

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	1
		BLR235	CONTRACT NO. 89844	

INDEX OF SHEETS

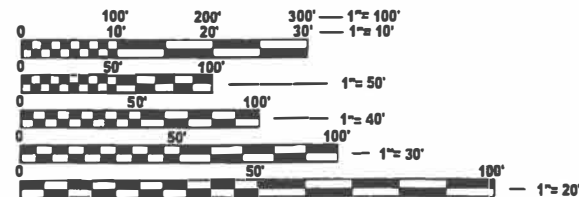
SHEET NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	QUANTITY SCHEDULES
5	TYPICAL SECTIONS
6	ALIGNMENT, TIES, AND BENCHMARKS
7-8	RIGHT OF WAY PLAN
9	DETOUR PLAN
10	REMOVAL PLAN
11-13	PLAN AND PROFILES
14-30	STRUCTURAL PLANS
31-32	STORMWATER POLLUTION PREVENTION PLANS (SWPPP)
33	DETAIL PLANS
34-37	CROSS SECTIONS

F.A.S. ROUTE 1442 (C.H. & BERLIN ROAD)
SECTION 21-00112-00-BR
PROJECT YKQ5(440)
STRUCTURE REPLACEMENT
MCDONOUGH COUNTY

C-94-055-23

HIGHWAY STANDARD DETAIL PLANS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS, & PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAIN
631011-10	TRAFFIC BARRIER TERMINAL TYPE 2
631031-18	TRAFFIC BARRIER TERMINAL TYPE 6
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24' FROM EOP
701901-11	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNT DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
BLR 21-9	TYP. APPL. OF T.C.D. FOR CONSTRUCTION ON RURAL LOC. HWYS
BLR 23-4	TRAFFIC BARRIER TERMINAL TYPE 1

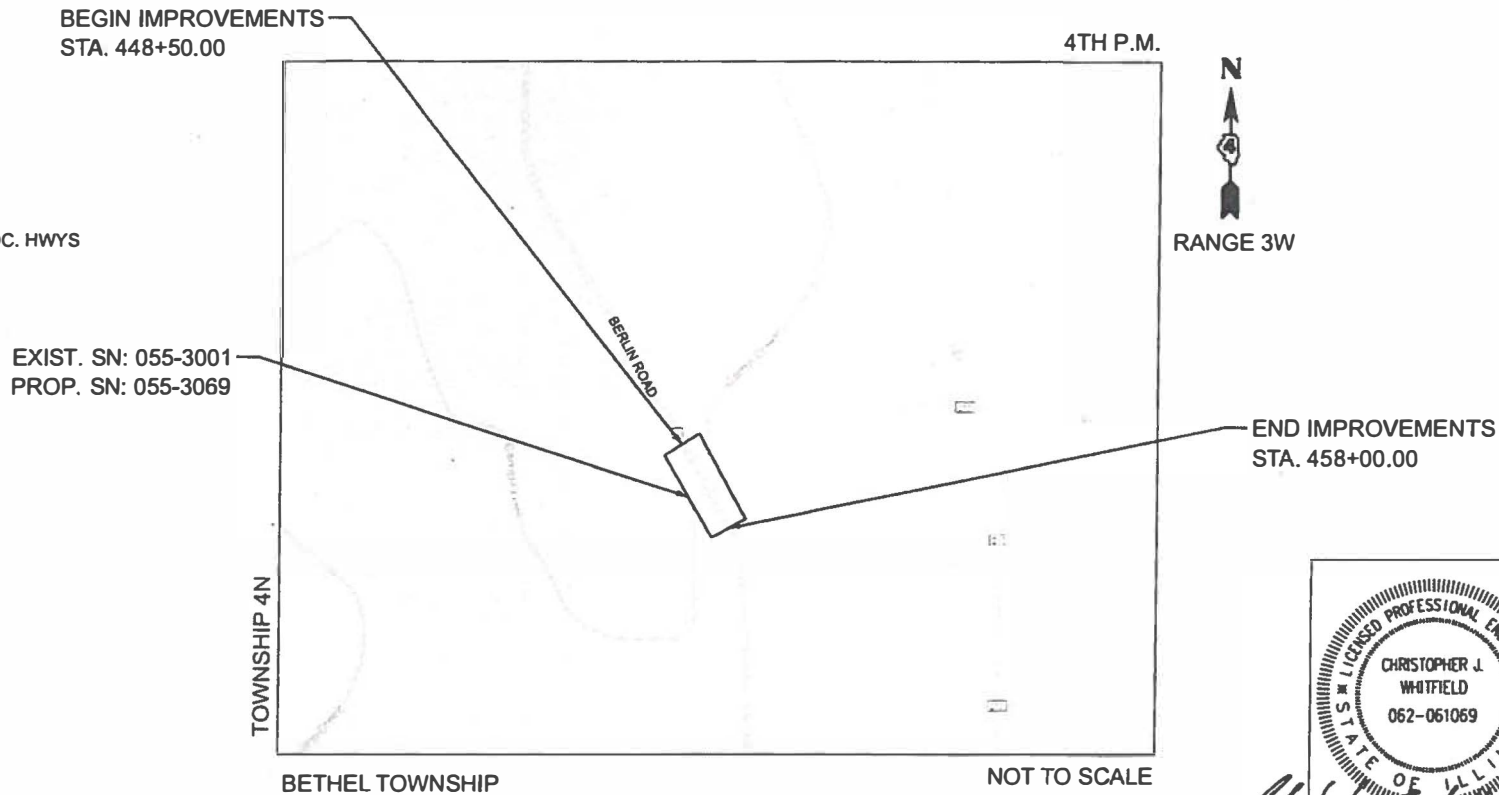


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

MCDONOUGH COUNTY ENGINEER: RICK WALKER, P.E.

CATALOG NO. 036409-00
CONTRACT NO. 89844



LOCATION MAP

BERLIN ROAD (CH 8) GROSS/NET LENGTH = 1,200 FT. = 0.23 MILE
STRUCTURE LENGTH = 137 FT.



FUNCTIONAL CLASSIFICATION

MAJOR COLLECTOR

2021 ADT = 200 (BERLIN ROAD)

STATE OF ILLINOIS
LICENSED PROFESSIONAL ENGINEER
CHRISTOPHER J. WHITFIELD
062-061069
DATE SIGNED: 8/8/25
LIC. EXP. DATE: 11/30/25

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED August 18 2025
Rick Walker
LOCAL AGENCY, MCDONOUGH COUNTY ENGINEER

PASSED 11-03-2025
Christopher J. Whitfield
DISTRICT 4 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW 1103 2025
Kenneth A. Gannett
REGION 3 ENGINEER



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GENERAL NOTES

- ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM. HORIZONTAL IS BASED ON NAD83 ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.
- THE CONTRACTOR MUST CONTACT J.U.L.I.E. AT LEAST 48 HOURS BEFORE EXCAVATING ANY MATERIAL OR BORING OPERATIONS. THE FOLLOWING UTILITY COMPANIES HAVE BEEN CONTACTED AND THEIR EXISTING FACILITIES ARE SHOWN ON THESE PLANS BASED ON UTILITY RECORDS. THE CONTRACTOR SHALL NOT ASSUME THE UTILITIES SHOWN ARE ACCURATE AND COMPLETE.
MCDONOUGH POWER COOPERATION; DOUG BEAR (309-833-2101)
MCDONOUGH TELECOMMUNICATION COOP; CLINT WISSLEAD (309-776-3211)
WEST PRAIRIE WATER COOPERATION; JON FORMAN (309-863-1021)
- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES OF THE CONSTRUCTION SCHEDULE PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THESE FACILITIES FROM DAMAGE DURING CONSTRUCTION OF THE IMPROVEMENTS.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH UTILITY COMPANIES TO CAUSE THE ADJUSTMENT, RELOCATION, OR REMOVAL OF EXISTING UTILITIES AS NECESSARY TO ALLOW CONSTRUCTION OF THE PROPOSED IMPROVEMENTS IDENTIFIED IN THESE PLANS. ALL UTILITY FACILITIES THAT REQUIRE RELOCATION WITHIN THE R.O.W. SHALL BE COMPLETED BY THE UTILITY COMPANY UNLESS OTHERWISE SHOWN ON THE PLANS.
- ALL AREAS DISTURBED DURING CONSTRUCTION OPERATIONS AND NOT PART OF THE WORK AS SHOWN HEREIN SHALL BE RESTORED TO ORIGINAL CONDITION TO THE SATISFACTION OF MCDONOUGH COUNTY AT NO ADDITIONAL COMPENSATION TO THE CONTRACTOR. IT IS INCUMBENT UPON THE CONTRACTOR TO SHOW THAT DAMAGED AREAS WERE NOT DISTURBED BY CONSTRUCTION OPERATIONS.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM FIELD SURVEYS 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 CAUSE FOR ADDITIONAL COMPENSATION.
- RECLAIMED ASPHALT PAVEMENT (RAP) SHALL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS.
- WHEN CONCRETE REMOVAL IS REQUIRED, IT MUST BE ACCOMPLISHED BY SAW CUT, SLEDGES, AND PNEUMATIC HAND TOOLS. EQUIPMENT AND METHODS USED MUST BE SUCH AS TO PREVENT CRACKING, SHATTERING, OR SPALLING OF CONCRETE THAT IS TO REMAIN.
- ALL HMA PAVEMENT SURFACE COURSES, CONCRETE BASE COURSES, CONCRETE PAVEMENTS, CURBS, GUTTERS, AND SIDEWALKS WHICH ARE TO BE REMOVED MUST BE SAW CUT AT THE LIMITS OF REMOVAL TO AVOID DAMAGE TO ADJACENT PROPERTIES.
- THE CONTRACTOR IS RESPONSIBLE FOR REMOVAL, STORAGE, AND RE-INSTALLATION OF ALL EXISTING SIGNAGE, OTHER ITEMS THAT ARE IMPACTED BY THIS CONTRACT AND ARE NOT SHOWN AS BEING REPLACED. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY OF THESE ITEMS THAT ARE DAMAGED AS A RESULT OF THIS CONTRACT AT NO ADDITIONAL COST. THE REMOVAL AND RE-INSTALLATION OF THESE ITEMS SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE CONTRACT.
- EXISTING TRAFFIC CONTROL SIGNS AND DEVICES THAT ARE IN CONFLICT WITH CONSTRUCTION TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED OR COVERED BY THE CONTRACTOR ONCE THE CONSTRUCTION TRAFFIC CONTROL SYSTEM IS IN PLACE. ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE DURING CONSTRUCTION. ANY DAMAGED SIGNS OR DEVICES SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR.
- EXISTING TRAFFIC CONTROL AND ROADSIDE SIGNS REMOVED DURING CONSTRUCTION SHALL BE RE-INSTALLED BEFORE THE ROAD IS OPENED TO TRAFFIC.
- ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES NEEDED DURING CONSTRUCTION ACTIVITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN.
- CARE MUST BE TAKEN FOR ANY EARTH EXCAVATION NEAR EXISTING TREES TO REMAIN SO THAT DAMAGE TO THE TREE ROOTS DOES NOT OCCUR. CONTRACTOR SHALL PRUNE TREE ROOTS AS REQUIRED FOR EMBANKMENT AND EXCAVATION WORK. COSTS FOR TREE ROOT PRUNING SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- SECTION/SUBSECTION AND R.O.W. MARKERS SHALL BE PROTECTED. IF MARKERS ARE DISTURBED BY CONSTRUCTION, A LICENSED PLS SHALL REPLACE THE MARKER IN ACCORDANCE WITH ACCEPTED STANDARDS OF PRACTICE.
- THE CONTRACTOR WILL NOT BE ALLOWED TO BURY ANY OF THE EXISTING STRUCTURES OR TREES NEAR THE JOBSITE. THIS MATERIAL IS TO BE HAULED OFF THE AREA BY THE CONTRACTOR EXCEPT FOR THOSE MATERIALS DEEMED SALVAGEABLE BY THE ENGINEER.
- THE COST OF REMOVING ANY CROSS ROAD CULVERTS, DITCH CULVERTS, OR FIELD ENTRANCE CULVERTS IS TO BE CONSIDERED INCIDENTAL TO THE COST PER CUBIC YARD FOR EARTH EXCAVATION.

UTILITY POLES WITHIN GRADING LIMITS					
STATION	OFFSET	EXIST. GROUND ELEVATION	PROP. GROUND ELEVATION	DIFFERENCE (FEET)	OWNER
450+20	34.7' RT	533.79	533.28	-0.51	MCDONOUGH POWER COOPERATION
453+54	37.3' RT	539.64	536.92	-2.72	

DISTRICT FOUR GENERAL NOTES

- ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 OF THE STANDARD SPECIFICATIONS UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES. (107.09)
- THE MCDONOUGH COUNTY HIGHWAY DEPARTMENT SHOULD BE CONTACTED AND PRIOR APPROVAL OBTAINED FOR ANY TREE REMOVAL BEYOND THE LIMITS/LOCATIONS INCLUDED IN THE PLANS. (201.04)
- PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:
* BDE FORM 2289 (CULTURAL AND NATURAL RESOURCES REVIEW OF BURROW AREAS)
* BDE FORM 2290 (WASTE/USE AREA REVIEW)
* A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
* COLOR PHOTOGRAPHS DEPICTING THE USE AREA
* BORROW AREA ENTRY AGREEMENT FORM - D4 PI0101

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS SHALL BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

PLEASE NOTE THAT A MINIMUM OF FOUR WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED WASTE SITE ENVIRONMENTAL CLEARANCES AND SIX WEEKS FOR THE REQUIRED BORROW SITE ENVIRONMENTAL CLEARANCES. (204.00)
- CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

- LOCAL EMERGENCY SERVICES, SCHOOL DISTRICTS, POST OFFICES, ETC. SHALL BE NOTIFIED OF ROAD CLOSURE PRIOR TO CONSTRUCTION.
- DUE TO THE POTENTIAL PRESENCE OF ENDANGERED BATS, NO TREE REMOVAL WILL BE ALLOWED ON THIS PROJECT BETWEEN APRIL 1ST AND SEPTEMBER 30TH.

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: YEAR 2035
PV = 85% SU = 10% MU = 5%
ROAD/STREET CLASSIFICATION: CLASS IV
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 100% S = 100% M = 100%
TRAFFIC FACTOR: ACTUAL TF = N/A MINIMUM TF = N/A
PG GRADE: TOP BINDER = 64-22 LOWER BINDER = 64-22
SURFACE = 58-28
SUBGRADE SUPPORT RATING:
SSR = POOR

HMA MIXTURE REQUIREMENTS TABLE

THE FOLLOWING HMA MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATIONS:	BERLIN ROAD	
MIXTURE USES:	HMA SURFACE	HMA BINDER
PG:	58-28	64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL-9.5	IL-19.0
FRICITION AGGREGATE	MIX C	N/A
MIXTURE WEIGHT:	116 LB/SQ YD/IN	116 LB/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QCQA	QCQA
SUBLOT SIZE:	N.A.	N.A.
NUMBER OF ROLLER PASSES:	N.A.	N.A.

- NOTES:
- INDIVIDUAL LIFT THICKNESSES OF EACH MIX WILL BE NO LESS THAN THREE (3) TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN FIVE (5) TIMES NOMINAL AGGREGATE MAXIMUM SIZE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 - FOR DESIGN PURPOSES, MIXTURE WEIGHT FOR ALL MIXES IS DETERMINED TO BE 112.0 LB./SQ. YARD/IN., UNLESS OTHERWISE NOTED.
 - SUBLOT SIZES FOR PFP AND QCP MIXES WILL BE 1,000 TONS, UNLESS OTHERWISE AGREED TO BY THE ENGINEER AND THE PAVING CONTRACTOR.

BITUMINOUS MATERIALS APPLICATION RATES

SURFACE TYPE	RESIDUAL RATE ON PAVEMENT
AGGREGATE BASE	0.25 LB/SF
MILLED HMA OR PCC	0.08 LB/SF
FOG COAT ON NEW HMA	0.08 LB/SF

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY
* 20100500	TREE REMOVAL, ACRES	ACRE	0.75
20200100	EARTH EXCAVATION	CU YD	1285
20300100	CHANNEL EXCAVATION	CU YD	314
20400800	FURNISHED EXCAVATION	CU YD	5035
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	6160
* 25000210	SEEDING, CLASS 2A	ACRE	1.5
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	120
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	120
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	120
* 25100127	MULCH, METHOD 3A	ACRE	1.5
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	120
28000305	TEMPORARY DITCH CHECKS	FOOT	270
28000400	PERIMETER EROSION BARRIER	FOOT	1984
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	266
28100229	STONE RIPRAP, CLASS B5	TON	888
28200200	FILTER FABRIC	SQ YD	1077
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	1175
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	4045
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1618
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	453
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	151
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	93
44000100	PAVEMENT REMOVAL	SQ YD	2010
48101200	AGGREGATE SHOULDERS, TYPE B	TON	192
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	283
50300225	CONCRETE STRUCTURES	CU YD	71.9
50300255	CONCRETE SUPERSTRUCTURE	CU YD	205.1
50300260	BRIDGE DECK GROOVING	SQ YD	648
50300300	PROTECTIVE COAT	SQ YD	848
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	94.3
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	1155
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	94340
51201900	FURNISHING STEEL PILES HP14X89	FOOT	196
51202305	DRIVING PILES	FOOT	196
51203900	TEST PILE STEEL HP14X89	EACH	2
51204650	PILE SHOES	EACH	10

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
51500100	NAME PLATES	EACH	1
52100520	ANCHOR BOLTS, 1"	EACH	20
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	175
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	92
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	116
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	238
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2
67100100	MOBILIZATION	L SUM	1
* 72000100	SIGN PANEL - TYPE 1	SQ FT	6
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
* 72600100	TELESCOPING STEEL SIGN SUPPORT	FOOT	12
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	12
X5080530	BAR TERMINATOR	EACH	556
* X6640108	FENCE REMOVAL AND REINSTALLATION	FOOT	553
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
# Z001669	TRAINEES	Hour	1,000
X7200203	DETOUR SIGNING	L SUM	1
# Z001664	TRAINEES TRAINING PROGRAM GRADUATE	Hour	1,000
Z0013798	CONSTRUCTION LAYOUT	L SUM	1

* SPECIALTY ITEM
0042



USER NAME = khindes	DESIGNED - KH	REVISED -
	DRAWN - KH	REVISED -
	CHECKED - C.J.W	REVISED -
PLOT DATE = 9/5/2025	DATE - AUG 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
BERLIN ROAD BRIDGE REPLACEMENT			
SCALE:	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1438	21-00112-00-BR	MCDONOUGH	37	3
				CONTRACT NO. 89844
ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE						
LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION	STRUCTURE EXCAVATION
	20200100				20400800	50200100
STATION TO STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
448+00.00	449+00.00	0.0	0.0	0.0	+0.0	
449+00.00	450+00.00	193.3	145.0	311.2	+166.2	
450+00.00	451+00.00	181.5	136.1	267.1	+131.0	
451+00.00	452+00.00	153.1	114.9	377.0	+262.1	
452+00.00	453+00.00	90.9	68.2	400.5	+332.3	
453+00.00	454+00.00	22.9	17.2	1496.0	+1478.8	
454+00.00	454+03.16	0.0	0.0	84.6	+84.6	
454+03.16	454+44.44	1.0	0.8	594.1	+593.4	
454+44.44	454+85.72	12.3	9.2	122.0	+112.7	
454+85.72	455+37.32	70.3	52.7	208.6	+155.9	
455+37.32	456+00.00	136.9	102.7	332.2	+229.5	142.0
456+00.00	457+00.00	229.6	172.2	748.8	+576.6	
457+00.00	458+00.00	191.6	143.7	1054.0	+910.3	141.0
TOTAL:	1283.6	962.7	5996.1	-5033.3	5033.3	283.0

TEMPORARY DITCH CHECK SCHEDULE					
STATION	OFFSET	28000305 FOOT	STATION	OFFSET	28000305 FOOT
448+51.12	30.0' RT	7	451+81.58	53.3' LT	6
448+78.89	33.6' RT	7	451+87.85	45.7' RT	7
449+00.90	54.6' LT	6	452+09.61	52.6' LT	6
449+06.80	36.1' RT	7	452+15.99	46.4' RT	7
449+28.83	52.5' LT	6	452+37.70	52.8' LT	6
449+34.92	36.9' RT	7	452+44.35	45.3' RT	7
449+56.76	50.6' LT	6	452+65.80	53.2' LT	6
449+63.11	37.2' RT	7	452+72.69	44.5' RT	7
449+84.73	49.2' LT	6	453+01.00	43.8' RT	7
449+91.41	36.7' RT	7	454+41.28	49.5' LT	6
450+12.73	48.0' LT	6	454+69.32	50.8' LT	6
450+19.64	36.7' RT	7	454+97.40	53.6' LT	6
450+40.75	47.3' LT	6	455+24.59	56.5' LT	6
450+47.84	36.8' RT	7	455+51.22	60.2' LT	6
450+68.80	46.9' LT	6	455+77.87	59.3' LT	6
450+75.98	37.6' RT	7	456+04.51	59.5' LT	6
450+96.87	46.8' LT	6	456+31.14	60.3' LT	6
451+04.04	38.9' RT	7	456+57.71	61.7' LT	6
451+25.09	48.8' LT	6	456+84.21	63.8' LT	6
451+31.99	41.0' RT	7	457+10.98	64.0' LT	6
451+53.34	51.1' LT	6	457+38.35	61.2' LT	6
451+59.93	43.3' RT	7	457+65.79	59.3' LT	6
TOTAL:		270			

NEW SIGN SCHEDULE				
STATION	OFFSET	SIGN TYPE	SIGN PANEL - TYPE 1	TELESCOPING STEEL SIGN SUPPORT
			72000100 SQ FT	72800100 FOOT
452+00.00	22.0' LT	W1-2R LEFT CURVE WARNING	6.25	12
TOTAL:			6.25	12

RIPRAP SCHEDULE				
STATION TO STATION	OFFSET	STONE RIPRAP, CLASS B5	FILTER FABRIC	
		28100229 TON	28200200 SQ YD	
452+74.92	453+40.67	LT	155	188
453+80.73	454+47.13	LT	218	264
453+06.97	453+56.02	RT	108	130
454+05.26	454+76.40	RT	168	204
453+12.82	453+46.94	LT/RT	104	126
453+99.02	454+41.28	LT/RT	135	164
TOTAL:			888	1077

* SEE STRUCTURAL BILL OF MATERIALS FOR RIPRAP AND ASSOCIATED FILTER FABRIC QUANTITIES
 * FILTER FABRIC SHALL BE PLACED PER IDOT STANDARD DETAIL 280001-07 FOR AGGREGATE DITCH CHECKS AND INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR TEMP. DITCH CHECK

STABILIZATION SCHEDULE						
STATION TO STATION	OFFSET	TOPSOIL FURNISH AND PLACE, 4"	SEEDING, CLASS 2A	MULCH, METHOD 3A	TEMPORARY EROSION CONTROL BLANKET	
		21101615 SQ YD	25000210 ACRE	25100127 ACRE	28001100 SQ YD	
448+50.02	452+98.16	LT	1545.0	0.32	0.32	83.0
454+42.36	457+99.92	LT	1885.0	0.39	0.39	
448+50.02	453+11.93	RT	1498.3	0.31	0.31	78.0
454+56.04	458+00.00	RT	1232.3	0.25	0.25	105.0
TOTAL:			6160	1.50	1.50	266

PAVEMENT REMOVAL		
STATION TO STATION	PAVEMENT REMOVAL	28000400
	44000100 SQ YD	
448+50.00	453+31.79	1126
454+34.19	458+00.00	885
TOTAL:		2010

PERIMETER EROSION BARRIER SCHEDULE			
STATION TO STATION	OFFSET	PERIMETER EROSION BARRIER	28000400
			FOOT
448+50.02	453+13.55	LT	491
453+80.73	457+99.92	LT	496
448+50.02	453+58.95	RT	519
454+37.37	458+00.39	RT	478
TOTAL:			1984

TREE REMOVAL			
STATION TO STATION	O/S	TREE REMOVAL, ACRES	20100500
			ACRE
448+91.58	452+53.27	LT	0.20
449+29.56	450+40.53	RT	0.27
451+47.39	453+48.00	RT	0.02
454+38.20	457+97.78	LT	0.04
457+01.79	458+00.34	RT	0.02
TOTAL:			0.75

GUARDRAIL SCHEDULE								
STATION TO STATION	OFFSET	STEEL PLATE BEAM GUARDRAIL, TY A, 6' POSTS	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SP) TANGENT	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	
		63000001 FOOT	63100045 EACH	63100085 EACH	63100167 EACH	72501000 EACH	78200005 EACH	
451+80.00	452+17.40	RT					1	
452+17.00	452+29.50	LT					1	
452+17.40	452+54.40	RT	37				1	
452+29.50	453+21.50	LT	92				1	
452+54.50	452+92.00	RT				1	1	
453+21.50	453+59.00	LT				1	1	
453+95.00	454+32.50	RT				1	1	
454+32.50	455+04.50	RT	72				1	
454+58.00	454+95.50	LT					1	
454+95.50	455+32.60	LT	37				1	
455+04.50	455+17.00	RT					1	
455+32.60	455+70.00	LT					1	
TOTAL:			238	2	4	2	4	12

FENCE REMOVAL AND REINSTALLATION					X6640108
STA.	O/S	STA.	O/S	FOOT	
448+58.50	32.2' LT	449+31.27	30.7' LT	73	
449+31.27	30.7' LT	450+29.72	30.6' LT	98	
450+29.72	30.6' LT	451+30.69	30.3' LT	101	
451+30.69	30.3' LT	451+83.18	31.0' LT	53	
451+83.18	31.0' LT	452+53.27	31.4' LT	70	
452+53.27	31.4' LT	454+38.41	36.3' LT	185	
454+38.41	36.3' LT	454+86.68	38.0' LT	48	
454+86.68	38.0' LT	455+35.23	35.6' LT	50	
455+35.23	35.6' LT	456+33.64	34.9' LT	101	
456+33.64	34.9' LT	456+83.34	37.6' LT	51	
456+83.34	37.6' LT	457+32.75	42.3' LT	51	
457+32.75	42.3' LT	457+87.15	50.5' LT	57	
457+87.15	50.5' LT	458+00.00	48.5' LT	14	
TOTAL:				953	

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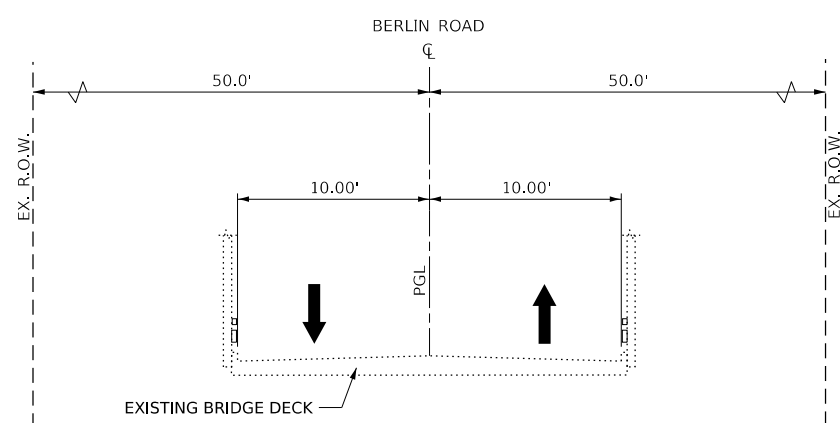


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	CHECKED - CJW	REVISED -
PLOT DATE = 9/5/2025	DATE - AUG 2024	REVISED -

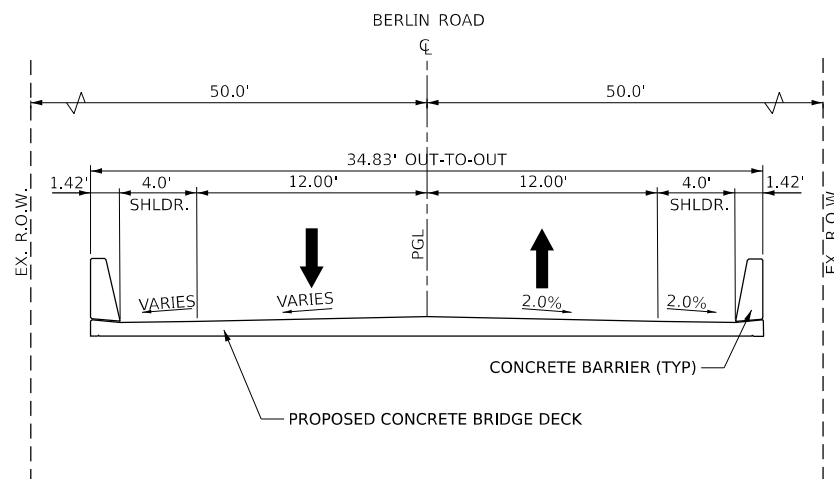
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

QUANTITY SCHEDULES			
BERLIN ROAD BRIDGE REPLACEMENT			
SCALE:	SHEET 1	OF 1 SHEETS	STA. TO STA.

