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MIX REQUIREMENTS

Locations	Hot-Mix Asphalt Surface Course
Mixture Use(s):	Hot-Mix Asphalt Surface Course, Mix C, N90
AC/PG:	PG64-22
ABR % (Max):	See Special Provision
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-9.5 mm
Friction Aggregate:	C Surface
Quality Management Program:	QCQA

Locations	Hot-Mix Asphalt Binder Course and Hot-Mix Asphalt Shoulders
Mixture Use(s):	Hot-Mix Asphalt Binder Course, N90, IL-19.0mm Fine Grade
AC/PG:	PG64-22
ABR % (Max):	See Special Provision
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-19.0mm Fine Grade
Friction Aggregate:	None
Quality Management Program:	QC/QA

Prepared By:	<i>Joe Z. [Signature]</i> DISTRICT STUDIES & PLANS ENGINEER
Examined By:	<i>[Signature]</i> DISTRICT LAND ACQUISITION ENGINEER
Examined By:	<i>[Signature]</i> DISTRICT PROGRAM DEVELOPMENT ENGINEER
Examined By:	<i>[Signature]</i> DISTRICT OPERATIONS ENGINEER
Examined By:	<i>[Signature]</i> DISTRICT PROJECT IMPLEMENTATION ENGINEER
Examined By:	 DISTRICT CONSTRUCTION ENGINEER
Examined By:	 DISTRICT MATERIALS ENGINEER

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USER NAME: Doherty	DESIGNED: -	REVISED: -
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PLOT DATE: 3/2/2015	CHECKED: -	REVISED: -
	DATE: -	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS; STANDARDS;
MIX REQUIREMENTS

SHEET NO. OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	2
CONTRACT NO. 78150				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT	2.016 TONS/CU. YD.
ALL AGGREGATE	2.05 TONS/CU. YD.
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.05 LB./SQ. FT.
AGGREGATE (PRIME COAT)	0.25 LB./SQ. FT.
RIPRAP	1.50 TONS/CU. YD.

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.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

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

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

EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT MIX ASPHALT SURFACE REMOVAL OR HOT MIX ASPHALT BINDER COURSE OR LEVELING BINDER, WHEN SPECIFIED.

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

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON ALTERNATING SIDES OF THE PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THE QUANTITY OF EROSION BARRIER IS ESTIMATED. THE FINAL PLACEMENT AND QUANTITY ARE TO BE DETERMINED BY THE RESIDENT ENGINEER.

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

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS 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.

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.

VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED ON THE STAGE II NEW BRIDGE PARAPET. THE BARRIER WALL REFLECTORS 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.

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

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

THE COST OF REMOVING THE BRIDGE APPROACH PAVEMENT, 10 1/2", IS INCLUDED IN "PAVEMENT REMOVAL - SQ YD" AND THE COST OF REMOVING THE BRIDGE APPROACH NELSON BEAMS IS INCLUDED IN "REMOVAL OF EXISTING STRUCTURES - EACH."

THE COST OF REMOVING THE BRIDGE RAIL IS INCLUDED IN "REMOVAL OF EXISTING STRUCTURES - EACH."

COMMITMENTS

DUE TO THE PRESENCE OF THE INDIANA BAT AND GRAY BAT, CLEARING OF TREES SHALL BE PROHIBITED FROM APRIL 1 THROUGH SEPTEMBER 30.

FILE NAME :	USER NAME : Dahner,ja	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE : 100.0000 ' / in.	CHECKED -	REVISED -	CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT				
Default	PLOT DATE : 3/18/2015	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.

SUMMARY OF QUANTITIES - CONT

RURAL, SALINE COUNTY
ROUTE: FAP 776, IL 142
FUNDING: 80% FEDERAL, 20% STATE
SN 083-0031
CONSTRUCTION CODE: 0014
QUANTITY

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	120
28000305	TEMPORARY DITCH CHECKS	FOOT	60
28000400	PERIMETER EROSION BARRIER	FOOT	1,485
28100109	STONE RIPRAP, CLASS A5	SQ YD	1,499
28200200	FILTER FABRIC	SQ YD	1,499
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	44
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	230
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	3,231
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	173
40600990	TEMPORARY RAMP	SQ YD	204
40603092	HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N90	TON	512
40603320	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90	TON	207
42001300	PROTECTIVE COAT	SQ YD	872

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SUMMARY OF QUANTITIES - CONT

RURAL, SALINE COUNTY
ROUTE: FAP 776, IL 142
FUNDING: 80% FEDERAL, 20% STATE
SN 083-0031
CONSTRUCTION CODE: 0014
QUANTITY

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
44000100	PAVEMENT REMOVAL	SQ YD	342
48203100	HOT-MIX ASPHALT SHOULDERS	TON	408
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	128
50300100	FLOOR DRAINS	EACH	16
50300225	CONCRETE STRUCTURES	CU YD	73.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	275.8
50300260	BRIDGE DECK GROOVING	SQ YD	640
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	3,912
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	76,650
50800515	BAR SPLICERS	EACH	667
51201600	FURNISHING STEEL PILES HP12X53	FOOT	1,099

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SUMMARY OF QUANTITIES - CONT

RURAL, SALINE COUNTY
ROUTE: FAP 776, IL 142
FUNDING: 80% FEDERAL, 20% STATE
SN 083-0031
CONSTRUCTION CODE: 0014
QUANTITY

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
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	6
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	192
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2,340
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	844
70400100	TEMPORARY CONCRETE BARRIER	FOOT	688
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	688
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2

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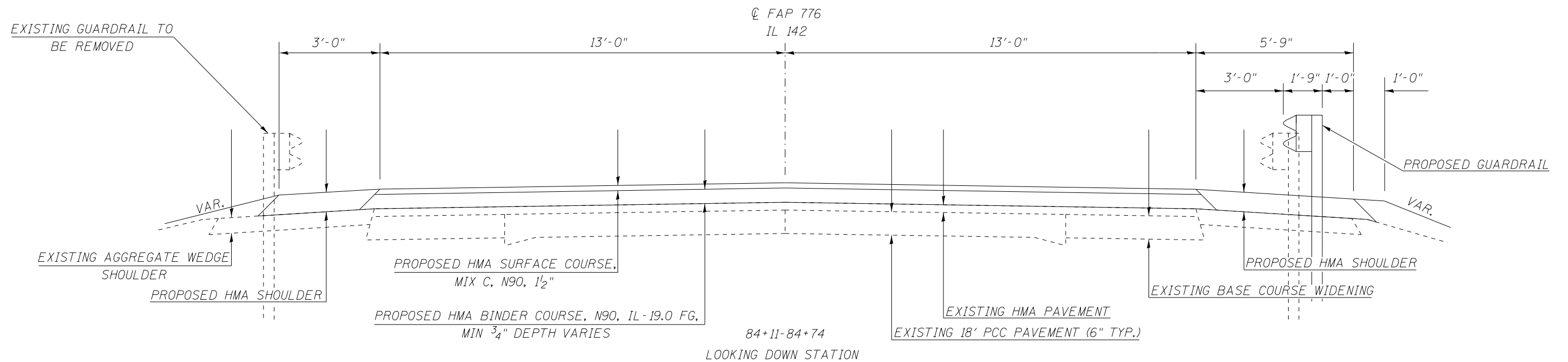
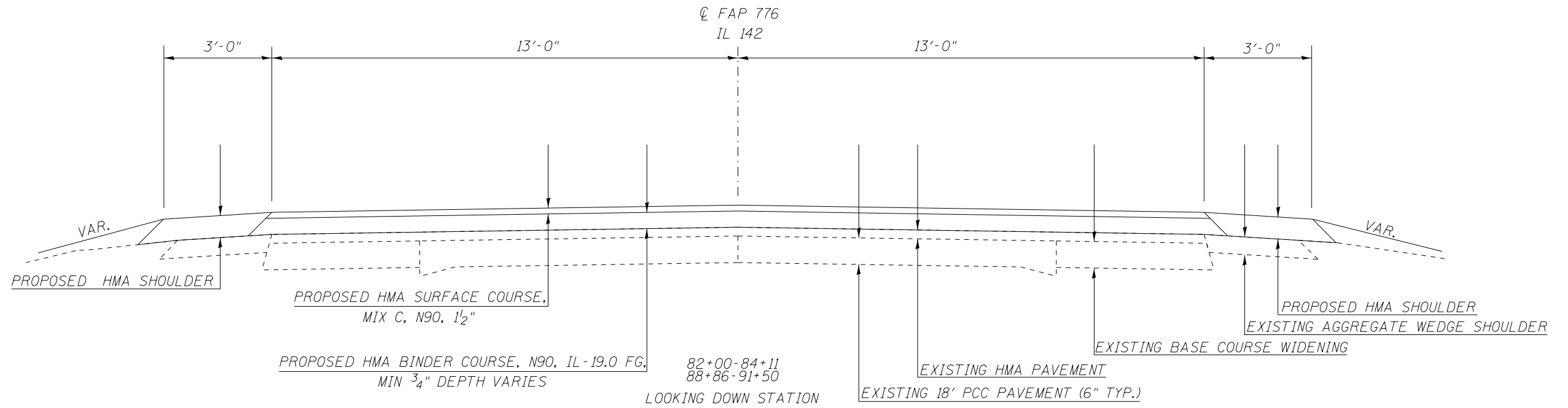
SUMMARY OF QUANTITIES - CONT

RURAL, SALINE COUNTY
ROUTE: FAP 776, IL 142
FUNDING: 80% FEDERAL, 20% STATE
SN 083-0031
CONSTRUCTION CODE: 0014
QUANTITY

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2,340
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	11
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	10
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
78300100	PAVEMENT MARKING REMOVAL	SO FT	311
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	12
* 86200300	UNINTERRUPTABLE POWER SUPPLY, EXTENDED	EACH	1
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	64
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	22
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	6
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	133
φ Z0076600	TRAINEES	HOOR	500
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SO FT	405
φ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOOR	500

φ 0042
* SPECIALTY ITEM

FILE NAME =	USER NAME = Dahner, J	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE. 776	SECTION 124BR-2	COUNTY SALINE	TOTAL SHEETS 58	SHEET NO. 9
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										ILLINOIS FED. AID PROJECT CONTRACT NO. 78150



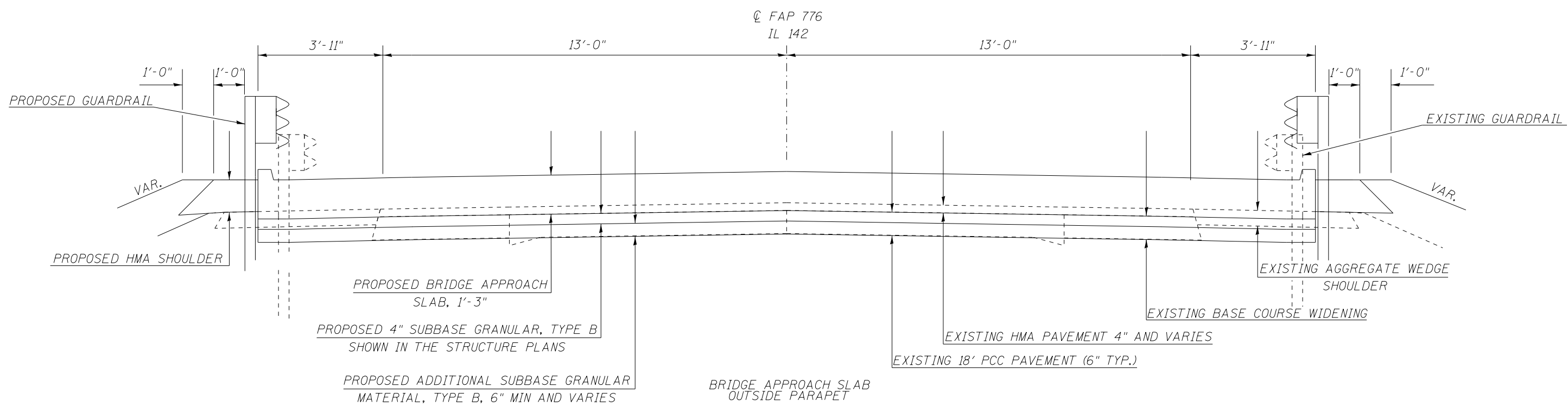
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	10
CONTRACT NO. 78150				
ILLINOIS FED. AID PROJECT				

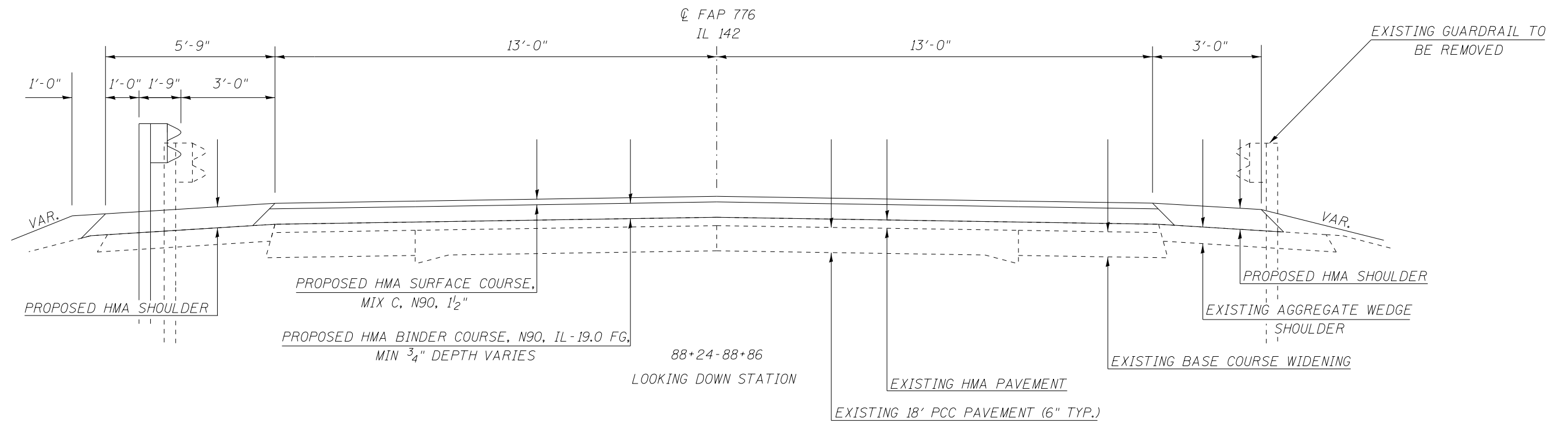
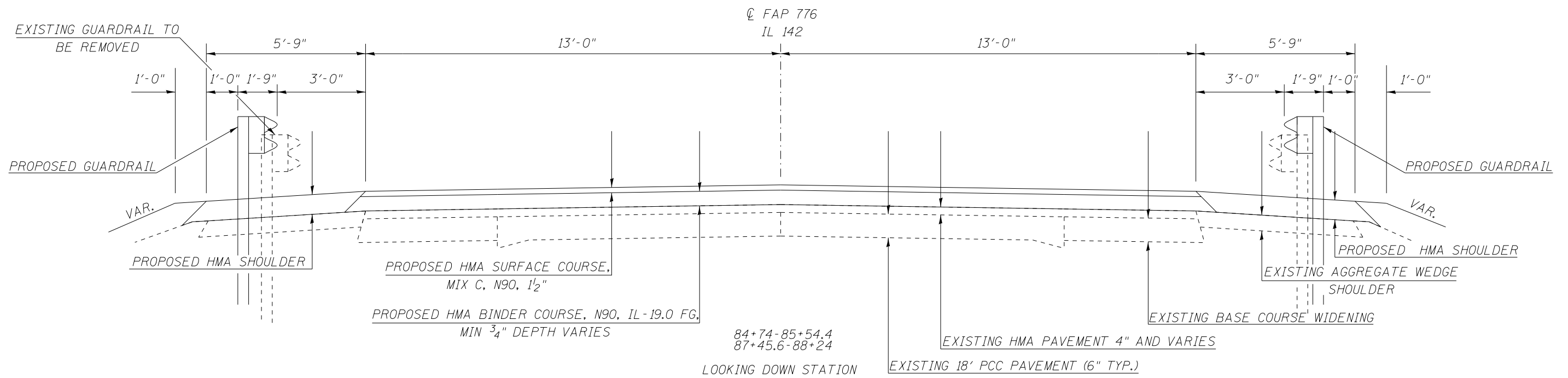


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	PLOT DATE = 3/18/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	11
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	



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	PLOT DATE = 3/18/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	12
CONTRACT NO. 78150				
ILLINOIS FED. AID PROJECT				

SHOULDER SCHEDULE

LOCATION STATION TO STATION	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	HOT-MIX ASPHALT SHOULDERS	BITUMIOUS MATERIALS (PRIME COAT)
	SQ YD	TON	POUND
81+55.00 TO 85+71.60 LT		92.2	217.3
83+16.00 TO 85+76.00 LT	86.0		193.7
84+53.50 TO 85+69.20 LT			
81+55.00 TO 85+71.60 RT		99.4	334.9
83+06.00 TO 84+00.00 RT	31.3		81.6
83+91.00 TO 85+69.20 RT			
87+24.00 TO 89+96.00 LT	91.0		204.4
87+28.40 TO 91+95.00 LT		113.1	355.5
89+06.80 TO 91+50.00 LT			
88+36.00 TO 89+63.00 RT	21.7		48.8
87+28.40 TO 91+95.00 RT		103.3	298.5
88+44.30 TO 91+50.00 RT			
TOTALS	230.0	408.0	1734.7

HOT-MIX ASPHALT PAVING SCHEDULE

LOCATION STATION TO STATION	HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0mm FG	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N90	BITUMINIOUS MATERIALS (PRIME COAT)
	TON	TON	POUND
81+55.00 TO 85+54.45	246.5	92.8	714.4
87+45.58 TO 91+95.00	265.5	114.4	782.1
TOTALS	512	207.2	1496.5

SEEDING SCHEDULE

LOCATION STATION TO STATION	TEMPORARY EROSION CONTROL SEEDING	SEEDING CLASS 7	SEEDING CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTIRENT	POTASSIUM FERTILIZER NUTIRENT	AGRICULTURAL GROUND LIMESTONE
	POUND	ACRES	ACRES	POUND	POUND	POUND	TON
NE QUAD	9.7	0.1	0.1	8.7	8.7	8.7	0.2
SE QUAD	14.3	0.1	0.1	13.0	13.0	13.0	0.8
NW QUAD	40.0	0.4	0.4	36.0	36.0	36.0	0.3
SW QUAD	56.0	0.6	0.6	50.5	50.5	50.5	1.1
TOTALS	120.0	1.2	1.2	108.2	108.2	108.2	2.4

TERMINAL AND GUARDRAIL SCHEDULE

LOCATION STATION TO STATION	GUARDRAIL REMOVAL	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 6	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS	GUARDRAIL MARKERS, TYPE A	TERMINAL MARKER DIRECT APPLIED
	FOOT	EACH	EACH	FOOT	EACH	EACH
84+73.90 TO 85+69.20 LT	212.5	1	1		2	1
84+11.40 TO 85+69.20 RT	250	1	1	62.5	3	1
87+30.80 TO 88+86.40 LT	200	1	1	62.5	3	1
87+30.80 TO 88+23.80 RT	250	1	1		2	1
TOTALS	912.5	4	4	125	10	4

PAVEMENT REMOVAL AND MISC. SCHEDULE

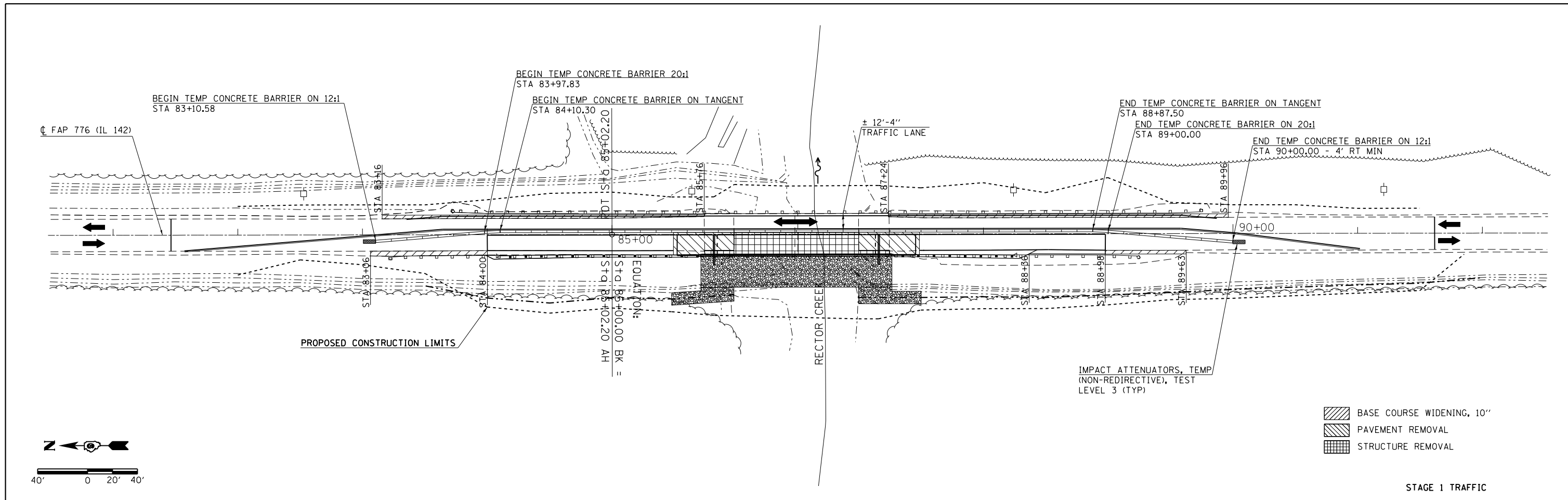
LOCATION STATION TO STATION	PAVEMENT REMOVAL	HOT-MIX ASPHALT REMOVAL BUTT- JOINT	TEMPORARY RAMP
	SQ YD	SQ YD	SQ YD
85+51.45 TO 86+00.00	170.75		
87+00.00 TO 87+48.59	170.75		
81+55.00 TO 81+85.00		86.7	
91+65.00 TO 91+95.00		86.7	
83+74.28 TO 84+00.00			74.4
85+41.35 TO 85+48.25			20.2
87+51.75 TO 87+56.65			14.4
88+97.75 TO 89+30.82			95.4
TOTALS	341.5	173.4	204.4

TREE REMOVAL SCHEDULE

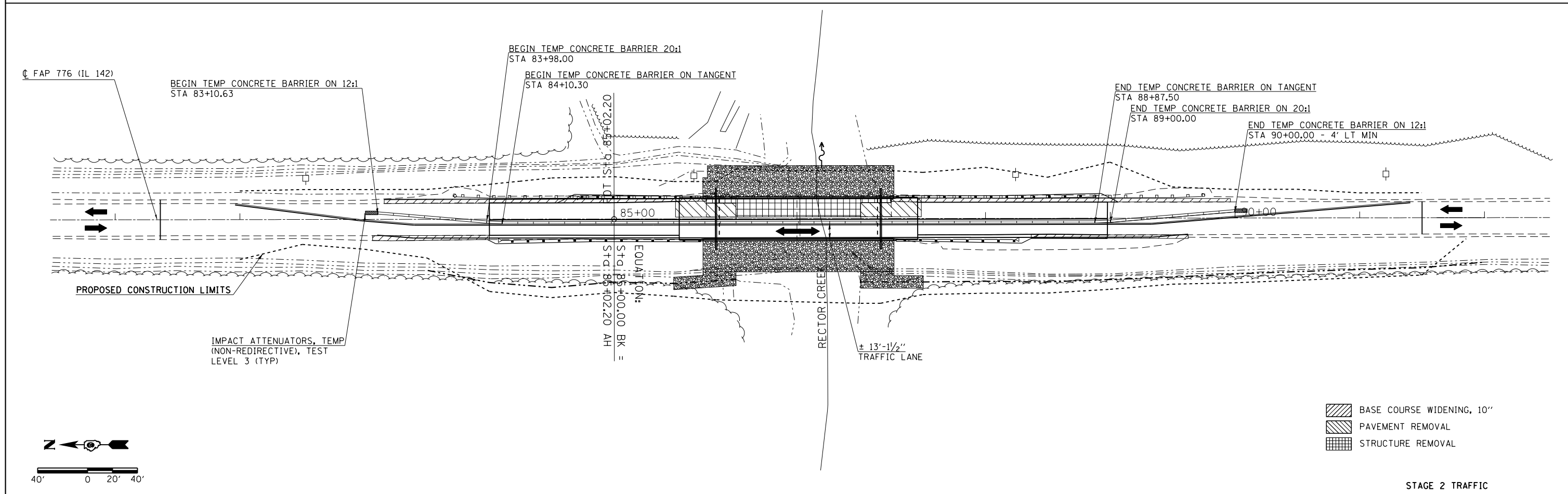
LOCATION		TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)
STATION	OFFSET	UNIT	UNIT
86+46.00	69' RIGHT	12	
87+06.00	57' RIGHT	10	
87+06.00	60' RIGHT		17
TOTALS		22	17

EROSION CONTROL

LOCATION STATION TO STATION	PERIMETER EROSION BARRIER	MULCH, METHOD 2	EROSION CONTROL BLANKET	DITCH CHECKS
	FOOT	ACRES	SQ YD	FOOT
NE QUAD	272	0.097		
SE QUAD	440	0.144		
NW QUAD	291	0.267	599.7	20
SW QUAD	482	0.424	627.8	40
TOTALS	1485	0.932	1227.5	60



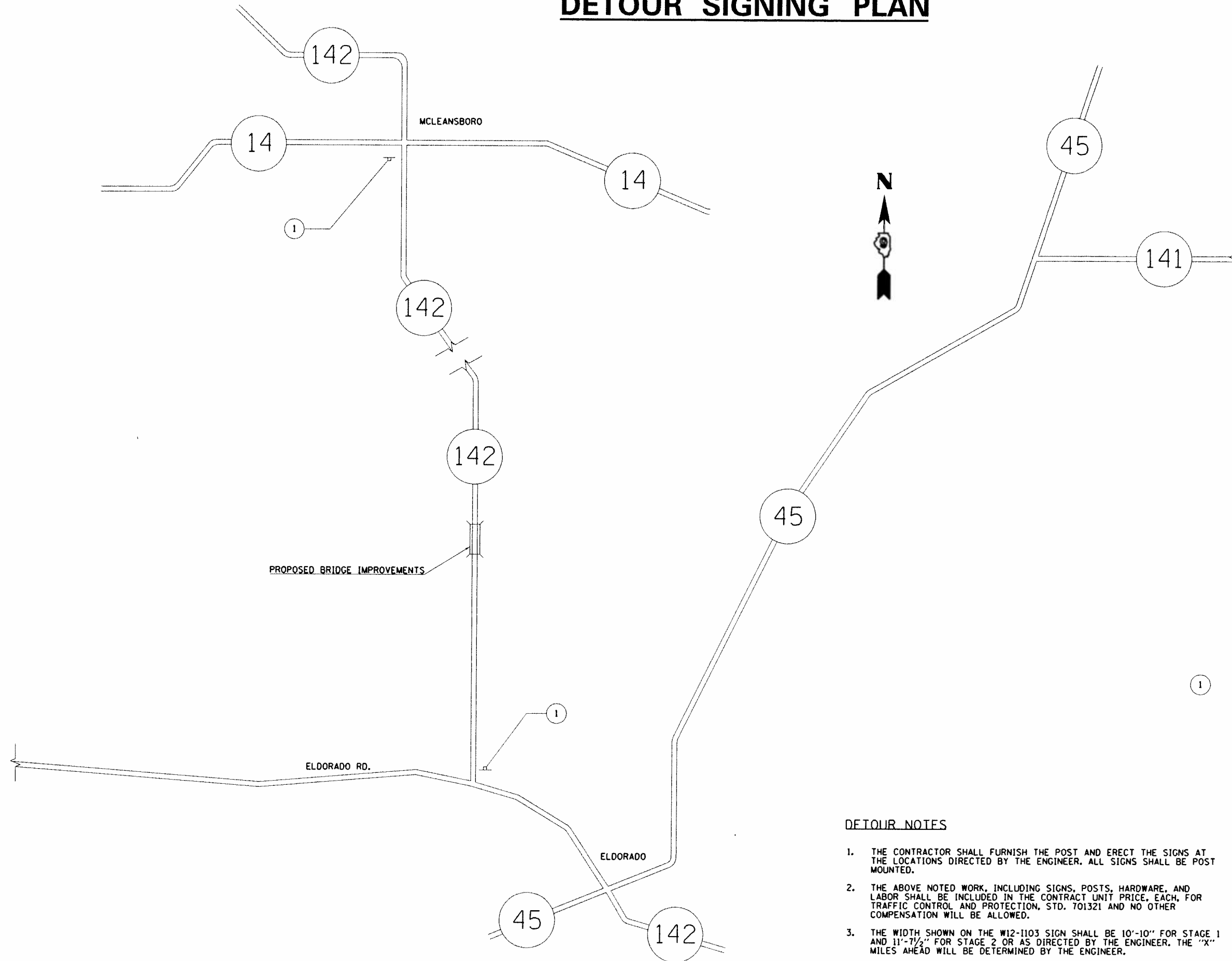
STAGE 1 TRAFFIC



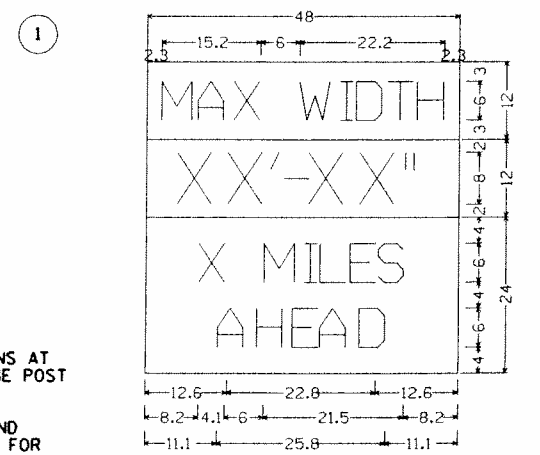
STAGE 2 TRAFFIC

FILE NAME =	USER NAME = Dahmer.ja	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	et:\pw\work\p\dahmer.ja\0179024\78190-sh1-MISC.dgn	DRAWN -	REVISED -		776	124BR-2	SALINE	58	17				
	PLOT SCALE = 80.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 78150								
	PLOT DATE = 3/18/2015	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	

DETOUR SIGNING PLAN



SIGN LEGEND



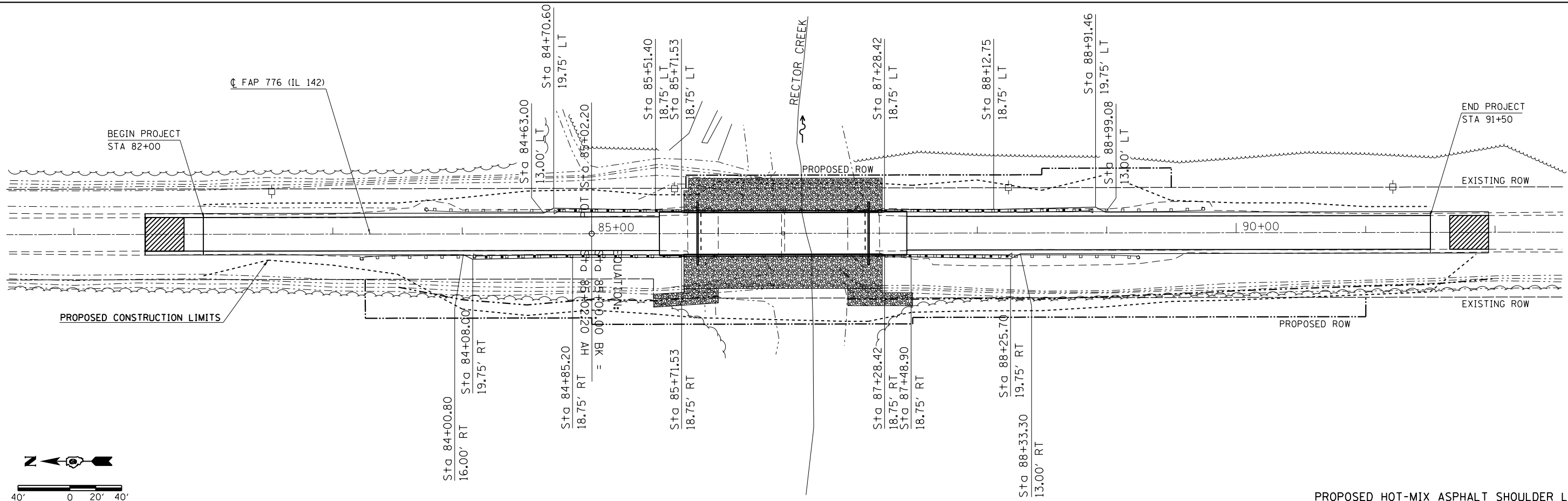
DETOUR NOTES

1. THE CONTRACTOR SHALL FURNISH THE POST AND ERECT THE SIGNS AT THE LOCATIONS DIRECTED BY THE ENGINEER. ALL SIGNS SHALL BE POST MOUNTED.
2. THE ABOVE NOTED WORK, INCLUDING SIGNS, 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'-10" FOR STAGE 1 AND 11'-7 1/2" FOR STAGE 2 OR AS DIRECTED BY THE ENGINEER. THE "X" MILES AHEAD WILL BE DETERMINED BY THE ENGINEER.

