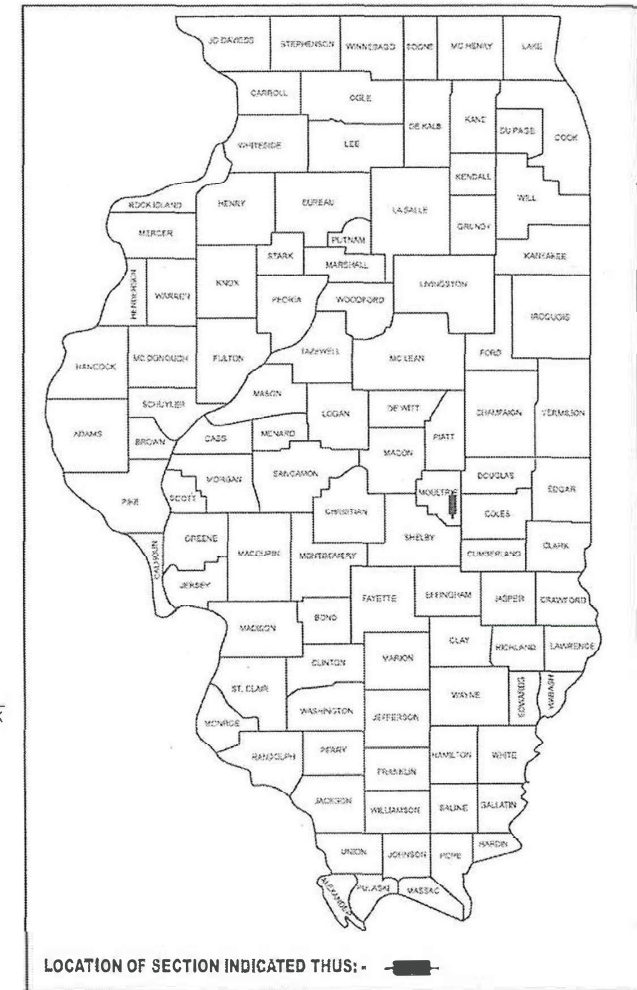


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	1
ILLINOIS			CONTRACT NO. 74C56	

D-97-102-23



CADWELL ROAD POSTED SPEED: 55 MPH

PROPOSED HIGHWAY PLANS

FAS ROUTE 659 (CADWELL ROAD)
SECTION D7 BRIDGE REPAIRS 2025-7
PROJECT STP-5NBJ(490)
BRIDGE REPAIR
MOULTRIE COUNTY

C-97-133-23

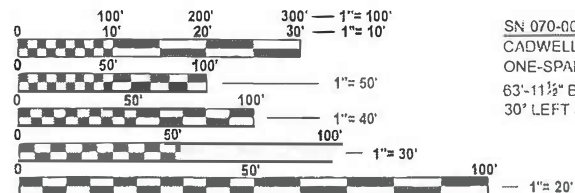
SN 070-0039
CADWELL ROAD (FAS 659) OVER JONATHAN CREEK
THREE-SPAN BRIDGE
113'-0" BK TO BK ABUTMENTS
50° LEFT FORWARD SKEW

SN 070-0040
CADWELL ROAD (FAS 659) OVER JONATHAN CREEK
THREE-SPAN BRIDGE
71'-4 1/2" BK TO BK ABUTMENTS
17° RIGHT FORWARD SKEW

SN 070-0044
CADWELL ROAD (FAS 659) OVER CREEK
ONE-SPAN BRIDGE
63'-11 1/2" BK TO BK ABUTMENTS
30° LEFT FORWARD SKEW

SN 070-0041
CADWELL ROAD (FAS 659) OVER JONATHAN CREEK
ONE-SPAN BRIDGE
60'-6 3/4" BK TO BK ABUTMENTS
13° LEFT FORWARD SKEW

SN 070-0045
CADWELL ROAD (FAS 659) OVER BOLIN BRANCH
ONE-SPAN BRIDGE
63'-5" BK TO BK ABUTMENTS
15° RIGHT FORWARD SKEW

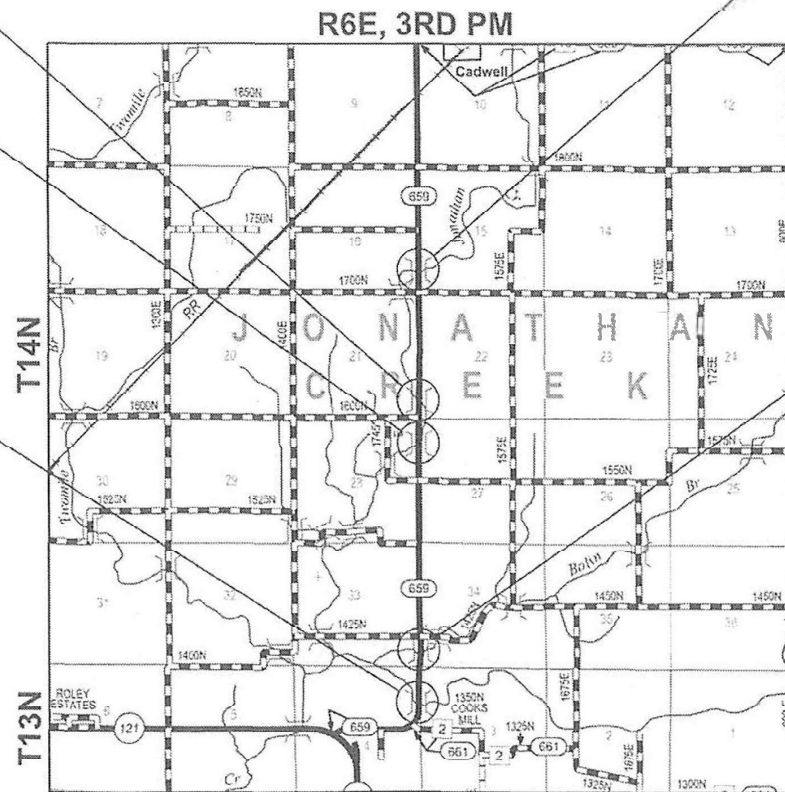


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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



EXPIRES 11-30-25
Eric L. Henkel
SIGNATURE
10-25-2024
DATE



LOCATION MAP

GROSS LENGTH = 18632.30 FT. = 3.529 MILE
NET LENGTH = 1201.10 FT. = 0.227 MILE



IL LICENSE NO. 184000883-0006
JOB NO. 1363.08

PROJECT ENGINEER: BRIAN LEWIS
PROJECT MANAGER: ERIC HENKEL - ESCA CONSULTANTS
TOWNSHIP: JONATHAN CREEK, EAST NELSON
CONTRACT NO. 74C56

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED October 23, 2024

Jeffrey P. Myrland
REGIONAL ENGINEER

December 6, 2024

Eric A. Etk
ENGINEER OF DESIGN AND ENVIRONMENT

December 6, 2024

James J. ...
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

INDEX OF SHEETS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-10	PAVEMENT JOINTS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
610001-09	SHOULDER INLET WITH CURB
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701321-19	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS ≥ 45 MPH
701901-10	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
701316-14	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS ≥ 45 MPH

SHEET NO.	DESCRIPTION
1.	COVER SHEET
2.	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES
3.-9.	SUMMARY OF QUANTITIES
10.-12.	ROADWAY SECTIONS
13.-15.	SCHEDULES OF QUANTITIES
16.-20.	PAVING PLAN
21.	PRE-STAGE I & STAGE I TRAFFIC CONTROL SN 070-0044
22.	STAGE II TRAFFIC CONTROL SN 070-0044
23.	PRE-STAGE I & STAGE I TRAFFIC CONTROL SN 070-0045
24.	STAGE II TRAFFIC CONTROL SN 070-0045
25.	PRE-STAGE I & STAGE I TRAFFIC CONTROL SN 070-0040
26.	STAGE II TRAFFIC CONTROL SN 070-0040
27.	PRE-STAGE I & STAGE I TRAFFIC CONTROL SN 070-0039
28.	STAGE II TRAFFIC CONTROL SN 070-0039
29.	PRE-STAGE I & STAGE I TRAFFIC CONTROL SN 070-0041
30.	STAGE II TRAFFIC CONTROL SN 070-0041
31.-35.	REMOVAL PLAN
STRUCTURE PLANS - SN 070-0044	
36.	GENERAL PLAN & ELEVATION
37.	GENERAL NOTES AND TOTAL BILL OF MATERIAL
38.	STAGE CONSTRUCTION
39.	TEMPORARY CONCRETE BARRIER
40.	BRIDGE DECK PATCHING
41.	SUPERSTRUCTURE DETAILS
42.-43.	BRIDGE APPROACH SLAB DETAILS
44.	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE PLANS - SN 070-0045	
45.	GENERAL PLAN & ELEVATION
46.	GENERAL NOTES AND TOTAL BILL OF MATERIAL
47.	STAGE CONSTRUCTION
48.	TEMPORARY CONCRETE BARRIER
49.	BRIDGE DECK PATCHING
50.	SUPERSTRUCTURE DETAILS
51.-52.	BRIDGE APPROACH SLAB DETAILS
53.	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS

SHEET NO.	DESCRIPTION
54.	GENERAL PLAN & ELEVATION
55.	GENERAL DATA
56.	STAGE CONSTRUCTION DETAILS
57.	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
58.	DECK OVERLAY PLAN
59.	JOINT ELIMINATION DIAPHRAGM
60.-62.	BRIDGE APPROACH SLAB DETAILS
63.	FRAMING PLAN
64.	BEARING DETAILS
65.	BAR SPLICER DETAILS
STRUCTURE PLANS - SN 070-0039	
66.	GENERAL PLAN & ELEVATION
67.	GENERAL DATA
68.	STAGE CONSTRUCTION DETAILS
69.	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
70.	DECK OVERLAY PLAN
71.-73.	EXPANSION JOINT DETAILS
74.	PREFORMED JOINT STRIP SEAL
75.-76.	BRIDGE APPROACH SLAB DETAILS
77.	ABUTMENT MODIFICATIONS
78.	BAR SPLICER DETAILS
STRUCTURE PLANS - SN 070-0041	
79.	GENERAL PLAN & ELEVATION
80.	GENERAL NOTES AND TOTAL BILL OF MATERIAL
81.	STAGE CONSTRUCTION
82.	TEMPORARY CONCRETE BARRIER
83.	BRIDGE DECK PATCHING
84.	SUPERSTRUCTURE DETAILS
85.-86.	BRIDGE APPROACH SLAB DETAILS
87.	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS

GENERAL NOTES

- THIS PROJECT HAS LOCATIONS AT FIVE STRUCTURES, SN 070-0039; SN 070-0040; SN 070-0041; SN 070-0044; SN 070-0045, ALONG CADWELL ROAD (FAS 659) IN MOULTRIE COUNTY. THIS WORK INCLUDES THE FOLLOWING REPAIRS TO ALL STRUCTURES: DECK PATCHING, CONCRETE WEARING SURFACE, AND NEW BRIDGE APPROACH SLABS. THIS WORK WILL ALSO INCLUDE NEW STRIP SEAL JOINTS AT THE ABUTMENTS FOR SN 070-0039 AND ELIMINATION OF JOINTS AT THE ABUTMENTS FOR SN 070-0040.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- EDGE LINE PAVEMENT MARKING SHALL BE COVERED WITH BLACKOUT TAPE IF A 10 FT LANE WIDTH CANNOT BE MAINTAINED.

LOCATIONS	HOT-MIX ASPHALT SURFACE COURSE	INCIDENTAL HOT-MIX ASPHALT SURFACING	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	
MIXTURE USES	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5 MIX "C", N70		SURFACE	ALL LOWER LIFTS
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N70	4.0% @ N70	4.0% @ N70	4.0% @ N70
MIX COMPOSITION:	IL-9.5 mm	IL-9.5 mm	IL-9.5 mm	IL-9.5 mm OR IL-19.0 mm
FRICITION AGGREGATE:	MIXTURE C	MIXTURE C	MIXTURE C	N/A
MIXTURE WEIGHT:	112 LB/SQ YD/ IN	112 LB/SQ YD/ IN	112 LB/SQ YD/ IN	112 LB/SQ YD/ IN
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE:	3,000	3,000	3,000	3,000
MATERIAL TRANSFER DEVICE REQUIRED:	NO	NO	NO	NO

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PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, HIGHWAY STANDARDS,
AND GENERAL NOTES**

SCALE: N/A SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	2
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0047 ROADWAY	0047 S.N. 070-0039	0047 S.N. 070-0040	0047 S.N. 070-0041	0047 S.N. 097-0044	0047 S.N. 070-0045
20200100	EARTH EXCAVATION	CU YD	1200	1200					
20400800	FURNISHED EXCAVATION	CU YD	1200	1200					
25000200	SEEDING, CLASS 2	ACRE	0.50	0.50					
25000350	SEEDING, CLASS 7	ACRE	0.50	0.50					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45	45					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	45	45					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45	45					
25000700	AGRICULTURAL GROUND LIMESTONE	TON	1	1					
25100115	MULCH, METHOD 2	ACRE	1.00	1.00					
25100630	EROSION CONTROL BLANKET	SQ YD	1637	1637					
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100	100					
28000500	INLET AND PIPE PROTECTION	EACH	3	3					
35400500	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"	SQ YD	1457	1457					
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	361	361					

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PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	3
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL	80% FEDERAL	80% FEDERAL	80% FEDERAL	80% FEDERAL	80% FEDERAL
				20% STATE	20% STATE	20% STATE	20% STATE	20% STATE	20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
				CONSTRUCTION CODE					
				0047	0047	0047	0047	0047	0047
				ROADWAY	S.N. 070-0039	S.N. 070-0040	S.N. 070-0041	S.N. 097-0044	S.N. 070-0045
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	2515	2515					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1250	1250					
40600990	TEMPORARY RAMP	SQ YD	210	210					
40604052	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	TON	123	123					
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	30	30					
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	681	681					
42001300	PROTECTIVE COAT	SQ YD	1065	1065					
44000100	PAVEMENT REMOVAL	SQ YD	876	876					
44004250	PAVED SHOULDER REMOVAL	SQ YD	1442	1442					
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	43	43					
50102400	CONCRETE REMOVAL	CU YD	33.3		17.1	16.2			
50200100	STRUCTURE EXCAVATION	CU YD	32		16	16			
50300225	CONCRETE STRUCTURES	CU YD	122.9		34.8	22.1	21.1	23.7	21.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	148.1		18.6	129.5			

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PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	4
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0047 ROADWAY	0047 S.N. 070-0039	0047 S.N. 070-0040	0047 S.N. 070-0041	0047 S.N. 097-0044	0047 S.N. 070-0045
50300300	PROTECTIVE COAT	SQ YD	2415		617	488	442	416	452
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	367.2		95.3		96.0	79.9	96.0
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	6220			6220			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	192390		42020	45640	36670	31210	36850
50800515	BAR SPLICERS	EACH	1394		246	332	292	232	292
52000110	PREFORMED JOINT STRIP SEAL	FOOT	104		104				
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	10			10			
52100510	ANCHOR BOLTS, 3/4"	EACH	20			20			
5421D018	PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY)	FOOT	170	170					
5421D036	PIPE CULVERTS, CLASS D, TYPE 1 36" (TEMPORARY)	FOOT	270	270					
54262712	METAL FLARED END SECTIONS 12"	EACH	4	4					
54262718	METAL FLARED END SECTIONS 18"	EACH	1	1					
54262736	METAL FLARED END SECTIONS 36"	EACH	2	2					
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	27		13	14			

REV - MS

MODEL: Sheet 3
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PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 3 OF 7 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	5
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL	80% FEDERAL	80% FEDERAL	80% FEDERAL	80% FEDERAL	80% FEDERAL
				20% STATE	20% STATE	20% STATE	20% STATE	20% STATE	20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
				CONSTRUCTION CODE					
				0047	0047	0047	0047	0047	0047
				ROADWAY	S.N. 070-0039	S.N. 070-0040	S.N. 070-0041	S.N. 097-0044	S.N. 070-0045
60100945	PIPE DRAINS 12"	FOOT	40	40					
60500060	REMOVING INLETS	EACH	4	4					
60600605	CONCRETE CURB, TYPE B	FOOT	78	78					
61000050	CONCRETE THRUST BLOCKS	EACH	4	4					
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	4	4					
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1412.5	1412.5					
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	19	19					
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	15	15					
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	4					
63200310	GUARDRAIL REMOVAL	FOOT	2982	2982					
64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	18					
67100100	MOBILIZATION	L SUM	1	1					
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	5	5					

* SPECIALTY ITEM

MODEL: Sheet 4
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	CHECKED - ELH	REVISED -
PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	6
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0047 ROADWAY	0047 S.N. 070-0039	0047 S.N. 070-0040	0047 S.N. 070-0041	0047 S.N. 097-0044	0047 S.N. 070-0045
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	5	5					
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1					
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	18	18					
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	5	5					
70106700	TEMPORARY RUMBLE STRIPS	EACH	30	30					
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	3817	3817					
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	84	84					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	208	208					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1670	1670					
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	2728	2728					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2087.5	2087.5					
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	352	352					
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2062.5	2062.5					

REV - MS

MODEL: Sheet 5
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	CHECKED - ELH	REVISED -
PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 5 OF 7 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	7
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				ROADWAY	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				0047 ROADWAY	0047 S.N. 070-0039	0047 S.N. 070-0040	0047 S.N. 070-0041	0047 S.N. 097-0044	0047 S.N. 070-0045
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	10	10					
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	10	10					
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	20	20					
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2728	2728					
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	47	47					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	4	4					
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	915	915					
X4400102	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)	SQ YD	251	251					
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1755		458	342	322	304	329
X5427600	REMOVE AND RELOCATE END SECTIONS	EACH	3	3					
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	10			10			
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	1950			1950			
Z0004552	APPROACH SLAB REMOVAL	SQ YD	971	971					
Z0012111	BRIDGE DECK FLY ASH OR GGBF SLAG CONCRETE OVERLAY, 2 1/2"	SQ YD	1238		359	209	216	228	226

* SPECIALTY ITEM

REV - MS

MODEL: Sheet 6
FILE NAME: Y:\IDOT\1383-08_74C56\CADD\Highway\CADD Sheets\D774C56-shr-sec01.dgn



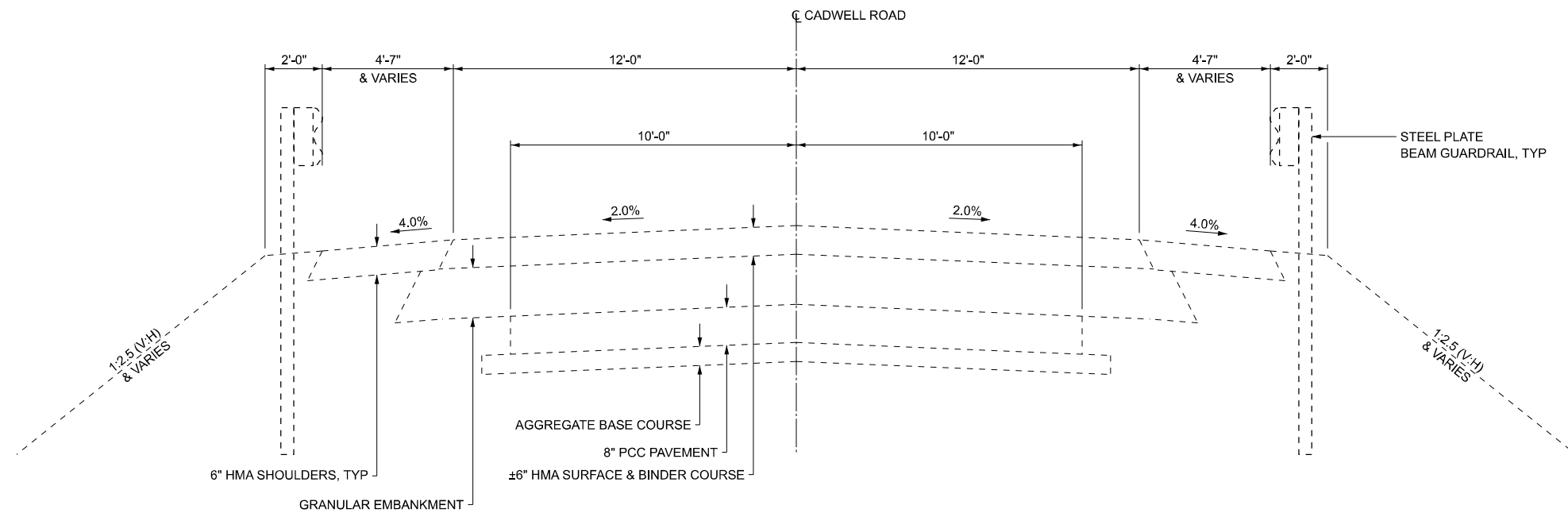
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ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

