

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	1120B-6	HANCOCK	66	1
ILLINOIS			CONTRACT NO. 72J45	

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

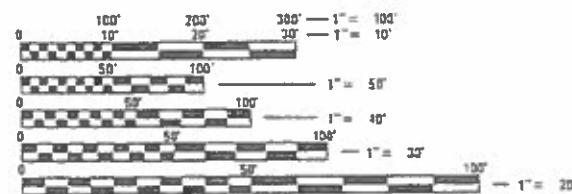
FAP ROUTE 510 (IL 96)
SECTION (120)B-6
PROJECT STP-ZIW8(204)
BRIDGE REPLACEMENT
HANCOCK COUNTY

FOR INDEX OF SHEETS, AND HIGHWAY STANDARDS SEE SHEET NO. 2

D-96-004-17



DESIGN DESIGNATION:
 FAP 510
 MINOR ARTERIAL (NON-URBAN)
 ADT = 1,250 (2017)
 SU = 2.4%
 MU = 1.5%

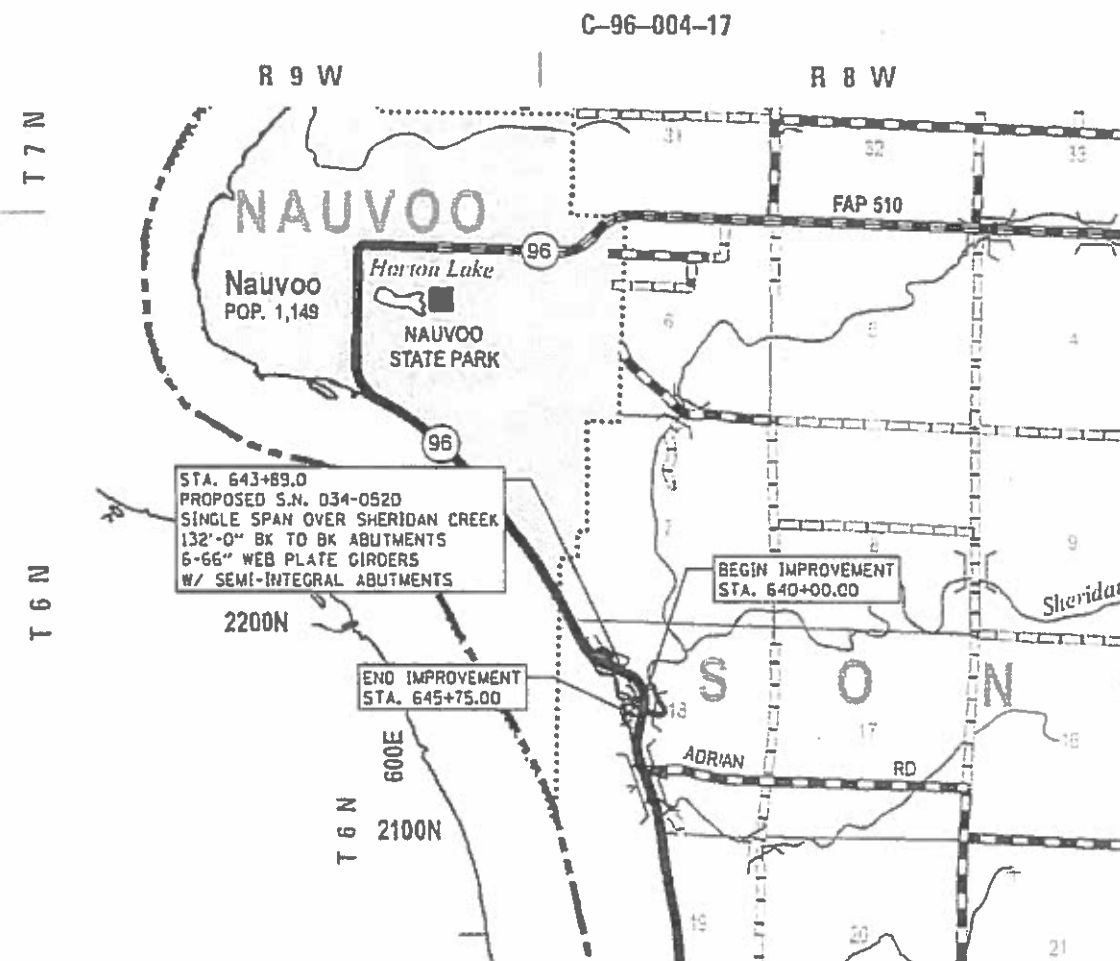


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JULIE
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 OR 811

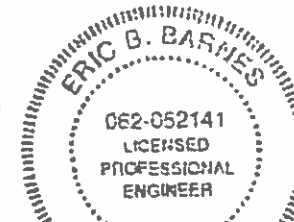
PROJECT ENGINEER: JAY EDWARDS (217) 785-0597
 TEAM MANAGER: JONATHAN COX (217) 782-1378

CONTRACT NO. 72J45



LOCATION MAP

GROSS/NET LENGTH OF SECTION = 575.00 FT = 0.109 MILES



Eric B. Barnes
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF ILLINOIS NO. 062-052141
 LICENSE EXPIRES NOVEMBER 30, 2019

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED 10/15/19 2019
[Signature]
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 28, 2019
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

June 28, 2019
[Signature]
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PLANS PREPARED BY:
KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors

Quincy, Illinois
 116 North 21st Street
 717-221-3670
 www.klingner.com
 Calculators, S. Barparts, IA
 Peoria, IL
 STATE OF ILLINOIS DESIGN FIRM # 1842738

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 OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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* INCLUDES SHEET 35A

STANDARDS

STANDARD NOS.	542401-03	630001-12	701011-04	725001-01	601101-02
000001-07	542401-03	630001-12	701011-04	725001-01	601101-02
001001-02	602306-03	630301-09	701201-05	780001-05	
280001-07	604036-03	631031-15	701301-04	781001-04	
420401-13	606001-07	666001-01	701311-03	782006	
515001-03	606201-04	701001-02	701901-08	BLR 21-9	
541501-03	610001-08	701006-05	720006-04	BLR 22-7	

RATES OF APPLICATION TABLE

AGGREGATE (SURFACE, BASE, SUBBASE, OR BACKFILL)	2.05 TON / CU YD
STONE DUMPED RIPRAP	1.50 TON / CU YD
HOT-MIX ASPHALT:	
BITUMINOUS MATERIALS (TACK COAT)	0.050 POUND / SQ FT (SEE ARTICLE 406.05)
BITUMINOUS MATERIALS (TACK COAT)	0.025 POUND / SQ FT (SEE ARTICLE 406.05)
BITUMINOUS MATERIALS (PRIME COAT)	0.250 POUND / SQ FT (ON AGG BASE)
SURFACE / BINDER (112 lbs)	0.056 TON / SQ YD * IN
SEEDING:	
NITROGEN FERTILIZER NUTRIENT	90 LBS / ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS / ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS / ACRE
AGRICULTURAL GROUND LIMESTONE	2.0 TON / ACRE
MULCH, METHOD 2	2.0 TON / ACRE

COMMITMENTS

1. FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS CONCERNING ANY MAJOR PLAN CHANGE TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND ALLOW AN IMPROVED DESIGN FOR FUTURE PROJECTS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FOLLOWING THE REQUIREMENTS OF AN NPDES STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY FOR THIS PROJECT.

GENERAL NOTES

1. THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
2. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
3. ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE SEEDED, FERTILIZED, AND MULCHED AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
4. DO NOT INCLUDE MULCH OR EMULSIFIED ASPHALT ON EROSION CONTROL BLANKET AREAS.
5. IN ADDITION TO FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
6. EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REMOVED PRIOR TO HOT-MIX ASPHALT SURFACE REMOVAL AND/OR RESURFACING.
7. NO PASSING ZONES SHALL BE FIELD VERIFIED BY OPERATIONS, (217) 785-5312, 14 DAYS PRIOR TO FINAL PAVEMENT MARKINGS.
8. ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1 1/2" UNLESS OTHERWISE SPECIFIED IN A DETAIL SHOWN IN THE PLANS.
9. ANY EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.
10. UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
11. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER.
12. ACCESS TO ALL SIDEROADS AND ENTRANCES SHALL BE MAINTAINED AT ALL TIMES.
13. SHOULD THE CONTRACTOR REQUEST OLD/EXISTING STRUCTURE PLANS, THEY CAN CONTACT THE PROJECT ENGINEER OR TEAM ENGINEER AS SHOWN ON THE COVER SHEET.
14. THE ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT 6 BUREAU OF OPERATIONS (217-782-7314) SHALL BE GIVEN NOTICE OF IMPLEMENTATION OF THE DETOUR 21 DAYS PRIOR TO USING THE DETOUR ROUTE.
15. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	HMA BINDER	HMA SURF CSE SHOULDERS TOP LIFT	BASE COURSE WIDENING PATCHING SHOULDERS LOWER LIFTS
MIXTURE USE(S):			
AC/PG:	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN=50	4.0% @ N DESIGN=50	4.0% @ N DESIGN=50
MIXTURE COMPOSITION:			
(GRADATION MIXTURE)	IL 19.0	IL 3.5	IL 19.0
FRICITION AGGREGATE	N/A	MIX "C"	N/A
DUALITY	0A/AC	0A/OC	0A/OC
SUB-LOT SIZE	N/A	N/A	N/A

DISTRICT SIX

EXAMINED 19 February 20 19
William M. Saita
 OPERATIONS ENGINEER

EXAMINED March 15 20 19
Julian P. Myer
 PROGRAM DEVELOPMENT ENGINEER

EXAMINED 10 May 20 19
William M. Saita
 PROJECT IMPLEMENTATION ENGINEER



USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/10/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET INDEX & GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(12)B-6	HANCOCK	66	2
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

FILE NAME = G:\01\1.ess\100021\FWD 7 - IL 96 over Sheridan Creek\CA00 Sheets\0672145.rvt-Summer.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				PPS# 6-00629-0000							
				80% FED	20% STATE						
				ROADWAY	0010	RURAL					
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	30	30							
20100500	TREE REMOVAL, ACRES	ACRE	0.5	0.5							
20200100	EARTH EXCAVATION	CU YD	165	165							
20200200	ROCK EXCAVATION	CU YD	50	50							
20300100	CHANNEL EXCAVATION	CU YD	100	100							
20400800	FURNISHED EXCAVATION	CU YD	1370	1370							
20800150	TRENCH BACKFILL	CU YD	4	4							
25000200	SEEDING, CLASS 2	ACRE	0.75	0.75							
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	68	68							
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	68	68							
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	68	68							
25000700	AGRICULTURAL GROUND LIMESTONE	TON	2	2							
25100115	MULCH, METHOD 2	ACRE	0.75	0.75							

REV. - MS



USER NAME = oms	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0007' / 1in.	CHECKED -	REVISED -
PLOT DATE = 5/8/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none SHEET NO. 1 OF 8 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	3
CONTRACT NO. 72J45			FED. ROAD DIST. NO. 6 [ILLINOIS] FED. AID PROJECT	

FILE NAME = D:\1071.es\10001\1W0_7 - IL - 96 - over - Sheridan_Creek\CAAD_Sheets\0672145-ht-Summary.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				PPS# 6-00629-0000				
				80% FED 20% STATE				
				ROADWAY 0010 RURAL				
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	250	250				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	150	150				
28000400	PERIMETER EROSION BARRIER	FOOT	775	775				
28100209	STONE RIPRAP, CLASS A5	TON	482	482				
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	282	282				
28200200	FILTER FABRIC	SQ YD	829	829				
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	78	78				
35100100	AGGREGATE BASE COURSE, TYPE A	TON	251	251				
35101400	AGGREGATE BASE COURSE, TYPE B	TON	69	69				
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	131	131				
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	160	160				
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	548	548				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	210	210				



USER NAME = oms	DESIGNED -	REVISIONS -
DESIGNED -	DRAWN -	REVISIONS -
PLOT SCALE = 1/8" = 1' / 1/4" IN.	CHECKED -	REVISIONS -
PLOT DATE = 5/8/2019	DATE -	REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none SHEET NO. 2 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	4
			CONTRACT NO. 72J45	
FED. ROAD DIST. NO. 6 [ILLINOIS] FED. AID PROJECT				

REV. - MS

FILE NAME = D:\101\100201\FWD 7 - IL 96 over Sheridan Creek\CAADD Sheets\0672145-111-Summary.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE										
				PPS# 6-00629-0000										
				80% FED 20% STATE ROADWAY										
				0010 RURAL										
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	90	90										
50300225	CONCRETE STRUCTURES	CU YD	73.7	73.7										
50300255	CONCRETE SUPERSTRUCTURE	CU YD	209.3	209.3										
50300260	BRIDGE DECK GROOVING	SQ YD	633	633										
50300300	PROTECTIVE COAT	SQ YD	972	972										
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	95.1	95.1										
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1										
50500505	STUD SHEAR CONNECTORS	EACH	1170	1170										
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	97650	97650										
51500100	NAME PLATES	EACH	1	1										
* 51603000	DRILLED SHAFT IN SOIL	CU YD	6.3	6.3										
* 51604000	DRILLED SHAFT IN ROCK	CU YD	19.7	19.7										
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	6	6										

* SPECIALTY ITEM

REV. - MS



USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 5/8/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none SHEET NO. 4 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	6
FED. ROAD DIST. NO. 6 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 72J45	

CONSTRUCTION CODE					
PPS# 6-00629-0000					
80% FED 20% STATE ROADWAY					
0010 RURAL					

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE ROADWAY	0010 RURAL				
52100520	ANCHOR BOLTS, 1"	EACH	24	24					
54262712	METAL FLARED END SECTIONS 12"	EACH	2	2					
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	94	94					
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	156	156					
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	93	93					
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2	2					
60100945	PIPE DRAINS 12"	FOOT	24	24					
60240301	INLETS, TYPE B, TYPE 8 GRATE	EACH	1	1					
60500060	REMOVING INLETS	EACH	1	1					
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	1.9	1.9					
60602800	CONCRETE GUTTER, TYPE B	FOOT	111	111					
60603100	CONCRETE GUTTER TRANSITION	FOOT	30	30					
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	3	3					

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REV. - MS

 Engineers • Architects • Surveyors 616 N. 24TH ST. SUITE 100, CHICAGO, ILLINOIS 60611 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	USER NAME = oms	DESIGNED -	REVISED -
	PLOT SCALE = 100.0014' / 1in.	DRAWN -	REVISED -
	PLOT DATE = 5/8/2019	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE: none	SHEET NO. 5	OF 8 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	7
		CONTRACT NO. 72J45		
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

FILE NAME = D:\107110001\FWD 7 - IL 96 over Sheridan Creek VCADD Sheets\0672145-rht-Summer.dgn

				CONSTRUCTION CODE				
				PPS# 6-00629-0000				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FED	20% STATE			
				ROADWAY	0010	RURAL		
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4				
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	1150	1150				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	15	15				
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	9	9				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	15	15				
X0326390	CONCRETE SLAB REMOVAL	SQ YD	12	12				
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,000	1,000				
X1200108	INLET BOX, SPECIAL	EACH	1	1				
X4201410	BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	SQ YD	111	111				
X4402720	GUTTER REMOVAL (SPECIAL)	FOOT	199	199				
X6061610	COMBINATION CONCRETE CURB AND GUTTER, TYPE B (MODIFIED)	FOOT	14	14				
X6430120	REMOVE IMPACT ATTENUATORS, NO SALVAGE	EACH	1	1				
X7011800	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1				
X7011801	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	L SUM	1	1				

* SPECIALTY ITEM

REV. - MS

 <small>Engineers • Architects • Surveyors</small> <small>616 N. 24TH ST. QUINCY, ILLINOIS 62301 217.223.8070</small> <small>STATE OF ILLINOIS DESIGN FIRM NO. 184-2738</small>	<small>USER NAME = oms</small> <small>DESIGNED -</small> <small>REVISD -</small> <small>DRAWN -</small> <small>REVISD -</small> <small>CHECKED -</small> <small>REVISD -</small> <small>DATE -</small> <small>REVISD -</small>	<small>STATE OF ILLINOIS</small> <small>DEPARTMENT OF TRANSPORTATION</small>	<small>SUMMARY OF QUANTITIES</small>	<small>F.A.P. RTE.</small> <small>510</small>	<small>SECTION</small> <small>(120)B-6</small>	<small>COUNTY</small> <small>HANCOCK</small>	<small>TOTAL SHEETS</small> <small>66</small>	<small>SHEET NO.</small> <small>9</small>
	<small>SCALE: none</small>	<small>SHEET NO. 7 OF 8 SHEETS</small>	<small>STA.</small>	<small>TO STA.</small>	<small>FED. ROAD DIST. NO. 6 (ILLINOIS) FED. AID PROJECT</small>			

CONTRACT NO. 72J45

FILE NAME: Q:\1071\1071\1071\Sheridan_Creek_VADDD_Sheets\0672145-INT-Summary.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE													
				PPS# 6-00629-0000													
				80% FED													
				20% STATE													
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	24	24													
Z0003300	BASE COURSE REMOVAL (SPECIAL)	SQ YD	39	39													
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1													
Z0016702	DETOUR SIGNING	L SUM	1	1													
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	128	128													
* Z0054404	ROCK FILL - EMBANKMENT	CU YD	280	280													
∅ Z0076600	TRAINEES	HOUR	1000	1000													
∅ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000													

* SPECIALTY ITEM ∅ 0042

REV. - MS

KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors
 616 N. 24TH ST. QUINCY, ILLINOIS 62301 217 223-3670
 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

DESIGNED -	REVISSED -
DRAWN -	REVISSED -
CHECKED -	REVISSED -
DATE -	REVISSED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none	SHEET NO. 8	OF 8 SHEETS	STA.	TO STA.
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F.A.P. RTE. 510	SECTION (120)B-6	COUNTY HANCOCK	TOTAL SHEETS 66	SHEET NO. 10
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			CONTRACT NO. 72J45	

ROADWAY PAVING SCHEDULE

LOCATION		SIDE	SURFACE WIDTH	HMA BINDER COURSE	HMA SURFACE COURSE
STATION TO STATION				IL-19.0, N50	MIX "C", N50
TON					
FAP 510 (IL 96)					
641+00.0	642+79.0	LT & RT	24.0	213.9	81.9
644+99.0	645+75.0	LT & RT	24.0		29.5
ACCESS ROAD					
0+75.0	1+10.0	LT & RT	14.4	7.8	4.7
1+10.0	3+46.9	LT & RT	18.0	66.4	39.8
TOTALS				288.1	155.9
USE				289	156

HOT-MIX ASPHALT BASE COURSE WIDENING SCHEDULE

STATION TO STATION		SIDE	HMA BSE CSE WIDENING 10"	SUBBASE GRANULAR MATERIAL TY B
			SQ YD	TON
FAP 510 (IL 96)				
640+00.0	642+79.0	LT	77.5	24.7
640+30.0	641+52.5	RT	34.0	10.4
644+99.0	645+75.0	LT	19.4	5.9
TOTAL			130.9	41.0
USE			131	41

AGGREGATE BASE COURSE, TYPE A

STATION TO STATION		SIDE	WIDTH	TON
ACCESS ROAD				
0+75.0	1+10.0	LT & RT	14.4	26.7
1+10.0	3+46.9	LT & RT	18.0	223.9
TOTAL				250.6
USE				251

MISCELLANEOUS PAVING ITEMS SCHEDULE

NUMBER	ITEM	UNIT	TOTAL
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	160
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	548
40600990	TEMPORARY RAMP	SQ YD	70

THIS SCHEDULE INCLUDES ESTIMATED QUANTITIES. THEY MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THESE ESTIMATED QUANTITIES SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER.

HOT-MIX ASPHALT SHOULDERS, 8"

STATION TO STATION		SIDE	WIDTH	SQ YD
FAP 510 (IL 96)				
640+00.0	642+79.0	LT	4.0	124.0
640+00.0	641+52.5	RT	4.0	67.8
644+99.0	645+75.0	LT	3.5	29.6
TOTAL				221.4
USE				222

HOT-MIX ASPHALT SHOULDERS

STATION TO STATION		SIDE	TON
FAP 510 (IL 96)			
640+00.0	640+30.0	RT	1.5
641+52.5	642+79.0	RT	52.6
644+99.0	645+75.0	RT	6.5
TOTAL			60.5
USE			61

AGGREGATE SHOULDERS, TYPE B

STATION TO STATION		SIDE	WIDTH	TON
FAP 510 (IL 96)				
640+00.0	642+66.0	RT	4.0	10.1
640+00.0	642+66.0	LT	4.0	10.1
TOTAL				20.2
USE				21

PAINT PAVEMENT MARKING - LINE 5"

STATION TO STATION		SIDE	DESCRIPTION	78001120	
				YELLOW	FOOT
FAP 510 (IL 96)					
640+00.0	645+75.0	CL	NO-PASSING	1150.0	
TOTAL				1150	

MISCELLANEOUS PAVEMENT MARKING SCHEDULE

NUMBER	ITEM	UNIT	TOTAL
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	112
70300150	SHORT-TERM PAVEMENT MARKING REMOVAL	SQ FT	192
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	3000

THIS SCHEDULE INCLUDES ESTIMATED QUANTITIES. THEY MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THESE ESTIMATED QUANTITIES SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER.

RAISED REFLECTIVE PAVEMENT MARKERS

STATION TO STATION		SIDE	MAXIMUM SPACING	78100100	
				2-WAY AMBER	EACH
FAP 510 (IL 96)					
640+00.0	645+75.0	CL	40	15	
TOTAL				15	

CONCRETE GUTTER SCHEDULE

STATION TO STATION		SIDE	CONCRETE GUTTER TYPE B	60602800 60600095	
				FOOT	CLASS SI CONCRETE (OUTLET)
FAP 510 (IL 96)					
645+21.0	645+75.0	RT	54.0		
645+21.0	645+75.0	LT	54.0		
649+10.0	649+40.0	RT	2.6		1.9
TOTALS			110.6		1.9
USE			111		1.9

CONCRETE GUTTER TRANSITION

STATION TO STATION		SIDE	FOOT
FAP 510 (IL 96)			
645+06.0	645+21.0	RT	15.0
645+06.0	645+21.0	LT	15.0
TOTAL			30.0
USE			30

COMBINATION C&G, TYPE B (MODIFIED)

STATION TO STATION		SIDE	FOOT
FAP 510 (IL 96)			
644+99.0	645+06.0	RT	7.0
644+99.0	645+06.0	LT	7.0
TOTAL			14.0
USE			14

SUBBASE GRANULAR MATERIAL, TYPE B

STATION TO STATION		SIDE	TON
FAP 510 (IL 96)			
644+99.0	645+75.0	RT	8.8
TOTAL			8.8
USE			9

PROTECTIVE COAT

ITEM	50300300
CLASS SI CONCRETE (OUTLET)	10.6
CONCRETE GUTTER, TYPE B	21.6
CONCRETE GUTTER TRANSITION	5.3
BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	111.0
COMBINATION CONCRETE CURB AND GUTTER, TYPE B (MODIFIED)	2.2
TOTALS	150.7
USE	151

THIS SCHEDULE INCLUDES ESTIMATED QUANTITIES. THEY MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THESE ESTIMATED QUANTITIES SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER.

FILE NAME = G:\10811es\1080819\WD 7 - IL 96 over - Sheridan - Creek\000 - Sheets\057234E-ht-Schedule.dgn



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	DRAWN -	REVISED -
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PLOT DATE = 5/6/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: none SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	12
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

TREE REMOVAL, ACRES

20100500

STATION TO STATION	SIDE	WIDTH	ACRE	
FAP 510 (IL 96)				
641+04	643+66	LT	VARIES	0.23
641+51	643+56	RT	VARIES	0.15
TOTAL				0.38
USE				0.50

TREE REMOVAL (OVER 15 UNITS DIAMETER)

20100210

STATION	SIDE	OFFSET	UNITS	
FAP 510 (IL 96)				
648+45.0	RT	180.5	30	
TOTAL				30

PAVEMENT REMOVAL

44000100

STATION TO STATION	SIDE	WIDTH	SO YD	
FAP 510 (IL 96)				
642+79.0	643+13.1	LT & RT	22.6	85.6
644+48.5	644+99.0	LT & RT	22.9	128.5
TOTAL				214.1
USE				215

DRIVEWAY PAVEMENT REMOVAL

44000200

STATION TO STATION	SIDE	WIDTH	SO YD	
FAP 510 (IL 96)				
644+73.6	644+95.5	RT	VARIES	31.1
ACCESS ROAD				
0+75.0	2+68.3	RT	12.5	282.8
TOTAL				313.8
USE				314

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

78300200

STATION TO STATION	SIDE	EACH	
FAP 510 (IL 96)			
640+00.0	645+75.0	CL	15
TOTAL			15

PAVED SHOULDER REMOVAL

44004250

STATION TO STATION	SIDE	WIDTH	SO YD	
FAP 510 (IL 96)				
640+00.0	643+13.1	LT	4.9	170.5
640+30.0	641+52.5	RT	4.3	58.5
642+79.0	643+13.1	RT	6.8	25.8
644+48.5	645+75.0	LT	3.7	52.0
644+99.0	645+75.0	RT	VARIES	4.7
TOTAL				311.5
USE				312

BASE COURSE REMOVAL (SPECIAL)

Z0003300

STATION TO STATION	SIDE	SO YD	
FAP 510 (IL 96)			
640+00.0	642+79.0	LT	38.8
TOTAL			38.8
USE			39

GUTTER REMOVAL

44000400

STATION TO STATION	SIDE	FOOT	
FAP 510 (IL 96)			
644+48.5	645+75.0	LT	126.5
644+71.7	644+98.0	RT	26.3
644+98.0	645+75.0	RT	77.0
649+10.0	649+40.0	RT	30.0
TOTAL			259.8
USE			260

- INCLUDES GUTTER ENTRANCE

GUTTER REMOVAL (SPECIAL)

X4402720

STATION TO STATION	SIDE	FOOT	
FAP 510 (IL 96)			
640+30.0	641+52.5	RT	122.5
644+99.0	645+75.0	LT	76.0
TOTAL			198.5
USE			199

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

40600982

STATION TO STATION	SIDE	WIDTH	SO YD	
FAP 510 (IL 96)				
640+00.0	640+30.0	LT & RT	31.5	105.0
645+45.0	645+75.0	LT & RT	31.5	105.0
TOTAL				210.0
USE				210

PIPE CULVERT REMOVAL

50105220

STATION	SIDE	DESCRIPTION	FOOT	
FAP 510 (IL 96)				
644+38	RT	12" STEEL	12	
644+51	LT	12" STEEL	12	
TOTAL				24

REMOVING INLETS

60500060

STATION	SIDE	OFFSET	EACH	
FAP 510 (IL 96)				
644+55.2	LT	15.8	1	
TOTAL				1

GUARDRAIL REMOVAL

63200310

STATION TO STATION	SIDE	FOOT	
FAP 510 (IL 96)			
641+24.6	643+13.7	RT	189.1
641+77.3	643+13.4	LT	136.1
644+48.4	645+10.1	LT	61.7
TOTAL			386.9
USE			387

REMOVE IMPACT ATTENUATORS, NO SALVAGE

X6430120

STATION TO STATION	SIDE	EACH	
FAP 510 (IL 96)			
644+48.6	644+71.7	RT	1
TOTAL			1

CONCRETE SLAB REMOVAL

X0326390

STATION TO STATION	SIDE	SO YD	
FAP 510 (IL 96)			
644+48.6	644+71.7	RT	11.5
TOTAL			11.5
USE			12

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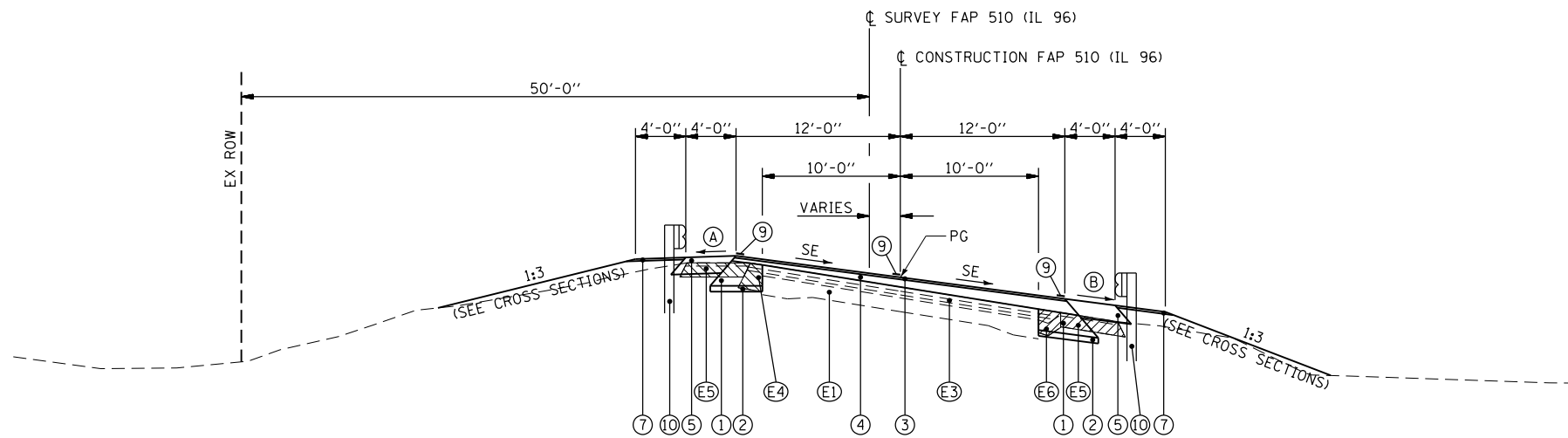
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	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: none SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	13
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



- SHOULDER SLOPE NOTES:**
- (A) HIGH SIDE OF SE: 4.0% OR 8.0% BREAKOVER WHICHEVER IS LESS
 - (B) LOW SIDE OF SE: 4.0% OR SE WHICHEVER IS GREATER

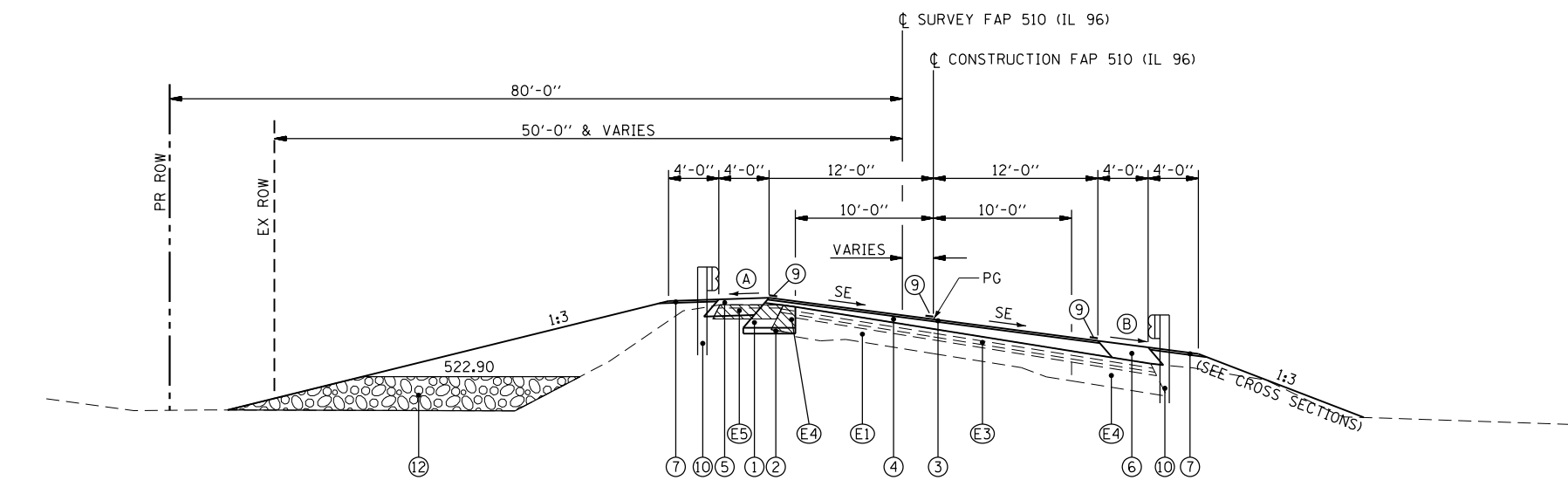
PROPOSED TYPICAL SECTION
 STA 640+30.00 TO STA 641+15.83 (SE = 9.7%)
 STA 641+15.83 TO STA 641+52.50 (SE TRANSITION)

