11-5-10 LETTING ITEM 018

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 72A03		

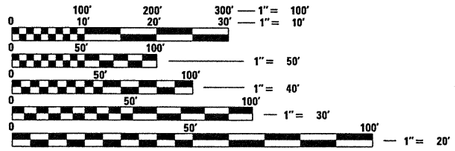
INDEX OF SHEETS

HIGHWAY STANDARDS

000001–05	630001–08	701301–03
001001–02	631031–08	701306–02
280001–05	635006–03	701311–03
420401–08	635011–02	701321–10
515001–03	701001–02	701326–03
542401–01	701006–03	701901–01
601101–01	701011–02	704001–06
606201–02	701201–03	780001–02
		542406-01
		609001-05

DESIGN DESIGNATION

FAP 713 (IL 101)
MINOR ARTERIAL (NON URBAN)
ADT = 500 (2008); 570 (2020)
DESIGN SPEED = 55 MPH



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

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

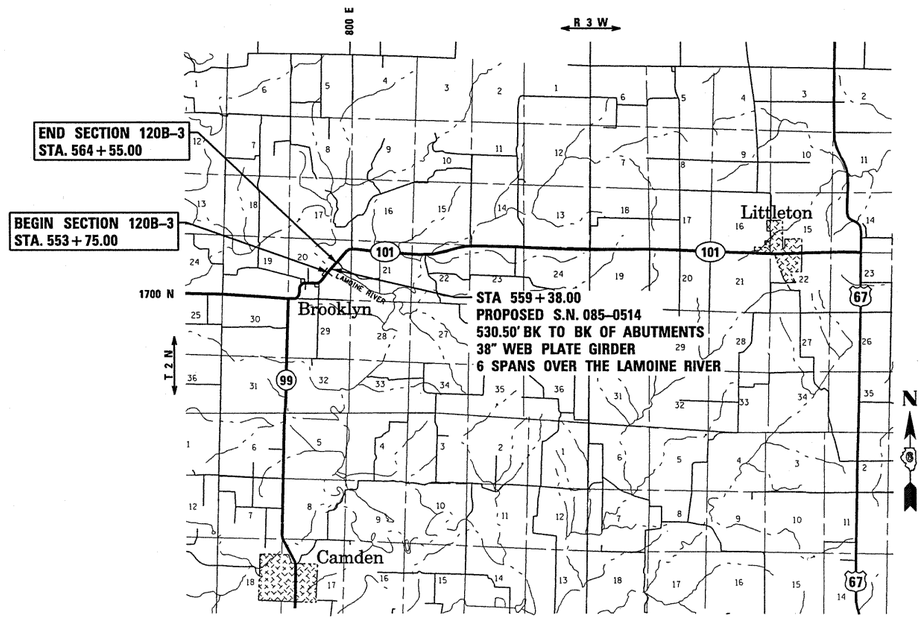
PROJECT ENGINEER: SAL MADONIA (217) 782–4761
PROJECT MANAGER: MARCUS BRUCE (217) 524–0946

CONTRACT NO. 72A03

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

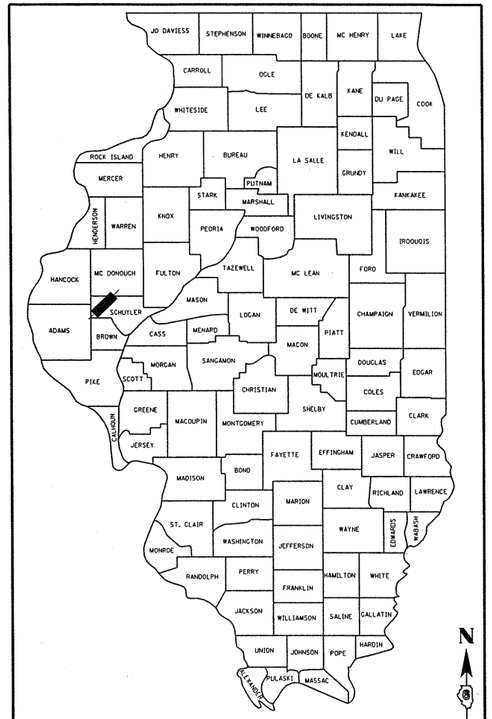
FAP 713 (IL ROUTE 101)
SECTION 120B–3
PROJECT: ACBRF-0713(008)
SCHUYLER COUNTY
STRUCTURE REPLACEMENT
C–96–127–10



LOCATION MAP
SCALE: 1" = 5000'

GROSS LENGTH OF SECTION 120B–3 = 0.2045 MILES (1080.00 FT)
NET LENGTH OF SECTION 120B–3 = 0.2045 MILES (1080.00 FT)

D–96–533–05



LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 17 20 10
Ryan 2 Dunlap
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
October 1 20 10
Scott E. Stitt P.E. /sa
acting ENGINEER OF DESIGN AND ENVIRONMENT
October 1 20 10
Christine M. Reed /sa
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PLANS PREPARED BY:

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors

■ 616 North 24th Street, Quincy, IL — Ph (217) 223-3670 • Fax (217) 223-3683
□ 4508 Paris Gravel Road, Hannibal, MO — Ph (573) 221-8828 • Fax (573) 221-8812
□ 618 N. 4th Street, Suite 100, Burlington, IA — Ph (319) 753-1636 • Fax (319) 752-3685
□ 49 North Prairie Street, Galesburg, IL — Ph (309) 342-4842 • Fax (309) 341-3781
Internet Address: www.klingner.com

STATE OF ILLINOIS DESIGN FIRM # 1842738

STEVE E. BANGE
062-053338
LICENSED PROFESSIONAL ENGINEER
ILLINOIS

Steve E Bange 8/11/10
STEVE E. BANGE DATE
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS NO. 062–053338
LICENSE EXPIRES NOVEMBER 30, 2011

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

1. THE NOMINAL THICKNESS FOR BINDER AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, SCHEDULES, OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESS SHALL NOT BE LESS THAN 90 PERCENT OF THE NOMINAL THICKNESS AT ANY LOCATION.

2. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

3. ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE SEEDED, FERTILIZED, AND MULCHED AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

4. DO NOT INCLUDE MULCH OR EMULSIFIED ASHPALT ON EROSION CONTROL BLANKET AREAS.

5. IN ACCORDANCE WITH STATE OF ILLINOIS P.A. 86-0674, THE CONTRACTOR IS TO NOTIFY ALL UTILITY COMPANIES NOT MORE THAN 14 DAYS NOR LESS THAN 48 HOURS (EXCLUSIVE OF SATURDAYS, SUNDAYS, AND HOLIDAYS) IN ADVANCE OF THE START OF EXCAVATION OR DEMOLITION.

J.U.L.I.E. TELEPHONE NUMBER
1-800-892-0123

KNOWN UTILITIES LOCATED WITHIN THE LIMITS OF THIS IMPROVEMENT ARE:

GAS
AMEREN GAS

ELECTRIC
ADAMS ELECTRIC COOPERATIVE
(800) 232-4797

WATER
CAMDEN-LITTLETON WATER COMMISSION
(217) 392-2690

6. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE, AND ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATIONS, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

7. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBER IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

8. MAINTAIN EXISTING TRAFFIC CONTROL AT ALL INTERSECTIONS DURING CONSTRUCTION.

9. ANY EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.

10. EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REMOVED PRIOR TO HOT-MIX ASPHALT SURFACE REMOVAL.

11. NO PASSING ZONES SHALL BE FIELD VERIFIED BY OPERATIONS, (217) 785-5312, 14 DAYS PRIOR TO FINAL PAVEMENT MARKINGS.

12. THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE FOR THE DURATION OF THIS PROJECT.

13. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE NUMBER:	1	2	3	4
LOCATIONS:	IL 101	IL 101	IL 101	IL 101
MIXTURE USES:	HMA SURFACE COURSE	HMA BINDER COURSE	HMA BASE CS (WIDENING)	HMA SHOULDERS
AC/PG:	PG64-22	PG64-22	PG64-22	PG58-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	2.0% @ N DESIGN = 30
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 9.5 or 12.5	IL 19.0	IL 19.0	BAM (OTHER)
FRICTION AGGREGATE:	MIX "C"	N/A	N/A	N/A

GENERAL NOTES

14. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER.

15. ACCESS TO ALL SIDEROADS SHALL BE MAINTAINED AT ALL TIMES.

16. SHOULD THE CONTRACTOR REQUEST OLD/EXISTING STRUCTURE PLANS, THEY CAN CONTACT THE PROJECT ENGINEER OR TEAM ENGINEER AS SHOWN ON THE COVERT SHEET.

RATES OF APPLICATION TABLE

AGGREGATE (SURFACE, BASE, SUBBASE, OR BACKFILL)	2.05 TON / CU YD
SUBBASE GRANUALR MATERIAL, TYPE C	2.05 TON / CU YD
STONE DUMPED RIPRAP	1.50 TON / CU YD
HOT-MIX ASPHALT:	
BITUMINOUS MATERIALS (PRIME COAT)	0.00038 TON / SQ YD (on pavement)
BITUMINOUS MATERIALS (PRIME COAT)	0.001425 TON / SQ YD (on aggreagte)
AGGREGATE PRIME COAT	0.002 TON / SQ YD
SURFACE / BINDER (112 lbs)	0.056 TON / SQ YD • IN
SEEDING AREAS:	
NITROGEN FERTILIZER NUTRIENT	90 LBS / ACRE
PHOSPHOROUS FERTILIZER NUTRIENT	90 LBS / ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS / ACRE
AGGRICULTURAL GROUND LIMESTONE	2 TON / ACRE
MULCH	2 TON / ACRE

COMMITMENTS

1. THE LOCAL TOWNSHIP AGENCY SHALL BE NOTIFIED PRIOR TO ENTRANCE CLOSURE REQUIRED FOR STAGE CONSTRUCTION.

2. CONSTRUCTION PERSONAL SHALL CONTACT STUDIES AND PLANS ON ANY MAJOR PLAN CHANGES.

DISTRICT SIX

EXAMINED August 13 20 10
OPERATIONS ENGINEER

EXAMINED August 11 20 10
PROJECT IMPLEMENTATION ENGINEER

EXAMINED August 17 20 10
PROGRAM DEVELOPMENT ENGINEER

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: none | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	2
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	SP. PROV.	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION AND SAFETY TYPE CODE 0005 ROADWAY	0011 STRUCTURE
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)		UNIT	96	96	
20200100	EARTH EXCAVATION		CU YD	200	200	
20200500	EARTH EXCAVATION (WIDENING)	•	CU YD	65	65	
20400800	FURNISHED EXCAVATION		CU YD	5	5	
25000210	SEEDING, CLASS 2A		ACRE	0.25	0.25	
25000400	NITROGEN FERTILIZER NUTRIENT		POUND	23	23	
25000500	PHOSPHORUS FERTILIZER NUTRIENT		POUND	23	23	
25000600	POTASSIUM FERTILIZER NUTRIENT		POUND	23	23	
25000700	AGRICULTURAL GROUND LIMESTONE		TON	1	1	
25100115	MULCH, METHOD 2		ACRE	0.25	0.25	
25100630	EROSION CONTROL BLANKET		SQ YD	948	948	
28000250	TEMPORARY EROSION CONTROL SEEDING		POUND	50	50	
28000400	PERIMETER EROSION BARRIER		FOOT	1421	1421	
28000500	INLET AND PIPE PROTECTION		EACH	1	1	
28100109	STONE RIPRAP, CLASS A5	•	SQ YD	520	69	451
28100707	STONE DUMPED RIPRAP, CLASS A4	•	SQ YD	355	355	
28100709	STONE DUMPED RIPRAP, CLASS A5	•	SQ YD	1293		1293
28200200	FILTER FABRIC		SQ YD	2168	424	1744
35101400	AGGREGATE BASE COURSE, TYPE B		TON	16	16	
35501324	HOT-MIX ASPHALT BASE COURSE, 10"	•	SQ YD	507	507	
40600200	BITUMINOUS MATERIALS (PRIME COAT)		TON	0.5	0.5	
40600300	AGGREGATE (PRIME COAT)		TON	3	3	
40600990	TEMPORARY RAMP	•	SQ YD	135	135	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50		TON	107	107	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING		TON	10	10	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)		SQ YD	46	46	
44000100	PAVEMENT REMOVAL	•	SQ YD	372	372	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"		SQ YD	1673	1673	
44000400	GUTTER REMOVAL		FOOT	648	648	
48101200	AGGREGATE SHOULDERS, TYPE B		TON	17	17	

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DESIGNED - | DRAWN - | CHECKED - | DATE -

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 1 OF 4SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	3
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	SP. PROV.	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION AND SAFETY TYPE CODE 0005 ROADWAY	0011 STRUCTURE
	48203100	HOT-MIX ASPHALT SHOULDERS		TON	34	34	
	50100100	REMOVAL OF EXISTING STRUCTURES		EACH	1		1
	50105220	PIPE CULVERT REMOVAL	•	FOOT	17	17	
	50200100	STRUCTURE EXCAVATION		CU YD	341		341
	50300100	FLOOR DRAINS		EACH	26		26
	50300225	CONCRETE STRUCTURES		CU YD	290.6		290.6
	50300255	CONCRETE SUPERSTRUCTURE		CU YD	719.2		719.2
	50300260	BRIDGE DECK GROOVING		SQ YD	1965		1965
	50300280	CONCRETE ENCASEMENT		CU YD	11.2		11.2
	50300300	PROTECTIVE COAT		SQ YD	2569		2569
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL		L SUM	1		1
	50500505	STUD SHEAR CONNECTORS		EACH	6588		6588
	50800105	REINFORCEMENT BARS		POUND	4940		4940
	50800205	REINFORCEMENT BARS, EPOXY COATED		POUND	251,440		251,440
	50800515	BAR SPLICERS		EACH	2356		2356
	51201600	FURNISHING STEEL PILES HP12X53		FOOT	900		900
	51202305	DRIVING PILES		FOOT	900		900
	51203600	TEST PILE STEEL HP12X53		EACH	2		2
	51204650	PILE SHOES		EACH	32		32
	51500100	NAME PLATES		EACH	1		1
*	51603000	DRILLED SHAFT IN SOIL		CU YD	135.1		135.1
*	51604000	DRILLED SHAFT IN ROCK		CU YD	28.8		28.8
	52000220	FINGER PLATE EXPANSION JOINT, 6"		FOOT	64		64
	52000600	FABRIC REINFORCED ELASTOMERIC TROUGH		FOOT	76		76
	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I		EACH	18		18
	52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II		EACH	18		18
	52100530	ANCHOR BOLTS, 1 1/4"		EACH	48		48
	52100510	ANCHOR BOLTS 3/4"		EACH	24		24
	52100520	ANCHOR BOLTS, 1"		EACH	12		12
	542D5479	PIPE CULVERTS, CLASS D, TYPE 1 EQUIVALENT ROUND-SIZE 24"		FOOT	40	40	
	54215547	METAL END SECTIONS 12"	•	EACH	2	2	
	54215769	METAL END SECTIONS, EQUIVALENT ROUND-SIZE 24"	•	EACH	2	2	

*Specialty Items

Rev.

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	4
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	SP. PROV.	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION AND SAFETY TYPE CODE 0005 ROADWAY	0011 STRUCTURE
	58700300	CONCRETE SEALER		SQ FT	780		780
	59100100	GEOCOMPOSITE WALL DRAIN		SQ YD	48		48
	60100060	CONCRETE HEADWALL FOR PIPE DRAINS		EACH	4	4	
	60100935	PIPE DRAINS 10"		FOOT	40	40	
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	•	FOOT	151		151
	60500060	REMOVING INLETS		EACH	1	1	
	60600095	CLASS SI CONCRETE (OUTLET)		CU YD	6.1	6.1	
	60900115	TYPE B INLET BOX, STANDARD 609001		EACH	2	2	
*	63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS		FOOT	131.25	131.25	
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6		EACH	4	4	
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	•	EACH	4	4	
	63200310	GUARDRAIL REMOVAL		FOOT	360	360	
	67000400	ENGINEER'S FIELD OFFICE, TYPE A		CAL MO	17	17	
	67100100	MOBILIZATION		L SUM	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	
	70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	•	EACH	1	1	
	70103815	TRAFFIC CONTROL SURVEILLANCE		CAL DA	10	10	
	70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	•	EACH	1	1	
	70300100	SHORT-TERM PAVEMENT MARKING		FOOT	200	200	
	70300230	TEMPORARY PAVEMENT MARKING - LINE 5"		FOOT	7020	7020	
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL		SQ FT	2444	2444	
	70400100	TEMPORARY CONCRETE BARRIER		FOOT	823.3	823.3	
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER		FOOT	823.3	823.3	
*	78001120	PAINT PAVEMENT MARKING - LINE 5"		FOOT	3510	3510	
*	78200420	GUARDRAIL MARKERS, TYPE B	•	EACH	16	16	
*	78201000	TERMINAL MARKER - DIRECT APPLIED	•	EACH	4	4	
	78300100	PAVEMENT MARKING REMOVAL		SQ FT	1076	1076	
	X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	•	CU YD	94		94

*Specialty Items

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 30F 4SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	5
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	SP. PROV.	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION AND SAFETY TYPE CODE 0005 ROADWAY	0011 STRUCTURE
X4811300	AGGREGATE SHOULDERS, TYPE B (SPECIAL)	•	TON	20	20	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	•	EACH	1		1
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	•	EACH	1		1
X7200201	WIDTH RESTRICTION SIGNING	•	L SUM	1	1	
Z0018002	DRAINAGE SCUPPERS, DS-11	•	EACH	10		10
Z0001900	ASBESTOS BEARING PAD REMOVAL	•	EACH	121		121
Z0013798	CONSTRUCTION LAYOUT	•	L SUM	1	1	
Z0026407	TEMPORARY SHEET PILING	•	SQ FT	1556		1556
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	•	EACH	2	2	
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	•	EACH	2	2	
Z0073100	TEMPORARY SHORING	•	EACH	8		8

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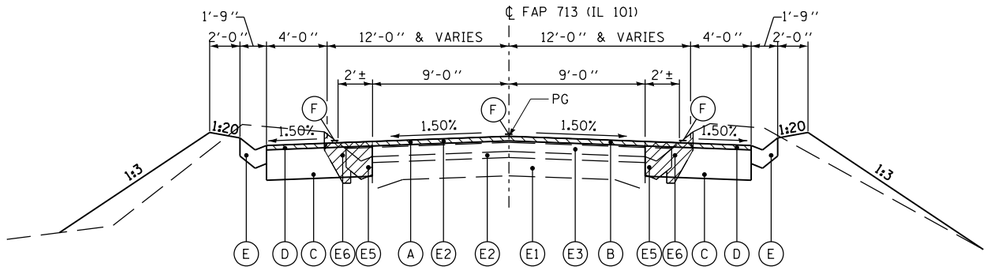
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

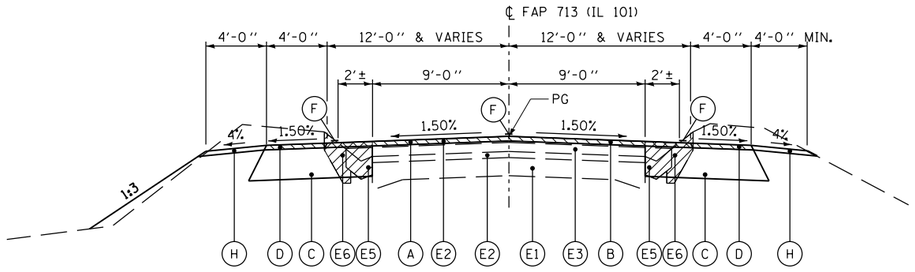
SCALE: NONE | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	6
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



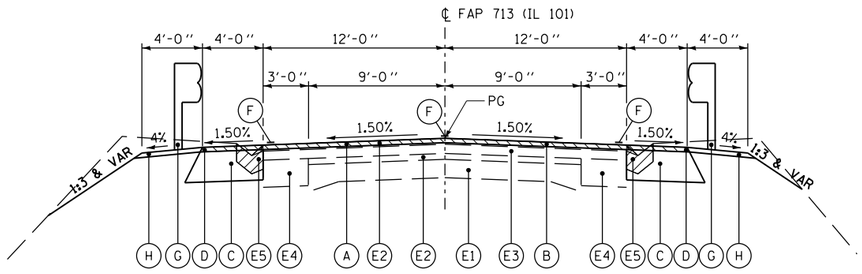
TYPICAL FAP 713 (IL 101) SECTION

STA 553+75.00 TO STA 553+99.00



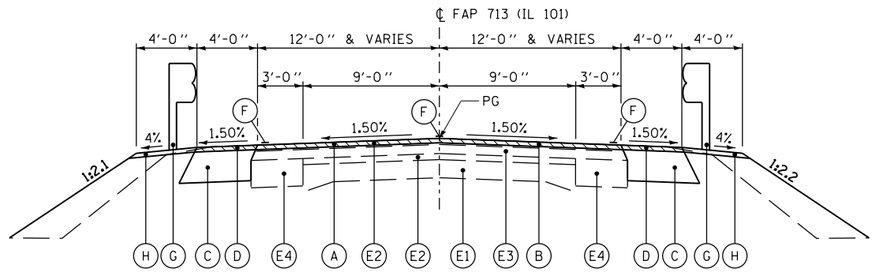
TYPICAL FAP 713 (IL 101) SECTION

STA 553+99.00 TO STA 555+47.00



TYPICAL FAP 713 (IL 101) SECTION

STA 555+47.00 TO STA 556+43.25
STA 556+43.25 TO STA 556+72.75 APPROACH PAVEMENT OMISSION
STA 556+72.75 TO STA 562+03.25 SN 085-0514 OMISSION

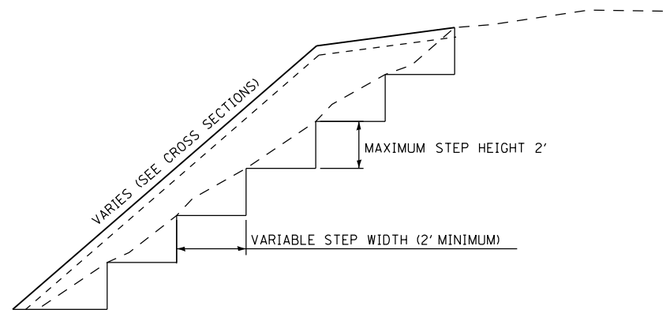


TYPICAL FAP 713 (IL 101) SECTION

STA 562+03.25 TO STA 562+32.75 APPROACH PAVEMENT OMISSION
STA 562+32.75 TO STA 564+55.00

LEGEND

- (E1) EXISTING 9''-6''-9'' PCC PAVEMENT
- (E2) EXISTING HMA SURFACING, VARIABLE DEPTH
- (E3) EXISTING HMA SURFACING, 3''
- (E4) EXISTING PCC BASE COURSE WIDENING, 9''
- (E5) EXISTING TYPE B CONCRETE GUTTER
- (E6) EXISTING CONCRETE GUTTER SPECIAL
- (A) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1½''
- (B) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 1½''
- (C) PROPOSED HOT-MIX ASPHALT BASE COURSE, 10'' (ANY WIDTH)
- (D) PROPOSED HOT-MIX ASPHALT SHOULDERS, 1½''
- (E) PROPOSED CONCRETE GUTTER, TYPE B OUTLET
- (F) PROPOSED PAINT PAVEMENT MARKING - LINE 5''
- (G) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A (SEE PLANS FOR LOCATIONS)
- (H) PROPOSED AGGREGATE SHOULDERS, TYPE B, 1½''
  PROPOSED AGGREGATE SHOULDERS, TYPE B (SPECIAL), 1½'' (NEXT TO GUARDRAIL)



NOTE:
THIS DETAIL APPLIES TO SIDESLOPE FILLS WHERE THE EXISTING SLOPE IS GREATER THAN 12 FT HIGH AND / OR STEEPER THAN 1:3.
STEPS MAY BE CUT IN CONJUNCTION WITH NEW FILL PLACEMENT.

TYPICAL FILLSLOPE STEPPING DETAIL

NOT TO SCALE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: none | SHEET NO. 1 OF 1SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	7
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EARTH EXCAVATION SCHEDULE

LOCATION STATION TO STATION		SIDE	EARTH EXCAVATION 20200100	EARTH EXCAVATION ADJUSTED (25%)	EMBANKMENT	EARTHWORK BALANCE 20400800
			CU YD			
PRE-STAGE 1						
FAP 713 (IL 101)						
553+75	556+99	RT	59	45	1	44
553+75	556+37	LT	51	38	1	38
SUB-TOTAL PRE-STAGE 1			110	83	2	81
STAGE 1						
FAP 713 (IL 101)						
553+75	556+37	LT	4	3	74	(71)
562+39	564+55	LT	1	1	26	(25)
SUB-TOTAL STAGE 1			5	4	100	(96)
STAGE 2						
FAP 713 (IL 101)						
553+75	556+37	RT	80	60	1	59
562+39	564+55	RT	1	1	50	(49)
SUB-TOTAL STAGE 2			81	61	51	(10)
TOTALS			196	148	153	(5)
USE			200			(5)

TREE REMOVAL (OVER 15 UNITS DIAMETER)

STATION	SIDE	OFFSET	UNIT 20100210
FAP 713 (IL 101)			
555+94.6	LT	20.7	34
556+32.0	LT	24.7	24
556+40.5	LT	20.7	18
556+63.2	LT	24.0	20
TOTAL			96

EARTH EXCAVATION (WIDENING)

STATION TO STATION		SIDE	AVE WIDTH	CU YD 20200500
FAP 713 (IL 101)				
561+82.6	564+55.0	RT	4.2	34.7
562+38.8	564+55.0	LT	4.4	29.5
TOTALS				64.2
USE				65

EROSION CONTROL BLANKET

STATION TO STATION		SIDE	WIDTH	SQ YD 25100630
FAP 713 (IL 101)				
554+50.0	555+50.0	LT	18	200.0
555+14.3	556+43.3	RT	18	257.8
562+50.0	564+55.0	LT	VAR.	244.8
562+50.0	564+55.0	RT	VAR.	245.2
TOTAL				947.8
USE				948

PERIMETER EROSION BARRIER

STATION TO STATION		SIDE	FOOT 28000400
FAP 713 (IL 101)			
553+75.0	554+79.3	RT	104.3
553+75.0	557+20.0	LT	345.0
555+14.3	557+20.0	RT	205.7
557+20.0	557+20.0	LT & RT	78.0
561+50.0	561+50.0	LT & RT	78.0
561+50.0	564+55.0	LT	305.0
561+50.0	564+55.0	RT	305.0
TOTAL			1421.0
USE			1421

INLET AND PIPE PROTECTION

STATION	SIDE	OFFSET	EACH 28000500
FAP 713 (IL 101)			
554+74.2	RT	31.0	1
TOTAL			1

SEEDING SCHEDULE

STATION TO STATION		SIDE	WIDTH	SEEDING CLASS 2A 25000210	FERTILIZER NUTRIENTS NITROGEN 25000400	PHOSPHORUS 25000500	POTASSIUM 25000600	MULCH METHOD 2 25100115	AGRICULTURAL LIMESTONE 25000700
				ACRE	POUND			ACRE	TON
FAP 713 (IL 101)									
553+75.0	554+83.3	RT	14	0.03	3.1	3.1	3.1	0.03	0.1
554+99.3	556+43.3	RT	20	0.07	5.9	5.9	5.9	0.07	0.1
553+75.0	554+15.8	LT	22	0.02	1.9	1.9	1.9	0.02	0.1
554+50.0	555+50.0	LT	20	0.05	4.1	4.1	4.1	0.05	0.1
TOTALS				0.17	15.1	15.1	15.1	0.17	0.4
USE				0.25	23	23	23	0.25	1

HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

STATION TO STATION		SIDE	SURF WIDTH	SQ YD	TON 40603310
FAP 713 (IL 101)					
553+75.0	553+99.0	LT & RT	21.0	56.8	4.8
553+99.0	556+37.3	LT & RT	24.0	635.3	53.4
562+38.8	564+55.0	LT & RT	24.0	576.7	48.4
TOTAL					106.6
USE					107

ENTRANCE SCHEDULE

STATION	SIDE	TYPE	WIDTH	LENGTH	AGGREGATE BASE COURSE TYPE B 35101400	INCIDENTAL HMA SURFACING 40800050
					SQ YD	SQ YD
FAP 713 (IL 101)						
554+91.3	RT	CE	16	23.0	15.1	9.6
TOTAL					15.1	9.6
USE					16	10

NOTE: DEPTH OF AGGREGATE AND HOT-MIX ASPHALT IS 8".

HOT-MIX ASPHALT BASE COURSE, 10"

STATION TO STATION		SIDE	AVE WIDTH	SQ YD 35501324
FAP 713 (IL 101)				
553+99.0	556+37.3	LT	4.6	122.2
553+99.0	556+98.6	RT	4.8	160.1
562+38.8	564+55.0	LT	4.1	99.2
561+82.6	564+55.0	RT	4.1	125.0
TOTAL				506.5
USE				507

MISCELLANEOUS PAVING ITEMS SCHEDULE

ITEM	UNIT	TOTAL
TEMPORARY RAMP	SQ YD	135
BITUMINOUS MATERIALS (PRIME COAT)	TON	0.5
AGGREGATE (PRIME COAT)	TON	3

THE SCHEDULE FOR MISCELLANEOUS PAVING ITEMS ARE ESTIMATED QUANTITES. IT MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THESE ESTIMATED QUANTITIES SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER.

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

STATION TO STATION		SIDE	WIDTH	SQ YD 42001430
FAP 713 (IL 101)				
556+37.3	556+43.3	LT & RT	33.83	22.6
562+32.8	562+38.8	LT & RT	33.83	22.6
TOTAL				45.2
USE				46

PAVEMENT REMOVAL

STATION TO STATION		SIDE	WIDTH	SQ YD 44000100	
FAP 713 (IL 101)					
556+37.3	556+98.7	LT & RT	24.7	168.6	•
556+37.3	556+98.7	RT	4.2	28.7	••
561+83.4	562+38.8	RT	3.5	21.5	••
561+83.4	562+38.8	LT & RT	24.8	152.4	•
TOTAL				371.1	
USE				372	

• - EXISTING PAVEMENT
•• - HMA BASE COURSE USED FOR STAGING

HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"

STATION TO STATION		SIDE	WIDTH	SQ YD 44000155
FAP 713 (IL 101)				
553+75.0	553+99.0	LT & RT	21.0	56.8
553+99.0	556+37.3	LT & RT	32.0	847.1
562+38.8	564+55.0	LT & RT	32.0	768.9
TOTAL				1672.8
USE				1673

GUTTER REMOVAL

STATION TO STATION		SIDE	FOOT 44000400
FAP 713 (IL 101)			
553+75.0	556+98.7	LT	323.7
553+75.0	556+98.7	RT	323.7
TOTAL			647.3
USE			648

REMOVING INLETS

STATION	SIDE	OFFSET	EACH 60500060
FAP 713 (IL 101)			
556+49.3	RT	14.6	1
TOTAL			1

RIPRAP SCHEDULE

LOCATION				WIDTH	STONE RR CL A5 28100109	STONE DUMP RR CL A4 28100707	STONE DUMP RR CL A5 28100709	FILTER FABRIC 28200200
					SQ YD	SQ YD	SQ YD	SQ YD
FAP 713 (IL 101)								
554+15.6	TO	554+79.3	RT	VAR		100.5		100.5
554+15.8	TO	554+50.0	LT	18'		68.4		68.4
555+50.0	TO	556+43.2	LT	18'		186.5		186.5
WEST ABUTMENT				VAR	216.1			216.1
PIER 1				VAR			388.8	388.8
PIER 2				VAR			526.3	526.3
PIER 3				10'			125.9	125.9
PIER 4				10'			125.9	125.9
PIER 5				10'			125.9	125.9
EAST ABUTMENT				VAR	235.0			235
562+32.8	TO	562+50.0	LT	18'	34.4			34.4
562+32.8	TO	562+50.0	RT	18'	34.4			34.4
TOTALS					519.9	355.4	1292.8	2168.1
USE					520	355	1293	2168

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: none | SHEET NO. 1 OF 2SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	8
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

AGGREGATE SHOULDERS, TYPE B

48101200

STATION TO STATION		SIDE	WIDTH	TON
FAP 713 (IL 101)				
554+11.6	555+65.1	LT	4	5.8
554+11.6	554+74.3	RT	4	2.4
555+08.3	555+18.2	RT	4	0.4
563+10.9	564+55.0	RT	4	5.5
563+95.3	564+55.0	LT	4	2.3
TOTAL				16.3
USE				17

AGGREGATE SHOULDERS, TYPE B (SPECIAL)

X4811300

STATION TO STATION		SIDE	WIDTH	TON
FAP 713 (IL 101)				
555+18.2	556+58.3	RT	4	5.3
555+65.1	556+58.3	LT	4	3.5
562+17.8	563+95.3	LT	4	6.7
562+17.8	563+10.9	RT	4	3.5
TOTAL				19.1
USE				20

HOT-MIX ASPHALT SHOULDERS

48203100

STATION TO STATION		SIDE	SURFACE WIDTH	SQ YD	TON
FAP 713 (IL 101)					
554+00.9	556+37.3	LT	4	105.0	8.8
554+00.9	556+37.3	RT	4	105.0	8.8
562+38.8	564+55.0	LT	4	96.1	8.1
562+38.8	564+55.0	RT	4	96.1	8.1
TOTAL					33.8
USE					34

PIPE CULVERT REMOVAL

50105220

STATION	SIDE	DESCRIPTION	FOOT
FAP 713 (IL 101)			
556+49.5	RT	15" CMP	17
TOTAL			17

PIPE CULVERTS, CLASS D TYPE 1 EQUIVALENT ROUND-SIZE 24"

542D5479

STATION	SIDE	OFFSET	FOOT
FAP 713 (IL 101)			
554+91.3	RT	29.9	40
TOTAL			40

METAL END SECTIONS EQUIVALENT ROUND-SIZE 24"

54215769

STATION	SIDE	OFFSET	EACH
FAP 713 (IL 101)			
554+91.3	RT	29.9	2
TOTAL			2

CLASS SI CONCRETE (OUTLET)

60600095

STATION TO STATION		SIDE	CU YD
FAP 713 (IL 101)			
553+75.0	553+99.0	LT	3.02
553+75.0	553+99.0	RT	3.00
TOTAL			6.02
USE			6.1

GUARDRAIL SCHEDULE

STATION TO STATION		SIDE	63200310 GUARDRAIL REMOVAL	63000001 SPBGR TYPE A 6' POSTS	63100167 TRAFFIC BARRIER TERMINALS TYPE 1 SPECIAL (TANGENT)	63100085 TRAFFIC BARRIER TERMINALS TYPE 6	78200410 GUARDRAIL MARKERS TYPE A	78201000 TERMINAL MARKERS DIRECT APPLIED
			FOOT		EACH			
FAP 713 (IL 101)								
555+18.23	556+60.75	RT	90	46.87	1	1	4	1
555+65.10	556+60.75	LT	90		1	1	4	1
562+15.25	563+10.90	RT	90		1	1	4	1
562+15.25	563+95.28	LT	90	84.38	1	1	4	1
TOTALS			360	131.25	4	4	16	4

TEMPORARY CONCRETE BARRIER

70400100

STATION TO STATION		SIDE	FOOT
FAP 713 (IL 101)			
555+26.6	563+49.4	LT & RT	823.3
TOTAL			823.3

RELOCATE TEMPORARY CONCRETE BARRIER

70400200

STATION TO STATION		SIDE	FOOT
FAP 713 (IL 101)			
555+26.6	563+49.4	LT & RT	823.3
TOTAL			823.3

PAINT PAVEMENT MARKING - LINE 5"

78001120

STATION TO STATION		SIDE	DESCRIPTION	WHITE	YELLOW
				FOOT	
FAP 713 (IL 101)					
553+75.0	564+55.0	CL	NO-PASSING		1080.0
553+75.0	564+55.0	CL	SKIP-DASH		270.0
553+75.0	564+55.0	LT	EDGE LINE	1080.0	
553+75.0	564+55.0	RT	EDGE LINE	1080.0	
TOTALS				2160.0	1350.0
USE				3510	

PAVEMENT MARKING REMOVAL

78300100

STATION TO STATION		SIDE	DESCRIPTION	SQ FT
FAP 713 (IL 101)				
553+24.0	555+10.6	CL	SKIP-DASH	25.0
553+24.0	555+10.6	CL	NO-PASSING	93.3
563+55.4	565+20.0	CL	SKIP-DASH	25.0
563+55.4	565+20.0	CL	NO-PASSING	82.3
555+10.6	563+55.4	RT	EDGE LINE	422.4
555+04.5	563+59.5	LT	EDGE LINE	427.5
TOTAL				1075.5
USE				1076

IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3

Z0030260

STATION	SIDE	EACH
FAP 713 (IL 101)		
555+26.6	LT	1
563+49.4	LT	1
TOTAL		2

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE) TEST LEVEL 3

Z0030330

STATION	SIDE	EACH
FAP 713 (IL 101)		
555+26.6	RT	1
563+49.4	RT	1
TOTAL		2

BRIDGE APPROACH DRAINS

LOCATION	SIDE	54215547 EACH	60100935 FT	60900115 EACH
FAP 713 (IL 101)				
562+27.75	LT	1	19.2	1
	RT	1	19.2	1
TOTAL		2	38.4	2
USE		2	40	2

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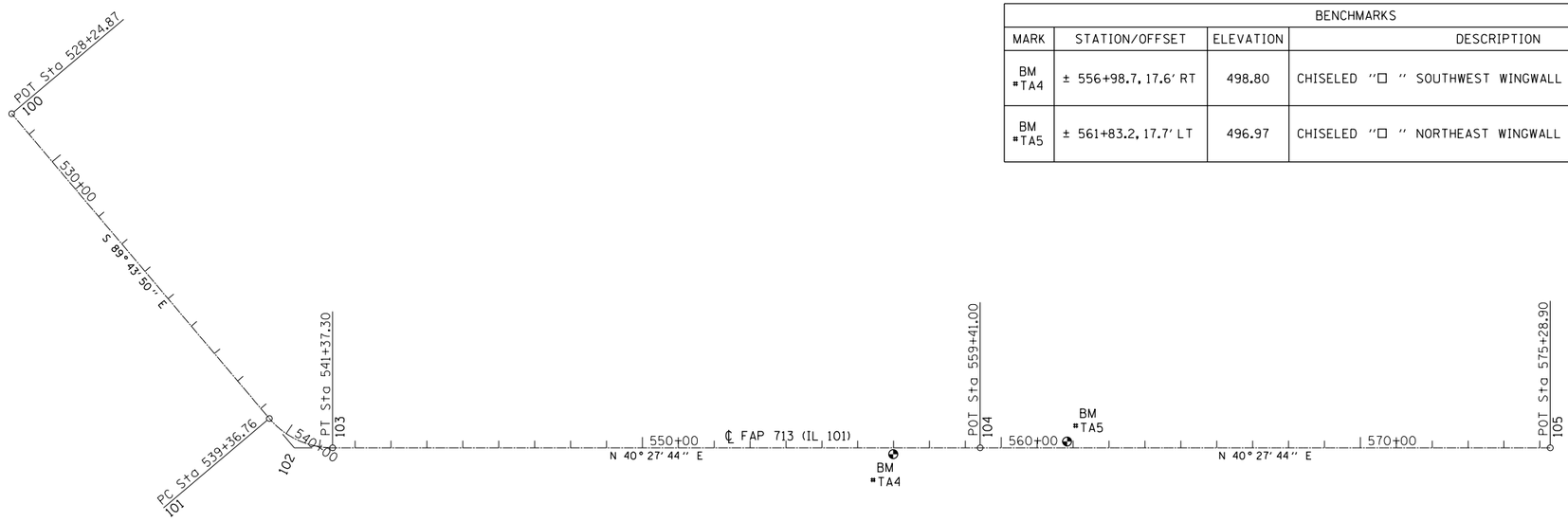
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: none | SHEET NO. 20F 2SHEETS | STA. | TO STA.

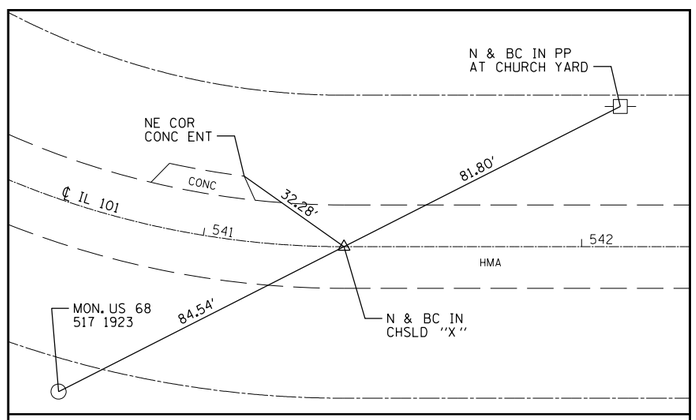
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	9
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BENCHMARKS			
MARK	STATION/OFFSET	ELEVATION	DESCRIPTION
BM *TA4	± 556+98.7, 17.6' RT	498.80	CHISELED "□ " SOUTHWEST WINGWALL OF SN 085-0016
BM *TA5	± 561+83.2, 17.7' LT	496.97	CHISELED "□ " NORTHEAST WINGWALL OF SN 085+0016



EXIST. CURVE 215
102 PI STA. = 540+43.86
△ = 49° 48' 26" (LT)
D = 24° 50' 13"
R = 230.69'
T = 107.10'
L = 200.54'
E = 23.65'
101 P.C. STA. = 539+36.76
103 P.T. STA. = 541+37.30

CONTROL POINTS		
POINT	NORTHING	EASTING
100	1,296,677.5609	2,128,652.0624
101	1,296,672.3310	2,129,763.9386
102	1,296,671.8272	2,129,871.0374
103	1,296,753.3126	2,129,940.5395
104	1,298,125.6297	2,121,111.0434
105	1,299,333.7588	2,132,141.5048



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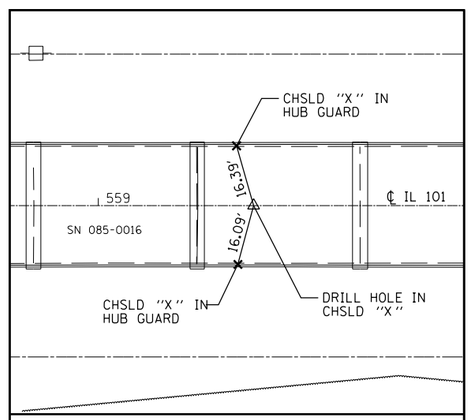
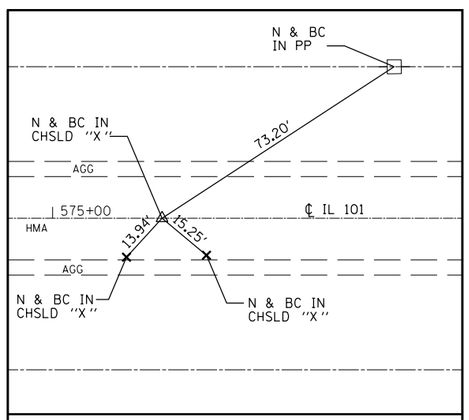


FAP 713 (IL 101) POT STA 559+41.00
N 1,298,125.63 E 2,131,111.04



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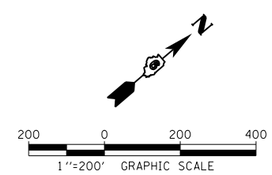

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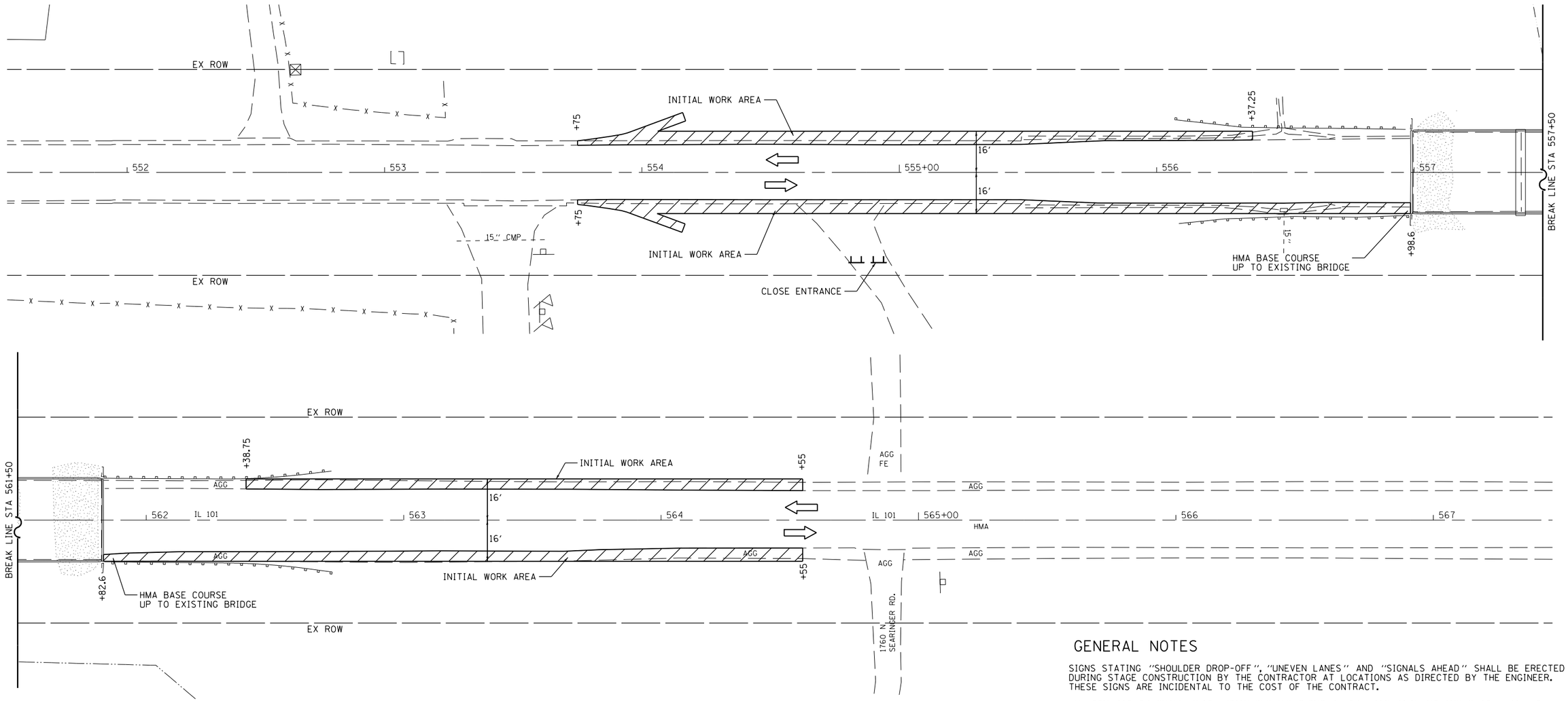
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT & BENCHMARK DATA

SCALE: 1"=200' | SHEET NO. 1 OF 1SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	10
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- MICROWAVE DETECTOR SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

INITIAL CONSTRUCTION OPERATIONS:

REMOVE EXISTING BITUMINOUS SHOULDERS AND CURB STA 553+75 TO STA 556+37.3 LT AND STA 562+38.8 TO STA 564+55. REPLACE WITH HOT-MIX ASPHALT BASE COURSE 10" AND TYPE B GUTTER OUTLET. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701201 OR 701326.

REMOVE EXISTING BITUMINOUS SHOULDERS AND CURB STA 553+75 TO STA 556+98.6 RT AND STA 561+82.6 TO STA 564+55. REPLACE WITH HOT-MIX ASPHALT BASE COURSE 10" AND TYPE B GUTTER OUTLET. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701201 OR 701326.

