

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 322 (US 51)
SECTION 25BR-1
PROJECT: ACBRF-0322(087)
STRUCTURE REPLACEMENT
MARION COUNTY

C-98-060-07

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	25BR-1	MARION	63	1
		ILLINOIS	CONTRACT NO. 76A83	

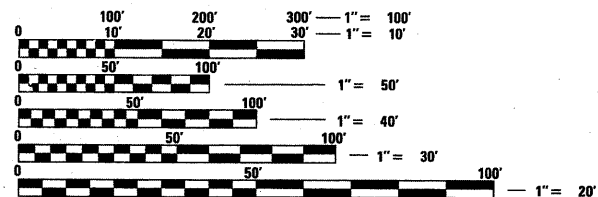
FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

NA

ADT

ADT: 2950 (2005)
ADT: 3800 (2030)
SU%: 4.2%
MU%: 12.7%

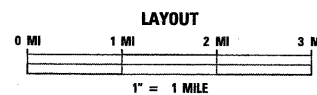
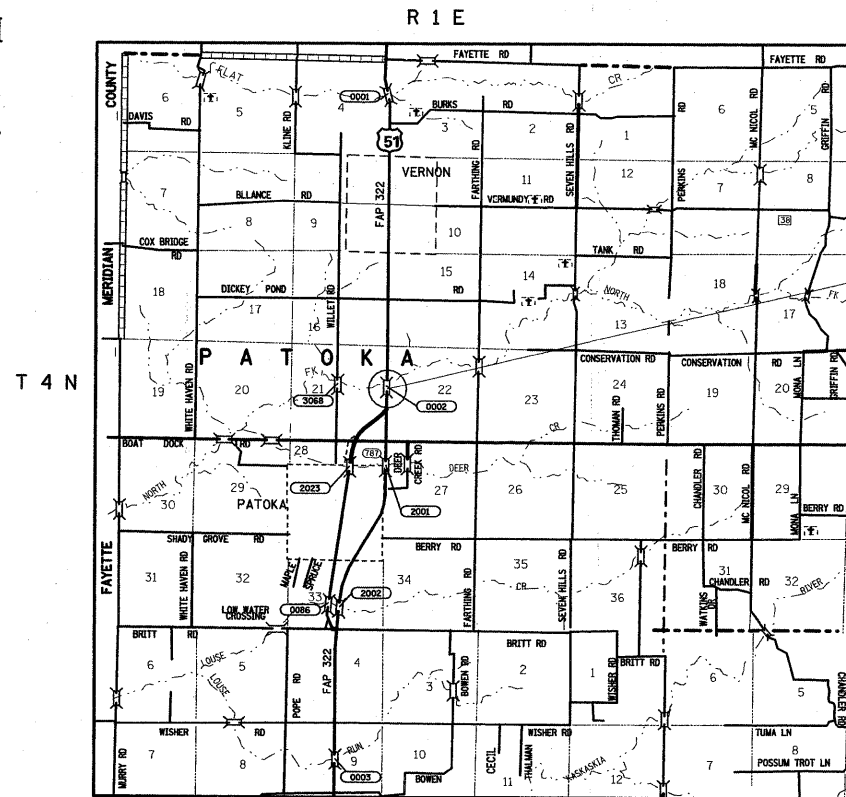


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: PATTI LeBEAU (618) 346-3179
PROJECT MANAGER: ARTHUR MUEHLFELD (618) 346-3209

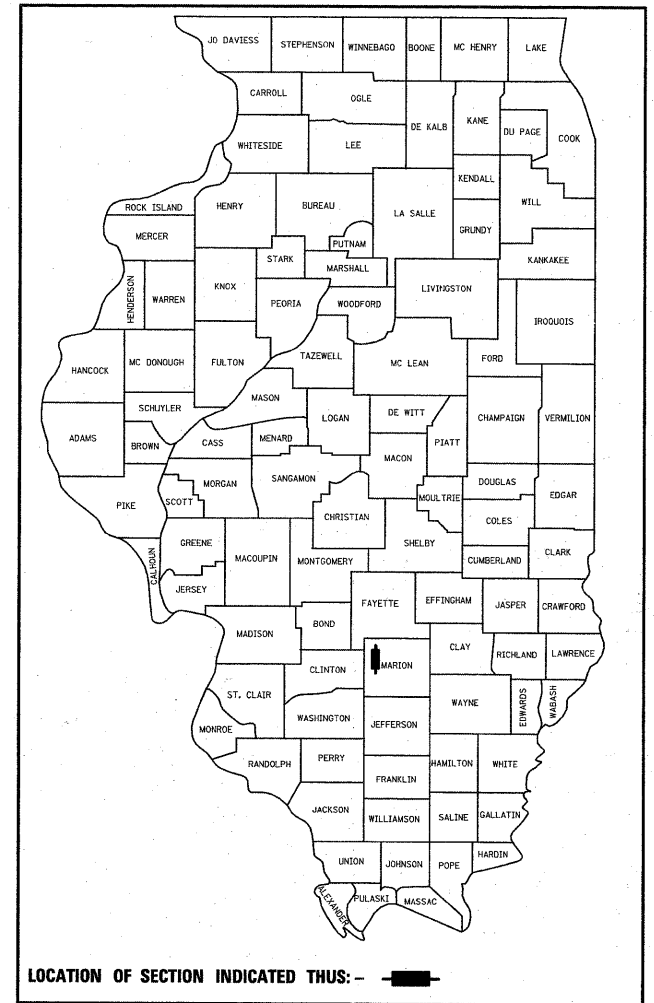
CONTRACT NO. 76A83



LATITUDE: 38.7739°
LONGITUDE: 89.0866°

THREE SPAN PPC DECK BEAM TO BE REPLACED WITH A THREE SPAN COMPOSITE STEEL GIRDER STRUCTURE OVER N. FORK KASKASKIA RIVER
STA 687+87.10
SN 061-0002 (E)
SN 061-0094 (P)

D-98-070-06



LOCATION OF SECTION INDICATED THIS: —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Oct 14 20 09

May C. Ramo
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

December 4, 20 09
Charles G. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

December 4, 20 09
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

GROSS LENGTH = 225.5 FT. = 0.043 MILE
NET LENGTH = 225.5 FT. = 0.043 MILE

INDEX OF SHEETS

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HIGHWAY STANDARDS

000001-05	515001-03	701321-10
001001-02	630001-08	701326-03
001006	630301-05	701901-01
280001-05	631031-03	704001-06
420401-08	635006-03	780001-02
482001-02	635011-02	781001-03
482011-03	701306-02	

GENERAL NOTES:

1. THE STANDARDS AND REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
 2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
 3. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - AMERENIP (GAS & ELECTRIC)
 - CENTERPOINT ENERGY (PIPELINE)
 - CLEARVISION CABLE SYSTEMS, INC. (CABLE TV)
 - ENBRIDGE ENERGY COMPANY, INC. (PIPELINE)
 - EXXONMOBIL PIPELINE COMPANY (PIPELINE)
 - FMC WATER CO. (WATER)
 - FRONTIER COMMUNICATIONS COMPANY (COMMUNICATIONS)
 - VILLAGE OF PATOKA (WATER)
 - TRI-COUNTY ELECTRIC COOPERATIVE, INC. (ELECTRIC)
- MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY AN *.
NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
4. THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
 5. THE WIDTHS OF HOT-MIX ASPHALT SURFACE REMOVAL SHOWN ON THE PLANS ARE THE NOMINAL WIDTHS. IRREGULARITIES IN THE SURFACE WIDTH MAY OCCUR THROUGHOUT THE LENGTH OF THE SECTION. HOT-MIX ASPHALT SURFACE REMOVAL WILL BE PAID FOR IN SQUARE YARDS BASED UPON THE NOMINAL WIDTHS INDICATED.
 6. IN THE AREA OF THE SHOULDER CONSTRUCTION THE CONTRACTOR SHALL PLACE TYPE C AGGREGATE IN THE EXCAVATED AREA BELOW THE PROPOSED SHOULDER. THE COST WILL BE INCLUDED IN THE HOT-MIX ASPHALT SHOULDER QUANTITY.
 7. THE ESTIMATED QUANTITY OF 1.5 TONS OF CUTTINGS IS FROM THE HOT-MIX ASPHALT SURFACE REMOVAL OPERATION.
 8. THE REMOVAL OF THE BRIDGE APPROACH PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT REMOVAL.
 9. ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.
 10. NO OVERNIGHT CLOSURES WILL BE PERMITTED.
 11. IF THE CONTRACTOR, FOR HIS CONSTRUCTION ACTIVITY, REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS WHICH ARE NOT DESIGNATED ON THE PLANS FOR REMOVAL, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE; IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 12. THE CONTRACTOR SHALL FURNISH AND INSTALL WOOD SIGN SUPPORTS IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS, HOWEVER, INSTALLATION BY METHOD "A" (ARTICLE 730.04(A)) SHALL BE THE ONLY METHOD PERMITTED.
 13. ALL EXCAVATION ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES AND APPROPRIATE LIGHTS.
 14. A QUANTITY OF 562.5 FEET OF "TEMPORARY PAVEMENT MARKING - LINE 6" WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6" OF THE TEMPORARY CONCRETE BARRIER.
 15. NO OPEN TRENCHES SHALL BE PERMITTED DURING WINTER SHUTDOWN OR AS DIRECTED BY THE ENGINEER.

EROSION CONTROL AND SEDIMENT NOTES:

1. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER RECOMMENDED INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.
2. STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER, AND SILT FENCES WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE, SILT PANELS, ROLLED EXCELSIOR, URETHANE FOAM/GEOTEXTILE (SILT WEDGES), EARTH MEDIAN AND/OR OTHER MATERIAL APPROVED BY THE EROSION AND SEDIMENT CONTROL COORDINATOR.
3. TEMPORARY DITCH CHECK, GEOTEXTILES, ROLLED EXCELSIOR, SILT WEDGES, PANELS SHALL BE LOCATED AT EVERY 1.5 FT FALL/RISE IN DITCH GRADE.
4. TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3 - REMOVE AT END OF CONSTRUCTION.
5. TEMPORARY SEEDING SHALL BE COMPLETED ON A WEEKLY BASIS ON EXPOSED GROUND AND SHALL BE PAID FOR AS "TEMPORARY EROSION CONTROL SEEDING" AND NO OTHER PAYMENT WILL BE PERMITTED. FOR CALCULATION PURPOSES, THREE APPLICATIONS OF TEMPORARY SEEDING WERE ASSUMED.
6. ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE
7. CLASS 2 SEEDING AND EROSION CONTROL BLANKET IS TO BE PLACED AS SOON AS EARTHWORK IS COMPLETED.
8. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
9. FINAL SEEDING SHALL BE PERFORMED AS SOON AS POSSIBLE.

COMMITMENTS:

THIS STRUCTURE IS ANTICIPATED TO BE REPLACED UNDER STAGE CONSTRUCTION. IF, HOWEVER, IT IS DEEMED NECESSARY TO CLOSE THIS STRUCTURE DUE TO STRUCTURAL INADEQUACY, AN EMERGENCY DETOUR ROUTE HAS BEEN DETERMINED. PRIOR TO IMPLEMENTATION OF THE EMERGENCY DETOUR, COORDINATION WITH ELECTED OFFICIALS (LEGISLATIVE AND LOCAL) WILL NEED TO OCCUR TO INFORM THEM OF THE DETOUR. THE ENGINEER IN CHARGE OF THIS PROJECT AT THE TIME THIS DECISION IS MADE WILL BE RESPONSIBLE FOR CONDUCTING THIS COORDINATION.

FILE NAME =	USER NAME = harbaughrd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, GENERAL NOTES, & HIGHWAY STANDARDS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\psidot\harbaughrd\dms52336\p	n07006a.dgn	DRAWN -	REVISED -			322	25BR-1	MARION	63	2	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76A83					
	PLOT DATE = 11/30/2009	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	

Rev.

SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		X071-2A	
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25	
20200100	EARTH EXCAVATION	CU YD	385	385	
20300100	CHANNEL EXCAVATION	CU YD	2355	2355	
20400800	FURNISHED EXCAVATION	CU YD	65	65	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	136.2	136.2	
25000200	SEEDING, CLASS 2	ACRE	0.5	0.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	59	59	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	59	59	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	59	59	
25100115	MULCH, METHOD 2	ACRE	0.5	0.5	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	118	118	
28000400	PERIMETER EROSION BARRIER	FOOT	1317	1317	
28100109	STONE RIPRAP, CLASS A5	SQ YD	2331	2331	
28200200	FILTER FABRIC	SQ YD	2331	2331	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.3	0.3	
40600300	AGGREGATE (PRIME COAT)	TON	1.4	1.4	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	292	292	
40600990	TEMPORARY RAMP	SQ YD	99	99	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	67	67	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	76	76	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	56	56	
44000100	PAVEMENT REMOVAL	SQ YD	99	99	
44004250	PAVED SHOULDER REMOVAL	SQ YD	1292	1292	
48203040	HOT-MIX ASPHALT SHOULDERS, 10 3/4"	SQ YD	559	559	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	45	45	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50200100	STRUCTURE EXCAVATION	CU YD	413	413	
50300100	FLOOR DRAINS	EACH	32	32	
50300225	CONCRETE STRUCTURES	CU YD	126	126	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	471	471	
50300260	BRIDGE DECK GROOVING	SQ YD	1269	1269	
50300280	CONCRETE ENCASEMENT	CU YD	15.2	15.2	
50300300	PROTECTIVE COAT	SQ YD	1513	1513	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	4302	4302	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	128,300	128,300	

SUMMARY OF QUANTITIES			80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		X071-2A	
50800515	BAR SPLICERS	EACH	1062	1062	
51201800	FURNISHING STEEL PILES HP14X73	FOOT	2076	2076	
51202305	DRIVING PILES	FOOT	2076	2076	
51204650	PILE SHOES	EACH	28	28	
51205200	TEMPORARY SHEET PILING	SQ FT	3448	3448	
51500100	NAME PLATES	EACH	1	1	
52100520	ANCHOR BOLTS, 1"	EACH	48	48	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	65	65	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	91	91	
*63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6FOOT POSTS	FOOT	162.5	162.5	
*63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
*63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	
*63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	2	2	
63200310	GUARDRAIL REMOVAL	FOOT	730	730	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	13	13	
67100100	MOBILIZATION	L SUM	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70106700	TEMPORARY RUMBLE STRIP	EACH	6	6	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	163	163	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2142	2142	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	562.5	562.5	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	768.3	768.3	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	562.5	562.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	525	525	
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1500	1500	
*78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	643	643	
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	4	4	
*78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4	4	
*78100300	REPLACEMENT REFLECTOR	EACH	4	4	
*78200410	GUARDRAIL MARKERS, TYPE A	EACH	3	3	
*78200520	BARRIER WALL MARKERS, TYPE B	EACH	7	7	
*78200530	BARRIER WALL MARKERS, TYPE C	EACH	7	7	

* Specialty Items

FILE NAME =	USER NAME = harbaughrd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca\pw\work\pwr\dot\harbaughrd\dms52335\p	n87806a.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	322	25BR-1	MARION	63	3
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76A83								
	PLOT DATE = 10/13/2009	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

Rev.

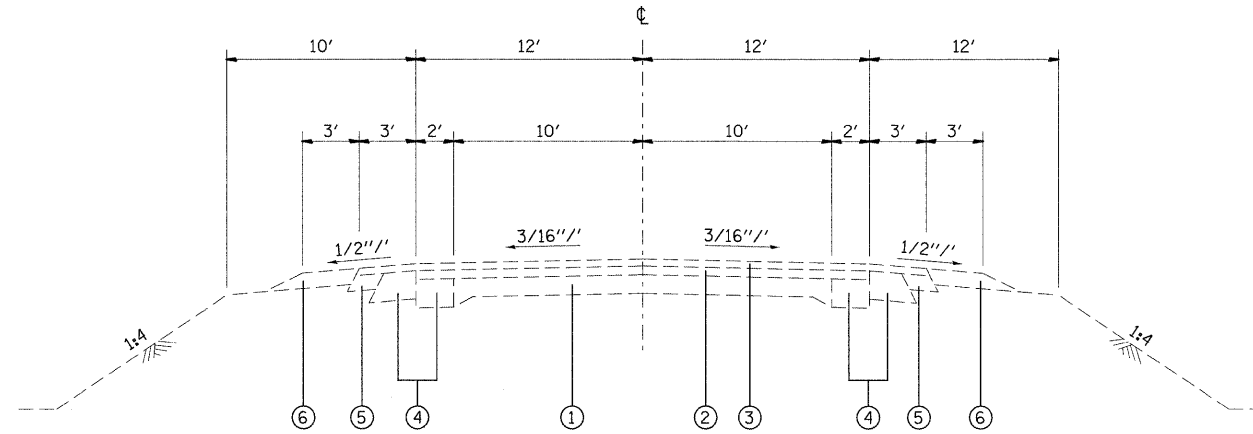
SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES			80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		X071-2A	
*78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	714	714	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10	
X5080600	MECHANICAL SPLICERS	EACH	96	96	
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	84	84	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1	1	
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1	1	
X7200200	WIDE LOAD SIGNING	L SUM	1	1	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	56	56	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
@ 20076600	TRAINEES	HR	1,000	1,000	

*Specialty Items
@ 4080

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITIES		

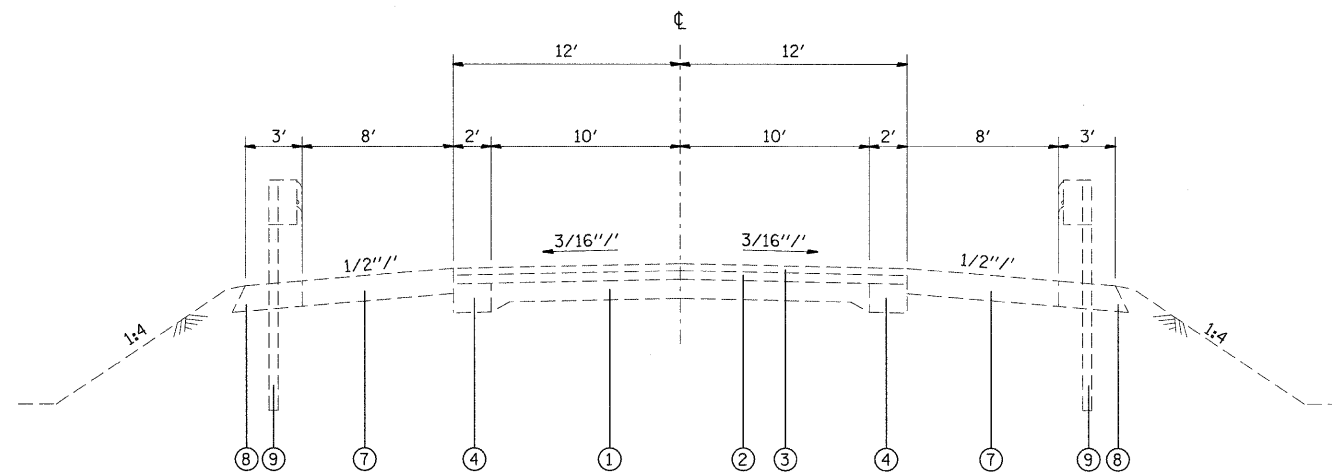
TYPICAL SECTIONS LOOKING SOUTH ALONG US 51.



TANGENT SECTION

STA. 684+70 TO STA. 687+19.35
 STA. 688+54.45 TO STA. 691+05

- LEGEND**
- ① EXISTING PCC PAVEMENT - 9"-6"-6"-9"
 - ② EXISTING HMA RESURFACING - VAR 2 1/4" TO 2.5"
 - ③ EXISTING HMA RESURFACING - VAR 2" TO 2 1/4"
 - ④ EXISTING BASE COURSE WIDENING - 9"
 - ⑤ EXISTING LEVELING BINDER - 8"
 - ⑥ EXISTING AGGREGATE SHOULDER, TYPE B
 - ⑦ EXISTING HMA SHOULDERS - 8"
 - ⑧ EXISTING HMA SHOULDER STABILIZATION - 6"
 - ⑨ EXISTING GUARDRAIL
 - ⑩ PROPOSED HMA SHOULDER REMOVAL
 - ⑪ PROPOSED HMA BINDER COURSE- VAR 1 1/4" TO 5 5/8"
 - ⑫ PROPOSED HMA SURFACE COURSE - 1 1/2"
 - ⑬ PROPOSED HMA SHOULDERS - 10 3/4"
 - ⑭ PROPOSED HMA SHOULDERS - VAR 0" TO 6 7/8"
 - ⑮ PROPOSED GUARDRAIL



STABILIZED SHOULDERS

STA. 685+37.3 TO STA. 687+19.35
 STA. 688+54.45 TO STA. 691+00.3

GUARDRAIL

STA. 685+68.0 TO STA. 687+19.35
 STA. 688+54.45 TO STA. 690+68.7

STABILIZED SHOULDERS

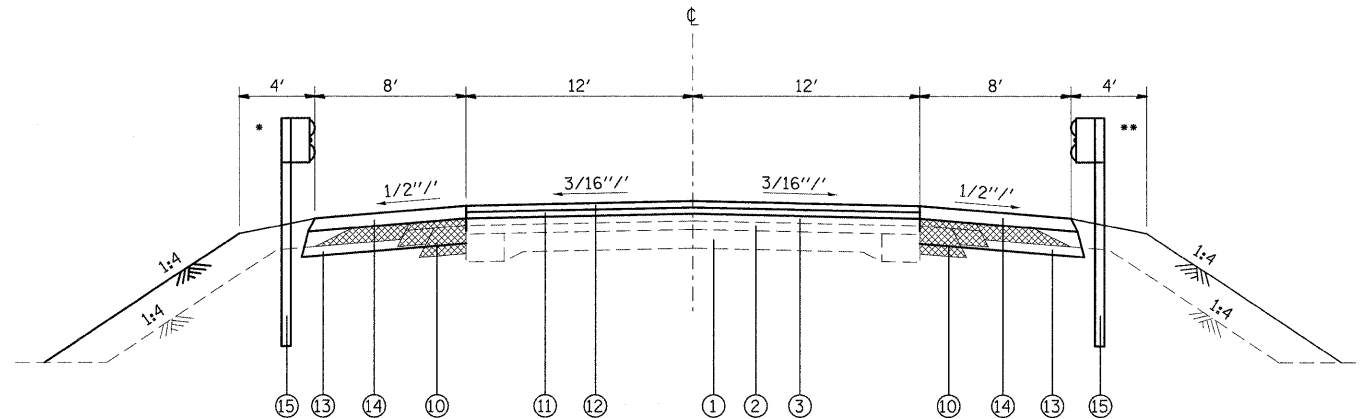
STA. 684+70.5 TO STA. 687+19.35
 STA. 688+54.45 TO STA. 690+51.9

GUARDRAIL

STA. 685+05.1 TO STA. 687+19.35
 STA. 688+54.45 TO STA. 690+05.9

FILE NAME =	USER NAME = harbaughrd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\pwidot\harbaughrd\dms52335\p	n07006a.dgn	DRAWN -	REVISED -		322	25BR-1	MARION	63	5				
PLOT SCALE = 50.0000' / INL	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 76A83								
PLOT DATE = 11/30/2009	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT								
				SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.						

TYPICAL SECTIONS LOOKING SOUTH ALONG US 51.



- LEGEND**
- ① EXISTING PCC PAVEMENT - 9'-6"-6"-9"
 - ② EXISTING HMA RESURFACING - VAR 2 1/4" TO 2.5"
 - ③ EXISTING HMA RESURFACING - VAR 2" TO 2 1/4"
 - ④ EXISTING BASE COURSE WIDENING - 9"
 - ⑤ EXISTING LEVELING BINDER - 8"
 - ⑥ EXISTING AGGREGATE SHOULDER, TYPE B
 - ⑦ EXISTING HMA SHOULDERS - 8"
 - ⑧ EXISTING HMA SHOULDER STABILIZATION - 6"
 - ⑨ EXISTING GUARDRAIL
 - ⑩ PROPOSED HMA SHOULDER REMOVAL
 - ⑪ PROPOSED HMA BINDER COURSE- VAR 1 1/4" TO 5 5/8"
 - ⑫ PROPOSED HMA SURFACE COURSE - 1 1/2"
 - ⑬ PROPOSED HMA SHOULDERS - 10 3/4"
 - ⑭ PROPOSED HMA SHOULDERS - VAR 0" TO 6 7/8"
 - ⑮ PROPOSED GUARDRAIL

TANGENT SECTION

* STA. 685+41.20 TO STA. 686+59.35
STA. 689+14.85 TO STA. 690+70.35

STA. 684+70 TO STA. 686+44.35
STA. 689+29.85 TO STA. 691+05

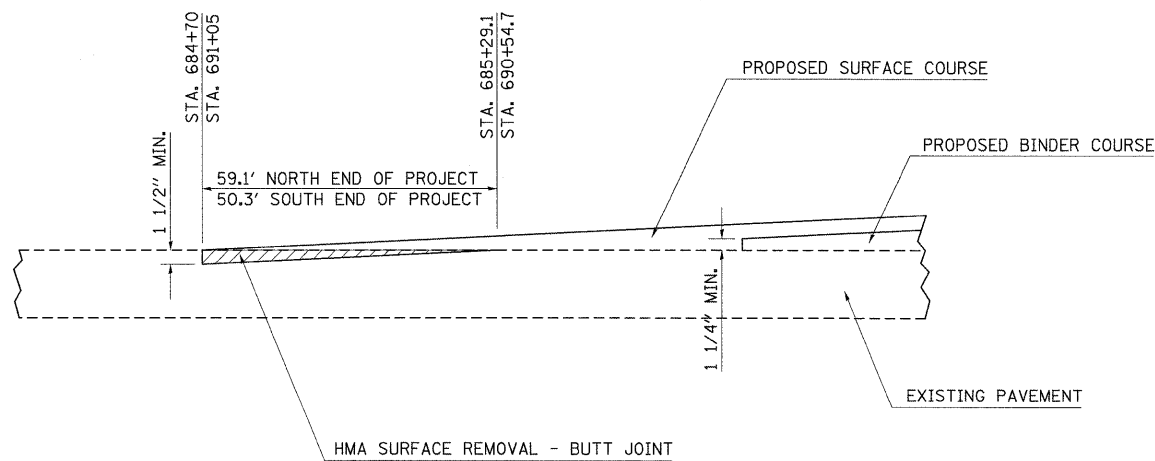
** STA. 685+16.38 TO STA. 686+59.35
STA. 689+14.85 TO STA. 690+33.00

MIXTURE REQUIREMENTS

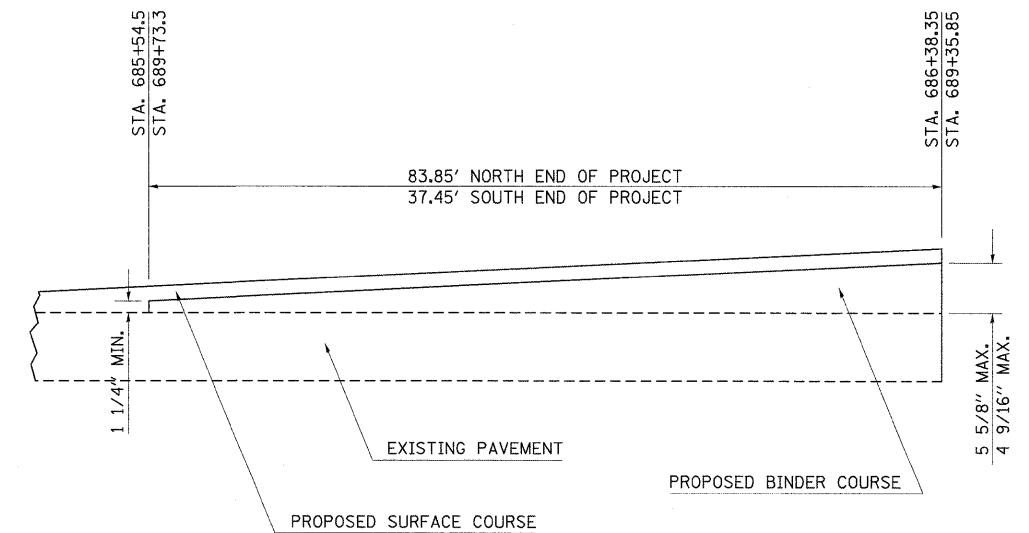
MIXTURE USE	SURFACE	BINDER	SHOULDERS
AC/PG	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	10%	15%	30%
DESIGN AIR VOIDS	4.0% @ NDES=70	4.0% @ NDES=70	2.0% @ NDES=30
MIX COMPOSITION (GRADATION MIXTURE)		IL 19.0	
FRICTION AGG	MIXTURE "D"	MIXTURE "B"	BAM

**PROFILE GRADE
RAISE ALONG CL**

STA.	INCH
684+70	0.12
684+80	0.12
685+00	0.12
685+20	1.08
685+40	2.16
685+60	3
685+80	3.96
686+00	5.04
686+20	6.12
686+38.35	7.13
BRIDGE OMISSION	
689+35.85	6
689+40	5.52
689+60	3.72
689+80	2.28
690+00	1.44
690+20	1.32
690+40	1.32
690+60	1.2
690+80	0.24



BUTT JOINT DETAIL



HMA BINDER COURSE DETAIL

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR 25% SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	CHANNEL EXCAVATION
	CU YD	CU YD	CU YD	CU YD	CU YD
MAINLINE					
STA 684+00 TO STA 685+00	3.5	2.6	12.6	-10	
STA 685+00 TO STA 686+00	4.3	3.3	78.9	-75.6	
STA 686+00 TO STA 687+00	152.5	114.4	63.5	49.7	
STA 687+00 TO STA 688+00					
STA 688+00 TO STA 689+00					
STA 689+00 TO STA 690+00	209.9	157.4	60.8	95.0	
STA 690+00 TO STA 691+00	10.0	7.6	112.0	-104.4	
STA 691+00 TO STA 692+00	4.8	3.6	23.3	-19.7	
CHANNEL					
STA 1+00 TO STA 1+20					9.8
STA 1+20 TO STA 1+40					104.7
STA 1+40 TO STA 1+60					335.8
STA 1+60 TO STA 1+86					685.8
STA 1+86 TO STA 2+10					660.0
STA 2+10 TO STA 2+25					332.0
STA 2+25 TO STA 2+40					175.5
STA 2+40 TO STA 2+60					46.1
STA 2+60 TO STA 2+80					5.3
TOTAL	385.0	288.9	351.1	-65.0	2355.0

STAGING SCHEDULE

LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	TEMPORARY PAVEMENT MARKING - LINE 6"	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)	IMPACT ATTENUATOR, RELOCATE (NON-REDIRECTIVE)	TEMPORARY BRIDGE TRAFFIC SIGNALS	TEMPORARY RUMBLE STRIP
	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH
STAGE I	562.5		562.5	2		1	6
STAGE II		525			2		
TOTAL	562.5	525	562.5	2	2	1	6

EROSION CONTROL SCHEDULE

LOCATION	PERIMETER EROSION BARRIER	TEMPORARY EROSION CONTROL SEEDING	MULCH METHOD 2	SEEDING, CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
	FOOT	POUND	ACRE	ACRE	LBS	LBS	LBS
NORTHEAST	376	35	0.15	0.15	17.5	17.5	17.5
SOUTHEAST	334	33	0.14	0.14	16.5	16.5	16.5
NORTHWEST	273	24	0.1	0.1	12	12	12
SOUTHWEST	334	26	0.11	0.11	13	13	13
TOTAL	1317	118	0.5	0.5	59	59	59

SEE EROSION CONTROL SHEETS FOR LOCATION OF PERIMETER EROSION BARRIER.

SHOULDER & PAVEMENT SCHEDULE

LOCATION	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	PAVED SHOULDER REMOVAL	TEMPORARY RAMP	PAVEMENT REMOVAL	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	HMA SHOULDERS, 10 3/4"	HOT-MIX ASPHALT SHOULDERS
	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	SQ YD	TON
STA 684+00 TO STA 685+00	80.0	43.1			0.03	0.12		6.8	40.0	
STA 685+00 TO STA 686+00	77.8	220.1			0.09	0.41	19.7	22.5	133.5	13.1
STA 686+00 TO STA 687+00		317.7	54.3	54.3	0.03	0.17	28.2	8.6	92.3	19.1
STA 687+00 TO STA 688+00		67.8							12.9	
STA 688+00 TO STA 689+00		157.6							30.5	
STA 689+00 TO STA 690+00		289.2	44.7	44.7	0.06	0.27	19.1	14.4	109.6	12.8
STA 690+00 TO STA 691+00	120.9	193.2			0.09	0.41		22.5	133.5	
STA 691+00 TO STA 692+00	13.3	3.3				0.02		1.2	6.7	
TOTAL	292	1292	99	99	0.3	1.4	67	76	559	45

TREE REMOVAL SCHEDULE

LOCATION	TREE REMOVAL
QUADRANT	ACRE
NORTHWEST	0
NORTHEAST	0.18
SOUTHWEST	0
SOUTHEAST	0.07
TOTAL	0.25

GUARDRAIL SCHEDULE

LOCATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	BARRIER WALL MARKERS, TYPE C	TERMINAL MARKERS - DIRECT APPLIED
	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
SOUTHBOUND							3	3	
NW QUADRANT	213.9	50	1		1	1			1
SW QUADRANT	151.1	25	1	1		1			1
NORTHBOUND							4	4	
NE QUADRANT	151.1	25	1	1					1
SE QUADRANT	213.9	62.5	1		1	1			1
TOTAL	730	162.5	4	2	2	3	7	7	4

PAVEMENT MARKING SCHEDULE

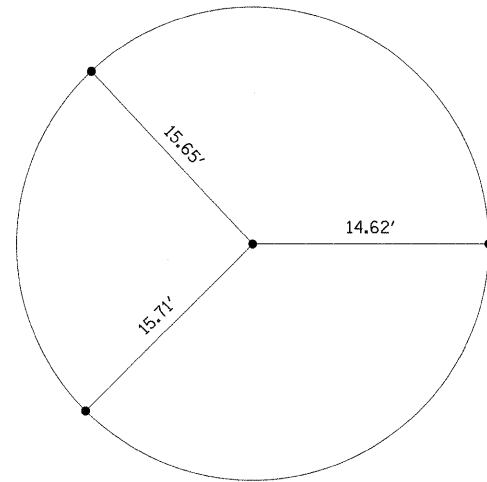
LOCATION	PAVEMENT MARKING REMOVAL		SHORT-TERM PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING 4"		WORK ZONE PAVEMENT MARKING REMOVAL	THERMOPLASTIC PAVEMENT MARKING -4"		POLYUREA PAVEMENT MARKING -4"		RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	REPLACEMENT REFLECTOR
	YELLOW SKIP-DASH	WHITE SOLID		YELLOW	WHITE		YELLOW SKIP-DASH	WHITE SOLID	YELLOW SKIP-DASH	WHITE SOLID				
	STATION TO STATION	SQ FT	SQ FT	FOOT	FOOT	FOOT	SQ FT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH
STA 683+00 TO STA. 684+00	6	48	12.4	18	144	58.1	18	144			1			1
STA 684+00 TO STA. 685+00	8.3	66.7	17.1	25	200	80.7	25	200			1			1
STA 685+00 TO STA. 686+00	8.3	66.7	17.1	25	200	80.7	25	200			2	2		
STA 686+00 TO STA. 687+00	8.3	66.7	17.1	25	200	80.7	11.1	88.8	14.1	111.4	1		1	
STA 687+00 TO STA. 688+00	8.3	66.7	17.1	25	200	80.7			25	200			1	
STA 688+00 TO STA. 689+00	8.3	66.7	17.1	25	200	80.7			25	200			1	
STA 689+00 TO STA. 690+00	8.3	66.7	17.1	25	200	80.7	17.7	140.4	7.6	59.9	2	1	1	
STA 690+00 TO STA. 691+00	8.3	66.7	17.1	25	200	80.7	25	200			1	1		
STA 691+00 TO STA. 692+00	8.3	66.7	17.1	25	200	80.7	25	200			1			1
STA 692+00 TO STA. 693+00	6.7	53.3	13.8	20	160	64.6	20	160			1			1
SUBTOTAL	79.1	634.9		238.0	1904.0		166.8	1333.2	71.7	571.3				
TOTAL		714	163	2142	768.3	1500		643	10	4	4	4		

REPLACEMENT REFLECTORS (REMOVED DURING STAGE CONSTRUCTION) ARE FROM STA. 683+28 TO STA. 684+70 & STA. 691+05 TO STA. 692+80.
 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL REQUIRES ONLY THE REFLECTORS TO BE REMOVED IN THE AREA DEFINED FOR REPLACEMENT REFLECTORS.

BENCHMARKS

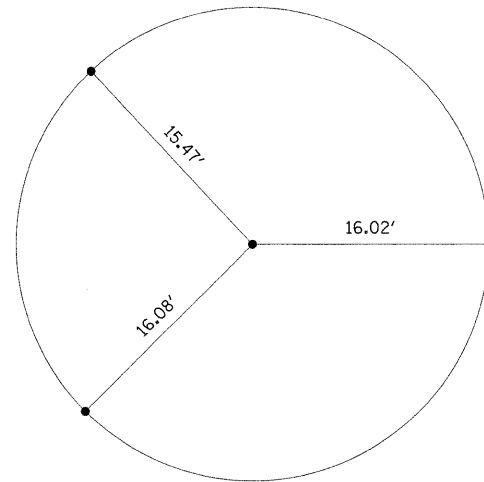
BM #100: 60 D NAIL IN POWERPOLE ±800' SOUTH OF SN 061-0002, EAST SIDE OF ROAD
ELEV. 491.11, STA. 697+38±, LT: ±61'

BM #101: 60 D NAIL IN POWERPOLE ±800' NORTH OF SN 061-0002, WEST SIDE OF ROAD
ELEV. 480.90, STA. 679+92±, RT: ±57'



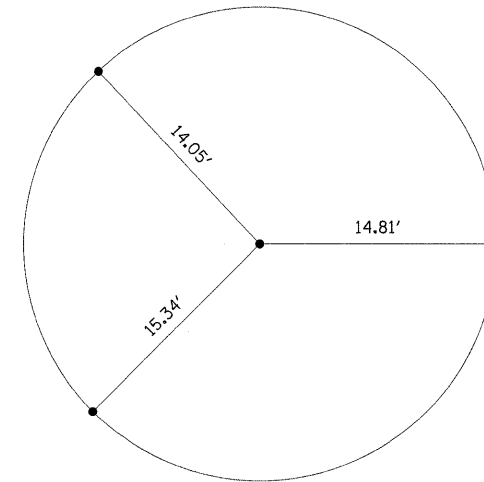
ALL TIES MAG NAILS IN E.O.P.

STA. 680+00
MAG NAIL (SET)



ALL TIES MAG NAILS IN E.O.P.