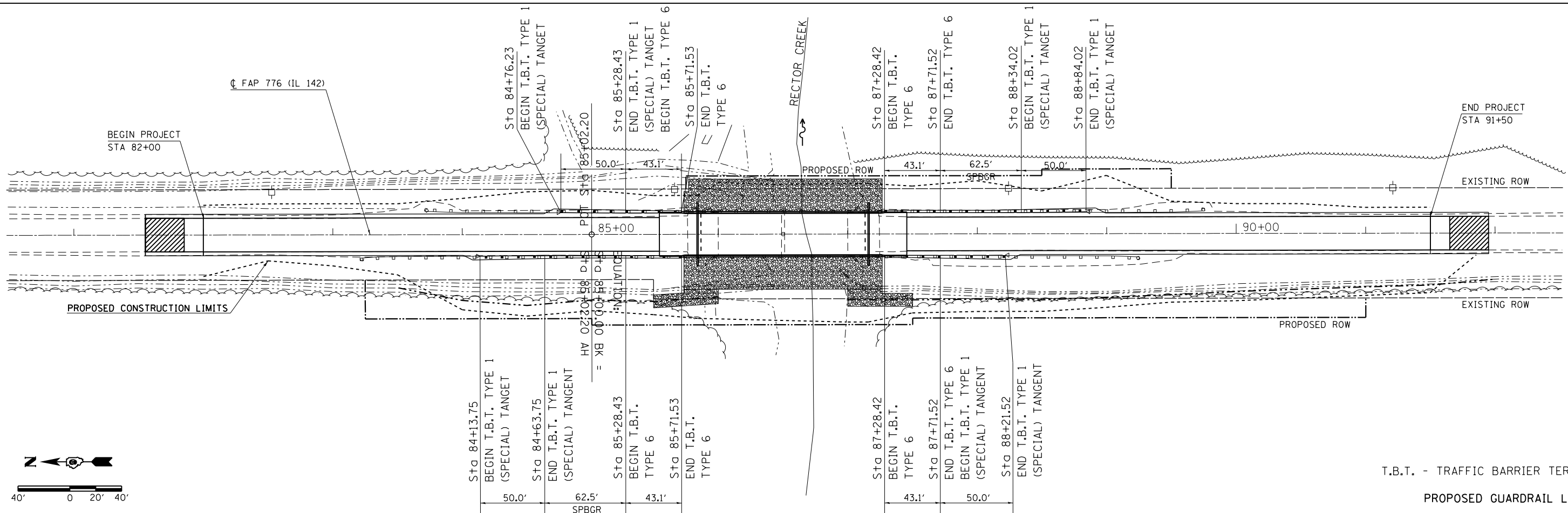
W12-1103

SERIES D ALPHABET, NO BORDER.
BLACK ON WHITE

FILE NAME =	USER NAME = Dahmer.ja	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETOUR SIGNING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\pw_work\pwwidat\dahmer.ja\d0179024\78150-ah-MISC.dgn	0-ah-MISC.dgn	DRAWN -	REVISED -			776	124BR-2	SALINE	58	18	
PLOT SCALE = 100.0000 1/1 in.		CHECKED -	REVISED -			CONTRACT NO. 78150					
PLDT DATE = 3/20/2015		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

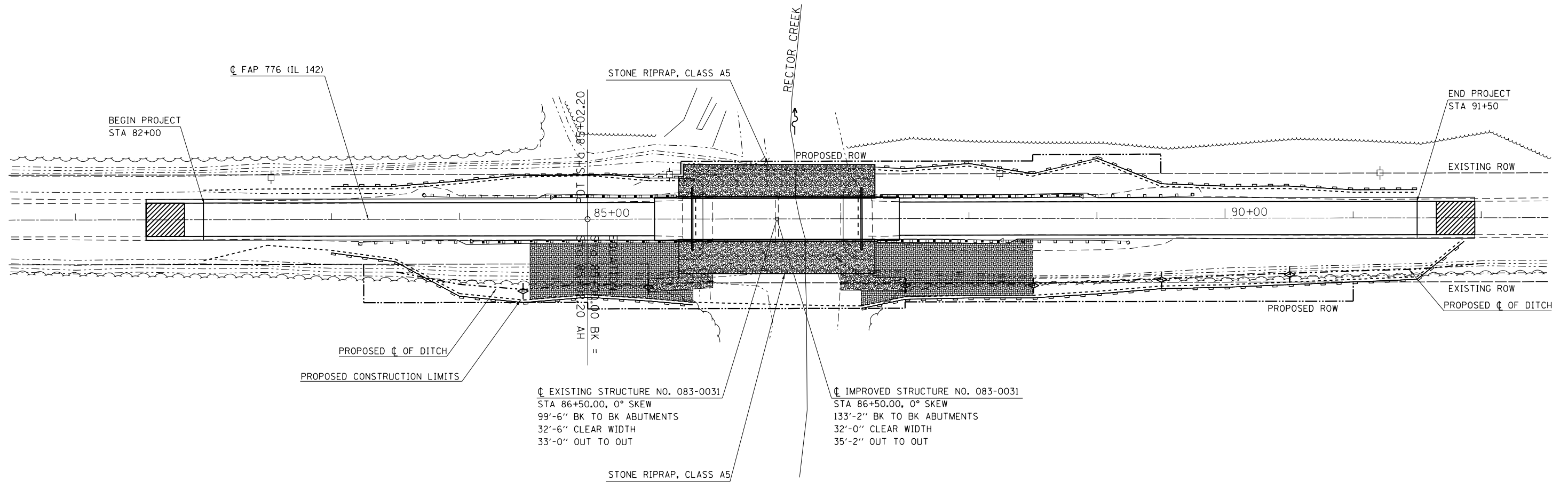


PROPOSED HOT-MIX ASPHALT SHOULDER LAYOUT



T.B.T. - TRAFFIC BARRIER TERMINAL
PROPOSED GUARDRAIL LAYOUT

FILE NAME = c:\pw\work\p\d\dot\dahmer\ja\0179024\78150-shl-MISC.dgn	USER NAME = Dahmer,ja	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HOT-MIX ASPHALT SHOULDER PLAN AND GUARDRAIL PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 80.0000' / in.	CHECKED -	REVISED -						776	124BR-2	SALINE	58	19
Default	PLOT DATE = 3/18/2015	DATE -	REVISED -	SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 78150					
												ILLINOIS FED. AID PROJECT	



CL FAP 776 (IL 142)

BEGIN PROJECT
STA 82+00

STONE RIPRAP, CLASS A5

REC TOR CREEK

PROPOSED ROW

END PROJECT
STA 91+50

EXISTING ROW

85+00

90+00

EXISTING ROW

PROPOSED ROW

PROPOSED & OF DITCH

PROPOSED & OF DITCH




PROPOSED CONSTRUCTION LIMITS

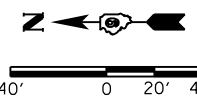
DOT SH 6-85+02.20

CL EXISTING STRUCTURE NO. 083-0031
STA 86+50.00, 0° SKEW
99'-6" BK TO BK ABUTMENTS
32'-6" CLEAR WIDTH
33'-0" OUT TO OUT

CL IMPROVED STRUCTURE NO. 083-0031
STA 86+50.00, 0° SKEW
133'-2" BK TO BK ABUTMENTS
32'-0" CLEAR WIDTH
35'-2" OUT TO OUT

STONE RIPRAP, CLASS A5

-  PERIMETER EROSION BARRIER
-  STONE RIPRAP, CLASS A5
-  EROSION CONTROL BLANKET



FILE NAME =	USER NAME = Dahmer,ja	DESIGNED -	REVISED -
et:\pw\work\p\dot\dahmer,ja\0179024\78190-sht-MISC.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 80.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/18/2015	DATE -	REVISED -

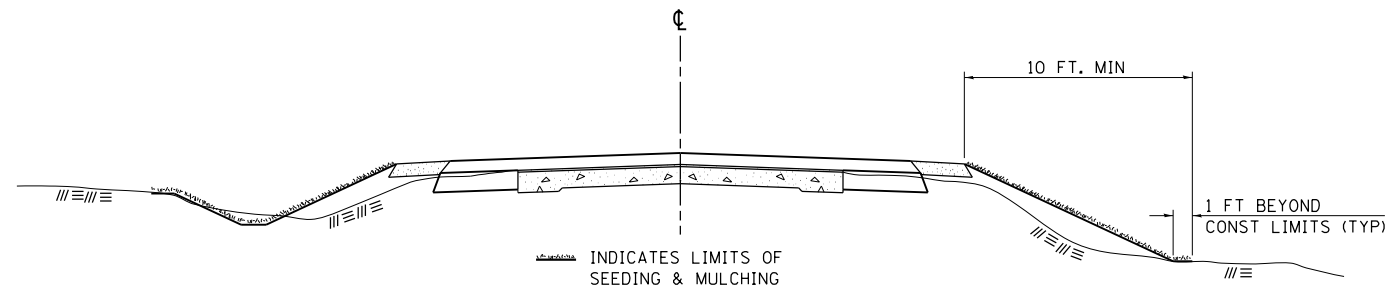
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	20
CONTRACT NO. 78150				
ILLINOIS FED. AID PROJECT				

SEEDING & MULCHING



GENERAL NOTES

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

ON DETOUR ROADS, SLOPES SHALL BE SEEDED IMMEDIATELY UPON COMPLETION OF ANY GIVEN STAGE GRADING. TEMPORARY SEEDING SHALL BE CLASS 7.

FERTILIZER NUTRIENTS SHALL BE APPLIED TO ALL SEEDED AREAS. LIMESTONE SHALL BE APPLIED TO ALL AREAS OF FINAL SEEDING.

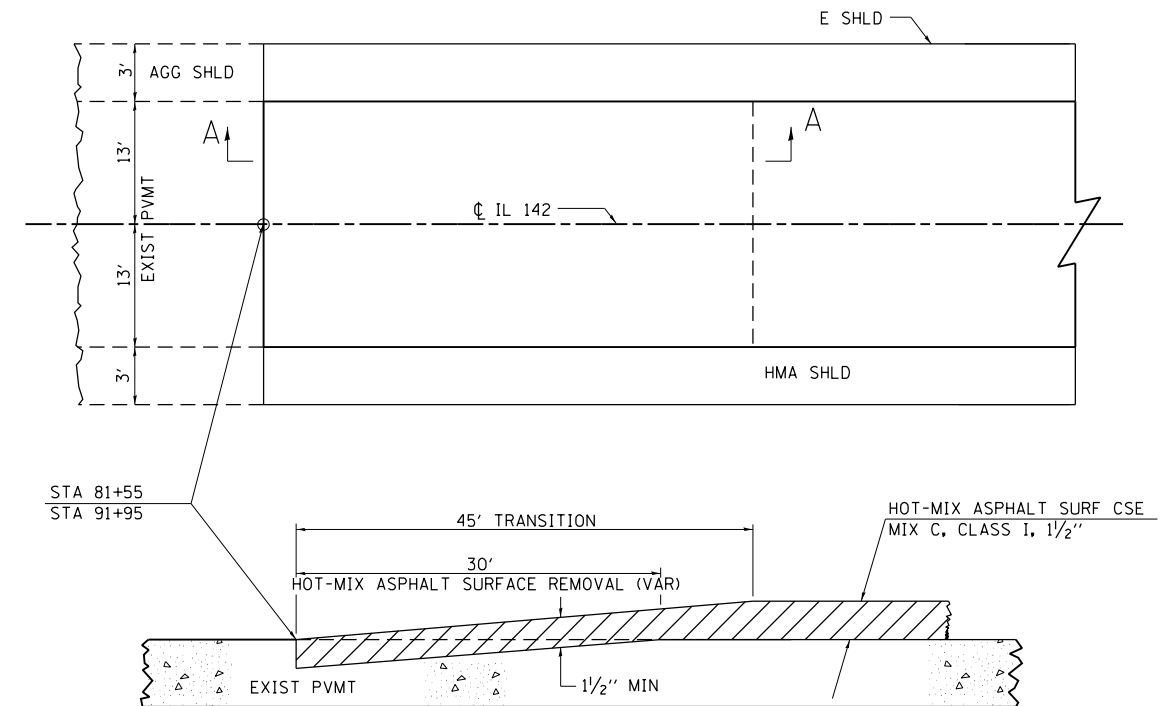
THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR ROAD AND BRIDGE CONSTRUCTION.

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
REVISED	5-16-13

STD. 9-12

BUTT JOINT

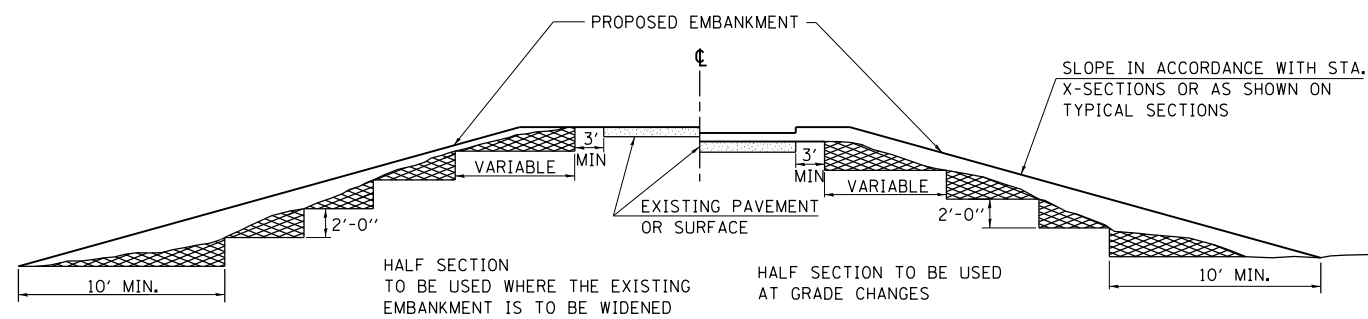


SECTION A-A

REVISIONS	
DRAWN	10-17-90
REVISED	01-11-07
REVISED	3-25-08
REVISED	5-17-13

STD. 9-86

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



HALF SECTION TO BE USED WHERE THE EXISTING EMBANKMENT IS TO BE WIDENED

HALF SECTION TO BE USED AT GRADE CHANGES

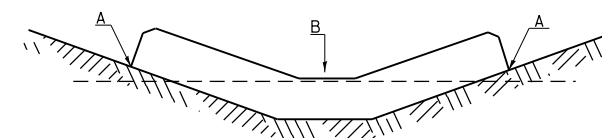
MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
CHECKED	6-3-99
RESIZED	5-7-08
REVIEWED	5-17-13

STD. 9-16

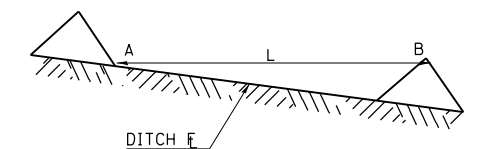
TEMPORARY DITCH CHECKS

PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGE WAY



POINTS A SHOULD BE HIGHER THAN POINT B

SPACING BETWEEN TEMPORARY DITCH CHECKS



L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

B = THE LOW POINT IN CENTER OF CHECK

REVISIONS	
DRAWN	9-01-99
REVISED	10-3-01
REVISED	05-04-10
REVIEWED	5-17-13

STD. 9-108

FILE NAME =	USER NAME = Dahmer,ja	DESIGNED -	REVISED -
Default	0-sh-t-MISC.dgn	DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 3/18/2015	DATE -	REVISED -

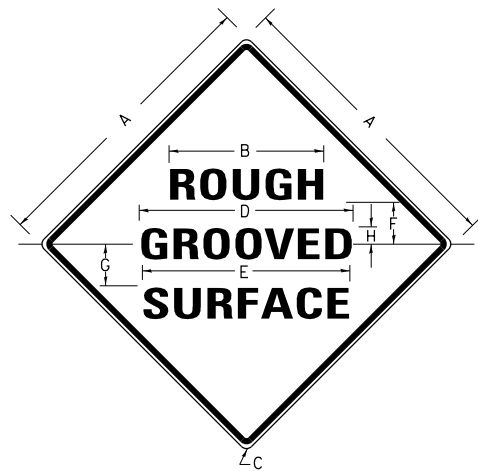
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	22
CONTRACT NO. 78150				
ILLINOIS FED. AID PROJECT				

ILLINOIS STANDARD



COLORS:

LEGEND AND BORDER- BLACK NON-REFLECTORIZED
BACKGROUND- ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES LINES			MAR-GIN	BOR-DER	BLANK STD.
	1	2	3			
48X48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES

NOTES:

PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED, THE CONTRACTOR SHALL HAVE ERECTED "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "ROUGH GROOVED SURFACE" SIGNS UNTIL THE COLDMILLED SURFACE IS COVERED WITH LEVELING BINDER OR SURFACE COURSE.

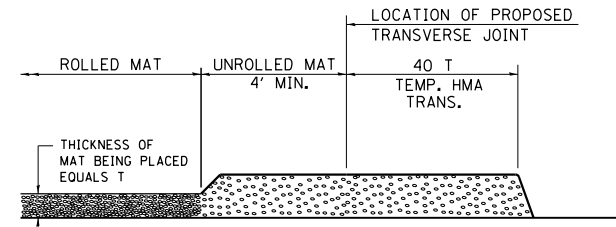
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

STD. 9-39

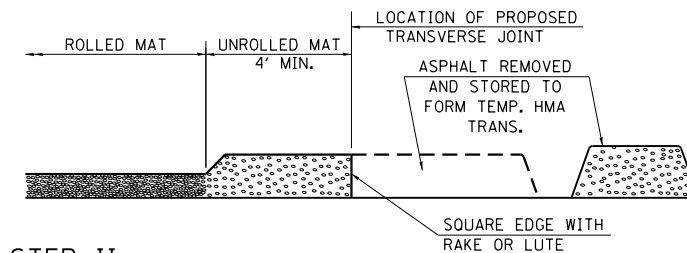
REVISIONS	
REDRAWN	2-15-89
REVISED	4-6-93
REVISED	3-27-08
REVIEWED	5-17-13

TEMPORARY HOT-MIX ASPHALT TRANSITIONS



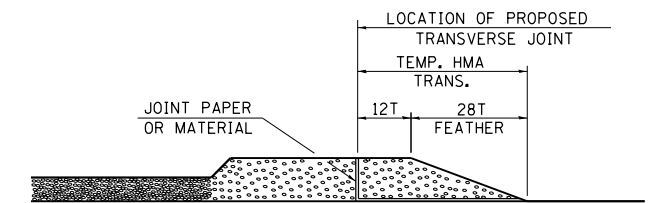
STEP I

1. PLACE HOT-MIX ASPHALT MAT, LENGTH 40 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



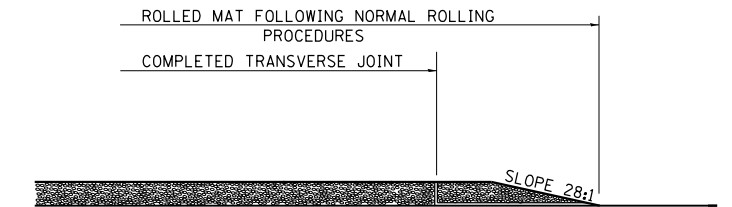
STEP II

1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



STEP III

1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



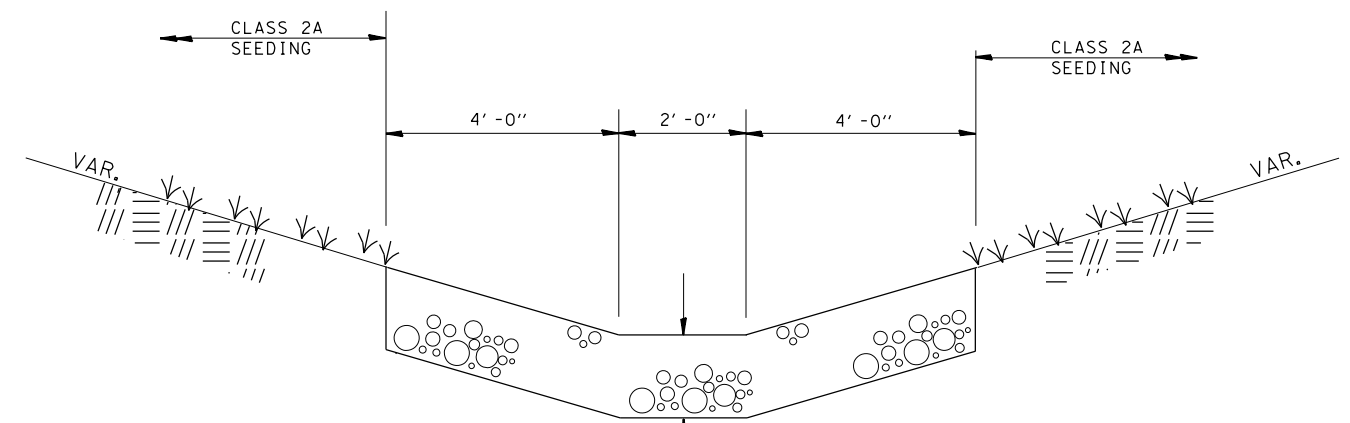
STEP IV

1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

STD. 9-26

REVISIONS	
REDRAWN	2-15-89
REVISED	8-16-94
REVISED	01-09-07
RESIZED	05-8-08
REVISED	05-16-13

STONE RIPRAP DITCH DETAIL



TO BE USED ON PROPOSED DITCHES:

STA. 85+50 TO STA. 85+84
STA. 87+16 TO STA. 87+50

MIN. 12" DEPTH
STONE RIPRAP
CLASS A4

NOTE:

THE FINISHED SIDESLOPES OF THE STONE RIPRAP DITCH SHALL MATCH THE EXISTING GRADE.

FILE NAME =	USER NAME = Dahmer,ja	DESIGNED -	REVISED -
et:\pw\work\p\dot\dahmer,ja\0179024\78190-sht-MISC.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 3/18/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

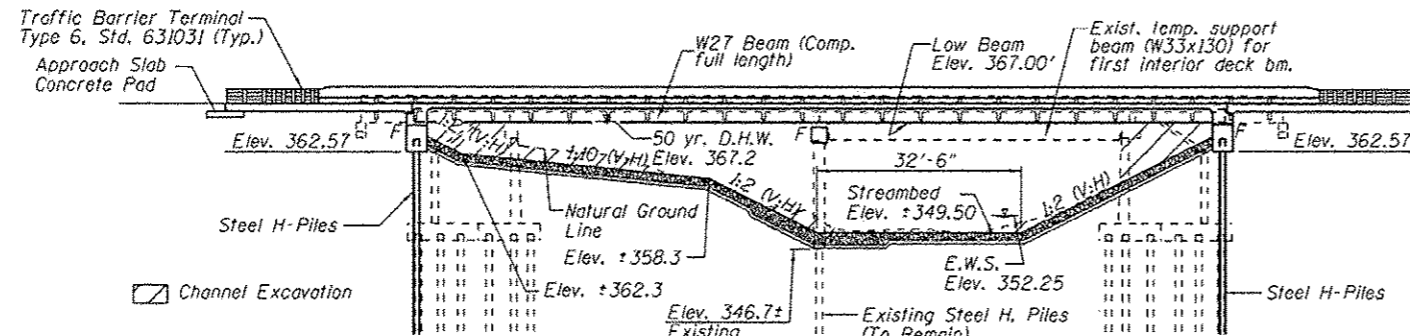
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	23
ILLINOIS FED. AID PROJECT				CONTRACT NO. 78150

Bench Mark: Chiseled "I" on Top of Concrete Pipe @ S.E. Quad of Route 142 & Deserter Rd. (Co. Lines)
 Sta. 19+667, 23.8' Rt. Elev. = 389.588

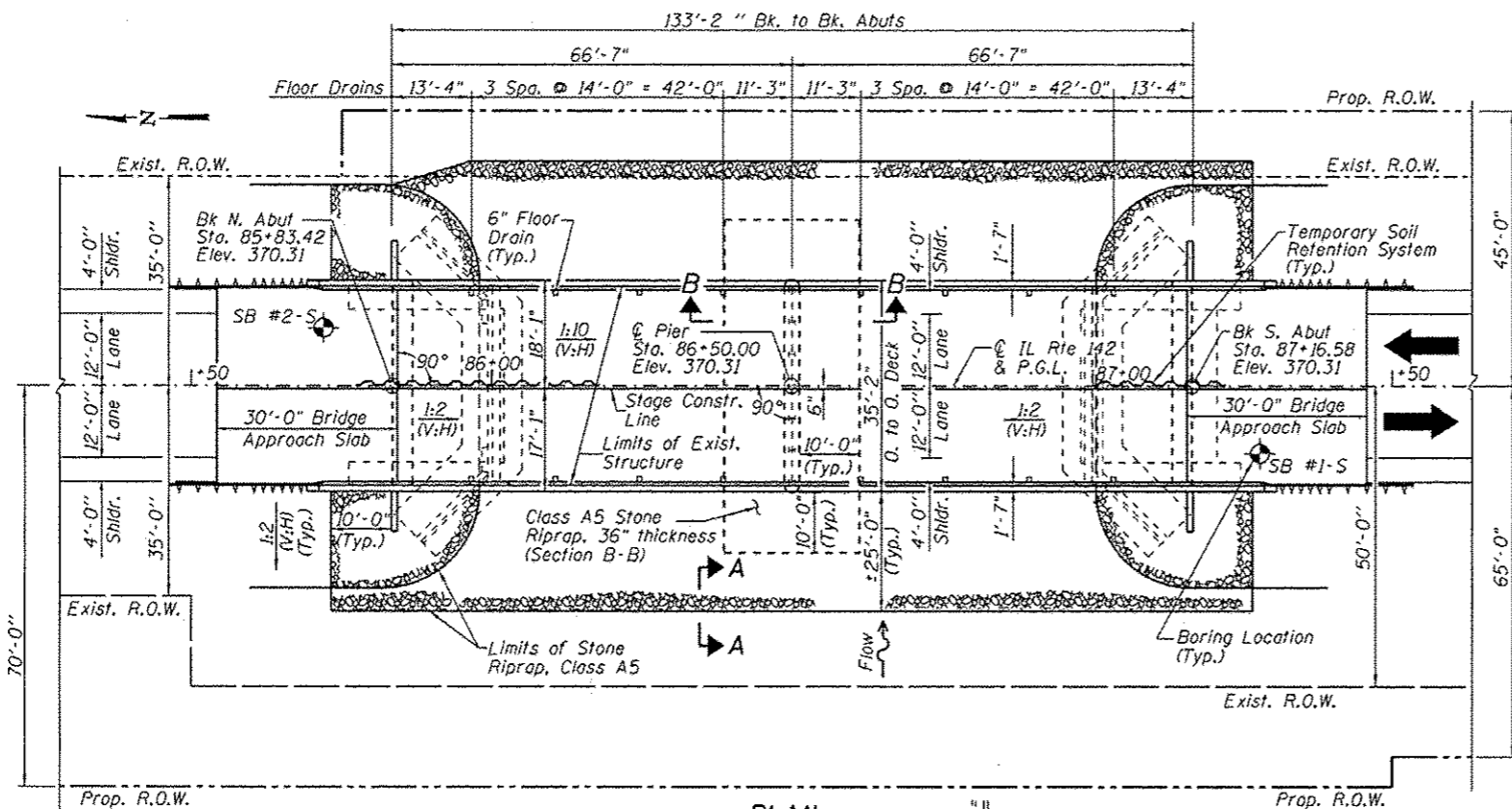
Existing Structure S.N. 083-0031, reconstructed in 1980, is a two span P.P.C. Deck Beam Bridge. Substructure consists of closed abutments supported on timber piles and solid wall pile bent pier. Back to back abutments measures 99'-6" and out to out width of 33'-0".

Existing Superstructure shall be removed and replaced with a two span bridge with composite wide flange beams. Abutments to be removed and replaced with integral abutments and pier is to be retrofitted and remain in place. Traffic will be staged during construction.

Salvage: Existing Pier stem to be reused for proposed construction. No salvage of temporary support beam.



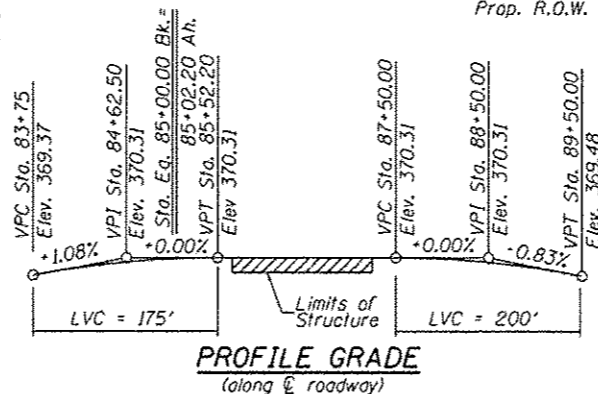
ELEVATION



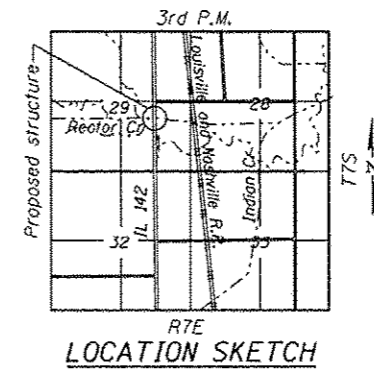
PLAN

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	Pier	S. Abut.
0.100	362.57	346.70	362.57
0.500	362.57	346.70	362.57



PROFILE GRADE (along & roadway)



STATION 86+50.00
 BUILT 2011 BY
 STATE OF ILLINOIS
 F.A.P. RT 776 SEC. 124BR-2
 LOADING HL-93
 STR. NO. 083-0031

NAME PLATE

See Sta. 515001
 Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

BORING DATA

Boring No.	Station	Offset
1-S	87+28	9' Rt.
2-S	85+72	9' Lt.