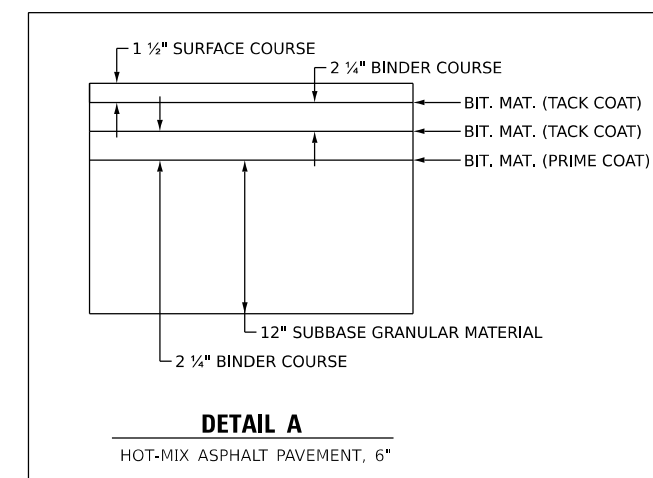
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	4
CONTRACT NO. 89844				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION
STA. 453+33.88 TO STA. 454+31.90



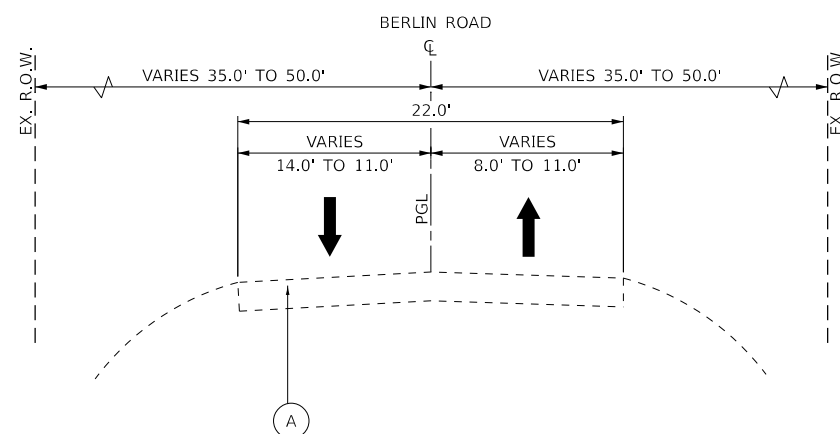
PROPOSED TYPICAL SECTION
STA. 452+79.88 TO STA. 454+74.22
* VARIES, 1V:3H TO 1V:2H
SUPERELEVATION SLOPE TRANSITIONS,
STA. 454+03.16 TO STA. 454+44.44, -2.0% TO 0.0%, LT SIDE ONLY
STA. 455+44.44 TO STA. 454+85.68, 0.0% TO 2.0%, LT SIDE ONLY
STA. 454+85.68 TO STA. 455+37.32, 2.0% TO 4.5%, BOTH SIDES



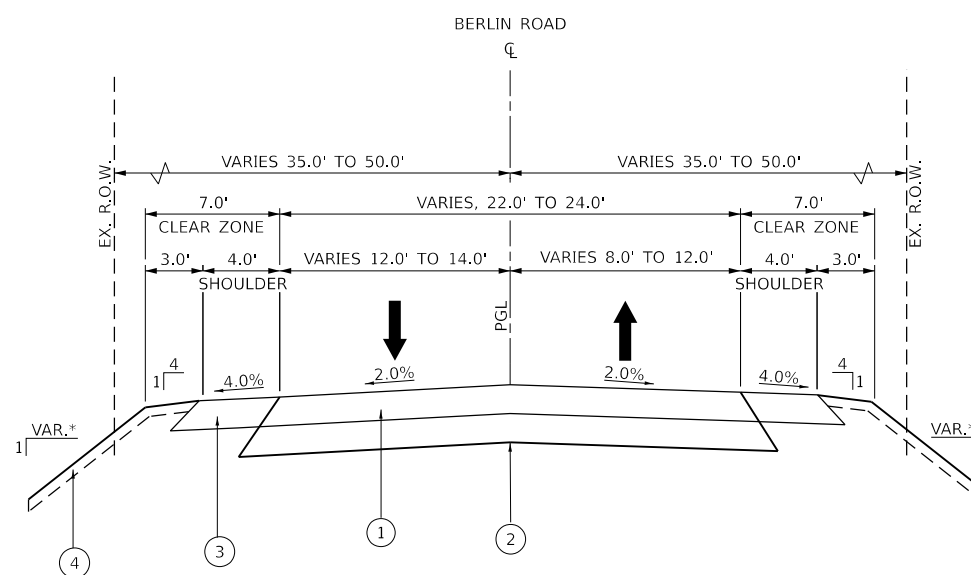
DETAIL A
HOT-MIX ASPHALT PAVEMENT, 6"

EXISTING MATERIALS

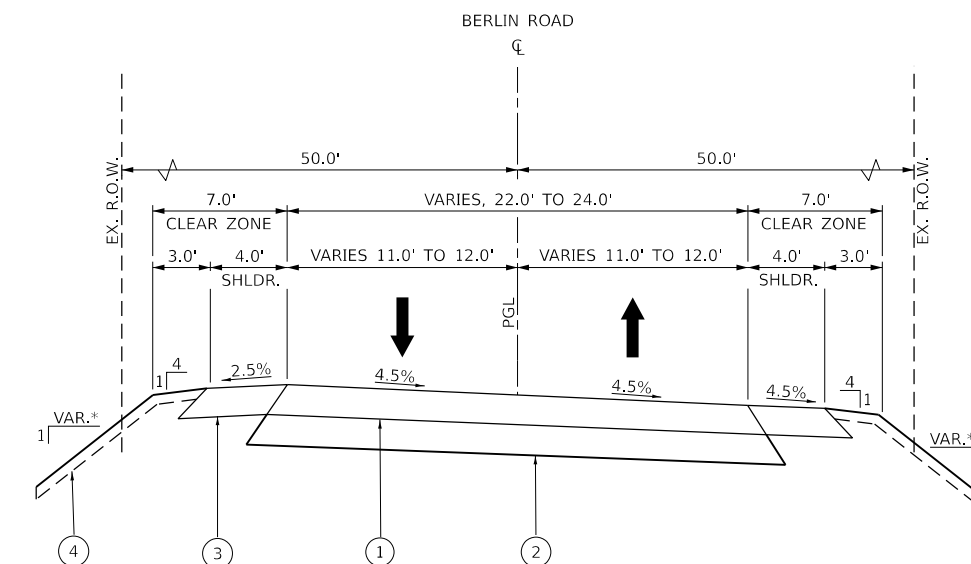
- A EXISTING CHIP SEAL PAVEMENT WITH AGGREGATE BASE



EXISTING TYPICAL SECTION
STA. 448+50.00 TO STA. 453+33.88
STA. 454+31.90 TO STA. 458+00.00



PROPOSED TYPICAL SECTION
* VARIES, 1V:3H TO 1V:2H
STA. 448+50.00 TO STA. 452+79.88



PROPOSED TYPICAL SECTION
STA. 454+74.22 TO STA. 458+00.00
* VARIES, 1V:3H TO 1V:2H
SUPERELEVATION SLOPE TRANSITIONS,
STA. 454+03.16 TO STA. 454+44.44, -2.0% TO 0.0%, LT SIDE ONLY
STA. 455+44.44 TO STA. 454+85.68, 0.0% TO 2.0%, LT SIDE ONLY
STA. 454+85.68 TO STA. 455+37.32, 2.0% TO 4.5%, BOTH SIDES

PROPOSED MATERIALS

- 1 HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 6" (SEE DETAIL "A")
- 2 SUBBASE GRANULAR MATERIAL, TYPE A 12"
- 3 AGGREGATE SHOULDERS, TYPE A 6"
- 4 TOPSOIL FURNISH AND PLACE, 4" AND SEEDING, CLASS 2A

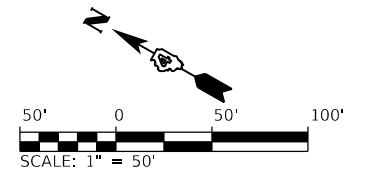
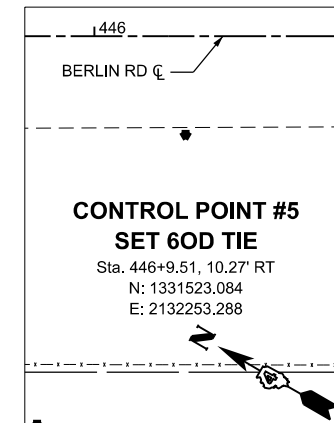
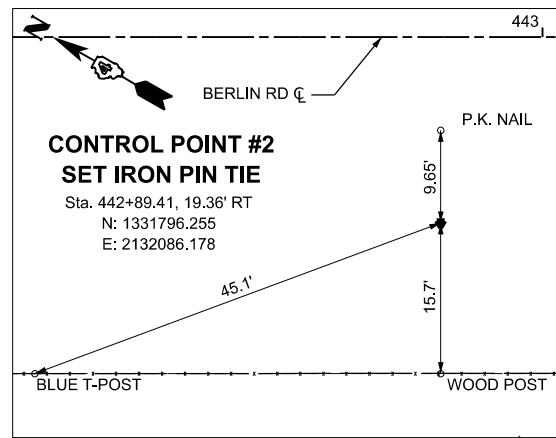
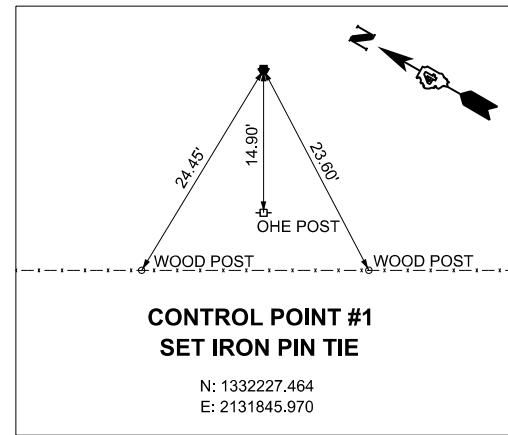
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DRAWN - IHS	REVISED -	
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PLOT DATE = 8/6/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS BERLIN ROAD BRIDGE REPLACEMENT			
SCALE:	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	5
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	



POT STA 439+60.00
N = 1332091.648
E = 2131939.117

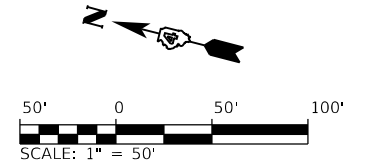
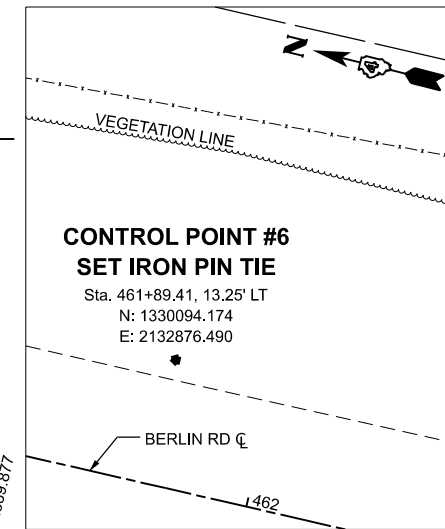
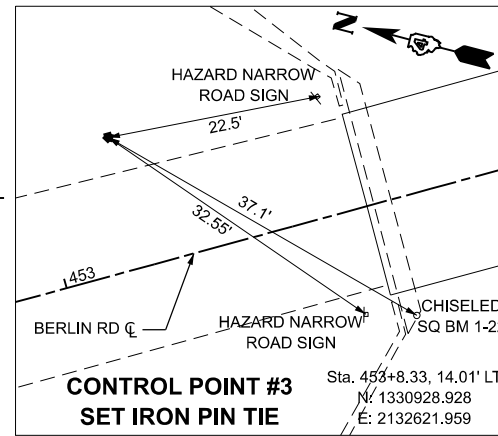
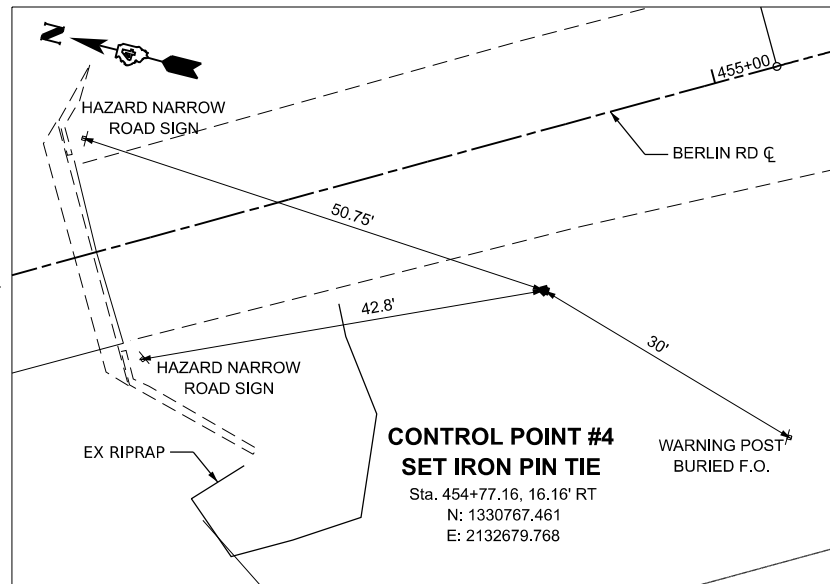
CP #1

BERLIN ROAD CL

CP #2

CP #5

MATCHLINE 451+00



LEGEND

---	EXISTING BARBED WIRE FENCE
- - - -	EXISTING E.O.P. LINE
---	PROPOSED CENTERLINE

MODEL: P:\C\BerlinRoad - Plan 1 (Sheet)
FILE NAME: L:\McDonough\COLL\21001479-00_ChibCampCreek\147900\CADD Data\Sheet\BerlinBridge_ABT.dgn

MATCHLINE 451+00

BM 1-22: CHISELED SQUARE ON NW RETAINING WALL
STA. 453+32.07, 14.51' RT
ELEV. = 539.11

PC STA 455+06.67
N = 1330149.899
E = 2132708.465

PI STA 457+94.60
N = 1330500.117
E = 2132851.688

PT STA 460+70.86
N = 1330212.303
E = 2132859.877

PR CURVE
PI STA = 457+94.60
 $\Delta = 28^\circ 12' 00''$ (RT)
D = $04^\circ 59' 54''$
R = 1,146.30'
T = 287.93'
L = 564.19
E = 35.61'
 $e = 4.50\%$
TR = 41.28'
SE RUN = 92.88'
PC STA = 455+06.67

NOTES:

- ALL PROJECT BENCHMARKS AND CONTROL POINTS SHOULD BE FIELD CHECKED FOR POSSIBLE DISTURBANCE PRIOR TO UTILIZING THEM FOR STAKING PURPOSES.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE COORDINATES BASED ON THE DIMENSIONS SHOWN ON THE PLANS.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THIS DRAWING WITH THE OTHER DRAWINGS THAT CONTAIN DIMENSIONS TO ENSURE THAT THE PLAN DIMENSIONS ARE CONSISTENT WITH THE COORDINATES PRESENTED ON THE PLAN. FOLLOWING STAKEOUT OF ANY FACILITY BY COORDINATES, THE CONTRACTOR SHALL CONFIRM CONSISTENCY WITH THE PLAN DIMENSIONS PRIOR TO CONSTRUCTION.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS
BERLIN ROAD BRIDGE REPLACEMENT

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 436+00.00 TO STA. 466+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	6
CONTRACT NO. 89844				
ILLINOIS FED. AID PROJECT				



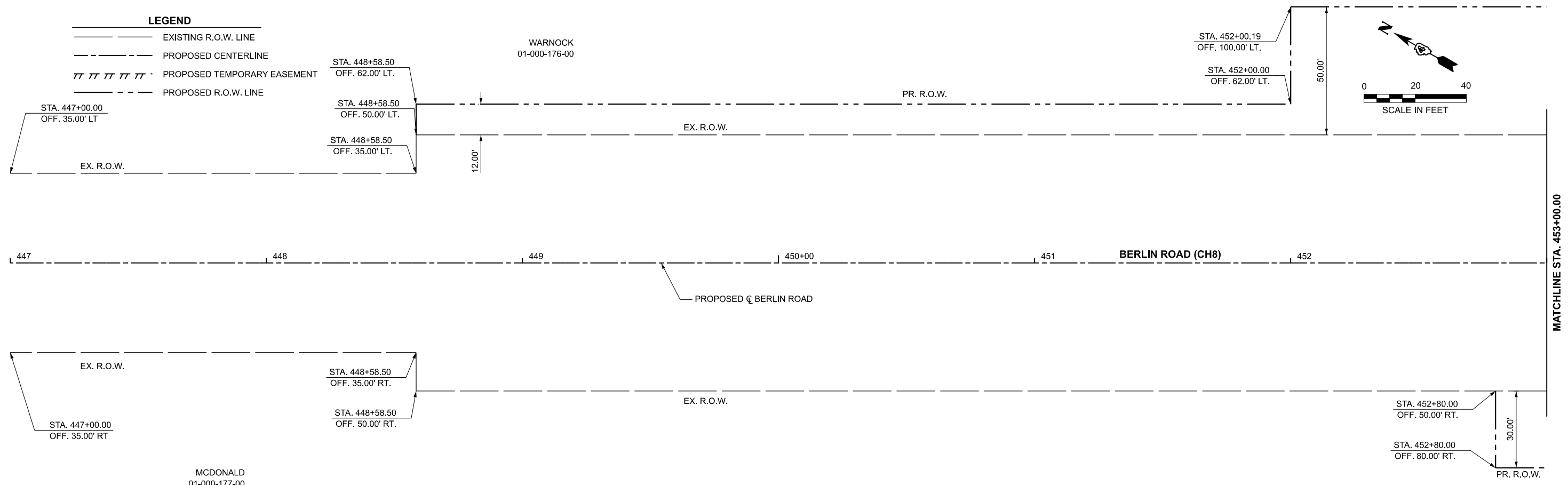
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	DATE - AUG 2024	REVISED -

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MODEL: Removal Plans - Plan 1-1 (Sheet)
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LEGEND

- EXISTING R.O.W. LINE
- - - PROPOSED CENTERLINE
- ||||| PROPOSED TEMPORARY EASEMENT
- - - PROPOSED R.O.W. LINE



USER NAME = ddavis	DESIGNED - KH	REVISED -
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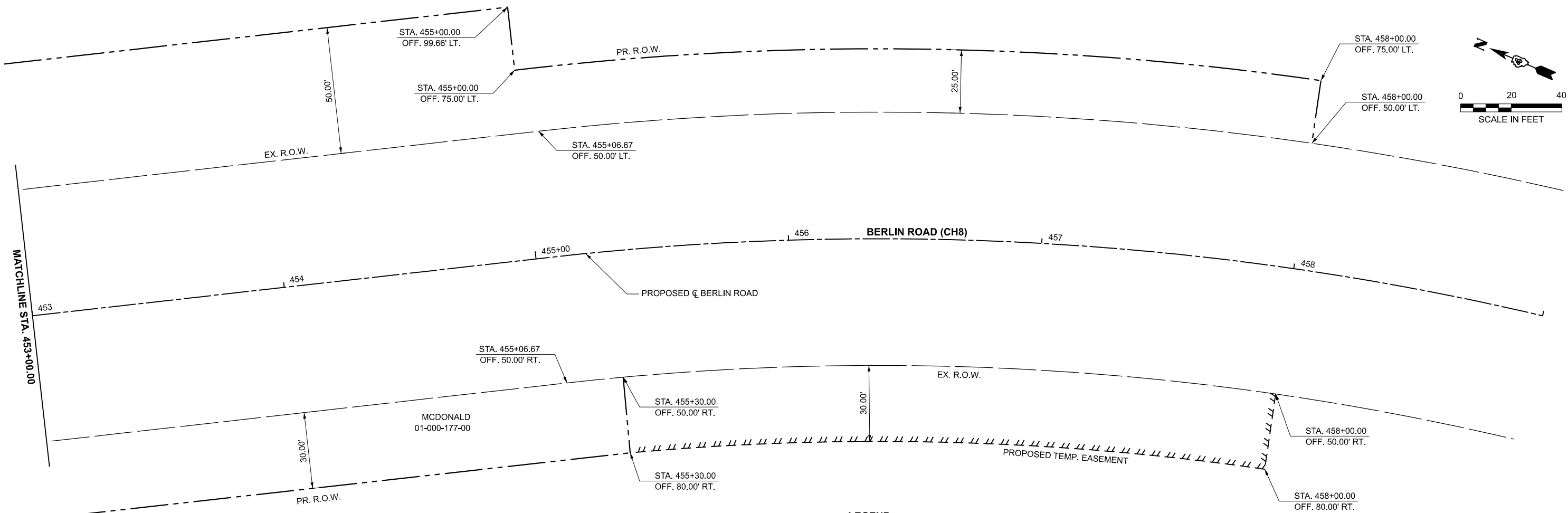
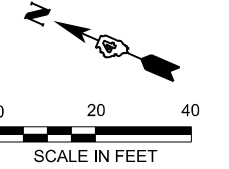
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN
BERLIN ROAD BRIDGE REPLACEMENT

SCALE: 1"=20' SHEET OF 2 SHEETS STA. 447+00.00 TO STA. 453+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	7
CONTRACT NO. 89844				
ILLINOIS FED. AID PROJECT				

WARNOCK
01-000-176-00



LEGEND

	EXISTING R.O.W. LINE
	PROPOSED CENTERLINE
	PROPOSED TEMPORARY EASEMENT
	PROPOSED R.O.W. LINE

MODEL: Removal Plans - Plan 2 (Sheet)
 FILE NAME: L:\McDonough\COLL\21001479-00_CH8CampCreek\147900\CADD Data\Sheet\BerlinBridge_ROW Plans.dgn



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PLOT DATE = 8/15/2025	DATE - AUG 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

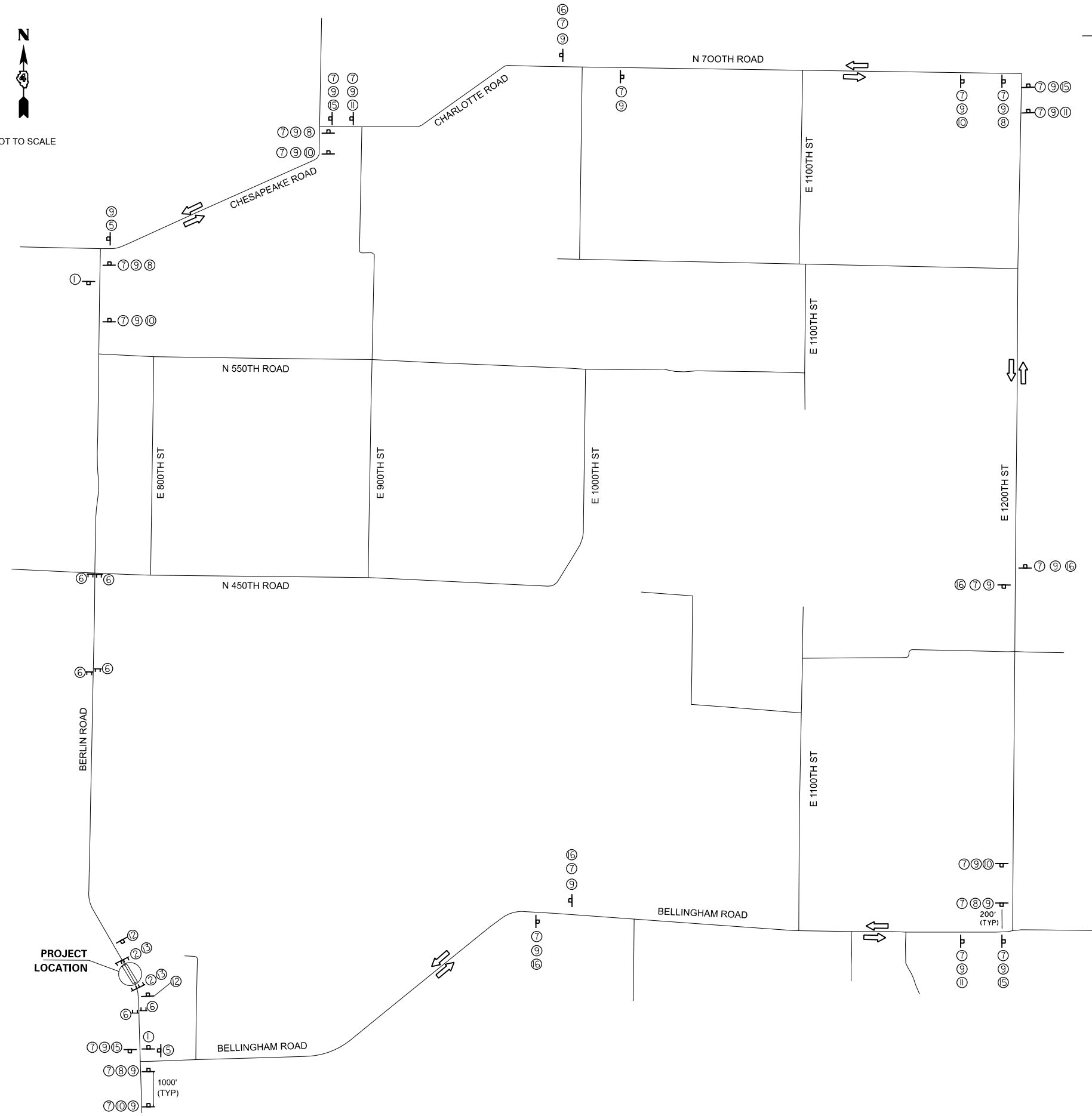
RIGHT OF WAY PLAN
BERLIN ROAD BRIDGE REPLACEMENT

SCALE: 1"=20' SHEET OF 2 SHEETS STA. 453+00.00 TO STA. 459+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	8
CONTRACT NO. 89844				
ILLINOIS FED. AID PROJECT				



NOT TO SCALE



LEGEND

 ① W20-3 36" x 36"	 ② R11-2 48" x 30"	 ③ M4-10L 48" x 18"	 ④ M4-10R 48" x 18"	 ⑤ M4-8A 24" x 18"
 ⑥ R11-4 30" x 60"	 ⑦ M4-8 24" x 12"	 ⑧ M6-1R 21" x 15"	 ⑨ SPECIAL 66" x 18"	 ⑩ M5-1R 21" x 15"
 ⑫ W20-3 36" x 36"	 ⑬ W42-3 36" x 36"	 ⑭ W20-2 36" x 36"	 ⑮ M6-1L 21" x 15"	 ⑯ M6-3 21" x 15"

- P TEMPORARY SIGN ASSEMBLY
- B TYPE III BARRICADE

NOTE:
TYPE III BARRICADES SHALL BE PLACED ACROSS THE ROAD AT EACH END OF THE BRIDGE CONSTRUCTION LIMITS TO PREVENT VEHICLES FROM ENTERING THE WORK ZONE. THE "BRIDGE OUT" SIGN SHALL BE MOUNTED ON THE TYPE III BARRICADES. THE CONTRACTOR SHALL PROVIDE SAFE ACCESS TO PROPERTIES NEAR TO, AND WITHIN, THE CONSTRUCTION LIMITS.

MODEL: Detour Plan (Sheet)
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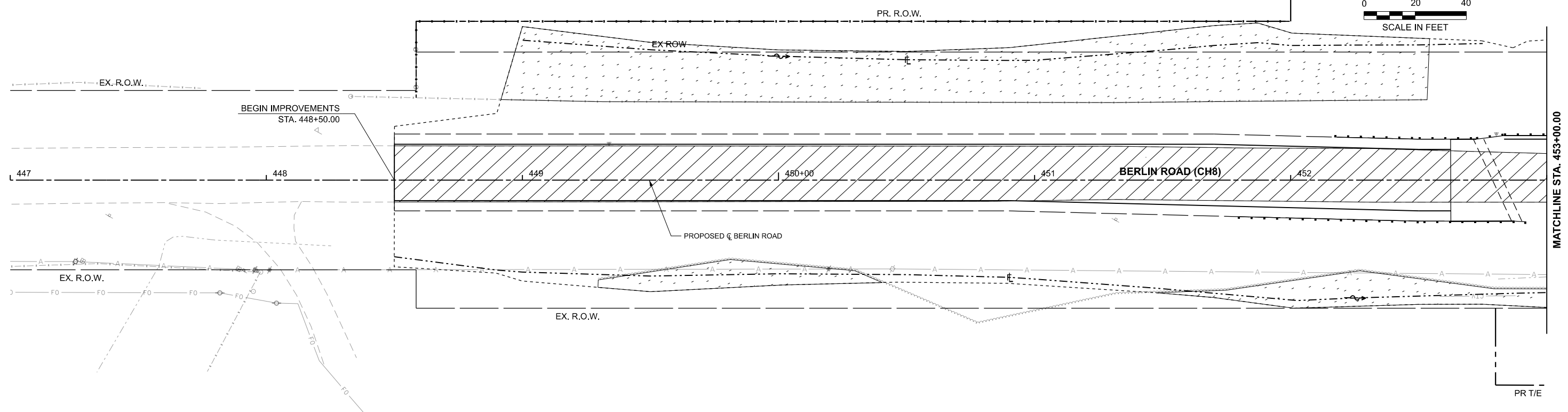
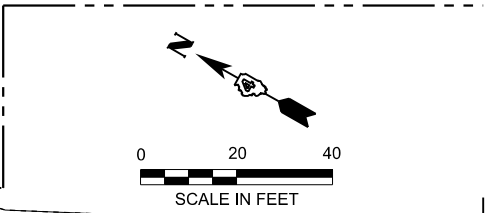
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETOUR PLAN
BERLIN ROAD BRIDGE REPLACEMENT**

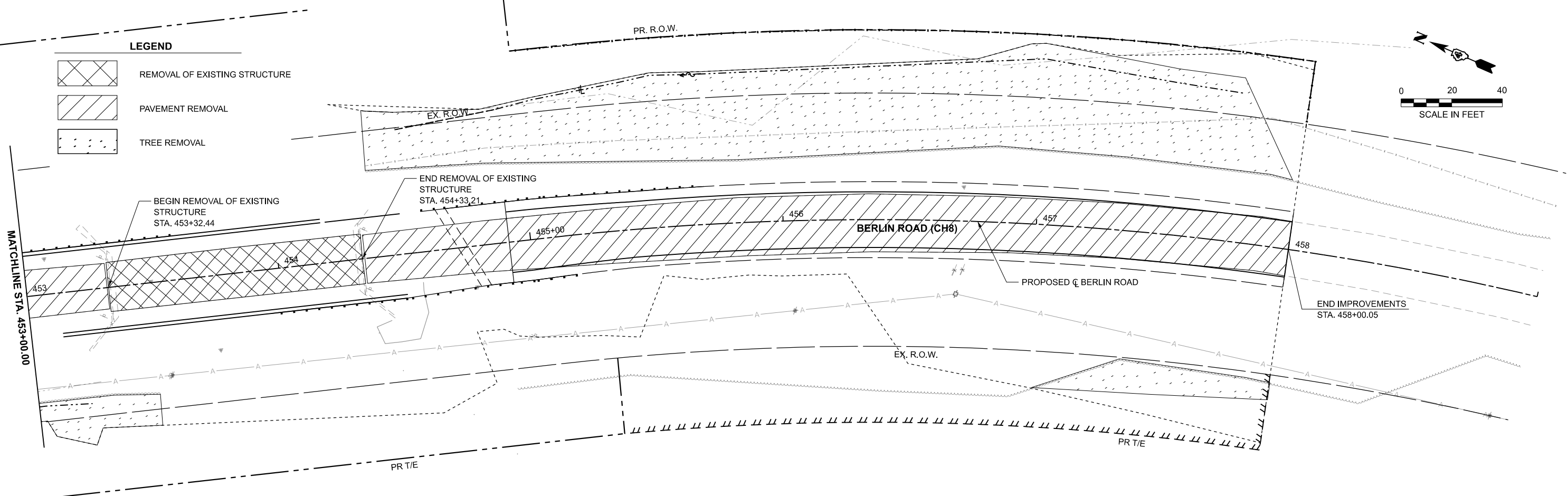
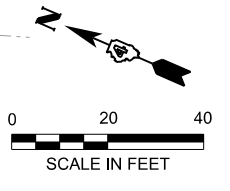
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	9
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	



LEGEND

	REMOVAL OF EXISTING STRUCTURE
	PAVEMENT REMOVAL
	TREE REMOVAL



MODEL: Removal Plans - Plan 1 (Sheet)
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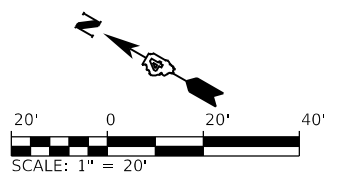
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PLOT DATE = 8/15/2025	DATE - AUG 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

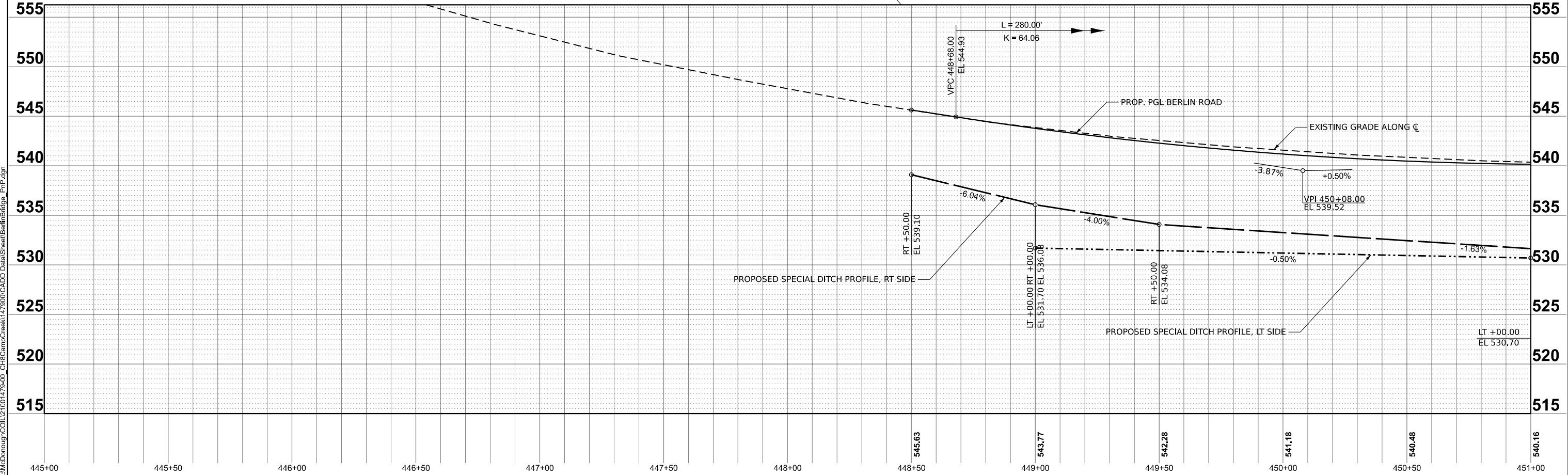
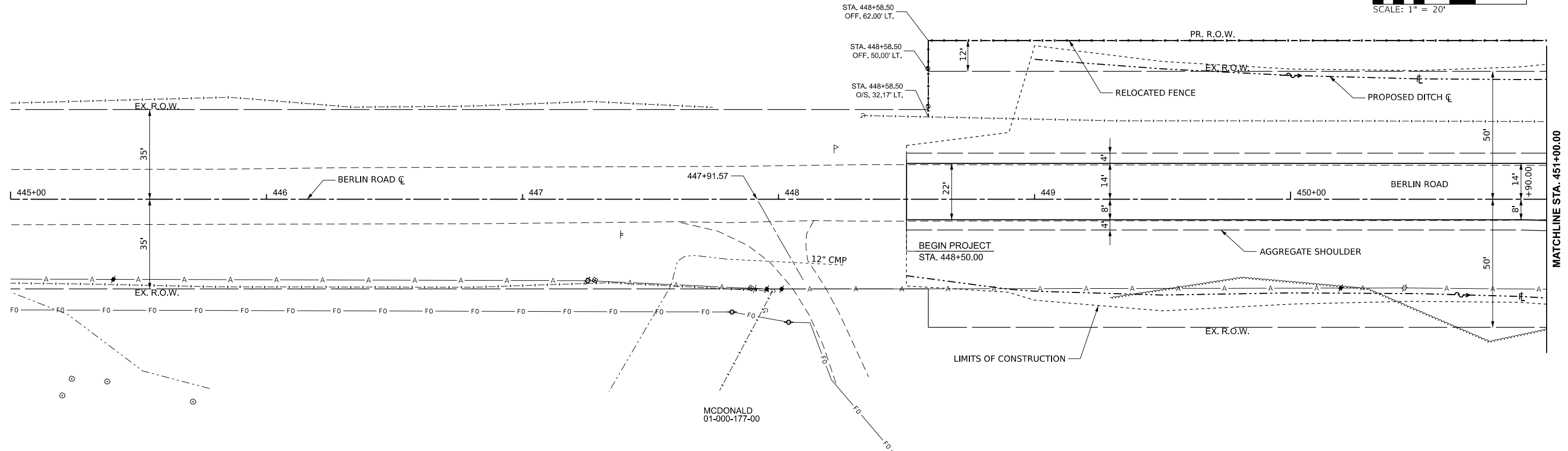
REMOVAL PLAN
BERLIN ROAD BRIDGE REPLACEMENT

SCALE: 1"=20'
 SHEET 1 OF 1 SHEETS
 STA. 447+00.00 TO STA. 459+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	10
CONTRACT NO. 89844				
ILLINOIS FED. AID PROJECT				



WARNOCK
01-000-176-00



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PLOT DATE = 8/6/2025

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DRAWN - IHS
CHECKED - EJH
DATE -

