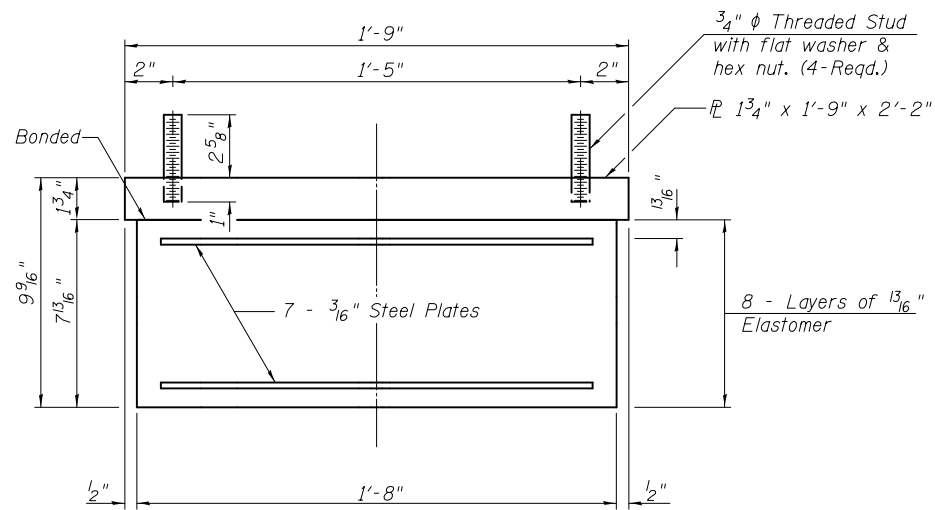
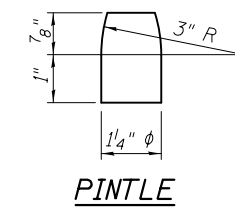
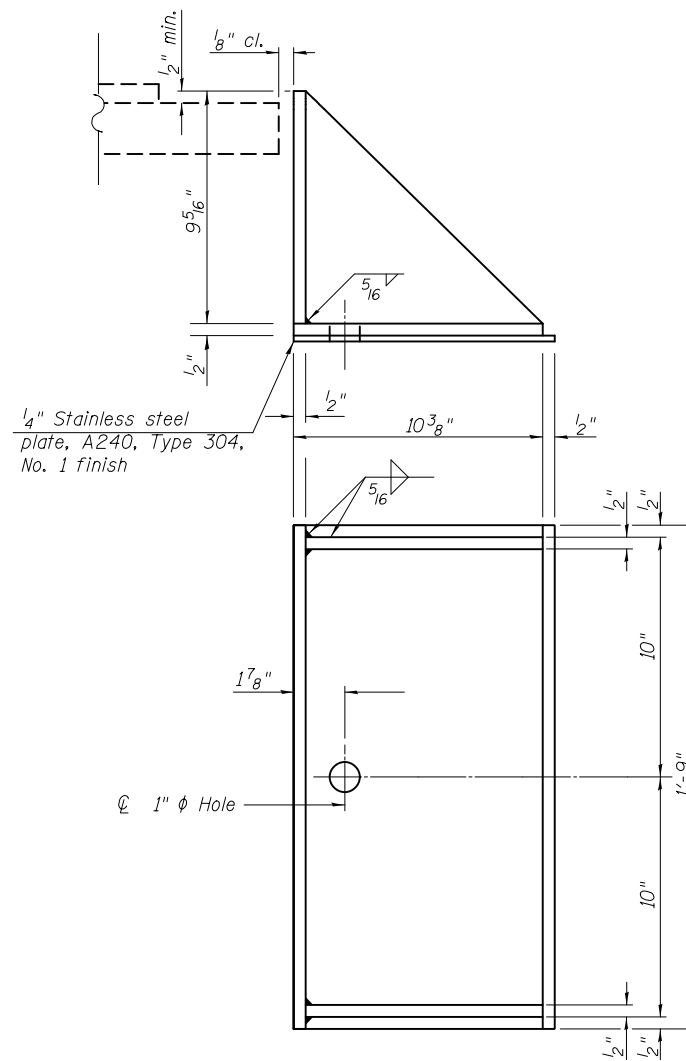


TYPE I ELASTOMERIC EXP. BRG.
(12 Required)

FIXED BEARING
(12 Required)



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



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

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50W.
The structural steel plates and pintles shall conform to the requirements of AASHTO M 270 Grade 50W.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
Adjusting shims and retainer angles shall be AASHTO M 270 Grade 50W.
The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts 1 1/4"	Each	24
Anchor Bolts 3/4"	Each	24

SDATES \$TIMES

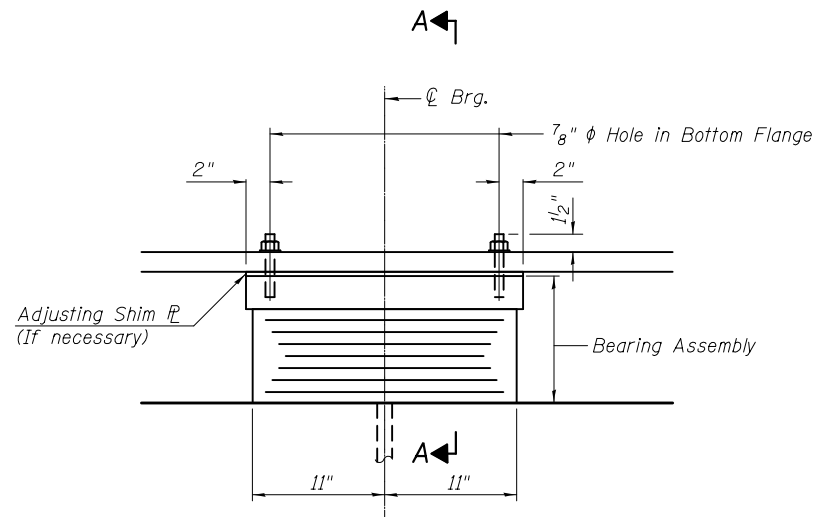
DESIGNED - Allysia D. Kelley	EXAMINED - <i>Joanne F. Schaff</i>	DATE - Oct. 3, 2016
CHECKED - Frank W. Sharpe	PASSED - <i>Carl Papp</i>	REVISOR
DRAWN - R. Laughlin	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR
CHECKED - F.W.S. / J.A.K. / D.H.R.		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

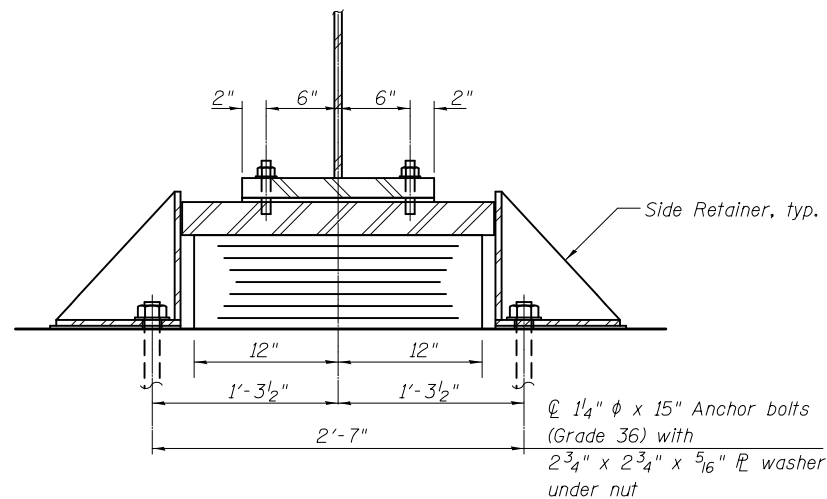
**BEARING DETAILS
STRUCTURE NO. 080-0025**

SHEET NO. 27 OF 54 SHEETS

F.A.P. RTE. 327	SECTION (7-2)BR	COUNTY RICHLAND	TOTAL SHEETS 147	SHEET NO. 101
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				



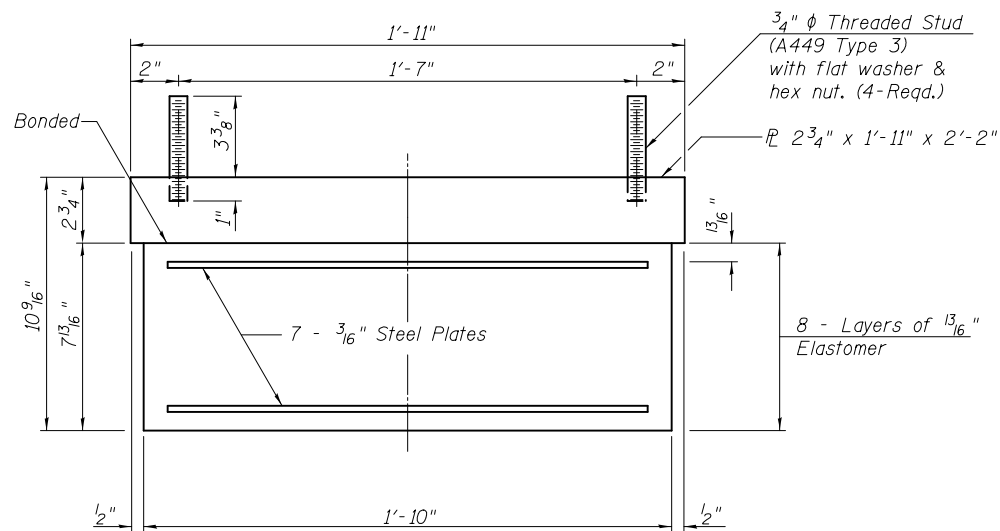
ELEVATION AT PIERS 1 & 4



SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

(12 Required)



BEARING ASSEMBLY

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

Notes:

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

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

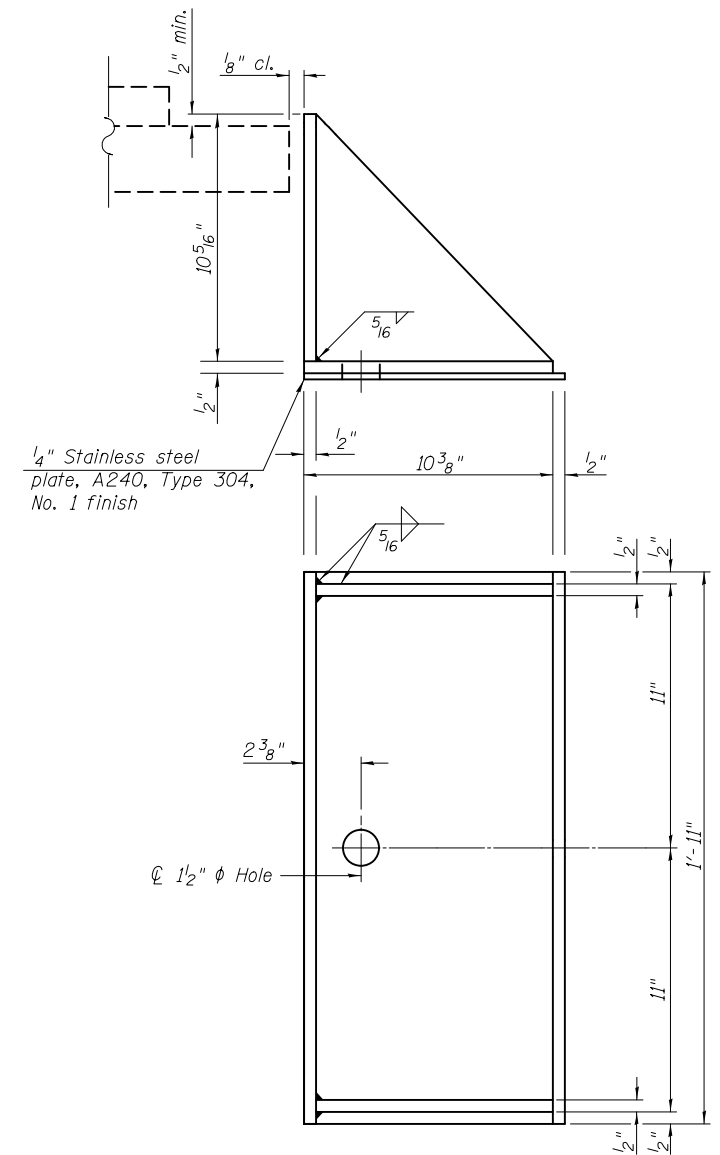
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

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

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

Adjusting shims and retainer angles shall be AASHTO M 270 Grade 50W.

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



SIDE RETAINER

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

BILL OF MATERIAL

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

SDATES STIMES

DESIGNED - Allysia D. Kelley
 CHECKED - Frank W. Sharpe
 DRAWN - R. Laughlin
 CHECKED - F.W.S. / J.A.K. / D.H.R.

EXAMINED
 PASSED
Joanne F. Kelly
 ENGINEER OF BRIDGE DESIGN
Carl Perry
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - Oct. 3, 2016
 REVISED
 REVISED

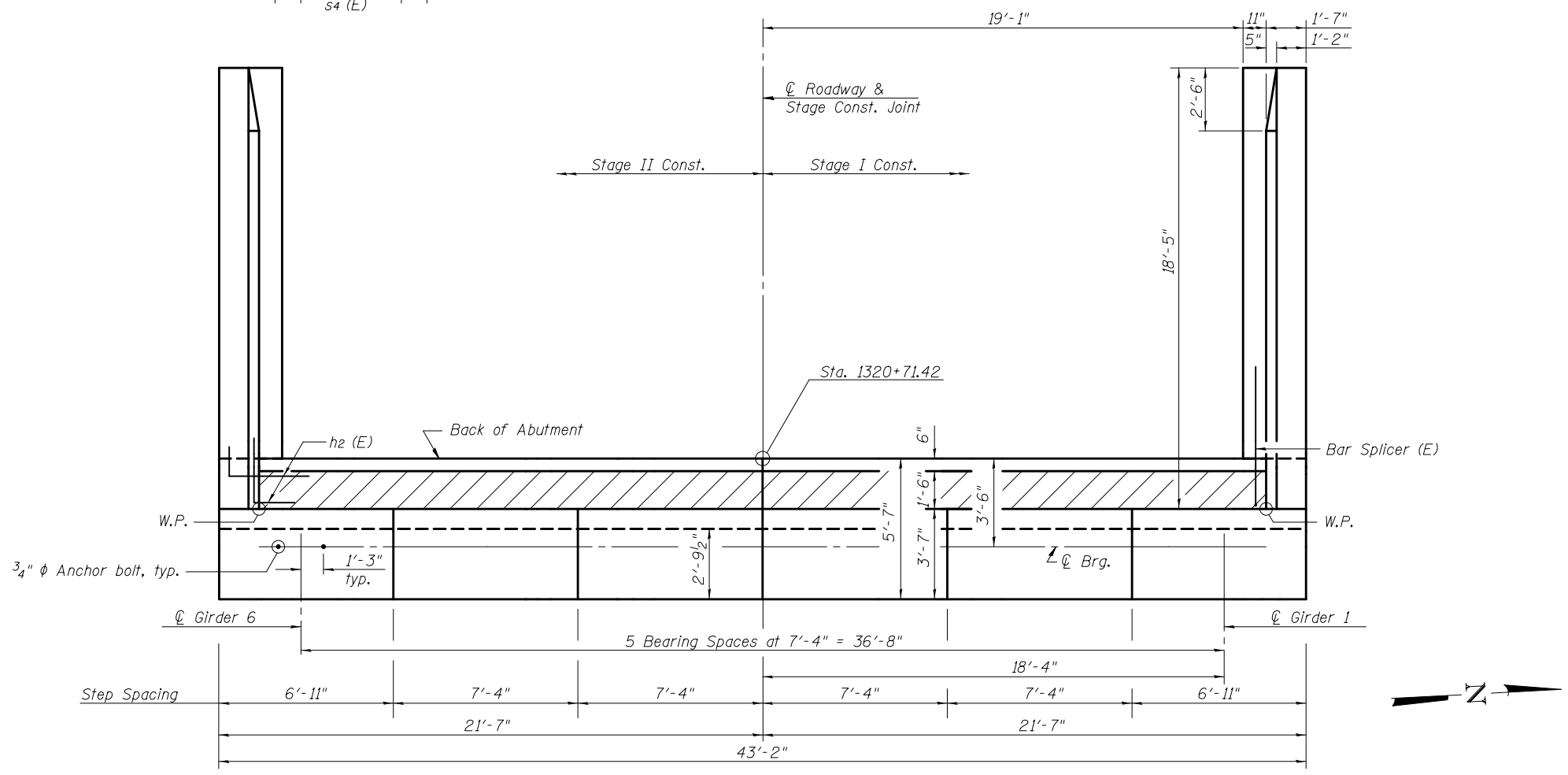
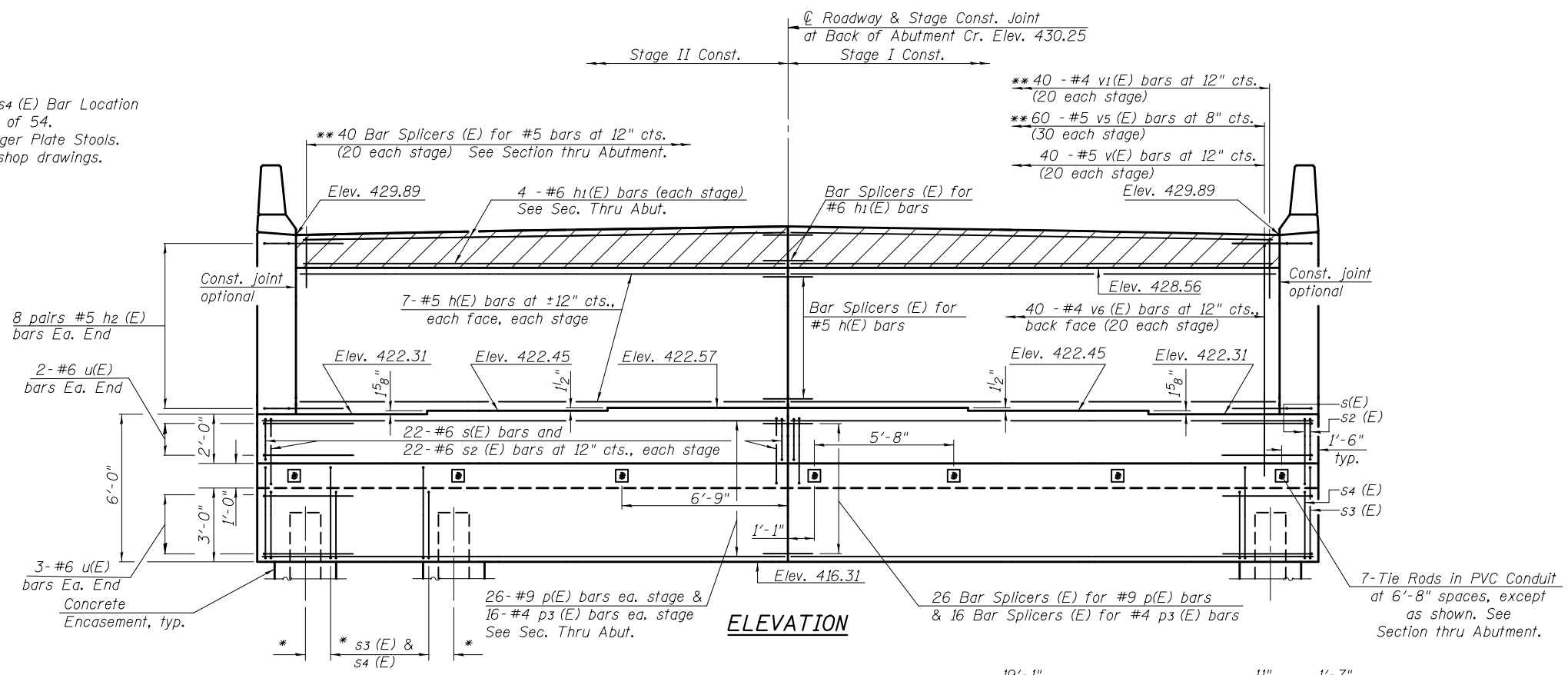
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BEARING DETAILS
 STRUCTURE NO. 080-0025**

SHEET NO. 28 OF 54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	102
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				

* See #6 s3 (E) & s4 (E) Bar Location Detail on sheet 31 of 54.
 ** Space to miss Finger Plate Stools. See Finger Plate shop drawings.



SDATES \$TIMES

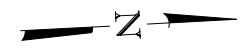
DESIGNED - A.D.K. / F.W.S.	EXAMINED	DATE - Oct. 3, 2016
CHECKED - F.W.S. / D.H.R.	PASSED	REVIS
DRAWN - R. Laughlin		REVIS
CHECKED - F.W.S. / D.H.R. / J.A.K.		

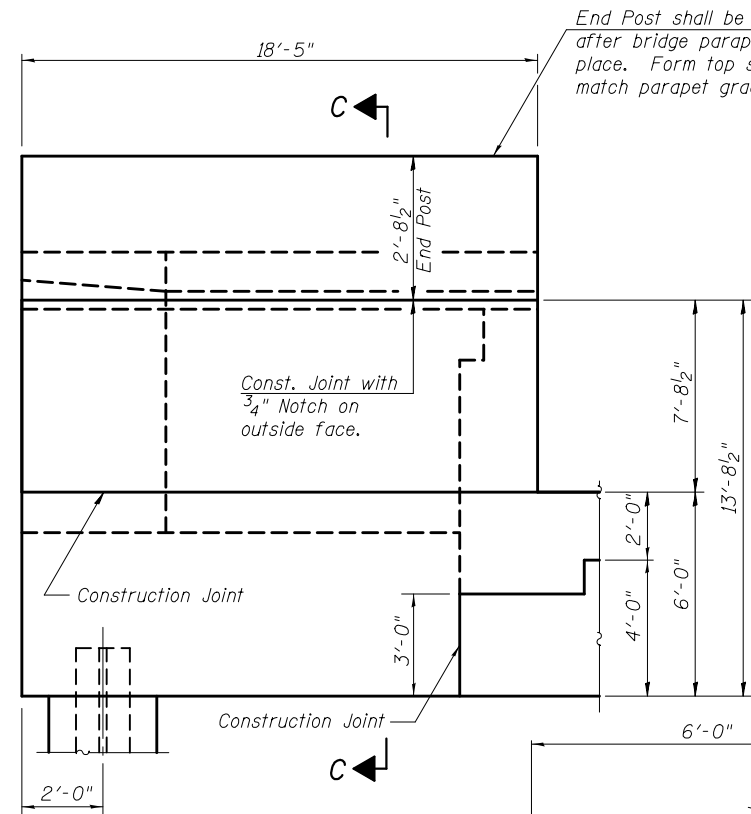
James F. [Signature]
 ENGINEER OF BRIDGE DESIGN
Carl [Signature]
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

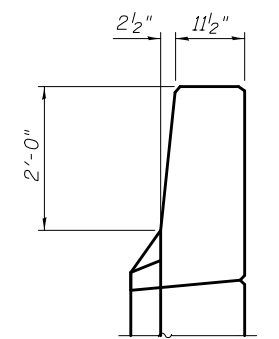
**WEST ABUTMENT
 STRUCTURE NO. 080-0025**
 SHEET NO. 29 OF 54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	103
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				

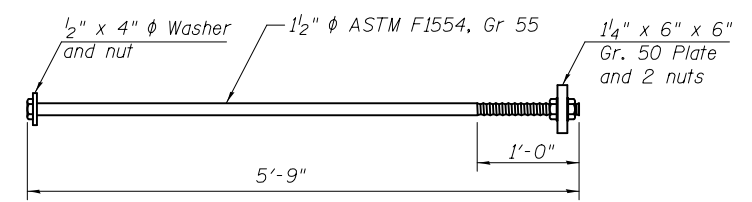




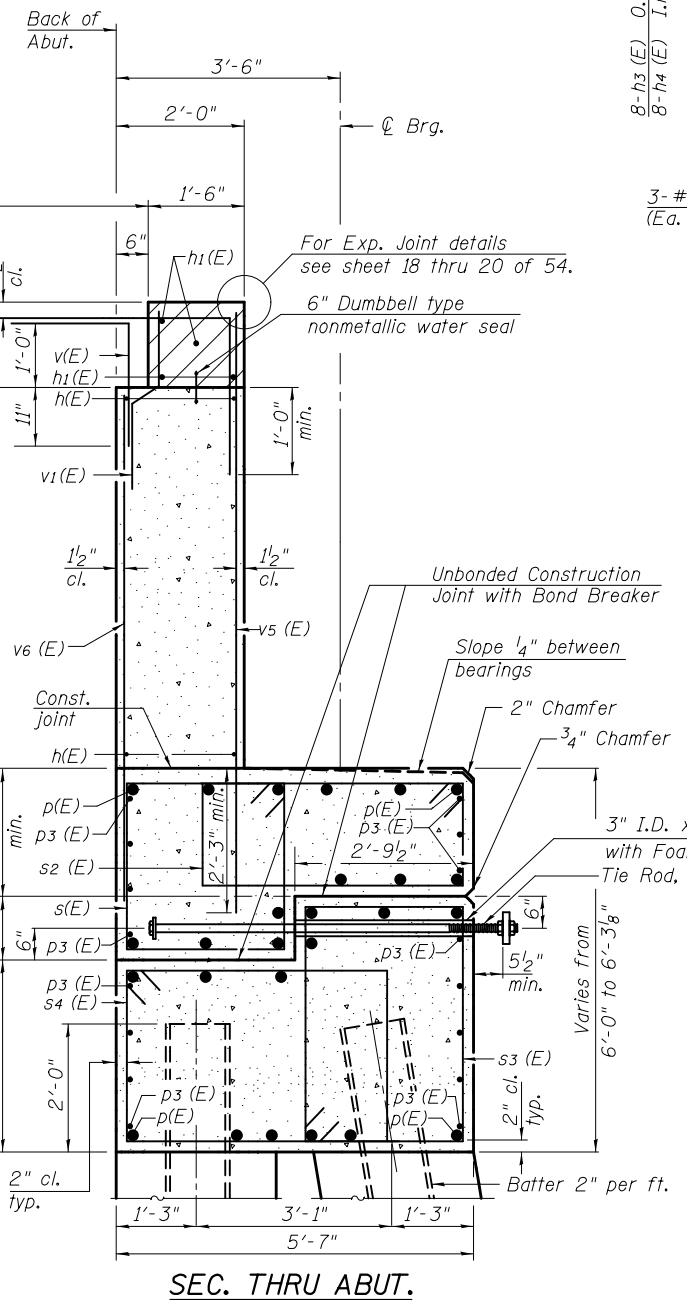
WING WALL ELEVATION
Showing Dimensions



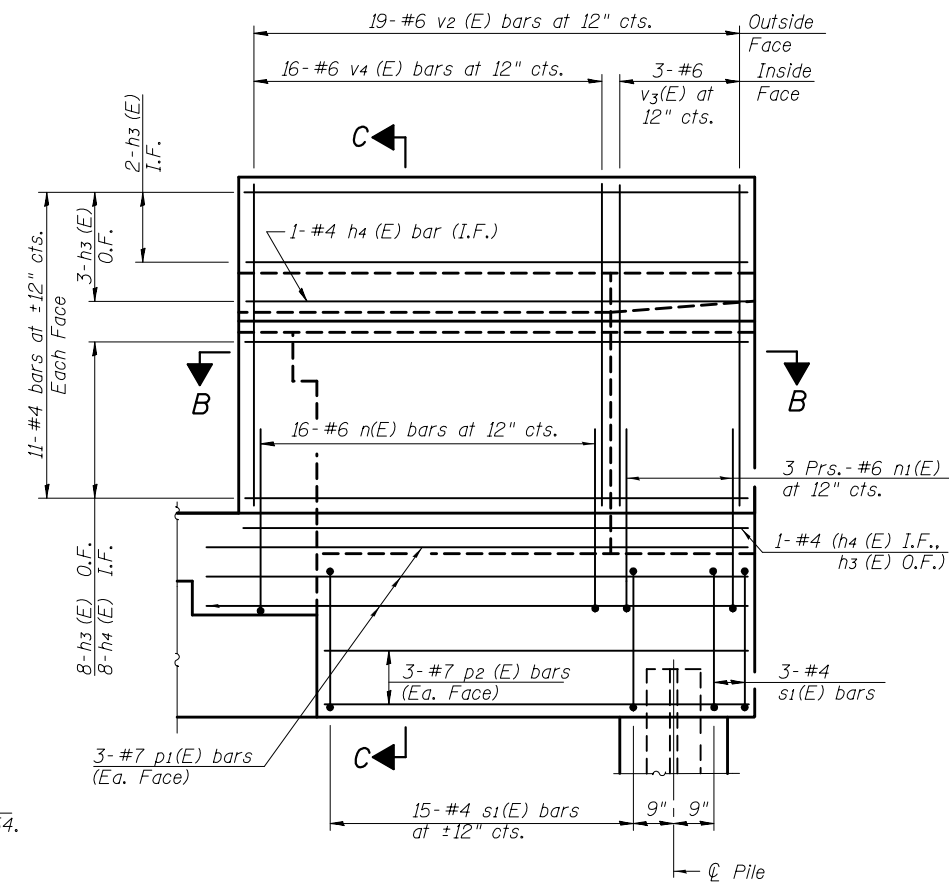
VIEW A-A



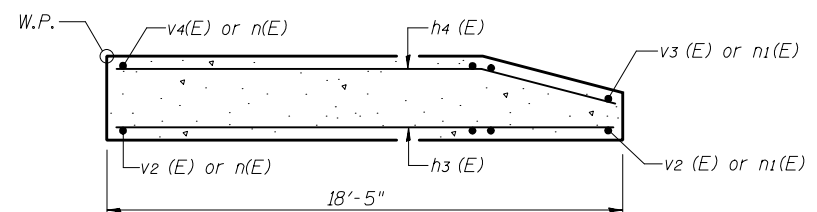
TIE ROD DETAIL
(7 Required)



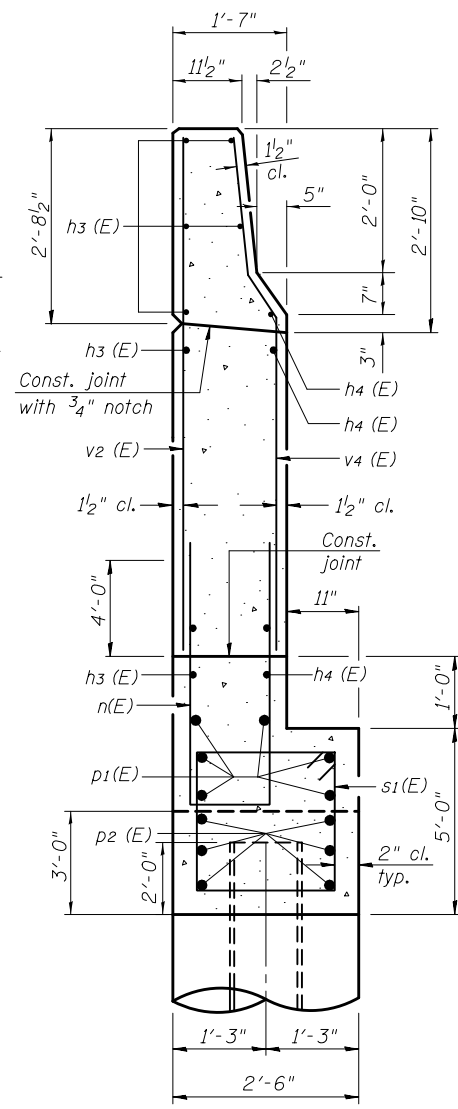
SEC. THRU ABUT.