STA. 687+90
MAG NAIL (SET)



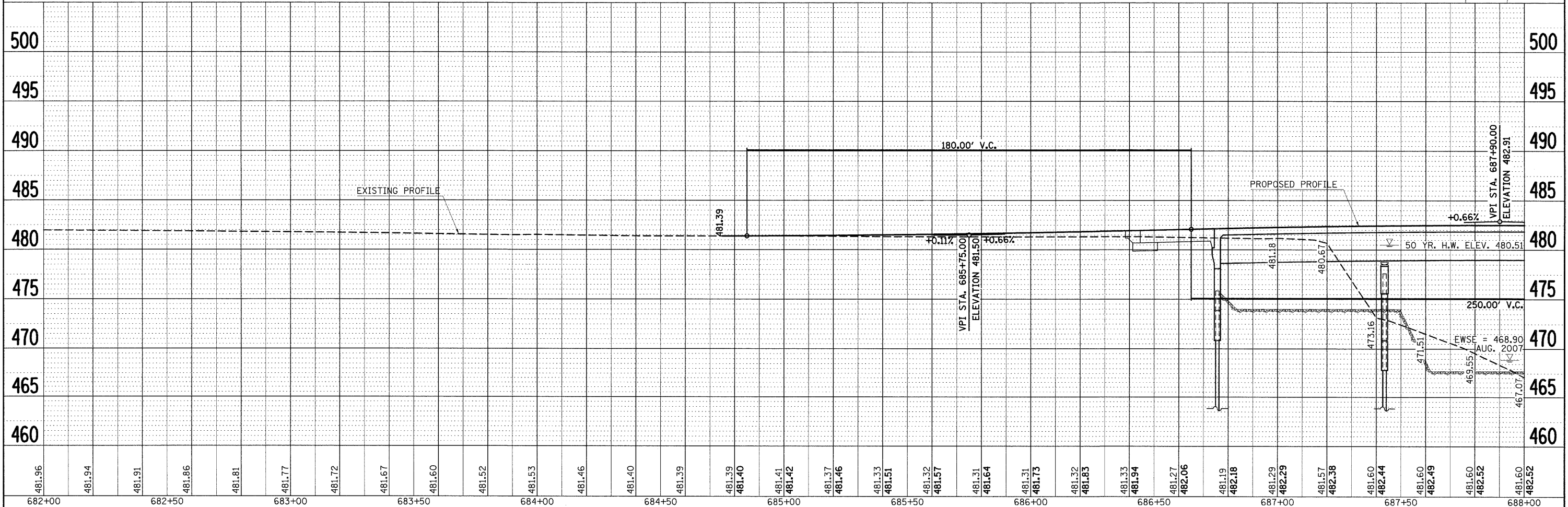
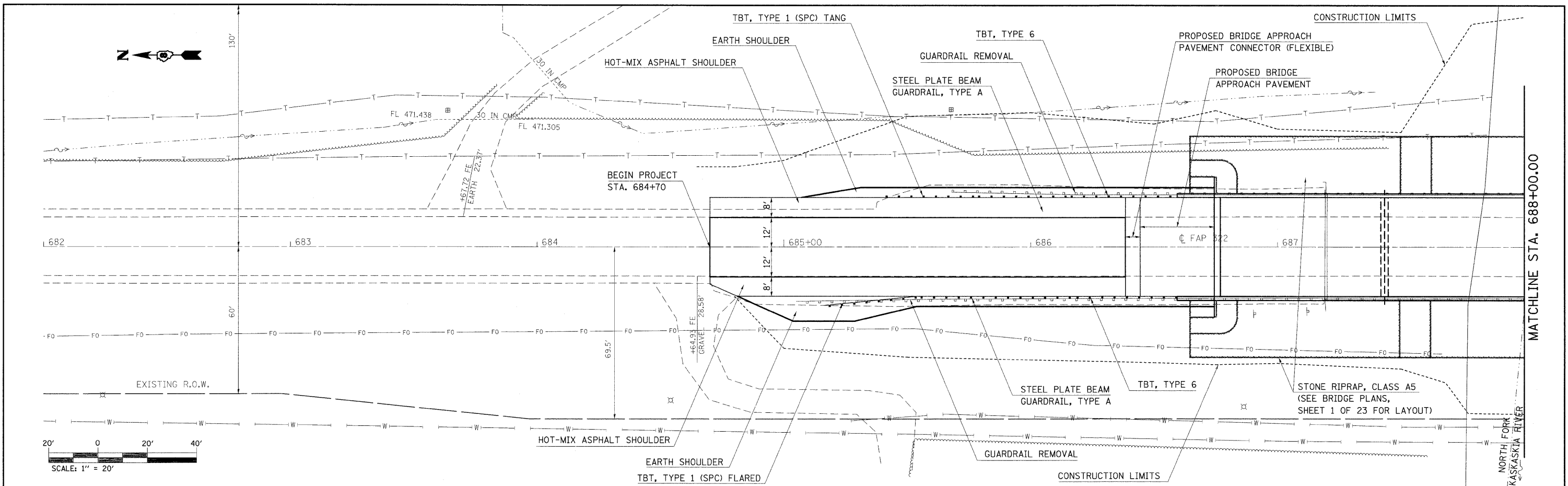
ALL TIES MAG NAILS IN E.O.P.

STA. 696+00
MAG NAIL (SET)

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	NOTE BOOK		
	ALIGNED		
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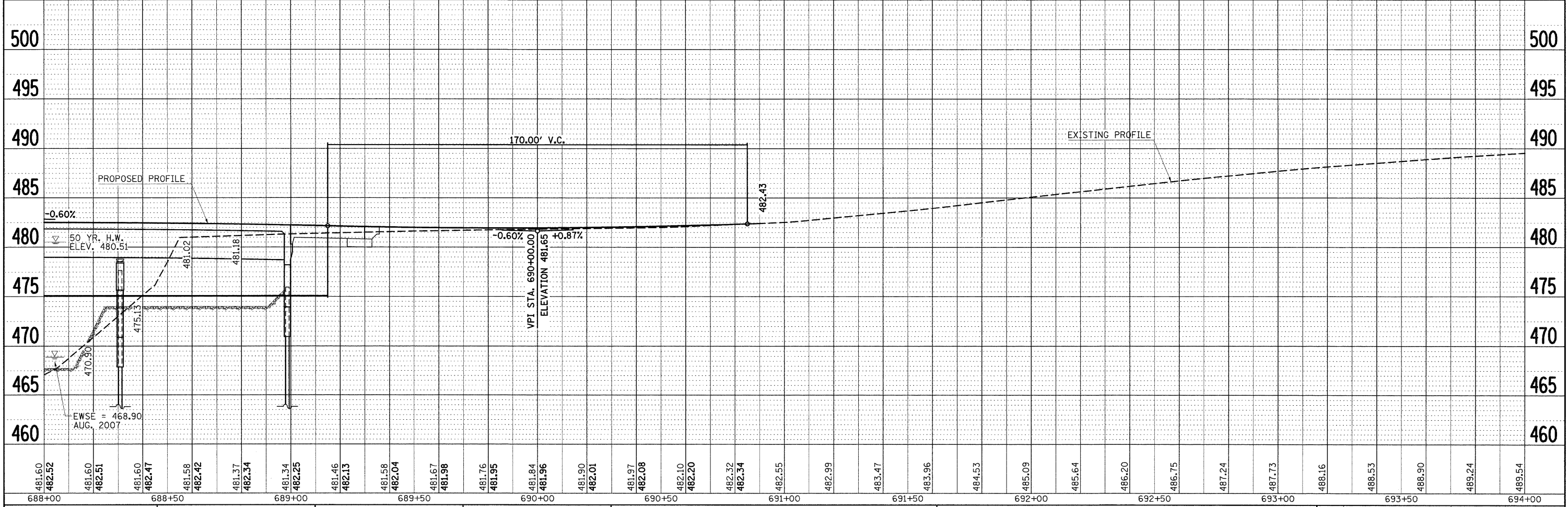
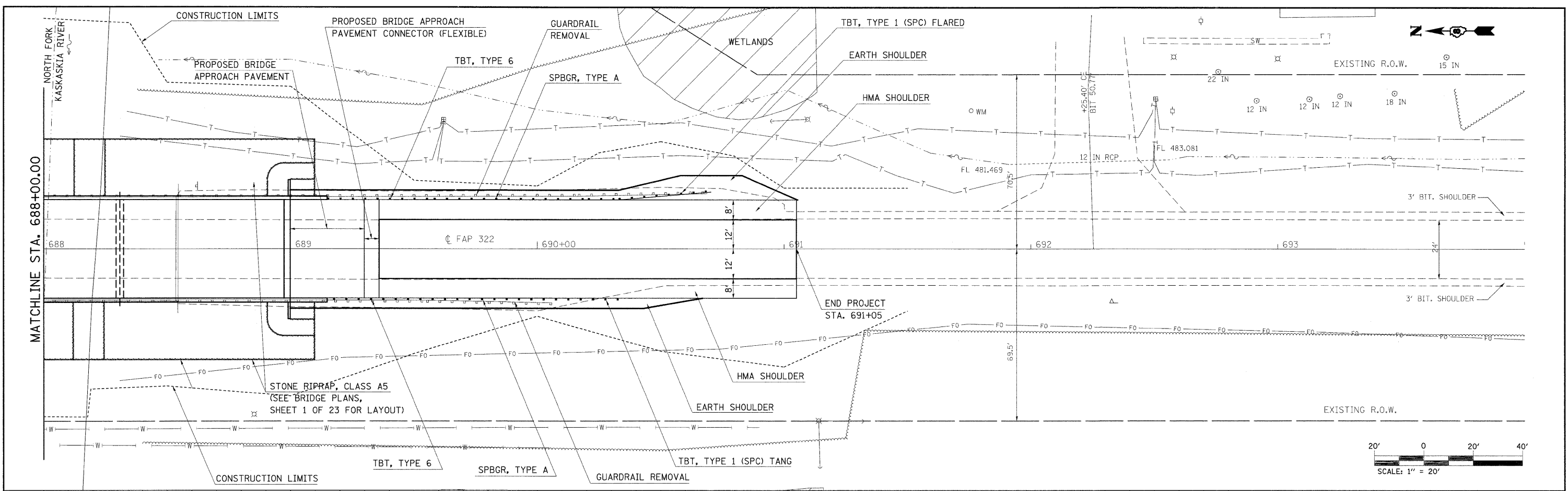
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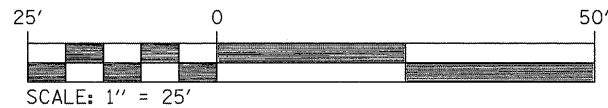
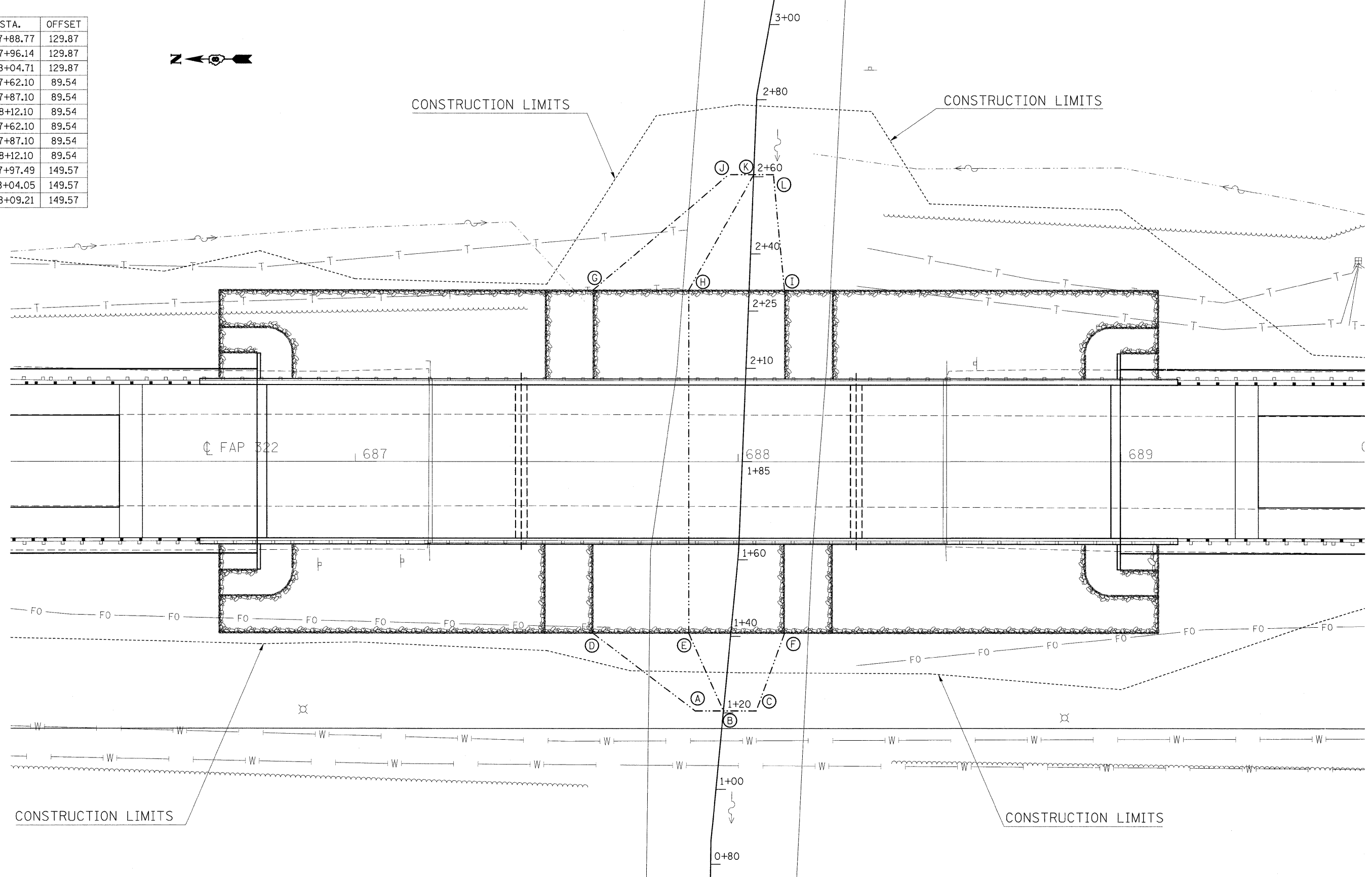
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 RT. OF WAY CHECKED
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PROFILE
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 GRADES CHECKED
 E.M. NOTED
 STRUCTURE NOTATIONS C/R/D



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PLOT DATE = 11/25/2009		DATE -	REVISED -		SCALE: 20	SHEET NO. 2 OF 2 SHEETS	STA. 688+00	TO STA. 694+00					

LOCATION	STA.	OFFSET
A	687+88.77	129.87
B	687+96.14	129.87
C	688+04.71	129.87
D	687+62.10	89.54
E	687+87.10	89.54
F	688+12.10	89.54
G	687+62.10	89.54
H	687+87.10	89.54
I	688+12.10	89.54
J	687+97.49	149.57
K	688+04.05	149.57
L	688+09.21	149.57



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 PLOT DATE = 10/13/2009

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CHANNEL LAYOUT

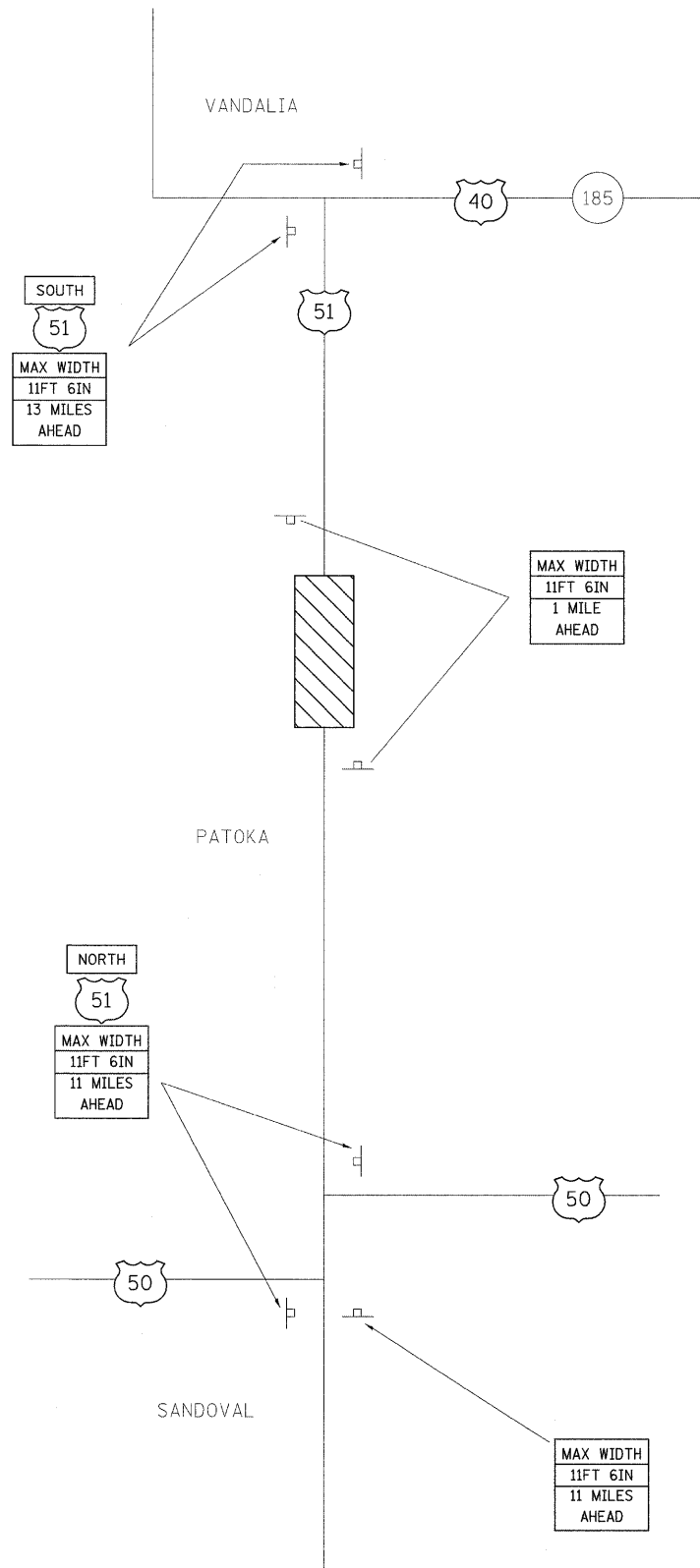
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	25BR-1	MARION	63	12
CONTRACT NO. 76A83				

ILLINOIS FED. AID PROJECT

NOTES

- ① ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
- ② THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- ③ THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE 618-346-3289.
- ④ THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR WIDE LOAD SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
- ⑤ SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
- ⑥ THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.



SIGNS REQUIRED

MAX WIDTH
11FT 6IN
1 MILE
AHEAD (2)

NORTH (2)

MAX WIDTH
11FT 6IN
11 MILES
AHEAD (3)

SOUTH (2)

51 (4)

MAX WIDTH
11FT 6IN
13 MILES
AHEAD (2)

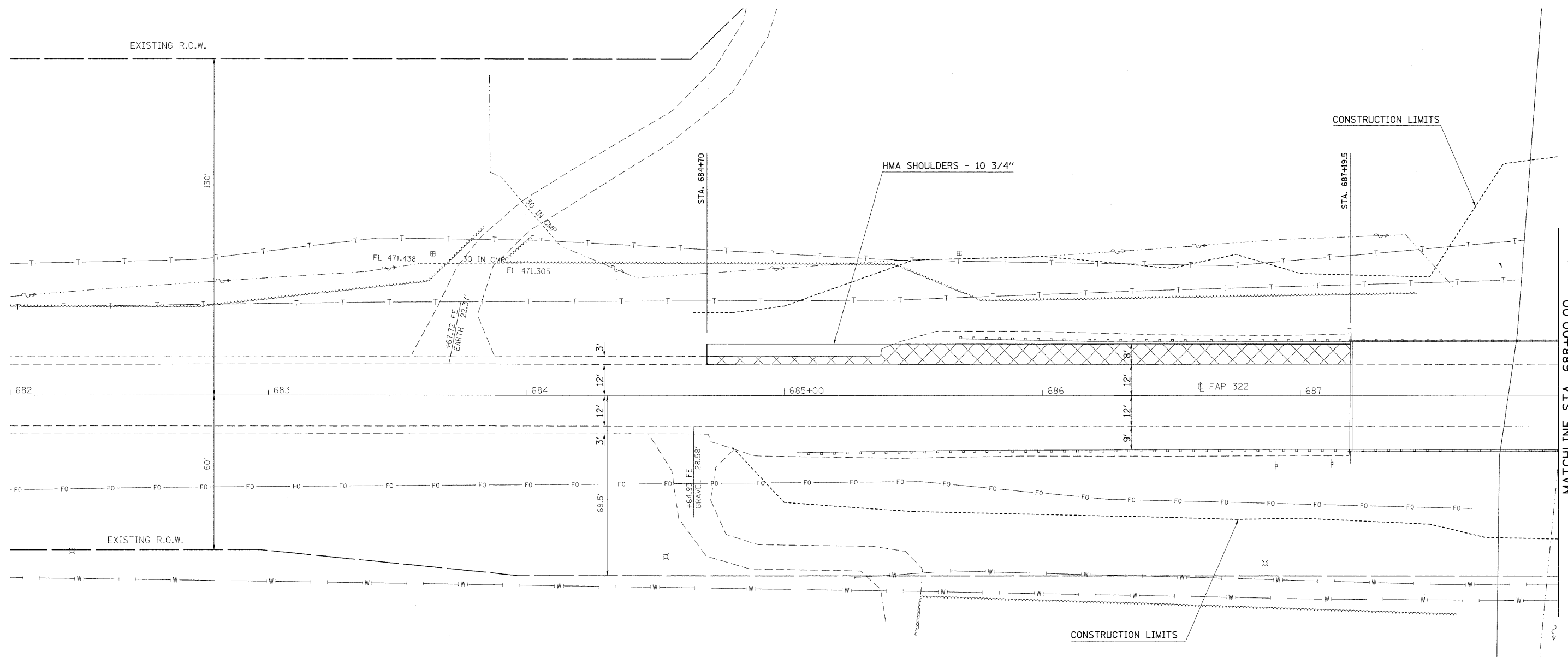
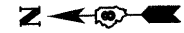
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c:\p\work\pwidot\harbaughrd\dms52336\p	h070806a.dgn	DRAWN -	REVISED -		322	25BR-1	MARION	63	13				
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	PLOT DATE = 10/13/2009	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	[ILLINOIS] FED. AID PROJECT			

DATE	BY
SURVEYED	ALIGNED
NOTE BOOK	RT.O.F. FILE NAME
NO.	

DATE	BY
SURVEYED	GRADES CHECKED
NOTE BOOK	STRUCTURE NOTATIONS
NO.	CPRO



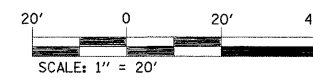
HMA SHOULDER REMOVAL (FULL DEPTH)



SEQUENCE OF CONSTRUCTION

UTILIZE STANDARD 701326 FOR TRAFFIC CONTROL LAYOUT.

PLACE "HMA SHOULDERS - 10 3/4" ALONG NORTHBOUND TRAFFIC LANE AS SHOWN ON PLANS.

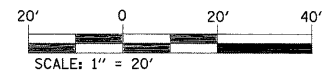
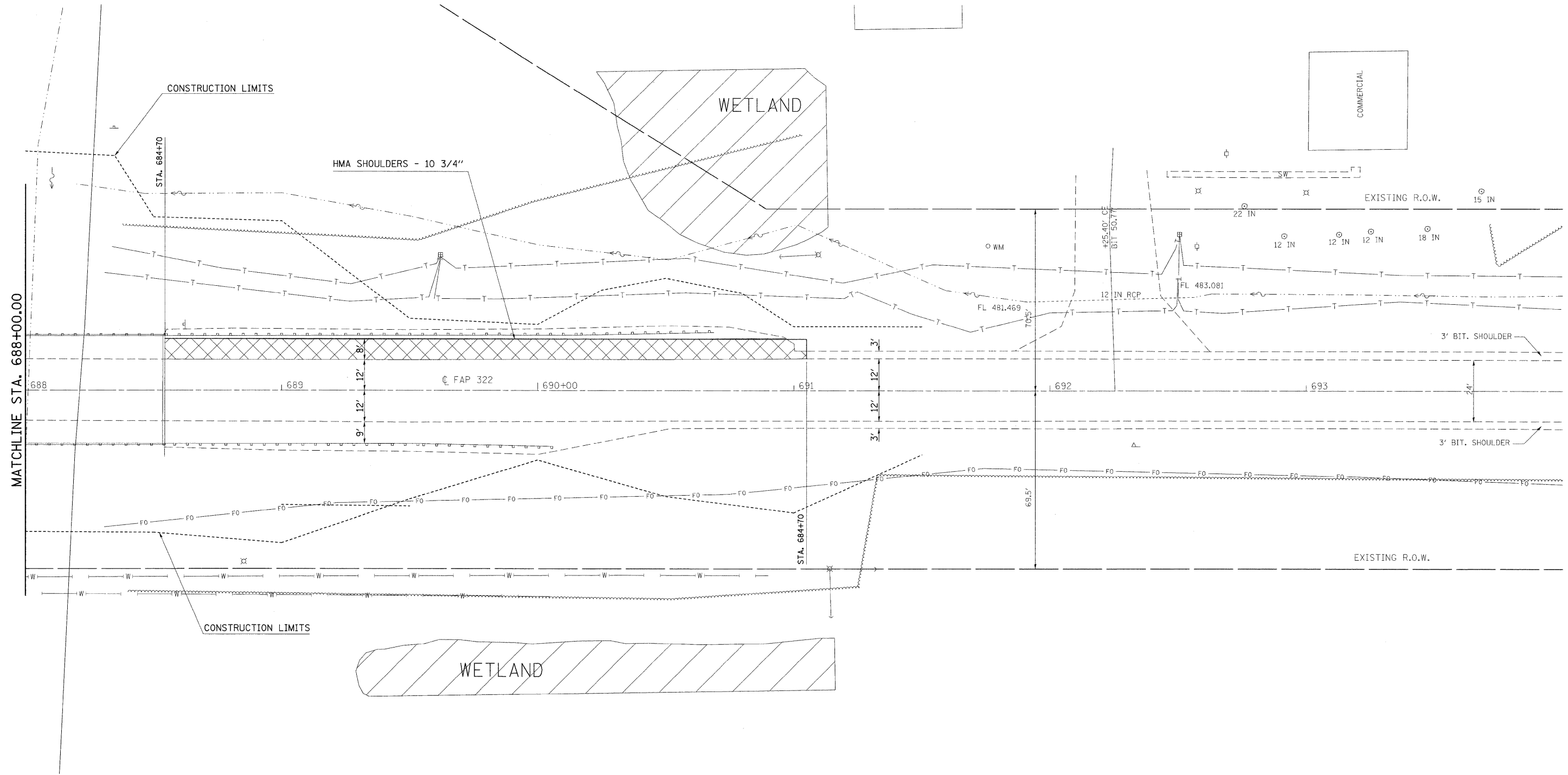


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c:\pwwork\pwwidot\harbaughrd\dms52336\stg7026a.dgn		DRAWN -	REVISED -		SCALE: 20	SHEET NO. 1 OF 6 SHEETS	STA. 682+00	TO STA. 688+00	322	25BR-1	MARION	63	14
		CHECKED -	REVISED -		CONTRACT NO. 76A83								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

PLAN	SURVEYED	DATE
	PLOTTED	BY
	NOTED	
	NO. _____	






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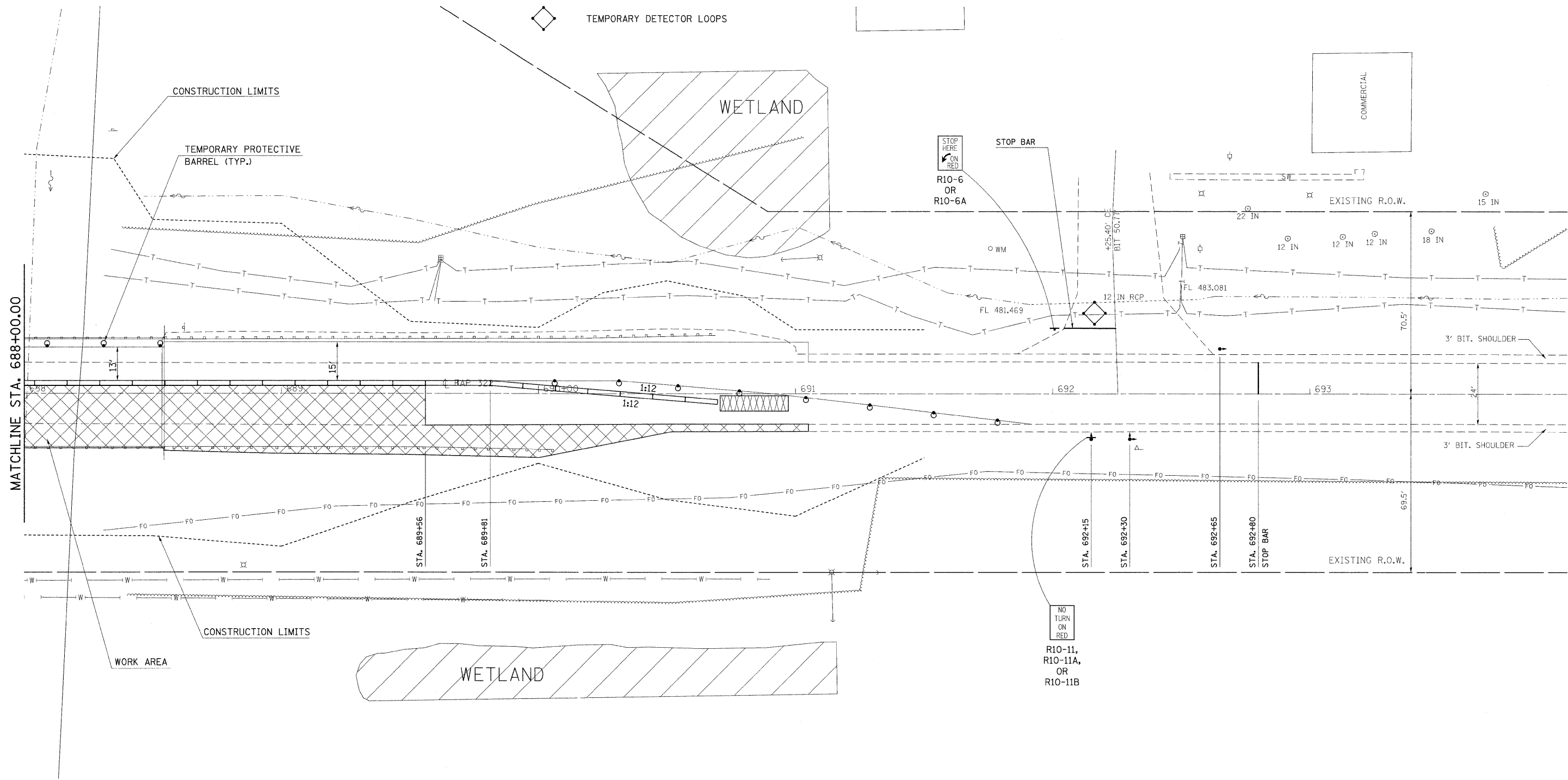
 HMA SHOULDER REMOVAL (FULL DEPTH)



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	PLOT DATE = #DATE#	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

LEGEND

-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS OR BARRICADES WITH STEADY BURNING LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TEMPORARY DETECTOR LOOPS

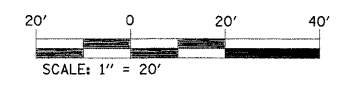


PLAN

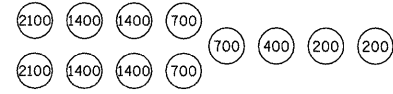
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ALIGNED	BY
CHECKED	NO.
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FILE NAME	

PROFILE

SURVEYED	DATE
GRADES	BY
CHECKED	NO.
BY	
NO.	
STRUCTURE NOTATIONS	



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		DRAWN -	REVISED -					322	25BR-1	MARION	63	17
		CHECKED -	REVISED -					CONTRACT NO. 76A83				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
PLOT SCALE = 20.0000' / IN.				SCALE: 20	SHEET NO. 4 OF 6 SHEETS	STA. 688+00 TO STA. 694+00						
PLOT DATE = 11/25/2009												



SAND MODULE IMPACT ATTENUATOR LAYOUT
(IF OPTION USED)

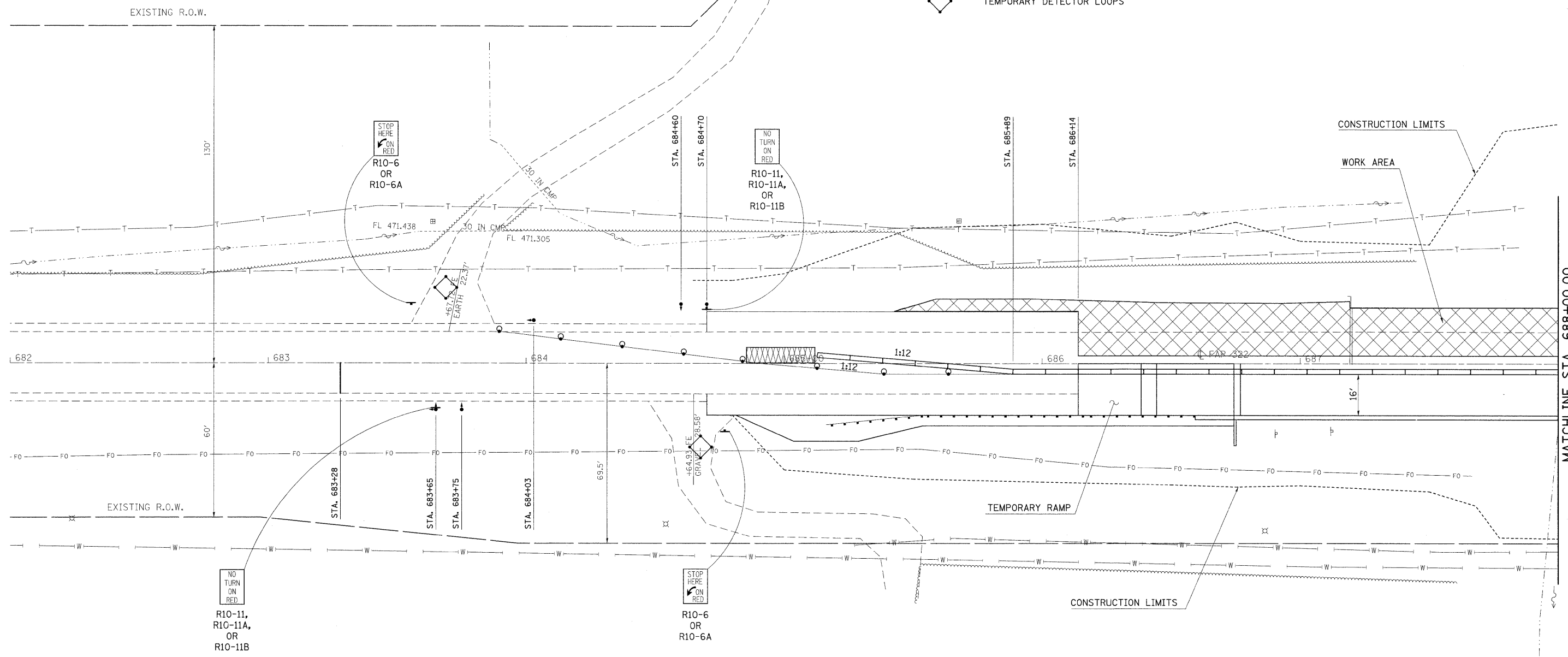
LEGEND

- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- BARRELS OR BARRICADES WITH STEADY BURNING LIGHT
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- TEMPORARY DETECTOR LOOPS



DATE	
BY	
PLAN	
NO.	
NO.	
NO.	

DATE	
BY	
PROFILE	
NO.	
NO.	
NO.	

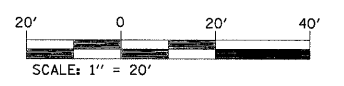


SEQUENCE OF CONSTRUCTION

- SEE STANDARD 701321 FOR LAYOUT OF TRAFFIC CONTROL. ALTERATIONS TO STANDARD 701321 ARE SHOWN ON STAGE CONSTRUCTION SHEETS IN PLANS.
- PLACE TRAFFIC BARRIER TERMINALS AND GUARDRAIL ALONG SOUTHBOUND LANE ON BOTH ENDS OF STRUCTURE.
- PLACE TEMPORARY RAMPS ON EACH END OF THE STRUCTURE.
- RELOCATE 525 FT OF TEMPORARY CONCRETE BARRIER AND 2 EACH IMPACT ATTENUATORS, TEMPORARY.






UPON COMPLETION OF STRUCTURE CONSTRUCTION

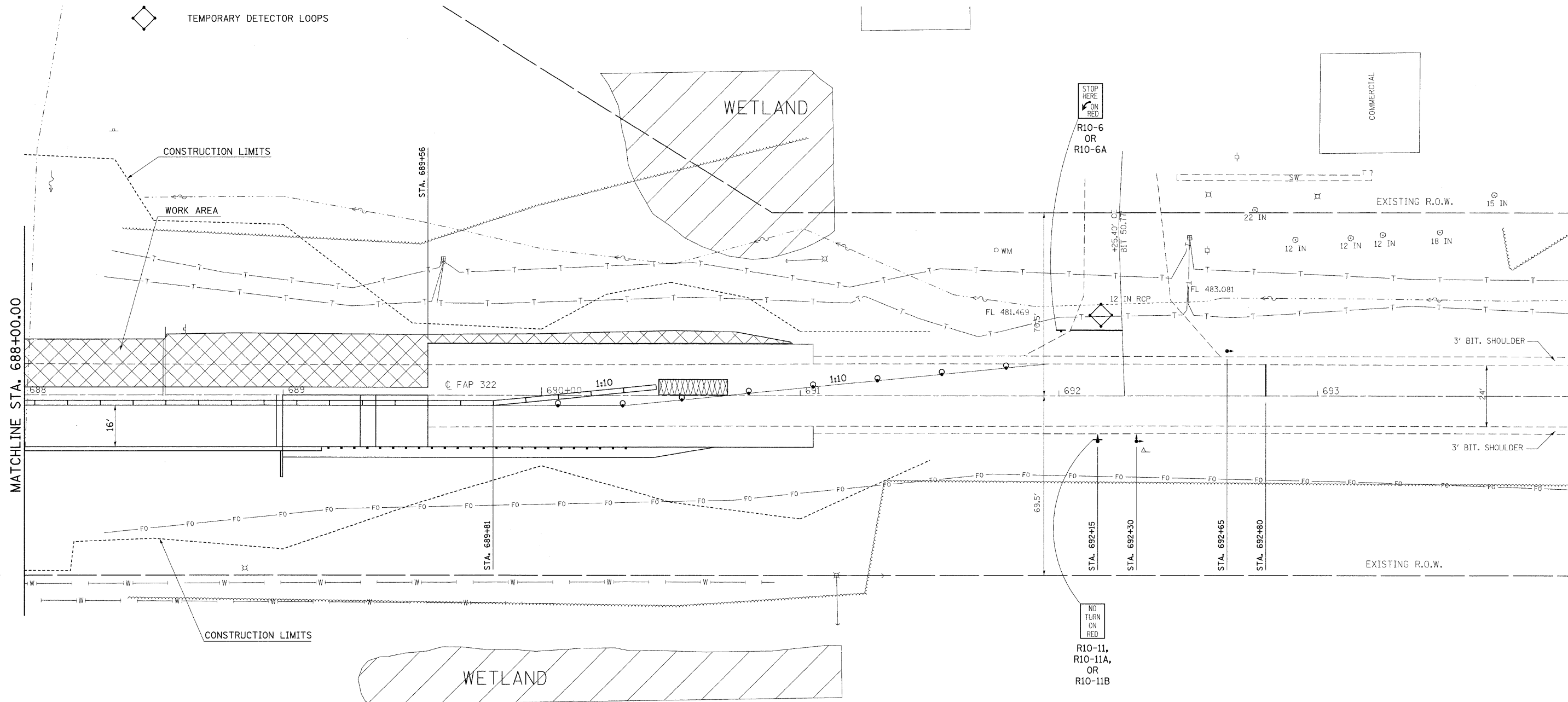
- PLACE TRAFFIC BARRIER TERMINALS AND GUARDRAIL ALONG NORTHBOUND LANE ON BOTH ENDS OF STRUCTURE.
- REMOVE TEMPORARY CONCRETE BARRIERS AND IMPACT ATTENUATORS.
- PLACE FINAL LIFT OF HOT-MIX ASPHALT AT EACH END OF STRUCTURE TO ATTAIN FINAL ELEVATION, UTILIZING HIGHWAY STANDARD 701306.
- PLACE PERMANENT PAVEMENT MARKING ON ROADWAY AND BRIDGE ACCORDING TO PAVEMENT MARKING SHEETS.



