

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	1

\* 159 + 1 = 160

D-92-072-07

**INDEX OF SHEETS**  
SEE SHEET NO. 2

**HIGHWAY STANDARDS**  
SEE SHEET NO. 2

**DISTRICT 2 STANDARDS**  
SEE SHEET NO. 2

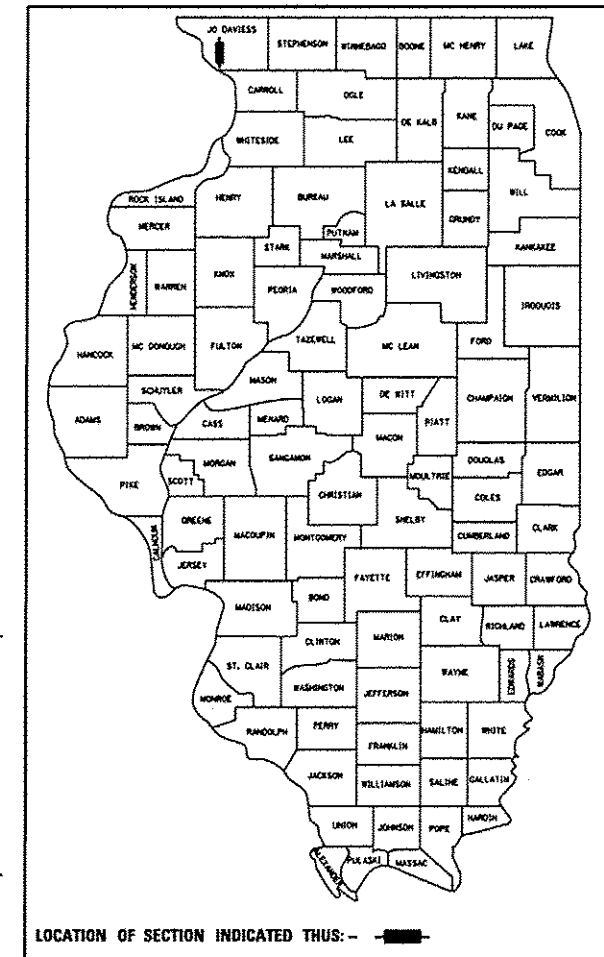
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 308 / ILLINOIS ROUTE 84  
OVER APPLE RIVER  
SECTION 103BR-4  
PROJECT: ACNHPP-0308(042)  
BRIDGE REPLACEMENT & ROADWAY IMPROVEMENT  
JO DAVIESS COUNTY  
C-92-139-12

**BRIDGE REPLACEMENT**

IL ROUTE 84  
OVER APPLE RIVER  
STA. 319 + 93.60  
EXISTING STRUCTURE NO. 043-0028  
PROPOSED STRUCTURE NO. 043-0080  
IMPROVEMENT BEGINS STA. 317 + 40  
PROJECT BEGINS STA. 317 + 45  
PROJECT ENDS STA. 323 + 05  
IMPROVEMENT ENDS STA. 323 + 05



LOCATION OF SECTION INDICATED THUS: - [Symbol] -

**FUNCTIONAL CLASSIFICATION:**  
OTHER PRINCIPAL ARTERIAL  
DESIGN SPEED: 30 MPH  
POSTED SPEED: 30 MPH  
ADT: 3,475 (2013); 4,125 (2033)  
8.3% TRUCKS

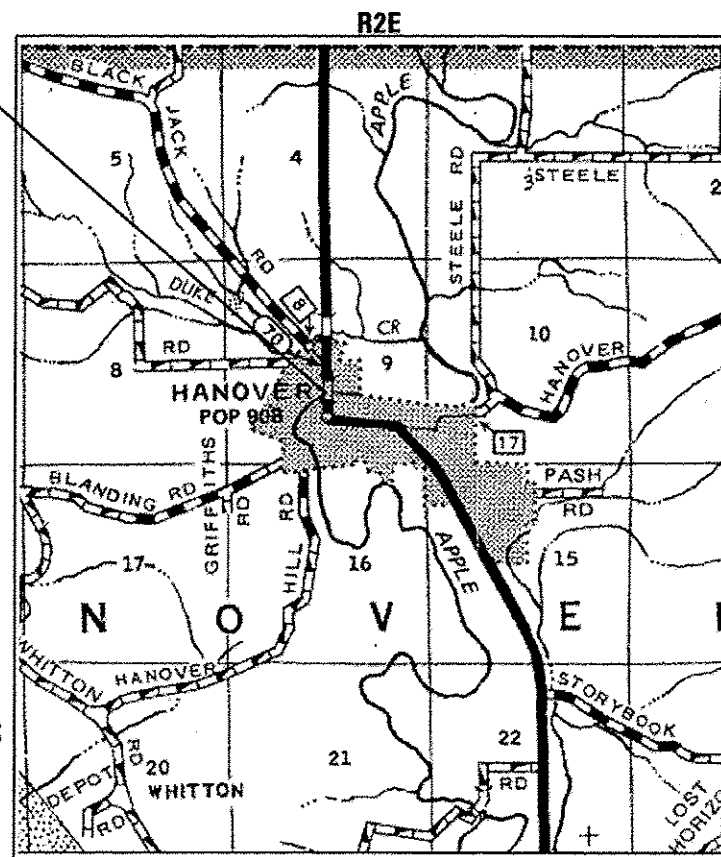
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED August 9, 2013  
Paul A. Laska  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 4, 2013  
John D. Baranelli, P.E.  
acting ENGINEER OF DESIGN AND ENVIRONMENT

October 4, 2013  
Omer Osman, P.E.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

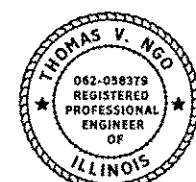
**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**



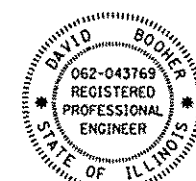
GROSS LENGTH = 560.00 FT. = 0.11 MILE  
NET LENGTH = 560.00 FT. = 0.11 MILE



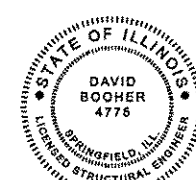
*James A. Colbrook, Jr.*  
08-05-2013  
DATE  
JAMES A. COLBROOK, JR.  
LICENSE EXPIRES 11/30/2013  
SHEET RANGE 1-29, 43-50, 123-138, 149-159



*Thomas V. Ngo*  
08-05-2013  
DATE  
THOMAS V. NGO  
LICENSE EXPIRES 11/30/2013  
SHEET RANGE 30-38



*David Boohar*  
08-05-2013  
DATE  
DAVID BOOHER  
LICENSE EXPIRES 11/30/2013  
SHEET RANGE 39-40

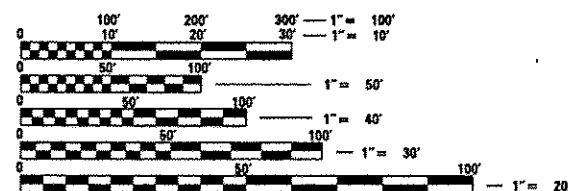


*David Boohar*  
08-05-2013  
DATE  
DAVID BOOHER  
LICENSE EXPIRES 11/30/2014  
SHEET RANGE 111-122



*Terry M. Heitkamp*  
08-05-2013  
DATE  
TERRY M. HEITKAMP  
LICENSE EXPIRES 11/30/2013  
SHEET RANGE 139-148

**HANOVER TOWNSHIP, SECTION #9**



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

SQUAD LEADER: MADAN CHAND (815) 284-5359  
PROJECT ENGINEER: MASOOD AHMAD  
PROJECT MANAGER: SAMEER ABDULLAH (815) 284-5935  
CONTRACT NO. 64E08  
CATALOG NO.  
CONSULTANT: TONY ZELINSKAS (815) 747-8833



CONSULTANT: TONY ZELINSKAS (815) 747-8833  
PROJECT ENGINEER: MASOOD AHMAD  
DISTRICT TWO - BUREAU OF DESIGN  
SENIOR SQUAD LEADER: SAMEER ABDULLAH (815) 284-5935

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- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-09 BRIDGE APPROACH PAVEMENT CONNECTOR
- 424001-07 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424011-01 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
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- 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
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- 602701-02 MANHOLE STEPS
- 604001-03 FRAME AND LIDS TYPE 1
- 606001-05 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
- 701006-04 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
- 701316-07 LANE CLOSURE, 2L, 2W BRIDGE REPAIR, FOR SPEEDS > 45 MPH
- 701321-13 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
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- 780001-03 TYPICAL PAVEMENT MARKINGS
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**DISTRICT 2 STANDARDS**

- 27.4 CONCRETE HEADWALLS FOR PIPE DRAINS
- 35.4 SIDEWALK AND DRIVEWAY PAVEMENT PAY AREAS
- 88.4 DRAIN FOR AGGREGATE BASES IN URBAN AREAS
- 99.4 STOP LINE SIGN FOR TEMPORARY SIGNALS
- 10.2 INLET SPECIAL
- 15.2 INLETS SPECIAL NUMBER 2
- 39.2 INFORMATIONAL WARNING SIGNS (FOR NARROW TRAVEL LANES)
- 66.2 WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II
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- 25.1 ENTRANCE APPROACHES - URBAN AREA
- 32.1 SEWER AND WATER MAIN CROSSINGS
- 40.1 TRAFFIC CONTROL FOR ROAD CLOSURE
- 40.1a TRAFFIC CONTROL FOR ROAD CLOSURE WITH SIDE ROAD WITHIN 150'
- 41.1 TYPICAL PAVEMENT MARKINGS

design firm  
no. 184001036



USER NAME * gjonason	DESIGNED -	REVISED
FILE NAME * Z64E88-SHT-INDEX.dgn	CHECKED -	REVISED
PLOT SCALE * 1/8" = 1'-0"	DRAWN -	REVISED
PLOT DATE * 0/6/2012	CHECKED -	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS AND STANDARDS  
IL ROUTE 84 OVER APPLE RIVER**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	2
CONTRACT NO. 64E08			ILLINOIS FED. AID PROJECT	

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

**GENERAL NOTES**

SEE CROSS SECTIONS FOR SPECIAL DITCHES AND BACKSLOPES.

THE REMOVAL OF BITUMINOUS SURFACING LESS THAN 6 INCH THICKNESS NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE OR A THICKNESS OF 6 INCHES OR MORE ON A FLEXIBLE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.

THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS.

ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.

FERTILIZER NUTRIENTS SHALL BE APPLIED TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SEEDING OR PLACEMENT OF SOD AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS SHALL BE INCLUDED IN THE COST OF THE EARTH EXCAVATION.

ALL "AGGREGATE SUBGRADE IMPROVEMENT" (SECTION 303), SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLES 311.04, 311.05, 311.05(A), 311.06 AND 311.07. ALL AGGREGATE SUBGRADE THICKNESSES LESS THAN 12 INCHES SHALL BE CONSTRUCTED OF AGGREGATE OF CA02 GRADATION. ALL AGGREGATE SUBGRADE THICKNESSES GREATER THAN 12 INCHES SHALL BE CONSTRUCTED OF CS022.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USES(S):	FULL DEPTH PVMT		SHOULDERS		SPECIAL MIX
	SURFACE	BINDER	TOP LIFT	ALL LOWER LIFTS	LEVELING BINDER
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	SBS 70-22
DESIGN AIR VOIDS	4.0 @ N50	4.0 @ N50	3.0 @ N50	2.0 @ N50	4.0 @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 19.0	IL 9.5 OR 9.5FG	BAM OR IL 19.0	IL 4.75
FRICTION AGGREGATE	C	N/A	C	N/A	N/A
20 YEAR ESAL	0.7	0.7	N/A	N/A	N/A
MIX UNIT WEIGHT	112 LBS/SY/IN	112 LBS/SY/IN	112 LBS/SY/IN	112 LBS/SY/IN	112 LBS/SY/IN

ON PROJECTS WITH LESS THAN 2000 TONS LEVELING BINDER, GROWTH CURVE WILL BE USED FOR DENSITY AND IL 9.5 MAY BE USED

THE CONTRACTOR SHALL PLACE TEMPORARY HOT-MIX ASPHALT TAPERS ALONG ALL SIDES OF THE UTILITY STRUCTURES PROTRUDING ABOVE THE MILLED SURFACE. THE TEMPORARY TAPERS SHALL EXTEND 2' OUTSIDE OF THE CASTINGS, EXCEPT FOR THE APPROACH SIDE TO TRAFFIC SHALL HAVE A 4' TAPER LENGTH. HOT-MIX ASPHALT MEETING THE APPROVAL OF THE ENGINEER SHALL BE USED. NO COLD MILLINGS WILL BE ALLOWED. THE COST OF THE MATERIAL, PLACEMENT, MAINTENANCE, REMOVAL AND DISPOSAL OF SAID WORK WILL BE INCLUDED IN THE PAY ITEM FOR HOT-MIX ASPHALT SURFACE REMOVAL.

THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 1/2" HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2-LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.

THE AREA TO BE PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAYS PRODUCTIVITY, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER.

ON FULL DEPTH PAVEMENT, SHOULDER WIDTHS OF 6 FT. OR LESS MAY BE PLACED, AT THE CONTRACTOR'S OPTION, SIMULTANEOUSLY WITH THE ADJACENT TRAFFIC LANE FOR BOTH THE BINDER AND SURFACE COURSES, PROVIDED THE CROSS SLOPE OF BOTH THE PAVEMENT AND SHOULDER CAN BE SATISFACTORILY OBTAINED. THE SHOULDER WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED ON THE PLANS.

**GENERAL NOTES**

BITUMINOUS AND AGGREGATE PRIME COAT SHALL BE PLACED IN ACCORDANCE WITH SECTION 406 OF THE STANDARD SPECIFICATIONS. THE COST OF THE PRIME COATS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR LEVELING BINDER (MACHINE METHOD) OF THE TYPE SPECIFIED.

THE NEW NUMBER FOR THIS STRUCTURE WILL BE 043-0080.

THE ADDITIONAL THICKNESS OF PROPOSED PAVEMENT REQUIRED TO MATCH THE BRIDGE APPROACH PAVEMENT, SHOWN IN STANDARD 420401, SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND NOT PAID FOR SEPARATELY.

BRIDGE FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOW SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOBSITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.

PRECAST GRATED INLET SPECIALS MAY BE SUBSTITUTED IN LIEU OF CAST-IN-PLACE UNITS WITH FLOORS UPON RECEIPT OF MANUFACTURER'S SHOP DRAWINGS WHICH HAVE BEEN APPROVED BY THE DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING NECESSARY DIMENSIONS ON THE EXISTING DRAINAGE STRUCTURE REQUIRED FOR THE ATTACHMENT. NO ADDITIONAL COST FOR THIS SUBSTITUTION SHALL BE ALLOWED.

ALL FRAMES AND GRATES OF DRAINAGE STRUCTURES TO BE REMOVED OR FILLED SHALL BE CAREFULLY SALVAGED AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.

LATERAL DISTANCES FROM THE CENTERLINE ON ALL INLETS ARE TO THE FACE OF THE INLET.

THE NEW MANHOLE LIDS ON THIS PROJECT SHALL HAVE THE WORD "STORM", "SANITARY", OR "WATER" ON THE LID. THE WORD TO BE USED IS NOTED ON THE PLANS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE WORD TO BE USED ON OTHER LIDS NOT NOTED ON THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.

THE CONTRACTOR SHALL DETERMINE FLOWLINES OF EXISTING SEWER LINES WHICH ARE SHOWN ON THE PLANS AS ESTIMATED OR UNKNOWN. THIS INFORMATION IS NECESSARY BEFORE ORDERING INLETS AND MANHOLES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.

PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS: THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.

PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT THE SOUTH AND NORTH END OF THE BRIDGE AS DIRECTED BY THE ENGINEER. ESTIMATED: 2 EACH.

PERMANENT SURVEY MARKERS, TYPE II PLACED IN URBAN AREAS SHOULD BE PLACED IN SIDEWALK AREAS. THE MARKER SHALL BE PLACED AS SHOWN ON DISTRICT STANDARD 66.2. THE SIDEWALK SHALL BE PLACED AROUND THE MARKER AND FLUSH WITH THE TOP.

PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2. OPTION 2 WOULD BE TO INSTALL A VAULTED STYLE MONUMENT AS DESCRIBED BY NGS AS A 3D MONUMENT (TOP SECURITY SLEEVE ROD MONUMENT), WITH INSTALLATION INSTRUCTIONS PROVIDED BY THE DISTRICT CHIEF OF SURVEYS. IF POURED IN PLACE, THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.

THE PERMANENT SURVEY MARKERS, IF POSSIBLE, SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED USING AN ELECTRONIC LEVEL. THE META DATA, SUCH AS THE GEOID USED, (NGS ADJUSTMENT IE: 97 HARN, 03, 07), AND THE BASE POINT(S) NAME OR NUMBER SHALL BE SUBMITTED ALONG WITH A COMPLETE COLLECTION LOG. IF COLLECTED USING RTK METHOD, IT WILL REQUIRE EITHER 3 COLLECTIONS (AVERAGED) FROM 2 DIFFERENT BASES, OR A MINIMUM OF 3 COLLECTIONS (AVERAGED), AT LEAST 2 HOURS APART, FROM THE SAME BASE. IF USING A CORS TYPE NETWORK, THE COLLECTION PROCEDURE SHALL INCLUDE LOCALIZING WITH CHECK SHOTS ON AT LEAST 2 DIFFERENT HARN MONUMENTS BOTH BEFORE AND AFTER COLLECTION. THE LEVEL CIRCUIT SHALL BE RUN FROM FURNISHED MARK TO FURNISHED MARK AND THEN ADJUSTED. THE ERROR OF CLOSURE SHALL BE SUBMITTED WITH THE ELECTRONIC LEVEL NOTES IN A RECOGNIZED FORMAT APPROVED BY THE ENGINEER AND/OR THE CHIEF OF SURVEYS. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE DISTRICT CHIEF OF SURVEYS.

Design firm  
no. 194001036



USER NAME • g.jameson	DESIGNED -	REVISED
FILE NAME • Z64E08-SHT-DET.dgn	CHECKED -	REVISED
PLOT SCALE • 99.9998 / IN.	DRAWN -	REVISED
PLOT DATE • 8/5/2013	CHECKED -	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND COMMITMENTS  
IL ROUTE 84 OVER APPLE RIVER

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	3
CONTRACT NO. 64E08			ILLINOIS FED. AID PROJECT	

SCALE: NTS SHEET NO. 1 OF 2 SHEETS STA. TO STA.

**GENERAL NOTES**

THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE PAVEMENT WITH 3 ANCHORS PER SECTION (ON THE TRAFFIC SIDE) AT THE FOLLOWING LOCATIONS:  
 STAGE I STA. 318+22.91 TO STA. 321+52.33  
 STAGE II STA. 318+32.66 TO STA. 321+24.07

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

NICOR GAS 1844 FERRY ROAD NAPERVILLE, IL 60563 ATTN: CONNIE LANE PH: (630) 388-3830	VILLAGE OF HANOVER PO BOX 12A HANOVER, IL 61041 ATTN: GARY SCHOENFELD PH: (815) 591-3800	FRONTIER COMMUNICATIONS 684 NORTH BROAD STREET LANART, IL 61046 ATTN: DAVID DAY PH: (815) 772-2078	MEDIACOM 3900 26 <sup>TH</sup> STREET MOLINE, IL 61265 ATTN: DENNIS JARDING PH: (309) 743-4750
---	--	--	--

THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATION SHALL APPLY EXCEPT FOR THE FOLLOWING: THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE VERTICAL DEPTHS OF THE UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS. THIS WORK WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE ITEM OF CONSTRUCTION INVOLVED.

PER SB 699 (90 DAY UTILITY RELOCATION LAW), ONCE RIGHT-OF-WAY IS CLEAR TO AWARD THE PROJECT, A NOTICE WILL BE SENT TO THE UTILITY COMPANIES INSTRUCTING THEM TO HAVE THEIR FACILITIES RELOCATED WITHIN 90 DAYS. ESTIMATED DATE RELOCATION COMPLETE = AWARD DATE + 100 DAYS.

TIE BARS SHALL BE INSTALLED TO TIE PCC APPURTENANCE TO ADJACENT EXISTING CONCRETE PAVEMENT.

TIE THE FOLLOWING TO THE EXISTING CONCRETE PAVEMENT GUTTER OR CURB & GUTTER PCC BASE COURSE PCC PAVEMENT	LENGTH, SIZE, AND SPACING OF TIE BARS STD. 606001 24" LONG NO. 6 @ 24" CENTERS STD. 353001 24" LONG NO. 6 @ 30" CENTERS STD. 420101 24" LONG NO. 6 @ 30" CENTERS
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TIE BARS TO BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 420.05(B) OF THE STANDARD SPECIFICATIONS. SEE HIGHWAY STANDARD 420001 FOR DETAIL ON LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BAR. THE COST OF THE TIE BARS TO BE INCLUDED IN THE COST OF THE PCC APPURTENANCE ADJACENT TO THE EXISTING PAVEMENT.

CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE MUNICIPALITY TO DETERMINE APPROVED METHODS OF UTILITY STRUCTURE ADJUSTMENT. UTILITY STRUCTURES MAY INCLUDE, BUT ARE NOT LIMITED TO, MANHOLES, WATER VALVES, HANDHOLES, ETC. ALL MATERIALS AND WORK NECESSARY TO COMPLETE ADJUSTMENTS PER MUNICIPALITY REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED ADJUSTMENT PAY ITEM.

TEMPORARY IMPACT ATTENUATORS WILL BE MEASURED AS EACH FOR EACH ATTENUATOR SUPPLIED ON THE JOB AS SPECIFIED IN THE PLANS, AND SHALL INCLUDE THE COST OF RENTING/OWNING THE ATTENUATOR FOR THE TIME REQUIRED ON THE JOB PLUS HAULING TO AND FROM THE PROJECT SITE, AS WELL AS ONE PLACEMENT AND REMOVAL FROM THE ROADWAY. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, TEMPORARY OF THE TYPE SPECIFIED.

RELOCATE TEMPORARY IMPACT ATTENUATORS WILL BE PAID FOR AS EACH AND WILL BE PAID FOR EACH TIME THE ATTENUATOR IS REQUIRED BY STAGING TO BE PICKED UP AND MOVED TO A DIFFERENT LOCATION ON THE PROJECT, WHETHER IT IS TO ANOTHER LOCATION ON THE ROADWAY OR TO A STORAGE/STAGING LOCATION FOR THE PROJECT. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, RELOCATE OF THE TYPE SPECIFIED.

THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 704 OF THE STANDARD SPECIFICATIONS. TEMPORARY CONCRETE BARRIER WILL BE MEASURED IN FEET ALONG THE CENTERLINE OF THE BARRIER AND SHALL INCLUDE THE COST OF RENTING/OWNING THE BARRIER FOR THE TIME REQUIRED ON THE JOB PLUS HAULING TO AND FROM THE PROJECT SITE, AS WELL AS ONE PLACEMENT AND REMOVAL FROM THE ROADWAY IN ACCORDANCE WITH SECTION 704 OF THE STANDARD SPECIFICATION. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR TEMPORARY CONCRETE BARRIER.

**GENERAL NOTES**

RELOCATE TEMPORARY CONCRETE BARRIER WILL BE PAID FOR IN FEET ALONG THE CENTERLINE OF THE BARRIER, AND WILL BE PAID FOR EACH TIME THE BARRIER IS REQUIRED BY STAGING TO BE PICKED UP AND MOVED TO A DIFFERENT LOCATION ON THE PROJECT, WHETHER IT IS TO ANOTHER LOCATION ON THE ROADWAY OR TO A STORAGE/STAGING LOCATION FOR THE PROJECT. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR RELOCATE TEMPORARY CONCRETE BARRIER.

ALL SAW CUTS NECESSARY TO COMPLETE THE WORK AS DETAILED IN THE PLANS SHALL BE INCLUDED IN THE COST OF THE VARIOUS PAY ITEMS.

THE CONTRACTOR SHALL SUBMIT FOUR (4) COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2300 SOUTH DIRKSEN PARKWAY, SPRINGFIELD, IL 62764. AFTER APPROVAL OF THE INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO DAVE LIPPERT, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT (8) SETS OF SHOP DRAWINGS TO BE DISTRIBUTED TO:

- DISTRICT 2 DISTRICT ENGINEER (1)
- FABRICATOR (1)
- CONTRACTOR (2)
- RESIDENT ENGINEER (2)
- DISTRICT 2 BUREAU OF MATERIALS (2)

CONSTRUCTION EQUIPMENT SHALL BE STAGED ON PAVED SURFACES. CONTRACTOR SHALL NOT BE ALLOWED TO WORK FROM THE WATERWAY.

THE CONTRACTOR'S OPERATIONS AND TEMPORARY STORAGE ACTIVITIES SHALL BE LIMITED TO THE WORK AREA AND/OR CONSTRUCTION LIMITS. ANY ADDITIONAL STAGING AREAS ADJACENT TO THE PROJECT AREA ARE SUBJECT TO PRIOR APPROVAL BY THE ENGINEER AND MUST NOT CONFLICT WITH EXISTING SIDE ROADS, INTERSECTIONS, DRIVEWAYS OR DRAINAGE. ALL OPERATIONS SHALL BE SUBJECT TO REGULATORY REQUIREMENTS PERMITTED FOR THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS.

PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A" OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.

THE DEPARTMENT PERSONNEL, AWARDED CONTRACTOR AND THEIR APPROVED SUB-CONTRACTOR(S) WILL BE ALLOWED ACCESS TO THE PERMANENT EASEMENT THAT IS ACQUIRED BY THE VILLAGE OF HANOVER TO CONDUCT CONTRACT CONSTRUCTION DURING THIS PROJECT.

**COMMITMENTS**

DUE TO POOR SIGHT DISTANCE SOUTH OF THE BRIDGE CARRYING IL 84 OVER THE APPLE RIVER, SIGNS WILL BE LOCATED ALONG THE SOUTHBOUND LANE WARNING APPROACHING VEHICLES ABOUT THE COMMERCIAL ENTRANCE AT STA. 317+70, LT.

design firm  
no. 184001036



USER NAME = g.jameson	DESIGNED -	REVISED
FILE NAME = 264E08-SHT-GEN.dgn	CHECKED -	REVISED
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PLOT DATE = 8/5/2013	CHECKED -	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND COMMITMENTS  
IL ROUTE 84 OVER APPLE RIVER

SCALE: NTS SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	4
CONTRACT NO. 64E08			ILLINOIS FED. AID PROJECT	



M001C,01 M001C,01 07P0C,01 M001C,01 02 03 07P0C,01

PAY ITEM #	DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	RETAINING WALL 0040		LIFT STATION RELOCATON 0040	
				80% FED 20% STATE	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL	#1	#2 AND #3	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL
						80% FED / 20% STATE				
20200100	EARTH EXCAVATION	CU YD	805	805						
20300100	CHANNEL EXCAVATION	CU YD	1,882	1,882						
20800150	TRENCH BACKFILL	CU YD	285	285						
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,490	585					905	
25200110	SODDING, SALT TOLERANT	SQ YD	1,490	585					905	
25200200	SUPPLEMENTAL WATERING	UNIT	6	6						
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	40	40						
28000305	TEMPORARY DITCH CHECKS	FOOT	20	20						
28000400	PERIMETER EROSION BARRIER	FOOT	887	549					338	
28000510	INLET FILTERS	EACH	22	16					6	
28100109	STONE RIPRAP, CLASS A5	SQ YD	488		488					
28200200	FILTER FABRIC	SQ YD	1,341		1,341					
28401700	SLOPE MATTRESS 24"	SQ YD	853		853					
30300124	AGGREGATE SUBGRADE IMPROVEMENT 24"	SQ YD	1,054	1,054						

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PAY ITEM #	DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	RETAINING WALL 0040		LIFT STATION RELOCATON 0040	
				80% FED	80% FED	VILLAGE OF HANOVER	#1	#2 AND #3	80% FED	VILLAGE OF HANOVER
				20% STATE	20% STATE	100% LOCAL	80% FED / 20% STATE		20% STATE	100% LOCAL
35400450	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, 9 1/2"	SQ YD	17	17						
40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	116	116						
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	44	44						
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	80	80						
40600990	TEMPORARY RAMP	SQ YD	88	88						
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	54	54						
40701871	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9 1/2"	SQ YD	830	785				34	11	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	16	16						
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	163	150				13		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3,386	3,261				125		
42400800	DETECTABLE WARNINGS	SQ FT	52	52						
44000100	PAVEMENT REMOVAL	SQ YD	1,263	968				185	110	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	331	331						
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	30	17				13		

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PAY ITEM #	DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	RETAINING WALL 0040		LIFT STATION RELOCATON 0040	
				80% FED	80% FED	VILLAGE OF HANOVER	#1	#2 AND #3	80% FED	VILLAGE OF HANOVER
				20% STATE	20% STATE	100% LOCAL	80% FED / 20% STATE		20% STATE	100% LOCAL
44000400	GUTTER REMOVAL	FOOT	388	388						
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	225	205					20	
44000600	SIDEWALK REMOVAL	SQ FT	3,952	3,827					125	
44004000	PAVED DITCH REMOVAL	FOOT	27	27						
44004250	PAVED SHOULDER REMOVAL	SQ YD	584	584						
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	174	174						
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1					
50200100	STRUCTURE EXCAVATION	CU YD	1,050		738		60	252		
50300100	FLOOR DRAINS	EACH	20		20					
50300225	CONCRETE STRUCTURES	CU YD	348.2		246.6		15.8	85.8		
50300255	CONCRETE SUPERSTRUCTURES	CU YD	569.0		569.0					
50300260	BRIDGE DECK GROOVING	SQ YD	1,190		1,190					
50300300	PROTECTIVE COAT	SQ YD	2,080		2,080					
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1					

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PAY ITEM #	DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	RETAINING WALL 0040		LIFT STATION RELOCATON 0040	
				80% FED	80% FED	VILLAGE OF HANOVER	#1	#2 AND #3	80% FED	VILLAGE OF HANOVER
				20% STATE	20% STATE	100% LOCAL	80% FED / 20% STATE		20% STATE	100% LOCAL
50500505	STUD SHEAR CONNECTORS	EACH	3,918		3,816		102			
50800105	REINFORCEMENT BARS	POUND	7,350		7,350					
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	203,420		183,970		2,570	16,880		
50800515	BAR SPLICERS	EACH	1,455		1,455					
50901750	PARAPET RAILING	FOOT	45				45			
51500100	NAME PLATES	EACH	2		1		1			
51602000	PERMANENT CASING	FOOT	35		35					
* 51603000	DRILLED SHAFT IN SOIL	CU YD	32.8		32.8					
* 51604000	DRILLED SHAFT IN ROCK	CU YD	40.6		40.6					
52000110	PREFORMED JOINT STRIP SEAL	FOOT	101		101					
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12		12					
52100520	ANCHOR BOLT, 1"	EACH	24		24					
52100530	ANCHOR BOLT, 1 1/4"	EACH	12		12					
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	3	3						

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\* specialty items

PAY ITEM #	DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	RETAINING WALL 0040		LIFT STATION RELOCATON 0040	
				80% FED 20% STATE	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL	#1 80% FED / 20% STATE	#2 AND #3	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	15	15						
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	118	118						
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	147	147						
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	43	43						
58700300	CONCRETE SEALER	SQ FT	1,401		1,401					
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	187		91		19	77		
60107600	PIPE UNDERDRAINS 4"	FOOT	36	36						
60240215	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	EACH	1	1						
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1						
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	5	5						
60500060	REMOVING INLETS	EACH	7	7						
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	121	121						
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	676	656					20	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2						

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USER NAME * gjoneson	DESIGNED -	REVISED
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PLOT DATE * 8/6/2013	CHECKED -	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
IL ROUTE 84 OVER APPLE RIVER

SCALE: NTS SHEET NO. 5 OF 10 SHEETS STA. TO STA.

F.A.P. RTE. 308	SECTION 103BR-4	COUNTY JO DAVIESS	TOTAL SHEETS 159	SHEET NO. 9
CONTRACT NO. 64E08			[ILLINOIS] FED. AID PROJECT	



PAY ITEM #	DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	RETAINING WALL 0040		LIFT STATION RELOCATON 0040	
				80% FED 20% STATE	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL	#1 80% FED / 20% STATE	#2 AND #3	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12						
67100100	MOBILIZATION	L SUM	1	1						
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	1	1						
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1						
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1						
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1						
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1						
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	25	25						
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1						
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	24	24						
70300100	SHORT TERM PAVEMENT MARKING	FOOT	238	238						
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	6,182	6,182						
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	96	96						
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,259	2,259						

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design firm  
no. 184001036



USER NAME • g.jameson	DESIGNED -	REVISED
FILE NAME • 264E08-SHT-SUM.dgn	CHECKED -	REVISED
PLOT SCALE • 10.0000' / IN.	DRAWN -	REVISED
PLOT DATE • 8/7/2013	CHECKED -	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
IL ROUTE 84 OVER APPLE RIVER

SCALE: NTS SHEET NO. 6 OF 10 SHEETS STA. TO STA.

F.A.P. RTE. 308	SECTION 103BR-4	COUNTY JO DAVIESS	TOTAL SHEETS 159	SHEET NO. 10
CONTRACT NO. 64E08			ILLINOIS FED. AID PROJECT	

PAY ITEM #	DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	RETAINING WALL 0040		LIFT STATION RELOCATON 0040	
				80% FED 20% STATE	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL	#1	#2 AND #3	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL
						80% FED / 20% STATE				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	762.5	762.5						
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	325.0	325.0						
70600240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2	2						
70600340	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2	2						
* 72000100	SIGN PANEL - TYPE 1	SQ FT	9	9						
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	11	11						
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	7,954	7,954						
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	482	482						
* 78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	44	44						
78300100	PAVEMENT MARKING REMOVAL	SQ FT	732	732						
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	11	11						
* 81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	326			326				
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	576	576						
* 81702300	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2-1/C NO. 4	FOOT	919			919				

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\*Specialty Items

PAY ITEM #	DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	RETAINING WALL 0040		LIFT STATION RELOCATON 0040	
				80% FED 20% STATE	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL	#1 80% FED / 20% STATE	#2 AND #3	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL
* 84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	8		8					
X0322024	TRENCH DRAIN	EACH	1	1						
X0322463	CONNECT TO EXISTING SEWER	EACH	3						2	1
X0322464	ABANDON AND FILL EXISTING SANITARY MANHOLE	EACH	1						1	
X0322936	REMOVE EXISTING FLARED END SECTION	EACH	3	3						
* X0324455	DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CU FT	574				574			
* X0324456	DRILLING AND SETTING SOLDIER PILES (IN ROCK)	CU FT	172				172			
X0324769	SANITARY SEWER LIFT STATION	L SUM	1						1	
X0325379	DIRECTIONAL BORING	FOOT	256						256	
X0325670	CONCRETE BRIDGE RAIL, SIDEWALK MOUNTED	FOOT	507		507					
X0325862	CONCRETE BRIDGE RAILING	FOOT	70		70					
X0326712	ABANDON AND FILL EXISTING SANITARY SEWER	EACH	3						3	
X0327227	GATE VALVE, 8" WITH VAULT BOX	EACH	4							4
X0327357	CONSTRUCTION VIBRATION MONITORING	L SUM	1		1					

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\*Specialty Items

PAY ITEM #	DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	RETAINING WALL 0040		LIFT STATION RELOCATON 0040	
				80% FED 20% STATE	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL	#1 80% FED / 20% STATE	#2 AND #3 20% STATE	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL
X0327512	SANITARY FORCE MAIN, 4"	FOOT	256						256	
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	106	106						
X5510100	STORM SEWER REMOVAL	FOOT	508	508						
X5610014	EXISTING WATER MAIN REPAIR	EACH	1							1
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	298		203			95		
X6022810	MANHOLES, SANITARY, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3						3	
X6024240	INLETS, SPECIAL	EACH	12	12						
X6024244	INLETS, SPECIAL, NO. 2	EACH	3	3						
X6026054	SANITARY MANHOLES TO BE REMOVED	EACH	1						1	
XZ127900	RETAINING WALL REMOVAL	FOOT	48				48			
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	68		68					
Z0004552	APPROACH SLAB REMOVAL	SQ YD	108	108						
* Z0007118	UNTREATED TIMBER LAGGING	SQ FT	229				229			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1						

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\*Specialty Items

11/11 P P 05/12

PAY ITEM #	DESCRIPTION	UNIT	TOTAL	ROADWAY 0004	BRIDGE 0011	LIGHTING 0021	RETAINING WALL 0040		LIFT STATION RELOCATON 0040	
				80% FED 20% STATE	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL	#1 80% FED / 20% STATE	#2 AND #3	80% FED 20% STATE	VILLAGE OF HANOVER 100% LOCAL
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	4		4					
Z0026403	FURNISHING SOLDIER PILES (BUILT-UP SECTION)	FOOT	18				18			
Z0026404	FURNISHING SOLDIER PILES (W SECTION)	FOOT	99				99			
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	338		132		66	140		
Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	35	35						
Z0056610	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	FOOT	153	153						
Z0056900	SANITARY SEWER 8"	FOOT	455						263	192
Z0062456	TEMPORARY PAVEMENT	SQ YD	356	106					151	99
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	816		816					
Z0073100	TEMPORARY SHORING	EACH	2		2					
Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1		1					
Z0075496	CONCRETE RETAINING WALL REMOVAL	FOOT	11	11						

\* SPECIALTY ITEMS

design firm  
no. 184001038



USER NAME * gjomason	DESIGNED -	REVISED
FILE NAME * 264E08-SHT-SUM.dgn	CHECKED -	REVISED
PLOT SCALE * 18.0000' / IN.	DRAWN -	REVISED
PLOT DATE * 8/6/2013	CHECKED -	REVISED

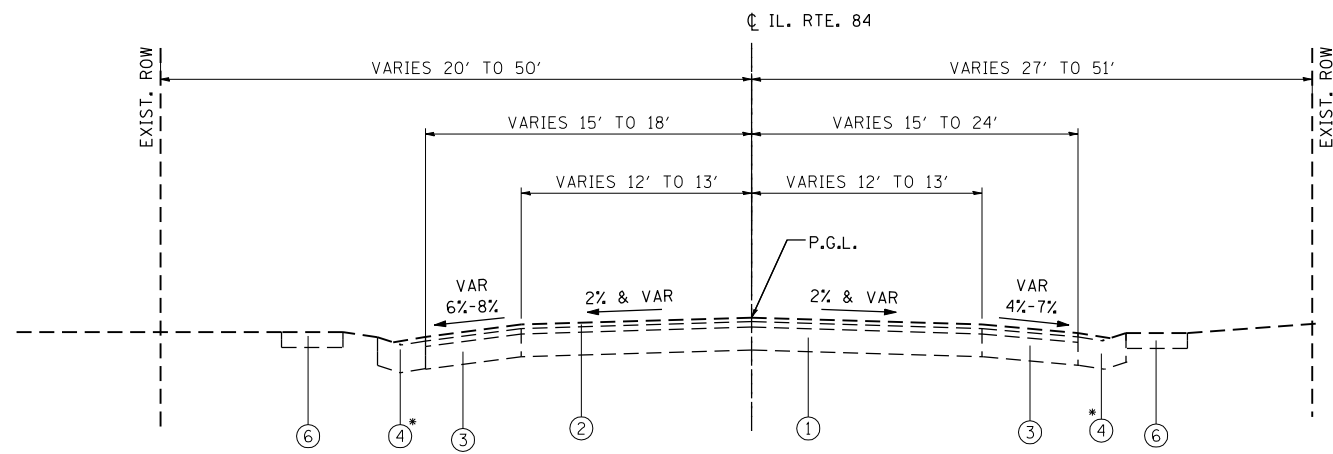
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
IL ROUTE 84 OVER APPLE RIVER  
SCALE: NTS SHEET NO. 10 OF 10 SHEETS STA. TO STA.

F.A.P. RTE. 308	SECTION 103BR-4	COUNTY JO DAVIESS	TOTAL SHEETS 159	SHEET NO. 14
CONTRACT NO. 64E08			ILLINOIS FED. AID PROJECT	

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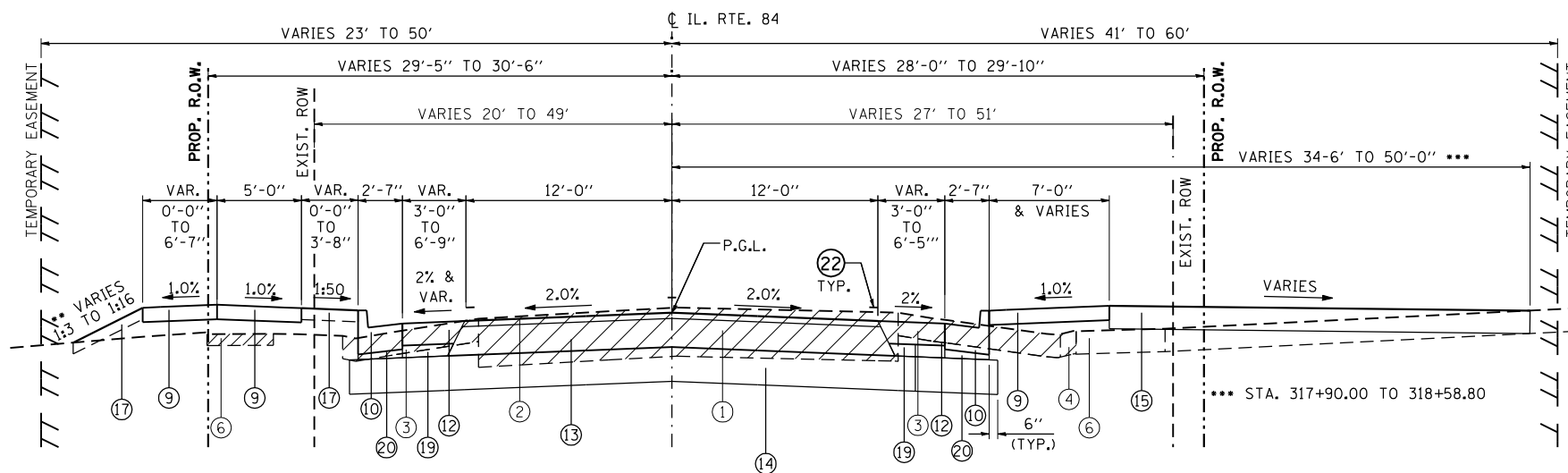
**EXISTING TYPICAL CROSS SECTION**

STA. 317+45.00 TO STA. 318+69.00  
 STA. 321+07.00 TO STA. 323+05.00

\* EXISTING PCC GUTTER (GUTTER OVERLAYED)

LEVELING BINDER THICKNESS TABLE

STATION	LT EOP	CL	RT EOP
	(IN)	(IN)	(IN)
321+51.07	0	0	0
321+75.00	0	0	0
322+00.00	3	2	5
322+25.00	3	4	5
322+50.00	3/4	2 1/2	4
322+75.00	0	3/4	3
323+00.00	0	0	1 1/2
323+05.00	0	0	0



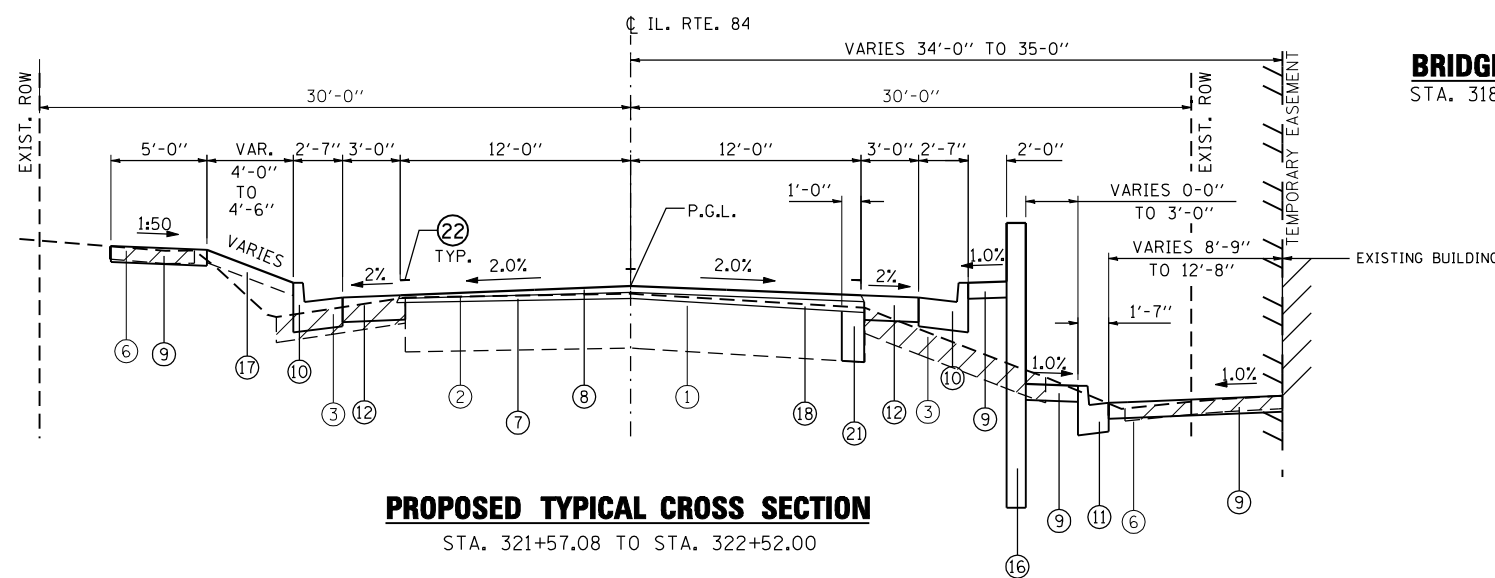
**PROPOSED TYPICAL CROSS SECTION**

STA. 317+45.00 TO STA. 318+33.98

\*\* AGGREGATE SURFACE COURSE, TYPE A (8") FROM STA. 317+40 TO STA. 318+00, RT.

**BRIDGE OMISSION:**

STA. 318+33.98 TO STA. 321+51.07



**PROPOSED TYPICAL CROSS SECTION**

STA. 321+57.08 TO STA. 322+52.00

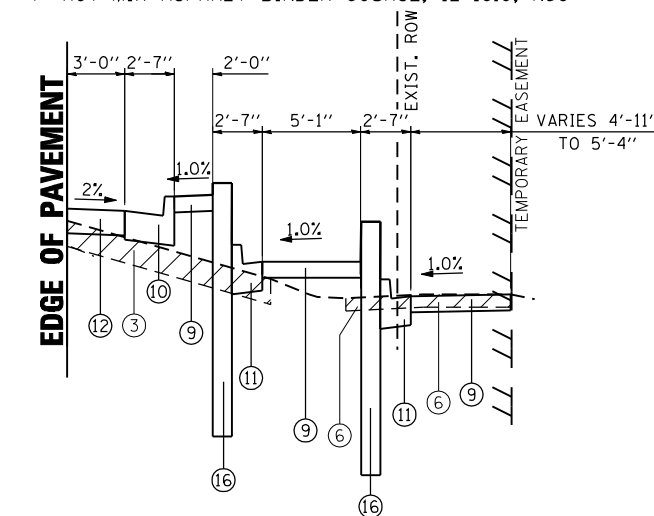
**LEGEND**

- ① EXISTING HMA PAVEMENT (9")
- ② EXISTING HMA SURFACE (2.5")
- ③ EXISTING HMA SHOULDER (9")
- ④ EXISTING TYPE A PCC GUTTER
- ⑤ EXISTING B-6.18 CURB AND GUTTER
- ⑥ EXISTING PCC SIDEWALK
- ⑦ PROPOSED HMA SURFACE REMOVAL, 1 1/2"
- ⑧ PROPOSED HMA SURFACE COURSE, MIX "C", N50 (1 1/2")
- ⑨ PROPOSED PCC SIDEWALK, 5 INCH
- ⑩ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑪ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ⑫ PROPOSED HMA SHOULDERS \*\*\*\*
- ⑬ PROPOSED HMA PAVEMENT (FULL DEPTH), 9-1 1/2" \*\*\*\*\*
- ⑭ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 24"
- ⑮ PROPOSED AGGREGATE SURFACE COURSE, TYPE A (8")
- ⑯ PROPOSED RETAINING WALL
- ⑰ TOPSOIL FURNISH AND PLACE, 4"
- ⑱ LEVELING BINDER (MACHINE METHOD), N50 (VARIES)
- ⑲ CA6 OR CA10 (COST INCIDENTAL TO HMA SHOULDER)
- ⑳ CA6 OR CA10 (COST INCIDENTAL TO COMB. CONC. CURB & GUTTER, TYPE B-6.24)
- ㉑ PCC BASE COURSE WIDENING, 9 1/2"
- ㉒ PAINT PAVEMENT MARKING - LINE 4"

TO BE REMOVED

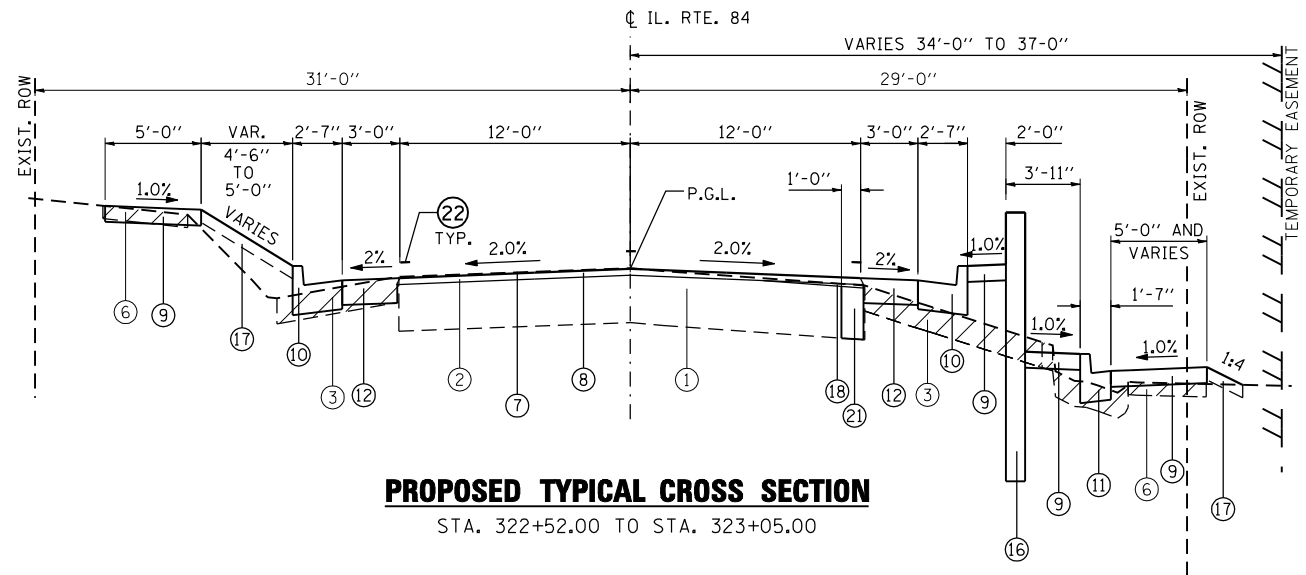
\*\*\*\* 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50  
 6 1/2" HOT-MIX ASPHALT SHOULDERS

\*\*\*\*\* 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50  
 3.5" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50  
 4" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50

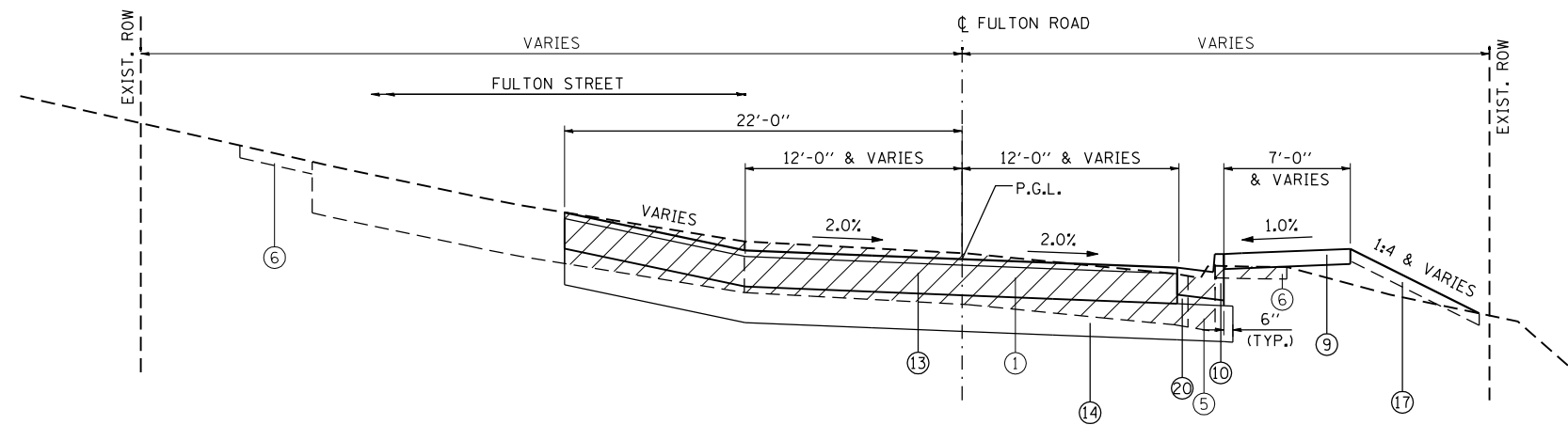


**PROPOSED SHOULDER DETAIL**

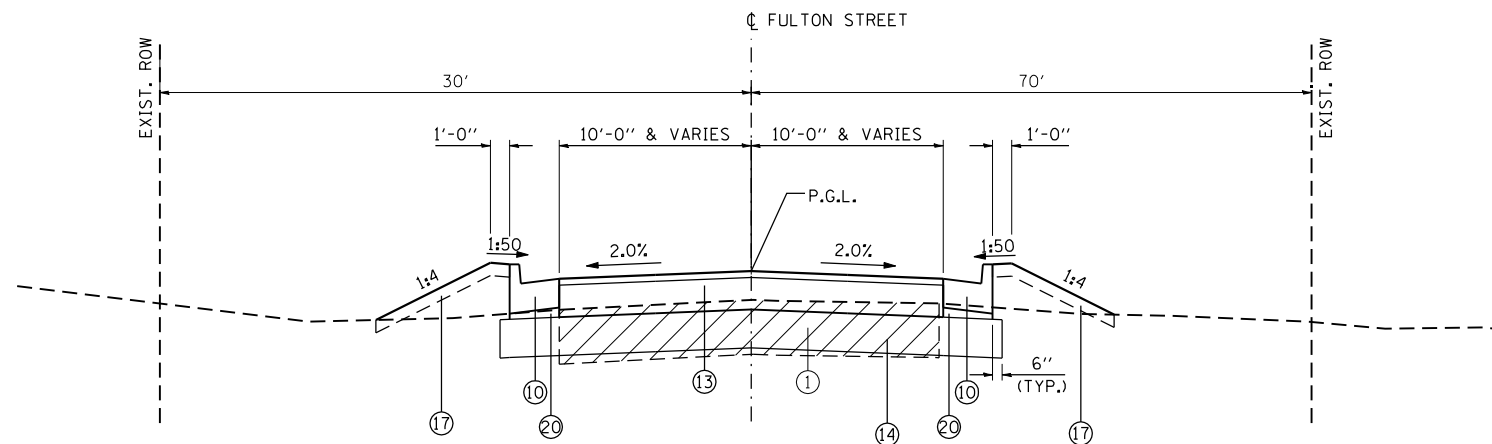
STA. 321+90.00 TO STA. 322+10.00, RT.



**PROPOSED TYPICAL CROSS SECTION**  
STA. 322+52.00 TO STA. 323+05.00



**PROPOSED TYPICAL CROSS SECTION**  
STA. 9+05.00 TO STA. 9+86.28



**PROPOSED TYPICAL CROSS SECTION**  
STA. 10+13.01 TO STA. 11+00.00

**LEGEND**

- ① EXISTING HMA PAVEMENT (9")
  - ② EXISTING HMA SURFACE (2.5")
  - ③ EXISTING HMA SHOULDER (9")
  - ④ EXISTING TYPE A PCC GUTTER
  - ⑤ EXISTING B-6.18 CURB AND GUTTER
  - ⑥ EXISTING PCC SIDEWALK
  - ⑦ PROPOSED HMA SURFACE REMOVAL, 1 1/2"
  - ⑧ PROPOSED HMA SURFACE COURSE, MIX "C", N50 (1 1/2")
  - ⑨ PROPOSED PCC SIDEWALK, 5 INCH
  - ⑩ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - ⑪ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ⑫ PROPOSED HMA SHOULDERS \*\*\*\*\*
  - ⑬ PROPOSED HMA PAVEMENT (FULL DEPTH), 9-1 1/2" \*\*\*\*\*
  - ⑭ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 24"
  - ⑮ PROPOSED AGGREGATE SURFACE COURSE, TYPE A (8")
  - ⑯ PROPOSED RETAINING WALL
  - ⑰ TOPSOIL FURNISH AND PLACE, 4"
  - ⑱ LEVELING BINDER (MACHINE METHOD), N50 (VARIES)
  - ⑲ CA6 OR CA10 (COST INCIDENTAL TO HMA SHOULDER)
  - ⑳ CA6 OR CA10 (COST INCIDENTAL TO COMB. CONC. CURB & GUTTER, TYPE B-6.24)
  - ㉑ PCC BASE COURSE WIDENING, 9 1/2"
  - ㉒ PAINT PAVEMENT MARKING - LINE 4"
- ▨ TO BE REMOVED
- \*\*\*\*\* 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50  
6 1/2" HOT-MIX ASPHALT SHOULDERS
- \*\*\*\*\* 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50  
3.5" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50  
4" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50

**STRUCTURAL DESIGN INFORMATION (FLEXIBLE PAVEMENT)**

STRUCTURAL DESIGN TRAFFIC: Year **2023**

PV = **3,455** SU = **205** MU = **115**

ROAD/STREET CLASSIFICATION: Class **II**

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = **50%** S = **50%** M = **50%**

TRAFFIC FACTOR: TF = **0.68 Actual** **3.17 Minimum**

MINIMUM SOIL SUPPORT:

IBR = **3**

LOCATION			21101615	25200110	25200200	28000250			
			AREA MEASURED IN CADD	TOPSOIL FURNISH AND PLACE, 4"	SODDING, SALT TOLERANT	SUPPLEMENTAL WATERING	TEMPORARY EROSION CONTROL SEEDING		
STATION	STATION	LT/RT	(SQ FT)	(SQ YD)	(SQ YD)	(UNIT)	RATE (LBS/ACRE)	APPLICATIONS	(POUND)
IL 84									
318+00.00	318+13.00	LT	173	20	20		100	3	2
318+48.00	318+89.00	LT	133	15	15		100	3	1
318+58.00	319+30.00	RT	816	91	91		100	3	6
320+63.00	321+04.00	LT	1267	141	141		100	3	9
320+91.00	321+71.00	RT	1196	133	133		100	3	9
321+90.00	323+05.00	LT	450	50	50		100	3	4
322+52.00	323+05.00	RT	279	31	31		100	3	2
FULTON ROAD									
8+55.00	9+11.00	LT	221	25	25		100	3	2
FULTON STREET									
10+30.00	11+00.00	LT	706	79	79		100	3	5
TOTAL				585	585	6			40

LOCATION			30300124	LENGTH	AREA	SUBGRADE WIDTH	AGGREGATE SUBGRADE IMPROVEMENT 24"
STATION	STATION	OFFSET	(FT)	(SQ FT)	(FT)	(SQ YD)	
IL 84							
317+40.00	318+33.98	LT	93.98		19.78	207	
317+45.00	318+30.98	RT	85.98		20.24	194	
FULTON ROAD							
9+05.00	9+36.50		31.5		27.08	95	
9+36.50	9+87.79		51.29		24	137	
NORTHWEST QUADRANT		LT		513		57	
SOUTHWEST QUADRANT		RT		314		35	
LT SIDE ON FULTON STREET		LT		555		62	
FULTON STREET							
10+12.77	10+31.90		19.13		20	43	
10+31.90	10+50.00		18.1		26.16	53	
10+50.00	11+00.00		50		24.16	135	
NORTHEAST QUADRANT				223		25	
SOUTHEAST QUADRANT				93		11	
TOTAL						1,054	

LOCATION	OFFSET	AREA	40200100			PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH
			AGGREGATE SURFACE COURSE, TYPE A			
			THICKNESS	APPLICATION RATE		
LT/RT	(SQ FT)	(INCH)	(TON/CY)	(TON)	(SQ YD)	
STA. 317+40 TO STA. 318+00	LT	613	8.00	2.05	32	
STA. 317+70	LT	675				75
STA. 317+75	RT	675				75
STA. 317+45 TO STA. 318+58	RT	1656	8.00	2.05	84	
TOTAL					116	150

LOCATION		40600982	44000155	LENGTH	WIDTH	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
STATION	STATION	(FOOT)	(FOOT)	(SQ YD)	(SQ YD)		
321+51.08	322+75.00	123.92	24		331		
322+75.00	323+05.00	30.00	24	80			
TOTAL				80	331		

LOCATION		28000305	TEMPORARY DITCH CHECKS
STATION	OFFSET	FOOT	
FULTON STREET			
10+53.00	16' LT	10	
10+95.00	13' LT	10	
TOTAL		20	

THE SCHEDULES DO NOT INCLUDE QUANTITIES FOR THE SANITARY LIFT STATION PLANS OR LIGHTING PLANS.

LOCATION	OFFSET	TRENCH BACKFILL			PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	STORM SEWERS, CLASS A, TYPE 1 12"	STORM SEWERS, CLASS A, TYPE 2 12"	STORM SEWERS, CLASS A, TYPE 2 15"	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	PIPE UNDERDRAINS 4"	INLETS, TYPE B, TYPE 1 FRAME, CLOSED LID	MANHOLES TO BE ADJUSTED	INLETS, SPECIAL	INLETS, SPECIAL, NO. 2	TRENCH DRAIN	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH
		(FOOT)	CU YD/LIN FT	(CU YD)	(EACH)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)	(FOOT)
IL 84																	
STA. 317+45.00	18.36' LT.												1				
STA. 317+45.00 TO STA. 317+83.00	LT	35	0.495	18											35		
STA. 317+82.00	17.30' RT.											1					
STA. 317+82.00 TO STA. 317+96.50	RT	12	0.752	10			12										
STA. 317+82.30	13.39' RT.													1			
STA. 317+82.30 TO STA. 317+82.00	RT	2	0.723	2			2										
STA. 317+83.00	17.07' LT.											1					
STA. 317+83.00 TO STA. 317+82.30	LT/RT	28	0.691	20			28		36								
STA. 317+96.50	16.63' RT.											1					
STA. 317+96.50 TO STA. 318+79.00	RT	43	0.801	35			93										
STA. 318+56.00	51' LT													1			
STA. 318+79.00	32' RT.						1										
STA. 321+03.00	34' LT.						1										
STA. 321+03.00 TO STA. 9+53.00 (FULTON RD)	LT	2	1.127	3				34									
STA. 321+18.50	35' RT.						1										
STA. 321+18.50 TO STA. 10+39.00 (FULTON ST)	RT	2	0.843	2													43
STA. 321+94.00	18.54' LT.											1					
STA. 321+94.00 TO STA. 322+50.00	LT	53	0.841	45													53
STA. 321+97.60	29.00' RT													1			
STA. 321+97.60 TO STA. 321+97.60	RT					6											
STA. 321+97.60	21.30' RT.													1			
STA. 321+97.60 TO STA. 322+08.50	RT					9											
STA. 322+08.50	15.00' RT.											1					
STA. 322+08.50 TO STA. 322+08.50	RT							3									
STA. 322+08.50	21.30' RT.													1			
STA. 322+08.50 TO STA. 322+50.00	RT	40	0.696	28			40										
STA. 322+50.00	15.00' LT											1					
STA. 322+50.00	15.00' RT.											1					
STA. 322+50.00 TO STA. 322+95.00	LT	43	0.789	34				43									
STA. 322+95.00	19.67' LT.													1			
FULTON ROAD																	
STA. 9+33.00	11.95' RT.												1				
STA. 9+33.00 TO STA. 9+53.00	RT	18	0.967	18			18										
STA. 9+53.00	16.95' RT.												1				
STA. 9+53.00 TO STA. 321+94.00	RT/LT	57	0.959	55													57
FULTON STREET																	
STA. 10+39.00	10.00' LT.												1				
STA. 10+39.00 TO STA. 10+39.00	LT/RT	20	0.659	14			20										
STA. 10+39.00	10.00' RT.												1				
STA. 10+39.00 TO STA. 321+97.60	LT	2	0.333	1			15										
TOTALS				285	3	15	118	147	43	36	1	1	12	3	1	35	153

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FILE NAME = Z64E08-SHT-500.dgn	CHECKED -	REVISED
PLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED
PLOT DATE = 8/5/2013	CHECKED -	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SCHEDULE OF QUANTITIES</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
<b>IL ROUTE 84 OVER APPLE RIVER</b>		308	103BR-4	JO DAVIESS	159	18
SCALE: NTS		SHEET NO. 2 OF 9 SHEETS		STA.	TO STA.	
ILLINOIS FED. AID PROJECT						

CONTRACT NO. 64E08

			70300100	70300220	70300280	70301000	78001110	78001130	78001180	78300100	78300200		
LOCATION			TYPE	COLOR	SHORT TERM PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING - LINE 24"	WORK ZONE PAVEMENT MARKING REMOVAL	PAINT PAVEMENT MARKING - LINE 4"	PAINT PAVEMENT MARKING - LINE 6"	PAINT PAVEMENT MARKING - LINE 24"	PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
STATION	STATION	OFFSET			(FOOT)	(FOOT)	(FOOT)	(SQ FT)	(FOOT)	(FOOT)	(FOOT)	(SQ FT)	(EACH)
PRE-STAGE													
IL 84													
314+30.00	318+66.00	CL											5
320+98.00	325+75.90	CL											6
STAGE I													
IL 84													
316+35.50	323+56.30	LT										241	
314+30.00	317+00.00	CL										180	
316+46.40	318+45.00	RT										67	
323+00.00	325+75.90	CL										184	
321+80.00	323+57.70	RT										60	
314+30.00		RT	SOLID	WHITE			12	24					
314+90.40	325+15.90	RT	SOLID	YELLOW		1,026		342					
316+00.00		LT	SOLID	WHITE			12	24					
316+35.50	9+37.20	LT	SOLID	YELLOW		533		178					
9+76.80	323+56.30	LT	SOLID	YELLOW		198		66					
325+75.90		LT	SOLID	WHITE			12	24					
FULTON ROAD													
8+80.00	9+30.20	CL	SOLID DOUBLE	YELLOW		51		17					
9+30.20		RT	SOLID	WHITE			12	24					
8+80.00	9+37	RT	SOLID	YELLOW		58		20					
8+80.00	9+77	LT	SOLID	YELLOW		97		33					
STAGE II													
IL 84													
315+30.00	9+63.30	LT	SOLID	YELLOW		643		215					
9+89.90	325+65.90	LT	SOLID	YELLOW		395		132					
316+46.40	323+57.70	RT	SOLID	YELLOW		712		238					
325+75.90		LT	SOLID	WHITE			12	24					
FULTON ROAD													
6+58.80	7+08.80	CL	SOLID DOUBLE	YELLOW		50		17					
8+54.30	9+89.90	RT	SOLID	YELLOW		136		46					
7+08.80		RT	SOLID	WHITE			12	24					
7+18.80	9+63.30	LT	SOLID	YELLOW		245		82					
STAGE IIB													
IL 84													
315+30.00	9+44.30	LT	SOLID	YELLOW		619		207					
316+46.40	323+57.70	RT	SOLID	YELLOW		712		238					
9+81.70	325+65.90	LT	SOLID	YELLOW		407		136					
325+75.90		LT	SOLID	WHITE			12	24					
SUBTOTAL					0	5,882	84	2,135	0	0	0	732	11

THE SCHEDULES DO NOT INCLUDE QUANTITIES FOR THE SANITARY LIFT STATION PLANS OR LIGHTING PLANS.



USER NAME = gjameson	DESIGNED -	REVISED
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PLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED
PLOT DATE = 8/5/2013	CHECKED -	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES  
IL ROUTE 84 OVER APPLE RIVER**

SCALE: NTS SHEET NO. 3 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	19
CONTRACT NO. 64E08			ILLINOIS FED. AID PROJECT	



LOCATION			TYPE	COLOR	70300100 SHORT TERM PAVEMENT MARKING (FOOT)	70300220 TEMPORARY PAVEMENT MARKING - LINE 4" (FOOT)	70300280 TEMPORARY PAVEMENT MARKING - LINE 24" (FOOT)	70301000 WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT)	78001110 PAINT PAVEMENT MARKING - LINE 4" (FOOT)	78001130 PAINT PAVEMENT MARKING - LINE 6" (FOOT)	78001180 PAINT PAVEMENT MARKING - LINE 24" (FOOT)	78300100 PAVEMENT MARKING REMOVAL (SQ FT)	78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL (EACH)
FULTON ROAD													
6+58.80	7+08.80	CL	SOLID DOUBLE	YELLOW		50		17					
7+68.80	9+81.70	RT	SOLID	YELLOW		213		71					
7+08.80		RT	SOLID	WHITE			12	24					
9+40.00	9+44.30	LT	SOLID	YELLOW		5		2					
STAGE III													
IL84													
314+30.00	314+47.00	LT	SOLID	WHITE				34					
315+00.00	320+97.00	LT	SOLID	WHITE				1194					
322+19.00	324+47.00	LT	SOLID	WHITE				456					
324+92.00	325+76.00	LT	SOLID	WHITE				168					
314+30.00	317+03.00	RT	SOLID	WHITE				546					
318+45.00	321+36.00	RT	SOLID	WHITE				582					
322+02.00	324+47.00	RT	SOLID	WHITE				490					
324+92.00	325+76.00	RT	SOLID	WHITE				168					
314+30.00		CL											
315+10.00		CL											
315+90.00		CL											
316+70.00		CL											
317+50.00		CL											
314+30.00	321+33.00	CL	DOUBLE SOLID	YELLOW	144			2812					
318+30.00		CL											
321+33.00			SOLID	WHITE					86				
321+39.00			SOLID	WHITE					82				
321+55.00		CL											
322+00.00	325+76.00	CL	DOUBLE SOLID	YELLOW	72			1504					
322+35.00		CL											
323+15.00		CL											
323+95.00		CL											
324+75.00		CL											
325+55.00		CL											
FULTON ROAD													
9+65.00			SOLID	WHITE	22					44			
9+71.00			SOLID	WHITE					100				
9+77.00			SOLID	WHITE					114				
FULTON STREET													
10+22.00			SOLID	WHITE					56				
10+28.00			SOLID	WHITE					44				
SUBTOTAL					238	268	12	114	7,954	482	44	0	0
TOTAL					238	6,150	96	2,249	7,954	482	44	732	11

THE SCHEDULES DO NOT INCLUDE QUANTITIES FOR THE SANITARY LIFT STATION PLANS OR LIGHTING PLANS.



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PLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES  
IL ROUTE 84 OVER APPLE RIVER**

SCALE: NTS SHEET NO. 4 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	20
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				

40600625      40603310      42001430

LOCATION	OFFSET	LENGTH	WIDTH	AREA	LEVELING BINDER		HMA SURFACE COURSE THICKNESS (INCHES)	LEVELING BINDER (MACHINE METHOD), N50 (TON)	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (TON)	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SQ YD)
					THICKNESS (INCHES)	AVERAGE THICKNESS				
STATION	LT/RT	(FT)	(FT)	(SQ FT)	(INCHES)		(INCHES)	(TON)	(TON)	(SQ YD)
IL 84										
PAVEMENT										
321+51.08 TO 321+57.08		6.00	24							16
321+57.08			24		0.00					
321+75.00		17.92	24		0.00	0.00	1.5	0		
322+00.00		25.00	24		2.50	1.25	1.5	5		
322+25.00		25.00	24		4.00	3.25	1.5	13		
322+50.00		25.00	24		2.50	3.25	1.5	13		
322+75.00		25.00	24		1.25	1.88	1.5	8		
323+00.00		25.00	24		0.50	0.88	1.5	4		
323+05.00		5.00	24		0.00	0.25	1.5	1		
321+51.07 TO 323+05		153.93	24				1.5		35	
SHOULDER										
317+40.00 TO 318+29.71	LT	89.71	4.90				1.5		5	
317+45.00 TO 318+38.23	RT	93.23	4.70				1.5		5	
322+19.00 TO 322+95.40	LT	76.40	3.00				1.5		3	
322+95.40 TO 323+05.00	LT	9.60	3.57				1.5		1	
322+01.95 TO 323+05.00	RT	103.05	3.00				1.5		3	
FULTON ROAD										
SHOULDER										
NORTHWEST QUADRANT				28			2.5		1	
FULTON STREET										
SHOULDER										
NORTHEAST QUADRANT				57			2.5		1	
TOTAL								44	54	16

28000510

LOCATION		INLET FILTERS
STATION	OFFSET	EACH
IL 84		
317+45.00	18.36' LT	1
317+83.00	17.07' LT	1
317+82.00	13.39' RT	1
317+82.00	17.30' RT	1
321+94.00	18.54' LT	1
321+97.60	21.30' RT.	1
321+97.60	29' RT	1
322+08.50	15' RT	1
322+08.50	21.30' RT	1
322+50.00	15' LT	1
322+50.00	15' RT	1
322+95.00	19.67' LT	1
FULTON ROAD		
9+33.00	11.95' RT	1
9+53.00	16.95' RT	1
FULTON STREET		
10+39.00	10' LT	1
10+39.00	10' RT	1
TOTAL		16

THE SCHEDULES DO NOT INCLUDE QUANTITIES FOR THE SANITARY LIFT STATION PLANS OR LIGHTING PLANS.

40600990

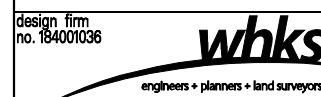
LOCATION		WIDTH	LENGTH	TEMPORARY RAMP
STATION	OFFSET	(FOOT)	(FOOT)	SQ YD
IL 84				
STAGE II				
317+45.00	RT	12.00	5	7
318+33.98	RT	12.00	5	7
321+57.08	RT	17.00	5	10
STAGE III				
317+45.00	LT	17.00	5	10
318+33.98	LT	17.00	5	10
321+57.08	LT	12.00	5	7
323+05.00		24.00	5	14
FULTON RD				
9+05.00		24.00	5	14
FULTON ST				
11+00.00		16.00	5	9
TOTAL				88

Z0062456 X4400100

LOCATION		OFFSET	AREA	TEMPORARY PAVEMENT	TEMPORARY PAVEMENT REMOVAL
STATION	STATION	LT/RT	(SQ FT)	(SQ YD)	(SQ FT)
IL 84					
321+08.00	321+39.45	LT	360	40	40
FULTON ROAD					
8+54.30	9+85.00	LT	588	66	66
TOTAL				106	106

LOCATION		OFFSET	LENGTH	WIDTH			AREA	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNINGS
STATION	STATION	LT/RT	(FOOT)	DS	US	AVERAGE	(SQ FT)	(SQ FT)	
IL 84									
317+40.00	317+43.48	27' LT	3.48	4.70	5.00	4.85		17	
317+43.48	317+48.24	27' LT	4.76	5.00	0.00	2.50		12	
317+90.24	318+00.00	26' LT	9.76	0.00	9.89	4.95		49	
318+00.00	318+26.18	26' LT	26.18	9.89	10.90	10.40		273	
318+26.18	318+51.79	26' LT	25.61	6.76	5.00	5.88		151	
318+26.18	318+27.70	20' LT	1.52	4.14	0.00	2.07		4	
318+14.00		35' LT	8.40	1.80	1.80	1.80		16	
317+44.23	317+45.00	25' RT	0.77	7.00	7.00	7.00		6	
317+45.00	317+52.01	25' RT	7.01	7.00	0.00	3.50		25	
317+97.98	318+05.00	20' RT	7.02	0.00	7.00	3.50		25	
318+05.00	318+16.97	20' RT	11.97	7.00	7.00	7.00		84	
318+16.97	318+41.70	20' RT	24.73	7.00	4.33	5.67		141	
321+87.30	321+94.11	24' LT	6.81	0.00	5.00	2.50		18	
321+94.11	322+95.40	24' LT	101.29	5.00	5.00	5.00		507	
321+94.11	321+96.11	24' LT	2.00			5.00		10	
322+95.40	323+05.00	24' LT	9.60	5.00	4.30	4.65		45	
321+40.00		17' RT						10	
321+93.98	322+01.95	18' RT	7.97	0.00	2.00			11	
322+01.95	323+05.00	18' RT	103.05	2.00	2.00	2.00		207	
322+09.87	322+52.22	21' RT	42.35	0.00	3.00	1.50		64	
322+52.22	322+90.00	21' RT	37.78	3.00	3.00	3.00		114	
321+86.53	321+90.24	24' RT	3.71	0.00	5.12			13	
321+90.24	322+10.00	24' RT	19.76	5.12	5.12	5.12		102	
321+90.24	321+92.24	24' RT	2.00			5.00		10	
321+95.20	322+10.00	30' RT	14.80	5.37	4.93	5.15		77	
322+10.00	322+52.22	30' RT	42.22	12.63	8.78	10.71		453	
322+52.22	322+90.00	30' RT	37.78	5.00	5.00	5.00		189	
322+90.00	322+99.00	30' RT	9.00	5.00	3.66	4.33		39	
BASELINE RETAINING WALL									
0+23.43	0+54.20	RT	30.77	5.00	5.00	5.00		154	
0+54.20	0+62.24	RT	8.04	5.72	5.70	5.71		46	
FULTON ROAD									
9+05.00	9+10.00	RT	5.00	4.00	4.00	4.00		20	
9+10.00	9+15.00	RT	5.00	4.00	7.00	5.50		28	
9+15.00	9+36.50	RT	21.50	7.00	7.00	7.00		151	
SOUTHWEST QUADRANT		RT					127	127	12
NORTHWEST QUADRANT		LT	4.89	3.50	5.00	4.25		21	
		LT	5.00	5.00	5.00	5.00		25	
FULTON STREET		RT					47	47	10
TOTAL								3,261	52

THE SCHEDULES DO NOT INCLUDE QUANTITIES FOR THE SANITARY LIFT STATION PLANS OR LIGHTING PLANS.



USER NAME = gjameson	DESIGNED -	REVISED
FILE NAME = 264E08-SHT-500.dgn	CHECKED -	REVISED
PLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED
PLOT DATE = 8/5/2013	CHECKED -	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES IL ROUTE 84 OVER APPLE RIVER			
SCALE: NTS	SHEET NO. 6 OF 9 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	22
CONTRACT NO. 64E08				ILLINOIS FED. AID PROJECT

48203023

LOCATION		OFFSET	LENGTH	AREA	SHOULDER WIDTH	HOT-MIX ASPHALT SHOULDERS, 6 1/2"
STATION	STATION		(FT)	(SQ FT)	(FT)	(SQ YD)
IL 84						
317+40.00	318+29.71	LT	89.71		4.90	49
317+45.00	318+38.23	RT	93.23		4.70	49
322+19.00	322+95.40	LT	76.40		3.00	26
322+95.40	323+05.00	LT	9.60		3.57	4
322+01.95	323+05.00	RT	103.05		3.00	35
FULTON ROAD						
NORTHWEST QUADRANT				28		4
FULTON STREET						
NORTHEAST QUADRANT				57		7
TOTAL						174

35400450      40701871

LOCATION		LENGTH	AREA	WIDTH	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, 9 1/2"	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9 1/2"
STATION	STATION	(FT)	(SQ FT)	(FT)	(SQ YD)	(SQ YD)
IL 84						
317+45.00	318+33.98	88.98		24		238
321+81.00	322+01.95	20.95		2	5	
322+01.95	323+05.00	103.05		1	12	
FULTON ROAD						
9+05.00	9+36.50	31.5		24		84
9+36.50	9+87.79	51.29		24		137
NORTHWEST QUADRANT			233			26
SOUTHWEST QUADRANT			338			38
LT SIDE ON FULTON STREET			555			62
FULTON STREET						
10+12.77	10+31.90	19.13		20		43
10+31.90	10+50.00	18.1		20		41
10+50.00	11+00.00	50		18		100
NORTHEAST QUADRANT			75			9
SOUTHEAST QUADRANT			55			7
TOTAL						785

28000400

LOCATION				PERIMETER EROSION BARRIER
STATION	OFFSET	STATION	OFFSET	FOOT
318+57.81	59.19' RT	319+30.14	57.48' RT	74
318+47.80	68.8' LT	318+88.80	65.9' LT	40
318+88.80	65.9' LT	319+30.14	57.48' RT	134
320+62.72	53.88' LT	320+94.32	58.9' RT	118
320+62.72	53.88' LT	321+04.90	17.8' RT	75
320+94.32	58.9' RT	11+00.00	13.5' RT	108
TOTAL				549

Z0075496

LOCATION		OFFSET	CONCRETE RETAINING WALL REMOVAL
STATION	STATION	LT/RT	(FOOT)
IL 84			
322+69.00	322+80.00	RT	11
TOTAL			11

81200230

LOCATION		OFFSET	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC
STATION	STATION	LT/RT	FOOT
IL 84			
318+41.54	321+28.81	LT	289
318+57.03	321+42.16	RT	287
TOTAL			576

THE SCHEDULES DO NOT INCLUDE QUANTITIES FOR THE SANITARY LIFT STATION PLANS OR LIGHTING PLANS.

