04-22-2016 LETTING ITEM 091

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	1
FED. ROAD DIST. NO. 7	ILLINOIS	CONTRACT NO. 78364		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

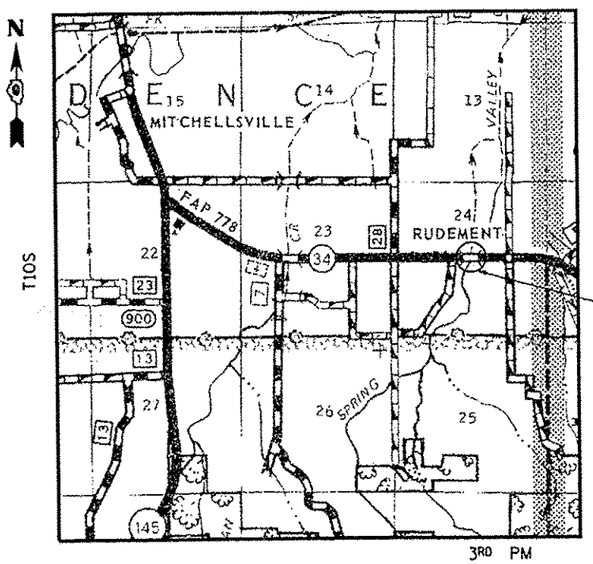
F.A.P. ROUTE 778 (IL ROUTE 34)
SECTION 2B-3
PROJECT NO. ACSTP-0778(011)
STRUCTURE REPLACEMENT OVER SPRING VALLEY CREEK
0.2 MILES WEST OF RUDEMENT
SALINE COUNTY

C-99-034-13

D-99-032-13

LOCATION OF SECTION INDICATED THUS:- -■-

R6E



LOCATION MAP

0 5000' 10000' — 1"= 5000'

EXISTING S.N. 083-0022 ℄ STA. 408+75.00
PROPOSED S.N. 083-0070 ℄ STA. 408+75.00
F.A.P. 778 (IL 34) OVER SPRING VALLEY CREEK
PROJECT BEGINS: STA. 406+72.02
PROJECT ENDS: STA. 410+77.98

GROSS LENGTH = 405.96 FT. = 0.077 MILE
NET LENGTH = 405.96 FT. = 0.077 MILE

HIGHWAY CLASSIFICATION / TRAFFIC DATA

F.A.P. RTE. 778 (IL. RTE. 34)
FUNCTIONAL CLASS: MINOR ARTERIAL (NON-URBAN)
DESIGN SPEED: 55 MPH
POSTED SPEED: 55 MPH
ADT: 3500 (2016), 4720 (2036)
DHV: 350 (2016), 470 (2036)
19.2% TRUCKS

INDEX OF SHEETS

1	COVER SHEET
2	GENERAL NOTES, MIXTURE REQUIREMENTS, COMMITMENTS & SIGNATURES
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22	WIDE LOAD DETOUR
23	SHOULDER AND GUARDRAIL PLAN
24	EROSION CONTROL
25	ROW PLANS
26 - 27	DETAILS
28 - 48	STRUCTURE PLANS
49 - 53	CROSS SECTIONS - IL RTE 34
54 - 56	CHANNEL SECTIONS - SPRING VALLEY CREEK

IDOT HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-08	PAVEMENT JOINTS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPRAOCH SLAB
515001-03	NAME PLATE FOR BRIDGES
601101-02	CONCRETE HEADWALL FOR PIPE DRAIN
630001-10	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-14	TRAFFIC BARRIER TERMINAL, TYPE 6
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-15	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901-05	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
725001	OBJECT AND TERMINAL MARKERS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

PROJECT MANAGER: DAVID PICHE, P.E. (618) 351-5227

TOWNSHIP : INDEPENDENCE

CONTRACT NO. 78364

JAMES M. MICHAEL
062-052810
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS

SIGNATURE: _____
DATE SIGNED: 1/6/16
LICENSE EXPIRATION DATE: 11/30/17

CMT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Jan 22 2016
Jeffrey L. Keirn
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 18 2016
Maureen M. Addis P.E. for
ENGINEER OF DESIGN AND ENVIRONMENT
March 18 2016
Omer Osman P.E. for
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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GENERAL NOTES

1. 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 AGGREGATE	0.25 POUND/SQ.FT.
ON PAVEMENT	0.05 POUND/SQ.FT.
INTERMEDIATE LIFTS	0.025 POUND/SQ.FT.
RIPRAP	1.50 TONS/CU.YD.

2. 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.

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

4. 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.

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

6. EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.

7. THE TOP 4 INCHES OF EMBANKMENT SURFACE MATERIAL SHALL BE COHESIVE, CAPABLE OF SUPPORTING VEGETATIVE GROWTH, AND TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

8. 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.

9. 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.

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

GENERAL NOTES (CONTINUED)

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

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

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

19. THE COST TO REMOVE PCC BASE COURSE WIDENING IS INCLUDED IN "PAVEMENT REMOVAL - SQ YD."

20. THE COST OF REMOVING THE BRIDGE APPROACH PAVEMENT, 13" IS INCLUDED IN "PAVEMENT REMOVAL - SQ YD" AND THE COST OF REMOVING THE BRIDGE APPROACH BEAMS IS INCLUDED IN "REMOVAL OF EXISTING STRUCTURES - EACH."

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

MIXTURE REQUIREMENTS

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE, HOT-MIX ASPHALT LEVELING BINDER
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N70
AC/PG:	PG64-22
ABR % (MAX.):	See Special Provision
DESIGN AIR VOIDS:	4.0%, 70 GYRATION DESIGN
MIXTURE COMPOSTION: (GRADATION MIXTURE)	IL-9.5 mm
FRICTION AGGREGATE	C SURFACE
QUALITY MANAGEMENT PROGRAM:	QC/QA

LOCATION(S):	HOT-MIX ASPHALT BINDER COURSE & HOT-MIX ASPHALT SHOULDERS
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, N70, IL-19.0mm
AC/PG:	PG64-22
ABR % (MAX.):	See Special Provision
DESIGN AIR VOIDS:	4.0%, 70 GYRATION DESIGN
MIXTURE COMPOSTION: (GRADATION MIXTURE)	IL-19.0 mm
FRICTION AGGREGATE	NONE
QUALITY MANAGEMENT PROGRAM:	QC/QA

COMMITMENTS

1. THERE SHALL BE NO IN-STREAM WORK DURING MARCH, APRIL OR MAY OF ANY YEAR.

2. FOUR WEEKS PRIOR TO THE START OF IN-STREAM WORK, THE RESIDENT ENGINEER SHALL NOTIFY THE BUREAU OF DESIGN AND ENVIRONMENT OF THE DATE THAT IN-STREAM WORK WILL BEGIN.

3. TREES SHALL NOT BE CLEARED FROM APRIL 1 THROUGH SEPTEMBER 30 OF ANY YEAR.

Prepared By: _____ DISTRICT STUDIES & PLANS ENGINEER

Examined By: _____ DISTRICT LAND ACQUISITION ENGINEER

Examined By: _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: _____ DISTRICT OPERATIONS ENGINEER

Examined By: _____ DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: _____ DISTRICT CONSTRUCTION ENGINEER

Examined By: _____ DISTRICT MATERIALS ENGINEER

FILE NAME = L:\IDOT\088618\WD.2\Drwn\Sheets\0978364-sht-gennote.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
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Default	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, MIXTURE REQUIREMENTS, COMMITMENTS & SIGNATURES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	28-3	SALINE	56	2
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES			RURAL, SALINE COUNTY
			ROUTE: FAP 778, IL 34
			FUNDING: 80% FEDERAL, 20% STATE
			S.N. 083-0070
CODE NO.	ITEM DESCRIPTION	UNIT	CONSTRUCTION CODE: 0011
			QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	150
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	100
20200100	EARTH EXCAVATION	CU YD	644
20300100	CHANNEL EXCAVATION	CU YD	1,393
20400800	FURNISHED EXCAVATION	CU YD	942
25000210	SEEDING, CLASS 2A	ACRE	0.50
25000350	SEEDING, CLASS 7	ACRE	0.50
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	66
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	46
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	46
25000700	AGRICULTURAL GROUND LIMESTONE	TON	1
25100115	MULCH, METHOD 2	ACRE	1.00
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1,794
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50

SUMMARY OF QUANTITIES			RURAL, SALINE COUNTY
			ROUTE: FAP 778, IL 34
			FUNDING: 80% FEDERAL, 20% STATE
			S.N. 083-0070
CODE NO.	ITEM DESCRIPTION	UNIT	CONSTRUCTION CODE: 0011
			QUANTITY
28000305	TEMPORARY DITCH CHECKS	FOOT	36
28000400	PERIMETER EROSION BARRIER	FOOT	378
28100105	STONE RIPRAP, CLASS A3	SQ YD	262
28100111	STONE RIPRAP, CLASS A6	SQ YD	1,150
28200200	FILTER FABRIC	SQ YD	1,412
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	28
35400300	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 8"	SQ YD	559
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1,396
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	35
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	174
40600990	TEMPORARY RAMP	SQ YD	100
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	84
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	86
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	86

FILE NAME =	USER NAME = Rob Heady	DESIGNED - BJD	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	4
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

RURAL, SALINE COUNTY
ROUTE: FAP 778, IL 34
FUNDING: 80% FEDERAL, 20% STATE
S.N. 083-0070
CONSTRUCTION CODE: 0011

CODE NO.	ITEM DESCRIPTION	UNIT	QUANTITY
44000100	PAVEMENT REMOVAL	SQ YD	593
48101200	AGGREGATE SHOULDERS, TYPE B	TON	88
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	212
48203100	HOT-MIX ASPHALT SHOULDERS	TON	24
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	280
50300100	FLOOR DRAINS	EACH	8
50300225	CONCRETE STRUCTURES	CU YD	77.4
50300255	CONCRETE SUPERSTRUCTURE	CU YD	118.7
50300260	BRIDGE DECK GROOVING	SQ YD	504
50300300	PROTECTIVE COAT	SQ YD	596
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	119.9
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	LSUM	1
50500505	STUD SHEAR CONNECTORS	EACH	1,674

SUMMARY OF QUANTITIES

RURAL, SALINE COUNTY
ROUTE: FAP 778, IL 34
FUNDING: 80% FEDERAL, 20% STATE
S.N. 083-0070
CONSTRUCTION CODE: 0011

	CODE NO.	ITEM DESCRIPTION	UNIT	QUANTITY
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	62,280
	50800515	BAR SPLICERS	EACH	495
	51201600	FURNISHING STEEL PILES HP12X53	FOOT	462
	51202305	DRIVING PILES	FOOT	462
	51203600	TEST PILE STEEL HP12X53	EACH	2
	51204650	PILE SHOES	EACH	16
	51500100	NAME PLATES	EACH	1
	52100520	ANCHOR BOLTS, 1"	EACH	24
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	76
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	150
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4
	63200310	GUARDRAIL REMOVAL	FOOT	594
*	63301990	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	EACH	4
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12

* SPECIALTY ITEM

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		DRAWN - GLD	REVISED -
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Sheet 4	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 4 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	6
		CONTRACT NO. 78364		
		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES			RURAL, SALINE COUNTY ROUTE: FAP 778, IL 34 FUNDING: 80% FEDERAL, 20% STATE S.N. 083-0070
CODE NO.	ITEM DESCRIPTION	UNIT	CONSTRUCTION CODE: 0011 QUANTITY
67100100	MOBILIZATION	LSUM	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	LSUM	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	6
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2
70200100	NIGHTTIME WORK ZONE LIGHTING	LSUM	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	240
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	82
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1,280
70400100	TEMPORARY CONCRETE BARRIER	FOOT	512.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	512.5

SUMMARY OF QUANTITIES

RURAL, SALINE COUNTY
ROUTE: FAP 778, IL 34
FUNDING: 80% FEDERAL, 20% STATE
S.N. 083-0070
CONSTRUCTION CODE: 0011

	CODE NO.	ITEM DESCRIPTION	UNIT	QUANTITY
	70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
	70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
*	72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1,595
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2
*	78100300	REPLACEMENT REFLECTOR	EACH	4
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8
*	78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	4
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	298
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8
*	86200300	UNINTERRUPTABLE POWER SUPPLY, EXTENDED	EACH	1
	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	184

* SPECIALTY ITEM

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		DRAWN - GLD	REVISED -
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Sheet 6	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
SCALE: | SHEET 6 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	8
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES			RURAL, SALINE COUNTY ROUTE: FAP 778, IL 34 FUNDING: 80% FEDERAL, 20% STATE S.N. 083-0070
CODE NO.	ITEM DESCRIPTION	UNIT	CONSTRUCTION CODE: 0011 QUANTITY
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	141
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	4
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	38
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	146
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	607
Z0073500	TEMPORARY SUPPORT SYSTEM	LSUM	1
Ø Z0076600	TRAINEES	HOUR	500
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500

Ø 0042

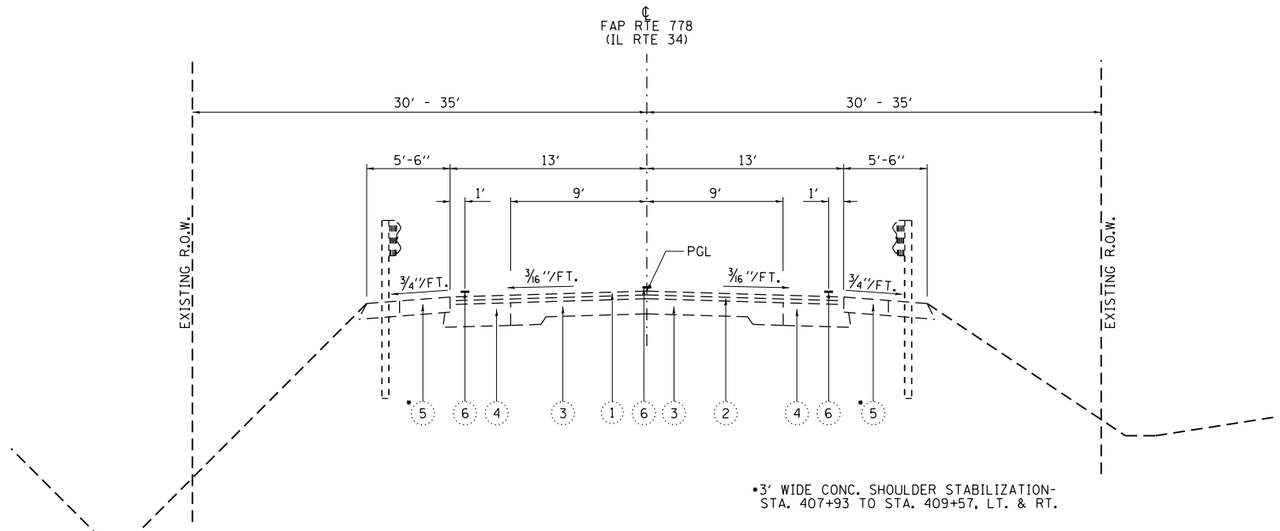
FILE NAME =	USER NAME = Brad Dawson	DESIGNED - BJD	REVISED -
L:\IDOT\D806610\WO.21\Draw\Sheets\D9780364-sht-SOO.dgn		DRAWN - GLD	REVISED -
Sheet 7	PLOT SCALE = 100.0000 ' / in.	CHECKED - JMM	REVISED -
	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	9
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

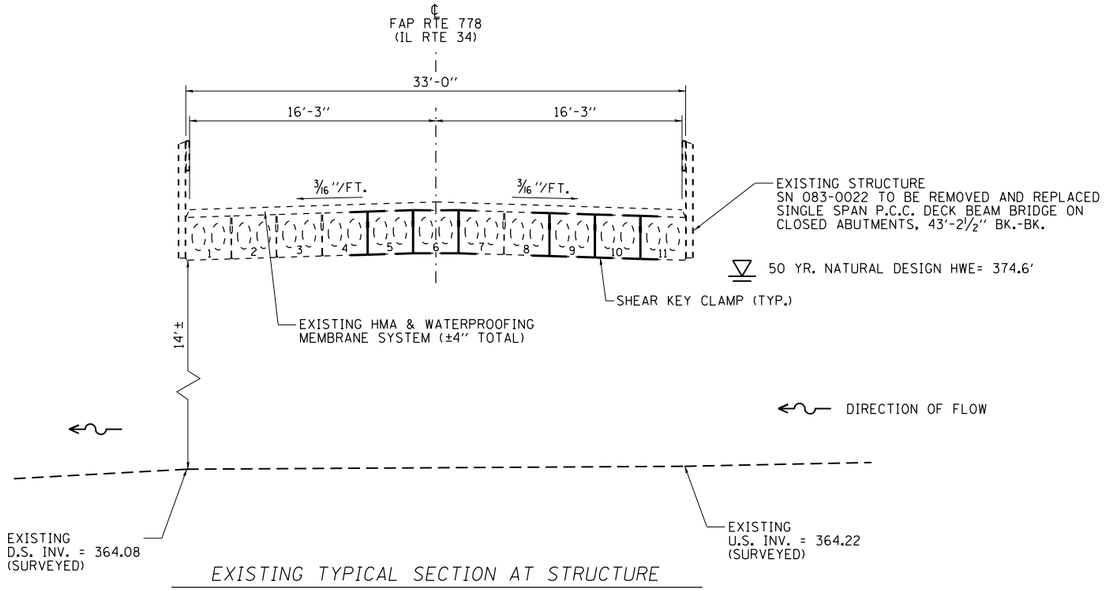


EXISTING TYPICAL ROADWAY APPROACH SECTION

(LOOKING EAST)

LEGEND

1. HMA SURFACE COURSE, 1½"
2. HMA BINDER COURSE, 1½" MIN.
3. PCC PAVEMENT, 9" - 6" - 9"
4. BASE COURSE WIDENING, 9"
5. AGGREGATE SHOULDERS, TYPE A, 6"
6. PAVEMENT MARKING



EXISTING TYPICAL SECTION AT STRUCTURE

(LOOKING EAST)

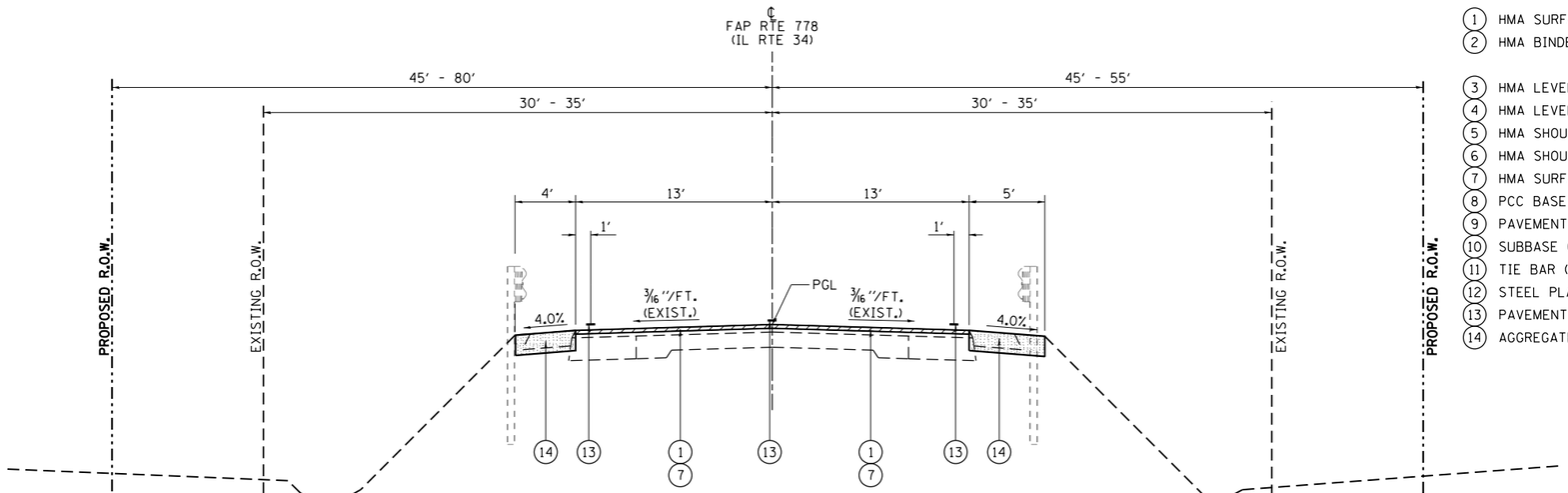
FILE NAME = L:\IDOT\0806610\WD_21\Draw\Sheets\D978364-sht-typical-01.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
Default	PLOT SCALE = 10.0000 ' / in.	CHECKED - JMM	REVISED -
	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	10
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		



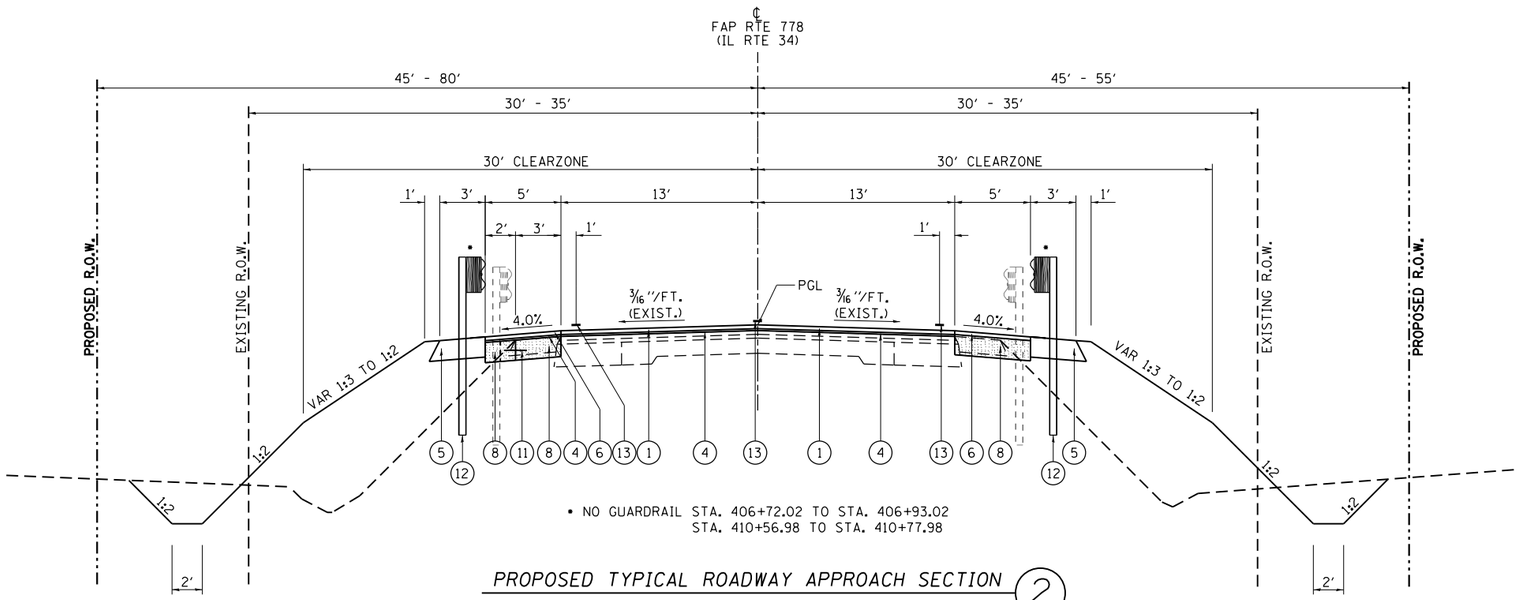
PROPOSED TYPICAL ROADWAY APPROACH SECTION 1

STA. 406+20.06 TO STA. 406+72.02 AND
STA. 410+77.98 TO STA. 411+49.75

PROPOSED LEGEND

1. HMA SURFACE COURSE (1-1/2″)
2. HMA BINDER COURSE (VARIES 2-1/4″ TO 4-1/2″ AT WEST APPROACH)
   (VARIES 2-1/4″ TO 6-1/2″ AT EAST APPROACH)
3. HMA LEVELING BINDER (VARIES 3/4″ TO 2-1/4″)
4. HMA LEVELING BINDER (3/4″)
5. HMA SHOULDERS, 8″
6. HMA SHOULDERS (1 1/2″)
7. HMA SURFACE REMOVAL - BUTT JOINT
8. PCC BASE COURSE WIDENING, 8″
9. PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB (11 1/4″)
10. SUBBASE GRANULAR MATERIAL, TYPE B (4″)
11. TIE BAR (INCLUDED IN THE COST OF THE ITEM BEING CONSTRUCTED)
12. STEEL PLATE BEAM GUARDRAIL, TYPE A WITH HMA STABILIZATION
13. PAVEMENT MARKING
14. AGGREGATE SHOULDERS, TYPE B (8″ TO 10 1/4″)

NOTE: SEE CROSS SECTIONS FOR VARIABLE EMBANKMENT FORESLOPES.



• NO GUARDRAIL STA. 406+72.02 TO STA. 406+93.02
STA. 410+56.98 TO STA. 410+77.98

PROPOSED TYPICAL ROADWAY APPROACH SECTION 2

STA. 406+72.02 TO STA. 407+16.23 AND
STA. 410+38.57 TO STA. 410+77.98

NOTE: NO PROPOSED LEFT DITCH FROM STA. 410+38.57 TO STA. 410+40.00. TIE FORESLOPE TO EXISTING GROUND LINE (SEE CROSS SECTIONS).

NOTE: NO PROPOSED RIGHT DITCH FROM STA. 406+72.02 TO STA. 407+16.23. TIE FORESLOPE TO EXISTING GROUND LINE (SEE CROSS SECTIONS).

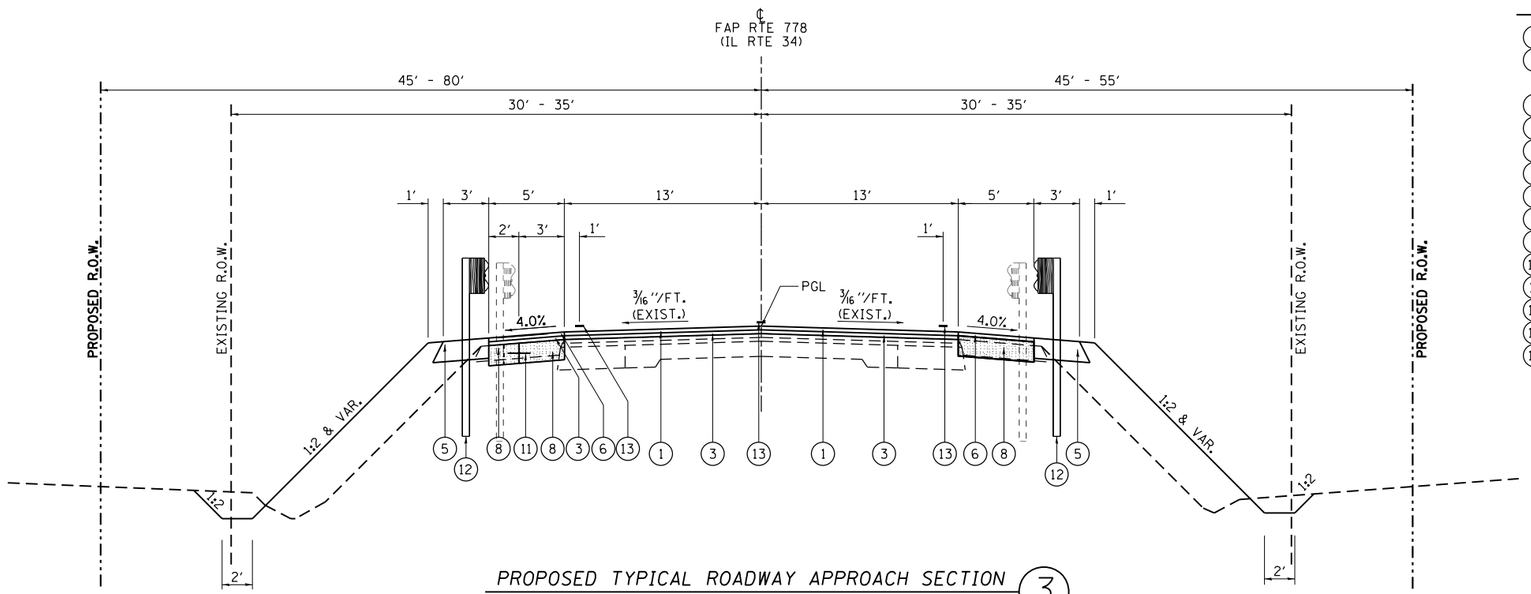
FILE NAME = L:\IDOT\0806610\WO_21\Draw\Sheets\D978364-sht-typical-02.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
	PLOT SCALE = 10.0000 ' / in.	DRAWN - GLD	REVISED -
Default	PLOT DATE = 1/6/2016	CHECKED - JMM	REVISED -
		DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	11
		CONTRACT NO. 78364		
		ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL ROADWAY APPROACH SECTION 3

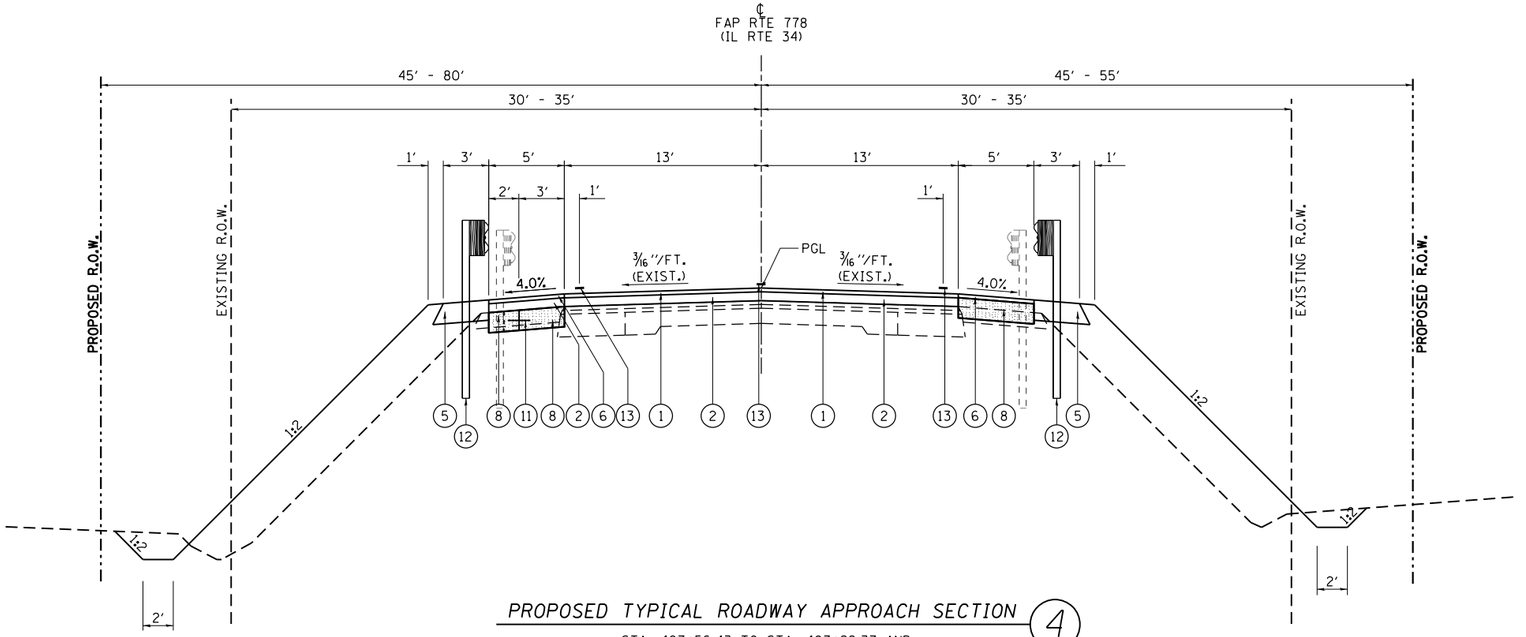
STA. 407+16.23 TO STA. 407+56.43 AND
STA. 410+13.32 TO 410+38.57

NOTE: NO PROPOSED LEFT DITCH FROM STA. 410+13.32 TO STA. 410+38.57. TIE FORESLOPE TO EXISTING GROUND LINE (SEE CROSS SECTIONS).

NOTE: NO PROPOSED RIGHT DITCH FROM STA. 407+16.23 TO STA. 407+56.43. TIE FORESLOPE TO EXISTING GROUND LINE (SEE CROSS SECTIONS).

