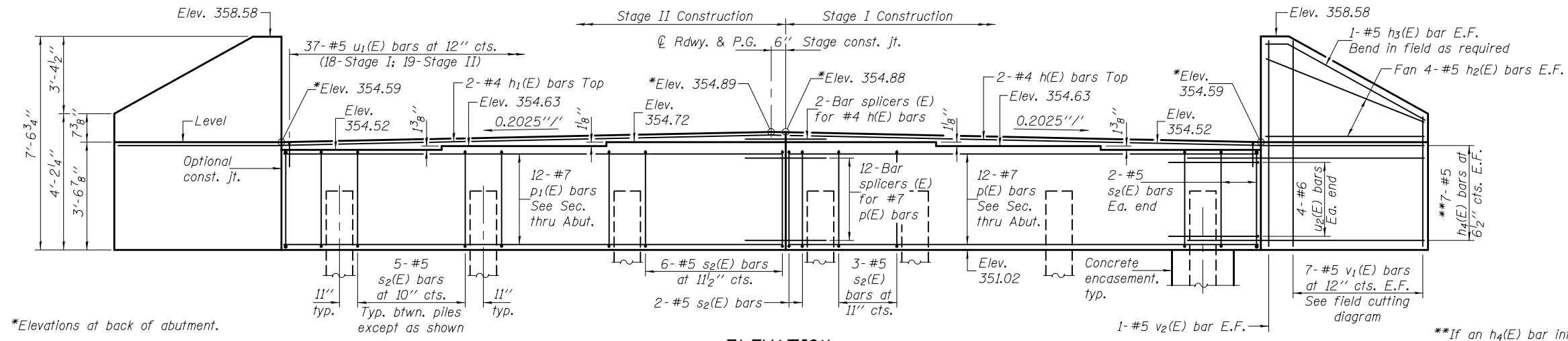
DATE - MARCH 20, 2012
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
 STRUCTURE NO. 076-0031

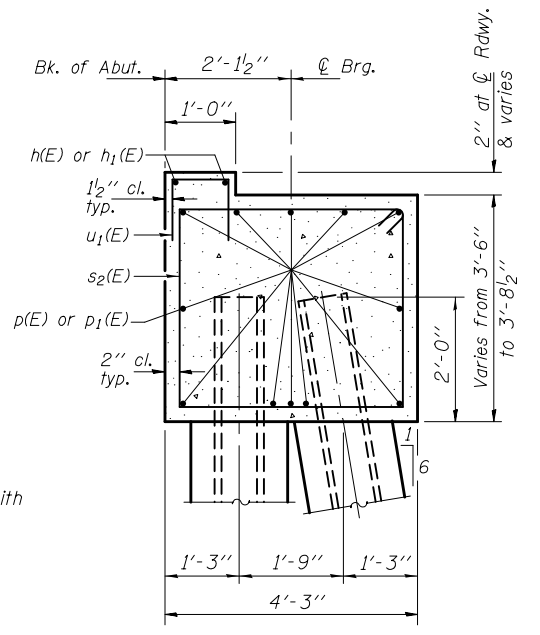
SHEET NO. 17 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	34
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

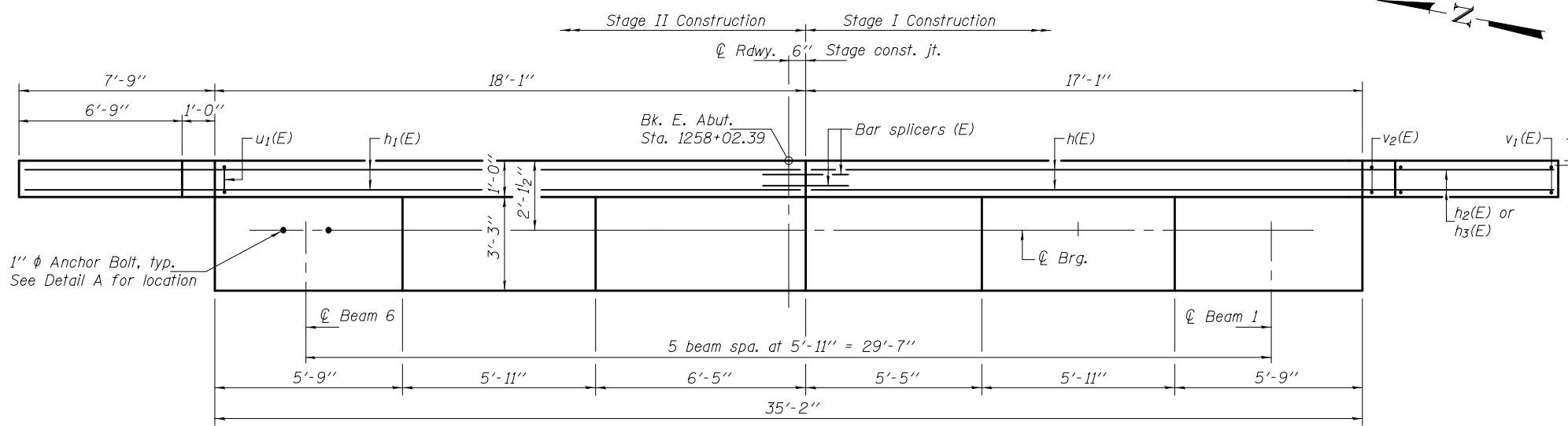


*Elevations at back of abutment.

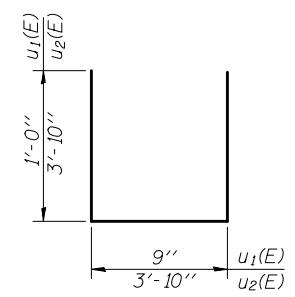
ELEVATION
(Looking east)



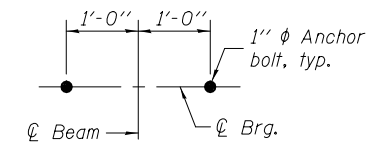
SECTION THRU ABUT.



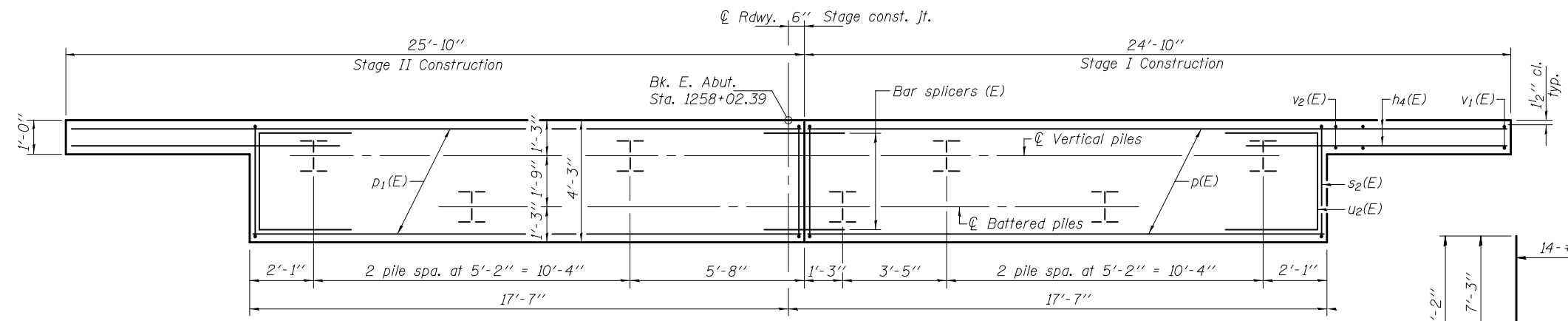
TOP PLAN



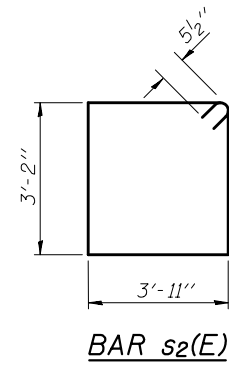
BARS $u_1(E)$ & $u_2(E)$



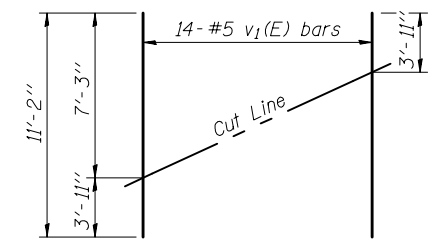
DETAIL A



PLAN - CAP



BAR $s_2(E)$



FIELD CUTTING DIAGRAM

Order $v_1(E)$ full length. Cut as shown and use remainder of bars in opposite face.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h(E)$	2	#4	24'-6"	—
$h_1(E)$	2	#4	25'-6"	—
$h_2(E)$	16	#5	7'-6"	—
$h_3(E)$	4	#5	7'-10"	—
$h_4(E)$	28	#5	9'-9"	—
$p(E)$	12	#7	16'-9"	—
$p_1(E)$	12	#7	17'-9"	—
$s_2(E)$	35	#5	15'-1"	□
$u_1(E)$	37	#5	2'-9"	—
$u_2(E)$	8	#6	11'-6"	—
$v_1(E)$	14	#5	11'-2"	—
$v_2(E)$	4	#5	7'-3"	—
Structure Excavation			Cu. Yd.	128
Concrete Structures			Cu. Yd.	23.7
Reinforcement Bars, Epoxy Coated			Pound	2340
Furnishing Steel Piles, HP12x53			Foot	189
Driving Piles			Foot	189
Concrete Encasement			Cu. Yd.	2.4
Anchor Bolts, 1" ϕ			Each	12

For details of bar splicers, see sheet 23 of 25. For details of piles and concrete encasement, see sheet 22 of 25.