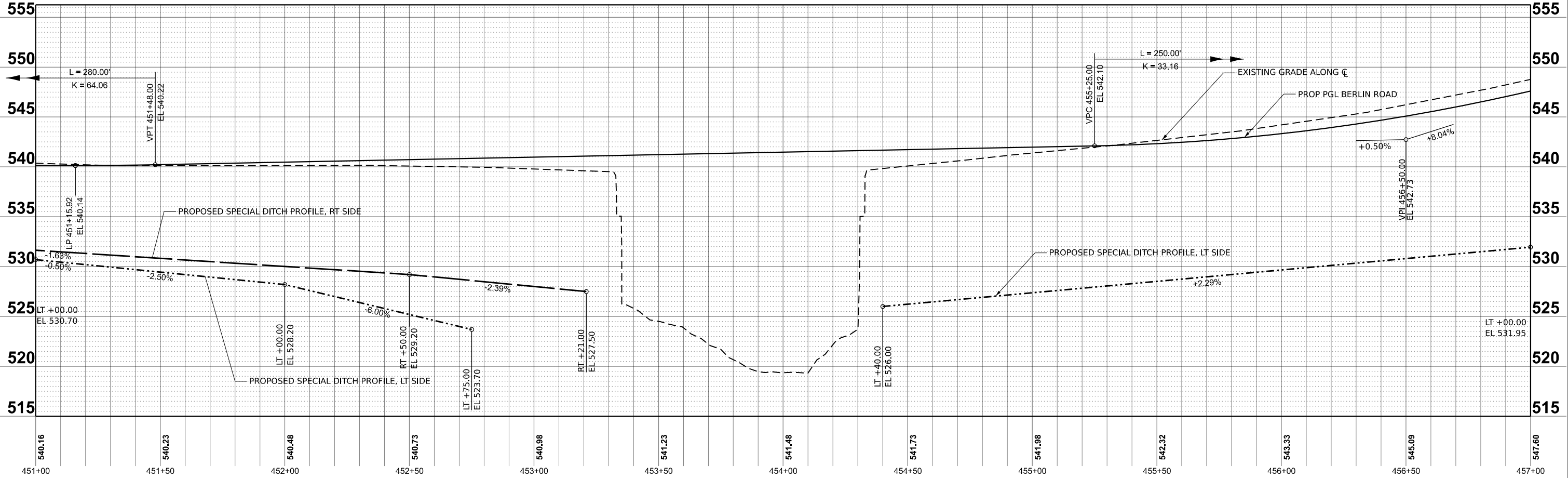
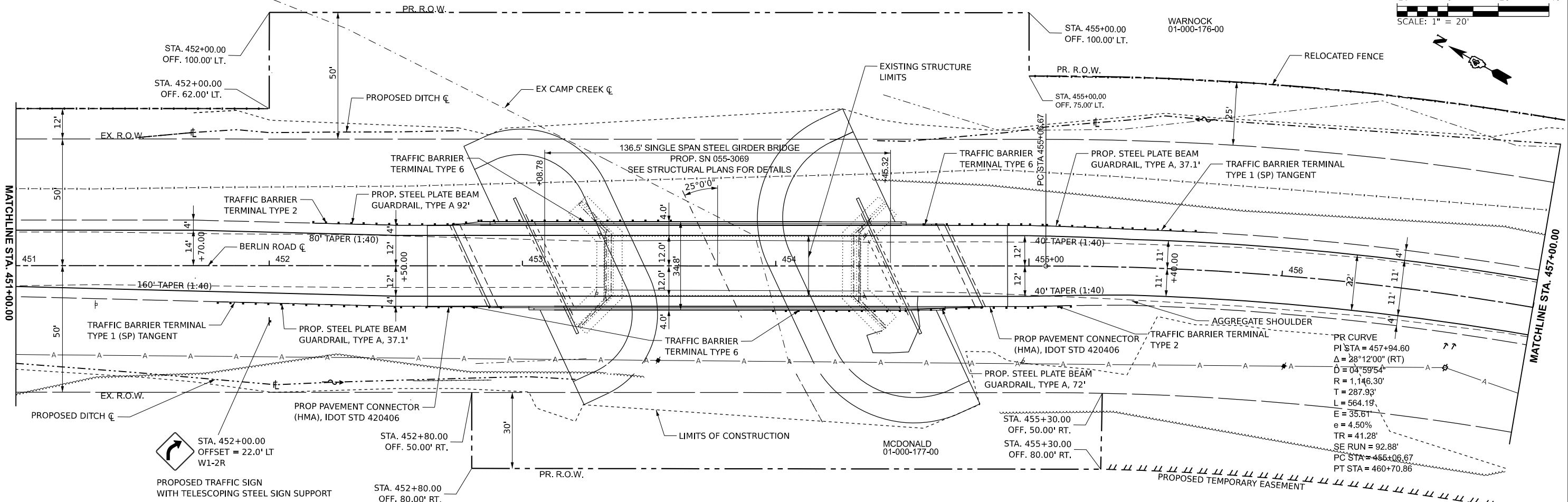
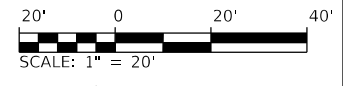
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REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE
BERLIN ROAD BRIDGE REPLACEMENT**

SCALE: 1"=20' SHEET 1 OF 3 SHEETS STA. 445+00.00 TO STA. 451+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	11
CONTRACT NO. 89844				
ILLINOIS		FED. AID PROJECT		



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	DATE -	REVISED -

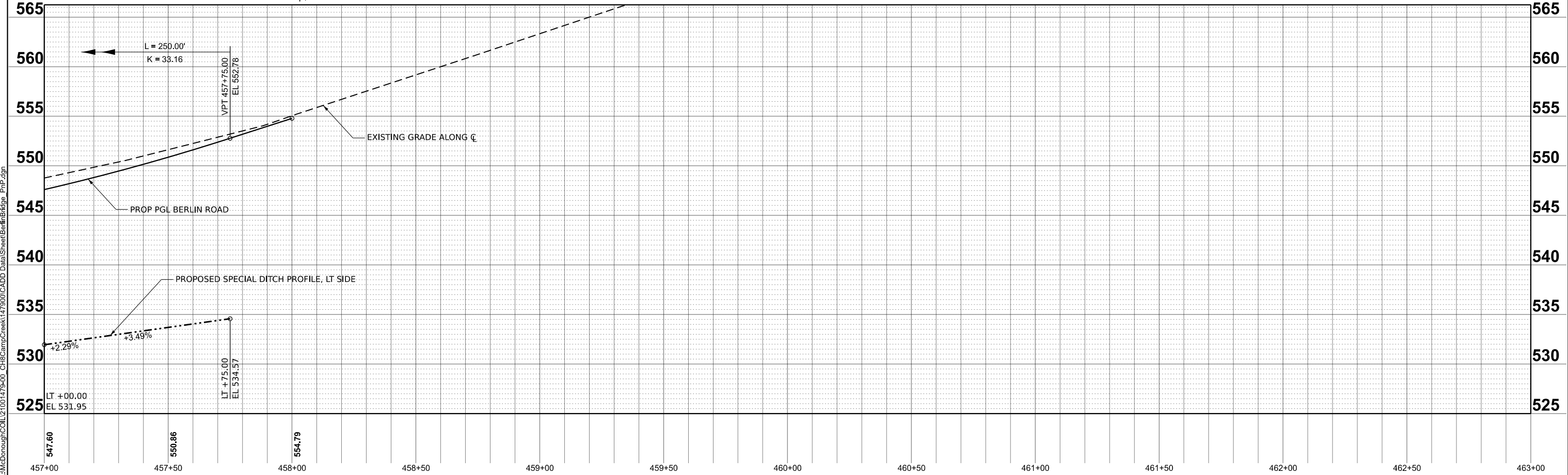
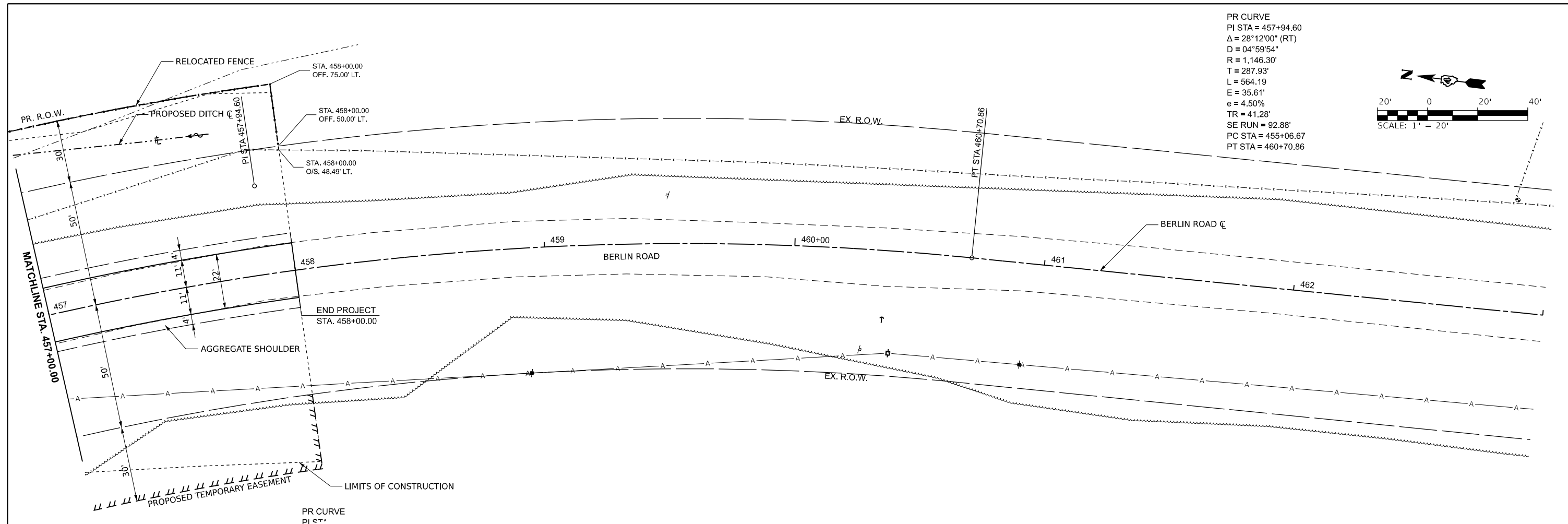
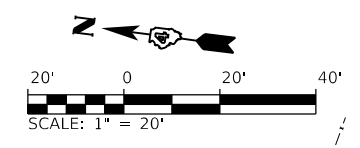
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
BERLIN ROAD BRIDGE REPLACEMENT

SCALE: 1"=20' SHEET 2 OF 3 SHEETS STA. 451+00.00 TO STA. 457+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	12
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	

PR CURVE
 PI STA = 457+94.60
 $\Delta = 28^\circ 12' 00''$ (RT)
 $D = 04^\circ 59' 54''$
 $R = 1,146.30'$
 $T = 287.93'$
 $L = 564.19'$
 $E = 35.61'$
 $e = 4.50'$
 $TR = 41.28'$
 $SE\ RUN = 92.88'$
 $PC\ STA = 455+06.67$
 $PT\ STA = 460+70.86$



MODEL: BerlinRd Plan 1 - Plan 3 (Sheet)
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 PLOT DATE = 8/6/2025

DESIGNED - EMM
 DRAWN - IHS
 CHECKED - EJH
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
BERLIN ROAD BRIDGE REPLACEMENT

SCALE: 1"=20' SHEET 3 OF 3 SHEETS STA. 457+00.00 TO STA. 463+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	13
CONTRACT NO. 89844				
ILLINOIS FED. AID PROJECT				

Benchmark: Chiseled "□" on northwest retaining wall at Station 453+32.08 14.51' RT, Elev. 539.11

Existing Structure: S.N. 055-3001 originally built in 1937 and reconstructed in 1955. The existing structure consists of a single span Steel Riveted Pratt Thru-Truss with a 7" thick reinforced concrete deck. The structure is supported on concrete gravity abutments. The back to back abutment length is 101'-4" and the out to out width is 23'-6". The roadway will be closed and traffic will be detoured during construction.

Salvage: All steel members shall remain the property of McDonough County. Steel shall be cut in sections no bigger than 8' wide and 35' long and loaded by the contractor onto a lowbay provided by the County.

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS
 $f_c = 3,500$ psi
 $f_c = 4,000$ psi (Superstructure Concrete)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50W)

LOADING HL-93

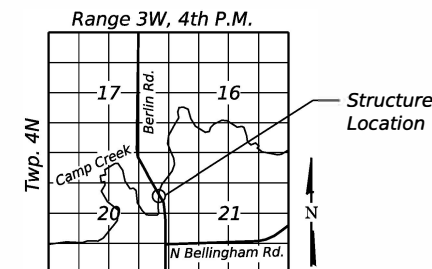
Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

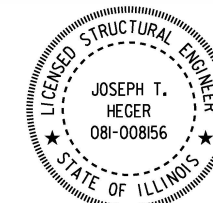
Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.081g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.132g
 Soil Site Class = C

CURVE DATA

P.I. STA. = 457+94.60
 $\Delta = 28^\circ 12' 00''$ (RT)
 $D = 4^\circ 59' 54''$
 $R = 1,146.30'$
 $T = 287.93'$
 $L = 564.19'$
 $E = 35.61'$
 $e = 4.50\%$
 $T.R. = 33.36'$
 $S.E. RUN = 66.72'$
 P.C. STA. = 455+06.67
 P.T. STA. = 460+70.86

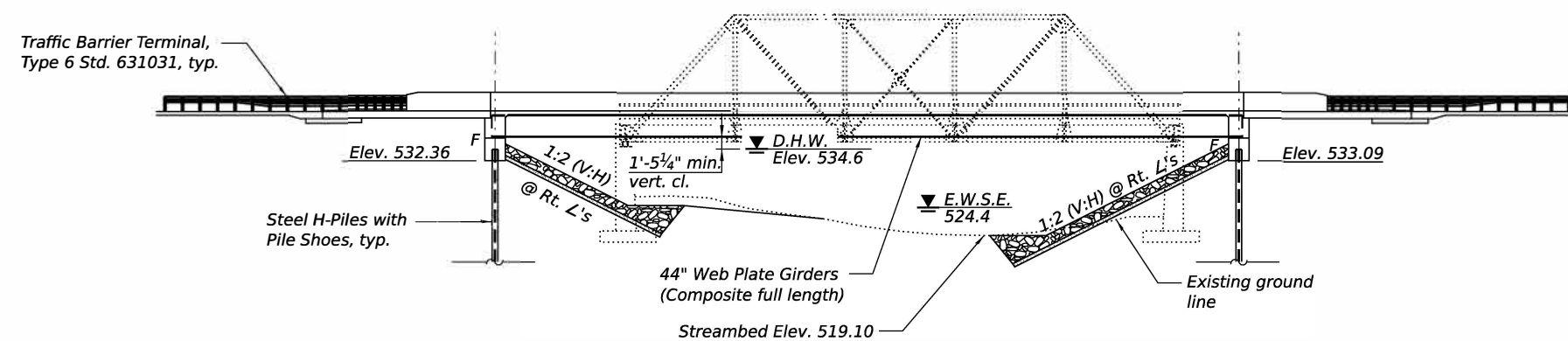


LOCATION SKETCH

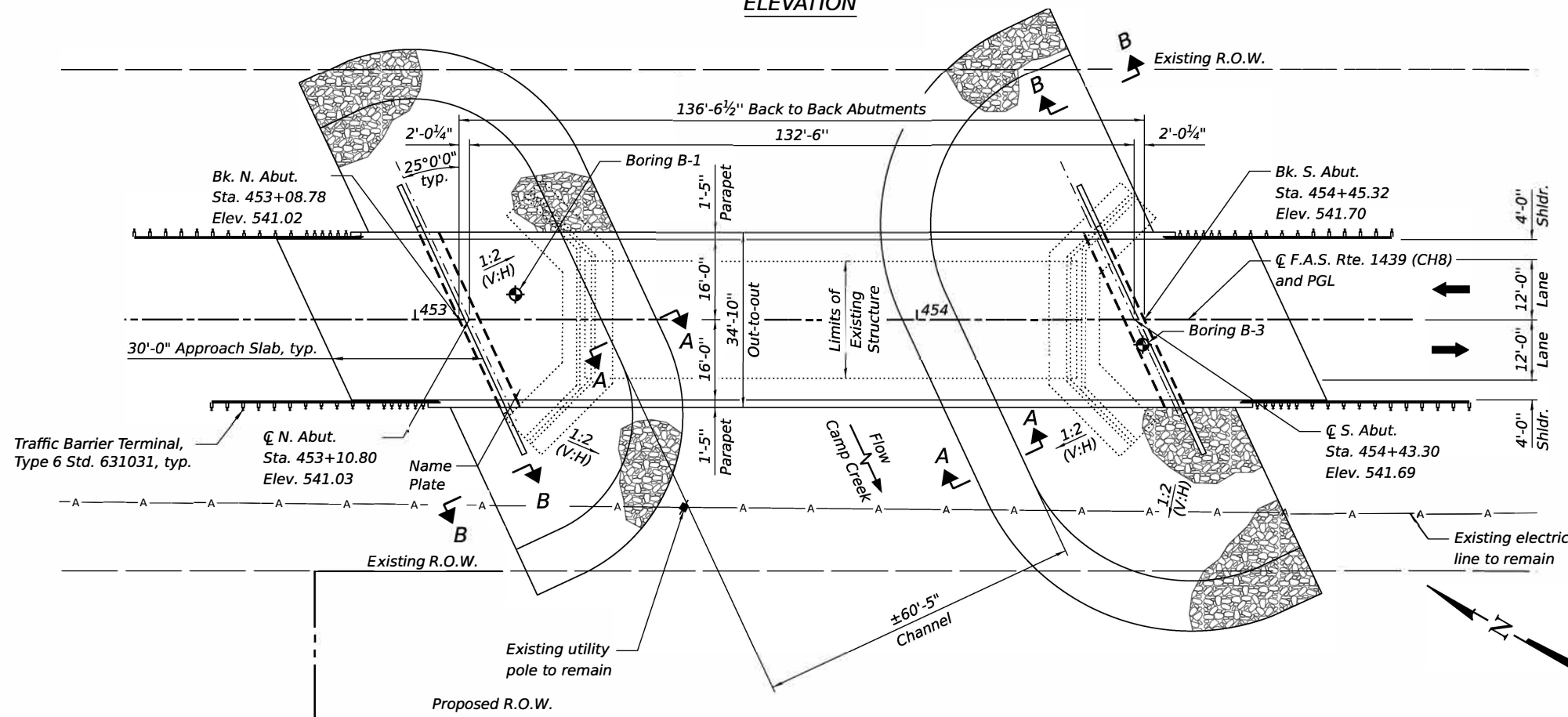


J.T.H. 8-15-25
 Exp. Date 11/30/2026

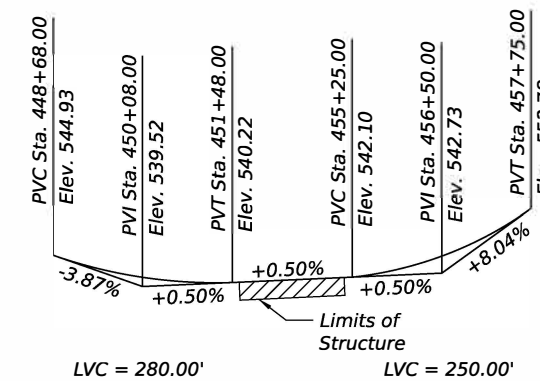
"I certify that to the best of my knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of the structure and complies with the requirements of the current Design Specifications listed."



ELEVATION



PLAN



PROFILE GRADE
 (Along Center Roadway)

Note:
 1. For Sections A-A and B-B see sheet 2 of 17.

GENERAL PLAN AND ELEVATION F.A.S. RTE. 1442 (CH 8) OVER CAMP CREEK SEC. 21-00112-00-BR MCDONOUGH COUNTY STATION 453+77.05 STRUCTURE NO. 055-3069

FILE NAME: L:\McDonough\COIL\2100112-00_CH8CampCreek\147900\CADD\Drawal\Bridge\CADD_Sheets\0553069-XXXXX-001-General Plan & Elevation.dgn



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
 STRUCTURE NO. 055-3069

SCALE: SHEET 1 OF 17 SHEETS STA. TO STA.

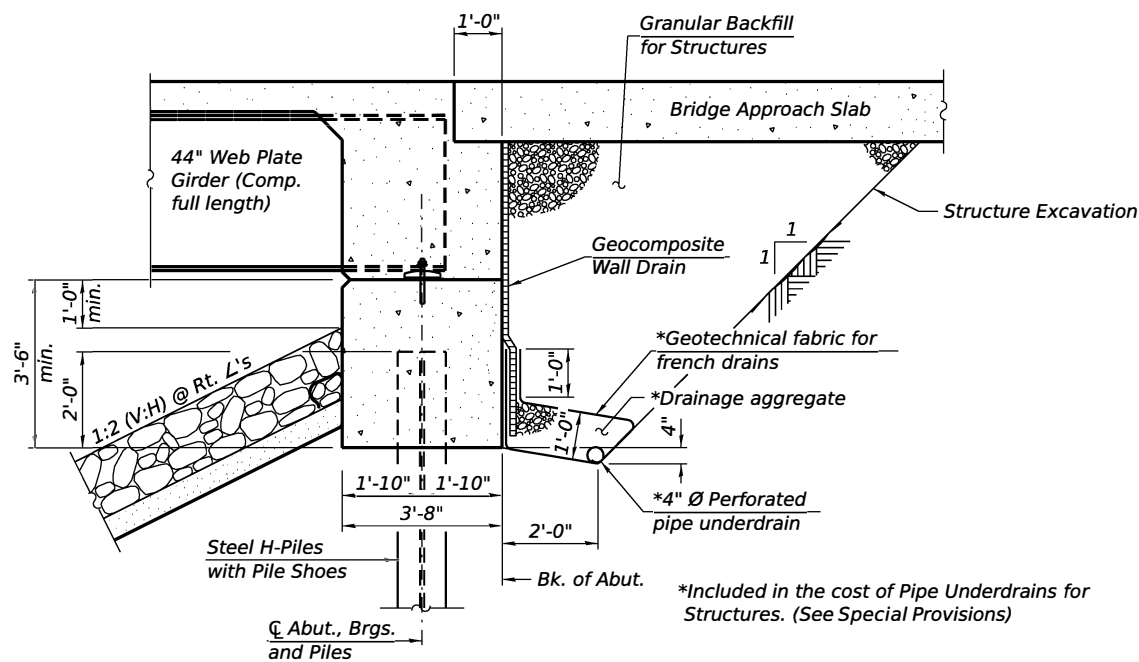
F.A.S. RTE.	SECTION	COUNTY	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37
CONTRACT NO. 89844			14
ILLINOIS / FED. AID PROJECT			

GENERAL NOTES

- Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted or coated metallized areas. Fasteners shall be ASTM F3125 Grade A325 Type 3 weathering steel bolts in unpainted areas. Bolts 3/4 in. diameter, holes 15/16 in. diameter, unless otherwise noted.
- Calculated weight of Structural Steel: M270 Grade 50W = 209,690 lbs.
- All structural steel shall be AASHTO M270 Grade 50W (except expansion joints and expansion bearings at the abutments which shall be AASHTO M270 Grade 50).
- No field welding is permitted except as specified in the contract documents.
- Structural steel shall be metallized for a distance equal to the depth of the embedment into the concrete cap plus 18 in. See Special Provision for "Metallizing of Structural Steel". The metallized areas shall be painted with System 1.
- Reinforcement bars designated (E) shall be epoxy coated.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The existing structural steel coating contains lead. The Contractor shall take the appropriate precautions to deal with the presence of lead on this project.
- It shall be the Contractor's responsibility to verify the location of utilities prior to starting construction. Contact J.U.L.I.E., 800-892-0123.
- Existing foundation elements appear to be in conflict with some of the outer proposed piles. Any existing structure removals required additional to the removal set forth in the Standard Specifications shall be included in the cost of Removal of Existing Structures.

INDEX OF SHEETS

- General Plan and Elevation
- General Data
- Top of Deck Elevations
- Top of Approach Slab Elevations
- Superstructure
- Superstructure Details
- Diaphragm Details
- Bridge Approach Slab Details - I
- Bridge Approach Slab Details - II
- Framing Plan
- Structural Steel Details I
- Structural Steel Details II
- North Abutment
- South Abutment
- Pile Details
- Concrete Parapet Slipforming Option
- Soil Boring Logs



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. at Rt. L's)

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).

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class B5	TON	0	888	888
Filter Fabric	Sq. Yd.	0	1,077	1,077
Removal of Existing Structures	Each	0	1	1
Structure Excavation	Cu. Yd.	0	283	283
Concrete Structures	Cu. Yd.	0	71.9	71.9
Concrete Superstructure	Cu. Yd.	205.1	0	205.1
Bridge Deck Grooving	Sq. Yd.	648	0	648
Protective Coat	Sq. Yd.	848	0	848
Concrete Superstructure (Approach Slab)	Cu. Yd.	94.3	0	94.3
Furnishing and Erecting Structural Steel	L Sum	1	0	1
Stud Shear Connectors	Each	1,155	0	1,155
Reinforcement Bars, Epoxy Coated	Pound	85,700	8,640	94,340
Furnishing Steel Piles HP 14X89	Foot	0	196	196
Driving Piles	Foot	0	196	196
Test Pile Steel HP 14X89	Each	0	2	2
Pile Shoes	Each	0	10	10
Name Plates	Each	1	0	1
Anchor Bolts, 1"	Each	0	20	20
Granular Backfill for Structures	Cu. Yd.	0	175	175
Geocomposite Wall Drain	Sq. Yd.	0	92	92
Pipe Underdrains for Structures 4"	Foot	0	118	118
Bar Terminator	Each	208	348	556
Channel Excavation	Cu. Yd.	168	146	314

SUPERELEVATION TRANSITION

Station	Slope
454+03.16	2.0%
454+44.44	0.0%
454+85.68	2.0%

STA. 453+77.05
BUILT 20__ BY
STATE OF ILLINOIS
F.A.S. RT. 1442 SEC. 21-00112-00-BR
LOADING HL-93
STR. NO. 055-3069

NAME PLATE
See Std. 515001

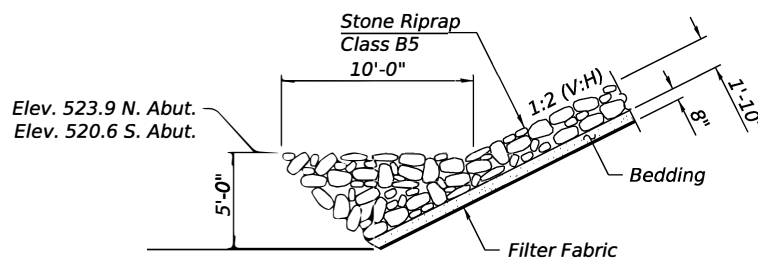
DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)			Item 113
	N. Abut.	S. Abut.		
Q100	532.36	533.09		8
Q200	532.36	533.09		
Design	532.36	533.09		
Check	532.36	533.09		

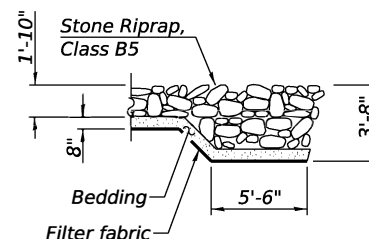
WATERWAY INFORMATION

Drainage Area = 72.9 sq. miles		Exist. Low Grade Elev. 539.39 @ Sta. 453+20.00 Prop. Low Grade Elev. 539.94 @ Sta. 451+20.00							
Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	10	4,070	1,090	1,106	533.6	0.1	0.1	533.7	533.7
Base	20	4,902	1,185	1,204	534.6	0.1	0.1	534.7	534.7
Overtopping	100	6,910	1,322	1,398	536.7	0.4	0.2	537.1	536.9
Max. Calc.	200	7,803	1,322	1,401	537.4	0.5	0.3	537.9	537.7
	500	8,960	1,322	1,401	538.4	0.7	0.4	539.1	538.8

10 year velocity through exist. bridge = 3.7 fps
10 year velocity through prop. bridge = 3.7 fps



SECTION A-A



SECTION B-B

MCDONOUGH COUNTY HIGHWAY DEPARTMENT BENCH MARK

The bronze tablet, to be installed as the bench mark, shall be furnished and installed by the contractor.

The bench mark shall be installed on top of the west wingwall of the north abutment, as shown on Sheet 13 of 17.

The bench mark shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner.

The installation of the bench mark shall be included in the cost for Concrete Structures.

The elevation shall be permanently marked by the use of medal dies after the bench mark has been installed. The elevation will be based on U.S.G.S. datum. The elevation shall be established by a registered professional land surveyor and shall be included in the cost of Concrete Structures.

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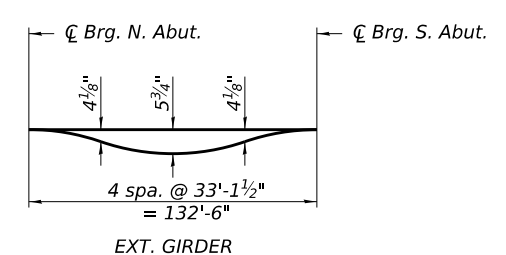
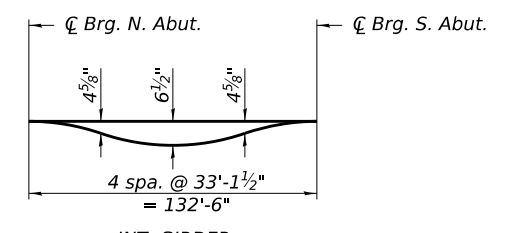
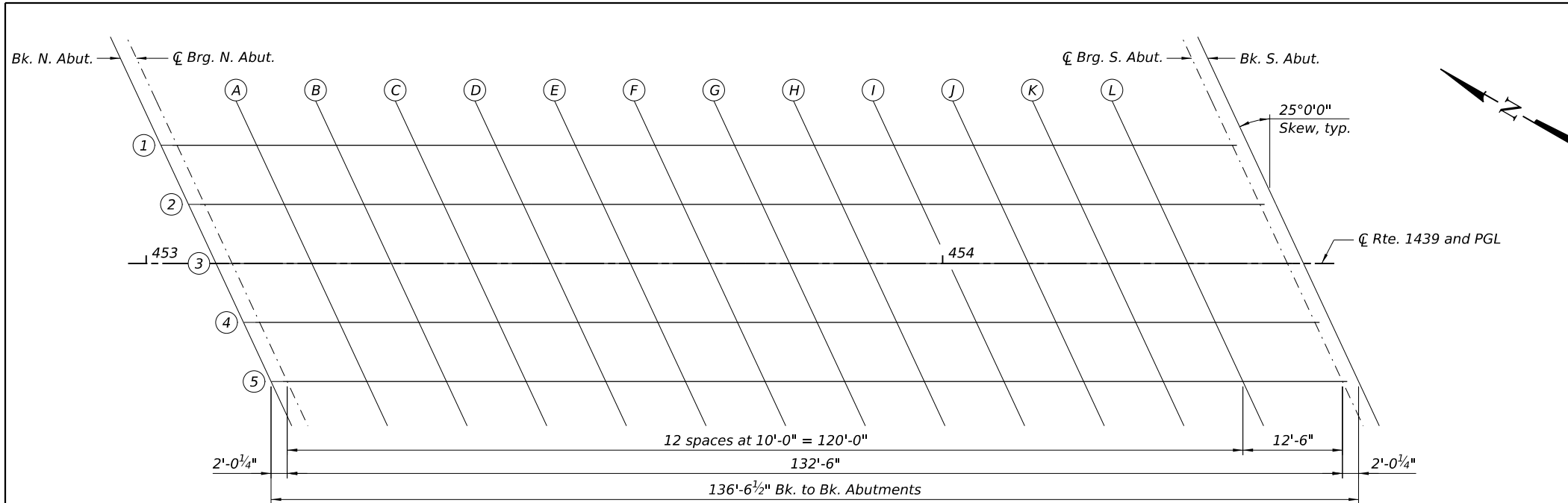
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 055-3069

SCALE: SHEET 2 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	15
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	



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 below.