OVERNIGHT HOLES OR DROPOFFS ADJACENT TO THE PAVEMENT SHALL NOT BE ALLOWED.

PLACE "MAX WIDTH" SIGNING AT THE LOCATIONS SHOWN IN THE PLANS.

SET UP STAGE 1 TRAFFIC CONTROL UTILIZING THESE PLANS IN CONJUNCTION WITH STANDARD 701321.

PLACE TEMPORARY CONCRETE BARRIER AND PAVEMENT MARKINGS IN ACCORDANCE WITH THESE PLANS.

INSTALL TEMPORARY SIGNALIZATION AND MICROWAVE DETECTION SYSTEMS AT THE LOCATIONS CALLED OUT IN THESE PLANS.

GENERAL NOTES

SIGNS STATING "SHOULDER DROP-OFF", "UNEVEN LANES" AND "SIGNALS AHEAD" SHALL BE ERECTED DURING STAGE CONSTRUCTION BY THE CONTRACTOR AT LOCATIONS AS DIRECTED BY THE ENGINEER. THESE SIGNS ARE INCIDENTAL TO THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL PLACE "MAX WIDTH" SIGNS BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL. THESE SIGNS SHALL BE PAID FOR AS "WIDTH RESTRICTIVE SIGNING". (SEE MAX WIDTH SIGN DETAIL SHEET)

THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (217-785-5836) AT LEAST ONE WEEK PRIOR TO IMPLEMENTING STAGE TRAFFIC CONTROL.

THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (217-558-6523) AT LEAST THREE DAYS PRIOR TO ACTIVATING THE TEMPORARY TRAFFIC SIGNALS.

THE CONTRACTOR SHALL NOTIFY BROOKLYN TOWNSHIP PERSONNEL AT LEAST ONE WEEK PRIOR TO CLOSING THE ENTRANCE AT STATION 554+19 RT.

THE FIRST AND LAST SECTION OF EVERY RUN OF TEMPORARY CONCRETE BARRIER WALL SHALL BE SECURED TO THE PAVEMENT WITH DOWEL BARS IN ACCORDANCE WITH SECTION 704.06 OF THE STANDARD SPECIFICATIONS.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

EXCAVATION AND REMOVAL FOR CONSTRUCTION ON BOTH SIDES OF THE PAVEMENT AT ANY ONE LOCATION WILL NOT BE PERMITTED AS PER SPECIFICATION 701.08 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" DATED JANUARY 1, 2007.

DIFFERENTIAL IN ELEVATION EXCEEDING 3 IN. WITHIN 12 FEET OF THE IL 101 CENTERLINE WILL REQUIRE LANE CLOSURE AND WILL NOT BE ALLOWED TO REMAIN OVERNIGHT. OTHER DROP-OFFS SHALL BE IN ACCORDANCE WITH SPECIFICATION 701.07 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" DATED JANUARY 1, 2007.

20 0 20 40

SCALE: 1" = 20'

N

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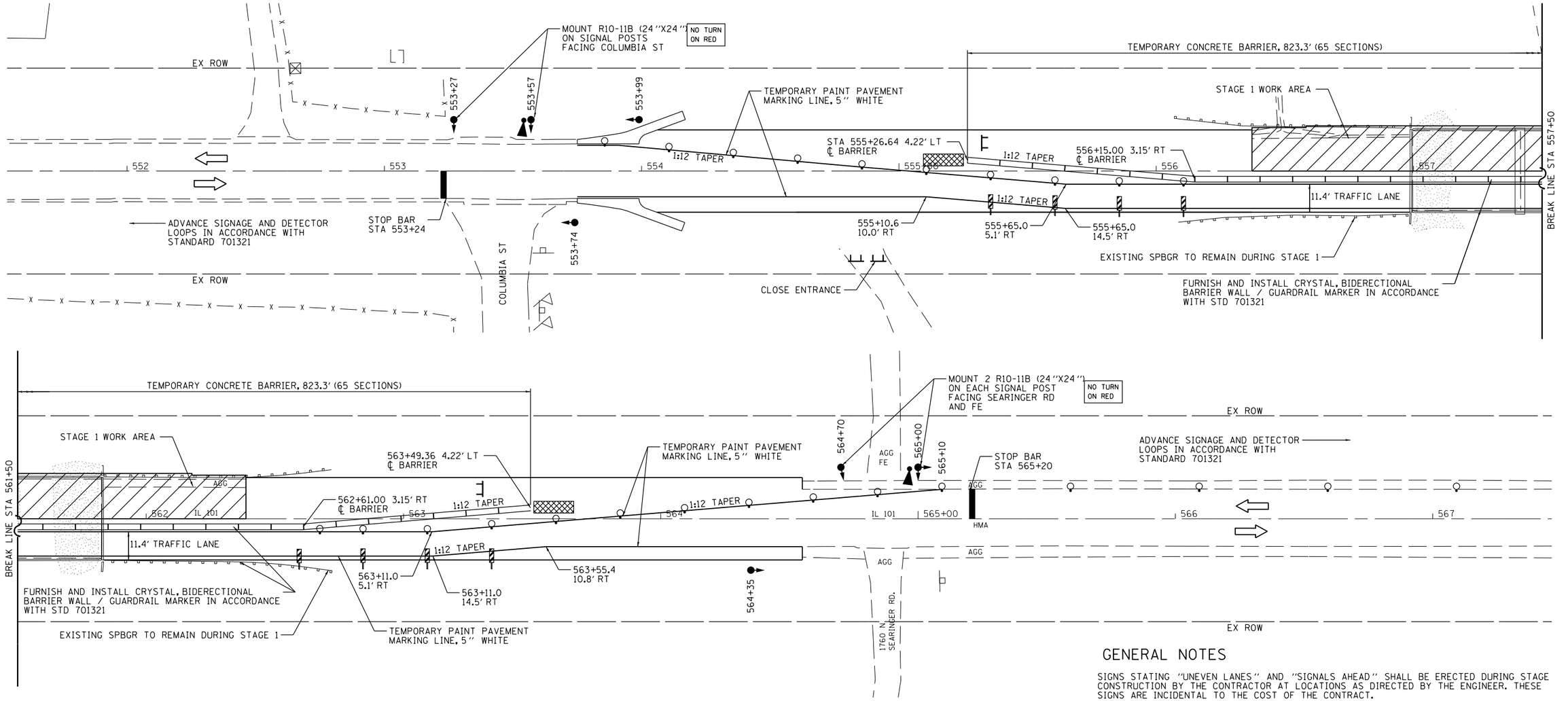
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
STAGING – INITIAL CONSTRUCTION

SCALE: 1"=20' | SHEET NO. 1 OF 3SHEETS | STA. 553+00 STA. 559+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	11
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- MICROWAVE DETECTOR SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

STAGE 1:

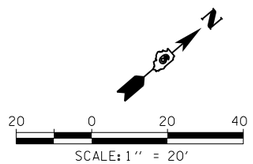
COMPLETE INSTALLATION OF ALL STAGE 1 TRAFFIC CONTROL ITEMS SHOWN IN THE PLANS.

INSTALL REUSABLE ENERGY ABSORBING CRASH TERMINALS AT STA 555+26.64 AND STA 563+49.36.

PERFORM STAGE 1 STRUCTURE REMOVAL FOR STRUCTURE NO. 085-0016. REMOVE EXISTING PAVEMENT FOR PROPOSED STRUCTURE AND BRIDGE APPROACH CONSTRUCTION.

CONSTRUCT NORTH (LT) SECTION OF STRUCTURE NO. 085-0514 AND BRIDGE APPROACHES. CONSTRUCT ROADWAY SLOPES AND RIPRAP. INSTALL STEEL PLATE BEAM GUARDRAIL ALONG LT SIDE. CONSTRUCT TEMPORARY RAMP IF REQUIRED.

RELOCATE TRAFFIC CONTROL ITEMS FOR STAGE 2 CONSTRUCTION.



GENERAL NOTES

SIGNS STATING "UNEVEN LANES" AND "SIGNALS AHEAD" SHALL BE ERECTED DURING STAGE CONSTRUCTION BY THE CONTRACTOR AT LOCATIONS AS DIRECTED BY THE ENGINEER. THESE SIGNS ARE INCIDENTAL TO THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL PLACE "MAX WIDTH" SIGNS BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL. THESE SIGNS SHALL BE PAID FOR AS "WIDTH RESTRICTIVE SIGNING". (SEE MAX WIDTH SIGN DETAIL SHEET)

THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (217-785-5836) AT LEAST ONE WEEK PRIOR TO IMPLEMENTING STAGE TRAFFIC CONTROL.

THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (217-558-6523) AT LEAST THREE DAYS PRIOR TO ACTIVATING THE TEMPORARY TRAFFIC SIGNALS.

VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, TEMPORARY PAVEMENT MARKINGS, DETECTOR LOOPS, TEMPORARY RUMBLE STRIPS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL".

THE FIRST AND LAST SECTION OF EVERY RUN OF TEMPORARY CONCRETE BARRIER WALL SHALL BE SECURED TO THE PAVEMENT WITH DOWEL BARS IN ACCORDANCE WITH SECTION 704.06 OF THE STANDARD SPECIFICATIONS.

THIS WORK SHALL SUPPLIMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

EXISTING GUARDRAIL SHALL REMAIN IN PLACE DURING STAGE 1 FOR EASTBOUND TRAFFIC.

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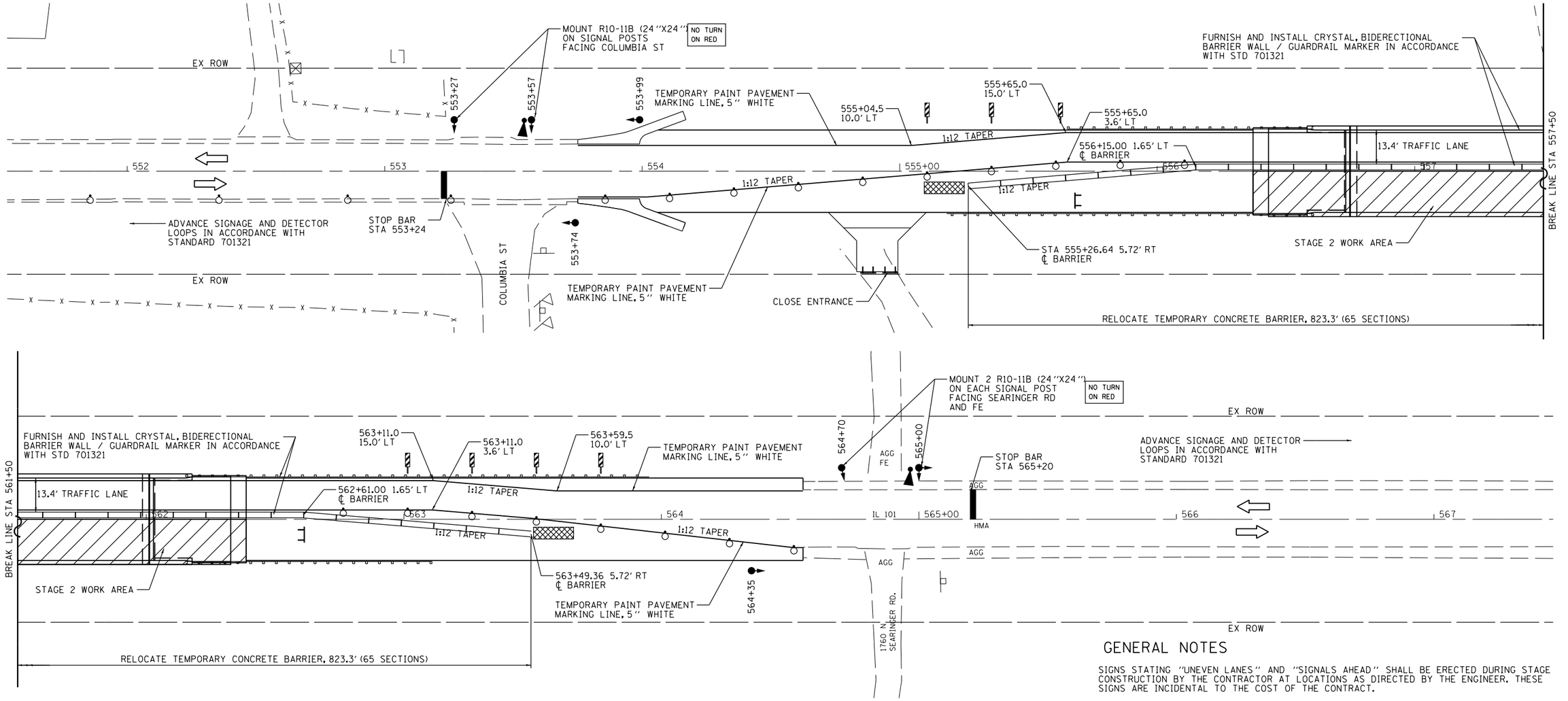
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
STAGING – STAGE 1

SCALE: 1"=20' | SHEET NO. 20F 3SHEETS | STA. 553+00 STA. 559+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	12
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- MICROWAVE DETECTOR SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

STAGE 2:

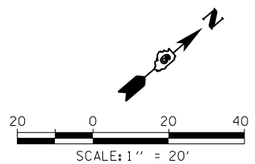
FOLLOWING THE COMPLETION OF STAGE 1 RELOCATE TEMMPORARY CONCRETE BARRIER WALL AND DRUMS AND PLACE TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE WITH THE PLANS.

PERFORM STAGE 2 STRUCTURE REMOVAL FOR STRUCTURE NO. 085-0016. REMOVE EXISTING PAVEMENT FOR PROPOSED STRUCTURE AND BRIDGE APPROACH CONSTRUCTION.

CONSTRUCT SOUTH (RT) SECTION OF STRUCTURE NO. 085-0514 AND BRIDGE APPROACHES. CONSTRUCT ROADWAY SLOPES AND RIPRAP. INSTALL STEEL PLATE BEAM GUARDRAIL ALONG RT SIDE. CONSTRUCT TEMPORARY RAMP IF REQUIRED.

REMOVE TRAFFIC CONTROL ITEMS FOR STAGE 2 CONSTRUCTION.

MILL AND RESURFACE IL 101. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306. INSTALL FINAL PAVEMENT MARKINGS.



GENERAL NOTES

SIGNS STATING "UNEVEN LANES" AND "SIGNALS AHEAD" SHALL BE ERECTED DURING STAGE CONSTRUCTION BY THE CONTRACTOR AT LOCATIONS AS DIRECTED BY THE ENGINEER. THESE SIGNS ARE INCIDENTAL TO THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL PLACE "MAX WIDTH" SIGNS BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL. THESE SIGNS SHALL BE PAID FOR AS "WIDTH RESTRICTIVE SIGNING". (SEE MAX WIDTH SIGN DETAIL SHEET)

THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (217-785-5836) AT LEAST ONE WEEK PRIOR TO IMPLEMENTING STAGE TRAFFIC CONTROL.

THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (217-558-6523) AT LEAST THREE DAYS PRIOR TO ACTIVATING THE TEMPORARY TRAFFIC SIGNALS.

VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, TEMPORARY PAVEMENT MARKINGS, DETECTOR LOOPS, TEMPORARY RUMBLE STRIPS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL".

THE FIRST AND LAST SECTION OF EVERY RUN OF TEMPORARY CONCRETE BARRIER WALL SHALL BE SECURED TO THE PAVEMENT WITH DOWEL BARS IN ACCORDANCE WITH SECTION 704.06 OF THE STANDARD SPECIFICATIONS.

THIS WORK SHALL SUPPLIMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

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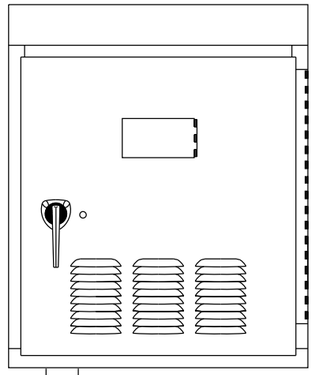
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
STAGING - STAGE 2

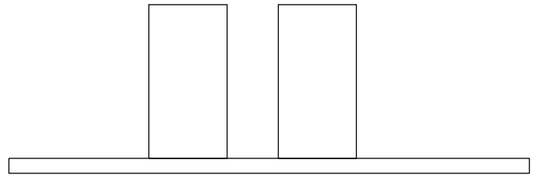
SCALE: 1"=20' | SHEET NO. 3 OF 3 SHEETS | STA. 553+00 STA. 559+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	13
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Temporary Controller Cabinet

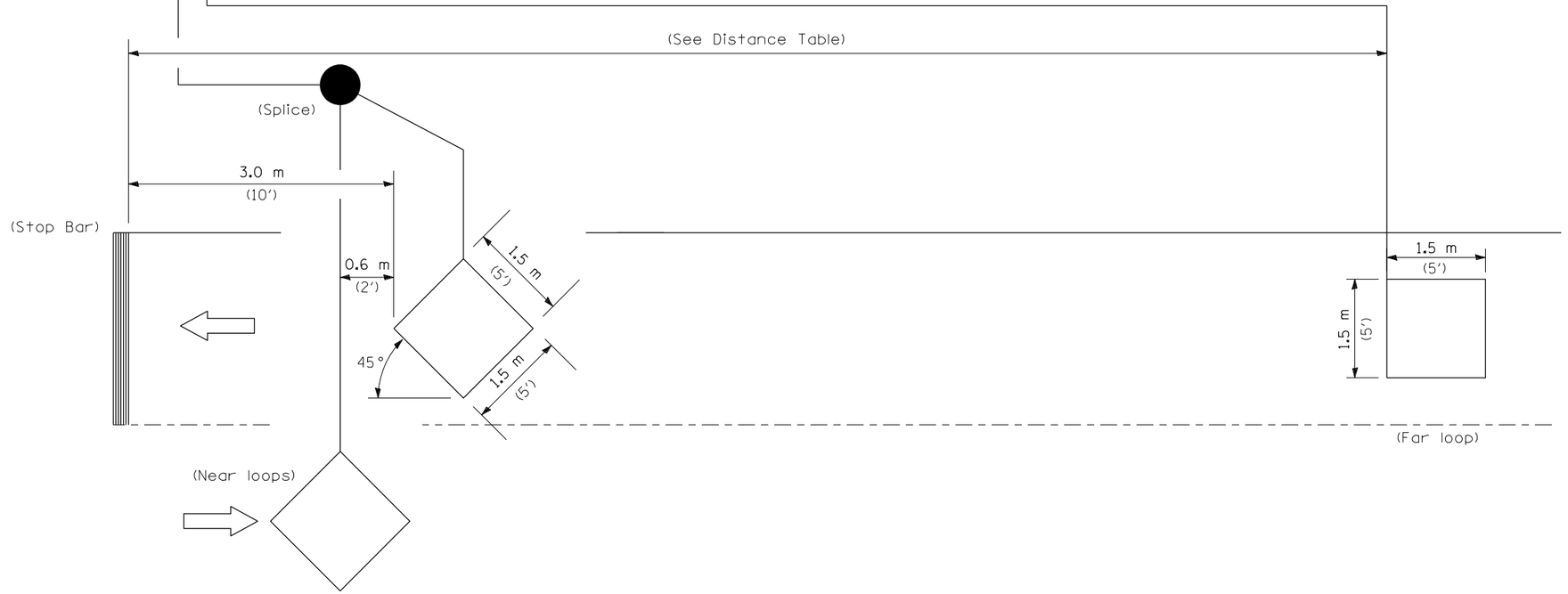
DETECTOR AMPLIFIER NOTES



AMP 1: DELAY = 8 SECONDS
DELAY SHALL BE INHIBITED DURING GREEN

AMP 2: NO DELAY

FAR LOOP DISTANCE TABLE	
ADVISORY SPEED (MPH)	DISTANCE FROM STOP BAR (FT.)
30 OR LESS	220
35	260
40	300
45	330
50	370
55	400



NOTE: All loops centered in lane.

INDUCTION LOOP DETECTOR

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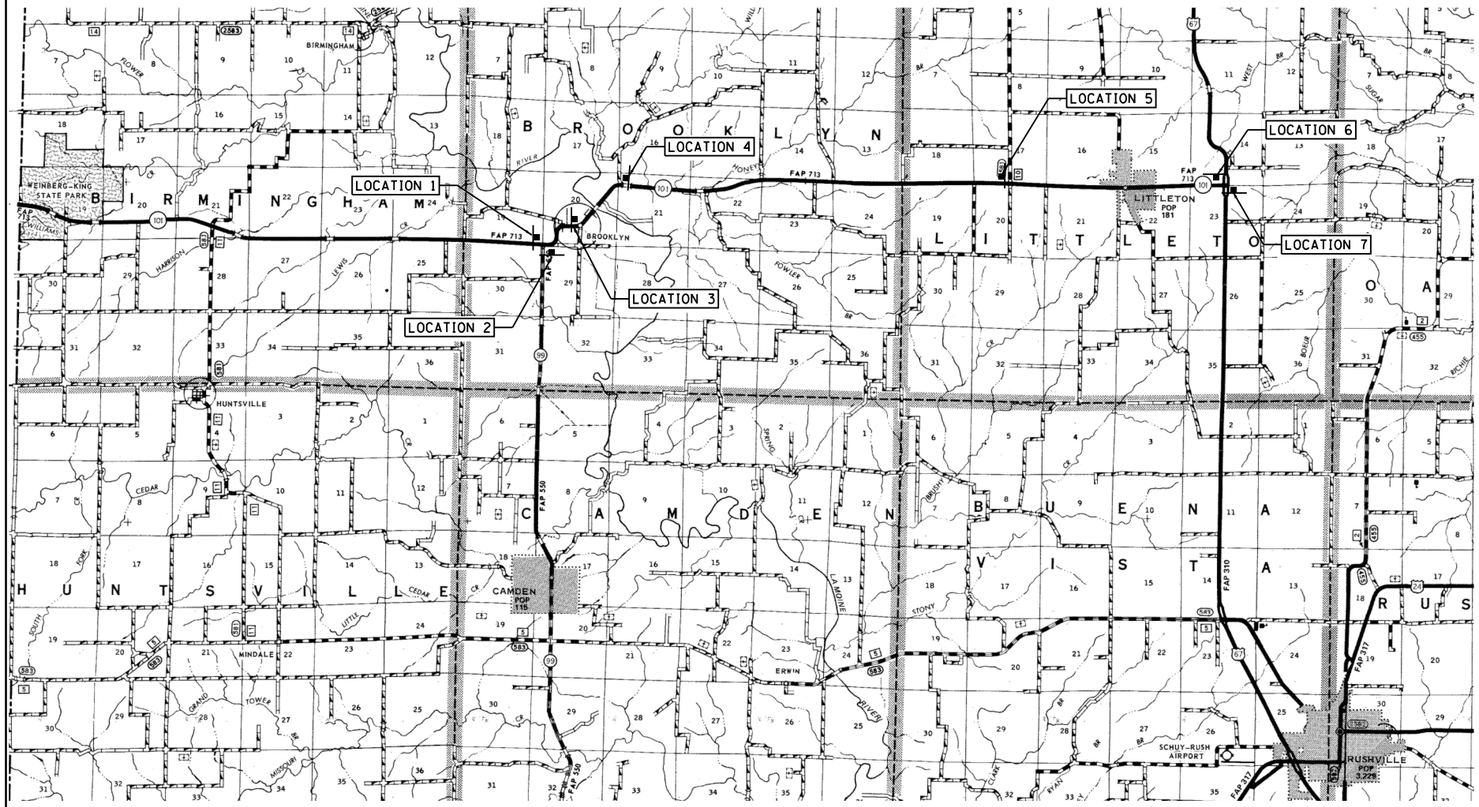
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
TEMPORARY BRIDGE TRAFFIC SIGNAL LOOP PLACEMENT DETAIL

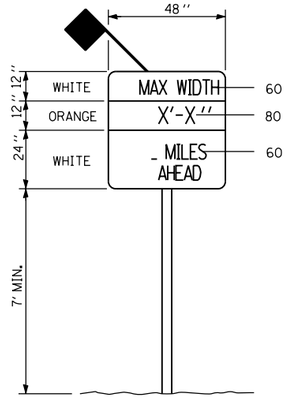
SCALE: NONE | SHEET NO. 1 OF 1SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	14
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

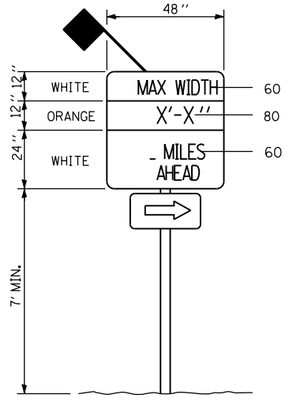


N

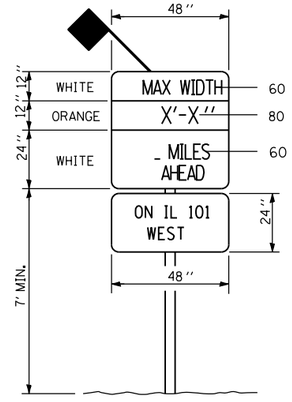
10000 5000 0 10000
GRAPHIC SCALE (IN FEET)
SCALE: 1''=5000'



SIGN A
(WIDTH RESTRICTION SIGN)



SIGN B
(WIDTH RESTRICTION SIGN)



SIGN C
(WIDTH RESTRICTION SIGN)

LOCATION		SIGN	DISTANCE
1	IL 101 EB AT IL 99 INTERSECTION	A	1.0 MILES
2	IL 99 NB AT IL 101 INTERSECTION	B	1.0 MILES
3	IL 101 EB AT KENTUCKY ST INTERSECTION	A	0.3 MILES
4	IL 101 WB AT CENTER RIDGE RD INTERSECTION	A	0.6 MILES
5	IL 101 WB AT CH 10 INTERSECTION	A	5.8 MILES
6	US 67 SB AT IL 101 INTERSECTION	C	9.0 MILES
7	US 67 NB AT IL 101 INTERSECTION	C	9.0 MILES

GENERAL NOTES:

ACTUAL MAXIMUM WIDTH IS TO BE MEASURED BY THE ENGINEER AFTER TEMPORARY CONCRETE BARRIER WALL IS PLACED FOR STAGE 1. WIDTH SHALL BE REMEASURED AND SIGNS UPDATED FOR STAGE 2.

MAXIMUM WIDTH SIGNS SHALL BE PAID FOR AS ONE LUMP SUM ITEM AS ''WIDTH RESTRICTION SIGNING''.

ALL SIGNS SHALL BE POST MOUNTED IN ACCORDANCE WITH ARTICLE 701.14 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

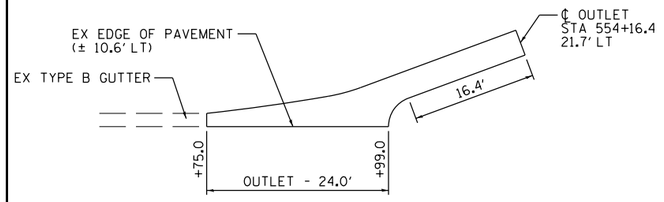
TRAFFIC CONTROL & PROTECTION
MAXIMUM WIDTH SIGNING DETAIL

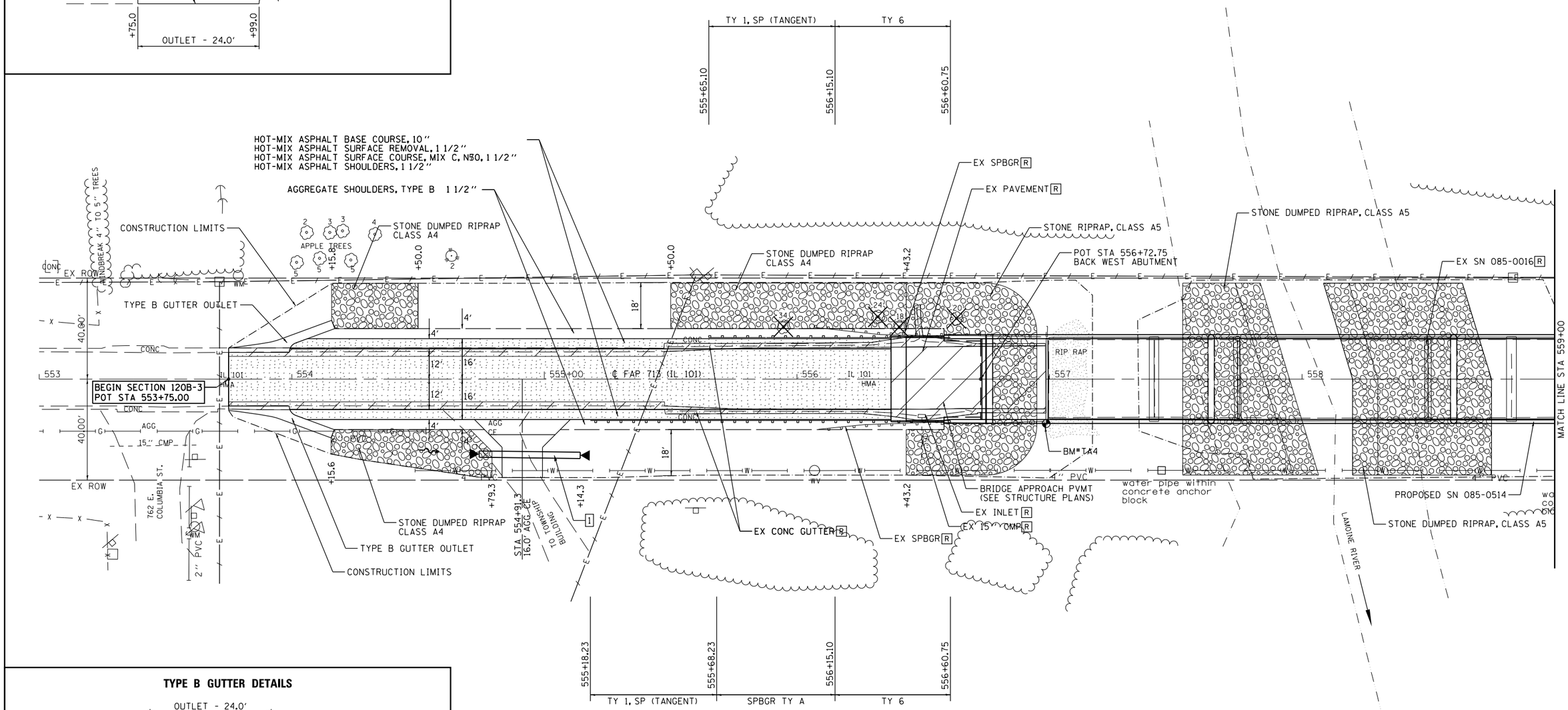
SCALE: NONE | SHEET NO. 1 OF 1SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	15
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

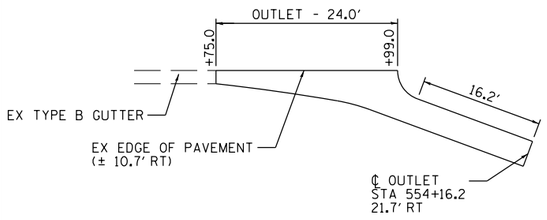
SE 1/4, SEC 20, T 3 N, R 3 W, 4th PM

TYPE B GUTTER DETAILS





TYPE B GUTTER DETAILS



SEE STANDARD 606201
FOR ADDITIONAL DETAILS

1 — STA 554+91.3 29.9' RT
PIPE CULVERT, CLASS D, TY 1, 24" ERS Ø, 40'
METAL END SECTIONS, 2 EACH
USFL = 500.84 (554+74.2, 29.7'RT)
DSFL = 498.92 (555+14.2, 30.2'RT)

BM*TA4 - FOUND CHSLD "□" SOUTHWEST
WINGWALL OF S.N. 085-0016
STA 556+98.7, 17.6' RT ELEV = 498.80

SE 1/4, SEC 20, T 3 N, R 3 W, 4th PM

GRAPHIC SCALE
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FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEET

SCALE: 1"=20' | SHEET NO. 1 OF 4SHEETS | STA. 553+00 STA. 559+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	16
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BM=TA4 - FOUND CHSLD " □ " SOUTHWEST WINGWALL OF S.N. 085-0016 STA 556+98.7, 17.6' RT ELEV = 498.80

BEGIN SECTION 120B-3
STA 553+75.00
ELEV = 507.60

MILL AND RESURFACE 1 1/2"

RT STA 554+50.00
ELEV = 502.00

-4.80%

PR SPECIAL RIGHT DITCH

RT STA 555+25.00
ELEV = 498.40

-4.80%

PR SPECIAL RIGHT DITCH

MILL AND RESURFACE 1 1/2"

VPT STA 556+43.25
ELEVATION 499.69

EXISTING PAVEMENT / BRIDGE ALONG ℄

BACK OF WEST ABUTMENT
STA 556+72.75
ELEV = 499.63

-0.19%

VPC STA 557+50.00
ELEVATION 499.49

PROPOSED PROFILE GRADE

EXISTING PAVEMENT / BRIDGE ALONG ℄

SN 085-0514

1:2

EXISTING GROUND ALONG ℄

1:100

TOP OF PROPOSED GROUND

1:100

1:3

1:3

45'

TOP OF PROPOSED GROUND

PR STREAMBED ELEV = 467.50

	511.41	EXIST	508.81		506.47	**506.47**	504.40	**504.40**	502.80	**502.80**	501.47	**501.47**	500.40	**500.40**	499.63	**499.68**	498.07	**499.58**	478.62	**499.49**	467.63	**499.37**	479.12	**499.22**	483.33	**499.03**
		PROP																								
STA	553+00		553+50		554+00		554+50		555+00		555+50		556+00		556+50		557+00		557+50		558+00		558+50		559+00	

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

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

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	PLOT DATE = Aug-17-2010 01:28:05PM	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILE SHEET

SCALE: 1"=20' | SHEET NO. 2 OF 4 SHEETS | STA. 553+00 STA. 559+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	17
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SE 1/4, SEC 20, T 3 N, R 3 W, 4th PM

2 — STA 562+27.75 LT
TYPE B INLET BOX, STANDARD 609001, 1 EACH
PIPE DRAINS 12", 20'
METAL END SECTIONS 12", 1 EACH
USFL = 494.62
DSFL = 488.50

TY 6 | SPBGR TY A | TY 1, SP (TANGENT)

562+15.25 | 562+60.90 | 563+45.28 | 563+95.28

STONE RIPRAP, CLASS A5
EX SPBGR R
EX PAVEMENT R
AGGREGATE SHOULDERS, TYPE B 1 1/2"
HOT-MIX ASPHALT BASE COURSE, 10"
HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 1 1/2"
HOT-MIX ASPHALT SHOULDERS, 1 1/2"
POT STA 562+03.75
BACK EAST ABUTMENT
CONSTRUCTION LIMITS
STONE DUMPED RIPRAP, CLASS A5
EX SN 085-0016 R
BM=TA5
3 phase overhead
EX ROW
MATCH LINE STA 559+00
559+41.00
559
560
562
563
564
SN 085-0016
CONC
RIP RAP
IL 101
℄ FAP 713 (IL 101)
AGG
4'
16'
12'
40.00'
AGG FE
PROPOSED SN 085-0514
STONE DUMPED RIPRAP, CLASS A5
4" PVC
EX SPBGR R
BRIDGE APPROACH
(SEE STRUCTURE PLANS)
3
+50.0
STONE RIPRAP, CLASS A5
CONSTRUCTION LIMITS
AGGREGATE SHOULDERS, TYPE B 1 1/2"
END SECTION 120B-3
POT STA 564+55.00
EX ROW
4" PVC
1760 N SEARINGER RD.
ter pipe within
ncrete anchor
ck

562+15.25 | 562+60.90 | 563+10.90

TY 6 | TY 1, SP (TANGENT)

3 — STA 562+27.75 RT
TYPE B INLET BOX, STANDARD 609001, 1 EACH
PIPE DRAINS 12", 20'
METAL END SECTIONS 12", 1 EACH
USFL = 494.62
DSFL = 488.50

N

GRAPHIC SCALE
20 0 20 40 60 80 100
FEET

BM=TA5 - SET CHSLD " □ " NORTHEAST
WINGWALL OF S.N. 085-0016
STA 561+83.2, 17.7' LT ELEV = 496.97

SE 1/4, SEC 20, T 3 N, R 3 W, 4th PM

FILE NAME =	USER NAME = laughlinrl	DESIGNED -	REVISED - 8/18/10
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	PLOT DATE = Aug-19-2010 08:51:53AM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEET

SCALE: 1"=20' | SHEET NO. 30F 4SHEETS | STA. 559+00 STA. 565+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	18
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BM#TA5 - SET CHSLD " □ " NORTHEAST
WINGWALL OF S.N. 085-0016
STA 561+83.2, 17.7' LT ELEV = 496.97

VPI STA 559+50.00
ELEV = 499.10
400' V.C.
E = 0.30'

-0.19%

-0.79%

EXISTING PAVEMENT / BRIDGE ALONG ℄

PROPOSED PROFILE GRADE

VPT STA 561+50.00
ELEVATION 497.51

BACK OF EAST ABUTMENT
STA 562+03.25
ELEV = 497.10

-0.79%

VPI STA 562+32.75
ELEVATION 496.86

MILL AND RESURFACE 1 1/2"

END SECTION 120B-3
STA 564+55.00
ELEV = 496.38

SN 085-0514

1:2

1:100

TOP OF PROPOSED GROUND

EXISTING GROUND ALONG ℄

	483.33		483.27	483.88	483.78	483.10	483.02	497.10	496.75	496.49	496.36	496.34	496.38	496.37
EXIST	499.03		498.80	498.53	498.23	497.89	497.51	497.12	496.75	496.49	496.36	496.34	496.38	
PROP														

559+00 559+50 560+00 560+50 561+00 561+50 562+00 562+50 563+00 563+50 564+00 564+50 565+00

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

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

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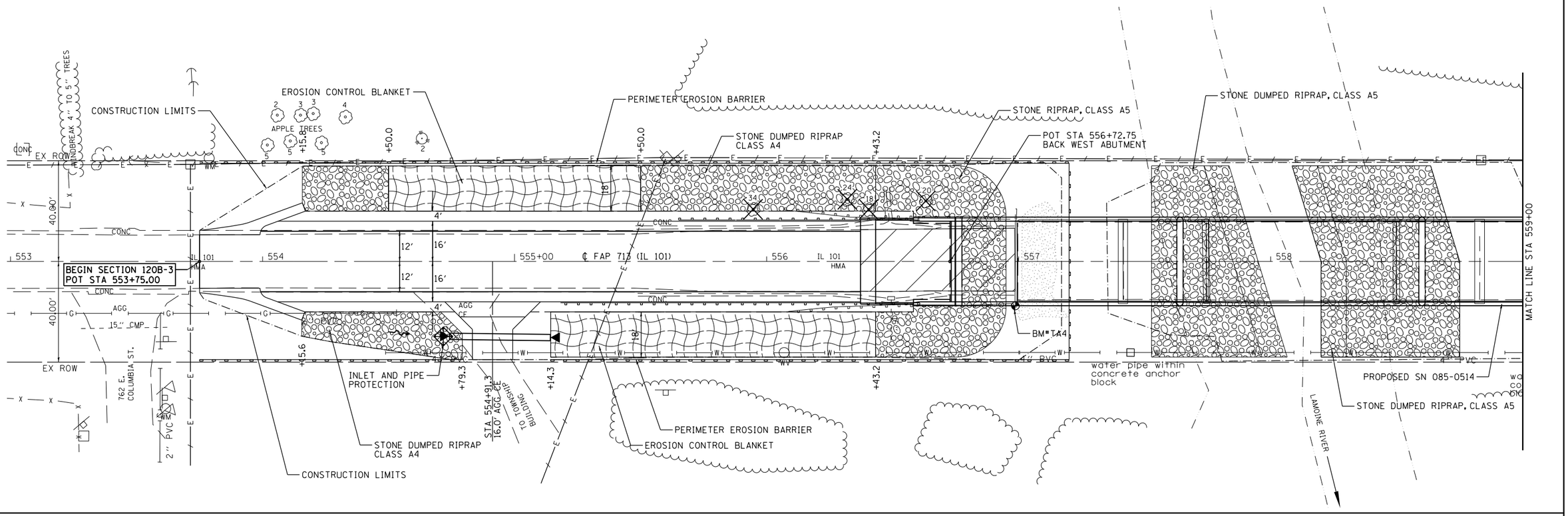
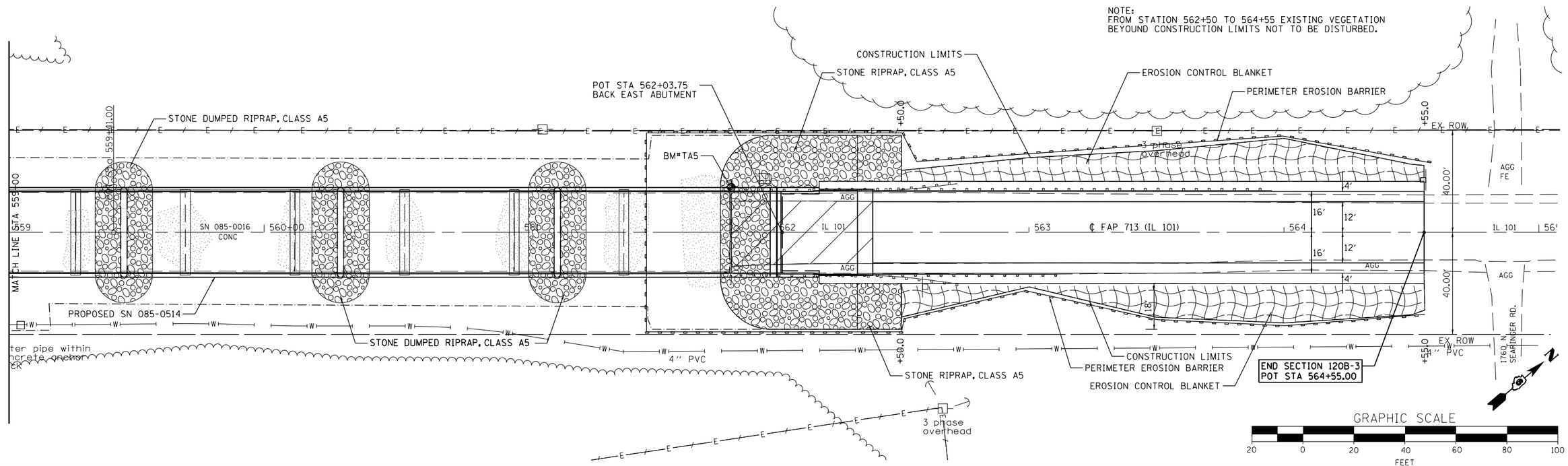
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILE SHEET

SCALE: 1"=20' | SHEET NO. 4OF 4SHEETS | STA. 559+00 STA. 565+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	19
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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		DRAWN -	REVISED -
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	PLOT DATE = Aug-17-2010 01:28:34PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 1 SHEETS | STA. 553+000 STA. 559+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	20
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

9/8/2010 8:31:23 AM

P:\06files\060245\021_W010_IL101_Lamoine\BRIDGE PLANS\GPE & GENERAL DETAILS.dgn

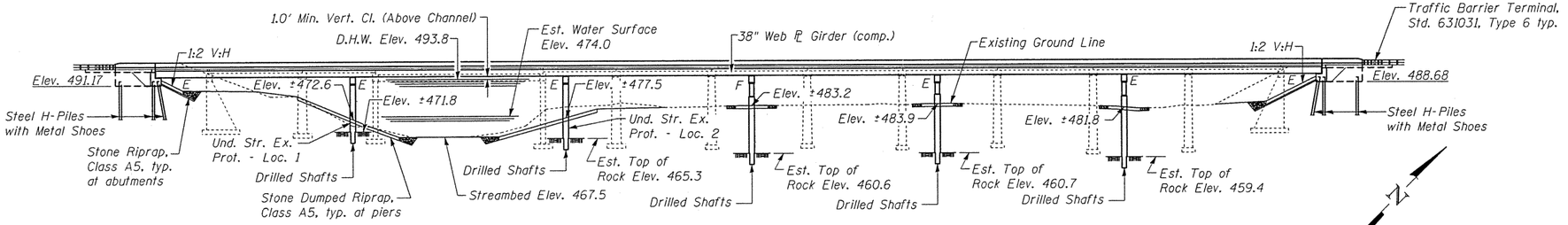
Bench Mark: Chiseled square on Pier #1, Sta. 557+41, right of ℄, Elev. 497.43

Existing Structure: Structure Number 085-0016 was built in 1928 as S.B.I. Rte. 101, Section 120B over the Lamoine River. The superstructure was replaced in 1977 with PPC deck beams under Section 120BR. The substructure was also widened during the 1977 construction and Piers 2 and 3 were added. A 5" reinforced concrete wearing surface was constructed over the deck beams in 1998 under Section (120BR)1, along with expansion joint replacement and riprap placement around the piers. In 2006, two deck beams were replaced in span 4 under Section (120BR)1-1. In 2008, three deck beams were replaced in span 3 and twelve deck beams were braced using steel wide flange beams under Section (120BR)1-2. The existing structure is an eleven span PPC deck beam bridge on closed concrete abutments and concrete piers on footings. The existing structure is 486'-0" long back-to-back abutments and 33'-0" wide out-to-out of deck.

The existing structure shall be removed and replaced.

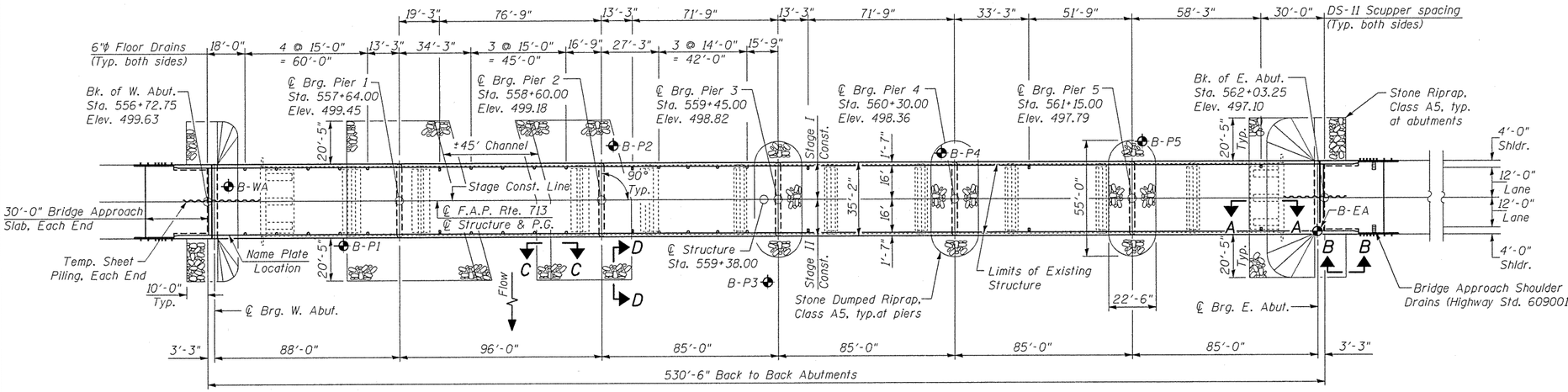
Traffic to be maintained utilizing stage construction.

Existing structural steel to remain property of IDOT. Contact Buddy Foster at (217) 782-7416 to arrange a pick-up time.

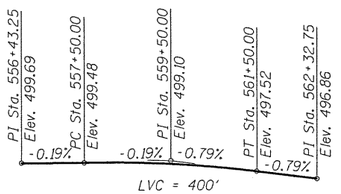


ELEVATION

Note:
See sheet 2 of 45 for Sections A-A, B-B, C-C and D-D.