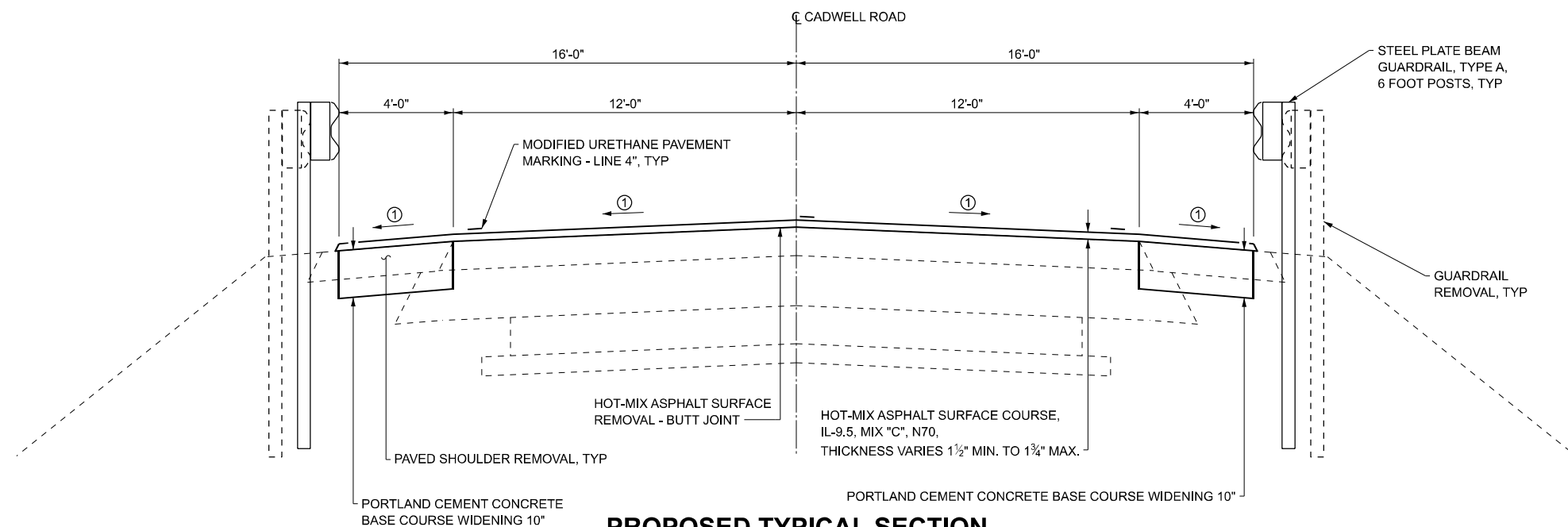
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	8
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

STA 42+90.00 TO 44+60.14; STA 45+77.78 TO 47+47.50
STA 63+52.00 TO 64+98.04; STA 66+23.36 TO 67+85.00
STA 152+40.00 TO 154+13.80; STA 155+33.12 TO 157+10.00
STA 171+02.00 TO 172+69.00; STA 174+51.02 TO 176+35.00
STA 225+65.00 TO 227+32.03; STA 228+37.97 TO 230+10.00



PROPOSED TYPICAL SECTION

STA 44+07.5 TO 44+42.5; STA 45+95.4 TO 46+30.4
STA 64+49.6 TO 64+84.6; STA 66+36.8 TO 66+71.8
STA 153+59.4 TO 153+94.4; STA 155+56.0 TO 155+91.0
STA 172+09.5 TO 172+44.5; STA 174+82.0 TO 175+17.0
STA 226+76.0 TO 227+11.0; STA 228+59.0 TO 228+94.0

MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\1383-08_74C56\CADD\Highway\CADD Sheets\74C56-shr-typical01.dgn



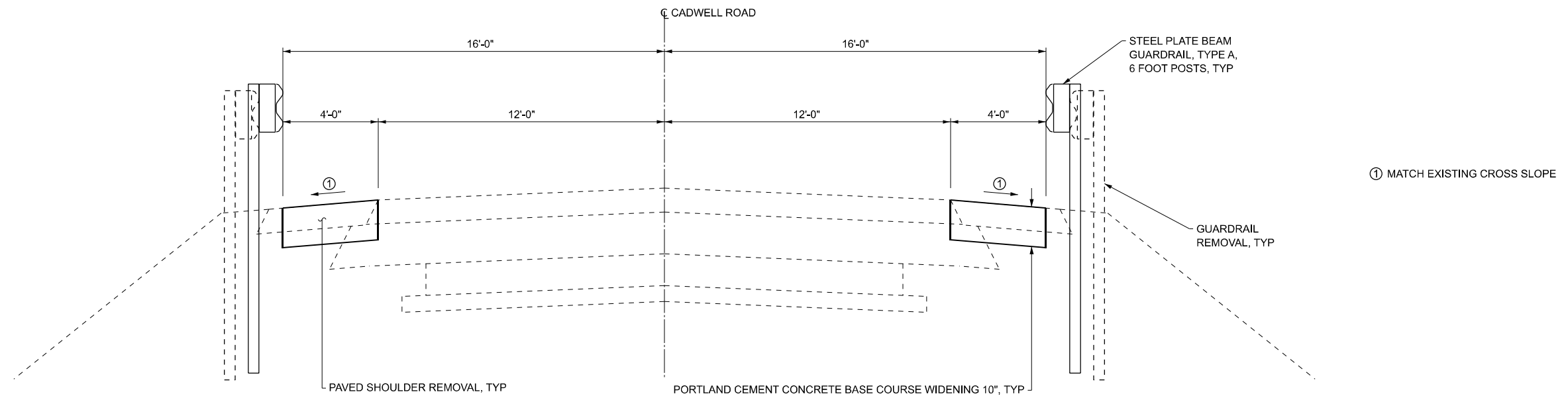
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ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

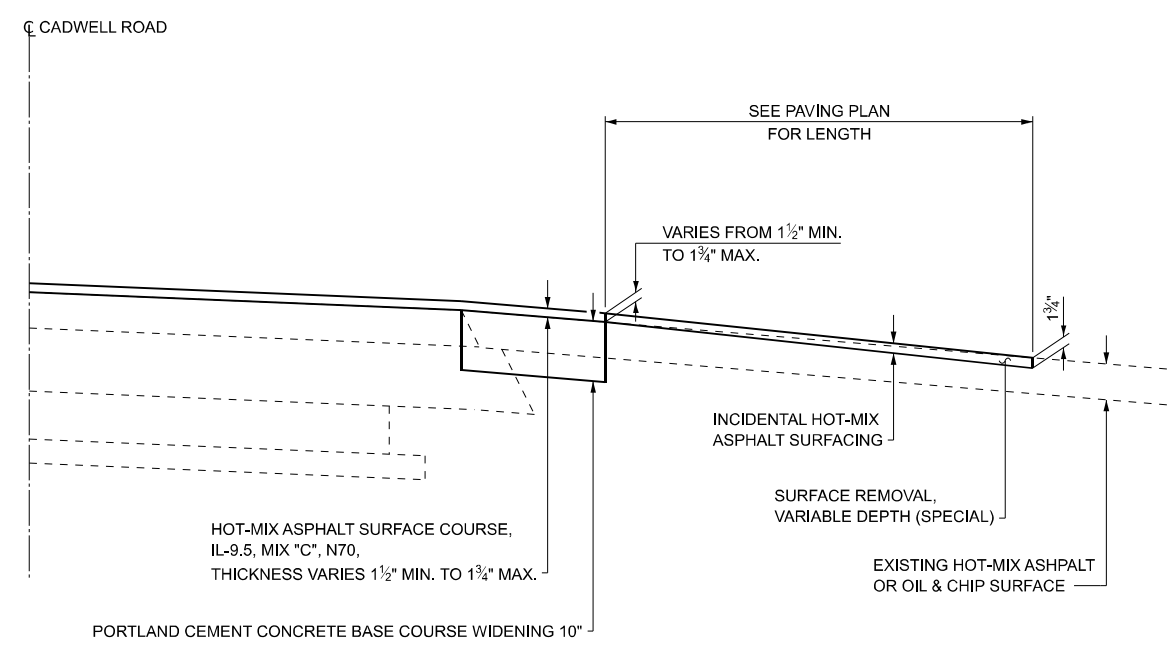
ROADWAY SECTIONS

SCALE: N/A SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	10
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL SECTION
STA 42+90.0 TO 44+07.5; STA 46+30.4 TO 47+47.5
STA 63+52.0 TO 64+49.6; STA 66+71.8 TO 67+85.0
STA 152+40.0 TO 153+59.4; STA 155+91.0 TO 157+10.0
STA 171+02.0 TO 172+09.5; STA 175+17.0 TO 176+35.0
STA 225+65.0 TO 226+76.0; STA 228+94.0 TO 230+10.0



PROPOSED PRIVATE ENTRANCE TYPICAL SECTION
STA 44+28.0
STA 46+41.0
STA 175+02.0

MODEL: Named Boundary Sheet H
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PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
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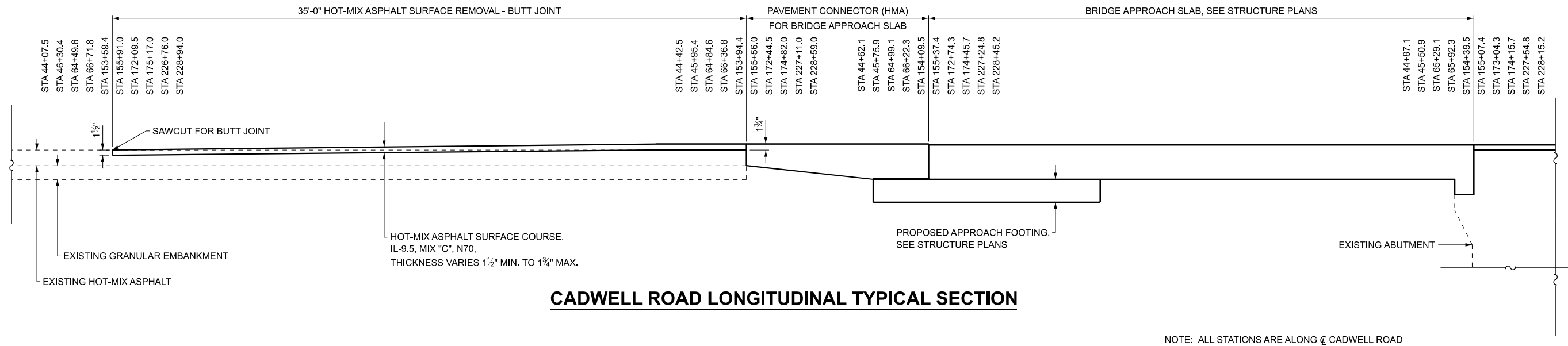
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ROADWAY SECTIONS

SCALE: N/A SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	11
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

MODEL: Named Boundary Sheet H
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ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ROADWAY SECTIONS

SCALE: N/A SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	12
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE								
LOCATION	EARTH EXCAVATION	AVERAGE SHRINKAGE FACTOR	EARTH EXCAVATION (ADJUSTED)	EMBANKMENT	EARTHWORK BALANCE		FURNISHED EXCAVATION	REMARKS
					EXCAVATION REQUIRED TO COMPLETE	EXCESS EXCAVATION		
					CU YD	CU YD		
STA 44+28.00 LT				310	310		310	PRE-STAGE I TEMPORARY ENTRANCES
STA 46+41.00 RT				285	285		285	PRE-STAGE I TEMPORARY ENTRANCES
STA 175+02.00 RT				605	605		605	PRE-STAGE I TEMPORARY ENTRANCES
STA 44+28.00 LT	310	25	233			233		STAGE II TEMPORARY ENTRANCES
STA 46+41.00 RT	285	25	214			214		STAGE II TEMPORARY ENTRANCES
STA 175+02.00 RT	605	25	454			454		STAGE II TEMPORARY ENTRANCES
TOTALS	1200						1200	

EROSION CONTROL SCHEDULE			
LOCATION	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	INLET AND PIPE PROTECTION
	SQ YD	POUND	EACH
STA 42+45.00 TO 44+11.60 LT	472	28	
STA 44+02.40 LT			1
STA 46+89.47 RT			1
STA 46+53.40 TO 47+88.00 RT	424	26	
STA 175+02.00 TO 177+00.00 RT	741	46	
STA 175+36.00 RT			1
TOTALS	1637	100	3

PAVEMENT MARKING SCHEDULE											
LOCATION	DESCRIPTION	PAINT PAVEMENT MARKING - LINE 4"		SHORT TERM PAVEMENT MARKING		SHORT TERM PAVEMENT MARKING REMOVAL	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT		PAVEMENT MARKING REMOVAL - WATER BLASTING	PAVEMENT MARKING BLACKOUT TAPE, 5"	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
		FOOT		FOOT		SQ FT	FOOT		SQ FT	FOOT	EACH
		WHITE	YELLOW	WHITE	YELLOW		WHITE	YELLOW			
STAGE I											
STA 41+30.00 TO 43+12.80	CENTERLINE									50	
STA 43+14.00 TO 47+23.50 RT	EDGE LINE									410	
STA 47+24.90 TO 49+07.50	CENTERLINE									50	
STA 62+40.00 TO 63+87.80	CENTERLINE									40	
STA 63+76.00 TO 67+61.00 RT	EDGE LINE									385	
STA 67+62.40 TO 69+45.00	CENTERLINE									50	
STA 150+80.00 TO 152+62.60	CENTERLINE									50	
STA 152+64.00 TO 156+86.00 LT	EDGE LINE									422	
STA 156+87.40 TO 158+70.00	CENTERLINE									50	
STA 169+90.00 TO 171+37.80	CENTERLINE									40	
STA 171+26.00 TO 176+11.00 LT	EDGE LINE									485	
STA 176+12.30 TO 177+95.00	CENTERLINE									50	
STA 224+05.00 TO 225+87.60	CENTERLINE									50	
STA 225+89.00 TO 229+74.00 RT	EDGE LINE									385	
STA 229+62.30 TO 231+60.00	CENTERLINE									50	
STAGE II											
STA 43+14.00 TO 44+42.50 LT	EDGE LINE									129	
STA 45+95.40 TO 47+23.50 LT	EDGE LINE									129	
STA 63+76.00 TO 64+84.60 LT	EDGE LINE									109	
STA 66+36.80 TO 67+61.00 LT	EDGE LINE									125	
STA 152+64.00 TO 153+94.40 RT	EDGE LINE									131	
STA 155+56.00 TO 156+86.00 RT	EDGE LINE									130	
STA 171+26.00 TO 172+44.50 RT	EDGE LINE									119	
STA 174+82.00 TO 176+11.00 RT	EDGE LINE									129	
STA 225+89.00 TO 227+11.00 LT	EDGE LINE									122	
STA 228+59.00 TO 229+86.00 LT	EDGE LINE									127	
STA 44+07.50 TO 46+30.40	CENTERLINE		60		24	8		60	20		2
STA 44+07.50 TO 46+30.40 RT	EDGE LINE	223		8		3	223		75		
STA 44+07.50 TO 46+30.40 LT	EDGE LINE	223		8		3	223		75		
STA 64+49.60 TO 66+71.80	CENTERLINE		60		24	8		60	20		1
STA 64+49.60 TO 66+71.80 RT	EDGE LINE	223		8		3	223		75		
STA 64+49.60 TO 66+71.80 LT	EDGE LINE	223		8		3	223		75		
STA 153+59.40 TO 155+91.00	CENTERLINE		60		24	8		60	20		
STA 153+59.40 TO 155+91.00 RT	EDGE LINE	232		8		3	232		78		
STA 153+59.40 TO 155+91.00 LT	EDGE LINE	232		8		3	232		78		
STA 172+09.50 TO 175+17.00	CENTERLINE		80		32	11		80	27		1
STA 172+09.50 TO 175+17.00 RT	EDGE LINE	308		8		3	308		103		
STA 172+09.50 TO 175+17.00 LT	EDGE LINE	308		8		3	308		103		
STA 226+76.00 TO 228+94.00	CENTERLINE		60		24	8		60	20		
STA 226+76.00 TO 228+94.00 RT	EDGE LINE	218		8		3	218		73		
STA 226+76.00 TO 228+94.00 LT	EDGE LINE	218		8		3	218		73		
SUBTOTALS		2408	320	80	128		2408	320			
TOTALS		2728		208		73	2728		915	3817	4

DRAINAGE SCHEDULE					
LOCATION	REMOVING INLETS	TYPE G INLET BOX STANDARD 610001	PIPE DRAINS 12"	CONCRETE THRUST BLOCKS	METAL FLARED END SECTIONS 12"
	EACH	EACH	FOOT	EACH	EACH
STAGE I					
STA 155+25.00 RT	1				
STA 155+50.74 RT		1	10	1	1
STA 174+10.00 RT	1				
STA 174+42.60 RT		1	10	1	1
STAGE II					
STA 155+25.00 LT	1				
STA 155+48.77 LT		1	10	1	1
STA 174+47.00 LT	1				
STA 174+69.00 LT		1	10	1	1
TOTALS	4	4	40	4	4

MODEL: Named Boundary Sheet H
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USER NAME = rnhc
ESCA PROJECT NO. = 1383.08
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DATE - 10/24

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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: N/A SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	13
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

MODEL: Named Boundary Sheet H 2
 FILE NAME: Y:\DOT\1385-08_74C56\CADD\Highway\CADD\Sheets\74C56-eh-schedule01.dgn

PAVING SCHEDULE							
LOCATION	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)	HOT-MIX ASPHALT SURFACE COURSE IL-9.5, MIX "C", N 70	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	INCIDENTAL HOT-MIX ASPHALT SURFACING	TEMPORARY RAMP	BITUMINOUS MATERIALS (TACK COAT)
	SQ YD	SQ YD	TON	SQ YD	TON	SQ YD	POUND
STAGE I							
STA 44+28.00 LT PE		133			15		60
44+42.50 TO 44+71.60 LT				45			121
45+85.40 TO 45+95.40 LT				27			73
64+84.60 TO 64+94.60 LT				23			60
66+17.90 TO 66+36.80 LT				31			83
153+94.40 TO 154+14.60 RT				31			83
155+42.60 TO 155+56.00 RT				20			54
172+44.50 TO 172+54.50 RT				33			90
174+26.00 TO 174+82.00 RT				70			190
227+11.00 TO 227+28.60 LT				29			78
228+49.00 TO 228+59.00 LT				22			58
POST-STAGE I							
44+36.70 TO 44+42.50 LT						10.5	
45+95.40 TO 46+01.20 LT						10.5	
64+78.80 TO 64+84.60 LT						10.5	
66+36.80 TO 66+42.60 LT						10.5	
153+88.60 TO 153+94.40 RT						10	
155+56.00 TO 155+61.80 RT						10	
172+38.70 TO 172+44.50 RT						10	
174+82.00 TO 174+87.80 RT						10	
227+05.20 TO 227+11.00 LT						10.5	
228+59.00 TO 228+64.80 LT						10.5	
STAGE II							
44+42.50 TO 44+52.50 RT				27			73
45+66.30 TO 45+95.40 RT				45			121
STA 46+41.00 RT PE	59				7.5		27
64+84.60 TO 65+03.50 RT				31			83
66+26.80 TO 66+36.80 RT				23			60
153+94.40 TO 154+04.40 LT				25			67
155+32.20 TO 155+56.00 LT				29			79
172+44.50 TO 172+94.10 LT				76			206
174+65.50 TO 174+82.00 LT				43			116
STA 175+02.00 RT PE	59				7.5		27
227+11.00 TO 227+21.00 RT				22			58
228+41.40 TO 228+59.00 RT				29			78
POST-STAGE II							
44+36.70 TO 44+42.50 RT						10.5	
45+95.40 TO 46+01.20 RT						10.5	
64+78.80 TO 64+84.60 RT						10.5	
66+36.80 TO 66+42.60 RT						10.5	
153+88.60 TO 153+94.40 LT						11	
155+56.00 TO 155+61.80 LT						11	
172+38.70 TO 172+44.50 LT						11	
174+82.00 TO 174+87.80 LT						11	
227+05.20 TO 227+11.00 RT						10.5	
228+59.00 TO 228+64.80 RT						10.5	
STA 44+07.50 TO 44+42.50	125		12.3				57
STA 45+95.40 TO 46+30.40	125		12.3				57
STA 64+49.60 TO 64+84.60	125		12.3				57
STA 66+36.80 TO 66+71.80	125		12.3				57
STA 153+59.40 TO 153+94.40	125		12.3				57
STA 155+56.00 TO 155+91.00	125		12.3				57
STA 172+09.50 TO 172+44.50	125		12.3				57
STA 174+82.00 TO 175+17.00	125		12.3				57
STA 226+76.00 TO 227+11.00	125		12.3				57
STA 228+59.00 TO 228+94.00	125		12.3				57
TOTALS	1250	251	123	681	30	210	2515