PILE DATA

Type: Steel HP12x53
 Nominal Required Bearing: 419 Kips
 Factored Resistance Available: 230 Kips
 Est. Length: 27'
 No. Production Piles: 7
 No. Test Piles: 0

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

DESIGNED - Nicholas R. Barnett
 CHECKED - Michael D. Rolape
 DRAWN - h.t. duong
 CHECKED - NRB/MDR

EXAMINED
 PASSED

 ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 20, 2012
 REVISED
 REVISED

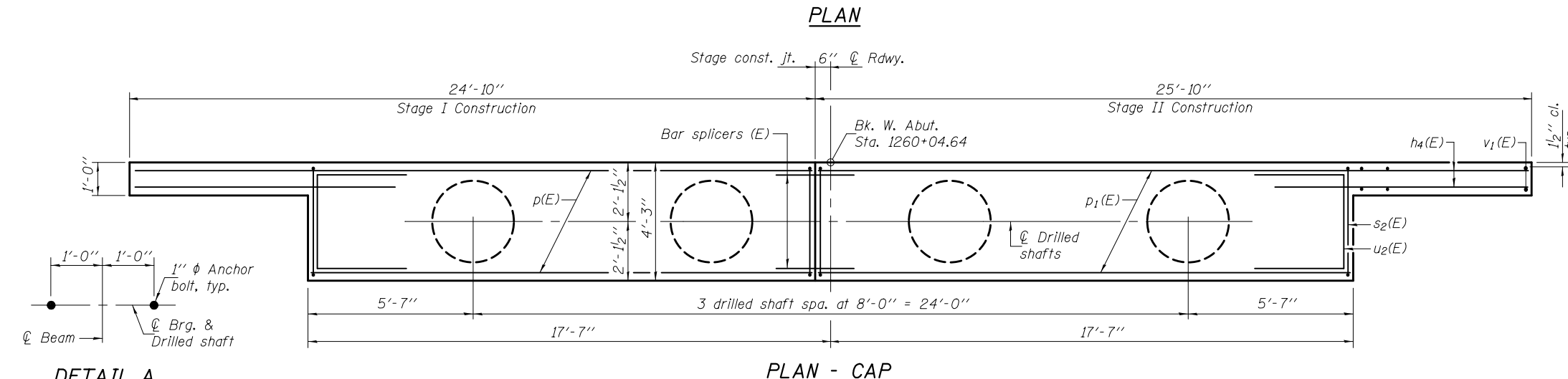
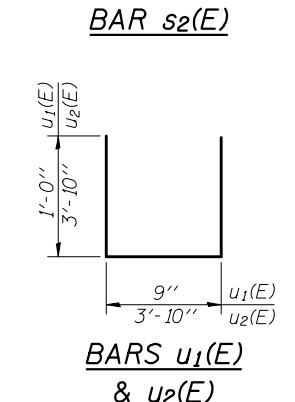
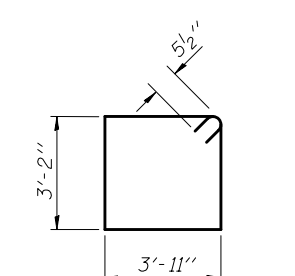
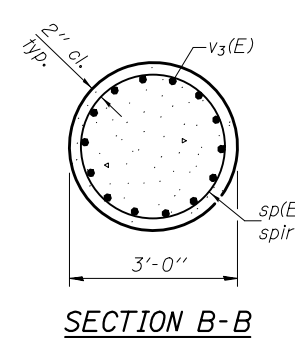
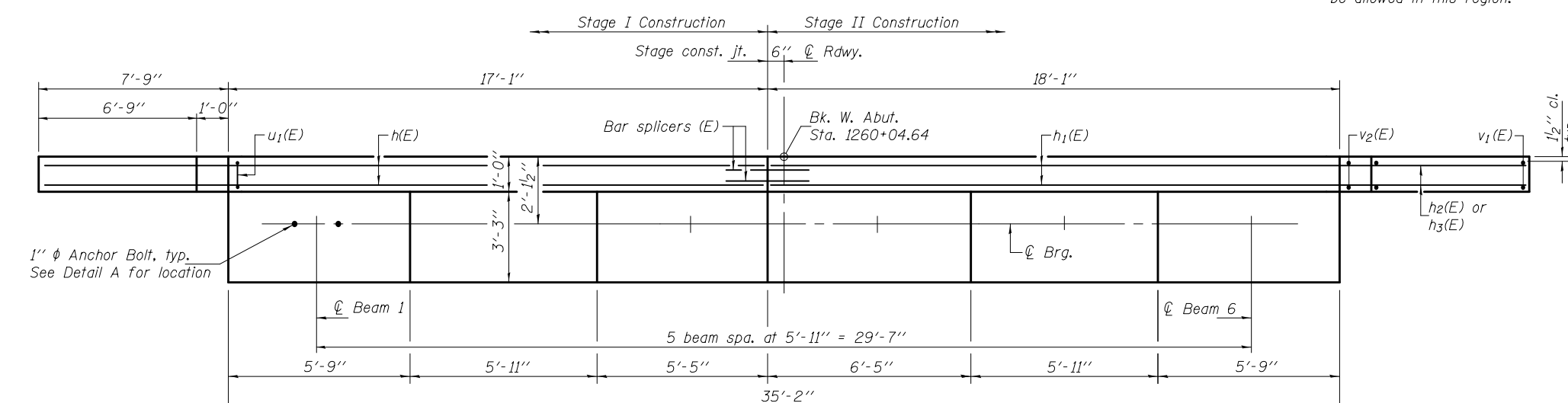
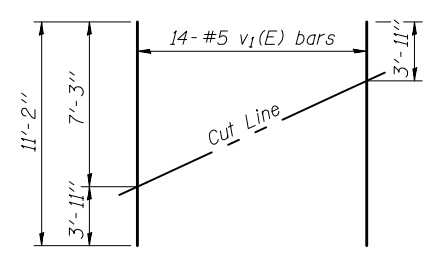
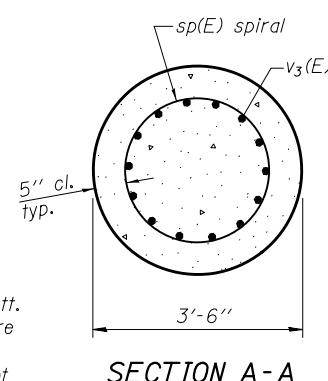
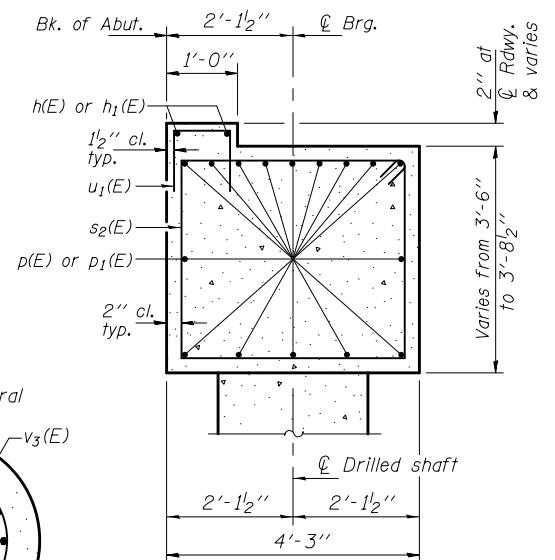
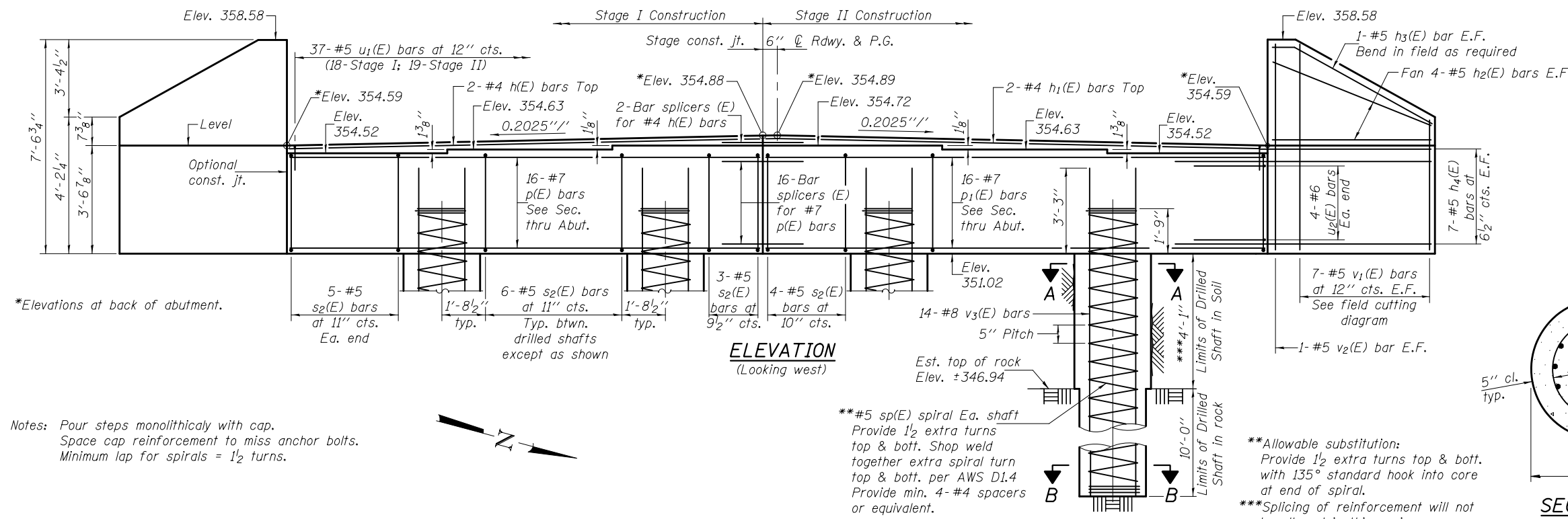
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 076-0031

SHEET NO. 18 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	35
CONTRACT NO. 78168				

ILLINOIS FED. AID PROJECT



DETAIL A

DESIGNED - Nicholas R. Barnett	EXAMINED - Thomas J. Domagalaki	DATE - MARCH 20, 2012
CHECKED - Michael D. Rolape	PASSED - Michael D. Rolape	
DRAWN - h.t. duong		
CHECKED - NRB/MDR		

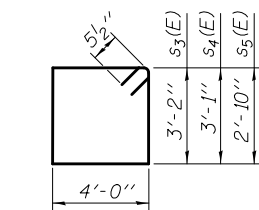
DESIGNED - Nicholas R. Barnett	EXAMINED - Thomas J. Domagalaki	DATE - MARCH 20, 2012
CHECKED - Michael D. Rolape	PASSED - Michael D. Rolape	
DRAWN - h.t. duong		
CHECKED - NRB/MDR		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

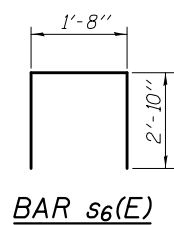
**WEST ABUTMENT
STRUCTURE NO. 076-0031**

SHEET NO. 19 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	36
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				



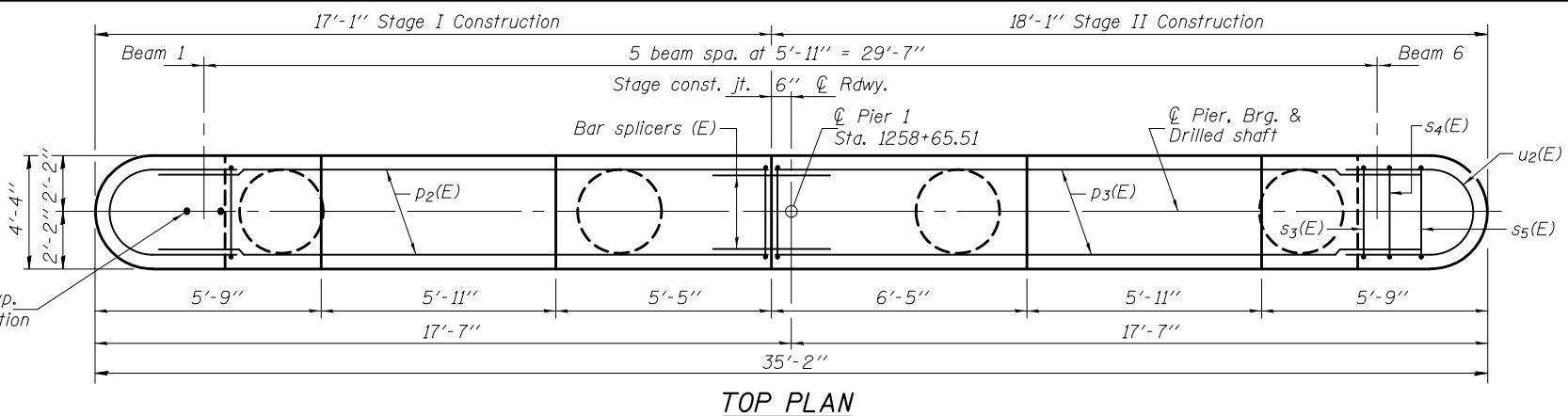
BARS s₃(E), s₄(E) & s₅(E)