20200100		20300100			
LOCATION	EARTH EXCAVATION	CHANNEL EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE(+) AND SHORTAGE (-)
	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
IL 84					
STAGE I					
STA. 317+40.00 TO STA. 318+63.85	208		156	0	156
STA. 321+18.38 TO STA. 323+05.00	83		62	19	43
STAGE II					
STA. 317+40.00 TO STA. 318+63.85	168		126	2	124
STA. 321+18.38 TO STA. 321+71.11	99		74	0	74
STAGE IIB					
STA. 321+71.11 TO STA. 323+05.00	19		14	17	-3
STA. 318+63.85 TO STA. 321+18.38		1,882	1,412	12	1,400
FULTON ROAD					
STAGE II					
STA. 9+05.00 TO STA. 9+50.00	42		32	28	4
STAGE IIB					
STA. 9+05.00 TO STA. 9+50.00	71		53	0	53
FULTON STREET					
STAGE I					
STA. 10+25.00 TO STA. 11+00.00	115		86	12	74
TOTAL	805	1,882	2,015	90	1,925

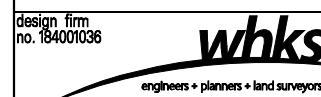
44000100		44000200		Z0004552		
LOCATION	OFFSET	WIDTH	AREA	PAVEMENT REMOVAL	DRIVEWAY PAVEMENT REMOVAL	APPROACH SLAB REMOVAL
STATION	STATION	(FOOT)	(SQ FT)	SQ YD	SQ YD	SQ YD
IL 84						
317+40.00	317+77.00	LT	4.10		17	
317+45.00	318+69.00		24.00	331		
318+69.00	318+89.00		24.00			54
320+97.00	321+17.00		24.00			54
321+17.00	321+57.08		24.00	107		
321+54.50	321+97.00	RAD. LT	370	42		
321+81.00	323+05.00	1.25		18		
FULTON RD						
9+05.00	9+88.00		24.00	222		
9+13.00	9+72.00		10.00	66		
FULTON ST						
10+12.00	10+27.00		24.10	41		
10+33.00	11+00.00		18.90	141		
TOTAL				968	17	108

44004250				
LOCATION	OFFSET	WIDTH	PAVED SHOULDER REMOVAL	
STATION	STATION	LT/RT	(FOOT)	(SQ FT)
IL 84				
317+40.00	318+89.00	LT	6.4	106
317+45.00	318+55.00	RT	10.3	126
318+55.00	318+89.00	RT	N/A	19
320+97.00	321+33.00	RT	N/A	21
321+33.00	321+58.00	RT	12.7	36
321+77.00	321+90.00	LT	9.0	13
321+90.00	322+08.00	LT	7.1	15
322+08.00	323+05.00	LT	6.6	72
321+81.00	322+75.00	RT	13.8	145
322+75.00	322+80.00	RT	10.1	6
322+80.00	323+05.00	RT	N/A	25
TOTAL				584

X5510100				
LOCATION	OFFSET	STORM SEWER REMOVAL		
STATION	STATION	LT/RT	(FOOT)	
IL 84				
317+83.00	317+83.00	LT/RT	33	
317+82.00		RT	8	
317+82.00	318+19.00	RT	39	
318+19.00	318+96.00	RT	81	
321+06.00	321+39.00	LT	34	
321+06.00	321+84.00	LT	84	
321+08.00	321+42.00	LT	37	
321+94.00	322+75.00	RT	81	
321+84.00	322+95.00	LT	111	
TOTAL			508	

44000400		44000500		44004000	
LOCATION	OFFSET	GUTTER REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	PAVED DITCH REMOVAL	
STATION	STATION	LT/RT	(FOOT)	(FOOT)	(FOOT)
IL 84					
317+40.00	318+89.00	LT	149		
317+45.00	318+55.00	RT	110		
318+55.00	318+89.00	RT		34	
320+97.00	321+59.00	RT		65	
321+80.00	323+05.00	LT	125		
322+74.00	323+01.00	RT			27
323+01.00	323+05.00	RT	4		
FULTON ROAD					
9+05.00	IL 84	RT		106	
TOTAL			388	205	27

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FILE NAME = 264E08-SHT-500.dgn	CHECKED -	REVISED
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PLOT DATE = 8/6/2013	CHECKED -	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES  
IL ROUTE 84 OVER APPLE RIVER

SCALE: NTS SHEET NO. 8 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	24
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				



LOCATION		OFFSET	COMBINATION CURB AND GUTTER, TYPE B-6.12 (FOOT)	COMBINATION CURB AND GUTTER, TYPE B-6.24 (FOOT)
STATION	STATION	LT/RT		
IL 84				
317+40.00	318+27.70	LT		88
317+45.00	318+40.19	RT		96
321+90.34	322+90.00	RT	100	
321+94.21	322+10.00	RT	21	
322+02.22	323+05.00	LT		103
322+01.95	323+05.00	RT		104
FULTON ROAD				
NORTHWEST QUADRANT		LT		29
9+05.00	9+36.50	RT		32
SOUTHWEST QUADRANT		RT		23
FULTON STREET				
NORTHEAST QUADRANT		LT		29
10+35.92	11+00.00	LT		65
NORTHEAST QUADRANT		RT		17
10+30.87	11+00.00	RT		70
TOTAL			121	656

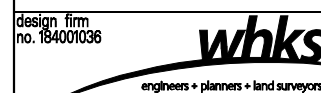
LOCATION		VALVE VAULTS TO BE ADJUSTED (EACH)	REMOVING INLETS (EACH)	REMOVE EXISTING FLARED END SECTION (EACH)
STATION	OFFSET			
IL 84				
317+83.00	18' LT		1	
317+81.00	21' RT		1	
318+19.00	23' RT		1	
318+26.00	3' LT	1		
318+99.00	35' RT			1
321+07.00	53' LT			1
321+08.00	56' LT			1
321+35.00	24' RT		1	
321+84.00	19' LT		1	
321+95.00	25' RT		1	
321+96.00	8' LT	1		
FULTON RD				
9+50.00	13' RT		1	
9+61.00	15' LT	1		
9+66.00	12' LT	1		
9+73.00	13' LT	1		
TOTAL		5	7	3

LOCATION		OFFSET	WIDTH (FOOT)	SIDEWALK REMOVAL (SQ FT)
STATION	STATION	LT/RT		
IL 84				
317+40.00	317+45.00	LT	4.6	23
317+45.00	318+48.00	LT	3.8	392
318+48.00	318+52.00	LT	5.7	23
318+52.00	318+66.00	LT	6.7	94
318+66.00	318+89.00	LT	5.7	132
318+14.00	318+14.00	LT	N/A	18
317+45.00	318+55.00	RT	5.1	561
318+55.00	318+89.00	RT	5.5	187
320+97.00	321+33.00	RT	N/A	208
321+33.00	321+96.00	RT	5.7	360
321+96.00	322+53.00	RT	8.7	496
322+53.00	322+99.00	RT	4.0	184
321+77.00	323+05.00	LT	4.3	551
RETAINING WALL				
0+28.15	0+62.24	RT	2.9	99
FULTON ROAD				
9+70.00	9+81.00	LT	3.6	40
9+05.00	9+62.00	RT	0.0	459
TOTAL				3,827

LOCATION		TEMPORARY CONCRETE BARRIER (FOOT)	RELOCATE TEMPORARY CONCRETE BARRIER (FOOT)	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2 (EACH)	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2 (EACH)
STATION	STATION				
IL 84					
316+58.15				1	
316+58.15	324+18.35	762.5			
324+18.35				1	
318+07.32					1
318+07.32	321+24.07		325.0		
321+24.07					1
TOTAL		762.5	325.0	2	2

LOCATION		SIGN PANEL - TYPE 1 (SQ FT)	TELESCOPING STEEL SIGN SUPPORT (FOOT)
STATION	OFFSET		
IL 84			
322+70	20' LT	9	11
TOTAL		9	11

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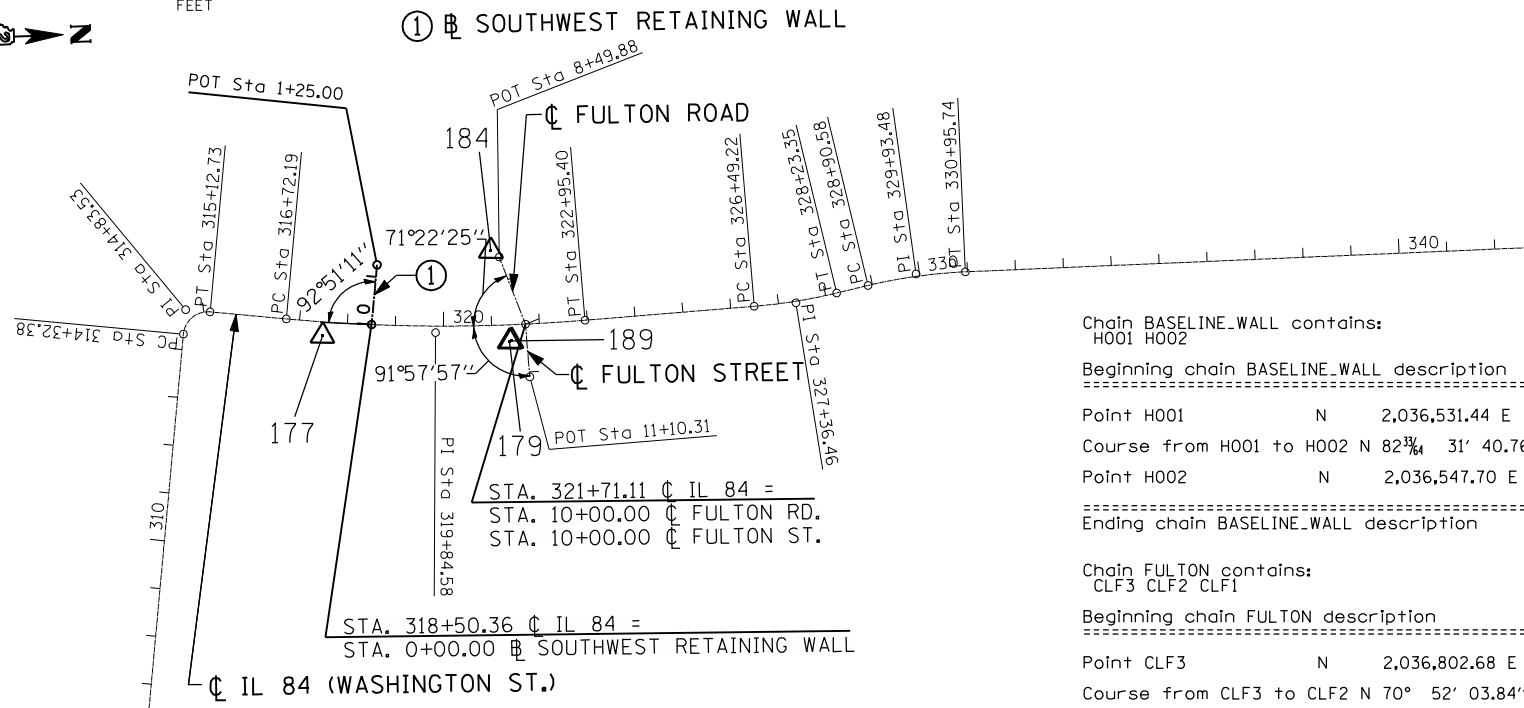
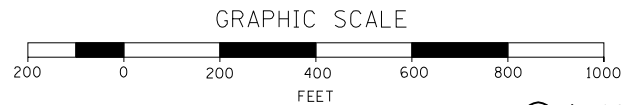
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES  
IL ROUTE 84 OVER APPLE RIVER

SCALE: NTS SHEET NO. 9 OF 9 SHEETS STA. TO STA.

F.A.P. RTE. 308	SECTION 103BR-4	COUNTY JO DAVIESS	TOTAL SHEETS 159	SHEET NO. 25
CONTRACT NO. 64E08				ILLINOIS FED. AID PROJECT

# HORIZONTAL & VERTICAL CONTROL



Chain BASELINE\_WALL contains:  
 H001 H002

Beginning chain BASELINE\_WALL description  
 =====  
 Point H001 N 2,036,531.44 E 2,264,505.95 Sta 0+00.00  
 Course from H001 to H002 N 82°34' 31" 40.76" W Dist 125.00  
 Point H002 N 2,036,547.70 E 2,264,382.01 Sta 1+25.00  
 =====  
 Ending chain BASELINE\_WALL description

Chain FULTON contains:  
 CLF3 CLF2 CLF1

Beginning chain FULTON description  
 =====  
 Point CLF3 N 2,036,802.68 E 2,264,375.62 Sta 8+49.88  
 Course from CLF3 to CLF2 N 70° 52' 03.84" E Dist 150.12  
 Point CLF2 N 2,036,851.88 E 2,264,517.45 Sta 10+00.00  
 Course from CLF2 to CLF1 N 87° 31' 41.50" E Dist 110.31  
 Point CLF1 N 2,036,856.64 E 2,264,627.66 Sta 11+10.31  
 =====  
 Ending chain FULTON description

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
JO_IL84	1320	1320	1321	1322	1323
JO_IL84	1310	1310	1311	1312	1313
JO_IL84	1300	1300	1301	1302	1303

Chain JO\_IL84 contains:  
 1550 CUR 1420 CUR 1410 CUR 1400 CUR 1390 CUR 1380 CUR 1370 CUR 1360 CUR 1350 C-  
 UR 1340 CUR 1330 CUR 1320 CUR 1310 CUR 1300 CUR 1290 CUR 1280 CUR 1270

Beginning chain JO\_IL84 description  
 =====

Curve Data  
 -----  
**Curve 1320**  
 P.I. Station 314+83.53 N 2,036,145.4578 E 2,264,459.8317  
 Delta = 89° 59' 32.80" (RT)  
 Degree = 111° 59' 52.25"  
 Tangent = 51,1512'  
 Length = 80,3519'  
 Radius = 51,1579'  
 External = 21,1855'  
 Long Chord = 72,3435'  
 Mid. Ord. = 14,9814'  
 P.C. Station 314+32.38 N 2,036,138.8049 E 2,264,510.5484  
 P.T. Station 315+12.73 N 2,036,196.1753 E 2,264,466.4779  
 C.C. N 2,036,189.5283 E 2,264,517.2021

Course from PT 1320 to PC 1310 N 7° 27' 56.42" E Dist 159.4537'

Curve Data  
 -----  
**Curve 1310**  
 P.I. Station 319+84.58 N 2,036,664.0239 E 2,264,527.7861  
 Delta = 9° 57' 27.37" (LT)  
 Degree = 1° 35' 52.00"  
 Tangent = 312,3948'  
 Length = 623,2161'  
 Radius = 3,585,9689'  
 External = 13,5815'  
 Long Chord = 622,4321'  
 Mid. Ord. = 13,5303'  
 P.C. Station 316+72.19 N 2,036,354.2773 E 2,264,487.1960  
 P.T. Station 322+95.40 N 2,036,976.1232 E 2,264,514.2036  
 C.C. N 2,036,820.2100 E 2,260,931.6257

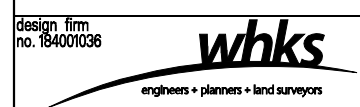
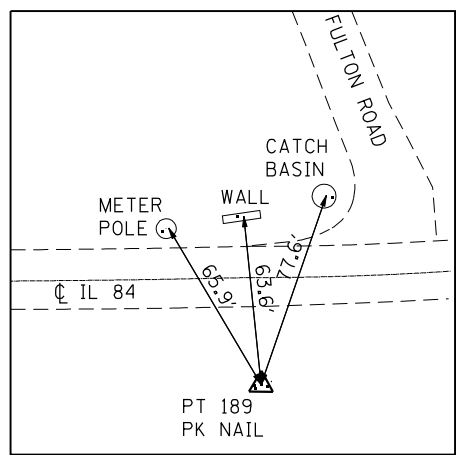
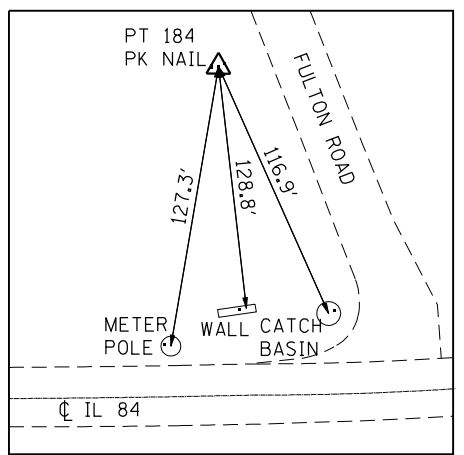
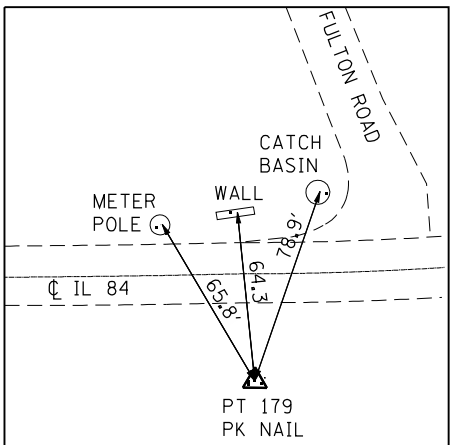
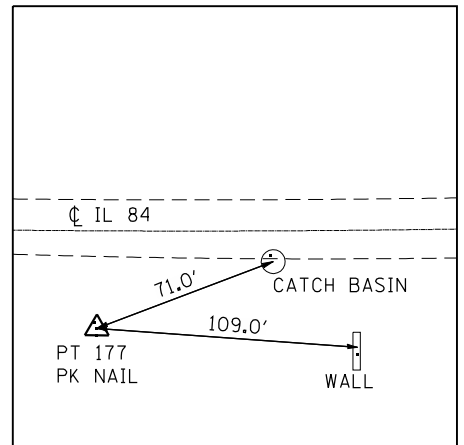
Course from PT 1310 to PC 1300 N 2° 29' 30.95" W Dist 353.8151'

Curve Data  
 -----  
**Curve 1300**  
 P.I. Station 327+36.46 N 2,037,416.7592 E 2,264,495.0272  
 Delta = 8° 48' 37.05" (LT)  
 Degree = 5° 03' 34.38"  
 Tangent = 87,2379'  
 Length = 174,1319'  
 Radius = 1,132,4284'  
 External = 3,3553'  
 Long Chord = 173,9604'  
 Mid. Ord. = 3,3454'  
 P.C. Station 326+49.22 N 2,037,329.6038 E 2,264,498.8202  
 P.T. Station 328+23.35 N 2,037,502.3053 E 2,264,477.9300  
 C.C. N 2,037,280.3673 E 2,263,367.4627

REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
515	JO_IL84	318+58.24	30.9698' RT	30.9698 DISK, WALL
516	JO_IL84	318+20.49	23.6107' RT	23.6107 WALL, CATCH BASIN
518	JO_IL84	321+40.68	43.952' LT	-43.9520 CATCH BASIN, CATCH BASIN
519	JO_IL84	321+31.78	29.2316' LT	-29.2316 CATCH BASIN, WALL
520	JO_IL84	321+19.91	28.7751' LT	-28.7751 WALL, METER POLE

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
405	2036539.1415	2264535.7314	634.3311	JO_IL84	318+60.35	29.0798' RT	29.0798 TOPO SURVEY POINT, DISK

SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
177	2036428.5668	2264525.2908	629.1629	JO_IL84	317+50.17	28.9741' RT	28.9741 BACK OF CURB, TOPO SURVEY POINT
179	2036817.3625	2264552.4379	629.2176	JO_IL84	321+36.62	34.8443' RT	34.8443 TOPO SURVEY POINT, TOPO SURVEY POINT
184	2036785.5668	2264362.4031	630.1315	JO_IL84	321+03.23	155.0167' LT	-155.0167 TOPO SURVEY POINT, TOPO SURVEY POINT
189	2036821.5348	2264551.2869	629.1410	JO_IL84	321+40.75	33.6925' RT	33.6925 TOPO SURVEY POINT, TOPO SURVEY POINT



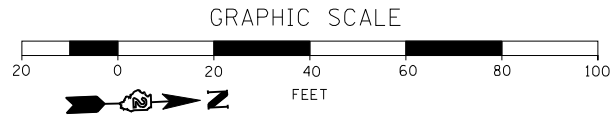
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PLOT DATE = 8/5/2013	CHECKED -	REVISED

STATE OF ILLINOIS  
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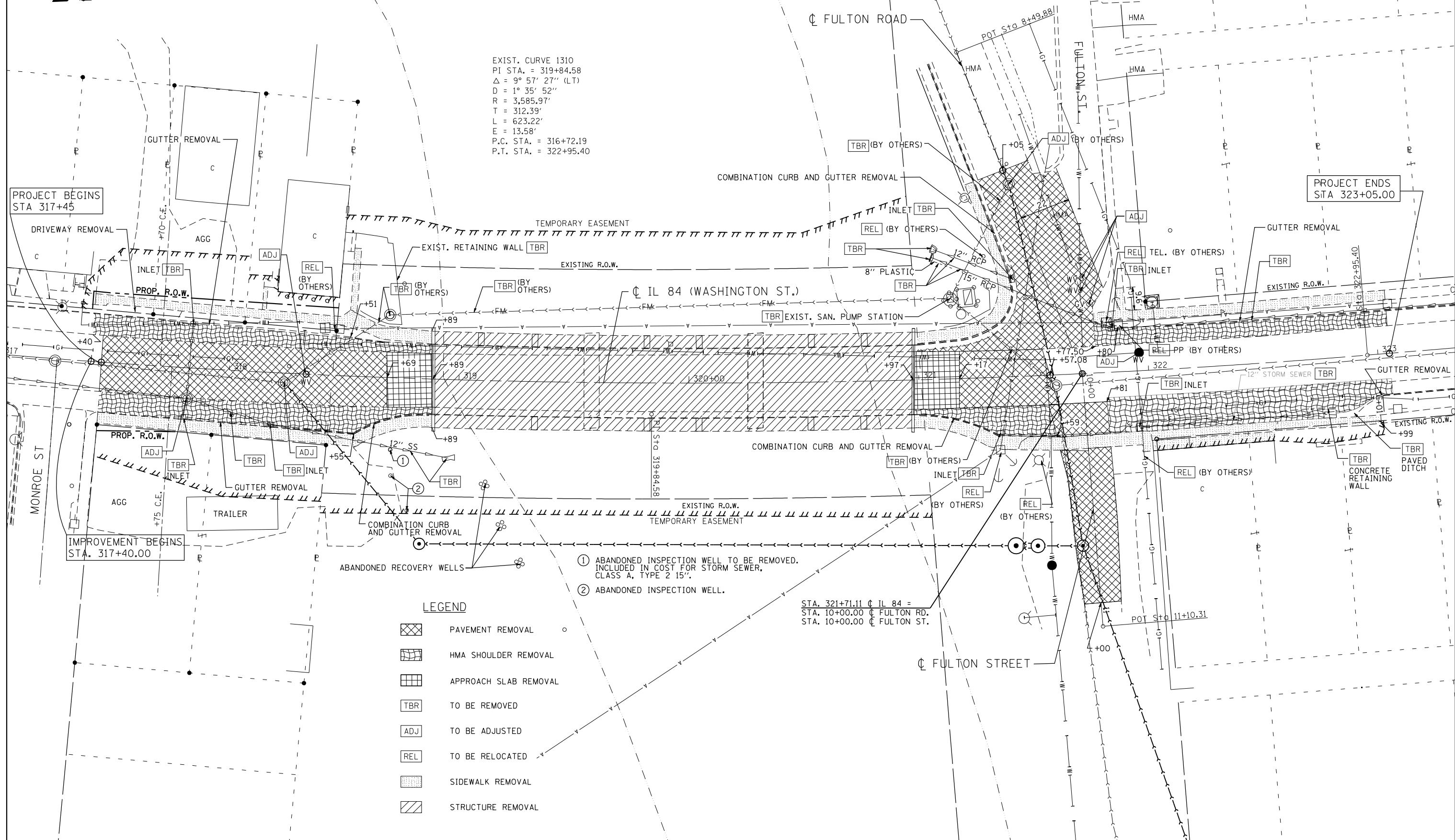
HORIZONTAL & VERTICAL CONTROL  
 IL ROUTE 84 OVER APPLE RIVER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	26
CONTRACT NO. 64E08			ILLINOIS FED. AID PROJECT	



EXIST. CURVE 1310  
 PI STA. = 319+84.58  
 $\Delta = 9^\circ 57' 27''$  (LT)  
 $D = 1^\circ 35' 52''$   
 $R = 3,585.97'$   
 $T = 312.39'$   
 $L = 623.22'$   
 $E = 13.58'$   
 P.C. STA. = 316+72.19  
 P.T. STA. = 322+95.40

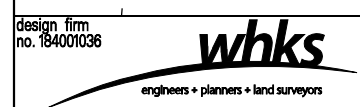


- ABANDONED RECOVERY WELLS
- ① ABANDONED INSPECTION WELL TO BE REMOVED. INCLUDED IN COST FOR STORM SEWER, CLASS A, TYPE 2 15".
  - ② ABANDONED INSPECTION WELL.

**LEGEND**

	PAVEMENT REMOVAL
	HMA SHOULDER REMOVAL
	APPROACH SLAB REMOVAL
	TO BE REMOVED
	TO BE ADJUSTED
	TO BE RELOCATED
	SIDEWALK REMOVAL
	STRUCTURE REMOVAL

STA. 321+71.11  $\phi$  IL 84 =  
 STA. 10+00.00  $\phi$  FULTON RD.  
 STA. 10+00.00  $\phi$  FULTON ST.



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PLOT SCALE = 39.9999' / IN.	DRAWN -	REVISED -
PLOT DATE = 8/5/2013	CHECKED -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
 IL ROUTE 84 OVER APPLE RIVER**

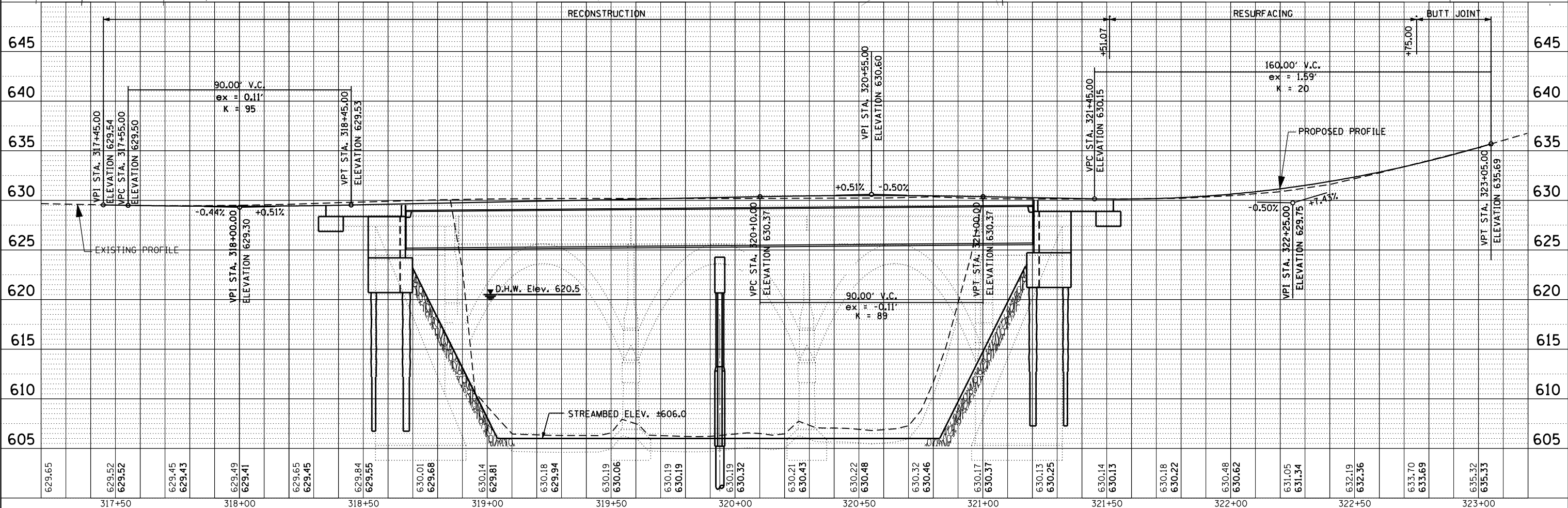
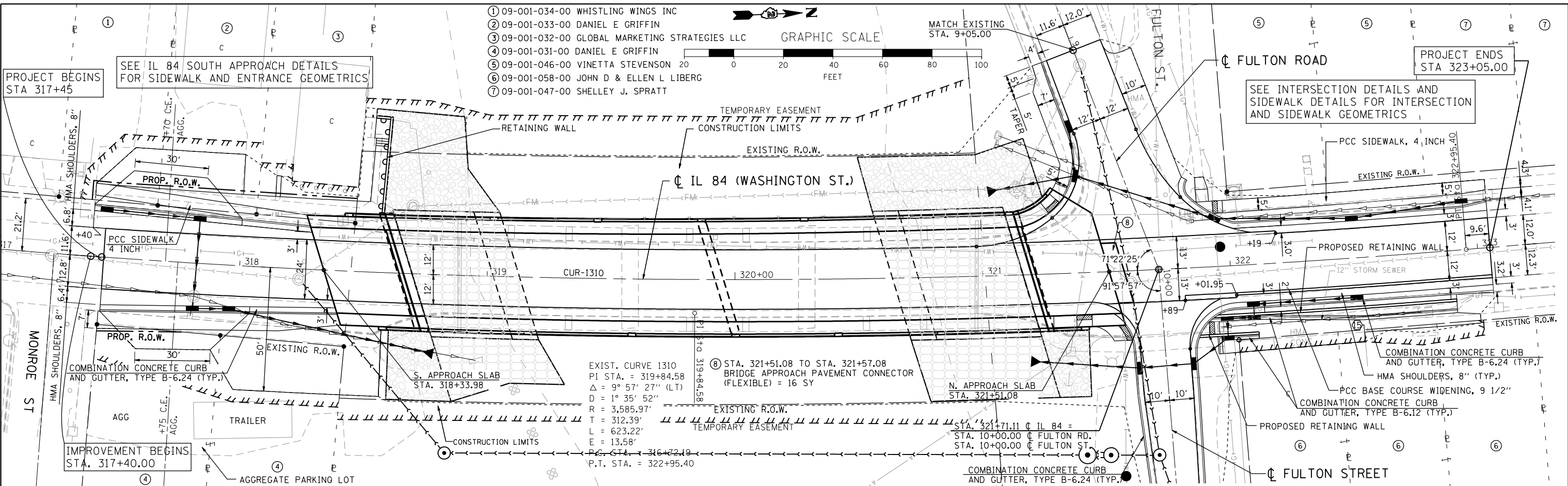
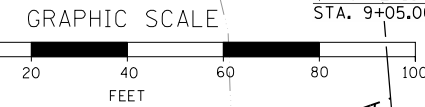
SCALE: 1" = 20'    SHEET NO. 1 OF 1 SHEETS    STA. 317+40.00 TO STA. 323+05.00

F.A.P. RTE. 308	SECTION 103BR-4	COUNTY JO DAVIESS	TOTAL SHEETS 159	SHEET NO. 27
CONTRACT NO. 64E08			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
	NOTED		
	CHECKED		
	FILED		
	NO.		

PROFILE	SURVEYED	BY	DATE
	NOTED		
	CHECKED		
	FILED		
	NO.		

- ① 09-001-034-00 WHISTLING WINGS INC
- ② 09-001-033-00 DANIEL E GRIFFIN
- ③ 09-001-032-00 GLOBAL MARKETING STRATEGIES LLC
- ④ 09-001-031-00 DANIEL E GRIFFIN
- ⑤ 09-001-046-00 VINETTA STEVENSON
- ⑥ 09-001-058-00 JOHN D & ELLEN L LIBERG
- ⑦ 09-001-047-00 SHELLEY J. SPRATT



Design firm  
no. 184001036

engineers • planners • land surveyors

USER NAME = gjameson	DESIGNED -	REVISED -
FILE NAME = Z64E08-SHT-PP.20a.dgn	CHECKED -	REVISED -
PLOT SCALE = 40,0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 8/5/2013	CHECKED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE - IL 84  
IL ROUTE 84 OVER APPLE RIVER

SCALE: 1" = 20'

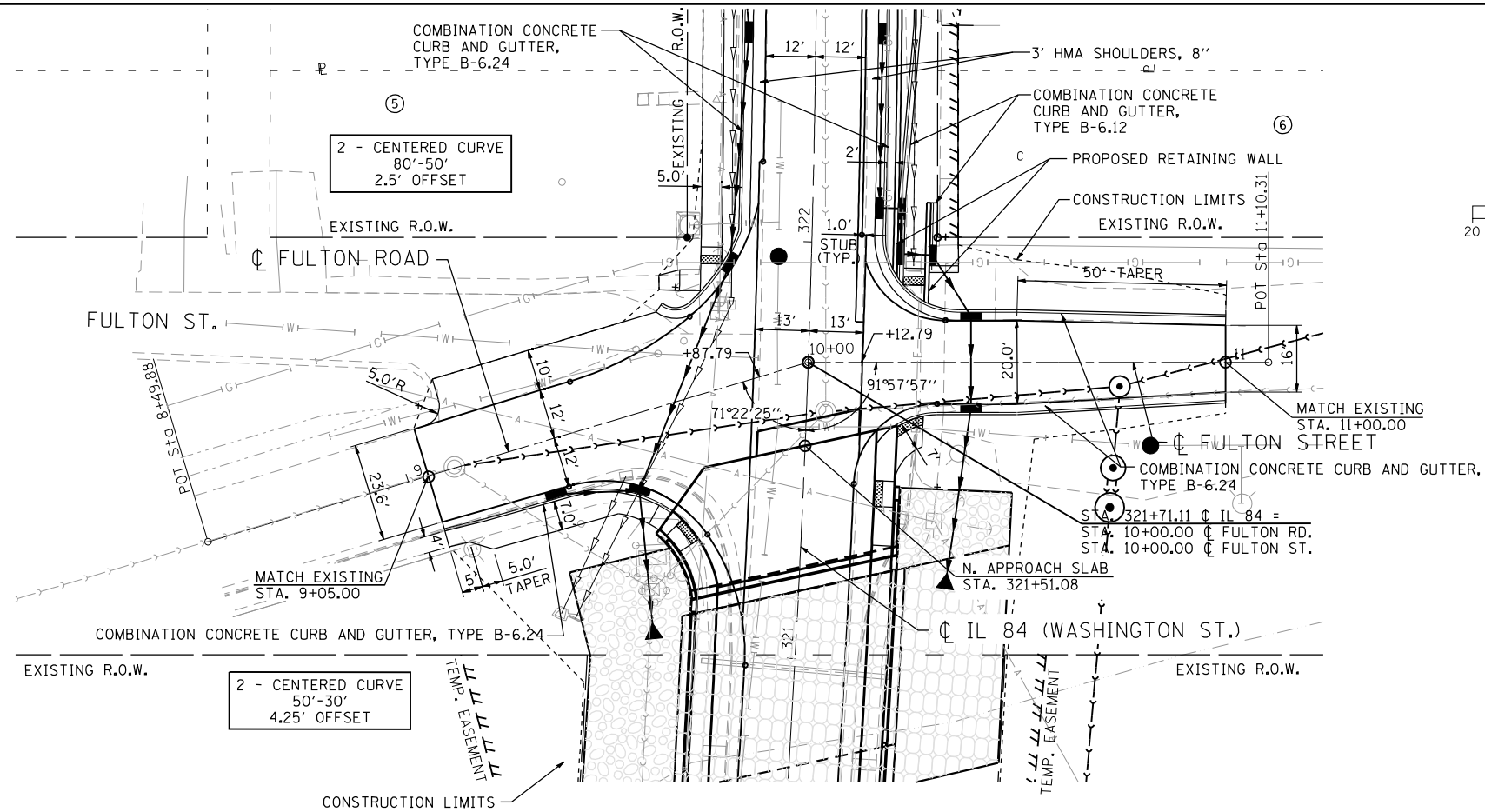
SHEET NO. 1 OF 1 SHEETS

STA. 317+40.00 TO STA. 323+05.00

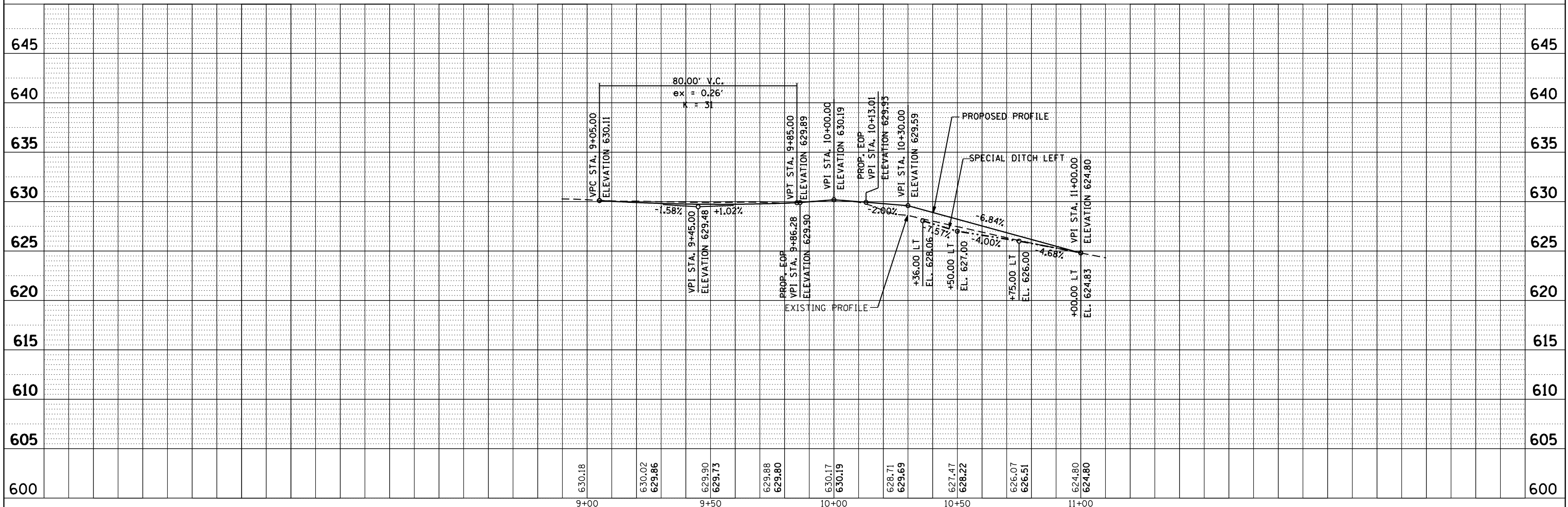
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVISS	159	28
CONTRACT NO.			ILLINOIS FED. AID PROJECT	

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

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



SEE INTERSECTION DETAILS AND  
SIDEWALK DETAILS FOR INTERSECTION,  
SIDEWALK AND RETAINING WALL GEOMETRICS



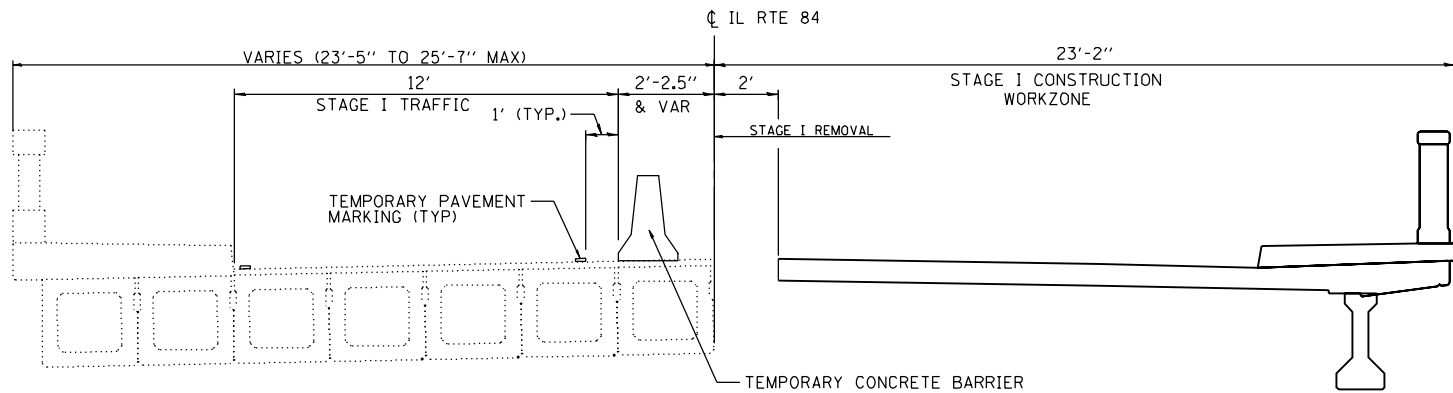
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

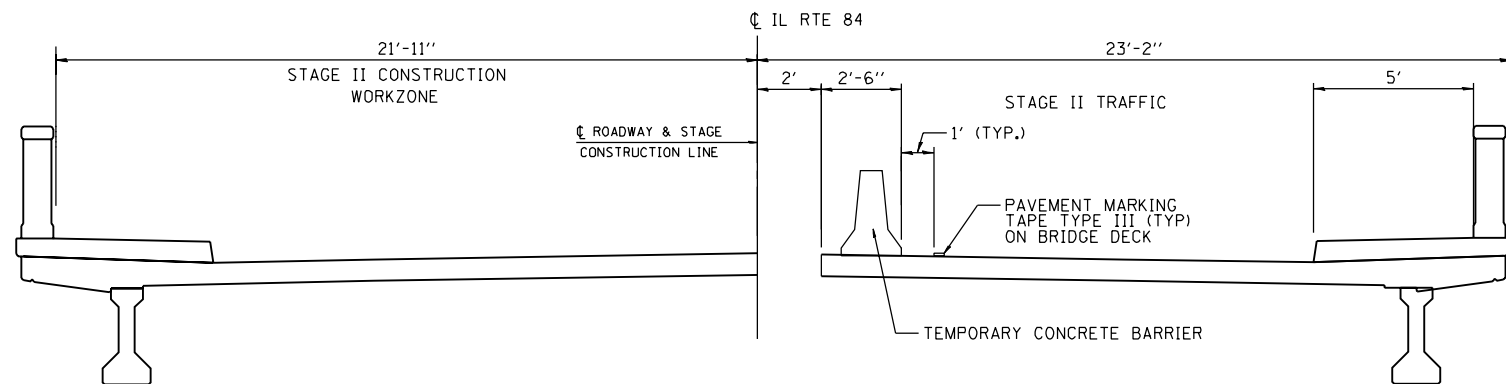
**PLAN AND PROFILE - FULTON ROAD / FULTON STREET  
IL ROUTE 84 OVER APPLE RIVER**

F.A.U. RTE. 308	SECTION 103BR-4	COUNTY JO DAVIESS	TOTAL SHEETS 159	SHEET NO. 29
CONTRACT NO. 64E08			ILLINOIS FED. AID PROJECT	

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. 9+05.00 TO STA. 11+00.00



IL-84 STAGE I CONSTRUCTION



IL-84 STAGE II CONSTRUCTION

MAINTENANCE OF TRAFFIC AND CONSTRUCTION SEQUENCE DESCRIPTION

**PRE-STAGE CONSTRUCTION**  
 INSTALL TEMPORARY PAVEMENT, LOCATE EXISTING UTILITIES ON EACH SIDE OF THE BRIDGE. RELOCATE EXISTING PUMP STATION ON WEST SIDE OF THE BRIDGE.

**MAINTENANCE OF TRAFFIC**  
 MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES. UTILIZE IDOT STANDARD 701501 & 701326 FOR LANE CLOSURE.

**PEDESTRIAN TRAFFIC**  
 THE CONTRACTOR SHALL CLOSE SIDEWALKS AS REQUIRED TO PERFORM WORK AND ENSURE THE SAFETY OF THE PUBLIC. SIDEWALK CLOSURES SHALL COMPLY WITH STANDARD 701801. THE CONTRACTOR SHALL ENSURE THAT PEDESTRIANS HAVE A SAFE ALTERNATE ROUTE WHEN A SIDEWALK CLOSURE IS IMPLEMENTED.

**STAGE I CONSTRUCTION**  
 REMOVE AND CONSTRUCT EAST SIDE OF THE BRIDGE, CONSTRUCT EAST HALF OF THE SOUTH APPROACH ROADWAY PAVEMENT, AND CONSTRUCT EAST HALF OF THE APPROACH SLABS. CONSTRUCT PROPOSED SIDEWALK, CURB & GUTTER AND RETAINING WALLS ON EAST SIDE OF ILLINOIS ROUTE 84, NORTH OF FULTON STREET. RECONSTRUCT FULTON STREET (EAST LEG).

**MAINTENANCE OF TRAFFIC**  
 UTILIZE IDOT STANDARD 701321 AND THE STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS STAGE I AS SHOWN. CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES.

**STAGE II CONSTRUCTION**  
 REMOVE AND CONSTRUCT WEST SIDE OF THE BRIDGE, CONSTRUCT WEST HALF OF THE SOUTH APPROACH SLAB, CONSTRUCT SIDEWALK, CURB & GUTTER AND RETAINING WALL ON WEST SIDE OF ILLINOIS ROUTE 84 SOUTH OF APPLE RIVER. CONSTRUCT WEST HALF OF THE NORTH APPROACH SLAB AND WEST HALF OF THE SOUTH APPROACH ROADWAY PAVEMENT. CONSTRUCT THE SOUTH SIDE OF FULTON ROAD PAVEMENT, CONSTRUCT SIDEWALK AND CURB & GUTTER AT SOUTHWEST CORNER OF FULTON ROAD AND ILLINOIS ROUTE 84.

**MAINTENANCE OF TRAFFIC**  
 UTILIZE IDOT STANDARD 701316 AND 701321 AND THE STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS STAGE II AS SHOWN. CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES.

**STAGE IIB CONSTRUCTION**  
 CONSTRUCT NORTH HALF OF THE FULTON ROAD PAVEMENT, THE WEST SHOULDER AND CURB & GUTTER ON ILLINOIS ROUTE 84 NORTH OF FULTON ROAD.

**MAINTENANCE OF TRAFFIC**  
 UTILIZE IDOT STANDARD 701316 AND THE STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS STAGE IIB AS SHOWN.

**STAGE III CONSTRUCTION**  
 MILL AND RESURFACE NORTH APPROACH ROADWAY PAVEMENT WITHIN PROJECT LIMITS. INSTALL PROPOSED PERMANENT PAVEMENT MARKING AND RAISED PAVEMENT REFLECTORS FOR ROADWAY AND BRIDGE.  
**MAINTENANCE OF TRAFFIC**  
 MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES. UTILIZE IDOT STANDARDS 701311 AND 701501.

**NOTES:**  
 1. THE BRIDGE WILL BE STAGE CONSTRUCTED BY PROVIDING ONE LANE OF TRAFFIC ON THE ILLINOIS ROUTE 84 BRIDGE AT ALL TIMES. MONROE STREET AND FULTON STREET (EAST LEG) AS WELL AS FRANKLIN STREET (EAST AND WEST LEGS) SHALL BE CLOSED TO FACILITATE TWO-WAY TRAFFIC ON THE BRIDGE DURING CONSTRUCTION.

FILE NAME: P:\2010\ME10010\PTB154-23.WHKS\CADD\Bases2\Z64E08-SHT\_Stage00-Typ.dgn  
 USER: NAME  
 PLOTTER: Millenria Professional Services



2600 Warrenville Road, Suite 203, Downers Grove, IL 60515-1761  
 630.705.0110 voice, 630.839.3566 fax  
 www.mps-il.com  
**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED - TVN	REVISED -
DRAWN - TVN/BB	REVISED -
CHECKED - MG	REVISED -
DATE - 7/24/2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

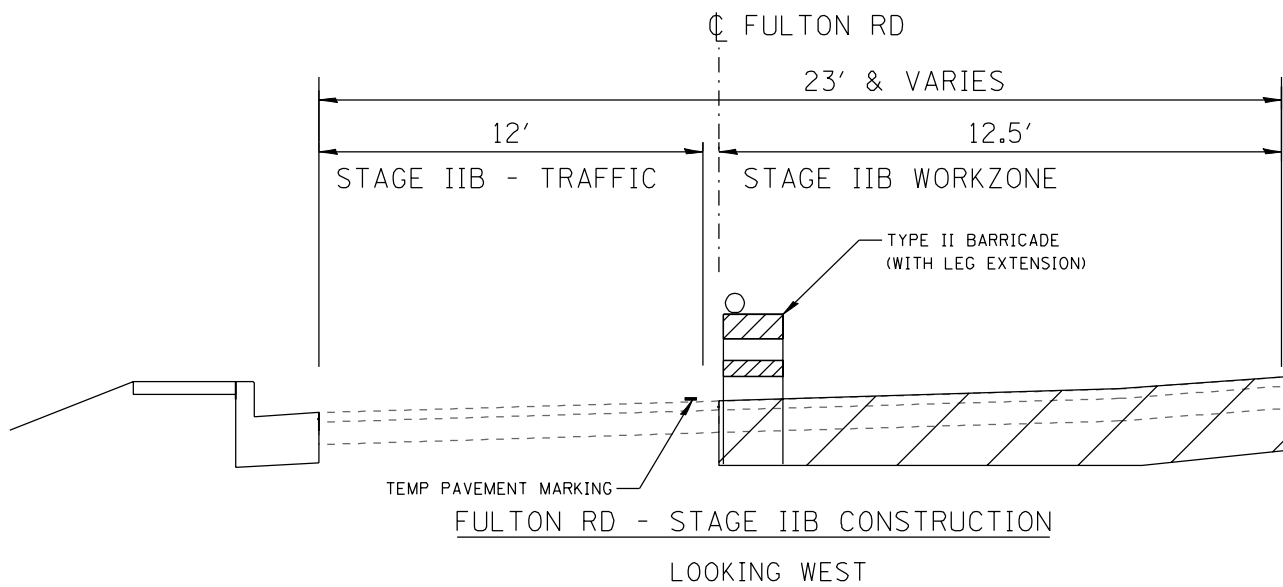
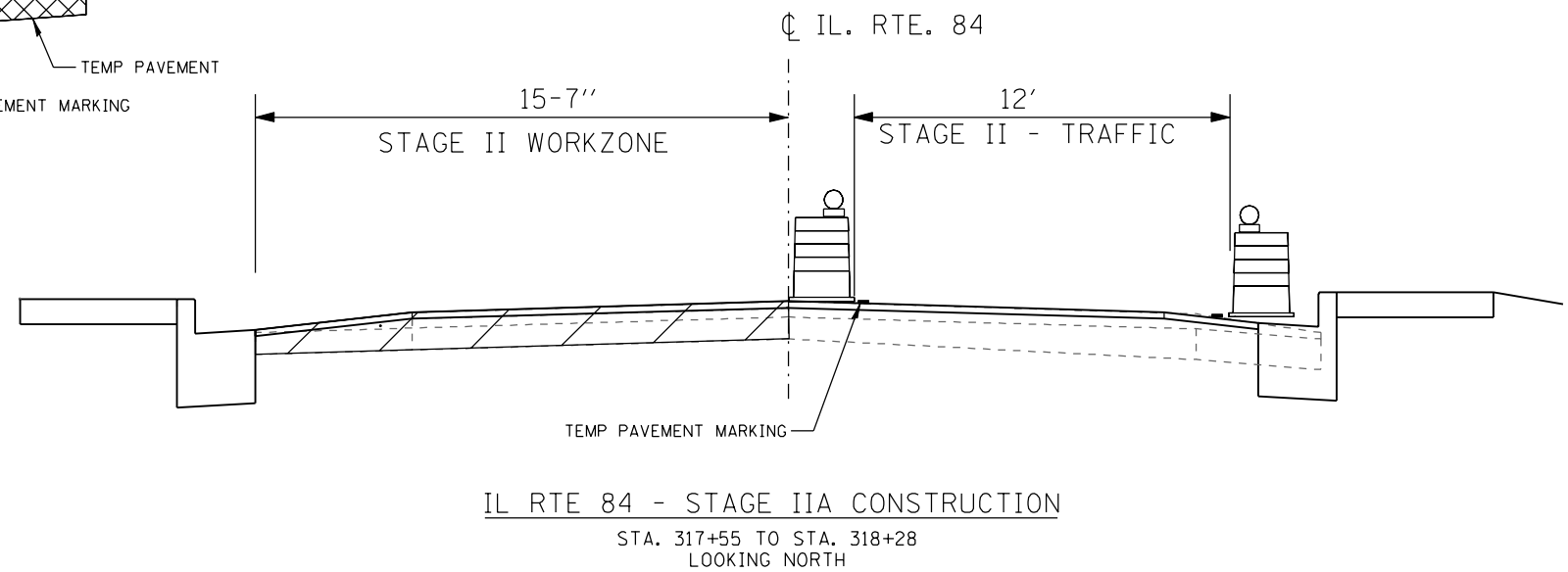
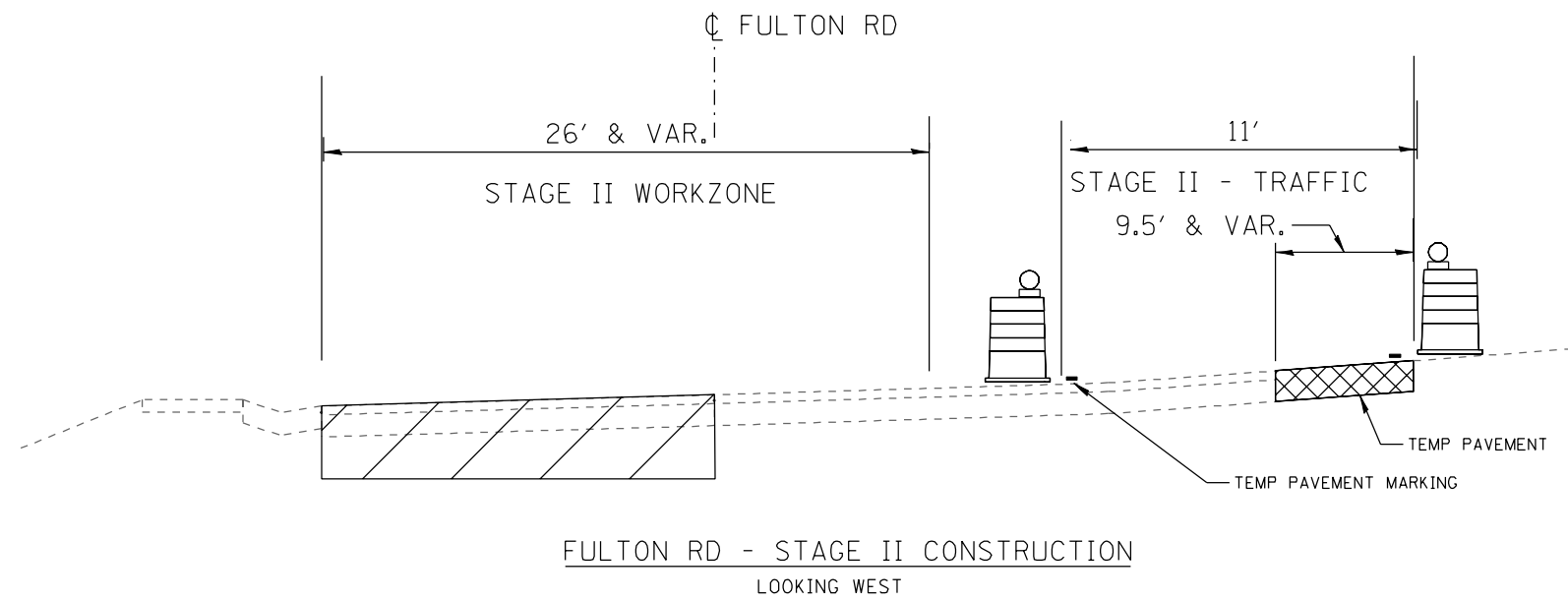
**IL ROUTE 84  
 OVER APPLE RIVER**

**STAGES OF CONSTRUCTION  
 TYPICAL SECTIONS**

SCALE: NTS SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	30
CONTRACT NO.			64E08	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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FILE NAME = P:\2010\ME\10010\PTB154-23.WHKS\CADD\Base2\Z64E08-SHT\_Stage00-Typ.dgn  
 USER NAME = Millennium Professional Services



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DRAWN - TVN/BB	REVISED -
CHECKED - MG	REVISED -
DATE - 7/24/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 84  
OVER APPLE RIVER**

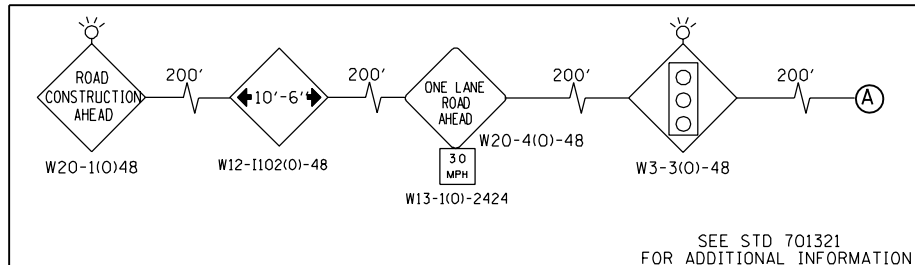
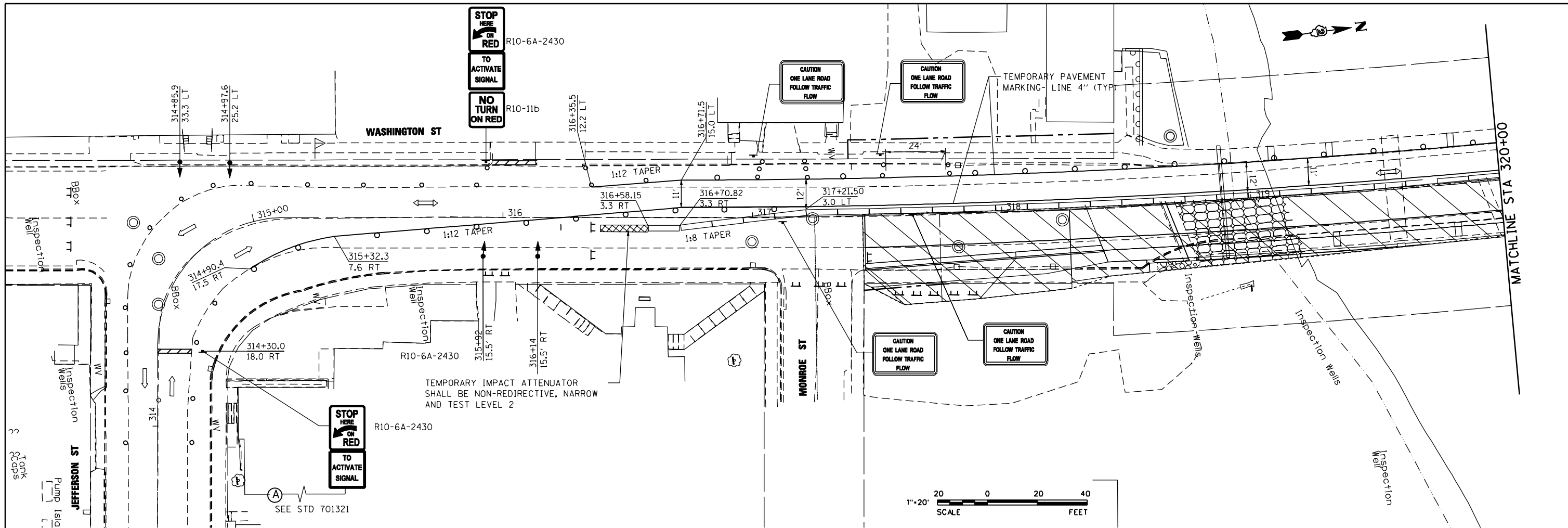
**STAGES OF CONSTRUCTION  
TYPICAL SECTIONS**

SCALE: NTS    SHEET NO. 2 OF 5 SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	31
CONTRACT NO. 64E08				

FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT  
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- LEGEND**
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 20' CENTERS
  - ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
  - ▨ WORK ZONE
  - ⇨ TRAFFIC DIRECTION
  - ▬ TEMPORARY CONCRETE BARRIER
  - ▩ IMPACT ATTENUATOR
  - TEMPORARY TRAFFIC SIGNAL
  - ▬ STOP BAR

**SEQUENCE OF OPERATIONS**

PHASE	A		B		C		D					
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12
NORTHBOUND	G	Y	R	R	R	R	R	R	R	R	R	R
FULTON RD (EB)	R	R	R	R	R	R	G	Y	R	R	R	R
SOUTHBOUND	R	R	R	G	Y	R	R	R	R	R	R	R
DRIVEWAY, 316+16 (LT)	R	R	R	R	R	R	R	R	R	G	Y	R

SEE NOTE 1

**NOTE:**

- THIS TRAFFIC SIGNAL SEQUENCE HOLDS OVER THE TRAFFIC SIGNAL SEQUENCE SHOWN IN STD 701321 OR AS DIRECTED BY THE ENGINEER.
- BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE OF THE BARRIER WALL.

FILE NAME : F:\2010\VE\0010.PT\B154-23.WHKS\CADD\Bases\264E08-SHT\_5.stg\11\_20.dgn  
 USER : JLN  
 MILLENIA PROFESSIONAL SERVICES

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DESIGNED - TVN	REVISED -
DRAWN - TVN/BB	REVISED -
CHECKED - MG	REVISED -
DATE - 8/2/2013	REVISED -

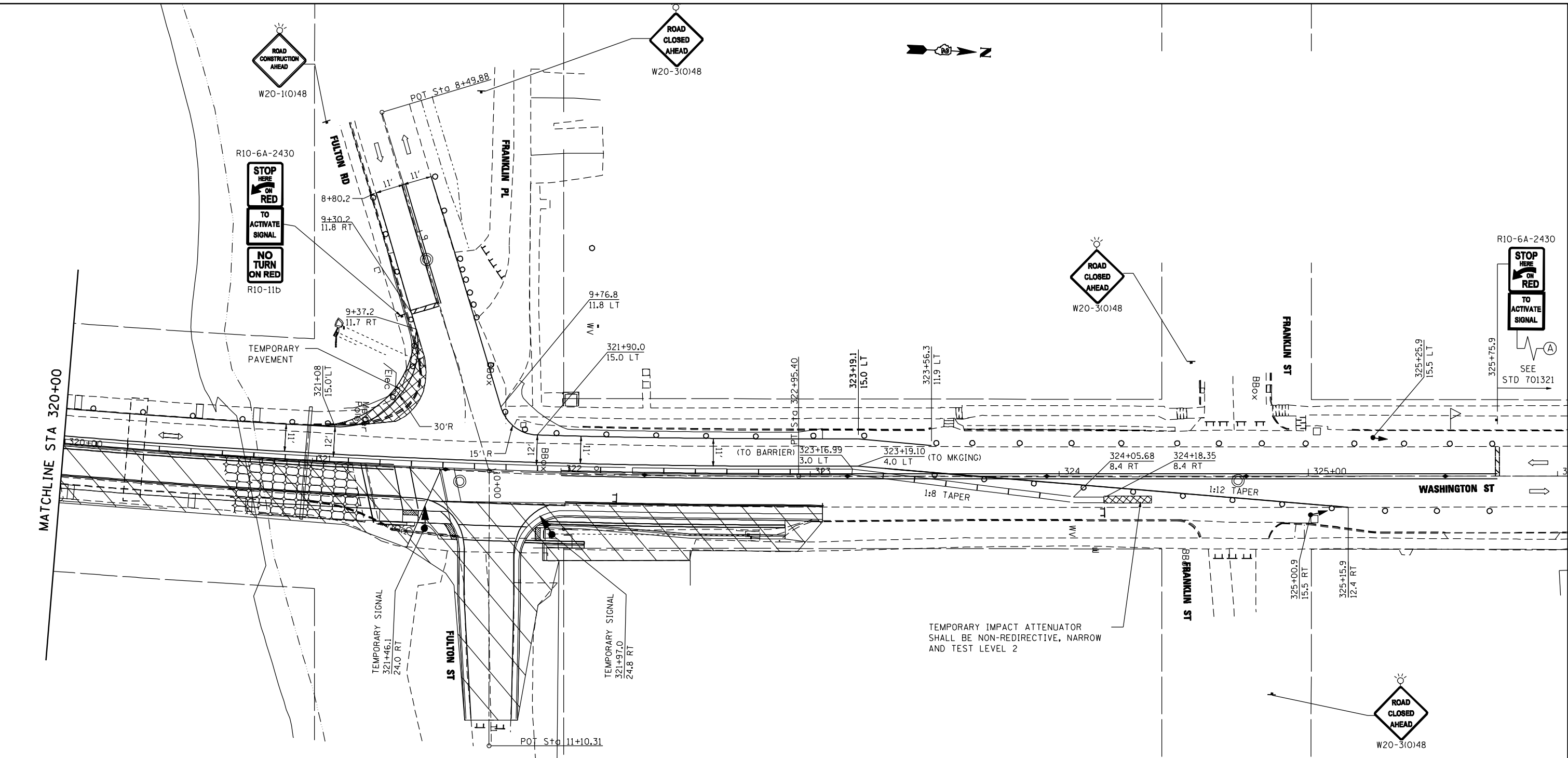
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>IL ROUTE 84 OVER APPLE RIVER</b>		<b>STAGES OF CONSTRUCTION &amp; TRAFFIC CONTROL STAGE I</b>	
SCALE: .	SHEET NO. OF SHEETS	STA. TO STA.	

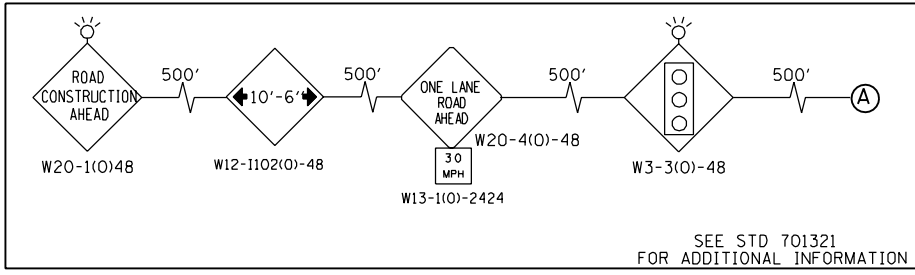
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	32
CONTRACT NO. 64E08				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

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 USER : JLN  
 MILLENNIA PROFESSIONAL SERVICES

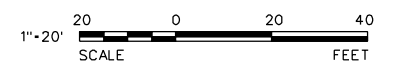


TEMPORARY IMPACT ATTENUATOR SHALL BE NON-REDIRECTIVE, NARROW AND TEST LEVEL 2



- LEGEND**
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 20' CENTERS
  - ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
  - ▨ WORK ZONE
  - ➔ TRAFFIC DIRECTION
  - ▬ TEMPORARY CONCRETE BARRIER
  - ▩ IMPACT ATTENUATOR
  - TEMPORARY TRAFFIC SIGNAL
  - ▬▬ STOP BAR

**NOTE:**  
 1. SEE SHEET 31 FOR TRAFFIC SIGNAL SEQUENCE.  
 2. BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE OF THE BARRIER WALL.



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DESIGNED - TVN	REVISED -
DRAWN - TVN/BB	REVISED -
CHECKED - MG	REVISED -
DATE - 8/2/2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

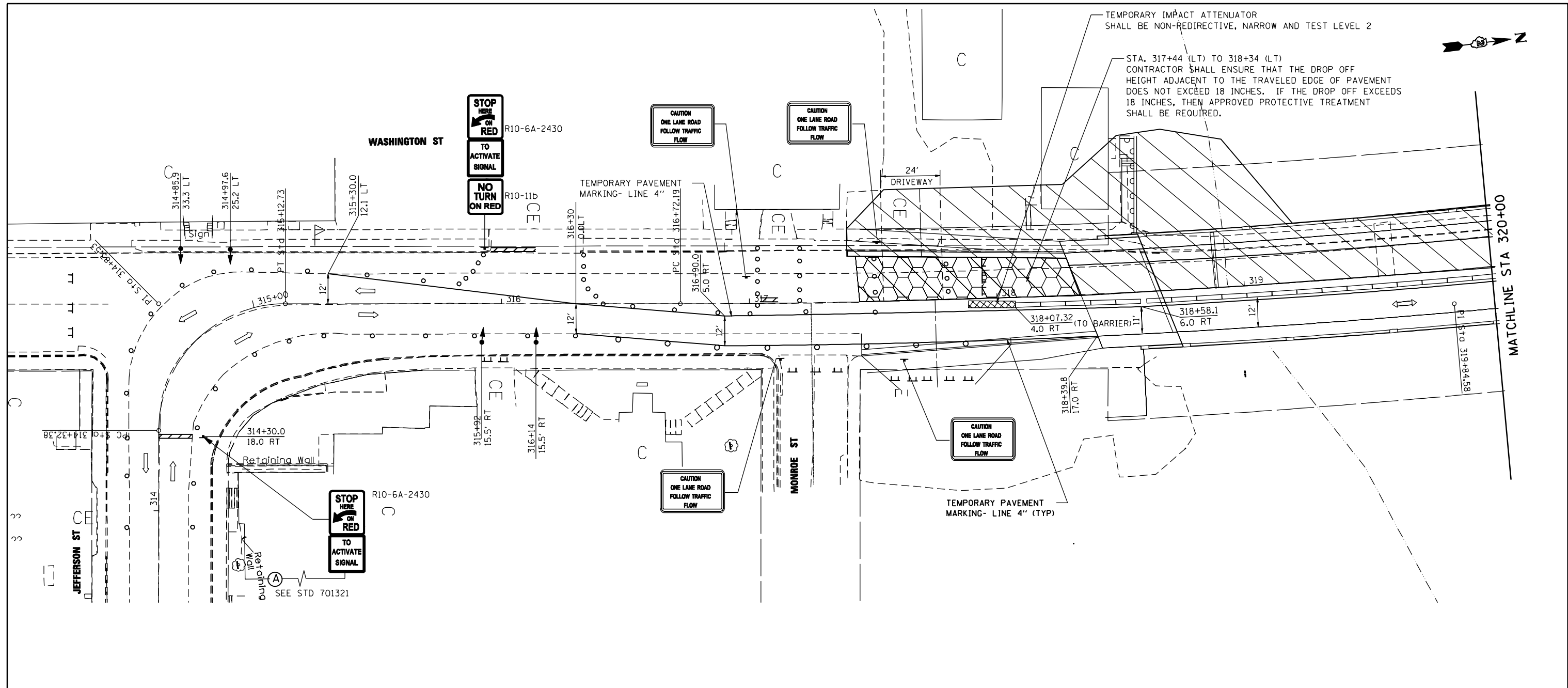
**IL ROUTE 84  
 OVER APPLE RIVER**

**STAGES OF CONSTRUCTION  
 & TRAFFIC CONTROL  
 STAGE I**

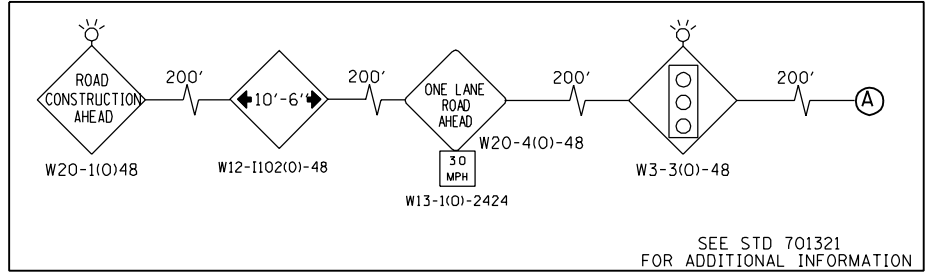
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	33
CONTRACT NO. 64E08				

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



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 MILLENNIA PROFESSIONAL SERVICES

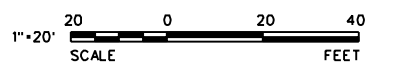


- LEGEND**
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 20' CENTERS
  - ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
  - ▨ WORK ZONE
  - TRAFFIC DIRECTION
  - ▬ TEMPORARY CONCRETE BARRIER
  - ▩ IMPACT ATTENUATOR
  - TEMPORARY TRAFFIC SIGNAL
  - ▬ STOP BAR

SEQUENCE OF OPERATIONS												
PHASE	A			B			C			D		
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12
NORTHBOUND	G	Y	R	R	R	R	R	R	R	R	R	R
FULTON RD (EB)	R	R	R	R	R	R	G	Y	R	R	R	R
SOUTHBOUND	R	R	R	G	Y	R	R	R	R	R	R	R
DRIVEWAY, 316+16 (LT)	R	R	R	R	R	R	R	R	R	G	Y	R

SEE NOTE 1

- NOTE:**
- THIS TRAFFIC SIGNAL SEQUENCE HOLDS OVER THE TRAFFIC SIGNAL SEQUENCE SHOWN IN STD 701321 OR AS DIRECTED BY THE ENGINEER.
  - BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE OF THE BARRIER WALL.



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 630.705.0110 voice, 630.839.3566 fax  
 www.mps-il.com  
**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED - TVN	REVISED -
DRAWN - TVN/BB	REVISED -
CHECKED - MG	REVISED -
DATE - 8/2/2013	REVISED -

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

**IL ROUTE 84**  
**OVER APPLE RIVER**

**STAGES OF CONSTRUCTION**  
**& TRAFFIC CONTROL**  
**STAGE II**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	34
CONTRACT NO. 64E08				
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				

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

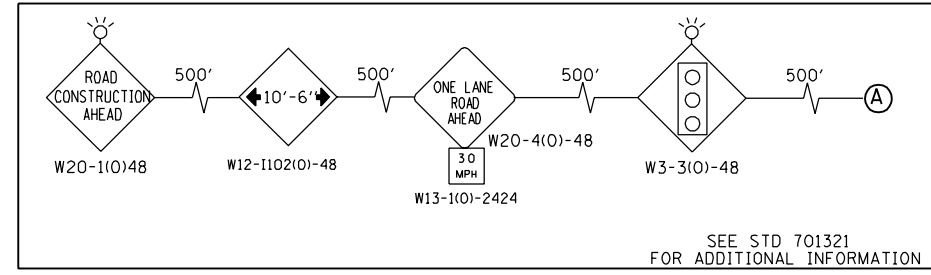
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 USER : JLN  
 MILLENNIA PROFESSIONAL SERVICES

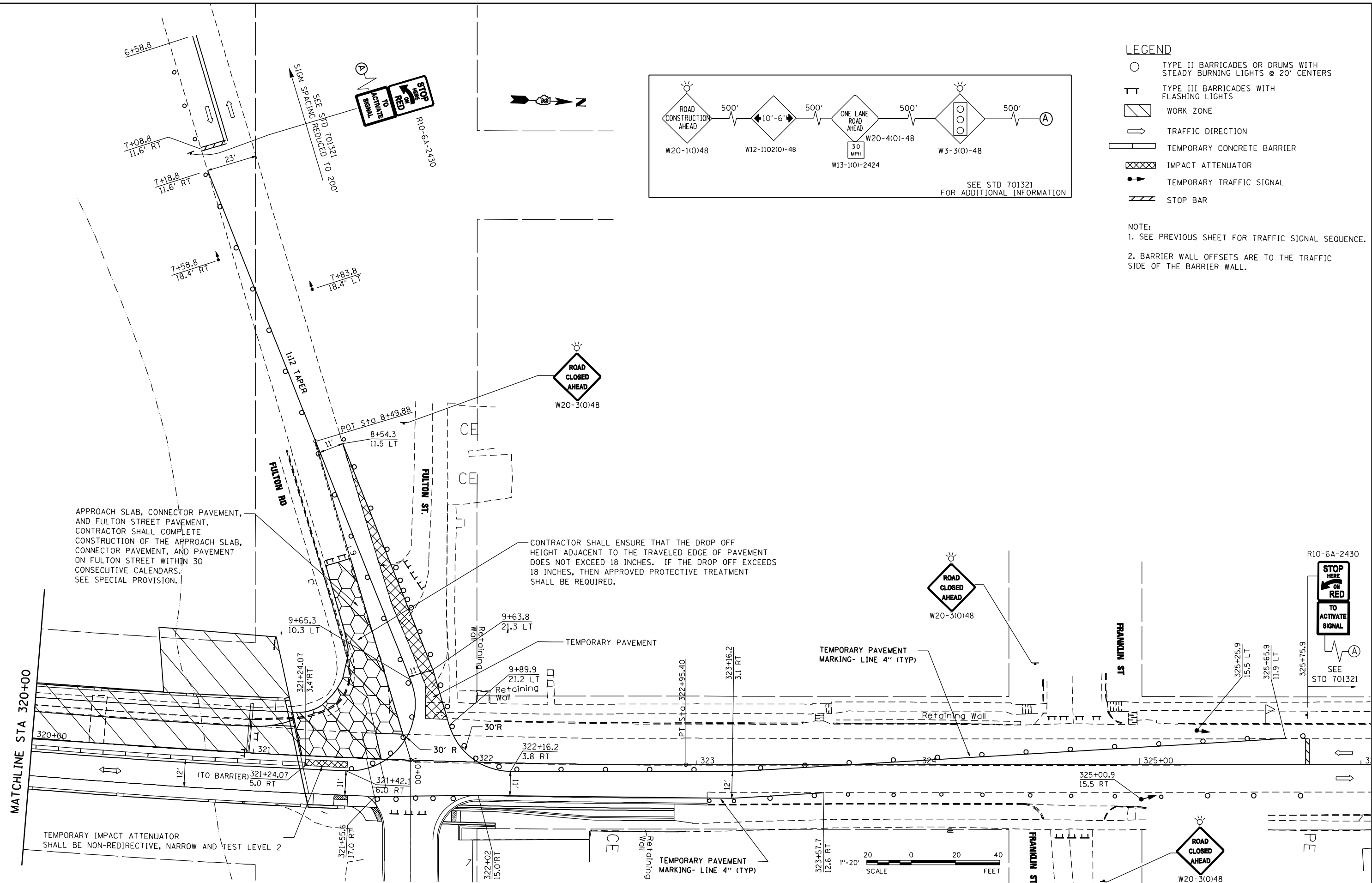
APPROACH SLAB, CONNECTOR PAVEMENT, AND FULTON STREET PAVEMENT. CONTRACTOR SHALL COMPLETE CONSTRUCTION OF THE APPROACH SLAB, CONNECTOR PAVEMENT, AND PAVEMENT ON FULTON STREET WITHIN 30 CONSECUTIVE CALENDARS. SEE SPECIAL PROVISION.

CONTRACTOR SHALL ENSURE THAT THE DROP OFF HEIGHT ADJACENT TO THE TRAVELED EDGE OF PAVEMENT DOES NOT EXCEED 18 INCHES. IF THE DROP OFF EXCEEDS 18 INCHES, THEN APPROVED PROTECTIVE TREATMENT SHALL BE REQUIRED.

TEMPORARY IMPACT ATTENUATOR SHALL BE NON-REDIRECTIVE, NARROW AND TEST LEVEL 2



- LEGEND**
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 20' CENTERS
  - ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
  - ▨ WORK ZONE
  - TRAFFIC DIRECTION
  - ▬ TEMPORARY CONCRETE BARRIER
  - ▩ IMPACT ATTENUATOR
  - ⬇ TEMPORARY TRAFFIC SIGNAL
  - ▬ STOP BAR
- NOTE:**
1. SEE PREVIOUS SHEET FOR TRAFFIC SIGNAL SEQUENCE.
  2. BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE OF THE BARRIER WALL.



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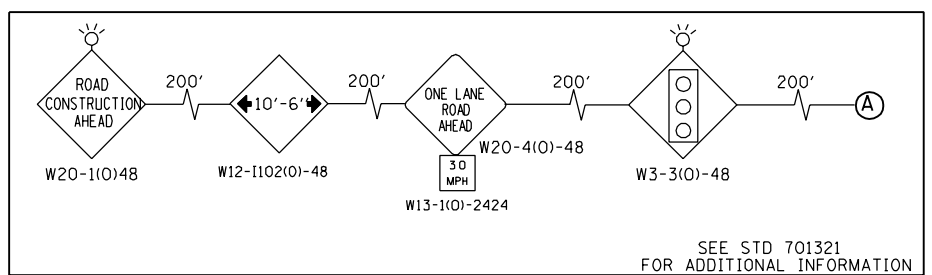
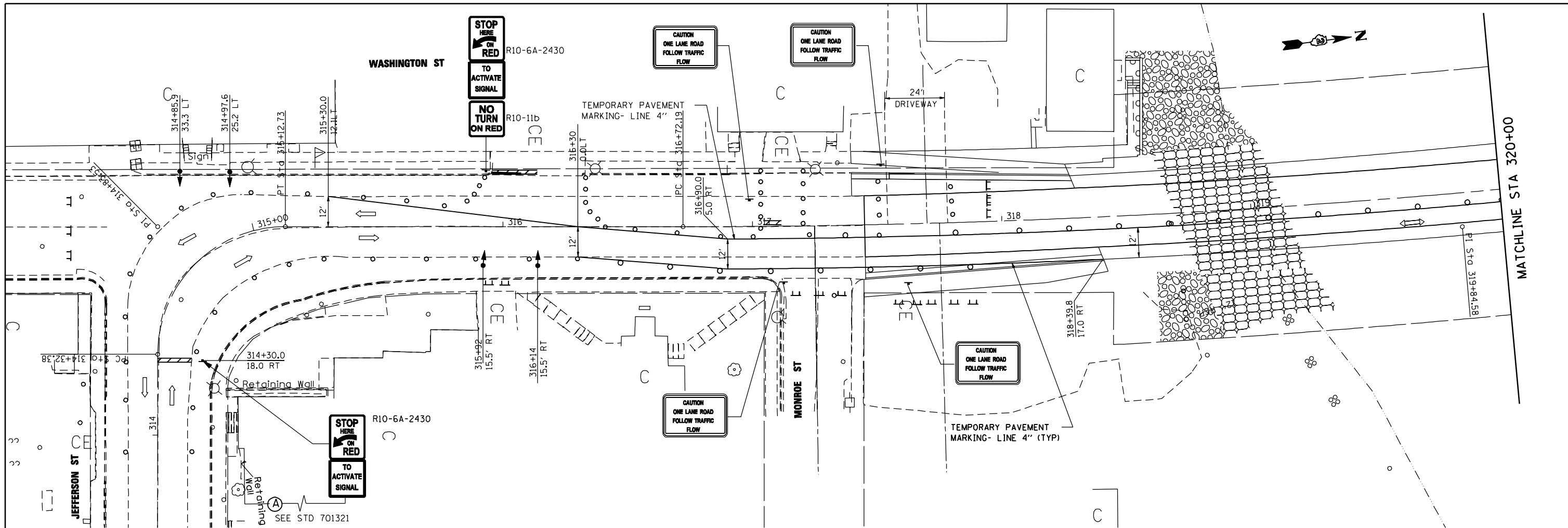
DESIGNED - TVN	REVISED -
DRAWN - TVN/BB	REVISED -
CHECKED - MG	REVISED -
DATE - 8/2/2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 84  
 OVER APPLE RIVER**

**STAGES OF CONSTRUCTION  
 & TRAFFIC CONTROL  
 STAGE II**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	35
CONTRACT NO. 64E08				



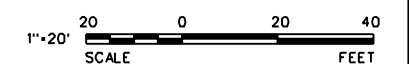
**LEGEND**

- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 20' CENTERS
- ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
- ▨ WORK ZONE
- ➡ TRAFFIC DIRECTION
- ▬ TEMPORARY CONCRETE BARRIER
- ▩ IMPACT ATTENUATOR
- TEMPORARY TRAFFIC SIGNAL
- ▬ STOP BAR

SEQUENCE OF OPERATIONS												
PHASE	A		B			C			D			
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12
NORTHBOUND	G	Y	R	R	R	R	R	R	R	R	R	R
FULTON RD (EB)	R	R	R	R	R	R	G	Y	R	R	R	R
SOUTHBOUND	R	R	R	G	Y	R	R	R	R	R	R	R
DRIVEWAY, 316+16 (LT)	R	R	R	R	R	R	R	R	R	G	Y	R

SEE NOTE 1

- NOTE:**
1. THIS TRAFFIC SIGNAL SEQUENCE HOLDS OVER THE TRAFFIC SIGNAL SEQUENCE SHOWN IN STD 701321 OR AS DIRECTED BY THE ENGINEER.
  2. BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE OF THE BARRIER WALL.



FILE NAME : F:\2010\ME10010.PTB154-23.WHKS\CADD\Bases2\Z64E08-SHT\_Stage2BI\_20.dgn  
 USER : JLN  
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CHECKED - MG	REVISED -
DATE - 8/2/2013	REVISED -

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

**IL ROUTE 84**  
**OVER APPLE RIVER**

**STAGES OF CONSTRUCTION**  
**& TRAFFIC CONTROL**  
**STAGE IIB**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	36
CONTRACT NO. 64E08				

FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT  
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 USER : JLN  
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DRAWN - TVN/BB	REVISED -
CHECKED - MG	REVISED -
DATE - 8/2/2013	REVISED -

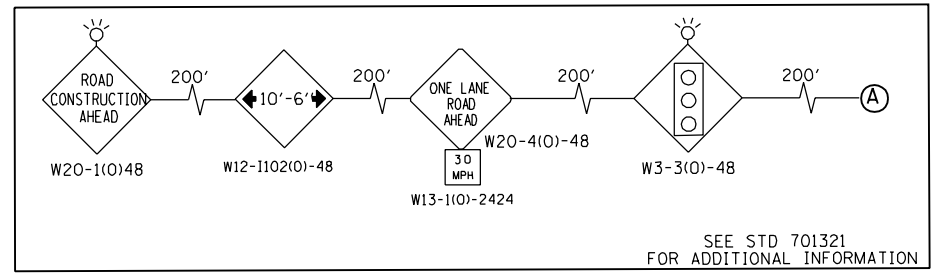
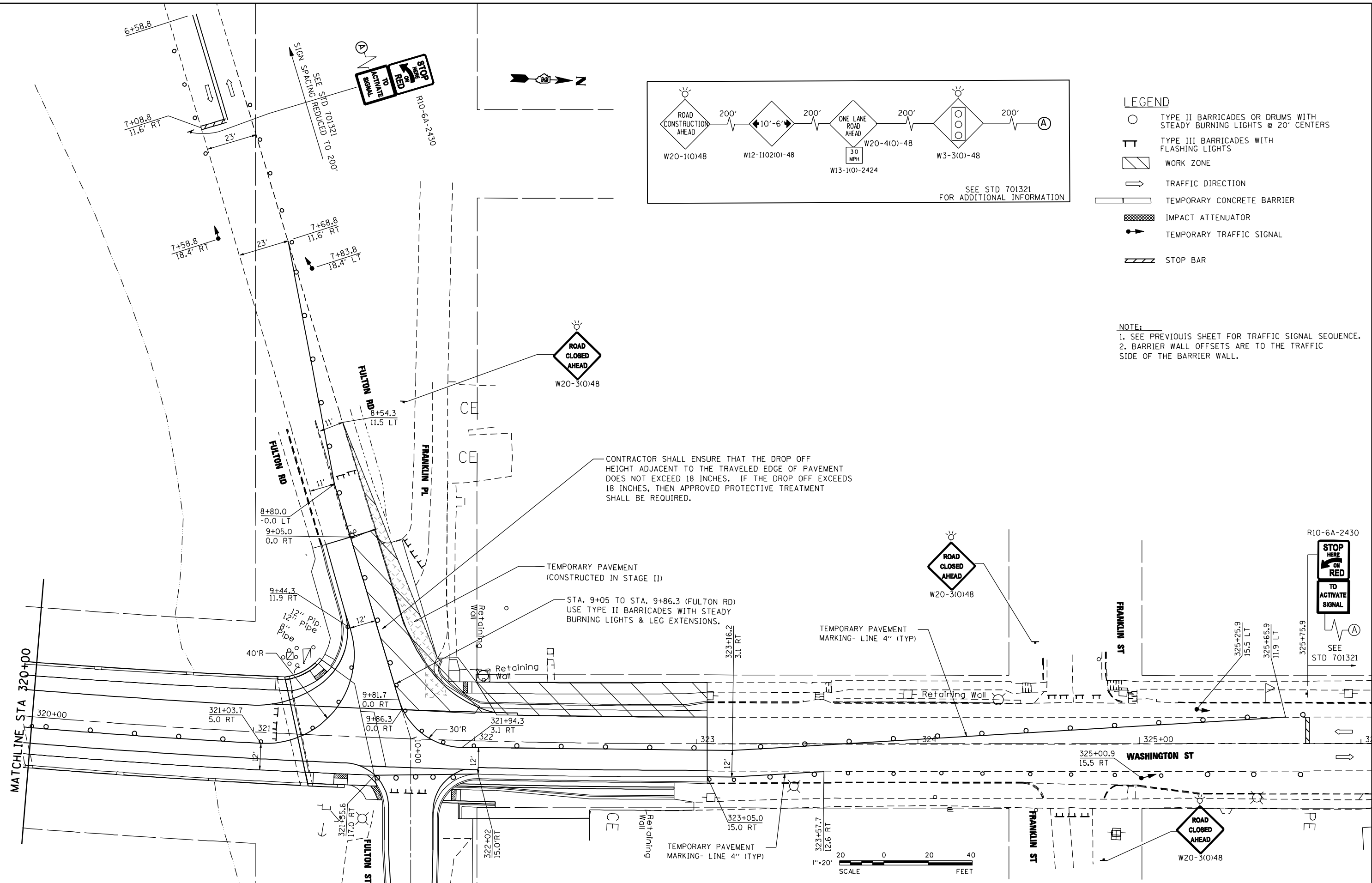
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 84  
 OVER APPLE RIVER**  
 SCALE: 1"=20'

**STAGES OF CONSTRUCTION  
 & TRAFFIC CONTROL  
 STAGE IIB**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	37
CONTRACT NO. 64E08				

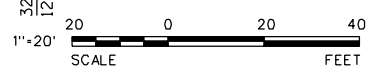
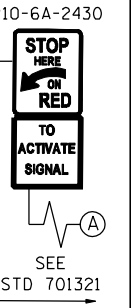
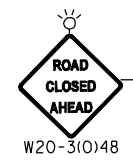
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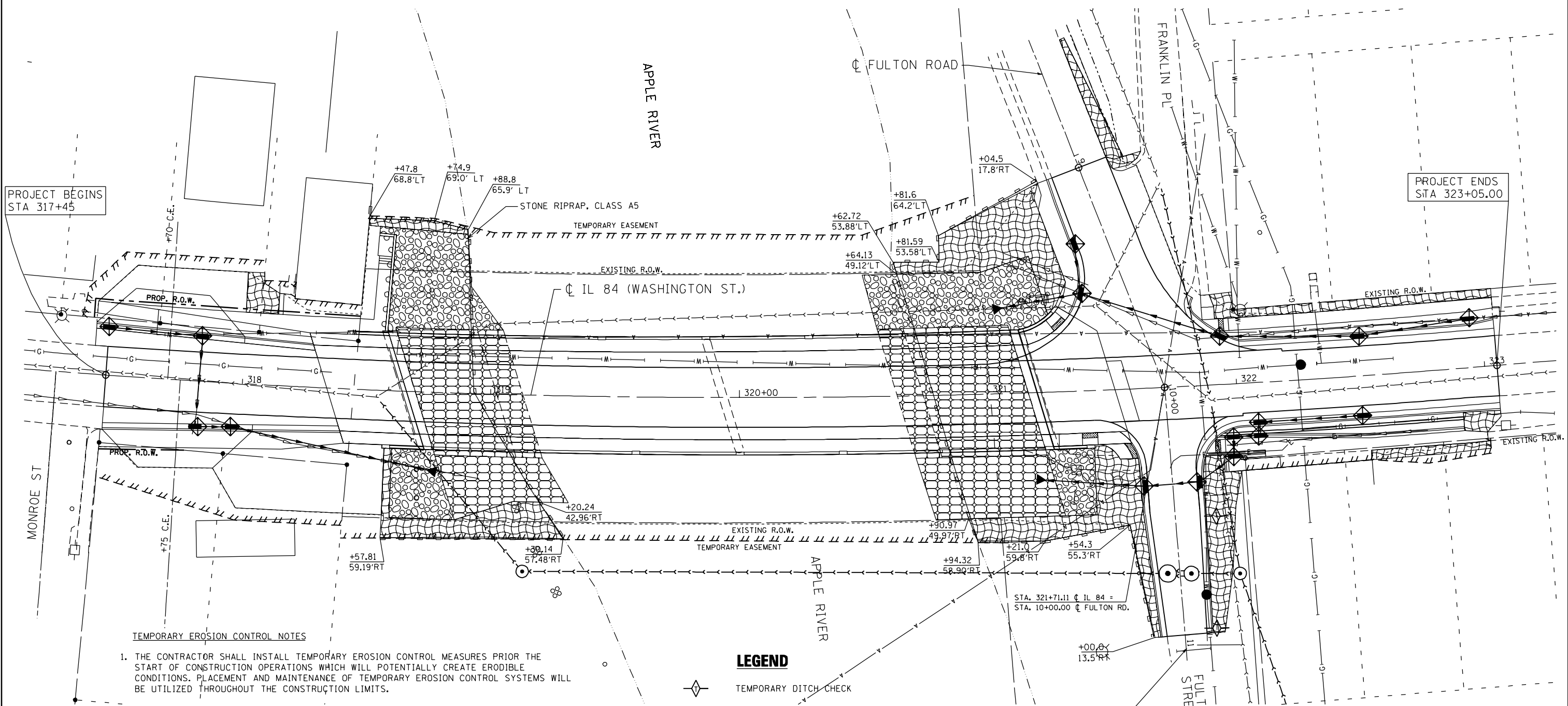
- LEGEND**
- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 20' CENTERS
  - ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
  - ▨ WORK ZONE
  - TRAFFIC DIRECTION
  - ▬ TEMPORARY CONCRETE BARRIER
  - ▨ IMPACT ATTENUATOR
  - TEMPORARY TRAFFIC SIGNAL
  - ▬ STOP BAR

**NOTE:**  
 1. SEE PREVIOUS SHEET FOR TRAFFIC SIGNAL SEQUENCE.  
 2. BARRIER WALL OFFSETS ARE TO THE TRAFFIC SIDE OF THE BARRIER WALL.

