

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**SURFACE TRANSPORTATION PROGRAM-BRIDGE**

DETAIL PLANS FOR  
TR 145 (STONE CHURCH ROAD)  
OVER ELKHORN CREEK  
SECTION 09-14117-00-BR  
WASHINGTON COUNTY  
PLUM HILL ROAD DISTRICT  
PROJECT NO. BROS-0189(051)  
JOB NO. C-98-346-11

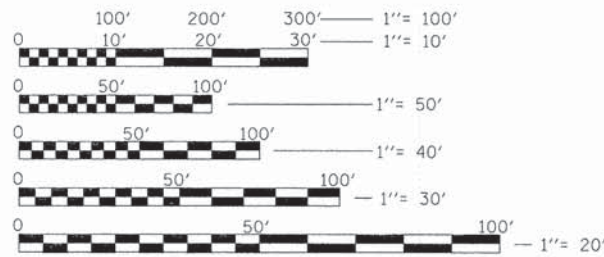
TR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
145	09-14117-00-BR	WASHINGTON	29	1
S.N. 095-3262		CONTRACT NO. 97527		
ILLINOIS		FEDERAL AID PROJECT		

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

DESIGN CLASSIFICATION

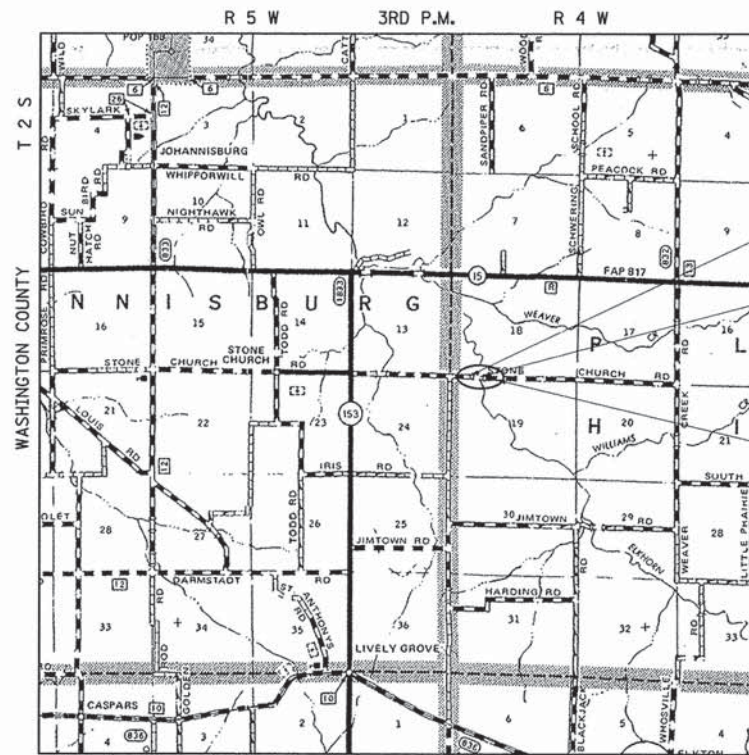
LOCAL ROAD (NON-URBAN)  
CURRENT A.D.T. = 50 (2009)  
DESIGN A.D.T. = 250 (2030)  
DESIGN SPEED = 40 M.P.H.

ELECTRIC:

TRI-COUNTY ELECTRIC COOP  
MT. VERNON, IL. 62864  
(618) 244-5151

UTILITIES:

CALL J.U.L.I.E. BEFORE YOU DIG  
1-800-892-0123 OR 811



LOCATION MAP

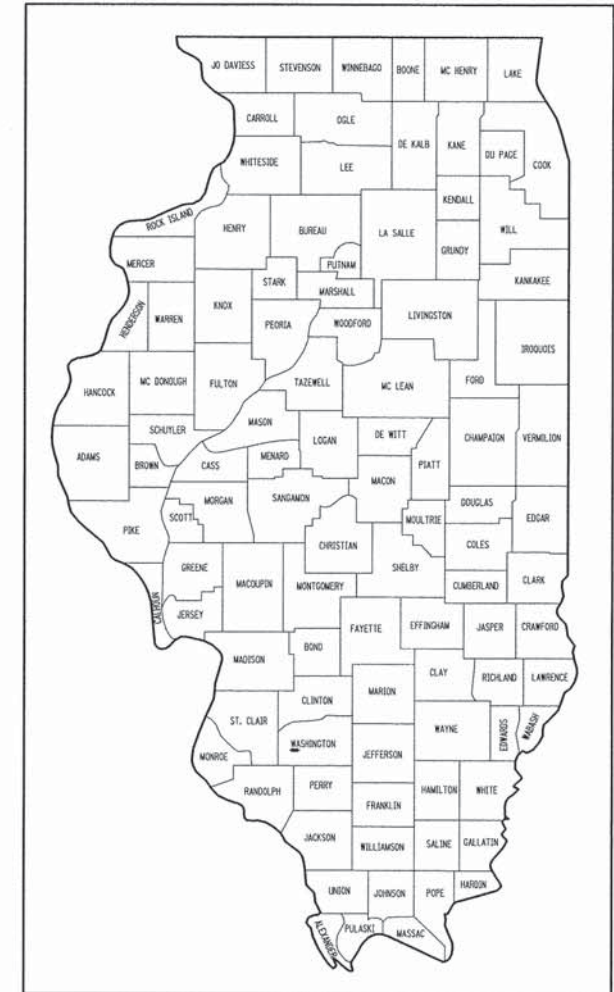
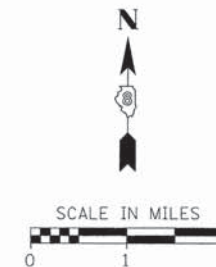
NET LENGTH OF PROJECT = 1,075 FEET OR 0.204 MILES.

SECTION 09-14117-00-BR  
BEGINS STA 9+25

PROJECT LOCATION

PROPOSED STRUCTURE NO. 095-3262 STATION 14+37  
THREE-SPAN PRECAST PRESTRESSED CONCRETE DECK  
BEAMS (27" DEPTH) ON SPILL THRU PILE BENT ABUTMENTS  
AND PILE SUPPORTED PIERS MEASURING 120'-0" BACK TO  
BACK OF THE ABUTMENTS WITH A 27'-0" CLEAR ROADWAY  
WIDTH AT A 10° RIGHT AHEAD SKEW.

SECTION 09-14117-00-BR  
ENDS STA 20+00



LOCATION OF SECTION INDICATED THUS: [Symbol]

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
APPROVED	<u>April 3</u> 20 <u>13</u> <i>Maureen Stuebing</i> ROAD COMMISSIONER
APPROVED	<u>April 30</u> 20 <u>13</u> <i>[Signature]</i> COUNTY ENGINEER
PASSED	<u>April 19</u> 20 <u>13</u> <i>[Signature]</i> DISTRICT 8 ENGINEER OF LOCAL ROADS AND STREETS
RELEASING FOR BID BASED UPON LIMITED REVIEW	<u>April 19</u> 20 <u>13</u> <i>[Signature]</i> DEPUTY DIRECTOR OF HIGHWAYS REGION 5 ENGINEER



*Larry D. Gowler Jr.* DATE: 4/5/13  
LARRY D. GOWLER JR.  
REGISTERED PROFESSIONAL  
ENGINEER IN ILLINOIS, NO. 52900

EXPIRES: NOVEMBER 30, 2013

**SUMMARY OF QUANTITIES**

SPEC. PROV. SPECIALTY ITEM	CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
	20100500	TREE REMOVAL, ACRES	ACRE	0.5
*	20200100	EARTH EXCAVATION	CU YD	6,515
*	20300100	CHANNEL EXCAVATION	CU YD	314
*	20800150	TRENCH BACKFILL	CU YD	12
#	25000210	SEEDING, CLASS 2A	ACRE	1.6
#	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	144
#	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	144
#	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	144
#	25100115	MULCH, METHOD 2	ACRE	1.6
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	160
	28000305	TEMPORARY DITCH CHECKS	FOOT	100
	28000315	AGGREGATE DITCH CHECKS	TON	6
	28000400	PERIMETER EROSION BARRIER	FOOT	690
	28000500	INLET AND PIPE PROTECTION	EACH	2
*	28100809	STONE DUMPED RIPRAP, CLASS A5	TON	424
*	35100100	AGGREGATE BASE COURSE, TYPE A	TON	1,020
	48100100	AGGREGATE SHOULDERS, TYPE A	TON	161
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
	50105220	PIPE CULVERT REMOVAL	FOOT	41
	50200100	STRUCTURE EXCAVATION	CU YD	99
	50300225	CONCRETE STRUCTURES	CU YD	56.2
	50300280	CONCRETE ENCASMENT	CU YD	23.7
	50400505	PRECAST PRESTRESSED CONCRETE DECK BEAMS (27" DEPTH)	SQ FT	3,199
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	8,040
*	50901050	STEEL RAILING, TYPE SM	FOOT	240
	51201600	FURNISHING STEEL PILES HP12X53	FOOT	390
	51202305	DRIVING PILES	FOOT	135
	51203600	TEST PILE STEEL HP12X53	EACH	2
	51500100	NAME PLATES	EACH	1
*	542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	64
*	542D1069	PIPE CULVERTS, CLASS D, TYPE 2 24"	FOOT	64

SPEC. PROV. SPECIALTY ITEM	CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	
	54213873	STEEL END SECTIONS 18"	EACH	2	
	54213879	STEEL END SECTIONS 24"	EACH	2	
	58300100	PORTLAND CEMENT MORTAR FAIRING COURSE	FOOT	950	
	59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	25.4	
#	63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	3	
*	#	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	5
	67100100	MOBILIZATION	L SUM	1	
#	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	
	Z0065000	SETTING PILES IN ROCK	EACH	10	
#	B2001116	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	11	
*	X6310088	TRAFFIC BARRIER TERMINAL TYPE 6A (SPECIAL)	EACH	1	
*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	

**APPLICATION RATES**  
 THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED  
 IN CALCULATING PLAN QUANTITIES:

NITROGEN FERTILIZER NUTRIENT	90 LBS/ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS/ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS/ACRE
MULCH METHOD 2	2 TONS/ACRE
GRANULAR MATERIAL	2.05 TONS/CY
RIPRAP	1.6 TONS/CY

**GENERAL NOTES**

- ALL ELEVATIONS REFER TO USGS MEAN SEA LEVEL DATUM.
- UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR TRUE LOCATION IS NOT GUARANTEED TO BE AS SHOWN ON THE PLANS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION OF ALL UTILITIES AND CARRY ON HIS OPERATIONS ACCORDINGLY.
- EXISTING SIDE SLOPES SHALL HAVE TOPSOIL REMOVED AND BENCHED TO SATISFACTION OF ENGINEER BEFORE RECEIVING EMBANKMENT. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.
- IF ASH TREES ARE REMOVED ON THE PROJECT, THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND COMPLY WITH MEASURES SPECIFIED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE (IDOA) TO PREVENT THE SPREAD OF THE EMERALD ASH BORER. THE IDOA INFORMATION FOR ASH TREE REMOVAL CAN BE FOUND ON THE IDOA WEBSITE AT WWW.AGR.STATE.IL.US/EAB.
- THE CONTRACTOR SHALL GIVE AT LEAST TWO WEEKS NOTICE BEFORE BEGINNING CONSTRUCTION SO THE ENGINEER MAY GIVE ADEQUATE NOTICE TO ALL EMERGENCY, SCHOOL AND POSTAL SERVICES.
- FIELD ENTRANCE WILL REMAIN ACCESSIBLE, AS DIRECTED BY THE ENGINEER, THROUGHOUT THE TIME OF CONSTRUCTION.
- THE PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL AND PROTECTION.
- THE FOLLOWING ITEMS SHALL HAVE THE LISTED RESTRICTIONS, ALSO SEE SPECS.

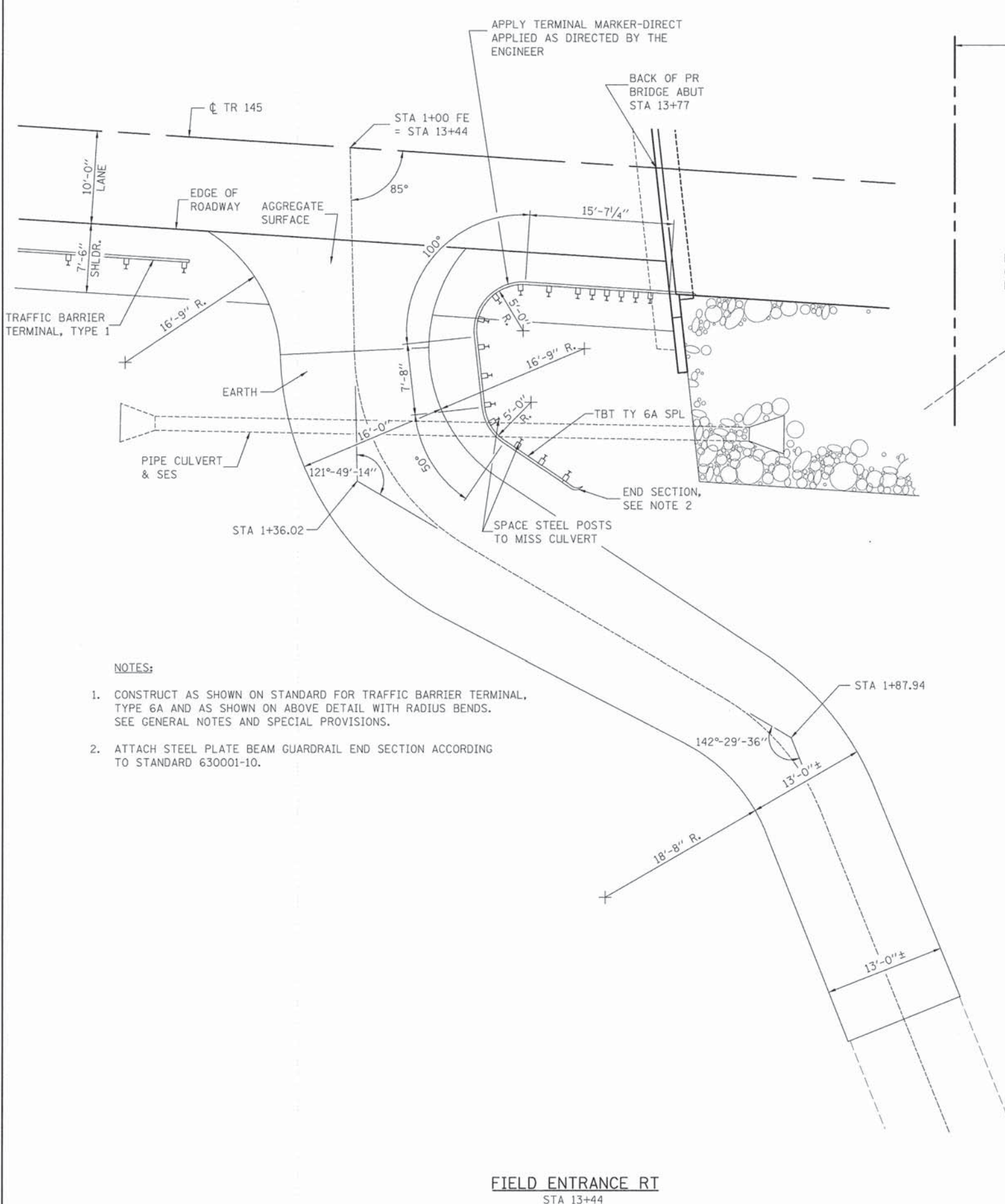
ITEM	RESTRICTION
PIPE CULVERTS, CLASS D	ONLY PRECOATED GALVANIZED CORRUGATED STEEL PIPE SHALL BE ALLOWED.
TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	THE PAY LENGTH SHALL BE MODIFIED TO 53.125' TO INCLUDE 3.125' OF GUARDRAIL PROVIDED BEYOND THE TYPICAL 50' PAY LENGTH TO MEET THE NEXT TYPICAL SPLICE LOCATION FOR THE CURRENT STANDARD. THIS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**COMMITMENTS**

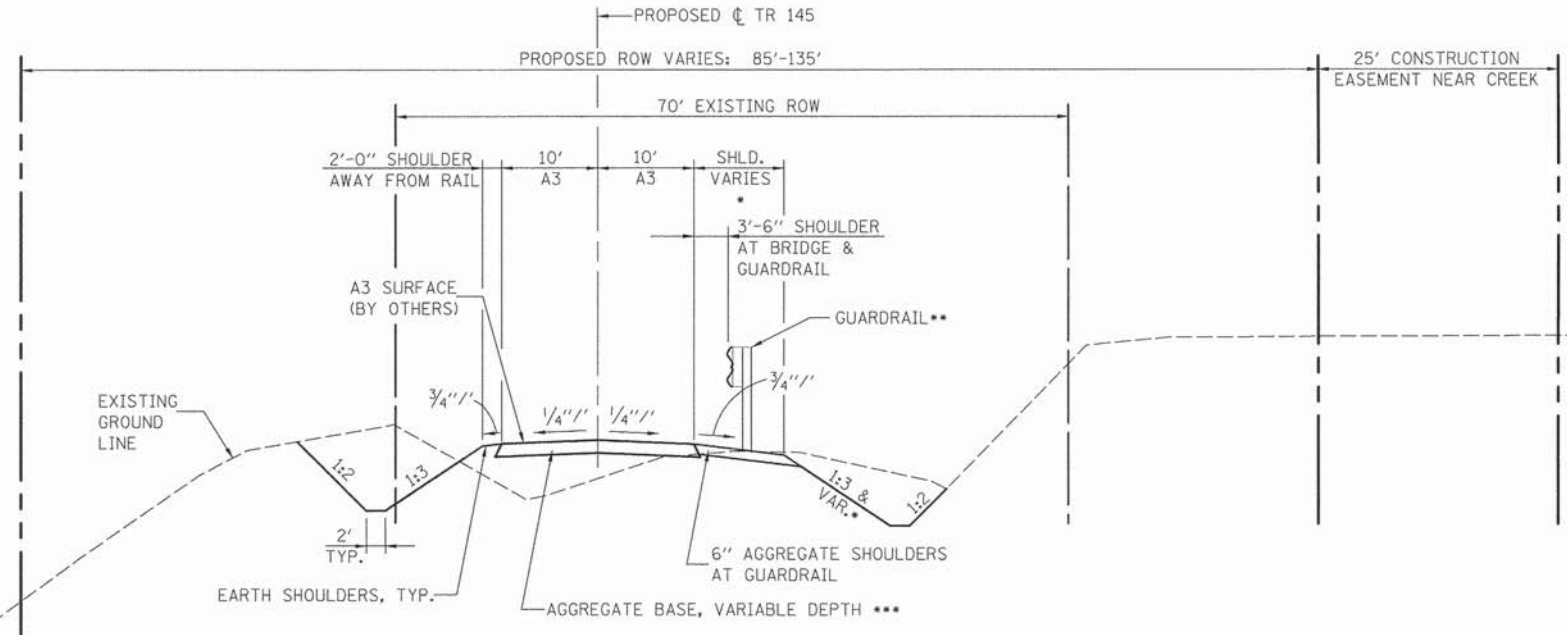
- NO TREE REMOVAL BETWEEN APRIL 1 THRU SEPTEMBER 30 TO PROTECT FEDERALLY ENDANGERED INDIANA BAT.

PLAN	SURVEYED	DATE
	NOTED	
	CHECKED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	NOTED	
	CHECKED	
	BY	
	NO.	

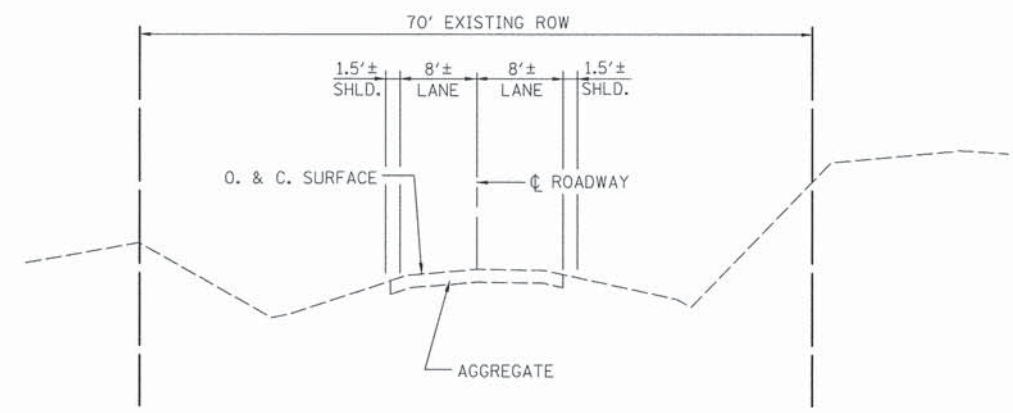


- NOTES:
- CONSTRUCT AS SHOWN ON STANDARD FOR TRAFFIC BARRIER TERMINAL, TYPE 6A AND AS SHOWN ON ABOVE DETAIL WITH RADIUS BENDS. SEE GENERAL NOTES AND SPECIAL PROVISIONS.
  - ATTACH STEEL PLATE BEAM GUARDRAIL END SECTION ACCORDING TO STANDARD 630001-10.



**PROPOSED ROADWAY CROSS SECTION**  
STA 9+25 TO STA 13+77; STA 14+97 TO STA 20+00

- NOTES:
- SHOULDER WIDTHS WILL TYPICALLY BE 2'-0", BUT WILL VARY FROM 2'-0" TO 7'-6" NEAR THE GUARDRAIL. SEE PLAN AND PROFILE SHEET FOR LIMITS OF SHOULDER WIDTH TRANSITIONS.
  - GUARDRAIL MAY BE LOCATED ON ONE SIDE, BOTH SIDES OR NEITHER SIDE. ADDITIONALLY, THE FORE SLOPES TRANSITION FROM 1V:3H TO 1V:2.5H AT THE BACK OF THE ABUTMENT WHILE BEHIND GUARDRAIL AT THE SOUTHEAST CORNER. SEE PLAN AND PROFILE SHEET FOR EXACT LOCATIONS.
  - 8" TYPICAL. 11" NEAR ABUTMENTS ACCORDING TO ARTICLE 351.07 OF THE STANDARD SPECIFICATIONS.