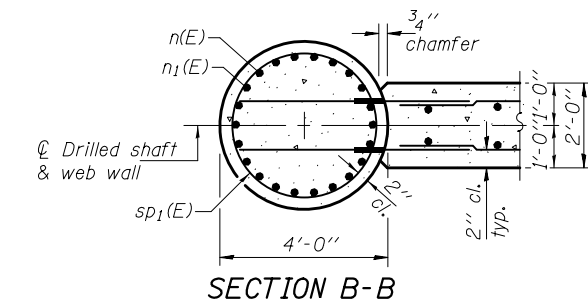
BAR s₆(E)

1/4" φ Anchor Bolt, typ.
See Detail A for location

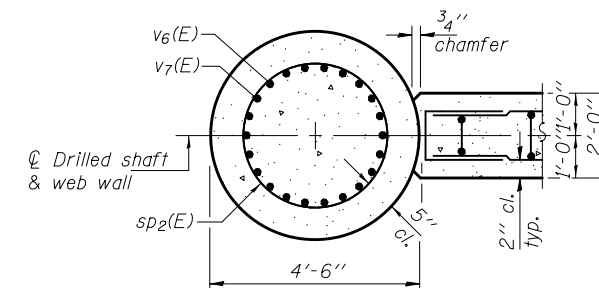
Note: When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4 or shall both terminate with a 135° standard hook.
Center web wall shall be constructed during Stage II Construction.



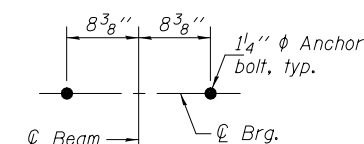
TOP PLAN



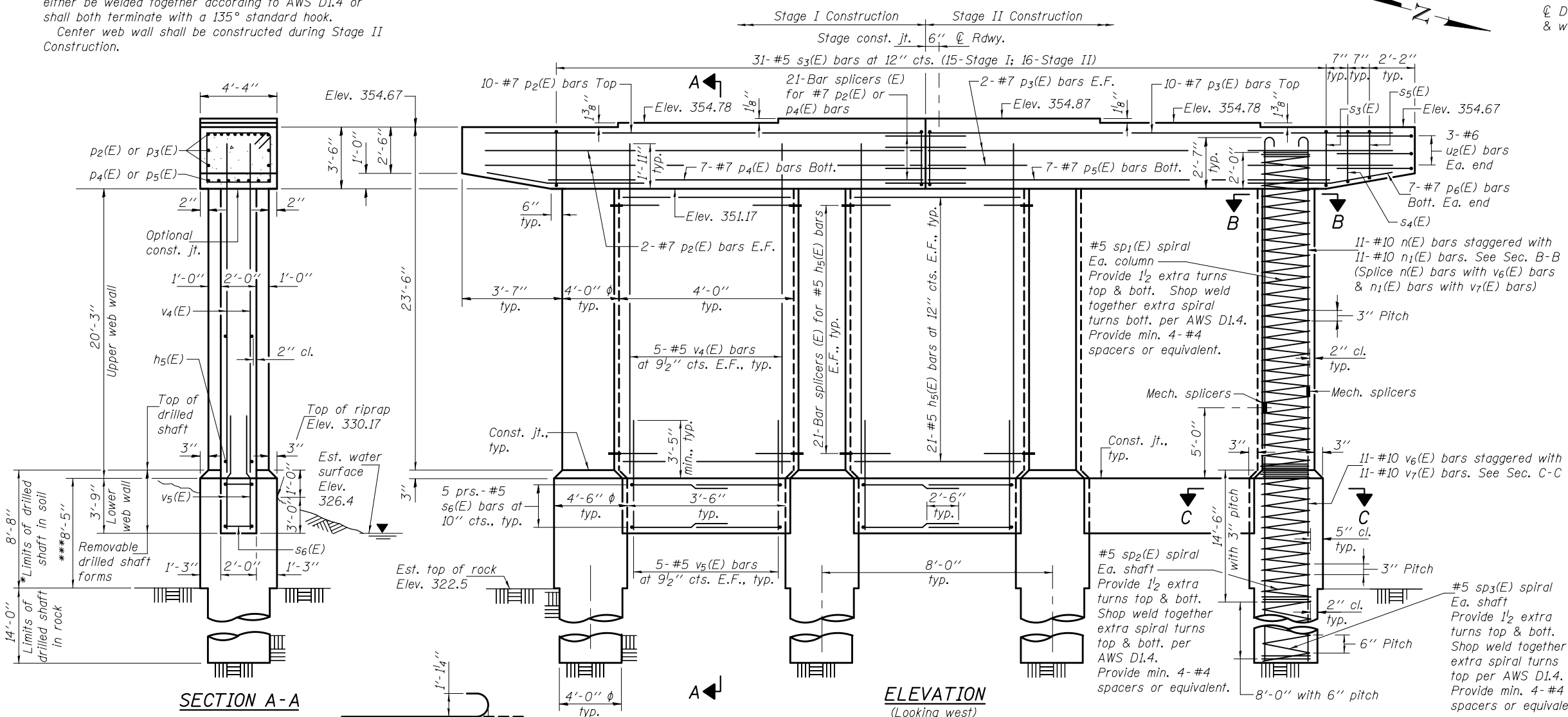
SECTION B-B



SECTION C-C

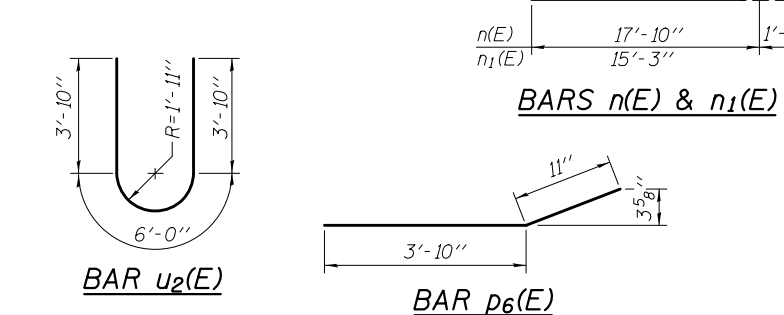


DETAIL A



ELEVATION
(Looking west)

SECTION A-A



BAR u₂(E)

BAR p₆(E)

BARS n(E) & n₁(E)

*If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.
***Splicing of reinforcement shall not be allowed in this region, typ. ea. column shaft.

- Construction Sequence for Web Wall:**
- Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
 - Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
 - If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
 - Construct columns.
 - Construct upper web walls.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
hs(E)	126	#5	3'-8"	—
n(E)	44	#10	19'-3"	U
n ₁ (E)	44	#10	16'-8"	U
p ₂ (E)	14	#7	14'-9"	—
p ₃ (E)	14	#7	15'-9"	—
p ₄ (E)	7	#7	13'-10"	—
p ₅ (E)	7	#7	14'-10"	—
p ₆ (E)	14	#7	4'-9"	—
s ₃ (E)	31	#5	15'-3"	□
s ₄ (E)	2	#5	15'-1"	□
s ₅ (E)	2	#5	14'-7"	□
s ₆ (E)	30	#5	7'-4"	□
sp ₁ (E)	4	#5	22'-0"	W
sp ₂ (E)	4	#5	14'-6"	W
sp ₃ (E)	4	#5	8'-0"	W
u ₂ (E)	6	#6	13'-8"	U
v ₄ (E)	30	#5	22'-0"	—
v ₅ (E)	30	#5	7'-0"	—
v ₆ (E)	44	#10	27'-2"	—
v ₇ (E)	44	#10	29'-9"	—
Concrete Structures		Cu. Yd.	77.5	
Reinforcement Bars, Epoxy Coated		Pound	21480	
Drilled Shaft in Soil		Cu. Yd.	20.4	
Drilled Shaft in Rock		Cu. Yd.	26.1	
Structure Excavation		Cu. Yd.	8	

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
*Length is height of spiral.

DESIGNED - Nicholas R. Barnett
CHECKED - Michael D. Rolape
DRAWN - h.t. duong
CHECKED - NRB/MDR

EXAMINED - *Thomas J. Domagalicki*
PASSED - *Michael D. Rolape*
ENGINEER OF BRIDGES AND STRUCTURES

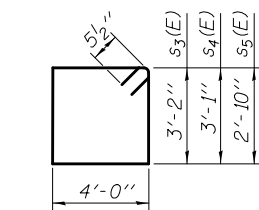
DATE - MARCH 20, 2012
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

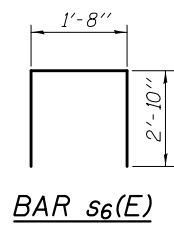
PIER 1
STRUCTURE NO. 076-0031

SHEET NO. 20 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	37
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				



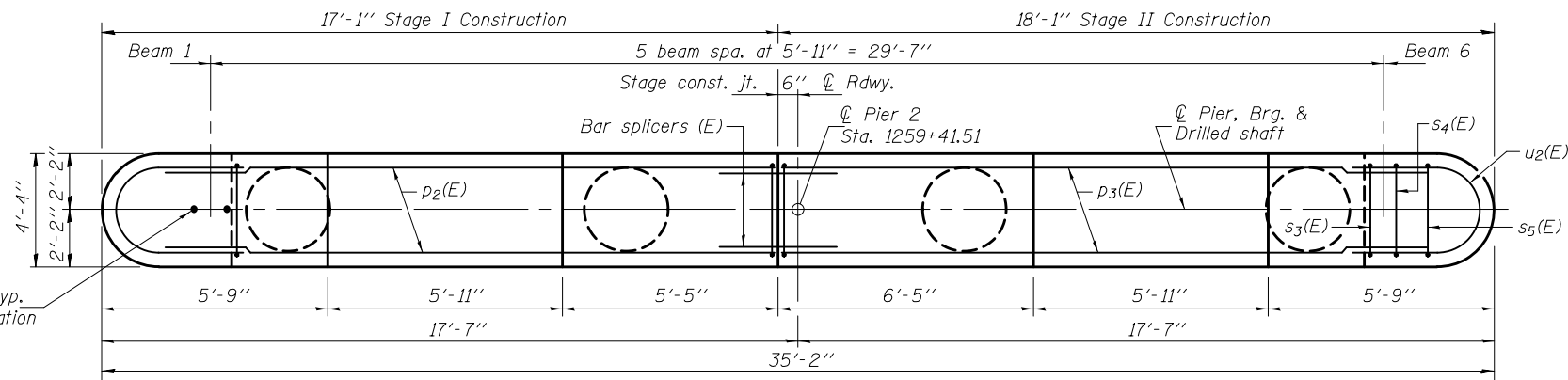
BARS s₃(E), s₄(E) & s₅(E)