INDEX OF SHEETS

SHEET NO.	TITLE
1.	General Plan
2.	General Data
3.	Staging Details
4.	Temporary Concrete Barrier
5.	Deck Elevations 1
6.	Deck Elevations 2
7.	Approach Slab Elevations
8.	Superstructure
9.	Superstructure Details
10.	Integral Abutment Diaphragm Details
11.	Approach Slab Details 1
12.	Approach Slab Details 2
13.	Framing Plan & Elevation
14.	Framing Details & Tables
15.	North Abutment
16.	South Abutment
17.	Pier Removal Details
18.	Pier Construction Details
19.	Bar Splicer Assembly Details
20.	HP Pile Details
21.	Boring Logs 1
22.	Boring Logs 2

DESIGN SPECIFICATIONS

2014 AASHTO LRFD
 Bridge Design Specifications
 1995 Seismic Retrofitting Manual
 for Highway Bridges FHWA-RD-94-052

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

(EXISTING)	(PROPOSED)
f'c = 3,500 psi	f'c = 3,500 psi
fy = 60,000 psi (Reinf.)	fy = 60,000 psi (Reinf.)
fy = 36,000 psi (Piles)	fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

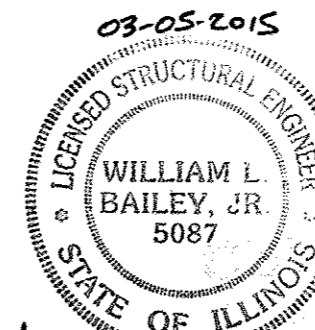
Seismic Performance Zone (SPZ) = 3
 Design Spectral Acceleration at 1.0 sec. (S₀₁) = 0.323g
 Design Spectral Acceleration at 0.2 sec. (S₀₅) = 0.765g
 Soil Site Class = D

APPROVED

For Structural Adequacy Only

P. Carl Luyten
 Engineer of Bridges & Structures

GENERAL PLAN
 F.A.P. ROUTE 776 (IL 142)
 OVER RECTOR CREEK
 SECTION 124BR-2
 SALINE COUNTY
 STATION 86+50.00
 STRUCTURE NO. 083-0031



W. L. Bailey, Jr.
 Exp. 11-30-2014



USER NAME • Gary Davis
 ...Drawn/Sheets/General Plan/rdg
 PLOT SCALE •
 PLOT DATE •

DESIGNED M. LACHECKI
 CHECKED W. BAILEY
 DRAWN G. DAVIS
 CHECKED M. LACHECKI

REVISED
 REVISED
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

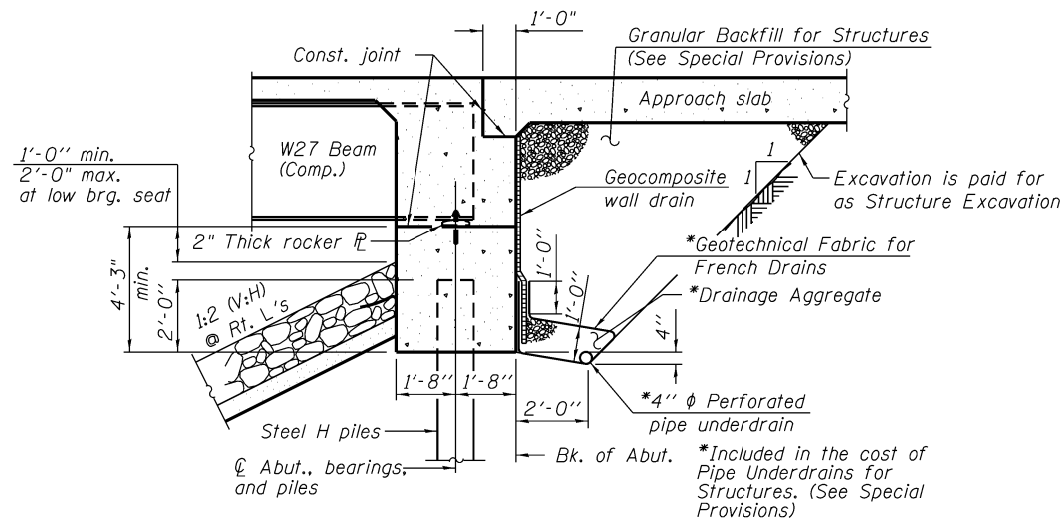
SHEET NO. 1 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	24
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	

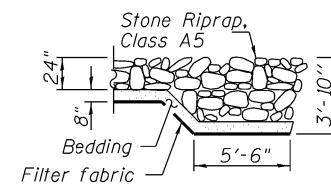
GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts 3/4 in. φ, holes 5/16 in. φ, unless otherwise noted.
- Calculated weight of Structural Steel = 112,980 lb. (AASHTO M270 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.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 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 1'-6" 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.
- Slipforming of parapets is not allowed.
- The finishing machine rails shall be placed on the top of the top flange of the exterior beams within the deck pour. Beam blocks shall be placed between beams at all tie locations in each bay for the full width of the deck pour.
- The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.
- "Current Ratings on File for Existing Structure"
Inventory: HS 8.6
Operating: HS 14.6
Live Load Restrictions: Only Legal Loads are Allowed

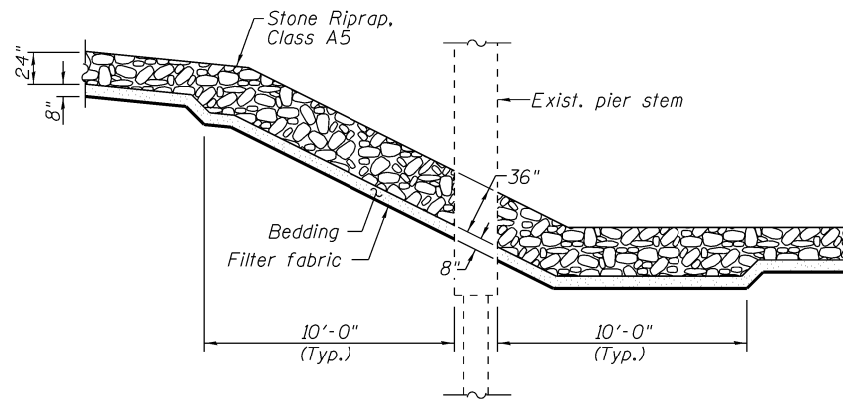
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois Legal Loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment."
- All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110.1)
- The item "Removal of Existing Structures" shall consist of the complete removal and satisfactory disposal of the existing superstructure, including the temporary support beam and brackets attached to the existing pier and South Abutment, the partial removal of the abutments to the limits required for the construction, and the partial removal of the pier to the limits detailed in the plans. See Articles 501.04 and 501.05 of the Standard Specifications for further information on complete and partial removal. All removal activities shall correspond with and accommodate the Maintenance of Traffic and Staging details shown in the Plans.



SECTION THRU INTEGRAL ABUTMENT



SECTION A-A



SECTION B-B

WATERWAY INFORMATION

		Drainage Area = 71.5 Sq. Mi.				Ex. & Pr. Low Grade Elev. 368.23' @ Sta. 82+00					
Flood	Freq. Yr.	Structure Number	Q (c.f.s.)		Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	083-0031	7,005	7,062	1,012	1,046	365.3	1.6	1.7	366.9	367.0
		083-0032	1,225	1,168	150	150					
		Total	8,230	8,230	1,162	1,196					
Design	50	083-0031	11,773	11,820	1,180	1,265	367.2	2.3	2.0	369.5	369.2
		083-0032	1,217	1,170	215	215					
		Total	12,990	12,990	1,395	1,480					
Base	100	083-0031	13,672	13,922	1,180	1,265	369.5	0.2	0.2	369.7	369.7
		083-0032	1,478	1,228	270	270					
		Total	15,150	15,150	1,450	1,535					
Overtopping	40	083-0031	10,990	11,140	1,180	1,265	366.5	2.3	2.3	368.8	368.8
		083-0032	1,530	1,380	190	190					
		Total	12,520	12,520	1,370	1,455					

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.			1,360
Filter Fabric	Sq. Yd.			1,360
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		128	128
Floor Drains	Each	16		16
Concrete Structures	Cu. Yd.		73.6	73.6
Concrete Superstructure	Cu. Yd.	275.8		275.8
Bridge Deck Grooving	Sq. Yd.	640		640
Protective Coat	Sq. Yd.	872		872
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3,912		3,912
Reinforcement Bars, Epoxy Coated	Pound	62,610	14,040	76,650
Bar Splicers	Each	539	128	667
Furnishing Steel Piles HP 12x53	Foot		1,099	1,099
Driving Piles	Foot		1,099	1,099
Test Pile Steel HP 12x53	Each		2	2
Name Plates	Each	1		1
Anchor Bolts, 3/4"	Each		12	12
Anchor Bolts, 1"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.		58	58
Temporary Soil Retention System	Sq. Ft.			405
Granular Backfill for Structures	Cu. Yd.		64	64
Asbestos Bearing Pad Removal	Each	22		22
Pipe Underdrains for Structures 4"	Foot		133	133
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		6	6



USER NAME = Gary Davis	DESIGNED M. LACHECKI	REVISED
...Draw\Sheets\General Data.dgn	CHECKED W. BAITLEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

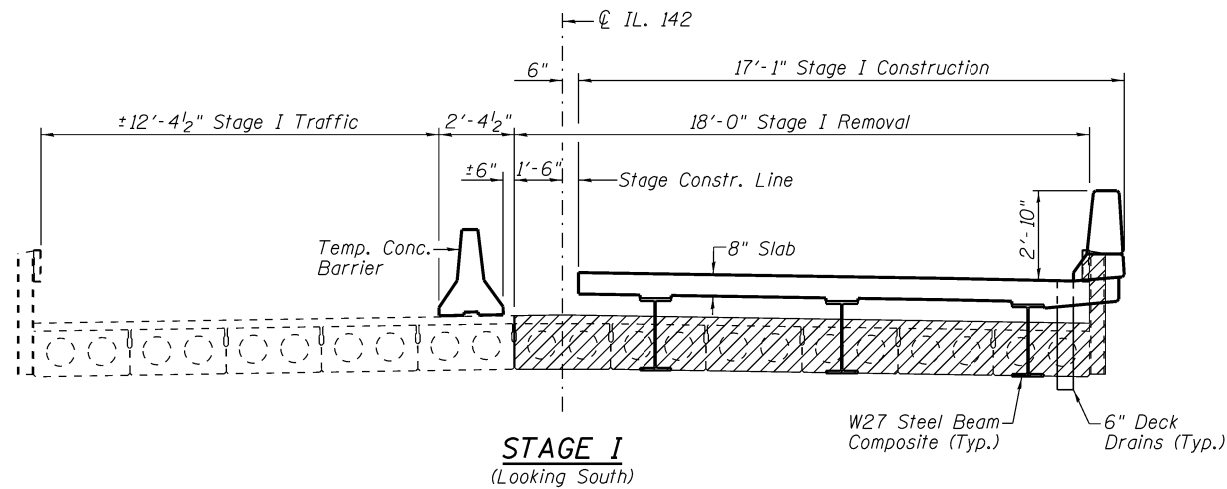
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 083-0031**

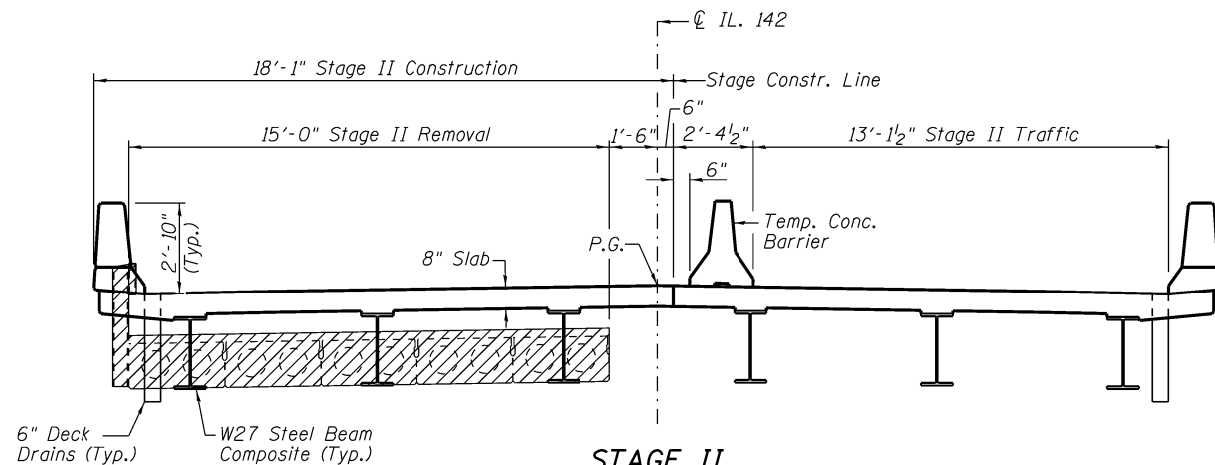
SHEET NO. 2 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	25
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	

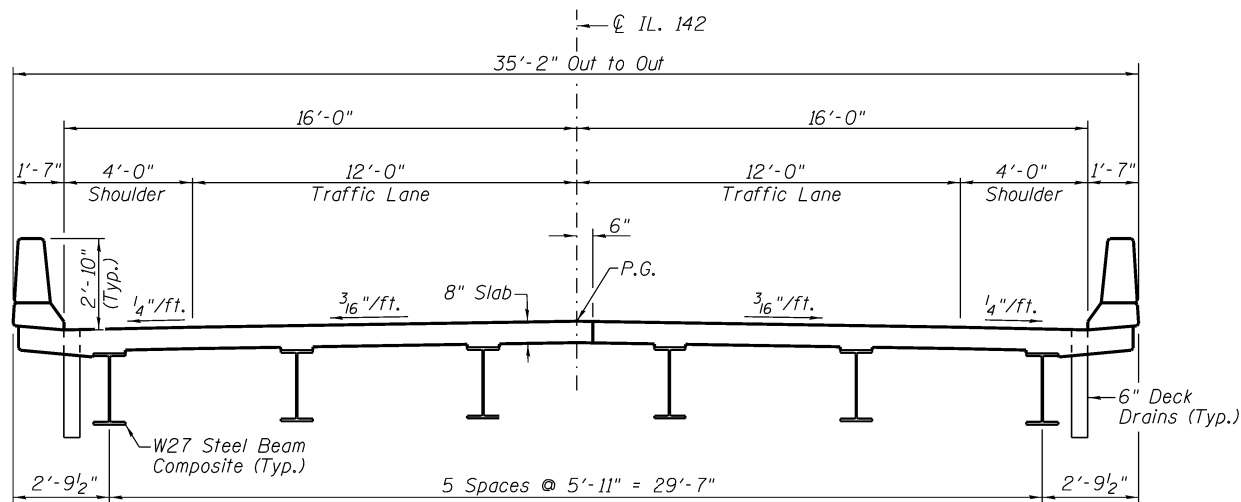
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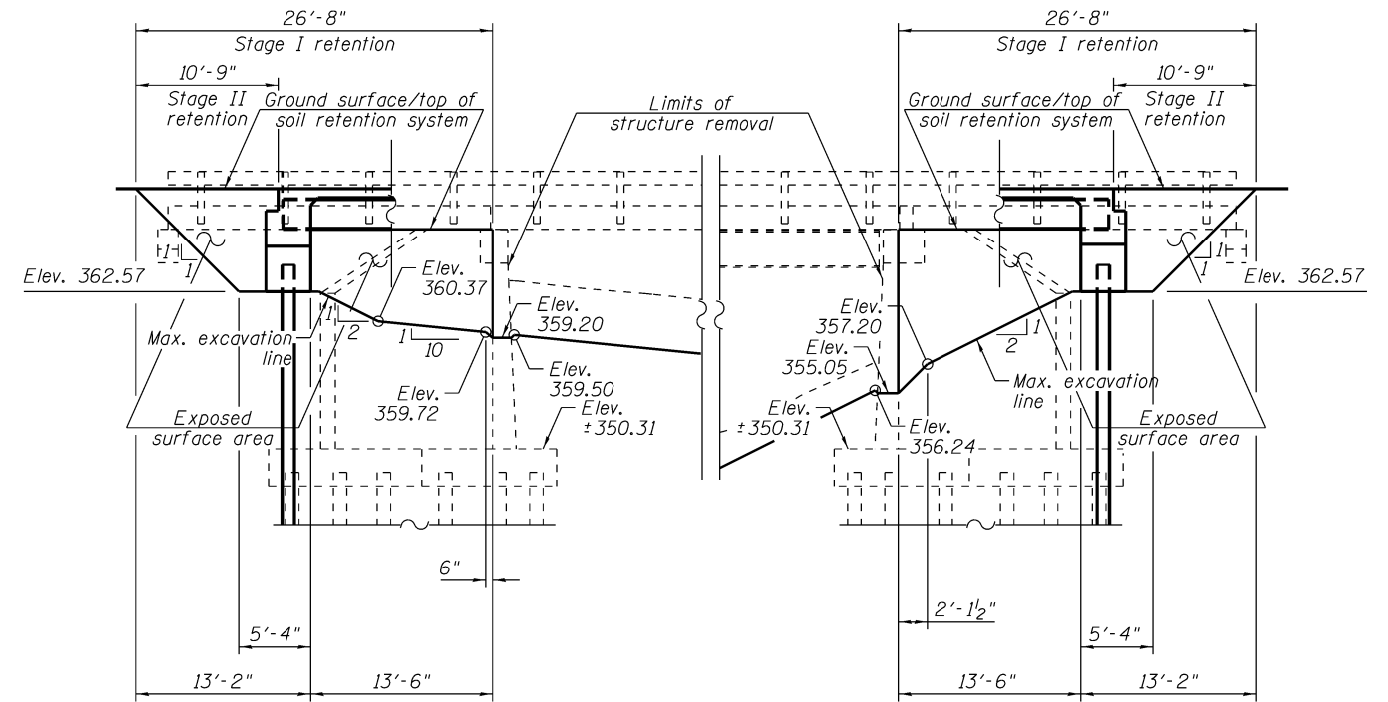
STAGE I
(Looking South)



STAGE II
(Looking South)



CROSS SECTION
(Looking South)



TEMPORARY SOIL RETENTION SYSTEM

NOTES:

1. 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.
2. See Roadway plans for quantity of Temporary Concrete Barrier.

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USER NAME = Gary Davis
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PLOT SCALE =
PLOT DATE =

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CHECKED W. BAILEY
DRAWN G. DAVIS
CHECKED M. LACHECKI

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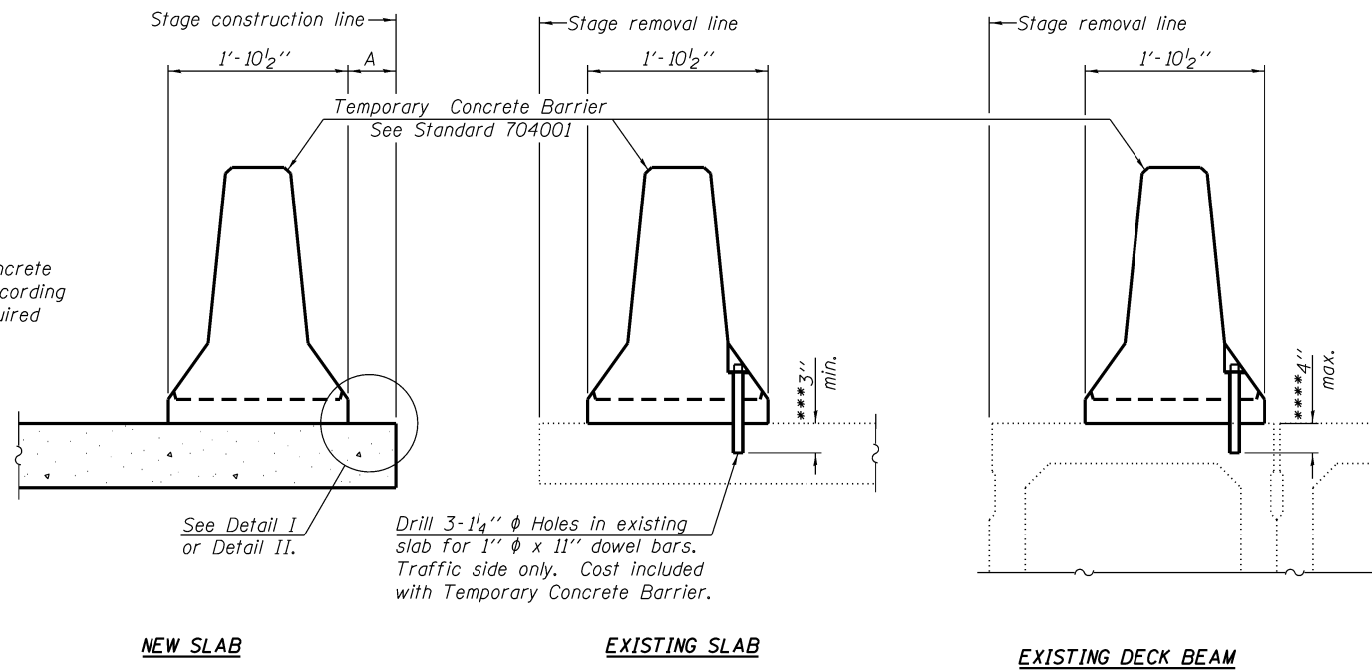
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING DETAILS
STRUCTURE NO. 083-0031

SHEET NO. 3 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	26
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78150	

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

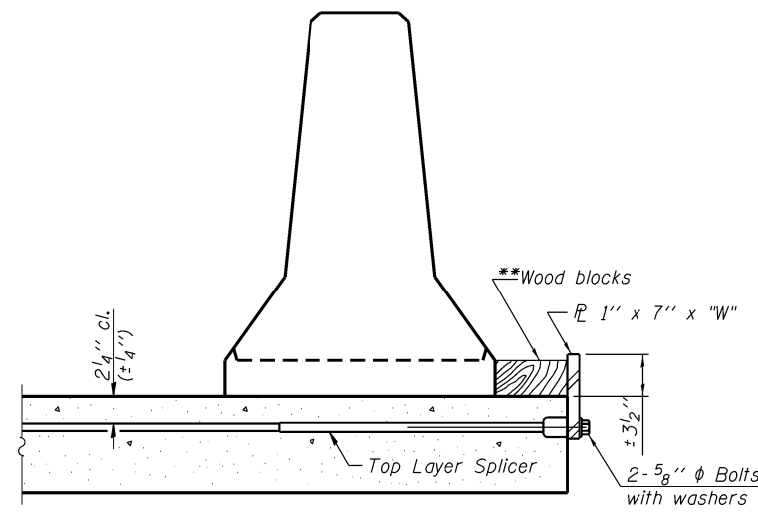
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{P} 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 \bar{C} of each barrier panel.

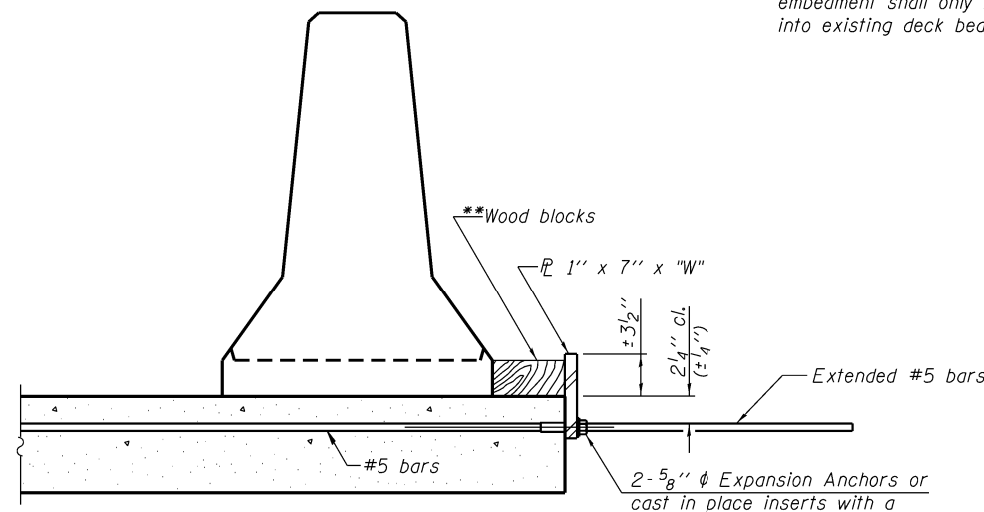
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** 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.

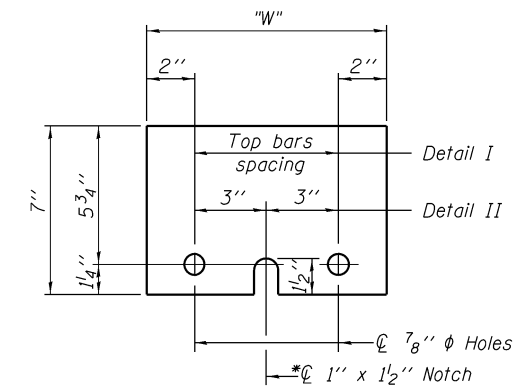
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{P} 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

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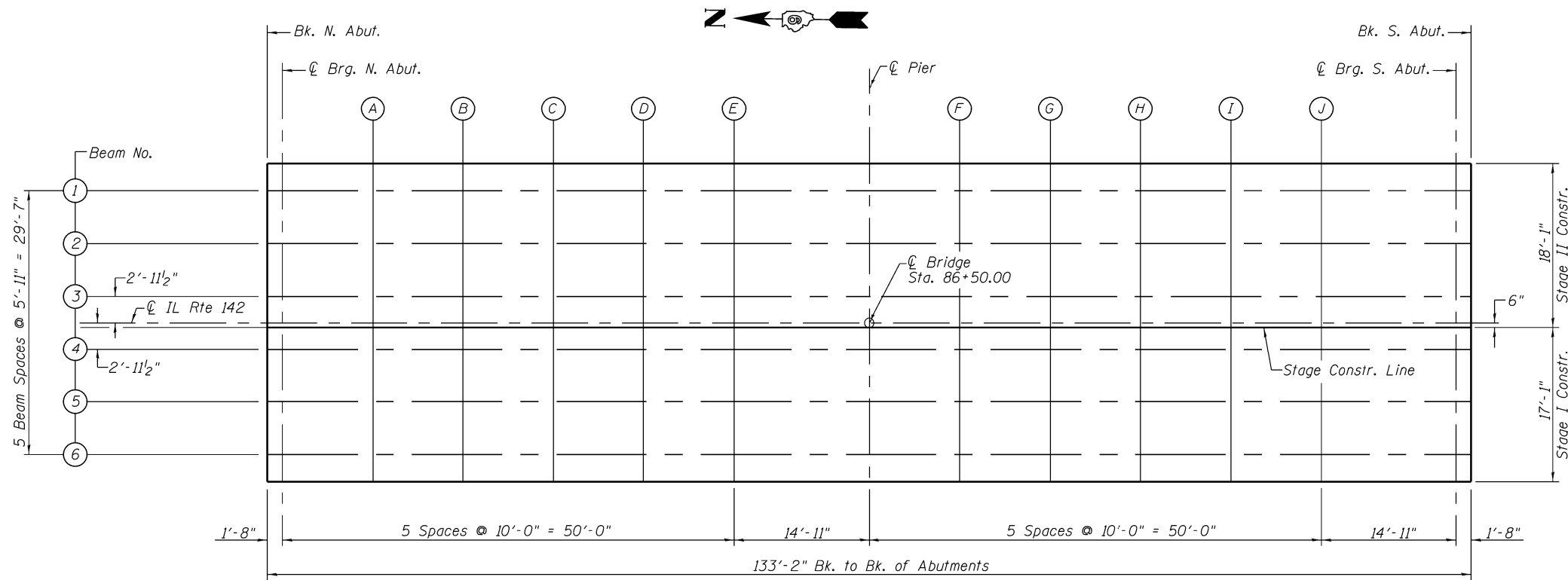
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...Sheets\Temp Conc Barrier.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

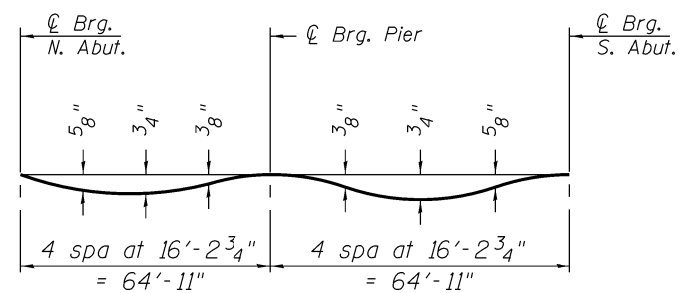
**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 083-0031**

SHEET NO. 4 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	27
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	



LAYOUT PLAN FOR DECK ELEVATIONS

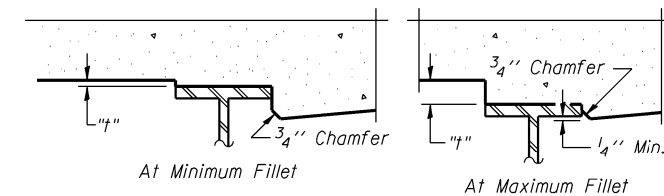


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheet 6 of 22.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheet 6 of 22, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

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...Draw\Sheets\Deck Elev-1.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS 1
STRUCTURE NO. 083-0031

SHEET NO. 5 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	28
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	

BEAM 1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	85+83.42	-14.792	370.064	370.064
☉ Brg. N. Abut.	85+85.08	-14.792	370.064	370.064
1 A	85+95.08	-14.792	370.064	370.101
1 B	86+05.08	-14.792	370.064	370.126
1 C	86+15.08	-14.792	370.064	370.131
1 D	86+25.08	-14.792	370.064	370.117
1 E	86+35.08	-14.792	370.064	370.091
Pier	86+50.00	-14.792	370.064	370.064
1 F	86+60.00	-14.792	370.064	370.079
1 G	86+70.00	-14.792	370.064	370.105
1 H	86+80.00	-14.792	370.064	370.126
1 I	86+90.00	-14.792	370.064	370.131
1 J	87+00.00	-14.792	370.064	370.115
☉ Brg. S. Abut.	87+14.92	-14.792	370.064	370.064
Bk. South Abut.	87+16.58	-14.792	370.064	370.064

BEAM 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	85+83.42	-8.875	370.171	370.171
☉ Brg. N. Abut.	85+85.08	-8.875	370.171	370.171
2 A	85+95.08	-8.875	370.171	370.208
2 B	86+05.08	-8.875	370.171	370.233
2 C	86+15.08	-8.875	370.171	370.238
2 D	86+25.08	-8.875	370.171	370.224
2 E	86+35.08	-8.875	370.171	370.198
Pier	86+50.00	-8.875	370.171	370.171
2 F	86+60.00	-8.875	370.171	370.186
2 G	86+70.00	-8.875	370.171	370.212
2 H	86+80.00	-8.875	370.171	370.233
2 I	86+90.00	-8.875	370.171	370.238
2 J	87+00.00	-8.875	370.171	370.222
☉ Brg. S. Abut.	87+14.92	-8.875	370.171	370.171
Bk. South Abut.	87+16.58	-8.875	370.171	370.171

BEAM 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	85+83.42	-2.958	370.264	370.264
☉ Brg. N. Abut.	85+85.08	-2.958	370.264	370.264
3 A	85+95.08	-2.958	370.264	370.301
3 B	86+05.08	-2.958	370.264	370.326
3 C	86+15.08	-2.958	370.264	370.330
3 D	86+25.08	-2.958	370.264	370.316
3 E	86+35.08	-2.958	370.264	370.291
Pier	86+50.00	-2.958	370.264	370.264
3 F	86+60.00	-2.958	370.264	370.279
3 G	86+70.00	-2.958	370.264	370.305
3 H	86+80.00	-2.958	370.264	370.325
3 I	86+90.00	-2.958	370.264	370.330
3 J	87+00.00	-2.958	370.264	370.315
☉ Brg. S. Abut.	87+14.92	-2.958	370.264	370.264
Bk. South Abut.	87+16.58	-2.958	370.264	370.264

☉ IL. RTE 142

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	85+83.42	0.000	370.310	370.310
☉ Brg. N. Abut.	85+85.08	0.000	370.310	370.310
4 A	85+95.08	0.000	370.310	370.347
4 B	86+05.08	0.000	370.310	370.372
4 C	86+15.08	0.000	370.310	370.376
4 D	86+25.08	0.000	370.310	370.363
4 E	86+35.08	0.000	370.310	370.337
Pier	86+50.00	0.000	370.310	370.310
4 F	86+60.00	0.000	370.310	370.325
4 G	86+70.00	0.000	370.310	370.351
4 H	86+80.00	0.000	370.310	370.371
4 I	86+90.00	0.000	370.310	370.377
4 J	87+00.00	0.000	370.310	370.361
☉ Brg. S. Abut.	87+14.92	0.000	370.310	370.310
Bk. South Abut.	87+16.58	0.000	370.310	370.310

STAGE CONSTRUCTION LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	85+83.42	0.500	370.302	370.302
☉ Brg. N. Abut.	85+85.08	0.500	370.302	370.302
5 A	85+95.08	0.500	370.302	370.339
5 B	86+05.08	0.500	370.302	370.364
5 C	86+15.08	0.500	370.302	370.368
5 D	86+25.08	0.500	370.302	370.355
5 E	86+35.08	0.500	370.302	370.329
Pier	86+50.00	0.500	370.302	370.302
5 F	86+60.00	0.500	370.302	370.317
5 G	86+70.00	0.500	370.302	370.343
5 H	86+80.00	0.500	370.302	370.364
5 I	86+90.00	0.500	370.302	370.369
5 J	87+00.00	0.500	370.302	370.353
☉ Brg. S. Abut.	87+14.92	0.500	370.302	370.302
Bk. South Abut.	87+16.58	0.500	370.302	370.302

BEAM 4

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	85+83.42	2.958	370.264	370.264
☉ Brg. N. Abut.	85+85.08	2.958	370.264	370.264
6 A	85+95.08	2.958	370.264	370.301
6 B	86+05.08	2.958	370.264	370.326
6 C	86+15.08	2.958	370.264	370.330
6 D	86+25.08	2.958	370.264	370.316
6 E	86+35.08	2.958	370.264	370.291
Pier	86+50.00	2.958	370.264	370.264
6 F	86+60.00	2.958	370.264	370.279
6 G	86+70.00	2.958	370.264	370.305
6 H	86+80.00	2.958	370.264	370.325
6 I	86+90.00	2.958	370.264	370.330
6 J	87+00.00	2.958	370.264	370.315
☉ Brg. S. Abut.	87+14.92	2.958	370.264	370.264
Bk. South Abut.	87+16.58	2.958	370.264	370.264

BEAM 5

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	85+83.42	8.875	370.171	370.171
☉ Brg. N. Abut.	85+85.08	8.875	370.171	370.171
7 A	85+95.08	8.875	370.171	370.208
7 B	86+05.08	8.875	370.171	370.233
7 C	86+15.08	8.875	370.171	370.238
7 D	86+25.08	8.875	370.171	370.224
7 E	86+35.08	8.875	370.171	370.198
Pier	86+50.00	8.875	370.171	370.171
7 F	86+60.00	8.875	370.171	370.186
7 G	86+70.00	8.875	370.171	370.212
7 H	86+80.00	8.875	370.171	370.233
7 I	86+90.00	8.875	370.171	370.238
7 J	87+00.00	8.875	370.171	370.222
☉ Brg. S. Abut.	87+14.92	8.875	370.171	370.171
Bk. South Abut.	87+16.58	8.875	370.171	370.171

BEAM 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. North Abut.	85+83.42	14.792	370.064	370.064
☉ Brg. N. Abut.	85+85.08	14.792	370.064	370.064
8 A	85+95.08	14.792	370.064	370.101
8 B	86+05.08	14.792	370.064	370.126
8 C	86+15.08	14.792	370.064	370.131
8 D	86+25.08	14.792	370.064	370.117
8 E	86+35.08	14.792	370.064	370.091
Pier	86+50.00	14.792	370.064	370.064
8 F	86+60.00	14.792	370.064	370.079
8 G	86+70.00	14.792	370.064	370.105
8 H	86+80.00	14.792	370.064	370.126
8 I	86+90.00	14.792	370.064	370.131
8 J	87+00.00	14.792	370.064	370.115
☉ Brg. S. Abut.	87+14.92	14.792	370.064	370.064
Bk. South Abut.	87+16.58	14.792	370.064	370.064