PROPOSED LEGEND

1. HMA SURFACE COURSE (1-1/2″)
2. HMA BINDER COURSE (VARIES 2-1/4″ TO 4-1/2″ AT WEST APPROACH) (VARIES 2-1/4″ TO 6-1/2″ AT EAST APPROACH)
3. HMA LEVELING BINDER (VARIES 3/4″ TO 2-1/4″)
4. HMA LEVELING BINDER (3/4″)
5. HMA SHOULDERS, 8″
6. HMA SHOULDERS (1 1/2″)
7. HMA SURFACE REMOVAL - BUTT JOINT
8. PCC BASE COURSE WIDENING, 8″
9. PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB (11 1/4″)
10. SUBBASE GRANULAR MATERIAL, TYPE B (4″)
11. TIE BAR (INCLUDED IN THE COST OF THE ITEM BEING CONSTRUCTED)
12. STEEL PLATE BEAM GUARDRAIL, TYPE A WITH HMA STABILIZATION
13. PAVEMENT MARKING
14. AGGREGATE SHOULDERS, TYPE B (8″ TO 10 1/4″)



PROPOSED TYPICAL ROADWAY APPROACH SECTION 4

STA. 407+56.43 TO STA. 407+98.37 AND
STA. 409+51.33 TO 410+13.32

NOTE: SEE CROSS SECTIONS FOR VARIABLE EMBANKMENT SLOPES.

NOTE: NO PROPOSED LEFT DITCH FROM STA. 409+47.33 TO STA. 410+13.32. TIE FORESLOPE TO EXISTING GROUND LINE (SEE CROSS SECTIONS).

NOTE: NO PROPOSED RIGHT DITCH FROM STA. 407+56.43 TO STA. 408+02.67. TIE FORESLOPE TO EXISTING GROUND LINE (SEE CROSS SECTIONS).

FILE NAME = L:\IDOT\0806610\WO_21\Draw\Sheets\D978364-sht-typical-03.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
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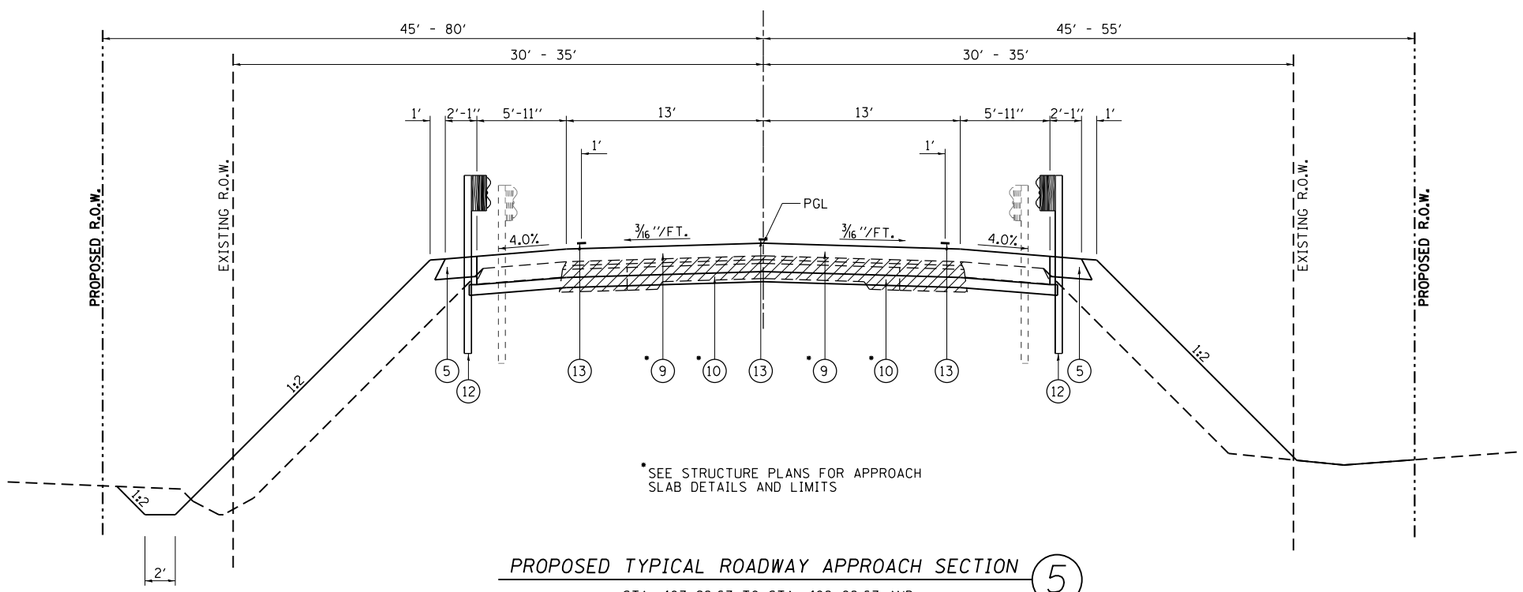
	PLOT SCALE = 10.0000 ′ / in.	CHECKED - JMM	REVISED -
Default	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	12
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		



•SEE STRUCTURE PLANS FOR APPROACH SLAB DETAILS AND LIMITS

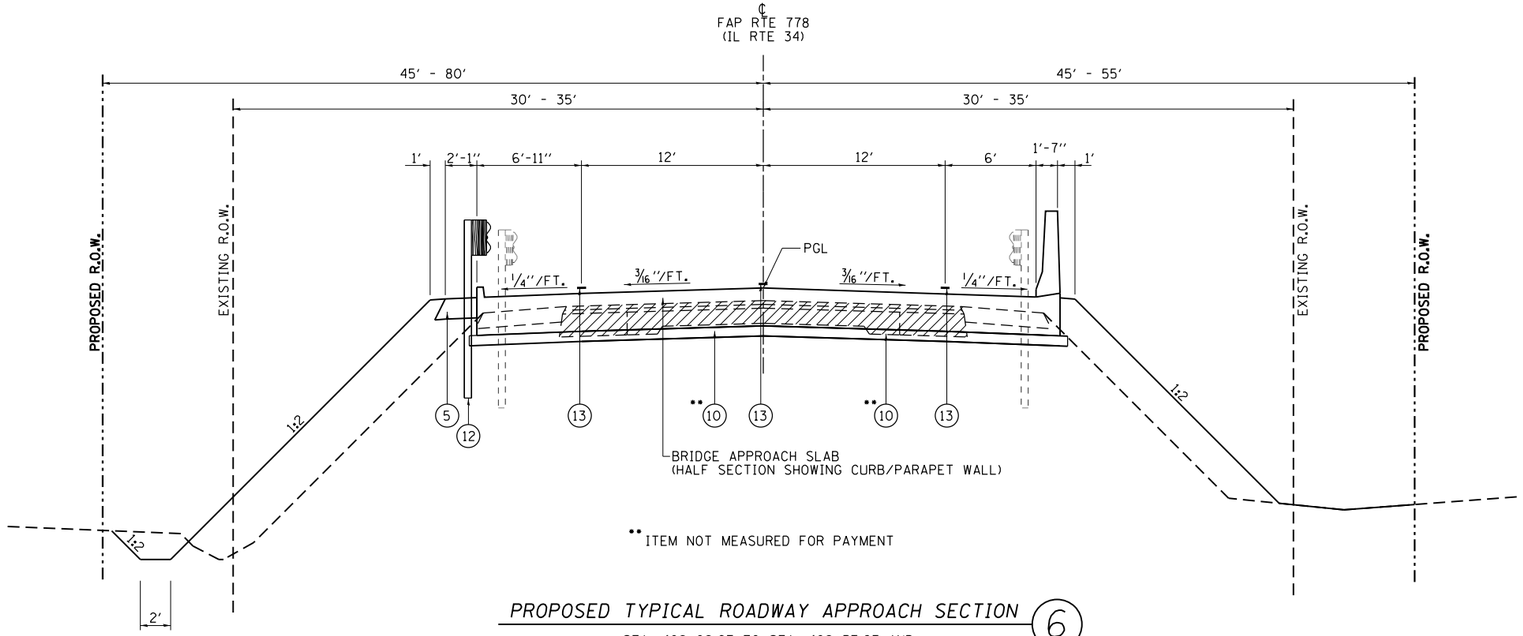
PROPOSED TYPICAL ROADWAY APPROACH SECTION 5

STA. 407+98.67 TO STA. 408+08.67 AND
STA. 409+41.33 TO 409+51.33

NOTE: NO PROPOSED LEFT DITCH FROM STA. 409+41.33 TO STA. 409+51.33.
TIE FORESLOPE TO EXISTING GROUND LINE (SEE CROSS SECTIONS).

PROPOSED LEGEND

1. HMA SURFACE COURSE (1-1/2")
2. HMA BINDER COURSE (VARIES 2-1/4" TO 4-1/2" AT WEST APPROACH)
   (VARIES 2-1/4" TO 6-1/2" AT EAST APPROACH)
3. HMA LEVELING BINDER (VARIES 3/4" TO 2-1/4")
4. HMA LEVELING BINDER (3/4")
5. HMA SHOULDERS, 8"
6. HMA SHOULDERS (1 1/2")
7. HMA SURFACE REMOVAL - BUTT JOINT
8. PCC BASE COURSE WIDENING, 8"
9. PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB (11 1/4")
10. SUBBASE GRANULAR MATERIAL, TYPE B (4")
11. TIE BAR (INCLUDED IN THE COST OF THE ITEM BEING CONSTRUCTED)
12. STEEL PLATE BEAM GUARDRAIL, TYPE A WITH HMA STABILIZATION
13. PAVEMENT MARKING
14. AGGREGATE SHOULDERS, TYPE B (8" TO 10 1/4")



••ITEM NOT MEASURED FOR PAYMENT

PROPOSED TYPICAL ROADWAY APPROACH SECTION 6

STA. 408+08.67 TO STA. 408+37.67 AND
STA. 409+12.33 TO 409+41.33
(BRIDGE OMMISSION- STA. 408+37.67 TO STA. 409+12.33)
(SEE STRUCTURE PLANS FOR APPROACH SLAB DETAILS AND LIMITS)

NOTE: NO PROPOSED LEFT DITCH FROM STA. 409+12.33 TO STA. 409+41.33.
TIE FORESLOPE TO EXISTING GROUND LINE (SEE CROSS SECTIONS).

FILE NAME = L:\IDOT\0806610\WD_21\Draw\Sheets\D978364-sht-typical-04.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED - JMM	REVISED -
Default	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	13
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

EARTHWORK

LOCATION STATION TO STATION			CHANNEL EXCAVATION (UNSUITABLE)	EARTH EXCAVATION	SHRINKAGE FACTOR FOR EARTH EXCAVATION	SUITABLE EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	SHRINKAGE FACTOR FOR FURNISHED EXCAVATION	FURNISHED EXCAVATION
			CU YD	CU YD	%	CU YD	CU YD	CU YD	%	CU YD
IL ROUTE 34										
405+81.34	TO	408+37.67		483	25	363	701	-338	25	423
409+12.33	TO	411+73.53		161	25	121	536	-415	25	519
SPRING VALLEY CREEK (ALONG IL ROUTE 34 STATIONING)										
408+37.67	TO	409+12.33	1,393							
TOTALS			1,393	644		484	1,237	-753		942

GUARDRAIL

LOCATION STATION TO STATION				GUARDRAIL REMOVAL	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	TRAFFIC BARRIER TERMINAL, TYPE 6	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS	GUARDRAIL REFLECTORS, TYPE A	BARRIER WALL REFLECTORS, TYPE B	TERMINAL MARKER DIRECT APPLIED *
				FOOT	EACH	EACH	FOOT	EACH	EACH	EACH
406+68.56	TO	408+53.71	RT	186						
406+93.02	TO	408+26.17	LT		1	1	37.5	2		1
406+93.02	TO	408+26.17	RT		1	1	37.5	2		1
407+42.90	TO	408+53.71	LT	111						
408+26.17	TO	409+23.83	LT						2	
408+26.17	TO	409+23.83	RT						2	
409+96.24	TO	410+81.47	LT	186						
409+96.24	TO	410+06.48	RT	111						
409+23.83	TO	410+56.98	LT		1	1	37.5	2		1
409+23.83	TO	410+56.98	RT		1	1	37.5	2		1
TOTALS				594	4	4	150	8	4	4

* EXISTING MARKER SHALL BE REMOVED PRIOR TO INSTALLATION OF PROPOSED MARKER

PAVEMENT REMOVAL AND MISCELLANEOUS

LOCATION STATION TO STATION			PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP
			SQ YD	SQ YD	SQ YD
406+20.06	TO	408+53.71	283		
408+96.24	TO	411+49.75	310		
406+27.02	TO	406+57.02		87	
410+92.98	TO	411+22.98		87	
407+48.93	TO	407+56.43			30
407+97.67	TO	408+02.67			20
409+47.33	TO	409+52.33			20
410+13.32	TO	410+20.82			30
TOTALS			593	174	100

PAVING

LOCATION STATION TO STATION			AGGREGATE SHOULDERS, TYPE B	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 8''	BITUMINOUS MATERIALS (TACK COAT)	LEVELING BINDER (MACHINE METHOD), N70	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	SUBBASE GRANULAR MATERIAL, TYPE B	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	HOT-MIX ASPHALT SHOULDERS, 8''	HOT-MIX ASPHALT SHOULDERS
			TON	SQ YD	POUND	TON	TON	TON	TON	SQ YD	SQ YD	TON
406+20.06	TO	408+37.67	37	265	690	20	29	43	14	43	106	12
409+12.33	TO	411+49.75	51	294	706	15	55	43	14	4.	106	12
TOTALS			88	559	1,396	35	84	86	28	86	212	24

FILE NAME = L:\IDOT\08066I0\WD_21\Draw\Sheets\D978364-sht-schedule.dgn	USER NAME = Rob Heady	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JMM	REVISED -
Sheet 1	PLOT DATE = 1/8/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	14
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		

SEEDING

LOCATION STATION TO STATION	TEMPORARY EROSION CONTROL SEEDING	SEEDING CLASS 7	SEEDING CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2
	POUND	ACRES	ACRES	POUND	POUND	POUND	TON	ACRE
NE QUAD	15	0.15	0.15	20	14	14	0.3	0.30
SE QUAD	10	0.10	0.10	13	9	9	0.2	0.20
NW QUAD	10	0.10	0.10	13	9	9	0.2	0.20
SW QUAD	15	0.15	0.15	20	14	14	0.3	0.30
TOTALS	50	0.50	0.50	66	46	46	1.0	1.00

EROSION CONTROL

LOCATION STATION TO STATION	PERIMETER EROSION BARRIER	STONE RIPRAP, CLASS A3	STONE RIPRAP, CLASS A6	FILTER FABRIC	HEAVY DUTY EROSION CONTROL BLANKET	TEMPORARY DITCH CHECKS
	FOOT	SQ YD	SQ YD	SQ YD	SQ YD	FOOT
NW QUAD		184		184	713	
SW QUAD	273	28		28	241	
NE QUAD	105	31		31	322	12
SE QUAD		19		19	518	24
CHANNEL			1,150	1,150		
TOTALS	378	262	1,150	1,412	1,794	36

PAVEMENT MARKING

LOCATION STATION TO STATION			PAVEMENT MARKING REMOVAL	SHORT TERM PAVEMENT MARKING REMOVAL	SHORT-TERM PAVEMENT MARKING		TEMPORARY PAVEMENT MARKING - LINE 4''		PAINT PAVEMENT MARKING - LINE 4''		RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER - BRIDGE	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	REPLACEMENT REFLECTOR
					YELLOW SKIP-DASH 4''	SOLID WHITE	YELLOW SKIP-DASH	SOLID WHITE	YELLOW SKIP-DASH	SOLID WHITE					
			SQ FT	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH
404+65.00	TO	406+20.06	14	6	16		40		40	155				2	2
406+20.06	TO	411+49.75	270	70	112	96	140	1,060	140	1,060	8	6	2		
411+49.75	TO	413+10.00	14	6	16		40		40	160				2	2
	TO														
TOTALS			298	82	144	96	220	1,060	220	1,375	8	6	2	4	4

TREE REMOVAL

LOCATION	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)
	UNIT	UNIT
NW QUADRANT	150	100
TOTALS	150	100

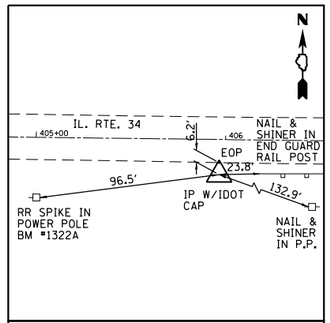
FILE NAME = L:\IDOT\0806610\WD_21\Draw\Sheets\D978364-sht-schedule.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JMM	REVISED -
Sheet 2	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

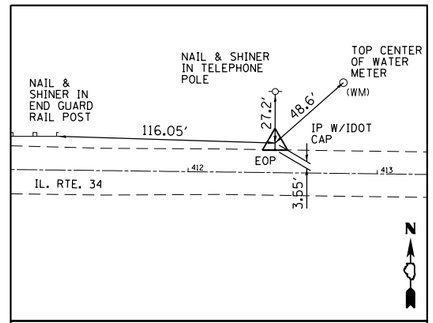
SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	15
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		



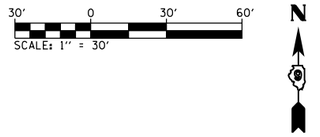
CONTROL POINT #83221

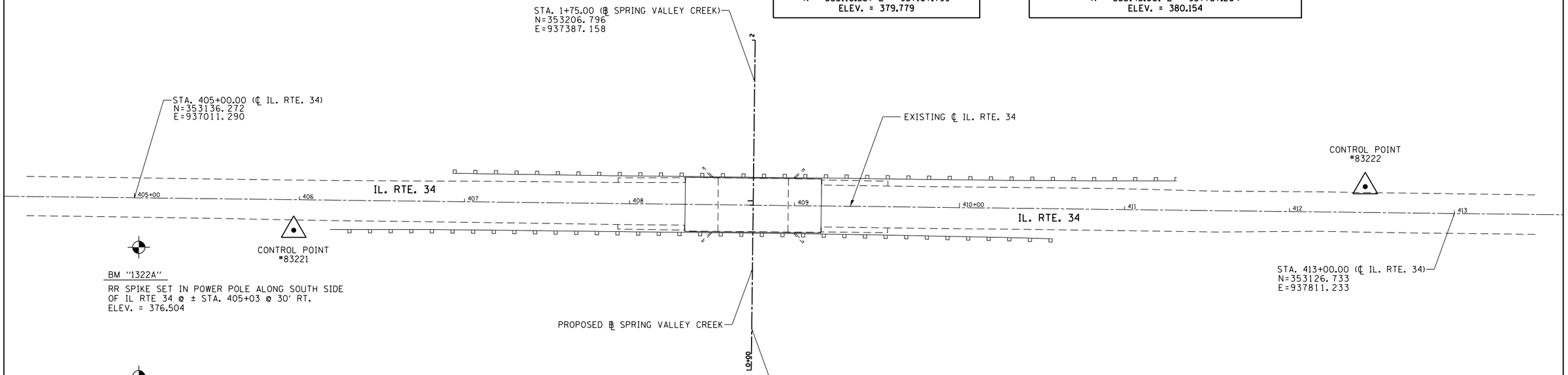
STA. 405+96.74, 18.53' RT.
N = 353116.587 E = 937107.799
ELEV. = 379.779



CONTROL POINT #83222

STA. 412+45.78, 15.68' LT.
N = 353143.061 E = 937757.204
ELEV. = 380.154





BM "1322A"

RR SPIKE SET IN POWER POLE ALONG SOUTH SIDE OF IL RTE 34 @ ± STA. 405+03 @ 30' RT.
ELEV. = 376.504

BM "1332B"

CHIS. "□" ON TOP OF CENTER OF S. HEADWALL OF A 2' X 3' CONC. BOX CULVERT ALONG IL. RTE. 34 @ ± STA. 386+00 @ 21' RT.
ELEV. = 391.655

NOTES:

1. HORIZONTAL CONTROL BASED ON THE ILLINOIS STATE PLAN EAST ZONE NAD 83 (97 ADJ).
2. VERTICAL CONTROL BASED ON "88" NAVD.

FILE NAME = L:\IDOT\0806610\WO_21\Draw\Sheets\D978364-sht-ATB.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
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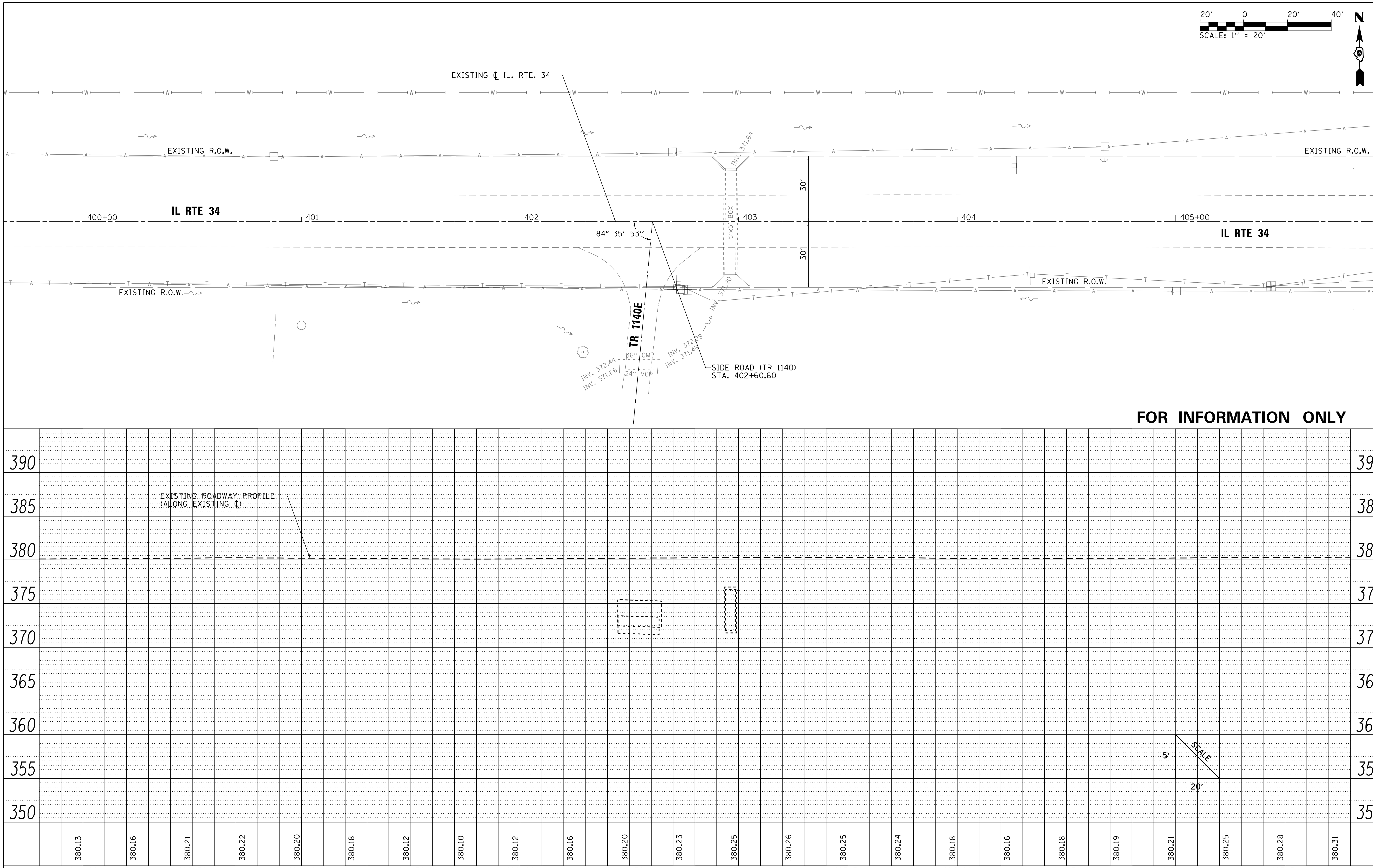
Default	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES & BENCHMARKS

SCALE: 1' = 30' | SHEET 1 OF 1 SHEETS | STA. 405+00 TO STA. 413+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	16
		CONTRACT NO. 78364		
		ILLINOIS	FED. AID PROJECT	



FILE NAME = L:\IDOT\0806610\WO_21\Draw\Sheets\D978364-sht-plnprf-01.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE IL RTE 34
Default	PLOT SCALE = 40.0000 ' / in.	DRAWN - GLD	REVISED -		
	PLOT DATE = 1/6/2016	CHECKED - JMM	REVISED -		SCALE: 1'' = 20' SHEET 1 OF 3 SHEETS STA. 399+80 TO STA. 405+80
		DATE - 01-06-2016	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	17
		CONTRACT NO. 78364		
		ILLINOIS FED. AID PROJECT		

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.O.W. CHECKED, CADD FILE NAME, NOTE BOOK NO. — BY — DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK NO. — BY — DATE

BEGIN PROJECT
STA. 406 + 72.02

END PROJECT
STA. 410 + 77.98

20′ 0 20′ 40′
SCALE: 1″ = 20′

N

PROPOSED STRUCTURE S.N. 083-0070
STA. 408+75.00
W36 COMPOSITE BEAMS AT 6′-8″ SPACING
DECK 39′-2″ OUT TO OUT AND
ABUTMENT 74′-8″ BK TO BK

STA. 406+45.00
RELOCATE SIGN
PANEL ASSEMBLY-
TYPE B

PROPOSED R.O.W.
EXISTING R.O.W.
CONST. LIMITS
EXISTING ℄ IL. RTE. 34
80′
+20.06
+08.67
+41.33
+49.75
30′
45′
55′
35′
13′
406
407
408
409
410+00
411
IL RTE 34

BRIDGE APPROACH SLAB
PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
45′ BUTT JOINT
TEMPORARY PCC BASE COURSE WIDENING TO BE REMOVED AND REPLACED WITH AGGREGATE SHOULDERS, TYPE B PRIOR TO PLACEMENT OF FINAL SURFACE COURSE
HMA SHOULDER WIDENING (STD 630201) TYP.

EXISTING STRUCTURE S.N. 083-0022
STA. 408+75.00
SINGLE SPAN P.C.C. DECK BEAM BRIDGE
ON CLOSED ABUTMENTS 43′-2½″ BK.-BK.
TO BE REMOVED

PLAN
DATE / BY
SURVEYED
PLOTTED
ADDENDUM CHECKED
R/T. OF WAY CHECKED
NOTE BOOK
CADD FILE NAME
NO.

PROFILE
DATE / BY
SURVEYED
PLOTTED
ADDENDUM CHECKED
BM. NOTED
NOTE BOOK
STRUCTURE NOTATNS CHKD
NO.

390
385
380
375
370
365
360
355

45′ BUTT JOINT (SEE DETAILS)
2¼″ OVERLAY
VPI STA. 406+27.02
VPI STA. 406+72.02
VPI STA. 407+16.23
VPI STA. 408+08.67
VPI STA. 409+41.33
VPI STA. 410+38.57
VPI STA. 410+77.98
VPI STA. 411+22.98
ELEVATION 380.54
ELEVATION 381.00
ELEVATION 380.51
SAW CUT (1-½″)
+0.50%
+0.00%
-0.50%
1:40
PROPOSED P.G.L.
EXISTING ROADWAY PROFILE (ALONG EXISTING ℄)
2′-3″ CLR.
50-YR DESIGN HIGH WATER ELEV. = 374.6
1:2
MATCH EXIST.
LT -0.50%
RT +1.50%
LT +0.50%
+72.02
EL. 367.44
+60.50
EL. 366.50
+65.50
EL. 364.00
+84.50
EL. 364.00
+35.00
EL. 369.84
+40.00
EL. 374.46
+77.98
EL. 372.00
+77.98
EL. 374.65
5′
SCALE
20′

380.34 380.36 380.37 380.47 380.38 380.57 380.36 380.55 380.34 380.58 380.41 380.71 380.48 380.83 380.54 380.96 380.47 381.00 380.34 381.00 364.95 381.00 380.40 381.00 380.33 381.00 380.34 380.96 380.36 380.83 380.34 380.71 380.32 380.58 380.35 380.54 380.40 380.59 380.44 380.52 380.44 380.44 380.45

406+00 406+50 407+00 407+50 408+00 408+50 409+00 409+50 410+00 410+50 411+00 411+50

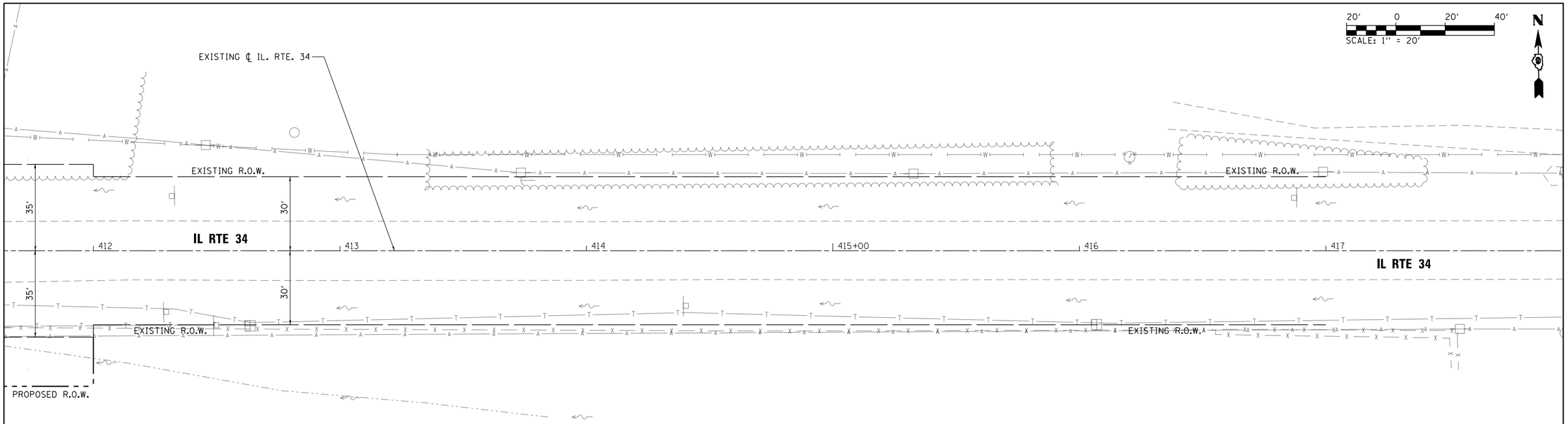
FILE NAME = L:\IDOT\0806610\W0.21\Draw\Sheets\D978364-sht-plnprf-02.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
Default		DRAWN - GLD	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - JMM	REVISED -
	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
IL RTE 34

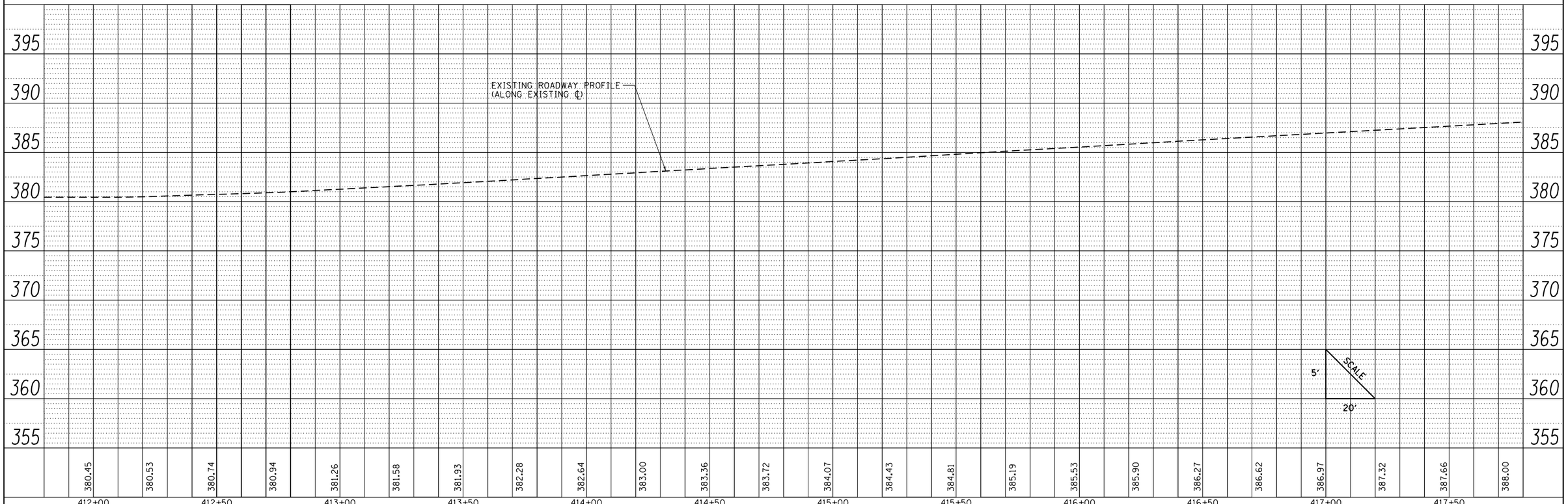
SCALE: 1″ = 20′ | SHEET 2 OF 3 SHEETS | STA. 405+81.34 TO STA. 411+73.53

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	18
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			



PLAN
DATE
BY
SURVEYED
PLOTTED
DRAWN
CHECKED
QUANTITIES CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
BAR. NOTED
CADD FILE NAME
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.