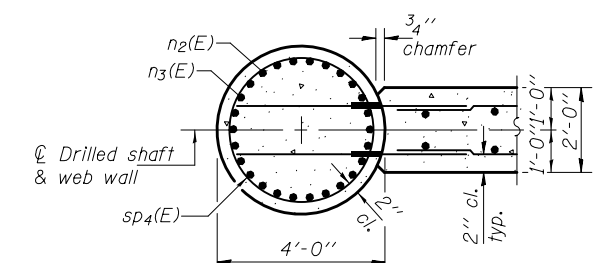
BAR s₆(E)

1/4" φ Anchor Bolt, typ.
See Detail A for location

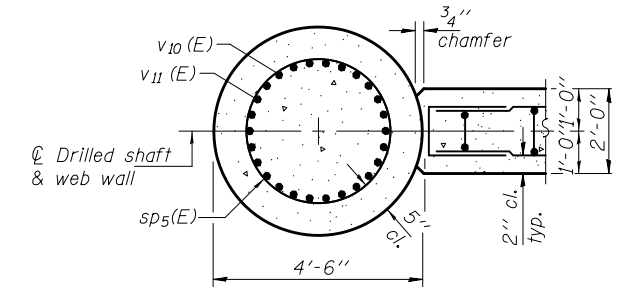
Note: When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1/2 extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4 or shall both terminate with a 135° standard hook.
Center web wall shall be constructed during Stage II Construction.



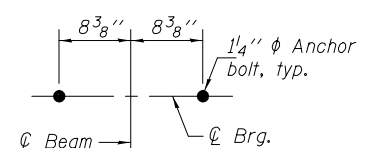
TOP PLAN



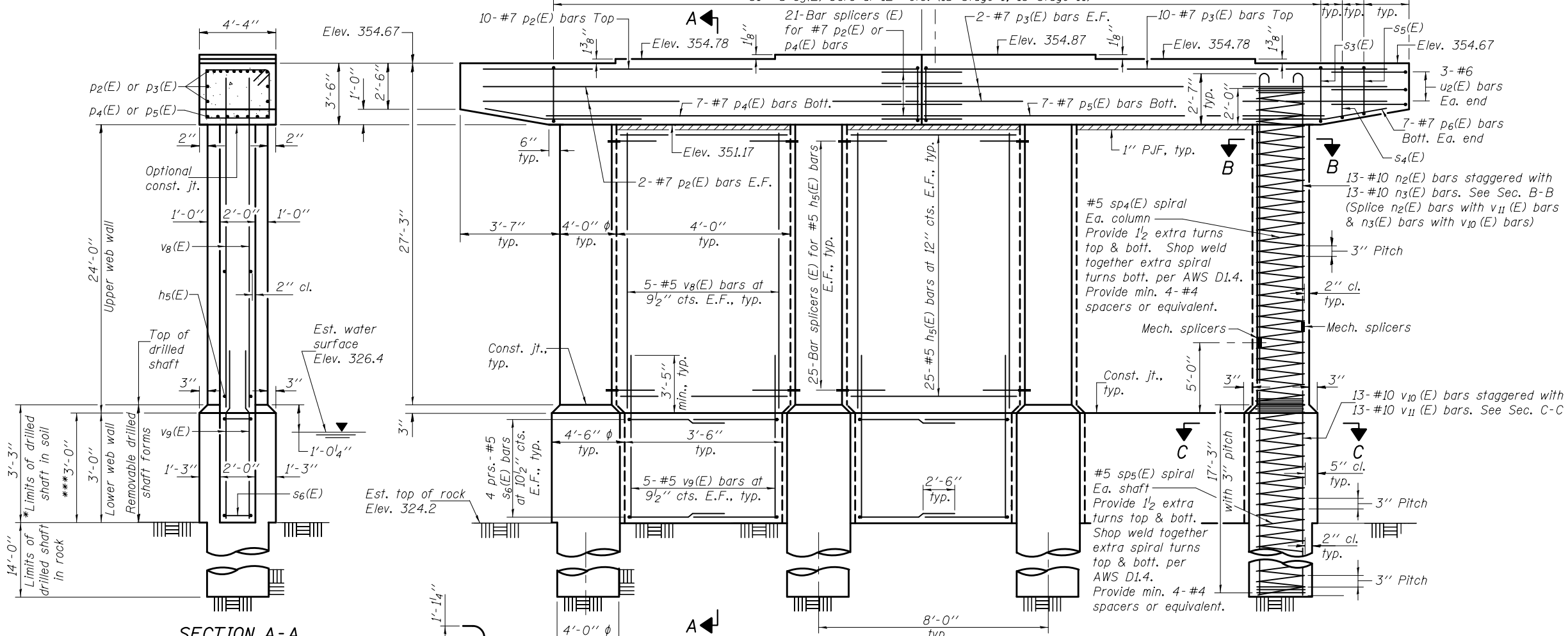
SECTION B-B



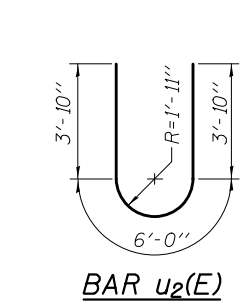
SECTION C-C



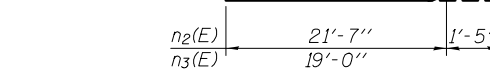
DETAIL A



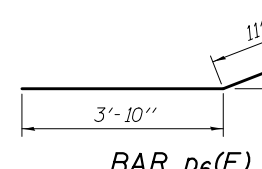
ELEVATION
(Looking west)



BAR u₂(E)



BARS n₂(E) & n₃(E)



BAR p₆(E)

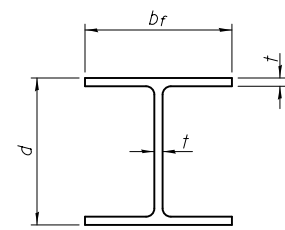
*If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.
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1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
 2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
 3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
 4. Construct columns.
 5. Construct upper web walls.

BILL OF MATERIAL

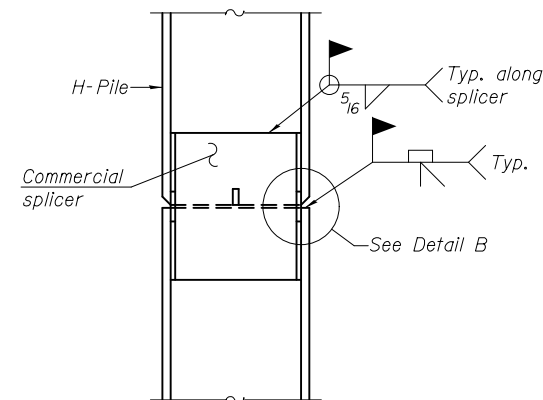
Bar	No.	Size	Length	Shape
h ₅ (E)	150	#5	3'-8"	—
n ₂ (E)	52	#10	23'-0"	U
n ₃ (E)	52	#10	20'-5"	U
p ₂ (E)	14	#7	14'-9"	—
p ₃ (E)	14	#7	15'-9"	—
p ₄ (E)	7	#7	13'-10"	—
p ₅ (E)	7	#7	14'-10"	—
p ₆ (E)	14	#7	4'-9"	—
s ₃ (E)	31	#5	15'-3"	□
s ₄ (E)	2	#5	15'-1"	□
s ₅ (E)	2	#5	14'-7"	□
s ₆ (E)	24	#5	7'-4"	□
** sp ₄ (E)	4	#5	25'-9"	~
** sp ₅ (E)	4	#5	17'-3"	~
u ₂ (E)	6	#6	13'-8"	U
v ₈ (E)	30	#5	23'-7"	—
v ₉ (E)	30	#5	6'-6"	—
v ₁₀ (E)	52	#10	24'-4"	—
v ₁₁ (E)	52	#10	21'-9"	—
Concrete Structures	Cu. Yd.	87.5		
Reinforcement Bars, Epoxy Coated	Pound	24000		
Drilled Shaft in Soil	Cu. Yd.	7.7		
Drilled Shaft in Rock	Cu. Yd.	26.1		

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
*Length is height of spiral.

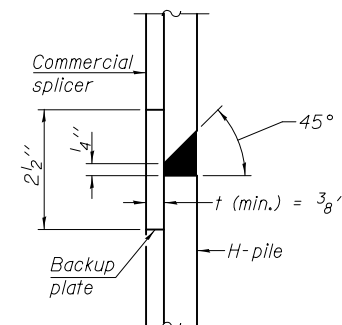


STEEL PILE TABLE

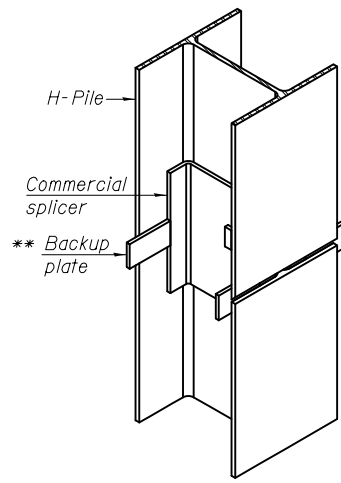
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION

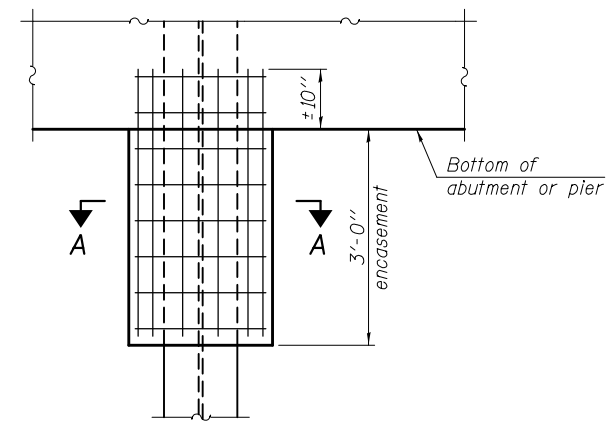


DETAIL "B"



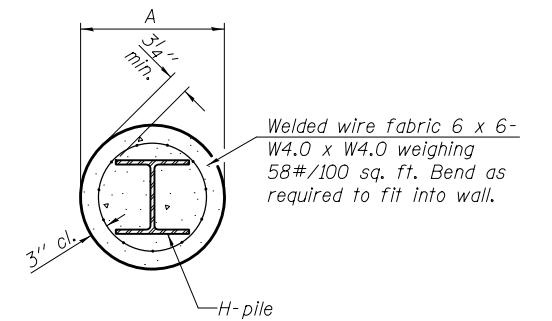
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