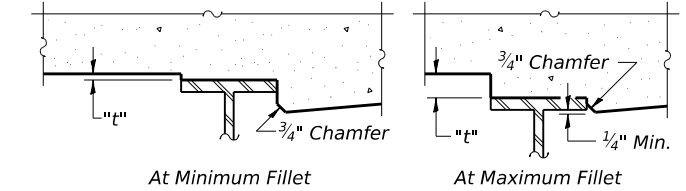
DECK ELEVATION LAYOUT

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	453+01.86	-14.83	540.69	540.69
CL Brg. N. Abut.	453+03.88	-14.83	540.70	540.70
A	453+13.88	-14.83	540.75	540.87
B	453+23.88	-14.83	540.80	541.02
C	453+33.88	-14.83	540.85	541.17
D	453+43.88	-14.83	540.90	541.30
E	453+53.88	-14.83	540.95	541.40
F	453+63.88	-14.83	541.00	541.48
G	453+73.88	-14.83	541.05	541.53
H	453+83.88	-14.83	541.10	541.57
I	453+93.88	-14.83	541.15	541.56
J	454+03.88	-14.83	541.20	541.54
K	454+13.88	-14.83	541.33	541.58
L	454+23.88	-14.83	541.45	541.60
CL Brg. S. Abut.	454+36.38	-14.83	541.60	541.60
Bk. S. Abut.	454+38.40	-14.83	541.62	541.62

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	453+05.32	-7.42	540.86	540.86
CL Brg. N. Abut.	453+07.34	-7.42	540.87	540.87
A	453+17.34	-7.42	540.92	541.05
B	453+27.34	-7.42	540.97	541.22
C	453+37.34	-7.42	541.02	541.38
D	453+47.34	-7.42	541.07	541.52
E	453+57.34	-7.42	541.12	541.63
F	453+67.34	-7.42	541.17	541.71
G	453+77.34	-7.42	541.22	541.77
H	453+87.34	-7.42	541.27	541.80
I	453+97.34	-7.42	541.32	541.79
J	454+07.34	-7.42	541.38	541.76
K	454+17.34	-7.42	541.47	541.75
L	454+27.34	-7.42	541.55	541.71
CL Brg. S. Abut.	454+39.84	-7.42	541.66	541.66
Bk. S. Abut.	454+41.86	-7.42	541.68	541.68



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

FILLET HEIGHTS

GIRDER 3, CL RTE. 1439 & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	453+08.78	0.00	541.02	541.02
CL Brg. N. Abut.	453+10.80	0.00	541.03	541.03
A	453+20.80	0.00	541.08	541.21
B	453+30.80	0.00	541.13	541.38
C	453+40.80	0.00	541.18	541.54
D	453+50.80	0.00	541.23	541.68
E	453+60.80	0.00	541.28	541.79
F	453+70.80	0.00	541.33	541.87
G	453+80.80	0.00	541.38	541.93
H	453+90.80	0.00	541.43	541.96
I	454+00.80	0.00	541.48	541.95
J	454+10.80	0.00	541.53	541.91
K	454+20.80	0.00	541.58	541.86
L	454+30.80	0.00	541.63	541.79
CL Brg. S. Abut.	454+43.30	0.00	541.69	541.69
Bk. S. Abut.	454+45.32	0.00	541.70	541.70

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	453+12.24	7.42	540.89	540.89
CL Brg. N. Abut.	453+14.26	7.42	540.90	540.90
A	453+24.26	7.42	540.95	541.08
B	453+34.26	7.42	541.00	541.25
C	453+44.26	7.42	541.05	541.41
D	453+54.26	7.42	541.10	541.55
E	453+64.26	7.42	541.15	541.66
F	453+74.26	7.42	541.20	541.74
G	453+84.26	7.42	541.25	541.80
H	453+94.26	7.42	541.30	541.83
I	454+04.26	7.42	541.35	541.82
J	454+14.26	7.42	541.40	541.78
K	454+24.26	7.42	541.45	541.73
L	454+34.26	7.42	541.50	541.66
CL Brg. S. Abut.	454+46.76	7.42	541.56	541.56
Bk. S. Abut.	454+48.78	7.42	541.57	541.57

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	453+15.70	14.83	540.76	540.76
CL Brg. N. Abut.	453+17.72	14.83	540.77	540.77
A	453+27.72	14.83	540.82	540.94
B	453+37.72	14.83	540.87	541.09
C	453+47.72	14.83	540.92	541.24
D	453+57.72	14.83	540.97	541.37
E	453+67.72	14.83	541.02	541.47
F	453+77.72	14.83	541.07	541.55
G	453+87.72	14.83	541.12	541.60
H	453+97.72	14.83	541.17	541.64
I	454+07.72	14.83	541.22	541.63
J	454+17.72	14.83	541.27	541.61
K	454+27.72	14.83	541.32	541.57
L	454+37.72	14.83	541.37	541.52
CL Brg. S. Abut.	454+50.22	14.83	541.43	541.43
Bk. S. Abut.	454+52.24	14.83	541.44	541.44

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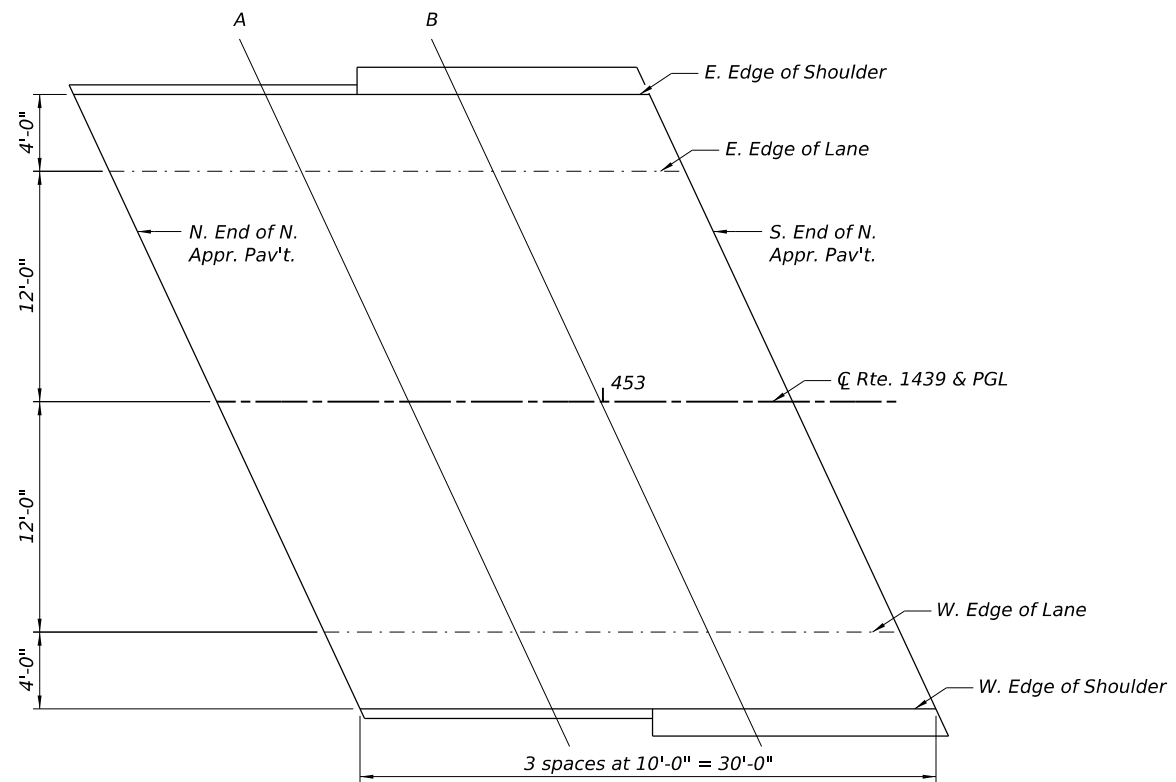
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

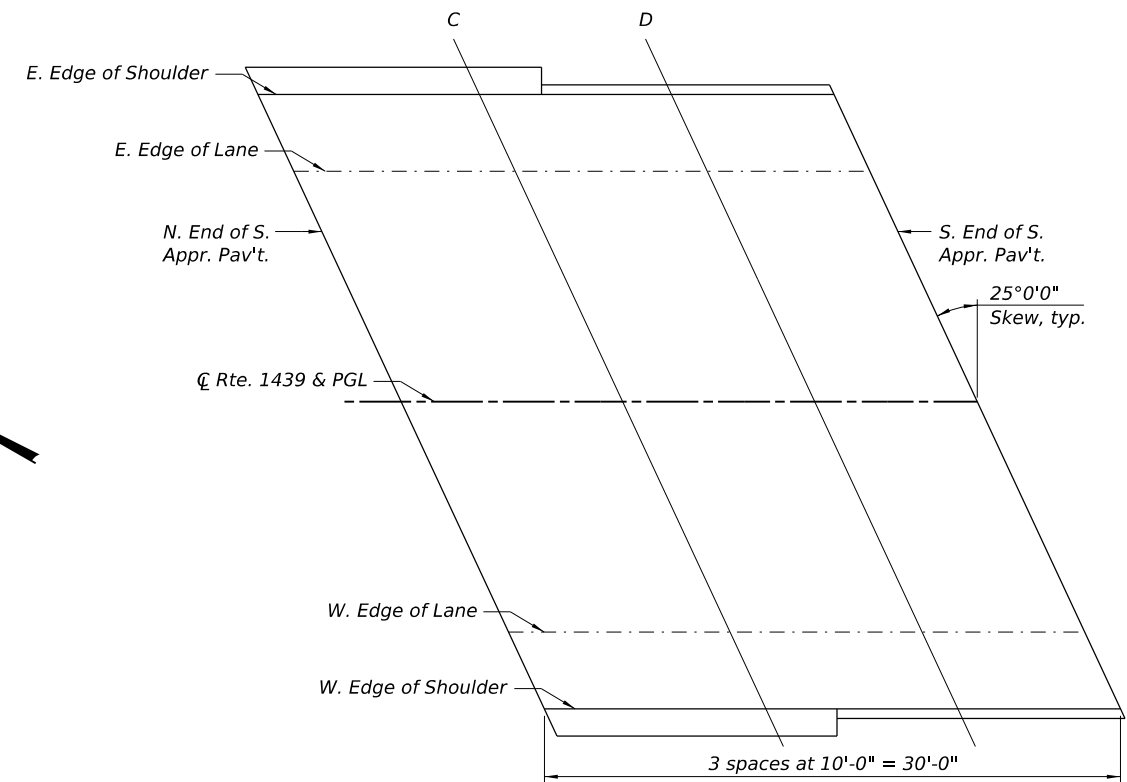
**TOP OF DECK ELEVATIONS
STRUCTURE NO. 055-3069**

SCALE: SHEET 3 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	16
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	



NORTH APPROACH SLAB PLAN



SOUTH APPROACH SLAB PLAN

E. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	452+72.42	-16.00	540.52
A	452+82.42	-16.00	540.57
B	452+92.42	-16.00	540.62
S. End N. Appr. Slab	453+02.42	-16.00	540.67

E. EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	452+74.28	-12.00	540.61
A	452+84.28	-12.00	540.66
B	452+94.28	-12.00	540.71
S. End N. Appr. Slab	453+04.28	-12.00	540.76

E. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	454+36.76	-16.00	541.60
C	454+46.76	-16.00	541.73
D	454+56.76	-16.00	541.86
S. End S. Appr. Slab	454+66.76	-16.00	541.98

E. EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	454+38.62	-12.00	541.64
C	454+48.62	-12.00	541.74
D	454+58.62	-12.00	541.85
S. End S. Appr. Slab	454+68.62	-12.00	541.96

☐ RTE. 1439 & PGL

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	452+79.88	0.00	540.88
A	452+89.88	0.00	540.93
B	452+99.88	0.00	540.98
S. End N. Appr. Slab	453+09.88	0.00	541.03

W. EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	452+85.48	12.00	540.67
A	452+95.48	12.00	540.72
B	453+05.48	12.00	540.77
S. End N. Appr. Slab	453+15.48	12.00	540.82

☐ RTE. 1439 & PGL

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	454+44.22	0.00	541.70
C	454+54.22	0.00	541.75
D	454+64.22	0.00	541.80
S. End S. Appr. Slab	454+74.22	0.00	541.85

W. EDGE OF LANE

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	454+49.82	12.00	541.49
C	454+59.82	12.00	541.53
D	454+69.82	12.00	541.58
S. End S. Appr. Slab	454+79.82	12.00	541.63

W. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Slab	452+87.34	16.00	540.59
A	452+97.34	16.00	540.64
B	453+07.34	16.00	540.69
S. End N. Appr. Slab	453+17.34	16.00	540.74

W. EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Slab	454+51.68	16.00	541.41
C	454+61.68	16.00	541.46
D	454+71.68	16.00	541.51
S. End S. Appr. Slab	454+81.68	16.00	541.56

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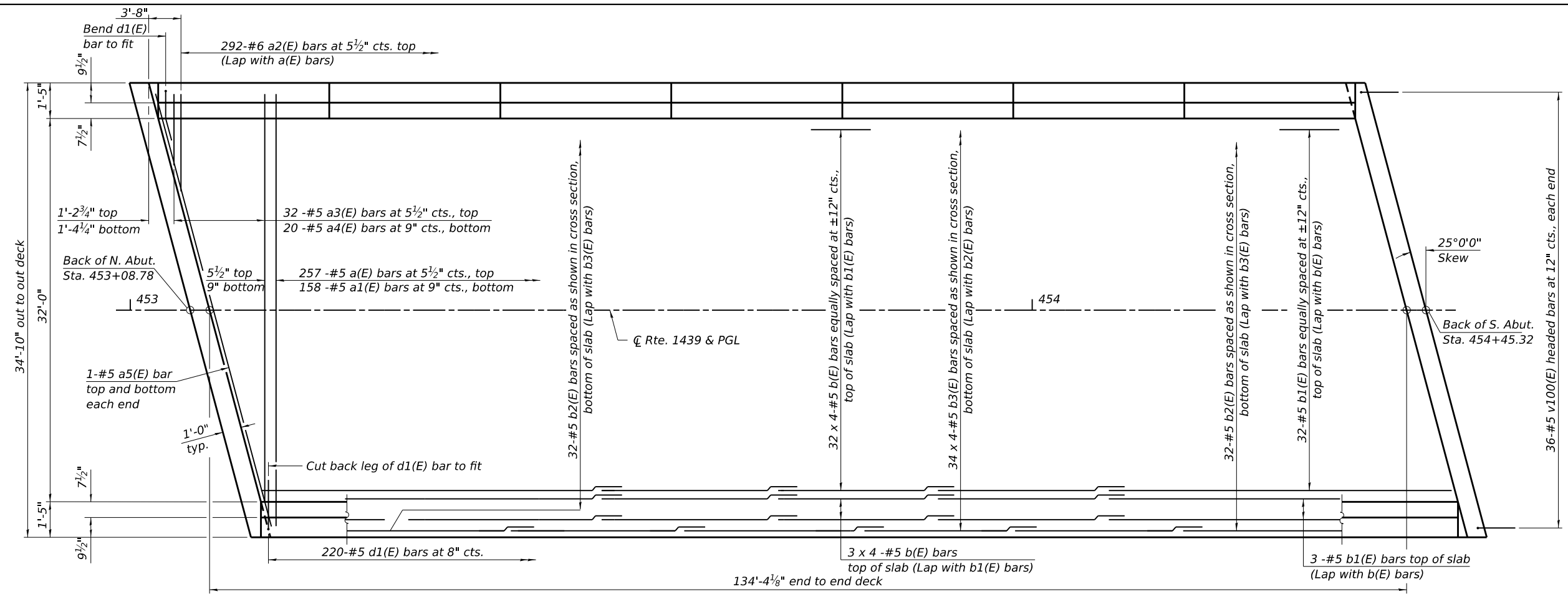
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 055-3069**

SCALE: SHEET 4 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	17
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	

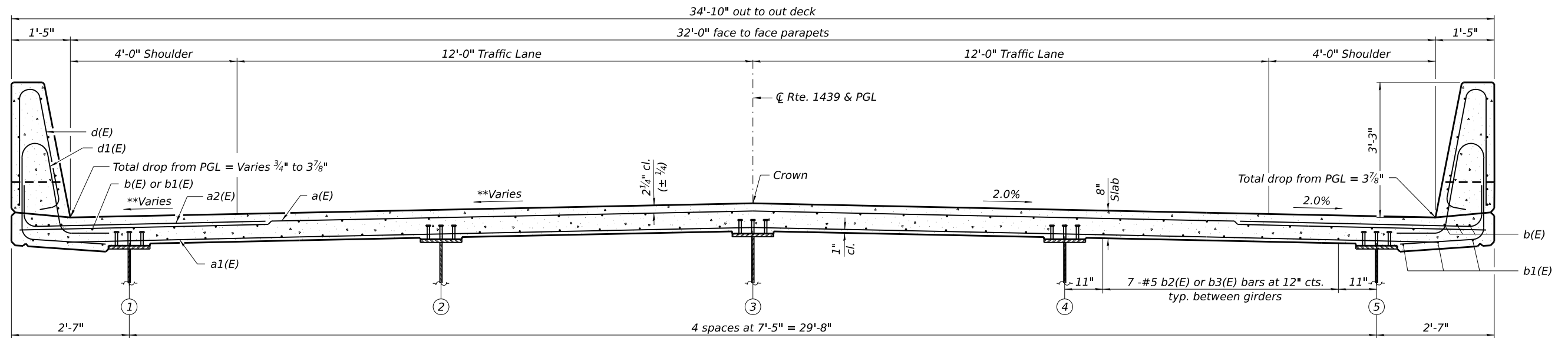


MINIMUM BAR LAP

#5 bar = 3'-6"

* See Field Cutting Diagram on sheet 6 of 17.

PLAN



**For superelevation transition details, see sheet 2 of 17.

CROSS SECTION
(Looking South)

- Notes:
1. See sheet 6 of 17 for superstructure details and Bill of Material.
 2. Bars indicated thus 32 x 4-#5 etc. indicates 32 lines of bars with 4 lengths per line.

FILE NAME: L:\McDonough\COIL\21001479-00_ChibCampCreek\147900\CADD_Data\Bridg\CADD_Sheets\0553069-XXXX-005-Superstructure.dgn



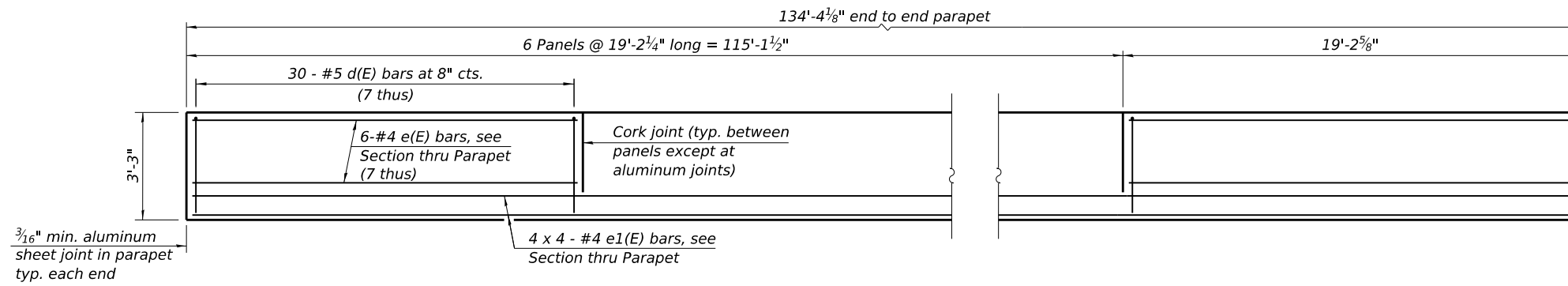
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

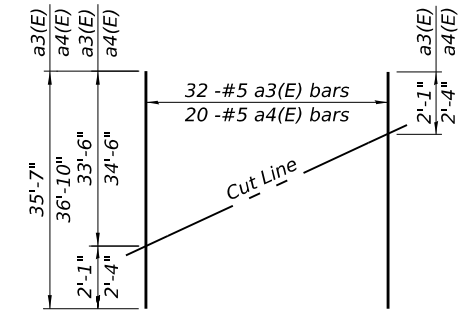
SUPERSTRUCTURE
STRUCTURE NO. 055-3069

SCALE: SHEET 5 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 89844				
ILLINOIS		FED. AID PROJECT		

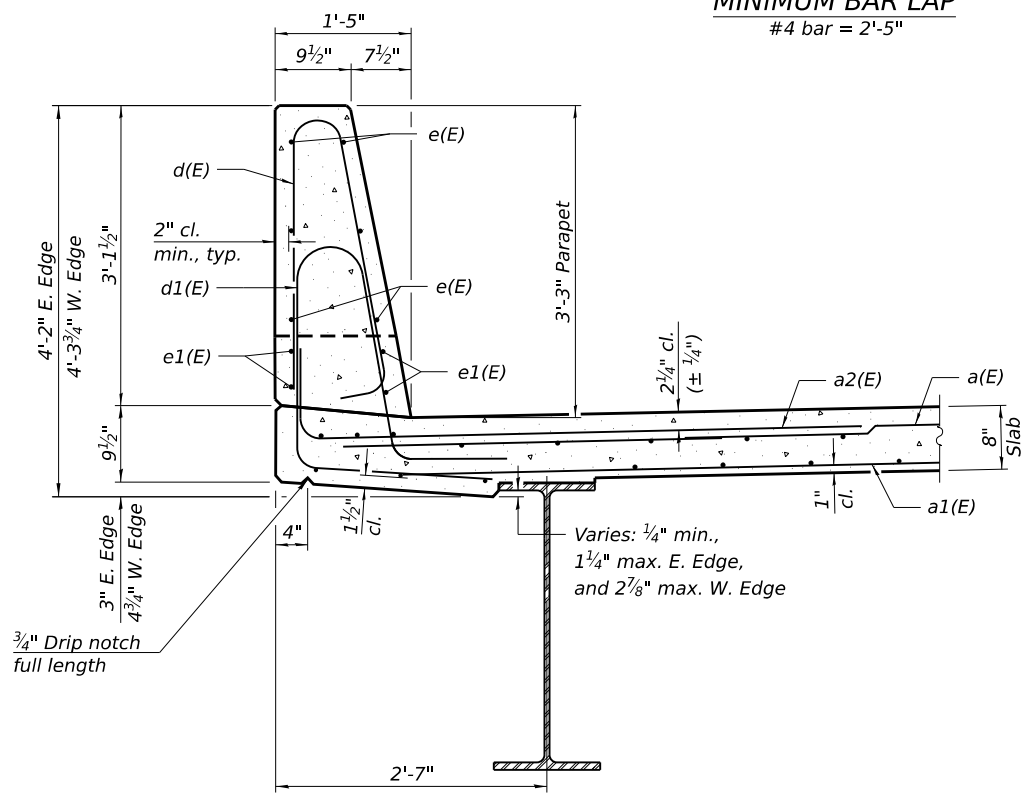


INSIDE ELEVATION OF PARAPET

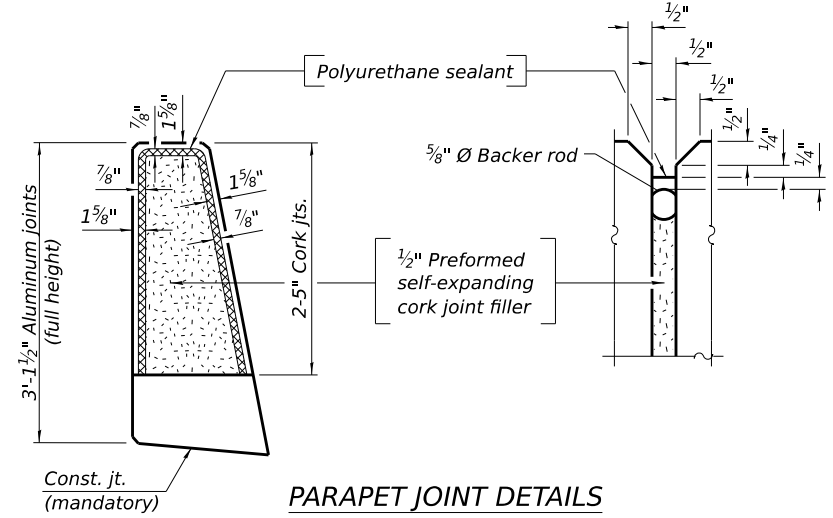


FIELD CUTTING DIAGRAM
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

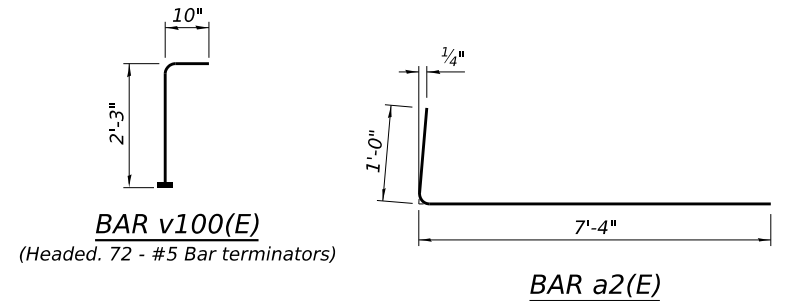
MINIMUM BAR LAP
#4 bar = 2'-5"



SECTION THRU PARAPET

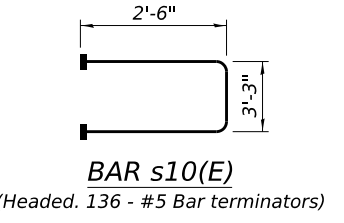


PARAPET JOINT DETAILS

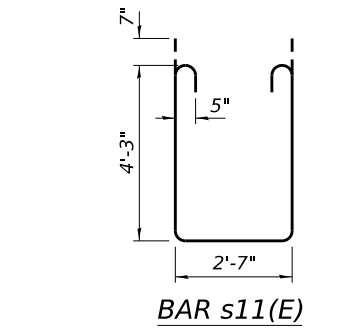


BAR v100(E)
(Headed. 72 - #5 Bar terminators)

BAR a2(E)



BAR s10(E)
(Headed. 136 - #5 Bar terminators)



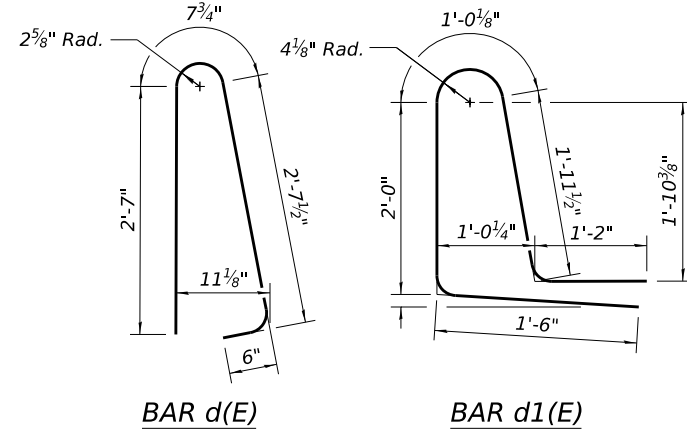
BAR s11(E)

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	257	#5	34'-6"	—
a1(E)	158	#5	33'-8"	—
a2(E)	584	#6	8'-4"	—
a3(E)	32	#5	35'-7"	—
a4(E)	20	#5	36'-10"	—
a5(E)	4	#5	38'-1"	—
b(E)	152	#5	30'-0"	—
b1(E)	38	#5	28'-0"	—
b2(E)	64	#5	15'-9"	—
b3(E)	136	#5	30'-0"	—
d(E)	420	#5	6'-5"	⌋
d1(E)	420	#5	7'-9"	⌋
e(E)	84	#4	18'-10"	—
e1(E)	32	#4	35'-4"	—
m10(E)	10	#6	38'-1"	—
m11(E)	32	#6	7'-0"	—
m12(E)	16	#6	2'-3"	—
s10(E)	68	#5	8'-3"	⌋
s11(E)	68	#5	12'-3"	⌋
v100(E)	72	#5	3'-1"	⌋
Concrete Superstructure		Cu. Yd.		197.3
Bridge Deck Grooving		Sq. Yd.		448
Protective Coat		Sq. Yd.		601
Reinforcement Bars, Epoxy Coated		Pound		46,050

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

- Notes:
- The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint 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.
 - Bar terminators, paid for separately. See Total Bill of Material.



BAR d(E)

BAR d1(E)



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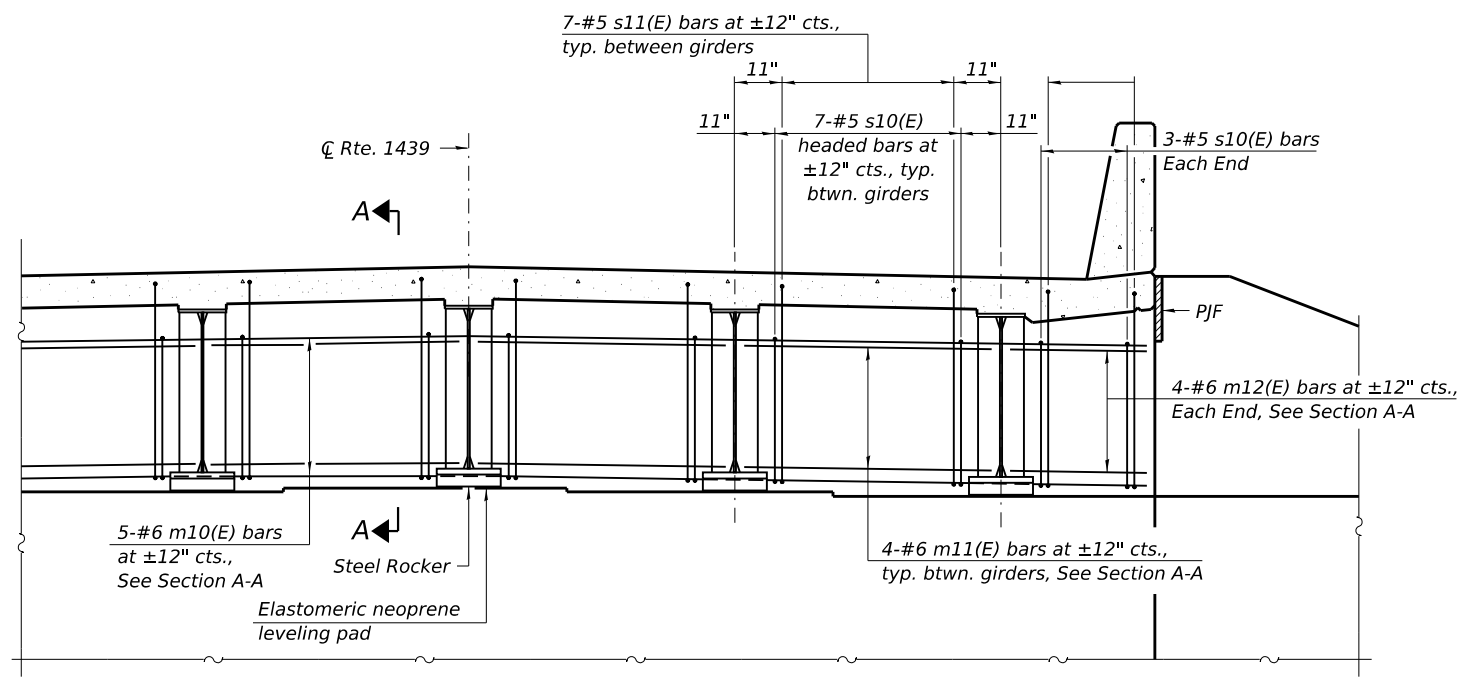
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 055-3069

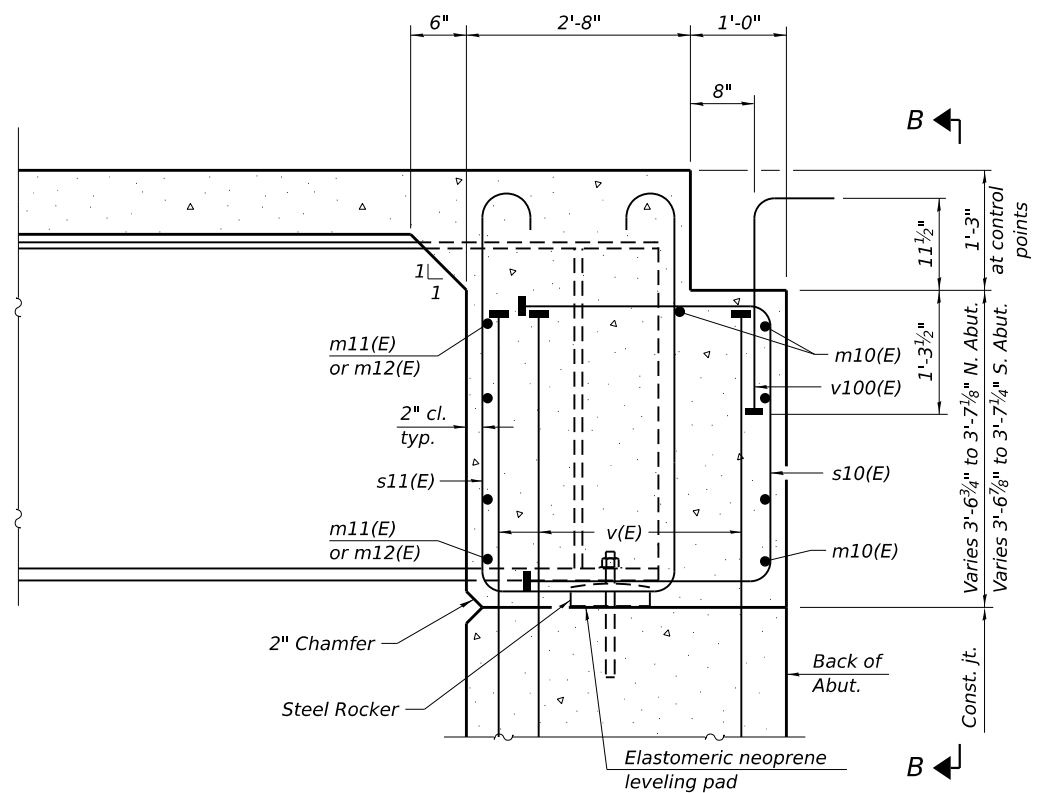
SCALE: SHEET 6 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	

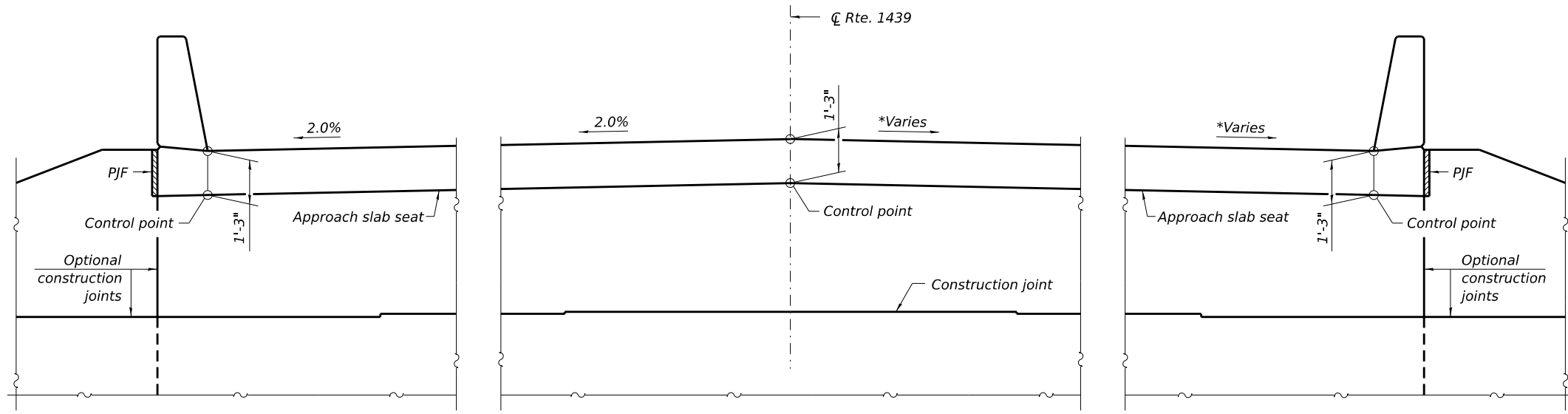
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DIAPHRAGM AT ABUTMENT
(S. Abut. shown looking south, N. Abut. similar)

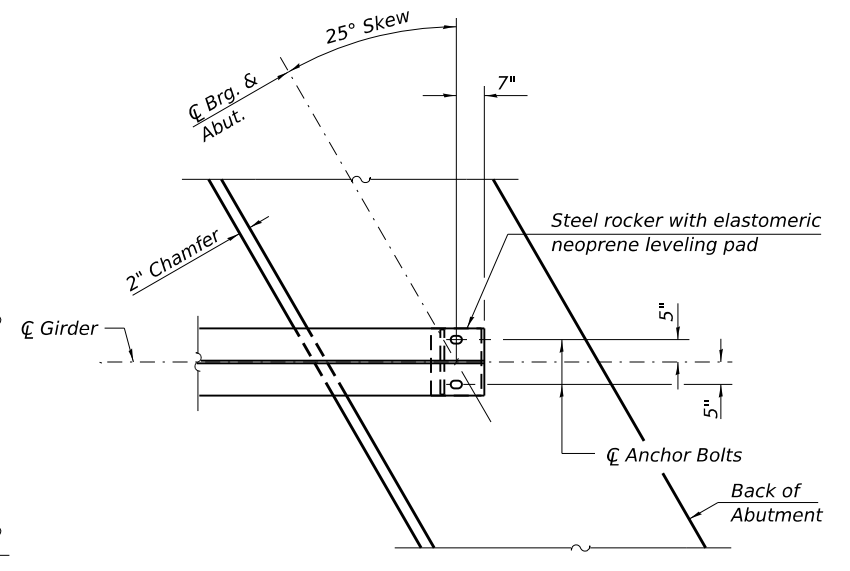


SECTION A-A
(at Rt. L's)



VIEW B-B

*Slope varies. For superelevation transition details, see sheet 2 of 17.