**EXISTING ROADWAY CROSS SECTION**

**EARTHWORK SCHEDULE**

LOCATION	A	B	C	D	E = C - D
	CHANNEL EXCAVATION	EARTH EXCAVATION	EXCAVATION ADJUSTED FOR SHRINKAGE/LOSS	REQUIRED FILL	BALANCE: WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD	CU YD
STA 9+25.00 TO STA 13+77.00 (WEST ABUTMENT)		4,749.1	3,561.8	570.4	2,991.4
STA 13+77.00 (WEST ABUTMENT) TO STA 14+97.00 (EAST ABUTMENT)	314.0		176.6	0.0	176.6
STA 14+97.00 (EAST ABUTMENT) TO STA 20+00.00		1,764.4	1,323.3	2,454.6	-1,131.3
<b>TOTAL</b>	<b>314.0</b>	<b>6,513.5</b>	<b>5,061.8</b>	<b>3,025.0</b>	<b>2,036.8</b>
<b>USE</b>	<b>314</b>	<b>6,515</b>	<b>5,065</b>	<b>3,025</b>	<b>2,040</b>

**NOTES:**

QUANTITIES ESTIMATED FROM CROSS-SECTION END AREAS.  
 SCHEDULE ASSUMES A 25% SHRINKAGE/LOSS FACTOR. (CHANNEL EXCAVATION ADJUSTED FOR LOSS AND SHRINKAGE)  
 COLUMN "A" - CUT MATERIAL FROM THE CHANNEL (CHANNEL EXCAVATION)  
 COLUMN "B" - CUT MATERIAL OUTSIDE THE CHANNEL (EARTH EXCAVATION)  
 COLUMN "C" - CUT MATERIAL ADJUSTED FOR SHRINKAGE/LOSS AND SUITABLE FOR EMBANKMENT (NOT A PAY ITEM)  
 COLUMN "D" - REQUIRED FILL MATERIAL (NOT A PAY ITEM)  
 COLUMN "E" - BALANCE OF CUT MATERIAL AND FILL MATERIAL (FURNISHED EXCAVATION)

**PIPE CULVERT SCHEDULE**

LOCATION	PIPE CULVERT REMOVAL	PIPE CULVERTS, CLASS D, TYPE 1 18"	PIPE CULVERTS, CLASS D, TYPE 2 24"	STEEL END SECTIONS 18"	STEEL END SECTIONS 24"	TRENCH BACKFILL
	FOOT	FOOT	FOOT	EACH	EACH	CU YD
ENTRANCE						
AR 9+94 CTR STA 9+91.71 20.11' RT TO STA 9+95.84 20.20' LT	41					
AR 9+92 CTR STA 9+86.00 25.00' RT 445.00 TO STA 10+02.00 37.00' LT 442.50			64		2	12
13+44 RT STA 13+25.00 31.10' 432.30 TO STA 13+89.00 28.00' 429.06		64		2		
<b>TOTAL</b>	<b>41</b>	<b>64</b>	<b>64</b>	<b>2</b>	<b>2</b>	<b>12</b>
<b>USE</b>	<b>41</b>	<b>64</b>	<b>64</b>	<b>2</b>	<b>2</b>	<b>12</b>

**PAVING SCHEDULE**

LOCATION	AGGREGATE BASE COURSE, TYPE A	AGGREGATE SHOULDERS, TYPE A
	TON	TON
STA 9+25.00 TO STA 13+77.00	476	
11+72.00 RT 13+80.09 RT		50
12+31.62 LT 13+73.91 LT		37
<b>BRIDGE OMISSION</b>		
STA 14+97.00 TO STA 20+00.00	532	
15+00.09 RT 16+42.22		37
14+93.91 LT 16+37.77		37
<b>ENTRANCES</b>		
STA 13+44.00 RT F.E.	12	
<b>TOTAL</b>	<b>1,020</b>	<b>161</b>
<b>USE</b>	<b>1,020</b>	<b>161</b>

**TREE REMOVAL SCHEDULE**

LOCATION	TREE REMOVAL, ACRES
	ACRE
STA 9+25.00 LT TO STA 13+93.00 LT	0.15
STA 10+66.00 RT TO STA 14+34.00 RT	0.12
STA 14+62.00 LT TO STA 17+59.00 LT	0.14
STA 15+54.00 RT TO STA 16+07.00 RT	0.03
STA 17+92.00 LT TO STA 20+00.00 LT	0.03
<b>TOTAL</b>	<b>0.47</b>
<b>USE</b>	<b>0.5</b>

**TREE PLANTING SCHEDULE**

LOCATION	TREE, CERCIS CANADENSIS (EASTERN REDBUD), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED
	EACH
STA 10+20.00	46.00' RT 1
STA 10+50.00	44.00' LT 1
STA 11+00.00	44.00' LT 1
STA 12+00.00	44.00' LT 1
STA 13+15.00	70.00' RT 1
STA 13+15.00	30.00' LT 1
STA 13+50.00	35.00' LT 1
STA 15+15.00	54.00' LT 1
STA 15+60.00	45.00' LT 1
STA 16+10.00	40.00' LT 1
STA 16+60.00	32.00' LT 1
<b>TOTAL</b>	<b>11</b>
<b>USE</b>	<b>11</b>

**SPECIFIED BARS FOR TEST SAMPLES**

BAR	NO.	SIZE	LENGTH	SHAPE
h (E)	1	#7	13'-0"	—
h <sub>2</sub> (E)	1	#4	28'-6"	—
u(E)	2	#6	11'-1"	□
v(E)	2	#5	9'-2"	—

THESE BARS SHALL BE IDENTICAL TO AND DELIVERED WITH THE BARS OF THE SAME MARK LISTED IN THE STRUCTURE SHEETS. ONE BAR OF EACH OF THESE MARKS WILL BE SELECTED BY THE ENGINEER TO BE USED AS A TEST SAMPLE. THE TEST BARS WILL NOT BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 508.07 OF THE STANDARD SPECIFICATIONS.

THIS CHART ASSUMES THAT ALL BARS OF THE SAME SIZE ON THE JOB WILL HAVE THE SAME SOURCE. IF BARS OF THE SAME SIZE ON THE JOB HAVE DIFFERENT SOURCES, THEN THE CONTRACTOR SHALL SUPPLY ADDITIONAL BARS FROM OTHER SOURCES FOR SAMPLING BY THE ENGINEER AT NO ADDITIONAL COST.

FILE NAME = H:\6470\04\_04\_SCH\_6470.dgn

USER NAME = .USERDESCR.  
 PLOT SCALE = 20.0000' / IN.  
 PLOT DATE = 4/8/2013

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

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

**SCHEDULES OF QUANTITIES**

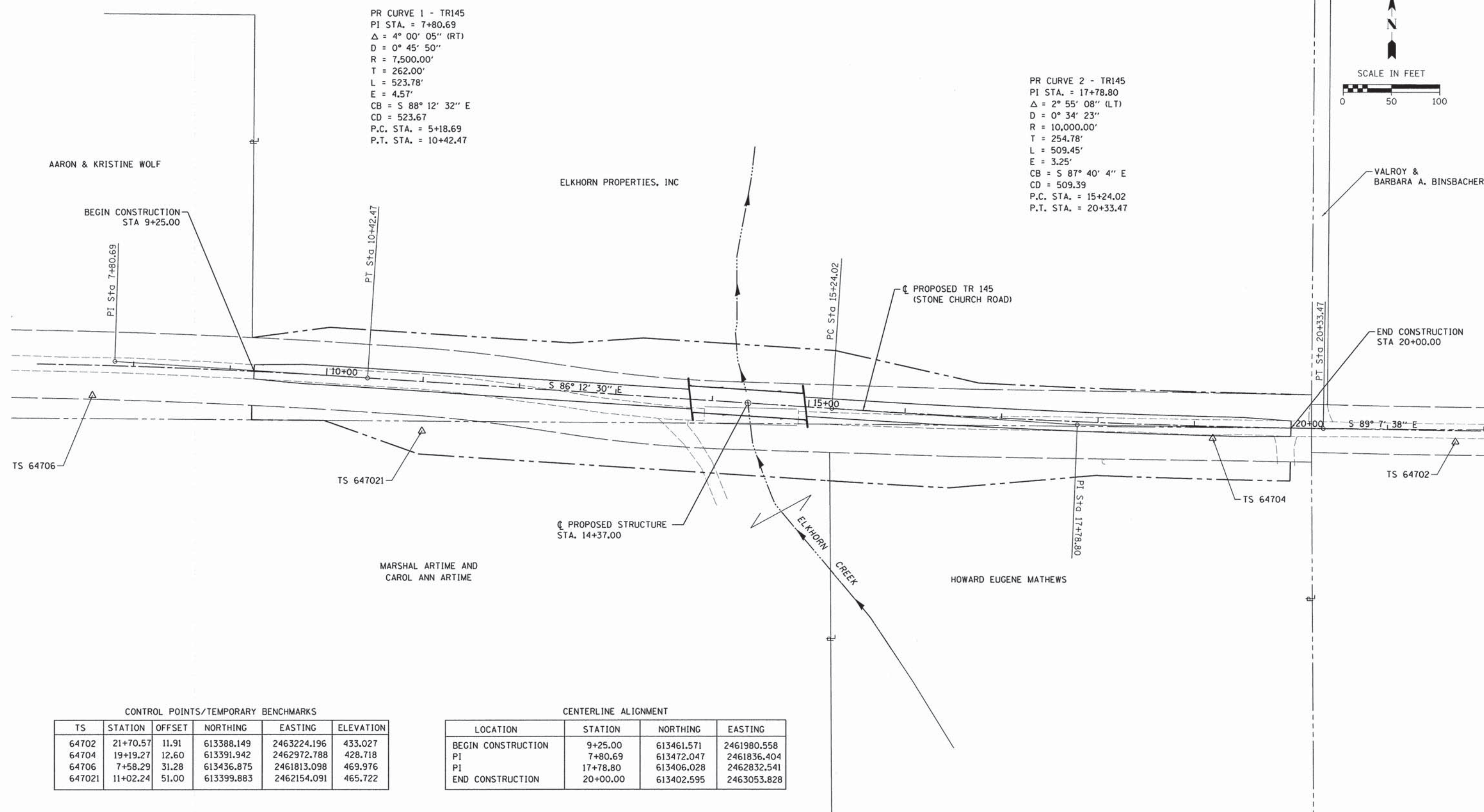
SCALE: SHEET NO. OF SHEETS STA. TO STA.

TR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
145	09-14117-00-BR	WASHINGTON	29	4
CONTRACT NO. 97527			ILLINOIS FED. AID PROJECT	

HMG NO 6470.1

DATE	
BY	
PLAN	SUBMITTED
	PLOTTED
	ALIGNED
	CHECKED
	FILED
	NO.

DATE	
BY	
PROFILE	SUBMITTED
	PLOTTED
	GRADES CHECKED
	STRUCTURE NOTATIONS CHECKED
	NO.



PR CURVE 1 - TR145  
 PI STA. = 7+80.69  
 $\Delta = 4^\circ 00' 05''$  (RT)  
 $D = 0^\circ 45' 50''$   
 $R = 7,500.00'$   
 $T = 262.00'$   
 $L = 523.78'$   
 $E = 4.57'$   
 $CB = S 88^\circ 12' 32'' E$   
 $CD = 523.67$   
 P.C. STA. = 5+18.69  
 P.T. STA. = 10+42.47

PR CURVE 2 - TR145  
 PI STA. = 17+78.80  
 $\Delta = 2^\circ 55' 08''$  (LT)  
 $D = 0^\circ 34' 23''$   
 $R = 10,000.00'$   
 $T = 254.78'$   
 $L = 509.45'$   
 $E = 3.25'$   
 $CB = S 87^\circ 40' 4'' E$   
 $CD = 509.39$   
 P.C. STA. = 15+24.02  
 P.T. STA. = 20+33.47

CONTROL POINTS/TEMPORARY BENCHMARKS

TS	STATION	OFFSET	NORTHING	EASTING	ELEVATION
64702	21+70.57	11.91	613388.149	2463224.196	433.027
64704	19+19.27	12.60	613391.942	2462972.788	428.718
64706	7+58.29	31.28	613436.875	2461813.098	469.976
647021	11+02.24	51.00	613399.883	2462154.091	465.722

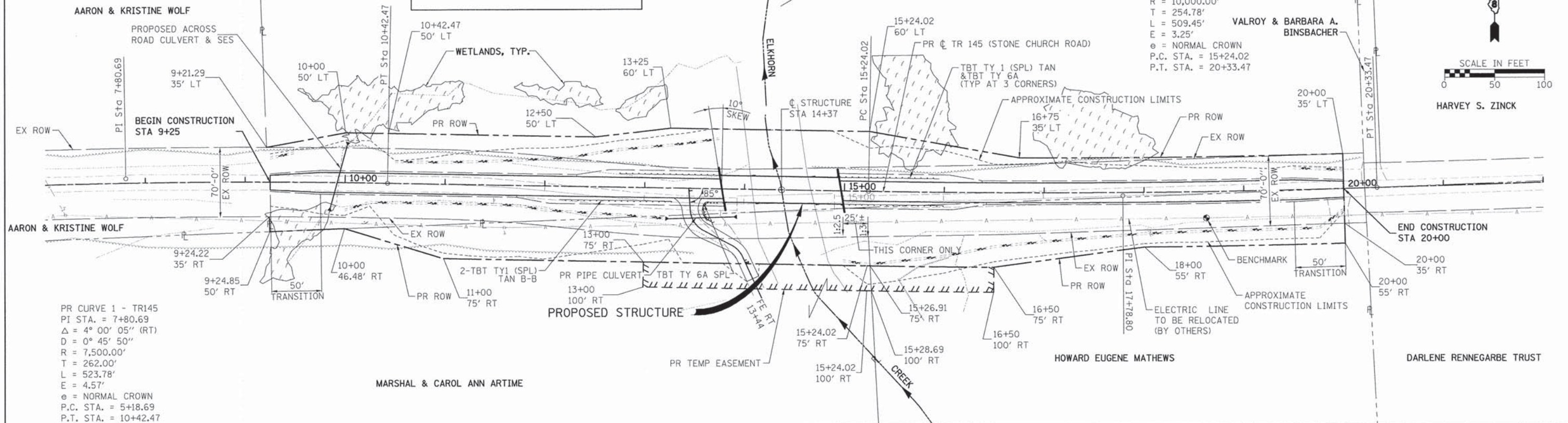
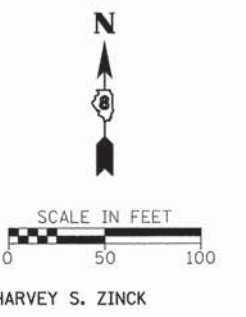
CENTERLINE ALIGNMENT

LOCATION	STATION	NORTHING	EASTING
BEGIN CONSTRUCTION	9+25.00	613461.571	2461980.558
PI	7+80.69	613472.047	2461836.404
PI	17+78.80	613406.028	2462832.541
END CONSTRUCTION	20+00.00	613402.595	2463053.828

**BENCHMARK:** RR SPIKE SET IN POLE  
 STA 18+61.72, 26.53' RT  
 EL. 426.07

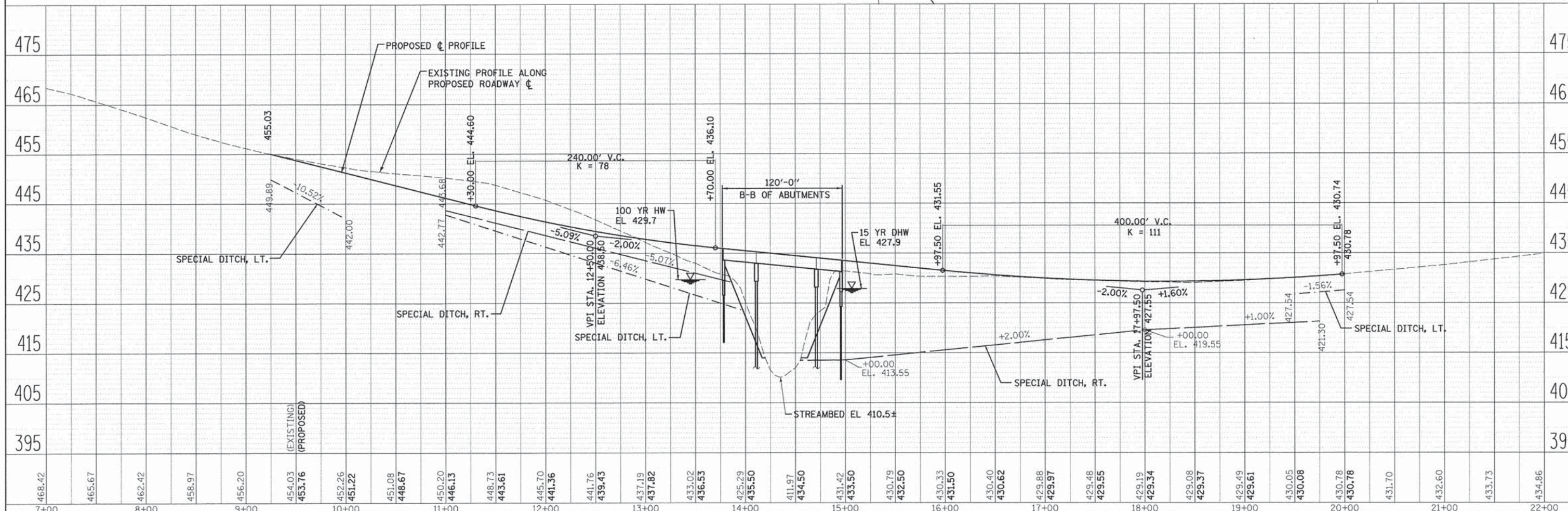
**NOTE:**  
 CONTRACTOR TO MINIMIZE DISTURBANCE  
 OF WETLANDS. SEE EROSION CONTROL PLAN.

PR CURVE 2 - TR145  
 PI STA. = 17+78.80  
 $\Delta = 2^\circ 55' 08''$  (LT)  
 $D = 0^\circ 34' 23''$   
 $R = 10,000.00'$   
 $T = 254.78'$   
 $L = 509.45'$   
 $E = 3.25'$   
 $e = \text{NORMAL CROWN}$   
 P.C. STA. = 15+24.02  
 P.T. STA. = 20+33.47



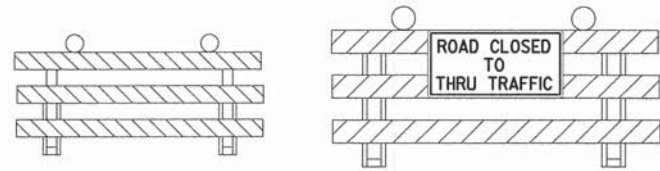
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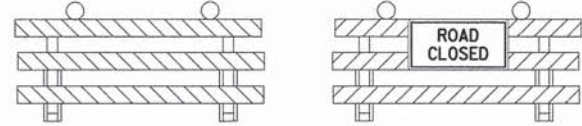


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HMC NO 6470



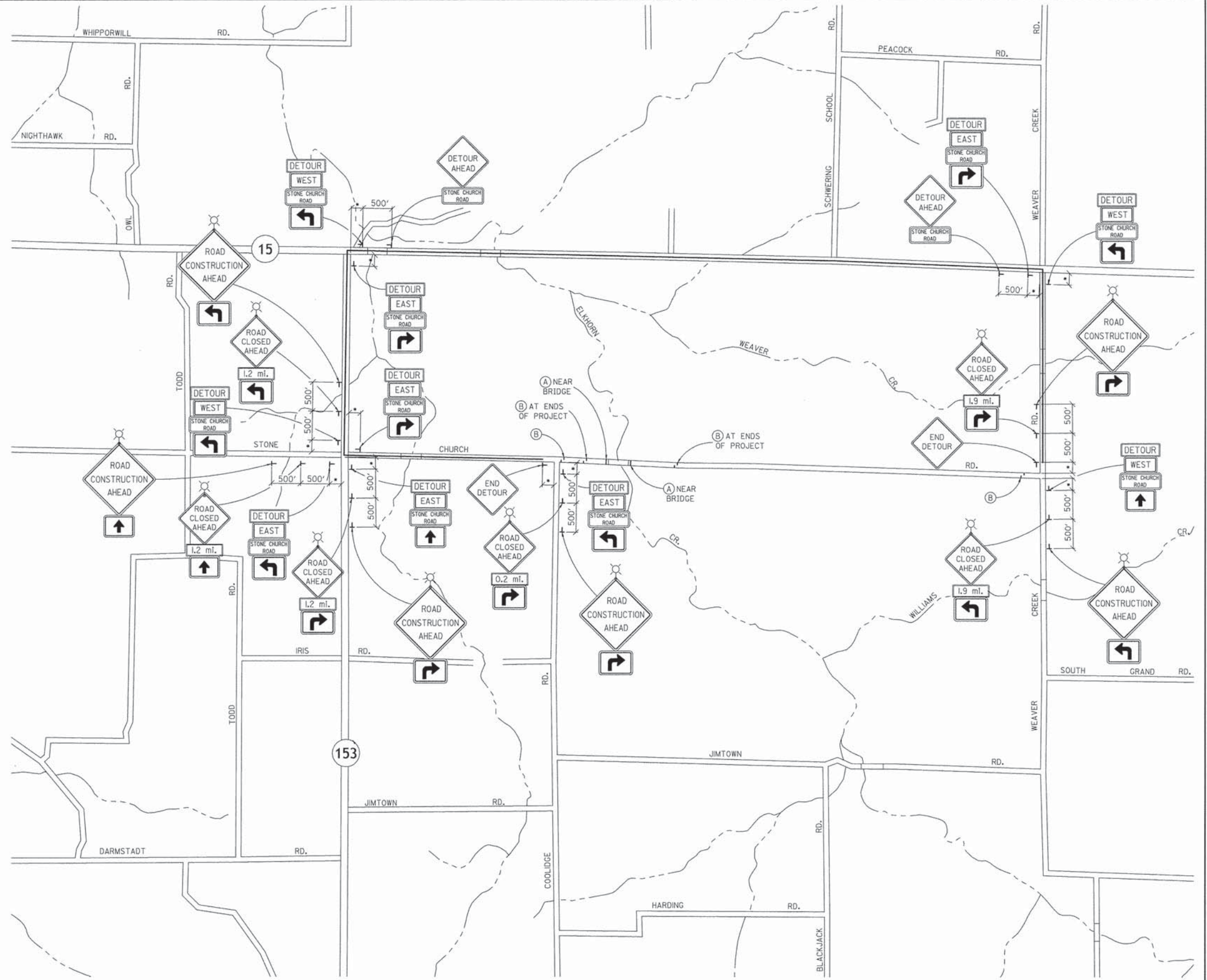
LOCATION B



LOCATION A

**LEGEND**

- T POST MOUNTED SIGN
- FLASHING LIGHT
- INDICATES 200' TYPICAL TO FIRST SIGN OR TO MEET FIELD CONDITIONS.



**DETOUR MAP WITH SIGNING**

**NOTES:**

1. ENGINEER MAY MODIFY SIGN PLACEMENT TO MEET FIELD CONDITIONS.
2. ALL ADVANCED WARNING SIGNS SHALL BE 48" x 48" AND HAVE A BLACK LEGEND ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND.
3. ALL ADVANCED WARNING SIGNS SHALL INCLUDE LOW INTENSITY FLASHING LIGHTS.
4. DETOUR SIGNING ASSEMBLY SHALL MAINTAIN THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN NO LESS THAN 5 FEET ABOVE THE EDGE OF PAVEMENT.
5. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE FOR STABILIZATION.
6. AT LOCATIONS WHERE TYPE III BARRICADES ARE STAGGERED THE "ROAD CLOSED TO THRU TRAFFIC" SIGN SHALL BE PLACED ON THE FRONT BARRICADE.
7. ALL ITEMS OF WORK INVOLVED WITH THE ROAD CLOSURE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
8. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER 72 HOURS PRIOR TO CLOSURE.

PLAN

DATE	
BY	
SURVEYED	
ALIGNED	
NOTED	
PLACED	
CHECKED	
IN CHARGE	
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PROFILE

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DRAWN - KHL

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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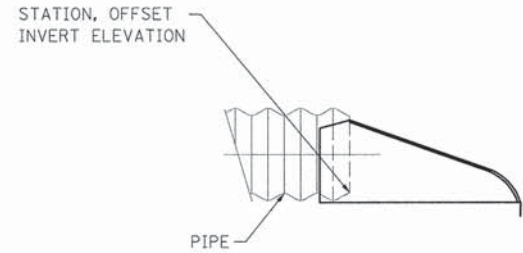
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SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

TR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
145	09-14117-00-BR	WASHINGTON	29	7
SN 095-3262			CONTRACT NO. 97527	
ILLINOIS				

PLAN	DATE
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DATE	
NO.	