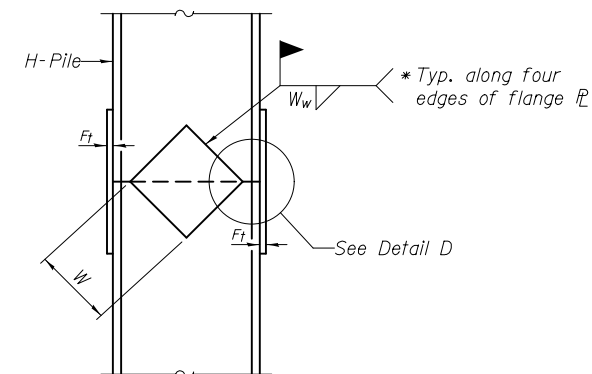
ELEVATION

PILE ENCASEMENT

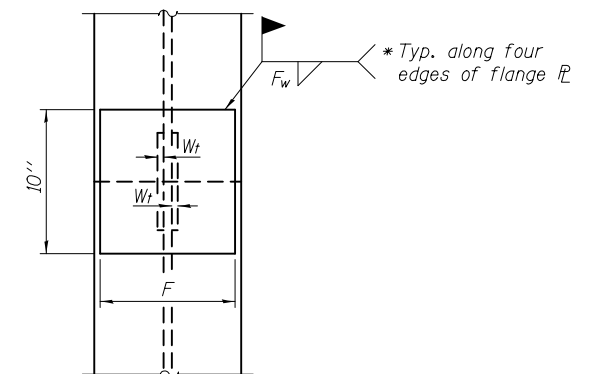


SECTION A-A

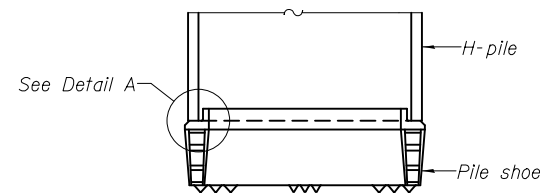
Note:
Forms for encasement may be omitted when soil conditions permit.



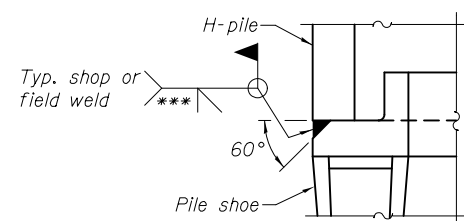
ELEVATION



END VIEW

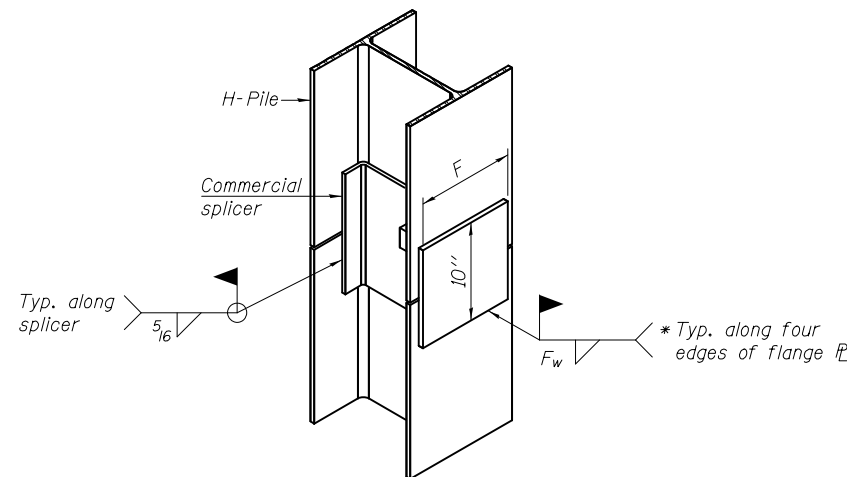


ELEVATION



DETAIL A

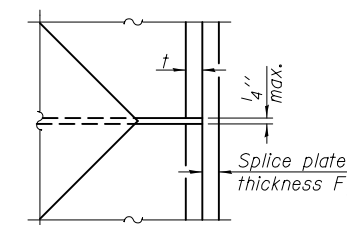
H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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



DETAIL D

WELDED PLATE FIELD SPLICE

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

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

F-HP 7-1-10

DESIGNED - Nicholas R. Barnett	EXAMINED - <i>Thomas J. Domagalaki</i>
CHECKED - Michael D. Rolape	PASSED - <i>Michael D. Rolape</i>
DRAWN - h.t. duong	
CHECKED - NRB/MDR	

DATE - MARCH 20, 2012
REVISIONS
REVISIONS

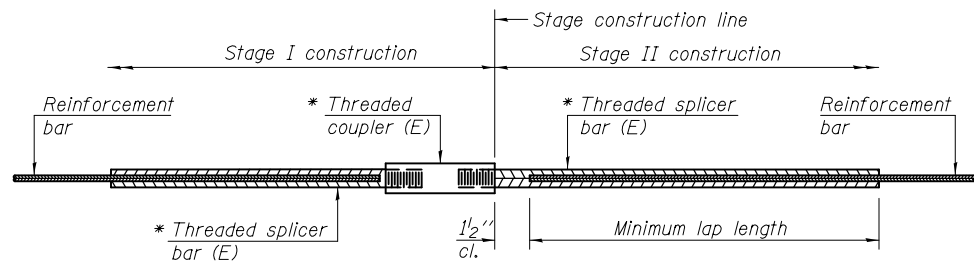
DATE - MARCH 20, 2012
REVISIONS
REVISIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 076-0031

SHEET NO. 22 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	39
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

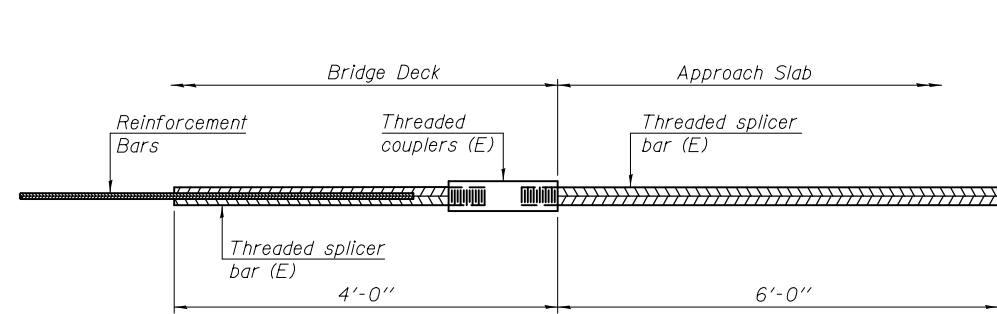
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

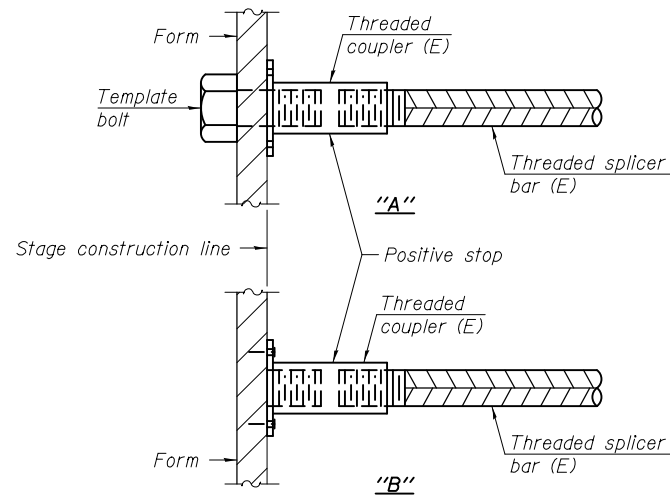
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
E. Abut.	#4	2	5
W. Abut.	#4	2	5
E. Abut.	#7	12	4
W. Abut.	#7	16	4
Pier 1	#5	252	3
Pier 2	#5	300	3
Pier 1	#7	21	4
Pier 2	#7	21	4
Deck	#5	585	3
Diaphragms	#6	24	4
Approaches	#5	172	3
Approaches	#4	50	4



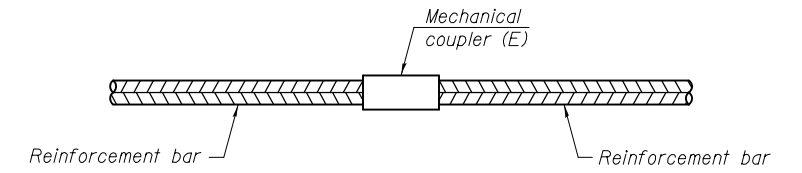
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 78



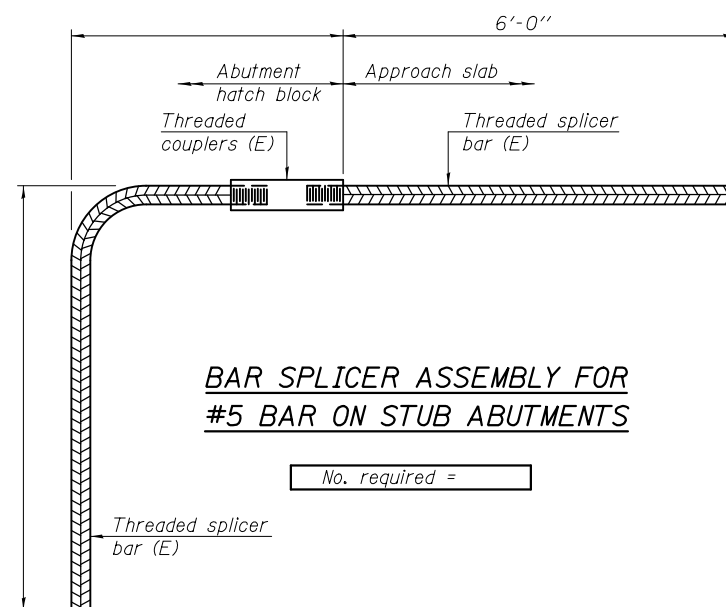
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Piers	#10	192



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1

7-1-10

DESIGNED - Nicholas R. Barnett	EXAMINED - <i>Thomas J. Domagalala</i>	DATE - MARCH 20, 2012
CHECKED - Michael D. Rolape	ENGINEER OF BRIDGE DESIGN	
DRAWN - h.t. duong	PASSED - <i>Carl P. Long</i>	REVISOR
CHECKED - NRB/MDR	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