CONTRACTOR SHALL ENSURE THAT THE DROP OFF HEIGHT ADJACENT TO THE TRAVELED EDGE OF PAVEMENT DOES NOT EXCEED 18 INCHES. IF THE DROP OFF EXCEEDS 18 INCHES, THEN APPROVED PROTECTIVE TREATMENT SHALL BE REQUIRED.







PROJECT BEGINS  
STA 317+45

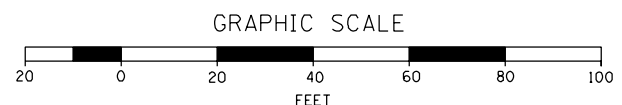
PROJECT ENDS  
STA 323+05.00

**TEMPORARY EROSION CONTROL NOTES**

1. THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL MEASURES PRIOR THE START OF CONSTRUCTION OPERATIONS WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS. PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS WILL BE UTILIZED THROUGHOUT THE CONSTRUCTION LIMITS.
2. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN HIGHWAY STANDARD 280001.
3. WEEKLY SITE INSPECTIONS AND APPROPRIATE MAINTENANCE OF ALL EROSION CONTROL MEASURES/DEVICES SHALL BE CONDUCTED AND DOCUMENTED AT ALL TIMES DURING CONSTRUCTION AND ESPECIALLY PRIOR TO, DURING, AND AFTER RAINFALL 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. THE CONTRACTOR SHALL IMMEDIATELY PLACE AND MAINTAIN TEMPORARY EROSION CONTROL SEEDING AT ALL ERODIBLE/BARE AREAS IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL PLACE PERIMETER EROSION BARRIER AROUND ALL EARTH STOCKPILES.
5. INLET FILTERS SHALL BE PLACED AT ALL INLETS WITHIN PROJECT LIMITS DURING CONSTRUCTION.

**LEGEND**

- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER (SEE STD 280001)
- INLET AND PIPE PROTECTION (SEE NOTE 5)
- SODDING, SALT TOLERANT
- STONE RIPRAP, CL A5
- SLOPE MATTRESS



FILE NAME : F:\2010\ME10010.PT\B154-23.WHKS\CADD\Base2\Z64E08-SHT.EROS.dgn  
 USER : JLD  
 MILLENNIA PROFESSIONAL SERVICES



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DATE -	8/2/2013	REVISED -	

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

**IL ROUTE 84**  
**OVER APPLE RIVER**

**EROSION CONTROL**  
**PLAN**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	38
CONTRACT NO. 64E08				

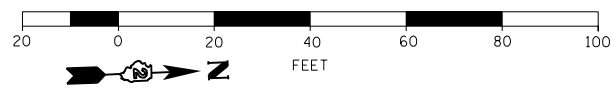
SCALE: SHEET NO. OF SHEETS STA. TO STA.

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

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GRAPHIC SCALE

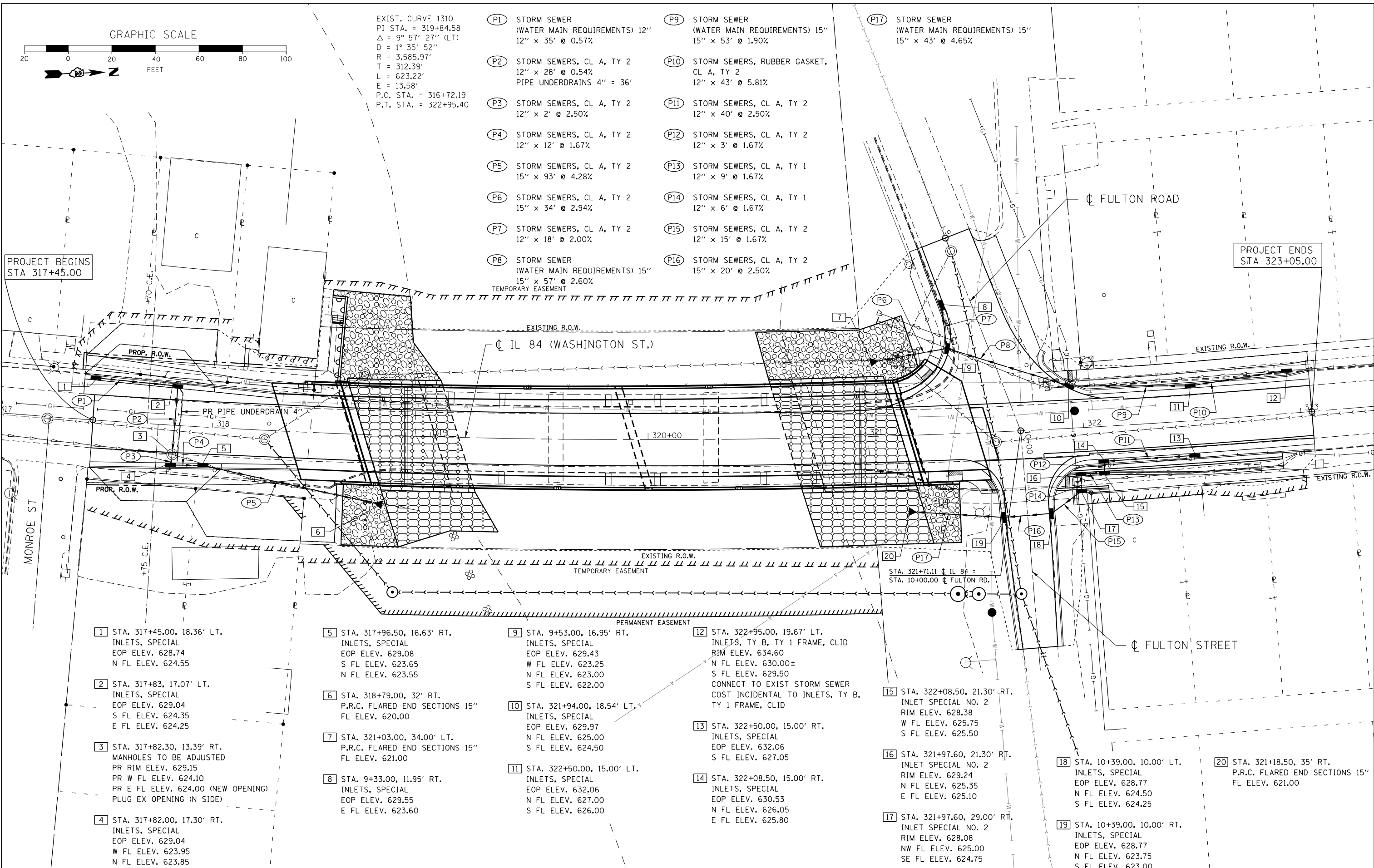


EXIST. CURVE 1310  
 PI STA. = 319+84.58  
 $\Delta = 9^\circ 57' 27''$  (LT)  
 $D = 1^\circ 35' 52''$   
 $R = 3,585.97'$   
 $T = 312.39'$   
 $L = 623.22'$   
 $E = 13.58'$   
 P.C. STA. = 316+72.19  
 P.T. STA. = 322+95.40

- (P1) STORM SEWER (WATER MAIN REQUIREMENTS) 12" 12" x 35' @ 0.57%
- (P2) STORM SEWERS, CL A, TY 2 12" x 28' @ 0.54% PIPE UNDERDRAINS 4" = 36'
- (P3) STORM SEWERS, CL A, TY 2 12" x 2' @ 2.50%
- (P4) STORM SEWERS, CL A, TY 2 12" x 12' @ 1.67%
- (P5) STORM SEWERS, CL A, TY 2 15" x 93' @ 4.28%
- (P6) STORM SEWERS, CL A, TY 2 15" x 34' @ 2.94%
- (P7) STORM SEWERS, CL A, TY 2 12" x 18' @ 2.00%
- (P8) STORM SEWER (WATER MAIN REQUIREMENTS) 15" 15" x 57' @ 2.60% TEMPORARY EASEMENT
- (P9) STORM SEWER (WATER MAIN REQUIREMENTS) 15" 15" x 53' @ 1.90%
- (P10) STORM SEWERS, RUBBER GASKET, CL A, TY 2 12" x 43' @ 5.81%
- (P11) STORM SEWERS, CL A, TY 2 12" x 40' @ 2.50%
- (P12) STORM SEWERS, CL A, TY 2 12" x 3' @ 1.67%
- (P13) STORM SEWERS, CL A, TY 1 12" x 9' @ 1.67%
- (P14) STORM SEWERS, CL A, TY 1 12" x 6' @ 1.67%
- (P15) STORM SEWERS, CL A, TY 2 12" x 15' @ 1.67%
- (P16) STORM SEWERS, CL A, TY 2 15" x 20' @ 2.50%
- (P17) STORM SEWER (WATER MAIN REQUIREMENTS) 15" 15" x 43' @ 4.65%

PROJECT BEGINS STA 317+45.00

PROJECT ENDS STA 323+05.00



- 1 STA. 317+45.00, 18.36' LT. INLETS, SPECIAL EOP ELEV. 628.74 N FL ELEV. 624.55
- 2 STA. 317+83, 17.07' LT. INLETS, SPECIAL EOP ELEV. 629.04 S FL ELEV. 624.35 E FL ELEV. 624.25
- 3 STA. 317+82.30, 13.39' RT. MANHOLES TO BE ADJUSTED PR RIM ELEV. 629.15 PR W FL ELEV. 624.10 PR E FL ELEV. 624.00 (NEW OPENING) PLUG EX OPENING (N SIDE)
- 4 STA. 317+82.00, 17.30' RT. INLETS, SPECIAL EOP ELEV. 629.04 W FL ELEV. 623.95 N FL ELEV. 623.85

- 5 STA. 317+96.50, 16.63' RT. INLETS, SPECIAL EOP ELEV. 629.08 S FL ELEV. 623.65 N FL ELEV. 623.55
- 6 STA. 318+79.00, 32' RT. P.R.C. FLARED END SECTIONS 15" FL ELEV. 620.00
- 7 STA. 321+03.00, 34.00' LT. P.R.C. FLARED END SECTIONS 15" FL ELEV. 621.00
- 8 STA. 9+33.00, 11.95' RT. INLETS, SPECIAL EOP ELEV. 629.55 E FL ELEV. 623.60

- 9 STA. 9+53.00, 16.95' RT. INLETS, SPECIAL EOP ELEV. 629.43 W FL ELEV. 623.25 N FL ELEV. 623.00 S FL ELEV. 622.00
- 10 STA. 321+94.00, 18.54' LT. INLETS, SPECIAL EOP ELEV. 629.97 N FL ELEV. 625.00 S FL ELEV. 624.50
- 11 STA. 322+50.00, 15.00' LT. INLETS, SPECIAL EOP ELEV. 632.06 N FL ELEV. 627.00 S FL ELEV. 626.00

- 12 STA. 322+95.00, 19.67' LT. INLETS, TY B, TY 1 FRAME, CLID RIM ELEV. 634.60 N FL ELEV. 630.00± S FL ELEV. 629.50 CONNECT TO EXIST STORM SEWER COST INCIDENTAL TO INLETS, TY B, TY 1 FRAME, CLID
- 13 STA. 322+50.00, 15.00' RT. INLETS, SPECIAL EOP ELEV. 632.06 S FL ELEV. 627.05
- 14 STA. 322+08.50, 15.00' RT. INLETS, SPECIAL EOP ELEV. 630.53 N FL ELEV. 626.05 E FL ELEV. 625.80

- 15 STA. 322+08.50, 21.30' RT. INLET SPECIAL NO. 2 RIM ELEV. 628.38 W FL ELEV. 625.75 S FL ELEV. 625.50
- 16 STA. 321+97.60, 21.30' RT. INLET SPECIAL NO. 2 RIM ELEV. 629.24 N FL ELEV. 625.35 E FL ELEV. 625.10
- 17 STA. 321+97.60, 29.00' RT. INLET SPECIAL NO. 2 RIM ELEV. 628.08 NW FL ELEV. 625.00 SE FL ELEV. 624.75

- 18 STA. 10+39.00, 10.00' LT. INLETS, SPECIAL EOP ELEV. 628.77 N FL ELEV. 624.50 S FL ELEV. 624.25
- 19 STA. 10+39.00, 10.00' RT. INLETS, SPECIAL EOP ELEV. 628.77 N FL ELEV. 623.75 S FL ELEV. 623.00

- 20 STA. 321+18.50, 35' RT. P.R.C. FLARED END SECTIONS 15" FL ELEV. 621.00

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 MODEL = Sheet  
 PLOT DRIVER = Vb...IDOT...PDF...11x17.plt



USER NAME = S.Dulokis  
 FILE NAME = Z64E08-SHT-DRAIN.dgn  
 PLOT SCALE = 40.0000' / in.  
 PLOT DATE = 8/2/2013

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

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

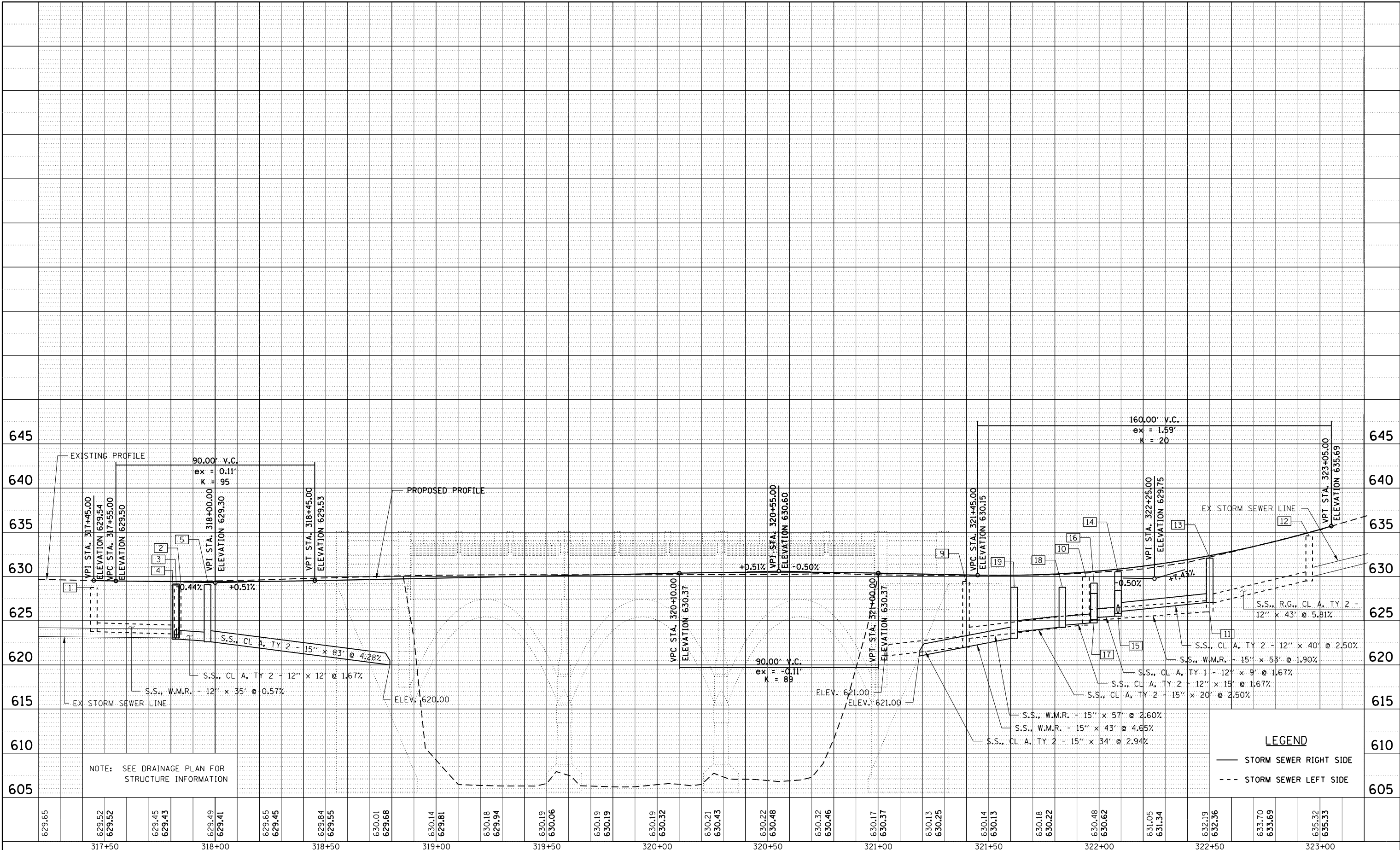
DRAINAGE PLAN  
 IL ROUTE 84 OVER APPLE RIVER

SCALE: 1" = 20' SHEET NO. 1 OF 1 SHEETS STA. 317+45.00 TO STA. 323+05.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	39
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		



FILE NAME = Z64E08-SHT-DRAIN\_PROF.dgn  
 MODEL DRIVER = V81.DOT.PDF\_11x17.plt.ctb



USER NAME = S.Dulokis	DESIGNED -	REVISED -
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PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/2/2013	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DRAINAGE PROFILE</b>			
<b>IL ROUTE 84 OVER APPLE RIVER</b>			
SCALE: 1" = 20'	SHEET 1	OF 1 SHEETS	STA. 317+45.00 TO STA. 323+05.00

F.A.P. RTE. 308	SECTION 103BR-4	COUNTY JO DAVIESS	TOTAL SHEETS 159	SHEET NO. 40
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				

# Township 26 North, Range 2 East of the Fourth Principal Meridian Original Town (now Village) of Hanover



FOR THE PURPOSE OF THIS PLAT, BEARINGS AND GRID DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM WEST ZONE DATUM OF 1983 (07).

**WHISTLING WINGS, INC.**  
PARCEL 001/4B 208 SQ. FT.  
PART OF LOT 39 IN THE ORIGINAL TOWN (NOW VILLAGE) OF HANOVER

**DANIEL E. GRIFFIN**  
PARCEL 002/4B 343 SQ. FT.  
PART OF LOT 38 IN THE ORIGINAL TOWN (NOW VILLAGE) OF HANOVER

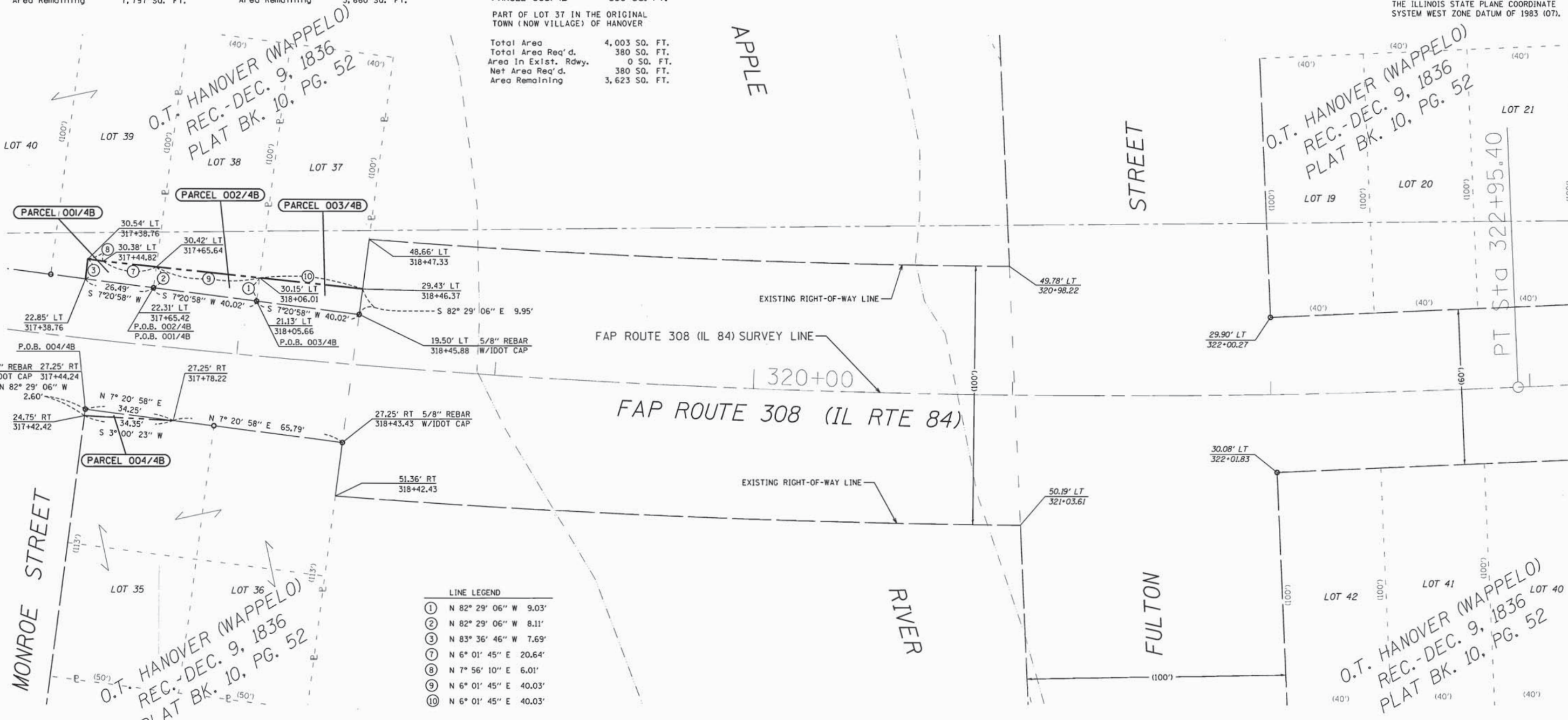
Total Area 8,005 SQ. FT.  
Total Area Req'd. 208 SQ. FT.  
Area In Exist. Rdwy. 0 SQ. FT.  
Net Area Req'd. 208 SQ. FT.  
Area Remaining 7,797 SQ. FT.

Total Area 4,003 SQ. FT.  
Total Area Req'd. 343 SQ. FT.  
Area In Exist. Rdwy. 0 SQ. FT.  
Net Area Req'd. 343 SQ. FT.  
Area Remaining 3,660 SQ. FT.

**GLOBAL MARKETING STRATEGIES, LLC**

PARCEL 003/4B 380 SQ. FT.  
PART OF LOT 37 IN THE ORIGINAL TOWN (NOW VILLAGE) OF HANOVER

Total Area 4,003 SQ. FT.  
Total Area Req'd. 380 SQ. FT.  
Area In Exist. Rdwy. 0 SQ. FT.  
Net Area Req'd. 380 SQ. FT.  
Area Remaining 3,623 SQ. FT.



O.T. HANOVER (WAPPELO)  
REC.-DEC. 9, 1836  
PLAT BK. 10, PG. 52

O.T. HANOVER (WAPPELO)  
REC.-DEC. 9, 1836  
PLAT BK. 10, PG. 52

O.T. HANOVER (WAPPELO)  
REC.-DEC. 9, 1836  
PLAT BK. 10, PG. 52

O.T. HANOVER (WAPPELO)  
REC.-DEC. 9, 1836  
PLAT BK. 10, PG. 52

LINE LEGEND

①	N 82° 29' 06" W 9.03'
②	N 82° 29' 06" W 8.11'
③	N 83° 36' 46" W 7.69'
⑦	N 6° 01' 45" E 20.64'
⑧	N 7° 56' 10" E 6.01'
⑨	N 6° 01' 45" E 40.03'
⑩	N 6° 01' 45" E 40.03'

FAP ROUTE 308  
(IL 84) CURVE DATA  
PI STA. = 319+84.58  
Δ = 9° 57' 27" LT  
D = 1° 35' 52"  
R = 3,585.97'  
T = 312.39'  
L = 623.22'  
E = 13.58'  
P.C. STA. = 316+72.19  
P.T. STA. = 322+95.40

**DANIEL E. GRIFFIN**  
PARCEL 004/4B 45 SQ. FT.  
PART OF LOT 35 IN THE ORIGINAL TOWN (NOW VILLAGE) OF HANOVER

Total Area 10,407 SQ. FT.  
Total Area Req'd. 45 SQ. FT.  
Area In Exist. Rdwy. 0 SQ. FT.  
Net Area Req'd. 45 SQ. FT.  
Area Remaining 10,362 SQ. FT.

**SURVEYOR'S STATEMENT**

I, JOHN R. HUSEMAN, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.P. 308 (IL 84) WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



May 7, 2013  
*John R. Huseman*

JOHN R. HUSEMAN, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2452 (EXPIRES NOVEMBER 2014)  
WILLETT, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918

DRAWER 15 FOLDER 11



REVISED	-
REVISED	-
REVISED	-
REVISED	-

**ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS**

FAP ROUTE 308	SECTION 4	COUNTY JO DAVIESS	JOB# R-92-002-09
SEC 103BR-4	T 26 N, R 2 E OF 4TH P.M.	PROJECT#	
SCALE: 1" = 20 FT.	SHEET NO. 41 OF 159 SHEETS	STA 317+00 TO STA 323+00	CONTRACT NO. 64E08



# Township 26 North, Range 2 East of the Fourth Principal Meridian Original Town (now Village) of Hanover

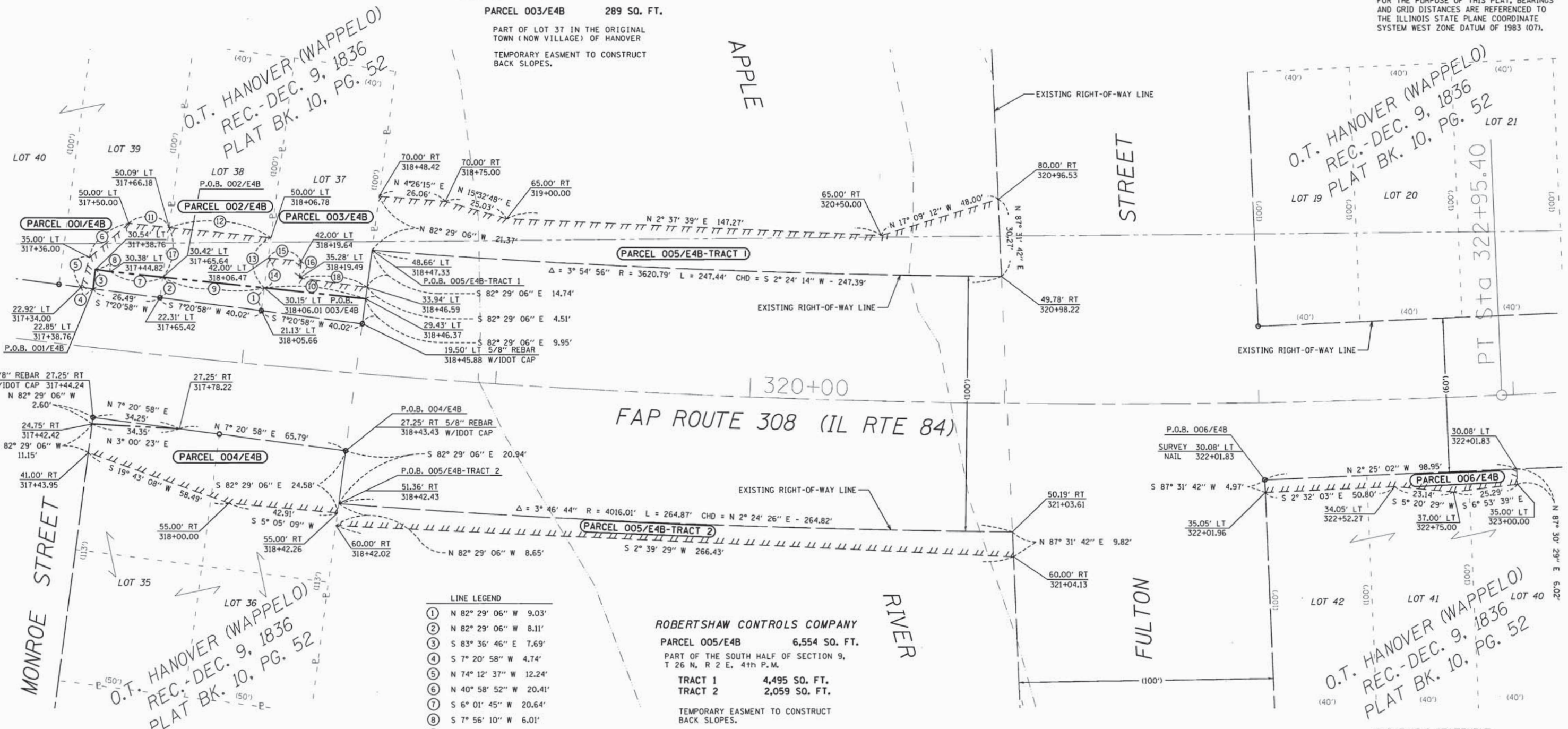


FOR THE PURPOSE OF THIS PLAT, BEARINGS AND GRID DISTANCES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM WEST ZONE DATUM OF 1983 (07).

**WHISTLING WINGS, INC.**  
PARCEL 001/E4B 509 SQ. FT.  
PART OF LOT 39 IN THE ORIGINAL TOWN (NOW VILLAGE) OF HANOVER  
TEMPORARY EASMENT TO CONSTRUCT BACK SLOPES.

**DANIEL E. GRIFFIN**  
PARCEL 002/E4B 791 SQ. FT.  
PART OF LOT 38 IN THE ORIGINAL TOWN (NOW VILLAGE) OF HANOVER  
TEMPORARY EASMENT TO CONSTRUCT BACK SLOPES.

**GLOBAL MARKETING STRATEGIES, LLC**  
PARCEL 003/E4B 289 SQ. FT.  
PART OF LOT 37 IN THE ORIGINAL TOWN (NOW VILLAGE) OF HANOVER  
TEMPORARY EASMENT TO CONSTRUCT BACK SLOPES.



FAP ROUTE 308  
(IL 84) CURVE DATA  
PI STA. = 319+84.58  
 $\Delta = 9^\circ 57' 27''$  LT  
D = 1° 35' 52"  
R = 3,585.97'  
T = 312.39'  
L = 623.22'  
E = 13.58'  
P.C. STA. = 316+72.19  
P.T. STA. = 322+95.40

**DANIEL E. GRIFFIN**  
PARCEL 004/E4B 2,190 SQ. FT.  
PART OF LOTS 35 AND 36 IN THE ORIGINAL TOWN (NOW VILLAGE) OF HANOVER  
TEMPORARY EASMENT TO CONSTRUCT BACK SLOPES.

**ROBERTSHAW CONTROLS COMPANY**  
PARCEL 005/E4B 6,554 SQ. FT.  
PART OF THE SOUTH HALF OF SECTION 9,  
T 26 N, R 2 E, 4TH P.M.  
TRACT 1 4,495 SQ. FT.  
TRACT 2 2,059 SQ. FT.  
TEMPORARY EASMENT TO CONSTRUCT BACK SLOPES.

**JOHN D. LIBERG & ELLEN L. LIBERG**  
PARCEL 006/E4B 574 SQ. FT.  
PART OF LOTS 40, 41 & 42 IN THE ORIGINAL TOWN (NOW VILLAGE) OF HANOVER  
TEMPORARY EASMENT TO CONSTRUCT BACK SLOPES.

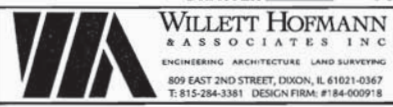


**SURVEYOR'S STATEMENT**

I, JOHN R. HUSEMAN, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS. THAT THE SURVEY OF F.A.P. 308 (IL 84) WAS MADE BY WILLET HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

JUNE 11, 2013

*John R. Huseman*  
JOHN R. HUSEMAN, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2452 (EXPIRES NOVEMBER 2014)  
WILLET, HOFMANN & ASSOCIATES, INC. - DESIGN FIRM NO. 184-000918



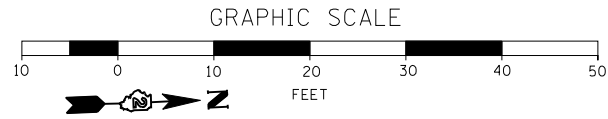
**WILLET HOFMANN & ASSOCIATES INC.**  
ENGINEERING ARCHITECTURE LAND SURVEYING  
809 EAST 2ND STREET, DIXON, IL 61021-0367  
T: 815-284-3381 DESIGN FIRM #184-000918

REVISED	- 06/11/2013
REVISED	-
REVISED	-
REVISED	-

**ILLINOIS DEPARTMENT OF TRANSPORTATION  
PLAT OF HIGHWAYS**

FAP ROUTE 308	SECTION 4
SEC 103BR-4	T 26 N, R 2 E OF 4TH P.M.
SCALE: 1" = 20 FT.	SHEET NO. 42 OF 159 SHEETS

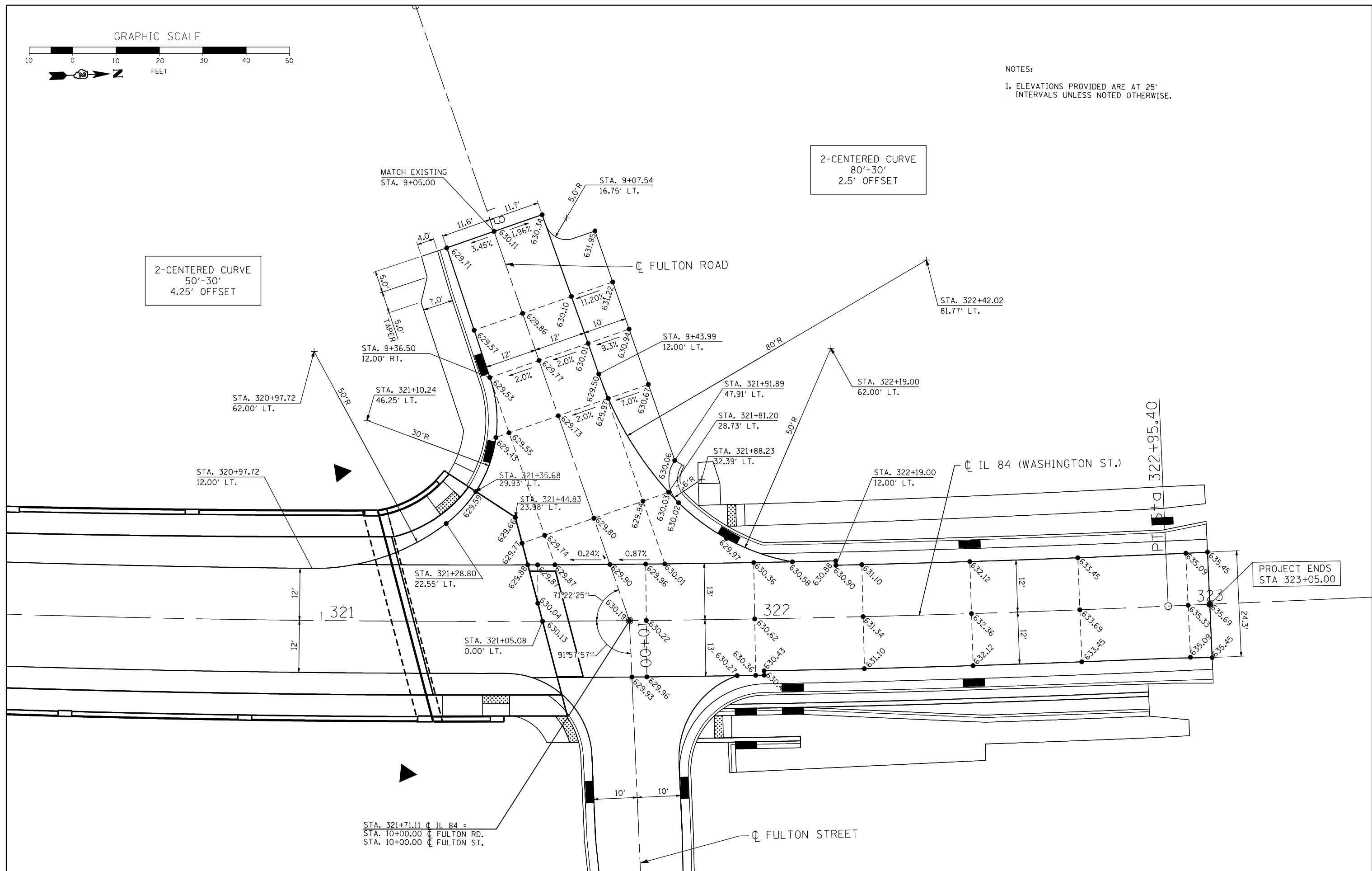
COUNTY JO DAVIESS	JOB# R-92-002-09
PROJECT#	
STA 317+00 TO STA 323+00	CONTRACT NO. 64E08



NOTES:  
 1. ELEVATIONS PROVIDED ARE AT 25' INTERVALS UNLESS NOTED OTHERWISE.

2-CENTERED CURVE  
 50'-30'  
 4.25' OFFSET

2-CENTERED CURVE  
 80'-30'  
 2.5' OFFSET



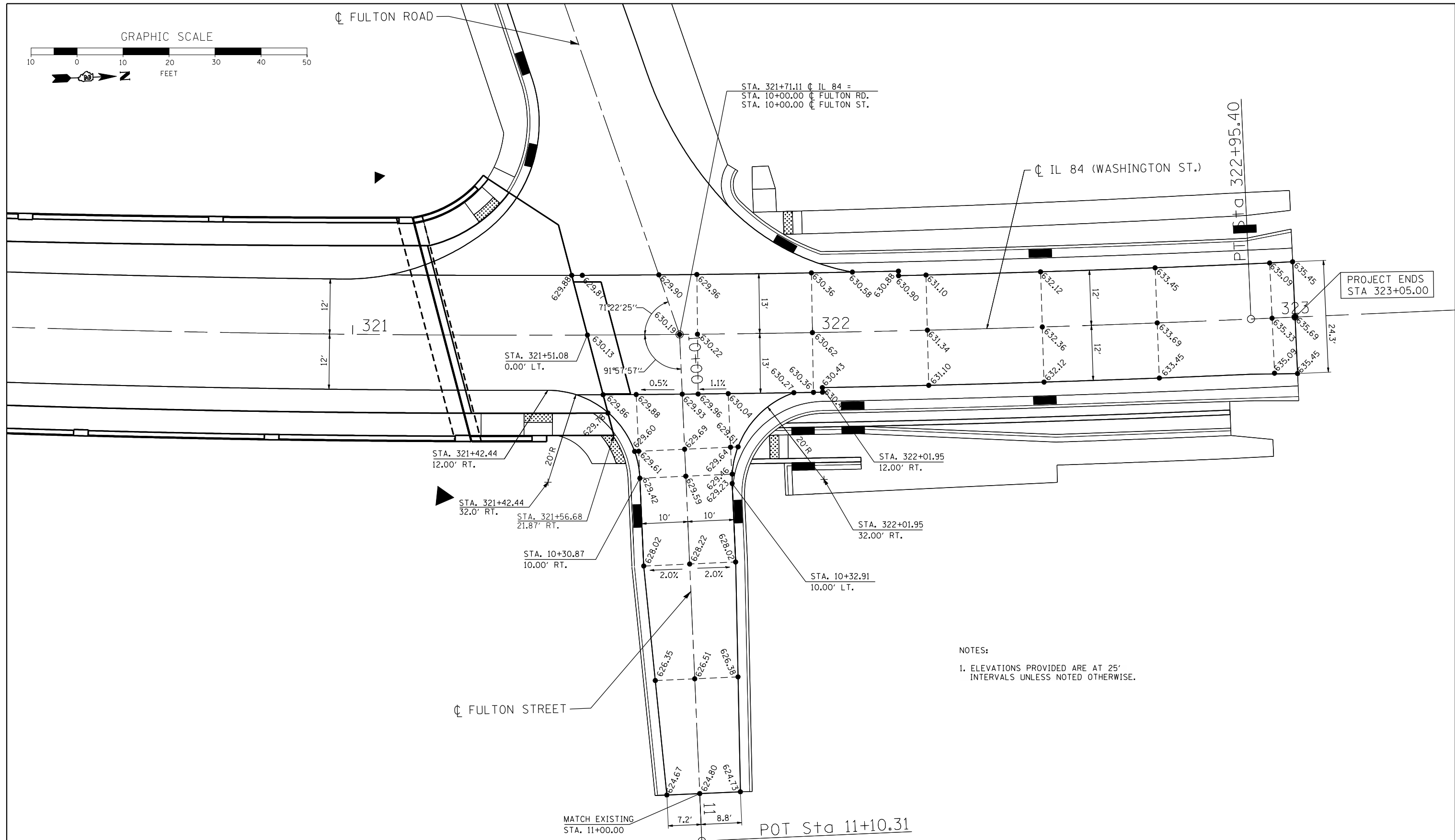
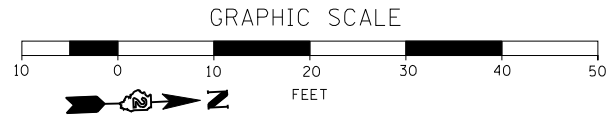
design firm  
 no. 184001036  
**whks**  
 engineers • planners • land surveyors

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FILE NAME = 264E08-SHT-INT.E.DETAIL	CHECKED -	REVISED -
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PLOT DATE = 8/5/2013	CHECKED -	REVISED -

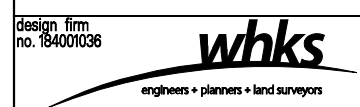
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FULTON ROAD INTERSECTION DETAILS  
 IL ROUTE 84 OVER APPLE RIVER**  
 SCALE: 1"=10' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	43
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				



NOTES:  
 1. ELEVATIONS PROVIDED ARE AT 25' INTERVALS UNLESS NOTED OTHERWISE.



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

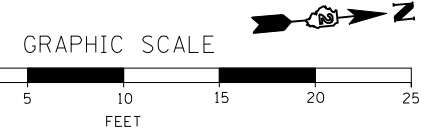
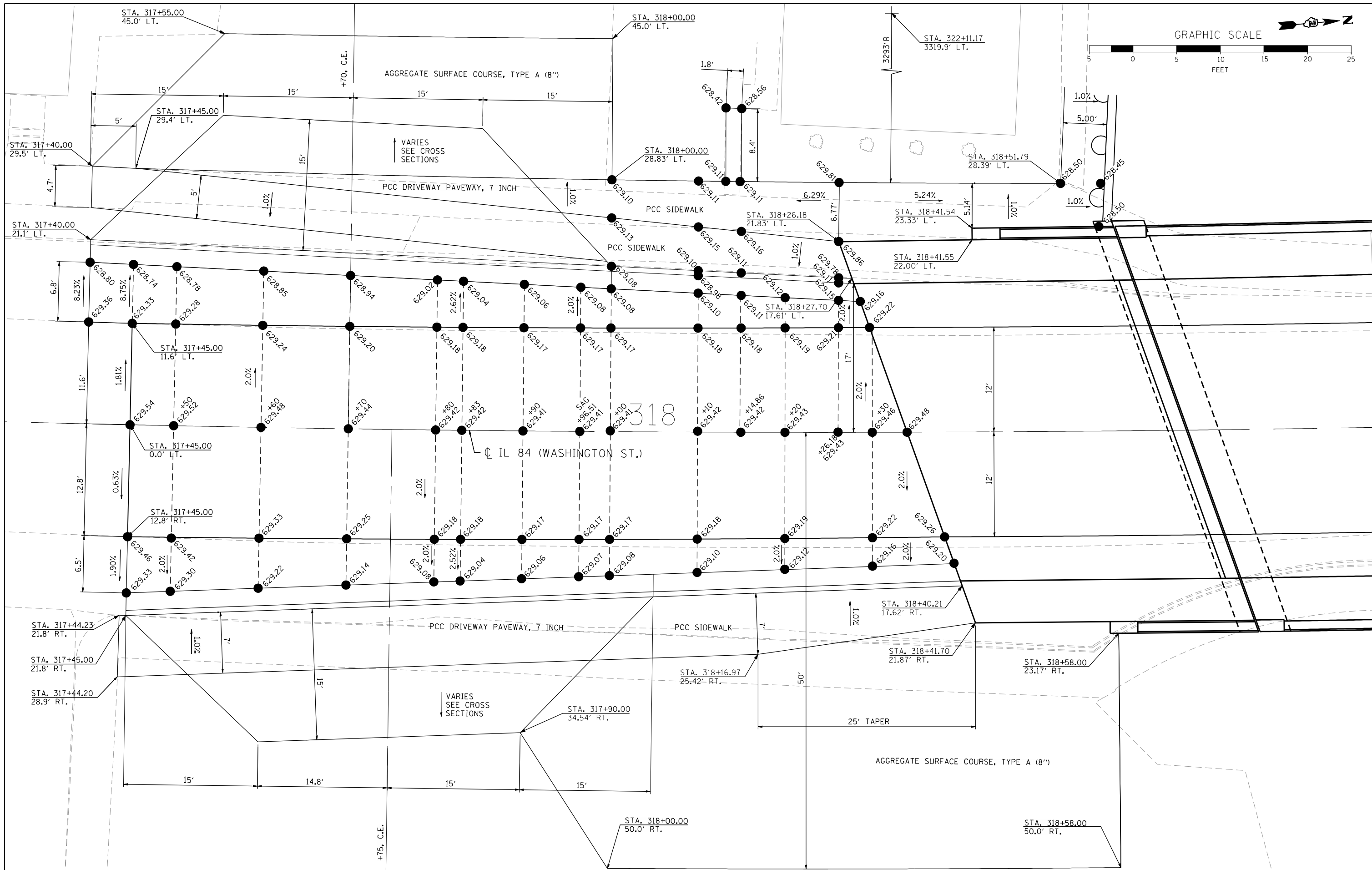
**FULTON STREET INTERSECTION DETAILS  
 IL ROUTE 84 OVER APPLE RIVER**

SCALE: 1"=10'    SHEET NO. 1 OF 1 SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	44
CONTRACT NO. 64E08				

ILLINOIS FED. AID PROJECT





design firm  
no. 184001036

**whks**  
engineers • planners • land surveyors

USER NAME = gjameson	DESIGNED -	REVISED -
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PLOT DATE = 8/5/2013	CHECKED -	REVISED -

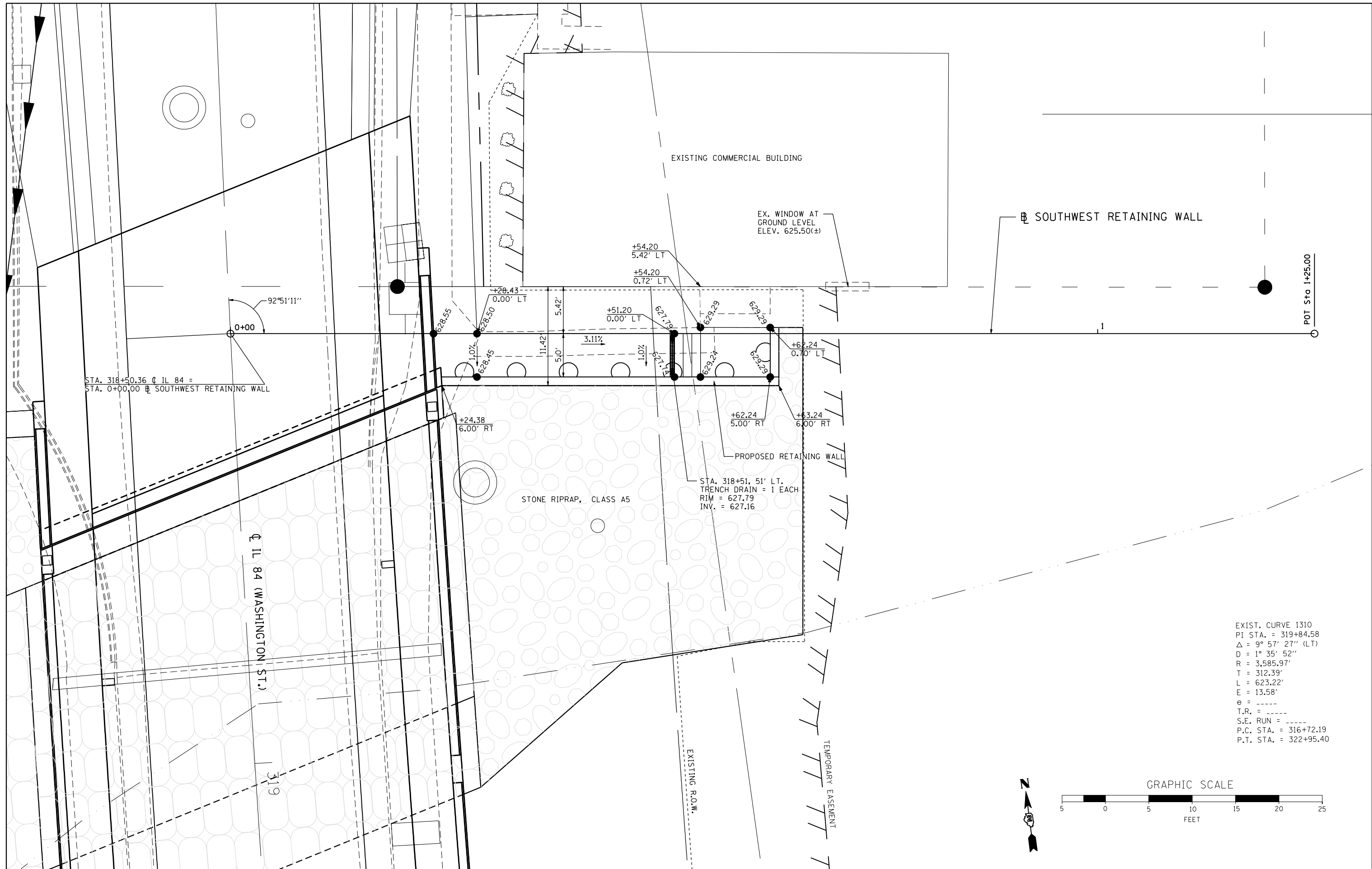
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL 84 SOUTH APPROACH AND ENTRANCE DETAILS  
IL ROUTE 84 OVER APPLE RIVER**

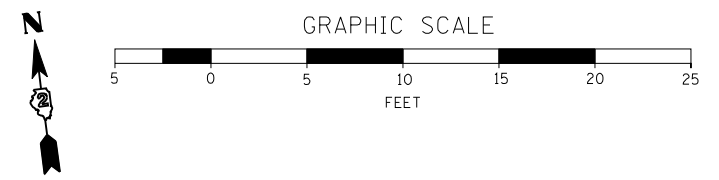
SCALE: 1"=5'      SHEET NO. 1 OF 1 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	45
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				





EXIST. CURVE 1310  
 PI STA. = 319+84.58  
 $\Delta = 9^\circ 57' 27''$  (LT)  
 $D = 1^\circ 35' 52''$   
 $R = 3,585.97'$   
 $T = 312.39'$   
 $L = 623.22'$   
 $E = 13.58'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. \text{ RUN} = \text{-----}$   
 $P.C. \text{ STA.} = 316+72.19$   
 $P.T. \text{ STA.} = 322+95.40$



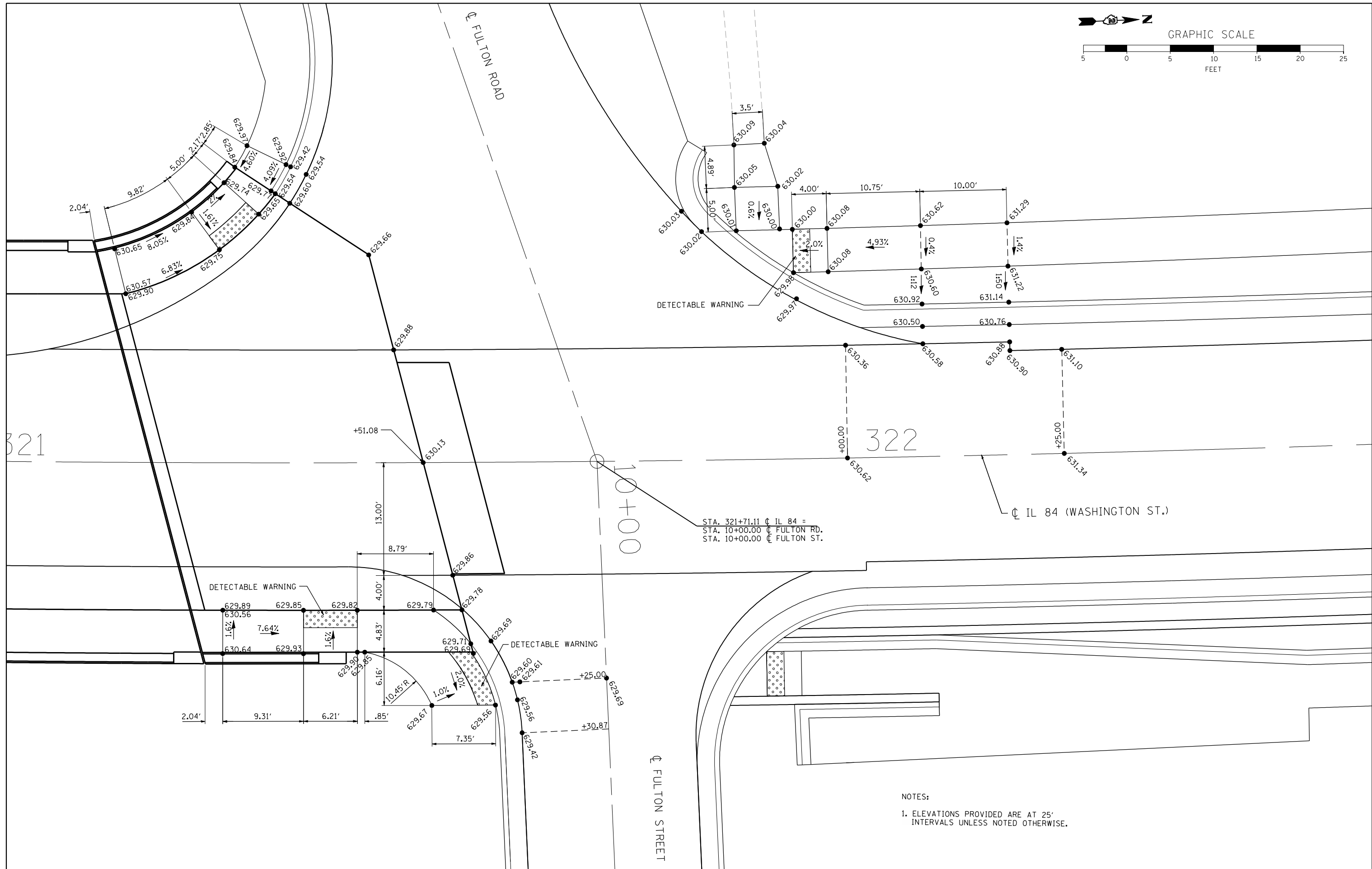
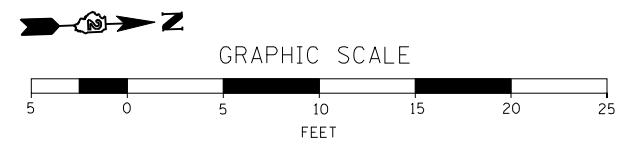
design firm  
 no. 184001036  
**whks**  
 engineers • planners • land surveyors

USER NAME = gjameson	DESIGNED -	REVISED
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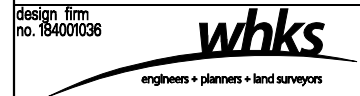
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SIDEWALK DETAILS**  
**IL ROUTE 84 OVER APPLE RIVER**  
 SCALE: 1" = 5'  
 SHEET NO. 1 OF 3 SHEETS  
 STA. 0+00.00 TO STA. 1+25.00

F.A.U. RTE. 308	SECTION 103BR-4	COUNTY JO DAVISS	TOTAL SHEETS 159	SHEET NO. 46
CONTRACT NO.			ILLINOIS FED. AID PROJECT	



NOTES:  
 1. ELEVATIONS PROVIDED ARE AT 25' INTERVALS UNLESS NOTED OTHERWISE.



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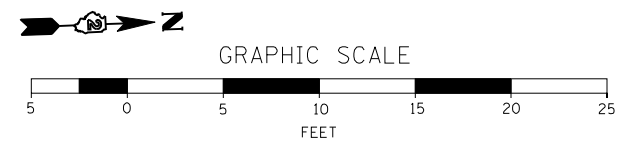
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SIDEWALK DETAILS  
 IL ROUTE 84 OVER APPLE RIVER**

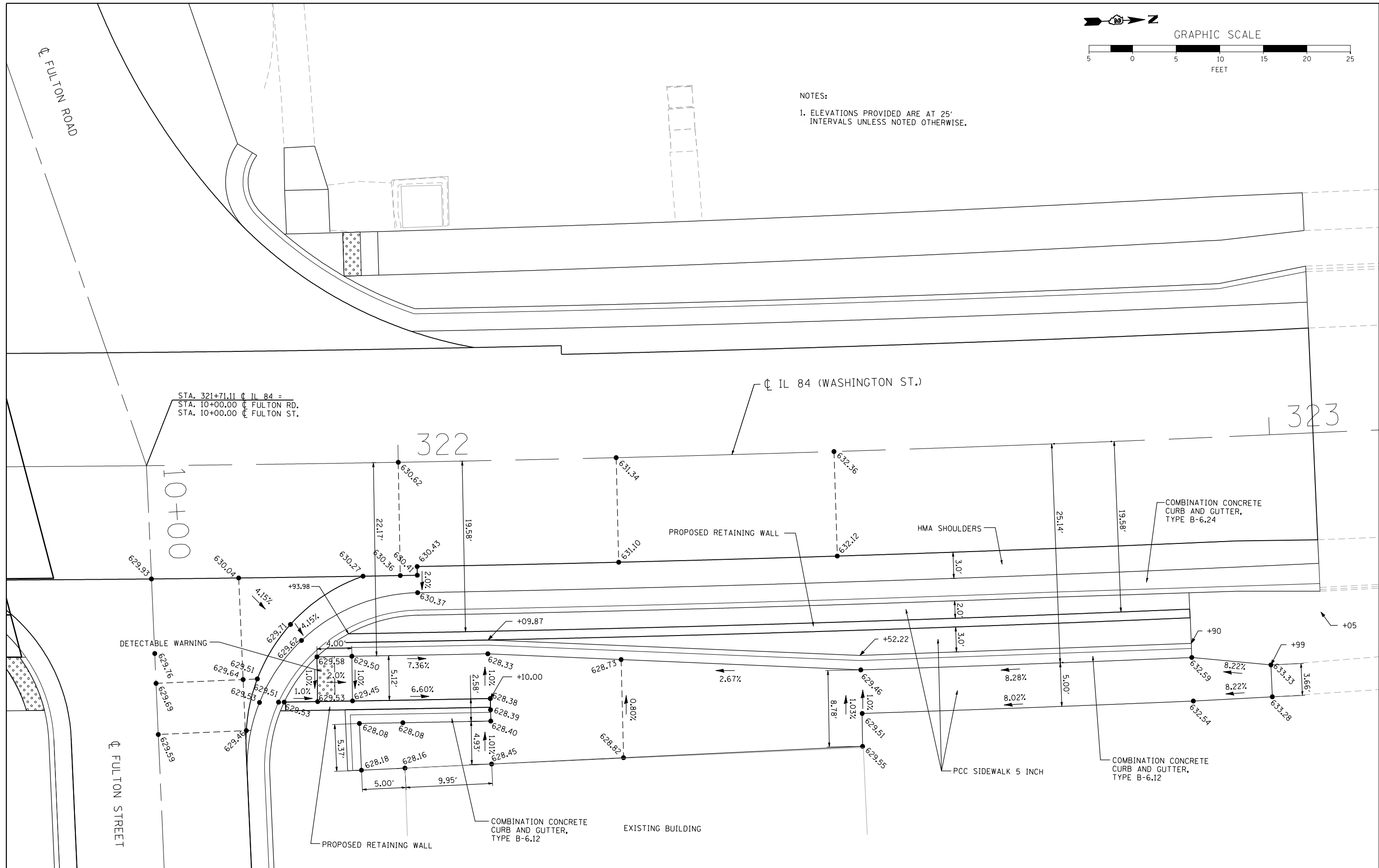
SCALE: 1"=5'      SHEET NO. 2 OF 3 SHEETS      STA.      TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	47
CONTRACT NO. 64E08				

ILLINOIS FED. AID PROJECT



NOTES:  
 1. ELEVATIONS PROVIDED ARE AT 25' INTERVALS UNLESS NOTED OTHERWISE.



design firm  
no. 184001036  
**whks**  
 engineers + planners + land surveyors

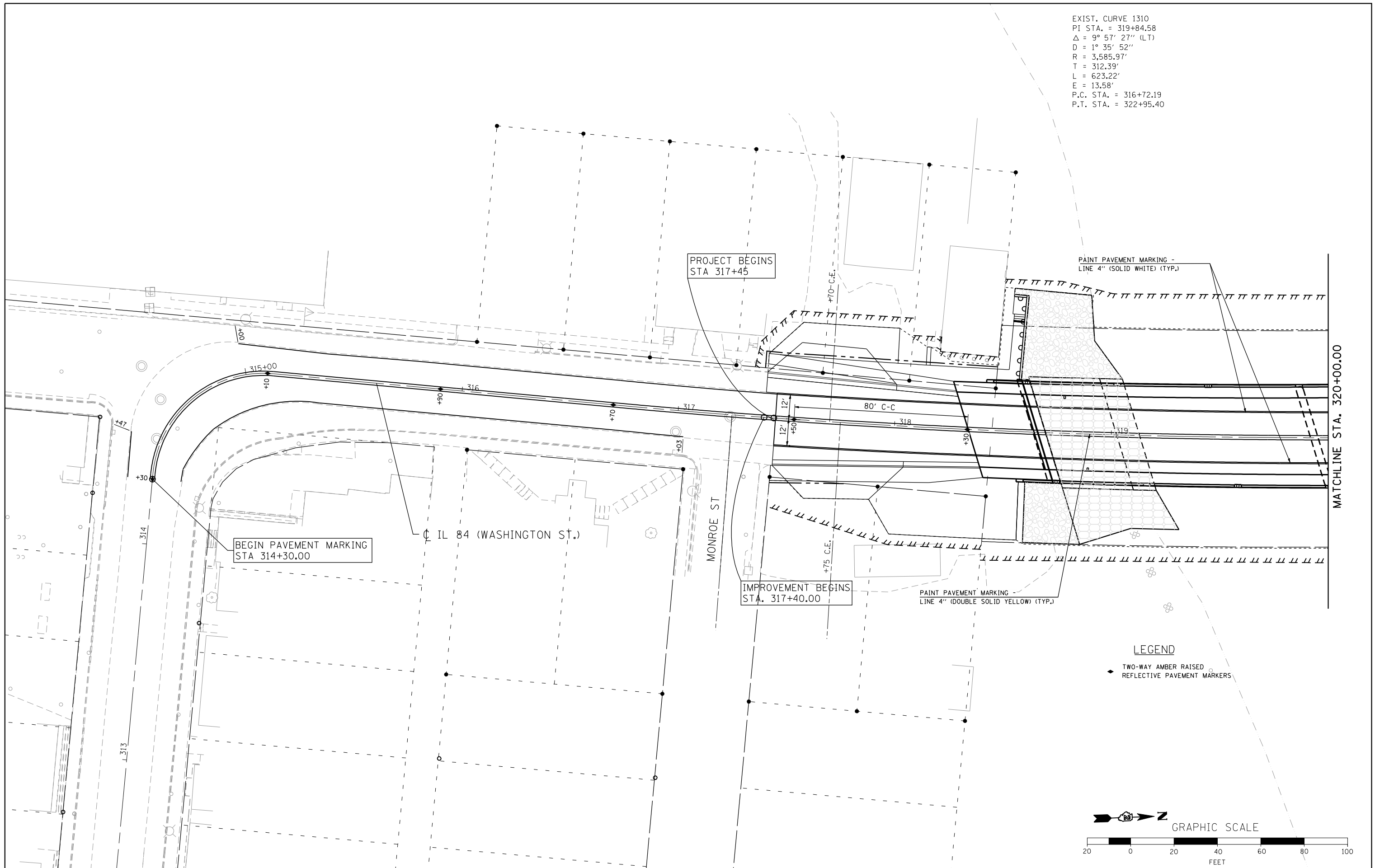
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PLOT DATE = 8/5/2013	CHECKED -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SIDEWALK DETAILS  
 IL ROUTE 84 OVER APPLE RIVER**  
 SCALE: 1"=5'    SHEET NO. 3 OF 3 SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	48
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				

EXIST. CURVE 1310  
 PI STA. = 319+84.58  
 $\Delta = 9^\circ 57' 27''$  (LT)  
 $D = 1^\circ 35' 52''$   
 $R = 3,585.97'$   
 $T = 312.39'$   
 $L = 623.22'$   
 $E = 13.58'$   
 P.C. STA. = 316+72.19  
 P.T. STA. = 322+95.40



PROJECT BEGINS  
 STA 317+45

PAINT PAVEMENT MARKING -  
 LINE 4" (SOLID WHITE) (TYP.)

BEGIN PAVEMENT MARKING  
 STA 314+30.00

IL 84 (WASHINGTON ST.)

MONROE ST

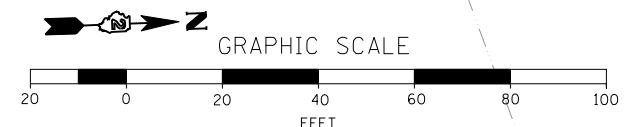
IMPROVEMENT BEGINS  
 STA. 317+40.00

PAINT PAVEMENT MARKING  
 LINE 4" (DOUBLE SOLID YELLOW) (TYP.)

MATCHLINE STA. 320+00.00

LEGEND

- ◆ TWO-WAY AMBER RAISED REFLECTIVE PAVEMENT MARKERS



design firm  
 no. 184001036  
**whks**  
 engineers • planners • land surveyors

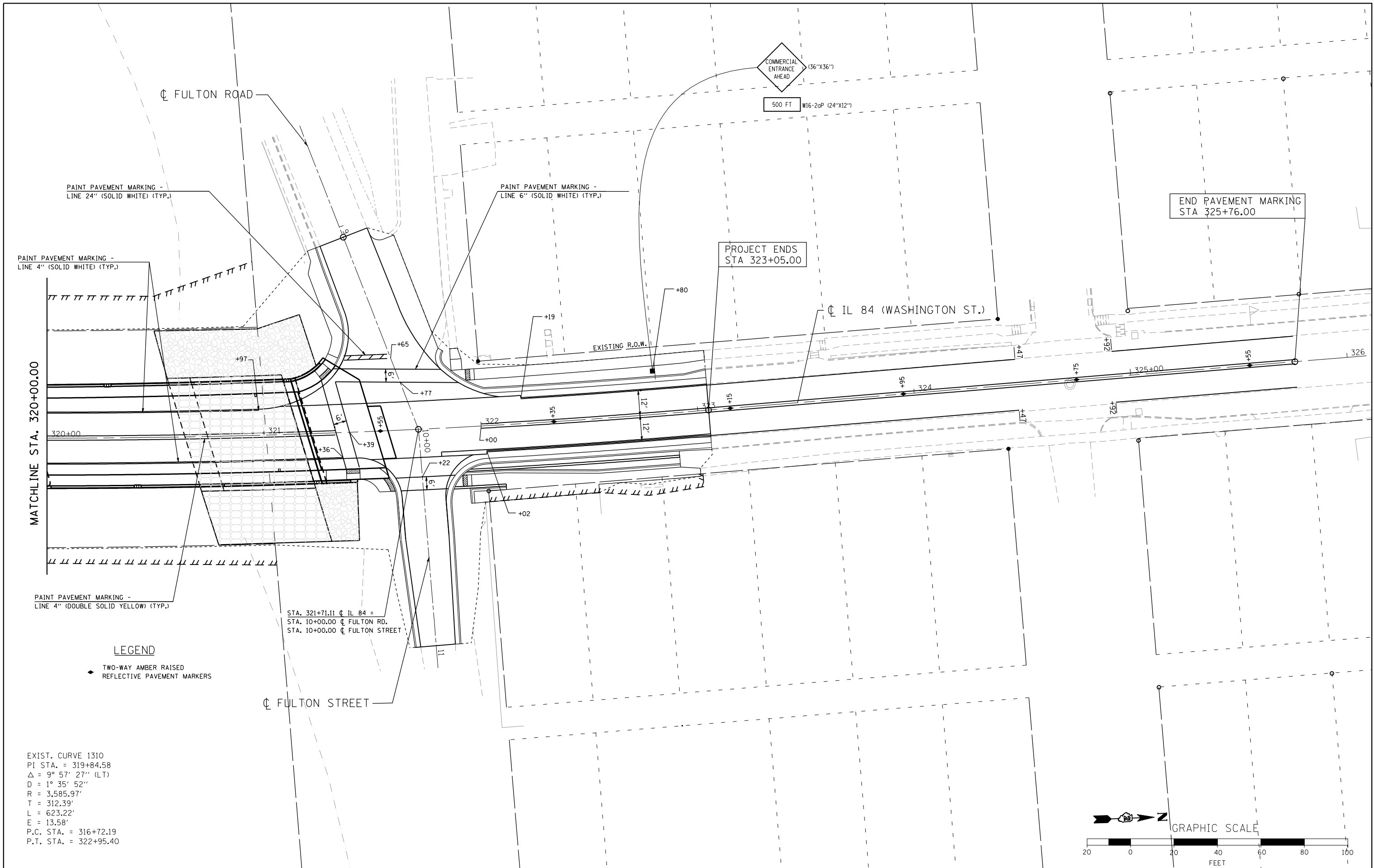
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PLOT SCALE = 3/8" = 1' IN.	DRAWN -	REVISED -
PLOT DATE = 8/5/2013	CHECKED -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND SIGNING PLANS  
 IL ROUTE 84 OVER APPLE RIVER**

F.A.P. RTE. 308	SECTION 1103-D-BRID	COUNTY JO DAVIESS	TOTAL SHEETS 159	SHEET NO. 49
CONTRACT NO. 64E08			ILLINOIS FED. AID PROJECT	

SCALE: 1"=20" SHEET NO. 1 OF 2 SHEETS STA. TO STA.



PAINT PAVEMENT MARKING -  
LINE 24" (SOLID WHITE) (TYP.)

PAINT PAVEMENT MARKING -  
LINE 6" (SOLID WHITE) (TYP.)

END PAVEMENT MARKING  
STA 325+76.00

PROJECT ENDS  
STA 323+05.00

PAINT PAVEMENT MARKING -  
LINE 4" (SOLID WHITE) (TYP.)

MATCHLINE STA. 320+00.00

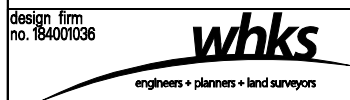
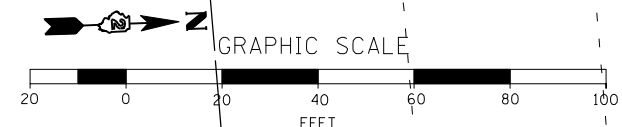
PAINT PAVEMENT MARKING -  
LINE 4" (DOUBLE SOLID YELLOW) (TYP.)

STA. 321+71.11 C IL 84 =  
STA. 10+00.00 C FULTON RD.  
STA. 10+00.00 C FULTON STREET

**LEGEND**

◆ TWO-WAY AMBER RAISED  
REFLECTIVE PAVEMENT MARKERS

EXIST. CURVE 1310  
PI STA. = 319+84.58  
Δ = 9° 57' 27" (LT)  
D = 1° 35' 52"  
R = 3,585.97'  
T = 312.39'  
L = 623.22'  
E = 13.58'  
P.C. STA. = 316+72.19  
P.T. STA. = 322+95.40



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PLOT SCALE = 39,9999 1/ IN.	DRAWN -	REVISED -
PLOT DATE = 8/5/2013	CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND SIGNING PLANS  
IL ROUTE 84 OVER APPLE RIVER**

SCALE: 1"=20" SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103-D-BRID)	JO DAVIESS	159	50
CONTRACT NO. 64E08				

ILLINOIS FED. AID PROJECT

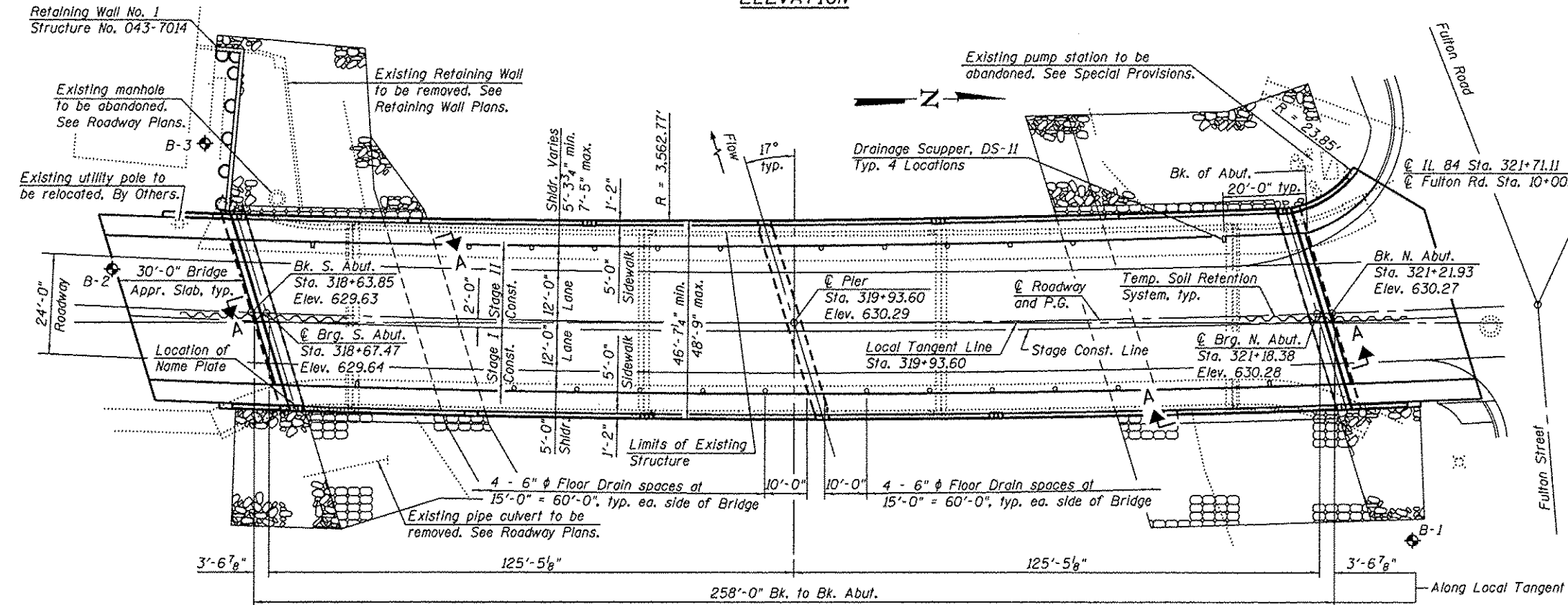
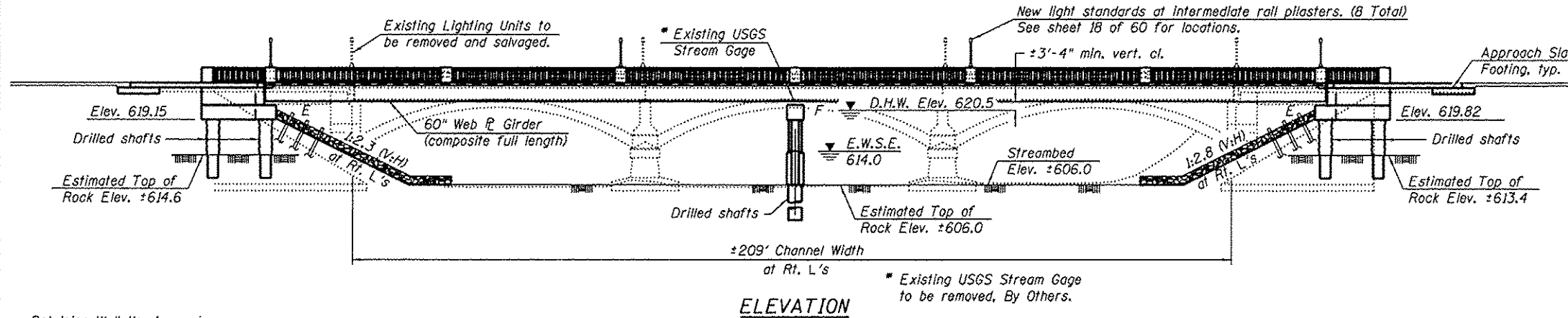
Benchmark: Brass disk on S.E. wingwall of S.N. 043-0028, Sta. 318+60.35, 29.08' Rt., Elev. 634.33

Existing Structure: S.N. 043-0028 was originally built in 1934 as S.B.1. Route 80, Section 103-D. The original structure was a three-span spandrel arch with a reinforced concrete deck supported by closed concrete abutments and solid wall piers founded on spread footings keyed into rock. In 1983 the structure was rehabilitated as F.A. Route 18, Section 103-D-BR. The rehabilitation consisted of replacement of the existing superstructure with precast, prestressed concrete deck beams with a bituminous wearing surface and superimposed concrete sidewalks and decorative bridge rails. The spandrel arches were left in place for aesthetics. In 1990, the bituminous wearing surface was replaced with a 5" reinforced concrete overlay. The existing structure is 213'-1" bk. to bk. of abutments, 43'-10" out to out of deck. The structure is to be removed and replaced utilizing stage construction.

Salvage: Existing Lighting Units to be salvaged.

**INDEX OF SHEETS**

1. General Plan and Elevation
2. General Data
3. Footing Layout
4. Slope Protection Details
5. Stage Construction Details
- 6.-7. Structure Removal Plan and Details
8. Temporary Soil Retention System Details
9. Temporary Concrete Barrier for Stage Construction
10. Top of Slab Elevation Location Plan
- 11.-13. Top of Slab Elevations
14. South Approach Slab Elevations
15. North Approach Slab Elevations
- 16.-17. Deck Plan
- 18.-20. Superstructure Details
- 21.-22. South Bridge Approach Slab Details
- 23.-24. North Bridge Approach Slab Details
25. Drainage Scupper, DS-II
26. Preformed Joint Strip Seal
27. Framing Plan
- 28.-30. Framing Details
31. Bearing Details
32. South Abutment
- 33.-34. South Abutment Details
35. North Abutment
- 36.-37. North Abutment Details
38. Pier
39. Bar Splicer Assembly and Mechanical Splicer Details
- 40.-41. Boring Logs
- 42.-60. Existing Plans (For Information Only)



**LOADING HL-93**

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

**DESIGN SPECIFICATIONS**

2010 AASHTO LRFD Bridge Design Specifications  
5th Edition with 2010 Interims

**DESIGN STRESSES**

**FIELD UNITS**

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

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (S<sub>D1</sub>) = 0.052g  
Design Spectral Acceleration at 0.2 sec. (S<sub>D5</sub>) = 0.079g  
Soil Site Class = B



*Slade B. Chelbian* 9/26/13  
Expires: 11/30/2014

**GENERAL PLAN AND ELEVATION  
ILLINOIS ROUTE 84 OVER APPLE RIVER**

F.A.P. ROUTE 308 - SEC. 103BR-4

JO DAVIESS COUNTY

STATION 319+93.60

STRUCTURE NO. 043-0080

**WATERWAY INFORMATION**

Drainage Area = 246 sq. mi. Prop. Low Grade Elev. 629.45 at Sta. \*\*1428+56

Flood	Freq. Yr.	C.F.S.	Q	Opening Sq. Ft.	Not. H.W.E.	Head - Ft.	Headwater El.
				Exist. Prop.	Exist. Prop.	Exist. Prop.	Exist. Prop.
10	9410	1515	2157	618.1	0.2	0	618.3 618.1
Design	50	13700	1881	2647	620.5	0.3	620.8 620.5
Base	100	15710	2025	2836	621.4	0.3	621.7 621.4
Max. Calc.	500	20600	2301	3201	623.1	0.4	623.5 623.1

\*\* Sta. 1428+56 = Sta. 317+64.48

**DESIGN SCOUR ELEVATION TABLE**

	S. Abut.	Pier	N. Abut.
Design Scour Elevation (ft.)	619.15	606.0	619.82
Existing Elevation (ft.)	619.15	606.0	619.82

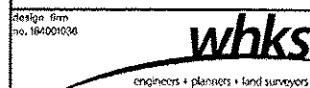
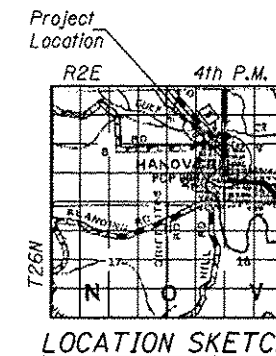
Note: See sheet 4 of 60 for Section A-A.

**APPROVED**  
For Structural Adequacy Only

*D. Carl Pezzen*  
Engineer of Bridges & Structures

**LEGEND**

◆ Soil Boring Location



USER NAME	OPERATOR	DESIGNED	BRD	REVISED
FILE NAME	0430028-64E08.dgn	CHECKED	SDS	REVISED
PLOT SCALE	2:200000 1" = 1/4"	DRAWN	DLH	REVISED
PLOT DATE	9/26/2013	CHECKED	BRD	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	Jo Daviess	159	51
			CONTRACT NO.	64E08

ILLINOIS FED. AID PROJECT

**GENERAL NOTES**

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 483,010 lbs. (M270, Gr. 50)  
No field welding is permitted except as specified in the contract documents.  
Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 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.  
The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue Munsell No. 10B 3/6.

Slipforming of the parapets is not allowed.  
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

For each construction stage, this work shall be completed according to Article 503.06(b) of the standard specifications, except as modified below:

The finishing machine rails shall be placed on the top flange of exterior girders. The girders supporting cantilever forming brackets shall be tied together at a maximum of 4 foot intervals.

The 4x4 in. Hardwood Beam Blocks shall be installed between the webs of girders in each bay prior to deck pours and shall not be removed until the concrete has attained the required compressive strength and the curing period is completed.

An alternate procedure may be submitted by the Contractor and for review and approval of the Engineer. If the proposed finishing machine rails are located outside the exterior girders, the Contractor will be required to mitigate unbalanced force effects on the exterior girders and/or excessive rotation of the cantilever forming brackets during deck pours. If the Contractor elects to use an alternate procedure, the Contractor shall submit design calculations and detailed plans, prepared and sealed by an Illinois Licensed Structural Engineer. Such submission does not guarantee approval by the Engineer of the alternate procedure.

The Contractor shall retain the services of an Engineer Firm, prequalified in the IDOT Consultant Selection Category of Highway and Bridges (Advance Typical), for preparation of the Structural Assessment Report(s). Contractors pre-approval shall not be applicable for this project. See Special Provisions.