FILE NAME =	USER NAME = harbaughhd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II CONSTRUCTION				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\pwwork\harbaughhd\dms52336\stg77006a.dgn		DRAWN -	REVISED -		SCALE: 20	SHEET NO. 5 OF 6 SHEETS	STA. 682+00	TO STA. 688+00	322	25BR-1	MARION	63	18
		CHECKED -	REVISED -		CONTRACT NO. 76A83								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

LEGEND

-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  BARRELS OR BARRICADES WITH STEADY BURNING LIGHT
-  TEMPORARY BRIDGE TRAFFIC SIGNALS
-  TEMPORARY DETECTOR LOOPS



PLAN	SURVEYED	BY	DATE
	ALIGNED		
	CHECKED		
	RTY. OF WAY		
	CHECKED		
	NO.		
	NO.		

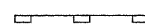

PROFILE	SURVEYED	BY	DATE
	B.M. NOTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS		
	CHFD		
	NO.		
	NO.		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II CONSTRUCTION

FILE NAME =	USER NAME = harbaughrd	DESIGNED -	REVISED -	SCALE: 20	SHEET NO. 6 OF 6 SHEETS	STA. 688+00 TO STA. 694+00	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\p\dot\harbaughrd\dms52336\stg2\7005a.dgn		DRAWN -	REVISED -				322	25BR-1	MARION	63	19
PLOT SCALE = 20.0000' / 1IN.		CHECKED -	REVISED -				CONTRACT NO. 76A83				
PLOT DATE = 11/25/2009		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				

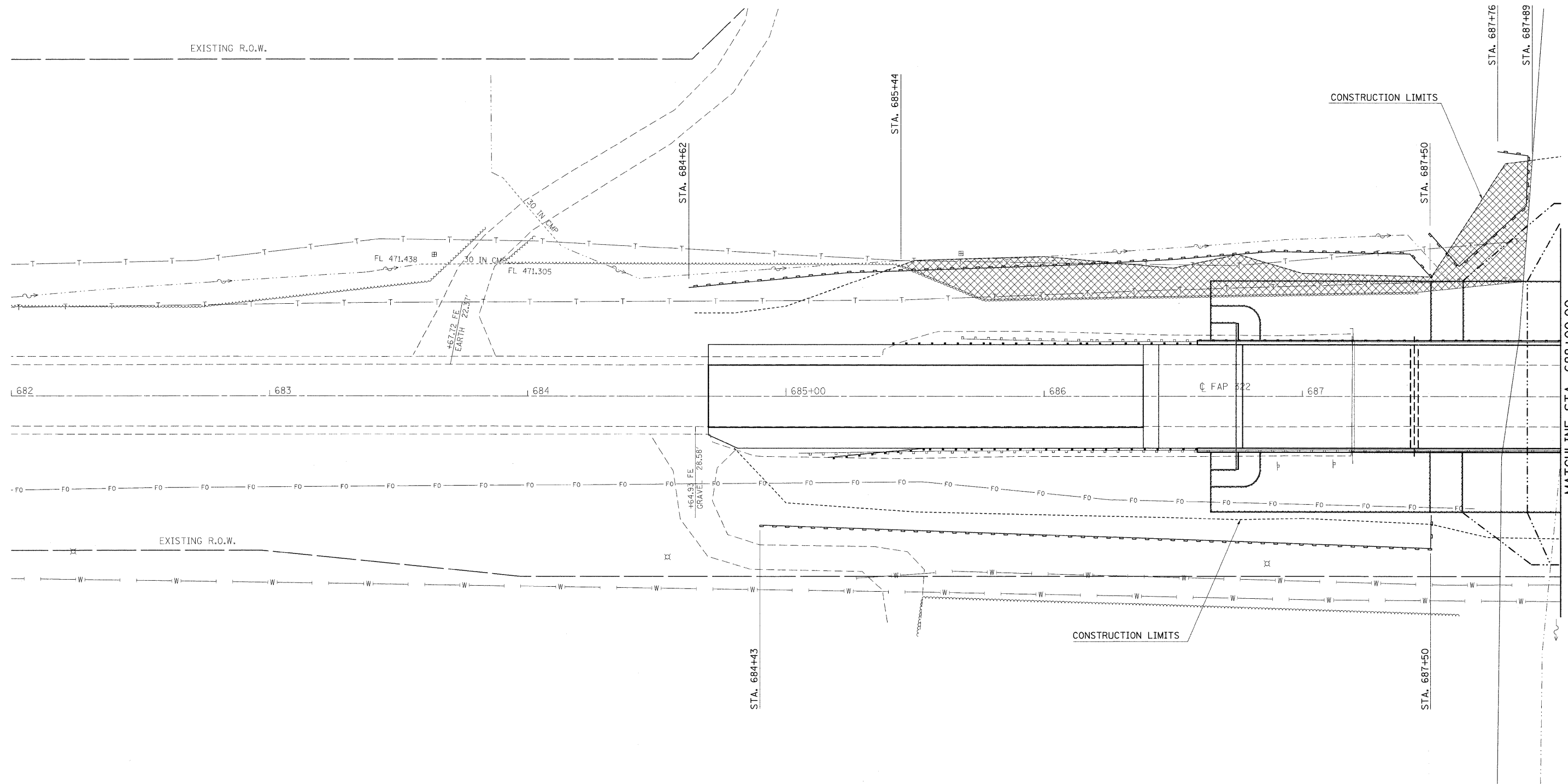
LEGEND

-  PERIMETER EROSION CONTROL BARRIER
-  TREE REMOVAL



PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	RT. OF WAY CHECKED	
	NO. _____	
	NOTE BOOK	
	NO. _____	
	PAID FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	RT. OF WAY CHECKED	
	NO. _____	
	NOTE BOOK	
	NO. _____	
	STRUCTURE NOTATIONS CIP/CO	



FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL DETAILS			F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 20
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		SCALE: 20	SHEET NO. 1 OF 2 SHEETS	STA. 682+00	TO STA. 688+00	CONTRACT NO. 76A83			
	PLOT DATE = #DATE#	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

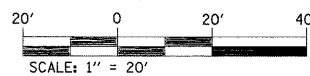
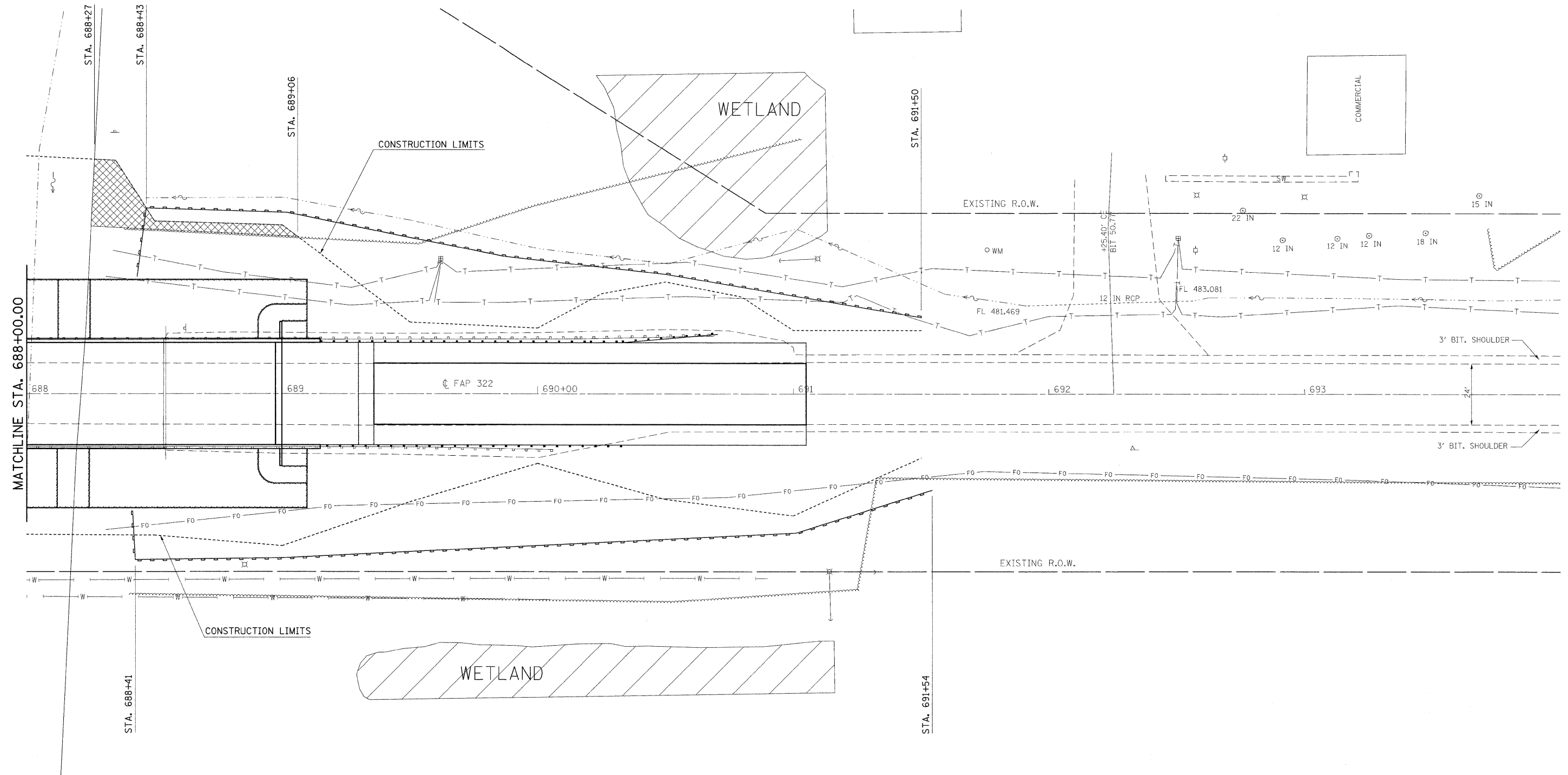
PLAN	SURVEYED	BY	DATE
	NOTED		
	CHECKED		
	RT. OF WAY CHECKED		
	NO. _____		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	NOTED		
	CHECKED		
	NO. NOTED		
	STRUCTURE NOTATIONS CHKD		



LEGEND

- PERIMETER EROSION CONTROL BARRIER
- TREE REMOVAL

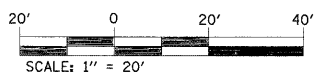
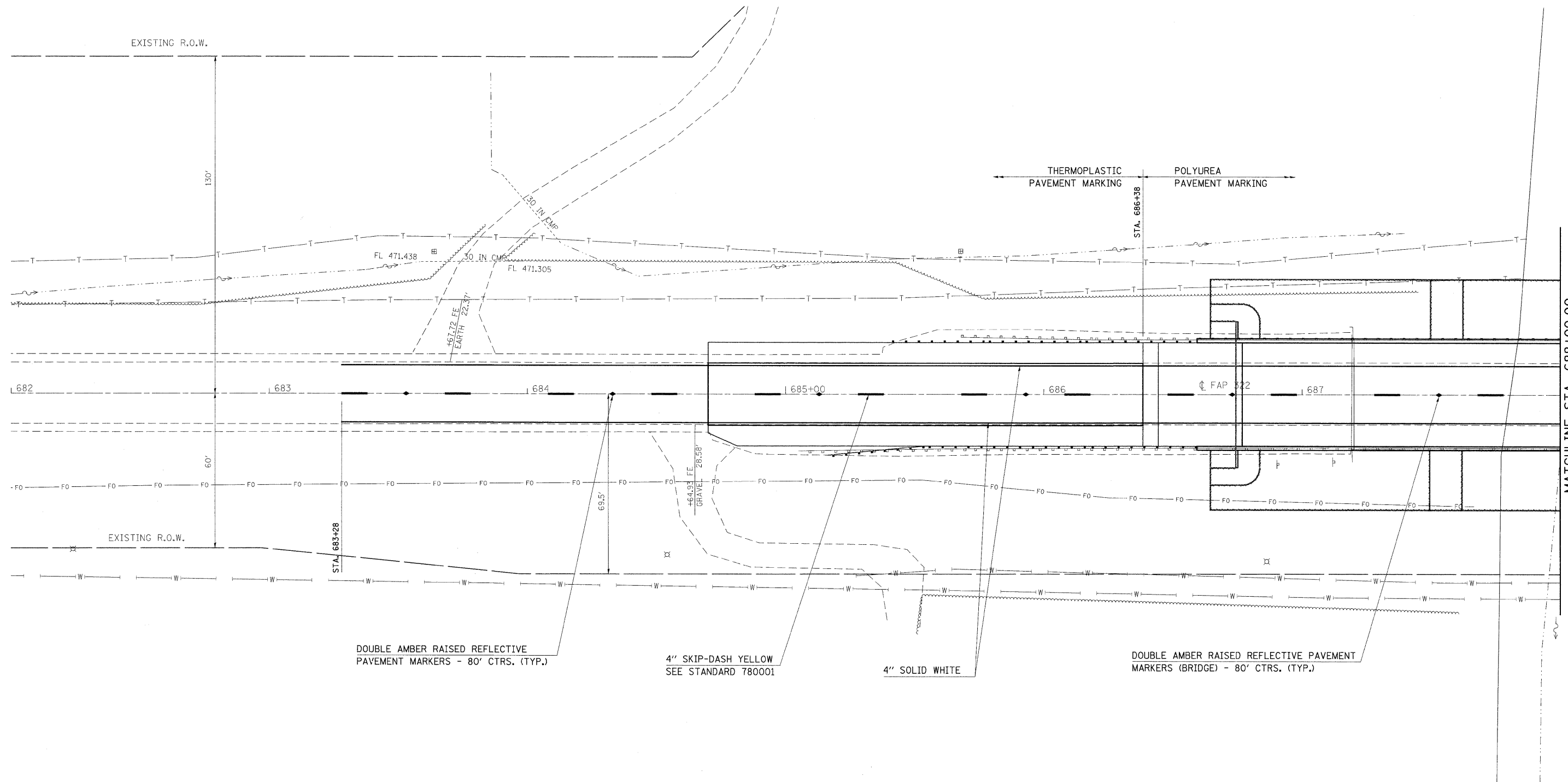


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	PLOT DATE = 10/13/2009	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ART. OF WAY CHECKED		
	ADD FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	SAF. NOTED		
	STRUCTURE NOTATIONS CHK'D		
	NO.		

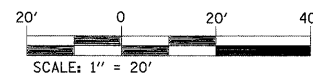
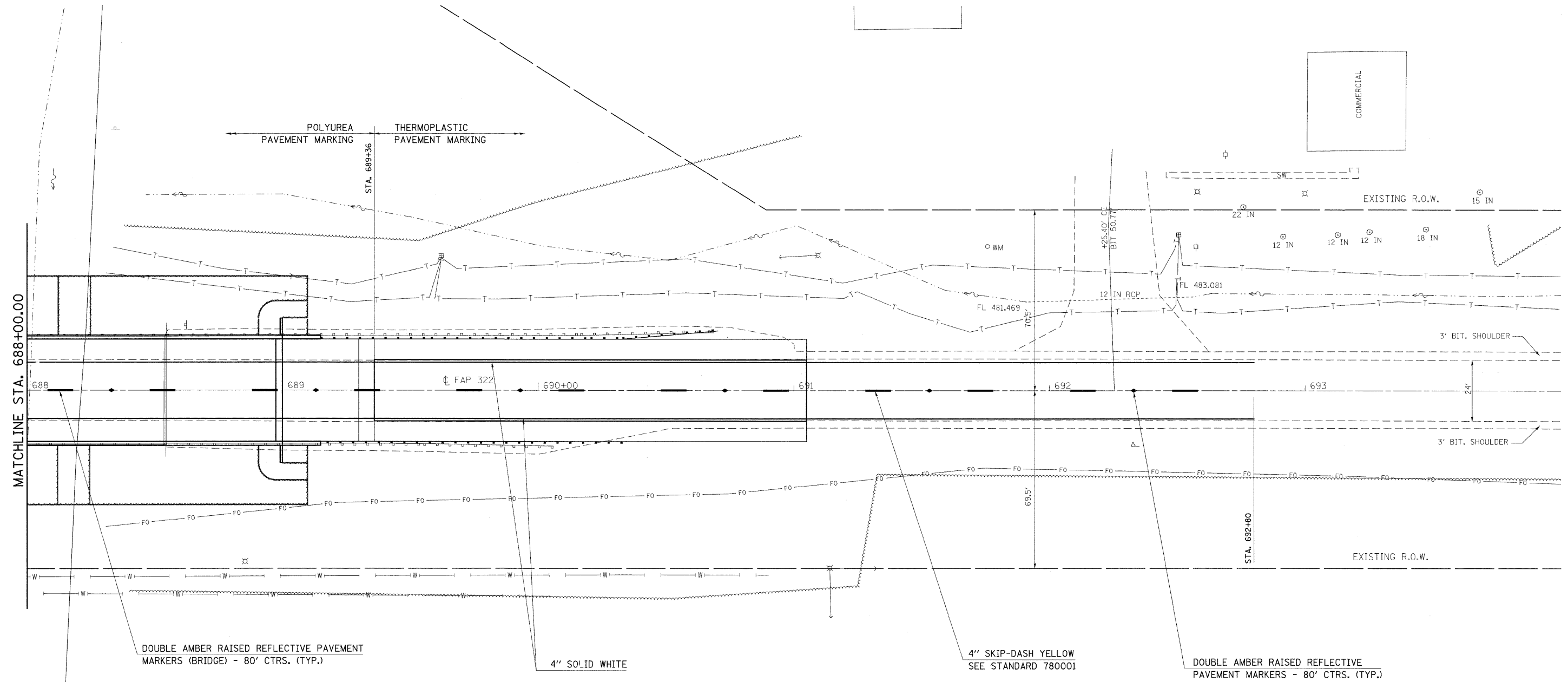


FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -		SCALE: 20	SHEET NO. 1 OF 2 SHEETS	STA. 682+00	TO STA. 688+00	322	25BR-1	MARION	63	22
		CHECKED -	REVISED -		CONTRACT NO. 76A83								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	RT. OF WAY CHECKED		
	NO. _____		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	B.M. NOTED		
	STRUCTURE NOTATIONS CHKD		
	NO. _____		

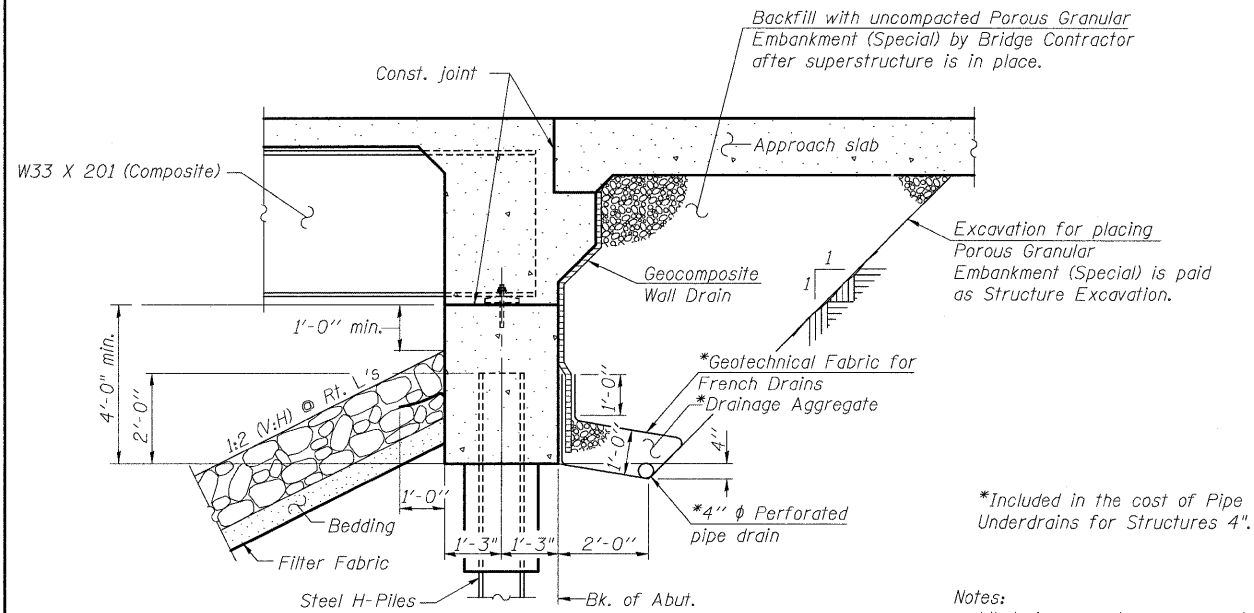


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	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		SCALE: 20	SHEET NO. 2 OF 4 SHEETS	STA. 688+00	TO STA. 694+00	CONTRACT NO. 76A83			
	PLOT DATE = #DATE#	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
Calculated weight of Structural Steel = 285,880 pounds (Grade 50) and 10,570 pounds (Grade 36)
No field welding is permitted except as specified in the contract documents.
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
Reinforcement bars designated (E) shall be epoxy coated.
Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06 (b) of the Standard Specifications.
If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

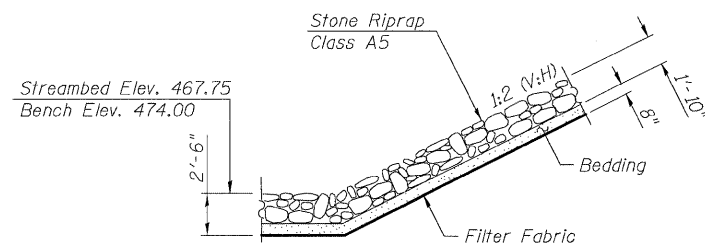


SECTION THRU INTEGRAL ABUTMENT

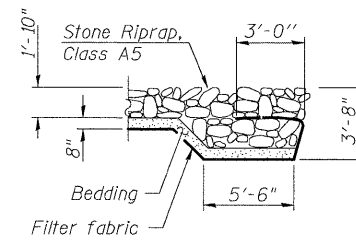
Notes:
All drainage system components shall extend 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipe shall extend into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101.)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB		TOTAL
			Piers	Abuts.	
Stone Riprap, Class A5	Sq. Yd.	2331			2331
Removal of Existing Structures	Each	1			1
Floor Drains	Each	32			32
Furnishing and Erecting Structural Steel	L. Sum	1			1
Stud Shear Connectors	Each	4302			4302
Reinforcement Bars, Epoxy Coated	Pound	112,360	10,120	5,820	128,300
Bar Splicers	Each	1046	30	26	1102
Furnishing Steel Piles HP 14x73	Foot		1188	888	2076
Driving Piles	Foot		1188	888	2076
Pile Shoes	Each		16	12	28
Name Plates	Each	1			1
Anchor Bolts, 1"	Each	48			48
Pipe Underdrain for Structures 4"	Foot			91	91
Porous Granular Embankment, Special	Cu. Yd.			136.2	136.2
Filter Fabric	Sq. Yd.	2331			2331
Protective Coat	Sq. Yd.	1513			1513
Structure Excavation	Cu. Yd.		64	349	413
Concrete Encasement	Cu. Yd.		8.7	6.5	15.2
Concrete Structures	Cu. Yd.		60.5	65.5	126.0
Concrete Superstructure	Cu. Yd.	471.0			471.0
Bridge Deck Grooving	Sq. Yd.	1269			1269
Temporary Sheet Piling	Sq. Ft.	3448			3448
Geocomposite Wall Drain	Sq. Yd.			65	65
Mechanical Splice	Each		96		96
Temporary Soil Retention System	Sq. Ft.	84			84
Asbestos Bearing Pad Removal	Each	56			56
Underwater Structure Excavation Protection - Location 1	Each		1		1
Underwater Structure Excavation Protection - Location 2	Each		1		1



SECTION A-A



SECTION B-B

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

GENERAL DATA
STRUCTURE NUMBER 061-0094

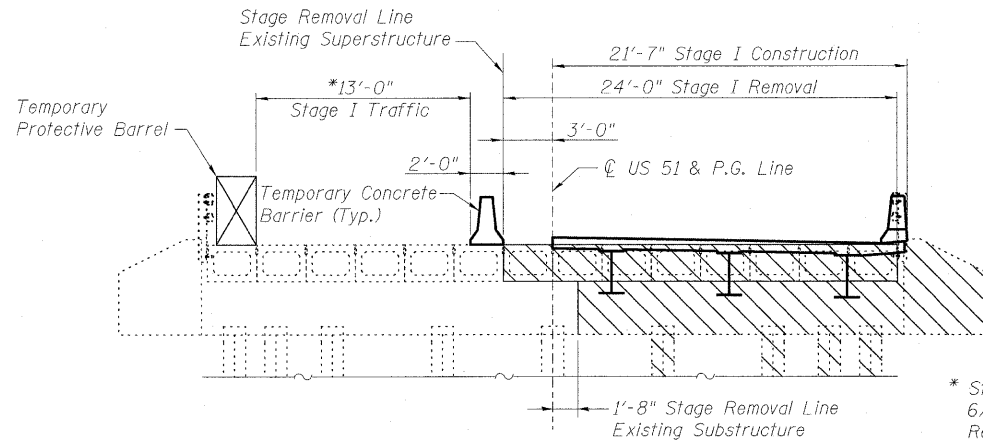


BERNARDIN
LOCHMUELLER &
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3 Oak Drive
Mareville, IL 62963-5635
Local (618) 298-4608
Fax (618) 298-4686

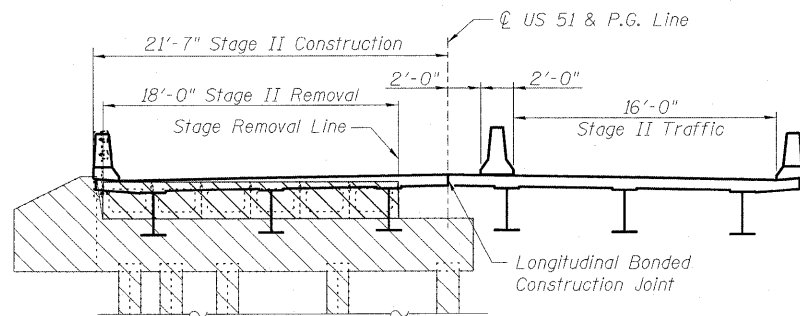
SHEET NO. 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	322	25BR-1	MARION	63	25
23 SHEETS	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE I CONSTRUCTION
(Looking South)

* Stage I traffic is based on the 6/19/08 Damage Inspection Report.

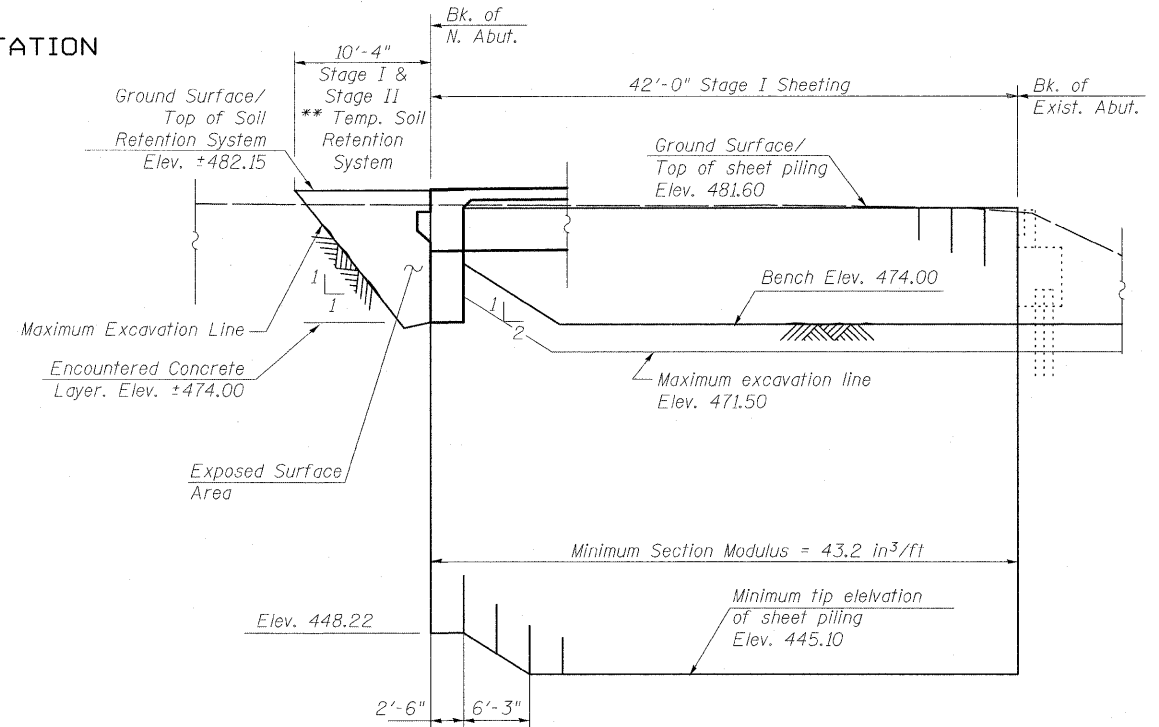


STAGE II CONSTRUCTION
(Looking South)

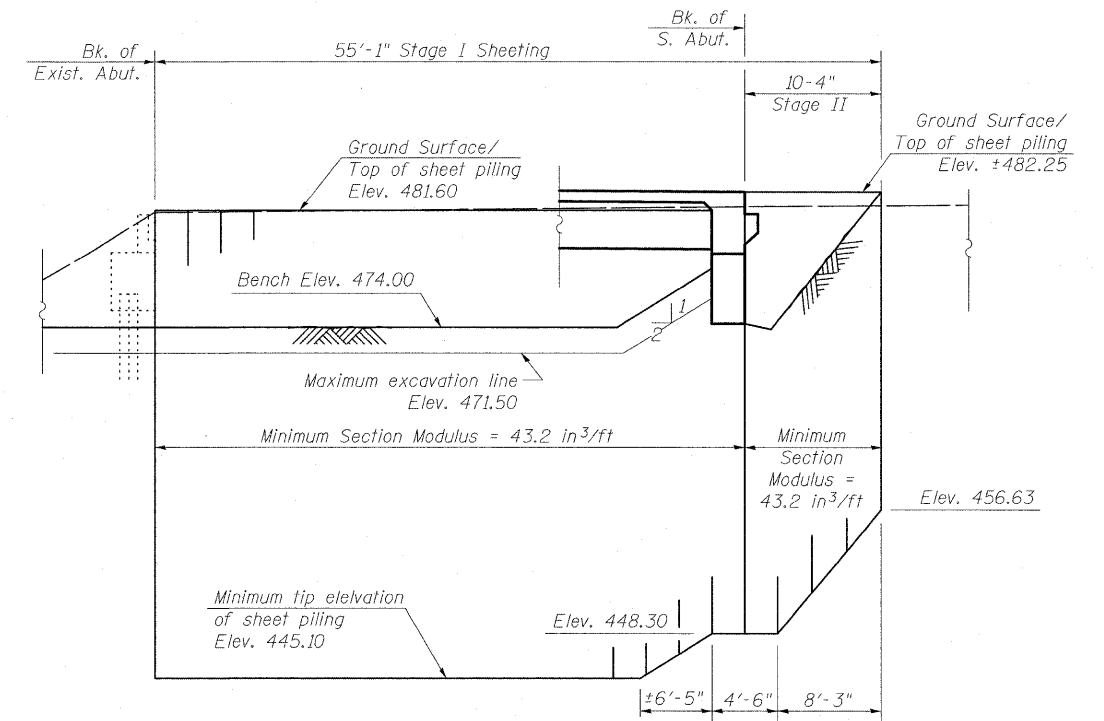
Note:
The contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of structures.
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

** Buried concrete was encountered at the location of the existing North Abutment approximately 8'-0" below the existing grade. The limits of the Stage I Soil Retention System and Sheet Piling may vary in final construction.

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.



NORTH ABUTMENT



SOUTH ABUTMENT

SHEET PILING ELEVATION

**STAGE CONSTRUCTION AND SHEET PILING DETAILS
STRUCTURE NUMBER 061-0094**

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	3448
Temporary Soil Retention System	Sq. Ft.	84

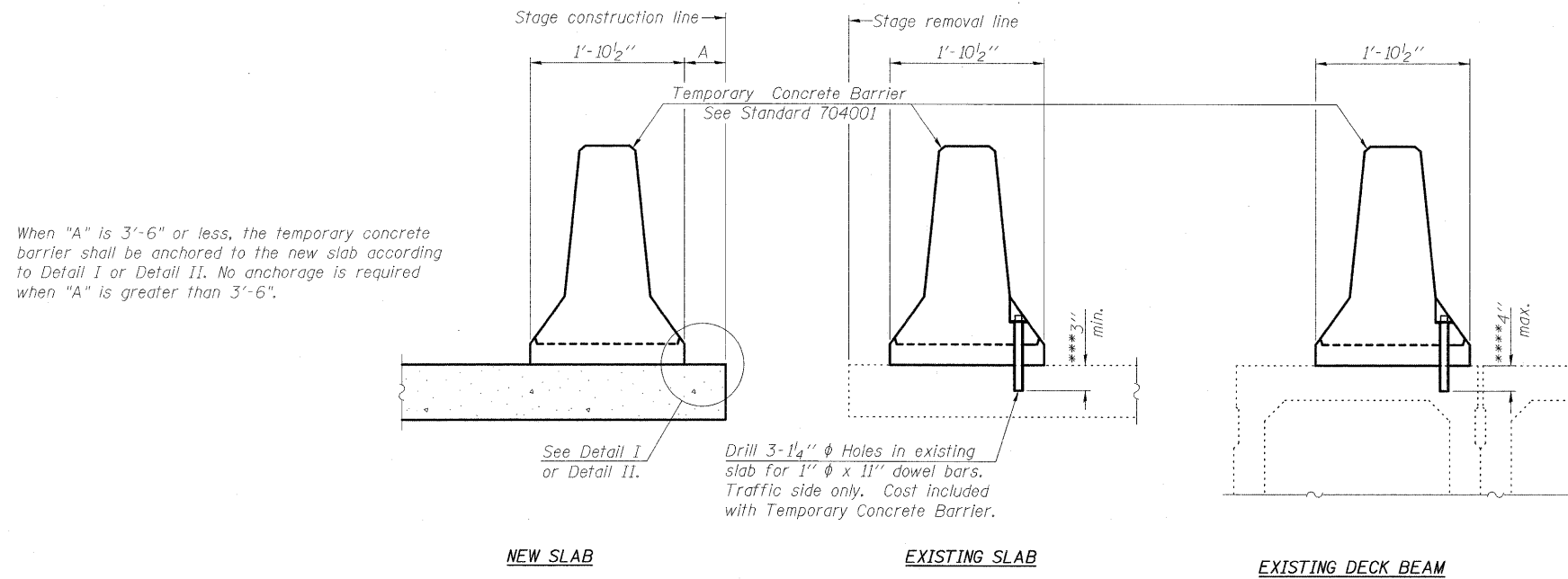


**BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.**

3 Oak Drive
Maryville, IL 62962-9635
Local: 618-288-4955
Fax: 618-288-4996

SHEET NO. 3 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 26
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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

NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

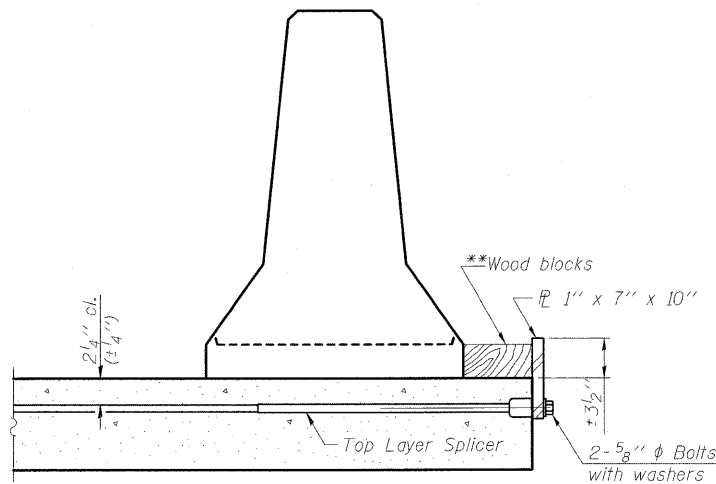
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

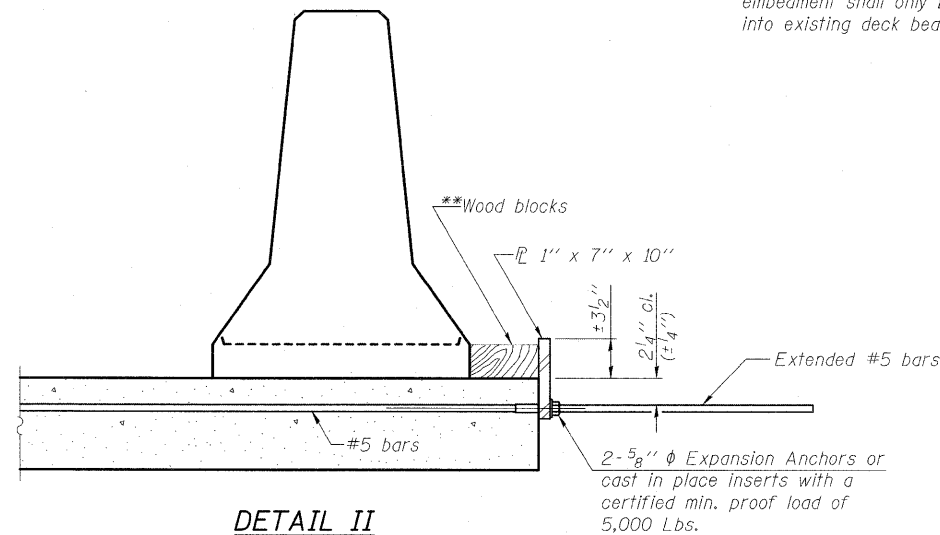
SECTIONS THRU SLAB OR DECK BEAM

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

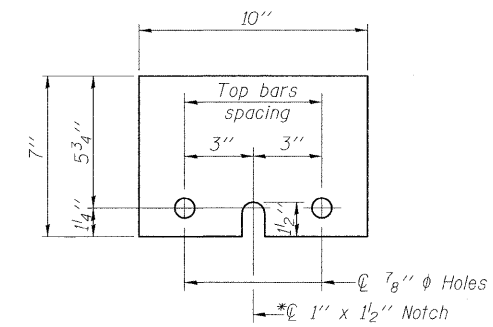
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x 10"

* Required only with Detail II

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

DESIGNED	
CHECKED	
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

R-27

10-1-08



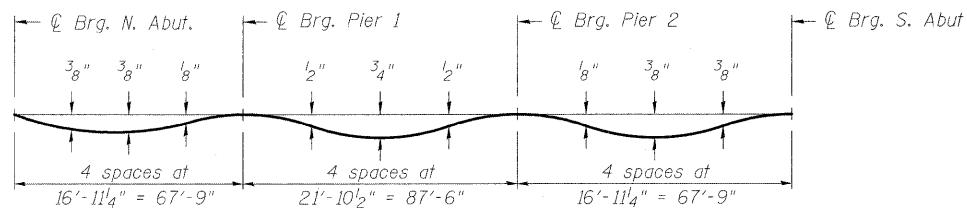
BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.