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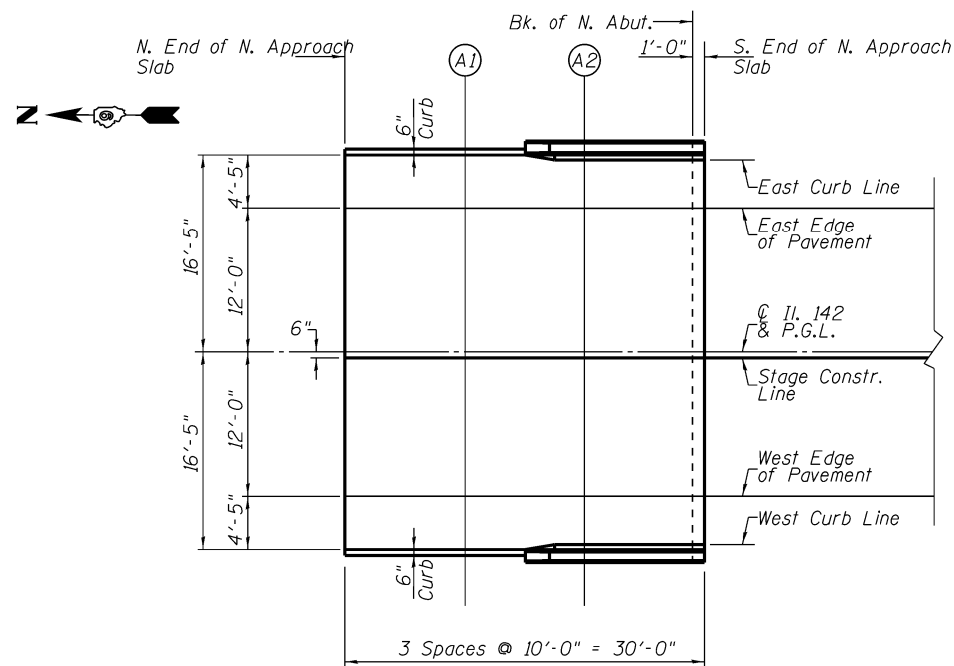
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

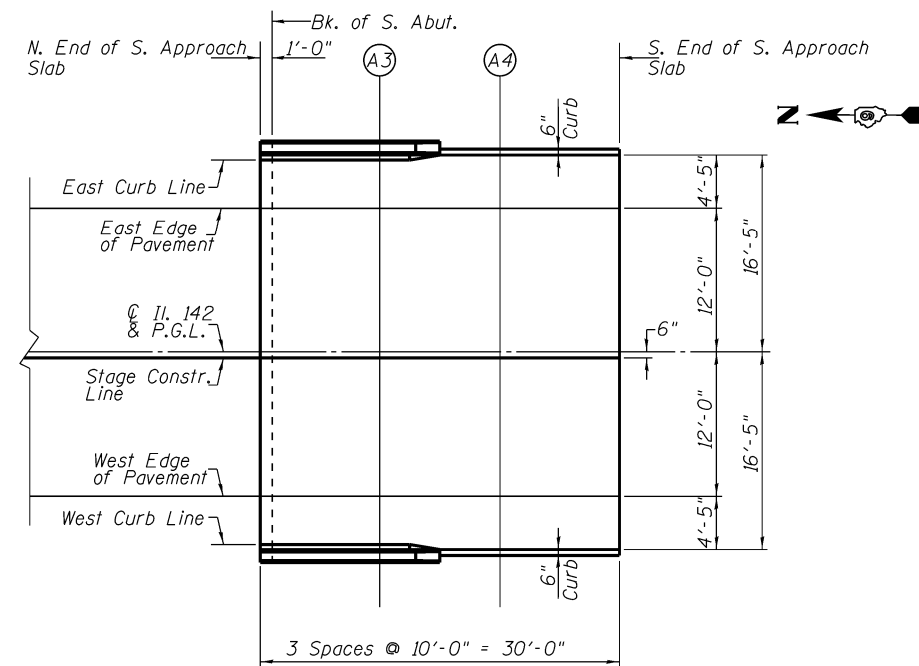
**DECK ELEVATIONS 2
STRUCTURE NO. 083-0031**

SHEET NO. 6 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	29
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78150	



LAYOUT PLAN
NORTH APPROACH PAVEMENT



LAYOUT PLAN
SOUTH APPROACH PAVEMENT

EAST CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End N. Appr. Slab	85+54.42	-16.417	370.030
A1	85+64.42	-16.417	370.030
A2	85+74.42	-16.000	370.039
S. End N. Appr. Slab	85+84.42	-16.000	370.039

STAGE CONSTR. LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End N. Appr. Slab	85+54.42	0.500	370.302
A1	85+64.42	0.500	370.302
A2	85+74.42	0.500	370.302
S. End N. Appr. Slab	85+84.42	0.500	370.302

EAST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End N. Appr. Slab	85+54.42	-12.000	370.123
A1	85+64.42	-12.000	370.123
A2	85+74.42	-12.000	370.123
S. End N. Appr. Slab	85+84.42	-12.000	370.123

WEST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End N. Appr. Slab	85+54.42	12.000	370.123
A1	85+64.42	12.000	370.123
A2	85+74.42	12.000	370.123
S. End N. Appr. Slab	85+84.42	12.000	370.123

℄ ROADWAY & P.G.L.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End N. Appr. Slab	85+54.42	0.000	370.310
A1	85+64.42	0.000	370.310
A2	85+74.42	0.000	370.310
S. End N. Appr. Slab	85+84.42	0.000	370.310

WEST CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End N. Appr. Slab	85+54.42	16.417	370.030
A1	85+64.42	16.417	370.030
A2	85+74.42	16.000	370.039
S. End N. Appr. Slab	85+84.42	16.000	370.039

EAST CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End S. Appr. Slab	87+15.58	-16.000	370.039
A3	87+25.58	-16.000	370.039
A4	87+35.58	-16.417	370.030
S. End S. Appr. Slab	87+45.58	-16.417	370.030

STAGE CONSTR. LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End S. Appr. Slab	87+15.58	0.500	370.302
A3	87+25.58	0.500	370.302
A4	87+35.58	0.500	370.302
S. End S. Appr. Slab	87+45.58	0.500	370.302

EAST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End S. Appr. Slab	87+15.58	-12.000	370.123
A3	87+25.58	-12.000	370.123
A4	87+35.58	-12.000	370.123
S. End S. Appr. Slab	87+45.58	-12.000	370.123

WEST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End S. Appr. Slab	87+15.58	12.000	370.123
A3	87+25.58	12.000	370.123
A4	87+35.58	12.000	370.123
S. End S. Appr. Slab	87+45.58	12.000	370.123

℄ ROADWAY & P.G.L.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End S. Appr. Slab	87+15.58	0.000	370.310
A3	87+25.58	0.000	370.310
A4	87+35.58	0.000	370.310
S. End S. Appr. Slab	87+45.58	0.000	370.310

WEST CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End S. Appr. Slab	87+15.58	16.000	370.039
A3	87+25.58	16.000	370.039
A4	87+35.58	16.417	370.030
S. End S. Appr. Slab	87+45.58	16.417	370.030

L:\DOT\9806610\MC\15\Draw\Sheets\...



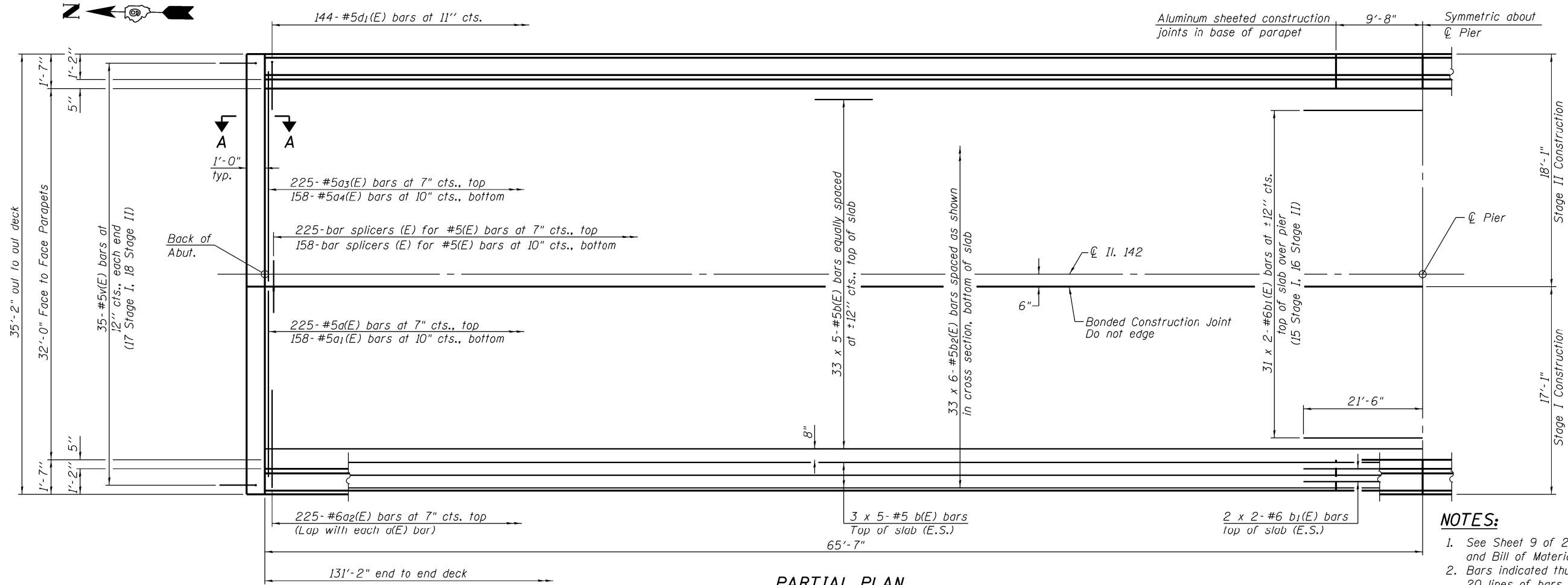
USER NAME = Gary Davis	DESIGNED M. LACHECKI	REVISED
...Draw\Sheets\App Slab Elev.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB ELEVATIONS
STRUCTURE NO. 083-0031

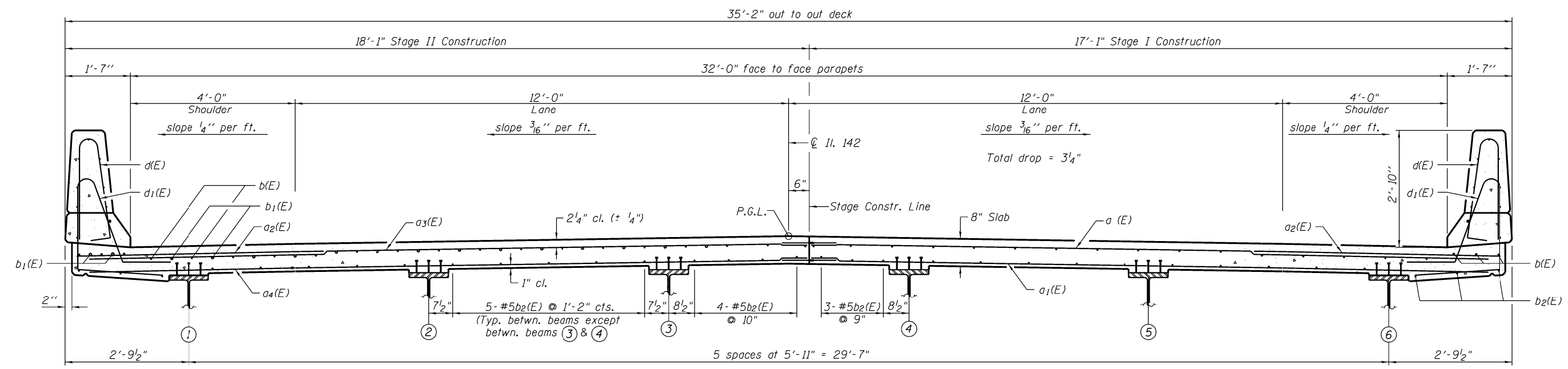
SHEET NO. 7 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	30
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	



PARTIAL PLAN

- NOTES:**
1. See Sheet 9 of 22 for superstructure details and Bill of Material.
 2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 3. See Sheet 9 of 22 for parapet reinforcement.



CROSS SECTION
(Looking South)

MIN. BAR LAP
 #5 bar = 3'-3"
 #6 bar = 3'-10"

L:\DDT\0806610\MC_15\Draw\Sheets\...



USER NAME = Gary Davis	DESIGNED M. LACHECKI	REVISED
...Draw\Sheets\Superstructure.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

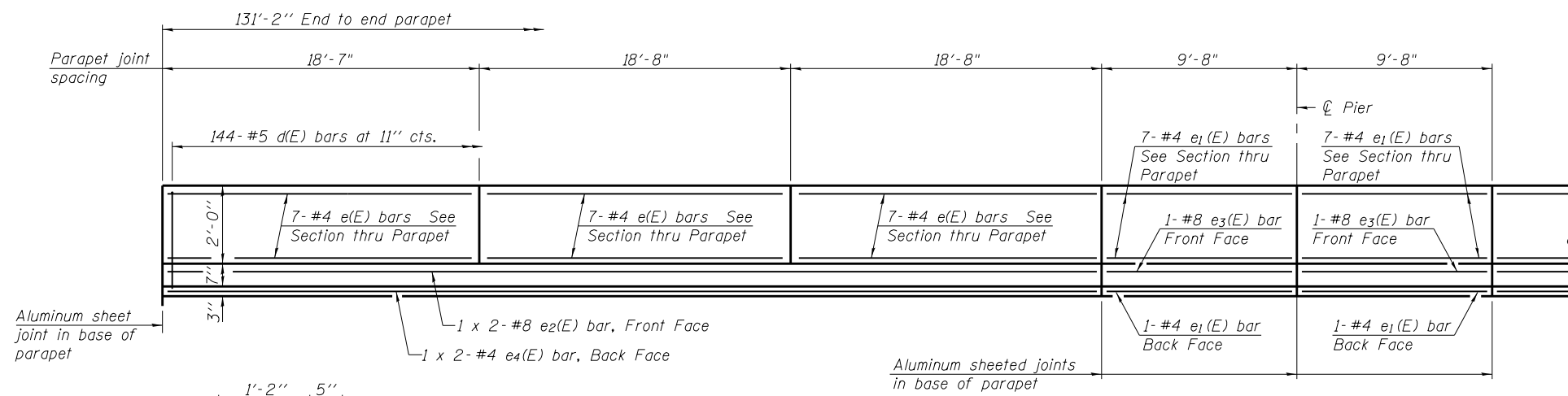
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 083-0031

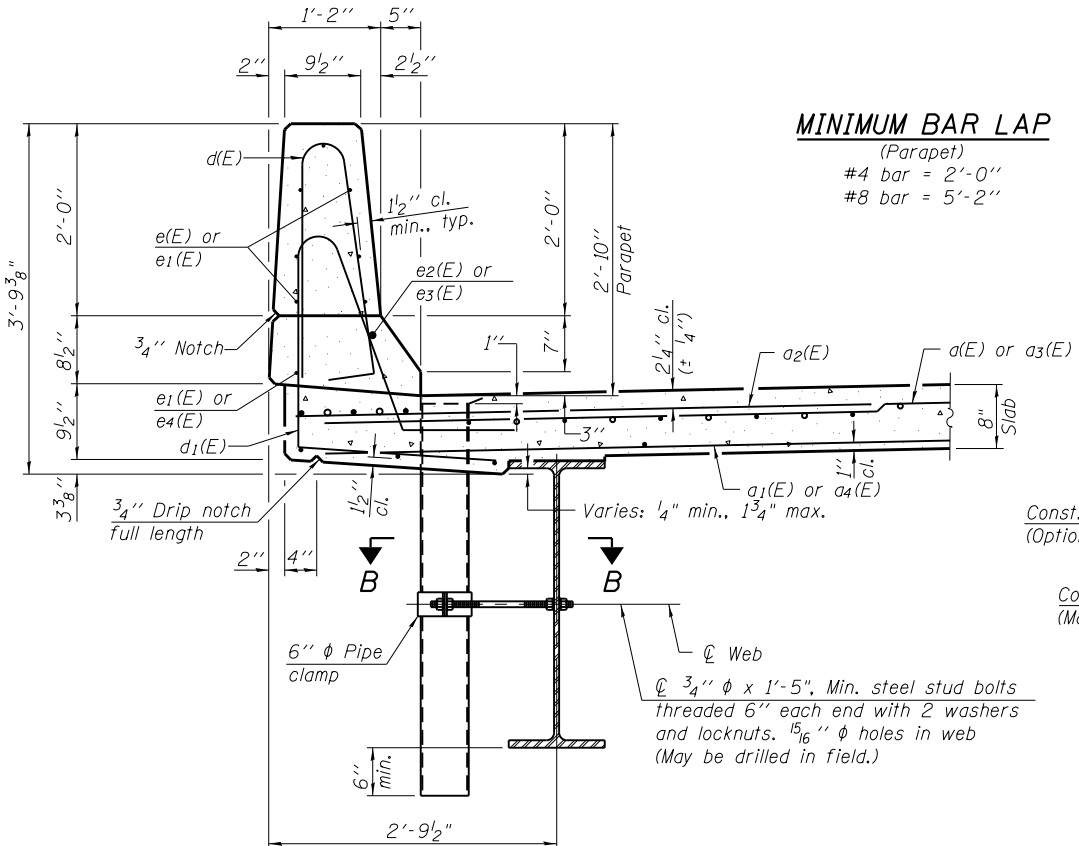
SHEET NO. 8 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	31
CONTRACT NO. 78150				

ILLINOIS FED. AID PROJECT

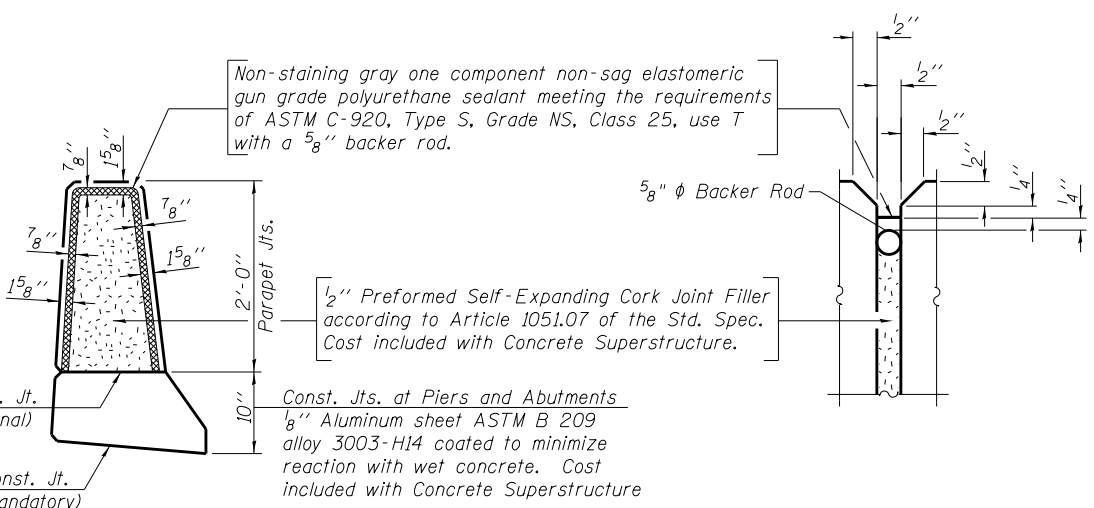


INSIDE ELEVATION OF PARAPET
(Symmetrical about centerline of pier)



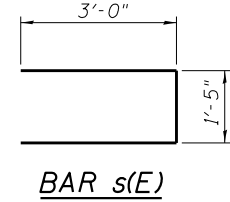
SECTION THRU PARAPET

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

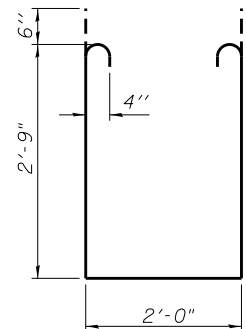


PARAPET JOINT DETAILS

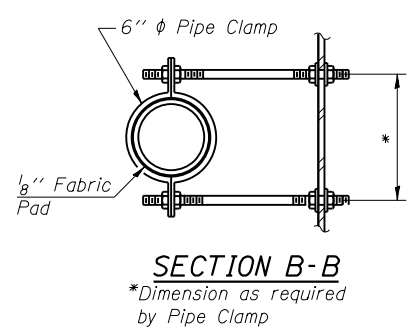
- NOTES:**
1. Floor Drains need not be painted.
 2. Drains shall be located clear of all diaphragms.
 3. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 4. Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.



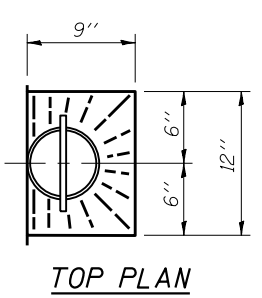
BAR s(E)



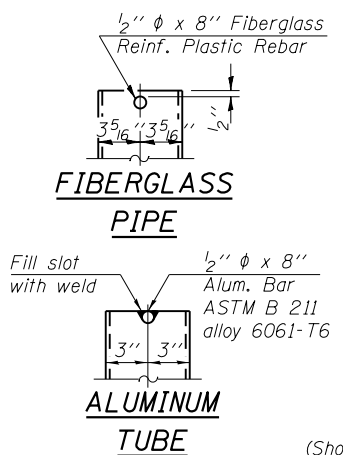
BAR s1(E)



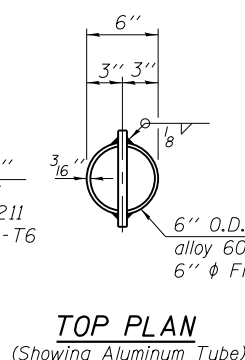
SECTION B-B
*Dimension as required by Pipe Clamp



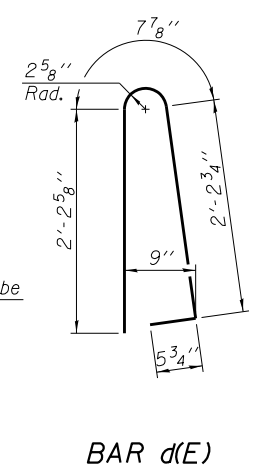
TOP PLAN



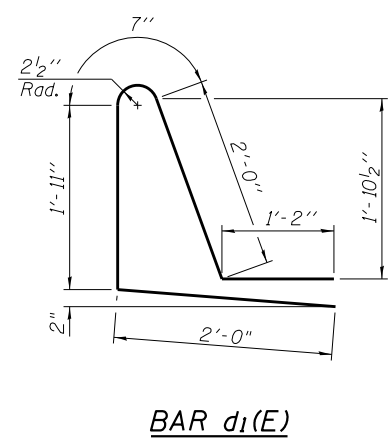
ALUMINUM TUBE



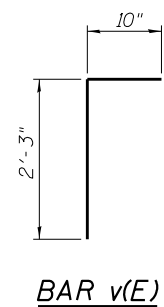
TOP PLAN
(Showing Aluminum Tube)



BAR d(E)



BAR d1(E)



BAR v(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	225	#5	16'-6"	—
a1(E)	158	#5	16'-2"	—
a2(E)	450	#6	6'-6"	—
a3(E)	225	#5	17'-6"	—
a4(E)	158	#5	17'-2"	—
b(E)	195	#5	28'-9"	—
b1(E)	70	#6	23'-5"	—
b2(E)	198	#5	24'-6"	—
d(E)	288	#5	5'-7"	—
d1(E)	288	#5	7'-8"	—
e(E)	84	#4	18'-4"	—
e1(E)	32	#4	9'-4"	—
e2(E)	8	#8	30'-5"	—
e3(E)	4	#8	9'-4"	—
e4(E)	8	#4	28'-10"	—
m(E)	8	#6	16'-9"	—
m1(E)	24	#6	5'-6"	—
m2(E)	12	#6	2'-6"	—
m3(E)	24	#6	4'-0"	—
m4(E)	6	#6	2'-1"	—
m5(E)	6	#6	3'-1"	—
m6(E)	8	#6	17'-9"	—
s(E)	74	#5	7'-5"	—
s1(E)	74	#5	8'-6"	—
v(E)	70	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	39,650	
Concrete Superstructure		Cu. Yd.	169.9	
Bridge Deck Grooving		Sq. Yd.	437	
Protective Coat		Sq. Yd.	623	
Bar Splicers		Each	397	

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



USER NAME = Marshall Lachecki	DESIGNED M. LACHECKI	REVISED
... \PL-78150-009.Super Details.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE	CHECKED M. LACHECKI	REVISED

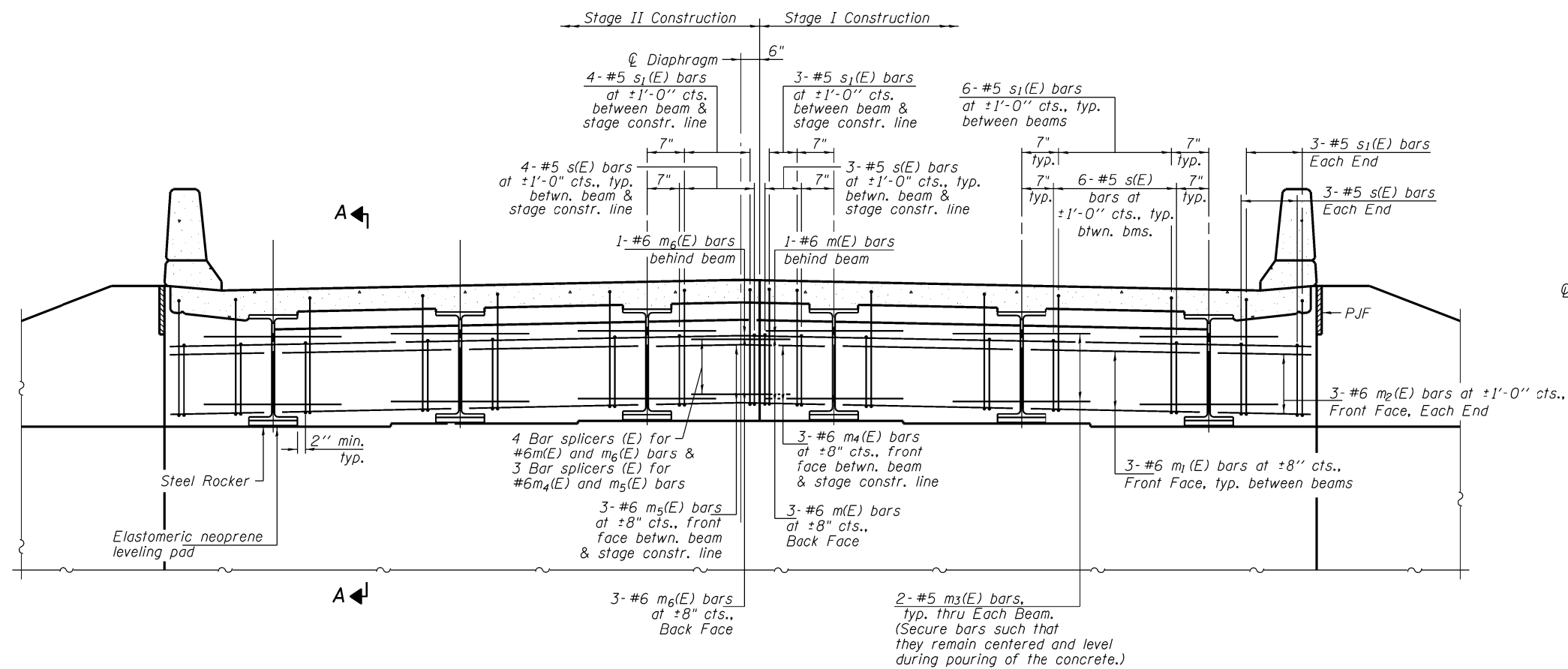
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 083-0031

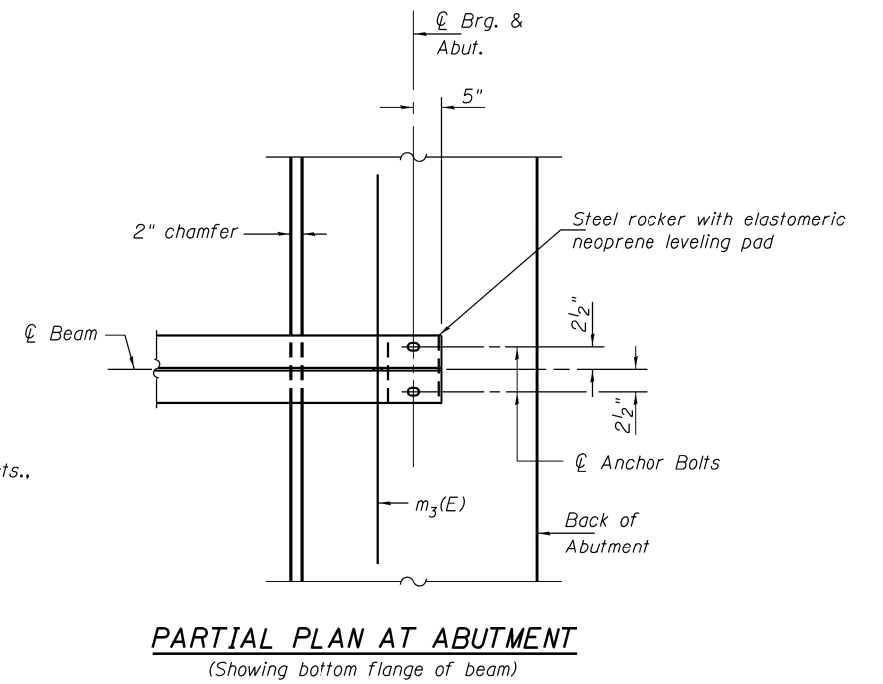
SHEET NO. 9 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	32
CONTRACT NO. 78150				

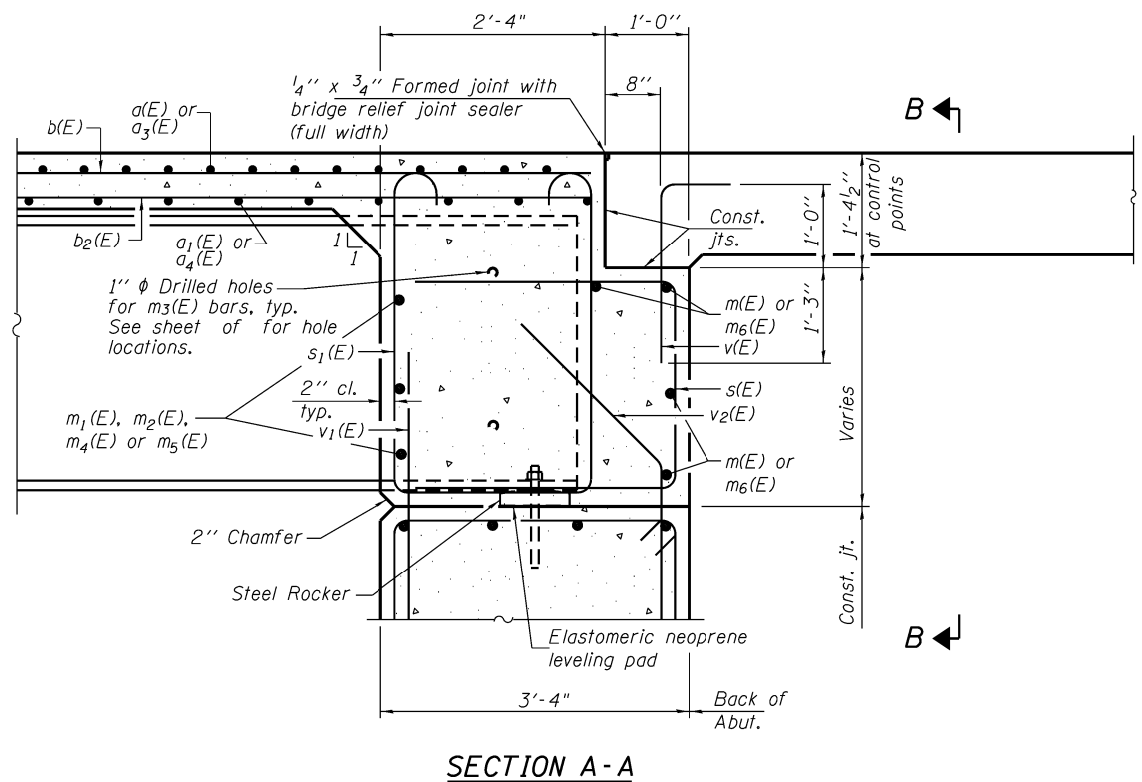
ILLINOIS FED. AID PROJECT



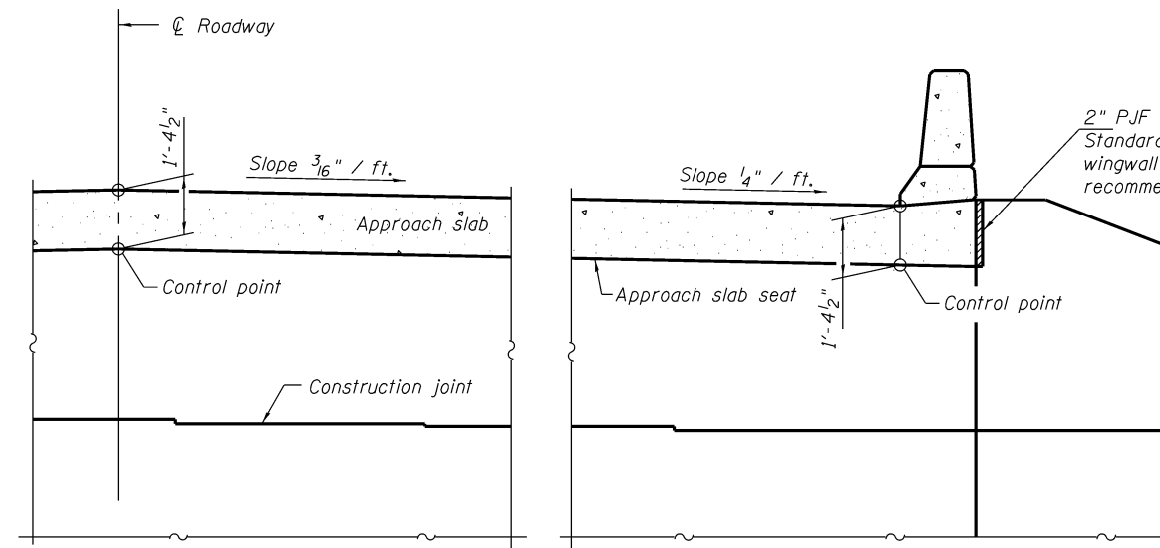
DIAPHRAGM ELEVATION AT ABUTMENT
(Looking South - North Diaphragm Similar)



PARTIAL PLAN AT ABUTMENT
(Showing bottom flange of beam)



SECTION A-A



SECTION B-B

NOTES:

1. Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 22.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 22.
3. For details of bars s(E), s1(E) and v(E) see sheet 9 of 22.
4. The approach slab seat shall have a constant slope determined from the control points shown.
5. For bearing details see sheet 14 of 22.