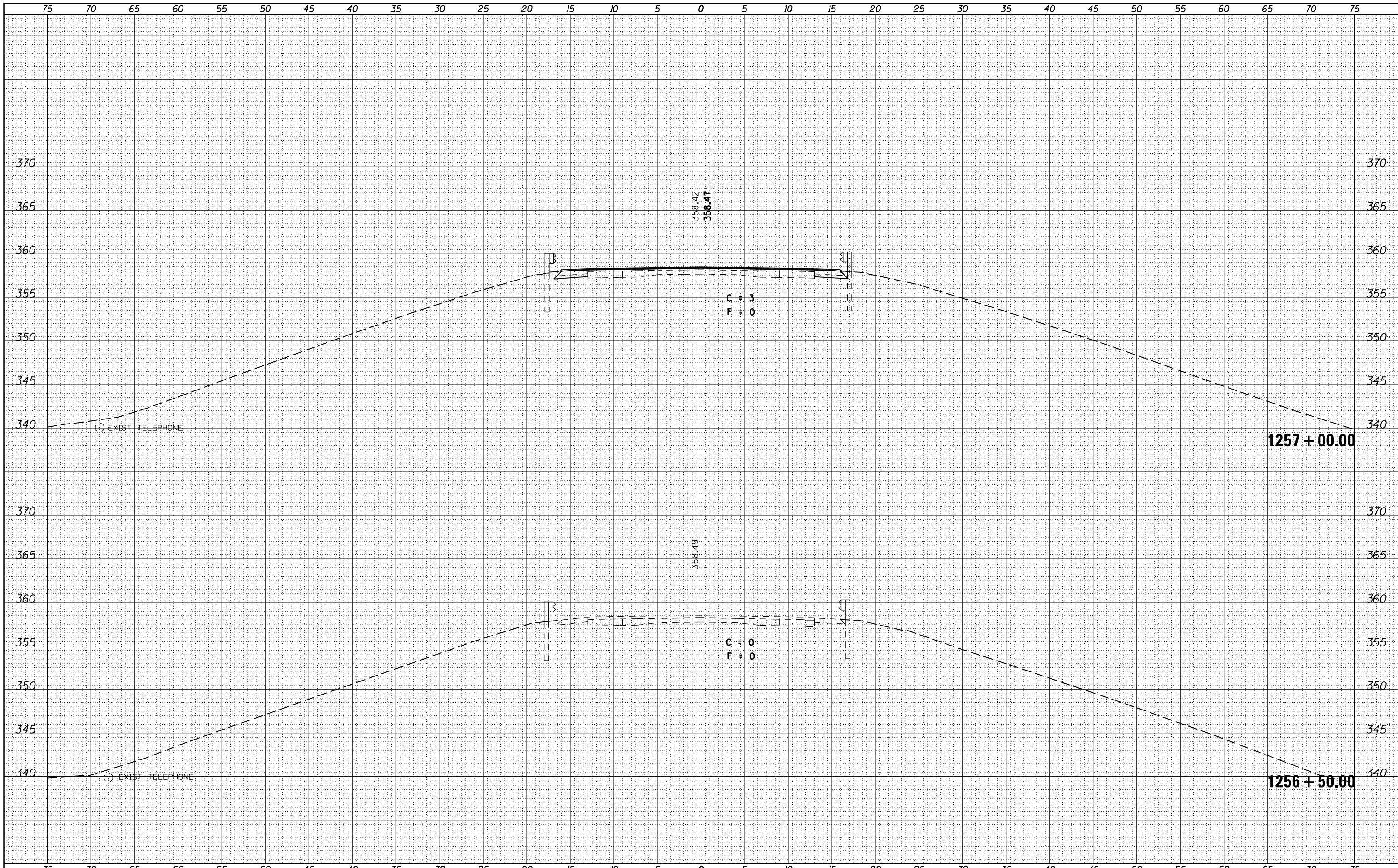
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 076-0031

SHEET NO. 23 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	40
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME =	USER NAME = susers	DESIGNED -	REVISED -
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	PLOT DATE = 2/2/2012	DATE -	REVISED -

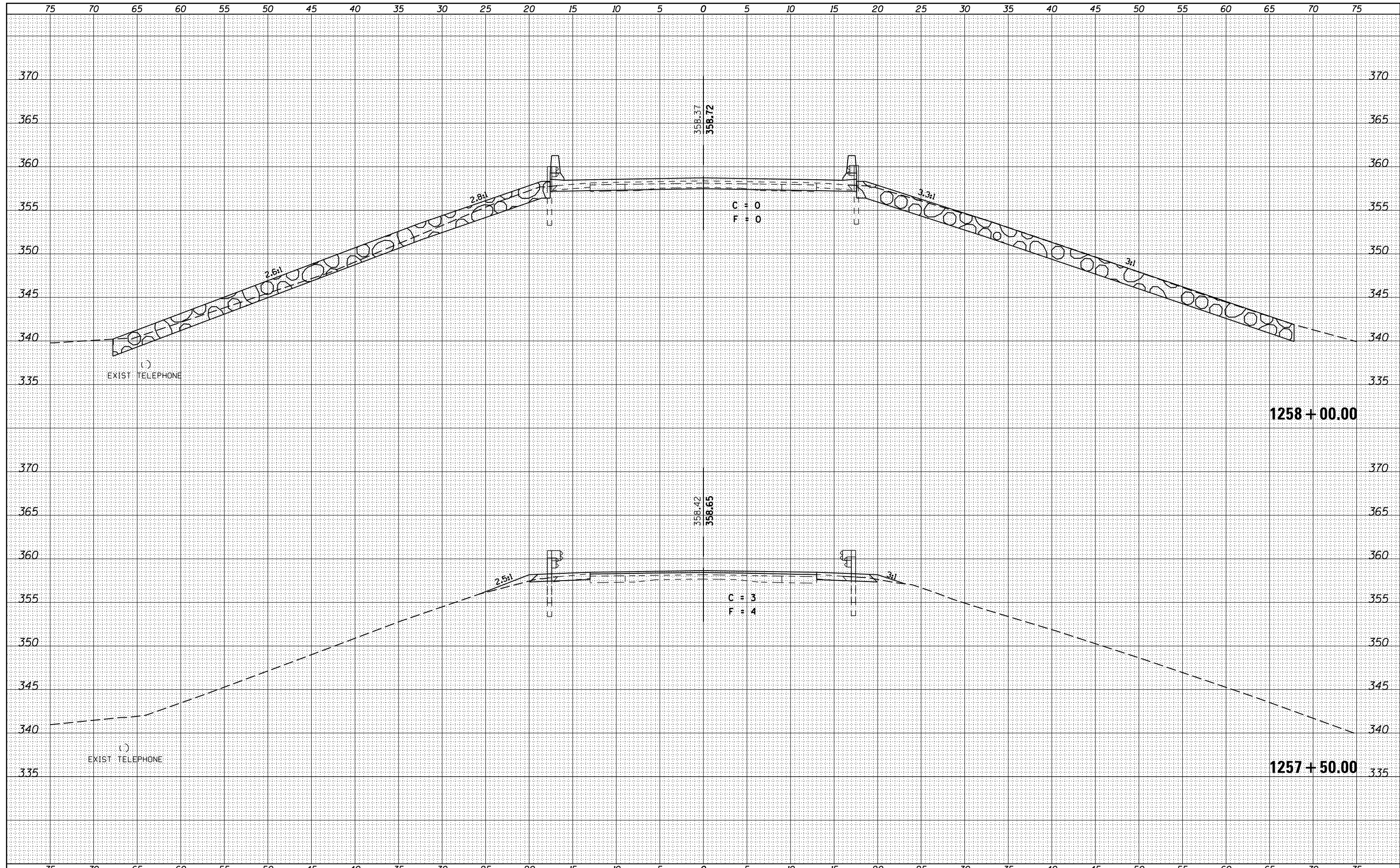
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:	SHEET	OF	SHEETS	STA. 1256+50.00	TO STA. 1257+00.00
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	41
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

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

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

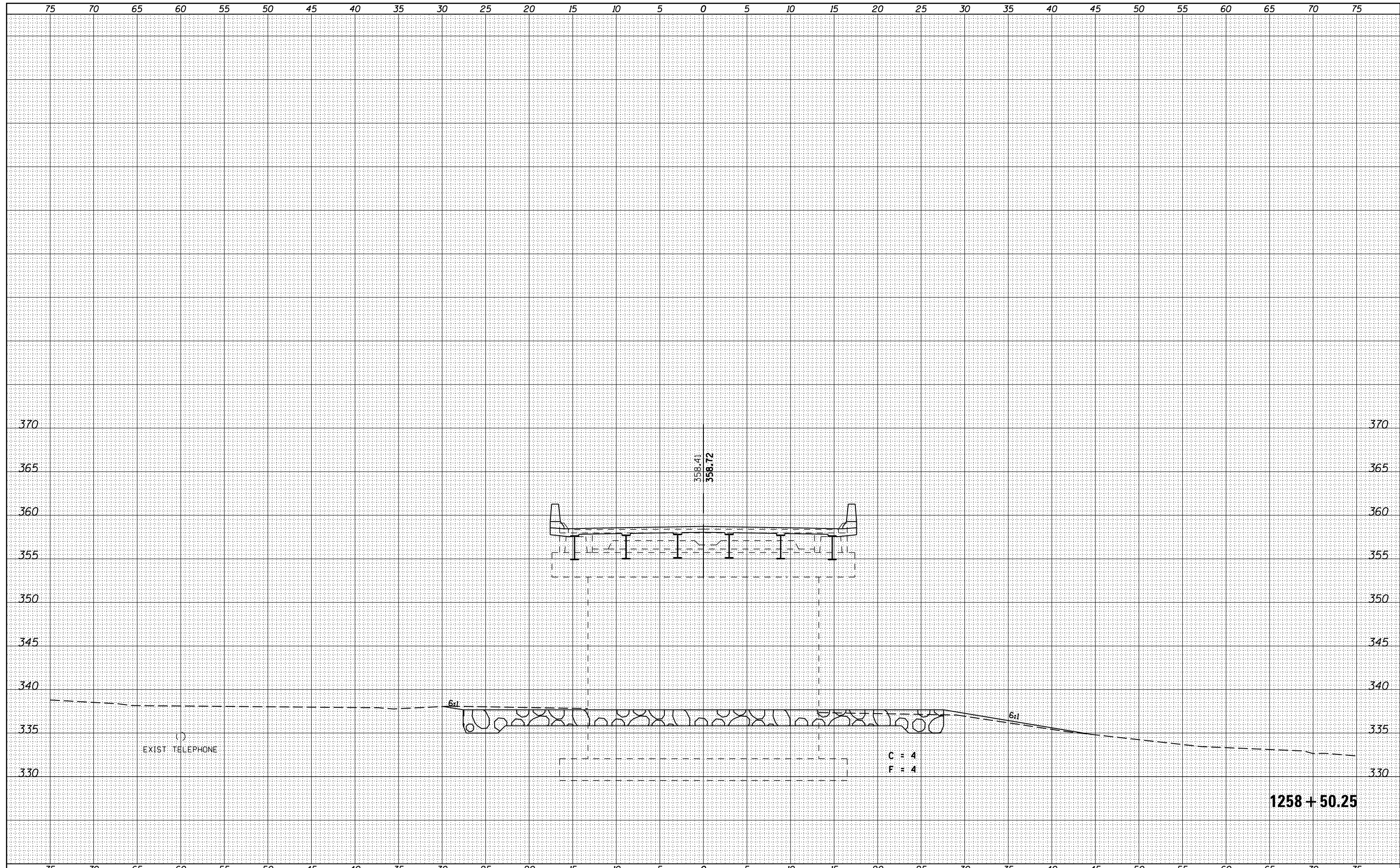


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		CHECKED -	REVISIED -		
		DATE -	REVISIED -		
PLOT SCALE = 10.0000' / in.					
PLOT DATE = 2/2/2012					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	42
CONTRACT NO. 78168				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME =
 es:\pw_work\p\dot\lavenderba\d0210492\78168-sh

