

09-19-14 LETTING ITEM 037

F.A.P. RTE. 745	SECTION 108B-3	COUNTY PIKE	TOTAL SHEETS 69	SHEET NO. 1
FED. ROAD DIST. NO. 6		ILLINOIS	CONTRACT NO. 72B61	

D-96-019-08



LOCATION OF SECTION INDICATED THUS: —

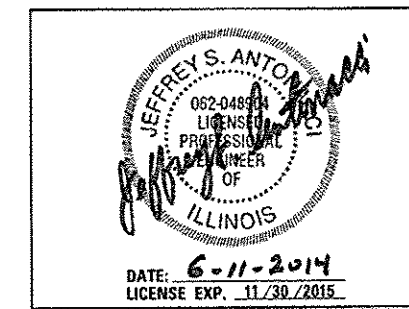
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JUNE 12 20 14
Roger Z. Druehl
DEPUTY DIRECTOR OF HIGHWAYS, REGION 4 ENGINEER

AUG 15 20 14
John D. Baronzelli P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

AUG 15 20 14
Orhan Osman P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED STRUCTURE
REPLACEMENT PLANS**

FAP ROUTE 745 (IL 104)
SECTION 108B-3

STRUCTURE REPLACEMENT – BROWER CREEK
PIKE COUNTY

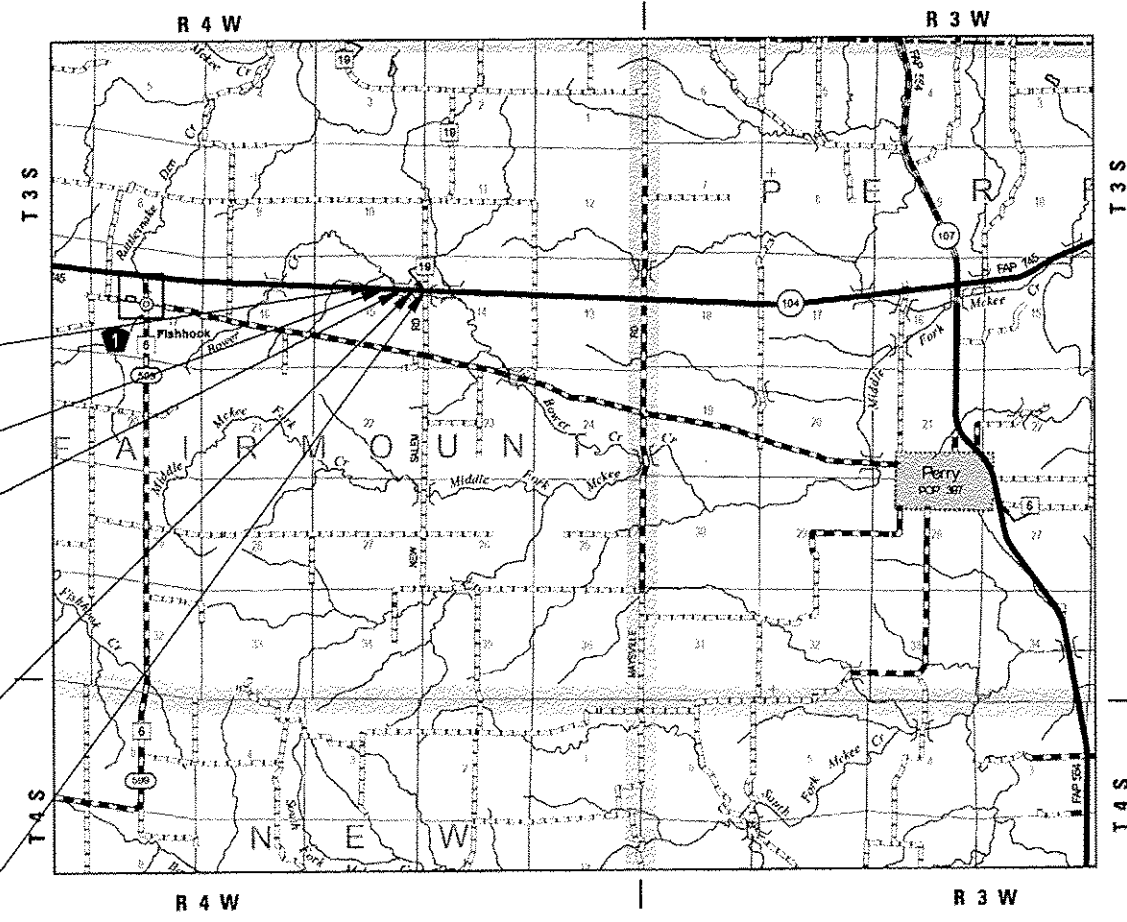
C-96-019-08

INDEX OF SHEETS

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HIGHWAY STANDARDS

000001-06	606001-05	666001-01	720011-01
001001-02	609006-05	701201-04	729001-01
001006	630001-10	701306-03	780001-04
280001-07	630301-06	701321-13	781001-03
420401-10	631031-12	701326-04	873001-02
482001-02	635006-03	701901-03	880006-01
482011-03	635011-02	704001-07	886001-01
515001-03	642001-02	720001-01	886006-01
542401-01	665001-02	720006-04	



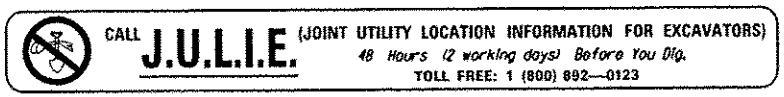
BEGIN IMPROVEMENT 108B-3
STA. 1712 + 00.00

BEGIN SECTION 108B-3
STA. 1715 + 00.00

STA. 1721 + 25.00 PROJECT INCLUDES REMOVAL OF EX PRECAST CONCRETE DECK BEAM BRIDGE; 33'-0" O TO O; 83'-0" BK TO BK OF ABUTMENT. (SN 075-0029); AND IT'S REPLACEMENT WITH A SINGLE - SPAN BRIDGE WITH A CONCRETE DECK ON PRECAST PRESTRESSED CONCRETE I-BEAMS ON OPEN ABUTMENTS; 39'-2" O TO O; 118'-4 1/2" BK TO BK OF ABUTMENT. (SN 075-0511)

END SECTION 108B-3
STA. 1727 + 50.00

END IMPROVEMENT 108B-3
STA. 1730 + 00.00



APPROXIMATE SCALE: 0 1 2 MILES
LENGTH OF IMPROVEMENT = 1,800.00 FEET (0.341 MILES)
LENGTH OF PROJECT = 1,250 FEET (0.237 MILES)

SENIOR TEAM LEADER: MARK DUST (217) 785-0597
TEAM MANAGER: JONATHAN COX (217) 782-1378
CONTRACT NO. 72B61

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				100% STATE	
				ROADWAY	BRIDGE
				0004	0011
				S.N.	S.N.
20100500	TREE REMOVAL, ACRES	ACRE	0.3	0.3	
20200100	EARTH EXCAVATION	CU YD	4,049	4,049	
20300100	CHANNEL EXCAVATION	CU YD	2,189	2,189	
25000200	SEEDING, CLASS 2	ACRE	2.1	2.1	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	184	184	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	184	184	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	184	184	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	4.1	4.1	
25100115	MULCH, METHOD 2	ACRE	2.1	2.1	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	192	192	
28000315	AGGREGATE DITCH CHECKS	TON	114	114	
28000400	PERIMETER EROSION BARRIER	FOOT	629	629	
28100107	STONE RIPRAP, CLASS A4	SQ YD	630	630	
28100109	STONE RIPRAP, CLASS A5	SQ YD	3,685	3,453	232

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FILE NAME :	USER NAME : jswiley	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I:\0807404-IL104 Over Brown Creek\CAD\to\CAD\sheet\CAD\sheet.JME\0672861-ehc-500	DRAWN -	REVISED -	745			1088-3	PIKE	69	3	
PLOT SCALE : 40,0000 ' / in.	CHECKED -	REVISED -	CONTRACT NO. 72B61							
PLOT DATE : 6/12/2014	DATE -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				100% STATE	
				ROADWAY 0004 S.N.	BRIDGE 0011 S.N.
28200200	FILTER FABRIC	SQ YD	4,315	4,083	232
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	839	839	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2,200	2,200	
40600300	AGGREGATE (PRIME COAT)	TON	5	5	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	124	124	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	174	174	
40600990	TEMPORARY RAMP	SQ YD	232	232	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	843	843	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	266	266	
42001500	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SQ YD	42	42	
44000100	PAVEMENT REMOVAL	SQ YD	300	300	
44004250	PAVED SHOULDER REMOVAL	SQ YD	378	378	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	90	90	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	331	331	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				100% STATE	
				ROADWAY 0004 S.N.	BRIDGE 0011 S.N.
48203100	HOT-MIX ASPHALT SHOULDERS	TON	116	116	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50104400	CONCRETE HEADWALL REMOVAL	EACH	2	2	
50104650	SLOPE WALL REMOVAL	SQ YD	580	580	
50105220	PIPE CULVERT REMOVAL	FOOT	73	73	
50200100	STRUCTURE EXCAVATION	CU YD	354		354
50300225	CONCRETE STRUCTURES	CU YD	114		114
50300255	CONCRETE SUPERSTRUCTURE	CU YD	316.6		316.6
50300260	BRIDGE DECK GROOVING	SQ YD	553		553
50300300	PROTECTIVE COAT	SQ YD	690		690
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	990		990
50800105	REINFORCEMENT BARS	POUND	2900	2900	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	77910		77,910
50800515	BAR SPLICERS	EACH	437		437

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FILE NAME : I:\DB07404-IL104 Over Brower Creek\CA000	USER NAME : jowley	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					745	1088-3	PIKE	65	5
		CHECKED -	REVISED -					CONTRACT NO. 72861				
		DATE -	REVISED -					SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				100% STATE	
				ROADWAY 0004 S.N.	BRIDGE 0011 S.N.
51500100	NAME PLATES	EACH	1		1
* 51603000	DRILLED SHAFT IN SOIL	CU YD	15.4		15.4
* 51604000	DRILLED SHAFT IN ROCK	CU YD	14.8		14.8
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	6		6
52100520	ANCHOR BOLTS, 1"	EACH	24		24
54002020	EXPANSION BOLTS 3/4 INCH	EACH	32	32	
54215547	METAL END SECTIONS 12"	EACH	2	2	
54003000	CONCRETE BOX CULVERTS	CU YD	20.7	20.7	
54215550	METAL END SECTIONS 15"	EACH	2	2	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	122		122
60100945	PIPE DRAINS 12"	FOOT	44	44	
60900140	TYPE B INLET BOX, STANDARD 609006	EACH	4	4	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	787.5	787.5	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	596	596	

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* SPECIALTY ITEMS

FILE NAME =	USER NAME = jpm-ley	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\\DB07404-1L104 Over Brown Creek\CA000	\\CAD\shared\CAD\sheds...JMC\0672061\shc-SDG	DRAWN -	REVISED -			745	1088-3	PIKE	65	6	
	PLOT SCALE = 40.0000' / 1" =	CHECKED -	REVISED -			CONTRACT NO. 72861		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			
	PLOT DATE = 6/12/2014	DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.			

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				100% STATE	
				ROADWAY 0004 S.N.	BRIDGE 0011 S.N.
6700400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	463	463	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	153	153	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	675	675	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	675	675	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	

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FILE NAME = 1:\0807404-IL104 Over Brower Creek\CAOD	USER NAME = jowley	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE. = 745	SECTION = 1088-3	COUNTY = PIKE	TOTAL SHEETS = 65	SHEET NO. = 7		
		DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 72661			
		CHECKED -	REVISED -			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT						
		DATE = 5/13/2014	REVISED -									

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				100% STATE	
				ROADWAY 0004 S.N.	BRIDGE 0011 S.N.
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	2,813	2,813	
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	14	14	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	9	9	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1,094	1,094	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	14	14	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	168		168
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	22		22
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	167		167
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	528		528

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* SPECIALTY ITEMS

PAVING SCHEDULE

LOCATION	Sta.	to	Sta.	Distance	LEVELING BINDER (MACHINE METHOD), N50	HMA BINDER COURSE, IL 19.0, N 50	HMA SURFACE COURSE, MIX C, N50	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	HMA BASE COURSE WIDENING, 10"	HMA SHOULDERS, 6"	HMA SHOULDERS	AGGREGATE SHOULDERS, TY B	HMA SURF REM - BUTT JOINT	TEMP RAMP
					TON	TON	TON	POUND	TON	SQ YD	SQ YD	TON	TON	SQ YD	SQ YD
MAINLINE	1715+00.00		1715+50.00	50.00	2		12	100	0.3					87	58
	1715+50.00		1716+00.00	50.00	6		12	100	0.3						
	1716+00.00		1716+50.00	50.00	6		12	100	0.3						
	1716+50.00		1717+00.00	50.00	6		12	100	0.3						
	1717+00.00		1717+50.00	50.00	6	13	12	100	0.3						
	1717+50.00		1718+00.00	50.00	6	41	12	100	0.3						
	1718+00.00		1718+50.00	50.00	6	61	12	100	0.3						
	1718+50.00		1719+00.00	50.00	6	69	12	100	0.3						
	1719+00.00		1719+50.00	50.00	6	80	12	100							
	1719+50.00		1720+00.00	50.00	6	101	12	100							
	1720+00.00		1720+50.00	50.00	6	112	12	100							58
	1720+50.00		1720+53.50	3.50	0	8	1	0							
	1721+96.50		1722+00.00	3.50	0	7	1	0							
	1722+00.00		1722+50.00	50.00	6	101	12	100							58
	1722+50.00		1723+00.00	50.00	6	88	12	100							
	1723+00.00		1723+50.00	50.00	6	62	12	100							
	1723+50.00		1724+00.00	50.00	6	41	12	100	0.3						
	1724+00.00		1724+50.00	50.00	6	32	12	100	0.3						
	1724+50.00		1725+00.00	50.00	6	21	12	100	0.3						
	1725+00.00		1725+50.00	50.00	6	6	12	100	0.3						
	1725+50.00		1726+00.00	50.00	6		12	100	0.3						
	1726+00.00		1726+50.00	50.00	6		12	100	0.3						
	1726+50.00		1727+00.00	50.00	6		12	100	0.3						
	1727+00.00		1727+50.00	50.00	2		12	100	0.3					87	58
RT SHLDR															
	1715+00.00		1716+40.00	140.00									6		
	1716+40.00		1716+71.00	31.00					8						
	1716+71.00		1720+92.00	421.00					164			2	2		
	1716+90.00		1720+49.30	359.30						159	25	15			
	1721+92.00		1726+41.00	449.00					175						
	1722+30.50		1726+22.00	391.50						172	27	17			
	1726+41.00		1726+72.00	31.00					8						
	1726+72.00		1727+50.00	78.00								2	2		
													3		
LT SHLDR															
	1715+00.00		1715+80.00	80.00									3		
	1715+80.00		1716+30.00	50.00					17			2	2		
	1716+30.00		1720+19.60	389.60					216			27	17		
	1722+00.70		1726+22.00	421.30					234			29	18		
	1726+22.00		1726+72.00	50.00					17			2	2		
	1726+72.00		1727+50.00	78.00									3		
TOTALS =					124	843	266	2200	4.8	839	331	116	90	174	232

GUARDRAIL SCHEDULE

LOCATION	Sta.	to	Sta.	RT	SPBGR, TY A, 6' POSTS	TRAF BAR TERM, TY 6	TRAF BAR TERM, TY 1, SPCL, (TANGENT)	GURADRIL REMOVAL
					FOOT	EACH	EACH	FOOT
					1718+68.40		1718+93.40	RT
1718+93.40		1720+43.40	RT	150.00				
1720+43.40		1720+89.05	RT		1			
1719+10.00		1720+90.20	RT				180.20	
1721+97.05		1722+42.70	RT		1			
1722+42.70		1726+30.20	RT	387.50				
1726+30.20		1726+55.20	RT			1		
1721+98.60		1723+16.00	RT				117.40	
1718+82.40		1719+07.40	LT			1		
1719+07.40		1720+07.40	LT	100.00				
1720+07.40		1720+53.05	LT		1			
1719+30.00		1720+47.70	LT				117.70	
1721+61.05		1722+06.70	LT		1			
1722+06.70		1723+56.70	LT	150.00				
1723+56.70		1723+81.70	LT			1		
1721+55.80		1723+36.00	LT				180.20	
TOTAL =					787.5	4	4	596

RIPRAP & FILTER FABRIC SCHEDULE

LOCATION	STONE RIORAP CLASS A4 (SQ YD)	STONE RIPRAP CLASS A5 (SQ YD)	FILTER FABRIC (SQ YD)
IL 104			
STA 1713+00.00 TO STA 1714+60.00 LT	276.0		276.0
STA 1713+00.00 TO STA 1714+00.00 RT	179.0		179.0
STA 1720+19.00 TO STA 1722+17.00 LT		968.0	968.0
STA 1720+49.00 TO STA 1725+00.00 RT		2485.0	2485.0
STA 1720+86.50 TO STA 1721+63.50 LT		232.0	232.0
STA 1728+00.00 TO STA 1729+00.00 RT	175.0		175.0
TOTAL		630	3685

EARTHWORK SCHEDULE

LOCATION	STATION	to	STATION	1	2	3	4	5
				EARTH EXCAVATION	CHANNEL EXCAVATION	EARTH EXCAVATION & CHANNEL EXCAVATION ADJUSTMENT FOR SHRINKAGE (COL 1 or COL 2*0.75)	EMBANKMENT (FILL)	EARTH BALANCE WASTE (+) OR SHORTAGE (-) (FURNISHED EXCAVATION) (COL 3-COL4)
				CU YD	CU YD	CU YD	CU YD	CU YD
IL 104 STAGE I	1712+50.00	to	1720+66.30	1129		847	1602	-755
	1720+50.00	to	1721+50.00		134	101		101
	1721+83.70	to	1730+00.00	1288		1067	728	339
IL 104 STAGE II	1712+50.00	to	1720+66.30	1532		1149	636	513
	1721+83.70	to	1725+00.00		2055	1541		1541
	1721+83.70	to	1730+00.00	100		75	1587	-1512
TOTAL =				4049	2189	4780	4553	228

EARTH EMBANKMENT SHRINKAGE FACTOR = 25%

REMOVAL SCHEDULE

LOCATION	STATION	TO	STATION	LT/RT	DISTANCE	PAVEMENT REMOVAL	PAVED SHLDR REM	PIPE CULV REM	CONC HEADWALL REM	SLOPE WALL REMOVAL
					FEET	SQ YD	SQ YD	FOOT	EACH	SQ YD
MAINLINE	1714+74.00	TO	1715+26.00	LT	52			52		
	1718+61.00	TO	1718+82.00	RT	21			21		
	1720+45.00	TO	1720+97.00		52	150				
	1721+53.00	TO	1722+05.00		52	150				
	1722+22.00	TO	1724+99.00	RT	227					580
	1728+70.00	TO	1728+70.00	LT/RT					2	
RT SHLDR	1718+71.00	TO	1720+92.00		221		98			
	1721+92.00	TO	1723+89.00		197		88			
LT SHLDR	1718+51.00	TO	1720+56.00		205		91			
	1721+56.00	TO	1723+84.00		228		101			
TOTALS=						300	378	73	2	580

FILE NAME = I:\0807404-IL104 Over Brower Creek\CADD\0807404-IL104-CADD\CADSheets\JMC\0672861-sh1D-Schedule	USER NAME = jowley	DESIGNED -	REVISED -
PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -	REVISED -
PLOT DATE = 6/13/2014	DATE -	REVISED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT						

F.A.P. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	9
CONTRACT NO. 72B61				

SEEDING SCHEDULE

LOCATION			AREA	SEEDING, CLASS 2	NIT. FERTILIZER NUTRIENT	PHOS. FERTILIZER NUTRIENT	POT. FERTILIZER NUTRIENT	AGR. GRND. LIMESTONE	MULCH, METHOD 2
STA	TO	STA	SQ. FT.	ACRE	POUND	POUND	POUND	TON	ACRE
1712+50.00	TO	1713+00.00	1,000	0.02	2.07	2.07	2.07	0.05	0.02
1713+00.00	TO	1713+50.00	2,375	0.05	4.91	4.91	4.91	0.11	0.05
1713+50.00	TO	1714+00.00	3,600	0.08	7.44	7.44	7.44	0.17	0.08
1714+00.00	TO	1714+50.00	4,175	0.10	8.63	8.63	8.63	0.19	0.10
1714+50.00	TO	1715+00.00	3,575	0.08	7.39	7.39	7.39	0.16	0.08
1715+00.00	TO	1715+50.00	3,225	0.07	6.66	6.66	6.66	0.15	0.07
1715+50.00	TO	1716+00.00	3,650	0.08	7.54	7.54	7.54	0.17	0.08
1716+00.00	TO	1716+50.00	4,200	0.10	8.68	8.68	8.68	0.19	0.10
1716+50.00	TO	1717+00.00	4,300	0.10	8.88	8.88	8.88	0.20	0.10
1717+00.00	TO	1717+50.00	4,150	0.10	8.57	8.57	8.57	0.19	0.10
1717+50.00	TO	1718+00.00	3,875	0.09	8.01	8.01	8.01	0.18	0.09
1718+00.00	TO	1718+50.00	3,750	0.09	7.75	7.75	7.75	0.17	0.09
1718+50.00	TO	1719+00.00	3,725	0.09	7.70	7.70	7.70	0.17	0.09
1719+00.00	TO	1719+50.00	3,675	0.08	7.59	7.59	7.59	0.17	0.08
1719+50.00	TO	1720+00.00	3,900	0.09	8.06	8.06	8.06	0.18	0.09
1720+00.00	TO	1720+50.00	2,300	0.05	4.75	4.75	4.75	0.11	0.05
1720+50.00	TO	1720+66.30	196	0.004	0.40	0.40	0.40	0.01	0.00
1721+83.70	TO	1722+00.00	236	0.01	0.49	0.49	0.49	0.01	0.01
1722+00.00	TO	1722+50.00	1,825	0.04	3.77	3.77	3.77	0.08	0.04
1722+50.00	TO	1723+00.00	3,050	0.07	6.30	6.30	6.30	0.14	0.07
1723+00.00	TO	1723+50.00	2,975	0.07	6.15	6.15	6.15	0.14	0.07
1723+50.00	TO	1724+00.00	2,875	0.07	5.94	5.94	5.94	0.13	0.07
1724+00.00	TO	1724+50.00	2,625	0.06	5.42	5.42	5.42	0.12	0.06
1724+50.00	TO	1725+00.00	2,425	0.06	5.01	5.01	5.01	0.11	0.06
1725+00.00	TO	1725+50.00	2,475	0.06	5.11	5.11	5.11	0.11	0.06
1725+50.00	TO	1726+00.00	2,325	0.05	4.80	4.80	4.80	0.11	0.05
1726+00.00	TO	1726+50.00	2,000	0.05	4.13	4.13	4.13	0.09	0.05
1726+50.00	TO	1727+00.00	1,725	0.04	3.56	3.56	3.56	0.08	0.04
1727+00.00	TO	1727+50.00	1,300	0.03	2.69	2.69	2.69	0.06	0.03
1727+50.00	TO	1728+00.00	1,200	0.03	2.48	2.48	2.48	0.06	0.03
1728+00.00	TO	1728+50.00	1,850	0.04	3.82	3.82	3.82	0.08	0.04
1728+50.00	TO	1729+00.00	2,600	0.06	5.37	5.37	5.37	0.12	0.06
1729+00.00	TO	1729+50.00	1,750	0.04	3.62	3.62	3.62	0.08	0.04
1729+50.00	TO	1730+00.00	350	0.01	0.72	0.72	0.72	0.02	0.01
TOTAL =				2.1	184	184	184	4.1	2.1

EROSION CONTROL SCHEDULE

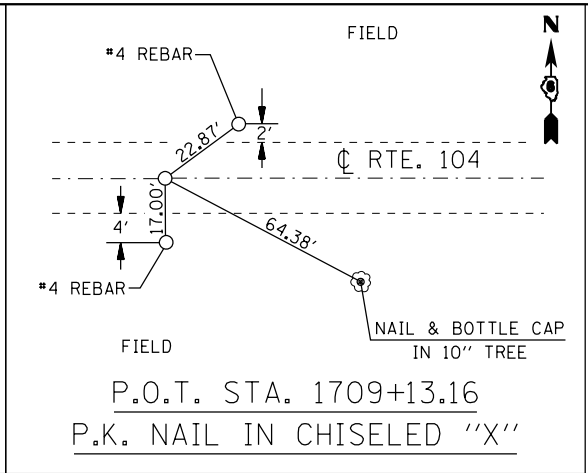
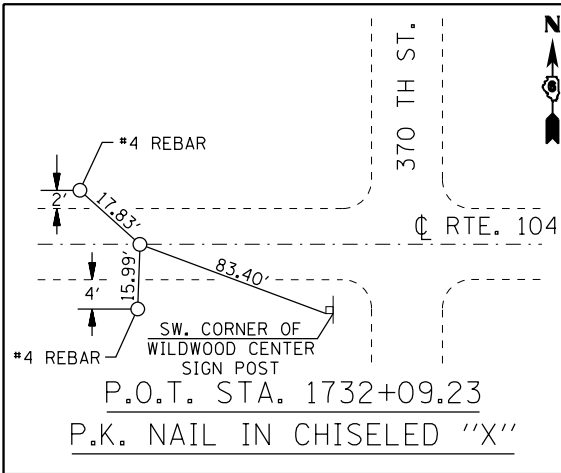
LOCATION					PERIMETER EROSION BARRIER (FOOT)	AGGREGATE DITCH CHECKS (TON)
STAGE I	STA	TO	STA			
	1714+58.00			LT		6
	1714+75.00			LT		6
	1714+75.00	TO	1716+00.00	LT	129	
	1718+00.00			LT		6
	1720+00.00			LT		6
	1722+20.00			LT		6
	1723+00.00			LT		6
	1724+00.00			LT		6
	1725+00.00			LT		6
	1726+00.00			LT		6
	1727+00.00			LT		6
TOTAL=					629	114

TEMPORARY TRAFFIC CONTROL SCHEDULE

LOCATION	STA.				TEMP CONC BAR (FOOT)	RELOCATE TEMP CONC BAR (FOOT)	IMP ATTEN TEMP (FULL RE-DIRECT, NARROW) TEST LVL 3 (EACH)	IMP ATTEN RELOCATE (FULL RE-DIRECT, NARROW) TEST LVL 3 (EACH)	
STAGE I	1717+87.50	LT					1		
	1717+87.50	LT	TO	1719+00.00	CL	112.5			
	1719+00.00	CL	TO	1723+50.00	CL	450.0			
	1723+50.00	CL	TO	1724+62.50	LT	112.5			
	1724+62.50	LT					1		
STAGE II	1717+87.50	RT						1	
	1717+87.50	RT	TO	1719+00.00	CL	112.5			
	1719+00.00	CL	TO	1723+50.00	CL	450.0			
	1723+50.00	CL	TO	1724+62.50	RT	112.5			
	1724+62.50	RT						1	
TOTALS =						675.0	675.0	2	2

STRIPING SCHEDULE

LOCATION				PAINT PAVEMENT MARKING - LINE 5" (FOOT)	
Sta	to	Sta		WHITE	YELLOW
1715+00.00	to	1727+50.00	RT	1250	
1715+00.00	to	1727+50.00	CL		313
1715+00.00	to	1727+50.00	LT	1250	
TOTAL =				2,813	

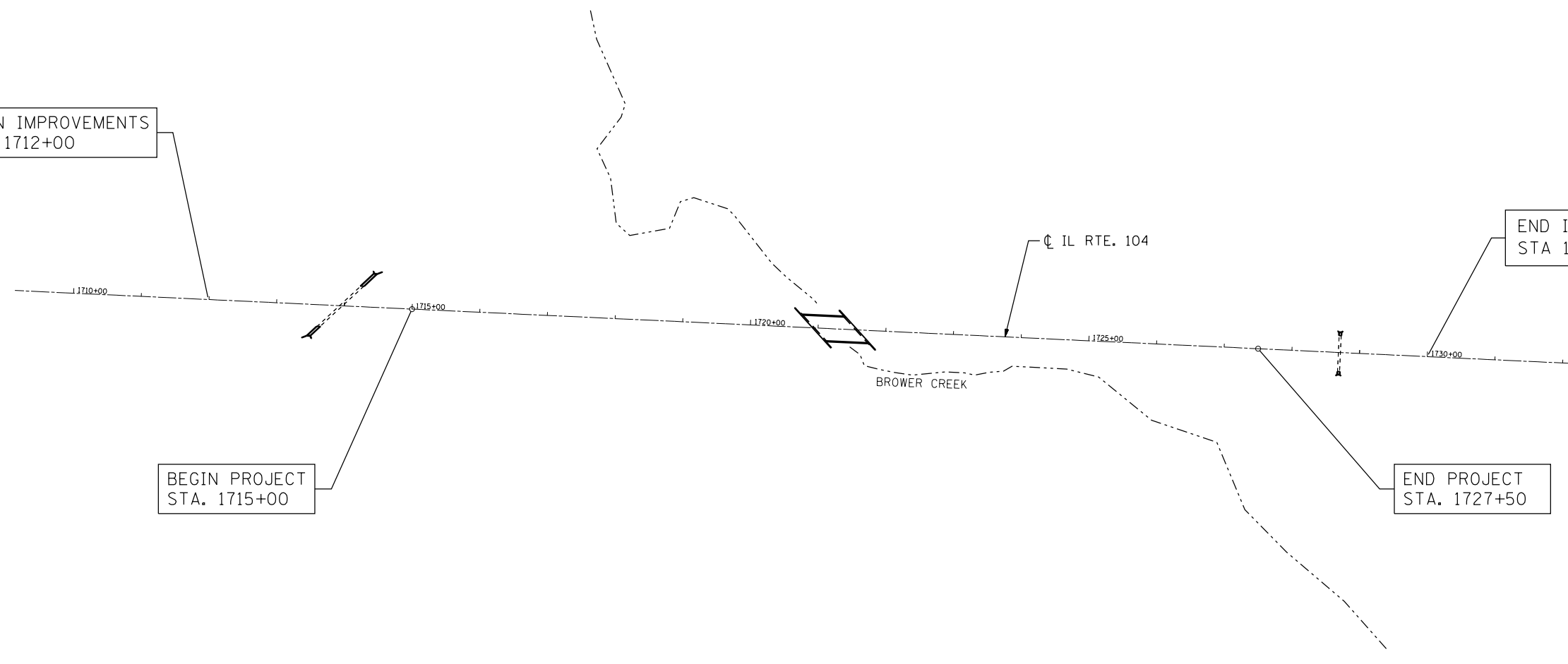


BEGIN IMPROVEMENTS
STA. 1712+00

BEGIN PROJECT
STA. 1715+00

END IMPROVEMENTS
STA 1730+00

END PROJECT
STA. 1727+50



B.M. 1
CHISELED "□" ON TOP OF
PIER / WINGWALL AT N.E.
COR. OF BRIDGE #075-0029
ELEV. 617.90



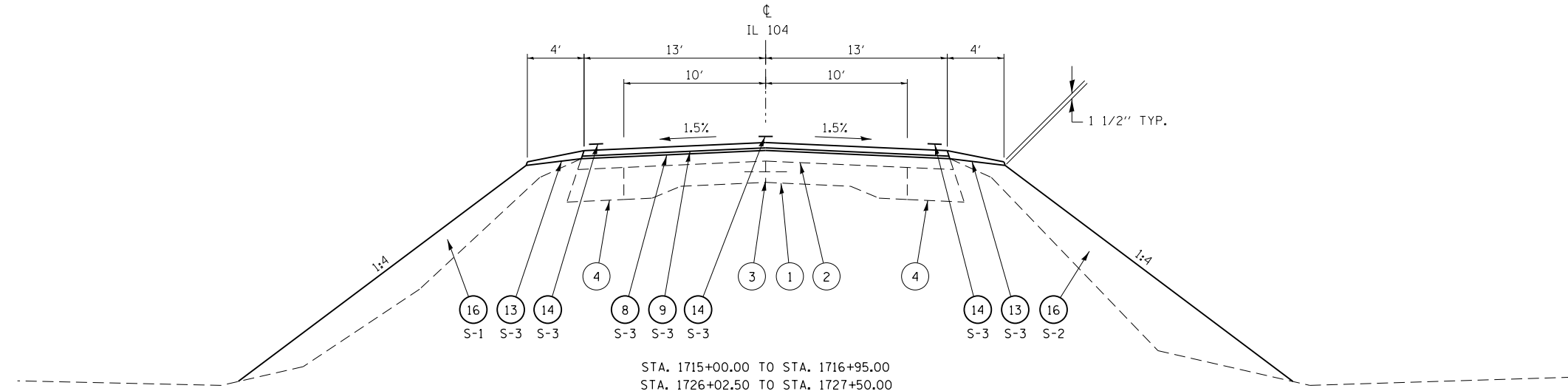
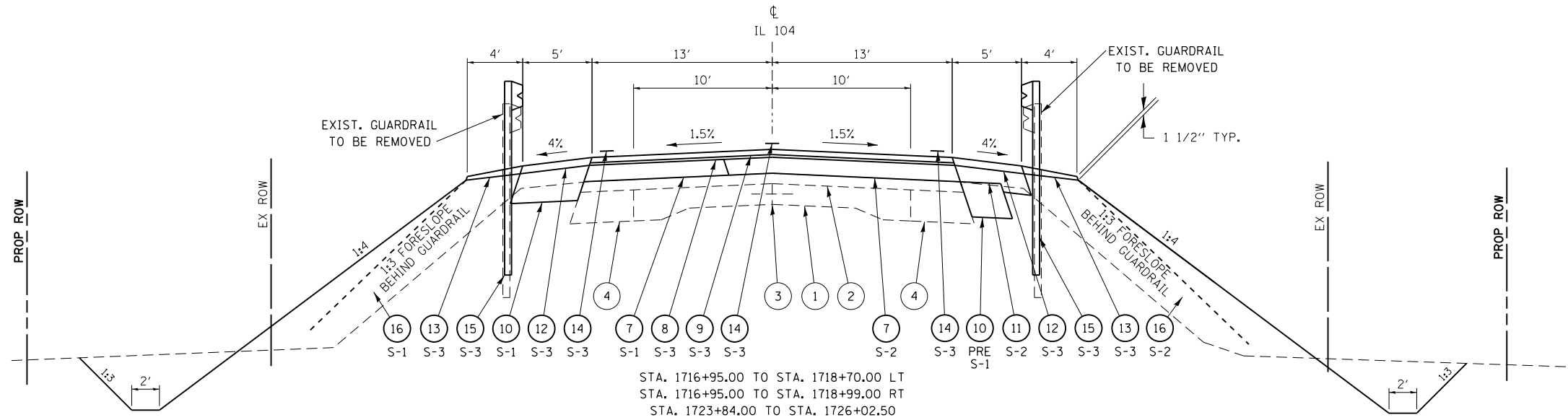
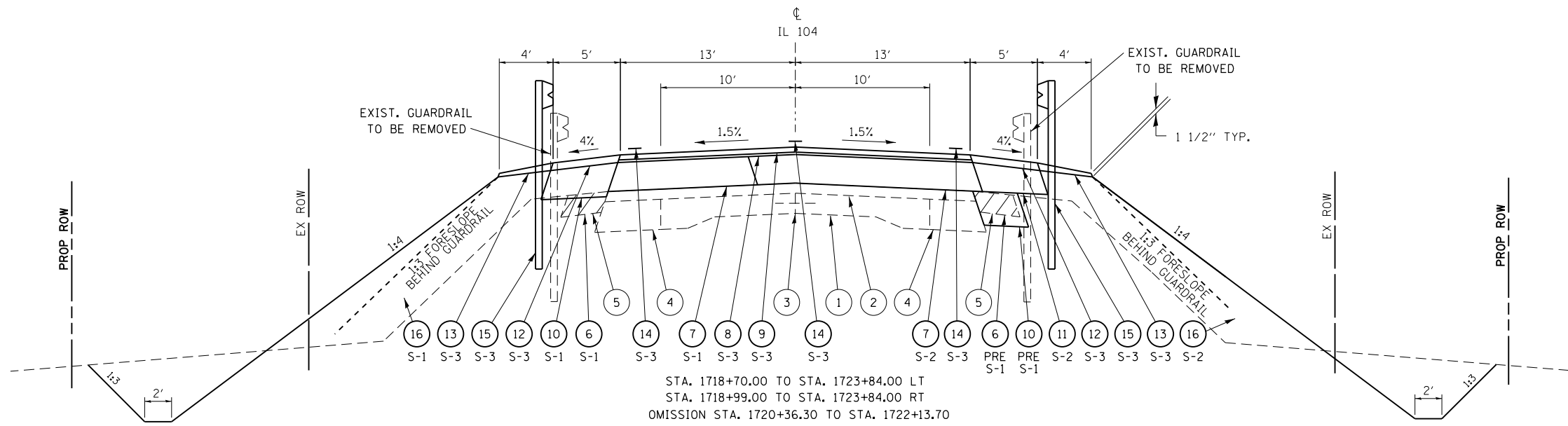
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES & BENCHMARKS

SCALE: 1" = 100' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	11
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



LEGEND

- ① EXIST. PCC PAVEMENT 9-6-9
- ② EXIST. HMA RESURFACING, 3"
- ③ EXIST. LONGITUDINAL JOINT
- ④ EXIST. HMA BASE COURSE WIDENING 9"
- ⑤ EXIST. HMA SHOULDER 6"
- ⑥ PROP. PAVED SHOULDER REMOVAL
- ⑦ PROP. HMA BINDER COURSE, IL 19.0, N50, VAR DEPTH (WHERE TOTAL PROP RESURF THICKNESS > 4 1/2"; 2 1/4" MIN. THICKNESS)
- ⑧ PROP. LEVELING BINDER (MACHINE METHOD), N50, 3/4"
- ⑨ PROP. HOT-MIX ASPHALT SURFACE COURSE, N50, 1 1/2"
- ⑩ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 10"
- ⑪ PROP. HOT-MIX ASPHALT SHOULDERS, 6"
- ⑫ PROP. HOT-MIX ASPHALT SHOULDERS
- ⑬ PROP. AGGREGATE SHOULDERS, TY B
- ⑭ PROP. PAVEMENT MARKING
- ⑮ PROP. GUARDRAIL (EXIST. GUARDRAIL TO BE REMOVED)
- ⑯ PROP. EARTH EXCAVATION AND EMBANKMENT

NOT TO SCALE

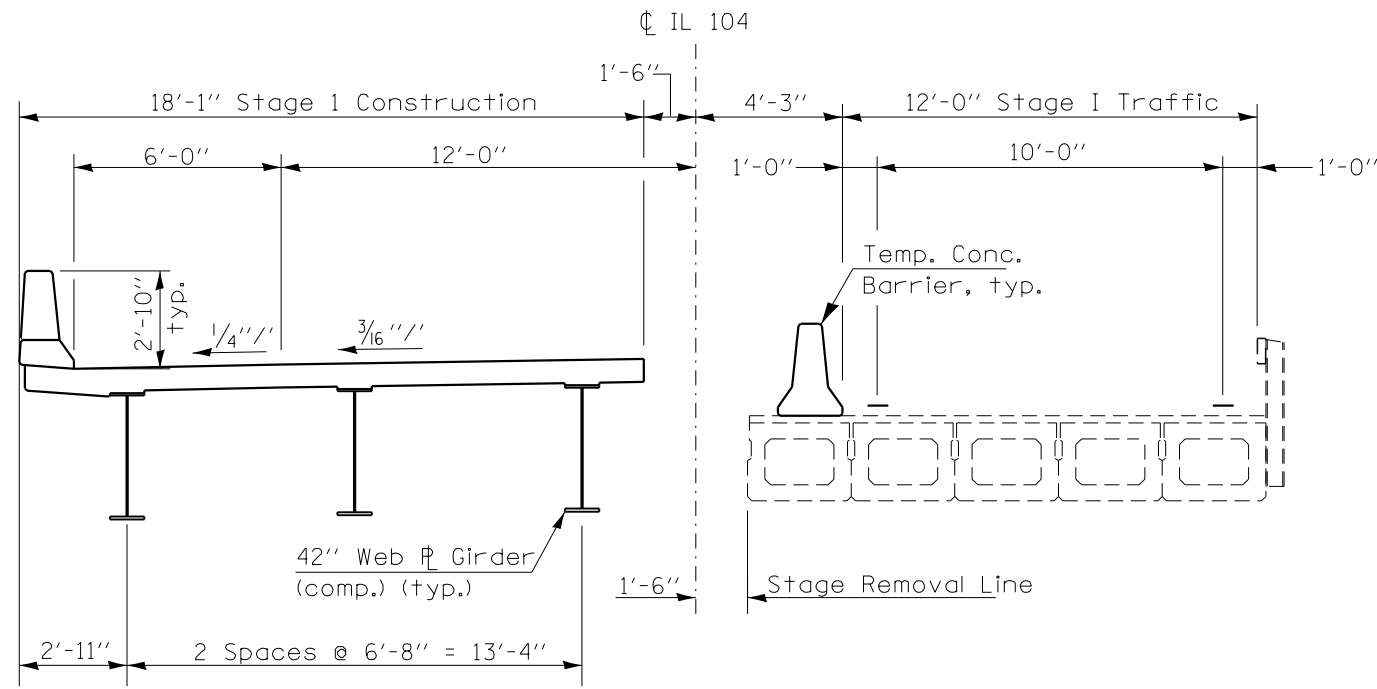
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