FOR INFORMATION ONLY



PROFILE
DATE
BY
SURVEYED
PLOTTED
DRAWN
CHECKED
QUANTITIES CHECKED
BAR. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.

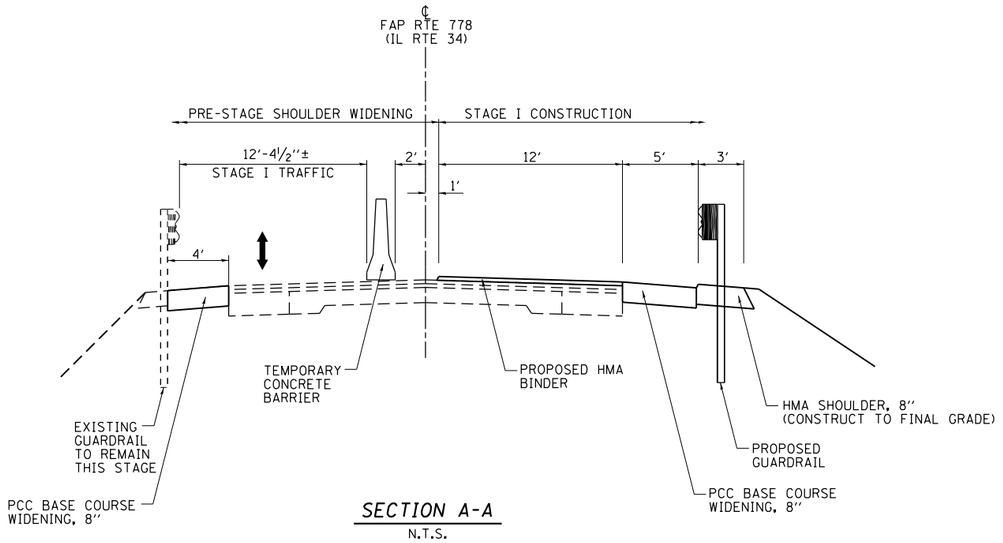
FILE NAME = L:\IDOT\080610\W0_21\Draw\Sheets\D978364-sht-plnprf-03.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
Default	PLOT SCALE = 40.0000 ' / in.	CHECKED - JMM	REVISED -
	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
IL RTE 34

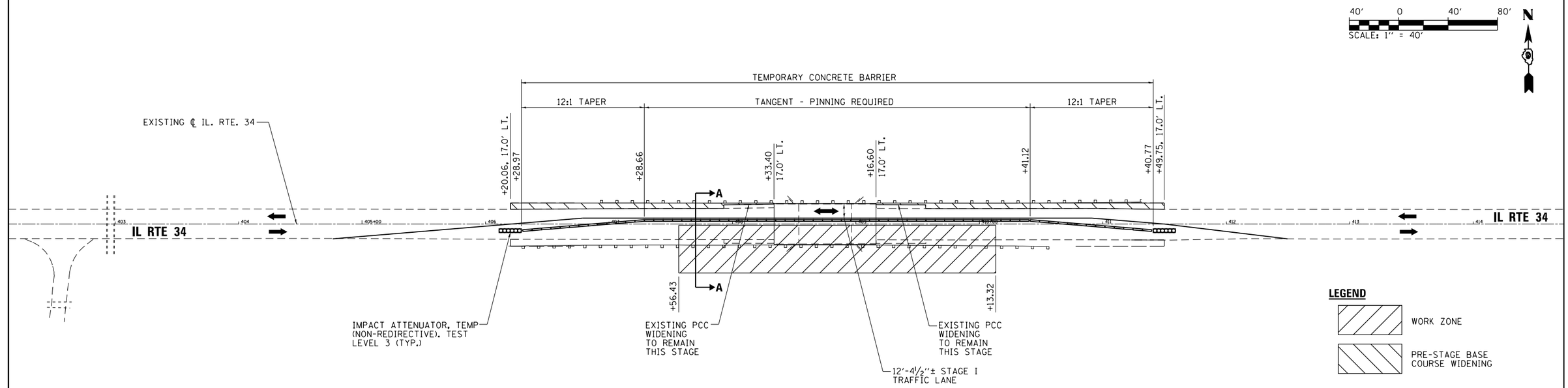
SCALE: 1″ = 20′ | SHEET 3 OF 3 SHEETS | STA. 411+80 | TO STA. 417+80

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	19
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		



SECTION A-A

N.T.S.



NOTES:

1. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH STANDARD 701321.
2. REMAINING EAST BOUND SHOULDER AND GUARDRAIL IMPROVEMENTS SHALL BE COMPLETED PRIOR TO STAGE II TRAFFIC CONFIGURATION.

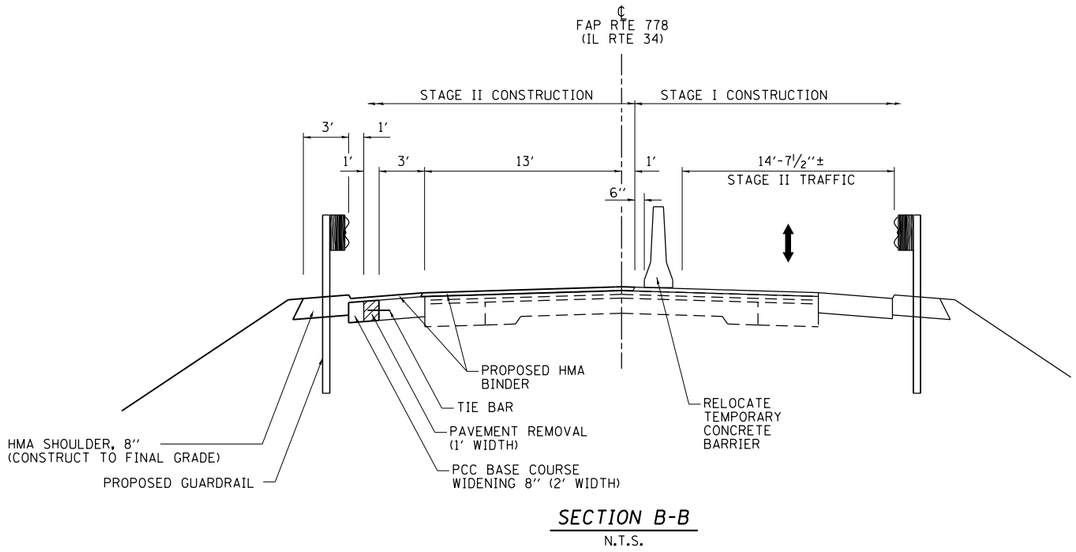
FILE NAME = L:\IDOT\080661Ø\WD_21\Draw\Sheets\D978364-sht-stage I details.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
	PLOT SCALE = 80.0000 ′ / in.	CHECKED - JMM	REVISED -
Default	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I CONSTRUCTION

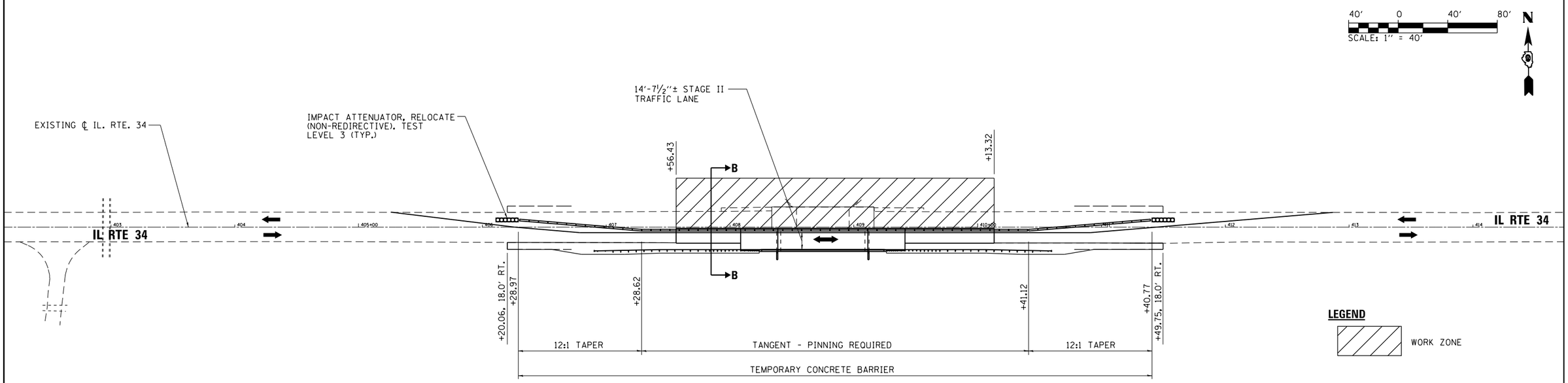
SCALE: 1′ = 40′ | SHEET 1 OF 1 SHEETS | STA. 403+00 TO STA. 414+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	20
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			



SECTION B-B

N.T.S.



NOTES:

1. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH STANDARD 701321.

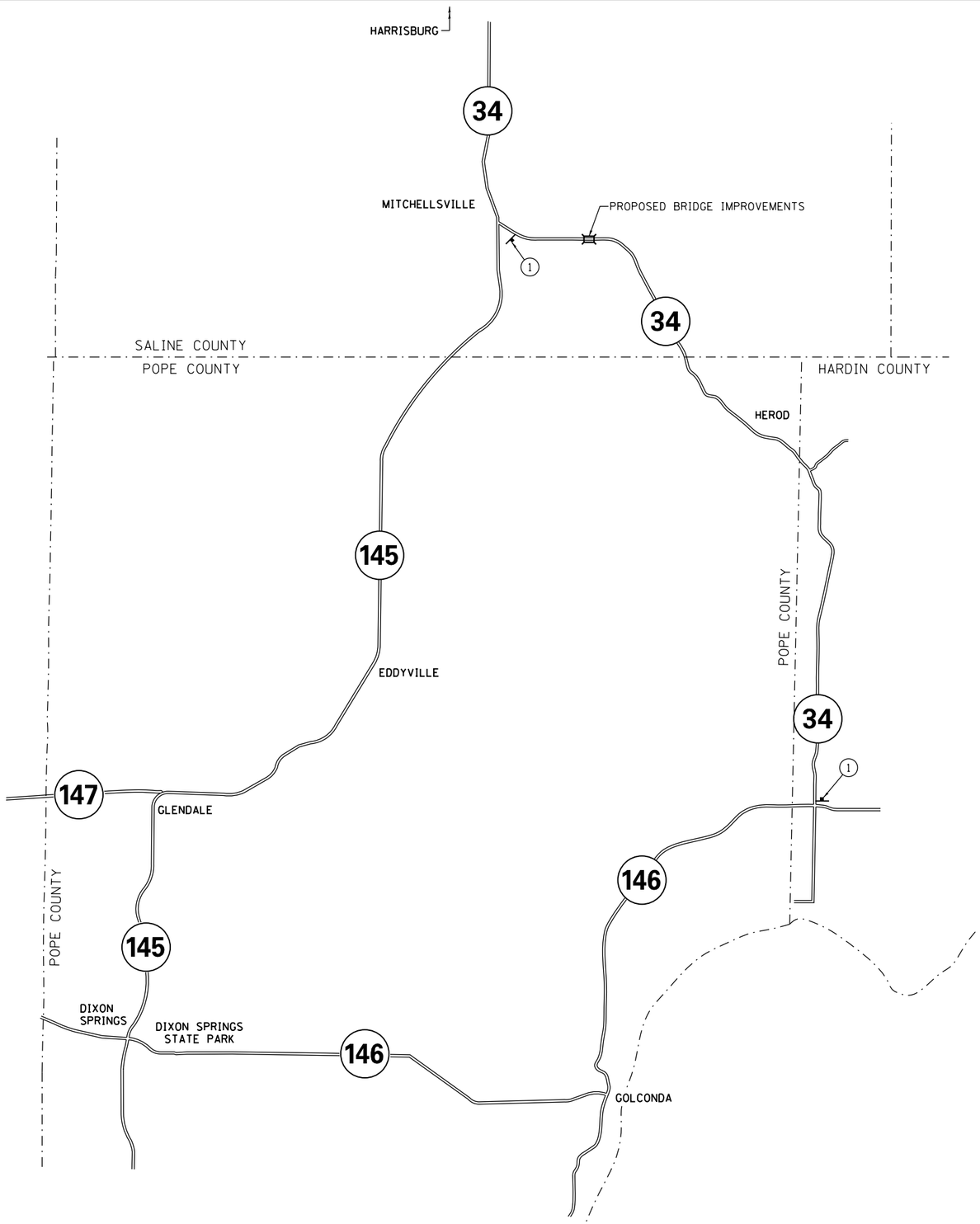
FILE NAME = L:\IDOT\080661Ø\WD_21\Draw\Sheets\D978364-sht-stage II details.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
	PLOT SCALE = 80.0000 ′ / in.	CHECKED - JMM	REVISED -
Default	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II CONSTRUCTION

SCALE: 1′ = 40′ | SHEET 1 OF 1 SHEETS | STA. 403+00 TO STA. 414+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	21
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			



N

1 **SIGN LEGEND**

MAX WIDTH
XX′–XX″
XX MILES AHEAD

W12–I103 (48 X 48)

SERIES D ALPHABET, NO BORDER, BLACK ON WHITE

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, STA. 701321 AND NO OTHER COMPENSATION WILL BE ALLOWED.
3. THE WIDTH SHOWN ON THE W12-I103 SIGN SHALL BE 10′-10½″ FOR STAGE I AND 13′-1½″ FOR STAGE II OR AS DIRECTED BY THE ENGINEER. THE ″XX″ MILES AHEAD WILL BE DETERMINED BY THE ENGINEER.

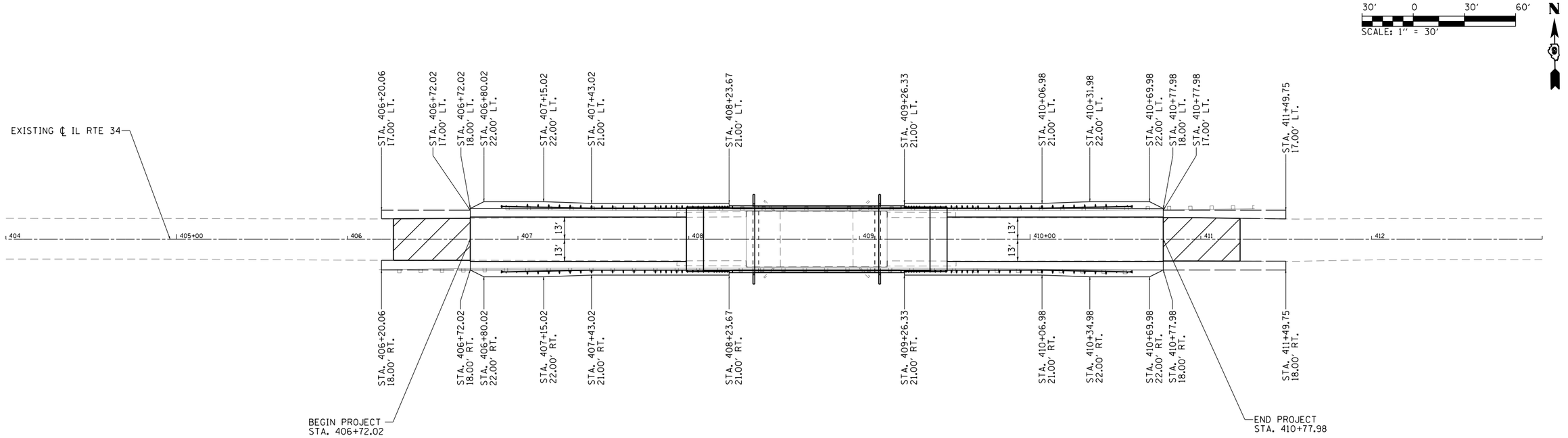
FILE NAME = L:\IDOT\0806610\WO_21\Draw\Sheets\D978364-sht-Wide Load Detour.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
	PLOT SCALE = 150000.0000 ′ / in.	DRAWN - GLD	REVISED -
Default	PLOT DATE = 1/6/2016	CHECKED - JMM	REVISED -
		DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

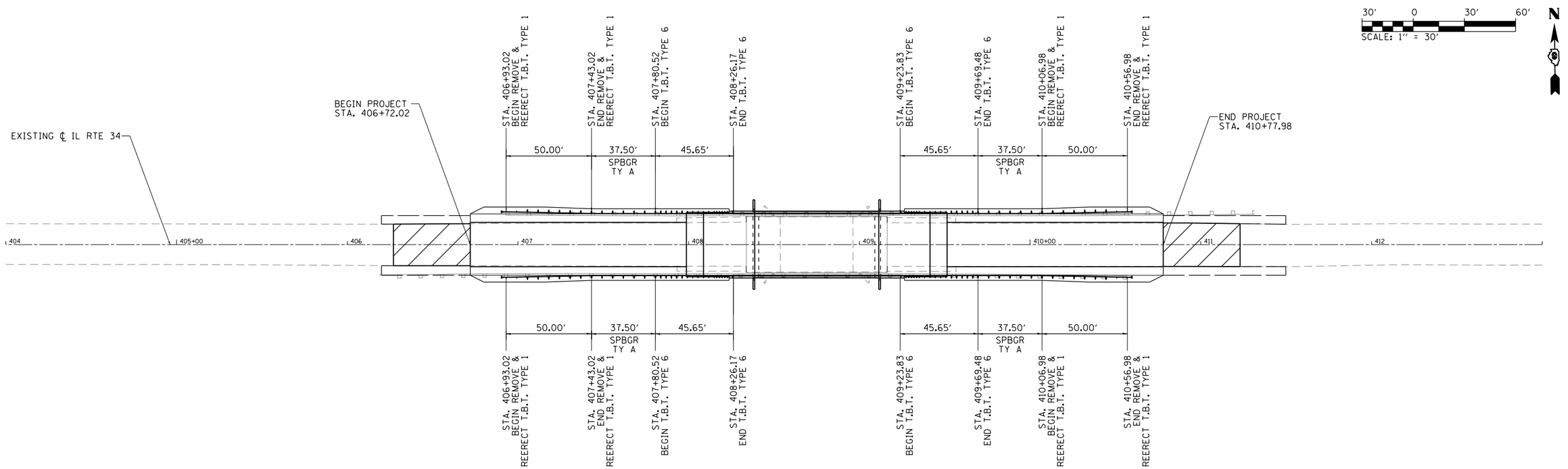
WIDE LOAD DETOUR

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	22
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			



PROPOSED SHOULDER LAYOUT



PROPOSED GUARDRAIL LAYOUT

FILE NAME = L:\IDOT\0806610\WD_21\Draw\Sheets\D978364-sht-details-grdl-shld.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
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Default	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

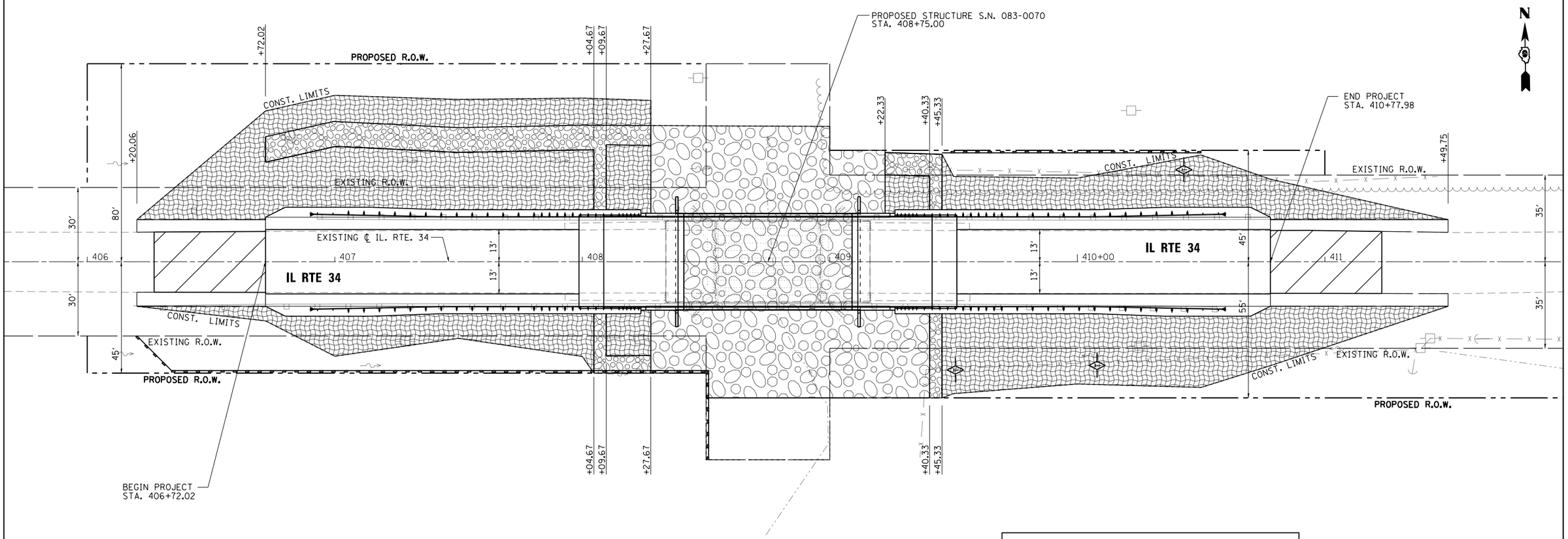
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHOULDER AND GUARDRAIL PLAN

SCALE: 1″ = 30′ | SHEET 1 OF 1 SHEETS | STA. 404+00 TO STA. 413+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	23
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

20′ 0 20′ 40′
SCALE: 1″ = 20′



LEGEND

- HEAVY DUTY EROSION CONTROL BLANKET
- STONE RIPRAP, CLASS A3 (DITCH LINING)
- STONE RIPRAP, CLASS A6
- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER

FILE NAME = L:\IDOT\0806610\WD_21\Draw\Sheets\D978364-sht-EROSION.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
	PLOT SCALE = 40.0000 ′ / in.	CHECKED - JMM	REVISED -
Default	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

SCALE: 1″ = 20′ | SHEET 1 OF 1 SHEETS | STA. 405+81.34 TO STA. 411+73.53

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	24
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		

COORDINATE DATA		
PT#	NORTHING	EASTING
JH8	353212.09	937362.22
JH13	353097.93	937710.88
JH16	353072.93	937710.59
JH17	353076.51	937410.61
JH18	353087.10	937360.73
JH19	353090.08	937110.75
JH20	353105.08	937110.93
JH21	353165.08	937111.64
JH22	353215.07	937112.24
JH23	353176.50	937411.80
JH24	353174.11	937611.78
JH25	353164.12	937611.67
JH80	353211.56	937406.75
JH88	353051.58	937404.19
JH89	353126.79	937405.88

PARCEL	PROPERTY OWNER	PURPOSE	ACREAGE
PARCEL 111	STEVE, JERRY & SHIRLEY L. JOHNSON	ROW	0.287 AC±
PARCEL 112	SAMUEL R. & ERICA M. GARBEL	ROW	0.138 AC±
PARCEL 113	MARTY W. & SUE ANN COKER	ROW	0.046 AC±
PARCEL 114	STEPHEN & SHIRLEY JOHNSON TRUST	ROW	0.086 AC±

SE QUARTER, NW QUARTER

SECTION 24

T. 10 S., R. 6 E., 3RD PM

PARCEL 111

SW QUARTER, NE QUARTER

SECTION 24

T. 10 S., R. 6 E., 3RD PM

PARCEL 113

NE QUARTER, SW QUARTER

SECTION 24

T. 10 S., R. 6 E., 3RD PM

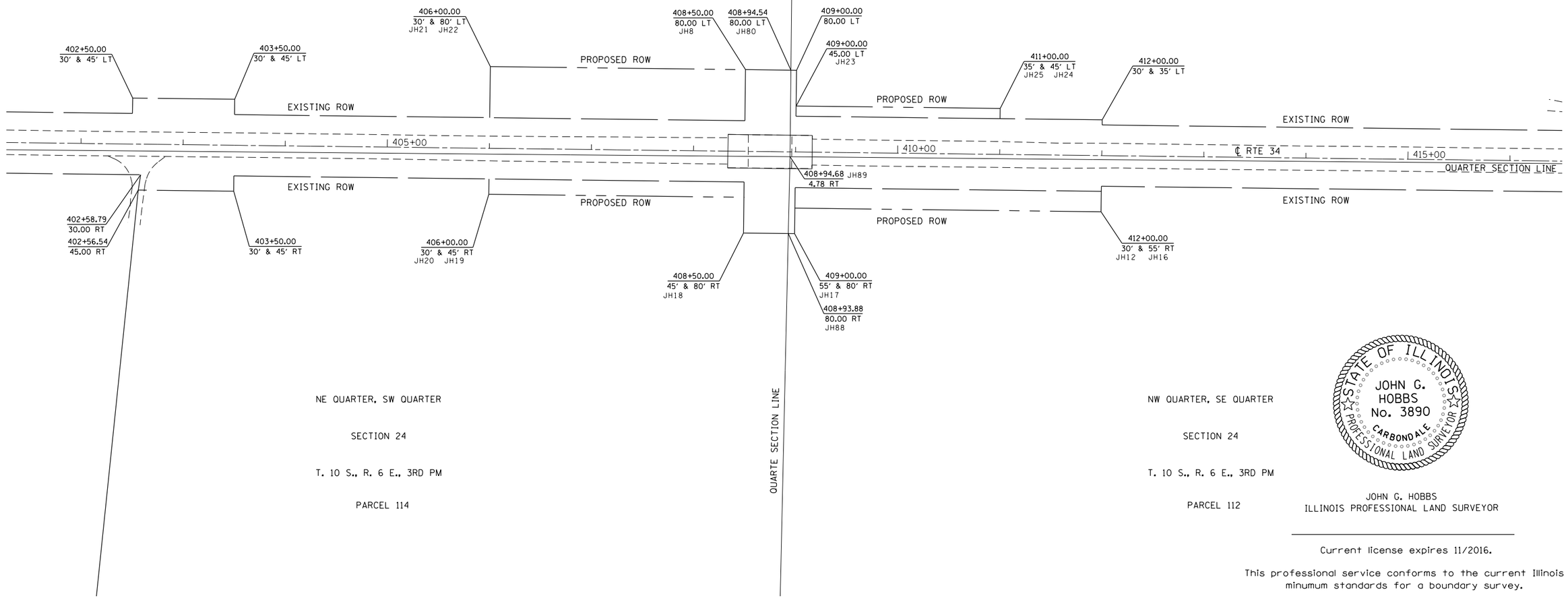
PARCEL 114

NW QUARTER, SE QUARTER

SECTION 24

T. 10 S., R. 6 E., 3RD PM

PARCEL 112



STATE OF ILLINOIS
JOHN G.
HOBBS
No. 3890
CARBONDALE
PROFESSIONAL LAND SURVEYOR

JOHN G. HOBBS
ILLINOIS PROFESSIONAL LAND SURVEYOR

Current license expires 11/2016.

This professional service conforms to the current Illinois minumum standards for a boundary survey.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 9\Projects\78364\Data\CADdata\CAEsheets\78364-sht-row.dgn	USER NAME = halsteadtw	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 12/29/2015	DATE -	REVISED -

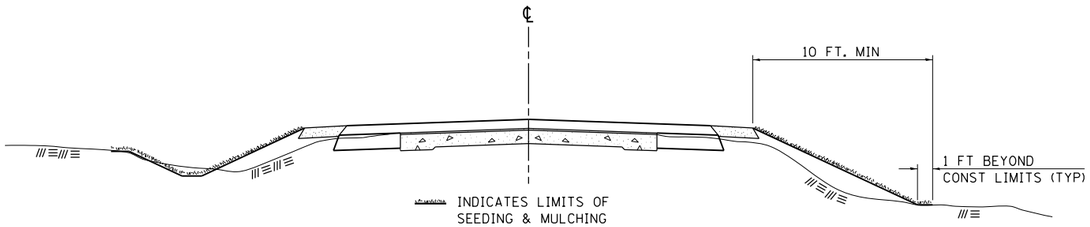
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RTE 34/SN 083-0022
R-99-002-15

SCALE: 1" = 100' | SHEET 1 OF 1 SHEETS | STA. 402+00.00 TO STA. 415+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	25
		CONTRACT NO. 78364		
		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.

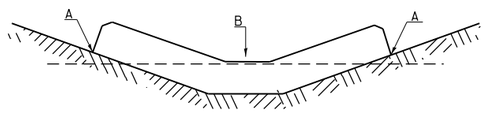
SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

STD. 9-12

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
REVISED	6-3-99
REVISED	3-27-08
REVISED	5-16-13

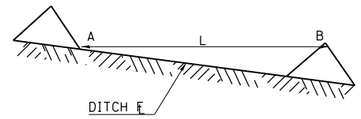
TEMPORARY DITCH CHECKS

PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGE WAY



POINTS A SHOULD BE HIGHER THAN POINT B

SPACING BETWEEN TEMPORARY DITCH CHECKS



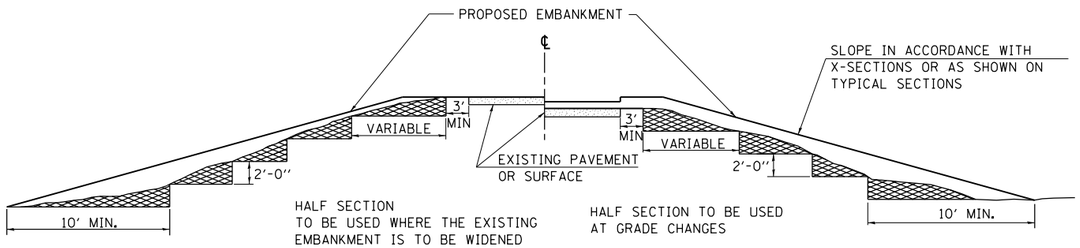
L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

B = THE LOW POINT IN CENTER OF CHECK

STD. 9-108

REVISIONS	
DRAWN	9-01-99
REVISED	10-3-01
RESIZED	5-8-08
REVISED	05-04-10
REVIEWED	5-17-13

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL

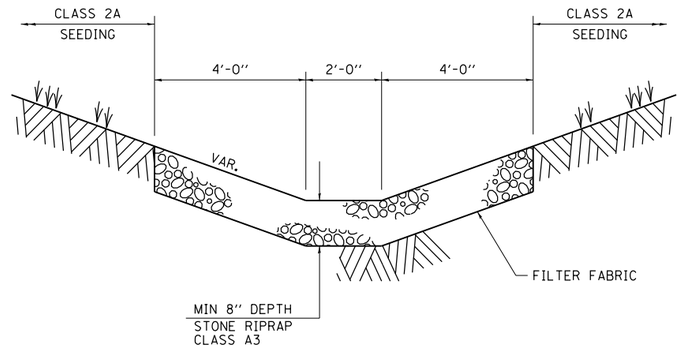


MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

STD. 9-16

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

STONE RIPRAP DITCH DETAIL



NOTE: THE FINISHED SIDESLOPES OF THE STONE RIPRAP DITCH SHALL MATCH THE PROPOSED GRADE.

FILE NAME = L:\IDOT\080661Ø\WO_21\Draw\Sheets\D978364-sht-District Details.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JMM	REVISED -
SHT 1	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

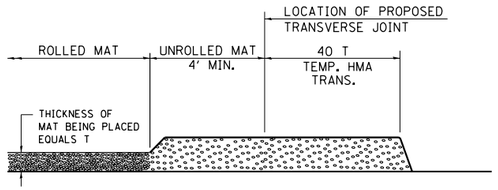
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

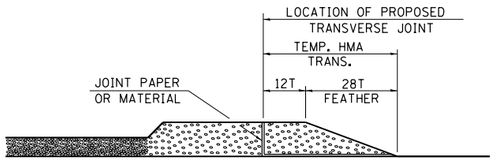
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	26
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		

TEMPORARY HOT-MIX ASPHALT TRANSITIONS



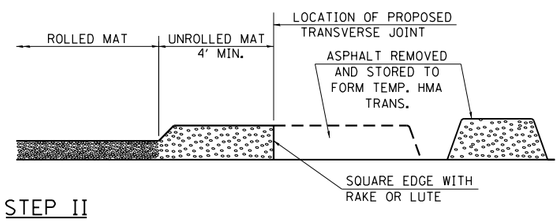
STEP I

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.