PLAN



PROFILE GRADE
(along ℄ roadway)

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	E. Abut.
	491.2	471.8	468.1	474.2	475.0	473.3	488.7

WATERWAY INFORMATION

Drainage Area = 995.4 Sq. Mi. Low Grade Elev. 495.4 @ Sta. 569+49

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	24,900	4,607	5,340	492.3	3.0	4.1	495.4	496.4
Design	50	38,400	5,252	5,788	493.8	6.3	6.4	500.1	500.2
Base	100	44,500	5,514	6,097	494.4	6.2	6.4	500.6	500.8
Overtopping	-	-	12 yr.	13 yr.	-	-	-	-	-
Max. Calc.	500	59,100	6,012	6,097	495.6	5.9	6.5	501.6	502.1

INDEX OF SHEETS

LOADING HL-93

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

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications
4th Edition with 2008 & 2009 interims

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

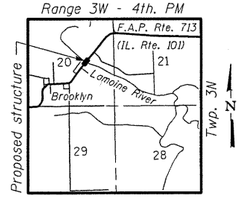
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.117g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.183g
Class = D

STATE OF ILLINOIS
ALAN D. LUKENS
081-005167
QUINCY, ILLINOIS
LICENSED STRUCTURAL ENGINEER

9/8/10
Alan D. Lukens, Licensed Structural Engineer — Date
State of Illinois No. 081-005167
License Expires 11/30/2010

APPROVED
For Structural Adequacy Only
Ralph E. Anderson (TSB)
Engineer of Bridges & Structures

Range 3W - 4th. PM



LOCATION SKETCH

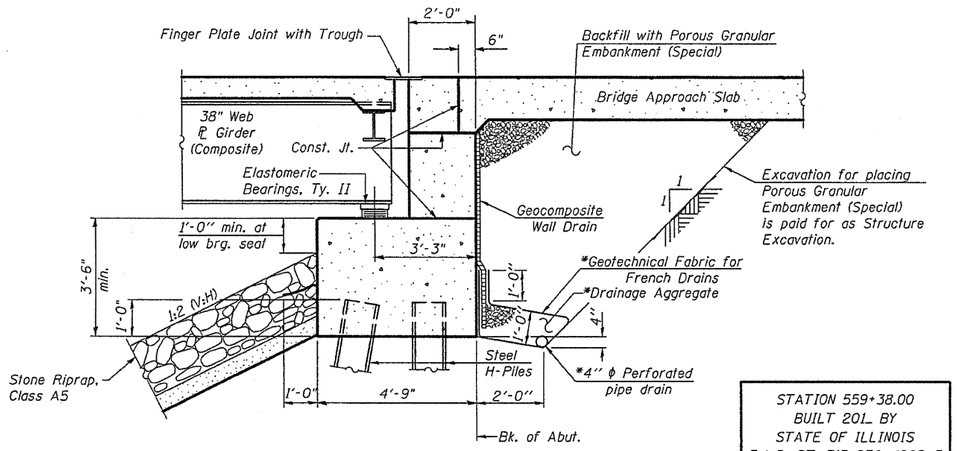
GENERAL PLAN & ELEVATION
IL 101 OVER LAMOINE RIVER
FAP ROUTE 713 SECTION 120B-3
SCHUYLER COUNTY
STATION 559+38.00
S.N. 085-0514

DESIGNED	RJP				
CHECKED	ADL				
DRAWN	RJP				
CHECKED	ADL				

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
STATE OF ILLINOIS DESIGN FIRM # 1842738

SHEET NO. 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	21
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.



SECTION THRU PILE SUPPORTED STUB ABUTMENT

(Horiz. dim. ℄ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

STATION 559+38.00
BUILT 201_ BY
STATE OF ILLINOIS
F.A.P. RT. 713 SEC. 120B-3
LOADING HL-93
STRUCTURE NO. 085-0514

NAME PLATE

See Std. 515001

Note:

All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $\frac{3}{4}$" ϕ, holes $\frac{15}{16}$" ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 536,740 pounds.

All structural steel shall be AASHTO M 270 Grade 50W except expansion joints which shall be AASHTO M270 Grade 50.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutments.

Structural steel shall only be painted for a distance of 10 ft. each way from the deck joints. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

All exposed structural steel of the bearings shall be cleaned and shop painted as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

The depth of excavation around existing piers shall not vary by more than 2 feet while they support traffic.

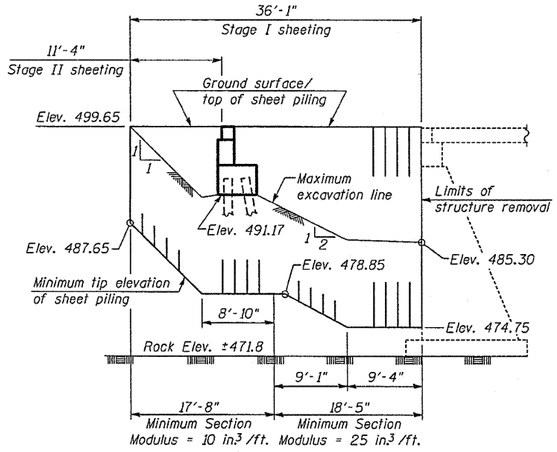
A copy of the existing bridge plans will be provided upon request.

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 of the superstructure.

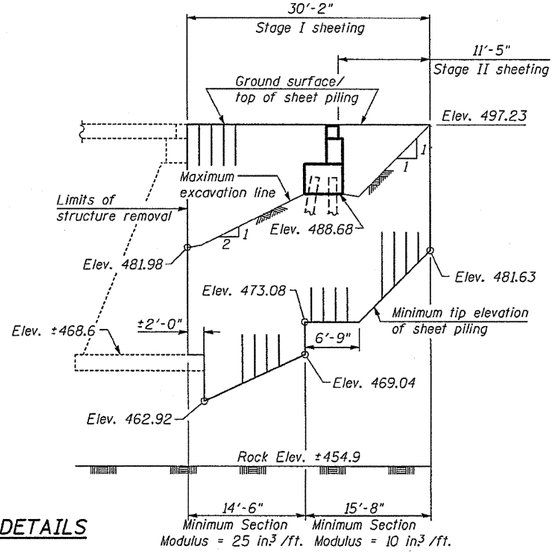
If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		94	94
Stone Riprap, Class A5	Sq. Yd.		451	451
Stone Dumped Riprap, Class A5	Sq. Yd.		1,293	1,293
Filter Fabric	Sq. Yd.		1,744	1,744
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		341	341
Floor Drains	Each	26		26
Concrete Structures	Cu. Yd.		290.8	290.8
Concrete Superstructure	Cu. Yd.	719.2		719.2
Bridge Deck Grooving	Sq. Yd.	1,965		1,965
Concrete Encasement	Cu. Yd.		11.2	11.2
Protective Coat	Sq. Yd.	2,569		2,569
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	6,588		6,588
Reinforcement Bars	Pound		4,940	4,940
Reinforcement Bars, Epoxy Coated	Pound	172,430	79,010	251,440
Bar Splicers	Each	1,749	607	2,356
Furnishing Steel Piles HP12x53	Foot		900	900
Test Pile Steel HP12x53	Each		2	2
Temporary Sheet Piling	Sq. Ft.		1,556	1,556
Driving Piles	Foot		900	900
Name Plates	Each	1		1
Anchor Bolts, $\frac{3}{4}$"	Each	24		24
Anchor Bolts, 1"	Each	12		12
Anchor Bolts, $1\frac{1}{4}$"	Each	48		48
Pile Shoes	Each		32	32
Elastomeric Bearing Assembly, Type I	Each	18		18
Elastomeric Bearing Assembly, Type II	Each	18		18
Concrete Sealer	Sq. Ft.		780	780
Geocomposite Wall Drain	Sq. Yd.		48	48
Pipe Underdrains for Structures 4"	Foot		151	151
Drainage Scuppers, DS-11	Each	10		10
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1
Finger Plate Expansion Joint, 6"	Foot	64.0		64.0
Drilled Shaft in Soil	Cu. Yd.		135.1	135.1
Drilled Shaft in Rock	Cu. Yd.		28.8	28.8
Asbestos Bearing Pad Removal	Each	121		121
Temporary Shoring	Each		8	8
Fabric Reinforced Elastomeric Trough	Foot	76		76



WEST ABUTMENT



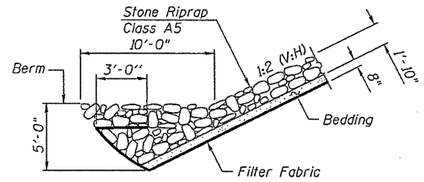
EAST ABUTMENT

TEMPORARY SHEET PILING DETAILS

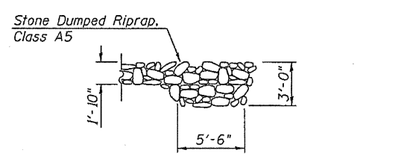
Notes:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



SECTION A-A



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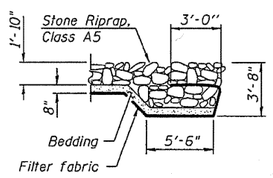
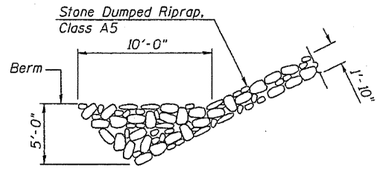


SECTION B-B



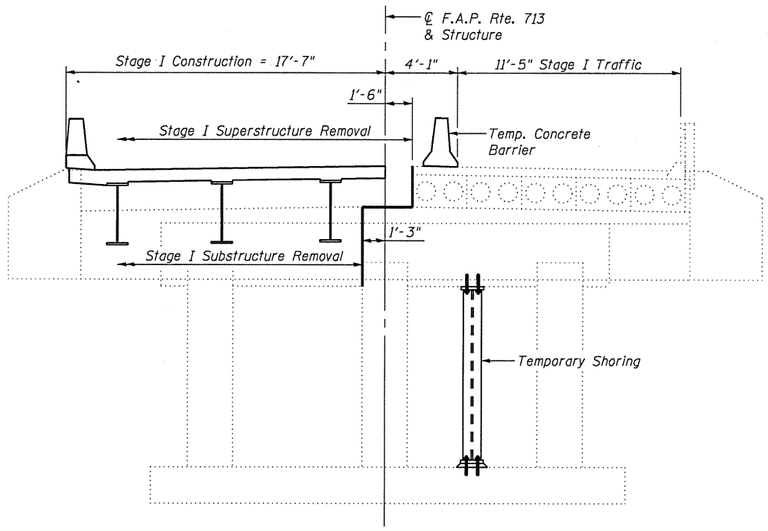
SECTION C-C

GENERAL DATA
S.N. 085-0514

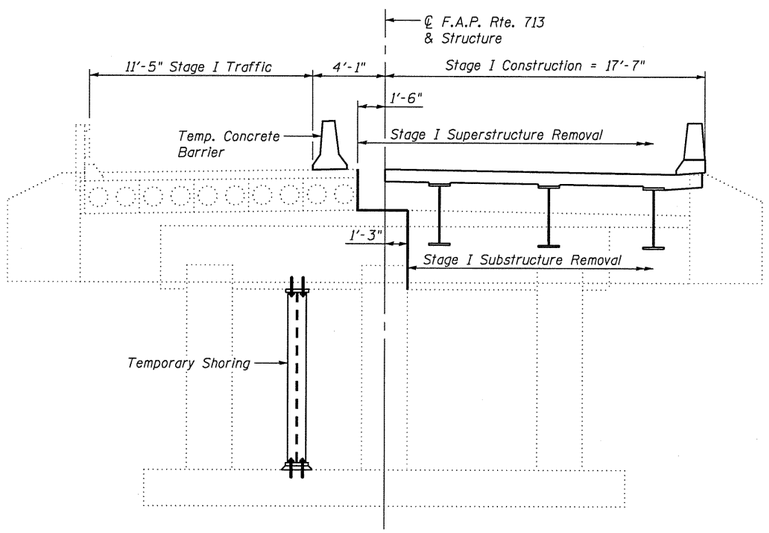
DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

SHEET NO. 2	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	22
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

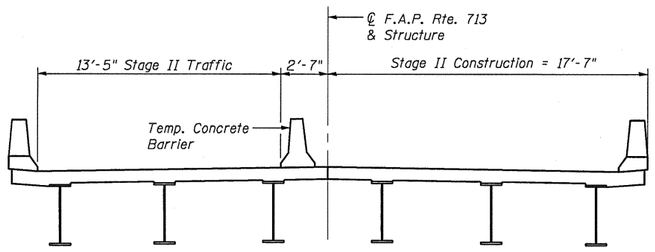
Klingner & Associates P.C.



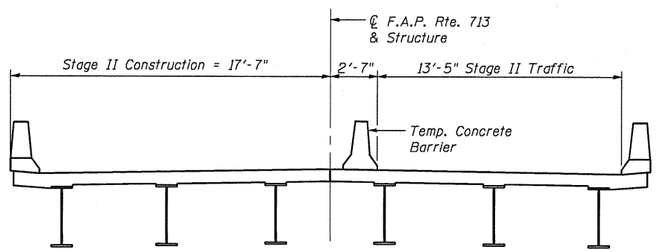
EAST ABUTMENT - Stage I
(Looking East)



WEST ABUTMENT - Stage I
(Looking West)



EAST ABUTMENT - Stage II
(Looking East)



WEST ABUTMENT - Stage II
(Looking West)

Notes:

Temporary Shoring shall be in place before superstructure removal. Removal of existing railing and overlay is included with Removal of Existing Structures.
See sheet 5 of 45 for details of Temporary Concrete Barrier.
For quantity of Temporary Concrete Barrier see Roadway Plans.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing Structures	Each	1
Temporary Shoring	Each	8

For other locations of Temporary Shoring and additional details, see sheet 4 of 45.

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

(Sheet 1 of 2)

STAGE CONSTRUCTION DETAILS

S.N. 085-0514

SHEET NO. 3	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	23
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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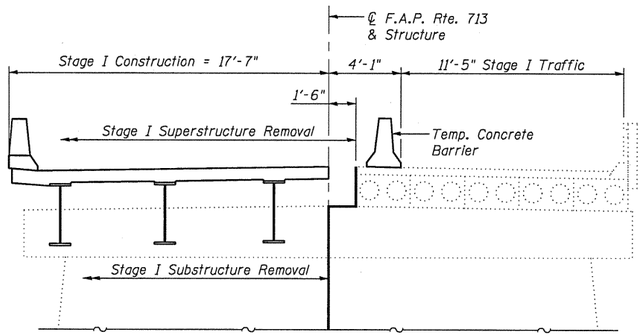
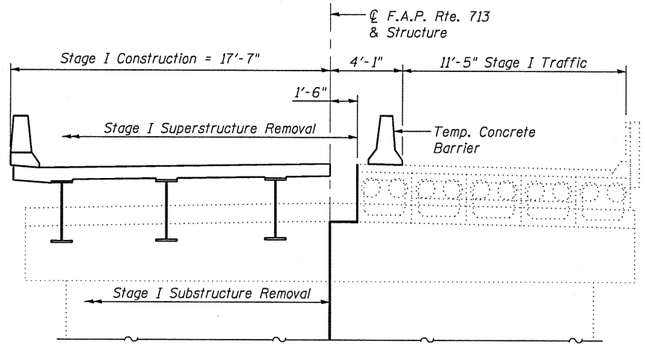
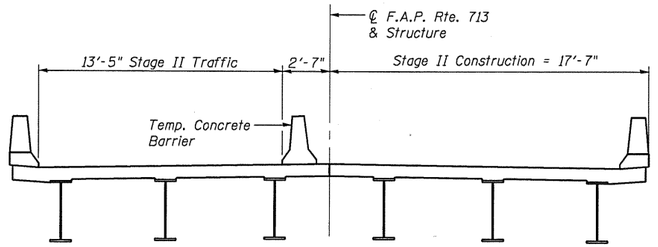


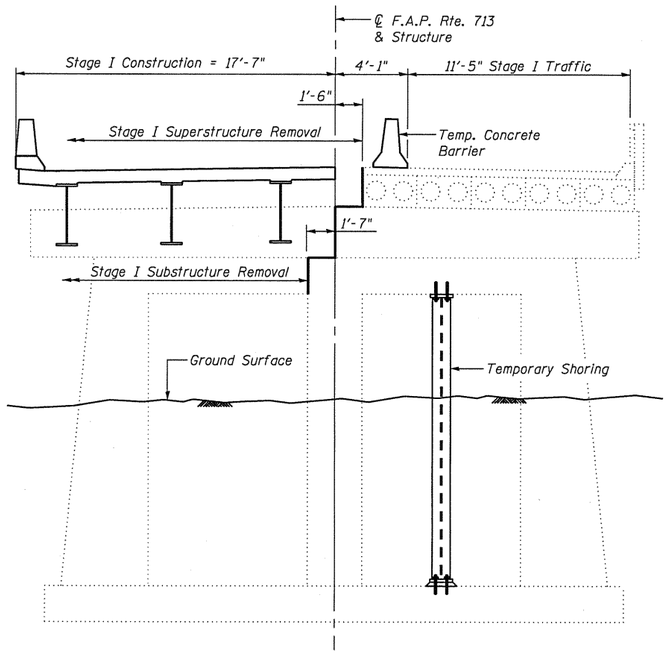
PIERS 1 & 4 - Stage I
(Looking East)



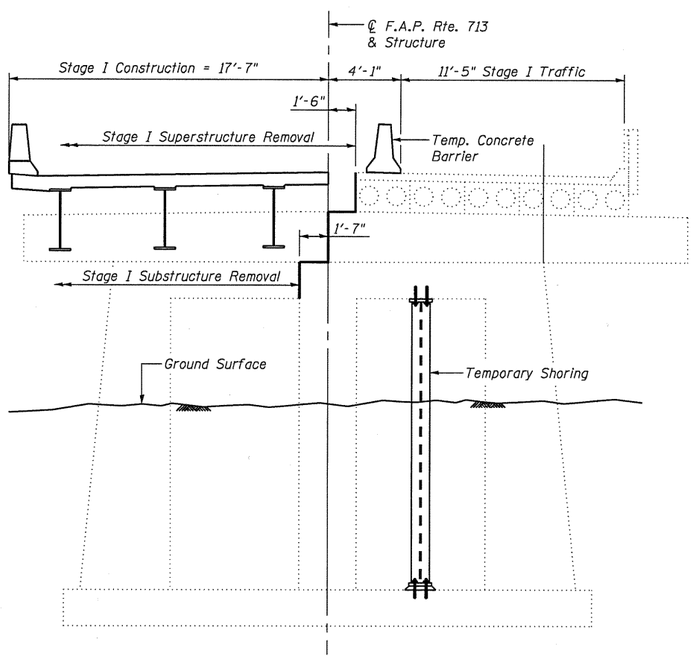
PIERS 2 & 3 - Stage I
(Looking East)



PIERS - Stage II
(Looking East)



PIERS 5, 8, 9 & 10 - Stage I
(Looking East)



PIERS 6 & 7 - Stage I
(Looking East)

Notes:

Temporary Shoring shall be in place before superstructure removal.
For Bill of Material, see sheet 3 of 45.
For quantity of Temporary Concrete Barrier see Roadway Plans.
See sheet 5 of 45 for details of Temporary Concrete Barrier.
Removal of existing railing and overlay is included with Removal of Existing Structures.

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

(Sheet 2 of 2)

STAGE CONSTRUCTION DETAILS
S.N. 085-0514

SHEET NO. 4	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	24
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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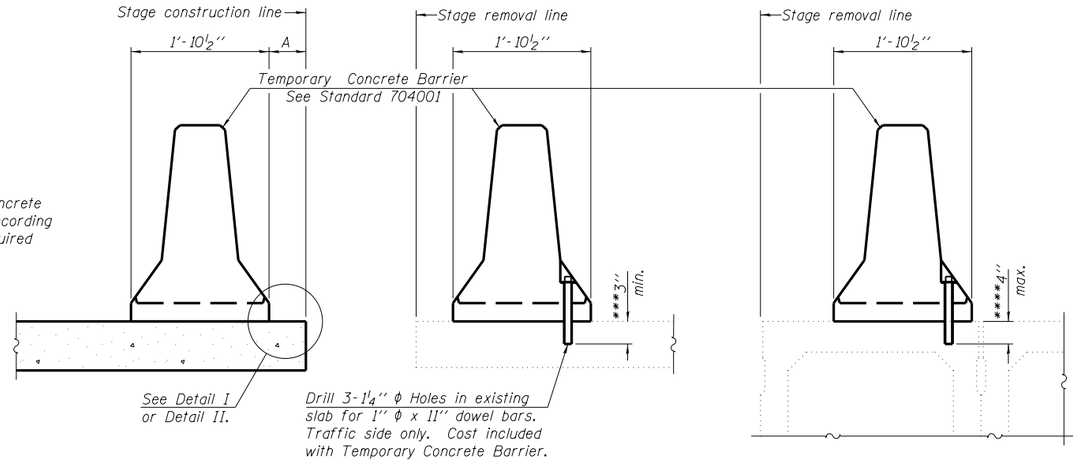
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1''x7''x10'' steel ℙ to the top layer of couplers with 2-⅝'' ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1''x7''x 10'' steel ℙ to the concrete slab or concrete wearing surface with 2-⅝'' ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

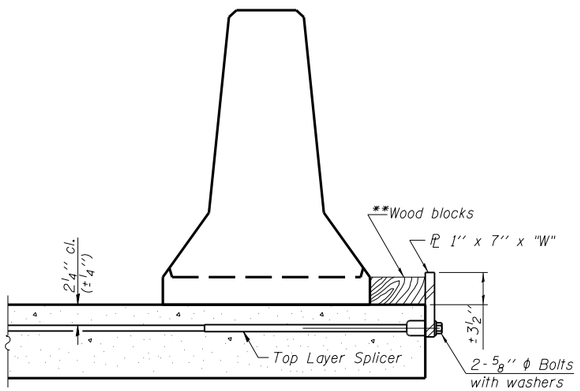
Cost of anchorage is included with Temporary Concrete Barrier.

The 1'' x 7'' x 10'' plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

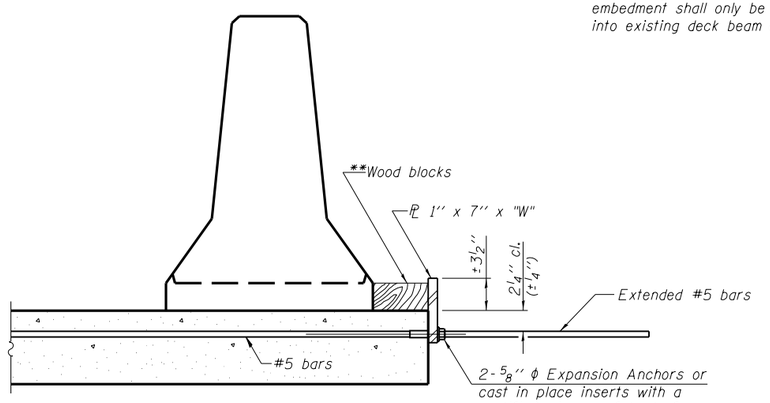
SECTIONS THRU SLAB OR DECK BEAM

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

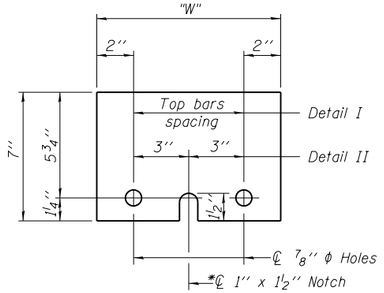
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER ℙ 1'' x 7'' x 10''

* 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''

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION S.N. 085-0514

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

R-27 11-1-09

SHEET NO. 5	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	25
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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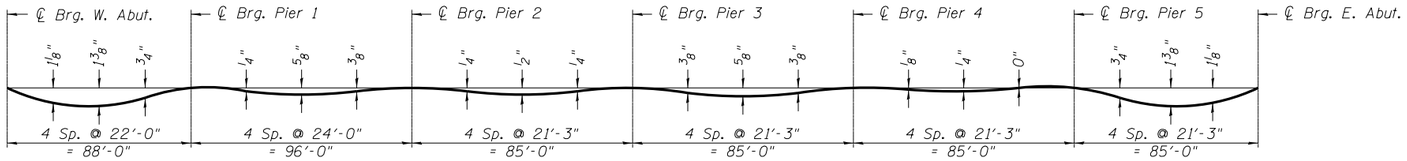


DEAD LOAD DEFLECTION DIAGRAM

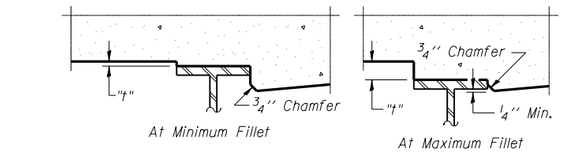
(Includes weight of concrete only.)

Notes:

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 on Sheets 7 thru 9 of 45.

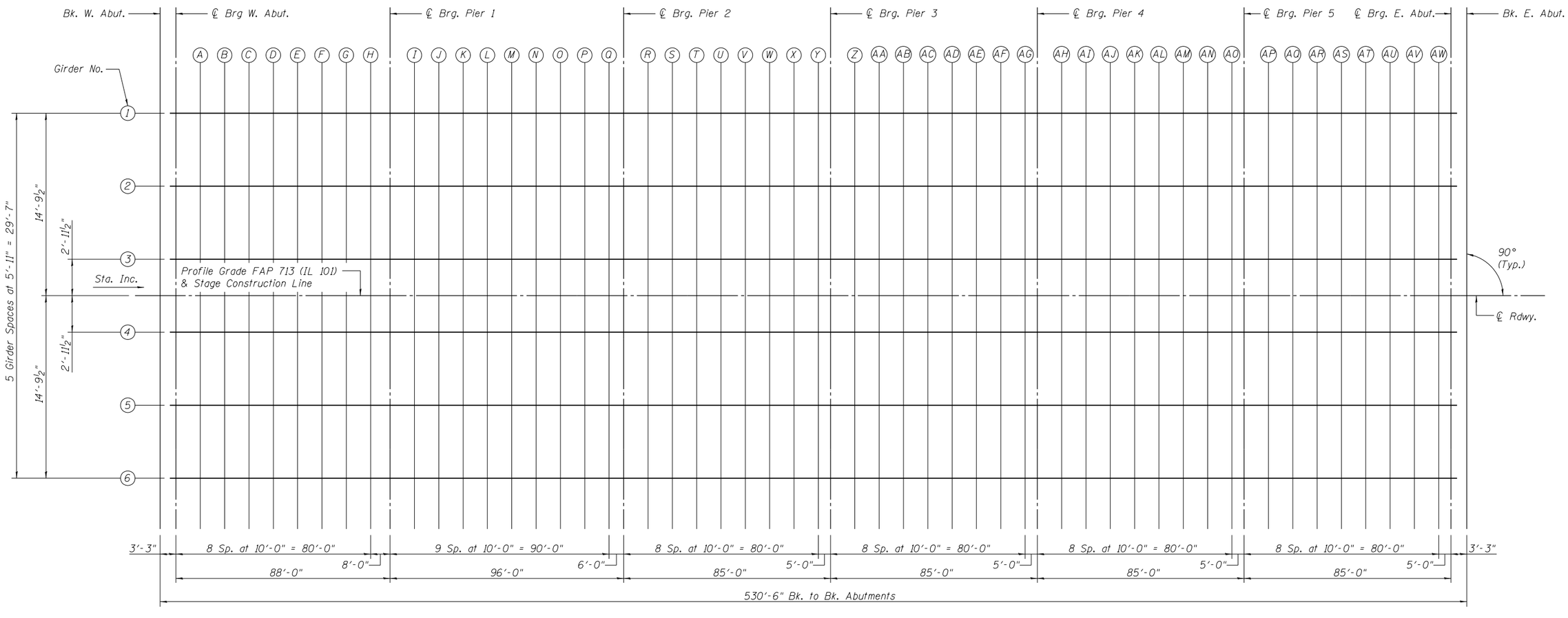
See Sheets 7 thru 9 of 45 for Elevations.

Offsets to the left are negative. Offsets to the right are positive.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 7 thru 9 of 45, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

TOP OF SLAB ELEVATIONS
S.N. 085-0514

SHEET NO. 6	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	26
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

PROFILE GRADE FAP 713 & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	556+72.75	0.00	499.63	499.63
℄ Brg. W. Abut.	556+76.00	0.00	499.62	499.62
A	556+86.00	0.00	499.60	499.65
B	556+96.00	0.00	499.58	499.68
C	557+06.00	0.00	499.56	499.68
D	557+16.00	0.00	499.54	499.66
E	557+26.00	0.00	499.53	499.63
F	557+36.00	0.00	499.51	499.58
G	557+46.00	0.00	499.49	499.53
H	557+56.00	0.00	499.47	499.48
℄ Brg. Pier 1	557+64.00	0.00	499.45	499.45
I	557+74.00	0.00	499.43	499.43
J	557+84.00	0.00	499.41	499.42
K	557+94.00	0.00	499.38	499.41
L	558+04.00	0.00	499.36	499.41
M	558+14.00	0.00	499.33	499.38
N	558+24.00	0.00	499.30	499.35
O	558+34.00	0.00	499.27	499.31
P	558+44.00	0.00	499.24	499.26
Q	558+54.00	0.00	499.20	499.21
℄ Brg. Pier 2	558+60.00	0.00	499.18	499.18
R	558+70.00	0.00	499.14	499.15
S	558+80.00	0.00	499.11	499.13
T	558+90.00	0.00	499.07	499.10
U	559+00.00	0.00	499.03	499.07
V	559+10.00	0.00	498.98	499.02
W	559+20.00	0.00	498.94	498.97
X	559+30.00	0.00	498.90	498.91
Y	559+40.00	0.00	498.85	498.85
℄ Brg. Pier 3	559+45.00	0.00	498.82	498.82
Z	559+55.00	0.00	498.78	498.79
AA	559+65.00	0.00	498.72	498.75
AB	559+75.00	0.00	498.67	498.71
AC	559+85.00	0.00	498.62	498.67
AD	559+95.00	0.00	498.56	498.61
AE	560+05.00	0.00	498.51	498.54
AF	560+15.00	0.00	498.45	498.47
AG	560+25.00	0.00	498.39	498.40
℄ Brg. Pier 4	560+30.00	0.00	498.36	498.36
AH	560+40.00	0.00	498.30	498.30
AJ	560+50.00	0.00	498.24	498.25
AI	560+60.00	0.00	498.17	498.19
AK	560+70.00	0.00	498.10	498.12
AL	560+80.00	0.00	498.04	498.06
AM	560+90.00	0.00	497.97	497.98
AN	561+00.00	0.00	497.90	497.90
AO	561+10.00	0.00	497.82	497.82
℄ Brg. Pier 5	561+15.00	0.00	497.79	497.79
AP	561+25.00	0.00	497.71	497.73
AQ	561+35.00	0.00	497.64	497.70
AR	561+45.00	0.00	497.56	497.65
AS	561+55.00	0.00	497.48	497.60
AT	561+65.00	0.00	497.40	497.53
AU	561+75.00	0.00	497.32	497.43
AV	561+85.00	0.00	497.24	497.32
AW	561+95.00	0.00	497.16	497.19
℄ Brg. E. Abut.	562+00.00	0.00	497.13	497.13
Bk. E. Abut.	562+03.25	0.00	497.10	497.10

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	556+72.75	-14.79	499.38	499.38
℄ Brg. W. Abut.	556+76.00	-14.79	499.37	499.37
A	556+86.00	-14.79	499.36	499.41
B	556+96.00	-14.79	499.34	499.43
C	557+06.00	-14.79	499.32	499.43
D	557+16.00	-14.79	499.30	499.41
E	557+26.00	-14.79	499.28	499.38
F	557+36.00	-14.79	499.26	499.33
G	557+46.00	-14.79	499.24	499.28
H	557+56.00	-14.79	499.22	499.23
℄ Brg. Pier 1	557+64.00	-14.79	499.21	499.21
I	557+74.00	-14.79	499.18	499.18
J	557+84.00	-14.79	499.16	499.17
K	557+94.00	-14.79	499.14	499.17
L	558+04.00	-14.79	499.11	499.16
M	558+14.00	-14.79	499.08	499.13
N	558+24.00	-14.79	499.05	499.10
O	558+34.00	-14.79	499.02	499.06
P	558+44.00	-14.79	498.99	499.01
Q	558+54.00	-14.79	498.96	498.97
℄ Brg. Pier 2	558+60.00	-14.79	498.93	498.93
R	558+70.00	-14.79	498.90	498.91
S	558+80.00	-14.79	498.86	498.88
T	558+90.00	-14.79	498.82	498.85
U	559+00.00	-14.79	498.78	498.82
V	559+10.00	-14.79	498.74	498.77
W	559+20.00	-14.79	498.69	498.73
X	559+30.00	-14.79	498.65	498.66
Y	559+40.00	-14.79	498.60	498.60
℄ Brg. Pier 3	559+45.00	-14.79	498.58	498.58
Z	559+55.00	-14.79	498.53	498.54
AA	559+65.00	-14.79	498.48	498.50
AB	559+75.00	-14.79	498.43	498.47
AC	559+85.00	-14.79	498.37	498.43
AD	559+95.00	-14.79	498.32	498.36
AE	560+05.00	-14.79	498.26	498.29
AF	560+15.00	-14.79	498.20	498.22
AG	560+25.00	-14.79	498.14	498.16
℄ Brg. Pier 4	560+30.00	-14.79	498.11	498.11
AH	560+40.00	-14.79	498.05	498.05
AJ	560+50.00	-14.79	497.99	498.00
AI	560+60.00	-14.79	497.92	497.95
AK	560+70.00	-14.79	497.86	497.88
AL	560+80.00	-14.79	497.79	497.81
AM	560+90.00	-14.79	497.72	497.73
AN	561+00.00	-14.79	497.65	497.65
AO	561+10.00	-14.79	497.58	497.58
℄ Brg. Pier 5	561+15.00	-14.79	497.54	497.54
AP	561+25.00	-14.79	497.47	497.49
AQ	561+35.00	-14.79	497.39	497.45
AR	561+45.00	-14.79	497.31	497.41
AS	561+55.00	-14.79	497.23	497.35
AT	561+65.00	-14.79	497.16	497.28
AU	561+75.00	-14.79	497.08	497.18
AV	561+85.00	-14.79	497.00	497.07
AW	561+95.00	-14.79	496.92	496.94
℄ Brg. E. Abut.	562+00.00	-14.79	496.88	496.88
Bk. E. Abut.	562+03.25	-14.79	496.85	496.85

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	556+72.75	-8.88	499.49	499.49
℄ Brg. W. Abut.	556+76.00	-8.88	499.48	499.48
A	556+86.00	-8.88	499.46	499.52
B	556+96.00	-8.88	499.44	499.54
C	557+06.00	-8.88	499.42	499.54
D	557+16.00	-8.88	499.41	499.52
E	557+26.00	-8.88	499.39	499.49
F	557+36.00	-8.88	499.37	499.44
G	557+46.00	-8.88	499.35	499.39
H	557+56.00	-8.88	499.33	499.34
℄ Brg. Pier 1	557+64.00	-8.88	499.31	499.31
I	557+74.00	-8.88	499.29	499.29
J	557+84.00	-8.88	499.27	499.28
K	557+94.00	-8.88	499.24	499.27
L	558+04.00	-8.88	499.22	499.27
M	558+14.00	-8.88	499.19	499.24
N	558+24.00	-8.88	499.16	499.21
O	558+34.00	-8.88	499.13	499.17
P	558+44.00	-8.88	499.10	499.12
Q	558+54.00	-8.88	499.06	499.07
℄ Brg. Pier 2	558+60.00	-8.88	499.04	499.04
R	558+70.00	-8.88	499.01	499.02
S	558+80.00	-8.88	498.97	498.99
T	558+90.00	-8.88	498.93	498.96
U	559+00.00	-8.88	498.89	498.93
V	559+10.00	-8.88	498.85	498.88
W	559+20.00	-8.88	498.80	498.83
X	559+30.00	-8.88	498.76	498.77
Y	559+40.00	-8.88	498.71	498.71
℄ Brg. Pier 3	559+45.00	-8.88	498.69	498.69
Z	559+55.00	-8.88	498.64	498.65
AA	559+65.00	-8.88	498.59	498.61
AB	559+75.00	-8.88	498.53	498.58
AC	559+85.00	-8.88	498.48	498.53
AD	559+95.00	-8.88	498.43	498.47
AE	560+05.00	-8.88	498.37	498.40
AF	560+15.00	-8.88	498.31	498.33
AG	560+25.00	-8.88	498.25	498.26
℄ Brg. Pier 4	560+30.00	-8.88	498.22	498.22
AH	560+40.00	-8.88	498.16	498.16
AJ	560+50.00	-8.88	498.10	498.11
AI	560+60.00	-8.88	498.03	498.05
AK	560+70.00	-8.88	497.97	497.99
AL	560+80.00	-8.88	497.90	497.92
AM	560+90.00	-8.88	497.83	497.84
AN	561+00.00	-8.88	497.76	497.76
AO	561+10.00	-8.88	497.69	497.69
℄ Brg. Pier 5	561+15.00	-8.88	497.65	497.65
AP	561+25.00	-8.88	497.57	497.59
AQ	561+35.00	-8.88	497.50	497.56
AR	561+45.00	-8.88	497.42	497.51
AS	561+55.00	-8.88	497.34	497.46
AT	561+65.00	-8.88	497.26	497.39
AU	561+75.00	-8.88	497.18	497.29
AV	561+85.00	-8.88	497.10	497.18
AW	561+95.00	-8.88	497.03	497.05
℄ Brg. E. Abut.	562+00.00	-8.88	496.99	496.99
Bk. E. Abut.	562+03.25	-8.88	496.96	496.96

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

TOP OF SLAB ELEVATIONS
S.N. 085-0514

	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SHEET NO. 7	713	120B-3	SCHUYLER	75	27
45 SHEETS			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	556+72.75	-2.96	499.58	499.58
℄ Brg. W. Abut.	556+76.00	-2.96	499.57	499.57
A	556+86.00	-2.96	499.56	499.61
B	556+96.00	-2.96	499.54	499.63
C	557+06.00	-2.96	499.52	499.63
D	557+16.00	-2.96	499.50	499.61
E	557+26.00	-2.96	499.48	499.58
F	557+36.00	-2.96	499.46	499.53
G	557+46.00	-2.96	499.44	499.48
H	557+56.00	-2.96	499.42	499.43
℄ Brg. Pier 1	557+64.00	-2.96	499.41	499.41
I	557+74.00	-2.96	499.38	499.38
J	557+84.00	-2.96	499.36	499.37
K	557+94.00	-2.96	499.34	499.37
L	558+04.00	-2.96	499.31	499.36
M	558+14.00	-2.96	499.28	499.33
N	558+24.00	-2.96	499.25	499.30
O	558+34.00	-2.96	499.22	499.26
P	558+44.00	-2.96	499.19	499.21
Q	558+54.00	-2.96	499.16	499.17
℄ Brg. Pier 2	558+60.00	-2.96	499.13	499.13
R	558+70.00	-2.96	499.10	499.11
S	558+80.00	-2.96	499.06	499.08
T	558+90.00	-2.96	499.02	499.05
U	559+00.00	-2.96	498.98	499.02
V	559+10.00	-2.96	498.94	498.97
W	559+20.00	-2.96	498.89	498.93
X	559+30.00	-2.96	498.85	498.86
Y	559+40.00	-2.96	498.80	498.80
℄ Brg. Pier 3	559+45.00	-2.96	498.78	498.78
Z	559+55.00	-2.96	498.73	498.74
AA	559+65.00	-2.96	498.68	498.70
AB	559+75.00	-2.96	498.63	498.67
AC	559+85.00	-2.96	498.57	498.63
AD	559+95.00	-2.96	498.52	498.56
AE	560+05.00	-2.96	498.46	498.49
AF	560+15.00	-2.96	498.40	498.42
AG	560+25.00	-2.96	498.34	498.35
℄ Brg. Pier 4	560+30.00	-2.96	498.31	498.31
AH	560+40.00	-2.96	498.25	498.25
AJ	560+50.00	-2.96	498.19	498.20
AI	560+60.00	-2.96	498.12	498.14
AK	560+70.00	-2.96	498.06	498.08
AL	560+80.00	-2.96	497.99	498.01
AM	560+90.00	-2.96	497.92	497.93
AN	561+00.00	-2.96	497.85	497.85
AO	561+10.00	-2.96	497.78	497.78
℄ Brg. Pier 5	561+15.00	-2.96	497.74	497.74
AP	561+25.00	-2.96	497.67	497.69
AQ	561+35.00	-2.96	497.59	497.65
AR	561+45.00	-2.96	497.51	497.61
AS	561+55.00	-2.96	497.43	497.55
AT	561+65.00	-2.96	497.36	497.48
AU	561+75.00	-2.96	497.28	497.38
AV	561+85.00	-2.96	497.20	497.27
AW	561+95.00	-2.96	497.12	497.14
℄ Brg. E. Abut.	562+00.00	-2.96	497.08	497.08
Bk. E. Abut.	562+03.25	-2.96	497.05	497.05

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	556+72.75	2.96	499.58	499.58
℄ Brg. W. Abut.	556+76.00	2.96	499.57	499.57
A	556+86.00	2.96	499.56	499.61
B	556+96.00	2.96	499.54	499.63
C	557+06.00	2.96	499.52	499.63
D	557+16.00	2.96	499.50	499.61
E	557+26.00	2.96	499.48	499.58
F	557+36.00	2.96	499.46	499.53
G	557+46.00	2.96	499.44	499.48
H	557+56.00	2.96	499.42	499.43
℄ Brg. Pier 1	557+64.00	2.96	499.41	499.41
I	557+74.00	2.96	499.38	499.38
J	557+84.00	2.96	499.36	499.37
K	557+94.00	2.96	499.34	499.37
L	558+04.00	2.96	499.31	499.36
M	558+14.00	2.96	499.28	499.33
N	558+24.00	2.96	499.25	499.30
O	558+34.00	2.96	499.22	499.26
P	558+44.00	2.96	499.19	499.21
Q	558+54.00	2.96	499.16	499.17
℄ Brg. Pier 2	558+60.00	2.96	499.13	499.13
R	558+70.00	2.96	499.10	499.11
S	558+80.00	2.96	499.06	499.08
T	558+90.00	2.96	499.02	499.05
U	559+00.00	2.96	498.98	499.02
V	559+10.00	2.96	498.94	498.97
W	559+20.00	2.96	498.89	498.93
X	559+30.00	2.96	498.85	498.86
Y	559+40.00	2.96	498.80	498.80
℄ Brg. Pier 3	559+45.00	2.96	498.78	498.78
Z	559+55.00	2.96	498.73	498.74
AA	559+65.00	2.96	498.68	498.70
AB	559+75.00	2.96	498.63	498.67
AC	559+85.00	2.96	498.57	498.63
AD	559+95.00	2.96	498.52	498.56
AE	560+05.00	2.96	498.46	498.49
AF	560+15.00	2.96	498.40	498.42
AG	560+25.00	2.96	498.34	498.35
℄ Brg. Pier 4	560+30.00	2.96	498.31	498.31
AH	560+40.00	2.96	498.25	498.25
AJ	560+50.00	2.96	498.19	498.20
AI	560+60.00	2.96	498.12	498.14
AK	560+70.00	2.96	498.06	498.08
AL	560+80.00	2.96	497.99	498.01
AM	560+90.00	2.96	497.92	497.93
AN	561+00.00	2.96	497.85	497.85
AO	561+10.00	2.96	497.78	497.78
℄ Brg. Pier 5	561+15.00	2.96	497.74	497.74
AP	561+25.00	2.96	497.67	497.69
AQ	561+35.00	2.96	497.59	497.65
AR	561+45.00	2.96	497.51	497.61
AS	561+55.00	2.96	497.43	497.55
AT	561+65.00	2.96	497.36	497.48
AU	561+75.00	2.96	497.28	497.38
AV	561+85.00	2.96	497.20	497.27
AW	561+95.00	2.96	497.12	497.14
℄ Brg. E. Abut.	562+00.00	2.96	497.08	497.08
Bk. E. Abut.	562+03.25	2.96	497.05	497.05

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

TOP OF SLAB ELEVATIONS
S.N. 085-0514

SHEET NO. 8	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	28
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	556+72.75	8.88	499.49	499.49
℄ Brg. W. Abut.	556+76.00	8.88	499.48	499.48
A	556+86.00	8.88	499.46	499.52
B	556+96.00	8.88	499.44	499.54
C	557+06.00	8.88	499.42	499.54
D	557+16.00	8.88	499.41	499.52
E	557+26.00	8.88	499.39	499.49
F	557+36.00	8.88	499.37	499.44
G	557+46.00	8.88	499.35	499.39
H	557+56.00	8.88	499.33	499.34
℄ Brg. Pier 1	557+64.00	8.88	499.31	499.31
I	557+74.00	8.88	499.29	499.29
J	557+84.00	8.88	499.27	499.28
K	557+94.00	8.88	499.24	499.27
L	558+04.00	8.88	499.22	499.27
M	558+14.00	8.88	499.19	499.24
N	558+24.00	8.88	499.16	499.21
O	558+34.00	8.88	499.13	499.17
P	558+44.00	8.88	499.10	499.12
Q	558+54.00	8.88	499.06	499.07
℄ Brg. Pier 2	558+60.00	8.88	499.04	499.04
R	558+70.00	8.88	499.01	499.02
S	558+80.00	8.88	498.97	498.99
T	558+90.00	8.88	498.93	498.96
U	559+00.00	8.88	498.89	498.93
V	559+10.00	8.88	498.85	498.88
W	559+20.00	8.88	498.80	498.83
X	559+30.00	8.88	498.76	498.77
Y	559+40.00	8.88	498.71	498.71
℄ Brg. Pier 3	559+45.00	8.88	498.69	498.69
Z	559+55.00	8.88	498.64	498.65
AA	559+65.00	8.88	498.59	498.61
AB	559+75.00	8.88	498.53	498.58
AC	559+85.00	8.88	498.48	498.53
AD	559+95.00	8.88	498.43	498.47
AE	560+05.00	8.88	498.37	498.40
AF	560+15.00	8.88	498.31	498.33
AG	560+25.00	8.88	498.25	498.26
℄ Brg. Pier 4	560+30.00	8.88	498.22	498.22
AH	560+40.00	8.88	498.16	498.16
AJ	560+50.00	8.88	498.10	498.11
AI	560+60.00	8.88	498.03	498.05
AK	560+70.00	8.88	497.97	497.99
AL	560+80.00	8.88	497.90	497.92
AM	560+90.00	8.88	497.83	497.84
AN	561+00.00	8.88	497.76	497.76
AO	561+10.00	8.88	497.69	497.69
℄ Brg. Pier 5	561+15.00	8.88	497.65	497.65
AP	561+25.00	8.88	497.57	497.59
AQ	561+35.00	8.88	497.50	497.56
AR	561+45.00	8.88	497.42	497.51
AS	561+55.00	8.88	497.34	497.46
AT	561+65.00	8.88	497.26	497.39
AU	561+75.00	8.88	497.18	497.29
AV	561+85.00	8.88	497.10	497.18
AW	561+95.00	8.88	497.03	497.05
℄ Brg. E. Abut.	562+00.00	8.88	496.99	496.99
Bk. E. Abut.	562+03.25	8.88	496.96	496.96

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	556+72.75	14.79	499.38	499.38
℄ Brg. W. Abut.	556+76.00	14.79	499.37	499.37
A	556+86.00	14.79	499.36	499.41
B	556+96.00	14.79	499.34	499.43
C	557+06.00	14.79	499.32	499.43
D	557+16.00	14.79	499.30	499.41
E	557+26.00	14.79	499.28	499.38
F	557+36.00	14.79	499.26	499.33
G	557+46.00	14.79	499.24	499.28
H	557+56.00	14.79	499.22	499.23
℄ Brg. Pier 1	557+64.00	14.79	499.21	499.21
I	557+74.00	14.79	499.18	499.18
J	557+84.00	14.79	499.16	499.17
K	557+94.00	14.79	499.14	499.17
L	558+04.00	14.79	499.11	499.16
M	558+14.00	14.79	499.08	499.13
N	558+24.00	14.79	499.05	499.10
O	558+34.00	14.79	499.02	499.06
P	558+44.00	14.79	498.99	499.01
Q	558+54.00	14.79	498.96	498.97
℄ Brg. Pier 2	558+60.00	14.79	498.93	498.93
R	558+70.00	14.79	498.90	498.91
S	558+80.00	14.79	498.86	498.88
T	558+90.00	14.79	498.82	498.85
U	559+00.00	14.79	498.78	498.82
V	559+10.00	14.79	498.74	498.77
W	559+20.00	14.79	498.69	498.73
X	559+30.00	14.79	498.65	498.66
Y	559+40.00	14.79	498.60	498.60
℄ Brg. Pier 3	559+45.00	14.79	498.58	498.58
Z	559+55.00	14.79	498.53	498.54
AA	559+65.00	14.79	498.48	498.50
AB	559+75.00	14.79	498.43	498.47
AC	559+85.00	14.79	498.37	498.43
AD	559+95.00	14.79	498.32	498.36
AE	560+05.00	14.79	498.26	498.29
AF	560+15.00	14.79	498.20	498.22
AG	560+25.00	14.79	498.14	498.16
℄ Brg. Pier 4	560+30.00	14.79	498.11	498.11
AH	560+40.00	14.79	498.05	498.05
AJ	560+50.00	14.79	497.99	498.00
AI	560+60.00	14.79	497.92	497.95
AK	560+70.00	14.79	497.86	497.88
AL	560+80.00	14.79	497.79	497.81
AM	560+90.00	14.79	497.72	497.73
AN	561+00.00	14.79	497.65	497.65
AO	561+10.00	14.79	497.58	497.58
℄ Brg. Pier 5	561+15.00	14.79	497.54	497.54
AP	561+25.00	14.79	497.47	497.49
AQ	561+35.00	14.79	497.39	497.45
AR	561+45.00	14.79	497.31	497.41
AS	561+55.00	14.79	497.23	497.35
AT	561+65.00	14.79	497.16	497.28
AU	561+75.00	14.79	497.08	497.18
AV	561+85.00	14.79	497.00	497.07
AW	561+95.00	14.79	496.92	496.94
℄ Brg. E. Abut.	562+00.00	14.79	496.88	496.88
Bk. E. Abut.	562+03.25	14.79	496.85	496.85

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

TOP OF SLAB ELEVATIONS
S.N. 085-0514

SHEET NO. 9	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	29
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

$FILE$

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	556+43.25	-16.00	499.41
A1	556+53.25	-16.00	499.39
A2	556+63.25	-16.00	499.37
E. End West Appr. Slab	556+73.25	-16.00	499.36

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	556+43.25	-12.00	499.50
A1	556+53.25	-12.00	499.48
A2	556+63.25	-12.00	499.46
E. End West Appr. Slab	556+73.25	-12.00	499.44

℄ ROADWAY, PROFILE GRADE & STAGE CONST. JT.