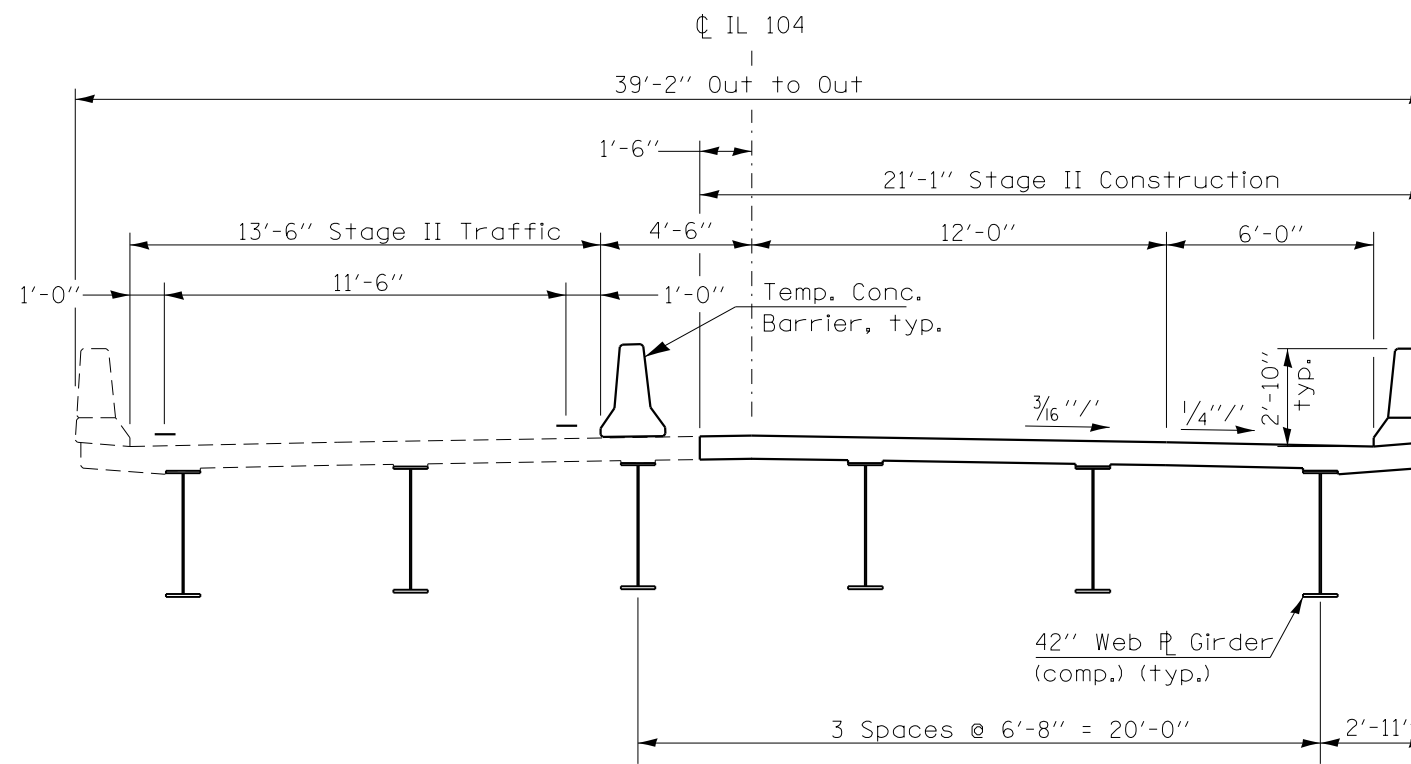
TYPICAL SECTIONS

SCALE: NONE	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	12
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



CROSS SECTION, STAGE I
(Looking Upstation)



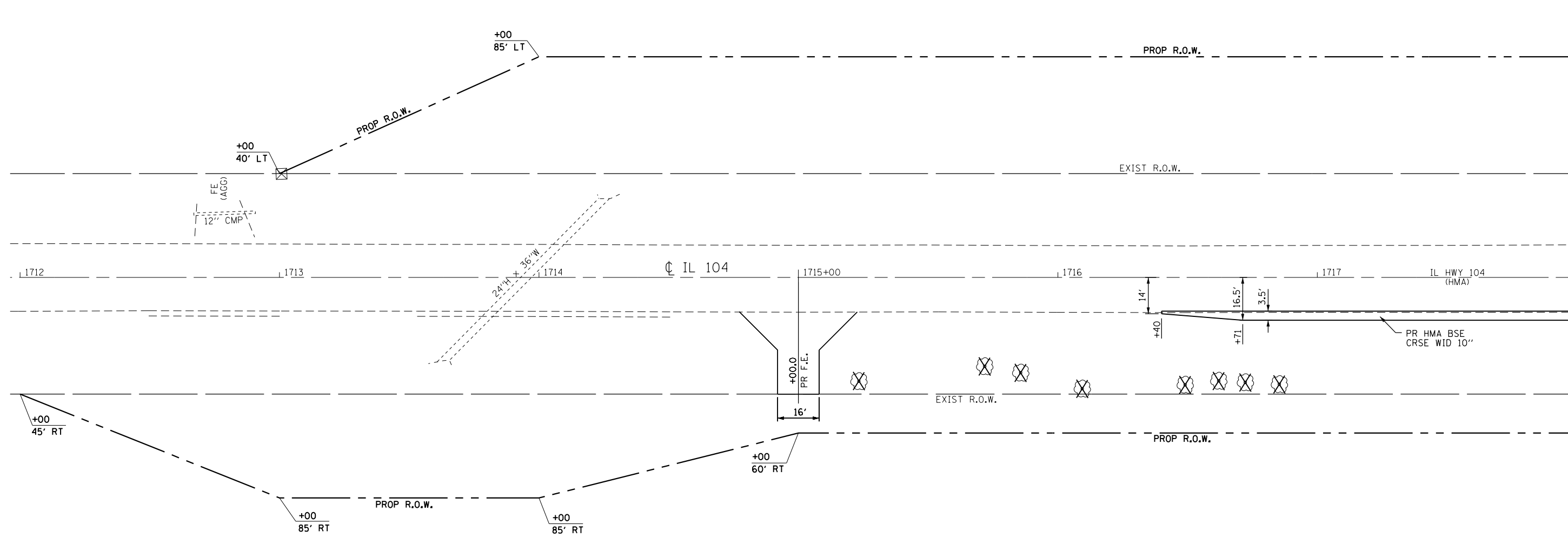
CROSS SECTION, STAGE II
(Looking Upstation)

NOT TO SCALE

FILE NAME =	USER NAME = jleaf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 10.0000' / in.	CHECKED -	REVISD -	REVISD -		CONTRACT NO. 72B61			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				
PLOT DATE = 6/9/2014	DATE -	REVISD -	REVISD -		SCALE: NONE	SHEET NO.	OF SHEETS					

PRE-STAGE I SEQUENCE OF CONSTRUCTION

1. REMOVE EXISTING HMA SHOULDERS AND CONSTRUCT HMA BASE COURSE WIDENING AS SHOWN ON THE PLANS, USING TRAFFIC CONTROL & PROTECTION STANDARD 701326. PERFORM TREE REMOVAL AND CLEARING, AND EARTH EXCAVATION AND EMBANKMENT ON RIGHT SIDE AS SHOWN ON THE PLANS AND CROSS SECTIONS.
2. CONSTRUCT PROPOSED F.E. AT STA. 1715+00 AS SHOWN ON THE PLANS, AND REMOVE EXISTING F.E. AT STA. 1718+70.70.



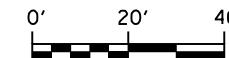
GENERAL NOTES

1. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER.

LEGEND

- ↓ SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- ▬ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATOR, TEMPORARY
- ➔ DIRECTION OF TRAFFIC
- ⊥ TYPE III BARRICADE
- ◇ LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
ADJUST FOR THICKNESS OF TOTAL MATERIAL
PER 1:1 SLOPE.



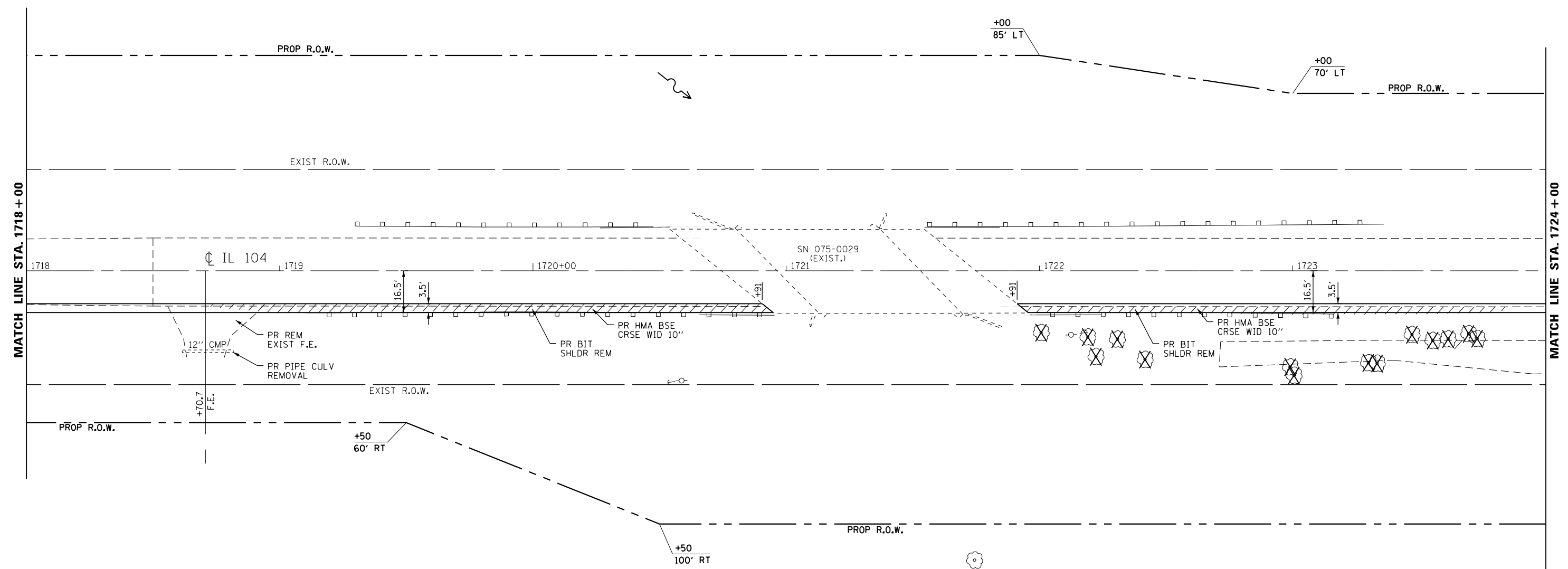
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**









**MAINTENANCE OF TRAFFIC PRE-STAGE 1
STA. 1712 + 00 TO STA. 1718 + 00**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	14
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



LEGEND

-  SIGN
-  DRUM WITH STEADY BURNING LIGHT
-  TRAFFIC SIGNAL
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR, TEMPORARY
-  DIRECTION OF TRAFFIC
-  TYPE III BARRICADE
-  LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
ADJUST FOR THICKNESS OF TOTAL MATERIAL
PER 1:1 SLOPE.



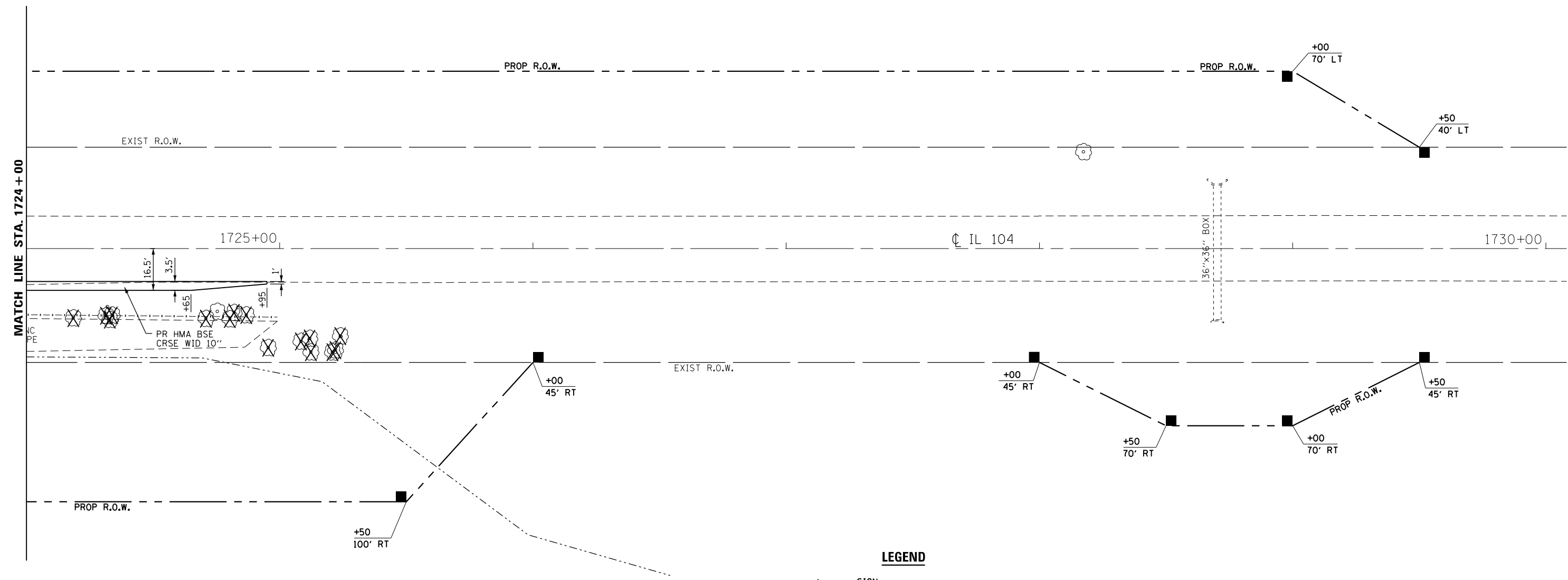
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	PLOT DATE = 6/9/2014		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**









**MAINTENANCE OF TRAFFIC PRE-STAGE 1
STA. 1718 + 00 TO STA. 1724 + 00**

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	15
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



LEGEND

-  SIGN
-  DRUM WITH STEADY BURNING LIGHT
-  TRAFFIC SIGNAL
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR, TEMPORARY
-  DIRECTION OF TRAFFIC
-  TYPE III BARRICADE
-  LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
ADJUST FOR THICKNESS OF TOTAL MATERIAL
PER 1:1 SLOPE.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

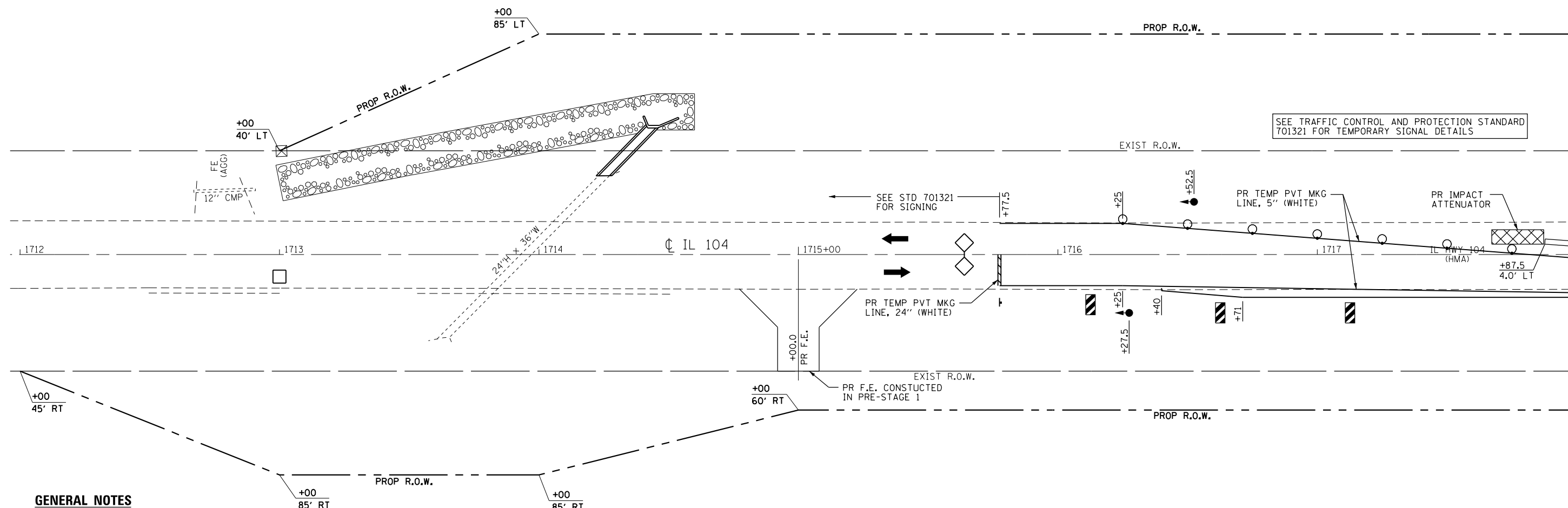
**MAINTENANCE OF TRAFFIC PRE-STAGE 1
STA. 1724 + 00 TO STA. 1730 + 00**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	16
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

STAGE I SEQUENCE OF CONSTRUCTION

1. SET UP TEMPORARY TRAFFIC CONTROL USING THESE PLANS IN CONJUNCTION WITH TRAFFIC CONTROL & PROTECTION STANDARD 701321.
2. INSTALL TEMPORARY TRAFFIC SIGNALS AND LOOP DETECTORS AT LOCATIONS SHOWN ON THE PLANS.
3. PLACE TEMPORARY CONCRETE BARRIER AND PAVEMENT MARKING IN ACCORDANCE WITH THESE PLANS FOR STAGE I CONSTRUCTION.
4. REMOVE ANY CONFLICTING PAVEMENT MARKINGS, AND PLACE TEMPORARY CONCRETE BARRIER AND PAVEMENT MARKING IN ACCORDANCE WITH THESE PLANS FOR STAGE I CONSTRUCTION.
5. INSTALL SOIL PROTECTION SYSTEM PRIOR TO ANY EXCAVATION.
6. COMPLETE STAGE I CONSTRUCTION WORK, PAVEMENT REMOVAL, WIDENING, DRAINAGE WORK, BRIDGE APPROACH PAVEMENTS, STAGE I STRUCTURAL WORK, AND CULVERT EXTENSIONS AS SHOWN IN THE PLANS. SEE MAINTENANCE OF TRAFFIC SECTIONS FOR BRIDGE STAGING DETAILS.



SEE TRAFFIC CONTROL AND PROTECTION STANDARD 701321 FOR TEMPORARY SIGNAL DETAILS

MATCH LINE STA. 1718 + 00

GENERAL NOTES

1. FOR DRAINAGE, IN-STREAM WORK, AND ACCESS ROAD (NOT SHOWN), REFER TO PLAN SHEETS FOR DETAILS OF OFF ROAD WORK.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ENTRANCES AT ALL TIMES.
3. THIS TRAFFIC CONTROL PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD 701321 AND AS DIRECTED BY THE ENGINEER.
4. VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, MICROWAVE DETECTOR SYSTEMS, DETECTOR LOOPS, AND TYPE C BI-DIRECTIONAL REFLECTORS, SHALL BE INCLUDED IN THE COST OF THE PAY ITEM FOR "TRAFFIC CONTROL AND PROTECTION STANDARD 701321". TEMPORARY PAVEMENT MARKING AND TRAFFIC SIGNALS WILL BE PAID FOR SEPARATELY.
5. THE CONTRACTOR SHALL PROVIDE AND ERECT LANE WIDTH AND LOAD RESTRICTION SIGNING. THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER BEFORE IMPLEMENTING ANY STAGE TRAFFIC I CONTROL (SEE LOAD RESTRICTION DETOUR MAP).
6. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS PH: (217) 785-5836 AT LEAST 21 DAYS PRIOR TO IMPLEMENTING STAGE I TRAFFIC CONTROL AND WHEN A SWITCH IN STAGING IS MADE.
7. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS AT LEAST THREE (3) DAYS PRIOR TO ACTIVATING THE TEMPORARY TRAFFIC SIGNALS. PLEASE REFER TO THE DISTRICT 6 SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONTACT INFORMATION.

LEGEND

- ↑ SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- ▬ TEMPORARY CONCRETE BARRIER
- ▤ IMPACT ATTENUATOR, TEMPORARY
- ➔ DIRECTION OF TRAFFIC
- TT TYPE III BARRICADE
- ◇ LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.



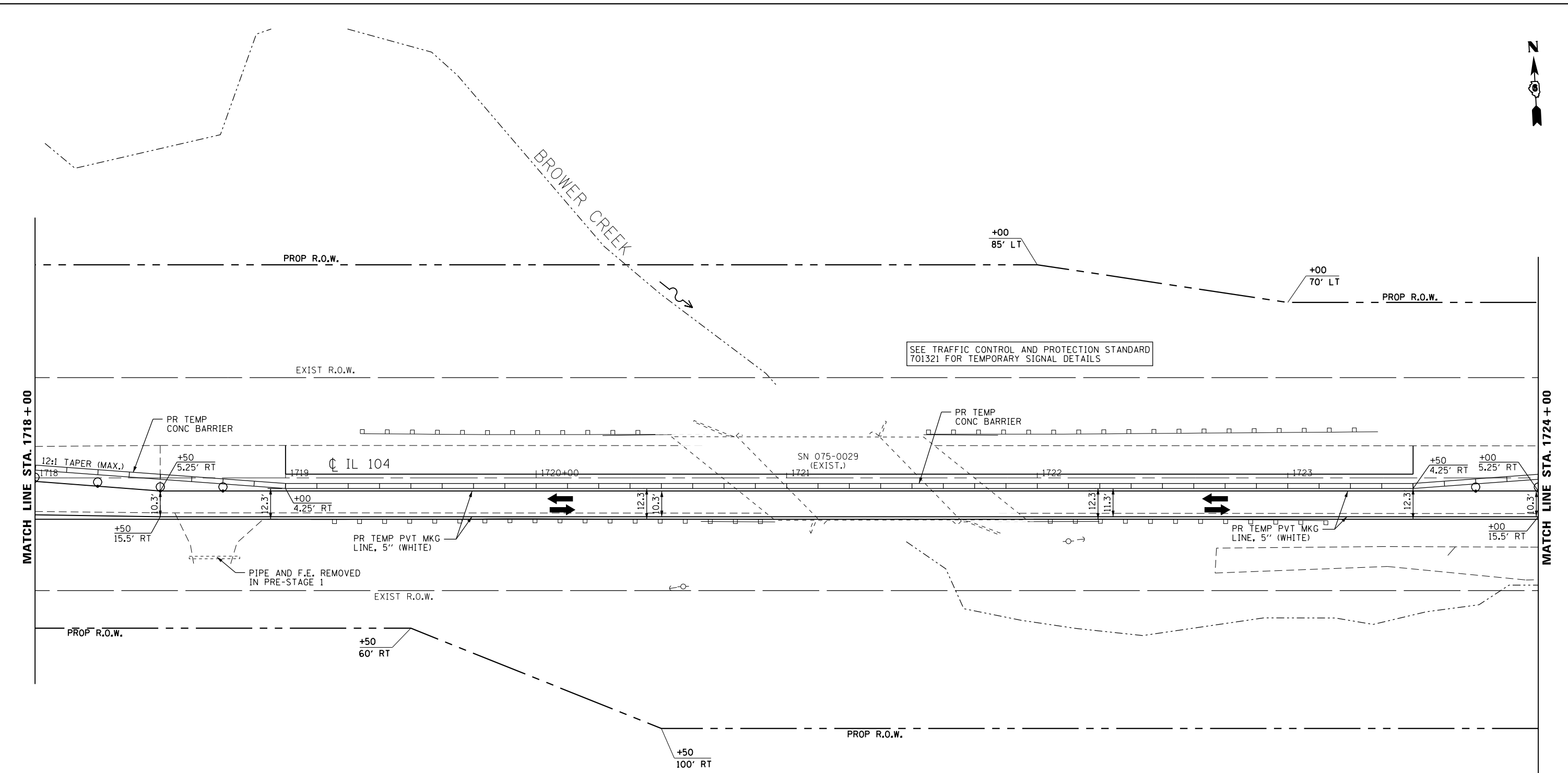
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1
STA. 1712 + 00 TO STA. 1718 + 00**









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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	17
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SEE TRAFFIC CONTROL AND PROTECTION STANDARD 701321 FOR TEMPORARY SIGNAL DETAILS

LEGEND

-  SIGN
-  DRUM WITH STEADY BURNING LIGHT
-  TRAFFIC SIGNAL
-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR, TEMPORARY
-  DIRECTION OF TRAFFIC
-  TYPE III BARRICADE
-  LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
ADJUST FOR THICKNESS OF TOTAL MATERIAL
PER 1:1 SLOPE.



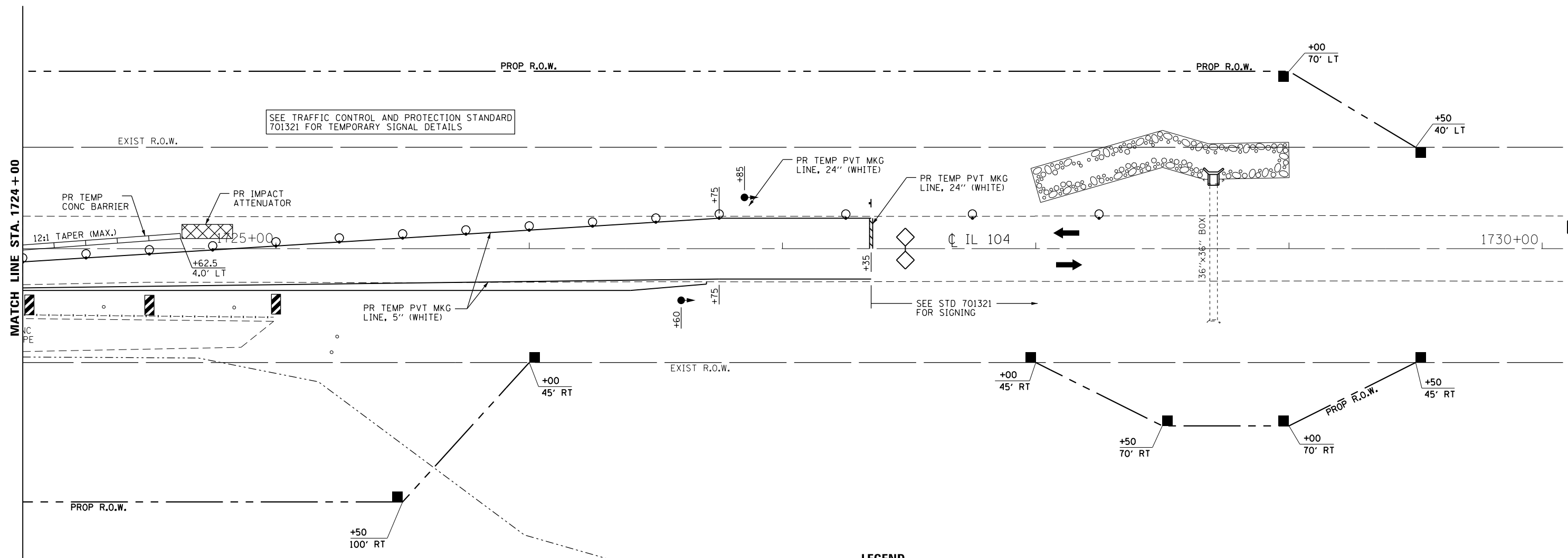
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1
STA. 1718 + 00 TO STA. 1724 + 00**

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	18
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



- ⊥ SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- ▬ TEMPORARY CONCRETE BARRIER
- ▩ IMPACT ATTENUATOR, TEMPORARY
- ➔ DIRECTION OF TRAFFIC
- TT TYPE III BARRICADE
- ◇ LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
ADJUST FOR THICKNESS OF TOTAL MATERIAL
PER 1:1 SLOPE.



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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 1
STA. 1724 + 00 TO STA. 1730 + 00**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	19
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

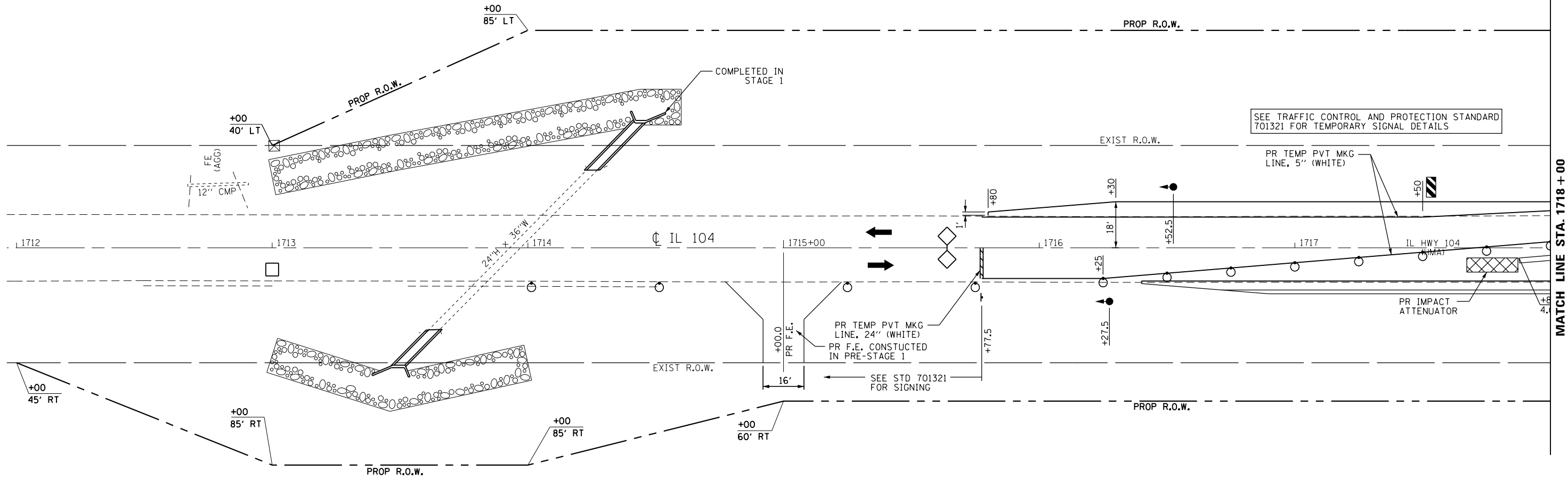


STAGE II SEQUENCE OF CONSTRUCTION

1. REMOVE ALL CONFLICTING PAVEMENT MARKINGS AND RELOCATE TEMPORARY CONCRETE BARRIER AND ATTENUATORS AND PUT IN PLACE OTHER TRAFFIC CONTROL MEASURES FOR STAGE II CONSTRUCTION AS REQUIRED USING TRAFFIC CONTROL & PROTECTION STANDARD 701321.
2. COMPLETE ALL STAGE II CONSTRUCTION WORK-PAVEMENT, RECONSTRUCT FIELD ENTRANCE, SHOULDERS, DRAINAGE ITEMS, BRIDGE APPROACH PAVEMENTS, STAGE II STRUCTURAL WORK, AND CULVERT EXTENSIONS AS SHOWN ON THE PLANS.

STAGE III SEQUENCE OF CONSTRUCTION

1. FOLLOWING STAGE II CONSTRUCTION, COMPLETE HMA SHOULDERS, GUARDRAIL, AND HMA BINDER, LEVELING BINDER, AND SURFACE COURSES UP TO FINAL GRADE. PLACE FINAL STRIPING.



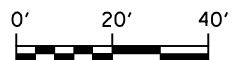
GENERAL NOTES

1. FOR DRAINAGE, IN-STREAM WORK, AND ACCESS ROAD (NOT SHOWN), REFER TO PLAN SHEETS FOR DETAILS OF OFF ROAD WORK.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL P.E.'S, C.E.'S, AND RED BRIDGE ROAD (DURING STAGE I ONLY) AT ALL TIMES. SIGNALS WILL BE REQUIRED AT THESE LOCATIONS.
3. ACCESS MUST BE PROVIDED TO ALL F.E.'S AS REQUIRED BY THE PROPERTY OWNER. NO SIGNALS WILL BE REQUIRED AT THESE LOCATIONS.
4. THIS TRAFFIC CONTROL PLAN SHALL BE USED IN CONJUNCTION WITH STANDARD 701321 AND AS DIRECTED BY THE ENGINEER.
5. VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, MICROWAVE DETECTOR SYSTEMS, DETECTOR LOOPS, AND TYPE C BI-DIRECTIONAL REFLECTORS, SHALL BE INCLUDED IN THE COST OF THE PAY ITEM FOR "TRAFFIC CONTROL AND PROTECTION STANDARD 701321 (SPECIAL)". TEMPORARY PAVEMENT MARKING AND TRAFFIC SIGNALS WILL BE PAID FOR SEPARATELY.
6. THE CONTRACTOR SHALL PROVIDE AND ERECT LANE WIDTH AND LOAD RESTRICTION SIGNING. THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER BEFORE IMPLEMENTING ANY STAGE TRAFFIC I CONTROL (SEE LOAD RESTRICTION DETOUR MAP).
7. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS PH: (217) 785-5836 AT LEAST 21 DAYS PRIOR TO IMPLEMENTING STAGE I TRAFFIC CONTROL AND WHEN A SWITCH IN STAGING IS MADE.
8. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS AT LEAST THREE (3) DAYS PRIOR TO ACTIVATING THE TEMPORARY TRAFFIC SIGNALS. PLEASE REFER TO THE DISTRICT 6 SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONTACT INFORMATION.

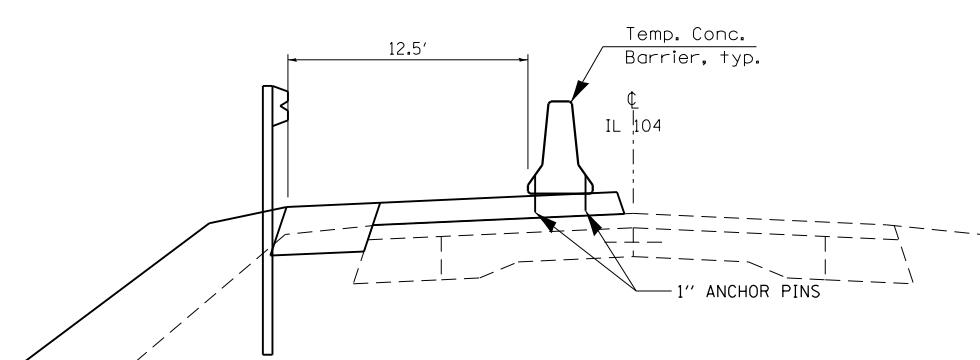
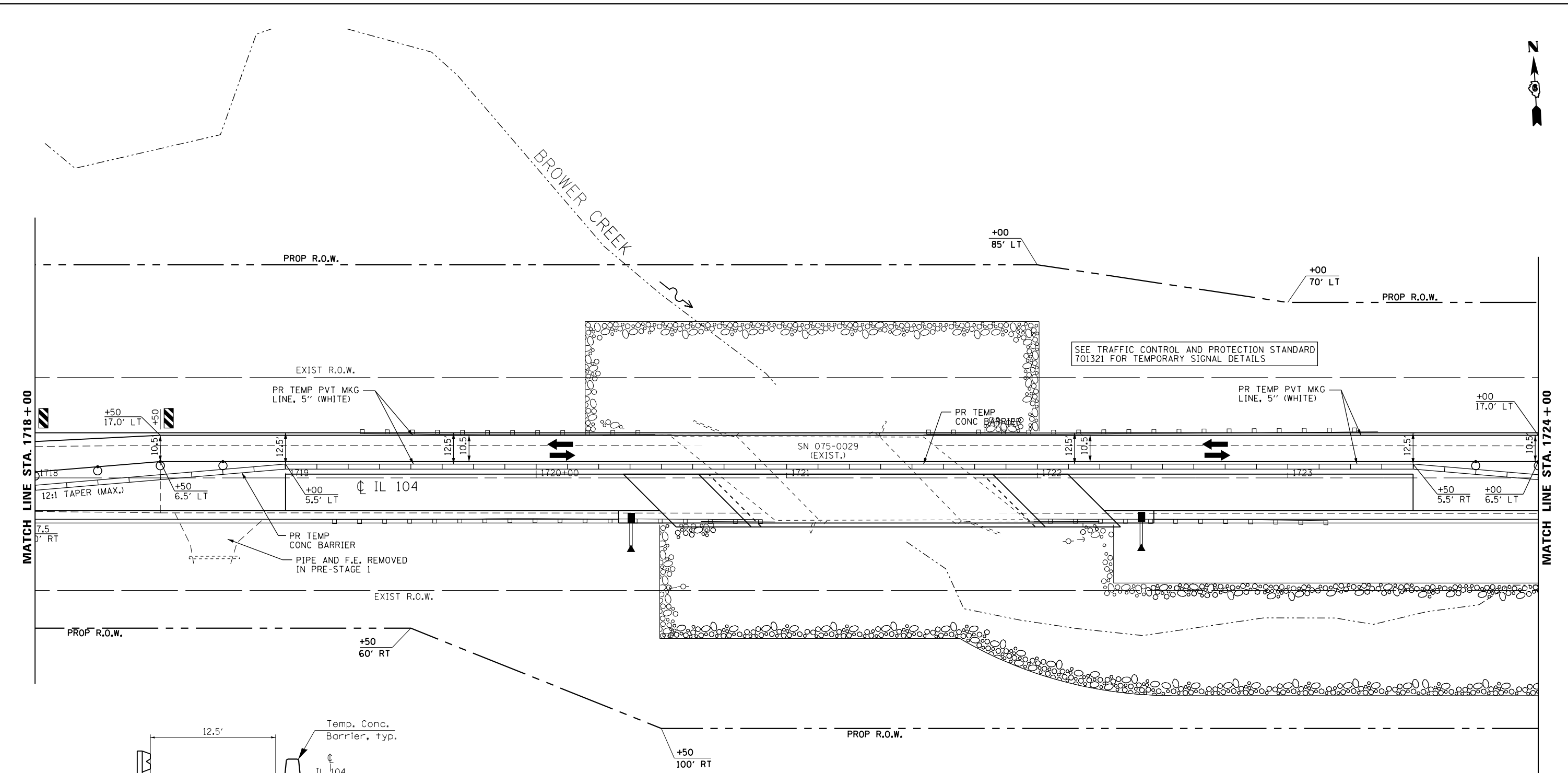
LEGEND

- ↑ SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- ▬ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATOR, TEMPORARY
- ➔ DIRECTION OF TRAFFIC
- TT TYPE III BARRICADE
- ◇ LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.



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PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 72B61				
PLOT DATE = 6/12/2014	DATE -	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT									



NOTE: CONTRACTOR SHALL INSTALL THE 24" LONG ANCHOR PINS AS SHOWN ON HIGHWAY STANDARD 701401. THE ANCHOR PINS SHALL BE INSTALLED IN THE THREE HOLES ON THE SIDE ADJACENT TO TRAFFIC FOR EACH OF THE TEMPORARY BARRIER WALL SECTIONS.

TYPICAL BARRIER WALL ANCHOR DETAIL DURING STAGE 2

- LEGEND**
- SIGN
 - DRUM WITH STEADY BURNING LIGHT
 - TRAFFIC SIGNAL
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR, TEMPORARY
 - DIRECTION OF TRAFFIC
 - TYPE III BARRICADE
 - LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES; ADJUST FOR THICKNESS OF TOTAL MATERIAL PER 1:1 SLOPE.