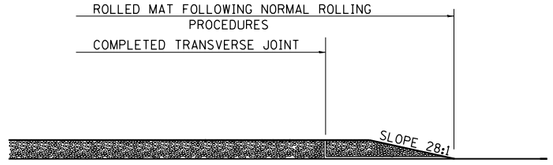
STEP III

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 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 IV

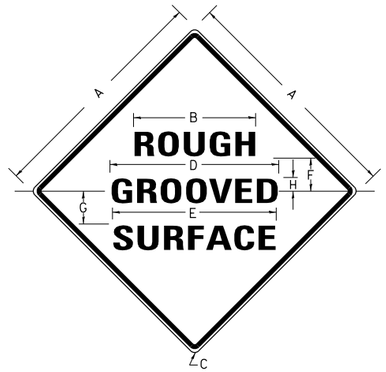
1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE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

REVISIONS

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

STD. 9-26

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			MARGIN	BORDER	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.

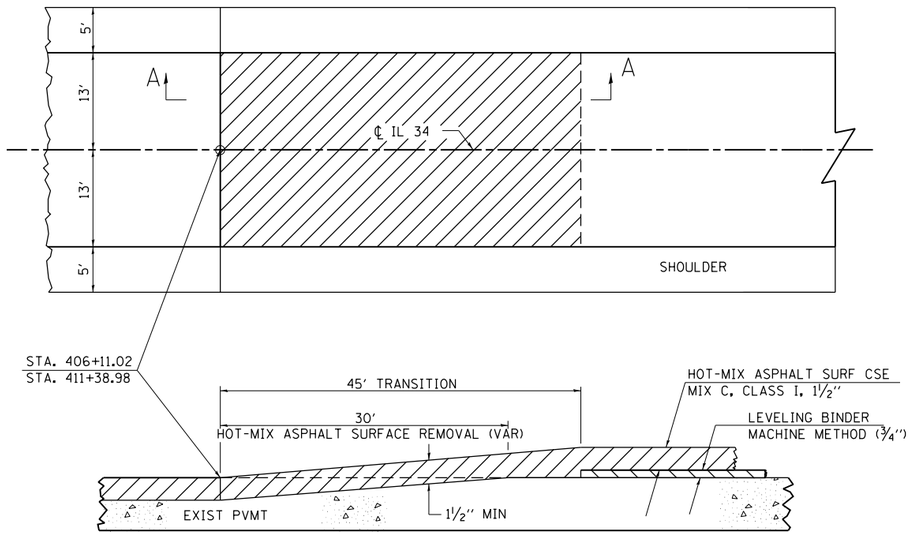
THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS

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

STD. 9-39

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

FILE NAME = L:\IDOT\0806610\WO_21\Draw\Sheets\D978364-sht-District Details.dgn	USER NAME = Brad Downen	DESIGNED - BJD	REVISED -
		DRAWN - GLD	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JMM	REVISED -
SHT 2	PLOT DATE = 1/6/2016	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. | TO STA.

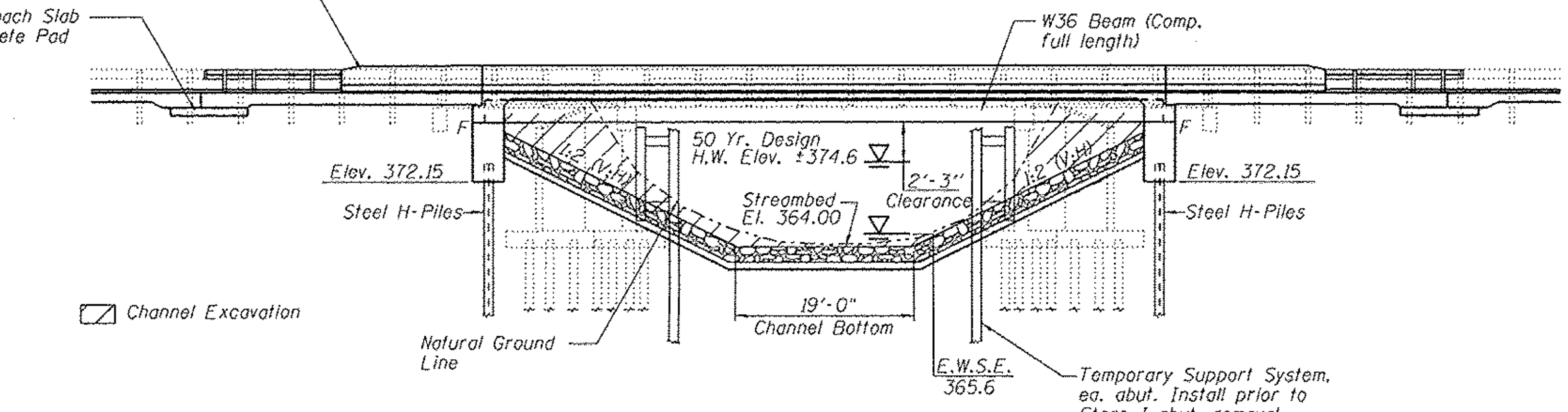
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	27
		CONTRACT NO. 78364		
		ILLINOIS	FED. AID PROJECT	

Bench Mark: RR spike set in power pole along south side of IL 34, Sta. 405+03 @ 30' Rt., Elev. 376.50'

Existing Structure: Structure No. 083-0022(E) (Orig. Constr. 1924; Rehab. 1981) consists of a single span 17" P.P.C. deck beam bridge on closed abutments. Back to back abutments measures 43'-2½" on a 0° skew. Clear width is ±32'-11" between rails and the overall out to out width of the bridge deck is ±33'-5"

Salvage: None

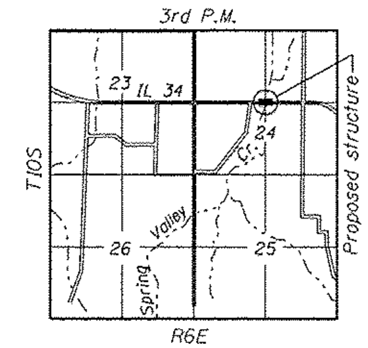
Maintain traffic using stage construction.



ELEVATION

DESIGN SCOUR ELEVATION TABLE

Event/ Limit State	Design Scour Elevations (ft.) W. Abut.	E. Abut.	Item 113
Q100	372.15	372.15	8
Q200	372.15	372.15	
Design	372.15	372.15	
Check	372.15	372.15	



LOCATION SKETCH

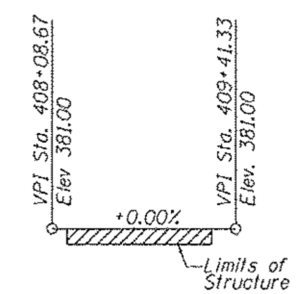
STATION 408+75.00
BUILT 201_ BY
STATE OF ILLINOIS
F.A.P. RT 778 SEC. 2B-3
LOADING HL-93
STR. NO. 083-0070

NAME PLATE

See Std. 515001

BORING DATA

BORING	LOCATION
B-1	Sta. 408+29, 12' Rt.
B-2	Sta. 409+22, 12' Lt.



PROFILE GRADE

(along ℄ roadway)

INDEX OF SHEETS

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

DESIGN SPECIFICATIONS

2014 AASHTO LRFD
Bridge Design Specifications
w/2015 Interims

LOADING HL-93

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

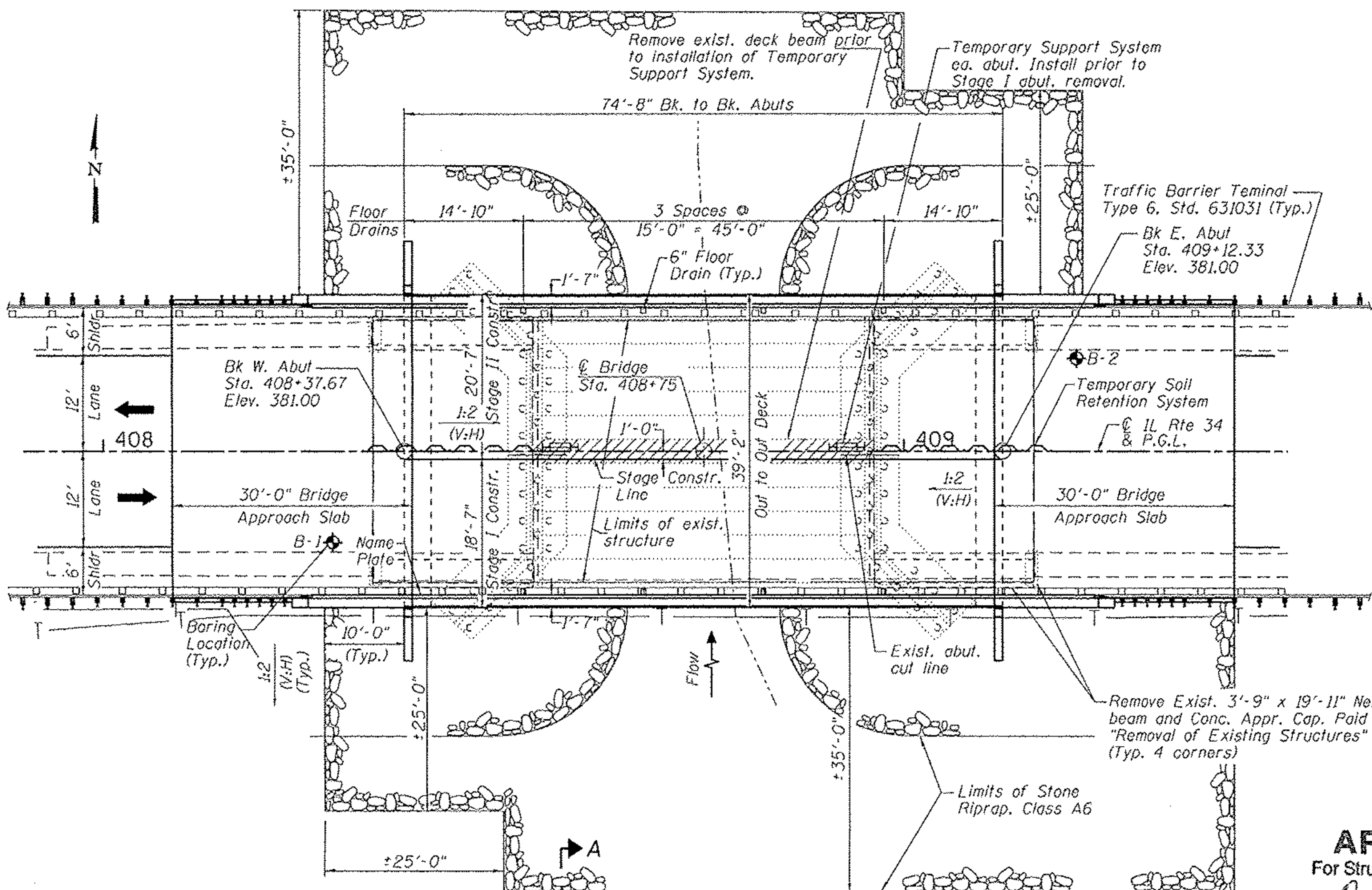
DESIGN STRESSES

FIELD UNITS
(PROPOSED)

f'c = 3,500 psi
f'c = 4,000 psi (Superstructure Conc.)
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 3
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.344g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.815g
Soil Site Class = D



PLAN

01-05-2016

LICENSED STRUCTURAL ENGINEER
WILLIAM L. BAILEY, JR.
5087
STATE OF ILLINOIS

Exp. 11-30-2016

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

NOTES:

1. For Section A-A, see Sheet 2 of 21.

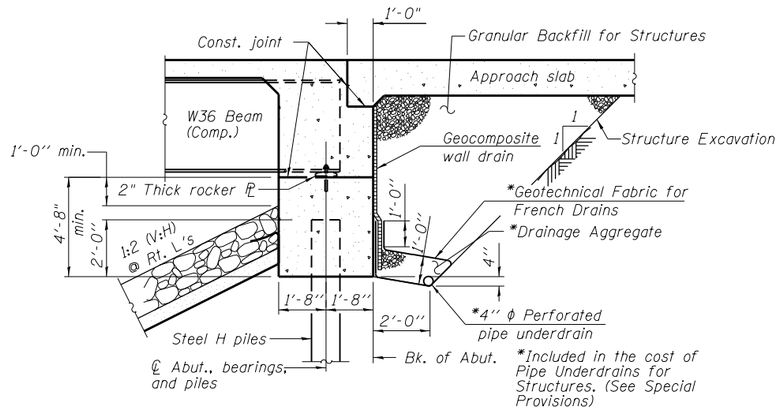
GENERAL PLAN
F.A.P. ROUTE 778 (IL 34)
OVER SPRING VALLEY CREEK
SECTION 2B-3
SALINE COUNTY
STATION 408+75.00
STRUCTURE NO. 083-0070

CMT	USER NAME = Marshall Lachecki	DESIGNED M. LACHECKI	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN STRUCTURE NO. 083-0070	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	...\001-General Plan.dgn	CHECKED W. BAILEY	REVISED			778	2B-3	SALINE	56	28
	PLOT SCALE =	DRAWN G. DAVIS	REVISED				CONTRACT NO. 78364			
	PLOT DATE =	CHECKED M. LACHECKI	REVISED		SHEET NO. 1 OF 21 SHEETS		ILLINOIS FED. AID PROJECT			

GENERAL NOTES

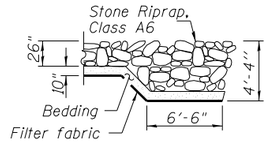
1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts $\frac{3}{4}$ in. dia. holes $\frac{15}{16}$ in. dia. unless otherwise noted.
2. Calculated weight of Structural Steel = 72,540 lb. (AASHTO M270 Grade 50W)
3. All structural steel shall be AASHTO M 270 Grade 50W.
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. 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.
7. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
8. Slipforming of parapets is not allowed.
9. "Current Ratings on File for Existing Structure"
   Inventory: HS 10.2
   Operating: HS 17.0
   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."
10. The Contractor is advised the existing structure contains members that are in a deteriorated condition with reduced load caring capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal of the structure.
11. Prior to shifting traffic for Stage I construction, the Contractor and the Engineer shall inspect the existing deck beam keyways for the beams carrying Stage I traffic to ensure proper operation of existing keways or clamps previously installed. The Contractor shall coordinate with the Engineer if it is determined additional keyway repairs are needed prior to initiating Stage I construction.



SECTION THRU INTEGRAL ABUTMENT

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



SECTION A-A

WATERWAY INFORMATION

Drainage Area = 4.87 Sq. Mi.

Existing Overtopping Elev. = 380.30 @ Sta. 399+47 to 407+90
Proposed overtopping Elev. = 380.30 @ Sta. 399+47 to 406+73

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	2350	271.6	341.7	373.1	0.7	0.7	373.8	373.8
Design	50	3980	331.2	430.5	374.6	1.6	1.5	376.2	376.1
Base	100	4730	347.1	455.6	375.0	2.4	1.8	377.4	376.8
S.D. Check	200	5555	363.0	481.5	375.4	3.2	2.2	378.6	377.6
Ovt. Exist.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Ovt. Prop.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Max. Calc.	500	6740	386.9	521.5	376.0	4.2	2.8	380.2	378.8

10-YR Vel. Existing Bridge = 8.65 ft/s 10-YR Vel. Proposed Bridge = 6.98 ft/s

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A6	Sq. Yd.			1,150
Filter Fabric	Sq. Yd.			1,150
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		280	280
Floor Drains	Each	8		8
Concrete Structures	Cu. Yd.		77.4	77.4
Concrete Superstructure	Cu. Yd.	118.7		118.7
Concrete Superstructure(Approach Slab)	Cu. Yd.	119.9		119.9
Bridge Deck Grooving	Sq. Yd.	504		504
Protective Coat	Sq. Yd.	596		596
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1,674		1,674
Reinforcement Bars, Epoxy Coated	Pound	49,650	12,630	62,280
Bar Splicers	Each	379	116	495
Furnishing Steel Piles HP 12x53	Foot		462	462
Driving Piles	Foot		462	462
Test Pile Steel HP 12x53	Each		2	2
Pile Shoes	Each		16	16
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	24		24
Geocomposite Wall Drain	Sq. Yd.		76	76
Temporary Soil Retention System	Sq. Ft.		607	607
Granular Backfill for Structures	Cu. Yd.		184	184
Asbestos Bearing Pad Removal	Each		38	38
Pipe Underdrains for Structures 4"	Foot		146	146
Temporary Support System	L. Sum		1	1

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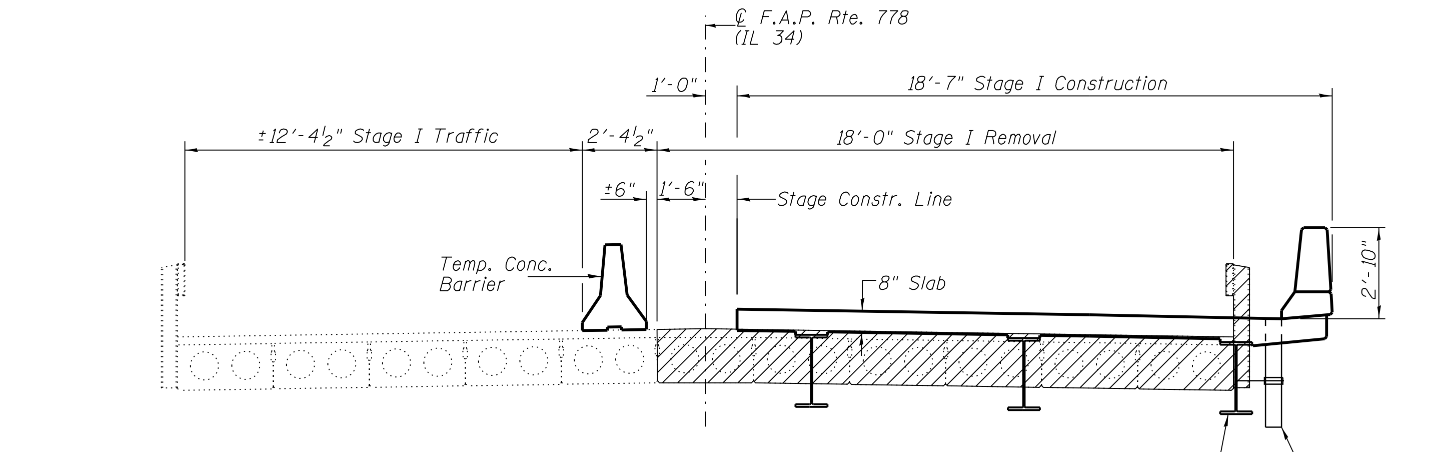
CMT

USER NAME = Marshall Lachecki	DESIGNED M. LACHECKI	REVISED
...\002-General Data.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

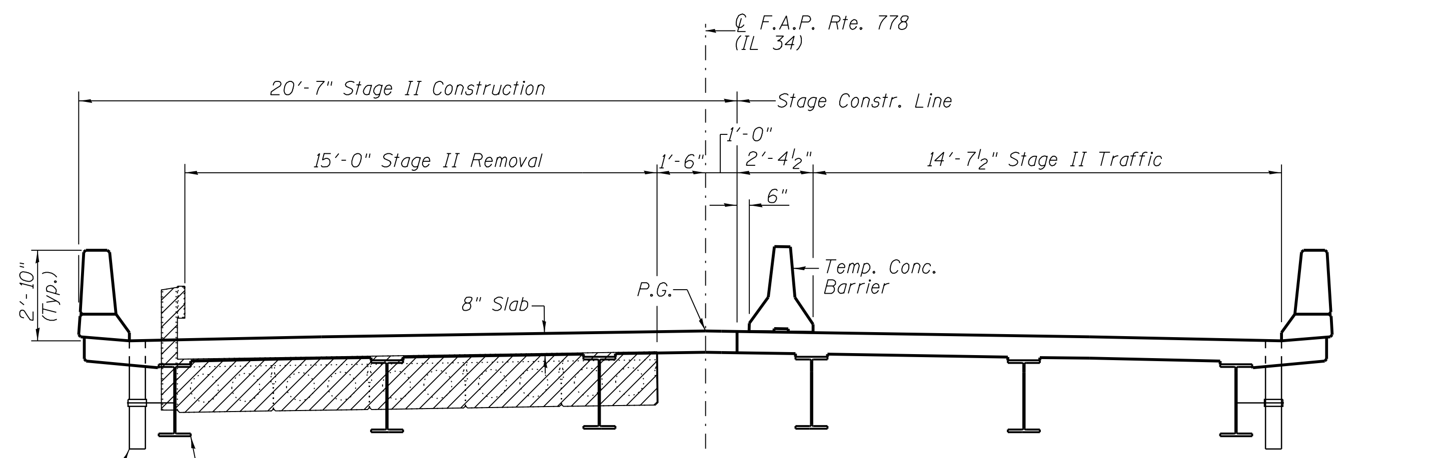
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 083-0070
SHEET NO. 2 OF 21 SHEETS

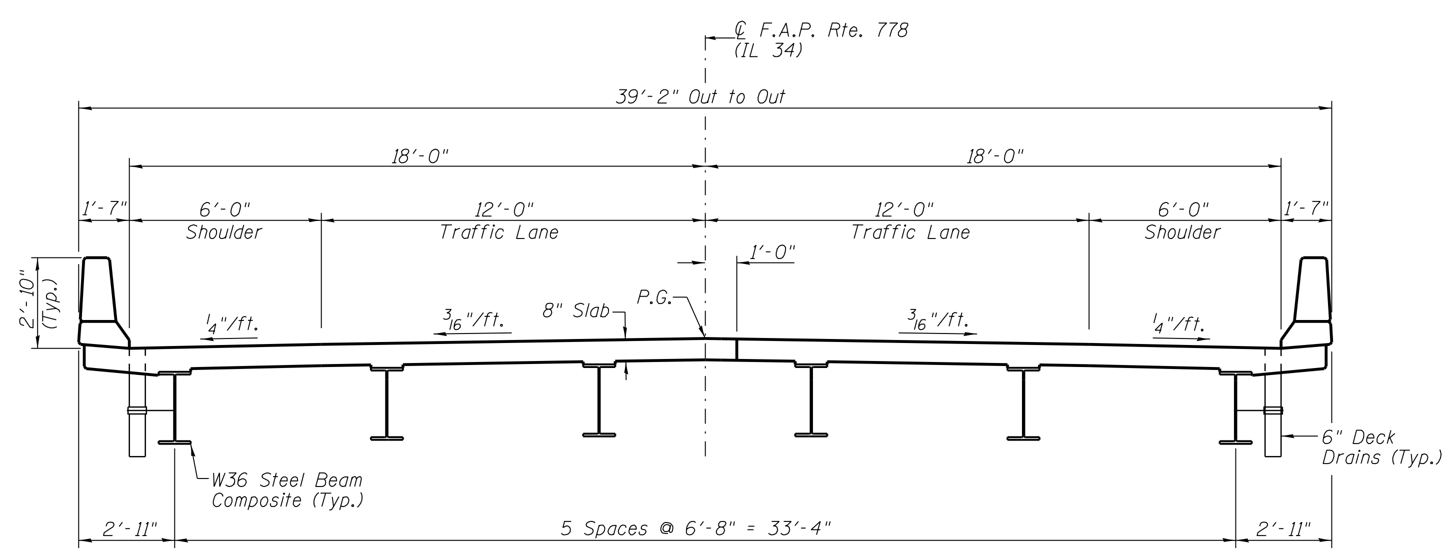
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	29
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		



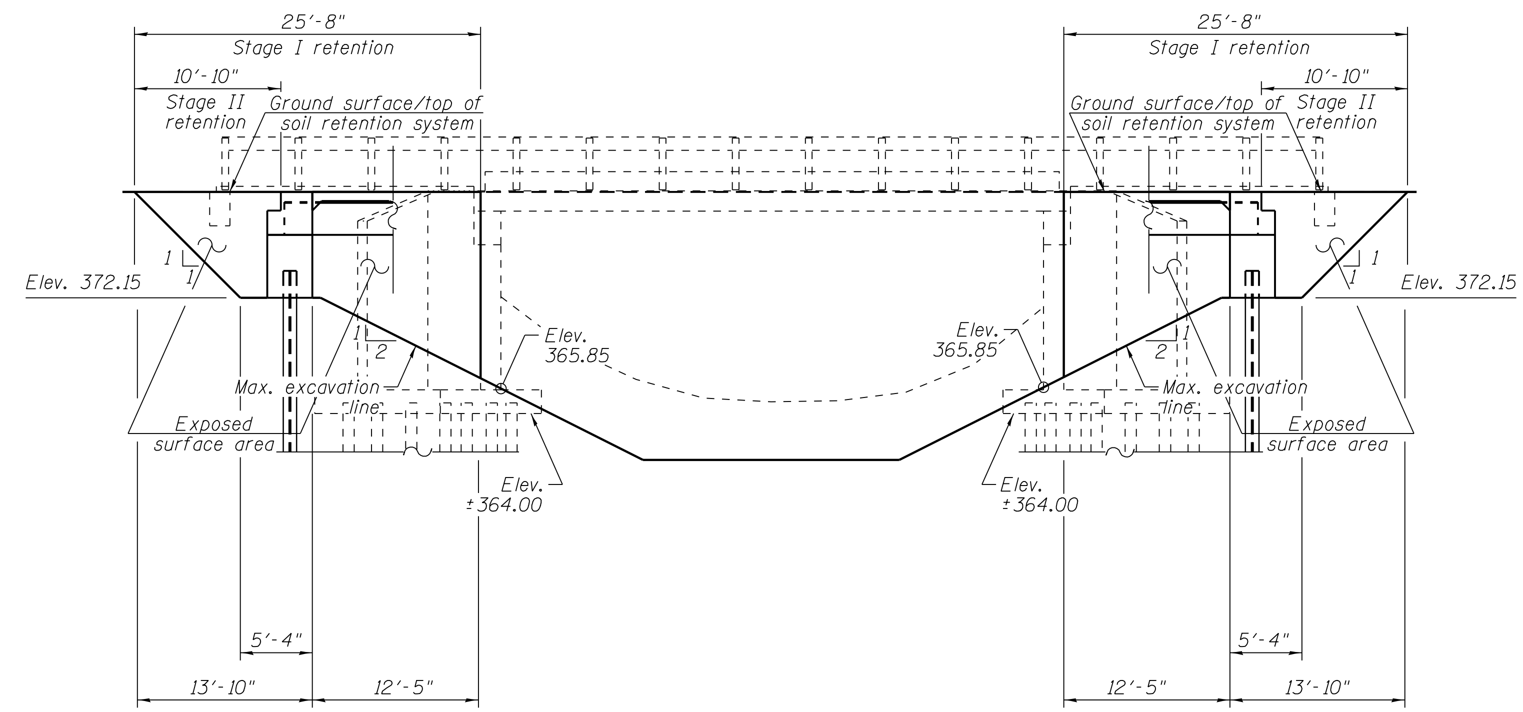
STAGE I
(Looking East)



STAGE II
(Looking East)



CROSS SECTION
(Looking East)



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 Conctractor 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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CMT

USER NAME = Brad Downen	DESIGNED M. LACHECKI	REVISED
...\003-Staging details 1.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

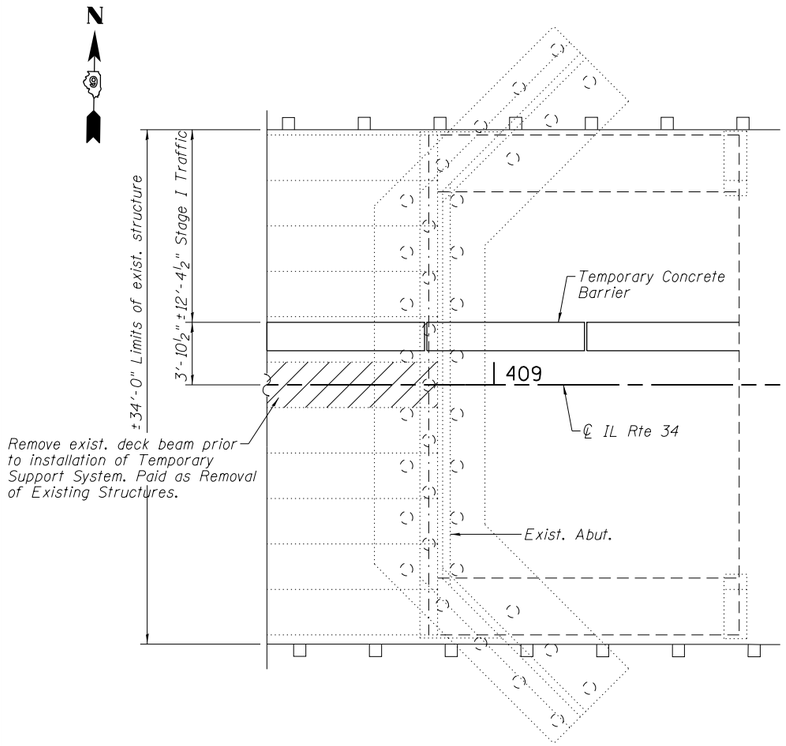
STAGING DETAILS 1
STRUCTURE NO. 083-0070

SHEET NO. 3 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	30

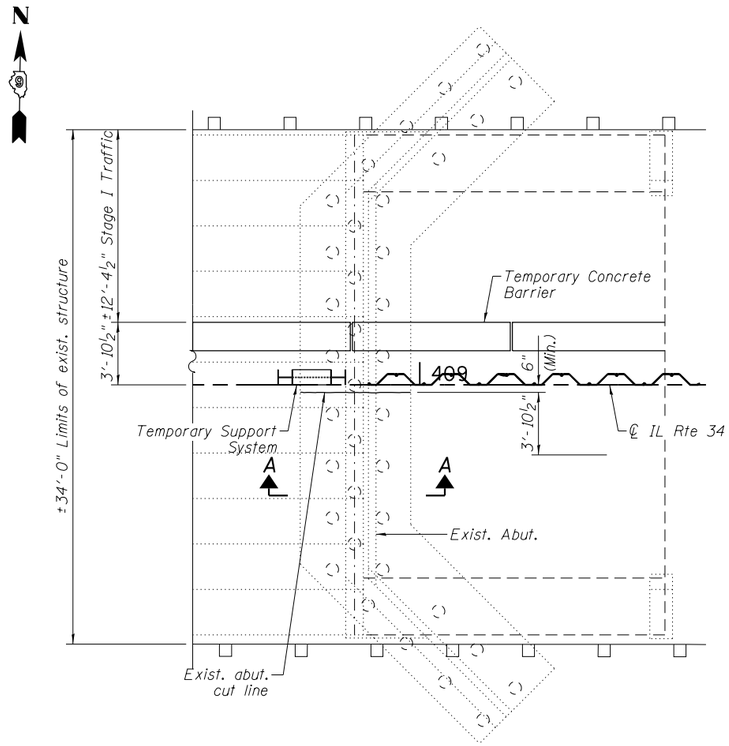
CONTRACT NO. 78364

ILLINOIS FED. AID PROJECT



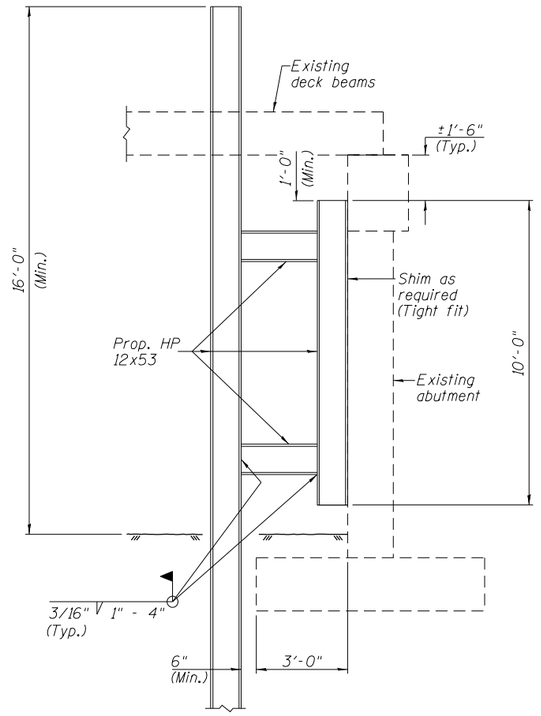
PLAN - REMOVAL OF BEAM

(East Abutment Shown. West Abutment Similar)



PLAN - TEMP. SUPPORT INSTALLATION

(East Abutment Shown. West Abutment Similar)



SECTION A-A
TEMP. ABUT. SUPPORT

PILE DATA

Type: HP 12x53
Est. Length: 25'-0" (Embedment)
No. Production Piles: 2

NOTES:

1. *Furnishing and driving of HP 12x53 piles, shims, and connection of H-piles paid as "Temporary Support System." See Special Provision for more information.*
2. *Contractor shall determine pile length required to provide minimum pile embedment and additional length necessary for pile driving operation prior to ordering piles.*
3. *Following Stage II abutment removal, contractor shall remove Temporary Support System per Special Provisions.*

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CMT

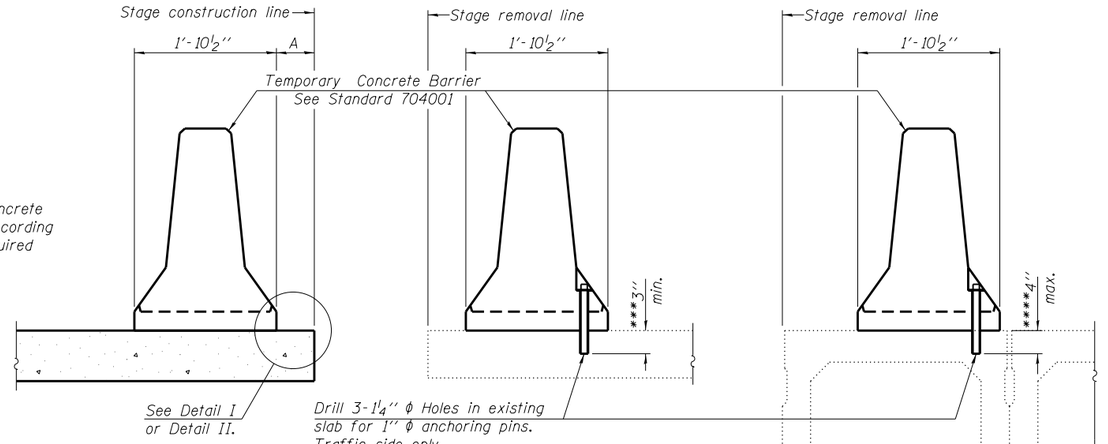
USER NAME = Brad Downen	DESIGNED M. LACHECKI	REVISED
...\004-Staging details 2.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING DETAILS 2
STRUCTURE NO. 083-0070
SHEET NO. 4 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	31
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		

When "A" is 3'-1'' 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'-1''.