USER NAME = susers
 xs-146.dgn
 PLOT SCALE = 10.0000' / in.
 PLOT DATE = 2/2/2012

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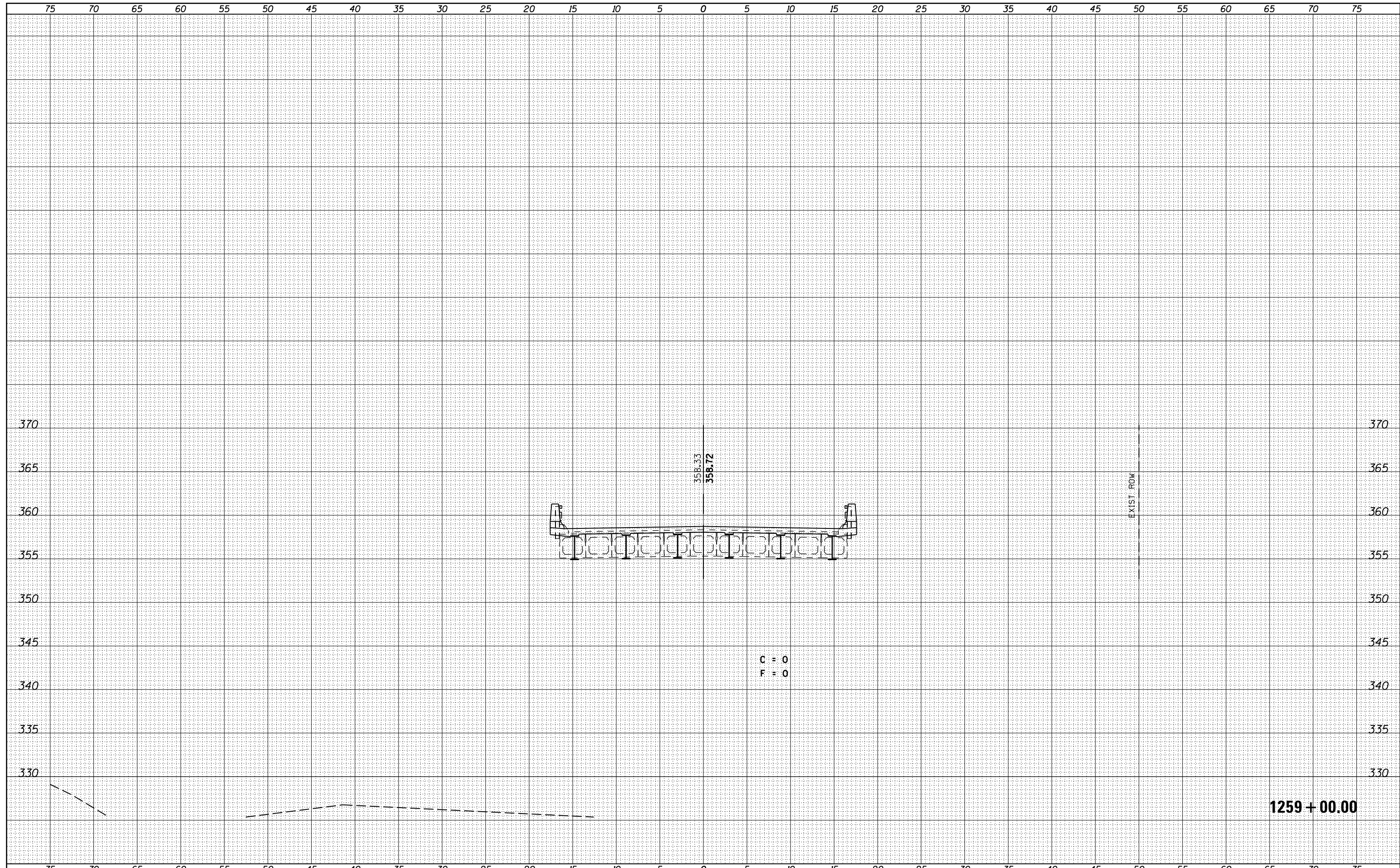
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE: SHEET OF SHEETS STA. 1258+50.25 TO STA. 1258+50.25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	51	44
			CONTRACT NO. 78168	
ILLINOIS FED. AID PROJECT				

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

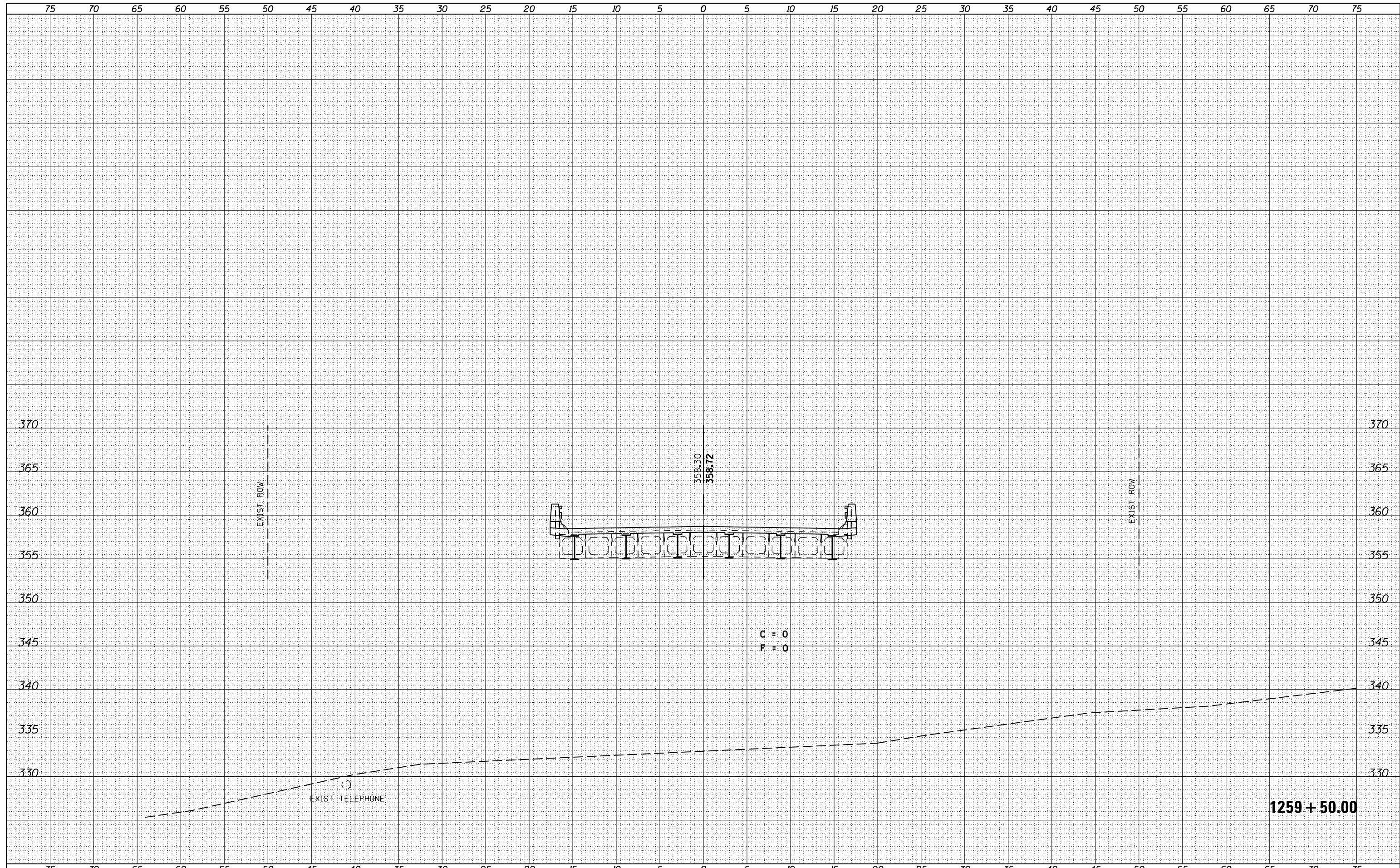
BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = susers	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE:	SHEET	OF	SHEETS	STA. 1259+00.00	TO STA. 1259+00.00
es:\pw_work\pmdot\lavenderba\d0210492\78168-sh	xs-146.dgn	DRAWN -	REVISIED -		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -		885	6B-2	POPE	51	45	
	PLOT DATE = 2/2/2012	DATE -	REVISIED -		CONTRACT NO. 78168				ILLINOIS FED. AID PROJECT	

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

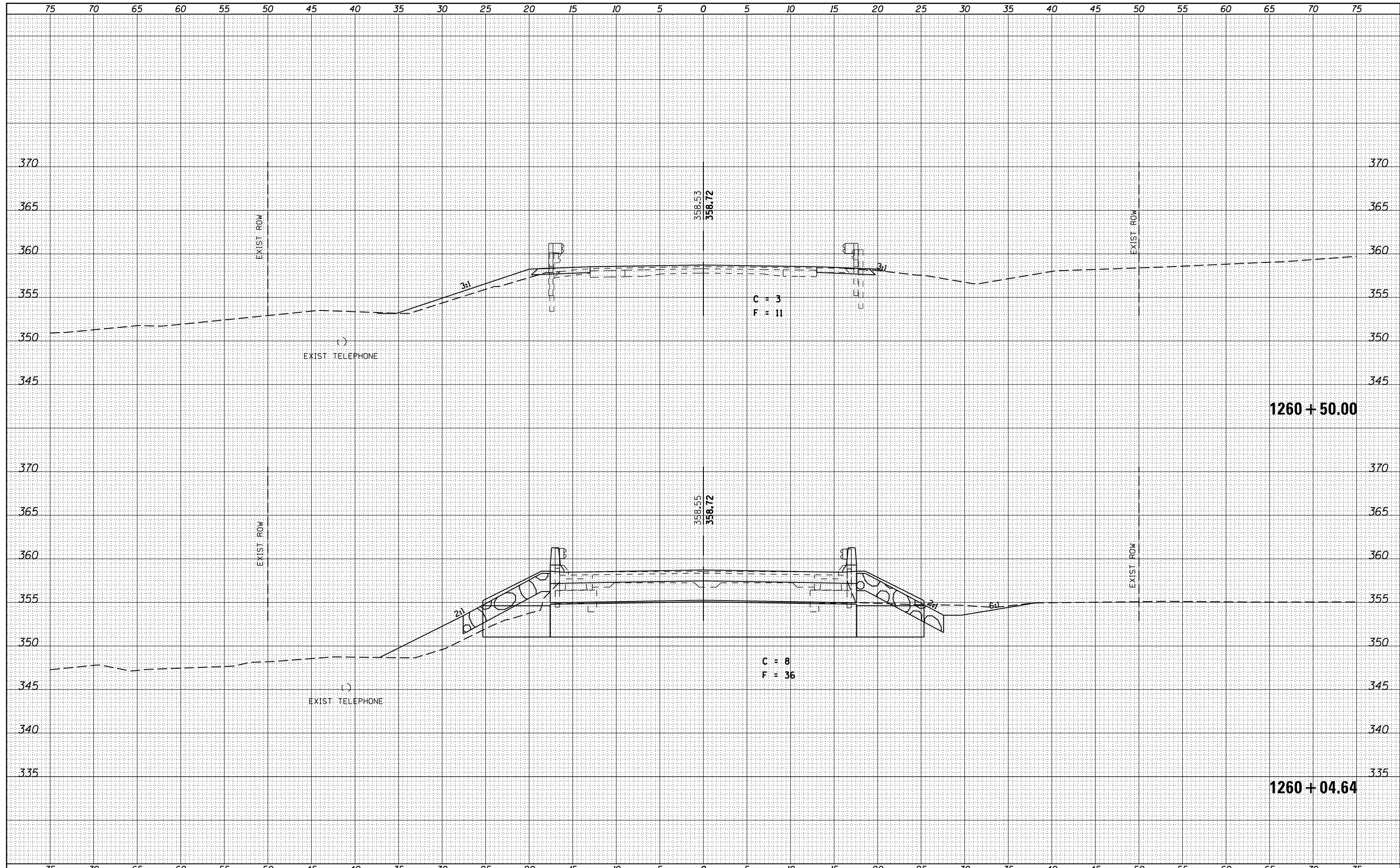
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = susers	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE:	SHEET	OF	SHEETS	STA. 1259+50.00 TO STA. 1259+50.00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\lavenderba\d0210492\78168-sh	xs-146.dgn	DRAWN -	REVISIED -							885	6B-2	POPE	51	46
PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -	CONTRACT NO. 78168											
PLOT DATE = 2/2/2012	DATE -	REVISIED -	ILLINOIS FED. AID PROJECT											