SHOULDER SCHEDULE				
LOCATION	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"	PORTLAND CEMENT CONCRETE SHOULDERS 10"	PROTECTIVE COAT	CONCRETE CURB, TYPE B
	SQ YD	SQ YD	SQ YD	FOOT
PRE-STAGE I				
STA 152+40.00 TO 153+59.40 LT			53	
STA 152+40.00 TO 153+59.40 RT			53	
STA 152+40.00 TO 153+94.40 RT	69			
STA 152+40.00 TO 154+13.80 LT	77			
STA 155+33.10 TO 157+10.00 LT	79			
STA 155+56.00 TO 157+10.00 RT	69			
STA 155+91.00 TO 157+10.00 LT			53	
STA 155+91.00 TO 157+10.00 RT			53	
STA 171+02.00 TO 172+09.50 LT			48	
STA 171+02.00 TO 172+09.50 RT			48	
STA 171+02.00 TO 172+44.50 RT	63			
STA 171+02.00 TO 173+01.60 LT	89			
STA 174+51.00 TO 176+35.00 LT	82			
STA 174+82.00 TO 176+35.00 RT	68			
STA 175+17.00 TO 176+35.00 LT			53	
STA 175+17.00 TO 176+35.00 RT			53	
STA 225+65.00 TO 226+76.00 LT			49	
STA 225+65.00 TO 226+76.00 RT			49	
STA 225+65.00 TO 227+11.00 LT	65			
STA 225+65.00 TO 227+39.00 RT	77			
STA 228+24.40 TO 229+98.00 RT	77			
STA 228+59.00 TO 230+10.00 LT	67			
STA 228+94.00 TO 229+98.00 RT			46	
STA 228+94.00 TO 230+10.00 LT			52	
STA 42+90.00 TO 44+07.50 LT			52	
STA 42+90.00 TO 44+07.50 RT			52	
STA 42+90.00 TO 44+42.50 LT	68			
STA 42+90.00 TO 44+65.10 RT	78			
STA 45+55.90 TO 47+47.50 RT	85			
STA 45+95.40 TO 47+47.50 LT	68			
STA 46+30.40 TO 47+47.50 LT			52	
STA 46+30.40 TO 47+47.50 RT			52	
STA 63+52.00 TO 64+49.60 LT			44	
STA 63+52.00 TO 64+49.60 RT			44	
STA 63+52.00 TO 64+84.60 LT	59			
STA 63+52.00 TO 65+03.50 RT	67			
STA 66+26.80 TO 67+85.00 RT	70			
STA 66+36.80 TO 67+85.00 LT	66			
STA 66+71.80 TO 67+85.00 LT			50	
STA 66+71.80 TO 67+85.00 RT			50	
STAGE I				
STA 44+53.90 TO 44+96.60 LT	14		14	
STA 155+42.60 TO 155+56.00 RT		8	8	13
STA 174+26.00 TO 174+50.00 RT		12	12	24
STAGE II				
STA 155+32.20 TO 155+56.00 LT		13	14	24
STA 174+65.50 TO 174+82.00 LT		10	11	17
TOTALS	1457	43	1065	78



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

SCHEDULES OF QUANTITIES

SCALE: N/A SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	14
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

ROADSIDE BARRIER SCHEDULE

LOCATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
STAGE I								
STA 44+41.58 TO 44+96.60 LT	62							
STA 45+60.40 TO 47+69.40 LT	209							
STA 64+42.86 TO 65+24.60 LT	84							
STA 65+87.90 TO 67+92.17 LT	207							
STA 151+59.75 TO 154+43.90 RT	300							
STA 155+13.30 TO 155+96.41 RT	84							
STA 170+69.52 TO 172+76.80 RT	211							
STA 174+05.10 TO 174+90.40 RT	98							
STA 226+77.10 TO 227+58.60 LT	84							
STA 228+19.00 TO 230+24.21 LT	209							
STA 44+96.60 LT						1	1	1
STA 45+97.30 TO 46+97.30 LT		100	1	1		1	3	
STA 64+37.70 TO 64+87.70 LT		50	1	1		1	2	
STA 66+24.80 TO 67+24.80 LT		100	1	1		1	3	
STA 152+05.0 TO 153+92.50 RT		187.5	1		1	1	4	
STA 155+64.20 TO 156+14.20 RT		50	1	1		1	2	
STA 171+39.90 TO 172+39.90 RT		100	1	1		1	3	
STA 174+05.10 RT			1					
STA 174+42.00 RT					1	1	1	
STA 226+71.70 TO 227+21.70 LT		50	1	1		1	2	
STA 228+55.90 TO 229+55.90 LT		100	1	1		1	3	
STAGE II								
STA 43+31.03 TO 44+77.50 RT	160							
STA 45+41.30 TO 46+29.10 RT	98							
STA 63+28.66 TO 65+33.45 RT	208							
STA 65+96.80 TO 66+78.33 RT	84							
STA 153+50.62 TO 154+33.70 LT	84							
STA 155+02.90 TO 157+11.36 LT	209							
STA 172+33.67 TO 173+14.90 LT	84							
STA 174+43.20 TO 176+51.16 LT	211							
STA 225+43.04 TO 227+51.00 RT	211							
STA 228+11.40 TO 228+93.92 RT	85							
STA 43+65.60 TO 44+40.60 RT		75	1		1	1	2	
STA 45+41.30 RT			1					
STA 45+78.20 RT					1	1	1	
STA 63+96.60 TO 64+96.60 RT		100	1	1		1	3	
STA 66+33.70 TO 66+83.70 RT		50	1	1		1	2	
STA 153+32.70 TO 153+82.70 LT		50	1	1		1	2	
STA 155+54.40 TO 156+54.40 LT		100	1	1		1	3	
STA 172+28.00 TO 172+78.00 LT		50	1	1		1	2	
STA 174+80.10 TO 175+80.10 LT		100	1	1		1	3	
STA 226+14.10 TO 227+14.10 RT		100	1	1		1	3	
STA 228+48.30 TO 228+98.30 RT		50	1	1		1	2	
TOTALS	2982	1412.5	19	15	4	20	47	1

REMOVAL SCHEDULE

LOCATION	PAVEMENT REMOVAL	APPROACH SLAB REMOVAL	PAVED SHOULDER REMOVAL
	SQ YD	SQ YD	SQ YD
PRE-STAGE I			
STA 42+90.00 TO 44+42.50 LT			68
STA 42+90.00 TO 44+65.10 RT			78
STA 45+95.40 TO 47+47.50 LT			68
STA 45+55.90 TO 47+47.50 RT			85
STA 63+52.00 TO 64+84.60 LT			59
STA 63+52.00 TO 65+03.50 RT			67
STA 66+36.80 TO 67+85.00 LT			66
STA 66+26.80 TO 67+85.00 RT			70
STA 152+40.00 TO 154+13.80 LT			77
STA 152+40.00 TO 153+94.40 RT			69
STA 155+33.10 TO 157+10.00 LT			79
STA 155+56.00 TO 157+10.00 RT			68
STA 171+02.00 TO 173+01.60 LT			89
STA 171+02.00 TO 172+44.50 RT			63
STA 174+51.00 TO 176+35.00 LT			82
STA 174+82.00 TO 176+35.00 RT			68
STA 225+65.00 TO 227+11.00 LT			65
STA 225+65.00 TO 227+39.00 RT			77
STA 228+59.00 TO 230+10.00 LT			67
STA 228+24.40 TO 229+98.00 RT			77
STAGE I			
STA 44+42.50 TO 44+60.14 LT	48		
STA 44+60.14 TO 44+87.10 LT		48	
STA 45+50.90 TO 45+77.78 LT		39	
STA 45+77.78 TO 45+95.40 LT	37		
STA 64+84.60 TO 64+98.04 LT	22		
STA 64+98.04 TO 65+29.10 LT		59	
STA 65+92.30 TO 66+23.36 LT		57	
STA 66+23.36 TO 66+36.80 LT	30		
STA 153+94.40 TO 154+13.80 RT	35		
STA 154+13.80 TO 154+39.50 RT		49	
STA 155+07.40 TO 155+33.10 RT		40	
STA 155+33.10 TO 155+56.00 RT	41		
STA 172+44.50 TO 172+69.00 RT	44		
STA 172+69.00 TO 173+04.30 RT		43	
STA 174+15.70 TO 174+51.00 RT		62	
STA 174+51.00 TO 174+82.00 RT	75		
STA 227+11.00 TO 227+32.03 LT	50		
STA 227+32.03 TO 227+54.80 LT		39	
STA 228+15.20 TO 228+37.97 LT		36	
STA 228+37.97 TO 228+59.00 LT	44		
STAGE II			
STA 44+42.50 TO 44+60.14 RT	37		
STA 44+60.14 TO 44+87.10 RT		39	
STA 45+50.90 TO 45+77.78 RT		48	
STA 45+77.78 TO 45+95.40 RT	48		
STA 64+84.60 TO 64+98.04 RT	31		
STA 64+98.04 TO 65+29.10 RT		59	
STA 65+92.30 TO 66+23.36 RT		57	
STA 66+23.36 TO 66+36.80 RT	22		
STA 153+94.40 TO 154+13.80 LT	39		
STA 154+13.80 TO 154+39.50 LT		45	
STA 155+07.40 TO 155+33.10 LT		55	
STA 155+33.10 TO 155+56.00 LT	47		
STA 172+44.50 TO 172+69.00 LT	72		
STA 172+69.00 TO 173+04.30 LT		71	
STA 174+15.70 TO 174+51.00 LT		50	
STA 174+51.00 TO 174+82.00 LT	62		
STA 227+11.00 TO 227+32.03 RT	44		
STA 227+32.03 TO 227+54.80 RT		36	
STA 228+15.20 TO 228+37.97 RT		39	
STA 228+37.97 TO 228+59.00 RT	48		
TOTALS	876	971	1442

SEEDING SCHEDULE

LOCATION	SEEDING, CLASS 2	SEEDING, CLASS 7	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2
	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE
STA 42+45.00 TO 44+11.60 LT	0.14	0.14	12.6	12.6	12.6	0.28	0.28
STA 46+53.40 TO 47+88.00 RT	0.13	0.13	11.7	11.7	11.7	0.26	0.26
STA 175+02.00 TO 177+00.00 RT	0.23	0.23	20.7	20.7	20.7	0.46	0.46
TOTALS	0.50	0.50	45	45	45	1.0	1.00

MODEL - Named Boundary Sheet H 3
FILE NAME - Y:\DOT1\1385-08_74C56\CADD\Highway\CADD_Sheets\DOT1\1385-08_74C56-sht-schedule1.dgn



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ESCA PROJECT NO. = 1383,08
PLOT DATE = 10/24/2024

DESIGNED - IRC
DRAWN - IRC
CHECKED - ELH
DATE - 10/24

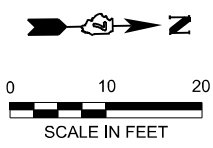
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES OF QUANTITIES

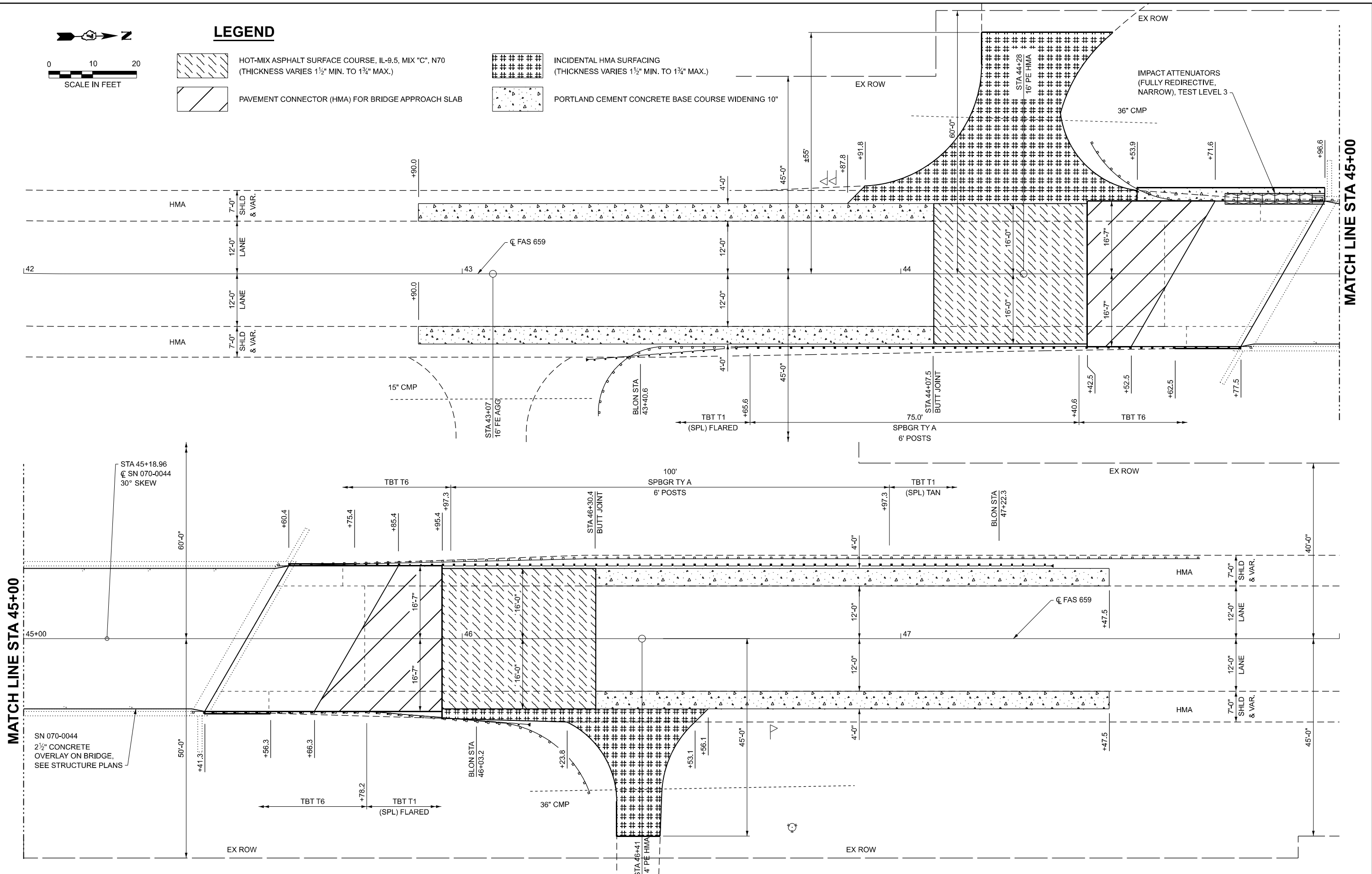
SCALE: N/A SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	15
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70 (THICKNESS VARIES 1½" MIN. TO 1¾" MAX.)
- INCIDENTAL HMA SURFACING (THICKNESS VARIES 1½" MIN. TO 1¾" MAX.)
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"



MATCH LINE STA 45+00

MATCH LINE STA 45+00

MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\1383-08_74C56\CADD\Highway\CADD\Sheets\74C56-shr-plan04.dgn



USER NAME = nhc
ESCA PROJECT NO. = 1383.08
PLOT DATE = 10/24/2024

DESIGNED - IRC
DRAWN - IRC
CHECKED - ELH
DATE - 10/24

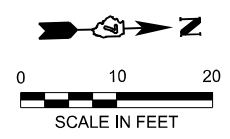
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVING PLAN
SN 070-0044**

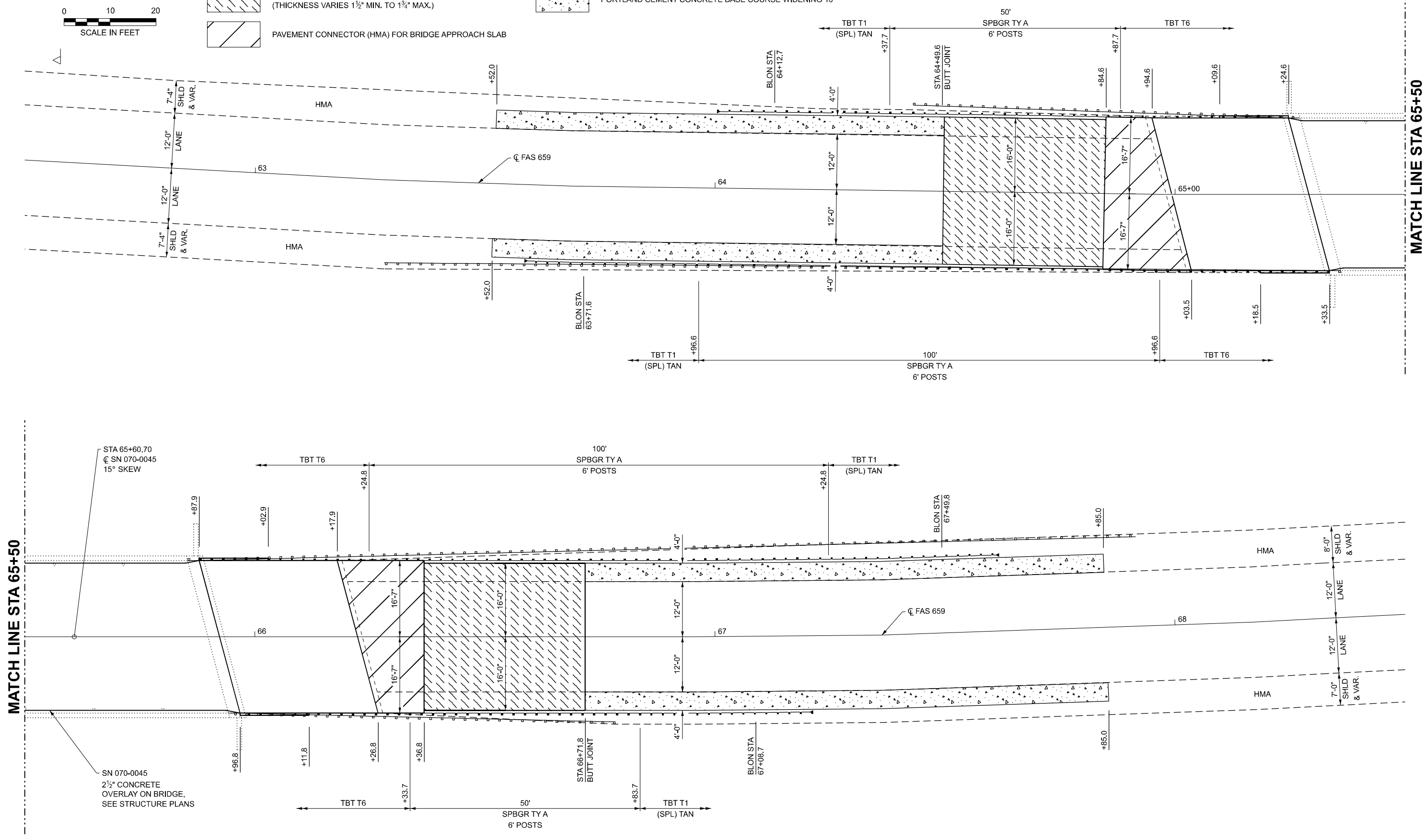
SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. 42+00 TO STA. 47+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	16
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70 (THICKNESS VARIES 1 1/2" MIN. TO 1 3/4" MAX.)
- PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB



MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\1383-08_74C56\CADD\Highway\CADD Sheets\DOT\74C56-shr-plan05.dgn

MATCH LINE STA 65+50

MATCH LINE STA 65+50



USER NAME = rnhc	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVING PLAN
SN 070-0045**

SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. 62+00 TO STA. 69+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	17
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



0 10 20
SCALE IN FEET

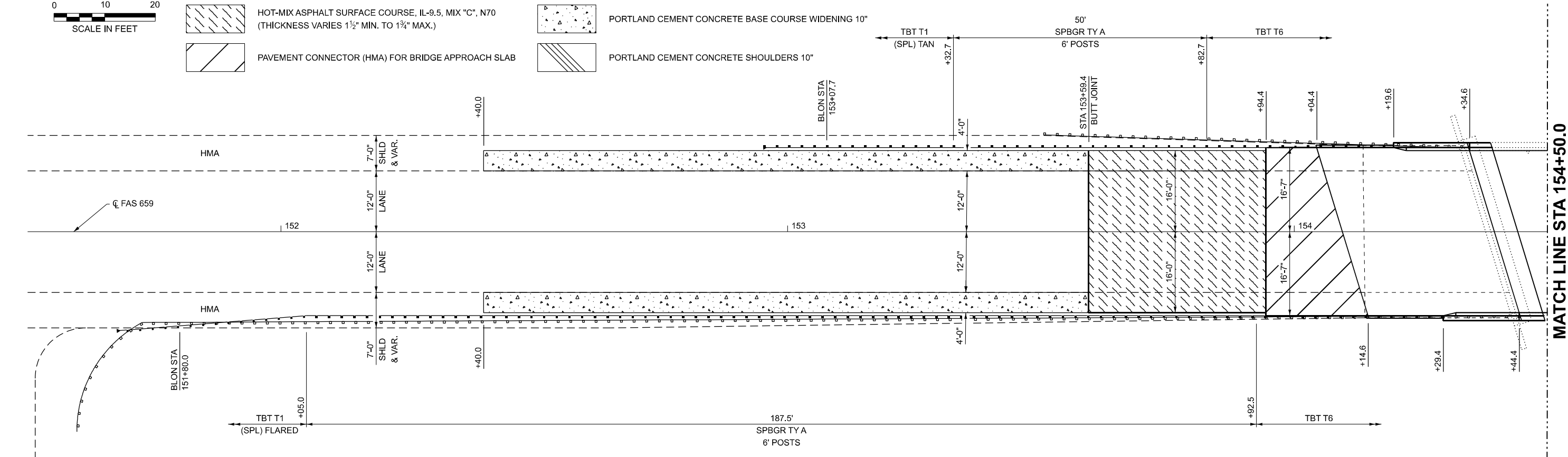
LEGEND

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70 (THICKNESS VARIES 1 1/2" MIN. TO 1 3/4" MAX.)