WING WALL ELEVATION
Showing Reinforcement



SECTION B-B



SECTION C-C

Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts and tie rods.
 Pour steps monolithically with cap.
 Quantity of concrete in end post included with Concrete Superstructure on sheet 15 of 54.
 For Concrete Encasement details, see sheet 41 of 54.
 Cost of Tie Rods, Conduits, plates, washers and nuts included with Concrete Structures.
 Tie Rods shall be ASTM F1554.
 The Tie Rods, nuts, washers and plates shall be hot-dipped galvanized per ASTM A153.
 Tie Rods are designed for future use to restore the abutment cap to the original plan location in the event of a severe seismic event pushing the upper portion of the cap into the soil. The 5/2" minimum clearance shown in the plans between the abutment face and Tie Rod plate shall be provided in the final construction condition.

SDATES \$TIMES

DESIGNED - A.D.K. / F.W.S.
 CHECKED - F.W.S. / D.H.R.
 DRAWN - R. Laughlin
 CHECKED - F.W.S. / D.H.R. / J.A.K.

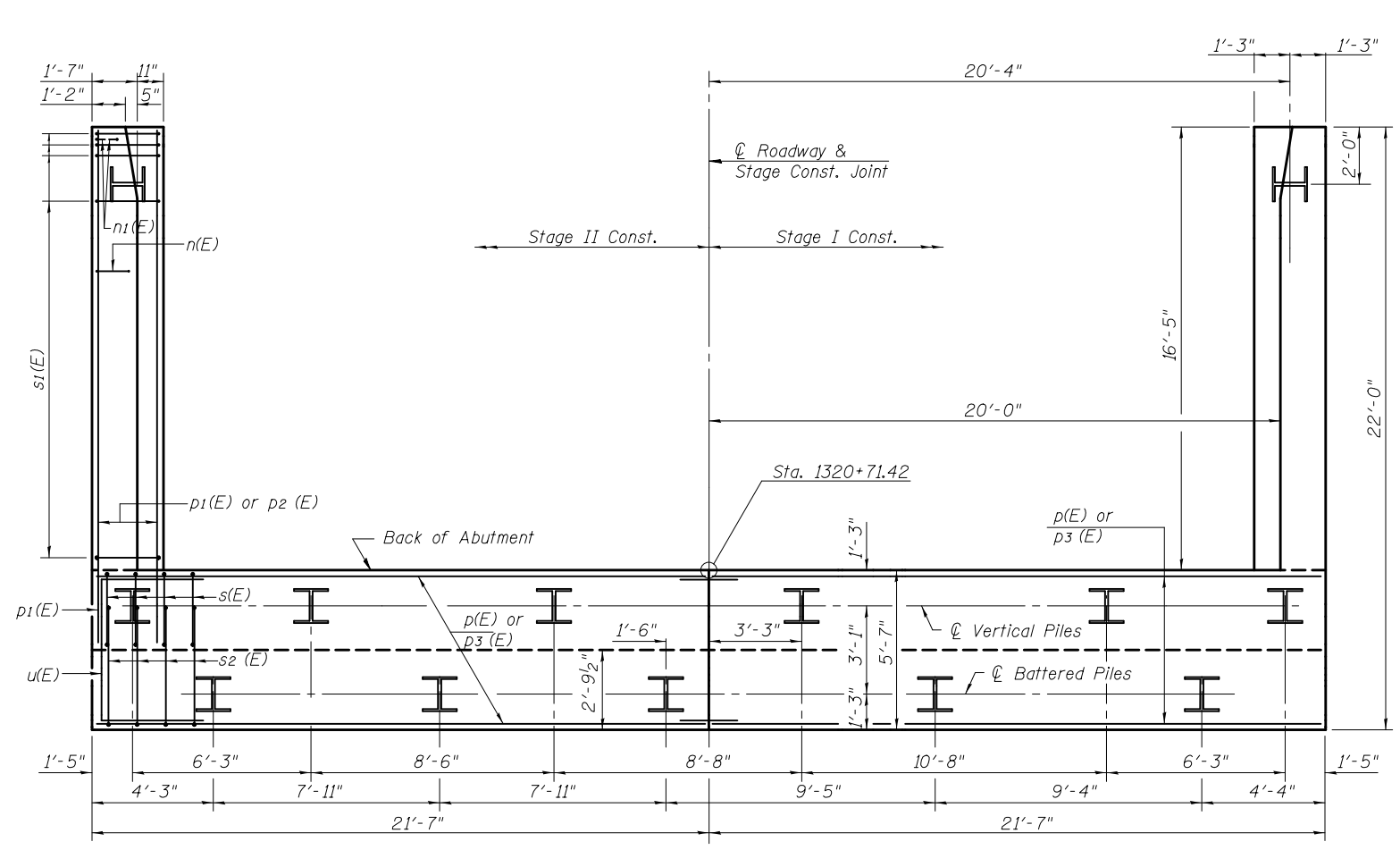
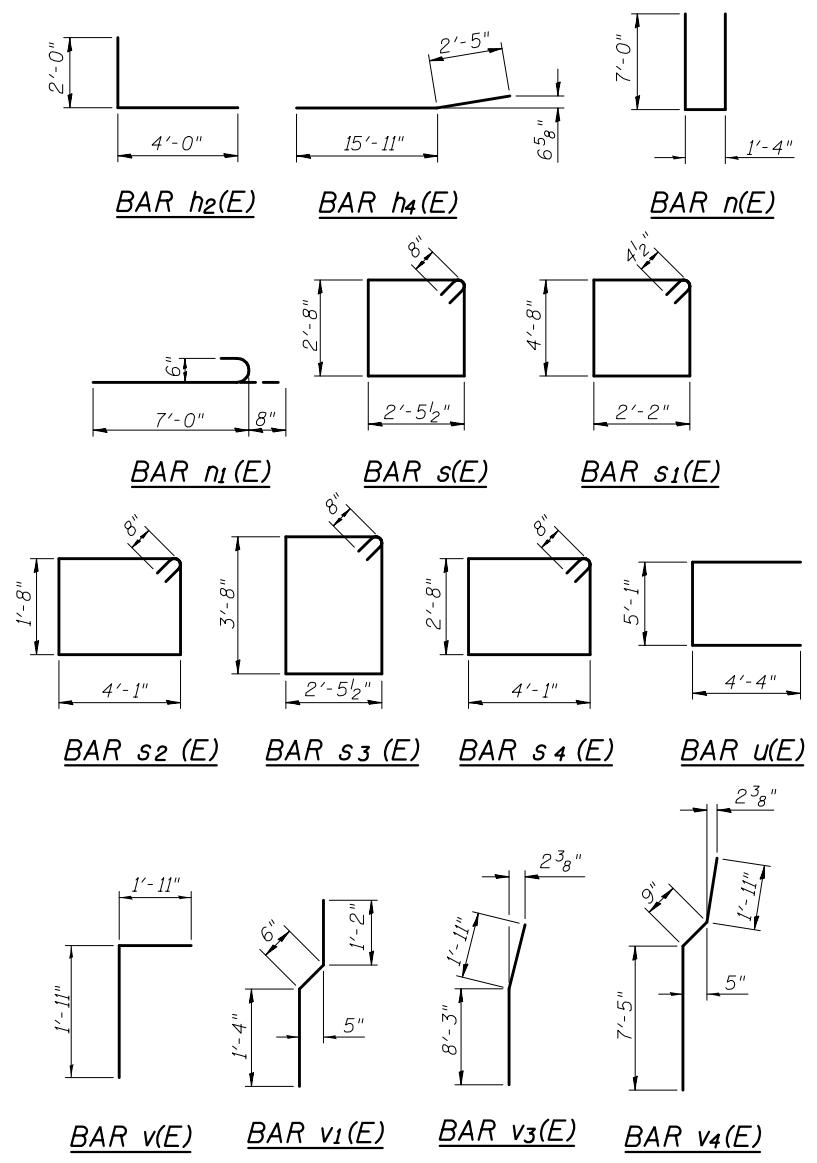
EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - Oct. 3, 2016
 REVISED
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT DETAILS
STRUCTURE NO. 080-0025
 SHEET NO. 30 OF 54 SHEETS

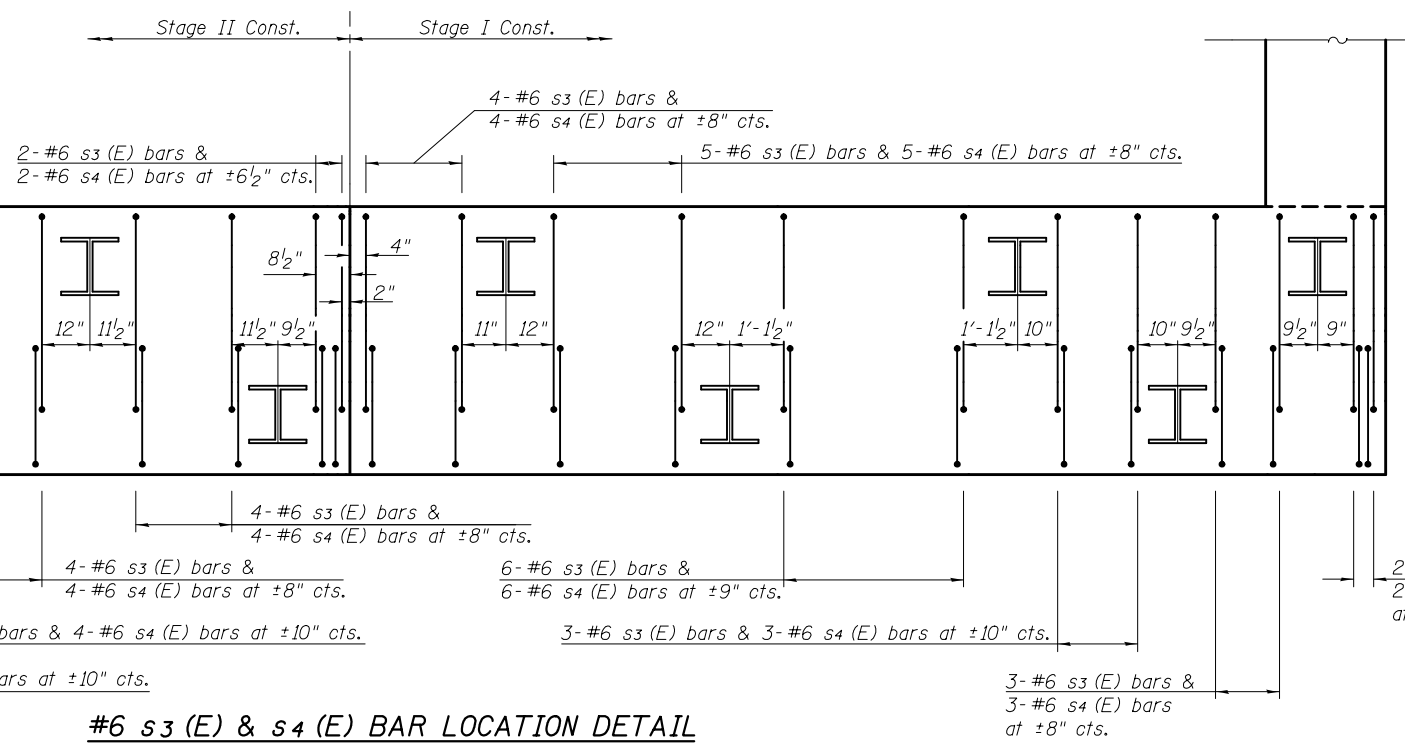
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	104
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				



PLAN-PILE CAP
 (s3 (E) bars & s4 (E) bars not shown for clarity)

**WEST ABUTMENT
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	28	#5	19'-9"	—
h1(E)	8	#6	19'-9"	—
h2(E)	32	#5	6'-0"	└
h3(E)	28	#4	18'-2"	—
h4(E)	20	#4	18'-4"	—
n(E)	32	#6	15'-4"	—
n1(E)	12	#6	7'-8"	└
p(E)	52	#9	21'-4"	—
p1(E)	12	#7	18'-11"	—
p2(E)	12	#7	16'-1"	—
p3(E)	32	#4	21'-4"	—
s(E)	44	#6	11'-7"	□
s1(E)	36	#4	14'-5"	□
s2(E)	44	#6	12'-10"	□
s3(E)	45	#6	13'-7"	□
s4(E)	45	#6	14'-10"	□
u(E)	10	#6	13'-9"	—
v(E)	40	#5	3'-10"	└
v1(E)	40	#4	3'-0"	—
v2(E)	38	#6	10'-1"	—
v3(E)	6	#6	10'-2"	—
v4(E)	32	#6	10'-1"	—
v5(E)	60	#5	9'-10"	—
v6(E)	40	#4	8'-4"	—
Structure Excavation		Cu. Yd.	266	
Concrete Structures		Cu. Yd.	105.6	
Reinforcement Bars, Epoxy Coated		Pound	13,880	
Furnishing Steel		Foot	1,260	
Piles HP 14 x 117		Foot	1,260	
Driving Piles		Foot	1,260	
Test Pile, Steel HP 14 x 117		Each	1	
Pile Shoes		Each	13	
Concrete Encasement		Cu. Yd.	7.1	
Concrete Sealer		Sq. Ft.	486	



#6 s3 (E) & s4 (E) BAR LOCATION DETAIL

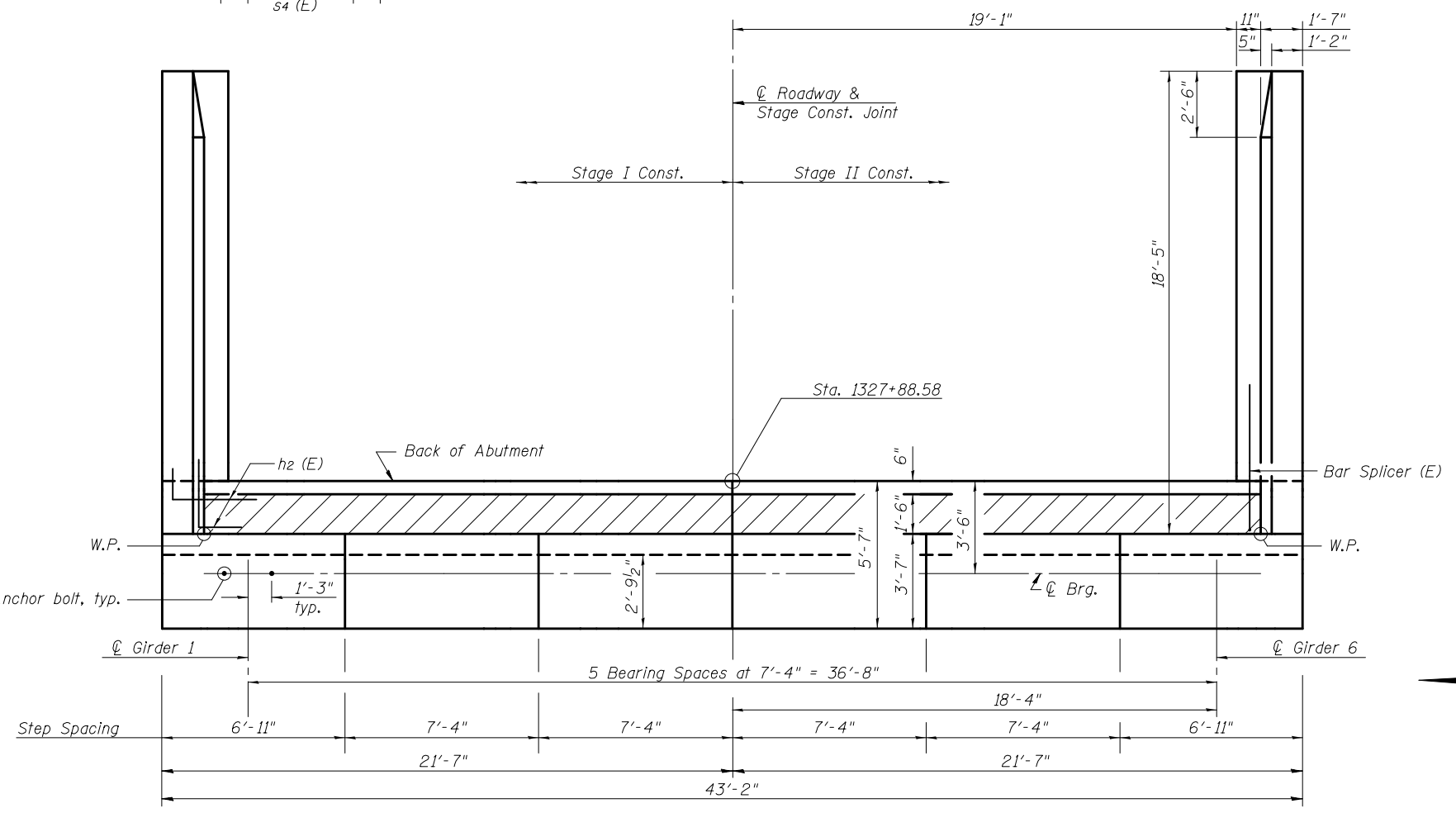
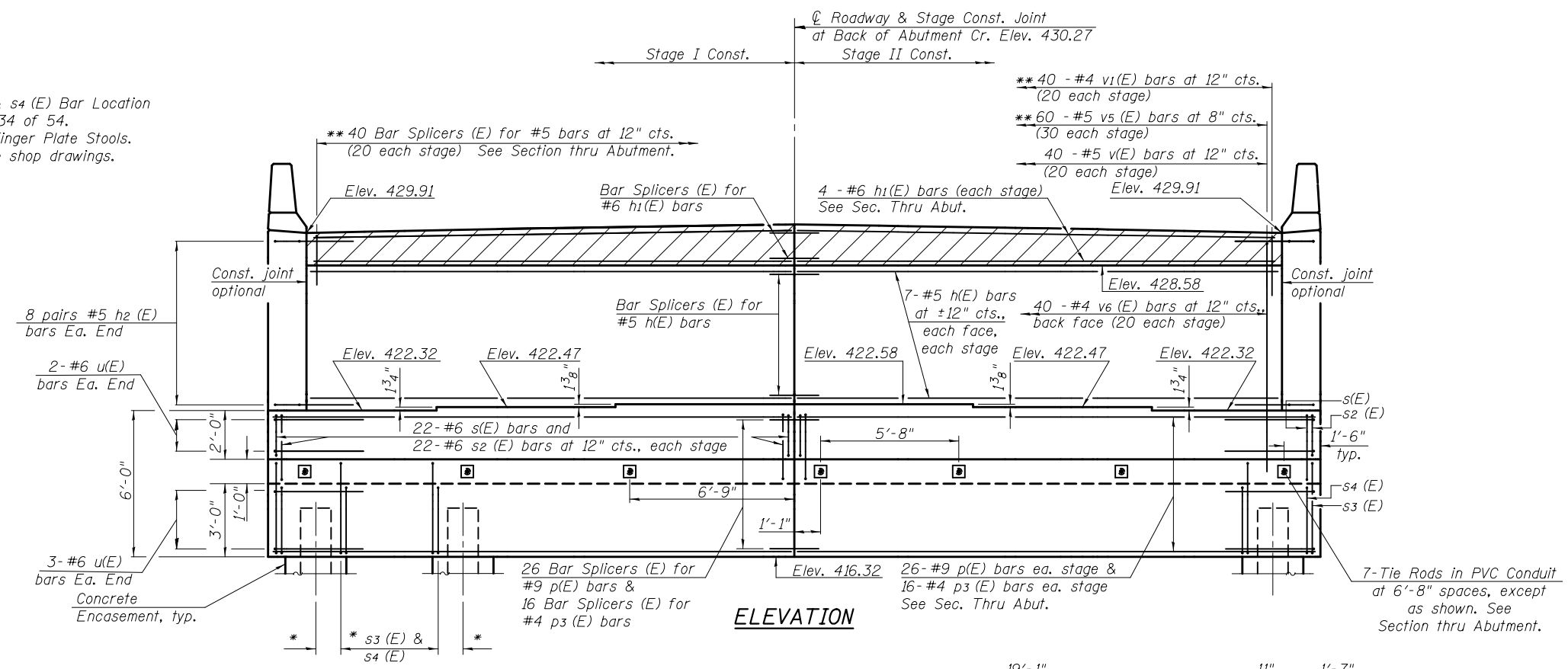
For details of Bar Splicers, see sheet 42 of 54.
 For details of piles and Concrete Encasement, see sheet 41 of 54.
 Concrete sealer shall be placed on bearing seats and back wall of abutment.

PILE DATA

Type: HP 14 x 117 with pile shoes
 Nominal Required Bearing: 929 kips
 Factored Resistance Available: 511 kips
 Est. Length: 105'
 No. Production Piles: 12
 No. Test Piles: 1

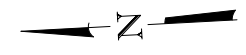
SDATES \$TIMES

* See #6 s3 (E) & s4 (E) Bar Location Detail on sheet 34 of 54.
 ** Space to miss Finger Plate Stools. See Finger Plate shop drawings.



ELEVATION

TOP VIEW



SDATES \$TIMES

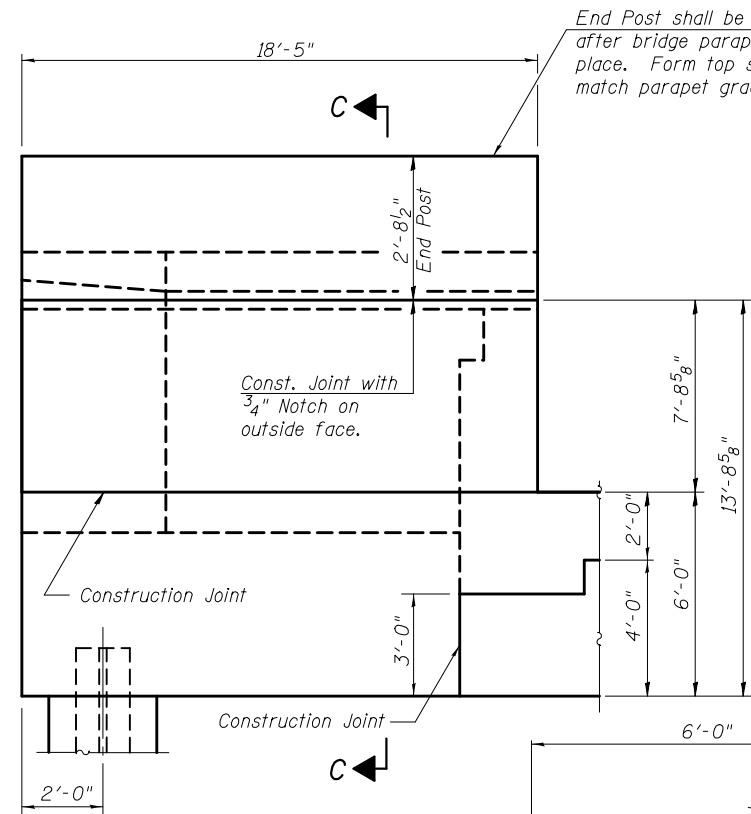
DESIGNED - A.D.K. / F.W.S.	EXAMINED	DATE - Oct. 3, 2016
CHECKED - F.W.S. / D.H.R.		
DRAWN - R. Laughlin	PASSED	REVISOR
CHECKED - F.W.S. / D.H.R. / J.A.K.		REVISOR

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

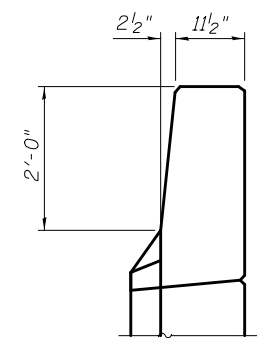
**EAST ABUTMENT
STRUCTURE NO. 080-0025**

SHEET NO. 32 OF 54 SHEETS

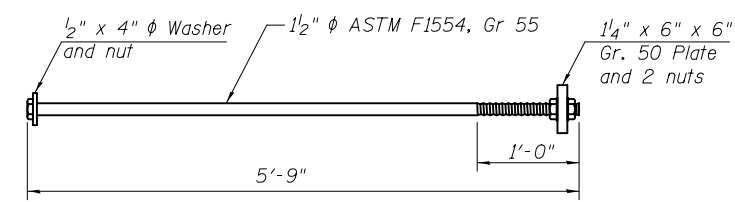
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	106
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				



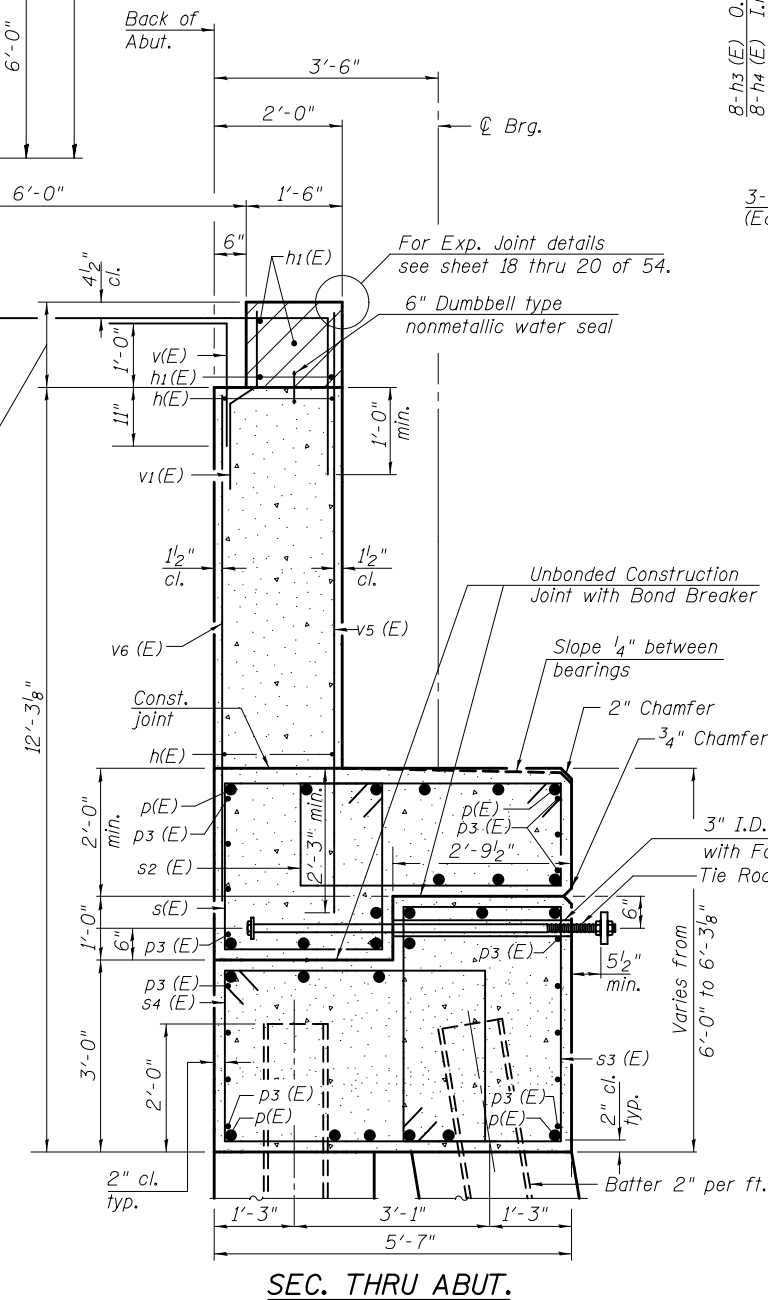
WING WALL ELEVATION
Showing Dimensions



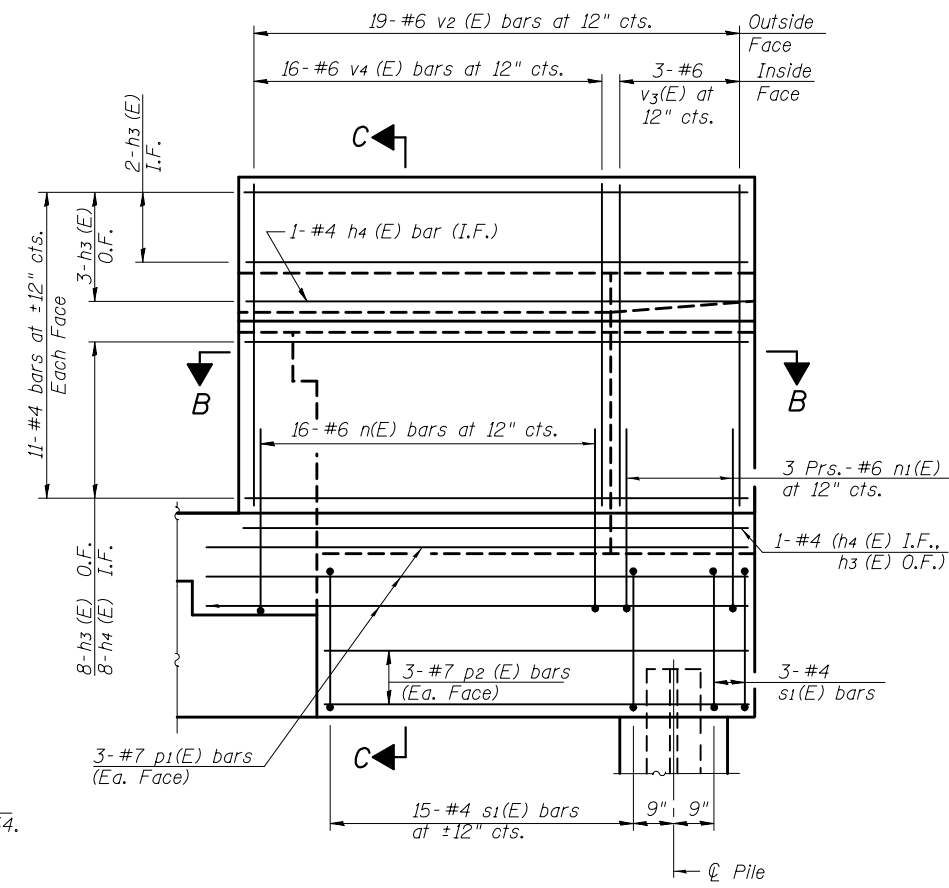
VIEW A-A



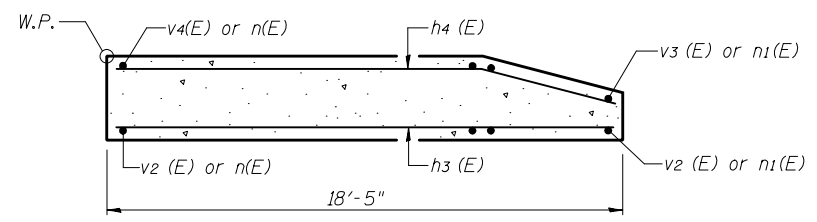
TIE ROD DETAIL
(7 Required)



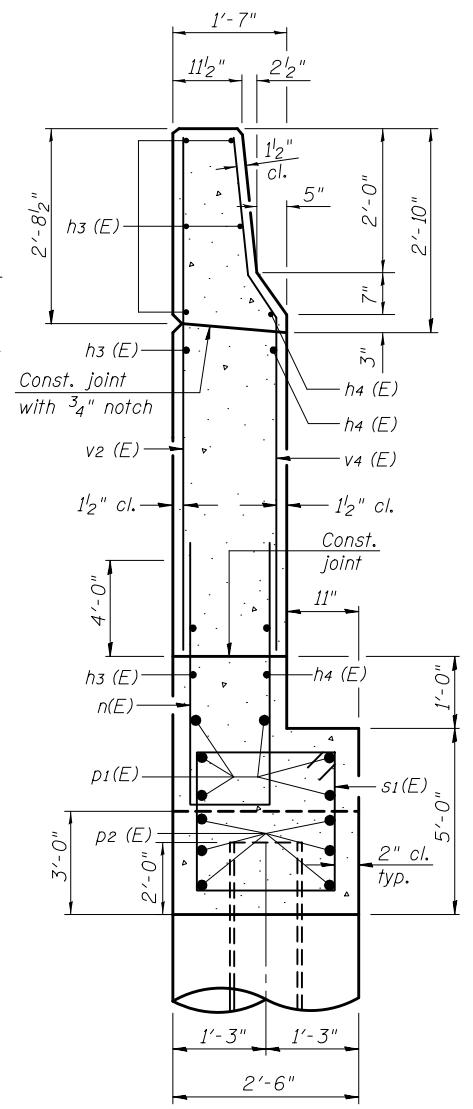
SEC. THRU ABUT.



