

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PARK ROAD 2016-05	COLES	18	1
		ILLINOIS	CONTRACT NO. 46410	

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

**I.D.O.T./I.H.P.A. STATEWIDE**  
**LINCOLN LOG CABIN**  
**STATE HISTORIC SITE**  
**SECTION PARK ROADS 2016-05**

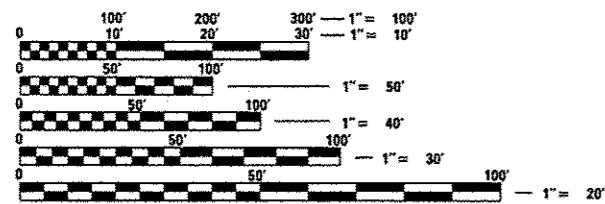
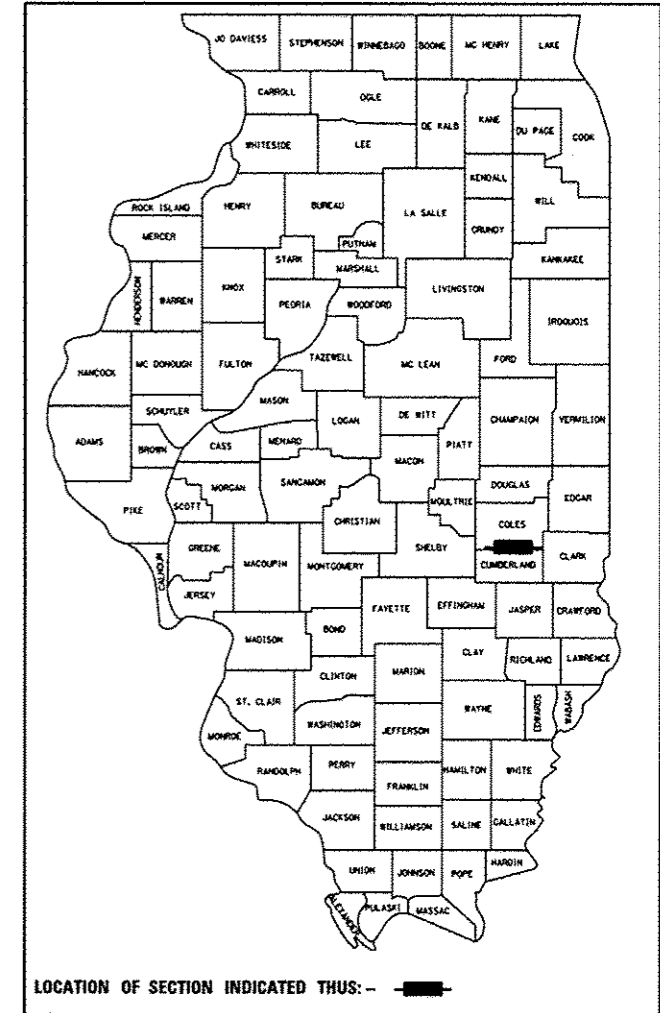
**ROAD AND BRIDGE IMPROVEMENTS**  
**COLES COUNTY**  
**I.D.O.T. PROJECT No. P-30-001-14**  
**C-30-006-16**

**STATE STANDARDS**

280001-07  
 701901-05

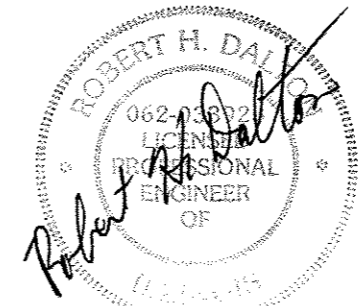
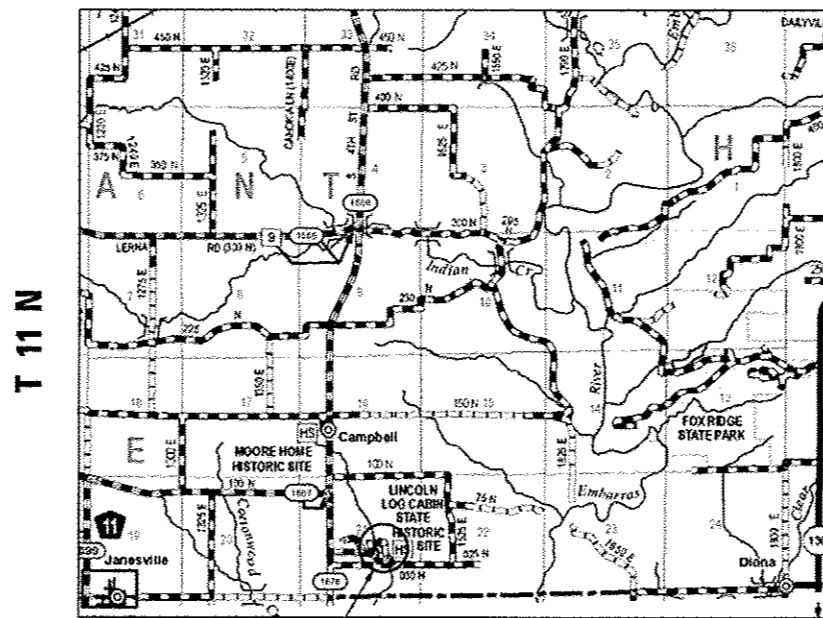
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FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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



3/24/16  
 Exp. 11/30/17

PROJECT ENGINEER : VINCE MADONIA (217) 782-4074

CONTRACT NO. 46410

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED March 25, 2016  
[Signature]  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 6, 2016  
[Signature]  
 ENGINEER OF DESIGN AND ENVIRONMENT

May 6, 2016  
[Signature]  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS**

100% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE	
				BRIDGE	
				0005	S.N.
20400100	BORROW EXCAVATION	CU YD	24		24
21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	95.2		95.2
28100105	STONE RIPRAP, CLASS A3	SQ YD	123.2		123.2
28200200	FILTER FABRIC	SQ YD	134.2		134.2
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	61.1		61.1
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	2.7		2.7
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	24.4		24.4
44000600	SIDEWALK REMOVAL	SQ FT	546.1		546.1
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2		2
50104000	BRIDGE RAIL REMOVAL	FOOT	125		125
50105220	PIPE CULVERT REMOVAL	FOOT	12		12
50200100	STRUCTURE EXCAVATION	CU YD	44		44
50300225	CONCRETE STRUCTURES	CU YD	10.4		10.4
50700105	TREATED TIMBER	F.B.M.	5597		5597

14

FILE NAME * C-COVER.dgn	USER NAME * Darius	DESIGNED - R.H.D.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES LINCOLN LOG CABIN STATE HISTORICAL SITE</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - D.R.C.	REVISED -		SCALE: N/A	SHEET 2	OF 18 SHEETS	STA.	TO STA.	PARK ROADS 2016-05	COLES	18	2
		CHECKED - R.H.D.	REVISED -										
Default	PLOT DATE * 3/18/2016	DATE - MARCH 18, 2016	REVISED -										CONTRACT NO. 46410
ILLINOIS FED. AID PROJECT													

100% STATE

				CONSTR. CODE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE
				0005 S.N.
50700305	HARDWARE	POUND	1090	1090
50800105	REINFORCEMENT BARS	POUND	1520	1520
58700300	CONCRETE SEALER	SQ FT	120	120
67100100	MOBILIZATION	LSUM	1	1
X0322508	PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	180	180
X0328213	RECONSTRUCT STONE FACING ON WINGWALL	LSUM	1	1
X2010400	STUMP REMOVAL ONLY	UNIT	32	32
X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	549.8	549.8
Z0003618	REMOVAL OF EXISTING TIMBER FLOOR	EACH	3	3
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1

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PAVING SCHEDULE			
	SUBBASE GRANULAR TYPE B 4"	INCIDENTAL H.M.A. SURFACING	PC CONC SIDEWALK 5" SPECIAL
LOCATION	SQ YD	TON	SQ FT
110+31.18 to 110+36.19		1.4	
110+59.84 to 110+63.94		1.3	
228+61.73 to 229+16.64	61.1		549.8
TOTAL =	61.1	2.7	549.8

REMOVAL SCHEDULE					
	H.M.A. SURFACE REMOVAL, 2"	SIDEWALK REMOVAL	PIPE CULVERT REMOVAL FOOT	STUMP REMOVAL ONLY	REMOVAL OF EXISTING STRUCTURES EACH
LOCATION	SQ YD	SQ FT	FOOT	UNIT	
110+31.18 to 110+36.19	12.6				
110+58.94 to 110+63.94	11.8				
112+61.34, 68.6' RT					1
113+66.45, 65.8' RT				32	
115+27.86, 23.5' RT					1
115+84.80, 56.23' RT			12.0		
228+61.73 TO 229+16.64		546.1			
TOTAL =	24.4	546.1	12.0	32	2

**LEGEND**

- ⊣ - SIGN
- - MANHOLE
- ▷ - END SECTION
- ⊙ - TREE
- ~~~~~ - TREE LINE
- - - - - FENCE
- - - - - FLOWLINE CREEK
- ~~~~~ - CONTOUR, INTERMEDIATE
- ~~~~~ - CONTOUR, INDEX
- ~~~~~ - TOP OF BANK

MISCELLANEOUS ITEMS							
	TOPSOIL FURNISH AND PLACE VARIABLE DEPTH	STONE RIPRAP CLASS A3	FILTER FABRIC	MOBILIZATION	RECONSTRUCT STONE FACING ON WINGWALL	BORROW EXCAVATION	CONSTRUCTION LAYOUT
LOCATION	SQ YD	SQ YD	SQ YD	LSUM	LSUM	CU YD	LSUM
ENTIRE SITE				1			1
110+32.71, 17.0' RT					1		
112+53.71, 65.2' RT	1.1	5.6	6.1				
112+60.31, 62.4' RT	1.1	5.6	6.1				
112+79.68, 88.7' RT	1.1	5.6	6.1				
112+83.28, 80.9' RT	1.1	5.6	6.1				
113+06.82, 71.3' RT	1.1	5.6	6.1				
113+10.49, 75.0' RT	1.1	5.6	6.1				
113+41.24, 20.3' RT	33.4					12.0	
113+50.41, 39.1' RT	1.1	5.6	6.1				
113+53.87, 46.2' RT	1.1	5.6	6.1				
113+63.18, 65.3' RT	37.6					12.0	
114+16.07, 27.4' RT	1.1	5.6	6.1				
114+16.80, 21.2' RT	1.1	5.6	6.1				
114+44.40, 34.0' RT	1.1	5.6	6.1				
114+46.17, 28.1' RT	1.1	5.6	6.1				
114+69.30, 58.7' RT	1.1	5.6	6.1				
114+69.65, 48.5' RT	1.1	5.6	6.1				
115+73.78, 24.5' RT	1.1	5.6	6.1				
115+74.30, 16.6' RT	1.1	5.6	6.1				
115+78.77, 65.2' RT	1.1	5.6	6.1				
115+85.42, 35.2' RT	1.1	5.6	6.1				
115+86.68, 60.8' RT	1.1	5.6	6.1				
115+91.58, 32.2' RT	1.1	5.6	6.1				
115+93.31, 77.4' RT	1.1	5.6	6.1				
116+00.39, 72.2' RT	1.1	5.6	6.1				
TOTAL =	95.2	123.2	134.2	1	1	24.0	1

BRIDGE ITEMS									
	BRIDGE RAIL REMOVAL	STRUCTURE EXCAVATION	CONCRETE STRUCTURES	TREATED TIMBER	REINFORCEMENT HARDWARE	CONCRETE SEALER	PEDESTRIAN TRUSS	REMOVAL OF EXISTING	
LOCATION	FOOT	CU YD	CU YD	F.B.M.	POUND	SQ FT	SQ FT	EACH	
STRUCTURE No. 2	31.0			1707	330			1	
STRUCTURE No. 3	47.0			1943	380			1	
STRUCTURE No. 4	47.0			1947	380			1	
STRUCTURE No. 6		44	10.4		1520	120.0	180.0		
TOTAL =	125.0	44.0	10.4	5597	1090	1520	180.0	3	

- GENERAL NOTES**
- SPECIFICATIONS SHALL BE THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED APRIL 1, 2016.
  - ALL ELEVATIONS ARE REFERENCED TO ELEVATIONS ESTABLISHED BY VASCONCELLES ENGINEERING CORPORATION.
  - EXCESS DIRT FROM CONSTRUCTION OPERATIONS, OR UNSUITABLE FILL MATERIAL MUST BE STORED ON SITE AT A LOCATION TO BE DETERMINED BY THE SITE PERSONNEL, MEETING THE REQUIREMENTS OF ART. 202.03.
  - THE CONTRACTOR SHALL ASSUME COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, IDENTIFY, AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.
  - WHERE SECTION STONES OR PROPERTY MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH STONES OR MARKERS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL PROPERTY MARKERS UNTIL AN OWNER OR AUTHORIZED SURVEYOR HAS WITNESSED OR REFERENCED THEIR LOCATION.
  - ALL CONSTRUCTION LAYOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
  - THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
  - ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.
  - THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH."
  - FERTILIZER SHALL BE APPLIED TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SEEDING OR PLACEMENT OF SOD AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF "TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH."
  - MULCH METHOD II SHALL BE APPLIED OVER ALL SEEDED AREAS. THIS SHALL BE INCLUDED IN THE COST OF THE "TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH."

CONTROL PT #1  
PK NAIL  
N: 988115.6490  
E: 1020688.2710  
ELEV = 659.77

CONTROL PT #22  
MAG NAIL  
N: 988556.1230  
E: 1020477.4170  
ELEV = 669.96

CONTROL PT #25  
MAG NAIL  
N: 987774.8460  
E: 1020913.6340  
ELEV = 655.36

STA. 110+00  
N: 988099.7584  
E: 1020407.4736

STA. 215+00  
N: 988561.0281  
E: 1020727.0823

CONTROL PT #20  
MAG NAIL  
N: 988568.3060  
E: 1020925.2960  
ELEV = 659.52

CONTROL PT #23  
MAG NAIL  
N: 987833.6870  
E: 1021378.6770  
ELEV = 655.77

CONTROL PT #26  
MAG NAIL  
N: 987992.8900  
E: 1020551.7300  
ELEV = 656.80

STA. 111+00  
N: 988136.9690  
E: 1020500.2926

STA. 220+00  
N: 988645.9455  
E: 1021198.2110

STA. 112+00  
N: 988079.7471  
E: 1020581.1675

STA. 225+00  
N: 988197.9925  
E: 1021314.1420

STA. 116+00  
N: 987843.1509  
E: 1020903.6923

STA. 230+00  
N: 987791.9505  
E: 1021289.3422

CONTROL PT #21  
MAG NAIL  
N: 988546.5650  
E: 1020817.3340  
ELEV = 664.84

CONTROL PT #24  
MAG NAIL  
N: 987965.4720  
E: 1021443.3160  
ELEV = 654.14

CONTROL PT #27  
MAG NAIL  
N: 988088.2700  
E: 1020418.5430  
ELEV = 659.76

STA. 210+00  
N: 988428.9250  
E: 1020256.0350

STA. 235+00  
N: 987759.9749  
E: 1020791.0853

CURVE C1  
PI STA. 212+60.42  
PI COORDINATE  
N: 988561.2849  
E: 1020480.3067  
 $\Delta = 30^\circ 36' 28''$  (RT)  
D = 10° 25' 03"  
R = 550.00'  
T = 150.50'  
L = 293.81'  
E = 20.22'  
PC STA. 211+09.91  
PT STA. 214+03.73

CURVE C6  
PI STA. 219+49.48  
PI COORDINATE  
N: 988663.6884  
E: 1021149.6884  
 $\Delta = 20^\circ 37' 00''$  (RT)  
D = 22° 55' 06"  
R = 250.00'  
T = 45.47'  
L = 89.96'  
E = 4.10'  
PC STA. 219+04.01  
PT STA. 219+93.97

CURVE C2  
PI STA. 216+52.49  
PI COORDINATE  
N: 988557.0431  
E: 1020879.5151  
 $\Delta = 21^\circ 57' 24''$  (LT)  
D = 17° 37' 06"  
R = 325.21'  
T = 63.09'  
L = 124.62'  
E = 6.06'  
PC STA. 215+89.40  
PT STA. 217+14.03

CURVE C7  
PI STA. 220+87.66  
PI COORDINATE  
N: 988616.5024  
E: 1021280.9907  
 $\Delta = 54^\circ 30' 52''$  (RT)  
D = 42° 26' 29"  
R = 135.00'  
T = 69.55'  
L = 128.45'  
E = 16.86'  
PC STA. 220+18.31  
PT STA. 221+46.76