3 Oak Drive
Maryville, IL 63082-6685
Local (618) 288-4665
Fax 618-288-4666

SHEET NO. 4 23 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	322	25BR-1	MARION	63	27
SN 061-0094			CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NUMBER 061-0094

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

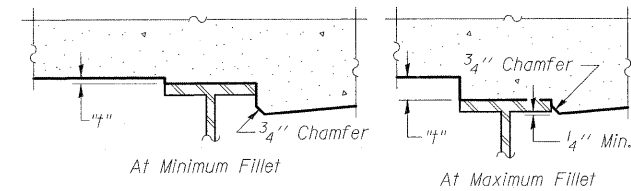


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

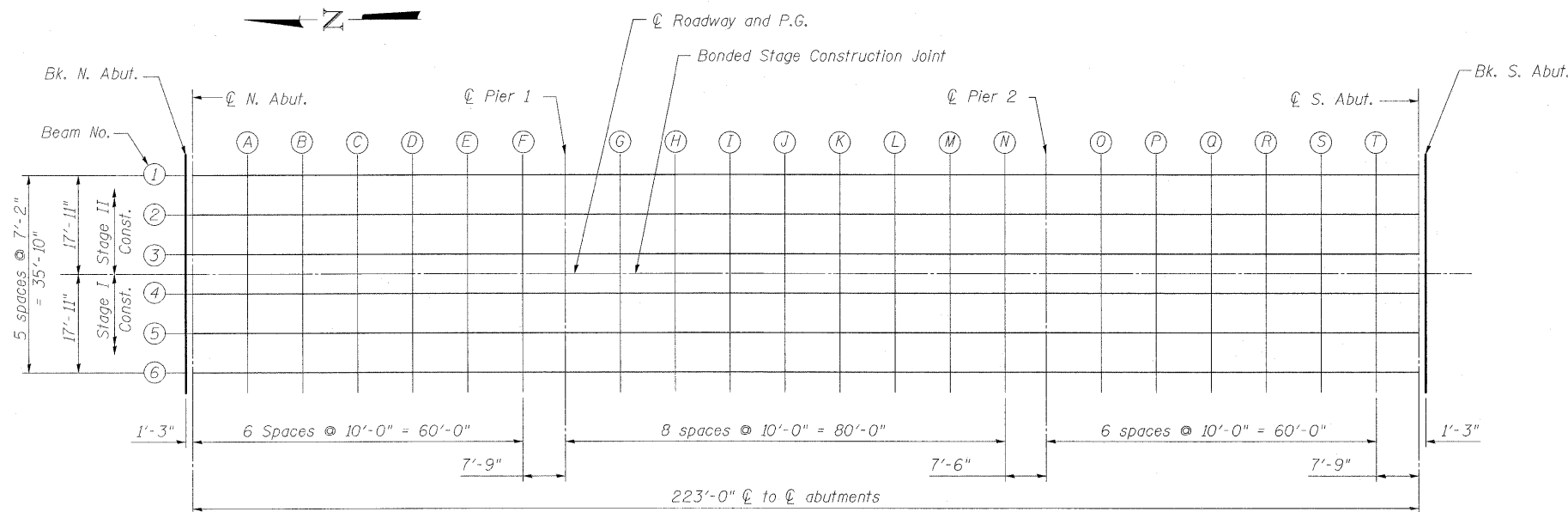
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheets 6 and 7 of 23.



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 and on sheets 6 and 7 of 23, minus slab thickness. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheets 6 and 7 of 23, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

**CL ROADWAYS, P.G., AND BONDED
STAGE CONSTRUCTION JOINT**



ELEVATIONS LOCATION PLAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	686+74.35	0.00	482.15	482.15
CL Brg. N. Abut.	686+75.60	0.00	482.16	482.16
A	686+85.60	0.00	482.22	482.23
B	686+95.60	0.00	482.27	482.30
C	687+05.60	0.00	482.32	482.35
D	687+15.60	0.00	482.36	482.39
E	687+25.60	0.00	482.40	482.41
F	687+35.60	0.00	482.43	482.44
CL Brg. Pier 1	687+43.35	0.00	482.45	482.45
G	687+53.35	0.00	482.48	482.49
H	687+63.35	0.00	482.50	482.53
I	687+73.35	0.00	482.51	482.56
J	687+83.35	0.00	482.52	482.58
K	687+93.35	0.00	482.52	482.58
L	688+03.35	0.00	482.52	482.56
M	688+13.35	0.00	482.52	482.54
N	688+23.35	0.00	482.50	482.52
CL Brg. Pier 2	688+30.85	0.00	482.49	482.49
O	688+40.85	0.00	482.47	482.48
P	688+50.85	0.00	482.45	482.46
Q	688+60.85	0.00	482.42	482.45
R	688+70.85	0.00	482.38	482.41
S	688+80.85	0.00	482.34	482.37
T	688+90.85	0.00	482.30	482.31
CL Brg. S. Abut.	688+98.60	0.00	482.26	482.26
Bk. of S. Abut.	688+99.85	0.00	482.25	482.25

**TOP OF SLAB ELEVATIONS
STRUCTURE NUMBER 061-0094**

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.



**BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.**

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Maryville, IL 62902-5635
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Fax 618-288-4699

SHEET NO. 5 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 28
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	686+74.35	-17.92	481.84	481.84
℄ Brg. N. Abut.	686+75.60	-17.92	481.85	481.85
A	686+85.60	-17.92	481.91	481.92
B	686+95.60	-17.92	481.96	481.99
C	687+05.60	-17.92	482.01	482.04
D	687+15.60	-17.92	482.05	482.08
E	687+25.60	-17.92	482.09	482.10
F	687+35.60	-17.92	482.12	482.13
℄ Brg. Pier 1	687+43.35	-17.92	482.14	482.14
G	687+53.35	-17.92	482.17	482.18
H	687+63.35	-17.92	482.19	482.22
I	687+73.35	-17.92	482.20	482.25
J	687+83.35	-17.92	482.21	482.27
K	687+93.35	-17.92	482.21	482.27
L	688+03.35	-17.92	482.21	482.25
M	688+13.35	-17.92	482.20	482.23
N	688+23.35	-17.92	482.19	482.21
℄ Brg. Pier 2	688+30.85	-17.92	482.18	482.18
O	688+40.85	-17.92	482.16	482.17
P	688+50.85	-17.92	482.14	482.15
Q	688+60.85	-17.92	482.11	482.14
R	688+70.85	-17.92	482.07	482.10
S	688+80.85	-17.92	482.03	482.06
T	688+90.85	-17.92	481.98	482.00
℄ Brg. S. Abut.	688+98.60	-17.92	481.95	481.95
Bk. of S. Abut.	688+99.85	-17.92	481.94	481.94

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	686+74.35	-10.75	481.98	481.98
℄ Brg. N. Abut.	686+75.60	-10.75	481.99	481.99
A	686+85.60	-10.75	482.05	482.07
B	686+95.60	-10.75	482.10	482.13
C	687+05.60	-10.75	482.15	482.18
D	687+15.60	-10.75	482.19	482.22
E	687+25.60	-10.75	482.23	482.25
F	687+35.60	-10.75	482.26	482.27
℄ Brg. Pier 1	687+43.35	-10.75	482.28	482.28
G	687+53.35	-10.75	482.31	482.33
H	687+63.35	-10.75	482.33	482.36
I	687+73.35	-10.75	482.34	482.39
J	687+83.35	-10.75	482.35	482.41
K	687+93.35	-10.75	482.35	482.41
L	688+03.35	-10.75	482.35	482.40
M	688+13.35	-10.75	482.35	482.38
N	688+23.35	-10.75	482.34	482.35
℄ Brg. Pier 2	688+30.85	-10.75	482.32	482.32
O	688+40.85	-10.75	482.30	482.31
P	688+50.85	-10.75	482.28	482.30
Q	688+60.85	-10.75	482.25	482.28
R	688+70.85	-10.75	482.21	482.25
S	688+80.85	-10.75	482.17	482.20
T	688+90.85	-10.75	482.13	482.14
℄ Brg. S. Abut.	688+98.60	-10.75	482.09	482.09
Bk. of S. Abut.	688+99.85	-10.75	482.08	482.08

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	686+74.35	-3.58	482.09	482.09
℄ Brg. N. Abut.	686+75.60	-3.58	482.10	482.10
A	686+85.60	-3.58	482.16	482.18
B	686+95.60	-3.58	482.21	482.24
C	687+05.60	-3.58	482.26	482.29
D	687+15.60	-3.58	482.30	482.33
E	687+25.60	-3.58	482.34	482.36
F	687+35.60	-3.58	482.37	482.38
℄ Brg. Pier 1	687+43.35	-3.58	482.40	482.40
G	687+53.35	-3.58	482.42	482.44
H	687+63.35	-3.58	482.44	482.47
I	687+73.35	-3.58	482.45	482.50
J	687+83.35	-3.58	482.46	482.52
K	687+93.35	-3.58	482.47	482.52
L	688+03.35	-3.58	482.47	482.51
M	688+13.35	-3.58	482.46	482.49
N	688+23.35	-3.58	482.45	482.46
℄ Brg. Pier 2	688+30.85	-3.58	482.44	482.44
O	688+40.85	-3.58	482.42	482.42
P	688+50.85	-3.58	482.39	482.41
Q	688+60.85	-3.58	482.36	482.39
R	688+70.85	-3.58	482.33	482.36
S	688+80.85	-3.58	482.29	482.31
T	688+90.85	-3.58	482.24	482.25
℄ Brg. S. Abut.	688+98.60	-3.58	482.20	482.20
Bk. of S. Abut.	688+99.85	-3.58	482.19	482.19

TOP OF SLAB ELEVATIONS
STRUCTURE NUMBER 061-0094

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.



**BERNARDIN
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3 Oak Drive
Maryville, IL 62062-5585
Local (618) 288-4655
Fax 618-288-4656

SHEET NO. 6 23 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	322	25BR-1	MARION	63	29
SN 061-0094			CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	686+74.35	3.58	482.09	482.09
☉ Brg. N. Abut.	686+75.60	3.58	482.10	482.10
A	686+85.60	3.58	482.16	482.18
B	686+95.60	3.58	482.21	482.24
C	687+05.60	3.58	482.26	482.29
D	687+15.60	3.58	482.30	482.33
E	687+25.60	3.58	482.34	482.36
F	687+35.60	3.58	482.37	482.38
☉ Brg. Pier 1	687+43.35	3.58	482.40	482.40
G	687+53.35	3.58	482.42	482.44
H	687+63.35	3.58	482.44	482.47
I	687+73.35	3.58	482.45	482.50
J	687+83.35	3.58	482.46	482.52
K	687+93.35	3.58	482.47	482.52
L	688+03.35	3.58	482.47	482.51
M	688+13.35	3.58	482.46	482.49
N	688+23.35	3.58	482.45	482.46
☉ Brg. Pier 2	688+30.85	3.58	482.44	482.44
O	688+40.85	3.58	482.42	482.42
P	688+50.85	3.58	482.39	482.41
Q	688+60.85	3.58	482.36	482.39
R	688+70.85	3.58	482.33	482.36
S	688+80.85	3.58	482.29	482.31
T	688+90.85	3.58	482.24	482.25
☉ Brg. S. Abut.	688+98.60	3.58	482.20	482.20
Bk. of S. Abut.	688+99.85	3.58	482.19	482.19

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	686+74.35	10.75	481.98	481.98
☉ Brg. N. Abut.	686+75.60	10.75	481.99	481.99
A	686+85.60	10.75	482.05	482.07
B	686+95.60	10.75	482.10	482.13
C	687+05.60	10.75	482.15	482.18
D	687+15.60	10.75	482.19	482.22
E	687+25.60	10.75	482.23	482.25
F	687+35.60	10.75	482.26	482.27
☉ Brg. Pier 1	687+43.35	10.75	482.28	482.28
G	687+53.35	10.75	482.31	482.33
H	687+63.35	10.75	482.33	482.36
I	687+73.35	10.75	482.34	482.39
J	687+83.35	10.75	482.35	482.41
K	687+93.35	10.75	482.35	482.41
L	688+03.35	10.75	482.35	482.40
M	688+13.35	10.75	482.35	482.38
N	688+23.35	10.75	482.34	482.35
☉ Brg. Pier 2	688+30.85	10.75	482.32	482.32
O	688+40.85	10.75	482.30	482.31
P	688+50.85	10.75	482.28	482.30
Q	688+60.85	10.75	482.25	482.28
R	688+70.85	10.75	482.21	482.25
S	688+80.85	10.75	482.17	482.20
T	688+90.85	10.75	482.13	482.14
☉ Brg. S. Abut.	688+98.60	10.75	482.09	482.09
Bk. of S. Abut.	688+99.85	10.75	482.08	482.08

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	686+74.35	17.92	481.84	481.84
☉ Brg. N. Abut.	686+75.60	17.92	481.85	481.85
A	686+85.60	17.92	481.91	481.92
B	686+95.60	17.92	481.96	481.99
C	687+05.60	17.92	482.01	482.04
D	687+15.60	17.92	482.05	482.08
E	687+25.60	17.92	482.09	482.10
F	687+35.60	17.92	482.12	482.13
☉ Brg. Pier 1	687+43.35	17.92	482.14	482.14
G	687+53.35	17.92	482.17	482.18
H	687+63.35	17.92	482.19	482.22
I	687+73.35	17.92	482.20	482.25
J	687+83.35	17.92	482.21	482.27
K	687+93.35	17.92	482.21	482.27
L	688+03.35	17.92	482.21	482.25
M	688+13.35	17.92	482.20	482.23
N	688+23.35	17.92	482.19	482.21
☉ Brg. Pier 2	688+30.85	17.92	482.18	482.18
O	688+40.85	17.92	482.16	482.17
P	688+50.85	17.92	482.14	482.15
Q	688+60.85	17.92	482.11	482.14
R	688+70.85	17.92	482.07	482.10
S	688+80.85	17.92	482.03	482.06
T	688+90.85	17.92	481.98	482.00
☉ Brg. S. Abut.	688+98.60	17.92	481.95	481.95
Bk. of S. Abut.	688+99.85	17.92	481.94	481.94

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

TOP OF SLAB ELEVATIONS
STRUCTURE NUMBER 061-0094

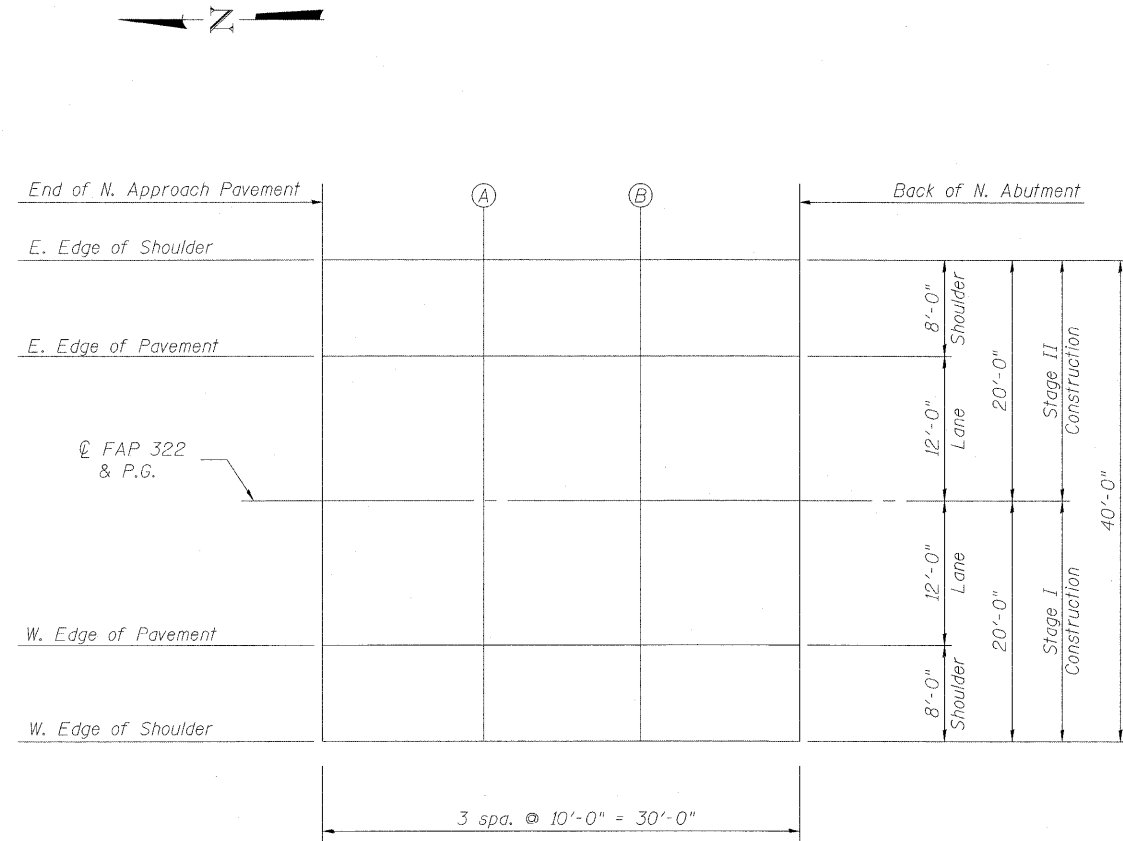


**BERNARDIN
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3 Oak Drive
Maryville, IL 63062-5635
Local (618) 288-4665
Fax (618) 288-4666

SHEET NO. 7 23 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	322	25BR-1	MARION	63	30
SN 061-0094			CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN NORTH APPROACH

NORTH APPROACH

EAST EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
End of North Approach	686+44.35	-20.00	481.60
A	686+54.35	-20.00	481.67
B	686+64.35	-20.00	481.73
Back of North Abutment	686+74.35	-20.00	481.80

EAST EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End of North Approach	686+44.35	-12.00	481.77
A	686+54.35	-12.00	481.83
B	686+64.35	-12.00	481.90
Back of North Abutment	686+74.35	-12.00	481.96

CL ROADWAY

Locations	Station	Offset	Theoretical Grade Elevations
End of North Approach	686+44.35	0.00	481.95
A	686+54.35	0.00	482.02
B	686+64.35	0.00	482.09
Back of North Abutment	686+74.35	0.00	482.15

WEST EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End of North Approach	686+44.35	12.00	481.77
A	686+54.35	12.00	481.83
B	686+64.35	12.00	481.90
Back of North Abutment	686+74.35	12.00	481.96

WEST EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
End of North Approach	686+44.35	20.00	481.60
A	686+54.35	20.00	481.67
B	686+64.35	20.00	481.73
Back of North Abutment	686+74.35	20.00	481.80

NORTH APPROACH PAVEMENT
TOP OF SLAB ELEVATIONS
STRUCTURE NUMBER 061-0094

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

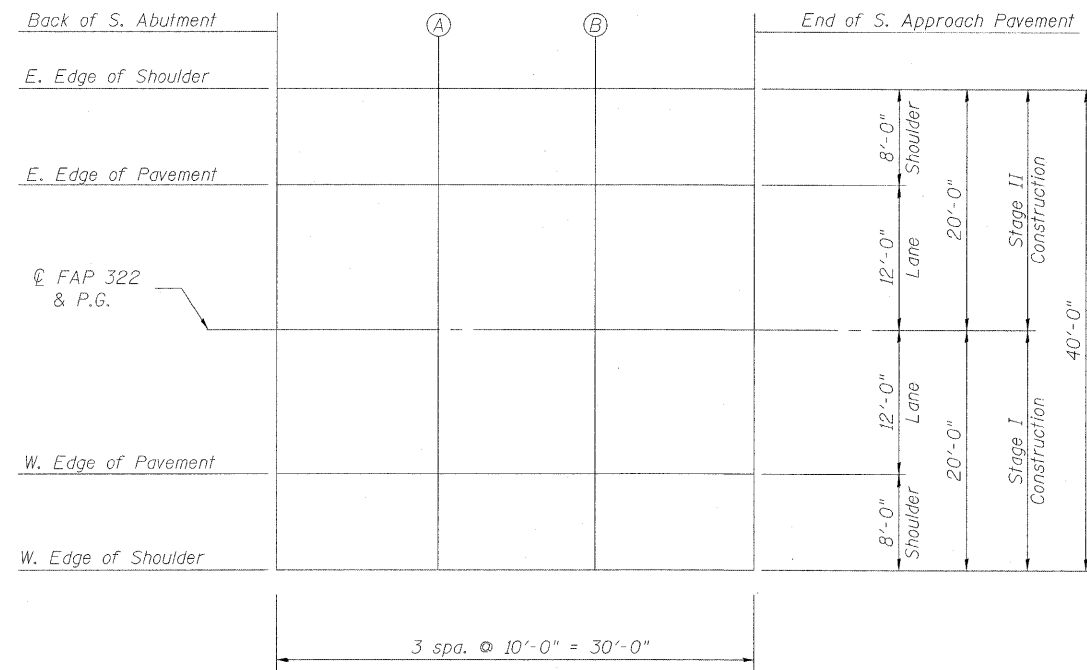


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ASSOCIATES, INC.**

3 Oak Drive
Maryville, IL 62068-5635
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Fax 618-288-4666

SHEET NO. 8 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 31
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN SOUTH APPROACH

SOUTH APPROACH

EAST EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
Back of South Abutment	688+99.85	-20.00	481.90
A	689+09.85	-20.00	481.84
B	689+19.85	-20.00	481.78
End of South Approach	689+29.85	-20.00	481.72

EAST EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
Back of South Abutment	688+99.85	-12.00	482.06
A	689+09.85	-12.00	482.01
B	689+19.85	-12.00	481.94
End of South Approach	689+29.85	-12.00	481.88

CL ROADWAY

Locations	Station	Offset	Theoretical Grade Elevations
Back of South Abutment	688+99.85	0.00	482.25
A	689+09.85	0.00	482.20
B	689+19.85	0.00	482.13
End of South Approach	689+29.85	0.00	482.07

WEST EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
Back of South Abutment	688+99.85	12.00	482.06
A	689+09.85	12.00	482.01
B	689+19.85	12.00	481.94
End of South Approach	689+29.85	12.00	481.88

WEST EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
Back of South Abutment	688+99.85	20.00	481.90
A	689+09.85	20.00	481.84
B	689+19.85	20.00	481.78
End of South Approach	689+29.85	20.00	481.72

SOUTH APPROACH PAVEMENT
TOP OF SLAB ELEVATIONS
STRUCTURE NUMBER 061-0094

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

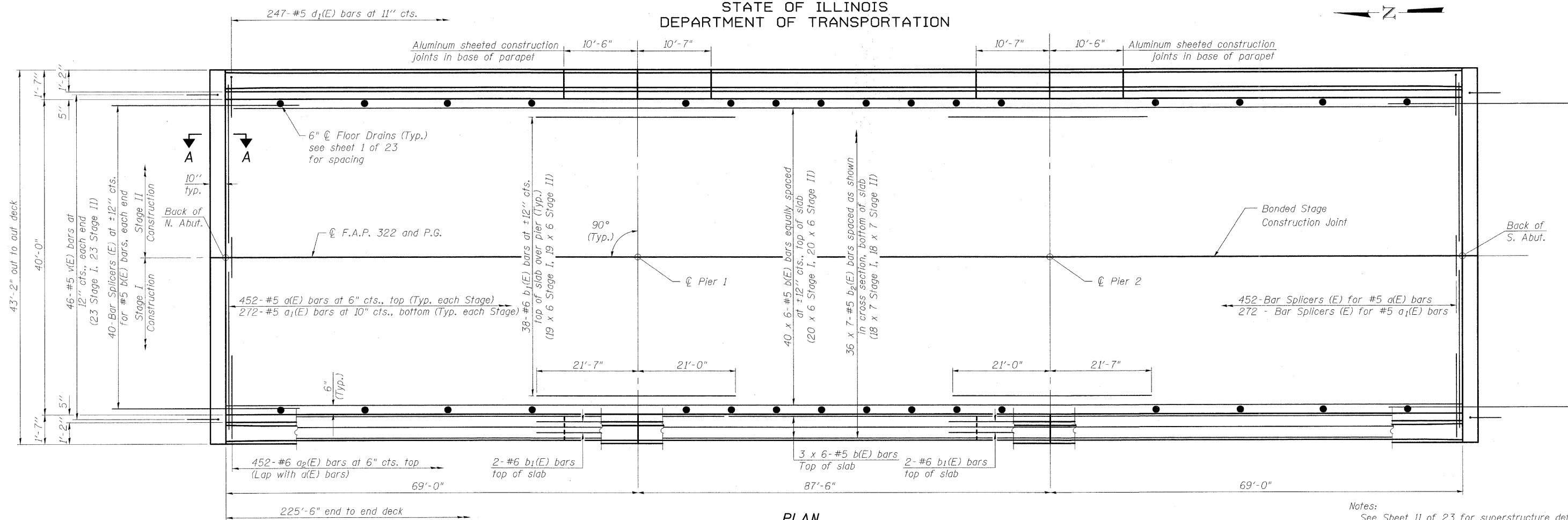
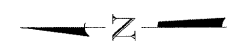


**BERNARDIN
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Maryville, IL 62962-5635
Local (618) 288-4665
Fax 618-288-4666

SHEET NO. 9 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 32
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

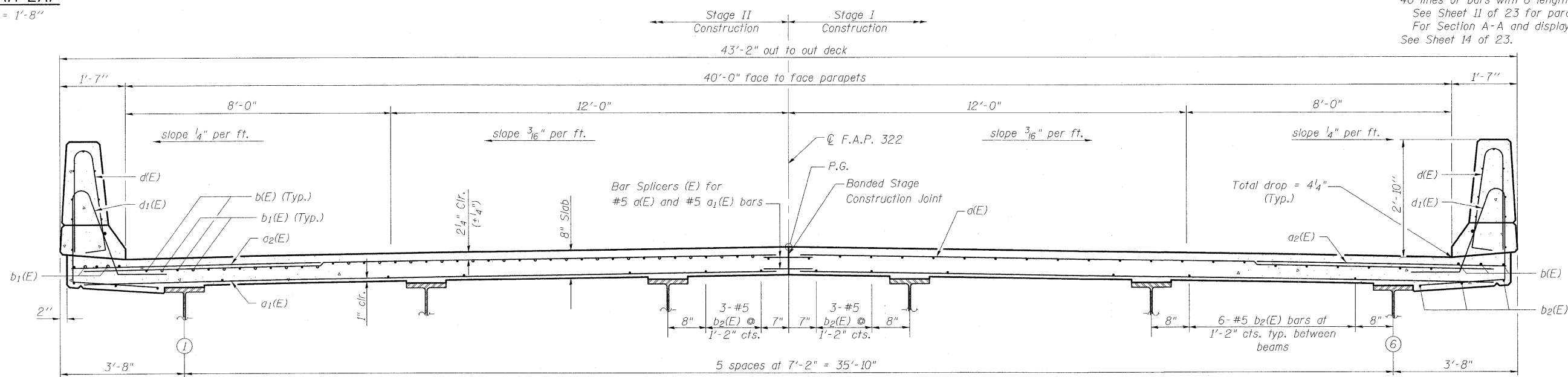
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

Notes:
See Sheet 11 of 23 for superstructure details and Bill of Material.
Bars indicated thus 40 x 6-#5 etc. indicates 40 lines of bars with 6 lengths per line.
See Sheet 11 of 23 for parapet reinforcement.
For Section A-A and displaying details See Sheet 14 of 23.

MIN. BAR LAP
#5 bar = 1'-8"



NEAR PIER

CROSS SECTION
(Looking South)

NEAR MIDSPAN

SUPERSTRUCTURE
STRUCTURE NUMBER 061-0094

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.



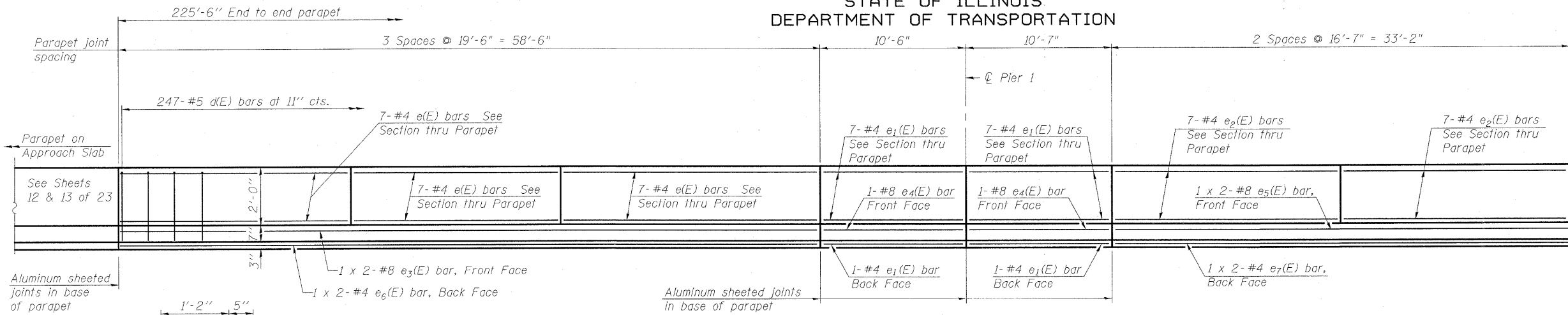
BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.

3 Oak Drive
Maryville, IL 62902-5635
Local: 618-288-4955
Fax: 618-288-4696

SHEET NO. 10 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 33
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

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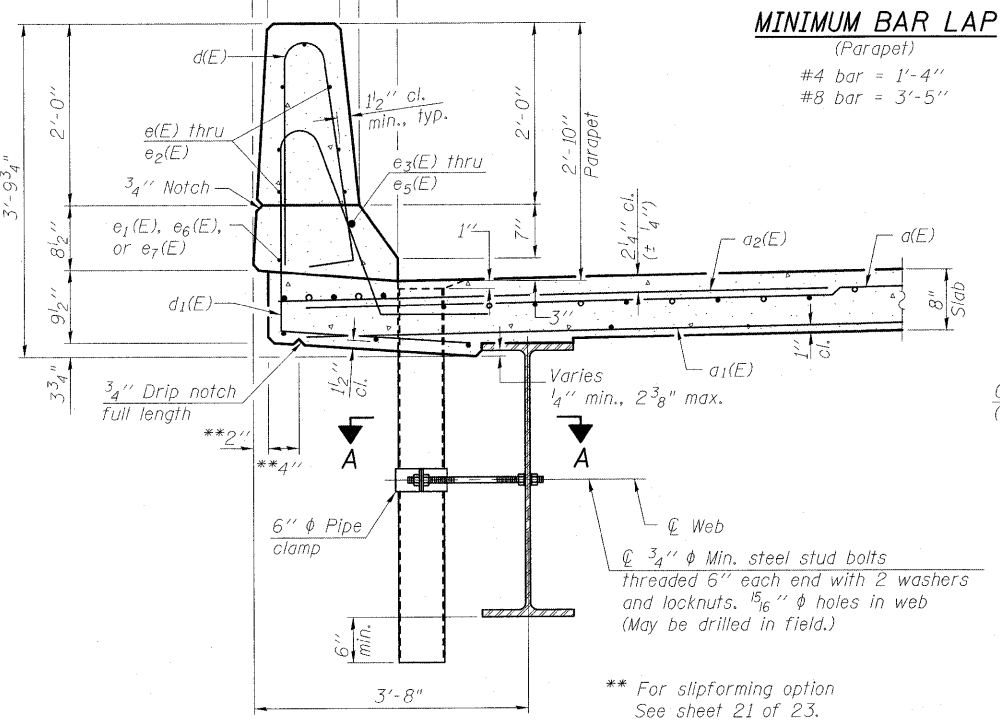
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



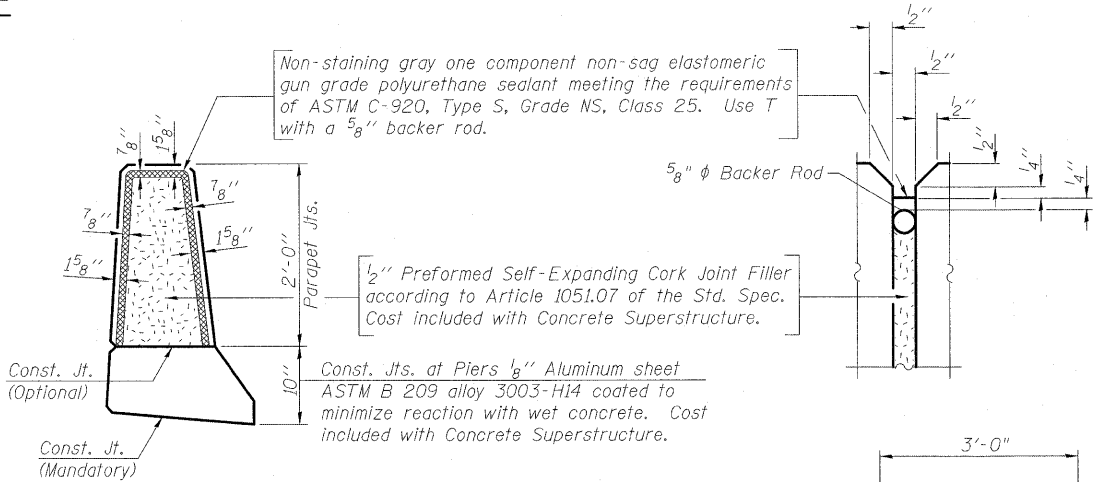
INSIDE ELEVATION OF PARAPET

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a(E)	904	#5	21'-2"	—	
a ₁ (E)	544	#5	20'-10"	—	
a ₂ (E)	904	#6	6'-0"	—	
b(E)	276	#5	38'-11"	—	
b ₁ (E)	84	#6	42'-7"	—	
b ₂ (E)	252	#5	33'-8"	—	
d(E)	494	#5	5'-7"	⌋	
d ₁ (E)	494	#5	8'-3"	⌋	
e(E)	84	#4	19'-3"	—	
e ₁ (E)	64	#4	10'-3"	—	
e ₂ (E)	56	#4	16'-4"	—	
e ₃ (E)	8	#8	30'-10"	—	
e ₄ (E)	8	#8	10'-3"	—	
e ₅ (E)	4	#8	34'-9"	—	
e ₆ (E)	8	#4	29'-10"	—	
e ₇ (E)	4	#4	33'-9"	—	
m(E)	24	#6	21'-4"	—	
m ₁ (E)	36	#6	9'-0"	—	
m ₂ (E)	8	#6	6'-11"	—	
m ₃ (E)	8	#6	3'-4"	—	
s(E)	84	#5	6'-11"	⌋	
s ₁ (E)	80	#4	9'-10"	⌋	
v(E)	92	#5	3'-4"	⌋	
Reinforcement Bars, Epoxy Coated				Pound	78,940
Concrete Superstructure				Cu. Yds.	342.9
Bar Splicers				Each	824

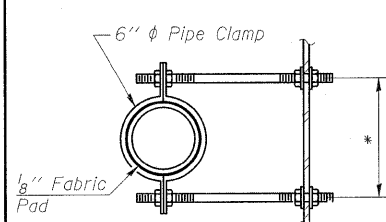


SECTION THRU PARAPET



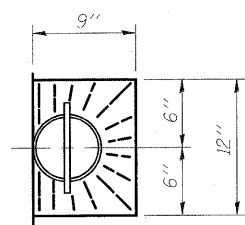
PARAPET JOINT DETAILS

Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.
Drains shall be located clear of all diaphragms.

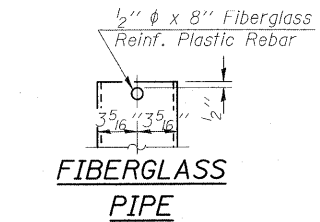


SECTION A-A
*Dimension as required by Pipe Clamp

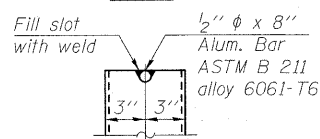
DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.