WING WALL ELEVATION
Showing Reinforcement



SECTION B-B



SECTION C-C

Notes:
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 Space reinforcement in cap to miss anchor bolts and tie rods.
 Pour steps monolithically with cap.
 Quantity of concrete in end post included with Concrete Superstructure on sheet 15 of 54.
 For Concrete Encasement details, see sheet 41 of 54.
 Cost of Tie Rods, Conduits, plates, washers and nuts included with Concrete Structures.
 Tie Rods shall be ASTM F1554.
 The Tie Rods, nuts, washers and plates shall be hot-dipped galvanized per ASTM A153.
 Tie Rods are designed for future use to restore the abutment cap to the original plan location in the event of a severe seismic event pushing the upper portion of the cap into the soil. The 5/2" minimum clearance shown in the plans between the abutment face and Tie Rod plate shall be provided in the final construction condition.

SDATES \$TIMES

DESIGNED - A.D.K. / F.W.S.
 CHECKED - F.W.S. / D.H.R.
 DRAWN - R. Laughlin
 CHECKED - F.W.S. / D.H.R. / J.A.K.

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - Oct. 3, 2016
 REVISED
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT DETAILS
STRUCTURE NO. 080-0025
 SHEET NO. 33 OF 54 SHEETS

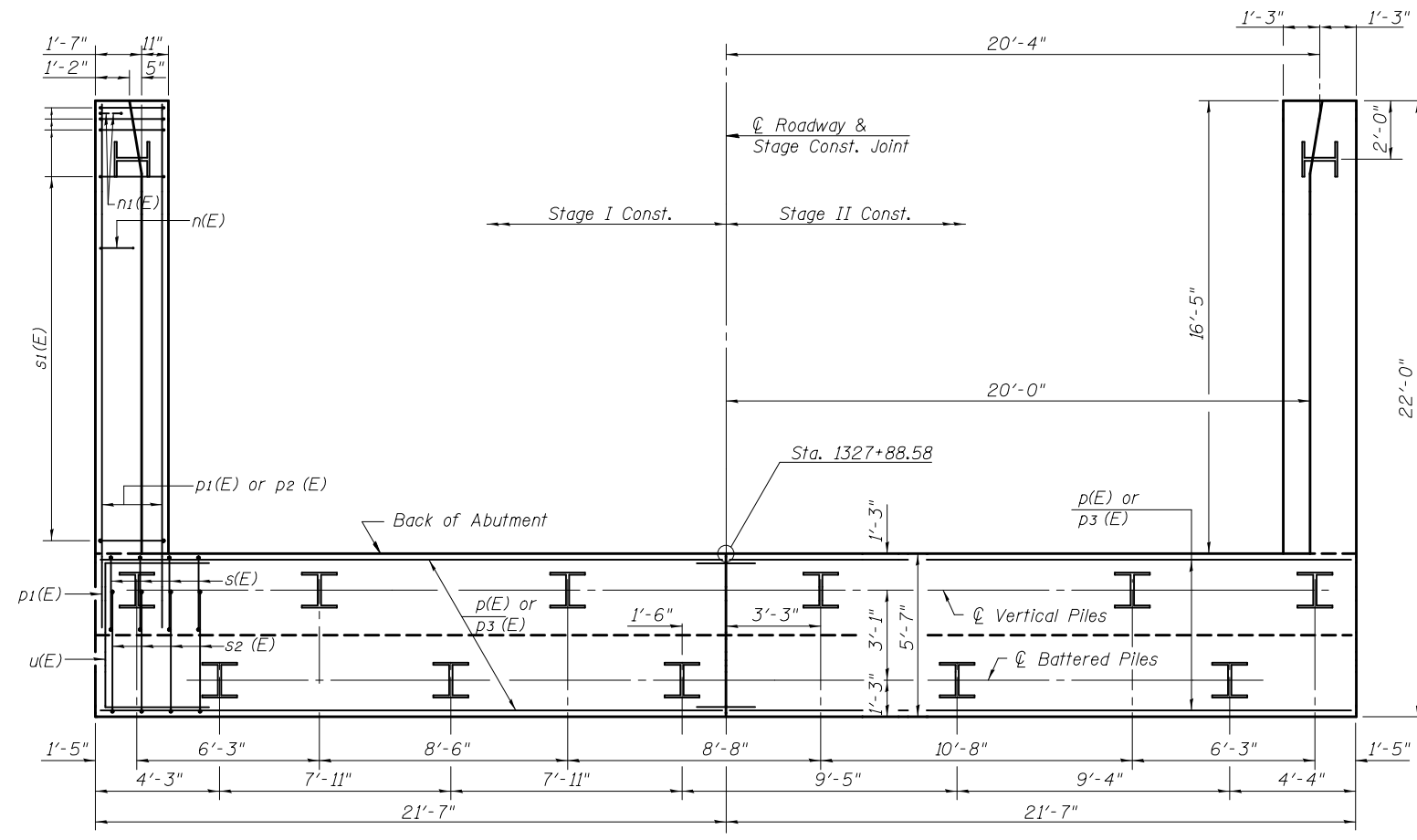
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	107
CONTRACT NO. 74439				

ILLINOIS FED. AID PROJECT

**EAST ABUTMENT
BILL OF MATERIAL**

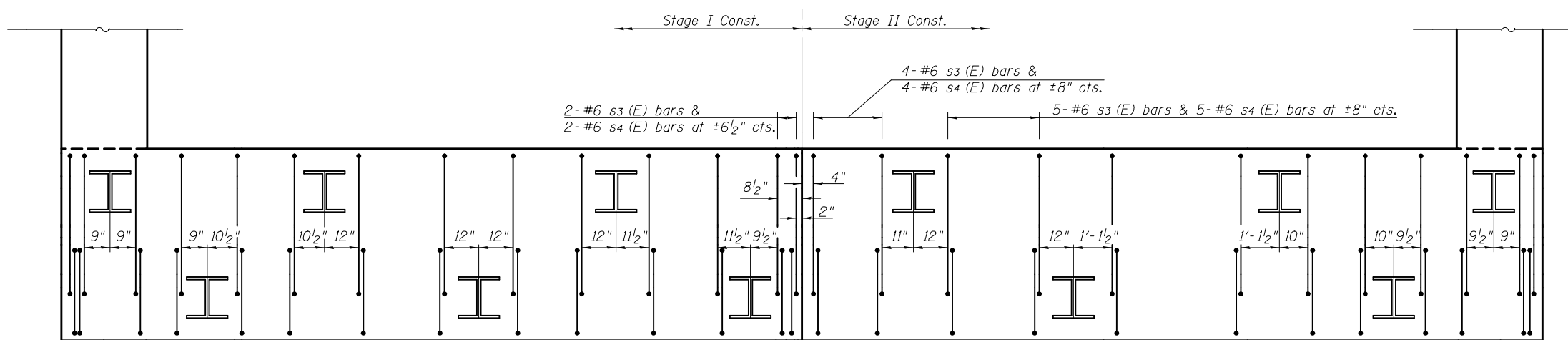
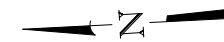
Bar	No.	Size	Length	Shape
h(E)	28	#5	19'-9"	—
h ₁ (E)	8	#6	19'-9"	—
h ₂ (E)	32	#5	6'-0"	└
h ₃ (E)	28	#4	18'-2"	—
h ₄ (E)	20	#4	18'-4"	—
n(E)	32	#6	15'-4"	┌
n ₁ (E)	12	#6	7'-8"	┌
p(E)	52	#9	21'-4"	—
p ₁ (E)	12	#7	18'-11"	—
p ₂ (E)	12	#7	16'-1"	—
p ₃ (E)	32	#4	21'-4"	—
s(E)	44	#6	11'-7"	┌
s ₁ (E)	36	#4	14'-5"	┌
s ₂ (E)	44	#6	12'-10"	┌
s ₃ (E)	45	#6	13'-7"	┌
s ₄ (E)	45	#6	14'-10"	┌
u(E)	10	#6	13'-9"	┌
v(E)	40	#5	3'-10"	┌
v ₁ (E)	40	#4	3'-0"	┌
v ₂ (E)	38	#6	10'-1"	—
v ₃ (E)	6	#6	10'-2"	—
v ₄ (E)	32	#6	10'-1"	—
v ₅ (E)	60	#5	9'-10"	—
v ₆ (E)	40	#4	8'-4"	—
Structure Excavation		Cu. Yd.	266	
Concrete Structures		Cu. Yd.	105.6	
Reinforcement Bars, Epoxy Coated		Pound	13,880	
Furnishing Steel		Foot	1,236	
Piles HP 14 x 117		Foot	1,236	
Driving Piles		Foot	1,236	
Test Pile, Steel HP 14 x 117		Each	1	
Pile Shoes		Each	13	
Concrete Encasement		Cu. Yd.	7.1	
Concrete Sealer		Sq. Ft.	486	

For Bar Bending diagrams, see sheet 31 of 54.
 For details of Bar Splicers, see sheet 42 of 54.
 For details of piles and Concrete Encasement, see sheet 41 of 54.
 Concrete sealer shall be placed on bearing seats and back wall of abutment.



PLAN-PILE CAP

(s₃(E) bars & s₄(E) bars not shown for clarity)



#6 s₃(E) & s₄(E) BAR LOCATION DETAIL

PILE DATA

Type: HP 14 x 117 with pile shoes
 Nominal Required Bearing: 929 kips
 Factored Resistance Available: 511 kips
 Est. Length: 103'
 No. Production Piles: 12
 No. Test Piles: 1

SDATES \$TIMES

DESIGNED - A.D.K. / F.W.S.
 CHECKED - F.W.S. / D.H.R.
 DRAWN - R. Laughlin
 CHECKED - F.W.S. / D.H.R. / J.A.K.

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - Oct. 3, 2016
 REVISED
 REVISED

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

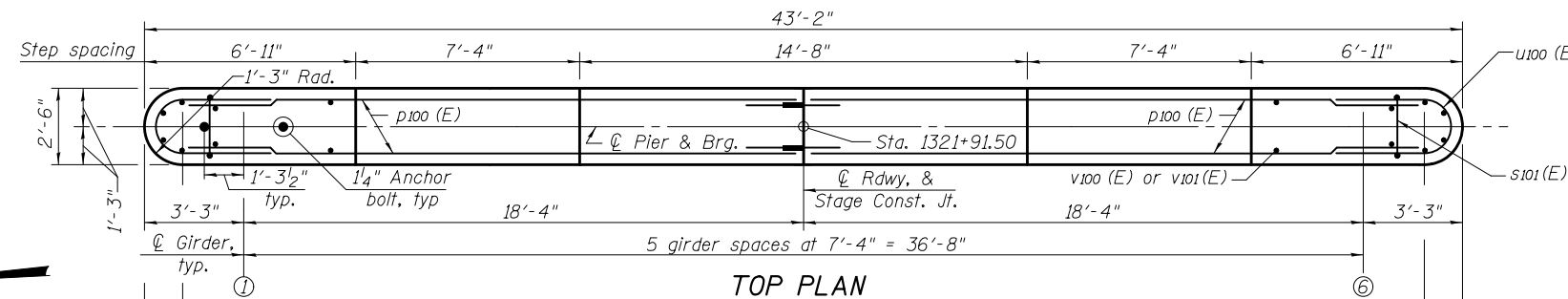
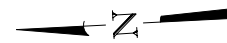
**EAST ABUTMENT DETAILS
 STRUCTURE NO. 080-0025**
 SHEET NO. 34 OF 54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	108
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				

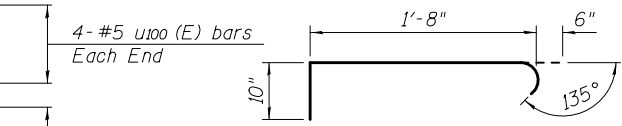
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 41 of 54.
 For details of Bar Splicers and Mechanical Splicers, see sheet 42 of 54.

PILE DATA

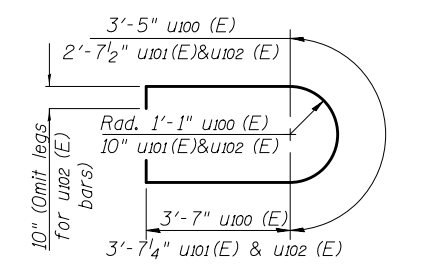
Type: HP 14 x 117 with pile shoes
 Nominal Required Bearing: 929 kips
 Factored Resistance Available: 507
 Est. Length: 97'
 No. Production Piles: 29
 No. Test Piles: 1



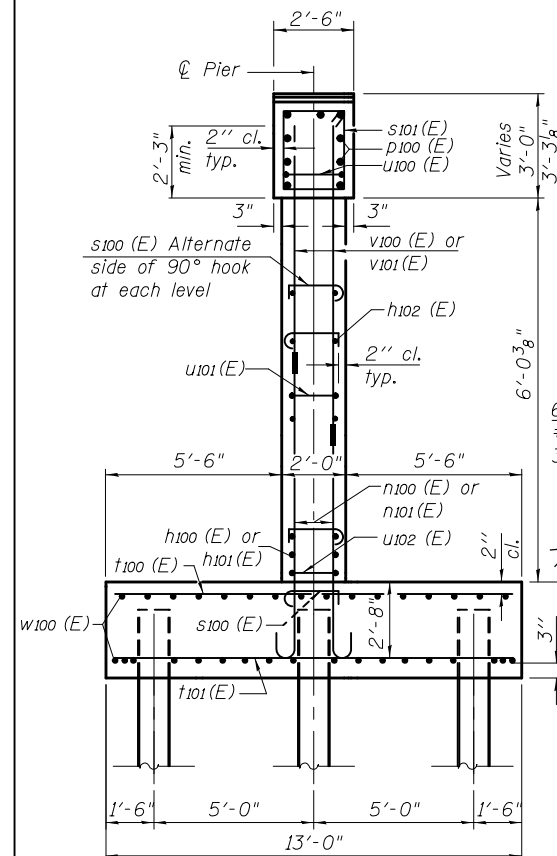
BAR n100 (E) & n101(E) **BAR s101(E)**



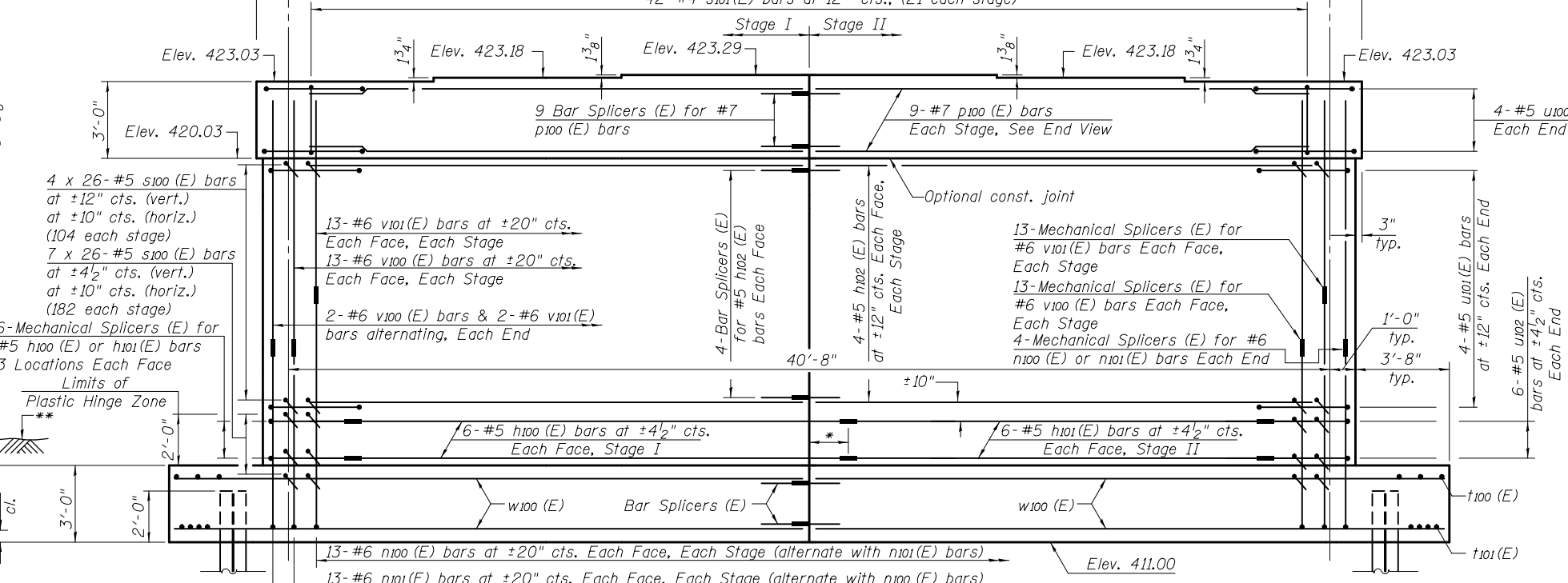
BAR s100(E)



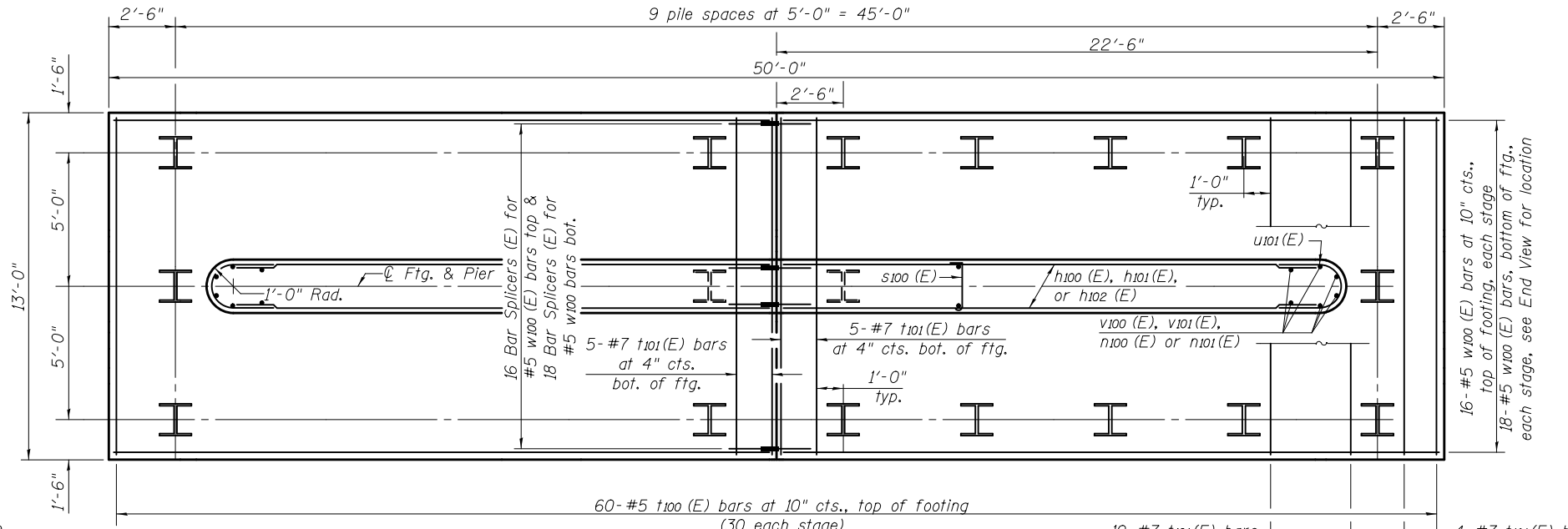
BARS u100 (E), u101(E) & u102 (E)



END VIEW



ELEVATION
(Looking East)

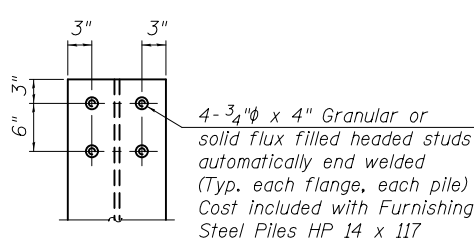


FOOTING PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h100 (E)	12	#5	17'-6"	—
h101 (E)	12	#5	16'-0"	—
h102 (E)	16	#5	20'-2"	—
n100 (E)	56	#6	8'-8"	U
n101 (E)	56	#6	6'-8"	U
p100 (E)	18	#7	20'-2"	—
s100 (E)	572	#5	3'-0"	┌
s101 (E)	42	#4	10'-5"	□
t100 (E)	60	#5	12'-8"	—
t101 (E)	98	#7	12'-8"	—
u100 (E)	8	#5	12'-3"	U
u101 (E)	8	#5	11'-6"	U
u102 (E)	12	#5	9'-10"	U
v100 (E)	56	#6	5'-1"	—
v101 (E)	56	#6	3'-1"	—
w100 (E)	68	#5	24'-8"	—
Structure Excavation	Cu. Yd.		136	
Concrete Structures	Cu. Yd.		103.3	
Reinforcement Bars, Epoxy Coated	Pound		10,960	
Furnishing Steel Piles HP 14 x 117	Foot		2,813	
Driving Piles	Foot		2,813	
Test Pile, Steel HP 14 x 117	Each		1	
Pile Shoes	Each		30	

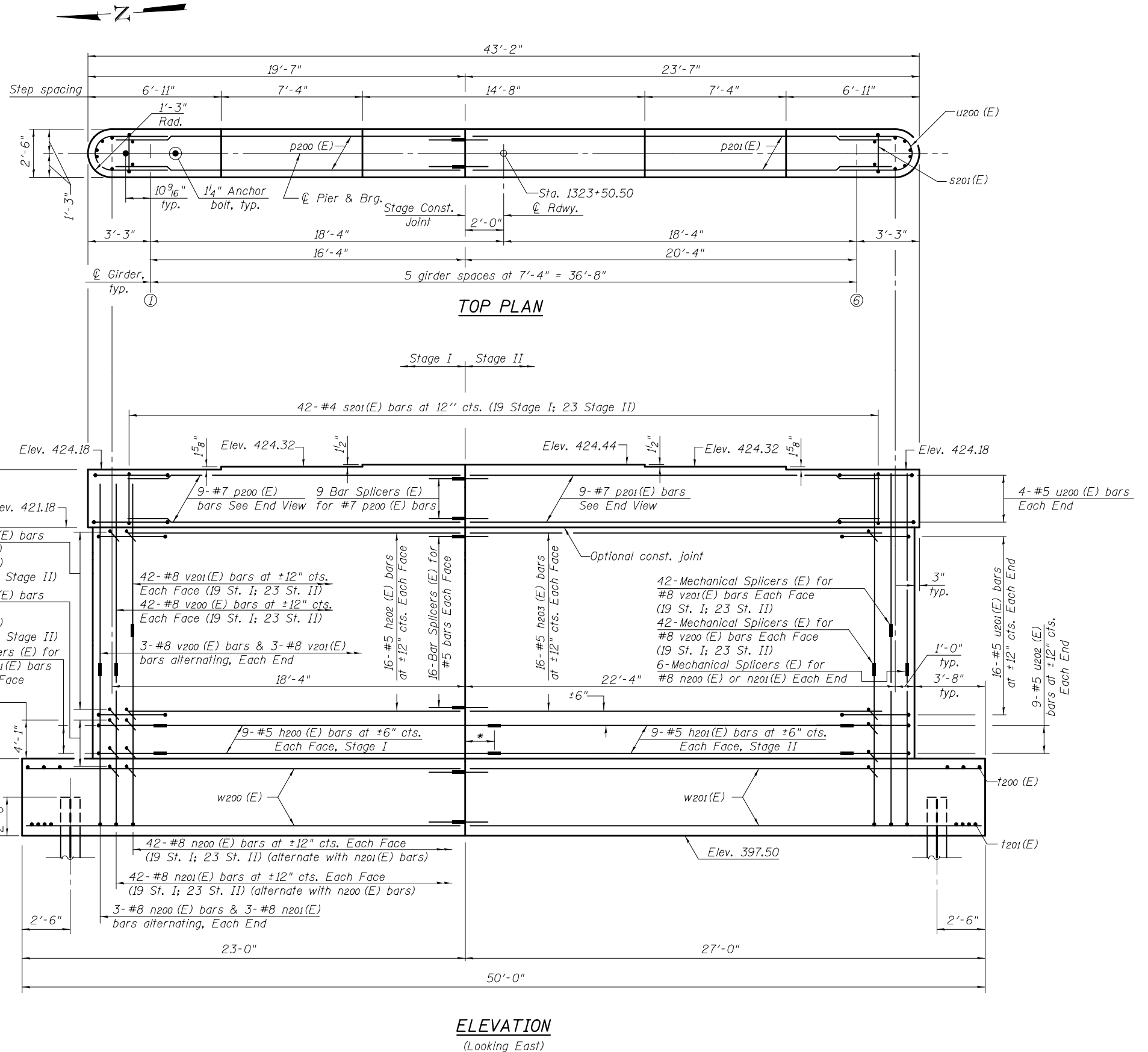
** Nearby ground elev. ±415.0
 Top of Riprap at pier stem elev. ±416.5



PILE TOP DETAIL

* ±9" extension of rebar length into Stage II assumed.
 Contractor shall adjust the rebar length as required for the Mechanical Splicer selected from the IDOT approved supplier list.

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 41 of 54.
 For details of Bar Splicers and Mechanical Splicers, see sheet 42 of 54.
 Stage construction joint in Pier 2 differs from stage construction joint in superstructure. See Sheet 3 of 54.