CURVE C3  
PI STA. 217+40.24  
PI COORDINATE  
N: 988588.0494  
E: 1020963.2608  
 $\Delta = 24^\circ 38' 49''$  (LT)  
D = 47° 44' 47"  
R = 120.00'  
T = 26.22'  
L = 51.62'  
E = 2.83'  
PC STA. 217+14.03  
PT STA. 217+65.65

CURVE C8  
PI STA. 221+97.15  
PI COORDINATE  
N: 988501.1506  
E: 1021313.8630  
 $\Delta = 15^\circ 18' 26''$  (RT)  
D = 15° 16' 44"  
R = 375.00'  
T = 50.39'  
L = 100.19'  
E = 3.37'  
PC STA. 221+46.76  
PT STA. 222+46.94

CURVE C4  
PI STA. 218+12.26  
PI COORDINATE  
N: 988639.5166  
E: 1021014.7934  
 $\Delta = 27^\circ 18' 30''$  (RT)  
D = 57° 17' 45"  
R = 100.00'  
T = 24.26'  
L = 47.66'  
E = 2.91'  
PC STA. 217+87.97  
PT STA. 218+35.63

CURVE C9  
PI STA. 225+19.92  
PI COORDINATE  
N: 988177.9287  
E: 1021307.8475  
 $\Delta = 30^\circ 34' 23''$   
D = 20° 50' 05"  
R = 275.00'  
T = 75.16'  
L = 146.74'  
E = 10.09'  
PC STA. 224+44.75  
PT STA. 225+91.50

CURVE C5  
PI STA. 218+85.62  
PI COORDINATE  
N: 988662.0435  
E: 1021085.5699  
 $\Delta = 26^\circ 37' 06''$  (RT)  
D = 44° 50' 48"  
R = 127.76'  
T = 18.66'  
L = 37.06'  
E = 1.36'  
PC STA. 218+66.96  
PT STA. 219+04.01

CURVE C10  
PI STA. 227+88.24  
PI COORDINATE  
N: 987938.7581  
E: 1021437.1868  
 $\Delta = 57^\circ 33' 36''$  (RT)  
D = 71° 37' 11"  
R = 80.00'  
T = 43.94'  
L = 80.37'  
E = 11.27'  
PC STA. 227+44.29  
PT STA. 228+24.66

CURVE C11  
PI STA. 229+54.61  
PI COORDINATE  
N: 987793.1206  
E: 1021342.7678  
 $\Delta = 52^\circ 29' 46''$  (RT)  
D = 49° 49' 21"  
R = 115.00'  
T = 56.71'  
L = 105.37'  
E = 13.22'  
PC STA. 228+97.90  
PT STA. 230+03.27

CURVE C12  
PI STA. 233+73.37  
PI COORDINATE  
N: 987773.0987  
E: 1020916.5452  
 $\Delta = 6^\circ 10' 30''$  (LT)  
D = 5° 52' 22"  
R = 975.64'  
T = 52.63'  
L = 105.15'  
E = 1.42'  
PC STA. 233+20.75  
PT STA. 234+25.90

CURVE C13  
PI STA. 234+62.75  
PI COORDINATE  
N: 987757.3048  
E: 1020828.4673  
 $\Delta = 14^\circ 15' 06''$  (RT)  
D = 32° 10' 03"  
R = 178.12'  
T = 22.27'  
L = 44.30'  
E = 1.39'  
PC STA. 234+40.49  
PT STA. 234+84.79



**BENCHMARK**  
CHISLED "□" ON CONCRETE PAD  
FOR DRINKING FOUNTAIN  
ELEVATION = 657.05

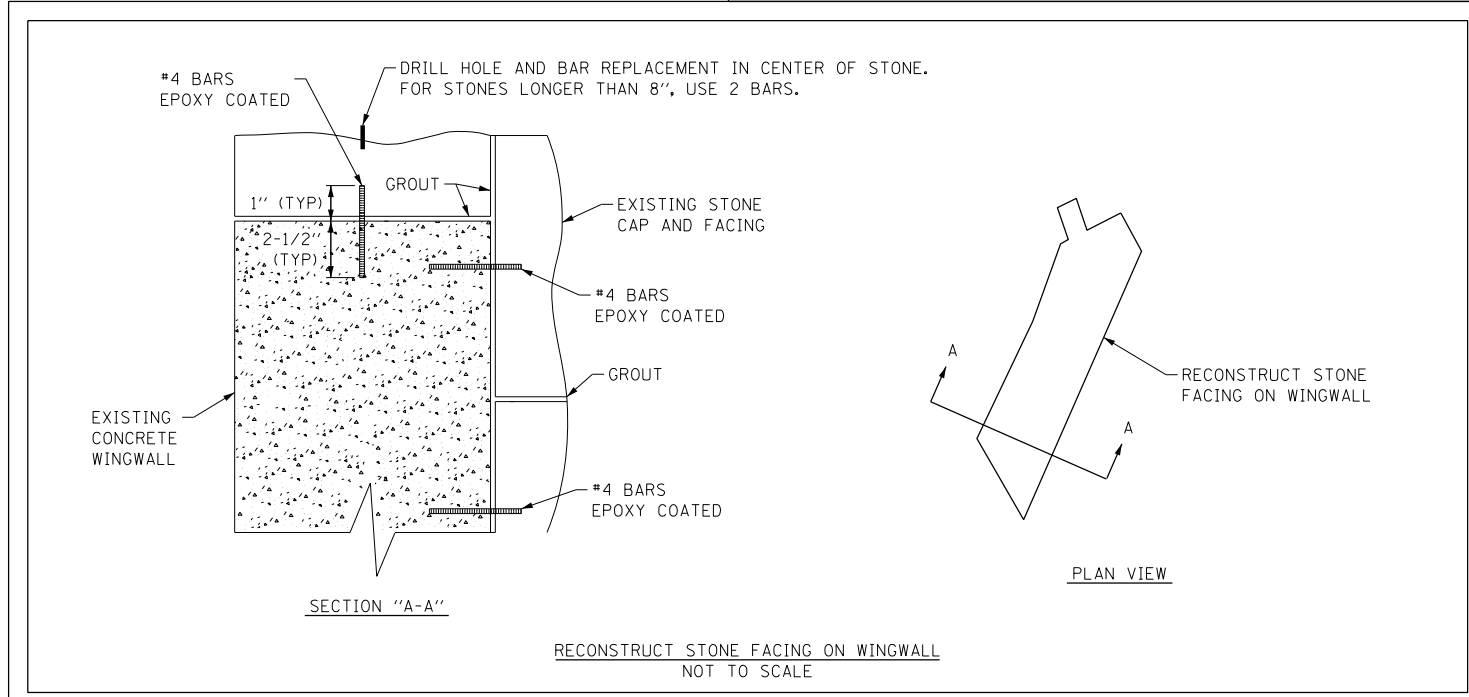
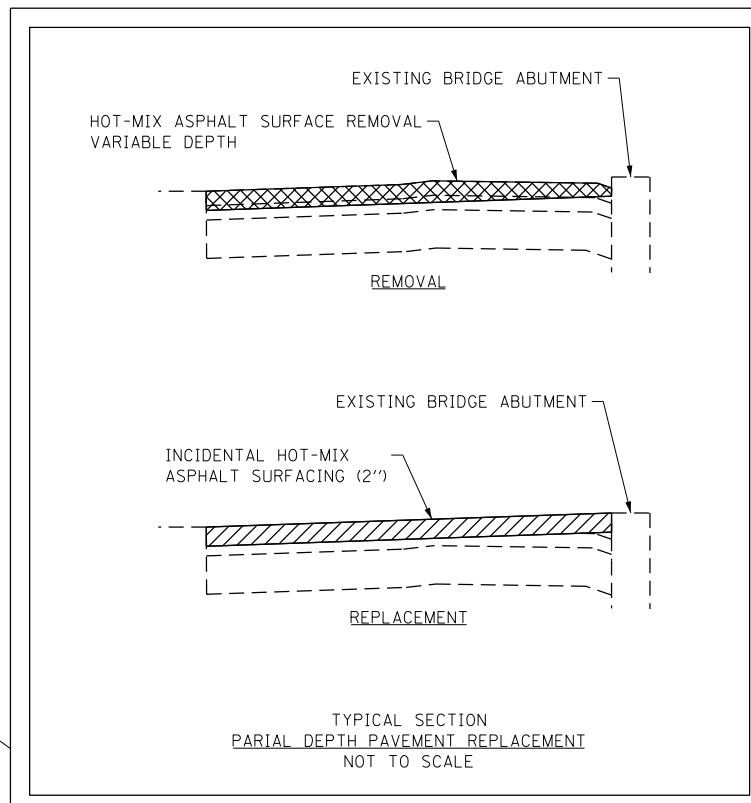
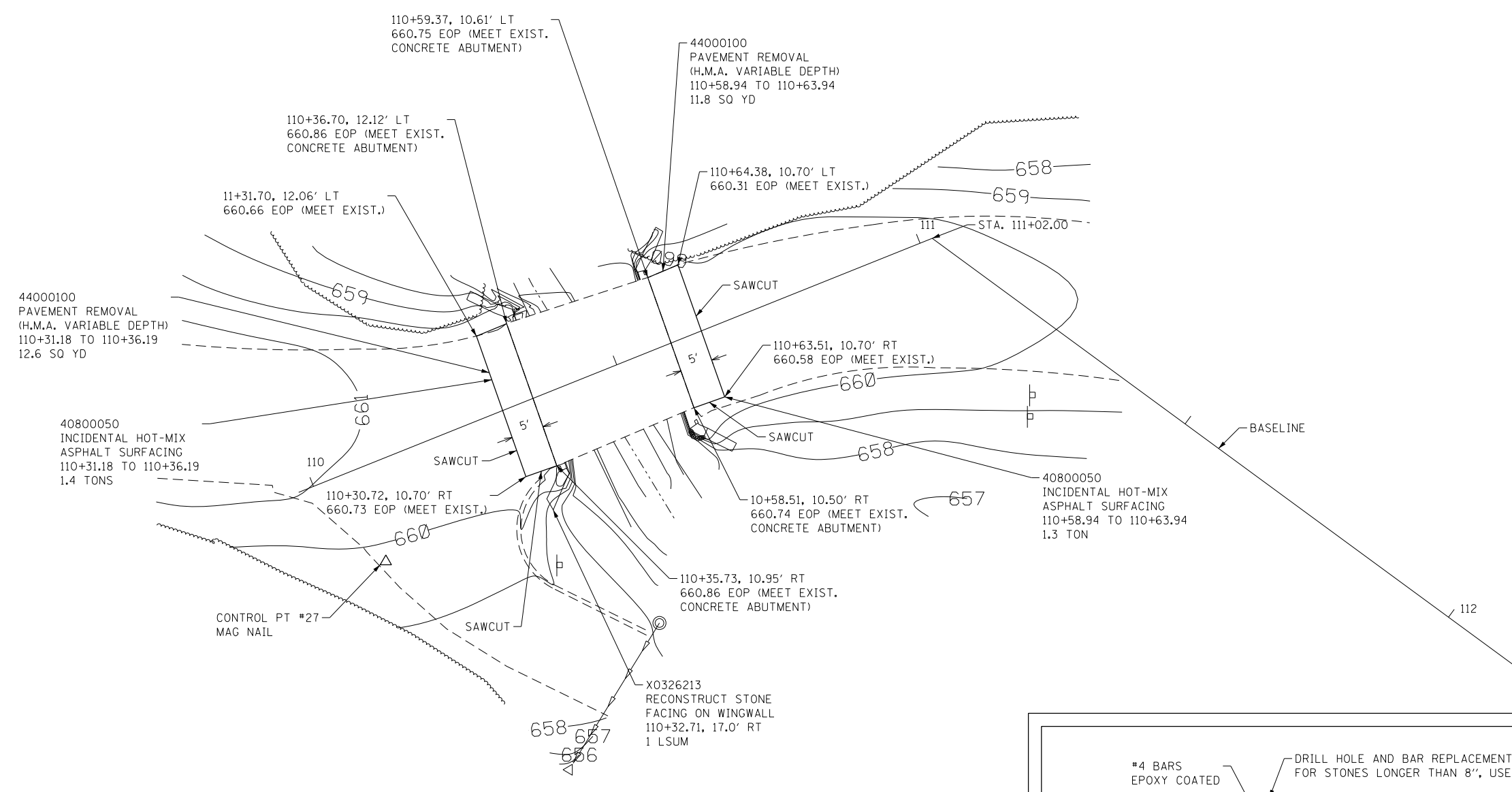
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	PLOT DATE = 3/18/2016	CHECKED - R.H.D.	REVISED -
		DATE - MARCH 18, 2016	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**OVERALL SITE, SURVEY TIES, AND BENCHMARK  
LINCOLN LOG CABIN STATE HISTORIC SITE**

SCALE: 1" = 100' SHEET 5 OF 18 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PARK ROADS 2016-05	COLES	18	5
CONTRACT NO. 46410				
ILLINOIS FED. AID PROJECT				



CONTROL PT #27  
MAG NAIL  
N: 988088.2700  
E: 1020418.5430  
ELEV. = 659.76

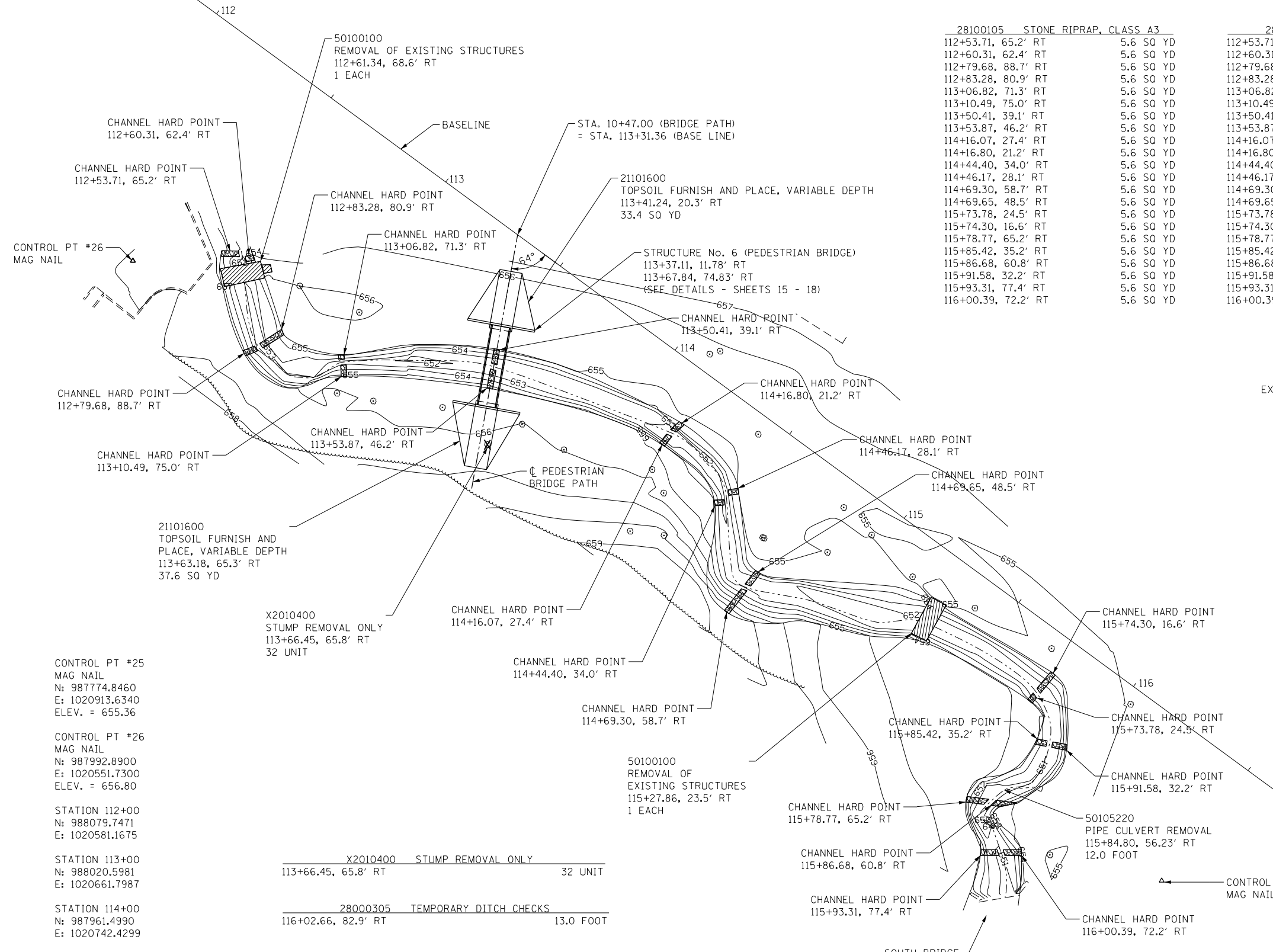
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E: 1020407.4736