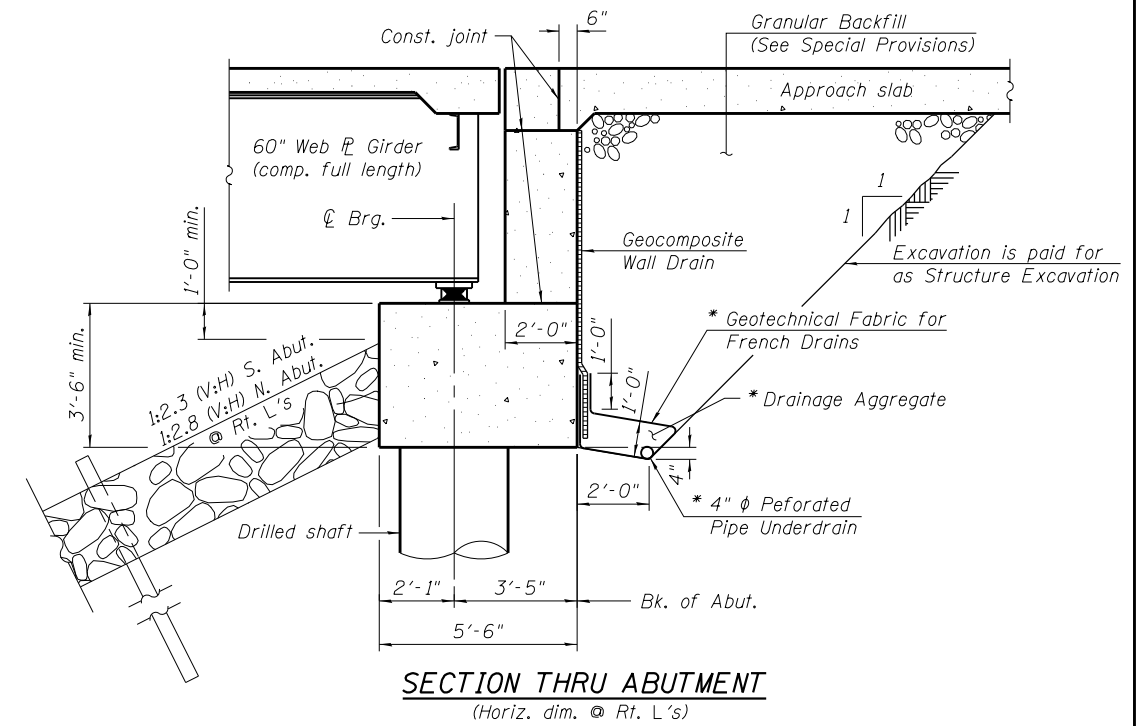
Current Rating On File For Existing Structure

Inventory : HS 12.1  
Operating : HS 25.0  
Live Load Restrictions : No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS Loading and Configuration. Live Load Restrictions are based on Illinois Legal Loads and Configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		488	488
Filter Fabric	Sq. Yd.		1,341	1,341
Slope Mattress 24"	Sq. Yd.		853	853
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		738	738
Floor Drains	Each	20		20
Concrete Structures	Cu. Yd.		246.6	246.6
Concrete Superstructure	Cu. Yd.	569.0		569.0
Bridge Deck Grooving	Sq. Yd.	1,190		1,190
Protective Coat	Sq. Yd.	2,080		2,080
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3,816		3,816
Reinforcement Bars	Pound		7,350	7,350
Reinforcement Bars, Epoxy Coated	Pound	139,570	44,400	183,970
Bar Splicers	Each	1,118	337	1,455
Name Plates	Each	1		1
Permanent Casing	Foot		35	35
Drilled Shaft in Soil	Cu. Yd.		32.8	32.8
Drilled Shaft in Rock	Cu. Yd.		40.6	40.6
Preformed Joint Strip Seal	Foot	101		101
Elastomeric Bearing Assembly, Type I	Each		12	12
Anchor Bolts, 1"	Each		24	24
Anchor Bolts, 1 1/4"	Each		12	12
Concrete Sealer	Sq. Ft.		1,401	1,401
Geocomposite Wall Drain	Sq. Yd.		91	91
Concrete Bridge Rail, Sidewalk Mounted	Foot	507		507
Concrete Bridge Railing	Foot		70	70
Construction Vibration Monitoring	L. Sum	1		1
Granular Backfill for Structures	Cu. Yd.		203	203
Asbestos Bearing Pad Removal	Each		68	68
Drainage Scupper, DS-II	Each	4		4
Pipe Underdrains for Structures, 4"	Foot		132	132
Temporary Soil Retention System	Sq. Ft.		816	816
Temporary Shoring	Each		2	2
Temporary Support System	L. Sum		1	1
Removal of Lighting Unit, Salvage	Each	8		8



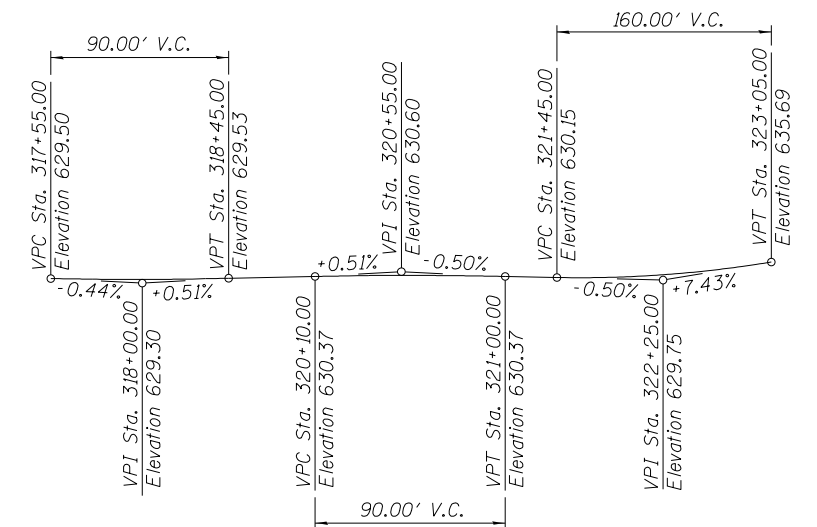
\*Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

**Note:**

All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipe shall extend under the wingwall, if necessary and follow the pipe layout shown on sheet 3 of 60. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

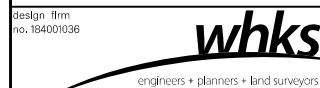
**CURVE DATA**

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D = 1° 35' 52"  
T = 312.39'  
L = 623.22'  
E = 13.58'  
R = 3,585.97'  
P.C. = Sta. 316+72.19  
P.T. = Sta. 322+95.40  
P.I. = Sta. 319+84.58



STATION 319+93.60  
BUILT 20 BY  
STATE OF ILLINOIS  
F.A.P. RT. 308 SEC. 103BR-4  
LOADING HL-93  
STRUCTURE NO. 043-0080

**NAME PLATE**  
See Std. 515001

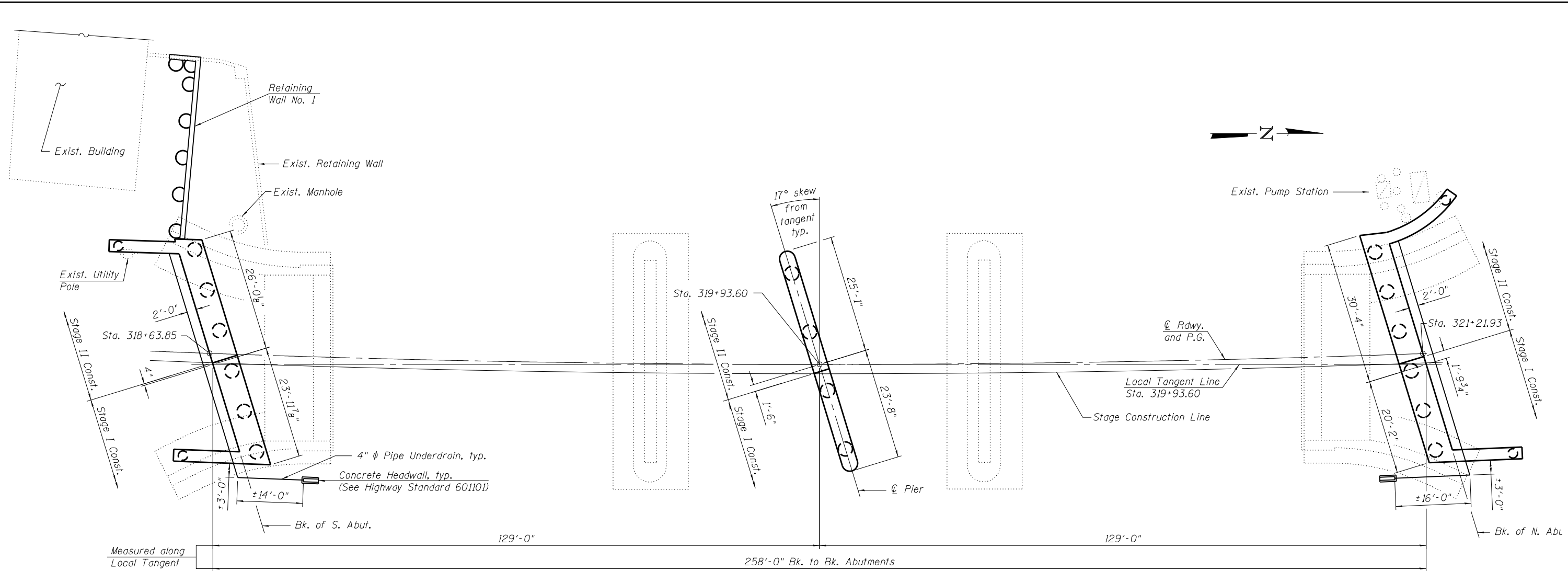


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PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 10/2/2013	CHECKED - SBC	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL DATA  
STRUCTURE NO. 043-0080  
SHEET NO. 2 OF 60 SHEETS

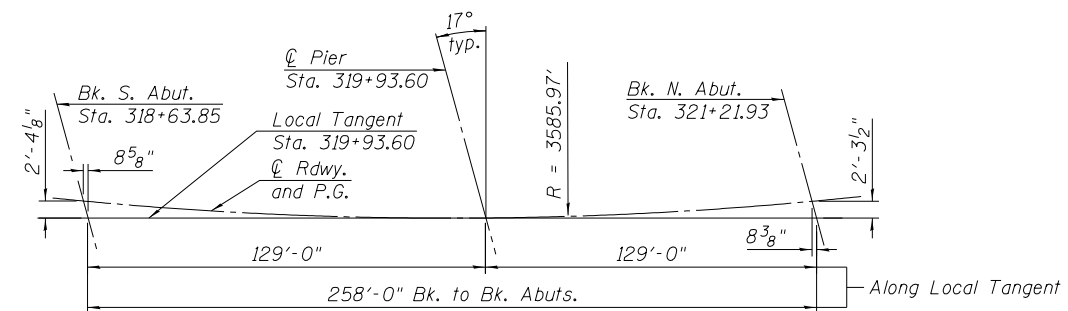
F.A.P. RTE. 308	SECTION 103BR-4	COUNTY JoDAVISS	TOTAL SHEETS 159	SHEET NO. 52
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				



**FOOTING LAYOUT**

**LEGEND**

..... Limits of existing structures.

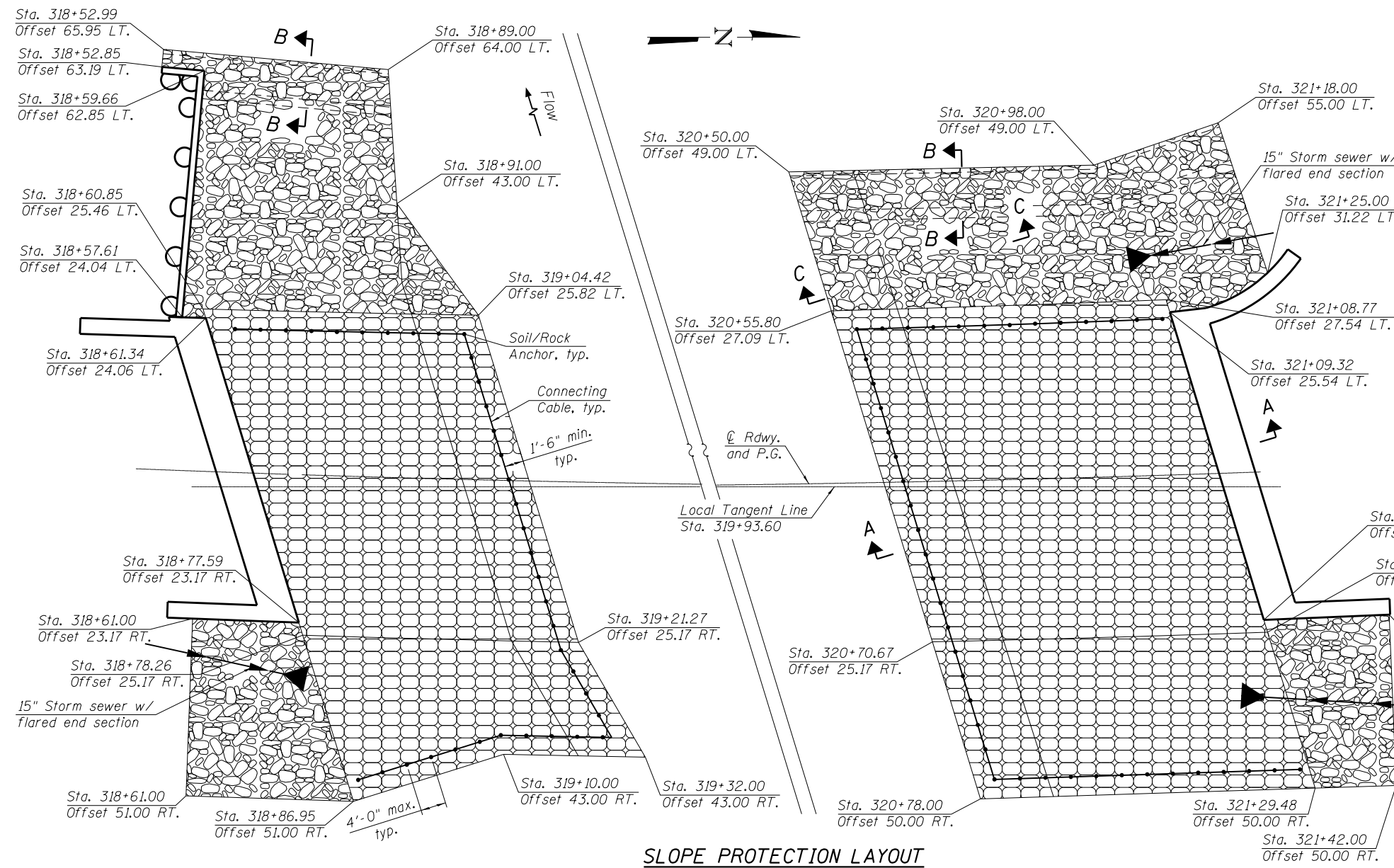


**OFFSET SKETCH**

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Pipe Underdrains for Structures, 4"	Foot	132





**SLOPE PROTECTION LAYOUT**

**NOTES**

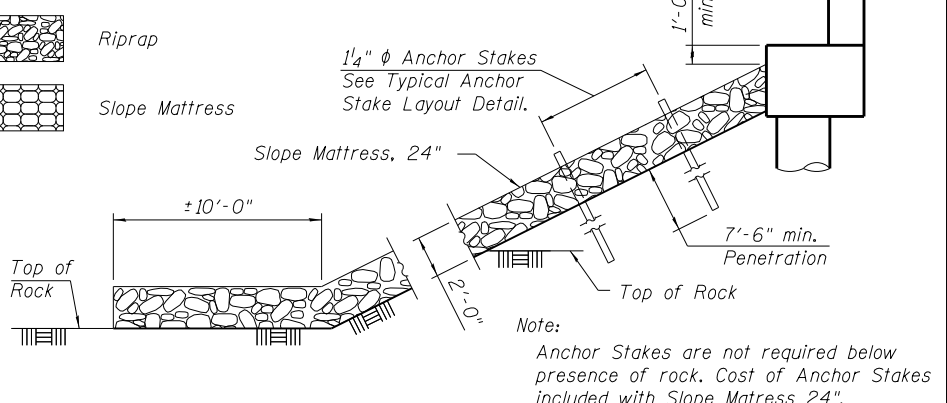
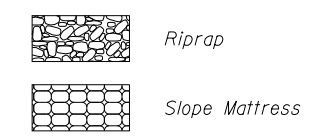
Slope mattress assemblage, installation, filling and lid-closing shall be in accordance with Section 284 of the Standard Specifications.

Where a complete slope mattress unit cannot be installed as shown on the plans because of space limitations or pipe penetrations, the basket unit shall be cut, folded and wired together to suit site conditions.

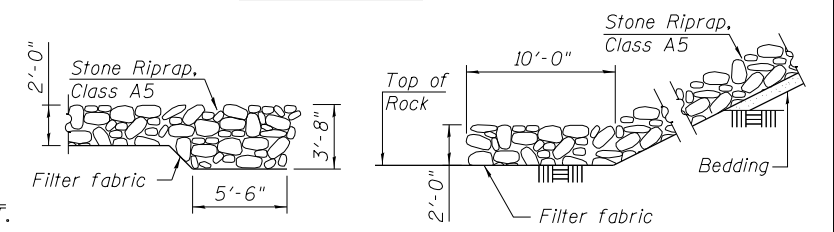
Earth excavation for slope mattress, riprap, bedding and filter fabric shall be included in the cost of Slope Mattress 24" or Stone Riprap, Class A5 as appropriate.

A minimum of 8" of bedding material is required below the Stone Riprap, Class A5 beyond the limits of the encountered top of rock. See Section C-C for details.

**LEGEND**

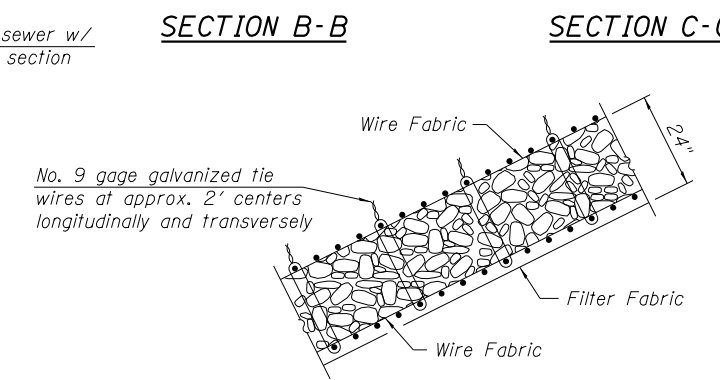


**SECTION A-A**



**SECTION B-B**

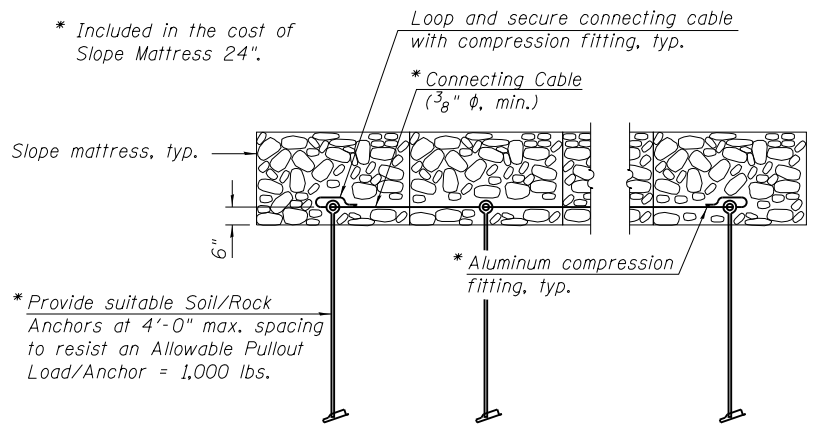
**SECTION C-C**



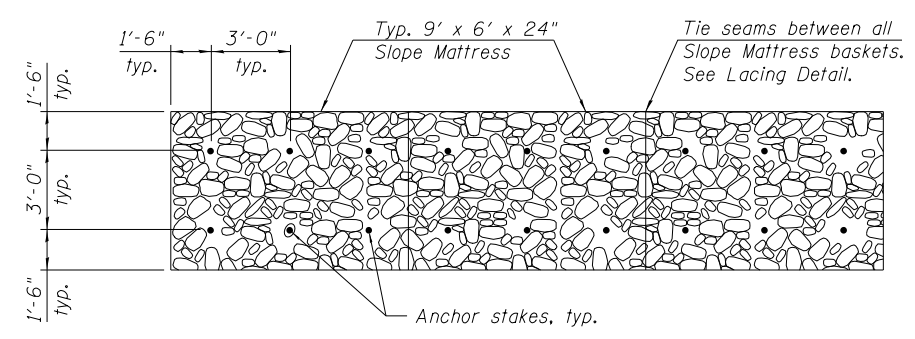
**SLOPE MATTRESS DETAIL**

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Filter Fabric	Sq. Yd.	1,341
Slope Mattress 24"	Sq. Yd.	853
Stone Riprap, Class A5	Sq. Yd.	488

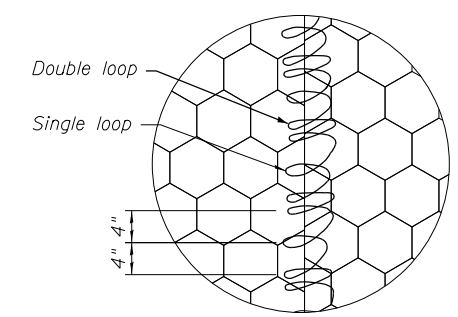


**SLOPE MATTRESS SECURING DETAIL**

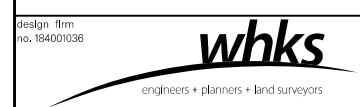


**TYPICAL ANCHOR STAKE LAYOUT DETAIL**

Note:  
Anchor stakes are to be placed on 3'-0" cts., with an arrangement as shown above.



**LACING DETAIL**



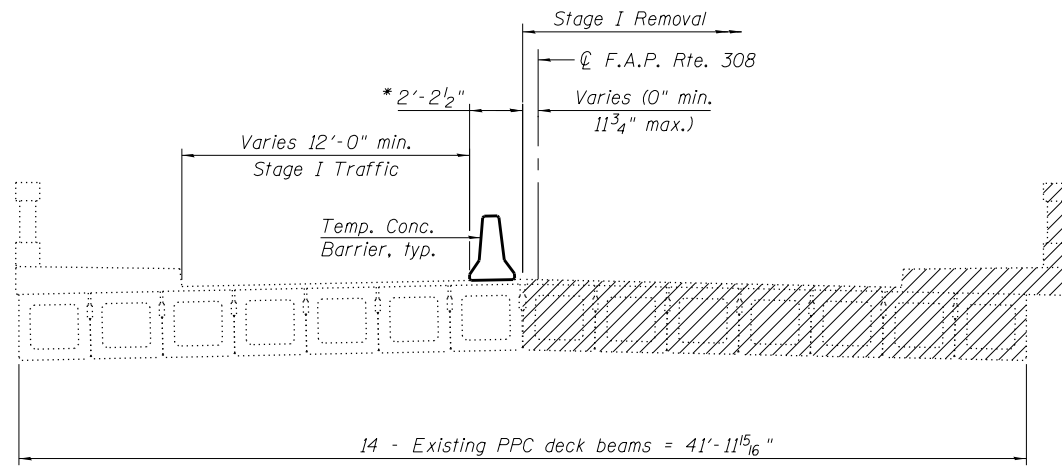
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PLOT DATE = 10/2/2013	CHECKED - SBC	REVIS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

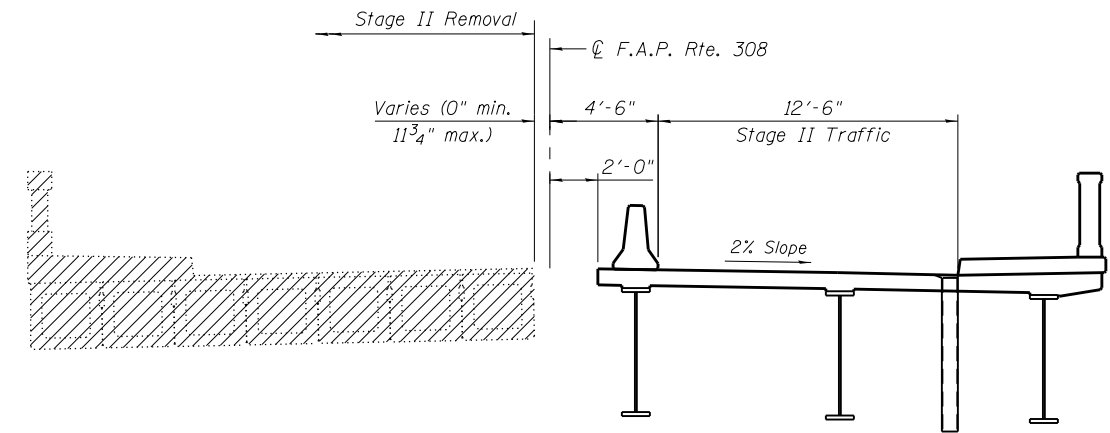
SLOPE PROTECTION DETAILS  
STRUCTURE NO. 043-0080  
SHEET NO. 4 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	54
CONTRACT NO. 64E08				

ILLINOIS FED. AID PROJECT

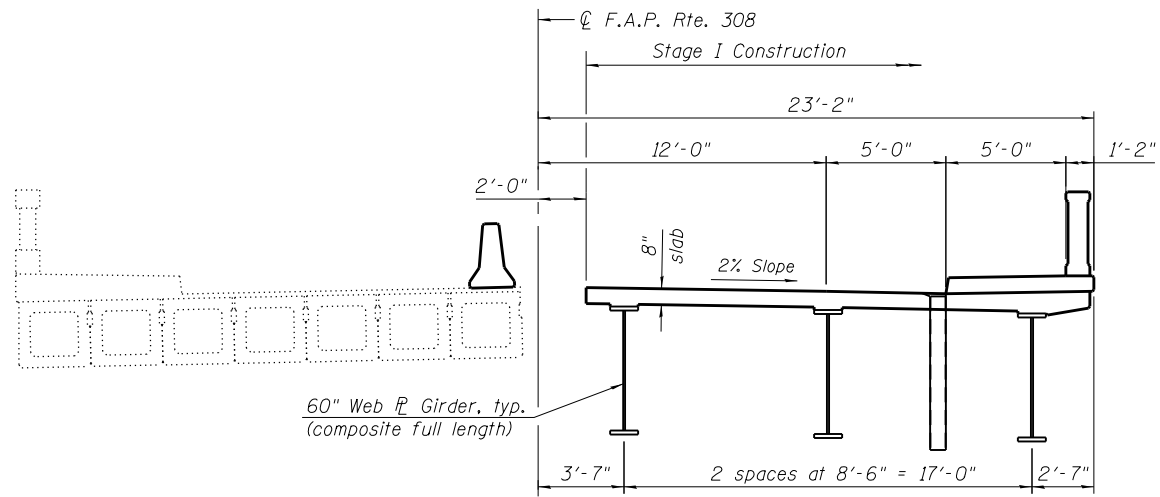


**STAGE I REMOVAL**  
(Looking North)

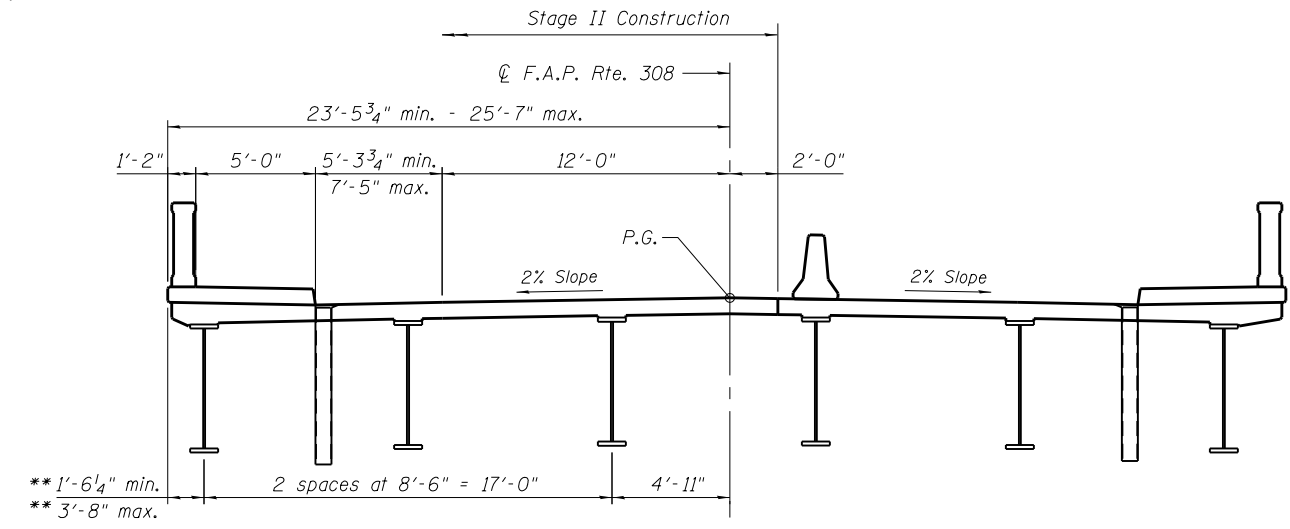


**STAGE II REMOVAL**  
(Looking North)

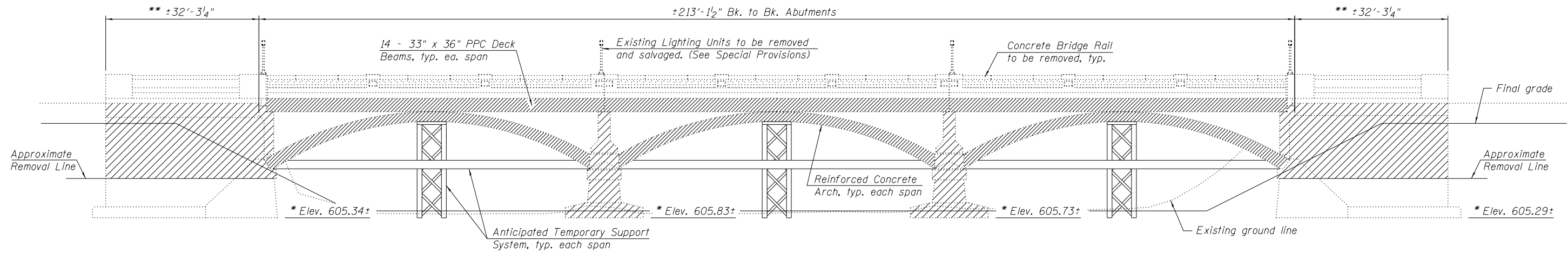
**Notes:**  
 All horizontal dimensions shown are radial and measured at the back of abutment except where noted.  
 Hatched area indicates Removal of Existing Structures. See sheets 6 and 7 of 60.  
 For Temporary Concrete Barrier Details, see sheet 9 of 60.  
 See Roadway Plans for quantity of Temporary Concrete Barrier.  
 \* Dimension is measured at Rt. L's to Removal Line  
 \*\* Dimensions taken at C Brg.



**STAGE I CONSTRUCTION**  
(Looking North)



**STAGE II CONSTRUCTION**  
(Looking North)



\* Elevations taken from existing 1983 plans and have not been adjusted to the NAVD 88 Datum.  
 \*\* Dimensions parallel to wingwall.

**LEGEND**

- Indicates Superstructure items to be removed
- Indicates Substructure items to be removed

**REMOVAL ELEVATION**

The Structural Removal Plan is for information only and does not relieve the Contractor from the responsibility of submitting a Demolition Plan in accordance with the Contract Special Provisions.

**Notes:**

The removal of the existing structure shall be in accordance with Article 501 of the Standard Specifications, unless noted otherwise. Removal of existing railing and wearing surface is included in the pay item Removal of Existing Structures. Removal and salvage of the existing Lighting Units is included in the pay item Removal of Lighting Unit, Salvage. See Special Provisions.

The Contractor is advised that the existing bearing pads at each abutment contain asbestos. All necessary precautions shall be taken in removing, handling, transporting and disposing of the bearing pads. See Special Provisions.

In addition to the Requirements for Structural Assessment for Contractors Means and Methods, all of the Contractors work shall comply with the requirements outlined in the Special Provision for Construction Vibration Monitoring.

The existing PPC deck beams shall not be demolished in place, but shall be removed by hoisting to prevent damage to the arch span below.

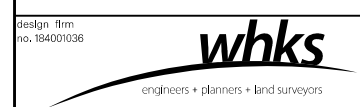
A temporary support system will be required for stage removal of the concrete arch segments. See Special Provisions.

Removal of the existing pier caps during Stage I Removal will require Temporary Shoring. See sheet 7 of 60 for details.

Work this sheet with sheets 5 and 7 of 60.

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Removal of Existing Structures	Each	1
Asbestos Bearing Pad Removal	Each	68
Temporary Support System	L. Sum	1
Removal of Lighting Unit, Salvage	Each	8



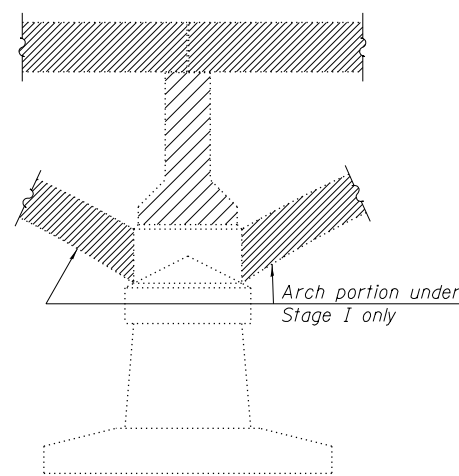
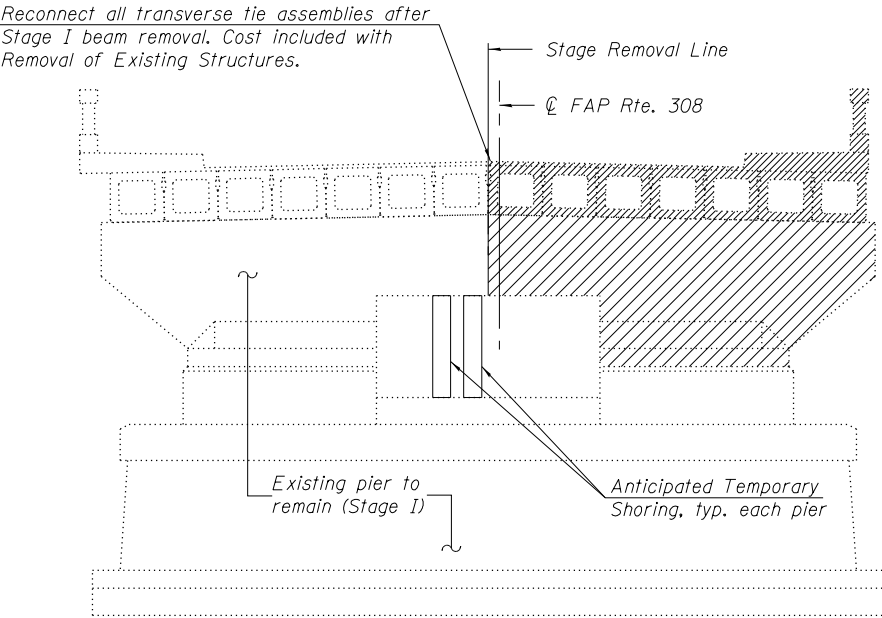
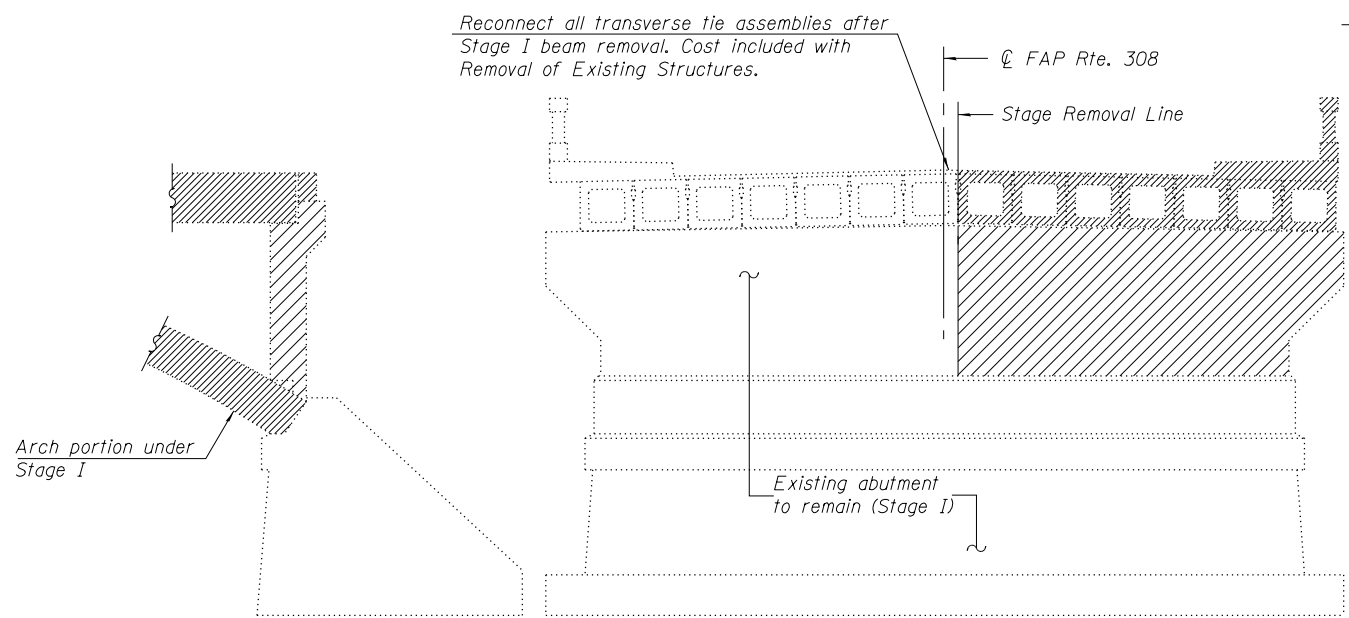
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PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 9/26/2013	CHECKED - SBC	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STRUCTURE REMOVAL PLAN AND DETAILS  
STRUCTURE NO. 043-0080**

SHEET NO. 6 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVIESS	159	56
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				

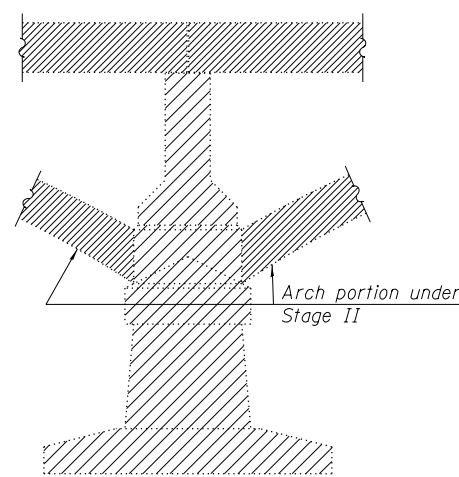
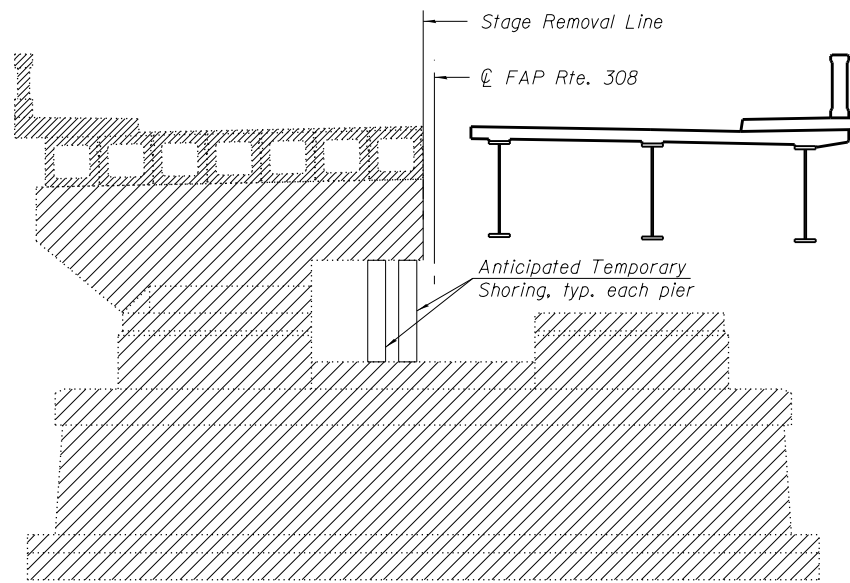
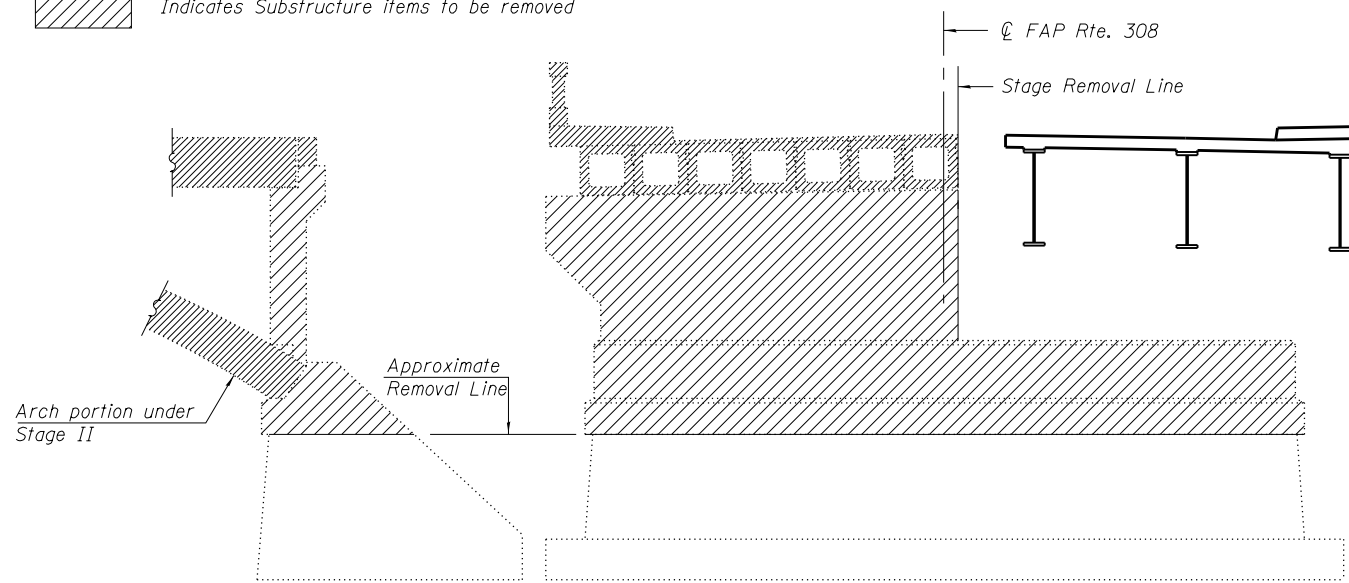


**LEGEND**

- Indicates Superstructure items to be removed
- Indicates Substructure items to be removed

**ABUTMENT ELEVATION - STAGE I REMOVAL**  
(Looking North)

**PIER ELEVATION - STAGE I REMOVAL**  
(Looking North)



**ABUTMENT ELEVATION - STAGE II REMOVAL**  
(Looking North)

**PIER ELEVATION - STAGE II REMOVAL**  
(Looking North)

**Notes:**

Temporary Shoring shall be installed at each pier prior to Stage I removal of the existing pier caps. See Special Provisions.  
 The substructure remaining under the beams after Stage I construction will be removed in Stage II. Only the arch portion under Stage I will be removed during Stage I Removal.  
 Removal of the arch portions will require a Temporary Support System. See sheet 6 of 60 for details.  
 Removal items shown are included with Removal of Existing Structures. See Special Provisions.  
 Work this sheet with sheet 5 and 6 of 60.

**REACTION TABLE FOR TEMPORARY SHORING**

$R_{DL}$	(k)	95.3
$R_{L+IM}$	(k)	31.9
$R_{Total}$	(k)	127.2

(Reactions are unfactored)

**Note:**

\* Total dead and live load reaction at each Temporary Shoring vertical support shown.  
 HL93 Live Load only. Reactions do not consider any additional construction equipment and/or live loads.

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Temporary Shoring	Each	2

Design firm  
no. 184001036



USER NAME = dheberling	DESIGNED - BRD	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED - SBC	REVISED
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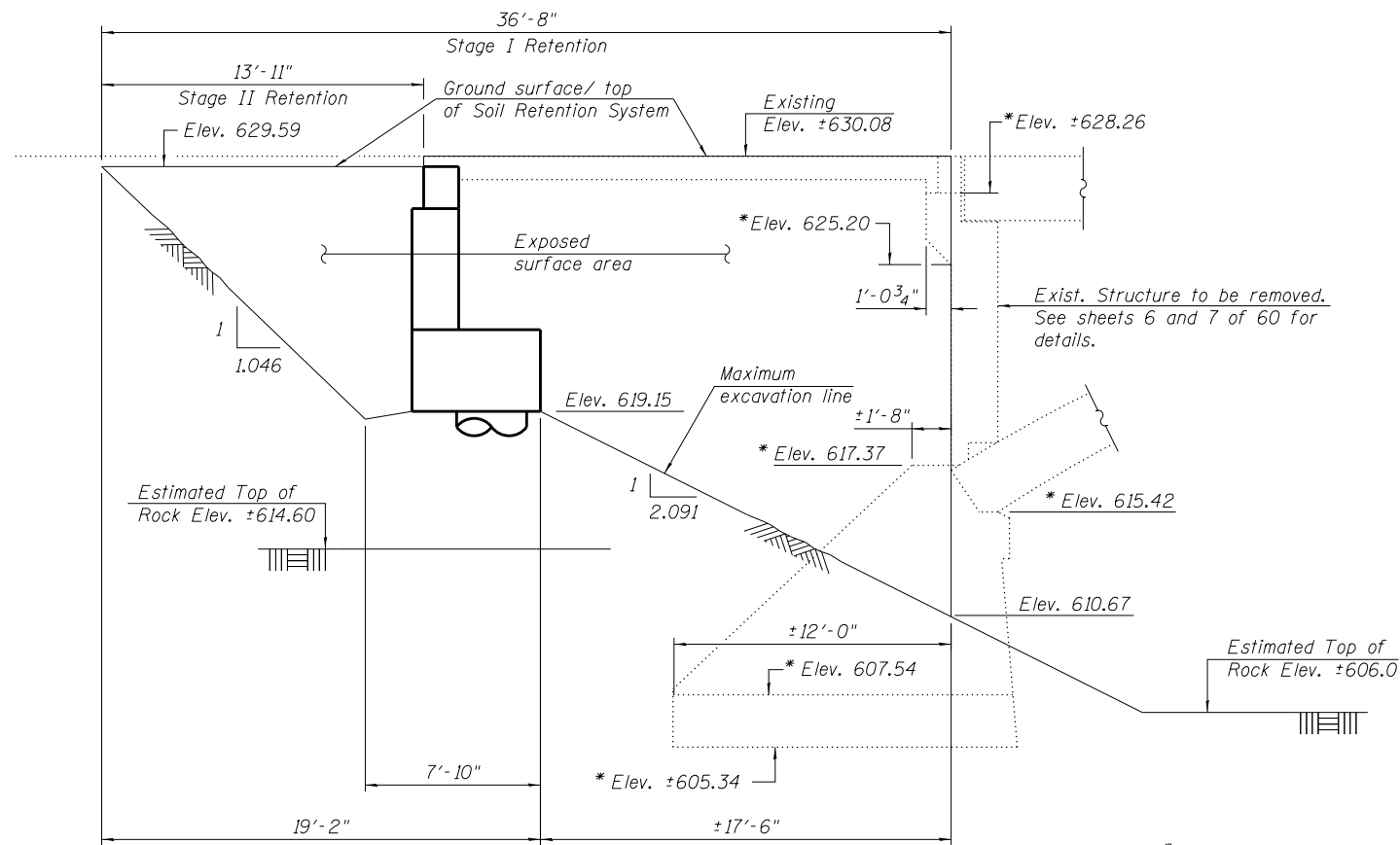
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STRUCTURE REMOVAL PLAN AND DETAILS  
STRUCTURE NO. 043-0080**

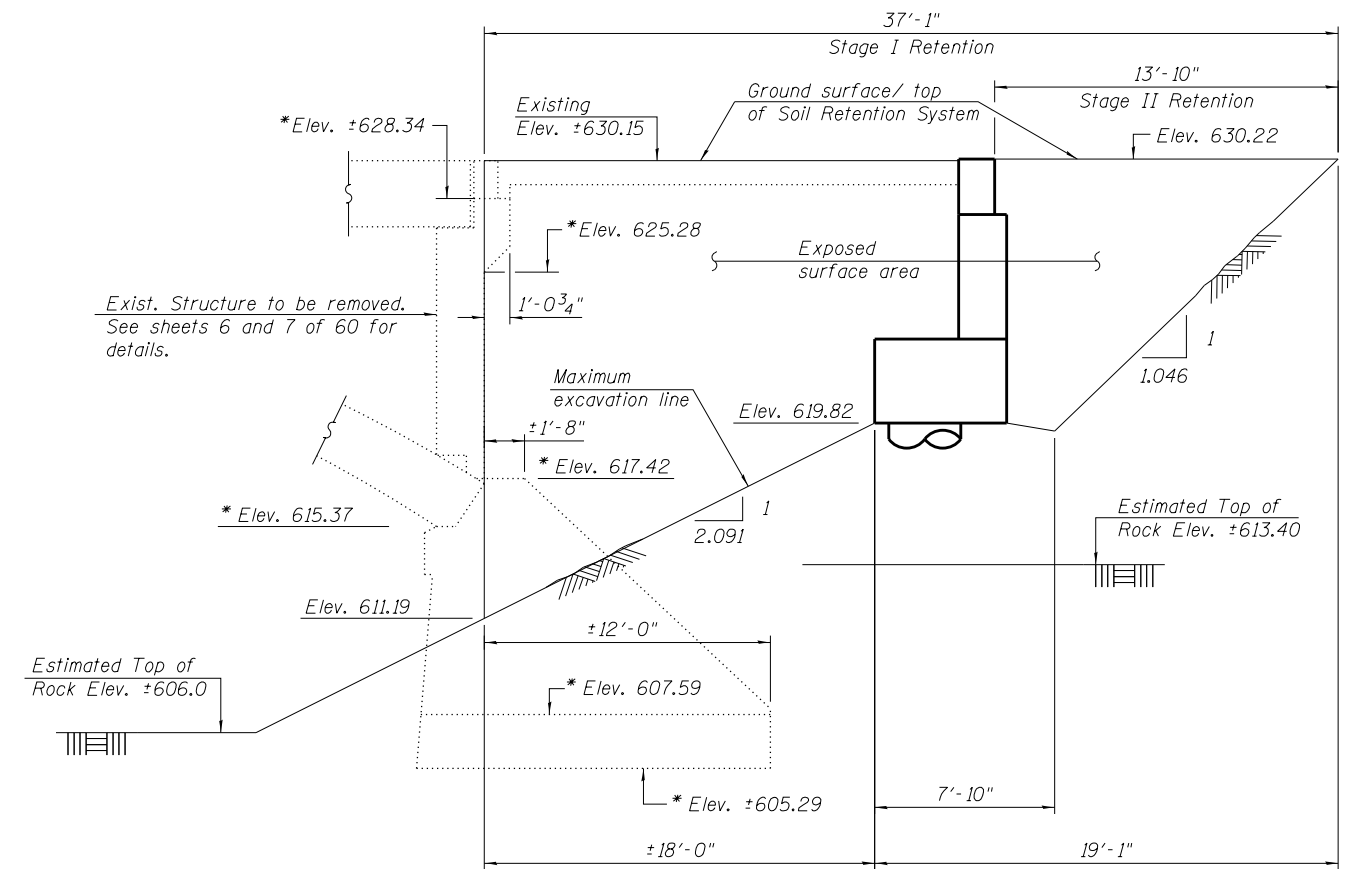
SHEET NO. 7 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	57
CONTRACT NO. 64E08				

ILLINOIS FED. AID PROJECT



**ELEVATION SOUTH ABUTMENT**



**ELEVATION NORTH ABUTMENT**

\* Existing elevations taken from 1983 plans and have not been adjusted to the NAVD 88 datum.

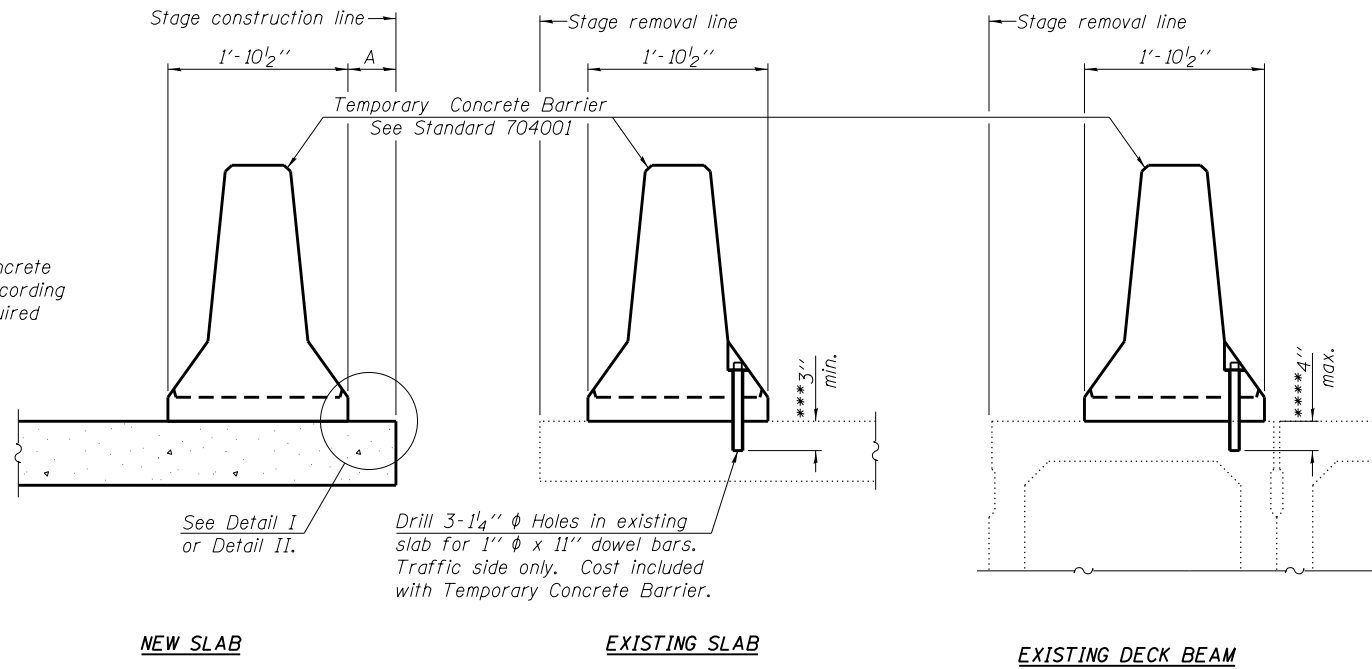
**Notes:**

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.  
 The Temporary Retention System selected by the Contractor shall comply with the Special Provision for Construction Vibration Monitoring.  
 All horizontal dimensions given are along the Stage Removal line.

**BILL OF MATERIAL**

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	816

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".



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

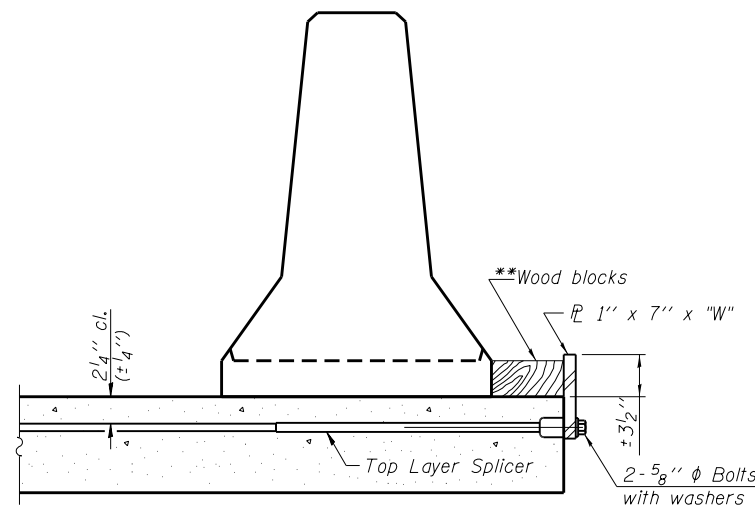
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

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

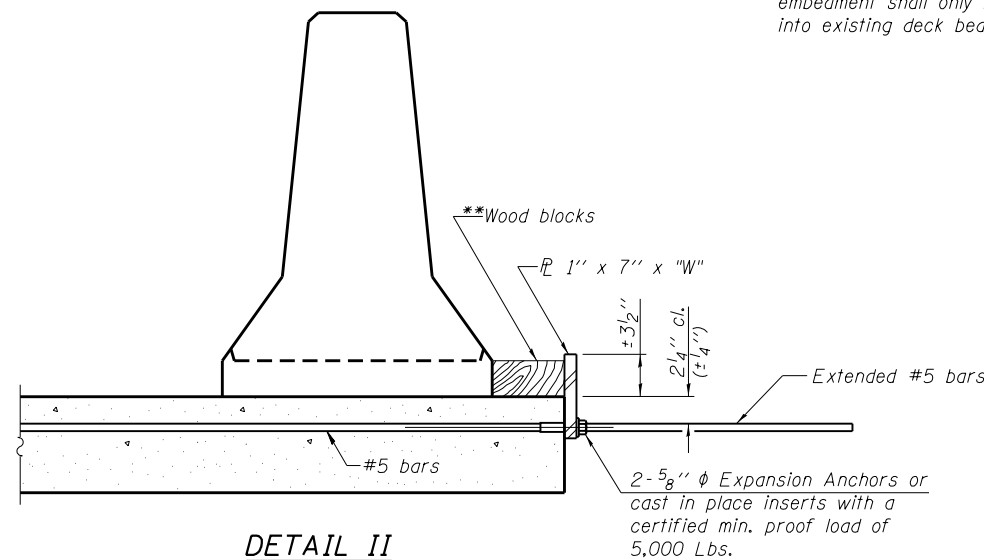
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

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



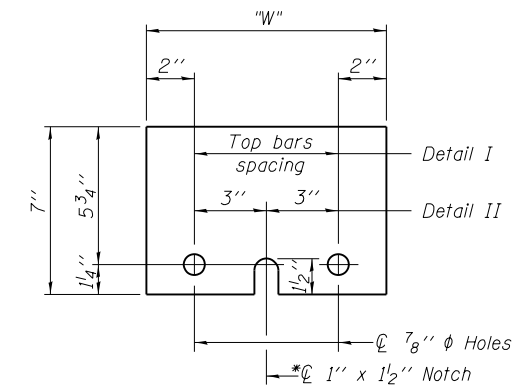
**DETAIL I**



**DETAIL II**

\*\* 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"



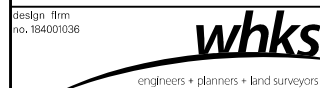
**STEEL RETAINER  $\bar{L}$  1" x 7" x "W"**

\* Required only with Detail II

Note:  
For pay item "Temporary Concrete Barrier", see Roadway Plans.

R-27

7-1-10



USER NAME = dheberling	DESIGNED - BRD	REVISED
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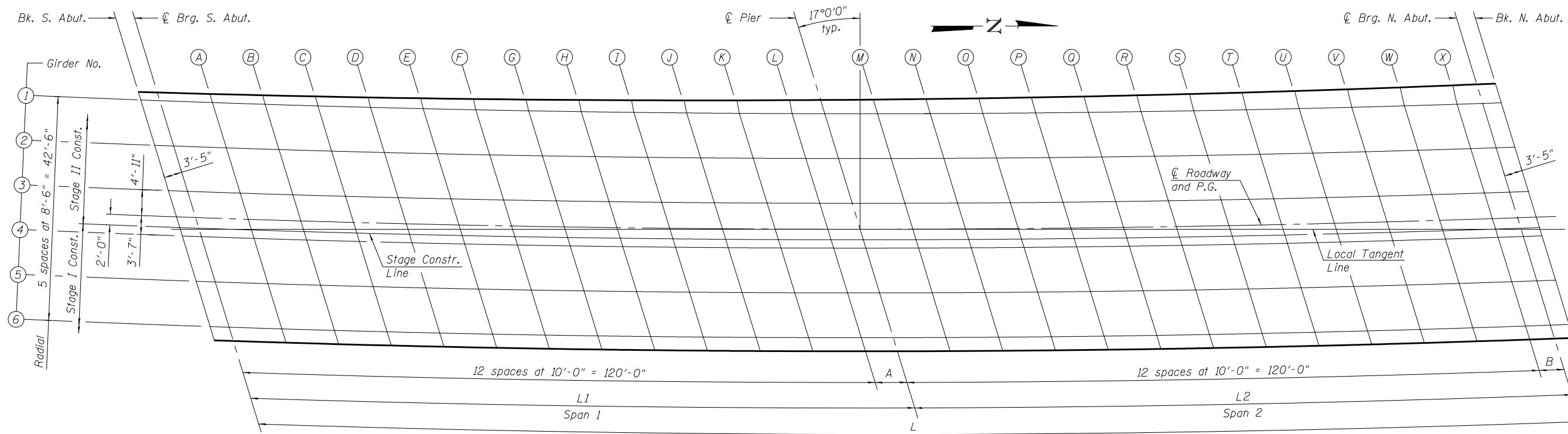
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO. 043-0080**

SHEET NO. 9 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	59
CONTRACT NO. 64E08				

ILLINOIS FED. AID PROJECT



**PLAN**

**SCREED DIMENSION LAYOUT**

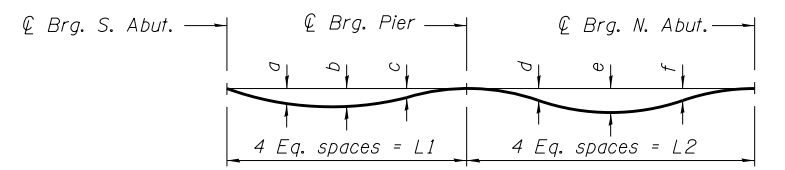
Girder	L	L1	L2	A	B
1	251'-0 <sup>13</sup> / <sub>16</sub> "	126'-2 <sup>9</sup> / <sub>16</sub> "	124'-10 <sup>1</sup> / <sub>4</sub> "	6'-2 <sup>9</sup> / <sub>16</sub> "	4'-10 <sup>1</sup> / <sub>4</sub> "
2	251'-0 <sup>1</sup> / <sub>8</sub> "	126'-2 <sup>3</sup> / <sub>16</sub> "	124'-9 <sup>15</sup> / <sub>16</sub> "	6'-2 <sup>3</sup> / <sub>16</sub> "	4'-9 <sup>15</sup> / <sub>16</sub> "
3	250'-11 <sup>7</sup> / <sub>16</sub> "	126'-1 <sup>13</sup> / <sub>16</sub> "	124'-9 <sup>5</sup> / <sub>8</sub> "	6'-1 <sup>13</sup> / <sub>16</sub> "	4'-9 <sup>5</sup> / <sub>8</sub> "
☐ Roadway and P.G.	250'-11 <sup>1</sup> / <sub>16</sub> "	126'-1 <sup>9</sup> / <sub>16</sub> "	124'-9 <sup>1</sup> / <sub>2</sub> "	6'-1 <sup>9</sup> / <sub>16</sub> "	4'-9 <sup>1</sup> / <sub>2</sub> "
Stage Construction Line	250'-10 <sup>7</sup> / <sub>8</sub> "	126'-1 <sup>1</sup> / <sub>2</sub> "	124'-9 <sup>3</sup> / <sub>8</sub> "	6'-1 <sup>1</sup> / <sub>2</sub> "	4'-9 <sup>3</sup> / <sub>8</sub> "
4	250'-10 <sup>3</sup> / <sub>4</sub> "	126'-1 <sup>1</sup> / <sub>16</sub> "	124'-9 <sup>5</sup> / <sub>16</sub> "	6'-1 <sup>7</sup> / <sub>16</sub> "	4'-9 <sup>5</sup> / <sub>16</sub> "
5	250'-10 <sup>1</sup> / <sub>16</sub> "	126'-1 <sup>1</sup> / <sub>16</sub> "	124'-9	6'-1 <sup>1</sup> / <sub>16</sub> "	4'-9"
6	250'-9 <sup>7</sup> / <sub>16</sub> "	126'-0 <sup>11</sup> / <sub>16</sub> "	124'-8 <sup>3</sup> / <sub>4</sub> "	6'-0 <sup>11</sup> / <sub>16</sub> "	4'-8 <sup>3</sup> / <sub>4</sub> "

**TABLE OF DIMENSIONS**

Location	g	h	i
☐ Brg. S. Abut.	3"	1'-6 <sup>1</sup> / <sub>2</sub> "	4'-7 <sup>1</sup> / <sub>2</sub> "
A	2 <sup>7</sup> / <sub>8</sub> "	1'-7 <sup>1</sup> / <sub>2</sub> "	4'-6 <sup>1</sup> / <sub>2</sub> "
B	2 <sup>7</sup> / <sub>8</sub> "	1'-8 <sup>1</sup> / <sub>2</sub> "	4'-5 <sup>1</sup> / <sub>2</sub> "
C	2 <sup>7</sup> / <sub>8</sub> "	1'-9 <sup>1</sup> / <sub>2</sub> "	4'-4 <sup>1</sup> / <sub>2</sub> "
D	2 <sup>7</sup> / <sub>8</sub> "	1'-10 <sup>1</sup> / <sub>2</sub> "	4'-3 <sup>1</sup> / <sub>2</sub> "
E	2 <sup>3</sup> / <sub>4</sub> "	1'-11 <sup>1</sup> / <sub>2</sub> "	4'-2 <sup>1</sup> / <sub>2</sub> "
F	2 <sup>3</sup> / <sub>4</sub> "	2'-0 <sup>1</sup> / <sub>2</sub> "	4'-1 <sup>1</sup> / <sub>2</sub> "
G	2 <sup>5</sup> / <sub>8</sub> "	2'-1 <sup>1</sup> / <sub>2</sub> "	4'-0 <sup>1</sup> / <sub>2</sub> "
H	2 <sup>1</sup> / <sub>2</sub> "	2'-2 <sup>5</sup> / <sub>8</sub> "	3'-11 <sup>3</sup> / <sub>8</sub> "
I	2 <sup>1</sup> / <sub>2</sub> "	2'-3 <sup>5</sup> / <sub>8</sub> "	3'-10 <sup>3</sup> / <sub>8</sub> "
J	2 <sup>1</sup> / <sub>2</sub> "	2'-4 <sup>5</sup> / <sub>8</sub> "	3'-9 <sup>3</sup> / <sub>8</sub> "
K	2 <sup>3</sup> / <sub>8</sub> "	2'-5 <sup>5</sup> / <sub>8</sub> "	3'-8 <sup>3</sup> / <sub>8</sub> "
L	2 <sup>3</sup> / <sub>8</sub> "	2'-6 <sup>5</sup> / <sub>8</sub> "	3'-7 <sup>3</sup> / <sub>8</sub> "
☐ Pier/Brg.	2 <sup>1</sup> / <sub>4</sub> "	2'-7 <sup>1</sup> / <sub>4</sub> "	3'-6 <sup>3</sup> / <sub>4</sub> "
M	2 <sup>1</sup> / <sub>4</sub> "	2'-8 <sup>1</sup> / <sub>4</sub> "	3'-5 <sup>3</sup> / <sub>4</sub> "
N	2 <sup>1</sup> / <sub>4</sub> "	2'-9 <sup>1</sup> / <sub>4</sub> "	3'-4 <sup>3</sup> / <sub>4</sub> "
O	2 <sup>1</sup> / <sub>8</sub> "	2'-10 <sup>1</sup> / <sub>4</sub> "	3'-3 <sup>3</sup> / <sub>4</sub> "
P	2 <sup>1</sup> / <sub>8</sub> "	2'-11 <sup>1</sup> / <sub>4</sub> "	3'-2 <sup>3</sup> / <sub>4</sub> "
Q	2"	3'-0 <sup>1</sup> / <sub>4</sub> "	3'-1 <sup>3</sup> / <sub>4</sub> "
R	2"	3'-1 <sup>3</sup> / <sub>8</sub> "	3'-0 <sup>5</sup> / <sub>8</sub> "
S	1 <sup>7</sup> / <sub>8</sub> "	3'-2 <sup>3</sup> / <sub>8</sub> "	2'-11 <sup>5</sup> / <sub>8</sub> "
T	1 <sup>7</sup> / <sub>8</sub> "	3'-3 <sup>3</sup> / <sub>8</sub> "	2'-10 <sup>5</sup> / <sub>8</sub> "
U	1 <sup>3</sup> / <sub>4</sub> "	3'-4 <sup>3</sup> / <sub>8</sub> "	2'-9 <sup>5</sup> / <sub>8</sub> "
V	1 <sup>3</sup> / <sub>4</sub> "	3'-5 <sup>3</sup> / <sub>8</sub> "	2'-8 <sup>5</sup> / <sub>8</sub> "
W	1 <sup>3</sup> / <sub>4</sub> "	3'-6 <sup>3</sup> / <sub>8</sub> "	2'-7 <sup>5</sup> / <sub>8</sub> "
X	1 <sup>5</sup> / <sub>8</sub> "	3'-7 <sup>3</sup> / <sub>8</sub> "	2'-6 <sup>5</sup> / <sub>8</sub> "
☐ Brg. N. Abut.	1 <sup>5</sup> / <sub>8</sub> "	3'-7 <sup>7</sup> / <sub>8</sub> "	2'-6 <sup>1</sup> / <sub>8</sub> "

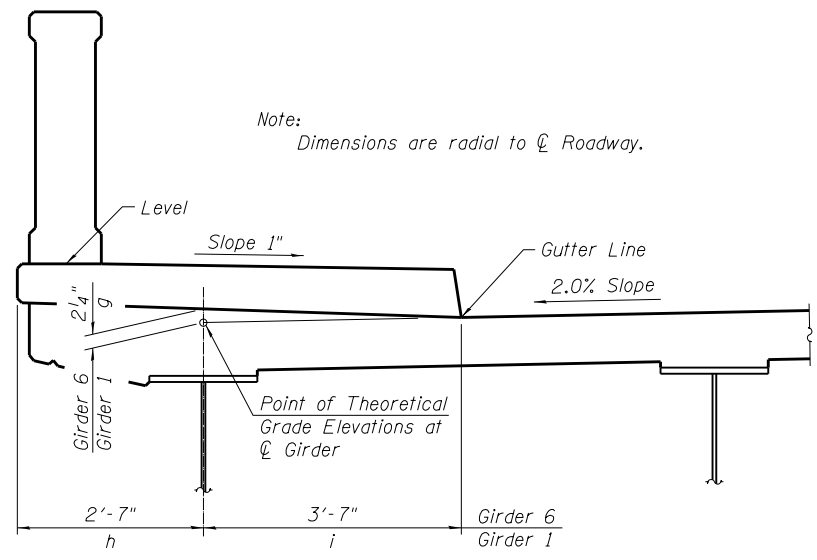
**DEAD LOAD DEFLECTIONS**

Location	Girder					
	1	2	3	4	5	6
a	1 <sup>1</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>4</sub> "	1 <sup>3</sup> / <sub>8</sub> "	1 <sup>1</sup> / <sub>2</sub> "
b	1 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>2</sub> "	1 <sup>3</sup> / <sub>8</sub> "	1 <sup>3</sup> / <sub>8</sub> "	1 <sup>1</sup> / <sub>2</sub> "	1 <sup>3</sup> / <sub>4</sub> "
c	5 <sup>5</sup> / <sub>8</sub> "	5 <sup>5</sup> / <sub>8</sub> "	5 <sup>5</sup> / <sub>8</sub> "	5 <sup>5</sup> / <sub>8</sub> "	5 <sup>5</sup> / <sub>8</sub> "	3 <sup>1</sup> / <sub>4</sub> "
d	3 <sup>3</sup> / <sub>4</sub> "	5 <sup>5</sup> / <sub>8</sub> "	1 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>2</sub> "	5 <sup>5</sup> / <sub>8</sub> "
e	1 <sup>3</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>4</sub> "	1 <sup>3</sup> / <sub>8</sub> "	1 <sup>5</sup> / <sub>8</sub> "
f	1 <sup>1</sup> / <sub>2</sub> "	1 <sup>1</sup> / <sub>4</sub> "	1 <sup>1</sup> / <sub>8</sub> "	1 <sup>1</sup> / <sub>8</sub> "	1 <sup>1</sup> / <sub>4</sub> "	1 <sup>3</sup> / <sub>8</sub> "

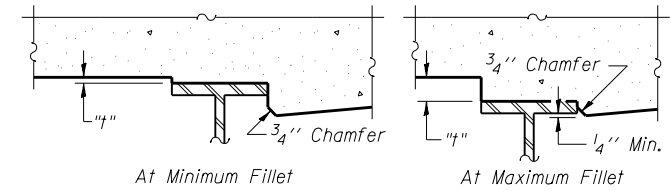


**DEAD LOAD DEFLECTION DIAGRAM**

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 11-13 of 60.



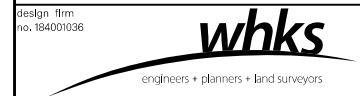
**SECTION THRU SIDEWALK**



**FILLET HEIGHTS**

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on the Top of Slab Elevation Location Plan. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 11-13 of 60, minus slab thickness, equals the fillet heights "t" above top flange of beams.

Notes: Work this sheet with sheets 11-13 of 60. Increments for elevations are measured along each individual girder. Stations and offsets shown on sheet 11-13 of 60 are located radial to ☐ of Roadway and P.G.



USER NAME = dheberling	DESIGNED - BRD	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED - SBC	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 10/2/2013	CHECKED - SBC	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATION LOCATION PLAN  
STRUCTURE NO. 043-0080**

SHEET NO. 10 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	60
CONTRACT NO. 64E08				

ILLINOIS FED. AID PROJECT

**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	318+56.23	-21.92	629.15	629.15
☉ Brg. S. Abut.	318+59.87	-21.92	629.17	629.17
A	318+69.93	-21.92	629.22	629.26
B	318+79.99	-21.92	629.27	629.35
C	318+90.05	-21.92	629.32	629.42
D	319+00.11	-21.92	629.37	629.49
E	319+10.17	-21.92	629.42	629.55
F	319+20.24	-21.92	629.47	629.60
G	319+30.30	-21.92	629.53	629.64
H	319+40.36	-21.92	629.58	629.67
I	319+50.42	-21.92	629.63	629.69
J	319+60.48	-21.92	629.68	629.72
K	319+70.54	-21.92	629.73	629.75
L	319+80.60	-21.92	629.78	629.78
☉ Pier/Brg.	319+86.86	-21.92	629.81	629.81
M	319+96.92	-21.92	629.87	629.88
N	320+06.98	-21.92	629.92	629.95
O	320+17.04	-21.92	629.97	630.03
P	320+27.10	-21.92	630.00	630.09
Q	320+37.16	-21.92	630.03	630.15
R	320+47.23	-21.92	630.04	630.18
S	320+57.29	-21.92	630.05	630.20
T	320+67.35	-21.92	630.04	630.18
U	320+77.41	-21.92	630.02	630.15
V	320+87.47	-21.92	629.99	630.09
W	320+97.53	-21.92	629.95	630.02
X	321+07.59	-21.92	629.90	629.92
☉ Brg. N. Abut.	321+12.48	-21.92	629.87	629.87
Bk. N. Abut.	321+16.04	-21.92	629.86	629.86

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	318+59.20	-13.42	629.33	629.33
☉ Brg. S. Abut.	318+62.83	-13.42	629.35	629.35
A	318+72.86	-13.42	629.40	629.44
B	318+82.90	-13.42	629.45	629.53
C	318+92.94	-13.42	629.51	629.61
D	319+02.98	-13.42	629.56	629.68
E	319+13.01	-13.42	629.61	629.74
F	319+23.05	-13.42	629.66	629.79
G	319+33.09	-13.42	629.71	629.82
H	319+43.13	-13.42	629.76	629.85
I	319+53.16	-13.42	629.81	629.87
J	319+63.20	-13.42	629.86	629.90
K	319+73.24	-13.42	629.91	629.93
L	319+83.28	-13.42	629.97	629.97
☉ Pier/Brg.	319+89.48	-13.42	630.00	630.00
M	319+99.52	-13.42	630.05	630.06
N	320+09.56	-13.42	630.10	630.13
O	320+19.59	-13.42	630.15	630.20
P	320+29.63	-13.42	630.18	630.26
Q	320+39.67	-13.42	630.20	630.30
R	320+49.71	-13.42	630.22	630.34
S	320+59.74	-13.42	630.22	630.35
T	320+69.78	-13.42	630.21	630.34
U	320+79.82	-13.42	630.18	630.29
V	320+89.86	-13.42	630.15	630.24
W	320+99.90	-13.42	630.11	630.17
X	321+09.93	-13.42	630.06	630.08
☉ Brg. N. Abut.	321+14.78	-13.42	630.03	630.03
Bk. N. Abut.	321+18.33	-13.42	630.02	630.02

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	318+62.15	-4.92	629.52	629.52
☉ Brg. S. Abut.	318+65.77	-4.92	629.54	629.54
A	318+75.79	-4.92	629.59	629.63
B	318+85.80	-4.92	629.64	629.71
C	318+95.81	-4.92	629.69	629.79
D	319+05.83	-4.92	629.74	629.86
E	319+15.84	-4.92	629.79	629.91
F	319+25.85	-4.92	629.84	629.96
G	319+35.87	-4.92	629.89	630.00
H	319+45.88	-4.92	629.94	630.03
I	319+55.90	-4.92	629.99	630.05
J	319+65.91	-4.92	630.05	630.09
K	319+75.92	-4.92	630.10	630.12
L	319+85.94	-4.92	630.15	630.16
☉ Pier/Brg.	319+92.09	-4.92	630.18	630.18
M	320+02.11	-4.92	630.23	630.24
N	320+12.12	-4.92	630.28	630.30
O	320+22.14	-4.92	630.32	630.36
P	320+32.15	-4.92	630.36	630.43
Q	320+42.16	-4.92	630.38	630.47
R	320+52.18	-4.92	630.39	630.49
S	320+62.19	-4.92	630.38	630.49
T	320+72.20	-4.92	630.37	630.48
U	320+82.22	-4.92	630.35	630.45
V	320+92.23	-4.92	630.31	630.39
W	321+02.25	-4.92	630.26	630.31
X	321+12.26	-4.92	630.21	630.23
☉ Brg. N. Abut.	321+17.07	-4.92	630.19	630.19
Bk. N. Abut.	321+20.61	-4.92	630.17	630.17

Notes:

Work this sheet with sheets 10, 12, and 13 of 60.



**☉ ROADWAY AND P.G.**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	318+63.85	0.00	629.63	629.63
☉ Brg. S. Abut.	318+67.47	0.00	629.64	629.64
A	318+77.47	0.00	629.69	629.73
B	318+87.47	0.00	629.75	629.82
C	318+97.47	0.00	629.80	629.90
D	319+07.47	0.00	629.85	629.97
E	319+17.47	0.00	629.90	630.02
F	319+27.47	0.00	629.95	630.07
G	319+37.47	0.00	630.00	630.11
H	319+47.47	0.00	630.05	630.14
I	319+57.47	0.00	630.10	630.16
J	319+67.47	0.00	630.15	630.19
K	319+77.47	0.00	630.20	630.22
L	319+87.47	0.00	630.26	630.27
☉ Pier/Brg.	319+93.60	0.00	630.29	630.29
M	320+03.60	0.00	630.34	630.35
N	320+13.60	0.00	630.39	630.41
O	320+23.60	0.00	630.43	630.47
P	320+33.60	0.00	630.46	630.52
Q	320+43.60	0.00	630.48	630.57
R	320+53.60	0.00	630.49	630.59
S	320+63.60	0.00	630.48	630.59
T	320+73.60	0.00	630.47	630.58
U	320+83.60	0.00	630.44	630.54
V	320+93.60	0.00	630.40	630.48
W	321+03.60	0.00	630.36	630.41
X	321+13.60	0.00	630.31	630.33
☉ Brg. N. Abut.	321+18.39	0.00	630.28	630.28
Bk. N. Abut.	321+21.93	0.00	630.27	630.27

**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	318+64.55	2.00	629.59	629.59
☉ Brg. S. Abut.	318+68.16	2.00	629.61	629.61
A	318+78.15	2.00	629.66	629.70
B	318+88.15	2.00	629.71	629.78
C	318+98.14	2.00	629.76	629.86
D	319+08.14	2.00	629.81	629.93
E	319+18.13	2.00	629.86	629.98
F	319+28.12	2.00	629.91	630.03
G	319+38.12	2.00	629.96	630.07
H	319+48.11	2.00	630.02	630.11
I	319+58.11	2.00	630.07	630.13
J	319+68.10	2.00	630.12	630.16
K	319+78.10	2.00	630.17	630.19
L	319+88.09	2.00	630.22	630.23
☉ Pier/Brg.	319+94.21	2.00	630.25	630.25
M	320+04.21	2.00	630.30	630.31
N	320+14.20	2.00	630.35	630.37
O	320+24.19	2.00	630.39	630.43
P	320+34.19	2.00	630.42	630.48
Q	320+44.18	2.00	630.44	630.53
R	320+54.18	2.00	630.45	630.55
S	320+64.17	2.00	630.44	630.55
T	320+74.17	2.00	630.43	630.54
U	320+84.16	2.00	630.40	630.50
V	320+94.16	2.00	630.36	630.44
W	321+04.15	2.00	630.31	630.36
X	321+14.14	2.00	630.26	630.28
☉ Brg. N. Abut.	321+18.92	2.00	630.24	630.24
Bk. N. Abut.	321+22.46	2.00	630.22	630.22

**GIRDER 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	318+65.09	3.58	629.56	629.56
☉ Brg. S. Abut.	318+68.70	3.58	629.58	629.58
A	318+78.69	3.58	629.63	629.67
B	318+88.68	3.58	629.68	629.75
C	318+98.67	3.58	629.73	629.83
D	319+08.66	3.58	629.78	629.90
E	319+18.65	3.58	629.83	629.95
F	319+28.64	3.58	629.88	630.00
G	319+38.63	3.58	629.94	630.05
H	319+48.62	3.58	629.99	630.08
I	319+58.61	3.58	630.04	630.10
J	319+68.60	3.58	630.09	630.13
K	319+78.59	3.58	630.14	630.16
L	319+88.58	3.58	630.19	630.20
☉ Pier/Brg.	319+94.69	3.58	630.22	630.22
M	320+04.68	3.58	630.27	630.28
N	320+14.67	3.58	630.32	630.34
O	320+24.66	3.58	630.36	630.40
P	320+34.65	3.58	630.39	630.45
Q	320+44.64	3.58	630.41	630.50
R	320+54.63	3.58	630.41	630.51
S	320+64.62	3.58	630.41	630.52
T	320+74.61	3.58	630.39	630.50
U	320+84.60	3.58	630.37	630.47
V	320+94.59	3.58	630.33	630.41
W	321+04.58	3.58	630.28	630.33
X	321+14.57	3.58	630.23	630.25
☉ Brg. N. Abut.	321+19.35	3.58	630.21	630.21
Bk. N. Abut.	321+22.88	3.58	630.19	630.19

Notes:

Work this sheet with sheets 10, 11, and 13 of 60.

Design firm  
no. 184001036



USER NAME = dheber.ling	DESIGNED - SBC	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED - BRD	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 8/5/2013	CHECKED - SBC	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 043-0080**

SHEET NO. 12 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	62
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				

**GIRDER 5**

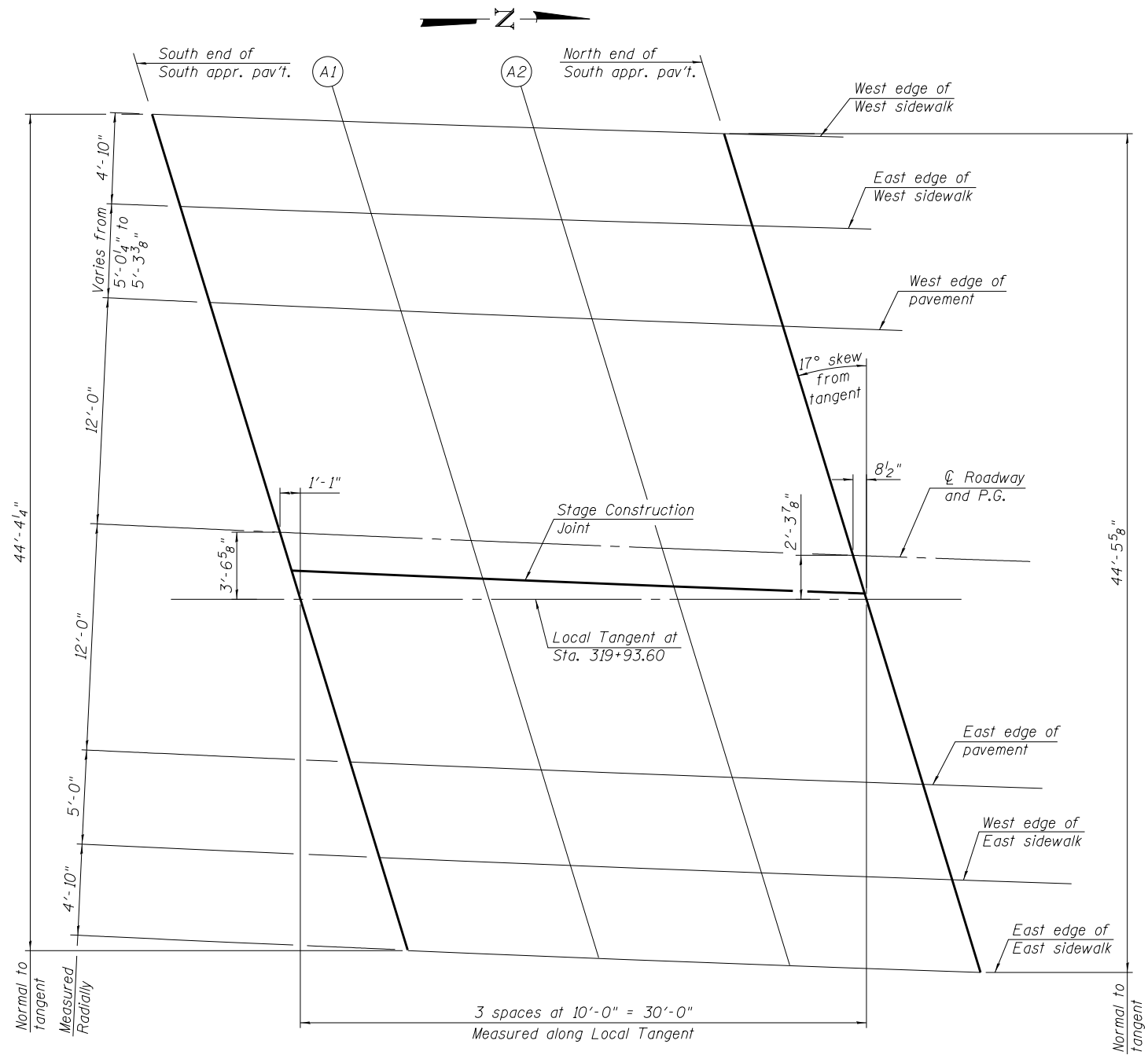
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	318+68.02	12.08	629.41	629.41
⊕ Brg. S. Abut.	318+71.62	12.08	629.42	629.42
A	318+81.58	12.08	629.47	629.51
B	318+91.55	12.08	629.53	629.61
C	319+01.52	12.08	629.58	629.69
D	319+11.48	12.08	629.63	629.76
E	319+21.45	12.08	629.68	629.81
F	319+31.42	12.08	629.73	629.86
G	319+41.38	12.08	629.78	629.90
H	319+51.35	12.08	629.83	629.92
I	319+61.32	12.08	629.88	629.95
J	319+71.28	12.08	629.93	629.97
K	319+81.25	12.08	629.98	630.00
L	319+91.22	12.08	630.03	630.04
⊕ Pier/Brg.	319+97.28	12.08	630.06	630.06
M	320+07.25	12.08	630.11	630.12
N	320+17.21	12.08	630.16	630.18
O	320+27.18	12.08	630.20	630.25
P	320+37.15	12.08	630.23	630.30
Q	320+47.11	12.08	630.24	630.34
R	320+57.08	12.08	630.24	630.35
S	320+67.05	12.08	630.24	630.36
T	320+77.01	12.08	630.22	630.34
U	320+86.98	12.08	630.19	630.30
V	320+96.95	12.08	630.15	630.24
W	321+06.91	12.08	630.10	630.16
X	321+16.88	12.08	630.05	630.07
⊕ Brg. N. Abut.	321+21.62	12.08	630.03	630.03
Bk. N. Abut.	321+25.14	12.08	630.01	630.01

**GIRDER 6**

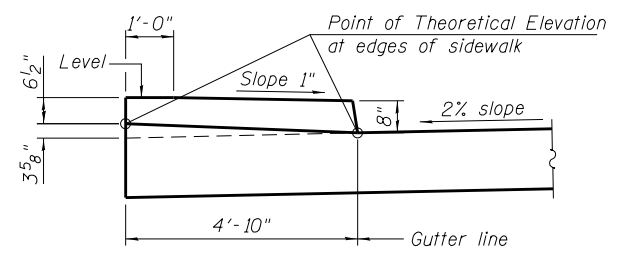
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	318+70.93	20.58	629.25	629.25
⊕ Brg. S. Abut.	318+74.52	20.58	629.27	629.27
A	318+84.46	20.58	629.32	629.37
B	318+94.41	20.58	629.37	629.46
C	319+04.35	20.58	629.42	629.54
D	319+14.29	20.58	629.47	629.61
E	319+24.23	20.58	629.52	629.67
F	319+34.18	20.58	629.57	629.72
G	319+44.12	20.58	629.62	629.75
H	319+54.06	20.58	629.67	629.78
I	319+64.01	20.58	629.72	629.80
J	319+73.95	20.58	629.78	629.83
K	319+83.89	20.58	629.83	629.85
L	319+93.83	20.58	629.88	629.89
⊕ Pier/Brg.	319+99.86	20.58	629.91	629.91
M	320+09.80	20.58	629.96	629.97
N	320+19.74	20.58	630.00	630.03
O	320+29.68	20.58	630.04	630.09
P	320+39.63	20.58	630.06	630.14
Q	320+49.57	20.58	630.07	630.18
R	320+59.51	20.58	630.07	630.20
S	320+69.46	20.58	630.06	630.20
T	320+79.40	20.58	630.04	630.18
U	320+89.34	20.58	630.01	630.14
V	320+99.28	20.58	629.97	630.07
W	321+09.23	20.58	629.92	629.98
X	321+19.17	20.58	629.87	629.89
⊕ Brg. N. Abut.	321+23.87	20.58	629.84	629.84
Bk. N. Abut.	321+27.39	20.58	629.83	629.83

Notes:

Work this sheet with sheets 10-12 of 60.