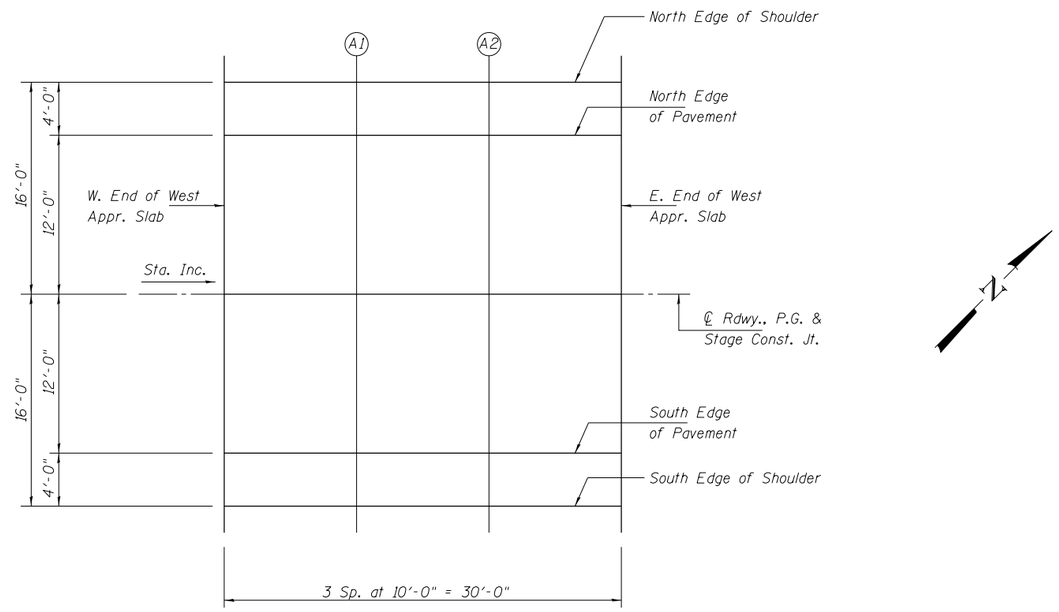
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	556+43.25	0.00	499.68
A1	556+53.25	0.00	499.66
A2	556+63.25	0.00	499.65
E. End West Appr. Slab	556+73.25	0.00	499.63

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	556+43.25	12.00	499.50
A1	556+53.25	12.00	499.48
A2	556+63.25	12.00	499.46
E. End West Appr. Slab	556+73.25	12.00	499.44

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	556+43.25	16.00	499.41
A1	556+53.25	16.00	499.39
A2	556+63.25	16.00	499.37
E. End West Appr. Slab	556+73.25	16.00	499.36



PLAN

TOP OF WEST APPROACH SLAB ELEVATIONS S.N. 085-0514

SHEET NO.10	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	30
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

E-AS 11-1-09

Klingner & Associates P.C.

NORTH EDGE OF SHOULDER

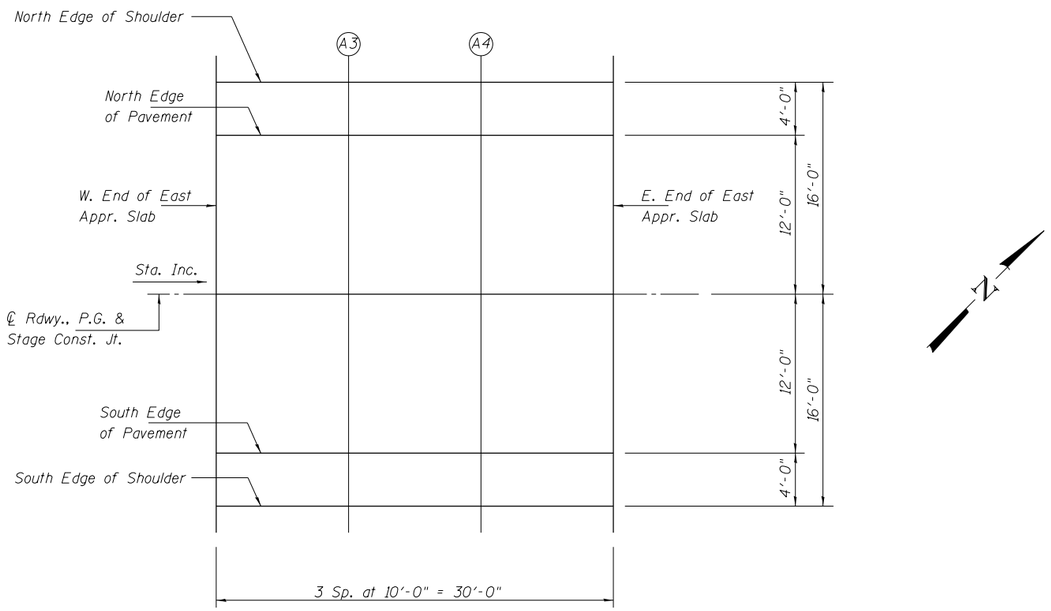
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	562+02.75	-16.00	496.83
A3	562+12.75	-16.00	496.75
A4	562+22.75	-16.00	496.67
E. End East Appr. Slab	562+32.75	-16.00	496.60

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	562+02.75	-12.00	496.92
A3	562+12.75	-12.00	496.84
A4	562+22.75	-12.00	496.76
E. End East Appr. Slab	562+32.75	-12.00	496.68

℄ ROADWAY, PROFILE GRADE & STAGE CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	562+02.75	0.00	497.10
A3	562+12.75	0.00	497.02
A4	562+22.75	0.00	496.95
E. End East Appr. Slab	562+32.75	0.00	496.87



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	562+02.75	12.00	496.92
A3	562+12.75	12.00	496.84
A4	562+22.75	12.00	496.76
E. End East Appr. Slab	562+32.75	12.00	496.68

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	562+02.75	16.00	496.83
A3	562+12.75	16.00	496.75
A4	562+22.75	16.00	496.67
E. End East Appr. Slab	562+32.75	16.00	496.60

TOP OF EAST APPROACH SLAB ELEVATIONS S.N. 085-0514

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

E-AS 11-1-09

SHEET NO. 11	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	31
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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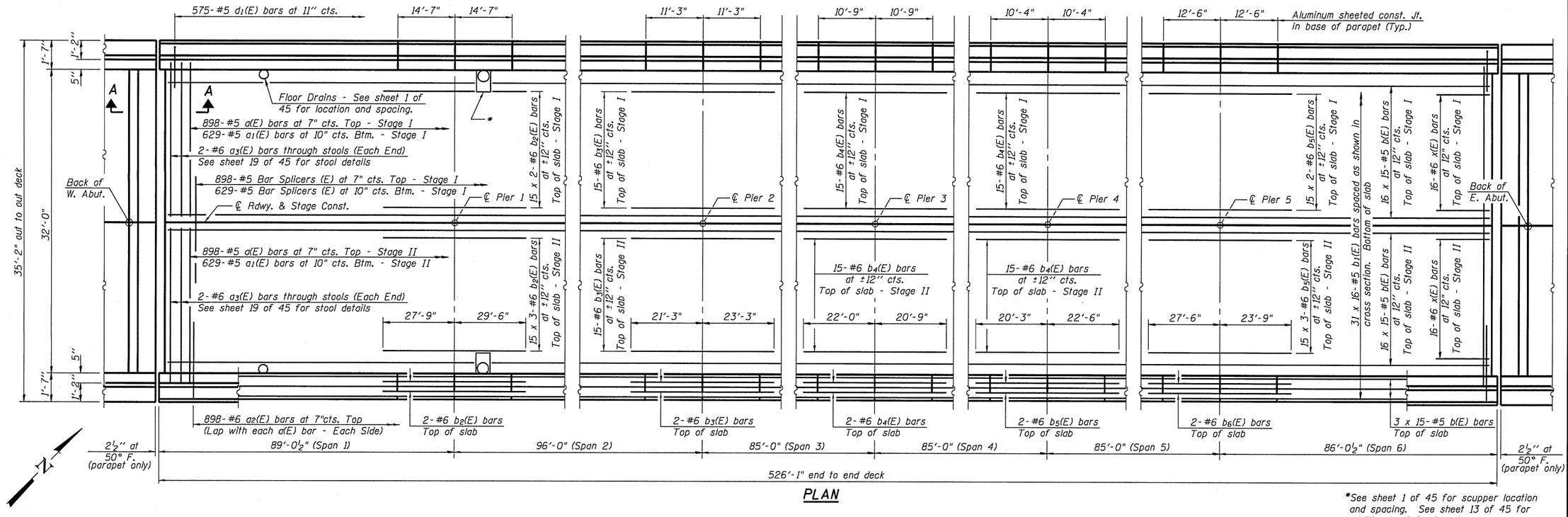
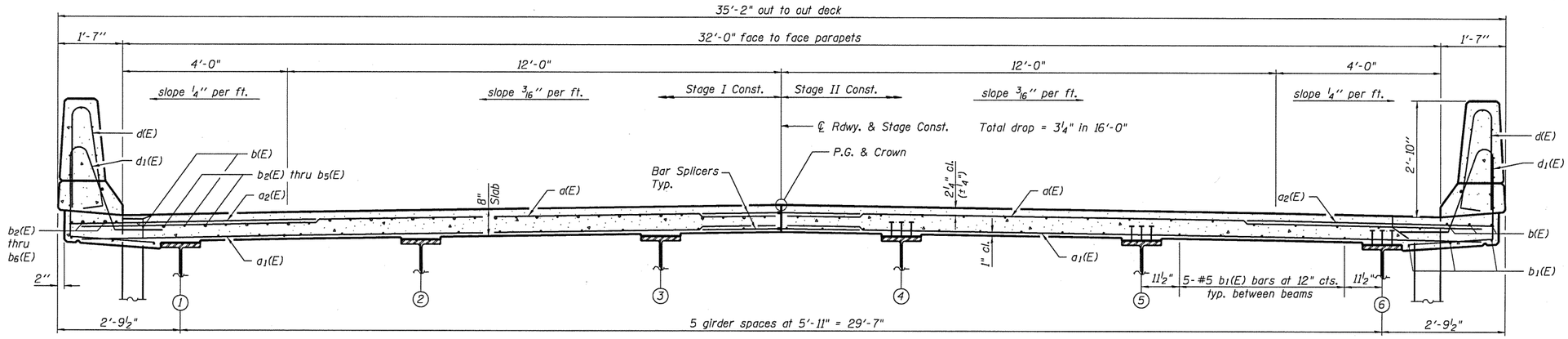


PLAN

*See sheet 1 of 45 for scupper location and spacing. See sheet 13 of 45 for additional reinforcing at scuppers.



MINIMUM BAR LAP

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

NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking East)

Notes:
See Sheet 13 of 45 for superstructure details and Bill of Material.
Bars indicated thus 16 x 19-#5 etc. indicates 16 lines of bars with 19 lengths per line.
See Sheet 14 of 45 for parapet reinforcement.
See Sheet 19 of 45 for Section A-A.

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

S-2-0 11-1-09

SUPERSTRUCTURE S.N. 085-0514

SHEET NO.12	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	32
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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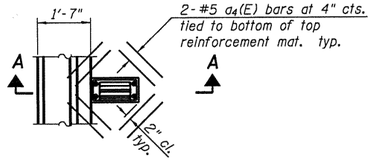
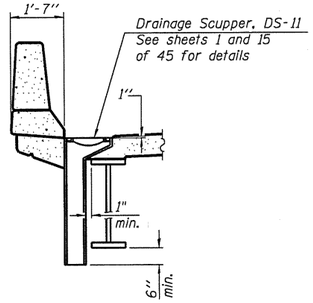
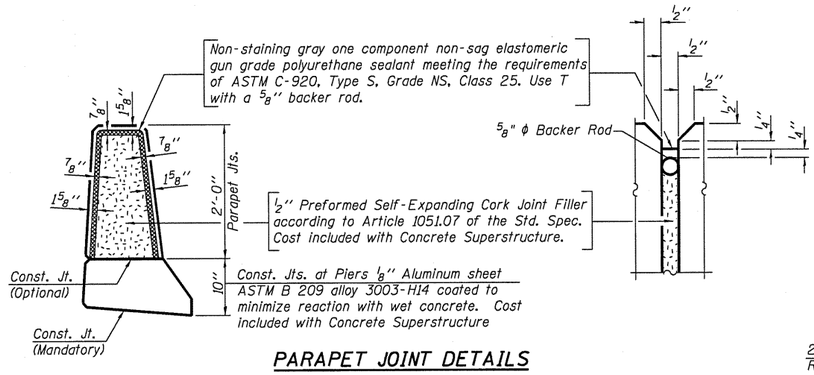


PLAN

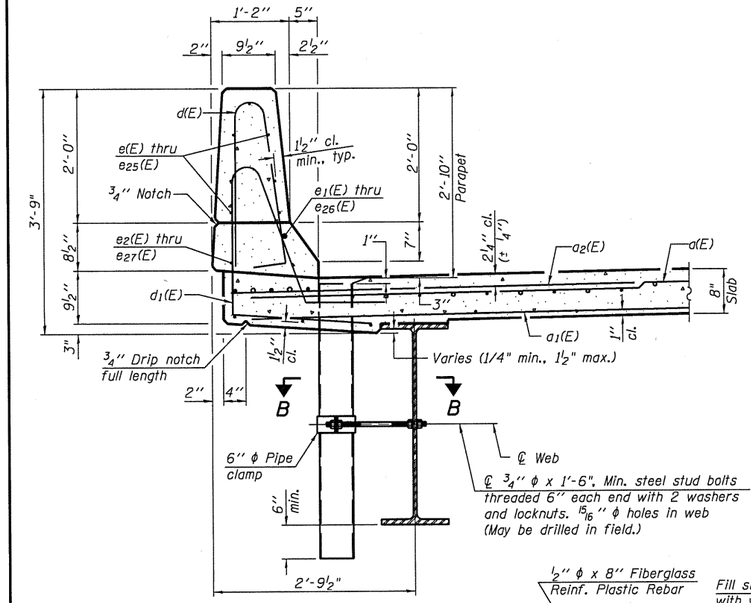
Note:
Cut longitudinal reinforcement to clear drainage scuppers.



SECTION A-A

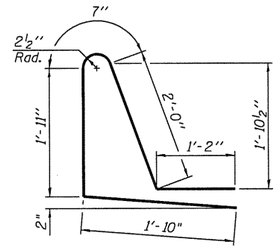


PARAPET JOINT DETAILS

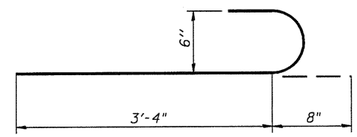


SECTION THRU PARAPET

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



BAR d1(E)

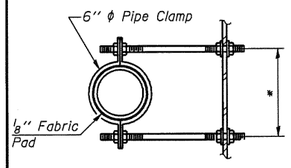


BAR x(E)

SUPERSTRUCTURE BILL OF MATERIAL

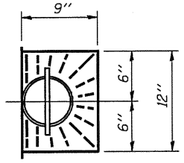
Bar	No.	Size	Length	Shape
d(E)	1,796	#5	17'-0"	
a1(E)	1,258	#5	16'-8"	
a2(E)	1,796	#6	6'-6"	
a3(E)	8	#6	17'-0"	
a4(E)	80	#5	1'-6"	
b(E)	570	#5	38'-2"	
b1(E)	465	#5	35'-11"	
b2(E)	102	#6	21'-8"	
b3(E)	34	#6	44'-6"	
b4(E)	68	#6	42'-9"	
b5(E)	102	#6	19'-8"	
d(E)	1,150	#5	5'-7"	
d1(E)	1,150	#5	7'-6"	
e(E)	56	#4	18'-4"	
e1(E)	4	#8	39'-9"	
e2(E)	4	#4	38'-2"	
e3(E)	32	#4	14'-4"	
e4(E)	4	#8	14'-4"	
e5(E)	56	#4	17'-3"	
e6(E)	4	#8	37'-7"	
e7(E)	4	#4	36'-0"	
e8(E)	32	#4	11'-0"	
e9(E)	4	#8	11'-0"	
e10(E)	56	#4	15'-6"	
e11(E)	4	#8	34'-0"	
e12(E)	4	#4	32'-5"	
e13(E)	32	#4	10'-6"	
e14(E)	4	#8	10'-6"	
e15(E)	56	#4	15'-8"	
e16(E)	4	#8	34'-5"	
e17(E)	4	#4	32'-10"	
e18(E)	32	#4	10'-1"	
e19(E)	4	#8	10'-1"	
e20(E)	56	#4	15'-3"	
e21(E)	4	#8	33'-7"	
e22(E)	4	#4	32'-0"	
e23(E)	32	#4	12'-3"	
e24(E)	4	#8	12'-3"	
e25(E)	56	#4	18'-1"	
e26(E)	4	#8	39'-3"	
e27(E)	4	#4	37'-8"	
x(E)	64	#6	4'-0"	
Reinforcement Bars, Epoxy Coated			Pound	147,890
Concrete Superstructure			Cu. Yds.	599.4
Floor Drains			Each	26
Bar Splicers			Each	1,527

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

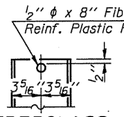


SECTION B-B

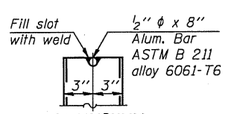
* Dimension as required by Pipe Clamp



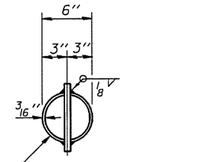
TOP PLAN



FIBERGLASS PIPE

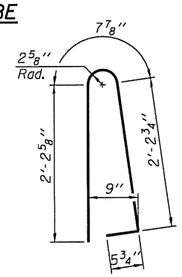


ALUMINUM TUBE



TOP PLAN

(Showing Aluminum Tube)



BAR d(E)

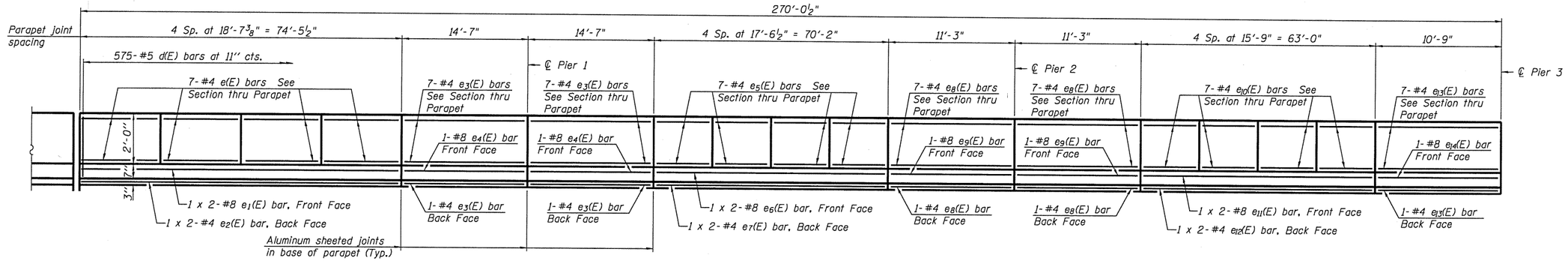
SUPERSTRUCTURE DETAILS
S.N. 085-0514

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

SHEET NO. 13	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	33
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

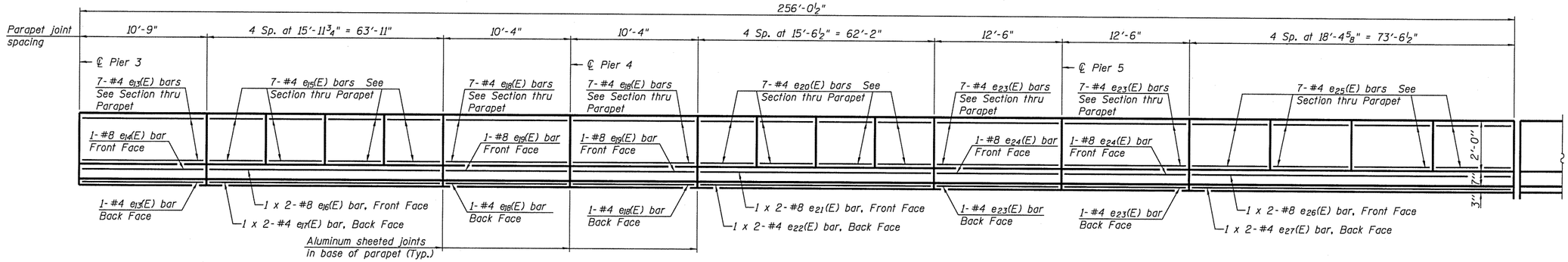
Klingner & Associates P.C.

$FILE$



INSIDE ELEVATION OF PARAPET

(West Parapet shown - East Parapet opposite hand)



INSIDE ELEVATION OF PARAPET

(West Parapet shown - East Parapet opposite hand)

MINIMUM BAR LAP

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

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

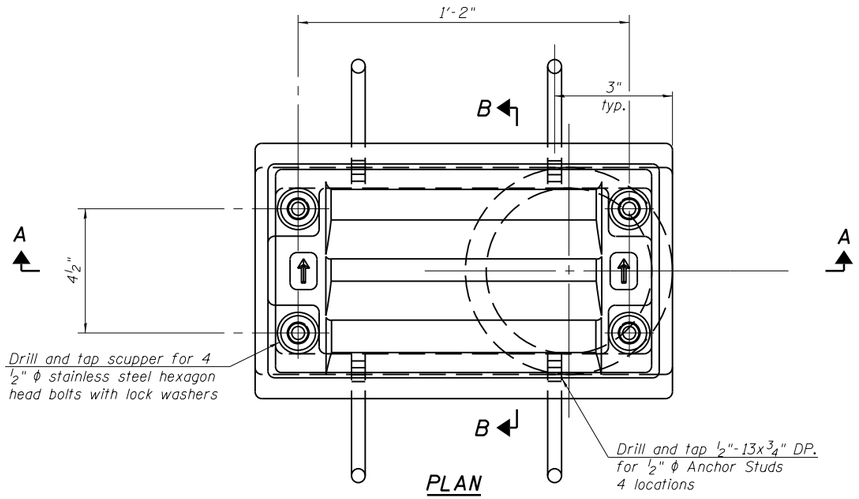
$FILE$

SUPERSTRUCTURE DETAILS

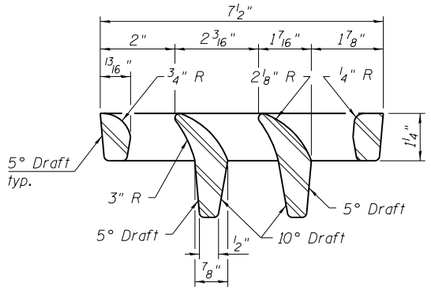
S.N. 085-0514

SHEET NO.14	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	34
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

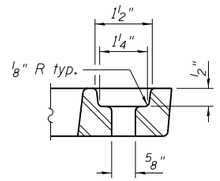
Klingner & Associates P.C.



PLAN



VANE GRATE DETAIL



BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

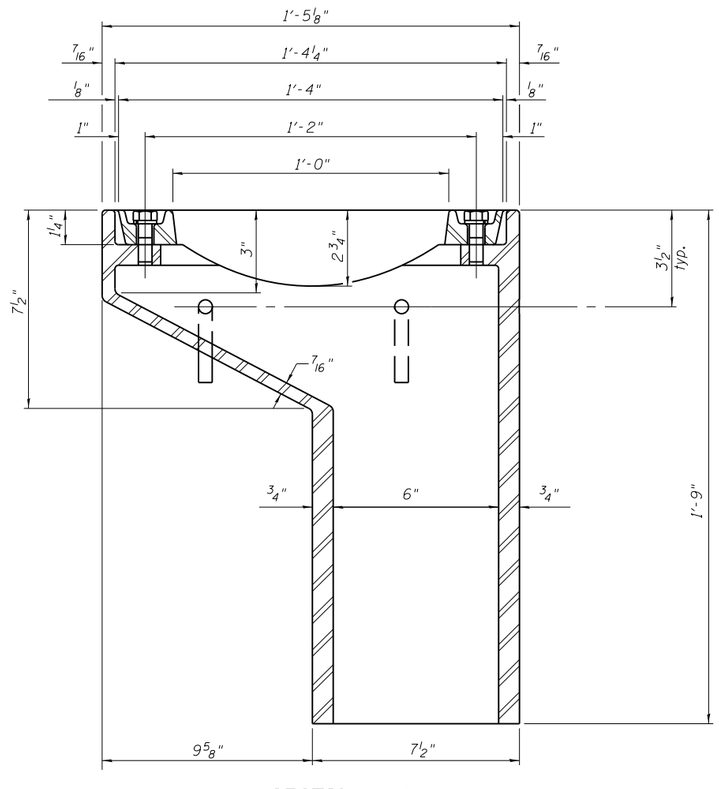
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

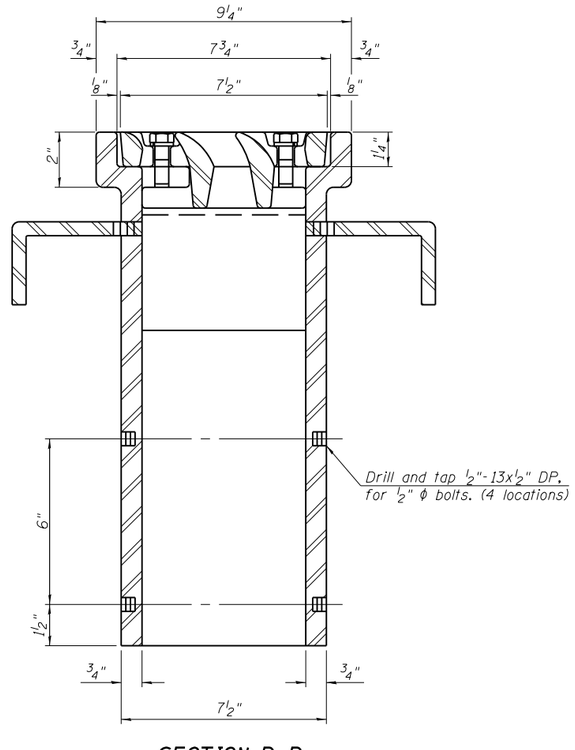
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

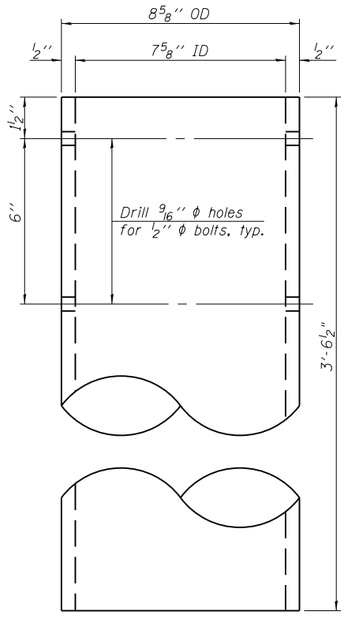


SECTION A-A

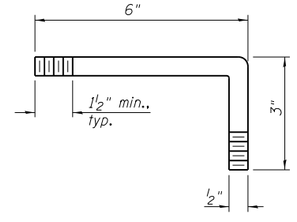
See sheet 13 of 45 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	10

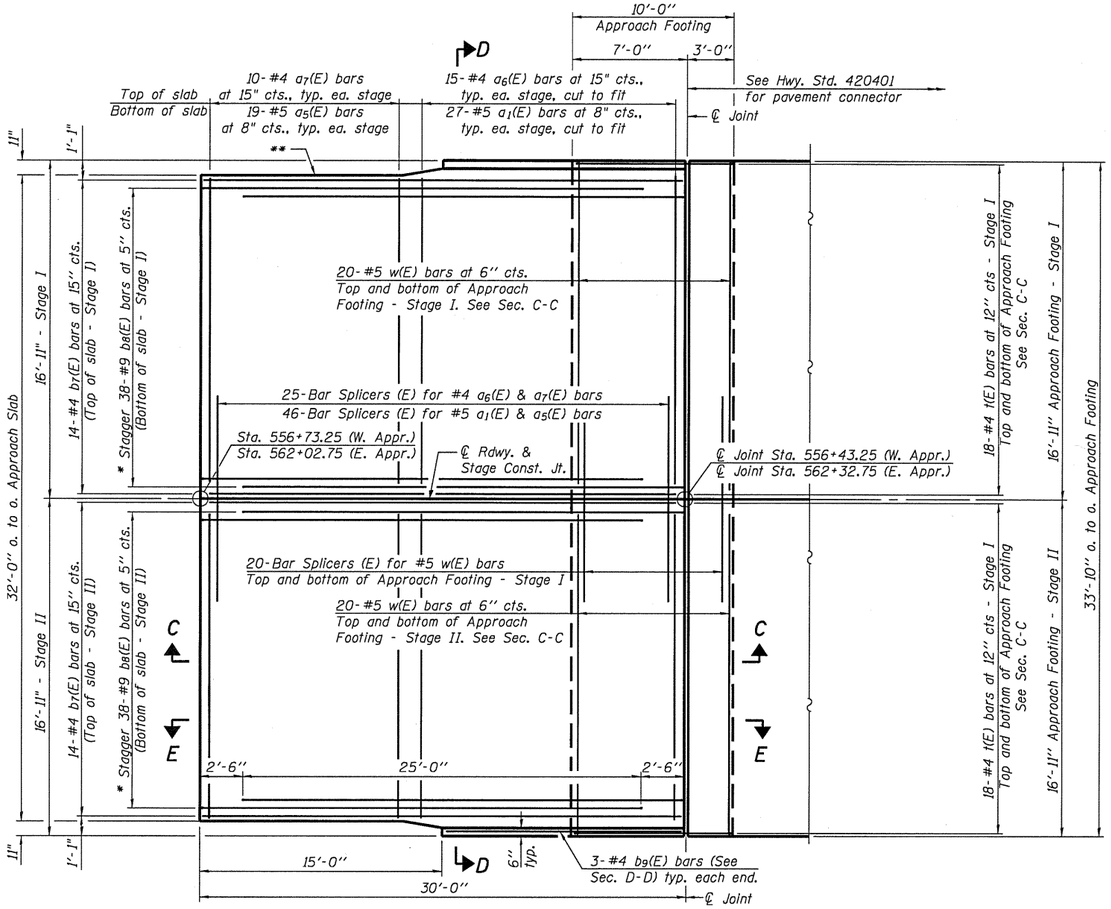
DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

DS-11 11-1-09

DRAINAGE SCUPPER, DS-11
S.N. 085-0514

SHEET NO.15	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	35
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

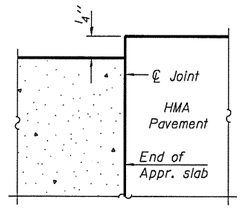


PLAN

* Tilt #9 $b_8(E)$ bars as required to maintain clearance.

** Closed cell joint filler according to Article 1051.08 of the Std. Specifications; full depth of slab, full length of parapet. Typical each parapet.

Notes:
See sheet 17 of 45 for Sections C-C & D-D.
$a_1(E)$, $a_5(E)$, $a_6(E)$, $a_7(E)$, and w(E) bar spacings measured along ℄ Rdwy.



FLEXIBLE PAVEMENT

DETAIL A

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

(Sheet 1 of 2)

BRIDGE APPROACH SLAB DETAILS
S.N. 085-0514

SHEET NO. 16	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	36
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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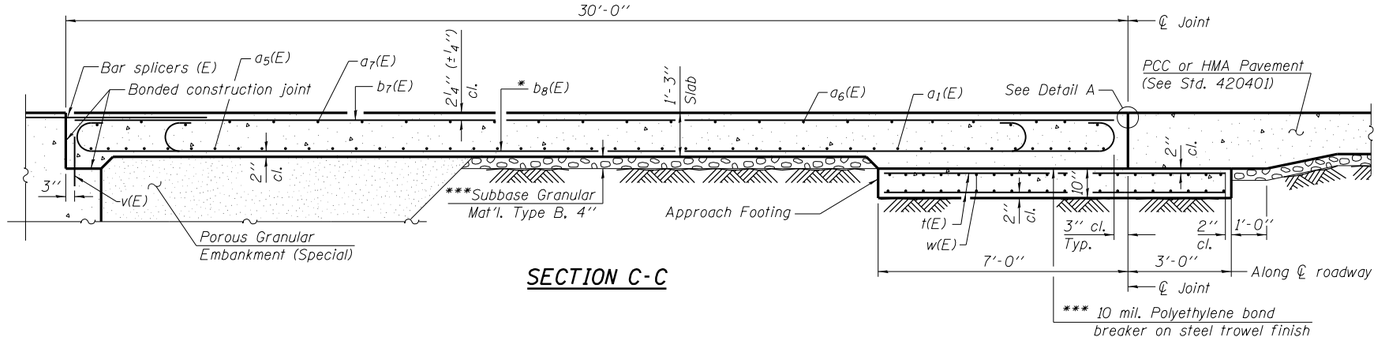
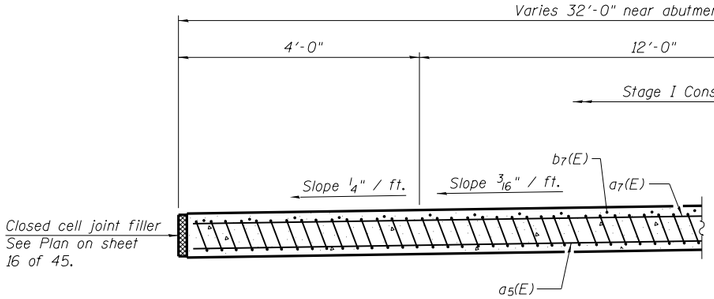
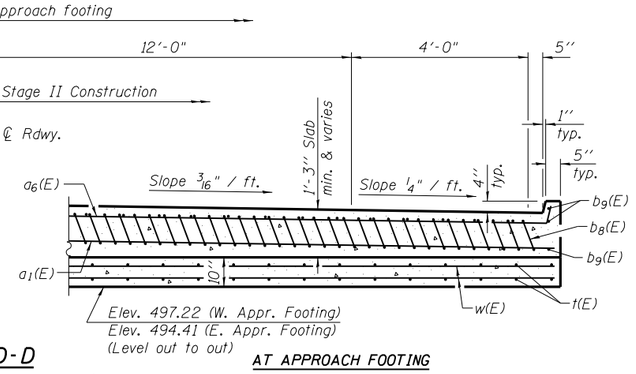
Notes:
See sheet 16 of 45 for Detail A.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheets 28 and 30 of 45.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 36 of 45.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 45.



SECTION C-C



NEAR ABUTMENT



SECTION D-D
(See Plan for dimensions not shown)

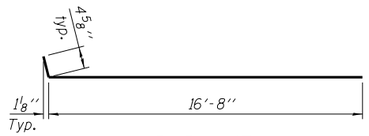
AT APPROACH FOOTING

* Tilt #9 b_8(E) bars as required to maintain clearance.

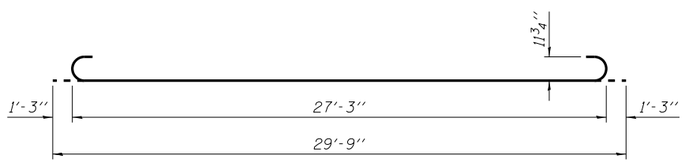
*** Cost included with Concrete Superstructure.

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_1(E)	108	#5	16'-8"	———
a_5(E)	76	#5	15'-9"	———
a_6(E)	60	#4	17'-1"	———
a_7(E)	40	#4	15'-9"	———
b_7(E)	56	#4	29'-8"	———
b_8(E)	152	#9	29'-9"	———
b_9(E)	12	#4	14'-8"	———
t(E)	144	#4	9'-8"	———
w(E)	160	#5	16'-8"	———
Concrete Superstructure			Cu. Yd.	119.8
Concrete Structures			Cu. Yd.	20.9
Reinforcement Bars, Epoxy Coated			Pound	24,540
Bar Splicers			Each	222



BAR a_6(E)



BAR b_8(E)

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

(Sheet 2 of 2)

BRIDGE APPROACH SLAB DETAILS
S.N. 085-0514

SHEET NO. 17	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	37
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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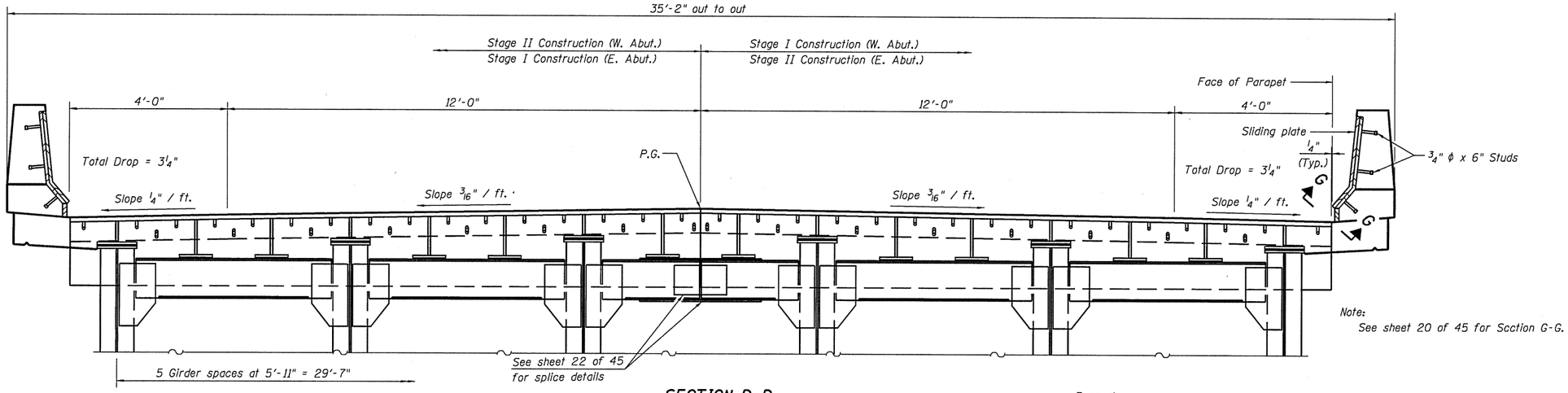
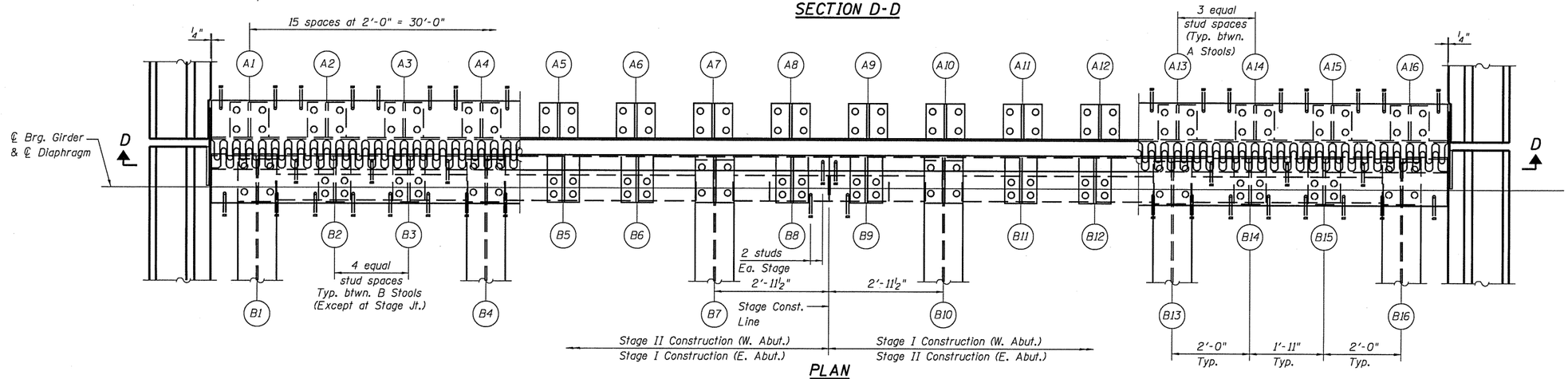
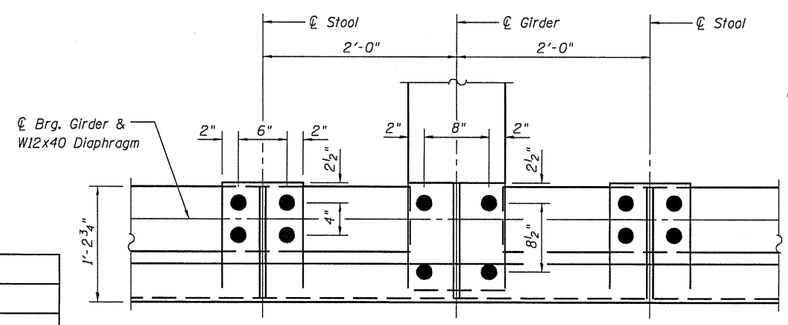


Note:
See sheet 20 of 45 for Section G-G.

SECTION D-D

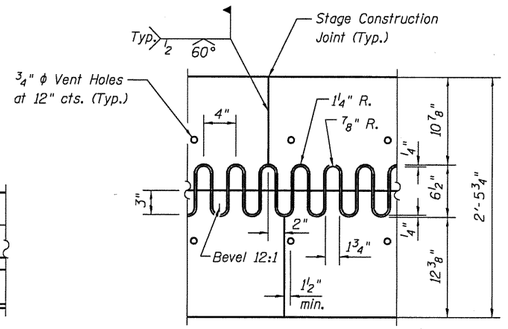


PLAN



PARTIAL PLAN SPAN SIDE

(Showing B Stool layout)



ENLARGED FLAME CUTTING DIAGRAM

Cut From
℄ 1 3/8" x 2'-5 3/4" x 31'-11 1/2" Each Abutment

BILL OF MATERIAL (2 ABUTS.)

Finger Plate Expansion Joint, 6"	Foot	64.0

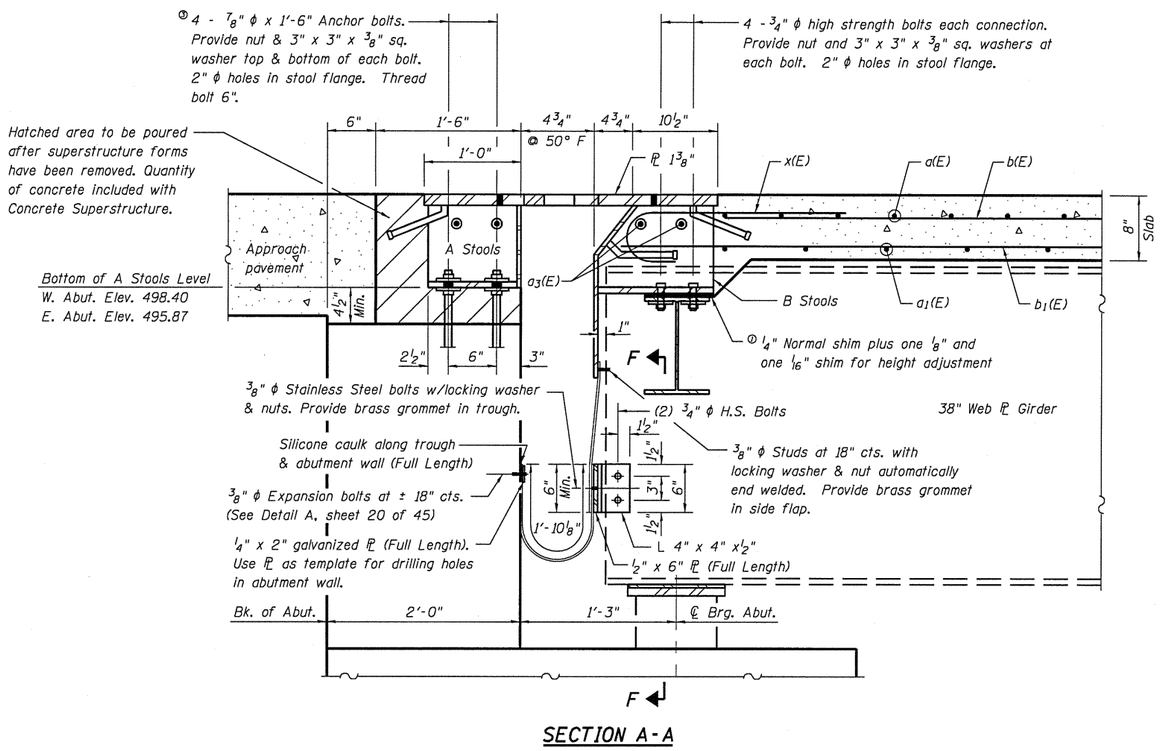
JOINT DETAILS AT ABUTMENTS S.N. 085-0514

SHEET NO. 18	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	38
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

Klingner & Associates P.C.