STATION 111+00  
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STATION 111+02.00  
N: 988137.7132  
E: 1020502.1490

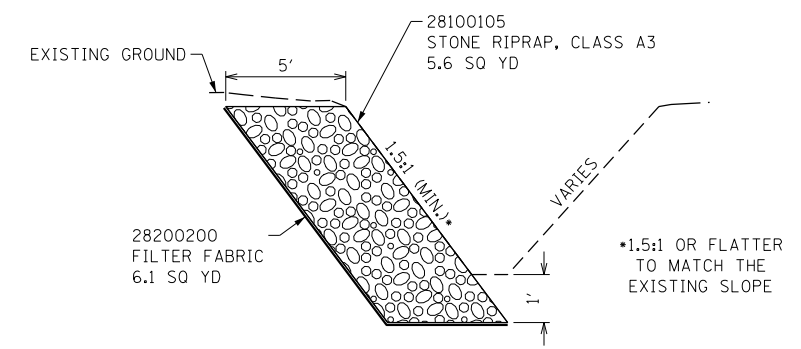
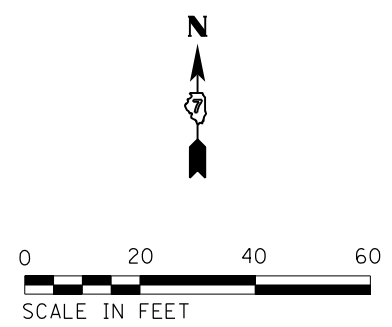
STATION 112+00  
N: 988079.7471  
E: 1020581.1675

44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	110+31.18 TO 110+36.19	12.6 SQ YD
		110+58.94 TO 110+63.94	11.8 SQ YD
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	110+31.18 TO 110+36.19	1.4 TON
		110+58.94 TO 110+63.94	1.3 TON
X0326213	RECONSTRUCT STONE FACING ON WINGWALL	110+32.71, 17.0' RT	1 LSUM



28100105 STONE RIPRAP, CLASS A3		
112+53.71, 65.2' RT	5.6 SQ YD	
112+60.31, 62.4' RT	5.6 SQ YD	
112+79.68, 88.7' RT	5.6 SQ YD	
112+83.28, 80.9' RT	5.6 SQ YD	
113+06.82, 71.3' RT	5.6 SQ YD	
113+10.49, 75.0' RT	5.6 SQ YD	
113+50.41, 39.1' RT	5.6 SQ YD	
113+53.87, 46.2' RT	5.6 SQ YD	
114+16.07, 27.4' RT	5.6 SQ YD	
114+16.80, 21.2' RT	5.6 SQ YD	
114+44.40, 34.0' RT	5.6 SQ YD	
114+46.17, 28.1' RT	5.6 SQ YD	
114+69.30, 58.7' RT	5.6 SQ YD	
114+69.65, 48.5' RT	5.6 SQ YD	
115+73.78, 24.5' RT	5.6 SQ YD	
115+74.30, 16.6' RT	5.6 SQ YD	
115+78.77, 65.2' RT	5.6 SQ YD	
115+85.42, 35.2' RT	5.6 SQ YD	
115+86.68, 60.8' RT	5.6 SQ YD	
115+91.58, 32.2' RT	5.6 SQ YD	
115+93.31, 77.4' RT	5.6 SQ YD	
116+00.39, 72.2' RT	5.6 SQ YD	

28200200 FILTER FABRIC		
112+53.71, 65.2' RT	6.1 SQ YD	
112+60.31, 62.4' RT	6.1 SQ YD	
112+79.68, 88.7' RT	6.1 SQ YD	
112+83.28, 80.9' RT	6.1 SQ YD	
113+06.82, 71.3' RT	6.1 SQ YD	
113+10.49, 75.0' RT	6.1 SQ YD	
113+50.41, 39.1' RT	6.1 SQ YD	
113+53.87, 46.2' RT	6.1 SQ YD	
114+16.07, 27.4' RT	6.1 SQ YD	
114+16.80, 21.2' RT	6.1 SQ YD	
114+44.40, 34.0' RT	6.1 SQ YD	
114+46.17, 28.1' RT	6.1 SQ YD	
114+69.30, 58.7' RT	6.1 SQ YD	
114+69.65, 48.5' RT	6.1 SQ YD	
115+73.78, 24.5' RT	6.1 SQ YD	
115+74.30, 16.6' RT	6.1 SQ YD	
115+78.77, 65.2' RT	6.1 SQ YD	
115+85.42, 35.2' RT	6.1 SQ YD	
115+86.68, 60.8' RT	6.1 SQ YD	
115+91.58, 32.2' RT	6.1 SQ YD	
115+93.31, 77.4' RT	6.1 SQ YD	
116+00.39, 72.2' RT	6.1 SQ YD	



CHANNEL HARD POINT  
NOT TO SCALE

THE HARD POINT SHALL BE 2 FEET WIDE AND EXTEND FROM 1' BELOW THE CHANNEL INVERT TO THE CHANNEL BANK ELEVATION

STONE RIPRAP AREA IS COMPUTED AS 3 - 8" COLUMNS MULTIPLIED BY THE END AREA

21101600 TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH		
112+53.71, 65.2' RT	1.1 SQ YD	
112+60.31, 62.4' RT	1.1 SQ YD	
112+79.68, 88.7' RT	1.1 SQ YD	
112+83.28, 80.9' RT	1.1 SQ YD	
113+06.82, 71.3' RT	1.1 SQ YD	
113+10.49, 75.0' RT	1.1 SQ YD	
113+41.24, 20.3' RT	33.4 SQ YD	
113+50.41, 39.1' RT	1.1 SQ YD	
113+53.87, 46.2' RT	1.1 SQ YD	
113+63.18, 65.3' RT	37.6 SQ YD	
114+16.07, 27.4' RT	1.1 SQ YD	
114+16.80, 21.2' RT	1.1 SQ YD	
114+44.40, 34.0' RT	1.1 SQ YD	
114+46.17, 28.1' RT	1.1 SQ YD	
114+69.30, 58.7' RT	1.1 SQ YD	
114+69.65, 48.5' RT	1.1 SQ YD	
115+73.78, 24.5' RT	1.1 SQ YD	
115+74.30, 16.6' RT	1.1 SQ YD	
115+78.77, 65.2' RT	1.1 SQ YD	
115+85.42, 35.2' RT	1.1 SQ YD	
115+86.68, 60.8' RT	1.1 SQ YD	
115+91.58, 32.2' RT	1.1 SQ YD	
115+93.31, 77.4' RT	1.1 SQ YD	
116+00.39, 72.2' RT	1.1 SQ YD	

50100100 REMOVAL OF EXISTING STRUCTURES 112+61.34, 68.6' RT 1 EACH		
21101600 TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH 113+41.24, 20.3' RT 33.4 SQ YD		
21101600 TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH 113+63.18, 65.3' RT 37.6 SQ YD		
X2010400 STUMP REMOVAL ONLY 113+66.45, 65.8' RT 32 UNIT		
50100100 REMOVAL OF EXISTING STRUCTURES 115+27.86, 23.5' RT 1 EACH		
28000305 TEMPORARY DITCH CHECKS 116+02.66, 82.9' RT 13.0 FOOT		
50105220 PIPE CULVERT REMOVAL 115+84.80, 56.23' RT 12.0 FOOT		
50100100 REMOVAL OF EXISTING STRUCTURES 112+61.34, 68.6' RT 1 EACH		
50100100 REMOVAL OF EXISTING STRUCTURES 115+27.86, 23.5' RT 1 EACH		

CONTROL PT #25  
MAG NAIL  
N: 987774.8460  
E: 1020913.6340  
ELEV. = 655.36

CONTROL PT #26  
MAG NAIL  
N: 987992.8900  
E: 1020551.7300  
ELEV. = 656.80

STATION 112+00  
N: 988079.7471  
E: 1020581.1675

STATION 113+00  
N: 988020.5981  
E: 1020661.7987

STATION 114+00  
N: 987961.4990  
E: 1020742.4299

STATION 115+00  
N: 987902.3000  
E: 1020823.0611

STATION 116+00  
N: 987843.1509  
E: 1020903.6923

CONTROL PT #23  
PK NAIL  
N: 987833.6870  
E: 1021378.6770  
ELEV. = 655.77

CONTROL PT #24  
MAG NAIL  
N: 987965.4720  
E: 1021443.3160  
ELEV. = 654.14

STATION 228+00  
N: 987923.4159  
E: 1021424.3097

STATION 229+00  
N: 987837.2000  
E: 1021375.0045

STATION 230+00  
N: 987791.9505  
E: 1021289.3422

CURVE C11  
PI STA. 227+88.24  
PI COORDINATE  
N: 987938.7581  
E: 1021437.1868  
 $\Delta = 57^\circ 33' 36''$  (RT)  
D = 71' 37' 11"  
R = 80.00'  
T = 43.94'  
L = 80.37'  
E = 11.27'  
PC STA. 227+44.29  
PT STA. 228+24.66

STRUCTURE No. 4  
BRIDGE REHABILITATION  
(SEE SHEETS 13 - 14)

228+62.50, 4.85' RT  
655.57 TOW  
(MEET EXIST.)

228+71.39, 3.91' RT  
655.51 TOW

228+80.45, 3.55' RT  
655.43 TOW

228+89.82, 3.74' RT  
655.36 TOW

228+98.95, 4.50' RT  
655.30 TOW

44000600  
SIDEWALK REMOVAL  
228+61.73  
229+16.64  
546.1 SQ FT

229+13.28, 5.70' RT  
656.47 TOW

229+16.64, 5.81' RT  
656.62 TOW  
(MEET EXIST.)

CURVE C12  
PI STA. 229+54.61  
PI COORDINATE  
N: 987793.1206  
E: 1021342.7678  
 $\Delta = 52^\circ 29' 46''$  (RT)  
D = 49' 49' 21"  
R = 115.00'  
T = 56.71'  
L = 105.37'  
E = 13.22'  
PC STA. 228+97.90  
PT STA. 230+03.27

229+01.87, 5.26' LT  
655.15 TOW

229+03.86, 5.07' LT  
655.46 TOW

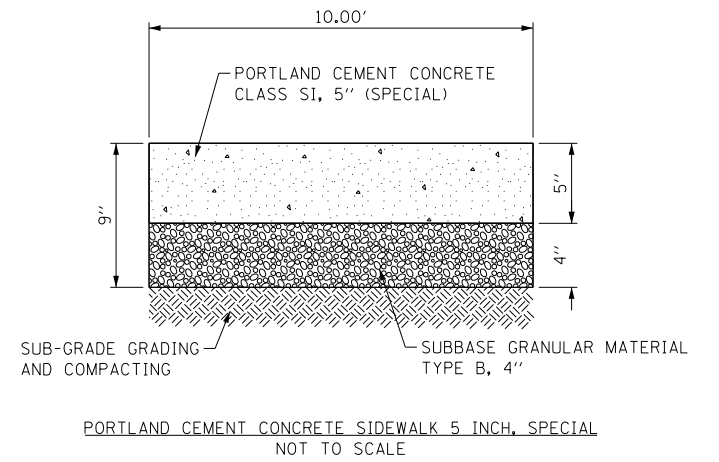
229+16.64, 3.90' LT  
656.19 TOW  
(MEET EXIST.)

CONTROL PT #24  
MAG NAIL

BASELINE



0 10 20 30  
SCALE IN FEET



44000600	SIDEWALK REMOVAL	228+61.73 TO 229+16.64	546.1 SQ FT
X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	228+61.73 TO 229+16.64	549.8 SQ FT
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	228+61.73 TO 229+16.64	61.1 SQ YD

GRADE AND SHAPE THE SURFACE TO PROVIDE DRAINAGE FROM THE SIDEWALK TO THE CREEK



FILE NAME = C:\SOUTHEAST BRIDGE.dgn  
Default

USER NAME = Danielc  
PLOT SCALE = 20.0000' / in.  
PLOT DATE = 3/18/2016

DESIGNED - R.H.D.  
DRAWN - D.R.C.  
CHECKED - R.H.D.  
DATE - MARCH 18, 2016

REVISED - \_\_\_\_\_  
REVISED - \_\_\_\_\_  
REVISED - \_\_\_\_\_  
REVISED - \_\_\_\_\_

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STRUCTURE No. 4 SIDEWALK CONSTRUCTION LAYOUT  
LINCOLN LOG CABIN STATE HISTORIC SITE

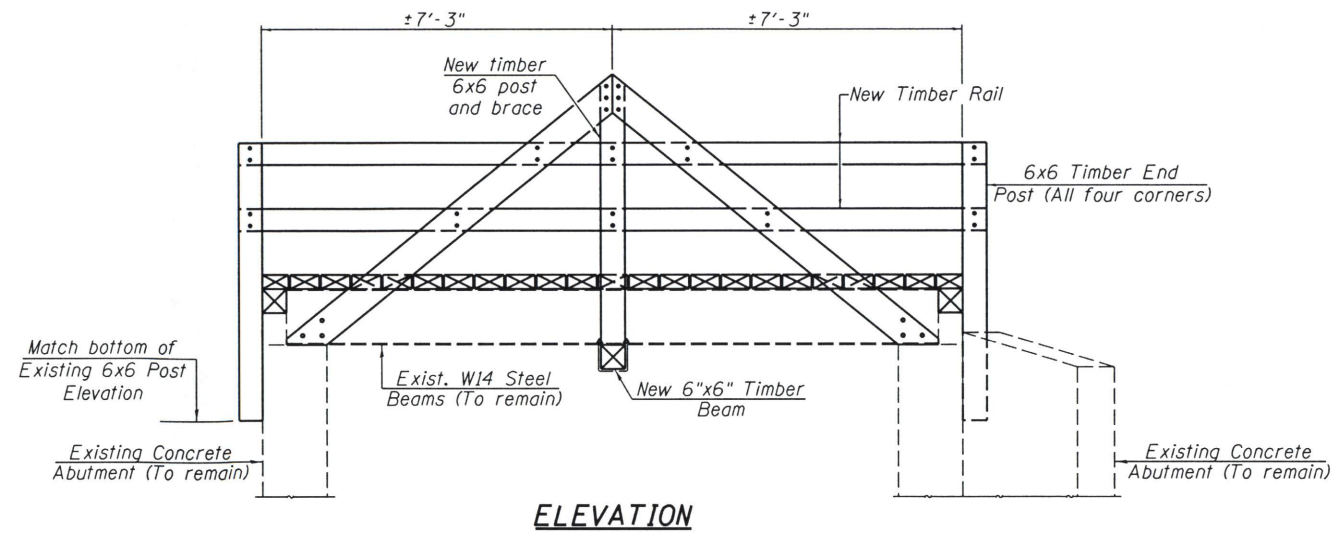
SCALE: 1" = 10' SHEET 8 OF 18 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PARK ROADS 2016-05	COLES	18	8
			CONTRACT NO. 46410	
ILLINOIS FED. AID PROJECT				

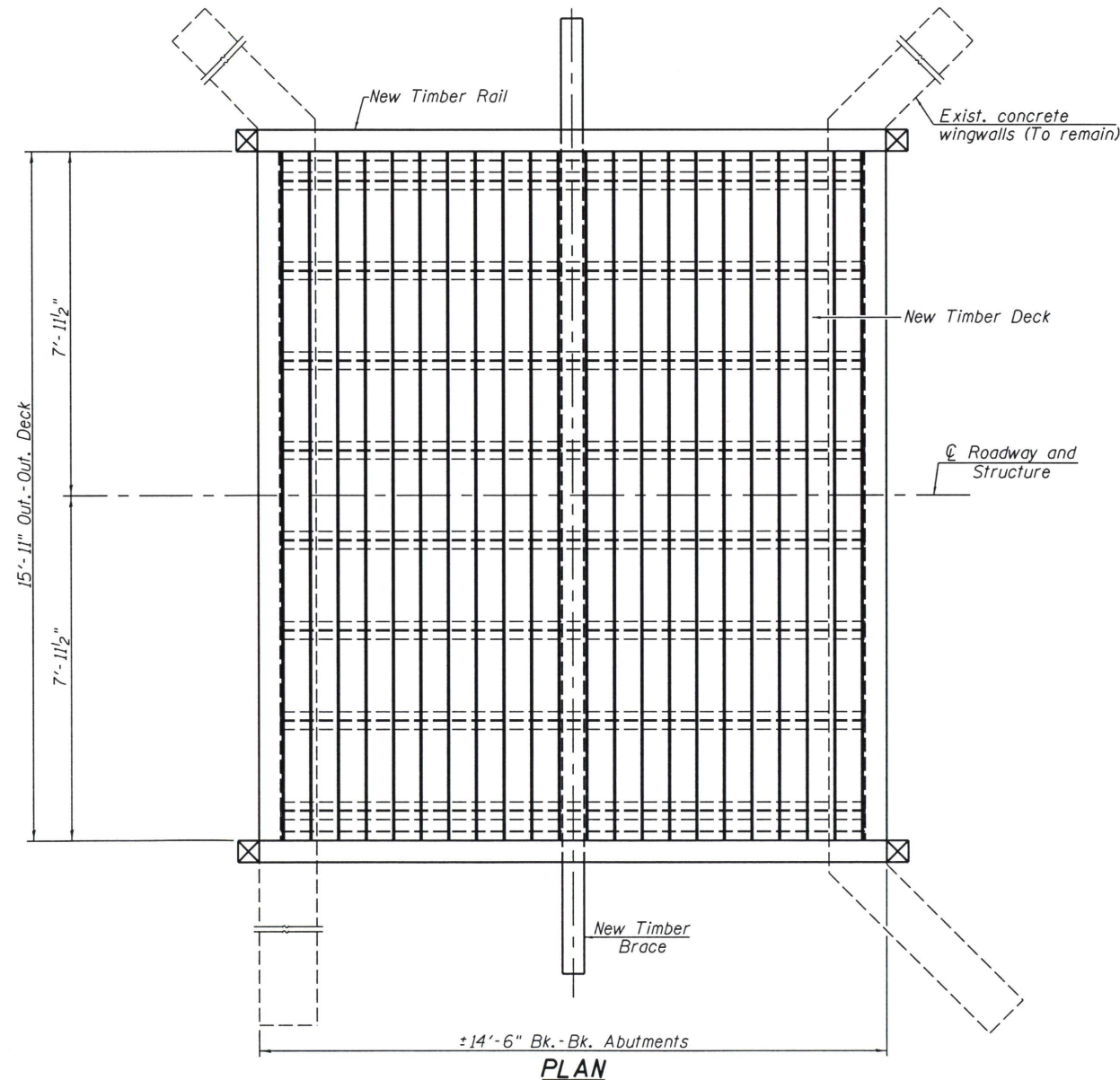


Existing Structure: Single span bridge with steel stringers, timber deck and timber bridge rail supported by concrete and masonry abutments. ±14'-6" Bk.-Bk. abutment length. 15'-11" out to out of deck.