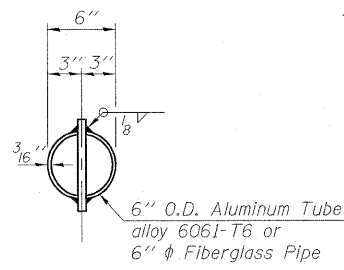
TOP PLAN



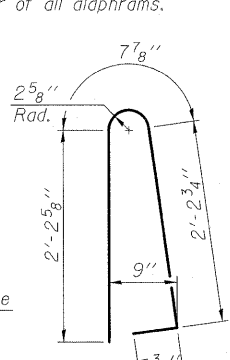
FIBERGLASS PIPE



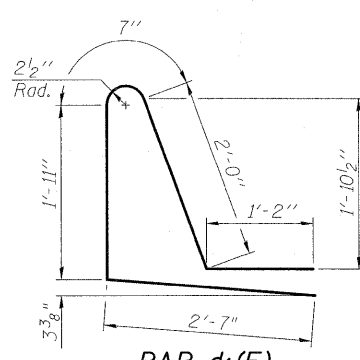
ALUMINUM TUBE



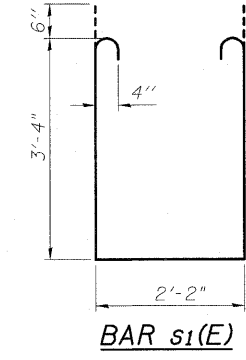
TOP PLAN
(Showing Aluminum Tube)



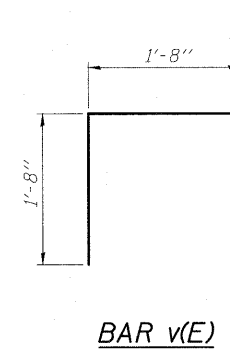
BAR d(E)



BAR d₁(E)



BAR s₁(E)



BAR v(E)

SUPERSTRUCTURE DETAILS
STRUCTURE NUMBER 061-0094

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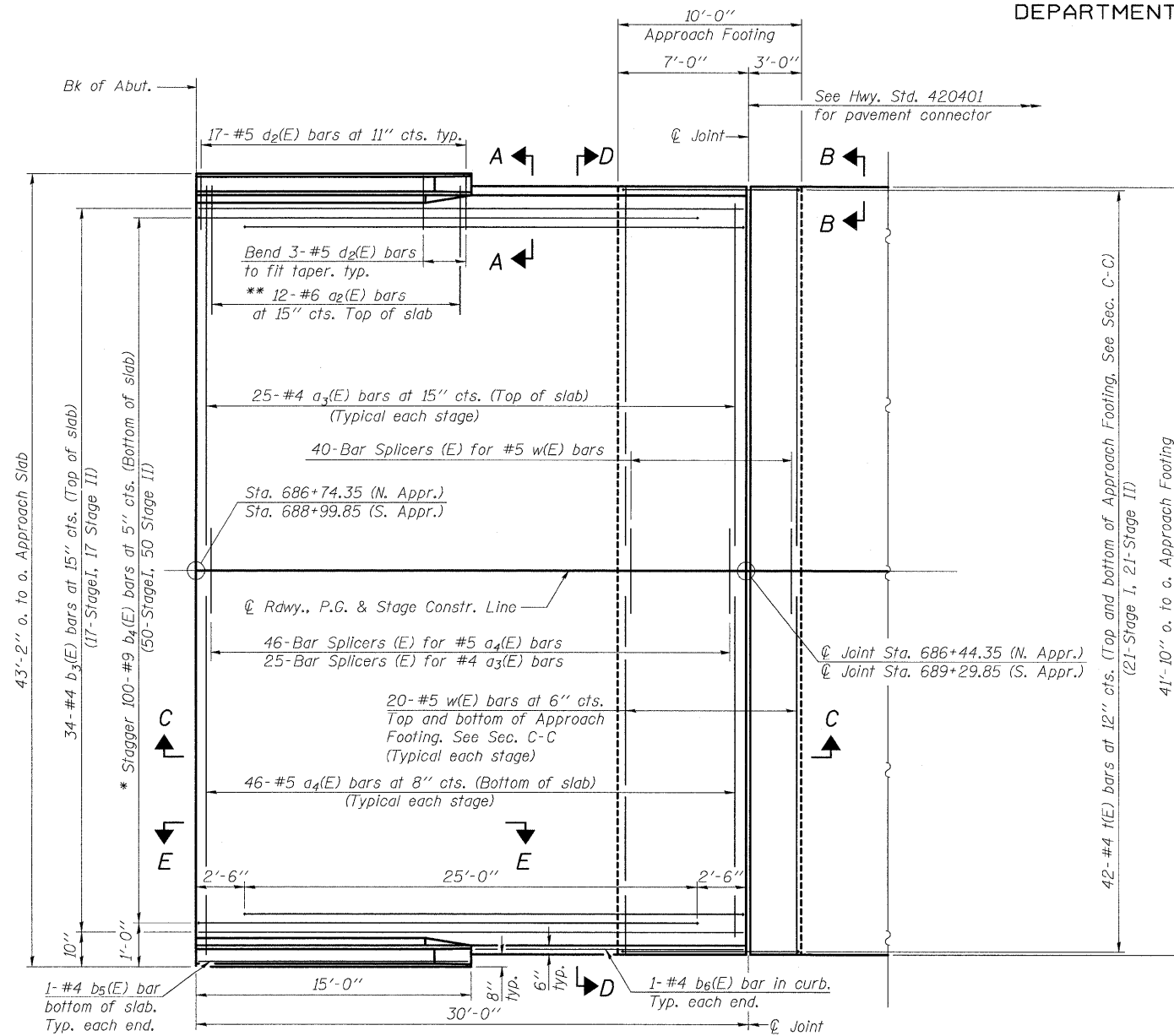
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SHEET NO. 11 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 34
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

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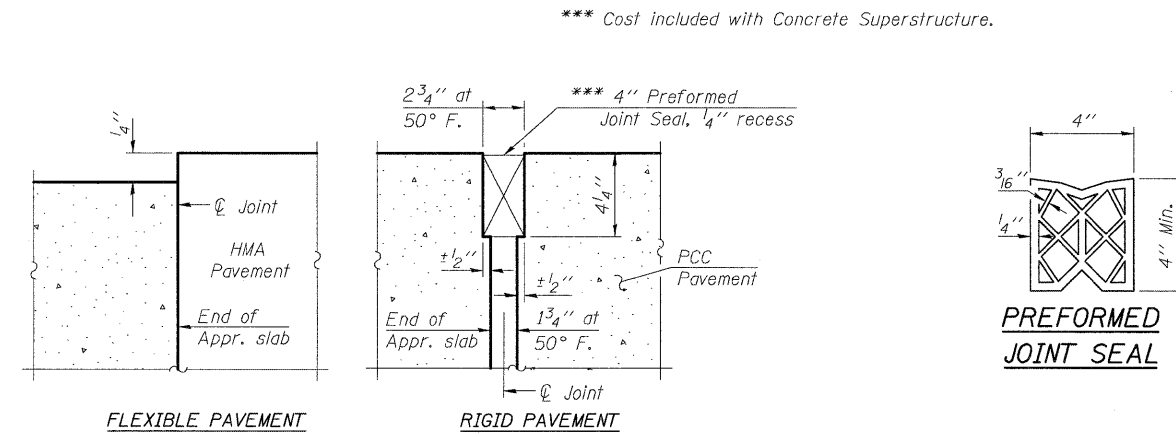
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DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 13 of 23 for Sections C-C & D-D and View E-E.
 $a_3(E)$, $a_4(E)$, and $w(E)$ bar spacings measured parallel to $\text{C} \rightarrow \text{Rdwy.}$

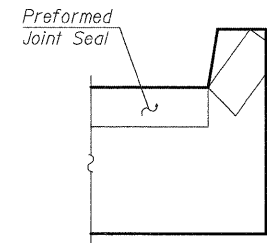


PLAN

* Tilt #9 $b_4(E)$ bars as required to maintain clearance.
** Alternate with $a_3(E)$ bars, typ. ea. parapet.

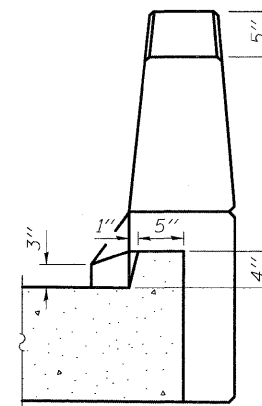


DETAIL A



VIEW B-B

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



VIEW A-A

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NUMBER 061-0094



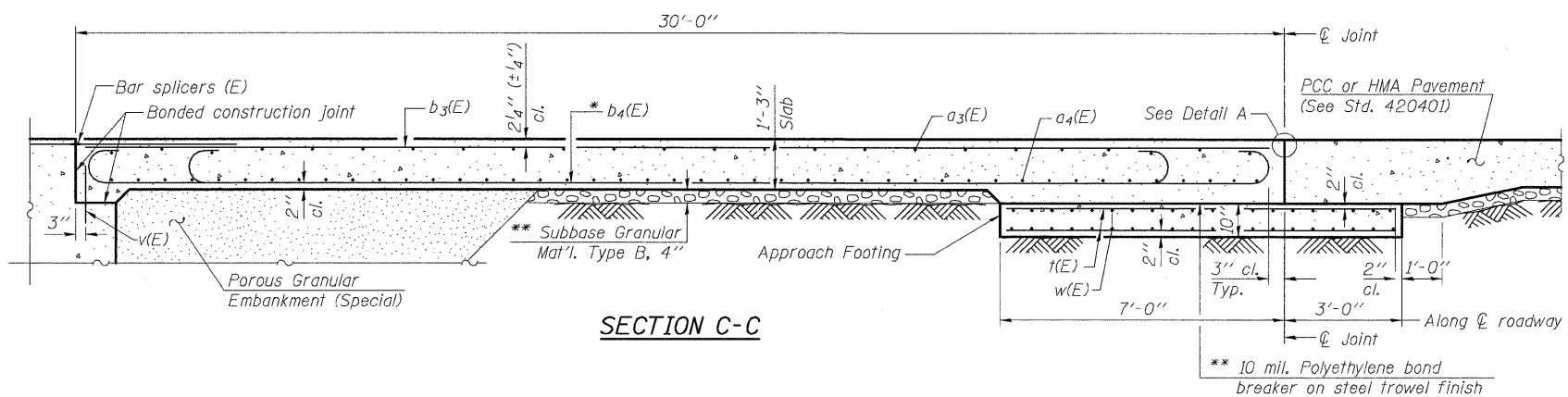
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Local (618) 298-4666
Fax 618-298-4666

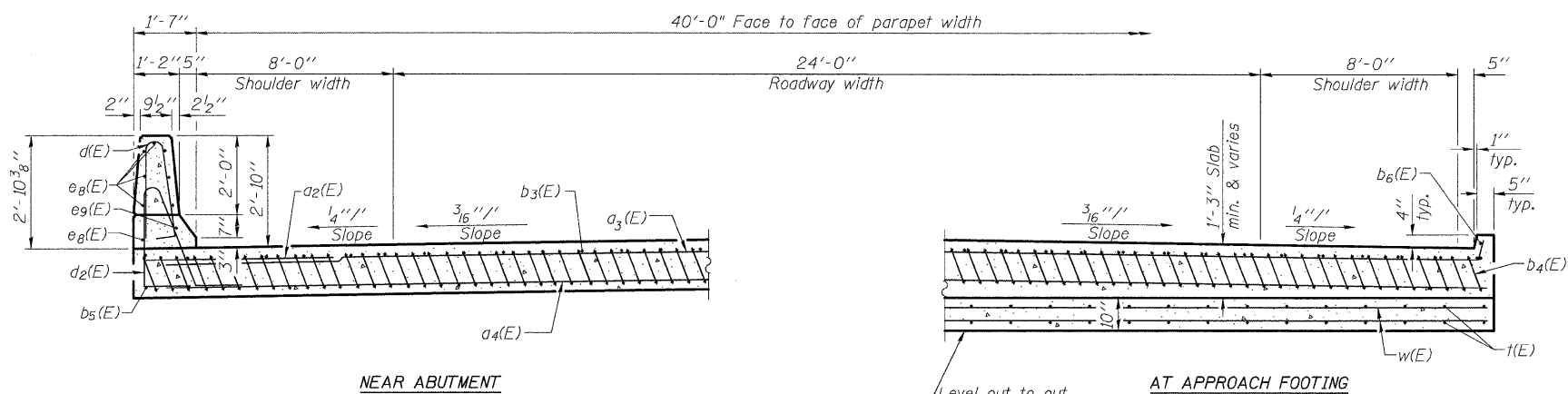
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	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

STATE OF ILLINOIS
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Notes:
See sheet 12 of 23 for Detail A.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 11 of 23.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 19 of 23.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 23.



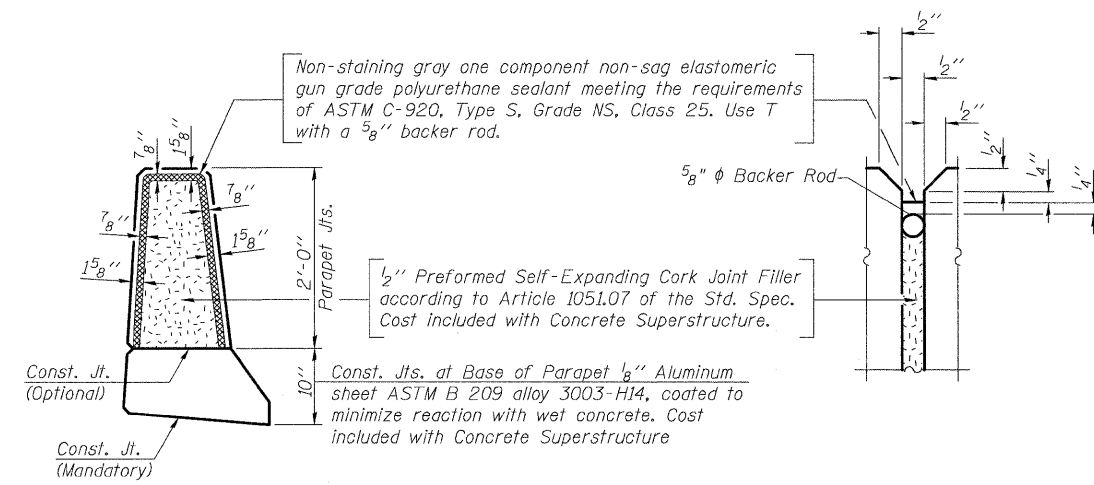
SECTION C-C



NEAR ABUTMENT

SECTION D-D

(See Plan for dimensions not shown)

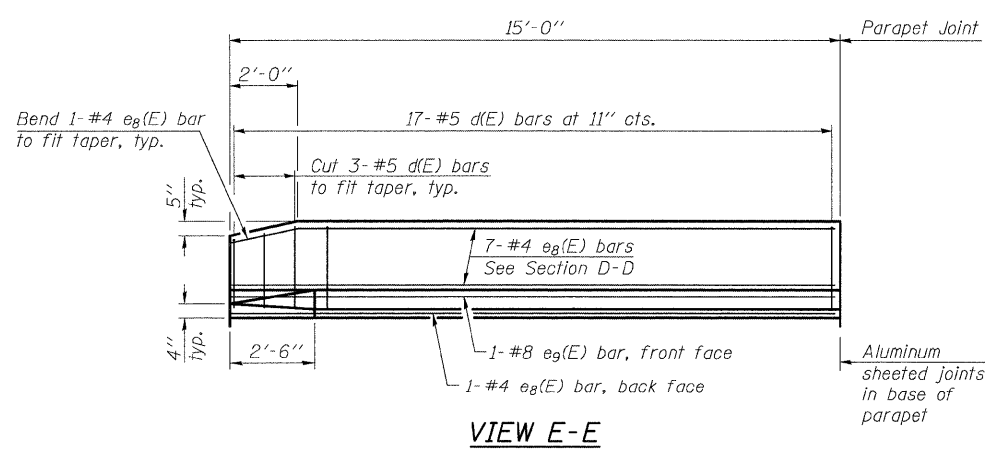


PARAPET JOINT DETAILS

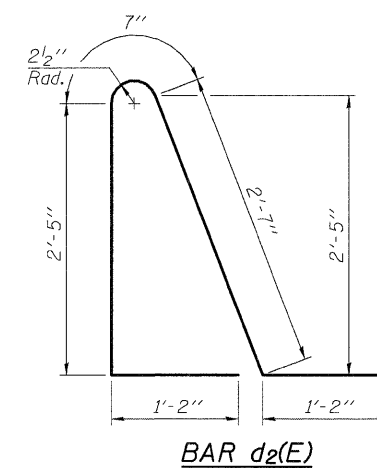
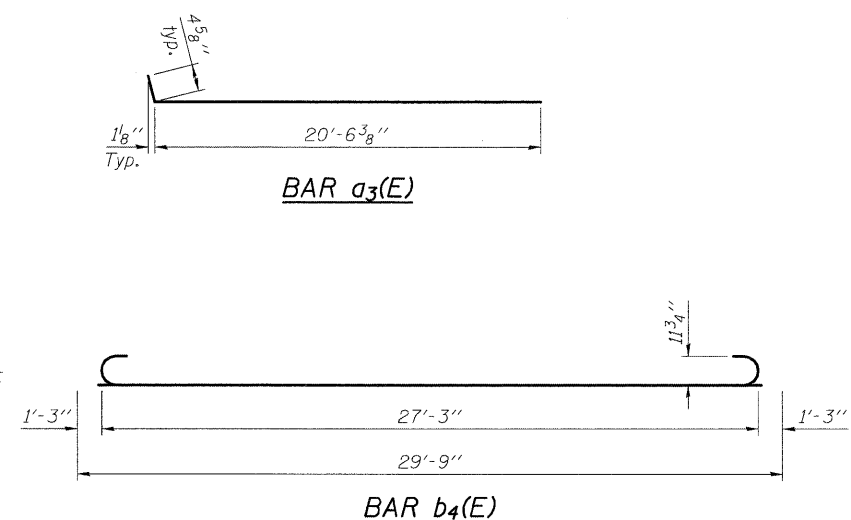
TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-0"	—
a3(E)	100	#4	20'-11"	—
a4(E)	184	#5	20'-8"	—
b3(E)	68	#4	29'-8"	—
b4(E)	200	#9	29'-9"	—
b5(E)	4	#4	14'-8"	—
b6(E)	4	#4	14'-9"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e8(E)	32	#4	14'-8"	—
e9(E)	4	#8	14'-8"	—
t(E)	168	#4	9'-8"	—
w(E)	160	#5	20'-8"	—
Concrete Superstructure		Cu. Yd.	128.1	
Concrete Structures		Cu. Yd.	25.8	
Reinforcement Bars, Epoxy Coated		Pound	33,420	
Bar Splicers		Each	222	

For additional bar bends see sheet 11 of 23.



VIEW E-E



BAR d2(E)

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

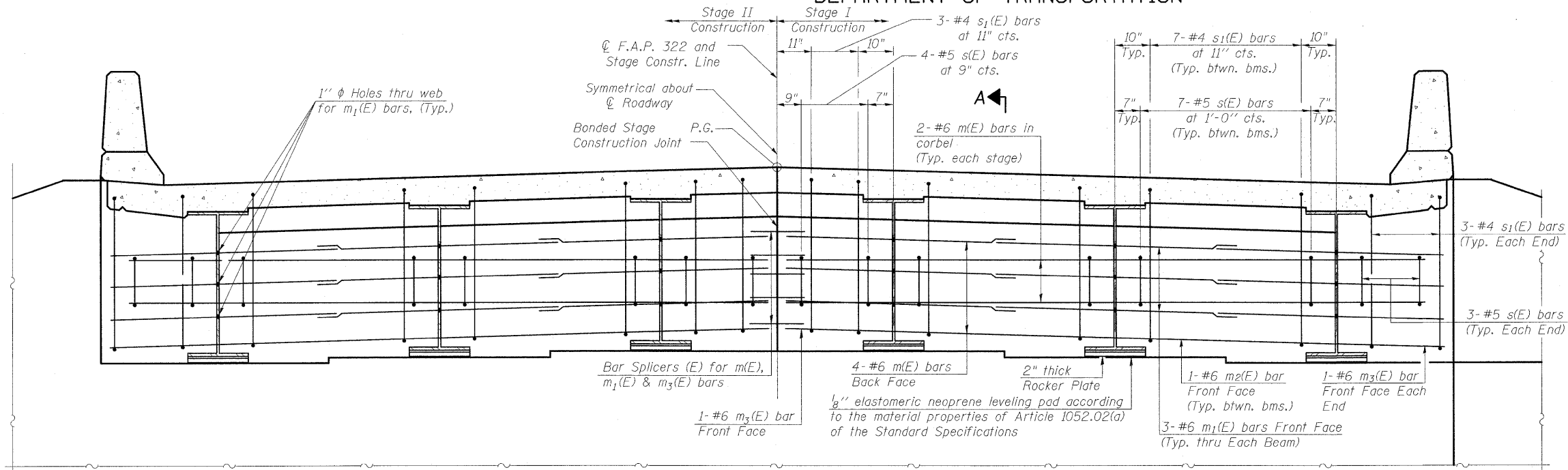


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SHEET NO. 13 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 36
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

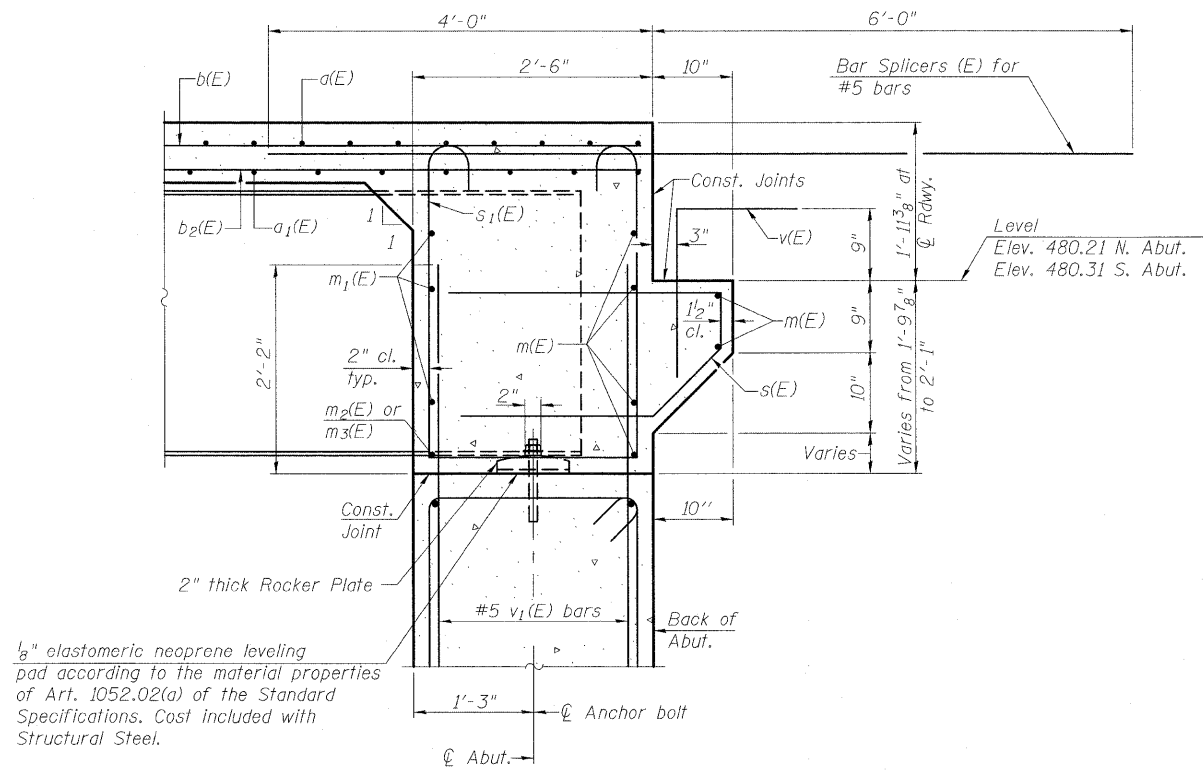
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DIAPHRAGM ELEVATION AT ABUTMENT
(Looking South)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 23.
Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 23.
For details of bars s(E) & s₁(E) see sheet 11 of 23.
The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAP
#6 bar = 2'-9"



SECTION A-A

Dimensions at right angles to abutment, except as shown.



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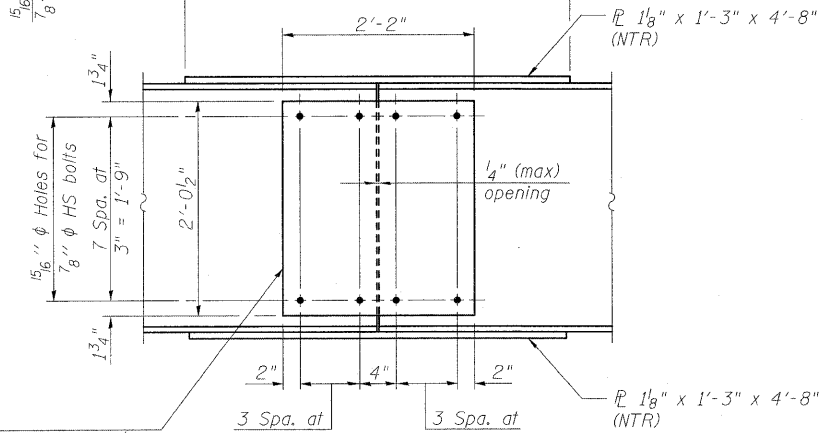
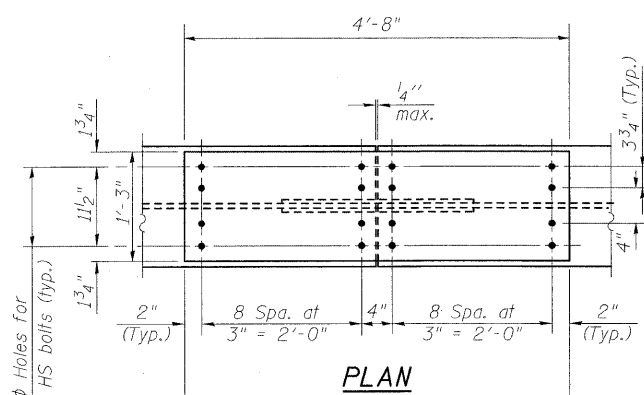
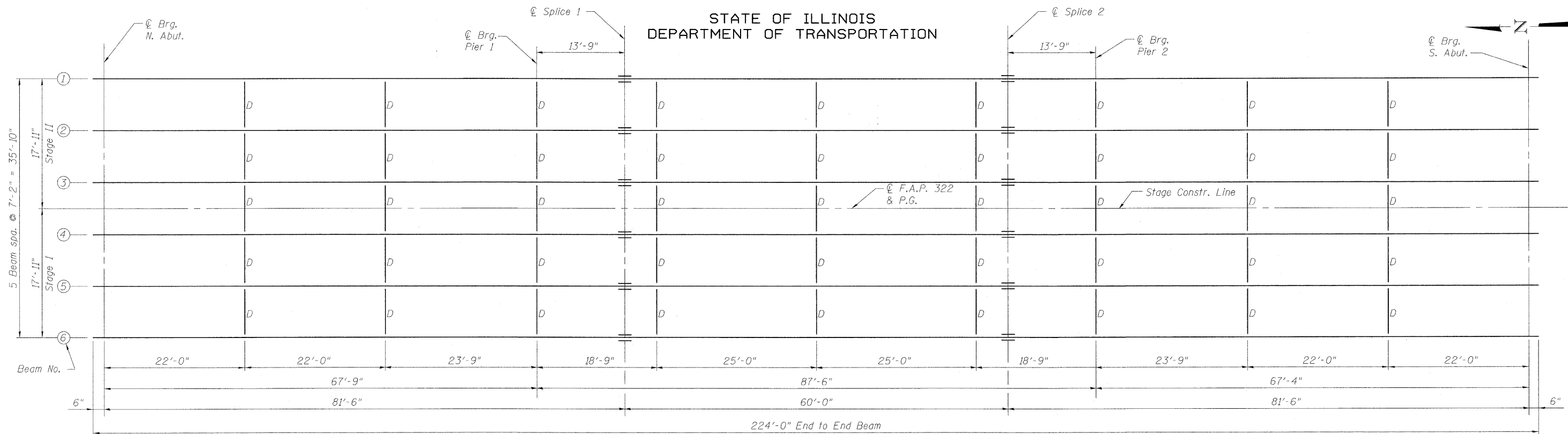
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**DIAPHRAGM DETAILS
STRUCTURE NUMBER 061-0094**

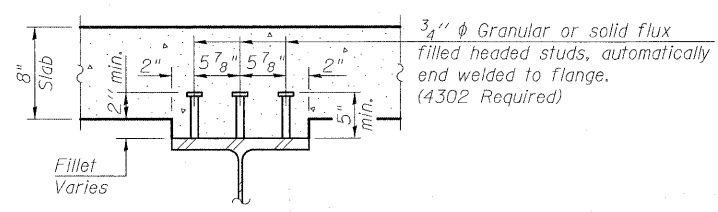
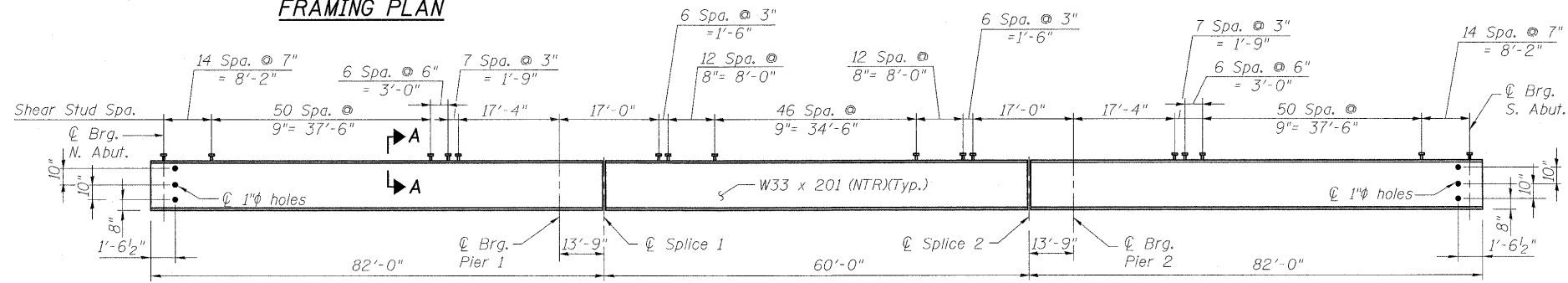
DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

SHEET NO. 14 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 43	SHEET NO. 37
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

STATE OF ILLINOIS
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SPLICE DETAIL
(12 Required)



*** TOP OF BEAM ELEVATIONS**

Location	℄ Brg. N. Abut.	℄ Pier 1	℄ Splice 1	℄ Splice 2	℄ Pier 2	℄ Brg. S. Abut.
Beam 1	481.11	481.31	481.35	481.38	481.35	481.21
Beam 2	481.25	481.46	481.50	481.53	481.50	481.35
Beam 3	481.37	481.57	481.61	481.64	481.61	481.47
Beam 4	481.37	481.57	481.61	481.64	481.61	481.47
Beam 5	481.25	481.46	481.50	481.53	481.50	481.35
Beam 6	481.11	481.31	481.35	481.38	481.35	481.21

* For fabrication only

Notes:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
All crossframes or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
See Sheet 14 of 23 for Diaphragm Details.
See Sheet 14 of 23 for Anchor Bolt placement.

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

Web splice
R 3/8" x 2'-2" x 2'-0 1/2"
each side (NTR)

**STRUCTURAL STEEL
STRUCTURE NUMBER 061-0094**

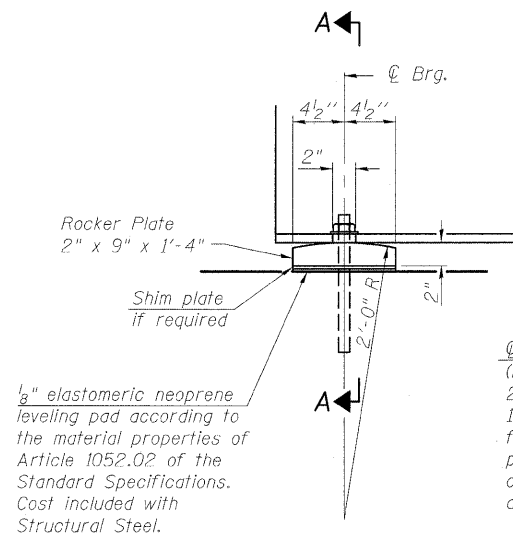
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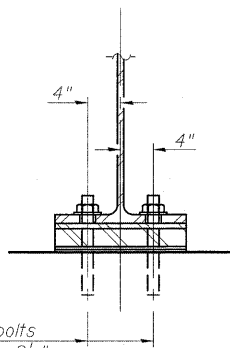
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	23 SHEETS	SN 061-0094		CONTRACT NO. 76A83	
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

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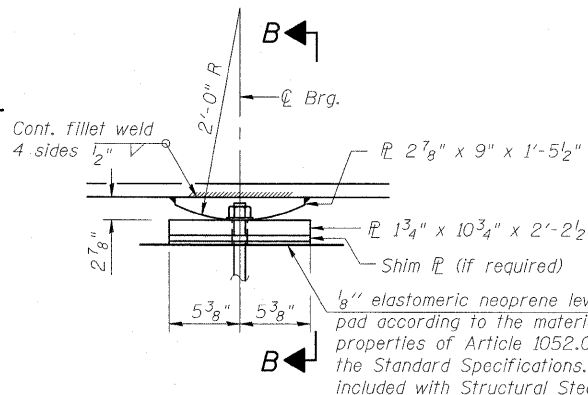


ELEVATION AT ABUTMENT



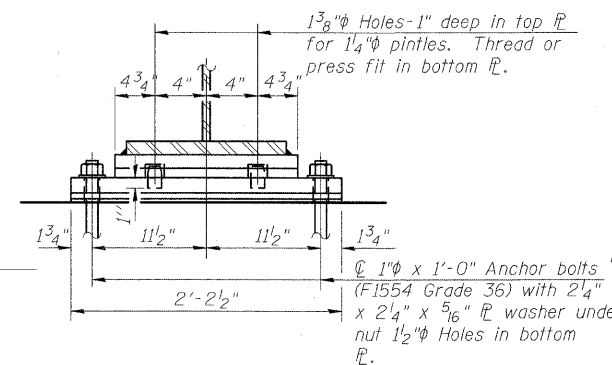
SECTION A-A

FIXED BEARING
(12 Required)

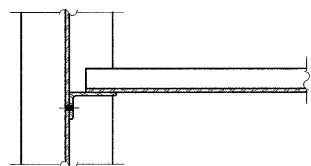


ELEVATION AT PIER

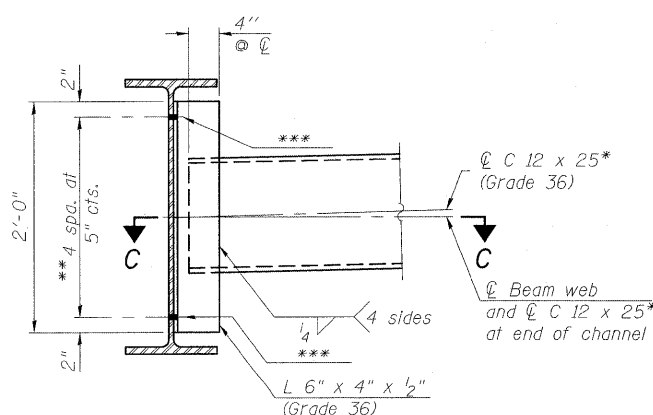
FIXED BEARING
(12 Required)



SECTION B-B



SECTION C-C

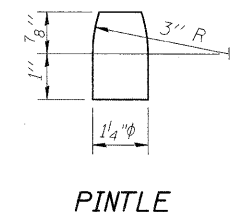


INTERIOR DIAPHRAGM
(45 Required)

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

- * Alternate C 12 x 30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized shall be provided at no extra cost to the Department.
- ** 3/4" ϕ HS bolts, 15/16" ϕ holes
- *** The connection angles on Beam 4 near the Stage Construction Line shall have 1 3/16" x 1 7/8" vertical slotted holes. The bolts in the slotted holes shall be finger tight until the Stage II deck pour is completed. The slotted holes in the connection angles shall be positioned to allow the bolts to move from one end of the slotted hole to the opposite end, under deck load. The holes shall be positioned allowing maximum bolt displacement without laterally stressing the beams. No slotted holes are allowed on the beams.

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Two hardened washers required for each set of oversized holes.
Anchor bolts at fixed bearings may be built into the masonry
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
The structural steel plates and pintles of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.



PINTLE

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in.⁴ and in.³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_L + Imp$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + Imp$
- $\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
- $\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.11 (kip-ft.).
- f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_L + Imp$
- f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + Imp$
- Vr: Factored shear range computed according to Article 6.10.10.

		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or 2	0.5 SP 2
I_s	(in ⁴)	11600	11600	11600
$I_c(n)$	(in ⁴)	26279	-	26279
$I_c(3n)$	(in ⁴)	19275	-	19275
S_s	(in ³)	686	686	686
$S_c(n)$	(in ³)	899	-	899
$S_c(3n)$	(in ³)	822	-	822
DC1	(k/')	0.962	0.962	0.962
M_{DC1}	(k)	300	606	336
DC2	(k/')	0.150	0.150	0.150
M_{DC2}	(k)	50	81	63
DW	(k/')	0.358	0.358	0.358
M_{DW}	(k)	120	193	150
$M_L + Imp$	(k)	866	696	975
M_u (Strength I)	(k)	2132	2366	2428
$\phi_f M_n, \phi_f M_{nc}$	(k)	4505	-	3948
f_s DC1	(ksi)	5.2	10.6	5.9
f_s DC2	(ksi)	0.7	1.4	0.9
f_s DW	(ksi)	1.8	3.4	2.2
f_s 1.3(L+IMP)	(ksi)	15.0	15.8	16.9
f_s (Service II)	(ksi)	22.7	31.2	25.9
f_s (Total)(Strength I)	(ksi)	-	41.4	-
Vr	(k)	20.6	-	22.2

		Abut.	Pier 1 or 2
R_{DC1}	(k)	24.4	85.4
R_{DC2}	(k)	3.9	12.9
R_{DW}	(k)	9.3	30.7
$R_L + Imp$	(k)	76.0	125.6
R_{Total}	(k)	113.6	254.6

STRUCTURAL STEEL &
BEARING DETAILS
STRUCTURE NUMBER 061-0094

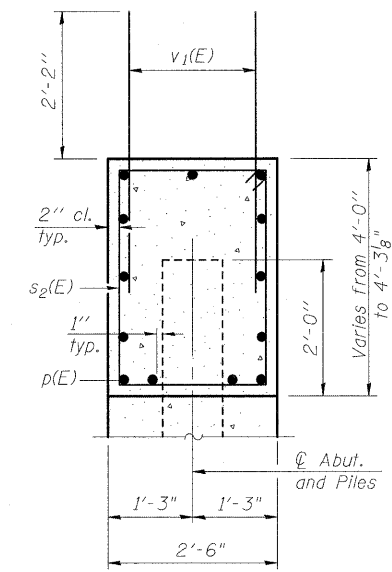
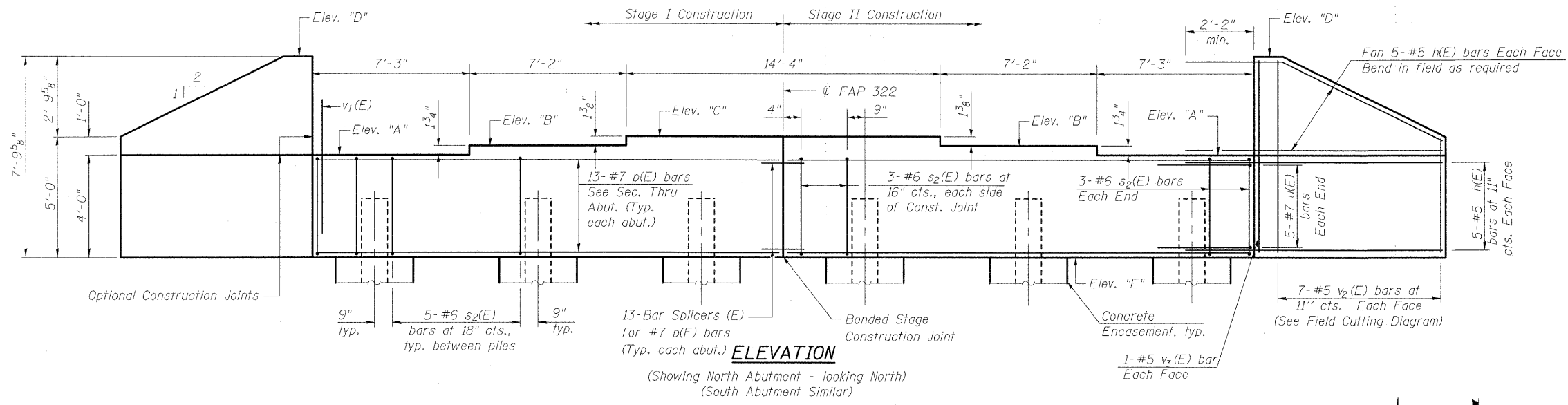
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		25BR-1	MARION	43	39
23 SHEETS	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS		FED. AID PROJECT 322			



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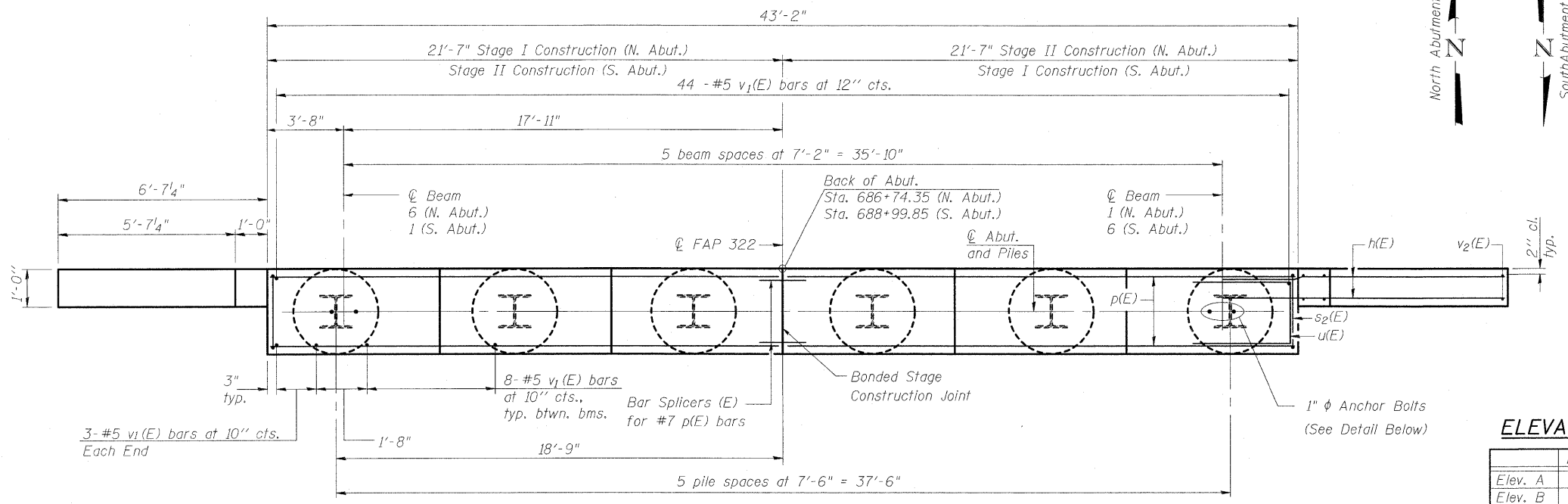
SEC. THRU ABUT.