LEGEND

- (E1) EXISTING 9 - 6 1/2 - 9 PCC PAVEMENT
 - (E2) EXISTING 16 1/2 - 10 1/2 - 16 1/2 PCC PAVEMENT
 - (E3) EXISTING HMA SURFACING 5 1/4"±
 - (E4) EXISTING HMA BASE COURSE WIDENING 9"
 - (E5) EXISTING HMA SHOULDER 5 1/4" W/ HMA SURFACING 1 1/2"
 - (E6) EXISTING CONCRETE GUTTER TYPE B
 - (E7) EXISTING OIL & CHIP PAVEMENT
 - (1) PROPOSED HMA BASE COURSE WIDENING, 10"
 - (2) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 4"
 - (2A) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, VARIABLE DEPTH
 - (3) PROPOSED HMA CONCRETE SURFACE COURSE, MIX "C", N50, 1 1/2"
 - (3A) PROPOSED HMA CONCRETE SURFACE COURSE, MIX "C", N50, VARIABLE DEPTH
 - (4) PROPOSED HMA CONCRETE BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH (2 1/4" MIN)
 - (4A) PROPOSED HMA CONCRETE BINDER COURSE, IL-19.0, N50, 2 1/2"
 - (5) PROPOSED HMA SHOULDERS, 8"
 - (6) PROPOSED HMA SHOULDERS, VARIABLE DEPTH (1 1/2" MINIMUM)
 - (7) PROPOSED AGGREGATE SHOULDERS, TYPE B, 1 1/2"
 - (8) PROPOSED CONCRETE GUTTER, TYPE B
 - (9) PROPOSED PAVEMENT MARKING - LINE 5"
 - (10) PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE FOR LOCATIONS)
 - (11) PROPOSED AGG BASE COURSE, TYPE A, 8"
 - (12) PROPOSED ROCK FILL - EMBANKMENT (STA 641+15 TO STA 643+55)
- ▨ ITEM TO BE REMOVED

GUARDRAIL NOTES:

PROPOSED GUARDRAIL FROM STATION 641+34.60 TO STATION 643+11.50 RT
 PROPOSED GUARDRAIL FROM STATION 641+97.10 TO STATION 643+11.50 LT



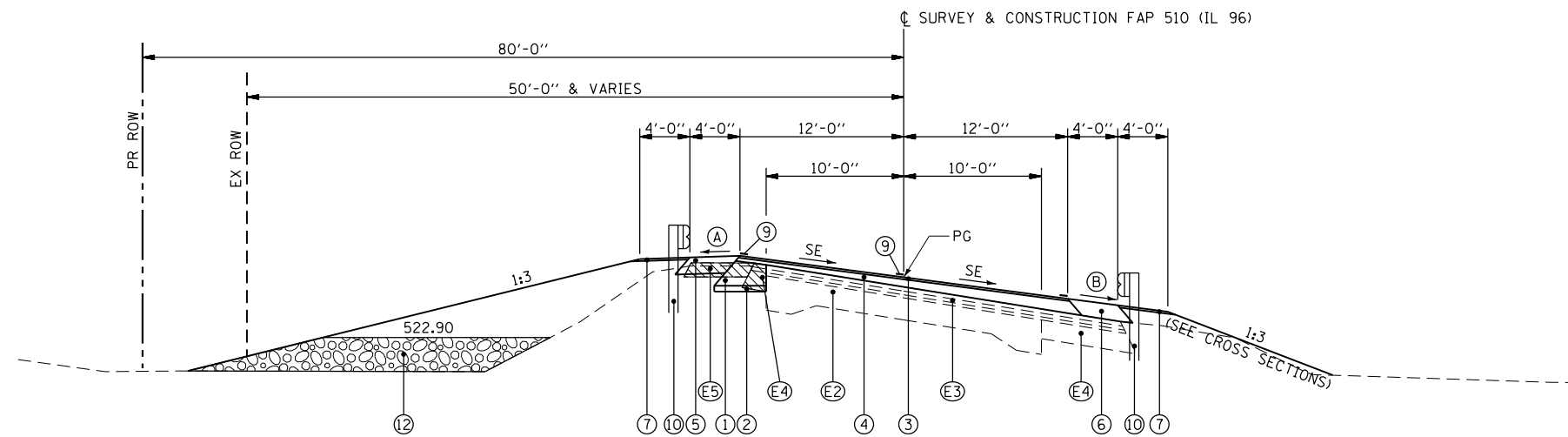
- SHOULDER SLOPE NOTES:**
- (A) HIGH SIDE OF SE: 4.0% OR 8.0% BREAKOVER WHICHEVER IS LESS
 - (B) LOW SIDE OF SE: 4.0% OR SE WHICHEVER IS GREATER

PROPOSED TYPICAL SECTION
 STA 640+00.00 TO STA 640+30.00 (SE = 9.7%)
 STA 641+52.50 TO STA 642+72.50 (SE TRANSITION)

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PLOT DATE = 5/6/2019	CHECKED -	REVISED -
	DATE -	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	14
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SHOULDER SLOPE NOTES:

- (A) HIGH SIDE OF SE: 4.0% OR 8.0% BREAKOVER WHICHEVER IS LESS
- (B) LOW SIDE OF SE: 4.0% OR SE WHICHEVER IS GREATER

PROPOSED TYPICAL SECTION

STA 642+72.50 TO STA 642+79.00	(SE TRANSITION)	
STA 642+79.00 TO STA 642+94.00	(SE TRANSITION)	BRIDGE APPROACH PAVEMENT CONNECTOR
STA 642+94.00 TO STA 643+24.00	(SE TRANSITION)	BRIDGE APPROACH PAVEMENT
STA 643+24.00 TO STA 644+54.00	(NORMAL CROWN)	S.N. 034-0520
STA 644+54.00 TO STA 644+84.00	(NORMAL CROWN)	BRIDGE APPROACH PAVEMENT
STA 644+84.00 TO STA 644+99.00	(NORMAL CROWN)	BRIDGE APPROACH PAVEMENT CONNECTOR

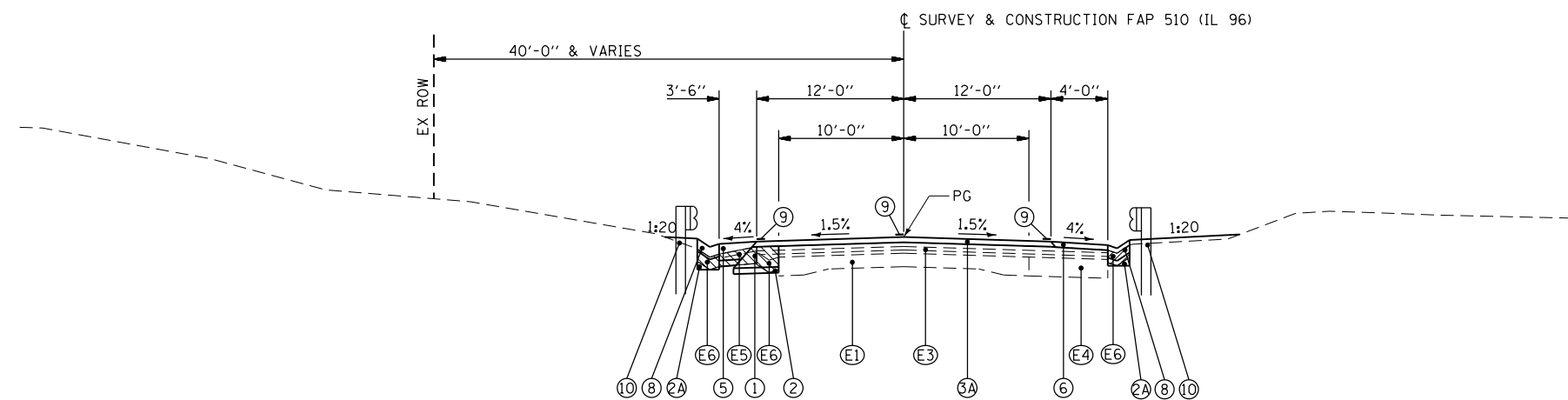
LEGEND

- (E1) EXISTING 9 - 6 1/2 - 9 PCC PAVEMENT
- (E2) EXISTING 16 1/2 - 10 1/2 - 16 1/2 PCC PAVEMENT
- (E3) EXISTING HMA SURFACING 5 1/4"±
- (E4) EXISTING HMA BASE COURSE WIDENING 9"
- (E5) EXISTING HMA SHOULDER 5 1/4" W/ HMA SURFACING 1 1/2"
- (E6) EXISTING CONCRETE GUTTER TYPE B
- (E7) EXISTING OIL & CHIP PAVEMENT
- (1) PROPOSED HMA BASE COURSE WIDENING, 10"
- (2) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 4"
- (2A) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, VARIABLE DEPTH
- (3) PROPOSED HMA CONCRETE SURFACE COURSE, MIX "C", N50, 1 1/2"
- (3A) PROPOSED HMA CONCRETE SURFACE COURSE, MIX "C", N50, VARIABLE DEPTH
- (4) PROPOSED HMA CONCRETE BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH (2 1/4" MIN)
- (4A) PROPOSED HMA CONCRETE BINDER COURSE, IL-19.0, N50, 2 1/2"
- (5) PROPOSED HMA SHOULDERS, 8"
- (6) PROPOSED HMA SHOULDERS, VARIABLE DEPTH (1 1/2" MINIMUM)
- (7) PROPOSED AGGREGATE SHOULDERS, TYPE B, 1 1/2"
- (8) PROPOSED CONCRETE GUTTER, TYPE B
- (9) PROPOSED PAVEMENT MARKING - LINE 5"
- (10) PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE FOR LOCATIONS)
- (11) PROPOSED AGG BASE COURSE, TYPE A, 8"
- (12) PROPOSED ROCK FILL - EMBANKMENT (STA 641+15 TO STA 643+55)

ITEM TO BE REMOVED

GUARDRAIL NOTES:

PROPOSED GUARDRAIL FROM STATION 644+66.50 TO STATION 645+68.40 RT
 PROPOSED GUARDRAIL FROM STATION 644+66.50 TO STATION 645+68.40 LT



PROPOSED TYPICAL SECTION

STA 644+99.00 TO STA 645+75.00

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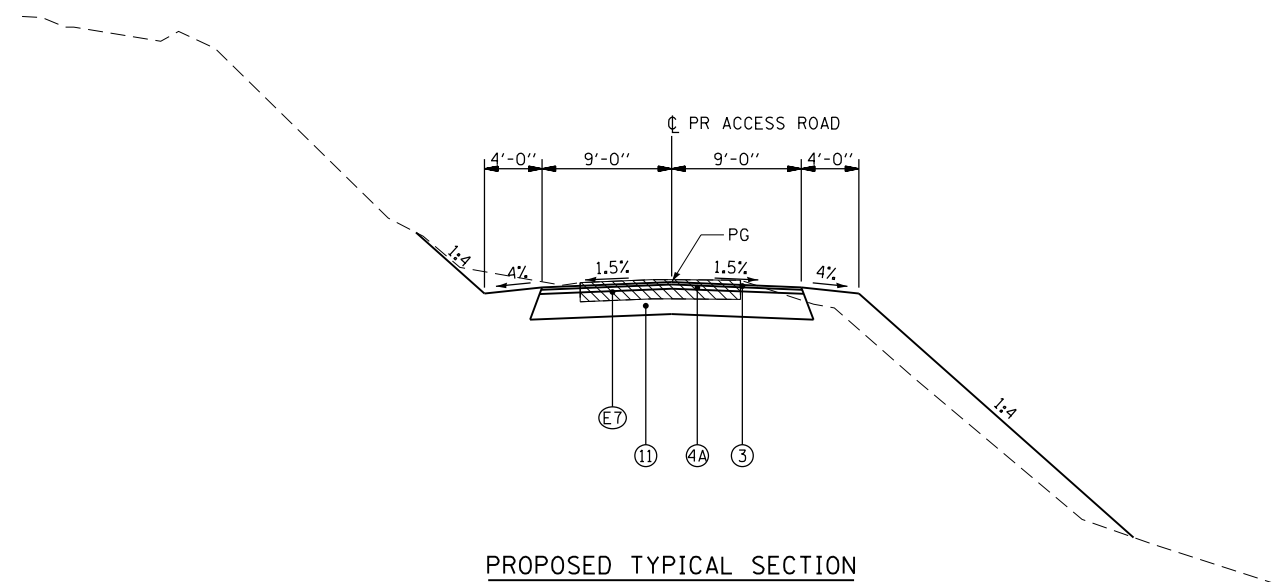
KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors
 616 N. 24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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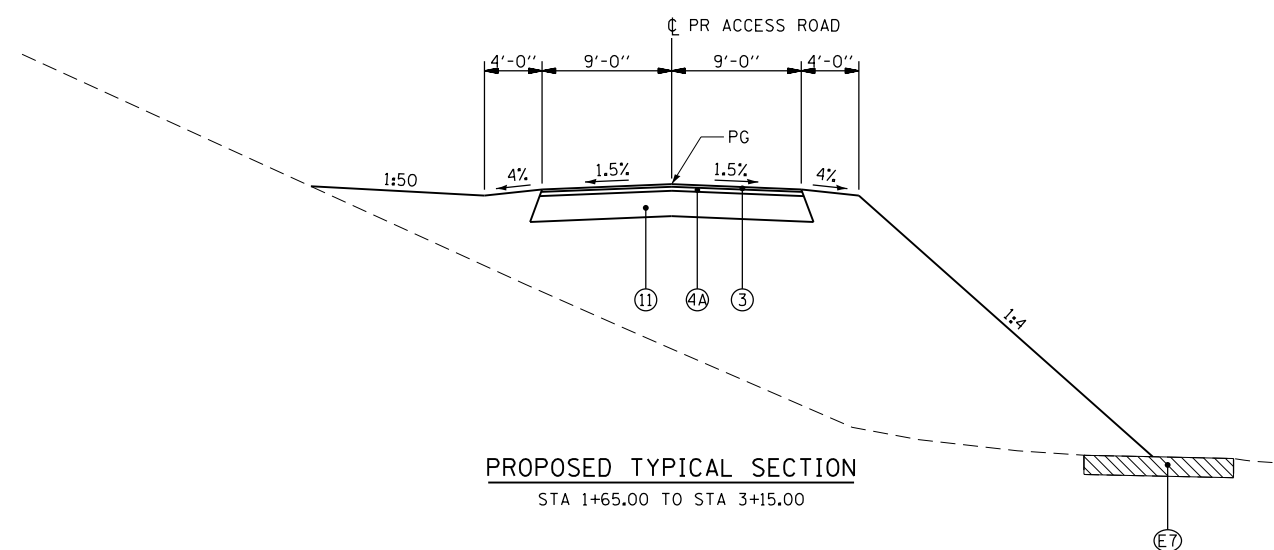
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 96 TYPICAL SECTIONS	
SCALE: none	SHEET NO. 2 OF 3 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	15
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL SECTION
 STA 0+75.00 TO STA 1+65.00
 STA 3+15.00 TO STA 3+46.92



PROPOSED TYPICAL SECTION
 STA 1+65.00 TO STA 3+15.00

LEGEND

- Ⓔ EXISTING 9 - 6 1/2 - 9 PCC PAVEMENT
 - Ⓔ EXISTING 16 1/2 - 10 1/2 - 16 1/2 PCC PAVEMENT
 - Ⓔ EXISTING HMA SURFACING 5 1/4"±
 - Ⓔ EXISTING HMA BASE COURSE WIDENING 9"
 - Ⓔ EXISTING HMA SHOULDER 5 1/4" W/ HMA SURFACING 1 1/2"
 - Ⓔ EXISTING CONCRETE GUTTER TYPE B
 - Ⓔ EXISTING OIL & CHIP PAVEMENT
 - ① PROPOSED HMA BASE COURSE WIDENING, 10"
 - ② PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 4"
 - ②A PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, VARIABLE DEPTH
 - ③ PROPOSED HMA CONCRETE SURFACE COURSE, MIX "C", N50, 1 1/2"
 - ③A PROPOSED HMA CONCRETE SURFACE COURSE, MIX "C", N50, VARIABLE DEPTH
 - ④ PROPOSED HMA CONCRETE BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH (2 1/4" MIN)
 - ④A PROPOSED HMA CONCRETE BINDER COURSE, IL-19.0, N50, 2 1/2"
 - ⑤ PROPOSED HMA SHOULDERS, 8"
 - ⑥ PROPOSED HMA SHOULDERS, VARIABLE DEPTH (1 1/2" MINIMUM)
 - ⑦ PROPOSED AGGREGATE SHOULDERS, TYPE B, 1 1/2"
 - ⑧ PROPOSED CONCRETE GUTTER, TYPE B
 - ⑨ PROPOSED PAVEMENT MARKING - LINE 5"
 - ⑩ PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE FOR LOCATIONS)
 - ⑪ PROPOSED AGG BASE COURSE, TYPE A, 8"
 - ⑫ PROPOSED ROCK FILL - EMBANKMENT (STA 641+15 TO STA 643+55)
- ▨ ITEM TO BE REMOVED

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 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

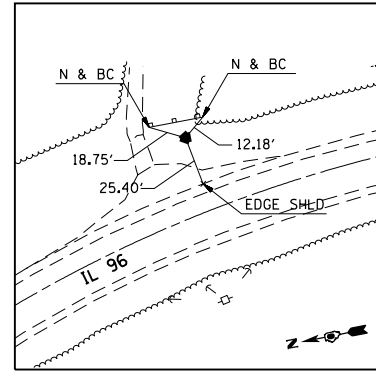
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	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

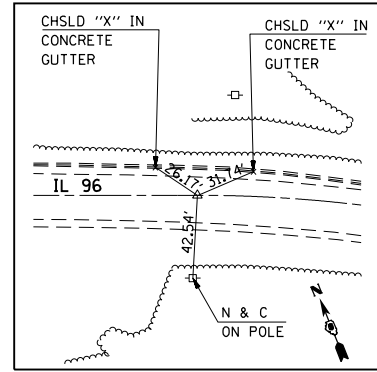
ACCESS ROAD TYPICAL SECTIONS

SCALE: none	SHEET NO. 3 OF 3 SHEETS	STA. TO STA.
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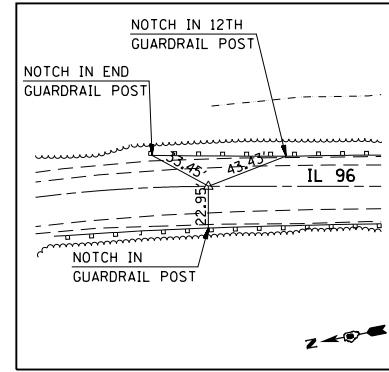
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	16
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



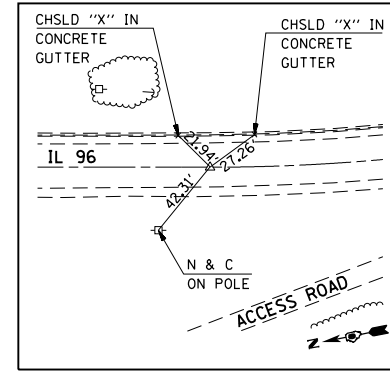
TRAV #99076
 (#4 REBAR W/CAP BURIED 4")
 N 1,404,632.7730 E 1,965,161.0020



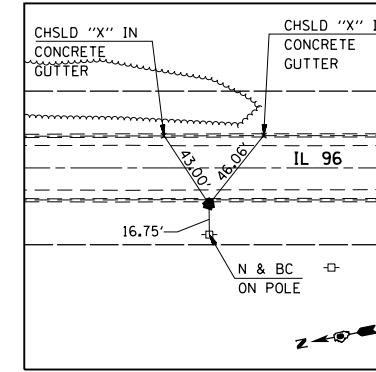
P.C. STA. 632+19.46
 (SET P.K. NAIL & BC IN CHSLD "X")
 N 1,405,162.5133 E 1,964,685.0941



P.T. STA. 642+07.65
 (SET P.K. NAIL & BC IN CHSLD "X")
 N 1,404,361.2103 E 1,965,119.9642



P.C. STA. 651+20.72
 (SET P.K. NAIL & BC IN CHSLD "X")
 N 1,403,464.9868 E 1,964,945.3784

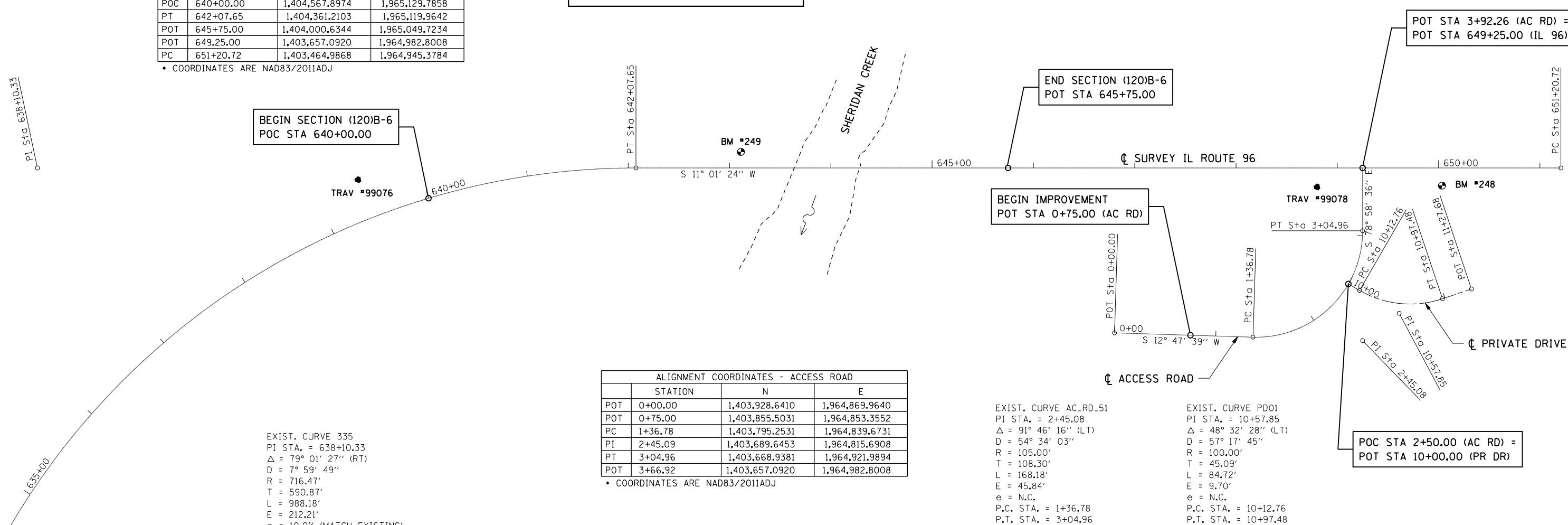


TRAV #99078
 (#5 REBAR BURIED 3")
 N 1,403,704.8800 E 1,964,972.947

ALIGNMENT COORDINATES - IL 96			
	STATION	N	E
PI	638+10.33	1,404,941.1786	1,965,232.9429
POC	640+00.00	1,404,567.8974	1,965,129.7858
PT	642+07.65	1,404,361.2103	1,965,119.9642
POT	645+75.00	1,404,000.6344	1,965,049.7234
POT	649.25.00	1,403,657.0920	1,964,982.8008
PC	651+20.72	1,403,464.9868	1,964,945.3784

• COORDINATES ARE NAD83/2011ADJ

BM #249: STA 643+12.9, 17.2' LT
 CHISLED "a" TOP NE WINGWALL
 OF SN 034-0020 @ SHERIDAN CREEK
 ELEV. = 534.40 (NAVD88)



BEGIN SECTION (120)B-6
 POC STA 640+00.00

END SECTION (120)B-6
 POT STA 645+75.00

POT STA 3+92.26 (AC RD) =
POT STA 649+25.00 (IL 96)

BEGIN IMPROVEMENT
 POT STA 0+75.00 (AC RD)

POC STA 2+50.00 (AC RD) =
POT STA 10+00.00 (PR DR)

ALIGNMENT COORDINATES - ACCESS ROAD			
	STATION	N	E
POT	0+00.00	1,403,928.6410	1,964,869.9640
POT	0+75.00	1,403,855.5031	1,964,853.3552
PC	1+36.78	1,403,795.2531	1,964,839.6731
PT	2+45.09	1,403,689.6453	1,964,815.6908
PT	3+04.96	1,403,668.9381	1,964,921.9894
POT	3+66.92	1,403,657.0920	1,964,982.8008

• COORDINATES ARE NAD83/2011ADJ

BM #248: STA 650+03.3, 17.4' RT
 CHISLED "a" FL OF GUTTER OUTLET
 ELEV. = 543.97 (NAVD88)

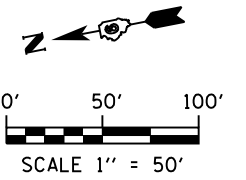
EXIST. CURVE 335
 PI STA. = 638+10.33
 $\Delta = 79^\circ 01' 27''$ (RT)
 $D = 7^\circ 59' 49''$
 $R = 716.47'$
 $T = 590.87'$
 $L = 988.18'$
 $E = 212.21'$
 $e = 10.0\%$ (MATCH EXISTING)
 $T.R. = 30.00'$
 $S.E. RUN = 180.00'$
 P.C. STA. = 632+19.46
 P.T. STA. = 642+07.65
 S.E. REMOVED: STA 641+14.00 TO STA 643+24.00

EXIST. CURVE AC_RD.51
 PI STA. = 2+45.08
 $\Delta = 91^\circ 46' 16''$ (LT)
 $D = 54^\circ 34' 03''$
 $R = 105.00'$
 $T = 108.30'$
 $L = 168.18'$
 $E = 45.84'$
 $e = N.C.$
 P.C. STA. = 1+36.78
 P.T. STA. = 3+04.96

EXIST. CURVE PD01
 PI STA. = 10+57.85
 $\Delta = 48^\circ 32' 28''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 45.09'$
 $L = 84.72'$
 $E = 9.70'$
 $e = N.C.$
 P.C. STA. = 10+12.76
 P.T. STA. = 10+97.48

ALIGNMENT COORDINATES - PRIVATE DRIVE			
	STATION	N	E
POT	10+00.00	1,403,692.7746	1,964,873.1590
PC	10+12.76	1,403,683.1484	1,964,864.7865
PI	10+57.85	1,403,649.1264	1,964,835.1959
PT	10+97.48	1,403,604.4249	1,964,841.1015
POT	11+27.68	1,403,574.4812	1,964,845.0575

• COORDINATES ARE NAD83/2011ADJ



FILE NAME = G:\1071\110001\1107 - IL 96 over Sheridan Creek\CAD\Sheets\0672145-shr-01\align.dgn

KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors
 616 N. 24TH ST. QUINCY, ILLINOIS 62301-2117, 223.3670
 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN -	REVISED -
PLOT DATE = 5/6/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORIZONTAL ALIGNMENT, CONTROL TIES
AND BENCHMARK DATA

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	17
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

GENERAL NOTES

- 1) FLAGS SHALL BE USED AT EACH DETOUR SIGN LOCATION.
- 2) SEE SHEET 2 OF 3 FOR SIGN DETAILS.
- 3) SEE SHEET 3 OF 3 FOR SIGN PLACEMENT DETAILS OF DETOUR PLAN.
- 4) ALL SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR.
- 5) THE LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- 6) ALL SIGNS SHALL BE REMOVED WHEN NOT REQUIRED FOR FUTURE USE.
- 7) FURNISHING, ERECTING, MAINTAINING, AND REMOVAL OF THE SIGNS SHOWN SHALL BE PAID FOR ACCORDING TO THE CONTRACT UNIT COST PER LUMP SUM FOR "DETOUR SIGNING".
- 8) THE EXACT LOCATIONS OF ALL TRAFFIC CONTROL ITEMS SHALL BE APPROVED BY THE ENGINEER.
- 9) IF SIGNS ARE NOT IN USE THEY SHALL BE COVERED.
- 10) IDOT DISTRICT 6 BUREAU OF OPERATIONS (217-782-7314) SHALL BE GIVEN NOTICE OF IMPLEMENTATION OF THIS DETOUR 21 DAYS PRIOR TO USING THE DETOUR ROUTE.
- 11) PRIOR TO THE CLOSURE OF IL 96, THE CONTRACTOR SHALL NOTIFY THE LOCAL EMERGENCY SERVICES, CITY OF NAUVOO, US POSTAL SERVICE, COMMUNITY UNIT SCHOOL DISTRICT NO. 325, AND HANCOCK COUNTY ENGINEER.

CITY OF NAUVOO PUBLIC WORKS DIRECTOR:

MR. BARRY CUTHBERT
60 N. BLUFF ST.
NAUVOO, IL 62354

FAX: 217-453-2587
PHONE: 217-453-2587
MOBILE:
E-MAIL: WTPNAUVOO@FRONTIERNET.NET

HANCOCK COUNTY ENGINEER:

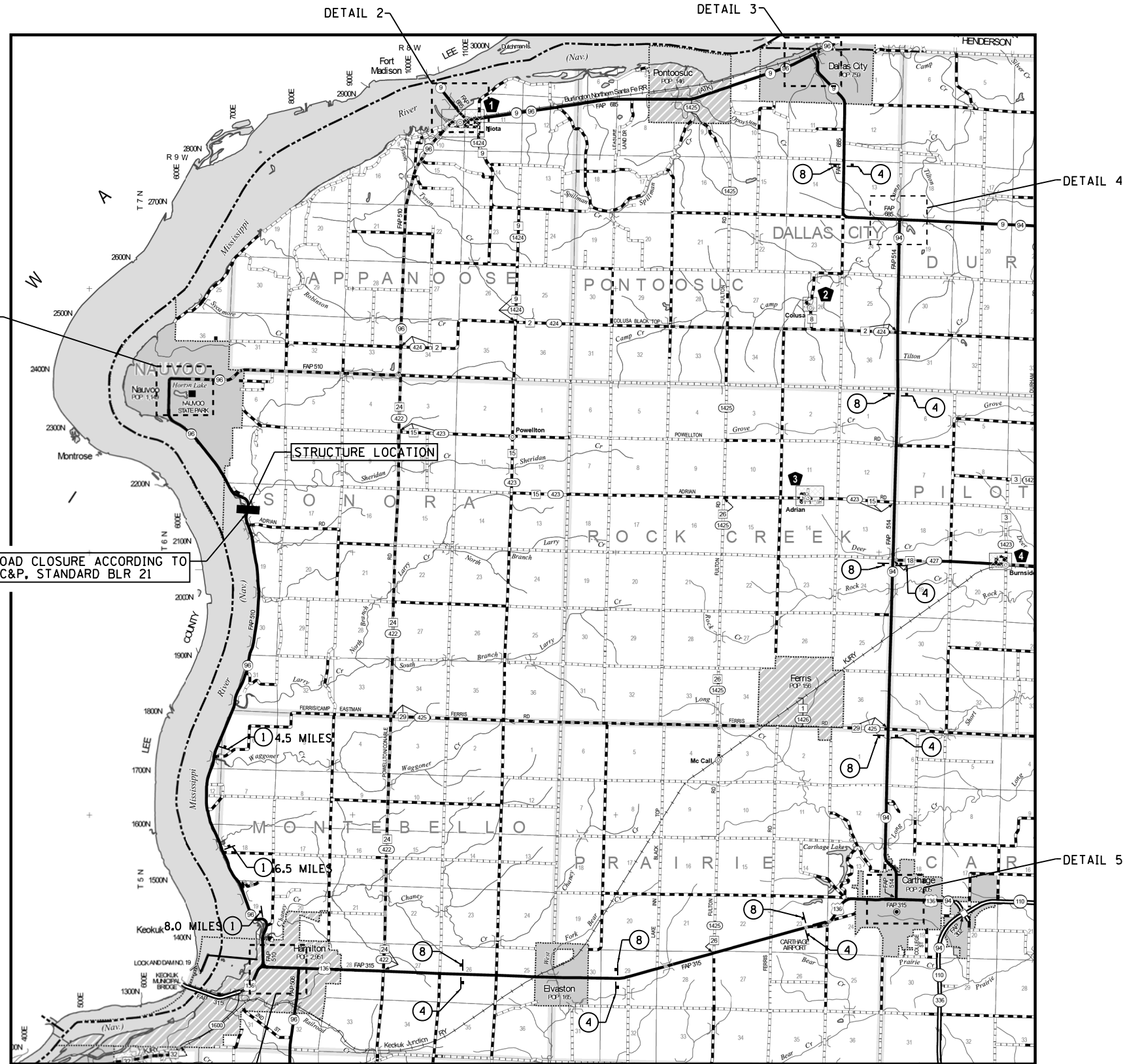
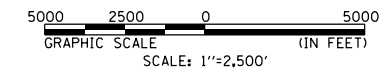
MR. ELGIN BERRY
101 S. 1ST STREET, PO BOX 379

FAX: 217-357-3156
PHONE: 217-357-3155
MOBILE:
E-MAIL: HANCOCKH@MEDIACOMBB.NET

COMMUNITY UNIT SCHOOL DISTRICT NO. 325 (NAUVOO-COLUSA):

SUPERINTENDENT
KENT H. YOUNG
2461 NORTH STATE HIGHWAY 96
NAUVOO, IL 62354

FAX: 217-453-2231
PHONE: 217-453-2231
MOBILE:
E-MAIL: KYOUNG@NAUVOO-COLUSA.COM



ROAD CLOSURE ACCORDING TO TC&P, STANDARD BLR 21

DETAIL 6

DETOUR PLAN

FILE NAME = G:\107\107\100001\107\107 - IL 96 over Sheridan Creek VADD Sheets\0672145-shd-Detour.dgn

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N. 24TH ST. QUINCY, ILLINOIS 62301-2112, 223-3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 6000.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 5/6/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