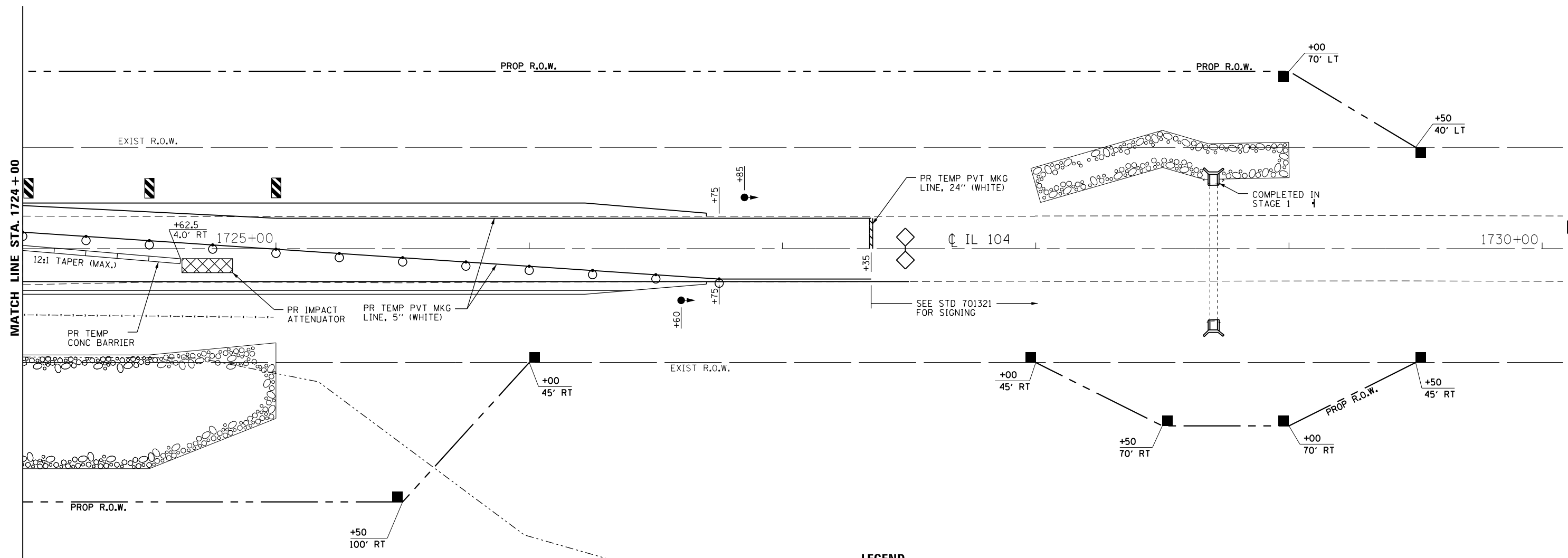
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	PLOT DATE = 6/11/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 2
STA. 1718 + 00 TO STA. 1724 + 00**

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.
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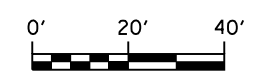
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745	108B-3	PIKE	69	21
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



LEGEND

- ↑ SIGN
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- ▬ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATOR, TEMPORARY
- ➔ DIRECTION OF TRAFFIC
- TT TYPE III BARRICADE
- ◇ LOOP DETECTORS

NOTE: THESE ARE OFFSETS FOR FINAL SURFACES;
ADJUST FOR THICKNESS OF TOTAL MATERIAL
PER 1:1 SLOPE.



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	PLOT DATE = 6/12/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC STAGE 2
STA. 1724 + 00 TO STA. 1730 + 00**

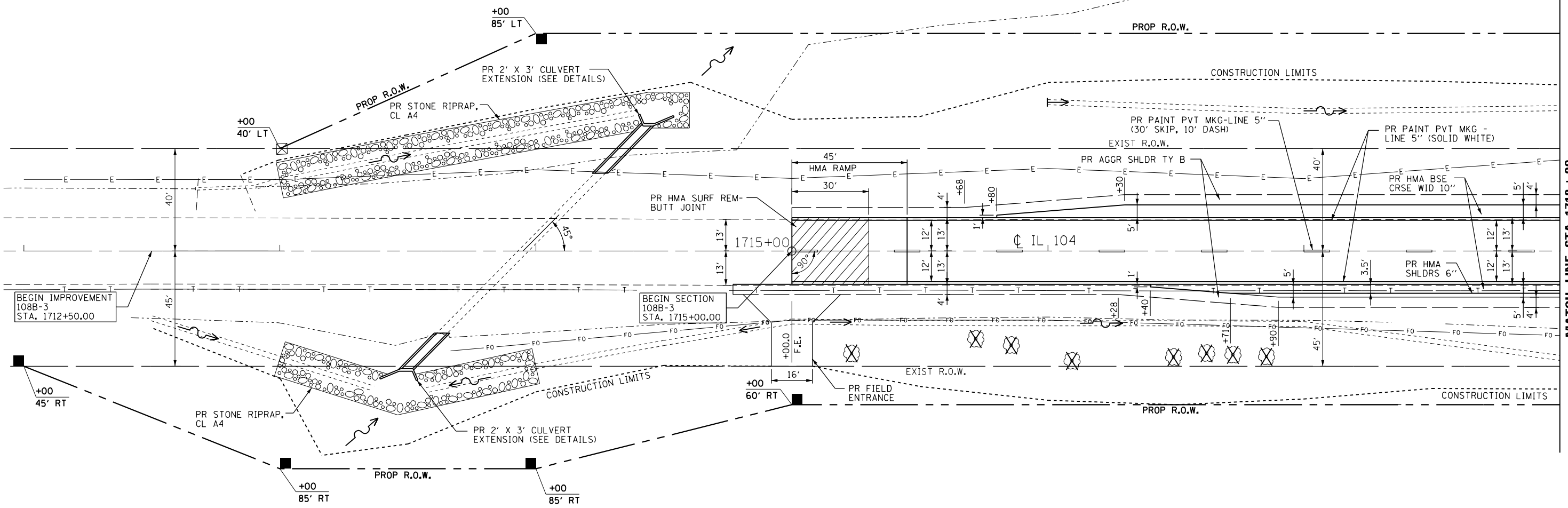
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	22
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SEC 15, T3S, R4W, 4th PM

WEBEL FARMS II, LLC
PARCEL NO. 6208131



MATCH LINE STA. 1718 + 00

SEC 15, T3S, R4W, 4th PM

JAMES E. CADLE III
PARCEL NO. 6208130 A&B



FILE NAME = I:\0807404-IL104 Over Brower Creek\CADD\to\CADsheets\CADsheets_JMC\0672861-sh4-PLN01.DWG	USER NAME = jleaf	DESIGNED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

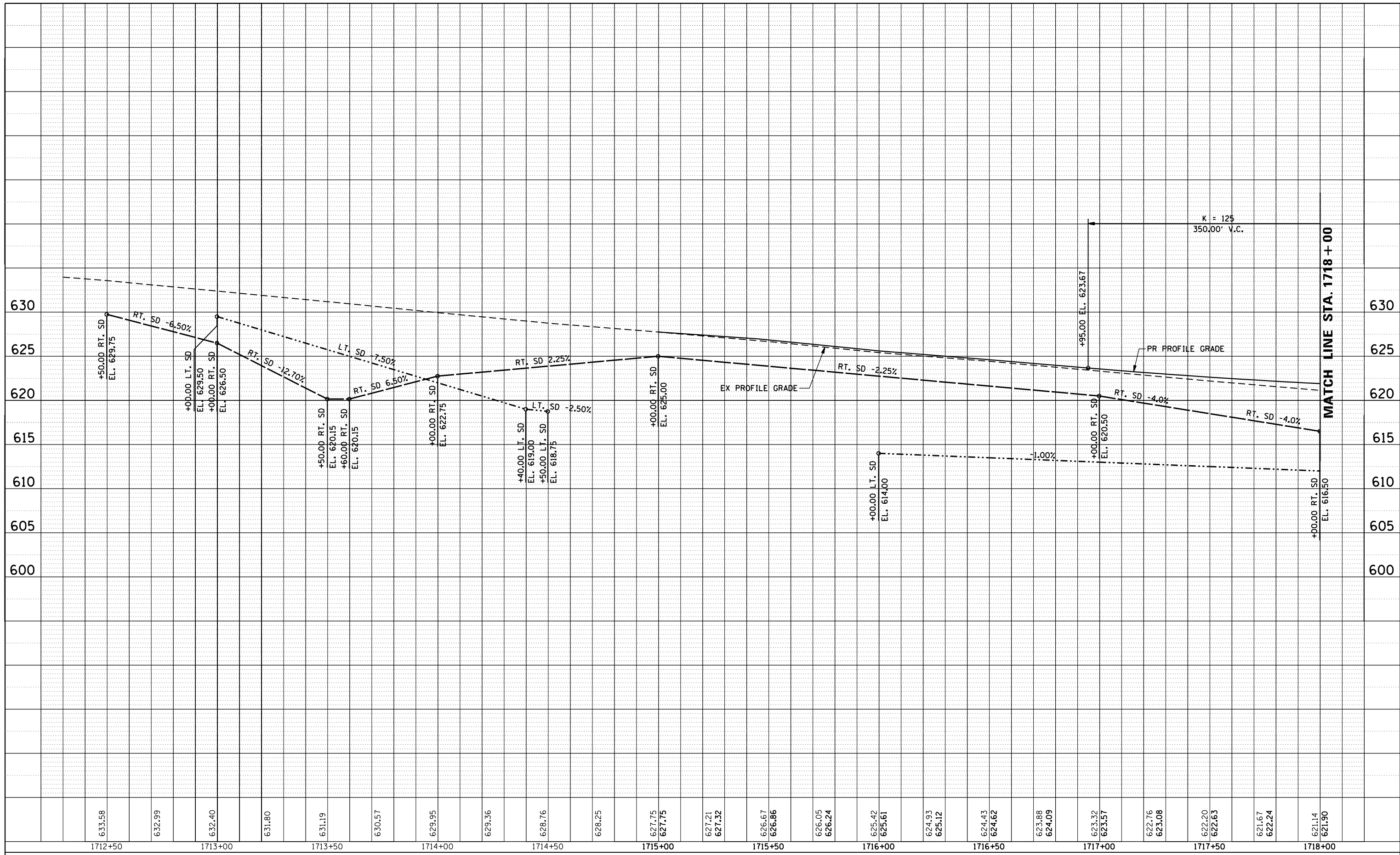
PLAN SHEET
STA. 1712 + 00 TO STA. 1718 + 00

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	23
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	NO. _____		
	CADD FILE NAME		

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



633.58	632.99	632.40	631.80	631.19	630.57	629.95	629.36	628.76	628.25	627.75	627.21	627.32	626.67	626.86	626.05	626.24	625.42	625.61	624.93	625.12	624.43	624.62	623.88	624.09	623.32	623.57	622.76	623.08	622.20	622.63	621.67	622.24	621.14	621.90		
1712+50		1713+00		1713+50		1714+00		1714+50		1715+00		1715+50		1716+00		1716+50		1717+00		1717+50		1718+00														

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

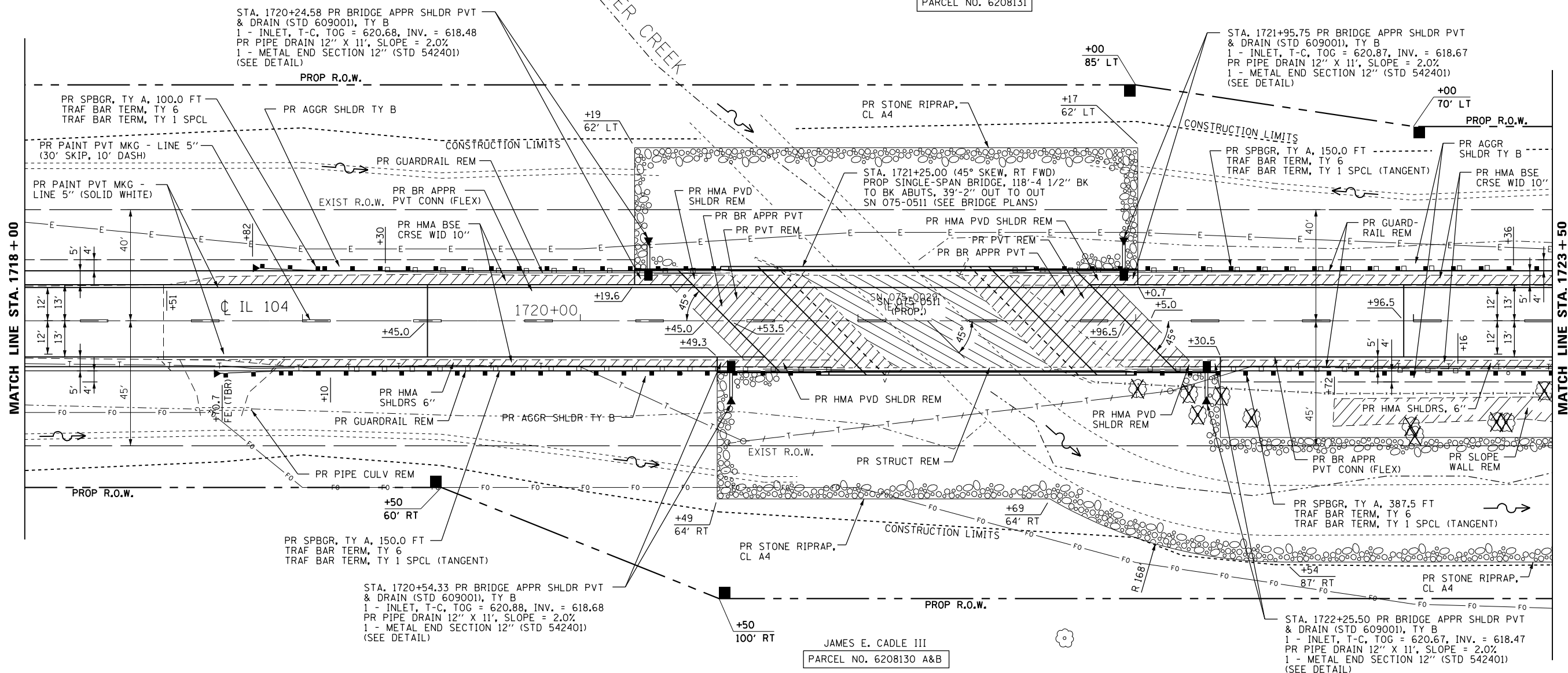
PROFILE SHEET			
STA. 1712 + 50 TO STA. 1718 + 00			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	24
CONTRACT NO. 72B61				
ILLINOIS FED. AID PROJECT				



SEC 15, T3S, R4W, 4th PM

WEBEL FARMS II, LLC
PARCEL NO. 6208131



SEC 15, T3S, R4W, 4th PM

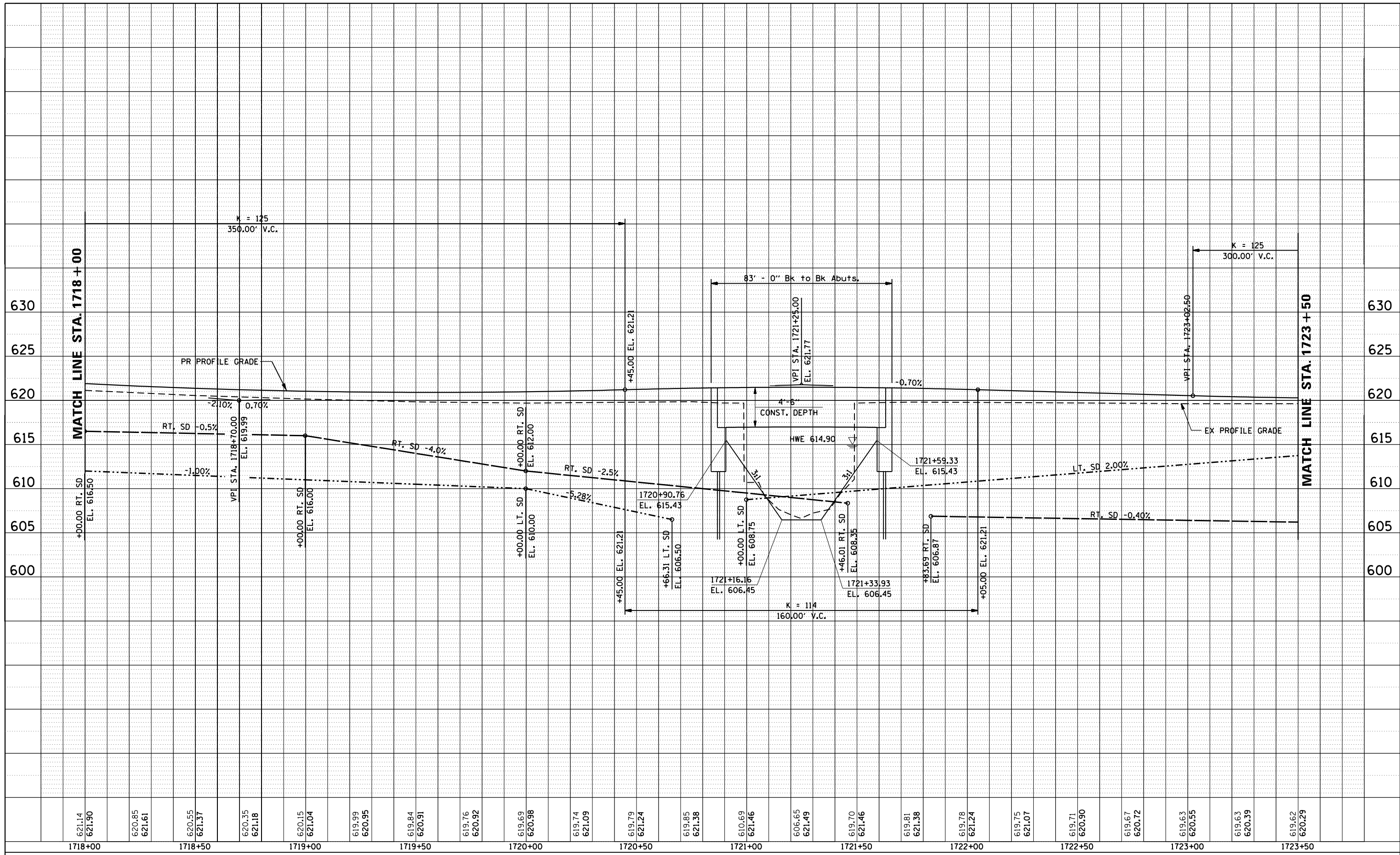
JAMES E. CADLE III
PARCEL NO. 6208130 A&B



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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 72B61				
PLOT DATE = 6/12/2014	DATE -	REVISED -	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT								

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
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	NO. _____	
	NOTE BOOK	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. _____	
	NOTE BOOK	
	CADD FILE NAME	



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

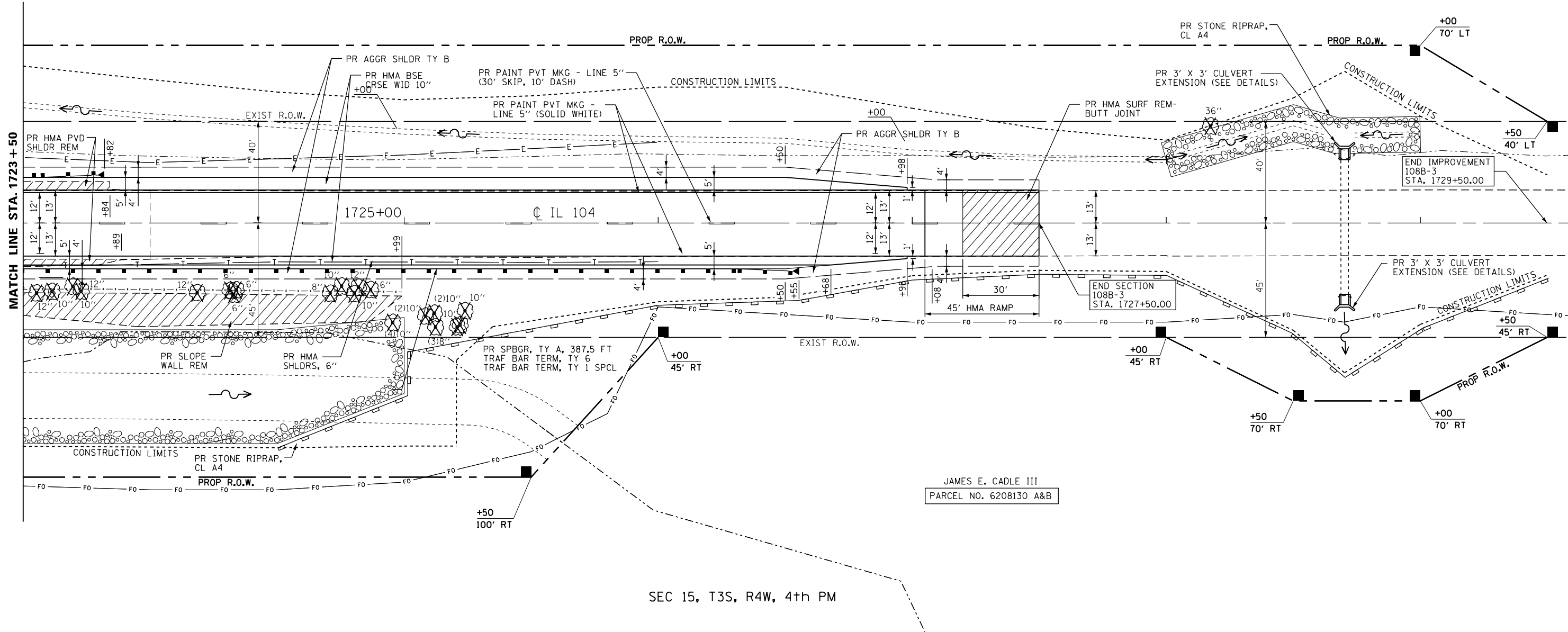
PROFILE SHEET			
STA. 1718 + 00 TO STA. 1723 + 50			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	26
CONTRACT NO. 72B61				
ILLINOIS FED. AID PROJECT				



SEC 15, T3S, R4W, 4th PM

WEBEL FARMS II, LLC
 PARCEL NO. 6208131



JAMES E. CADLE III
 PARCEL NO. 6208130 A&B

SEC 15, T3S, R4W, 4th PM



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

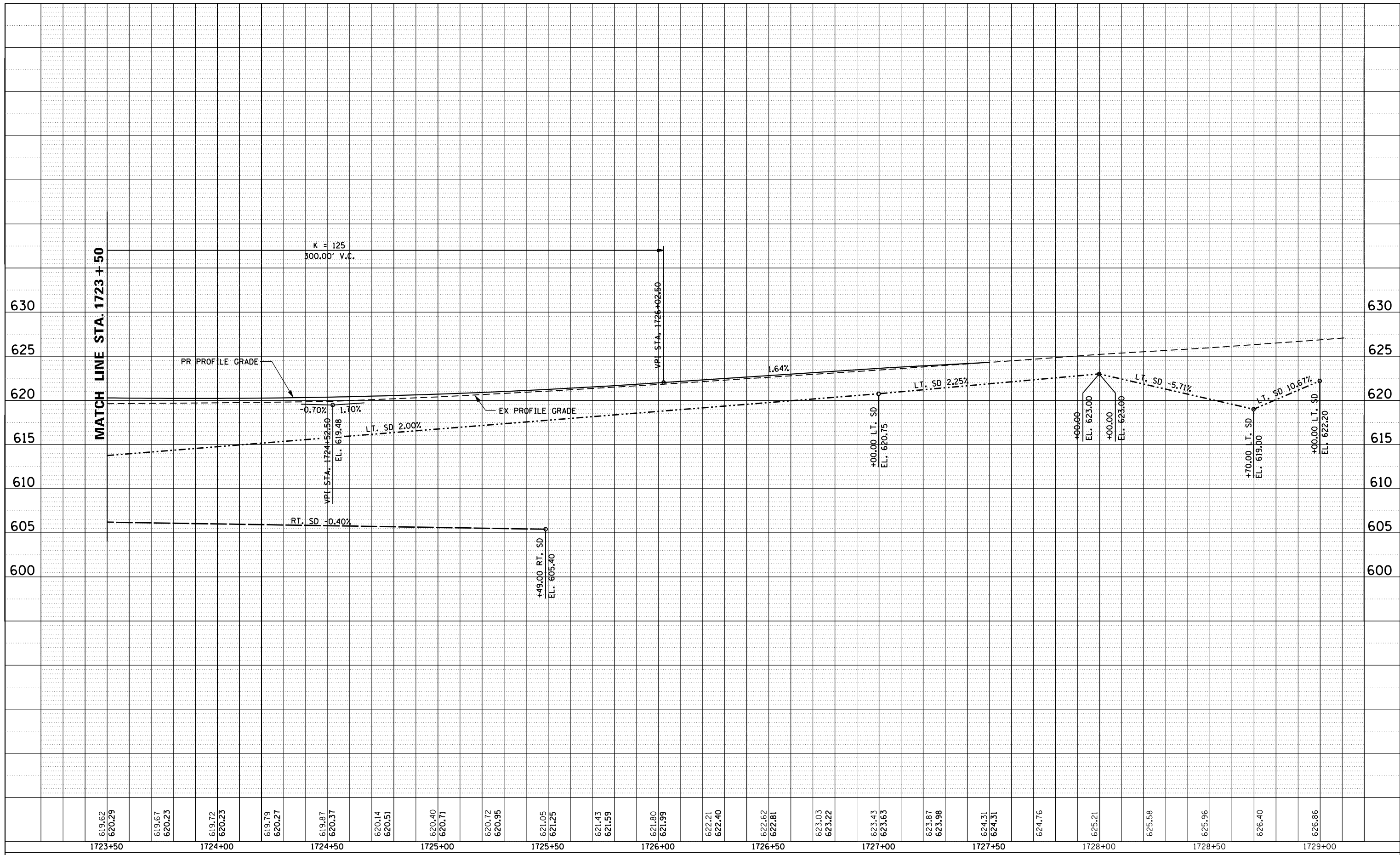
PLAN SHEET
 STA. 1723 + 50 TO STA. 1729 + 50

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	27
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		
	NO.		



FILE NAME =	USER NAME = jleaf	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROFILE SHEET			
STA. 1723 + 50 TO STA. 1729 + 00			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	28
CONTRACT NO. 72B61				
ILLINOIS FED. AID PROJECT				

STORM WATER POLLUTION PREVENTION PLAN

Route: FAP 745 Marked: IL 104
 Section: 108B-3 Project No.:
 County: PIKE Contract No.: 72B61
 (Longitude: Latitude:
 (Longitude: Latitude:

Starting Station: 1712+00.00
 Ending Station: 1730+00.00

This plan has been prepared to comply with the provision of the NPDES Permit Number ILR10 issued by the Illinois Environmental Protection Agency for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel gathered and evaluated the information submitted. Based on my inquiries of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted, is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Roger Z. Smith
 (Signature) 6-12-14
 (Date)

Rogson Y. Engineer
 (Title)

Note: The above boxed in area will be filled out by IDOT - Construction after the award of the contract to obtain the required NPDES permit.

The following plan was established and included in these plans to direct the Contractor in the placement of temporary erosion control systems and to provide a storm water pollution prevention plan for compliance under NPDES. The Contractor shall abide to all requirements within this plan as part of the contract.

The purpose of this plan is to prevent / minimize siltation within the construction zone and to eliminate sediments from entering and leaving the construction zone by utilizing proper temporary erosion control systems and providing ground cover within a reasonable time.

Certain items, as shown in this plan and referenced by the legend, shall be placed by the Contractor at the beginning of construction. Other items shall be placed by the Contractor as directed by the Engineer on a case by case situation resulting from the Contractor's sequence of activities, time of the year, and expected weather conditions.

The Contractor shall place permanent erosion control systems and seeding within a reasonable amount of time; therefore, reducing the amount of area being open to the possibility of erosion and reducing the amount of temporary erosion control systems and temporary seeding. The Resident Engineer will determine if temporary erosion control systems shown in the plan can be deleted, the size of the proposed ditch checks, the proper method of installation, and if any additional temporary erosion control systems shall be added which are not included in this plan. The Contractor shall perform all work as directed by the Engineer and as shown in special details and in Standard 280001 of the plans.

All disturbed areas having high potential for erosion, as determined by the Engineer, shall be temporarily seeded or permanently seeded by October 1st of each construction year and shall not be reopened until after the winter shutdown period.

SITE DESCRIPTION

Description of Construction Activity:

- The proposed project consists of removing and replacing SN 075-0511 on IL 104, 5.12 miles west of IL104 / IL 107 junction in Pike County.
- Construction consists of milling, HMA binder course, HMA surfacing, channel excavation, earth excavation (widening), stone dumped riprap, and box culvert extensions.

Description of Intended Sequence of Major Construction Activities Which Will Disturb Earth and Lead to Possible Erosion for Major Portions of the Construction Site:

- Tree removal will be completed to clear approximately 0.00 acres of wooded land.
- Excavation will be completed along the entire length to grade out for shoulder widening, construction of special ditches, and place riprap.
- Excavation will also be completed to construct a new bridge, extend 2 box culverts and realign the existing Brower Creek.
- Embankment will be completed in fill areas to raise the existing ground elevation to meet the proposed roadway foreslope and backslope.
- Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, hay or straw bale ditch checks, riprap ditch checks, sediment basins, temporary seeding, etc.
- Placement of permanent erosion control, such as riprap ditch lining, riprap stilling basins, riprap dry dams, excelsior blanket, seeding, etc.
- Final grading, paving and other miscellaneous items.

Area of Construction Site:

The total drainage area entering and including the construction site is estimated to be approx. 3.05 sq miles in which 2.06 acres will be disturbed by excavation, grading or other activities.

Other Reports, Studies and Plans which Aid in the Development of this Storm Water Pollution Prevention Plan as Referenced Documents:

- Estimated run-off coefficients are contained in the project drainage study which were utilized for proposed placement of the temporary erosion control systems.
- Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.
- Site maps indicating drainage patterns and approximate slopes were contained in the project design report, USGS drainage maps, project drainage study, and project plan documents were all utilized for proposed placement of the temporary erosion control systems.

Drainage Tributaries Receiving Water from this Construction Site:

- DITCH
- MINOR TRIBUTARIES OF THE ABOVE

FILE NAME =	USER NAME = jleaf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\2007424-IL104 Over Brower Creek\CA00	to\CA00\sheet\CA00sheet\JMC\0572861-sh1j-SW	DATE	DATE		745	108B-3	PIKE	69	29				
		CHECKED -	REVISED -		CONTRACT NO. 72B61								
		DATE	DATE		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:
 - (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.
 - (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.
 - (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.
 - (d) Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion and Sediment Control".
 - (e) Immediately after tree removal is completed in certain areas which are highly erodible areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision "Temporary Erosion and Sediment Control".
 - (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesirable conditions.
2. Establishment of these temporary erosion control measures will have additional benefits to the project. Desirable grass seed will become established in these areas and will spread seeds onto the construction site until permanent seeding/mowing and overseeding can be complete.
3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

Description of Stabilization Practices During Construction:

1. During roadway construction, areas outside the construction slope limits as outlined previous herein shall be protected from damaging effects of construction. The Contractor shall not use this area for staging (except as designated on the plans or directed by the Engineer), parking of vehicles or construction equipment, storage of materials, or other construction related activities.
 - (a) Within the construction zone, critical areas which have high flows of water as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion.
 - (b) Top soil and earth stockpiles shall be temporarily seeded if they are to remain unused for more than fourteen days.
 - (c) As the Contractor constructs a portion of roadway in a fill section, he/she shall follow the following steps as directed by the Engineer:
 - i. Place temporary erosion control systems at locations where water leaves and enters the construction zone
 - ii. Temporary seed highly erodible areas outside the construction slope limits
 - iii. Construct roadside ditches and provide temporary erosion control systems
 - iv. Temporary divert water around proposed culvert locations
 - v. Build necessary embankment at culvert locations and then excavate and place culvert
 - vi. Continue building up the embankment to the proposed grade while at the same time place permanent erosion control such as riprap ditch lining and conduct final shaping to the slopes
 - (d) The Contractor shall immediately follow major earth moving operations with final grading equipment. After the major earth spread operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.
 - (e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion and Sediment Control".

(f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.

(g) Qualified Personnel shall inspect the project at least every seven days and within 24 hours of the end of a storm that is 0.5 inch or greater as noted in BDE 2342.

(h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer.

(i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the various temporary erosion control pay items. No additional additional compensation will be allowed.

Description of Structural Practices After Final Grading:

1. Temporary erosion control systems shall be left in place with proper maintenance until permanent erosion control is in place and working properly and all proposed turf areas seeded and established with a proper stand.
2. Once permanent erosion control systems as proposed in the plans are functional and established, temporary items shall be removed, cleaned up, and disturbed turf reseeded. Temporary riprap ditch checks will be allowed to remain in place where approved by the Engineer.

Maintenance after Construction:

1. Construction is complete after acceptance is received at the final inspection.
2. Areas will be inspected on a regular basis by IDOT District 6 Bureau of Operations.
3. Maintenance crews will perform regular mowings to aid in keeping weeds down and establishing a good roadside seed stand.
4. Maintenance crews will also aid in any ditch lining maintenance or in any drainage problems.
5. All maintenance will be conducted at times when weather conditions will not cause site damage.

DOCUMENTATION

1. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with Section 4.b, shall be made and retained as part of the plan for at least three years after the date of inspection. The report shall be signed in accordance with part VI.G of the general permit.
2. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incident of Noncompliance (ION)" report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI.G. of the general permit. The report of noncompliance shall be mailed to the following address:

Illinois Environmental Protection Agency
 Division of Water Pollution Control
 2200 Churchill Road, P.O. Box 19276
 Springfield, IL 62794-9276
 Attn: Compliance Assurance Section

FILE NAME =	USER NAME = jleaf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I:\0807404-IL104 Over Brower Creek\CADD\to\CADsheets\CADsheets_JMC\0672861-sh1-J-SWP		DRAWN -	REVISED -			745	108B-3	PIKE	69	30
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -				CONTRACT NO. 72B61				
PLOT DATE = 6/10/2014	DATE -	REVISED -				SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

CONTRACTOR CERTIFICATION STATEMENT

This certification statement is part of the Storm Water Pollution Plan for the project described below in accordance with NPDES Permit No. ILR10 _____, issued by the Illinois Environmental Protection Agency on _____.

Route: FAP 745 Marked: IL 104

Section: 108B-1 Project No.: _____

County: PIKE Contract No.: 72B61

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

In addition, I have read and understand all of the information and requirements stated in the SWPPP for the above mentioned project; I have received copies of all appropriate maintenance procedures; and, I have provided all documentation required to be in compliance with the Permit ILR10 and SWPPP and will provide timely updates to these documents as necessary.

Signature _____ Date _____

Title _____

Name of Firm _____

Contractor

Street Address _____

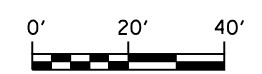
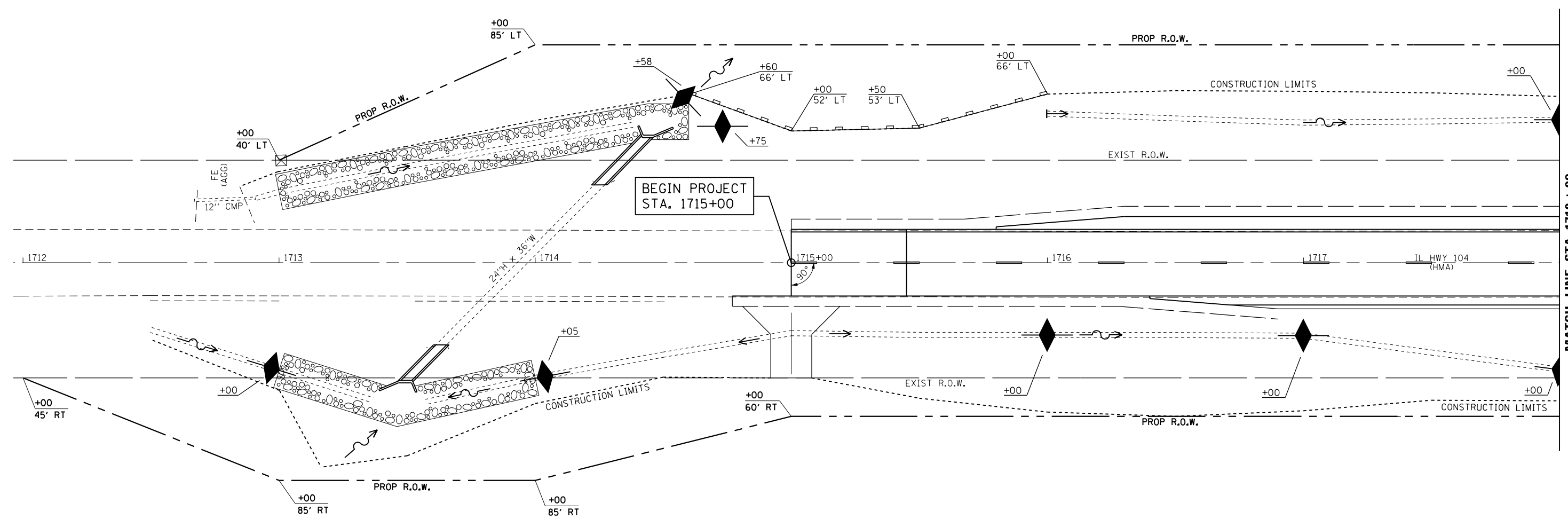
Subcontractor

City, State, Zip _____

Phone Number _____

Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

FILE NAME =	USER NAME = jleaf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I:\0807404-IL104 Over Brower Creek\CADD	to\CADsheets\CADsheets_JMC\0672B61-sh.tj-SWPPP	DRAWN -	REVISED -			745	108B-3	PIKE	69	31
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 72B61				
	PLOT DATE = 6/10/2014	DATE -	REVISED -			SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.