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1'' x 7' 'x ''W'' steel PL to the top layer of couplers with 2-⅝'' ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1'' x 7'' x ''W'' steel PL to the concrete slab or concrete wearing surface with 2-⅝'' ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

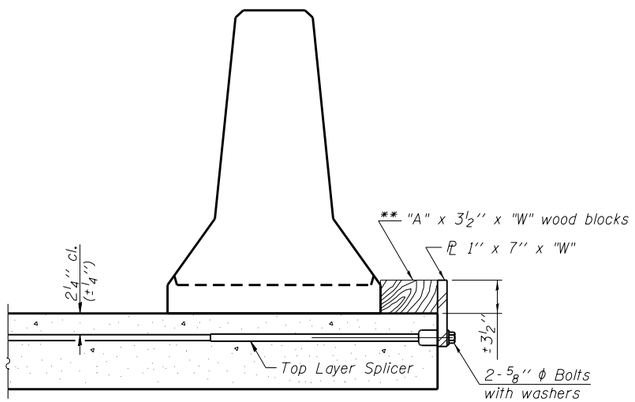
Cost of retainer assembly is included with Temporary Concrete Barrier.

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.

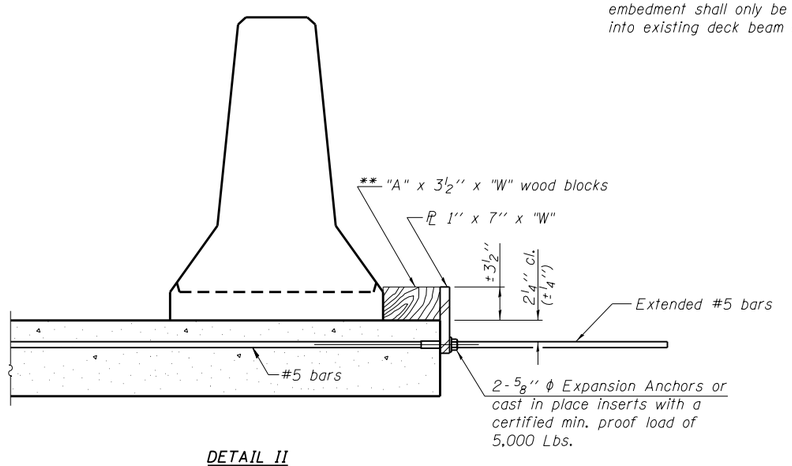
SECTIONS THRU SLAB OR DECK BEAM

*** 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.



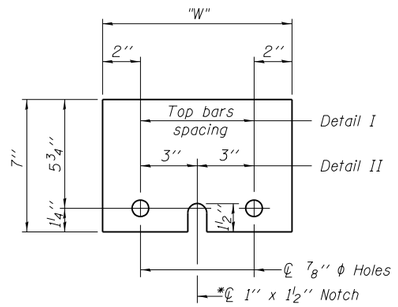
DETAIL I



DETAIL II

RETAINER ASSEMBLY

** 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.



STEEL RETAINER PL 1'' x 7'' x ''W''

* Required only with Detail II

R-27

1-12-15

USER NAME = Brad Downen	DESIGNED M. LACHECKI	REVISED	
...\005-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. 083-0070
SHEET NO. 5 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	32
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

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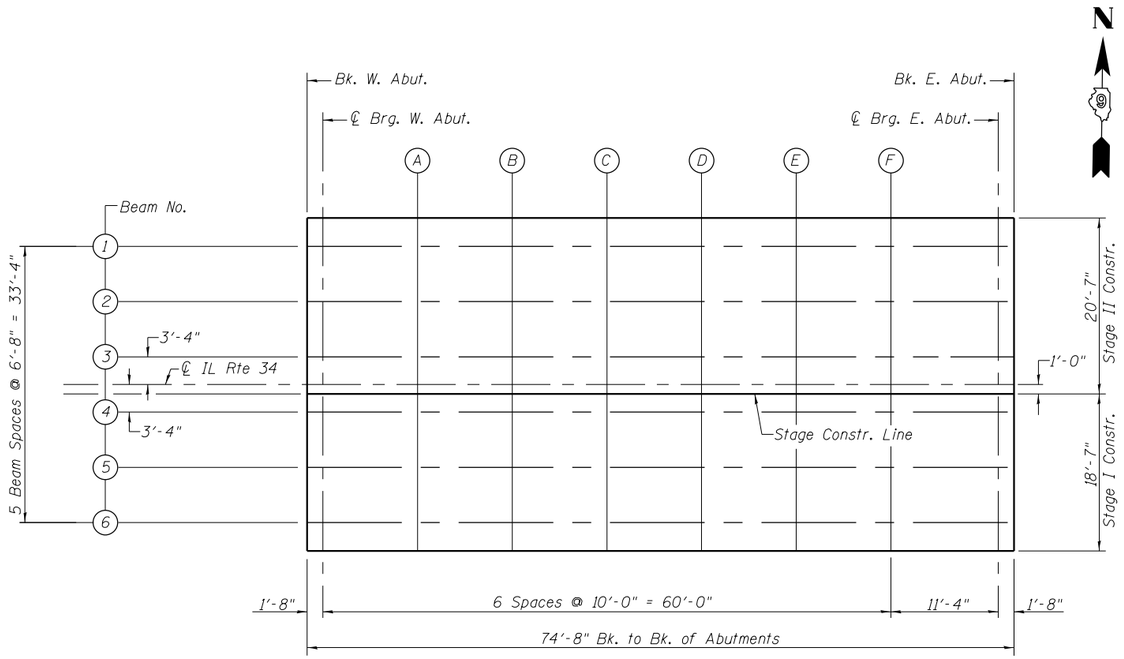
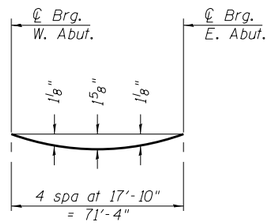


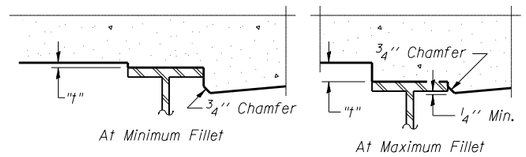
LAYOUT PLAN FOR DECK ELEVATIONS



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 shownon sheet 7 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 7 of 21, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

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CMT

USER NAME = Brad Downen	DESIGNED M. LACHECKI	REVISED
...\006-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. 083-0070
SHEET NO. 6 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	33
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. West Abut.	408+37.67	-16.667	380.715	380.715
℄ Brg. W. Abut.	408+39.33	-16.667	380.715	380.715
1 A	408+49.33	-16.667	380.715	380.775
1 B	408+59.33	-16.667	380.715	380.823
1 C	408+69.33	-16.667	380.715	380.850
1 D	408+79.33	-16.667	380.715	380.851
1 E	408+89.33	-16.667	380.715	380.828
1 F	408+99.33	-16.667	380.715	380.782
℄ Brg. E. Abut.	409+10.67	-16.667	380.715	380.715
Bk. East Abut.	409+12.33	-16.667	380.715	380.715

BEAM 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. West Abut.	408+37.67	-10.000	380.844	380.844
℄ Brg. W. Abut.	408+39.33	-10.000	380.844	380.844
2 A	408+49.33	-10.000	380.844	380.903
2 B	408+59.33	-10.000	380.844	380.951
2 C	408+69.33	-10.000	380.844	380.978
2 D	408+79.33	-10.000	380.844	380.979
2 E	408+89.33	-10.000	380.844	380.957
2 F	408+99.33	-10.000	380.844	380.911
℄ Brg. E. Abut.	409+10.67	-10.000	380.844	380.844
Bk. East Abut.	409+12.33	-10.000	380.844	380.844

BEAM 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. West Abut.	408+37.67	-3.333	380.948	380.948
℄ Brg. W. Abut.	408+39.33	-3.333	380.948	380.948
3 A	408+49.33	-3.333	380.948	381.007
3 B	408+59.33	-3.333	380.948	381.055
3 C	408+69.33	-3.333	380.948	381.082
3 D	408+79.33	-3.333	380.948	381.083
3 E	408+89.33	-3.333	380.948	381.061
3 F	408+99.33	-3.333	380.948	381.015
℄ Brg. E. Abut.	409+10.67	-3.333	380.948	380.948
Bk. East Abut.	409+12.33	-3.333	380.948	380.948

℄ IL. RTE 34

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. West Abut.	408+37.67	0.000	381.000	381.000
℄ Brg. W. Abut.	408+39.33	0.000	381.000	381.000
4 A	408+49.33	0.000	381.000	381.059
4 B	408+59.33	0.000	381.000	381.107
4 C	408+69.33	0.000	381.000	381.134
4 D	408+79.33	0.000	381.000	381.136
4 E	408+89.33	0.000	381.000	381.113
4 F	408+99.33	0.000	381.000	381.067
℄ Brg. E. Abut.	409+10.67	0.000	381.000	381.000
Bk. East Abut.	409+12.33	0.000	381.000	381.000

STAGE CONSTRUCTION LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. West Abut.	408+37.67	1.000	380.984	380.984
℄ Brg. W. Abut.	408+39.33	1.000	380.984	380.984
5 A	408+49.33	1.000	380.984	381.044
5 B	408+59.33	1.000	380.984	381.092
5 C	408+69.33	1.000	380.984	381.119
5 D	408+79.33	1.000	380.984	381.120
5 E	408+89.33	1.000	380.984	381.098
5 F	408+99.33	1.000	380.984	381.051
℄ Brg. E. Abut.	409+10.67	1.000	380.984	380.984
Bk. East Abut.	409+12.33	1.000	380.984	380.984

BEAM 4

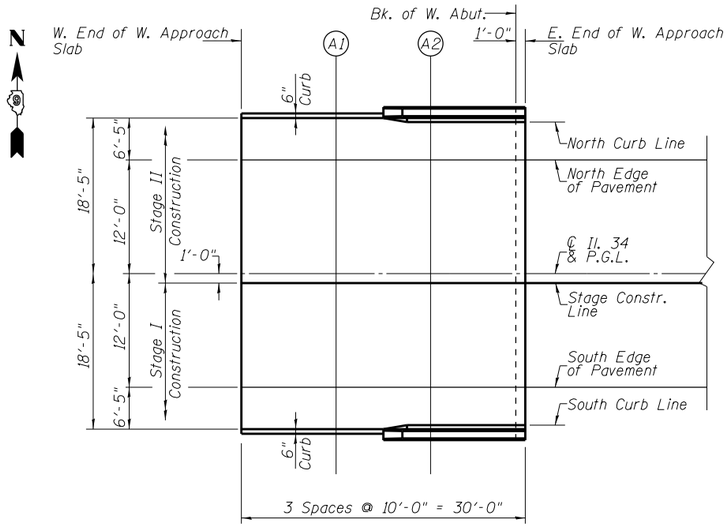
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. West Abut.	408+37.67	3.333	380.948	380.948
℄ Brg. W. Abut.	408+39.33	3.333	380.948	380.948
6 A	408+49.33	3.333	380.948	381.007
6 B	408+59.33	3.333	380.948	381.055
6 C	408+69.33	3.333	380.948	381.082
6 D	408+79.33	3.333	380.948	381.083
6 E	408+89.33	3.333	380.948	381.061
6 F	408+99.33	3.333	380.948	381.015
℄ Brg. E. Abut.	409+10.67	3.333	380.948	380.948
Bk. East Abut.	409+12.33	3.333	380.948	380.948

BEAM 5

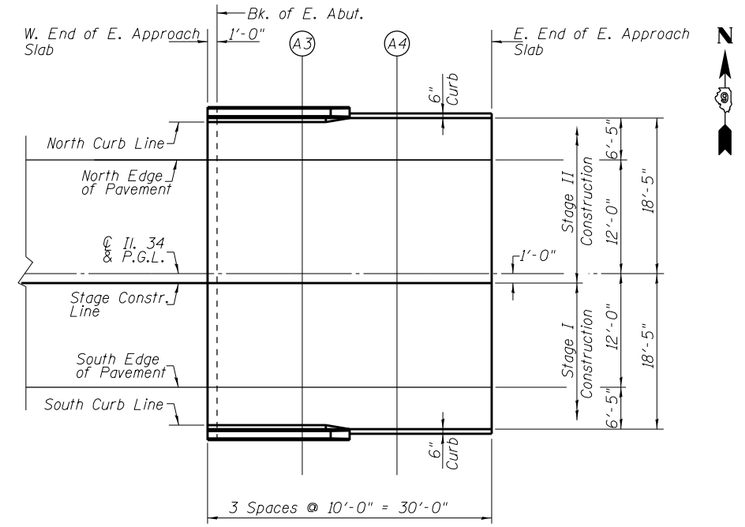
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. West Abut.	408+37.67	10.000	380.844	380.844
℄ Brg. W. Abut.	408+39.33	10.000	380.844	380.844
7 A	408+49.33	10.000	380.844	380.903
7 B	408+59.33	10.000	380.844	380.951
7 C	408+69.33	10.000	380.844	380.978
7 D	408+79.33	10.000	380.844	380.979
7 E	408+89.33	10.000	380.844	380.957
7 F	408+99.33	10.000	380.844	380.911
℄ Brg. E. Abut.	409+10.67	10.000	380.844	380.844
Bk. East Abut.	409+12.33	10.000	380.844	380.844

BEAM 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. West Abut.	408+37.67	16.667	380.715	380.715
℄ Brg. W. Abut.	408+39.33	16.667	380.715	380.715
8 A	408+49.33	16.667	380.715	380.775
8 B	408+59.33	16.667	380.715	380.823
8 C	408+69.33	16.667	380.715	380.850
8 D	408+79.33	16.667	380.715	380.851
8 E	408+89.33	16.667	380.715	380.828
8 F	408+99.33	16.667	380.715	380.782
℄ Brg. E. Abut.	409+10.67	16.667	380.715	380.715
Bk. East Abut.	409+12.33	16.667	380.715	380.715



LAYOUT PLAN
WEST APPROACH SLAB



LAYOUT PLAN
EAST APPROACH SLAB

NORTH CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End W. Appr. Slab	408+08.67	-18.417	380.679
A1	408+18.67	-18.417	380.679
A2	408+28.67	-18.000	380.688
E. End W. Appr. Slab	408+38.67	-18.000	380.688

STAGE CONSTR. LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End W. Appr. Slab	408+08.67	1.000	380.984
A1	408+18.67	1.000	380.984
A2	408+28.67	1.000	380.984
E. End W. Appr. Slab	408+38.67	1.000	380.984

NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End W. Appr. Slab	408+08.67	-12.000	380.813
A1	408+18.67	-12.000	380.813
A2	408+28.67	-12.000	380.813
E. End W. Appr. Slab	408+38.67	-12.000	380.813

SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End W. Appr. Slab	408+08.67	12.000	380.813
A1	408+18.67	12.000	380.813
A2	408+28.67	12.000	380.813
E. End W. Appr. Slab	408+38.67	12.000	380.813

℄ ROADWAY & P.G.L.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End W. Appr. Slab	408+08.67	0.000	381.000
A1	408+18.67	0.000	381.000
A2	408+28.67	0.000	381.000
E. End W. Appr. Slab	408+38.67	0.000	381.000

SOUTH CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End W. Appr. Slab	408+08.67	18.417	380.679
A1	408+18.67	18.417	380.679
A2	408+28.67	18.000	380.688
E. End W. Appr. Slab	408+38.67	18.000	380.688

NORTH CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End E. Appr. Slab	409+11.33	-18.000	380.688
A3	409+21.33	-18.000	380.688
A4	409+31.33	-18.417	380.679
E. End E. Appr. Slab	409+41.33	-18.417	380.679

STAGE CONSTR. LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End E. Appr. Slab	409+11.33	1.000	380.984
A3	409+21.33	1.000	380.984
A4	409+31.33	1.000	380.984
E. End E. Appr. Slab	409+41.33	1.000	380.984

NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End E. Appr. Slab	409+11.33	-12.000	380.813
A3	409+21.33	-12.000	380.813
A4	409+31.33	-12.000	380.813
E. End E. Appr. Slab	409+41.33	-12.000	380.813

SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End E. Appr. Slab	409+11.33	12.000	380.813
A3	409+21.33	12.000	380.813
A4	409+31.33	12.000	380.813
E. End E. Appr. Slab	409+41.33	12.000	380.813

℄ ROADWAY & P.G.L.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End E. Appr. Slab	409+11.33	0.000	381.000
A3	409+21.33	0.000	381.000
A4	409+31.33	0.000	381.000
E. End E. Appr. Slab	409+41.33	0.000	381.000

SOUTH CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
W. End E. Appr. Slab	409+11.33	18.000	380.688
A3	409+21.33	18.000	380.688
A4	409+31.33	18.417	380.679
E. End E. Appr. Slab	409+41.33	18.417	380.679

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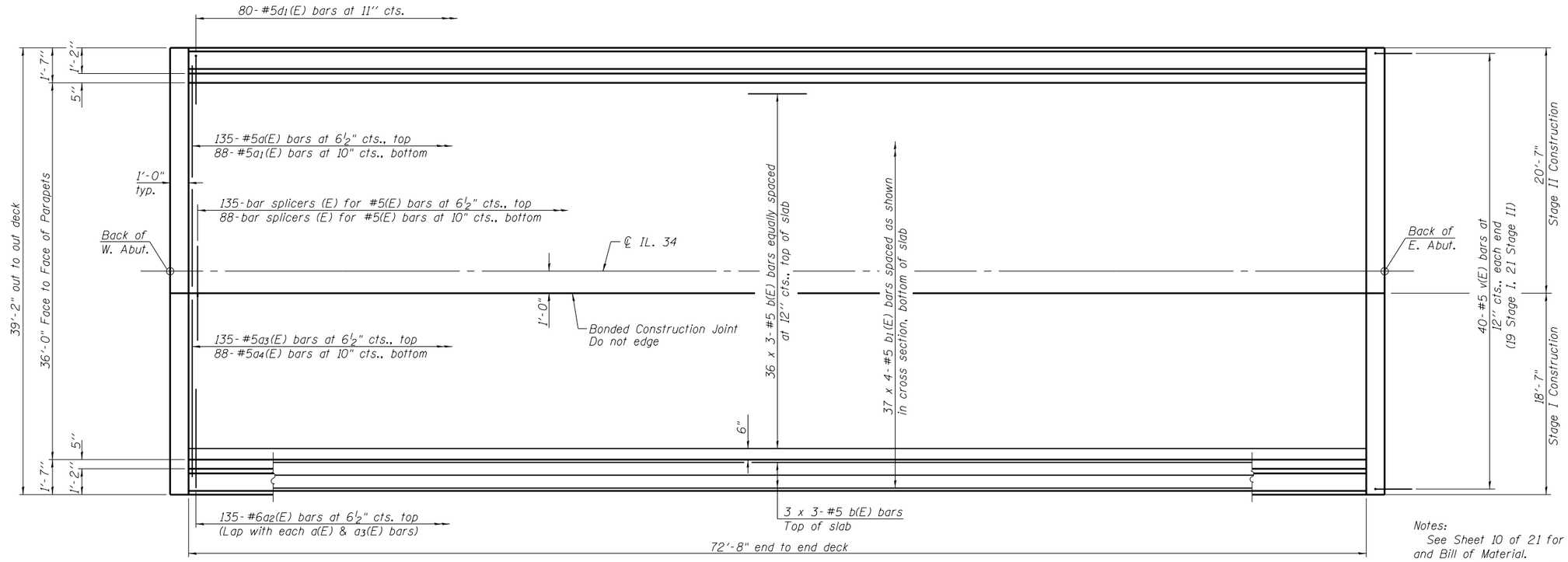
CMT

USER NAME = Brad Downen	DESIGNED M. LACHECKI	REVISED	
...\008-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

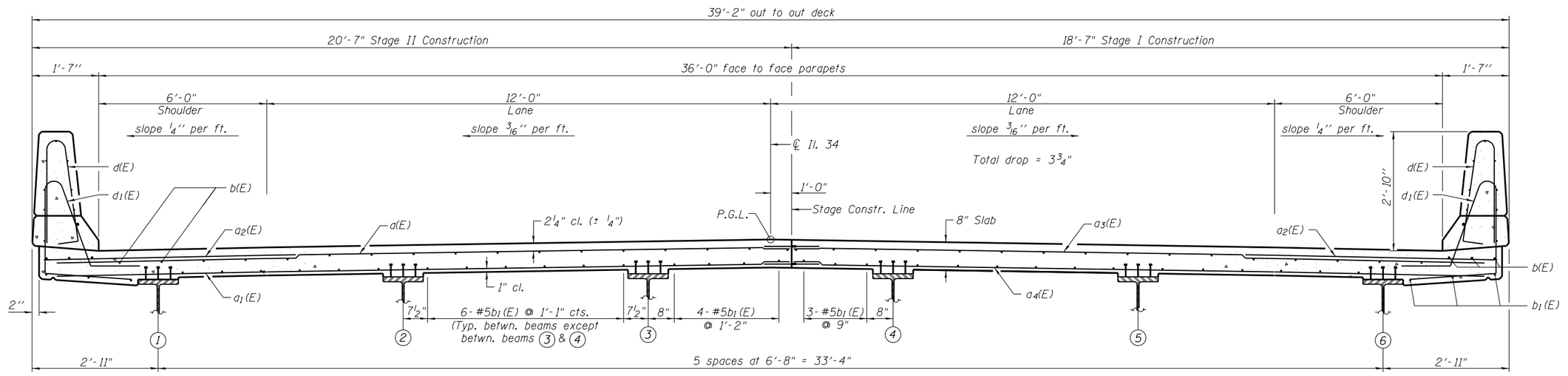
APPROACH SLAB ELEVATIONS
STRUCTURE NO. 083-0070
SHEET NO. 8 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	35
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		



PLAN

Notes:
See Sheet 10 of 21 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 10 of 21 for parapet reinforcement.



CROSS SECTION
(Looking East)

MIN. BAR LAP

#5 bar = 3'-3"
#6 bar = 3'-10"

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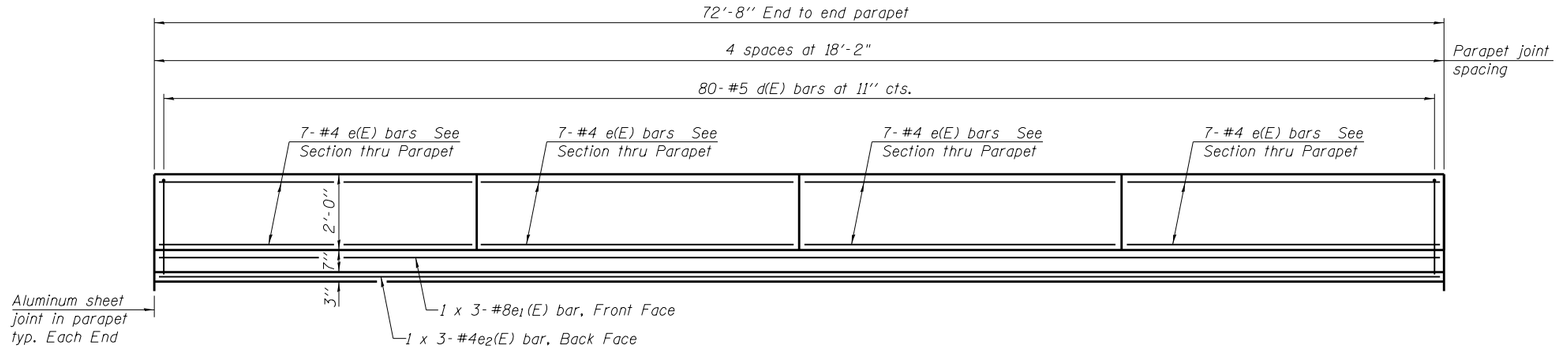
CMT	USER NAME = Brad Downen	DESIGNED M. LACHECKI	REVISED
	...\009-Superstructure.dgn	CHECKED W. BAILEY	REVISED
	PLOT SCALE =	DRAWN G. DAVIS	REVISED
	PLOT DATE =	CHECKED M. LACHECKI	REVISED

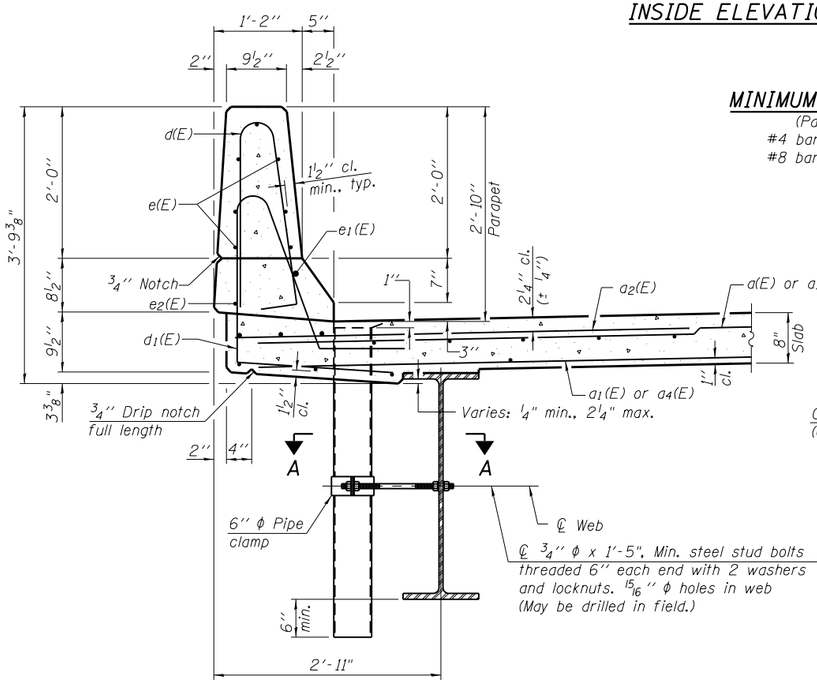
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 083-0070
SHEET NO. 9 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	36
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			



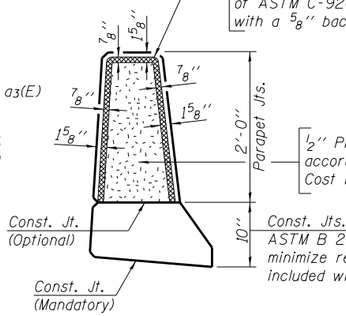
INSIDE ELEVATION OF PARAPET

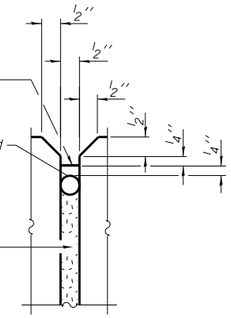


SECTION THRU PARAPET

MINIMUM BAR LAP

(Parapet)
#4 bar = 2'-8"
#8 bar = 5'-11"





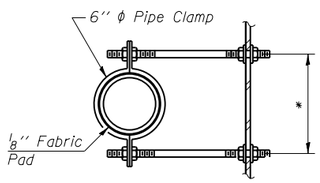
PARAPET JOINT DETAILS

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

SUPERSTRUCTURE BILL OF MATERIAL

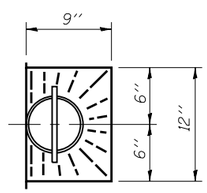
Bar	No.	Size	Length	Shape
d(E)	135	#5	20'-2"	
a1(E)	88	#5	19'-8"	
a2(E)	270	#6	6'-6"	
a3(E)	135	#5	17'-11"	
a4(E)	88	#5	17'-8"	
b(E)	126	#5	26'-4"	
b1(E)	148	#5	20'-7"	
d(E)	160	#5	5'-7"	
d1(E)	160	#5	7'-7"	
e(E)	56	#4	17'-10"	
e1(E)	6	#8	28'-1"	
e2(E)	6	#4	25'-11"	
m(E)	8	#6	18'-1"	
m1(E)	24	#6	6'-2"	
m2(E)	12	#6	2'-6"	
m3(E)	36	#5	4'-0"	
m4(E)	6	#6	1'-11"	
m5(E)	6	#6	3'-11"	
m6(E)	8	#6	20'-2"	
s(E)	74	#5	7'-10"	
s1(E)	74	#5	10'-4"	
v(E)	80	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Pound	24,070	
Concrete Superstructure		Cu. Yd.	118.7	
Bridge Deck Grooving		Sq. Yd.	275	
Protective Coat		Sq. Yd.	336	

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

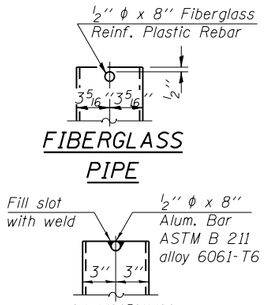


SECTION A-A

*Dimension as required by Pipe Clamp

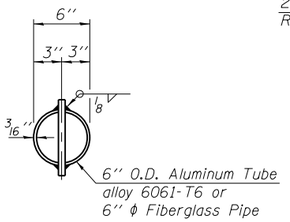


TOP PLAN

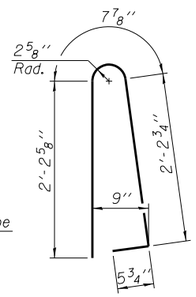


FIBERGLASS PIPE

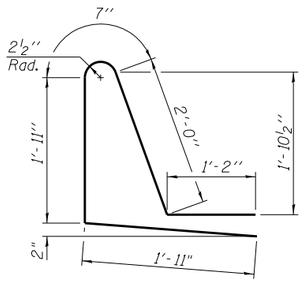
ALUMINUM TUBE



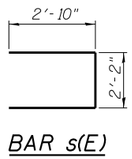
TOP PLAN (Showing Aluminum Tube)



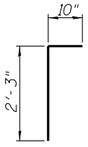
BAR d(E)



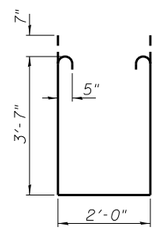
BAR d1(E)



BAR s(E)



BAR v(E)



BAR s1(E)

SI-D1-0

6-8-15

USER NAME = Marshall Lachecki	DESIGNED M. LACHECKI	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
...\010-Super Details.dgn	CHECKED W. BAILEY	REVISED	
PLOT SCALE =	DRAWN G. DAVIS	REVISED	
PLOT DATE =	CHECKED M. LACHECKI	REVISED	

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 083-0070
SHEET NO. 10 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	37
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