DSI-2440-0

8-31-12



USER NAME = Gary Davis
... \Abutment Diaphragm Dtls.dgn
PLOT SCALE =
PLOT DATE =

DESIGNED M. LACHECKI
CHECKED W. BAILEY
DRAWN G. DAVIS
CHECKED M. LACHECKI

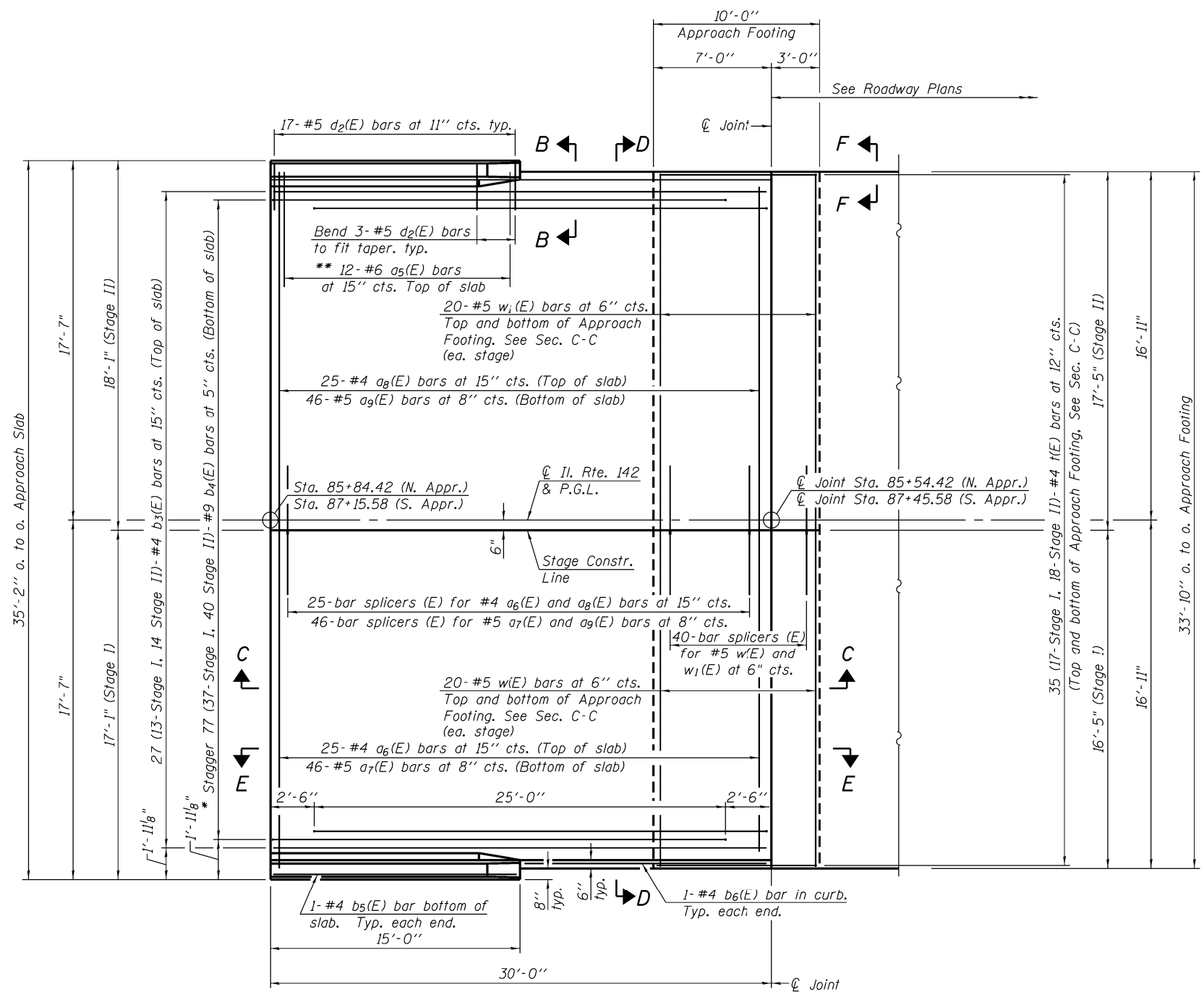
REVISED
REVISED
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTEGRAL ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 083-0031

SHEET NO. 10 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	33
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	

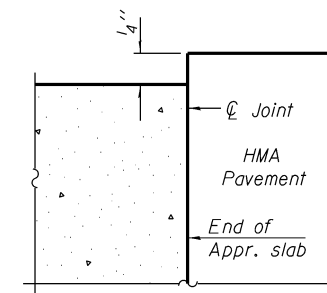


PLAN

* Tilt #9 b₁(E) bars as required to maintain clearance.
 ** Space between a₆(E) bars, typ. ea. parapet.

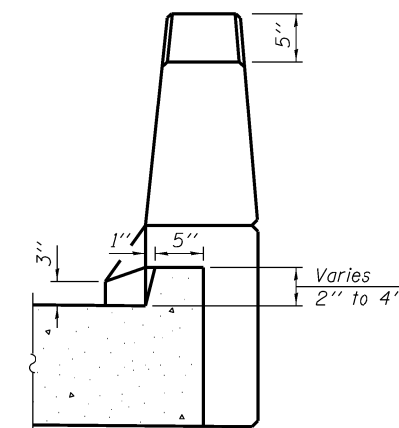
NOTES:

1. See sheet 12 of 22 for Sections C-C & D-D and View E-E. a₅(E) thru a₉(E) bar spacings measured along \varnothing Rdwy.

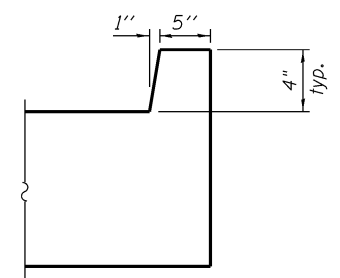


FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B



VIEW F-F

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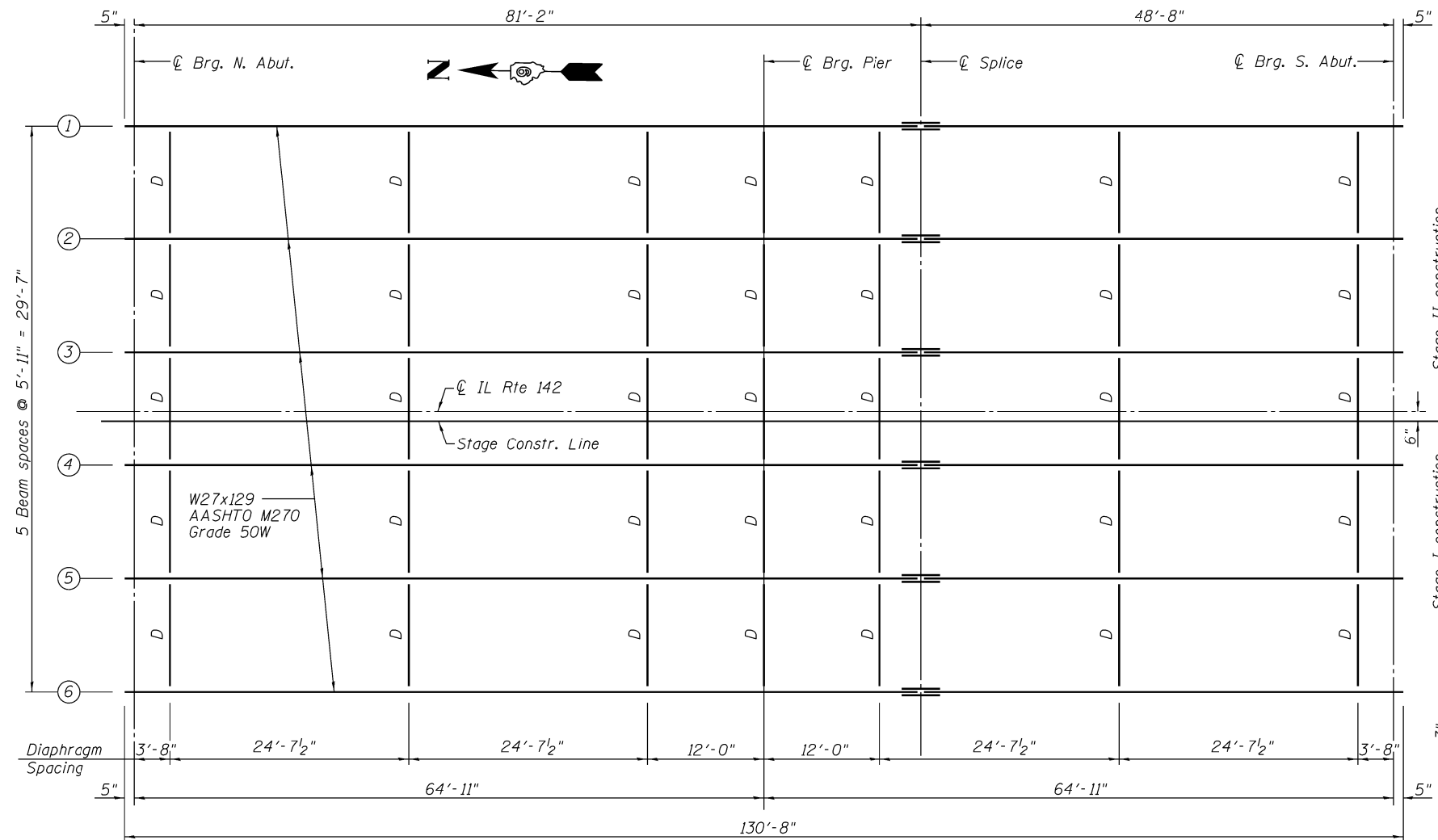
USER NAME = Gary Davis	DESIGNED M. LACHECKI	REVISED
...Sheets\App Slab Dtls-1.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

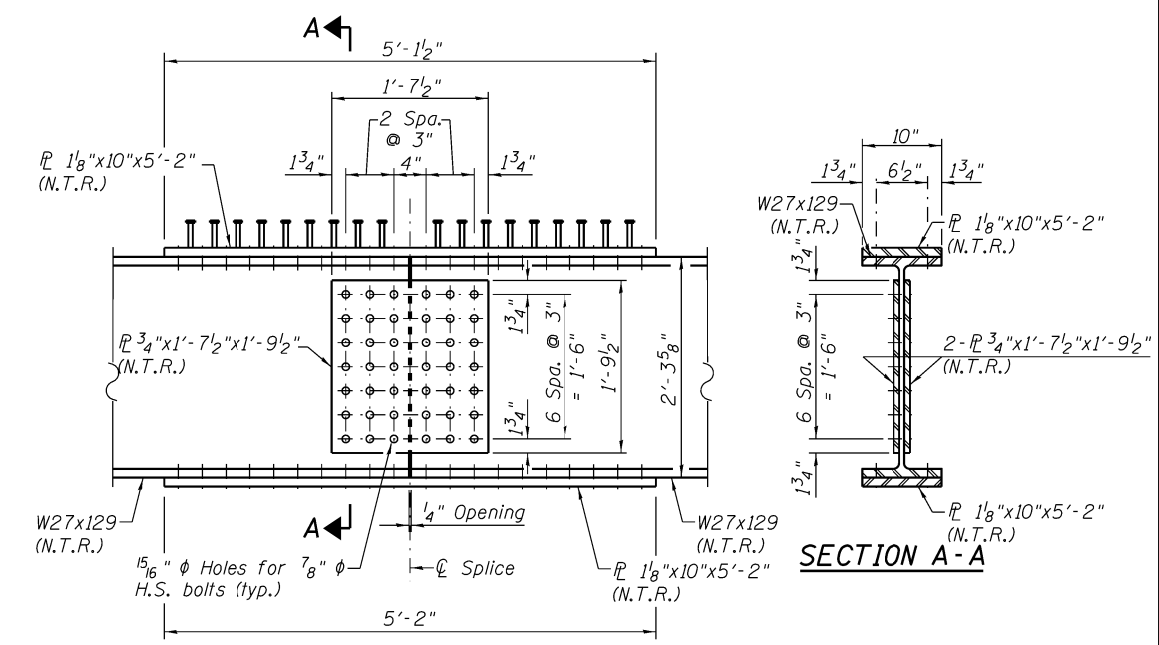
**APPROACH SLAB DETAILS 1
STRUCTURE NO. 083-0031**

SHEET NO. 11 OF 22 SHEETS

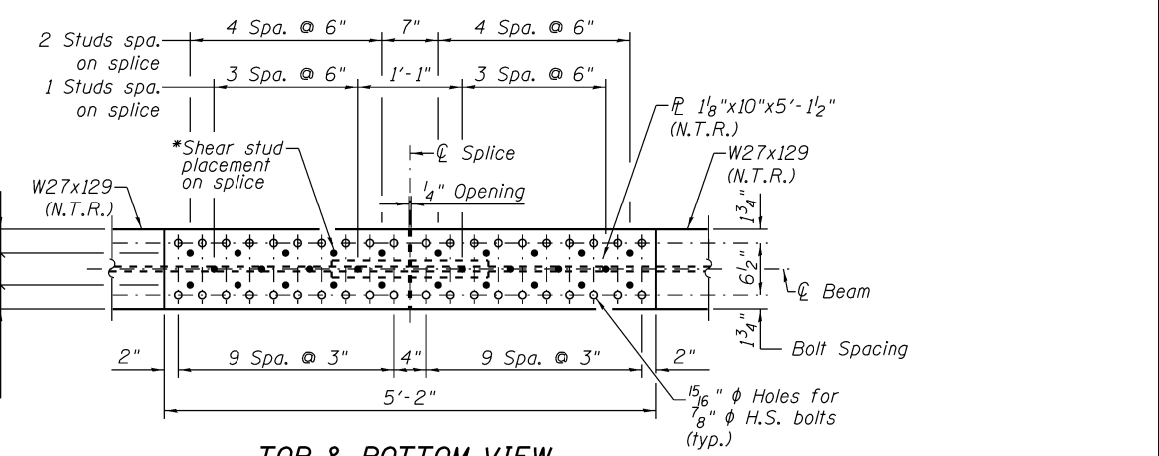
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	34
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	



FRAMING PLAN

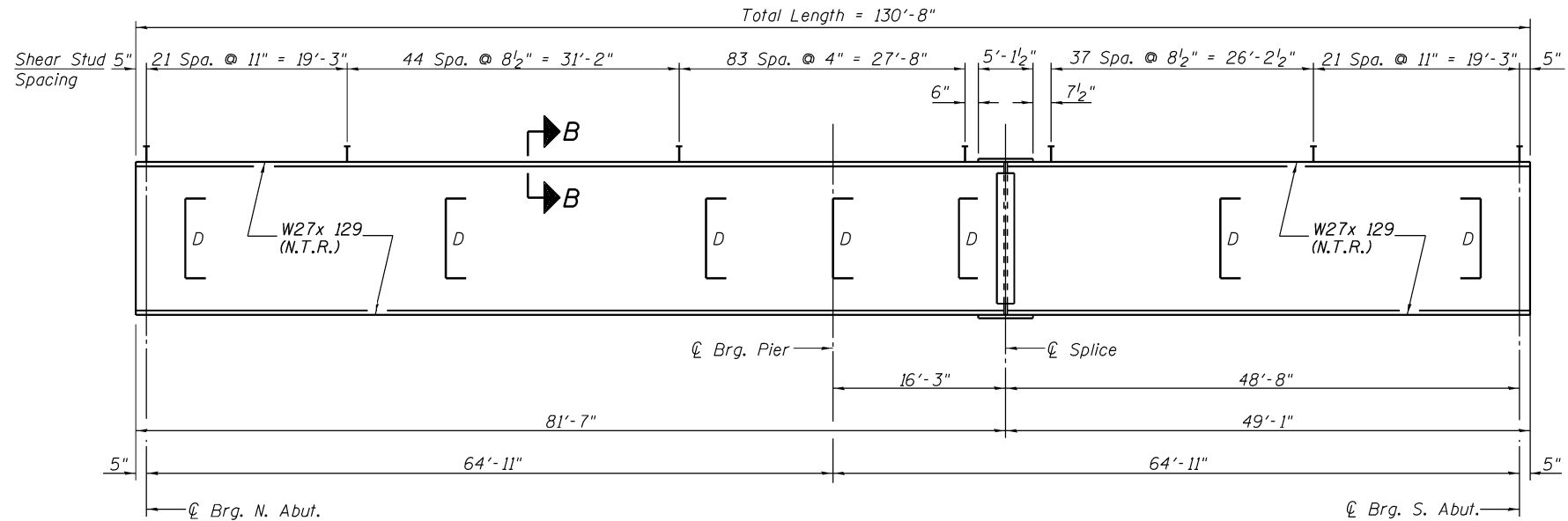


SPLICE ELEVATION



TOP & BOTTOM VIEW

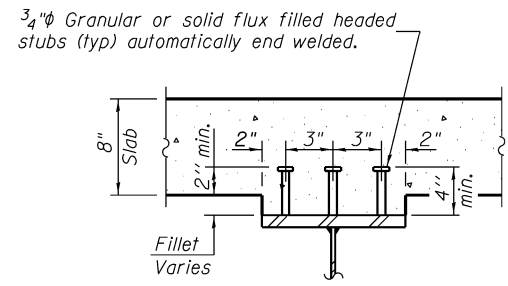
*Shear stud connectors are placed on top flange splice plate only.



BEAM ELEVATION

TOP OF BEAM ELEVATIONS BEFORE DEFLECTIONS
(For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
℄ Brg N. Abut.	369.29	369.40	369.49	369.49	369.40	369.29
℄ Pier	369.29	369.40	369.49	369.49	369.40	369.29
℄ Splice	369.29	369.40	369.49	369.49	369.40	369.29
℄ Brg S. Abut.	369.29	369.40	369.49	369.49	369.40	369.29



SECTION B-B

(Total no. of studs req'd. = 3,912)

NOTES:

- All steel for beams, splice plates, diaphragms, connection plates, and bearings shall be AASHTO M270 Grade 50W.
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
- HS bolts shall be 7/8" φ A325 Type 3.



USER NAME = Gary Davis	DESIGNED M. LACHECKI	REVISED
...Draw\Sheets\Framing Plan.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND ELEVATION
STRUCTURE NO. 083-0031

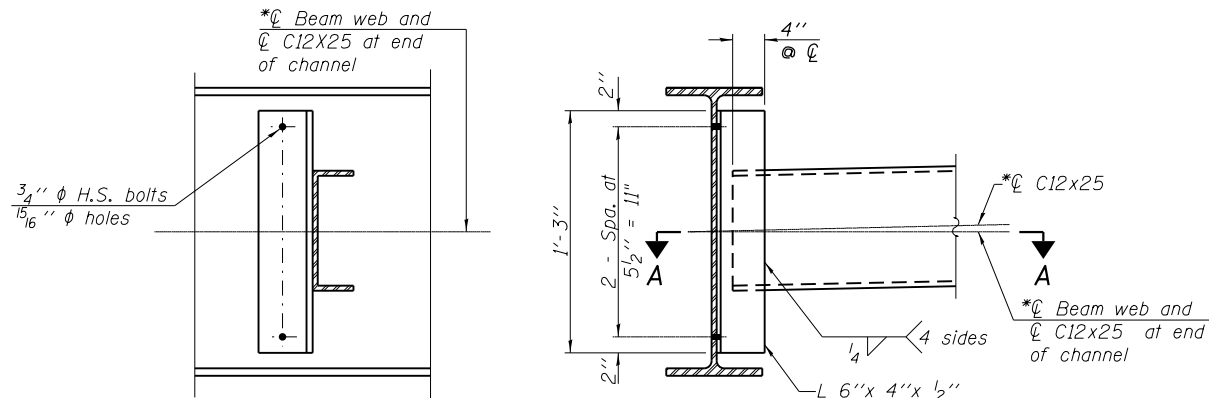
SHEET NO. 13 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	36
CONTRACT NO. 78150				

ILLINOIS FED. AID PROJECT

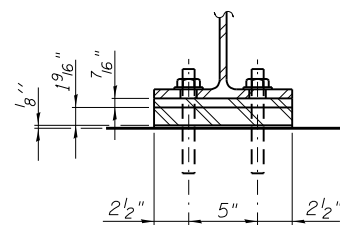
Note:
Two hardened washers required for each set of oversized holes.

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



DIAPHRAGM D

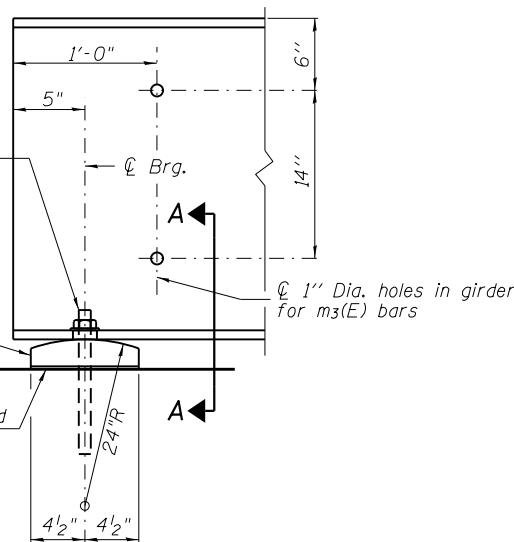
\varnothing 1" \varnothing x 12" anchor bolts ASTM F1554 Grade 36 with $1\frac{3}{8}$ " x 2" slotted hole in bottom flange (one each side of web). Contractor has the option of cast in place or drilled in installation.



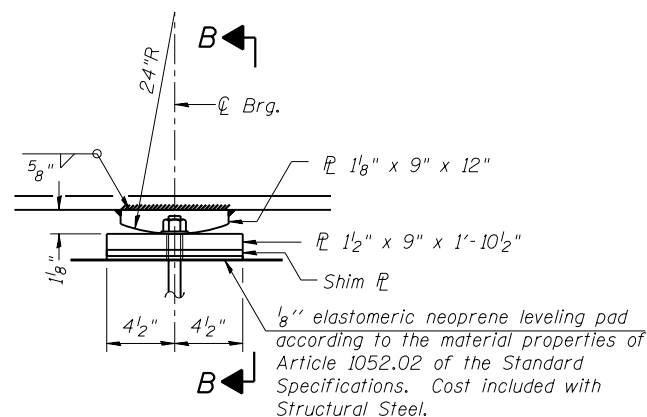
SECTION A-A

2"x 9"x 10" Rocker \varnothing AASHTO M270 Grade 50W

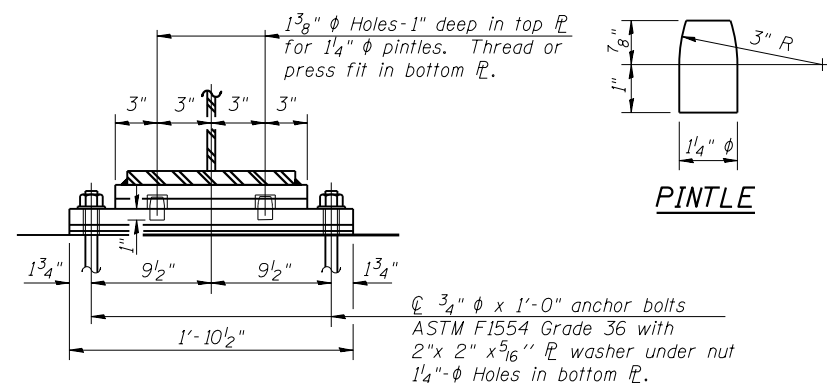
$\frac{1}{8}$ " elastomeric neoprene leveling pad according to the material properties of Article 1052.02 of the Standard Specifications. Cost included with Structural Steel.



END OF BEAM ELEVATION



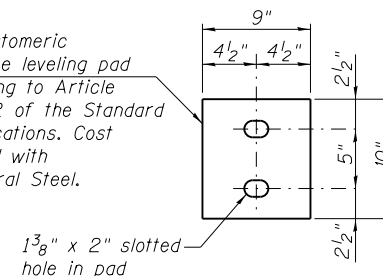
FIXED BEARING - PIER



INTERIOR BEAM MOMENT TABLE		
	0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in ⁴) 4760	4760
$I_c(n)$	(in ⁴) 13,014	13,014
$I_c(3n)$	(in ⁴) 9,398	9,398
$I_c(cr)$	(in ⁴) 6,464	6,464
S_s	(in ³) 345	345
$S_c(n)$	(in ³) 516	1,199
$S_c(3n)$	(in ³) 462	1,295
$S_c(cr)$	(in ³) -	395
DC1	(k/ft) 0.786	0.786
M _{DC1}	(k) 224	394
DC2	(k/ft) 0.150	0.150
M _{DC2}	(k) 44	79
DW	(k/ft) 0.296	0.296
M _{DW}	(k) 87	156
M \varnothing + IM	(k) 605	565
M _u (Strength I)	(k) 1,526	1,815
$\varnothing_r M_n$	(k) 2,558	2,007
f_s DC1	(ksi) 7.80	13.70
f_s DC2	(ksi) 1.14	1.65
f_s DW	(ksi) 2.26	3.25
f_s (\varnothing +IM)	(ksi) 14.07	11.77
f_s (Service II)	(ksi) 29.49	33.90
0.95R _h F _{yf}	(ksi) 47.5	47.5
f_s (Total)Strength I	(ksi) -	-
$\varnothing_r F_n$	(ksi) -	-
V _r	(k) 21.44	22.77

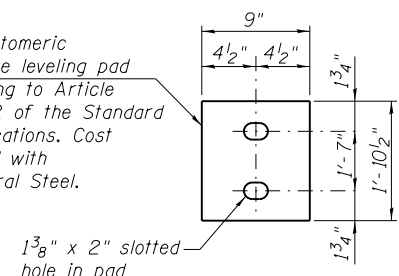
INTERIOR BEAM REACTION TABLE		
	Abut.	Pier
R _{DC1}	(k) 19.17	61.18
R _{DC2}	(k) 3.65	12.17
R _{DW}	(k) 7.21	24.02
R \varnothing + IM	(k) 64.53	96.11
R _{Total}	(k) 94.56	193.48

$\frac{1}{8}$ " elastomeric neoprene leveling pad according to Article 1052.02 of the Standard Specifications. Cost included with Structural Steel.



PLAN ELASTOMERIC NEOPRENE LEVELING PAD ABUTMENT (12 Required)

$\frac{1}{8}$ " elastomeric neoprene leveling pad according to Article 1052.02 of the Standard Specifications. Cost included with Structural Steel.



PLAN ELASTOMERIC NEOPRENE LEVELING PAD PIER (6 Required)

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 3/4"	Each	12
Anchor Bolts, 1"	Each	24

- 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 (superimposed) 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 \varnothing + 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 \varnothing + IM
- $\varnothing_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
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 (\varnothing +IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
M \varnothing + IM / S_{c(n)} or M \varnothing + IM / S_{c(cr)} as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s(\varnothing + IM)$
- 0.95R_hF_{yf}: 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 $f_{sDW} + 1.75 f_s(\varnothing + IM)$
- $\varnothing_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- V_r: Maximum factored shear range in span computed according to Article 6.10.10.

NOTES

- All steel for beams, diaphragms, connection plates and bearings shall be AASHTO M270 Grade 50W.
- 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.
- Two $\frac{1}{8}$ inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- Anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade bolts will not be allowed.
- 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.



USER NAME = Marshall Lachecki	DESIGNED M. LACHECKI	REVISED
... \PL-78150-014.Framing Details.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE	CHECKED M. LACHECKI	REVISED

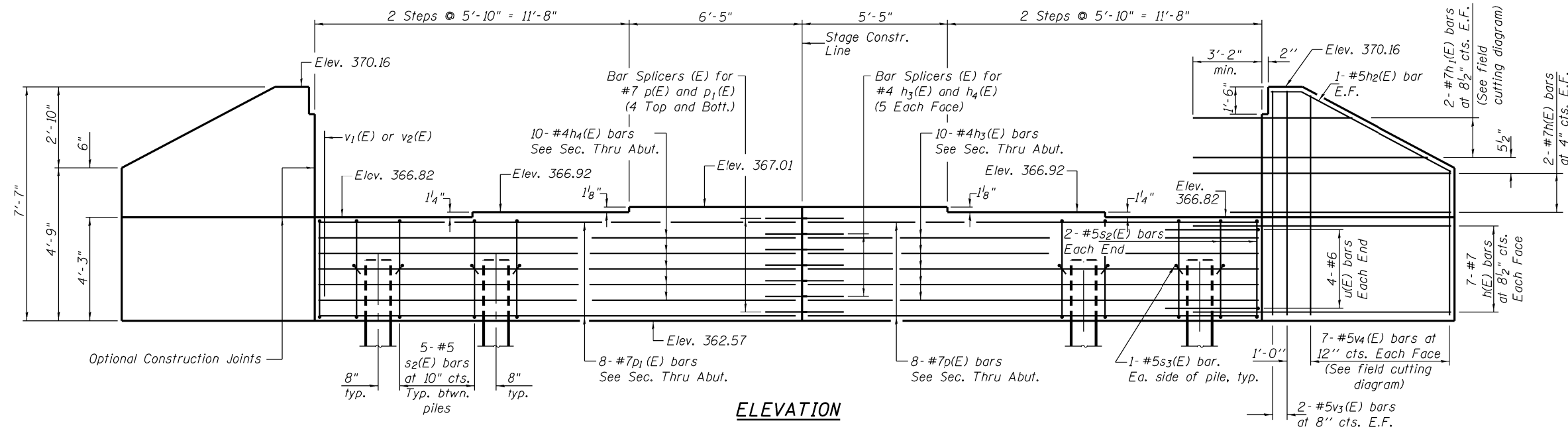
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING DETAILS AND TABLES
STRUCTURE NO. 083-0031

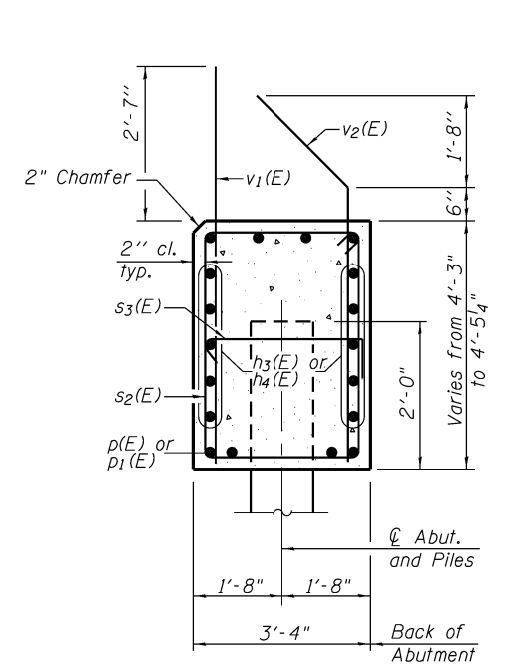
SHEET NO. 14 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	37
CONTRACT NO. 78150				

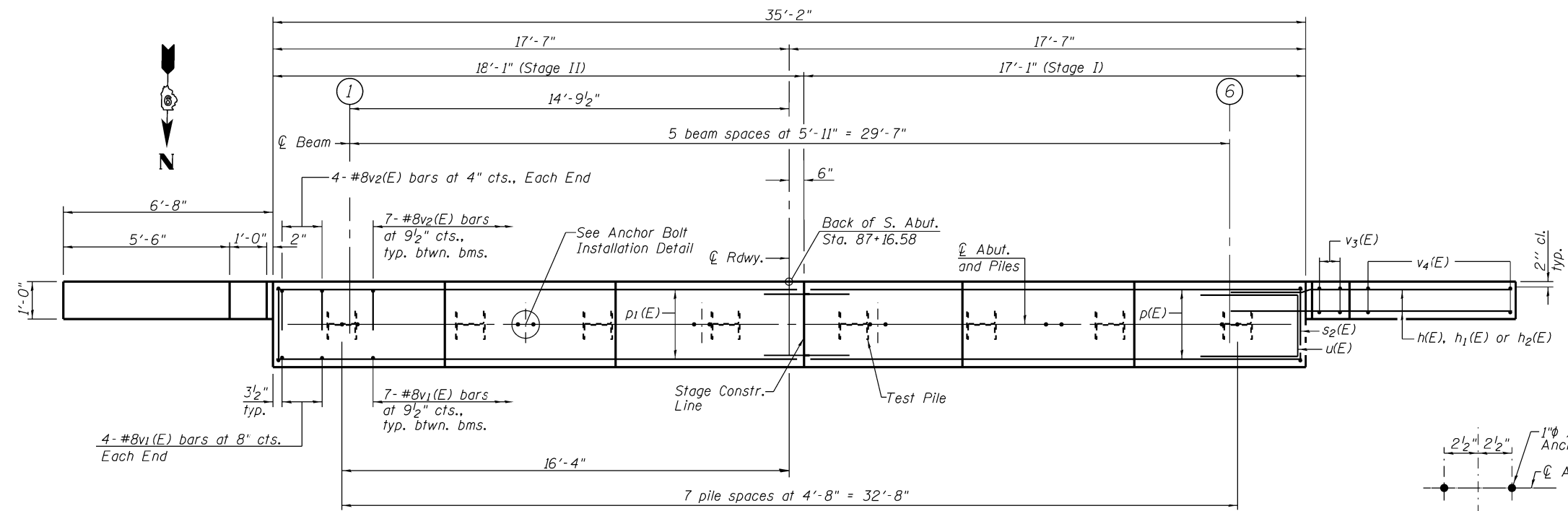
ILLINOIS FED. AID PROJECT



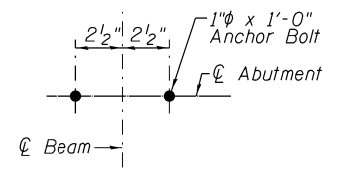
ELEVATION



SEC. THRU ABUT.