PLAN AT ABUTMENT
(Showing bottom flange of girder)

- Notes:
1. See sheet 6 of 17 for superstructure details and Bill of Material.
 2. See sheet 8 of 17 for PJF details.
 3. The s10(E) and s11(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
 4. The approach slab seat shall have a constant slope determined from the control points shown.

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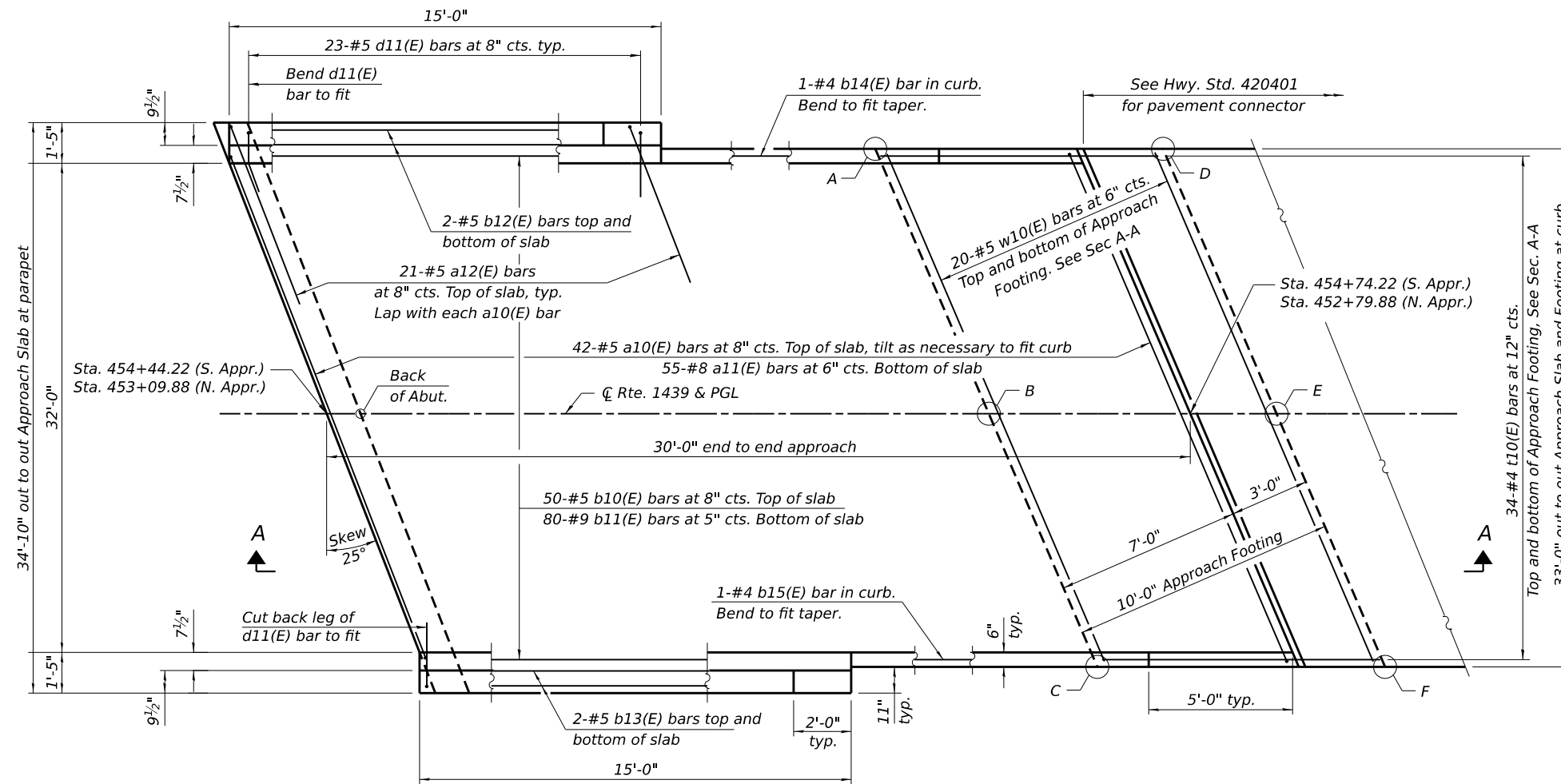
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 055-3069

SCALE: SHEET 7 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	

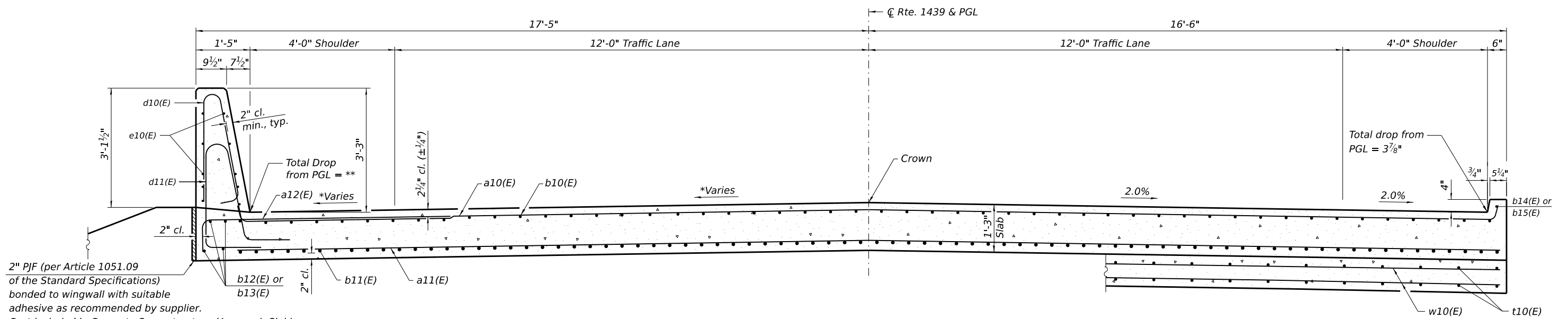


TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

North Approach			South Approach		
Point / Location	Top	Bottom	Point / Location	Top	Bottom
A - Southeast corner	539.37	538.54	A - Northwest corner	540.63	539.80
B - South PGL	539.67	538.84	B - North PGL	540.56	539.73
C - Southwest corner	539.30	538.47	C - Northeast corner	540.27	539.44
D - Northeast corner	539.32	538.49	D - Southwest corner	540.78	539.95
E - North PGL	539.61	538.78	E - South PGL	540.61	539.78
F - Northwest corner	539.24	538.41	F - Southeast corner	540.32	539.49

Note:
1. For Section A-A, see sheet 9 of 17.

PLAN
(South approach slab shown; North approach slab similar by 180° rotation)



2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier. Cost included in Concrete Superstructure (Approach Slab)

*For superelevation transition details, see sheet 2 of 17.

**3⁷/₈" N. Appr. Slab. Varies 3³/₄" to -2¹/₈" S. Appr. Slab.

CROSS SECTION
(Looking South)

AT APPROACH FOOTING

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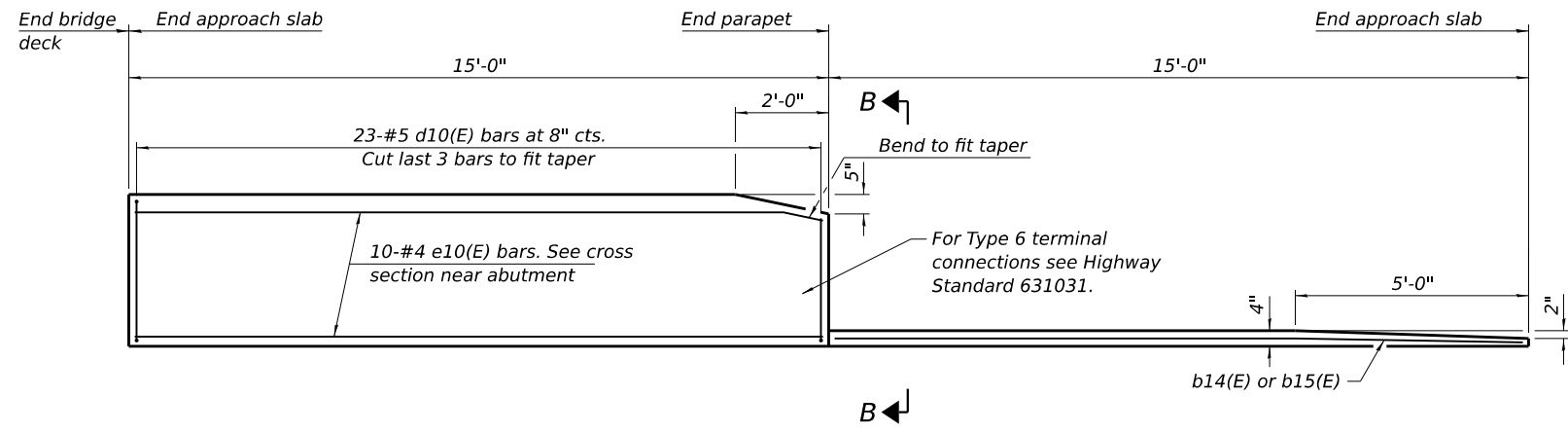
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

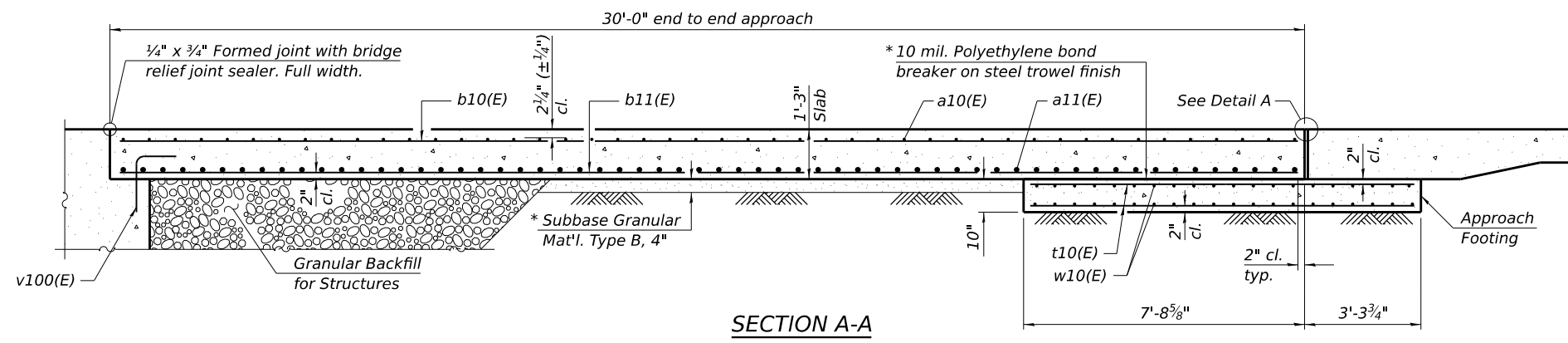
BRIDGE APPROACH SLAB DETAILS - I
STRUCTURE NO. 055-3069

SCALE: SHEET 8 OF 17 SHEETS STA. TO STA.

F.A.S. RTE. 1439	SECTION 21-00112-00-BR	COUNTY MCDONOUGH	TOTAL SHEETS 37	SHEET NO. 21
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	

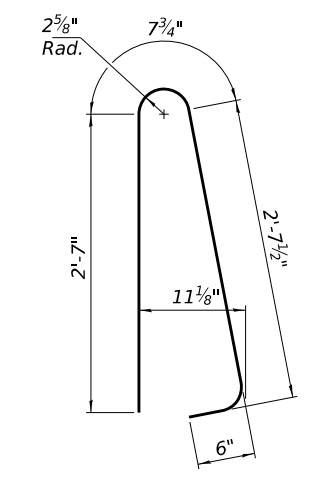


INSIDE ELEVATION OF PARAPET AND CURB

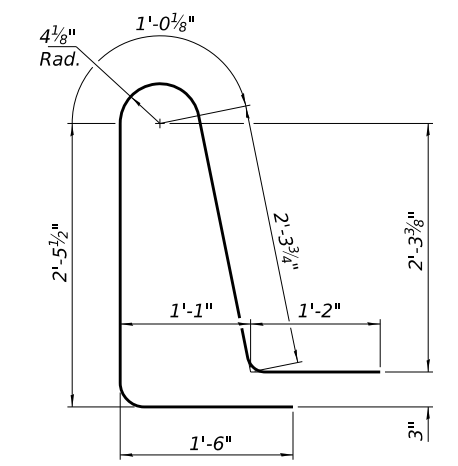


SECTION A-A

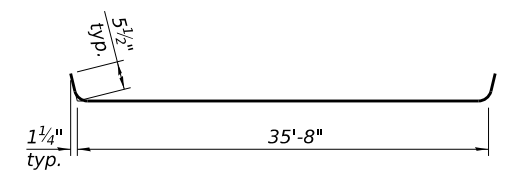
- Notes:
1. The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 2. Parapet concrete shall be paid for as Concrete Superstructure.
 3. Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 4. Approach footing concrete shall be paid for as Concrete Structures.
 5. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 6. Cost of excavation for approach footing included with Concrete Structures.
 7. For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 17.



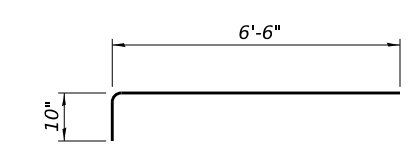
BAR d10(E)



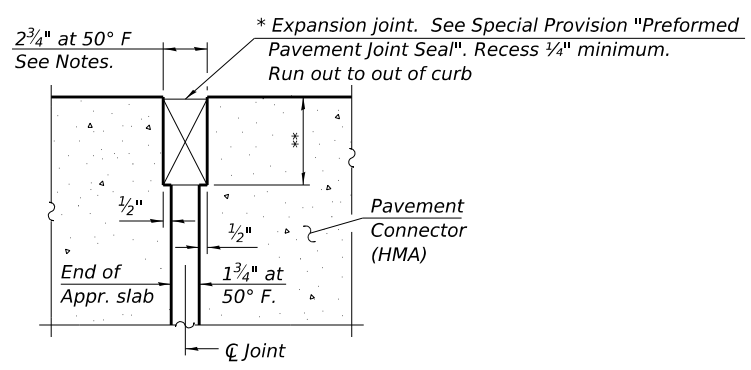
BAR d11(E)



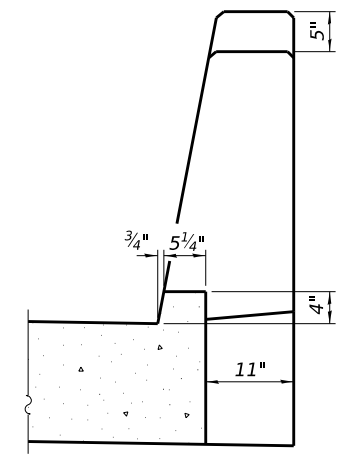
BAR a10(E)



BAR a12(E)



DETAIL A
(at Rt. L's)



VIEW B-B

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	84	#5	36'-7"	┌───┐
a11(E)	110	#8	36'-1"	┌───┐
a12(E)	84	#5	7'-4"	┌───┐
b10(E)	100	#5	29'-8"	┌───┐
b11(E)	160	#9	29'-8"	┌───┐
b12(E)	4	#5	14'-6"	┌───┐
b13(E)	4	#5	14'-4"	┌───┐
b14(E)	2	#4	14'-10"	┌───┐
b15(E)	2	#4	14'-6"	┌───┐
d10(E)	92	#5	6'-5"	┌───┐
d11(E)	92	#5	8'-6"	┌───┐
e10(E)	40	#4	14'-8"	┌───┐
t10(E)	136	#4	10'-8"	┌───┐
w10(E)	80	#5	36'-1"	┌───┐
Concrete Structures			Cu. Yd.	23.8
Concrete Superstructure			Cu. Yd.	7.8
Bridge Deck Grooving			Sq. Yd.	200
Protective Coat			Sq. Yd.	247
Concrete Superstructure (Approach Slab)			Cu. Yd.	94.3
Reinforcement Bars, Epoxy Coated			Pound	39,650

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

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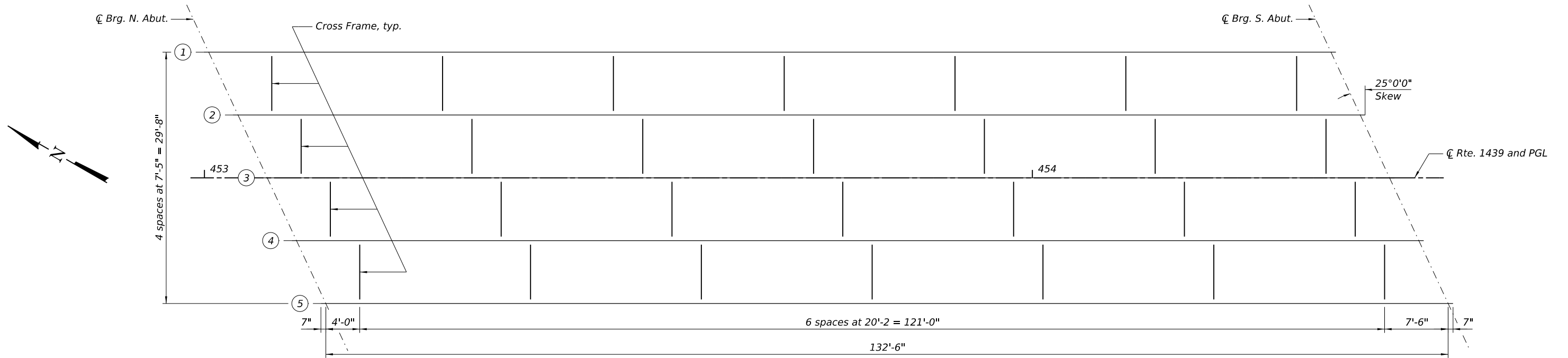
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

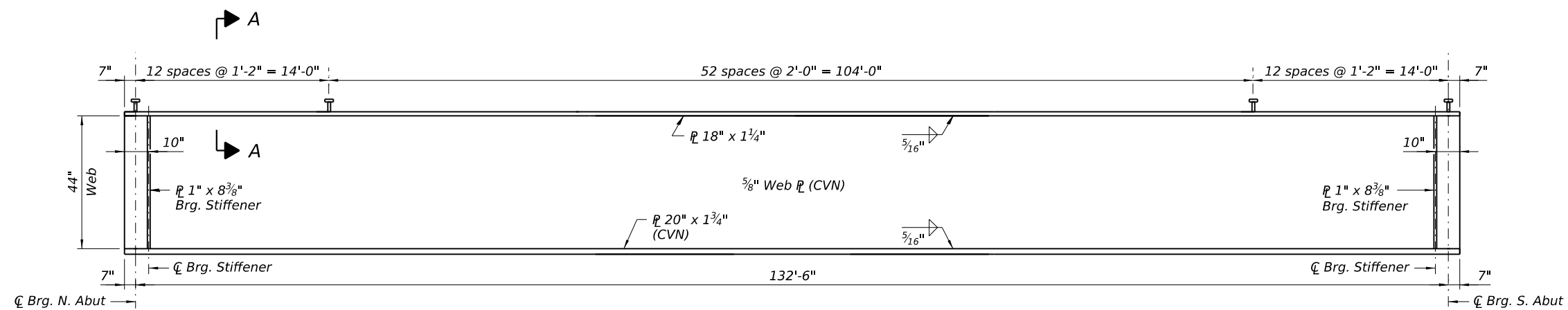
BRIDGE APPROACH SLAB DETAILS - II
STRUCTURE NO. 055-3069

SCALE: SHEET 9 OF 17 SHEETS STA. TO STA.

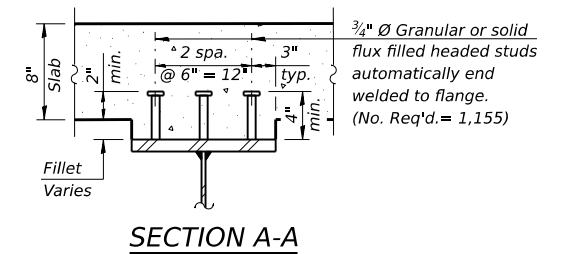
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1439	21-00112-00-BR	MCDONOUGH	37	22
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	



FRAMING PLAN



GIRDER ELEVATION



SECTION A-A

Notes:

1. All steel flanges, webs, and bearing stiffeners shall be AASHTO M270 Grade 50W.
2. Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirement, Zone 2.
3. See sheet 11 of 17 for steel details.

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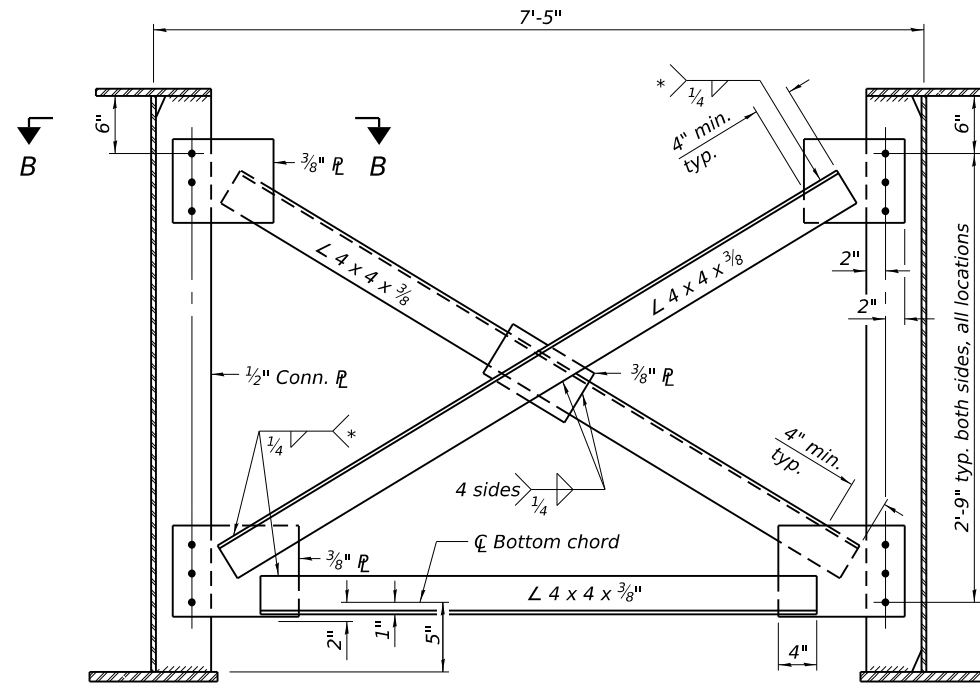
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN
STRUCTURE NO. 055-3069**

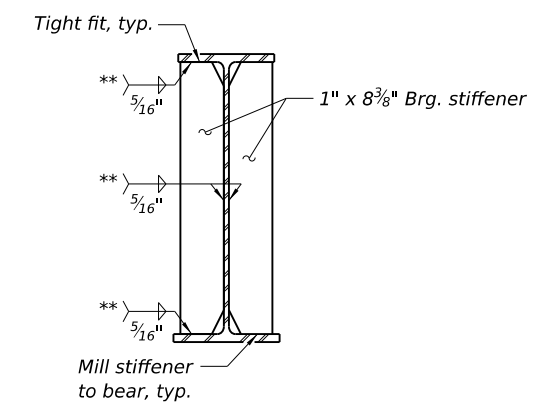
SCALE: SHEET 10 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 89844				
ILLINOIS FED. AID PROJECT				

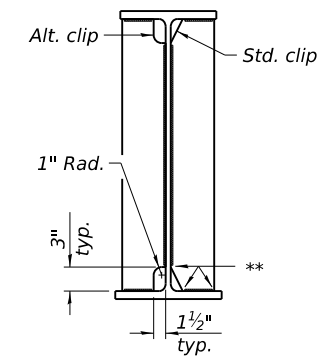


CROSS-FRAME

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

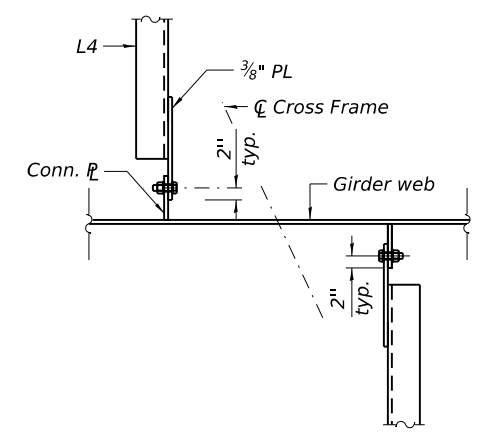


SECTION AT BEARING STIFFENER

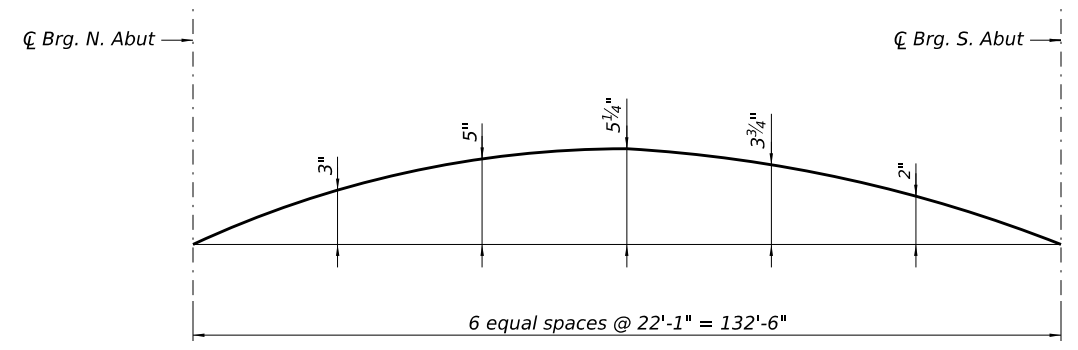


WELD LIMITS AND CLIP DETAILS

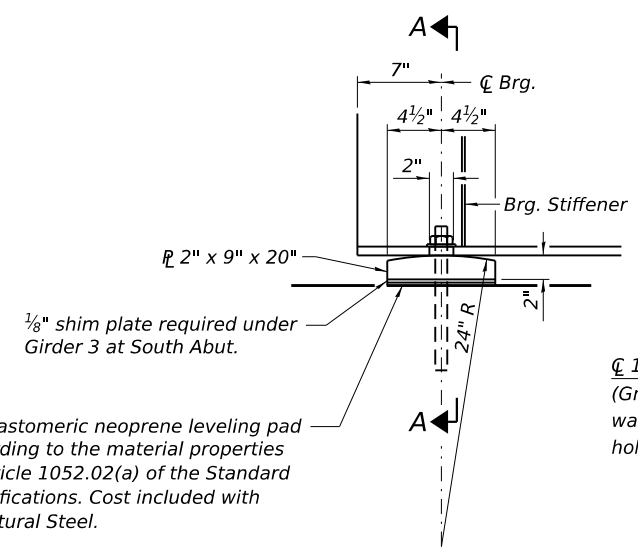
** Stop welds 1/4" (±1/8") from edges as shown. Typical.



SECTION B-B



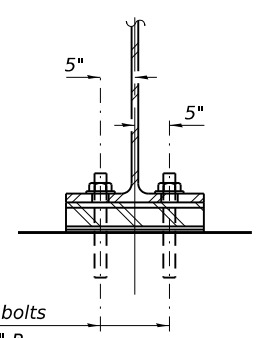
CAMBER DIAGRAM



ELEVATION AT ABUTMENT

1/8" shim plate required under Girder 3 at South Abut.

1/8" Elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.



SECTION A-A

FIXED BEARING

1" Ø x 12" All-thread anchor bolts (Grade 55) with 2 1/4" x 2 1/4" x 5/16" PL washer under nut. 1 3/8" x 2" slotted hole in flange. 1 1/2" Ø Holes in bearing plate.

TOP OF WEB ELEVATIONS

(for fabrication only)

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5
☐ Brg. N. Abut.	539.85	540.02	540.18	540.05	539.92
☐ Brg. S. Abut.	540.76	540.83	540.84	540.71	540.58

Notes:

- 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 bolts.
- All (embedded and separate) bearing plates, side retainers, anchorbolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
- Detail 1 1/2" Ø holes for all 3/4" Ø bolts.
- Two hardened washers required for each set of oversized holes.
- Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS I
STRUCTURE NO. 055-3069**

SCALE: SHEET 11 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	24
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	

INTERIOR GIRDER MOMENT TABLE		
0.5 Span		
I_s	(in ⁴)	33280
$I_c (n)$	(in ⁴)	75602
$I_c (3n)$	(in ⁴)	54950
$I_c (cr)$	(in ⁴)	--
S_s	(in ³)	1638
$S_c (n)$	(in ³)	2075
$S_c (3n)$	(in ³)	1921
$S_c (cr)$	(in ³)	--
S_x	(in ³)	1845
DC1	(k')	1.13
M_{DC1}	(k)	2484
DC2	(k')	0.21
M_{DC2}	(k)	461
DW	(k')	0.32
M_{DW}	(k)	702
LLDF		0.569
$M_{\ell + IM}$	(k)	2392
f_t (Strength I)	(ksi)	0.0
$M_u + \frac{1}{3} f_t S_x$	(k)	8920
$\Phi_f M_n$	(k)	10278
$f_s DC1$	(ksi)	18.2
$f_s DC2$	(ksi)	2.9
$f_s DW$	(ksi)	4.4
$f_s (\ell + IM)$	(ksi)	13.8
f_t (Service II)	(ksi)	0.0
$f_s + \frac{1}{2} f_t$ (Service II)	(ksi)	39.3
Service II Resistance	(ksi)	47.5
$f_s + \frac{1}{3} f_t$ (Strength I)	(ksi)	57.1
$\Phi_f F_n$	(ksi)	--
Vf	(k)	34.2

GIRDER REACTION TABLE	
	Abut.
LLDF	0.845
OCF	1.09
R_{DC1}	(k) 75.0
R_{DC2}	(k) 13.9
R_{DW}	(k) 21.2
R_{ℓ}	(k) 92.4
R_{im}	(k) 18.7
R_{Total} (Strength I) (Impact)	(k) 304.7
R_{Total} (Strength I) (No Impact)	(k) 337.3

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
- $I_c (n), S_c (n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).
- $I_c (3n), S_c (3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- $I_c (cr), S_c (cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).
- S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
- $M_{\ell + IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u : Strength I load combination of factored design moments (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell + IM}$
- f_t : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).
- $\Phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

- $f_s DC1$: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_s
- $f_s DC2$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c (3n)$ or $M_{DC2} / S_c (cr)$ as applicable.
- $f_s DW$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c (3n)$ or $M_{DW} / S_c (cr)$ as applicable.
- $f_s (\ell + IM)$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_{\ell + IM} / S_c (n)$ or $M_{\ell + IM} / S_c (cr)$ as applicable.
- $f_s + f_t / 2$ (Service II): Sum of stresses as computed below (ksi).
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\ell + IM) + f_t / 2$
- Service II Resistance: Composite (0.95 $R_n F_y$) or noncomposite (0.80 $R_n F_y$) stress capacity according to Article 6.10.4.2 (ksi).
- $f_s + f_t / 3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi).
 $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (\ell + IM) + f_t / 3$
- $\Phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).
Vf: Maximum factored shear range in span computed according to Article 6.10.10.
- OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
- R_{DC1} : Un-factored reaction due to non-composite dead load (kip).
- R_{DC2} : Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
- R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
- R_{ℓ} : Un-factored live load reaction (kip).
- R_{IM} : Un-factored dynamic load allowance (impact) (kip).
- R_{Total} (Strength I) (Impact): Strength I load combination of factored design reactions (kip).
 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{\ell} + R_{IM})$
- R_{Total} (Strength I) (No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).
 $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{\ell})$

Note:
 M_{ℓ} and R_{ℓ} include the effects of centrifugal force and superelevation.