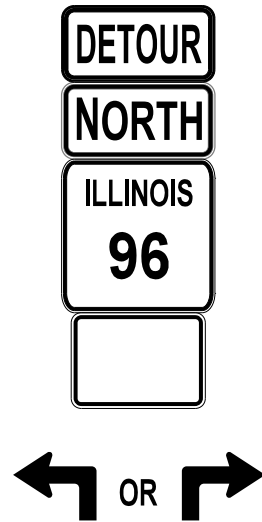
DETOUR PLAN

SCALE: 1"=2,500' SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	18
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



1 R11-3a (6030) (0)



2 M4-8 (2412) (0)
M3-1 (2412)
M1-I100.2 (2424)
M5-1L or M5-1R (2115)



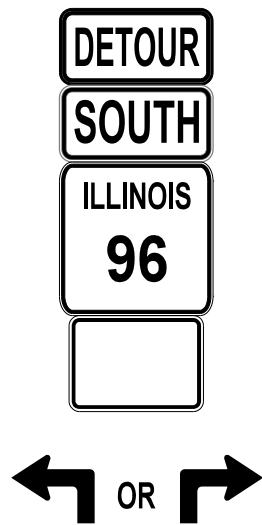
3 M4-8 (2412) (0)
M3-1 (2412)
M1-I100.2 (2424)
M6-1L or M6-1R (2115)



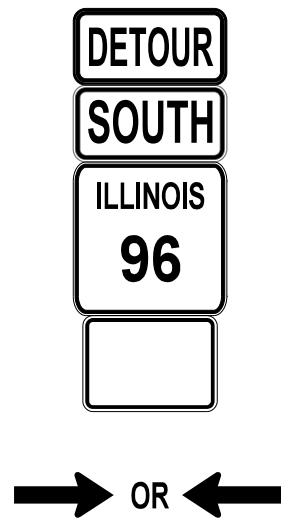
4 M4-8 (2412) (0)
M3-1 (2412)
M1-I100.2 (2424)
M6-3 (2115)



5 M4-8a (2418) (0)
M3-1 (2412)
M1-I100.2 (2424)



6 M4-8 (2412) (0)
M3-3 (2412)
M1-I100.2 (2424)
M5-1L or M5-1R (2115)



7 M4-8 (2412) (0)
M3-3 (2412)
M1-I100.2 (2424)
M6-1L or M6-1R (2115)



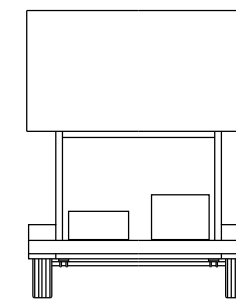
8 M4-8 (2412) (0)
M3-3 (2412)
M1-I100.2 (2424)
M6-3 (2115)



9 M4-8a (2418) (0)
M3-3 (2412)
M1-I100.2 (2424)



10 W20-2a (4848)

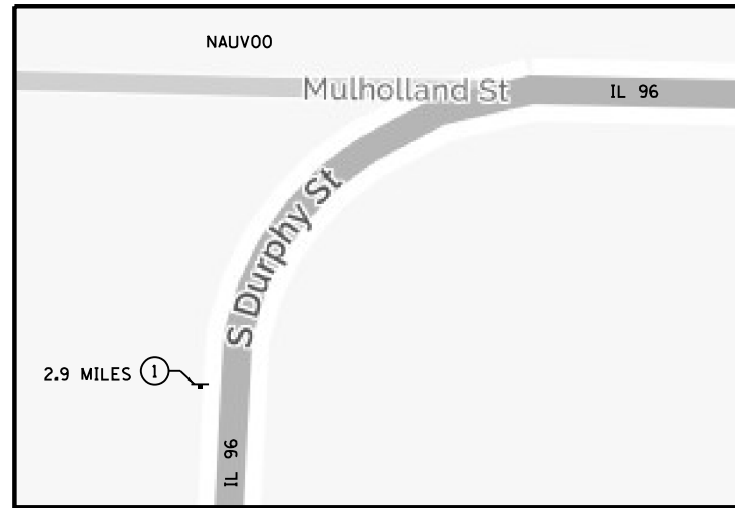


11 CHANNEABLE MESSAGE SIGN

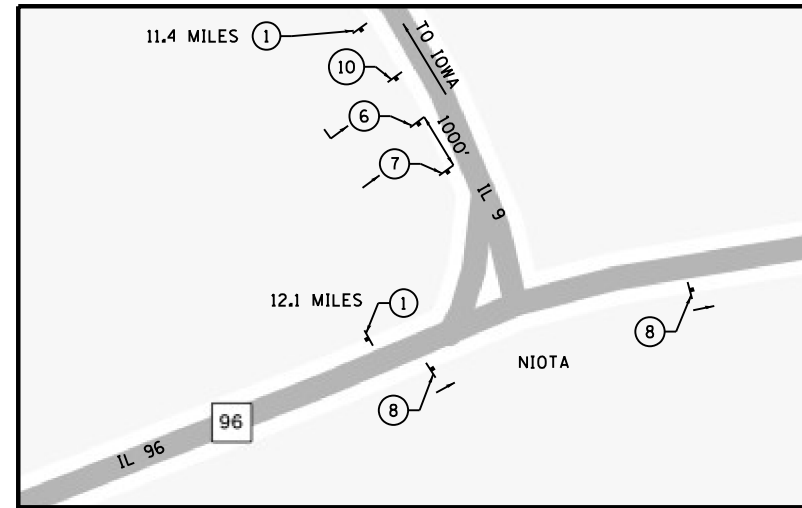
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USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 6000.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 5/6/2019	CHECKED -	REVISED -
	DATE -	REVISED -

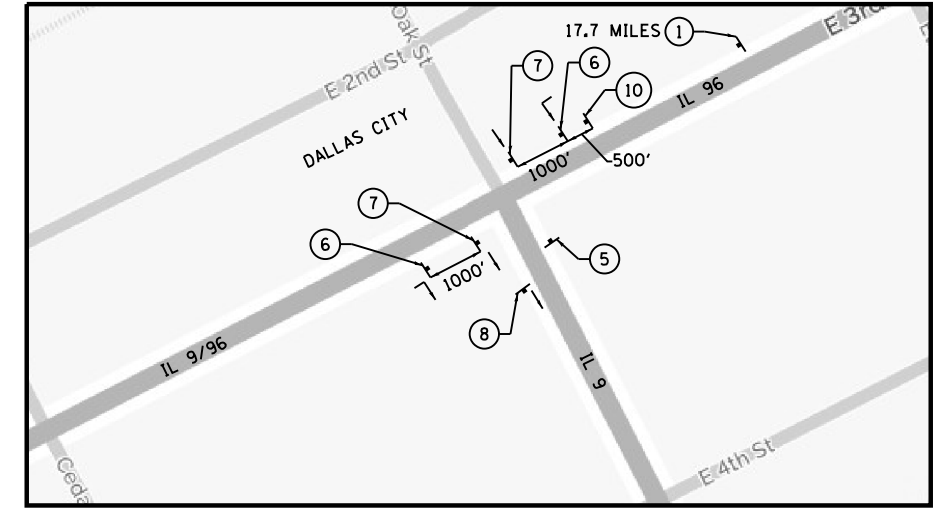
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	19
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			CONTRACT NO. 72J45	



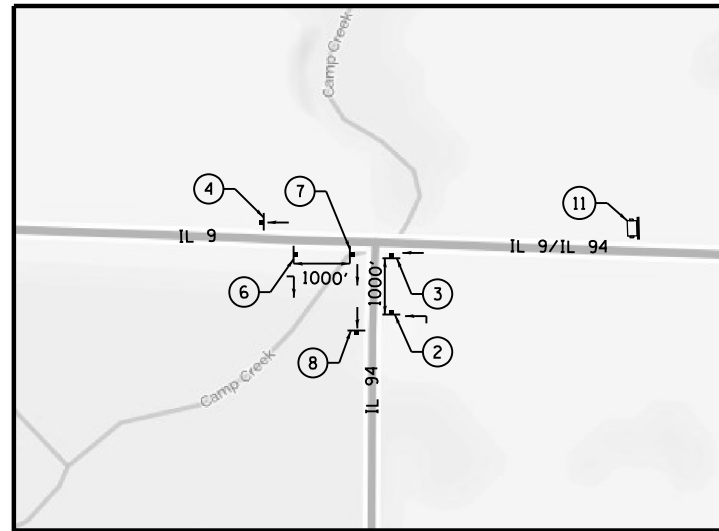
DETAIL 1



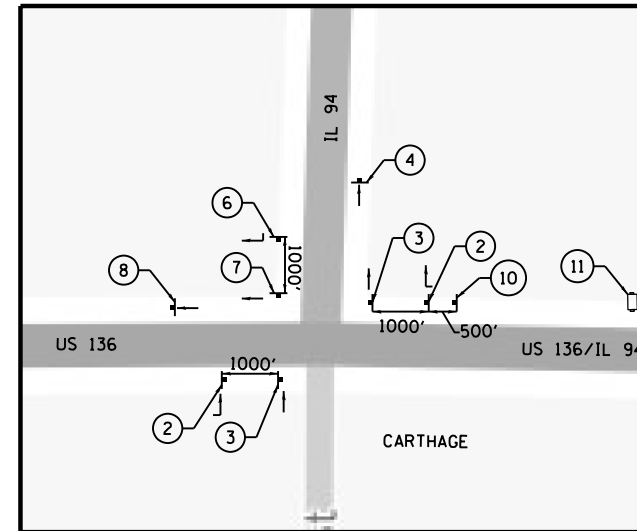
DETAIL 2



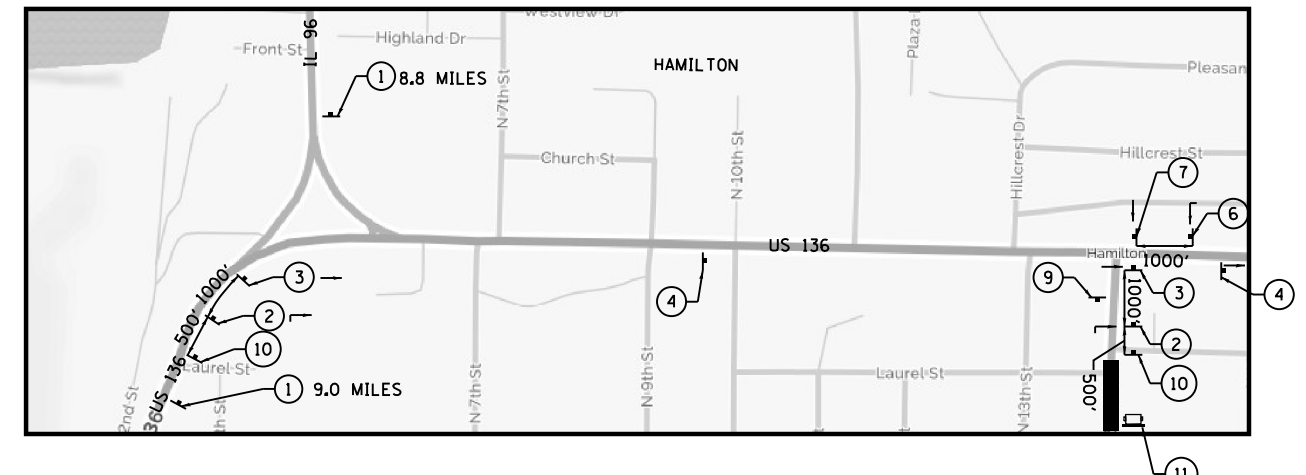
DETAIL 3



DETAIL 4



DETAIL 5



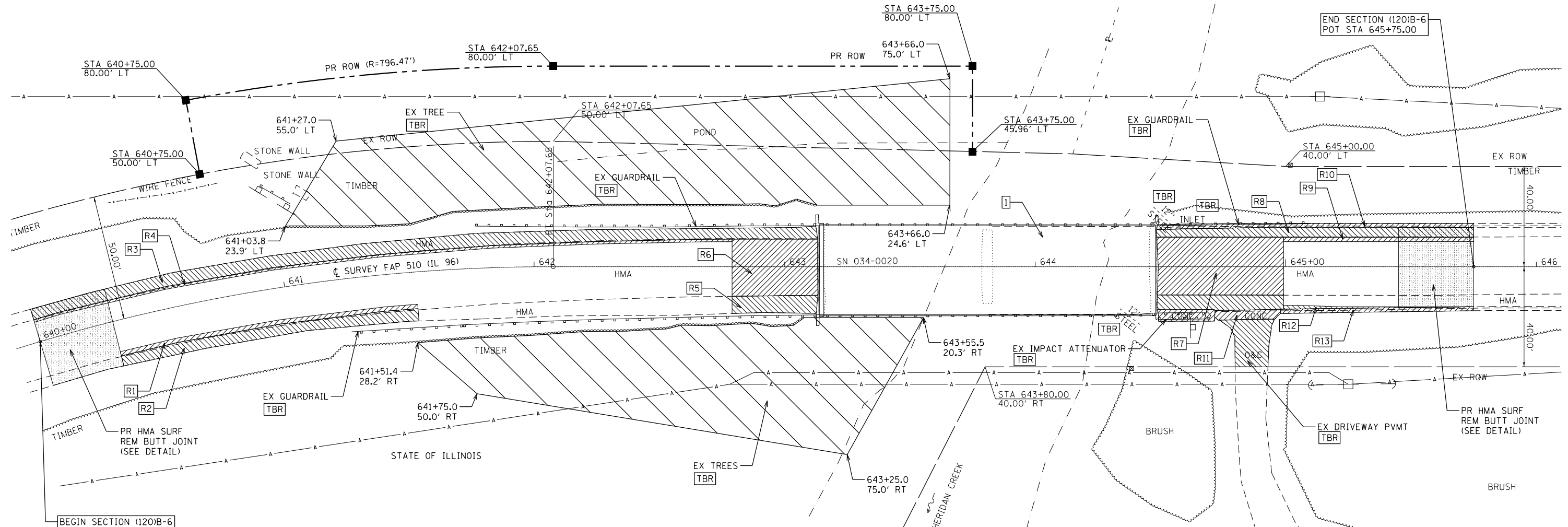
DETAIL 6

FILE NAME = G:\1071.res\100001\1071.WD 7 - IL 96 over Sheridan Creek VADD Sheets\0672\45-shd-Detour.dgn

NAUVOO RESTORATION INC.
6068101

1- STA 643+89.00 0° SKEW (S.N. 034-0020)
EX BRIDGE
PRESTRESSED CONCRETE DECK BEAM WITH HMA WEARING SURFACE
138'-0" BACK-TO-BACK OF ABUTMENTS
36'-0" OUT-TO-OUT DECK WIDTH
(SEE STRUCTURE PLANS)
TBR

DAVID J. & LOU ANN METTERNICH



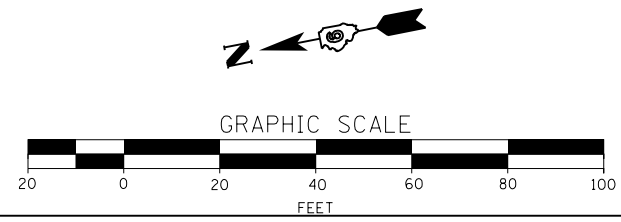
END SECTION (120)B-6
POT STA 645+75.00

BEGIN SECTION (120)B-6
POC STA 640+00.00

- R1- EX GUTTER REMOVAL (SPECIAL)
STA 640+30.0 TO STA 641+52.5
(SEE ALSO TYPICAL SECTIONS)
- R2- EX HMA SHLD W/ SURFACING REMOVAL
STA 640+30.0 TO STA 641+52.5
(SEE ALSO TYPICAL SECTIONS)
- R3- EX HMA SHLD W/ SURFACING REMOVAL
STA 640+00.0 TO STA 643+13.1
(SEE ALSO TYPICAL SECTIONS)
- R4- EX HMA BSE CSE WID REMOVAL
STA 640+00.0 TO STA 642+79.0
(SEE ALSO TYPICAL SECTIONS)
- R5- EX HMA SHLD W/ SURFACING REMOVAL
STA 642+79.0 TO STA 643+13.1
- R6- EX PVMT REMOVAL
STA 642+79.0 TO STA 643+13.1
- R7- EX PVMT REMOVAL
STA 644+48.5 TO STA 644+99.0
- R8- EX HMA SHLD W/ SURFACING REMOVAL
STA 644+48.5 TO STA 645+75.0
(SEE ALSO TYPICAL SECTIONS)
- R9- EX GUTTER REMOVAL (SPECIAL)
STA 644+99.0 TO STA 645+75.0
(SEE ALSO TYPICAL SECTIONS)
- R10- EX GUTTER REMOVAL
STA 644+48.5 TO STA 645+75.0
- R11- EX GUTTER REMOVAL
STA 644+71.7 TO STA 644+98.0
- R12- EX HMA SHLD W/ SURFACING REMOVAL
STA 644+99.0 TO STA 645+75.0
- R13- EX GUTTER REMOVAL
STA 644+98.0 TO STA 645+75.0

EXIST. CURVE 335
PI STA. = 638+10.33
 $\Delta = 79^\circ 01' 27''$ (RT)
D = 7° 59' 49"
R = 716.47'
T = 590.87'
L = 988.18'
E = 212.21'
 $e = 10.0\%$ (MATCH EXISTING)
T.R. = 30.00'
S.E. RUN = 180.00'
P.C. STA. = 632+19.46
P.T. STA. = 642+07.65
S.E. REMOVED: STA 641+14.00 TO STA 643+24.00

TREE REMOVAL



FILE NAME = G:\1071\res\100001\1\WD 7 - IL 96 over Sheridan Creek\CAADD Sheets\0672145-shr-Removal.dgn

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N. 24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 5/6/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 96 REMOVAL SHEET			
SCALE: 1"=20'	SHEET NO. 1	OF 1 SHEETS	STA. 640+00 TO STA. 646+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	21
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

BM #249 - CHISELED "□" ON NE WINGWALL OF EX. SN Q34-0020
STA 643+12.9, 17.2' LT ELEV = 534.40

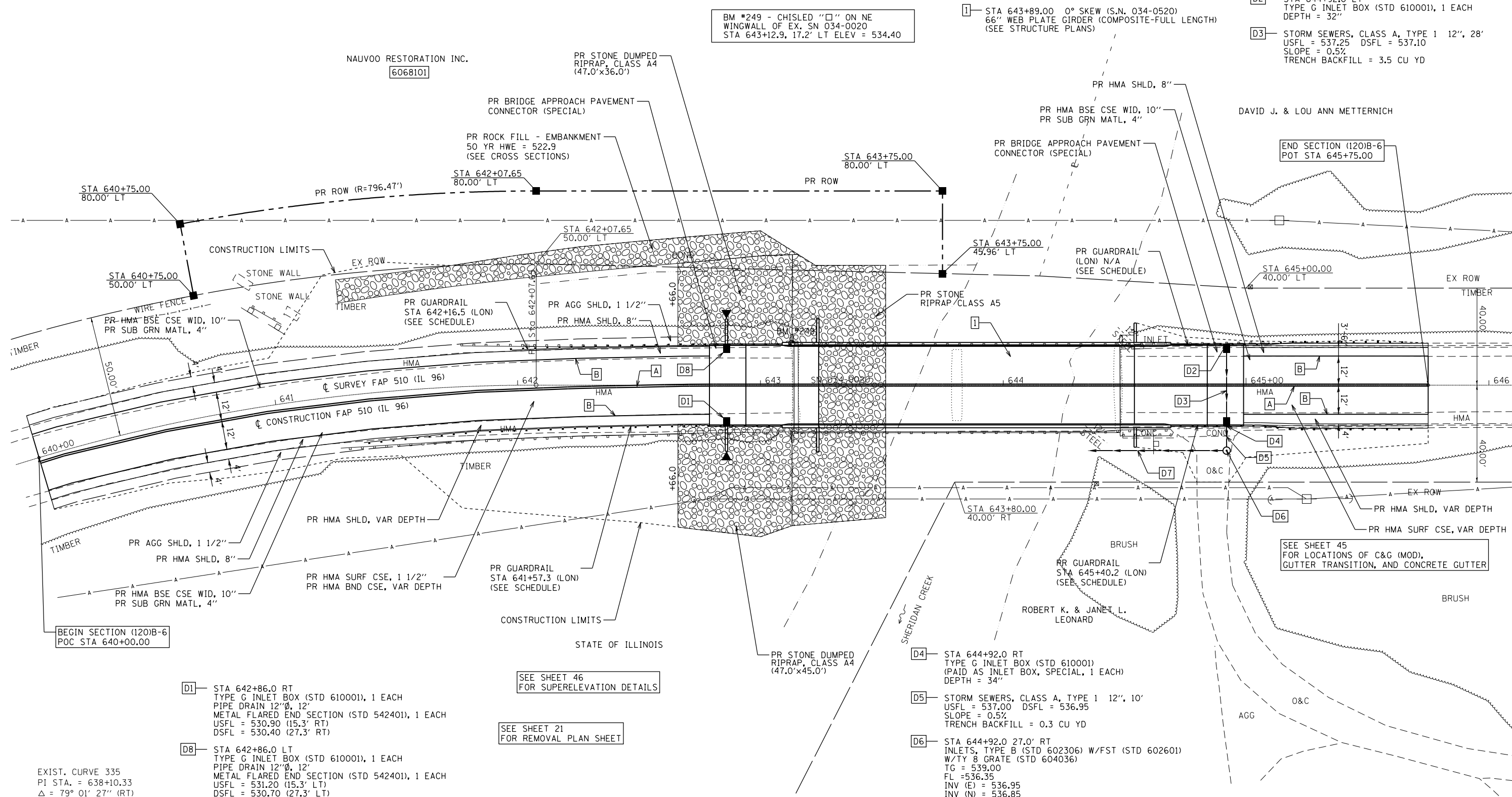
D1- STA 643+89.00 0° SKEW (S.N. 034-0520)
66" WEB PLATE GIRDER (COMPOSITE-FULL LENGTH)
(SEE STRUCTURE PLANS)

D2- STA 644+92.0 LT
TYPE G INLET BOX (STD 610001), 1 EACH
DEPTH = 32"

D3- STORM SEWERS, CLASS A, TYPE 1 12", 28'
USFL = 537.25 DSFL = 537.10
SLOPE = 0.5%
TRENCH BACKFILL = 3.5 CU YD

DAVID J. & LOU ANN METTERNICH

END SECTION (120)B-6
POT STA 645+75.00



D1- STA 642+86.0 RT
TYPE G INLET BOX (STD 610001), 1 EACH
PIPE DRAIN 12"Ø, 12"
METAL FLARED END SECTION (STD 542401), 1 EACH
USFL = 530.90 (15.3' RT)
DSFL = 530.40 (27.3' RT)

D8- STA 642+86.0 LT
TYPE G INLET BOX (STD 610001), 1 EACH
PIPE DRAIN 12"Ø, 12"
METAL FLARED END SECTION (STD 542401), 1 EACH
USFL = 531.20 (15.3' LT)
DSFL = 530.70 (27.3' LT)

A PAINT PAVEMENT MARKING - LINE 5" (DOUBLE YELLOW SOLID)
B PAINT PAVEMENT MARKING - LINE 5" (WHITE SOLID)

SEE SHEET 46
FOR SUPERELEVATION DETAILS

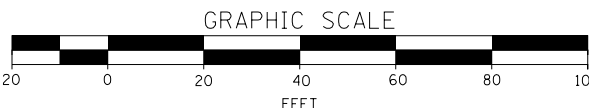
SEE SHEET 21
FOR REMOVAL PLAN SHEET

D4- STA 644+92.0 RT
TYPE G INLET BOX (STD 610001)
(PAID AS INLET BOX, SPECIAL, 1 EACH)
DEPTH = 34"

D5- STORM SEWERS, CLASS A, TYPE 1 12", 10'
USFL = 537.00 DSFL = 536.95
SLOPE = 0.5%
TRENCH BACKFILL = 0.3 CU YD

D6- STA 644+92.0 27.0' RT
INLETS, TYPE B (STD 602306) W/FST (STD 602601)
W/TY 8 GRATE (STD 604036)
TG = 539.00
FL = 536.35
INV (E) = 536.95
INV (N) = 536.85

D7- STORM SEWERS, CLASS A, TYPE 1 12", 56'
USFL = 536.95 DSFL = 536.65 (644+35.0, 27.0' RT)
SLOPE = 0.5%
NO OVERHANG OF PIPE ALLOWED

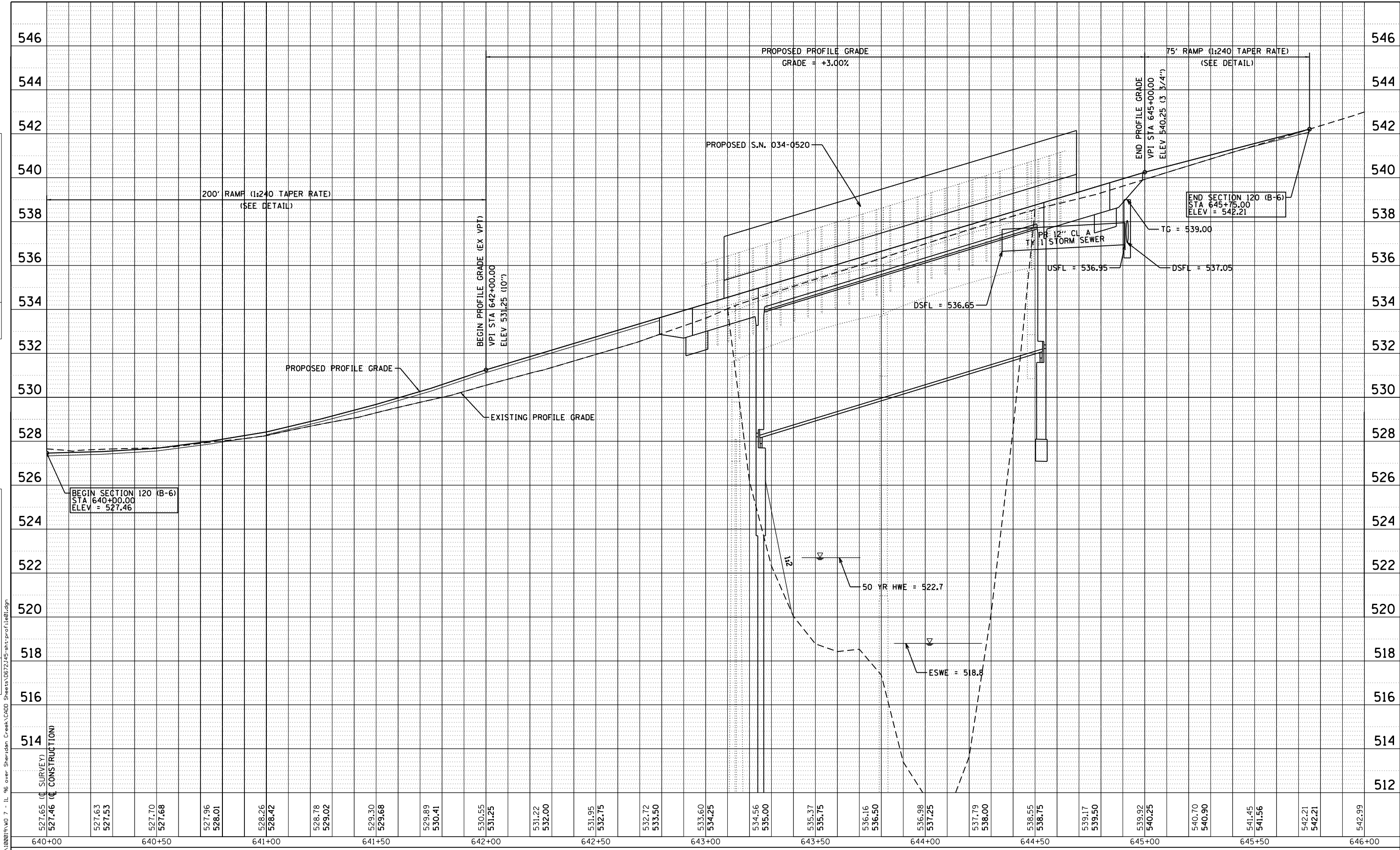


EXIST. CURVE 335
PI STA. = 638+10.33
Δ = 79° 01' 27" (RT)
D = 7° 59' 49"
R = 716.47'
T = 590.87'
L = 988.18'
E = 212.21'
e = 10.0% (MATCH EXISTING)
T.R. = 30.00'
S.E. RUN = 180.00'
P.C. STA. = 632+19.46
P.T. STA. = 642+07.65
S.E. REMOVED: STA 641+14.00 TO STA 643+24.00

USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 5/6/2019	CHECKED -	REVISED -
	DATE -	REVISED -

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

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



527.65	527.63	527.53	527.70	527.68	527.96	528.01	528.26	528.42	528.78	529.02	529.30	529.68	529.89	530.41	530.55	531.25	531.22	532.00	531.95	532.75	532.72	533.50	533.60	534.25	534.56	535.00	535.37	535.75	536.16	536.50	536.98	537.25	537.79	538.00	538.55	538.75	539.17	539.50	539.92	540.25	540.70	540.90	541.45	541.56	542.21	542.21	542.99
640+00	640+50	641+00	641+50	642+00	642+50	643+00	643+50	644+00	644+50	645+00	645+50	646+00																																			

KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors
 616 N. 4TH ST. QUINCY, ILLINOIS 62451
 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 5/6/2019	DRAWN -	REVISED -
	CHECKED -	REVISED -

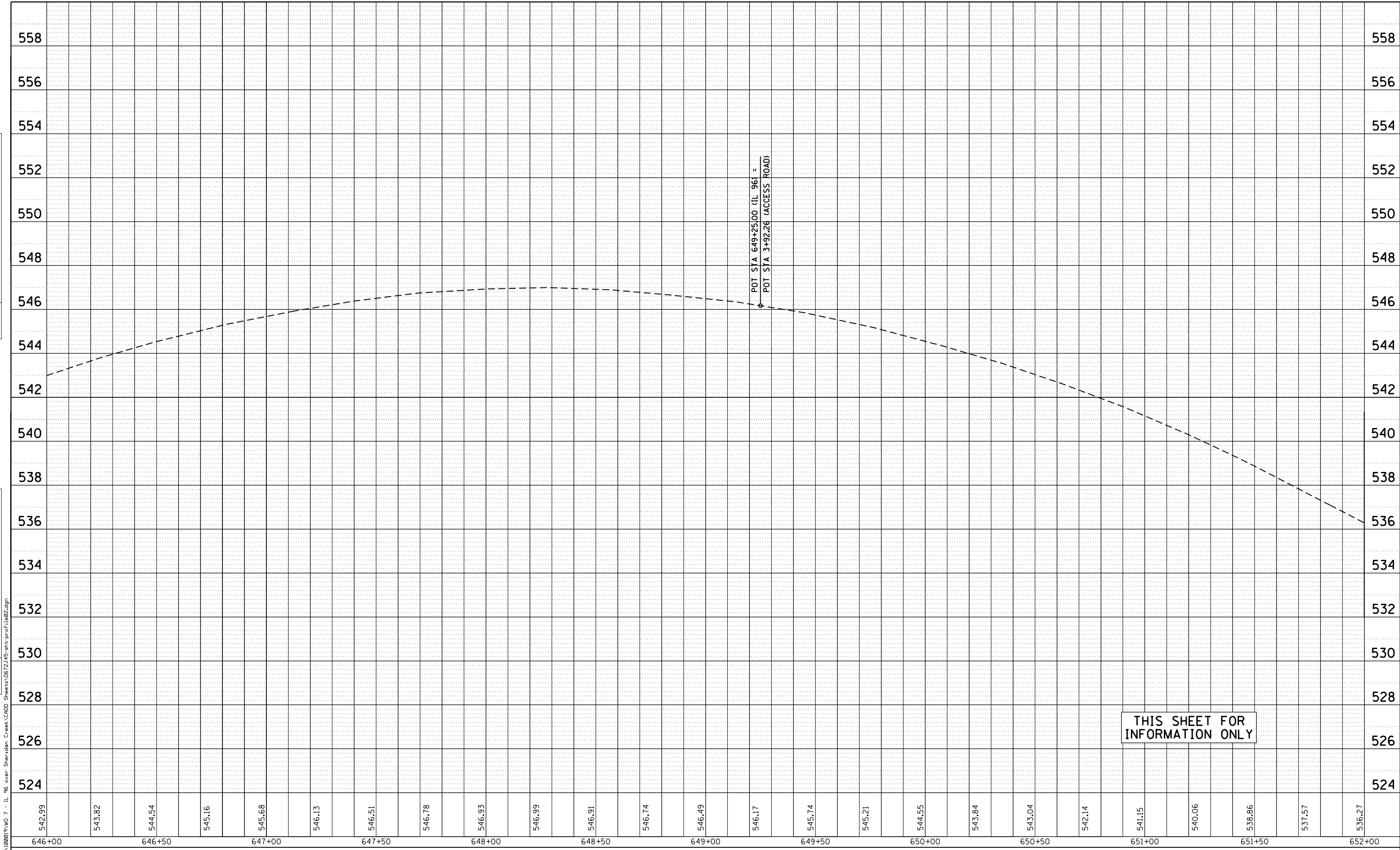
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 96 PROFILE SHEET	
SCALE: 1"=20'	SHEET NO. 2 OF 5 SHEETS
STA. 640+00	TO STA. 646+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	23
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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