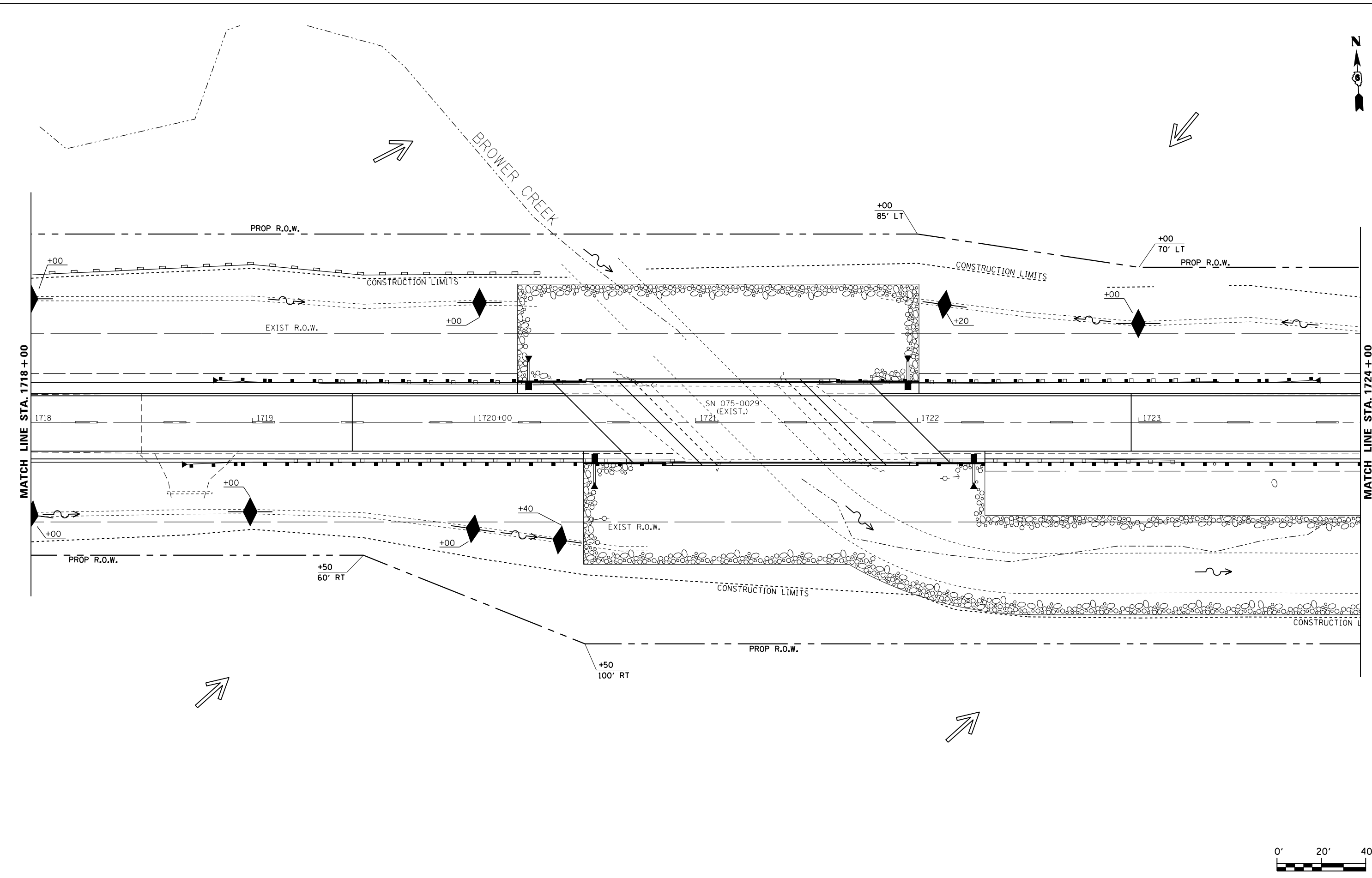
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/11/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION PREVENTION PLAN
STA. 1712 + 00 TO STA. 1718 + 00**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	33
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



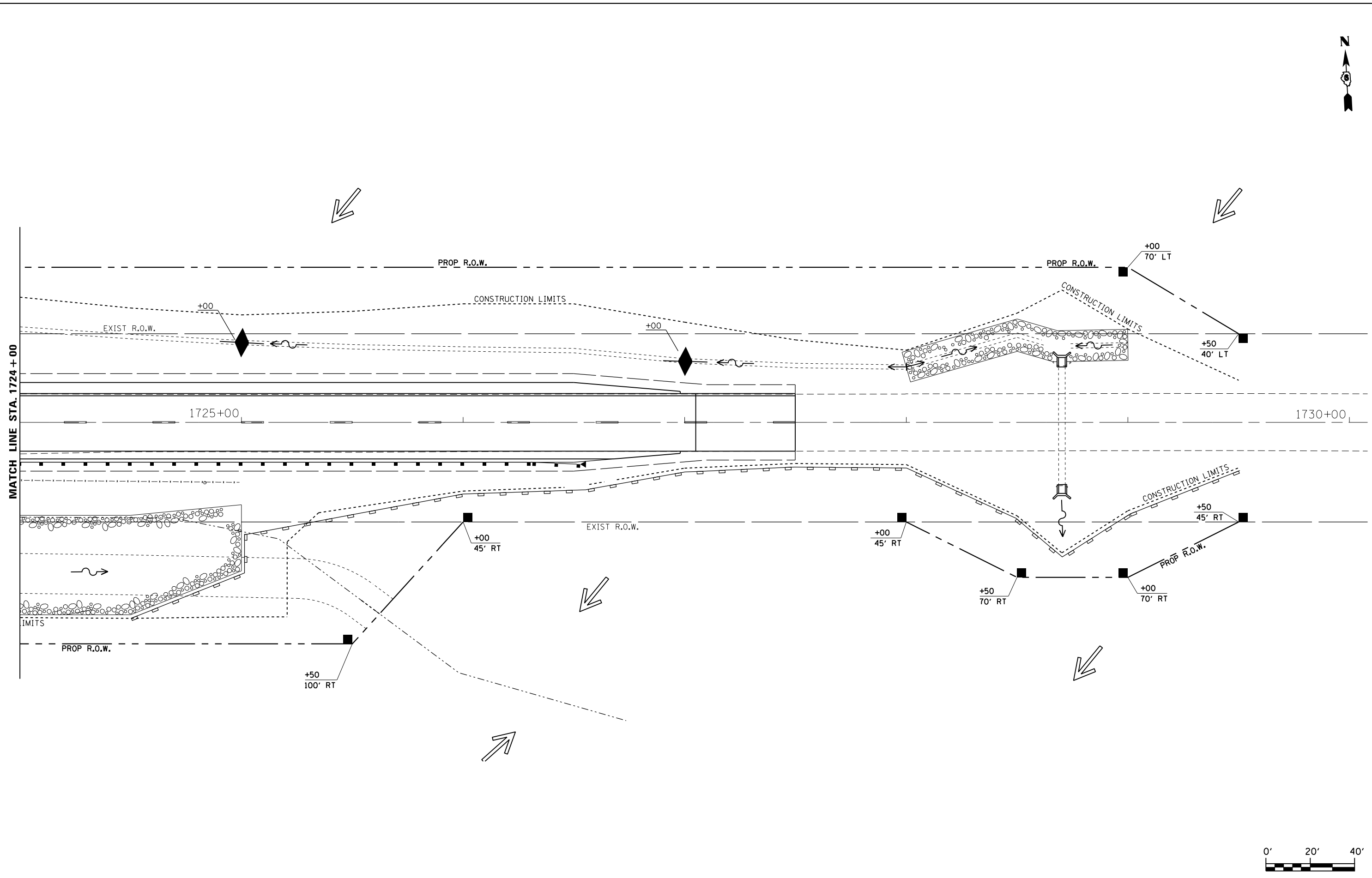
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/11/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION PREVENTION PLAN
STA. 1718 + 00 TO STA. 1724 + 00**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	34
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = jleaf	DESIGNED -	REVISED -
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	PLOT SCALE = 40.0000' / in.	DATE -	REVISED -
	PLOT DATE = 6/11/2014		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION PREVENTION PLAN
STA. 1724 + 00 TO STA. 1730 + 00**

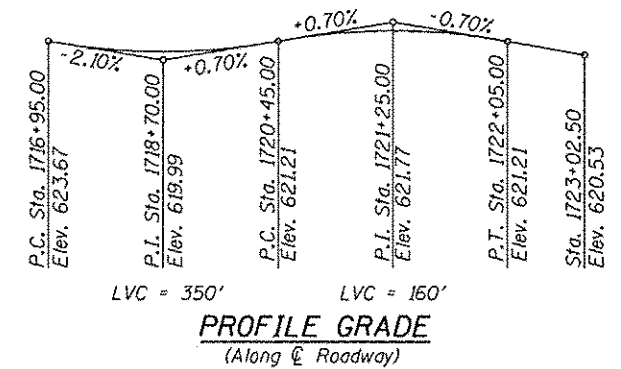
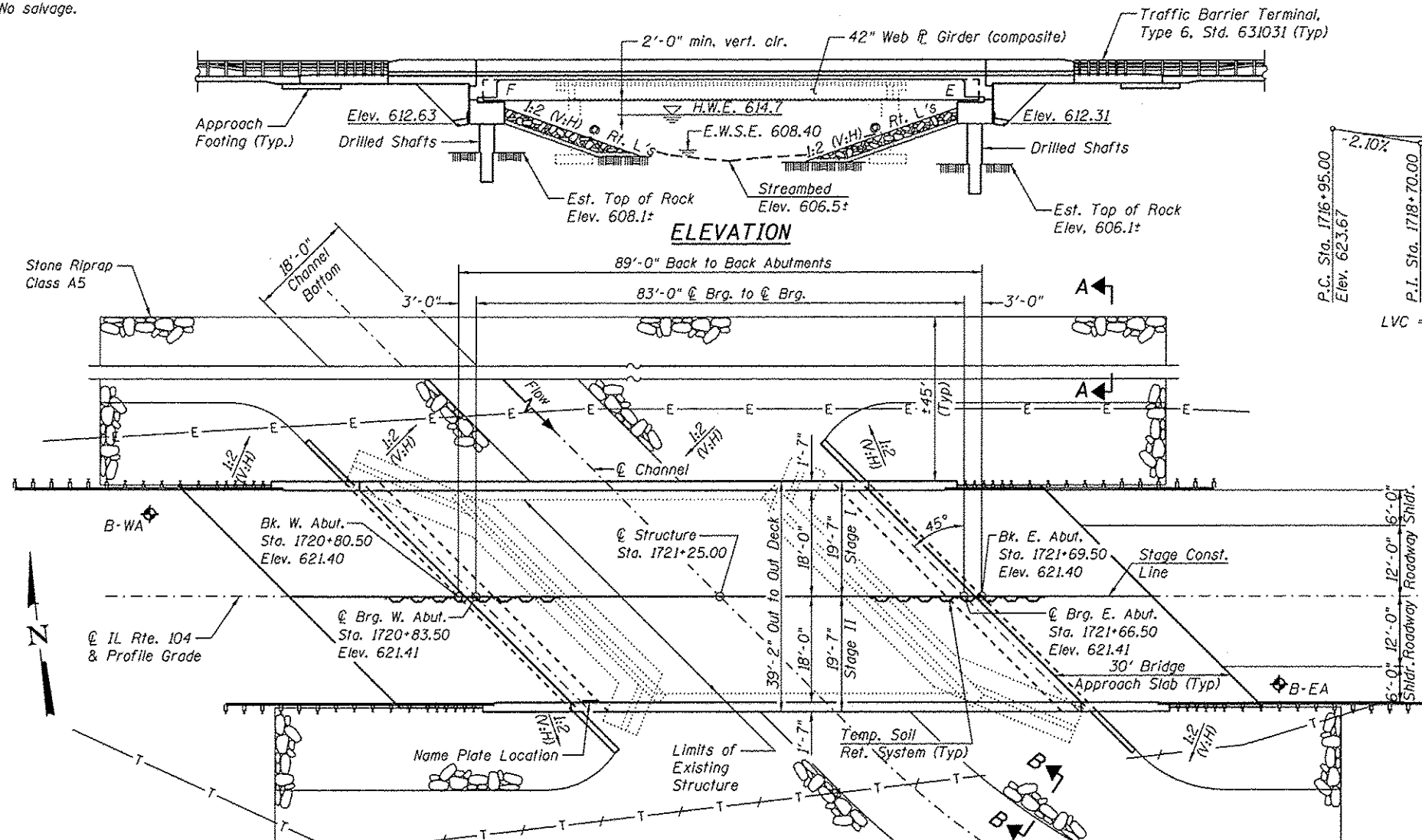
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	35
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

Bench Mark: Chiseled 'a' on Top of Wingwall at NE corner of existing structure, Elev. 617.90.

Existing Structure: S.N. 075-0029 built in 1934 as SBI 105, Section 108B. Superstructure replaced in 1975 as SBI 105, Section 108BR. Six PPC deck beams were replaced in 2008. The superstructure consists of PPC deck beams. Overall length is 54' back-to-back abutments, 32'-9" out-to-out deck. The structure is on a 45 degree right ahead skew and has a 5" concrete overlay. The substructure is composed of closed abutments on spread footings keyed into rock. The structure is to be replaced using stage construction while maintaining one lane of traffic.

No salvage.



INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier
5. Deck Elevations
6. Approach Slab Elevations
7. Superstructure
8. Superstructure Details
9. Concrete Parapet Silforming Option
10. Concrete End Diaphragms
- 11-12. Bridge Approach Slab Details
13. Framing Plan & Steel Details
14. Bearing Details
15. West Abutment
16. East Abutment
17. Bar Splicer Assembly Details
- 18-19. Soil Borings

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.093g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.163g
Soil Site Class = C

DESIGN SPECIFICATIONS
2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

DESIGN STRESSES
FIELD UNITS
 f'_c = 3,500 psi
 f_y = 60,000 psi (Reinforcement)
 f_y = 50,000 psi (M270 Grade 50W)

DESIGN SCOUR ELEVATION TABLE

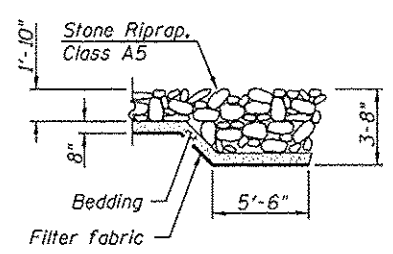
Design Scour Elevations (ft.)		
	W. Abut.	E. Abut.
Q100	612.63	612.31
Q500	612.63	612.31

WATERWAY INFORMATION

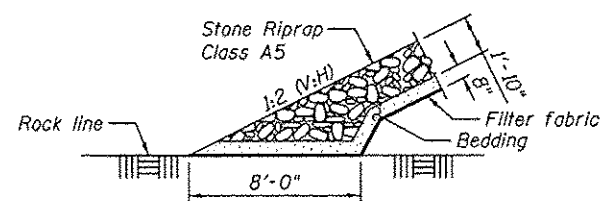
		Exist. Low Grade Elev. 619.6 @ Sta. 1723+52		Prop. Low Grade Elev. 619.7 @ Sta. 1724+07					
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft.	Headwater El.			
			Exist. Prop.	Exist. Prop.	Exist. Prop.	Exist. Prop.			
Design	10	1060	170	200	613.7	0.5	0.2	614.2	613.9
Base	50	1740	210	240	614.7	1.1	0.7	615.9	615.4
Overtopping	100	2050	230	260	615.1	1.5	1.0	616.6	616.1
Max. Calc.	500	2830	260	300	616.0	2.9	1.8	618.8	617.8

10 Year Velocity thru Exist. Bridge = 6.0 fps 10 Year Velocity thru Prop. Bridge = 5.4 fps

PLAN

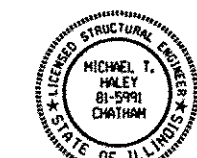


SECTION A-A

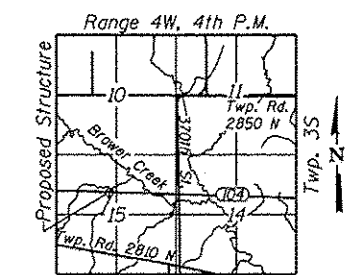


SECTION B-B

APPROVED
For Structural Adequacy Only
Michael J. Holey
Engineer of Bridges & Structures



Michael J. Holey 6-11-14
Michael T. Holey
Licensed Structural Engineer
State of Illinois No. 81-5991
Expires 11/30/2014



LOCATION SKETCH

GENERAL PLAN & ELEVATION
ILLINOIS RTE. 104 OVER BROWER CREEK
F.A.P. RTE. 745, SECTION 108B-3
PIKE COUNTY
STATION 1721+25.00
STRUCTURE NO. 075-0511



USER NAME *	DESIGNED - HP	REVISED -
FILE NAME *	CHECKED - MTH	REVISED -
PLOT SCALE *	DRAWN - AJF	REVISED -
PLOT DATE *	CHECKED - MTH	REVISED -

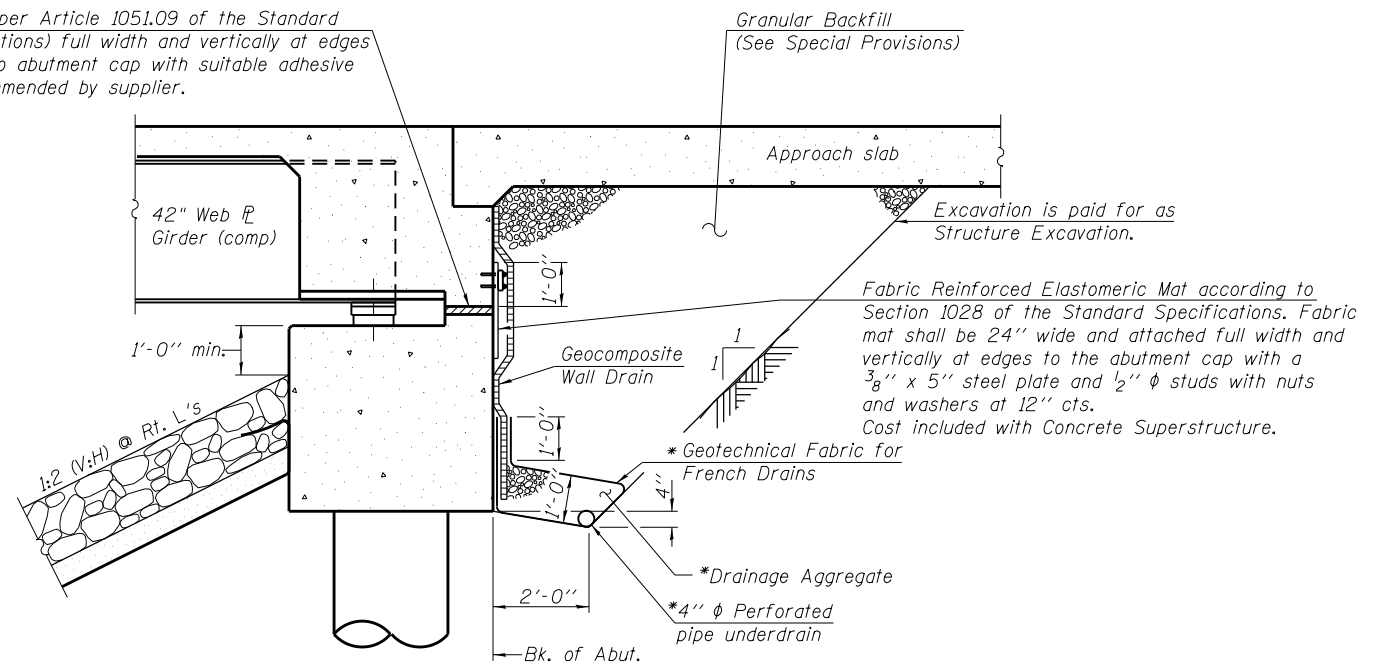
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	36
CONTRACT NO. 72B61				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
 Calculated weight of Structural Steel = 75,330 lbs. (M270 Grade 50W)
 All structural steel shall be AASHTO M 270 Grade 50W.
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars designated (E) shall be epoxy coated.
 Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 18 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
 The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

2" P.J.F (per Article 1051.09 of the Standard Specifications) full width and vertically at edges bonded to abutment cap with suitable adhesive as recommended by supplier.



SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

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).

STATION 1721+25.00
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. RT. 745 SEC. 108B-3
 LOADING HL-93
 STRUCTURE NO. 075-0511

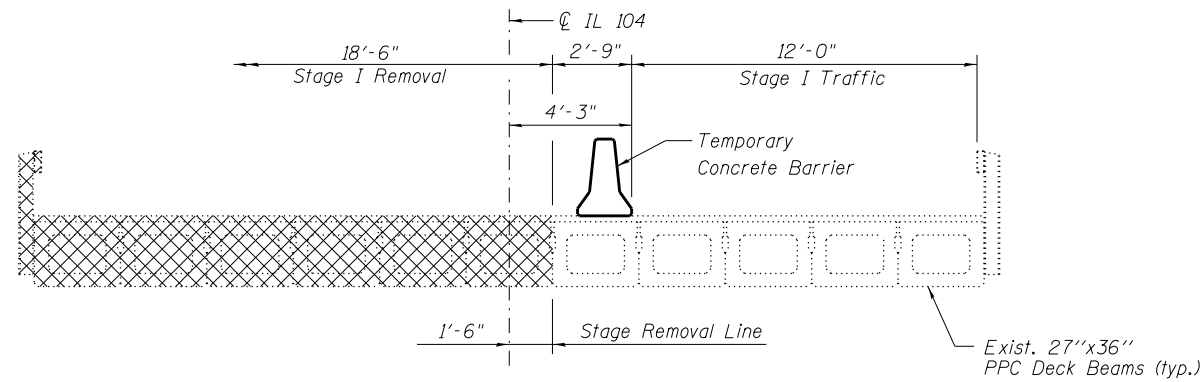
NAME PLATE

See Std. 515001

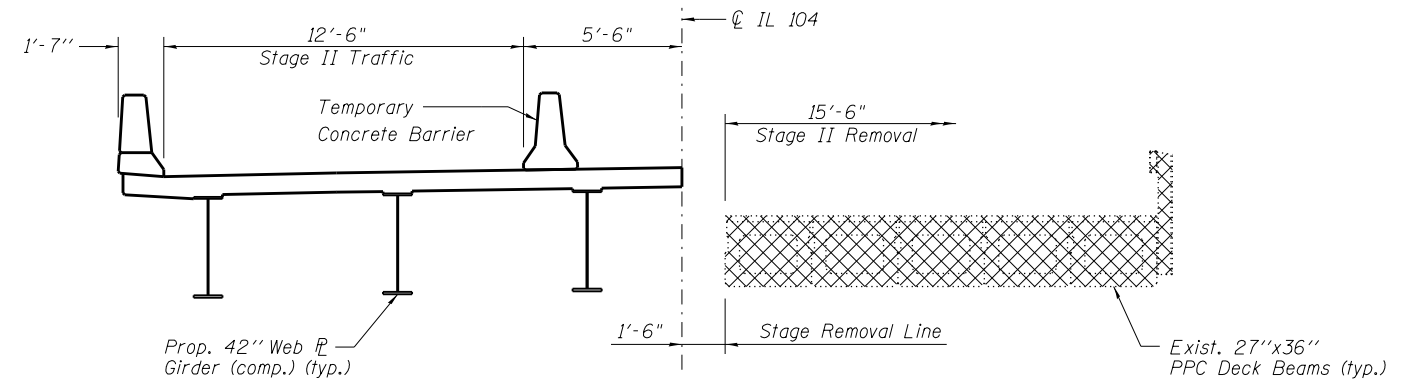
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
** Stone Riprap, Class A5	Sq. Yd.	-	232	232
** Filter Fabric	Sq. Yd.	-	232	232
Removal of Existing Structures	Each	-	1	1
Structure Excavation	Cu. Yd.	-	354	354
Concrete Structures	Cu. Yd.	-	114.0	114.0
Concrete Superstructure	Cu. Yd.	316.6	-	316.6
Bridge Deck Grooving	Sq. Yd.	553	-	553
Protective Coat	Sq. Yd.	690	-	690
Furnishing and Erecting Structural Steel	Lump Sum	1	-	1
Stud Shear Connectors	Each	990	-	990
Reinforcement Bars, Epoxy Coated	Pound	55410	24530	79940
Bar Splicers	Each	355	82	437
Name Plates	Each	1	-	1
Elastomeric Bearing Assembly, Type I	Each	-	6	6
Drilled Shaft in Soil	Cu. Yd.	-	15.4	15.4
Drilled Shaft in Rock	Cu. Yd.	-	19.0	19.0
Anchor Bolts, 1"	Each	-	24	24
Geocomposite Wall Drain	Sq. Yd.	-	122	122
Granular Backfill for Structures	Cu. Yd.	-	168	168
Temporary Soil Retention System	Sq. Ft.	-	528	528
Pipe Underdrains for Structures 4"	Foot	-	167	167
Asbestos Bearing Pad Removal	Each	22	-	22

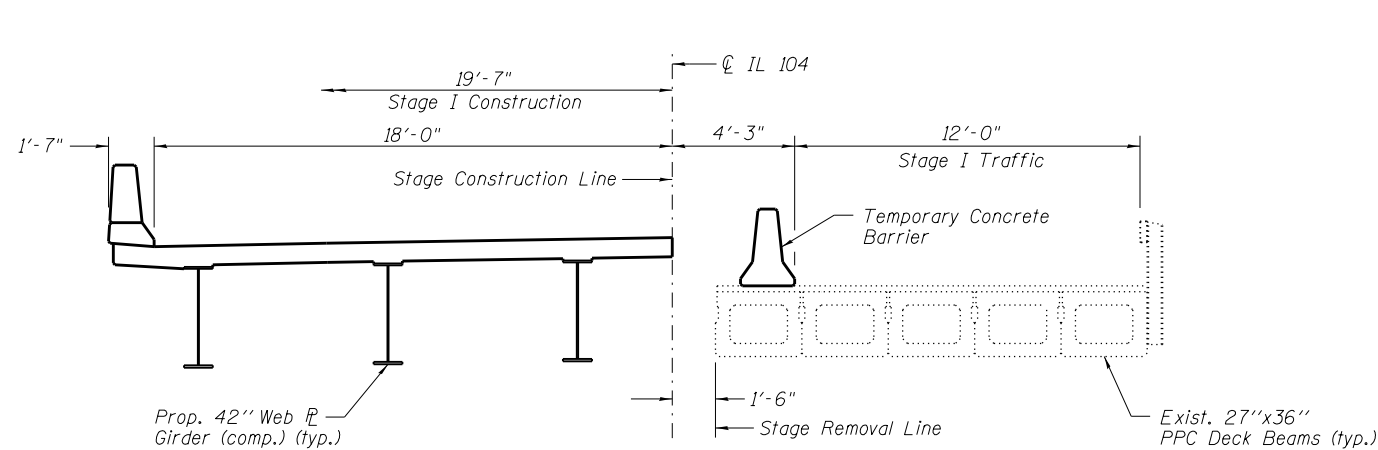
**Includes quantity within bridge limits. See Roadway plans for remaining quantity.



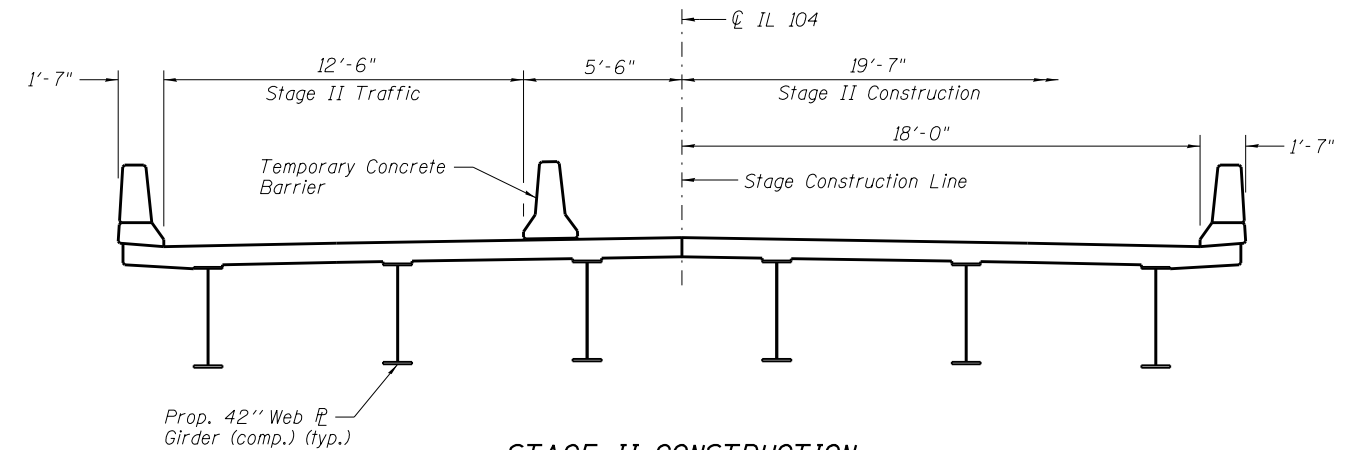
STAGE I REMOVAL
(Looking East)



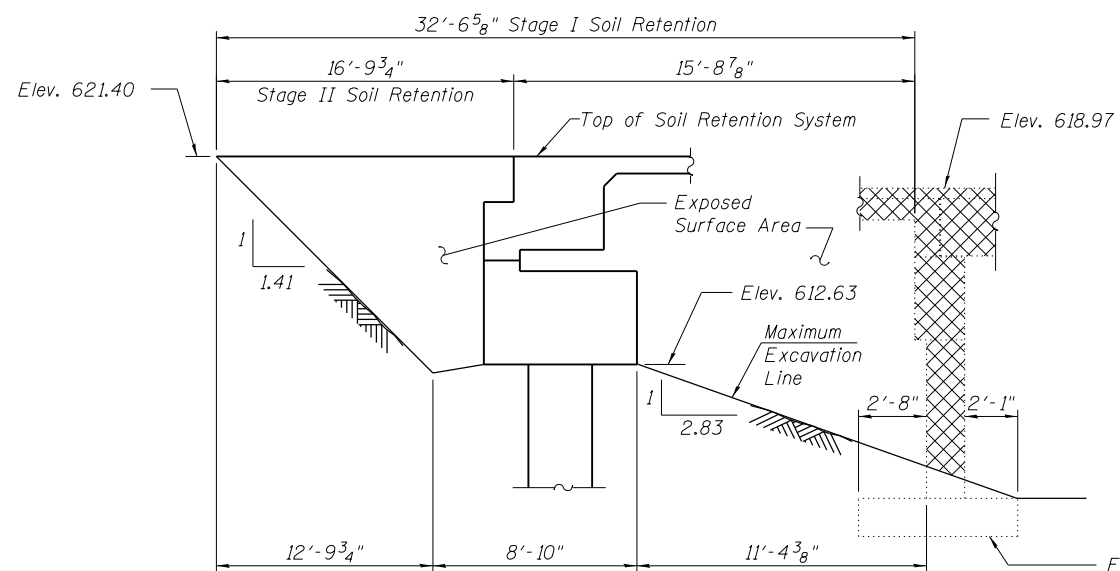
STAGE II REMOVAL
(Looking East)



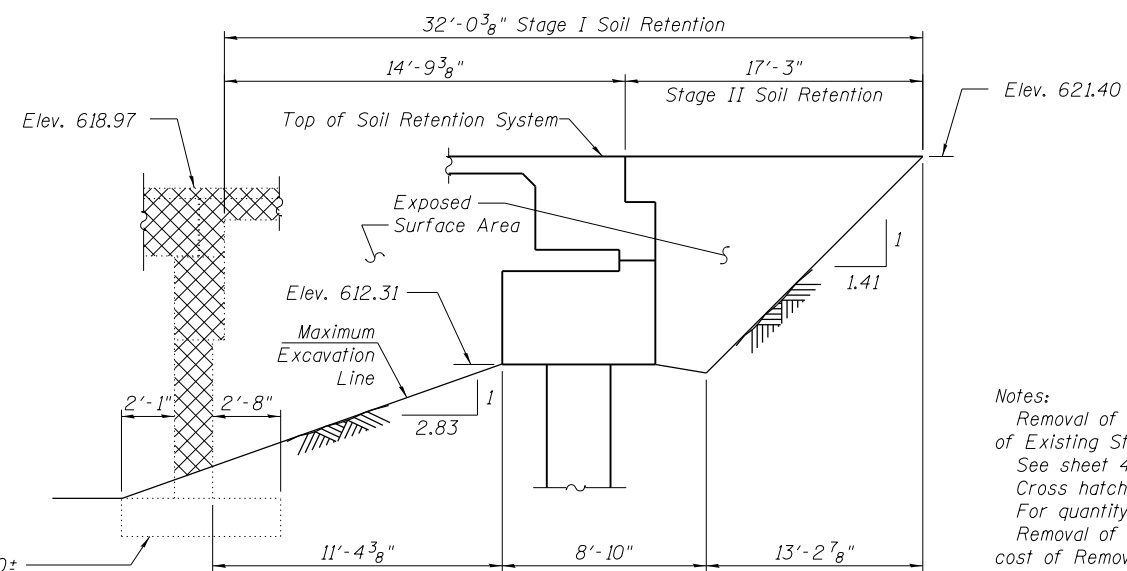
STAGE I CONSTRUCTION
(Looking East)



STAGE II CONSTRUCTION
(Looking East)



TEMPORARY SOIL RETENTION AT WEST ABUTMENT
(Dimensions measured along Stage Construction Line)



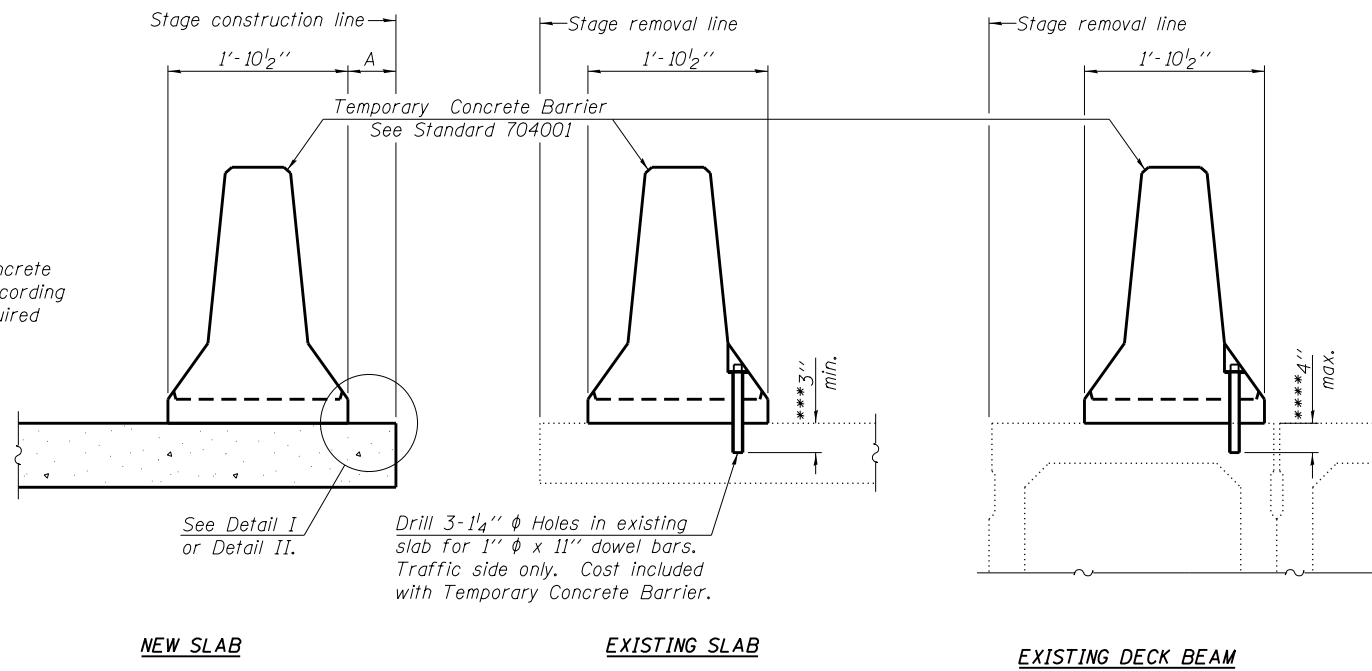
TEMPORARY SOIL RETENTION AT EAST ABUTMENT
(Dimensions measured along Stage Construction Line)

Notes:
 Removal of existing railing and overlay is included with Removal of Existing Structures.
 See sheet 4 of 19 for Temporary Concrete Barrier Details.
 Cross hatched area indicates Removal of Existing Structures.
 For quantity of Temporary Concrete Barrier, see Roadway Plans.
 Removal of existing railing and wearing surface is included in the cost of Removal of Existing Structures.
 A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary.
 The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

USER NAME =	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	38
CONTRACT NO. 72B61				

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

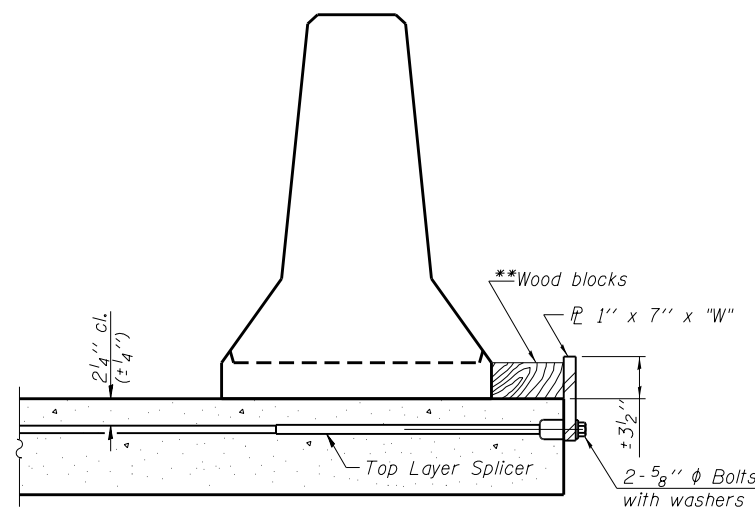
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{r} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{c} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{r} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{c} of each barrier panel.

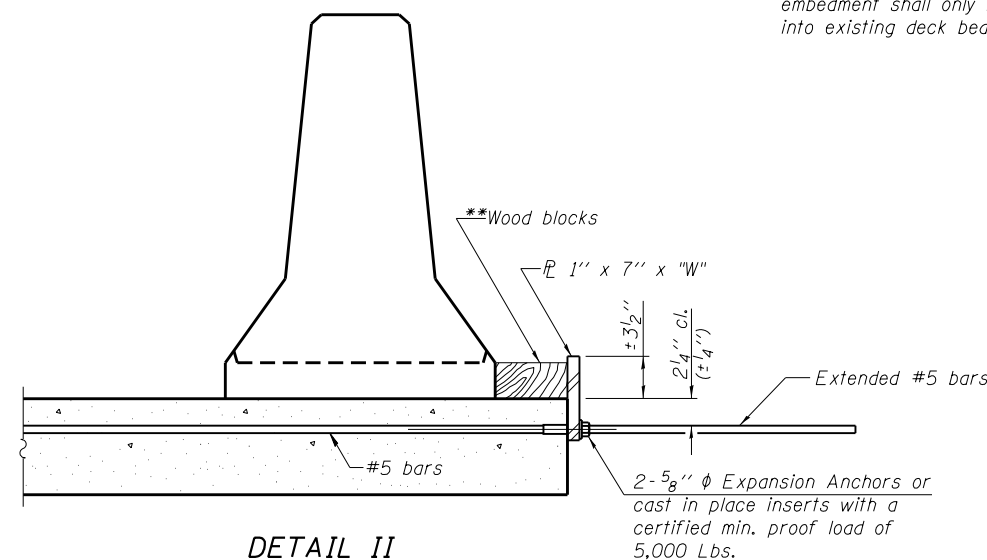
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

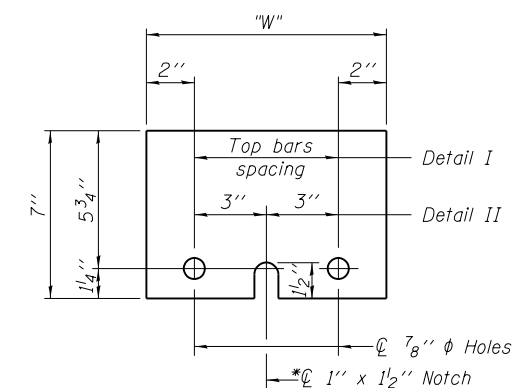
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{r} 1" x 7" x "W"

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

R-27

7-1-10



USER NAME =	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 075-0511**

SHEET NO. 4 OF 19 SHEETS

F.A.P. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	39
CONTRACT NO. 72B61				

ILLINOIS FED. AID PROJECT

GIRDER 1

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1720+63.83	-16.67	621.04	621.04
☉ Brg. W. Abut.	1720+66.83	-16.67	621.06	621.06
A	1720+76.83	-16.67	621.10	621.17
B	1720+86.83	-16.67	621.14	621.27
C	1720+96.83	-16.67	621.17	621.34
D	1721+06.83	-16.67	621.19	621.38
E	1721+16.83	-16.67	621.20	621.38
F	1721+26.83	-16.67	621.21	621.35
G	1721+36.83	-16.67	621.20	621.29
☉ Brg. E. Abut.	1721+49.83	-16.67	621.18	621.18
Bk. E. Abut.	1721+52.83	-16.67	621.17	621.17

GIRDER 2

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1720+70.50	-10.00	621.20	621.20
☉ Brg. W. Abut.	1720+73.50	-10.00	621.22	621.22
A	1720+83.50	-10.00	621.26	621.33
B	1720+93.50	-10.00	621.29	621.42
C	1721+03.50	-10.00	621.31	621.48
D	1721+13.50	-10.00	621.33	621.51
E	1721+23.50	-10.00	621.33	621.51
F	1721+33.50	-10.00	621.33	621.47
G	1721+43.50	-10.00	621.32	621.41
☉ Brg. E. Abut.	1721+56.50	-10.00	621.29	621.29
Bk. E. Abut.	1721+59.50	-10.00	621.28	621.28

GIRDER 3

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1720+77.17	-3.33	621.34	621.34
☉ Brg. W. Abut.	1720+80.17	-3.33	621.35	621.35
A	1720+90.17	-3.33	621.38	621.45
B	1721+00.17	-3.33	621.41	621.54
C	1721+10.17	-3.33	621.43	621.60
D	1721+20.17	-3.33	621.44	621.62
E	1721+30.17	-3.33	621.44	621.61
F	1721+40.17	-3.33	621.43	621.57
G	1721+50.17	-3.33	621.41	621.50
☉ Brg. E. Abut.	1721+63.17	-3.33	621.37	621.37
Bk. E. Abut.	1721+66.17	-3.33	621.36	621.36

STAGE CONST. JOINT, ☉ RDWY., & P.G.L.