FILE NAME: L:\McDonough\COIL\21001479-00_ChibCampCreek\147900\CADD_Data\Bridg\CADD_Sheets\0553069-XXXX-012-Structural Steel Details II.dgn



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PLOT SCALE = N/A	DRAWN - DD	REVISED -
PLOT DATE = 8/15/2025 - 10:35:09 AM	CHECKED - JTH/MAC	REVISED -
	DATE - 5/24/2024	REVISED -

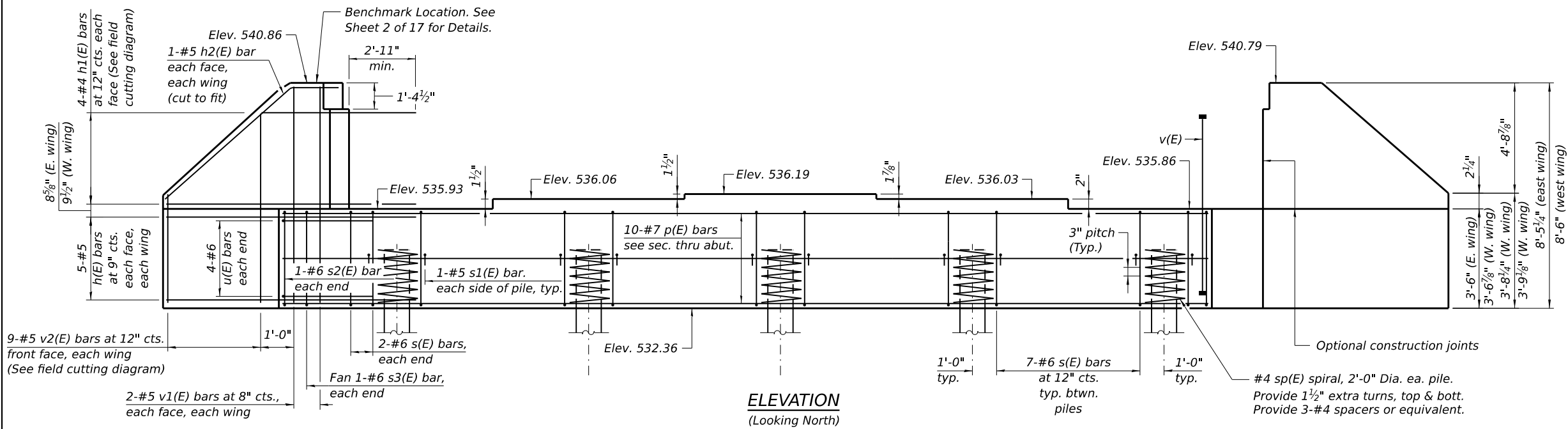
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS II
STRUCTURE NO. 055-3069

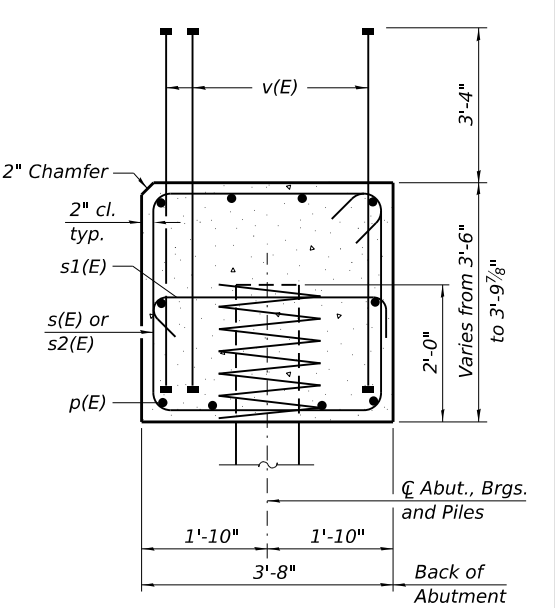
SCALE: SHEET 12 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	25
CONTRACT NO. 89844				
ILLINOIS		FED. AID PROJECT		

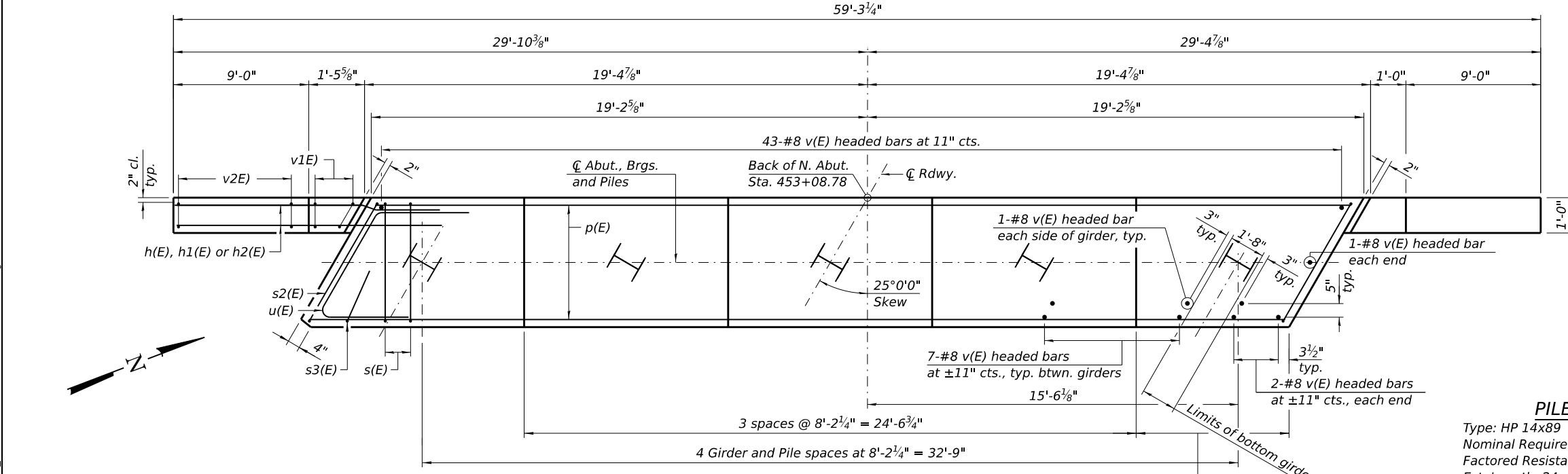
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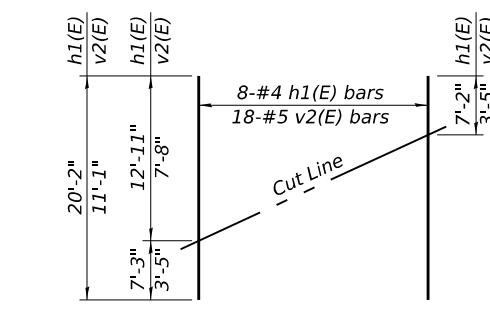
ELEVATION
(Looking North)



SEC. THRU ABUT.
Dimensions at right angles to abutment.

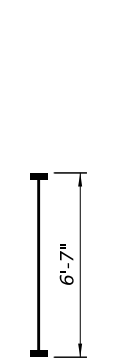


PLAN

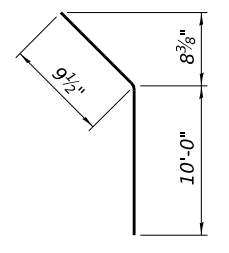


FIELD CUTTING DIAGRAM

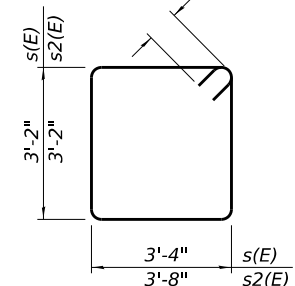
Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars on opposite face.



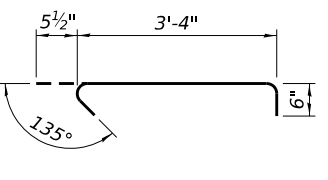
BAR v(E)



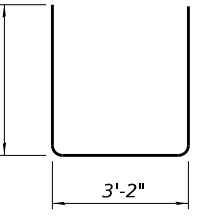
BAR h2(E)



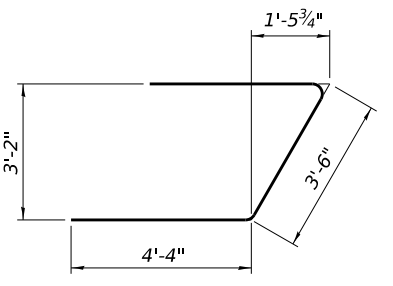
BAR s(E) & s2(E)



BAR s1(E)



BAR s3(E)



BAR u(E)

PILE DATA
Type: HP 14x89
Nominal Required Bearing: 693 kips
Factored Resistance Available: 381 kips
Est. Length: 24
No. Production Piles: 4
No. Test Piles: 1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	20	#5	13'-5"	—
h1(E)	8	#4	20'-2"	—
h2(E)	4	#5	10'-10"	—
p(E)	10	#7	38'-1"	—
s(E)	32	#6	14'-4"	—
s1(E)	10	#5	4'-4"	—
s2(E)	2	#6	15'-0"	—
s3(E)	2	#6	12'-2"	—
* sp(E)	5	#4	2'-0"	—
u(E)	8	#6	12'-2"	—
v(E)	87	#8	6'-7"	—
v1(E)	8	#5	8'-1"	—
v2(E)	18	#5	11'-1"	—
Structure Excavation		Cu. Yd.	142	
Concrete Structures		Cu. Yd.	24.3	
Reinforcement Bars, Epoxy Coated		Pound	4,210	
Furnishing Steel Piles HP14x89		Foot	96	
Driving Piles		Foot	96	
Test Pile Steel HP 14x89		Each	1	
Pile Shoes		Each	5	

* Length is height of spiral

Notes:
1. Pour steps monolithically with cap.
2. For details of piles see sheet 15 of 17.
3. Bar terminators, paid for separately. See Total Bill of Material.



USER NAME = ddavis	DESIGNED - VT	REVISED -
PLOT SCALE = N/A	DRAWN - VT	REVISED -
PLOT DATE = 8/15/2025 - 10:35:11 AM	CHECKED - DH/JTH	REVISED -
	DATE - 5/24/2024	REVISED -

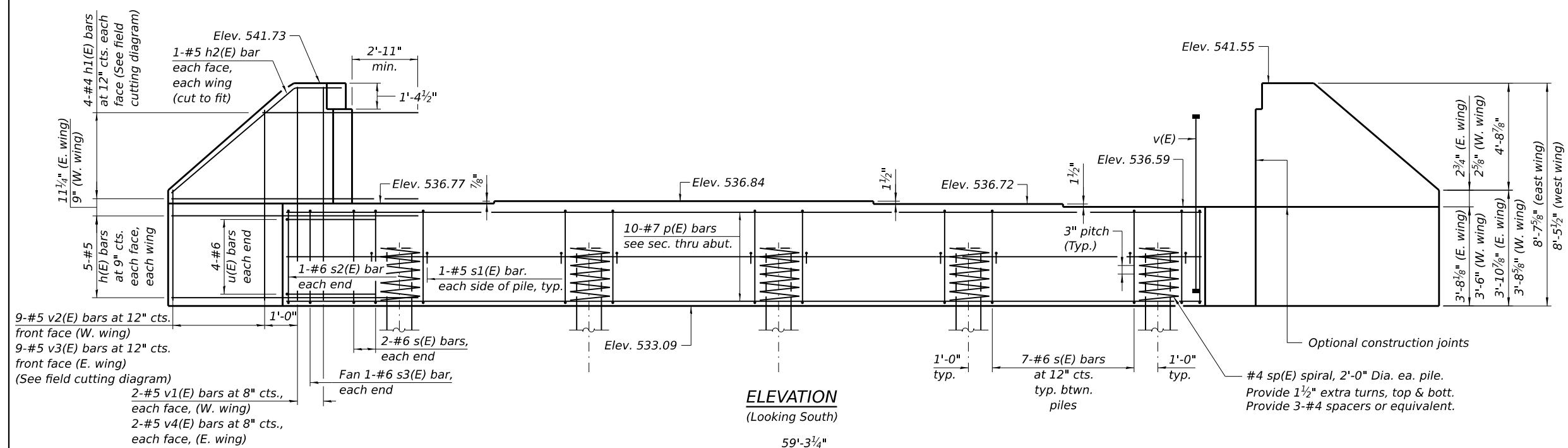
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
STRUCTURE NO. 055-3069

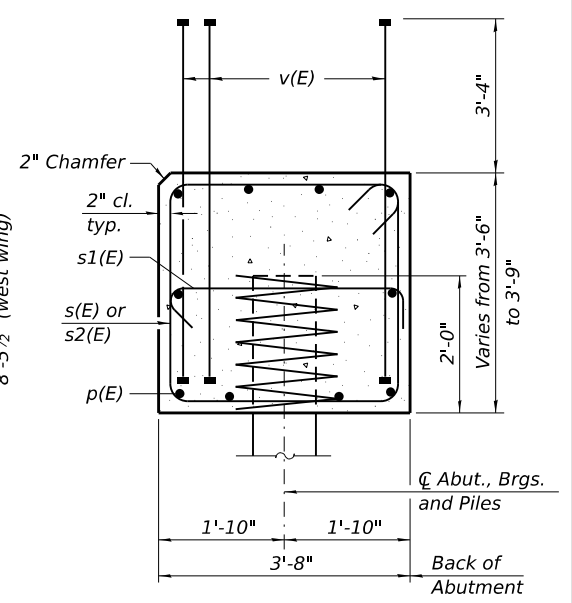
SCALE: SHEET 13 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	26
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	

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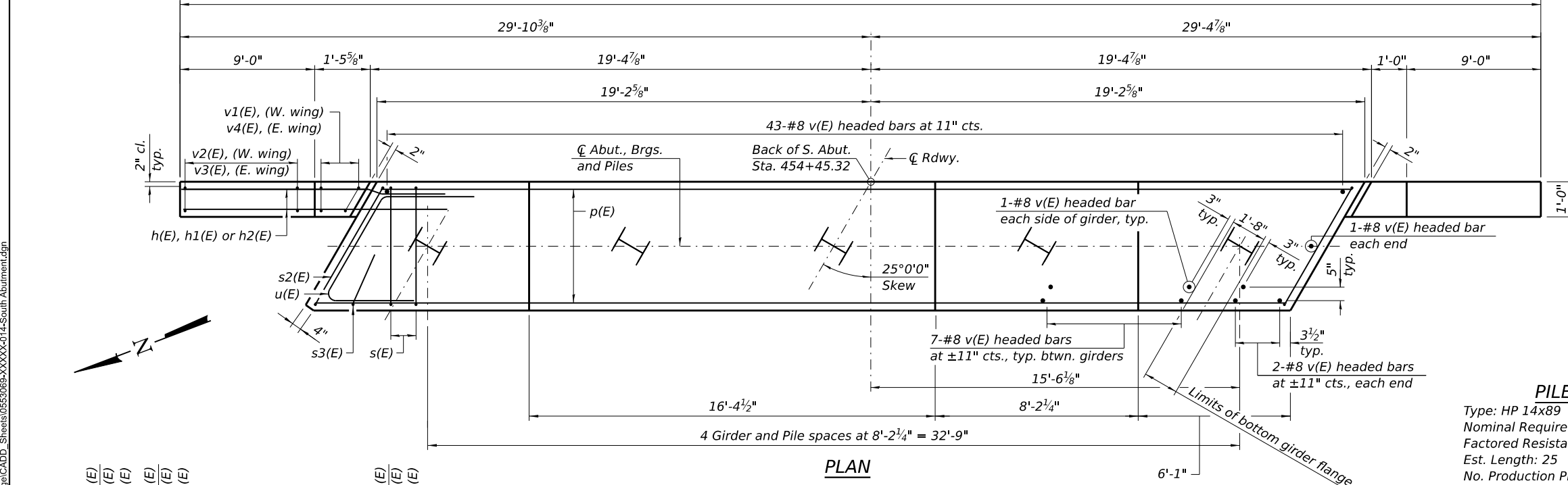


ELEVATION
(Looking South)

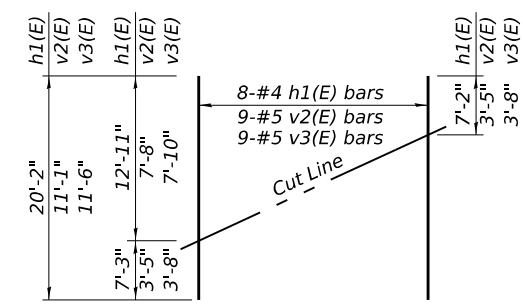


SEC. THRU ABUT.

Dimensions at right angles to abutment.

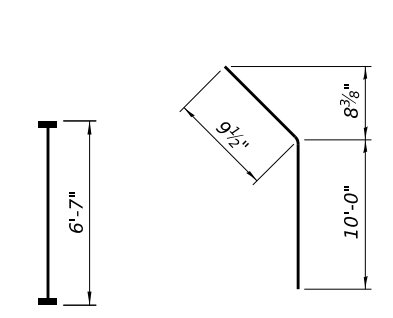


PLAN

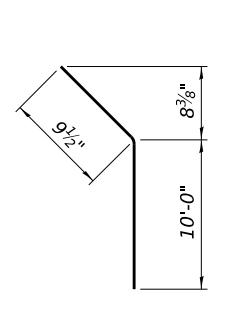


FIELD CUTTING DIAGRAM

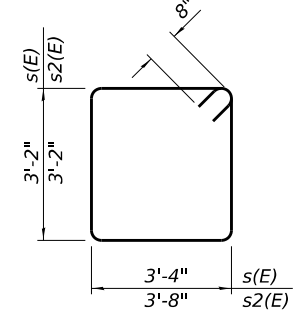
Order h1(E), v2(E), and v3(E) full length. Cut as shown and use remainder of bars on opposite face.



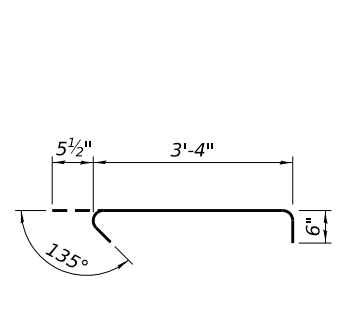
BAR v(E)



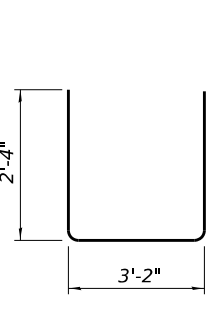
BAR h2(E)



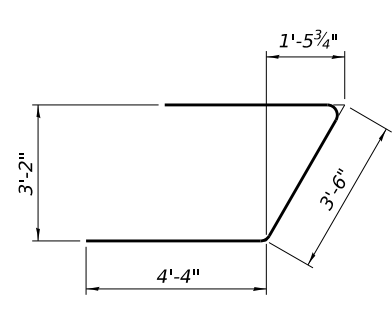
BAR s(E) & s2(E)



BAR s1(E)



BAR s3(E)



BAR u(E)

PILE DATA

Type: HP 14x89
Nominal Required Bearing: 659 kips
Factored Resistance Available: 362 kips
Est. Length: 25
No. Production Piles: 4
No. Test Piles: 1

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	20	#5	13'-5"	—
h1(E)	8	#4	20'-2"	—
h2(E)	4	#5	10'-10"	—
p(E)	10	#7	38'-1"	—
s(E)	32	#6	14'-4"	□
s1(E)	10	#5	4'-4"	□
s2(E)	2	#6	15'-0"	□
s3(E)	2	#6	12'-2"	□
* sp(E)	5	#4	2'-0"	W
u(E)	8	#6	12'-2"	—
v(E)	87	#8	6'-7"	—
v1(E)	4	#5	8'-1"	—
v2(E)	9	#5	11'-1"	—
v3(E)	9	#5	11'-6"	—
v4(E)	4	#5	8'-4"	—
Structure Excavation		Cu. Yd.	141	
Concrete Structures		Cu. Yd.	23.8	
Reinforcement Bars, Epoxy Coated		Pound	4,430	
Furnishing Steel Piles HP14x89		Foot	100	
Driving Piles		Foot	100	
Test Pile Steel HP 14x89		Each	1	
Pile Shoes		Each	5	

* Length is height of spiral

Notes:

1. Pour steps monolithically with cap.
2. For details of piles see sheet 15 of 17.
3. Bar terminators, paid for separately. See Total Bill of Material.



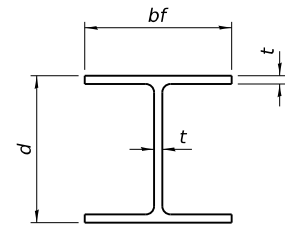
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	DATE - 5/24/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
STRUCTURE NO. 055-3069

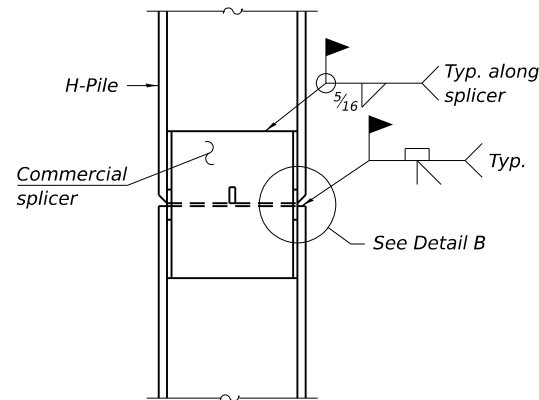
SCALE: SHEET 14 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	27
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	

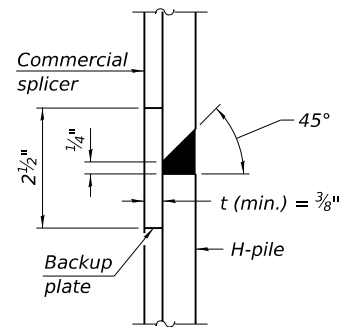


STEEL PILE TABLE

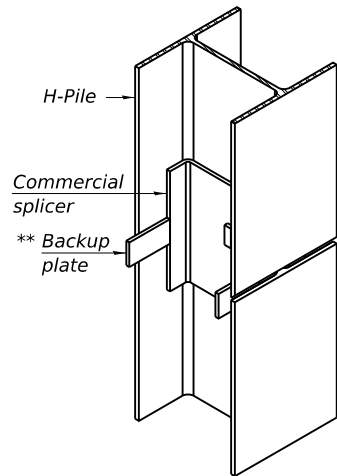
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17 ³ / ₄ "	17 ⁷ / ₈ "	7/8"	36"
x135	17 ¹ / ₂ "	17 ³ / ₄ "	3/4"	36"
HP 16x183	16 ¹ / ₂ "	16 ¹ / ₂ "	1 ¹ / ₈ "	36"
x162	16 ¹ / ₄ "	16 ³ / ₈ "	1"	36"
x141	16	16	7/8"	36"
x121	15 ³ / ₄ "	15 ⁷ / ₈ "	3/4"	36"
HP 14x117	14 ¹ / ₄ "	14 ⁷ / ₈ "	13/16"	30"
x102	14"	14 ³ / ₄ "	11/16"	30"
x89	13 ⁷ / ₈ "	14 ³ / ₄ "	5/8"	30"
x73	13 ⁵ / ₈ "	14 ⁵ / ₈ "	1/2"	30"
HP 12x84	12 ¹ / ₄ "	12 ¹ / ₄ "	11/16"	24"
x74	12 ¹ / ₈ "	12 ¹ / ₄ "	5/8"	24"
x63	12"	12 ³ / ₈ "	1/2"	24"
x53	11 ³ / ₄ "	12"	7/16"	24"
HP 10x57	10"	10 ³ / ₄ "	9/16"	24"
x42	9 ³ / ₄ "	10 ³ / ₈ "	7/16"	24"
HP 8x36	8"	8 ⁷ / ₈ "	7/16"	18"



ELEVATION

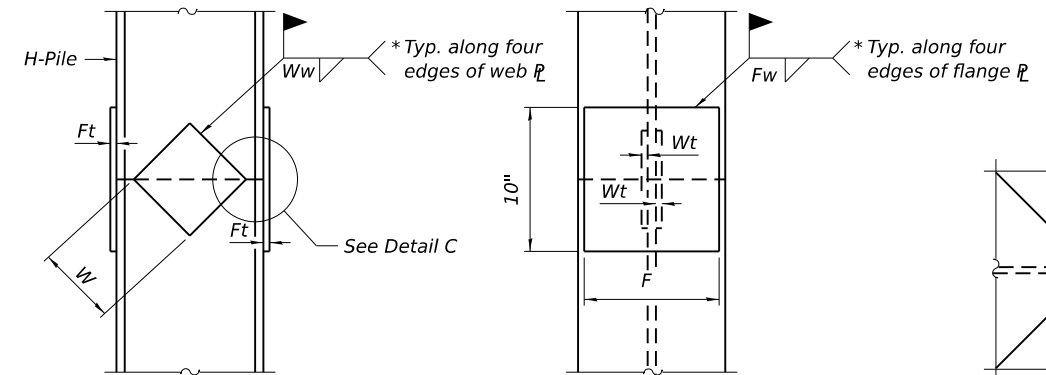


DETAIL B



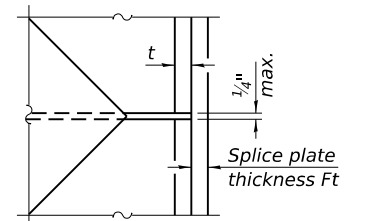
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION

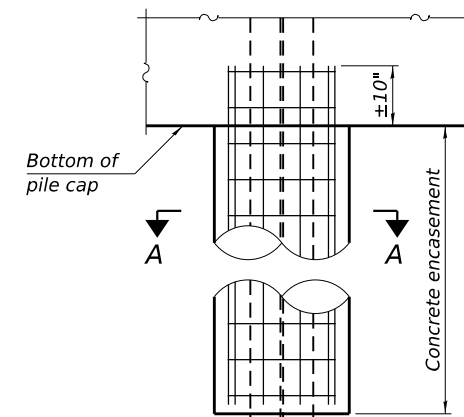
END VIEW



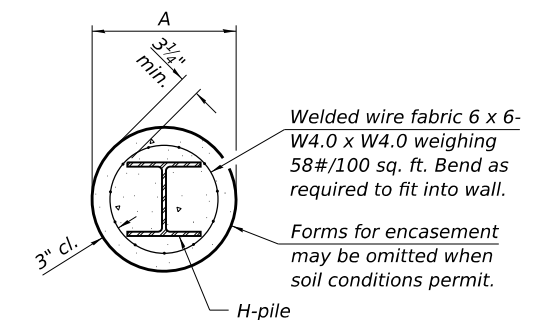
DETAIL C

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15 ¹ / ₂ "	1 ¹ / ₂ "	1"	9 ¹ / ₂ "	7/8"	3/4"
x157	15 ¹ / ₄ "	1 ¹ / ₄ "	1"	9 ¹ / ₂ "	7/8"	3/4"
x135	15 ¹ / ₄ "	1 ¹ / ₄ "	1"	9 ¹ / ₂ "	7/8"	3/4"
HP 16x183	13 ³ / ₄ "	1 ¹ / ₂ "	1"	8 ¹ / ₄ "	7/8"	3/4"
x162	13 ¹ / ₂ "	1 ¹ / ₂ "	1"	8 ¹ / ₄ "	3/4"	5/8"
x141	13 ¹ / ₂ "	1 ¹ / ₄ "	7/8"	8 ¹ / ₄ "	3/4"	5/8"
x121	13 ¹ / ₂ "	1 ¹ / ₄ "	7/8"	8 ¹ / ₄ "	3/4"	5/8"
HP 14x117	12 ¹ / ₂ "	1 ¹ / ₄ "	7/8"	7 ³ / ₄ "	5/8"	1/2"
x102	12 ¹ / ₂ "	1"	3/4"	7 ³ / ₄ "	5/8"	1/2"
x89	12 ¹ / ₂ "	7/8"	11/16"	7 ³ / ₄ "	5/8"	1/2"
x73	12 ¹ / ₂ "	3/4"	9/16"	7 ³ / ₄ "	5/8"	1/2"
HP 12x84	10"	1"	11/16"	6 ¹ / ₂ "	5/8"	1/2"
x74	10"	7/8"	11/16"	6 ¹ / ₂ "	5/8"	1/2"
x63	10"	3/4"	1/2"	6 ¹ / ₂ "	1/2"	3/8"
x53	10"	3/4"	1/2"	6 ¹ / ₂ "	1/2"	3/8"
HP 10x57	8"	7/8"	9/16"	5 ¹ / ₄ "	1/2"	3/8"
x42	8"	3/4"	9/16"	5 ¹ / ₄ "	1/2"	3/8"
HP 8x36	6 ³ / ₄ "	5/8"	7/16"	4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE

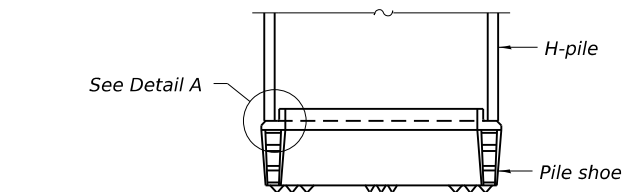


ELEVATION

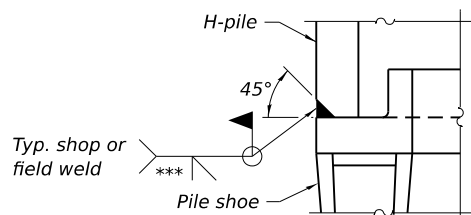


SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASUREMENT (when specified)



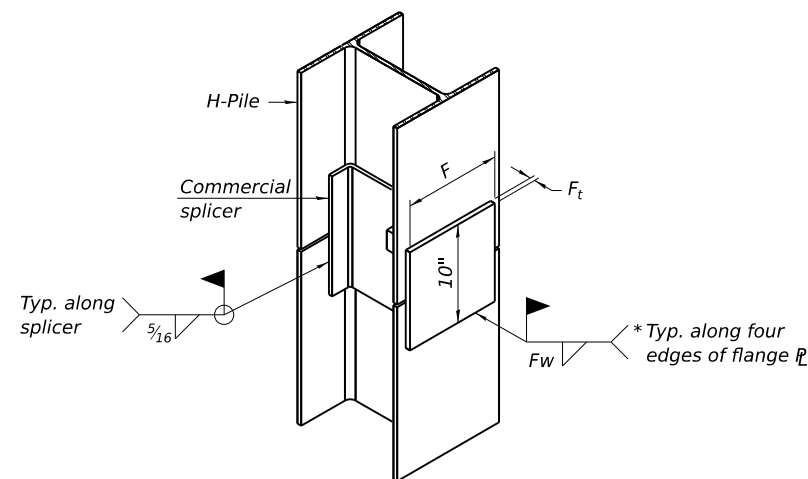
ELEVATION



DETAIL A

SHOE ATTACHMENT

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



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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

F-HP

10-27-2023



USER NAME = ddavis	DESIGNED - VT	REVISED -
PLOT SCALE = N/A	DRAWN - DD	REVISED -
PLOT DATE = 8/15/2025 - 10:35:15 AM	CHECKED - JTH/MAC	REVISED -
	DATE - 5/24/2024	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

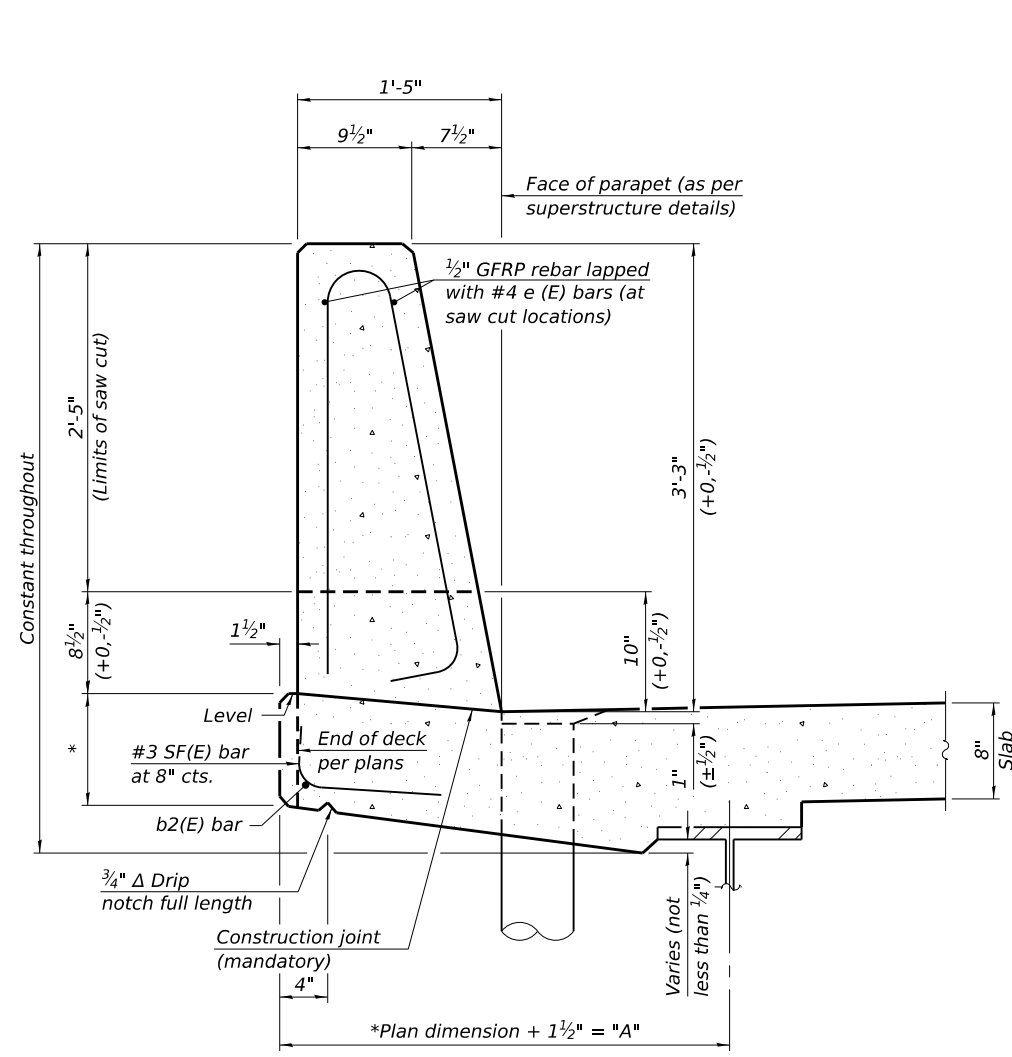
PILE DETAILS STRUCTURE NO. 055-3069

SCALE: SHEET 15 OF 17 SHEETS STA. TO STA.