**PLAN**



**SECTION THRU SIDEWALK**

Notes:  
 Work this sheet with sheets 10-13 and 15 of 60.  
 Stations and offsets shown are located radial to  $\text{C}$  of Roadway and P.G.

**WEST EDGE OF WEST SIDEWALK**

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't.	318+26.18	-21.84	629.32
A1	318+36.36	-21.93	629.36
A2	318+46.48	-22.01	629.41
North End of South Appr. Pav't.	318+56.70	-22.10	629.45

**EAST EDGE OF WEST SIDEWALK**

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't.	318+27.91	-17.02	629.12
A1	318+38.08	-17.11	629.16
A2	318+48.23	-17.19	629.21
North End of South Appr. Pav't.	318+58.38	-17.28	629.26

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't.	318+29.71	-12.00	629.22
A1	318+39.89	-12.00	629.26
A2	318+50.06	-12.00	629.32
North End of South Appr. Pav't.	318+60.22	-12.00	629.37

**C ROADWAY AND P.G.**

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't.	318+33.98	0.00	629.48
A1	318+44.13	0.00	629.53
A2	318+54.26	0.00	629.58
North End of South Appr. Pav't.	318.64.38	0.00	629.63

**STAGE CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't.	318+34.69	2.00	629.44
A1	318+44.83	2.00	629.49
A2	318+54.96	2.00	629.54
North End of South Appr. Pav't.	318+65.07	2.00	629.59

**EAST EDGE OF PAVEMENT**

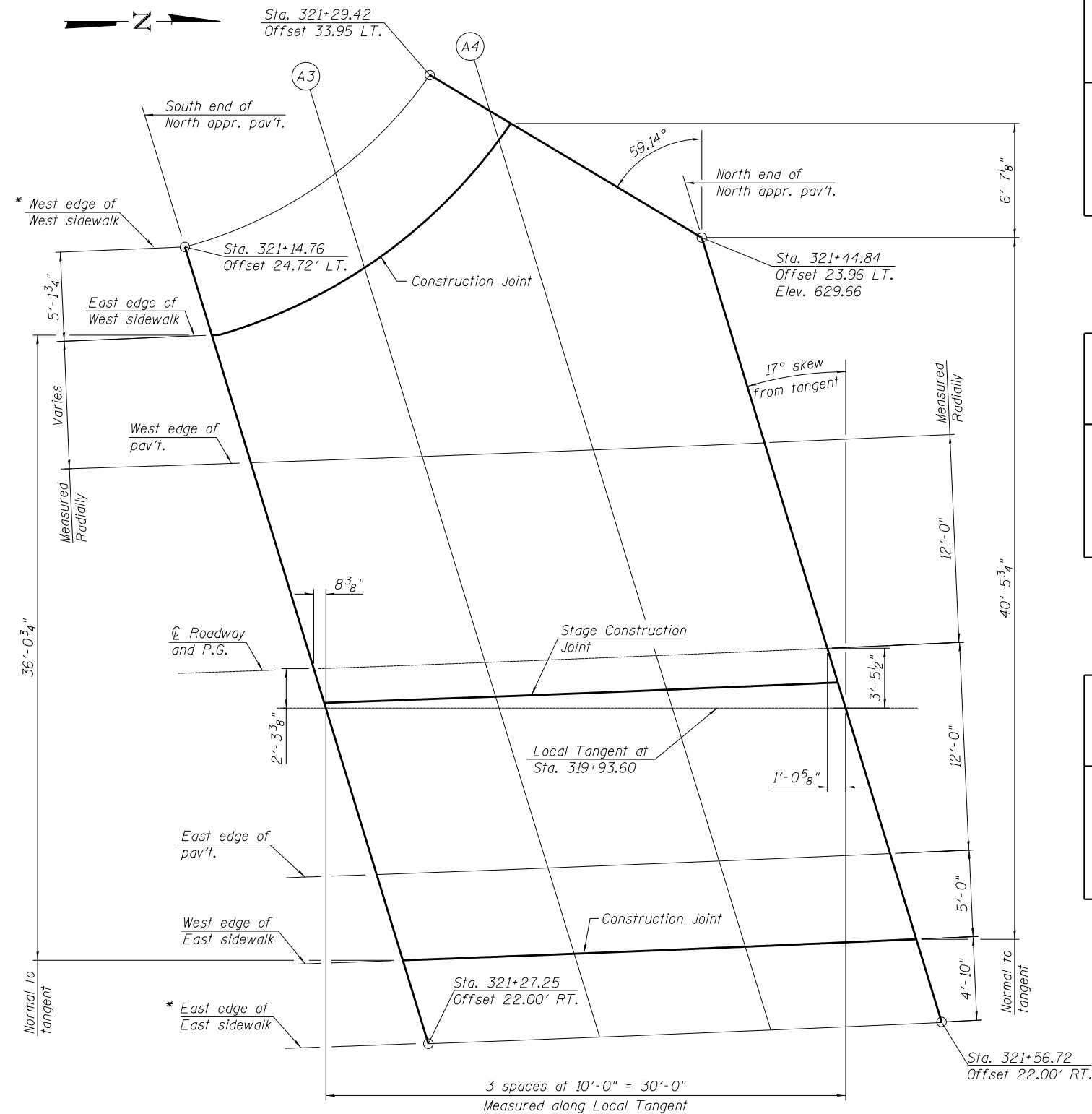
Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't.	318+38.23	12.00	629.26
A1	318+48.34	12.00	629.31
A2	318+58.43	12.00	629.36
North End of South Appr. Pav't.	318+68.52	12.00	629.41

**WEST EDGE OF EAST SIDEWALK**

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't.	318+39.99	17.00	629.17
A1	318+50.08	17.00	629.22
A2	318+60.16	17.00	629.27
North End of South Appr. Pav't.	318+70.23	17.00	629.32

**EAST EDGE OF EAST SIDEWALK**

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't.	318+41.69	21.83	629.38
A1	318+51.76	21.83	629.43
A2	318+61.83	21.83	629.49
North End of South Appr. Pav't.	318+71.88	21.83	629.54



**PLAN**

\* Elevations along edge of sidewalk not shown.  
See Roadway Plans.

**Notes:**

Work this sheet with sheets 10-14 of 60.  
Stations and offsets shown are located radial to  $\text{\textcircled{C}}$  of Roadway and P.G.

**EAST EDGE OF WEST SIDEWALK**

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	321+16.19	-19.44	629.90
A3	321+25.18	-23.00	629.78
A4	321+33.27	-30.07	629.58
North End of North Appr. Pav't.	321+33.99	-31.01	629.54

**WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	321+18.19	-12.00	630.04
A3	321+28.12	-12.00	629.99
A4	321+38.04	-12.00	629.94
North End of North Appr. Pav't.	321+47.96	-12.00	629.90

**$\text{\textcircled{C}}$  ROADWAY AND P.G.**

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	321+21.41	0.00	630.27
A3	321+31.30	0.00	630.22
A4	321+41.19	0.00	630.17
North End of North Appr. Pav't.	321+51.07	0.00	630.13

**STAGE CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	321+21.94	2.00	630.24
A3	321+31.83	2.00	630.18
A4	321+41.71	2.00	630.13
North End of North Appr. Pav't.	321+51.59	2.00	630.09

**EAST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	321+24.60	12.00	630.01
A3	321+34.46	12.00	629.96
A4	321+44.31	12.00	629.91
North End of North Appr. Pav't.	321+54.16	12.00	629.88

**WEST EDGE OF EAST SIDEWALK**

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't.	321+25.93	17.00	629.91
A3	321+35.77	17.00	629.86
A4	321+45.61	17.00	629.81
North End of North Appr. Pav't.	321+55.44	17.00	629.78

Design firm  
no. 184001036



USER NAME = dheber.ling	DESIGNED - BRD	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED - SBC	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 8/5/2013	CHECKED - SBC	REVISED

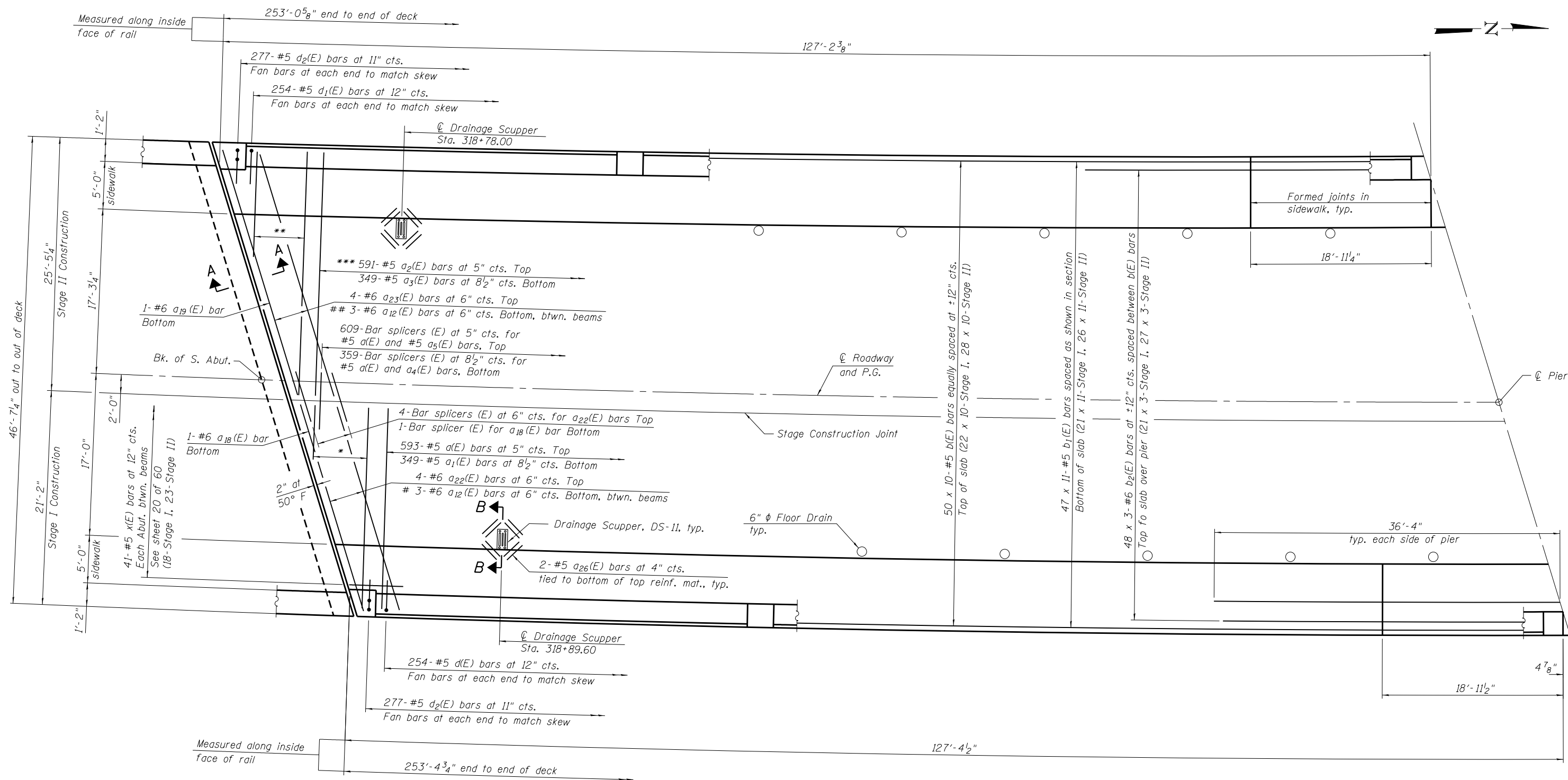
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**NORTH APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 043-0080**

SHEET NO. 15 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	65
CONTRACT NO. 64E08				

ILLINOIS FED. AID PROJECT



**PLAN-SPAN 1**

(Sidewalk reinforcement not shown for clarity. See sheet 17 of 60.)

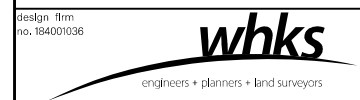
**Notes:**

See sheet 1 of 60 for 6"  $\phi$  floor drain and light standard locations.  
 See sheet 20 of 60 for Light Standard Details and Bill of Material.  
 See sheet 19 of 60 for Section A-A, Section B-B, and Superstructure Details.  
 See sheet 18 of 60 for cross section and railing reinforcement.  
 See sheet 17 of 60 for Plan-Span 2.  
 Bars indicated thus 30 x 10-#5 etc. indicates 30 lines of bars with 10 lengths per line.  
 Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustment to satisfy the details on sheet 26 of 60.  
 Cut longitudinal reinforcement to clear Drainage Scuppers.  
 Bend longitudinal reinforcement in field to fit the curvature.  
 Transverse reinforcement is spaced along Stage Construction Joint.

**MIN. BAR LAP**

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

- \* Order 5 -  $a_4(E)$  bottom bars and 8 -  $a_5(E)$  top bars (Stage I) full length. Cut to fit skew. See Field Cutting Diagram on sheet 20 of 60.
- \*\* Order 6 -  $a_6(E)$  bottom bars and 10 -  $a_7(E)$  top bars (Stage II) full length. Cut to fit skew. See Field Cutting Diagram on sheet 20 of 60.
- \*\*\* Cut in field as required.
- # 3-#6  $a_{13}(E)$  bars at 6" cts. Bottom, btwn. Beam 4 and Stage Construction Line. 3-Bar Splicers (E) at 6" cts. for  $a_{13}(E)$  bars.
- ## 3-#6  $a_{14}(E)$  bars at 6" cts. Bottom, btwn. Beam 3 and Stage Construction Line.



USER NAME = dheber.ling	DESIGNED - BRD	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED - SBC	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 8/5/2013	CHECKED - BRD	REVISED

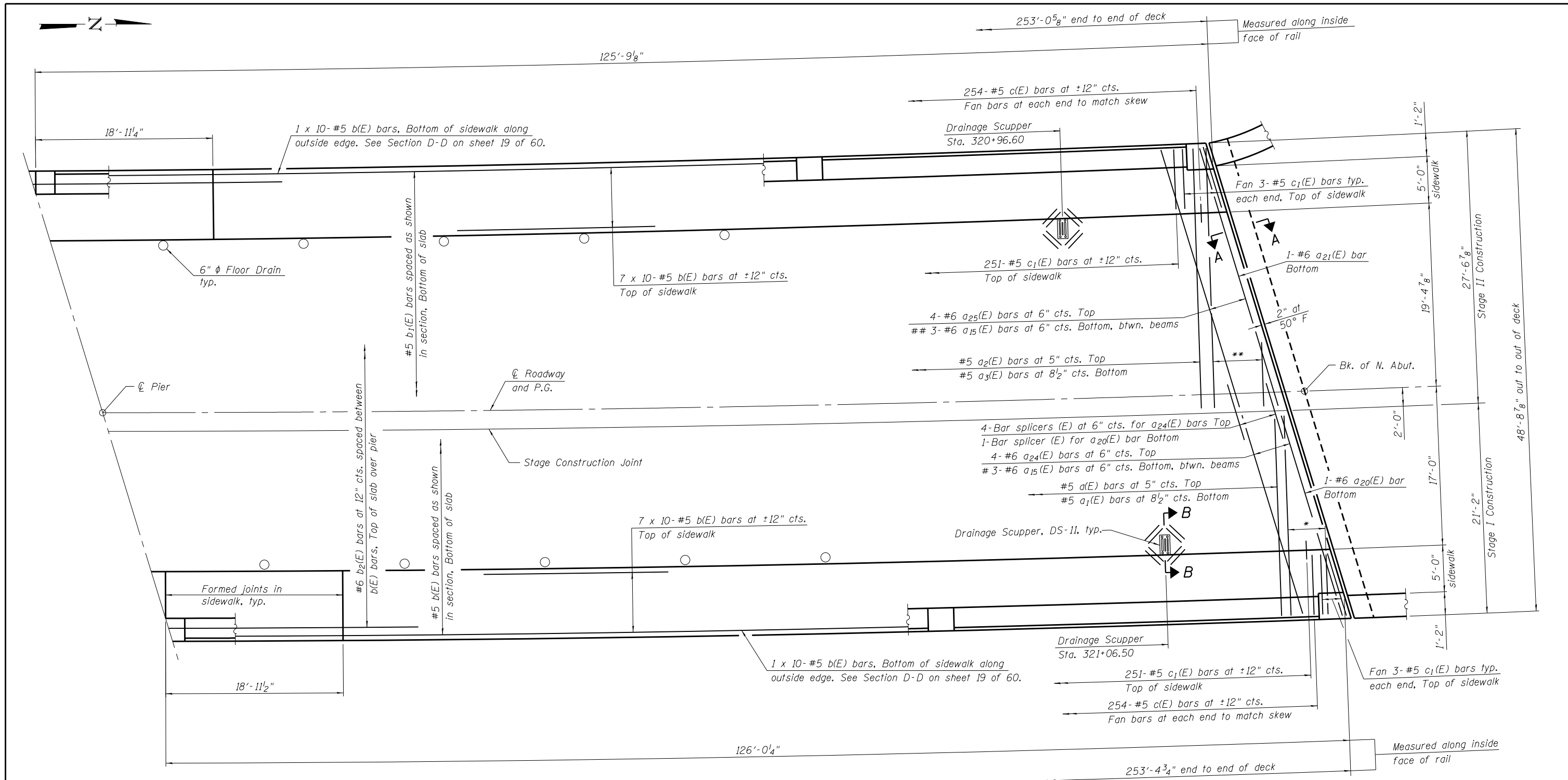
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DECK PLAN  
 STRUCTURE NO. 043-0080

SHEET NO. 16 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	66
CONTRACT NO. 64E08				

ILLINOIS FED. AID PROJECT



**PLAN-SPAN 2**

(#5 d(E) and #5 d<sub>1</sub>(E) bars not shown for clarity. See sheet 16 of 60.)

**MIN. BAR LAP**

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

**Notes:**

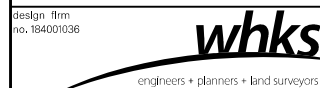
See sheet 1 of 60 for 6" φ floor drain and light standard locations.  
See sheet 20 of 60 for Light Standard Details and Bill of Material.  
See sheet 19 of 60 for Section A-A, Section B-B, and Superstructure Details.  
See sheet 18 of 60 for cross section and railing reinforcement.  
See sheet 16 of 60 for Plan-Span 1.  
Bars indicated thus 30 x 10-#5 etc. indicates 30 lines of bars with 10 lengths per line.  
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustment to satisfy the details on sheet 26 of 60.  
Cut longitudinal reinforcement to clear Drainage Scuppers.  
Bend longitudinal reinforcement in field to fit the curvature.  
Transverse reinforcement is spaced along Stage Construction Joint.

\* Order 4 - a<sub>8</sub>(E) bottom bars and 6 - a<sub>9</sub>(E) top bars full length. Cut to fit skew. See Field Cutting Diagram on sheet 20 of 60.

\*\* Order 5 - a<sub>10</sub>(E) bottom bars and 9 - a<sub>11</sub>(E) top bars full length. Cut to fit skew. See Field Cutting Diagram on sheet 20 of 60.

# 3-#6 a<sub>16</sub>(E) bars at 6" cts. Bottom, btwn. Beam 4 and Stage Construction Line. 3-Bar Splicers (E) at 6" cts. for a<sub>16</sub>(E) bars.

## 3-#6 a<sub>17</sub>(E) bars at 6" cts. Bottom, btwn. Beam 3 and Stage Construction Line.



USER NAME = dheberling	DESIGNED - BRD	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED - SBC	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 8/5/2013	CHECKED - BRD	REVISED

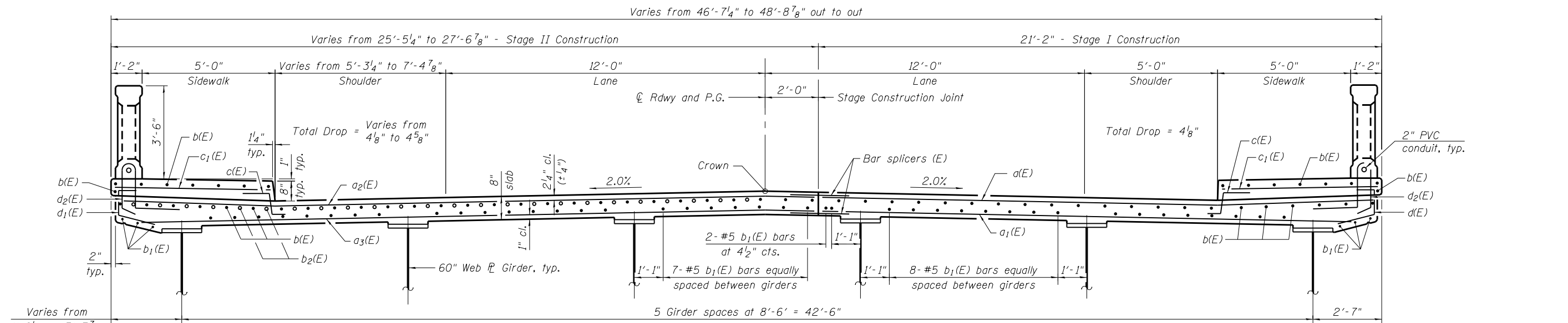
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN  
STRUCTURE NO. 043-0080**

SHEET NO. 17 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	67
CONTRACT NO. 64E08				

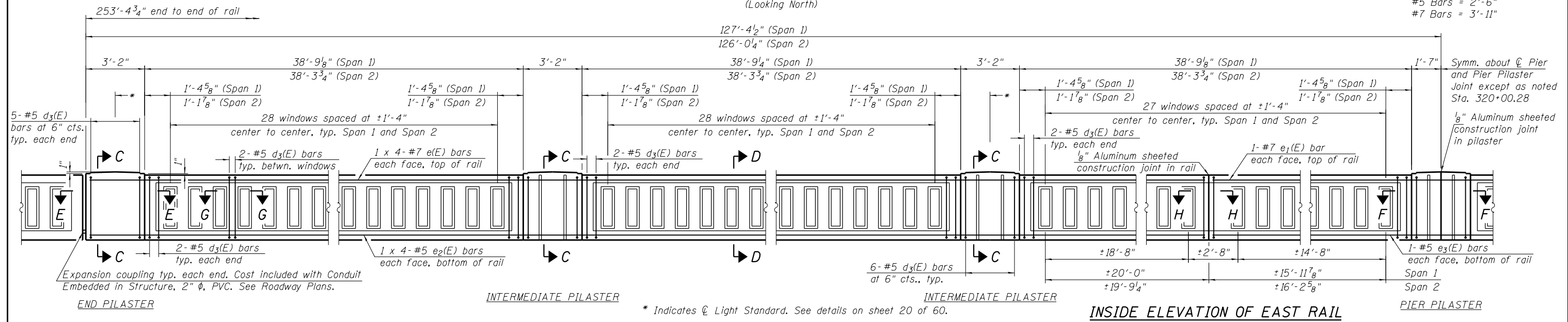
ILLINOIS FED. AID PROJECT



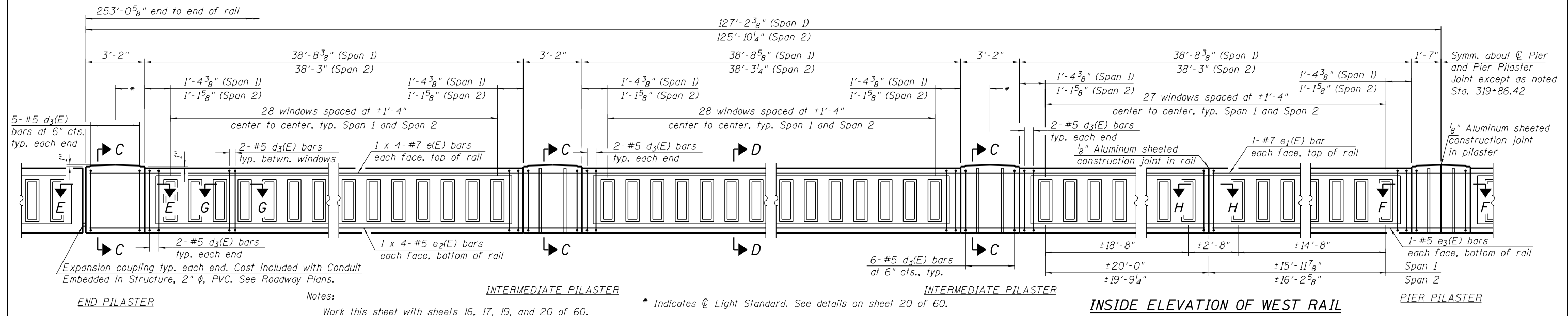
**CROSS-SECTION**  
(Looking North)

**MIN. RAIL BAR LAP**

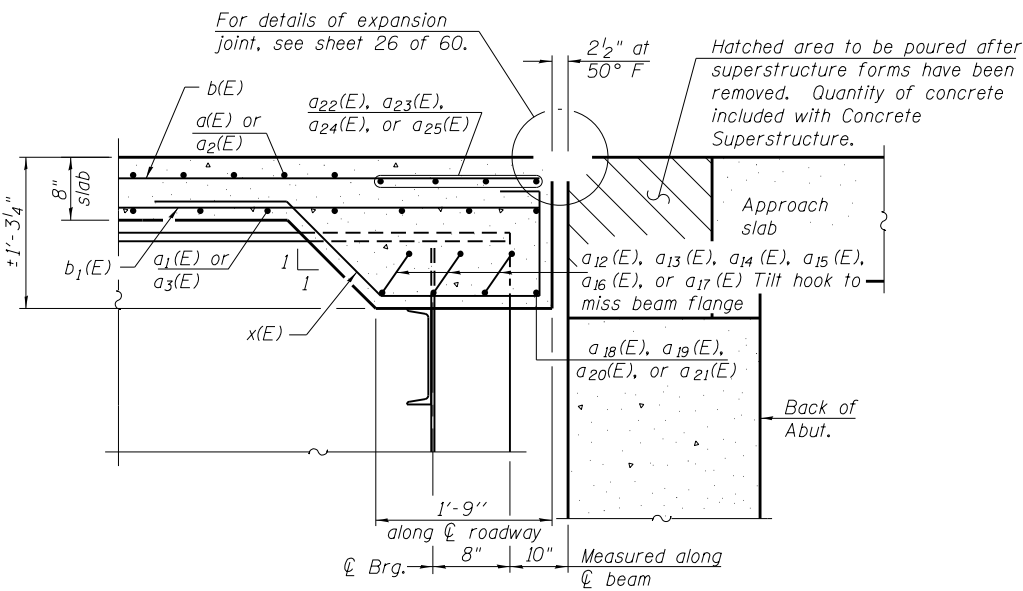
#5 Bars = 2'-6"  
#7 Bars = 3'-11"



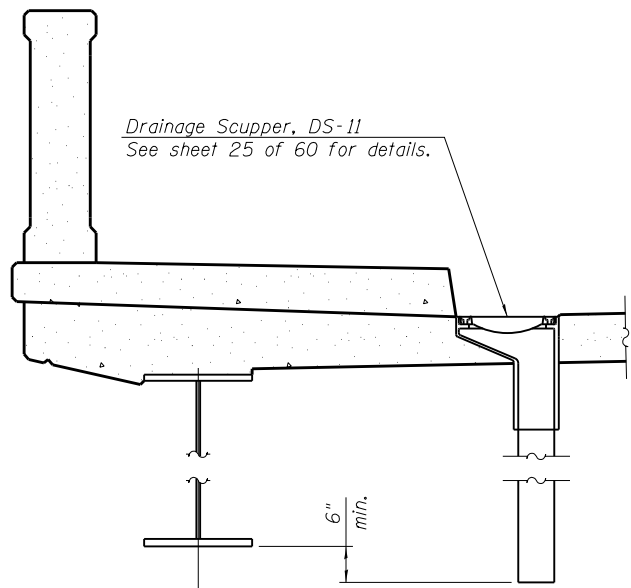
**INSIDE ELEVATION OF EAST RAIL**



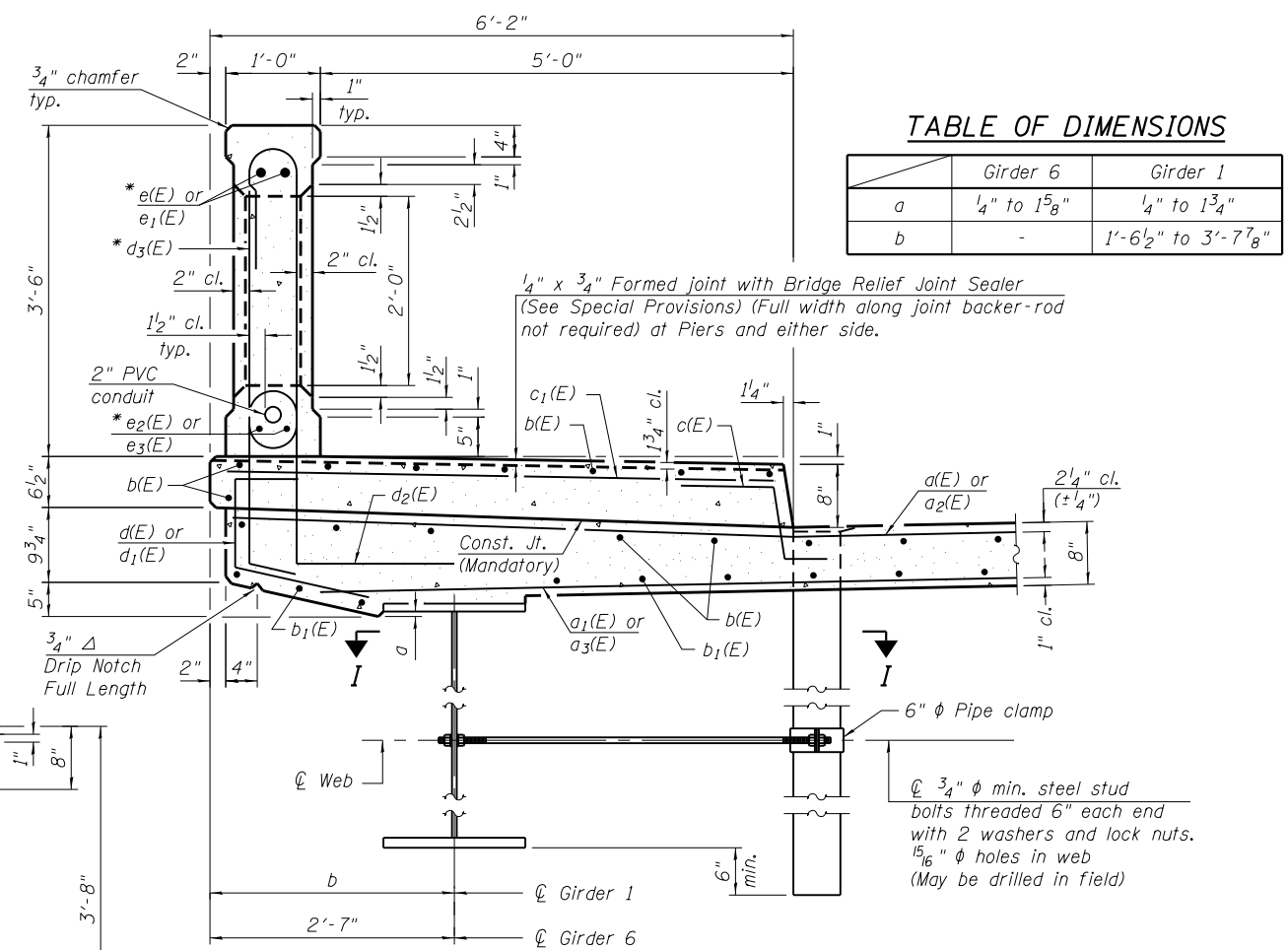
**INSIDE ELEVATION OF WEST RAIL**



**SECTION A-A**



**SECTION B-B**

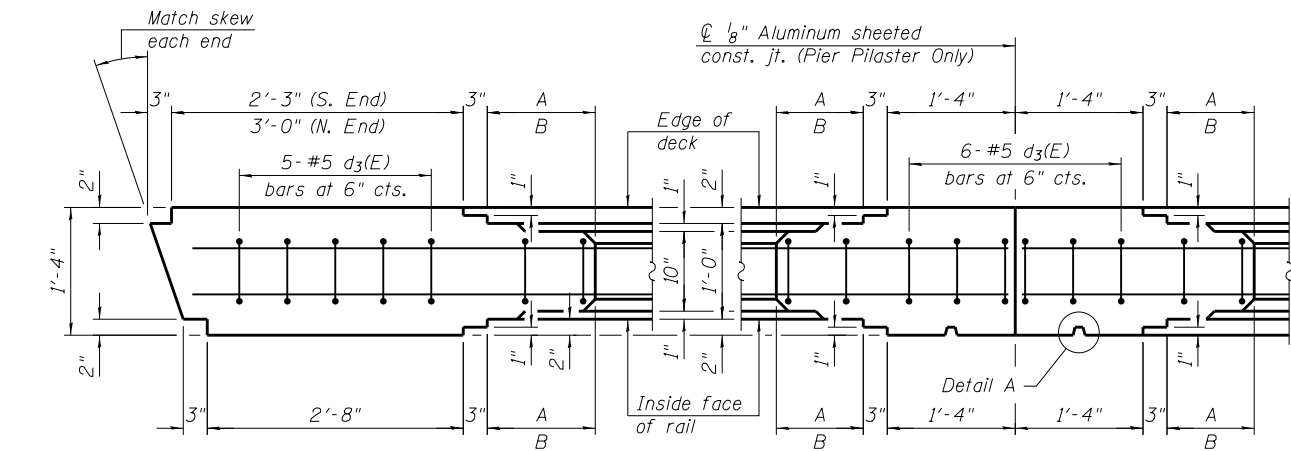


**TABLE OF DIMENSIONS**

	Girder 6	Girder 1
a	1/4" to 1 5/8"	1/4" to 1 3/4"
b	-	1'-6 1/2" to 3'-7 7/8"

**SECTION D-D**

\* Bars e(E) thru e3(E) and d3(E) are included in the cost of Concrete Bridge Railing, Sidewalk Mounted.



**SECTION E-E**

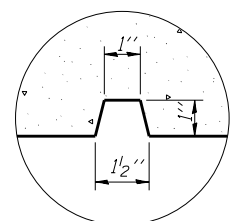
**SECTION F-F**

(South end of rail shown. North end rotated 180° and similar.)

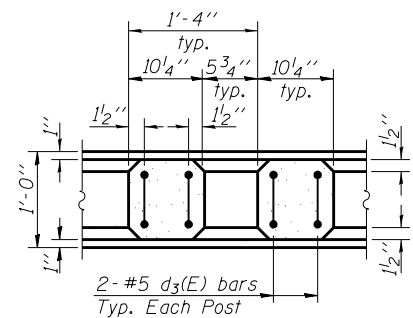
**TABLE OF DIMENSIONS**

	A	B
East Rail	1'-1 3/4"	11"
West Rail	1'-1 1/2"	10 3/4"

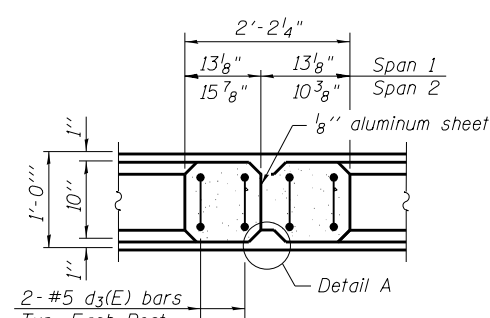
A = Span 1  
B = Span 2



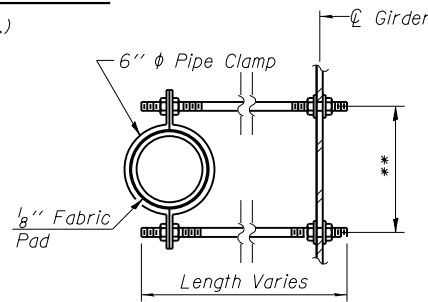
**DETAIL A**



**SECTION G-G**

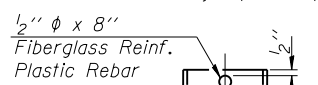


**SECTION H-H**

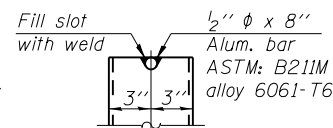


**SECTION I-I**

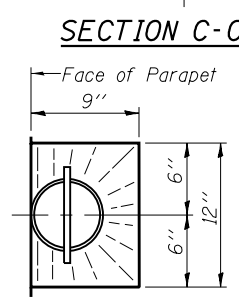
\*\*Dimension as required by Pipe Clamp



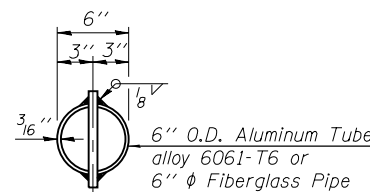
**FIBERGLASS PIPE**



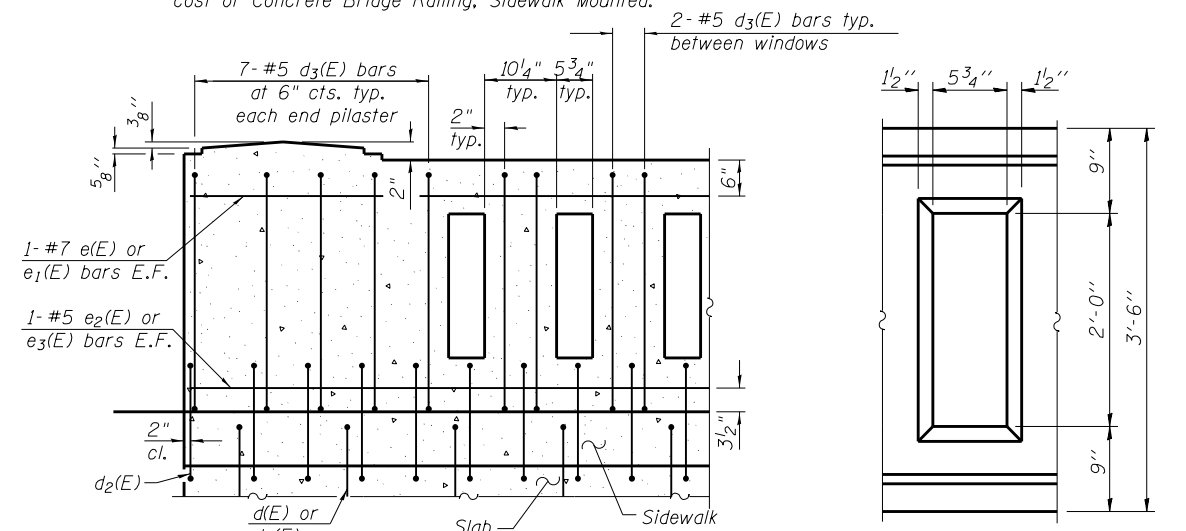
**ALUMINUM TUBE**



**TOP PLAN**



**TOP PLAN**  
(Showing Aluminum Tube)



**TYPICAL REINFORCEMENT PLACEMENT**

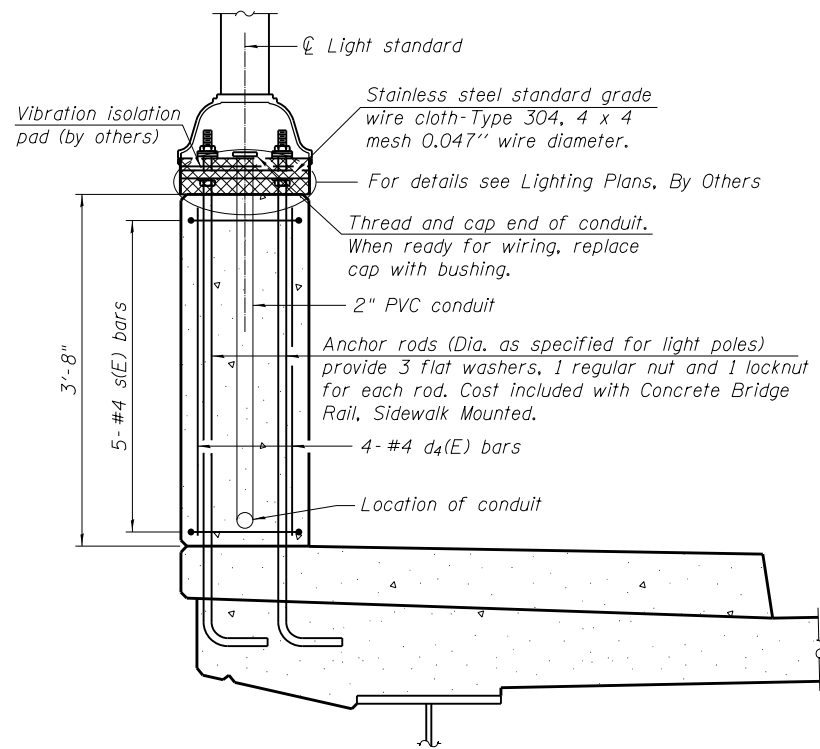
(Inside Face)

**WINDOW DETAIL**

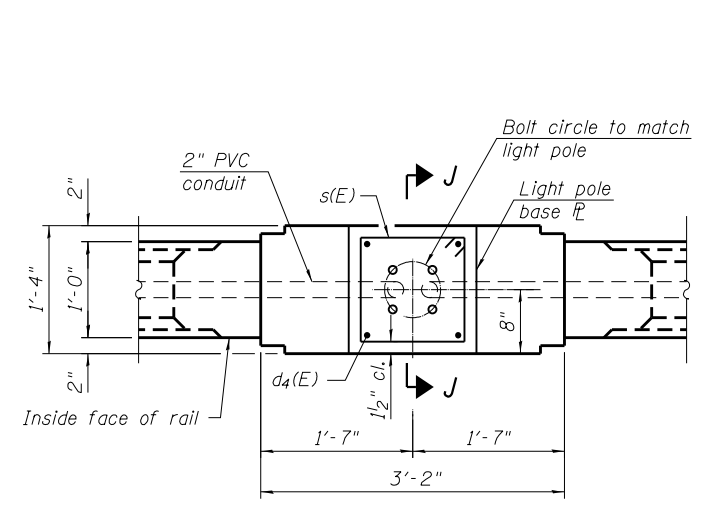
Notes:

- Work this sheet with sheets 16-18 and 20 of 60.
- All concrete for railing wall shall be Class BS according to Article 1020.04 of the Standard Specifications. Surface of railing shall receive a rubbed finish according to Article 503.15(b) of the Standard Specifications.
- All parts of the railing including concrete, reinforcing and anchor rods will be paid for at the contract unit price per foot for Concrete Bridge Railing, Sidewalk Mounted.
- Holes and recesses must be formed or cored. Drilling is not permitted.
- Aluminum sheets shall be according to ASTM B209 alloy 3003-H14.





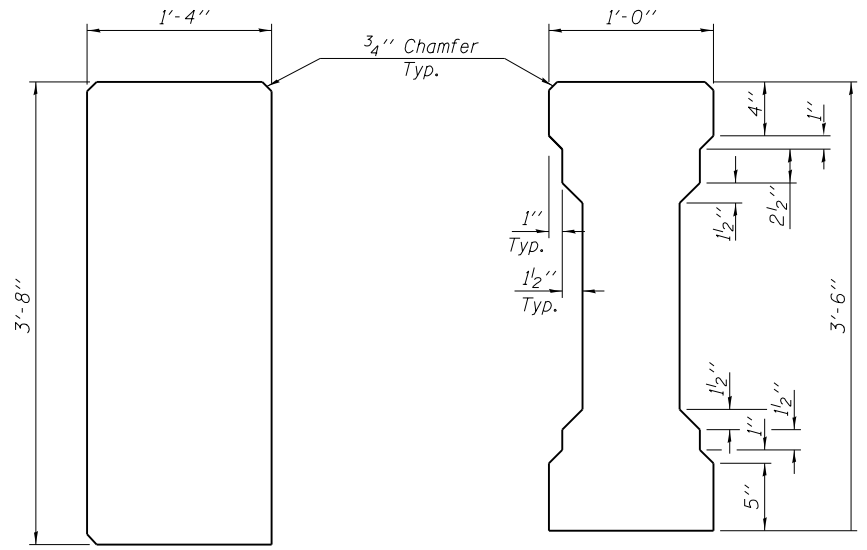
SECTION J-J



PLAN AT PILASTERS

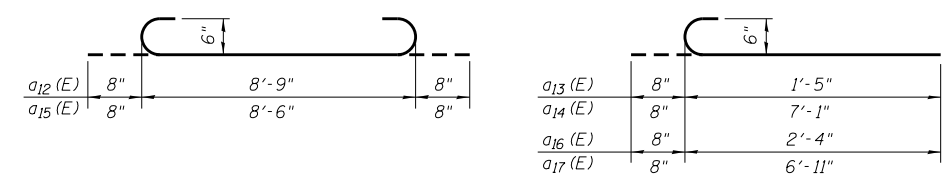
(Showing light pole attachment details at Intermediate and Pier Pilasters.)  
(End Pilasters similar.)

Note:  
The Contractor shall verify all details with the Electrical Plans, By Others. 2" φ PVC conduit and other electrical components depicted are included with the cost of Conduit Embedded in Structure. 2" φ, PVC. See Roadway Plans.

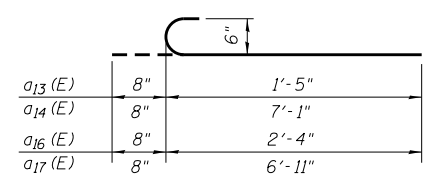


PIER PILASTER JOINT SPAN PILASTER JOINT

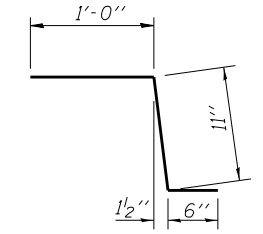
ALUMINUM JOINT DETAILS



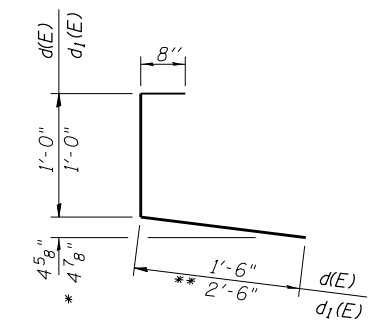
BARS a12(E) AND a15(E)



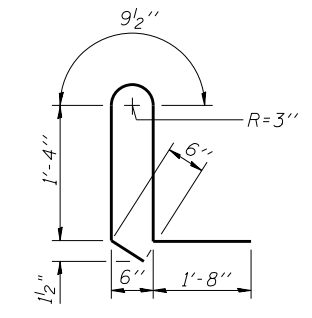
BARS a13(E), a14(E), a16(E) AND a17(E)



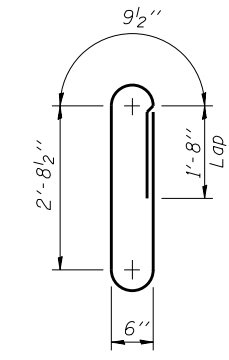
BAR c(E)



BARS d(E) and d1(E)

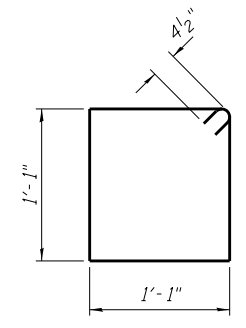


BAR d2(E)

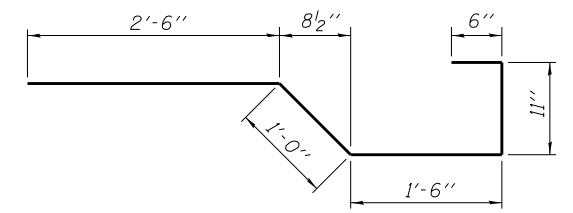


BAR d3(E)

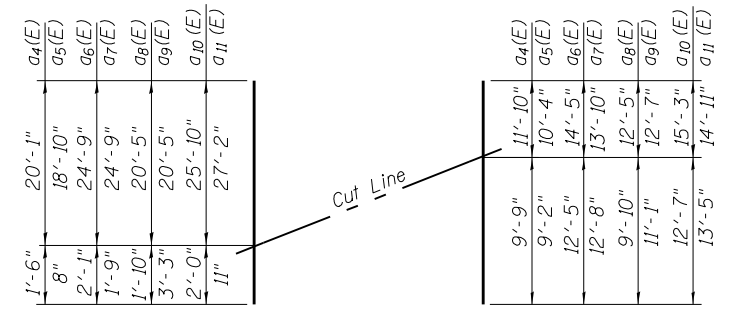
\* Varies from 3 1/2" to 4 7/8". Order as detailed and bend to fit in field.  
\*\* Varies from 6" to 2'-6". Order as detailed and cut to fit in field.



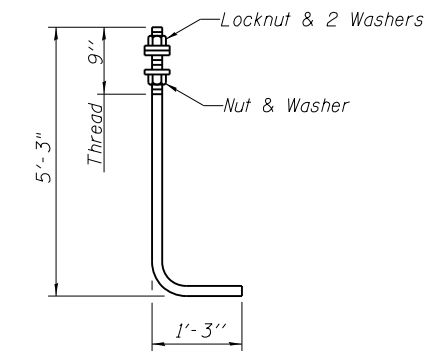
BAR s(E)



BAR x(E)



BARS a4(E) THUR a11(E)  
(Field Cutting Diagram)



ANCHOR ROD  
Diameter as specified for light poles.  
(ASTM F 1554 Grade 105)  
Full length Hot Dipped Galvanized.

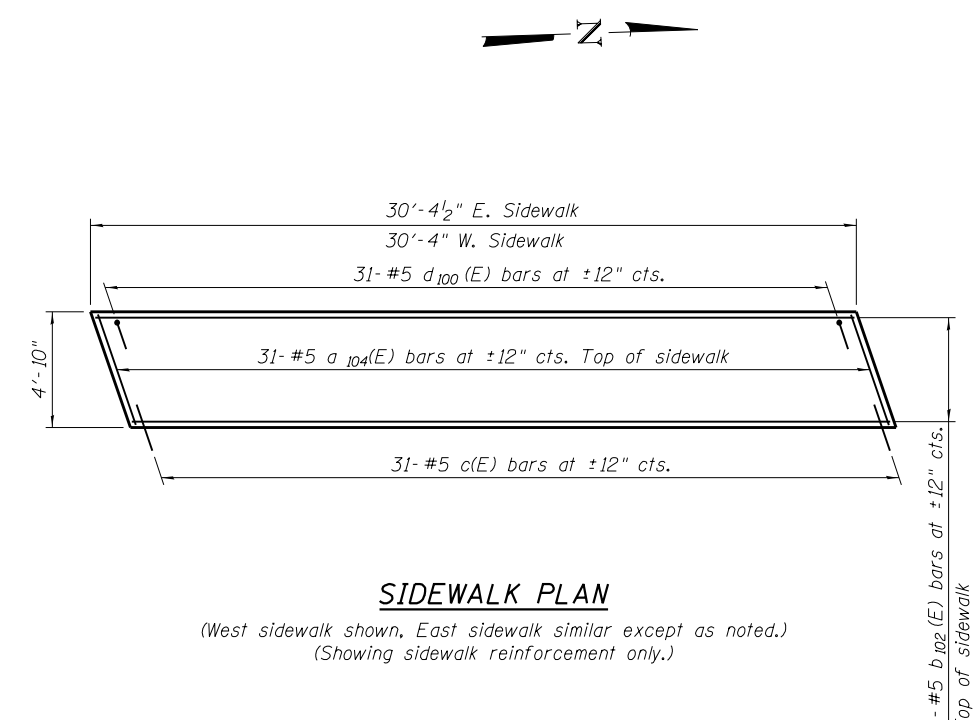
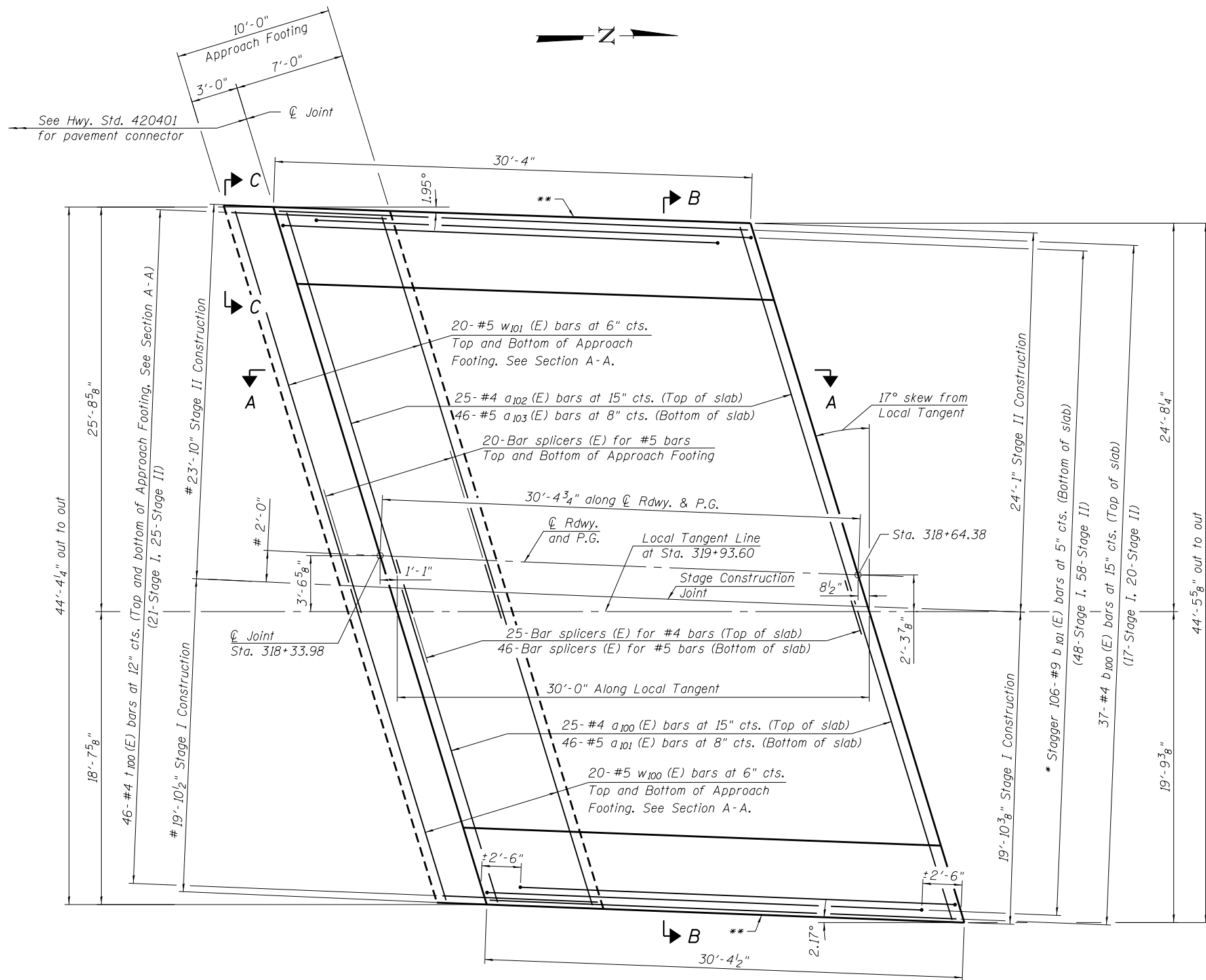
SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	593	#5	20'-9"	—
a1(E)	349	#5	19'-11"	—
a2(E)	591	#5	27'-2"	—
a3(E)	349	#5	25'-5"	—
a4(E)	5	#5	21'-7"	—
a5(E)	8	#5	19'-6"	—
a6(E)	6	#5	26'-10"	—
a7(E)	10	#5	26'-6"	—
a8(E)	4	#5	22'-3"	—
a9(E)	6	#5	23'-8"	—
a10(E)	5	#5	27'-10"	—
a11(E)	9	#5	28'-3"	—
a12(E)	12	#6	10'-1"	U
a13(E)	3	#6	2'-1"	U
a14(E)	3	#6	7'-9"	U
a15(E)	12	#6	9'-10"	U
a16(E)	3	#6	2'-0"	U
a17(E)	3	#6	7'-7"	U
a18(E)	1	#6	19'-5"	—
a19(E)	1	#6	25'-0"	—
a20(E)	1	#6	19'-0"	—
a21(E)	1	#6	24'-6"	—
a22(E)	4	#6	21'-11"	—
a23(E)	4	#6	26'-6"	—
a24(E)	4	#6	21'-6"	—
a25(E)	4	#6	28'-1"	—
a26(E)	32	#5	1'-6"	—
b(E)	660	#5	28'-4"	—
b1(E)	517	#5	26'-0"	—
b2(E)	144	#6	26'-10"	—
c(E)	508	#5	2'-5"	U
c1(E)	514	#5	5'-10"	—
d(E)	254	#5	3'-2"	U
d1(E)	254	#5	4'-2"	U
d2(E)	554	#5	5'-7 1/2"	U
x(E)	82	#5	6'-5"	U
Concrete Superstructure			Cu. Yds.	412.0
Reinforcement Bars, Epoxy Coated			Pound	98,150
Concrete Bridge Rail, Sidewalk Mounted			Foot	507

BAR LIST PER RAIL

Bar	No.	Size	Length	Shape
d3(E)	388	#5	8'-8"	U
d4(E)	16	#4	3'-5"	—
e(E)	32	#7	30'-1"	—
e1(E)	4	#7	18'-8"	—
e2(E)	32	#5	29'-0"	—
e3(E)	4	#5	18'-8"	—
s(E)	20	#4	5'-1"	U

For Information only. Does not include rail on abutment wingwalls. See sheets 33 and 36 of 60.



**SIDEWALK PLAN**

(West sidewalk shown, East sidewalk similar except as noted.)  
(Showing sidewalk reinforcement only.)

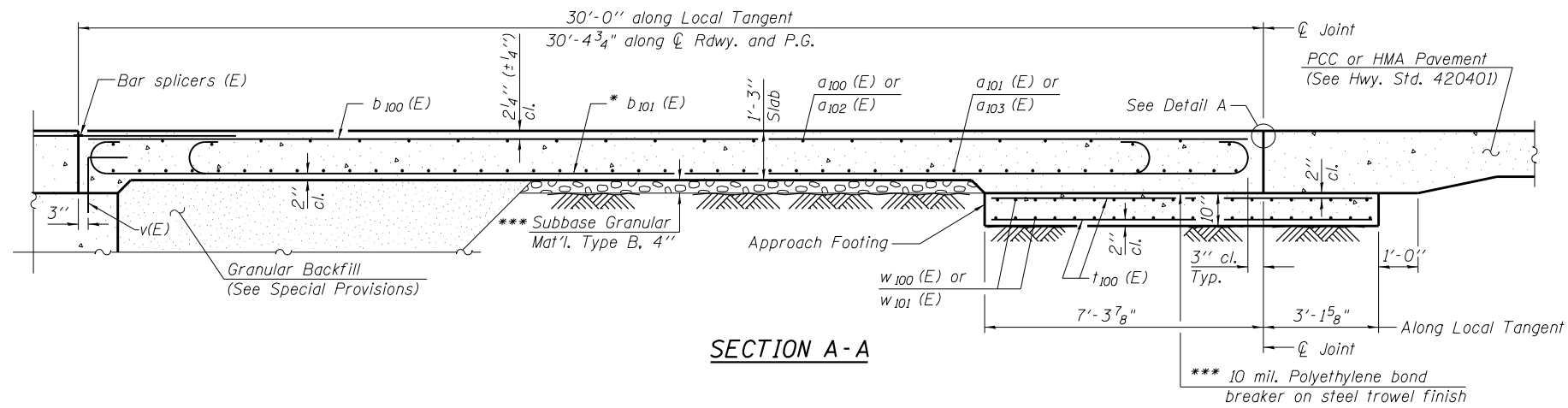
**Notes:**

See sheet 22 of 60 for Sections A-A, B-B, C-C, and Bill of Material.  
Place longitudinal bars in approach slab parallel to a chord intersecting roadway centerline at Sta. 318+33.98 and Sta. 318+64.38.  
The sidewalk is cast monolithically over the south abutment backwall.  
See sheet 32 of 60 for details.

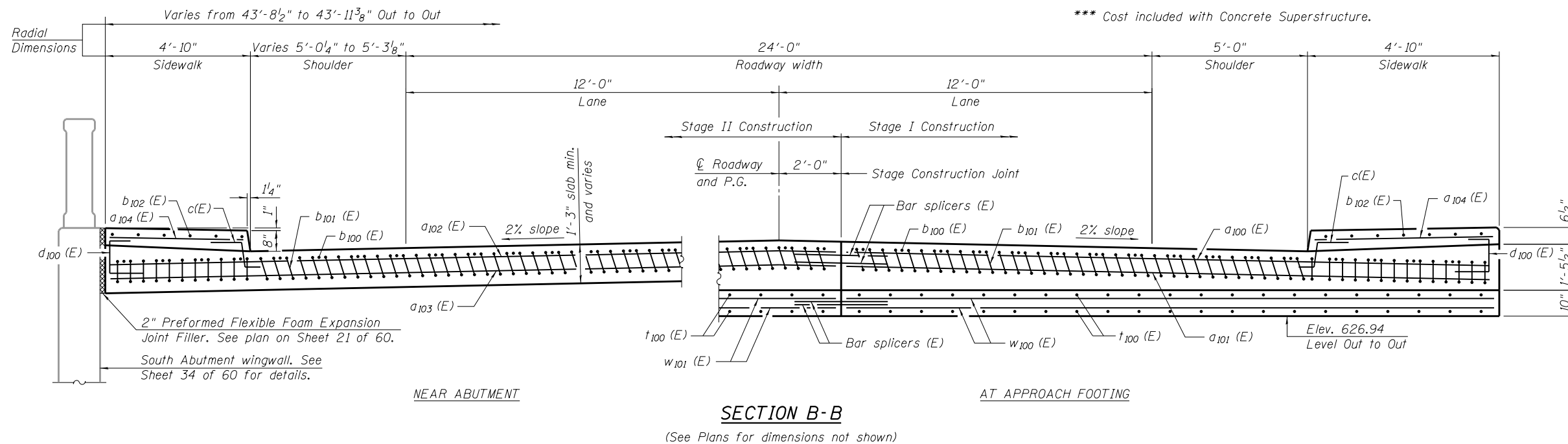
**PLAN**

(Sidewalk reinforcement not shown for clarity, see Sidewalk Plan.)

- \* Tilt #9 b<sub>101</sub> (E) bars as required to maintain clearance.
- \*\* Prefomed Flexible Foam Expansion Joint Filler according to Article 1051.09 of the Standard Specifications: full depth of slab and sidewalk, full length of wingwall, typ. each wingwall. Cost included with Concrete Superstructure.
- # Dimensions are radial to  $\bar{C}$  roadway and P.G.



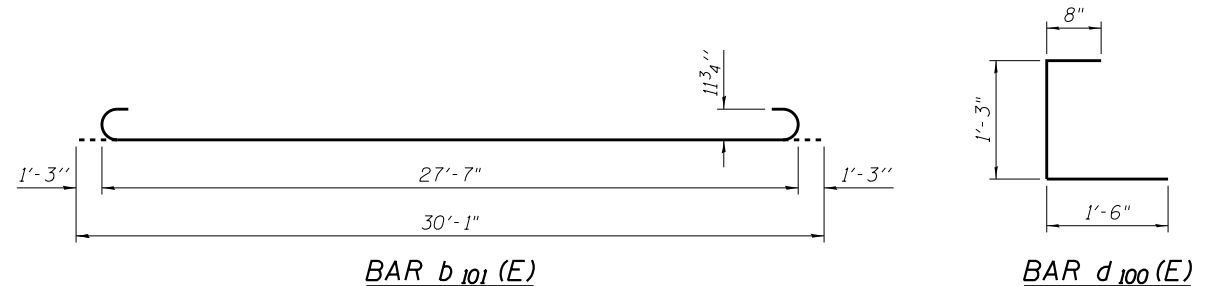
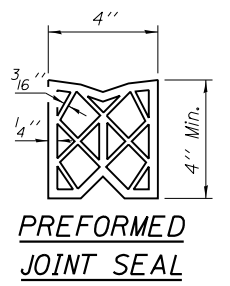
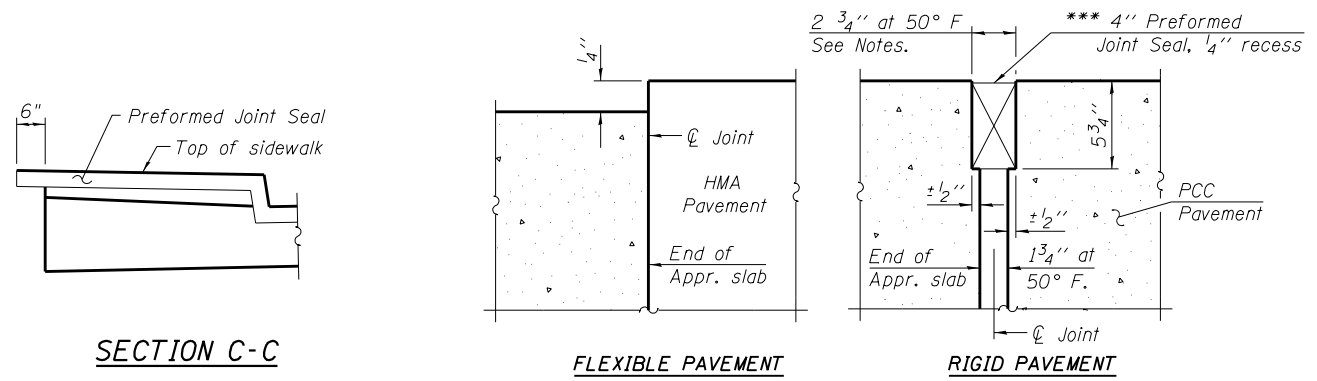
Notes:  
 Approach slab and sidewalk concrete shall be paid for as Concrete Superstructure.  
 Approach footing concrete shall be paid for as Concrete Structures.  
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
 For v(E) bar details, see sheet 33 of 60.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 For bar splicer details, see sheet 39 of 60.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill and drainage treatment details, see sheet 2 of 60.

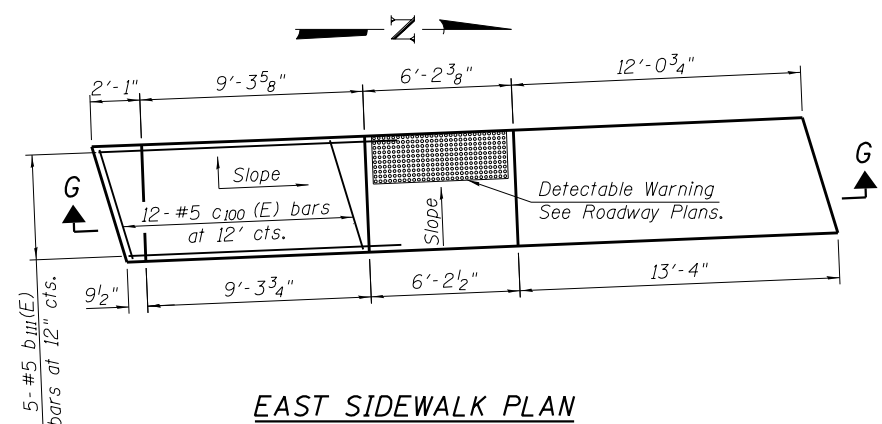
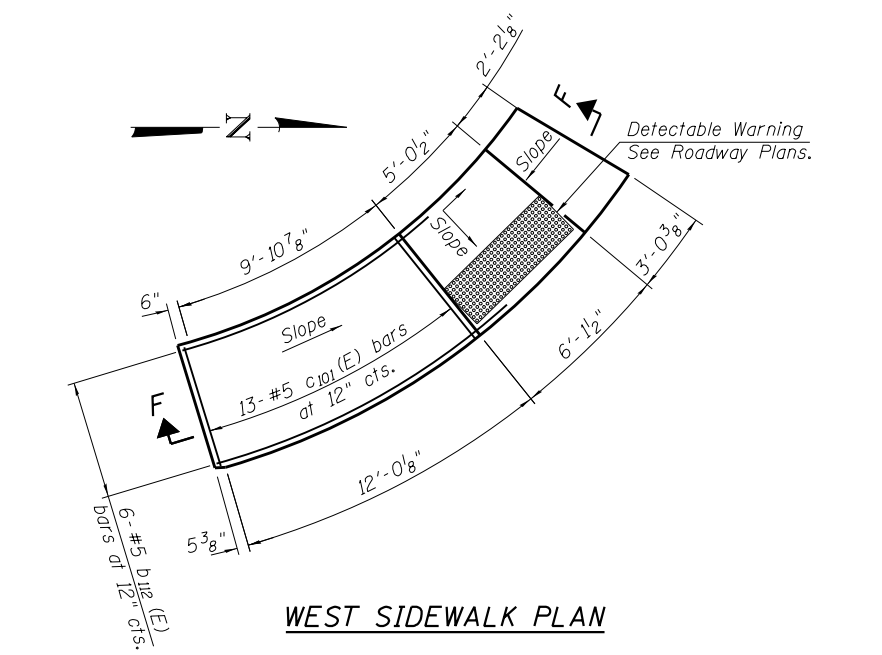
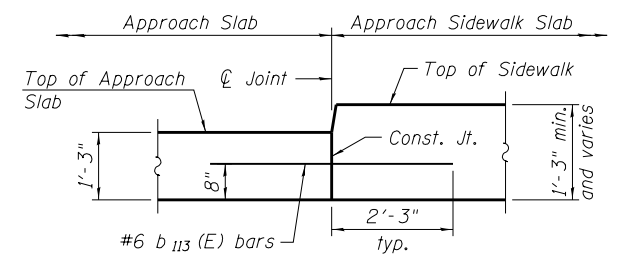
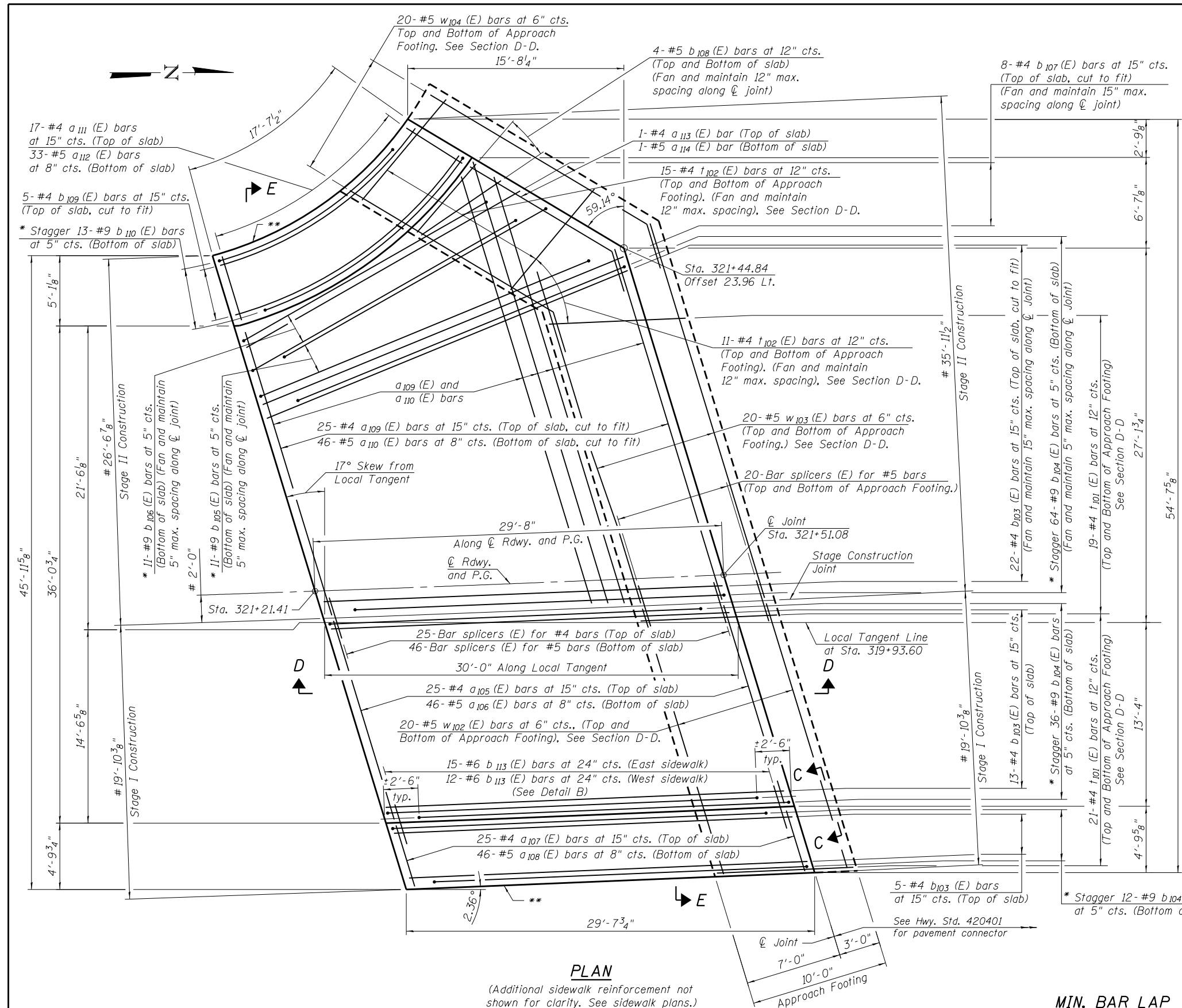


**SOUTH APPROACH SLAB  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a <sub>100</sub> (E)	25	#4	20'-8"	—
a <sub>101</sub> (E)	46	#5	20'-8"	—
a <sub>102</sub> (E)	25	#4	25'-0"	—
a <sub>103</sub> (E)	46	#5	25'-0"	—
a <sub>104</sub> (E)	62	#5	4'-9"	—
b <sub>100</sub> (E)	37	#4	30'-0"	—
b <sub>101</sub> (E)	106	#9	30'-1"	⌋
b <sub>102</sub> (E)	10	#5	30'-0"	—
c(E)	62	#5	2'-5"	⌋
d <sub>100</sub> (E)	62	#5	3'-5"	⌋
t <sub>100</sub> (E)	92	#4	10'-3"	—
w <sub>100</sub> (E)	40	#5	20'-8"	—
w <sub>101</sub> (E)	40	#5	25'-0"	—
Concrete Structures		Cu. Yd.	14.4	
Concrete Superstructure		Cu. Yd.	76.4	
Reinforcement Bars, Epoxy Coated		Pound	18,070	

For details of c(E) bars, see sheet 20 of 60.

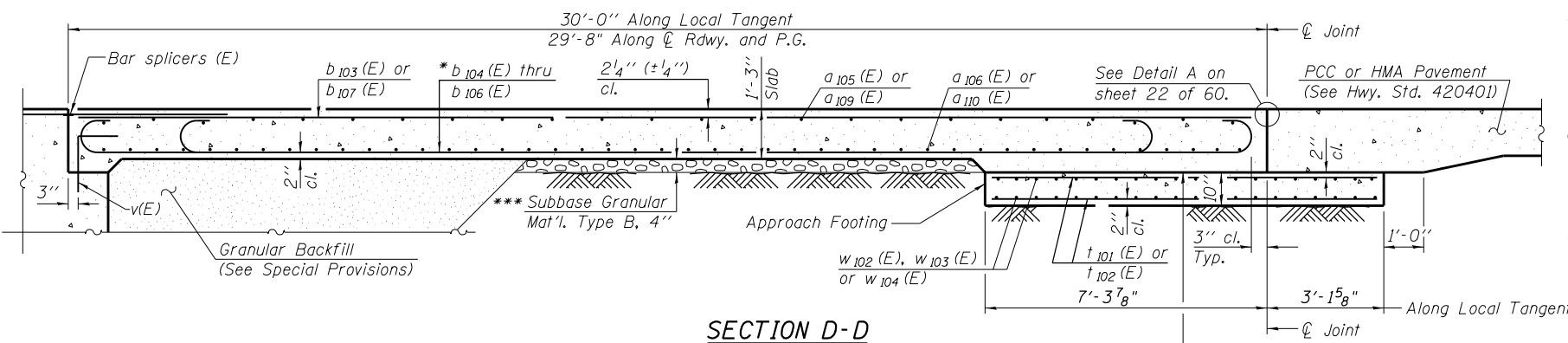




\* Tilt #9 b104 (E), b105 (E), b106 (E), and b110 (E) bars as required to maintain clearance.  
 \*\* Preformed Flexible Foam Expansion Joint Filler according to Article 1051.09 of the Standard Specifications, full depth of slab and sidewalk, full length of wingwall, typ. each wingwall. Cost included with Concrete Superstructure.  
 # Dimensions are radial to  $\phi$  Roadway and P.G.

**MIN. BAR LAP**  
 #5 bars = 2'-6"

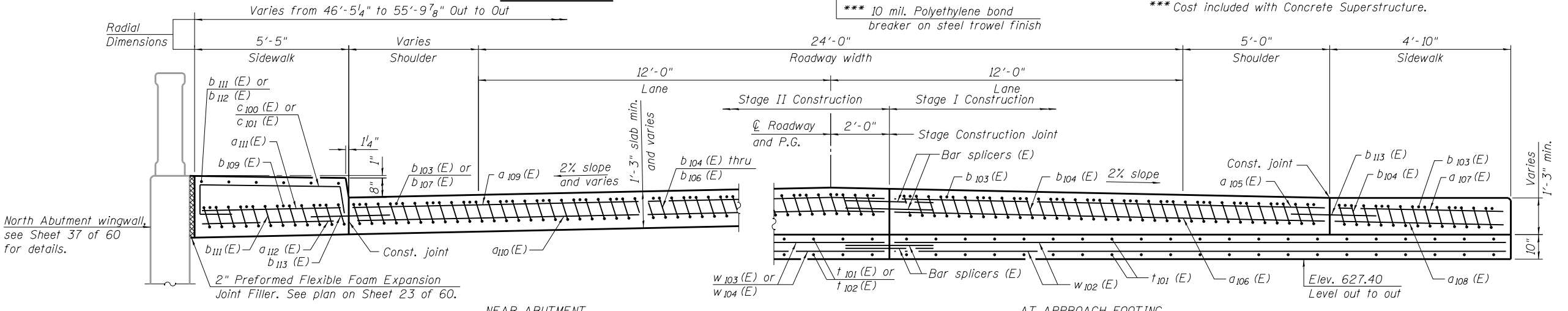
Notes:  
 See Sheet 22 of 60 for Detail A and Section C-C.  
 See Sheet 24 of 60 for Sections D-D, E-E, F-F, G-G, and Bill of Material.  
 Place longitudinal bars in approach slab parallel to a chord intersecting roadway centerline at Sta. 321+21.41 and Sta. 321+51.08.  
 See roadway plans for additional sidewalk details not shown.  
 The sidewalk is cast monolithically over the north abutment backwall.  
 See Sheet 35 of 60 for details.



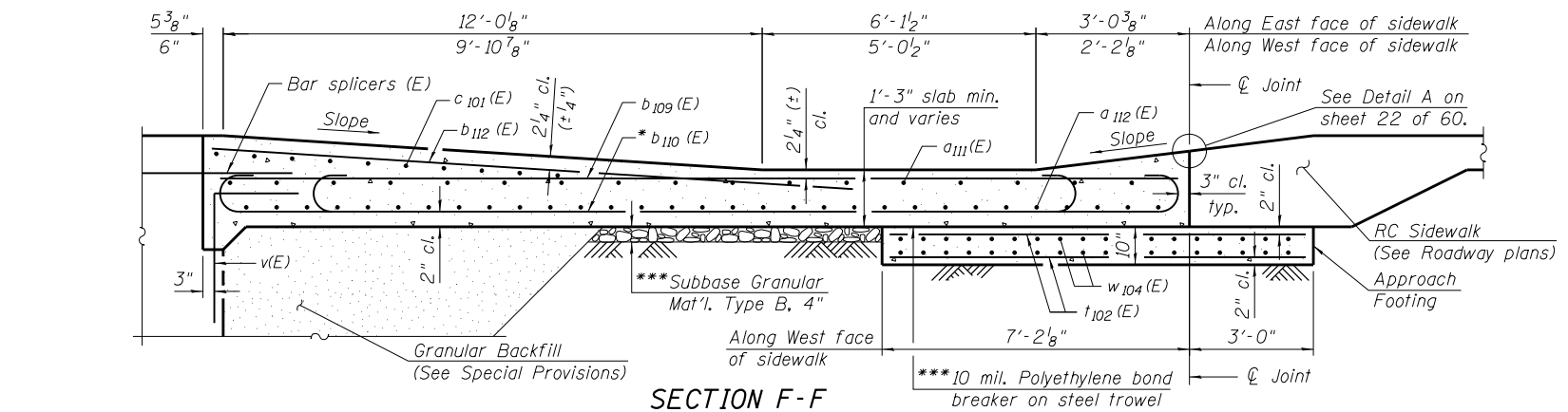
**Notes:**  
 Approach slab and sidewalk shall be paid for as Concrete Superstructure.  
 Approach footing concrete shall be paid for as Concrete Structures.  
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
 For v(E) bar details, see sheet 33 of 60.  
 The approach footing maximum applied service bearing pressure (Q<sub>max</sub>) = 2.0 ksf.  
 For bar splicer details, see sheet 39 of 60.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill and drainage treatment details, see sheet 2 of 60.  
 See Roadway Plans for additional sidewalk details not shown.  
 \*Tilt #9 b<sub>104</sub>(E), b<sub>105</sub>(E), b<sub>106</sub>(E), and b<sub>110</sub>(E) bars as required to maintain clearance.  
 \*\*\* Cost included with Concrete Superstructure.