542.99	543.82	544.54	545.16	545.68	546.13	546.51	546.78	546.93	546.99	546.91	546.74	546.49	546.17	545.74	545.21	544.55	543.84	543.04	542.14	541.15	540.06	538.86	537.57	536.27
646+00	646+50	647+00	647+50	648+00	648+50	649+00	649+50	650+00	650+50	651+00	651+50	652+00												

KLINGNER & ASSOCIATES, P.C.
 Engineers - Architects - Surveyors
 616 N. 24TH ST. QUINCY, ILLINOIS 62422
 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 5/6/2019	DRAWN -	REVISED -
	CHECKED -	REVISED -

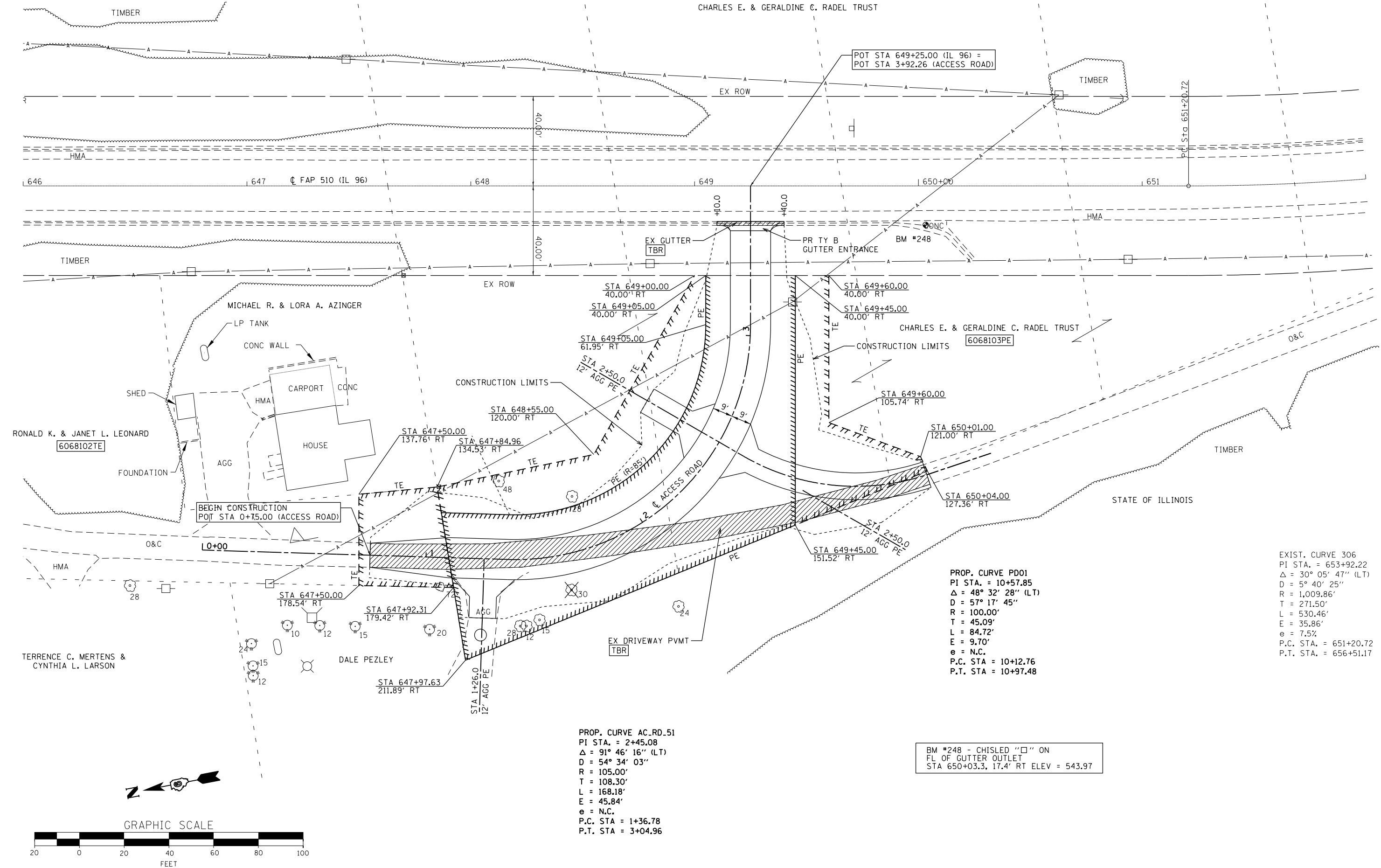
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 96 PROFILE SHEET	
SCALE: 1"=20'	SHEET NO. 3 OF 5 SHEETS
STA. 646+00	TO STA. 652+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	24
CONTRACT NO. 72J45				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

SW 1/4, SEC 18, T 6 N, R 8 W, 3rd PM

CHARLES E. & GERALDINE C. RADEL TRUST



PROP. CURVE PD01
 PI STA. = 10+57.85
 Δ = 48° 32' 28" (LT)
 D = 57° 17' 45"
 R = 100.00'
 T = 45.09'
 L = 84.72'
 E = 9.70'
 e = N.C.
 P.C. STA = 10+12.76
 P.T. STA = 10+97.48

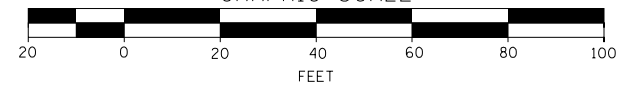
EXIST. CURVE 306
 PI STA. = 653+92.22
 Δ = 30° 05' 47" (LT)
 D = 5° 40' 25"
 R = 1,009.86'
 T = 271.50'
 L = 530.46'
 E = 35.86'
 e = 7.5%
 P.C. STA. = 651+20.72
 P.T. STA. = 656+51.17

PROP. CURVE AC_RD_51
 PI STA. = 2+45.08
 Δ = 91° 46' 16" (LT)
 D = 54° 34' 03"
 R = 105.00'
 T = 108.30'
 L = 168.18'
 E = 45.84'
 e = N.C.
 P.C. STA = 1+36.78
 P.T. STA = 3+04.96

BM #248 - CHISLED "□" ON
 FL OF GUTTER OUTLET
 STA 650+03.3, 17.4' RT ELEV = 543.97



GRAPHIC SCALE



FILE NAME = G:\1071\res\10001\1\WD 7 - IL 96 over_Sheridan_Creek_VAAD_Sheets\0672145-shr-plan02.dgn

KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors
 616 N. 24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = oms
 PLOT SCALE = 48.0000' / in.
 PLOT DATE = 5/6/2019

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

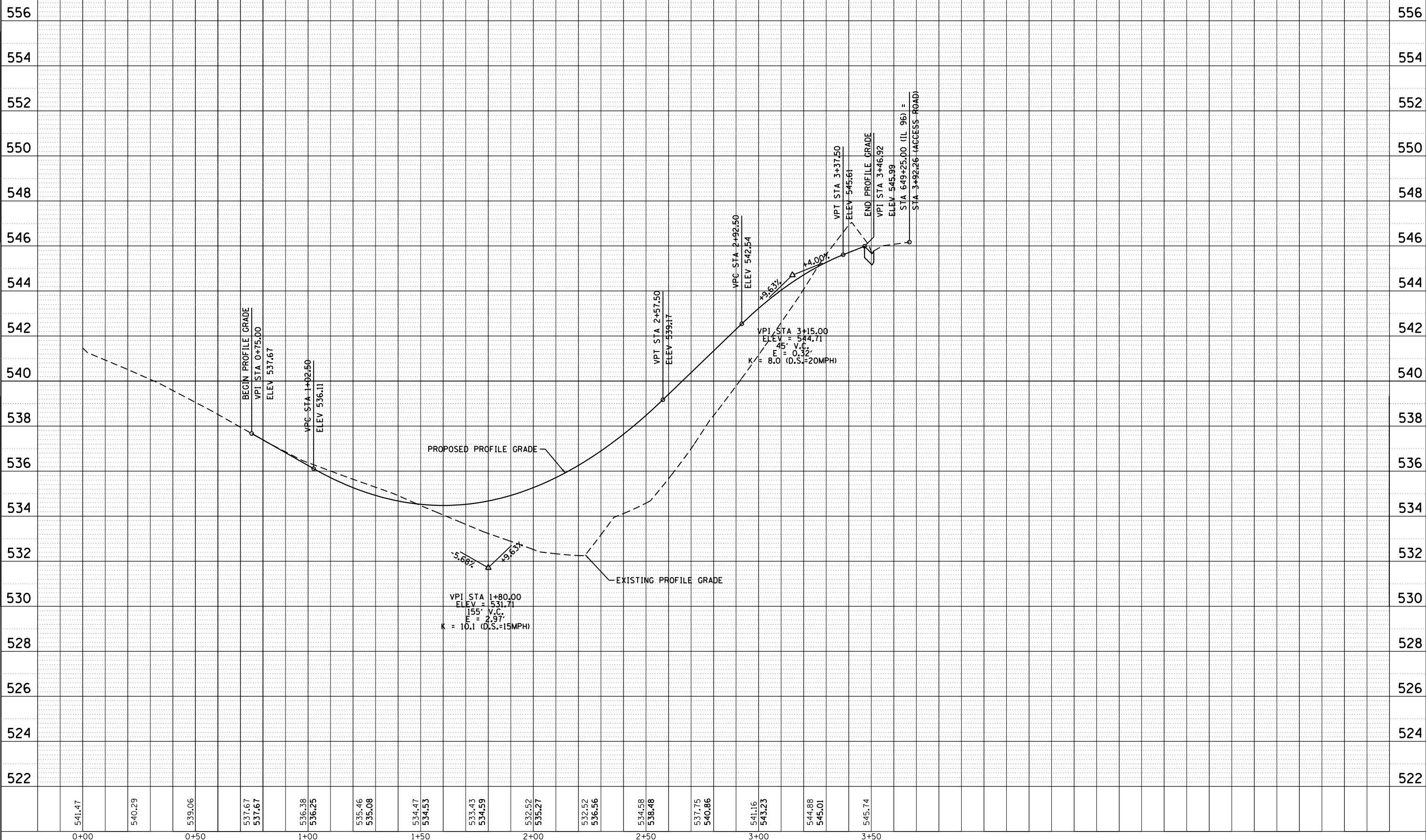
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ACCESS ROAD
 PLAN SHEET

SCALE: 1"=20' SHEET NO. 4 OF 5 SHEETS STA. 0+00.00 TO STA. 3+92.26

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	25
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

ACCESS ROAD PROFILE



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK NO.		
	CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		

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

FILE NAME = G:\10711ras\102019\10711 - 1L 06 over Sheridan Creek\CA00 Sheets\067245-sh-profile.dgn

541.47	540.29	539.06	537.67	536.38	535.08	534.47	533.43	532.52	531.52	530.86	530.16	529.23	528.88	528.01	527.74
0+00	0+50	1+00	1+50	2+00	2+50	3+00	3+50								

KLINGNER & ASSOCIATES, P.C.
 Engineers - Architects - Surveyors
 616 N. 24TH ST. QUINCY, ILLINOIS 62422
 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 5/6/2019	DRAWN -	REVISED -
	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ACCESS ROAD
PROFILE SHEET

SCALE: 1"=20' SHEET NO. 5 OF 5 SHEETS STA. 0+00.00 TO STA. 3+92.26

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	26
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Benchmark: Chiseled "□" on Northeast wingwall of existing S.N. 034-0020, Sta. 643+12.90, 17.2 feet left of \bar{C} , NAVD 88 Elev. 534.40.

Existing S.N. 034-0020: The existing structure was originally built in 1936 as FA-510, Section 120-B as a single span reinforced concrete tee beam bridge. The bridge was reconstructed as a pre-stressed concrete deck beam bridge in 1981 as FA-510, Section 120 BR. A new HMA wearing surface was added in 1997. The existing structure measures 138'-0" back-to-back of abutments with a 36'-0" out-to-out deck width.

The existing structure shall be removed and replaced.

The roadway will be closed during construction. Traffic to be maintained utilizing detours.

No Salvage.

LOADING HL-93

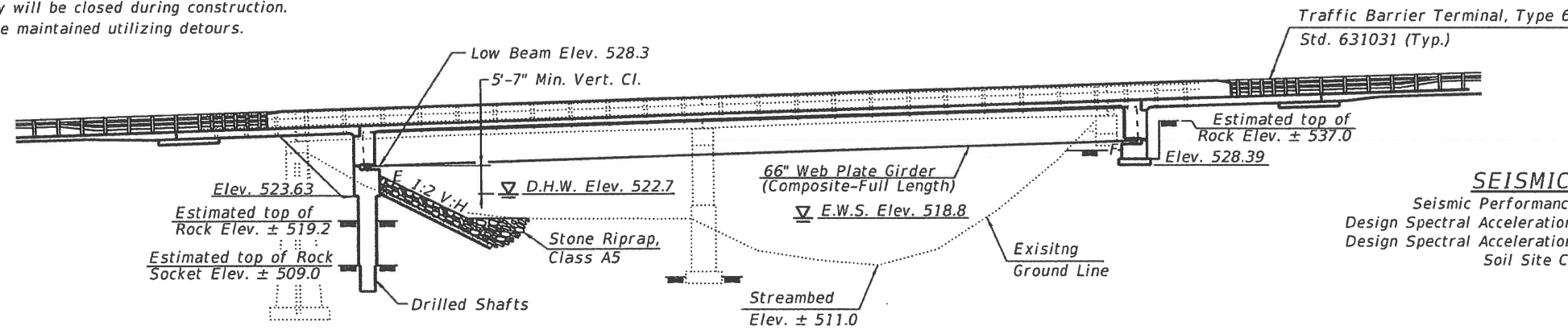
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

INDEX OF SHEETS

1. General Plan and Elevation
2. General Notes and Details
- 3-4. Top of Slab Elevations
5. Top of North Approach Slab Elevations
6. Top of South Approach Slab Elevations
7. Superstructure
8. Superstructure Details
9. Diaphragm Details
- 9A. Concrete Parapet Slipforming Option
- 10-11. Bridge Approach Slab Details
12. Framing Plan
13. Girder Details
14. Bearing Details
15. North Abutment
16. South Abutment
- 17-18. Boring Logs



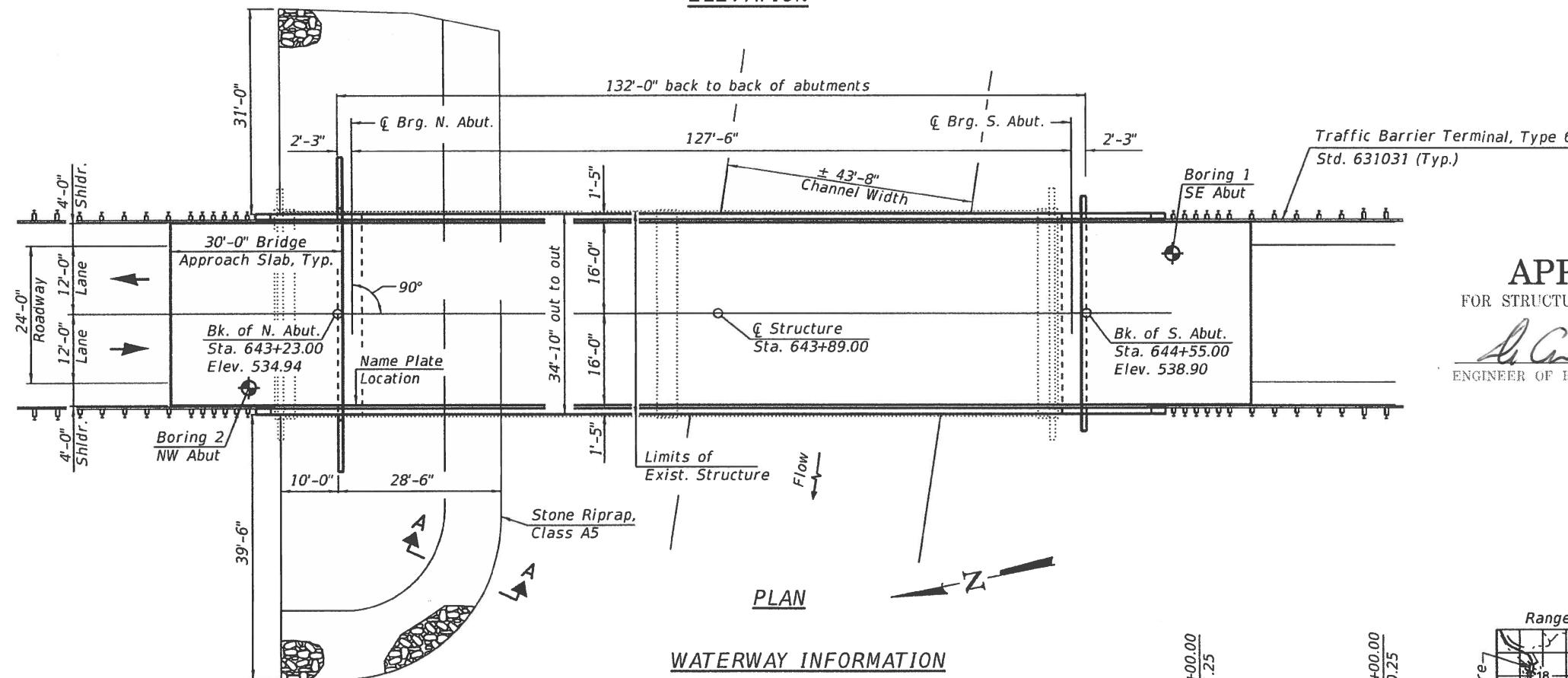
ELEVATION

SEISMIC DATA

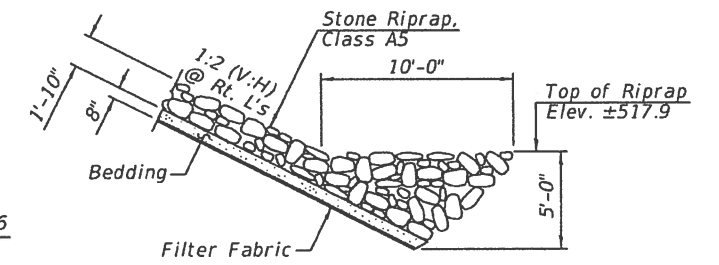
Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_D) = 0.042
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.090
 Soil Site Class = B

DESIGN STRESSES

FIELD UNITS
 f'_c = 3,500 psi (Substructure)
 f'_c = 4,000 psi (Superstructure)
 f_y = 60,000 psi (Reinforcement)
 f_y = 50,000 psi M270 Gr. 50W (Structural Steel)
 f_y = 50,000 psi M270 Gr. 50 (Bearings)



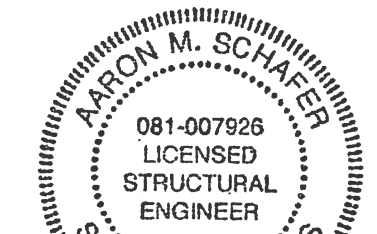
PLAN



SECTION A-A

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

 ENGINEER OF BRIDGES AND STRUCTURES



Aaron M. Schaffer Date
 Licensed Structural Engineer
 State of Illinois No. 081-007926
 License Expires 11/30/2020

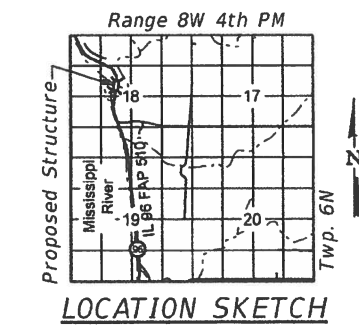
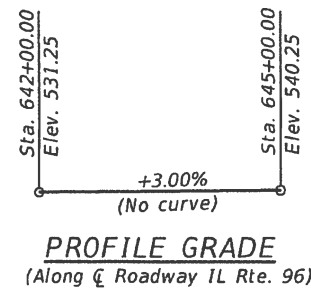
WATERWAY INFORMATION

Drainage Area = 18.5 Sq. Mi. Low Grade Elev. 526.3 @ Sta. 640+23.00

Flood	Freq. Yr.	Q	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	4150	617	628	522.7	0.9	0.9	523.6	523.6
Base	100	4840	672	682	523.2	1.1	1.1	524.3	524.3
Scour	200	5540	718	726	523.6	1.3	1.3	524.9	524.9
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	6490	784	791	524.1	1.6	1.6	525.7	525.7

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)			Item 113
	N. Abut.	S. Abut.	Item 113	
Q100	523.63	528.39		8
Q200	523.63	528.39		
Design	523.63	528.39		
Check	523.63	528.39		



GENERAL PLAN & ELEVATION
IL 96 OVER SHERIDAN CREEK
FAP ROUTE 510 SECTION (120)B-6
HANCOCK COUNTY
STATION 643+89.00
STRUCTURE NO. 034-0520

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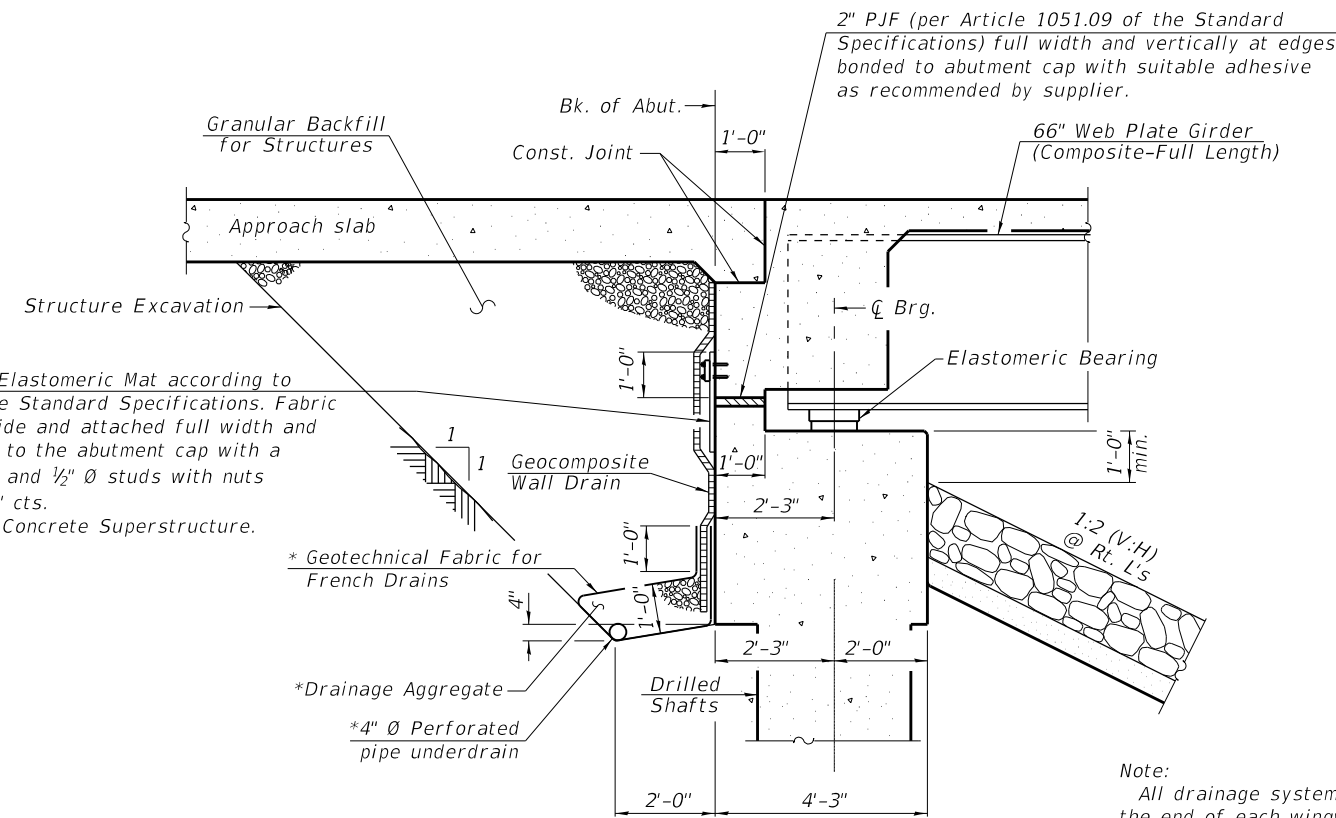
KLINGNER
& ASSOCIATES, P.C.
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USER NAME = oms	DESIGNED - AMS	REVISED -
PLOT SCALE = 25.0000' / 1" =	CHECKED - RJP	REVISED -
PLOT DATE = 6/28/2019	DRAWN - AMS	REVISED -
	CHECKED - RJP	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 034-0520
 SHEET NO. 1 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	27
CONTRACT NO. 72J45				
ILLINOIS FED. AID PROJECT				
Klingner & Associates P.C.				



Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a 3/8" x 5" steel plate and 1/2" Ø studs with nuts and washers at 12" cts. Cost included with Concrete Superstructure.

* Geotechnical Fabric for French Drains
 * Drainage Aggregate
 * 4" Ø Perforated pipe underdrain

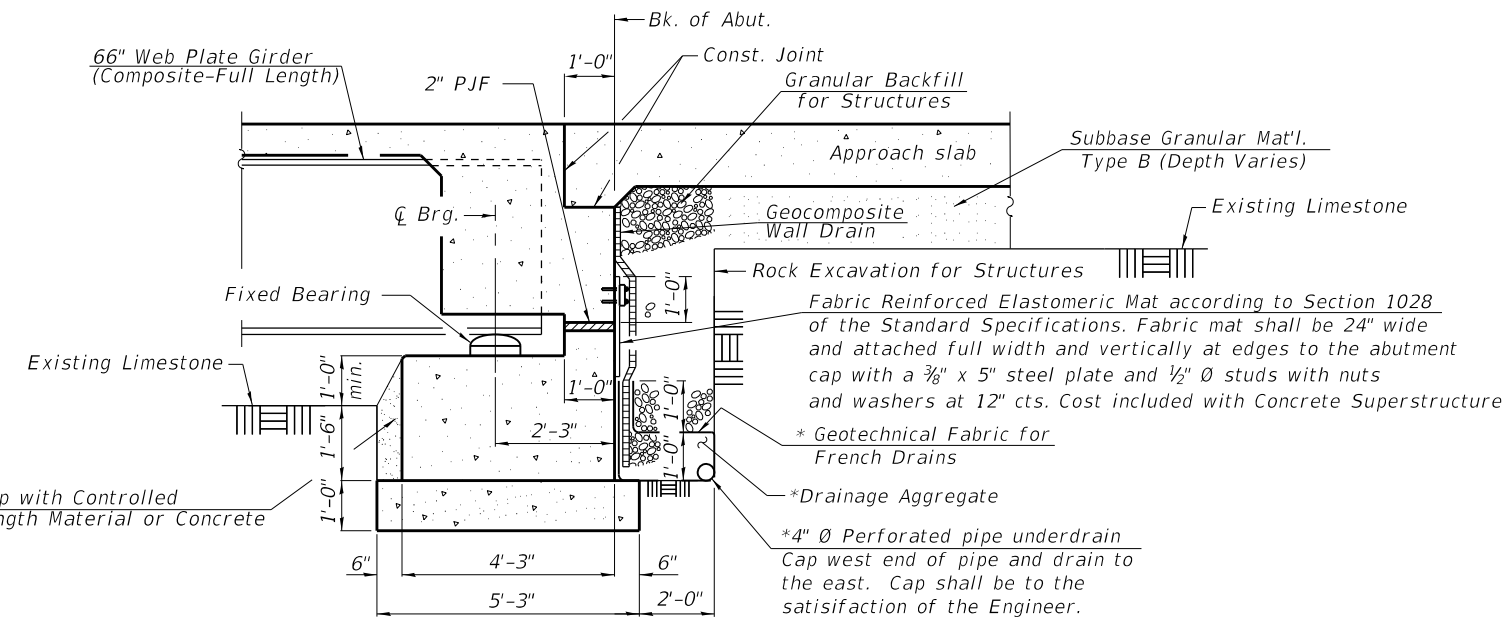
STATION 643+89.00
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.P. RT. 510 SEC. (120)B-6
 LOADING HL-93
 STRUCTURE NO. 034-0520

NAME PLATE
 See Std. 515001

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

SECTION THRU SEMI-INTEGRAL NORTH ABUTMENT

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



** Fill gap with Controlled Low-Strength Material or Concrete

* Geotechnical Fabric for French Drains
 * Drainage Aggregate
 * 4" Ø Perforated pipe underdrain
 Cap west end of pipe and drain to the east. Cap shall be to the satisfaction of the Engineer.

Note:
 Drainage system components shall extend thru the wingwall to the face of rock as Shown on Sheet 16 of 18.

SECTION THRU SEMI-INTEGRAL SOUTH ABUTMENT

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.		156	156
Stone Riprap, Class A5	Ton		482	482
Filter Fabric	Sq. Yd.		406	406
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		16	16
Rock Excavation for Structures	Cu. Yd.		90	90
Concrete Structures	Cu. Yd.		73.7	73.7
Concrete Superstructure	Cu. Yd.	209.3		209.3
Bridge Deck Grooving	Sq. Yd.	633		633
Protective Coat	Sq. Yd.	821		821
Concrete Superstructure (Approach Slab)	Cu. Yd.	95.1		95.1
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	1,170		1,170
Reinforcement Bars, Epoxy Coated	Pound	83,810	13,840	97,650
Name Plates	Each	1		1
Drilled Shaft in Soil	Cu. Yd.		6.3	6.3
Drilled Shaft in Rock	Cu. Yd.		19.7	19.7
Elastomeric Bearing Assembly, Type I	Each	6		6
Anchor Bolts, 1"	Each	24		24
Geocomposite Wall Drain	Sq. Yd.		93	93
Asbestos Bearing Pad Removal	Each	24		24
Pipe Underdrains for Structures 4"	Foot		128	128

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts 3/4" Ø, holes 13/16" Ø, unless otherwise noted.
 Calculated weight of Structural Steel = 270,525 Pounds (Not including Steel required for the elastomeric and fixed bearing assemblies).
 All structural steel shall be AASHTO M270 Grade 50W, unless noted otherwise. No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated.
 Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 1'-6". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
 Layout of the slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
 It is the Contractor's responsibility to account for the condition of the existing PPC deck beams when developing construction procedures for removal and replacement of the superstructure.
 If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.

Current Ratings on File for Existing Structure

Inventory = 1.085 (39)
 Operating = 1.750 (63)
 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.

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USER NAME = oms	DESIGNED - AMS	REVISED -
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PLOT DATE = 6/17/2019	DRAWN - AMS	REVISED -
	CHECKED - RJP	REVISED -

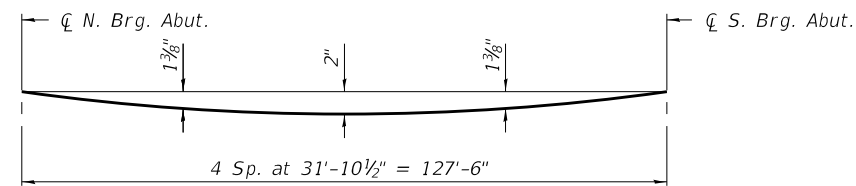
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND DETAILS
 STRUCTURE NO. 034-0520

SHEET NO. 2 OF 18 SHEETS

F.A.P. RT. 510	SECTION (120)B-6	COUNTY HANCOCK	TOTAL SHEETS 66	SHEET NO. 28
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72J45	

Klingner & Associates P.C.