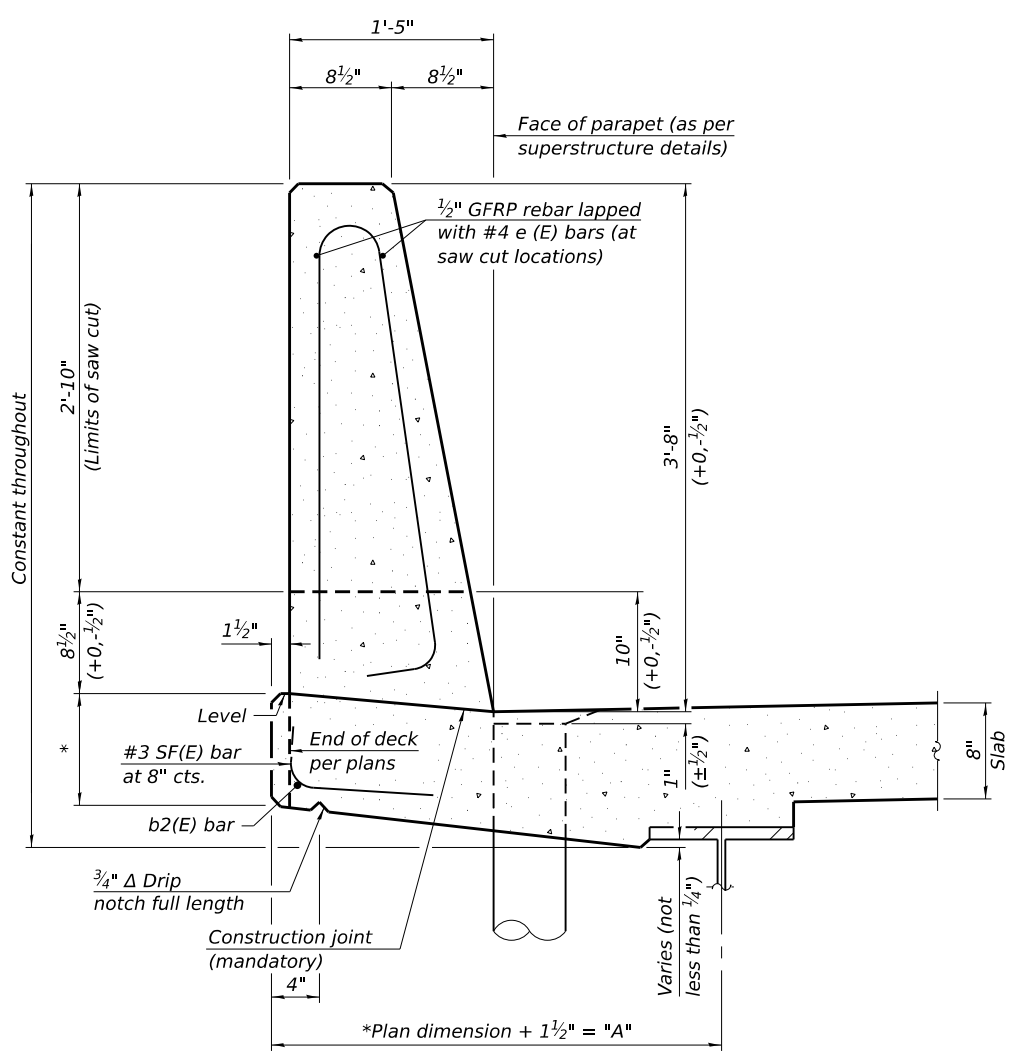
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	28
CONTRACT NO. 89844				
ILLINOIS FED. AID PROJECT				

FILE NAME: L:\Medonough\COIL\21001479-00_ChibCampCreek\147900\CADD_Data\Bridg\CAADD_Sheets\0553069-XXXX-015-HP_Pile_Details.dgn

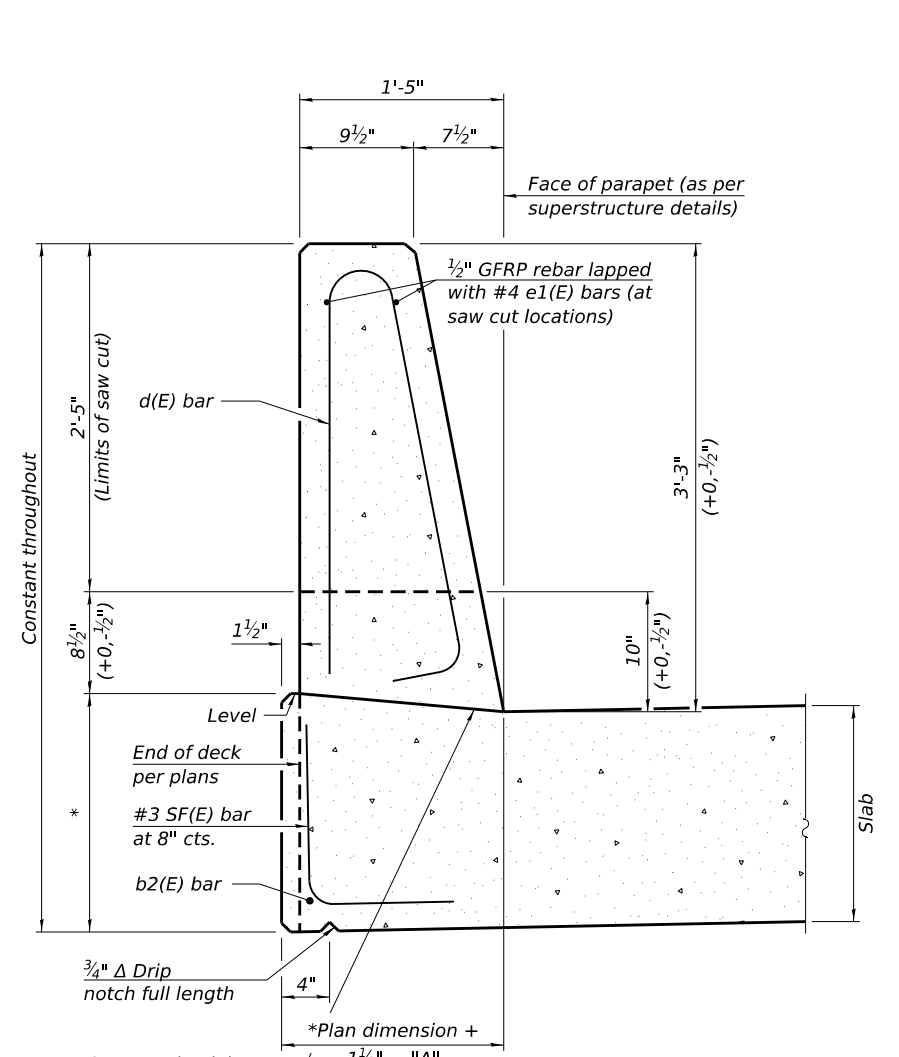
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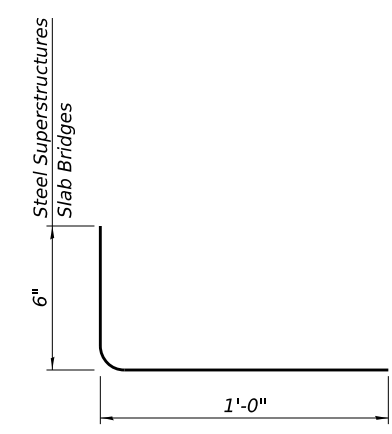
39" CONSTANT-SLOPE PARAPET SECTION
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



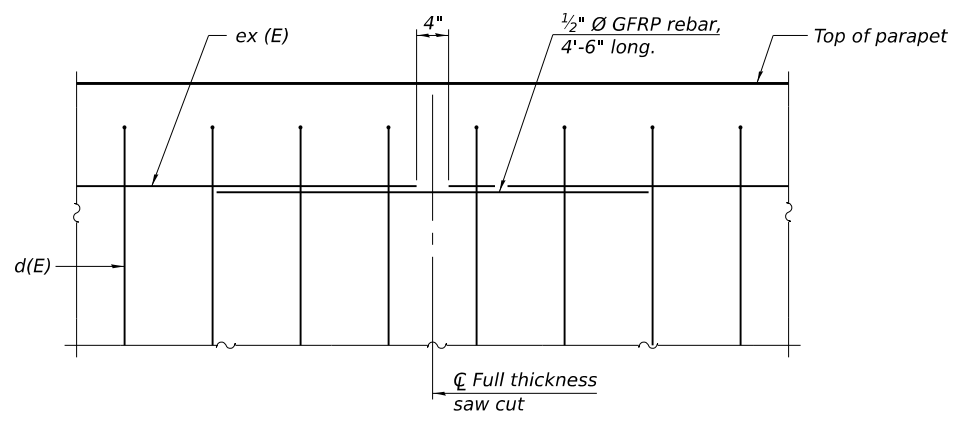
44" CONSTANT-SLOPE PARAPET SECTION
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)
 *See Superstructure Details.



39" CONSTANT-SLOPE PARAPET SECTION
 (Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



SF(E) BAR



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

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" (39" and 44" parapets):
 Steel Superstructures: 0.00348 cu. yds./ft.
 Slab Bridge Superstructures: cu. yds./ft.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Steel and slab superstructures shown. Other superstructure types similar.

SFP 39-44

10/27/2023



USER NAME = ddavis	DESIGNED - VT	REVISED -
PLOT SCALE = N/A	DRAWN - DD	REVISED -
PLOT DATE = 8/15/2025 - 10:35:16 AM	CHECKED - JTH/MAC	REVISED -
	DATE - 5/24/2024	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
 STRUCTURE NO. 055-3069**

SCALE: SHEET 16 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	29
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	

ILLINOIS DEPARTMENT OF TRANSPORTATION
Midwest Engineering and Testing
STRUCTURE BORING LOG

Page 1 of 1
Date 3/8/22

ROUTE Berlin Rd. (CH 8) DESCRIPTION Berlin Road Bridge Replacement
SECT. 21-00112-00-BR STRUCT. NO. 055-3001 DRILLED BY D. Crump
COUNTY McDonough LOCATION Bethel Township S. 20, TWP. 4N, RNG. 3W

Boring No.	Station	Offset	Surface Elev.	D E P T H	B L O W S	Qu tsf	W %	Surface Water Elev.	Groundwater Elev.:	when drilling	at Completion	after	Hrs.	D E P T H	B L O W S	Qu tsf	W %
B-1 N. Abutment	453+20	5.00ft LT	539.60														
Bituminous Pavement			539.50														
Aggregate Base			538.60														
Stiff to medium stiff brown SILTY CLAY LOAM					3	P	14								50/4"		8
					3	1.25											
					2												
					1	B	17								50/3"		14
					3	0.86											
					4												
					-5												
			533.60														
Soft brown SILTY CLAY LOAM					2	B	17										
					2	0.33											
					3												
			531.60														
Stiff brown SILTY CLAY LOAM					1	B	17										
					3	0.98											
					4												
					-10												
			528.60														
Medium dense brown medium to coarse SAND and small GRAVEL					4		11										
					13												
					10												
			526.60														
Very loose dark gray SILTY LOAM					2		31										
					3												
					1												
					-15												
								499.60									
			523.60														
Medium dense gray SILTY LOAM					1		16										
					5												
					5												
			521.60														
Medium dense brown-gray SILTY LOAM					3		15										
					5												
					10												
					-20												
			518.60														
Weathered gray SHALE					14		17										
					26												
					37												
					12		9										
					25												
					38												
			514.60		-25												

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Midwest Engineering and Testing
STRUCTURE BORING LOG

Page 1 of 1
Date 3/9/22

ROUTE Berlin Rd. (CH 8) DESCRIPTION Berlin Road Bridge Replacement
SECT. 21-00112-00-BR STRUCT. NO. 055-3001 DRILLED BY D. Crump
COUNTY McDonough LOCATION Bethel Township S. 20, TWP. 4N, RNG. 3W

Boring No.	Station	Offset	Surface Elev.	D E P T H	B L O W S	Qu tsf	W %	Surface Water Elev.	Groundwater Elev.:	when drilling	at Completion	after	Hrs.	D E P T H	B L O W S	Qu tsf	W %
B-3 S. Abutment	454+45	5.00ft RT	539.80														
Bituminous Pavement			539.70														
Aggregate Base			538.80														
Stiff brown-gray SILTY CLAY LOAM					17	B	13								50/2"		11
					7	1.20											
					5												
					2	P	15								50/3"		4
					3	1.25											
					3												
					-5												
			533.80														
Stiff to medium stiff brown SILTY CLAY LOAM					2	P	18										
					3	1.25											
					3												
			528.80														
Stiff brown SILTY CLAY LOAM					2	P	15										
					2	1.25											
					3												
					1	P	23										
					2	1.5											
					3												
					-15												
								499.80									
			523.80														
Medium dense dark brown medium to coarse SAND and small GRAVEL					3		13										
					6												
					8												
			521.80														
Medium dense gray SILTY LOAM					2		13										
					4												
					6												
					-20												
			516.80														
Weathered gray SHALE					4		14										
					7												
					14												
					3		11										
					15												
					36												
			514.80		-25												

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

FILE NAME: L:\McDonough\COLL\21001479-00_CH8CampCreek\147900\CADD Data\Bridg\CA\DD_Sheets\0553069-XXXX-017-Soil Boring.dgn



USER NAME	ddavis	DESIGNED	VT	REVISED	-
		DRAWN	DD	REVISED	-
PLOT SCALE	N/A	CHECKED	JTH/MAC	REVISED	-
PLOT DATE	8/15/2025 - 10:35:17 AM	DATE	5/24/2024	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS	
STRUCTURE NO. 055-3069	
SCALE:	SHEET 17 OF 17 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	30
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	

EROSION CONTROL GENERAL NOTES:

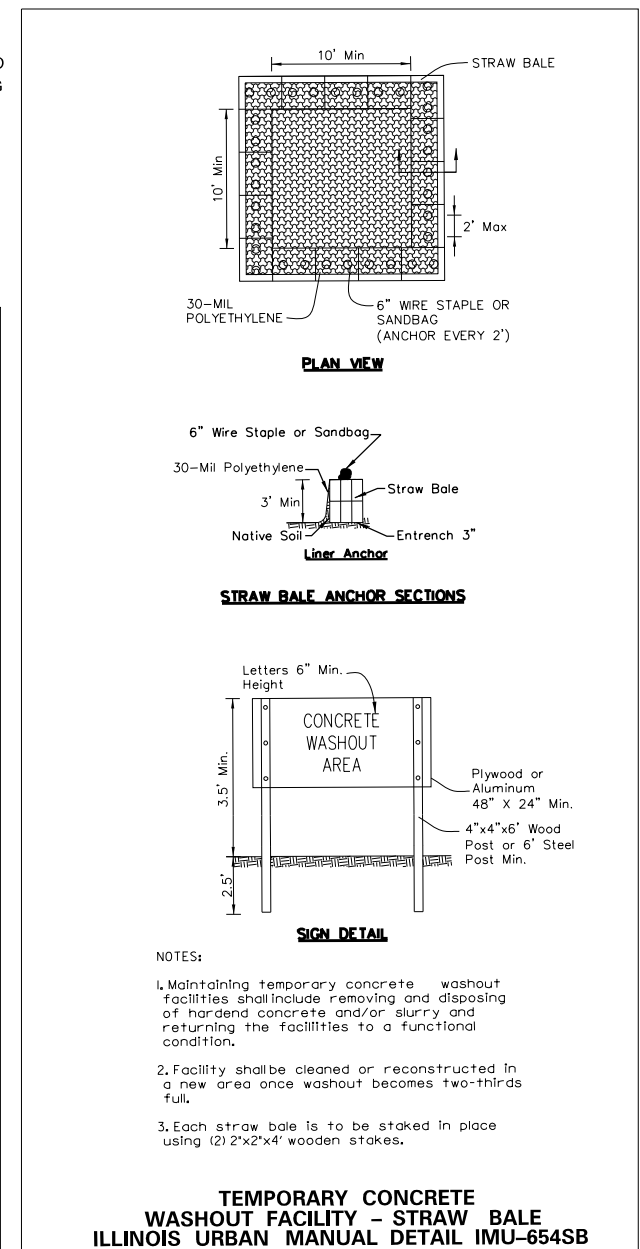
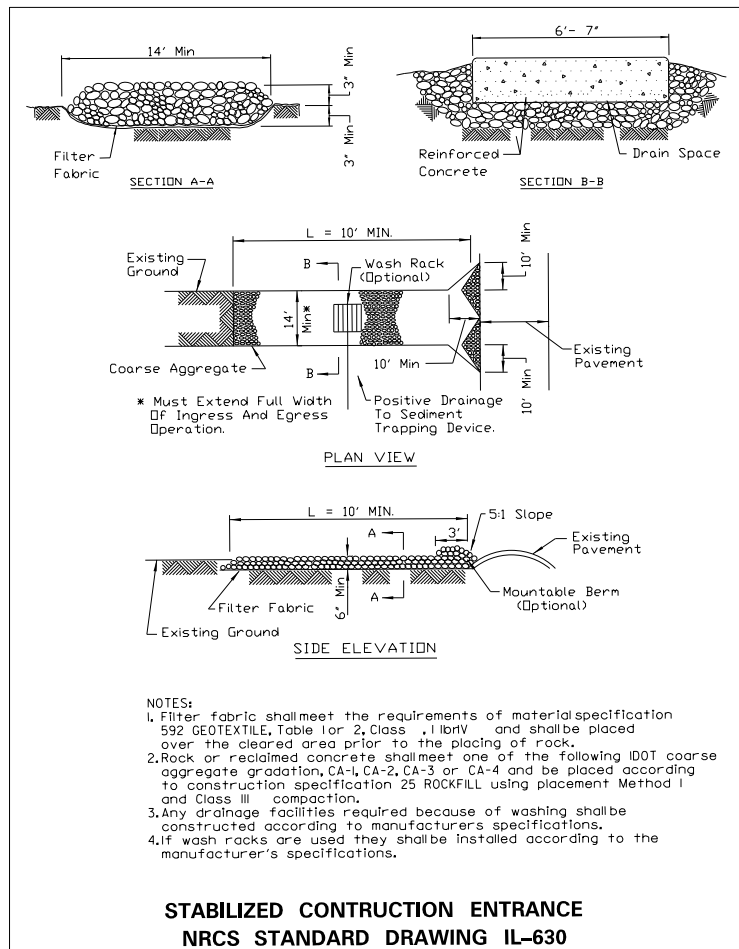
1. THE CONTRACTOR SHALL INSTALL ALL APPLICABLE EROSION CONTROL MEASURES PRIOR TO ANY SITE DISTURBANCE.
2. THE CONTRACTOR SHALL ADHERE TO ALL TERMS AND CONDITIONS AS SHOWN ON THIS EROSION CONTROL PLAN. MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
3. ALL UNSURFACED (OR PERMANENT NON-AGGREGATE) AREAS DISTURBED BY CONSTRUCTION OPERATIONS SHALL RECEIVE A MINIMUM 4" OF TOPSOIL AND SEEDED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. ALL TURF AREAS SHALL BE CHECKED REGULARLY TO MAINTAIN A HEALTHY STAND OF GRASS. AREAS SHALL BE RESEEDING AS REQUIRED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT WHICH MAY COLLECT IN THE STORM SEWER OR CULVERT SYSTEM.
5. SEDIMENT SHALL BE REMOVED FROM STRAW WATTLES, DITCH CHECKS OR SILT FENCE WHEN IT REACHES ONE-HALF THE HEIGHT OF THE BARRIER IN PLACE.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION AND SEDIMENTATION CONTROL MEASURES AS NECESSARY TO BE MAINTAINED IN FULLY FUNCTIONAL CONDITION THROUGHOUT THE ENTIRE PROJECT.
7. CONTRACTOR TO REMOVE ALL CONSTRUCTION DEBRIS, MUD, TEMPORARY FENCING, ETC. UPON COMPLETION OF CONSTRUCTION.
8. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
9. CONTRACTOR SHALL ESTABLISH POINTS OF INGRESS AND EGRESS FROM EXISTING ROADWAYS. THE WORK SHALL BE IN ACCORDANCE WITH THE DETAIL ENTITLED STABILIZED CONSTRUCTION ENTRANCE.
10. ALL PERMANENT AND/OR TEMPORARY CHANNEL RELOCATION OR MODIFICATION SHALL BE CONSTRUCTED UNDER DRY CONDITIONS AND STABILIZED PRIOR TO DIVERSION OF FLOW THROUGH THE NEW CHANNEL.
11. ANY DEVIATION OF THE TEMPORARY EROSION CONTROL PLAN OR SCHEDULE BY THE CONTRACTOR SHALL BE AT THE DISCRETION OF THE ENGINEER.
12. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
13. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN UP FUEL OR CHEMICAL SPILLS AND LEAKS.
14. SEEDING SHALL BE PLACED PER THE CLASSES BY LOCATION SHOWN ON THE SWPPP PLAN SHEET. CLASS 2A SEEDING SHALL BE PLACED ON SLOPES 1V:3H OR FLATTER. CLASS 3 SEEDING SHALL BE PLACED ON SLOPES STEEPER THAN 1V:3H.
15. IF SOIL STOCKPILING IS UTILIZED, SILT FENCES SHALL BE USED TO HELP CONTAIN THE SEDIMENT AND AVOID EROSION.

BEST MANAGEMENT PRACTICES SEQUENCE:

- THE CONTRACTOR SHALL ADHERE TO THE FOLLOWING SEQUENCE OF EVENTS DURING CONSTRUCTION AND SHALL NOTIFY THE OWNER'S REPRESENTATIVE IMMEDIATELY OF ANY CHANGES MADE TO THE PHASING:
1. INSTALL STABILIZED CONSTRUCTION ENTRANCE AND PERIMETER EROSION CONTROL AT EDGE OF LIMITS OF DISTURBANCE.
 2. TEMPORARY SEDIMENT BASIN AT CREEK OUTFALL PER DETAIL ON THIS SHEET.
 3. BEGIN ROUGH GRADING OF SITE. TEMPORARILY STABILIZE ALL DISTURBED AREAS THAT WILL BE INACTIVE FOR 14 OR MORE CALENDAR DAYS WITH TEMP. EROSION CONTROL SEEDING AND MULCH, METHOD 3A. THE LAST PASS ON ANY ROUGH GRADED SLOPE SHALL BE UP AND DOWN THE SLOPE, SO THAT DOZER TRACKS ARE LEFT PERPENDICULAR OR ACROSS THE SLOPE, NOT IN LINE WITH IT.
 4. INSTALL DITCH CHECKS AS ROUGH GRADING PROGRESSES AND MAINTAIN AS NEEDED.
 5. MAINTAIN PERIMETER EROSION CONTROL (SILT FENCE, STRAW WATTLES) TO BE FREE OF ACCUMULATED SEDIMENT. REPAIR AS NEEDED AND REPLACE WHEN DAMAGED.
 6. PROVIDE INLET AND PIPE PROTECTION APPROPRIATE FOR INLET TYPE AND STAGE OF CONSTRUCTION. MAINTAIN INLETS AND CULVERTS TO BE FREE OF ACCUMULATED SEDIMENT DURING CONSTRUCTION. REPAIR/REPLACE AS NEEDED.
 7. PROVIDE CONCRETE WASHOUT FACILITIES IN ACCORDANCE WITH ILLINOIS URBAN MANUAL FOR ALL CEMENTITIOUS MATERIALS INCLUDING PORTLAND CEMENT CONCRETE, MORTAR, STUCCO, PAINT AND/OR GROUT. WASH WATERS CANNOT BE DISCHARGED EITHER INTO THE GROUND OR SEWERS. CLEAN CONCRETE WASH OUT FACILITIES TO MAINTAIN CAPACITIES. WASHOUT BASINS SHALL BE INCIDENTAL TO ANY CONCRETE PAY ITEMS.
 8. PAVE SITE AND APPURTENANCES. COMPLETE FINAL STABILIZATION OF SITE.
 9. PERFORM FINAL GRADING, LANDSCAPING AND SEEDING AS SHOWN. MAINTAIN BMP'S IN PLACE UNTIL ALL VEGETATED AREAS HAVE ACHIEVED FINAL STABILIZATION REQUIREMENTS (UNIFORM 70% COVERAGE).
 10. WHEN FINAL STABILIZATION IS ACHIEVED AS DETERMINED BY OWNER'S REPRESENTATIVE, REMOVE ALL TEMPORARY BMP'S AND FILE NOTICE OF TERMINATION WITH IEPA ON OWNER'S BEHALF.

EROSION CONTROL MAINTENANCE:

- ALL MEASURES STATED ON THIS EROSION CONTROL PLAN SHALL BE MAINTAINED IN A FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED CONTRACTOR REPRESENTATIVE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE ENDING OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:
1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
 2. ALL TURF AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RE-SEEDED AS NEEDED.
 3. PERIMETER EROSION CONTROL SYSTEMS SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED WHEN IT REACHES ONE-HALF THE HEIGHT OF THE CONTROL DEVICE.
 4. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO ADJACENT PAVEMENTS. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.



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	DRAWN - KH	REVISED -
	CHECKED - CJW	REVISED -
PLOT DATE = 8/15/2025	DATE - AUG 2024	REVISED -

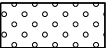

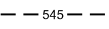
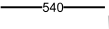



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

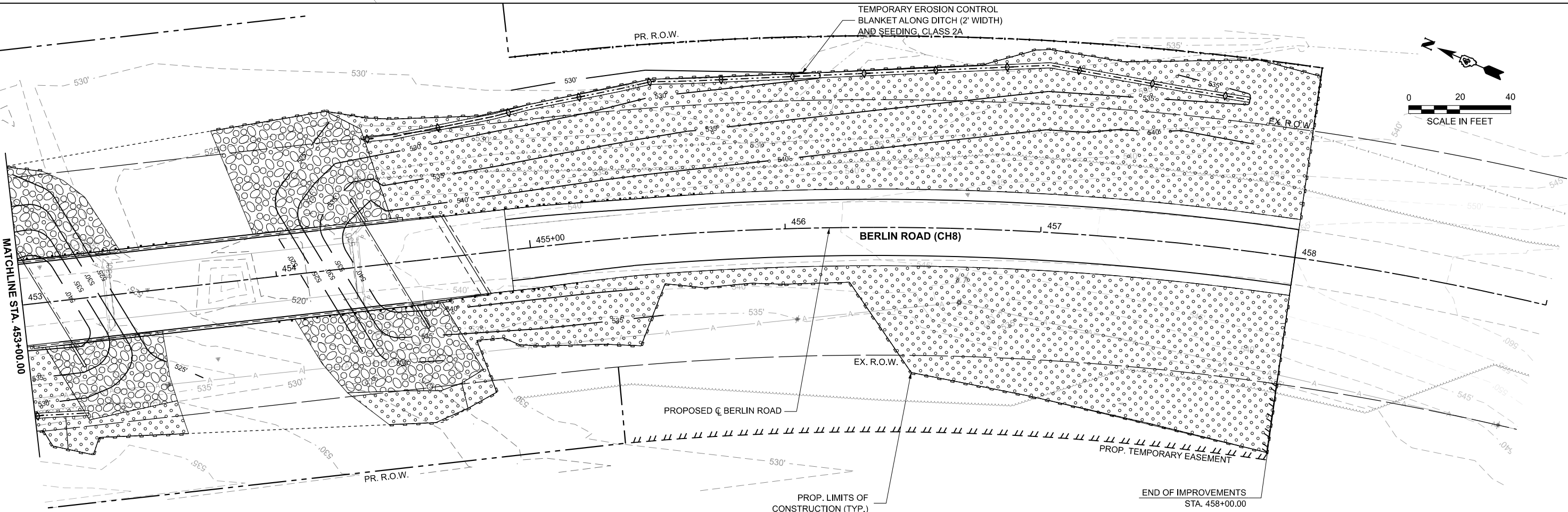
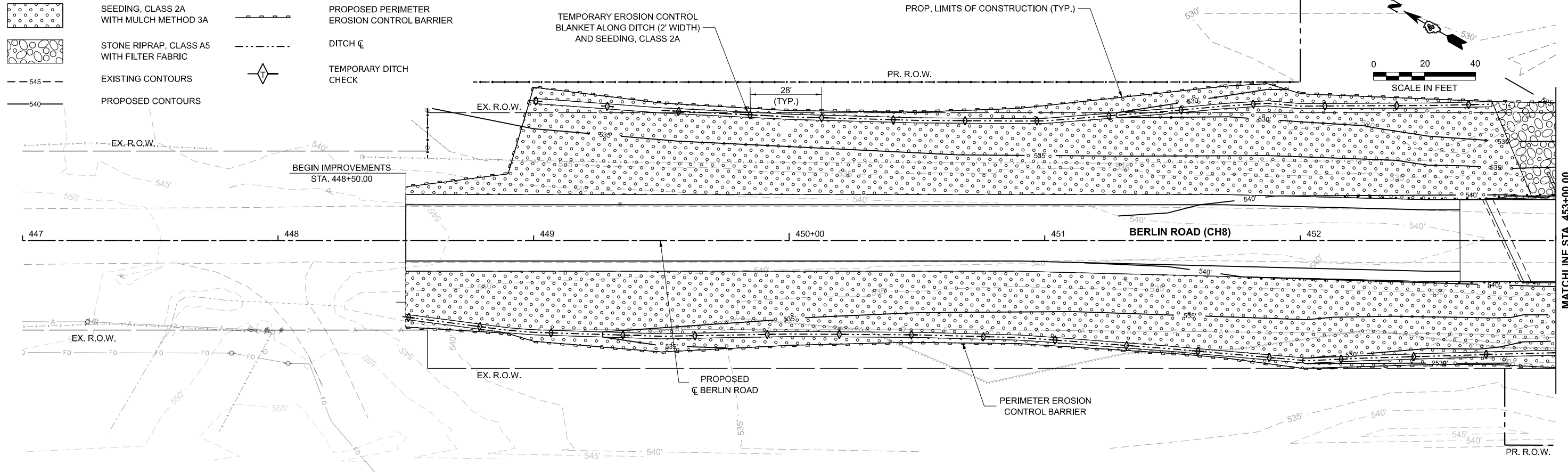
**STORM WATER POLLUTION PREVENTION PLAN
BERLIN ROAD BRIDGE REPLACEMENT**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	31
CONTRACT NO. 89844				
ILLINOIS		FED. AID PROJECT		

LEGEND

-  SEEDING, CLASS 2A WITH MULCH METHOD 3A
-  STONE RIPRAP, CLASS A5 WITH FILTER FABRIC
-  EXISTING CONTOURS
-  PROPOSED CONTOURS
-  PROPOSED PERIMETER EROSION CONTROL BARRIER
-  DITCH C
-  TEMPORARY DITCH CHECK



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USER NAME = ddavis	DESIGNED - KH	REVISED -
	DRAWN - KH	REVISED -
	CHECKED - CJW	REVISED -
PLOT DATE = 8/7/2025	DATE - AUG 2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION PREVENTION PLAN
BERLIN ROAD BRIDGE REPLACEMENT**

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 447+00.00 TO STA. 459+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	32