**NORTH APPROACH SLAB  
BILL OF MATERIAL**

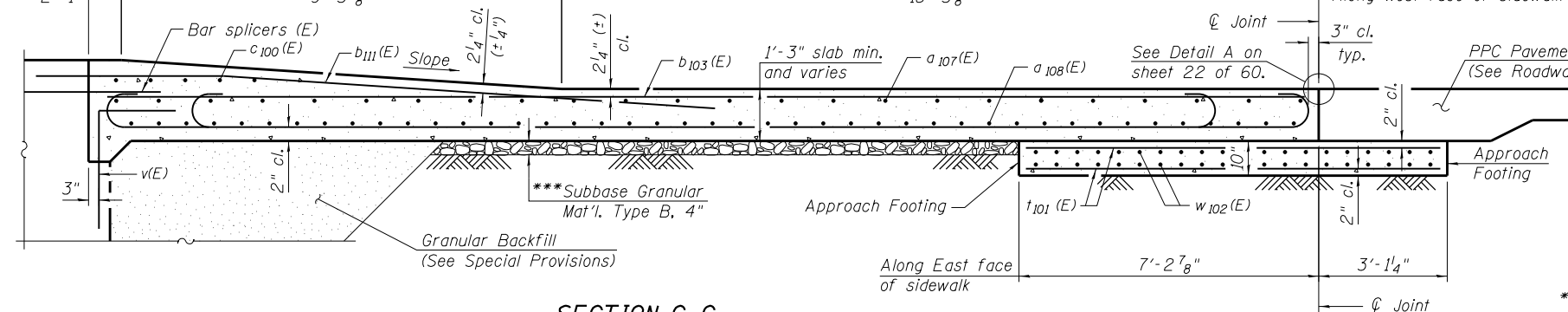
Bar	No.	Size	Length	Shape
a <sub>105</sub> (E)	25	#4	15'-2"	—
a <sub>106</sub> (E)	46	#5	15'-2"	—
a <sub>107</sub> (E)	25	#4	4'-8"	—
a <sub>108</sub> (E)	46	#5	4'-8"	—
a <sub>109</sub> (E)	25	#4	33'-8"	—
a <sub>110</sub> (E)	46	#5	33'-8"	—
a <sub>111</sub> (E)	17	#4	5'-1"	—
a <sub>112</sub> (E)	33	#5	5'-1"	—
a <sub>113</sub> (E)	1	#4	15'-1"	—
a <sub>114</sub> (E)	1	#5	16'-0"	—
b <sub>103</sub> (E)	45	#4	29'-4"	—
b <sub>104</sub> (E)	112	#9	29'-5"	—
b <sub>105</sub> (E)	11	#9	28'-7"	—
b <sub>106</sub> (E)	11	#9	26'-0"	—
b <sub>107</sub> (E)	8	#4	28'-6"	—
b <sub>108</sub> (E)	8	#5	8'-0"	—
b <sub>109</sub> (E)	5	#4	21'-2"	—
b <sub>110</sub> (E)	13	#9	19'-7"	—
b <sub>111</sub> (E)	5	#5	12'-10"	—
b <sub>112</sub> (E)	6	#5	13'-11"	—
b <sub>113</sub> (E)	27	#6	4'-6"	—
c <sub>100</sub> (E)	12	#5	8'-1"	—
c <sub>101</sub> (E)	13	#5	8'-5"	—
t <sub>101</sub> (E)	80	#4	10'-0"	—
t <sub>102</sub> (E)	52	#4	9'-8"	—
w <sub>102</sub> (E)	40	#5	20'-2"	—
w <sub>103</sub> (E)	40	#5	28'-5"	—
w <sub>104</sub> (E)	40	#5	21'-7"	—
Concrete Structures		Cu. Yd.	19.8	
Concrete Superstructure		Cu. Yd.	80.6	
Reinforcement Bars, Epoxy Coated		Pound	23,350	



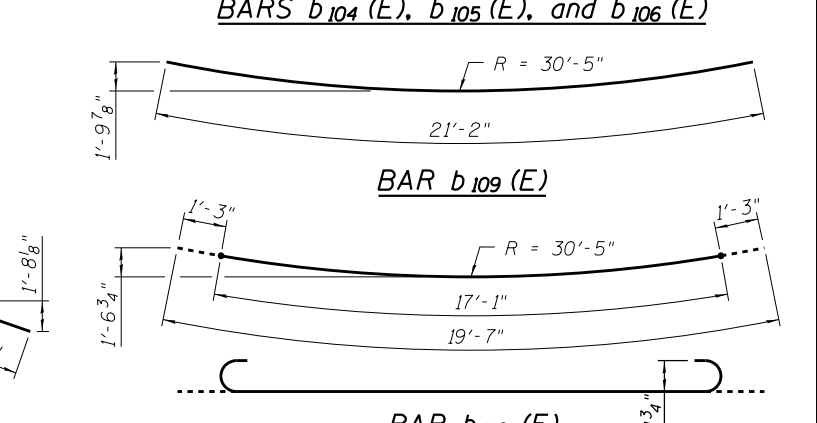
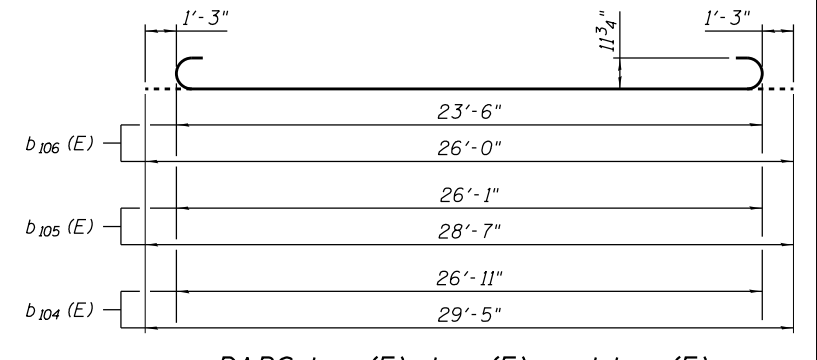
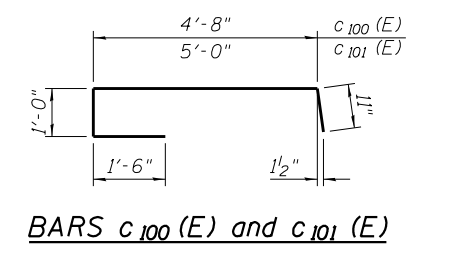
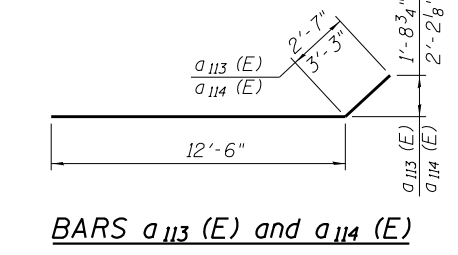
**SECTION E-E**  
(See Plans for dimensions not shown)



**SECTION F-F**



**SECTION G-G**

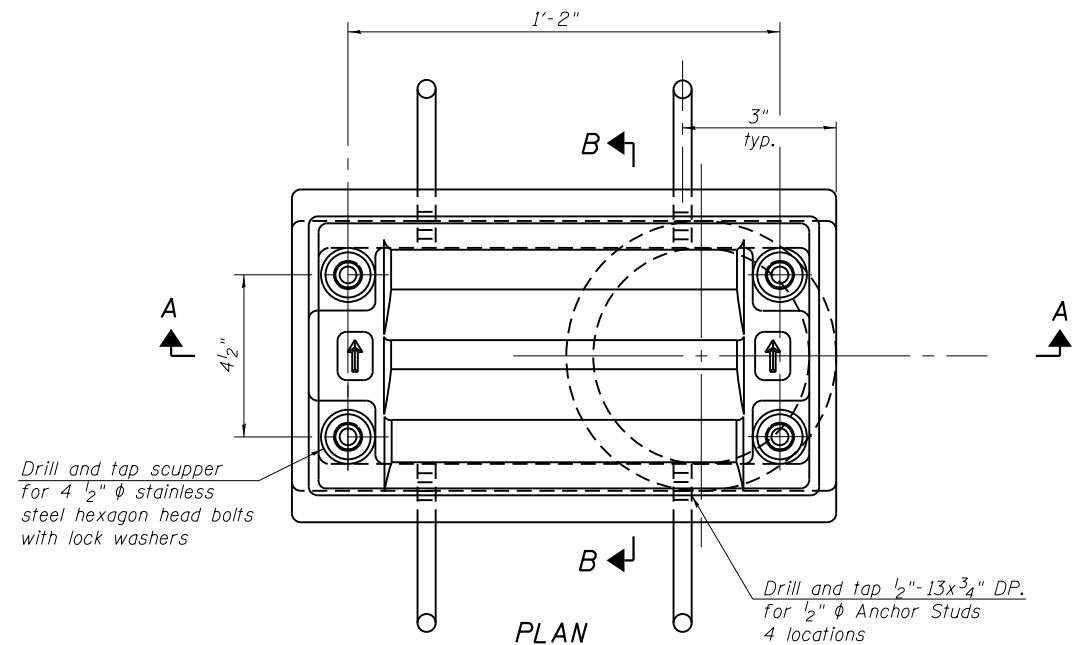


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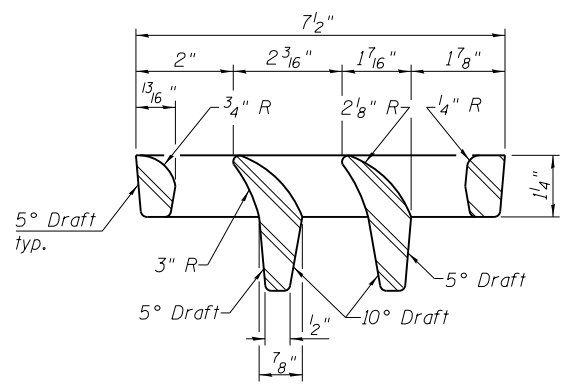
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**NORTH BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 043-080**

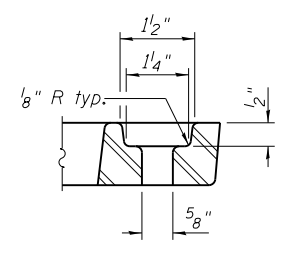
F.A.P. RTE. 308	SECTION 103BR-4	COUNTY JO DAVIESS	TOTAL SHEETS 159	SHEET NO. 74
CONTRACT NO. 64E08				



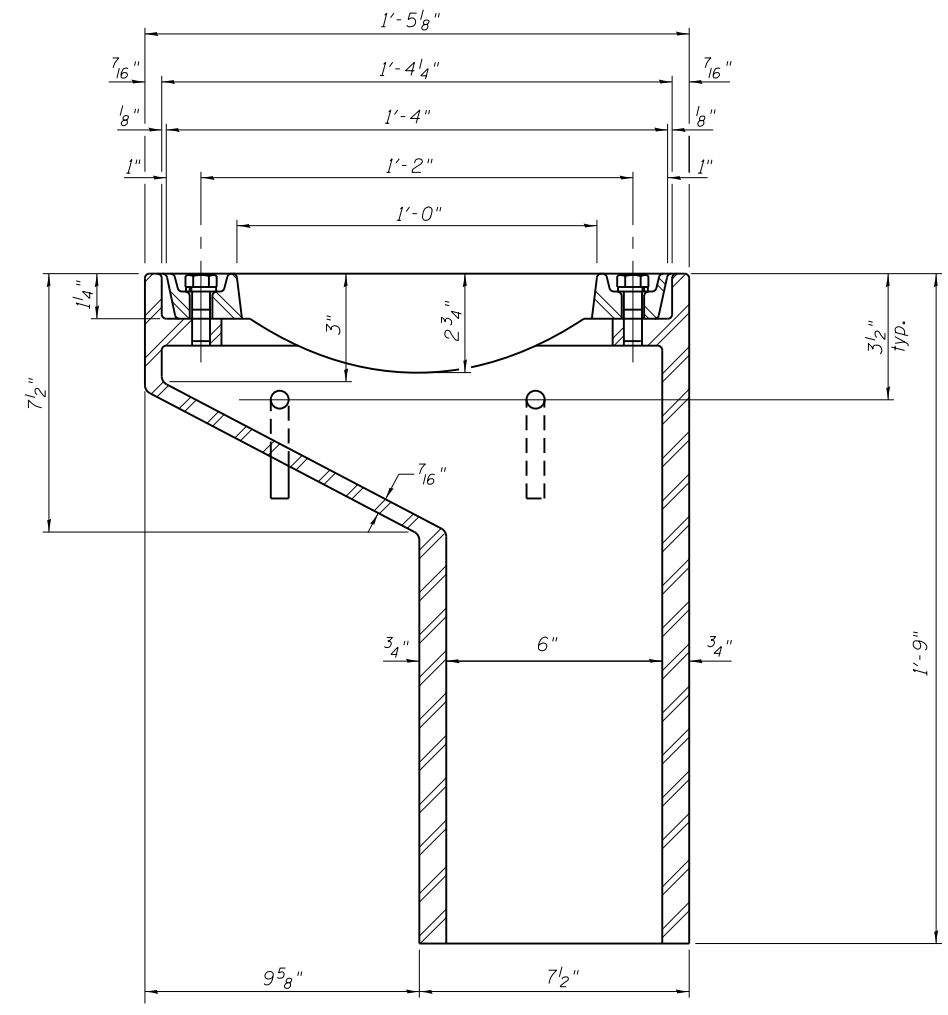
**PLAN**



**VANE GRATE DETAIL**

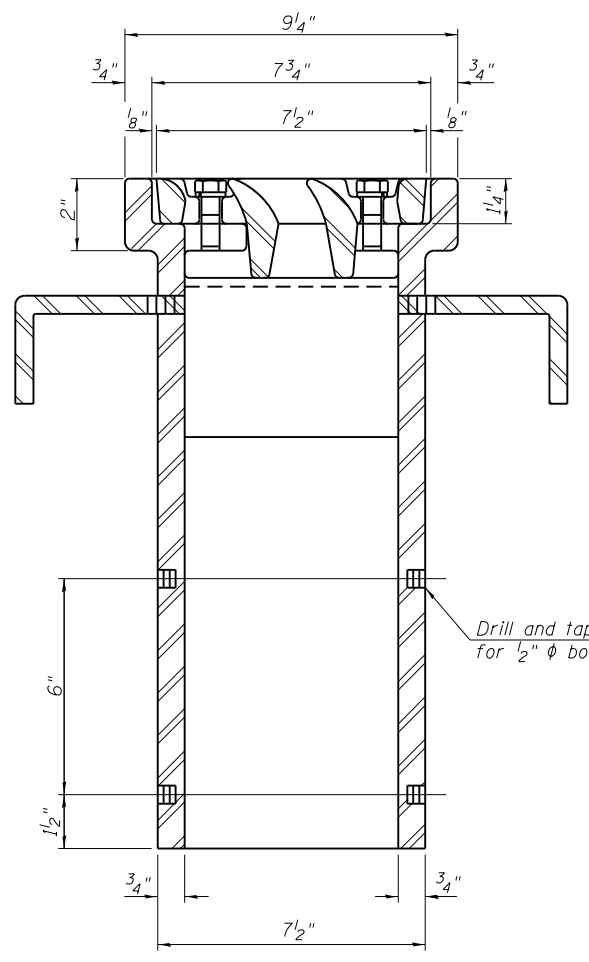


**BOLT HOLE DETAIL**

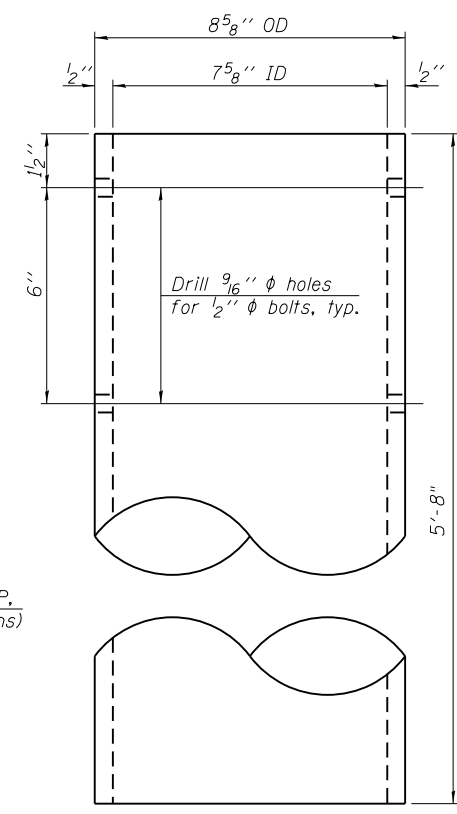


**SECTION A-A**

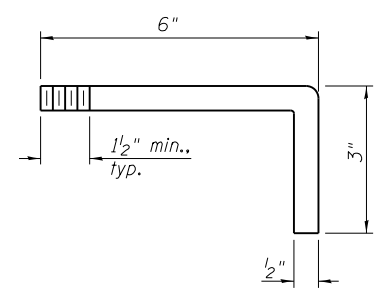
See sheet 19 of 60 for scupper location relative to parapet.



**SECTION B-B**



**DOWNSPOUT**



**ANCHOR STUD DETAIL**

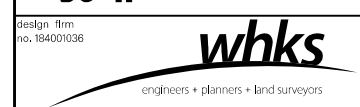
**Notes:**  
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.  
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.  
 Downspouts located on the exterior side of a painted 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.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DS-11

7-1-10



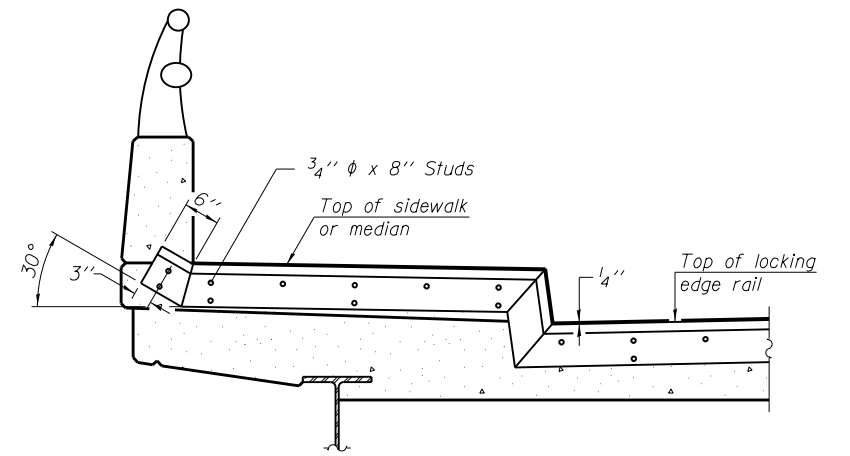
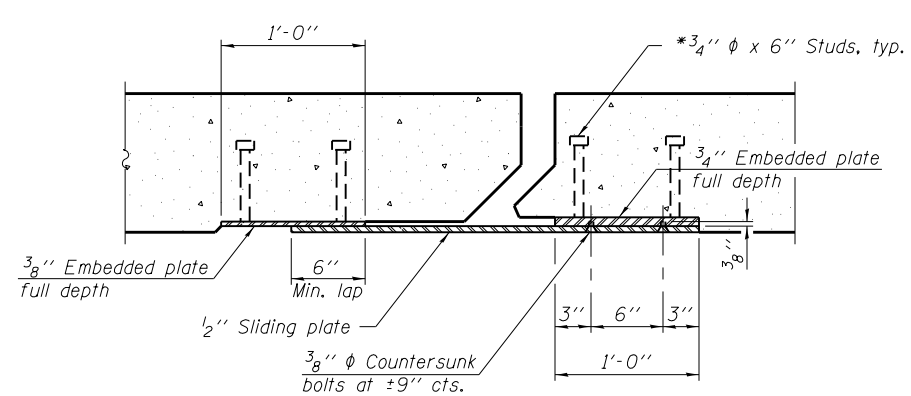
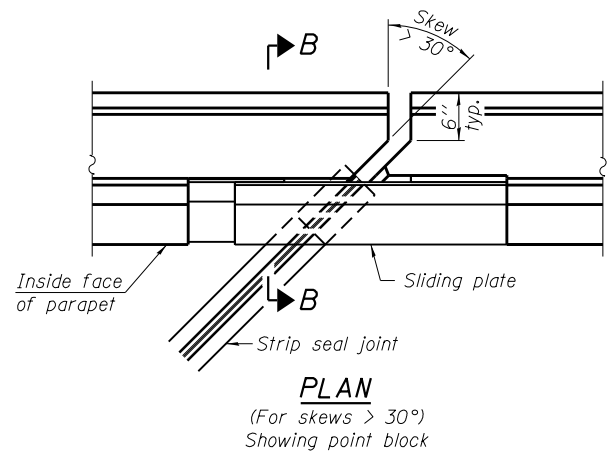
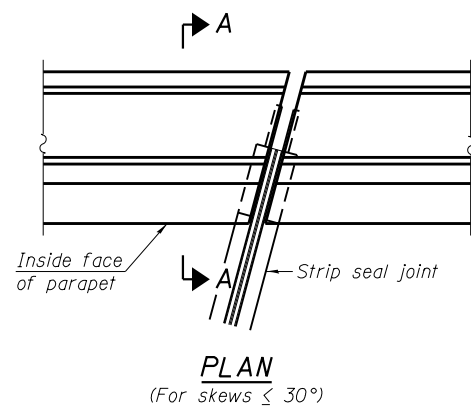
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PLOT DATE = 9/26/2013	CHECKED - BRD	REVISED

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCUPPER, DS-11  
 STRUCTURE NO. 043-0080**

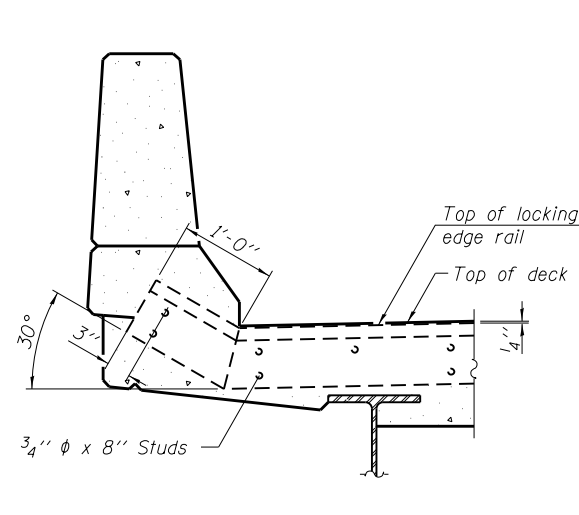
SHEET NO. 25 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				

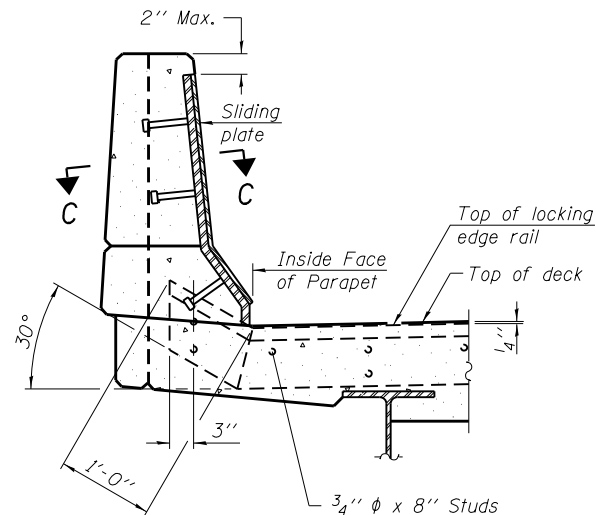


**TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN**

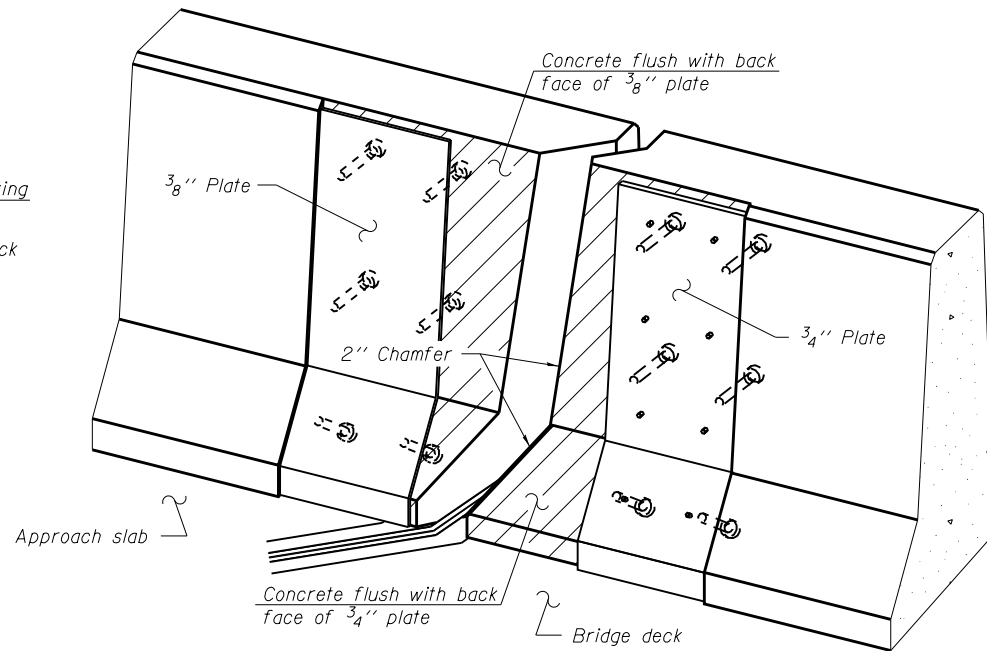
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



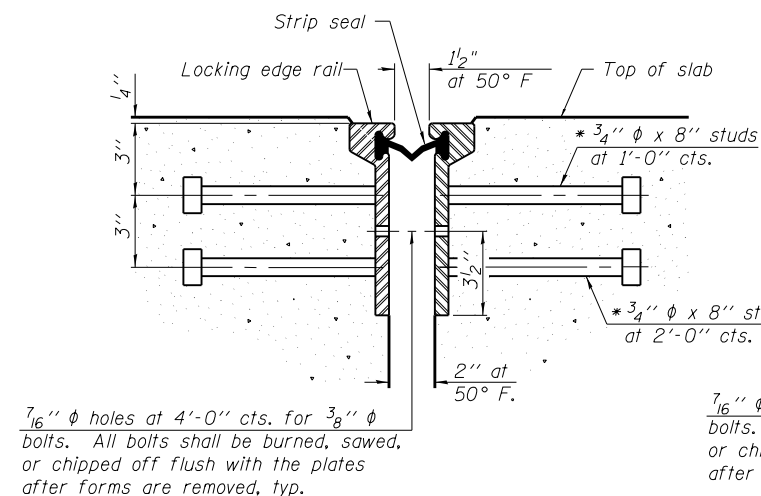
**SECTION A-A**



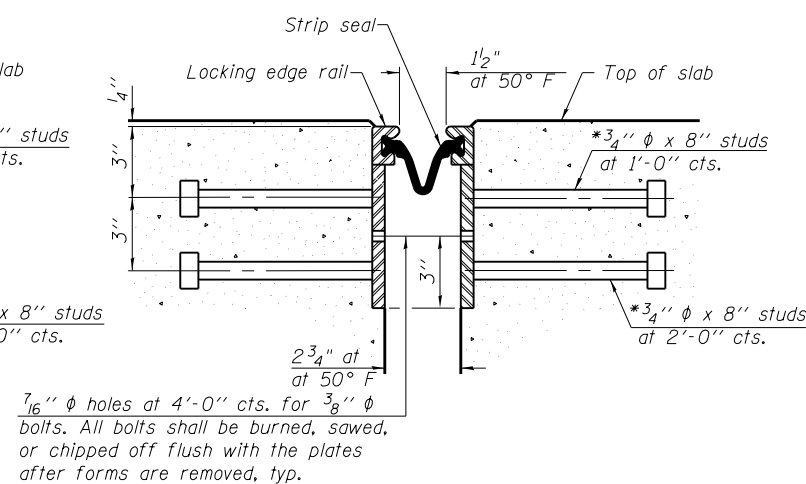
**SECTION B-B**



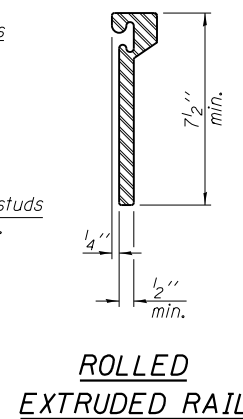
**TRIMETRIC VIEW (Showing back plates only)**



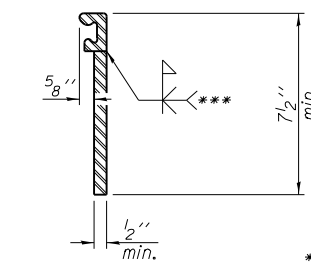
**SECTION THRU ROLLED RAIL JOINT**



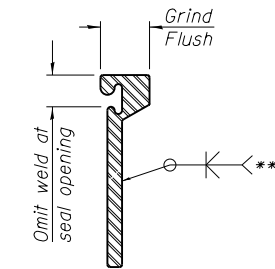
**SECTION THRU WELDED RAIL JOINT**



**ROLLED EXTRUDED RAIL**



**WELDED RAIL**



**LOCKING EDGE RAIL SPLICE**

\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.

The inside of the locking edge rail groove shall be free of weld residue.  
Rolled rail shown, welded rail similar.

**LOCKING EDGE RAILS**

**Notes:**

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

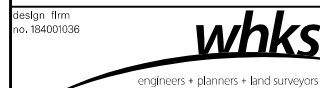
Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	101

EJ-SSJ

1-27-12



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FILE NAME = 0430028-64E08.dgn	CHECKED - SBC	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 8/5/2013	CHECKED - BRD	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

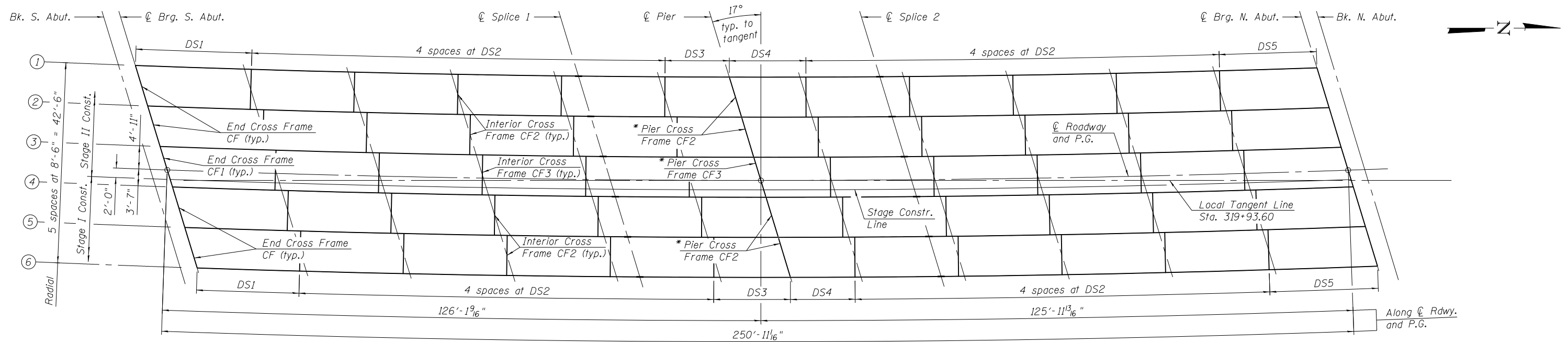
PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 043-0080

SHEET NO. 26 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	76
CONTRACT NO. 64E08				

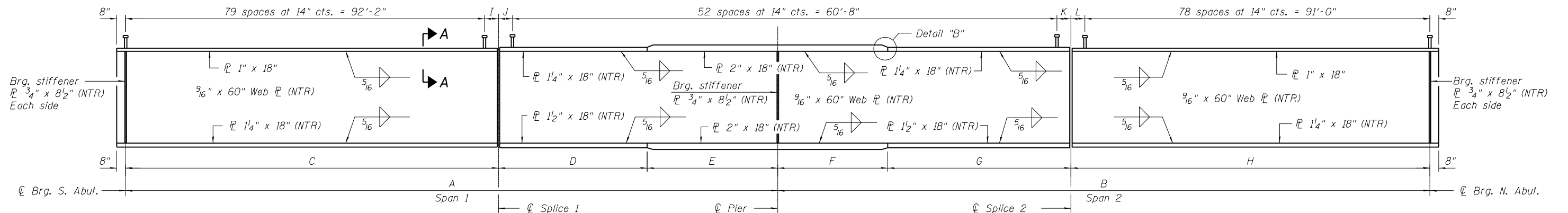
ILLINOIS FED. AID PROJECT





\* Pier cross frames are along the skew.  
See details on sheet 29 of 60.

PLAN



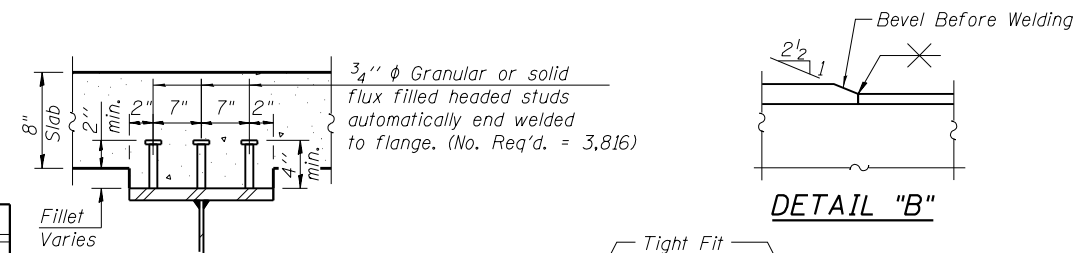
GIRDER ELEVATION

DIAPHRAGM SPACING

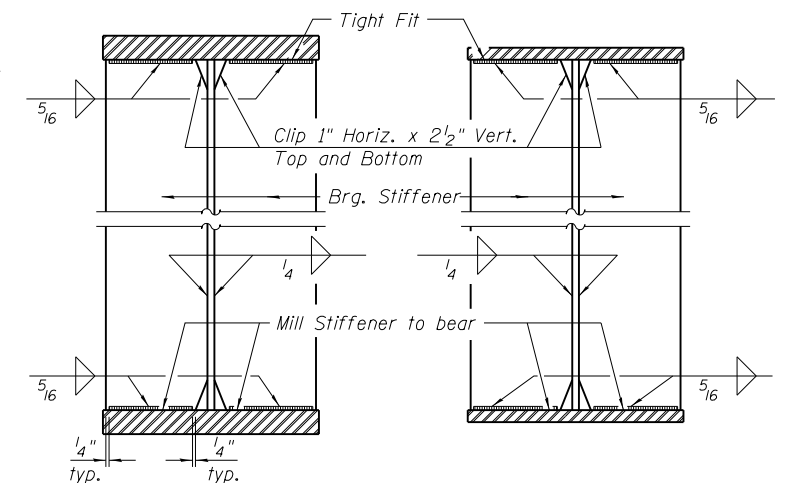
Girder	Location	DS1	DS2	DS3	DS4	DS5
1	East Face	24'-7 <sup>15</sup> / <sub>16</sub> "	21'-11 <sup>5</sup> / <sub>8</sub> "	13'-8 <sup>1</sup> / <sub>16</sub> "	16'-3 <sup>5</sup> / <sub>16</sub> "	20'-8 <sup>1</sup> / <sub>2</sub> "
2	West Face	21'-9 <sup>1</sup> / <sub>4</sub> "	22'-0 <sup>1</sup> / <sub>4</sub> "	16'-4"	13'-8 <sup>1</sup> / <sub>2</sub> "	23'-0 <sup>5</sup> / <sub>8</sub> "
2	East Face	24'-7 <sup>3</sup> / <sub>16</sub> "	21'-11 <sup>9</sup> / <sub>16</sub> "	13'-8 <sup>1</sup> / <sub>16</sub> "	16'-3 <sup>7</sup> / <sub>16</sub> "	20'-8 <sup>1</sup> / <sub>2</sub> "
3	West Face	21'-9 <sup>3</sup> / <sub>16</sub> "	22'-0 <sup>3</sup> / <sub>16</sub> "	16'-3 <sup>3</sup> / <sub>4</sub> "	13'-8 <sup>1</sup> / <sub>2</sub> "	23'-0 <sup>1</sup> / <sub>2</sub> "
3	East Face	24'-7 <sup>1</sup> / <sub>16</sub> "	21'-11 <sup>2</sup> / <sub>16</sub> "	13'-8 <sup>1</sup> / <sub>16</sub> "	16'-3 <sup>3</sup> / <sub>16</sub> "	20'-8 <sup>1</sup> / <sub>2</sub> "
4	West Face	21'-9 <sup>3</sup> / <sub>16</sub> "	22'-0 <sup>8</sup> / <sub>16</sub> "	16'-3 <sup>5</sup> / <sub>8</sub> "	13'-8 <sup>1</sup> / <sub>2</sub> "	23'-0 <sup>7</sup> / <sub>16</sub> "
4	East Face	24'-7 <sup>9</sup> / <sub>16</sub> "	21'-11 <sup>7</sup> / <sub>16</sub> "	13'-8 <sup>1</sup> / <sub>16</sub> "	16'-3 <sup>3</sup> / <sub>16</sub> "	20'-8 <sup>7</sup> / <sub>16</sub> "
5	West Face	21'-9 <sup>3</sup> / <sub>16</sub> "	22'-0 <sup>1</sup> / <sub>16</sub> "	16'-3 <sup>5</sup> / <sub>8</sub> "	13'-8 <sup>1</sup> / <sub>2</sub> "	23'-0 <sup>1</sup> / <sub>4</sub> "
5	East Face	24'-7 <sup>7</sup> / <sub>16</sub> "	21'-11 <sup>3</sup> / <sub>16</sub> "	13'-8 <sup>1</sup> / <sub>16</sub> "	16'-3 <sup>1</sup> / <sub>16</sub> "	20'-8 <sup>7</sup> / <sub>16</sub> "
6	West Face	21'-9 <sup>8</sup> / <sub>16</sub> "	22'-0"	16'-3 <sup>1</sup> / <sub>2</sub> "	13'-8 <sup>1</sup> / <sub>2</sub> "	23'-0 <sup>3</sup> / <sub>16</sub> "

GIRDER DIMENSIONS

Girder	Radius	A	B	C	D	E	F	G	H
1	3564'-0 <sup>5</sup> / <sub>8</sub> "	126'-2 <sup>9</sup> / <sub>16</sub> "	124'-10 <sup>1</sup> / <sub>4</sub> "	94'-2 <sup>3</sup> / <sub>16</sub> "	18'-0"	14'-0 <sup>3</sup> / <sub>8</sub> "	13'-11 <sup>5</sup> / <sub>8</sub> "	18'-0"	92'-10 <sup>5</sup> / <sub>8</sub> "
2	3572'-6 <sup>5</sup> / <sub>8</sub> "	126'-2 <sup>3</sup> / <sub>16</sub> "	124'-9 <sup>15</sup> / <sub>16</sub> "	94'-1 <sup>13</sup> / <sub>16</sub> "	18'-0"	14'-0 <sup>3</sup> / <sub>8</sub> "	13'-11 <sup>5</sup> / <sub>8</sub> "	18'-0"	92'-10 <sup>5</sup> / <sub>16</sub> "
3	3581'-0 <sup>5</sup> / <sub>8</sub> "	126'-1 <sup>13</sup> / <sub>16</sub> "	124'-9 <sup>5</sup> / <sub>8</sub> "	94'-1 <sup>9</sup> / <sub>16</sub> "	18'-0"	14'-0 <sup>4</sup> / <sub>16</sub> "	13'-11 <sup>3</sup> / <sub>4</sub> "	18'-0"	92'-9 <sup>7</sup> / <sub>8</sub> "
4	3589'-6 <sup>5</sup> / <sub>8</sub> "	126'-1 <sup>7</sup> / <sub>16</sub> "	124'-9 <sup>5</sup> / <sub>8</sub> "	94'-1 <sup>13</sup> / <sub>16</sub> "	18'-0"	14'-0 <sup>4</sup> / <sub>16</sub> "	13'-11 <sup>3</sup> / <sub>4</sub> "	18'-0"	92'-9 <sup>9</sup> / <sub>16</sub> "
5	3598'-0 <sup>5</sup> / <sub>8</sub> "	126'-1 <sup>1</sup> / <sub>16</sub> "	124'-9"	94'-1"	18'-0"	14'-0 <sup>1</sup> / <sub>16</sub> "	13'-11 <sup>15</sup> / <sub>16</sub> "	18'-0"	92'-9 <sup>1</sup> / <sub>16</sub> "
6	3606'-6 <sup>5</sup> / <sub>8</sub> "	126'-0 <sup>11</sup> / <sub>16</sub> "	124'-8 <sup>3</sup> / <sub>4</sub> "	94'-0 <sup>3</sup> / <sub>4</sub> "	18'-0"	13'-11 <sup>15</sup> / <sub>16</sub> "	14'-0 <sup>1</sup> / <sub>16</sub> "	18'-0"	92'-8 <sup>11</sup> / <sub>16</sub> "



SECTION A-A



SECTION AT PIER

SECTION AT ABUTMENT

SHEAR STUD LAYOUT DIMENSIONS

Girder	I	J	K	L
1	2'-0 <sup>3</sup> / <sub>16</sub> "	1'-8"	1'-8"	1'-10 <sup>5</sup> / <sub>8</sub> "
2	1'-11 <sup>13</sup> / <sub>16</sub> "	1'-8"	1'-8"	1'-10 <sup>5</sup> / <sub>16</sub> "
3	1'-11 <sup>9</sup> / <sub>16</sub> "	1'-8"	1'-8"	1'-9 <sup>7</sup> / <sub>8</sub> "
4	1'-11 <sup>3</sup> / <sub>16</sub> "	1'-8"	1'-8"	1'-9 <sup>9</sup> / <sub>16</sub> "
5	1'-11"	1'-8"	1'-8"	1'-9 <sup>1</sup> / <sub>16</sub> "
6	1'-10 <sup>3</sup> / <sub>4</sub> "	1'-8"	1'-8"	1'-8 <sup>1</sup> / <sub>16</sub> "

TOP OF WEB ELEVATIONS \*

	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
☉ Brg. S. Abut.	628.34	628.52	628.71	628.75	628.59	628.44
☉ Splice 1	628.72	628.91	629.10	629.14	628.98	628.82
☉ Brg. Pier	628.89	629.07	629.25	629.29	629.13	628.97
☉ Splice 2	629.06	629.24	629.41	629.44	629.28	629.12
☉ Brg. N. Abut.	629.04	629.20	629.36	629.38	629.20	629.01

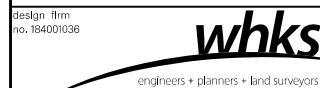
\* For fabrication only.

Notes:

All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

All structural steel plates shown shall be AASHTO M270, Grade 50.



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FILE NAME = 0430028-64E08.dgn  
PLOT SCALE = 0:2.00000 '1' / in.  
PLOT DATE = 9/26/2013

DESIGNED - BRD  
CHECKED - SBC  
DRAWN - DLH  
CHECKED - BRD

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REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

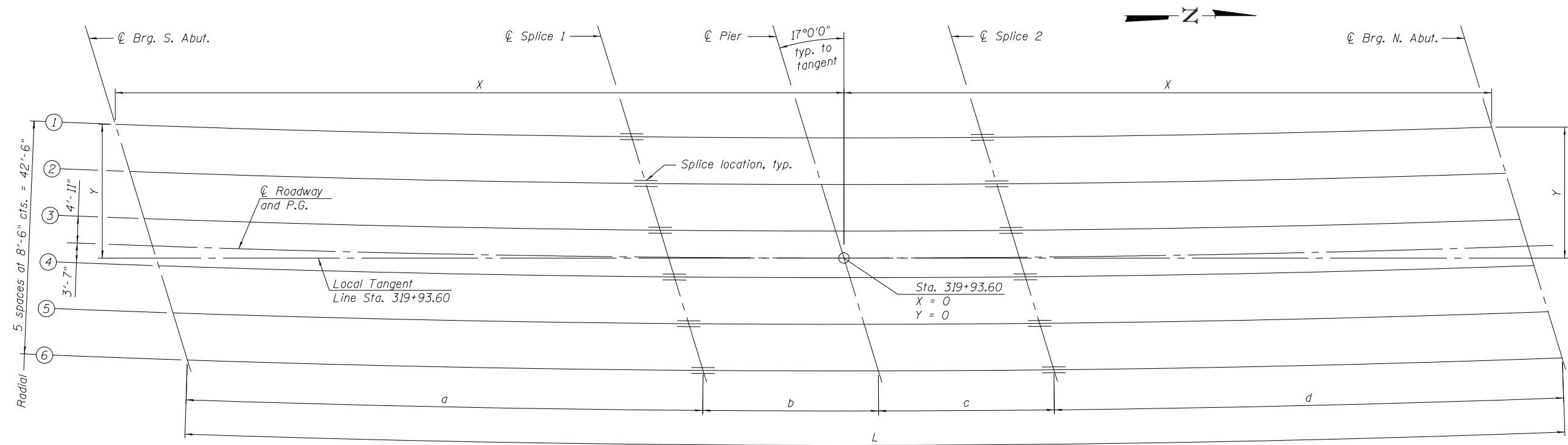
FRAMING PLAN  
STRUCTURE NO. 043-0080

SHEET NO. 27 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	77

CONTRACT NO. 64E08

ILLINOIS FED. AID PROJECT



**CURVED GIRDER LAYOUT**

**LAYOUT DIMENSIONS**

Girder	℄ Brg. S. Abut.		℄ Splice 1		℄ Brg. Pier		℄ Splice 2		℄ Brg. N. Abut.	
	x	y	x	y	x	y	x	y	x	y
1	-132'-10 <sup>5</sup> / <sub>8</sub> "	24'-4 <sup>3</sup> / <sub>4</sub> "	-38'-8 <sup>13</sup> / <sub>16</sub> "	22'-1 <sup>1</sup> / <sub>2</sub> "	-6'-8 <sup>7</sup> / <sub>16</sub> "	21'-11 <sup>1</sup> / <sub>16</sub> "	25'-3 <sup>3</sup> / <sub>16</sub> "	22'-0 <sup>1</sup> / <sub>16</sub> "	118'-1 <sup>9</sup> / <sub>16</sub> "	23'-10 <sup>1</sup> / <sub>2</sub> "
2	-130'-3 <sup>1</sup> / <sub>16</sub> "	15'-9 <sup>1</sup> / <sub>2</sub> "	-36'-1 <sup>9</sup> / <sub>16</sub> "	13'-7 <sup>3</sup> / <sub>16</sub> "	-4'-1 <sup>4</sup> / <sub>16</sub> "	13'-5"	27'-10 <sup>7</sup> / <sub>16</sub> "	13'-6 <sup>5</sup> / <sub>16</sub> "	120'-8 <sup>7</sup> / <sub>16</sub> "	15'-5 <sup>1</sup> / <sub>2</sub> "
3	-127'-7 <sup>1</sup> / <sub>2</sub> "	7'-2 <sup>5</sup> / <sub>16</sub> "	-33'-6 <sup>1</sup> / <sub>4</sub> "	5'-0 <sup>7</sup> / <sub>8</sub> "	-1'-6 <sup>1</sup> / <sub>16</sub> "	4'-11"	30'-5 <sup>3</sup> / <sub>4</sub> "	5'-0 <sup>9</sup> / <sub>16</sub> "	123'-3 <sup>5</sup> / <sub>16</sub> "	7'-0 <sup>1</sup> / <sub>2</sub> "
4	-124'-11 <sup>15</sup> / <sub>16</sub> "	-1'-4 <sup>7</sup> / <sub>8</sub> "	-30'-11"	-3'-5 <sup>3</sup> / <sub>8</sub> "	1'-1 <sup>1</sup> / <sub>8</sub> "	-3'-7"	33'-1"	-3'-5 <sup>3</sup> / <sub>16</sub> "	125'-10 <sup>3</sup> / <sub>16</sub> "	-1'-4 <sup>1</sup> / <sub>2</sub> "
5	-122'-4 <sup>7</sup> / <sub>16</sub> "	-10'-0"	-28'-3 <sup>11</sup> / <sub>16</sub> "	-11'-11 <sup>11</sup> / <sub>16</sub> "	3'-8 <sup>5</sup> / <sub>16</sub> "	-12'-1"	35'-8 <sup>1</sup> / <sub>4</sub> "	-11'-10 <sup>7</sup> / <sub>8</sub> "	128'-5 <sup>1</sup> / <sub>16</sub> "	-9'-9 <sup>1</sup> / <sub>2</sub> "
6	-119'-8 <sup>7</sup> / <sub>8</sub> "	-18'-7 <sup>1</sup> / <sub>8</sub> "	-25'-8 <sup>7</sup> / <sub>16</sub> "	-20'-5 <sup>7</sup> / <sub>8</sub> "	6'-3 <sup>1</sup> / <sub>2</sub> "	-20'-6 <sup>15</sup> / <sub>16</sub> "	38'-3 <sup>9</sup> / <sub>16</sub> "	-20'-4 <sup>9</sup> / <sub>16</sub> "	130'-11 <sup>15</sup> / <sub>16</sub> "	-18'-2 <sup>7</sup> / <sub>16</sub> "

**GIRDER DIMENSIONS (IN FEET)**

Girder	Radius	a	b	c	d	L
1	3564'-0 <sup>5</sup> / <sub>8</sub> "	94'-2 <sup>3</sup> / <sub>16</sub> "	32'-0 <sup>3</sup> / <sub>8</sub> "	31'-11 <sup>5</sup> / <sub>8</sub> "	92'-10 <sup>5</sup> / <sub>8</sub> "	251'-0 <sup>13</sup> / <sub>16</sub> "
2	3572'-6 <sup>5</sup> / <sub>8</sub> "	94'-1 <sup>13</sup> / <sub>16</sub> "	32'-0 <sup>3</sup> / <sub>8</sub> "	31'-11 <sup>5</sup> / <sub>8</sub> "	92'-10 <sup>5</sup> / <sub>16</sub> "	251'-0 <sup>1</sup> / <sub>8</sub> "
3	3581'-0 <sup>5</sup> / <sub>8</sub> "	94'-1 <sup>9</sup> / <sub>16</sub> "	32'-0 <sup>1</sup> / <sub>4</sub> "	31'-11 <sup>3</sup> / <sub>4</sub> "	92'-9 <sup>7</sup> / <sub>8</sub> "	250'-11 <sup>7</sup> / <sub>16</sub> "
4	3589'-6 <sup>5</sup> / <sub>8</sub> "	94'-1 <sup>3</sup> / <sub>16</sub> "	32'-0 <sup>1</sup> / <sub>4</sub> "	31'-11 <sup>3</sup> / <sub>4</sub> "	92'-9 <sup>9</sup> / <sub>16</sub> "	250'-10 <sup>3</sup> / <sub>4</sub> "
5	3598'-0 <sup>5</sup> / <sub>8</sub> "	94'-1"	32'-0 <sup>1</sup> / <sub>16</sub> "	31'-11 <sup>15</sup> / <sub>16</sub> "	92'-9 <sup>1</sup> / <sub>16</sub> "	250'-10 <sup>1</sup> / <sub>16</sub> "
6	3606'-6 <sup>5</sup> / <sub>8</sub> "	94'-0 <sup>3</sup> / <sub>4</sub> "	31'-11 <sup>15</sup> / <sub>16</sub> "	32'-0 <sup>1</sup> / <sub>16</sub> "	92'-8 <sup>11</sup> / <sub>16</sub> "	250'-9 <sup>7</sup> / <sub>16</sub> "

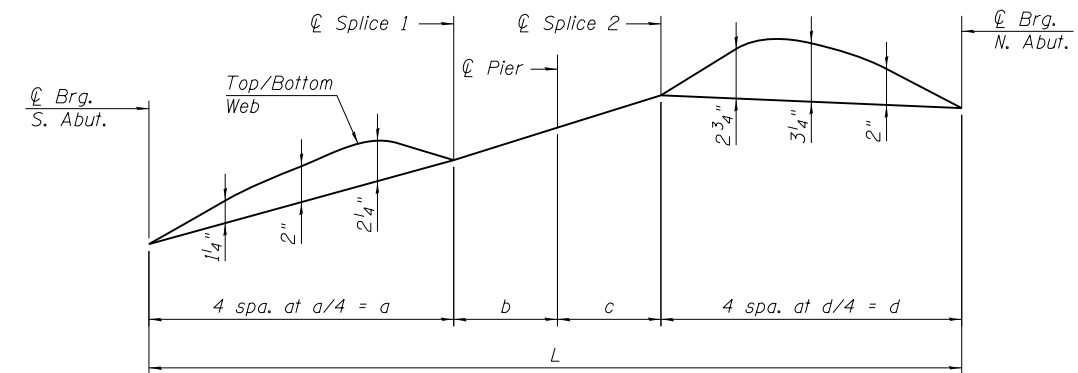
**Notes:**

The calculated deflections of the primary girders/beams under steel self-weight shall be used to detail the diaphragm, cross frame and lateral bracing connections, and erect the structural steel such that the girders/beams will be plumb within a tolerance of ±<sup>1</sup>/<sub>8</sub> in. per vertical ft. throughout supporting their own weight.

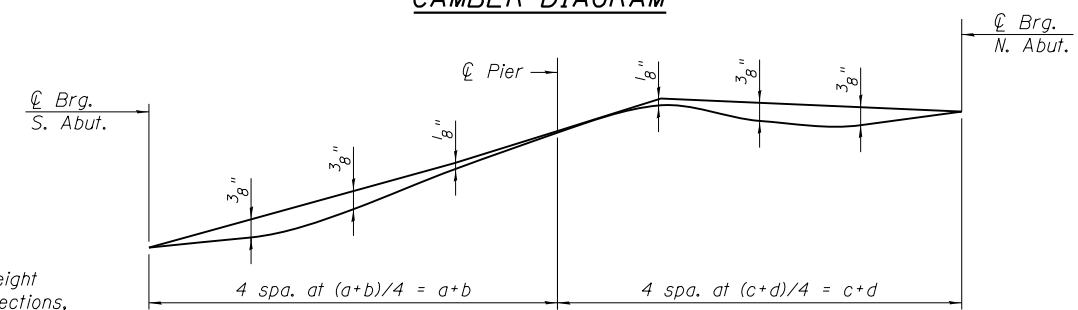
The Contractor shall either:

1. Ream diaphragm and / or cross frame holes during shop assembly, or
2. Provide detailing and fabrication controls acceptable to the Engineer which ensured accuracy such that field reaming will not exceed the amount permitted in Article 505.08(1) of the Standard Specifications.

The Contractor shall submit a Project-Specific Erection Plan for approval by the Engineer prior to ordering any material. The erection plan, drawings, and calculations shall be signed and sealed by a Illinois Licensed Structural Engineer. See Special Provisions.



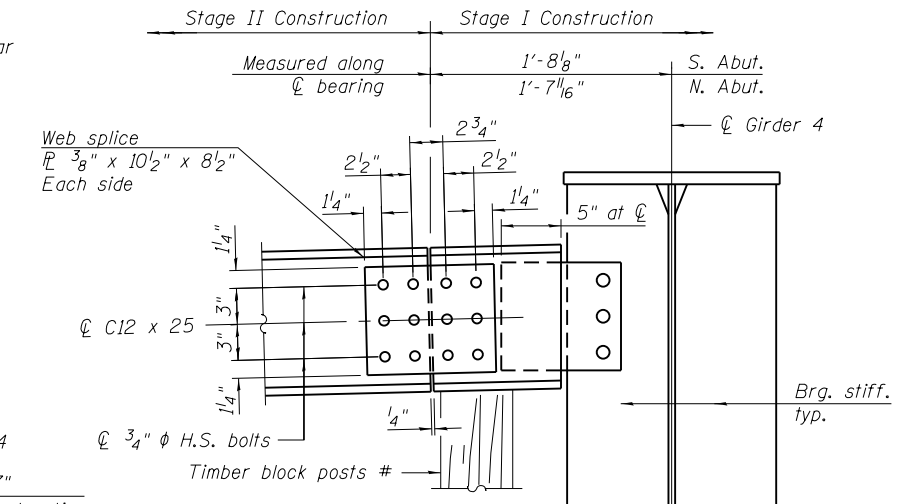
**CAMBER DIAGRAM**



**DEAD LOAD DEFLECTION STEEL SELF-WEIGHT ONLY**

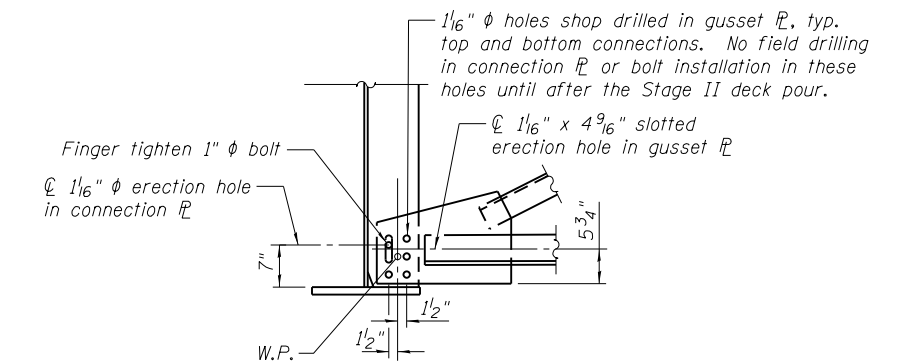
**END CROSS FRAME - CF1 STAGE CONSTRUCTION SEQUENCE**

1. Order diaphragm in two sections.
2. Attach section ① of diaphragm to girder 4.
3. Place timber block posts between section ① of diaphragm and abutment bearing section.
4. Attach section ② of diaphragm to both girder 3 and section ① of diaphragm during stage II construction with splice plates.
5. Remove timber block posts and install lower portion (1/2" PL's and L4 x 4 x 1/2 angles) of the cross frame.



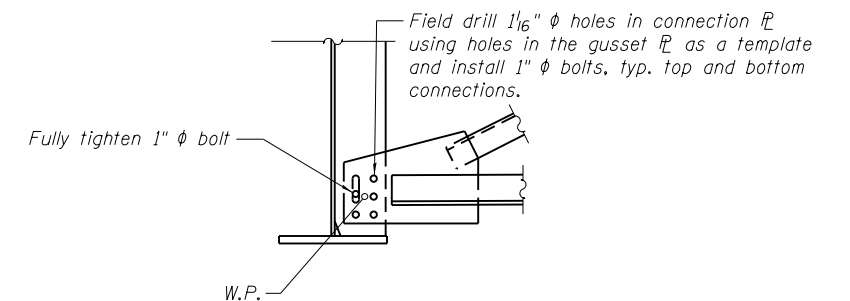
# Cost of Timber Block Post is included with Furnishing and Erecting Structural Steel.

**DETAIL A**



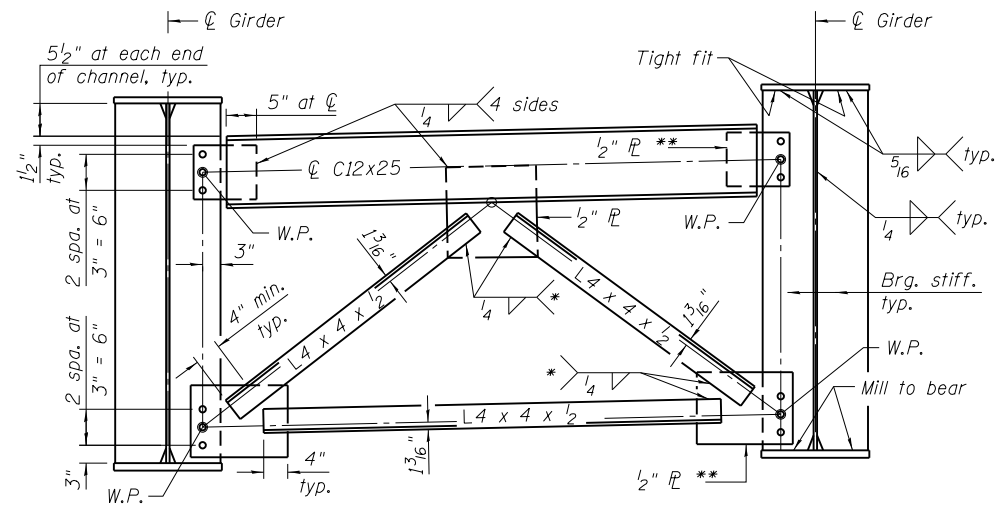
**DETAIL B**

(Shown at completion of Stage II steel erection)



**DETAIL B**

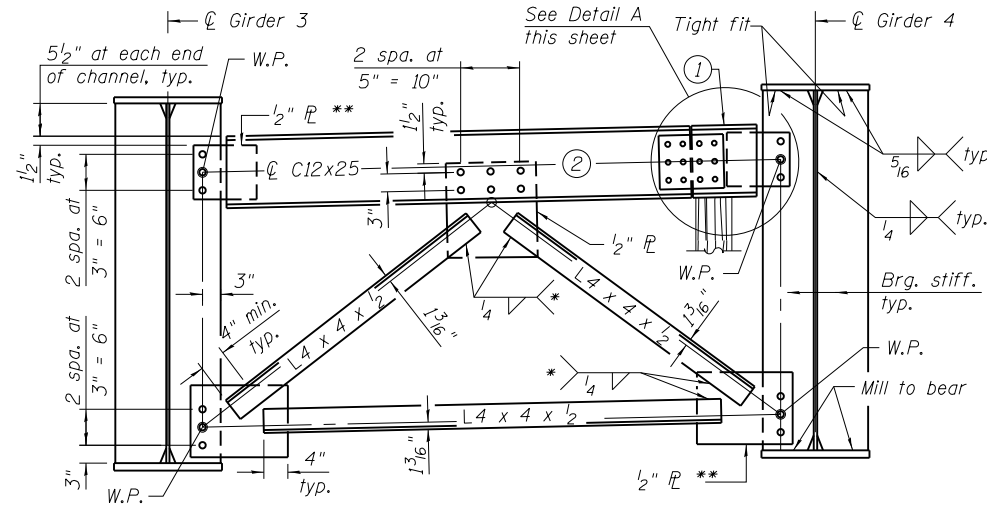
(Shown at completion of Stage II deck pour)



**TYPICAL END CROSS FRAME - CF**

(8 Required)

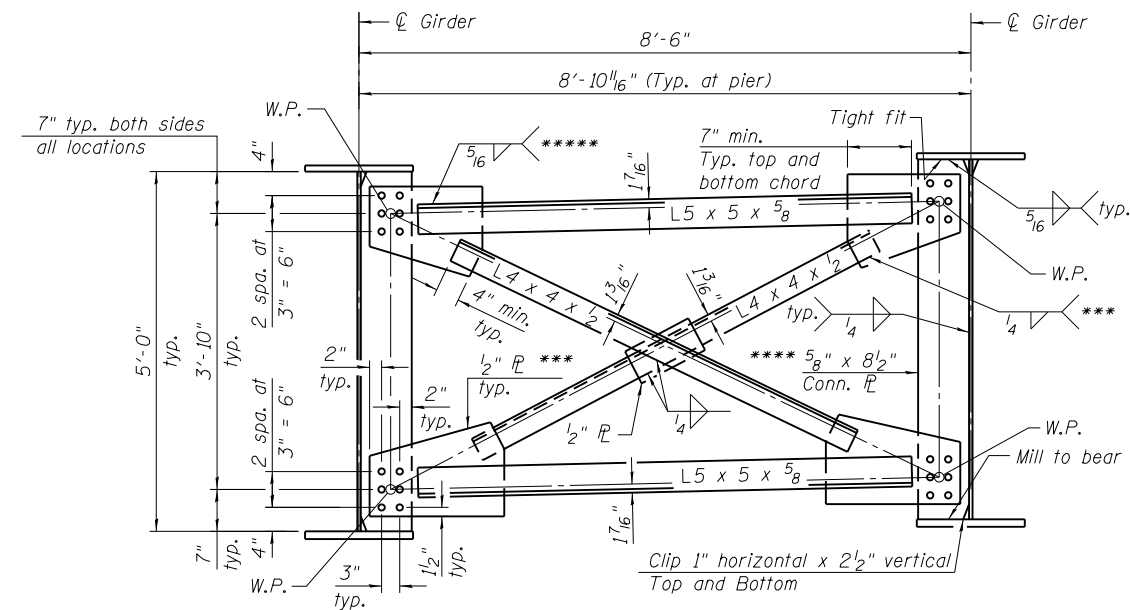
- \* Weld on near side of 1/2" PL.
- \*\* 1/2" PL's to be bent to match skew at abutments.



**STAGE CONSTRUCTION END CROSS FRAME - CF1**

(2 Required)

- Notes:
- Detail 1 1/6" phi holes for 7/8" phi bolts in Cross Frames CF and CF1, unless otherwise noted.
  - Place diaphragm with channel flanges and outstanding angle legs outward from abutment backwall.

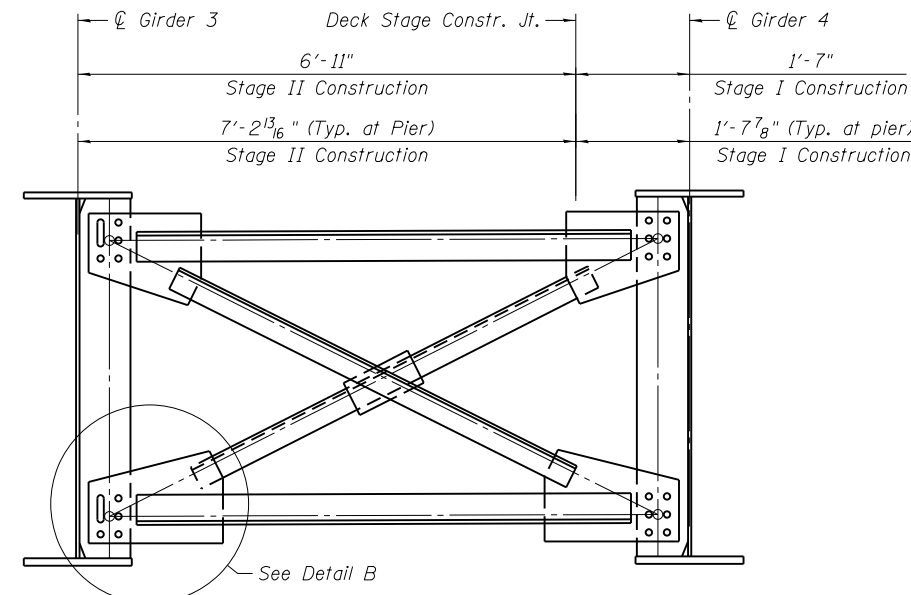


**TYPICAL INTERIOR AND PIER CROSS FRAME - CF2**

(44 Required)

(Interior Cross Frame - CF2 shown. Pier Cross Frame - CF2 similar, except as noted.)

- \*\*\* 1/2" PL's to be bent to match skew at pier.
- \*\*\*\* 3/4" x 8 1/2" Brg. stiff. PL each side of girder web at pier in lieu of connection PL shown.
- \*\*\*\*\* Fillet weld angles along 3 sides on one face of gusset PL.



**STAGE CONSTRUCTION INTERIOR AND PIER CROSS FRAME - CF3**

(11 Required)

(Interior Cross Frame - CF3 shown. Pier Cross Frame - CF3 similar, except as noted.)  
(See Interior and Pier Cross Frame - CF2 for details and dimensions not shown)

(3/4" x 8 1/2" Brg. stiffener PL's at pier not shown for clarity.)

- Notes:
- Detail 1 1/4" phi holes for 1" phi bolts in Cross Frames CF2 and CF3, unless otherwise noted.

**GENERAL NOTES**

Two hardened washers required for each set of oversized holes.  
All plates and rolled shapes composing the cross frames, including the connection plates welded to the girders shall be AASHTO M270, Grade 50 and conform to the Impact Testing Requirement, Zone 2.



DESIGN FIRM no. 184001036	USER NAME = dheber.ling	DESIGNED - SBC	REVISED
	FILE NAME = 0430028-64E08.dgn	CHECKED - BRD	REVISED
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	PLOT DATE = 9/26/2013	CHECKED - SBC	REVISED

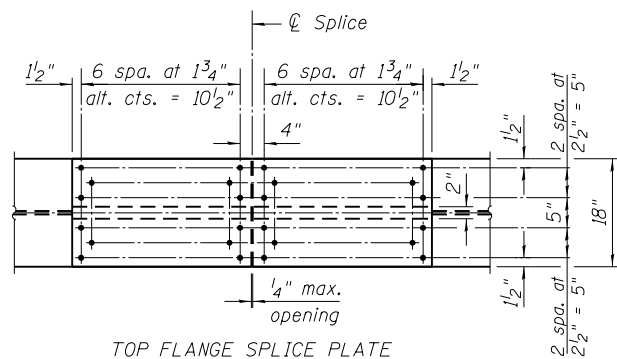
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FRAMING DETAILS  
STRUCTURE NO. 043-0080**

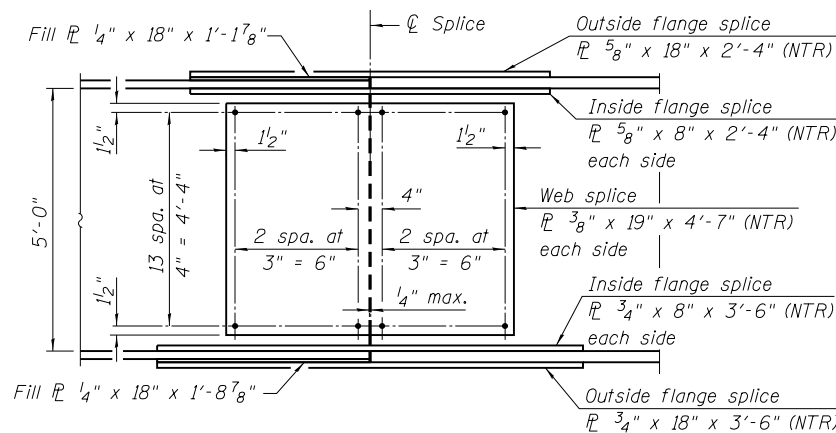
SHEET NO. 29 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	79
CONTRACT NO. 64E08				

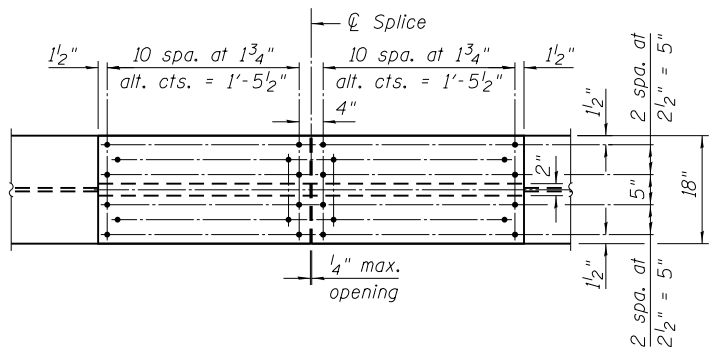
ILLINOIS FED. AID PROJECT



TOP FLANGE SPLICE PLATE



WEB SPLICE PLATE



BOTTOM FLANGE SPLICE PLATE

**DETAILS - SPLICE 1 AND 2**

(12 Required)

Notes:

- H.S. bolts shall be 7/8"  $\phi$  ASTM A325.
- All splices are symmetrical about  $\phi$  splice, except for fills.
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
- All plates composing the splices, including fill plates shall be AASHTO M270, Grade 50.

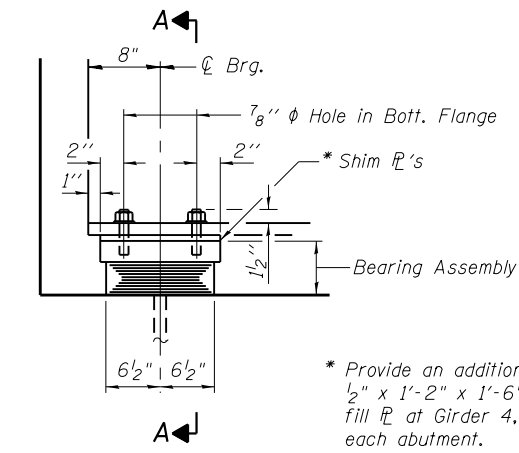
INTERIOR GIRDER REACTION TABLE			
	S. Abut.	Pier	N. Abut.
R <sub>DC1</sub>	(k) 55.2	198.0	54.0
R <sub>DC2</sub>	(k) 6.5	22.0	6.1
R <sub>DW</sub>	(k) 19.8	69.8	19.6
R <sub><math>\phi</math> + IM</sub>	(k) 90.0	173.3	89.5
R <sub>Total</sub>	(k) 171.4	463.0	169.2

INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1	Pier	0.6 Sp. 2
I <sub>s</sub>	(in <sup>4</sup> ) 47712	79341	47712
I <sub>c(n)</sub>	(in <sup>4</sup> ) 104940	-	104940
I <sub>c(3n)</sub>	(in <sup>4</sup> ) 80157	-	80157
I <sub>c(cr)</sub>	(in <sup>4</sup> ) -	89612	-
S <sub>s</sub>	(in <sup>3</sup> ) 1625.1	2479.4	1625.1
S <sub>c(n)</sub>	(in <sup>3</sup> ) 2094.6	-	2094.6
S <sub>c(3n)</sub>	(in <sup>3</sup> ) 1946.0	-	1946.0
S <sub>c(cr)</sub>	(in <sup>3</sup> ) -	3057.4	-
S <sub>xc</sub>	(in <sup>3</sup> ) 1902.9	2597.3	1917.2
DC1	(k/')	1.150	1.257
M <sub>DC1</sub>	(k')	1205	2689
DC2	(k/')	0.100	0.100
M <sub>DC2</sub>	(k)	169	320
DW	(k/')	0.425	0.425
M <sub>DW</sub>	(k)	444	932
M <sub><math>\phi</math> + IM</sub>	(k)	1772	2219
f <sub>i</sub> (Strength I)	(k)	0.9	0.0
M <sub>u</sub> + 1/3 f <sub>i</sub> S <sub>xc</sub>	(k)	5534	9043
$\phi$ F <sub>Mn</sub>	(k)	-	-
f <sub>s</sub> DC1	(ksi)	8.9	13.0
f <sub>s</sub> DC2	(ksi)	1.0	1.3
f <sub>s</sub> DW	(ksi)	2.7	3.7
f <sub>s</sub> ( $\phi$ + IM)	(ksi)	10.2	8.7
f <sub>i</sub> (Service II)	(ksi)	0.7	0.0
f <sub>s</sub> + f <sub>i</sub> /2 (Service II)	(ksi)	26.2	29.3
0.95R <sub>h</sub> F <sub>yr</sub>	(ksi)	47.5	47.5
f <sub>s</sub> + f <sub>i</sub> /3 (Total)(Strength I)	(ksi)	34.6	38.6
$\phi$ F <sub>N</sub>	(ksi)	50.0	50.0
V <sub>r</sub>	(k)	20.7	21.3

EXTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1	Pier	0.6 Sp. 2
I <sub>s</sub>	(in <sup>4</sup> ) 47712	79341	47712
I <sub>c(n)</sub>	(in <sup>4</sup> ) 98790	-	98790
I <sub>c(3n)</sub>	(in <sup>4</sup> ) 75141	-	75141
I <sub>c(cr)</sub>	(in <sup>4</sup> ) -	87509	-
S <sub>s</sub>	(in <sup>3</sup> ) 1625.1	2479.4	1625.1
S <sub>c(n)</sub>	(in <sup>3</sup> ) 2062.4	-	2062.4
S <sub>c(3n)</sub>	(in <sup>3</sup> ) 1909.1	-	1909.1
S <sub>c(cr)</sub>	(in <sup>3</sup> ) -	2930.6	-
S <sub>xc</sub>	(in <sup>3</sup> ) 1893.4	2548.6	1900.8
DC1	(k/')	1.105	1.212
M <sub>DC1</sub>	(k)	1185	2605
DC2	(k/')	0.600	0.600
M <sub>DC2</sub>	(k)	559	1183
DW	(k/')	0.033	0.033
M <sub>DW</sub>	(k)	137	236
M <sub><math>\phi</math> + IM</sub>	(k)	1736	2247
f <sub>i</sub> (Strength I)	(k)	0.5	0.0
M <sub>u</sub> + 1/3 f <sub>i</sub> S <sub>xc</sub>	(k)	5449	9021
$\phi$ F <sub>Mn</sub>	(k)	-	-
f <sub>s</sub> DC1	(ksi)	8.8	12.6
f <sub>s</sub> DC2	(ksi)	3.5	4.8
f <sub>s</sub> DW	(ksi)	0.9	1.0
f <sub>s</sub> ( $\phi$ + IM)	(ksi)	10.1	9.2
f <sub>i</sub> (Service II)	(ksi)	0.4	0.0
f <sub>s</sub> + f <sub>i</sub> /2 (Service II)	(ksi)	26.4	30.4
0.95R <sub>h</sub> F <sub>yr</sub>	(ksi)	47.5	47.5
f <sub>s</sub> + f <sub>i</sub> /3 (Total)(Strength I)	(ksi)	34.5	39.4
$\phi$ F <sub>N</sub>	(ksi)	50.0	50.0
V <sub>r</sub>	(k)	15.4	15.3

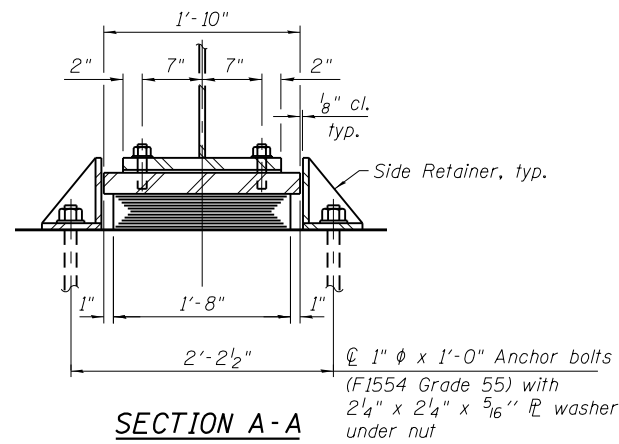
EXTERIOR GIRDER REACTION TABLE			
	S. Abut.	Pier	N. Abut.
R <sub>DC1</sub>	(k) 53.8	185.1	52.6
R <sub>DC2</sub>	(k) 26.5	88.3	25.4
R <sub>DW</sub>	(k) 4.3	14.0	4.3
R <sub><math>\phi</math> + IM</sub>	(k) 66.9	160.7	62.0
R <sub>Total</sub>	(k) 151.5	448.1	144.3

- I<sub>s</sub>, S<sub>s</sub>: Non-composite moment of inertia and section modulus of the steel section used for computing f<sub>s</sub> (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).
- I<sub>c(n)</sub>, S<sub>c(n)</sub>: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f<sub>s</sub> (Total-Strength I, and Service II) in uncracked sections due to short term composite live loads (in<sup>4</sup> and in<sup>3</sup>).
- I<sub>c(3n)</sub>, S<sub>c(3n)</sub>: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f<sub>s</sub> (Total-Strength I, and Service II) in uncracked sections due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).
- I<sub>c(cr)</sub>, S<sub>c(cr)</sub>: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f<sub>s</sub> (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).
- S<sub>xc</sub>: Section modulus about the major axis of section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in<sup>3</sup>).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M<sub>DC1</sub>: 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<sub>DC2</sub>: 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<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M $\phi$  + IM: Un-factored live load moment plus dynamic load allowance (Impact)(kip-ft.).
- M<sub>u</sub> (Strength I): Factored design moment (kip-ft.).  
1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M $\phi$  + IM
- f<sub>i</sub>: Factored calculated normal stress at edge of flange for controlling flange plate due to lateral bending, Strength I or Service II as applicable (kip-ft.).
- $\phi$  F<sub>Mn</sub>: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f<sub>s</sub> DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
M<sub>DC1</sub> / S<sub>nc</sub>
- f<sub>s</sub> DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
M<sub>DC2</sub> / S<sub>c(3n)</sub> or M<sub>DC2</sub> / S<sub>c(cr)</sub> as applicable.
- f<sub>s</sub> DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
M<sub>DW</sub> / S<sub>c(3n)</sub> or M<sub>DW</sub> / S<sub>c(cr)</sub> as applicable.
- f<sub>s</sub> ( $\phi$  + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).  
M $\phi$  + IM / S<sub>c(n)</sub> or M<sub>DW</sub> / S<sub>c(cr)</sub> as applicable.
- f<sub>s</sub> + f<sub>i</sub>/2 (Service II): Sum of stresses as computed below (ksi).  
f<sub>s</sub> DC1 + f<sub>s</sub> DC2 + f<sub>s</sub> DW + 1.3 f<sub>s</sub> ( $\phi$  + IM) + f<sub>i</sub>/2
- 0.95R<sub>h</sub>F<sub>yr</sub>: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f<sub>s</sub> + f<sub>i</sub>/3 (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
1.25 (f<sub>s</sub> DC1 + f<sub>s</sub> DC2) + 1.5 f<sub>s</sub> DW + 1.75 f<sub>s</sub> ( $\phi$  + IM) + f<sub>i</sub>/3
- $\phi$  F<sub>N</sub>: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- V<sub>r</sub>: Maximum factored shear range in span computed according to Article 6.10.10.
- Note:  
M $\phi$  and R $\phi$  include the effects of centrifugal force and superelevation.

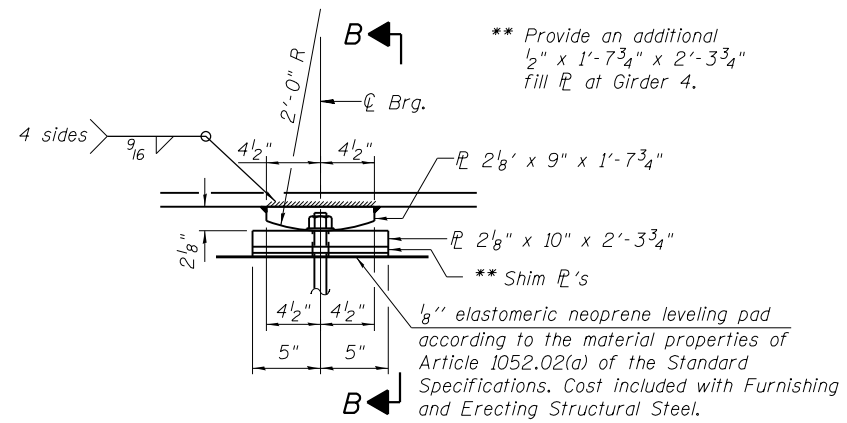


ELEVATION AT ABUT.

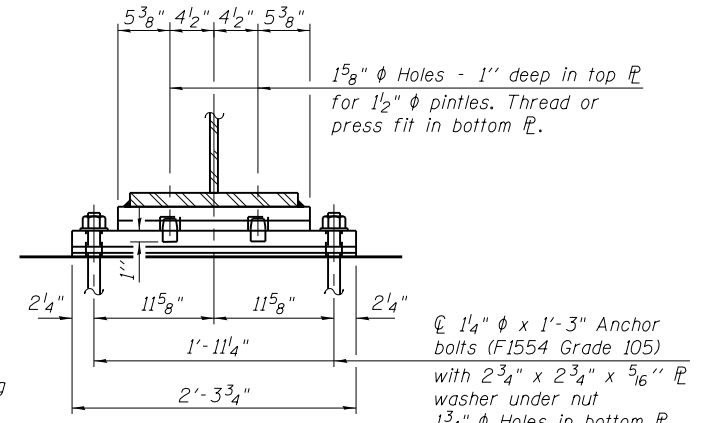
\* Provide an additional 1/2" x 1'-2" x 1'-6" fill PL at Girder 4, typ. each abutment.



SECTION A-A

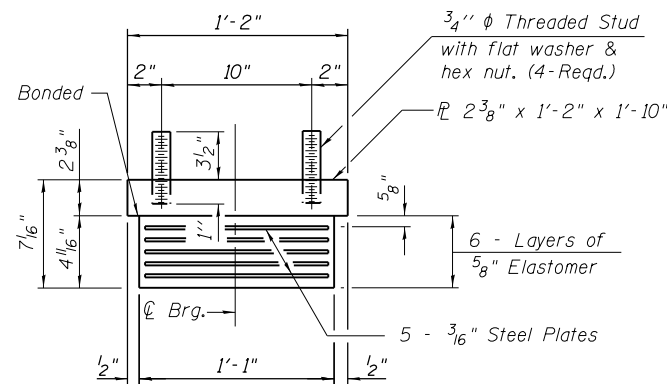


ELEVATION AT PIER



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.

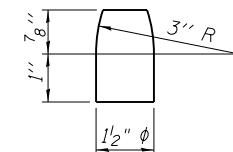


BEARING ASSEMBLY

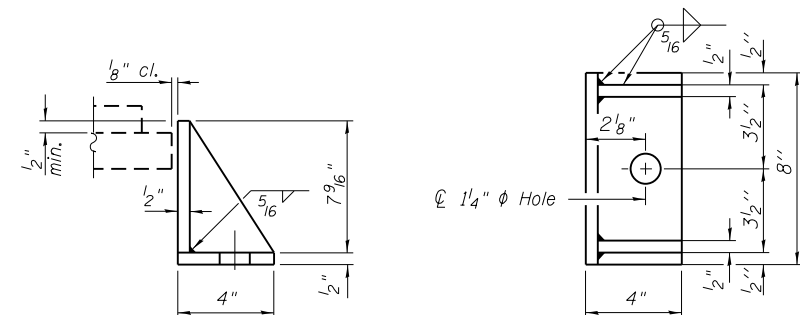
Note:  
Shim plates shall not be placed under Bearing Assembly.

Notes:  
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
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.  
All side retainers shall be secured in place prior to forming the bridge deck.  
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.  
The abutment bearings shall be blocked and anchored during all phases of steel erection.  
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.  
The structural steel plates for the bearing assembly at abutments and fixed bearings at pier shall conform to the requirements of AASHTO M270, Grade 50.