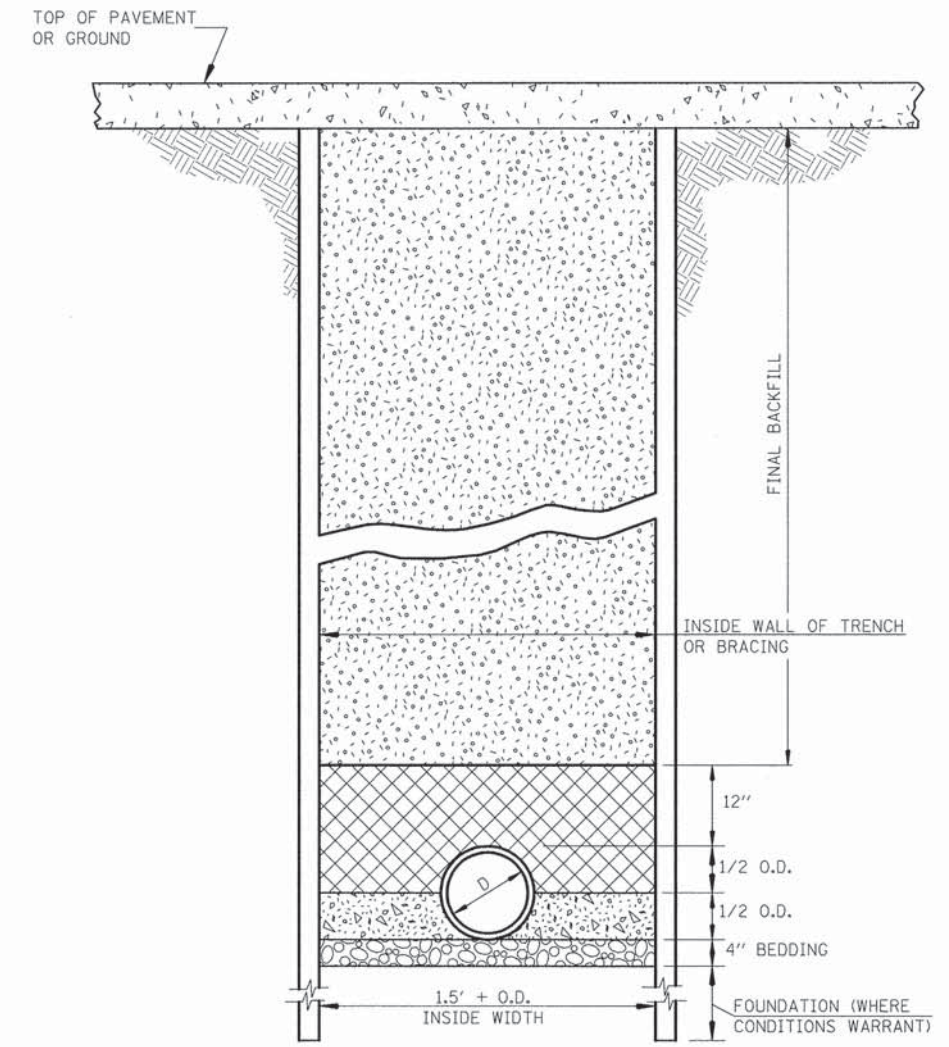
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BY	
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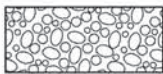





STEEL END SECTION  
DETAIL

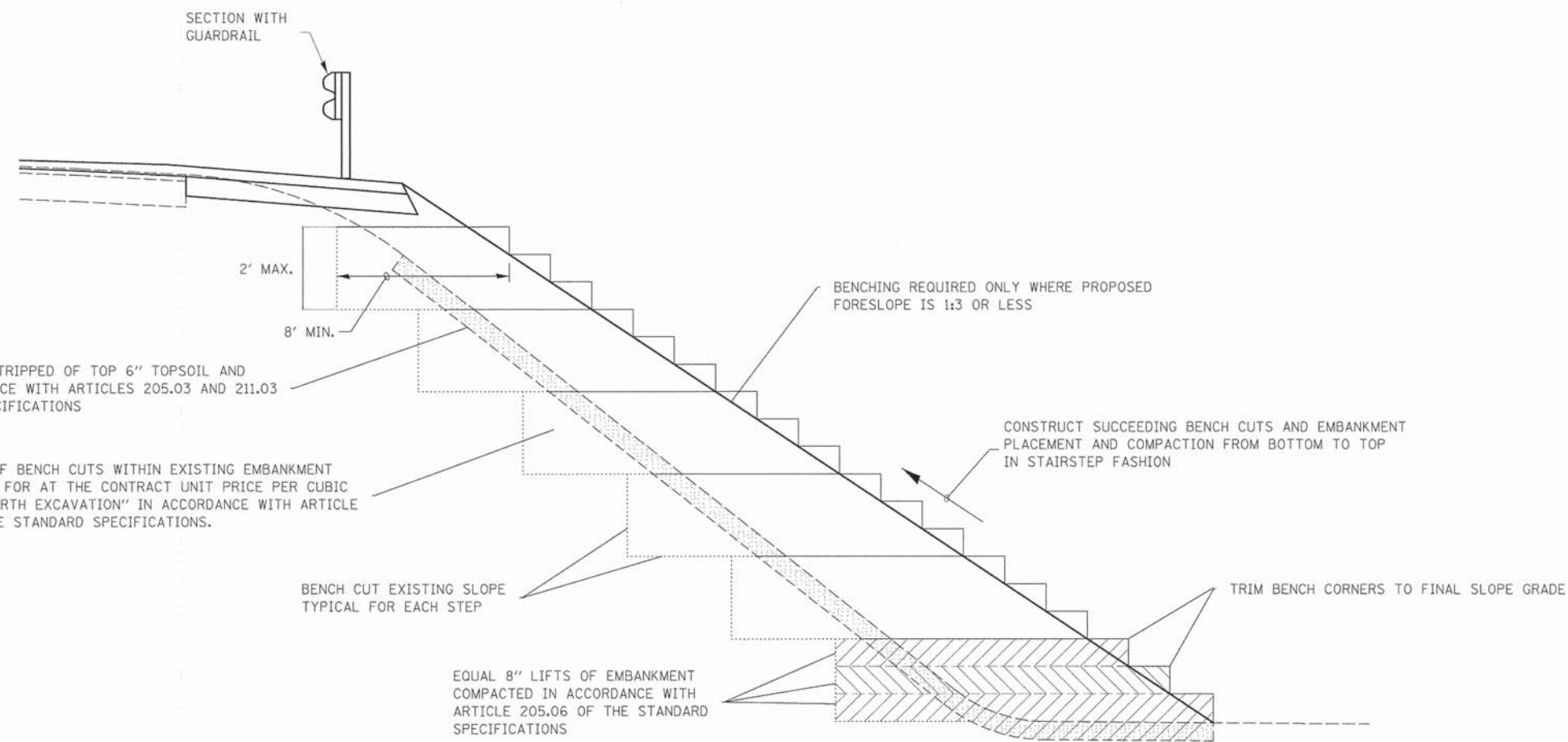
ELEVATIONS ON ASSOCIATED END SECTIONS

(NOT TO SCALE)



-  **BEDDING**  
CA-6, ALL LOCATIONS  
(INCIDENTAL TO THE COST OF PIPE)
-  **HAUNCHING**  
CA-6, ALL LOCATIONS  
(INCIDENTAL TO THE COST OF PIPE)
-  **INITIAL BACKFILL**  
CA-6, ALL LOCATIONS  
(INCIDENTAL TO THE COST OF PIPE)
-  **FINAL BACKFILL**  
CA-6, ALL LOCATIONS WHERE THE EDGE  
OF THE TRENCH IS LOCATED WITHIN TWO (2) FT.  
OF A PERMANENT SURFACE, INCLUDING DRIVE-  
WAYS AND SIDEWALK (PAID FOR SEPARATELY).

TRENCH BACKFILL DETAIL



TYPICAL BENCHING DETAIL FOR EMBANKMENTS

EXISTING FORESLOPE STRIPPED OF TOP 6" TOPSOIL AND PREPARED IN ACCORDANCE WITH ARTICLES 205.03 AND 211.03 OF THE STANDARD SPECIFICATIONS

EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "EARTH EXCAVATION" IN ACCORDANCE WITH ARTICLE 202.08 OF THE STANDARD SPECIFICATIONS.

BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP

EQUAL 8" LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.06 OF THE STANDARD SPECIFICATIONS

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DESIGNED -	BIB
DRAWN -	KHL
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PLT DATE =	4/5/2013

REVISED -	
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CHECKED -	BGH
DATE -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

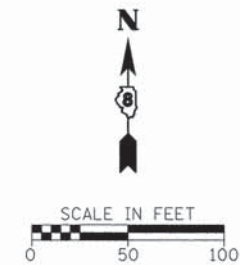
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TR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SN 095-3262			CONTRACT NO. 97527	
ILLINOIS				



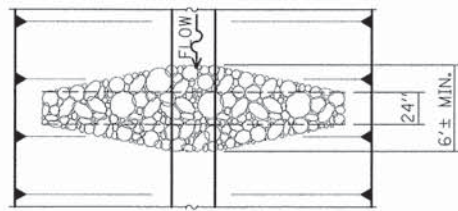
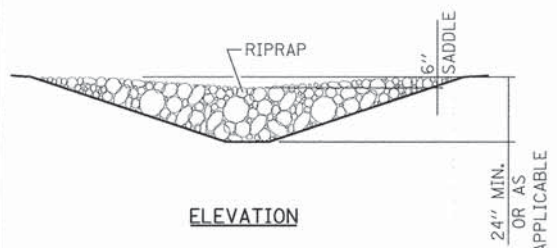
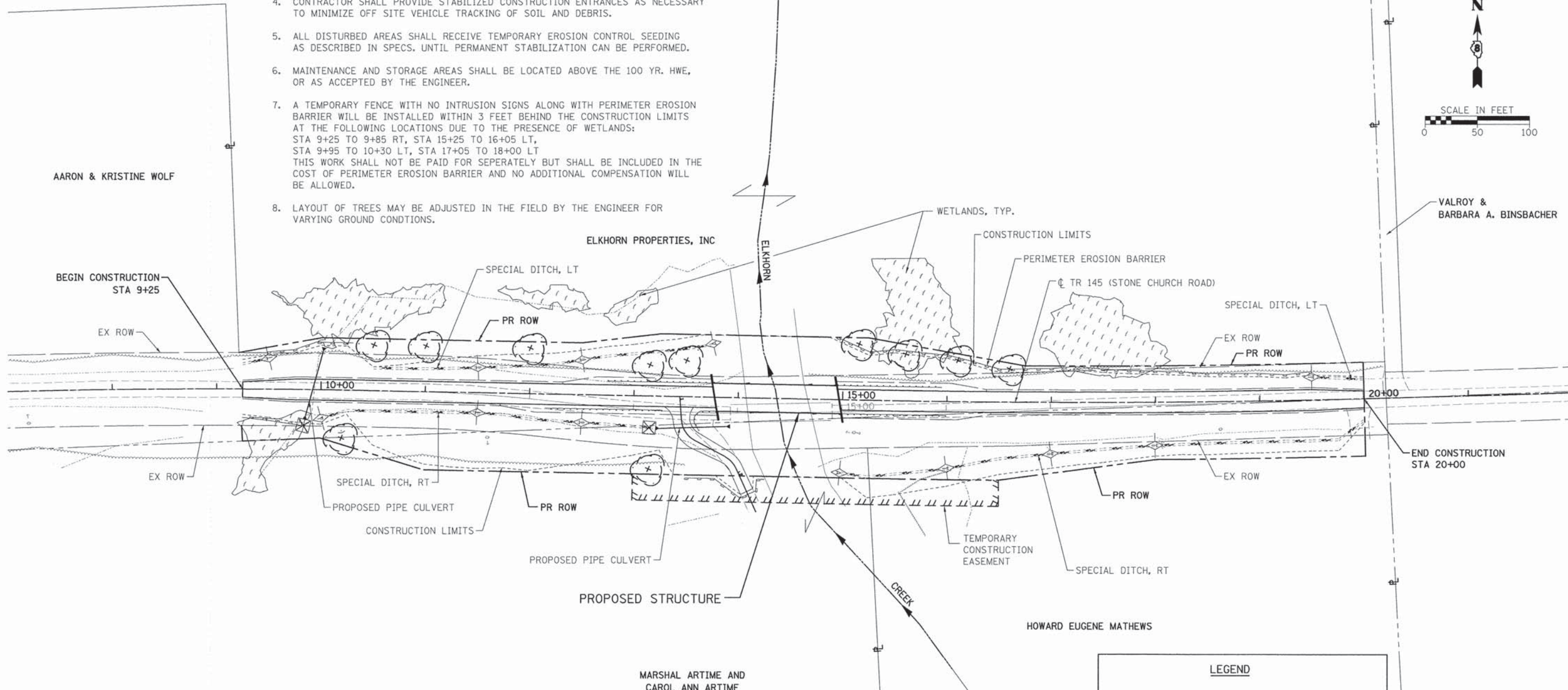
**GENERAL NOTES:**

- LAYOUT OF EROSION CONTROL MEASURES MAY BE ADJUSTED IN FIELD BY ENGINEER FOR VARYING GROUND CONDITIONS.
- TEMPORARY DITCH CHECKS SHALL BE URETHANE FOAM/GEOTEXTILE DITCH CHECKS.
- HAY OR STRAW BALES SHALL NOT BE USED FOR DITCH CHECKS.
- CONTRACTOR SHALL PROVIDE STABILIZED CONSTRUCTION ENTRANCES AS NECESSARY TO MINIMIZE OFF SITE VEHICLE TRACKING OF SOIL AND DEBRIS.
- ALL DISTURBED AREAS SHALL RECEIVE TEMPORARY EROSION CONTROL SEEDING AS DESCRIBED IN SPECS. UNTIL PERMANENT STABILIZATION CAN BE PERFORMED.
- MAINTENANCE AND STORAGE AREAS SHALL BE LOCATED ABOVE THE 100 YR. HWE, OR AS ACCEPTED BY THE ENGINEER.
- A TEMPORARY FENCE WITH NO INTRUSION SIGNS ALONG WITH PERIMETER EROSION BARRIER WILL BE INSTALLED WITHIN 3 FEET BEHIND THE CONSTRUCTION LIMITS AT THE FOLLOWING LOCATIONS DUE TO THE PRESENCE OF WETLANDS:  
STA 9+25 TO 9+85 RT, STA 15+25 TO 16+05 LT,  
STA 9+95 TO 10+30 LT, STA 17+05 TO 18+00 LT  
THIS WORK SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF PERIMETER EROSION BARRIER AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- LAYOUT OF TREES MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER FOR VARYING GROUND CONDITIONS.



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	NO. OF WAY CHECKED	
	ADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	BY	
	NO. OF WAY CHECKED	
	STRUCTURE NOTATION CHD	



**AGGREGATE DITCH CHECK**

LEGEND	
	PERIMETER EROSION BARRIER
	AGGREGATE DITCH CHECK
	TEMPORARY DITCH CHECK
	FLOW DIRECTION
	INLET & PIPE PROTECTION
	APPROXIMATE LIMITS OF CONSTRUCTION
	STONE RIPRAP, CLASS A5
	WETLANDS
	PROPOSED TREE

**BENCHMARK:**

T.B.M.  
R.R. Spike in P.P.  
Sta. 18+62.37, 25.18' Rt.  
El. 426.07

TBT Ty 6A & TBT Ty 1 (Sp) Tangent,  
Typ. 3 corners. TBT Ty 6A SPL,  
1 corner. See Roadway Plans.

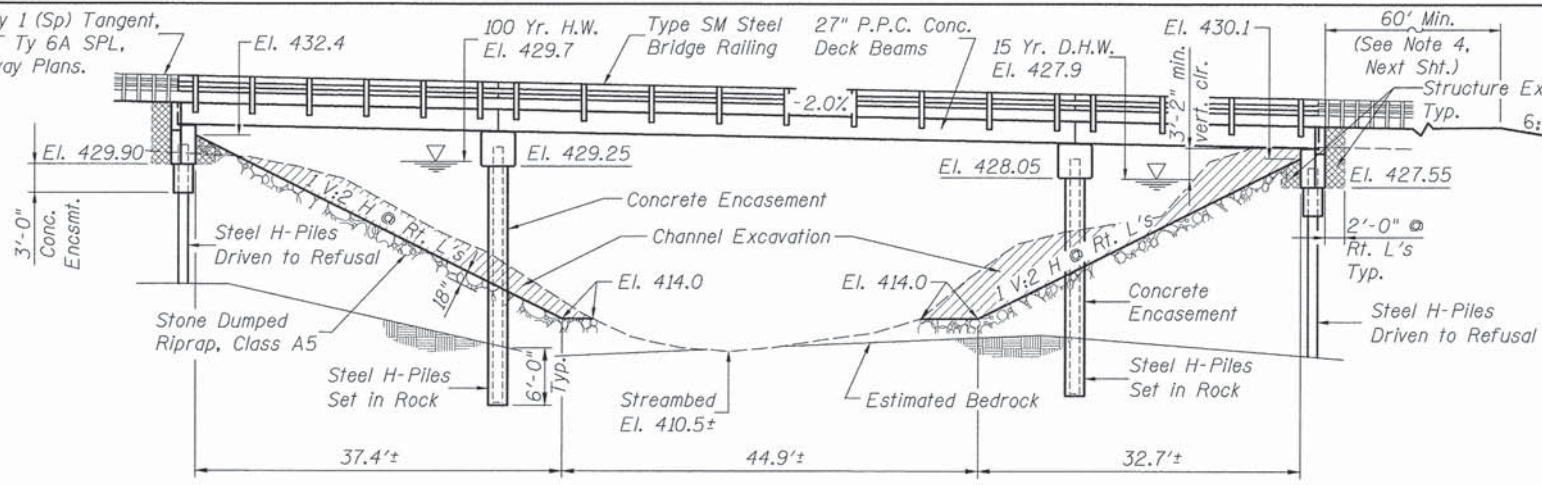
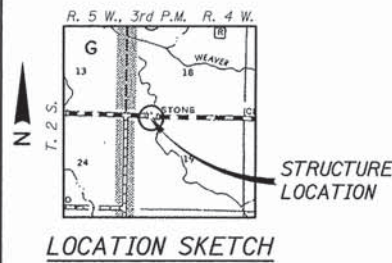
**EXISTING STRUCTURE** S.N. 095-3071

The existing structure consists of three spans of timber deck supported by steel beams on timber pile bent abutments and piers. The structure has an overall length of 96'-0" back to back of abutments and a width of 17'-2" out to out of the deck.

The Contractor shall remove and dispose of the existing structure in accordance with Section 501 of the Standard Specifications.

The existing roadway will be closed to traffic during the construction period.

**SALVAGE:** No salvage

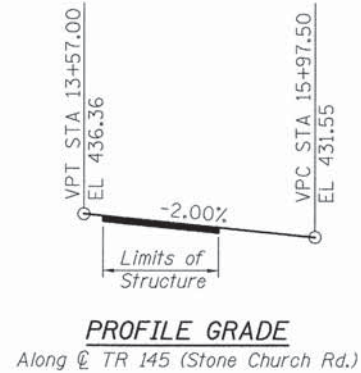


**ELEVATION**

**Note:**  
Channel excavation shall be transitioned from the edge of the proposed deck to match the existing channel at the R.O.W. line.

**INDEX OF BRIDGE SHEETS**

1. General Plan & Elevation
2. General Data
3. Superstructure
4. 27" x 36" P.P.C. Deck Beam-Span 1
5. 27" x 36" P.P.C. Deck Beam-Span 2
6. 27" x 36" P.P.C. Deck Beam-Span 3
7. 27" x 36" P.P.C. Deck Beam Details
8. West Abutment
9. East Abutment
10. Pier Details
11. Steel Railing, Type SM
12. HP Pile Details
13. Soil Boring Logs
14. Soil Boring Logs



**PROFILE GRADE**

Along @ TR 145 (Stone Church Rd.)

**DESIGN SPECIFICATIONS**

2010 AASHTO LRFD Bridge Design Specifications

**DESIGN STRESSES**

**PRECAST PRESTRESSED UNITS**

$f'_c = 6,000$  p.s.i.  
 $f'_{ci} = 5,000$  p.s.i.  
 $f'_s = 270,000$  p.s.i. ( $\frac{1}{2}$ "  $\phi$  Strands)  
 $f'_{si} = 201,960$  p.s.i. ( $\frac{1}{2}$ "  $\phi$  Strands)

**LOADING HL-93**

Allow 50 p.s.f. for future wearing surface

**SEISMIC DATA**

**FIELD UNITS**

$f'_c = 3,500$  p.s.i.  
 $f_y = 60,000$  p.s.i. (reinf.)  
 $f_y = 50,000$  p.s.i. (M270 Grade 50)

Seismic Performance Zone (SPZ): 2  
Design Spectral Acceleration at 1.0 sec ( $S_{D1}$ ) = 0.203 g  
Design Spectral Acceleration at 0.2 sec ( $S_{D5}$ ) = 0.549 g  
Soil Site Class = C

**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (Feet)	W. Abut.	Pier 1	Pier 2	E. Abut.
	426.90	406.50	406.50	424.55

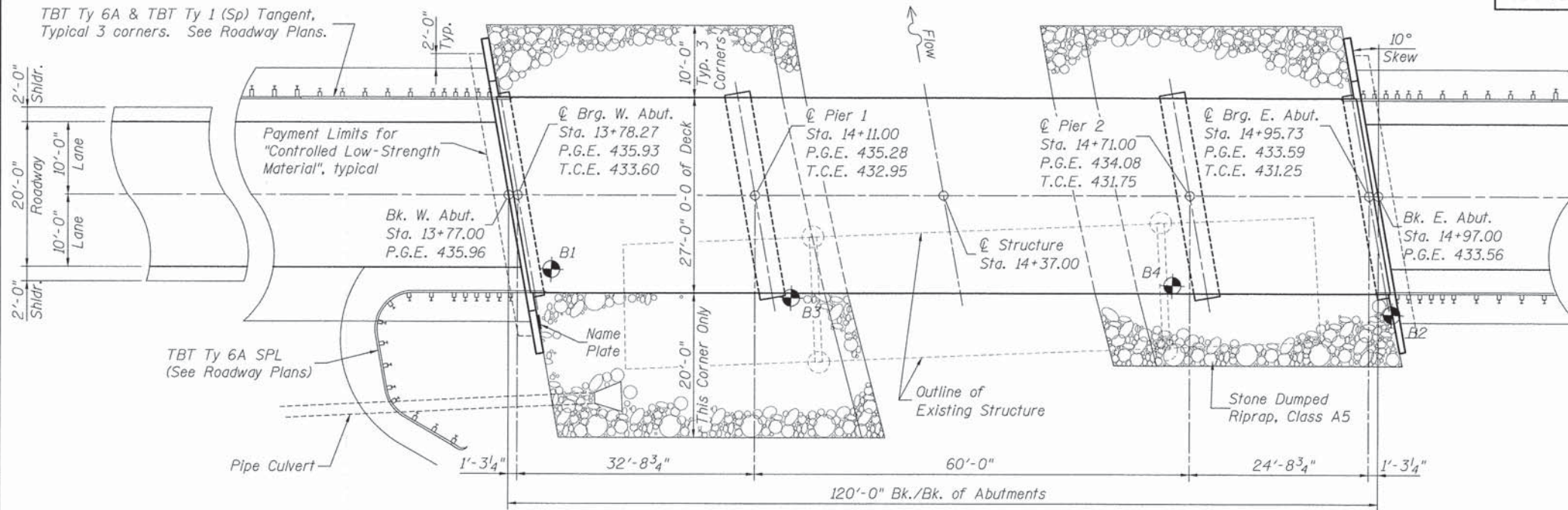
**WATERWAY INFORMATION**

Drainage Area = 45.5 Sq. Mi.		Existing Low Grade Elev. = 429.2 @ Sta. 18+50		Proposed Low Grade Elev. = 429.32 @ Sta. 18+20					
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exlst.	Prop.	Exlst.	Prop.	Exlst.	Prop.	
Base	10	4,390	866	1,032	427.6	0.3	0.2	427.9	427.8
Design	15	4,860	892	1,063	427.9	0.4	0.2	428.3	428.1
Base	100	8,010	1,028	1,226	429.7	0.6	0.4	430.3	430.1
Overtop Ex.	27±	5,890	942		428.8	0.5		429.3	
Overtop Pr.	35±	6,330		1,148	428.9		0.4		429.3
Max. Calc.	500	N/A							

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER.	SUB.	TOTAL
Channel Excavation	Cu. Yd.			314
Stone Dumped Riprap, Class A5	Ton			424
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		99	99
Concrete Structures	Cu. Yd.		56.2	56.2
Concrete Encasement	Cu. Yd.		23.7	23.7
Prec. Pres. Conc. Dk. Bms. (27" Depth)	Sq. Ft.	3,199		3,199
Reinforcement Bars, Epoxy Coated	Pound		8,040	8,040
Steel Railing, Type SM	Foot	240		240
Furnishing Steel Piles HP 12x53	Foot		390	390
Driving Steel Piles	Foot		135	135
Test Pile Steel HP 12x53	Each		2	2
Name Plates	Each			1
Portland Cement Mortar Fairing Course	Foot	950		950
Controlled Low-Strength Material	Cu. Yd.			25.4
Setting Piles in Rock	Each		10	10

TBT Ty 6A & TBT Ty 1 (Sp) Tangent,  
Typical 3 corners. See Roadway Plans.