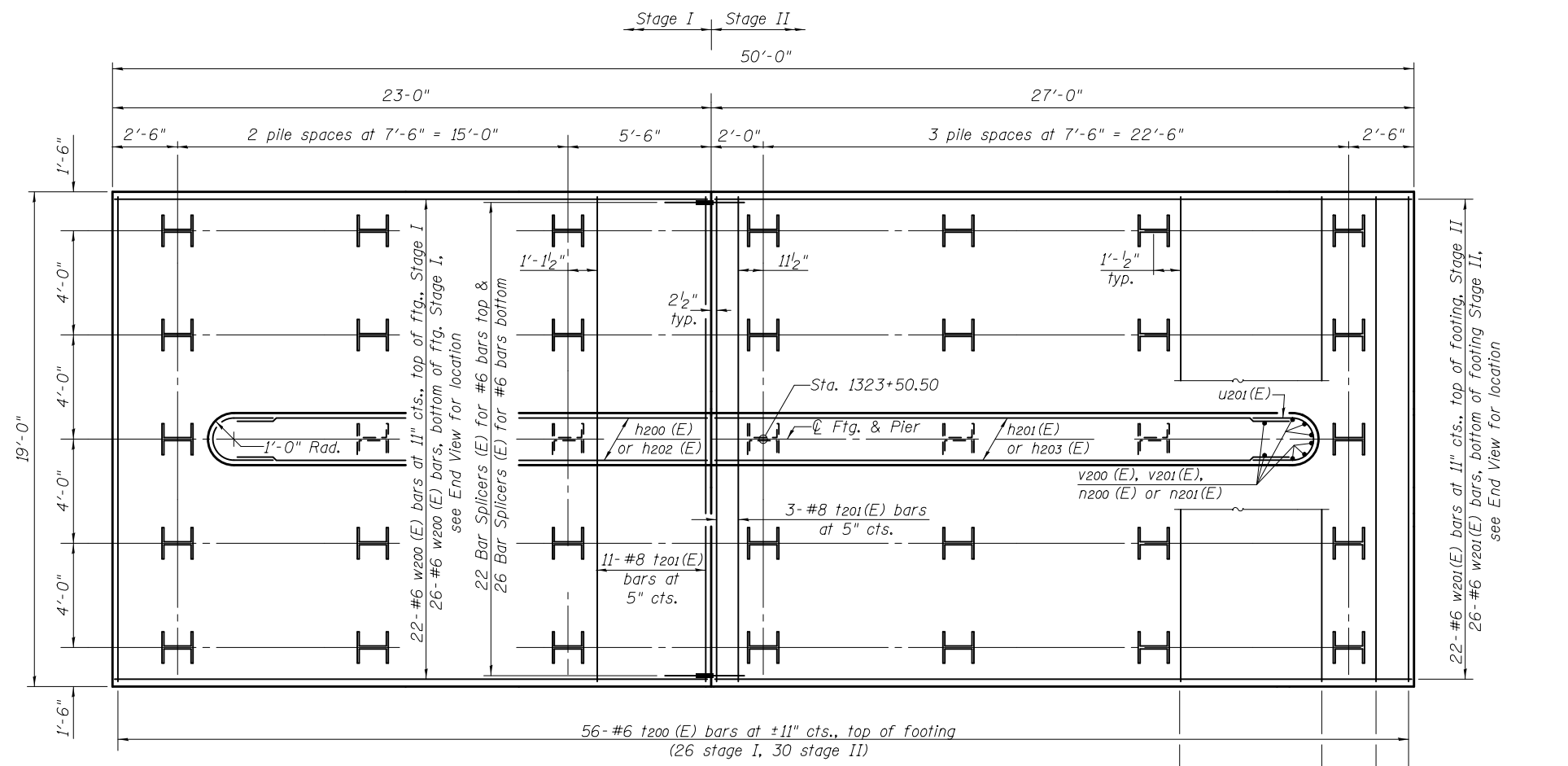
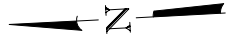


* ±9" extension of rebar length into Stage II assumed.
 Contractor shall adjust the rebar length as required for the Mechanical Splicer selected from the IDOT approved supplier list.

SDATES STIMES

DESIGNED- A.D.K / F.W.S / D.H.R.	EXAMINED	DATE - Oct. 3, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 STRUCTURE NO. 080-0025	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - D.H.R. / F.W.S.	PASSED	REVIS			327	(7-2)BR	RICHLAND	147	110	
DRAWN - R. Laughlin		REVIS			CONTRACT NO. 74439					
CHECKED - F.W.S. / J.A.K. / D.H.R.					SHEET NO. 36 OF 54 SHEETS					

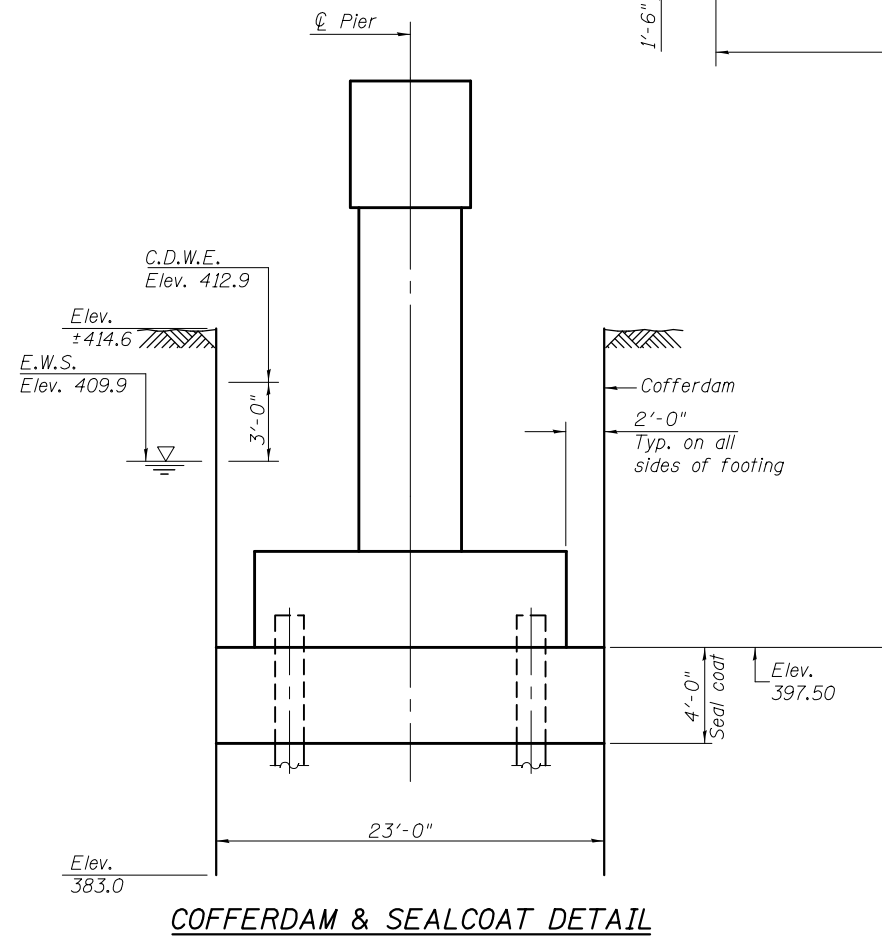
ILLINOIS FED. AID PROJECT



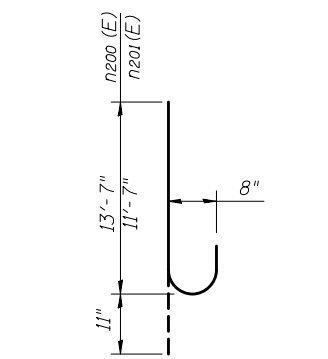
FOOTING PLAN

BILL OF MATERIAL

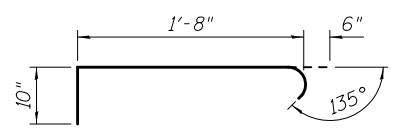
Bar	No.	Size	Length	Shape
h200 (E)	18	#5	15'-6"	—
h201 (E)	18	#5	18'-0"	—
h202 (E)	32	#5	18'-2"	—
h203 (E)	32	#5	22'-2"	—
n200 (E)	90	#8	14'-6"	U
n201 (E)	90	#8	12'-6"	U
p200 (E)	9	#7	18'-2"	—
p201 (E)	9	#7	22'-2"	—
s200 (E)	2,184	#5	3'-0"	U
s201 (E)	42	#4	10'-5"	□
t200 (E)	56	#6	18'-8"	—
t201 (E)	92	#8	18'-8"	—
u200 (E)	8	#5	12'-3"	D
u201 (E)	32	#5	11'-6"	D
u202 (E)	18	#5	9'-10"	U
v200 (E)	90	#8	14'-0"	—
v201 (E)	90	#8	12'-0"	—
w200 (E)	48	#6	22'-8"	—
w201 (E)	48	#6	26'-8"	—
Cofferdam Excavation		Cu. Yd.	989.0	
Cofferdam (Type 2) (Location - 3)		Each	1	
Concrete Structures		Cu. Yd.	214.5	
Seal Coat Concrete		Cu. Yd.	184	
Reinforcement Bars, Epoxy Coated		Pound	32,960	
Furnishing Steel Piles HP 14 x 117		Foot	2,482	
Driving Piles		Foot	2,482	
Test Pile, Steel HP 14 x 117		Each	1	
Pile Shoes		Each	35	



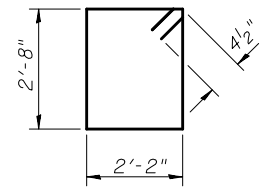
COFFERDAM & SEALCOAT DETAIL



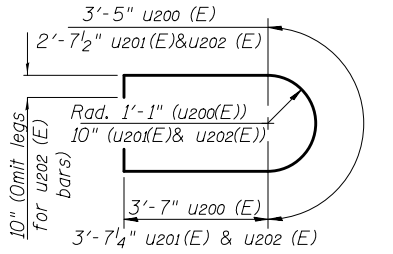
BAR n200 (E) & n201 (E)



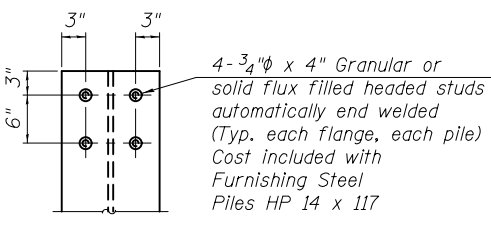
BAR s200 (E)



BAR s201 (E)



BARS u200 (E), u201 (E) & u202 (E)



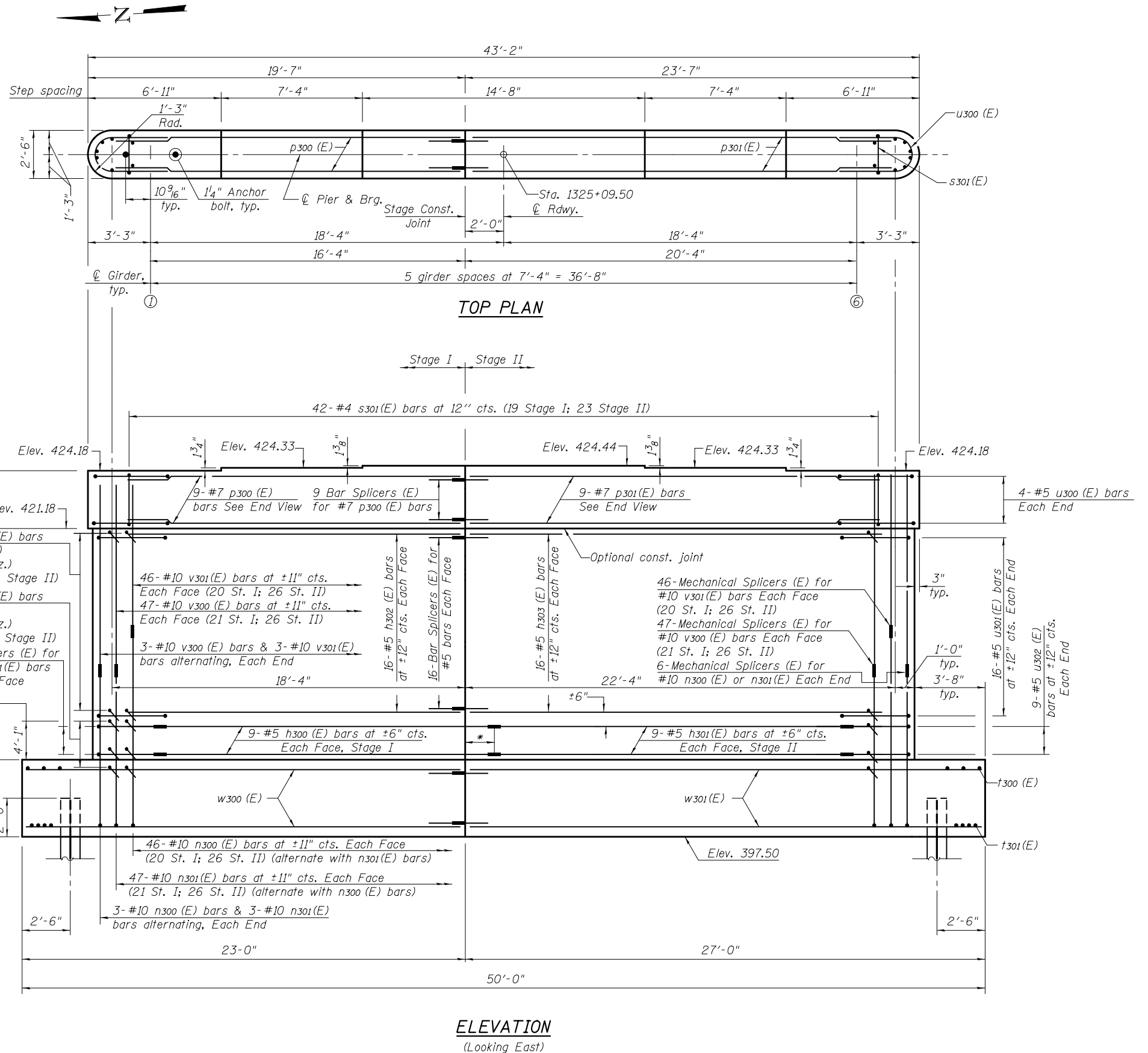
PILE TOP DETAIL

PILE DATA

Type: HP 14 x 117 with shoes
 Nominal Required Bearing: 929 kips
 Factored Resistance Available: 501
 Est. Length: 73'
 No. Production Piles: 34
 No. Test Piles: 1

SDATES \$TIMES

Notes:
 The compressive strength of the concrete in the footing, f'_c shall be 4000 psi min. at 14 days.
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 41 of 54.
 For details of Bar Splicers and Mechanical Splicers, see sheet 42 of 54.
 Stage construction joint in Pier 3 differs from stage construction joint in superstructure. See Sheet 3 of 54.



* ±9" extension of rebar length into Stage II assumed.
 Contractor shall adjust the rebar length as required for the Mechanical Splicer selected from the IDOT approved supplier list.

SDATES STIMES

DESIGNED - A.D.K. / F.W.S. / D.H.R.
 CHECKED - D.H.R. / F.W.S.
 DRAWN - R. Laughlin
 CHECKED - F.W.S. / J.A.K. / D.H.R.

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

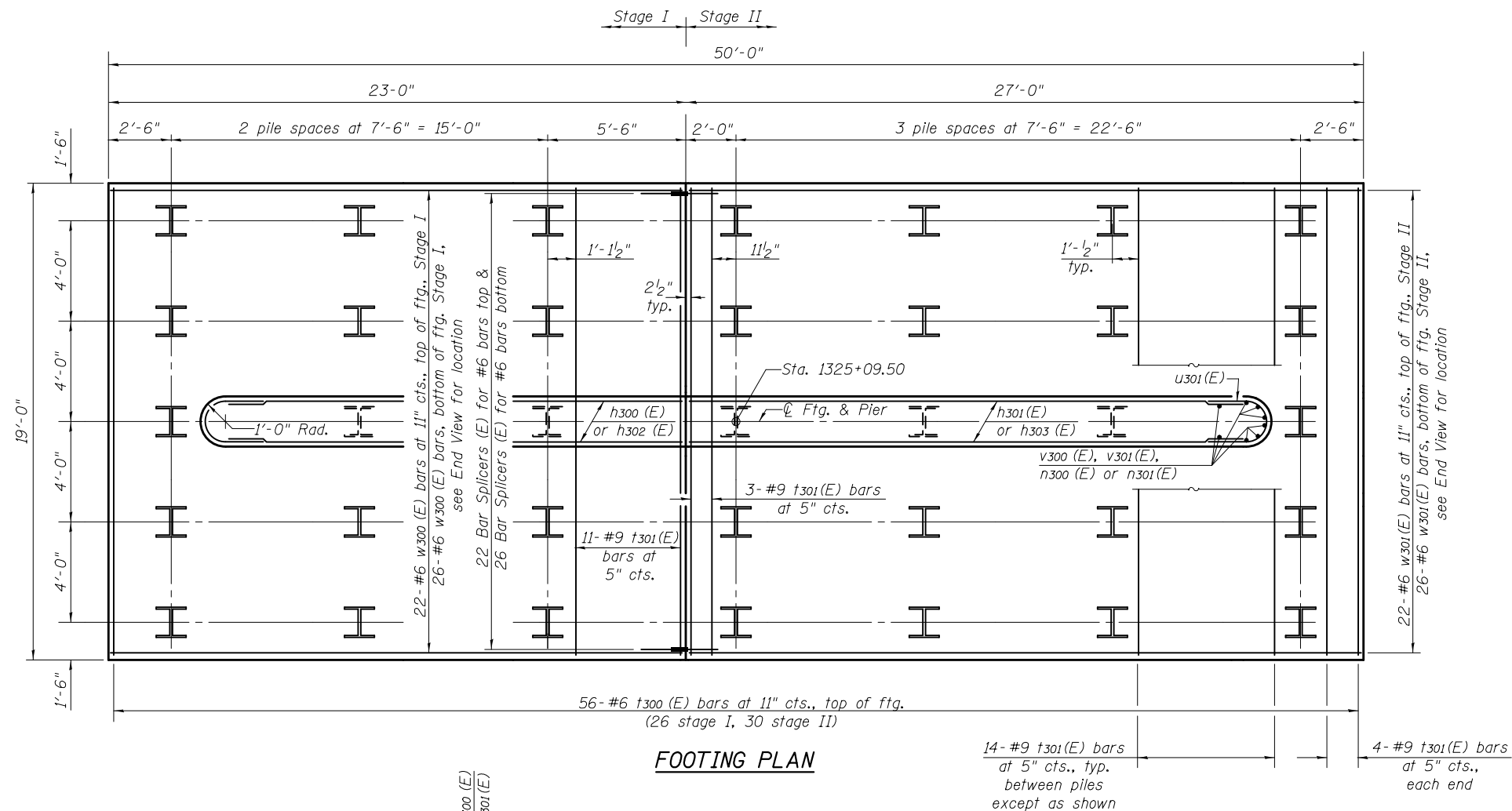
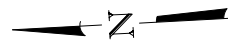
DATE - Oct. 3, 2016
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 3
 STRUCTURE NO. 080-0025
 SHEET NO. 38 OF 54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	112
CONTRACT NO. 74439				

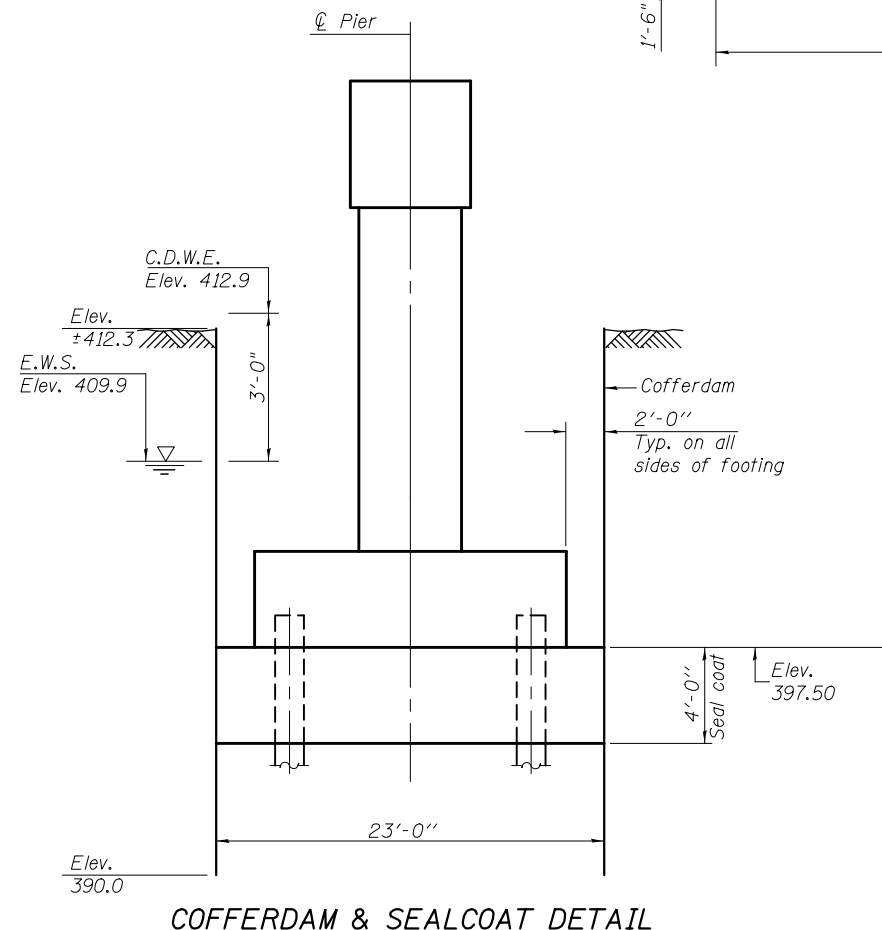
ILLINOIS FED. AID PROJECT



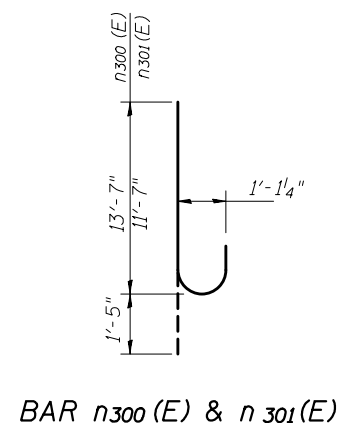
FOOTING PLAN

BILL OF MATERIAL

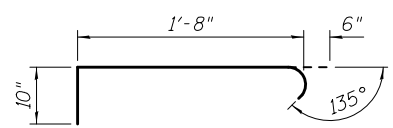
Bar	No.	Size	Length	Shape
h300 (E)	18	#5	15'-6"	—
h301 (E)	18	#5	18'-0"	—
h302 (E)	32	#5	18'-2"	—
h303 (E)	32	#5	22'-2"	—
n300 (E)	98	#10	15'-0"	U
n301 (E)	100	#10	13'-0"	U
p300 (E)	9	#7	18'-2"	—
p301 (E)	9	#7	22'-2"	—
s300 (E)	2,418	#5	3'-0"	U
s301 (E)	42	#4	10'-5"	□
t300 (E)	56	#6	18'-8"	—
t301 (E)	92	#9	18'-8"	—
u300 (E)	8	#5	12'-3"	D
u301 (E)	32	#5	11'-6"	D
u302 (E)	18	#5	9'-10"	U
v300 (E)	100	#10	14'-2"	—
v301 (E)	98	#10	12'-2"	—
w300 (E)	48	#6	22'-8"	—
w301 (E)	48	#6	26'-8"	—
Cofferdam Excavation	Cu. Yd.		989	
Cofferdam (Type 2) (Location - 4)	Each		1	
Concrete Structures	Cu. Yd.		214.5	
Seal Coat Concrete	Cu. Yd.		184	
Reinforcement Bars, Epoxy Coated	Pound		45,360	
Furnishing Steel Piles HP 14 x 117	Foot		2,822	
Driving Piles	Foot		2,822	
Test Pile, Steel HP 14 x 117	Each		1	
Pile Shoes	Each		35	



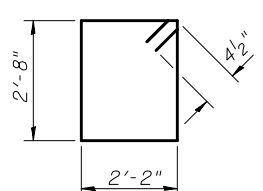
COFFERDAM & SEALCOAT DETAIL



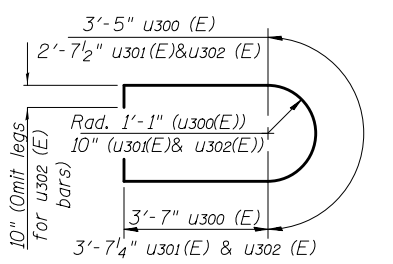
BAR n300 (E) & n301 (E)



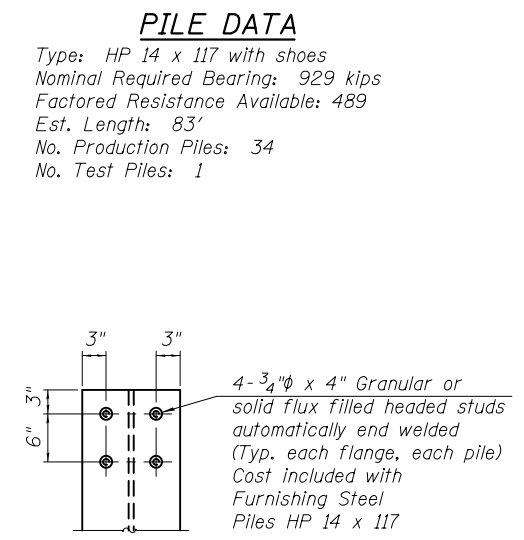
BAR s300 (E)



BAR s301 (E)



BARS u300 (E), u301 (E) & u302 (E)



PILE TOP DETAIL

PILE DATA

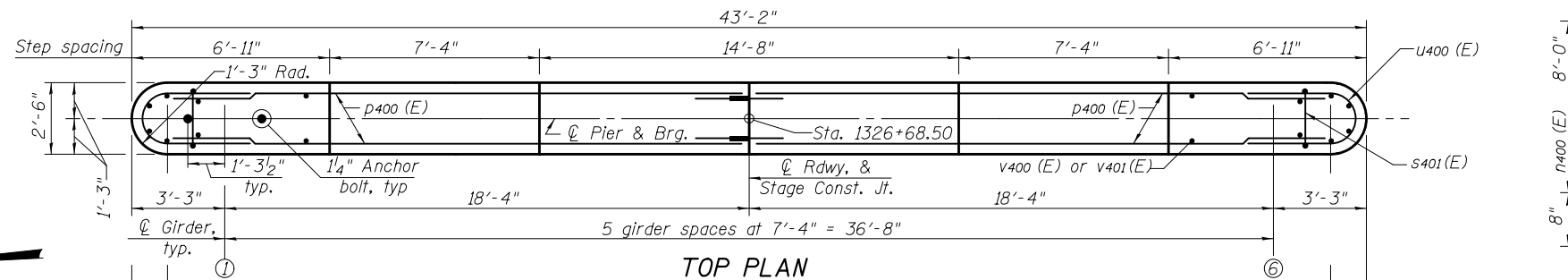
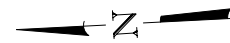
Type: HP 14 x 117 with shoes
 Nominal Required Bearing: 929 kips
 Factored Resistance Available: 489
 Est. Length: 83'
 No. Production Piles: 34
 No. Test Piles: 1

SDATES \$TIMES

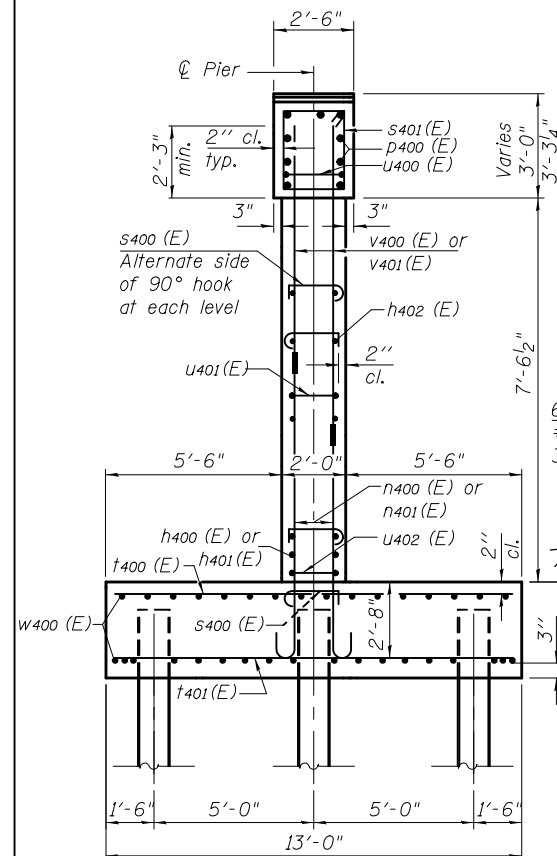
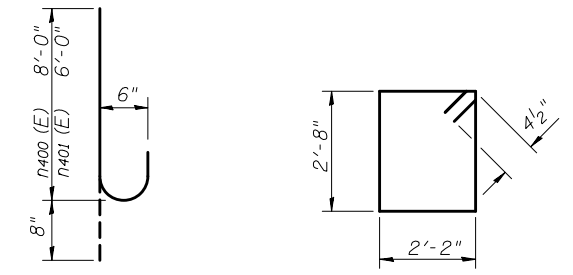
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 41 of 54.
 For details of Bar Splicers and Mechanical Splicers, see sheet 42 of 54.