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1720+80.50	0.00	621.40	621.40
☉ Brg. W. Abut.	1720+83.50	0.00	621.41	621.41
A	1720+93.50	0.00	621.45	621.52
B	1721+03.50	0.00	621.47	621.60
C	1721+13.50	0.00	621.48	621.65
D	1721+23.50	0.00	621.49	621.68
E	1721+33.50	0.00	621.49	621.66
F	1721+43.50	0.00	621.48	621.62
G	1721+53.50	0.00	621.45	621.54
☉ Brg. E. Abut.	1721+66.50	0.00	621.41	621.41
Bk. E. Abut.	1721+69.50	0.00	621.40	621.40

GIRDER 4

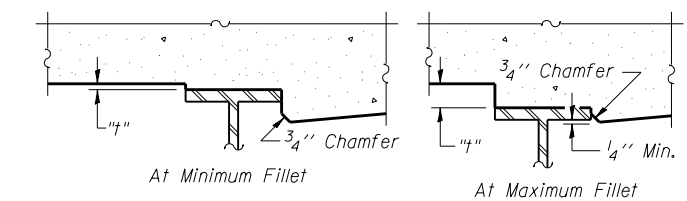
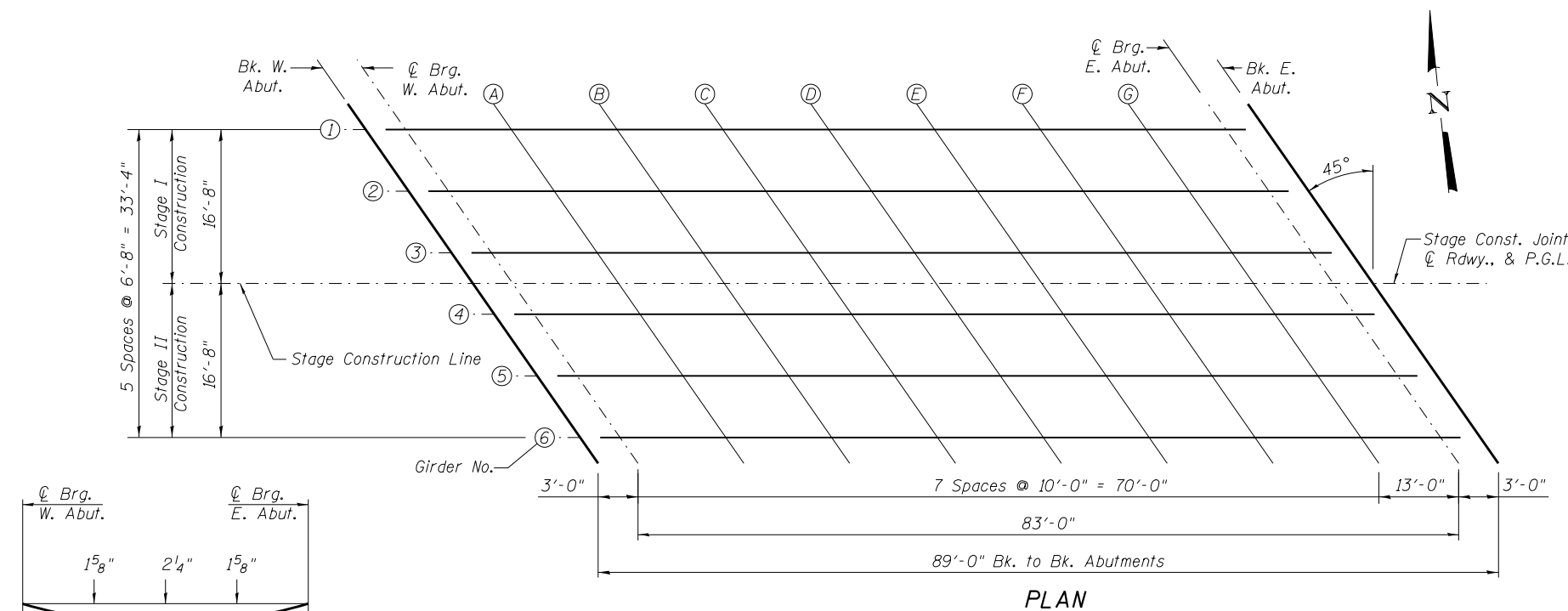
Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1720+83.83	3.33	621.36	621.36
☉ Brg. W. Abut.	1720+86.83	3.33	621.37	621.37
A	1720+96.83	3.33	621.40	621.47
B	1721+06.83	3.33	621.42	621.55
C	1721+16.83	3.33	621.44	621.60
D	1721+26.83	3.33	621.44	621.62
E	1721+36.83	3.33	621.43	621.61
F	1721+46.83	3.33	621.42	621.56
G	1721+56.83	3.33	621.39	621.48
☉ Brg. E. Abut.	1721+69.83	3.33	621.35	621.35
Bk. E. Abut.	1721+72.83	3.33	621.34	621.34

GIRDER 5

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1720+90.50	10.00	621.28	621.28
☉ Brg. W. Abut.	1720+93.50	10.00	621.29	621.29
A	1721+03.50	10.00	621.31	621.38
B	1721+13.50	10.00	621.33	621.46
C	1721+23.50	10.00	621.33	621.50
D	1721+33.50	10.00	621.33	621.52
E	1721+43.50	10.00	621.32	621.50
F	1721+53.50	10.00	621.30	621.44
G	1721+63.50	10.00	621.27	621.36
☉ Brg. E. Abut.	1721+76.50	10.00	621.22	621.22
Bk. E. Abut.	1721+79.50	10.00	621.20	621.20

GIRDER 6

Location	Station	Offset (ft.)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1720+97.17	16.67	621.17	621.17
☉ Brg. W. Abut.	1721+00.17	16.67	621.18	621.18
A	1721+10.17	16.67	621.20	621.27
B	1721+20.17	16.67	621.20	621.33
C	1721+30.17	16.67	621.20	621.37
D	1721+40.17	16.67	621.20	621.38
E	1721+50.17	16.67	621.18	621.35
F	1721+60.17	16.67	621.15	621.29
G	1721+70.17	16.67	621.12	621.21
☉ Brg. E. Abut.	1721+83.17	16.67	621.06	621.06
Bk. E. Abut.	1721+86.17	16.67	621.04	621.04



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

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above.

NORTH EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End of W. Appr. Slab	1720+33.91	-18.00	620.81
A1	1720+43.91	-18.00	620.89
A2	1720+53.91	-18.00	620.96
E. End of W. Appr. Slab	1720+63.91	-18.00	621.01
W. End of E. Appr. Slab	1721+50.09	-18.00	621.15
A3	1721+60.09	-18.00	621.12
A4	1721+70.09	-18.00	621.09
E. End of E. Appr. Slab	1721+80.09	-18.00	621.04

NORTH EDGE OF PAVEMENT

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End of W. Appr. Slab	1720+39.91	-12.00	620.99
A1	1720+49.91	-12.00	621.06
A2	1720+59.91	-12.00	621.12
E. End of W. Appr. Slab	1720+69.91	-12.00	621.17
W. End of E. Appr. Slab	1721+56.09	-12.00	621.26
A3	1721+66.09	-12.00	621.23
A4	1721+76.09	-12.00	621.19
E. End of E. Appr. Slab	1721+86.09	-12.00	621.14

STAGE CONST. JOINT, C ROADWAY & P.G.L.

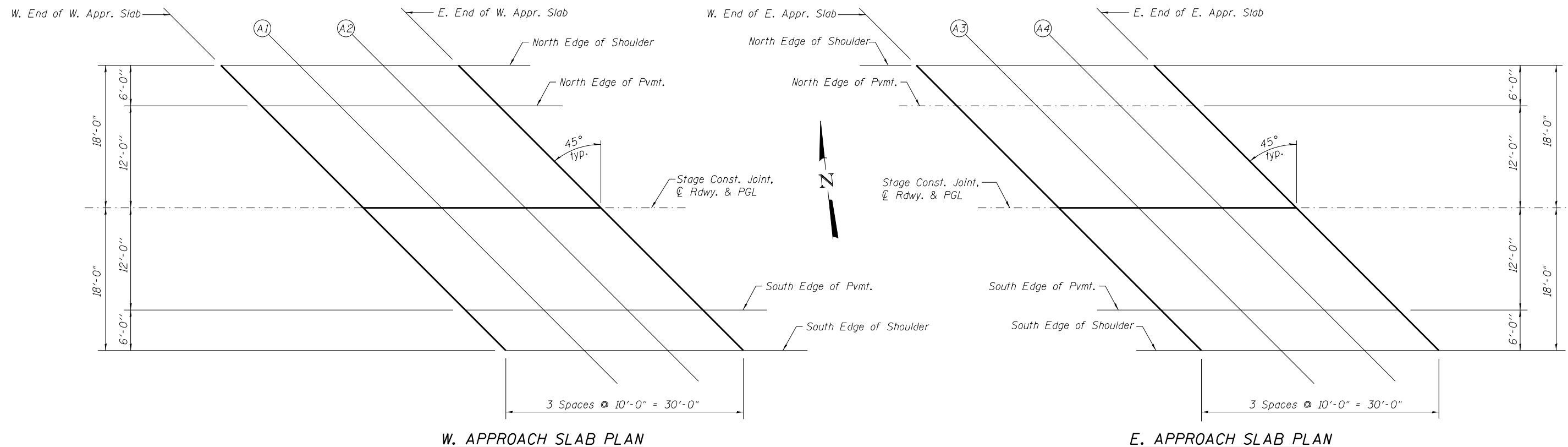
Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End of W. Appr. Slab	1720+51.91	0.00	621.26
A1	1720+61.91	0.00	621.32
A2	1720+71.91	0.00	621.37
E. End of W. Appr. Slab	1720+81.91	0.00	621.41
W. End of E. Appr. Slab	1721+68.09	0.00	621.41
A3	1721+78.09	0.00	621.37
A4	1721+88.09	0.00	621.32
E. End of E. Appr. Slab	1721+98.09	0.00	621.26

SOUTH EDGE OF PAVEMENT

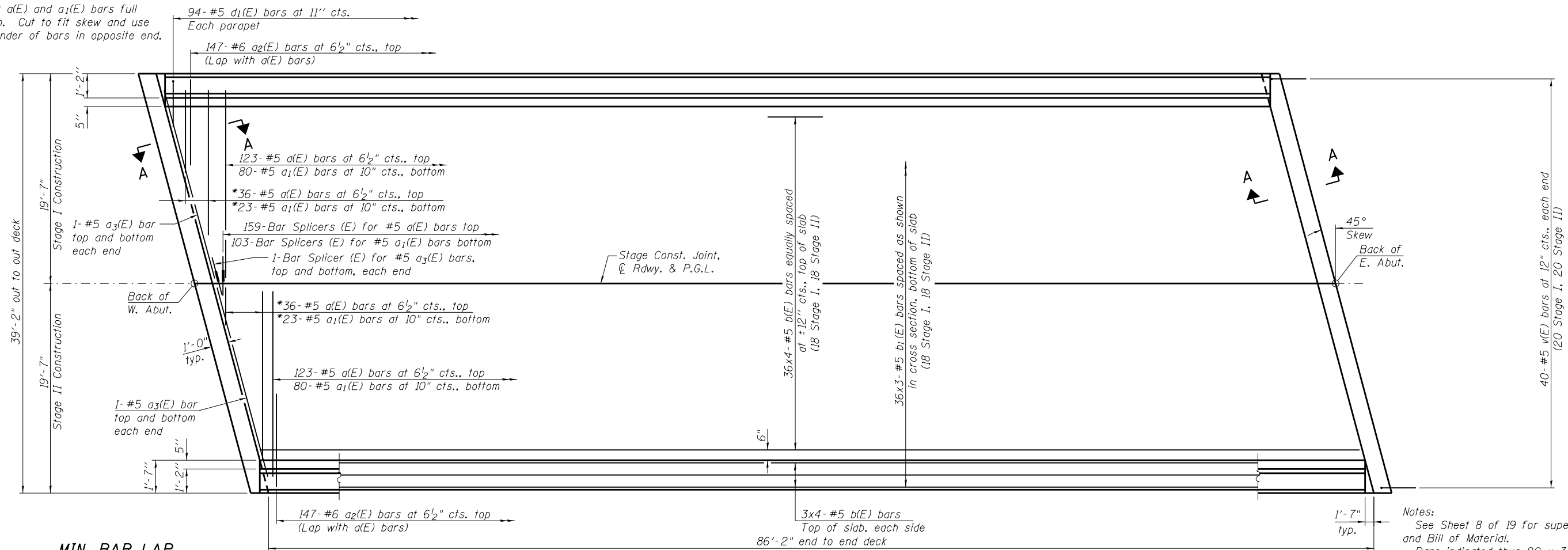
Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End of W. Appr. Slab	1720+63.91	12.00	621.14
A1	1720+73.91	12.00	621.19
A2	1720+83.91	12.00	621.23
E. End of W. Appr. Slab	1720+93.91	12.00	621.26
W. End of E. Appr. Slab	1721+80.09	12.00	621.17
A3	1721+90.09	12.00	621.12
A4	1722+00.09	12.00	621.06
E. End of E. Appr. Slab	1722+10.09	12.00	620.99

SOUTH EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End of W. Appr. Slab	1720+69.91	18.00	621.04
A1	1720+79.91	18.00	621.09
A2	1720+89.91	18.00	621.12
E. End of W. Appr. Slab	1720+99.91	18.00	621.15
W. End of E. Appr. Slab	1721+86.09	18.00	621.01
A3	1721+96.09	18.00	620.96
A4	1722+06.09	18.00	620.89
E. End of E. Appr. Slab	1722+16.09	18.00	620.81



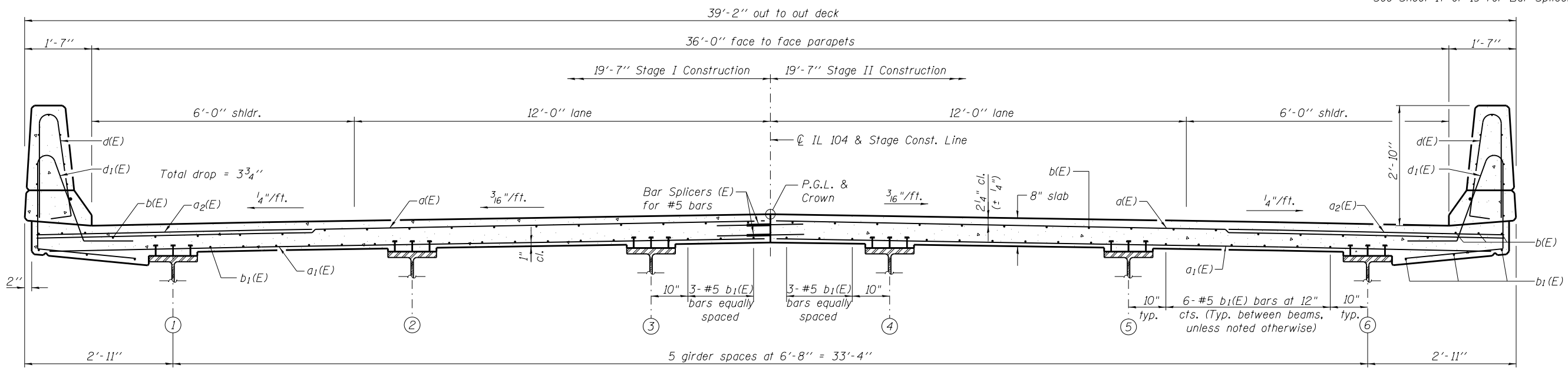
* Order a(E) and a₁(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



MIN. BAR LAP
#5 bar = 2'-7"

PLAN

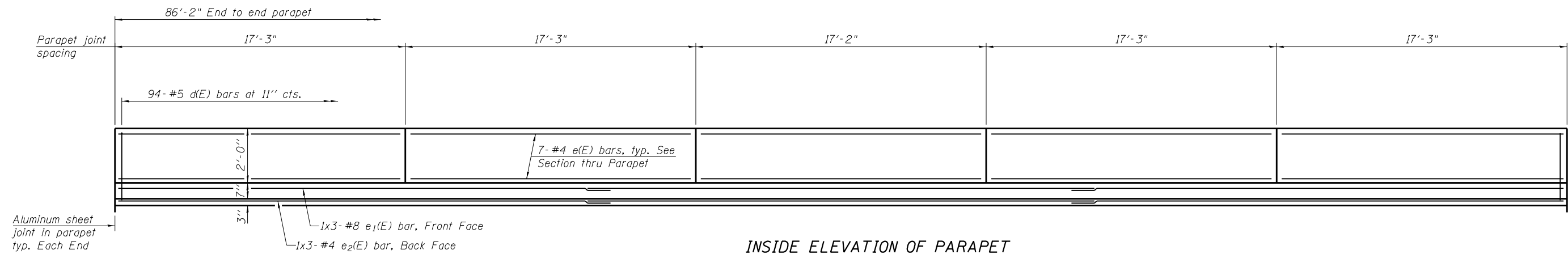
Notes:
See Sheet 8 of 19 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 8 of 19 for parapet reinforcement.
See Sheet 10 of 19 for Section A-A.
See Sheet 17 of 19 for Bar Splicer details.



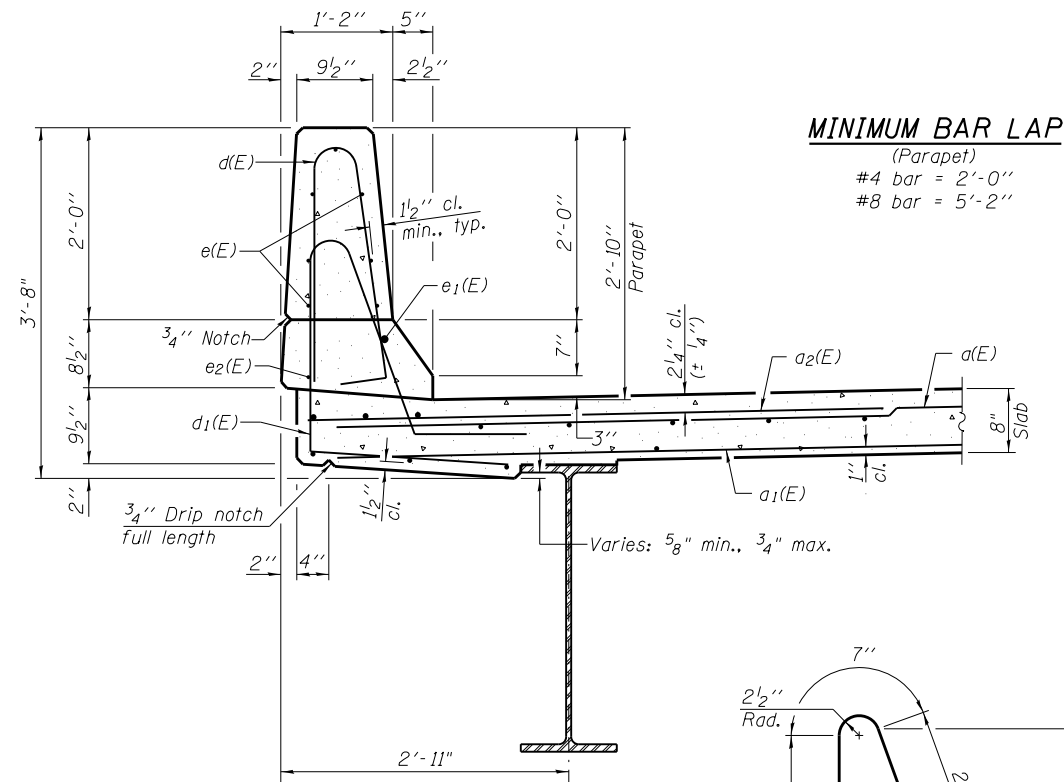
CROSS SECTION
(Looking East)

USER NAME =	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	42
CONTRACT NO. 72B61				



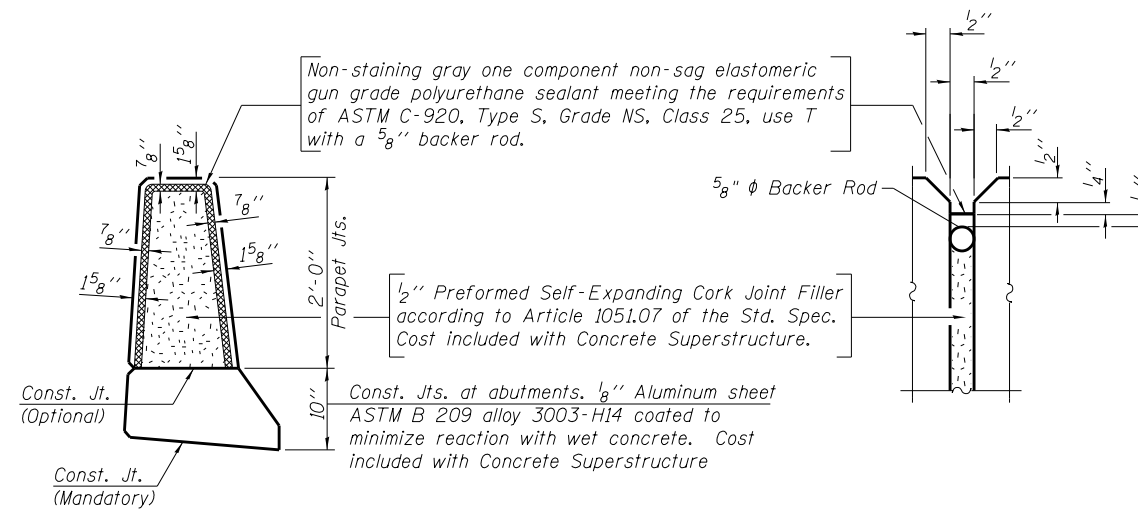
INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

MINIMUM BAR LAP

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

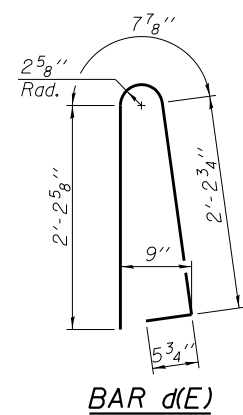


PARAPET JOINT DETAILS

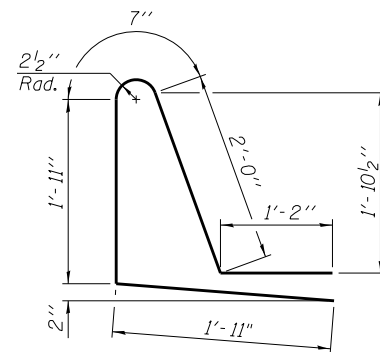
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	318	#5	19'-1"	—
a1(E)	206	#5	18'-9"	—
a2(E)	294	#6	6'-6"	—
a3(E)	8	#5	27'-0"	—
b(E)	168	#5	23'-6"	—
b1(E)	108	#5	30'-5"	—
d(E)	188	#5	5'-7"	┌
d1(E)	188	#5	7'-7"	┌
e(E)	70	#4	16'-11"	—
e1(E)	6	#8	32'-2"	—
e2(E)	6	#4	30'-0"	—
m(E)	32	#6	27'-4"	—
m1(E)	32	#6	9'-0"	—
m2(E)	16	#6	3'-9"	—
m3(E)	36	#5	4'-0"	┌
m4(E)	16	#6	4'-4"	—
s(E)	84	#5	10'-5"	┌
s1(E)	72	#5	11'-4"	┌
u(E)	80	#5	3'-11"	┌
v(E)	80	#5	3'-1"	┌
Reinforcement Bars, Epoxy Coated			Pound	27230
Concrete Superstructure			Cu. Yds.	151.4

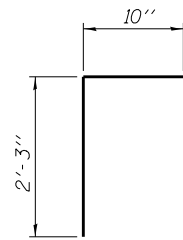
Bars indicated thus 1x3-#5 etc. indicates 1 line of bars with 3 lengths per line.



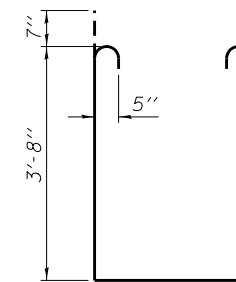
BAR d(E)



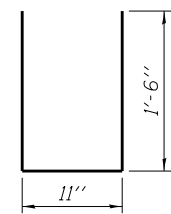
BAR d1(E)



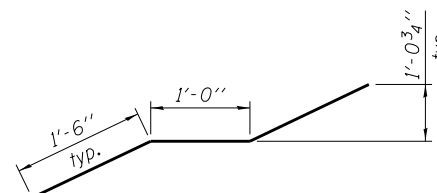
BAR v(E)



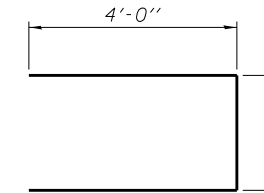
BAR s1(E)



BAR u(E)



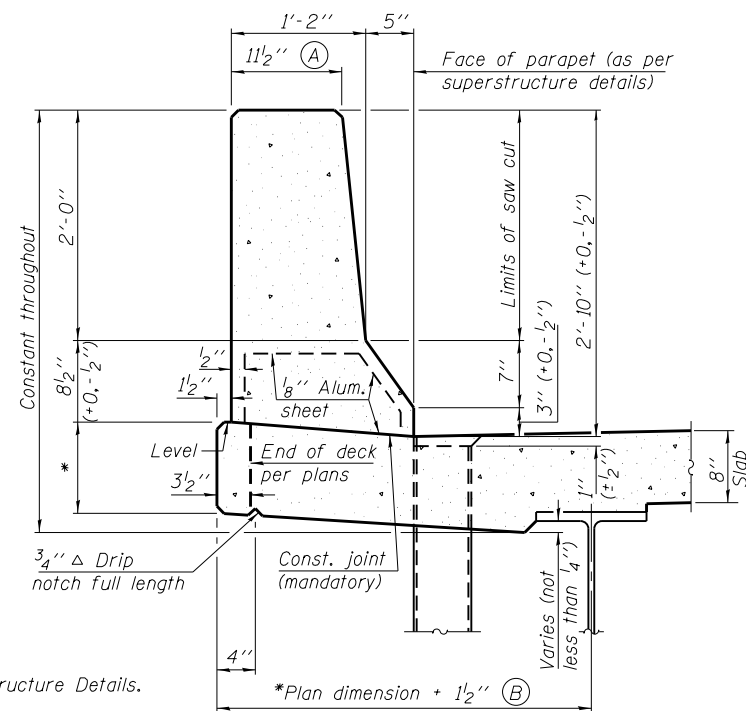
BAR m3(E)



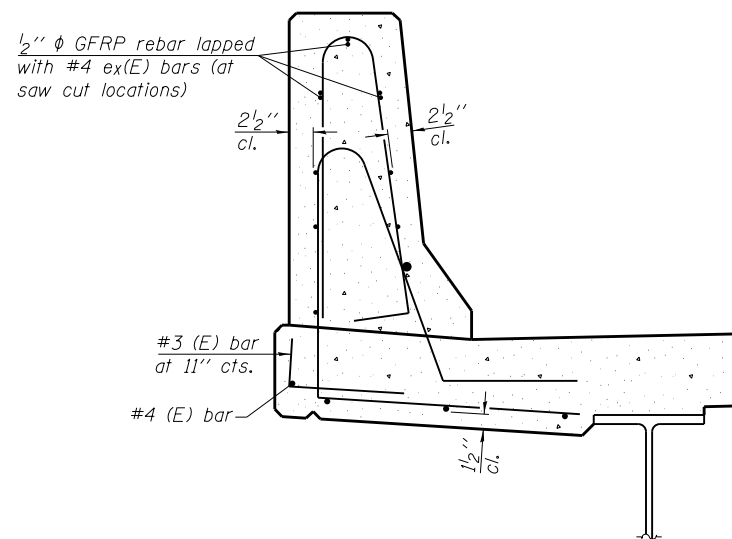
BAR s(E)

GENERAL NOTES

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

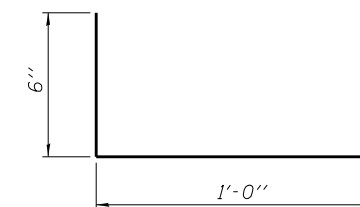


34" F SHAPE PARAPET SECTION
(Showing dimensions)

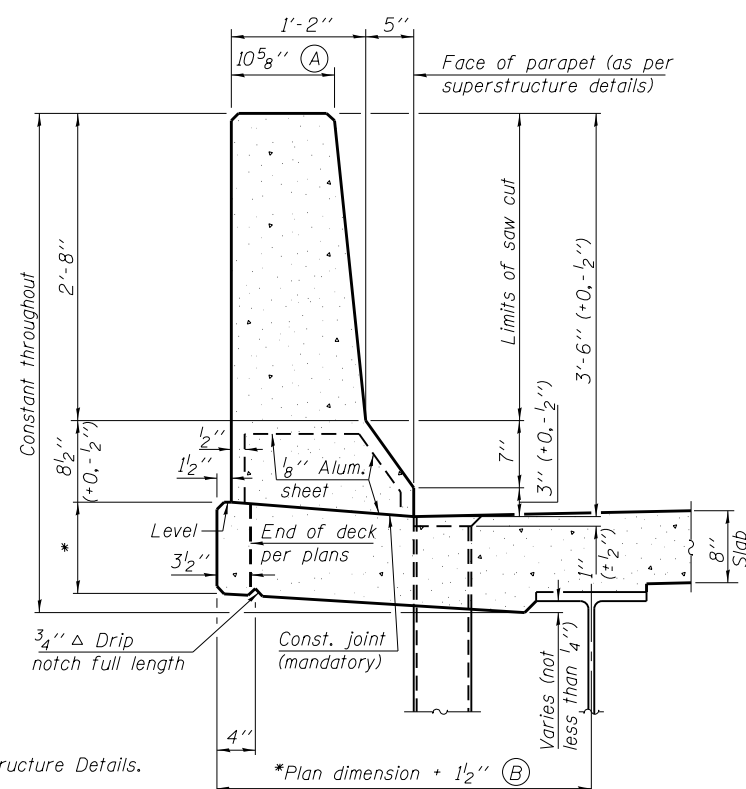


SECTION

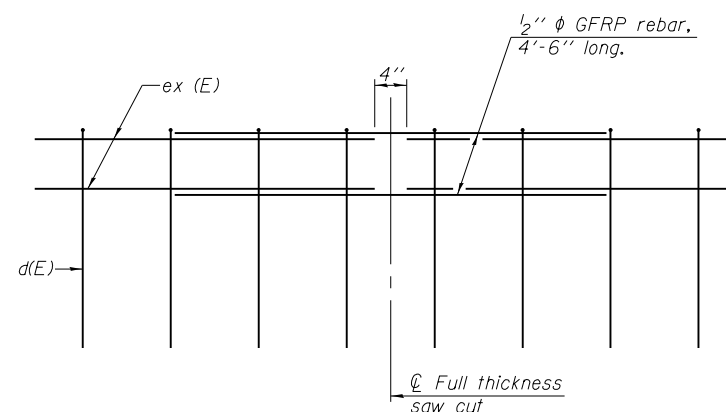
(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



#3 (E) BAR

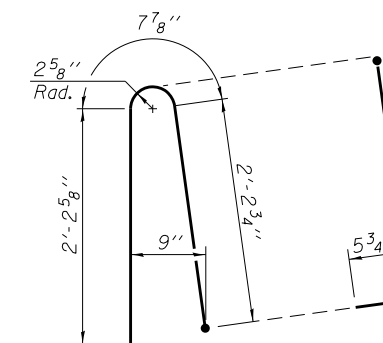


42" F SHAPE PARAPET SECTION
(Showing dimensions)

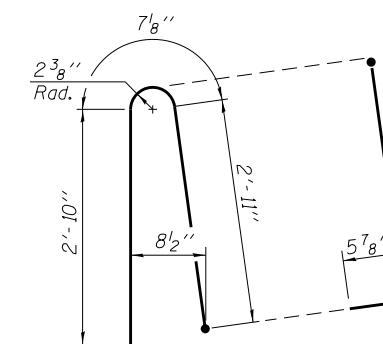


GFRP REBAR STIFFENING DETAIL

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



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



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

SFP 34-42

8-16-12

LE LIN ENGINEERING, LTD.
Consulting Engineers
Springfield, Illinois

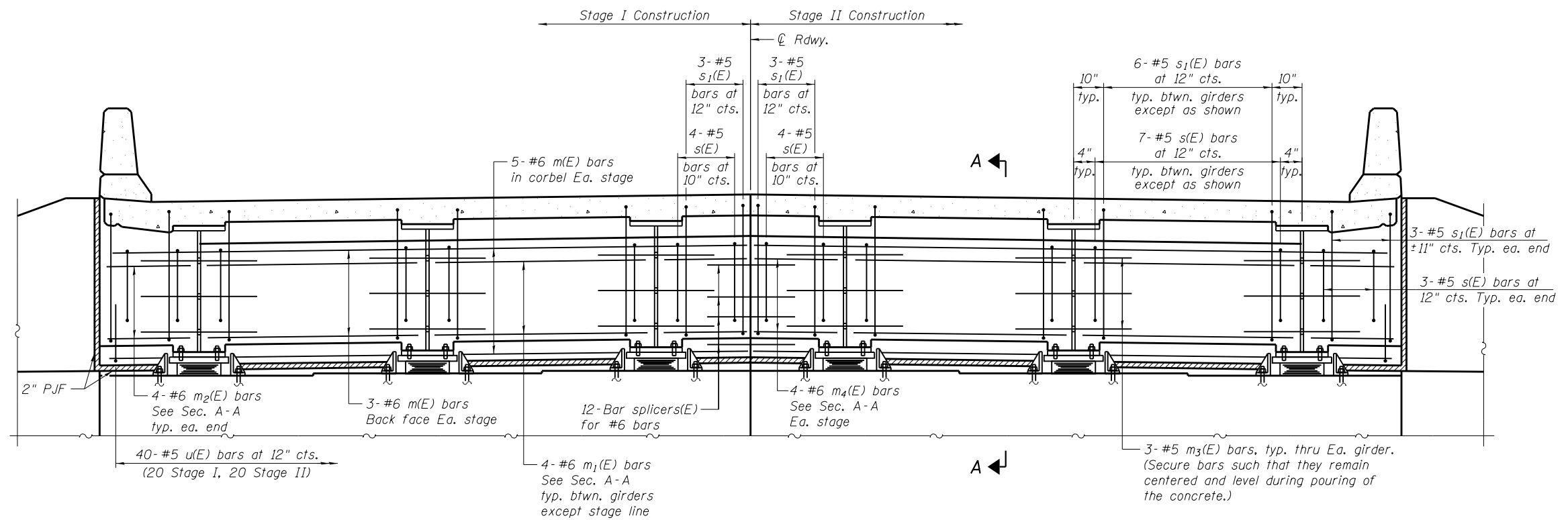
USER NAME =	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 075-0511

SHEET NO. 9 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	44
CONTRACT NO. 72B61				
ILLINOIS FED. AID PROJECT				



DIAPHRAGM ELEVATION AT EAST ABUT.

(Looking East - West Abut. similar)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 19.

Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 19.

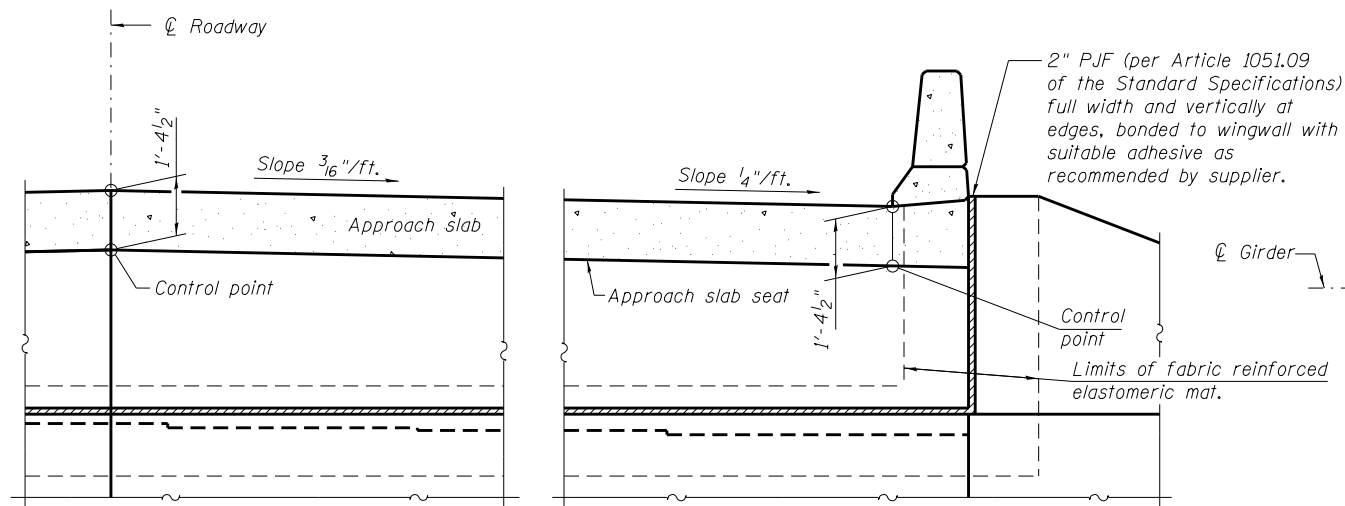
For details of bars s(E), s1(E), m3(E), u(E) and v(E) see sheet 8 of 19.

The s(E), s1(E) and u(E) bars shall be placed parallel to the girders.

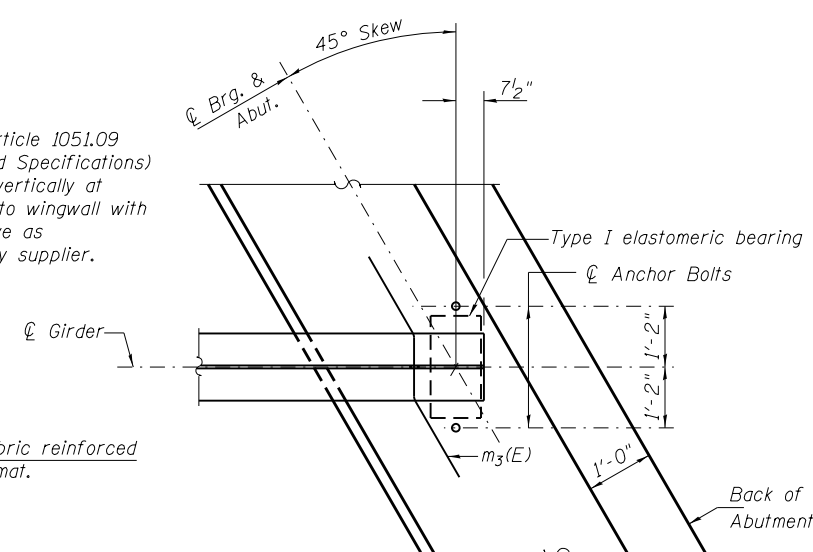
Spacing for these bars shall be at right angles to the girders.

The approach slab seat shall have a constant slope determined from the control points shown.

For bearing details see sheet 14 of 19.