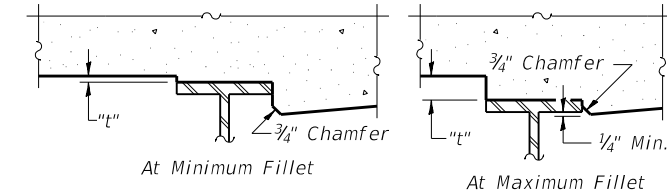
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

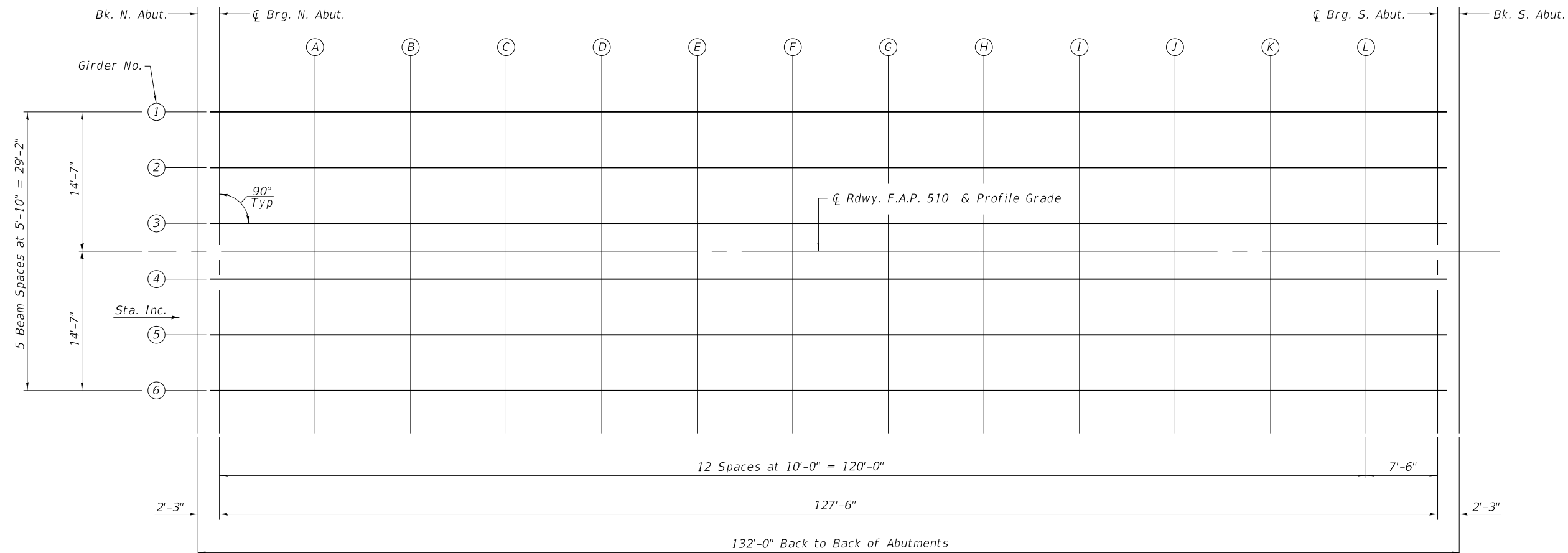
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheet 4 of 18.

See Sheet 4 of 18 for Elevations.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 4 of 18, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



PLAN



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

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PLOT DATE = 5/6/2019	CHECKED - RJP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 034-0520

SHEET NO. 3 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	29
CONTRACT NO. 72J45				

ILLINOIS FED. AID PROJECT
Klingner & Associates P.C.

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	643+23.00	-14.58	534.71	534.71
☉ Brg. N. Abut.	643+25.25	-14.58	534.78	534.78
A	643+35.25	-14.58	535.08	535.12
B	643+45.25	-14.58	535.38	535.45
C	643+55.25	-14.58	535.68	535.79
D	643+65.25	-14.58	535.98	536.11
E	643+75.25	-14.58	536.28	536.43
F	643+85.25	-14.58	536.58	536.74
G	643+95.25	-14.58	536.88	537.04
H	644+05.25	-14.58	537.18	537.33
I	644+15.25	-14.58	537.48	537.61
J	644+25.25	-14.58	537.78	537.88
K	644+35.25	-14.58	538.08	538.15
L	644+45.25	-14.58	538.38	538.41
☉ Brg. S. Abut.	644+52.75	-14.58	538.60	538.60
Bk. S. Abut.	644+55.00	-14.58	538.67	538.67

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	643+23.00	-8.75	534.81	534.81
☉ Brg. N. Abut.	643+25.25	-8.75	534.88	534.88
A	643+35.25	-8.75	535.18	535.22
B	643+45.25	-8.75	535.48	535.56
C	643+55.25	-8.75	535.78	535.89
D	643+65.25	-8.75	536.08	536.22
E	643+75.25	-8.75	536.38	536.53
F	643+85.25	-8.75	536.68	536.84
G	643+95.25	-8.75	536.98	537.14
H	644+05.25	-8.75	537.28	537.43
I	644+15.25	-8.75	537.58	537.71
J	644+25.25	-8.75	537.88	537.98
K	644+35.25	-8.75	538.18	538.25
L	644+45.25	-8.75	538.48	538.51
☉ Brg. S. Abut.	644+52.75	-8.75	538.70	538.70
Bk. S. Abut.	644+55.00	-8.75	538.77	538.77

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	643+23.00	-2.92	534.90	534.90
☉ Brg. N. Abut.	643+25.25	-2.92	534.96	534.96
A	643+35.25	-2.92	535.26	535.30
B	643+45.25	-2.92	535.56	535.64
C	643+55.25	-2.92	535.86	535.98
D	643+65.25	-2.92	536.16	536.30
E	643+75.25	-2.92	536.46	536.62
F	643+85.25	-2.92	536.76	536.93
G	643+95.25	-2.92	537.06	537.23
H	644+05.25	-2.92	537.36	537.52
I	644+15.25	-2.92	537.66	537.80
J	644+25.25	-2.92	537.96	538.07
K	644+35.25	-2.92	538.26	538.33
L	644+45.25	-2.92	538.56	538.59
☉ Brg. S. Abut.	644+52.75	-2.92	538.79	538.79
Bk. S. Abut.	644+55.00	-2.92	538.86	538.86

PROFILE GRADE FAP 510

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	643+23.00	0.00	534.94	534.94
☉ Brg. N. Abut.	643+25.25	0.00	535.01	535.01
A	643+35.25	0.00	535.31	535.35
B	643+45.25	0.00	535.61	535.69
C	643+55.25	0.00	535.91	536.02
D	643+65.25	0.00	536.21	536.35
E	643+75.25	0.00	536.51	536.66
F	643+85.25	0.00	536.81	536.97
G	643+95.25	0.00	537.11	537.27
H	644+05.25	0.00	537.41	537.56
I	644+15.25	0.00	537.71	537.84
J	644+25.25	0.00	538.01	538.11
K	644+35.25	0.00	538.31	538.38
L	644+45.25	0.00	538.61	538.64
☉ Brg. S. Abut.	644+52.75	0.00	538.83	538.83
Bk. S. Abut.	644+55.00	0.00	538.90	538.90

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	643+23.00	2.92	534.90	534.90
☉ Brg. N. Abut.	643+25.25	2.92	534.96	534.96
A	643+35.25	2.92	535.26	535.30
B	643+45.25	2.92	535.56	535.64
C	643+55.25	2.92	535.86	535.98
D	643+65.25	2.92	536.16	536.30
E	643+75.25	2.92	536.46	536.62
F	643+85.25	2.92	536.76	536.93
G	643+95.25	2.92	537.06	537.23
H	644+05.25	2.92	537.36	537.52
I	644+15.25	2.92	537.66	537.80
J	644+25.25	2.92	537.96	538.07
K	644+35.25	2.92	538.26	538.33
L	644+45.25	2.92	538.56	538.59
☉ Brg. S. Abut.	644+52.75	2.92	538.79	538.79
Bk. S. Abut.	644+55.00	2.92	538.86	538.86

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	643+23.00	8.75	534.81	534.81
☉ Brg. N. Abut.	643+25.25	8.75	534.88	534.88
A	643+35.25	8.75	535.18	535.22
B	643+45.25	8.75	535.48	535.56
C	643+55.25	8.75	535.78	535.89
D	643+65.25	8.75	536.08	536.22
E	643+75.25	8.75	536.38	536.53
F	643+85.25	8.75	536.68	536.84
G	643+95.25	8.75	536.98	537.14
H	644+05.25	8.75	537.28	537.43
I	644+15.25	8.75	537.58	537.71
J	644+25.25	8.75	537.88	537.98
K	644+35.25	8.75	538.18	538.25
L	644+45.25	8.75	538.48	538.51
☉ Brg. S. Abut.	644+52.75	8.75	538.70	538.70
Bk. S. Abut.	644+55.00	8.75	538.77	538.77

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	643+23.00	14.58	534.71	534.71
☉ Brg. N. Abut.	643+25.25	14.58	534.78	534.78
A	643+35.25	14.58	535.08	535.12
B	643+45.25	14.58	535.38	535.45
C	643+55.25	14.58	535.68	535.79
D	643+65.25	14.58	535.98	536.11
E	643+75.25	14.58	536.28	536.43
F	643+85.25	14.58	536.58	536.74
G	643+95.25	14.58	536.88	537.04
H	644+05.25	14.58	537.18	537.33
I	644+15.25	14.58	537.48	537.61
J	644+25.25	14.58	537.78	537.88
K	644+35.25	14.58	538.08	538.15
L	644+45.25	14.58	538.38	538.41
☉ Brg. S. Abut.	644+52.75	14.58	538.60	538.60
Bk. S. Abut.	644+55.00	14.58	538.67	538.67

Note:
Offsets to the left of ☉ F.A.P. 510 are negative.
Offsets to the right of ☉ F.A.P. 510 are positive.

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REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 034-0520
SHEET NO. 4 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	30
CONTRACT NO. 72J45				
ILLINOIS FED. AID PROJECT				

EAST EDGE OF SHOULDER

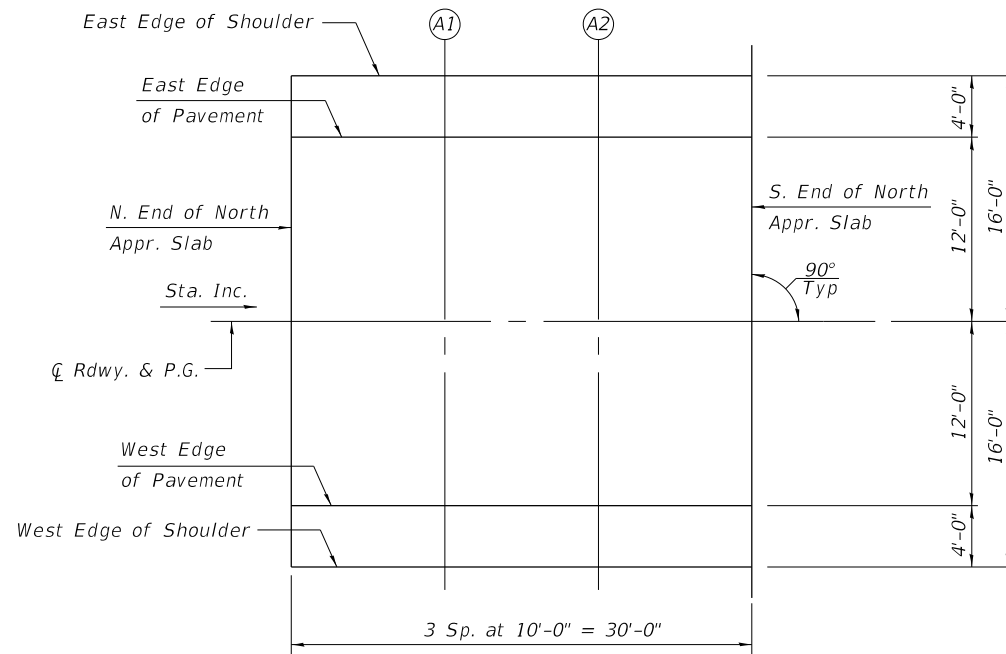
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	642+94.00	-16.00	534.07
A1	643+04.00	-16.00	534.28
A2	643+14.00	-16.00	534.50
S. End North Appr. Slab	643+24.00	-16.00	534.71

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	642+94.00	-12.00	534.07
A1	643+04.00	-12.00	534.31
A2	643+14.00	-12.00	534.55
S. End North Appr. Slab	643+24.00	-12.00	534.79

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	642+94.00	0.00	534.07
A1	643+04.00	0.00	534.37
A2	643+14.00	0.00	534.67
S. End North Appr. Slab	643+24.00	0.00	534.97



PLAN



Note:
Offsets to the left of ☉ F.A.P. 510 are negative.
Offsets to the right of ☉ F.A.P. 510 are positive.

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	642+94.00	12.00	533.89
A1	643+04.00	12.00	534.19
A2	643+14.00	12.00	534.49
S. End North Appr. Slab	643+24.00	12.00	534.79

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	642+94.00	16.00	533.81
A1	643+04.00	16.00	534.11
A2	643+14.00	16.00	534.41
S. End North Appr. Slab	643+24.00	16.00	534.71

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EAST EDGE OF SHOULDER

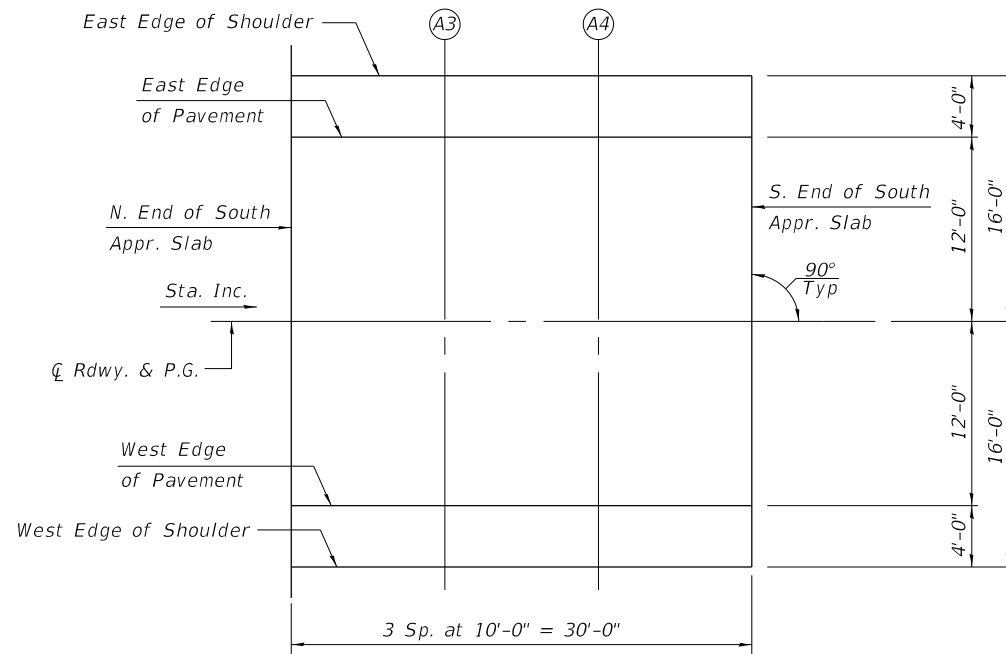
Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	644+54.00	-16.00	538.61
A3	644+64.00	-16.00	538.91
A4	644+74.00	-16.00	539.21
S. End South Appr. Slab	644+84.00	-16.00	539.51

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	644+54.00	-12.00	538.69
A3	644+64.00	-12.00	538.99
A4	644+74.00	-12.00	539.29
S. End South Appr. Slab	644+84.00	-12.00	539.59

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	644+54.00	0.00	538.87
A3	644+64.00	0.00	539.17
A4	644+74.00	0.00	539.47
S. End South Appr. Slab	644+84.00	0.00	539.77



PLAN



Note:

Offsets to the left of ☉ F.A.P. 510 are negative.
Offsets to the right of ☉ F.A.P. 510 are positive.

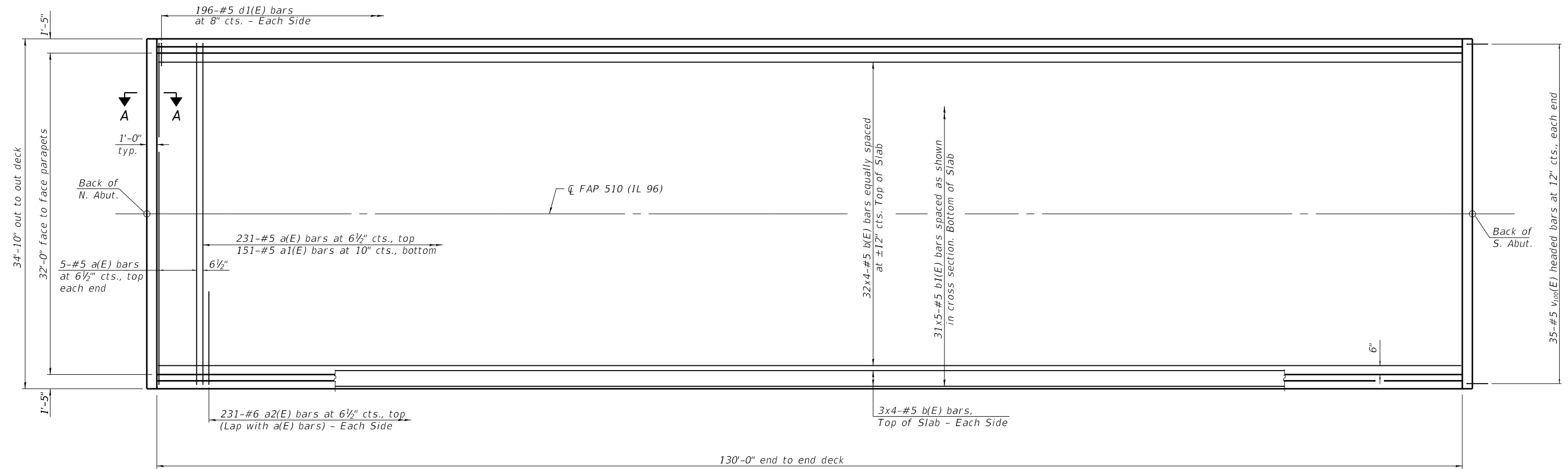
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	644+54.00	12.00	538.69
A3	644+64.00	12.00	538.99
A4	644+74.00	12.00	539.29
S. End South Appr. Slab	644+84.00	12.00	539.59

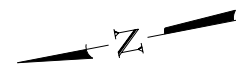
WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	644+54.00	16.00	538.61
A3	644+64.00	16.00	538.91
A4	644+74.00	16.00	539.21
S. End South Appr. Slab	644+84.00	16.00	539.51

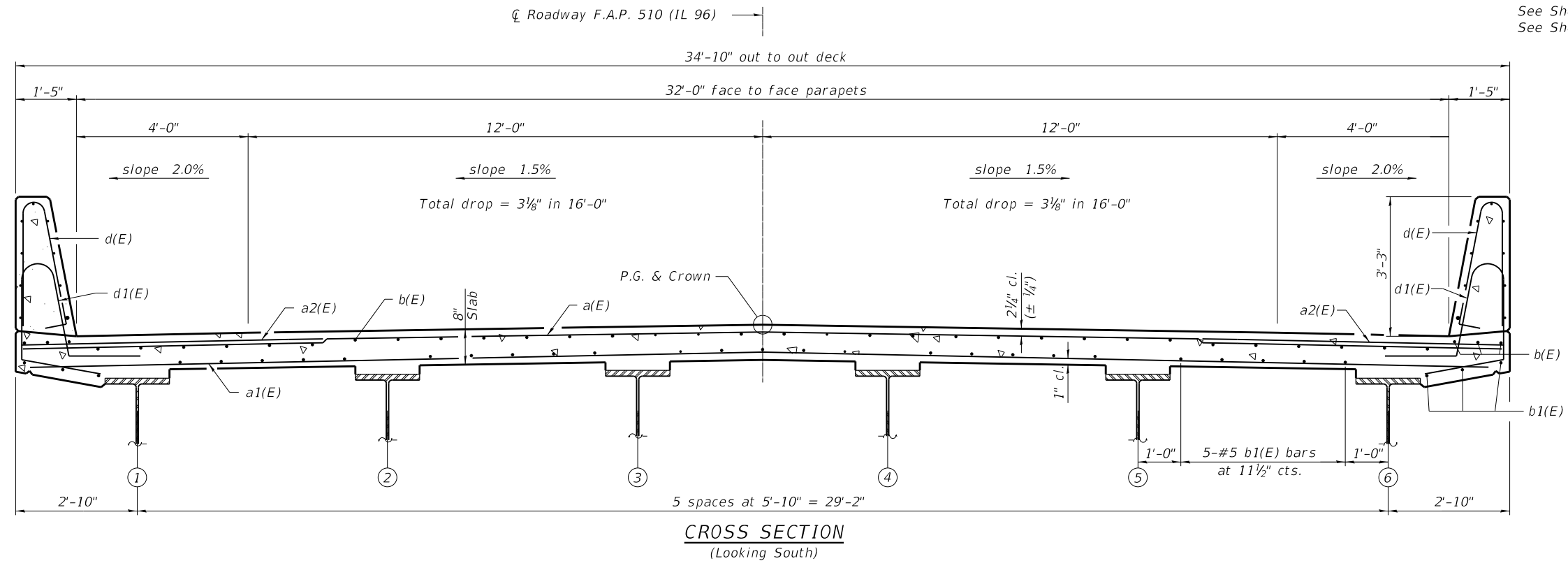
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PLAN



Notes:
 See Sheet 8 of 18 for superstructure details and Bill of Material.
 Bars indicated thus 31x5-#5 etc. indicates 31 lines of bars with 5 lengths per line.
 See Sheet 8 of 18 for Parapet Reinforcement.
 See Sheet 9 of 18 for Section A-A.



CROSS SECTION
 (Looking South)

MINIMUM BAR LAP
 #5 bar = 3'-6"

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 Engineers • Architects • Surveyors

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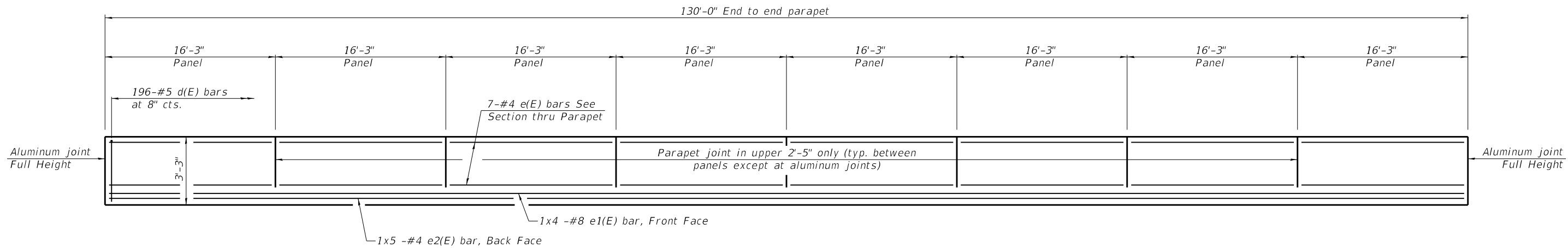
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 034-0520

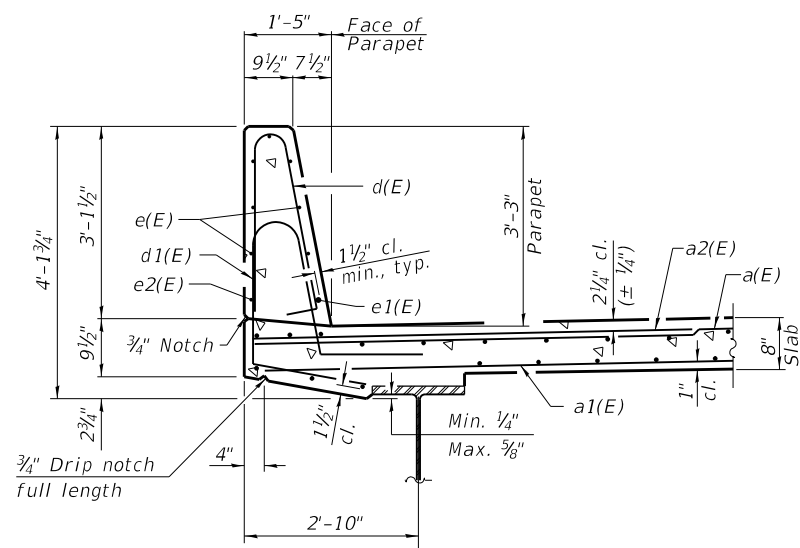
SHEET NO. 7 OF 18 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	33
CONTRACT NO. 72J45				

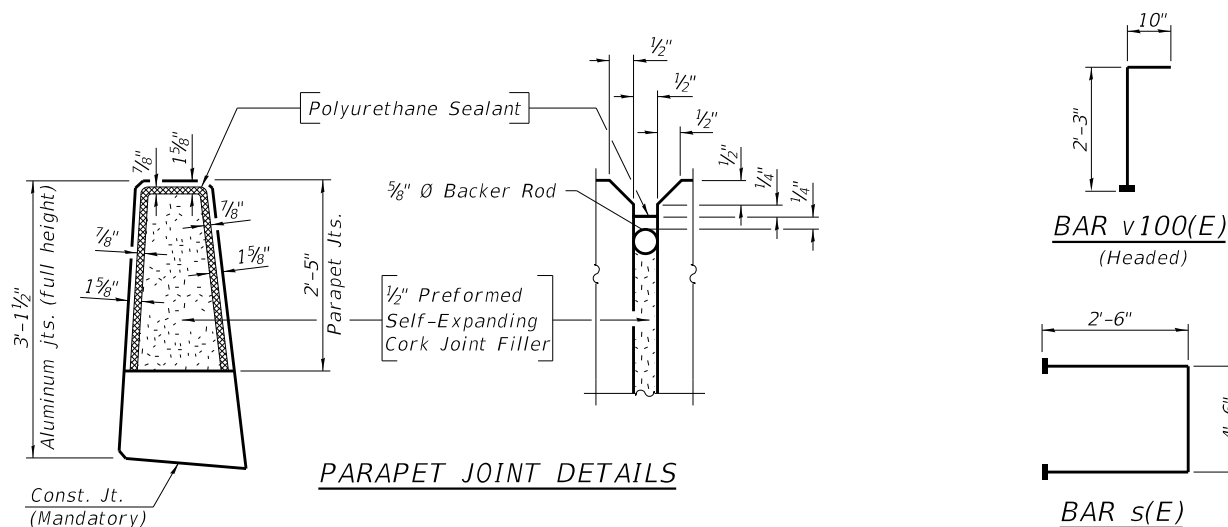
ILLINOIS FED. AID PROJECT
 Klingner & Associates P.C.



INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET



PARAPET JOINT DETAILS

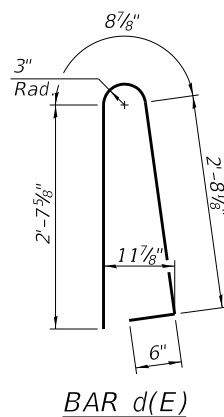
Notes:

The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

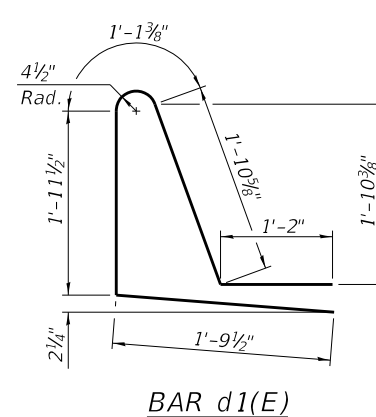
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	241	#5	34'-6"	—
a1(E)	151	#5	34'-2"	—
a2(E)	462	#6	6'-6"	—
b(E)	152	#5	35'-1"	—
b1(E)	155	#5	28'-9"	—
d(E)	392	#5	6'-7"	⌋
d1(E)	392	#5	7'-11"	⌋
e(E)	112	#4	16'-0"	—
e1(E)	8	#8	36'-11"	—
e2(E)	10	#4	27'-11"	—
m(E)	28	#6	34'-6"	—
m1(E)	50	#6	5'-5"	—
m2(E)	20	#6	2'-6"	—
m3(E)	60	#5	4'-0"	—
s(E)	72	#5	9'-6"	⌋
s1(E)	62	#5	14'-2"	⌋
u(E)	70	#5	4'-8"	⌋
v100(E)	70	#5	3'-1"	⌋
Reinforcement Bars, Epoxy Coated		Lbs.		41,250
Concrete Superstructure		Cu. Yds.		201.6
Protective Coat		Sq. Yd.		821

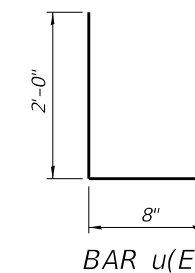
Bars indicated thus 1 x 5-#8 etc. indicates 1 line of bars with 5 lengths per line.



BAR d(E)



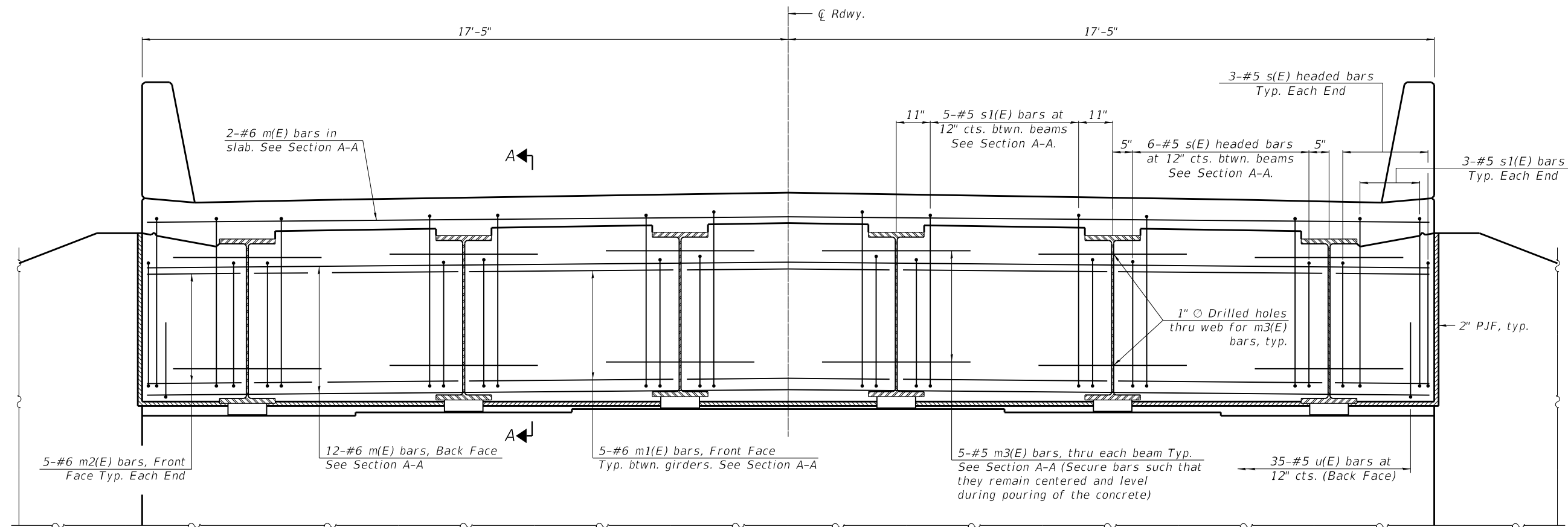
BAR d1(E)



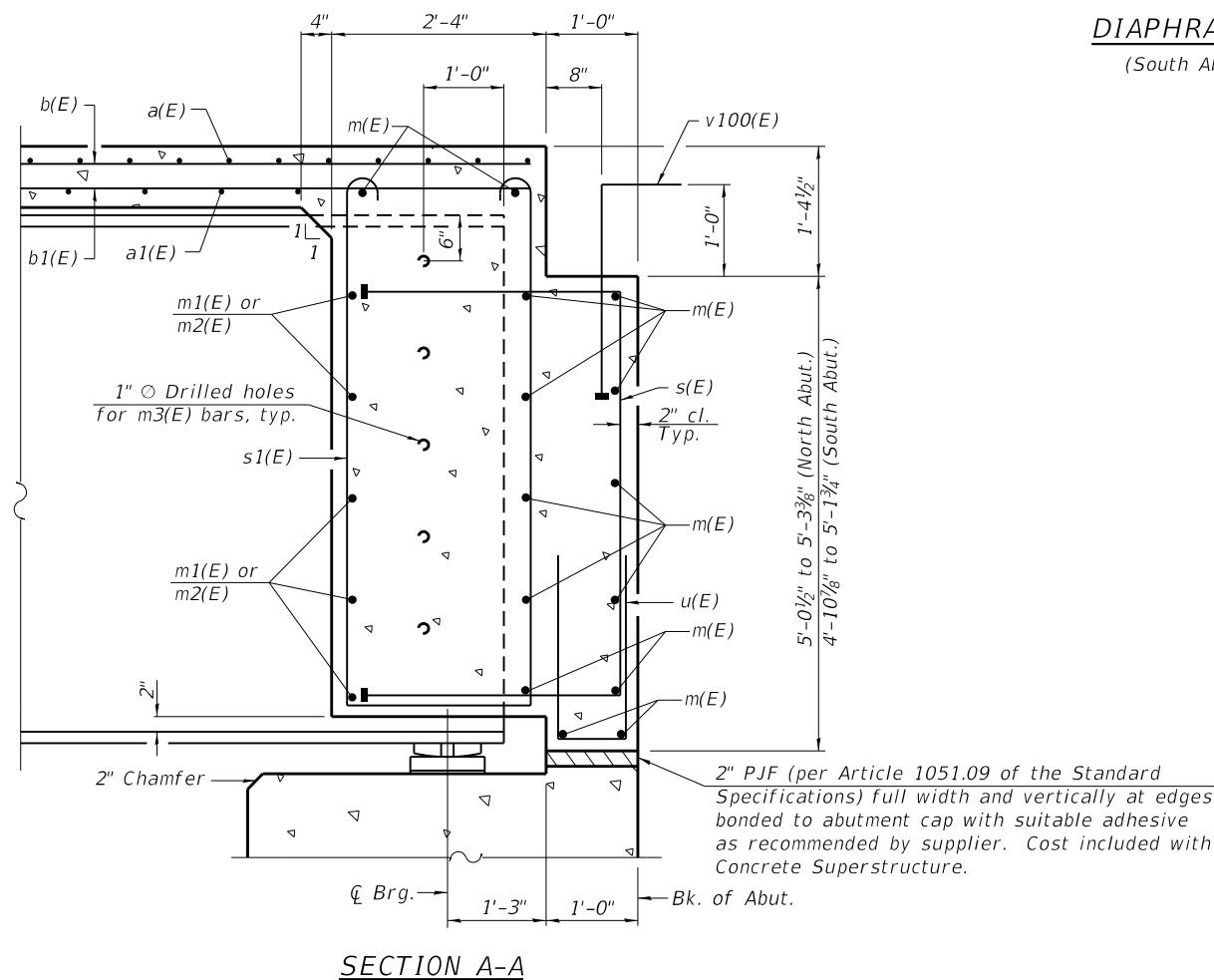
BAR u(E)