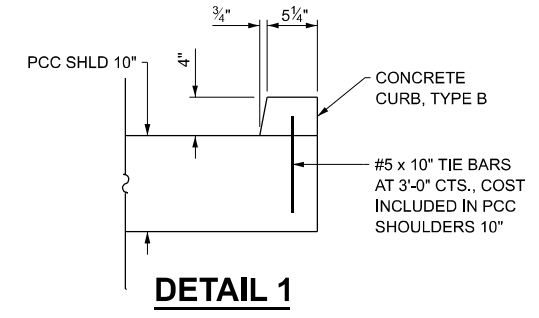
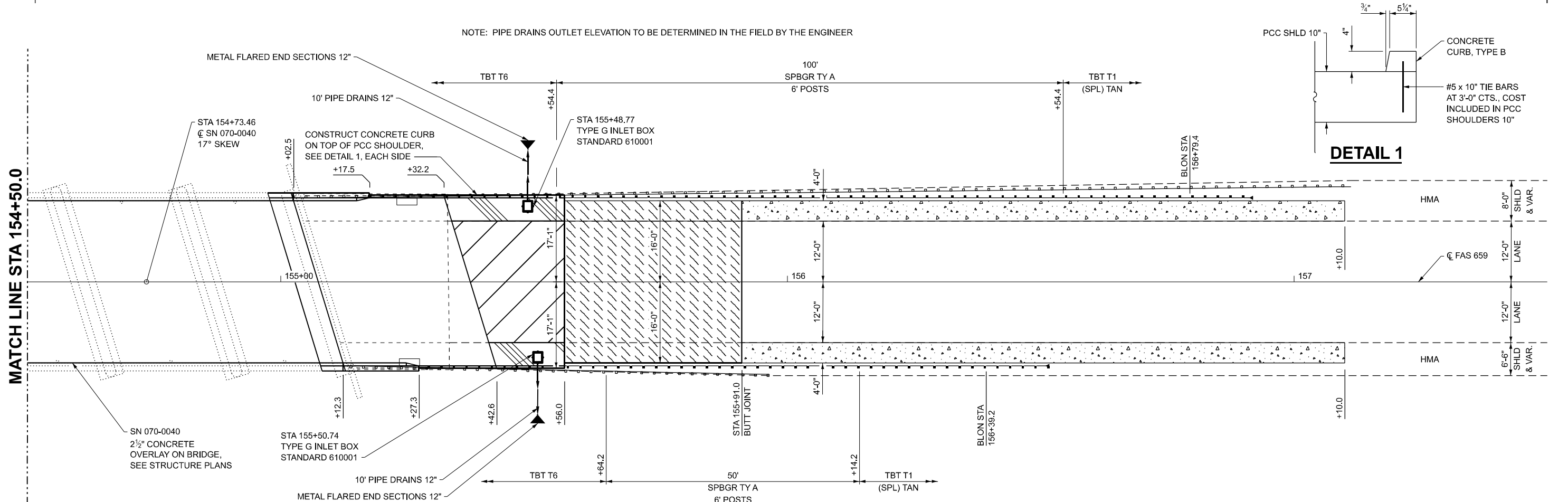
PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB

PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"

PORTLAND CEMENT CONCRETE SHOULDERS 10"



NOTE: PIPE DRAINS OUTLET ELEVATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER



MATCH LINE STA 154+50.0

MATCH LINE STA 154+50.0

MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT11383-08_74C56\CADD\Highway\CADD Sheets\DOT11383-08_74C56-sht-plan01.dgn



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1363.08	DRAWN - IRC	REVISED -
	CHECKED - ELH	REVISED -
PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

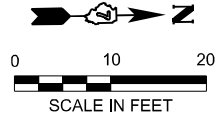
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVING PLAN
SN 070-0040**

SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. 151+00 TO STA. 158+00

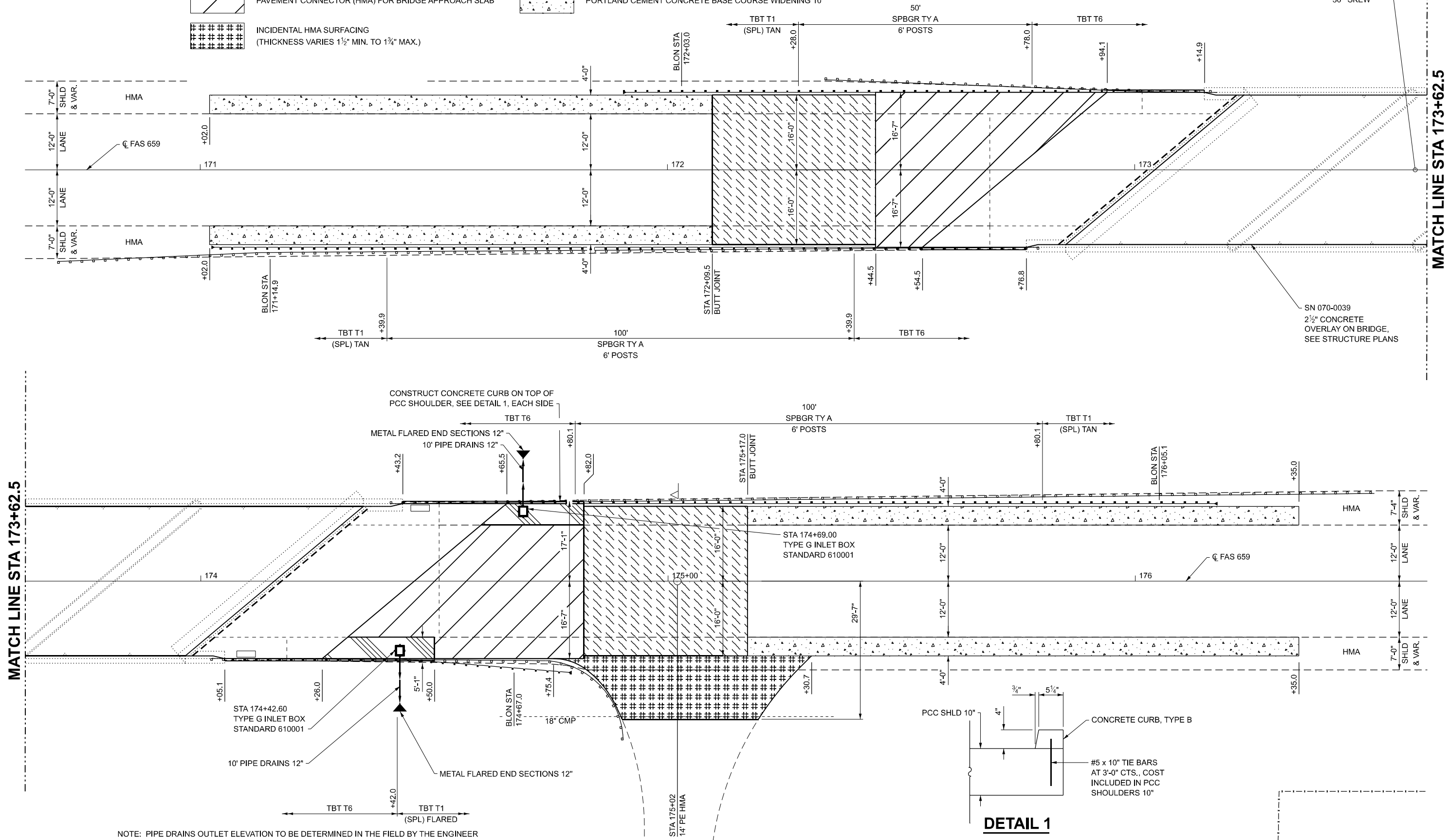
F.A.S. RTE. 659	SECTION D7 BRIDGE REPAIRS 2025-7	COUNTY MOULTRIE	TOTAL SHEETS 87	SHEET NO. 18
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND



- HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70 (THICKNESS VARIES 1½" MIN. TO 1¾" MAX.)
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- INCIDENTAL HMA SURFACING (THICKNESS VARIES 1½" MIN. TO 1¾" MAX.)

- PORTLAND CEMENT CONCRETE SHOULDERS 10"
- PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"



NOTE: PIPE DRAINS OUTLET ELEVATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER

MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\1383-08_74C56\CADD\Highway\CADD Sheets\1774C56-shr-plan02.dgn



USER NAME = nhc	DESIGNED - IRC	REVISED -
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	CHECKED - ELH	REVISED -
PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

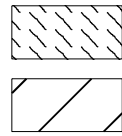
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVING PLAN
SN 070-0039**

SCALE: 1"=10' SHEET 1 OF 1 SHEETS STA. 170+00 TO STA. 177+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	19
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

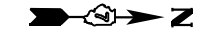


HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70
(THICKNESS VARIES 1½" MIN. TO 1¾" MAX.)

PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB

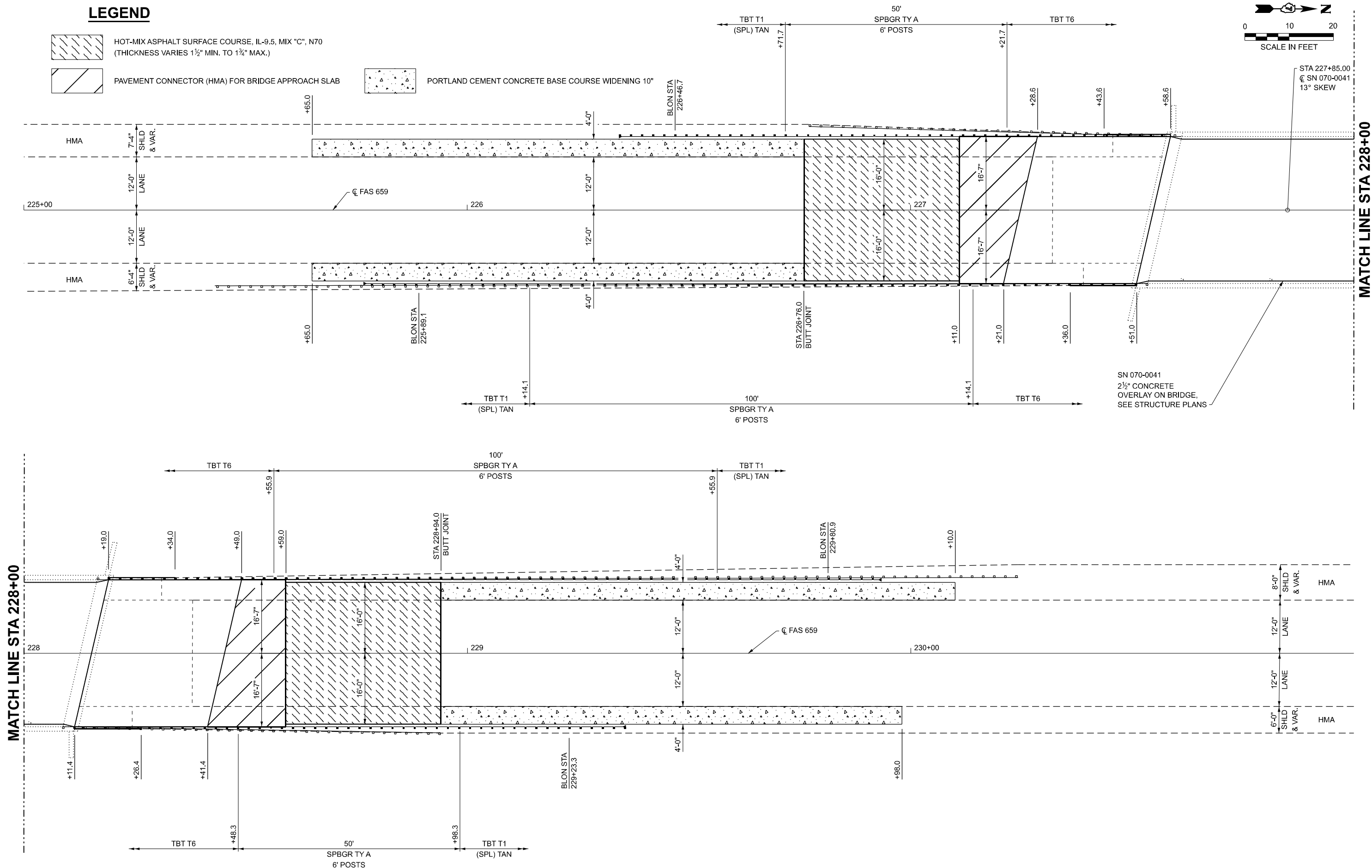


PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"



0 10 20

SCALE IN FEET



SN 070-0041
2½" CONCRETE
OVERLAY ON BRIDGE,
SEE STRUCTURE PLANS

MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\1383-08_74C56\CADD\Highway\CADD Sheets\DOT\74C56-shr-plan03.dgn



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

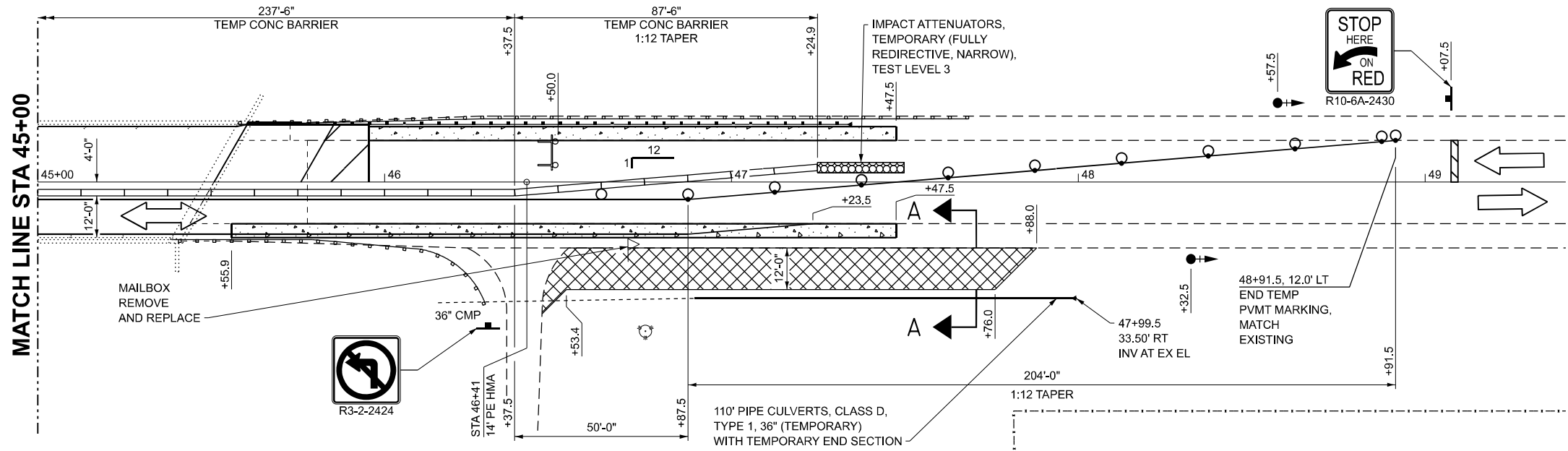
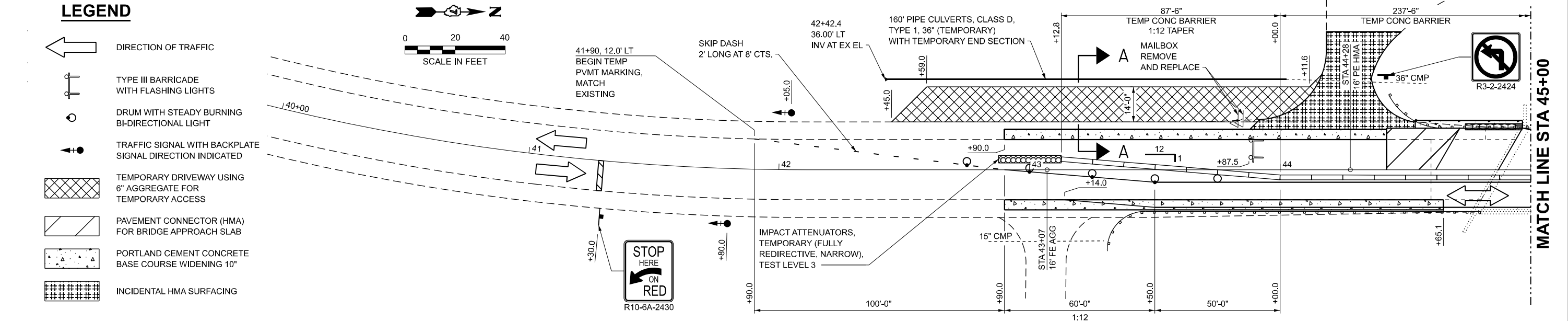
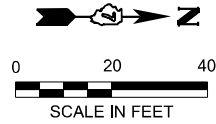
**PAVING PLAN
SN 070-0041**

SCALE: 1" = 10' SHEET 1 OF 1 SHEETS STA. 225+00 TO STA. 231+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	20
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE SIGNAL DIRECTION INDICATED
- TEMPORARY DRIVEWAY USING 6" AGGREGATE FOR TEMPORARY ACCESS
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"
- INCIDENTAL HMA SURFACING



STAGE I SCHEDULE OF QUANTITIES

TEMPORARY CONCRETE BARRIER			
STATION, O/S	TO	STATION, O/S	FEET
43+12.8, 3.3' LT		44+00.0, 2.125' RT	87.5'
44+00.0, 2.125' RT		46+37.5, 2.125' RT	237.5'
46+37.5, 2.125' RT		47+24.9, 3.3' LT	87.5'
STAGE I TOTAL			412.5'