Proposed improvement: Replace timber deck and timber rail.



**ELEVATION**



**PLAN**

**TOTAL BILL OF MATERIAL**

Item	Unit	Total
Removal of Existing Timber Floor	Each	1
Bridge Rail Removal	Foot	31
Treated Timber	FBM	1707
Hardware	Pound	330

**GENERAL NOTES**

All construction shall conform to the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction adopted April 1, 2016.

Plan dimensions and details relative to existing structure have been taken from field measurements and are subject to nominal variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

All timber shall be treated in accordance with Section 1007.12 of the Standard Specifications.

The Contractor shall predrill holes where required for screws and bolts. The cost of predrilling holes, where required, will be included with "Hardware".

All fasteners used with treated timber shall be stainless steel in accordance with Section 1006.29(d) of the Standard Specifications.

See Sheet 5 of 18 for site layout and structure location.

**DESIGN STRESSES**

**FIELD UNITS**

$f_y = 36,000$  psi (Existing beams)

**TREATED TIMBER**

Visually Graded Southern Pine No. 1

$F_b = 1100$  psi

$F_v = 175$  psi

$F_{c1} = 480$  psi

$F_{cII} = 1400$  psi

$E = 1,400,000$  psi

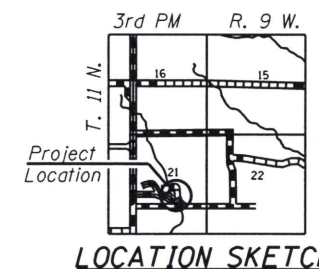
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Vehicular - H5 Truck



*Mark A. Henderson* 3/18/2016

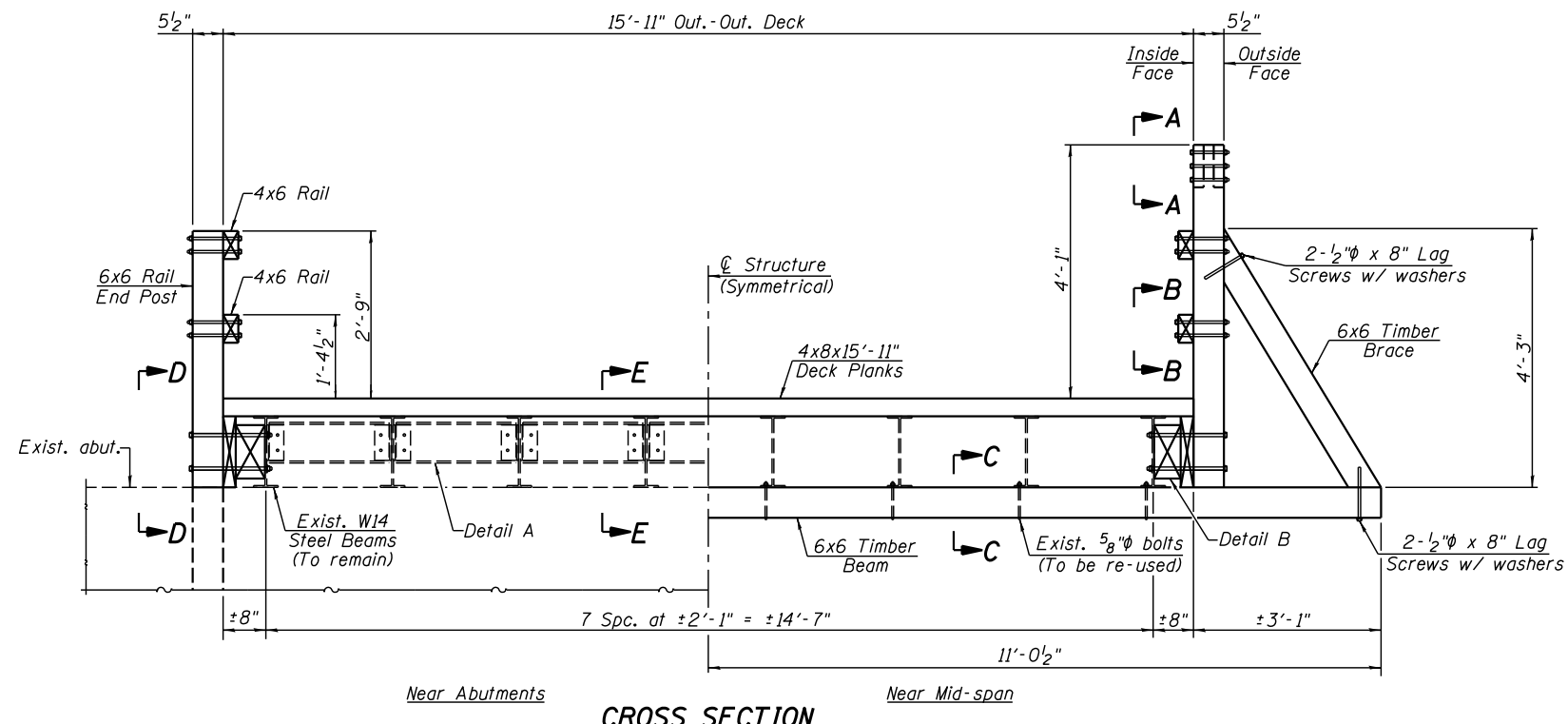
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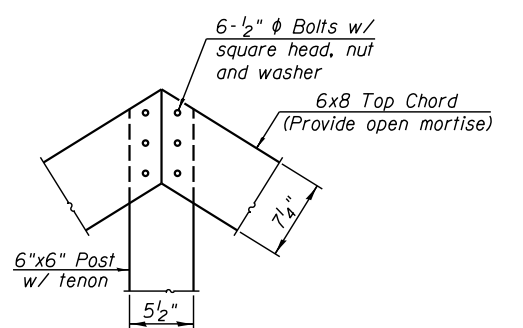
**LOCATION SKETCH**

**GENERAL PLAN & ELEVATION  
STRUCTURE NO. 2  
LINCOLN LOG CABIN STATE  
HISTORICAL SITE  
COLES COUNTY**

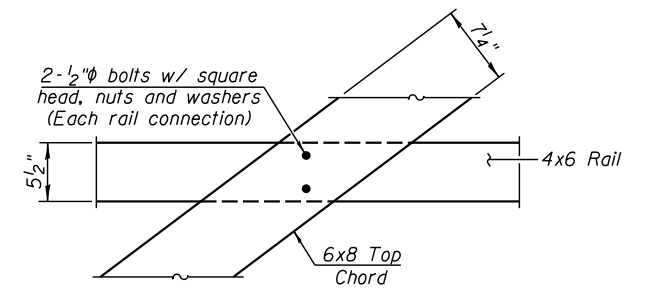
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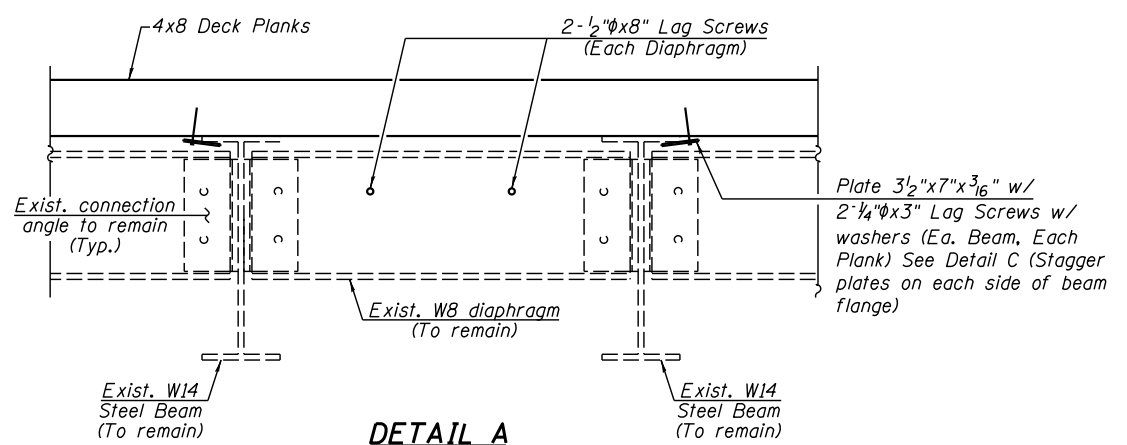
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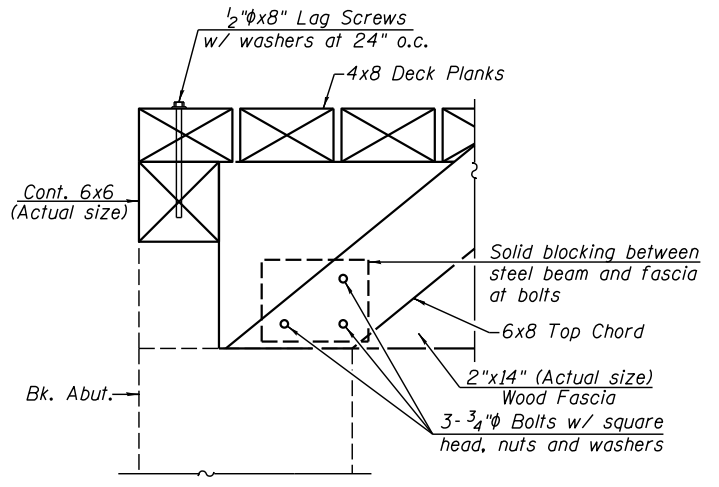
**SECTION A-A**