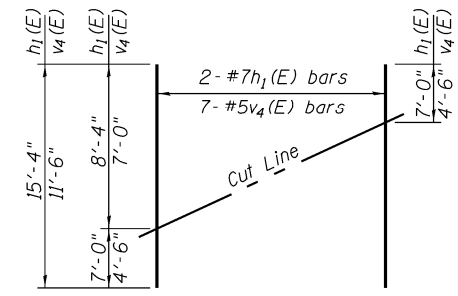
PLAN



ANCHOR BOLT INSTALLATION DETAIL

PILE DATA

Type: HP 12x53
 Nominal Required Bearing: 404 Kips
 Factored Resistance Available: 222 Kips
 Est. Length: 79'-0"
 No. Production Piles: 7
 No. Test Piles: 1



FIELD CUTTING DIAGRAM

Order $h_1(E)$ and $v_4(E)$ full length. Cut as shown and use remainder of bars in opposite face.

BAR $v_2(E)$ & $h_2(E)$

BAR $s_2(E)$

BAR $s_3(E)$

BAR $u(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h(E)$	36	#7	9'-8"	—
$h_1(E)$	4	#7	15'-4"	—
$h_2(E)$	4	#5	6'-10"	—
$h_3(E)$	10	#4	16'-9"	—
$h_4(E)$	10	#4	17'-9"	—
$p(E)$	8	#7	16'-9"	—
$p_1(E)$	8	#7	17'-9"	—
$s_2(E)$	39	#5	14'-9"	⌊
$s_3(E)$	16	#5	4'-0"	⌋
$u(E)$	8	#6	10'-8"	⌊
$v_1(E)$	57	#8	6'-6"	—
$v_2(E)$	57	#8	6'-2"	—
$v_3(E)$	8	#5	7'-3"	—
$v_4(E)$	14	#5	11'-6"	—
Structure Excavation			Cu. Yd.	64
Concrete Structures			Cu. Yd.	22.0
Reinforcement Bars, Epoxy Coated			Pound	4,620
Furnishing Steel Piles, HP12x53			Foot	553
Driving Piles			Foot	553
Test Pile Steel HP12x53			Each	1
Bar Splicers			Each	18

For details of piles see sheet 20 of 22.

NOTES:

1. Pour steps monolithically with cap.

L:\1001\080610\MC_15\Draw\Sheets\...



USER NAME = Gary Davis	DESIGNED M. LACHECKI	REVISED
...Draw\Sheets\South Abutment.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

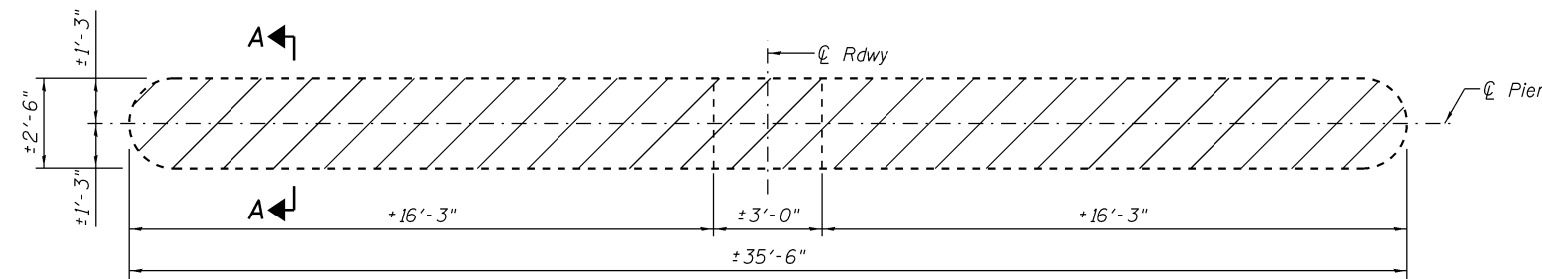
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
 STRUCTURE NO. 083-0031
 SHEET NO. 16 OF 22 SHEETS

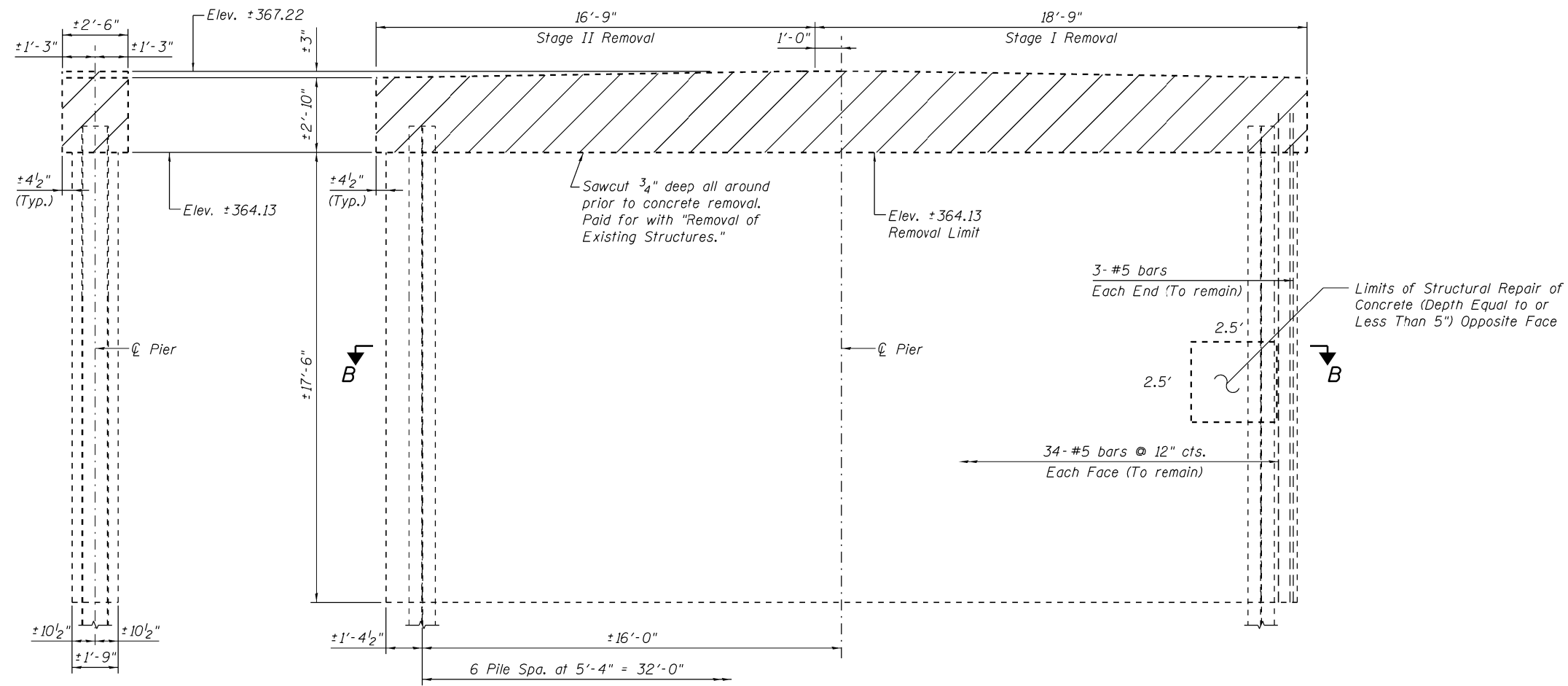
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	39
CONTRACT NO.			78150	
ILLINOIS FED. AID PROJECT				

EXISTING PILE DATA

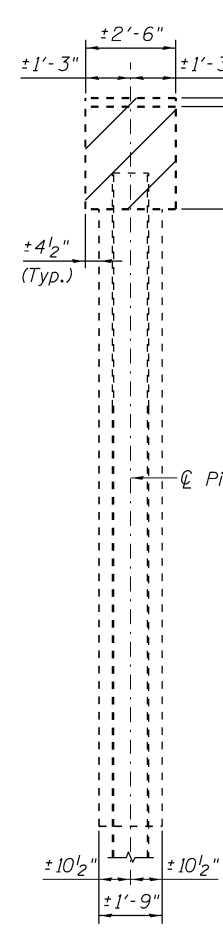
Type: HP 12x53
 Capacity: Refusal
 Est. Length: 76'
 No.: 7



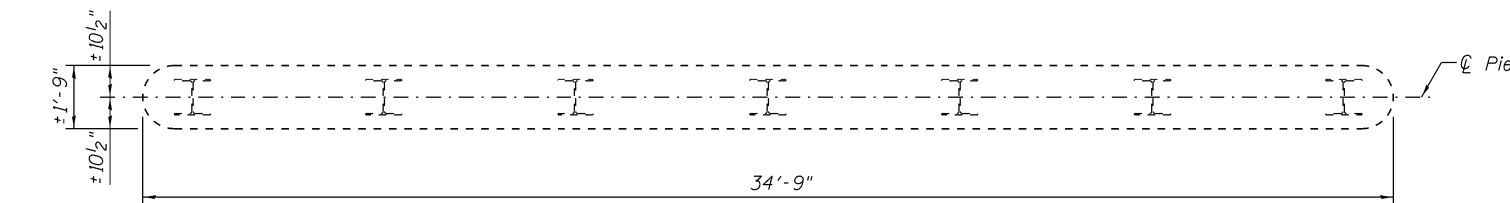
PLAN



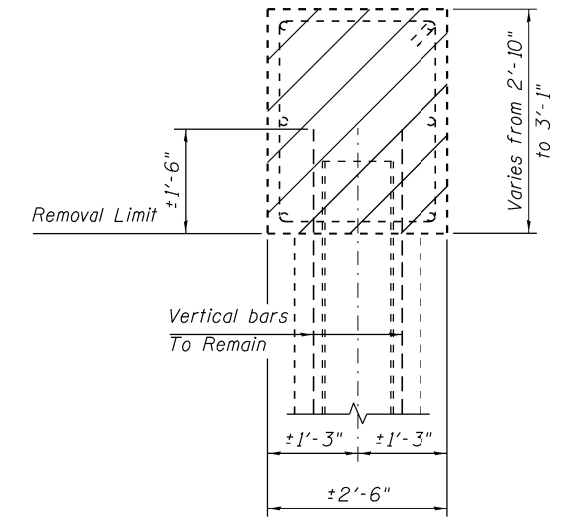
ELEVATION
(Looking South)



END VIEW



SECTION B-B



SECTION A-A

LEGEND

Limits of existing concrete pier to be removed. Cost included in "Removal of Existing Structures." See Special Provisions.

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal to or less than 5" Inches)	Sq. Ft.	6

NOTES:

- Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included in "Removal of Existing Structures."

L:\1001\0806610\WC\15\Drawn\Sheets\...



USER NAME = Gary Davis	DESIGNED M. LACHECKI	REVISED
...Pier Removal Details.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

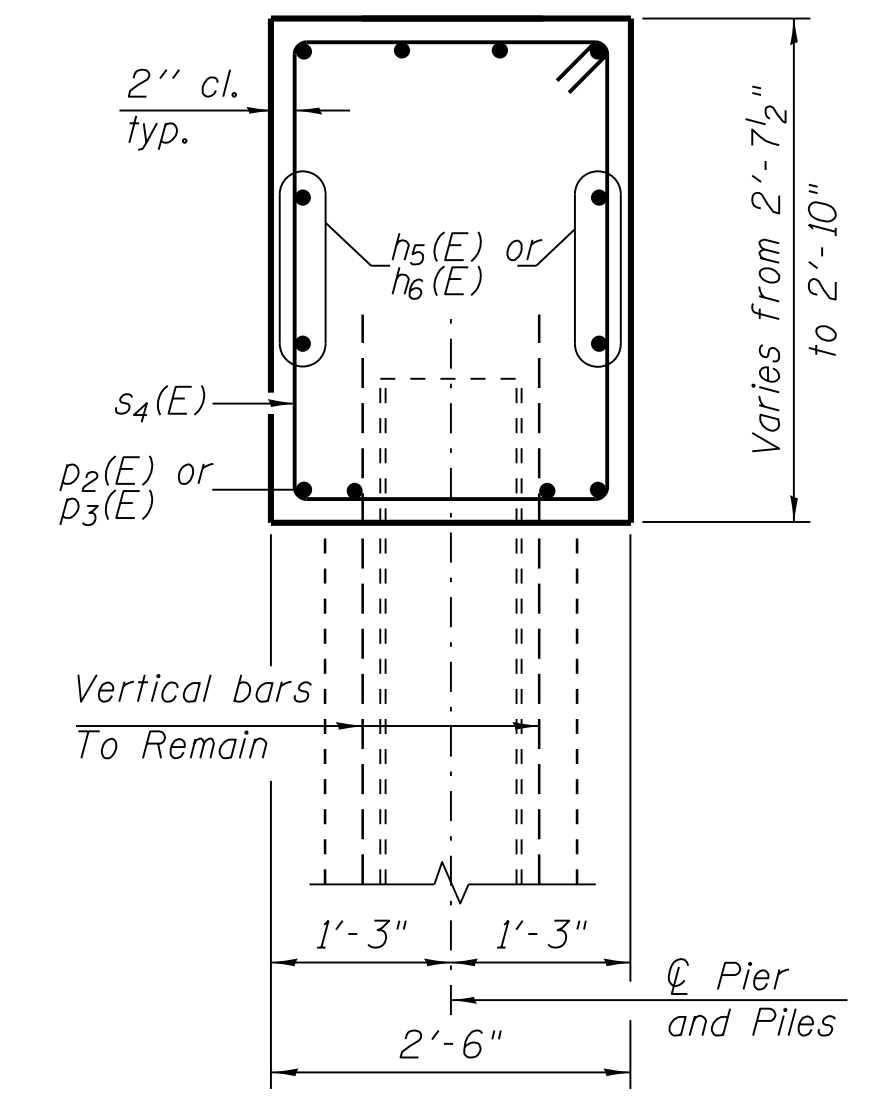
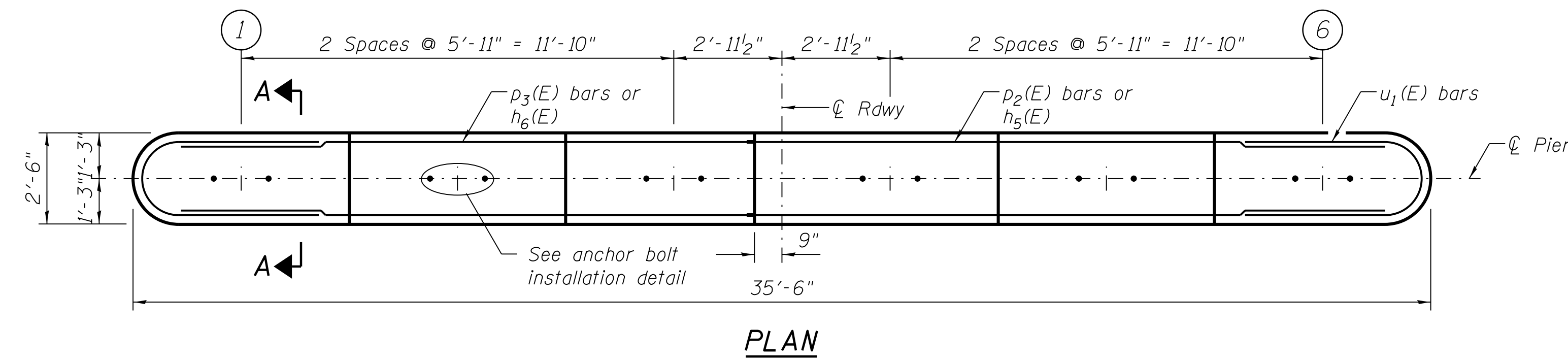
PIER REMOVAL DETAILS
STRUCTURE NO. 083-0031

SHEET NO. 17 OF 22 SHEETS

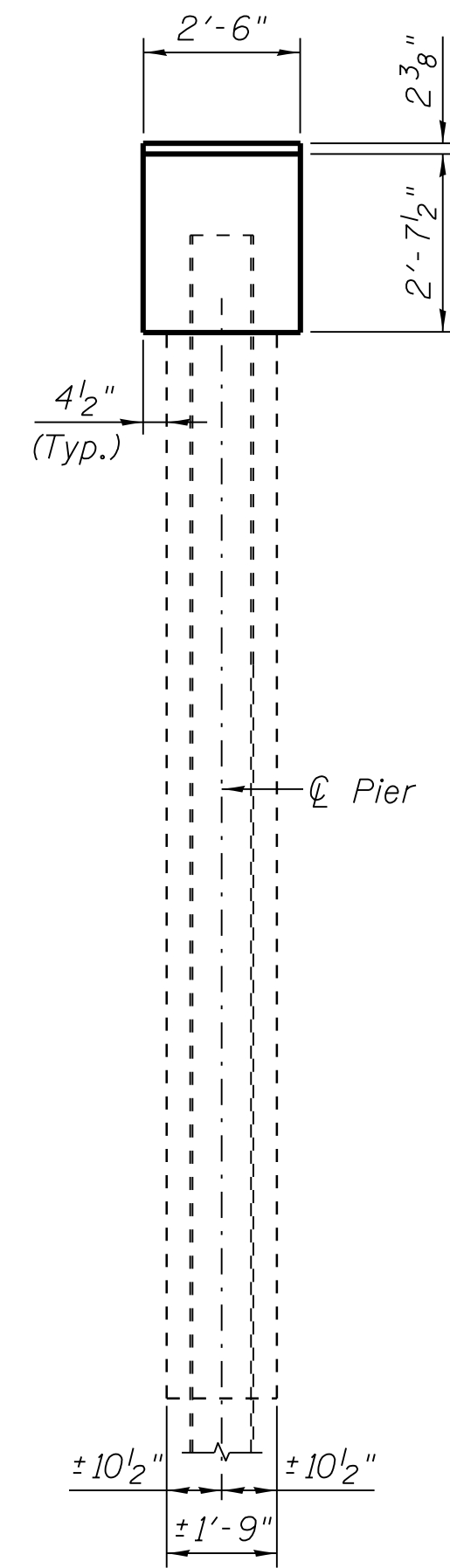
F.A.P. RTE. 776	SECTION 124BR-2	COUNTY SALINE	TOTAL SHEETS 58	SHEET NO. 40
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	

EXISTING PILE DATA

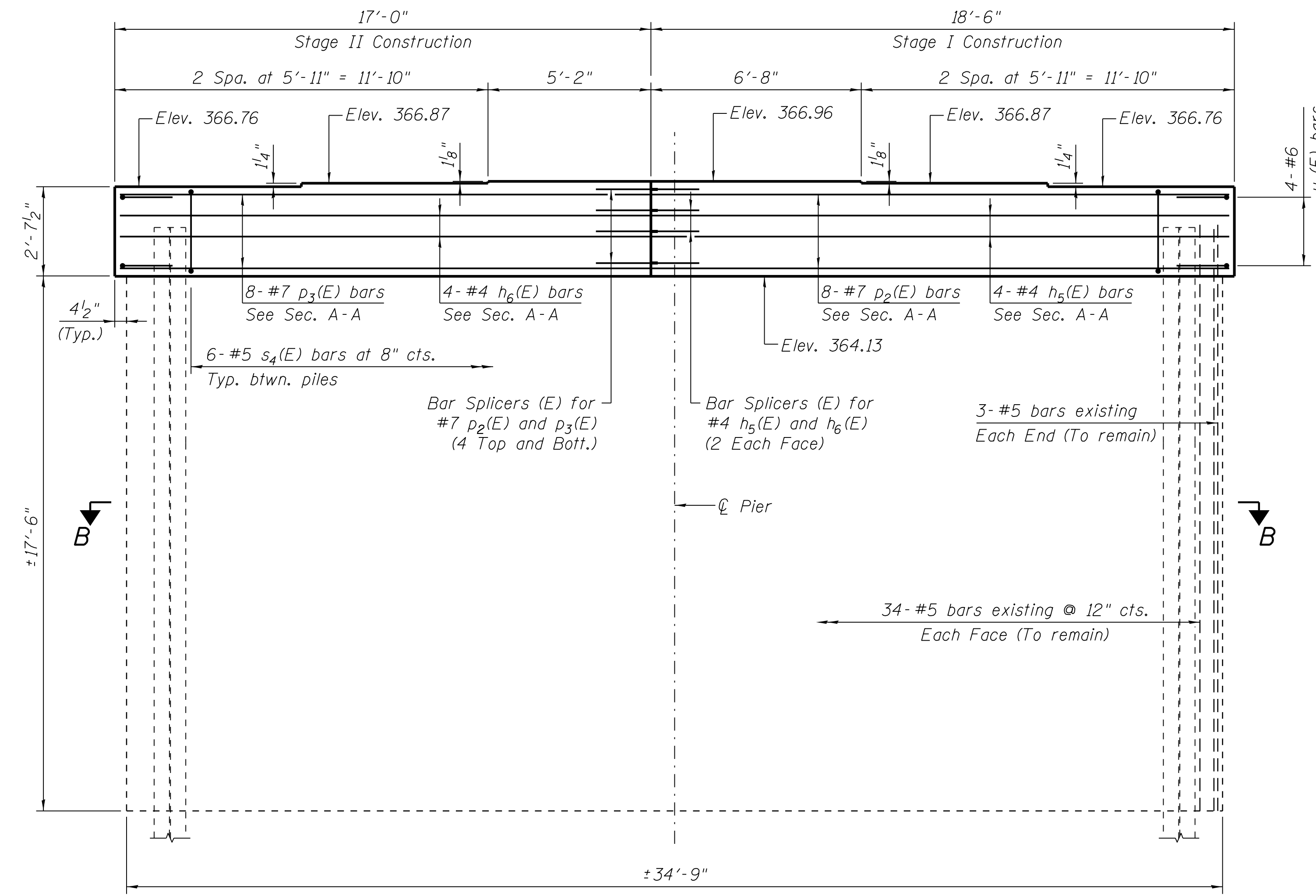
Type: HP 12x53
 Capacity: Refusal
 Est. Length: 76'
 No.: 7



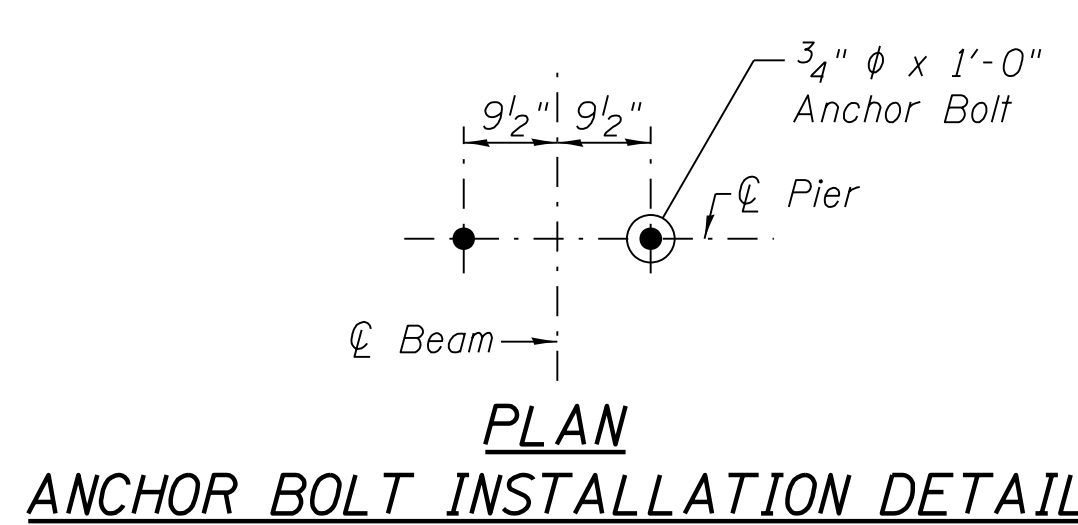
SECTION A-A



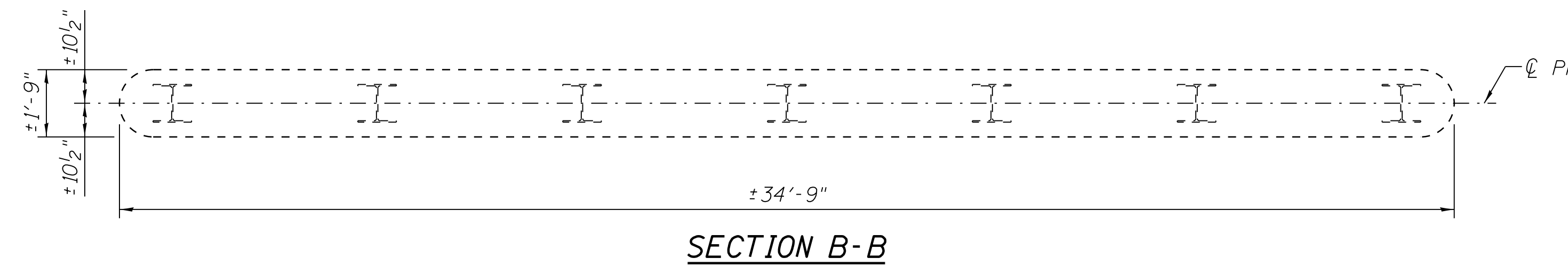
END VIEW



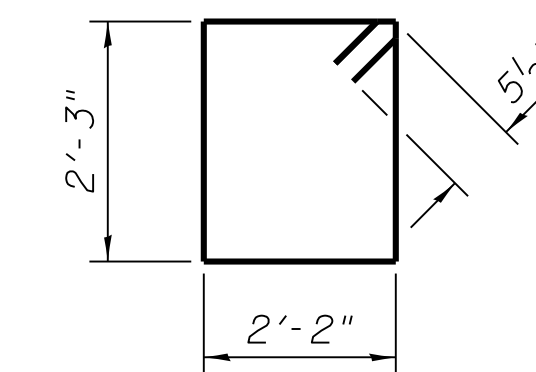
ELEVATION
(Looking South)



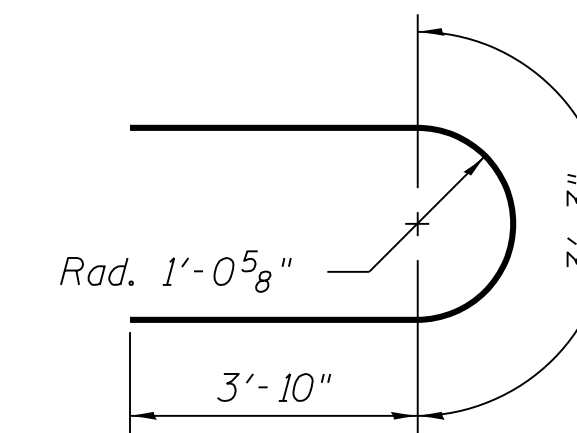
ANCHOR BOLT INSTALLATION DETAIL



SECTION B-B



BAR s4(E)



BARS u1(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	4	#4	17'-1"	—
h6(E)	4	#4	15'-7"	—
p2(E)	8	#7	17'-1"	—
p3(E)	8	#7	15'-7"	—
s4(E)	36	#5	9'-9"	□
u1(E)	8	#6	10'-10"	U
Concrete Structures			Cu. Yd.	8.7
Reinforcement Bars,			Pound	1,120
Epoxy Coated				
Bar Splicers			Each	12

NOTES:

1. Pour steps monolithically with cap.
2. Space reinforcement in cap to miss anchor bolts.
3. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included in "Removal of Existing Structures."

VA:\HB\app\1\DOT_0806610\WD_15\Draw\Sheets\...



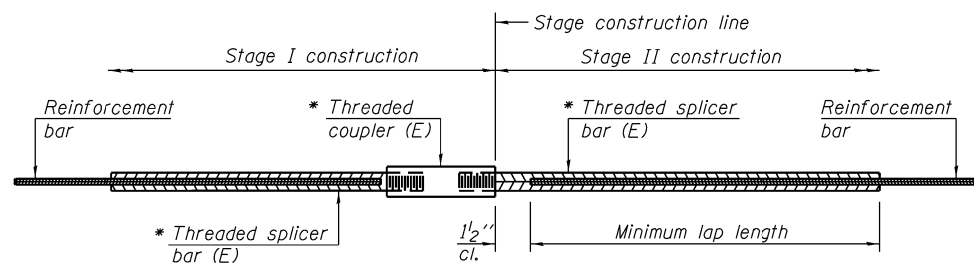
USER NAME = Marshall Lachecki	DESIGNED M. LACHECKI	REVISED
... \PL-78150-018_Pier Construction Details.dwg	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER CONSTRUCTION DETAILS
STRUCTURE NO. 083-0031

SHEET NO. 18 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	41
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	



STANDARD BAR SPLICER ASSEMBLY

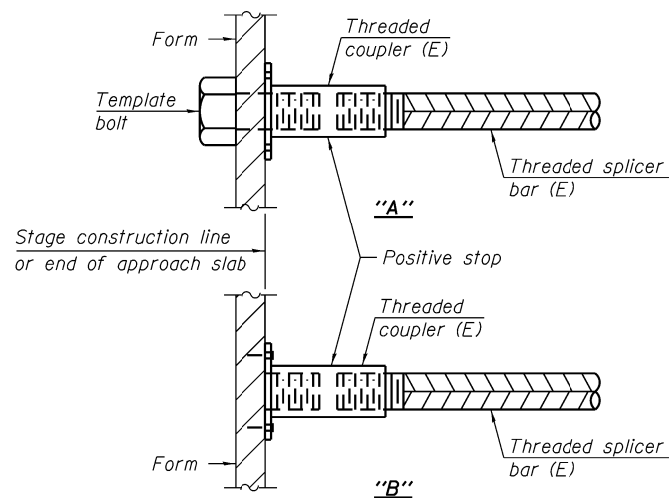
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

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

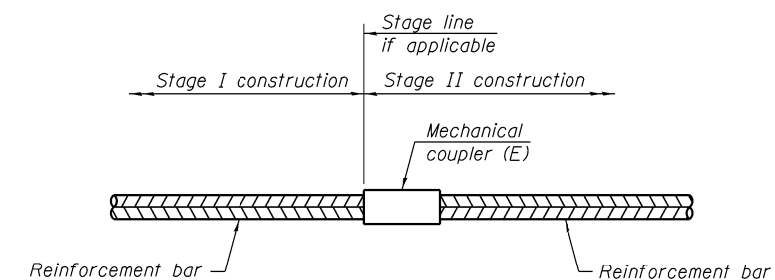
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck (Transverse)	#5	383	5
North Diaphragm	#6	7	5
South Diaphragm	#6	7	5
North Abutment	#7	4	6
	#7	4	5
	#4	10	5
South Abutment	#7	4	6
	#7	4	5
	#4	10	5
Pier	#7	4	6
	#7	4	5
	#4	4	5
N. Approach Slab	#5	46	5
	#4	25	5
N. Approach Ftg.	#5	40	5
S. Approach Slab	#5	46	5
	#4	25	5
S. Approach Ftg.	#4	40	5



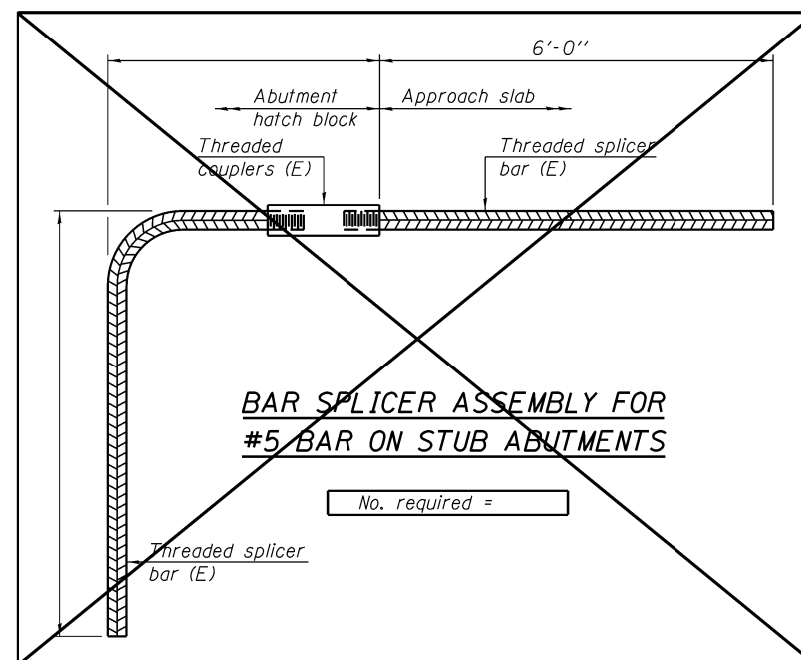
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



NOTES:

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

L:\DOT\0806610\WC\15\Draw\Sheets\...