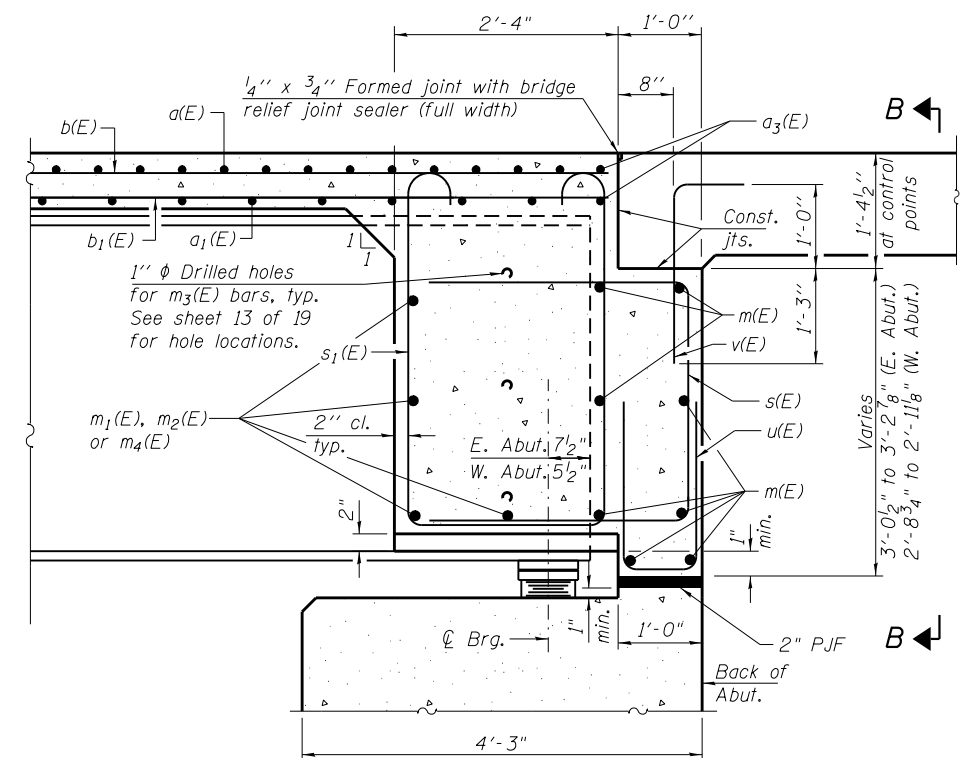


SECTION B-B



PARTIAL PLAN AT EAST ABUTMENT

(Showing bottom flange of girder)



SECTION A-A

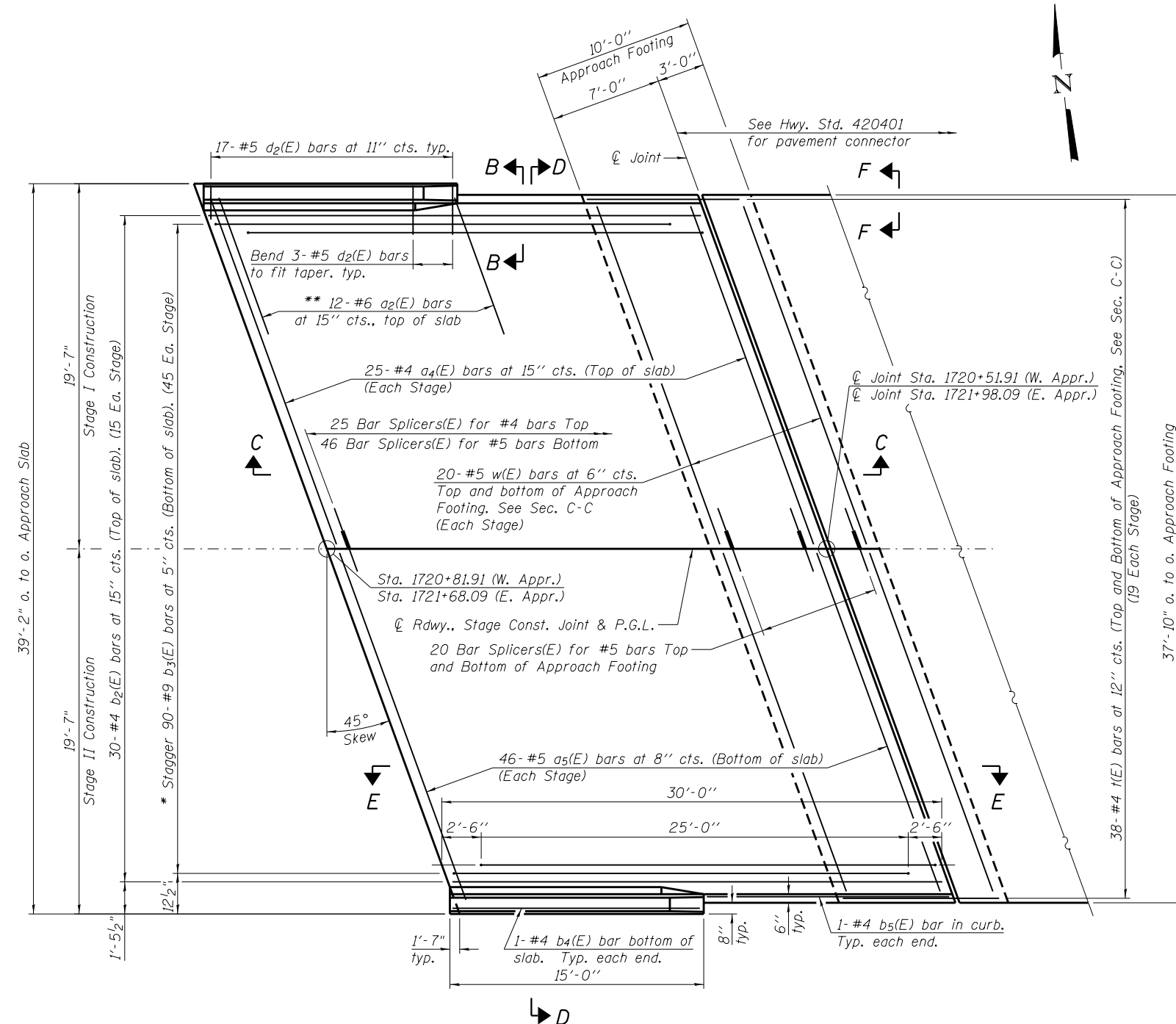
(at Rt. L's)

USER NAME =	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	45
CONTRACT NO. 72B61				

Notes:
 See sheet 12 of 19 for Sections C-C & D-D and View E-E.
 $a_4(E)$ and $a_5(E)$ bar spacings measured along C.Rdwy.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be $1\frac{1}{2}$ " for installation purposes.

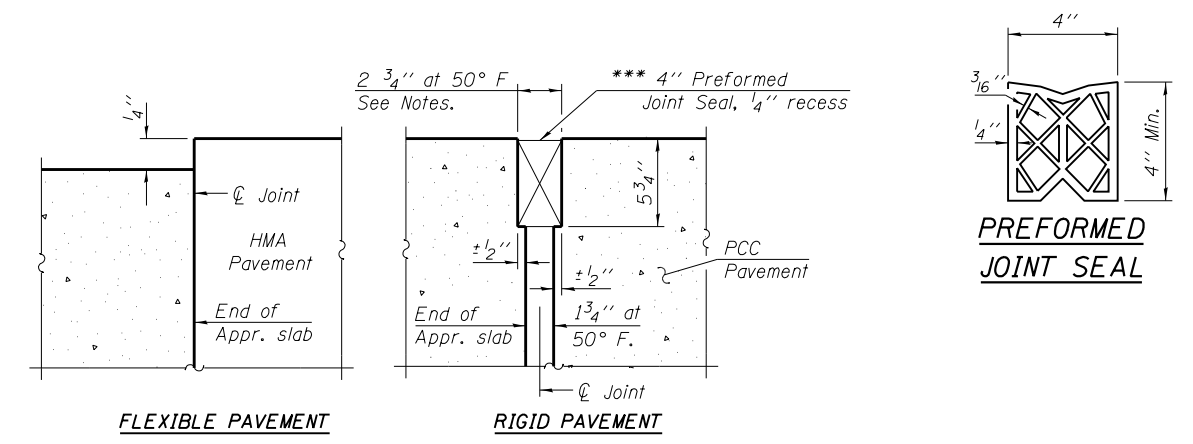
*** Cost included with Concrete Superstructure.



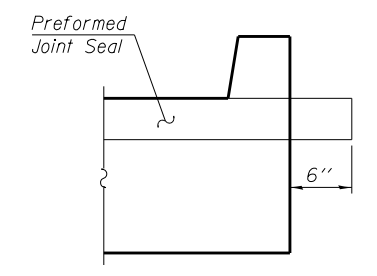
PLAN

(East Approach shown, West Approach similar)

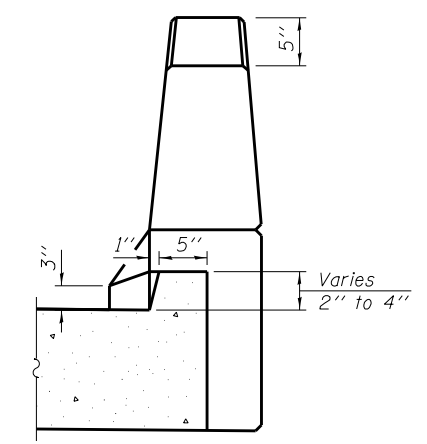
* Tilt #9 $b_3(E)$ bars as required to maintain clearance.
 ** Space between $a_4(E)$ bars, typ. each parapet.



DETAIL A



VIEW F-F



VIEW B-B

(Sheet 1 of 2)



USER NAME =	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

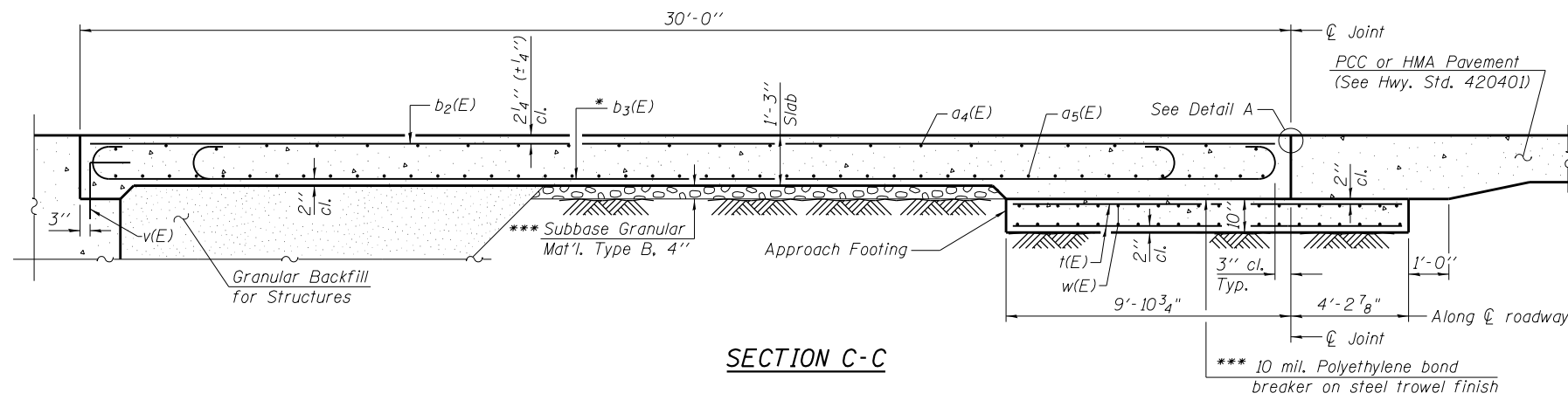
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 075-0511

SHEET NO. 11 OF 19 SHEETS

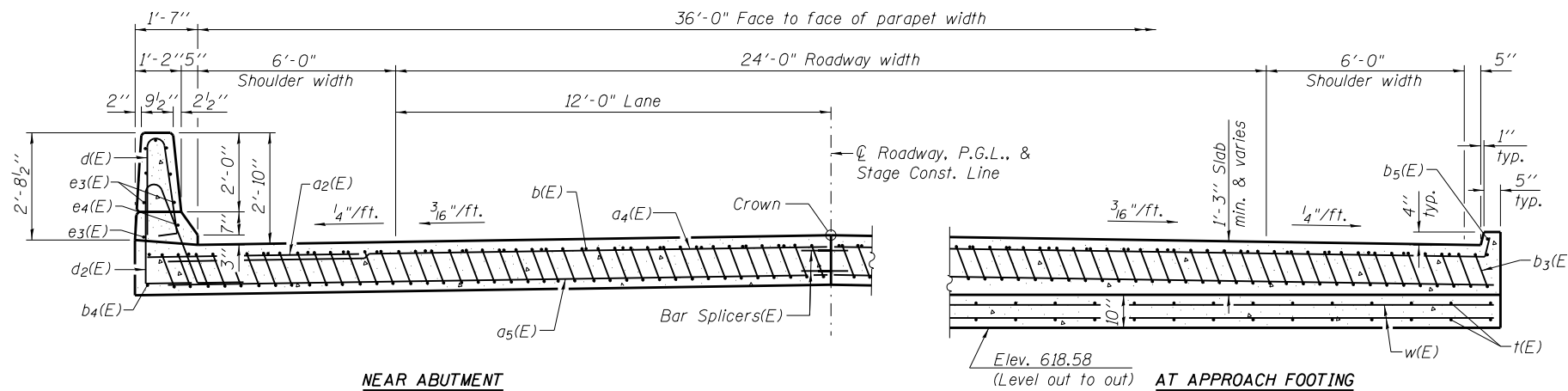
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	46
CONTRACT NO. 72B61				

ILLINOIS FED. AID PROJECT

Notes:
 See sheet 11 of 19 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 10 of 19.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 17 of 19.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 19.
 For additional parapet details, see sheet 8 of 19.



SECTION C-C

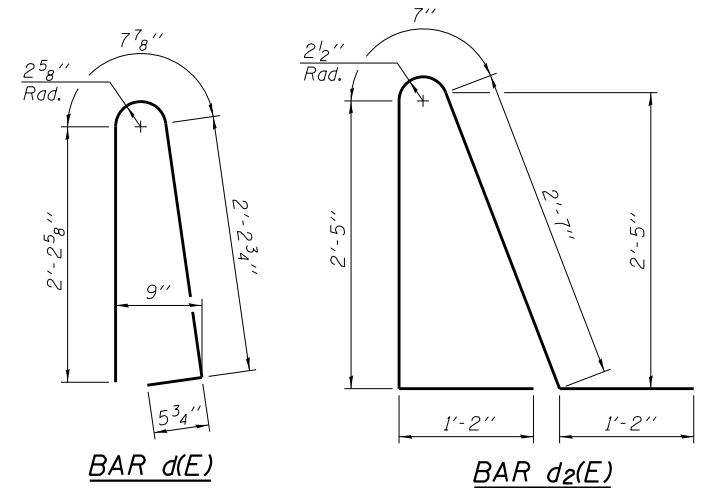


NEAR ABUTMENT

SECTION D-D

(See Plan for dimensions not shown)

AT APPROACH FOOTING

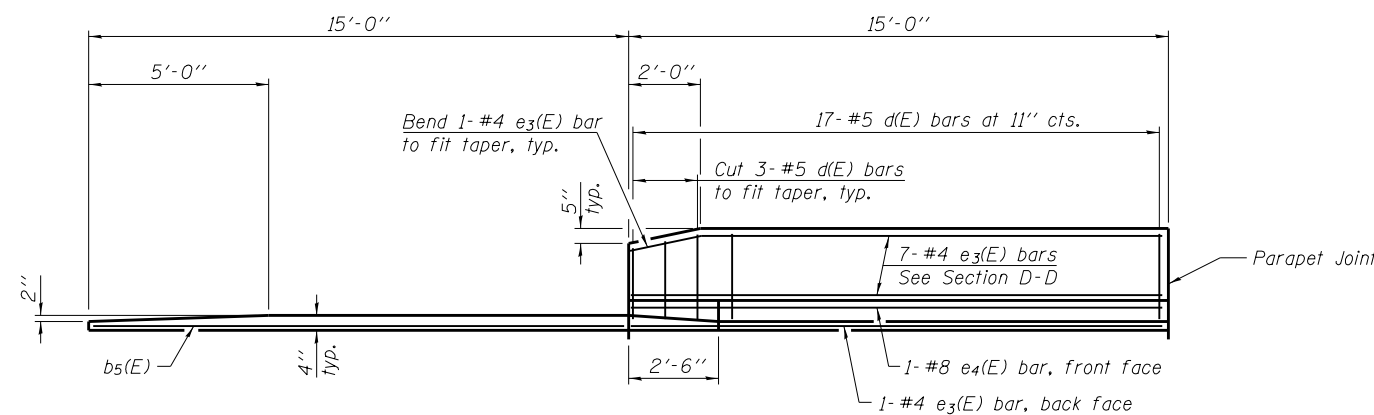


BAR d(E)

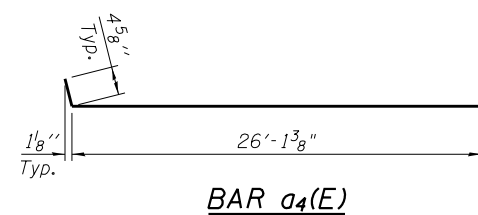
BAR d2(E)

* Tilt #9 b3(E) bars as required to maintain clearance.

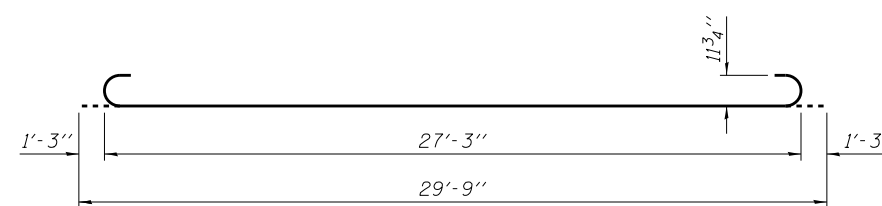
*** Cost included with Concrete Superstructure.



VIEW E-E



BAR a4(E)

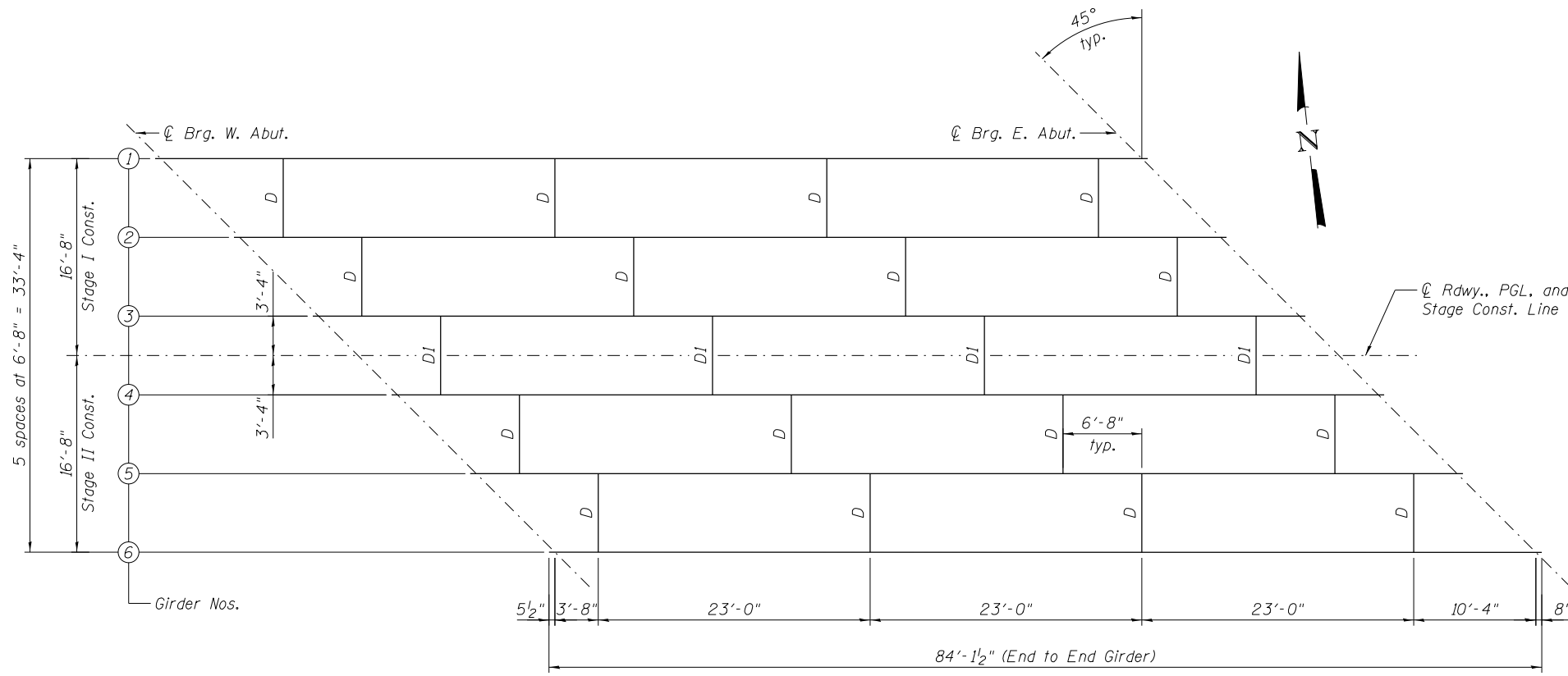


BAR b3(E)

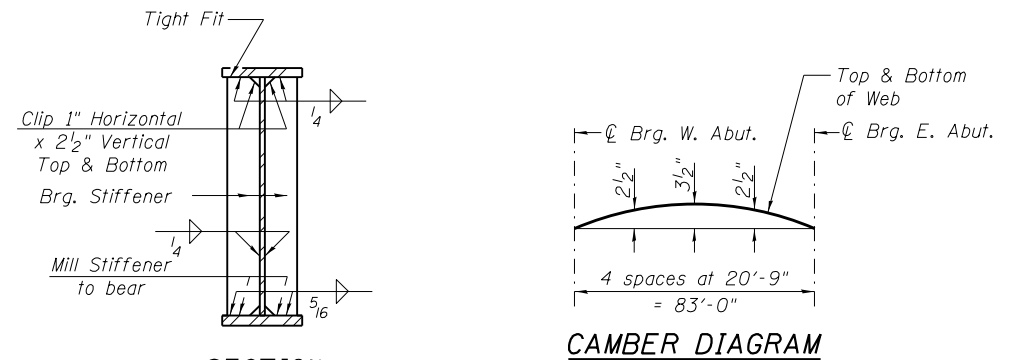
TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a4(E)	100	#4	26'-6"	—
a5(E)	184	#5	26'-3"	—
b2(E)	60	#4	29'-8"	—
b3(E)	180	#9	29'-9"	—
b4(E)	4	#4	14'-8"	—
b5(E)	4	#4	14'-10"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e3(E)	32	#4	14'-8"	—
e4(E)	4	#8	14'-8"	—
t(E)	152	#4	13'-9"	—
w(E)	160	#5	26'-3"	—
Concrete Superstructure		Cu. Yd.	165.2	
Concrete Structures		Cu. Yd.	33.1	
Reinforcement Bars, Epoxy Coated		Pound	33960	

(Sheet 2 of 2)

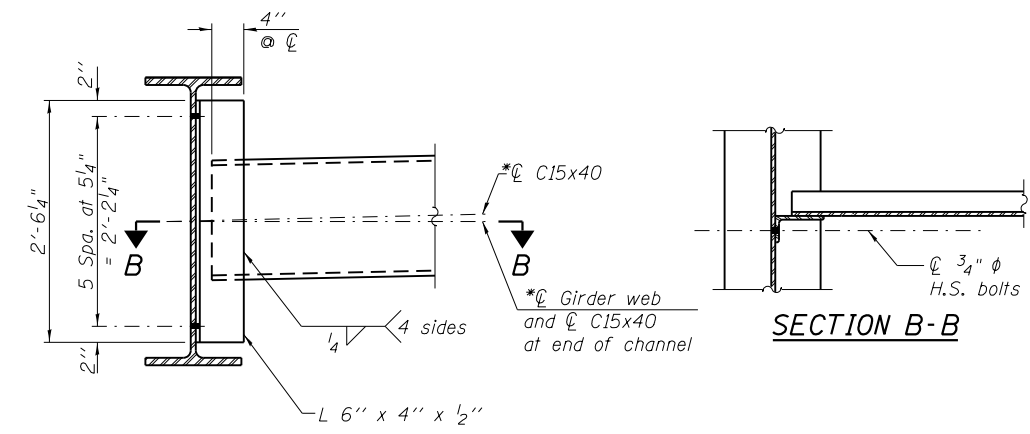


FRAMING PLAN



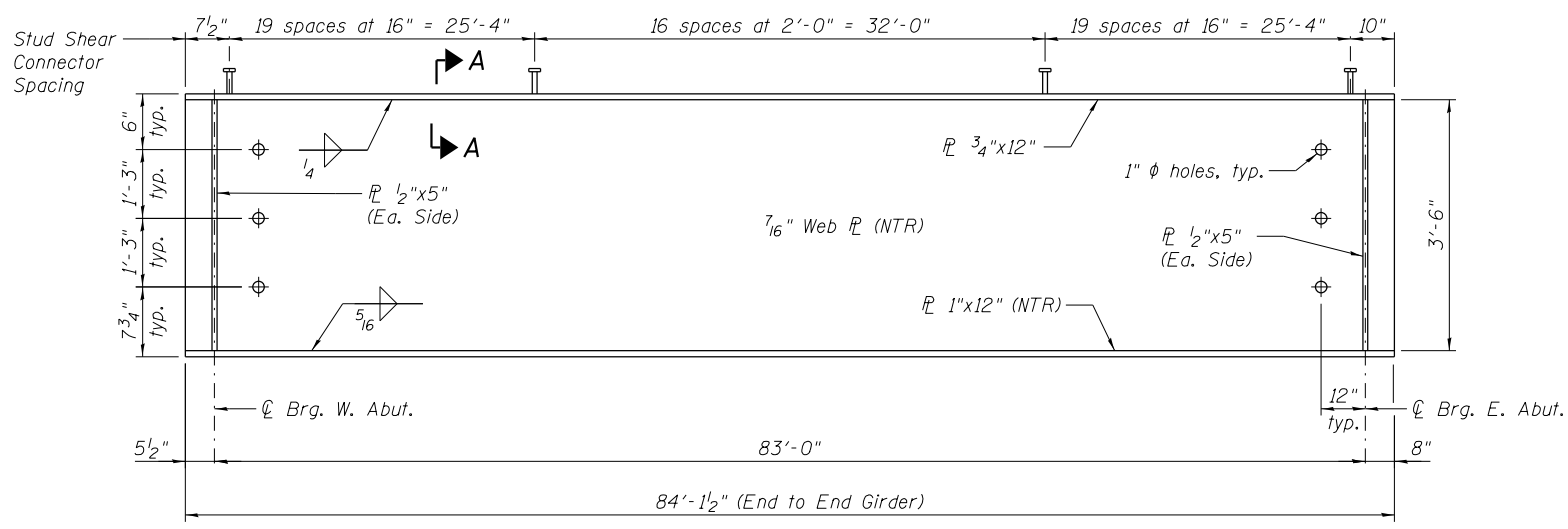
SECTION AT ABUTMENT

CAMBER DIAGRAM

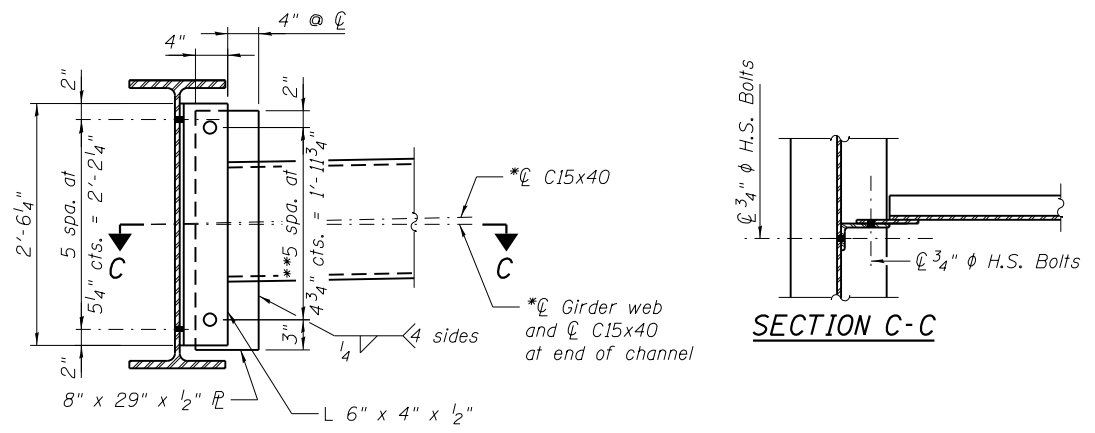


DIAPHRAGM D
(16 Required)

SECTION B-B



GIRDER ELEVATION

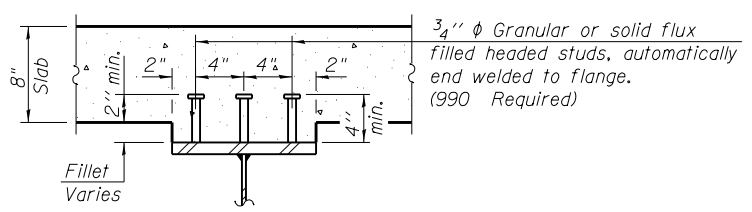


DIAPHRAGM D1
(4 Required)

SECTION C-C

Notes:
 Two hardened washers required for each set of oversized holes.
 $\frac{3}{4}$ " ϕ HS bolts, $\frac{15}{16}$ " ϕ holes, unless otherwise noted.
 All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted.
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

"NTR" denotes plates to which notch toughness requirements are applicable.

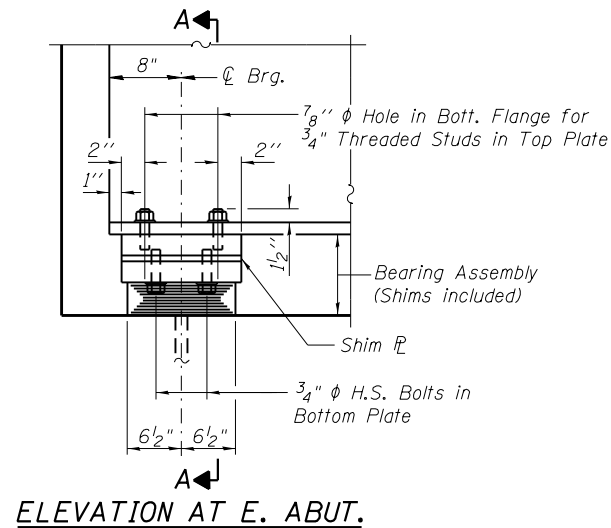


SECTION A-A

TOP OF WEB ELEVATIONS
(For Fabrication only)

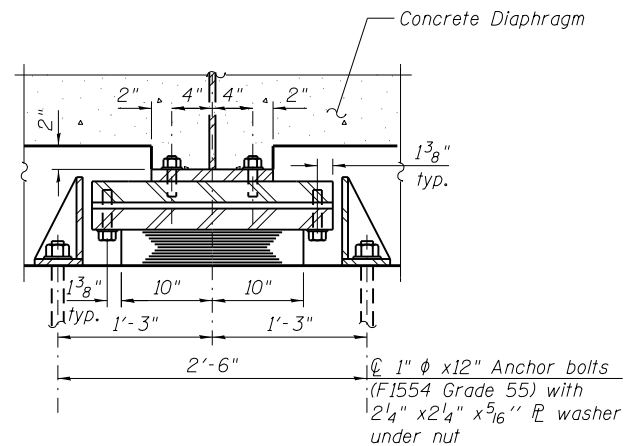
Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
⊕ Brg. W. Abut.	620.26	620.42	620.55	620.58	620.49	620.38
⊕ Brg. E. Abut.	620.38	620.49	620.58	620.55	620.42	620.26

*C15x50 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 additional cost to the Department.
 ** $\frac{3}{4}$ " ϕ HS bolts, $\frac{13}{16}$ " ϕ x $1\frac{7}{8}$ " vertical slotted holes in 8" x 29" x $\frac{1}{2}$ " plate and L 6" x 4" x $\frac{1}{2}$ ". Slots shall be positioned such that the bolts start at one end with no concrete load and finish near the opposite end after the deck pour. Bolts in slotted holes shall be finger tightened and then fully tightened after second stage deck pour.



ELEVATION AT E. ABUT.

TYPE I ELASTOMERIC EXP. BRG.

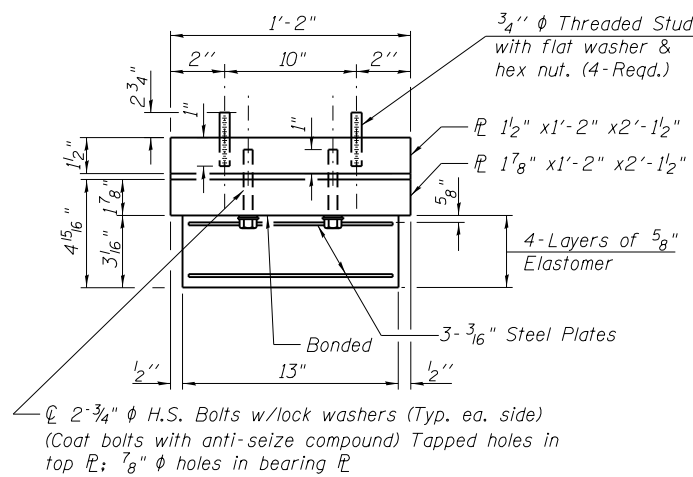


SECTION A-A

INTERIOR GIRDER MOMENT TABLE		0.5 Span
I_s	(in ⁴)	12252
$I_c(n)$	(in ⁴)	33758
$I_c(3n)$	(in ⁴)	25060
S_s	(in ³)	603
$S_c(n)$	(in ³)	860
$S_c(3n)$	(in ³)	791
DC1	(k/')	0.833
M_{DC1}	('k)	717
DC2	(k/')	0.150
M_{DC2}	('k)	129
DW	(k/')	0.300
M_{DW}	('k)	258
$M_L + IM$	('k)	1241
M_u (Strength I)	('k)	3617
$\phi_r M_n$	('k)	4393
f_s DC1	(ksi)	14.27
f_s DC2	(ksi)	1.96
f_s DW	(ksi)	3.91
f_s (L+IM)	(ksi)	17.32
f_s (Service II)	(ksi)	42.65
$0.95R_n F_{yr}$	(ksi)	47.50
V_r	(k)	28.9

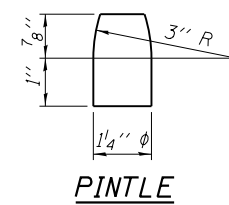
INTERIOR GIRDER REACTION TABLE		Abut.
R_{DC1}	(k)	72.3
R_{DC2}	(k)	6.2
R_{DW}	(k)	12.5
$R_L + IM$	(k)	96.3
R_{Total}	(k)	187.3

Notes:
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50W.



BEARING ASSEMBLY

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

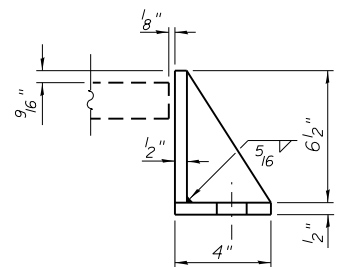


PINTELE

SHIM PLATES

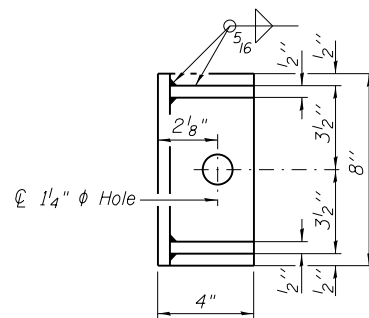
Location	Thickness
W. Abut. Girder 4	3/8"
E. Abut. Girder 3	3/8"

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
 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.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$
 $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (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_n
 f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$
 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).
 $M_{DW} / S_c(3n)$
 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).
 $M_L + IM / S_c(n)$
 f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{SDC1} + f_{SDC2} + f_{SDW} + 1.3 f_s (L + IM)$
 $0.95R_n F_{yr}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 V_r : Maximum factored shear range in span computed according to Article 6.10.10. (kip).

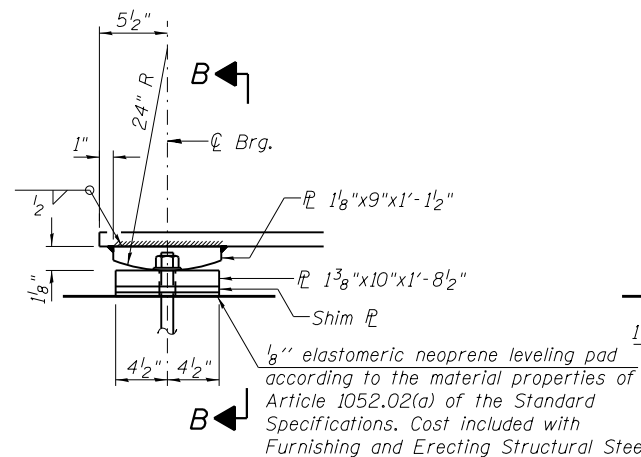


SIDE RETAINER

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



ELEVATION AT W. ABUT.

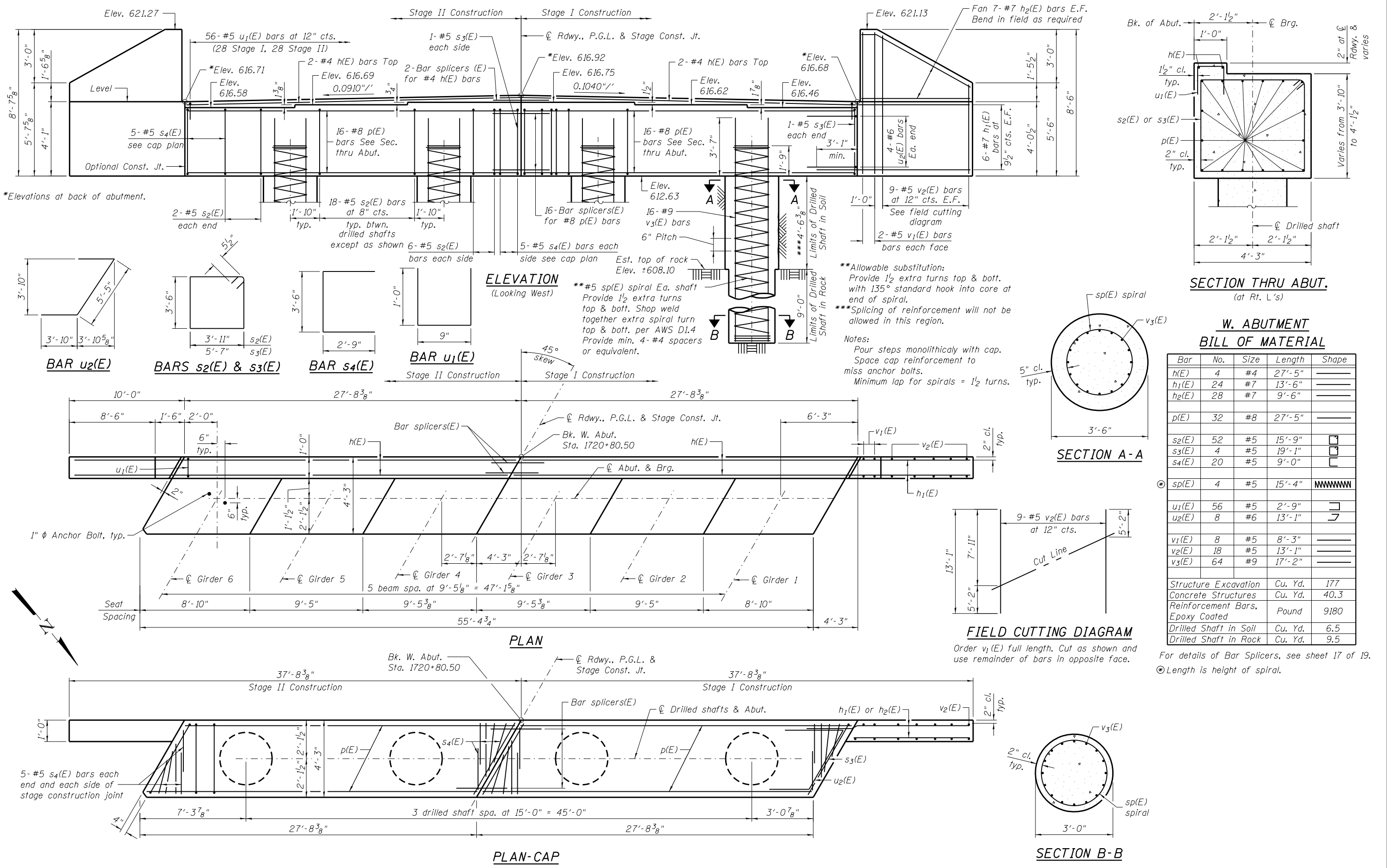


SECTION B-B

FIXED BEARING

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Anchor Bolts, 1"	Each	24



****Allowable substitution:**
 Provide 1 1/2 extra turns top & bott. with 135° standard hook into core at end of spiral.

*****Splicing of reinforcement will not be allowed in this region.**

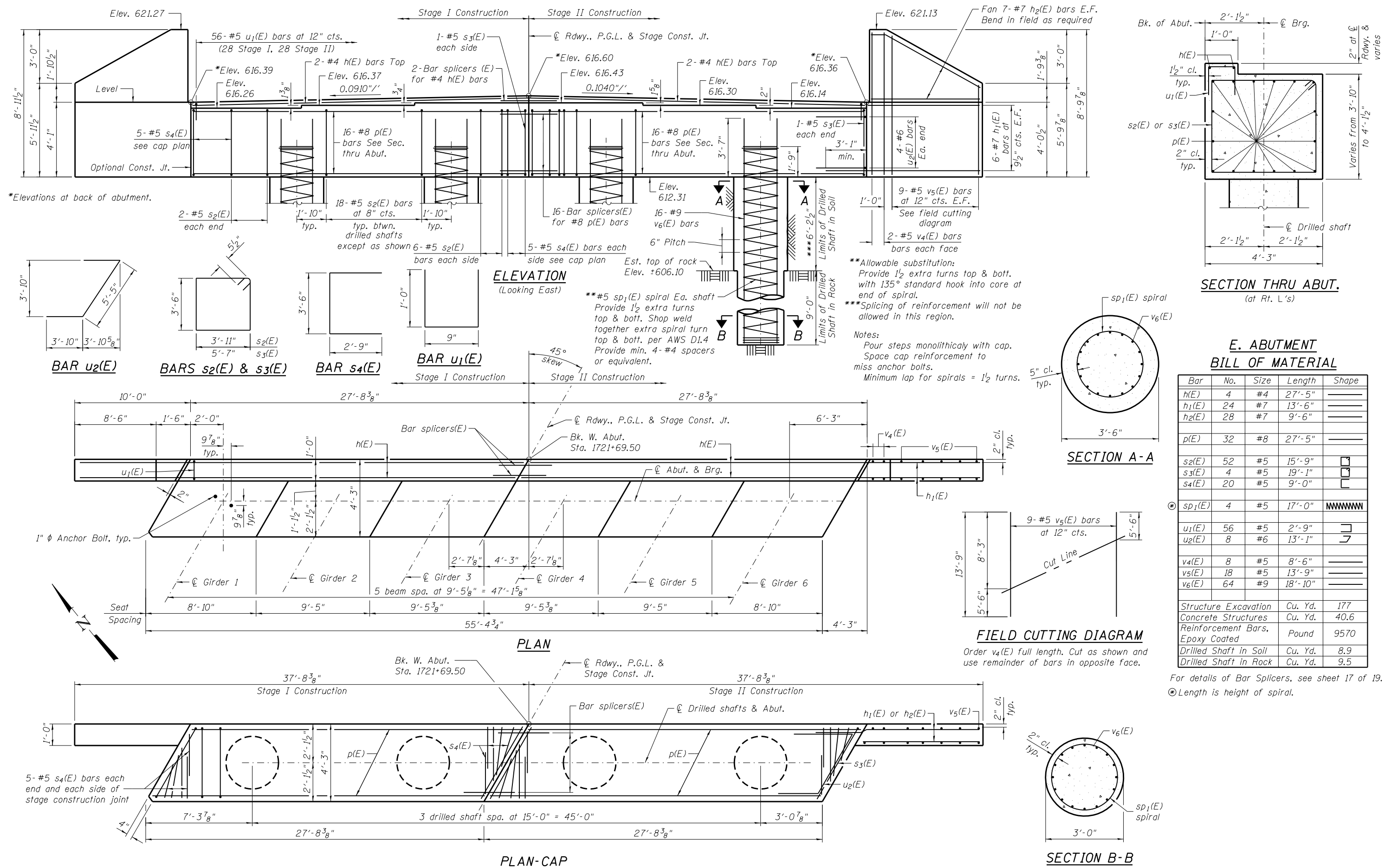
Notes:
 Pour steps monolithically with cap. Space cap reinforcement to miss anchor bolts. Minimum lap for spirals = 1 1/2 turns.