**PLAN**

"I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current 'AASHTO LRFD Bridge Design Specifications' including seismic design."

*Bradley G. Hummert* Date: 4/5/13  
Bradley G. Hummert  
Licensed Structural Engineer  
In Illinois No. 081-005428 Expires: November 30, 2014



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

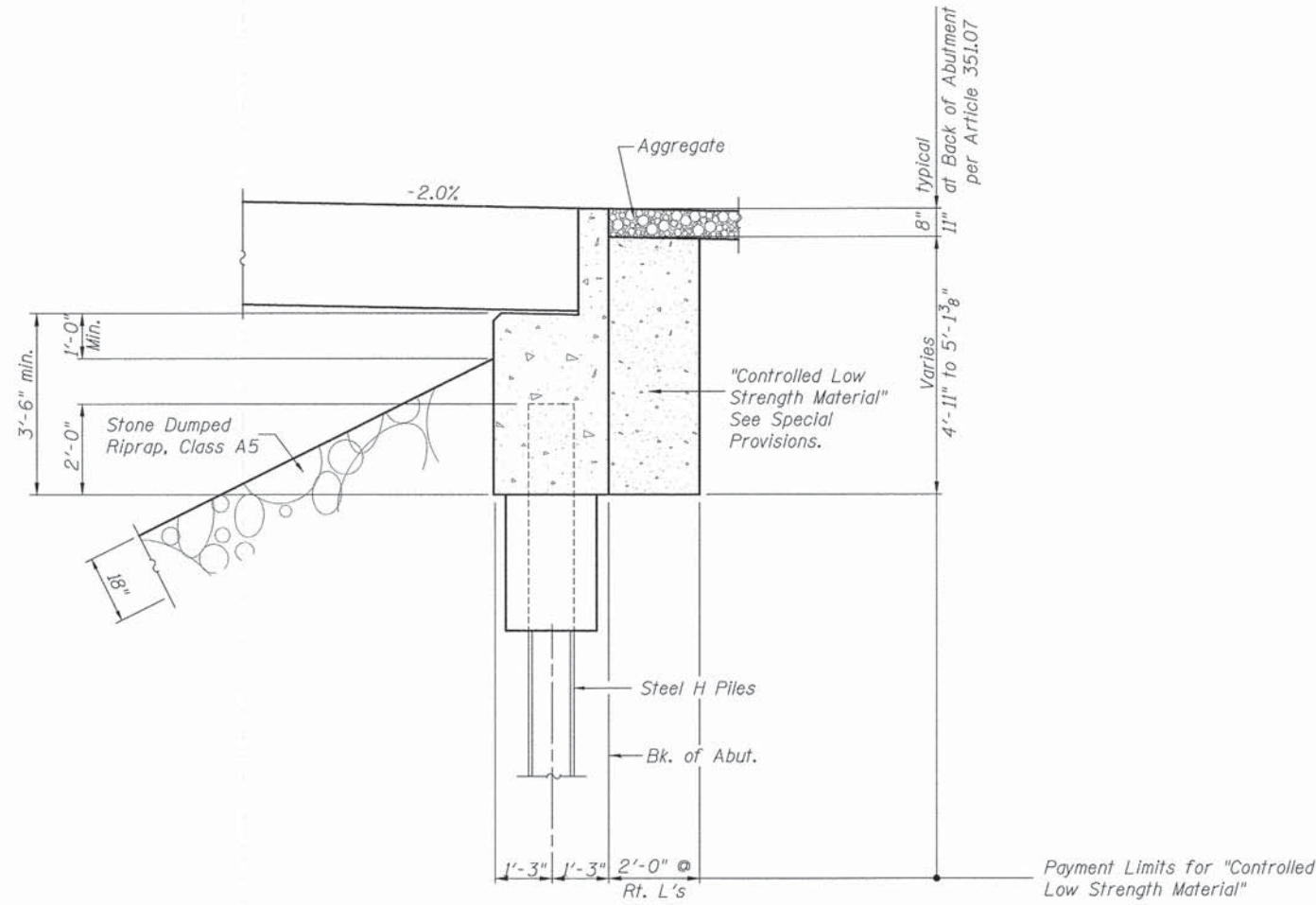
GENERAL PLAN & ELEVATION

**GENERAL PLAN & ELEVATION**  
TR 145 (STONE CHURCH RD.)  
OVER ELKHORN CREEK  
SECTION 09-14117-00-BR  
WASHINGTON COUNTY  
STATION 14+37  
STRUCTURE NO. 095-3262

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	PROJECT		
	NO.		

PROFILE	SURVEYED	BY	DATE
	DESIGNED		
	CHECKED		
	IN CHARGE		
	DATE		
	PROJECT		
	NO.		



**SECTION THRU ABUTMENT**

**GENERAL NOTES**

1. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production location at substructures specified or approved by the Engineer before ordering remaining piles.
2. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

Elkhorn Creek  
 Built 201 by  
 Washington County  
 Section 09-14117-00-BR  
 Proj. No. BR05-0189(05.1)  
 Station 14+37  
 SN 095-3262 Loading HL93

**NAME PLATE**

See Std. 515001.  
 Locate Name Plate as  
 shown in Plan View.

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CHECKED - BGH

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

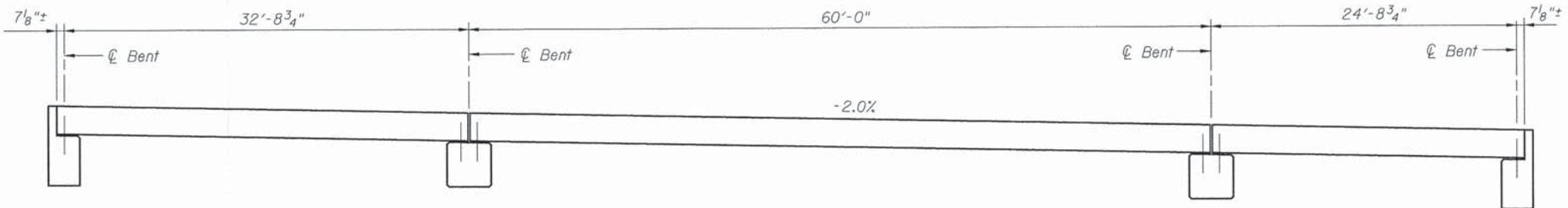
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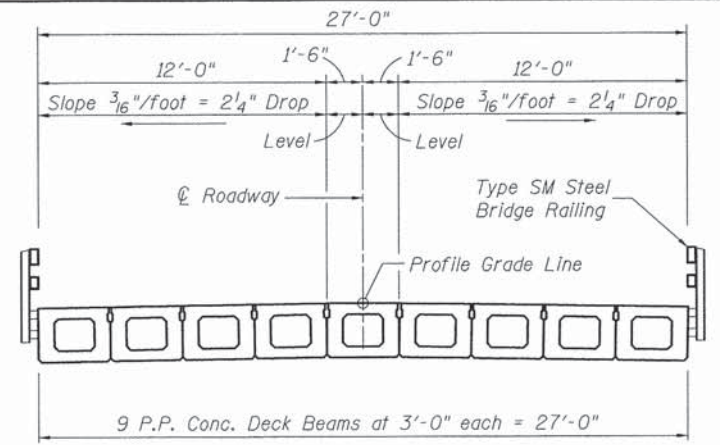
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SN 095-3262			CONTRACT NO. 97527	
ILLINOIS				

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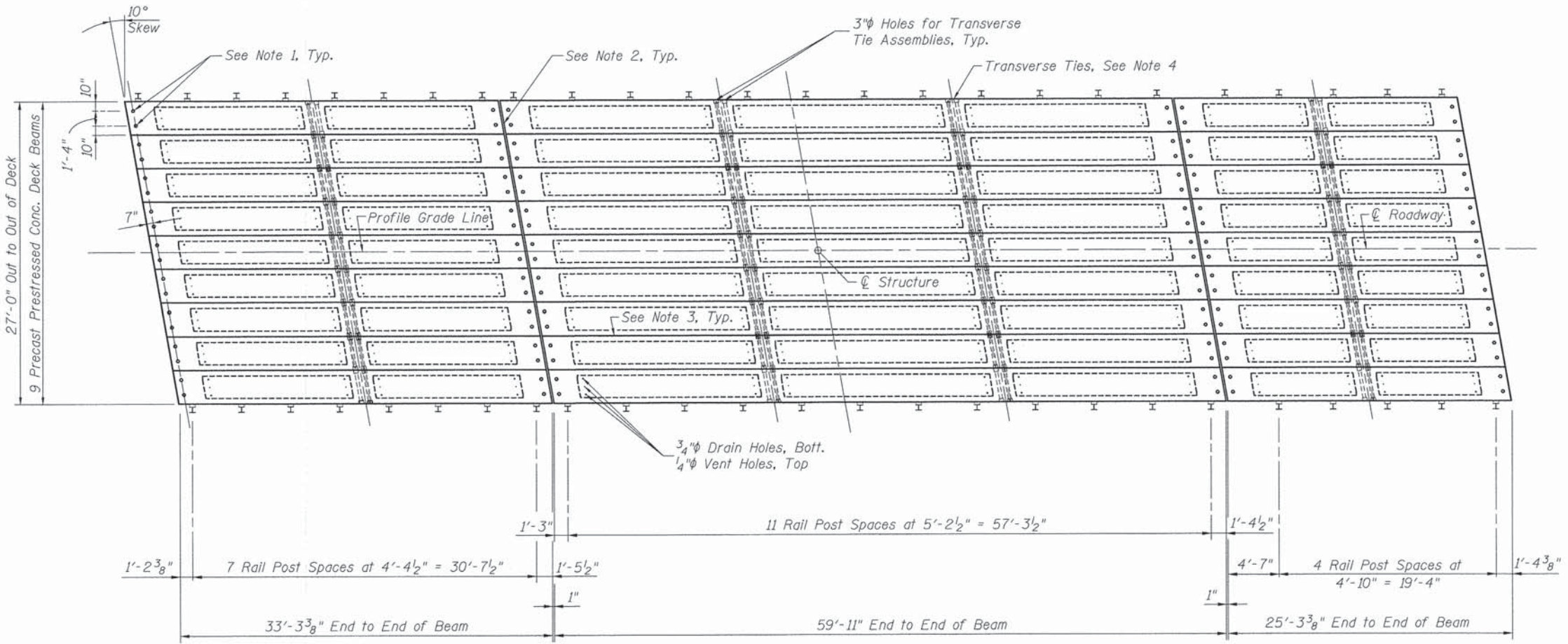
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	STRUCTURE NOTATIONS



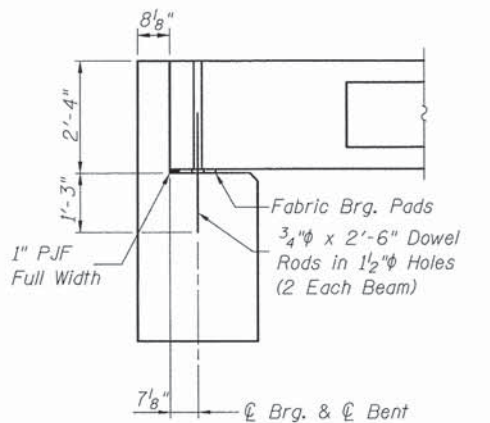
ELEVATION



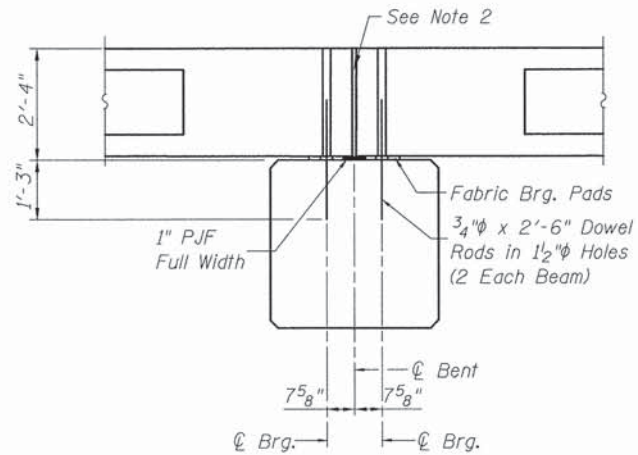
CROSS SECTION



PLAN



SECTION AT ABUTS.  
(Along Center Beams)



SECTION AT PIERS  
(Along Center Beams)

NOTES

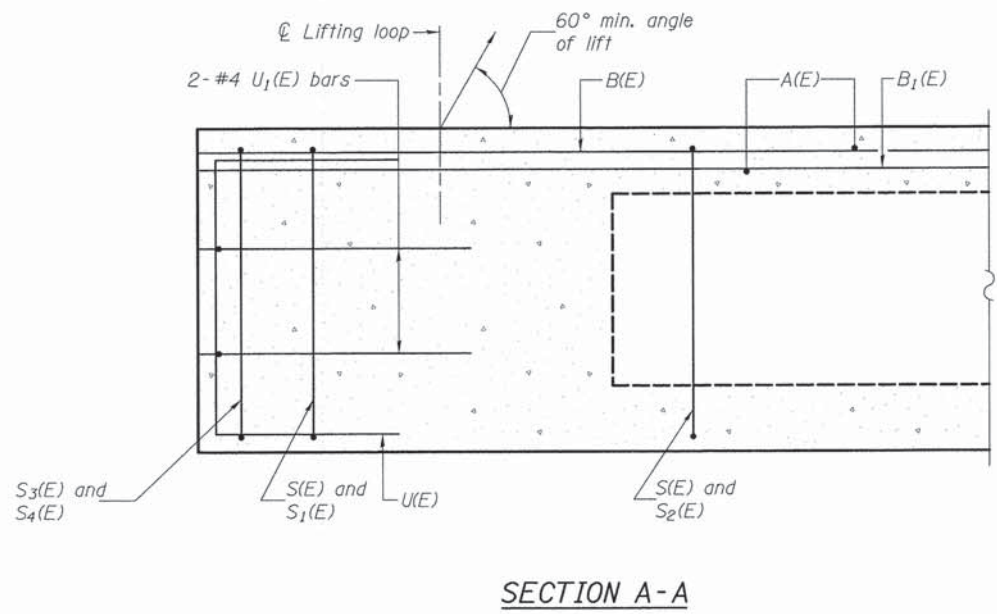
- After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
- Nominal 1" joint at Center Pier shall be filled with non-shrink grout. 1" Dimension may vary to accommodate tolerance in beam lengths.
- Longitudinal keys shall be grouted.
- The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bars outside shall be filled with grout after transverse tie assembly is in place.

BILL OF MATERIAL

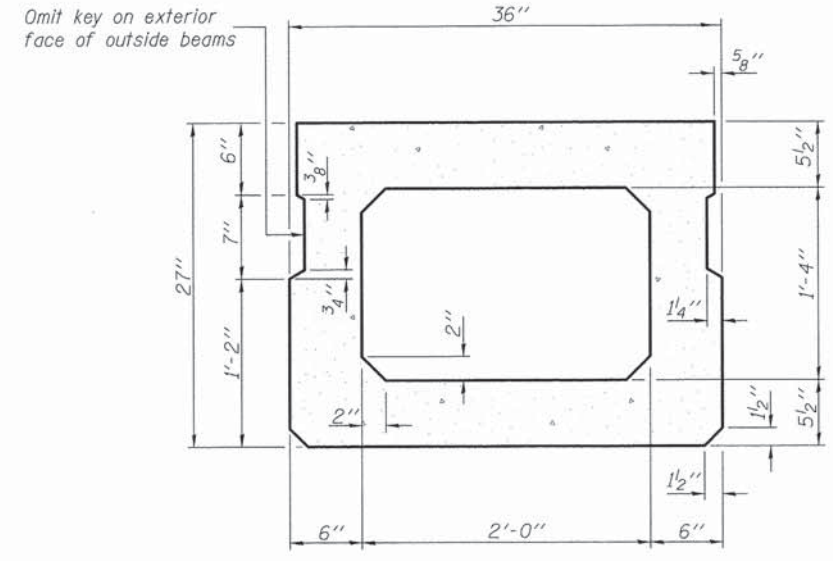
Item	Unit	Quantity
Portland Cement Mortar Fairing Course	Foot	950

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PLAN	NO.	
NOTE BOOK		

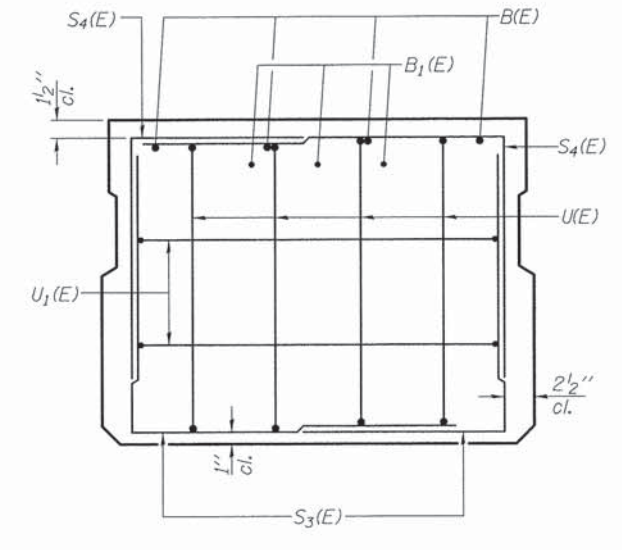
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STRUCTURE NOTATIONS		



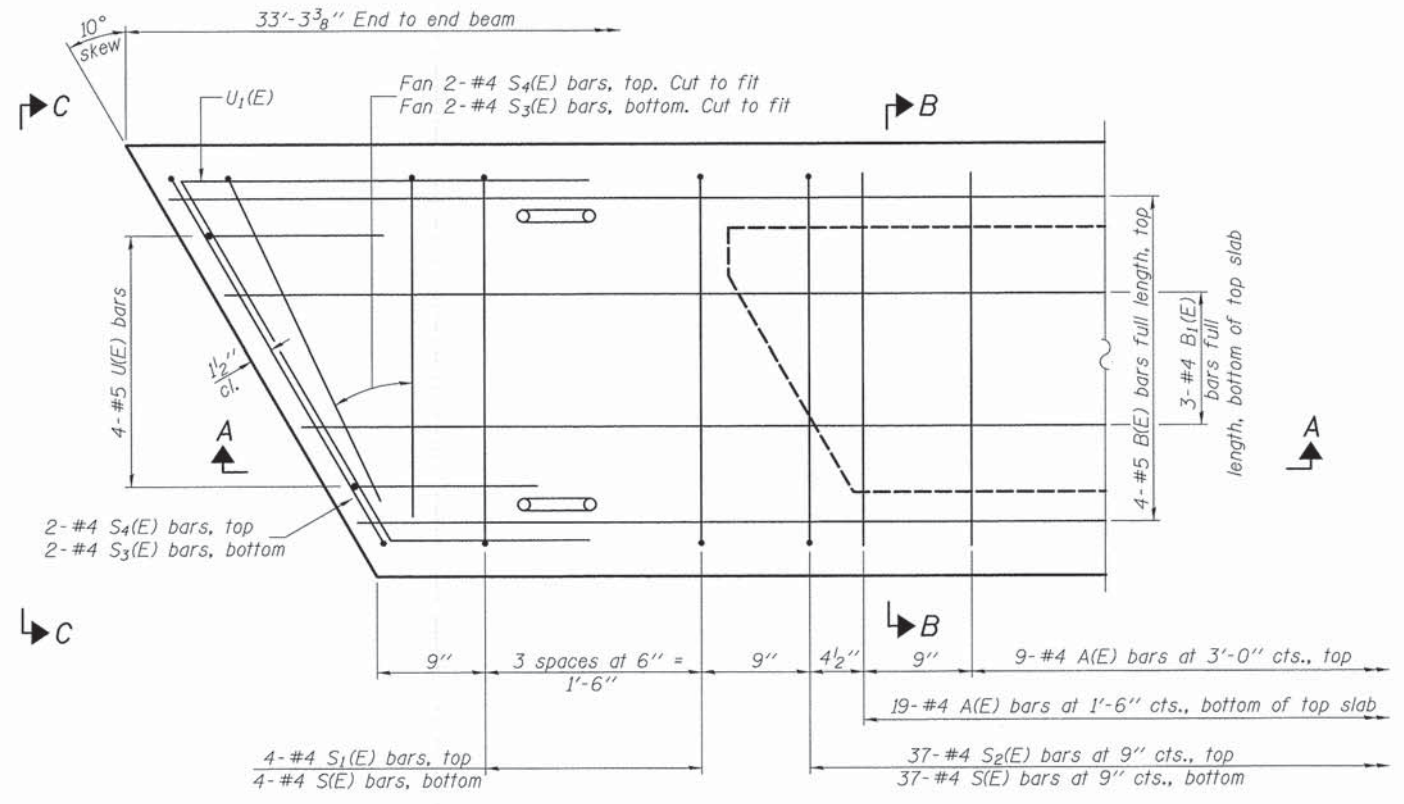
SECTION A-A



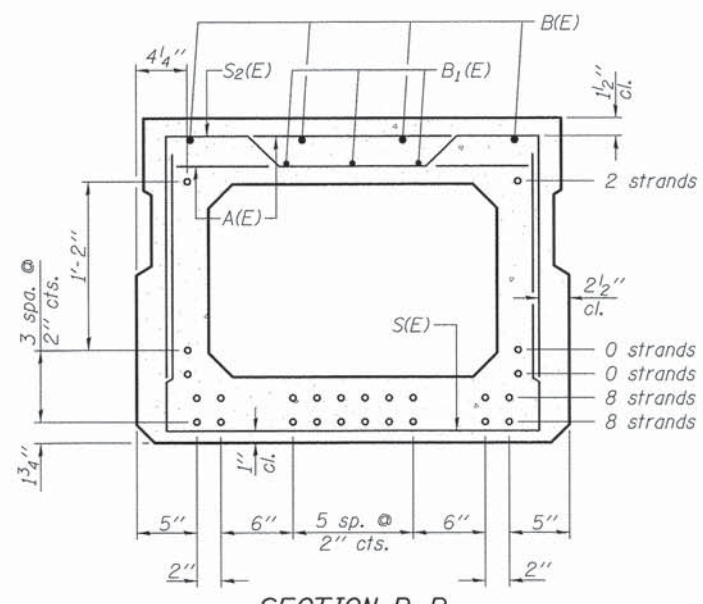
SECTION B-B  
(Showing dimensions)



VIEW C-C



PLAN VIEW



SECTION B-B  
(Showing reinforcement and permissible strand locations)  
18-1/2" strands  
(8 strands 1 3/4" up, 8 strands 3 3/4" up, 2 strands 2 1/4" up)

BAR LIST  
ONE BEAM ONLY  
(For information only)

Bar	No.	Size	Length	Shape
A(E)	28	#4	2'-7"	—
B(E)	4	#5	33'-0"	—
B1(E)	3	#4	33'-0"	—
S(E)	45	#4	6'-5"	┌
S1(E)	8	#4	5'-11"	┌
S2(E)	37	#4	6'-2"	┌
S3(E)	8	#4	4'-8"	┌
S4(E)	8	#4	4'-5"	┌
U(E)	8	#5	4'-6"	┌
U1(E)	4	#4	5'-6"	┌

Note: See sheet 7 of 14 for additional details and Bill of Material.