BSD-1

8-31-12



USER NAME = Gary Davis
 ...Sheets\Bar Splicer Dtls.dgn
 PLOT SCALE =
 PLOT DATE =

DESIGNED M. LACHECKI
 CHECKED W. BAILEY
 DRAWN G. DAVIS
 CHECKED M. LACHECKI

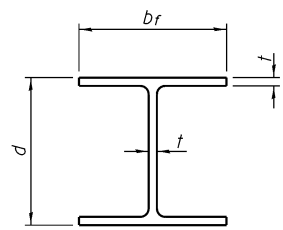
REVISED
 REVISED
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 083-0031

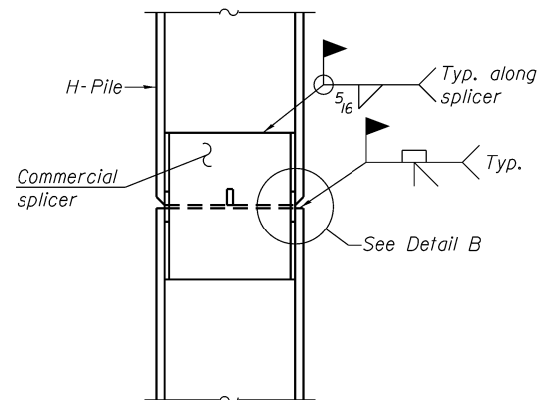
SHEET NO. 19 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	42
CONTRACT NO. 78150				ILLINOIS FED. AID PROJECT

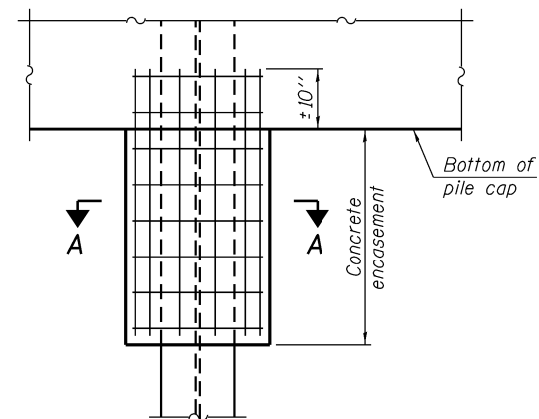


STEEL PILE TABLE

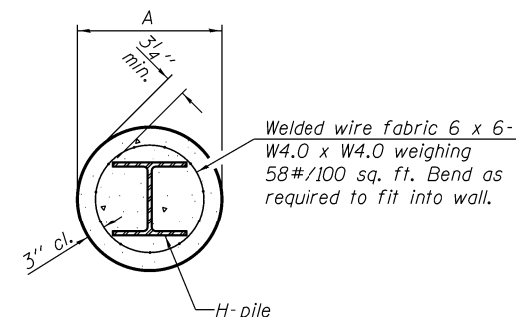
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



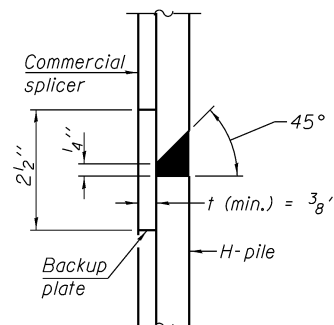
ELEVATION



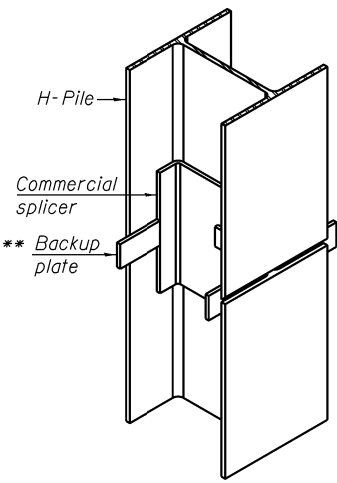
SECTION A-A

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

PILE ENCASEMENT

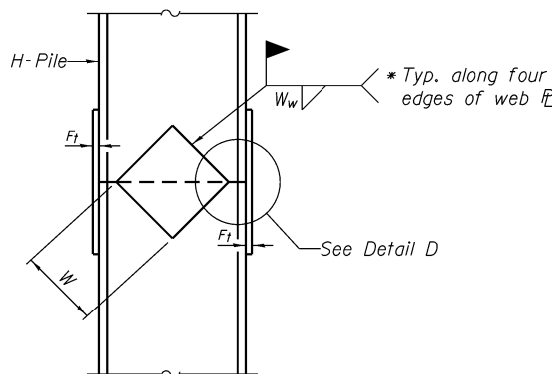


DETAIL "B"

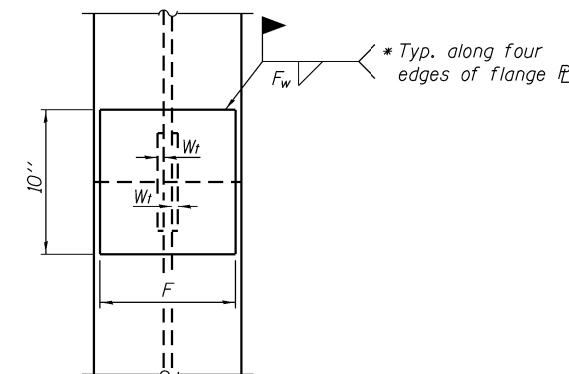


ISOMETRIC VIEW

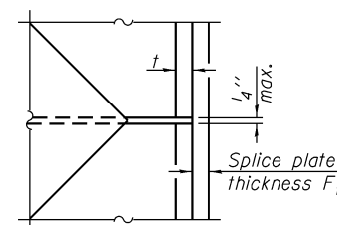
WELDED COMMERCIAL SPLICE



ELEVATION



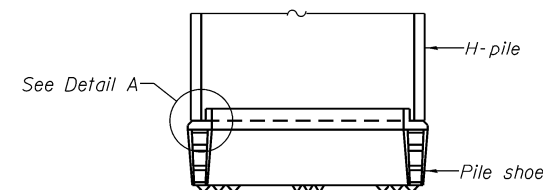
END VIEW



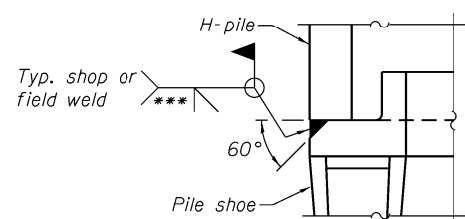
DETAIL D

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"

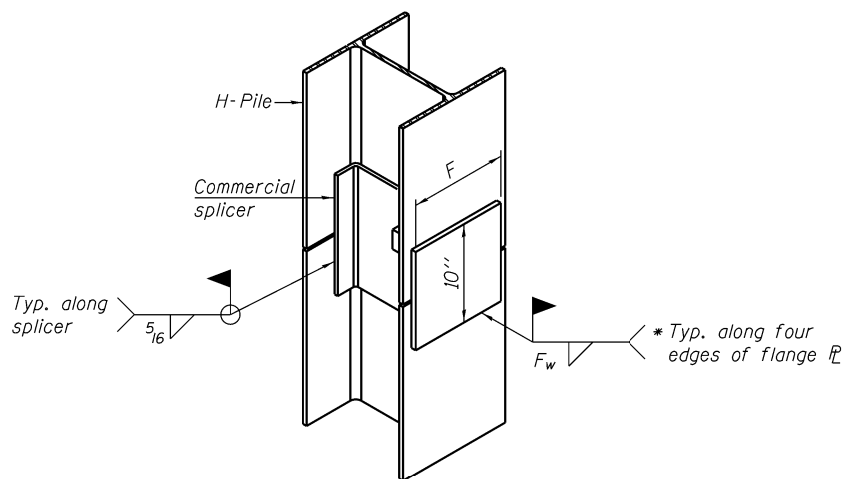


ELEVATION



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.).

NOTES:

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

F-HP

1-27-12



USER NAME = Gary Davis
...Draw\Sheets\Pile Details.dgn
PLOT SCALE =
PLOT DATE =

DESIGNED M. LACHECKI
CHECKED W. BAILEY
DRAWN G. DAVIS
CHECKED M. LACHECKI

REVISED
REVISED
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 083-0031

SHEET NO. 20 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	43
CONTRACT NO.			78150	

ILLINOIS FED. AID PROJECT

ILLINOIS DEPARTMENT OF TRANSPORTATION
 District Nine Materials
 Bridge Foundation Boring Log
 Sheet 1 of 2
 Date: 5/19/2010
 Bored By: R Moberly
 Checked By: R Graeff
 Location: 1.6 mi S Hamilton County
 County: Saline

DEPT H	BLOWS S	Qu tsf	W%	Surf Wat Elev: 347.4	DEPT H	BLOWS S	Qu tsf	W%
				Ground Water Elevation when Drilling 339.1				
				At Completion				
				At: Hrs:				
				Asphalt and concrete over crushed aggregate 364.6		WH	0.3B	24
				Stiff, moist, grey and brown, Clay A7-6		WH		
	1			339.1				
	3	1.6B	24	Soft to medium, very moist, grey, Silty Clay Loam A-6		WH	0.5B	26
	3					WH		
				336.6				
	5.0	1		Stiff, moist to very moist, grey, Clay A7-6	30.0	WH		
	2	1.8B	23			1	1.2B	28
	2					2		
				333.6				
	1	1.9B	24	Loose, very moist, grey, Fine Silty Sand		5		
	3			75% Sand; 20% Silt		2		
				5% Clay 331.6				
	10.0	1		Medium, moist, grey, Fine Silty Sand	35.0	6		
	2	1.2B	26	87% Sand		7		24
	3			11% Silt		7		
				2% Clay 354.1				
	1	1.3B	26	Stiff, moist, grey mottled brown, Clay A7-6		3		
	2					8		
	3					10		
				349.1				
	15.0	1		Soft, very moist, brown mottled grey, Silty Clay to Silty Clay Loam A-6	40.0	8		
	2	1.3B	25			11		23
	3					14		
				321.6				
	20.0	WH		Medium, very moist, grey, Silty Clay Loam A-4	45.0	1		
	1	0.3B	26			1	0.8B	21
	WH					2		
				344.1				
	WH			Medium, very moist, grey mottled brown, Clay A7-6				
	1	0.7B	26					
	1							
				341.6				
	25.0	WH			50.0	1		

N-Std Pentr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall. B-Bulge S-Shear E-Estimated P-Penetrometer)

Sheet 2 of 2
 Date: 5/19/2010
 Bored By: R Moberly
 Checked By: R Graeff
 Location: 1.6 mi S Hamilton County
 County: Saline

DEPT H	BLOWS S	Qu tsf	W%	Surf Wat Elev: 347.4	DEPT H	BLOWS S	Qu tsf	W%
				Ground Water Elevation when Drilling 339.1				
				At Completion				
				At: Hrs:				
				Stiff, moist to very moist, grey, Silty Loam to Silty Clay Loam A-4				
	1	1.1S	27	289.1				
	2			Medium dense, moist, brown, Gravel and Sand with Clay				12
								12
				Hard, dry, grey, Clay Shale				
				286.1				
	55.0	1		Stiff, moist to very moist, grey, Clay A7-6	30.0	WH		
	2	1.5B	21			1	1.2B	28
	3					2		
				306.6				
	60.0	1		Loose, very moist, grey, Fine Silty Sand	35.0	6		
	2	1.9B	20	75% Sand; 20% Silt		7		24
	4			5% Clay 331.6		7		
				Medium, moist, grey, Fine Silty Sand	35.0	6		
				87% Sand		7		24
				11% Silt		7		
				2% Clay 354.1				
				Stiff, moist, grey mottled brown, Clay A7-6		3		
						8		
						10		
				301.6				
	15.0	1		Soft, very moist, brown mottled grey, Silty Clay to Silty Clay Loam A-6	40.0	8		
	2	1.3B	25			11		23
	3					14		
				349.1				
	20.0	WH		Medium, very moist, grey, Silty Clay Loam A-4	45.0	1		
	1	0.3B	26			1	0.8B	21
	WH					2		
				344.1				
	WH			Medium, very moist, grey mottled brown, Clay A7-6				
	1	0.7B	26					
	1							
				341.6				
	25.0	WH			50.0	1		

N-Std Pentr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall. B-Bulge S-Shear E-Estimated P-Penetrometer)

L:\DOT\8806610\WC_15\Draw\Sheets\...



USER NAME = Gary Davis	DESIGNED M. LACHECKI	REVISED
...\\WC_15\Draw\Sheets\Boring 2.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

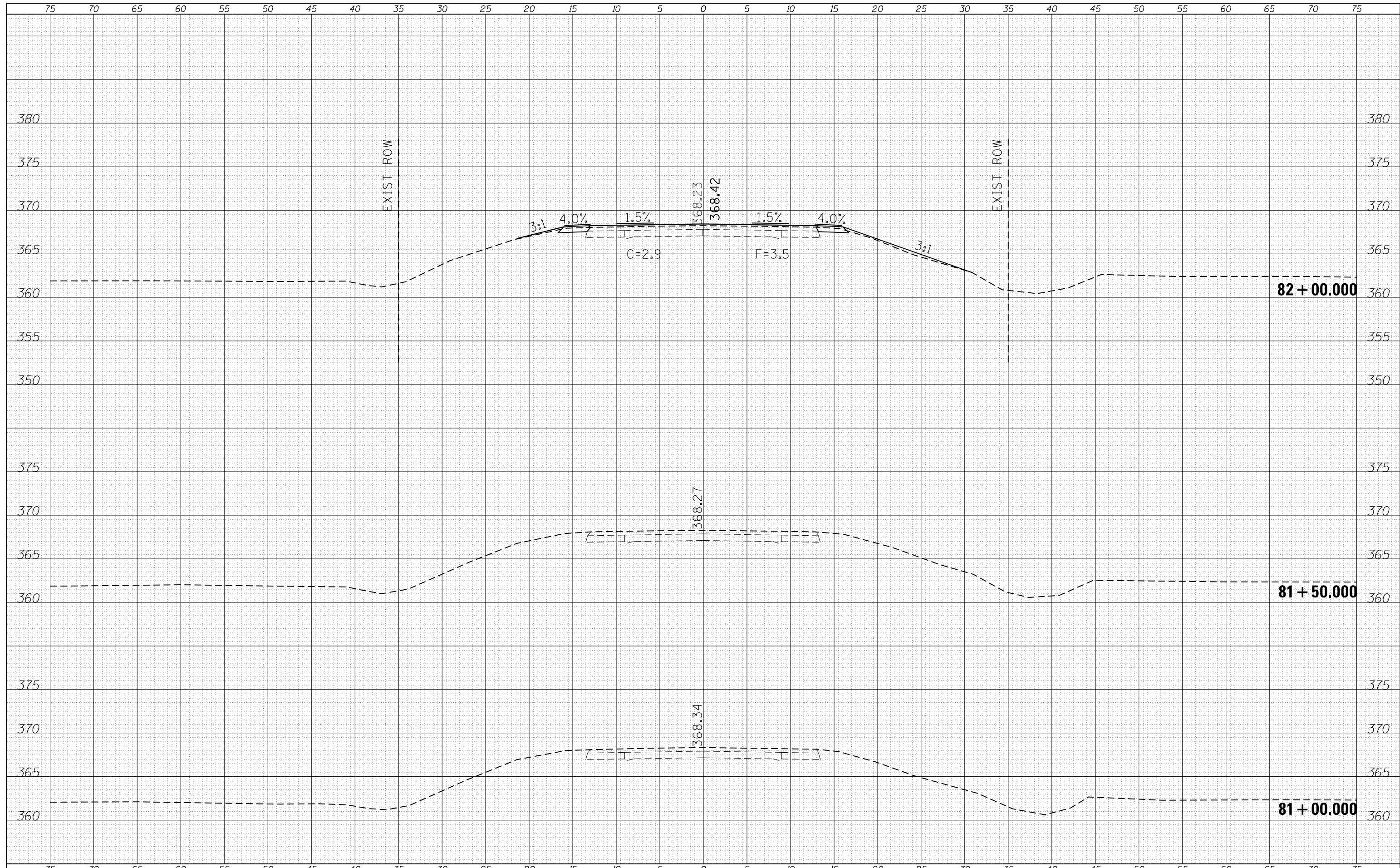
BORING LOGS 2
 STRUCTURE NO. 083-0031

SHEET NO. 22 OF 22 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	45
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	

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

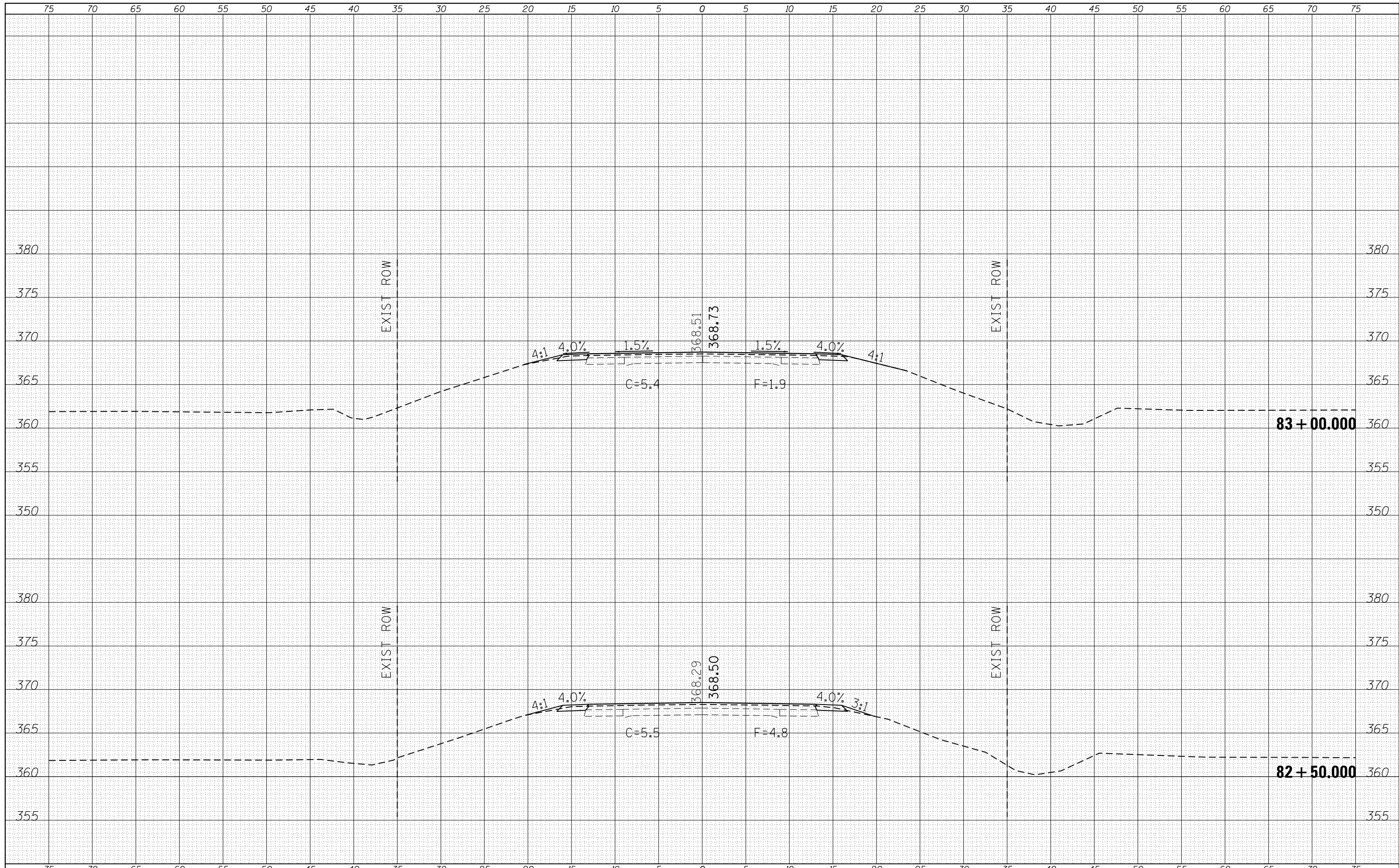
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ORIGINAL SURVEY NO.	
SURVEYED PLOTTED	
NOTE BOOK AREAS CHECKED	



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	PLOT DATE = 3/18/2015	DATE -	REVISÉ -		SCALE:	SHEET	OF	SHEETS	STA. 81+00.000	TO STA. 82+00.000		

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

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



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DESIGNED -
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 CHECKED -
 DATE -

REVISED -
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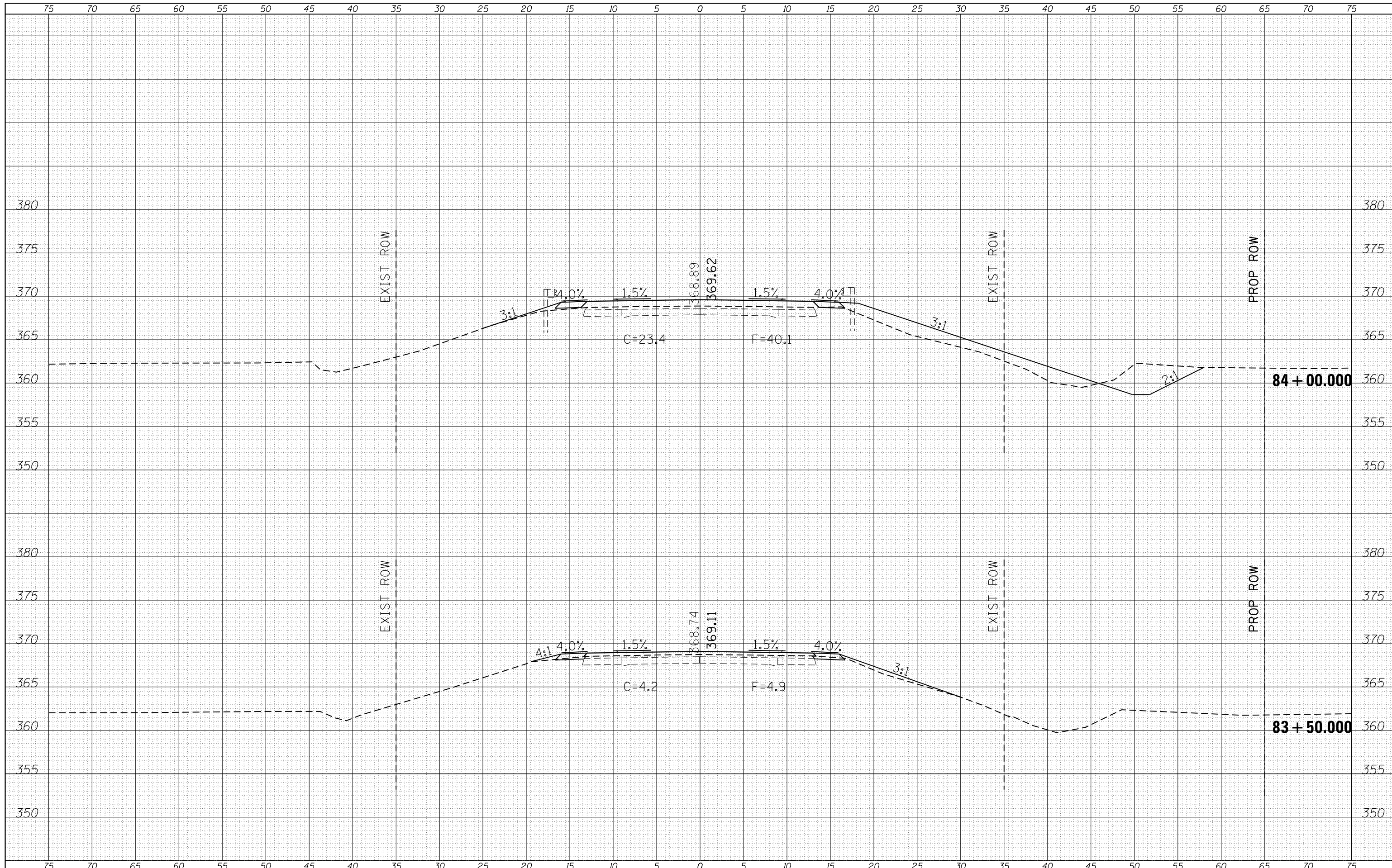
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 82+50.000 TO STA. 83+00.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	47
CONTRACT NO. 78150				
ILLINOIS FED. AID PROJECT				

BY	DATE
FINISH	DATE
SURVEY	DATE
PLOTTED	DATE
TEMPLATE	DATE
AREAS	DATE
CHECKED	DATE
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BY	DATE
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SURVEY	DATE
PLOTTED	DATE
TEMPLATE	DATE
AREAS	DATE
CHECKED	DATE
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

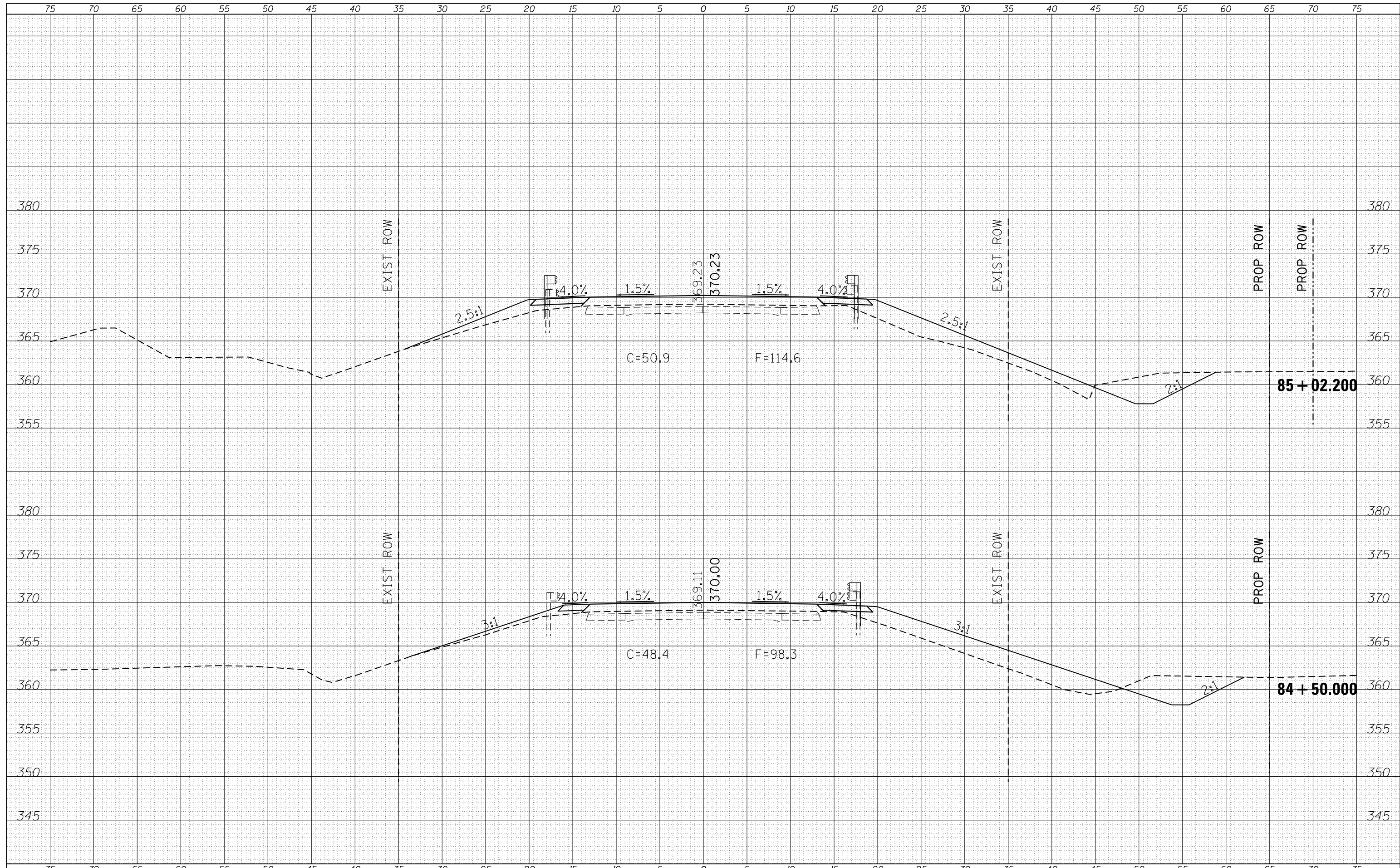
CROSS SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	48
CONTRACT NO. 78150				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. 83+50.00 TO STA. 84+00.00

BY	DATE
FINL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS
	CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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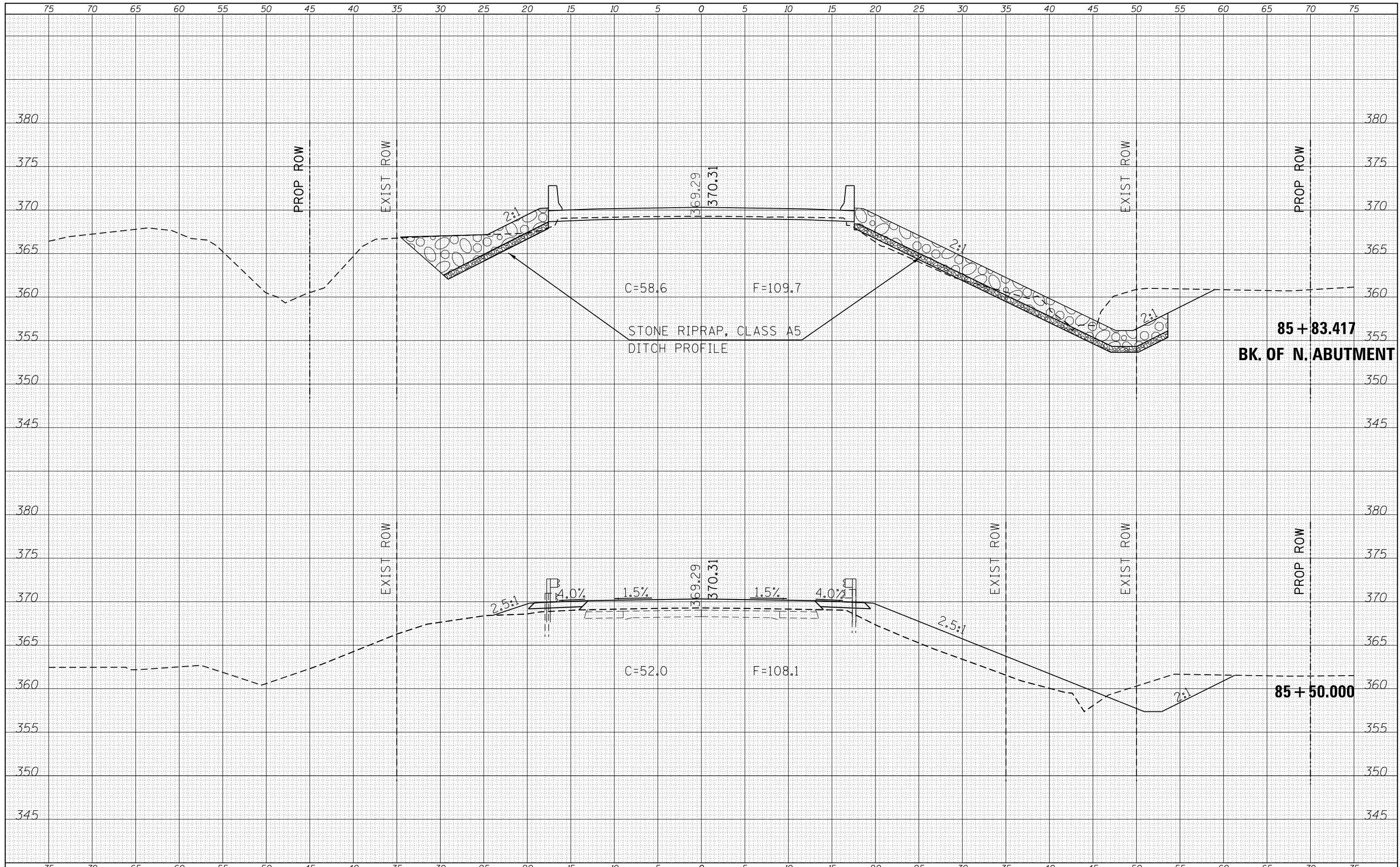
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
SCALE:	SHEET	OF	SHEETS
STA. 84+50.000		TO STA. 85+02.200	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	49
				CONTRACT NO. 78150
ILLINOIS FED. AID PROJECT				