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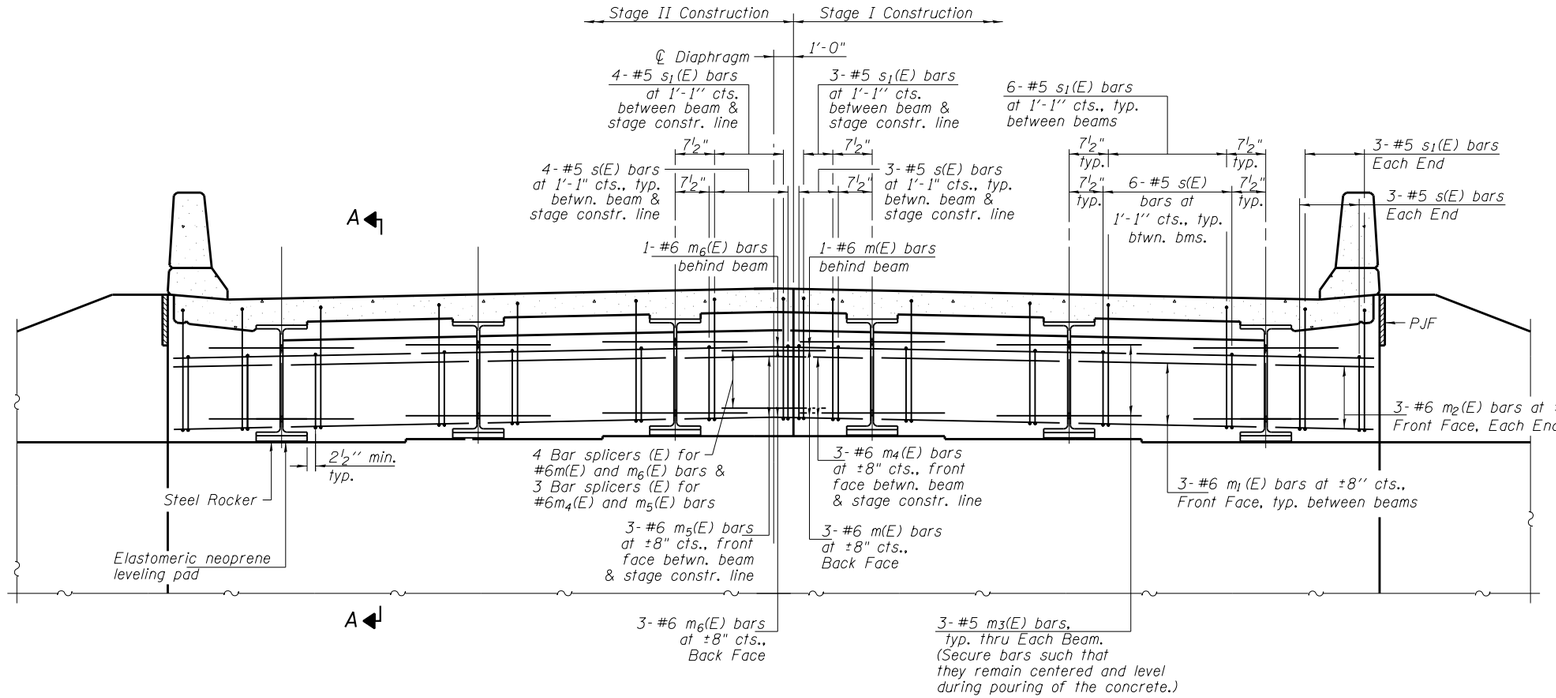
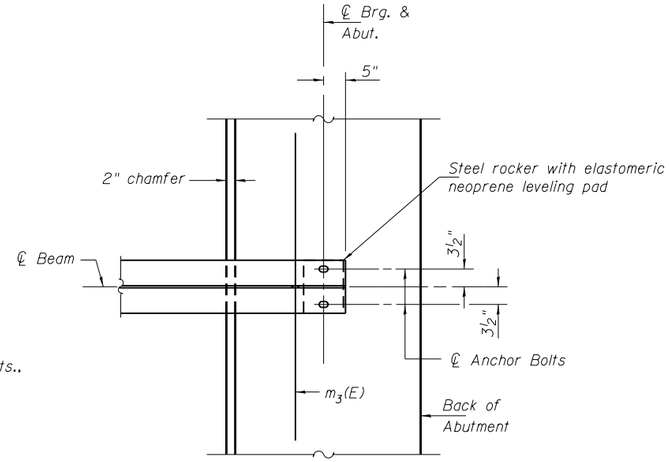


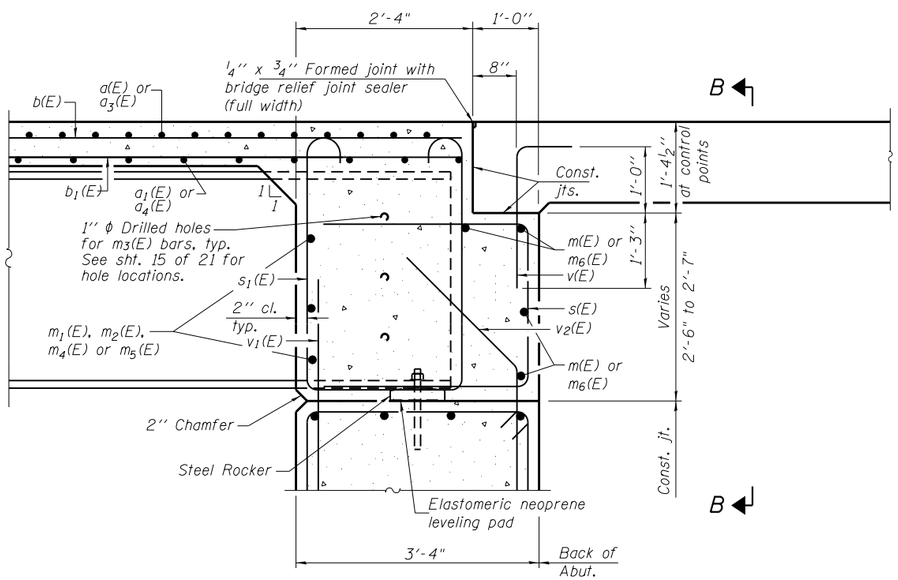
DIAPHRAGM ELEVATION AT ABUTMENT

(Looking East - West Diaphram Similar)

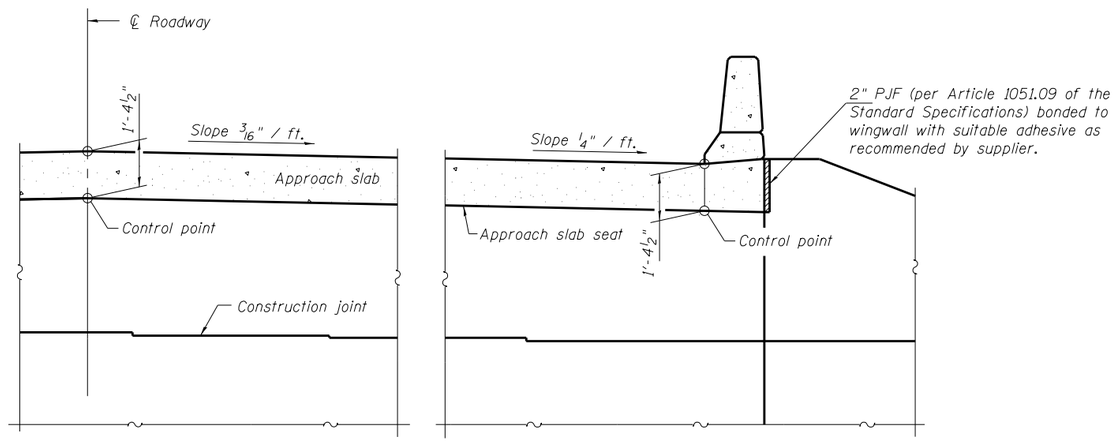


PARTIAL PLAN AT ABUTMENT

(Showing bottom flange of beam)



SECTION A-A



SECTION B-B

NOTES:

1. Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 21.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 21.
3. For details of bars s(E), s_1(E) and v(E) see sheet 10 of 21.
4. The approach slab seat shall have a constant slope determined from the control points shown.
5. For bearing details see sheet 15 of 21.

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CMT

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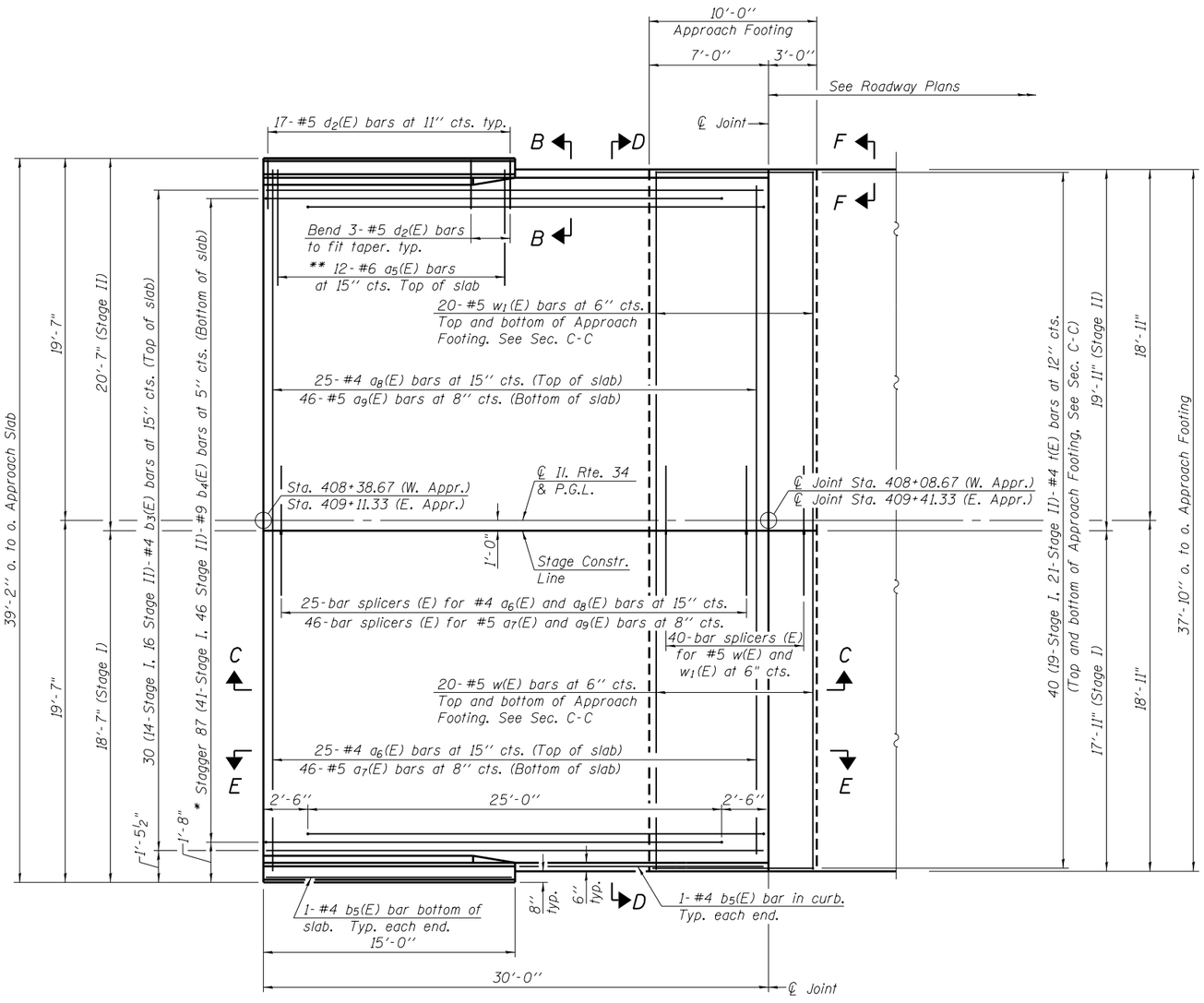
...\011-Abutment Diaphr Dtls.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTEGRAL ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 083-0070
SHEET NO. 11 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	38
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

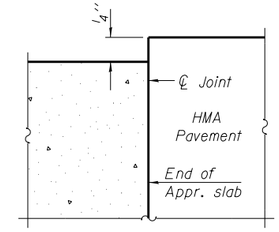


PLAN

* Tilt #9 b_1(E) bars as required to maintain clearance.
** Space between a_6(E) or a_8(E) bars, typ. ea. parapet.

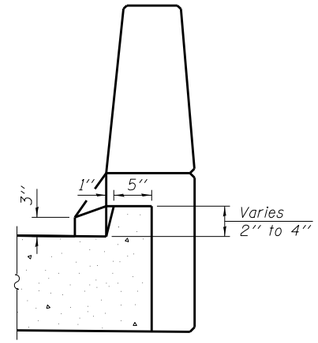
NOTES:

1. See sheet 13 of 21 for Sections C-C & D-D and View E-E. a_5(E) thru a_9(E) bar spacings measured along ℄ Rdwy.

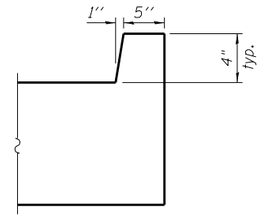


FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B



VIEW F-F

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	PLOT SCALE =	DRAWN G. DAVIS	REVISED
	PLOT DATE =	CHECKED M. LACHECKI	REVISED

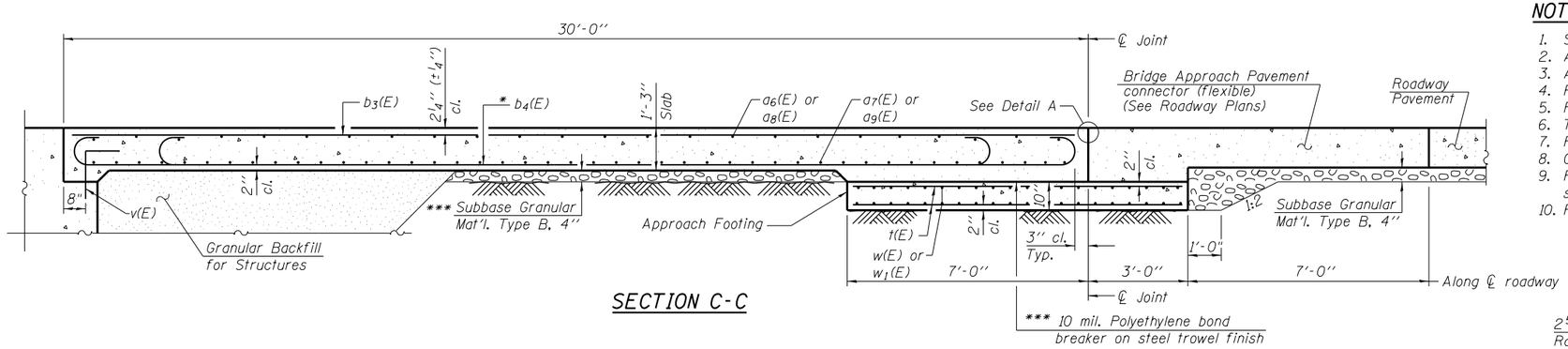
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS 1
STRUCTURE NO. 083-0070
SHEET NO. 12 OF 21 SHEETS

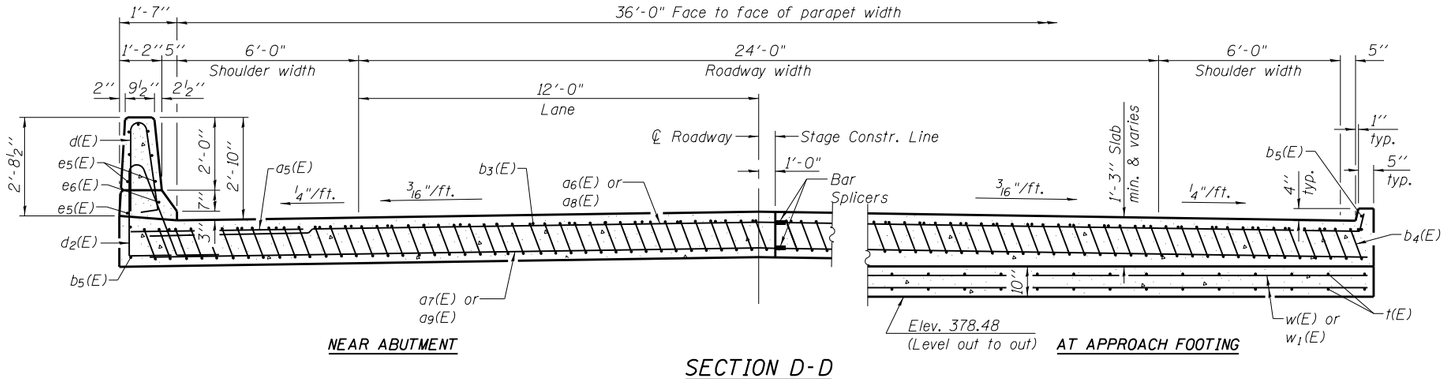
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	39
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

NOTES:

1. See sheet 12 of 21 for Detail A, View B-B, and View F-F.
2. Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
3. Approach footing concrete shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. For v(E) bar details, see sheets 9 to 11 of 21.
6. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
7. For bar splicer details, see sheet 18 of 21.
8. Cost of excavation for approach footing included with Concrete Structures.
9. For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 21.
10. For additional parapet details, see sheet 10 of 21.

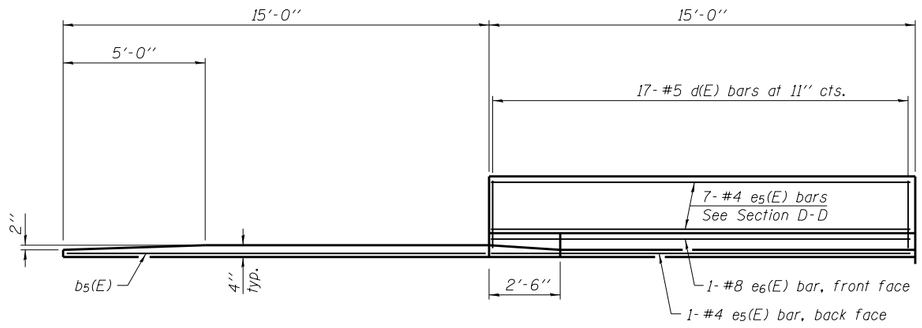


SECTION C-C

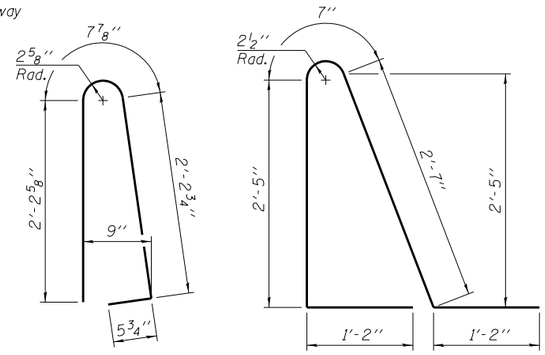


SECTION D-D

(See Plan for dimensions not shown)



VIEW E-E

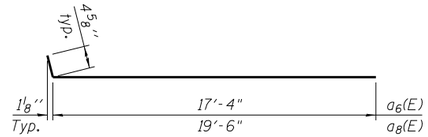


BAR d(E)

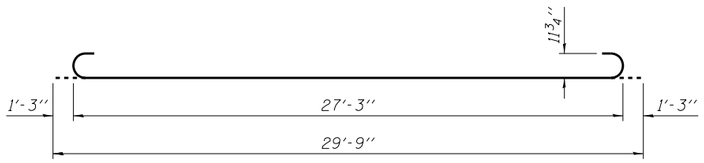
BAR d2(E)

* Tilt #9 b4(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



BAR a6(E) BAR a8(E)



BAR b4(E)

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a5(E)	48	#6	6'-6"	
a6(E)	50	#4	17'-8"	
a7(E)	92	#5	17'-5"	
a8(E)	50	#4	19'-11"	
a9(E)	92	#5	19'-7"	
b3(E)	60	#4	29'-8"	
b4(E)	174	#9	29'-9"	
b5(E)	8	#4	14'-8"	
d(E)	68	#5	5'-7"	
d2(E)	68	#5	7'-11"	
e5(E)	32	#4	14'-8"	
e6(E)	4	#8	14'-8"	
t(E)	160	#4	9'-8"	
w(E)	80	#5	17'-5"	
w1(E)	80	#5	19'-7"	
Concrete Superstructure (Approach Slab)		Cu. Yd.	119.9	
Concrete Structures		Cu. Yd.	23.4	
Reinforcement Bars, Epoxy Coated		Pound	29,710	
Bridge Deck Grooving		Sq. Yd.	229	
Protective Coat		Sq. Yd.	260	

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...\013-App Slab Dtls-2.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
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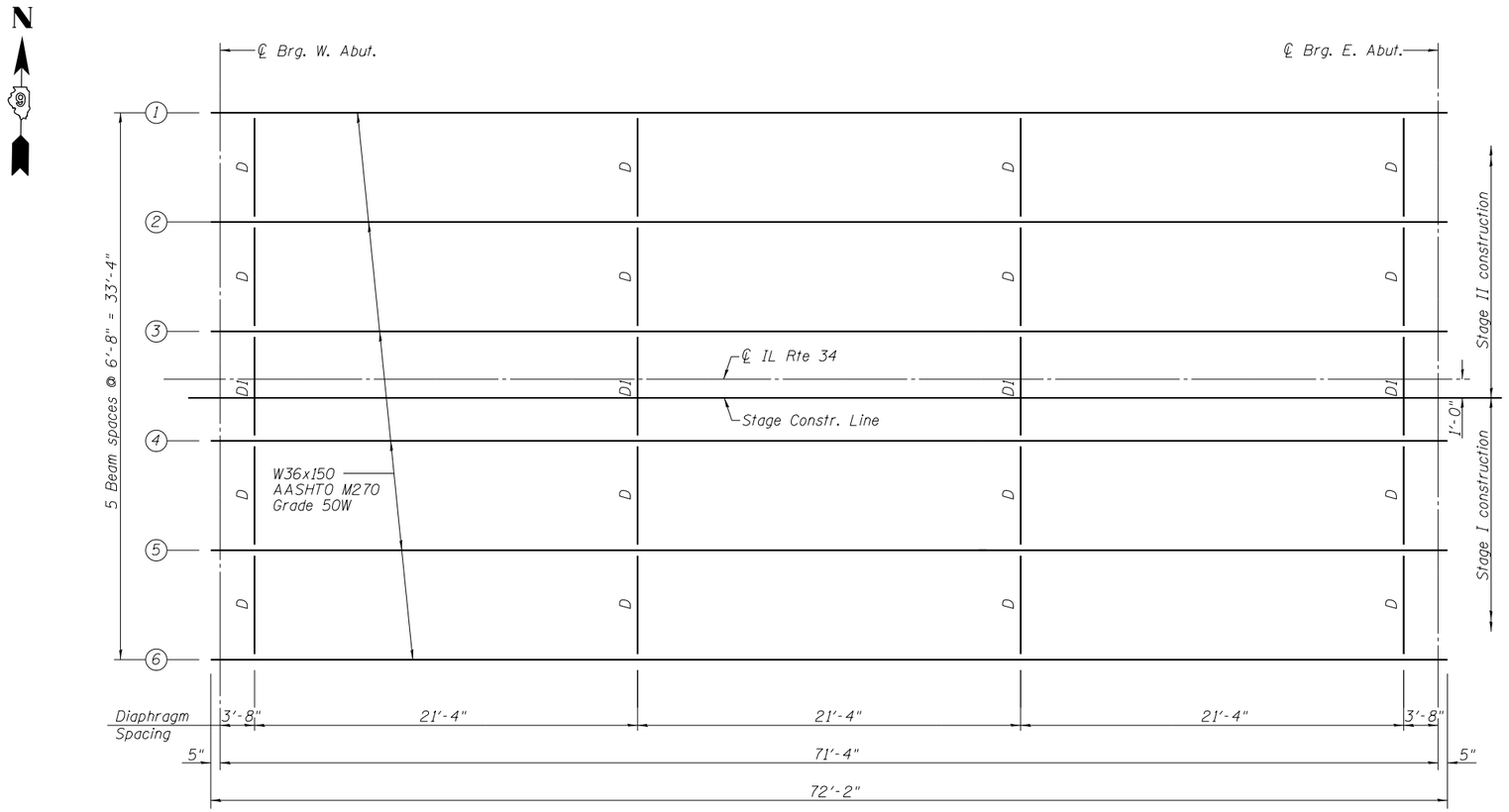
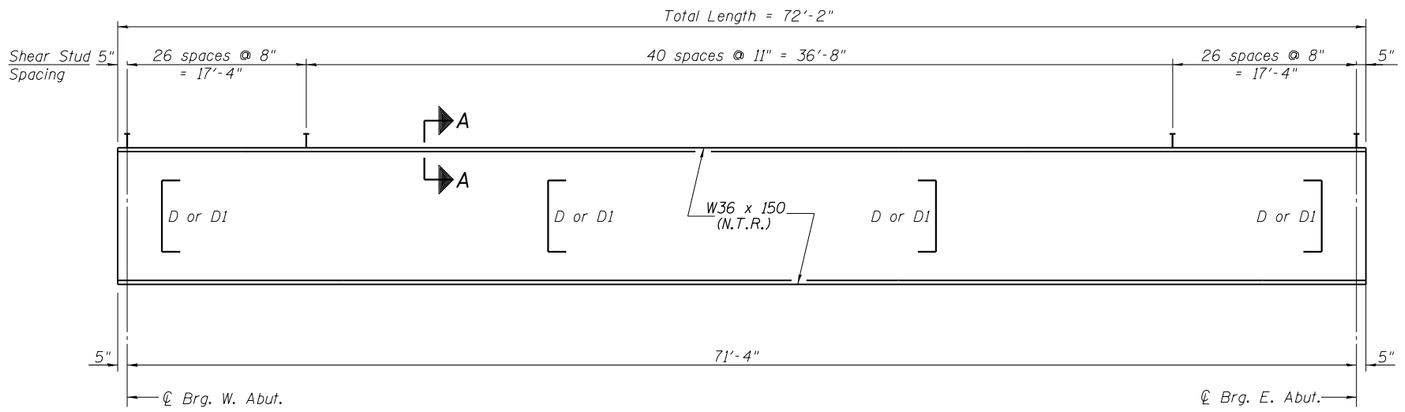
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS 2
STRUCTURE NO. 083-0070
SHEET NO. 13 OF 21 SHEETS

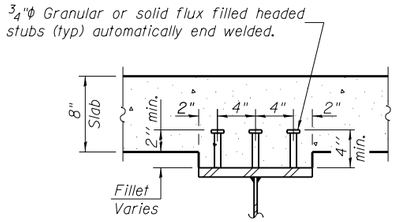
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	40
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			



FRAMING PLAN



BEAM ELEVATION



SECTION A-A

(Total no. of studs req'd. = 1,674)

TOP OF BEAM ELEVATIONS BEFORE DEFLECTIONS

(For Fabrication Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
℄ Brg W. Abut.	380.01	380.14	380.24	380.24	380.14	380.01
℄ Brg E. Abut.	380.01	380.14	380.24	380.24	380.14	380.01

NOTES:

1. All steel for beams, diaphragms, connection plates, and bearings shall be AASHTO M270 Grade 50W.
2. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.

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...\014-Framing Plan.dgn	CHECKED W. BAILEY	REVISED
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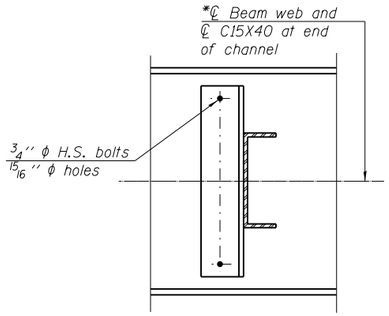
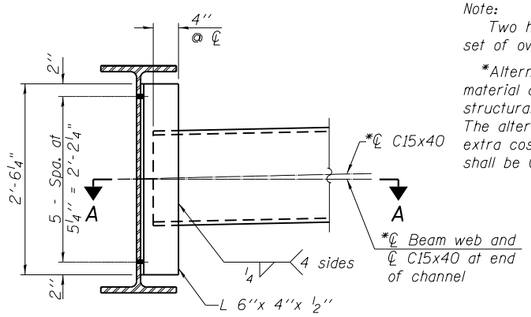
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN AND ELEVATION
STRUCTURE NO. 083-0070
SHEET NO. 14 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	41
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		

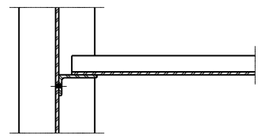




DIAPHRAGM D

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 C15x50.



SECTION A-A

INTERIOR BEAM MOMENT TABLE		
		0.5 Span
I_s	(in^4)	9,040
$I_c(n)$	(in^4)	23,177
$I_c(3n)$	(in^4)	16,949
$I_c(cr)$	(in^4)	-
S_s	(in^3)	504
$S_c(n)$	(in^3)	729
$S_c(3n)$	(in^3)	658
$S_c(cr)$	(in^3)	-
DC1	(k/')	0.867
M_{DC1}	('k)	547
DC2	(k/')	0.150
M_{DC2}	('k)	95
DW	(k/')	0.333
M_{DW}	('k)	212
M_{L+IM}	('k)	963
M_U (Strength I)	('k)	2,806
$\phi_f M_n$	('k)	3,775
f_s DC1	(ksi)	13.08
f_s DC2	(ksi)	1.68
f_s DW	(ksi)	3.84
f_s (L+IM)	(ksi)	15.85
f_s (Service II)	(ksi)	39.21
$0.95R_hF_{yf}$	(ksi)	47.5
f_s (Total)(Strength I)	(ksi)	-
$\phi_f F_n$	(ksi)	-
Vr	(k)	23.19

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

$I_c(cr)$, $S_c(cr)$: 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 ($in.^4$ and $in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_U (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: 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 (L+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).
$M_{L+IM} / S_c(n)$ or $M_{L+IM} / S_c(cr)$ as applicable.

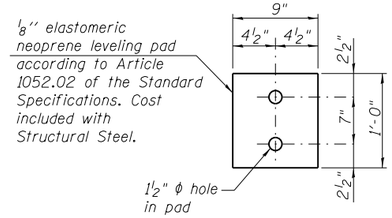
f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_yf$: 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).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s(L+IM)$

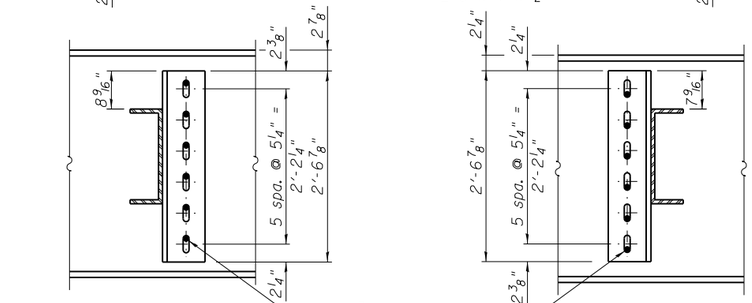
$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_r: Maximum factored shear range in span computed according to Article 6.10.10.



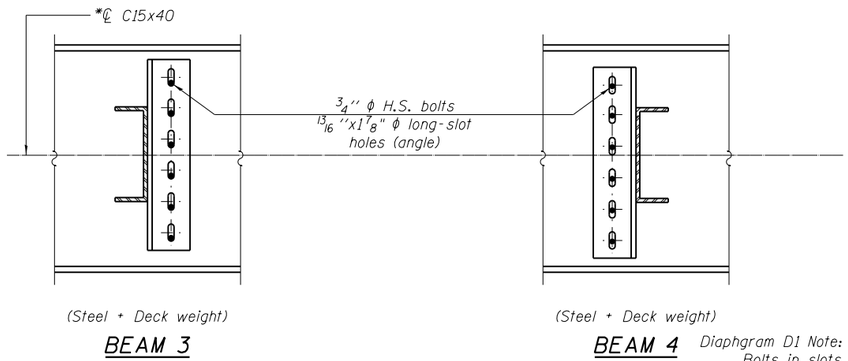
PLAN
ELASTOMERIC NEOPRENE
LEVELING PAD ABUTMENT
(12 Required)

INTERIOR BEAM REACTION TABLE		
		Abut.
R_{DC1}	(k)	31.46
R_{DC2}	(k)	5.35
R_{DW}	(k)	11.89
R_{L+IM}	(k)	76.28
R_{Total}	(k)	124.98



BEAM 3 BEAM 4

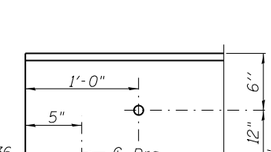
PRIOR TO STAGE II DECK DEFLECTION



BEAM 3 BEAM 4

STAGE II DECK DEFLECTION

DIAPHRAGM D1

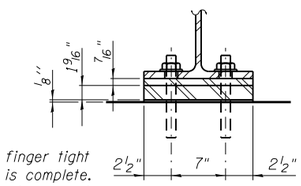


℄ 1" ϕ x 12" anchor bolts ASTM F1554 Grade 36 with 1 3/8"x 2" slotted hole in bottom flange (one each side of web). Contractor has the option of cast in place or drilled in installation. Provide 1 1/2" ϕ hole in bearing plate.