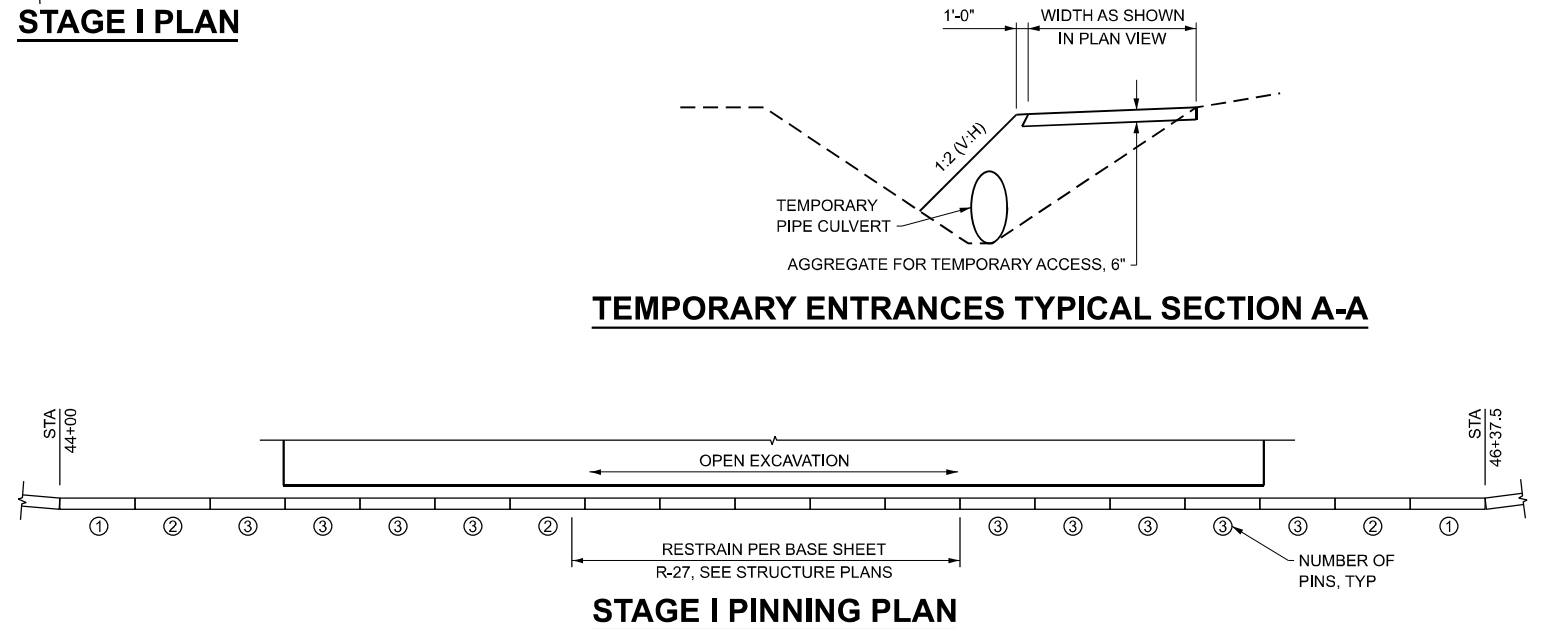
IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3		EACH
		- 2 EACH

PINNING TEMPORARY CONCRETE BARRIER				
STATION	TO	STATION	TYPE	EACH
44+00.0		44+25.0	TRANSITION	3
44+25.0		46+12.5	CONTINUOUS	29
46+12.5		46+37.5	TRANSITION	3
STAGE I TOTAL			35	

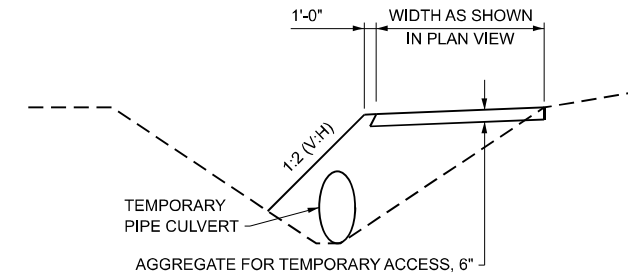
GENERAL NOTES

- THE PRE-STAGE I CONSTRUCTION SHALL INCLUDE THE PCC BASE COURSE SHOULDERS ALONG THE NORTHBOUND LANE AS WELL AS PLACEMENT OF TEMPORARY EMBANKMENTS, PIPE CULVERTS, AND END SECTIONS TO PROVIDE TEMPORARY ACCESS TO PRIVATE ENTRANCES AS SHOWN ON THIS SHEET (PRIOR TO PLACING THE TEMPORARY CONCRETE BARRIER).
- CONSTRUCT THREE RUMBLE STRIPS IN EACH DIRECTION ON CADWELL ROAD.
- ALL TRAFFIC SIGNALS SHOWN ARE INCLUDED IN TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH.
- THE ADDITIONAL DETECTOR LOOPS AT THE PRIVATE ENTRANCE AT STA 46+41 ARE INCLUDED IN TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH.
- TEMPORARY BRIDGE TRAFFIC SIGNALS SHALL BE 2-PHASE.
- ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
- THE ENGINEER SHALL COORDINATE ACCESS TO THE FIELD ENTRANCE AT STA 43+07 AS NEEDED FOR THE DURATION OF CONSTRUCTION.
- THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-1102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-1103) SHOWN ON THE FOLLOWING SHEET SHALL BE 10'-6" FOR STAGE I CONSTRUCTION.
- ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
- THE CENTERLINE PAVEMENT MARKING SHOULD BE COVERED WITH BLACKOUT TAPE FROM THE STOP BAR TO THE IMPACT ATTENUATORS.
- THE STAGE I CONSTRUCTION SHALL INCLUDE COMPLETION OF THE PAVEMENT, SHOULDER, AND GUARDRAIL IMPROVEMENTS AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN SHEETS.
- SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS. THE COST FOR ADDITIONAL ITEMS SHOWN ON THIS SHEET IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
- SOUTHBOUND LANE EXISTING PAVEMENT AND BASE COURSE WIDENING SHALL BE MILLED AND TEMPORARY RAMPS PUT IN PLACE PRIOR TO SHIFTING TRAFFIC LANES FOR STAGE II TRAFFIC CONTROL.

STAGE I PLAN



TEMPORARY ENTRANCES TYPICAL SECTION A-A



MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\11385-08_74C56\CADD\Highway\CADD Sheets\D774C56-sh-StageI07.dgn



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1363.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

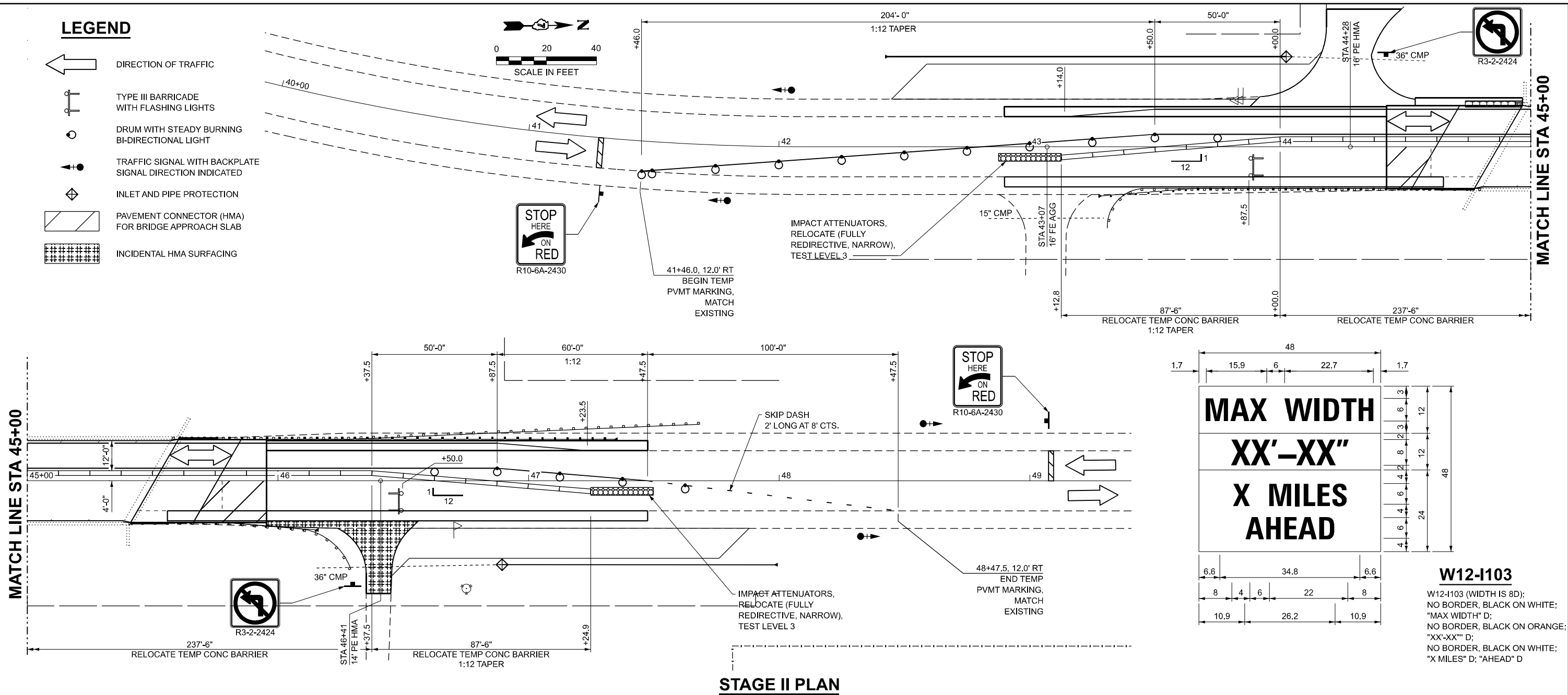
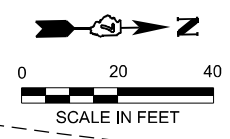
**PRE-STAGE I & STAGE I TRAFFIC CONTROL
SN 070-0044**

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 40+00 TO STA. 48+00

F.A.S. RTE. 659	SECTION D7 BRIDGE REPAIRS 2025-7	COUNTY MOULTRIE	TOTAL SHEETS 87	SHEET NO. 21
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

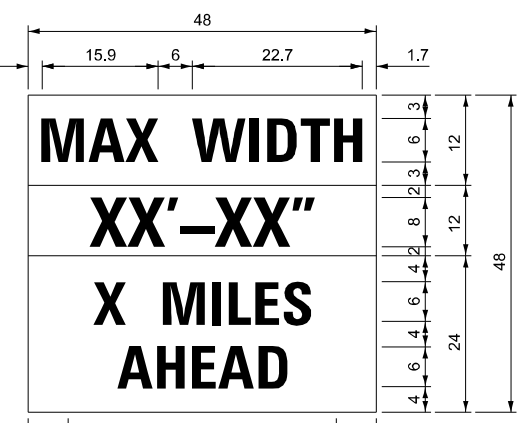
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE SIGNAL DIRECTION INDICATED
- INLET AND PIPE PROTECTION
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- INCIDENTAL HMA SURFACING



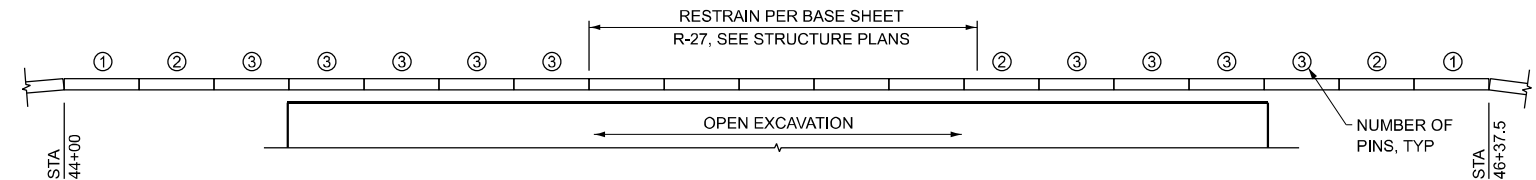
MATCH LINE STA 45+00

MATCH LINE STA 45+00

STAGE II PLAN



W12-I103
 W12-I103 (WIDTH IS 8D);
 NO BORDER, BLACK ON WHITE;
 "MAX WIDTH" D;
 NO BORDER, BLACK ON ORANGE;
 "XX'-XX\"/>



STAGE II PINNING PLAN

STAGE II SCHEDULE OF QUANTITIES

RELOCATE TEMPORARY CONCRETE BARRIER			
STATION, O/S	TO	STATION, O/S	FEET
43+12.8, 3.3' RT		44+00.0, 2.125' LT	87.5'
44+00.0, 2.125' LT		46+37.5, 2.125' LT	237.5'
46+37.5, 2.125' LT		47+24.9, 3.3' RT	87.5'
STAGE II TOTAL			412.5'

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3			
STATION	TO	STATION	EACH
44+00.0		44+25.0	3
44+25.0		46+12.5	29
46+12.5		46+37.5	3
STAGE II TOTAL			35

PINNING TEMPORARY CONCRETE BARRIER			
STATION	TO	STATION	EACH
44+00.0		44+25.0	3
44+25.0		46+12.5	29
46+12.5		46+37.5	3
STAGE II TOTAL			35

GENERAL NOTES

1. ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
2. THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-I102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-I103) SHOWN SHALL BE 10'-6" FOR STAGE II CONSTRUCTION.
3. ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
4. THE STAGE II CONSTRUCTION SHALL INCLUDE COMPLETION OF THE PAVEMENT AND GUARDRAIL IMPROVEMENTS AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN SHEETS.
5. AFTER TEMPORARY DRIVEWAYS ARE REMOVED, THE TEMPORARY PORTION OF THE PIPE CULVERTS SHALL BE REMOVED. THE METAL FLARED END SECTION SHALL BE REMOVED FROM THE TEMPORARY END AND RESET ON THE END OF THE PIPE TO REMAIN, PAID FOR AS REMOVE AND RELOCATE END SECTIONS.
6. AREAS DISTURBED BY TEMPORARY ENTRANCES SHALL BE SEEDED AND MULCHED. INLET AND PIPE PROTECTION SHALL BE USED AT THE FINAL ENDS OF PIPES.
7. SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS. THE COST FOR ADDITIONAL ITEMS SHOWN ON THIS SHEET IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
8. NORTHBOUND LANE EXISTING PAVEMENT AND BASE COURSE WIDENING SHALL BE MILLED AND TEMPORARY RAMPS PUT IN PLACE PRIOR TO OPENING TO TRAFFIC.

MODEL: Named Boundary Sheet H
 FILE NAME: Y:\DOT\11385-08_74C56\CADD\Highway\CADD Sheets\11385-08-74C56-sht-stageii08.dgn



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1363,08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

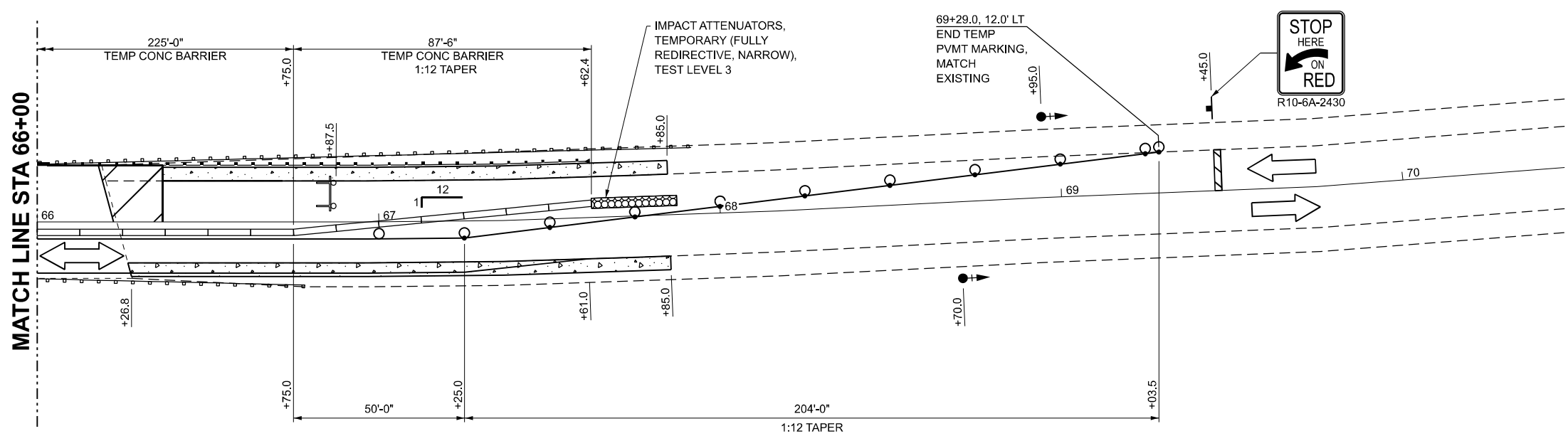
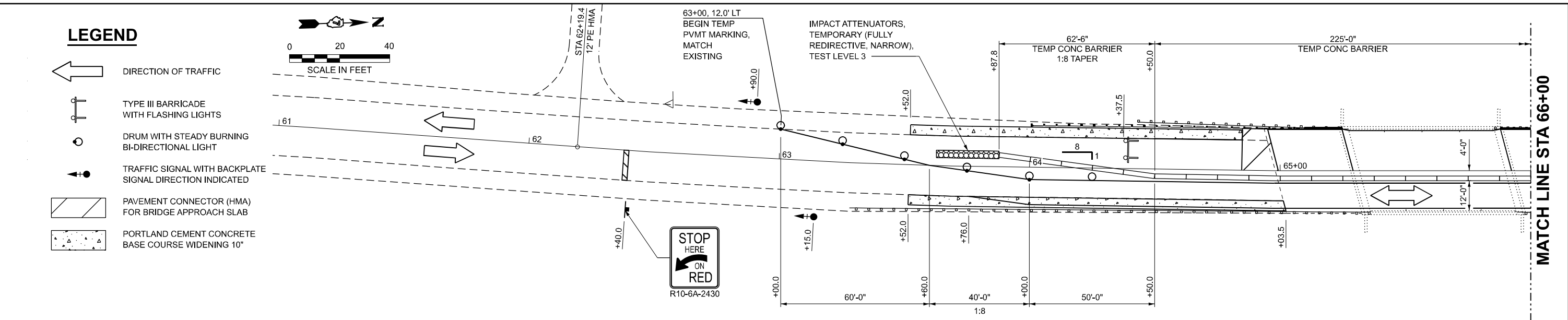
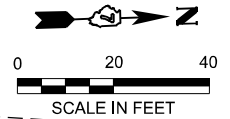
**STAGE II TRAFFIC CONTROL
 SN 070-0044**

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 40+00 TO STA. 48+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	22
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE SIGNAL DIRECTION INDICATED
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"



STAGE I SCHEDULE OF QUANTITIES

TEMPORARY CONCRETE BARRIER			
STATION, O/S	TO	STATION, O/S	FEET
63+87.8, 3.8' LT		64+50.0, 2.125' RT	62.5'
64+50.0, 2.125' RT		66+75.0, 2.125' RT	225.0'
66+75.0, 2.125' RT		67+62.4, 3.3' LT	87.5'
STAGE I TOTAL			375.0'

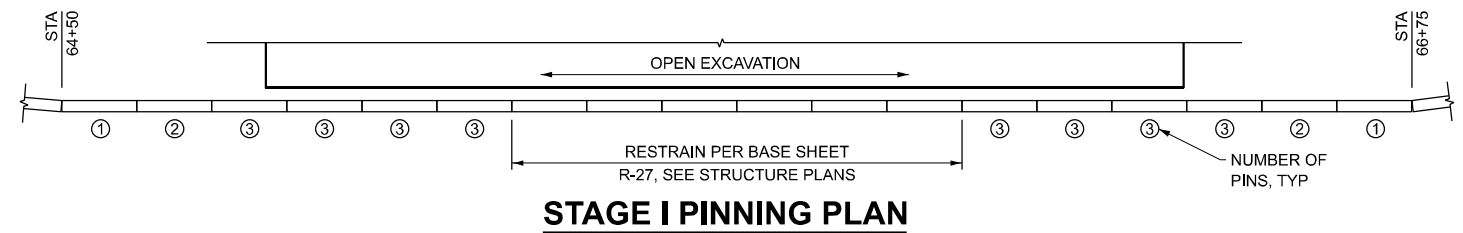
IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	
	- 2 EACH

PINNING TEMPORARY CONCRETE BARRIER				
STATION	TO	STATION	TYPE	EACH
64+50.0		64+75.0	TRANSITION	3
64+75.0		66+50.0	CONTINUOUS	24
66+50.0		66+75.0	TRANSITION	3
STAGE I TOTAL				30

STAGE I PLAN

GENERAL NOTES

- THE PRE-STAGE I CONSTRUCTION SHALL INCLUDE THE PCC BASE COURSE SHOULDERS ALONG THE NORTHBOUND LANE (PRIOR TO PLACING THE TEMPORARY CONCRETE BARRIER).
- CONSTRUCT THREE RUMBLE STRIPS IN EACH DIRECTION ON CADWELL ROAD.
- ALL TRAFFIC SIGNALS SHOWN ARE INCLUDED IN TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH.
- TEMPORARY BRIDGE TRAFFIC SIGNALS SHALL BE 2-PHASE.
- ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
- THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-1102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-1103) SHOWN ON THE FOLLOWING SHEET SHALL BE 10'-6" FOR STAGE I CONSTRUCTION.
- ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
- THE CENTERLINE PAVEMENT MARKING SHOULD BE COVERED WITH BLACKOUT TAPE FROM THE STOP BAR TO THE IMPACT ATTENUATORS.
- THE STAGE I CONSTRUCTION SHALL INCLUDE COMPLETION OF THE PAVEMENT AND GUARDRAIL IMPROVEMENTS AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN SHEETS.
- SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS. THE COST FOR ADDITIONAL ITEMS SHOWN ON THIS SHEET IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
- SOUTHBOUND LANE EXISTING PAVEMENT AND BASE COURSE WIDENING SHALL BE MILLED AND TEMPORARY RAMPS PUT IN PLACE PRIOR TO SHIFTING TRAFFIC LANES FOR STAGE II TRAFFIC CONTROL.



MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\1383-08_74C56\CADD\Highway\CADD Sheets\DOT\1383-08_74C56-shr-stage1n09.dgn



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ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

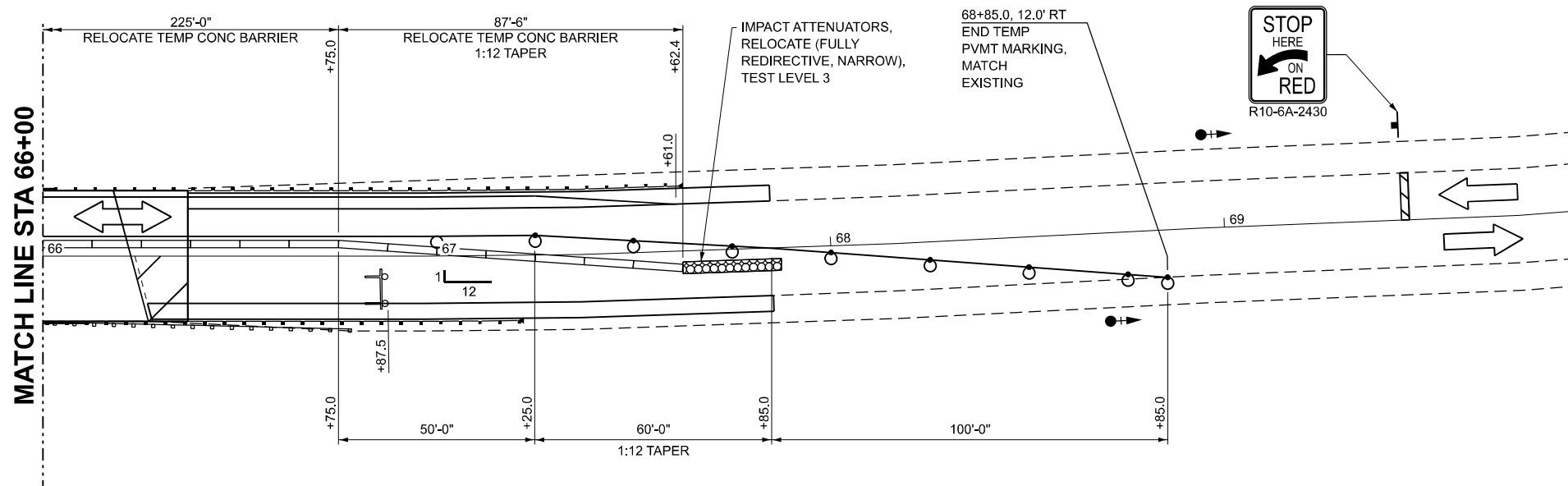
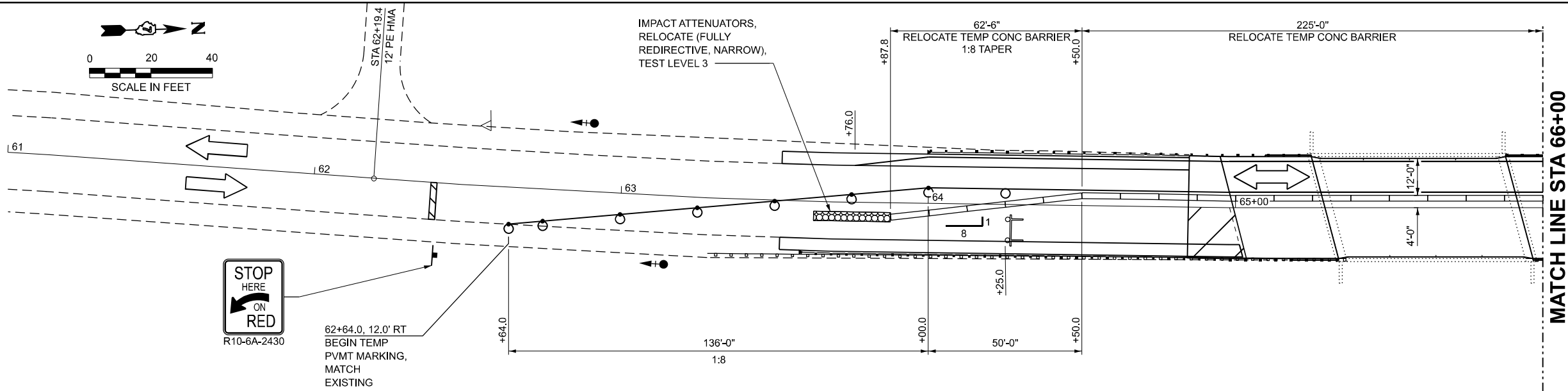
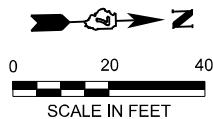
PRE-STAGE I & STAGE I TRAFFIC CONTROL
SN 070-0045

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 61+00 TO STA. 70+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	23
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE SIGNAL DIRECTION INDICATED
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB



GENERAL NOTES

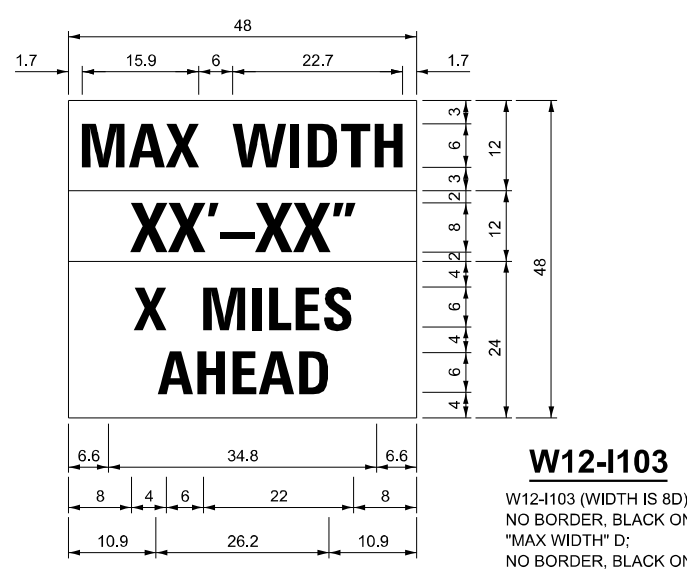
1. ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
2. THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-I102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-I103) SHOWN SHALL BE 10'-6" FOR STAGE II CONSTRUCTION.
3. ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
4. THE STAGE II CONSTRUCTION SHALL INCLUDE COMPLETION OF THE PAVEMENT AND GUARDRAIL IMPROVEMENTS AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN SHEETS.
5. SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS. THE COST FOR ADDITIONAL ITEMS SHOWN ON THIS SHEET IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
6. NORTHBOUND LANE EXISTING PAVEMENT AND BASE COURSE WIDENING SHALL BE MILLED AND TEMPORARY RAMPS PUT IN PLACE PRIOR TO OPENING TO TRAFFIC.

STAGE II SCHEDULE OF QUANTITIES

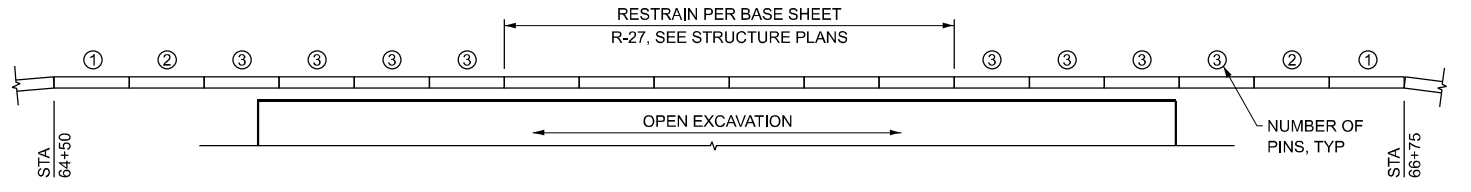
STATION, O/S	TO	STATION, O/S	FEET
63+87.8, 3.8' RT		64+50.0, 2.125' LT	62.5'
64+50.0, 2.125' LT		66+75.0, 2.125' LT	225.0'
66+75.0, 2.125' LT		67+62.4, 3.3' RT	87.5'
STAGE II TOTAL			375.0'

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 - 2 EACH

STATION	TO	STATION	TYPE	EACH
64+50.0		64+75.0	TRANSITION	3
64+75.0		66+50.0	CONTINUOUS	24
66+50.0		66+75.0	TRANSITION	3
STAGE II TOTAL				30



STAGE II PLAN



STAGE II PINNING PLAN

MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\1385-08_74C56\CADD\Highway\CADD\Sheets\174C56-shr-stage10.dgn



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

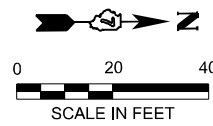
**STAGE II TRAFFIC CONTROL
SN 070-0045**

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 61+00 TO STA. 69+00

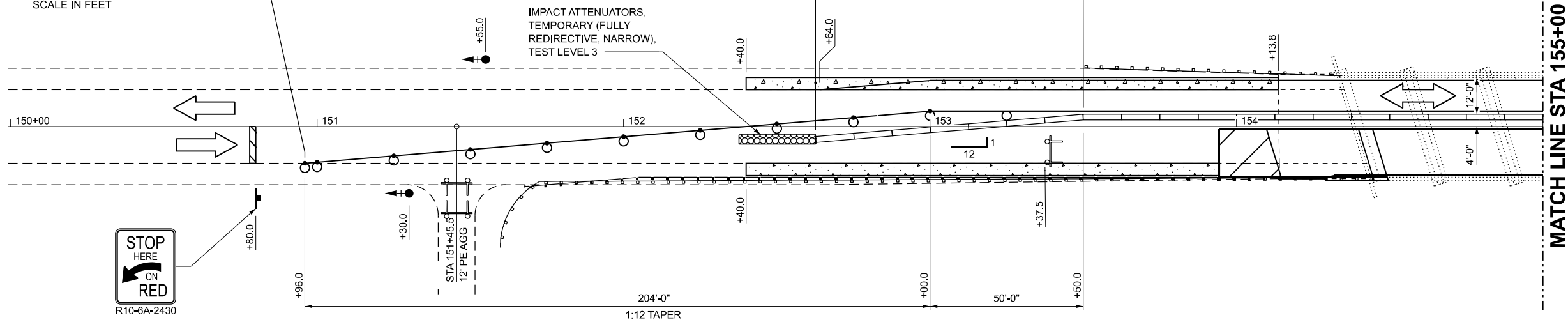
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	24
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

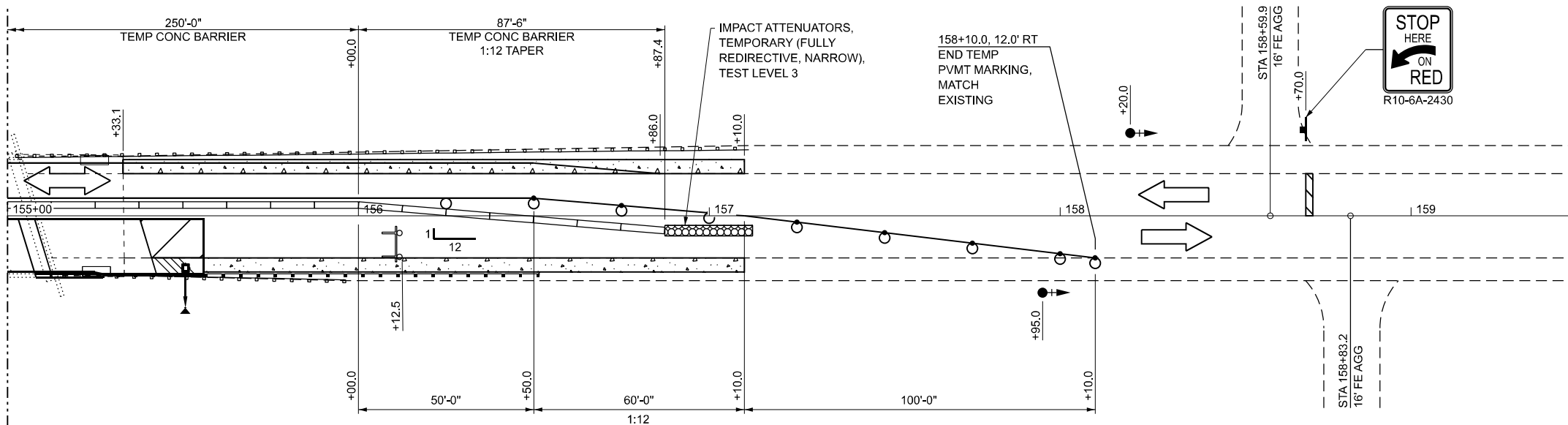
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE SIGNAL DIRECTION INDICATED
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"
- PORTLAND CEMENT CONCRETE SHOULDERS 10"



150+96, 12.0' RT
BEGIN TEMP
PVMT MARKING,
MATCH
EXISTING



MATCH LINE STA 155+00



STAGE I PLAN

STAGE I SCHEDULE OF QUANTITIES

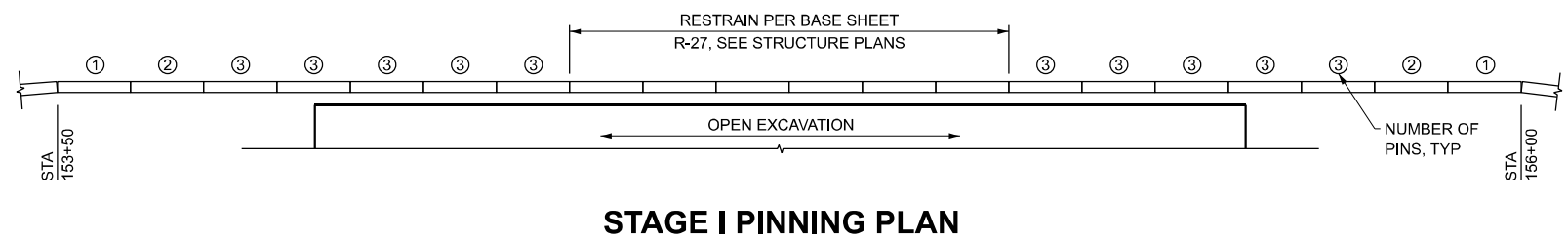
TEMPORARY CONCRETE BARRIER			
STATION, O/S	TO	STATION, O/S	FEET
152+62.6, 3.3' RT		153+50.0, 2.125' LT	87.5'
153+50.0, 2.125' LT		156+00.0, 2.125' LT	250.0'
156+00.0, 2.125' LT		156+87.4, 3.3' RT	87.5'
STAGE I TOTAL			425.0'

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

PINNING TEMPORARY CONCRETE BARRIER				
STATION	TO	STATION	TYPE	EACH
153+50.0		153+75.0	TRANSITION	3
153+75.0		155+75.0	CONTINUOUS	30
155+75.0		156+00.0	TRANSITION	3
STAGE I TOTAL				36

GENERAL NOTES

1. THE PRE-STAGE I CONSTRUCTION SHALL INCLUDE THE PCC BASE COURSE SHOULDERS (PRIOR TO PLACING THE TEMPORARY CONCRETE BARRIER).
2. CONSTRUCT THREE RUMBLE STRIPS IN EACH DIRECTION ON CADWELL ROAD.
3. ALL TRAFFIC SIGNALS SHOWN ARE INCLUDED IN TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH.
4. TEMPORARY BRIDGE TRAFFIC SIGNALS SHALL BE 2-PHASE.
5. ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
6. PRIVATE ENTRANCE AT STA 151+45.5 SHALL BE CLOSED FOR THE DURATION OF CONSTRUCTION. PROPERTY IS ACCESSIBLE VIA ALTERNATE ENTRANCE AT STA 149+45.
7. THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-1102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-1103) SHOWN ON THE FOLLOWING SHEET SHALL BE 10'-6" FOR STAGE I CONSTRUCTION.
8. ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
9. THE CENTERLINE PAVEMENT MARKING SHOULD BE COVERED WITH BLACKOUT TAPE FROM THE STOP BAR TO THE IMPACT ATTENUATORS.
10. THE STAGE I CONSTRUCTION SHALL INCLUDE COMPLETION OF THE PAVEMENT, SHOULDER, AND GUARDRAIL IMPROVEMENTS AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN SHEETS.
11. SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS. THE COST FOR ADDITIONAL ITEMS SHOWN ON THIS SHEET IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
12. NORTHBOUND LANE EXISTING PAVEMENT AND BASE COURSE WIDENING SHALL BE MILLED AND TEMPORARY RAMPS PUT IN PLACE PRIOR TO SHIFTING TRAFFIC LANES FOR STAGE II TRAFFIC CONTROL.