$FILE$



SECTION A-A

① Provide one 1/4" normal shim, one 1/8" shim, and one 1/16" shim for height adjustment. Tapered shims shall be added under the stools as required by the Engineer to make a smooth finger joint. Cost shall be included with Furnishing and Erecting Structural Steel.

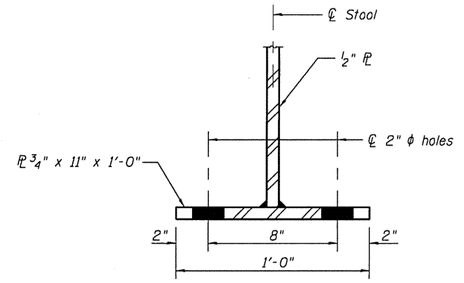
② #6 bars shall be placed continuously thru the stools by the steel fabricator. Mechanical Splice in field at the stage construction line. Cost shall be included with Furnishing and Erecting Structural Steel.

③ The anchor bolts, furnished and installed shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

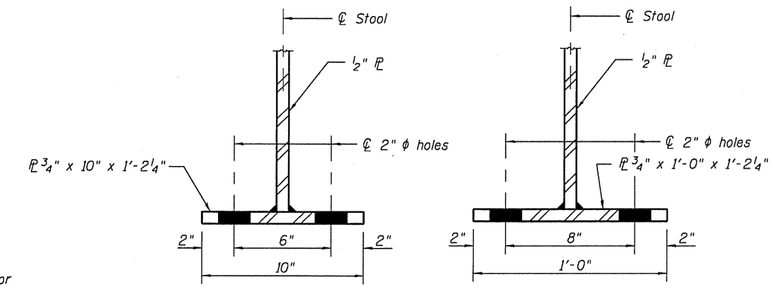
Notes:
For Stool locations, see sheet 18 of 45.
For View F-F, see sheet 20 of 45.
Reinforcement Bars are billed on sheet 13 of 45.
Structural Steel for the finger plate joint assembly shall be AASHTO M270 Gr. 50 steel.
The cost of the stools, studs, plates, and angles shall be included in the unit bid price for Furnishing and Erecting Structural Steel.
Finger Plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

TABLE FOR DIMENSION A & B

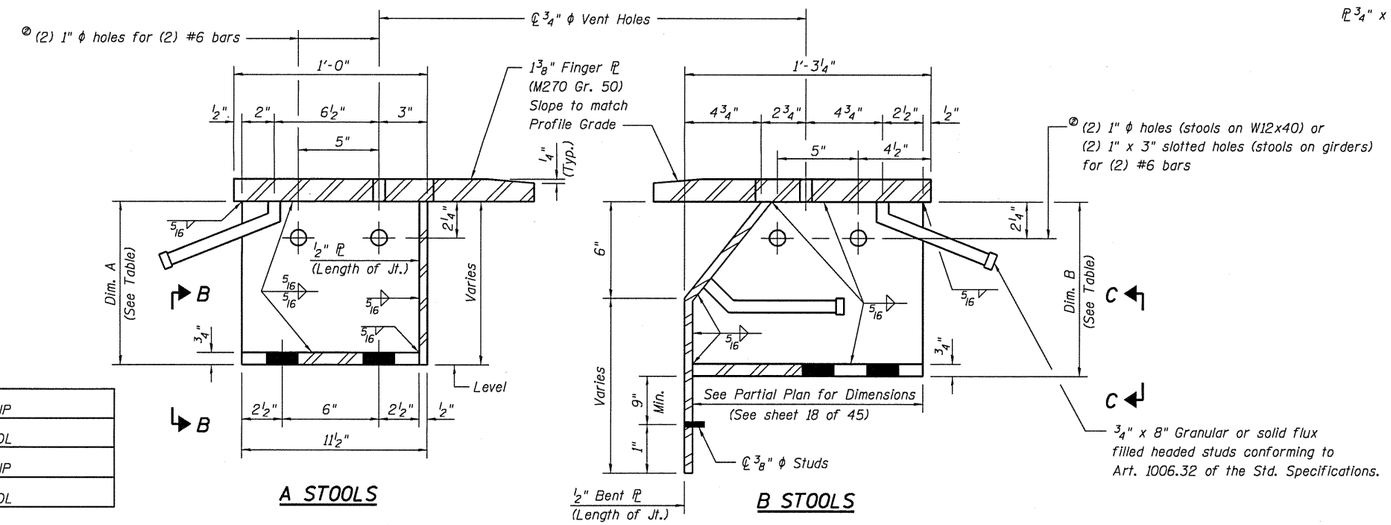
Stool No.	Dimension A	Stool No.	Dimension B
A1	10 3/8"	B1	7 1/2"
A2	10 7/8"	B2	11 3/4"
A3	11 3/8"	B3	12 1/8"
A4	11 3/4"	B4	7 1/2"
A5	12"	B5	12 7/8"
A6	12 3/8"	B6	13 1/4"
A7	12 7/8"	B7	7 1/2"
A8	13 1/4"	B8	13 1/2"
A9	13 1/4"	B9	13 1/2"
A10	12 7/8"	B10	7 1/2"
A11	12 3/8"	B11	13 1/4"
A12	12"	B12	12 7/8"
A13	11 3/4"	B13	7 1/2"
A14	11 3/8"	B14	12 1/8"
A15	10 7/8"	B15	11 3/4"
A16	10 3/8"	B16	7 1/2"



VIEW B-B



VIEW C-C



A STOOLS

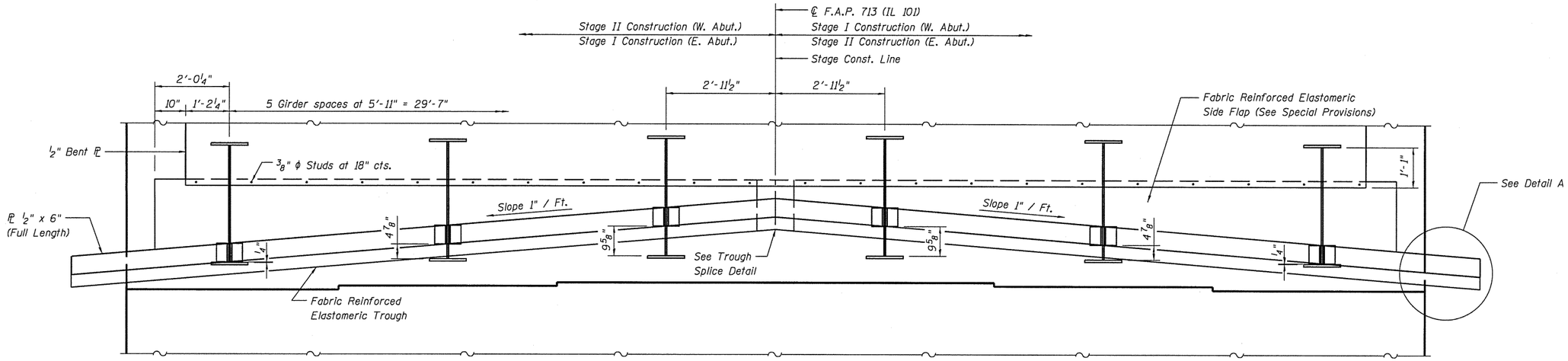
B STOOLS

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

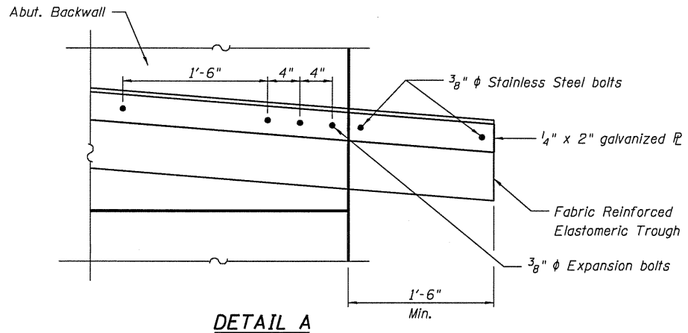
JOINT DETAILS AT ABUTMENTS
S.N. 085-0514

SHEET NO.19	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	39
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

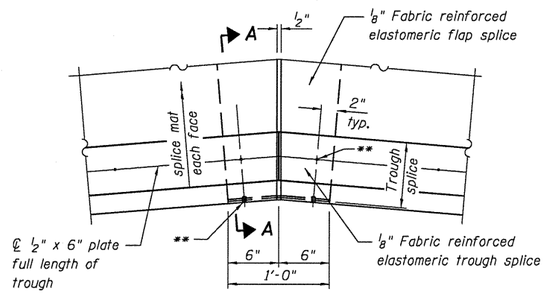
Klingner & Associates P.C.



VIEW F-F

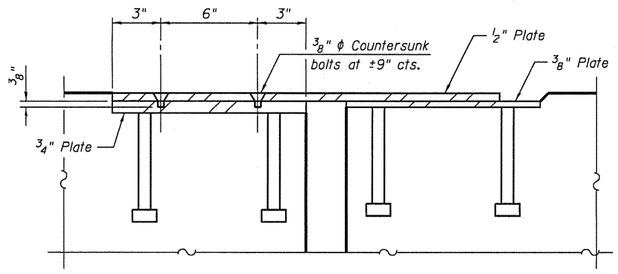


DETAIL A

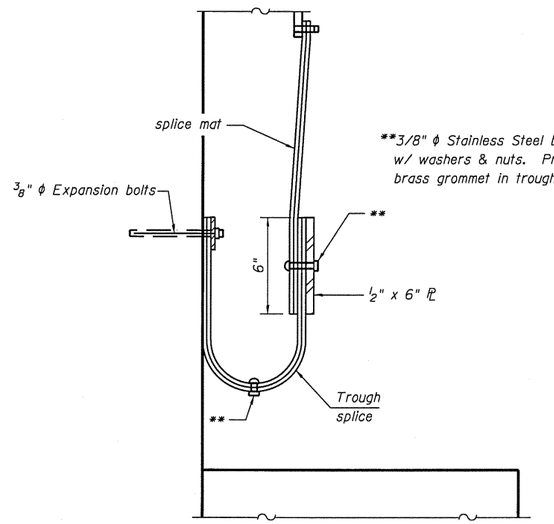


TROUGH SPLICE DETAIL

**3/8" ϕ Stainless Steel bolts w/ washers & nuts. Provide brass grommet in trough.



SECTION G-G



SECTION A-A

TROUGH DETAILS AT ABUTMENTS
S.N. 085-0514

SHEET NO. 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	40
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

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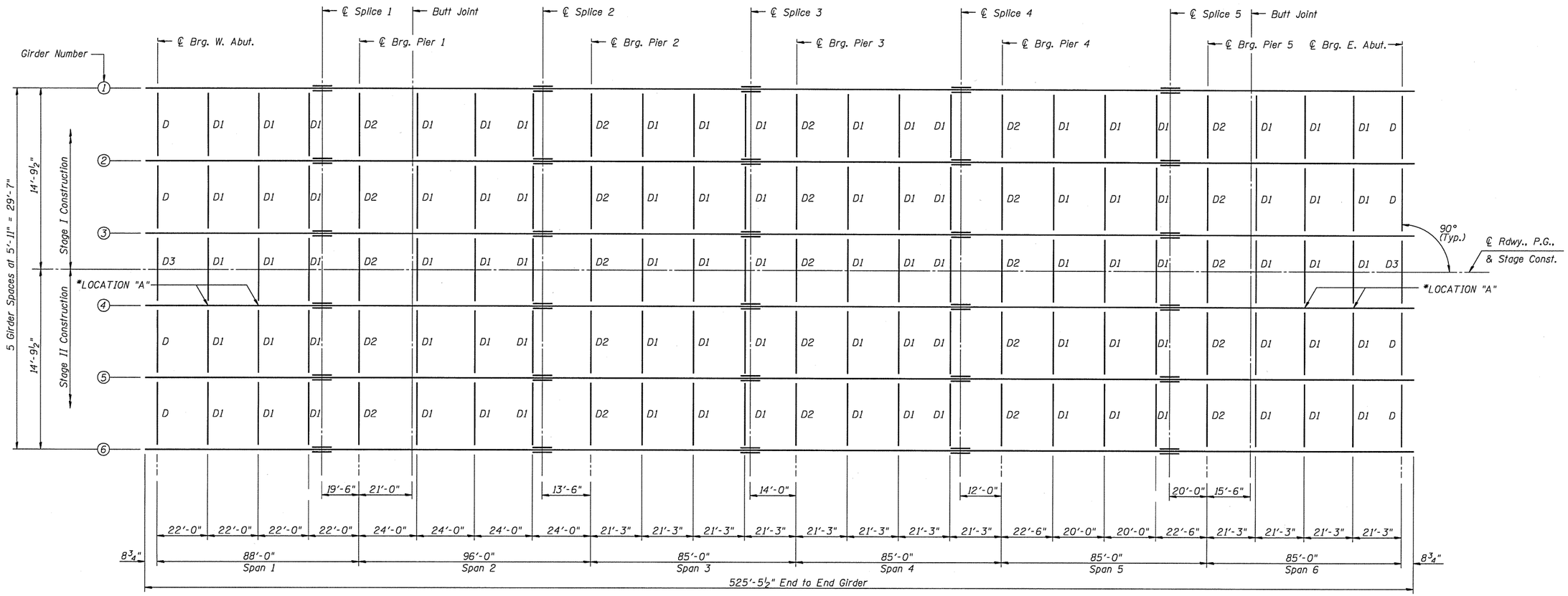

FRAMING PLAN

* Use $\frac{13}{16}$" x 1¼" slotted holes in L6x4x½ or ½" bent ℙ in diaphragm at location "A" only. Provide $\frac{5}{16}$" plate washer for slotted holes. Bolts shall be finger-tightened prior to the deck pour for Stage II Construction and then be fully tightened after completion of the pour. Bolts shall start at the bottom of the slot.

Note:
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

FRAMING PLAN
S.N. 085-0514

SHEET NO. 21	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	41
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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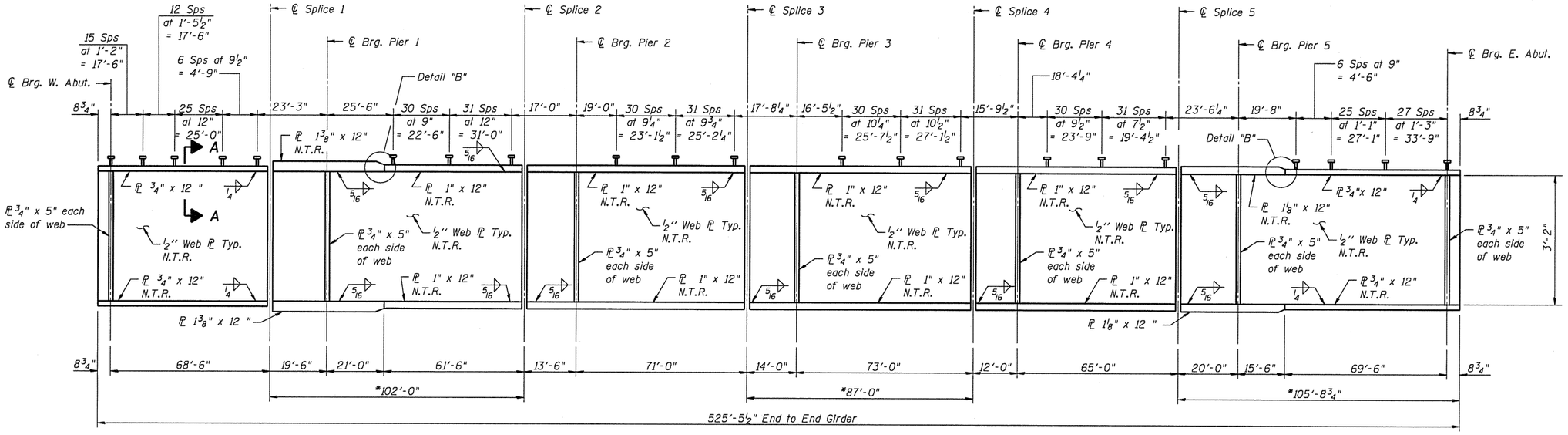
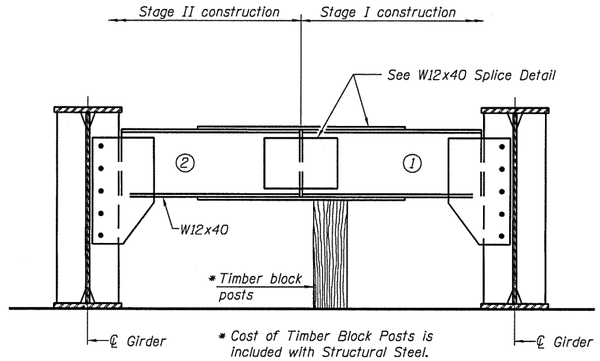


GIRDER ELEVATION

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

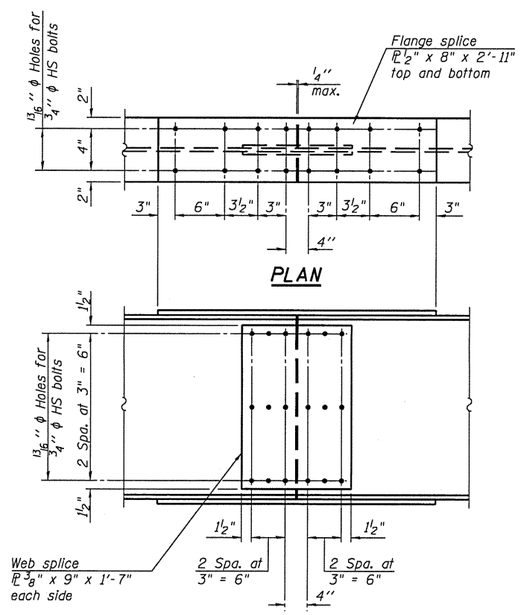


END DIAPHRAGM, D3

(2 Required)

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

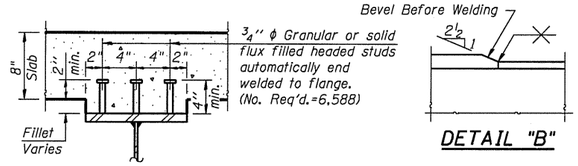
1.) Order Diaphragm in two sections.
2.) Attach section ① and splice plates of Diaphragm to Beam
3.) Place Timber Block Posts between section ① of diaphragm and abutment bearing section.
4.) Attach section ② of diaphragm to both Beam and section ① of diaphragm during Stage II Construction with splice plates.
5.) Remove Timber Block Posts.



ELEVATION

W12x40 SPLICE DETAIL

(2 Required)



SECTION A-A

DETAIL "B"

Notes:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
*The Contractor shall submit plans showing bracing details for transporting, erection, and deck forming for the section to the Engineer for approval.

GIRDER DETAILS
S.N. 085-0514

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

SHEET NO.22	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	42
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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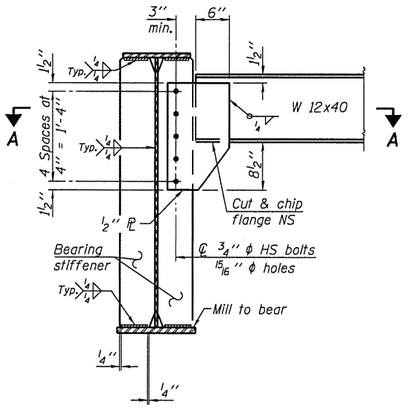
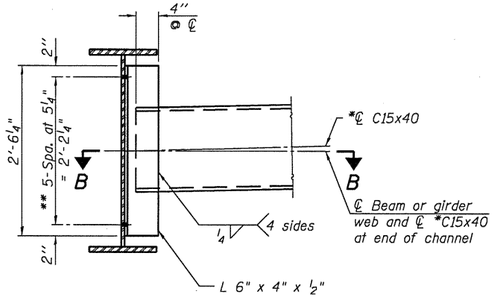


END DIAPHRAGM, D

(8 Required)

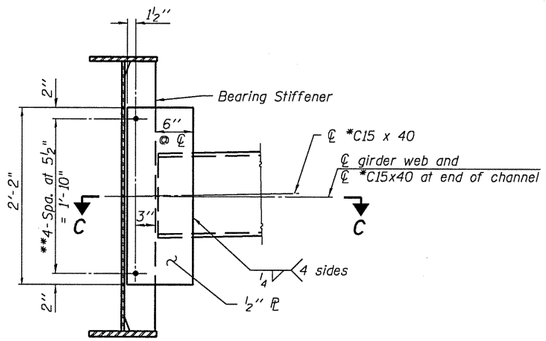
Note: Two hardened washers required for each set of oversized holes.



INTERIOR DIAPHRAGM, D1

(90 Required)

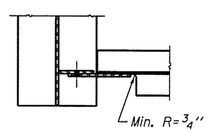
Note:
Two hardened washers required for each set of oversized holes.



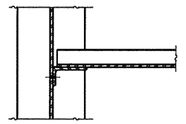
INTERIOR DIAPHRAGM, D2

(25 Required)

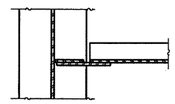
Note:
Two hardened washers required for each set of oversized holes.



SECTION A-A



SECTION B-B

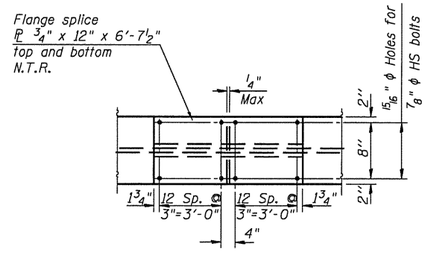


SECTION C-C

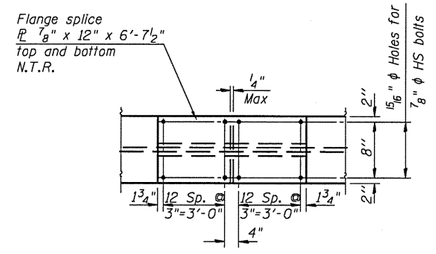
* Alternate channels C15x50 are permitted to facilitate material acquisition. The alternate, if utilized, shall be provided at no additional cost to the Department. Calculated weight of structural steel is based on the lighter section.

** ¾" ϕ HS bolts, 15/16" ϕ holes

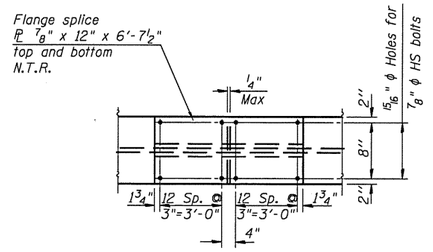
Notes:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



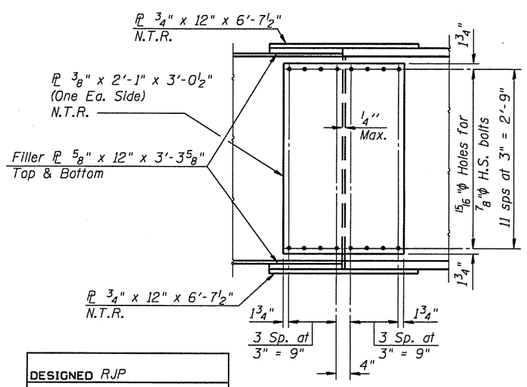
PLAN



PLAN

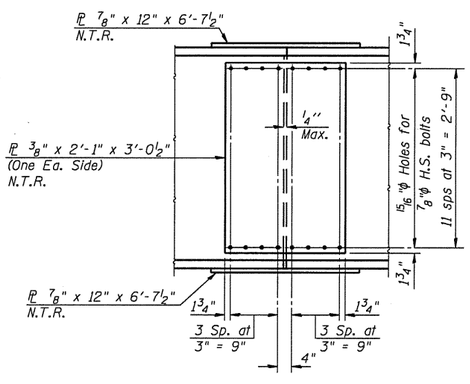


PLAN



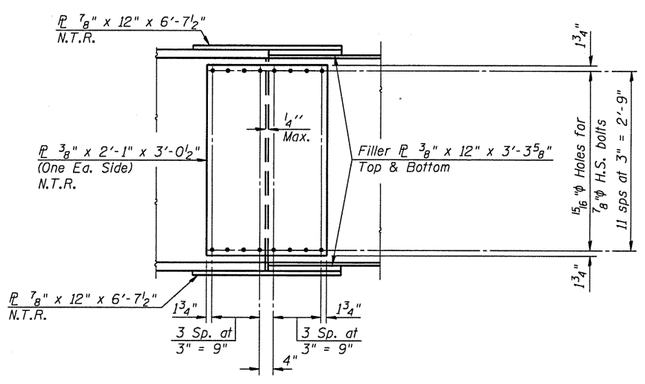
ELEVATION

SPLICE #1 DETAIL



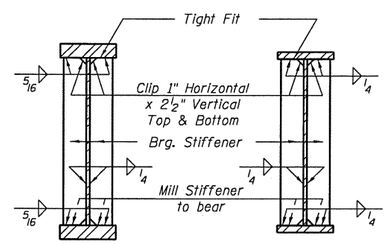
ELEVATION

SPLICE #2, #3, & #4 DETAIL



ELEVATION

SPLICE #5 DETAIL



SECTION AT PIER

SECTION AT ABUTMENT

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

GIRDER DETAILS
S.N. 085-0514

SHEET NO.23	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	43
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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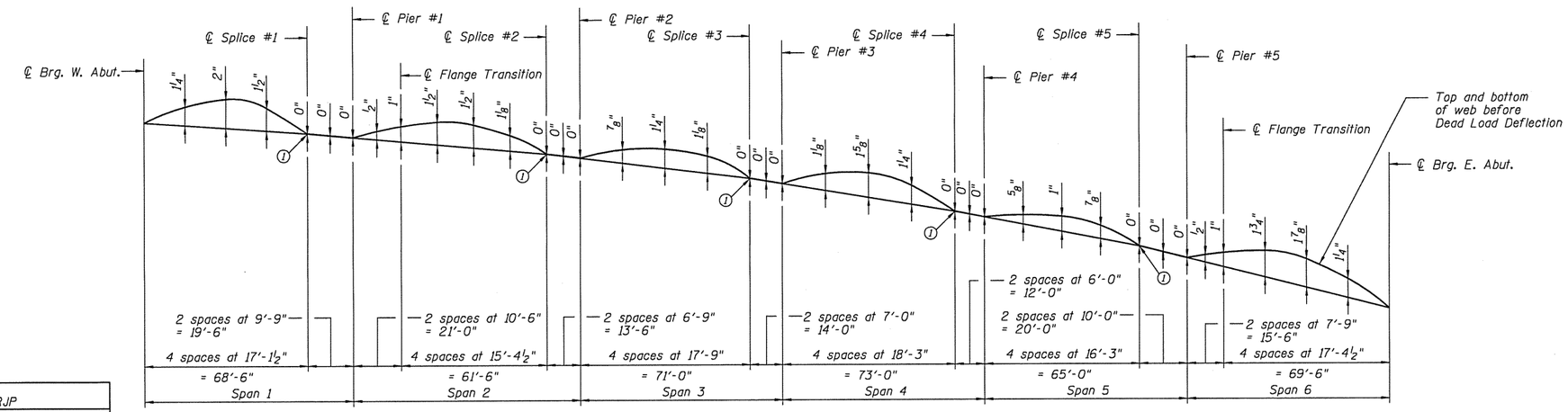
Girder No.	℄ Brg. W. Abut.	①℄ Splice 1	℄ Brg. Pier 1	①℄ Splice 2	℄ Brg. Pier 2	①℄ Splice 3	℄ Brg. Pier 3	①℄ Splice 4	℄ Brg. Pier 4	①℄ Splice 5	℄ Brg. Pier 5	℄ Brg. E. Abut.
	② TOP OF WEB ELEVATIONS											
1	498.572	498.379	498.326	498.104	498.049	497.761	497.688	497.306	497.224	496.781	496.647	496.076
2	498.679	498.486	498.433	498.211	498.156	497.868	497.795	497.413	497.331	496.888	496.754	496.183
3	498.771	498.578	498.526	498.304	498.249	497.960	497.887	497.506	497.424	496.981	496.847	496.276
4	498.771	498.578	498.526	498.304	498.249	497.960	497.887	497.506	497.424	496.981	496.847	496.276
5	498.679	498.486	498.433	498.211	498.156	497.868	497.795	497.413	497.331	496.888	496.754	496.183
6	498.572	498.379	498.326	498.104	498.049	497.761	497.688	497.306	497.224	496.781	496.647	496.076

② For fabrication only.

		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.5 Sp. 4	Pier 4	0.5 Sp. 5	Pier 5	0.6 Sp. 6
	INTERIOR GIRDER MOMENT TABLE											
I_s	(in^4)	9,044	15,082	11,414	11,414	11,414	11,414	11,414	11,414	11,414	12,622	9,044
$I_c(n)$	(in^4)	23,981		28,156		28,156		28,156		28,156		23,981
$I_c(3n)$	(in^4)	17,834		20,891		20,891		20,891		20,891		17,834
S_s	(in^3)	458	740	571	571	571	571	571	571	571	627	458
$S_c(n)$	(in^3)	669		795		795		795		795		669
$S_c(3n)$	(in^3)	609		726		726		726		726		609
DC1	(k/')	0.762	0.814	0.783	0.783	0.783	0.783	0.783	0.783	0.783	0.793	0.762
M_{DC1}	('k)	401	780	271	491	226	471	259	426	179	633	410
DC2	(k/')	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150
M_{DC2}	('k)	88	128	66	86	52	80	57	76	45	104	88
DW	(k/')	0.296	0.296	0.296	0.296	0.296	0.296	0.296	0.296	0.296	0.296	0.296
M_{DW}	('k)	174	252	130	170	103	158	113	150	90	205	175
M_{L+IM}	('k)	1,034	862	1,006	701	862	646	864	645	856	729	985
M_U (Strength I)	('k)	2,682	3,022	2,377	2,203	2,011	2,056	2,077	1,981	1,913	2,505	2,609
* $\phi_f M_n$	('k)	3,332		4,047		4,047		4,047		4,047		3,326
f_s DC1	(ksi)	10.5	12.6	5.7	10.3	4.7	9.9	5.4	9.0	3.8	12.1	10.7
f_s DC2	(ksi)	1.7	2.1	1.1	1.8	0.9	1.7	0.9	1.6	0.7	2.0	1.7
f_s DW	(ksi)	3.4	4.1	2.1	3.6	1.7	3.3	1.9	3.2	1.5	3.9	3.4
f_s 1.3(L+IM)	(ksi)	24.1	18.2	19.7	19.2	16.9	17.6	17.0	17.6	16.8	18.1	23.0
f_s (Service II)	(ksi)	39.6	37.0	28.6	34.9	24.2	32.5	25.1	31.3	22.7	36.2	38.7
** f_s (Total)(Strength I)	(ksi)	52.4	49.0	38.0	46.3	32.1	43.2	33.4	41.6	30.3	47.9	51.2
V_r	(k)	33.9		30.5		28.9		28.5		28.9		33.0

* Compact sections
** Non-Compact and slender sections

		W. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	E. Abut.
	INTERIOR GIRDER REACTION TABLE							
R_{DC1}	(k)	25.5	84.6	68.2	66.8	63.6	76.3	25.7
R_{DC2}	(k)	5.2	15.7	13.2	12.7	12.4	14.3	5.2
R_{DW}	(k)	10.2	31.0	26.1	25.1	24.4	28.2	10.2
R_{L+IM}	(k)	72.6	121.7	112.9	105.5	105.2	111.3	71.8
R_{Total}	(k)	113.5	253.0	220.4	210.1	205.6	230.1	112.9



CAMBER DIAGRAM

① Theoretical elevation before dead load deflection

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).
$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads ($in.^4$ and $in.^3$).
$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
M_U (Strength I): Factored design moment (kip-ft.). $1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$
$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).
f_s (Service II): Sum of stresses as computed from the moments below (ksi). $M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+IM}$
f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi). $1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$
V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

GIRDER DETAILS
S.N. 085-0514

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

SHEET NO.24	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	44
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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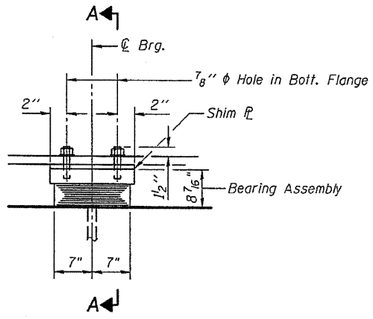
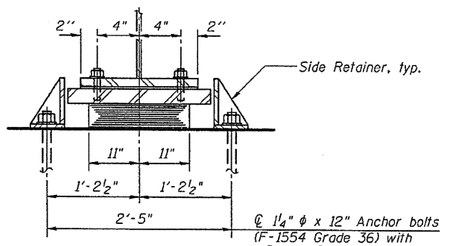
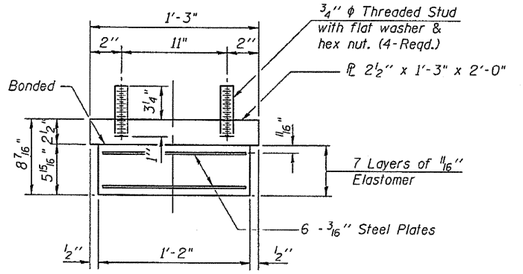


ELEVATION AT PIER 1



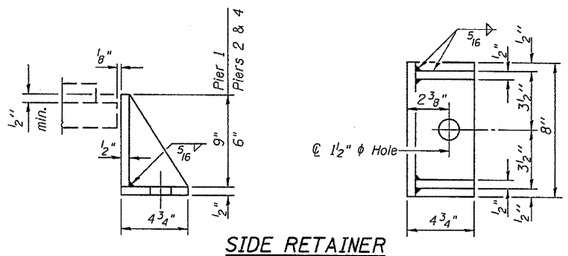
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG. - PIER 1



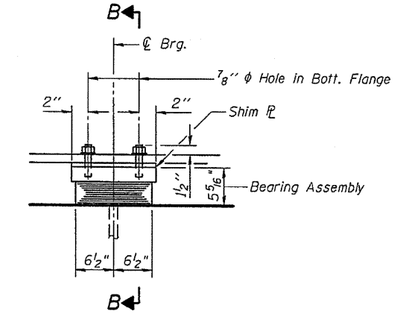
BEARING ASSEMBLY - PIER 1

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

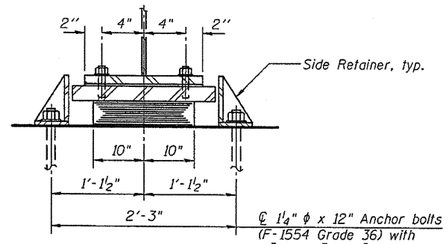


SIDE RETAINER

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

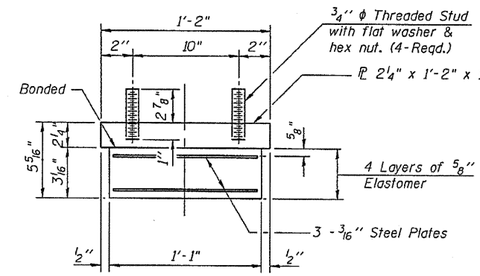


ELEVATION AT PIERS 2 & 4



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG. - PIERS 2 & 4



BEARING ASSEMBLY - PIERS 2 & 4

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

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). 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.

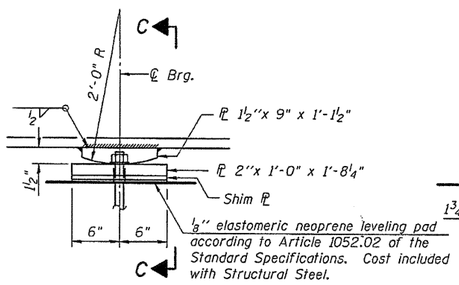
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

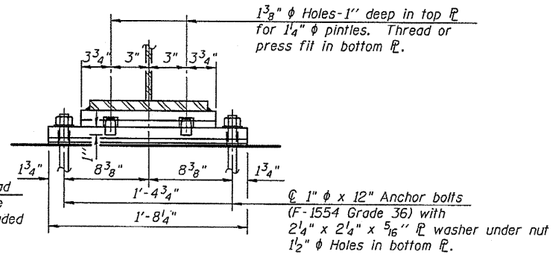
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

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

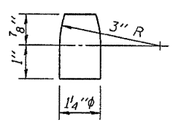
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50W.



ELEVATION AT PIER



SECTION C-C



PINTLE

FIXED BEARING - PIER 3

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts, 1"	Each	12
Anchor Bolts, 1 1/4"	Each	36

BEARING DETAILS
S.N. 085-0514

SHEET NO.25	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	45
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

I-2E-1

11-1-09

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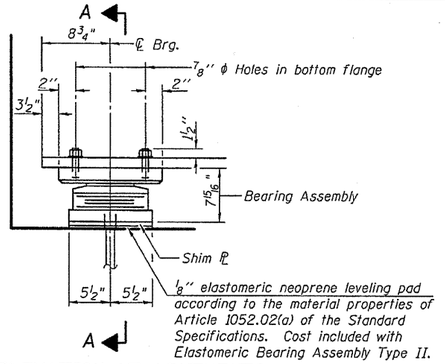
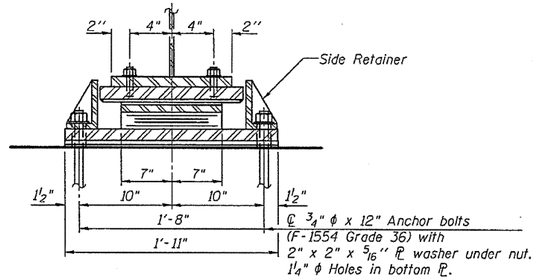
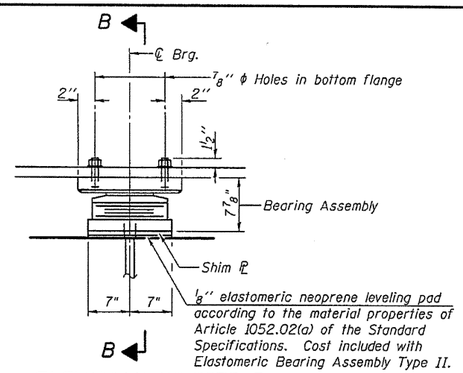


ELEVATION AT ABUTMENTS

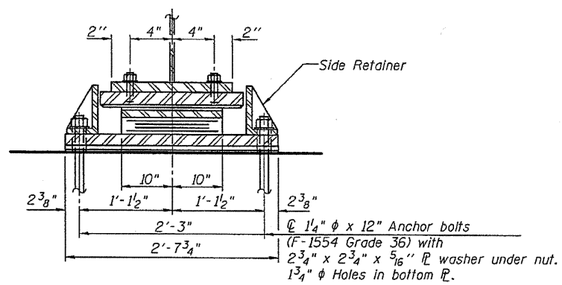


SECTION A-A

TYPE II ELASTOMERIC EXP. BRG. - ABUTMENTS

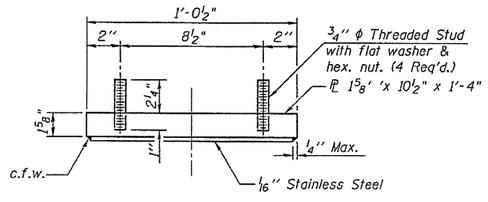


ELEVATION AT PIER 5

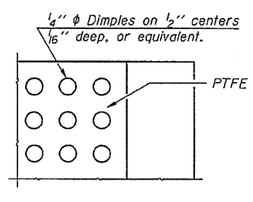


SECTION B-B

TYPE II ELASTOMERIC EXP. BRG. - PIER 5



TOP BEARING ASSEMBLY - ABUTS.



PLAN-PTFE SURFACE - ABUTS.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

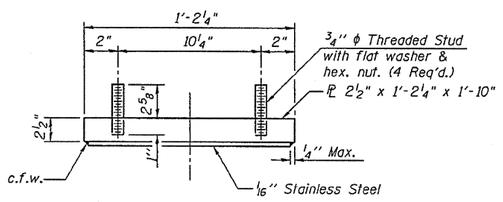
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

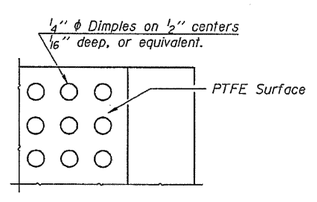
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

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

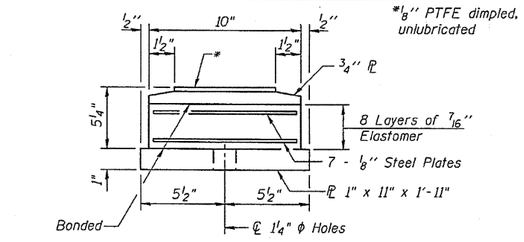
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50W.



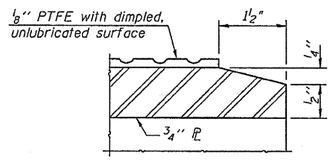
TOP BEARING ASSEMBLY - PIER 5



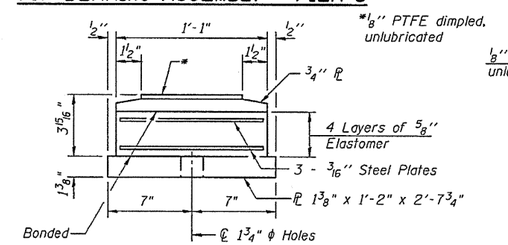
PLAN-PTFE SURFACE - PIER 5



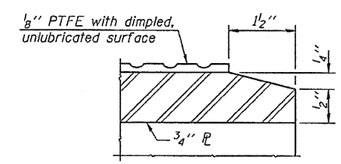
TOP BEARING ASSEMBLY - ABUTS.



SECTION THRU PTFE - ABUTS.

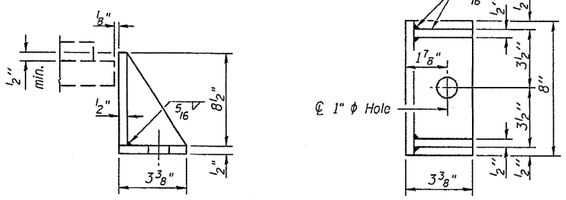


BOTTOM BEARING ASSEMBLY - PIER 5



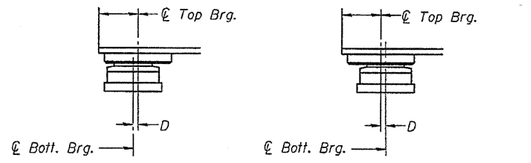
SECTION THRU PTFE - PIER 5

BOTTOM BEARING ASSEMBLY - ABUTS.



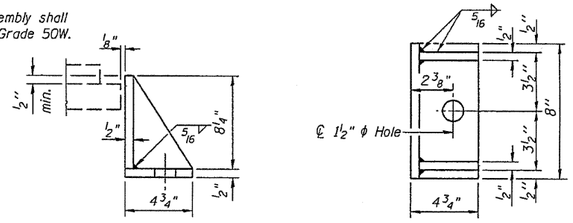
SIDE RETAINER - ABUTS.

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



SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



SIDE RETAINER - PIER 5

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	18
Anchor Bolts, 3/4"	Each	24
Anchor Bolts, 1 1/4"	Each	12

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

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BEARING DETAILS
S.N. 085-0514

SHEET NO. 26	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	46
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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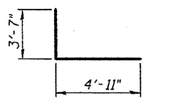
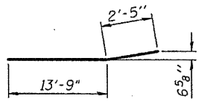
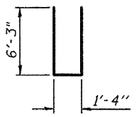


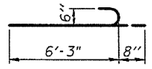
BAR $h_2(E)$



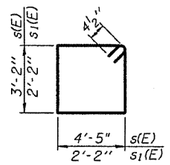
BAR $h_4(E)$



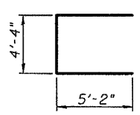
BAR $n(E)$



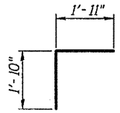
BAR $n_1(E)$



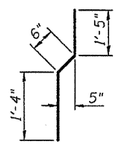
BARS $s(E)$ & $s_1(E)$



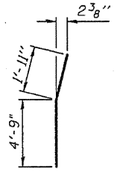
BAR $u(E)$



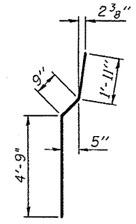
BAR $v(E)$



BAR $v_1(E)$



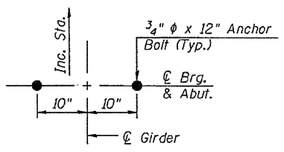
BAR $v_3(E)$



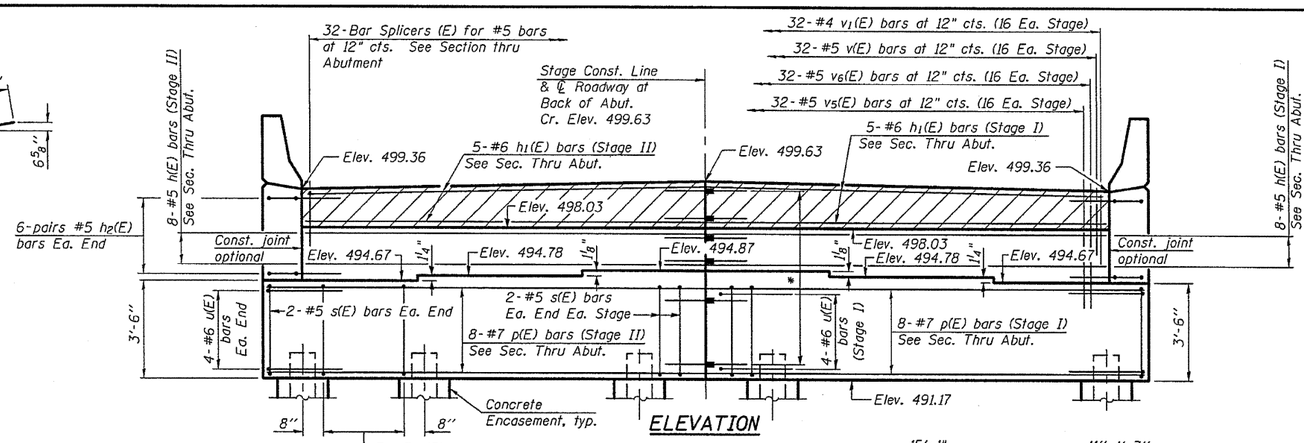
BAR $v_4(E)$

PILE DATA

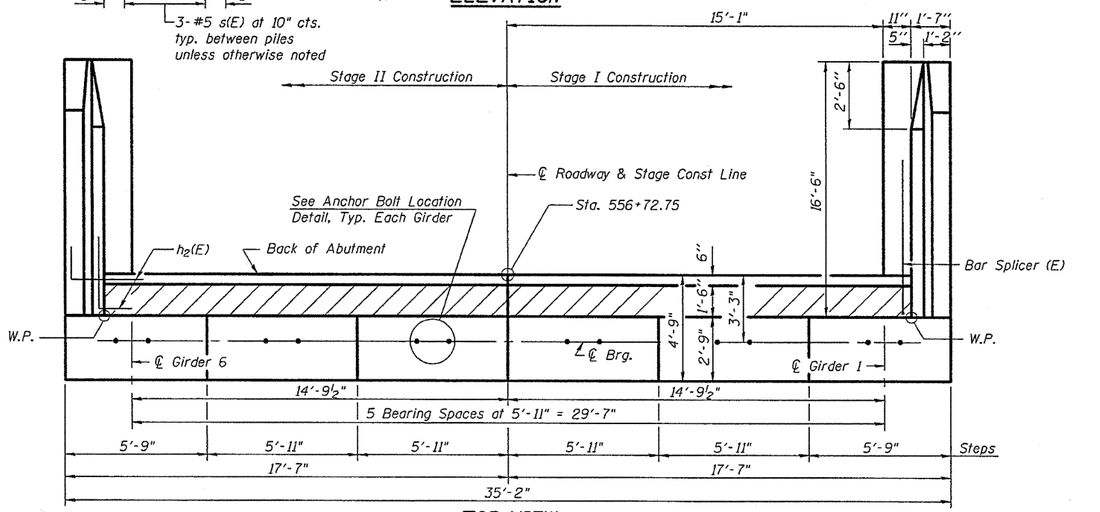
Type: Steel HP 12x53 with Pile Shoes
Nominal Required Bearing: 354 kips
Factored Resistance Available: 177 kips
Est. Length: 23 ft
No. Production Piles: 15
No. Test Piles: 1-Stage I



ANCHOR BOLT LOCATION DETAIL



*8-Bar Splicers (E) for #7 bars
5-Bar Splicers (E) for #6 bars
8-Bar Splicers (E) for #5 bars



WEST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	16	#5	15'-8"	
$h_1(E)$	10	#6	15'-8"	
$h_2(E)$	24	#5	8'-6"	
$h_3(E)$	24	#4	16'-2"	
$h_4(E)$	16	#4	16'-2"	
n(E)	28	#6	13'-10"	
$n_1(E)$	12	#6	6'-11"	
p(E)	16	#7	17'-3"	
$p_1(E)$	12	#7	16'-2"	
s(E)	38	#5	15'-11"	
$s_1(E)$	36	#4	9'-5"	
u(E)	12	#6	14'-8"	
v(E)	32	#5	3'-9"	
$v_1(E)$	32	#4	3'-3"	
$v_2(E)$	34	#6	7'-2"	
$v_3(E)$	6	#6	6'-8"	
$v_4(E)$	28	#6	7'-5"	
$v_5(E)$	32	#5	4'-10"	
$v_6(E)$	32	#5	5'-5"	
Structure Excavation		Cu. Yd.	163	
Concrete Structures		Cu. Yd.	47.1	
Reinforcement Bars, Epoxy Coated		Pound	5,200	
Furnishing HP 12x53 Piles.		Foot	345	
Driving Piles		Foot	345	
Test Pile, HP 12x53		Each	1	
Pile Shoes		Each	16	
Bar Splicers		Each	53	
Concrete Encasement		Cu. Yd.	5.6	
Concrete Sealer		Sq. Ft.	390	

For details of Bar Splicers, see sheet 36 of 45.
For details of piles and Concrete Encasement, see sheet 37 of 45.