MINIMUM BAR LAP

- #4 bar = 2'-0"
- #5 bar = 2'-6"

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.

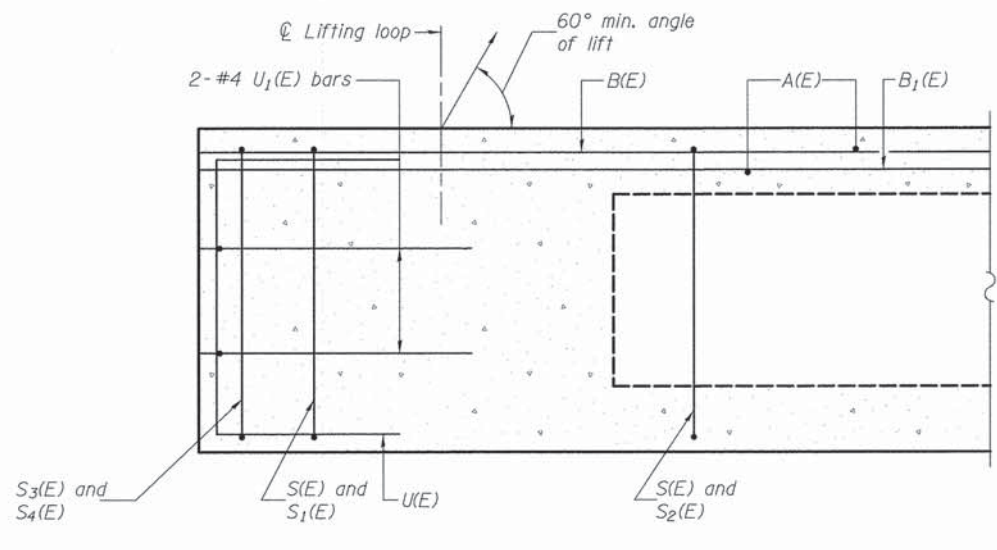
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7-1-10

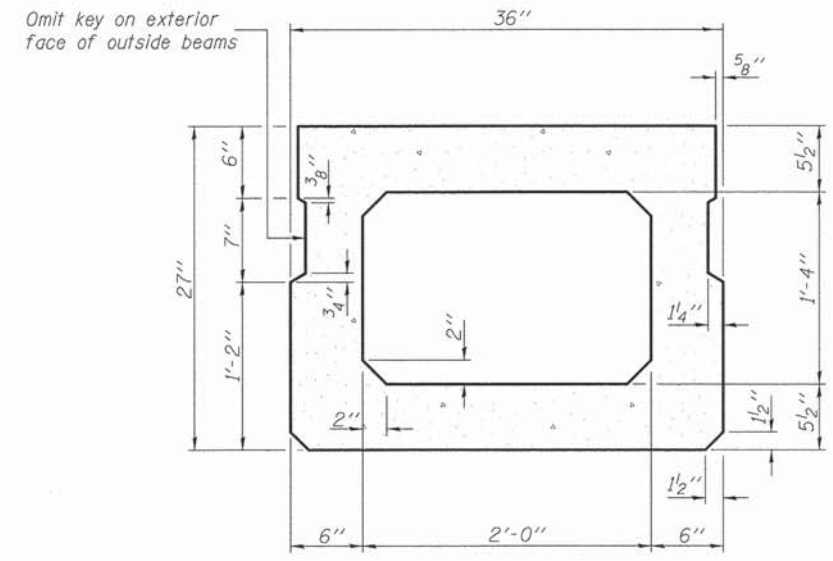
FILE NAME H:\6478\Bridg.13.bmspl.6478.04.dgn	USER NAME _USERDESCR_	DESIGNED - BIB	REVISER -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>27" x 36" PPC DECK BEAM SPAN 1</b>		TR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLT SCALE = 8,0000 7 IN.	DRAWN - KHL	CHECKED - BGH	REVISER -		145	09-14117-00-BR	WASHINGTON	29	13		
PLT DATE 4/8/2013	DATE -	REVISER -	REVISER -		SCALE:		SHEET NO. 4 OF 14 SHEETS	STA.	TO STA.	CONTRACT NO. 97527	
IMG ENGINEERS, INC. LAKE RD., P.O. BOX 70 CARLYLE, IL 62231 (618) 594-3711 WWW.HMGENGINEERS.COM									ILLINOIS		

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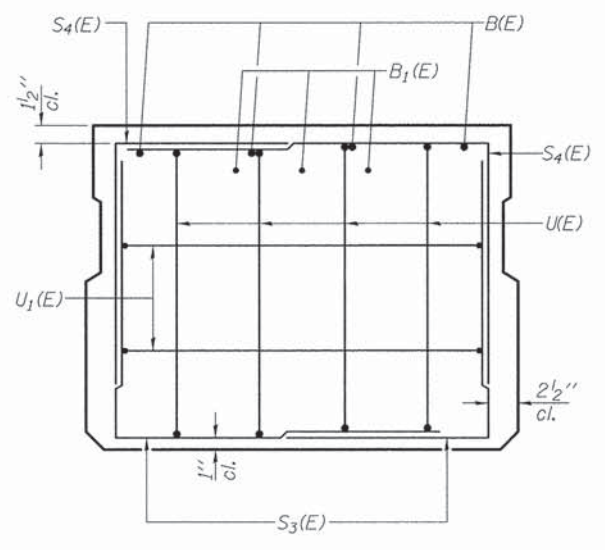
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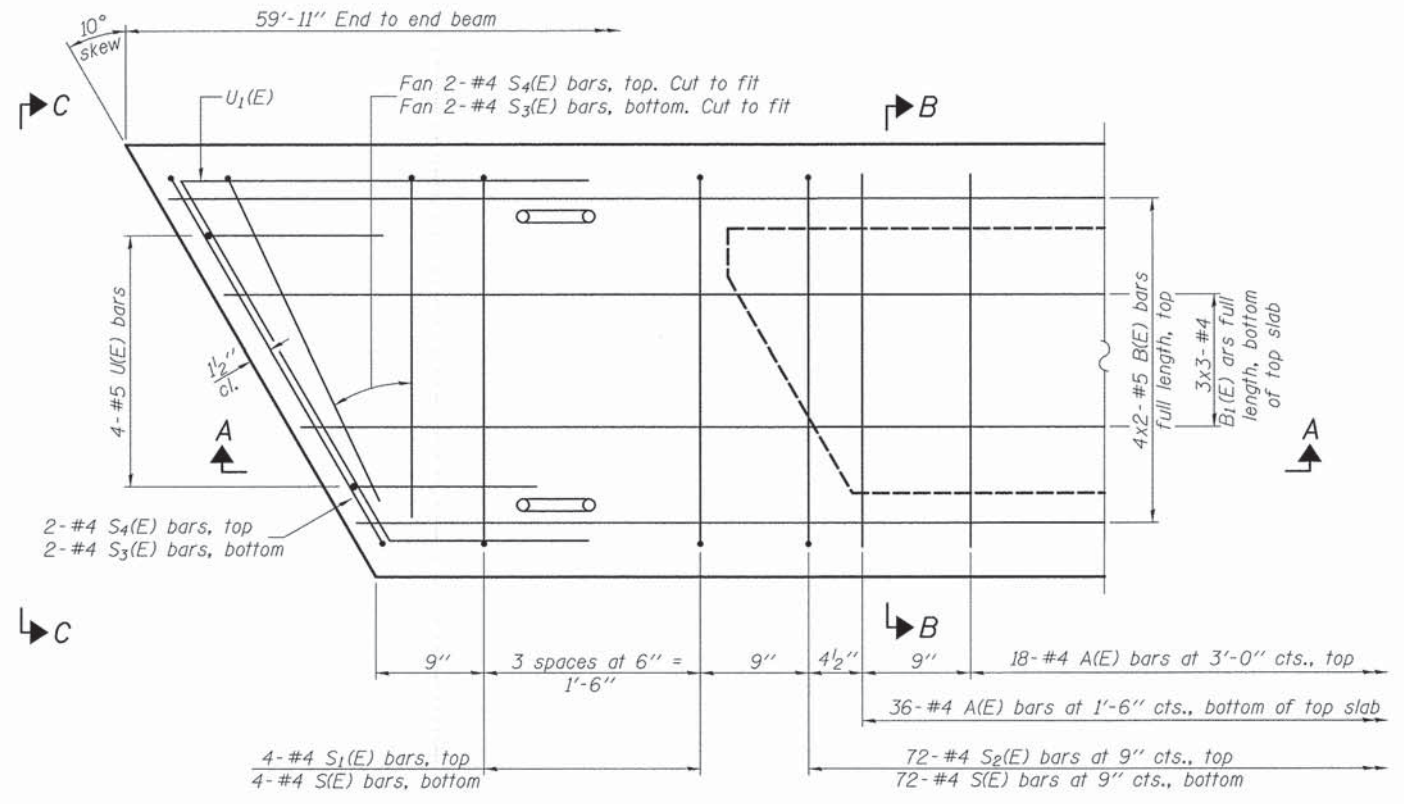
**SECTION A-A**



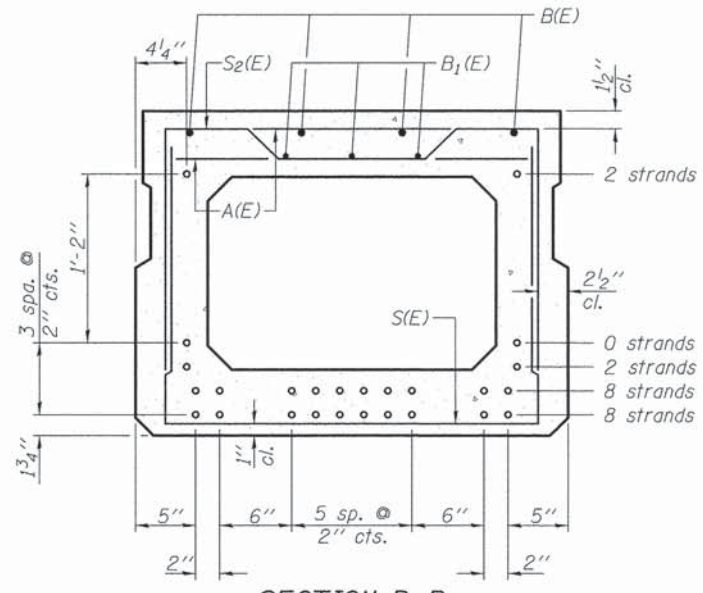
**SECTION B-B**  
(Showing dimensions)



**VIEW C-C**



**PLAN VIEW**



**SECTION B-B**

(Showing reinforcement and permissible strand locations)  
 20-1/2" φ strands  
 (8 strands 1 3/4" up, 8 strands 3 3/4" up,  
 2 strands 5 3/4" up, 2 strands 2 1/4" up)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

**BAR LIST**  
**ONE BEAM ONLY**

(For information only)

Bar	No.	Size	Length	Shape
A(E)	54	#4	2'-7"	—
B(E)	8	#5	31'-1"	—
B1(E)	9	#4	21'-3"	—
S(E)	80	#4	6'-5"	⌈
S1(E)	8	#4	5'-11"	⌈
S2(E)	72	#4	6'-2"	⌈
S3(E)	8	#4	4'-8"	⌈
S4(E)	8	#4	4'-5"	⌈
U(E)	8	#5	4'-6"	⌈
U1(E)	4	#4	5'-6"	⌈

Note: See sheet 7 of 14 for additional details and Bill of Material.

**MINIMUM BAR LAP**

#4 bar = 2'-0"  
 #5 bar = 2'-6"

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.

PD-2736-R

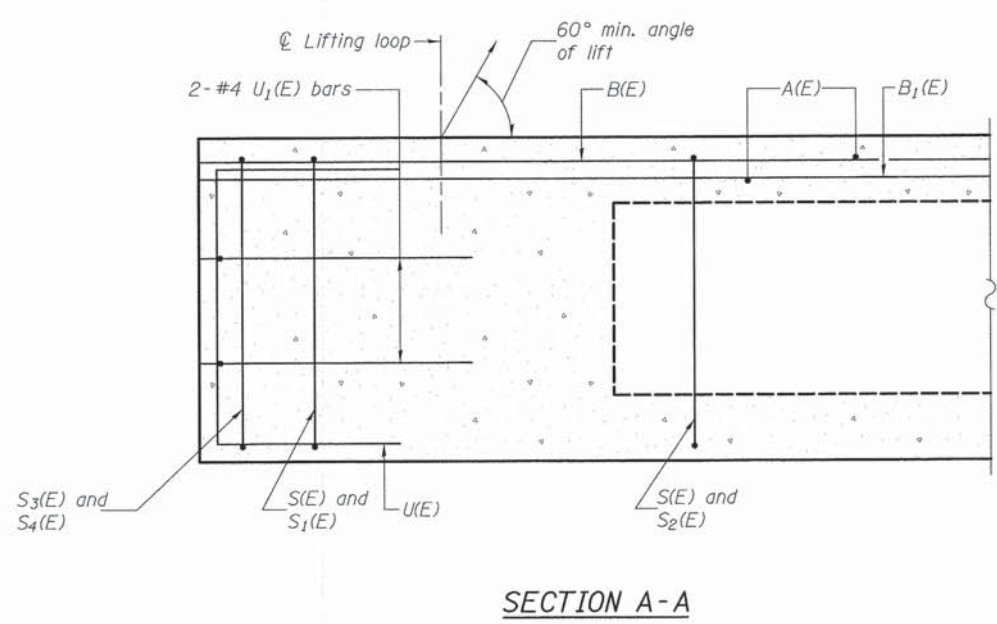
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		DRAWN - KHL	REVISED -		SCALE:	SHEET NO. 5 OF 14 SHEETS	STA.	TO STA.	SN 095-3262		CONTRACT NO. 97527
		CHECKED - BGH	REVISED -						ILLINOIS		
		DATE 4/5/2013	REVISED -		HMC ENGINEERS, INC. LAKE RD., P.O. BOX 70 CARLYLE, IL 62531 (618) 594-3711 WWW.HMCENGINEERS.COM						

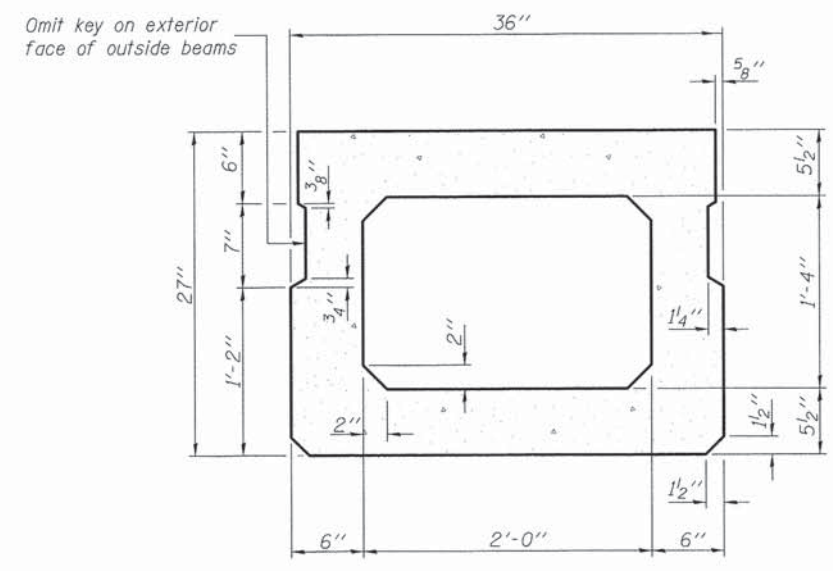
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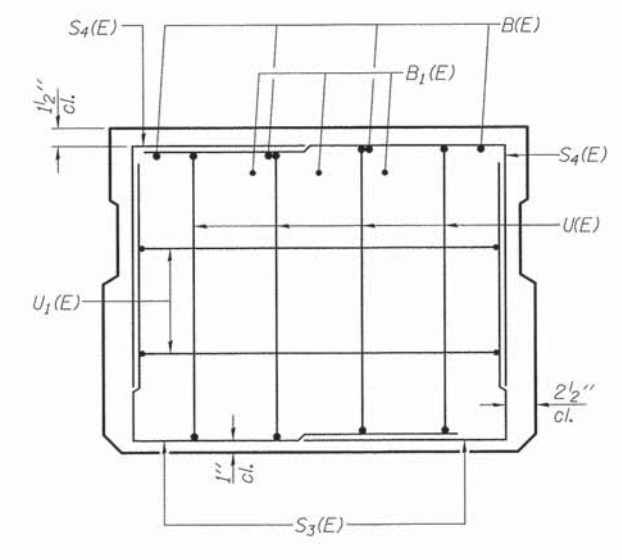
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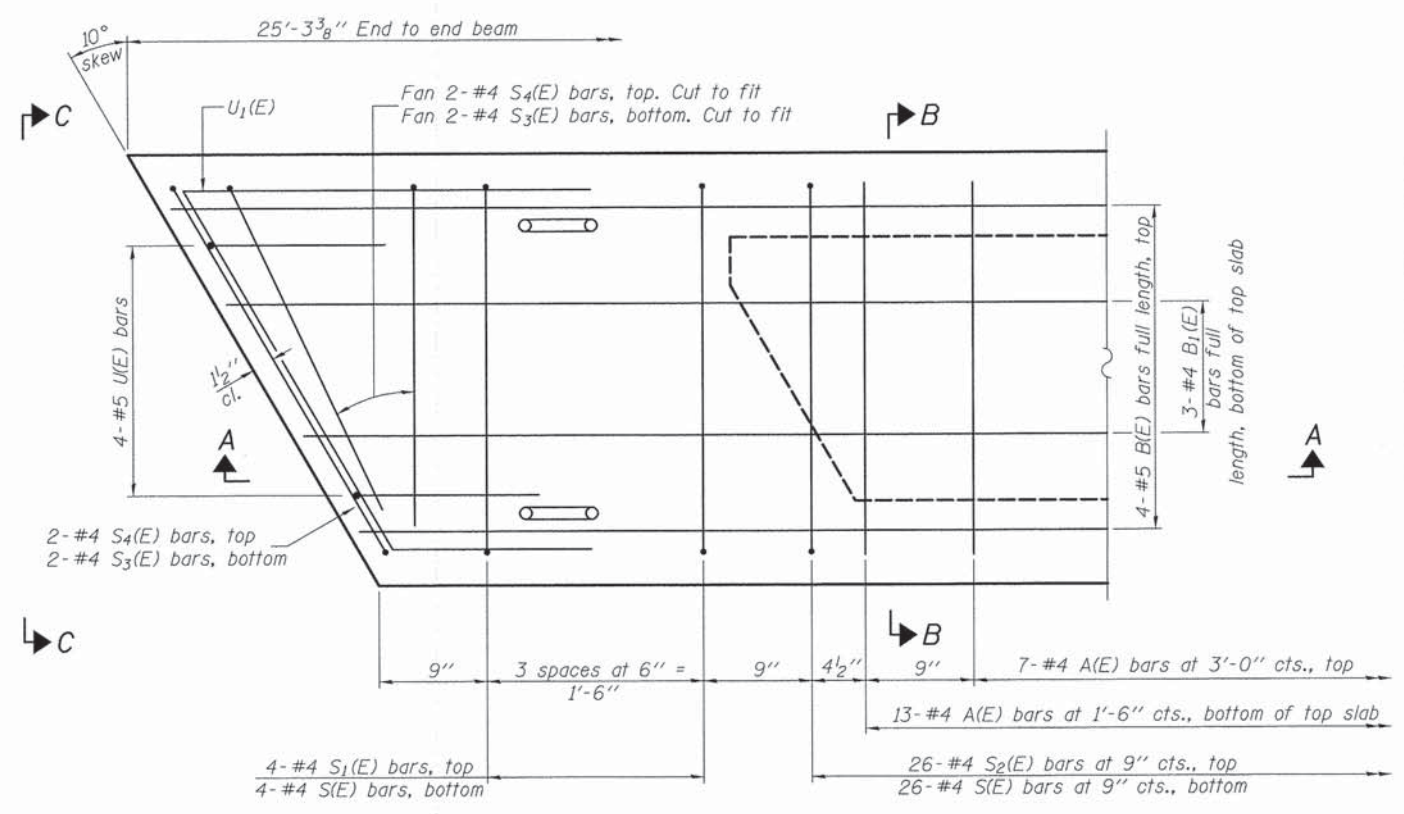
**SECTION A-A**



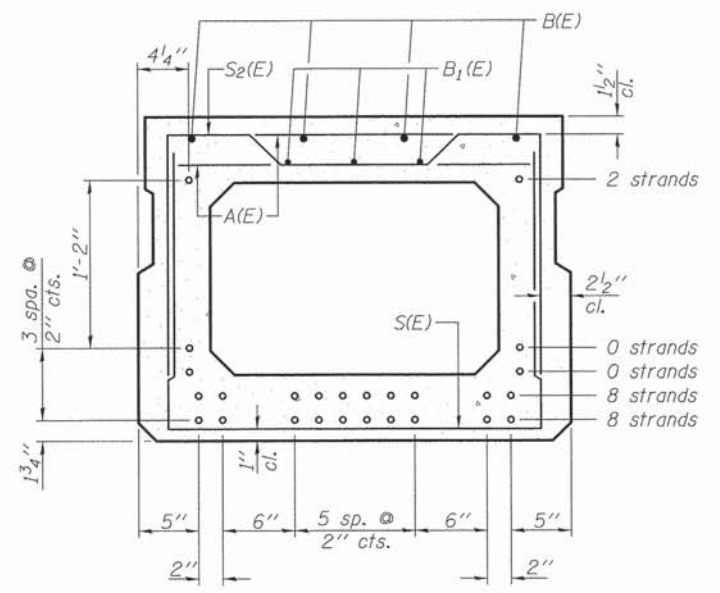
**SECTION B-B**  
(Showing dimensions)



**VIEW C-C**



**PLAN VIEW**



**SECTION B-B**  
(Showing reinforcement and permissible strand locations)  
 18-1/2" φ strands  
 (8 strands 1 3/4" up, 8 strands 3 3/4" up, 2 strands 2 1/4" up)

Similar about C

**BAR LIST**  
**ONE BEAM ONLY**  
 (For information only)

Bar	No.	Size	Length	Shape
A(E)	20	#4	2'-7"	—
B(E)	4	#5	25'-0"	—
B1(E)	3	#4	25'-0"	—
S(E)	34	#4	6'-5"	┌
S1(E)	8	#4	5'-11"	┌
S2(E)	26	#4	6'-2"	┌
S3(E)	8	#4	4'-8"	┌
S4(E)	8	#4	4'-5"	┌
U(E)	8	#5	4'-6"	┌
U1(E)	4	#4	5'-6"	┌

Note: See sheet 7 of 14 for additional details and Bill of Material.

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.

**MINIMUM BAR LAP**  
 #4 bar = 2'-0"  
 #5 bar = 2'-6"

PD-2736-R

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

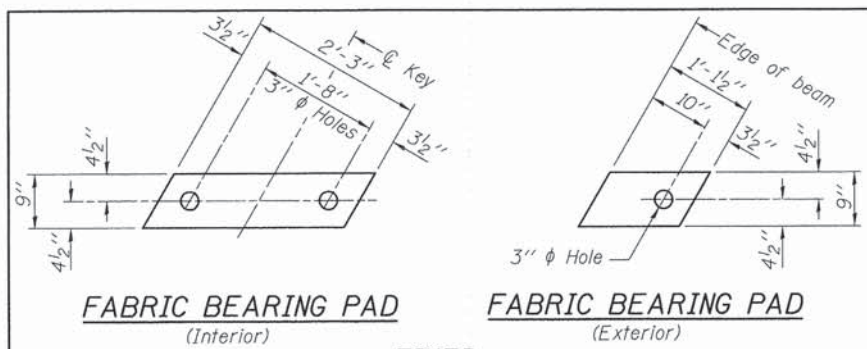
**27" x 36" PPC DECK BEAM**  
**SPAN 3**

SCALE: SHEET NO. 6 OF 14 SHEETS STA. TO STA.