SECTION THRU ABUT. (at Rt. L's)

W. ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	4	#4	27'-5"	—
h ₁ (E)	24	#7	13'-6"	—
h ₂ (E)	28	#7	9'-6"	—
p(E)	32	#8	27'-5"	—
s ₂ (E)	52	#5	15'-9"	□
s ₃ (E)	4	#5	19'-1"	□
s ₄ (E)	20	#5	9'-0"	□
sp(E)	4	#5	15'-4"	⌀
u ₁ (E)	56	#5	2'-9"	└
u ₂ (E)	8	#6	13'-1"	└
v ₁ (E)	8	#5	8'-3"	—
v ₂ (E)	18	#5	13'-1"	—
v ₃ (E)	64	#9	17'-2"	—
Structure Excavation			Cu. Yd.	177
Concrete Structures			Cu. Yd.	40.3
Reinforcement Bars, Epoxy Coated			Pound	9180
Drilled Shaft in Soil			Cu. Yd.	6.5
Drilled Shaft in Rock			Cu. Yd.	9.5

For details of Bar Splicers, see sheet 17 of 19.
 Ⓞ Length is height of spiral.



*Elevations at back of abutment.

**Allowable substitution: Provide 1/2 extra turns top & bott. with 135° standard hook into core at end of spiral.
 ***Splicing of reinforcement will not be allowed in this region.

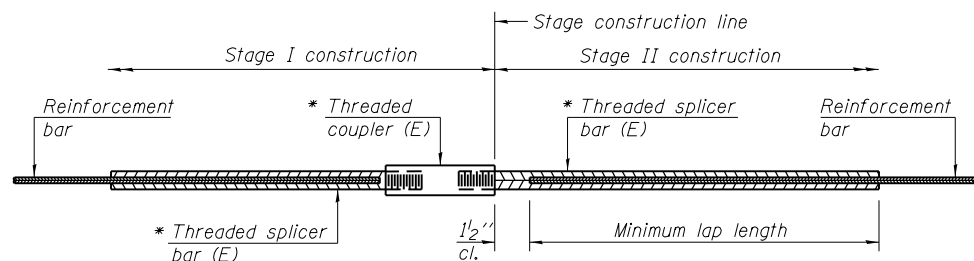
Notes:
 Pour steps monolithically with cap. Space cap reinforcement to miss anchor bolts. Minimum lap for spirals = 1/2 turns.

SECTION THRU ABUT. (at Rt. L's)

E. ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	4	#4	27'-5"	—
h1(E)	24	#7	13'-6"	—
h2(E)	28	#7	9'-6"	—
p(E)	32	#8	27'-5"	—
s2(E)	52	#5	15'-9"	□
s3(E)	4	#5	19'-1"	□
s4(E)	20	#5	9'-0"	□
sp1(E)	4	#5	17'-0"	
u1(E)	56	#5	2'-9"	□
u2(E)	8	#6	13'-1"	7
v4(E)	8	#5	8'-6"	—
v5(E)	18	#5	13'-9"	—
v6(E)	64	#9	18'-10"	—
Structure Excavation			Cu. Yd.	177
Concrete Structures			Cu. Yd.	40.6
Reinforcement Bars, Epoxy Coated			Pound	9570
Drilled Shaft in Soil			Cu. Yd.	8.9
Drilled Shaft in Rock			Cu. Yd.	9.5

For details of Bar Splicers, see sheet 17 of 19.
 ⊙ Length is height of spiral.



STANDARD BAR SPLICER ASSEMBLY

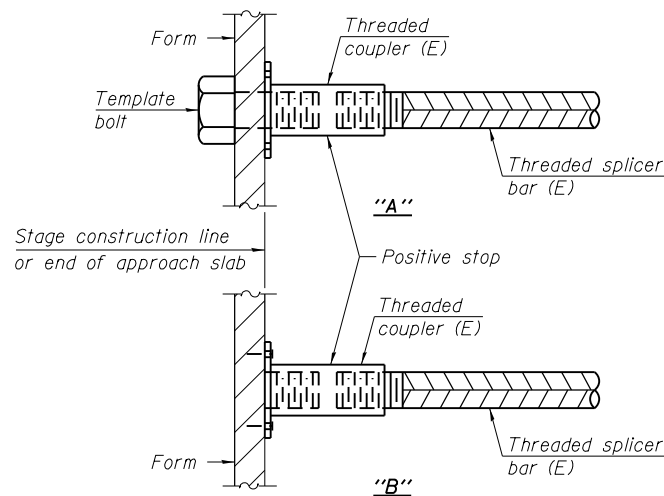
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

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

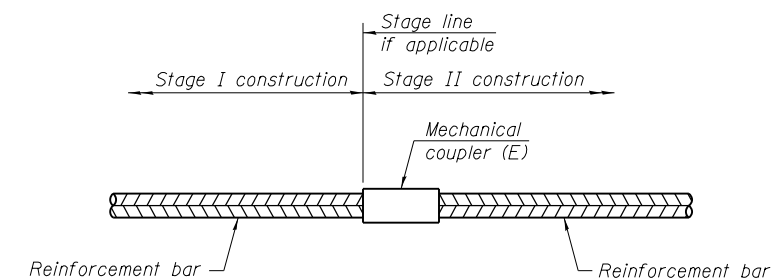
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
W. Abut.	#8	16	4
W. Abut.	#4	2	6
E. Abut.	#8	16	4
E. Abut.	#4	2	6
Deck	#5	266	3
Diaphragms	#6	24	4
Approach	#4	25	4
Approach	#5	86	3



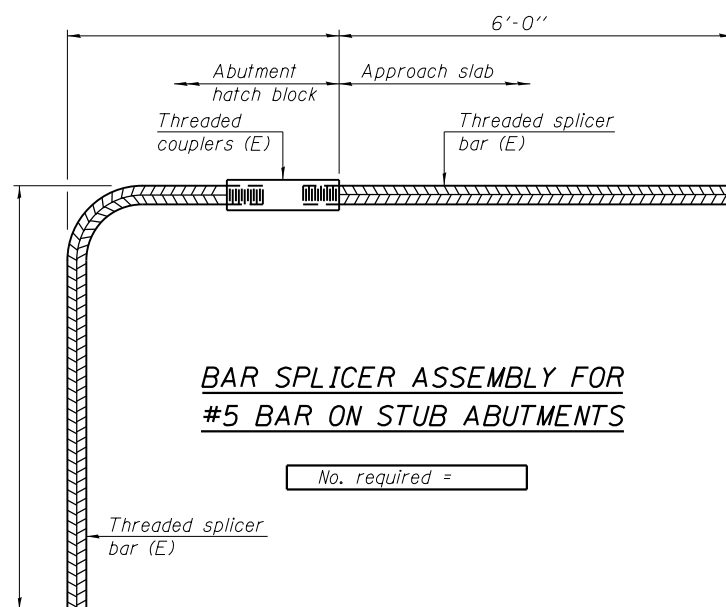
INSTALLATION AND SETTING METHODS

"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.

BSD-1

8-31-12



USER NAME =	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 075-0511

SHEET NO. 17 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	52
CONTRACT NO. 72B61				

ILLINOIS FED. AID PROJECT

Illinois Department of Transportation
Division of Highways
1907

SOIL BORING LOG

Page 1 of 2
Date 4/17/09

ROUTE FAP 745 DESCRIPTION IL 104 over Brower Creek LOGGED BY M. Tappan
SECTION 108 BR LOCATION NE 1/4, SEC. 15, TWP. 3S, RNG. 4W, 4 PM
COUNTY Pike DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 075-0511 DEPTH (ft) 619.6 SURFACE WATER Elev. 607.2 ft
Station 1721+25 ELEVATION (ft) 605.2 ft
BORING NO. B-WA H S Qu T
Station 1720+28 Groundwater Elev.:
Offset 14.0ft Lt First Encounter No Encounter ft
Ground Surface Elev. 619.6 ft (ft) /6" (tsf) (%) Upon Completion Cored ft
After Hrs. Plugged ft

DEPTH (ft)	DESCRIPTION	U	M	TSF	UCS (%)
0	Aggregate Fill Poor Recovery				
3					
1					
2					
616.60	Brown to Black Moist SILTY CLAY LOAM (Fill)				
1					
-5		1		0.6	32
2				B	
613.10	Brown and Gray Moist SILTY CLAY				
1					
2				0.7	22
2				B	
0					
-10	Gray V. Moist SILTY CLAY w/ Gray Fine Sand Seams			0.3	23
0		0		WOH	B
608.10	Dk Gray Argillaceous LIMESTONE				
17	Auger refusal at 12.5 begin rock core			100	
607.10	Borehole continued with rock coring.			1"	
-15					
-20					

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

Illinois Department of Transportation
Division of Highways
1907

ROCK CORE LOG

Page 2 of 2
Date 4/17/09

ROUTE FAP 745 DESCRIPTION IL 104 over Brower Creek LOGGED BY M. Tappan
SECTION 108 BR LOCATION NE 1/4, SEC. 15, TWP. 3S, RNG. 4W, 4 PM
COUNTY Pike CORING METHOD Water

STRUCT. NO. 075-0511 CORING BARREL TYPE & SIZE NQ2WL DEPTH (ft) 607.10
Station 1721+25 Station 1720+28 Core Diameter 2 in
BORING NO. B-WA Top of Rock Elev. 608.10 ft
Station 1720+28 Begin Core Elev. 607.10 ft
Offset 14.0ft Lt
Ground Surface Elev. 619.6 ft

DEPTH (ft)	DESCRIPTION	R	R	CORE	S
(ft)	(#)	(%)	(%)	(min/ft)	(tsf)
607.10	Dk Gray Mod. Indurated Fossiliferous Argillaceous LIMESTONE	1	96	64	
606.40	Open Joints <2"				
	V. Dk Gray Well Ind Fossiliferous Calcareous SHALE w/ 1"-2" Geodes				181.3
-15	Closed Joints 1'-3' filled w/ clayey shale				
2		100	88		196
599.30	Gray Well Ind Fossiliferous Argillaceous LIMESTONE				
598.40	Open Joints 2"-12"				
	Gray Well Ind Fossiliferous Calcareous SHALE				438
597.50	Closed Joints 2"-12"				
597.10	Soft Shaley Clayey Seam at 21.8				
	Gray Well Ind Fossiliferous Argillaceous LIMESTONE				
-25					
-30					

Color pictures of the cores Yes, On File
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RQD is the ratio of the total length of sound core specimens >4" to total length of core run



USER NAME =	DESIGNED - HP	REVISED -
FILE NAME =	CHECKED - MTH	REVISED -
PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE =	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL BORINGS
STRUCTURE NO. 075-0511**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	53
CONTRACT NO. 72B61				

SHEET NO. 18 OF 19 SHEETS

ILLINOIS FED. AID PROJECT

Illinois Department
of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2
Date 4/17/09

ROUTE FAP 745 DESCRIPTION IL 104 over Brower Creek LOGGED BY M. Tappan

SECTION 108 BR LOCATION NE 1/4, SEC. 15, TWP. 3S, RNG. 4W, 4 PM

COUNTY Pike DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	D	B	U	M	Surface Water Elev.	
<u>075-0511</u>					<u>607.2</u>	ft
Station <u>1721+25</u>					<u>605.2</u>	ft
	T	W	Qu	S	Groundwater Elev.:	
BORING NO. <u>B-EA</u>	H	S		T	First Encounter <u>607.6</u>	ft
Station <u>1722+20</u>					Upon Completion <u>Cored</u>	ft
Offset <u>15.0ft Rt</u>					After <u>Plugged</u>	ft
Ground Surface Elev. <u>619.6</u>	(ft)	/6"	(tsf)	(%)		

<p>Gray and Brown Moist SILTY CLAY (Fill)</p> <p style="text-align: center;">610.60</p> <p style="text-align: center;">-5</p> <p style="text-align: center;">1</p> <p style="text-align: center;">2</p> <p style="text-align: center;">2</p> <p style="text-align: center;">1</p> <p style="text-align: center;">2</p> <p style="text-align: center;">3</p> <p style="text-align: center;">610.60</p> <p>Gray Moist LOAM</p> <p style="text-align: center;">-10</p> <p style="text-align: center;">1</p> <p style="text-align: center;">2</p> <p style="text-align: center;">4</p> <p style="text-align: center;">608.10</p> <p>Brown Med SAND FREE WATER Auger Refusal at 13.5, begin rock core</p> <p style="text-align: center;">606.10</p> <p>Borehole continued with rock coring.</p> <p style="text-align: center;">-15</p> <p style="text-align: center;">-20</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>1.0</td><td>25</td></tr> <tr><td>B</td><td></td></tr> <tr><td>1.2</td><td>28</td></tr> <tr><td>B</td><td></td></tr> <tr><td>1.0</td><td>21</td></tr> </table>	1.0	25	B		1.2	28	B		1.0	21
1.0	25										
B											
1.2	28										
B											
1.0	21										

File Name: S:\SOS\SYSTEM FILES\075 PHES\075-PHES-0511-IL 104 OVER BROWER CREEK.GPJ Data Template: BSTEMPL1.GDT Date Printed: 1/21/14
Latitude: 39D 48' 44.68" Longitude: 90D 50' 46.44" Job Number: 72861

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

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IDOT

ROCK CORE LOG

Page 2 of 2
Date 4/17/09

ROUTE FAP 745 DESCRIPTION IL 104 over Brower Creek LOGGED BY M. Tappan

SECTION 108 BR LOCATION NE 1/4, SEC. 15, TWP. 3S, RNG. 4W, 4 PM

COUNTY Pike CORING METHOD Water

STRUCT. NO.	CORING BARREL TYPE & SIZE	D	C	O	R	E	C	O	R	E	C	O	R	E
<u>075-0511</u>	<u>NQ2WL</u>													
Station <u>1721+25</u>	Core Diameter <u>2</u> in													
BORING NO. <u>B-EA</u>	Top of Rock Elev. <u>606.10</u> ft													
Station <u>1722+20</u>	Begin Core Elev. <u>606.10</u> ft													
Offset <u>15.0ft Rt</u>														
Ground Surface Elev. <u>619.6</u>														
		(ft)	(#)	(%)	(%)	(min/ft)	(tsf)							

<p>Dk Gray Well Indurated Fossiliferous Argillaceous LIMESTONE Open Joints <2"</p> <p style="text-align: center;">606.10</p> <p style="text-align: center;">605.10</p> <p>Dk Gray V. Well Indurated Fossiliferous Calcareous SHALE Closed Joints 2"-12"</p> <p style="text-align: center;">-15</p> <p style="text-align: center;">2</p> <p style="text-align: center;">100</p> <p style="text-align: center;">86</p> <p style="text-align: center;">-20</p> <p style="text-align: center;">597.80</p> <p>Dk Gray V. Well Indurated Fossiliferous Argillaceous LIMESTONE Open Joints 2"-12"</p> <p style="text-align: center;">596.10</p> <p style="text-align: center;">-25</p> <p style="text-align: center;">-30</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>90</td><td>52</td><td></td><td></td><td>201.9</td></tr> <tr><td></td><td></td><td></td><td></td><td>175.6</td></tr> <tr><td></td><td></td><td></td><td></td><td>474.7</td></tr> </table>	90	52			201.9					175.6					474.7
90	52			201.9												
				175.6												
				474.7												

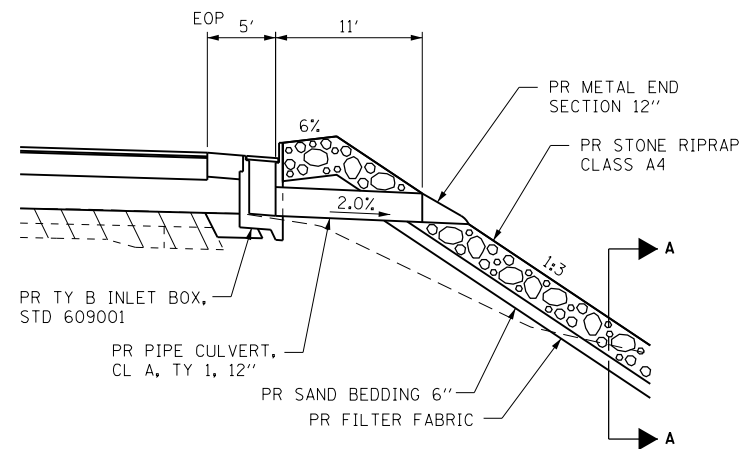
ROCK CORE 075-0511-IL 104 OVER BROWER CREEK.GPJ BSTEMPL1.GDT 1/21/14

Color pictures of the cores Yes, On File

Cores will be stored for examination until 5 Years after Construction

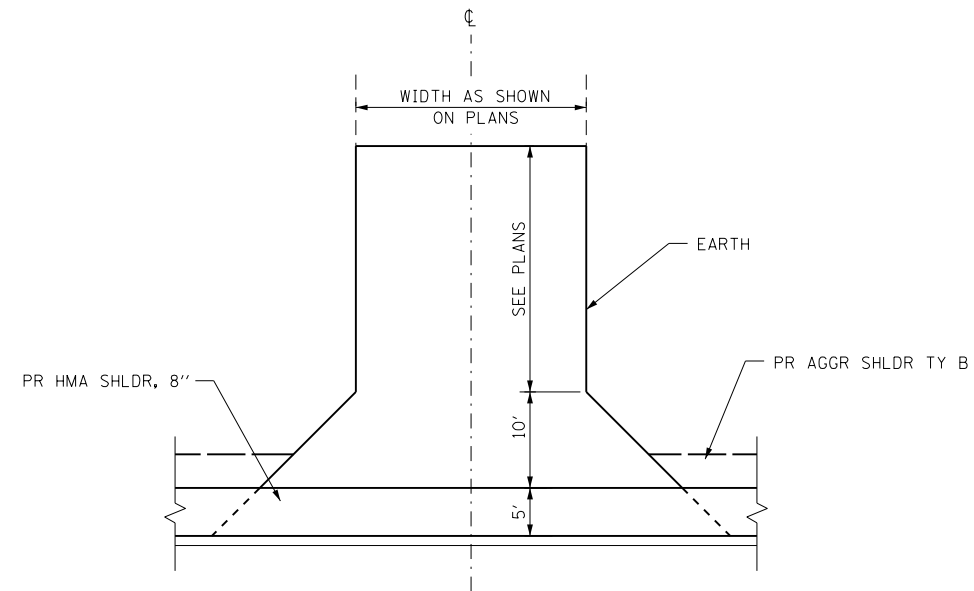
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

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



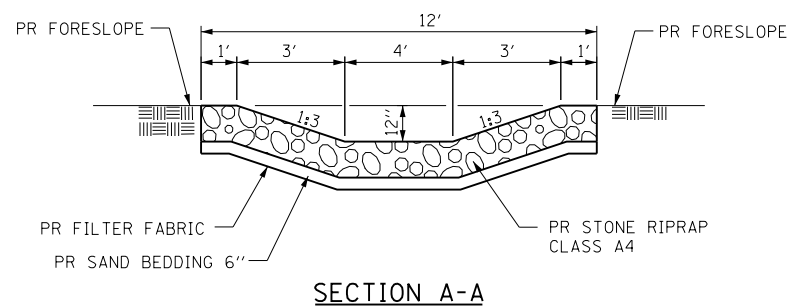
**APPROACH SHOULDER
DRAIN DETAIL**

STA. 1720+04.14 LT
 STA. 1720+37.89 RT
 STA. 1722+12.11 LT
 STA. 1722+41.55 RT

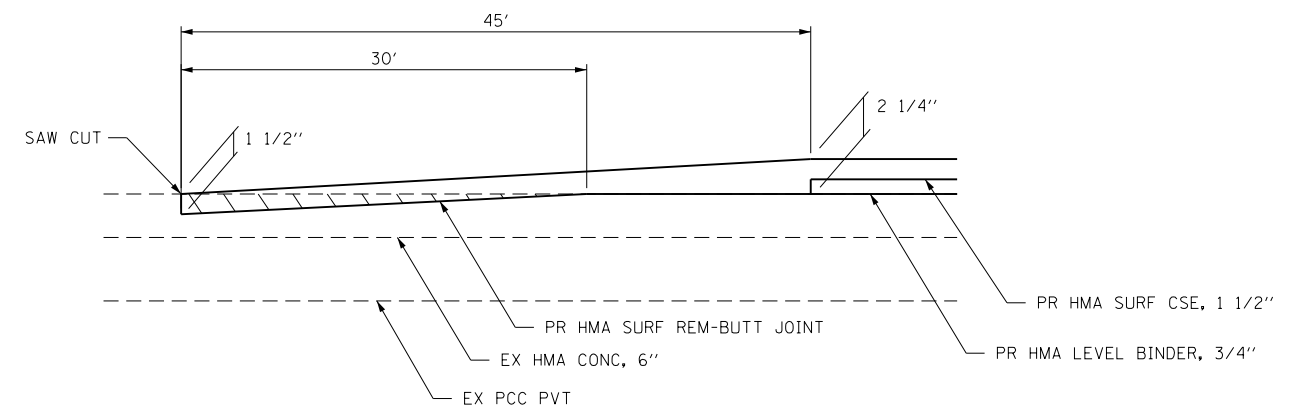


**FIELD ENTRANCE
DETAILS
PLAN VIEW**

STA. 1715+00.00 RT



SECTION A-A



BUTT JOINT DETAIL

STA. 1715+00 TO STA. 1715+30
 STA. 1727+20 TO STA. 1727+50

GENERAL NOTES:

1. BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
2. WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE.

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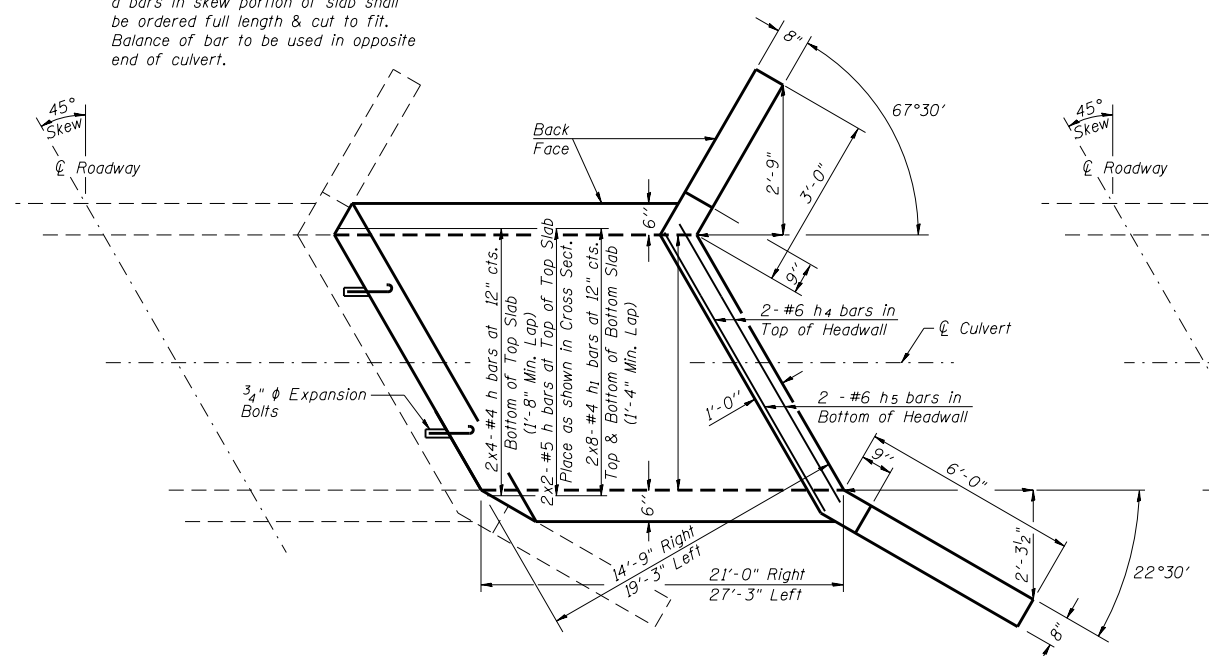
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MISCELLANEOUS DETAILS

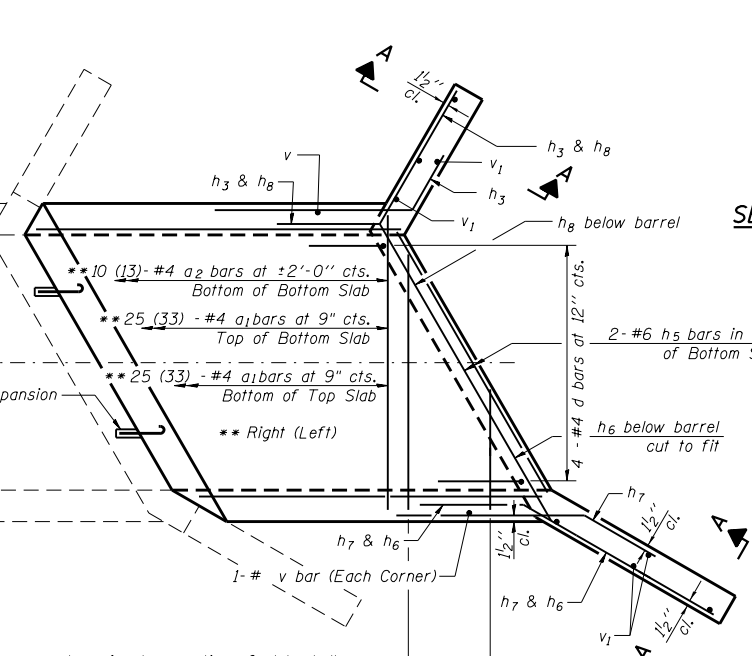
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	108B-3	PIKE	69	55
CONTRACT NO. 72B61				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

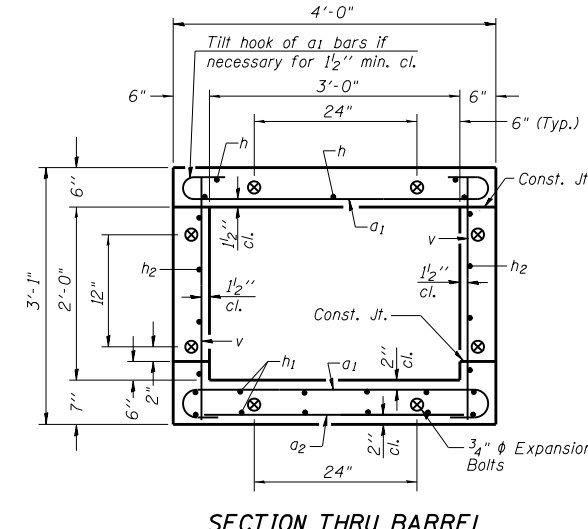
a bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end of culvert.



PLAN VIEW

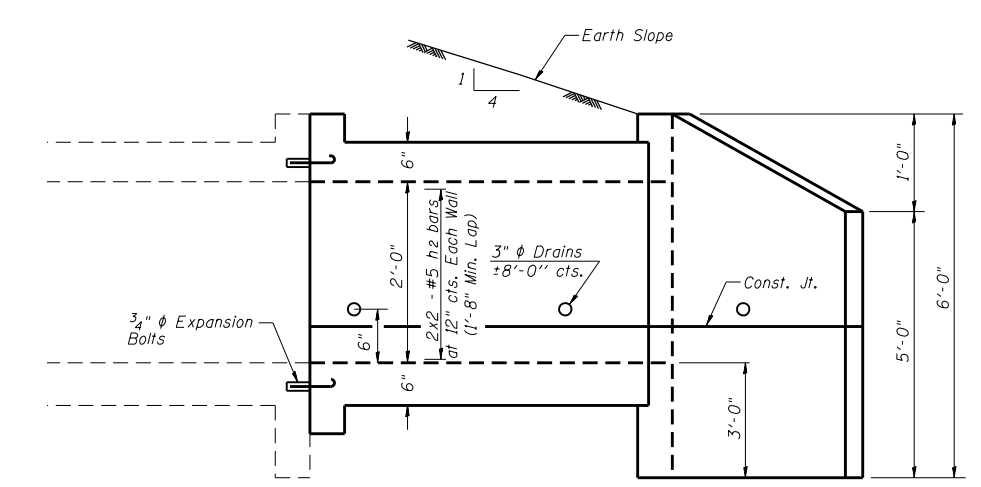


SECTION THRU HEADWALL
(Up Stream End Only)

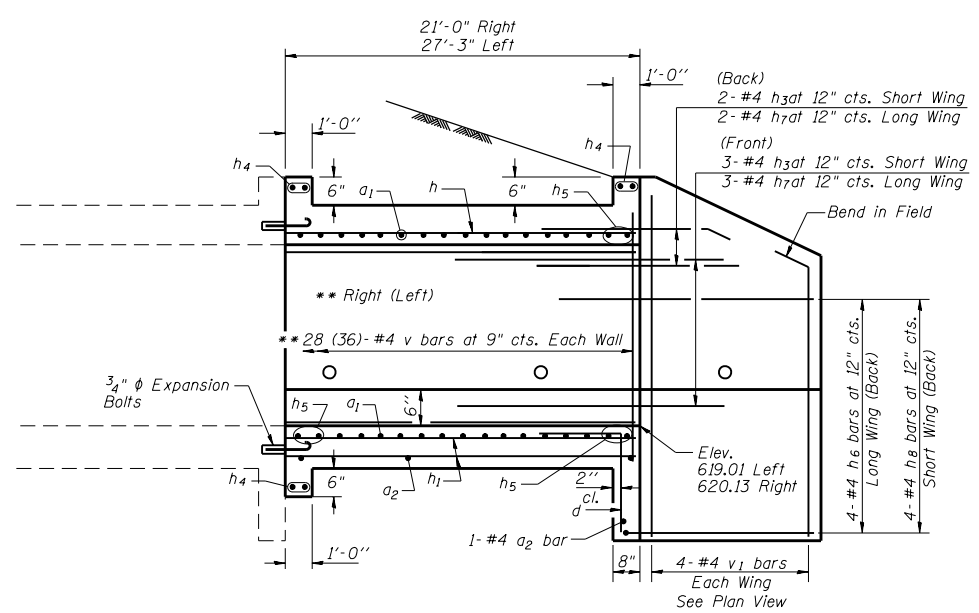


SECTION THRU BARREL

* a bars in skew portion of slab shall be ordered full length & cut to fit. Balance of bar to be used in opposite end of culvert.



PROFILE VIEW

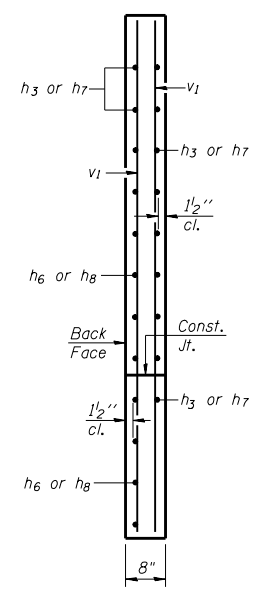


SECTION A-A

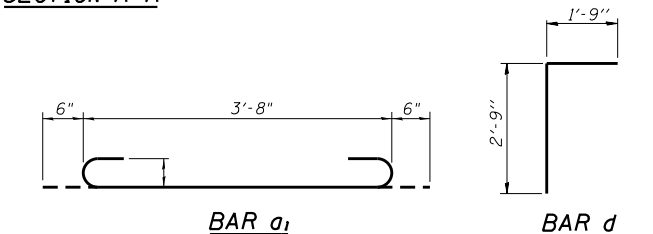
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a1	116	#4	4'-8"	U	
a2	23	#4	3'-9"	U	
d	8	#4	4'-6"	L	
h	24	#4	14'-4"	—	
h1	32	#4	14'-4"	—	
h2	16	#5	14'-4"	—	
h3	10	#4	7'-4"	—	
h4	12	#6	5'-3"	—	
h5	12	#6	5'-3"	—	
h6	10	#4	7'-4"	—	
h7	10	#4	7'-4"	—	
h8	10	#4	7'-4"	—	
v	132	#4	2'-8"	—	
v1	16	#4	7'-8"	—	
				3/4" Expansion Bolts Each	16
				Concrete Box Culverts Cu. Yd.	14.5
				Reinforcement Bars Pound	2,040

* Cut h bars in field to fit Right side extension.

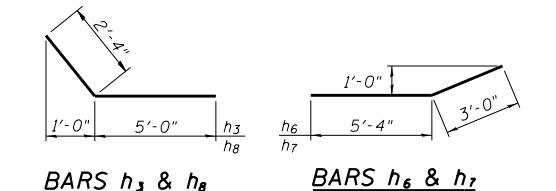


SECTION A-A



BAR a1

BAR d



BARS h3 & h8

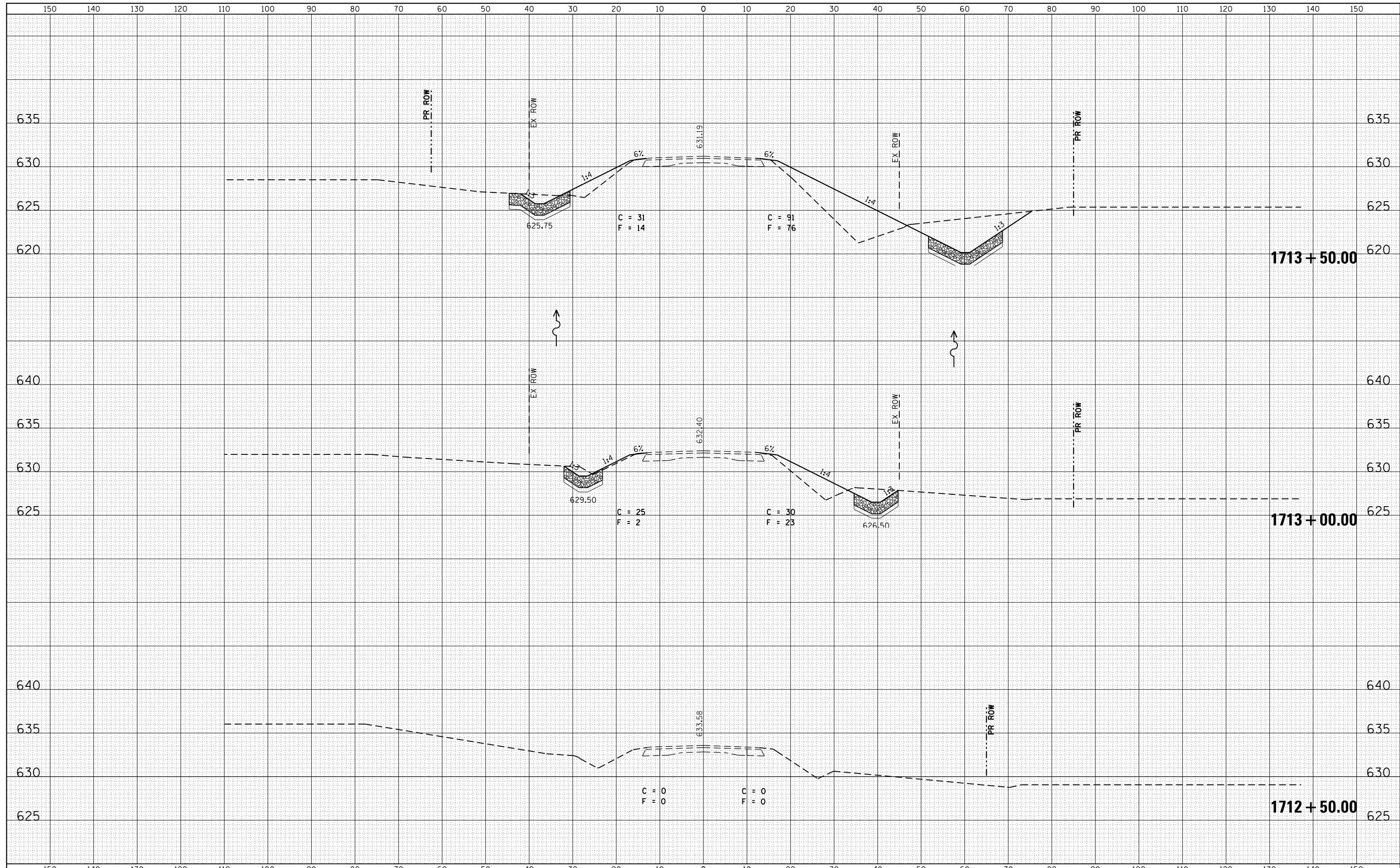
BARS h6 & h7

NOTE: RIGHT EXTENSION SHOWN, LEFT EXTENSION OPPOSITE PLAN.