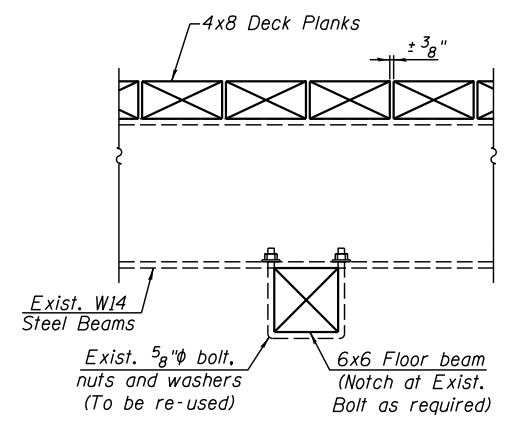
**SECTION B-B**



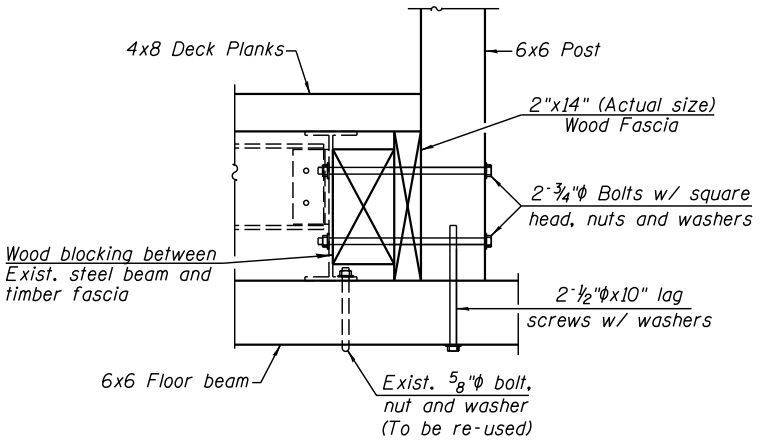
**DETAIL A**



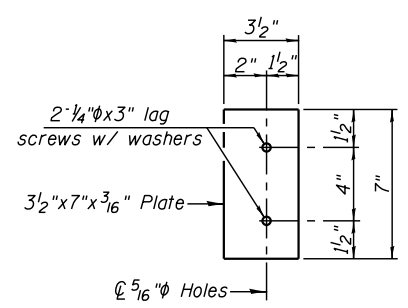
**SECTION D-D**



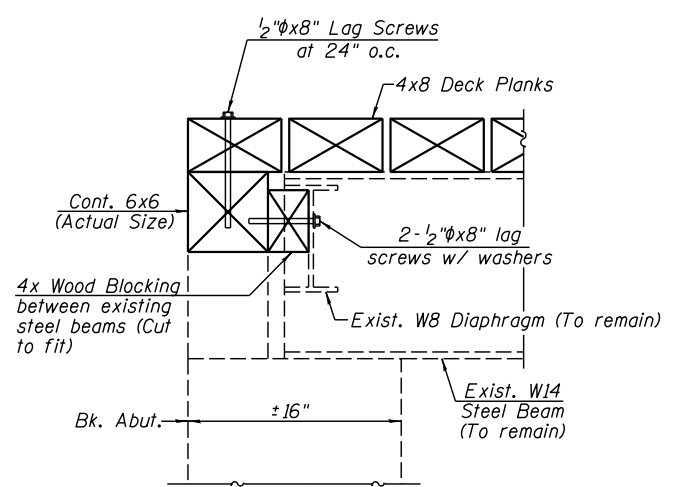
**SECTION C-C**



**DETAIL B**



**DETAIL C**  
(21 required each beam)



**SECTION E-E**

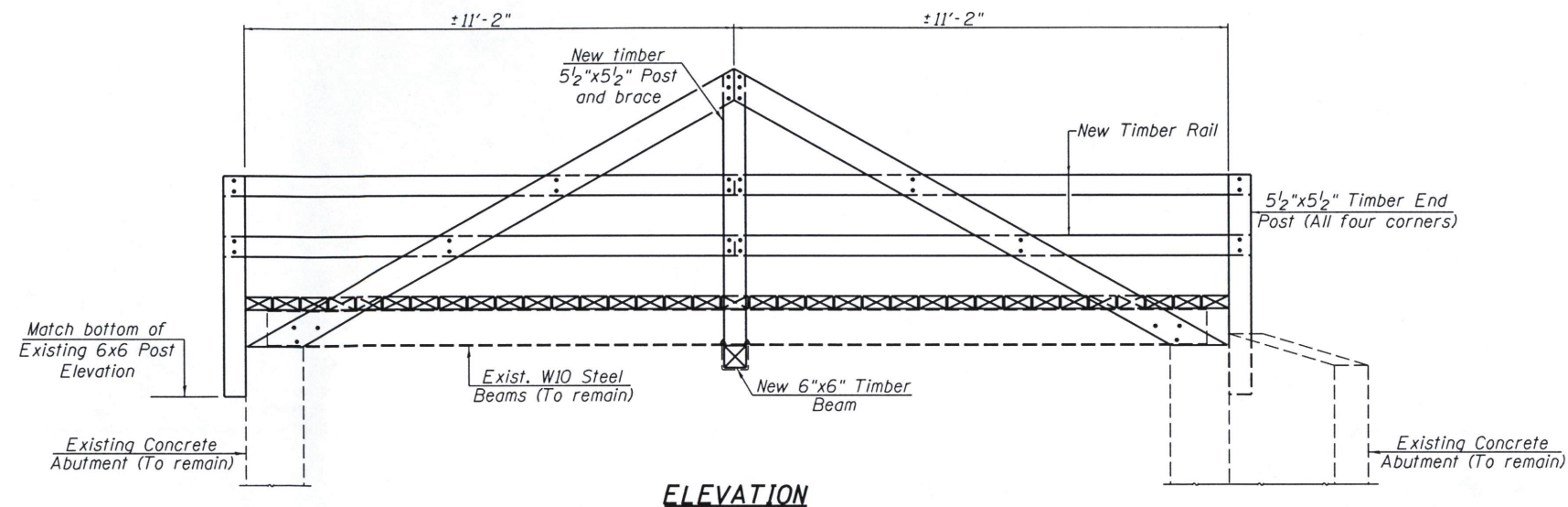
**SUPERSTRUCTURE BILL OF MATERIAL**

Item	Unit	Total
Treated Timber	F.B.M.	1707
Hardware	Pound	330

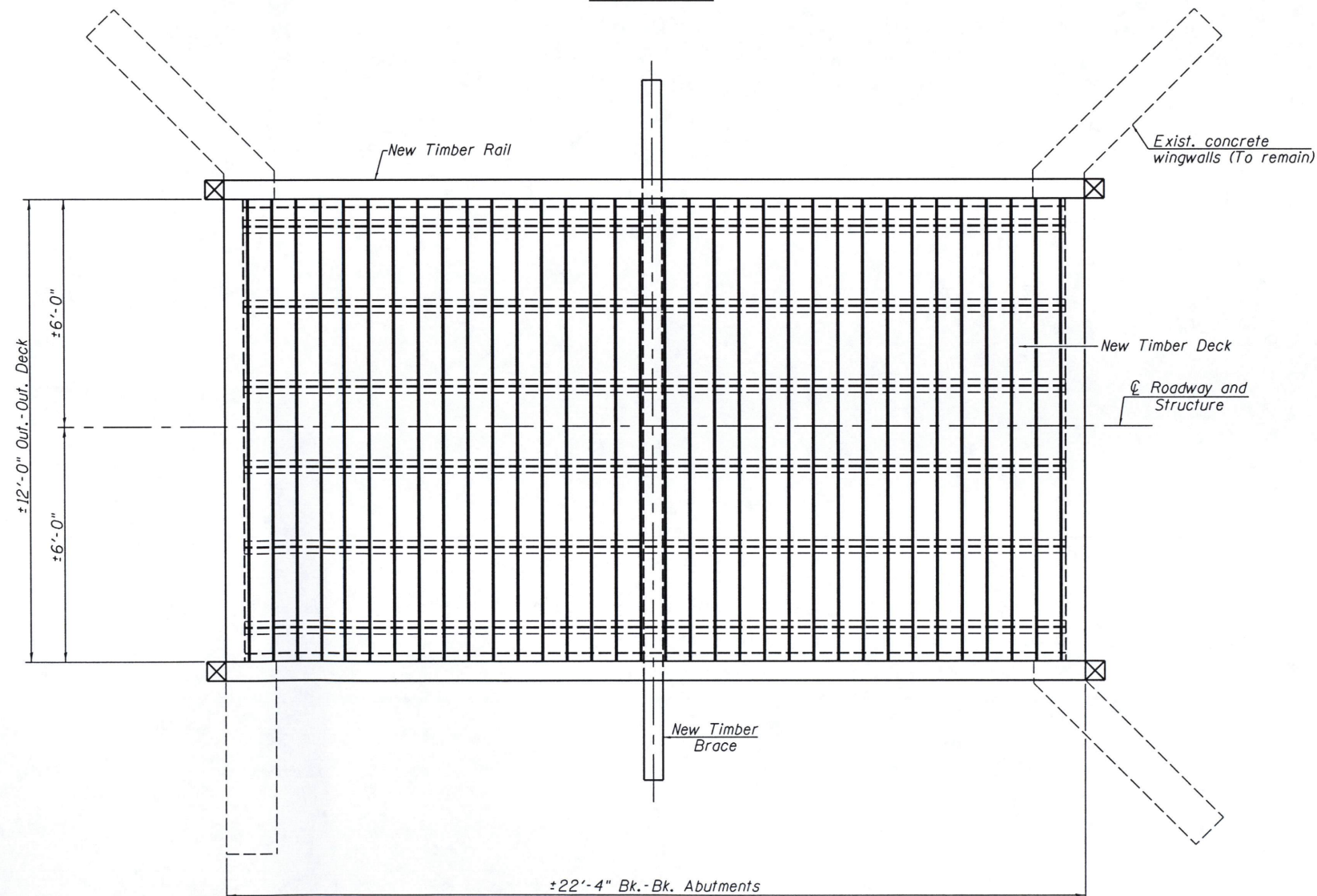
Notes:  
Timber member sizes called out are nominal member sizes unless otherwise called out as actual sizes. Plan dimensions are based on actual member sizes.

Existing Structure: Single span bridge with steel stringers, timber deck and timber bridge rail supported by concrete and masonry abutments. ±22'-4" Bk.-Bk. abutment length. 12'-0" out to out of deck.

Proposed improvement: Replace timber deck and timber rail.



**ELEVATION**



**PLAN**

**TOTAL BILL OF MATERIAL**

Item	Unit	Total
Removal of Existing Timber Floor	Each	1
Bridge Rail Removal	Foot	47
Treated Timber	FBM	1943
Hardware	Pound	380

**GENERAL NOTES**

All construction shall conform to the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction adopted April 1, 2016.

Plan dimensions and details relative to existing structure have been taken from field measurements and are subject to nominal variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

All timber shall be treated in accordance with Section 1007.12 of the Standard Specifications.

The Contractor shall predrill holes where required for screws and bolts. The cost of predrilling holes, where required, will be included with "Hardware".

All fasteners used with treated timber shall be stainless steel in accordance with Section 1006.29(d) of the Standard Specifications.

See Sheet 5 of 18 for site layout and structure location.

**DESIGN STRESSES**

**FIELD UNITS**

$f_y = 36,000$  psi (Existing beams)

**TREATED TIMBER**

Visually Graded Southern Pine No. 1

$F_b = 1100$  psi

$F_v = 175$  psi

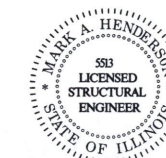
$F_{c1} = 480$  psi

$F_{cII} = 1400$  psi

$E = 1,400,000$  psi

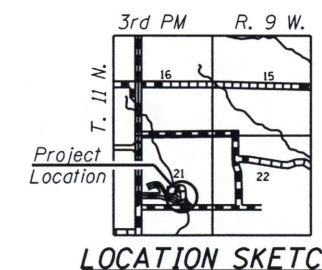
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Vehicular - H5 Truck



*Mark A. Henderson* 3/18/2016

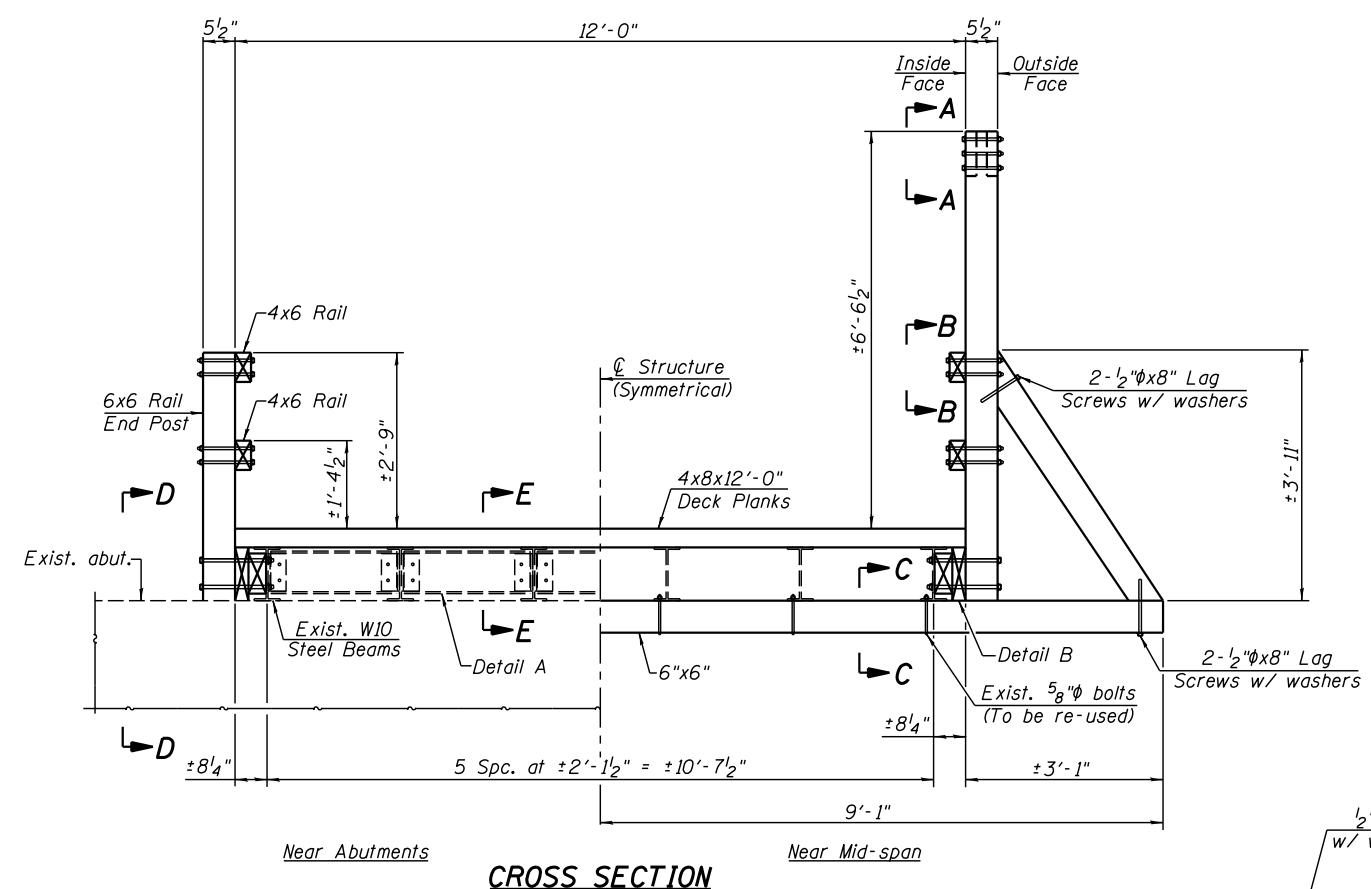
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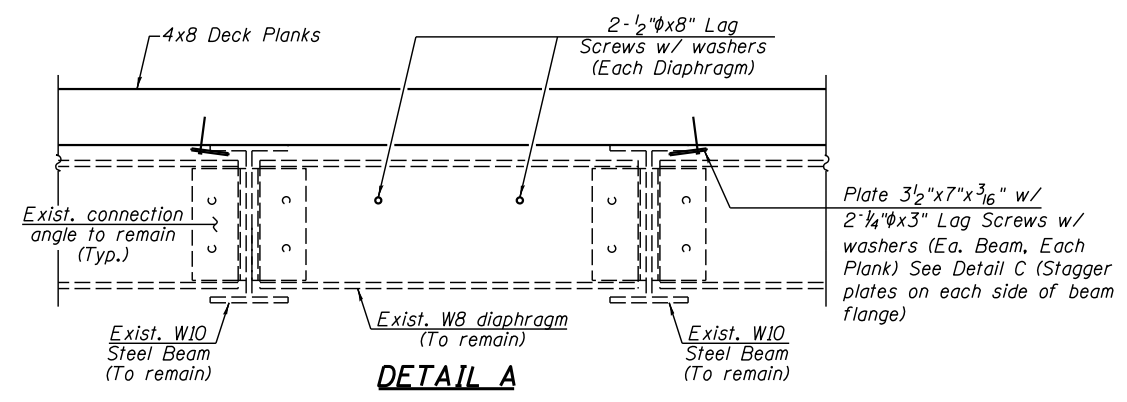
**LOCATION SKETCH**

**GENERAL PLAN & ELEVATION  
STRUCTURE NO. 3  
LINCOLN LOG CABIN STATE  
HISTORICAL SITE  
COLES COUNTY**

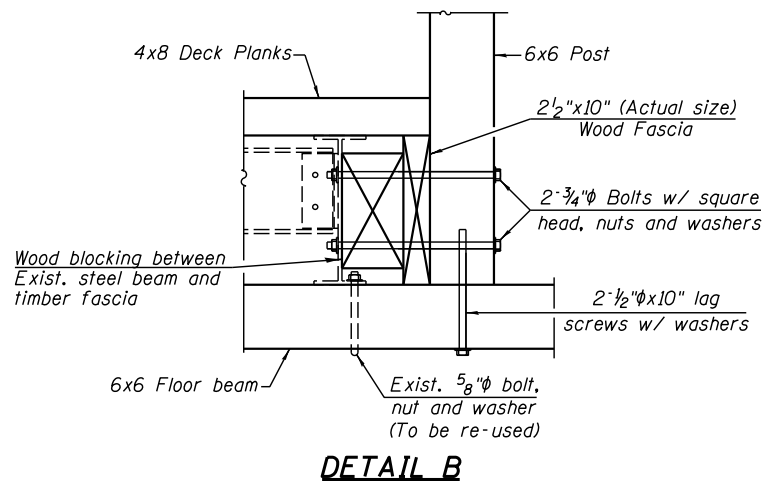
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		DATE -	REVISED -							FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