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

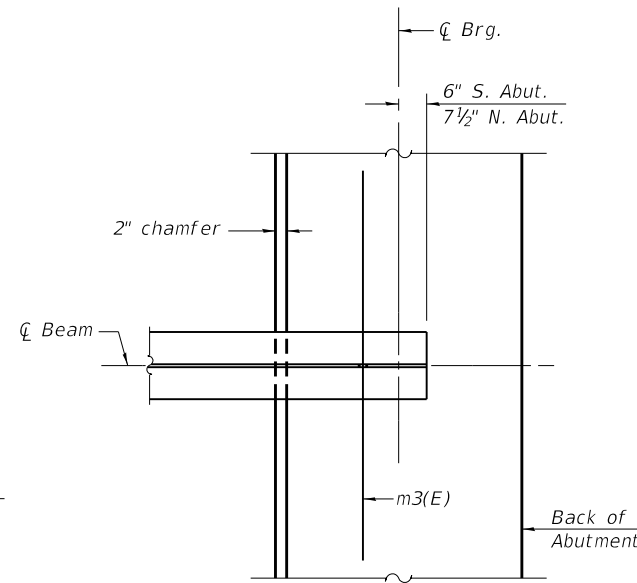
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DIAPHRAGM ELEVATION AT ABUTMENT
(South Abutment shown, North Abutment Similar)



SECTION A-A



PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 18.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 18.
 For details of bars s(E), s1(E), u(E) and v100(E) see sheet 8 of 18.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details see sheet 14 of 18.
 Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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	CHECKED - RJP	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	35
CONTRACT NO. 72J45				

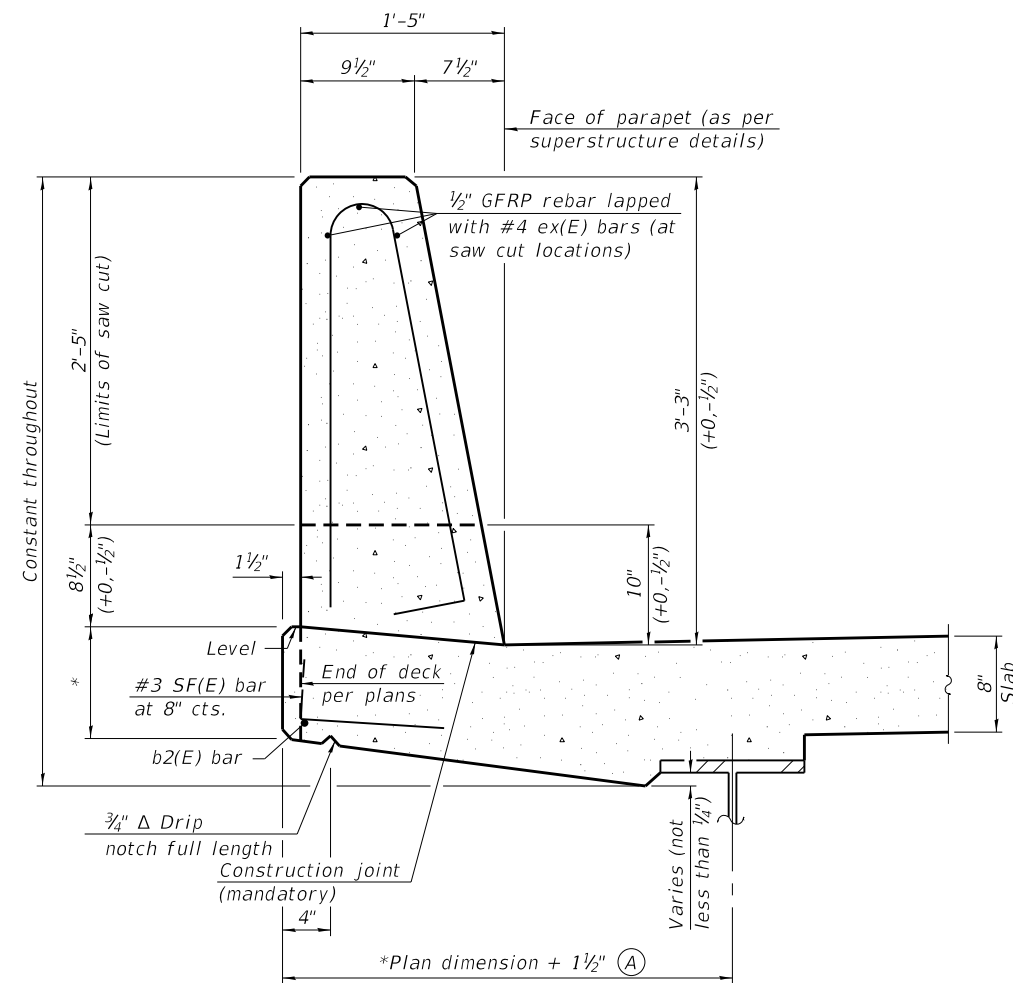
GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

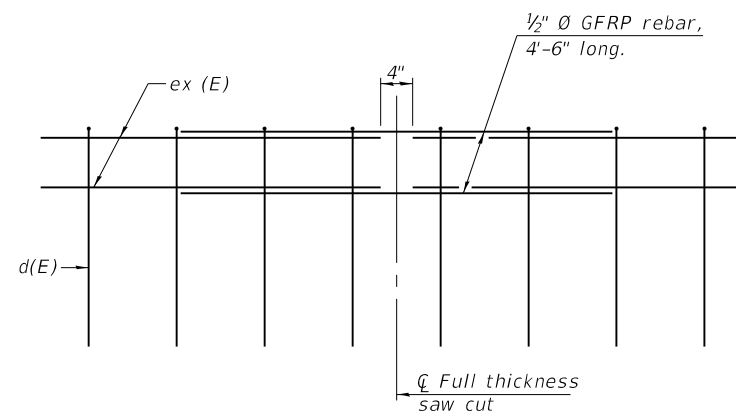
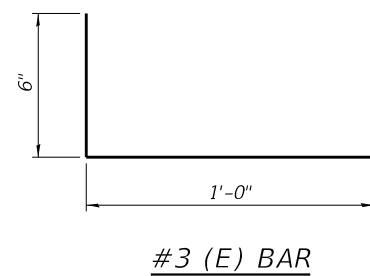
Steel superstructure shown. Other superstructure types similar.



**39" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.



GFRP REBAR STIFFENING DETAIL

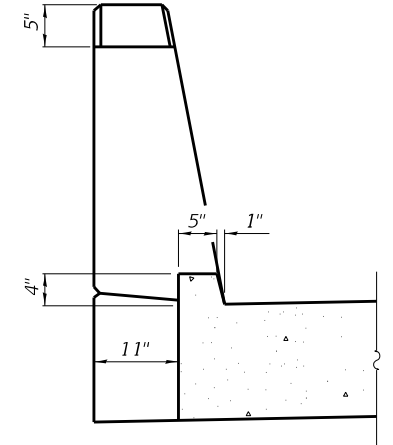
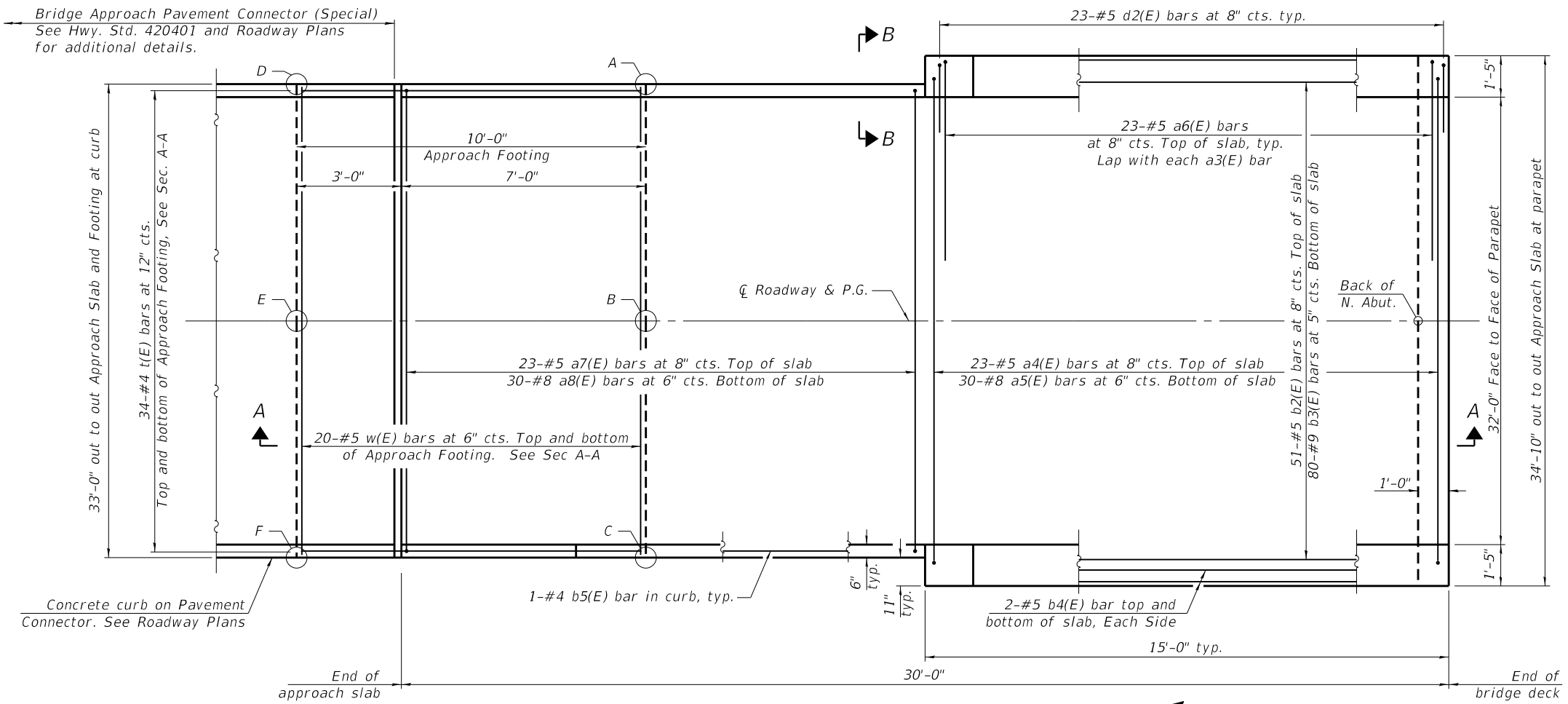
(Place as shown in parapet section at each parapet joint location.)

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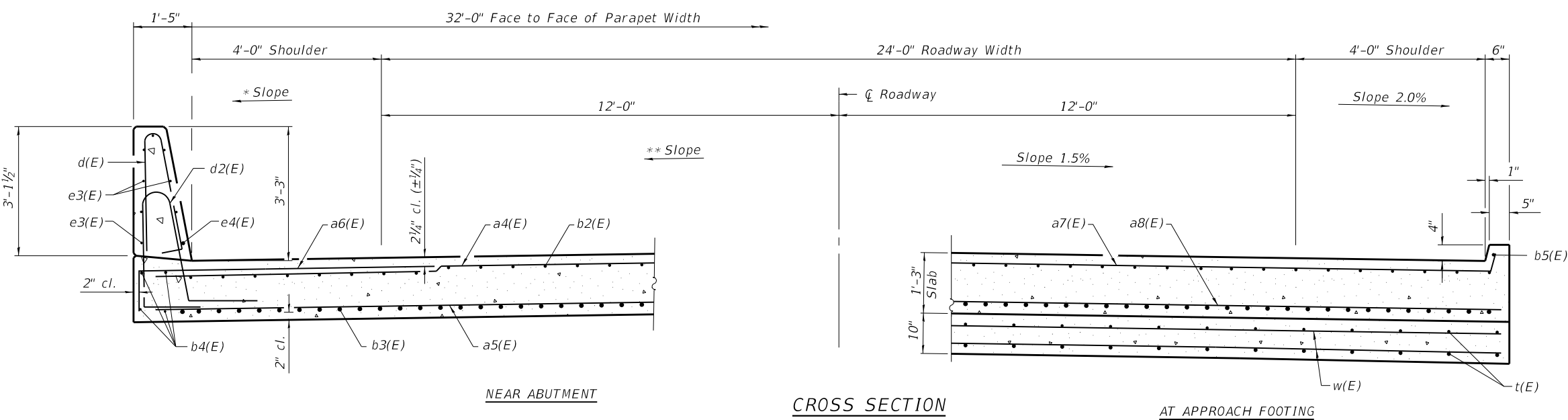
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	35A
CONTRACT NO. 72J45				

Bridge Approach Pavement Connector (Special)
See Hwy. Std. 420401 and Roadway Plans
for additional details.



VIEW B-B

PLAN
(North Approach shown, South Abutment Mirrored)



NEAR ABUTMENT

CROSS SECTION
(Looking South)

AT APPROACH FOOTING

Notes:
See Sheet 11 of 18 for Section A-A.

TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING

Point	North Approach		South Approach	
	Top	Bottom	Top	Bottom
A	532.97	532.13	538.04	537.21
B	533.03	532.20	538.31	537.48
C	532.76	531.93	538.04	537.21
D	532.76	531.92	538.32	537.49
E	532.73	531.90	538.61	537.78
F	532.46	531.63	538.32	537.49

* 2.0% at South Approach
Varies 0.0% to 2.0% at North Approach

** 1.5% at South Approach
Varies 0.0% to 1.5% at North Approach

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Engineers • Architects • Surveyors

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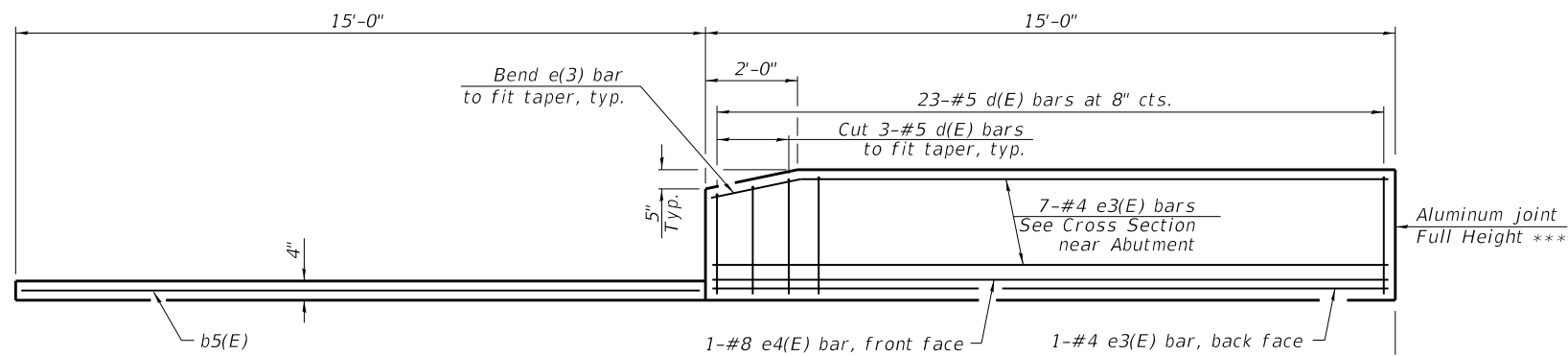
STATE OF ILLINOIS
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BRIDGE APPROACH SLAB DETAILS (SHEET 1 OF 2)
STRUCTURE NO. 034-0520

SHEET NO. 10 OF 18 SHEETS

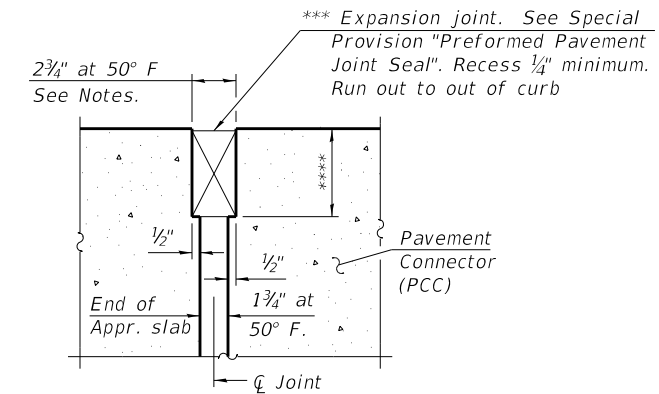
F.A.P. RTE. 510	SECTION (120)B-6	COUNTY HANCOCK	TOTAL SHEETS 66	SHEET NO. 36
CONTRACT NO. 72J45				

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Klingner & Associates P.C.

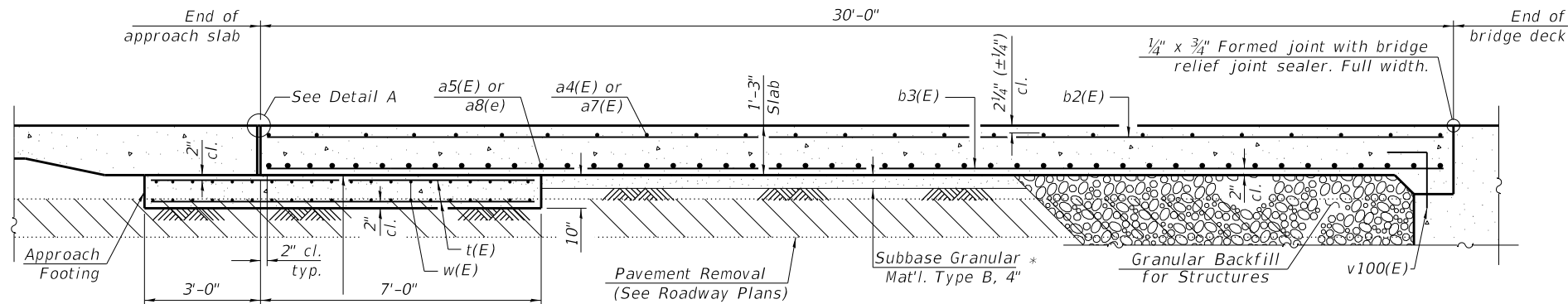
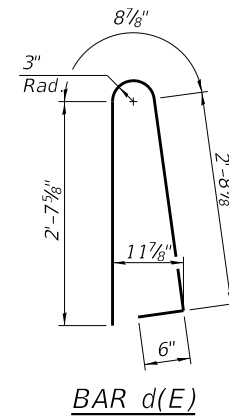


INSIDE ELEVATION OF PARAPET AND CURB - NORTH APPROACH

Notes:
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to the total bridge length plus the length of the bridge approach slab.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 18.
 For v100(E) bar detail, see sheet 8 of 18.
 * Cost included with Concrete Superstructure (Approach Slab).
 ** See Sheet 8 of 18 for Parapet Joint Details.

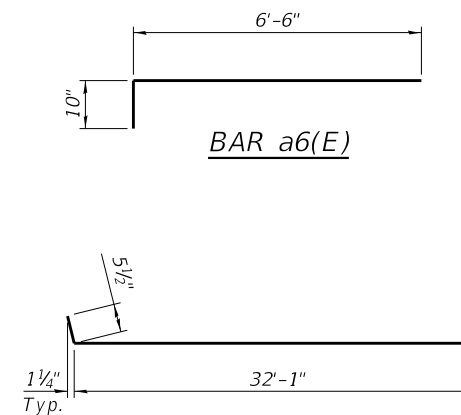


DETAIL A - NORTH APPROACH



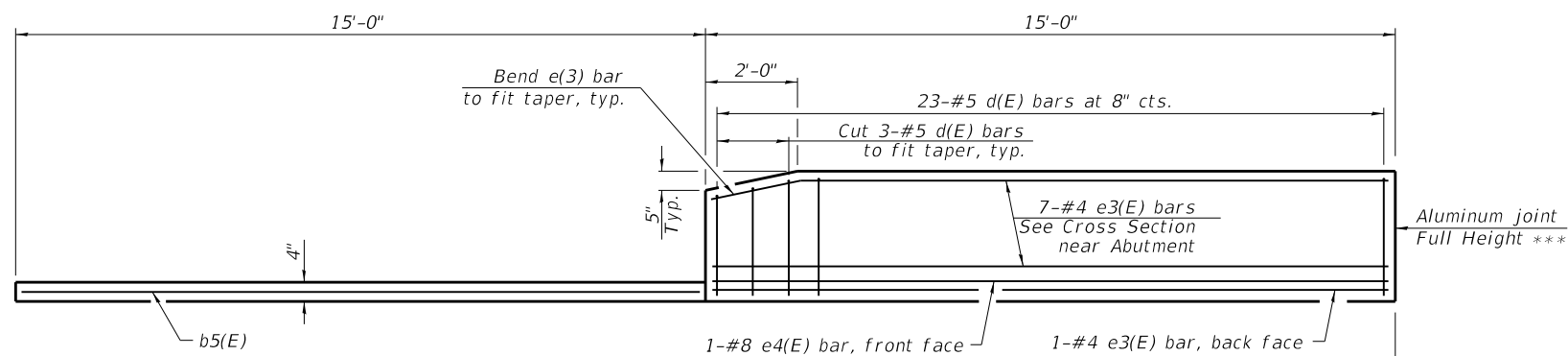
SECTION A-A - NORTH APPROACH

*** Cost included with Concrete Superstructure (Approach Slab).
 **** Per manufacturer recommendations

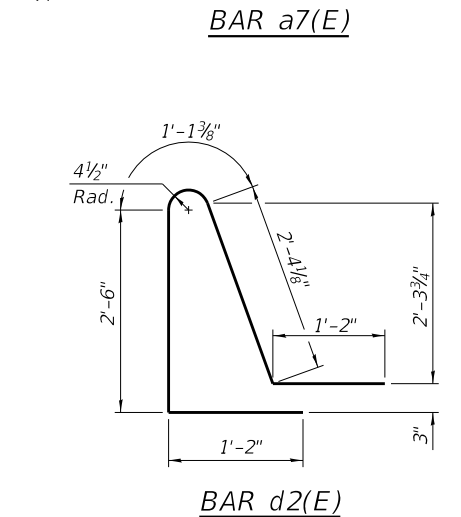


TWO APPROACHES
 BILL OF MATERIAL

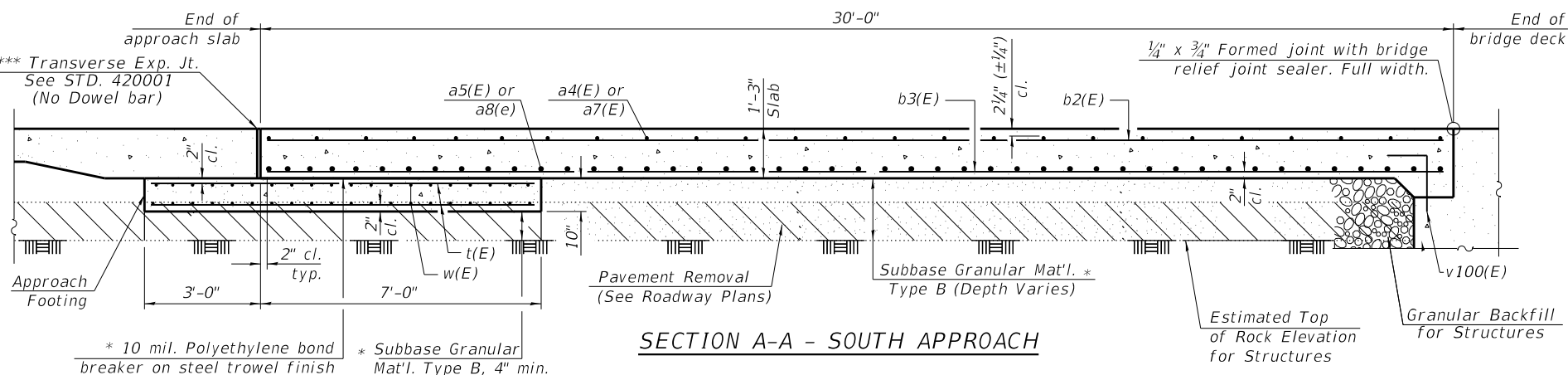
Bar	No.	Size	Length	Shape	
a4(E)	46	#5	34'-6"	—	
a5(E)	60	#8	34'-5"	—	
a6(E)	92	#5	7'-4"	—	
a7(E)	46	#5	33'-0"	—	
a8(E)	60	#8	32'-9"	—	
b2(E)	102	#5	29'-8"	—	
b3(E)	160	#9	29'-8"	—	
b4(E)	16	#5	14'-8"	—	
b5(E)	4	#4	14'-8"	—	
d(E)	92	#5	6'-7"	∩	
d2(E)	92	#5	8'-4"	∩	
e3(E)	32	#4	14'-8"	—	
e4(E)	4	#8	14'-8"	—	
t(E)	136	#4	9'-8"	—	
w(E)	80	#5	32'-10"	—	
Concrete Superstructure				Cu. Yd.	7.7
Concrete Superstructure (Approach Slab)				Cu. Yd.	95.1
Concrete Structures				Cu. Yd.	20.4
Reinforcement Bars, Epoxy Coated				Pound	42,560



INSIDE ELEVATION OF PARAPET AND CURB - SOUTH APPROACH



BAR d2(E)



SECTION A-A - SOUTH APPROACH

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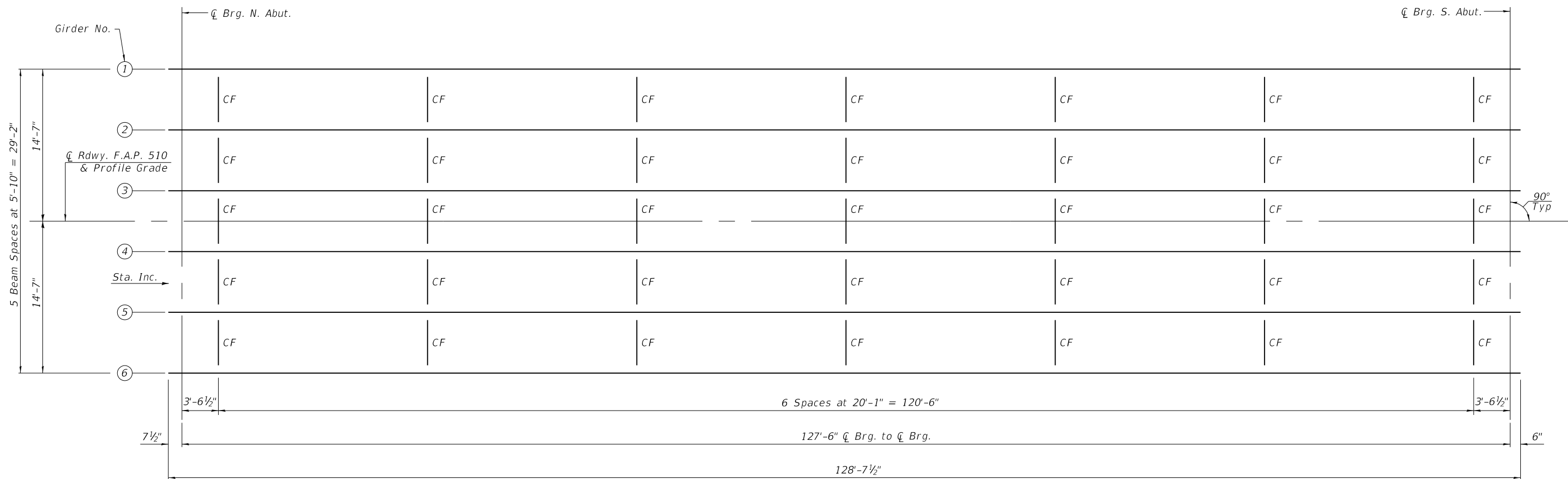
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS (SHEET 2 OF 2)
 STRUCTURE NO. 034-0520

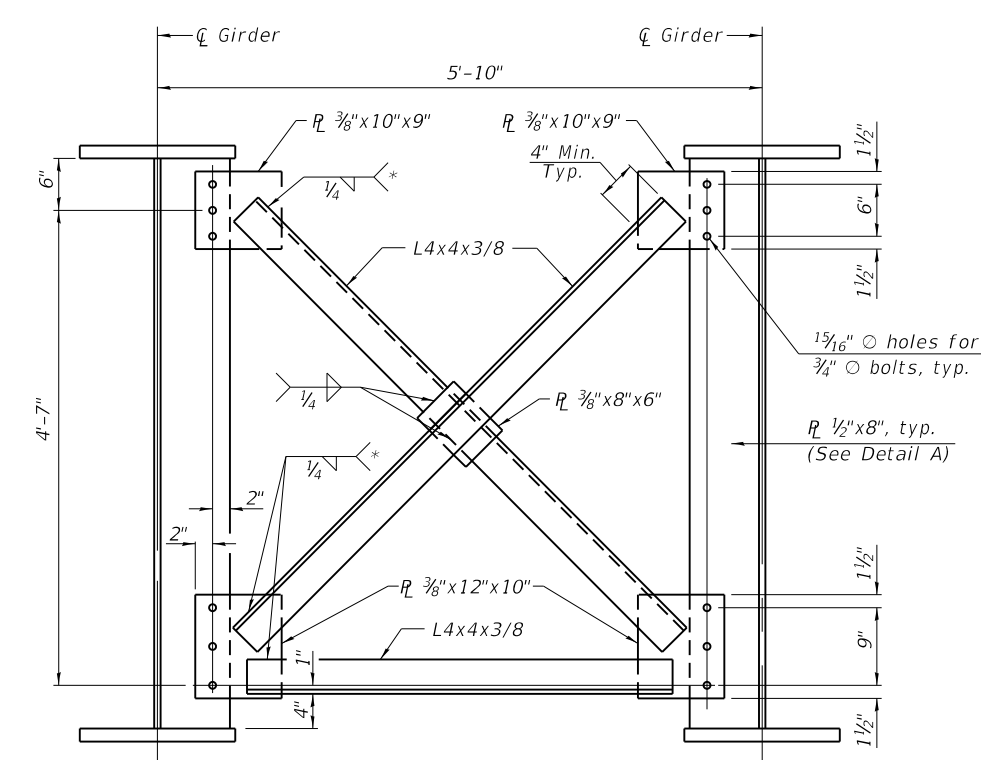
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510	(120)B-6	HANCOCK	66	37
CONTRACT NO. 72J45				

SHEET NO. 11 OF 18 SHEETS

ILLINOIS FED. AID PROJECT
 Klingner & Associates P.C.

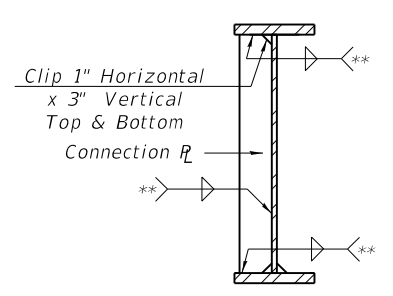


PLAN



CROSS FRAME, CF

* Fillet weld angles along 3 sides on one face of gusset plate



DETAIL A

** Terminate 1/4" (± 1/8") from the end of plate intersects.

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

D:\1011es\108013\VD 7 - IL 96 over Sheridan Creek\Bridge Plans\Final Bridge Plans.dgn

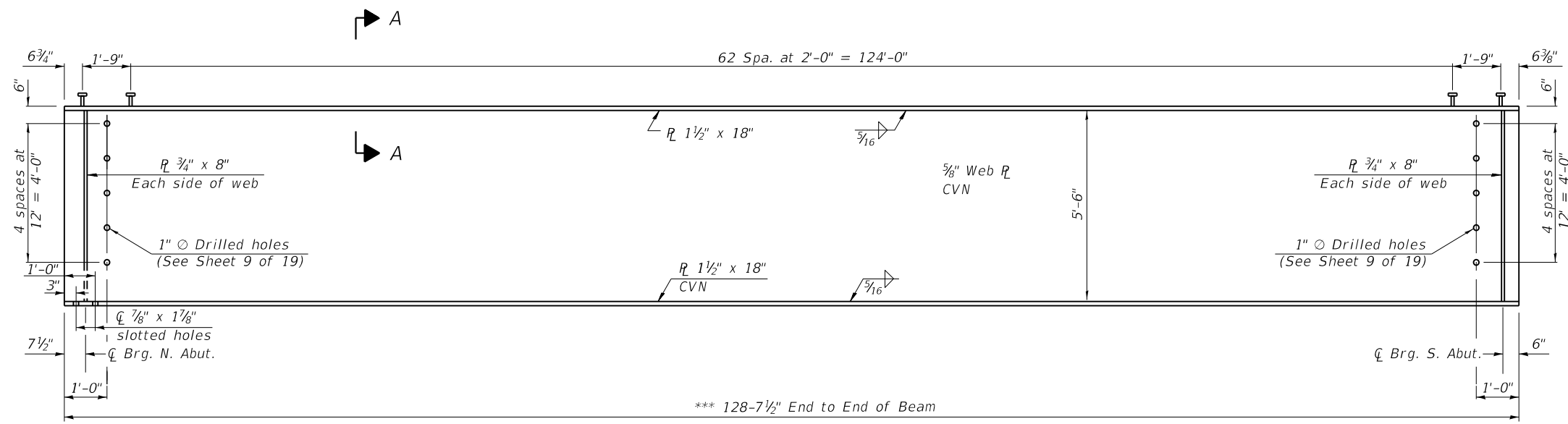
KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors

USER NAME = oms	DESIGNED - AMS	REVISED -
PLOT SCALE = 25.0000' / in.	CHECKED - RJP	REVISED -
PLOT DATE = 5/6/2019	DRAWN - AMS	REVISED -
	CHECKED - RJP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 034-0520
SHEET NO. 12 OF 18 SHEETS

F.A.P. RTE. 510	SECTION (120)B-6	COUNTY HANCOCK	TOTAL SHEETS 66	SHEET NO. 38
CONTRACT NO. 72J45				



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

*** The Contractor shall submit plans showing bracing details for transporting, erection, and deck forming for the section to Engineer for approval.