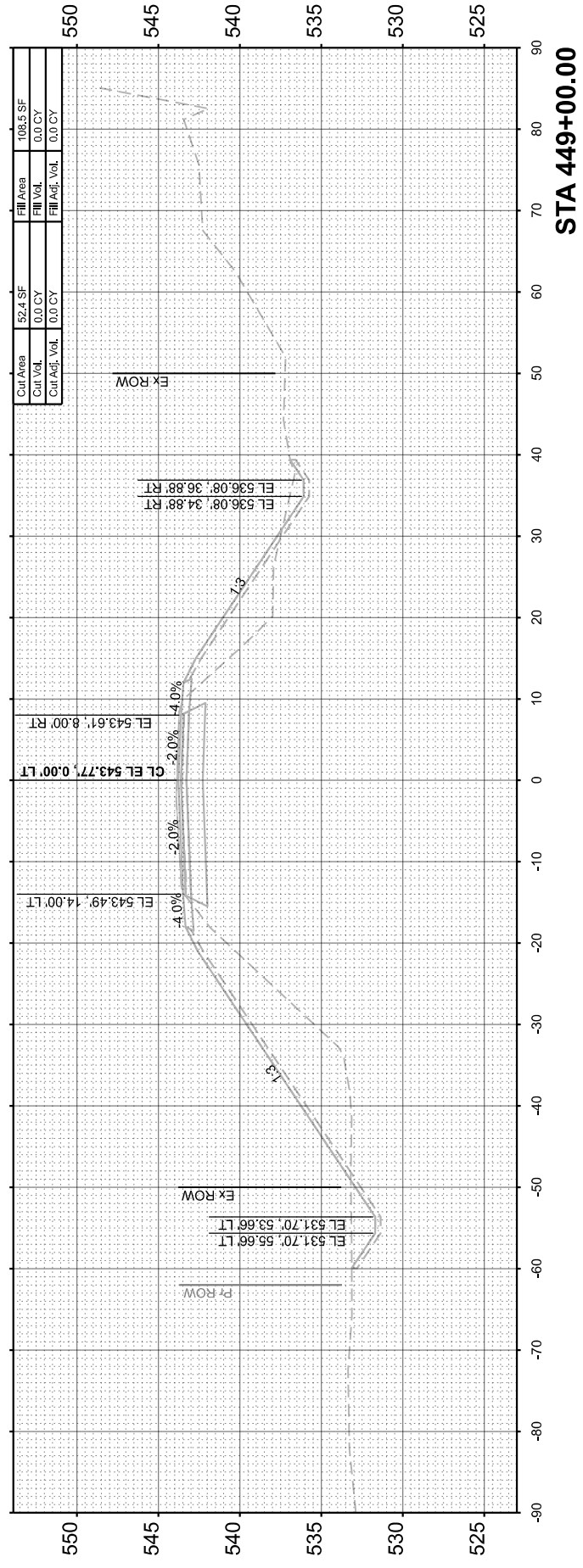
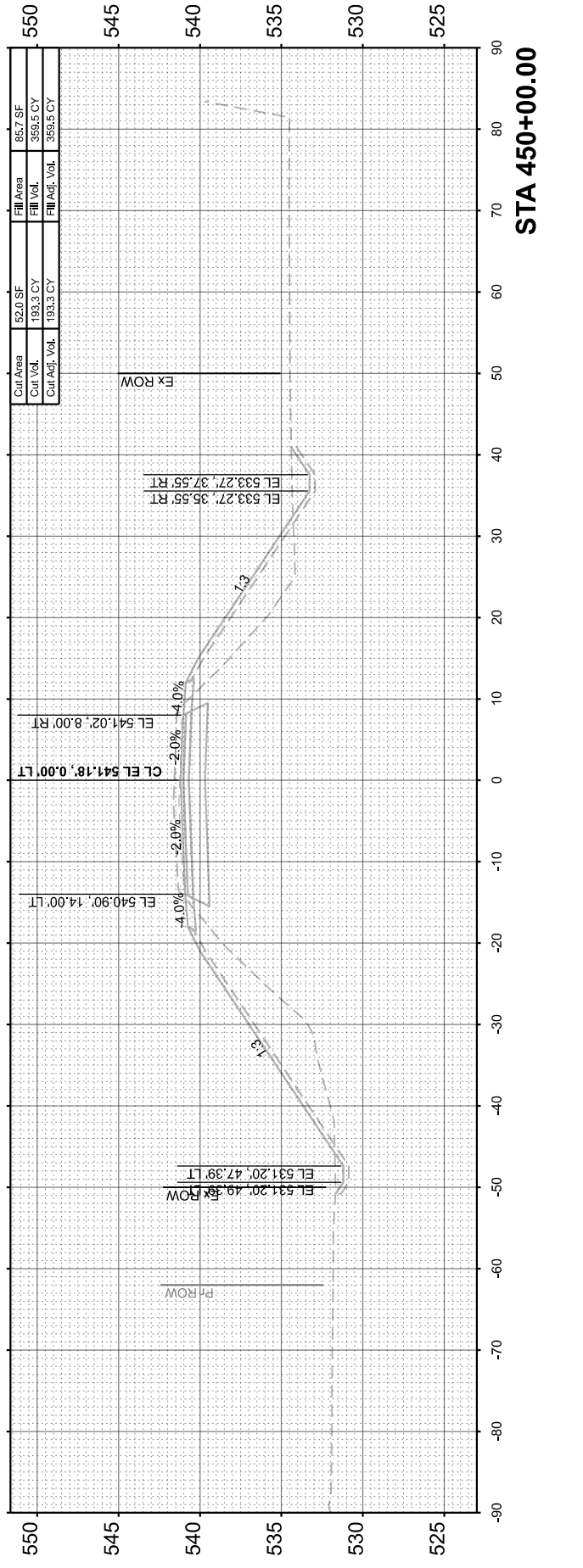
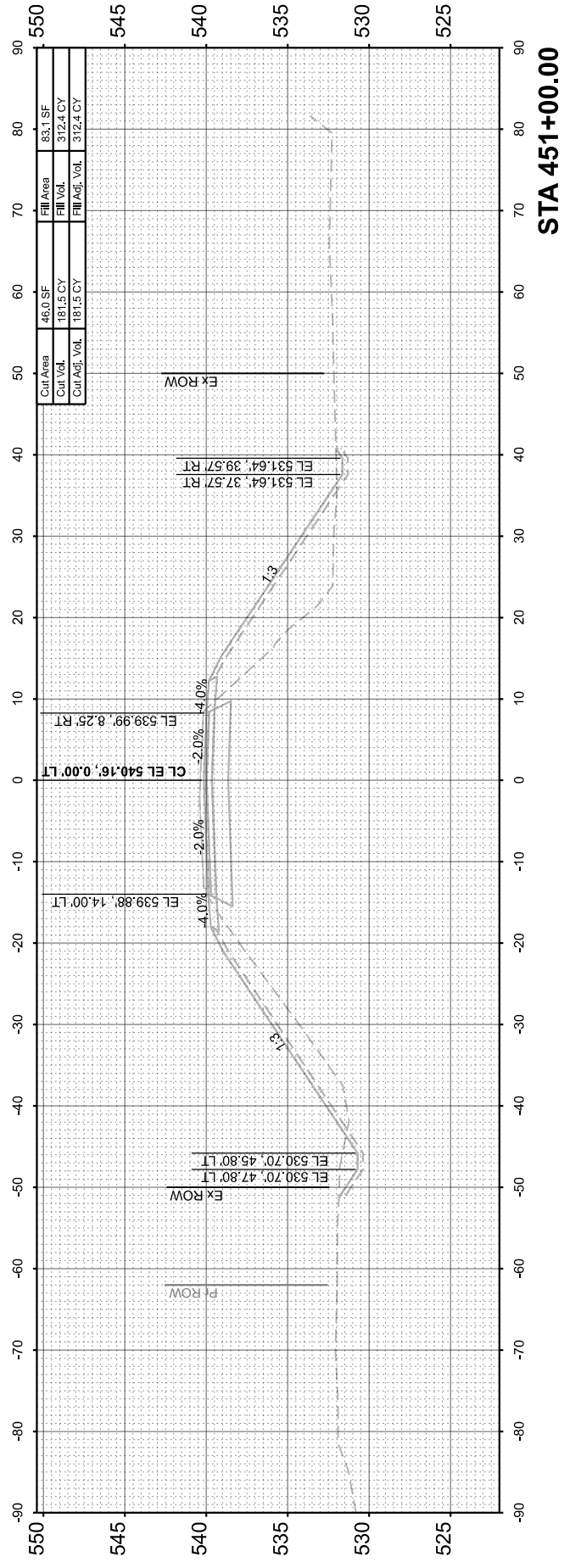
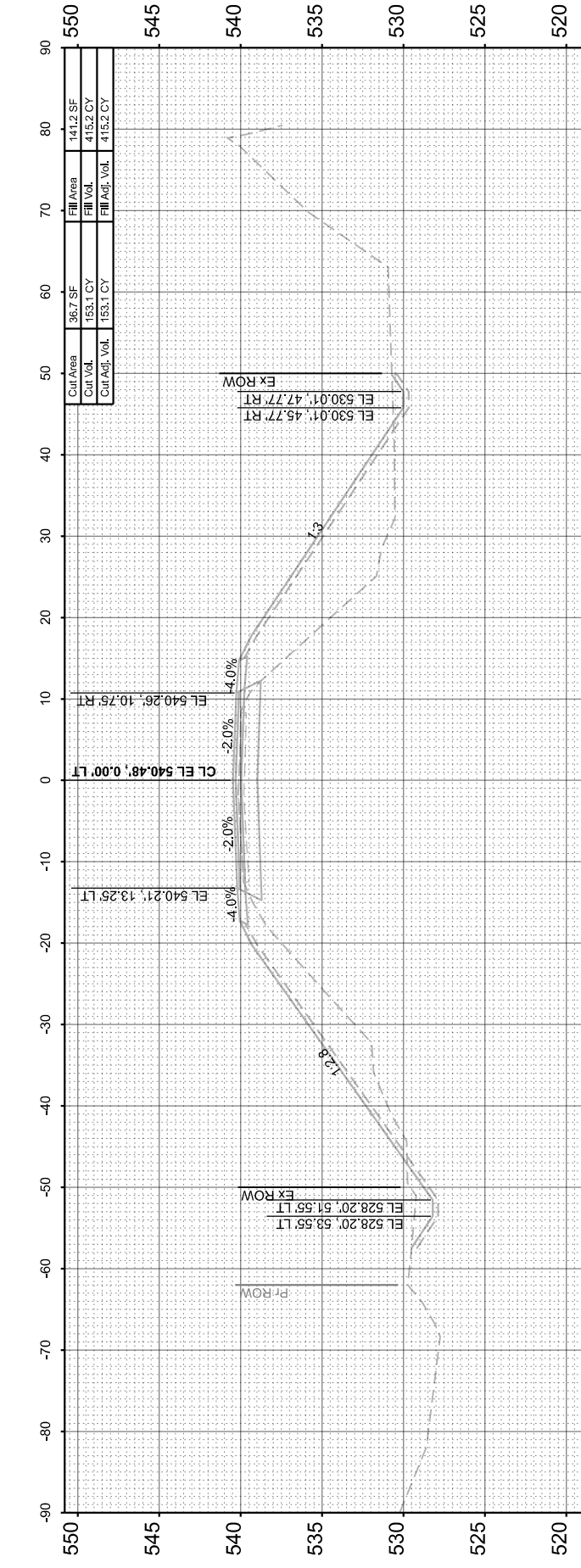
ILLINOIS FED. AID PROJECT

MATCHLINE STA. 453+00.00

FINL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

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DRAWN	- IHS
CHECKED	- CJW
DATE	- AUG 2024
PLOT DATE	= 8/7/2025

DESIGNED	- IHS
DRAWN	- IHS
CHECKED	- CJW
DATE	- AUG 2024
REVIS	-
REVIS	-
REVIS	-
REVIS	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
BERLIN ROAD BRIDGE REPLACEMENT

SCALE: 1"=10' SHEET 1 OF 4 SHEETS STA. 449+00.00 TO STA. 452+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	34
CONTRACT NO. 89844				
ILLINOIS		FED. AID PROJECT		

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NO.	TEMPLATE		
	AREAS CHECKED		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
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PLOT DATE	= 8/7/2025

DESIGNED	- IHS
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DATE	- AUG 2024

REVISED	-
REVISED	-
REVISED	-
REVISED	-

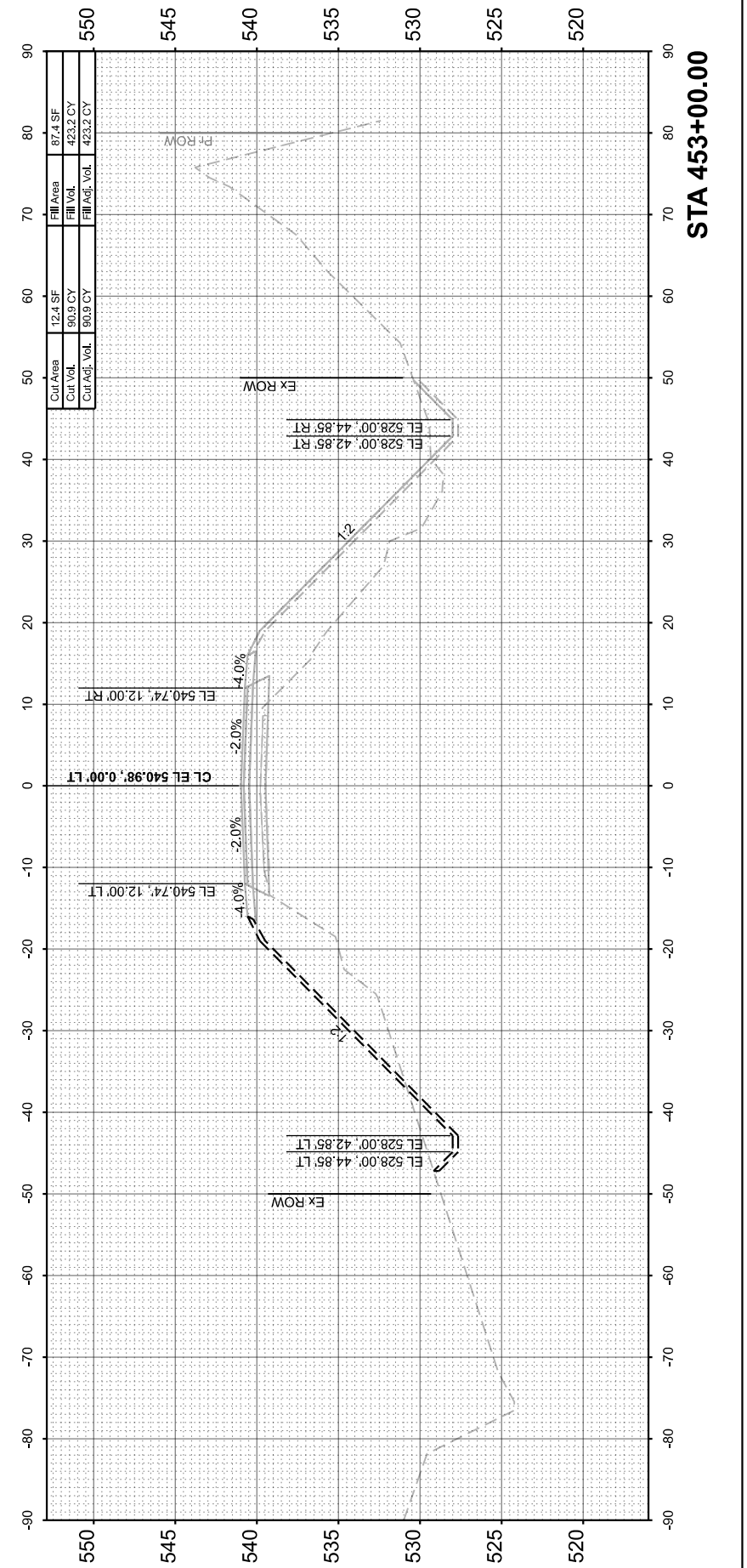
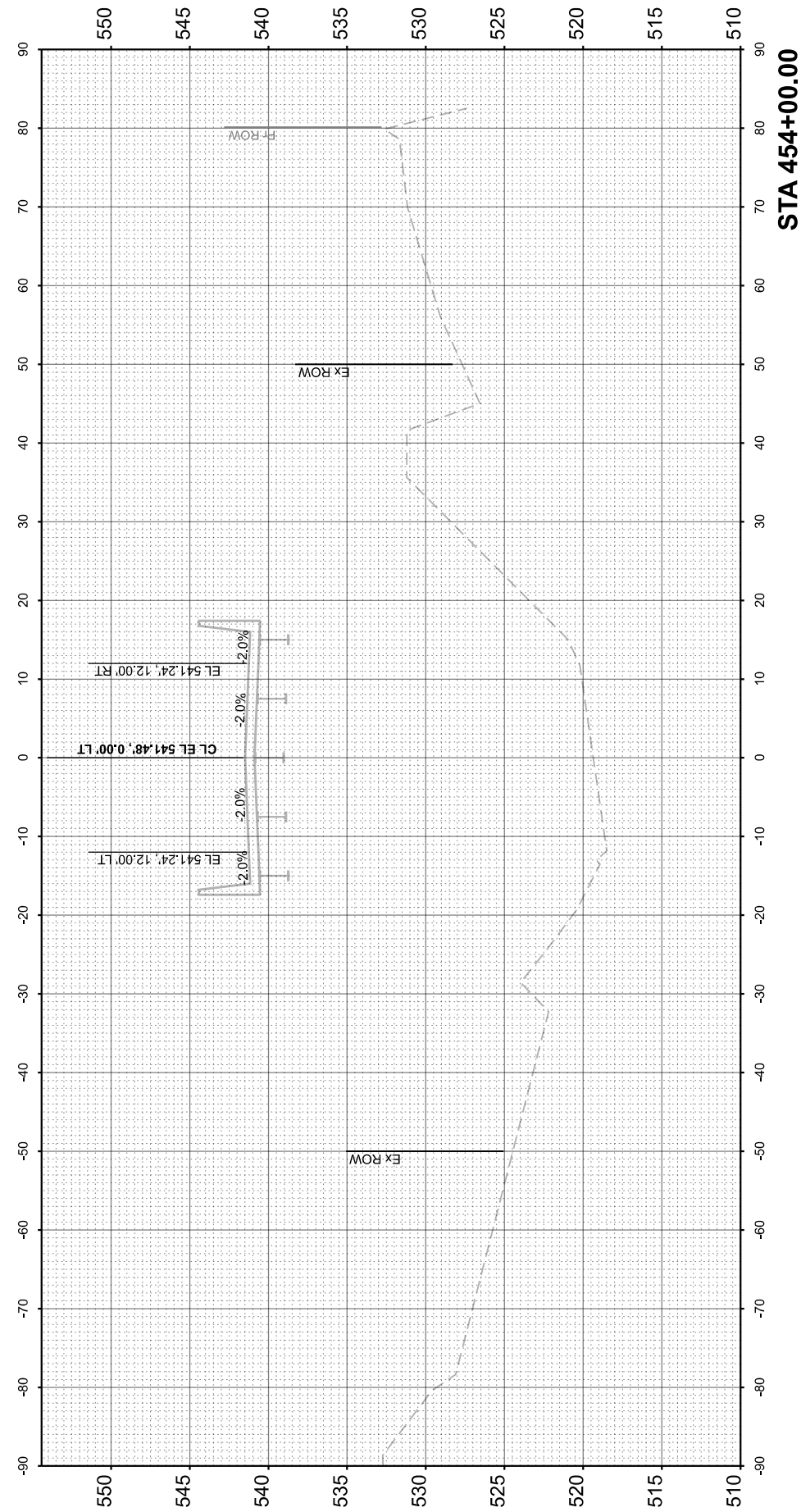
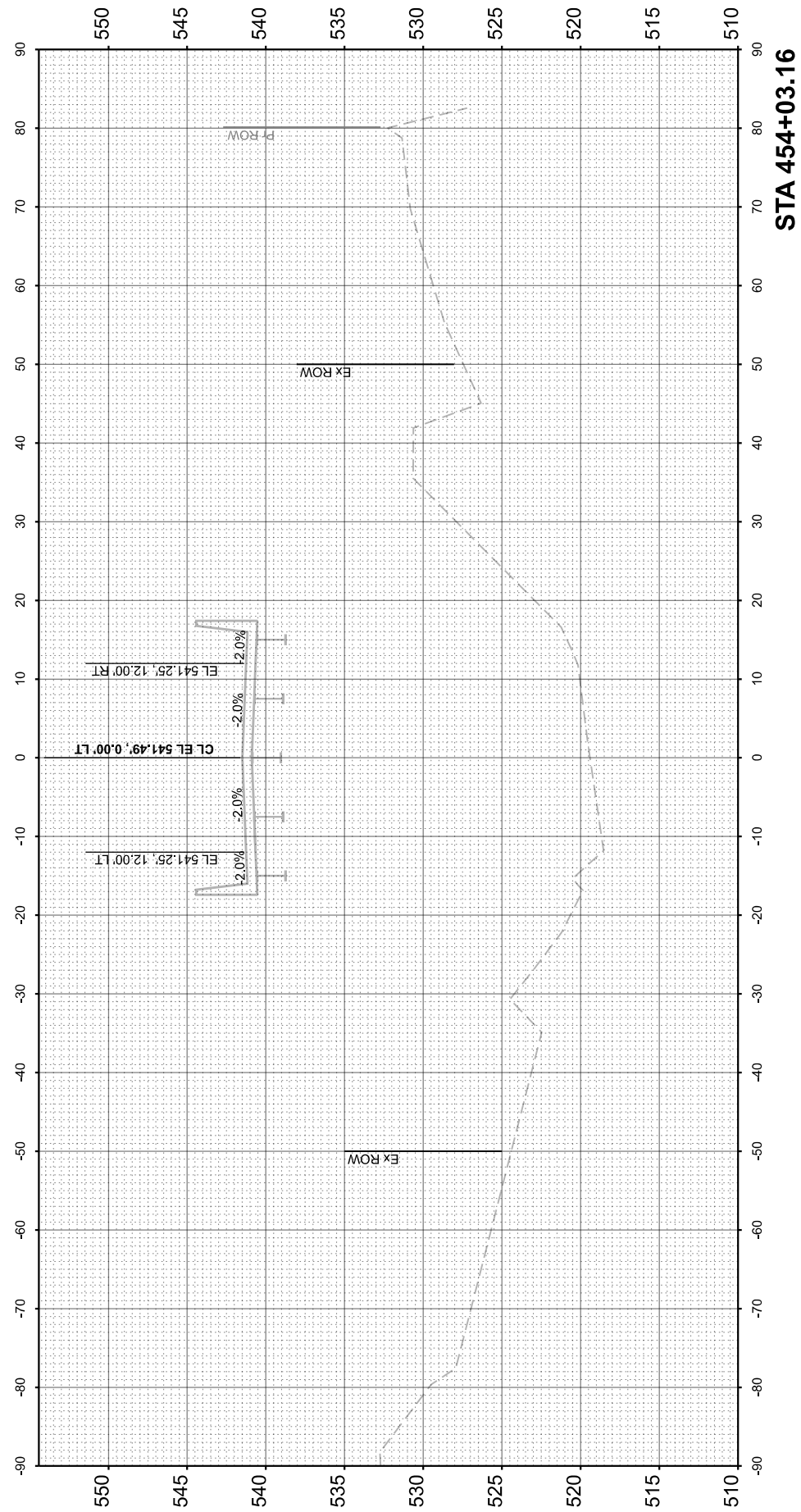
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1"=10'

CROSS SECTIONS
 BERLIN ROAD BRIDGE REPLACEMENT

SHEET 2 OF 4 SHEETS STA. 453+00.00 TO STA. 454+03.16

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	35
CONTRACT NO. 89844				
ILLINOIS		FED. AID PROJECT		



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

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

MODEL: Berlin_XSC - 454+44.44 [Sheet]
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USER NAME = ddavis
 PLOT DATE = 8/7/2025

DESIGNED - IHS
 DRAWN - IHS
 CHECKED - CJW
 DATE - AUG 2024

REVISED -
 REVISED -
 REVISED -
 REVISED -

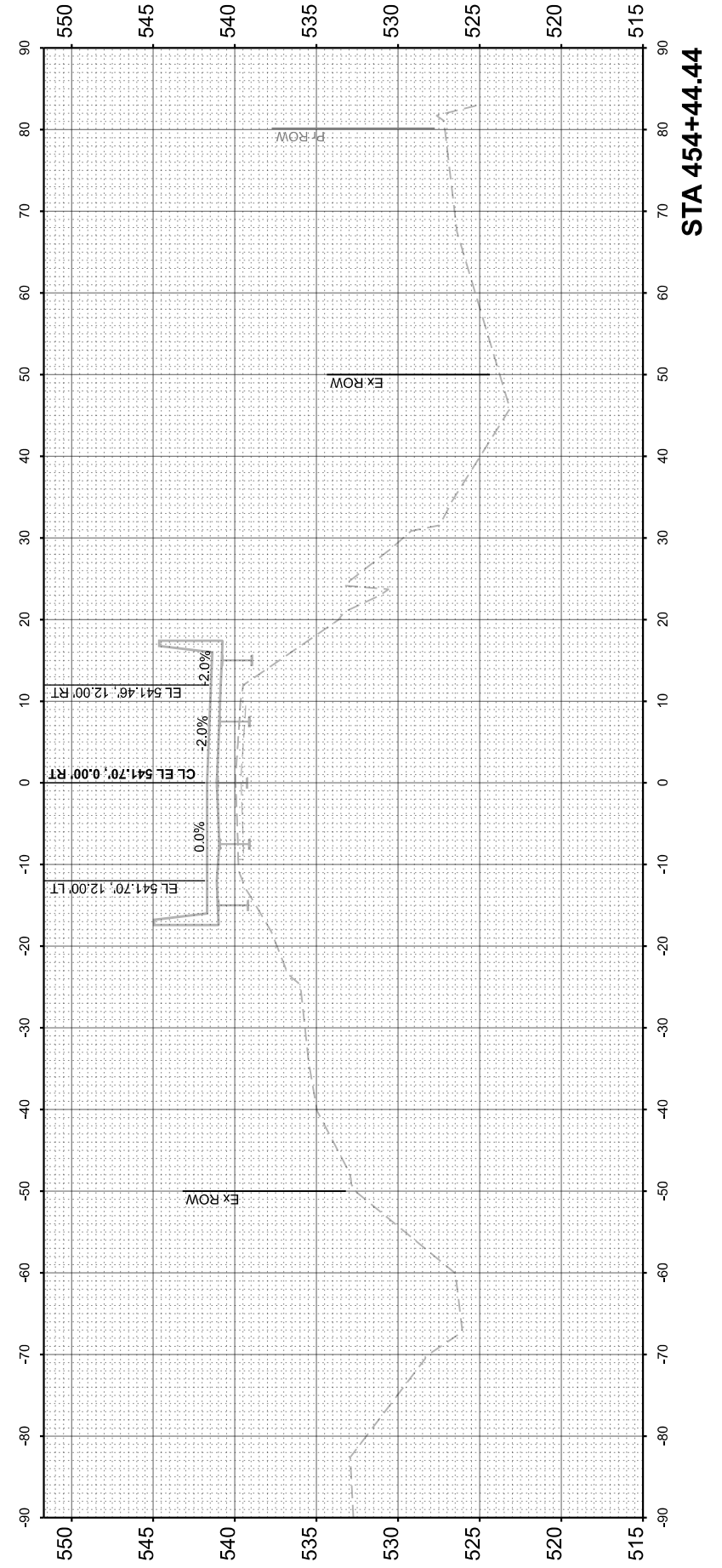
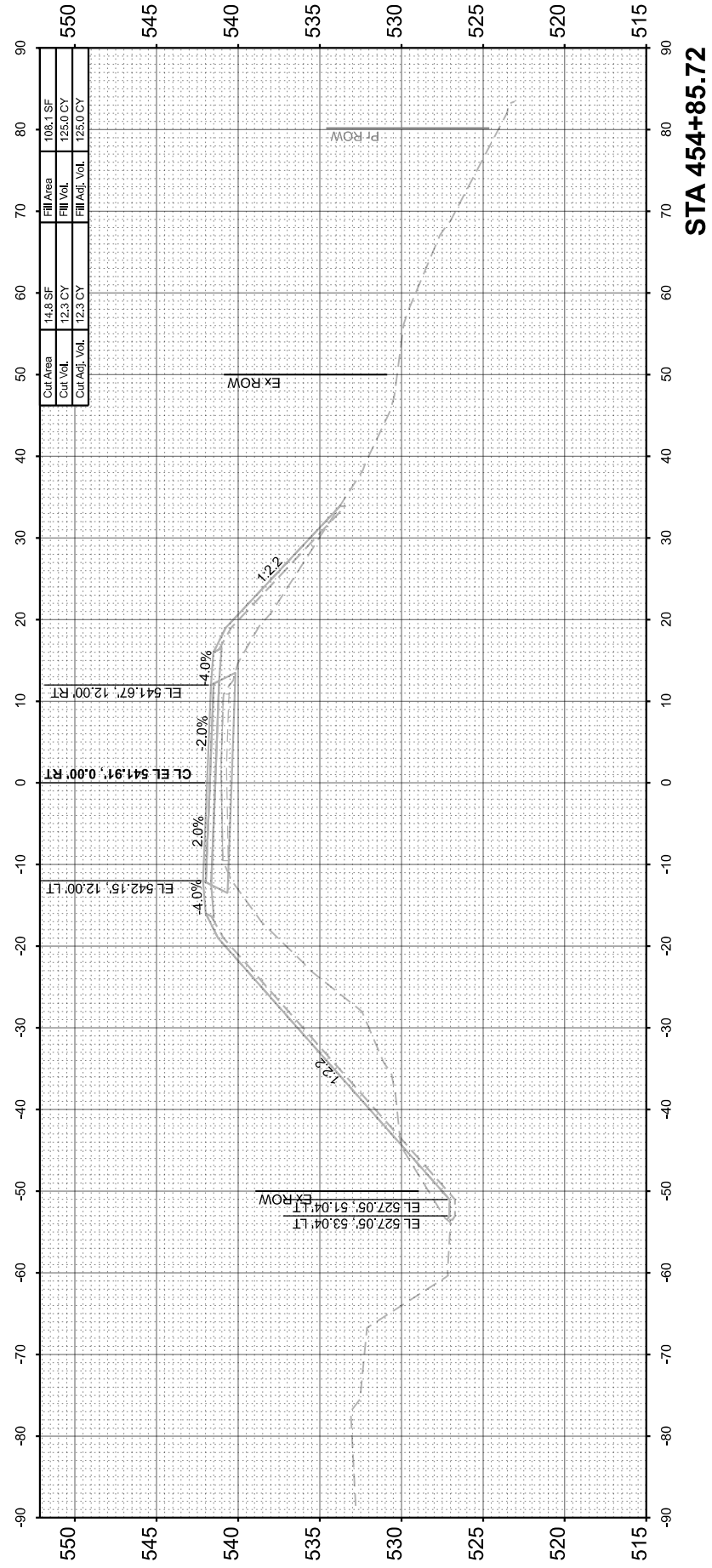
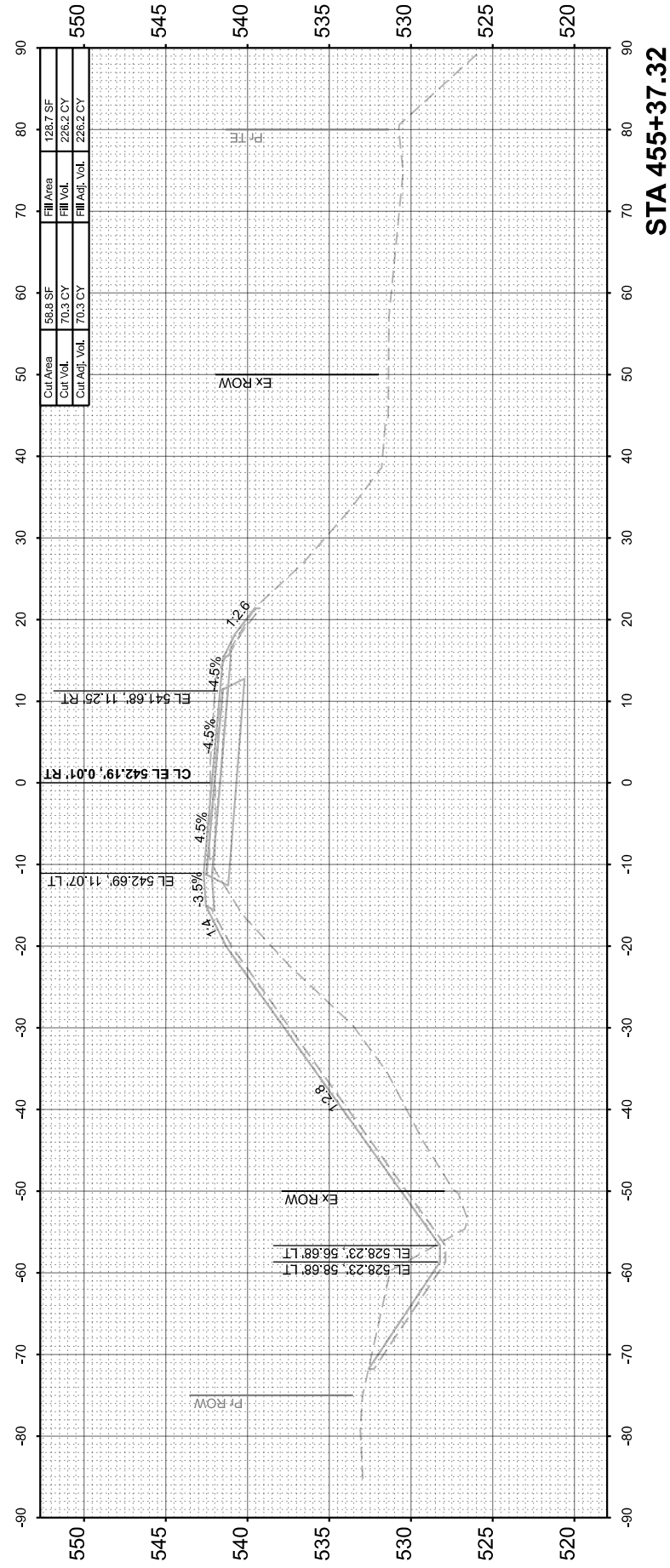
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 BERLIN ROAD BRIDGE REPLACEMENT

SCALE: 1"=10'

SHEET 3 OF 4 SHEETS STA. 454+44.44 TO STA. 455+37.32

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	36
CONTRACT NO. 89844			ILLINOIS FED. AID PROJECT	



FINL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: Berlin_XSC - 456+00.00 [Sheet]
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USER NAME =	ddavis	DESIGNED -	IHS	REVISED -	
		DRAWN -	IHS	REVISED -	
		CHECKED -	CJW	REVISED -	
PLOT DATE =	8/7/2025	DATE -	AUG 2024	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 BERLIN ROAD BRIDGE REPLACEMENT

SCALE: 1"=10' SHEET 4 OF 4 SHEETS STA. 456+00.00 TO STA. 458+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1439	21-00112-00-BR	MCDONOUGH	37	37
CONTRACT NO. 89844				
ILLINOIS		FED. AID PROJECT		