NOT TO SCALE

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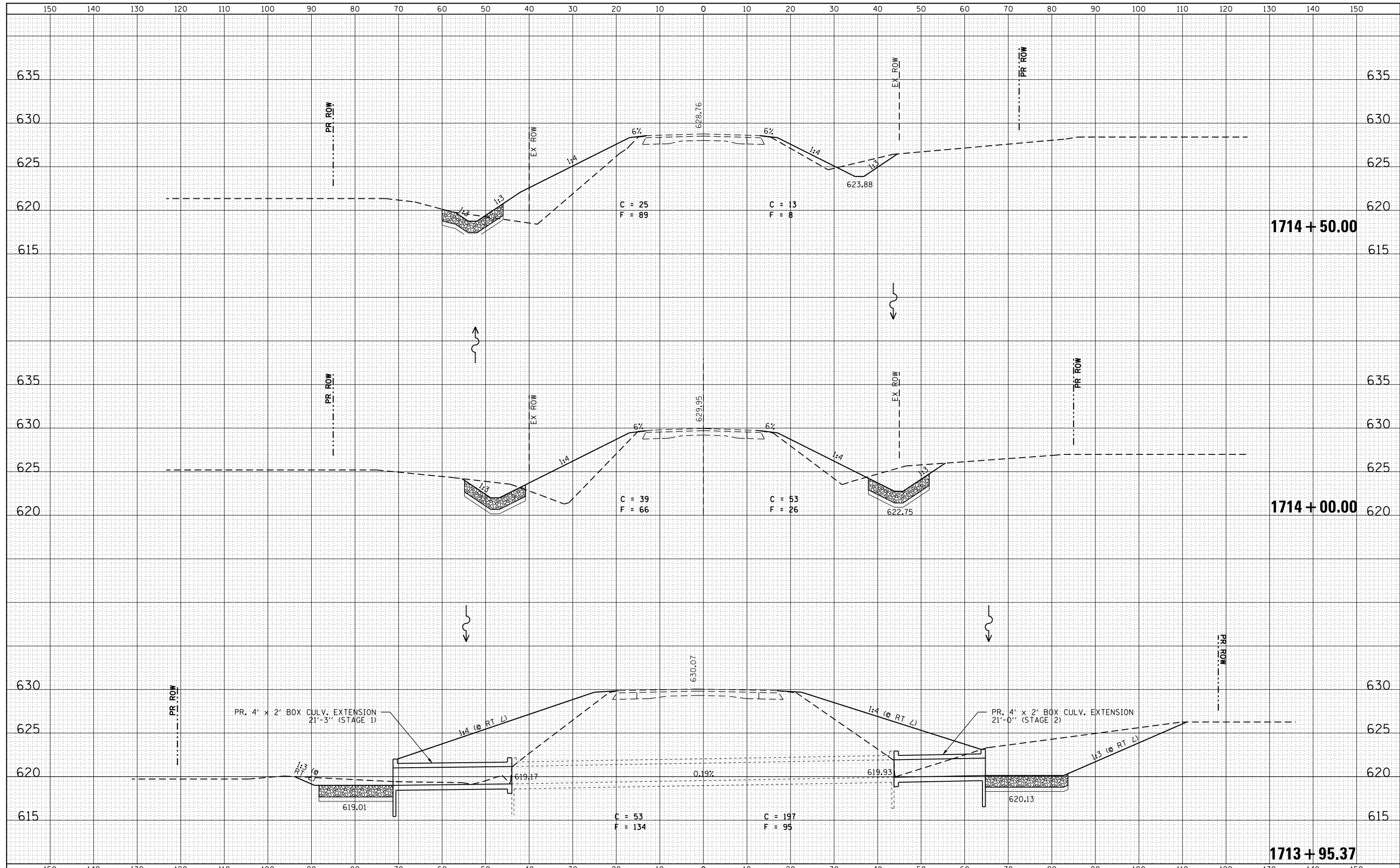
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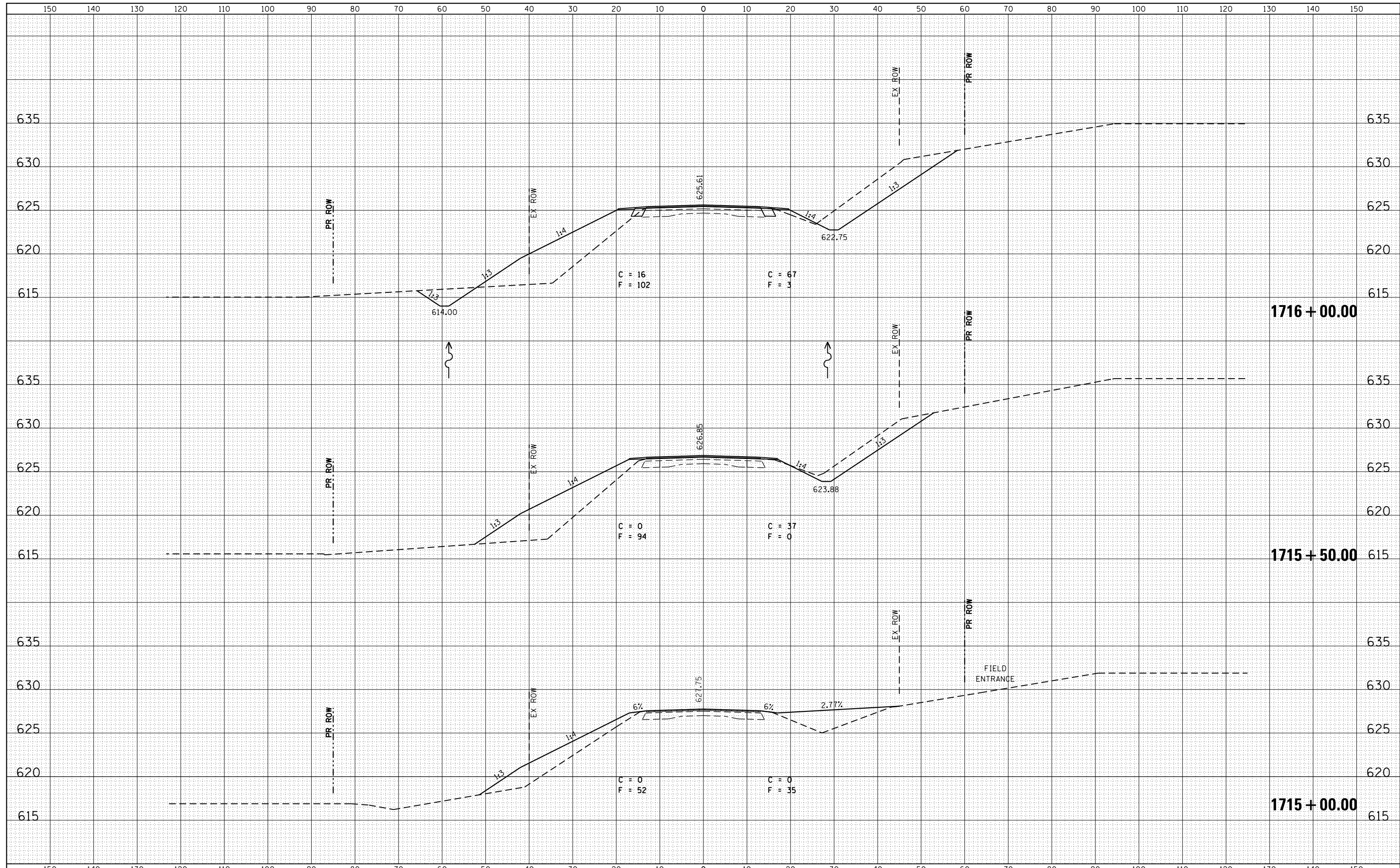
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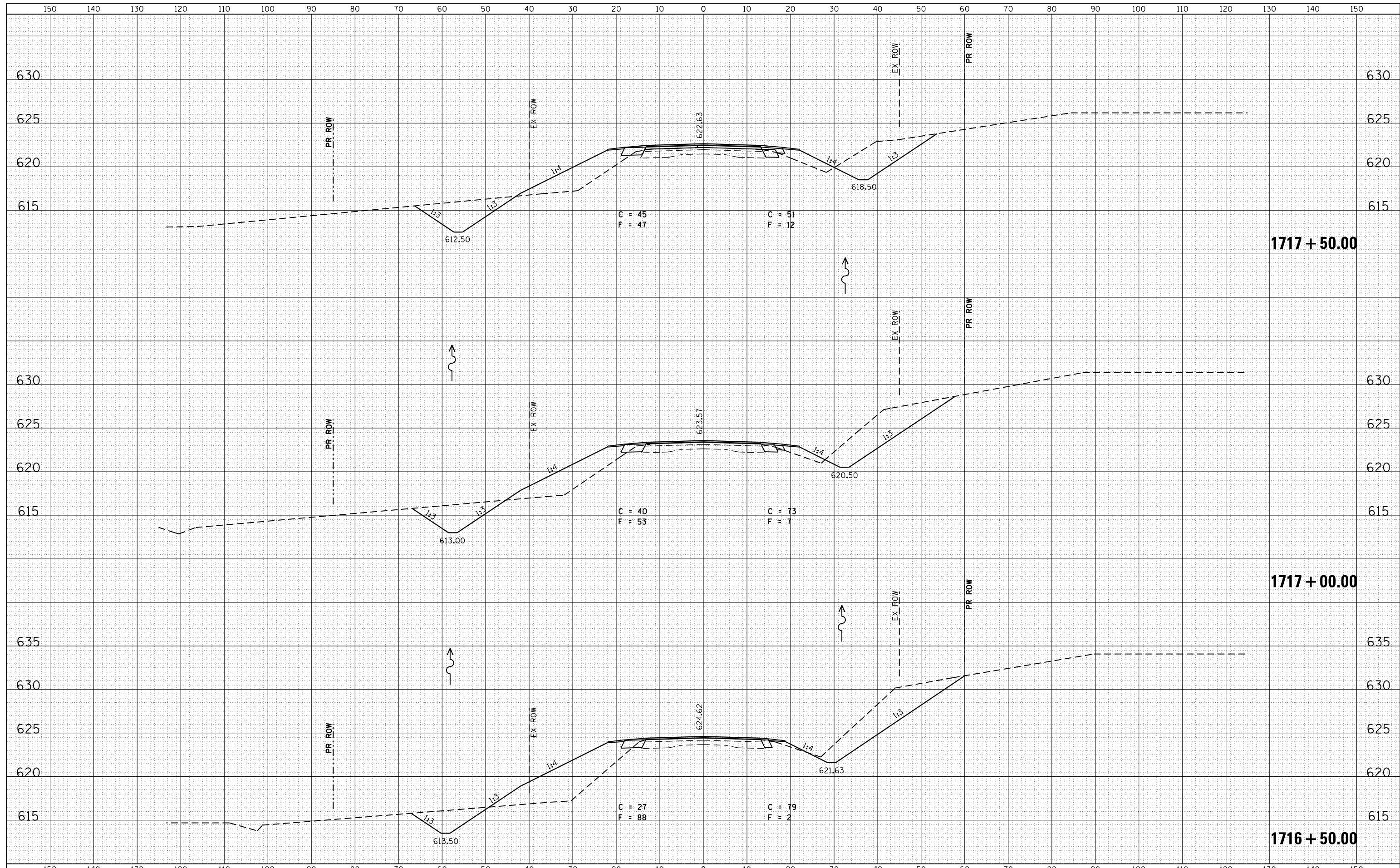
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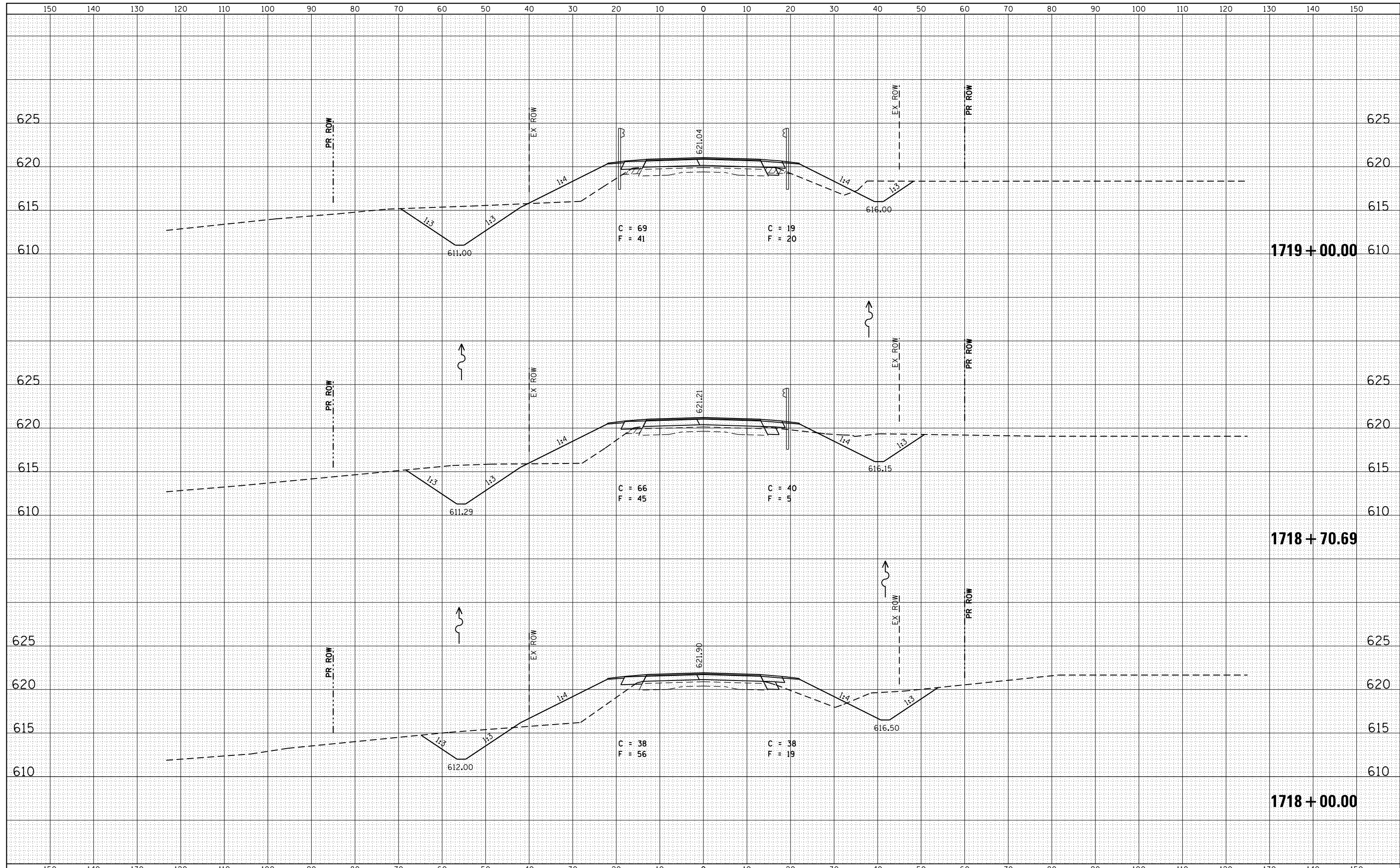
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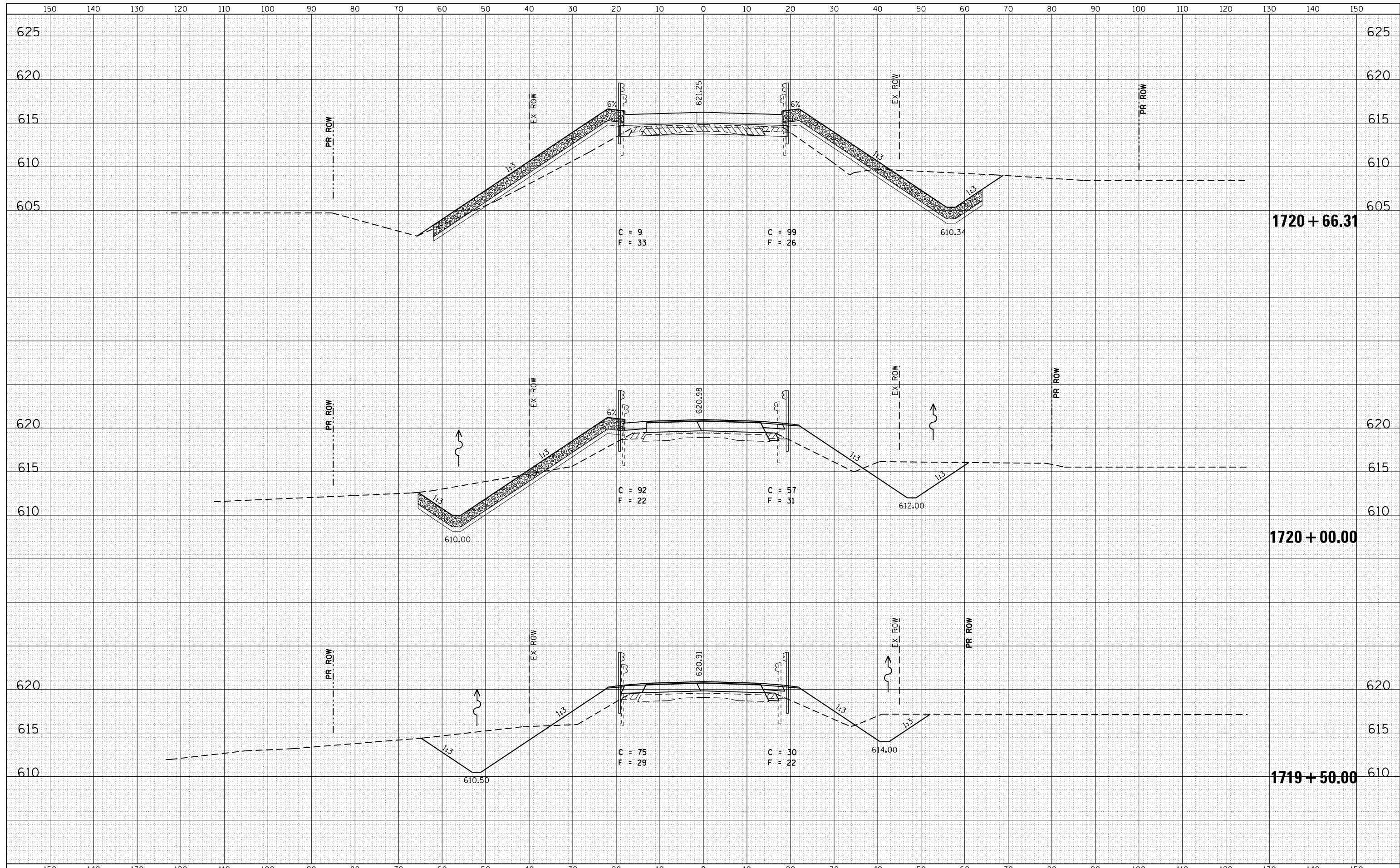
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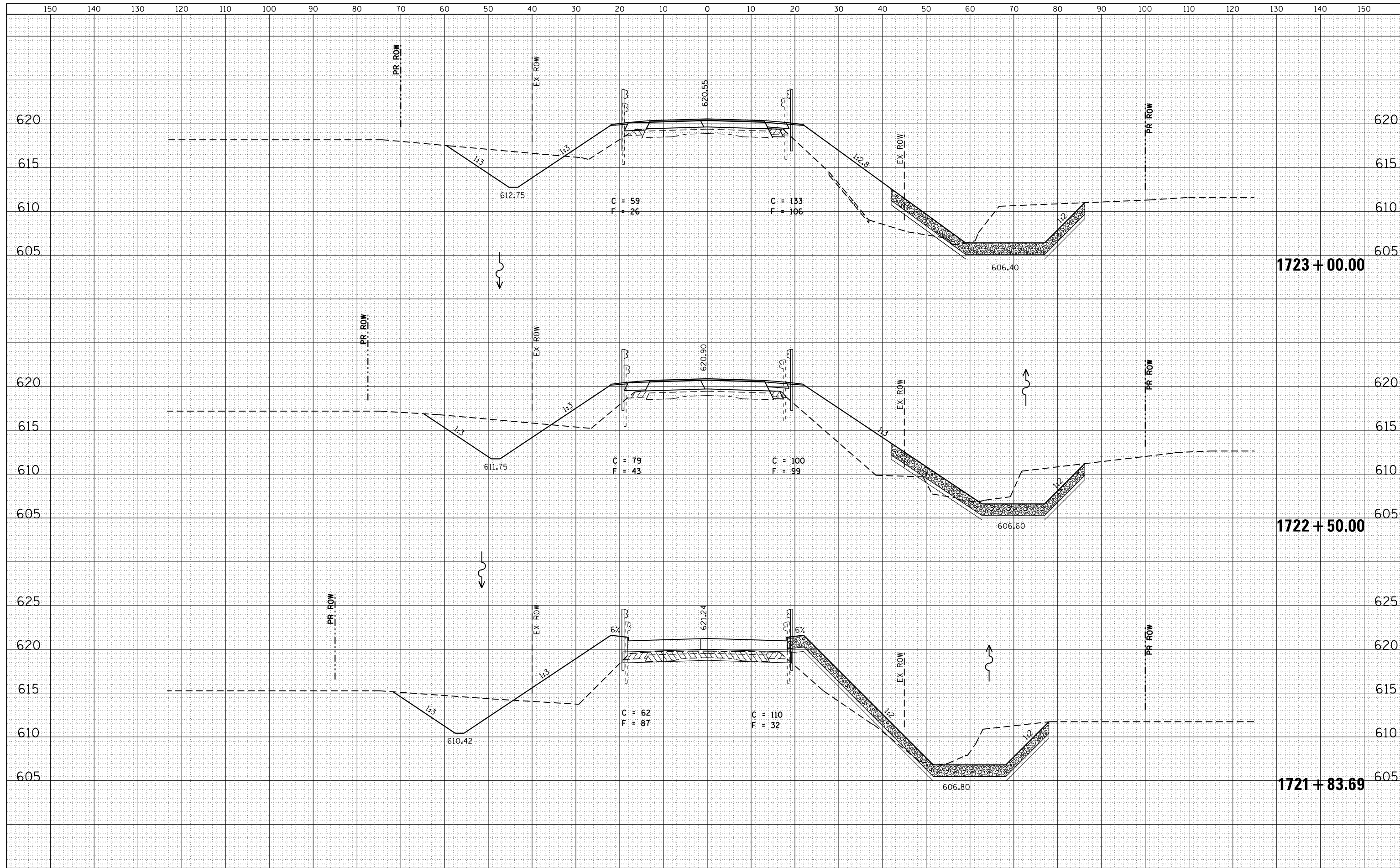
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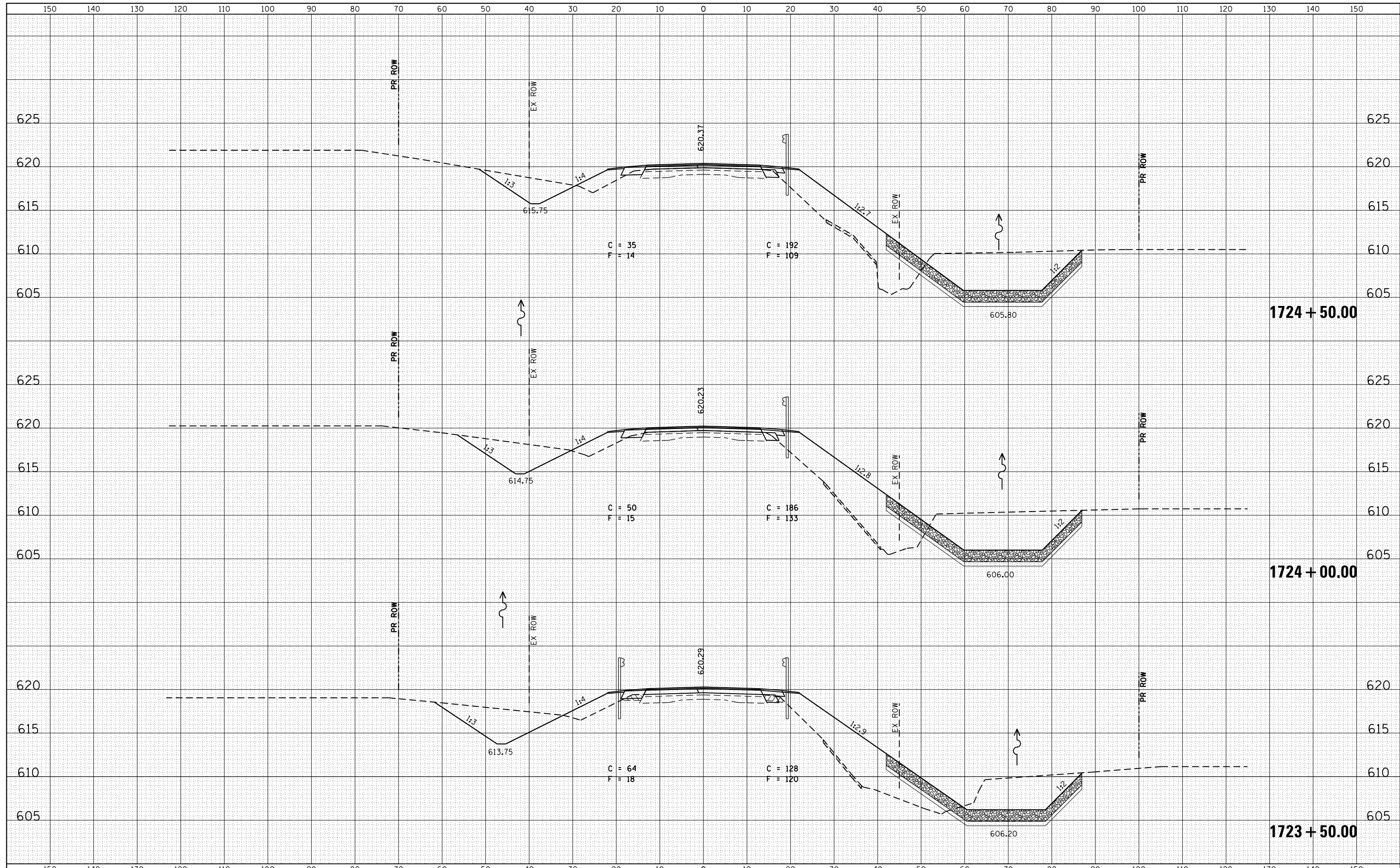
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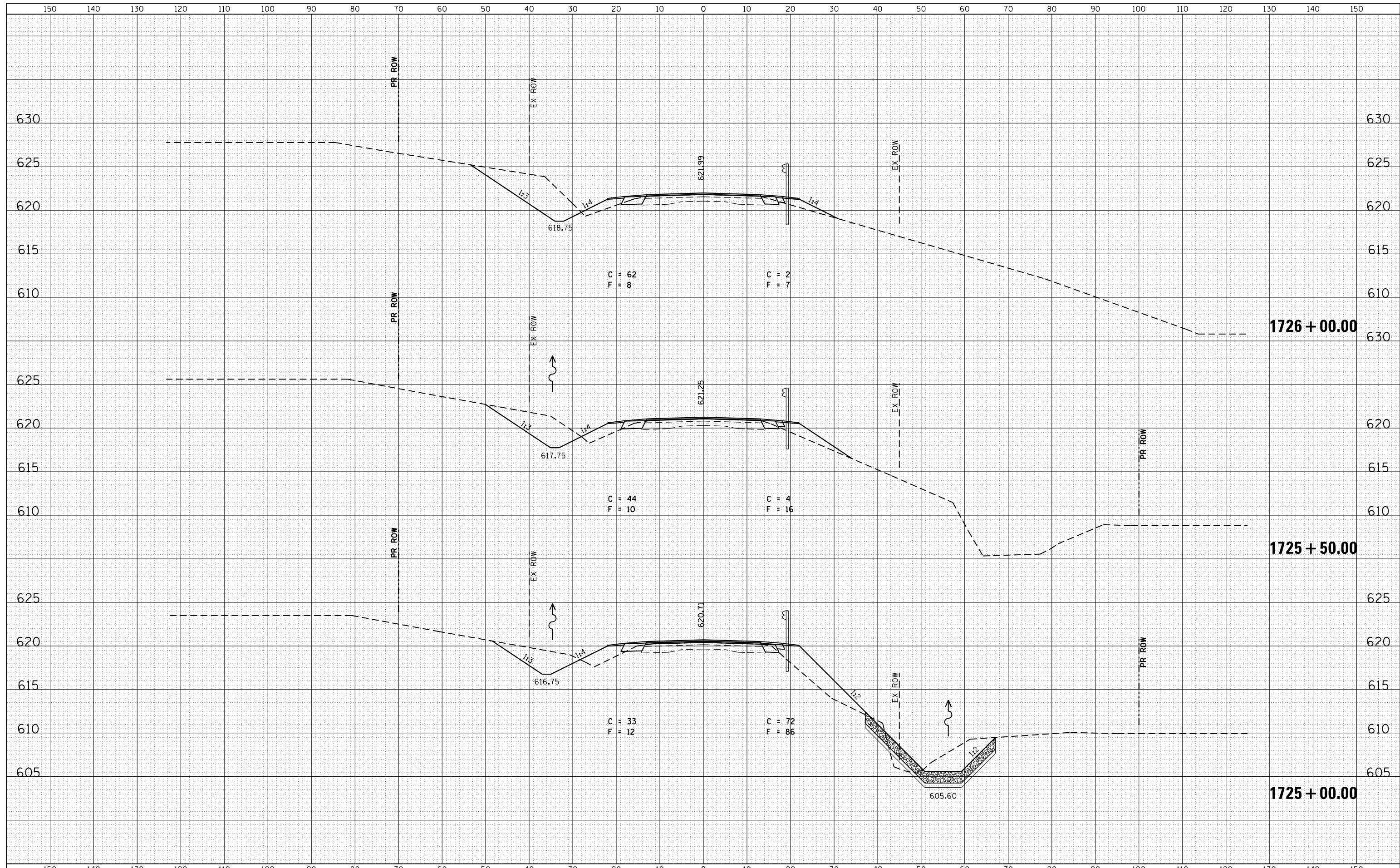
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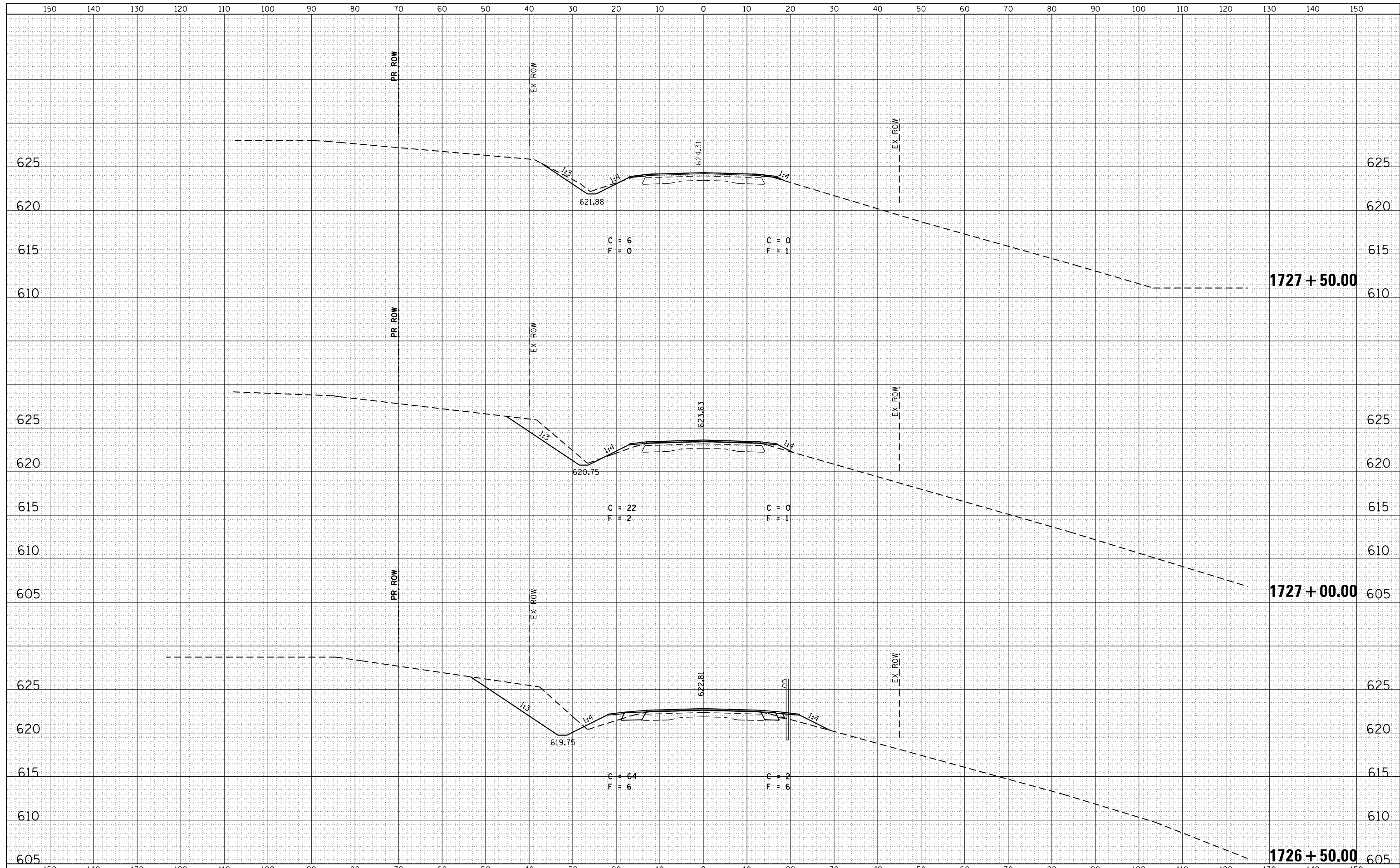
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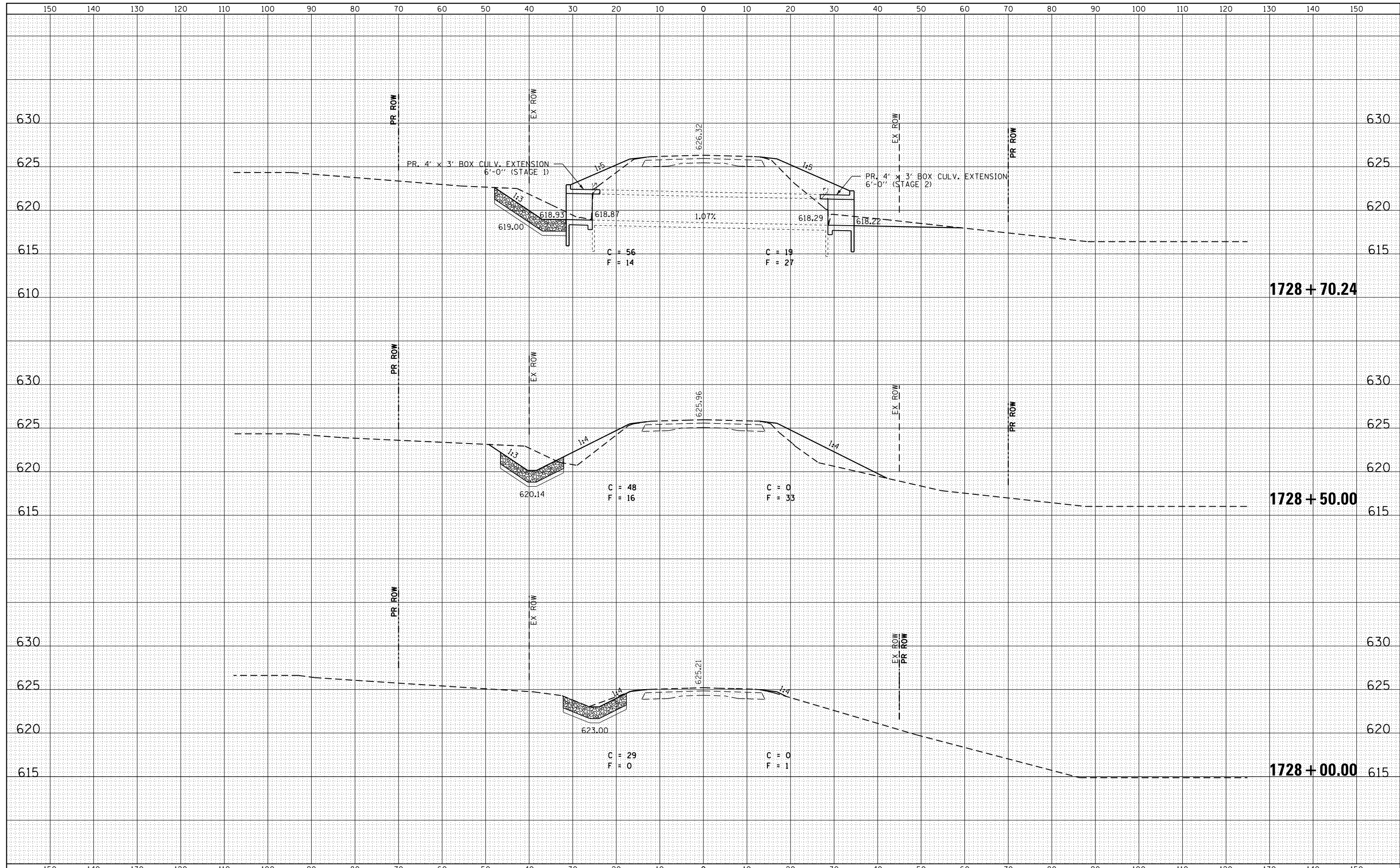
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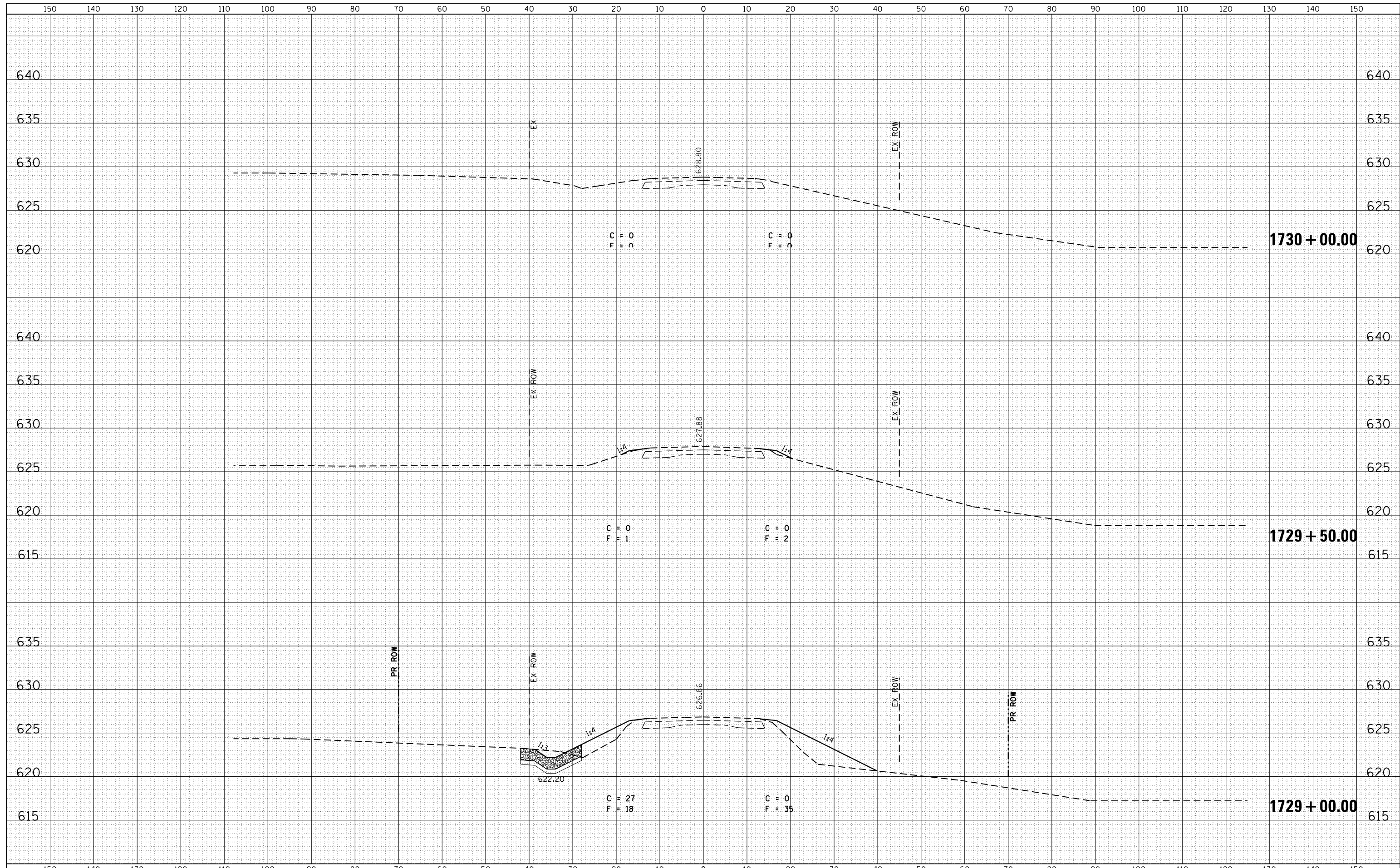
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