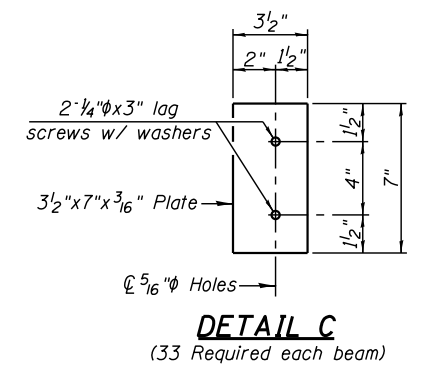
**CROSS SECTION**



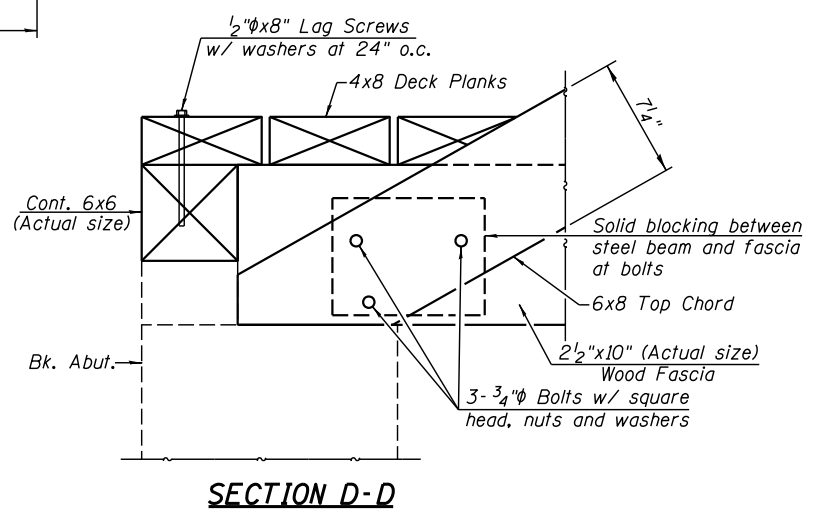
**DETAIL A**



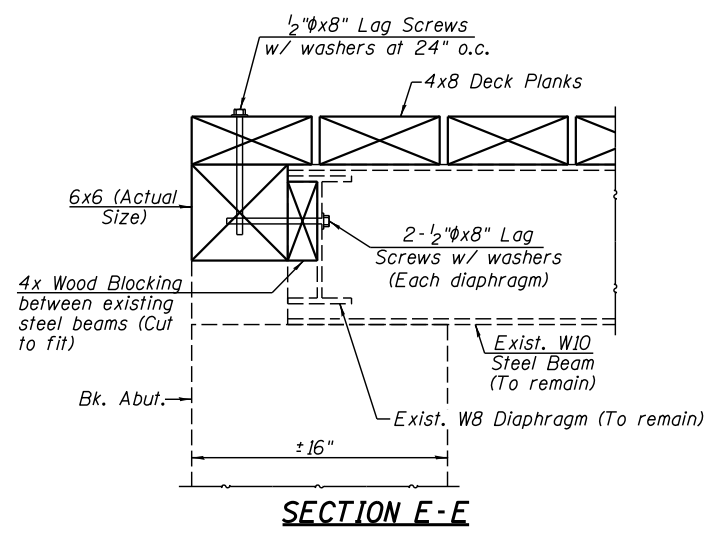
**DETAIL B**



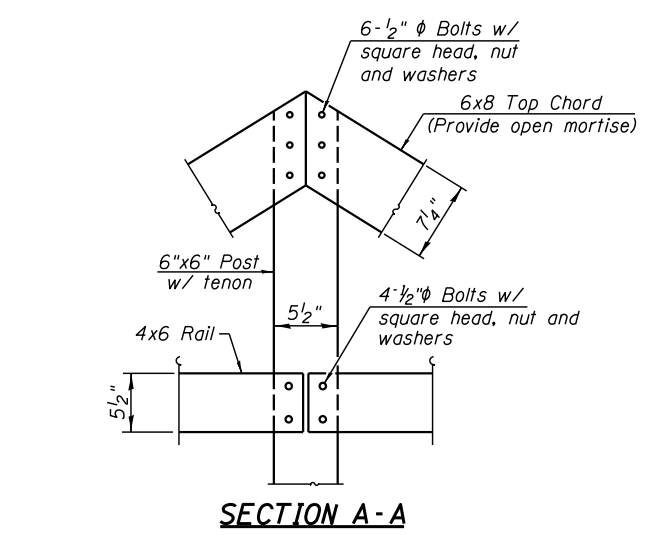
**DETAIL C**



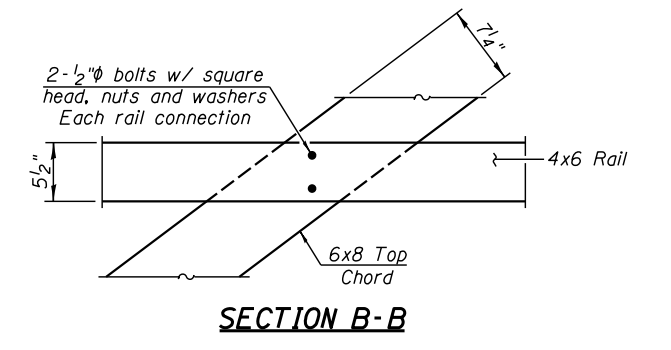
**SECTION D-D**



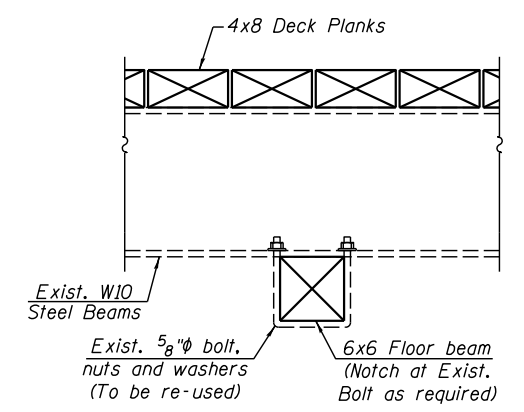
**SECTION E-E**



**SECTION A-A**



**SECTION B-B**



**SECTION C-C**

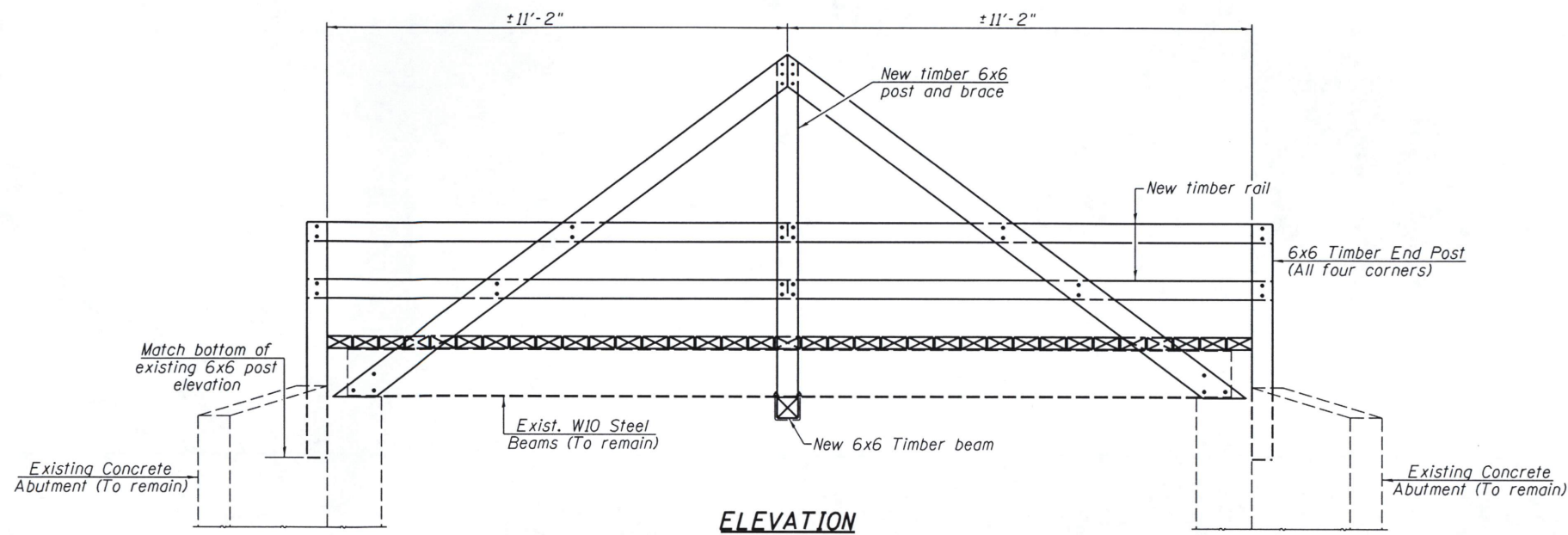
**SUPERSTRUCTURE BILL OF MATERIAL**

Item	Unit	Total
Treated Timber	F.B.M.	1943
Hardware	Pound	380

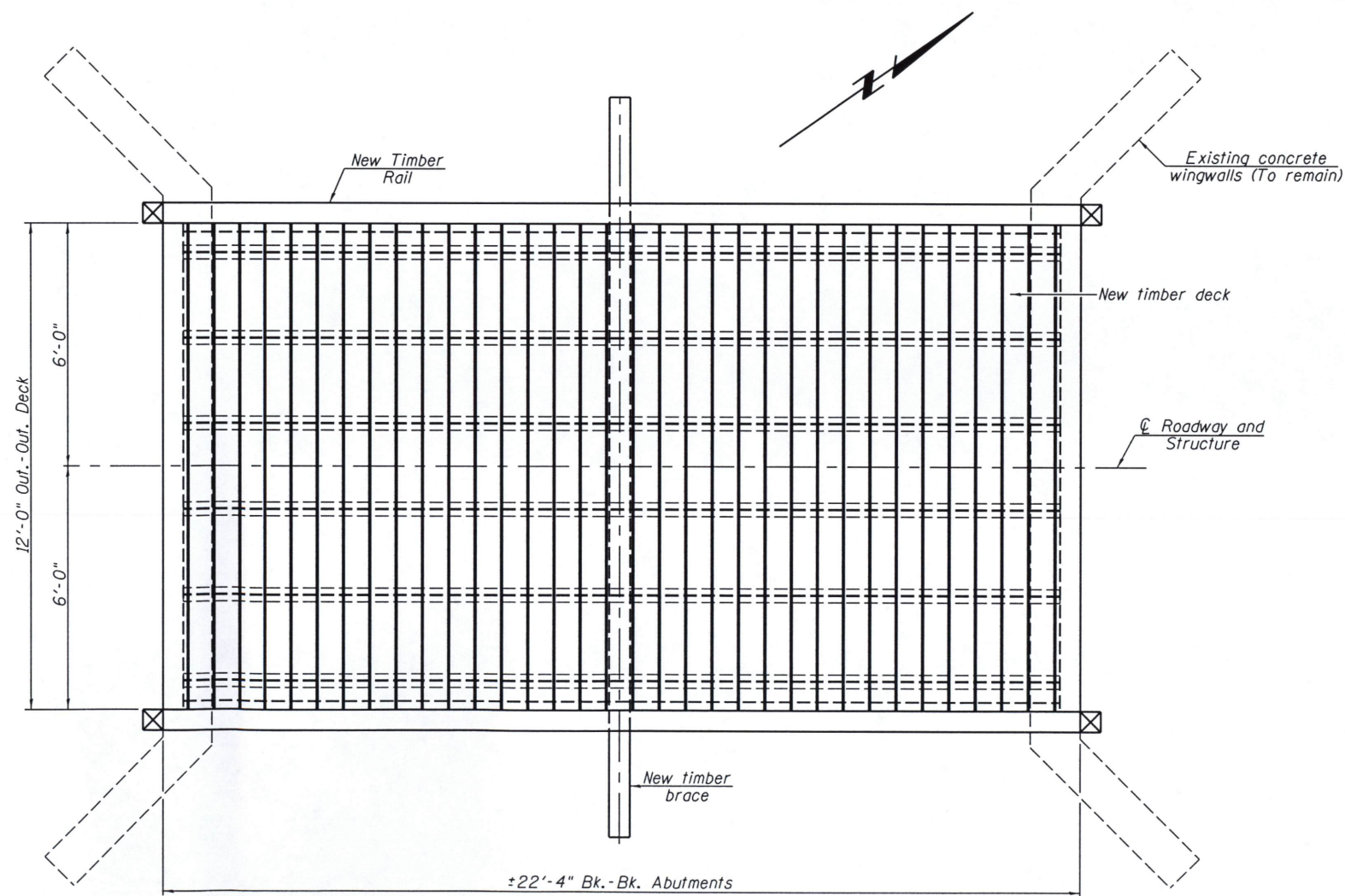
Notes:  
Timber member sizes called out are nominal member sizes unless otherwise called out as actual sizes. Plan dimensions are based on actual member sizes.

Existing Structure: Single span bridge with steel stringers, timber deck and timber bridge rail supported by concrete abutments. ±22'-4" Bk.-Bk. abutment length. 12'-0" out to out of deck.

Proposed Improvement: Replace timber deck and timber rail.



ELEVATION



PLAN

**TOTAL BILL OF MATERIAL**

Item	Unit	Total
Removal of Existing Timber Floor	Each	1
Bridge Rail Removal	Foot	47
Treated Timber	FBM	1947
Hardware	Pound	380

**GENERAL NOTES**

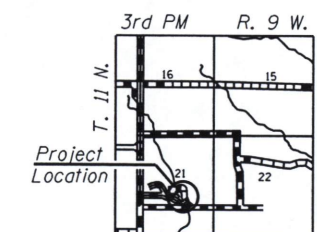
All construction shall conform to the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction adopted April 1, 2016.  
 Plan dimensions and details relative to existing structure have been taken from field measurements and are subject to nominal variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.  
 All timber shall be treated in accordance with Section 1007.12 of the Standard Specifications.  
 The Contractor shall predrill holes where required for screws and bolts. The cost of predrilling holes, where required, will be included with "Hardware".  
 All fasteners used with treated timber shall be stainless steel in accordance with Section 1006.29(d) of the Standard Specifications.  
 See Sheet 5 of 18 for site layout and structure location.

**DESIGN STRESSES**

**FIELD UNITS**  
 $f_y = 36,000$  psi (Existing beams)  
**TREATED TIMBER**  
 Visually Graded Southern Pine No. 1  
 $F_b = 1100$  psi  
 $F_v = 175$  psi  
 $F_{c1} = 480$  psi  
 $F_{cII} = 1400$  psi  
 $E = 1,400,000$  psi  
**LOADING**  
 Vehicular - H5 Truck



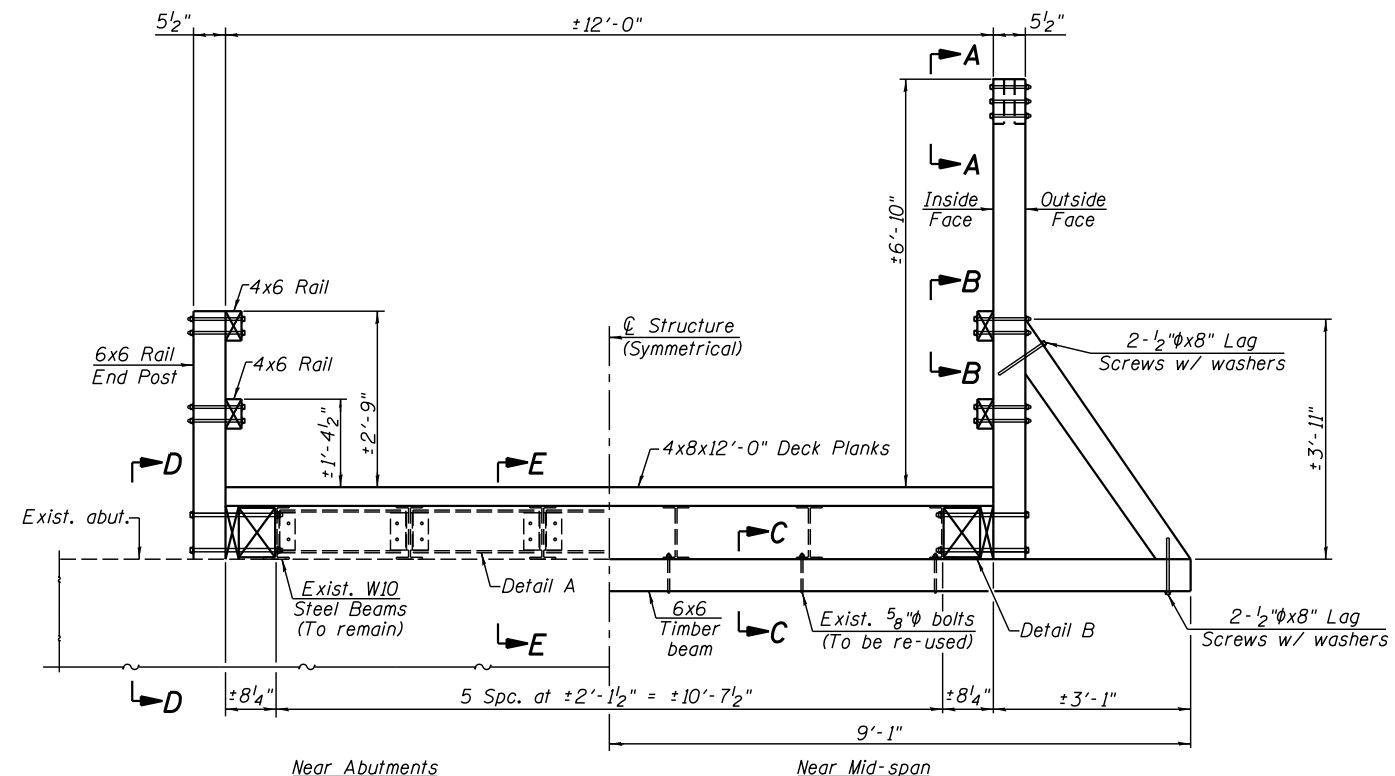
*Mark A. Henderson* 3/18/2016  
 Date Signed: 3/18/2016  
 Expiration Date: 11/30/2016



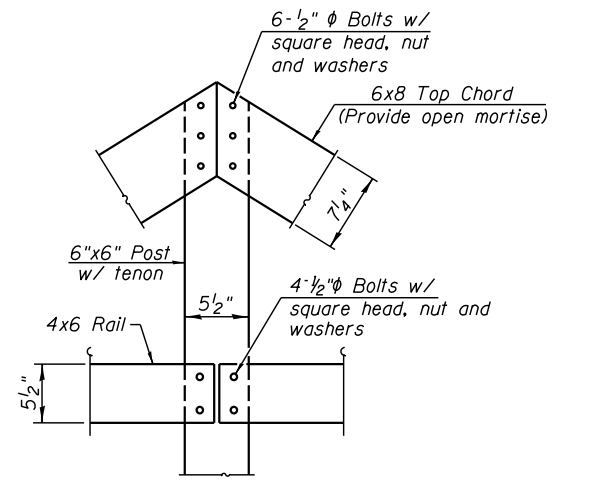
LOCATION SKETCH

**GENERAL PLAN & ELEVATION  
 STRUCTURE NO. 4  
 LINCOLN LOG CABIN STATE  
 HISTORICAL SITE  
 COLES COUNTY**

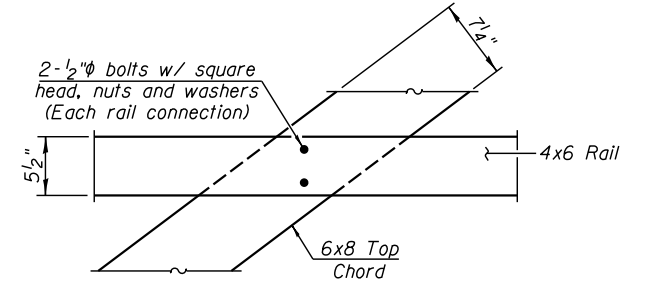
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	PLOT DATE = #DATE#	CHECKED -	REVISED -							CONTRACT NO. 46410			
		DATE -	REVISED -							FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