STAGE I PINNING PLAN

MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT11385-08_74C56\CADD\Highway\CADD\Sheets\774C56-shr-stage1n01.dgn



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1363,08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

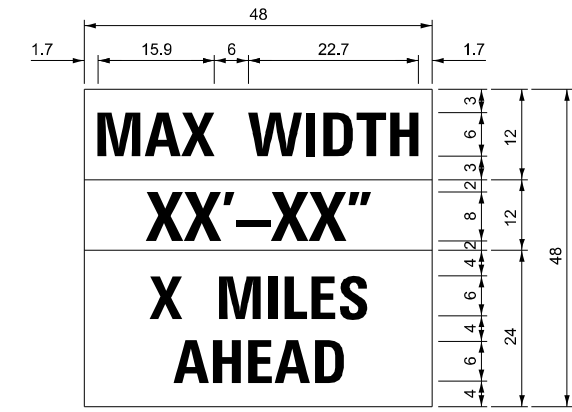
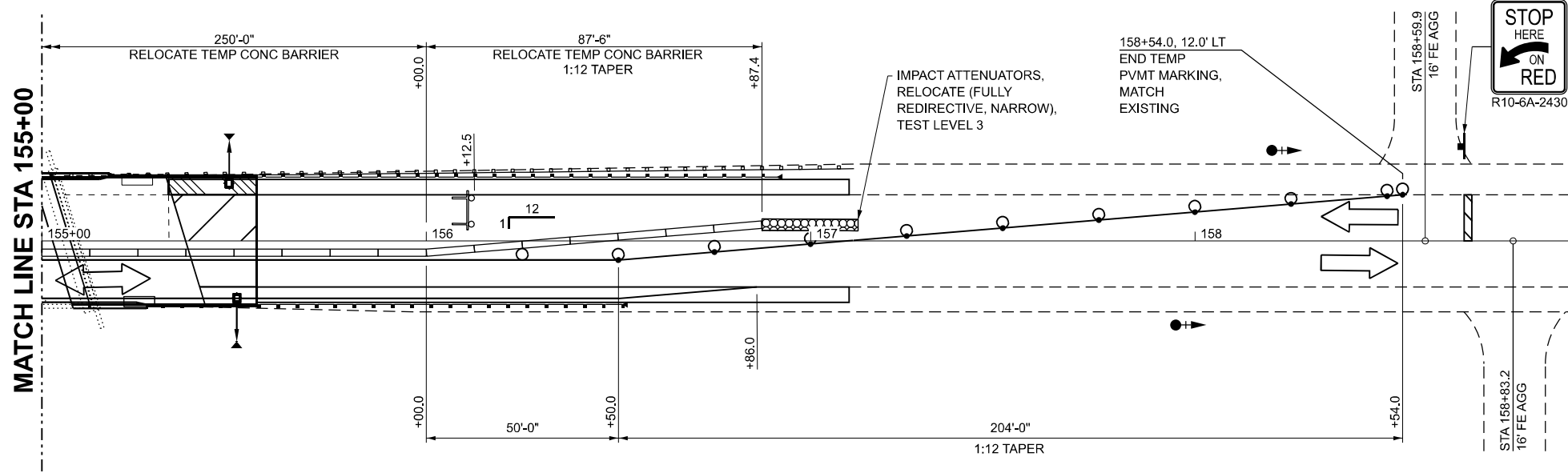
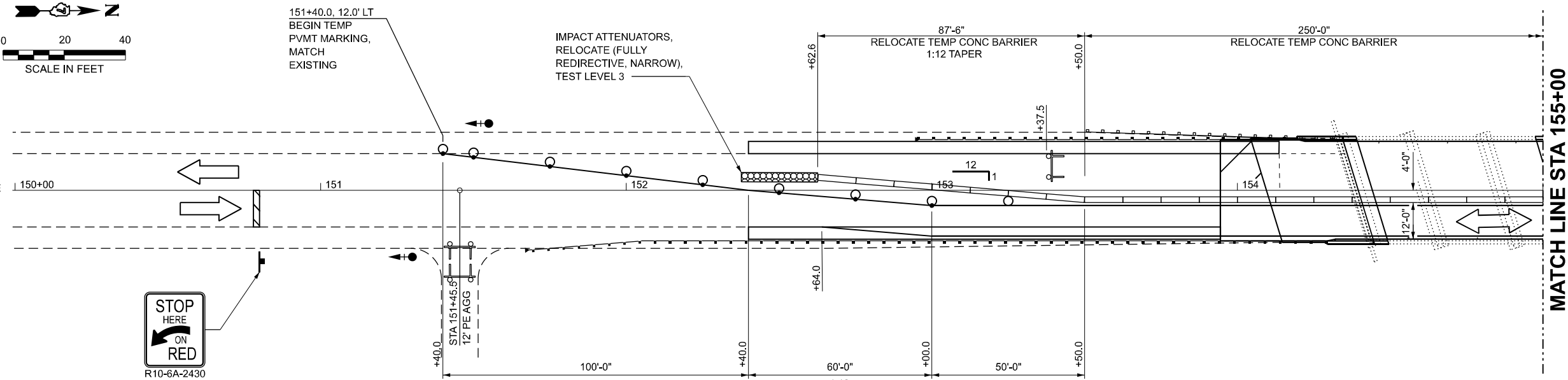
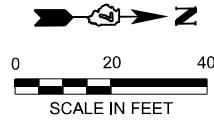
**PRE-STAGE I & STAGE I TRAFFIC CONTROL
SN 070-0040**

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 150+00 TO STA. 159+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	25
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE SIGNAL DIRECTION INDICATED
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- PORTLAND CEMENT CONCRETE SHOULDERS 10"



W12-I103
 W12-I103 (WIDTH IS 8D);
 NO BORDER, BLACK ON WHITE;
 "MAX WIDTH" D;
 NO BORDER, BLACK ON ORANGE;
 "XX'-XX'" D;
 NO BORDER, BLACK ON WHITE;
 "X MILES" D; "AHEAD" D

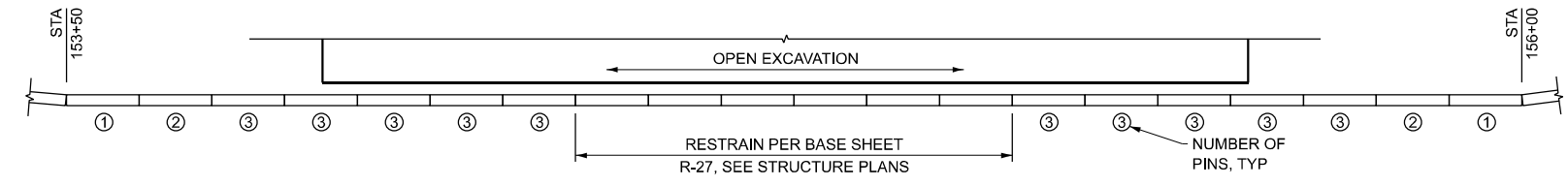
STAGE II SCHEDULE OF QUANTITIES

RELOCATE TEMPORARY CONCRETE BARRIER				
STATION_O/S	TO	STATION_O/S	FEET	
152+62.6	3.3' LT	153+50.0	2,125' RT	
153+50.0	2,125' RT	156+00.0	2,125' RT	
156+00.0	2,125' RT	156+87.4	3.3' LT	
			STAGE II TOTAL 425.0'	
IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3				
			- 2 EACH	
PINNING TEMPORARY CONCRETE BARRIER				
STATION	TO	STATION	TYPE	EACH
153+50.0		153+75.0	TRANSITION	3
153+75.0		155+75.0	CONTINUOUS	30
155+75.0		156+00.0	TRANSITION	3
			STAGE II TOTAL	36

GENERAL NOTES

- ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
- THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-I102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-I103) SHOWN SHALL BE 10'-6" FOR STAGE II CONSTRUCTION.
- ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
- THE STAGE II CONSTRUCTION SHALL INCLUDE COMPLETION OF THE PAVEMENT AND GUARDRAIL IMPROVEMENTS AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN SHEETS.
- SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS. THE COST FOR ADDITIONAL ITEMS SHOWN ON THIS SHEET IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
- SOUTHBOUND LANE EXISTING PAVEMENT AND BASE COURSE WIDENING SHALL BE MILLED AND TEMPORARY RAMPS PUT IN PLACE PRIOR TO OPENING TO TRAFFIC.

STAGE II PLAN



STAGE II PINNING PLAN

MODEL: Named Boundary Sheet H
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USER NAME = nhc
 ESCA PROJECT NO. = 1383,08
 PLOT DATE = 10/24/2024

DESIGNED - IRC
 DRAWN - IRC
 CHECKED - ELH
 DATE - 10/24

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

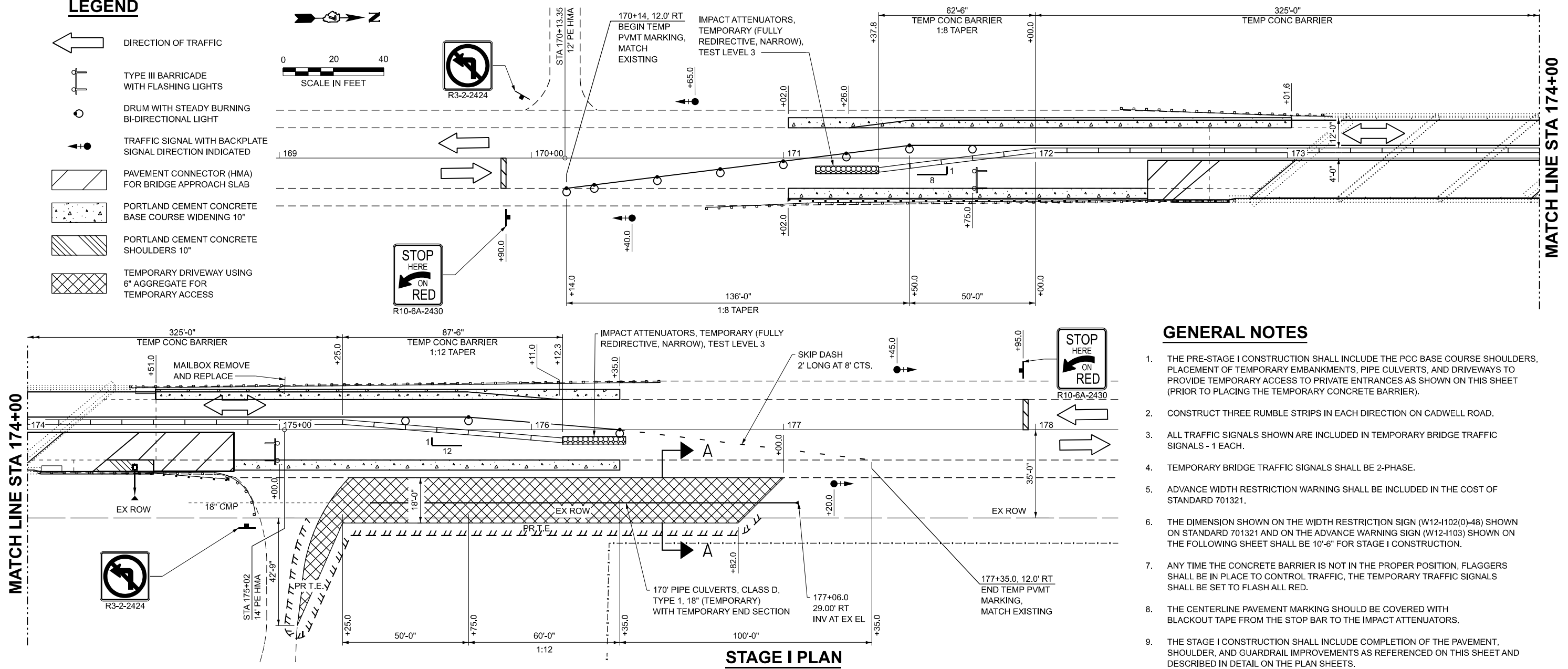
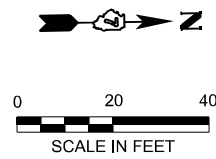
**STAGE II TRAFFIC CONTROL
 SN 070-0040**

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 150+00 TO STA. 159+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	26
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE SIGNAL DIRECTION INDICATED
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"
- PORTLAND CEMENT CONCRETE SHOULDERS 10"
- TEMPORARY DRIVEWAY USING 6" AGGREGATE FOR TEMPORARY ACCESS



GENERAL NOTES

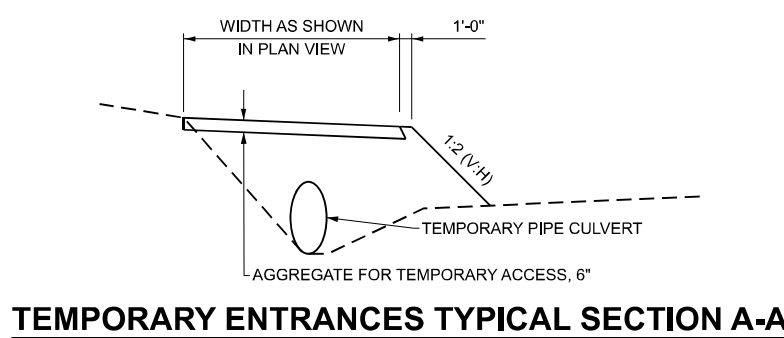
1. THE PRE-STAGE I CONSTRUCTION SHALL INCLUDE THE PCC BASE COURSE SHOULDERS, PLACEMENT OF TEMPORARY EMBANKMENTS, PIPE CULVERTS, AND DRIVEWAYS TO PROVIDE TEMPORARY ACCESS TO PRIVATE ENTRANCES AS SHOWN ON THIS SHEET (PRIOR TO PLACING THE TEMPORARY CONCRETE BARRIER).
2. CONSTRUCT THREE RUMBLE STRIPS IN EACH DIRECTION ON CADWELL ROAD.
3. ALL TRAFFIC SIGNALS SHOWN ARE INCLUDED IN TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH.
4. TEMPORARY BRIDGE TRAFFIC SIGNALS SHALL BE 2-PHASE.
5. ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
6. THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-1102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-1103) SHOWN ON THE FOLLOWING SHEET SHALL BE 10'-6" FOR STAGE I CONSTRUCTION.
7. ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
8. THE CENTERLINE PAVEMENT MARKING SHOULD BE COVERED WITH BLACKOUT TAPE FROM THE STOP BAR TO THE IMPACT ATTENUATORS.
9. THE STAGE I CONSTRUCTION SHALL INCLUDE COMPLETION OF THE PAVEMENT, SHOULDER, AND GUARDRAIL IMPROVEMENTS AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN SHEETS.
10. SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS. THE COST FOR ADDITIONAL ITEMS SHOWN ON THIS SHEET IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
11. THE CONTRACTOR SHALL COORDINATE WITH THE PROPERTY OWNER TO SECURE TEMPORARY CONSTRUCTION EASEMENT IN ORDER TO CONSTRUCT THE TEMPORARY DRIVEWAY SHOWN.
12. NORTHBOUND LANE EXISTING PAVEMENT AND BASE COURSE WIDENING SHALL BE MILLED AND TEMPORARY RAMPS PUT IN PLACE PRIOR TO SHIFTING TRAFFIC LANES FOR STAGE II TRAFFIC CONTROL.

STAGE I SCHEDULE OF QUANTITIES

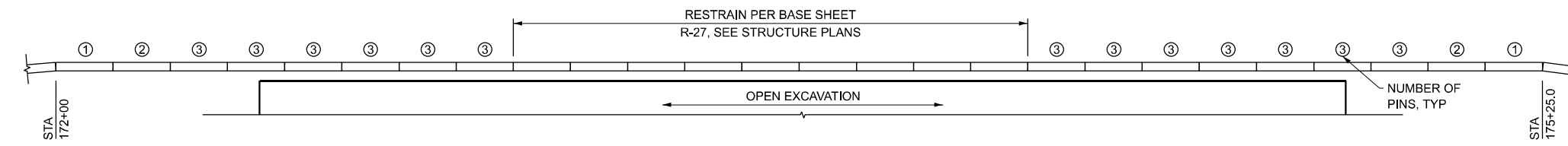
TEMPORARY CONCRETE BARRIER			
STATION, O/S	TO	STATION, O/S	FEET
171+37.8, 3.8' RT		172+00.0, 2.125' LT	62.5'
172+00.0, 2.125' LT		175+25.0, 2.125' RT	325.0'
175+25.0, 2.125' LT		176+12.3, 3.3' RT	87.5'
STAGE I TOTAL			475.0'

IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 - 2 EACH

PINNING TEMPORARY CONCRETE BARRIER				
STATION	TO	STATION	TYPE	EACH
172+00.0		172+25.0	TRANSITION	3
172+25.0		175+00.0	CONTINUOUS	39
175+00.0		175+25.0	TRANSITION	3
STAGE I TOTAL				45



TEMPORARY ENTRANCES TYPICAL SECTION A-A



STAGE I PINNING PLAN

MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\1385-08_74C56\CADD\Highway\CADD Sheets\D774C56-shr-stage1n03.dgn



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

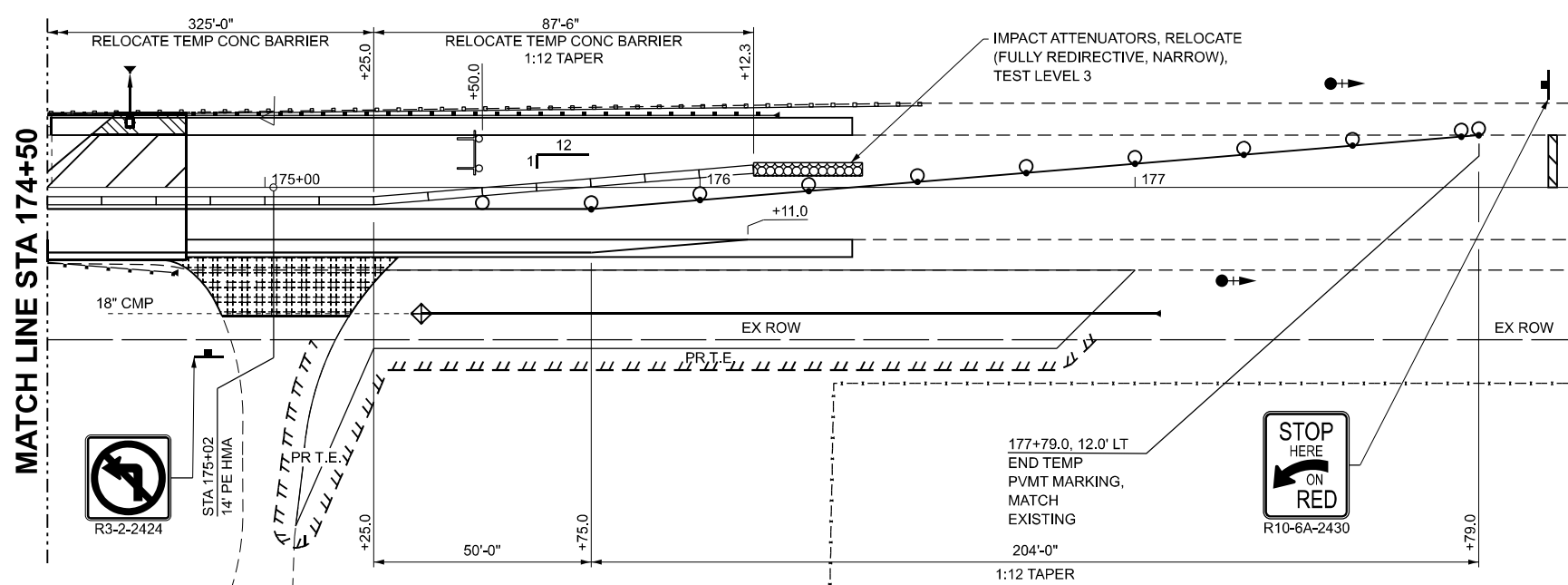
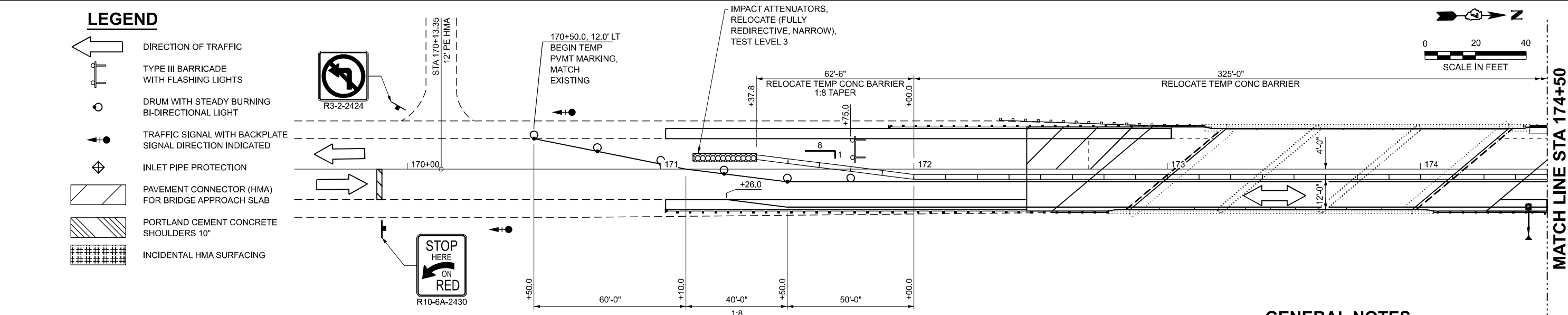
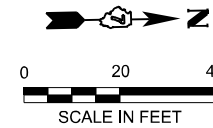
PRE-STAGE I & STAGE I TRAFFIC CONTROL
SN 070-0039