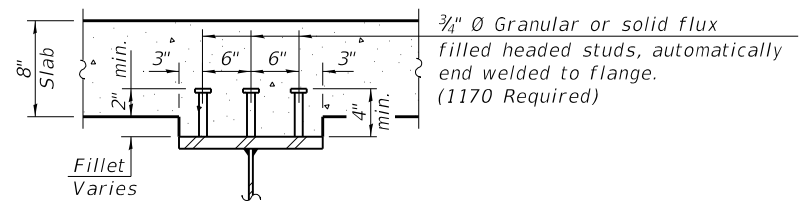
GIRDER ELEVATION

CVN Denotes Charpy-V-Notch impact energy requirements, Zone 2

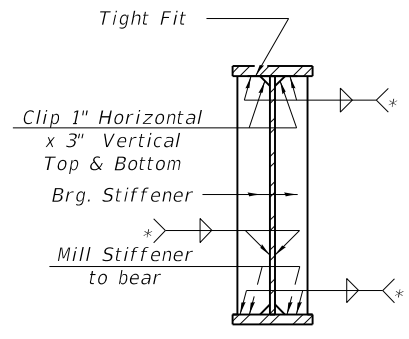
INTERIOR GIRDER MOMENT TABLE		
0.5 Span 1		
Is	(in ⁴)	76,493
Ic(n)	(in ⁴)	138,984
Ic(3n)	(in ⁴)	105,491
Ss	(in ³)	2,217
Sc(n)	(in ³)	2,718
Sc(3n)	(in ³)	2,498
DC1	(k/')	0.960
MDC1	(k)	1,951
DC2	(k/')	0.175
MDC2	(k)	356
DW	(k/')	0.292
MDW	(k)	593
LLDF		0.486
M _l + IM	(k)	1,934
Mu (Strength I)	(k)	7,158
* ϕ f Mn	(k)	14,004
fs DC1	(ksi)	10.6
fs DC2	(ksi)	1.7
fs DW	(ksi)	2.8
fs (l+IM)	(ksi)	8.5
fs (Service II)	(ksi)	26.2
0.95Rh Fyf	(ksi)	47.5
Vf	(k)	28.0

* Compact section

	Abutments	
	Interior	Exterior
LLDF	0.658	0.540
RDC1	62.1	62.5
RDC2	11.2	11.2
RDW	18.6	17.0
R _l + IM	85.3	69.9
RTotal	177.2	160.6



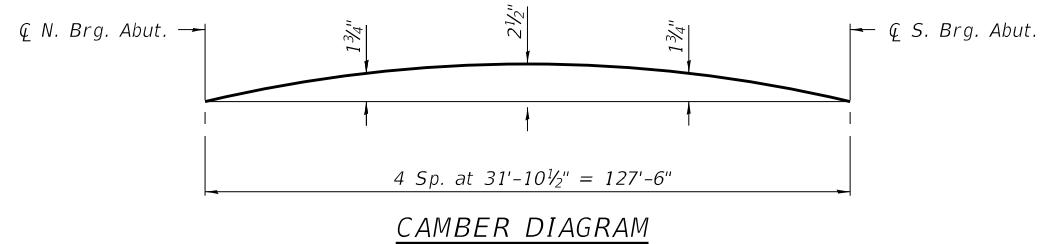
SECTION A-A



SECTION AT ABUTMENT

* Terminate 1/4" (±1/8") from the end of plate intersects.

- Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
- Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) due to short-term composite live loads (in.⁴ and in.³).
- Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: 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.).
- MDC2: 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.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- LLDF: Live Load Distribution Factor
- M_l + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- Mu (Strength I): Factored design moment (kip-ft.).
 1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_l + IM
- ϕ f Mn: 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.).
- fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 MDC1 / Snc
- fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 MDC2 / Sc(3n).
- fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 MDW / Sc(3n).
- fs (l+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_l + IM / Sc(n).
- fs (Service II): Sum of stresses as computed below (ksi).
 fsDC1 + fsDC2 + fsDW + 1.3 fs_l + IM
- 0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- Vf: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

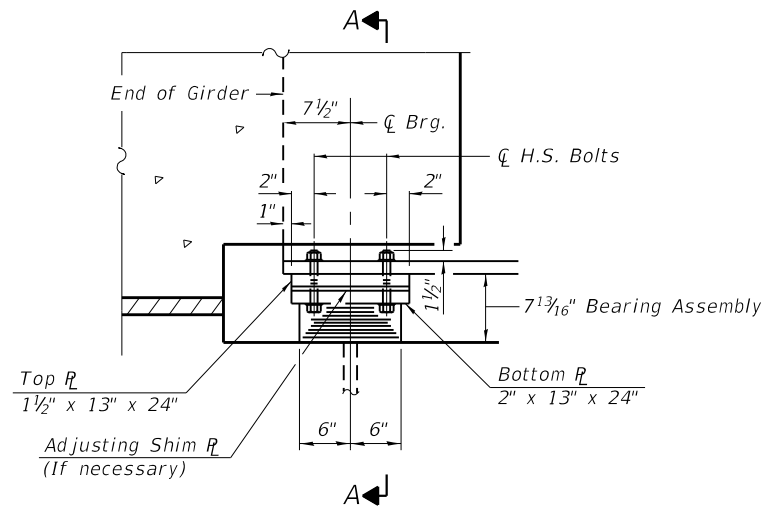


CAMBER DIAGRAM

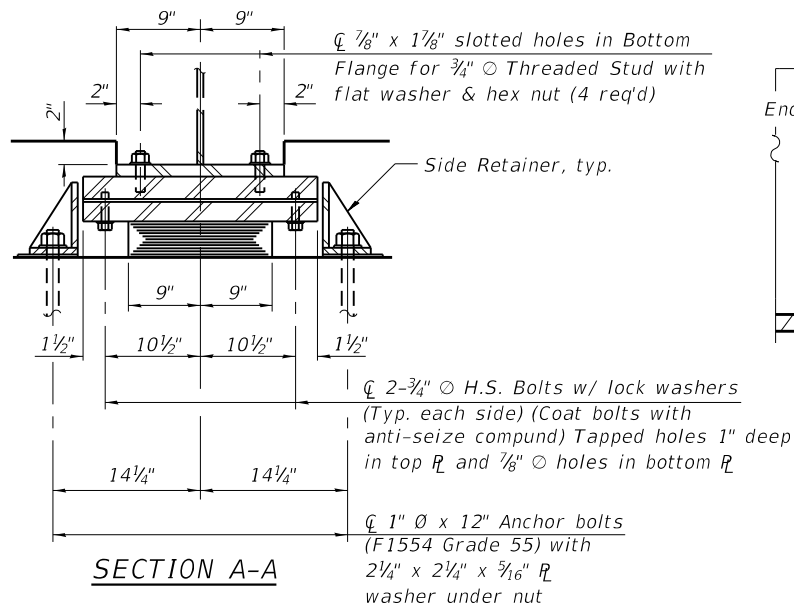
TOP OF WEB ELEVATIONS		
Beam No.	℄ Brg. N. Abut.	℄ Brg. S. Abut.
1	533.907	537.732
2	534.007	537.832
3	534.095	537.920
4	534.095	537.920
5	534.007	537.832
6	533.907	537.732

① For fabrication only.

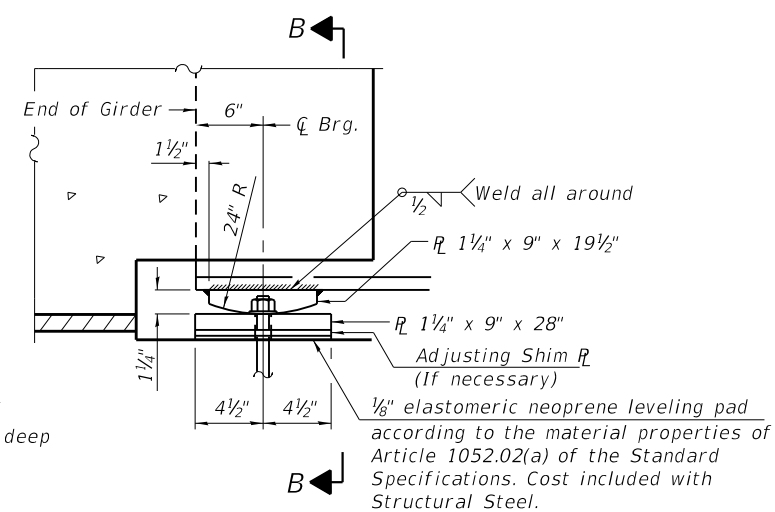
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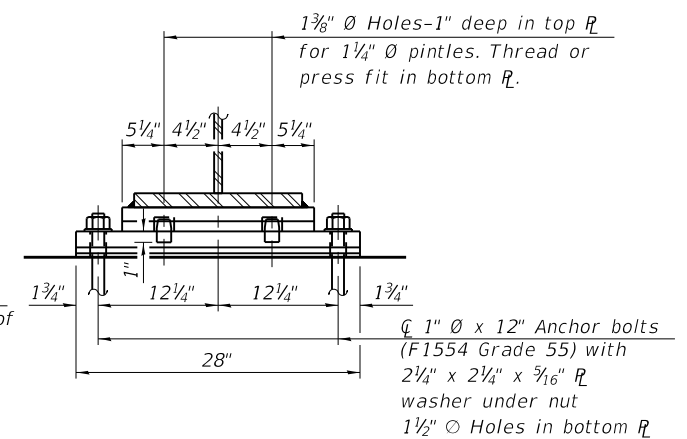
ELEVATION AT NORTH ABUTMENT



SECTION A-A



ELEVATION AT SOUTH ABUTMENT



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.
(North Abutment)

FIXED BEARING
(South Abutment)

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.

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

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

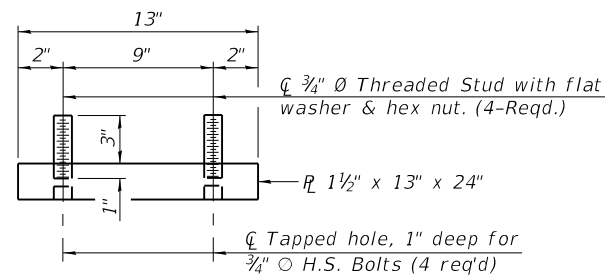
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Prior to ordering any material, the Contractor shall verify in the field all bearing heights and shim thickness dimensions.

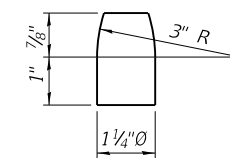
Steel members required for the fixed bearings shall be included in the cost of Elastomeric Bearing Assembly, Type I.

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 structural steel bearing plates of the elastomeric bearing assembly and fixed bearing plates including pintles shall conform to the requirements AASHTO M 270 Grade 50.

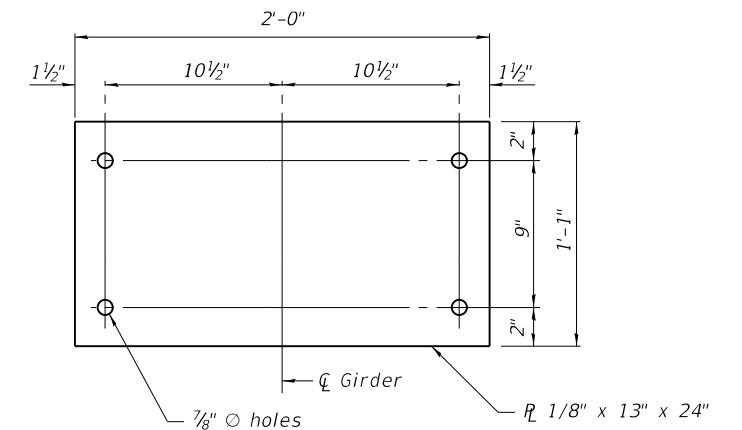


TOP BEARING ASSEMBLY

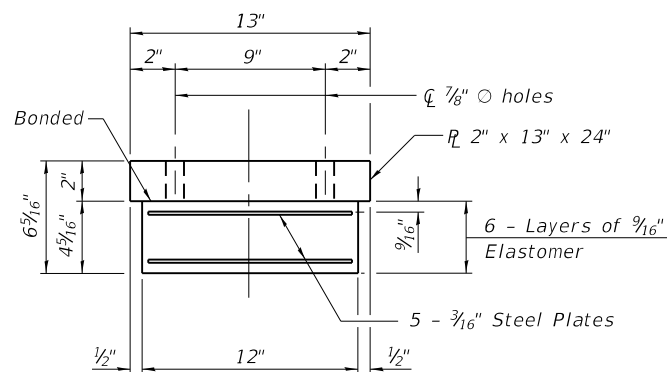


PINTLE

(No. Req'd. 12 Each)

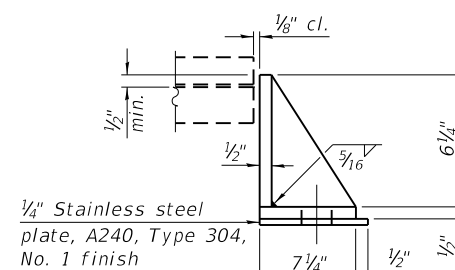


SHIM R_L - NORTH ABUT.



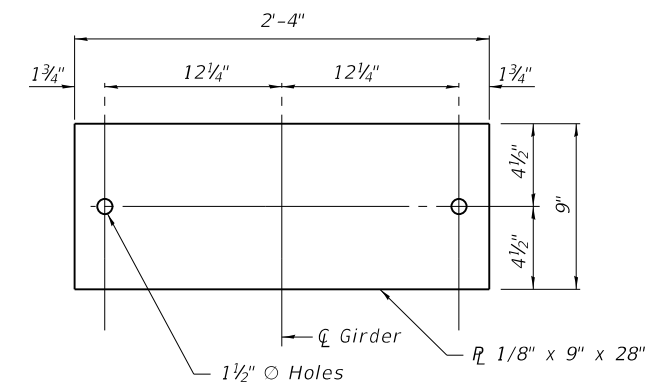
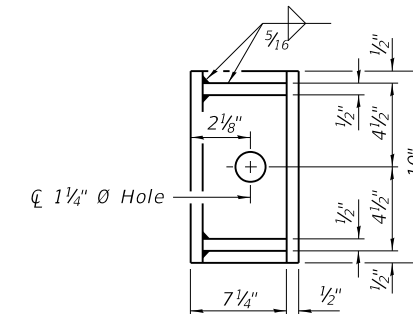
BOTTOM BEARING ASSEMBLY

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



SIDE RETAINER

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



SHIM R_L - SOUTH ABUT.

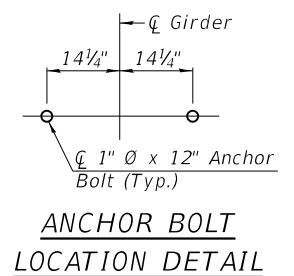
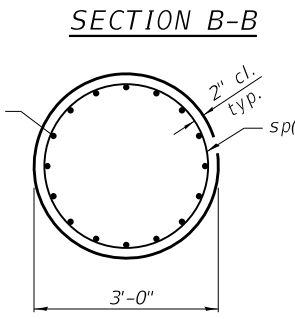
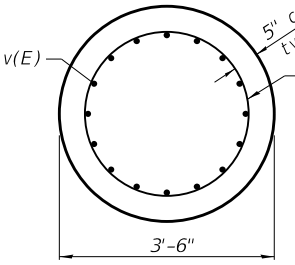
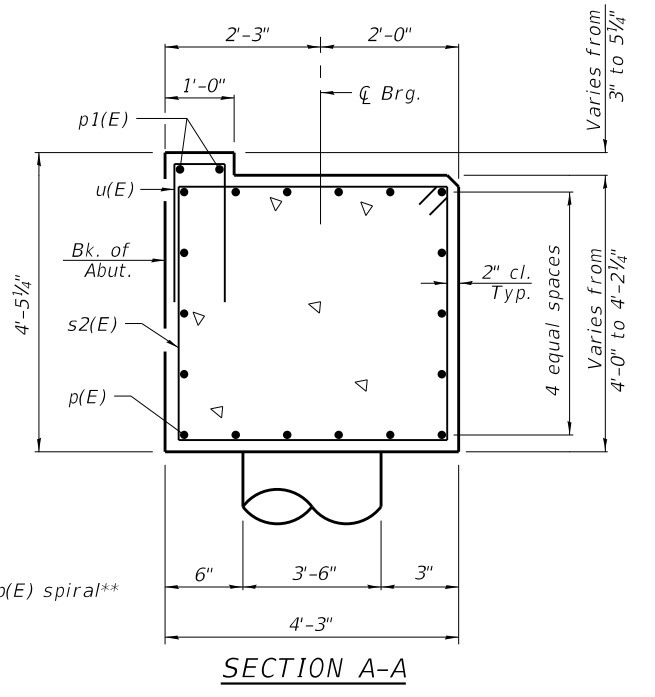
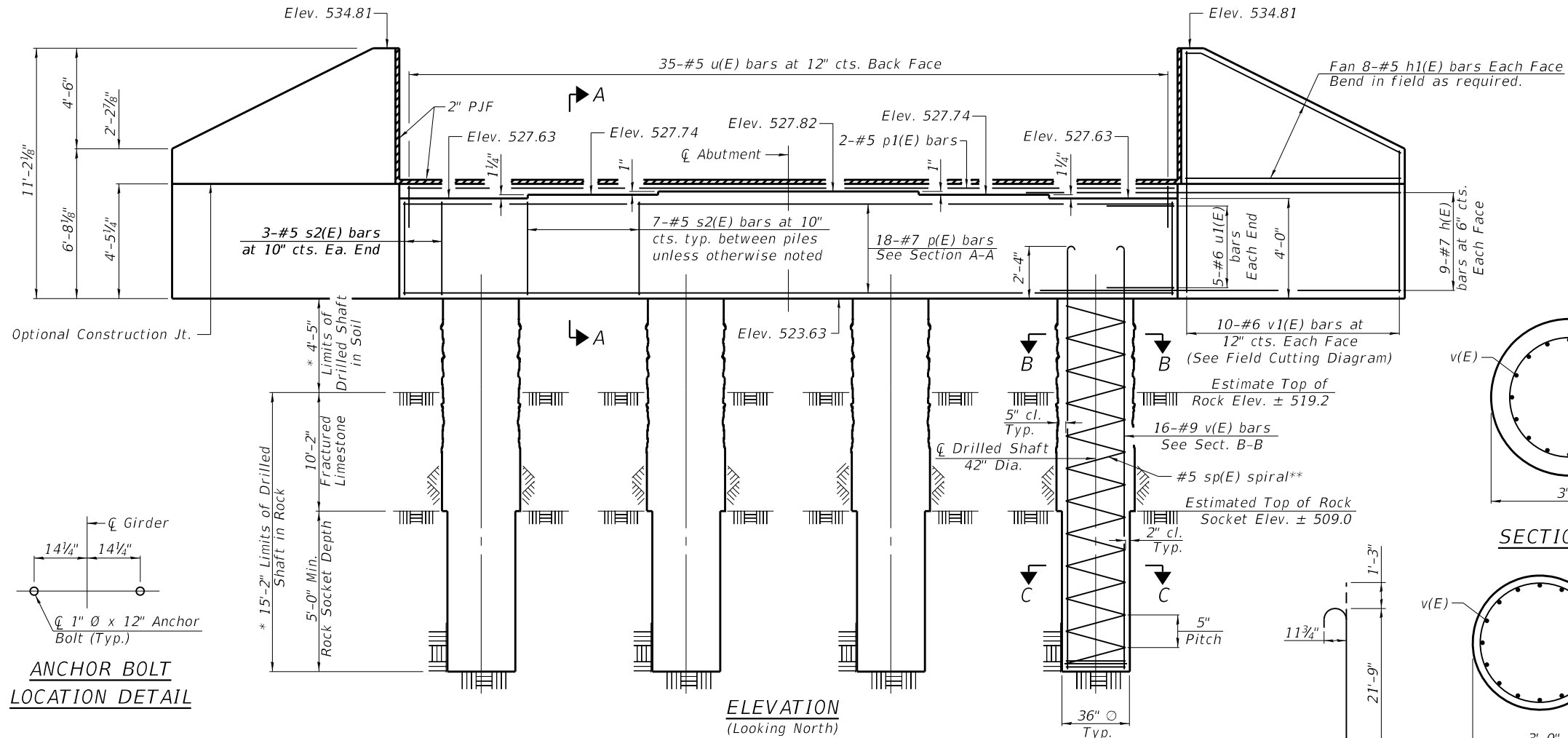
BILL OF MATERIAL

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

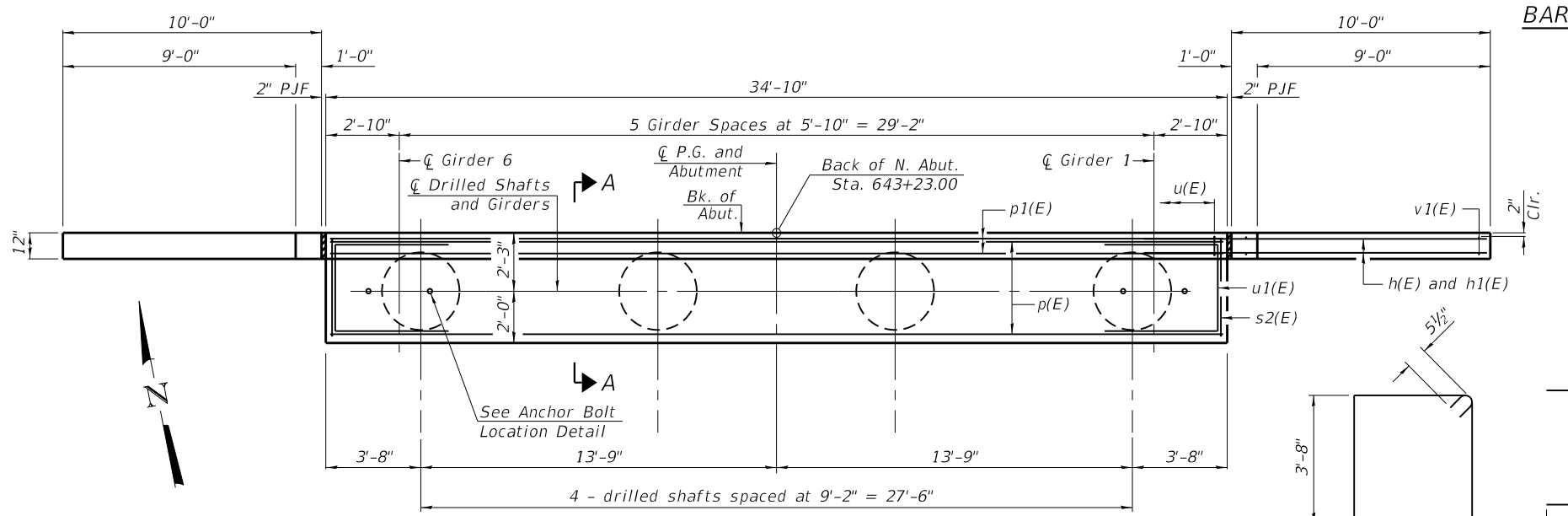
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PLOT SCALE = 25.0000' / in.	CHECKED - RJP	REVISED -
PLOT DATE = 5/6/2019	DRAWN - AMS	REVISED -
	CHECKED - RJP	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	40
ILLINOIS FED. AID PROJECT				CONTRACT NO. 72J45

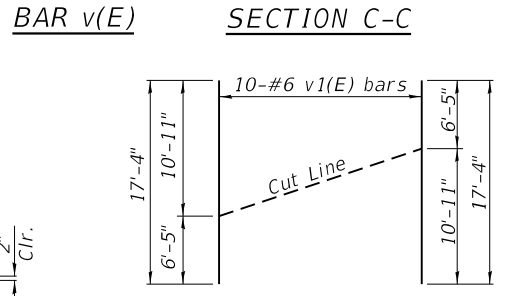


ELEVATION
(Looking North)



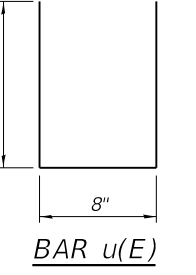
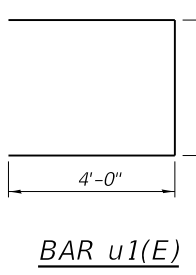
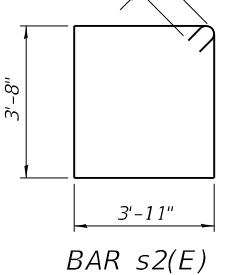
Notes:
 Pour steps monolithically with cap.
 Reinforcement bars designated (E) shall be epoxy coated.
 Space reinforcement in cap to miss anchor bolts and drilled shaft reinforcement.

PLAN



FIELD CUTTING DIAGRAM

Order v1(E) full length. Cut as shown and use remainder of bars in opposite face.

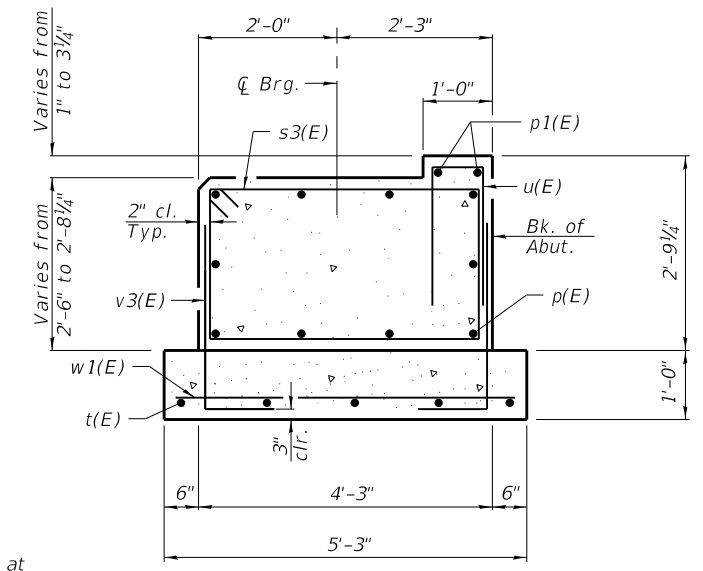
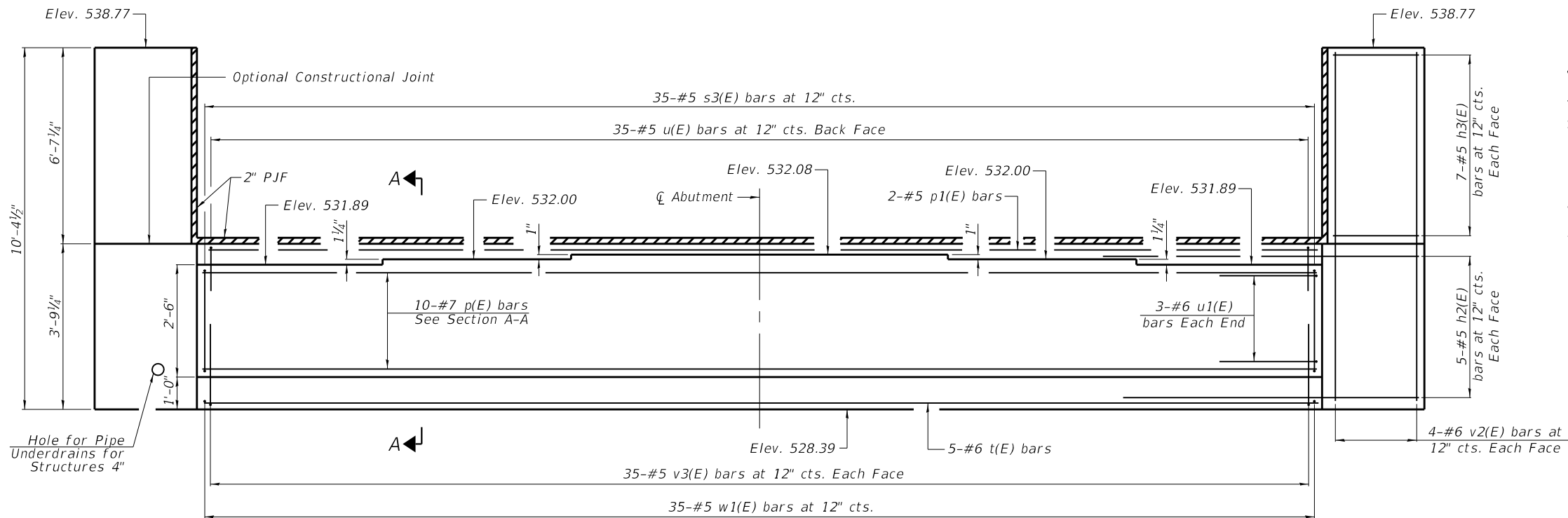


BILL OF MATERIAL

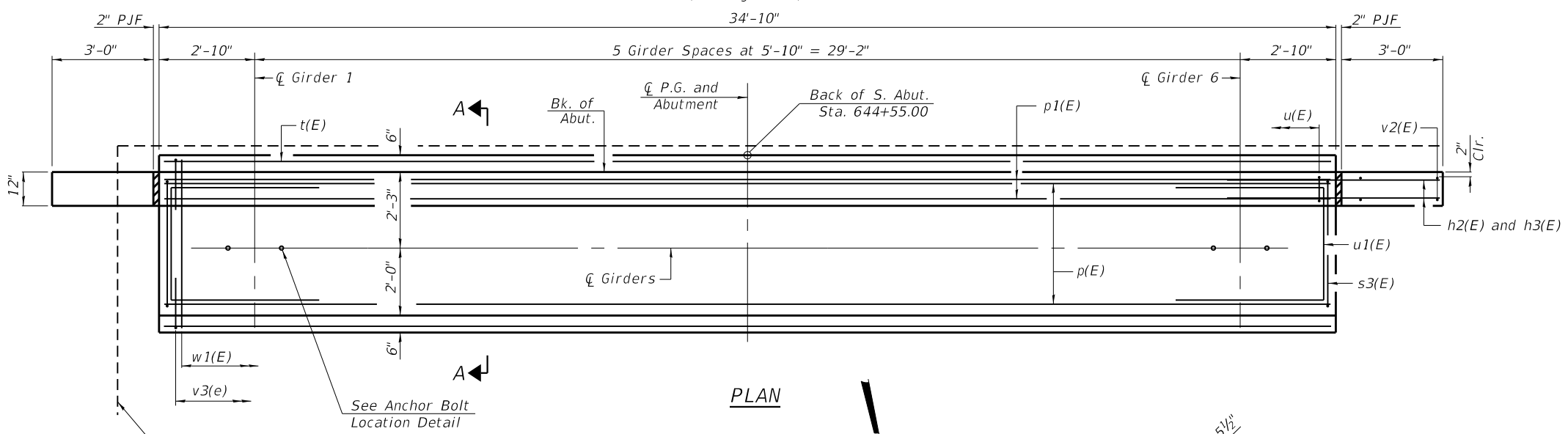
Bar	No.	Size	Length	Shape
h(E)	36	#7	13'-6"	—
h1(E)	32	#5	9'-9"	—
p(E)	18	#7	34'-6"	—
p1(E)	2	#5	34'-6"	—
s2(E)	27	#5	16'-1"	□
sp(E)	4	#5	20'-10"	⋈
u(E)	35	#5	4'-8"	U
u1(E)	10	#6	11'-9"	U
v(E)	64	#9	23'-0"	⌋
v1(E)	20	#6	17'-4"	—
Structure Excavation				Cu. Yds. 16
Concrete Structures				Cu. Yds. 29.7
Reinforcement Bars, Epoxy Coated				Lbs. 11,170
Drilled Shaft in Soil				Cu. Yds. 6.3
Drilled Shaft in Rock				Cu. Yds. 19.7
Granular Backfill for Structures				Cu. Yds. 127

*** Length is height of spiral.
 Minimum lap for spirals = 3'-4"
 * 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 1/2 extra turns top and bottom of each drilled shaft. Extend spiral 1'-3" into abutment cap. Provide min. 4-#4 spacers or equivalent.