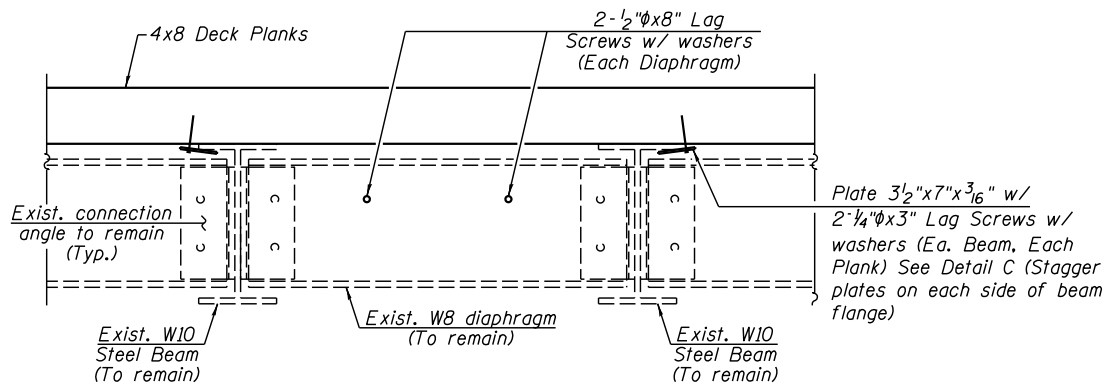
**CROSS SECTION**



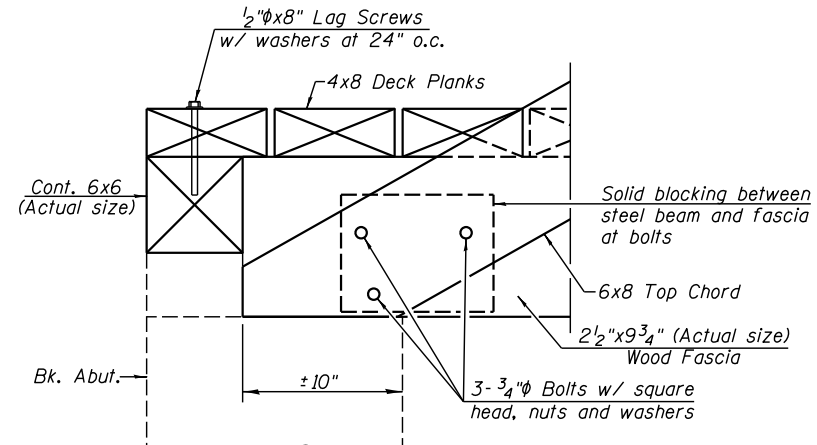
**SECTION A-A**



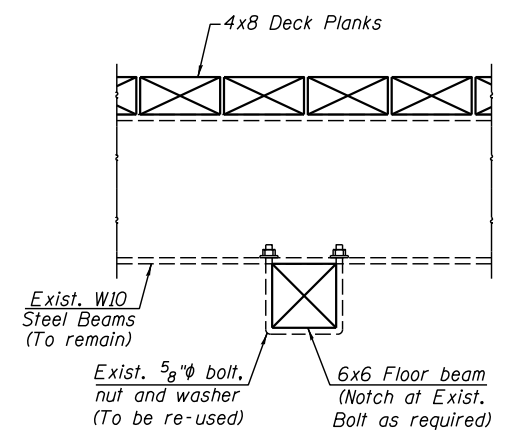
**SECTION B-B**



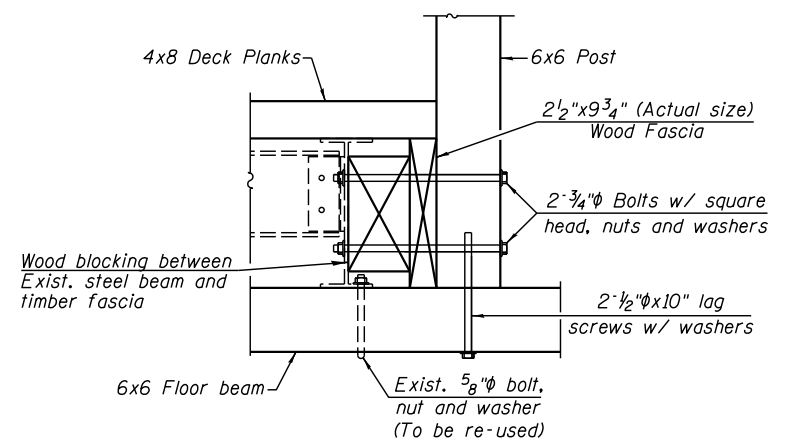
**DETAIL A**



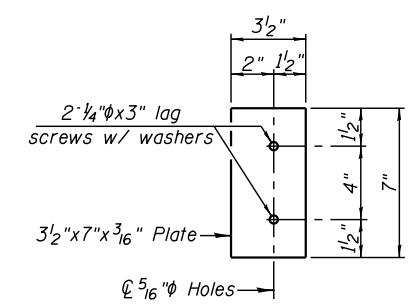
**SECTION D-D**



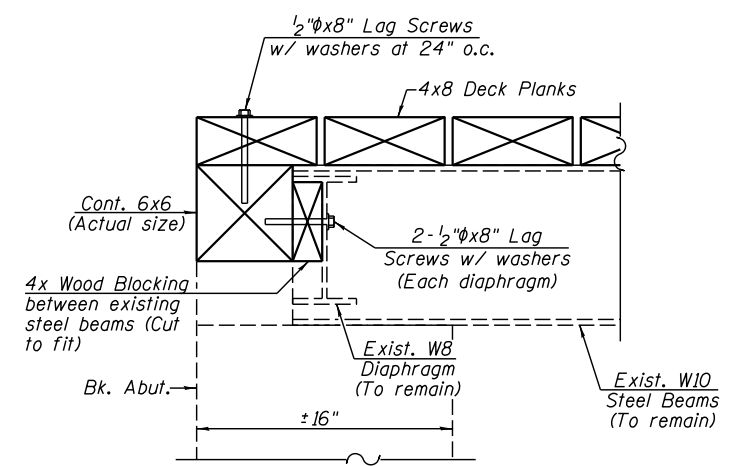
**SECTION C-C**



**DETAIL B**



**DETAIL C**  
(33 Required each beam)



**SECTION E-E**

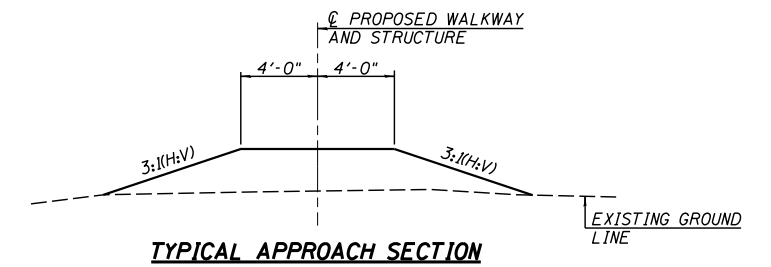
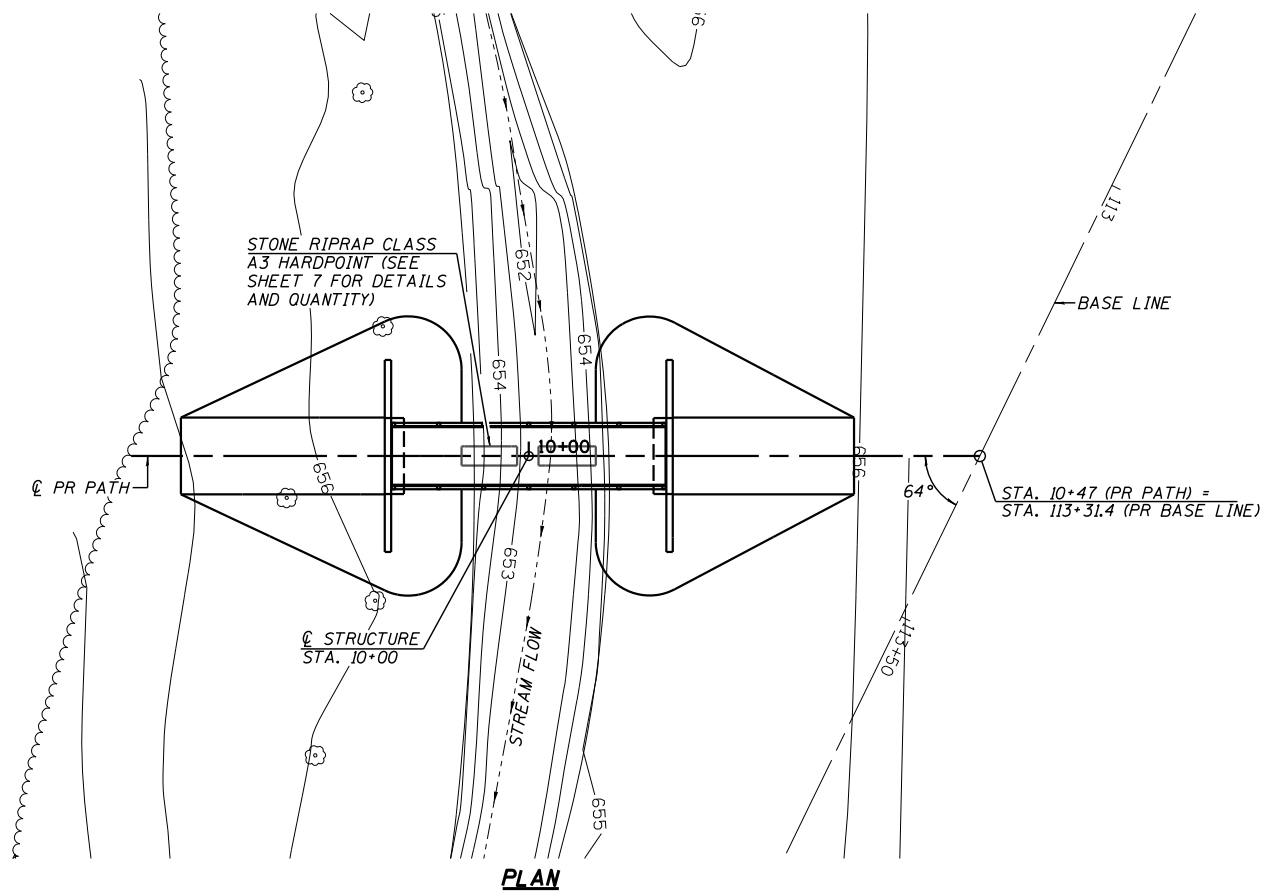
**SUPERSTRUCTURE BILL OF MATERIAL**

Item	Unit	Total
Treated Timber	F.B.M.	1947
Hardware	Pound	380

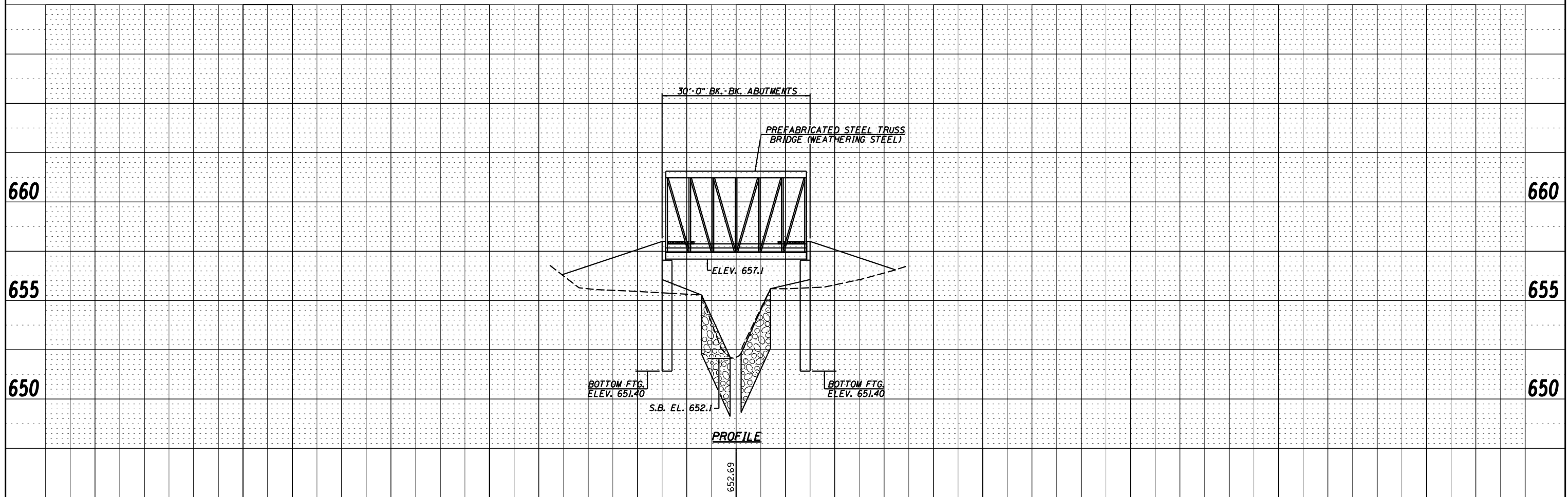
Notes:  
Timber member sizes called out are nominal member sizes unless otherwise called out as actual sizes. Plan dimensions are based on actual member sizes.

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	BY	
	CAD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHFD	
	NO.	



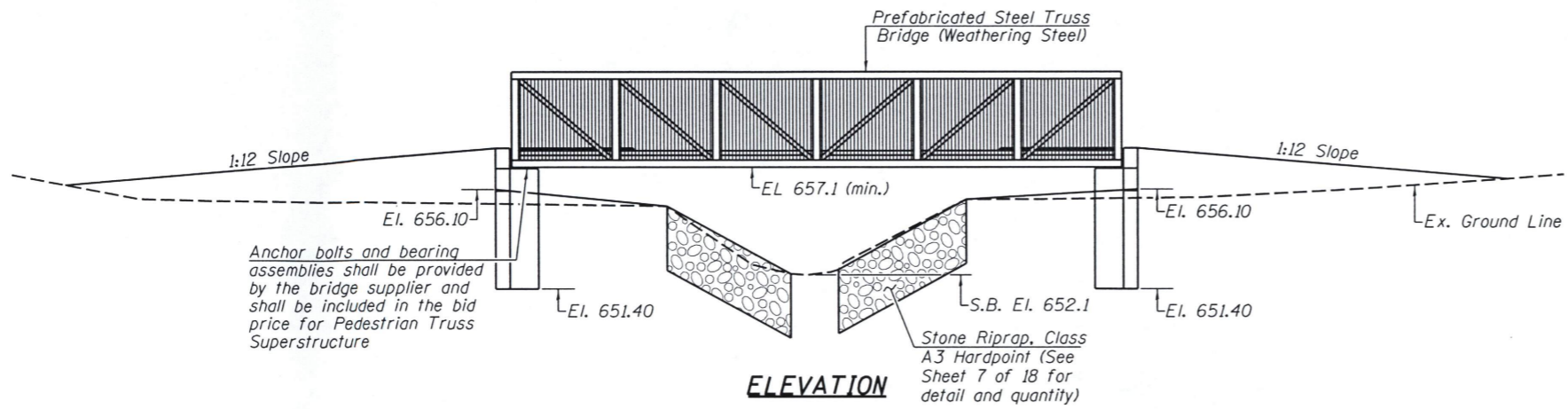
BENCHMARK: CHISELED "□" IN CONCRETE PAD FOR DRINKING FOUNTAIN.  
STA. 114+58.8, 45.1' LT. ELEV. 657.05



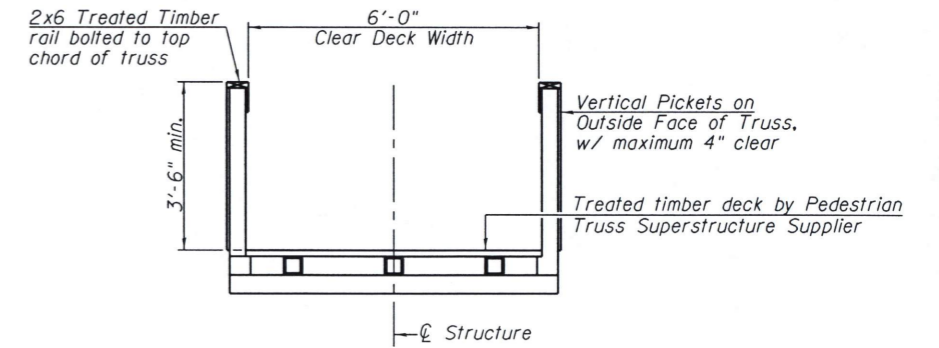
FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	<b>Allen Henderson &amp; Associates</b> A Division of Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033 IL. Design Firm No. 184-001939	<b>PLAN &amp; PROFILE</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		CHECKED -	REVISED -		<b>STRUCTURE 6</b>			PARK ROADS 2016-05	COLES	18	15
		DRAWN -	REVISED -		SCALE: 1"=10'		SHEET NO. 1 OF 4 SHEETS	TO STA.	CONTRACT NO. 46410		
		CHECKED -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

Benchmark: Chiseled "□" in concrete pad for drinking fountain.  
Sta. 114+58.8, 45.1' Lt. Elev. 657.05

Existing Structure: None



**ELEVATION**



**TYPICAL BRIDGE SECTION**

**TOTAL BILL OF MATERIAL**

Item	Unit	Total
Pedestrian Truss Superstructure	Sq. Ft.	180
Structure Excavation	Cu. Yd.	44.0
Concrete Structures	Cu. Yd.	10.4
Reinforcement Bars	Pound	1520
Concrete Sealer	Sq. Ft.	120

**DESIGN SPECIFICATIONS**  
2009 AASHTO LRFD Guide Specifications for Design of Pedestrian Bridges with 2015 Interim Specifications.