℄ 1" Dia. holes in beam for m3(E) bars

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



SECTION B-B

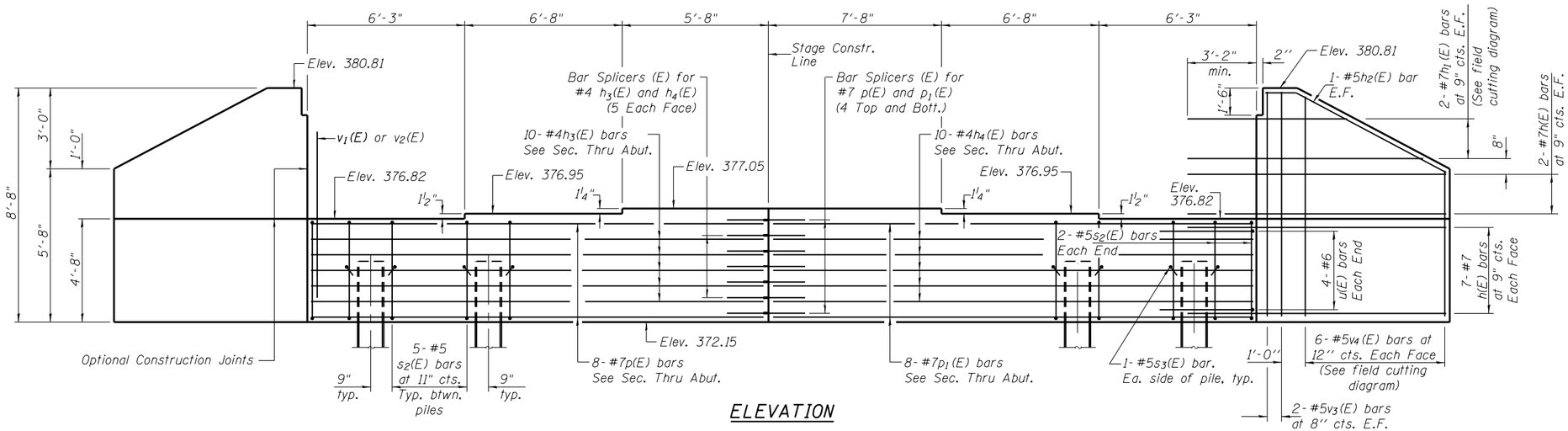
Diaphgram D1 Note:
Bolts in slots shall be finger tight until the second stage pour is complete. Position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load.

BILL OF MATERIAL

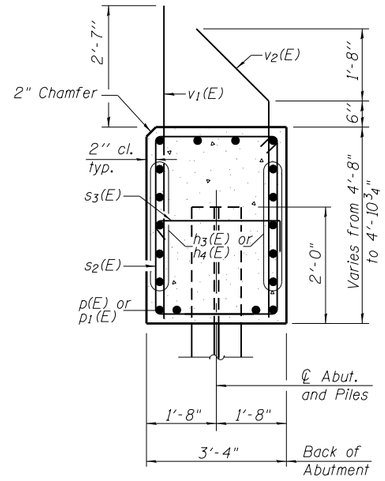
Item	Unit	Total
Anchor Bolts, 1"	Each	24

NOTES

1. All steel for beams, diaphragms, connection plates and bearings shall be AASHTO M270 Grade 50W.
2. 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.
3. Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
4. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
5. Two 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.
6. Anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade bolts will not be allowed.
7. 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.



ELEVATION



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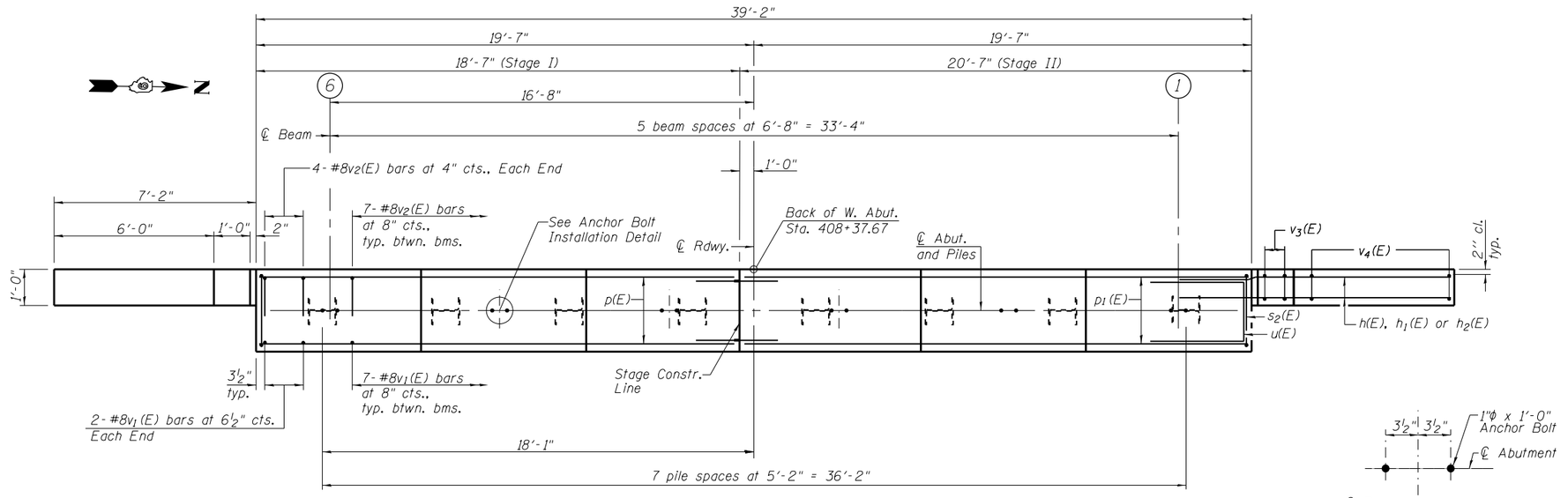
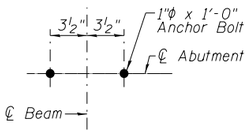


PLAN



PLAN
ANCHOR BOLT INSTALLATION DETAIL

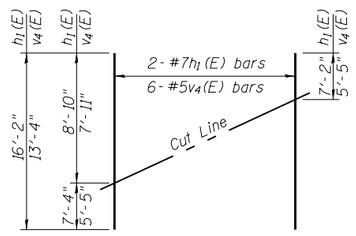
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#7	10'-2"	——
h_1(E)	4	#7	16'-2"	——
h_2(E)	4	#5	7'-3"	——◜
h_3(E)	10	#4	18'-1"	——
h_4(E)	10	#4	20'-3"	——
p(E)	8	#7	18'-1"	——
p_1(E)	8	#7	20'-3"	——
s_2(E)	39	#5	15'-7"	□
s_3(E)	16	#5	4'-0"	⌐
u(E)	8	#6	10'-8"	⊐
v_1(E)	39	#8	6'-6"	——
v_2(E)	43	#8	6'-2"	——◝
v_3(E)	8	#5	8'-4"	——
v_4(E)	12	#5	13'-4"	——
Structure Excavation		Cu. Yd.		140
Concrete Structures		Cu. Yd.		27.0
Reinforcement Bars, Epoxy Coated		Pound		4,250
Furnishing Steel Piles, HP12x53		Foot		231
Driving Piles		Foot		231
Test Pile Steel HP12x53		Each		1
Pile Shoes		Each		8

For details of piles see sheet 19 of 21

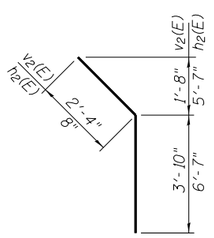
PILE DATA

Type: HP 12x53
Nominal Required Bearing: 394 Kips
Factored Resistance Available: 216 Kips
Est. Length: 33'-0"
No. Production Piles: 7
No. Test Piles: 1

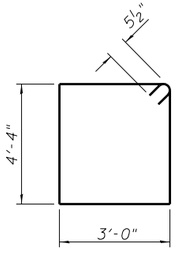


FIELD CUTTING DIAGRAM

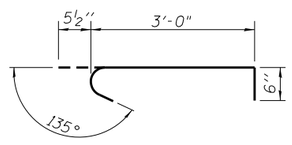
Order h_1(E) and v_4(E) full length. Cut as shown and use remainder of bars in opposite face.



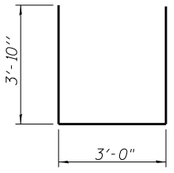
BAR v_2(E) & h_2(E)



BAR s_2(E)



BAR s_3(E)



BAR u(E)

NOTES:

1. Pour steps monolithically with cap.

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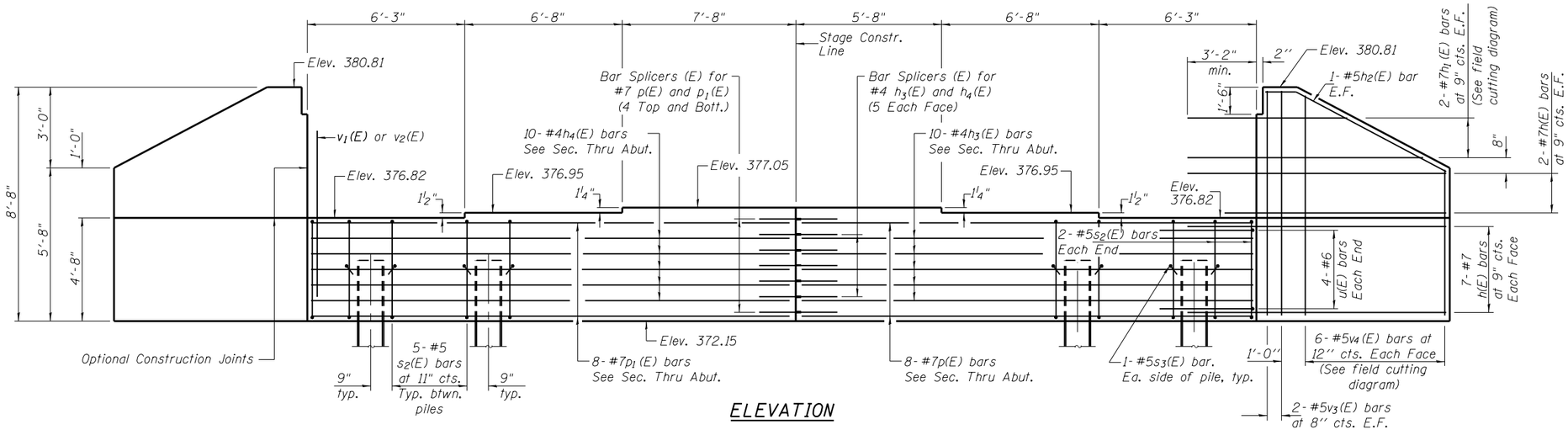
CMT	USER NAME = Marshall Lachecki	DESIGNED M. LACHECKI	REVISED
	...\016-West Abutment.dgn	CHECKED W. BAILEY	REVISED
	PLOT SCALE =	DRAWN G. DAVIS	REVISED
	PLOT DATE =	CHECKED M. LACHECKI	REVISED

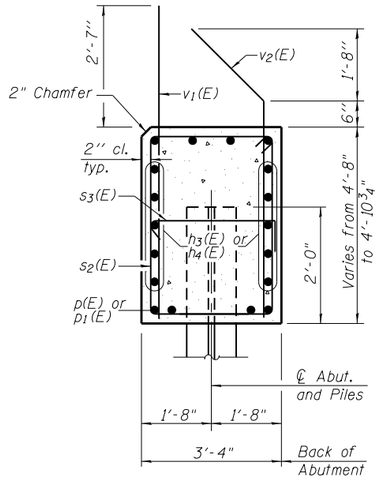
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 083-0070
SHEET NO. 16 OF 21 SHEETS

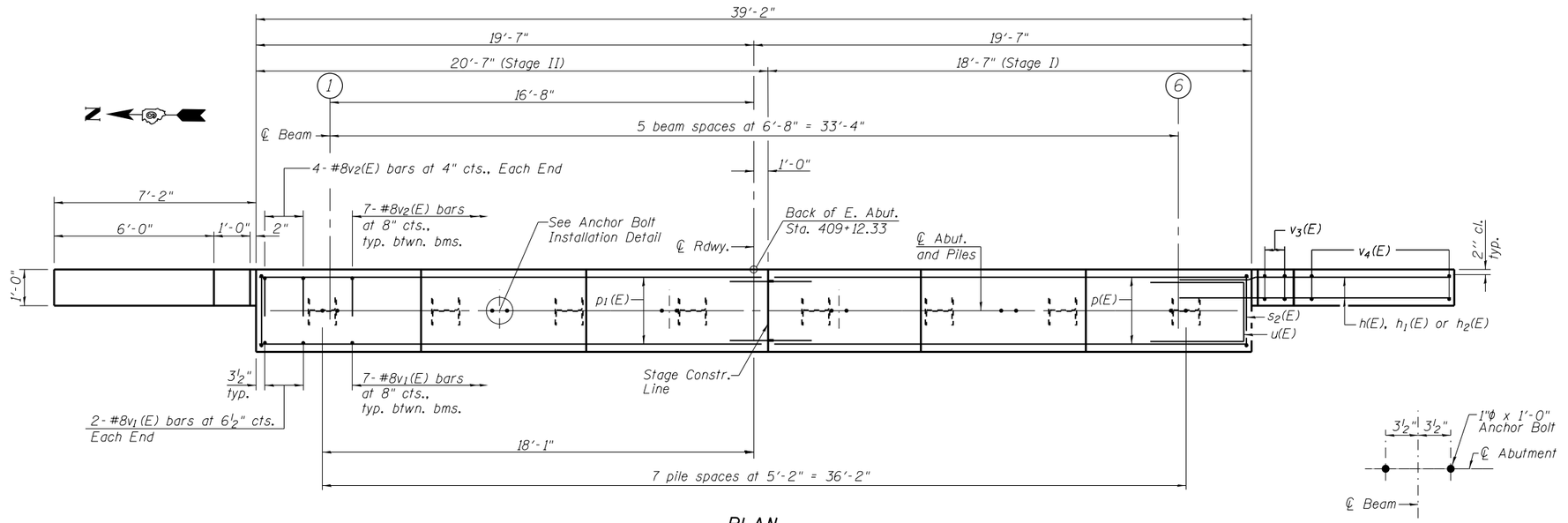
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	43
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			



ELEVATION



SEC. THRU ABUT.



PLAN

PLAN
ANCHOR BOLT INSTALLATION DETAIL

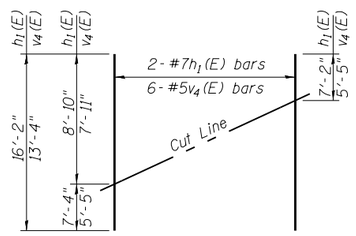
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#7	10'-2"	
h_1(E)	4	#7	16'-2"	
h_2(E)	4	#5	7'-4"	
h_3(E)	10	#4	18'-1"	
h_4(E)	10	#4	20'-3"	
p(E)	8	#7	18'-1"	
p_1(E)	8	#7	20'-3"	
s_2(E)	39	#5	15'-7"	
s_3(E)	16	#5	4'-0"	
u(E)	8	#6	10'-8"	
v_1(E)	39	#8	6'-6"	
v_2(E)	43	#8	6'-2"	
v_3(E)	8	#5	8'-4"	
v_4(E)	12	#5	13'-8"	
Structure Excavation		Cu. Yd.	140	
Concrete Structures		Cu. Yd.	27.0	
Reinforcement Bars, Epoxy Coated		Pound	4,250	
Furnishing Steel Piles, HP12x53		Foot	231	
Driving Piles		Foot	231	
Test Pile Steel HP12x53		Each	1	
Pile Shoes		Each	8	

For details of piles see sheet 19 of 21

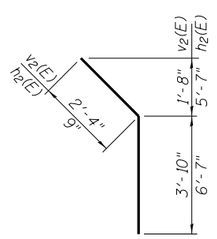
PILE DATA

Type: HP 12x53
Nominal Required Bearing: 377 Kips
Factored Resistance Available: 207 Kips
Est. Length: 33'-0"
No. Production Piles: 7
No. Test Piles: 1

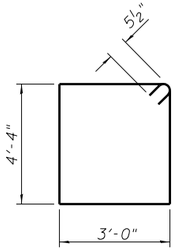


FIELD CUTTING DIAGRAM

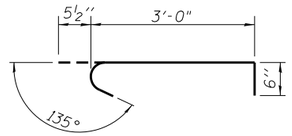
Order h_1(E) and v_4(E) full length. Cut as shown and use remainder of bars in opposite face.



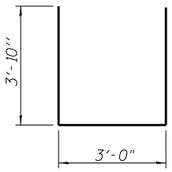
BAR v_2(E) & h_2(E)



BAR s_2(E)



BAR s_3(E)



BAR u(E)

NOTES:

1. Pour steps monolithically with cap.

CMT	USER NAME = Marshall Lachecki	DESIGNED M. LACHECKI	REVISED
	...\017-East Abutment.dgn	CHECKED W. BAILEY	REVISED
	PLOT SCALE =	DRAWN G. DAVIS	REVISED
	PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 083-0070
SHEET NO. 17 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	44
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

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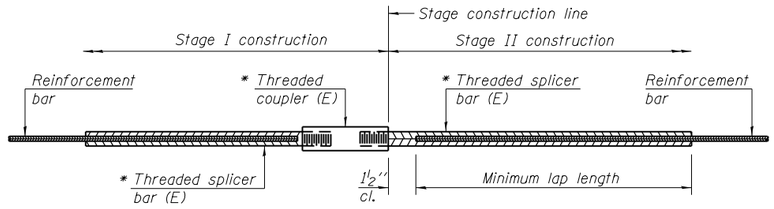
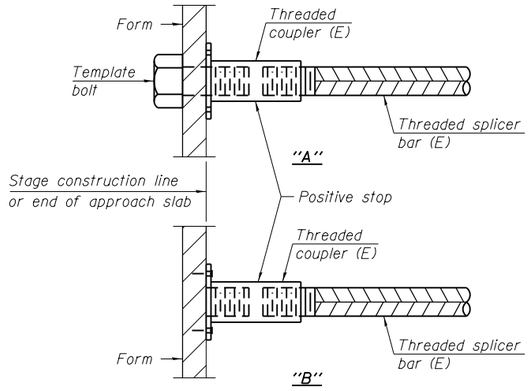


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1½" + thread length

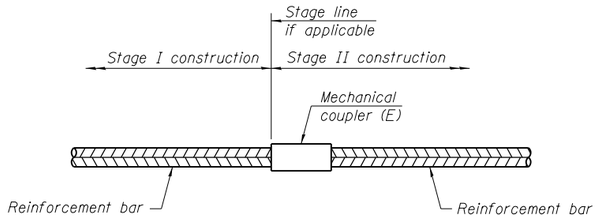
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck (Transverse)	#5	223	3'-3"
West Diaphragm	#6	7	3'-10"
East Diaphragm	#6	7	3'-10"
West Abutment	#7	4	5'-10"
	#7	4	5'-2"
	#4	10	2'-7"
East Abutment	#7	4	5'-10"
	#7	4	5'-2"
	#4	10	2'-7"
W. Approach Slab	#5	46	3'-3"
	#4	25	2'-7"
W. Approach Ftg.	#5	40	3'-3"
E. Approach Slab	#5	46	3'-3"
	#4	25	2'-7"
E. Approach Ftg.	#4	40	3'-3"



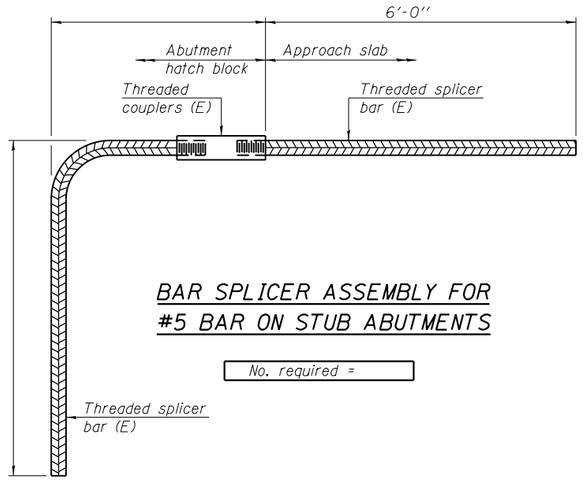
INSTALLATION AND SETTING METHODS

"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



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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BSD-1 6-8-15

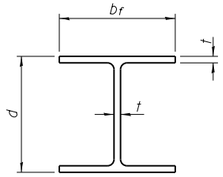
CMT

USER NAME = Marshall Lachecki	DESIGNED M. LACHECKI	REVISED
...\018-Bar Splicer Dtls.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

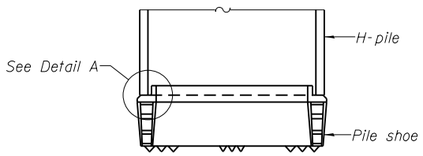
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 083-0070
SHEET NO. 18 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	45
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

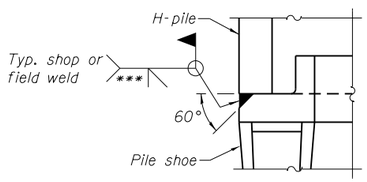


STEEL PILE TABLE

Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4''	14 7/8''	13/16''	30''
x102	14''	14 3/4''	11/16''	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''	11/16''	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''

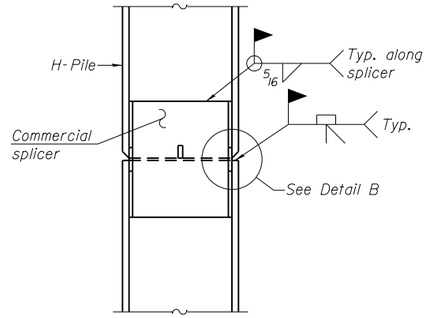


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



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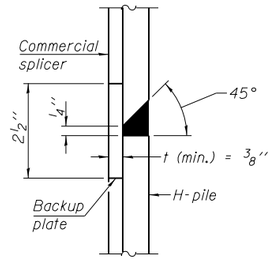
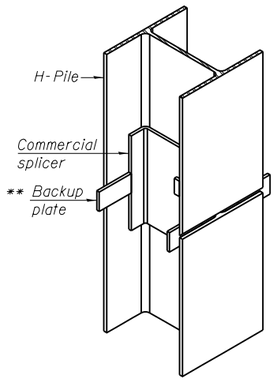
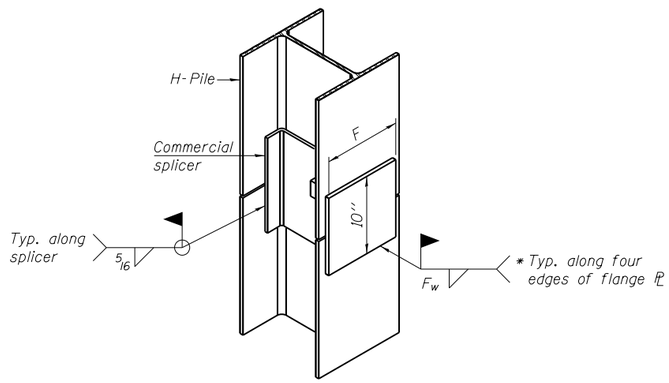


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



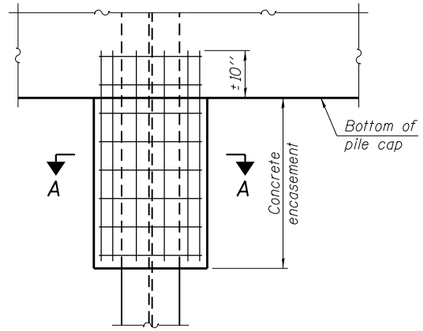
ISOMETRIC VIEW

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.).



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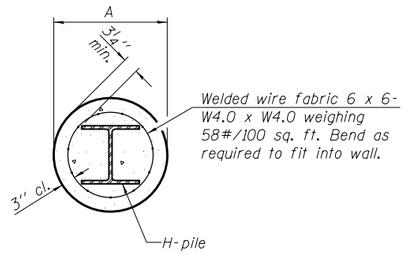
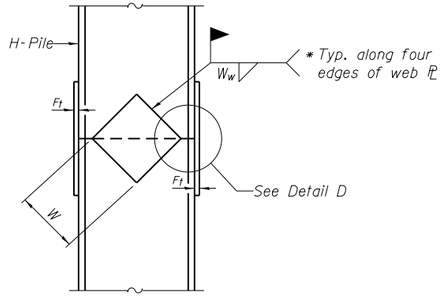


Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

PILE ENCASEMENT



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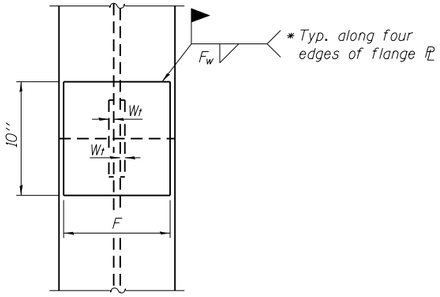
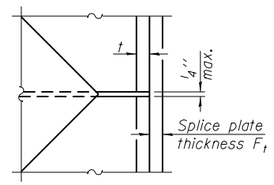


END VIEW



DETAIL D

Designation	F	F_f	F_w	W	W_f	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''	11/16''	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''	11/16''	6 1/2''	5/8''	1/2''
x74	10''	7/8''	11/16''	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''

WELDED PLATE FIELD SPLICE

NOTES:

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

F-HP 1-27-12

L:\IDOT\000610\W0.21\Draw\Sheets\Structural Sheets\019-Pile Details.dgn

CMT

USER NAME = Brad Downen	DESIGNED M. LACHECKI	REVISED
...\019-Pile Details.dgn	CHECKED W. BAILEY	REVISED
PLOT SCALE =	DRAWN G. DAVIS	REVISED
PLOT DATE =	CHECKED M. LACHECKI	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 083-0070
SHEET NO. 19 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	46
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		

Kaskaskia Engineering Group, LLC

SOIL BORING LOG

Date 12/26/14

ROUTE F.A.P. 778 DESCRIPTION Structure Boring LOGGED BY KEG

SECTION 2 LOCATION IL Route 34 over Spring Valley Creek

COUNTY Saline DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 083-0022
Station

BORING NO. B-1
Station 408+28
Offset 11.4 ft Right
Ground Surface Elev. 380.27 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 362.3 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DESCRIPTION
0				14" ASPHALTIC CONCRETE
379.1				
				6" CONCRETE
378.6				SANDY SILT: Brown, moist, medium to stiff
	2 3 2	1.5 P	16	
-5				
374.3				
	4 4 2	2.0 P	17	SILT: Brown, trace sand and iron stains, moist, medium to stiff
371.8				
	WOH 2 2	0.4 B	26	SILTY CLAY: Reddish-brown, moist, soft
-10				
	1 1 2	0.8 S	23	Trace iron deposits and sand
366.8				
	1 1 2	0.3 P	21	SANDY SILTY CLAY: Brown to gray, moist, soft
-15				
363.8				
	WOH 1 3		23	CLAYEY SAND: Gray, moist, very loose, trace sandstone fragments and iron deposits
361.8				
	WOH WOH WOH	0.4 B	30	CLAY: Gray, fat, very soft, moist
-20				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DESCRIPTION
				CLAY: Gray, fat, very soft, moist *(continued)*
	WOH 3 2	0.7 B	23	Becomes medium to stiff
356.8				
	WOH 1 2	0.1 B	26	SILTY CLAY: Gray, trace sand and coal deposits, moist, soft
-25				
	WOH WOH WOH	0.2 B	28	
	WOH WOH WOH	0.4 B	25	
-30				
346.8				
	6 5 8	0.9 B	17	SILTY CLAY: Greenish-gray, iron nodules and trace pebbles, with sand, stiff to medium stiff
-35				
				Auger Refusal at 36.7 ft.
343.6				
343.4	50/2"		8	SANDSTONE: Brown, highly weathered
				Borehole continued with rock coring.
-40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

ROCK CORE LOG

Date 12/26/14

ROUTE F.A.P. 778 DESCRIPTION Structure Boring LOGGED BY KEG

SECTION 2 LOCATION IL Route 34 over Spring Valley Creek

COUNTY Saline CORING METHOD NX

STRUCT. NO. 083-0022
Station

BORING NO. B-1
Station 408+28
Offset 11.4 ft Right
Ground Surface Elev. 380.27 ft

CORING BARREL TYPE & SIZE
Core Diameter in
Top of Rock Elev. 343.60 ft
Begin Core Elev. 343.44 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	DESCRIPTION
343.44	1	87	33	2.62		SANDSTONE: Light brown and gray, fine, highly weathered, soft, banded, trace clay and sand seams.
						Thin graphite seam, with slickened sides
						Becomnes gray, thinnly to medium bedded
-40						
					249.6	Unconfined compression test at 40.2 feet.
						Thin graphite seam, with slickened sides
						Thin graphite seam, with slickened sides
338.44					64.0	Unconfined compression test at 41.5 feet
						End of Boring
-45						
-50						
-55						

Color pictures of the cores Yes
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

L:\IDOT\080610\WO.21\Draw\Sheets\Structural Sheets\020-Boring 1.dgn

CMT

USER NAME = Brad Downen	DESIGNED M. LACHECKI	REVISED
...\020-Boring 1.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 1
STRUCTURE NO. 083-0070
SHEET NO. 20 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	47
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

Kaskaskia Engineering Group, LLC

SOIL BORING LOG

Date 12/26/14

ROUTE F.A.P. 778 DESCRIPTION Structure Boring LOGGED BY KEG

SECTION 2 LOCATION IL Route 34 over Spring Valley Creek

COUNTY Saline DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 083-0022
Station

BORING NO. B-2
Station 409+21
Offset 11.3 ft Left
Ground Surface Elev. 380.19 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 365.2 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
4" ASPHALTIC CONCRETE 379.9				CLAY: Gray, lean, moist, soft			
9" CONCRETE 379.1							
SILTY CLAY: Brown, moist, medium to stiff, with crushed rock	5 4 2	1.5 P	19		WOH 1 3	1.0 S	26
376.7							
SILT: Brown, moist, soft, trace gravel	2 2 2	1.8 P	20	Becomes very soft	WOH WOH WOH	0.3 B	33
374.2							
SANDY SILT: Brown, moist, soft	1 1 2	1.0 P	16		WOH WOH WOH	0.5 B	26
371.7							
SILTY CLAY: Brown, moist, very soft, trace sand	WOH WOH 1	0.6 S	25	Becomes soft, trace pebbles and iron stains	WOH 1 2	0.8 B	21
Trace iron stains, some nodules	1 1 1	<0.25 P	20				
365.7							
SAND: Brown, fine, moist, loose ▼	1 3 2	--	21	Becomes brown, with sandstone fragments	2 5 6	1.3 B	25
364.2							
SAND: Brown and gray, with clay and crushed rock, loose	3 4 1	--	21	Auger Refusal at 37 ft. 343.2			
361.7				SANDSTONE: Gray, highly weathered 342.9	50/3.5"		11
CLAY: Gray, fat, moist, stiff	WOH 12 2	0.9 B	25	Borehole continued with rock coring.			
360.2							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

Kaskaskia Engineering Group, LLC

ROCK CORE LOG

Date 12/26/14

ROUTE F.A.P. 778 DESCRIPTION Structure Boring LOGGED BY KEG

SECTION 2 LOCATION IL Route 34 over Spring Valley Creek

COUNTY Saline CORING METHOD NX

STRUCT. NO. 083-0022
Station

BORING NO. B-2
Station 409+21
Offset 11.3 ft Left
Ground Surface Elev. 380.19 ft

CORING BARREL TYPE & SIZE
Core Diameter in
Top of Rock Elev. 343.19 ft
Begin Core Elev. 342.89 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
SANDSTONE: Light brown and gray, fine, highly weathered, soft, banded, trace clay and sand seams. 342.89 – 342.39	1	89	0	4.31	
End of Boring					

Color pictures of the cores Yes
Cores will be stored for examination until
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