WEST ABUTMENT S.N. 085-0514

DESIGNED RJP	SHEET NO.27	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED ADL	45 SHEETS	713	120B-3	SCHUYLER	75	47
DRAWN RJP				CONTRACT NO. 72A03		
CHECKED ADL		FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

A-1 11-1-09

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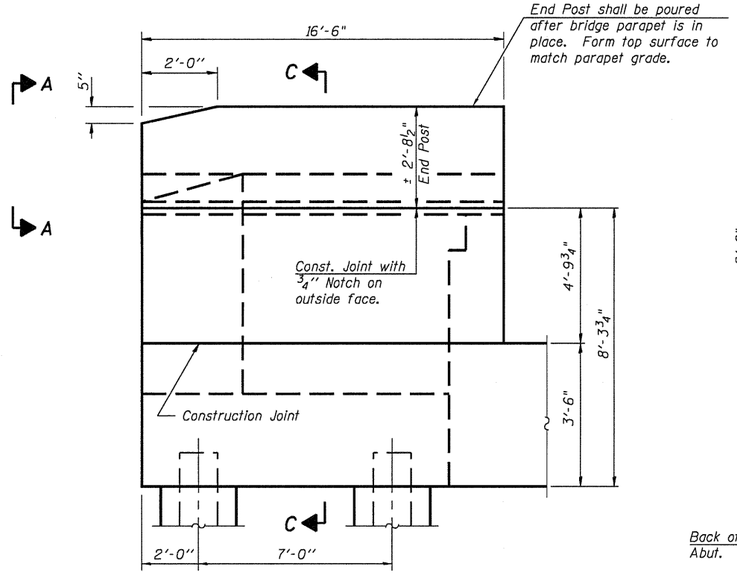
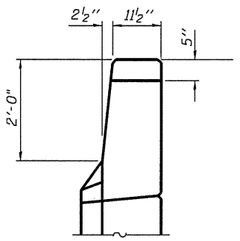
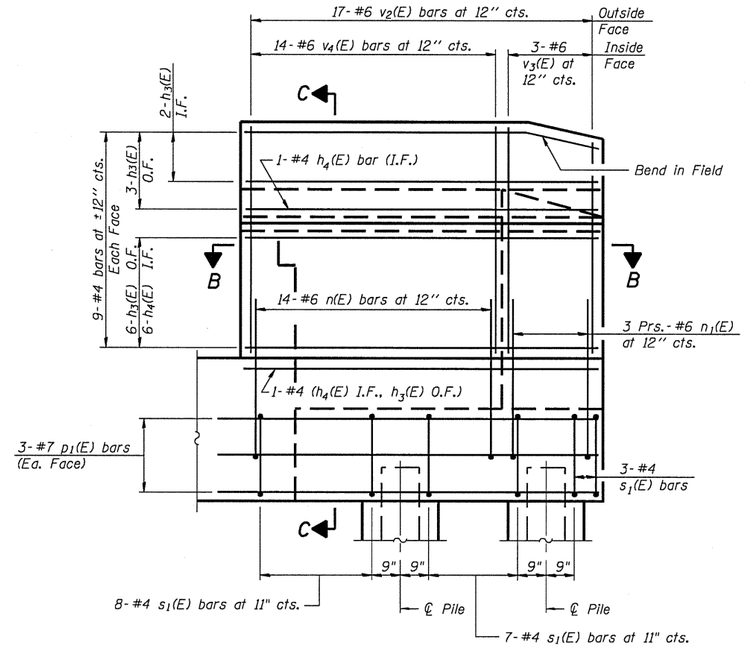


WING WALL ELEVATION
Showing Dimensions

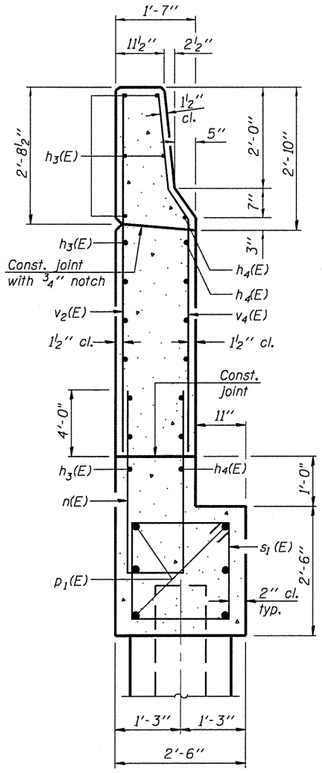


VIEW A-A

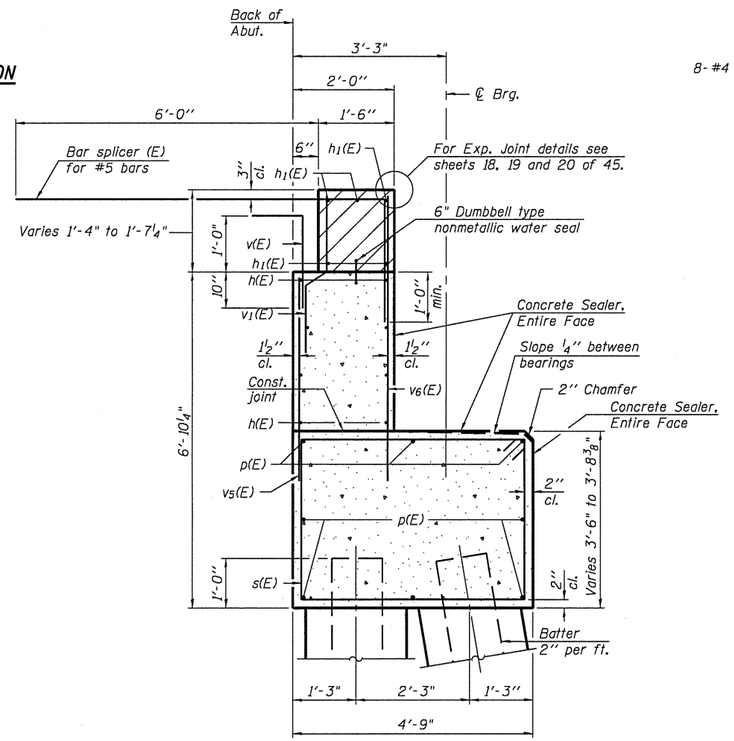


WING WALL ELEVATION
Showing Reinforcement

SECTION B-B



SECTION C-C



SEC. THRU ABUT.

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Quantity of concrete in end post included with Concrete Superstructure on sheet 13 of 45.
For Concrete Encasement details, see sheet 37 of 45.
Apply Concrete Sealer to entire face of backwall, bridge seats, and front face of abutment cap.
Place Bar Splicers parallel to approach slab reinforcement.

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

A-1-D

11-1-09

WEST ABUTMENT DETAILS
S.N. 085-0514

SHEET NO. 28	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	48
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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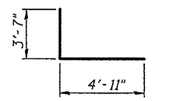
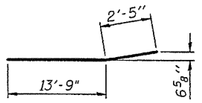
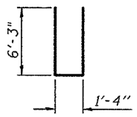


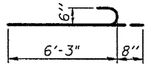
BAR $h_2(E)$



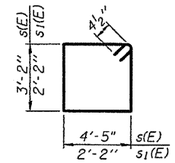
BAR $h_4(E)$



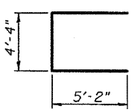
BAR n(E)



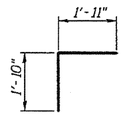
BAR $n_1(E)$



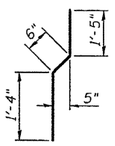
BARS s(E) & $s_1(E)$



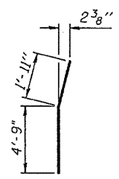
BAR u(E)



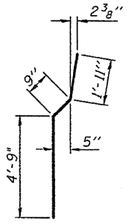
BAR v(E)



BAR $v_1(E)$



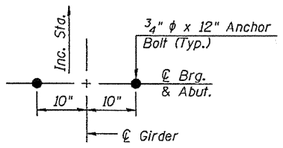
BAR $v_3(E)$



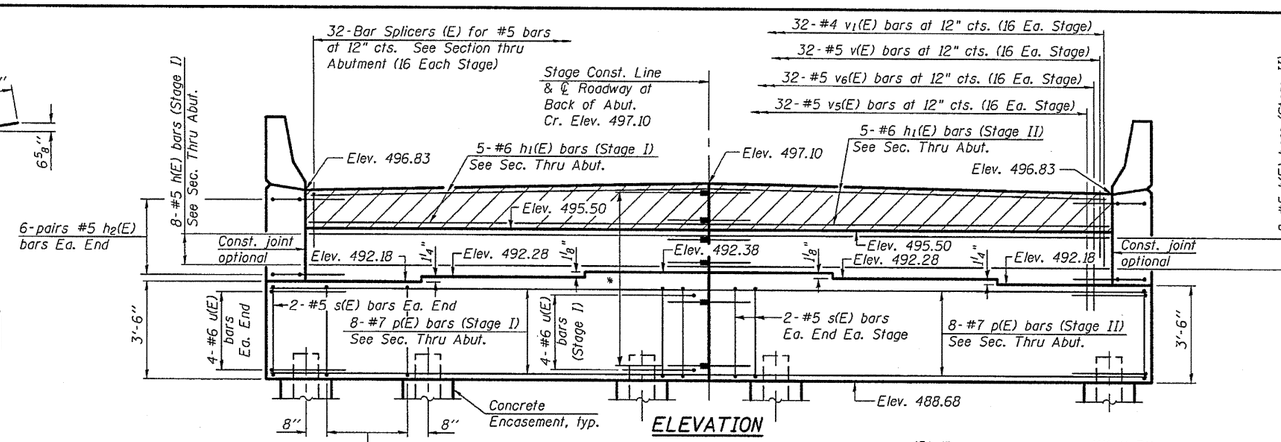
BAR $v_4(E)$

PILE DATA

Type: Steel HP 12x53 with Pile Shoes
Nominal Required Bearing: 354 kips
Factored Resistance Available: 177 kips
Est. Length: 37 ft
No. Production Piles: 15
No. Test Piles: 1-Stage I

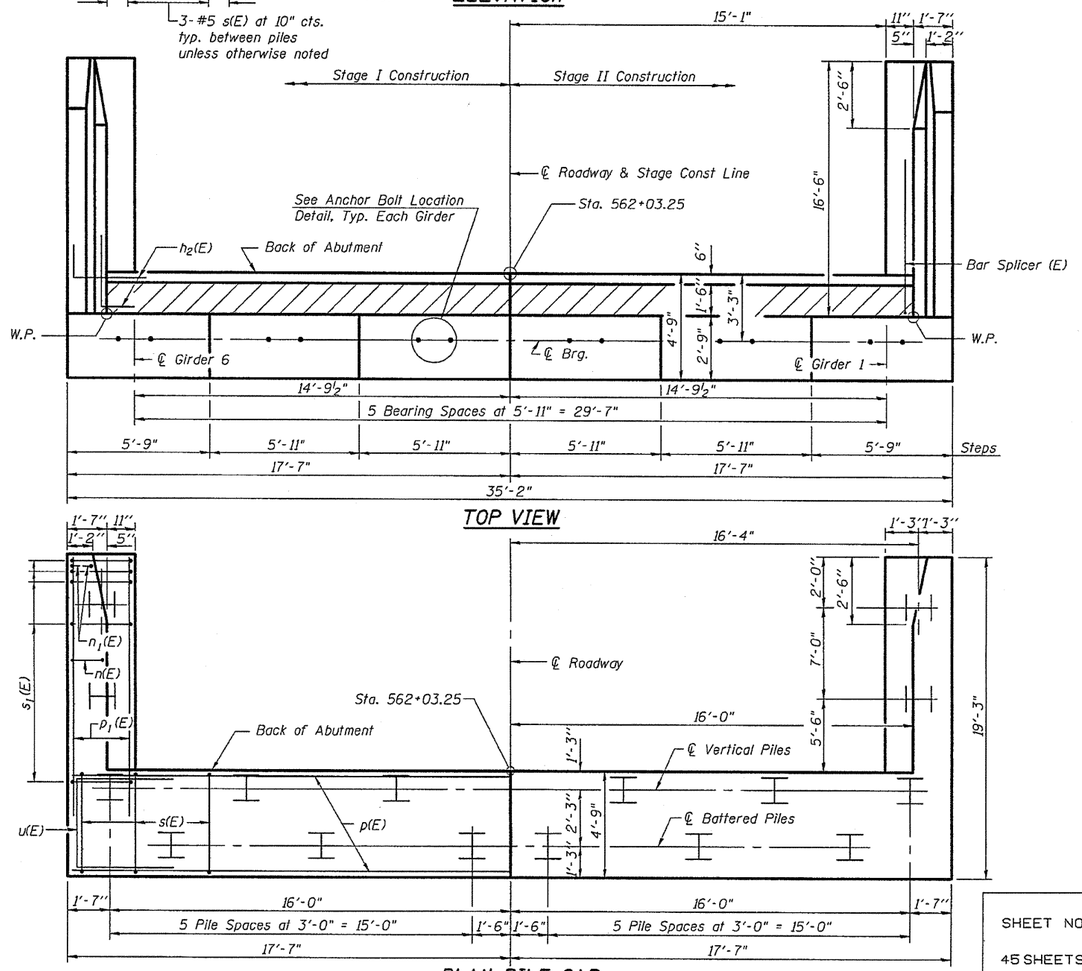


ANCHOR BOLT LOCATION DETAIL



ELEVATION

*8-Bar Splicers (E) for #7 bars
5-Bar Splicers (E) for #6 bars
8-Bar Splicers (E) for #5 bars



TOP VIEW

PLAN-PILE CAP

EAST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	16	#5	15'-8"	
$h_1(E)$	10	#6	15'-8"	
$h_2(E)$	24	#5	8'-6"	
$h_3(E)$	24	#4	16'-2"	
$h_4(E)$	16	#4	16'-2"	
n(E)	28	#6	13'-10"	
$n_1(E)$	12	#6	6'-11"	
p(E)	16	#7	17'-3"	
$p_1(E)$	12	#7	16'-2"	
s(E)	38	#5	15'-11"	
$s_1(E)$	36	#4	9'-5"	
u(E)	12	#6	14'-8"	
v(E)	32	#5	3'-9"	
$v_1(E)$	32	#4	3'-3"	
$v_2(E)$	34	#6	7'-2"	
$v_3(E)$	6	#6	6'-8"	
$v_4(E)$	28	#6	7'-5"	
$v_5(E)$	32	#5	4'-10"	
$v_6(E)$	32	#5	5'-5"	
Structure Excavation		Cu. Yd.	163	
Concrete Structures		Cu. Yd.	47.1	
Reinforcement Bars, Epoxy Coated		Pound	5,200	
Furnishing HP 12x53 Piles.		Foot	555	
Driving Piles		Foot	555	
Test Pile, HP 12x53		Each	1	
Pile Shoes		Each	16	
Bar Splicers		Each	53	
Concrete Encasement		Cu. Yd.	5.6	
Concrete Sealer		Sq. Ft.	390	

For details of Bar Splicers, see sheet 36 of 45.
For details of piles and Concrete Encasement, see sheet 37 of 45.

EAST ABUTMENT S.N. 085-0514

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

A-1

11-1-09

SHEET NO. 29	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	49
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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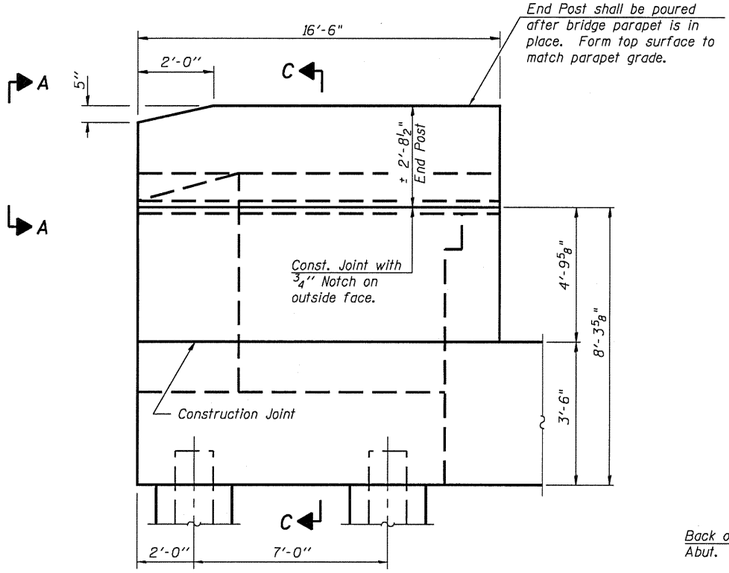
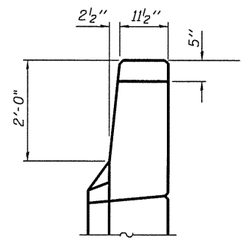
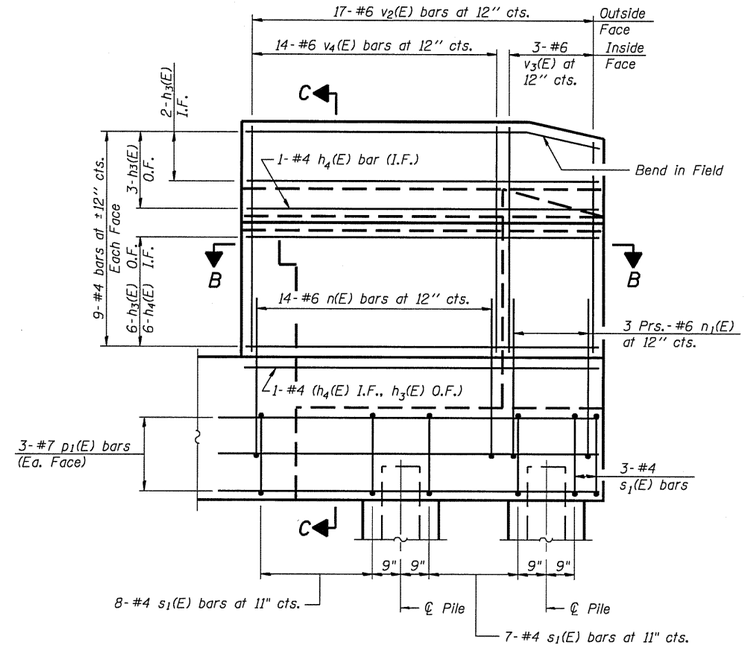


WING WALL ELEVATION
Showing Dimensions

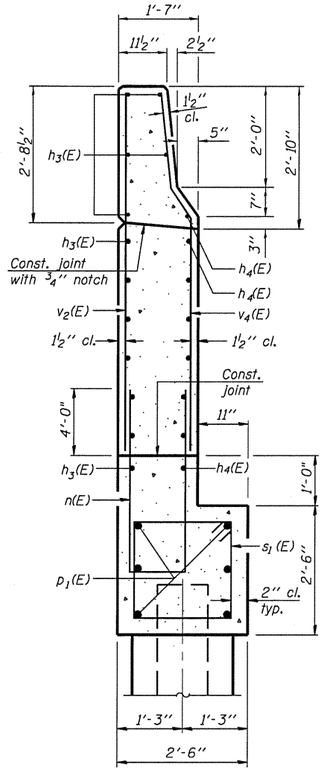


VIEW A-A

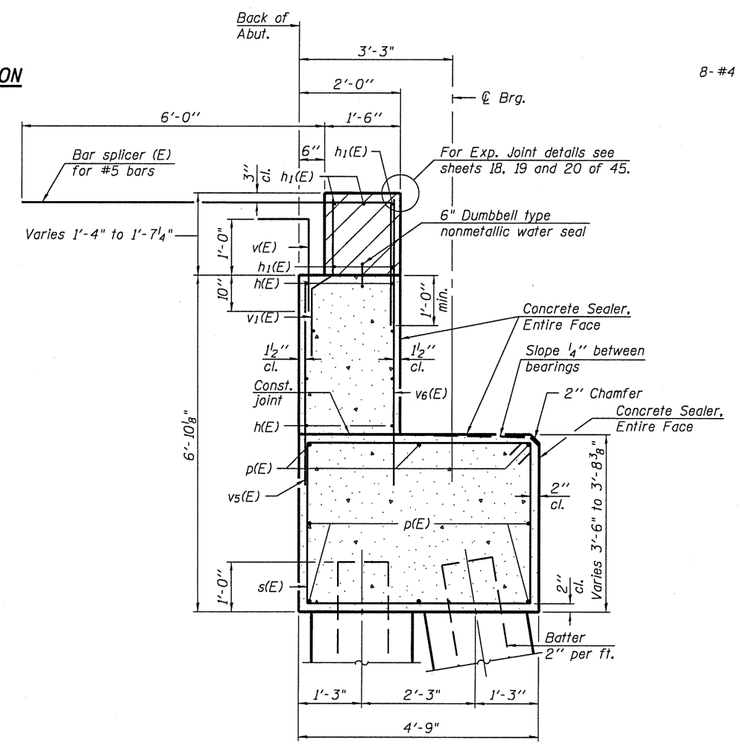


WING WALL ELEVATION
Showing Reinforcement

SECTION B-B



SECTION C-C



SEC. THRU ABUT.

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Quantity of concrete in end post included with Concrete Superstructure on sheet 13 of 45.
For Concrete Encasement details, see sheet 37 of 45.
Apply Concrete Sealer to entire face of backwall, bridge seats, and front face of abutment cap.
Place Bar Splicers parallel to approach slab reinforcement.

EAST ABUTMENT DETAILS
S.N. 085-0514

SHEET NO. 30	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	50
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

A-1-D 11-1-09

Klingner & Associates P.C.

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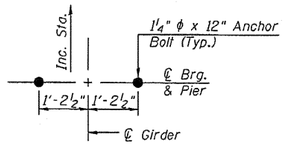
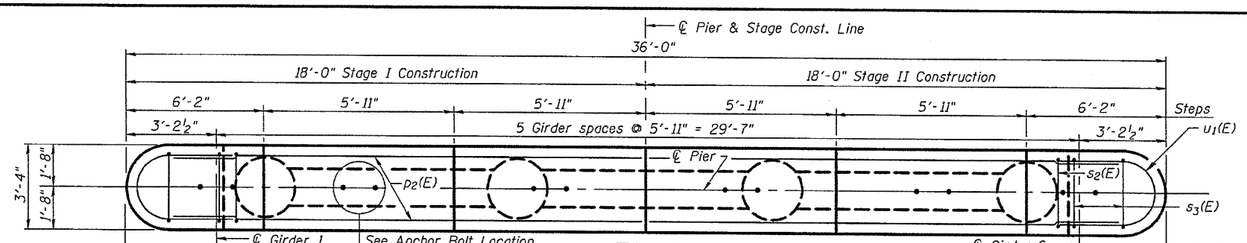


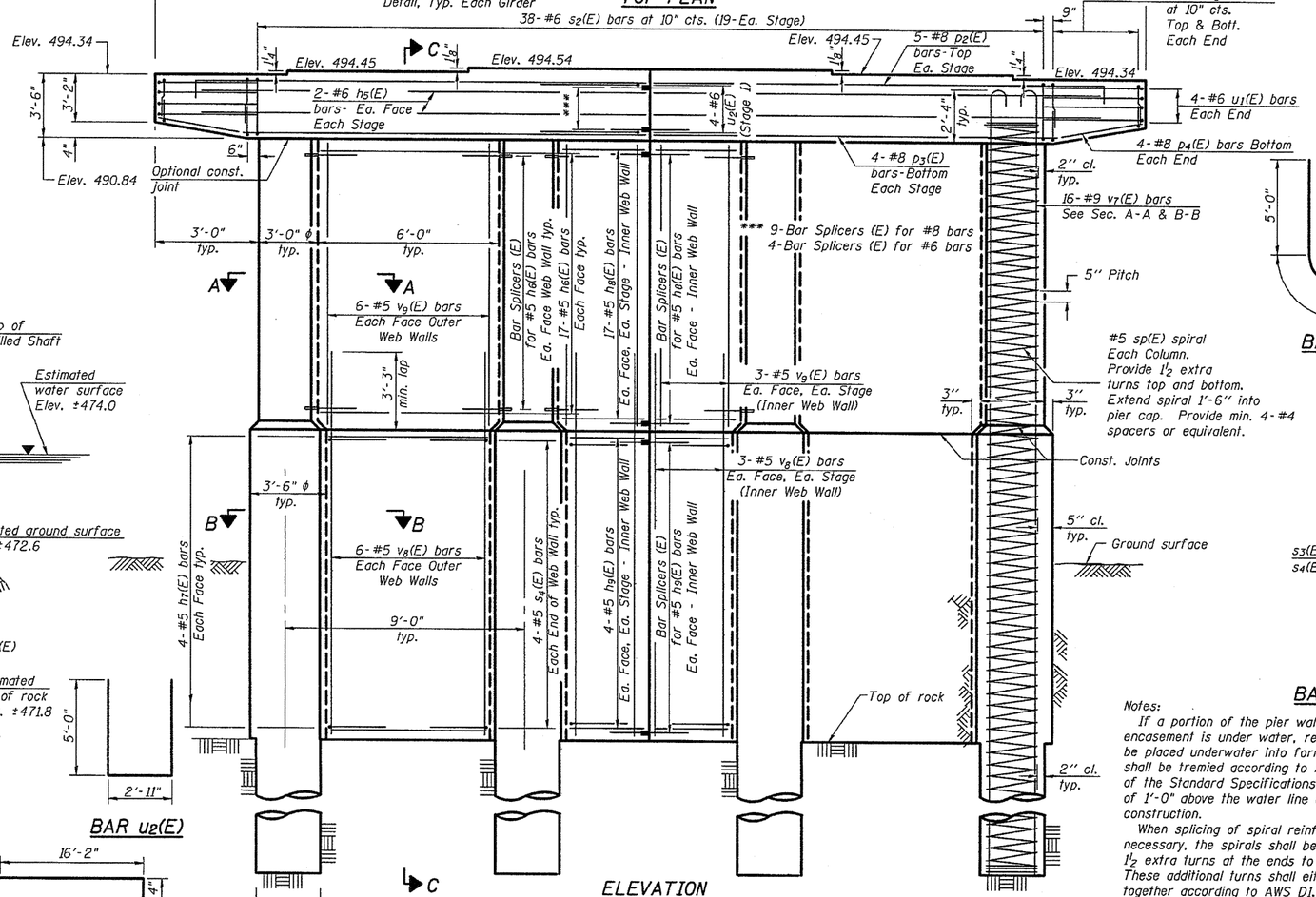
ANCHOR BOLT LOCATION DETAIL



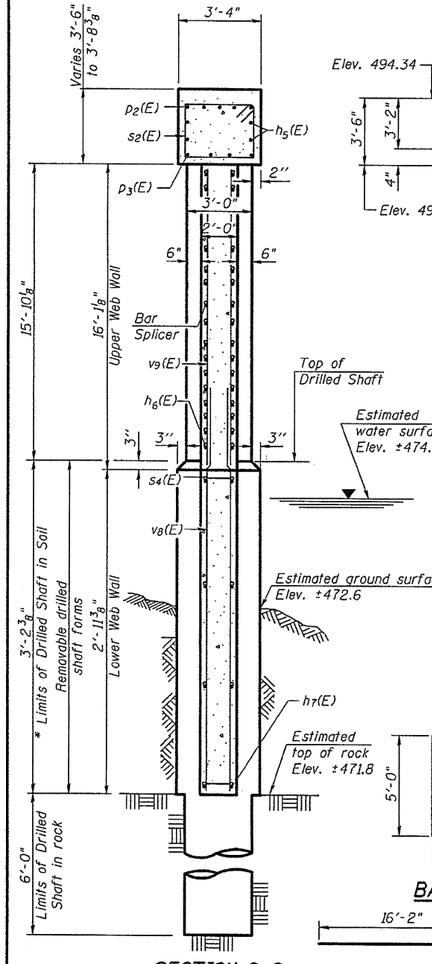
TOP PLAN

38-#6 $s_2(E)$ bars at 10" cts. (19-Ea. Stage)

4-#6 $s_3(E)$ bars at 10" cts. Top & Bott. Each End

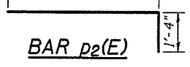


ELEVATION
(Looking East)

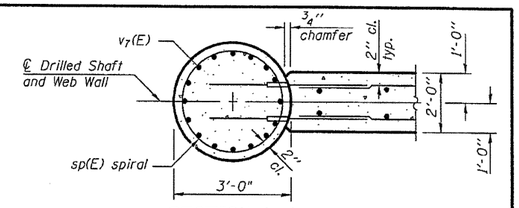


SECTION C-C

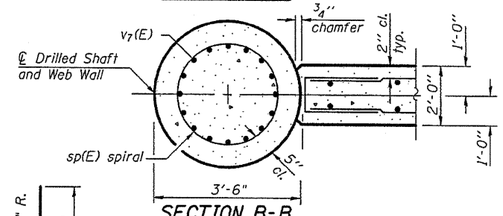
BAR $u_2(E)$



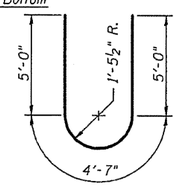
BAR $p_2(E)$



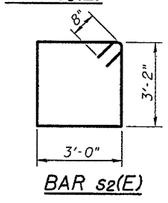
SECTION A-A



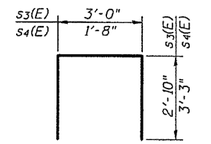
SECTION B-B



BAR $u_1(E)$



BAR $s_2(E)$



BARS $s_3(E)$ & $s_4(E)$

BILL OF MATERIAL

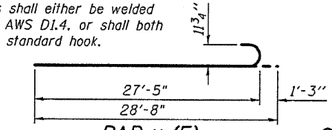
Bar	No.	Size	Length	Shape
$h_5(E)$	8	#6	16'-2"	—
$h_6(E)$	68	#5	5'-8"	—
$h_7(E)$	16	#5	5'-2"	—
$h_8(E)$	68	#5	2'-8"	—
$h_9(E)$	16	#5	2'-5"	—
$p_2(E)$	10	#8	17'-6"	—
$p_3(E)$	8	#8	15'-6"	—
$p_4(E)$	8	#8	2'-6"	—
$s_2(E)$	38	#6	13'-8"	□
$s_3(E)$	16	#6	8'-8"	⊔
$s_4(E)$	24	#5	8'-2"	⊔
** sp(E)	4	#5	26'-5"	∿∿
$u_1(E)$	8	#6	14'-7"	⊃
$u_2(E)$	4	#6	12'-11"	⊃
$v_7(E)$	64	#9	28'-8"	⊃
$v_8(E)$	36	#5	6'-8"	—
$v_9(E)$	36	#5	15'-9"	—
Concrete Structures		Cu. Yd.	56.3	
Reinforcement Bars, Epoxy Coated		Pound	13,000	
Underwater Structure Excavation Protection Location 1		Each	1	
Bar Splicers		Each	259	
Drilled Shaft in Soil		Cu. Yd.	4.6	
Drilled Shaft in Rock		Cu. Yd.	6.3	
Structure Excavation		Cu. Yd.	3	

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 2'-2"
** Length is height of spiral.

Notes:

If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1½ extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.



BAR $v_7(E)$

PIER 1
S.N. 085-0514

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

Construction Sequence for Web Wall:

1. Excavate between shafts to elevation of web wall base and set lower web wall forms through water to bear on the circular edge of drilled shafts. Secure in place with fill, struts or tie forms together as required.
2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.

SHEET NO. 31	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	51
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

9/10/2010

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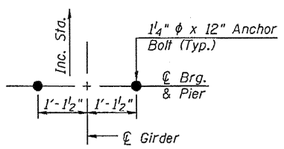
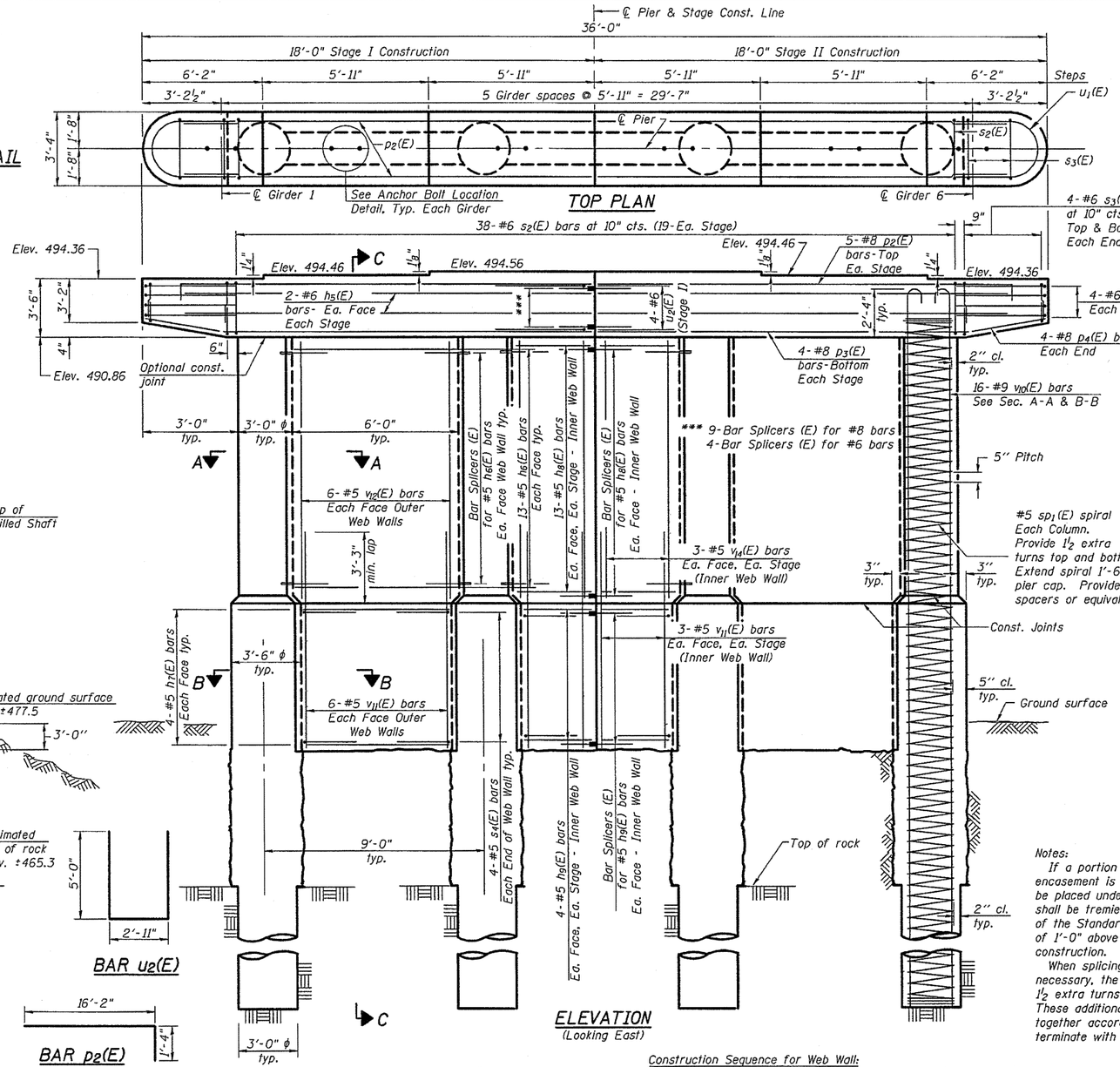
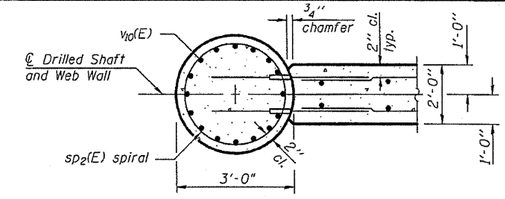
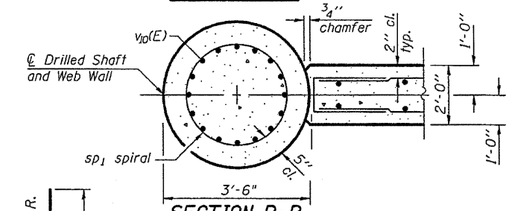


ANCHOR BOLT LOCATION DETAIL

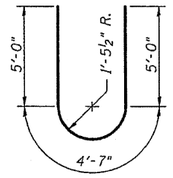




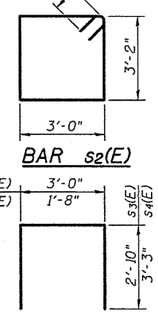
SECTION A-A



SECTION B-B

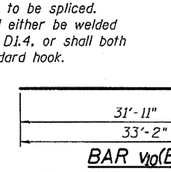


BAR u1(E)



BAR s2(E)

BARS s3(E) & s4(E)



BAR v10(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	8	#6	16'-2"	—
h6(E)	52	#5	5'-8"	—
h7(E)	16	#5	5'-2"	—
h8(E)	52	#5	2'-8"	—
h9(E)	16	#5	2'-5"	—
p2(E)	10	#8	17'-6"	—
p3(E)	8	#8	15'-6"	—
p4(E)	8	#8	2'-6"	—
s2(E)	38	#6	13'-8"	□
s3(E)	16	#6	8'-8"	⊔
s4(E)	24	#5	8'-2"	⊔
** sp1(E)	4	#5	31'-0"	∿∿
u1(E)	8	#6	14'-7"	⊃
u2(E)	4	#6	12'-11"	⊃
v10(E)	64	#9	33'-2"	⊃
v11(E)	36	#5	7'-0"	—
v12(E)	36	#5	12'-3"	—
Concrete Structures		Cu. Yd.	49.2	
Reinforcement Bars, Epoxy Coated		Pound	13,840	
Underwater Structure Excavation Protection Location 2		Each	1	
Bar Splicers		Each	203	
Drilled Shaft in Soil		Cu. Yd.	18.8	
Drilled Shaft in Rock		Cu. Yd.	4.2	
Structure Excavation		Cu. Yd.	12	

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 2'-2"
** Length is height of spiral.

Notes:
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.
When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1½ extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.

* If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.

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2. Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
3. If the forms can be sealed against the shafts and streambed to allow dewatering, the reinforcement and the concrete placement may be completed in the dry. Alternatively, the rebar cage can be lowered into position through water and the concrete discharged at the base of the excavation through a tremie pipe or pump hose, displacing water, sediment, and tainted concrete out the top of the forms.
4. Construct Columns.
5. Construct upper web walls.

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

PIER 2
S.N. 085-0514

SHEET NO.32	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	52
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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9/10/2010

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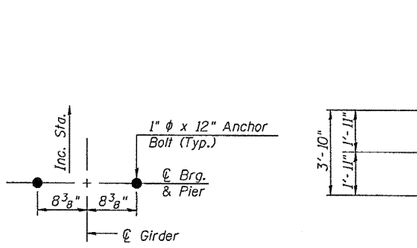
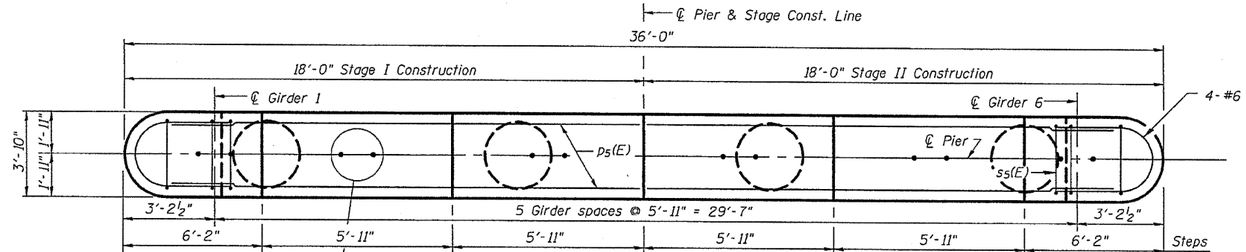
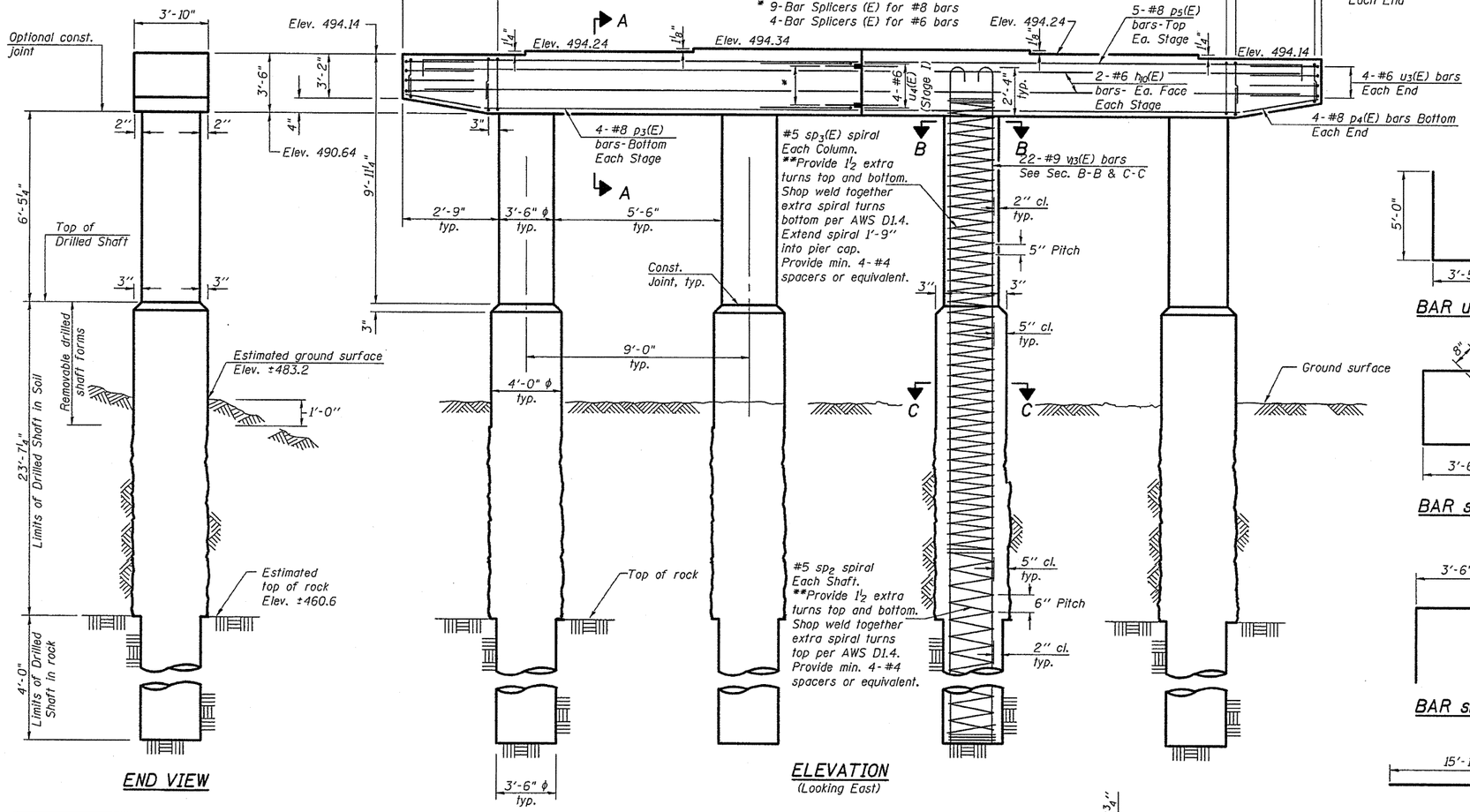


ANCHOR BOLT LOCATION DETAIL

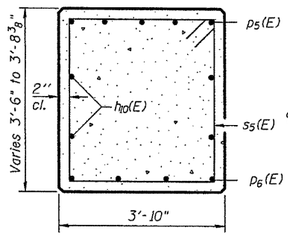


TOP PLAN

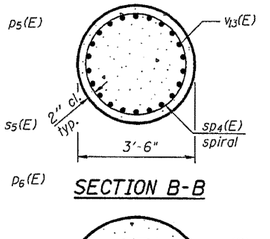


ELEVATION
(Looking East)

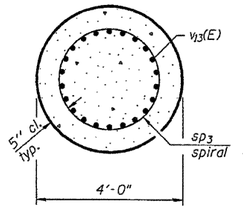
END VIEW



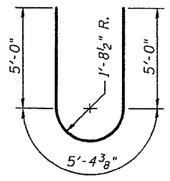
SECTION A-A



SECTION B-B

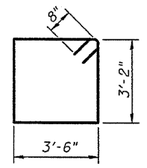


SECTION C-C

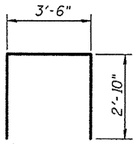


BAR u3(E)

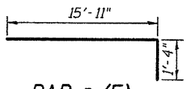
BAR u4(E)



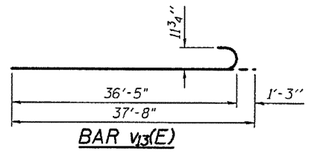
BAR s5(E)



BAR s6(E)



BAR p5(E)



BAR v13(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	8	#6	15'-11"	——
p3(E)	8	#8	15'-6"	——
p4(E)	8	#8	2'-6"	——
p5(E)	10	#8	17'-3"	——
s5(E)	38	#6	14'-8"	
s6(E)	16	#6	9'-2"	
** sp2	4	#5	14'-6"	
** sp3(E)	4	#5	19'-4"	
u3(E)	8	#6	15'-5"	
u4(E)	4	#6	13'-5"	
v13(E)	88	#9	37'-8"	
Concrete Structures		Cu. Yd.	27.0	
Reinforcement Bars, Epoxy Coated		Pound	16,190	
Reinforcement Bars		Pounds	1,590	
Drilled Shaft in Soil		Cu. Yd.	43.9	
Drilled Shaft in Rock		Cu. Yd.	5.7	
Bar Splicers		Each	13	

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 2'-2"
** Length is height of spiral.