BILL OF MATERIAL FOR TWO ABUTMENTS

Bar	No.	Size	Length	Shape
h(E)	80	#5	9'-3"	—
p(E)	52	#7	21'-3"	—
s ₂ (E)	64	#6	13'-0"	□
u(E)	20	#7	7'-5"	—
v ₁ (E)	180	#5	4'-4"	—
v ₂ (E)	28	#5	12'-1"	—
v ₃ (E)	8	#5	7'-5"	—
Structure Excavation			Cu. Yd.	349.3
Concrete Structures			Cu. Yd.	39.7
Reinforcement Bars, Epoxy Coated			Pound	5820
Furnishing Steel			Foot	888
Piles, HP 14x73			Foot	888
Driving Piles			Foot	888
Concrete Encasement			Cu. Yd.	6.5
Pile Shoes			Each	12
Bar Splicers			Each	26

For details of Bar Splicers, see sheet 19 of 23.

**NORTH & SOUTH ABUTMENTS
STRUCTURE NUMBER 061-0094**



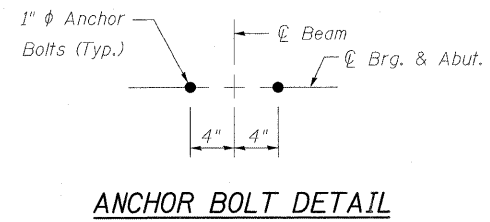
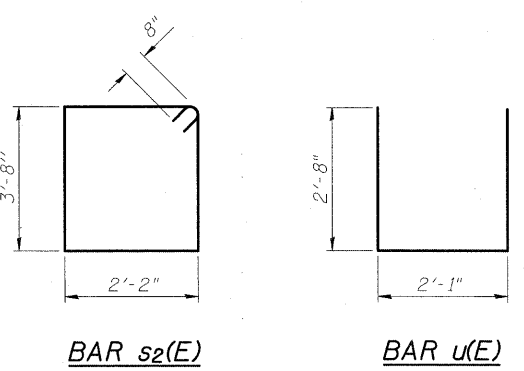
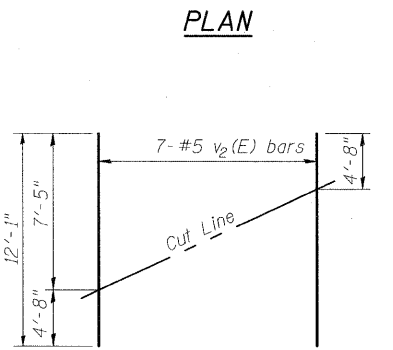
ELEVATION DATA

	N. Abut.	S. Abut.
Elev. A	478.12	478.22
Elev. B	478.27	478.37
Elev. C	478.38	478.48
Elev. D	481.92	482.02
Elev. E	474.12	474.22

PILE DATA

Type: HP 14x73 with Pile Shoes
Nominal Required Bearing: 578 k
Factored Resistance Available: 289 k
Est. Length: 74'-0"
No. Production Piles: 12
No. Test Piles: None

Notes:
Pour steps monolithically with cap.
See sheet 2 of 23 for section thru Integral Abutment showing drainage details.
For detail of piles and concrete Encasements see sheet 20 of 23.
Space reinforcement in cap to miss anchor bolts.
Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the Standard Specifications.
Piles at the North Abutment shall be driven through 2'-6" diameter precored holes extending to elevation ±466.0 according to Article 512.09(c) of the Standard Specifications.
Cost included in driving piles.



DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.



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SHEET NO. 17 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 40
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

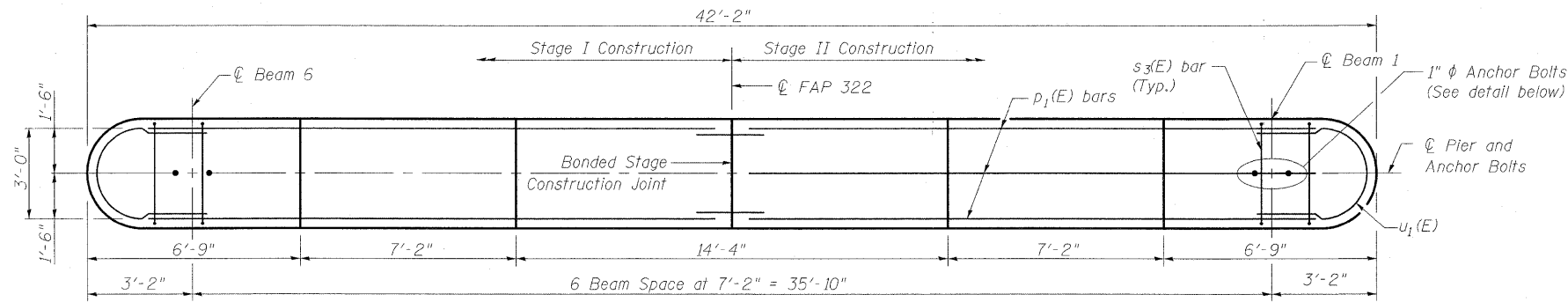
14657 PM 9/29/2009 \dgm\060094\76A83-017.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

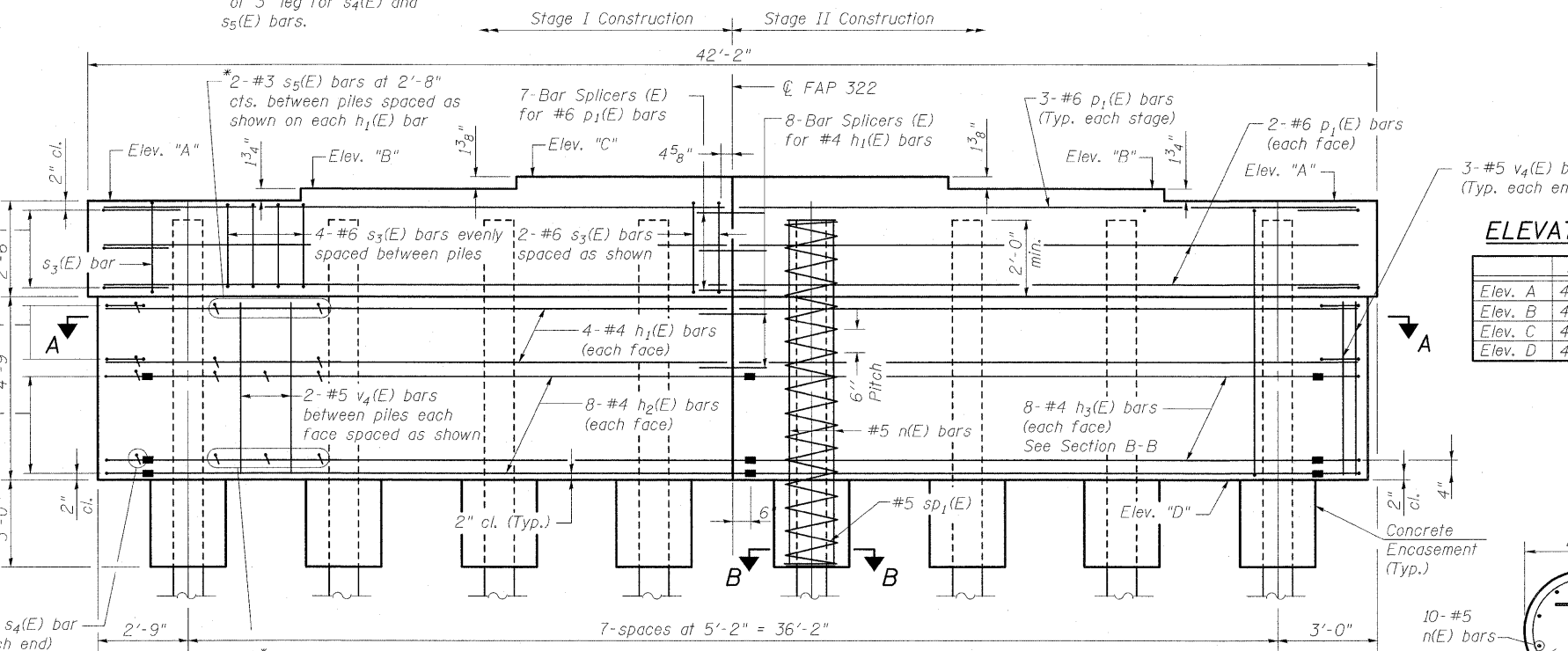
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 20 of 23.
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

PILE DATA

Type: HP 14x73 with Pile Shoes
Nominal Required Bearing: 578 k
Factored Resistance Available: 289 k
Est. Length: 74'-3"
No. Production Piles: 16
No. Test Piles: None

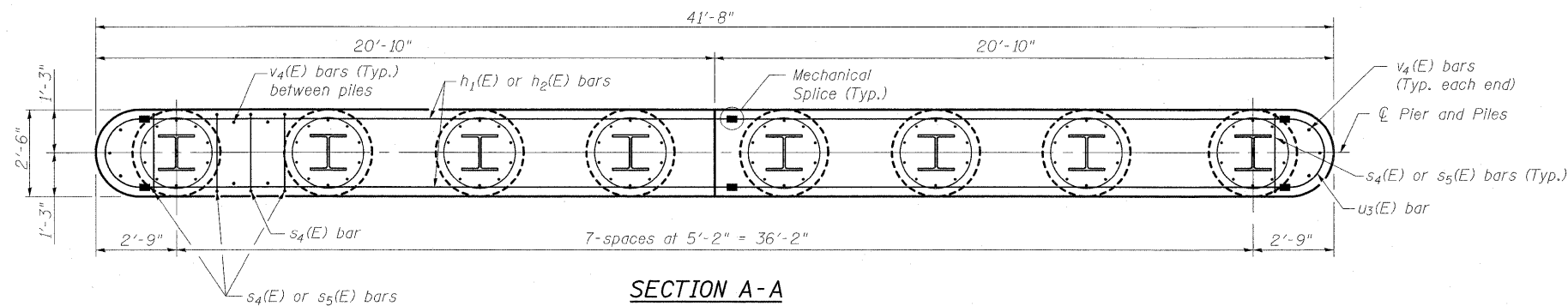


TOP PLAN

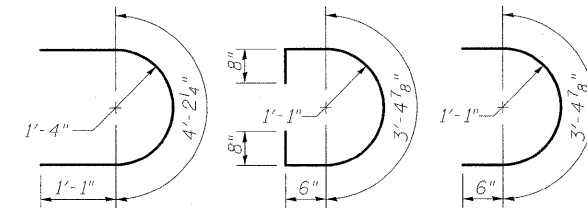


ELEVATION
(Looking North)

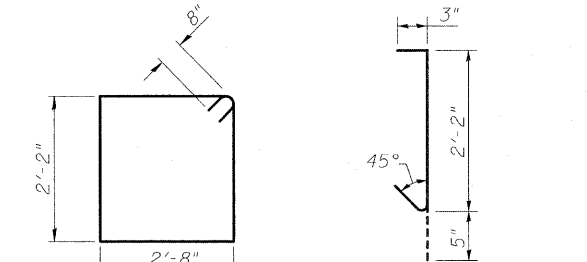
Note: Top of Pile Elev. = 477.61 (Pier 1)
477.65 (Pier 2)



SECTION A-A



BAR u₁(E) BAR u₂(E) BAR u₃(E)



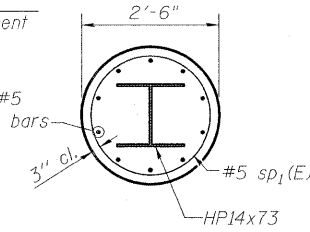
BAR s₃(E) BAR s₄(E) & s₅(E)

ELEVATION DATA

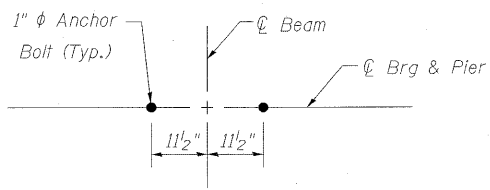
	Pier 1	Pier 2
Elev. A	478.11	478.15
Elev. B	478.26	478.30
Elev. C	478.37	478.41
Elev. D	470.86	470.90

BILL OF MATERIAL
FOR TWO PIERS

Bar	No.	Size	Length	Shape
h ₁ (E)	32	#4	19'-6"	—
h ₂ (E)	32	#4	19'-7"	—
h ₃ (E)	32	#4	18'-7"	—
n(E)	160	#5	9'-9"	—
p ₁ (E)	28	#6	19'-6"	—
s ₃ (E)	60	#6	11'-0"	□
s ₄ (E)	368	#4	2'-10"	┌
s ₅ (E)	128	#3	2'-10"	┌
sp ₁ (E)	16	#5	9'-9"	⋈
u ₁ (E)	12	#4	6'-5"	U
u ₂ (E)	16	#4	5'-9"	U
u ₃ (E)	32	#4	4'-5"	U
v ₄ (E)	68	#5	4'-5"	—
Concrete Structures		Cu. Yd.	60.5	
Reinforcement Bars, Epoxy Coated		Pound	10,120	
Furnishing Steel Piles, HP 14x73		Foot	1188	
Driving Piles		Foot	1188	
Pile Shoes		Each	16	
Bar Splicers		Each	30	
Mechanical Splice		Each	96	
Concrete Encasement		Cu. Yd.	8.7	
Structure Excavation		Cu. Yd.	64	
Underwater Structure Excavation Protection - Location 1		Each	1	
Underwater Structure Excavation Protection - Location 2		Each	1	



SECTION B-B



ANCHOR BOLT DETAIL

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

PIER 1 & 2
STRUCTURE NUMBER 061-0094

SHEET NO. 18 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 41
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.

3 Oak Drive
Maryville, IL 62062-5635
Local: (618) 285-4665
Fax: 618-285-4666

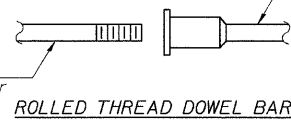
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

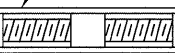
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_l$
 - ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_l$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_l = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

The diameter of this part is equal or larger than the diameter of bar spliced.
The diameter of this part is the same as the diameter of the bar spliced.



** ONE PIECE

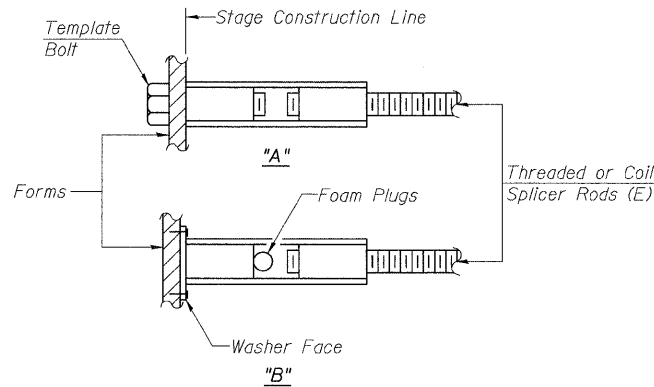
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

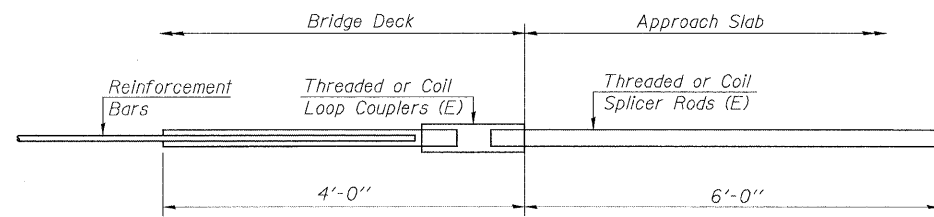
**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

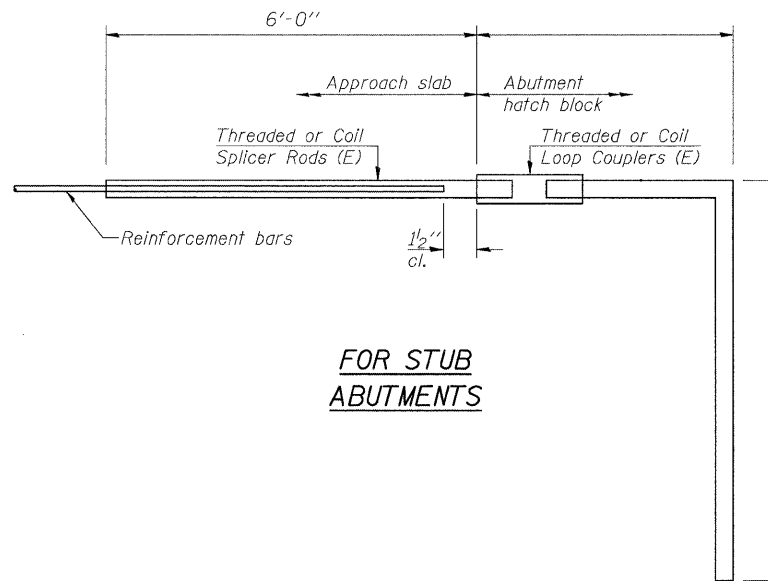
"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



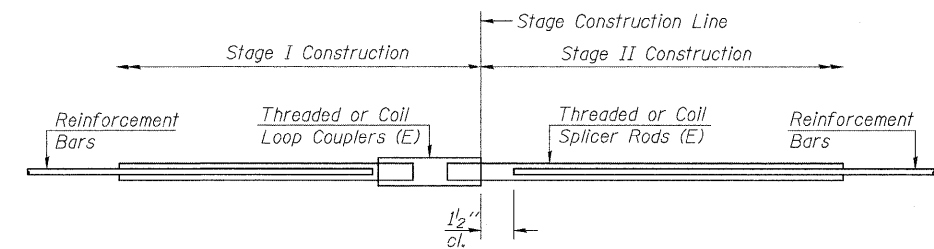
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 80



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#5	724	Bridge Deck
#4	50	Approach Slab
#5	172	Approach Slab
#6	20	Abutment Diaphragm
#7	26	Abutment Caps
#6	14	Piers
#4	16	Piers

**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NUMBER 061-0094**

DESIGNED	
CHECKED	
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

BSD-1

10-1-08

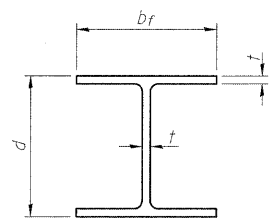


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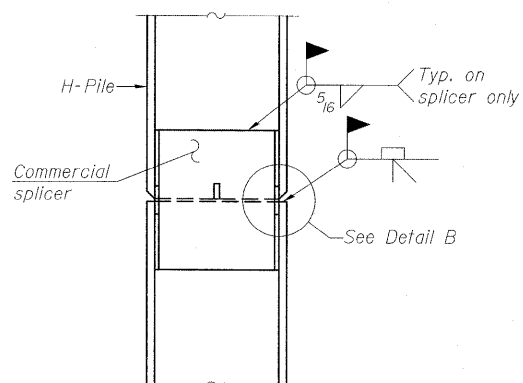
SHEET NO. 19 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 42
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

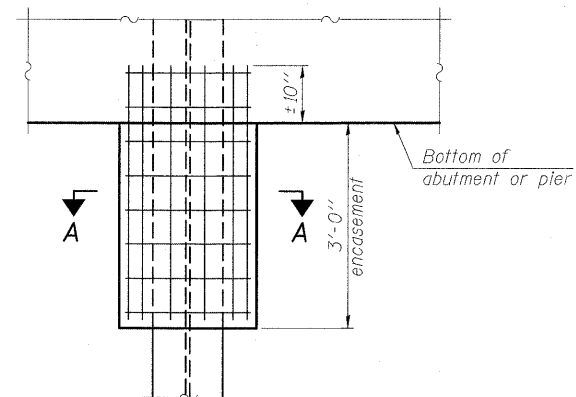


STEEL PILE TABLE

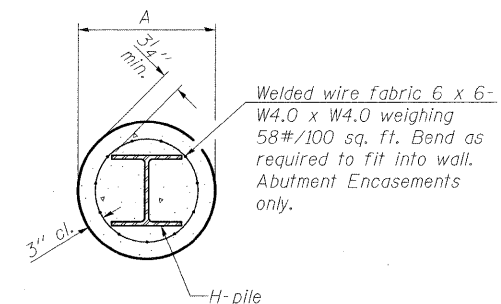
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 5/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



ELEVATION



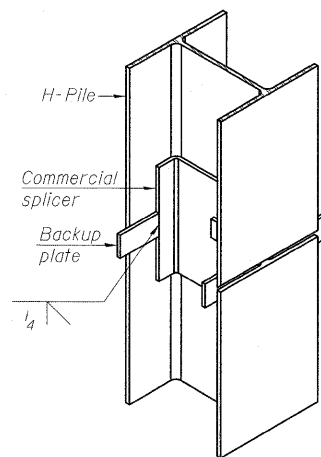
ELEVATION



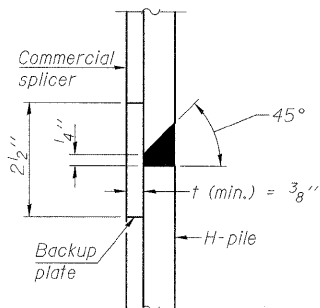
SECTION A-A

Note:
Forms for encasement may be omitted when soil conditions permit.
See sheet 18 of 23 Section B-B for Pier reinforcement details.

PILE ENCASEMENT

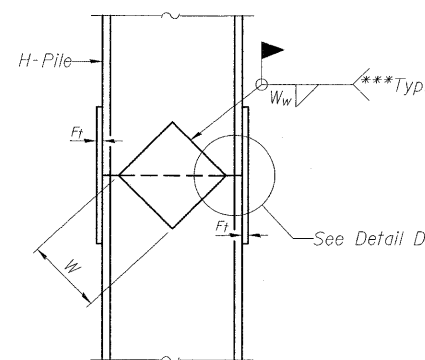


ISOMETRIC VIEW

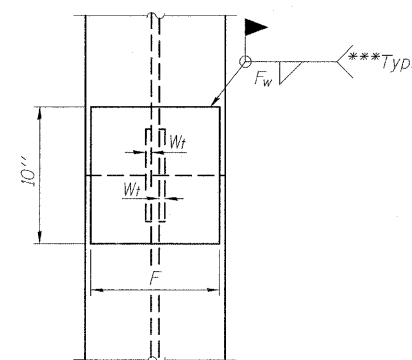


DETAIL "B"

WELDED COMMERCIAL SPLICE

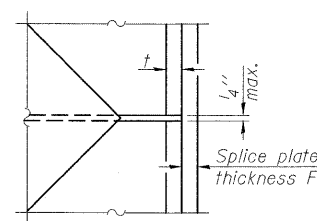


ELEVATION



END VIEW

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

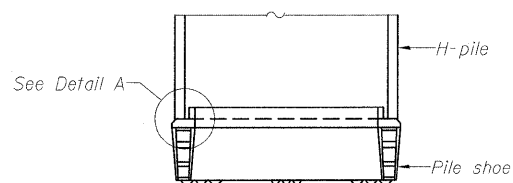


DETAIL D

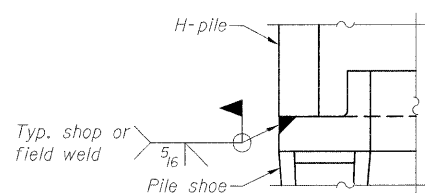
WELDED PLATE FIELD SPLICE

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.
For Pier Encasement Details see Sheet 18 of 23.

HP PILE DETAILS
STRUCTURE NUMBER 061-0094

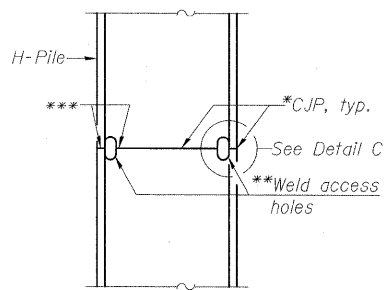


ELEVATION



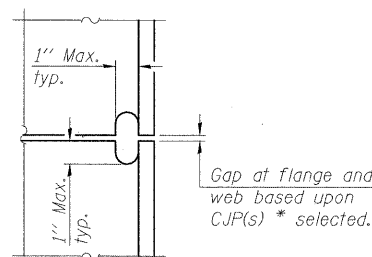
DETAIL A

H-PILE SHOE ATTACHMENT



ELEVATION

COMPLETE PENETRATION WELD SPLICE



DETAIL C

- * Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
- ** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
- *** Interrupt welds 1/4" from end of each pile.



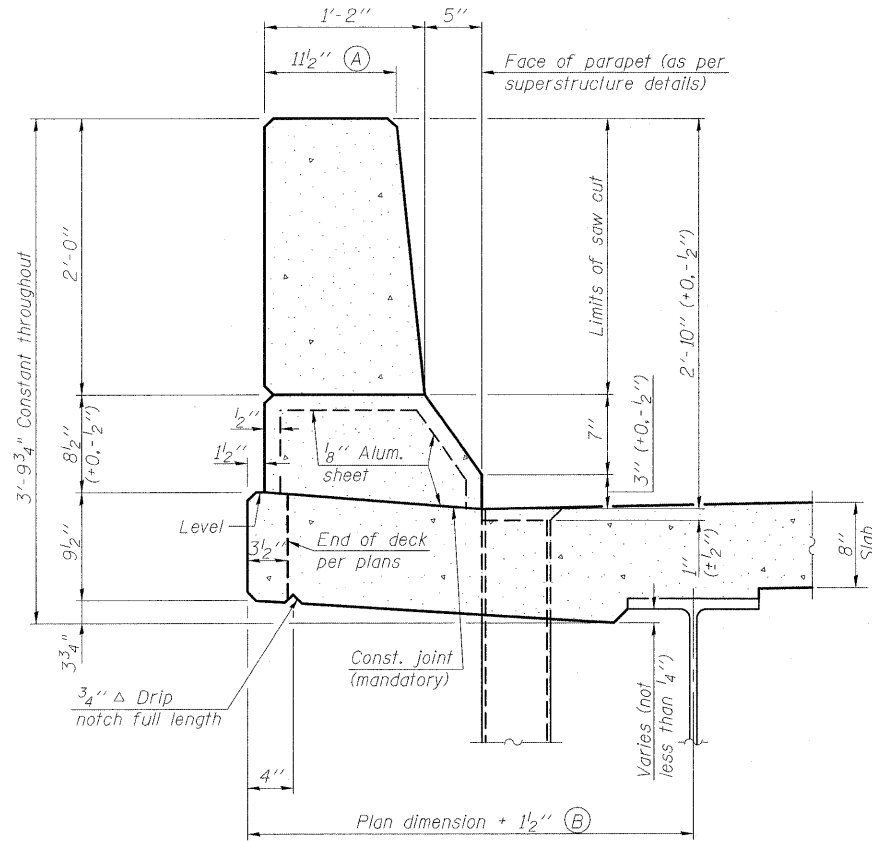
BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.

3 Oak Drive
Maryville, IL 62442-5635
Local (618) 288-4665
Fax 618-288-4666

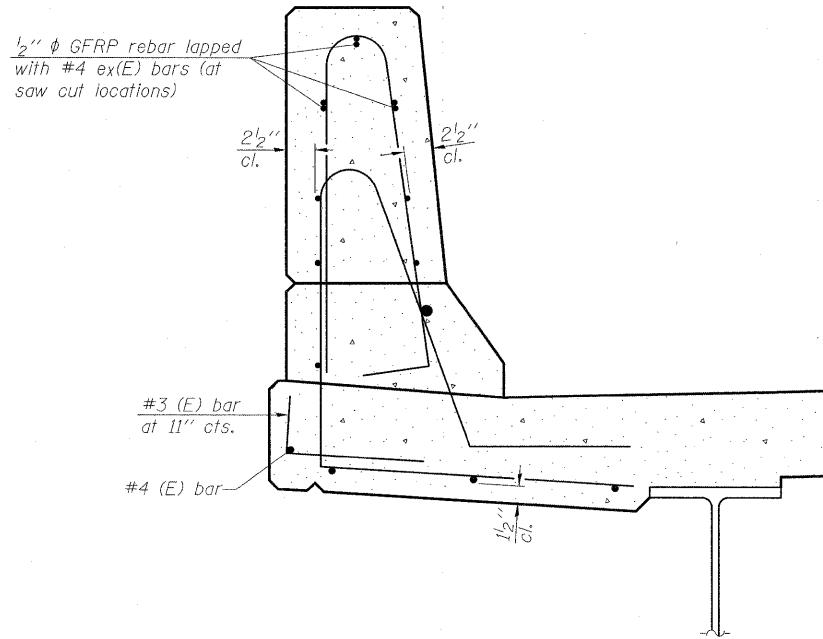
DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

SHEET NO. 20 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 43
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

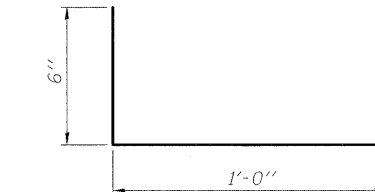
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



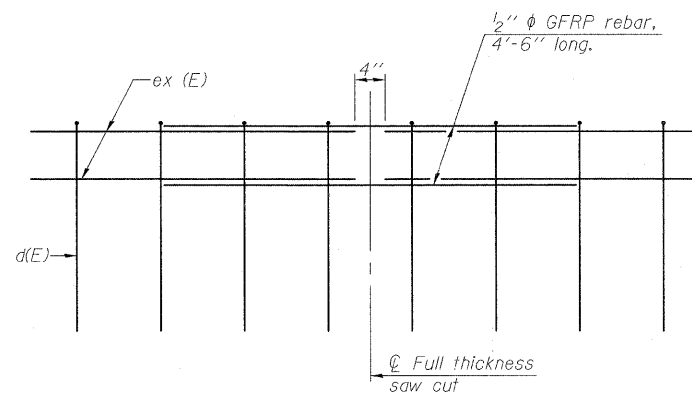
SECTION
(Showing dimensions)



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



#3 (E) BAR



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

GENERAL NOTES

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.
Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.

DESIGNED	
CHECKED	
DRAWN	W.J.S.
CHECKED	C.J.F. & B.B.

SFP-34

10-1-08



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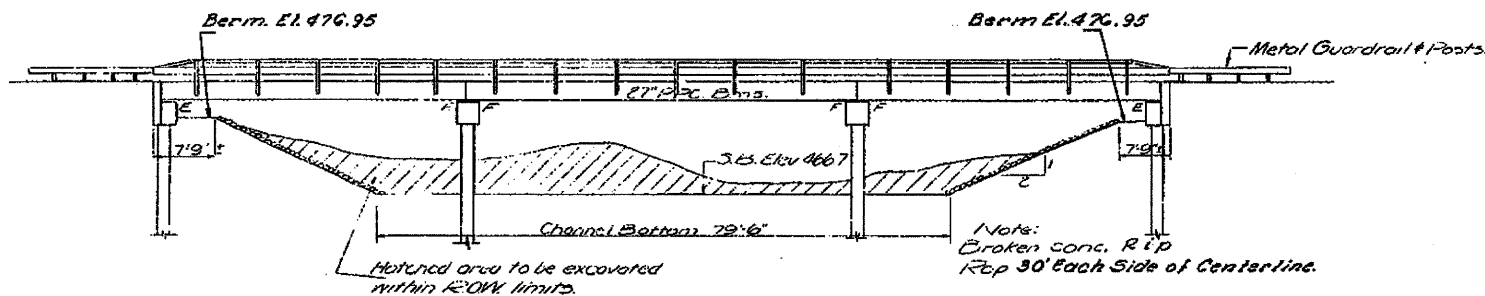
SHEET NO. 21 23 SHEETS	F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 44
	SN 061-0094		CONTRACT NO. 76A83		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT 322					

**CONCRETE PARAPET
SLIPFORMING OPTION
STRUCTURE NUMBER 061-0094**

C.M. Chiseled 11' NE Corner top wingwall N. Fork of Kaskaskia River Bridge. 18' L.A. Sta 687+22 Elev. 482.05
 Exist. Structure Built as S.B.T. Rte 2, Sec. 25B-1, Sta. 687+90 in 1937. Superstr is RC Slab on W/Bms. to be removed. Substr. is R.C. Pile Bents. Contr. shall utilize stage const. & maintain traffic at all times. Salvage.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

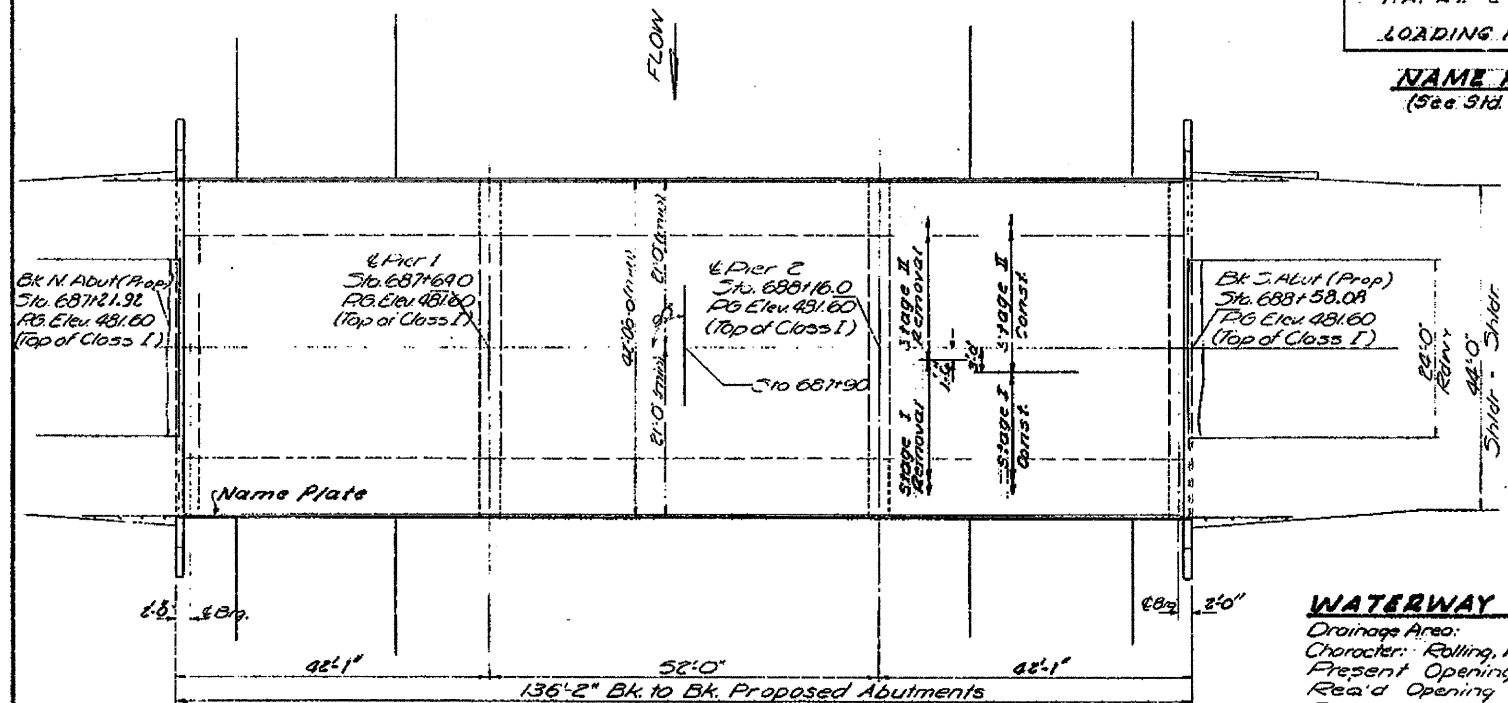
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
25BR	Marion	11	4	8 SHEETS



ELEVATION

STATION 687+90
 REBUILT 197 BY
 STATE OF ILLINOIS
 F.A. RT. 2 SEC. 25BR
 LOADING HS. 20-44

NAME PLATE
 (See 31d. 2119)



PLAN

WATERWAY INFORMATION

Drainage Area: 40 Sq. Miles
 Character: Rolling, wooded, clay, cultivated, hilly
 Present Opening: 850 Sq. Ft.
 Road Opening: 1200 Sq. Ft.
 Proposed Opening: 1200 Sq. Ft. (Beneath low concrete)
 Q₁₀₀ = 6837 cfs.

DESIGN STRESSES

FIELD UNITS
 f_c = 1400 psi (Sub) (Super)
 f_s = 20000 psi (Reinf. & Struct.)
 n = 10

PREC. PRESTR. UNITS

f_c = 5000 psi.
 f_c = 4000 psi
 f_s = 270000 psi (1/4" Strands)
 f_s = 188,700 psi (3/8" Strands)

Design Specifications AA5HO, 1969 as applicable.

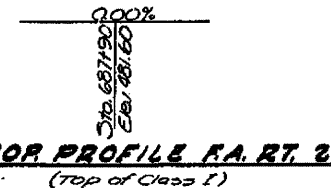
DESIGNED	John A. Morris	EXAMINED	SEPTEMBER 12 1972
CHECKED	John A. Morris	PASSED	
DRAWN	J. Kessler	APPROVED	
CHECKED	JM		

GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
 It shall be the responsibility of the Contr. to verify all dimensions and conditions in the field prior to construction and ordering of materials.
 Protective Coat shall not be applied to surfaces to which Coal Tar Interlayer Protective Coat is applied.