PILE DATA

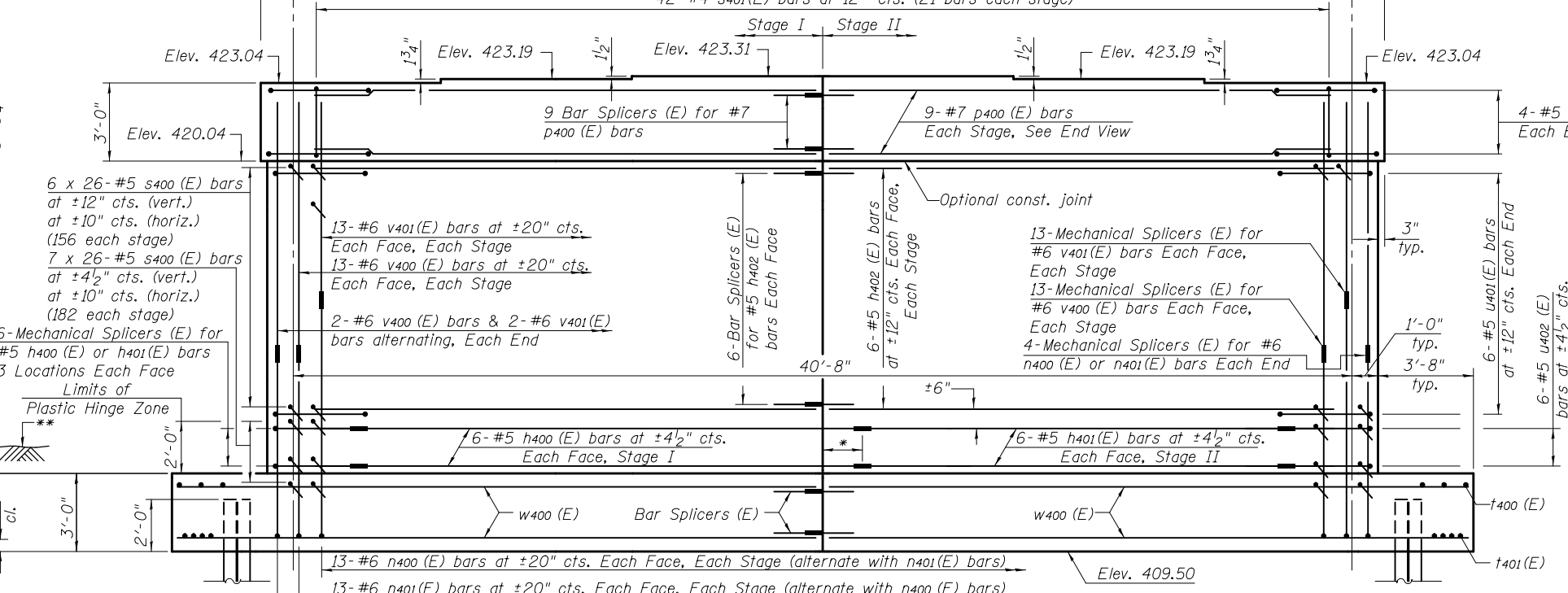
Type: HP 14 x 117 with pile shoes
 Nominal Required Bearing: 929 kips
 Factored Resistance Available: 506
 Est. Length: 95'
 No. Production Piles: 29
 No. Test Piles: 1



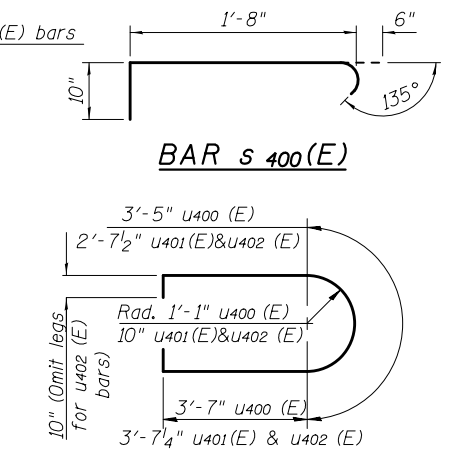
BAR n400(E) & n401(E) **BAR s401(E)**



END VIEW



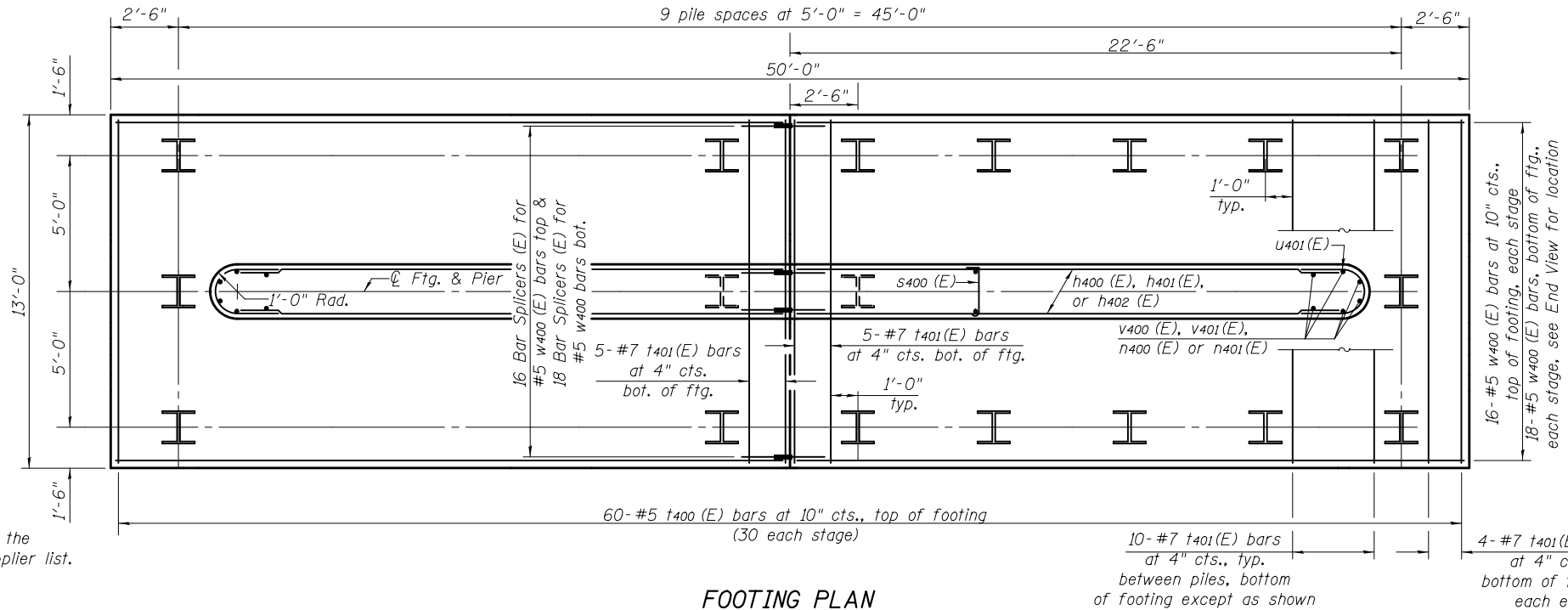
ELEVATION
(Looking East)



BARS u400(E), u401(E) & u402(E)

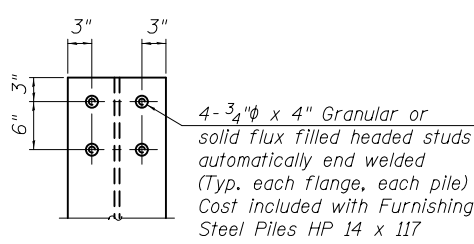
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h400 (E)	12	#5	17'-6"	—
h401 (E)	12	#5	16'-0"	—
h402 (E)	24	#5	20'-2"	—
n400 (E)	56	#6	8'-8"	U
n401 (E)	56	#6	6'-8"	U
p400 (E)	18	#7	20'-2"	—
s400 (E)	676	#5	3'-0"	┌
s401 (E)	42	#4	10'-5"	□
t400 (E)	60	#5	12'-8"	—
t401 (E)	98	#7	12'-8"	—
u400 (E)	8	#5	12'-3"	D
u401 (E)	12	#5	11'-6"	D
u402 (E)	12	#5	9'-10"	D
v400 (E)	56	#6	6'-7"	—
v401 (E)	56	#6	4'-7"	—
w400 (E)	68	#5	24'-8"	—
Structure Excavation	Cu. Yd.		136	
Concrete Structures	Cu. Yd.		109.1	
Reinforcement Bars, Epoxy Coated	Pound		11,750	
Furnishing Steel Piles, HP 14 x 117	Foot		2,755	
Driving Piles	Foot		2,755	
Test Pile, Steel HP 14 x 117	Each		1	
Pile Shoes	Each		30	



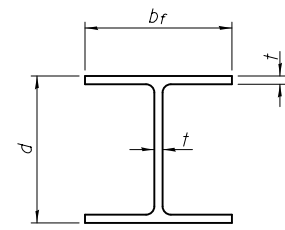
FOOTING PLAN

** Nearby ground elev. ±413.5
 Top of Riprap at pier stem elev. ±415.0



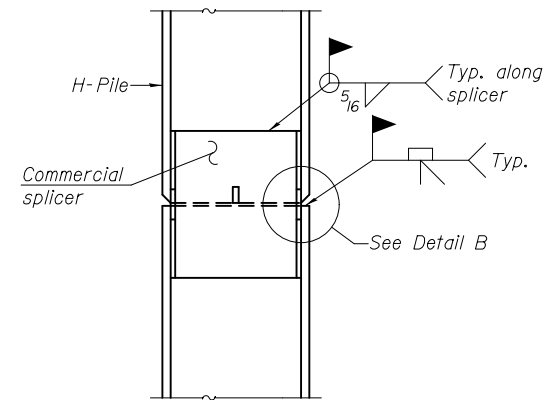
PILE TOP DETAIL

* ±9" extension of rebar length into Stage II assumed.
 Contractor shall adjust the rebar length as required for the Mechanical Splicer selected from the IDOT approved supplier list.

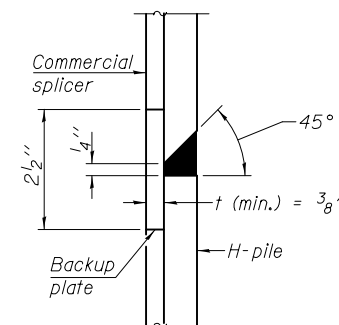


STEEL PILE TABLE

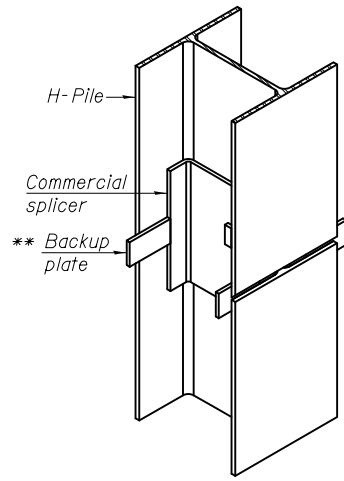
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION

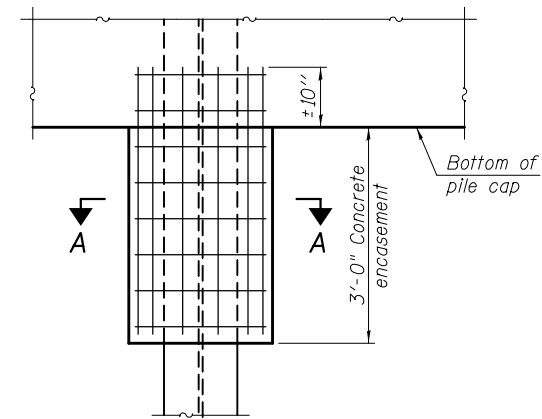


DETAIL "B"



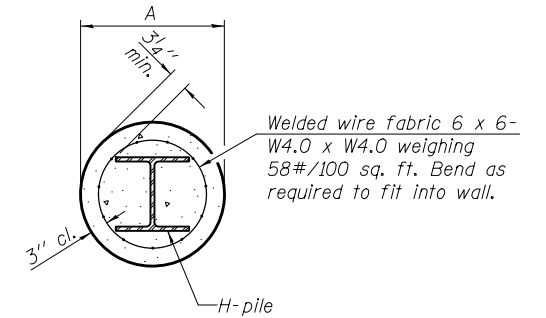
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



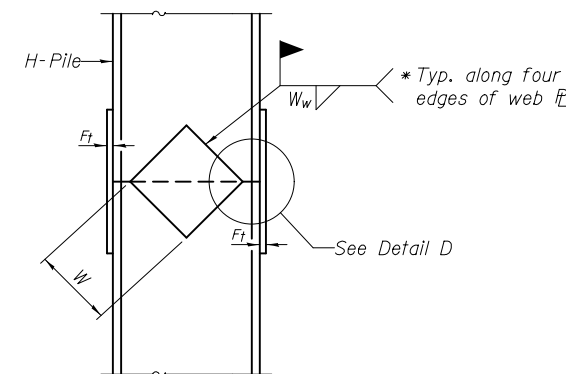
ELEVATION

PILE ENCASEMENT

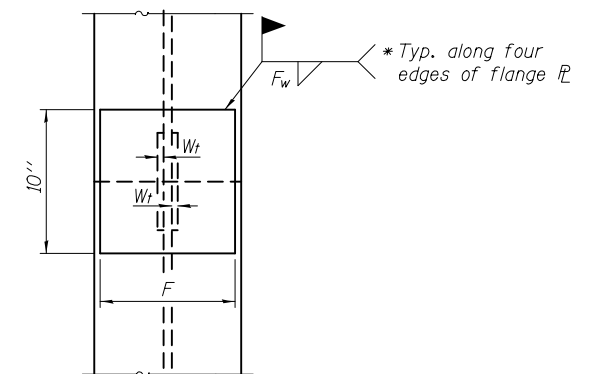


SECTION A-A

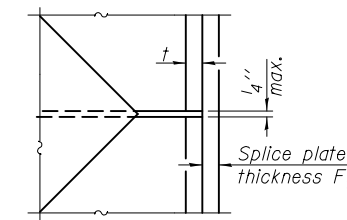
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



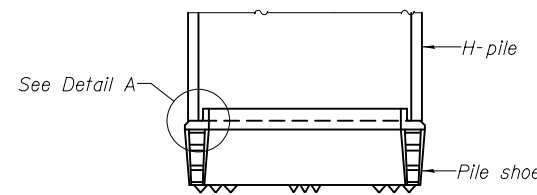
END VIEW



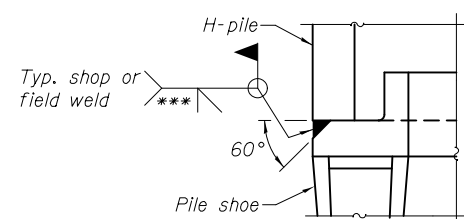
DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	Ft	Fw	W	Wt	Ww
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"

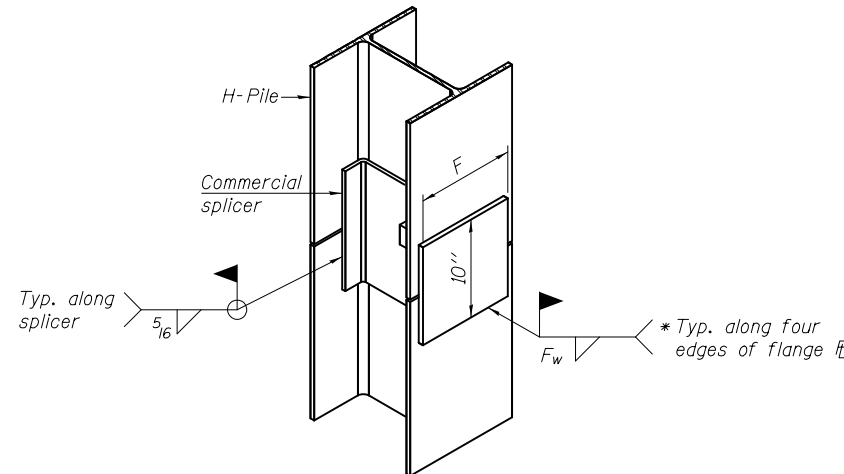


ELEVATION



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.).

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

SDATES - 5 TIMES

F-HP 1-27-12

DESIGNED - Allysia D. Kelley	EXAMINED	DATE - Oct. 3, 2016
CHECKED - Frank W. Sharpe	PASSED	
DRAWN - R. Laughlin		
CHECKED - J.A.K. / D.H.R.		

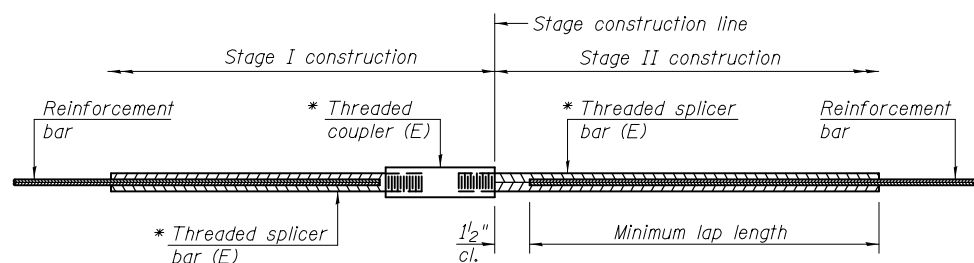
Joanne F. Kelly
ENGINEER OF BRIDGE DESIGN
Carl Perry
ACTING ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 080-0025

SHEET NO. 41 OF 54 SHEETS

F.A.P. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	115
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				

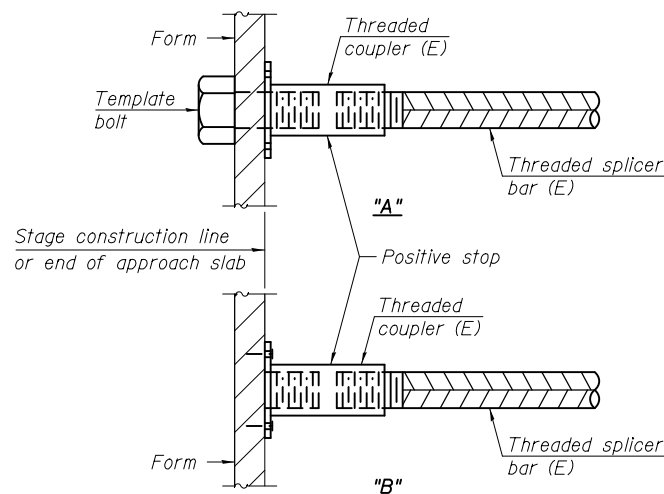


STANDARD BAR SPLICER ASSEMBLY

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

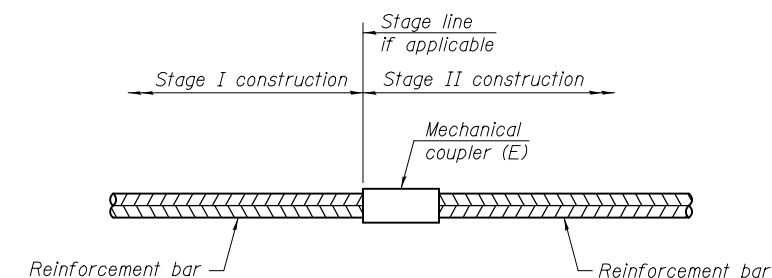
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Slab Top	#5	1,421	3'-0"
Slab Bottom	#5	853	3'-0"
Slab Finger R	#5	2	3'-0"
Approach Slab Footing	#5	80	3'-2"
Approach Slab Top	#4	50	2'-8"
Approach Slab Bottom	#5	92	3'-0"
Abutments Cap	#4	32	2'-11"
Abutments Backwall	#5	28	3'-7"
Abutments Hatch block	#6	8	4'-0"
Abutments Cap	#9	52	7'-1"
Pier 1 Wall & Footing	#5	42	3'-7"
Pier 1 Cap	#7	9	5'-0"
Pier 2 Wall	#5	32	3'-7"
Pier 2 Footing	#6	48	4'-4"
Pier 2 Cap	#7	9	5'-0"
Pier 3 Wall	#5	32	3'-7"
Pier 3 Footing	#6	48	4'-0"
Pier 3 Cap	#7	9	5'-0"
Pier 4 Wall & Footing	#5	46	3'-7"
Pier 4 Cap	#7	9	5'-0"



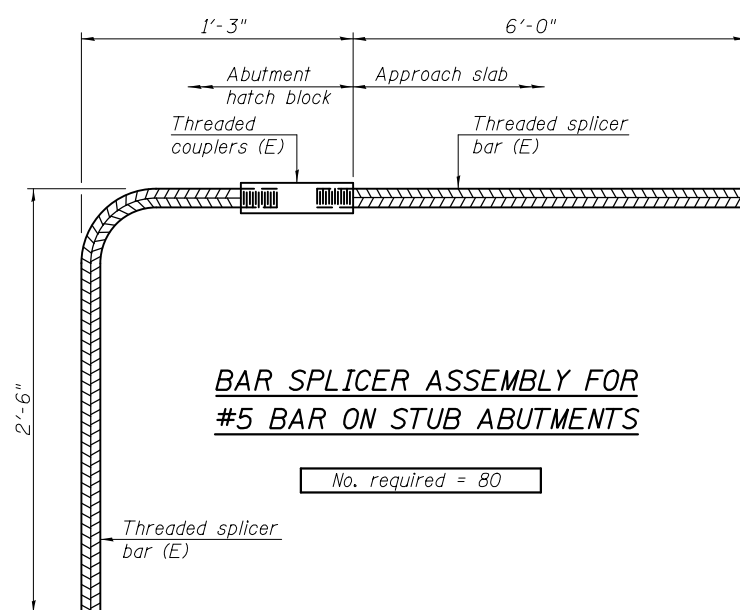
INSTALLATION AND SETTING METHODS

"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
Pier 1 Wall (horiz.)	#5	36
Pier 1 Wall (vert.)	#6	112
Pier 2 Wall (horiz.)	#5	54
Pier 2 Wall (vert.)	#8	180
Pier 3 Wall (horiz.)	#5	54
Pier 3 Wall (vert.)	#10	198
Pier 4 Wall (horiz.)	#5	36
Pier 4 Wall (vert.)	#6	112



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 80

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.

SDATES \$TIMES

BSD-1

6-8-15

DESIGNED - J.A.K. / D.H.R.
 CHECKED - D.H.R. / J.A.K.
 DRAWN - R. Laughlin
 CHECKED - J.A.K. / D.H.R.

EXAMINED
 PASSED
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - Oct. 3, 2016
 REVISED
 REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

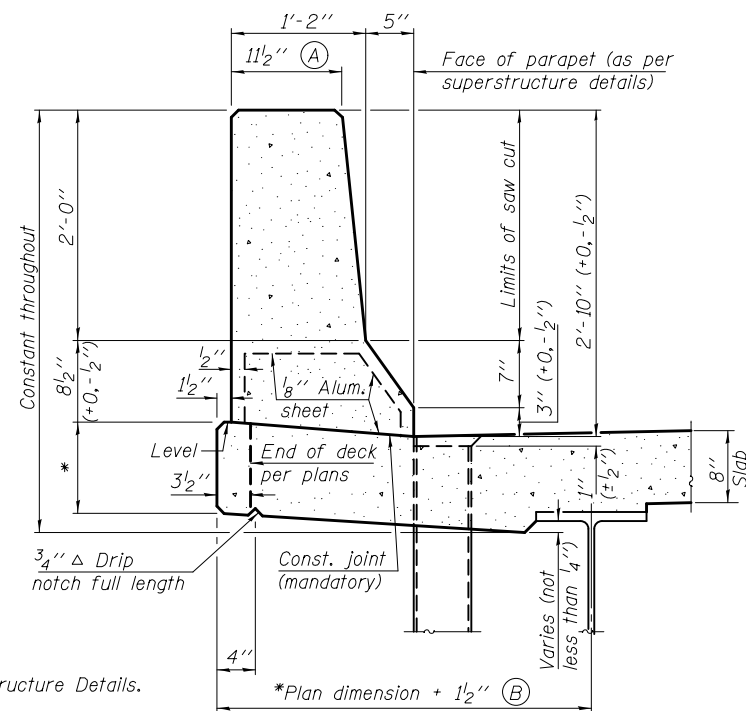
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 080-0025

SHEET NO. 42 OF 54 SHEETS

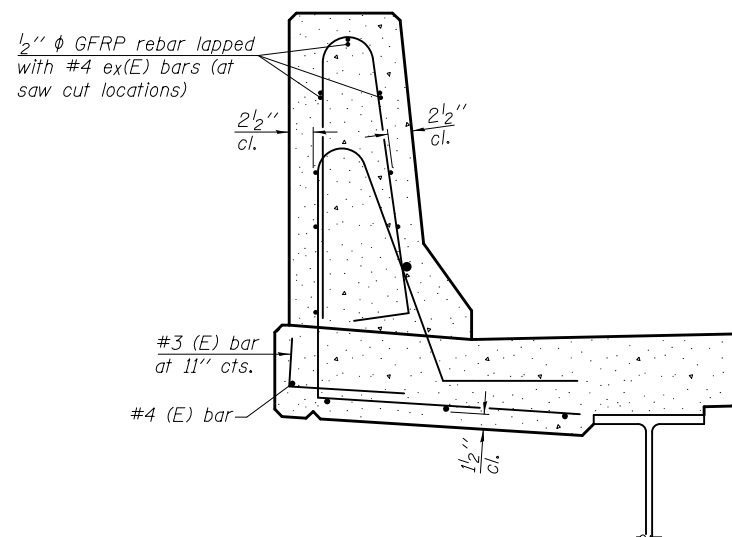
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	116
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler. Steel superstructure shown. Other superstructure types similar.

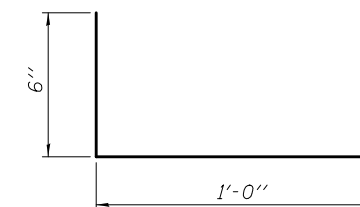


34" F SHAPE PARAPET SECTION
(Showing dimensions)

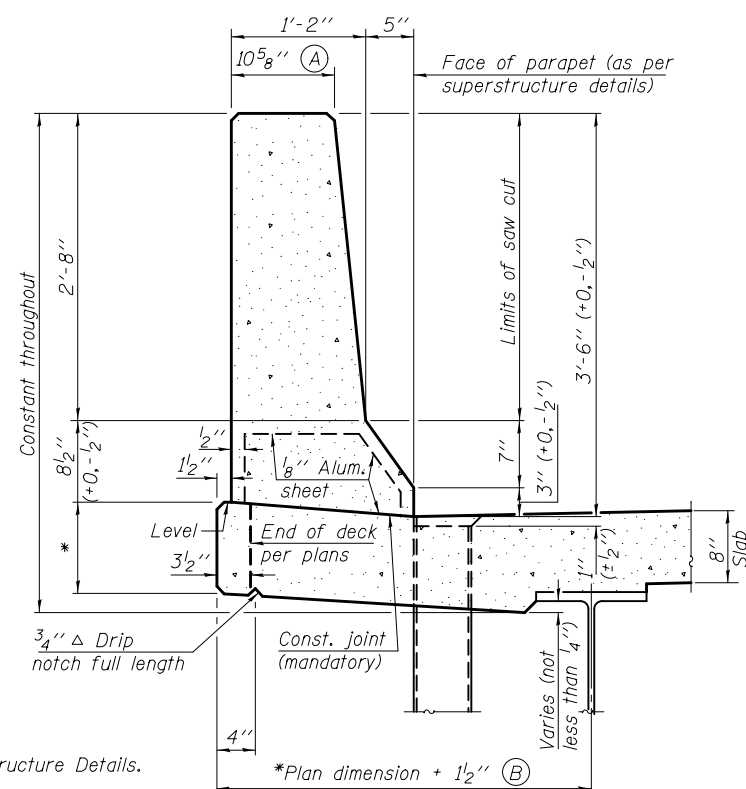


SECTION

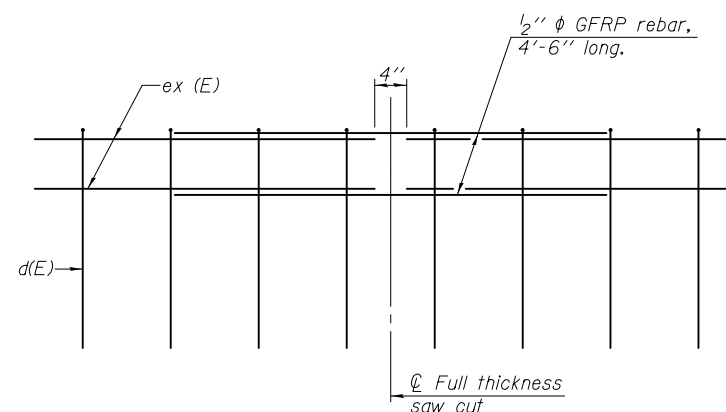
(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



#3 (E) BAR

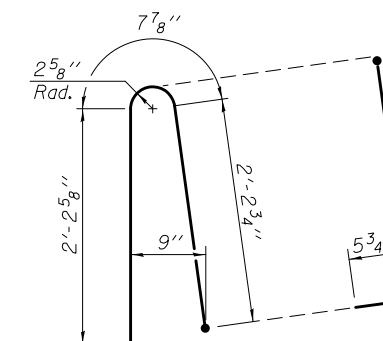


42" F SHAPE PARAPET SECTION
(Showing dimensions)

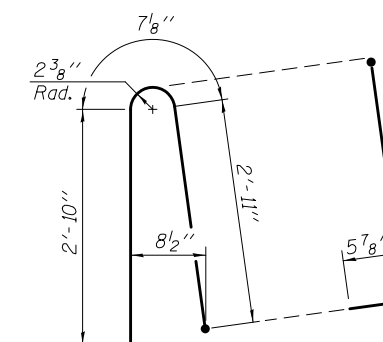


GFRP REBAR STIFFENING DETAIL

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



ALTERNATE BAR d(E)
(For 34" parapet when conduit is present)



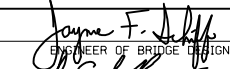
ALTERNATE BAR d(E)
(For 42" parapet when conduit is present)

SFP 34-42

8-16-12

SDATES \$TIMES

DESIGNED - Allysia D. Kelley	EXAMINED	DATE - Oct. 3, 2016
CHECKED - Frank W. Sharpe	PASSED	
DRAWN - R. Laughlin		
CHECKED - A.D.K. / F.W.S.		