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

**Allowable substitution:
Provide 1½ extra turns top and bottom with 135° standard hook into core at ends of spiral.

Note:
When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1½ extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.

PIER 3
S.N. 085-0514

SHEET NO.33	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	53
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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9/10/2010

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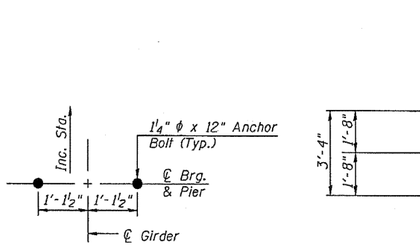
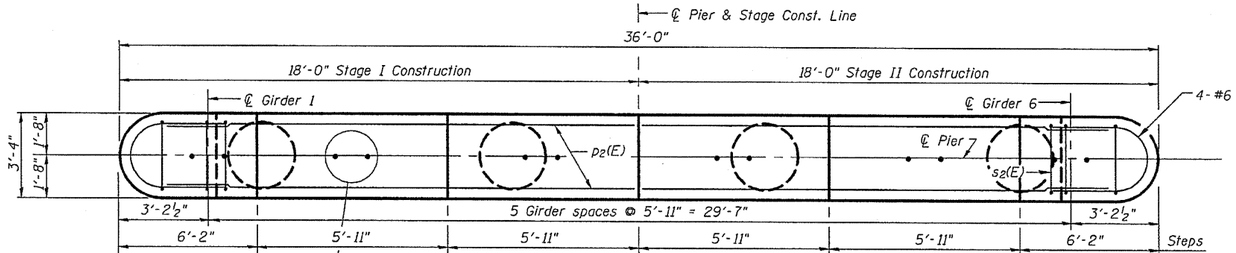
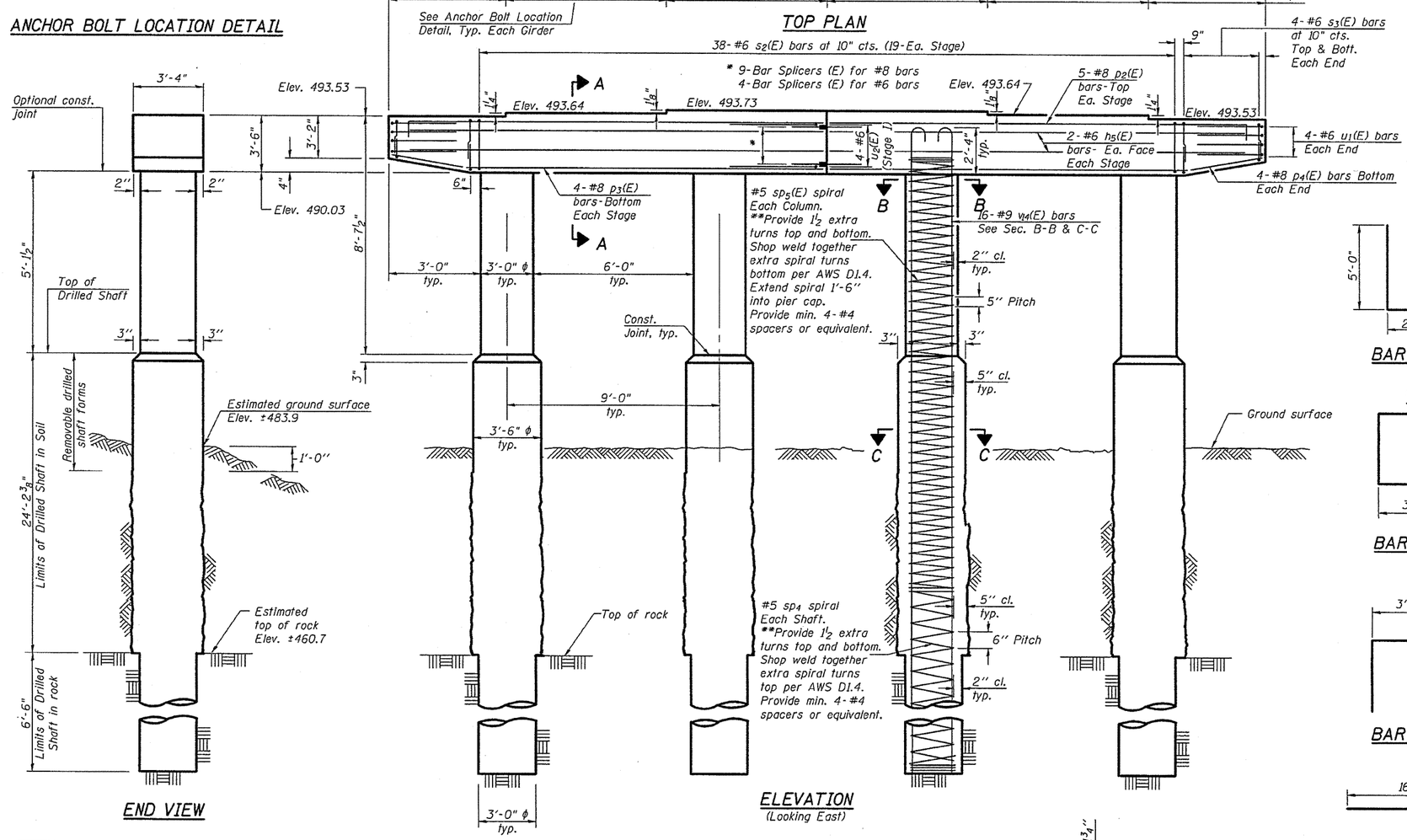


ANCHOR BOLT LOCATION DETAIL

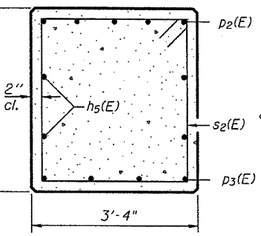


TOP PLAN

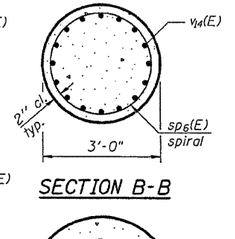


ELEVATION
(Looking East)

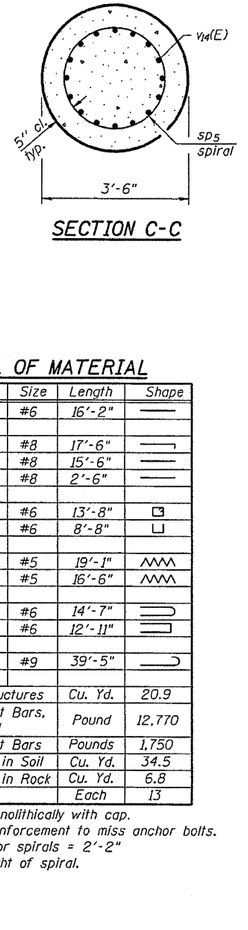
END VIEW



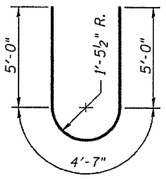
SECTION A-A



SECTION B-B

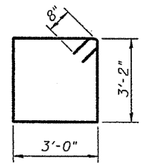


SECTION C-C

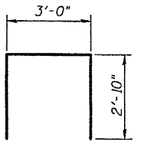


BAR u1(E)

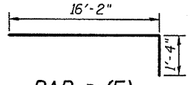
BAR u2(E)



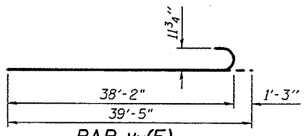
BAR s2(E)



BAR s3(E)



BAR p2(E)



BAR v14(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	8	#6	16'-2"	
p2(E)	10	#8	17'-6"	
p3(E)	8	#8	15'-6"	
p4(E)	8	#8	2'-6"	
s2(E)	38	#6	13'-8"	
s3(E)	16	#6	8'-8"	
** sp4	4	#5	19'-1"	
** sp5(E)	4	#5	16'-6"	
u1(E)	8	#6	14'-7"	
u2(E)	4	#6	12'-11"	
v14(E)	64	#9	39'-5"	
Concrete Structures		Cu. Yd.	20.9	
Reinforcement Bars, Epoxy Coated		Pound	12,770	
Reinforcement Bars		Pounds	1,750	
Drilled Shaft in Soil		Cu. Yd.	34.5	
Drilled Shaft in Rock		Cu. Yd.	6.8	
Bar Splicers		Each	13	

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 2'-2"
** Length is height of spiral.

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

**Allowable substitution:
Provide 1½ extra turns top and bottom with 135° standard hook into core at ends of spiral.

Note:
When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1½ extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.

PIER 4
S.N. 085-0514

SHEET NO.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SHEET NO.34	713	120B-3	SCHUYLER	75	54
45 SHEETS			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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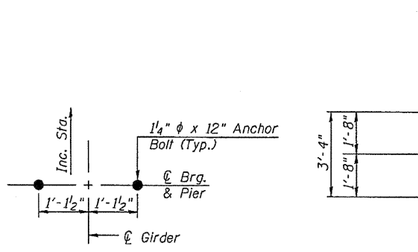
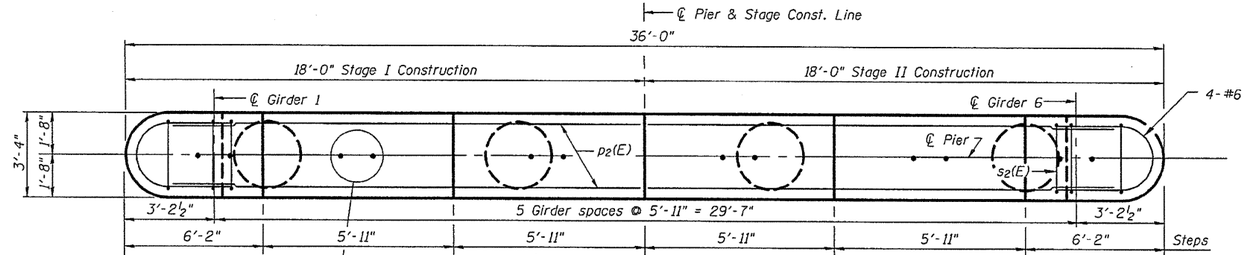
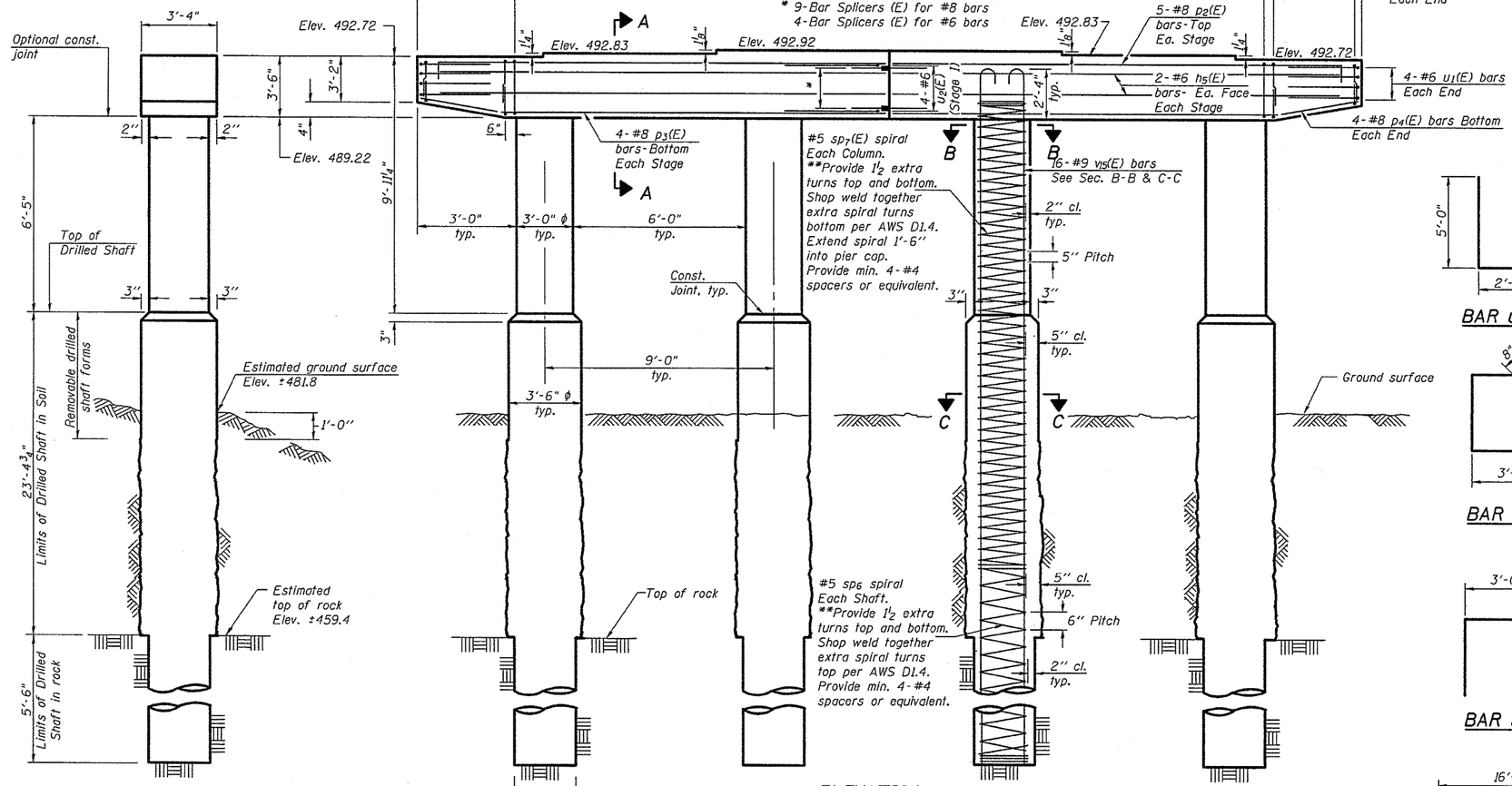


ANCHOR BOLT LOCATION DETAIL

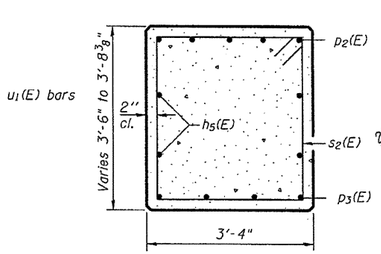


TOP PLAN

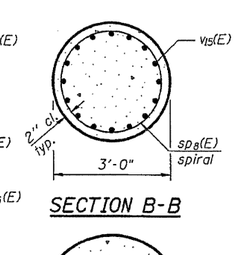


END VIEW

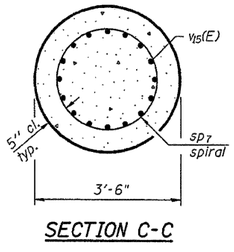
ELEVATION
(Looking East)



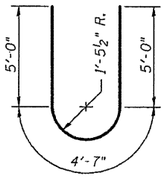
SECTION A-A



SECTION B-B

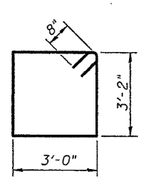


SECTION C-C

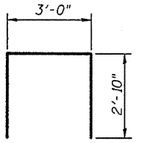


BAR u1(E)

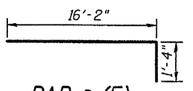
BAR u2(E)



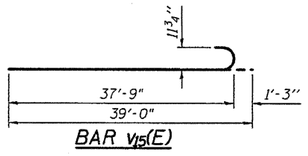
BAR s2(E)



BAR s3(E)



BAR p2(E)



BAR v15(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	8	#6	16'-2"	
p2(E)	10	#8	17'-6"	
p3(E)	8	#8	15'-6"	
p4(E)	8	#8	2'-6"	
s2(E)	38	#6	13'-8"	
s3(E)	16	#6	8'-8"	
** sp6	4	#5	17'-4"	
** sp7(E)	4	#5	17'-10"	
u1(E)	8	#6	14'-7"	
u2(E)	4	#6	12'-11"	
v15(E)	64	#9	39'-0"	
Concrete Structures		Cu. Yd.	22.3	
Reinforcement Bars, Epoxy Coated		Pound	12,810	
Reinforcement Bars		Pounds	1,600	
Drilled Shaft in Soil		Cu. Yd.	33.3	
Drilled Shaft in Rock		Cu. Yd.	5.8	
Bar Splicers		Each	13	

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 2'-2"
** Length is height of spiral.

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

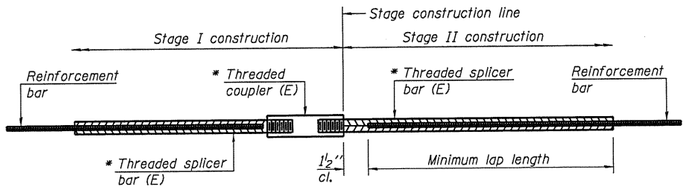
**Allowable substitution:
Provide 1½ extra turns top and bottom with 135° standard hook into core at ends of spiral.

Note:
When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1½ extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.

PIER 5
S.N. 085-0514

SHEET NO. 35	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	55
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.



STANDARD BAR SPLICER ASSEMBLY

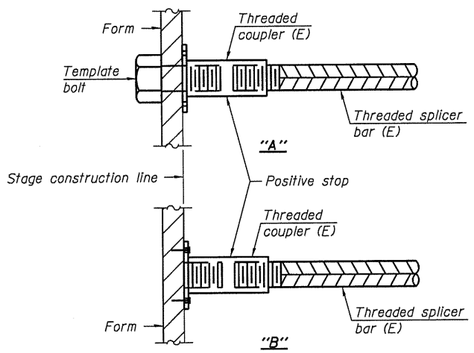
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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

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

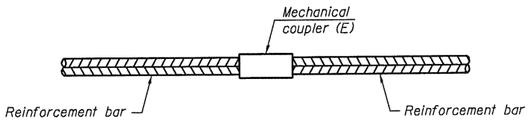
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Abutments	#7	16	Table 3
Abutments	#6	10	Table 3
Abutments	#5	16	Table 3
Approaches	#4	50	Table 4
Approaches	#5	172	Table 3
Piers	#8	45	Table 3
Piers	#6	20	Table 3
Piers	#5	436	Table 3
Bridge Deck	#5	1,527	Table 3



INSTALLATION AND SETTING METHODS

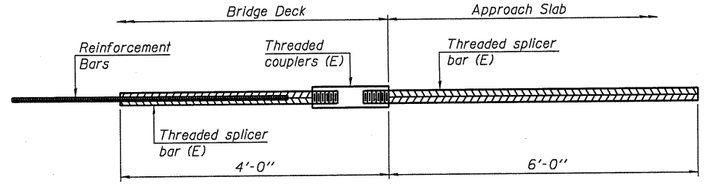
"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

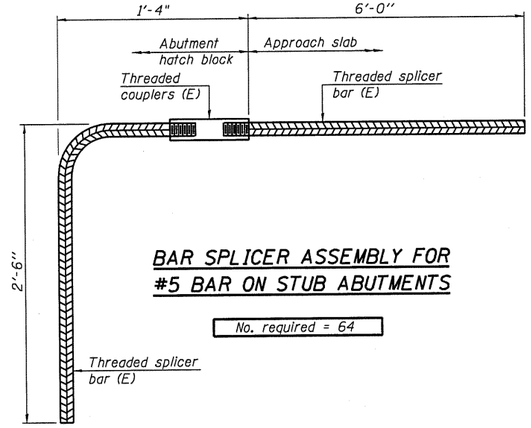
Location	Bar size	No. assemblies required
W. Abutment	#6	*4
E. Abutment	#6	*4

*Cost included with Furnishing and Erecting Structural Steel. See sheet 19 of 45.



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 64

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 special provision for Mechanical Splicers.

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

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

BSD-1 11-1-09

BAR SPLICER ASSEMBLY DETAILS
S.N. 085-0514

SHEET NO. 36	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	56
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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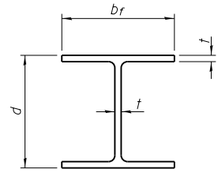
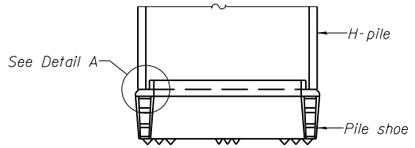
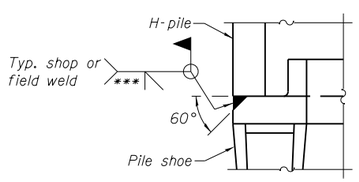


STEEL PILE TABLE

Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	$14\frac{1}{4}''$	$14\frac{7}{8}''$	$\frac{13}{16}''$	30''
x102	14''	$14\frac{3}{4}''$	$\frac{11}{16}''$	30''
x89	$13\frac{7}{8}''$	$14\frac{3}{4}''$	$\frac{5}{8}''$	30''
x73	$13\frac{5}{8}''$	$14\frac{5}{8}''$	$\frac{1}{2}''$	30''
HP 12x84	$12\frac{1}{4}''$	$12\frac{1}{4}''$	$\frac{11}{16}''$	24''
x74	$12\frac{1}{8}''$	$12\frac{1}{4}''$	$\frac{5}{8}''$	24''
x63	12''	$12\frac{1}{8}''$	$\frac{1}{2}''$	24''
x53	$11\frac{3}{4}''$	12''	$\frac{7}{16}''$	24''
HP 10x57	10''	$10\frac{1}{4}''$	$\frac{9}{16}''$	24''
x42	$9\frac{3}{4}''$	$10\frac{1}{8}''$	$\frac{7}{16}''$	24''
HP 8x36	8''	$8\frac{1}{8}''$	$\frac{7}{16}''$	18''

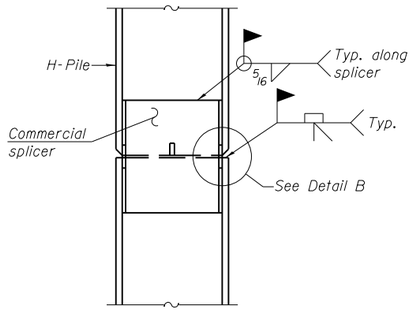


ELEVATION

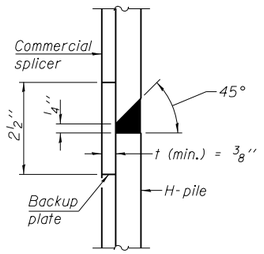


DETAIL A

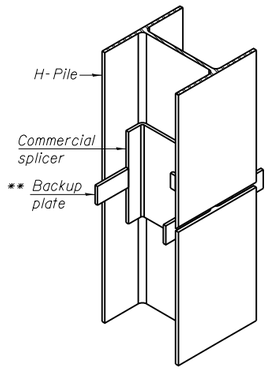
H-PILE SHOE ATTACHMENT



ELEVATION

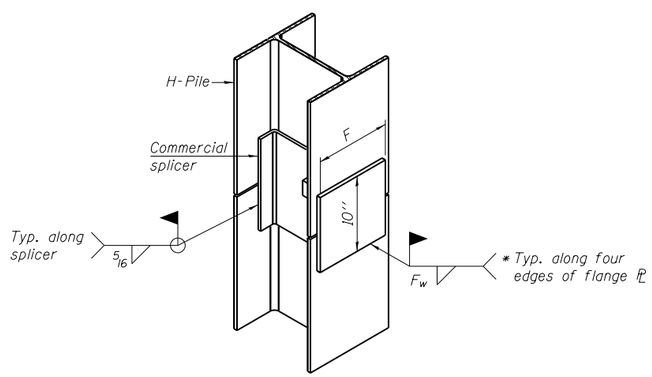


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



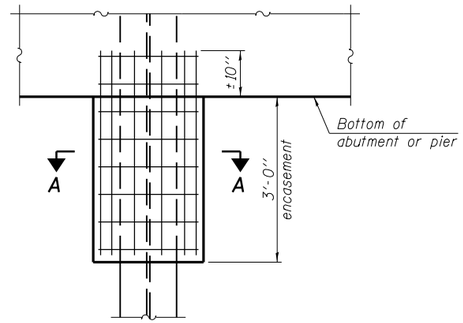
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

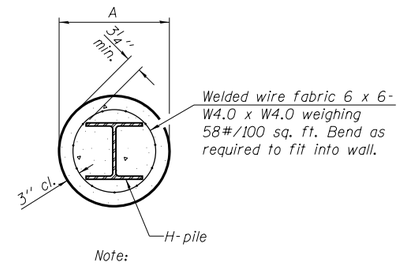
* Interrupt welds $\frac{1}{4}''$ from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer ($\frac{5}{16}''$ min.).



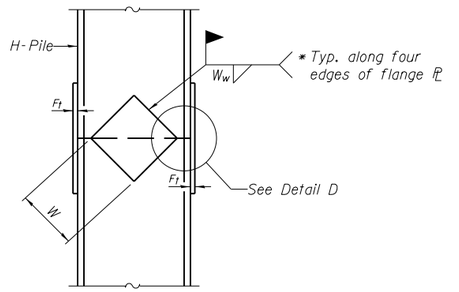
ELEVATION



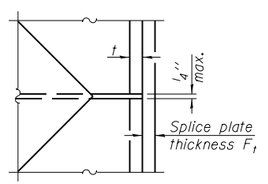
SECTION A-A

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

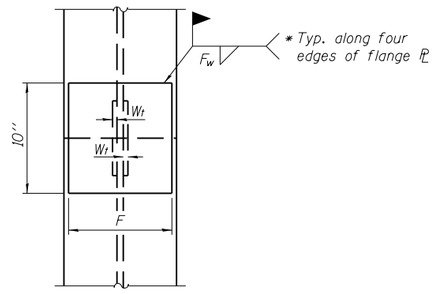
PILE ENCASEMENT



ELEVATION



DETAIL D



END VIEW

Designation	F	F_f	F_w	W	W_f	W_w
HP 14x117	$12\frac{1}{2}''$	1''	$\frac{7}{8}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x102	$12\frac{1}{2}''$	$\frac{7}{8}''$	$\frac{3}{4}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x89	$12\frac{1}{2}''$	$\frac{3}{4}''$	$\frac{11}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x73	$12\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{9}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
HP 12x84	10''	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x74	10''	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x63	10''	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x53	10''	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 10x57	8''	$\frac{3}{4}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x42	8''	$\frac{5}{8}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 8x36	7''	$\frac{5}{8}''$	$\frac{7}{16}''$	$4\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$

WELDED PLATE FIELD SPLICE

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

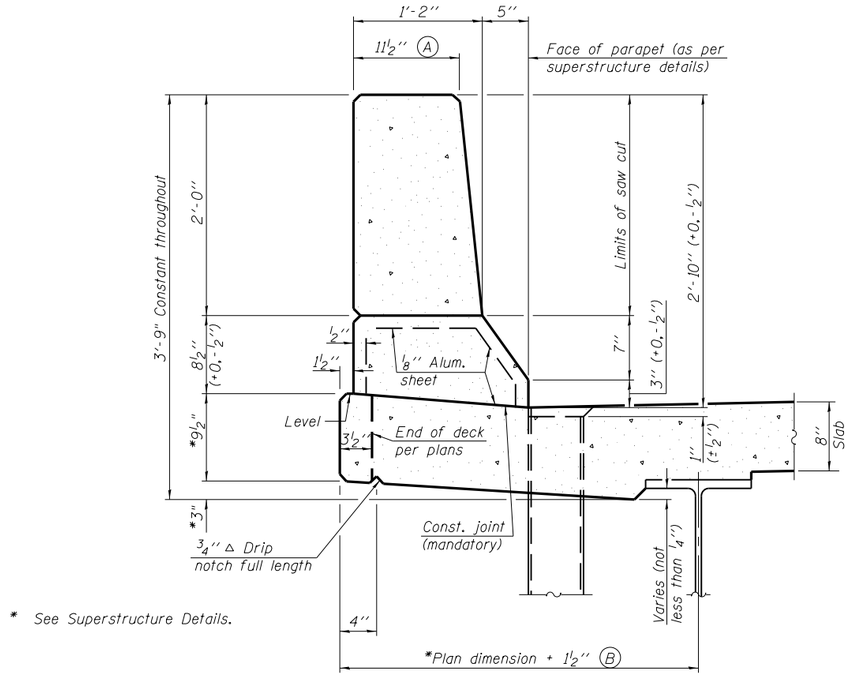
DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

F-HP 11-1-09

HP PILE DETAILS
S.N. 085-0514

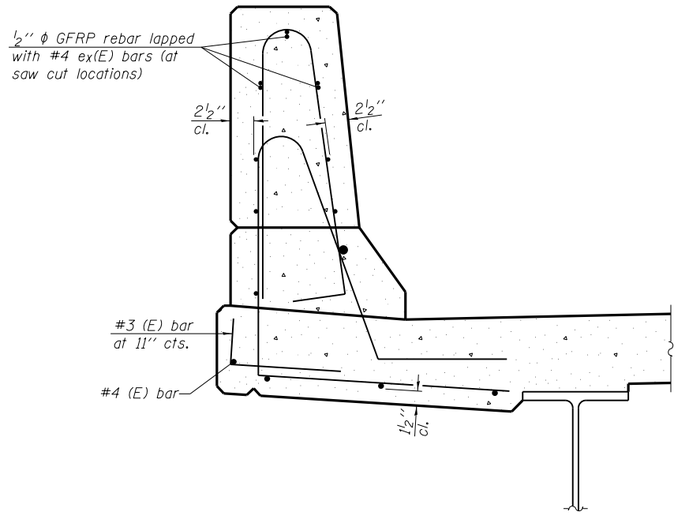
SHEET NO.37	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	57
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

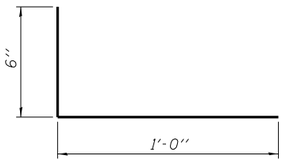


* See Superstructure Details.

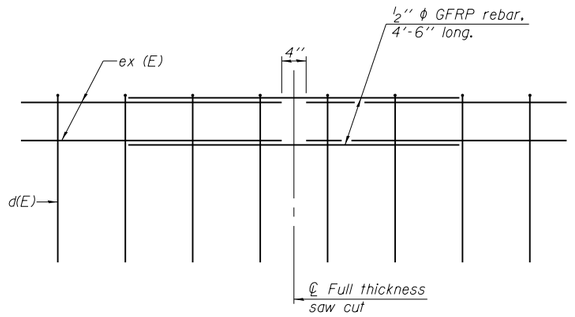
SECTION
(Showing dimensions)



SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

CONCRETE PARAPET SLIPFORMING OPTION
S.N. 085-0514

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

SFP-34 11-1-09

SHEET NO.38	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	58
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

Aug-18-2010 08:52:30AM 8:52:30 AM

Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Page 1 of 1

Date 10/21/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 085-0514 Pr / 085-0016 Ex
Station 559+36.5

BORING NO. B-WA
Station 556+82
Offset 7.0ft LT
Ground Surface Elev. 499.3 ft

Surface Water Elev. 470 ft
Stream Bed Elev. 466.5 ft

Groundwater Elev.:
▽ First Encounter 475.3 ft
▽ Upon Completion 475.3 ft
▼ After ____ Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)	Material
				CA-6
	0			
	1			
	1			
496.80				
				Gray and Brown Moist SILTY CLAY (Fill)
	1			
	2	0.7	25	
-5	2	B		
	1			
	2	0.8	32	
	3	B		
	1			
				Brown
	2	1.2	30	
-10	3	B		
488.30				
	1			Gray and Brown Moist SILTY CLAY
	2	0.6	26	
	2	B		
	1			
	3	2.5	21	
-15	5	B		
483.80				
				Gray and Brown Moist CLAY
	1			
	3	3.3	23	
	5	B		
	1			
	3	1.9	21	
-20	4	B		

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)	Material
478.80				Gray and Brown Moist CLAY (continued)
	1			Gray and Brown Moist SILTY CLAY
	3	1.4	20	
	3	B		
475.80				
	0			Brown Wet Med SAND ▽▽ Free Water
	1			
-25	3			
	0			
	2			Brown Dirty Med Sand
471.80	4			
				Grayish Brown V. Weathered Argillaceous LIMESTONE Drilled Hard at 27.5 ft
470.30	100/4"			
				Auger Refusal
-30				
-35				
-40				

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

File Name S:\SOILS\GINT FILES\SCHUYLER\085-0514 IL 101 OVER LAMOINE RIVER.GPJ Data Template DOTEMPLT.GDT Date Printed 7/10/09
Latitude 40D 13.754N Longitude 90D 45.588W Datum NAD83 Job Number D-96-533-05

BORING B-WA

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

BORING LOGS
S.N. 085-0514

SHEET NO. 39	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	59
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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Aug-18-2010 08:52:31AM 8:52:31 AM

Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Date 10/30/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 085-0514 Pr
085-0016 Ex
Station 559+36.5

BORING NO. B-P1
Station 557+32
Offset 20.0ft RT
Ground Surface Elev. 485.8 ft

Surface Water Elev. 470 ft
Stream Bed Elev. 466.5 ft

Groundwater Elev.:
▽ First Encounter No Encounter ft
▽ Upon Completion Cored ft
▼ After ____ Hrs. Plugged ft

	DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown and Gray Moist SILTY CLAY (Fill) w/ Limestone Rip Rap		1		
		3	1.1	18
	-5	5	B	
		1		
		5	1.0	22
		3	B	
		1		
Brown and Gray Moist SILTY CLAY (Fill)		2	0.6	27
	-10	1	B	
	474.80			
Gray Fine Wet SAND		1		
		3		
		6		
	472.30			
Brownish Gray Weathered Argillaceous LIMESTONE		17		
	471.30	100/1"		
Borehole continued with rock coring.	-15			
	-20			

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

File Name S:\SOILS\GINT FILES\SCHUYLER\085-0514 IL 101 OVER LAMOINE RIVER.GPJ Data Template DBTEMPLT.GDT Date Printed 7/16/09
Latitude 40D 13.76'N Longitude 90D 45.58'W Datum NAD83 Job Number D-96-333-05

Illinois Department of Transportation
Division of Highways
District 6

ROCK CORE LOG

Date 10/30/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler CORING METHOD Double Tube with Water

STRUCT. NO. 085-0514 Pr
085-0016 Ex
Station 559+36.5

CORING BARREL TYPE & SIZE NQ2WL

Core Diameter 2 in
Top of Rock Elev. 472.30 ft
Begin Core Elev. 471.30 ft

BORING NO. B-P1
Station 557+32
Offset 20.0ft RT
Ground Surface Elev. 485.8 ft

	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Lt Grayish Brown Weathered well Indurated Macrocrystalline LIMESTONE Closed Joints Spaced <2"	471.30	1	94	42		
	-15					
	469.70					
Dk Gray Mod. Indurated Clayey SHALE Closed Joints Spaced <2"	469.40					
Dk Gray Mod. to Well Indurated Argillaceous LIMESTONE Closed Joints Spaced 2"-12"	467.80					785
Dk Gray Mod to Well Ind. Calcareous SHALE Closed Joints Spaced 2"-12"	466.50					
Gray V. Well Ind. Crystalline LIMESTONE Interbedded w/ 1"-4" gray Clayey Shale Open Joints Spaced 2"-12" filled w/ Clayey Shale and Limestone	-20	2	100	80		
						843
	461.50					
Gray V. Well Indurated Crystalline LIMESTONE Closed Joints Filled w/ Gray Calcareous Shale Spaced 1'-3'	-25	3	100	98		
						734
	456.50					
	-30					

ROCK CORE 085-0514 IL 101 OVER LAMOINE RIVER.GPJ DBTEMPLT.GDT 7/10/09

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)

BORING B-P1

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

BORING LOGS
S.N. 085-0514

SHEET NO. 40	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	60
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Date 11/19/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 085-0514 Pr 085-0016 Ex
Station 559+36.5

BORING NO. B-P2
Station 558+65
Offset 22.0ft LT
Ground Surface Elev. 488.8 ft

Surface Water Elev. 470 ft
Stream Bed Elev. 466.5 ft

Groundwater Elev.:
▽ First Encounter 479.3 ft
▽ Upon Completion Cored ft
▼ After 1 Day Hrs. 484.8 ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)	Material Description
				Lt Brown to Gray Moist SILTY CLAY LOAM to LOAM (Disturbed)
	1			
	5	1.1	15	
	3	B		
485.30				
				Gray Moist LOAM ▼
	2			
-5	2	0.8	19	
	2	S-12		
482.80				
				Gray Moist SILTY CLAY LOAM
	0			
	1	0.6	16	
	2	B		
▽ 479.30				
	1			
-10	3		14	Lt Gray Moist CLAY LOAM w/ Shaley Residuum FREE WATER
	3			
477.80				
				Gray Dirty Fine SAND
	W			
	0			
	H			
475.30				
				Gray V. Moist SILTY CLAY LOAM w/ Loam Seams
	0			
-15	0	0.4	25	
	1	B		
472.80				
				Gray V. Moist Loam
	W			
	0	0.3	24	
	H	B		
470.30				
				Gray Med Sandy GRAVEL
	2			
				Washed
-20	1			

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)	Material Description
	0			Gray Med Sandy GRAVEL (continued)
	1			
	2			Washed
	2			
465.30				
	100/3"			Gray Mod Indurated Crystalline LIMESTONE Open Joints Spaced 2"-12" Borehole continued with rock coring.
-25				
-30				
-35				
-40				

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

File Name S:\SDILES\JOINT FILES\SCHUYLER\085-0514 IL 101 OVER LAMOINE RIVER.GPJ Data Template DSTEMPLT.GDT Date Printed 7/16/09
Latitude 400 13.779N Longitude 900 45.576W Datum NAD83 Job Number D-96-333-05

Illinois Department of Transportation
Division of Highways
District 6

ROCK CORE LOG

Date 11/19/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler CORING METHOD Double Tube with Water

STRUCT. NO. 085-0514 Pr 085-0016 Ex
Station 559+36.5

CORING BARREL TYPE & SIZE NQ2WL
Core Diameter 2 in
Top of Rock Elev. 465.30 ft
Begin Core Elev. 465.30 ft

BORING NO. B-P2
Station 558+65
Offset 22.0ft LT
Ground Surface Elev. 488.8 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)	Material Description
465.30	1	92	93			Gray Mod Indurated Crystalline LIMESTONE Open Joints Spaced 2"-12"
-25					770	
	2	100	82			W/ some Thinly Interbedded Dark Gray Shale
-30					568	
455.00	3	100	96			Gray V. Well Indurated Fossiliferous LIMESTONE Open Joints Spaced 1' to 3'
-35					690	
452.00						Dk Gray Well Indurated Argillaceous LIMESTONE No Joints
450.50					505	
-40						

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)

ROCK CORE 085-0514 IL 101 OVER LAMOINE RIVER.GPJ DSTEMPLT.GDT 7/16/09

BORING B-P2

BORING LOGS
S.N. 085-0514

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

SHEET NO. 41	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	61
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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Aug-18-2010 08:52:34AM 8:52:34 AM

Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Date 10/31/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 085-0514 Pr 085-0016 Ex
Station 559+36.5

BORING NO. B-P3
Station 559+37
Offset 37.0ft RT
Ground Surface Elev. 487.6 ft

Surface Water Elev. 470 ft
Stream Bed Elev. 466.5 ft

Groundwater Elev.:
▽ First Encounter 473.1 ft
▽ Upon Completion Cored ft
▼ After 20 Days Hrs. Plugged @ 5ft ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown Fine SAND to Brown and Gray Moist SAND LOAM (Fill - Disturbed)			
	1		
-5	2		16
	3		
481.60			
Brown V. Moist LOAM Poor Recovery, Limestone rock in sampler	1		
	1		
479.10			
Brown V. Moist SILTY CLAY LOAM	W		
-10	0	0.0	27
	H		
	W		
	0	0.1	33
	H	B	
	0		
▽ 473.10			
Brown Wet Fine SAND Free Water	0		
-15	1		
	0		
Washed	0		
	1		
	3		
Gray V. Fine SAND			
-20	2		

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Washed	4		
Brown Wet Fine SAND Free Water (continued)			
	1		
Gray Fine Sand w/ small Pea Gravel Washed	1		
	3		
	1		
-25	2		
Gray Med SANDY GRAVEL Washed	3		
461.10			
Gray Well Indurated Crystalline LIMESTONE 460.60	100/5"		
Borehole continued with rock coring.			
-30			
-35			
-40			

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

File Name S:\SOILS\UNIT FILES\SCHUYLER\085-0514 IL 101 OVER LAMOINE RIVER.GPJ Data Template DSTEMPLI.GDT Date Printed 7/10/09
Latitude 400 13.787N Longitude 900 45.557W Datum NAD83 Job Number D-96-333-05

Illinois Department of Transportation
Division of Highways
District 6

ROCK CORE LOG

Date 10/31/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler CORING METHOD Double Tube with Water

STRUCT. NO. 085-0514 Pr 085-0016 Ex
Station 559+36.5

CORING BARREL TYPE & SIZE NQ2WL
Core Diameter 2 in
Top of Rock Elev. 460.60 ft
Begin Core Elev. 460.60 ft

BORING NO. B-P3
Station 559+37
Offset 37.0ft RT
Ground Surface Elev. 487.6 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray V. Well Ind. Crystalline LIMESTONE Closed Joints Spaced 2"-12" filled with Calcareous Shale 460.60	1	100	69		
					737
-30					
	2	100	60		
					859
-35					
450.80					
-40					
-45					

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)

ROCK CORE 085-0514 IL 101 OVER LAMOINE RIVER.GPJ DSTEMPLI.GDT 7/10/09

BORING B-P3

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

BORING LOGS
S.N. 085-0514

SHEET NO.42	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	62
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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Aug-18-2010 08:52:36AM 8:52:36 AM

Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Date 11/20/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 085-0514 Pr 085-0016 Ex
Station 559+36.5

BORING NO. B-P4
Station 560+24
Offset 21.0ft LT
Ground Surface Elev. 486.7 ft

Surface Water Elev. 470 ft
Stream Bed Elev. 466.5 ft

Groundwater Elev.:
▽ First Encounter 474.7 ft
▽ Upon Completion Cored ft
▼ After ____ Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Grayish Brown Moist SILTY CLAY Disturbed – Rock in Sampler			
	5		
	9	1.6	17
	4	B	
483.20			
Brownish Gray Moist LOAM to SAND LOAM	1		
-5	2	0.8	17
	3	S-10	
	1		
	1	0.6	24
	2	B	
478.20			
Lt Brown V. Moist SILTY CLAY LOAM	0		
-10	0	0.1	31
	1	B	
▽ 474.70	0		
Brown Fine SAND Free Water	1		
	1		
	0		
w/ Silt Seams	1		
-15	1		
	0		
Gray Fine SAND	0		
	1		
	1		
Washed	1		
-20			

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown Fine SAND Free Water (continued)	2		
	0		
Washed	1		
	2		
	4		
Gray Med SAND Washed	4		
-25	5		
460.70			
Borehole continued with rock coring.			
-30			
-35			
-40			

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

File Name S:\SOILS\GINT FILES\SCHUYLER\085-0514 IL 101 OVER LAMOINE RIVER.GPJ Data Template DSTEMPLT.GDT Date Printed 7/10/09
Latitude 400 13.802N Longitude 900 45.554W Datum NAD83 Job Number D-96-333-05

Illinois Department of Transportation
Division of Highways
District 6

ROCK CORE LOG

Date 11/20/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler CORING METHOD Double Tube with Water

STRUCT. NO. 085-0514 Pr 085-0016 Ex
Station 559+36.5

CORING BARREL TYPE & SIZE NQ2WL
Core Diameter 2 in
Top of Rock Elev. 460.70 ft
Begin Core Elev. 460.70 ft

BORING NO. B-P4
Station 560+24
Offset 21.0ft LT
Ground Surface Elev. 486.7 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray Well Indurated Crystalline LIMESTONE Open Joints 2"-12" Very Jointed top 3 ft	1	94	15		
-30					
w/ Interbedded Dk Gray poorly Indurated Shale		100	76		767
-35					779
450.90					
-40					
-45					

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)

ROCK CORE 085-0514 IL 101 OVER LAMOINE RIVER.GPJ DSTEMPLT.GDT 7/10/09

BORING B-P4

BORING LOGS
S.N. 085-0514

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

SHEET NO.43	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	63
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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Aug-18-2010 08:52:38AM 8:52:38 AM

Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Page 1 of 2

Date 11/18/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 085-0514 Pr
085-0016 Ex
Station 559+36.5

BORING NO. B-P5
Station 561+17
Offset 28.0ft LT
Ground Surface Elev. 485.4 ft

Surface Water Elev. 470 ft
Stream Bed Elev. 466.5 ft

Groundwater Elev.:
▽ First Encounter 475.9 ft
▽ Upon Completion Cored ft
▼ After 2 Days Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Dk Gray Moist SILTY CLAY LOAM (Disturbed)			
	1		
-5	2	0.7	17
	2	B	
	1		
	2	0.6	18
476.90	1	B	
Lt Brown and Gray V. Moist SILTY CLAY ▽ Free Water			
	1		
-10	1	0.3	29
	1	B	
	0		
	0	0.1	31
	0	B	
	0		
-15	0	0.3	28
469.90	1	B	
Gray V. Fine SAND			
	0		
	0		
	0		
	2		
-20 Washed	2		

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Gray V. Fine SAND (continued)	2		
	1		
Gray Med SANDY GRAVEL Washed	2		
	4		
	1		
Washed	3		
-25	3		
459.40 Borehole continued with rock coring.			
-30			
-35			
-40			

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

File Name S:\SOILS\GINT FILES\SCHUYLER\085-0514 IL 101 OVER LAMOINE RIVER.GPJ Data Template DISTEMPLT.GDT Date Printed 7/10/09
Latitude 40D 13.807N Longitude 90D 45.553W Datum NAD83 Job Number D-96-555-05

Illinois Department of Transportation
Division of Highways
District 6

ROCK CORE LOG

Page 2 of 2

Date 11/18/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler CORING METHOD Double Tube with Water

STRUCT. NO. 085-0514 Pr
085-0016 Ex
Station 559+36.5

BORING NO. B-P5
Station 561+17
Offset 28.0ft LT
Ground Surface Elev. 485.4 ft

CORING BARREL TYPE & SIZE NQ2WL
Core Diameter 2 in
Top of Rock Elev. 459.40 ft
Begin Core Elev. 459.40 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray Well Indurated Crystalline LIMESTONE w/ some Dk Gray Well Ind. Calcareous Shale Seams Closed Joints Filled w/ Argillaceous Limestone Spaced 2"-12" Top 1 ft Weathered Seams Spaced 1" - 2" 459.40	1	100	50		
-30					736
	2	100	80		
					503
-35 449.60					
-40					
-45					

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)

ROCK CORE 085-0514 IL 101 OVER LAMOINE RIVER.GPJ DISTEMPLT.GDT 7/10/09

BORING B-P5

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

BORING LOGS
S.N. 085-0514

SHEET NO. 44	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	64
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Page 1 of 2

Date 10/22/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 085-0514 Pr 085-0016 Ex
Station 559+36.5

BORING NO. B-EA
Station 562+00
Offset 16.0ft RT
Ground Surface Elev. 496.9 ft

Surface Water Elev. 470 ft
Stream Bed Elev. 466.5 ft

Groundwater Elev.:
▽ First Encounter 467.9 ft
▽ Upon Completion Washed ft
▼ After ____ Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Brown and Gray V. Moist SILTY CLAY (Fill)			
	1		
-5	1	0.5 P	20
	0		
Gray and Brown V. Moist LOAM (Fill) to Gray V. Moist Fine SAND (Fill)	0	0.5 P	19
	2		
	1		
V. Dk Gray Moist SILTY CLAY (Fill) w/ Interbedded Fine Sand Seams	2	1.1 B	21
-10	3		
486.40			
Dk Gray V. Moist Fine SAND (Fill)	1		
	3		
	2		
483.90			
Dk Gray V. Moist LOAM	0		
	0	0.3 B	21
-15	1		
	0		
Dk Gray V. Moist LOAM to Gray V. Moist SILT LOAM	0	0.5 B	22
	1		
478.90			
Gray Moist SILTY CLAY	1		
	2	1.0 B	26
-20	4		
Gray Moist SILTY CLAY (continued)			
	W		
V. Moist	0	0.2 B	28
	H		
473.90			
Gray Wet SILTY CLAY LOAM	0		
	0	0.1 B	25
-25	1		
471.40			
Olive Brown and Gray Wet LOAM w/ Gray Fine Sand @ 27 ft	0		
	0	0.0	25
Slump 469.40	2		
Gray V. Fine SAND Free Water ▽	W		
	0		
-30	H		
	5		
Gray Fine SAND w/ Med Gravel Washed	3		
	2		
463.40			
Gray V. Moist SILTY CLAY V. Poor Recovery Washed	0		
	1		
-35	1		
	3		
Moist	6	1.6 B	16
-40	8		

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

File Name S:\SOILS\GINT FILES\SCHUYLER\085-0514 IL 101 OVER LAMOINE RIVER.GPJ Data Template DBTEMPLT.GDT Date Printed 7/10/09
Latitude 40D 13.82M Longitude 90D 45.52M Datum NAD83 Job Number D-96-533-05

Illinois Department of Transportation
Division of Highways
District 6

SOIL BORING LOG

Page 2 of 2

Date 10/22/08

ROUTE FAP 713 DESCRIPTION IL 101 over the Lamoine River LOGGED BY M. Tappan

SECTION 120 B-3 LOCATION NE1/4, SEC. 20, TWP. 3N, RNG. 3W, 4 PM

COUNTY Schuyler DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 085-0514 Pr 085-0016 Ex
Station 559+36.5

BORING NO. B-EA
Station 562+00
Offset 16.0ft RT
Ground Surface Elev. 496.9 ft

Surface Water Elev. 470 ft
Stream Bed Elev. 466.5 ft

Groundwater Elev.:
▽ First Encounter 467.9 ft
▽ Upon Completion Washed ft
▼ After ____ Hrs. Plugged ft

DEPTH (ft)	BLOWS /6"	UCS Qu (tsf)	MOIST (%)
Gray V. Moist SILTY CLAY V. Poor Recovery Washed (continued)			
454.90			
Lt. Olive Brown and Gray Weathered Argillaceous LIMESTONE 454.40	100/4"		
Boring Complete			
-45			
-50			
-55			
-60			

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

File Name S:\SOILS\GINT FILES\SCHUYLER\085-0514 IL 101 OVER LAMOINE RIVER.GPJ Data Template DBTEMPLT.GDT Date Printed 7/10/09
Latitude 40D 13.82M Longitude 90D 45.52M Datum NAD83 Job Number D-96-533-05

BORING B-EA

DESIGNED	RJP
CHECKED	ADL
DRAWN	RJP
CHECKED	ADL

BORING LOGS
S.N. 085-0514

SHEET NO. 45	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45 SHEETS	713	120B-3	SCHUYLER	75	65
			CONTRACT NO. 72A03		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Klingner & Associates P.C.