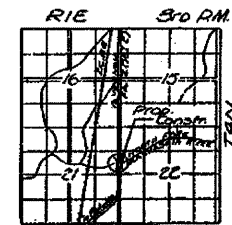
TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Bituminous Concrete Surface Course Class I	Tons	92		92
Coal Tar Interlayer	Sq. Yds	597		597
Protective Coat	Sq. Yds	44		44
Steel Railing, Type T	Lin. Ft.	207		207
Precast Prestressed Concrete Deck Beams (27)	Sq. Ft.	5594		5594
Structural Steel	Lbs.	4630		4630
Preformed J. Sealer	Lin. Ft.	59		59
Temporary Guardrail	Lin. Ft.	139		139
Class X Concrete	Cu. Yds	8.4	19.6	28.0
Concrete Removal	Cu. Yds		49	49
Reinforcement Bars	Lbs.	300	6330	6630
Name Plates	Each	1		1
Pavement Removal & R.C.G. Replacement Type II - 10"	Sq. Yds	15		15
Removal of Existing Superstructures	Each	1		1
Channel Excavation	Cu. Yds			778
Broken Concrete Rip Rap	Sq. Yds			303



PROF. PROFILE F.A. RT. 2
 (Top of Class I)

LOADING HS20-44



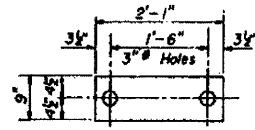
LOCATION PLAN

GENERAL PLAN & ELEVATION
 F.A. RT. 2 OVER
 N. FORK KASKASKIA RIVER
 F.A. RT. 2 SEC. 25BR
 MARION COUNTY
 STATION 687+90

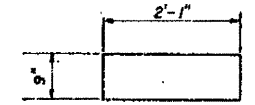
FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING STRUCTURE PLANS FOR INFORMATION ONLY	F.A. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN	REVISIONS		SCALE:	322	25BR-1	MARION	63	17
		CHECKED	REVISIONS		SHEET NO. 1 OF 7 SHEETS					
		DATE	REVISIONS		STA.					CONTRACT NO. 76A83
					TO STA.					ILLINOIS STATE AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

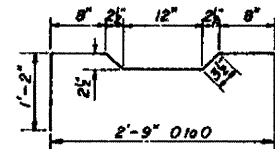
ROUTE NO.	SECTION	SHEET	TOTAL SHEETS	SHEET NO.
258R	Marion	11	5	8



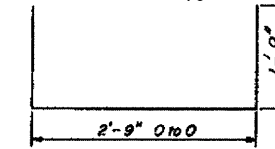
FABRIC BEARING PAD



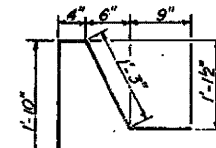
GRAPHITED ASBESTOS BEARING PAD



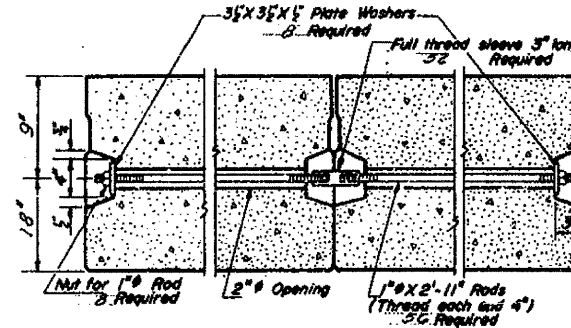
A1 BAR



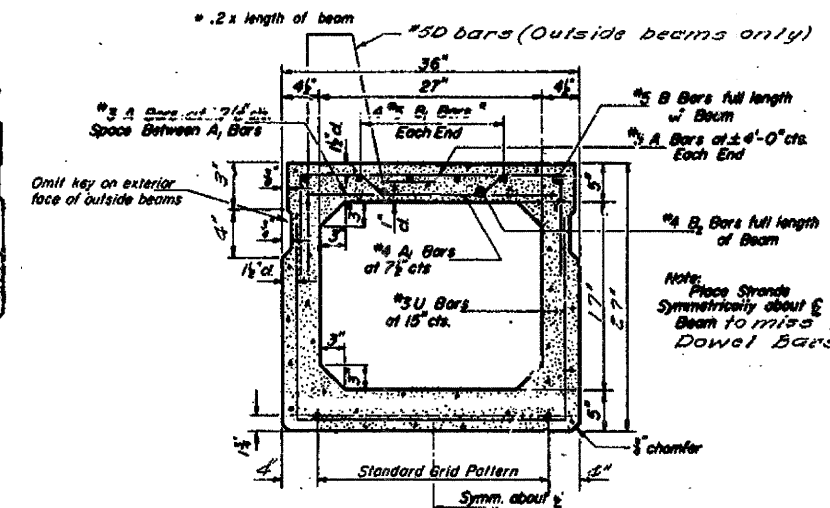
U.B.U. BAR



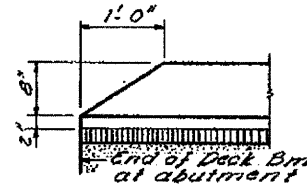
D BAR



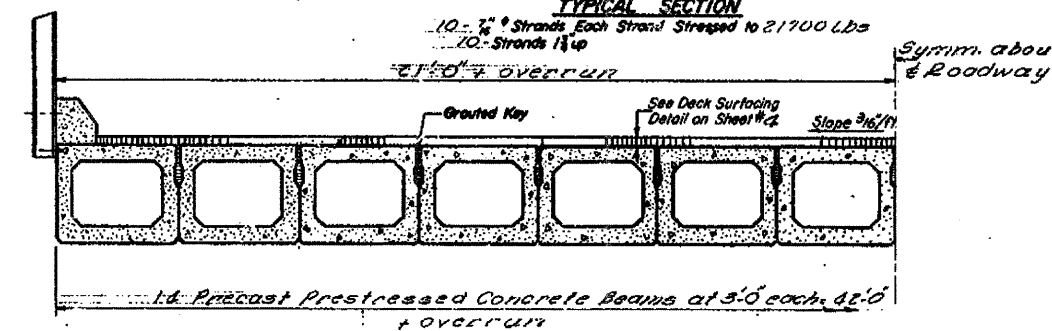
TYPICAL TRANSVERSE TIE ASSEMBLY



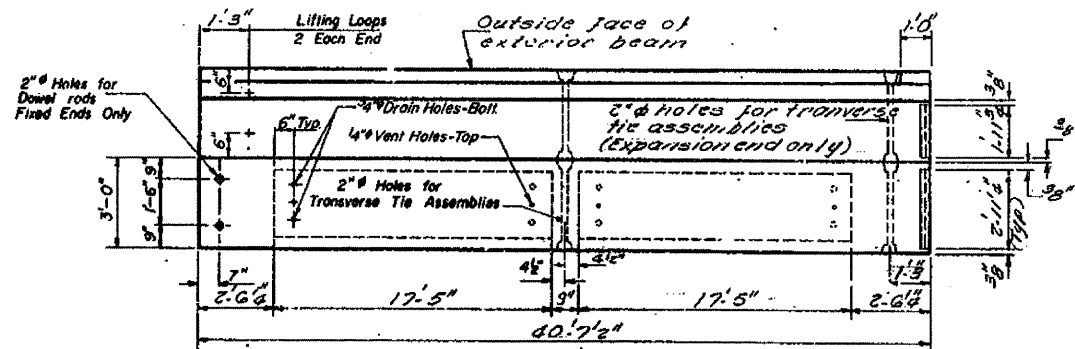
TYPICAL SECTION



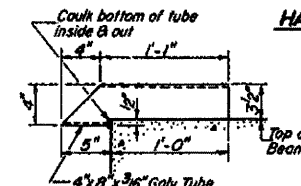
END OF CURB



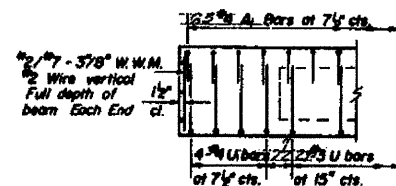
HALF CROSS SECTION



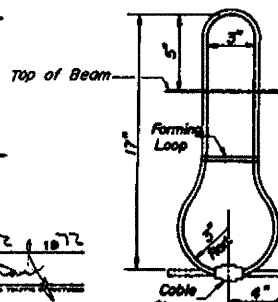
PLAN



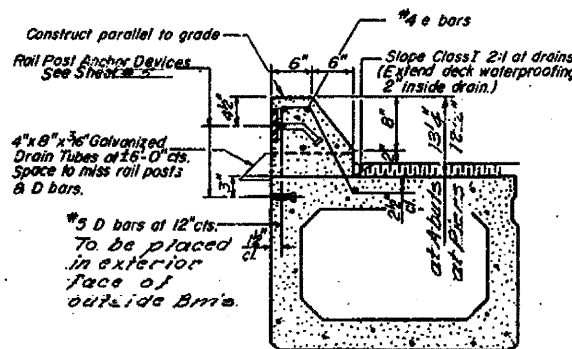
DRAIN DETAIL



END ELEVATION



LIFTING LOOP DETAIL



SECTION THRU CURB

GENERAL NOTES
 Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand. The nominal diameter shall be 7/8" and the nominal cross-sectional area shall be 0.115 sq. in. Lifting loops shall be 1/2" diameter, 6 x 19 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 220,000 lbs.
 The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside beam shall be filled with grout after transverse tie assembly is in place.
 Longitudinal shear keys shall be packed with a very dry mix of 2:1 sand and P.C. mortar. After beams have been erected, holes for the dowel anchors shall be drilled into the sub-structure and the anchor dowels shall be grouted in place.
 Dowel rods shall be ASTM A-306 or ASTM A-615. Transverse tie rods shall be ASTM A-306, Grade 70-80.
 After fabrication the transverse tie assemblies (tie rods, nuts, washers and sleeves) shall be hot-dipped galvanized in accordance with A.S.T.M. Designation: A153.
 Cost of reinforcement and accessories cast into the beam, of bearing girds, of armor angles, and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beams, (27)".

Note
Work this sheet with sheet #4

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
Precast Prestressed Concrete Deck Beams (27")		Sq Ft.	5415	

SPANS 113
SUPERSTRUCTURE
RA. RT. 2 SEC. 258R
MARION COUNTY
STATION 687+90

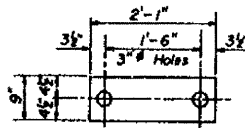
DESIGNED	SEP 12 1972
CHECKED	
DRAWN	
CHECKED	

W-5R-4 (11-16-71)

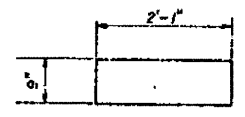
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SCALE	DATE	CHECKED	REVISIONS						CONTRACT NO. T68B3	ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

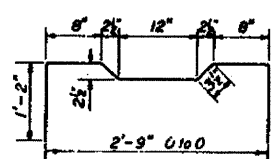
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
25BR	Marion	11	6	8



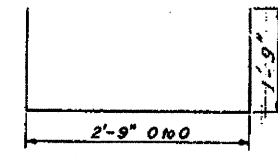
FABRIC BEARING PAD



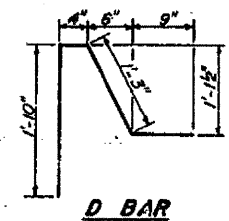
GRAPHITED ASBESTOS BEARING PAD



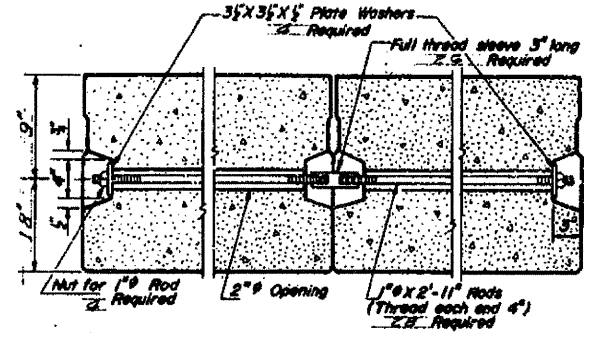
A1 BAR



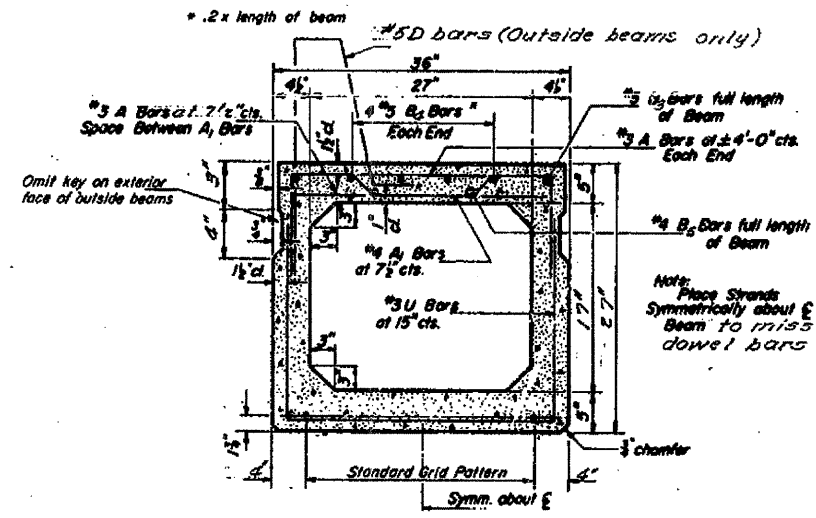
U.B.U. BAR



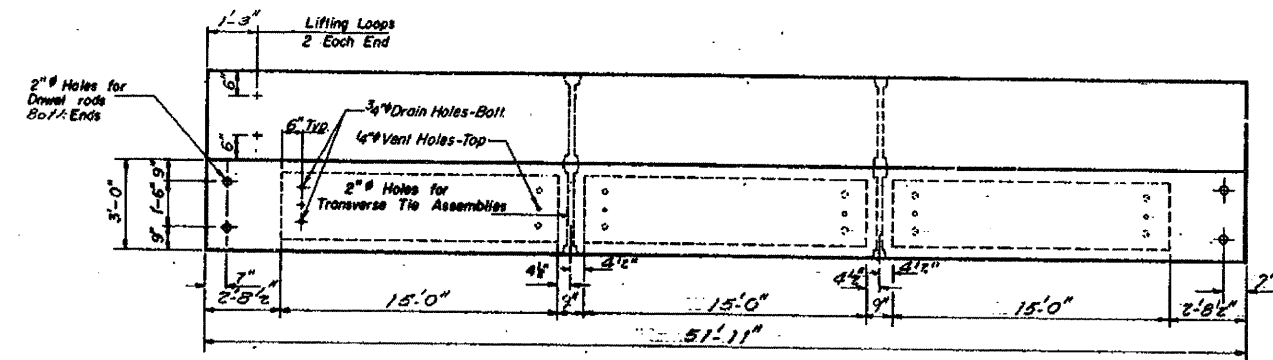
D BAR



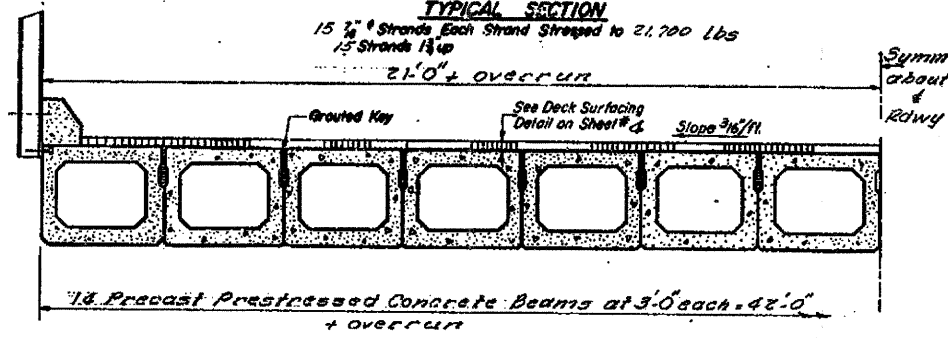
TYPICAL TRANSVERSE TIE ASSEMBLY



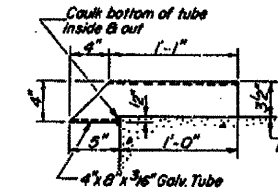
TYPICAL SECTION



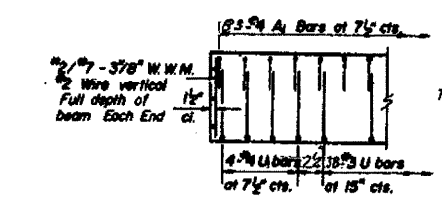
PLAN



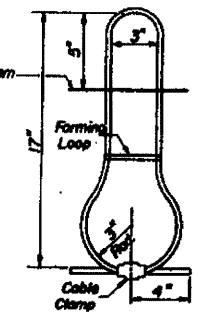
HALF CROSS SECTION



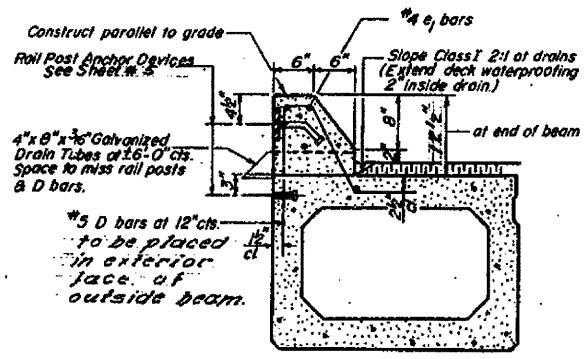
DRAIN DETAIL



END ELEVATION



LIFTING LOOP DETAIL



SECTION THRU CURB

GENERAL NOTES
 Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand. The nominal diameter shall be 7/8" and the nominal cross-sectional area shall be 0.715 sq. in. Lifting loops shall be 5/8" diameter, 6x19 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 230,000 lbs.
 The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside beam shall be filled with grout after transverse tie assembly is in place.
 Longitudinal shear keys shall be packed with a very dry mix of 2:1 sand and P.C. mortar. After beams have been erected, holes for the dowel anchors shall be drilled into the sub-structure and the anchor dowels shall be grouted in place.
 Dowel rods shall be ASTM A-306 or ASTM A-615. Transverse tie rods shall be ASTM A-306, Grade 70-80.
 After fabrication the transverse tie assemblies (tie rods, nuts, washers and sleeves) shall be hot-dipped galvanized in accordance with A.S.T.M. Designation: A153.
 Cost of reinforcement and accessories cast into the beam, of bearing pads, of armor angles, and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beams (27)".

Note
Work this sheet with sheet #4

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
Precast Prestressed Concrete Deck Beams (27")		Sq. Ft.	2181	

DESIGNED: [Signature]
 CHECKED: John A. Morris
 DRAWN: [Signature]
 CHECKED: J.M.

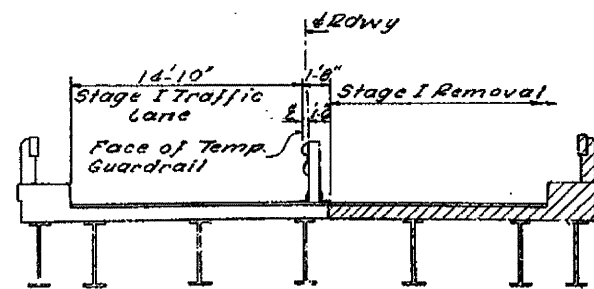
EXAMINED: [Signature]
 PASSED: [Signature]
 APPROVED: [Signature]

SPAN 2
 SUPERSTRUCTURE
 MARION COUNTY
 STATION 627+90

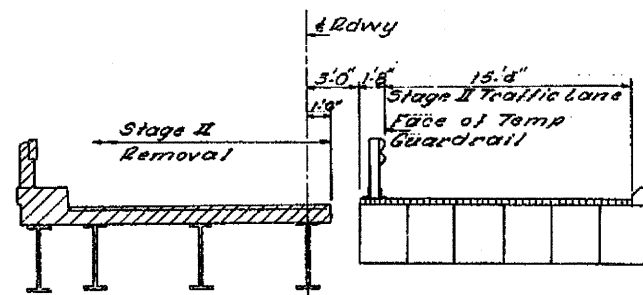
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	PLOT DATE = #DATE#	DATE -	REVISED -							CONTRACT NO. 76883
					SCALE: SHEET NO. 3 OF 7 SHEETS STA. TO STA.					ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

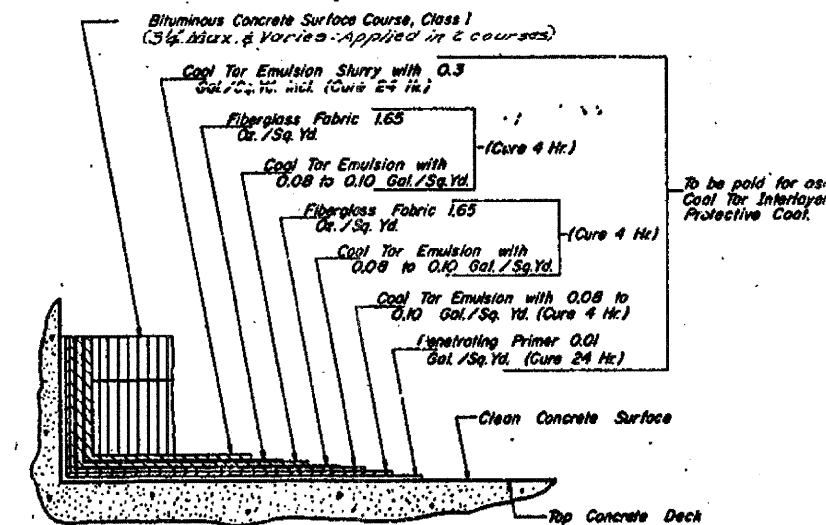
ROUTE NO.	COUNTY	TOTAL SHEETS	SHEET NO.	SHEETS
25BR	Marion	11	7	8



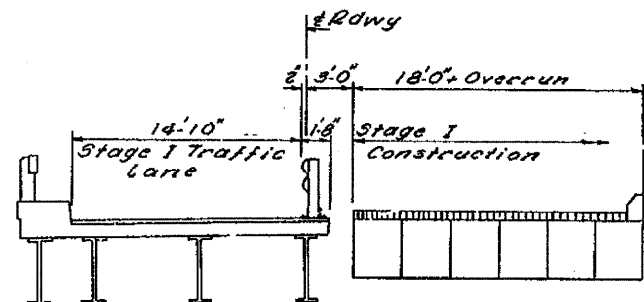
STAGE I REMOVAL
Looking South



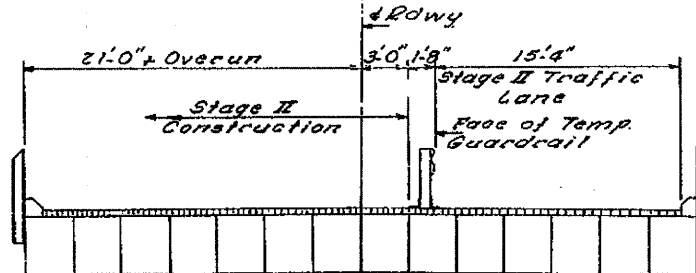
STAGE II REMOVAL
Looking South



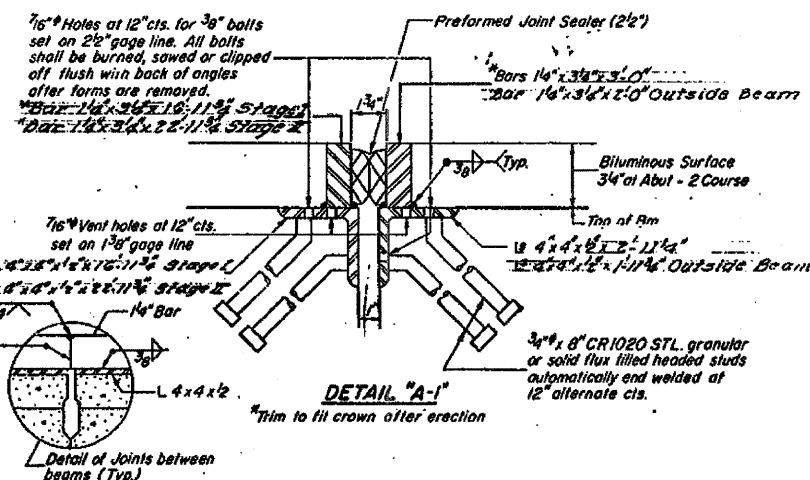
DETAIL OF DECK SURFACING



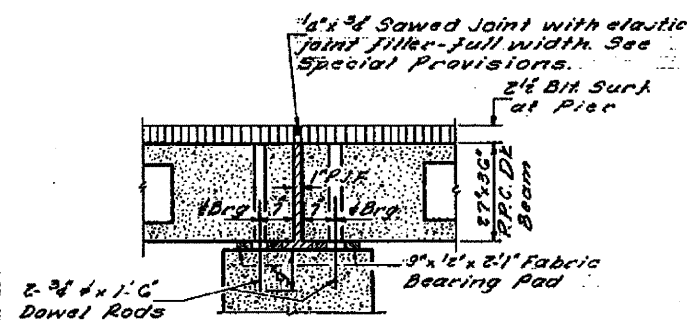
STAGE I CONSTRUCTION
Looking South



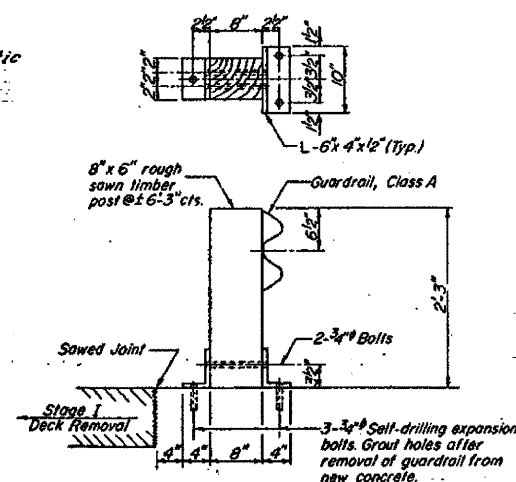
STAGE II CONSTRUCTION
Looking South



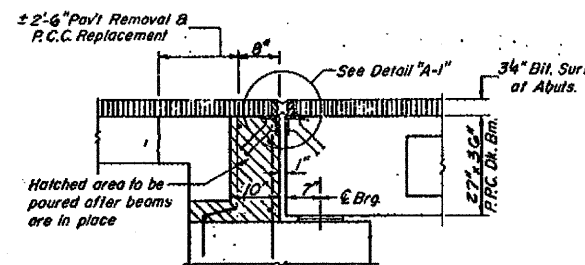
DETAIL "A-1"



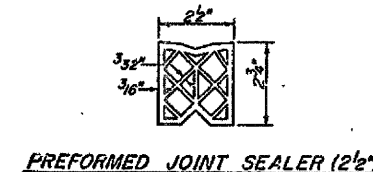
SEC. THRU PIERS



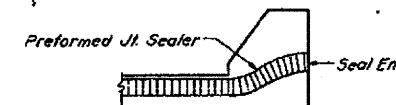
TEMPORARY GUARDRAIL DETAIL
See Special Provisions



SECTION THRU ABUT.



PREFORMED JOINT SEALER (2 1/2")



END OF SEALER TREATMENT

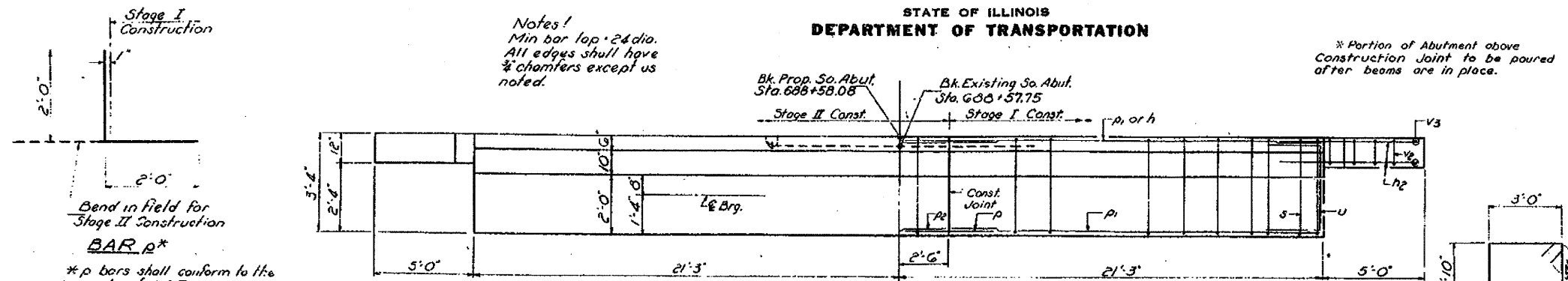
DESIGNED	Charles P. [Signature]	EXAMINED	[Signature]
CHECKED	John A. [Signature]	PASSED	[Signature]
DRAWN	[Signature]	APPROVED	[Signature]
CHECKED	[Signature]		

SUPERSTRUCTURE DETAILS
K.A. RT. 1 SEC. 25BR
MARION COUNTY
STATION 657+80

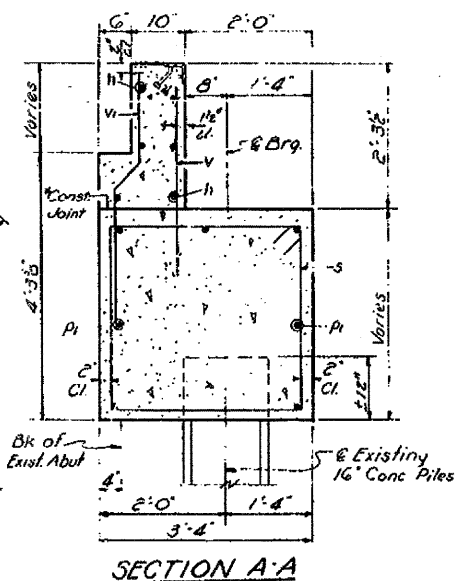
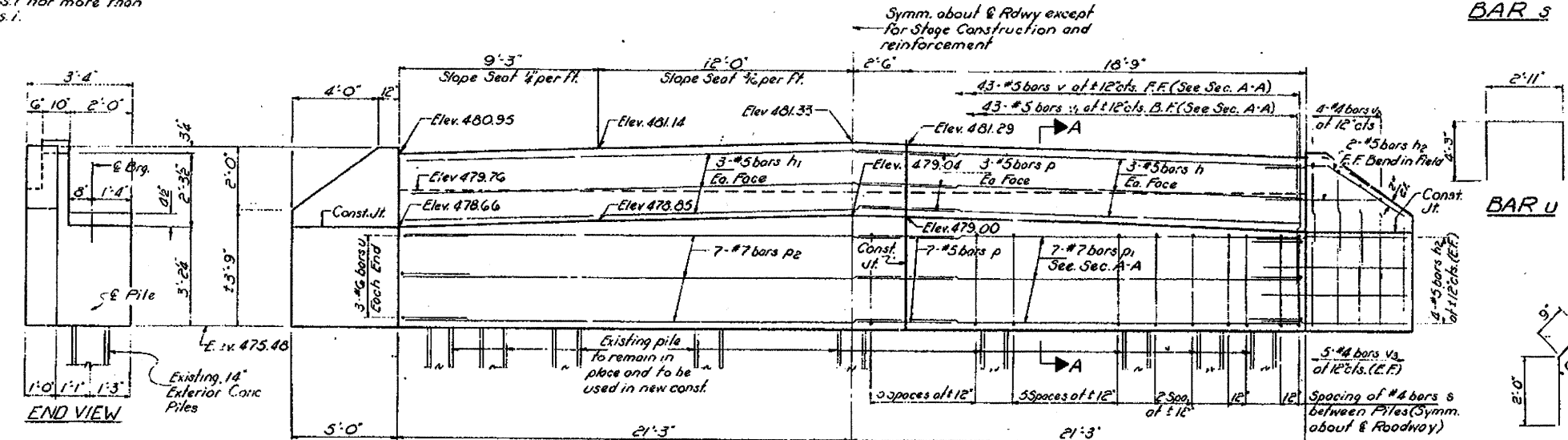
FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING STRUCTURE PLANS FOR INFORMATION ONLY	F.A.M. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN	REVISED			322	25BR-1	MARION	11	7
		CHECKED	REVISED						63	50
		DATE	REVISED						CONTRACT NO. T6A85	
									ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. OF SHEETS
25BR	1	Marion	11	9



BAR p*
*p bars shall conform to the requirements of A.S.T.M. A-G15 or A-G17, except the minimum yield strength shall not be less than 33,000 p.s.i. nor more than 45,000 p.s.i.



ONE ABUTMENT BILL OF MATERIAL

Bar	No	Size	Length	Shape
h	6	#5	18'-6"	—
h _e	6	#5	23'-6"	—
h _e	24	#5	7'-0"	—
p	13	#5	4'-0"	—
p ₁	7	#7	18'-6"	—
p ₂	7	#7	23'-6"	—
s	36	#4	12'-5"	□
u	6	#6	11'-5"	□
v	25	#5	4'-3"	—
v	25	#5	4'-3"	—
ve	8	#4	7'-3"	□
vs	20	#4	3'-6"	—
Class X Concrete			Cu. Yds.	22.7
Reinforcement Bars			Lbs.	1980
Concrete Removal			Cu. Yds.	15

DESIGNED Charles P. Dean
CHECKED John A. Morris
DRAWN W.E.D.
CHECKED gm

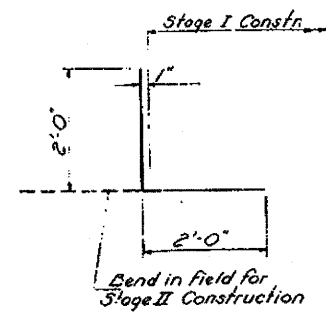
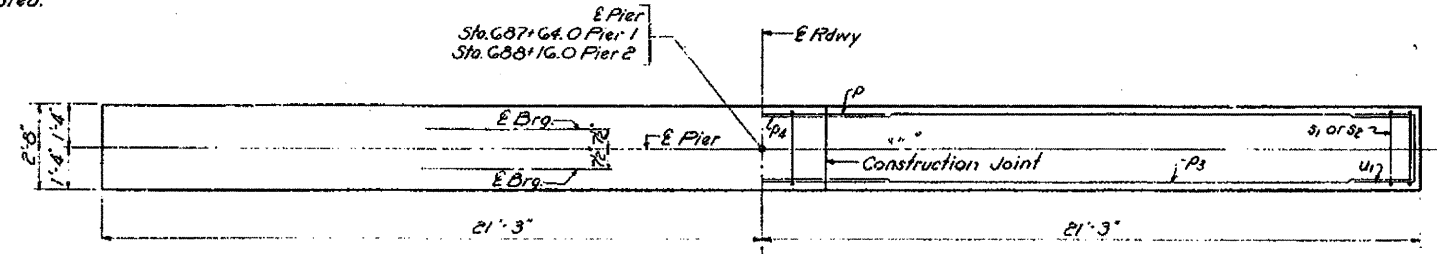
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PASSED
APPROVED

SEPT 12 1978

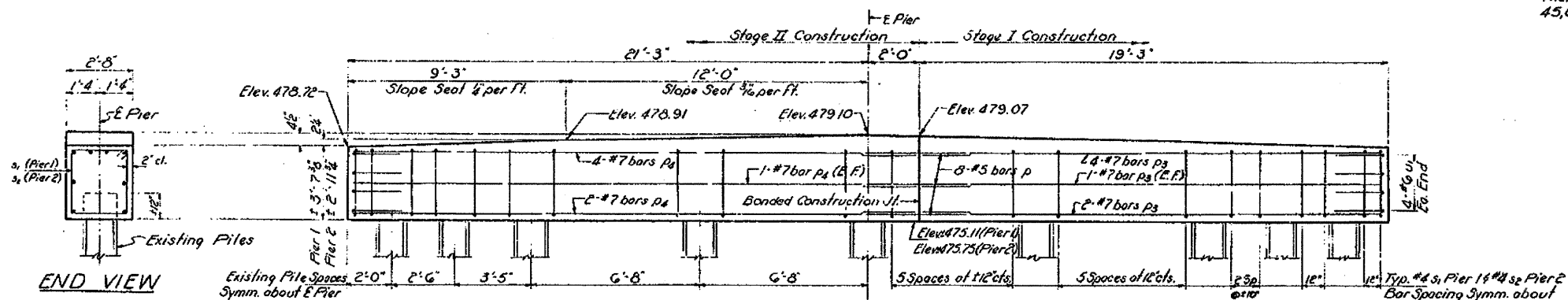
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
258R	11	Marion	11	11	8 SHEETS

Notes!
Space reinforcement in cap to miss
dowel bars
Min. bar top - 2d dia.
All edges shall have 3/8" chamfers
unless noted.

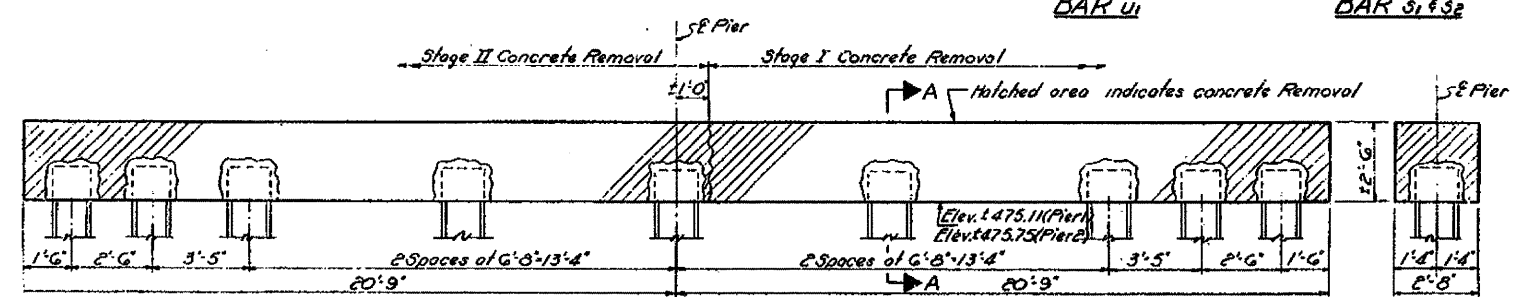
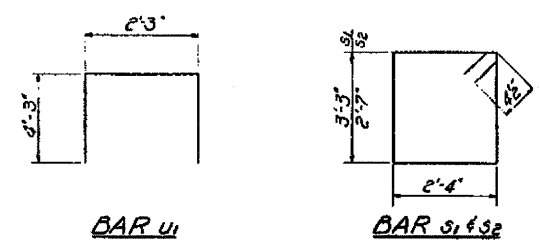


* p bars shall conform to the
requirements of A.S.T.M. A-615
or A-617, except the minimum
yield strength shall not be less
than 33,000 psi nor more than
45,000 psi.