 Joanne F. J. Kelly
 ENGINEER OF BRIDGE DESIGN
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

REVISOR	REVISION


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 080-0025**

SHEET NO. 43 OF 54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	117
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				

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Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 10/29/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer

SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM


COUNTY Richland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. <u>080-0025</u>	DEPTH	BULGE	UCS	MOISTURE	Surface Water Elev. <u>408.47</u> ft			
Station <u>1324+30</u>					Stream Bed Elev. <u>401.97</u> ft			
BORING NO. <u>2 (Pier 1)</u>					Groundwater Elev.:			
Station <u>1321+51</u>					First Encounter <u>396.2</u> ft			
Offset <u>24.0ft Lt</u>					Upon Completion <u>407.2</u> ft			
Ground Surface Elev. <u>413.16</u> ft					After <u>24</u> Hrs. <u>408.2</u> ft			

Description	DEPTH (ft)	BULGE (in)	UCS (tsf)	MOISTURE (%)
Dense, wet, gray, fin grained, SAND, 7% passing #200 sieve. (continued)	23			18
	22			
	-85			
	323.66			
Very dense, damp, gray, SANDY CLAY TILL w/ many Sandstone fragments.	-90	50/4"		9
		50/4"		
		50/4"		
	320.66			
Hard, damp, gray, SILTY CLAY SHALE.	24			
Borehole continued with rock coring.	319.66	50/5"	4.6	14
		50/1"	S	
	-95			
	-100			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, Form 137 (Rev. 8-99)

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Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Date 10/29/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer

SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM

COUNTY Richland CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. <u>080-0025</u>	CORING BARREL TYPE & SIZE <u>NW, conv dbl bbl, split inner</u>	DEPTH	CORRECTION	RECOVERY	R.Q.D.	CORE TIME	STRENGTH
Station <u>1324+30</u>	Core Diameter <u>2.06</u> in						
BORING NO. <u>2 (Pier 1)</u>	Top of Rock Elev. <u>320.66</u> ft						
Station <u>1321+51</u>	Begin Core Elev. <u>319.66</u> ft						
Offset <u>24.0ft Lt</u>							
Ground Surface Elev. <u>413.16</u> ft							

Description	DEPTH (ft)	CORRECTION (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray, severely weathered, SANDY CLAY SHALE.	319.66	B2C1	37	8	2	
	318.46					
Gray, severely weathered, SANDSTONE.	-95					
		B2C2	100	32	2.2	
Core B2C1 from 100.3' to 100.7' depth = 187.0 tsf Qu.	-100					
Core B2C2 from 101.6' to 102.1' depth = 136.2 tsf Qu.						
Extent of exploration.	309.66					
	-105					
Benchmark: Located on top of abutment in SE corner of existing structure 080-0001, NGS brass tablet "P294" = 424.19' elevation.	-110					

Color pictures of the cores Available on request
Cores will be stored for examination until 10/29/17
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RQD is the ratio of the total length of sound core specimens >4" to total length of core run BBS, Form 138 (Rev. 8-99)

SDATES \$TIMES

DESIGNED - Allysia D. Kelley	EXAMINED - 	DATE - Oct. 3, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 080 - 0025	SHEET NO. 46 OF 54 SHEETS
CHECKED - Frank W. Sharpe	PASSED - 	REVISED			
DRAWN - R. Laughlin	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			
CHECKED - J.A.K.					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	120
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				

Page 1 of 4

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 10/16/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer

SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM

COUNTY Richland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO.	Station	DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)	Surface Water Elev.	Stream Bed Elev.	DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)
080-0025	1324+30					408.47	401.97				
BORING NO. <u>4 (Pier 2)</u>						Groundwater Elev.:					
Station <u>1323+70</u>						First Encounter <u>398.3</u> ft					
Offset <u>40.0</u> ft Lt						Upon Completion <u>404.8</u> ft					
Ground Surface Elev. <u>412.81</u> ft						After <u>24</u> Hrs. <u>406.8</u> ft					
Very soft, very damp, brown, SILTY CLAY LOAM.						Soft, damp, gray, SANDY CLAY LOAM. (continued)					
						390.81		1	0.4	21	
		0						1			
		1	0.1	30				2		23	
		1	PP					1			
Very soft, very damp, gray, SILTY LOAM.						8% passing #200 sieve.					
		408.31						-25	1		24
		-5	0					1			
		1	0.1	30				1			
		1	PP								
No recovery.						No recovery.					
		0						3			
		0	0.16	30				5			
		1	B					6			
2% passing #200 sieve.						2% passing #200 sieve.					
		-10	0					9			15
		0	0.12	28				8			
		1	B					11			
No recovery this trip, wood piece stuck in sampler shoe.						Hard, damp, gray, CLAY LOAM TILL.					
		0						42			8
		1	0.08	29				40	5.8		
		1	B					50/4"	B		
Stiff, damp, gray, CLAY LOAM.						Hard, damp, gray, CLAY LOAM TILL.					
		395.81						-35			
		-15	0					40			
		1						50/4"			
		1		144							
Stiff, damp, gray, CLAY LOAM.						Hard, damp, gray, CLAY LOAM TILL.					
		393.31						42			
		-20	1					40			
		1	1.5	27				50/4"	B		
		1	B								
372.81						372.81					
		-40						38			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, Form 137 (Rev. 8-99)

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Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 10/16/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer

SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM

COUNTY Richland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO.	Station	DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)	Surface Water Elev.	Stream Bed Elev.	DEPTH (ft)	BLOWS (/6")	UCS (tsf)	MOIST (%)
080-0025	1324+30					408.47	401.97				
BORING NO. <u>4 (Pier 2)</u>						Groundwater Elev.:					
Station <u>1323+70</u>						First Encounter <u>398.3</u> ft					
Offset <u>40.0</u> ft Lt						Upon Completion <u>404.8</u> ft					
Ground Surface Elev. <u>412.81</u> ft						After <u>24</u> Hrs. <u>406.8</u> ft					
Hard, damp, gray, CLAY LOAM TILL.						Hard, damp, gray, CLAY LOAM TILL. (continued)					
			50/5"	+4.5	10			35	5.2	11	
			50/4"	PP				47	S		
8% passing #200 sieve.						8% passing #200 sieve.					
		-45	15					-65			
		25									
		35	+4.5	10							
		1	PP								
Hard, damp, gray, SANDY CLAY LOAM TILL.						Soft, very damp, gray, SANDY LOAM.					
		363.31						343.31			
		-50	19					-70	2		17
		46	5.0	10				1	0.3		
		50/4"	S					1	B		
Stiff, damp, gray, CLAY LOAM.						Soft, very damp, gray, SANDY LOAM.					
		-55						-75			
		1									
		1									
353.31						333.31					
		-60	15					-80	50		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, Form 137 (Rev. 8-99)

SDATES \$TIMES

DESIGNED - Allysia D. Kelley	EXAMINED - <i>Joanne F. J...</i>	DATE - Oct. 3, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 080 - 0025	F.A.P. RTE. 327	SECTION (7-2)BR	COUNTY RICHLAND	TOTAL SHEETS 147	SHEET NO. 122	
CHECKED - Frank W. Sharpe	PASSED - <i>Carl...</i>	REVISED			CONTRACT NO. 74439					
DRAWN - R. Laughlin	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 48 OF 54 SHEETS					
CHECKED - J.A.K.					ILLINOIS FED. AID PROJECT					



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 3 of 4

Date 10/16/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer

SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM

COUNTY Richland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 080-0025
Station 1324+30
BORING NO. 4 (Pier 2)
Station 1323+70
Offset 40.0ft Lt
Ground Surface Elev. 412.81 ft

Surface Water Elev. 408.47 ft
Stream Bed Elev. 401.97 ft
Groundwater Elev.:
First Encounter 398.3 ft
Upon Completion 404.8 ft
After 24 Hrs. 406.8 ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNIFORMITY COEFFICIENT (Cu)	MOISTURE (%)	DESCRIPTION
332.11	50/4"	1.4	10	Stiff, damp, gray, SANDY CLAY TILL. (continued)
	50/4"	S		Very dense, moist, gray, SANDSTONE.
324.81	50/2"		4	Borehole continued with rock coring.
	50/1"			
	50/2"			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, Form 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Page 4 of 4

Date 10/16/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer

SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM

COUNTY Richland CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. 080-0025
Station 1324+30
BORING NO. 4 (Pier 2)
Station 1323+70
Offset 40.0ft Lt
Ground Surface Elev. 412.81 ft

CORING BARREL TYPE & SIZE NW, conv dbl bbl, split inner
Core Diameter 2.06 in
Top of Rock Elev. 325.31 ft
Begin Core Elev. 324.81 ft

DEPTH (ft)	CORE LENGTH (#)	RECOVERY (%)	RQD (%)	CORE DIAMETER (min/ft)	STRENGTH (tsf)	DESCRIPTION
324.81	B4C1	76	25	2.2		Gray, moderately weathered, SANDSTONE. Rock core B4C1 from 88.5' to 89.0' depth = 290.1 tsf Qu.
-90						
321.61						Gray, SILTY CLAY SHALE.
319.81	B4C2	100	88	1.8		Gray, moderately weathered, SANDSTONE.
-95						
314.81						Rock core B4C2 from 97.5' to 98.0' depth = 279.4 tsf Qu.
						Extent of exploration.
-100						
-105						

Color pictures of the cores Available on request
Cores will be stored for examination until 10/16/17
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RQD is the ratio of the total length of sound core specimens >4" to total length of core run BBS, Form 138 (Rev. 8-99)

SDATES \$TIMES

DESIGNED - Allysia D. Kelley
CHECKED - Frank W. Sharpe
DRAWN - R. Laughlin
CHECKED - J.A.K.

EXAMINED *Joanne F. Kelly*
PASSED *Carl Berger*
ACTING ENGINEER OF BRIDGES AND STRUCTURES


DATE - Oct. 3, 2016
REVISED
REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS
STRUCTURE NO. 080 - 0025**
SHEET NO. 49 OF 54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	123
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				

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Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 10/31/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer


SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM

COUNTY Richland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. <u>080-0025</u>	D	B	U	M	Surface Water Elev. <u>408.47</u> ft			
Station <u>1324+30</u>	E	L	C	O	Stream Bed Elev. <u>401.97</u> ft			
BORING NO. <u>5 (Pier 3)</u>	P	O	S	I	Groundwater Elev.:			
Station <u>1324+85</u>	T	W	Qu	S	<input checked="" type="checkbox"/> First Encounter <u> </u> ft			
Offset <u>25.0ft Rt</u>	H	S		T	<input checked="" type="checkbox"/> Upon Completion <u>411.9</u> ft			
Ground Surface Elev. <u>411.92</u> ft		H			<input checked="" type="checkbox"/> After <u>24</u> Hrs. <u>408.9</u> ft			
		(ft)	/6"	(tsf)	(%)			
331.12		18		10				
Brown, SANDY LOAM w/ Gravel.		19						
-85								
325.92								
Very dense, moist, gray, SANDY CLAY SHALE.								
-95								
321.92		50/1"		9				
Borehole continued with rock coring.		50/1"						
		50/1"						
-95								
-100								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, Form 137 (Rev. 8-99)

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Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Date 10/31/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer

SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM

COUNTY Richland CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. <u>080-0025</u>	CORING BARREL TYPE & SIZE <u>NW, conv dbl bbl, split inner</u>	D	C	R	C	R	C	S
Station <u>1324+30</u>		E	O	O	O	O	O	T
BORING NO. <u>5 (Pier 3)</u>	Core Diameter <u>2.06</u> in	P	R	R	R	R	R	R
Station <u>1324+85</u>	Top of Rock Elev. <u>322.42</u> ft	T	E	E	E	E	E	E
Offset <u>25.0ft Rt</u>	Begin Core Elev. <u>321.92</u> ft	H	H	H	H	H	H	H
Ground Surface Elev. <u>411.92</u> ft								
		(ft)	(#)	(%)	(%)	(min/ft)	(tsf)	
Gray w/ black layers, slightly weathered, SANDSTONE.	321.92	B5C1	82	72	1.9			
Rock core B5C1 from 92.0' to 92.5' depth = 247.1 tsf Qu.								
318.12								
Gray, moderately weathered, SANDY CLAY SHALE.	-95							
316.12		B5C2	99	72	1.4			
Gray, slightly weathered, SANDSTONE.	316.12							
Rock core B5C2 from 98.0' to 98.5' depth = 198.0 tsf Qu.								
311.92-100								
Extent of exploration.								
Benchmark: Located on top of abutment in SE corner of existing structure 080-0001, NGS brass tablet "P294" = 424.19' elevation.								
-105								
-110								

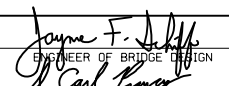
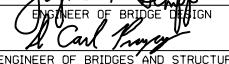
Color pictures of the cores Available on request

Cores will be stored for examination until 10/31/17

The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

RQD is the ratio of the total length of sound core specimens >4" to total length of core run BBS, Form 138 (Rev. 8-99)

SDATES \$TIMES

DESIGNED - Allysia D. Kelley	EXAMINED - 	DATE - Oct. 3, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 080 - 0025	SHEET NO. 51 OF 54 SHEETS
CHECKED - Frank W. Sharpe	PASSED - 	REVISED			
DRAWN - R. Laughlin	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			
CHECKED - J.A.K.					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	125
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 3

Date 10/30/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer

SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM

COUNTY Richland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 080-0025
Station 1324+30
BORING NO. 6
Station 1325+99
Offset 25.0ft Lt
Ground Surface Elev. 413.09 ft

DEPTH (ft)	BULGE (in)	UCS (tsf)	MOISTURE (%)
0			
1	0.4		
1	B		
5			
1	0.3		
1	B		
0			
1	0.2		
1	B		
10			
1	0.2		
1	B		
401.09			
1			
0	0.5		
1	B		
398.59			
15	2		
3	2.2		
4	S		
1			
2	1.3		
2	BS		
393.59			
20	1		

Surface Water Elev. 408.47 ft
Stream Bed Elev. 401.97 ft
Groundwater Elev.:
First Encounter 396.1 ft
Upon Completion 413.1 ft
After 24 Hrs. 410.1 ft

DEPTH (ft)	DESCRIPTION	BULGE (in)	UCS (tsf)	MOISTURE (%)
0	Soft, damp, brown, SILTY CLAY.			
1	Medium, damp, gray, SILTY LOAM. (continued)	1	0.7	32
2		2	B	
391.09				
0	Very loose, wet, gray, fine grained, SAND. 5% passing #200 sieve.	0		21
1		1		
408.59				
5	Very soft, very damp, brown marbled gray, SILT.	5		23
1		1		
1	2% passing #200 sieve.	1		
386.09				
0	Stiff, damp, gray w/ blue specks, SANDY LOAM TILL.	15		14
1		33	1.9	
1		43	S	
30		30		
382.29				
10	Hard, damp, gray, CLAY LOAM TILL.	47	1.0	18
1		50/5"	S	
401.09				
1	Soft, damp, brown marbled gray, SILTY LOAM.	1		26
0		0	0.5	
1		1	B	
398.59				
15	Stiff, damp, gray, SILTY CLAY.	15		30
3		3	2.2	
4		4	S	
1		1		41
2		2	1.3	
2		2	BS	
393.59				
20		20	1	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, Form 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 3

Date 10/30/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer

SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM

COUNTY Richland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 080-0025
Station 1324+30
BORING NO. 6
Station 1325+99
Offset 25.0ft Lt
Ground Surface Elev. 413.09 ft

DEPTH (ft)	BULGE (in)	UCS (tsf)	MOISTURE (%)
50/5"			
50	11.5		
9	B		
368.59			
26			
41	9.6		
50/3"	S		
10			
24			
32	8.7		
42	S		
343.59			
6			
16	0.5		
22	S		
25			
323.59			
223.39	50/2"		
90	50/1"		
6	50/1"		
75			
55			
34	7.4		
50/5"	S		
9			
353.59			
60	11		

Surface Water Elev. 408.47 ft
Stream Bed Elev. 401.97 ft
Groundwater Elev.:
First Encounter 396.1 ft
Upon Completion 413.1 ft
After 24 Hrs. 410.1 ft

DEPTH (ft)	DESCRIPTION	BULGE (in)	UCS (tsf)	MOISTURE (%)
0	Hard, damp, gray, CLAY LOAM TILL. (continued)	15	4.5	22
17		17	B	
368.59				
26	Hard, damp, gray, SANDY CLAY LOAM TILL.	26		
41		41	9.6	10
50/3"		50/3"	S	
10				
24		24		
32		32	8.7	9
42		42	S	
343.59				
6	Medium, damp, gray, SANDY LOAM.	6		25
16		16	0.5	
22		22	S	
25				
323.59				
223.39	Very dense, moist, gray, SANDY CLAY SHALE.	50/2"		6
90		50/1"		
6	Extent of exploration.	50/1"		
75				
55				
34		34	7.4	9
50/5"		50/5"	S	
9				
353.59				
60	Hard, damp, gray, SILTY CLAY.	60		16

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, Form 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 3 of 3

Date 10/30/12

ROUTE FAP 327 (US 50) DESCRIPTION Big Muddy Creek LOGGED BY E. Sandschafer

SECTION (7-2)BR LOCATION NE, SEC. 23, TWP. 3 N, RNG. 8 E, 3 PM

COUNTY Richland DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 080-0025
Station 1324+30
BORING NO. 6
Station 1325+99
Offset 25.0ft Lt
Ground Surface Elev. 413.09 ft

DEPTH (ft)	BULGE (in)	UCS (tsf)	MOISTURE (%)
22			
29	1.0		
23	B		
323.59			
223.39	50/2"		
90	50/1"		
6	50/1"		
75			
55			
34	7.4		
50/5"	S		
9			
353.59			
60	11		

Surface Water Elev. 408.47 ft
Stream Bed Elev. 401.97 ft
Groundwater Elev.:
First Encounter 396.1 ft
Upon Completion 413.1 ft
After 24 Hrs. 410.1 ft

DEPTH (ft)	DESCRIPTION	BULGE (in)	UCS (tsf)	MOISTURE (%)
0	Medium, damp, gray, SANDY LOAM. (continued)	22	1.0	23
29		29	B	
323.59				
223.39				
90	Very dense, moist, gray, SANDY CLAY SHALE.	50/2"		6
6		50/1"		
75	Extent of exploration.	50/1"		
55				
34		34	7.4	9
50/5"		50/5"	S	
9				
353.59				
60	Hard, damp, gray, SILTY CLAY.	60		16

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, Form 137 (Rev. 8-99)

SDATES \$TIMES

DESIGNED - Allysa D. Kelley
CHECKED - Frank W. Sharpe
DRAWN - R. Laughlin
CHECKED - J.A.K.

EXAMINED *Joanne F. Schaff*
PASSED *Carl Kruger*
ACTING ENGINEER OF BRIDGES AND STRUCTURES

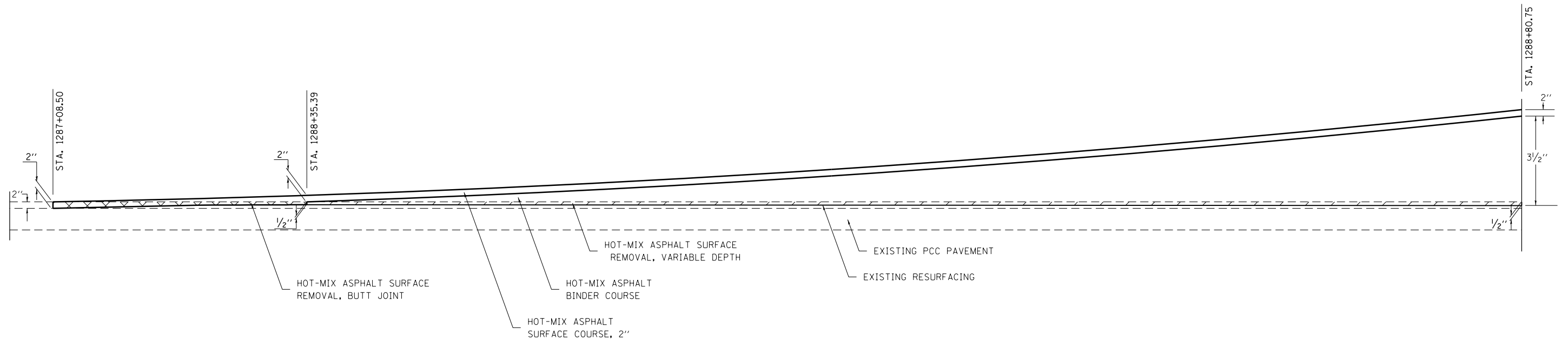
DATE - Oct. 3, 2016
REVISED
REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS
STRUCTURE NO. 080 - 0025**

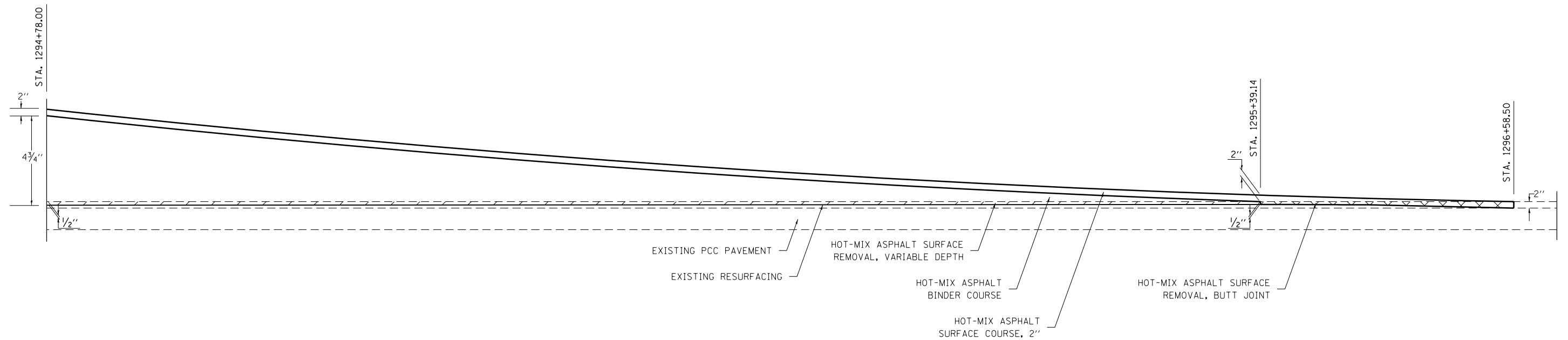
SHEET NO. 52 OF 54 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2)BR	RICHLAND	147	126
CONTRACT NO. 74439			ILLINOIS FED. AID PROJECT	



HMA PROFILE GRADE CHANGE DETAIL

NOTE: NOT TO SCALE



HMA PROFILE GRADE CHANGE DETAIL

NOTE: NOT TO SCALE

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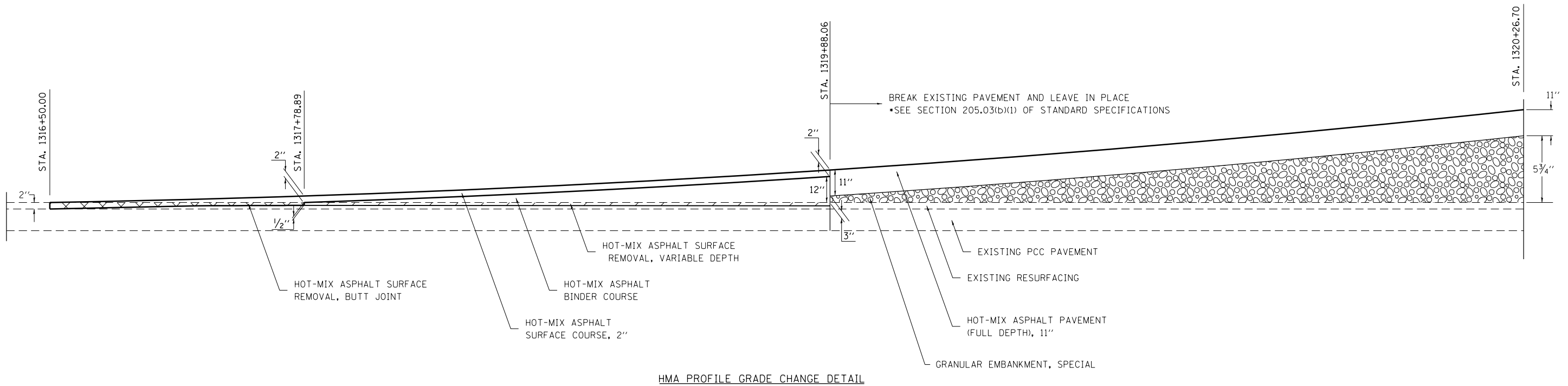
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HMA PROFILE GRADE CHANGE
S.N. 013-0042 (LITTLE MUDDY CREEK)

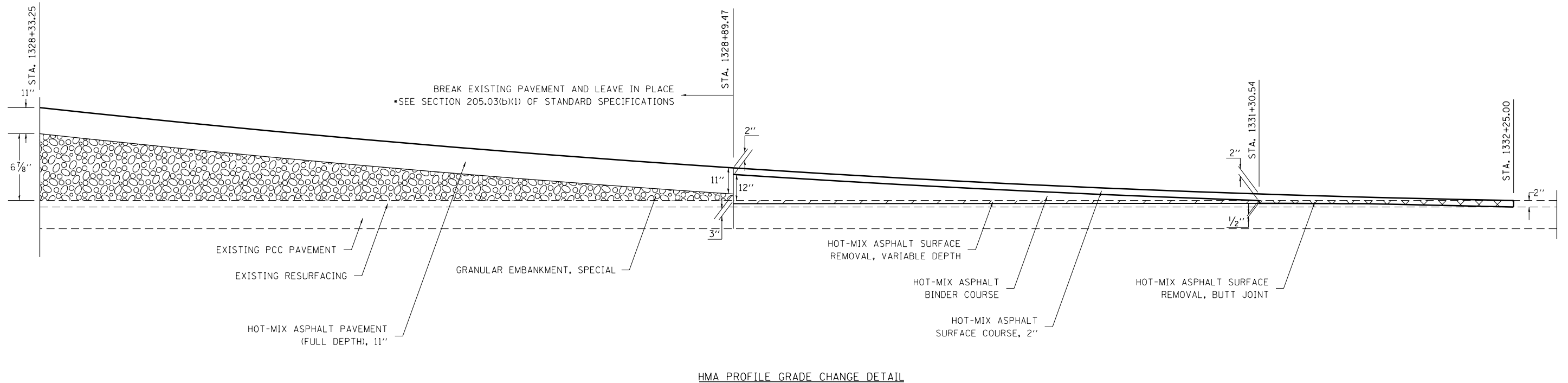
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2B, 7-2BF/B-1)		147	129
CONTRACT NO. 74439				
ILLINOIS FED. AID PROJECT				

• CLAY & RICHLAND

SCALE: N/A SHEET 1 OF 3 SHEETS STA. TO STA.