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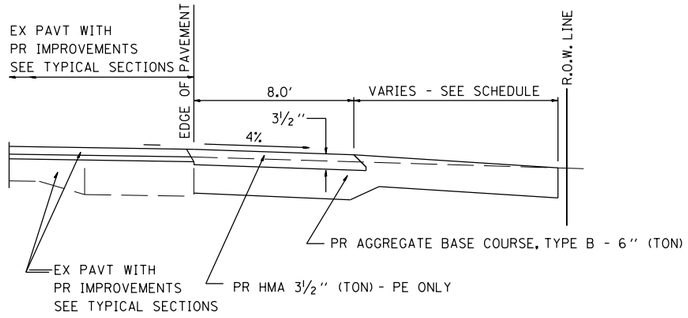
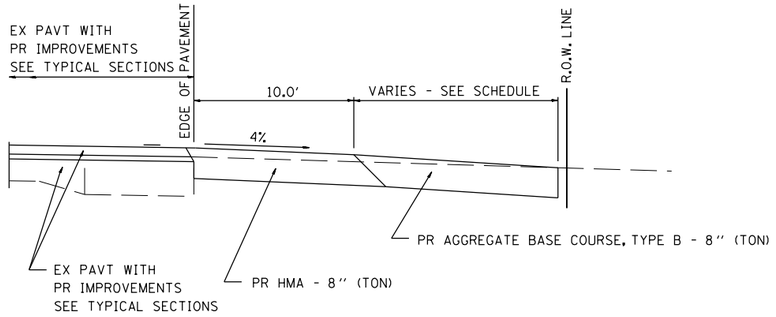


SECTION A-A FOR EX EARTH/AGGREGATE FE & PE



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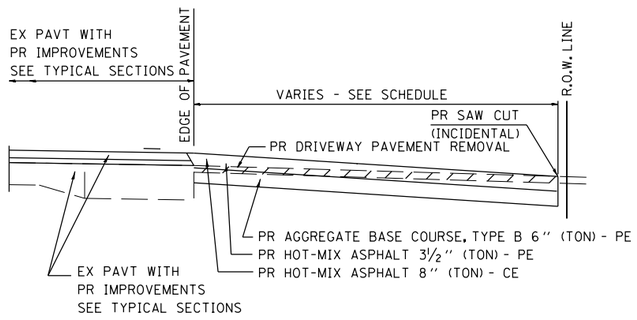
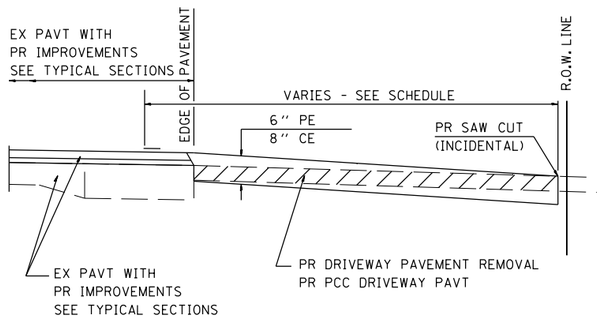
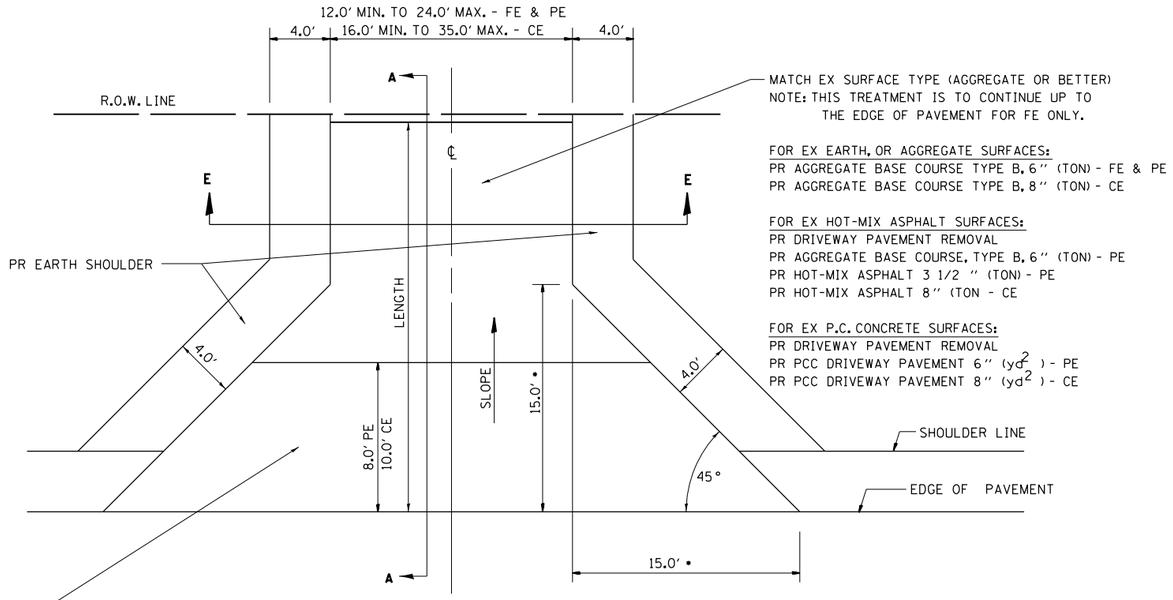


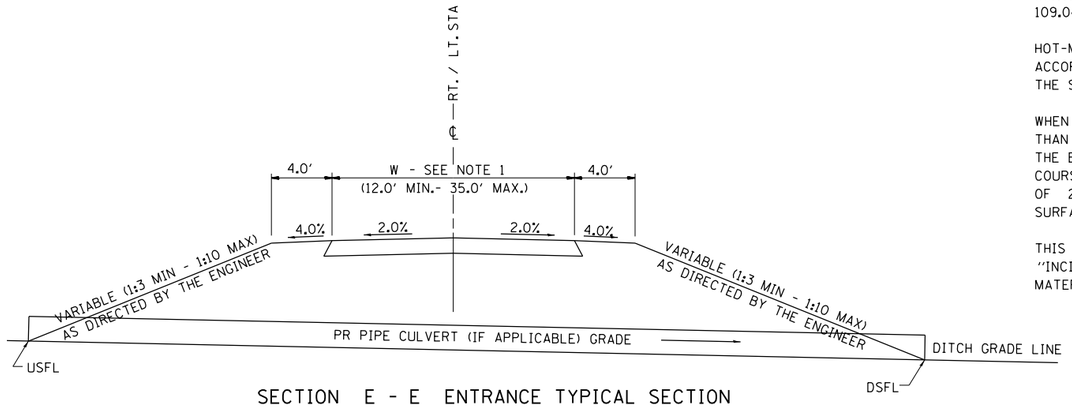
SECTION A-A FOR EX HOT-MIX ASPHALT PE & CE



SECTION A-A FOR EX P.C. CONC. PE & CE



• USE 7.0' WHERE 15.0' WILL NOT FIT.



SECTION E - E ENTRANCE TYPICAL SECTION

NOTE 1: WIDTH OF ENTRANCE MAY BE INCREASED AT THE PIPE CULVERT DUE TO THE DITCHLINE BEING LOCATED IN THE ENTRANCE FLARE AREA.

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HOT-MIX ASPHALT 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.

WHEN THE HOT-MIX ASPHALT PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C".

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "INCIDENTAL HOT-MIX ASPHALT SURFACING" WHICH SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INVOLVED.

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		DRAWN -	REVISED -
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	PLOT DATE = Aug-17-2010 01:31:03PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAILS

SCALE: none | SHEET NO. 1 OF 1SHEETS | STA. | TO STA.

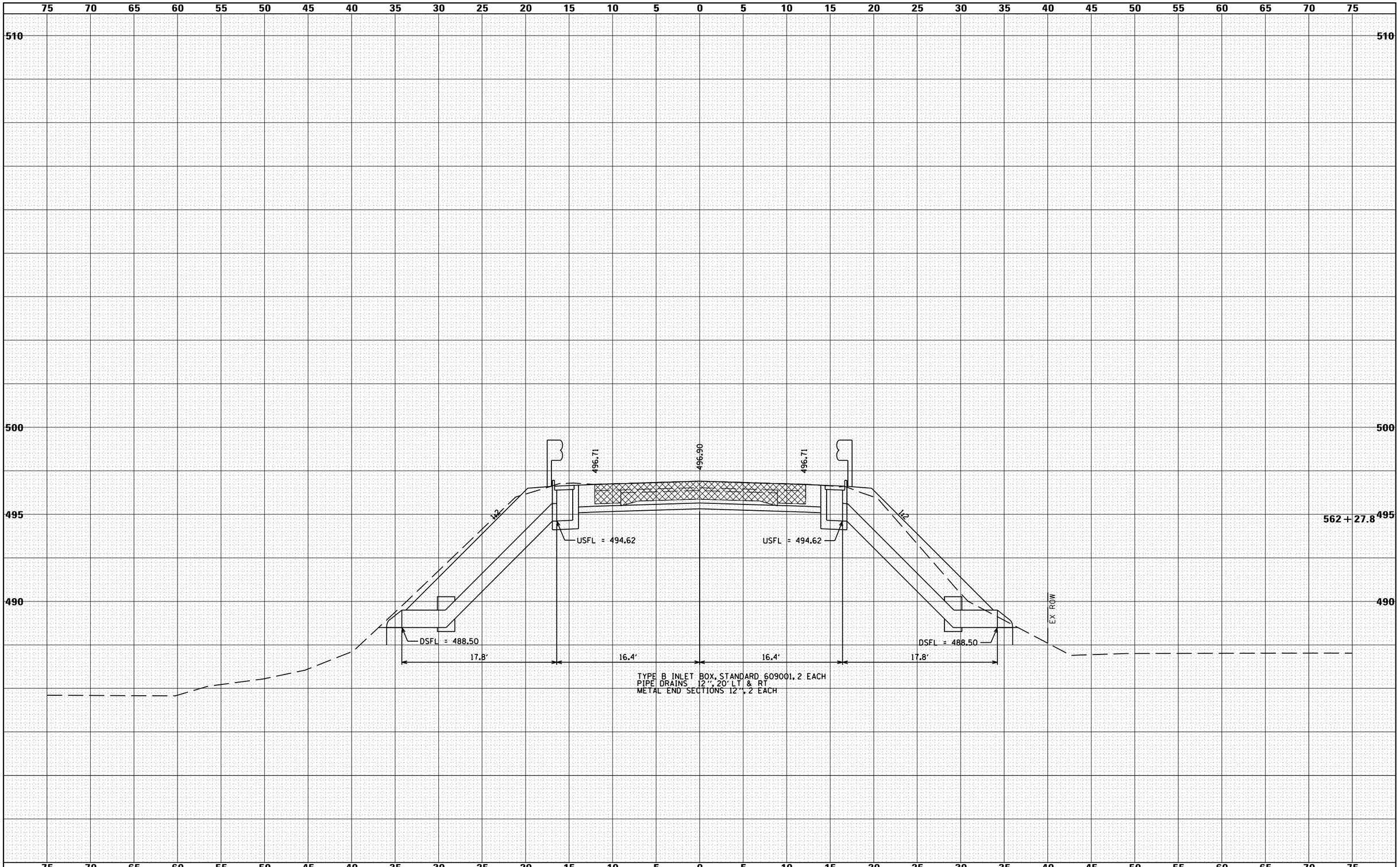
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	66
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

BY	DATE

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

BY	DATE



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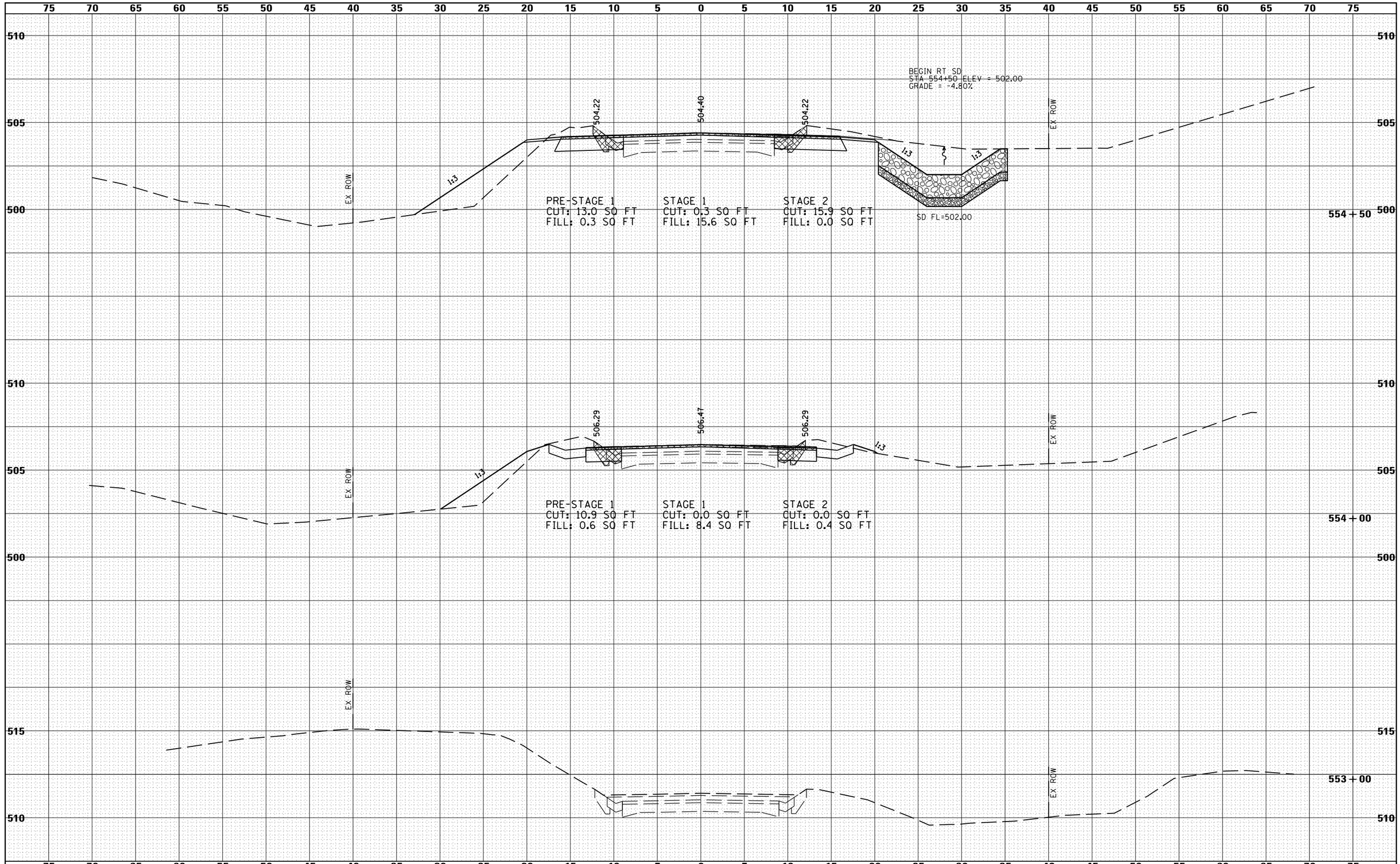
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIPE CROSS SECTIONS
IL 101

SCALE: 1"=5'H 1"=2.5'V | SHEET NO. 1 OF 1 SHEETS | STA. 562+27.8 | STA. 562+27.8

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	66A
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

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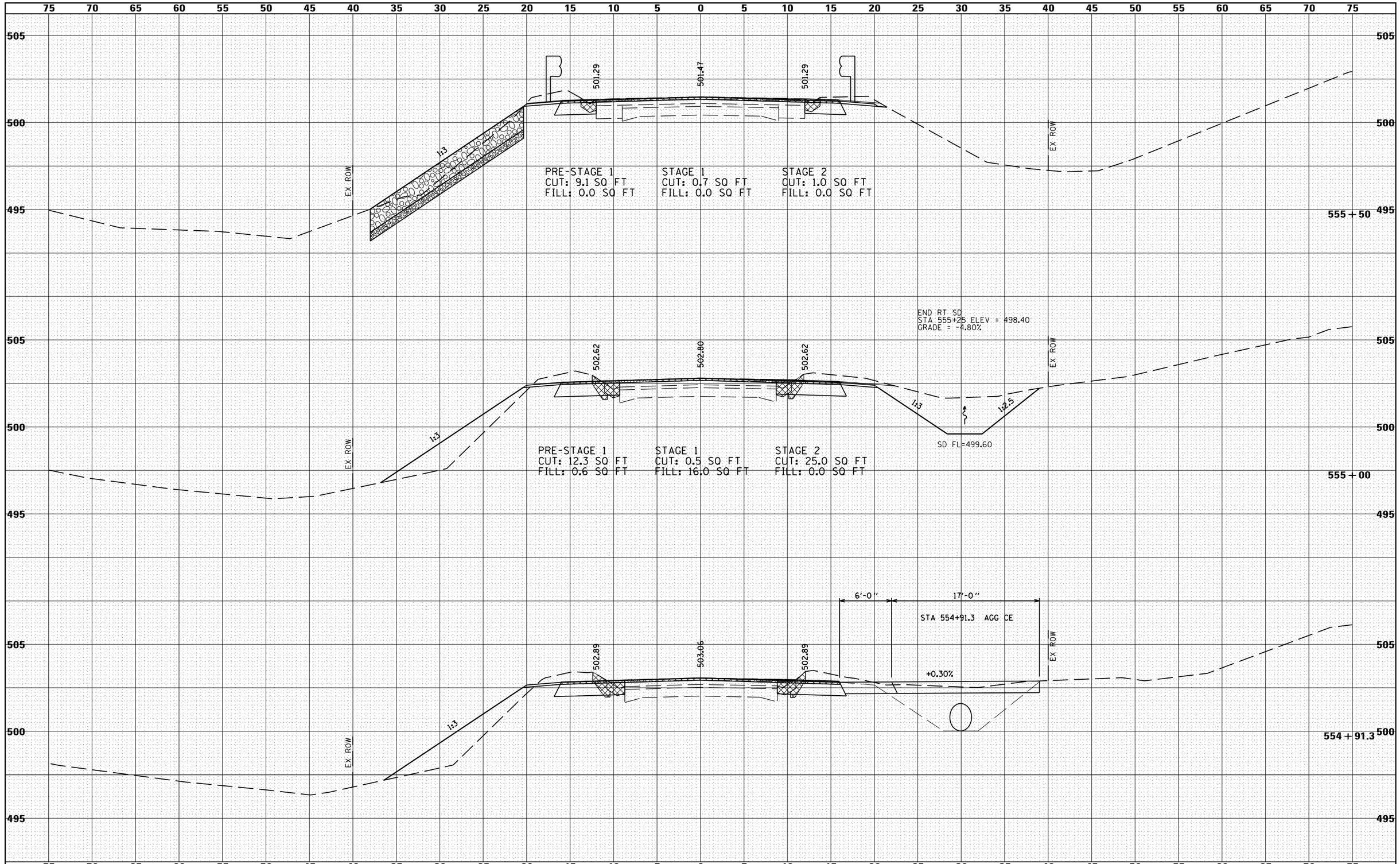
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 101

SCALE: 1"=5'H 1"=2.5'V | SHEET NO. 10F 9SHEETS | STA. 553+00 STA. 554+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	67
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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	PLOT DATE = Aug-17-2010 01:31:14PM	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

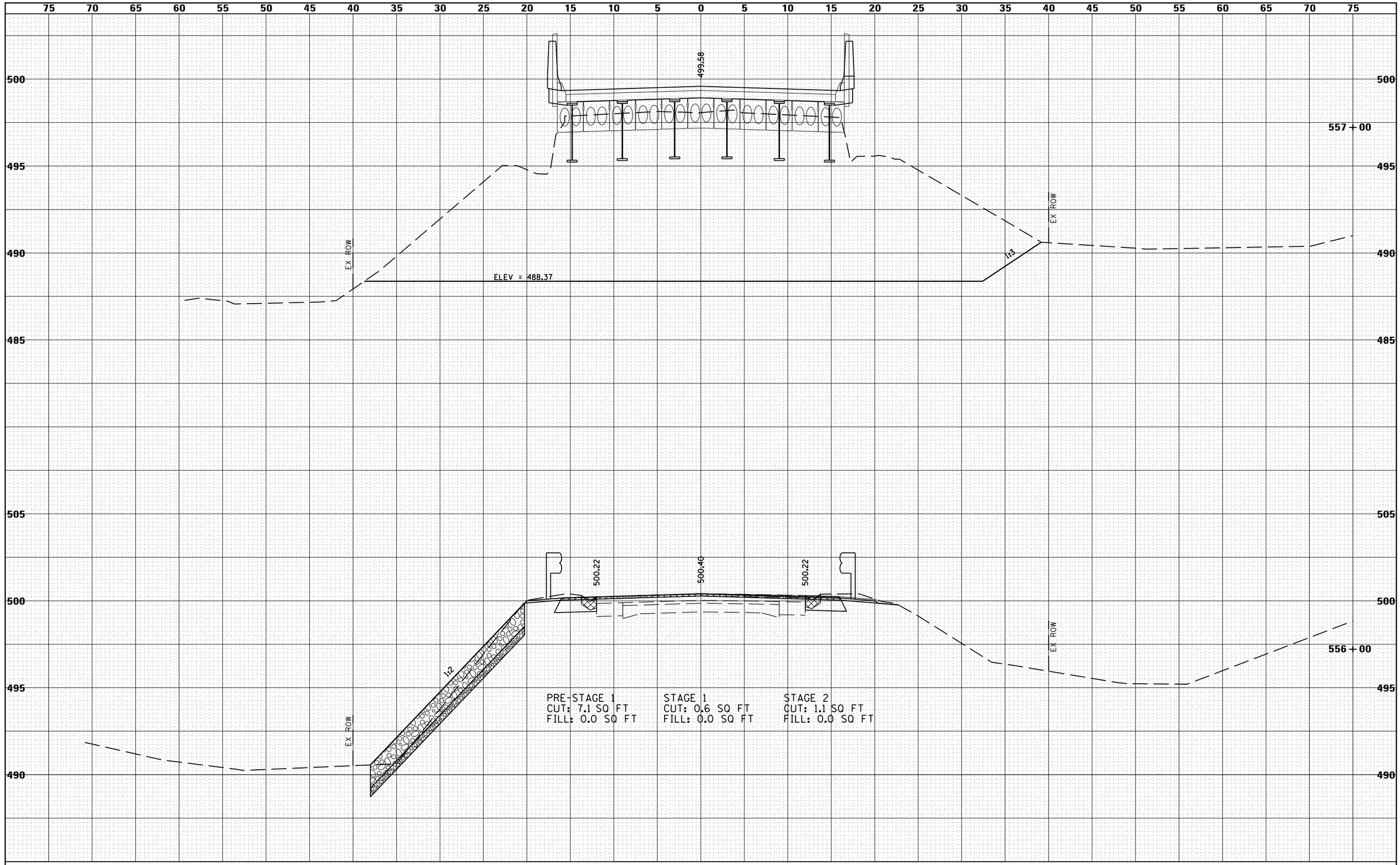
CROSS SECTIONS
IL 101

SCALE: 1"=5'H 1"=2.5'V | SHEET NO. 20 OF 95 SHEETS | STA. 554+91.3 STA. 555+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	68
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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

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

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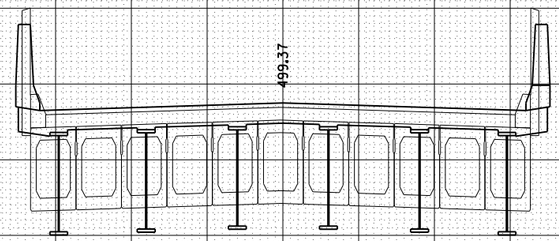
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 101

SCALE: 1"=5'H 1"=2.5'V | SHEET NO. 10 OF 9 SHEETS | STA. 556+00 STA. 557+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	69
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EX ROW

EX ROW

558+00

FINAL SURVEY	NOTE BOOK	NO.
ORIGINAL SURVEY	NOTE BOOK	NO.

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

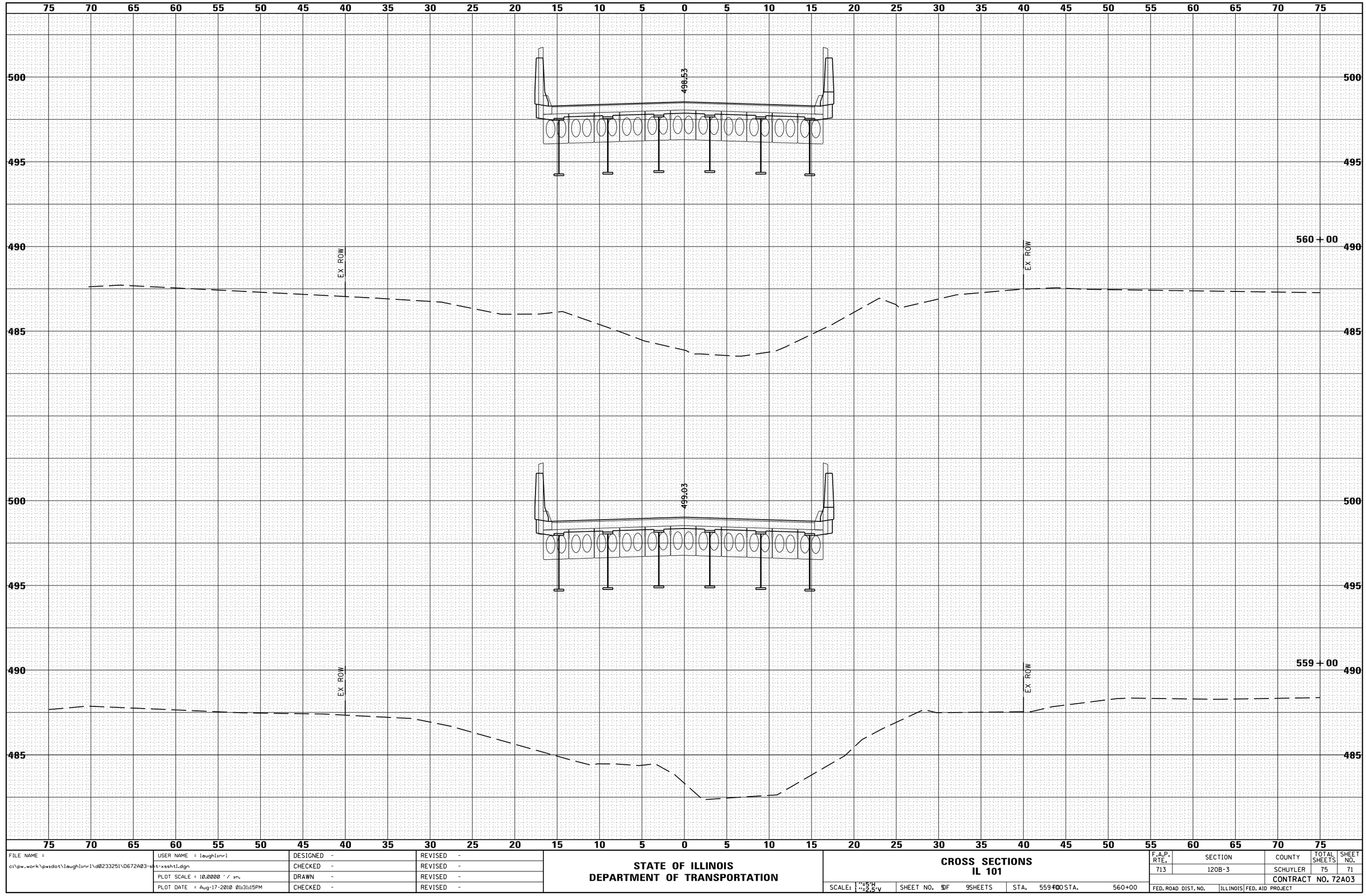
CROSS SECTIONS
IL 101

SCALE: 1"=5'H 1"=2.5'V | SHEET NO. 4 OF 9 SHEETS | STA. 558+00 | STA. 558+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	70
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	NO.	NOTE BOOK	BY	DATE

SURVEYED
PLOTED
TEMPLATE
AREAS
AREAS CHECKED



ORIGINAL SURVEY	NO.	NOTE BOOK	BY	DATE

SURVEYED
PLOTED
TEMPLATE
AREAS
AREAS CHECKED

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

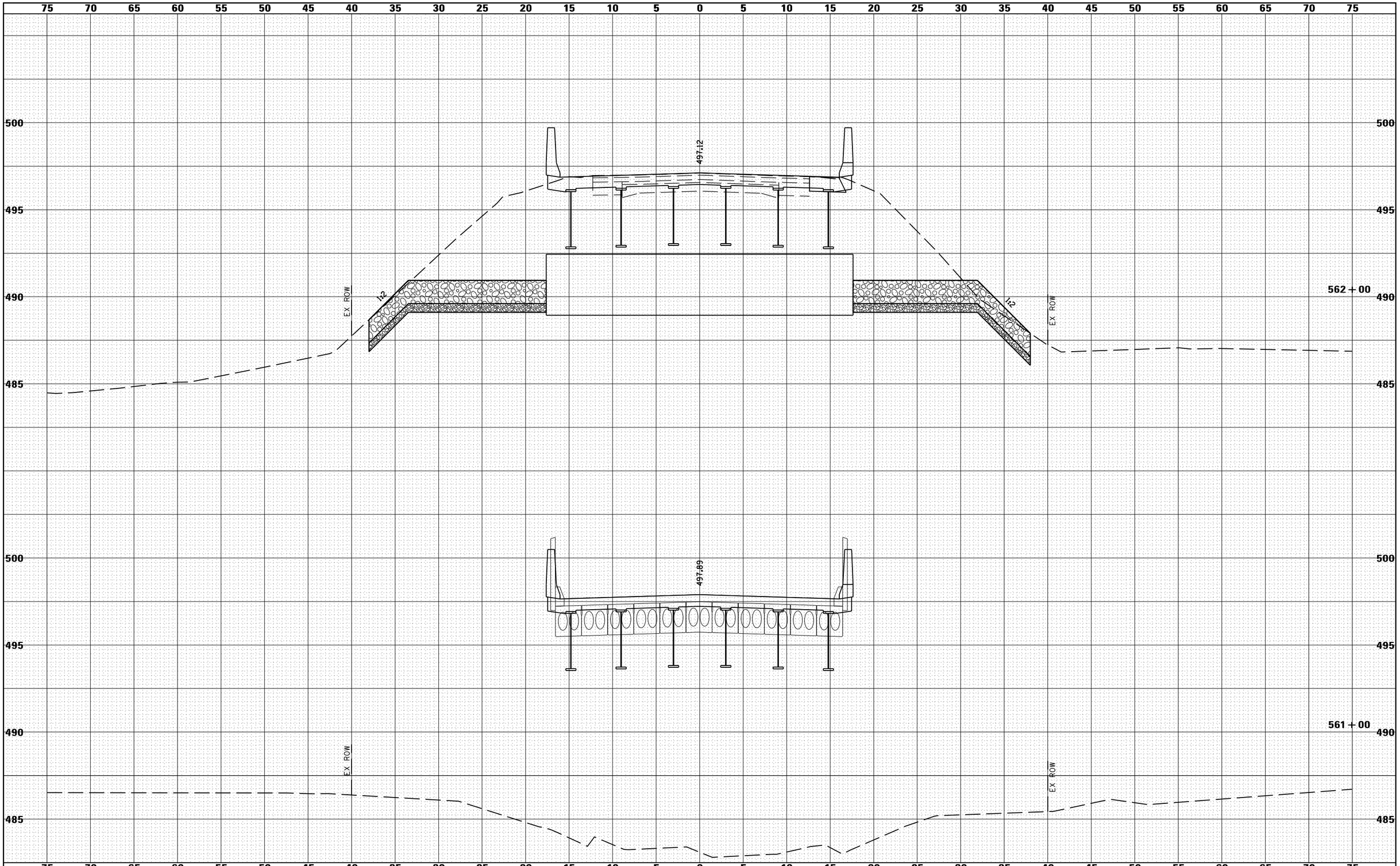
CROSS SECTIONS
IL 101

SCALE: 1"=5'H 1"=2.5'V | SHEET NO. 5 OF 9 SHEETS | STA. 559+00 | STA. 560+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	71
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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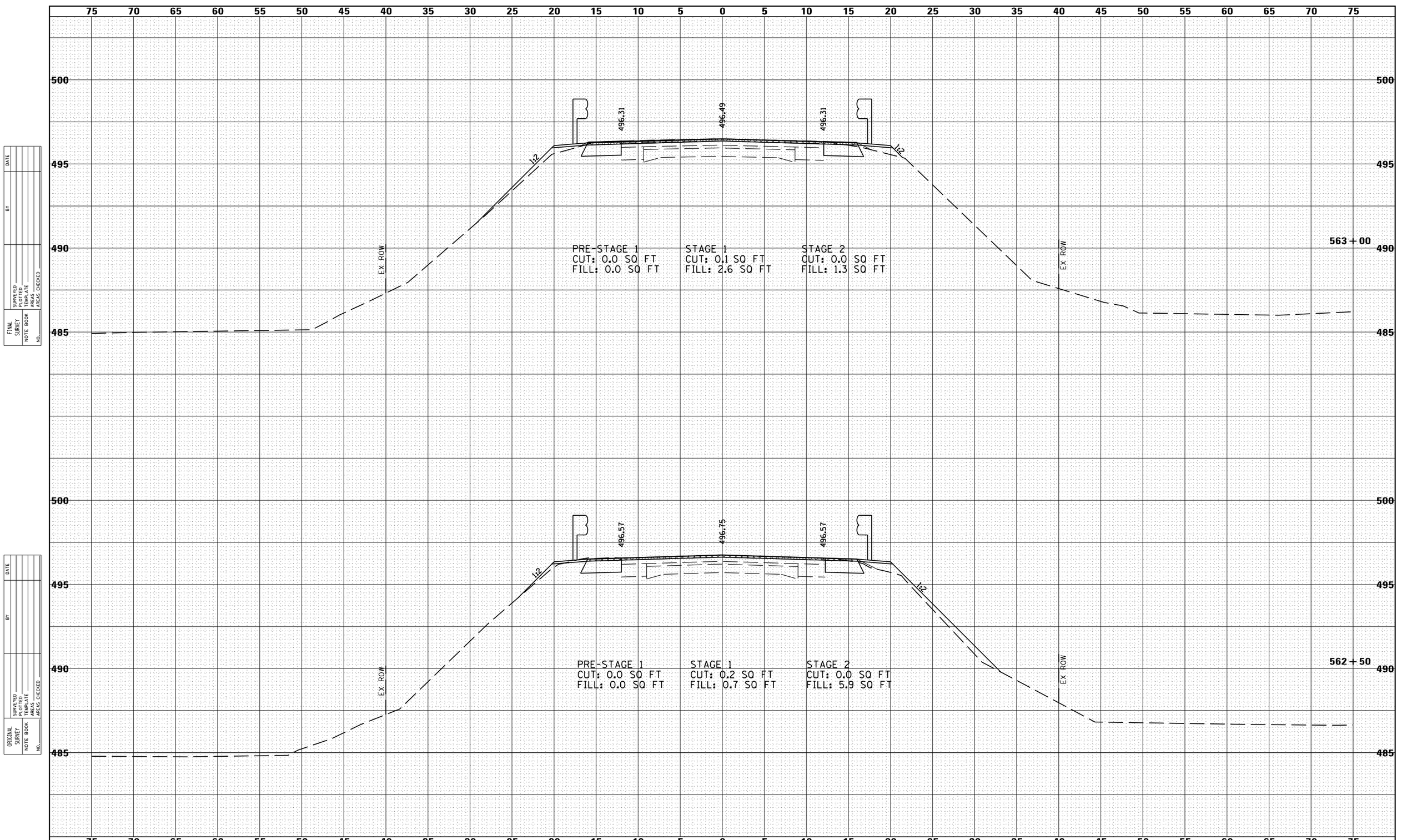
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 101

SCALE: 1"=5'H, 1"=2.5'V | SHEET NO. 6 OF 9 SHEETS | STA. 561+00.00 STA. 562+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	72
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

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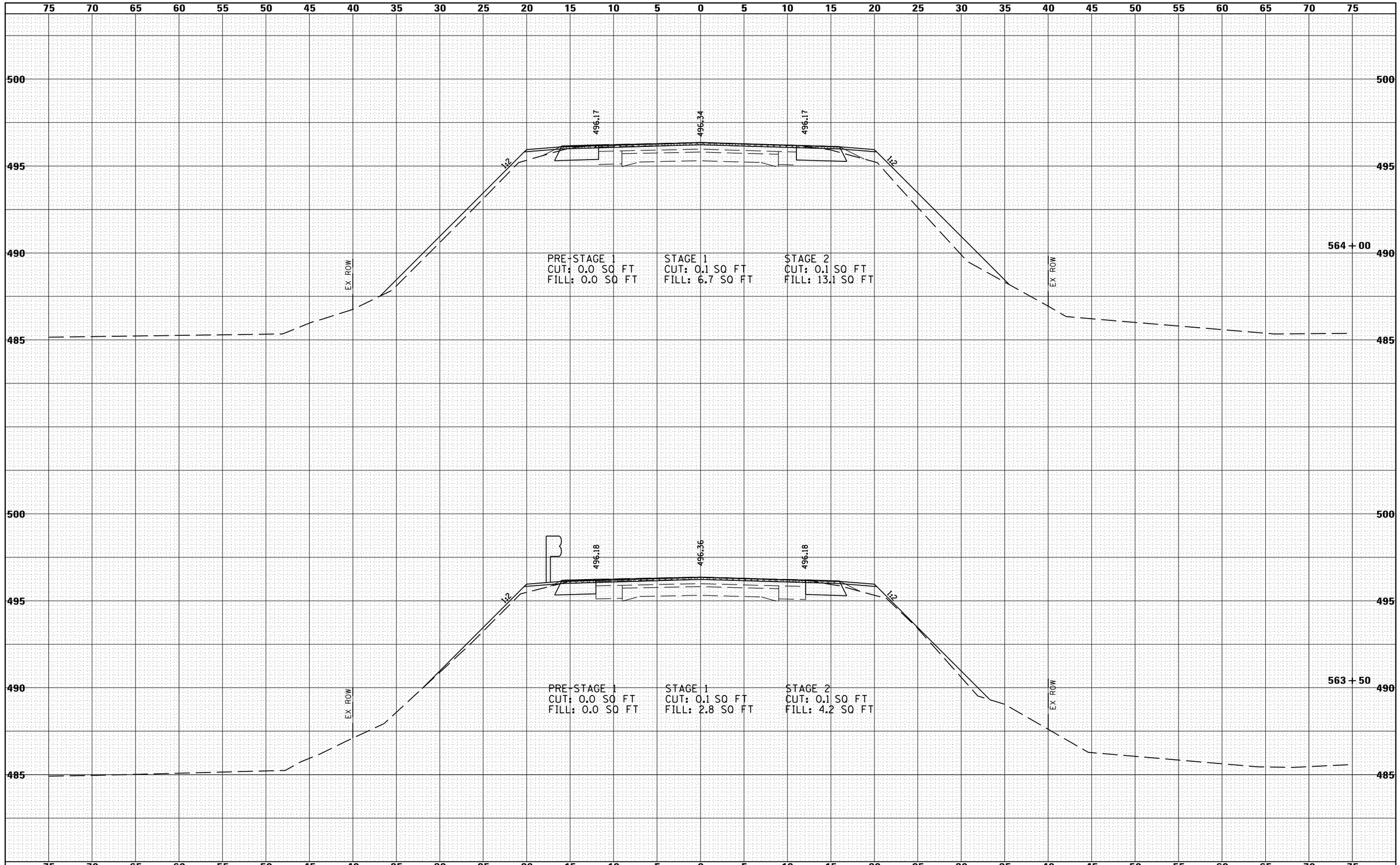
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 101

SCALE: 1"=5'H 1"=2.5'V | SHEET NO. 7 OF 9 SHEETS | STA. 562+50 | STA. 563+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	73
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

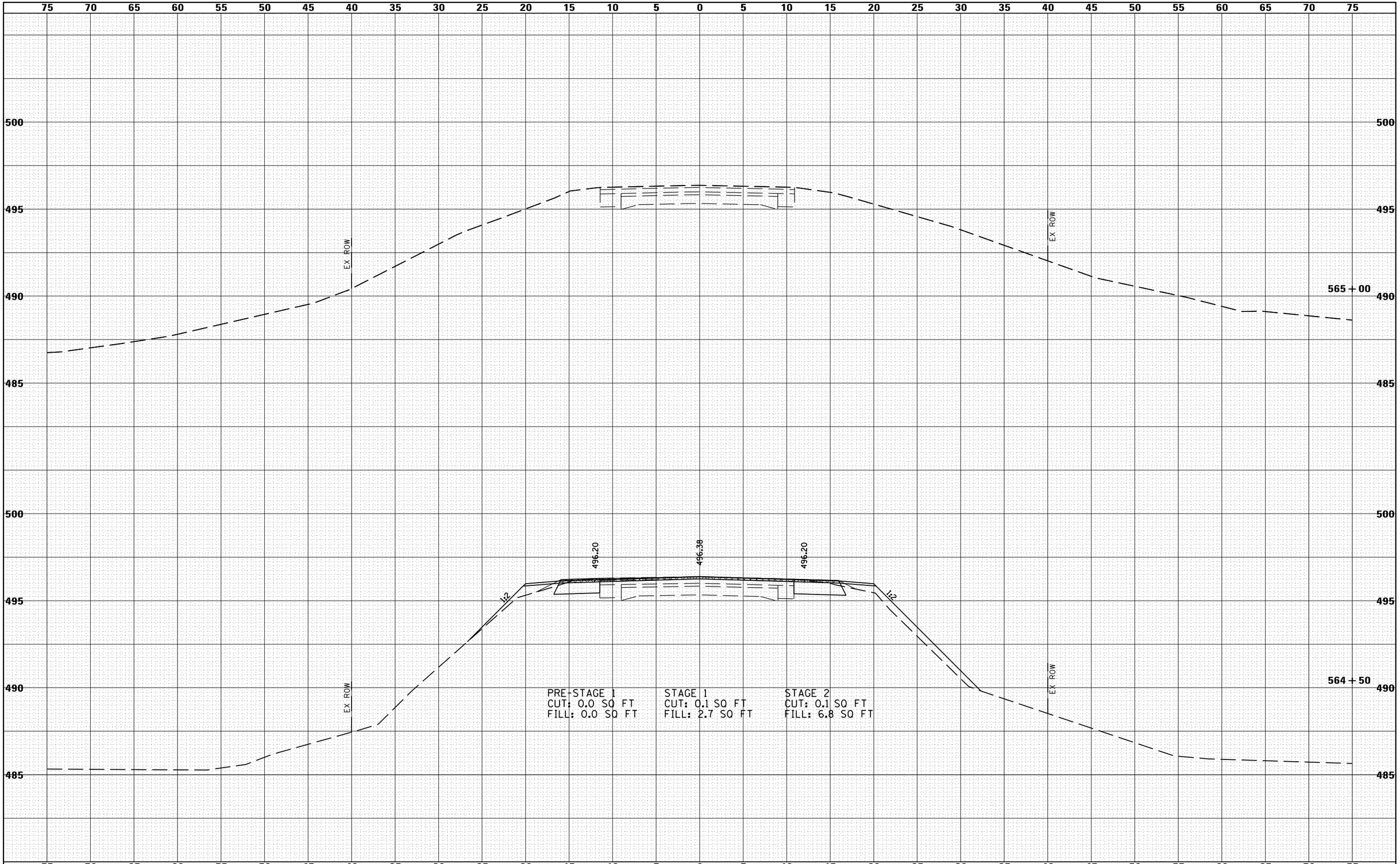
CROSS SECTIONS
IL 101

SCALE: 1"=5'H 1"=2.5'V | SHEET NO. 8 OF 9 SHEETS | STA. 563+50 | STA. 564+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	74
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 101

SCALE: 1"=5'H 1"=2.5'V | SHEET NO. 9 OF 9 SHEETS | STA. 564+50 STA. 565+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
713	120B-3	SCHUYLER	75	75
		CONTRACT NO. 72A03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		