FIXED BEARING



PINTLE  
(AASHTO M270, Gr. 50)

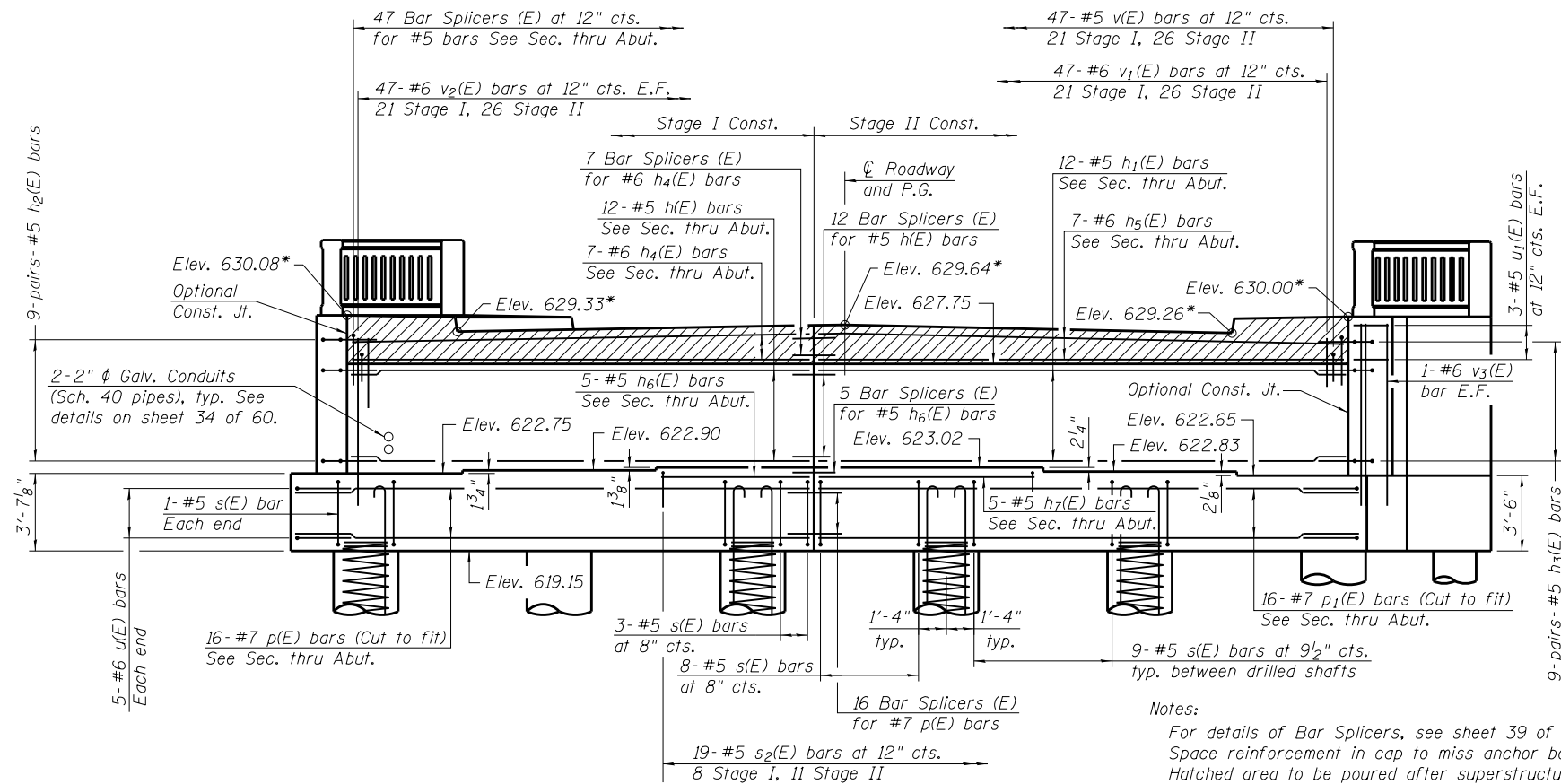


SIDE RETAINER

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

BILL OF MATERIAL

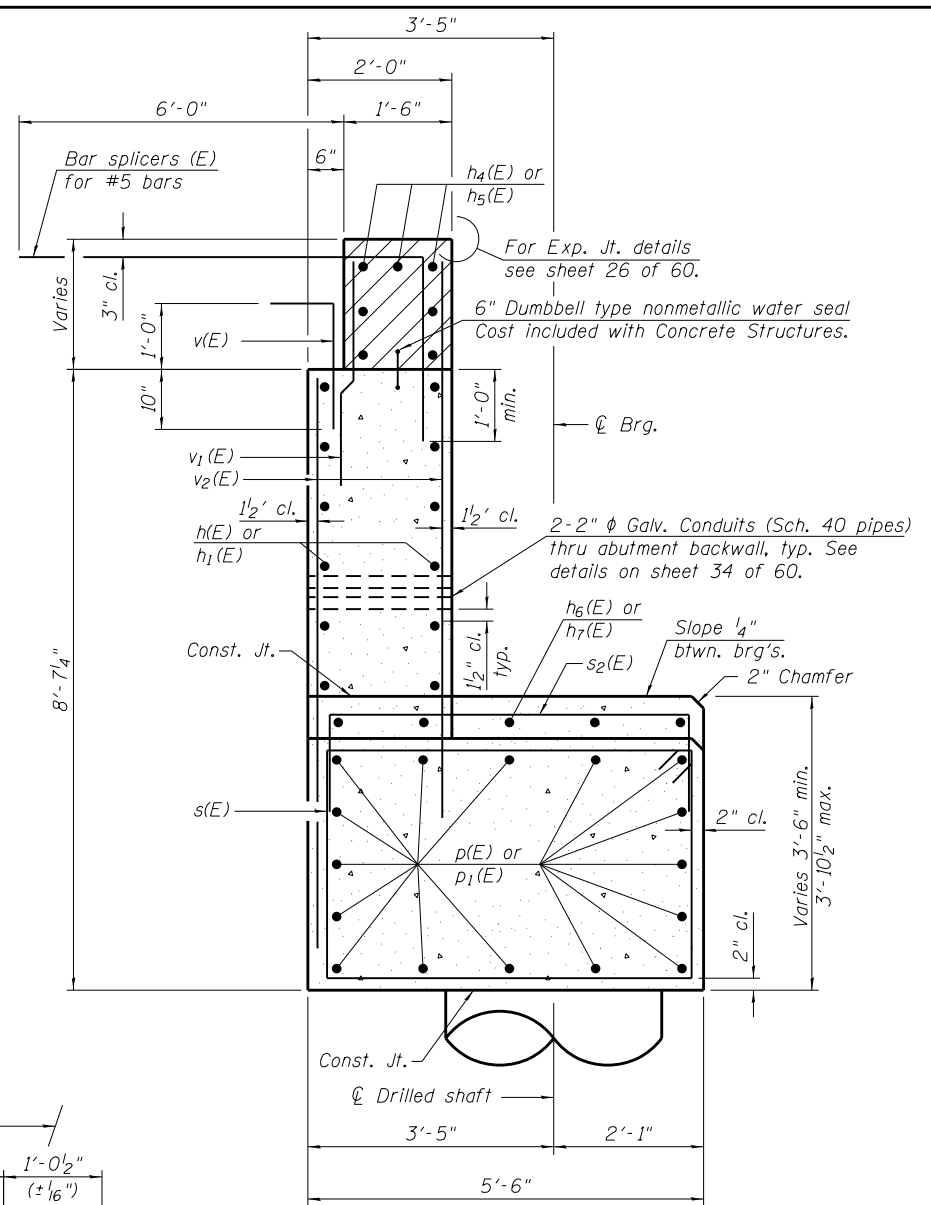
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 1"	Each	24
Anchor Bolts, 1/4"	Each	12



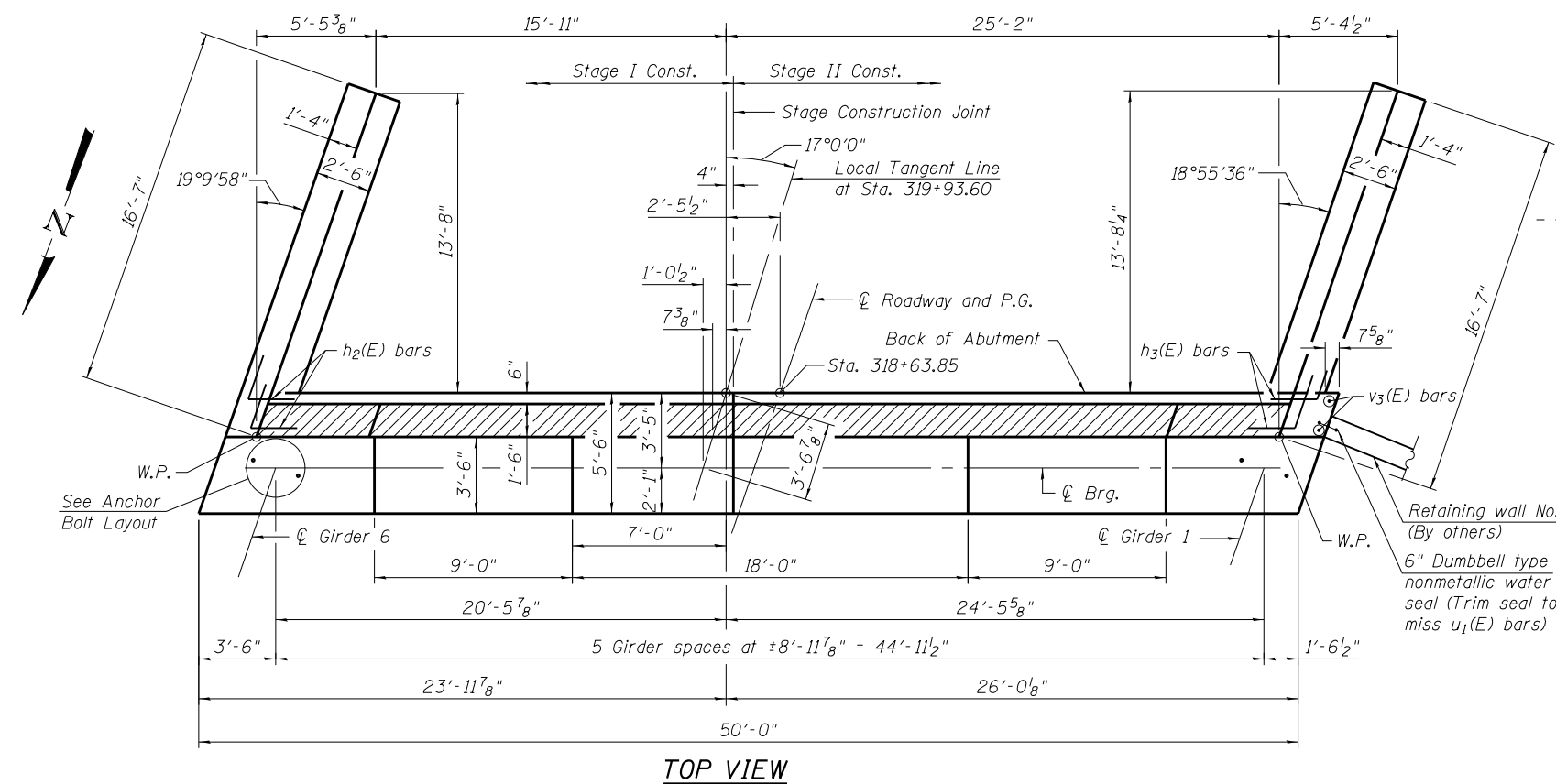
**ELEVATION**

\* Elevations taken at the front face of the abutment backwall.

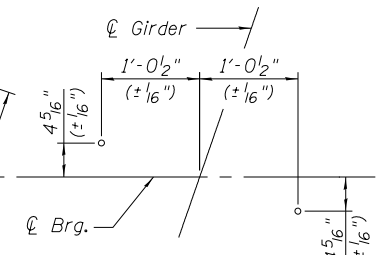
**Notes:**  
 For details of Bar Splicers, see sheet 39 of 60.  
 Space reinforcement in cap to miss anchor bolts.  
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.  
 Pour steps monolithically with cap.  
 For drilled shaft details, see sheet 34 of 60.  
 Concrete sealer shall be applied to the bearing seats and front faces of the hatched block, backwall, and abutment cap.



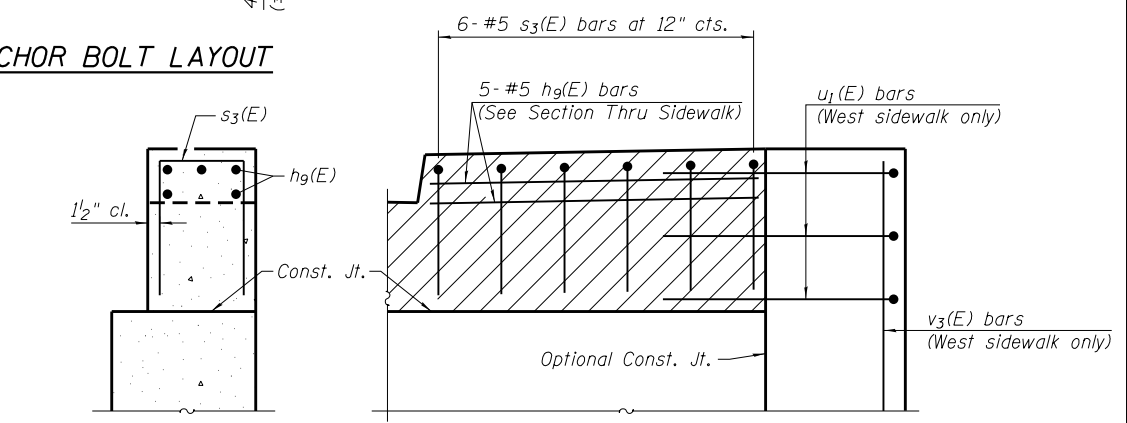
**SECTION THRU ABUT.**



**TOP VIEW**



**ANCHOR BOLT LAYOUT**



**SECTION THRU SIDEWALK**

**SIDEWALK ELEVATION**

(West sidewalk shown. East sidewalk similar except as noted.)  
 (See section thru abutment for reinforcement not shown.)

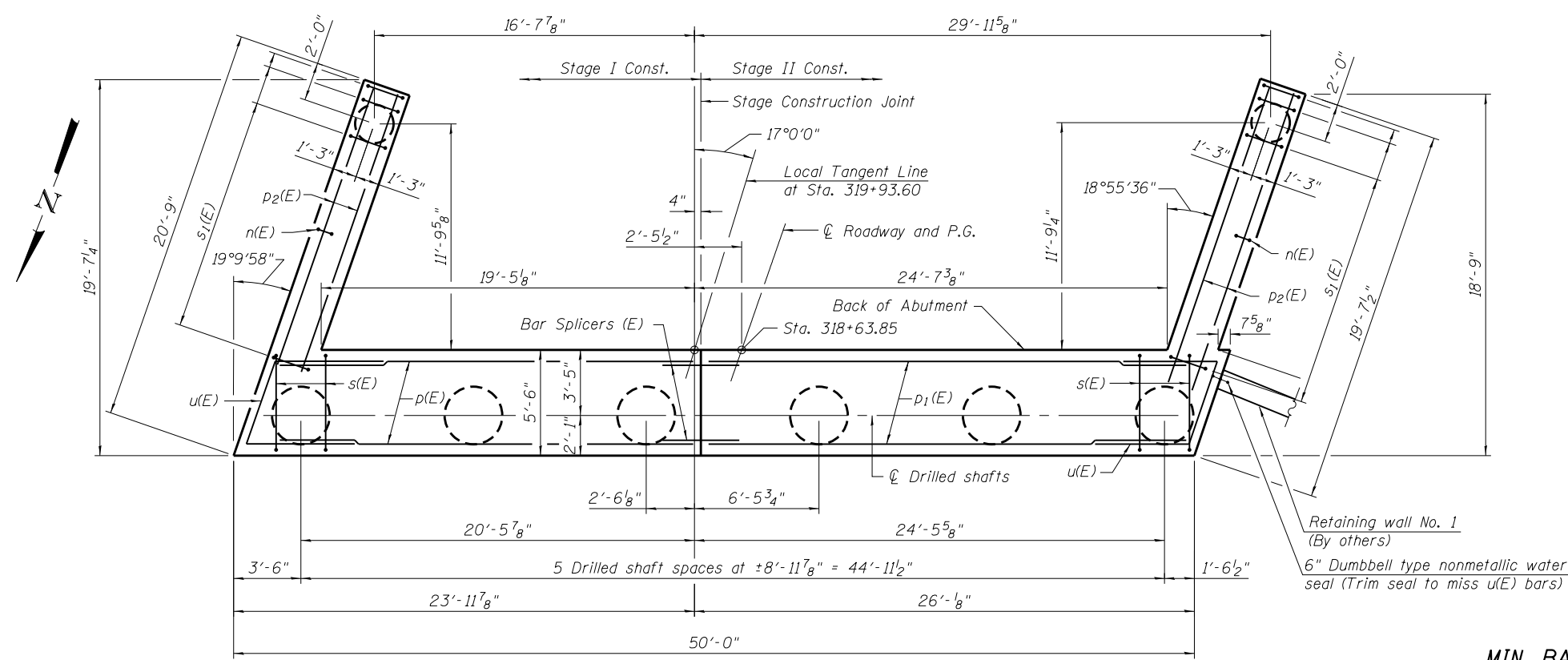
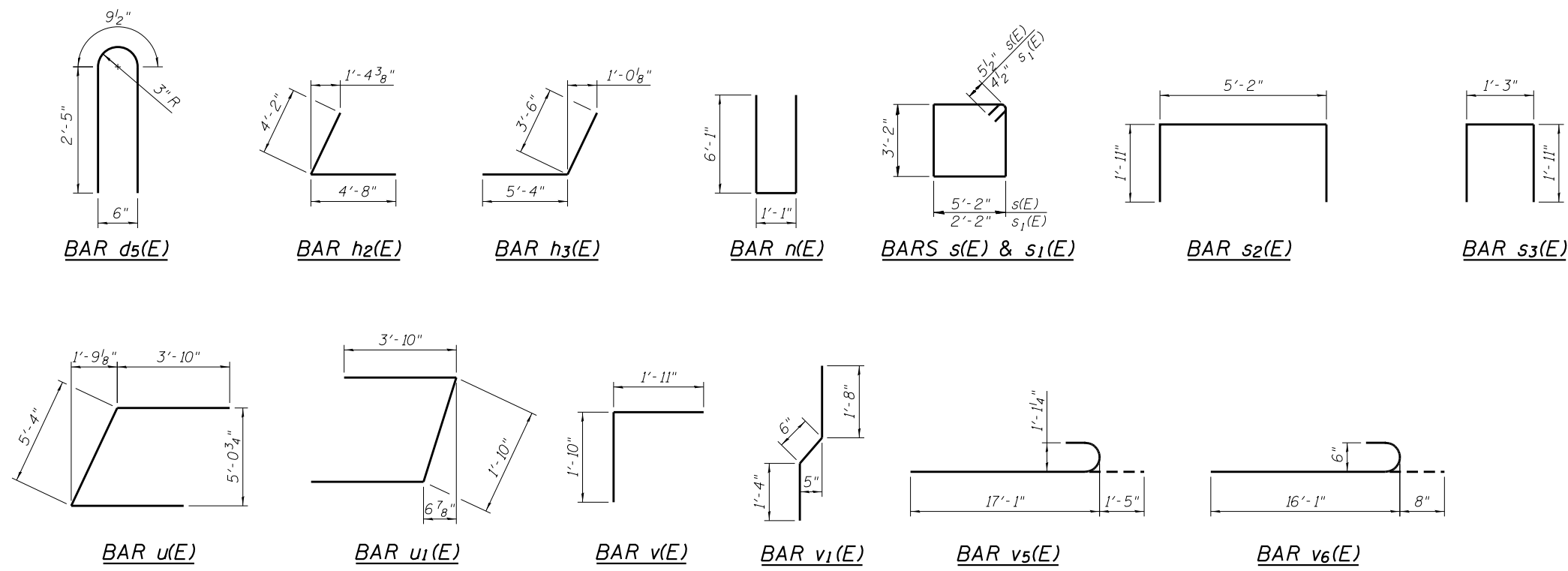
**SOUTH ABUTMENT  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
* d <sub>3</sub> (E)	52	#5	8'-8"	
d <sub>5</sub> (E)	38	#5	5'-7 1/2"	
* e <sub>10</sub> (E)	4	#7	16'-4"	
* e <sub>11</sub> (E)	4	#5	16'-4"	
h(E)	12	#5	20'-10"	
h <sub>1</sub> (E)	12	#5	24'-7"	
h <sub>2</sub> (E)	18	#5	8'-10"	
h <sub>3</sub> (E)	18	#5	8'-10"	
h <sub>4</sub> (E)	7	#6	20'-10"	
h <sub>5</sub> (E)	7	#6	24'-7"	
h <sub>6</sub> (E)	5	#5	7'-0"	
h <sub>7</sub> (E)	5	#5	10'-4"	
h <sub>8</sub> (E)	32	#4	16'-4"	
h <sub>9</sub> (E)	10	#5	4'-9"	
n(E)	36	#6	13'-3"	
p(E)	16	#7	23'-11"	
p <sub>1</sub> (E)	16	#7	27'-2"	
p <sub>2</sub> (E)	20	#9	18'-7"	
s(E)	49	#5	17'-7"	
s <sub>1</sub> (E)	36	#4	11'-5"	
s <sub>2</sub> (E)	19	#5	9'-0"	
s <sub>3</sub> (E)	12	#5	5'-1"	
** sp	6	#6	14'-8"	
** sp <sub>1</sub>	2	#6	14'-8"	
u(E)	10	#6	13'-0"	
u <sub>1</sub> (E)	3	#5	9'-6"	
v(E)	47	#5	3'-9"	
v <sub>1</sub> (E)	47	#6	3'-6"	
v <sub>2</sub> (E)	94	#6	8'-4"	
v <sub>3</sub> (E)	2	#6	9'-6"	
v <sub>4</sub> (E)	72	#6	7'-1"	
v <sub>5</sub> (E)	48	#10	18'-6"	
v <sub>6</sub> (E)	14	#6	16'-9"	
Structure Excavation	Cu. Yd.	369		
Concrete Structures	Cu. Yd.	75.6		
Reinforcement Bars	Pound	2,280		
Reinforcement Bars, Epoxy Coated	Pound	13,960		
Drilled Shaft in Soil	Cu. Yd.	8.3		
Drilled Shaft in Rock	Cu. Yd.	12.4		
Granular Backfill for Structures	Cu. Yd.	98		
Concrete Sealer	Sq. Ft.	698		
Geocomposite Wall Drain	Sq. Yd.	45		
Concrete Bridge Railing	Foot	34		

For Drilled Shaft details, see sheet 34 of 60.  
For d<sub>3</sub>(E) bars, see sheet 20 of 60.

\* Bars are for reference only. Cost included with Concrete Bridge Rail.

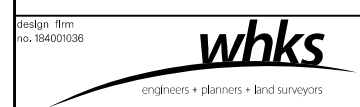
\*\* Length is height of spiral.



**PLAN - PILE CAP**

**MIN. BAR LAP**

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



USER NAME = dheberling	DESIGNED - BRD	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED - SBC	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 10/2/2013	CHECKED - SBC	REVISED

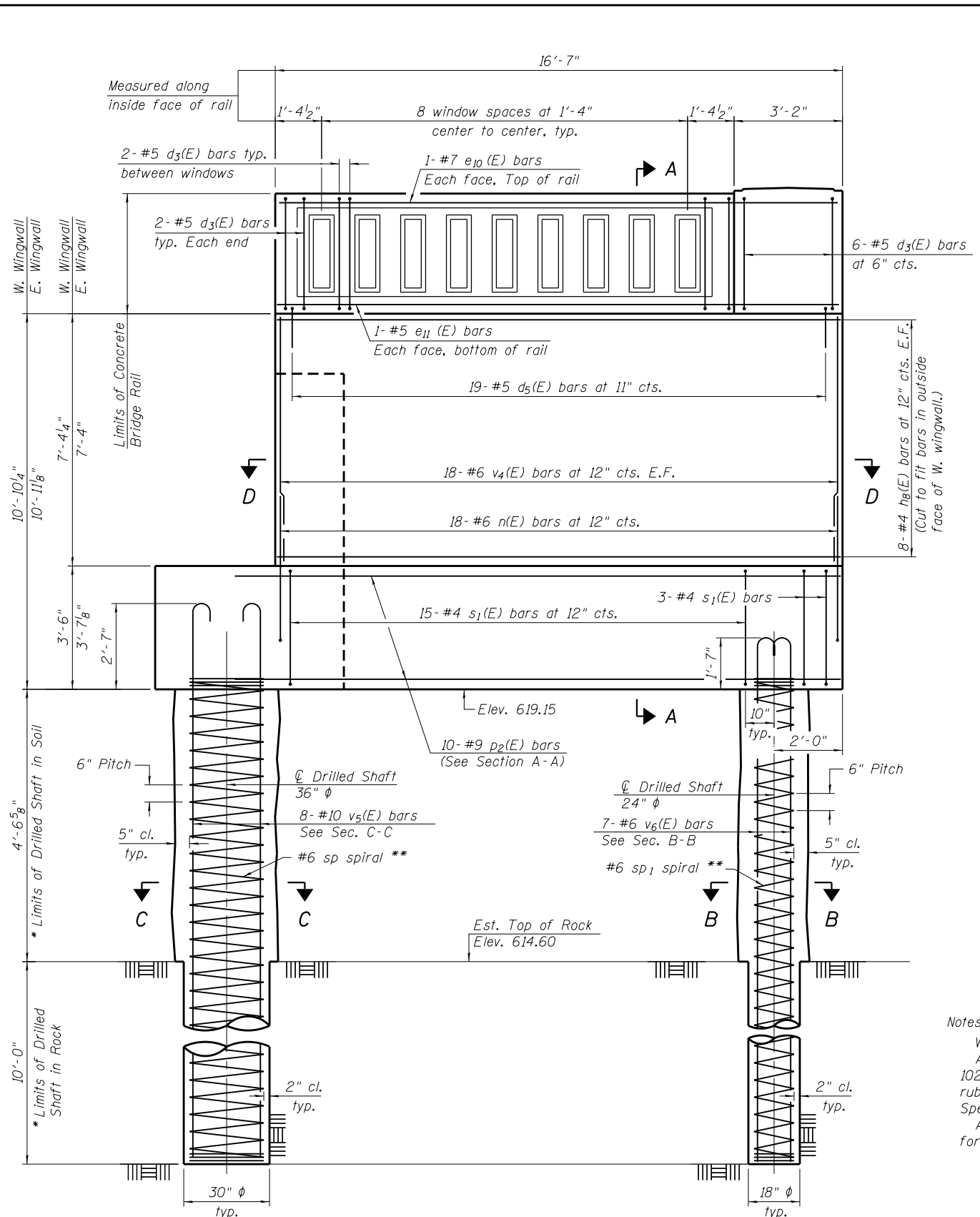
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT DETAILS  
STRUCTURE NO. 043-0080**

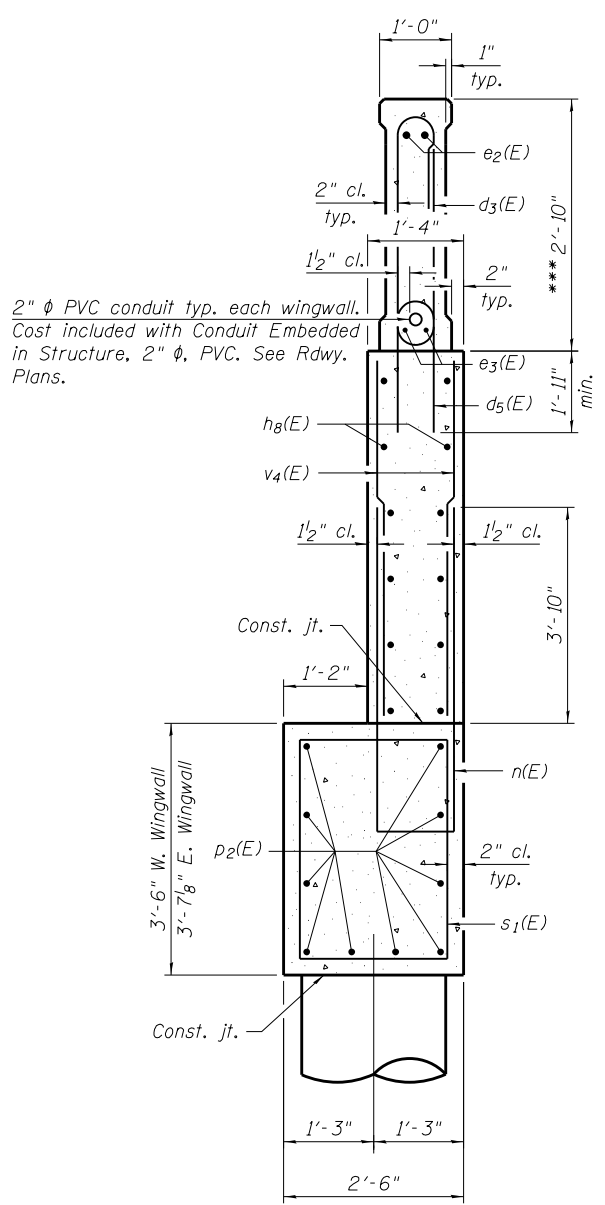
SHEET NO. 33 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	83
CONTRACT NO. 64E08				
ILLINOIS FED. AID PROJECT				





**WINGWALL AND DRILLED SHAFT ELEVATION**

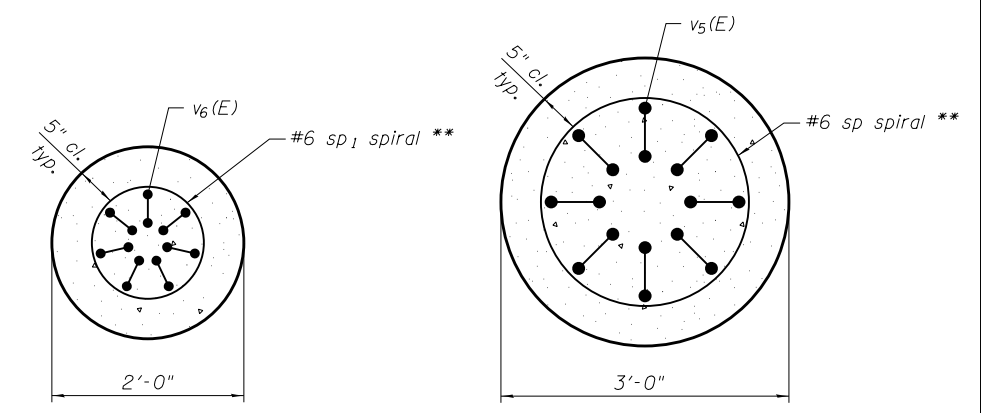


**SECTION A-A**

\*\*\* See sheet 19 of 60 for rail dimensions not shown.

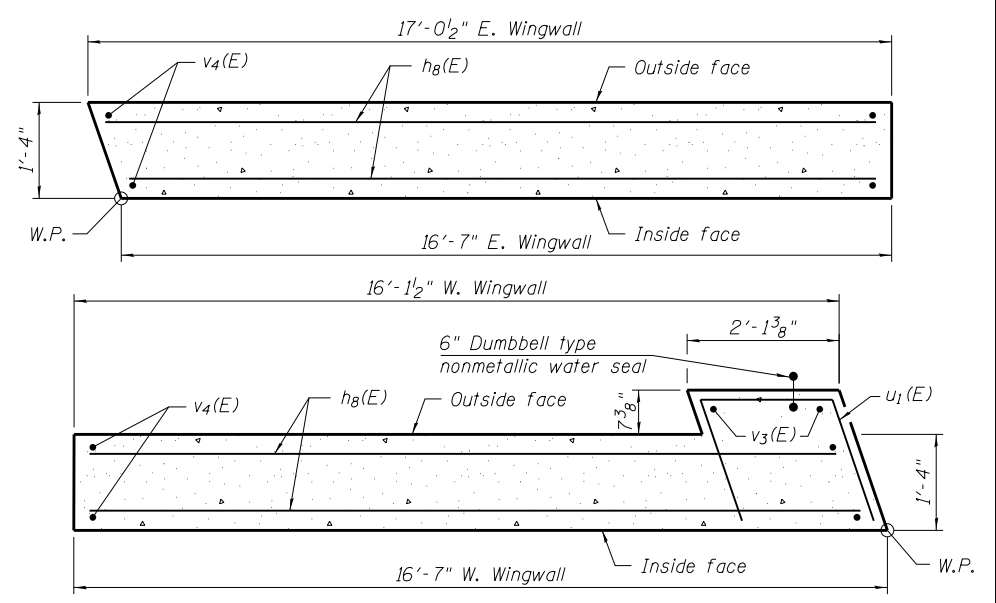
Notes:  
 Work this sheet with sheets 32 and 33 of 60.  
 All concrete for railing wall shall be Class B5 according to Article 1020.04 of The Standard Specifications. Surface of railing shall receive a rubbed finish according to the Article 503.15(b) of The Standard Specifications.  
 All parts of the railing including concrete and reinforcing will be paid for at the Contract Unit Price per Foot for Concrete Bridge Railing.

\* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.  
 \*\* Provide 1/2 extra turns top and bottom of each drilled shaft. Extend spiral 2" into abutment or wingwall cap. Provide min. 4-#4 spacers or equivalent.



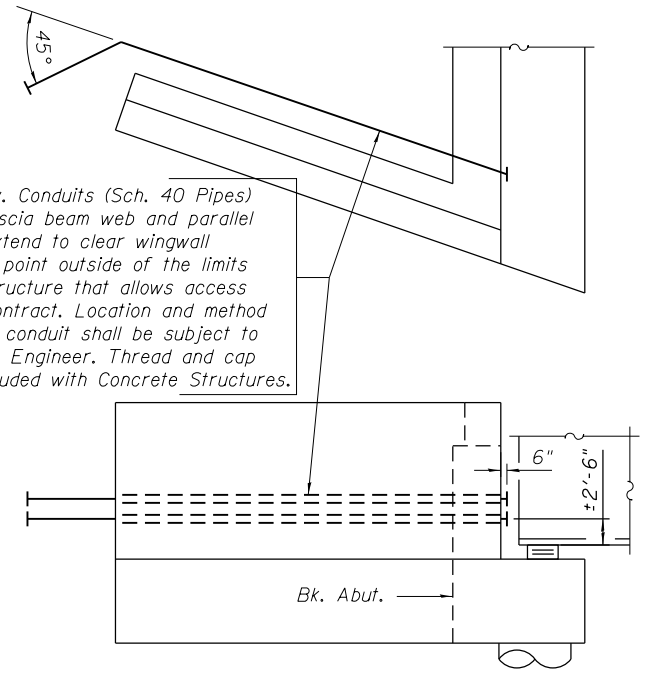
**SECTION B-B**

**SECTION C-C**

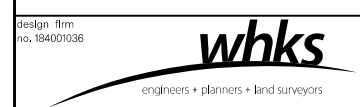


**SECTION D-D**

Locate 2-2" φ Galv. Conduits (Sch. 40 Pipes) ±1'-6" inside of fascia beam web and parallel to Girder No. 6. Extend to clear wingwall and terminate at a point outside of the limits of the proposed structure that allows access for future utility contract. Location and method for terminating the conduit shall be subject to the approval of the Engineer. Thread and cap each end. Cost included with Concrete Structures.



**CONDUIT THRU ABUTMENT DETAILS**



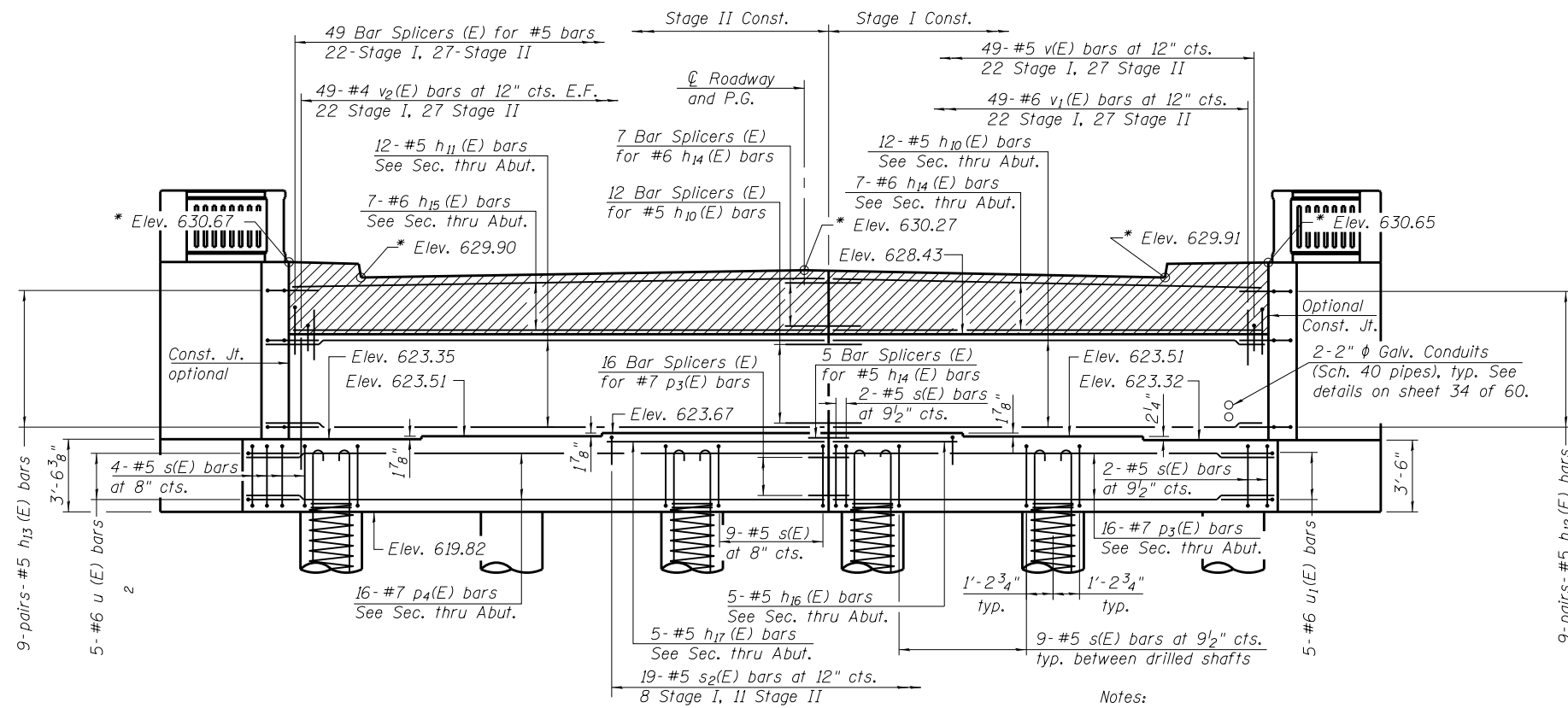
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FILE NAME = 0430028-64E08.dgn	CHECKED - SBC	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 9/26/2013	CHECKED - SBC	REVISED

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT DETAILS  
 STRUCTURE NO. 043-0080**  
 SHEET NO. 34 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	84
CONTRACT NO. 64E08				

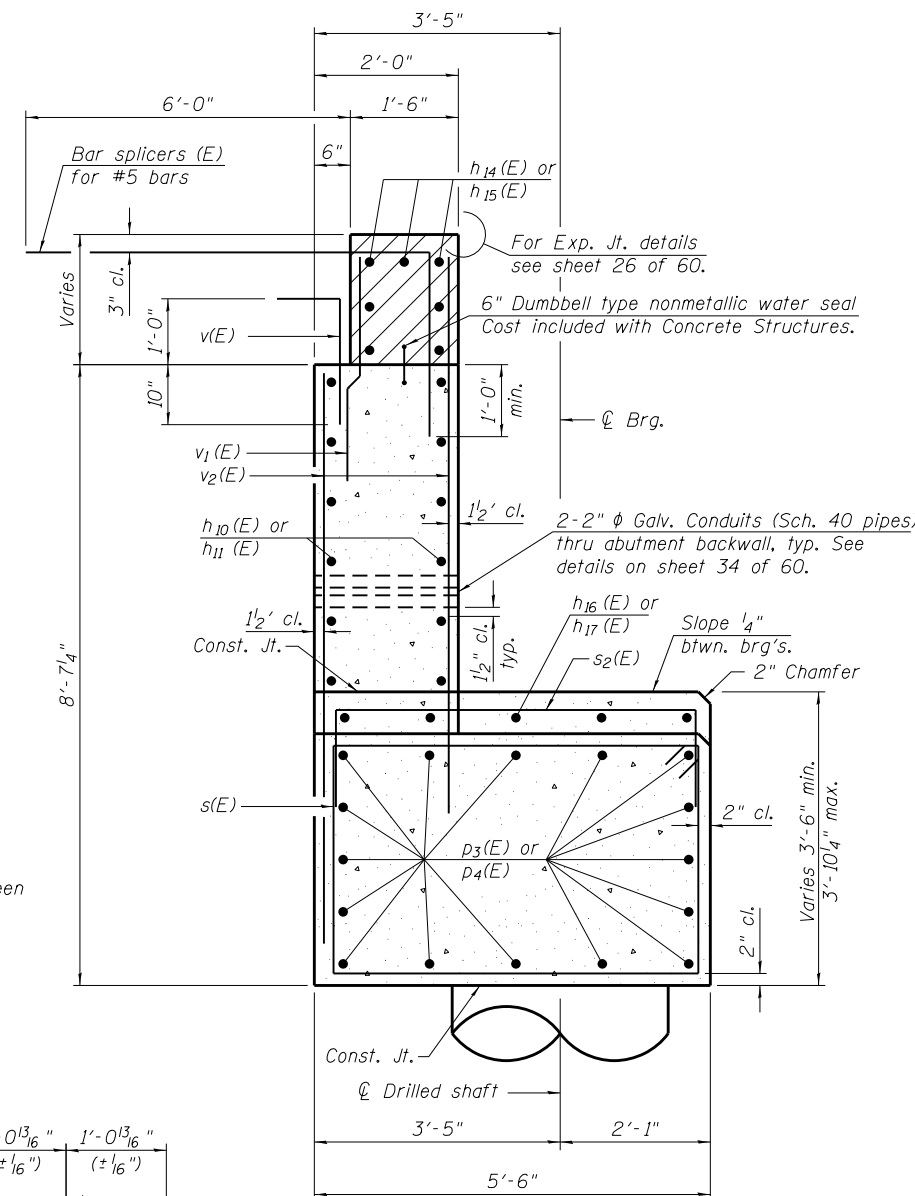
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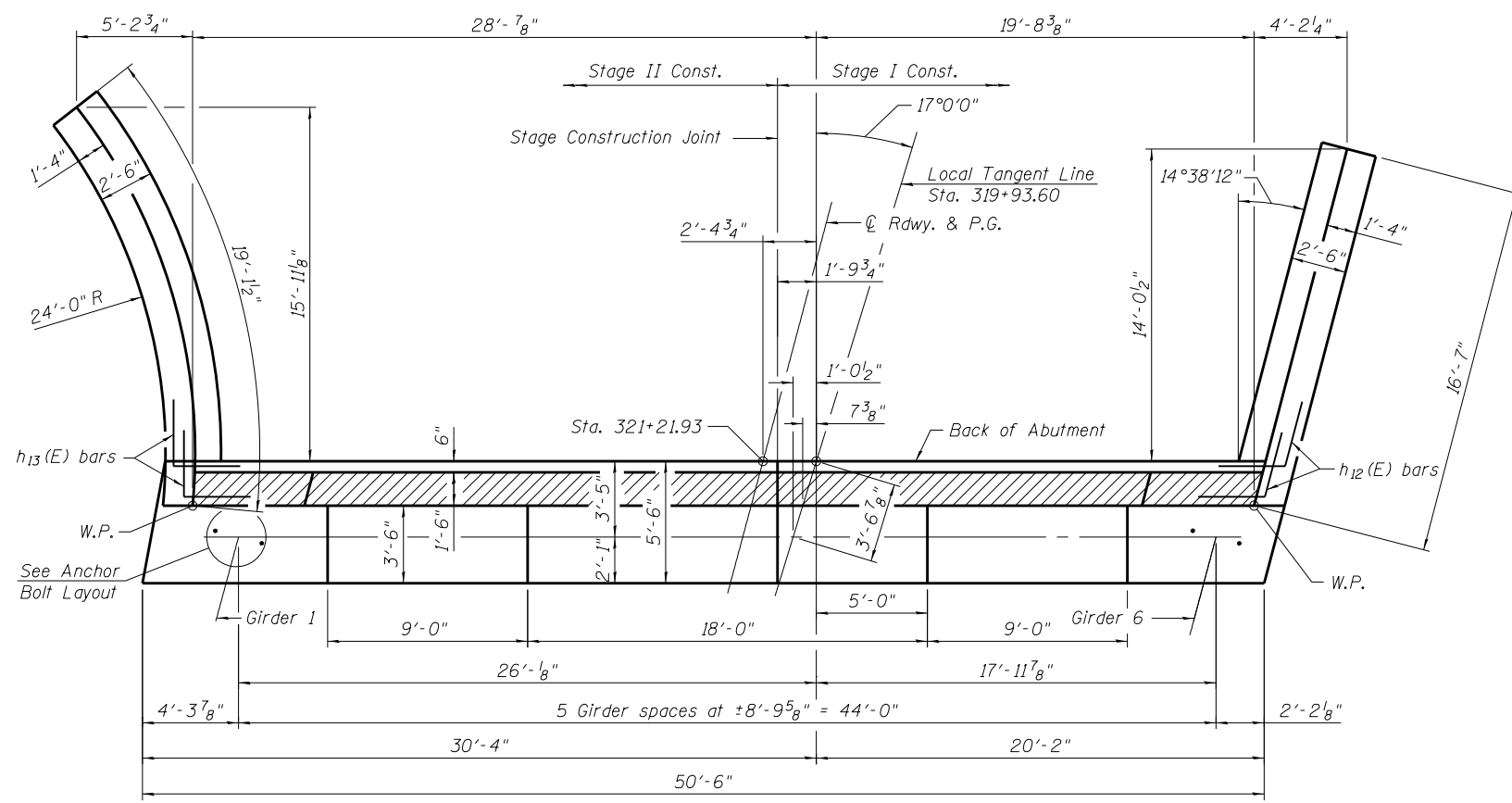
**ELEVATION**

\* Elevations taken at the front face of the abutment backwall.

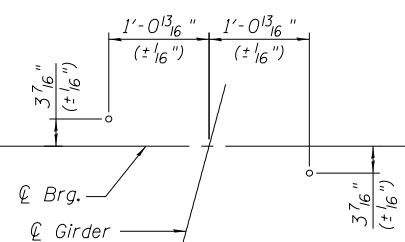
Notes:  
 For details of Bar Splicers, see sheet 39 of 60.  
 Space reinforcement in cap to miss anchor bolts.  
 Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.  
 Pour steps monolithically with cap.  
 For drilled shaft details, see sheet 37 of 60.



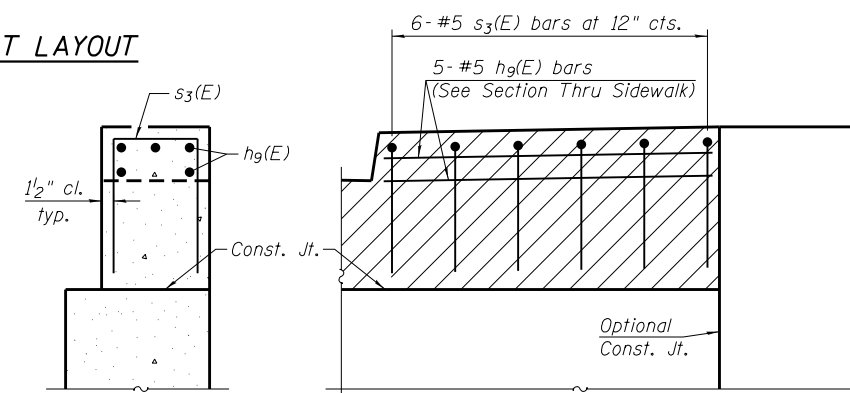
**SECTION THRU ABUT.**



**TOP VIEW**



**ANCHOR BOLT LAYOUT**



**SECTION THRU SIDEWALK**

**SIDEWALK ELEVATION**

(See section thru abutment for reinforcement not shown.)



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PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 9/26/2013	CHECKED - SBC	REVISED

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT  
 STRUCTURE NO. 043-0080**

SHEET NO. 35 OF 60 SHEETS

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	85
CONTRACT NO. 64E08				

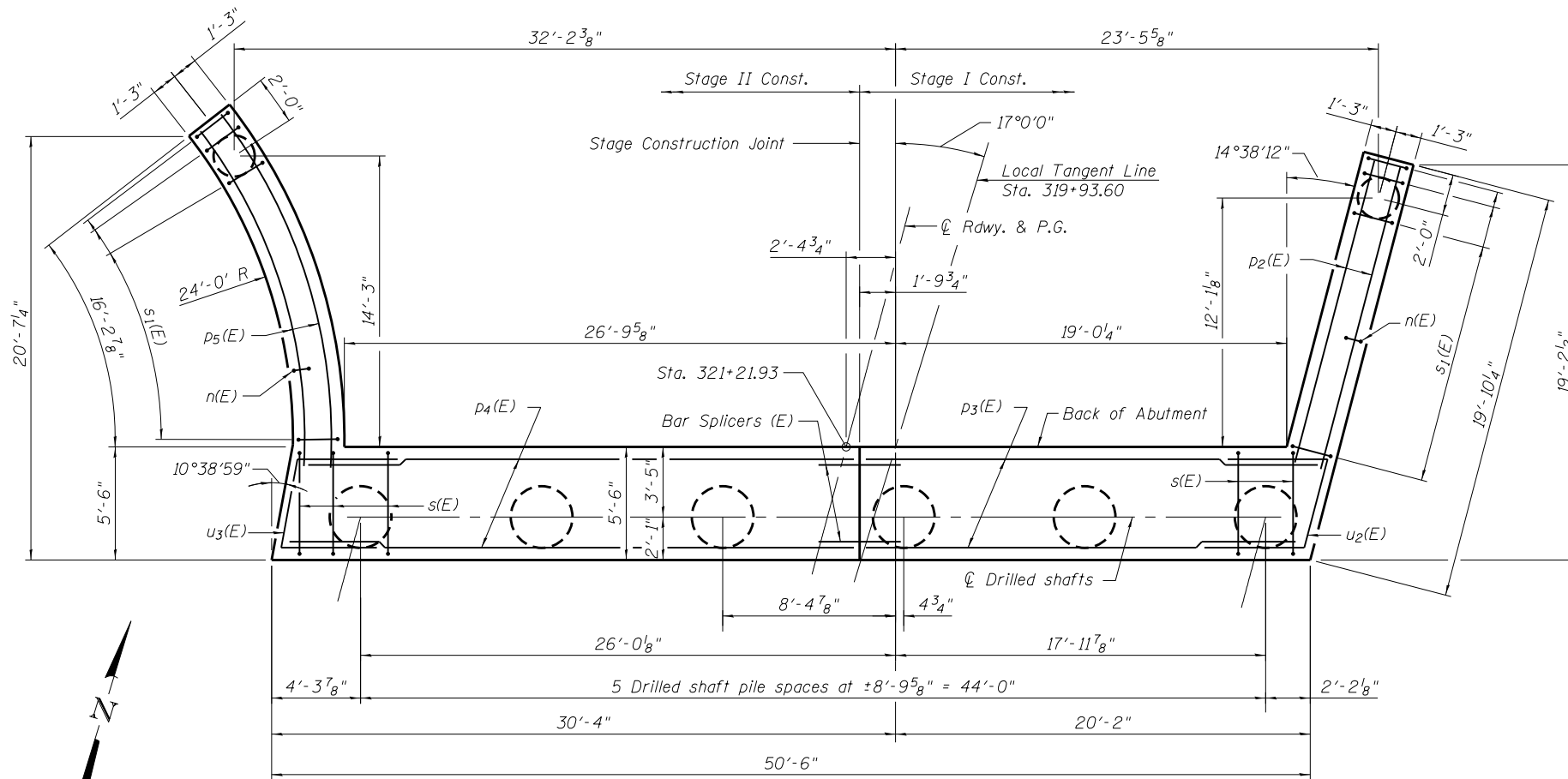
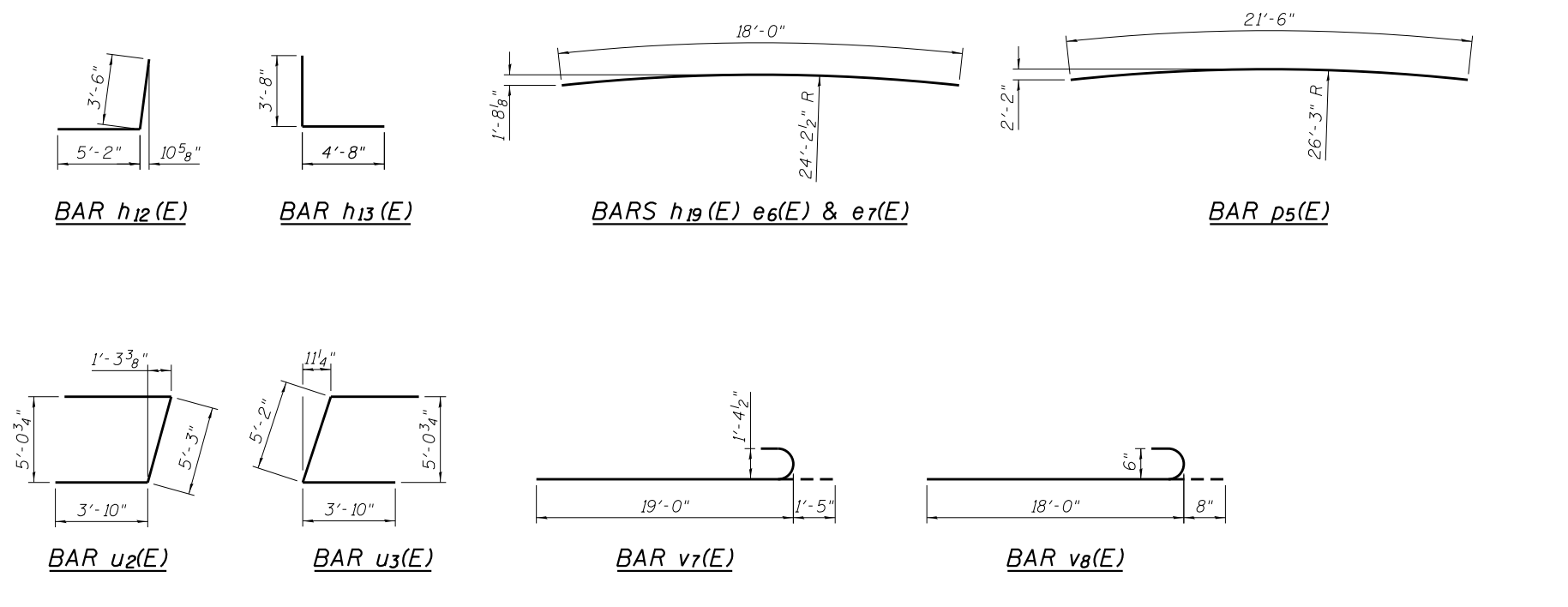
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**NORTH ABUTMENT  
BILL OF MATERIAL**

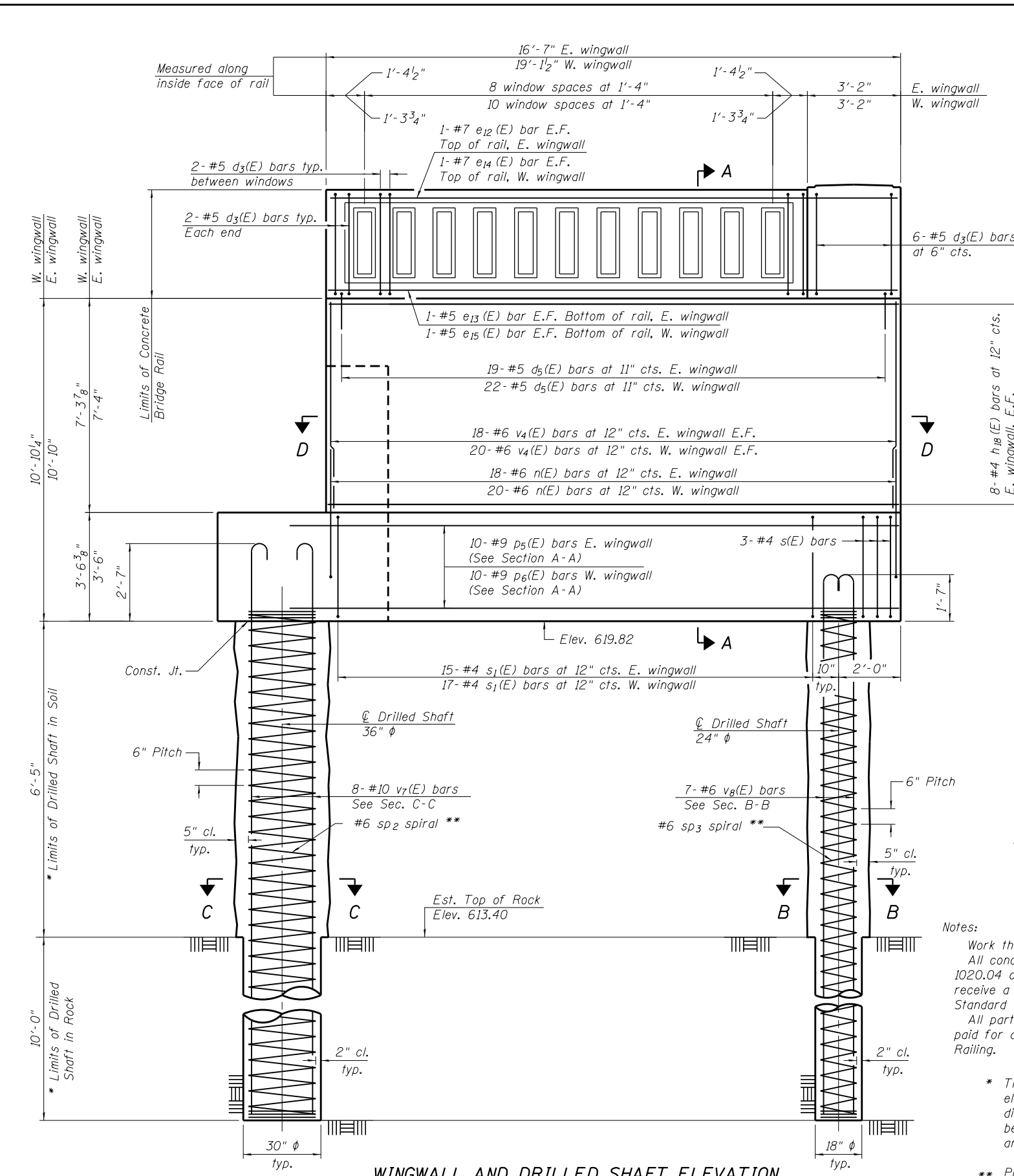
Bar	No.	Size	Length	Shape
d <sub>3</sub> (E)	56	#5	8'-8"	
d <sub>5</sub> (E)	41	#5	5'-7 1/2"	
e <sub>12</sub> (E)	2	#7	16'-0"	
e <sub>13</sub> (E)	2	#5	16'-0"	
e <sub>14</sub> (E)	2	#7	18'-0"	
e <sub>15</sub> (E)	2	#5	18'-0"	
h <sub>9</sub> (E)	10	#5	4'-9"	
h <sub>10</sub> (E)	12	#5	21'-3"	
h <sub>11</sub> (E)	12	#5	25'-10"	
h <sub>12</sub> (E)	18	#5	8'-8"	
h <sub>13</sub> (E)	18	#5	8'-4"	
h <sub>14</sub> (E)	7	#6	21'-3"	
h <sub>15</sub> (E)	7	#6	25'-10"	
h <sub>16</sub> (E)	5	#5	6'-6"	
h <sub>17</sub> (E)	5	#5	10'-10"	
h <sub>18</sub> (E)	16	#4	16'-0"	
h <sub>19</sub> (E)	16	#4	18'-0"	
n(E)	38	#6	13'-3"	
p <sub>2</sub> (E)	10	#9	18'-7"	
p <sub>3</sub> (E)	16	#7	23'-0"	
p <sub>4</sub> (E)	16	#7	28'-2"	
p <sub>5</sub> (E)	10	#9	21'-6"	
s(E)	53	#5	17'-7"	
s <sub>1</sub> (E)	38	#4	11'-5"	
s <sub>2</sub> (E)	19	#5	9'-0"	
s <sub>3</sub> (E)	12	#5	5'-1"	
sp <sub>2</sub>	6	#6	16'-7"	
sp <sub>3</sub>	2	#6	16'-7"	
u <sub>2</sub> (E)	5	#6	12'-11"	
u <sub>3</sub> (E)	5	#6	12'-10"	
v(E)	49	#5	3'-9"	
v <sub>1</sub> (E)	49	#6	3'-6"	
v <sub>2</sub> (E)	98	#6	8'-4"	
v <sub>4</sub> (E)	76	#6	7'-1"	
v <sub>7</sub> (E)	48	#10	20'-5"	
v <sub>8</sub> (E)	14	#6	18'-8"	
Structure Excavation	Cu. Yd.		369	
Concrete Structures	Cu. Yd.		77.9	
Reinforcement Bars	Pound		2,550	
Reinforcement Bars, Epoxy Coated	Pound		14,740	
Drilled Shaft in Soil	Cu. Yd.		11.6	
Drilled Shaft in Rock	Cu. Yd.		12.4	
Granular Backfill for Structures	Cu. Yd.		105	
Concrete Sealer	Sq. Ft.		703	
Geocomposite Wall Drain	Sq. Yd.		46	
Concrete Bridge Railing	Foot		36	

For Drilled Shaft details, see sheet 37 of 60.  
 For d<sub>3</sub>(E) bar details, see sheet 20 of 60.  
 For d<sub>5</sub>(E), n(E), s(E), s<sub>1</sub>(E), s<sub>2</sub>(E), s<sub>3</sub>(E), v(E), and v<sub>1</sub>(E) bars, see sheet 33 of 60.  
 \* Bars are for reference only. Cost included with Concrete Bridge Rail.  
 \*\* Length is height of spiral.

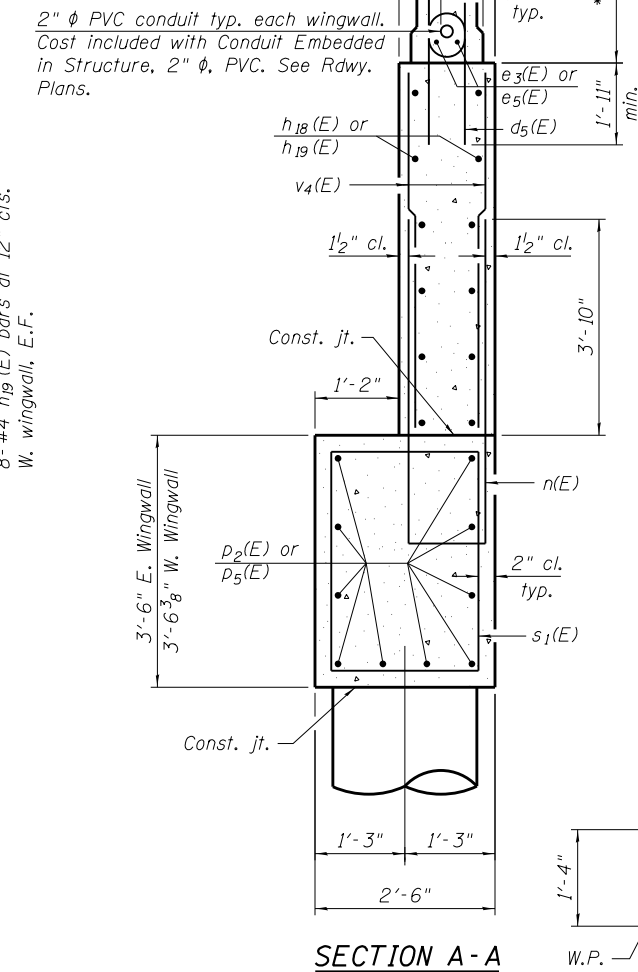
**MIN. BAR LAP**  
 #5 3'-3"  
 #6 3'-10"



**PLAN - PILE CAP**



**WINGWALL AND DRILLED SHAFT ELEVATION**

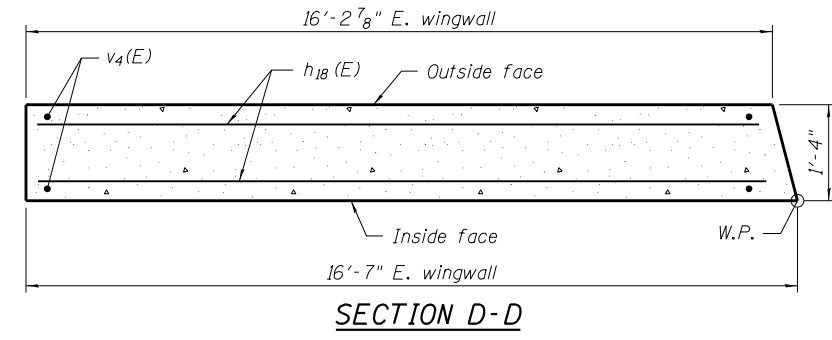
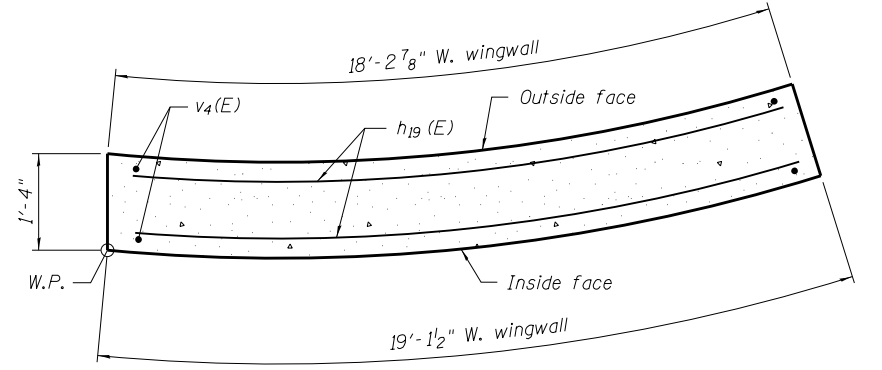
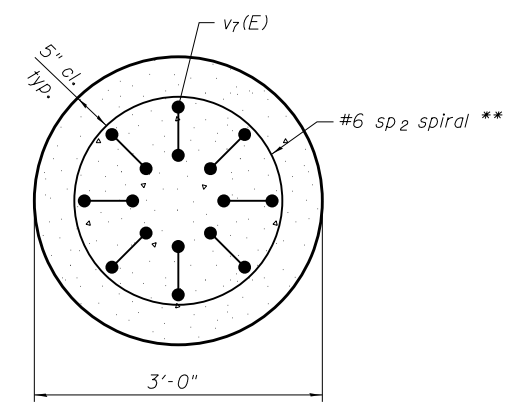
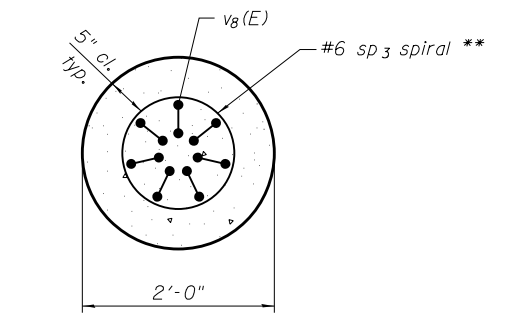


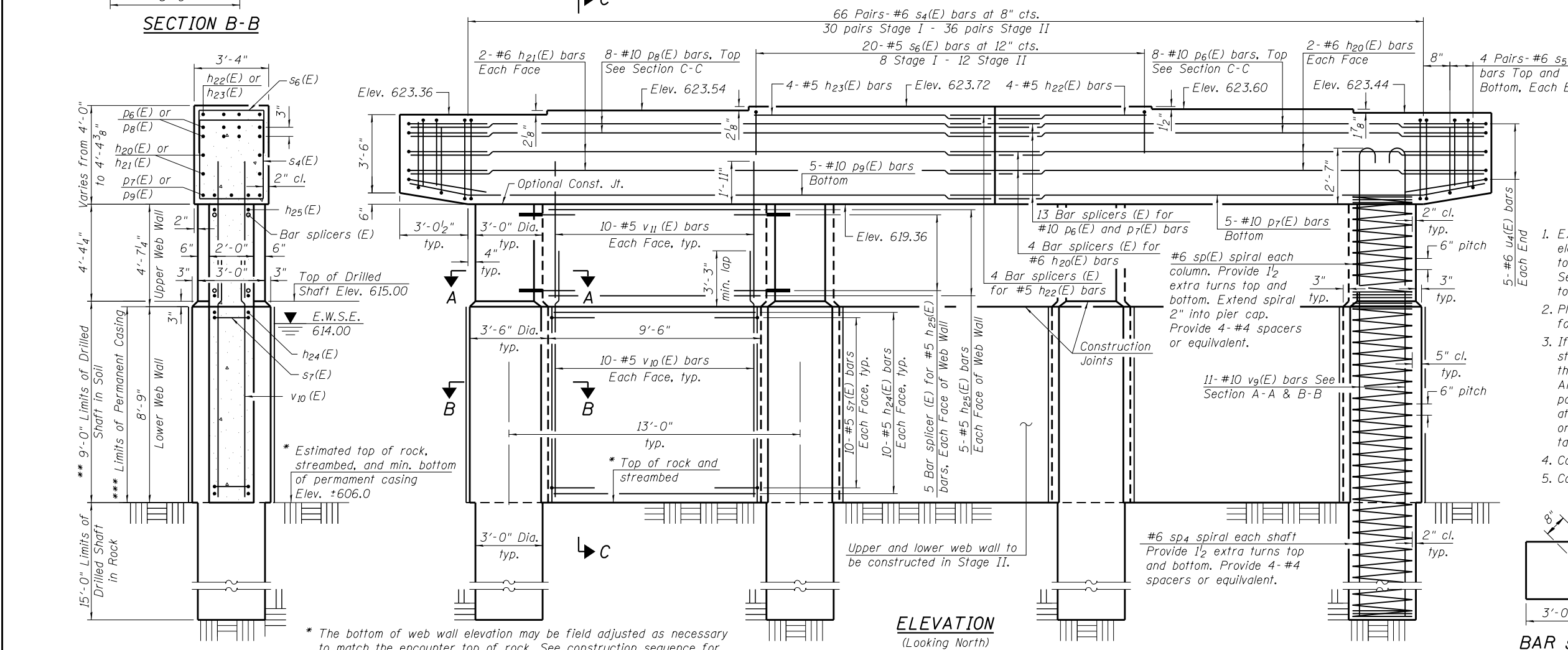
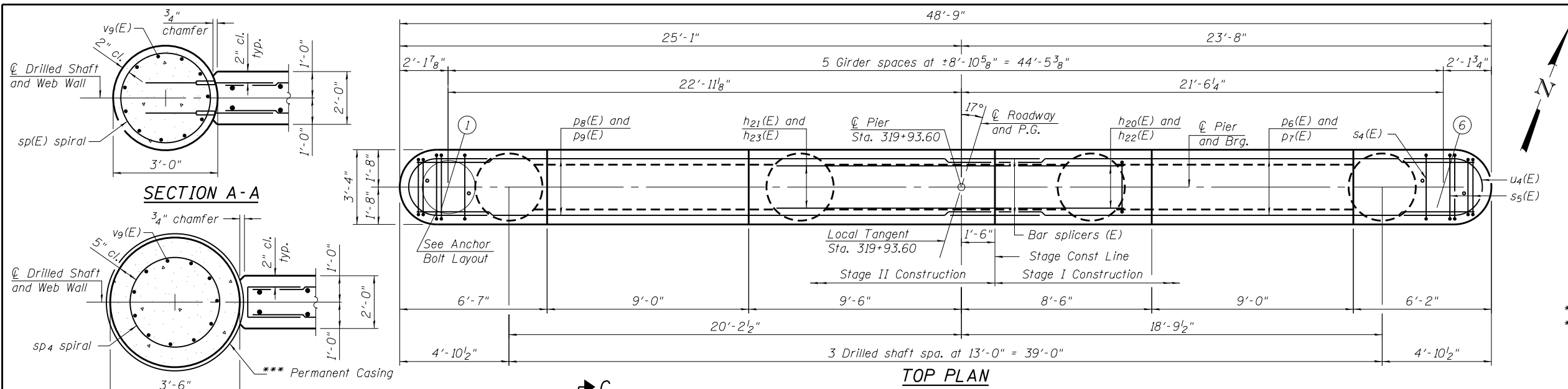
\*\*\* See sheet 19 of 60 for rail dimensions not shown.

Notes:  
Work this sheet with sheets 35 and 36 of 60.  
All concrete for railing wall shall be Class B5 according to Article 1020.04 of The Standard Specifications. Surface of railing shall receive a rubbed finish according to the Article 503.15(b) of The Standard Specifications.  
All parts of the railing including concrete and reinforcing will be paid for at the Contract Unit Price per Foot for Concrete Bridge Railing.

\* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.

\*\* Provide 1/2 extra turns top and bottom of each drilled shaft. Extend spiral 2" into abutment or wingwall cap. Provide min. 4-#4 spacers or equivalent.



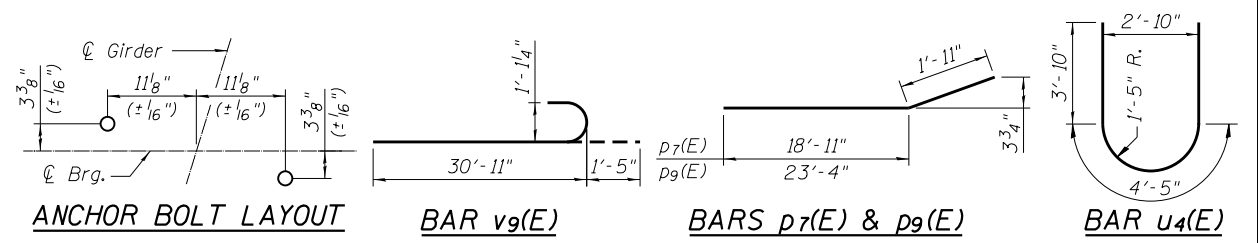
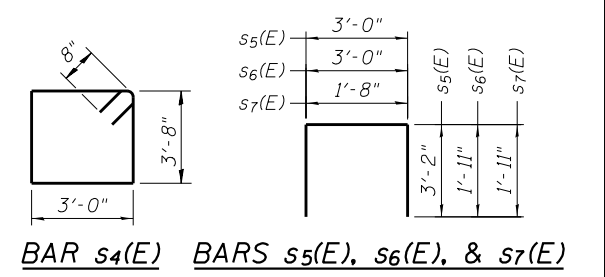


**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h20(E)	4	#6	20'-10"	—
h21(E)	4	#6	25'-3"	—
h22(E)	4	#5	6'-8"	—
h23(E)	4	#5	10'-8"	—
h24(E)	60	#5	9'-2"	—
h25(E)	30	#5	9'-8"	—
p6(E)	8	#10	20'-10"	—
p7(E)	5	#10	20'-10"	—
p8(E)	8	#10	25'-3"	—
p9(E)	5	#10	25'-3"	—
s4(E)	132	#6	14'-8"	□
s5(E)	32	#6	9'-4"	□
s6(E)	20	#5	6'-10"	□
s7(E)	60	#5	5'-6"	□
sp4	4	#6	24'-0"	⋈
sp(E)	4	#6	4'-6"	⋈
u4(E)	10	#6	12'-1"	U
v9(E)	44	#10	32'-4"	U
v10(E)	60	#5	12'-0"	—
v11(E)	60	#5	6'-6"	—
Concrete Structures	Cu. Yd.		58.9	
Reinforcement Bars	Pound		2,520	
Reinforcement Bars, Epoxy Coated	Pound		15,700	
Permanent Casing	Foot		35	
Drilled Shaft in Soil	Cu. Yd.		12.9	
Drilled Shaft in Rock	Cu. Yd.		15.8	

Cast steps monolithically with cap.  
Space cap reinforcement to miss anchor bolts.  
\*\*\*\* Length is height of spiral.

- Construction Sequence for Web Wall:**
- Excavate as needed between shafts to top of rock elevation and set lower web wall forms through water to bear on the circular edge of the drilled shaft. Secure in place with fill, struts or tie forms together as required.
  - Place the lower web wall reinforcement cage into the forms using spacers to maintain proper clearances.
  - 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.
  - Construct Columns.
  - Construct upper web walls.



\*\* 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.

\*\*\* The Contractor is responsible for determining the casing thickness and the actual bottom of casing elevation, top of encountered rock, to be used at each drilled shaft. See Article 516.06(d) of the Standard Specifications. The Estimated Top of Rock/Bottom of Permanent Casing Elevation is shown. The limits of casing shall be adjusted as necessary, and as approved, such that the actual installed casing length extends to the as-encountered top of rock at each shaft. If the appearance of the Permanent Casing above the actual water surface is undesirable, this portion may be removed as directed by the Engineer after completion of the shaft construction. Any removal directed by the Engineer will be paid for according to Article 109.04 of the Standard Specifications.



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PLOT SCALE = 0:2.00000 '1' / in.	DRAWN - DLH	REVISED
PLOT DATE = 10/2/2013	CHECKED - SBC	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

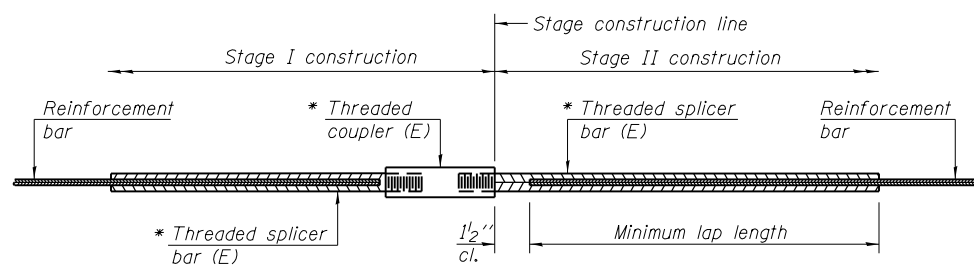
**PIER  
STRUCTURE NO. 043-0080**

SHEET NO. 38 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	88

CONTRACT NO. 64E08

ILLINOIS FED. AID PROJECT



**STANDARD BAR SPLICER ASSEMBLY**

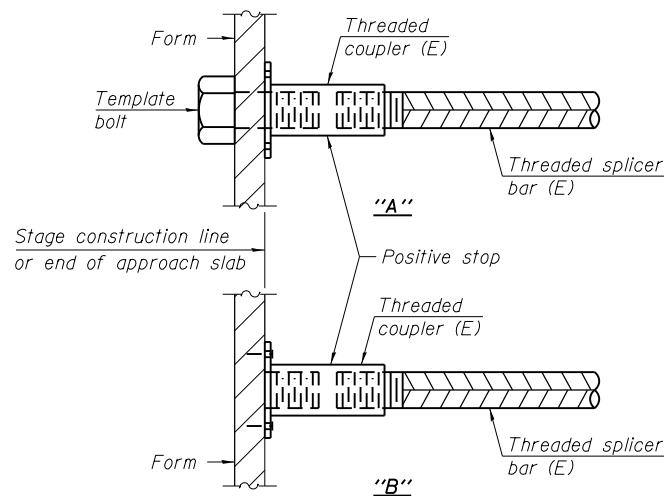
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

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

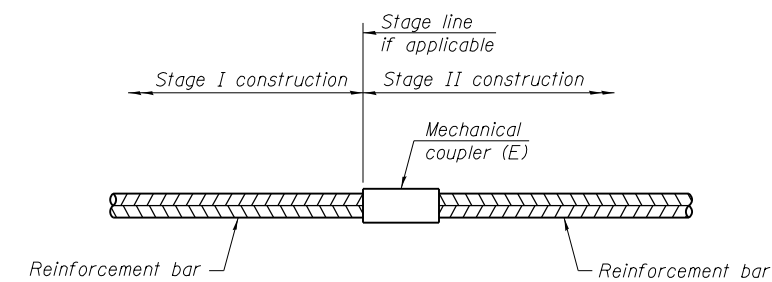
- \* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.
- \*\* Lap required = 1'-4" for the a<sub>13</sub>(E) and a<sub>15</sub>(E) bars in Stage I Construction of the deck.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top of Deck	#5	609	3
Bottom of Deck	#5	359	3
Edge Beam, S. Exp. Jt.	#6	8	** 5
Edge Beam, N. Exp. Jt.	#6	8	** 5
S. Approach Slab	#4	23	4
S. Approach Slab	#5	43	3
S. Approach Footing	#5	40	3
N. Approach Slab	#4	24	4
N. Approach Slab	#5	44	3
N. Approach Footing	#5	40	3
S. Abutment	#5	17	3
S. Abutment	#6	7	3
S. Abutment	#7	16	5
Pier	#5	64	3
Pier	#6	4	3
Pier	#10	13	5
N. Abutment	#5	17	3
N. Abutment	#6	7	3
N. Abutment	#7	16	5



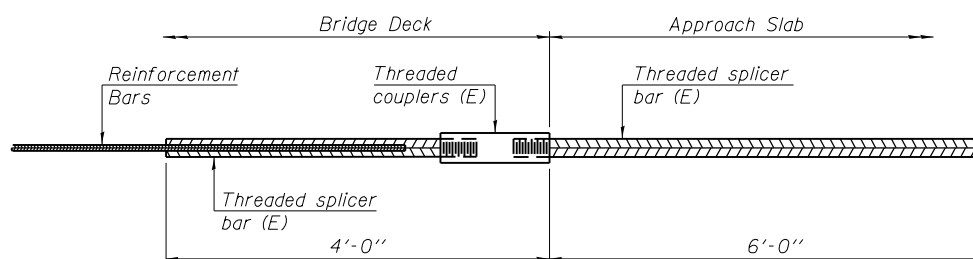
**INSTALLATION AND SETTING METHODS**

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



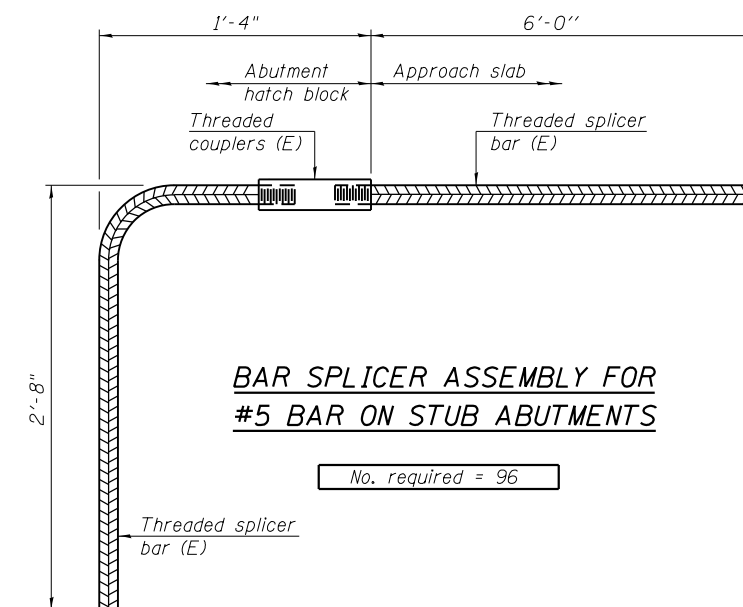
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required = 96

**NOTES**

- Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
- All reinforcement shall be lapped and tied to the splicer bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
- See approved list of bar splicer assemblies and mechanical splicers for alternatives.

Boring Sta. 1432+33 corresponds to Sta. 318+48.31.



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation/D-2

**SOIL BORING LOG**

Page 1 of 1

Date 3/16/10

ROUTE FA 308 DESCRIPTION P92-057-08 Bridge over Apple River, IL 84, 100' S. of S. Hanover Hill Road LOGGED BY W. Garza

SECTION 103 BR-4 LOCATION Hanover Twp. - 9SW, SEC., TWP. 26N, RNG. 1W

COUNTY JoDaviess DRILLING METHOD \_\_\_\_\_ HAMMER TYPE CME-45 Automatic

STRUCT. NO.	STATION	DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOISTURE (%)	DESCRIPTION	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After Hrs.
043-0028						brown SANDY LOAM	609.60	606.10				
		18.0										
		623.90	2			STIFF brown SANDY LOAM						
		622.40	3	2.0	16.0							
			3	P								
			2			STIFF brown SANDY CLAY LOAM						
		618.90	4	1.8	24.0							
			4	P								
		616.40	0			MEDIUM brown SILTY CLAY LOAM						
			2	0.6	27.0							
			4	B								
		613.40	3	1.6	23.0	STIFF brown SILTY CLAY LOAM						
			6	B								
			100/4"			Borehole continued with rock coring.						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrator)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



**Illinois Department of Transportation**  
Division of Highways  
Illinois Department of Transportation/D-2

**ROCK CORE LOG**

Page 1 of 1

Date 3/16/10

ROUTE FA 308 DESCRIPTION P92-057-08 Bridge over Apple River, IL 84, 100' S. of S. Hanover Hill Road LOGGED BY W. Garza

SECTION 103 BR-4 LOCATION Hanover Twp. - 9SW, SEC., TWP. 26N, RNG. 1W

COUNTY JoDaviess CORING METHOD \_\_\_\_\_

STRUCT. NO.	STATION	DEPTH (ft)	CORING BARREL TYPE & SIZE	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
043-0028			Core Diameter <u>2</u> in				
			Top of Rock Elev. <u>613.40</u> ft				
			Begin Core Elev. <u>612.90</u> ft				
			Ground Surface Elev. <u>625.90</u> ft				
		610.5 to 610.0	Dolomite: tan-gray, dense & occasionally pitted, top half is laminated and fissile.	100	28	2	666.0
		607.90	Dolomite: as above	100	30		451.0
		604.2 to 603.7	Dolomite: as above, though slightly more pitted & medium to thick bedded.	100	82	1.8	932.0
		602.90	Dolomite: as above, though slightly more pitted & medium to thick bedded.	100	82	1.8	932.0
		601.3 to 600.8	Dolomite: as above, though slightly more pitted & medium to thick bedded.	100	82	1.8	932.0
		597.90	End of Boring				

Color pictures of the cores \_\_\_\_\_  
Cores will be stored for examination until \_\_\_\_\_  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)



USER NAME = *OPERATOR*	DESIGNED -	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED -	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN -	REVISED
PLOT DATE = 9/26/2013	CHECKED -	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS  
STRUCTURE NO. 043-0080

SHEET NO. 40 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	137	90
			CONTRACT NO. 64E08	

ILLINOIS FED. AID PROJECT



Boring Elevation 100.00 corresponds to USGS Elevation 630.20.