NOTE: NOT TO SCALE



NOTE: NOT TO SCALE

• CLAY & RICHLAND

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
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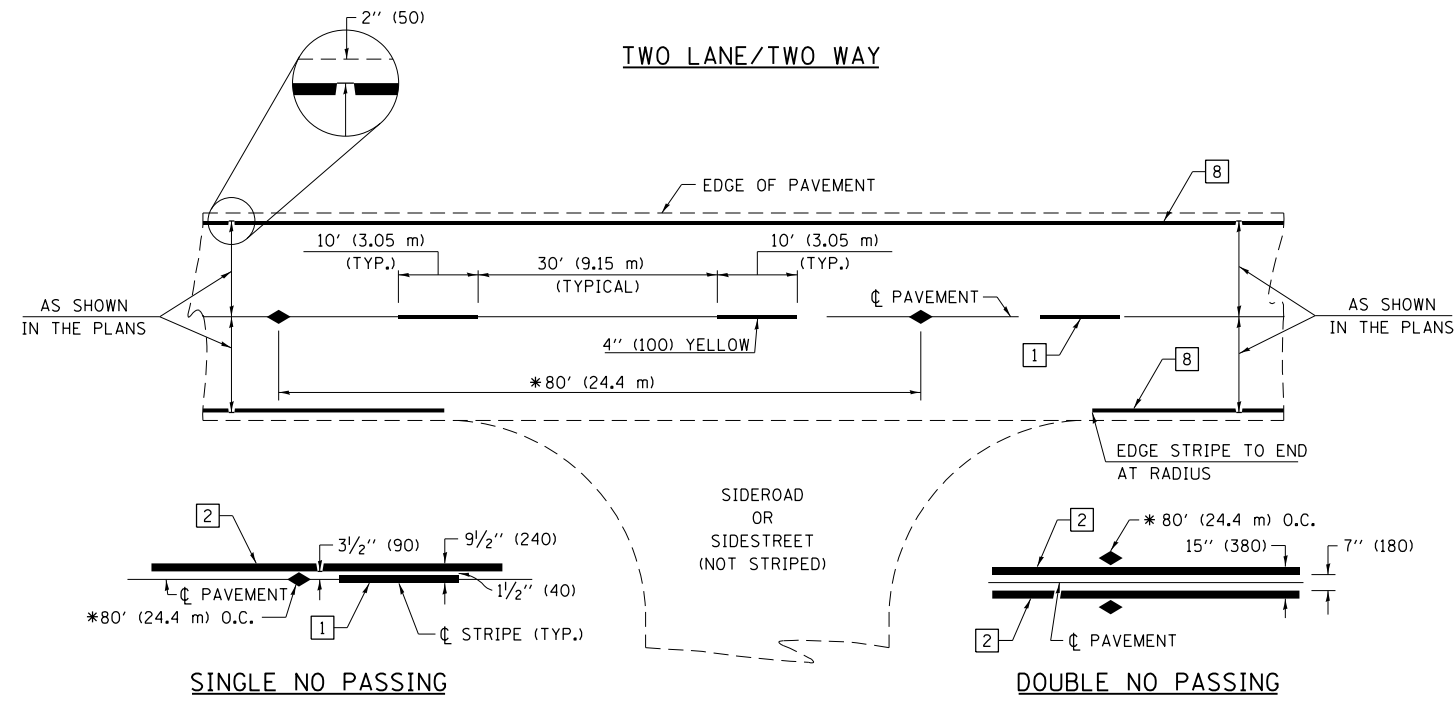
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HMA PROFILE GRADE CHANGE
S.N. 080-0025 (BIG MUDDY CREEK)

SCALE: N/A SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(7-2B, 7-2BF)B-1	•	147	130
CONTRACT NO. 74439				

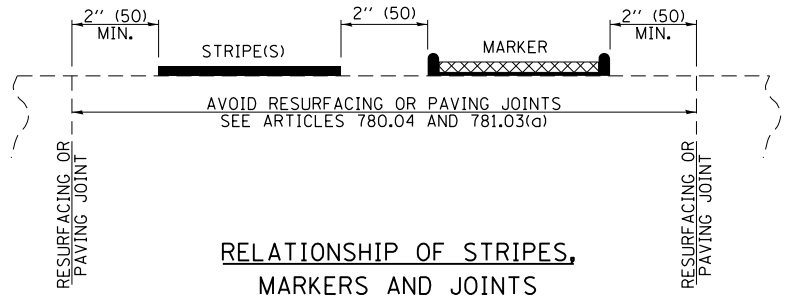
ILLINOIS FED. AID PROJECT



PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 12" (300) SOLID WHITE
- 6 RESERVED
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) PARKING WHITE

* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

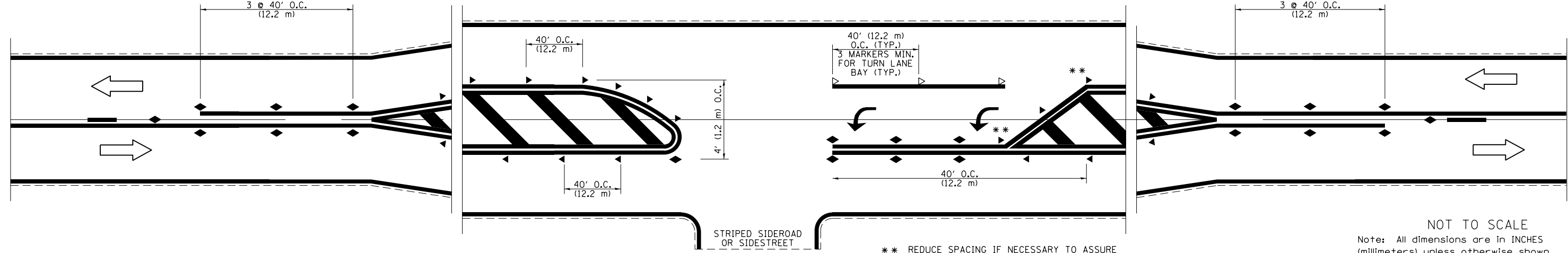


RELATIONSHIP OF STRIPES, MARKERS AND JOINTS

TYPICAL PAVEMENT MARKERS LEGEND

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

RAISED REFLECTIVE PAVEMENT MARKERS



** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

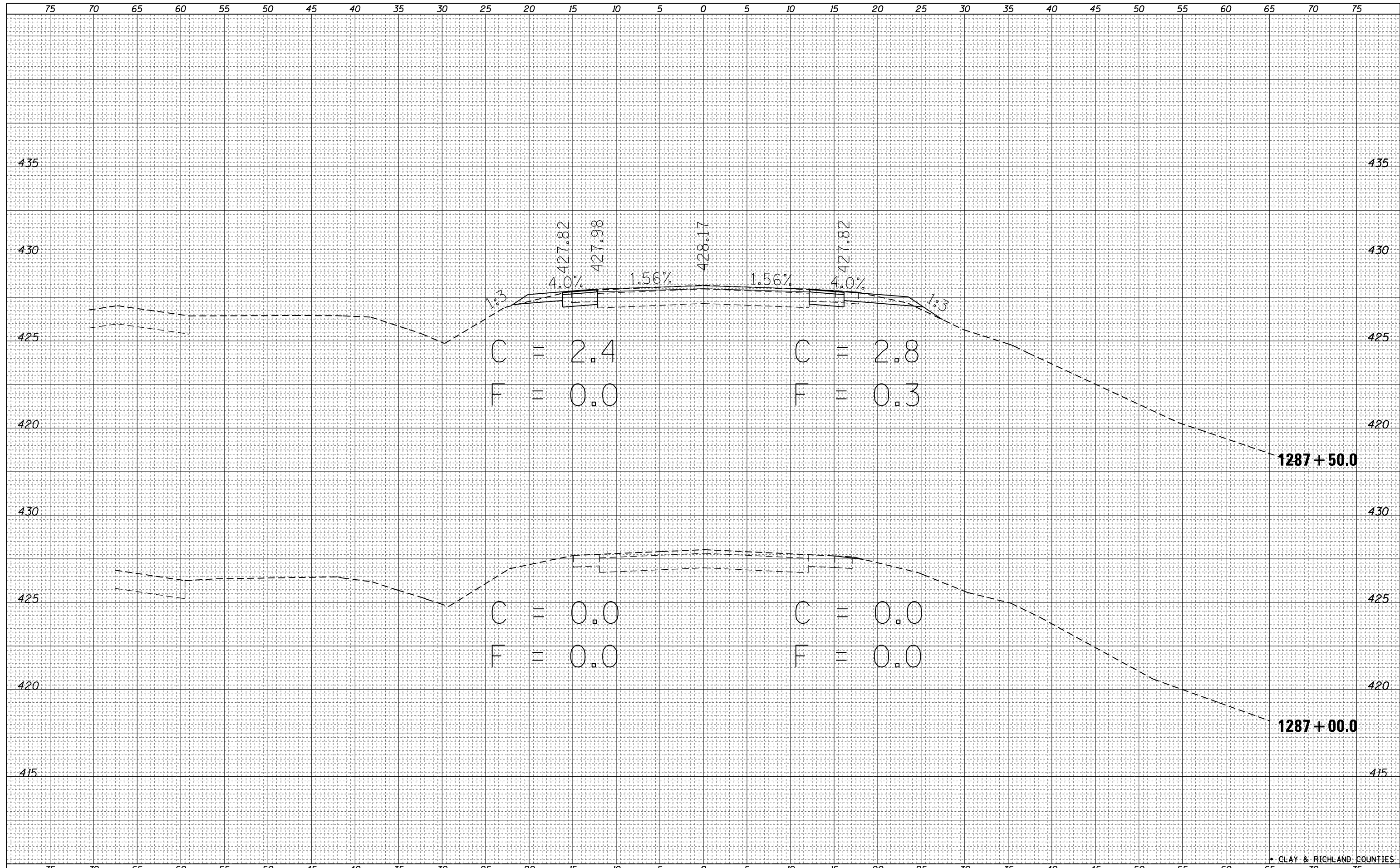
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DISTRICT 7 DETAIL NO. 7800001

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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						ILLINOIS FED. AID PROJECT				

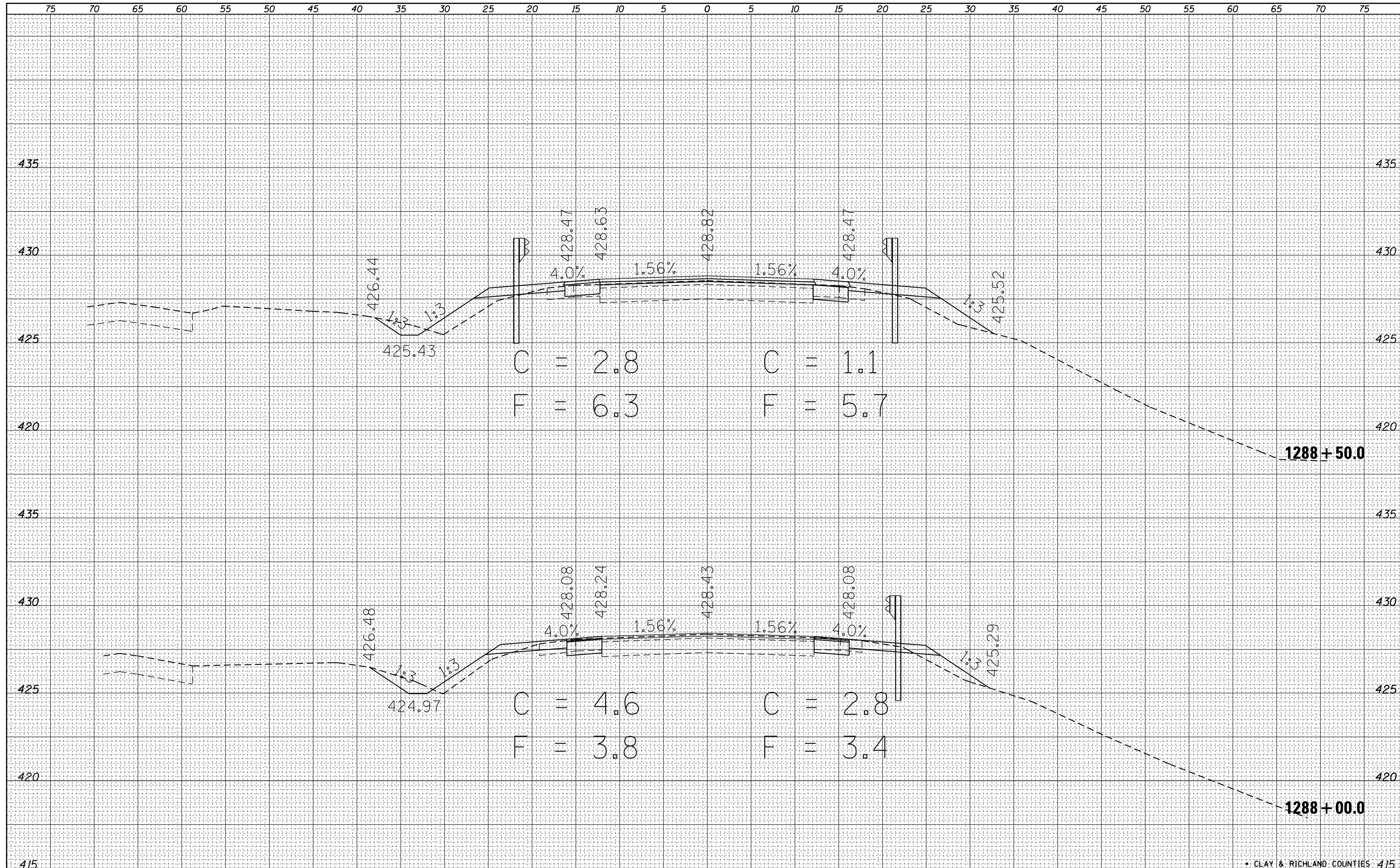
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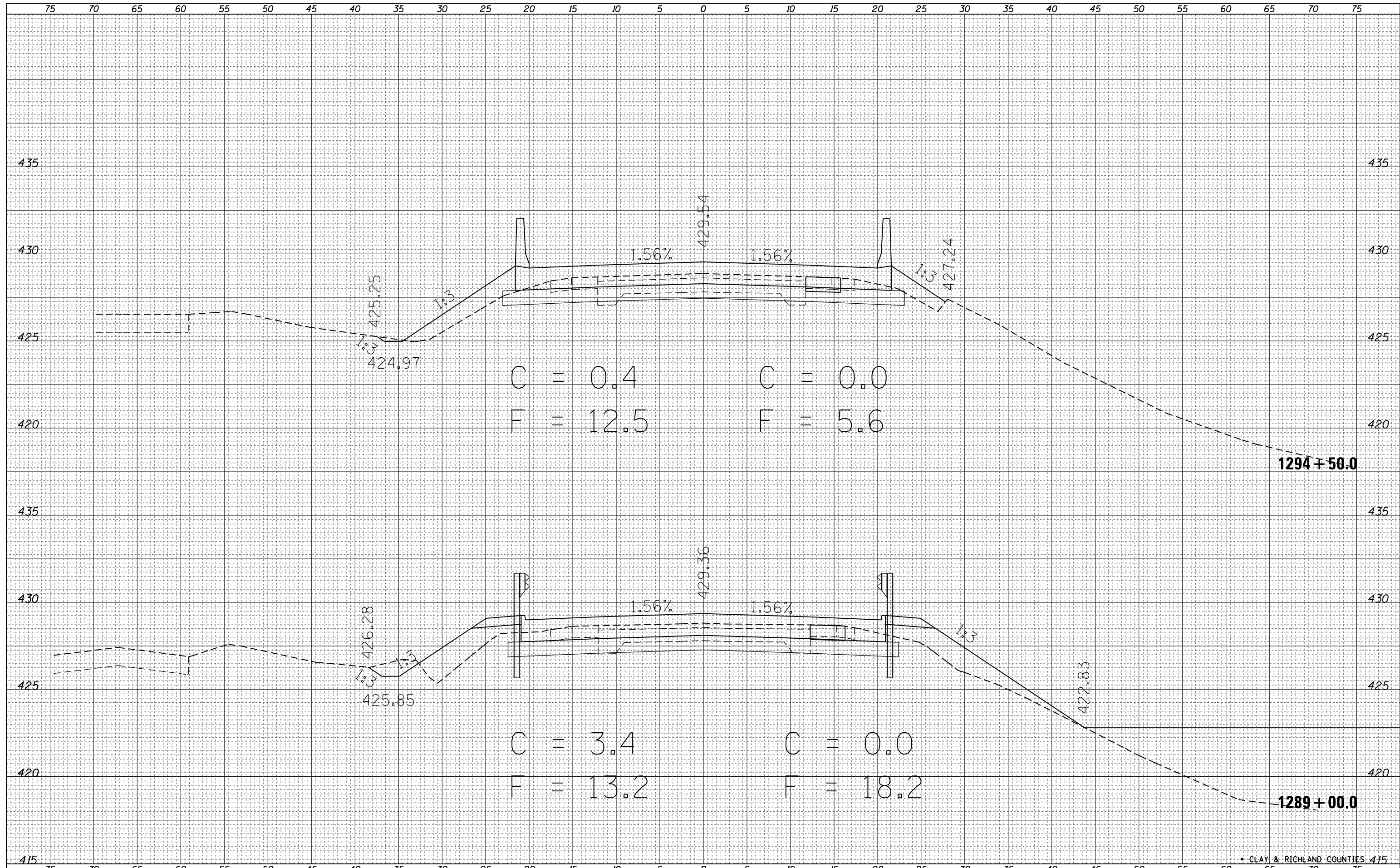
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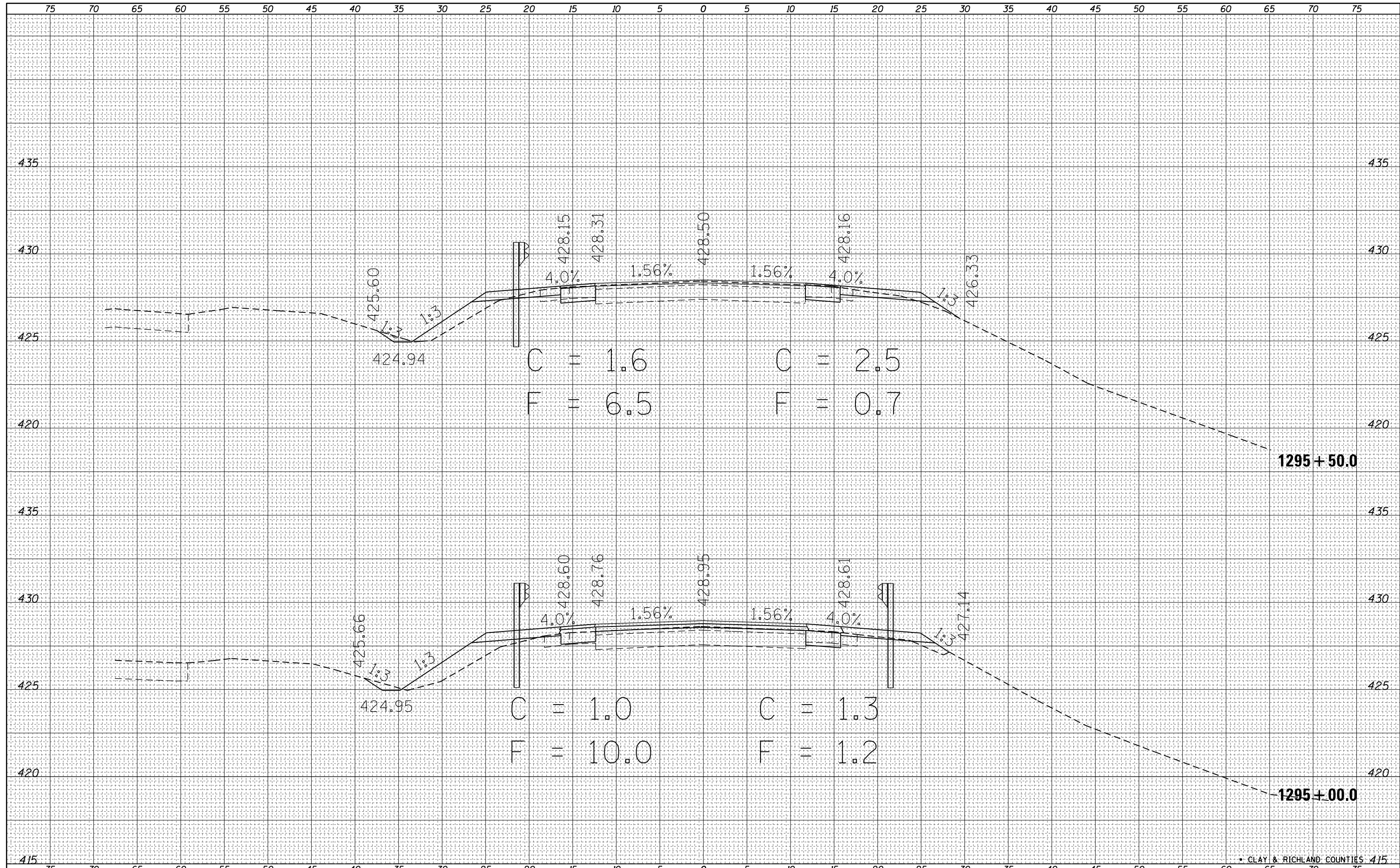
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TEMPLATE	
NOTE BOOK	
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NO.	



C = 1.6
F = 6.5

C = 2.5
F = 0.7

C = 1.0
F = 10.0

C = 1.3
F = 1.2

1295 + 50.0

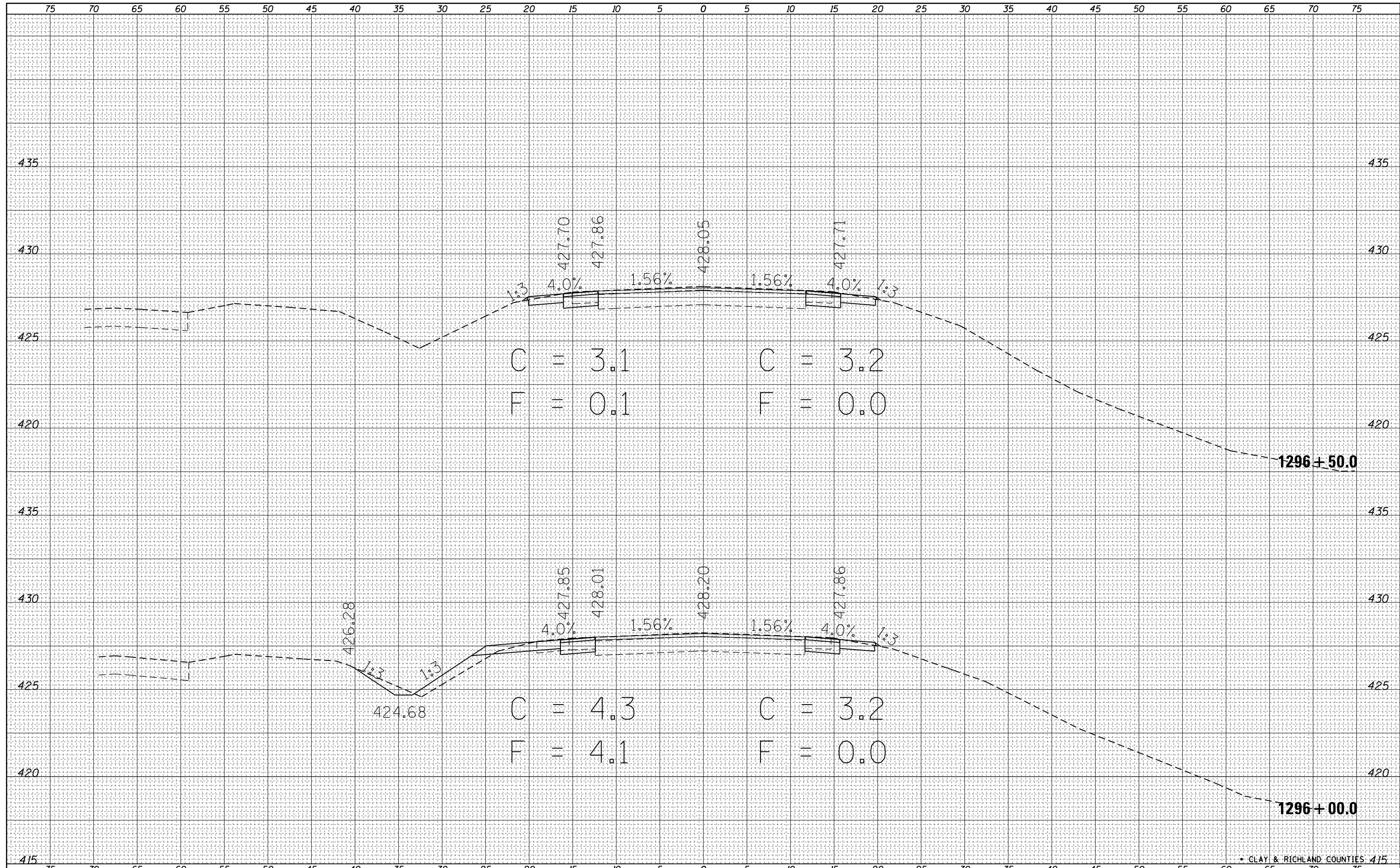
1295 + 00.0

CLAY & RICHLAND COUNTIES 415

FILE NAME =	USER NAME = steffennk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS S.N. 013-0042			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	\\IL084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 7\Projects\74439\CADD\Drawings\74439-shr-LittleMuddy\sh	CHECKED -	REVISED -					327	(7-2B, 7-2BF)B-1		147	135
	PLOT SCALE = 10.0000' / in.	DATE -	REVISED -					CONTRACT NO. 74439				
	PLOT DATE = 8/3/2016							SCALE: 5H:2V	SHEET 4 OF 6 SHEETS	STA. 1295+00.0 TO STA. 1295+50.0	ILLINOIS FED. AID PROJECT	