TWO PIERS
BILL OF MATERIAL

Bar	No	Size	Length	Shape
p	16	#5	4'-0"	L
p3	16	#7	19'-0"	—
p4	16	#7	23'-0"	—
s1	30	#4	11'-11"	□
s2	30	#4	10'-7"	□
u1	16	#6	10'-9"	□
Class X Concrete				Cu. Yds. 28.2
Reinforcement Bars				Lbs. 2270
Concrete Removal				Cu. Yds. 19



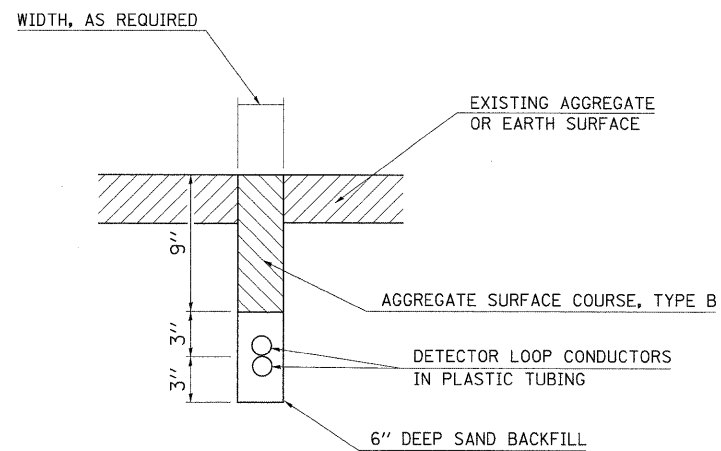
SEC. A-A

PIERS 1 & 2
F.A.R.T. SEC. 25BR
MARION COUNTY
STA. 687+90

DESIGNED: *Chulu Saha*
CHECKED: *J. A. Davis*
DRAWN: *W. E. Dickerson*
CHECKED: *gm*

EXAMINED: *[Signature]*
PASSED: *[Signature]*
APPROVED: *[Signature]*

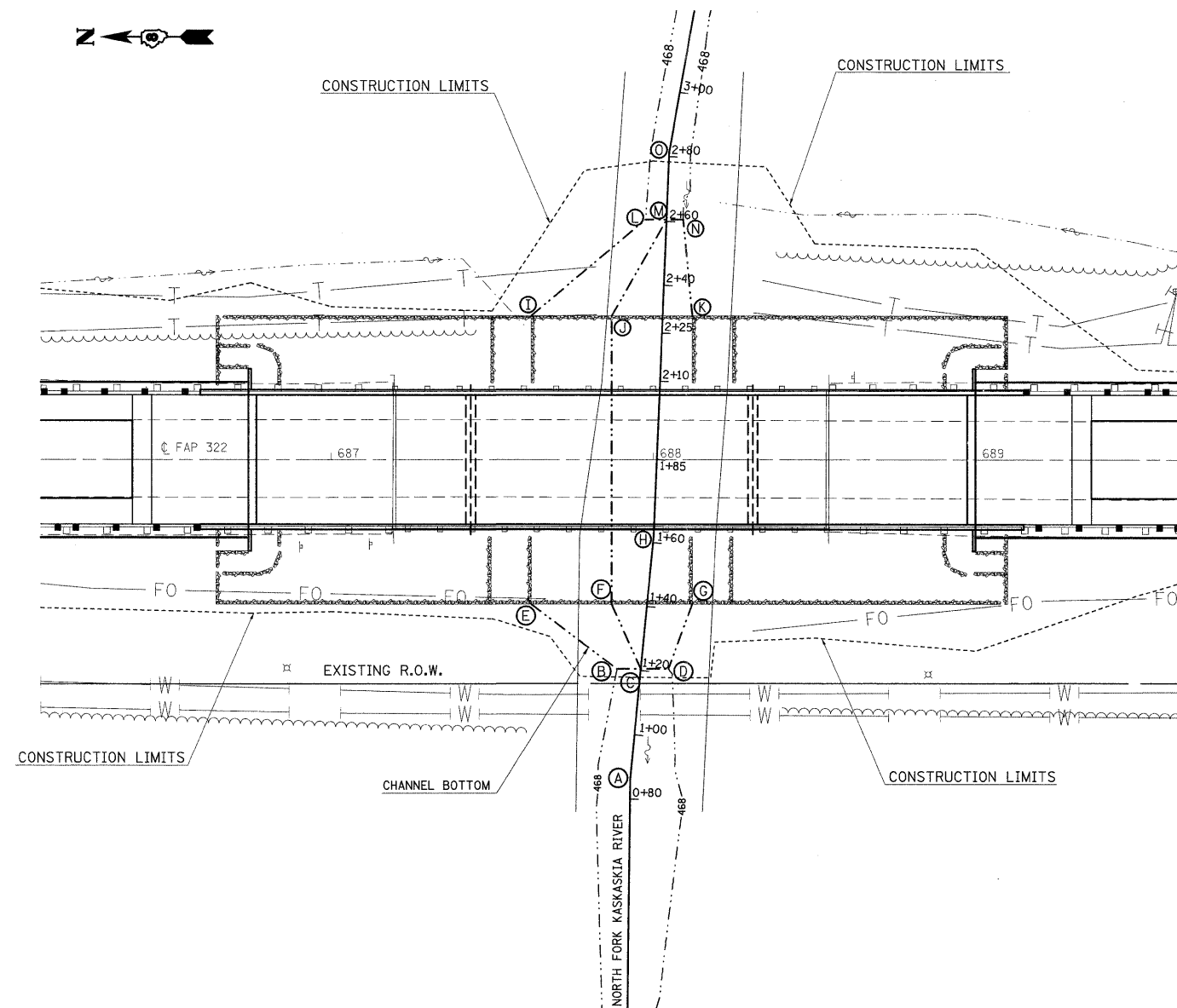
Sept. 12 1972



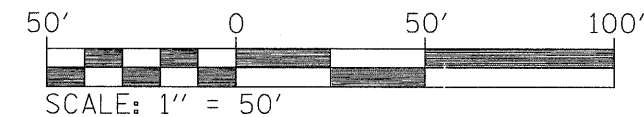
DETECTOR LOOP INSTALLED IN TRENCH

INSTALLATION IS TO BE DONE IN CONFORMANCE WITH THE REQUIREMENTS OF THE PLANS AND SECTION 886 OF THE STANDARD SPECIFICATIONS WITH THE FOLLOWING EXCEPTIONS:

1. SLOTS ARE TO BE TRENCHED INSTEAD OF SAWED.
2. THIS WORK SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF "TEMPORARY BRIDGE TRAFFIC SIGNALS (STATE FURNISHED CONTROLLER)" - 1 EACH.
3. THE SIZE SHALL BE MEASURED AS 6' X 6'.

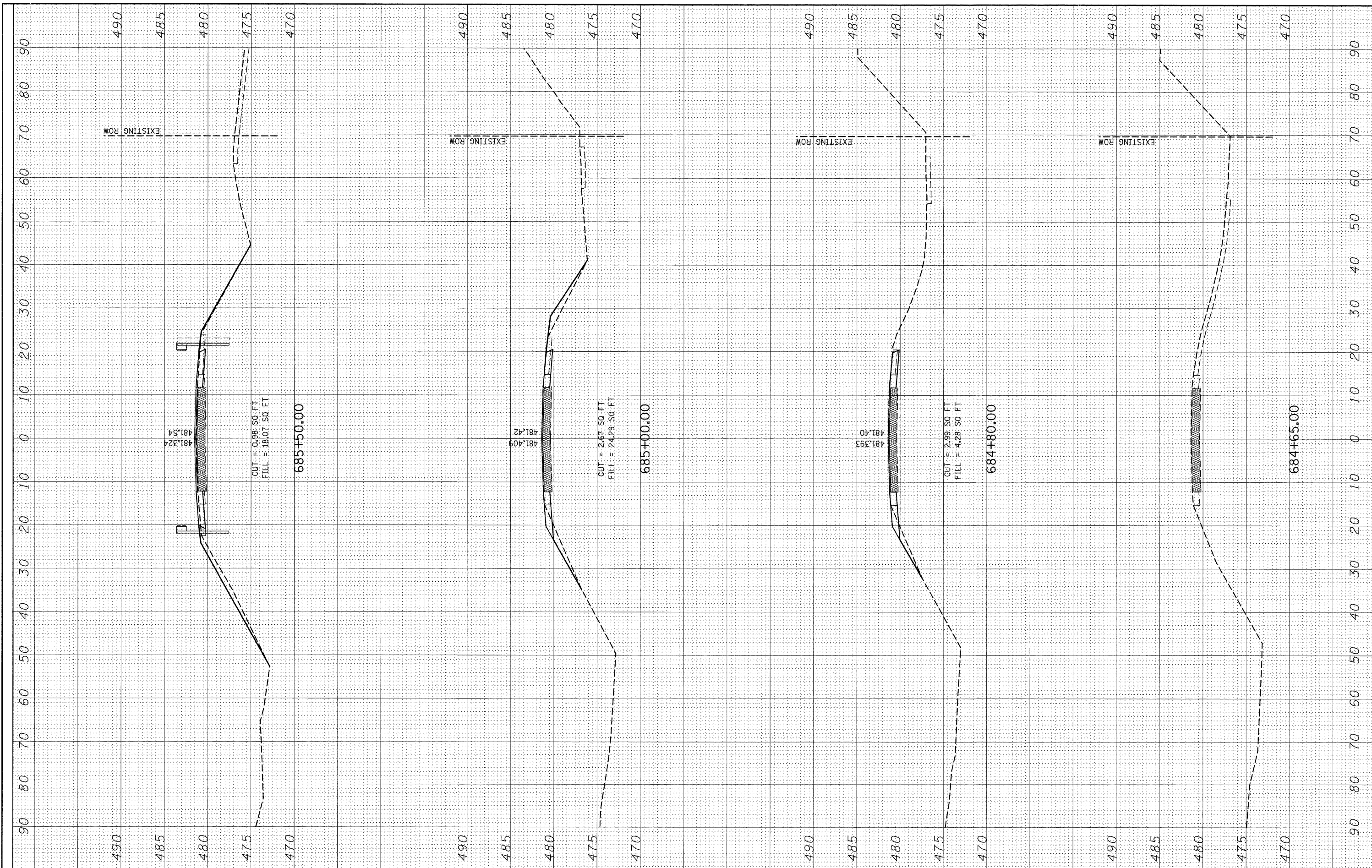


LOCATION	ROADWAY		CHANNEL	
	STA.	OFFSET	STA.	OFFSET
A	687+92.85	99.13	0+86.18	0
B	687+88.77	64.94	1+19.82	7.34
C	687+96.14	64.94	1+20.53	0
D	688+04.71	64.94	1+21.35	8.53
E	687+62.10	44.77	1+37.35	35.81
F	687+87.10	44.77	1+39.74	10.92
G	688+12.10	44.77	1+42.13	13.96
H	688+00.11	23.54	1+62.12	0
I	687+62.10	44.77	2+28.87	40.73
J	687+87.10	44.77	2+29.86	15.75
K	688+12.10	44.77	2+30.85	9.23
L	687+97.49	74.79	2+60.26	6.56
M	688+04.05	74.79	2+60.52	0
N	688+09.21	74.79	2+60.72	5.16
O	688+04.87	95.43	2+81.18	0



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

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



FILE NAME =
#FILE#

USER NAME = #USER#
DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

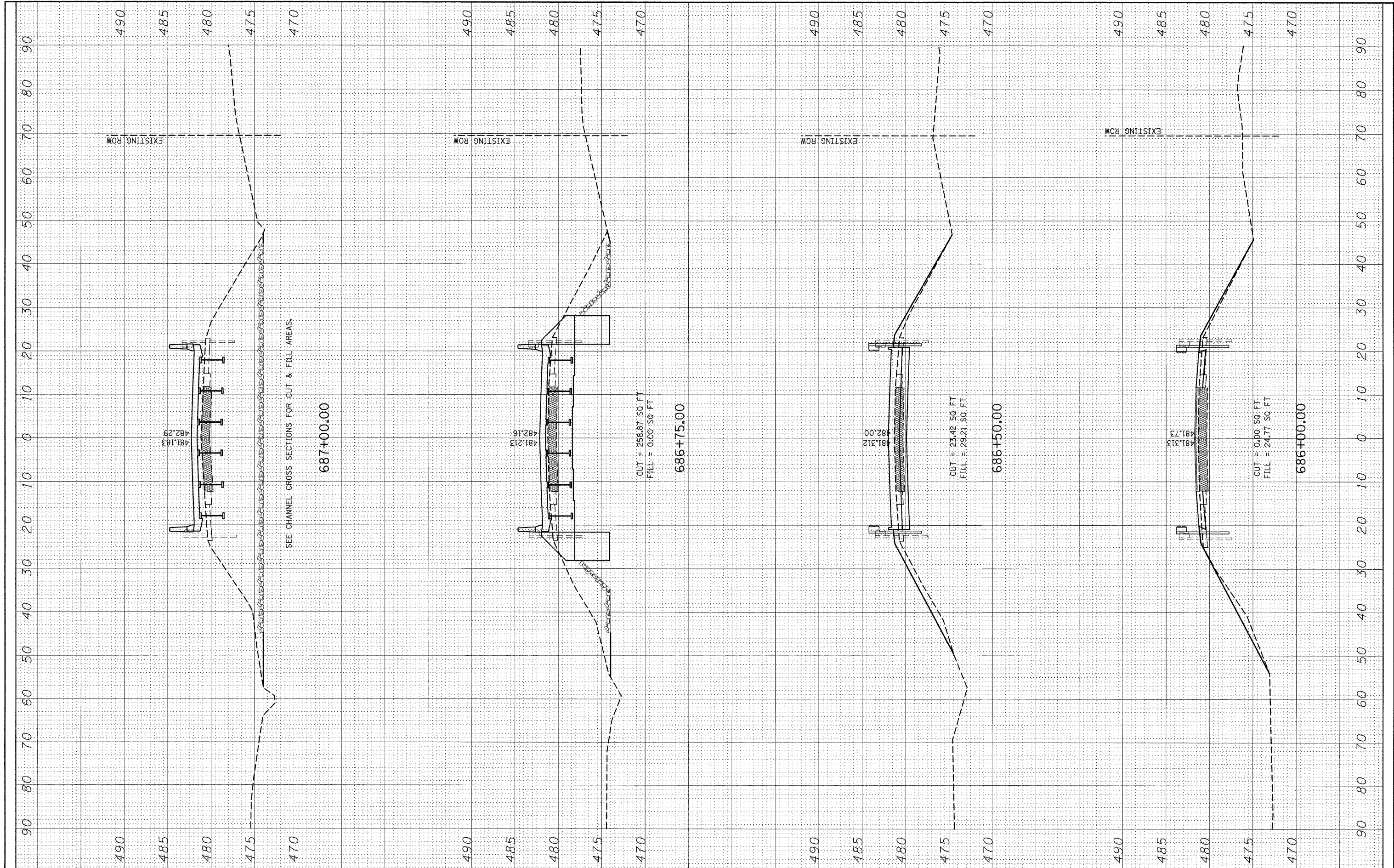
CROSS SECTIONS - MAINLINE

SCALE: 20 SHEET NO. 1 OF 5 SHEETS STA. 684+65 TO STA. 685+50

F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 55
CONTRACT NO. 76A83				
[ILLINOIS] FED. AID PROJECT				

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

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



FILE NAME = #FILE#

USER NAME = #USER#

PLOT SCALE = #SCALE#

PLOT DATE = #DATE#

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

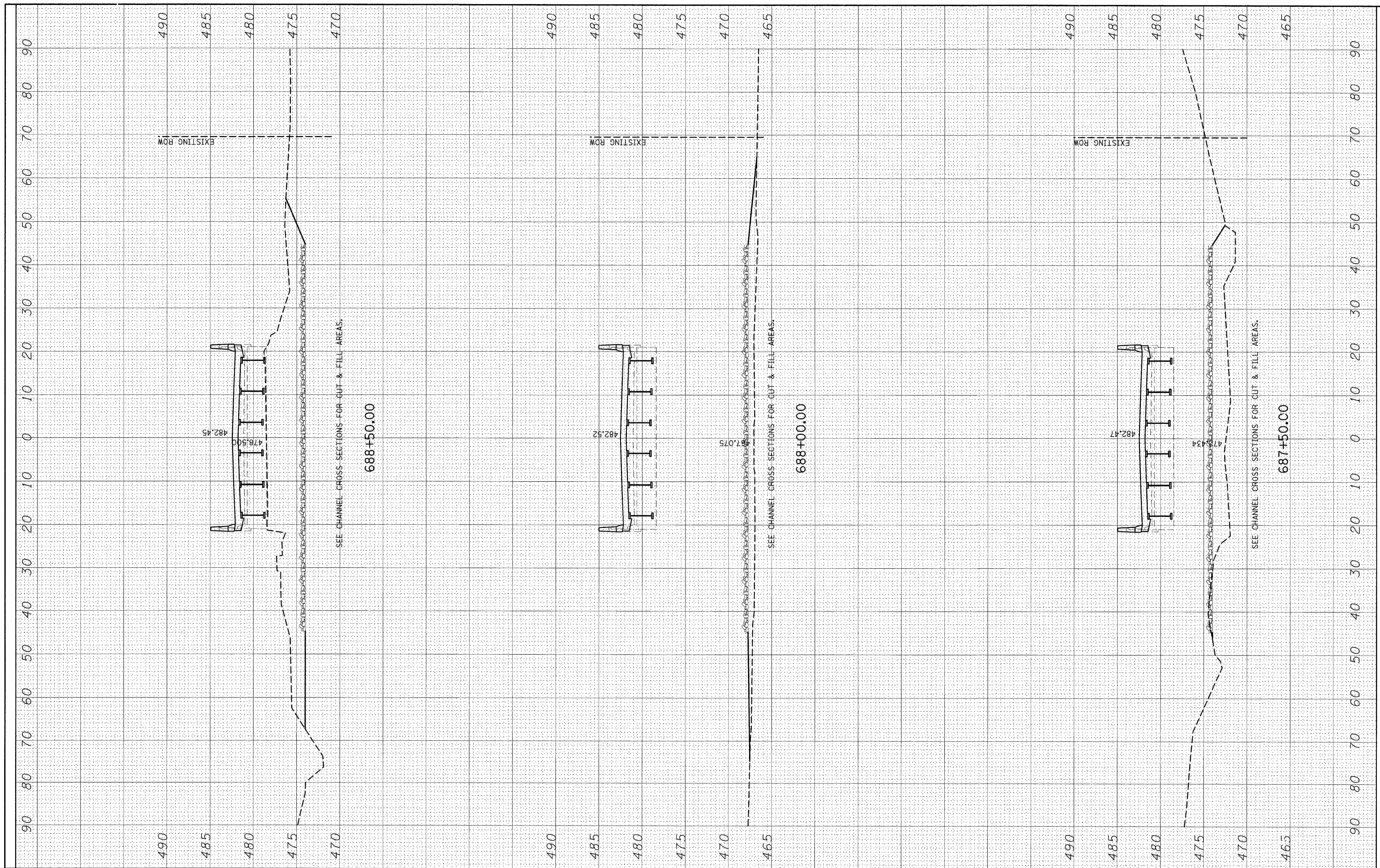
CROSS SECTIONS - MAINLINE

SCALE: 20 SHEET NO. 2 OF 5 SHEETS STA. 686+00 TO STA. 687+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	258R-1	MARION	63	56
CONTRACT NO. 76A83				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = #FILE#

USER NAME = #USER#

PLOT SCALE = #SCALE#

PLOT DATE = #DATE#

DESIGNED -

DRAWN -

CHECKED -

DATE -

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - MAINLINE

SCALE: 20

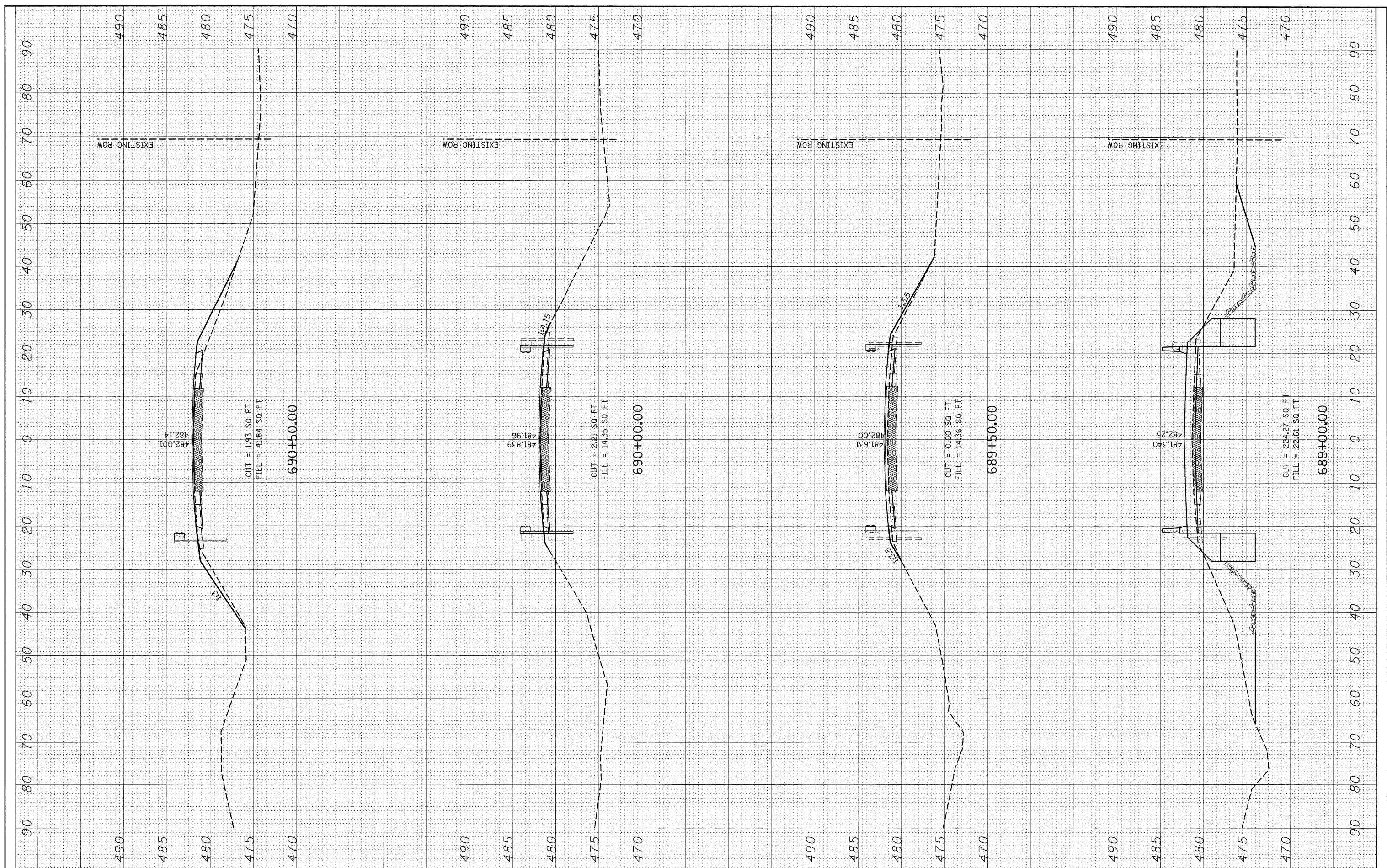
SHEET NO. 3 OF 5 SHEETS

STA. 687+50 TO STA. 688+50

F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 57
CONTRACT NO. 76A83				
ILLINOIS FED. AID PROJECT				

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 NO. _____

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 NO. _____



FILE NAME = #FILE#
 USER NAME = #USER#
 PLOT SCALE = #SCALE#
 PLOT DATE = #DATE#

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

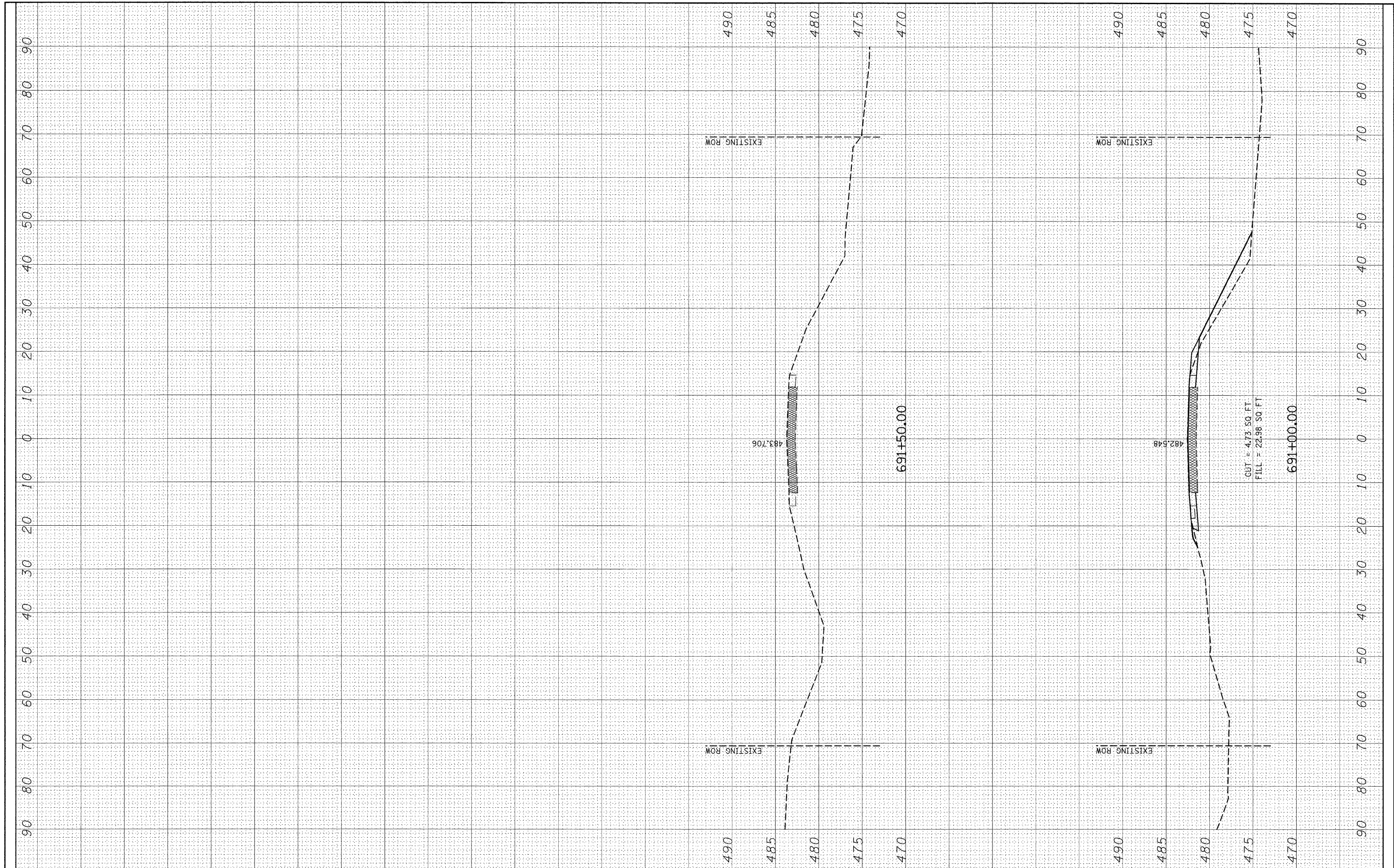
CROSS SECTIONS - MAINLINE

SCALE: 20 SHEET NO. 4 OF 5 SHEETS STA. 689+00 TO STA. 690+50

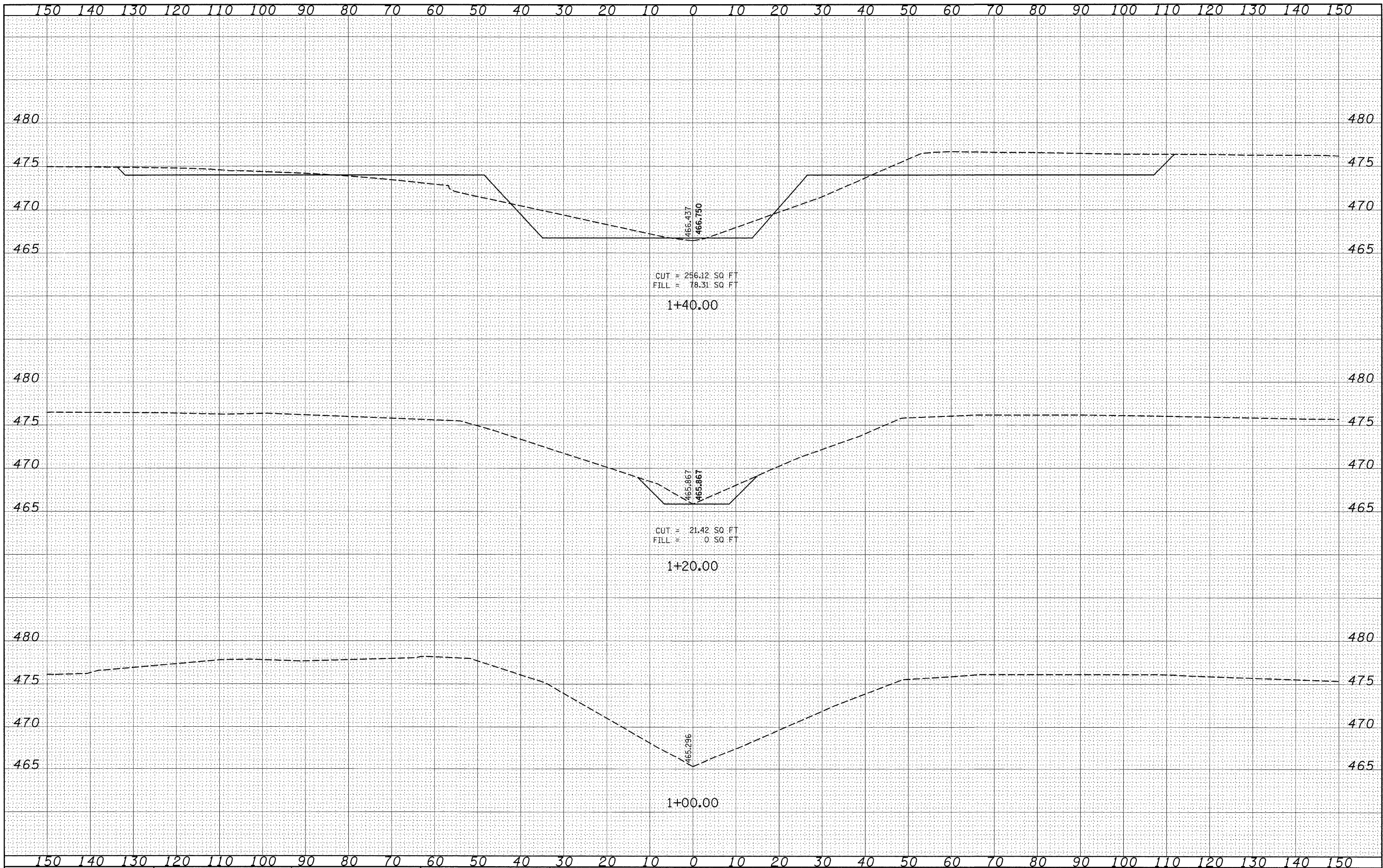
F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 58
CONTRACT NO. 76A83				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - MAINLINE			F.A.P. RTE. 322	SECTION 25BR-1	COUNTY MARION	TOTAL SHEETS 63	SHEET NO. 59
		DRAWN -	REVISED -		SCALE: 20	SHEET NO. 5 OF 5 SHEETS	STA. 691+00 TO STA. 691+50	CONTRACT NO. 76A83				
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



CUT = 256.12 SQ FT
 FILL = 78.31 SQ FT

1+40.00

CUT = 21.42 SQ FT
 FILL = 0 SQ FT

1+20.00

1+00.00

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

FILE NAME =
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USER NAME = #USER#
 PLOT SCALE = #SCALE#
 PLOT DATE = #DATE#

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

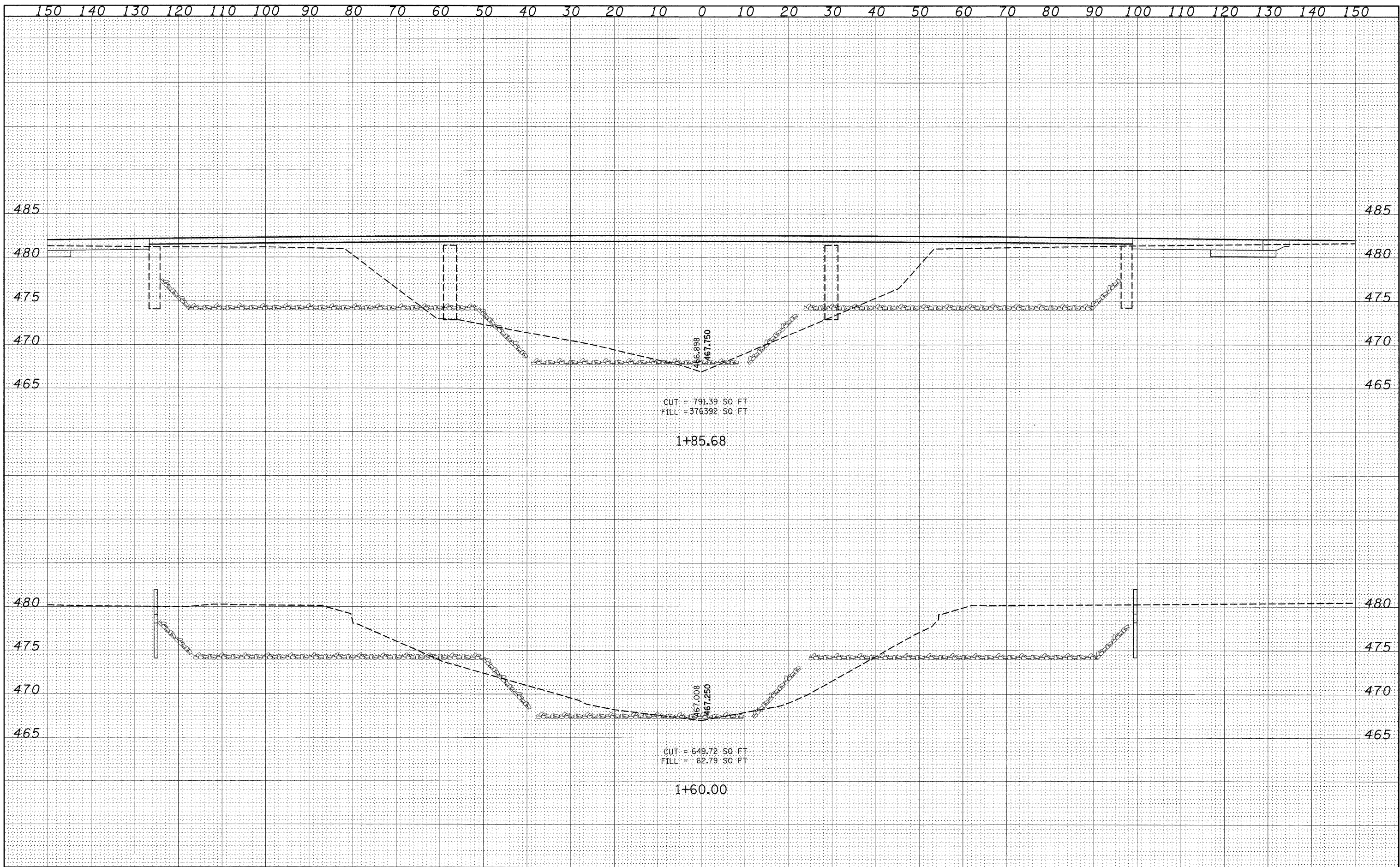
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CHANNEL CROSS SECTIONS

SCALE: 20 SHEET NO. 1 OF 4 SHEETS STA. 1+00.00 TO STA. 1+40.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	25BR-1	MARION	63	60
CONTRACT NO. 76A83				

ILLINOIS FED. AID PROJECT



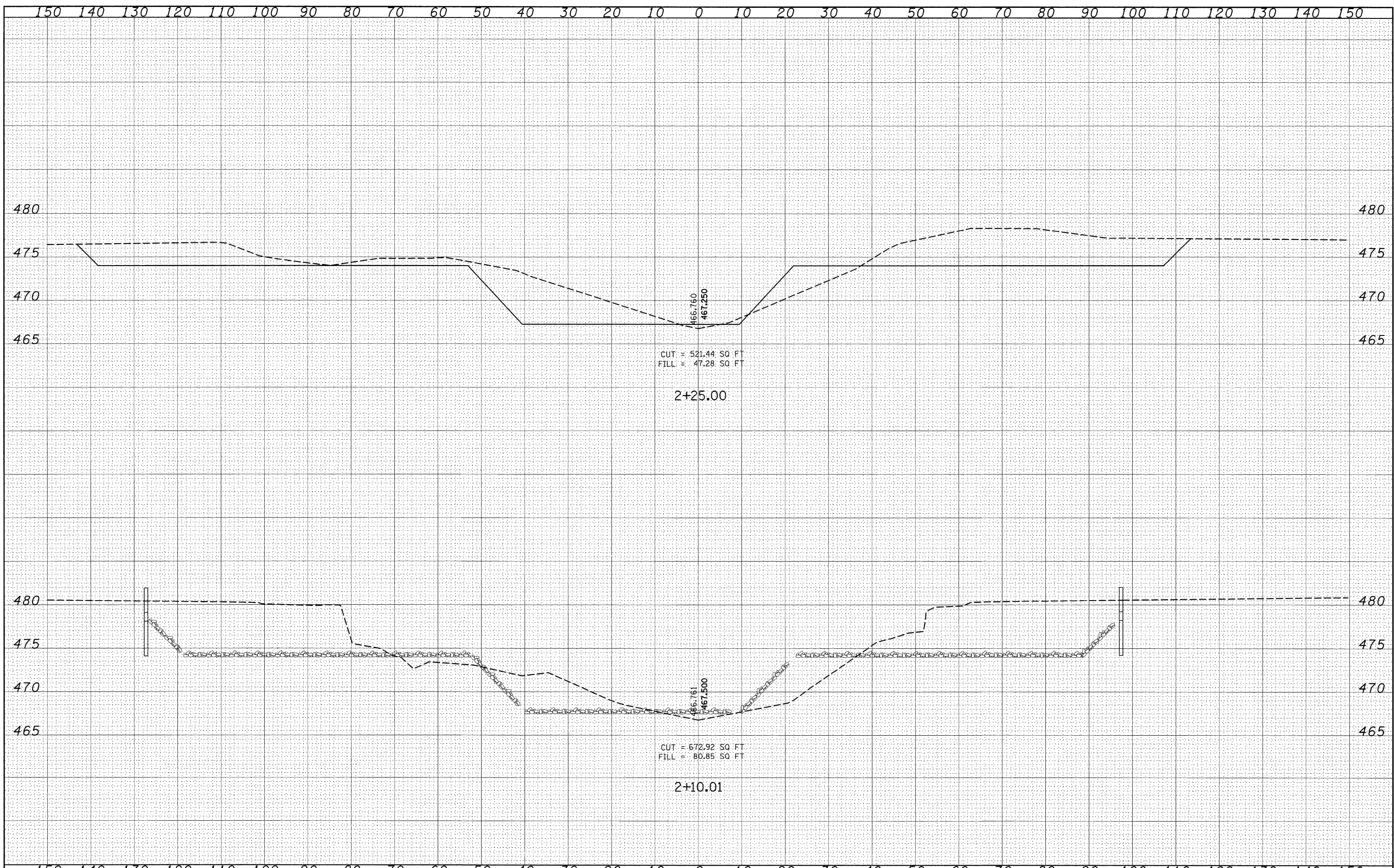
BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CHANNEL CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#	PLOT SCALE = #SCALE#	DRAWN -	REVISED -		322	25BR-1	MARION	63	61			
	PLOT DATE = #DATE#	CHECKED -	REVISED -		SCALE: 20 SHEET NO. 2 OF 4 SHEETS STA. 1+60.00 TO STA. 1+85.68			CONTRACT NO. 76A83				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

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

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



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CHANNEL CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		SCALE: 20	SHEET NO. 3 OF 4 SHEETS	STA. 2+10.01	TO STA. 2+25.00	322	25BR-1	MARION	63	62
		CHECKED -	REVISED -						CONTRACT NO. 76A83				
		DATE -	REVISED -						<small>ILLINOIS FED. AID PROJECT</small>				

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____