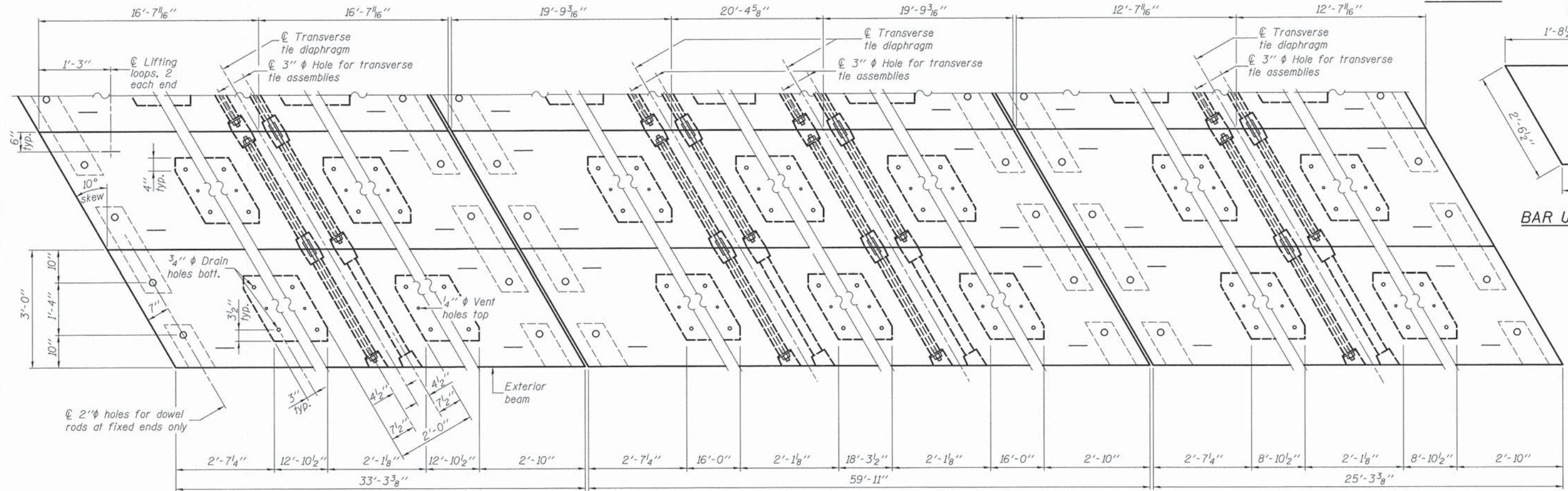
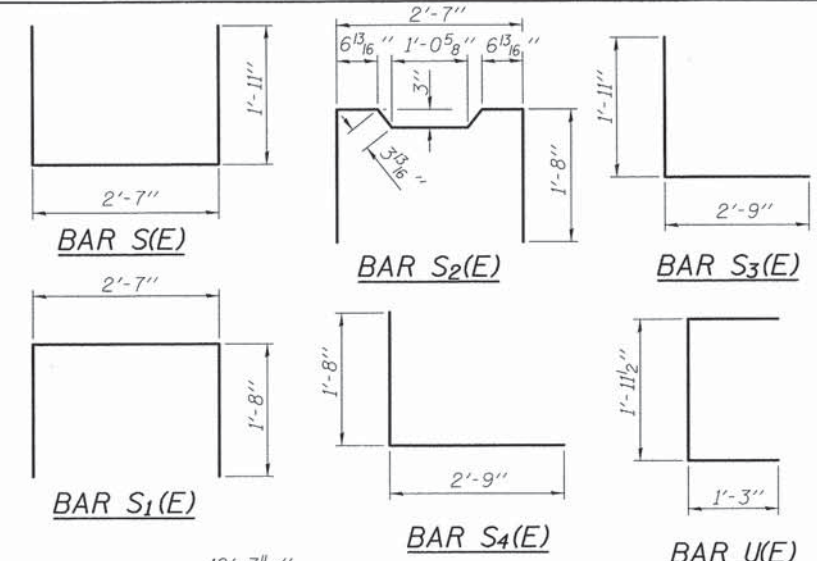
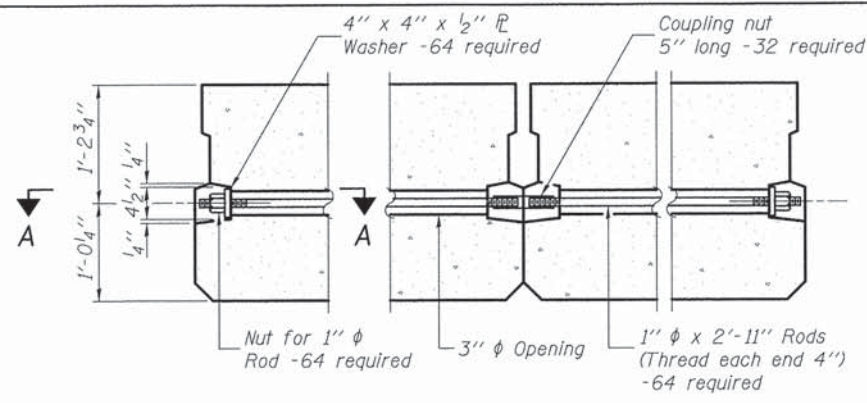
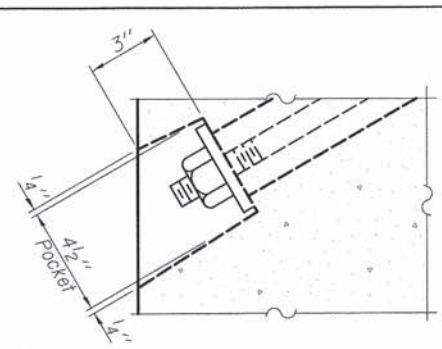
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SN 095-3262		CONTRACT NO. 97527		
ILLINOIS				

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**Notes:**  
 All bearing pads shall be 1" thick.  
 Omit holes when using expansion bearings.  
 Expansion bearing pad shall be bonded to the substructure.

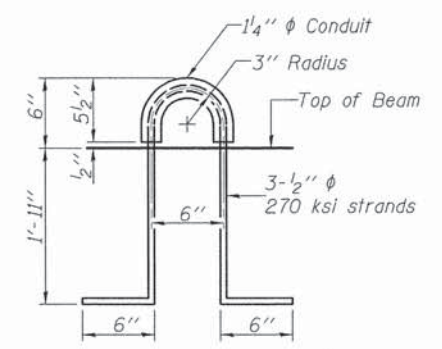


**PLAN VIEW**

Note: Connect beams in pairs with the transverse tie configuration shown.

**NOTES**

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.  
 Reinforcement bars shall conform to ASTM A 706, Grade 60.  
 Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.  
 A minimum 2 1/2" diameter lifting pin shall be used to engage the lifting loops during handling.  
 Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.  
 Compressive strength of prestressed concrete, f'c, shall be 6000 psi.  
 Compressive strength of prestressed concrete at release, f'cl, shall be 5000 psi.



**LIFTING LOOP DETAIL**

**BILL OF MATERIAL**

Precast Prestressed Conc. Deck Bms. (27" depth)	Sq. Ft.	3,199
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**27" x 36" PPC DECK BEAM DETAILS**

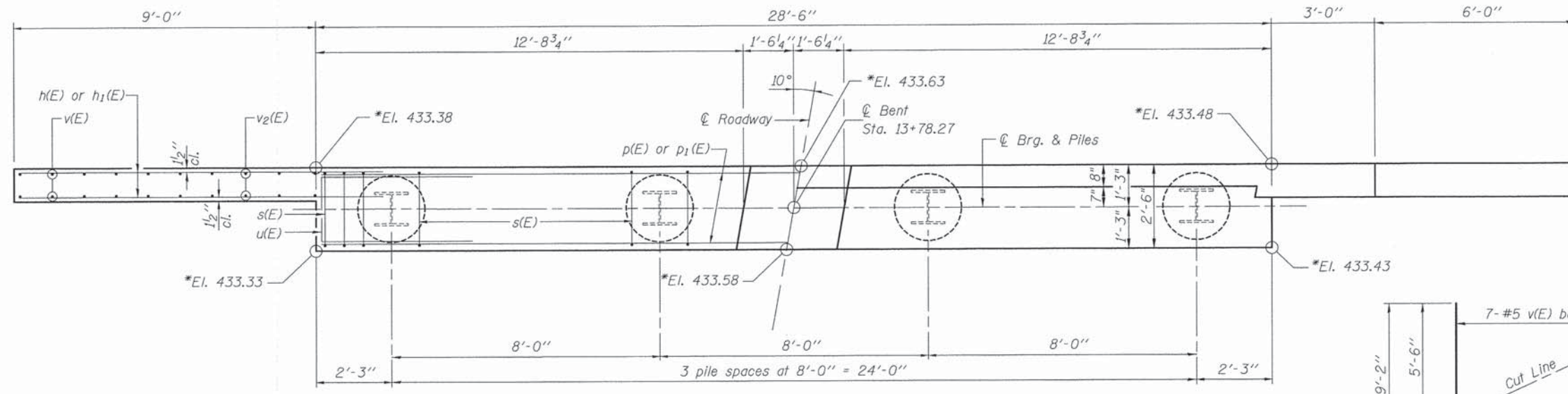
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TR 145	SECTION 09-14117-00-BR	COUNTY WASHINGTON	TOTAL SHEETS 29	SHEET NO. 16
SN 095-3262		CONTRACT NO. 97527		

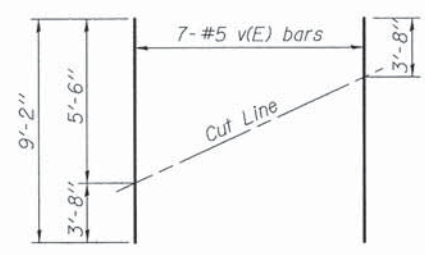


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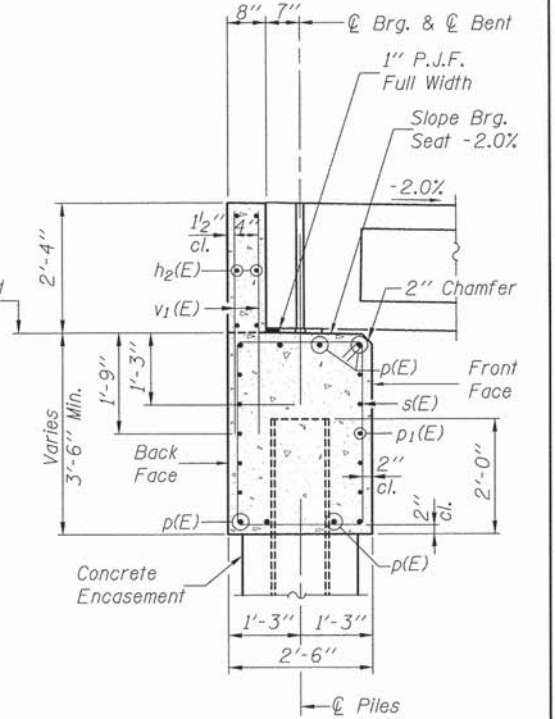
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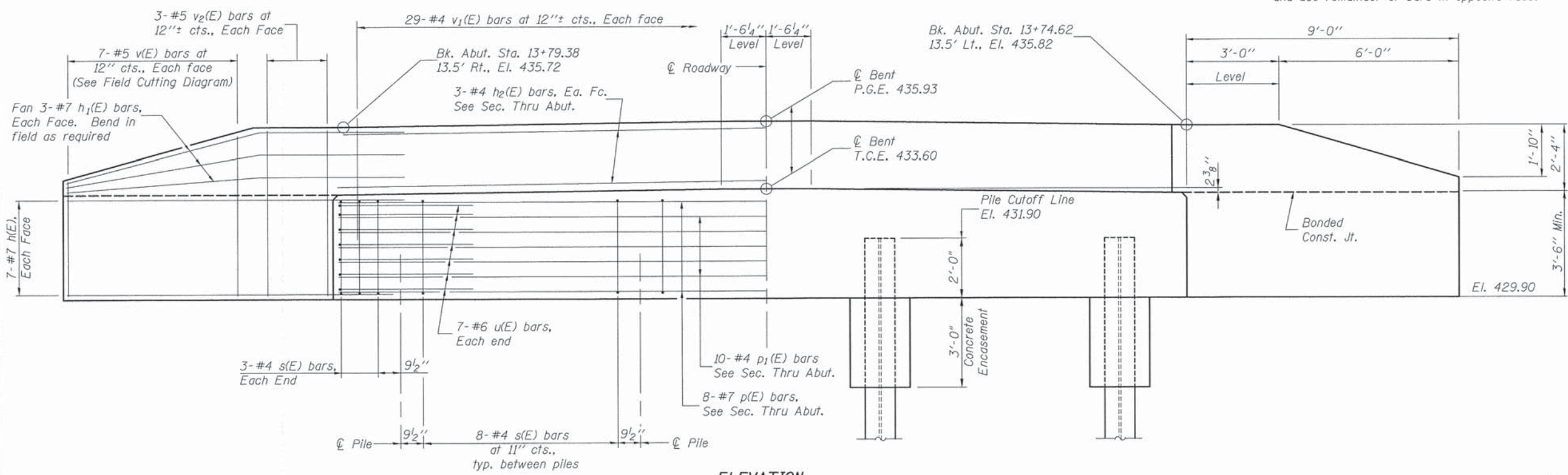
**PLAN** N  
 \* Top of Seat Elevation



**FIELD CUTTING DIAGRAM**  
 Order v(E) bars full length. Cut as shown and use remainder of bars in opposite face.



**SECTION THRU WEST ABUTMENT**  
 (at Right Angles)



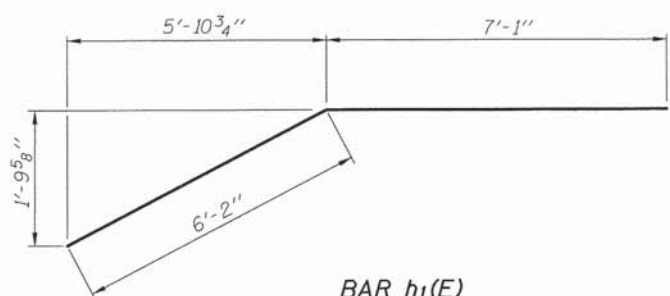
**ELEVATION**

**BILL OF MATERIAL**  
**WEST ABUTMENT**

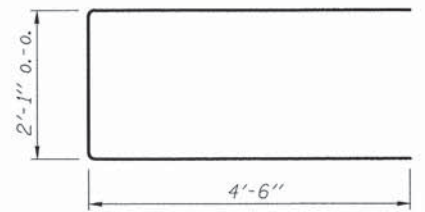
Bar	No.	Size	Length	Shape
h(E)	28	#7	13'-0"	—
h1(E)	12	#7	13'-3"	—
h2(E)	6	#4	28'-6"	—
p(E)	8	#7	28'-2"	—
p1(E)	10	#4	28'-2"	—
s(E)	30	#4	11'-5"	□
u(E)	14	#6	11'-1"	□
v(E)	14	#5	9'-2"	—
v1(E)	58	#4	3'-11"	—
v2(E)	12	#5	5'-6"	—
Concrete Structures			Cu. Yd.	14.7
Reinforcement Bars, Epoxy Coated			Pound	2,650
Concrete Encasement			Cu. Yd.	1.4
Furnishing Steel Piles HP 12x53			Foot	60
Driving Steel Piles			Foot	60
Test Pile Steel HP 12x53			Each	1

**PILE DATA**

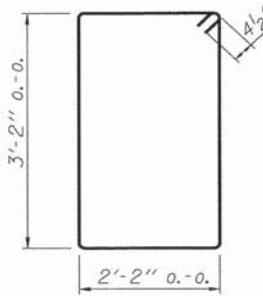
**WEST ABUT.**  
 Type: Steel HP 12x53  
 Nominal Required Bearing: 419 k  
 Factored Resistance Available: 230 k  
 Est. Length: 20 ft.±  
 No. Production Piles: 3  
 No. Test Piles: 1



**BAR h1(E)**



**BAR u(E)**

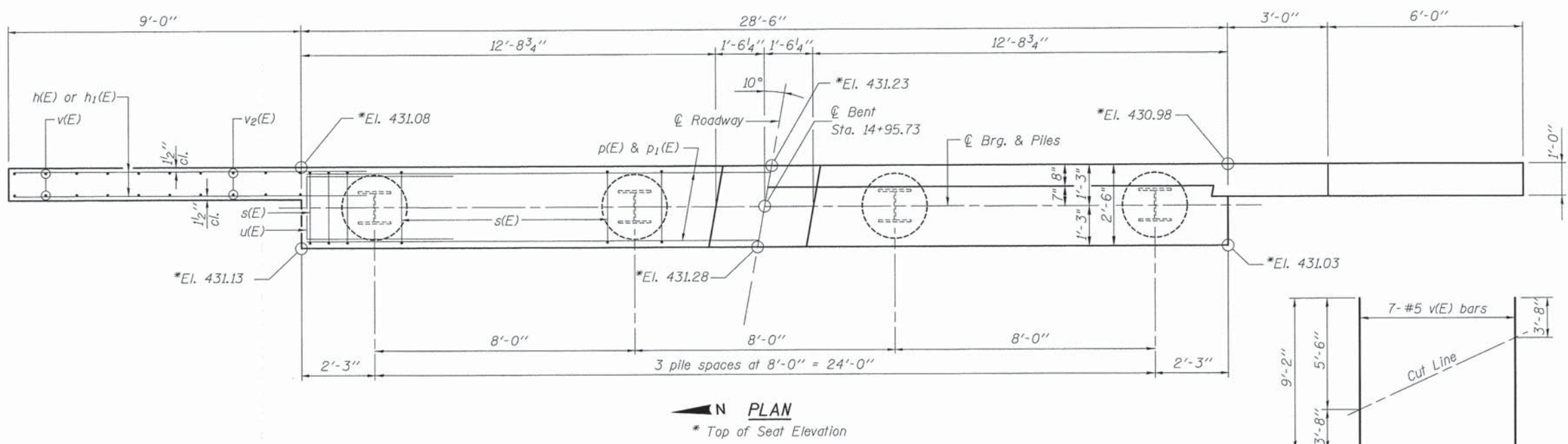


**BAR s(E)**

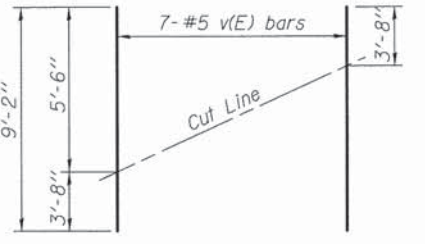
**Notes:**  
 For details of Piles and Concrete Encasement, see sheet 12 of 14.  
 The backwall and portion of the wingwalls above the bonded construction joint shall be cast against the in-place beams.  
 Space reinforcement in pile cap to miss dowel rods.  
 Top of concrete cap and backwall shall be finished parallel to the centerline of the roadway.

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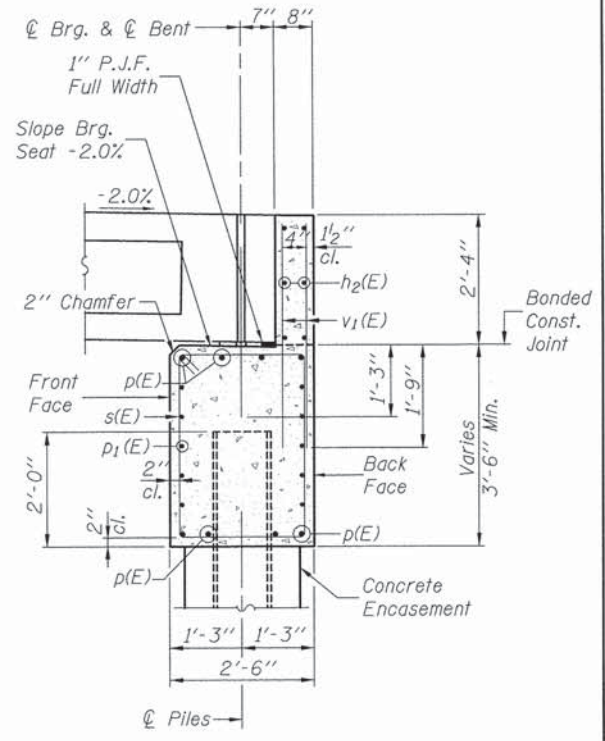


**PLAN**  
\* Top of Seat Elevation

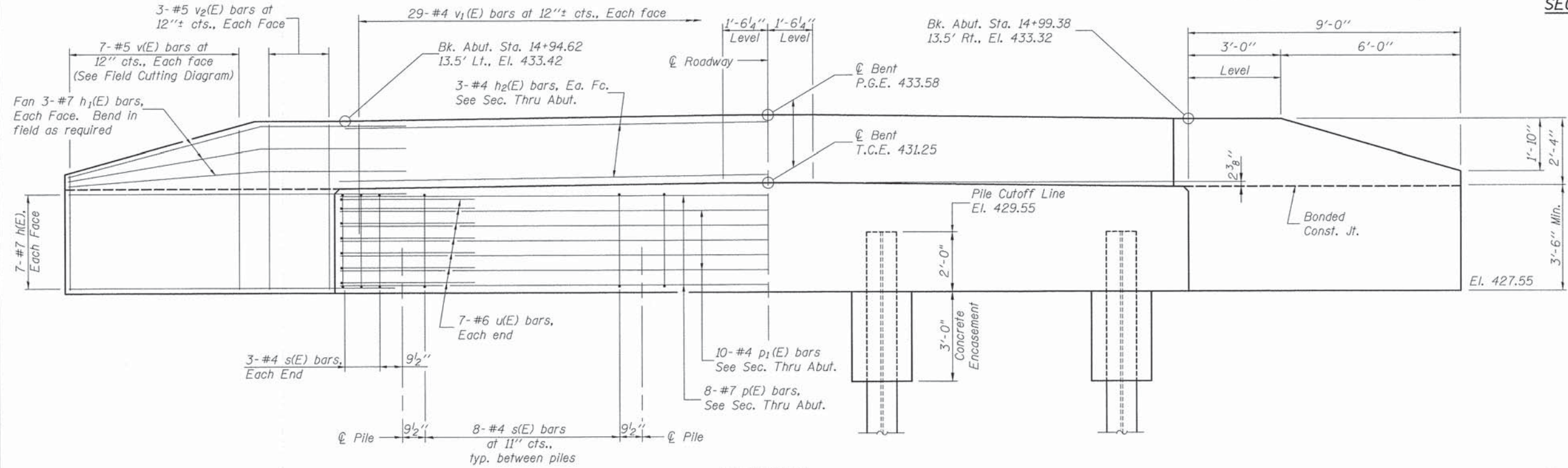


**FIELD CUTTING DIAGRAM**

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



**SECTION THRU EAST ABUTMENT**  
(at Right Angles)

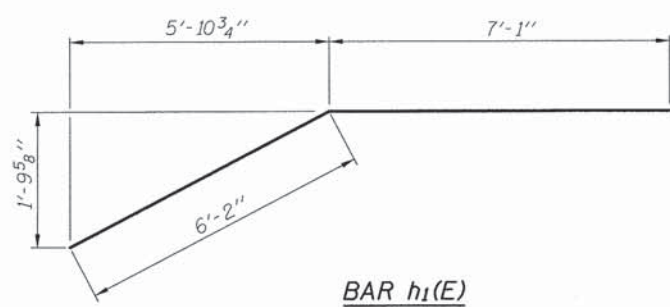


**ELEVATION**

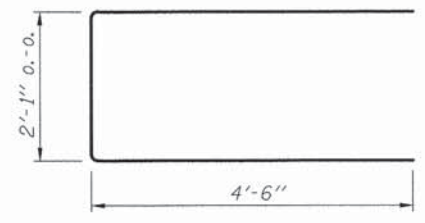
**PILE DATA**

**EAST ABUT.**

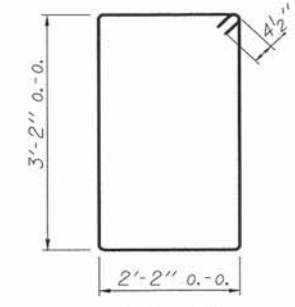
Type: Steel HP 12x53  
 Nominal Required Bearing: 419 k  
 Factored Resistance Available: 230 k  
 Est. Length: 25 ft.±  
 No. Production Piles: 3  
 No. Test Piles: 1