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ORIGINAL SURVEY NO.	
FINISHED SURVEY NO.	
DATE CHECKED	
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FINISHED SURVEY NO.	
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

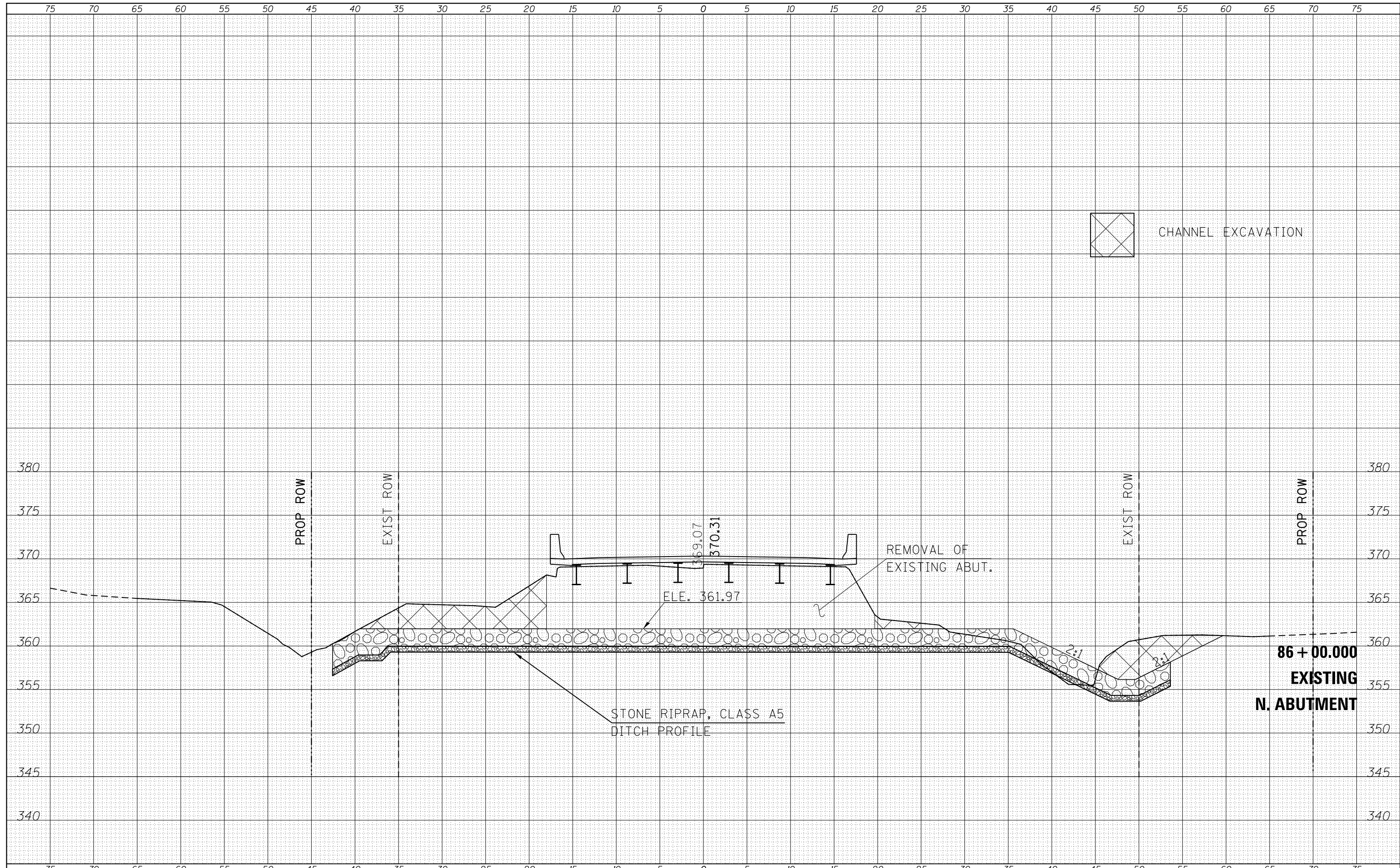
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 85+50.000 TO STA. 85+84.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	50
CONTRACT NO. 78150				

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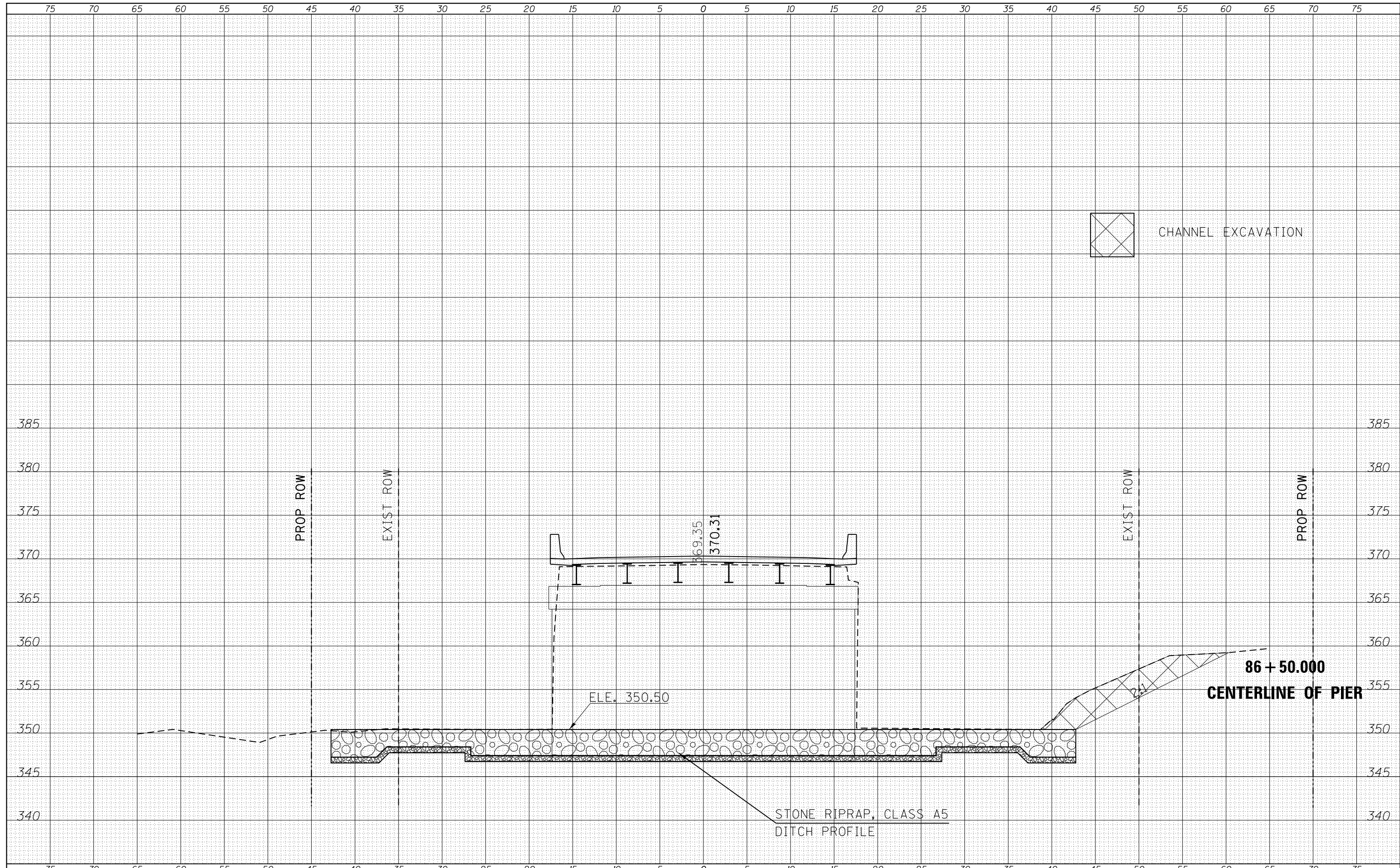
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	PLOT DATE = 3/18/2015	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 86+00.000 TO STA. 86+00.000	ILLINOIS FED. AID PROJECT		

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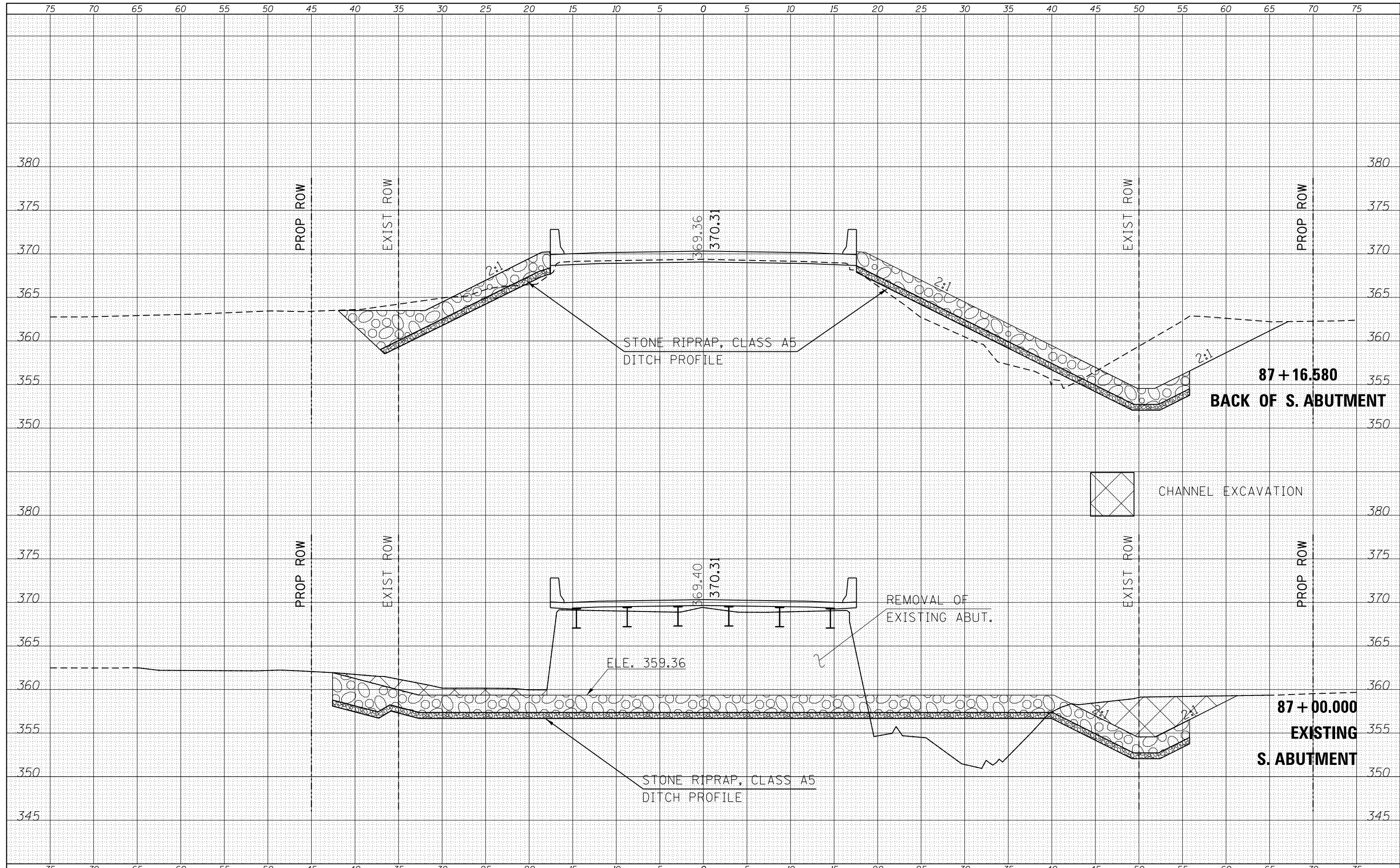
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NOTE BOOK	PLOTTED
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FILE NAME =	USER NAME = Dahmer,ja	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS SCALE: SHEET OF SHEETS STA. 86+50.000 TO STA. 86+50.000	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	es:\pw_work\pwidot\dahmer,ja\d8179024\xs_IL142.shxdgn	DRAWN -	REVISIED -			776	124BR-2	SALINE	58	52	
	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -			CONTRACT NO. 78150					
	PLOT DATE = 3/18/2015	DATE -	REVISIED -			ILLINOIS FED. AID PROJECT					

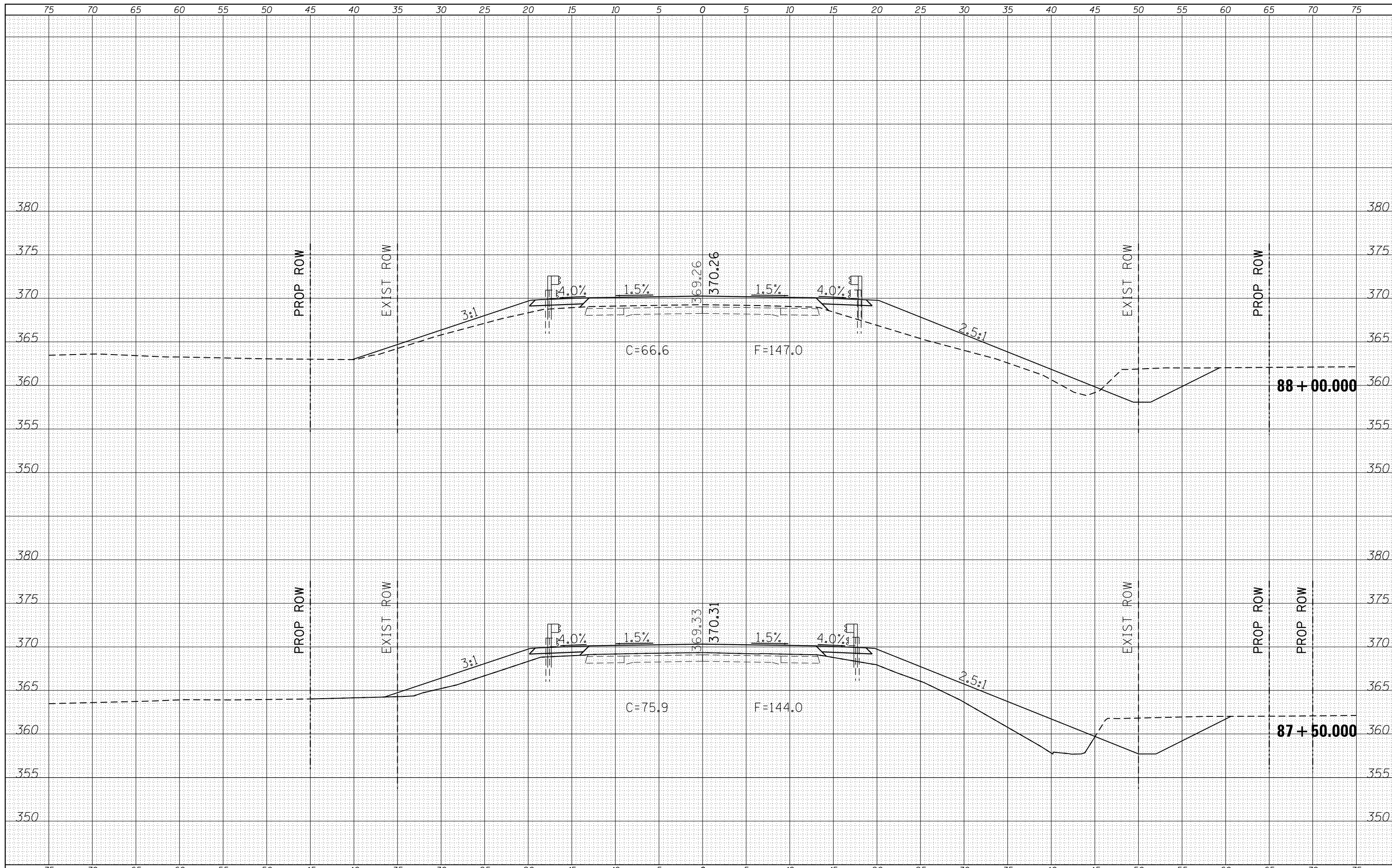
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

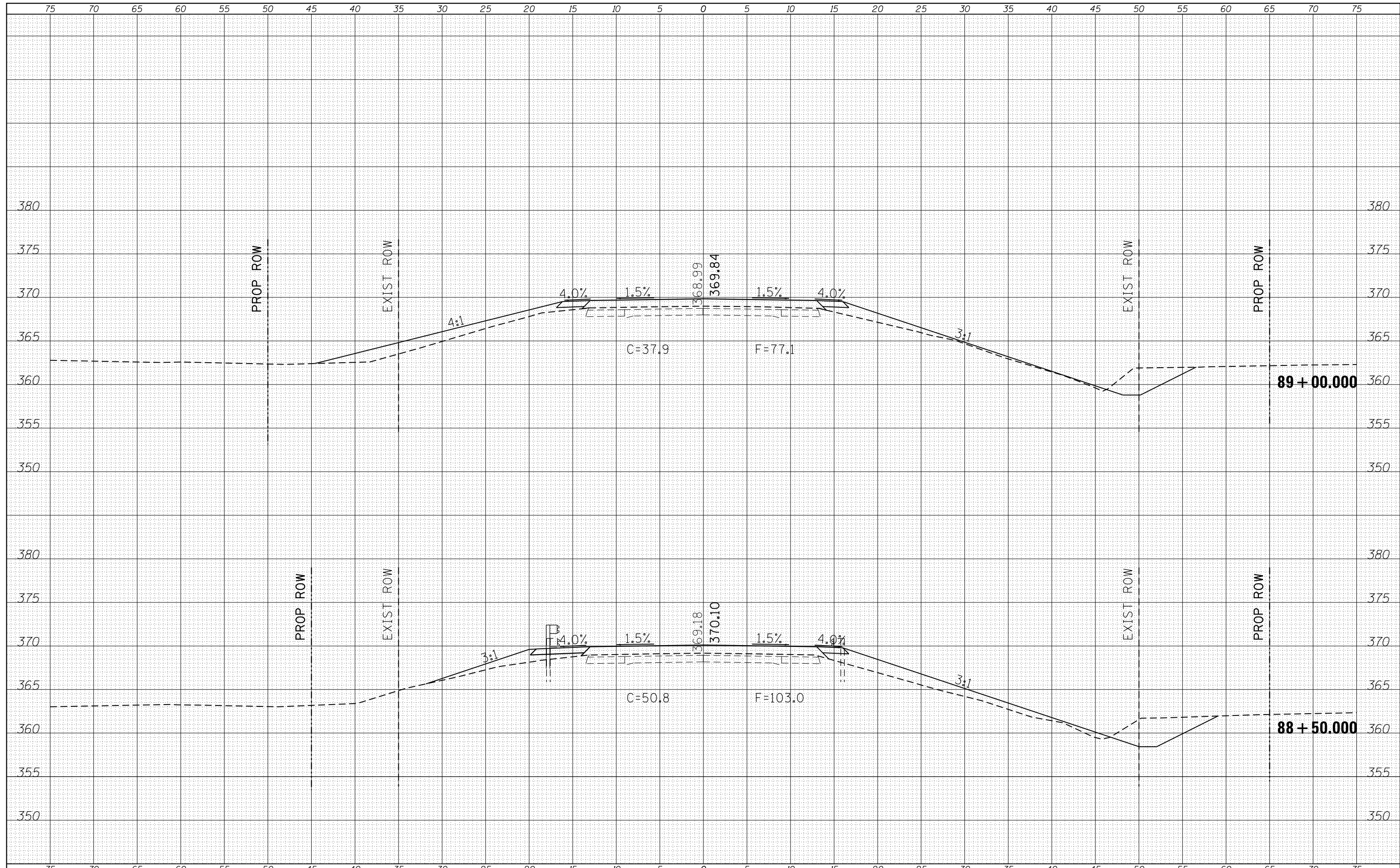
SCALE:	SHEET	OF	SHEETS	STA. 87+50.000	TO	STA. 88+00.000
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	54

CONTRACT NO. 78150
 ILLINOIS FED. AID PROJECT

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

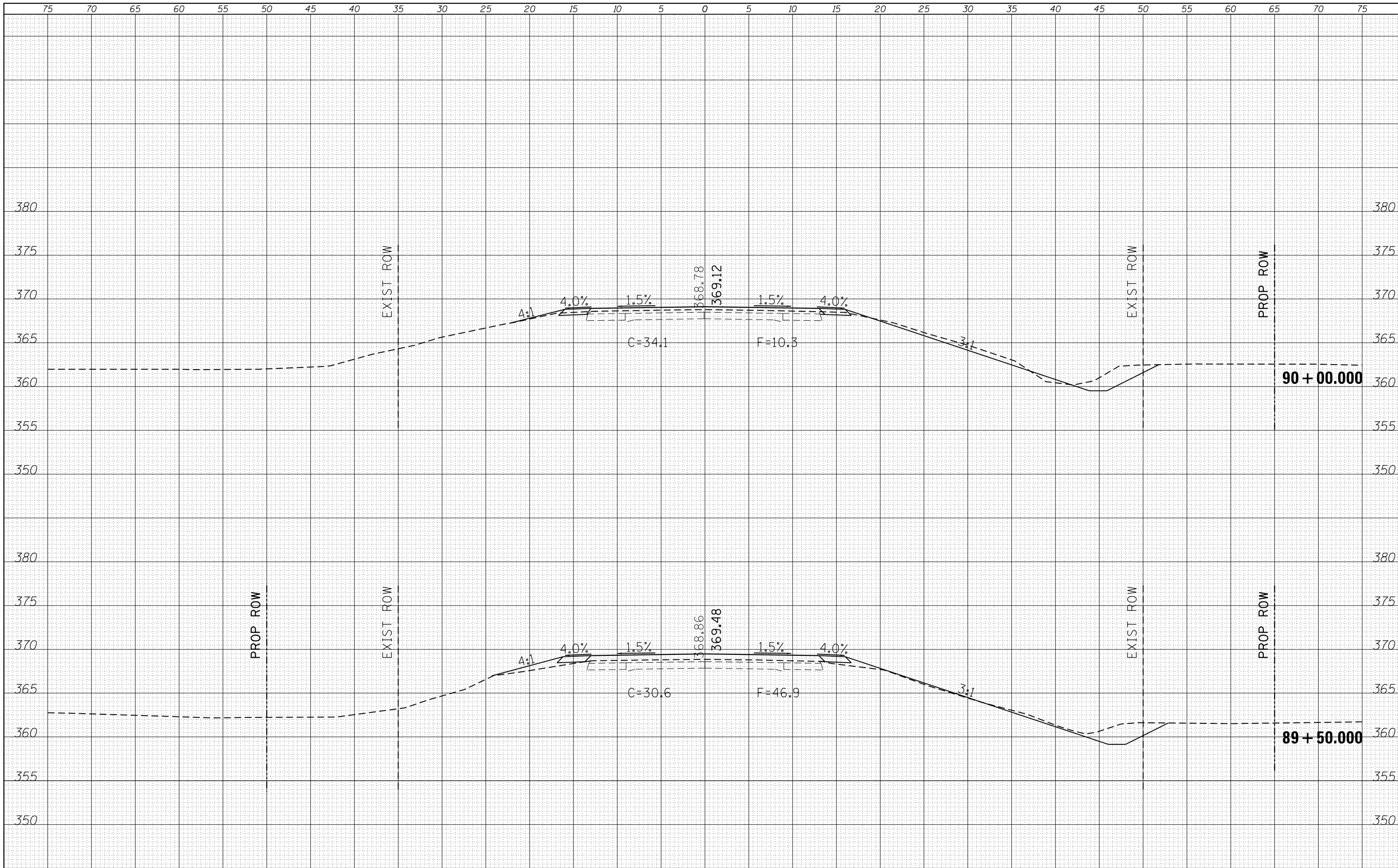
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 88+50.00 TO STA. 89+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	55
				CONTRACT NO. 78150
ILLINOIS FED. AID PROJECT				

BY	DATE
FINAL SURVEY	SURVEYED
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

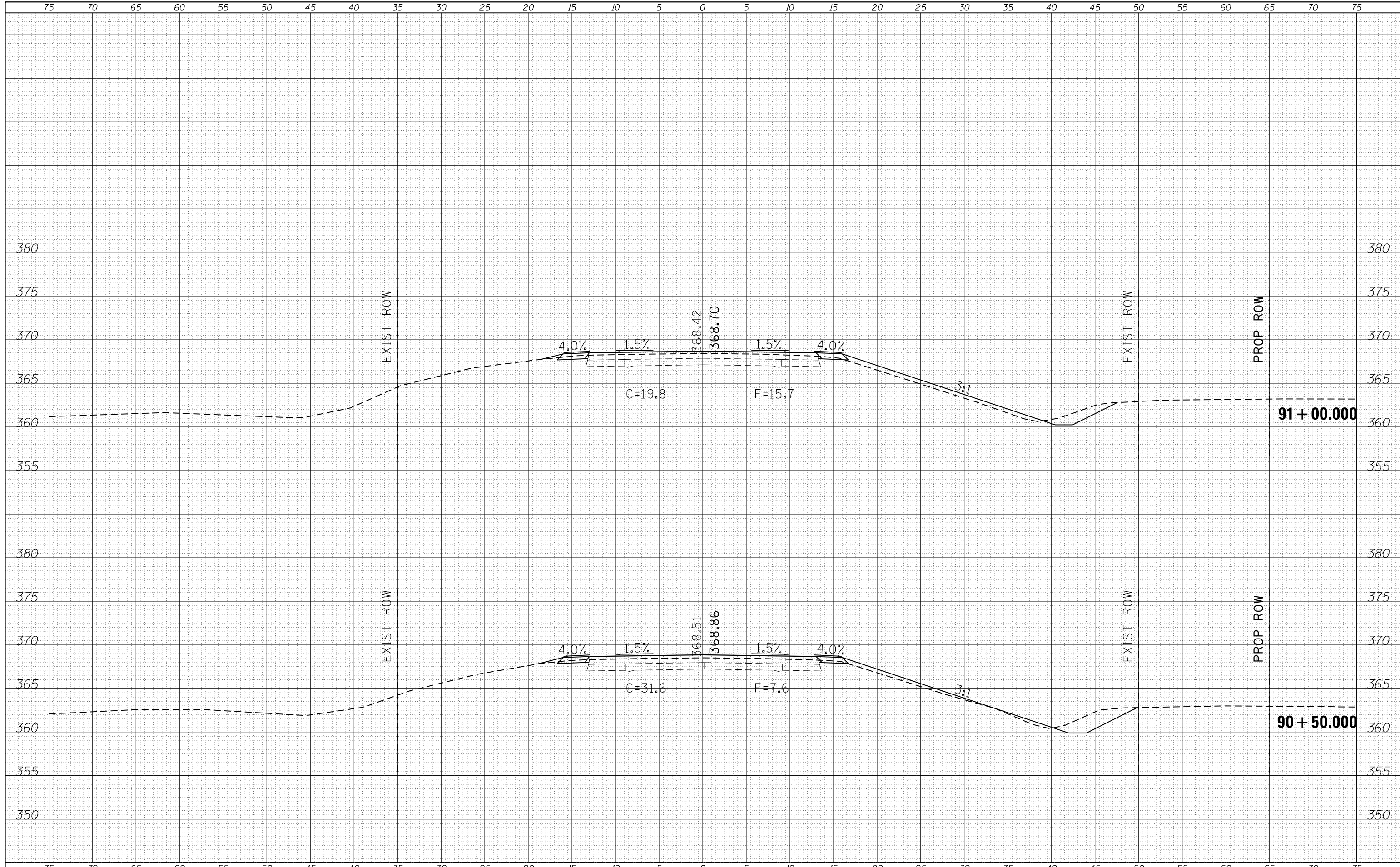
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 89+50.000 TO STA. 90+00.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	56
CONTRACT NO. 78150				
ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

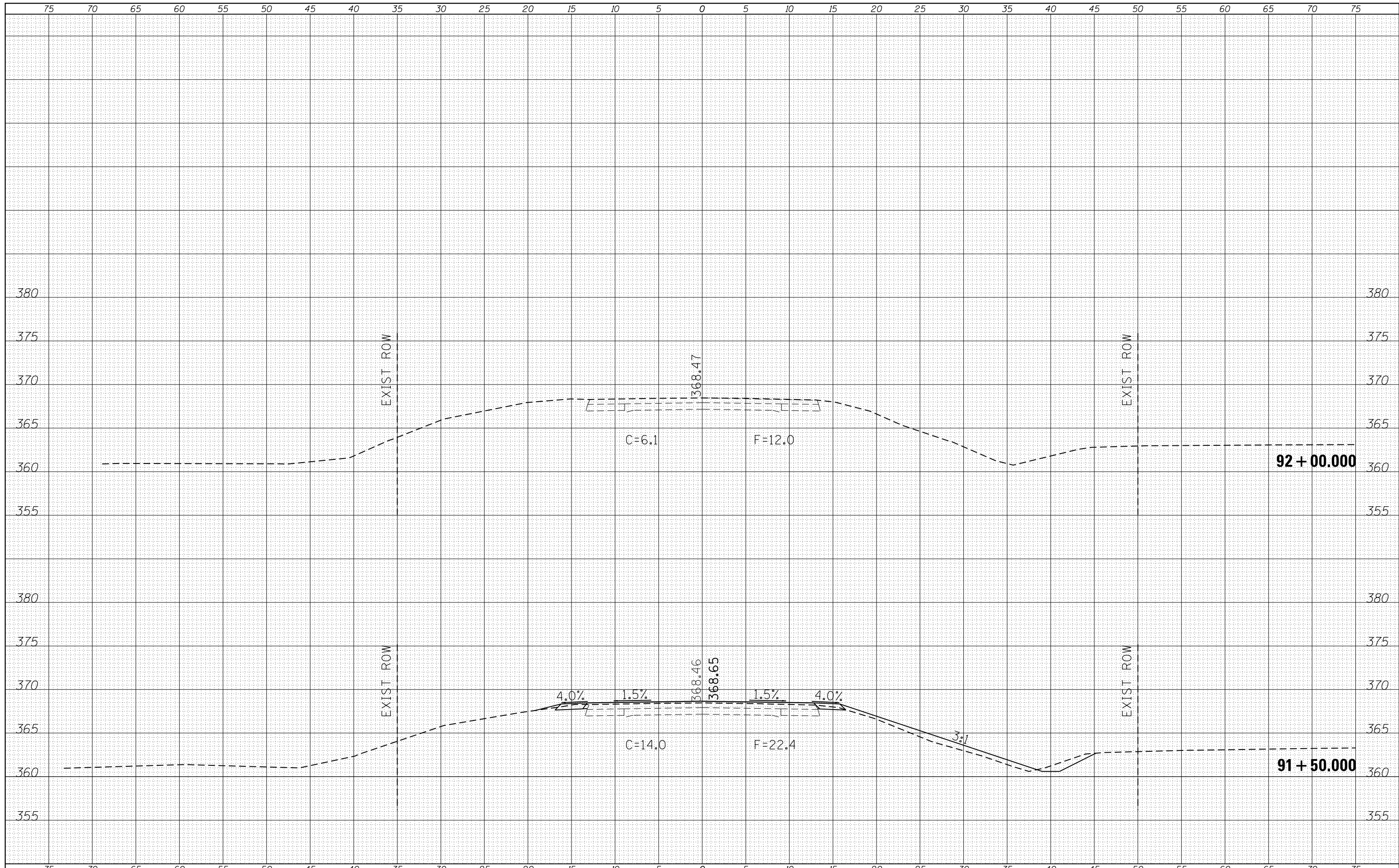
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 90+50.000 TO STA. 91+00.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	57
CONTRACT NO. 78150				
ILLINOIS FED. AID PROJECT				

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FINAL SURVEY	SURVEYED
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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 PLOT DATE = 3/18/2015

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 91+50.000 TO STA. 92+00.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	124BR-2	SALINE	58	58
CONTRACT NO. 78150			ILLINOIS FED. AID PROJECT	