L:\IDOT\080610\W0.21\Dgn\Sheets\Structural Sheets\021-Boring 2.dgn

USER NAME = Brad Downen	DESIGNED M. LACHECKI	REVISED	
...\021-Boring 2.dgn	CHECKED W. BAILEY	REVISED	
PLOT SCALE =	DRAWN G. DAVIS	REVISED	
PLOT DATE =	CHECKED M. LACHECKI	REVISED	

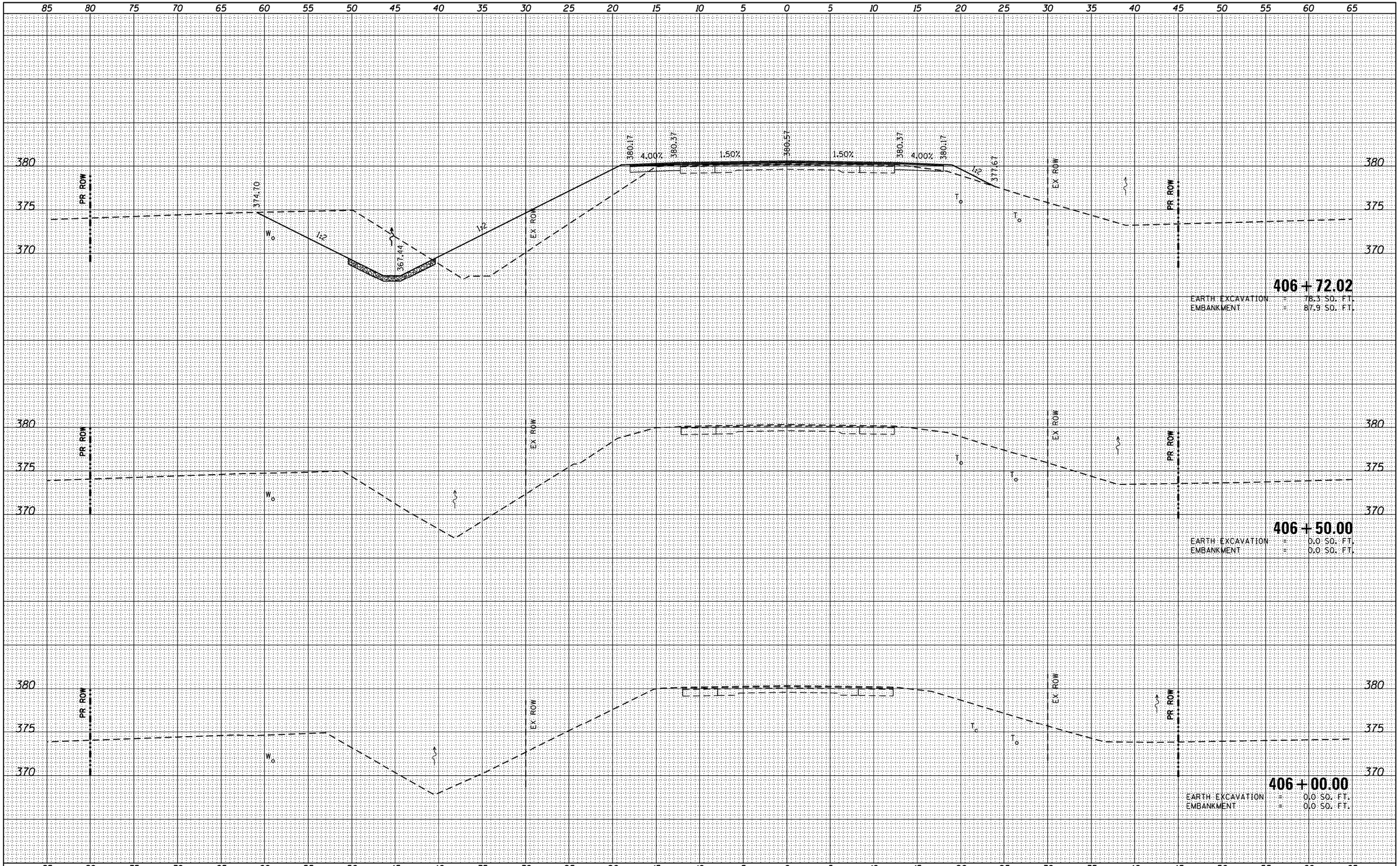
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS 2
STRUCTURE NO. 083-0070
SHEET NO. 21 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	48
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

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

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

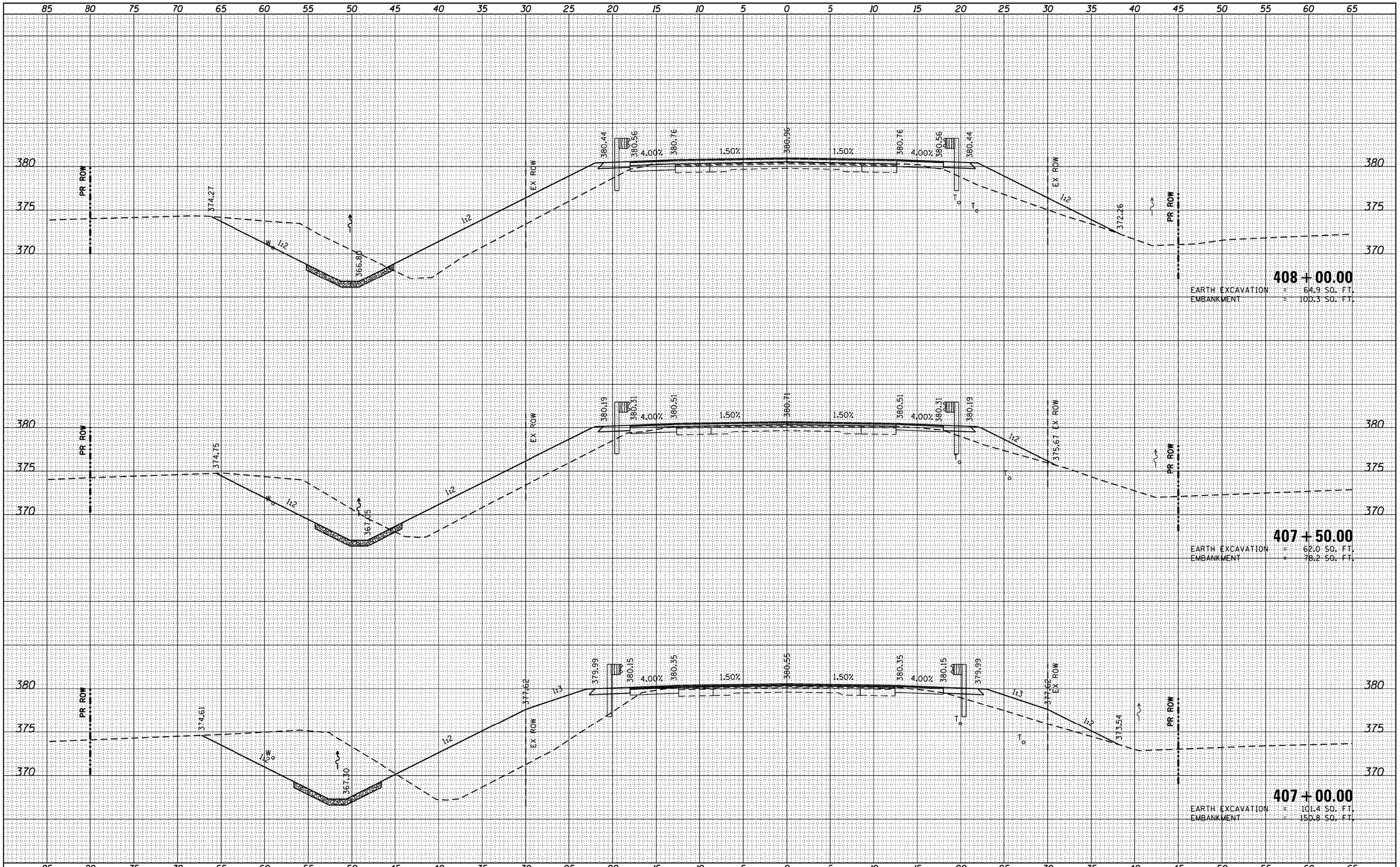
CROSS SECTIONS
IL RTE 34

SCALE: 5'H : 5'V | SHEET 1 OF 5 SHEETS | STA. 406+00.00 TO STA. 406+72.02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	49
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

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

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL RTE 34

SCALE: 5'H : 5'V | SHEET 2 OF 5 SHEETS | STA. 407+00.00 TO STA. 408+00.00

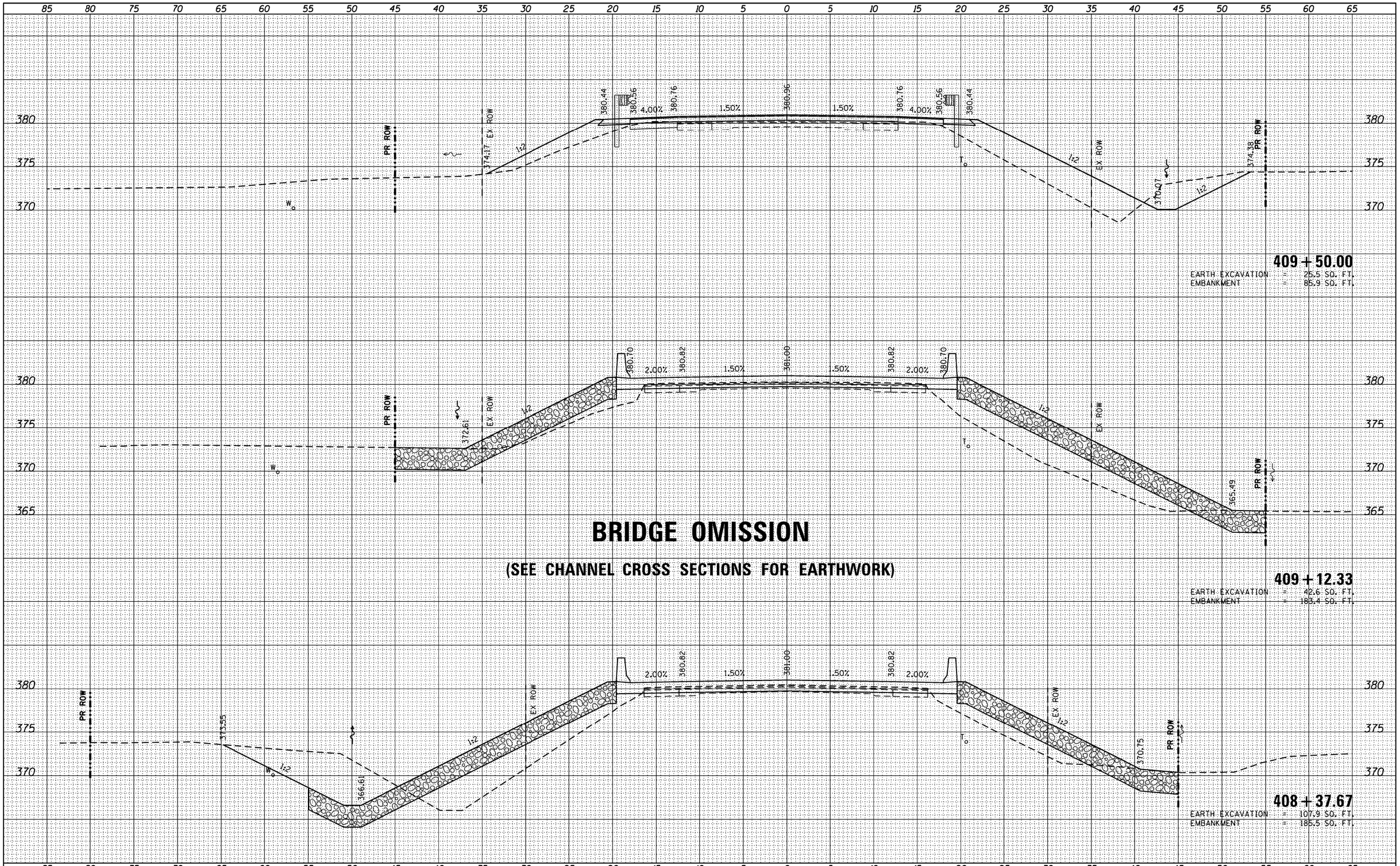
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	50
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		

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

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

BRIDGE OMISSION

(SEE CHANNEL CROSS SECTIONS FOR EARTHWORK)



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

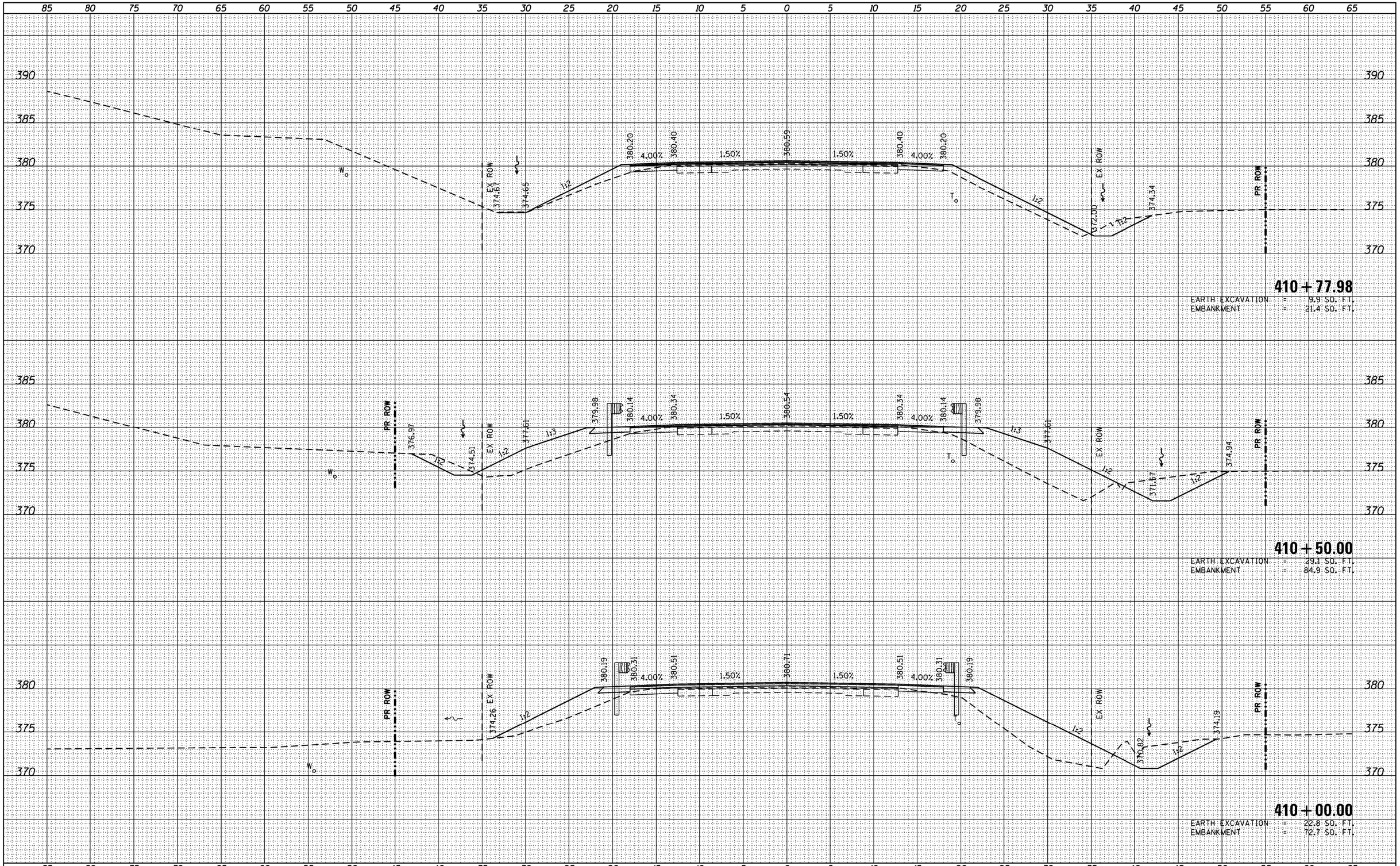
CROSS SECTIONS
IL RTE 34

SCALE: 5'H : 5'V | SHEET 3 OF 5 SHEETS | STA. 408+37.66 | TO STA. 409+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	51
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

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

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL RTE 34

SCALE: 5'H : 5'V | SHEET 4 OF 5 SHEETS | STA. 410+00.00 TO STA. 410+77.98

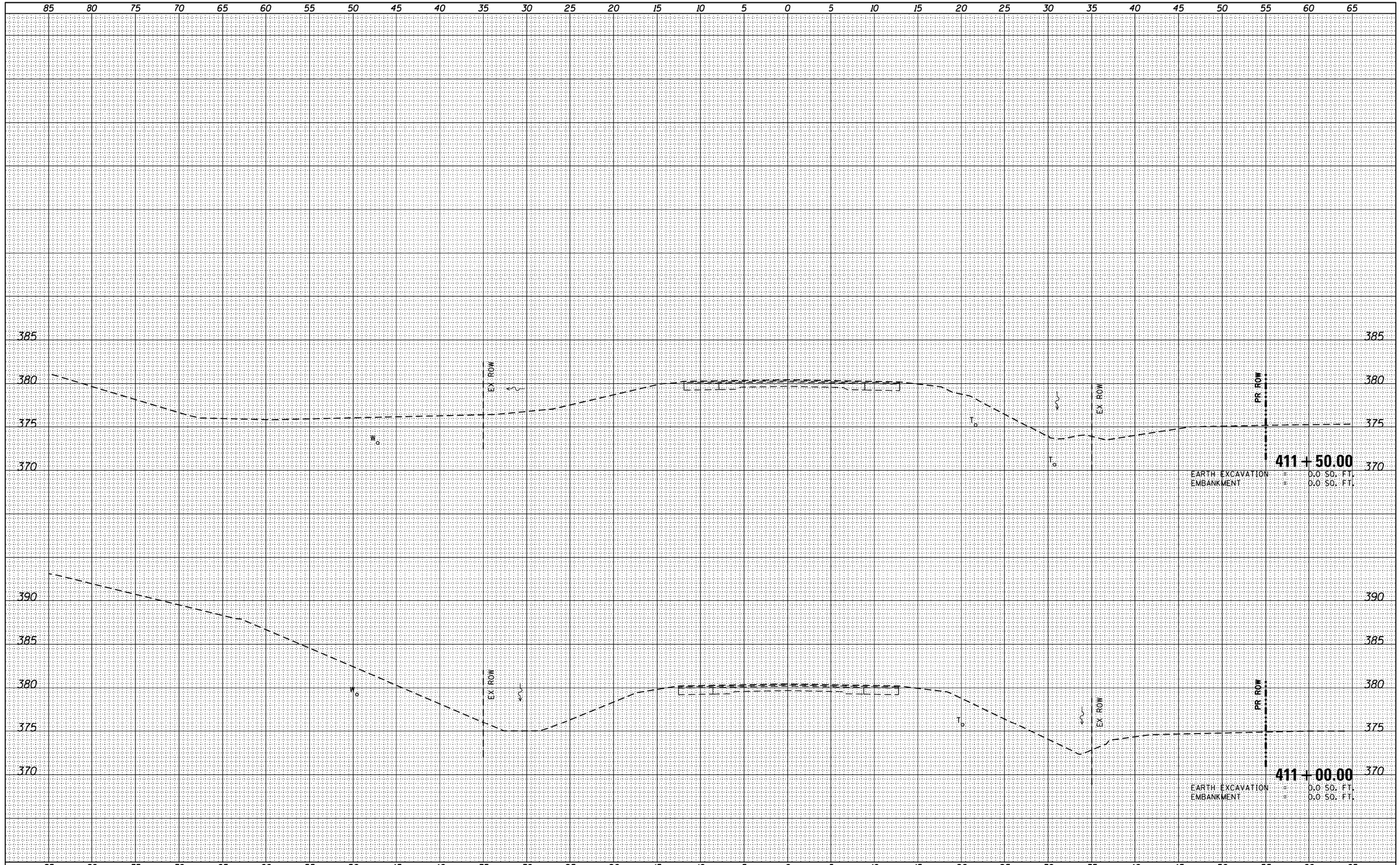
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	52
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			

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

BY	DATE

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

BY	DATE



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

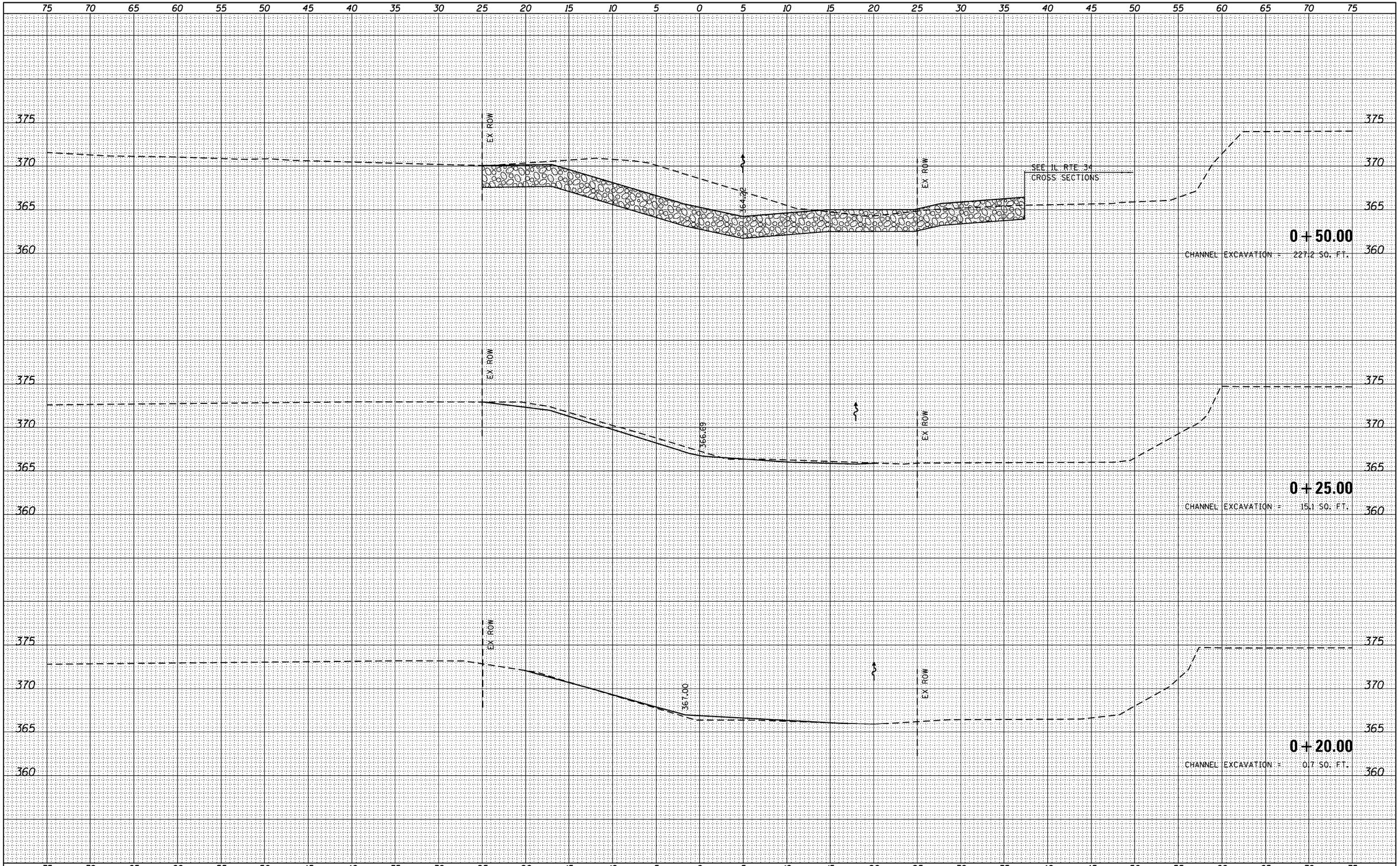
CROSS SECTIONS
IL RTE 34

SCALE: 5'H : 5'V | SHEET 5 OF 5 SHEETS | STA. 411+00.00 | TO STA. 411+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	53
		CONTRACT NO. 78364		
		ILLINOIS FED. AID PROJECT		

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

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



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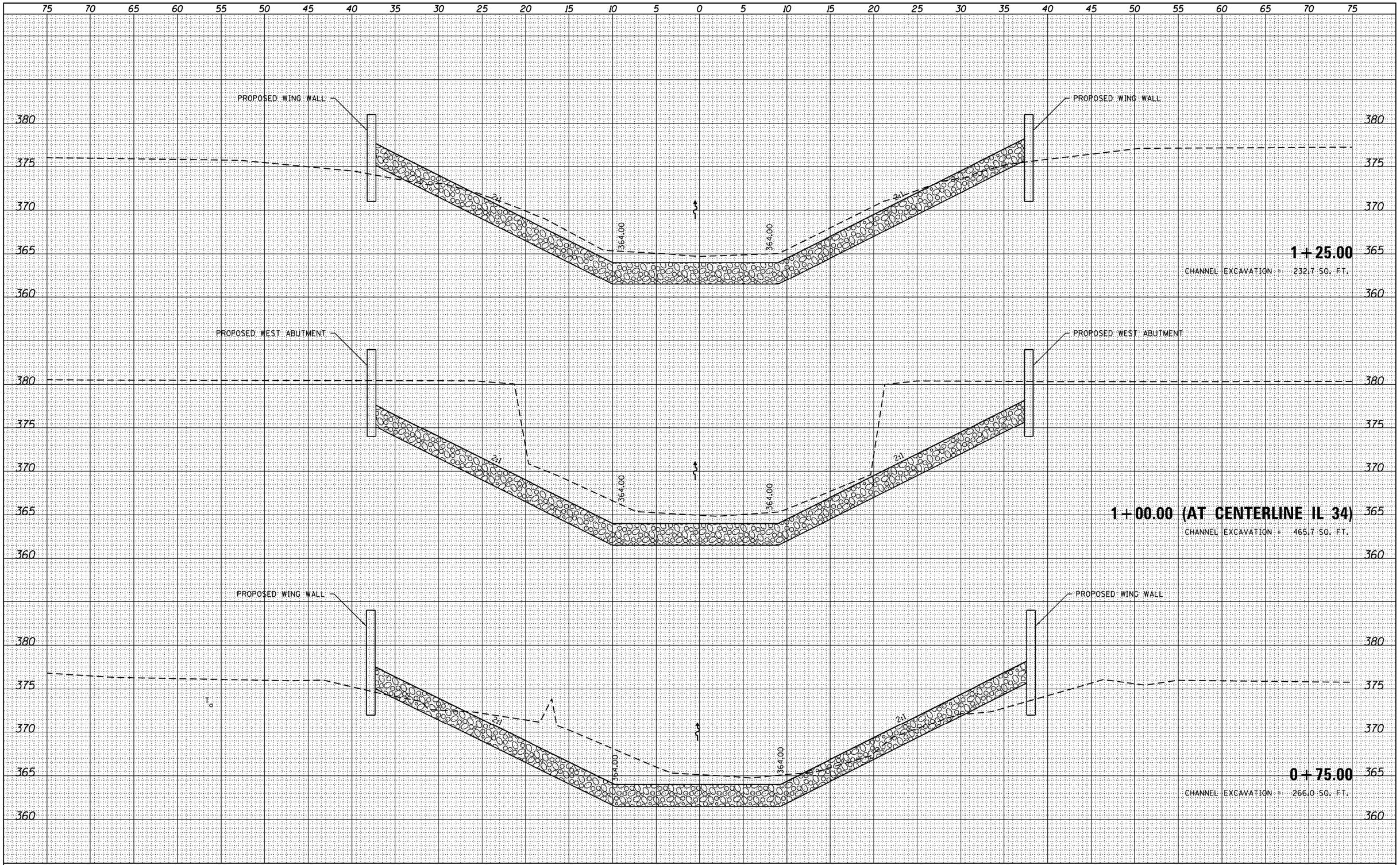
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHANNEL SECTIONS
SPRING VALLEY CREEK

SCALE: 5'H : 5'V | SHEET 1 OF 3 SHEETS | STA. 0+20.00 | TO STA. 0+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	54
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

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

ORIGINAL SURVEY

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

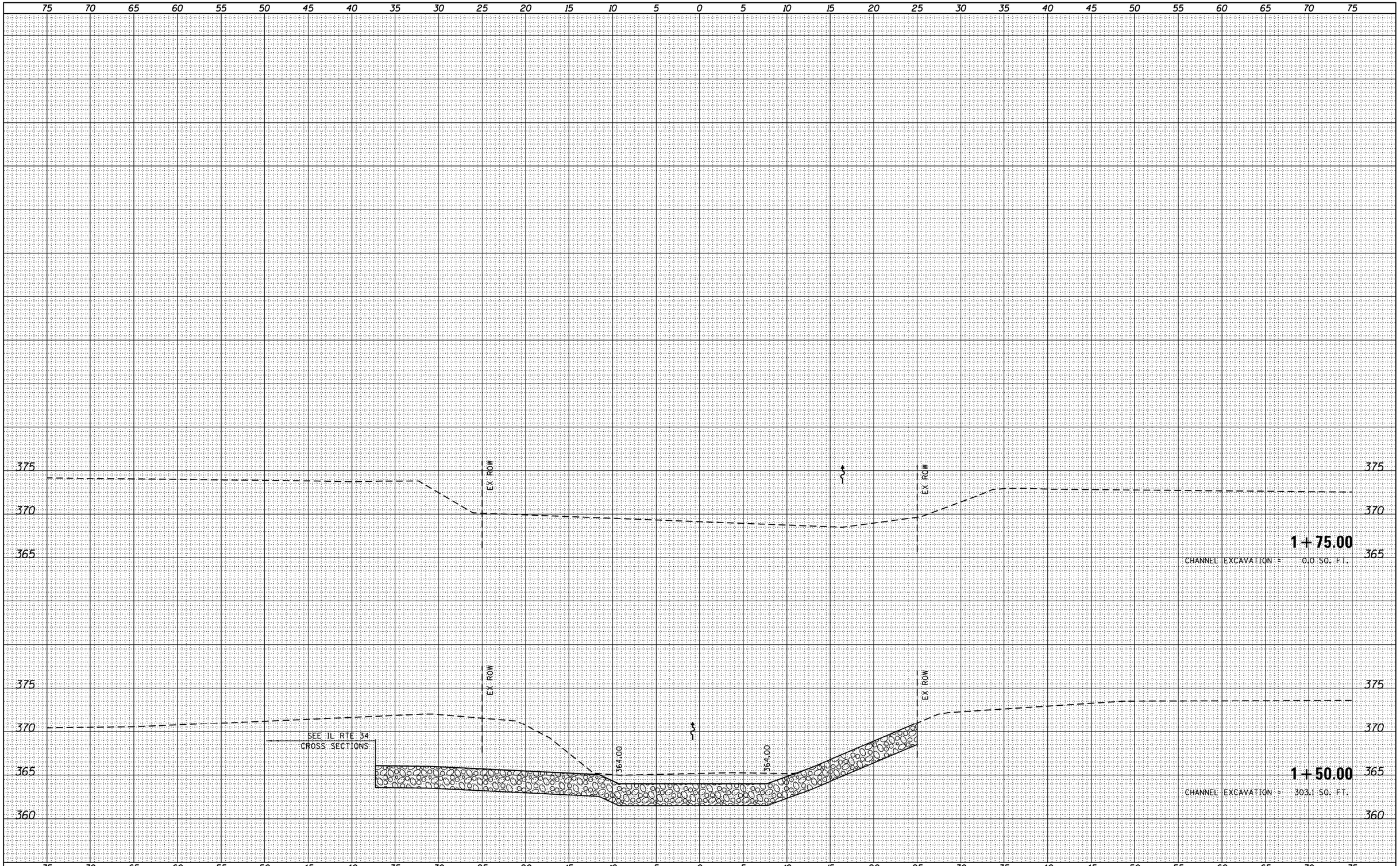
CHANNEL SECTIONS
SPRING VALLEY CREEK

SCALE: 5'H : 5'V | SHEET 2 OF 3 SHEETS | STA. 0+75.00 TO STA. 1+25.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	55
		CONTRACT NO. 78364		
	ILLINOIS	FED. AID PROJECT		

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

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



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Default	PLOT DATE = 1/6/2016 - 2:26:54 PM	DATE - 01-06-2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHANNEL SECTIONS
SPRING VALLEY CREEK

SCALE: 5'H : 5'V | SHEET 3 OF 3 SHEETS | STA. 1+50.00 TO STA.1+75.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
778	2B-3	SALINE	56	56
		CONTRACT NO. 78364		
	ILLINOIS FED. AID PROJECT			