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation/D-2

**SOIL BORING LOG**

Page 1 of 1

Date 3/22/10

ROUTE FA 308 DESCRIPTION P92-057-08 Bridge over Apple River, IL 84, 100' S. of S. Hanover Hill Road LOGGED BY W. Garza

SECTION 103 BR-4 LOCATION Hanover Twp. - 9SW, SEC., TWP. 26N, RNG. 1W

COUNTY JoDaviess DRILLING METHOD \_\_\_\_\_ HAMMER TYPE CME-45 Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	ft
Station	E	L	C	O	Stream Bed Elev.	ft
	P	O	S	I	Groundwater Elev.:	
	T	W	Qu	S	First Encounter	ft
	H	S		T	Upon Completion	ft
BORING NO.	(ft)	(/6")	(tsf)	(%)	After	Hrs.
Station						
Offset						
Ground Surface Elev.						
8.5" Asphalt, 9" Concrete						
	97.00					
VERY STIFF dark brown LOAM		1				
		7	2.5	16.0		
	95.50	8	P			
STIFF gray SILTY CLAY LOAM						
	-5	3				
		2	1.9	32.0		
	93.00	4	B			
MEDIUM tan SILTY LOAM						
		1				
		3	0.7	27.0		
	90.50	3	B			
STIFF tan SILTY CLAY LOAM with LIMESTONE fragments						
	-10	3				
		5	1.0	28.0		
	88.00	6	P			
HARD tan CLAY						
		3				
		5	5.6	18.0		
	85.00	8	B			
VERY DENSE tan weathered LIMESTONE						
	-15	7				
		100/5'				
Auger Refusal at 16'	83.00					
Borehole continued with rock coring.						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation/D-2

**ROCK CORE LOG**

Page 1 of 1

Date 3/22/10

ROUTE FA 308 DESCRIPTION P92-057-08 Bridge over Apple River, IL 84, 100' S. of S. Hanover Hill Road LOGGED BY W. Garza

SECTION 103 BR-4 LOCATION Hanover Twp. - 9SW, SEC., TWP. 26N, RNG. 1W

COUNTY JoDaviess CORING METHOD \_\_\_\_\_

STRUCT. NO.	CORING BARREL TYPE & SIZE	D	C	R	R	T	S
Station		E	O	E	Q	I	T
		P	R	C	D	M	R
		T	E	O		E	E
		H		Y		N	N
BORING NO.	Core Diameter	(ft)	(#)	(%)	(%)	(min/ft)	(tsf)
Station	Top of Rock Elev.						
Offset	Begin Core Elev.						
Ground Surface Elev.							
Dolomite: light tan to gray, dense & mostly aphanitic.	83.00	1	90	33	2.2	886.0	
t.s.f.: 80.8 to 80.3							
	-20						
	78.00						
Dolomite: gray, as above, massively bedded, some pitting is apparent.		2	100	72	2.2	663.0	
t.s.f.: 75.5 to 75.1							
	-25						
	73.00						
Dolomite: as above		3	100	52	1.2	1003.0	
t.s.f.: 70.1 to 69.6							
	-30						
	68.00						
End of Boring							
	-35						

Color pictures of the cores \_\_\_\_\_  
Cores will be stored for examination until \_\_\_\_\_  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

Design firm  
no. 184001036



USER NAME = dheberling	DESIGNED -	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED -	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN -	REVISED
PLOT DATE = 9/26/2013	CHECKED -	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BORING LOGS  
STRUCTURE NO. 043-0080

SHEET NO. 41 OF 60 SHEETS

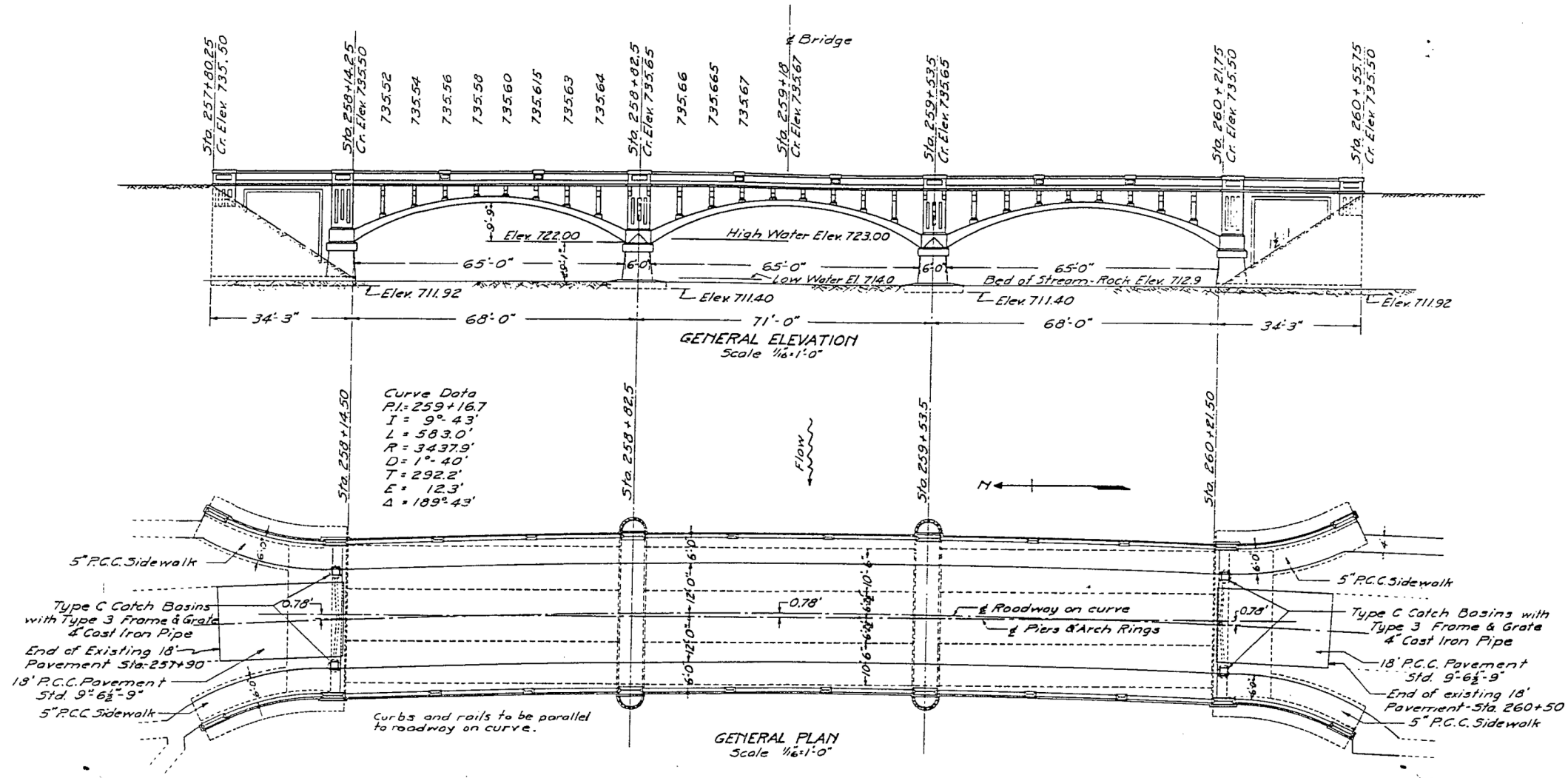
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JoDAVISS	159	91
			CONTRACT NO. 64E08	
ILLINOIS FED. AID PROJECT				

U.S.B.M. Brass Plug in Front of Woolen Mill Elev. 737.02  
 Existing Structure two steel truss spans on stone masonry piers and abutments to be removed by Contractor.

STATE OF ILLINOIS  
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
 DIVISION OF HIGHWAYS

ROAD ISSUE ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
80	103-D	Jo Daviess	11	6
ILLINOIS FED. AID PROJECT				

SHEET NO. 1  
 6 SHEETS



TOTAL BILL OF MATERIAL

ITEM	SUPER	ABUTS.	PIERS	TOTAL
Hand Rail Concrete Cu. Yds.	33.1	142	—	473
Class X Concrete Cu. Yds.	620.9	637.5	274.1	1532.5
Reinforcing Steel Lbs.	113,550	29,630	9,370	152,550
4" P.C.C. Pavement Sq. Yds.	550.0	—	—	550.0
9" 6 1/2" P.C.C. Pavement Sq. Yds.	—	—	—	102.3
5" P.C.C. Sidewalk Sq. Ft.	—	—	—	1324
Sand Gravel or Stone Backfill Cu. Yds.	—	—	—	1180
Rock Excavation Cu. Yds.	—	85	68	153
Lighting Conduit-Complete	—	—	—	one
Type C Catch Basin-Complete	—	—	—	4
Cast Iron Pipe Complete-Lin. Ft.	—	—	—	70.0
Temporary Bridge-Complete	—	—	—	one
Name Plate	—	—	—	one
Removal of Old Bridge	—	—	—	one

NOTE:

The Contractor shall construct 4" open lateral joints in the Pavement at Sta. 257+90 and 260+50 in accordance with Standard No. 1470. The cost of constructing these joints to be included in the unit price bid for pavement and no extra compensation will be allowed.  
 The bituminous filler for these joints shall be furnished and installed by the Department at its own expense.

STANDARD	COMPUTED - J.H. Wilkinson	EXAMINED - J. J. - 19 33
	CHECKED - [Signature]	BRIDGE ENGINEER
	DRAWN - J.H. Wilkinson	PASSED - [Signature]
	CHECKED - [Signature]	ENGINEER OF DESIGN
SPECIAL	ASSEMBLED - [Signature]	APPROVED - [Signature]
	CHECKED - [Signature]	CHIEF HIGHWAY ENGINEER

GENERAL PLAN  
 HANOVER BRIDGE  
 S.B.I. ROUTE 80 SECTION 103-D

JO DAVIESS COUNTY  
 STATION 259+18

FOR INFORMATION ONLY

Design firm  
 no. 184001036



USER NAME = dheberling	DESIGNED -	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED -	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN -	REVISED
PLOT DATE = 8/5/2013	CHECKED -	REVISED

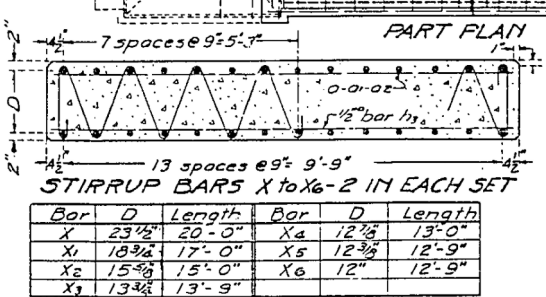
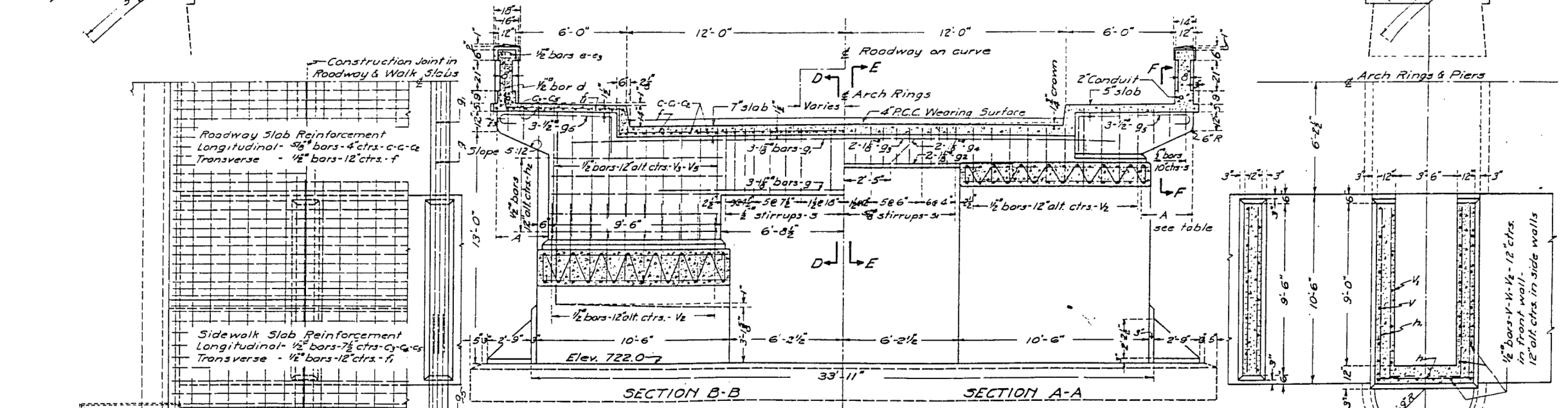
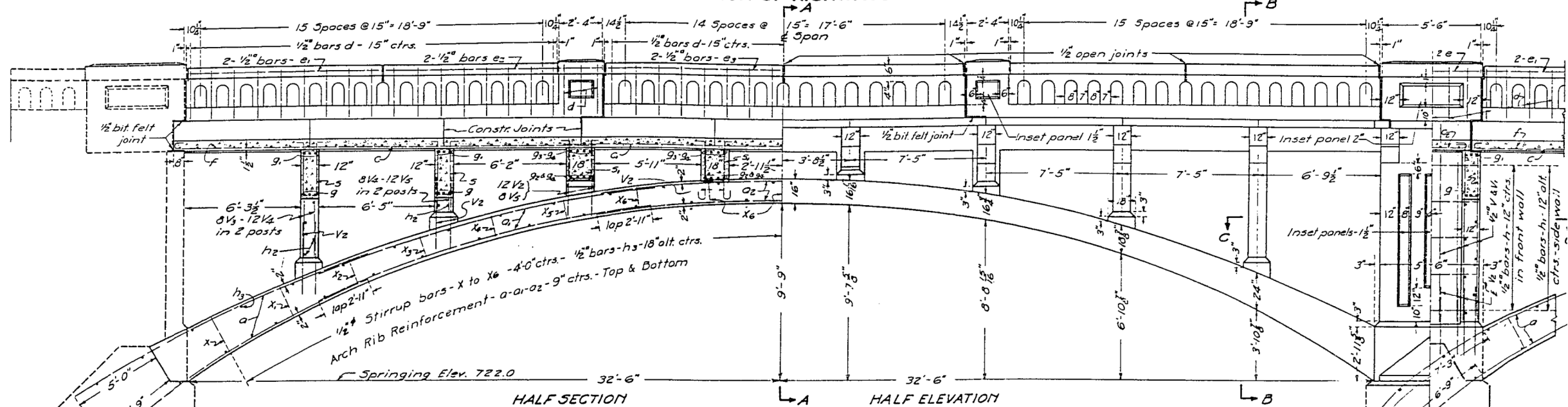
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS  
 STRUCTURE NO. 043-0080

SHEET NO. 42 OF 60 SHEETS

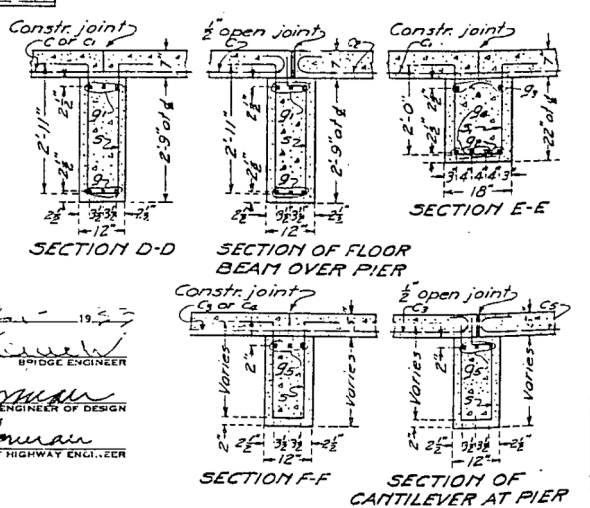
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	Jo Daviess	159	92
CONTRACT NO. 64E08				

ILLINOIS FED. AID PROJECT



Bar	D	Length	Bar	D	Length
X	23 1/2"	20'-0"	X4	12 1/2"	13'-0"
X1	18 3/4"	17'-0"	X5	12 3/4"	12'-9"
X2	15 3/4"	15'-0"	X6	12"	12'-9"
X3	13 3/4"	13'-9"			

STANDARD	COMPUTED	EXAMINED
	CHECKED	PASSED
	DRAWN	APPROVED
SPECIAL	CHECKED	



DIMENSION A

Distance from Bridge	Left	Right
4 Bridge	3'-6 3/8"	2'-0 3/8"
3'-9 3/8"	3'-6 3/8"	2'-0 3/8"
11'-1 1/8"	3'-6 3/8"	2'-0 3/8"
18'-6 3/8"	3'-6 3/8"	2'-0 3/8"
25'-11 1/8"	3'-5 3/8"	2'-1 3/8"
33'-3"	3'-4 3/8"	2'-2 3/8"
37'-9"	3'-4 3/8"	2'-2 3/8"
45'-0 3/8"	3'-3 3/8"	2'-3 3/8"
52'-5 3/8"	3'-2 3/8"	2'-4 3/8"
59'-10 3/8"	3'-0 3/8"	2'-6 3/8"
67'-3 3/8"	2'-10 3/8"	2'-0 3/8"
74'-0 3/8"	2'-9 3/8"	2'-9 3/8"
82'-1 3/8"	2'-7 3/8"	2'-11 3/8"
89'-6 3/8"	2'-4 3/8"	3'-2 3/8"
96'-11 3/8"	2'-2 3/8"	3'-4 3/8"
103'-9"	2'-0 3/8"	3'-6 3/8"

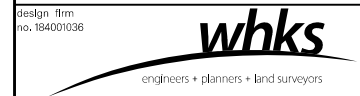
BILL OF MATERIAL - THREE SPANS

Bar	No	Size	Length	h	44	1/2"	5'-3"
a	336	1"	18'-0"	h1	88	1/2"	11'-0"
a1	336	1"	19'-0"	h2	72	1/2"	9'-3"
a2	168	1"	20'-0"	h3	324	1/2"	10'-3"
c	450	5/8"	24'-0"	V	40	1/2"	9'-6"
c1	225	5/8"	24'-6"	V1	56		10'-9"
c2	150	5/8"	6'-9"	V2	528		4'-0"
c3	144	1/2"	23'-9"	V3	48		8'-0"
c4	72	1/2"	24'-0"	V4	120		7'-0"
c5	48	1/2"	6'-3"	V5	120		4'-6"
d	356	1/2"	2'-9"	S	488	1/2"	7'-6"
e	8	1/2"	3'-3"	S1	312	5/8"	6'-6"
e1	24		10'-6"	X	24	1/2"	20'-0"
e2	24		11'-9"	X1	24		17'-0"
e3	24		9'-6"	X2	24		15'-0"
f	209		27'-6"	X3	24		13'-9"
f1	418		8'-9"	X4	24		13'-0"
g	48	1 1/2"	21'-0"	X5-X6	84		12'-9"
g1	48		30'-0"	Hand Rail Conc. Cu. Yds.			331
g2	24		20'-0"	Class X Concrete Cu. Yds.			620.9
g3	24		30'-0"	Reinforcing Steel Lbs.			113,550
g4	24		30'-0"	4" P.C.C. Pavement Sq. Yds.			550.0
g5	168	1/2"	8'-6"				

Note:-  
Class X Concrete shall be used throughout.  
All reinforcing steel shall be wired securely in place before concrete is poured.  
Arch Rings and Piers to be built on a 4' offset 3/8" from a short chord from abut to abut.  
Roadway, walk & Rail to be built on true curve with the 4' of Road as 4'.

SUPERSTRUCTURE DETAILS  
HANOVER BRIDGE  
S.B.I. ROUTE 80 SECTION 103-D  
JO DAVIESS COUNTY  
STATION 259+18

FOR INFORMATION ONLY

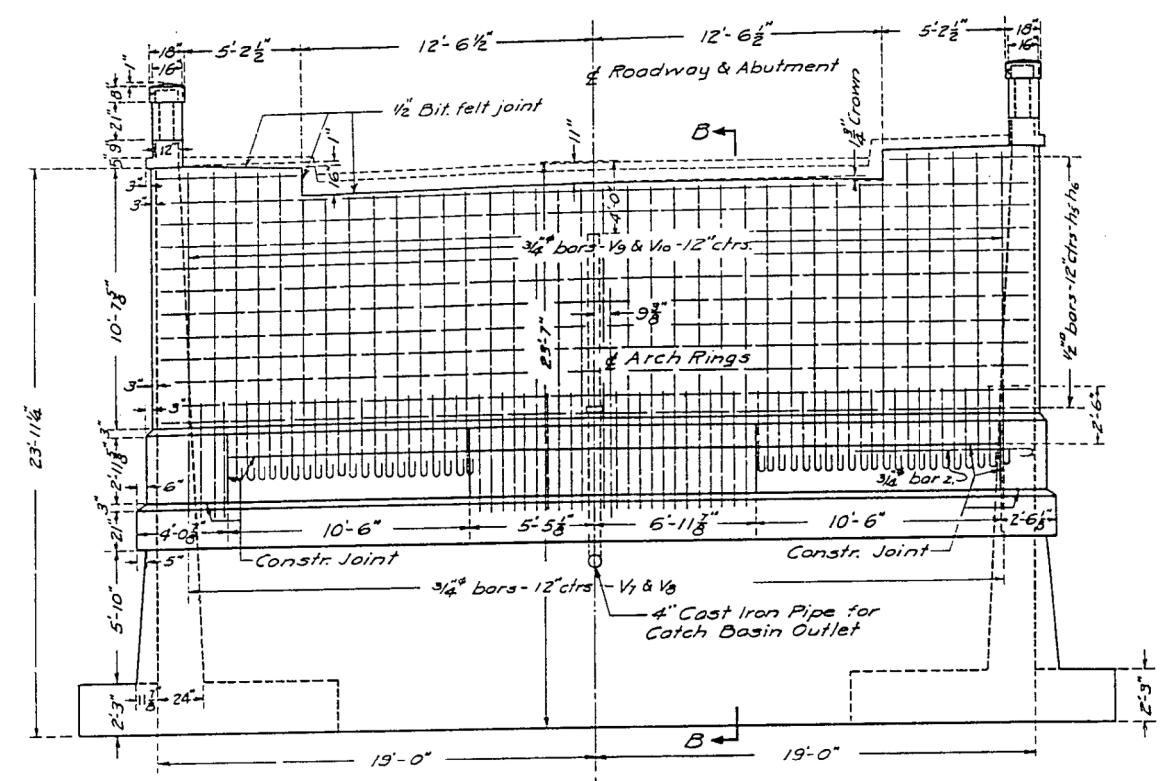


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FILE NAME = 0430028-64E08.dgn	CHECKED -	REVISED -
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN -	REVISED -
PLOT DATE = 8/5/2013	CHECKED -	REVISED -

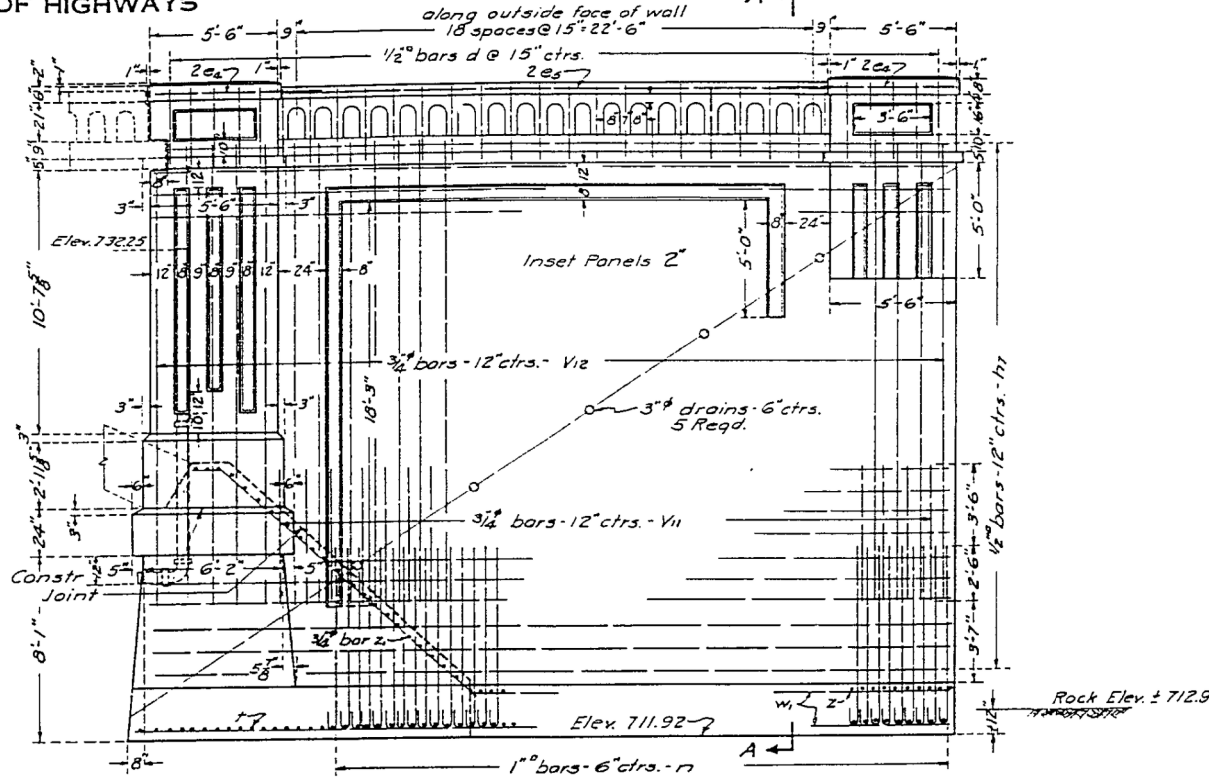
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS  
STRUCTURE NO. 043-0080  
SHEET NO. 43 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	93
CONTRACT NO. 64E08				



ELEVATION OF ABUTMENT



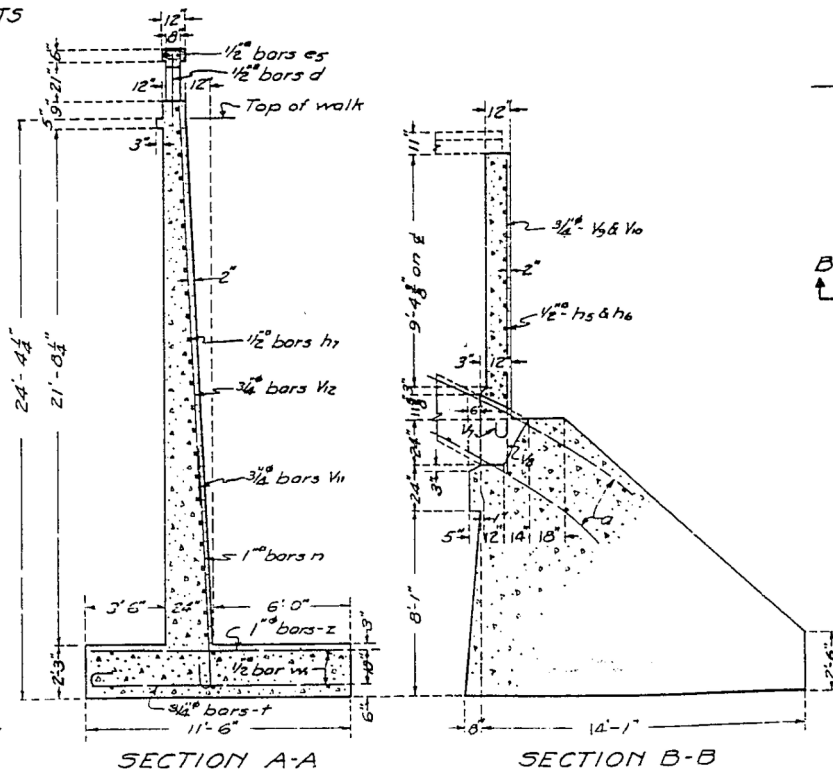
ELEVATION OF WING  
Revolved parallel to  $\frac{1}{2}$  of Abutment

BILL OF MATERIAL-TWO ABUTMENTS

Bar	No.	Size	Length
V7	80	3/4"	4'-6"
V8	60	"	5'-0"
V9	20	"	14'-3"
V10	52	"	13'-0"
V11	116	"	6'-0"
V12	140	"	19'-3"
h5	40	1/2"	21'-0"
h6	4	"	7'-0"
h7	184	"	19'-0"
n	216	1"	9'-3"
t	280	3/4"	12'-6"
z	124	1"	11'-3"
z1	96	3/4"	9'-0"
w1	48	1/2"	18'-6"
d	120	1/2"	3'-0"
ea	16	"	7'-0"
es	8	"	24'-0"

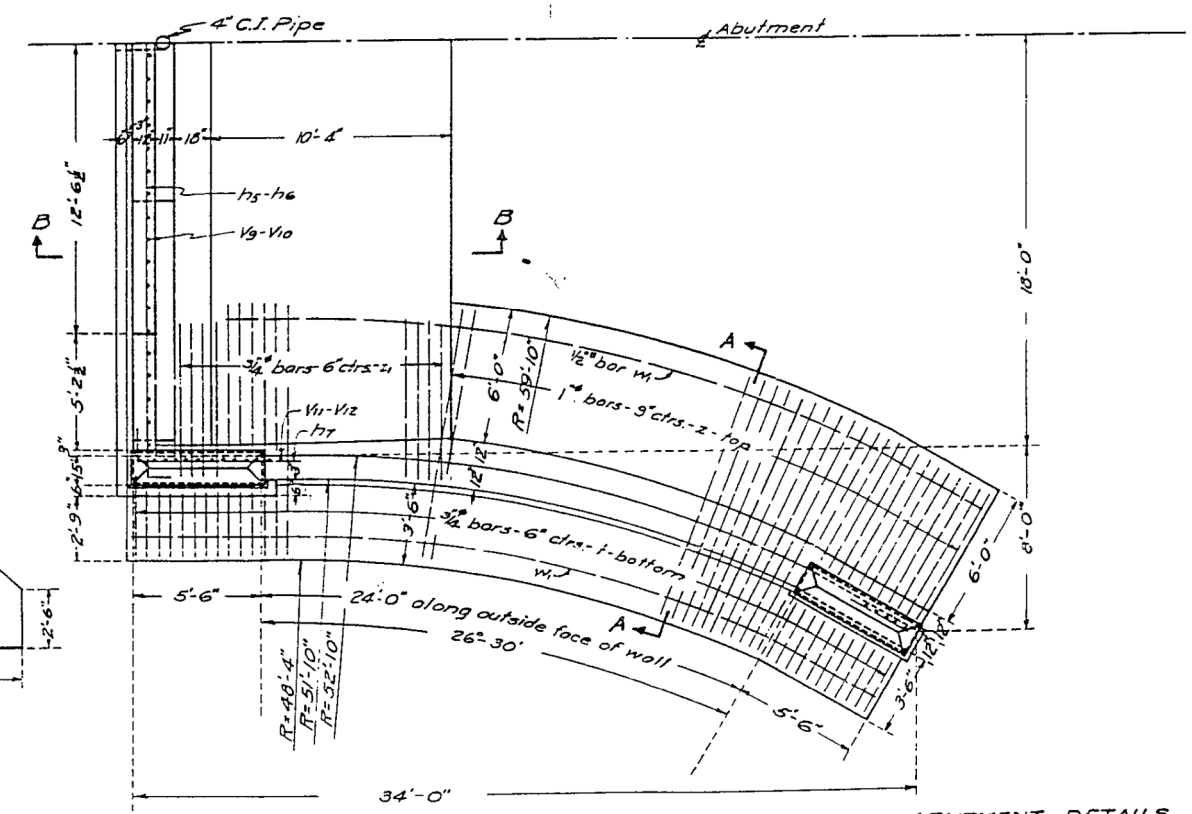
Hand Rail Concrete - Cu Yds. - 142  
Class X Concrete - Cu Yds. - 637.5  
Reinforcing Steel - Lbs. - 29,630  
Rock Excavation - Cu Yds. - 85

Class X concrete shall be used throughout.  
All reinforcing steel shall be wired securely in place before concrete is poured.



SECTION A-A

SECTION B-B



ABUTMENT DETAILS  
HANOVER BRIDGE  
S.B.I. ROUTE 80 SECTION 103-D  
JO DAVIESS COUNTY  
STATION 259+18

STANDARD	COMPUTED	EXAMINED
	— J. H. Williams	— J. H. Williams
	— K. D. Williams	— K. D. Williams
	— J. H. Williams	— J. H. Williams
	— K. D. Williams	— K. D. Williams
SPECIAL	ASSEMBLED —	APPROVED — E. Liberman
	CHECKED —	CHIEF HIGHWAY ENGINEER

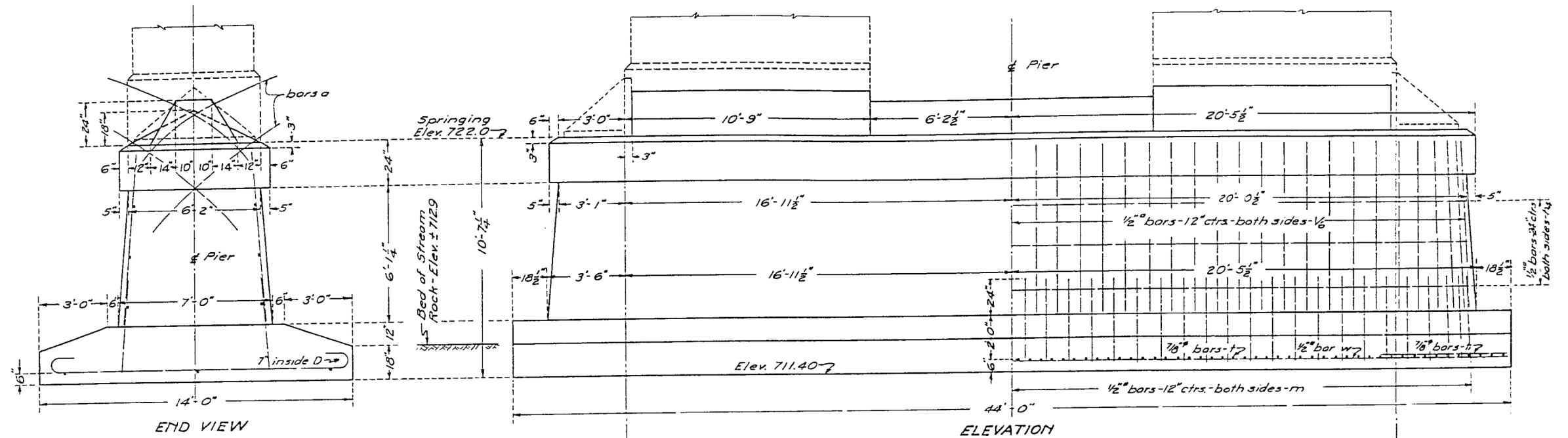
EXAMINED 7-21-13  
BRIDGE ENGINEER  
PASSED  
ENGINEER OF DESIGN  
APPROVED  
CHIEF HIGHWAY ENGINEER

U.S.B.M.:- Brass Plug in front of Woolen Mill Elev. 73702

STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	DRAWN	DATE	SHEETS	NO.
80	103-D	Jo Daviess	11	9
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

SHEET NO. 7  
6 SHEETS

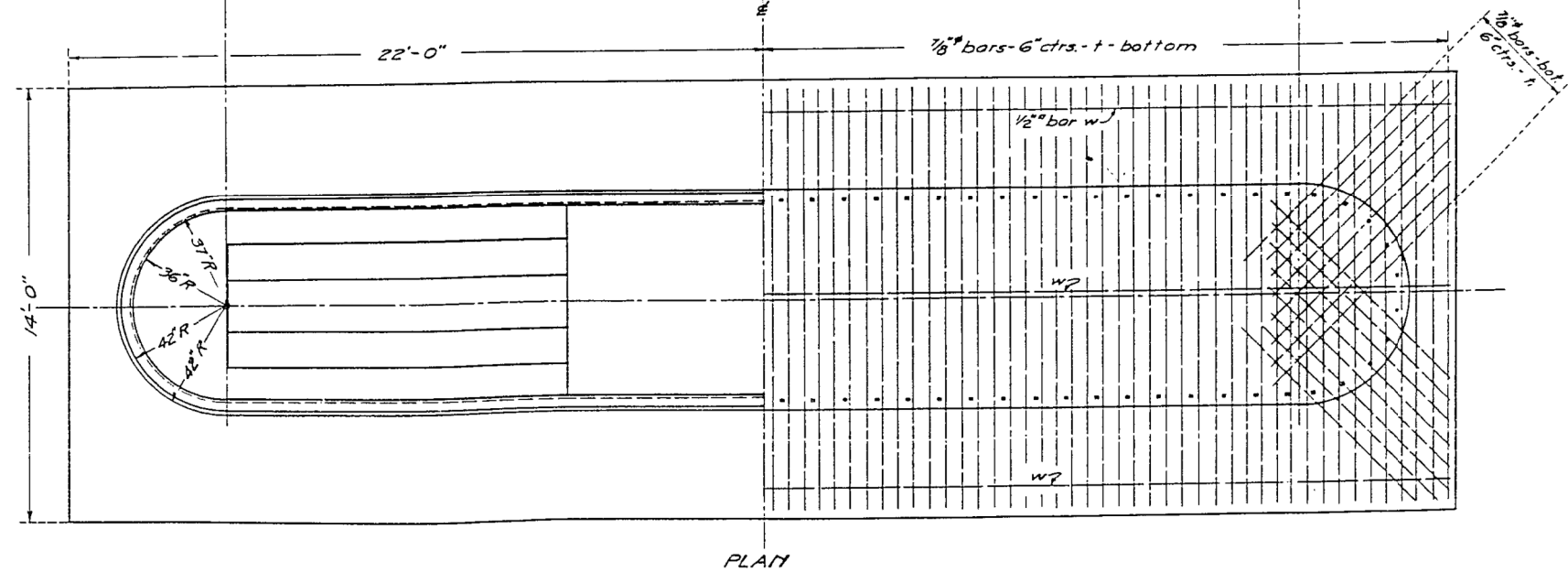


**BILL OF MATERIAL-TWO PIERS**

Bar	No.	Size	Length
V6	176	1/2"	7'-9"
h4	24	"	23'-9"
m	176	"	4'-0"
t	176	7/8"	16'-3"
t1	64	"	8'-0"
w	12	1/2"	22'-9"

Class X Concrete - Cu.Yds. - 2741  
Reinforcing Steel - Lbs. - 9370  
Rock Excavation - Cu.Yds. - 680

Class X Concrete shall be used throughout.  
All reinforcing steel shall be wired securely  
in place before concrete is poured.



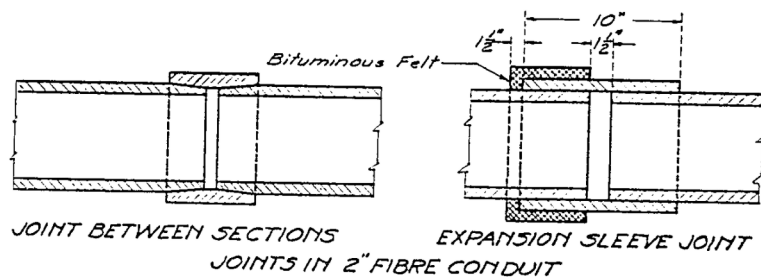
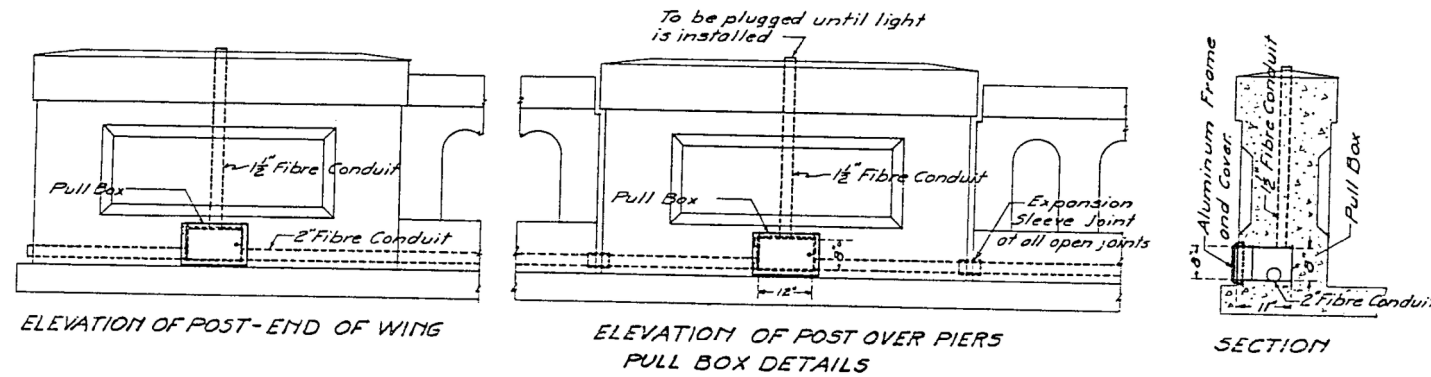
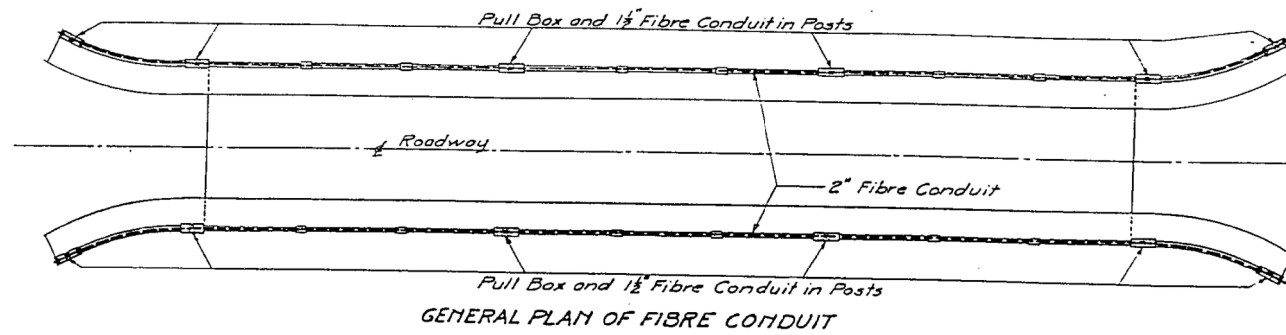
COMPUTED	- J.W. Williamson	EXAMINED	- J. F. [Signature]
CHECKED	- [Signature]	PASSED	- [Signature]
DRAWN	- J.W.	APPROVED	- E. [Signature]
CHECKED	- [Signature]		
SPECIAL	ASSEMBLED -		
	CHECKED -		

PIER DETAILS  
HANOVER BRIDGE  
S.B.I. ROUTE 80 SECTION 103-D  
JO DAVIESS COUNTY  
STATION 259+18

FOR INFORMATION ONLY

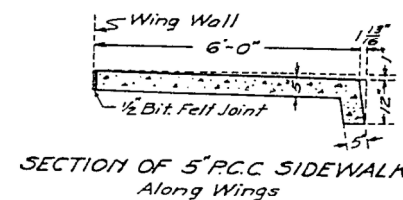
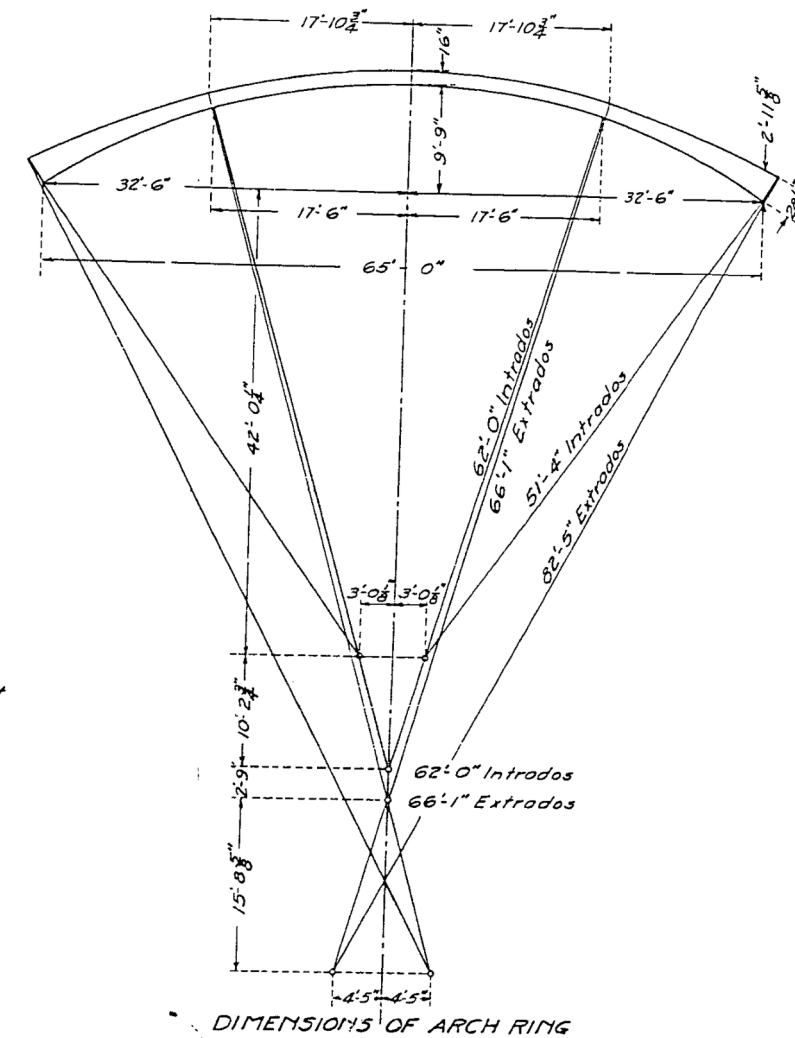
ROAD DISTRICT NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
80	103-D	Jo Daviess	11	10
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 5  
6 SHEETS



**BILL OF MATERIAL  
LIGHTING CONDUIT COMPLETE**

Pull Box Frame & Covers - Each	12
Expansion Sleeves for 2\"/>	
2\"/>	
1 1/2\"/>	



**Note:-**  
Pull Boxes shall be formed in concrete and shall be weather proof.  
Pull Box Frames and Covers shall be made of Aluminum, and shall be attached in such a manner as to be weather proof.  
Bituminous fiber conduit shall be placed to carry all wiring.  
All material and workmanship shall conform to the requirements of the National Electric Code.

The item of "Lighting Conduit Complete" shall include furnishing and installation of Pull Box Forms, Pull Box Frames and Covers, Expansion Sleeves for Conduits, Bituminous Fiber Conduits

STANDARD	COMPUTED - J. W. Williams	EXAMINED - 9-21-1933
	CHECKED - W. Hansen	
	DRAWN - J. W. Williams	
	CHECKED - J. W. Williams	
SPECIAL	ASSEMBLED -	
	CHECKED -	

DETAILS  
HANOVER BRIDGE  
S.B.I. ROUTE 80 SECTION 103-D  
JO DAVIESS COUNTY  
STATION 259+18

FOR INFORMATION ONLY

USER NAME = dheberling	DESIGNED -	REVISED -
FILE NAME = 0430028-64E08.dgn	CHECKED -	REVISED -
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN -	REVISED -
PLOT DATE = 8/5/2013	CHECKED -	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	96
CONTRACT NO. 64E08				



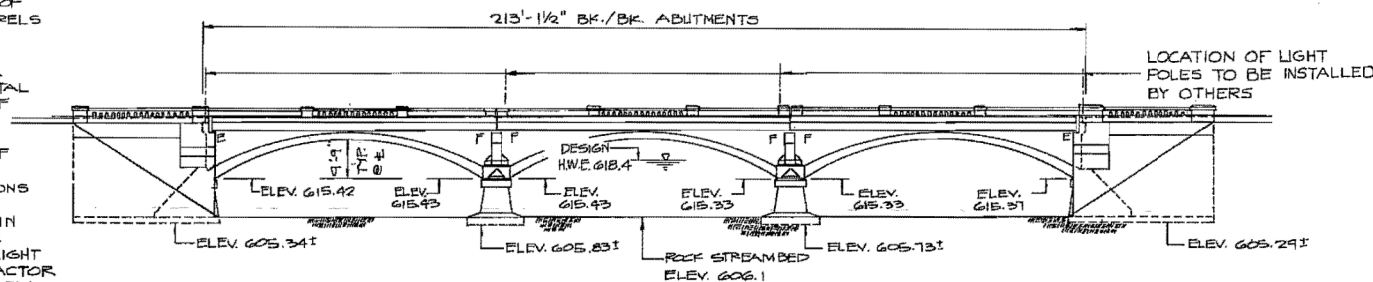
**BENCHMARK:** TOP NORTH BOLT ON RIM OF FIRE HYDRANT AT SOUTHEAST CORNER OF WASHINGTON & MONROE STREETS. ELEV. 631.25

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 18	103-D-BR	JO DAVIESS	27	9

SHEET 1 OF 15 SHEETS

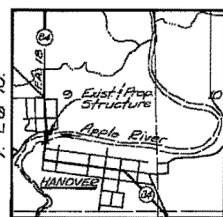
**EXISTING STRUCTURE:**

Structure No. 043-0028; BUILT 1934 AS S.D.1. RTE. 80, SECTION 103-D CONSISTS OF THREE SPANS, CONCRETE ARCHES WITH SPANDRELS SUPPORTING CONCRETE DECK. SUBSTRUCTURE CONSISTS OF CONCRETE PIERS AND CLOSED CONCRETE ABUTMENTS. ARCHES HAVE CLEAR SPAN OF 65'-0". TOTAL LENGTH OF STRUCTURE BACK TO BACK OF EXISTING ABUTMENTS IS 209'-6"; OUT TO OUT OF EXISTING DECK IS 39'-0". CONTRACTOR TO REMOVE AND DISPOSE OF EXISTING SUPERSTRUCTURE DECK AND SPANDRELS TO TOP OF ARCHES AND PORTIONS OF EXISTING PIERS AND ABUTMENTS AS SHOWN IN DETAIL PLANS IN STAGES ALL IN ACCORDANCE WITH SECTION 501 OF THE STANDARD SPECIFICATIONS. EXISTING LIGHT STANDARDS TO BE SALVAGED BY CONTRACTOR AND STOCKPILED AT SITE AS DIRECTED BY ENGINEER FOR REINSTALLATION BY OTHERS.



**ELEVATION**

\* LIGHT POLE BASE LOCATIONS - 8 REQ'D (SEE SHEET 5)

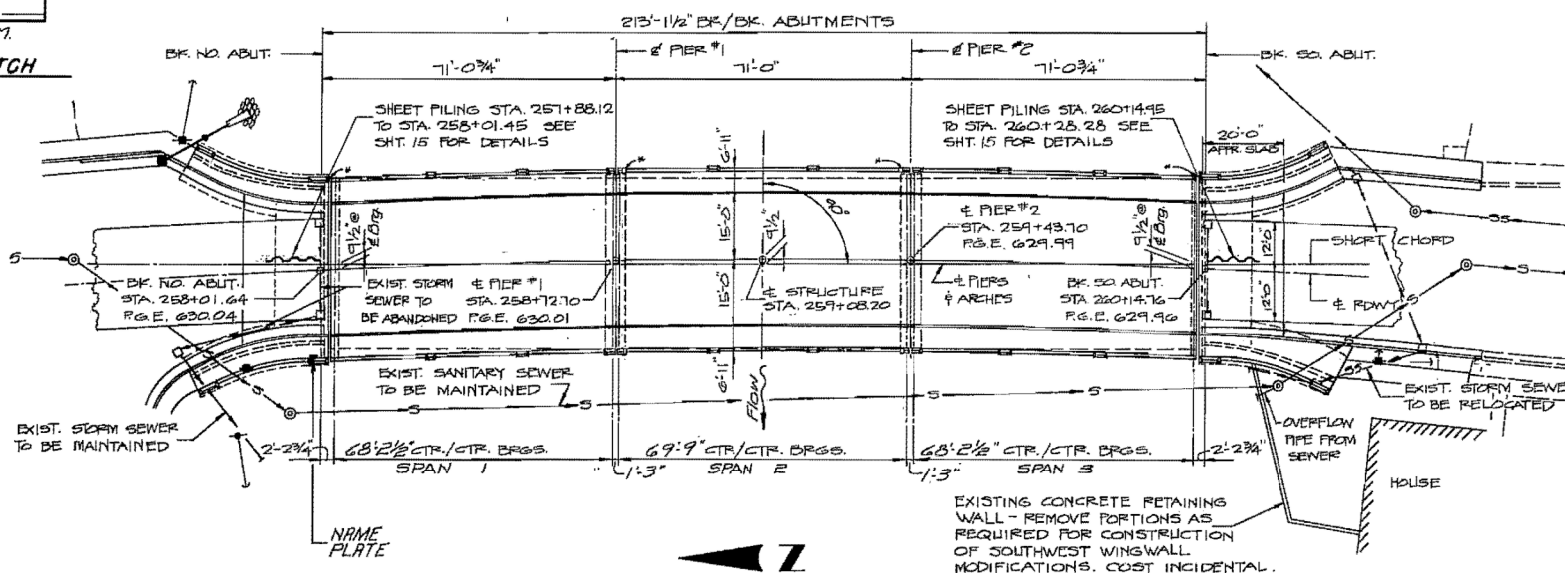


**LOCATION SKETCH**

Structure Sta. 259+08.20 P.G.E. 630.00

-0.40%

**PROFILE GRADE**  
(Top of Class I)



**PLAN**

NOTE: ALL LONGITUDINAL DIMENSIONS AND STATIONING SHOWN ON PLAN ARE MEASURED ALONG THE SHORT CHORD.

**HORIZONTAL CURVE DATA**

PI STATION 259+16.70  
 $\Delta = 9^{\circ} 46' 00''$   
 $D = 1^{\circ} 40' 00''$   
 $R = 3437.75'$   
 $T = 293.71'$   
 $L = 586.00'$   
 $P = 12.52'$

**WATERWAY INFORMATION**

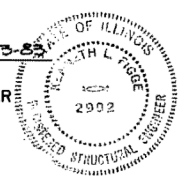
DRAINAGE AREA = 248 SQ.MI. LOW GRADE ELEV. = 624.24 @ STA. 261+00										
FLOOD	PER	Q	OPENING SQ. FT.		NAT. H.W.E.		HEAD-FT.		HEADWATER EL.	
	YR.	C.F.S.	EXIST.	PROP.	H.W.E.	EXIST.	PROP.	EXIST.	PROP.	
DESIGN	50	14,244	2048	2048	618.4	0.16	0.16	618.56	618.56	
BASE	100	15,821	2143	2143	618.9	0.2	0.2	619.10	619.10	
OVERTOPPING	N/A									
MAX. CALC.	300	19,900	2377	2377	620.0	0.26	0.26	620.26	620.26	

STATION 259+08.20  
 APPLE RIVER  
 BUILT 198  
 F.A. RTE. 18 SEC. 103 D BR  
 F.A. PROJECT NO. 8HF-18(121)  
 LOADING HS 20  
 STRUCT. NO. 043-0028

**NAME PLATE**  
(SEE STD. 2113)

DESIGNED: V.S.N.  
 CHECKED: D.H.C.  
 DRAWN: R.A.W.  
 CHECKED: K.L.F.

DATE 5-23-83  
 KENNETH L. FIGGE  
 REGISTERED STRUCTURAL ENGINEER  
 IN ILLINOIS. NO. 2992



**GENERAL NOTES:**

- ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH TWO COATS OF BASIC LEAD SILICO CHROMATE PAINT.
- EXPANSION GUARDS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH ARTICLE 503.07(C) OF THE STANDARD SPECIFICATIONS, AND ARE INCLUDED IN THE QUANTITY OF STRUCTURAL STEEL.
- THE TOP SURFACE OF THE BEAMS SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 505.06 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE SURFACE SHALL NOT BE ROUGHENED BY BROOMING. THE FINISHED SURFACE SHALL BE FREE OF DEPRESSIONS OR HIGH SPOTS WITH SHARP CORNERS, AND THE TOP EDGE OF KEYS SHALL BE ROUNDED OR CHAMFERED A MINIMUM OF 1/4".
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- PROTECTIVE COAT SHALL NOT BE APPLIED TO SURFACES TO WHICH WATERPROOFING MEMBRANE SYSTEM IS APPLIED.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. M-31 OR M-53 GRADE 60.
- A CALCIUM NITRITE CORROSION INHIBITOR, AS COVERED IN THE SPECIAL PROVISIONS, SHALL BE USED IN THE CONCRETE FOR PRECAST PRESTRESSED CONCRETE DECK BEAMS.
- EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS, PROVIDING MINIMUM CERTIFIED PROOF LOAD = 4080 LBS., AND 3/4" x 12" HOOKED BOLTS AS INDICATED ON PLANS (UNLESS NOTED OTHERWISE)
- DECK BEAMS & PIERS TO BE BUILT ON A  $\phi$  OFFSET 9 1/2" FROM A SHORT CHORD FROM CENTER TO CENTER OF ABUTMENT BEARINGS. WALKWAYS AND PARAPETS TO BE BUILT ON TRUE CURVE WITH THE  $\phi$  OF ROAD AS  $\phi$ .

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER.	SUB.	TOTAL
CONCRETE REMOVAL	CU. YD.	-	96.0	96.0
REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	-	-	-
PRECAST PRESTRESSED CONCRETE DECK BEAMS (33" DEPTH)	SQ. FT.	8806	-	8806
CLASS X CONCRETE	CU. YD.	151.2	189.6	340.8
REINFORCEMENT BARS	LBS.	810	15,460	16,270
REINFORCEMENT BARS (EPOXY COATED)	LBS.	16,340	-	16,340
TEMPORARY SLAB SUPPORT SYSTEM	EACH	1	-	1
NAME PLATES	EACH	-	-	1
PORTLAND CEMENT MORTAR FAIRING COURSE	LIN. FT.	2240	-	2240
WATERPROOFING MEMBRANE SYSTEM	SQ. YD.	707	-	707
BITUMINOUS CONCRETE SURFACE COURSE (MIX D) CLASS I	TON	83.2	-	83.2
PROTECTIVE COAT	SQ. YD.	546	-	546
PREFORMED JOINT SEAL 2 1/2"	LIN. FT.	136	-	136
EXPANSION BOLTS 3/4"	EACH	-	114	114
TEMPORARY BRIDGE RAILING	LIN. FT.	258	-	258
TEMPORARY SHEET PILING	SQ. FT.	-	-	404
STRUCTURAL STEEL	LBS.	5,330	-	5,330
FLOOR DRAIN SPECIAL	EACH	12	-	12

**DESIGN STRESSES**

**PRECAST PRESTRESSED UNITS**  
 $f_c = 5,000$  P.S.I.  
 $f_{ci} = 4,000$  P.S.I.  
 $f_s = 270,000$  P.S.I. (1/2"  $\phi$  Strands)  
 $f_{si} = 187,000$  P.S.I. (1/2"  $\phi$  Strands)

**CAST IN PLACE CONCRETE**  
 $f_c = 3500$  P.S.I.  
 $f_y = 60,000$  P.S.I. (REINFORCEMENT)  
 $n = 9$   
 STRUCTURAL STEEL (FOR TEMP SUPPORT SYSTEM)  
 $f_y = 36,000$  P.S.I. (MIN.)

**LOADING HS 20-44**

Design Specification: 1977 A.A.S.H.T.O.; 1978; 1979; 1980; 1981 & 1982 Interim Specifications (Allow 25 p.s.f. for future wearing surface)

**GENERAL PLAN & ELEVATION**

F.A. RTE. 18 OVER APPLE RIVER  
 F.A. RTE. 18, SEC. 103-D-BR  
 JO DAVIESS COUNTY  
 STATION 259+08.20

**FOR INFORMATION ONLY**

Design firm no. 18400036



USER NAME = dheberling	DESIGNED -	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED -	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN -	REVISED
PLOT DATE = 8/5/2013	CHECKED -	REVISED

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS  
 STRUCTURE NO. 043-0080  
 SHEET NO. 47 OF 60 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	97

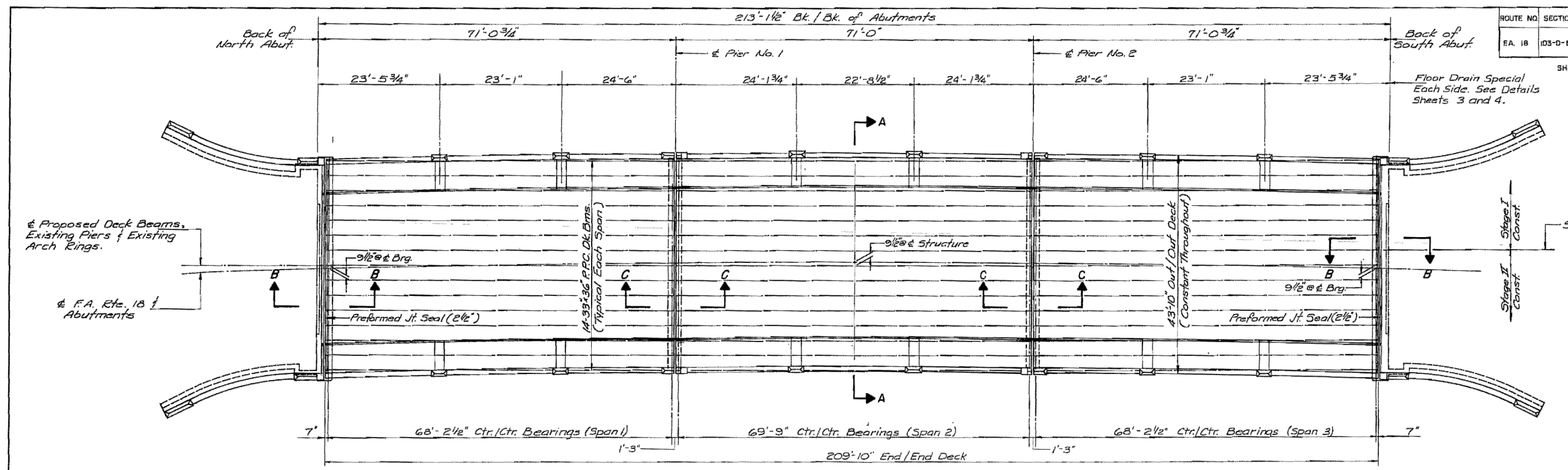
CONTRACT NO. 64E08  
 ILLINOIS FED. AID PROJECT

H. M. B. G. NO. 1930 / 0028

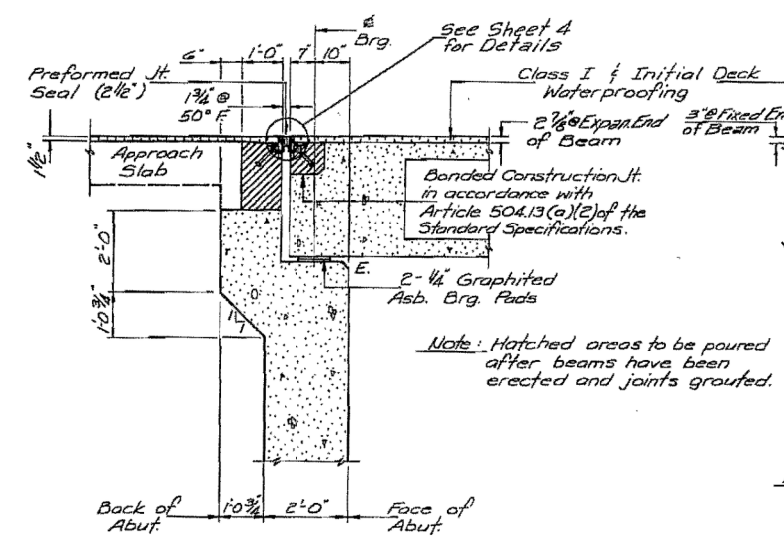


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
EA. 18	103-D-BR	JO DAVIESS	27	10

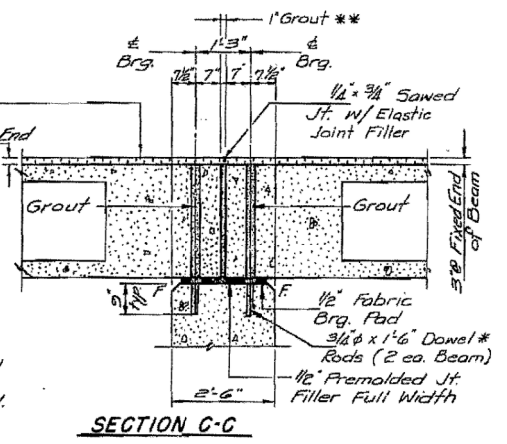
SHEET 2 OF 15 SHEETS



PLAN

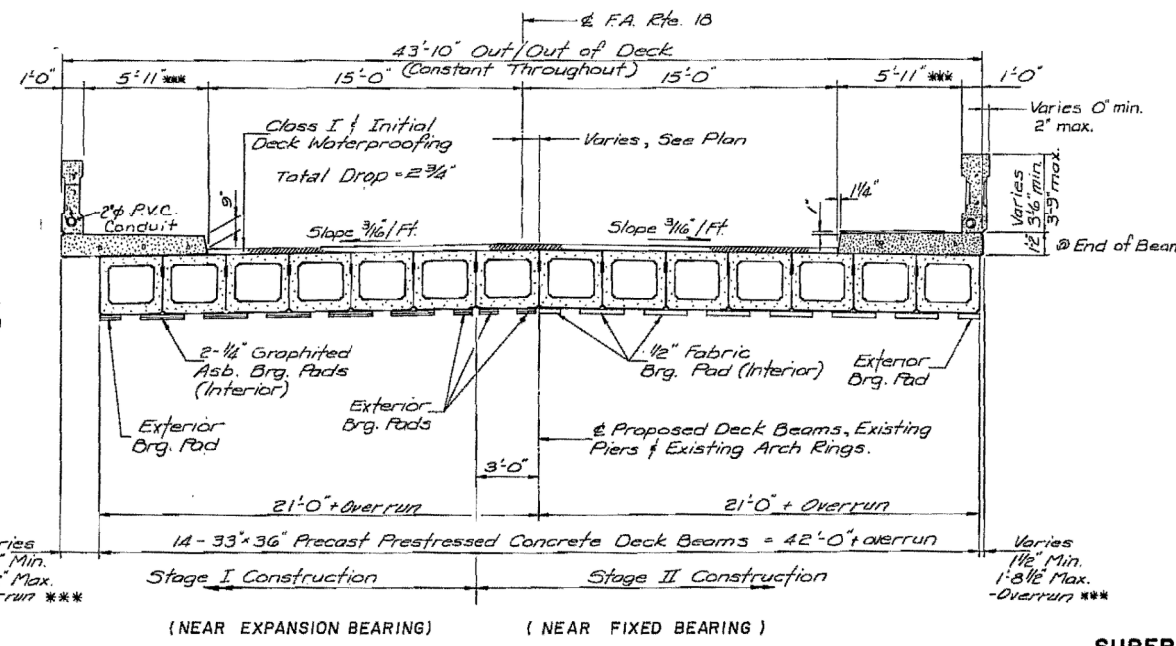


SECTION B-B



SECTION C-C

Note: \*\* 1" joint shall be packed with a very dry mix of 2:1 sand and P.C. Mortar. 1" Dimension may vary plus or minus to accommodate tolerance in beam lengths.



SECTION A-A

Note: \*\*\* If overrun at either side exceeds 1/8", the sidewalk on that side shall be widened sufficiently to cover the top of the outside beam & O/O deck adjusted.

Note: \* Dowel rods to be grouted in 1 1/4" drilled holes after beams are in place and allowed to cure 24 hrs (min) prior to grouting the Shear Keys.

**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
b <sub>1</sub> (E)	24	#5	20'-7"	---
b <sub>2</sub> (E)	24	#5	20'-10"	---
b <sub>3</sub> (E)	24	#5	23'-2"	---
b <sub>4</sub> (E)	32	#5	22'-10"	---
b <sub>5</sub> (E)	16	#5	20'-5"	---
b <sub>6</sub> (E)	24	#5	24'-3"	---
b <sub>7</sub> (E)	8	#5	6'-0"	---
c(E)	420	#5	7'-10"	---
d(E)	354	#4	6'-0"	L
d <sub>1</sub> (E)	354	#7	6'-0"	L
f <sub>1</sub>	6	#5	17'-8"	---
f <sub>2</sub>	6	#5	23'-8"	---
h <sub>1</sub>	8	#6	16'-10"	---
h <sub>2</sub>	8	#6	24'-5"	---
h <sub>3</sub>	8	#6	5'-6"	---
Class X Concrete	Cu. Yds.		111.3	
Reinf. Bars	Lbs.		810	
Reinf. Bars (Exp. Coated)	Lbs.		14,080	
P.P.C. Dk. Bms. (33' Op.)	Sq. Ft.		8,806	

For location of "f" bars of expansion end of deck beam, see sheet 6.  
Bars designated (E) shall be epoxy coated. (See Spec. Provisions)

**SUPERSTRUCTURE DECK**

FA. RTE. 18 OVER APPLE RIVER  
SECTION 103-D-BR  
JO DAVIESS COUNTY  
STATION 259+08.20

DESIGNED:	V. S. N.
CHECKED:	D. H. C.
DRAWN:	R. A. W.
CHECKED:	K. L. F.

Note: Ends of beams shall be aligned at the expansion joints. Any lineal variations in the beam lengths shall be placed at the fixed joints.



USER NAME = dheberling	DESIGNED -	REVISED
FILE NAME = 0430028-64E08.dgn	CHECKED -	REVISED
PLOT SCALE = 0:2.00000 '1' / in.	DRAWN -	REVISED
PLOT DATE = 8/5/2013	CHECKED -	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS  
STRUCTURE NO. 043-0080  
SHEET NO. 48 OF 60 SHEETS

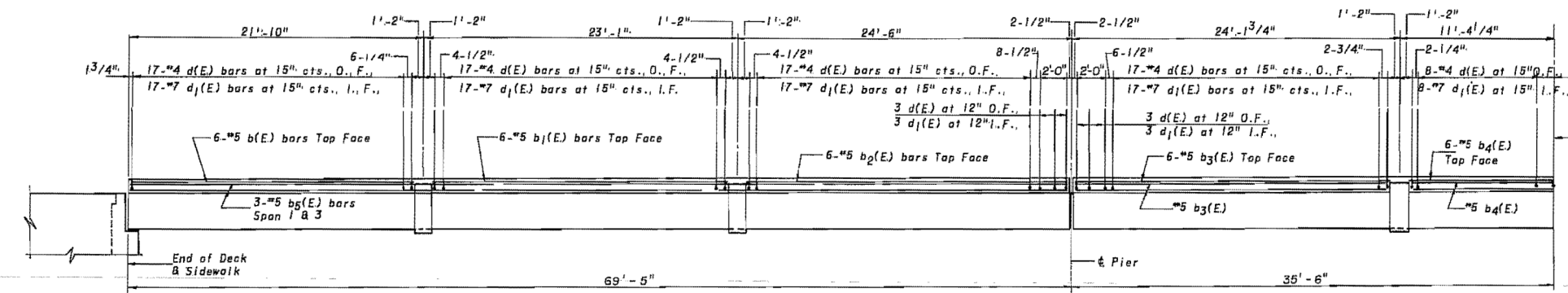
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103BR-4	JO DAVIESS	159	98

CONTRACT NO. 64E08  
ILLINOIS FED. AID PROJECT

FOR INFORMATION ONLY

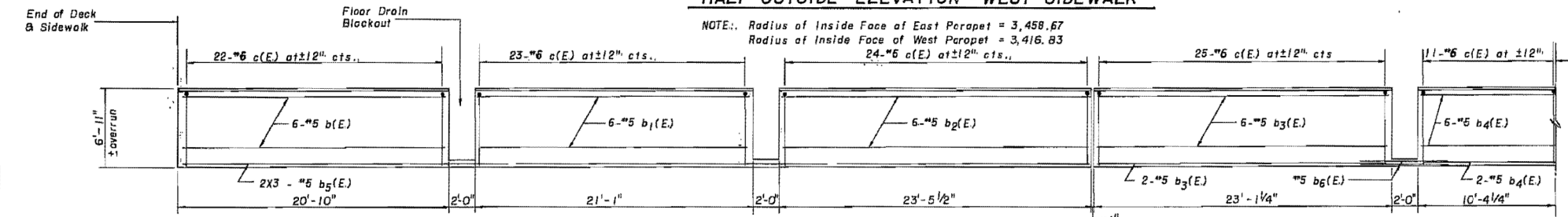
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F.A. 18	103-D-BR	JO DAVIESS	27	11

SHEET 3 OF 15 SHEETS

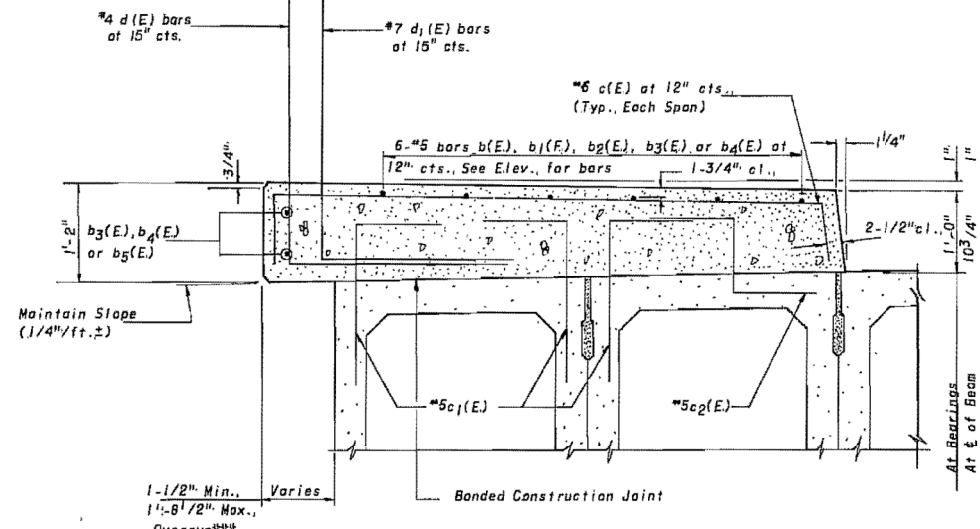


**HALF OUTSIDE ELEVATION - WEST SIDEWALK**

NOTE: Radius of Inside Face of East Parapet = 3,458.67  
Radius of Inside Face of West Parapet = 3,416.83

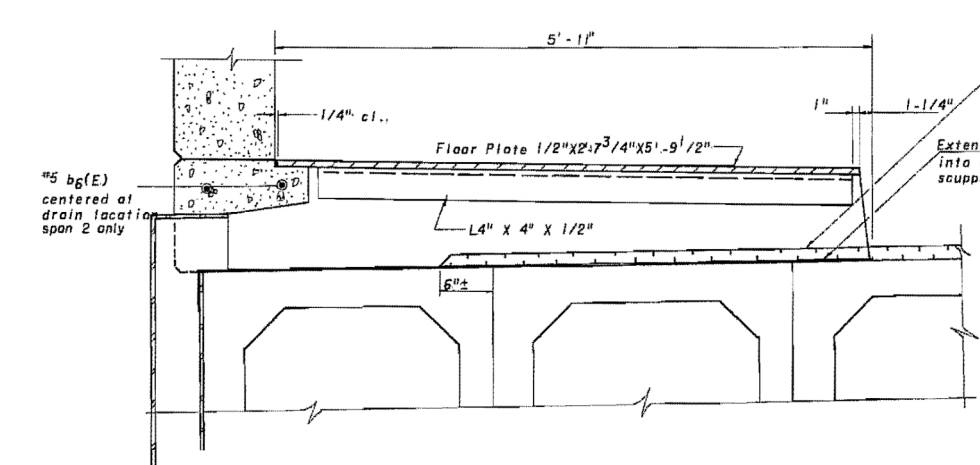


**HALF PLAN - WEST SIDEWALK**  
(EAST SIDEWALK SIMILAR)



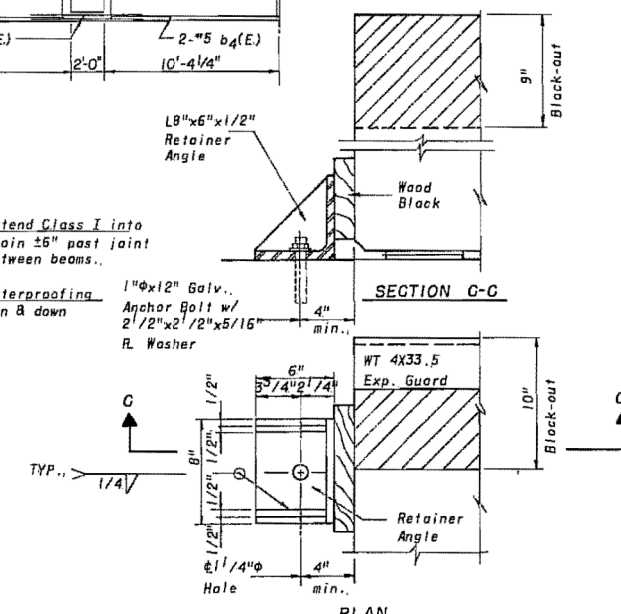
**TYPICAL SECTION THRU SIDEWALK**

NOTE: If overrun at either side exceeds 1-1/2", the sidewalk on that side shall be widened sufficiently to cover the top of the outside beam & o/a deck adjusted.



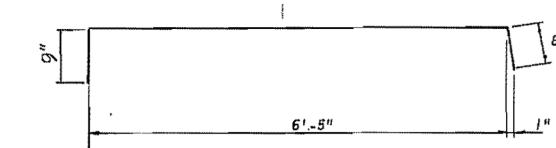
**DRAIN AT MINIMUM OVERHANG**

(See Sheet 4 for other Drain Details)



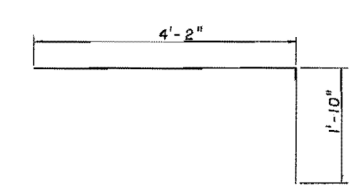
**RETAINER ANGLE DETAIL AT EXPANSION ENDS**

NOTES:  
1. Anchor bolts may be cast into the masonry or placed in drilled holes and grouted in place. Cast including Retainer Angle and Accessories incidental to Beams.  
2. After block-outs are poured and cured the retainer angles shall be removed. Anchor bolts may be left in place.



**BAR c(E)**

NOTE: Bars indicated thus 2X3 - etc., indicates 2 lines of bars with 3 lengths per line.



**BAR d(E) & d1(E)**

DESIGNED:	D.H.C.
CHECKED:	K.L.F.
DRAWN:	K.D.J.
CHECKED:	K.L.F.

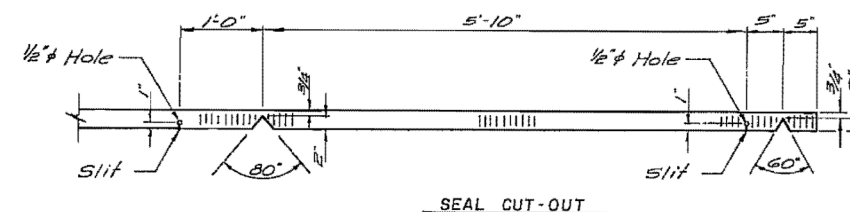
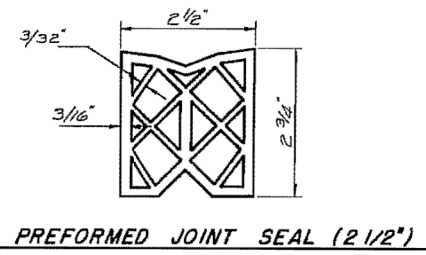
**SUPERSTRUCTURE DECK SIDEWALK DETAILS**  
F.A. RTE. 18 OVER APPLE RIVER  
SECTION 103-D-BR  
JO DAVIESS COUNTY  
STATION 259+08.20

FOR INFORMATION ONLY

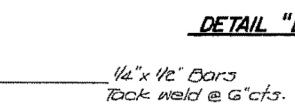
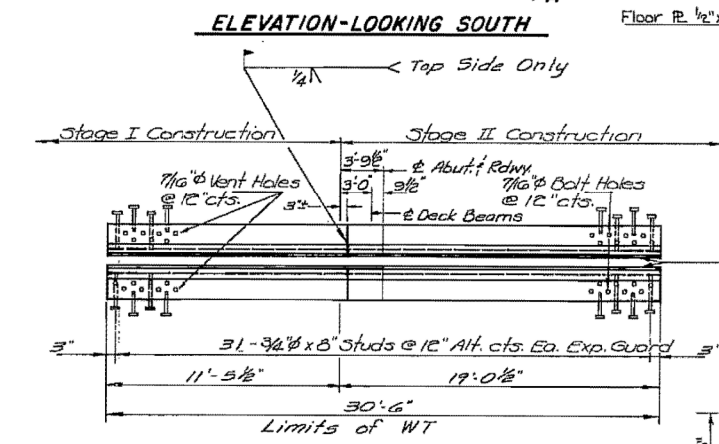
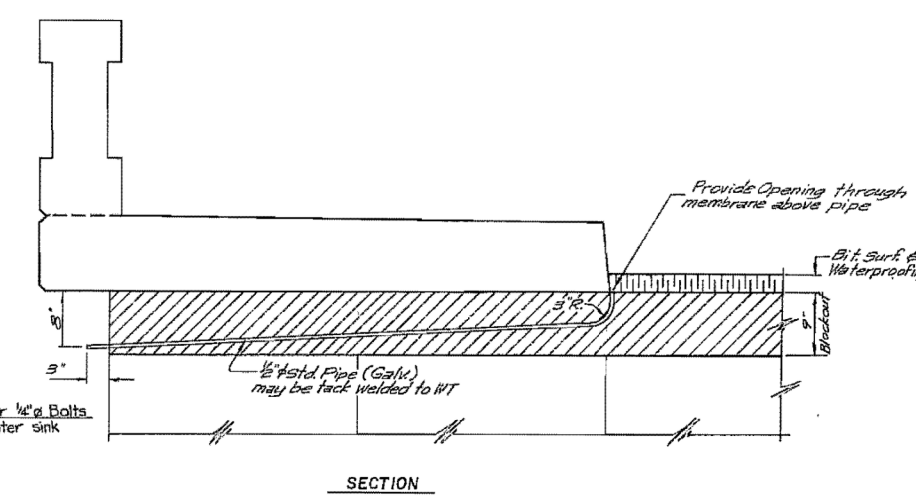
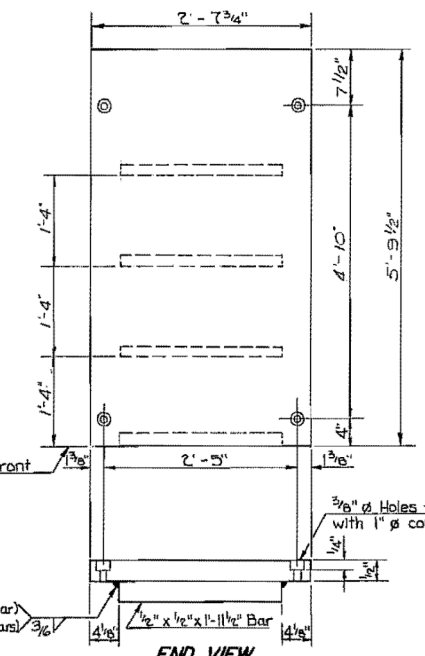
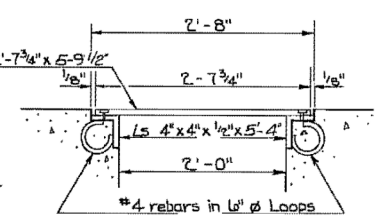
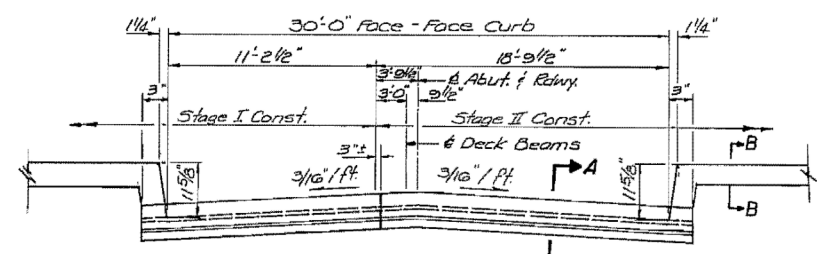
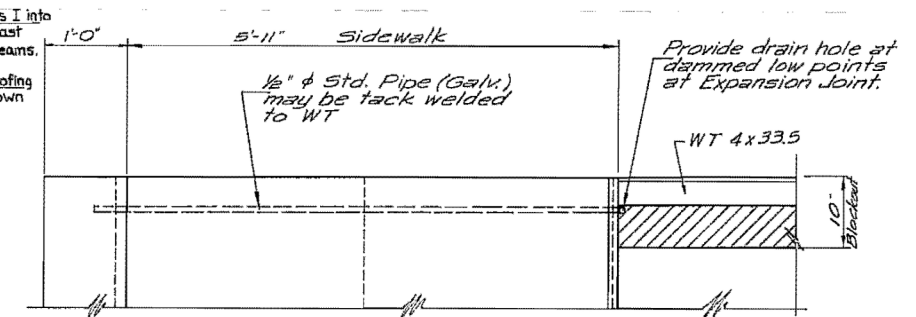
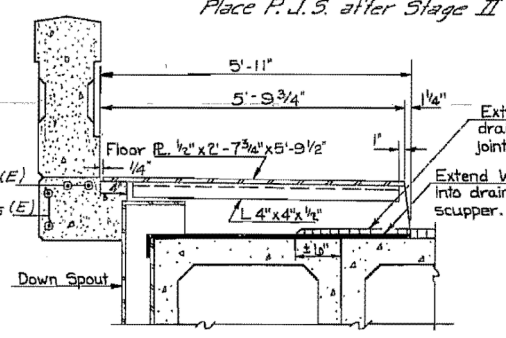
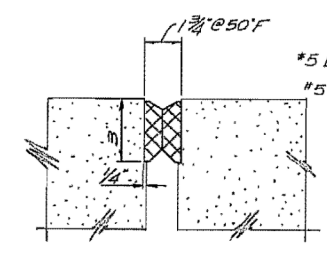
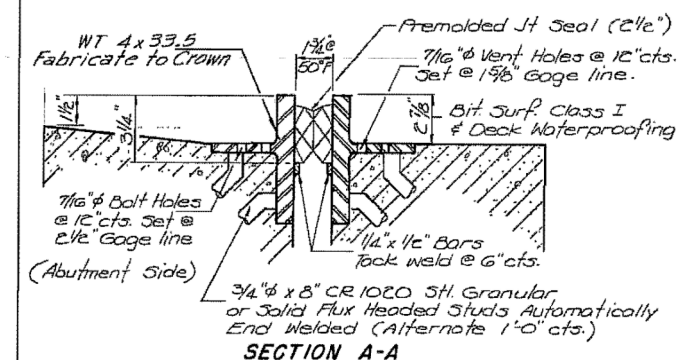
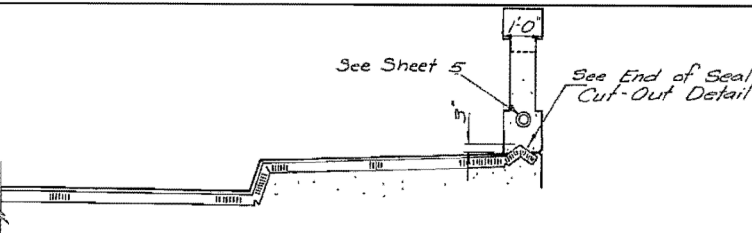
H. M. B. G. NO. 1950/002B

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
EA 18	103-D-BR	JO DAVIESS	27	12

SHEET 4 OF 16 SHEETS

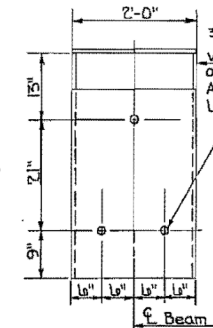


**END OF SEAL TREATMENT**  
Place P.J.S. after Stage II Construction

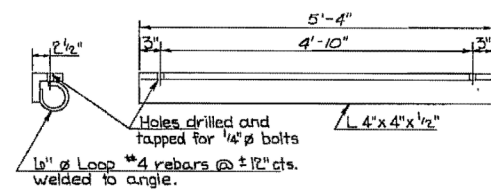


**DRAIN HOLES AT EXPANSION JOINT**

**FLOOR PLATE DETAILS**



**END VIEW**



DESIGNED	V. S. N.
CHECKED	D. H. C.
DRAWN	R. A. W.
CHECKED	K. L. F.

**SUPERSTRUCTURE DECK  
FLOOR DRAIN SPECIAL &  
EXPANSION GUARD DETAILS**  
F.A. RTE. 18 OVER APPLE RIVER  
SECTION 103-D-BR  
JO DAVIESS COUNTY  
STATION 259 + 08.20

**FOR INFORMATION ONLY**