**BAR h1(E)**



**BAR u(E)**



**BAR s(E)**

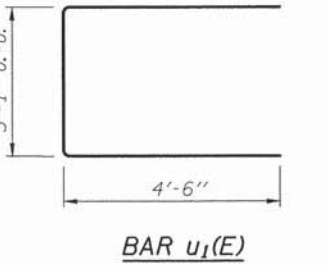
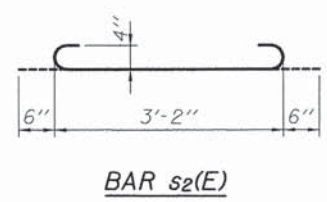
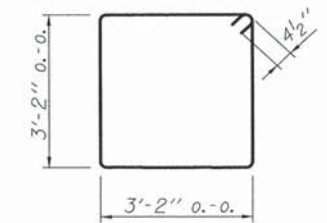
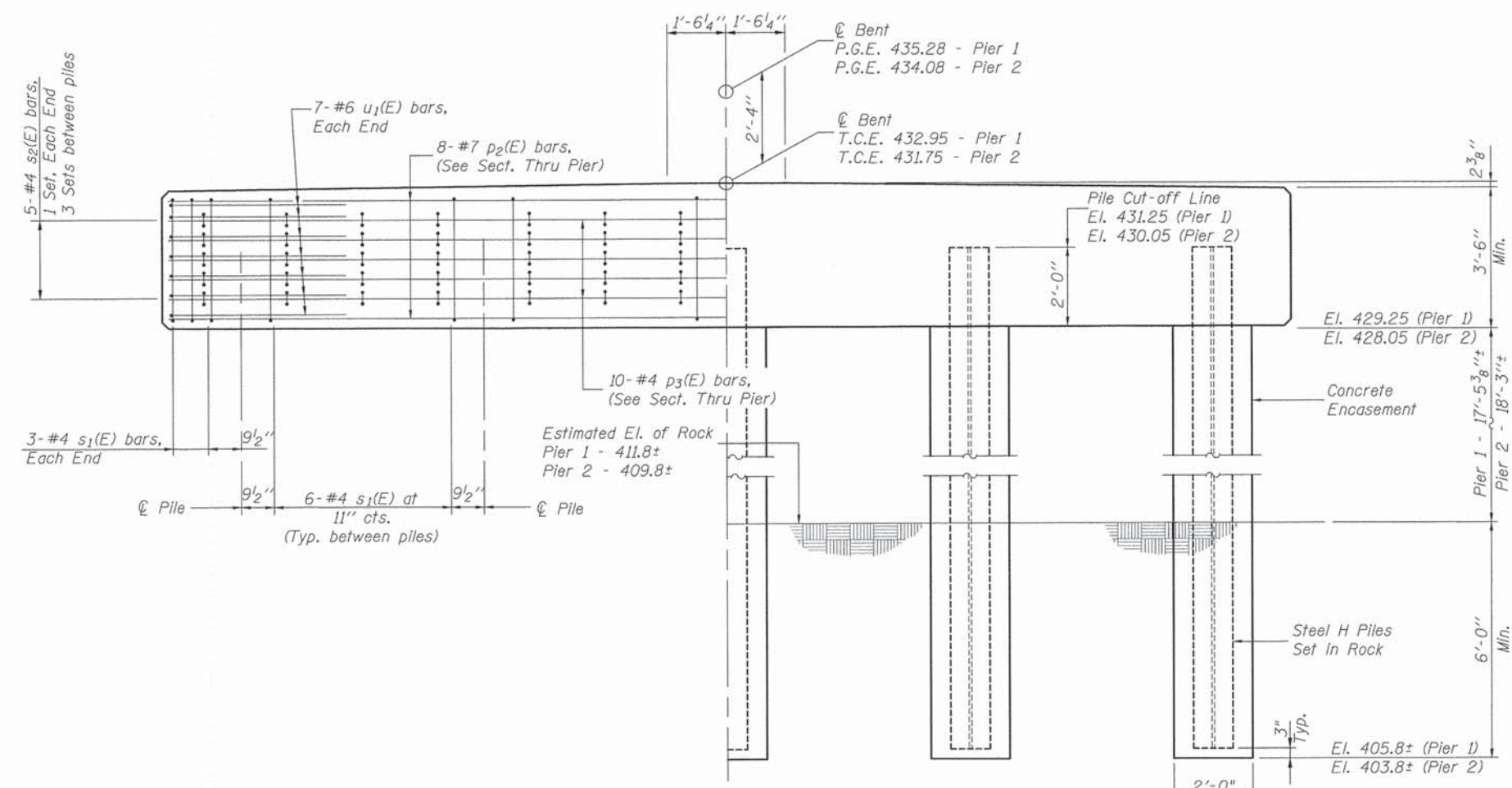
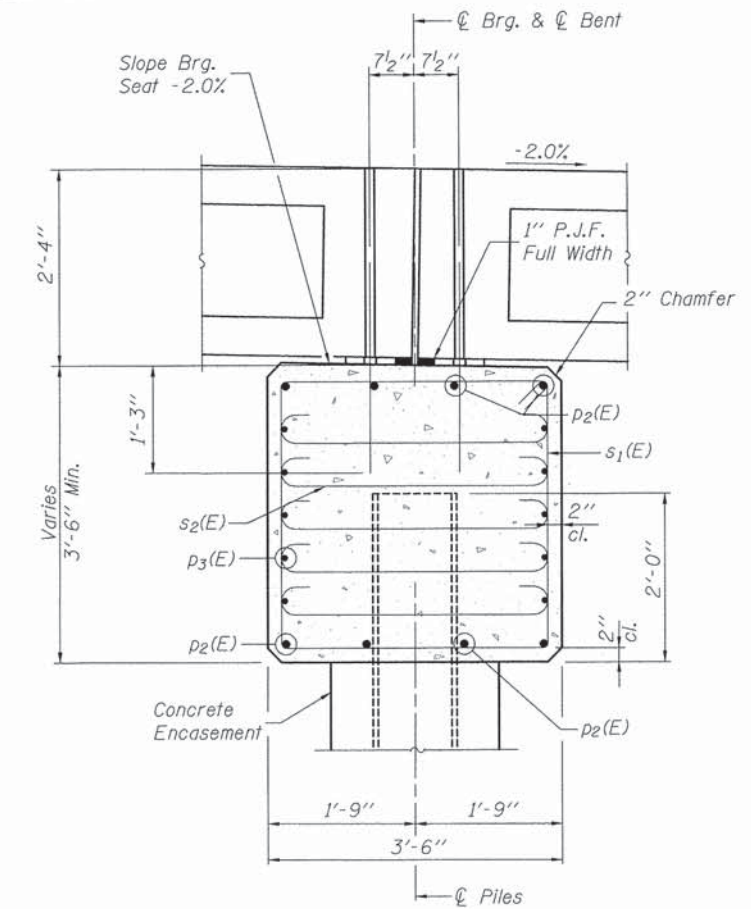
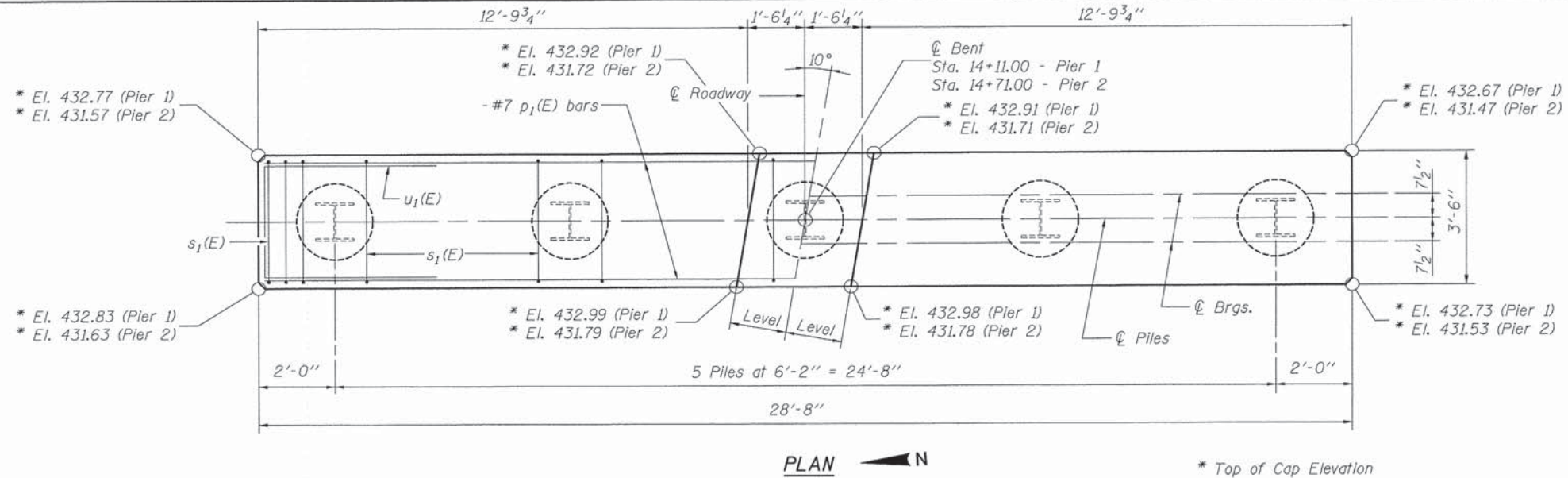
**BILL OF MATERIAL**  
**EAST ABUTMENT**

Bar	No.	Size	Length	Shape
h(E)	28	#7	13'-0"	—
h1(E)	12	#7	13'-3"	—
h2(E)	6	#4	28'-6"	—
p(E)	8	#7	28'-2"	—
p1(E)	10	#4	28'-2"	—
s(E)	30	#4	11'-5"	□
u(E)	14	#6	11'-1"	□
v(E)	14	#5	9'-2"	—
v1(E)	58	#4	3'-11"	—
v2(E)	12	#5	5'-6"	—
Concrete Structures		Cu. Yd.	14.7	
Reinforcement Bars, Epoxy Coated		Pound	2,650	
Concrete Encasement		Cu. Yd.	1.4	
Furnishing Steel Piles HP 12x53		Foot	75	
Driving Steel Piles		Foot	75	
Test Pile Steel HP 12x53		Each	1	

**Notes:**  
 For details of Piles and Concrete Encasement, see sheet 12 of 14.  
 The backwall and portion of the wingwalls above the bonded construction joint shall be cast against the in-place beams.  
 Space reinforcement in pile cap to miss dowel rods.  
 Top of concrete cap and backwall shall be finished parallel to the centerline of the roadway.

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SECTION THRU PIER  
(at Right Angles)

BILL OF MATERIAL  
ONE PIER

Bar	No.	Size	Length	Shape
p <sub>2</sub> (E)	8	#7	28'-4"	—
p <sub>3</sub> (E)	10	#4	28'-4"	—
s <sub>1</sub> (E)	30	#4	13'-5"	□
s <sub>2</sub> (E)	70	#4	4'-2"	U
u <sub>1</sub> (E)	14	#6	12'-1"	□
Concrete Structures			Cu. Yd.	13.4
Concrete Encasement - Pier 1			Cu. Yd.	10.2
Concrete Encasement - Pier 2			Cu. Yd.	10.7
Reinforcement Bars, Epoxy Coated			Pound	1,370
Furnishing Steel Piles HP 12x53 - Pier 1			Foot	125
Furnishing Steel Piles HP 12x53 - Pier 2			Foot	130
Setting Piles in Rock			Each	5

Notes:  
For Details of Piles and Concrete Encasement, see sheet 12 of 14.  
Space reinforcement in pile cap to miss dowel rods.  
If a portion of the drilled shaft or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at time of construction.

PILE DATA

	PIER 1	PIER 2
Type:	Steel HP 12x53	Steel HP 12x53
Nominal Required Bearing:	Set in Rock	Set in Rock
Factored Resistance Available:	426 k	426 k
Est. Length:	25 ft.	26 ft.
No. Production Piles:	5	5
No. Test Piles:	0	0

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER DETAILS

TR 145	SECTION 09-14117-00-BR	COUNTY WASHINGTON	TOTAL SHEETS 29	SHEET NO. 19
SN 095-3262		CONTRACT NO. 97527		

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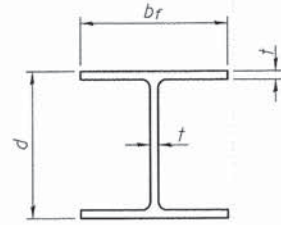
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DRAWN - KHL  
CHECKED - BGH  
DATE

REVISIONS:  
REVISOR  
DATE

SCALE: 2,8000' = 1" IN.  
PLOT DATE: 4/5/2013

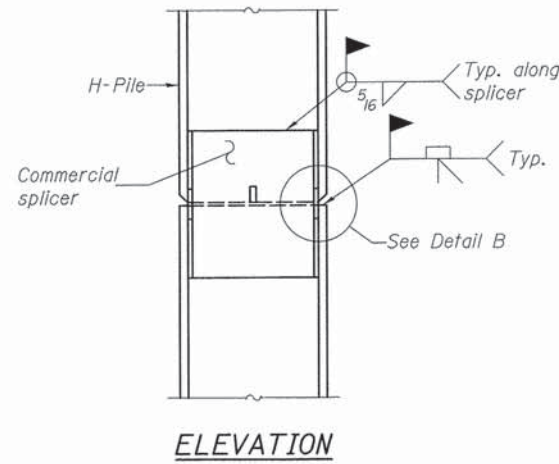
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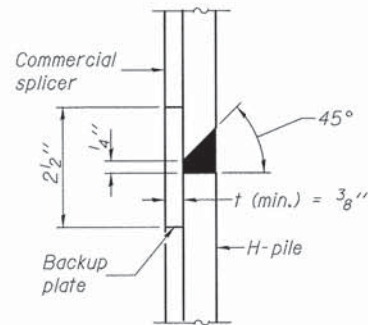


**STEEL PILE TABLE**

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

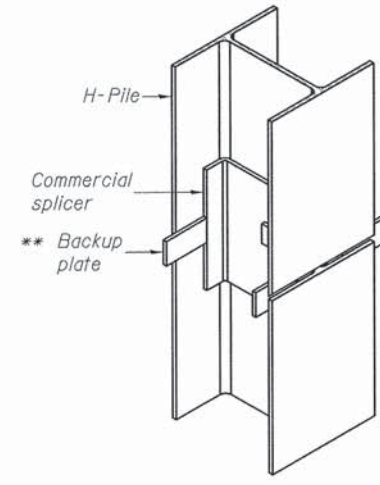


**ELEVATION**

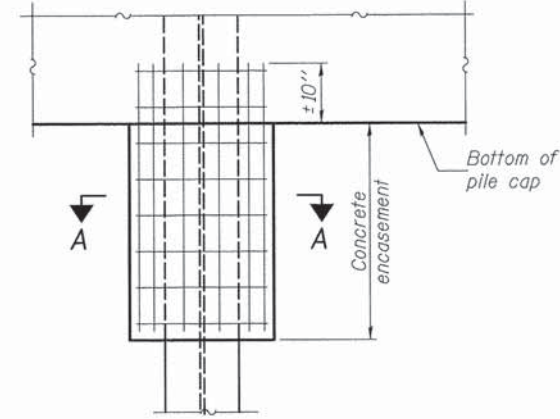


**DETAIL "B"**

**WELDED COMMERCIAL SPLICE**

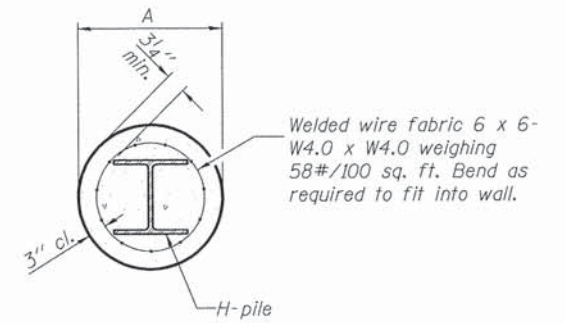


**ISOMETRIC VIEW**



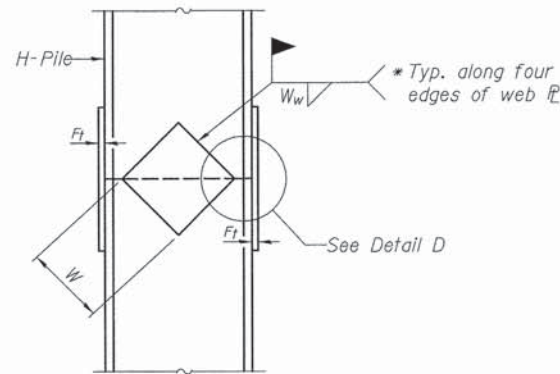
**ELEVATION**

**PILE ENCASEMENT**

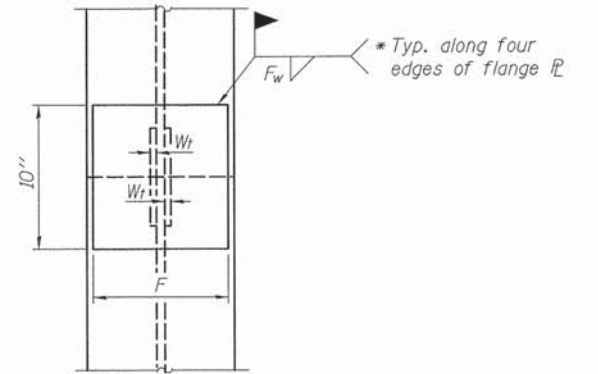


**SECTION A-A**

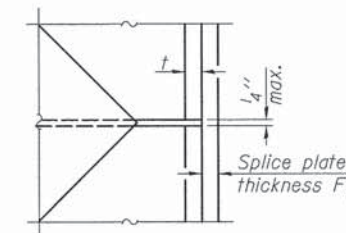
Note:  
Forms for encasement may be omitted when soil conditions permit.



**ELEVATION**



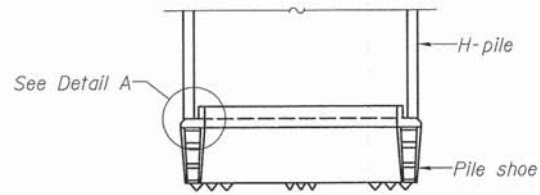
**END VIEW**



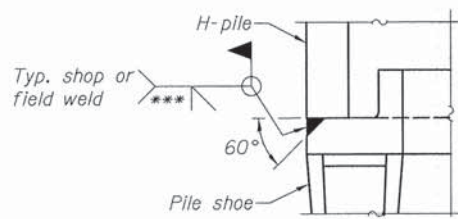
**DETAIL D**

**WELDED PLATE FIELD SPLICE**

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

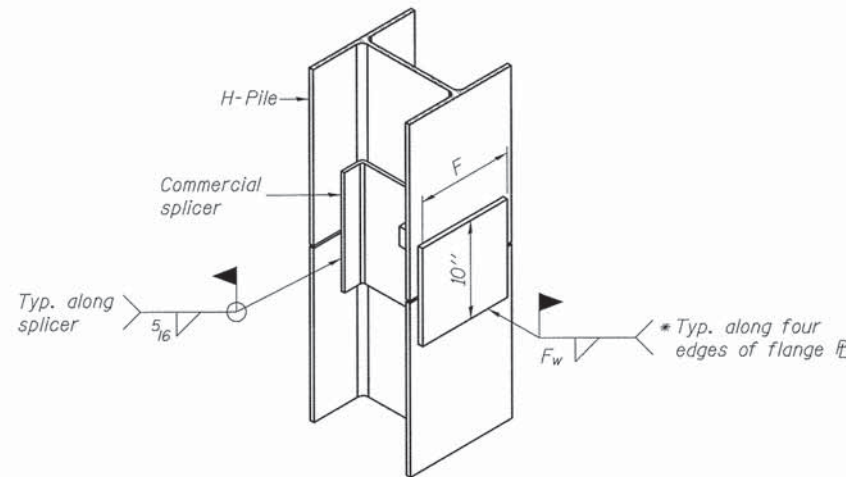


**ELEVATION**



**DETAIL A**

**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

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

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

F-HP

1-27-12

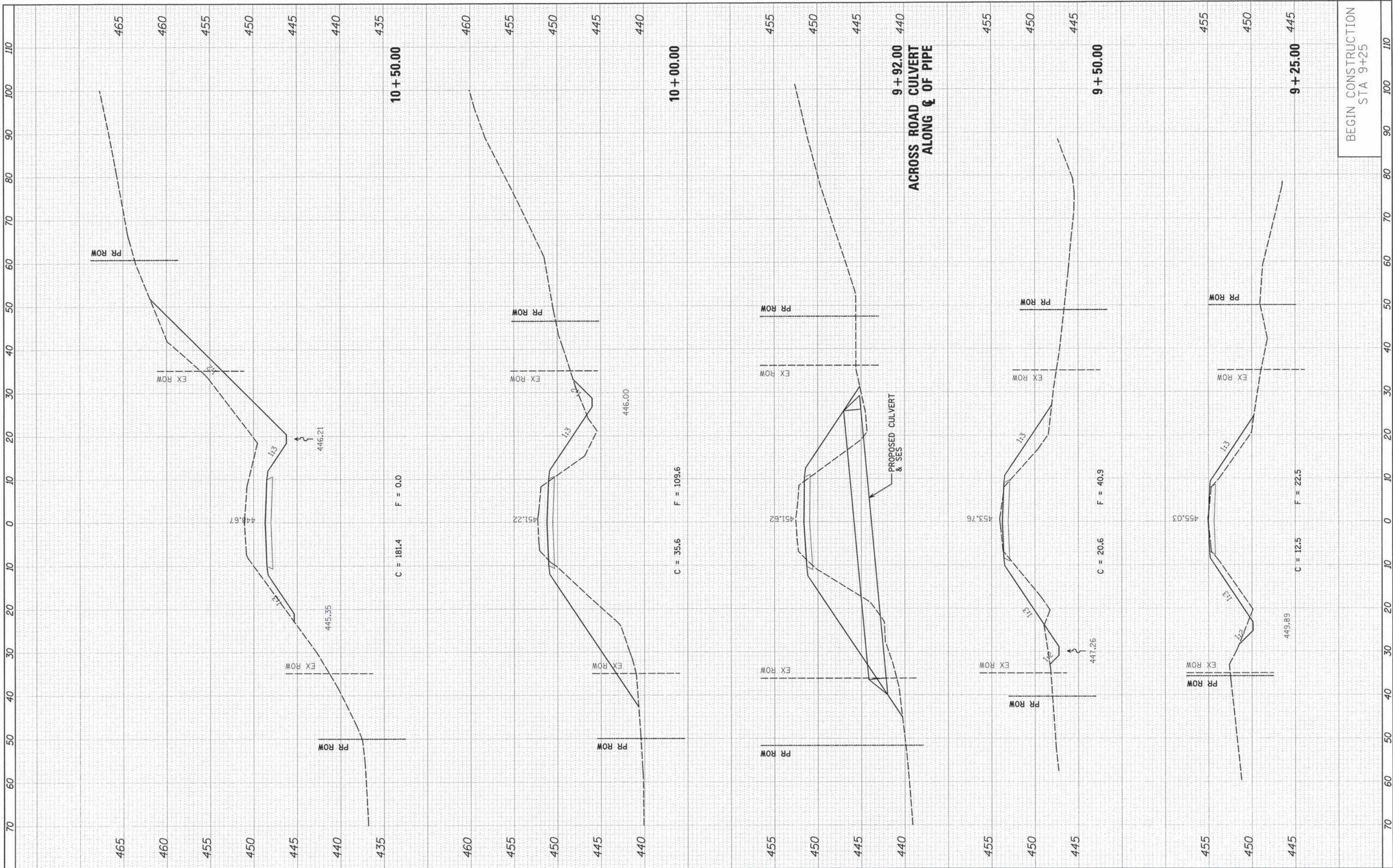
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PLOT SCALE = 2.0000' / IN.	PLOT DATE = 4/5/2013	DRAWN - KHL	REVISED -		145	09-14117-00-BR	WASHINGTON	29	21		
		CHECKED - BGH	REVISED -		SCALE:		SHEET NO. 12 OF 14 SHEETS	STA.	TO STA.	ILLINOIS	
		DATE -	REVISED -		CONTRACT NO. 97527						