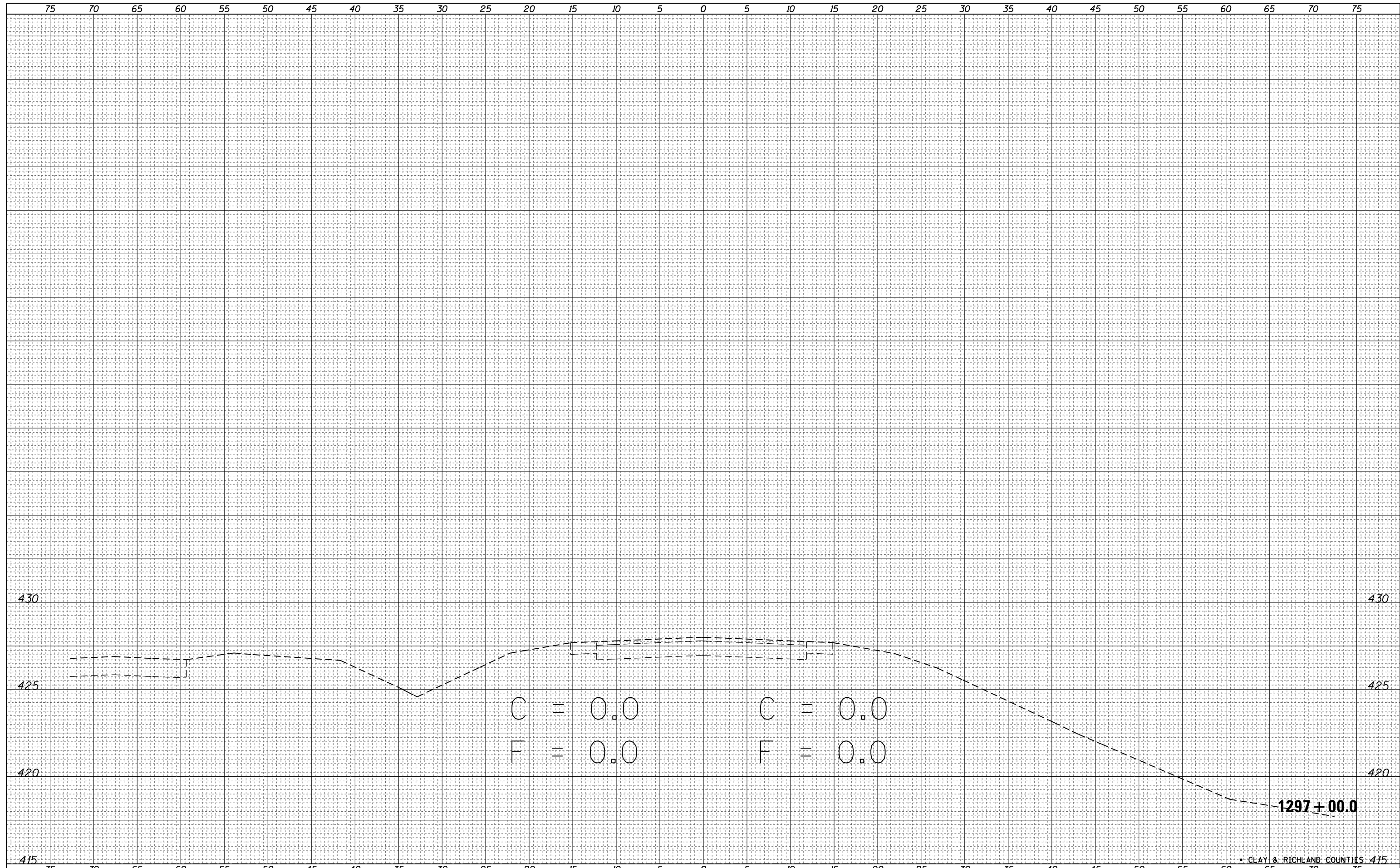
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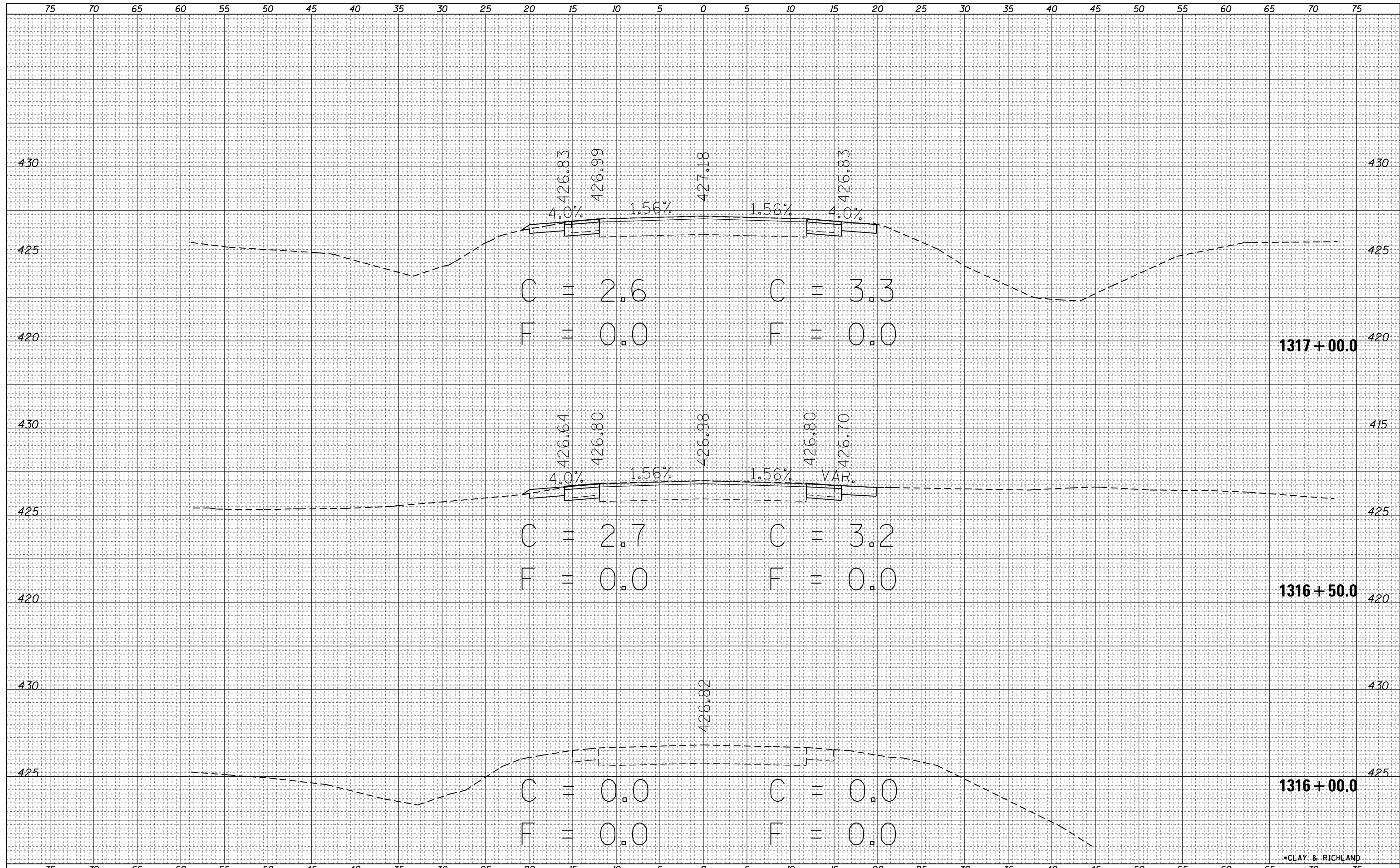
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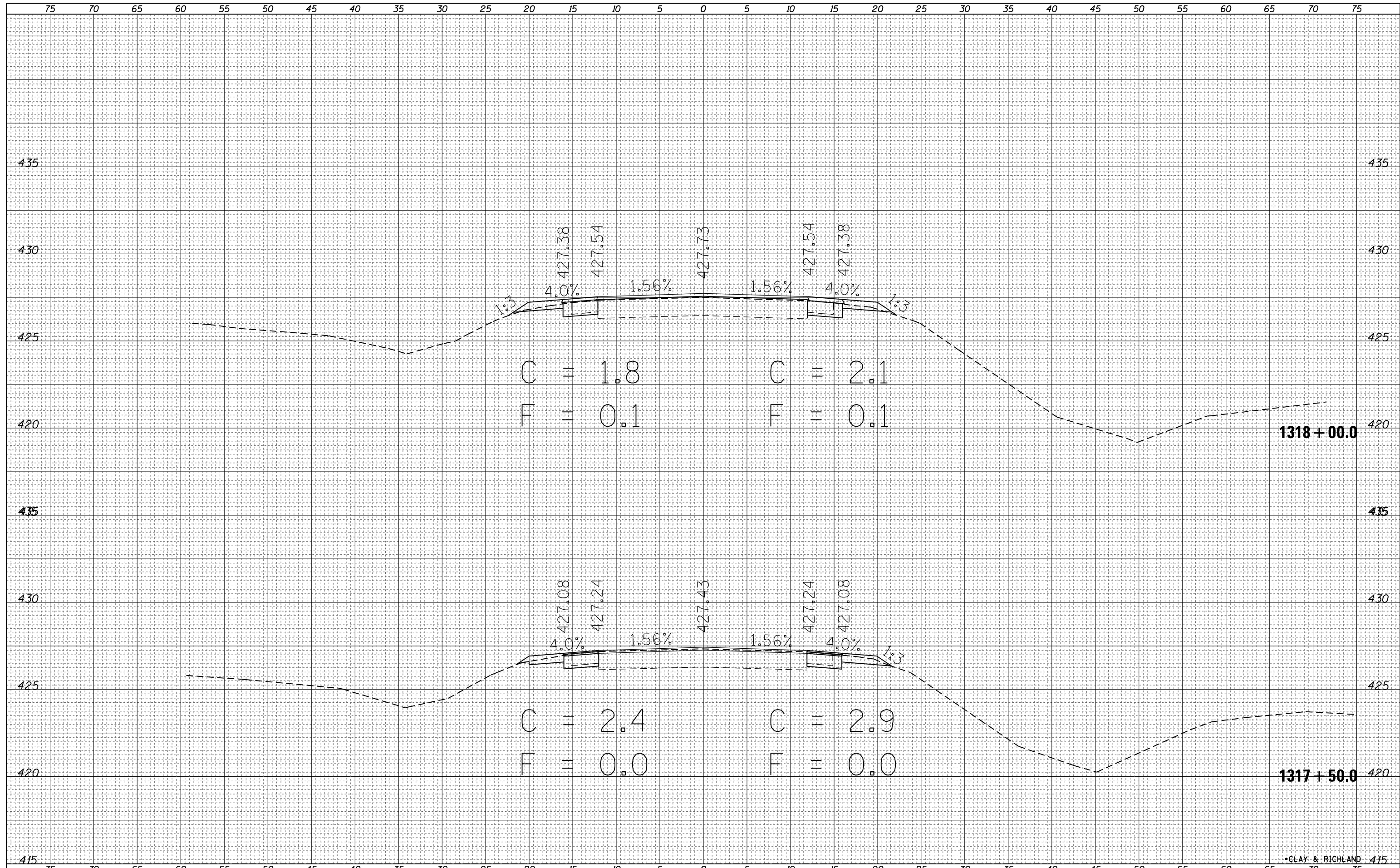
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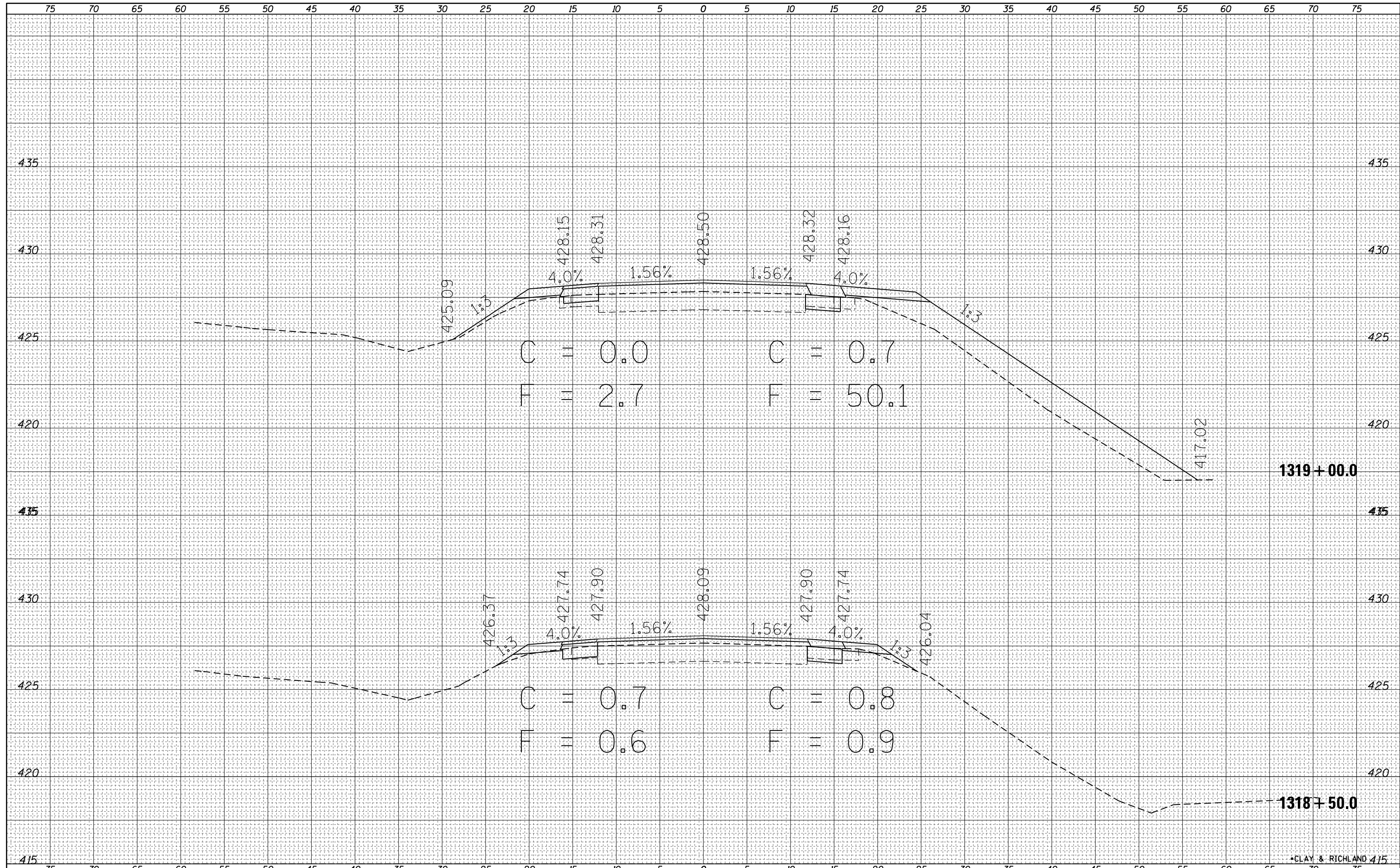
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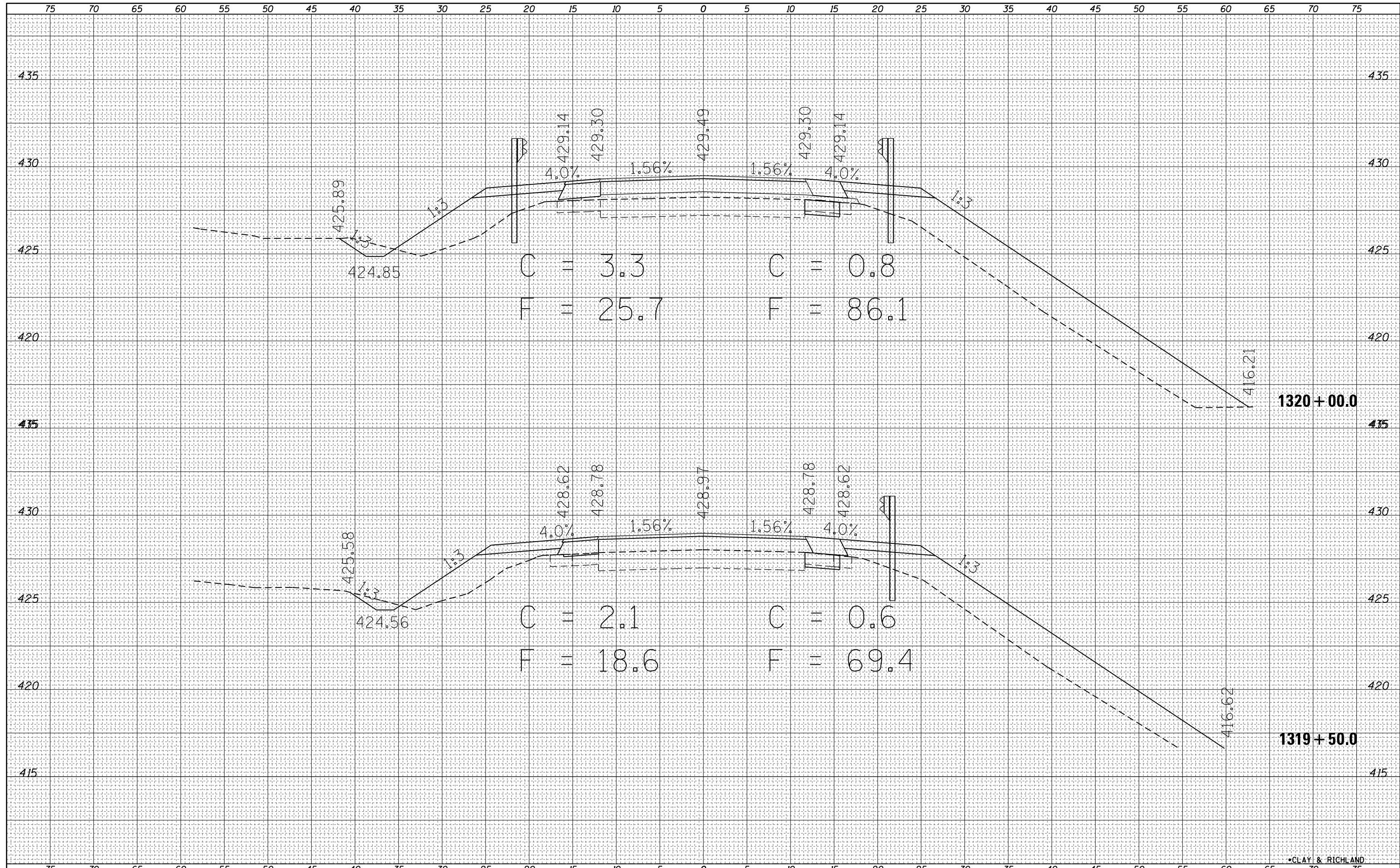
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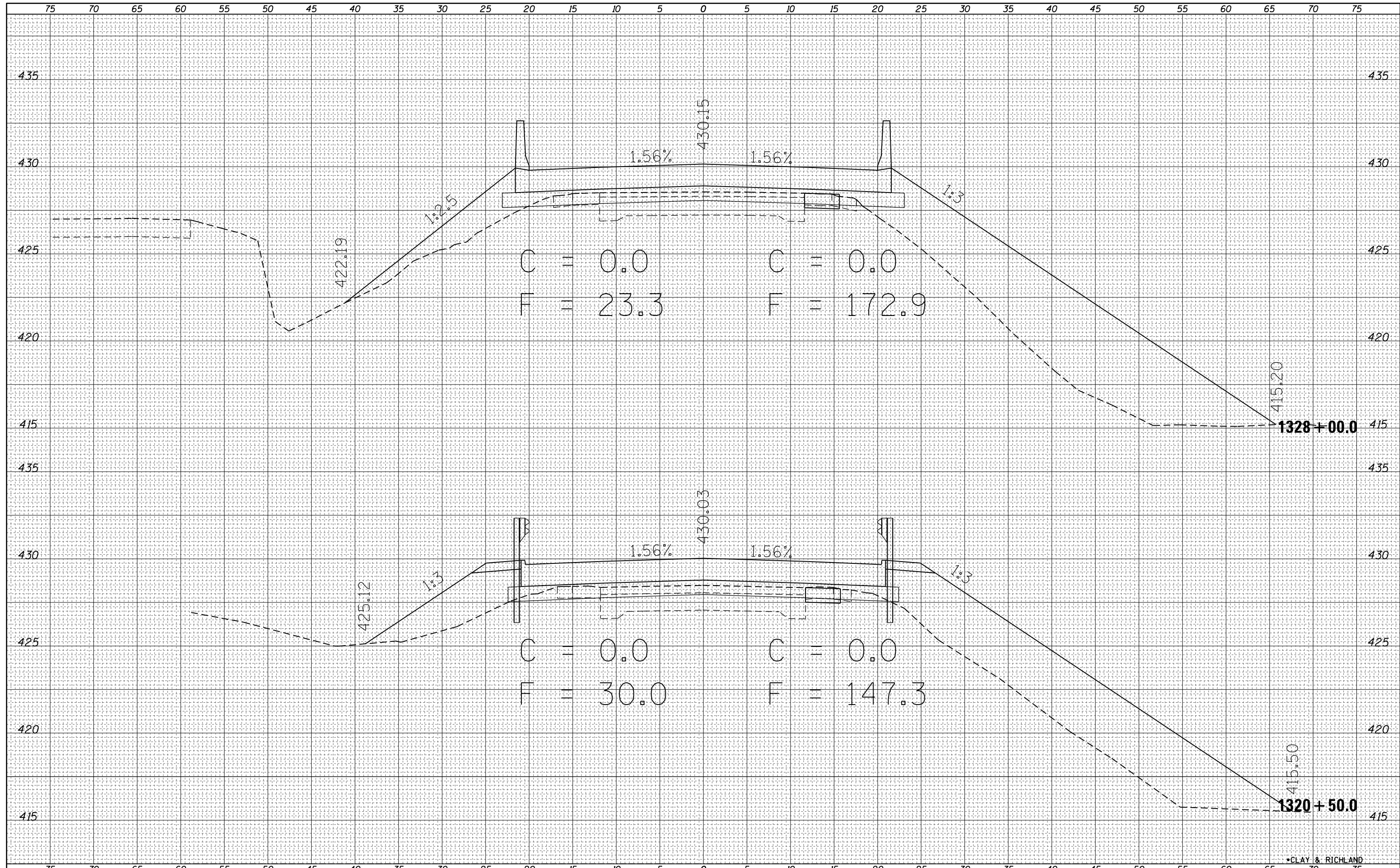
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	AREAS
	CHECKED



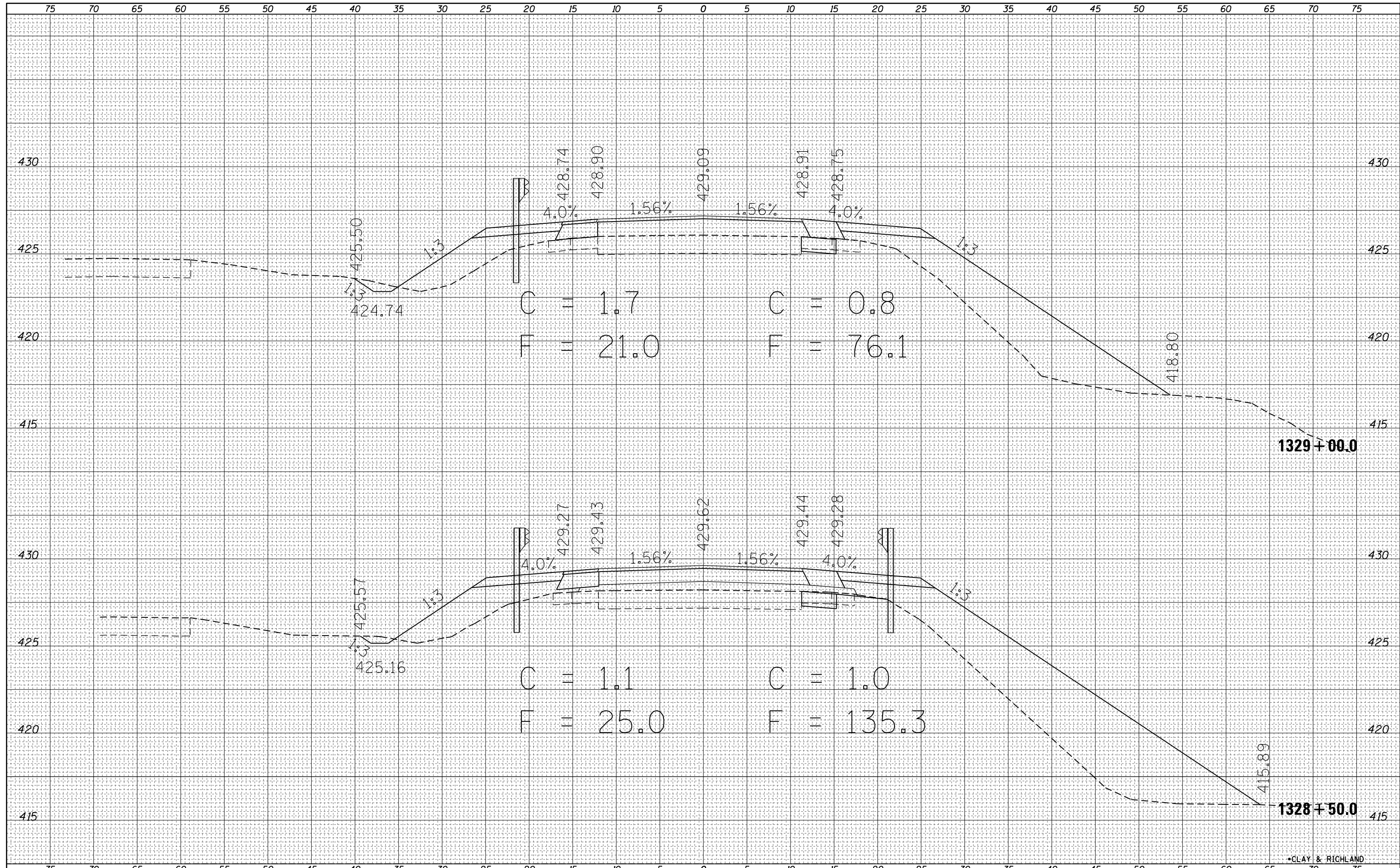
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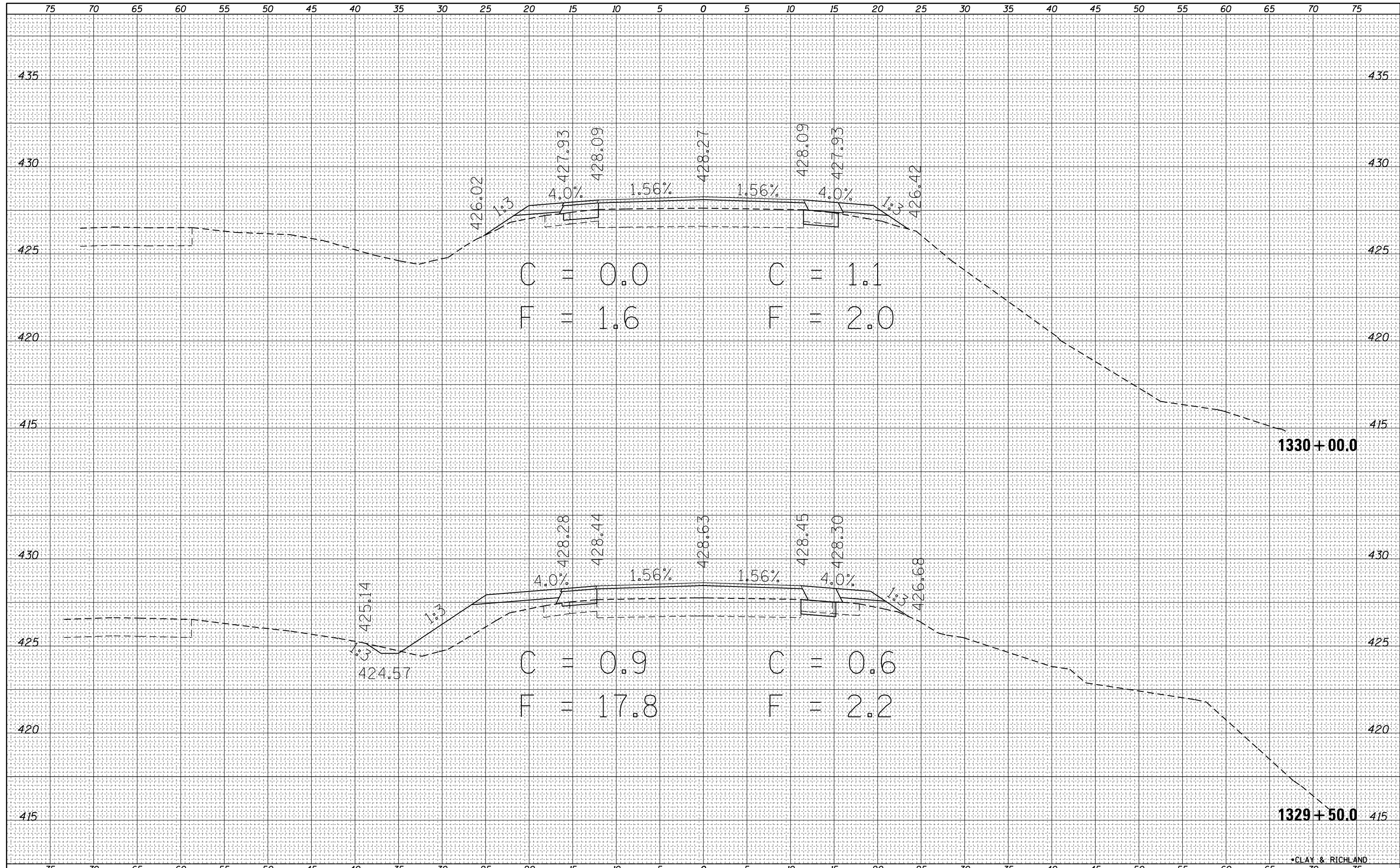
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	AREAS
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



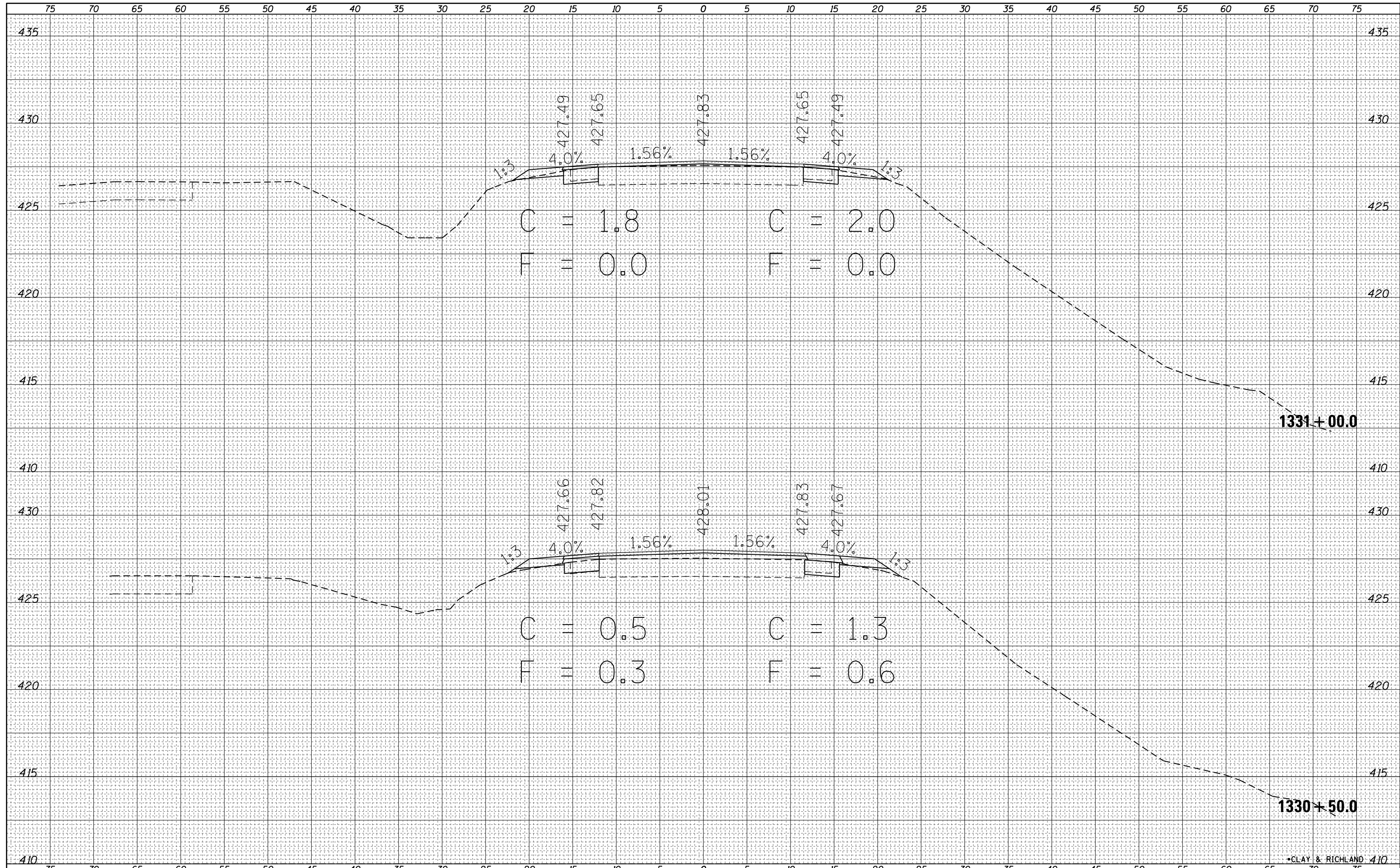
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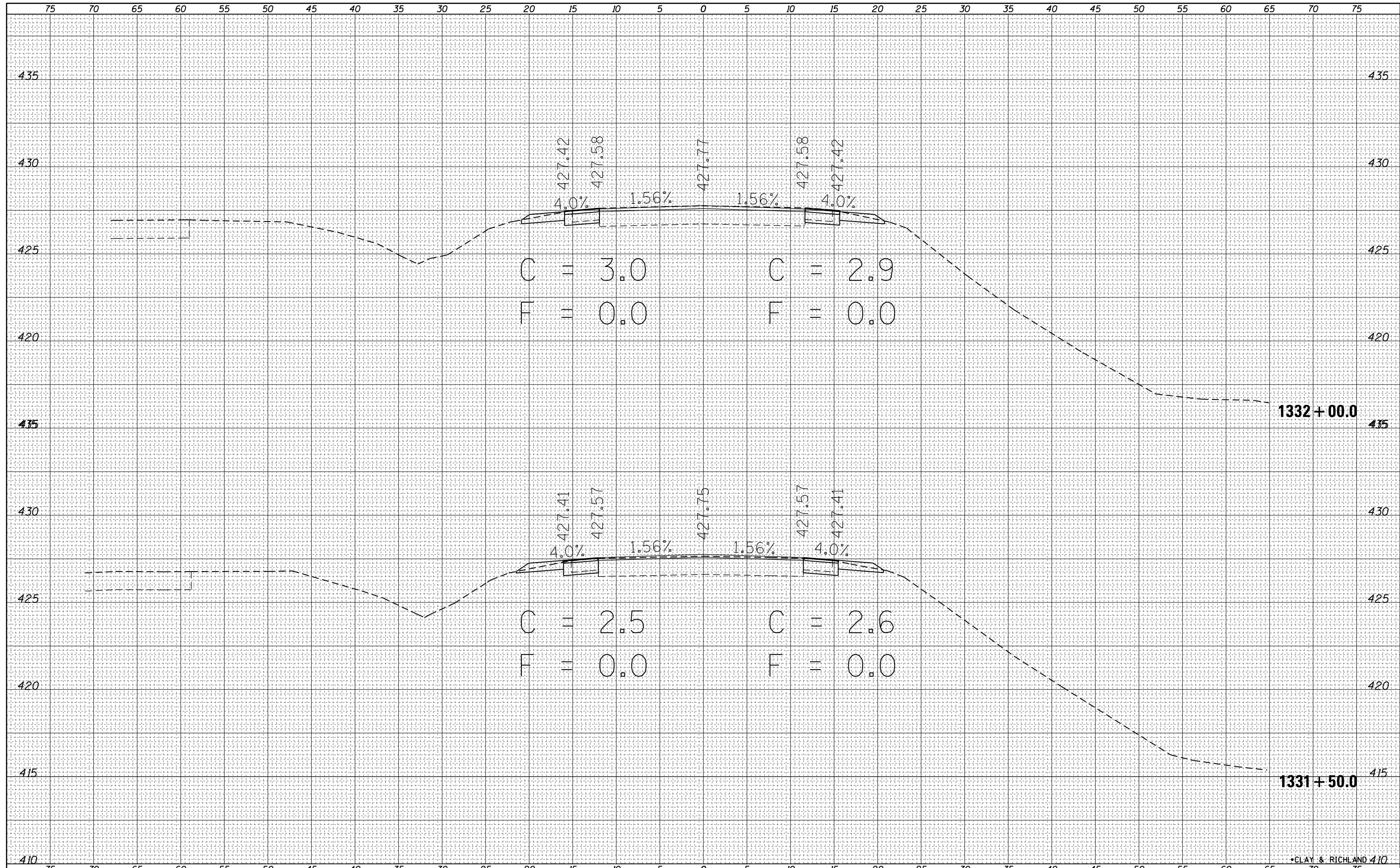
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