**DESIGN STRESSES**

$f'_c = 3500$  psi  
 $f_y = 60000$  psi (Reinforcement)  
Wood - Southern Pine No. 1

**LOADING**

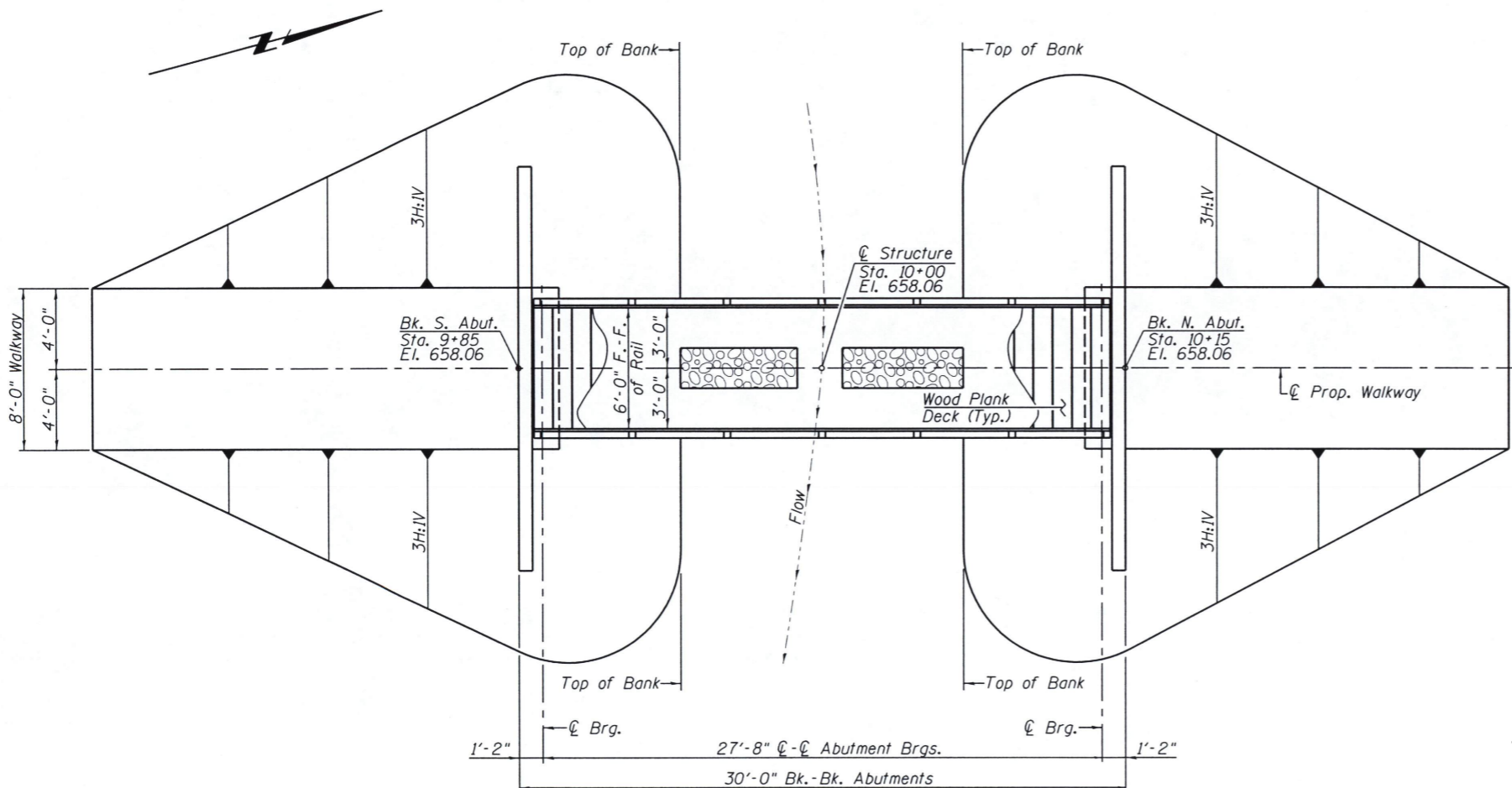
90 psf Pedestrian Live Load

**SEISMIC DATA**

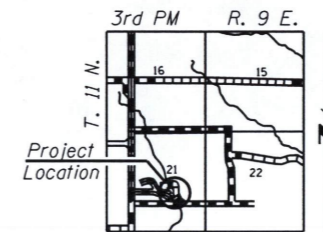
Seismic Performance Zone (SPZ) = 2  
Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = 0.20g  
Design Spectral Acceleration at 0.2 sec. ( $S_{D5}$ ) = 0.32g  
Soil Site Class = D

**GENERAL NOTES**

- All structural steel shall be AASHTO M270 Grade 50W. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer. The Pedestrian Truss Superstructure shall meet the requirements of the Special Provisions.
- Deck: The deck shall be treated Structural Timber conforming to the requirements of Section 1007.03 of the Standard Specifications.
- Bearings: The bearings shall be specified by the bridge manufacturer.
- Camber: The truss shall be cambered for Deadload.
- Anchor Bolts: The anchor bolts shall be specified by the bridge manufacturer.
- The Contractor shall verify backwall height with bridge fabricator prior to casting abutment. The Contractor shall make necessary adjustments to the backwall height and abutment elevations to satisfy backwall height required by the bridge fabricator.
- See Sheet 5 of 18 for site layout and structure location.



**PLAN**



**LOCATION SKETCH**



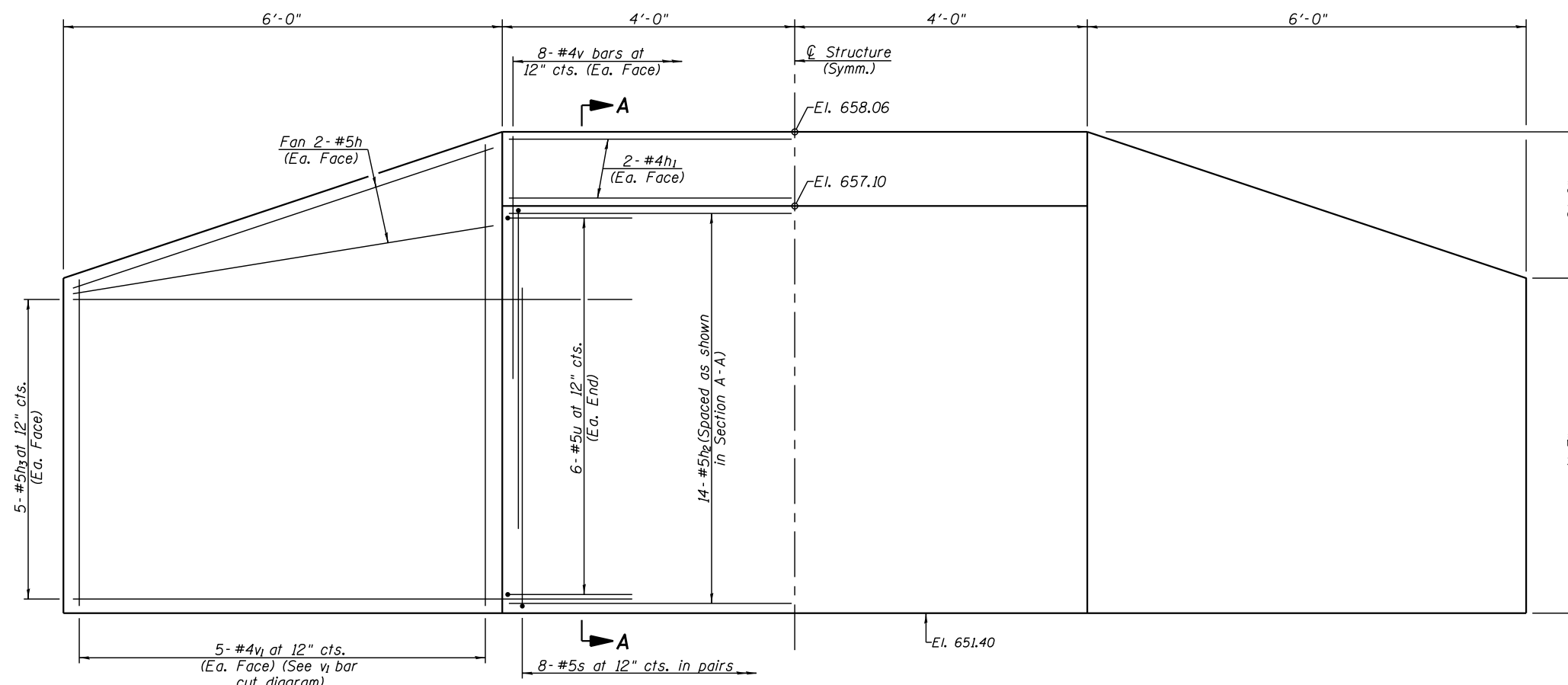
*Mark A. Henderson* 3/18/2016  
Date Signed: 3/18/2016  
Expiration Date: 11/30/2016

I certify that to the best of my knowledge, information and belief, this substructure design for this bridge is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current A.A.S.H.T.O. LRFD Bridge Design Specifications.

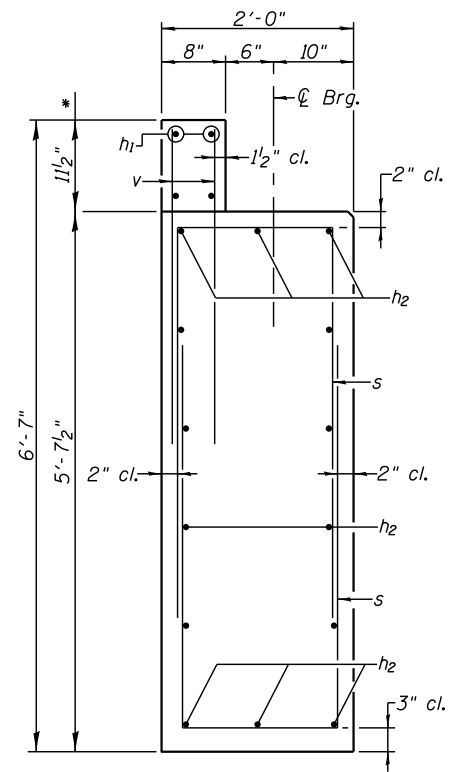
**GENERAL PLAN & ELEVATION  
STRUCTURE NO. 6  
PEDESTRIAN BRIDGE  
LINCOLN LOG CABIN STATE PARK  
COLES COUNTY**

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>V&amp;K</b> Allen Henderson & Associates A Division of Veenstra & Kimm, Inc. Springfield, IL. Phone: (217)544-8033 IL Design Firm No. 184-001939	<b>GENERAL PLAN &amp; ELEVATION STRUCTURE 6</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN -	REVISED -		SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.			PARK ROADS 2016-05	COLES	18	16	
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**ELEVATION**



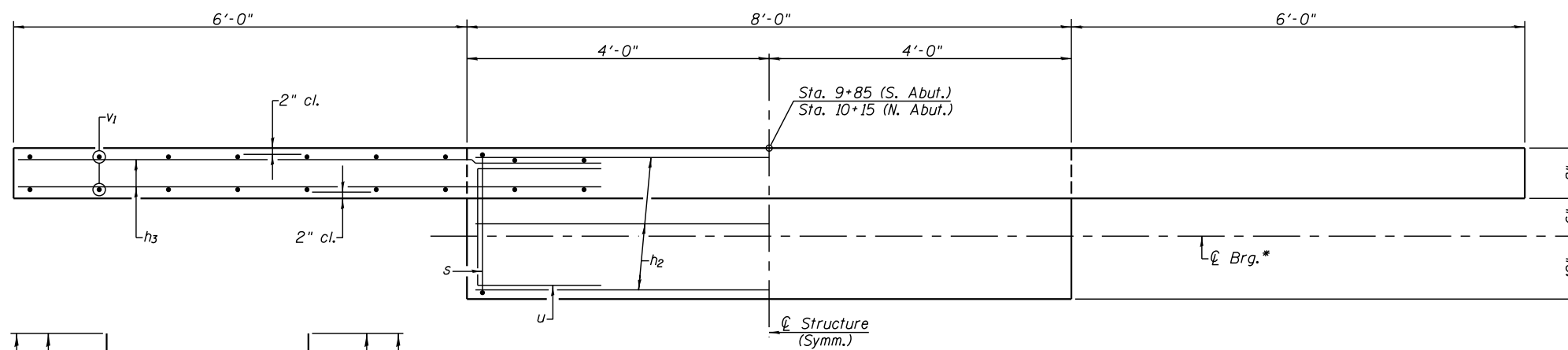
**SECTION A-A**

\* Note: Dimensions may vary among bridge manufacturers. Final Dimensions are to be verified on bridge shop drawings.

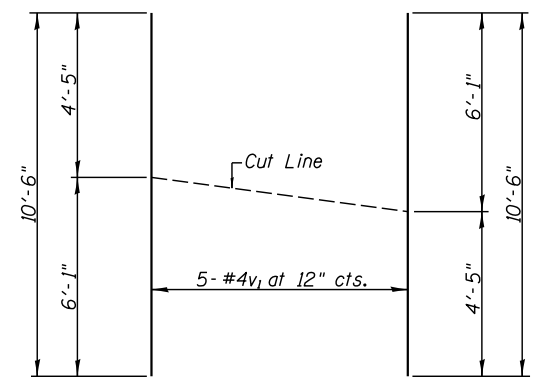
**TWO ABUTMENTS  
BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
h	16	#5	5'-9"	—
h1	8	#4	7'-8"	—
h2	28	#5	7'-8"	—
h3	40	#5	8'-6"	—
s	32	#5	10'-8"	⊔
u	24	#5	6'-6"	⊔
v	32	#4	3'-0"	—
v1	20	#5	10'-6"	—
Structure Excavation			Cu. Yd.	44.0
Concrete Structures			Cu. Yd.	10.4
Reinforcement Bars			Pound	1520
Concrete Sealer			Sq. Ft.	120

Notes:  
 All exposed edges shall have a 3/4" chamfer, unless noted otherwise.  
 Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of 1/8" (.01'). Adjustments shall be made either by grinding the surface or by shimming the bearings.  
 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.  
 Concrete sealer shall be applied to the beam seat and front face of backwall and all exposed surfaces of the abutments and wingwalls.  
 Minimum Soil Load Bearing Capacity under abutments = 2000 p.s.f.

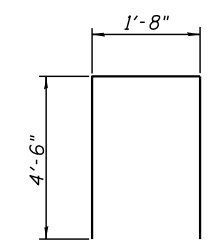


**PLAN**

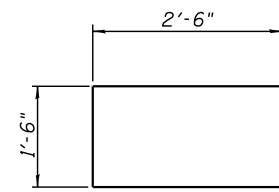


**v1 BAR CUT DIAGRAM**

Order v1 bars full length. Layout in field according to diagram. Cut v1 bars along cut line. Use remainder of each bar in opposite face.



**BAR s**



**BAR u**