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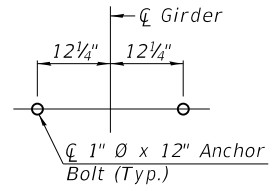
ELEVATION
(Looking South)



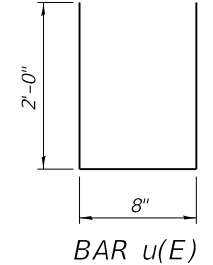
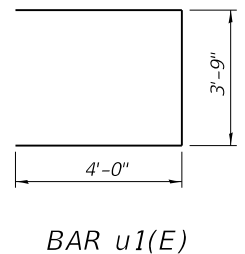
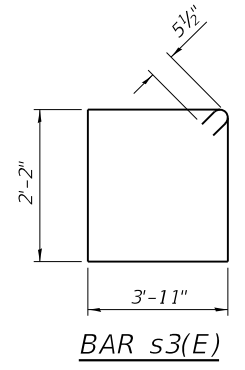
PLAN

Pipe underdrains for Structures 4"
Cap west end of pipe and drain to the east. Excavate Rock to drain pipe to existing rock face (No overhang allowed)

Notes:
Pour steps monolithically with cap.
Reinforcement bars designated (E) shall be epoxy coated.
Space reinforcement in cap to miss anchor bolts.



ANCHOR BOLT LOCATION DETAIL



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	20	#5	6'-0"	—
h3(E)	28	#5	2'-8"	—
p(E)	10	#7	34'-6"	—
p1(E)	2	#5	34'-6"	—
s3(E)	35	#5	13'-1"	U
t(E)	5	#6	34'-6"	—
u(E)	35	#5	4'-8"	U
u1(E)	6	#6	11'-9"	U
v2(E)	16	#6	10'-0"	—
v3(E)	70	#5	3'-6"	L
w1(E)	35	#5	4'-11"	—
Rock Excavation for Structures			Cu. Yds.	90
Concrete Structures			Cu. Yds.	23.6
Reinforcement Bars, Epoxy Coated			Lbs.	2,670
Granular Backfill for Structures			Cu. Yds.	29

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SOIL BORING LOG

Date 11/2/17

ROUTE IL 96 DESCRIPTION IL 96 over Sheridan Creek LOGGED BY M. Tappan

SECTION 120 B-6 LOCATION NW 1/4, SEC. 18, TWP. 6N, RNG. 8W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. EX SN 034-0020
PR SN 034-0520
Station 643+90

BORING NO. 1 SE Abut
Station 644-74
Offset 13.0ft LT
Ground Surface Elev. 539.0 ft

Surface Water Elev. 518.0 ft
Stream Bed Elev. 512.1 ft

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

DEPTH (ft)	B	L	U	M	SOIL	TEST
(ft)	/6"	(tsf)	(%)			
0	100/				Mixed soil and CA-6 w/Limestone @1.5ft Auger refusal@2ft	
3						
537.00					Borehole continued with rock coring.	
-5						
-10						
-15						
-20						

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

File Name: S:\SOIL SIGINT FILES\HANS COCKBRIDGE\BRIDGE\034-0020 IL 96 OVER SHERIDAN CR.GPJ Data Templates\DTEMPLT.GDT Date Printed: 1/18/18 Latitude: 40.263528 Longitude: 91.215390W Datum: NAD83 Job Number: 034-0020



ROCK CORE LOG

Date 11/2/17

ROUTE IL 96 DESCRIPTION IL 96 over Sheridan Creek LOGGED BY M. Tappan

SECTION 120 B-6 LOCATION NW 1/4, SEC. 18, TWP. 6N, RNG. 8W, 4 PM

COUNTY Hancock CORING METHOD Water

STRUCT. NO. EX SN 034-0020
PR SN 034-0520
Station 643+90

BORING NO. 1 SE Abut
Station 644-74
Offset 13.0ft LT
Ground Surface Elev. 539.0 ft

CORING BARREL TYPE & SIZE NQ2WL

Core Diameter 2 in
Top of Rock Elev. 537.00 ft
Begin Core Elev. 537.00 ft

DEPTH (ft)	C	R	R	CORE	S
(ft)	(#)	(%)	(%)	(min/ft)	(tsf)
537.00	1	48	39		
					746.5
532.20	2	100	50		
					432.3
528.40					
527.40					
-5					
-10					
-15					
-20					

Color pictures of the cores Yes, On File
Cores will be stored for examination until 5 Years after Construction
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RQD is the ratio of the total length of sound core specimens >4" to total length of core run BBS, form 138 (Rev. 8-99)

ROCK CORE 034-0020 IL 96 OVER SHERIDAN CR.GPJ DTTEMPLT.GDT 1/18/18

BORING 1 - SE ABUTMENT

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	USER NAME = oms	DESIGNED - AMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS STRUCTURE NO. 034-0520	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 25.0000' / in.	DRAWN - AMS	REVISED -			510	(120)B-6	HANCOCK	66	43
	PLOT DATE = 5/6/2019	CHECKED - RJP	REVISED -	SHEET NO. 17 OF 18 SHEETS		CONTRACT NO. 72J45			ILLINOIS FED. AID PROJECT	



SOIL BORING LOG

Date 10/3/17

ROUTE IL 96 DESCRIPTION IL 96 over Sheridan Creek LOGGED BY M. Tappan

SECTION 120 B-6 LOCATION NW 1/4, SEC. 18, TWP. 6N, RNG. 8W, 4 PM

COUNTY Hancock DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. EX SN 034-0020
PR SN 034-0520
 Station 643+90

BORING NO. 2 NW Abut
 Station 642+99
 Offset 15.0ft RT
 Ground Surface Elev. 533.2 ft

DEPTH (ft)	BLOW COUNT (B)	UNSATURATED SOIL QUANTITY (Qu)	MOISTURE (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)
				518.0	512.1	
						First Encounter <u>No Encounter</u>
						Upon Completion <u>Washed</u>
						After <u>Hrs.</u> <u>Plugged</u>

DEPTH (ft)	SOIL DESCRIPTION	BLOW COUNT (B)	UNSATURATED SOIL QUANTITY (Qu)	MOISTURE (%)
0	Gray and Olive Brown SILTY CLAY (FILL)			
1				
3		1.2	18	
3		B		
4				
528.20	w/ Gray Broken Macrocrystalline Limestone Cobbles at 5ft	15	0.9	16
21	Gray V. Broken Macrocrystalline LIMESTONE	B		
10	Cobbles, Boulders, gravel			
11	Brown and Gray Clayey Shale			
100/5"	Residuum			
5				
-10				
7				
13				
1	No Recovery			
1				
3				
519.20	Auger Refusal @14ft			
-15	Start Rock Core			
	Possible LS cobble or boulder			
	Very broken LS w/ med to coarse gravel underneath			
	Alluvium down to elev 509ft			
	Borehole continued with rock coring.			
-20				

File Name: S:\SOILS\IGNIT FILES\034 HANCOCK BRIDGE BORINGS\034-0020 IL 96 OVER SHERIDAN CR.GPJ Data Template: D:\TEMPLATE\DOT Date Printed: 11/8/18 Latitude: 40.343222 Longitude: 91.2153377 Datum: NAD83 Job Number: 034-0020-17

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



ROCK CORE LOG

Date 10/3/17

ROUTE IL 96 DESCRIPTION IL 96 over Sheridan Creek LOGGED BY M. Tappan

SECTION 120 B-6 LOCATION NW 1/4, SEC. 18, TWP. 6N, RNG. 8W, 4 PM

COUNTY Hancock CORING METHOD Water

STRUCT. NO. EX SN 034-0020
PR SN 034-0520
 Station 643+90

BORING NO. 2 NW Abut
 Station 642+99
 Offset 15.0ft RT
 Ground Surface Elev. 533.2 ft

DEPTH (ft)	CORING BARREL TYPE & SIZE	CORE RECOVERY (%)	RATIO (%)	CORE TIME (min/ft)	STRENGTH (tsf)
	<u>NQ2WL</u>				
	Core Diameter <u>2</u> in				
	Top of Rock Elev. <u>519.20</u> ft				
	Begin Core Elev. <u>519.20</u> ft				

DEPTH (ft)	ROCK DESCRIPTION	CORE RECOVERY (%)	RATIO (%)	CORE TIME (min/ft)	STRENGTH (tsf)
519.20	Gray V. Broken Macrocrystalline LIMESTONE	1	21	0	
-15	Gravel, Cobbles and Boulders, Alluvium				
	This material has been transported and was not in original insitu position	2	8	0	
-20					
509.00	Gray and Tan Weathered Poor to Med Indurated Argillaceous LIMESTONE	3	60	16	
-25	w/ Open Joints 2"-12"				589.7
					260.3
503.60	Gray Mod to Well Indurated Fossiliferous Crystalline LIMESTONE	4	100	64	
-30	interbedded w/ Chert Nodules and Seam				520.5
	Open Joints 2"-12" to 1'-3"				383.3
500.10					

Color pictures of the cores Yes, On File
 Cores will be stored for examination until 5 Years after Construction
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
 RQD is the ratio of the total length of sound core specimens >4" to total length of core run **BBS, form 138 (Rev. 8-99)**

ROCK CORE 034-0020 IL 96 OVER SHERIDAN CR.GPJ D:\TEMPLATE\DOT 11/8/18

BORING 2 - NW ABUTMENT

D:\1011es\100813\VD 7 - IL 96 over Sheridan Creek\Bridg Plans\Inal Bridge Plans.dgn

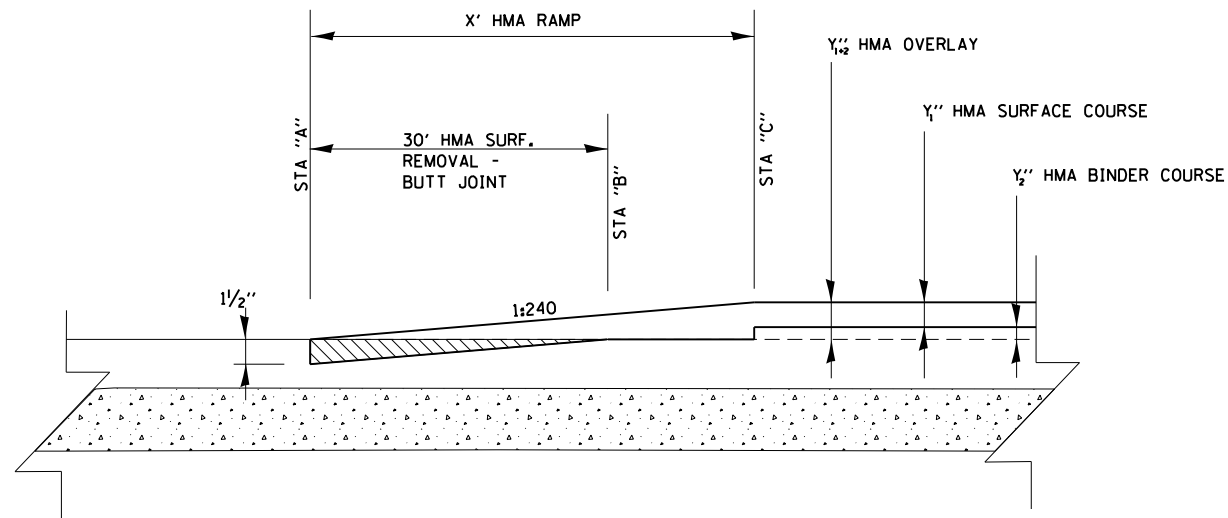


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PLOT DATE = 5/6/2019	CHECKED - RJP	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BORING LOGS
 STRUCTURE NO. 034-0520

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	44
CONTRACT NO. 72J45				



BUTT JOINT DETAIL

STATION "A"	STATION "B"	STATION "C"	X'	Y ₁ "	Y ₂ "
640+00.00	640+30.00	642+00.00	200'	1 1/2"	8 1/2"
645+75.00	645+45.00	645+00.00	75'	3 3/4"	0"

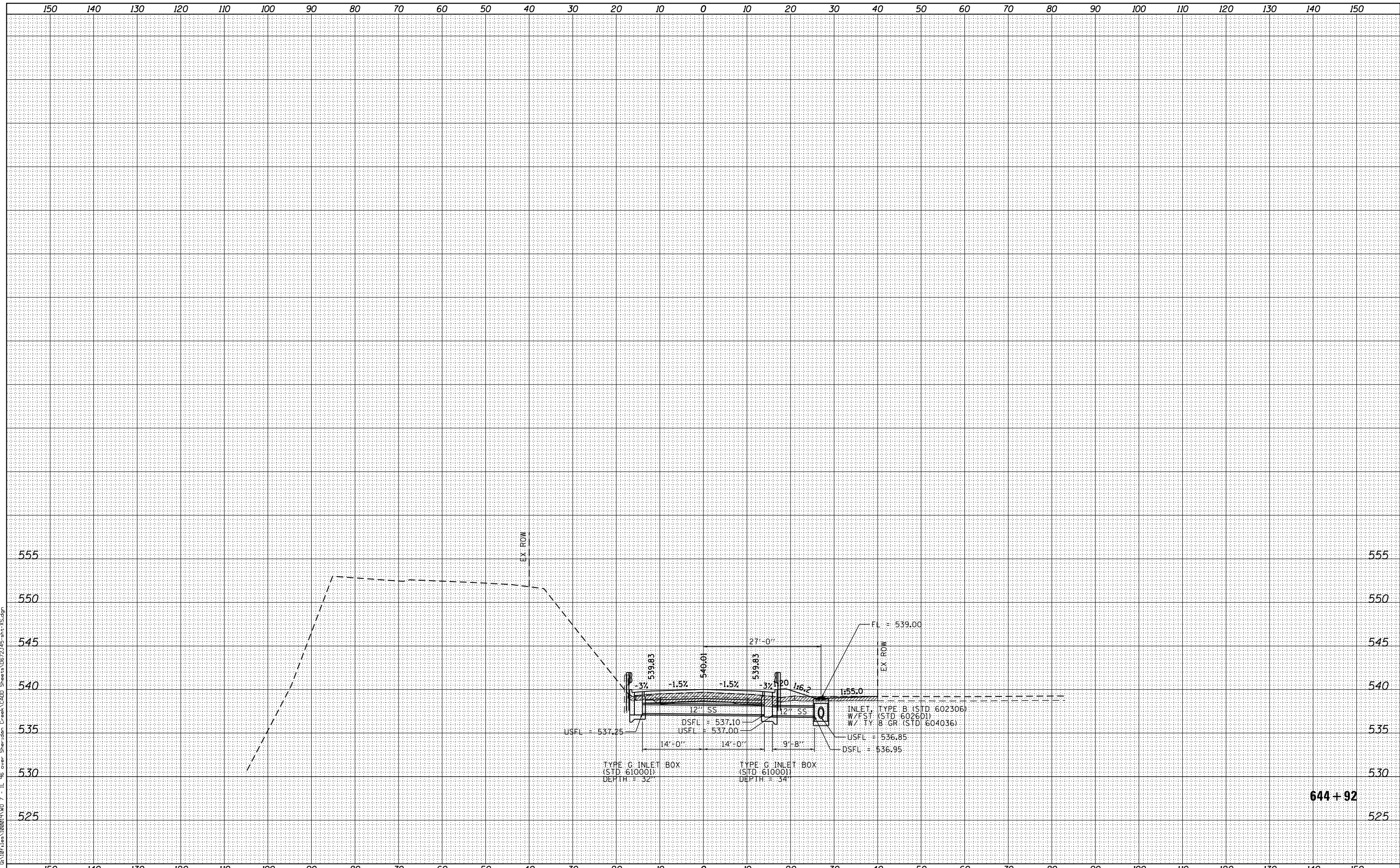
• BINDER COURSE STARTS AT STATION 641+00.00 (2 1/4" DEPTH)

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

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

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 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = oms	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 5/6/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP 510 (IL 96)
 CROSS SECTIONS**

SCALE: 1" = 10' H
 1" = 5' V

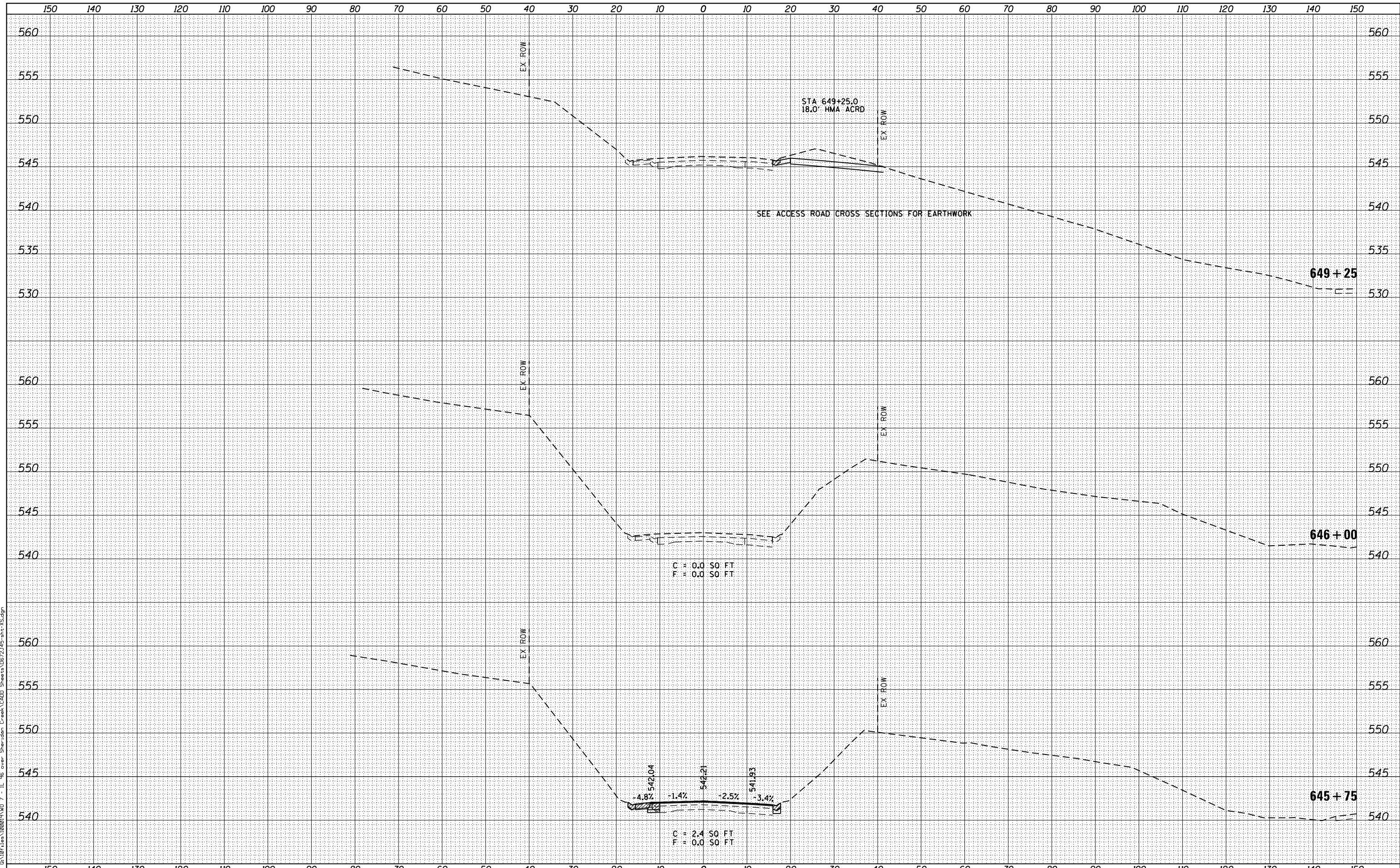
SHEET NO. 10 OF 12 SHEETS STA. 644+92 TO STA. 644+92

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	58
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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

DATE	
BY	
ORIGINAL SURVEY	
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TEMPLATE	
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NO.	
FINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	

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C = 0.0 SO FT
F = 0.0 SO FT

C = 2.4 SO FT
F = 0.0 SO FT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 510 (IL 96)
CROSS SECTIONS



USER NAME = oms	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 5/6/2019	DATE -	REVISED -

SCALE: 1"=10'H
1"=25'V

SHEET NO. 12 OF 12 SHEETS

STA. 645+75 TO STA. 646+00

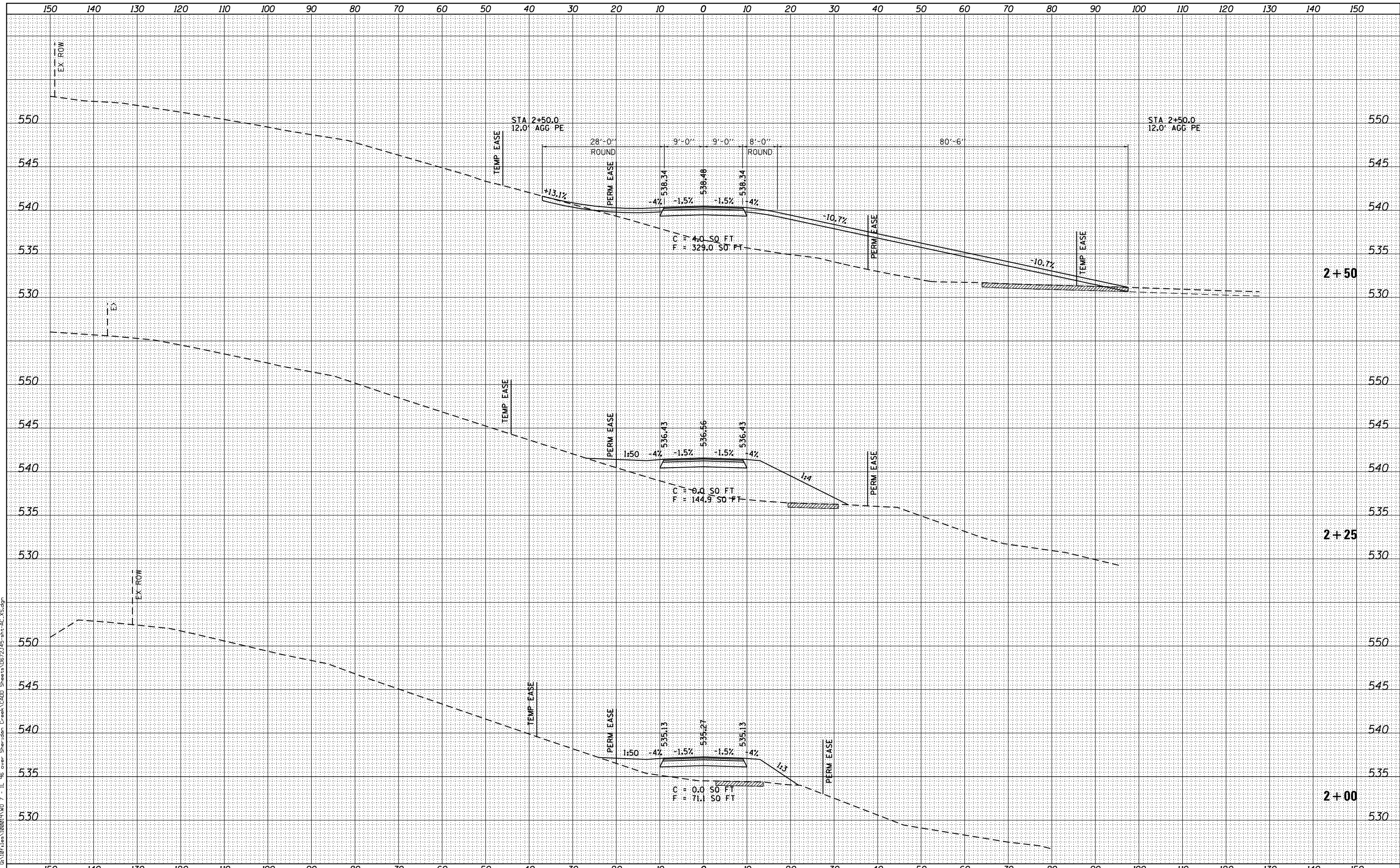
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510	(120)B-6	HANCOCK	66	60
CONTRACT NO. 72.145				

FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT

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

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

FILE NAME = G:\107\105\100019\107_7 - IL 56 Over Sheridan Creek CADD Sheets\072445-sh1-aC-XS.dgn



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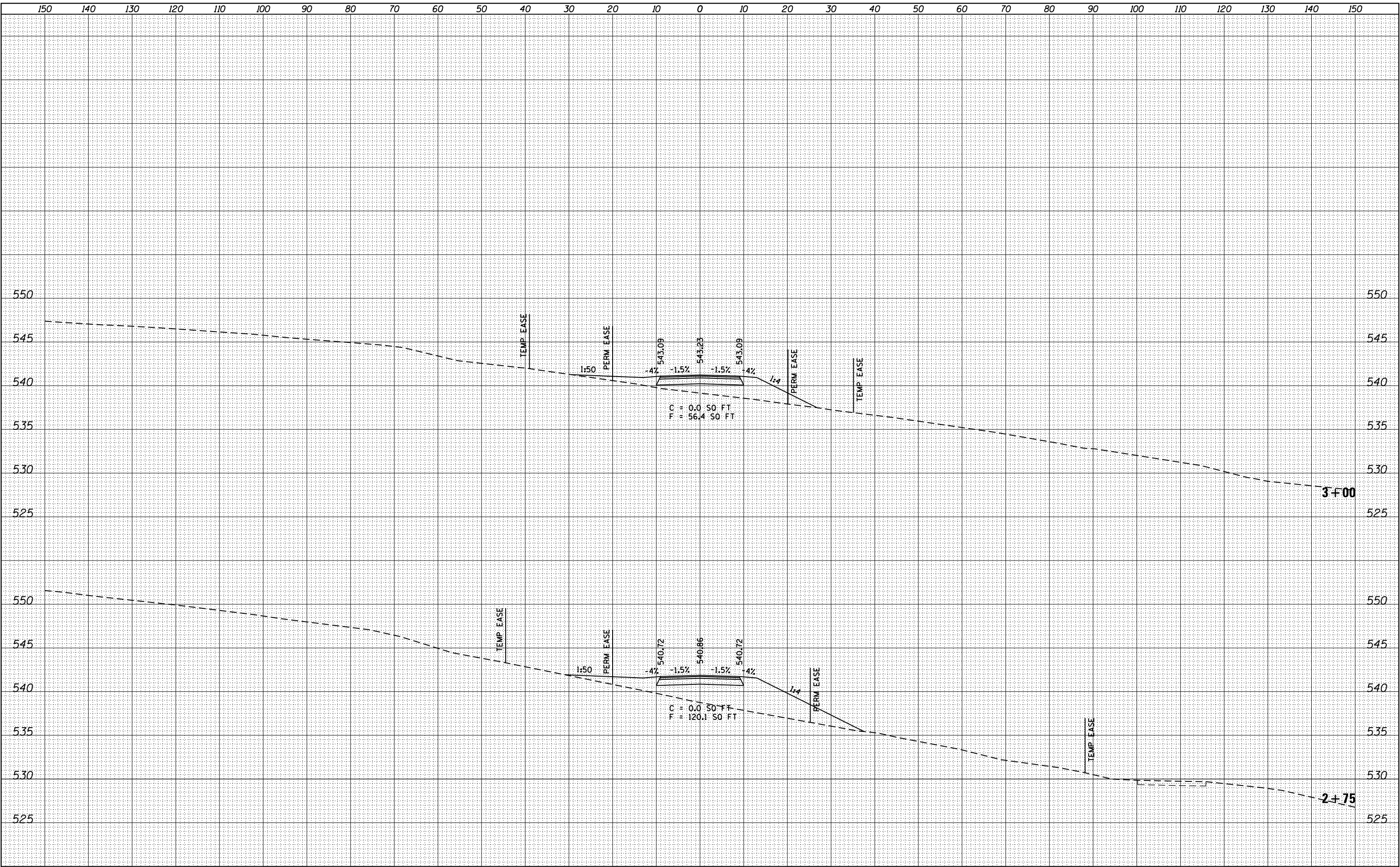
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PLOT DATE = 5/6/2019	DATE -	REVISED -

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ACCESS ROAD
 CROSS SECTIONS

SCALE: 1"=10'H
 1"=25'V
 SHEET NO. 4 OF 6 SHEETS
 STA. 2+00 TO STA. 2+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	64
CONTRACT NO. 72445				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



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

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

FILE NAME = G:\186\186\102019\186 7 - IL 186 OVER Sheridon Creek\CADD Sheets\067245-shr-A6-XS.dgn



USER NAME = oms	DESIGNED -	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 5/6/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ACCESS ROAD
 CROSS SECTIONS**

SCALE: 1"=10'H
 1"=35'V

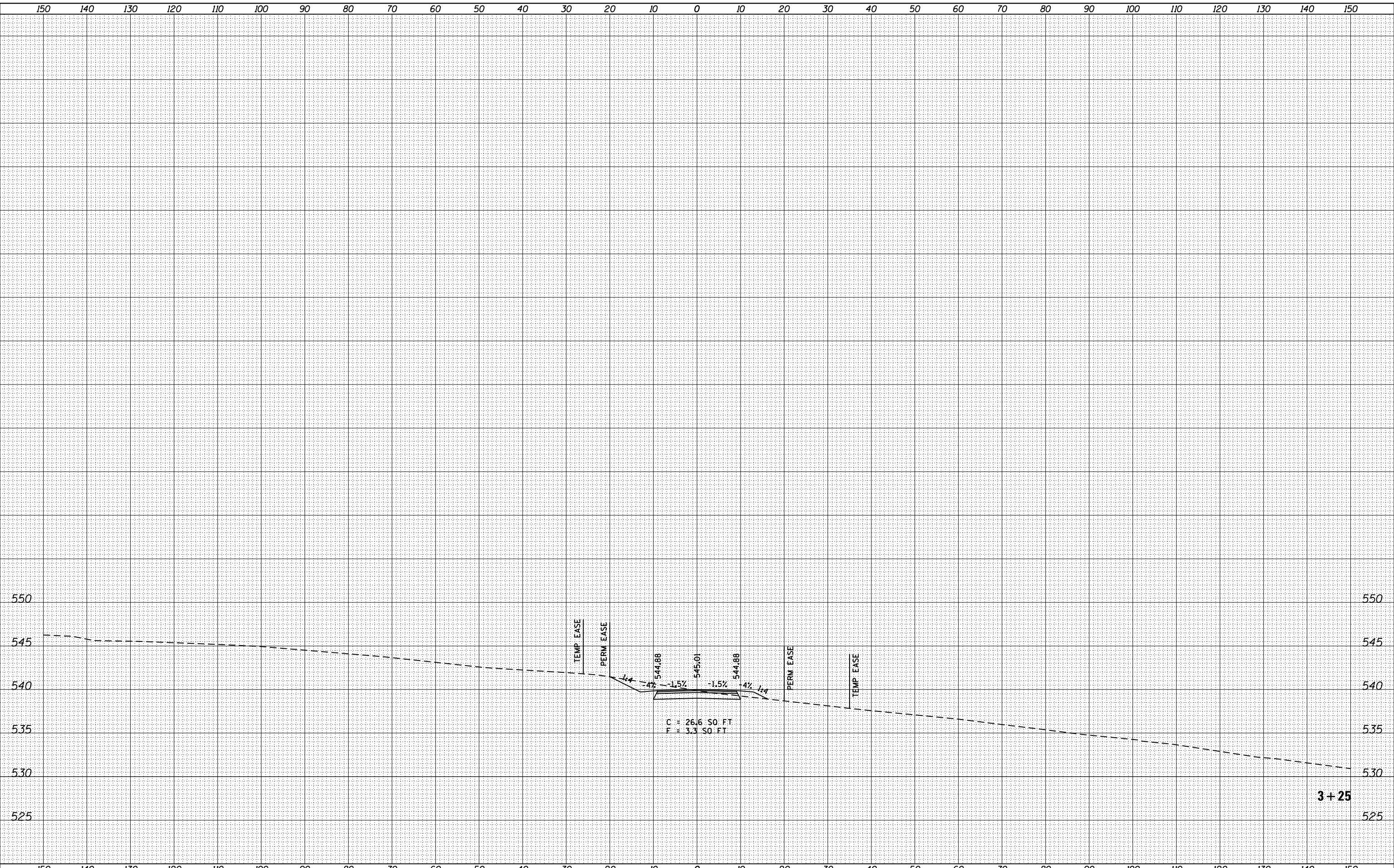
SHEET NO. 5 OF 6 SHEETS STA. 2+75 TO STA. 3+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	65
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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

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

FILE NAME = D:\107\Ips\100019\W0 7 - IL 56 Over Sheridan Creek\CADD Sheets\027245-sh1-aC.XS.dgn



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USER NAME = oms	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 5/6/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ACCESS ROAD
 CROSS SECTIONS**
 SCALE: 1"=10'H
 1"=5'V SHEET NO. 6 OF 6 SHEETS STA. 3+25 TO STA. 3+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
510	(120)B-6	HANCOCK	66	66
CONTRACT NO. 72J45				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				