DATE	
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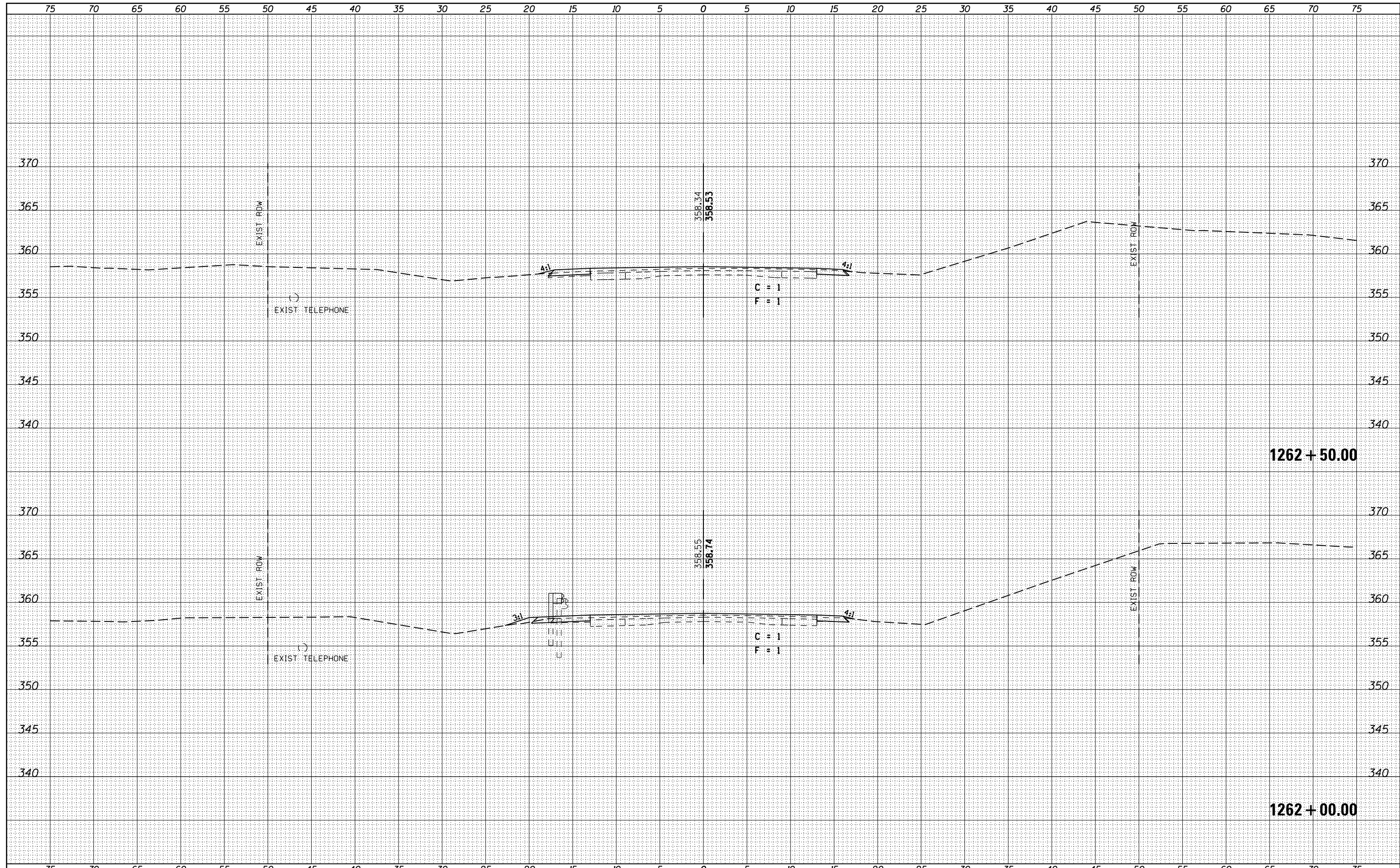
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TEMPLATE	
AREAS	
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ORIGINAL SURVEY	
NOTE BOOK	
NO.	



FILE NAME =	USER NAME = susers	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE:	SHEET	OF	SHEETS	STA. 1260+04.64	TO STA. 1260+50.00	F.A.P. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\lavenderba\d0210492\78168-sh	xs-146.dgn	DRAWN -	REVISED -								885	6B-2	POPE	51	48
PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 78168												
PLOT DATE = 2/2/2012	DATE -	REVISED -	ILLINOIS FED. AID PROJECT												

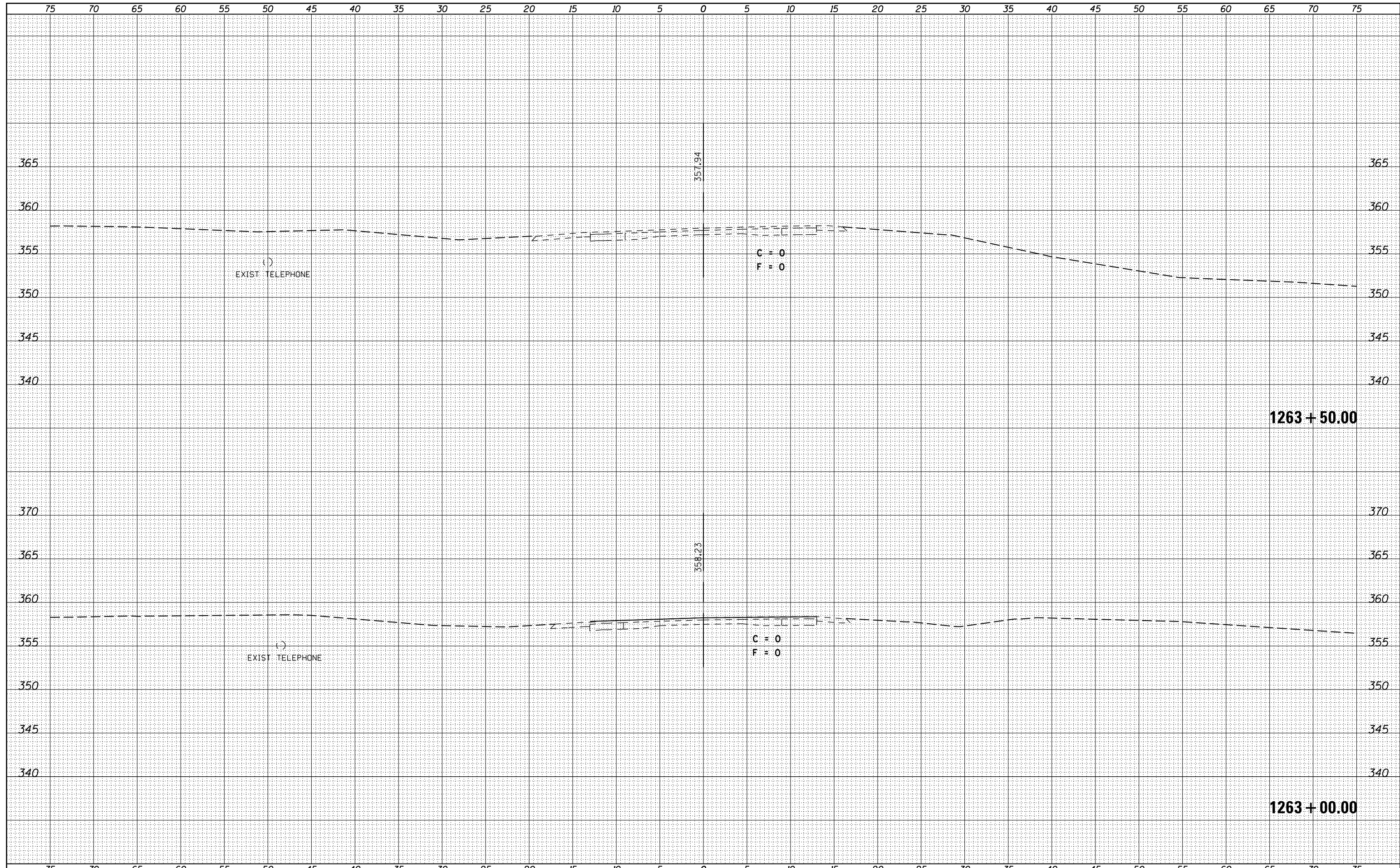
BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY	
NOTE BOOK	
NO.	

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



FILE NAME =	USER NAME = susers	DESIGNED -	REVISSED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE: SHEET OF SHEETS STA. 1263+00.00 TO STA. 1263+50.00															
es:\pw_work\p1dot\lavenderba\d0210492\78168-sh	xs-146.dgn	DRAWN -	REVISSED -																	
		CHECKED -	REVISSED -																	
		DATE -	REVISSED -																	
					<table border="1"> <tr> <td>F.A.P. RTE.</td> <td>SECTION</td> <td>COUNTY</td> <td>TOTAL SHEETS</td> <td>SHEET NO.</td> </tr> <tr> <td>885</td> <td>6B-2</td> <td>POPE</td> <td>51</td> <td>51</td> </tr> <tr> <td colspan="5">CONTRACT NO. 78168</td> </tr> </table>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	885	6B-2	POPE	51	51	CONTRACT NO. 78168				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.																
885	6B-2	POPE	51	51																
CONTRACT NO. 78168																				
					ILLINOIS FED. AID PROJECT															