FINAL SURVEYED	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		

ORIGINAL SURVEYED	BY	DATE
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		



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 PLOT DATE: 4/5/2013

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 DRAWN: -  
 CHECKED: -  
 DATE: -

REVISED: -  
 REVISED: -  
 REVISED: -  
 REVISED: -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 EXISTING AND PROPOSED ROADWAY**

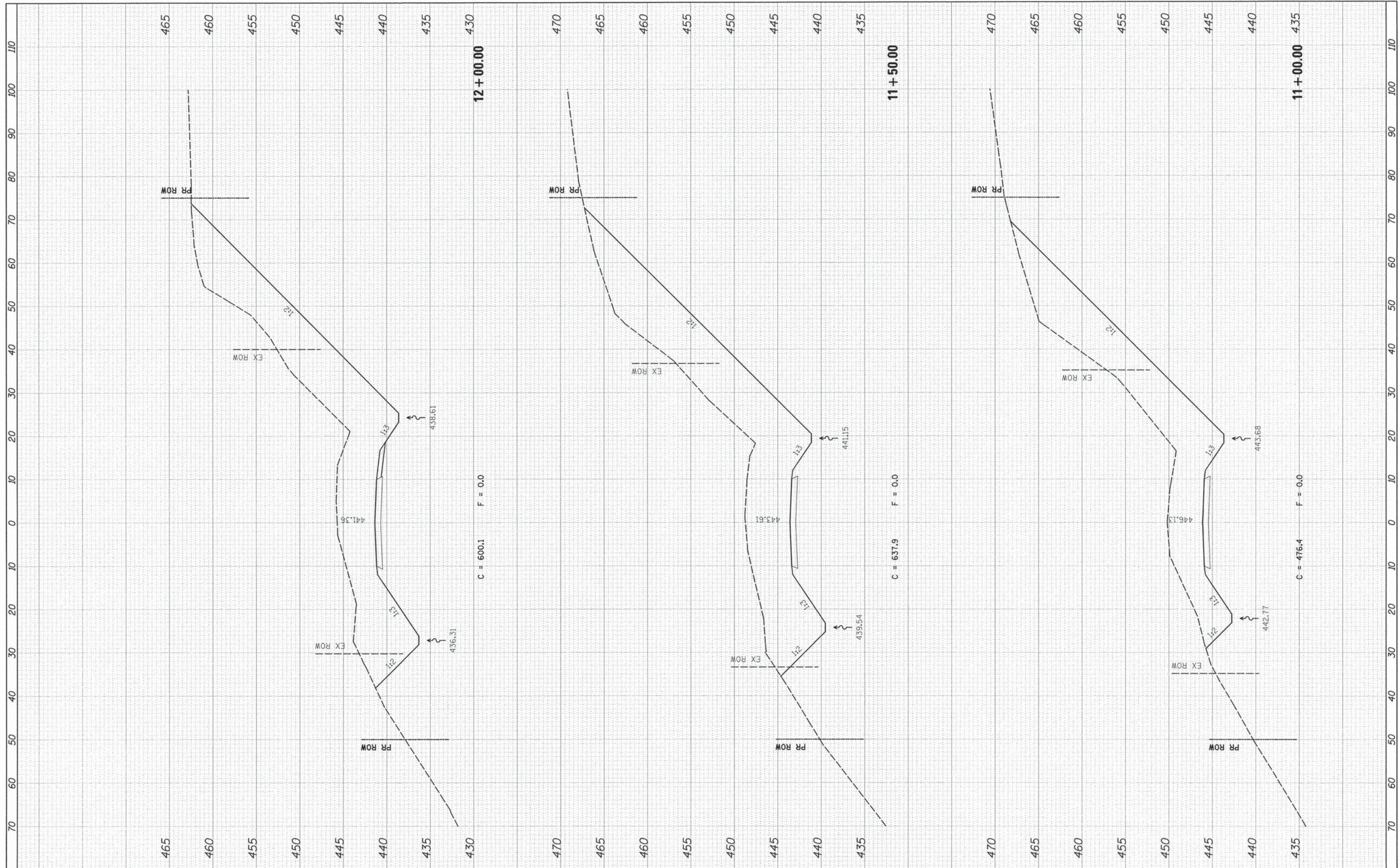
SCALE: SHEET 1 OF 6 SHEETS STA. 9+25.00 TO STA. 10+50.00

TR 145	SECTION 09-14117-00-BR	COUNTY WASHINGTON	TOTAL SHEETS 29	SHEET NO. 24
CONTRACT NO. 97527			ILLINOIS FED. AID PROJECT	



FINAL SURVEY	BY	DATE
SURVEY PLOTTED		
NOTE BOOK		
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SURVEY PLOTTED		
NOTE BOOK		
AREAS		
AREAS CHECKED		



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DESIGNED -  
 DRAWN -  
 CHECKED -  
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REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

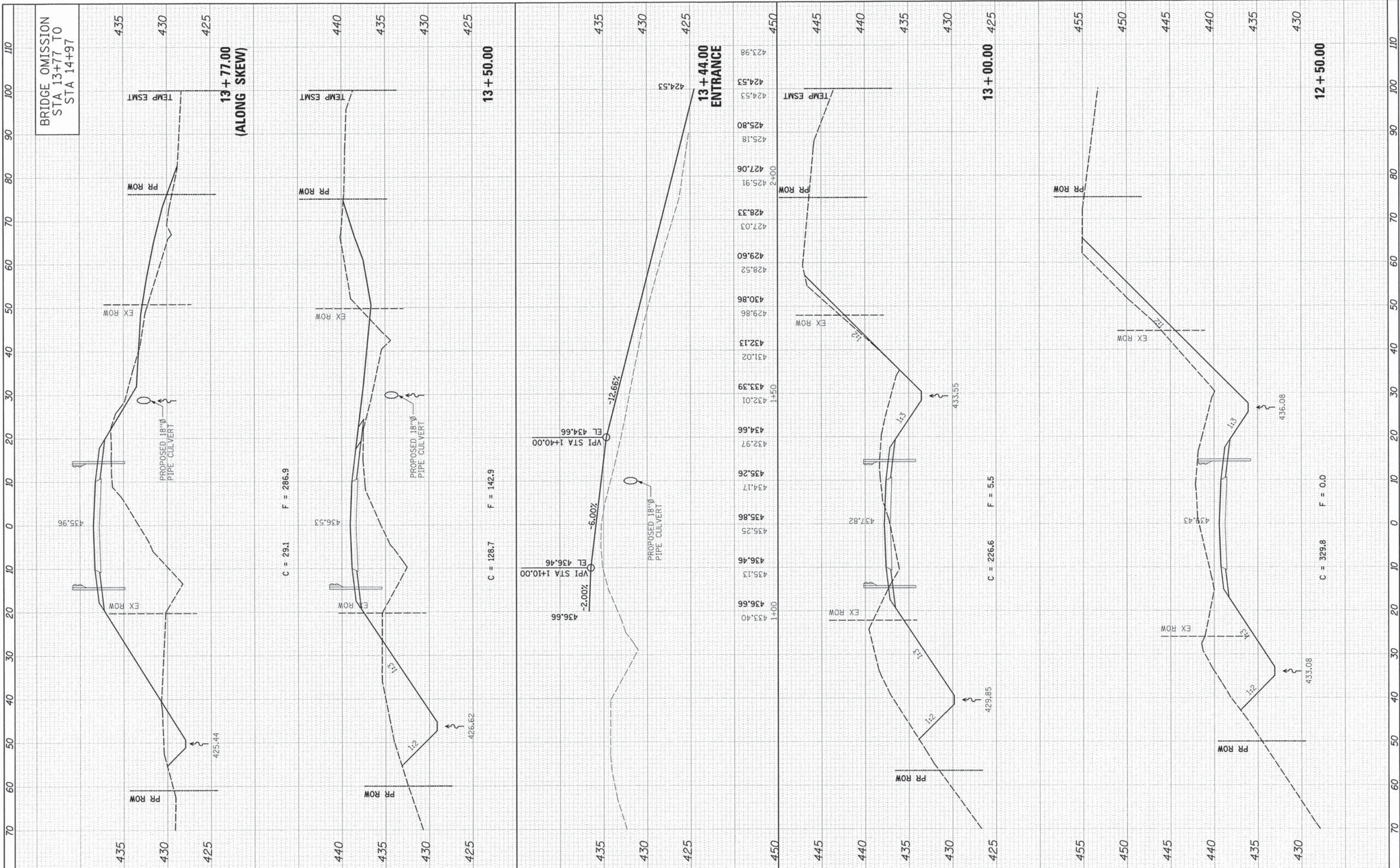
**CROSS SECTIONS  
 EXISTING AND PROPOSED ROADWAY**

SCALE: SHEET 2 OF 6 SHEETS STA. 11+00.00 TO STA. 12+00.00

TR 145	SECTION 09-14117-00-BR	COUNTY WASHINGTON	TOTAL SHEETS 29	SHEET NO. 25
			CONTRACT NO. 97527	
ILLINOIS FED. AID PROJECT				

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 PLOTTED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 AREAS CHECKED: \_\_\_\_\_

BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_



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 CHECKED: \_\_\_\_\_  
 DATE: \_\_\_\_\_

REVISED: \_\_\_\_\_  
 REVISED: \_\_\_\_\_  
 REVISED: \_\_\_\_\_  
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS**  
**EXISTING AND PROPOSED ROADWAY**

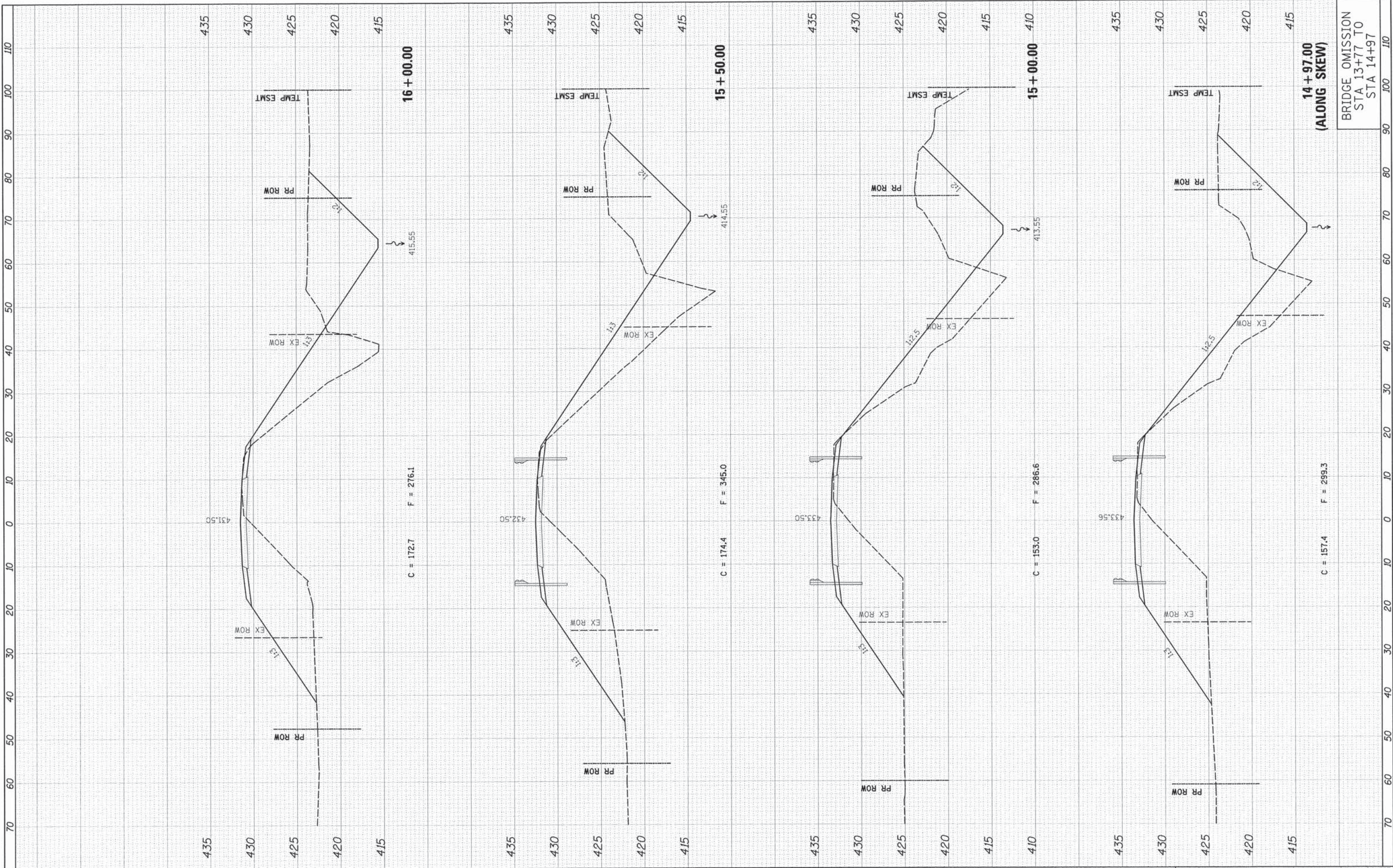
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TR	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
145	09-14117-00-BR	WASHINGTON	29	26
CONTRACT NO. 97527			ILLINOIS FED. AID PROJECT	

HMC NO 64701

FINISHED	DATE
SURVEYED	BY
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

ORIGINAL	DATE
SURVEYED	BY
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



BRIDGE OMISSION  
STA 13+77 TO  
STA 14+97

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PLOT SCALE = 1/8"=1'-0"

PLOT DATE: 4/5/2013

DESIGNED -

DRAWN -

CHECKED -

DATE -

REVISED -

REVISED -

REVISED -

REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
EXISTING AND PROPOSED ROADWAY**

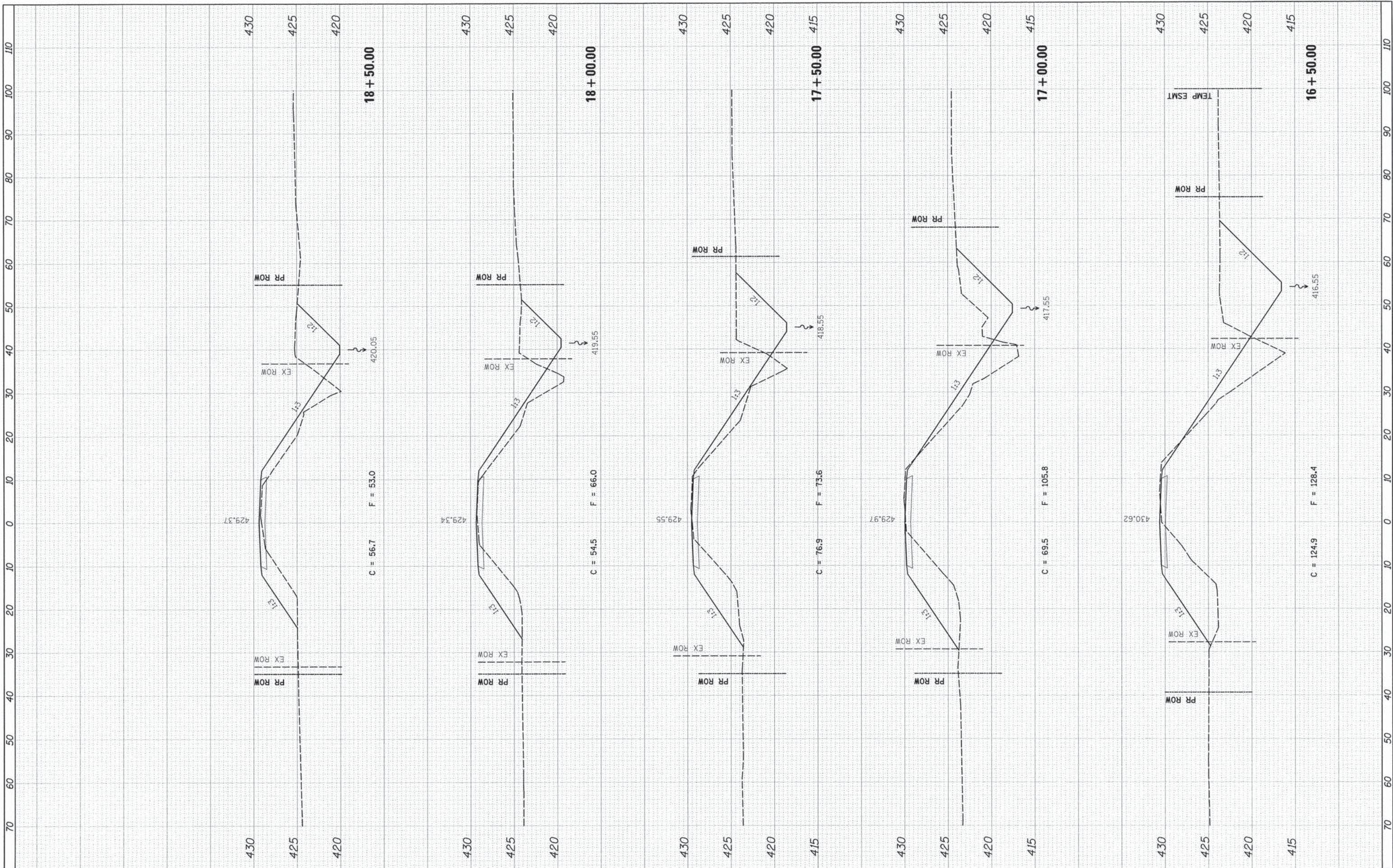
SCALE: SHEET 4 OF 6 SHEETS STA. 14+97.00 TO STA. 16+00.00

TR 145	SECTION 09-14117-00-BR	COUNTY WASHINGTON	TOTAL SHEETS 29	SHEET NO. 27
CONTRACT NO. 97527				
ILLINOIS FED. AID PROJECT				

HMC NO 64701

FINAL SURVEY	SUPERVISOR	BY	DATE
NO. _____	NO. _____		
NOTE BOOK	PLATE		
AREAS CHECKED	AREAS CHECKED		

ORIGINAL SURVEY	SUPERVISOR	BY	DATE
NO. _____	NO. _____		
NOTE BOOK	PLATE		
AREAS CHECKED	AREAS CHECKED		



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

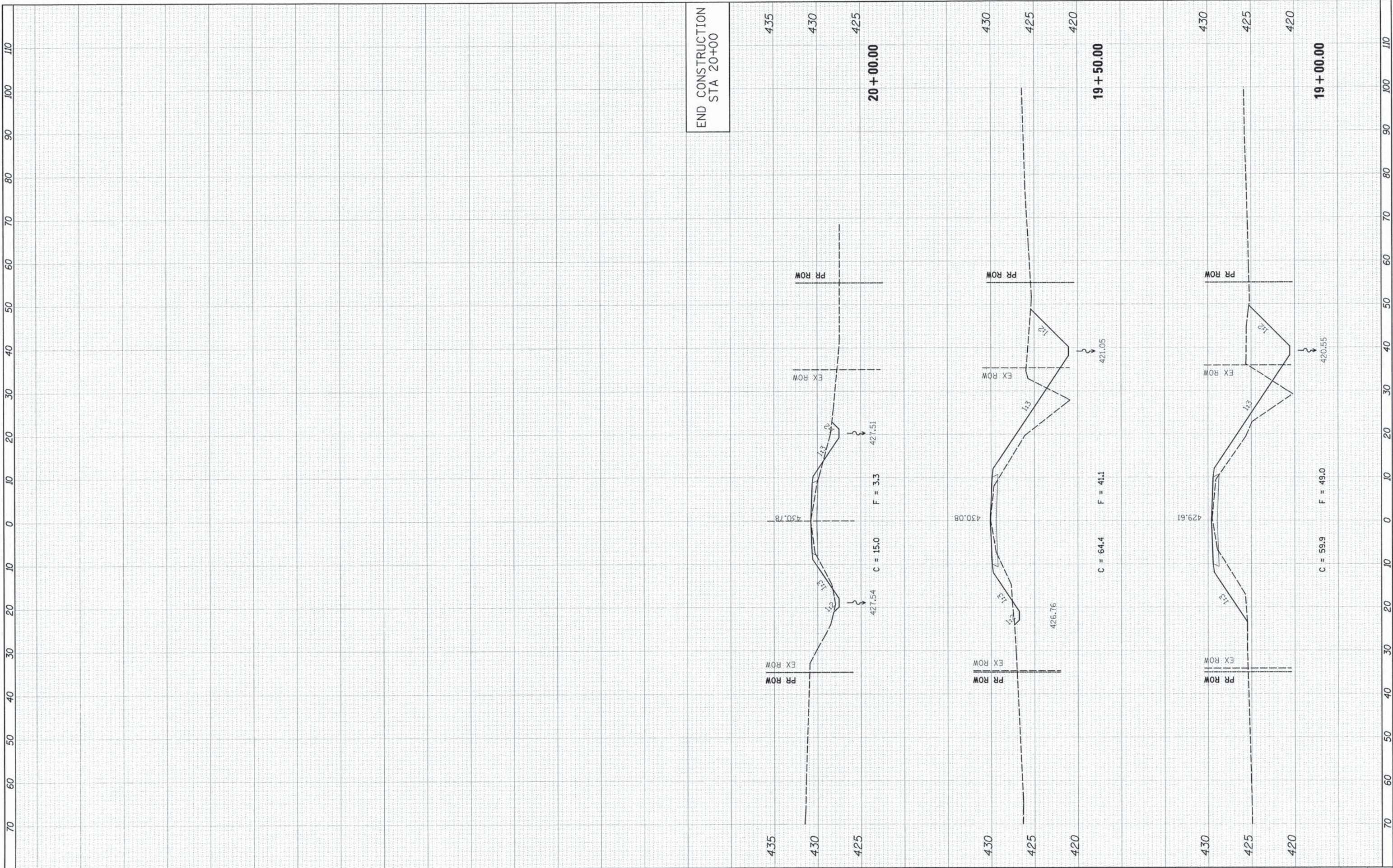
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 EXISTING AND PROPOSED ROADWAY**

SCALE: SHEET 5 OF 6 SHEETS STA. 16+50.00 TO STA. 18+50.00

TR 145	SECTION 09-14117-00-BR	COUNTY WASHINGTON	TOTAL SHEETS 29	SHEET NO. 28
			CONTRACT NO. 97527	
ILLINOIS FED. AID PROJECT				

FINAL SURVEYED	BY	DATE
PLotted		
NOTE BOOK		
AREAS CHECKED		
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ORIGINAL SURVEYED	BY	DATE
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NOTE BOOK		
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CHECKED	-
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
EXISTING AND PROPOSED ROADWAY**

SCALE: SHEET 6 OF 6 SHEETS STA. 19+00.00 TO STA. 20+00.00

TR 145	SECTION 09-14117-00-BR	COUNTY WASHINGTON	TOTAL SHEETS 29	SHEET NO. 29
CONTRACT NO. 97527			ILLINOIS FED. AID PROJECT	

HMG NO 6470.1