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 169+00 TO STA. 179+00

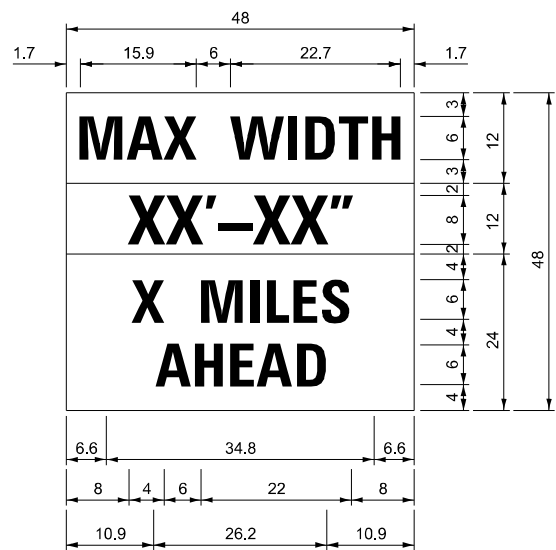
F.A.S. RTE. 659	SECTION D7 BRIDGE REPAIRS 2025-7	COUNTY MOULTRIE	TOTAL SHEETS 87	SHEET NO. 27
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE SIGNAL DIRECTION INDICATED
- INLET PIPE PROTECTION
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- PORTLAND CEMENT CONCRETE SHOULDERS 10"
- INCIDENTAL HMA SURFACING



STAGE II PLAN



W12-I103

W12-I103 (WIDTH IS 8D);
NO BORDER, BLACK ON WHITE;
"MAX WIDTH" D;
NO BORDER, BLACK ON ORANGE;
"XX'-XX'" D;
NO BORDER, BLACK ON WHITE;
"X MILES" D; "AHEAD" D

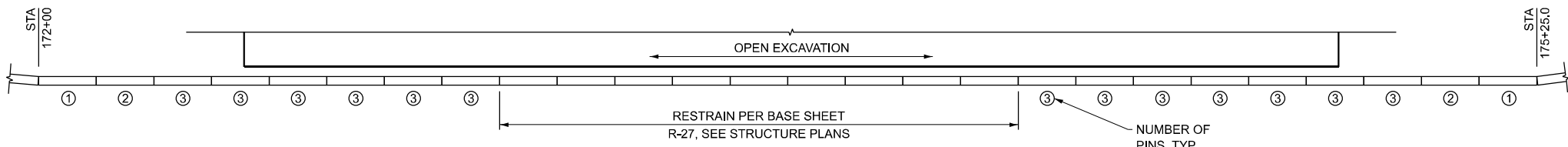
GENERAL NOTES

1. ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
2. THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-I102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-I103) SHOWN SHALL BE 10'-6" FOR STAGE II CONSTRUCTION.
3. ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
4. THE STAGE II CONSTRUCTION SHALL INCLUDE COMPLETION OF THE PAVEMENT AND GUARDRAIL IMPROVEMENTS AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN SHEETS.
5. AFTER TEMPORARY DRIVEWAYS ARE REMOVED, THE TEMPORARY PORTION OF THE PIPE CULVERTS SHALL BE REMOVED. THE METAL FLARED END SECTION SHALL BE REMOVED FROM THE TEMPORARY END AND RESET ON THE END OF THE PIPE TO REMAIN, PAID FOR AS REMOVE AND RELOCATE END SECTIONS.
6. AREAS DISTURBED BY TEMPORARY ENTRANCES SHALL BE SEEDED AND MULCHED. INLET AND PIPE PROTECTION SHALL BE USED AT THE FINAL END OF PIPE.
7. SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS. THE COST FOR ADDITIONAL ITEMS SHOWN ON THIS SHEET IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
8. SOUTHBOUND LANE EXISTING PAVEMENT AND BASE COURSE WIDENING SHALL BE MILLED AND TEMPORARY RAMPS PUT IN PLACE PRIOR TO OPENING TO TRAFFIC.

STAGE II SCHEDULE OF QUANTITIES

RELOCATE TEMPORARY CONCRETE BARRIER			
STATION, O/S	TO	STATION, O/S	FEET
171+37.8, 3.8' LT		172+00.0, 2.125' RT	62.5'
172+00.0, 2.125' RT		175+25.0, 2.125' RT	325.0'
175+25.0, 2.125' RT		176+12.3, 3.3' LT	87.5'
STAGE II TOTAL			475.0'

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3			
STATION	TO	STATION	TYPE
172+00.0		172+25.0	TRANSITION 3
172+25.0		175+00.0	CONTINUOUS 39
175+00.0		175+25.0	TRANSITION 3
STAGE II TOTAL			45



STAGE II PINNING PLAN

MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\1383-08_74C58\CADD\Highway\CADD Sheets\1774C58-sh-StageII04.dgn



USER NAME = nhc	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

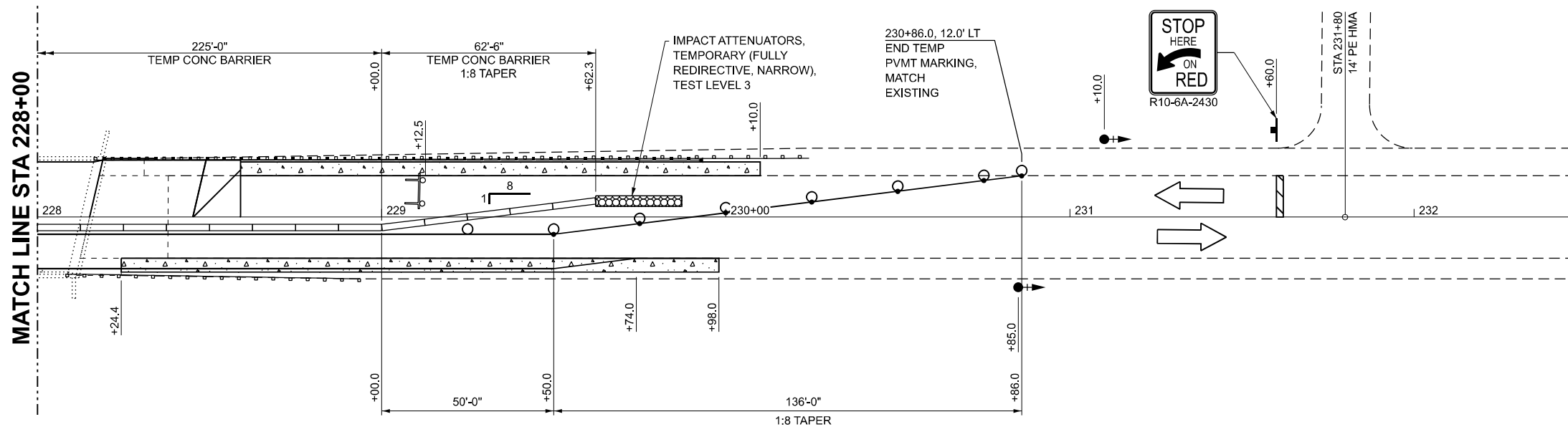
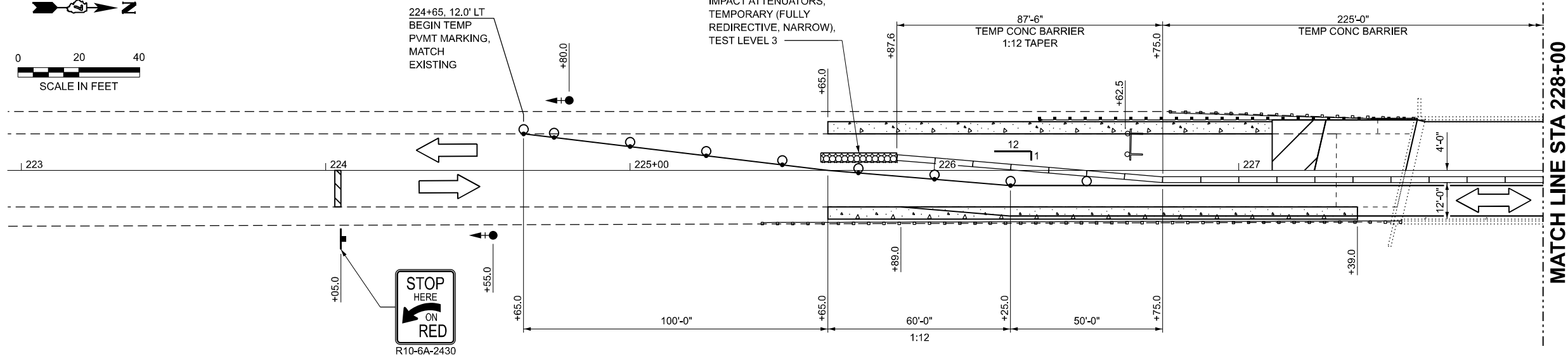
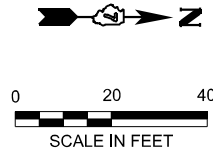
**STAGE II TRAFFIC CONTROL
SN 070-0039**

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 169+00 TO STA. 179+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	28
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE SIGNAL DIRECTION INDICATED
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"



STAGE I SCHEDULE OF QUANTITIES

TEMPORARY CONCRETE BARRIER			
STATION, O/S	TO	STATION, O/S	FEET
225+87.6, 3.3' LT		226+75.0, 2.125' RT	87.5'
226+75.0, 2.125' RT		229+00.0, 2.125' RT	225.0'
229+00.0, 2.125' RT		229+62.3, 3.8' LT	62.5'
STAGE I TOTAL			375.0'

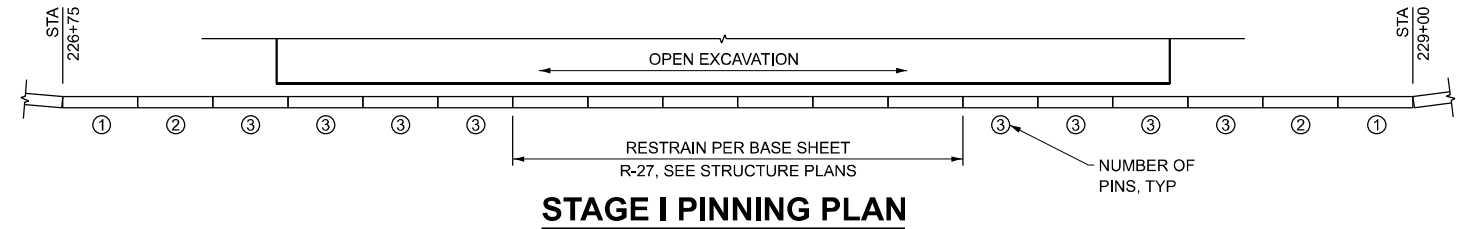
IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3		EACH
		- 2 EACH

PINNING TEMPORARY CONCRETE BARRIER				
STATION	TO	STATION	TYPE	EACH
226+75.0		227+00.0	TRANSITION	3
227+00.0		228+75.0	CONTINUOUS	24
228+75.0		229+00.0	TRANSITION	3
STAGE I TOTAL				30

STAGE I PLAN

GENERAL NOTES

- THE PRE-STAGE I CONSTRUCTION SHALL INCLUDE THE PCC BASE COURSE SHOULDERS ALONG THE NORTHBOUND LANE (PRIOR TO PLACING THE TEMPORARY CONCRETE BARRIER).
- CONSTRUCT THREE RUMBLE STRIPS IN EACH DIRECTION ON CADWELL ROAD.
- ALL TRAFFIC SIGNALS SHOWN ARE INCLUDED IN TEMPORARY BRIDGE TRAFFIC SIGNALS - 1 EACH.
- TEMPORARY BRIDGE TRAFFIC SIGNALS SHALL BE 2-PHASE.
- ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
- THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-1102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-1103) SHOWN ON THE FOLLOWING SHEET SHALL BE 10'-6" FOR STAGE I CONSTRUCTION.
- ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
- THE CENTERLINE PAVEMENT MARKING SHOULD BE COVERED WITH BLACKOUT TAPE FROM THE STOP BAR TO THE IMPACT ATTENUATORS.
- THE STAGE I CONSTRUCTION SHALL INCLUDE COMPLETION OF THE PAVEMENT, SHOULDER, AND GUARDRAIL IMPROVEMENTS AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN SHEETS.
- SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS. THE COST FOR ADDITIONAL ITEMS SHOWN ON THIS SHEET IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
- SOUTHBOUND LANE EXISTING PAVEMENT AND BASE COURSE WIDENING SHALL BE MILLED AND TEMPORARY RAMPS PUT IN PLACE PRIOR TO SHIFTING TRAFFIC LANES FOR STAGE II TRAFFIC CONTROL.



MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT11385-08_74C56\CADD\Highway\CADD Sheets\DOT11385-08_74C56-shr-stage1n05.dgn



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1383,08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

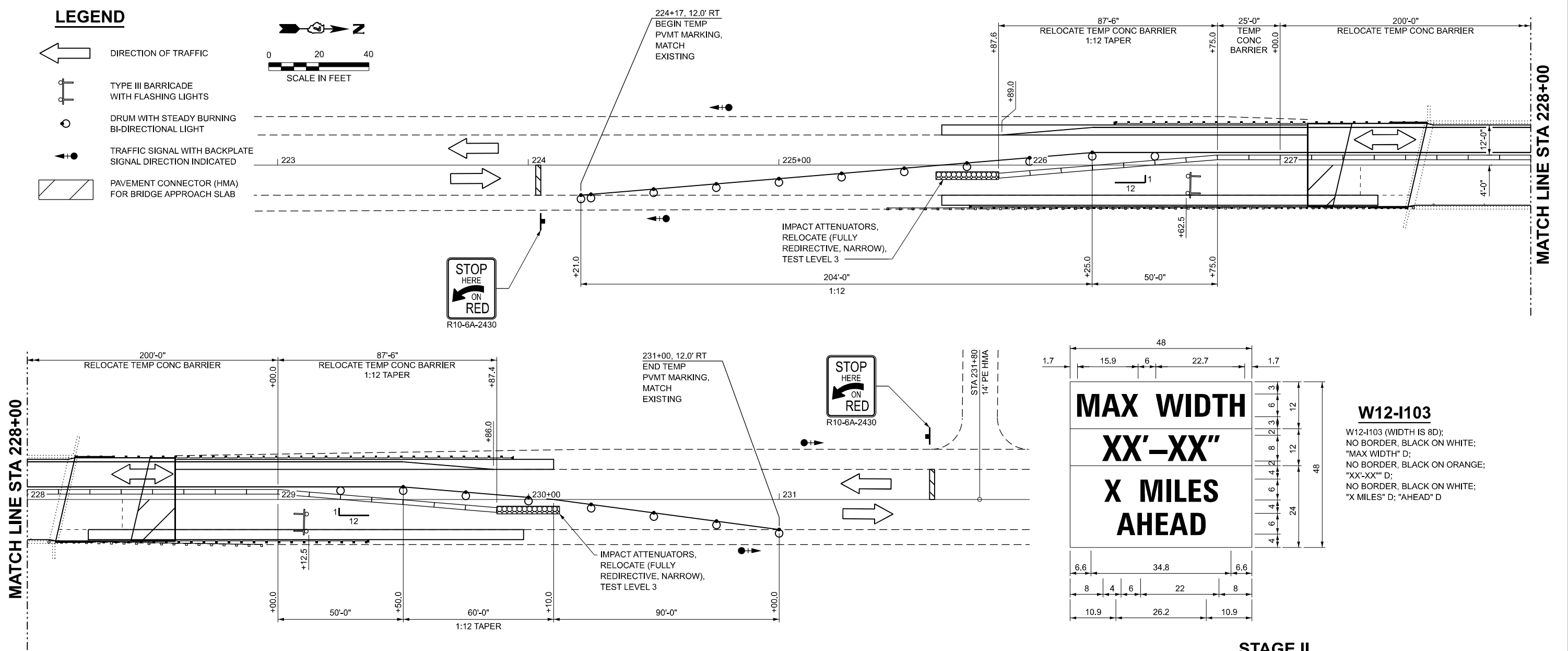
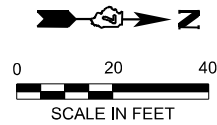
PRE-STAGE I & STAGE I TRAFFIC CONTROL
SN 070-0041

SCALE: 1"=20' SHEET 1 OF 2 SHEETS STA. 223+00 TO STA. 232+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	29
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

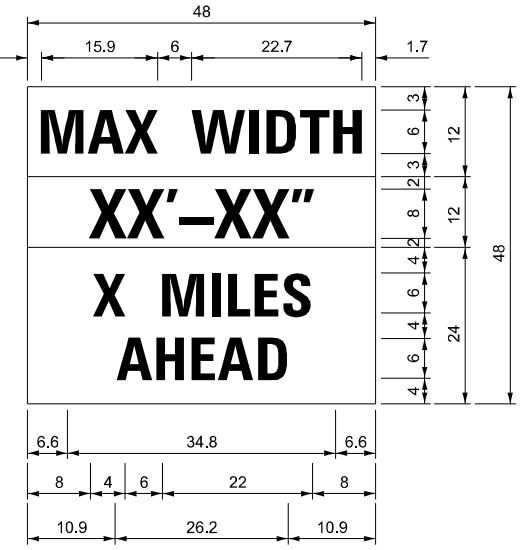
- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE SIGNAL DIRECTION INDICATED
- PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB



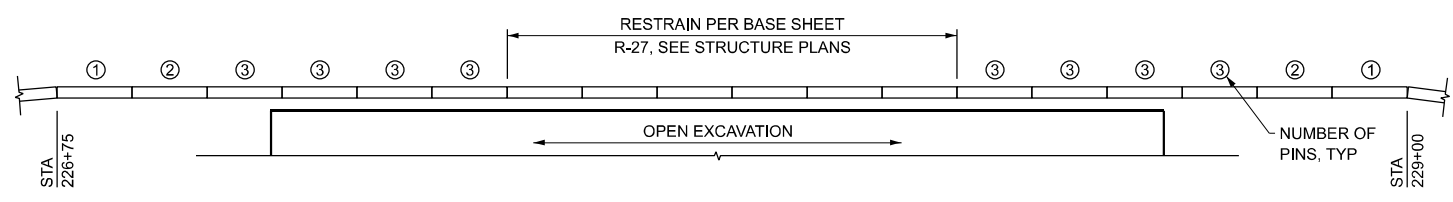
MATCH LINE STA 228+00

MATCH LINE STA 228+00

STAGE II PLAN



W12-I103
 W12-I103 (WIDTH IS 8D);
 NO BORDER, BLACK ON WHITE;
 "MAX WIDTH" D;
 NO BORDER, BLACK ON ORANGE;
 "XX'-XX\"/>



STAGE II PINNING PLAN

GENERAL NOTES

1. ADVANCE WIDTH RESTRICTION WARNING SHALL BE INCLUDED IN THE COST OF STANDARD 701321.
2. THE DIMENSION SHOWN ON THE WIDTH RESTRICTION SIGN (W12-I102(0)-48) SHOWN ON STANDARD 701321 AND ON THE ADVANCE WARNING SIGN (W12-I103) SHOWN SHALL BE 10'-6" FOR STAGE II CONSTRUCTION.
3. ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
4. THE STAGE II CONSTRUCTION SHALL INCLUDE COMPLETION OF THE PAVEMENT AND GUARDRAIL IMPROVEMENTS AS REFERENCED ON THIS SHEET AND DESCRIBED IN DETAIL ON THE PLAN SHEETS.
5. SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS. THE COST FOR ADDITIONAL ITEMS SHOWN ON THIS SHEET IS INCLUDED IN THE PRICE FOR TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
6. NORTHBOUND LANE EXISTING PAVEMENT AND BASE COURSE WIDENING SHALL BE MILLED AND TEMPORARY RAMPS PUT IN PLACE PRIOR TO OPENING TO TRAFFIC.

STAGE II SCHEDULE OF QUANTITIES

TEMPORARY CONCRETE BARRIER				
STATION, O/S	TO	STATION, O/S		FEET
226+75.0, 2.125' LT		227+00.0, 2.125' LT		25.0'
STAGE II TOTAL 25.0'				
RELOCATE TEMPORARY CONCRETE BARRIER				
STATION, O/S	TO	STATION, O/S		FEET
225+87.6, 3.3' RT		226+75.0, 2.125' LT		87.5'
227+00.0, 2.125' LT		229+00.0, 2.125' LT		200.0'
229+00.0, 2.125' LT		229+87.4, 3.3' RT		87.5'
STAGE II TOTAL 375.0'				
IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3				
				- 2 EACH
PINNING TEMPORARY CONCRETE BARRIER				
STATION	TO	STATION	TYPE	EACH
226+75.0		227+00.0	TRANSITION	3
227+00.0		228+75.0	CONTINUOUS	24
228+75.0		229+00.0	TRANSITION	3
STAGE II TOTAL 30				

MODEL: Named Boundary Sheet H
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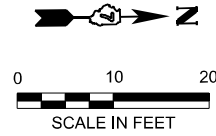
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ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE II TRAFFIC CONTROL
 SN 070-0041**

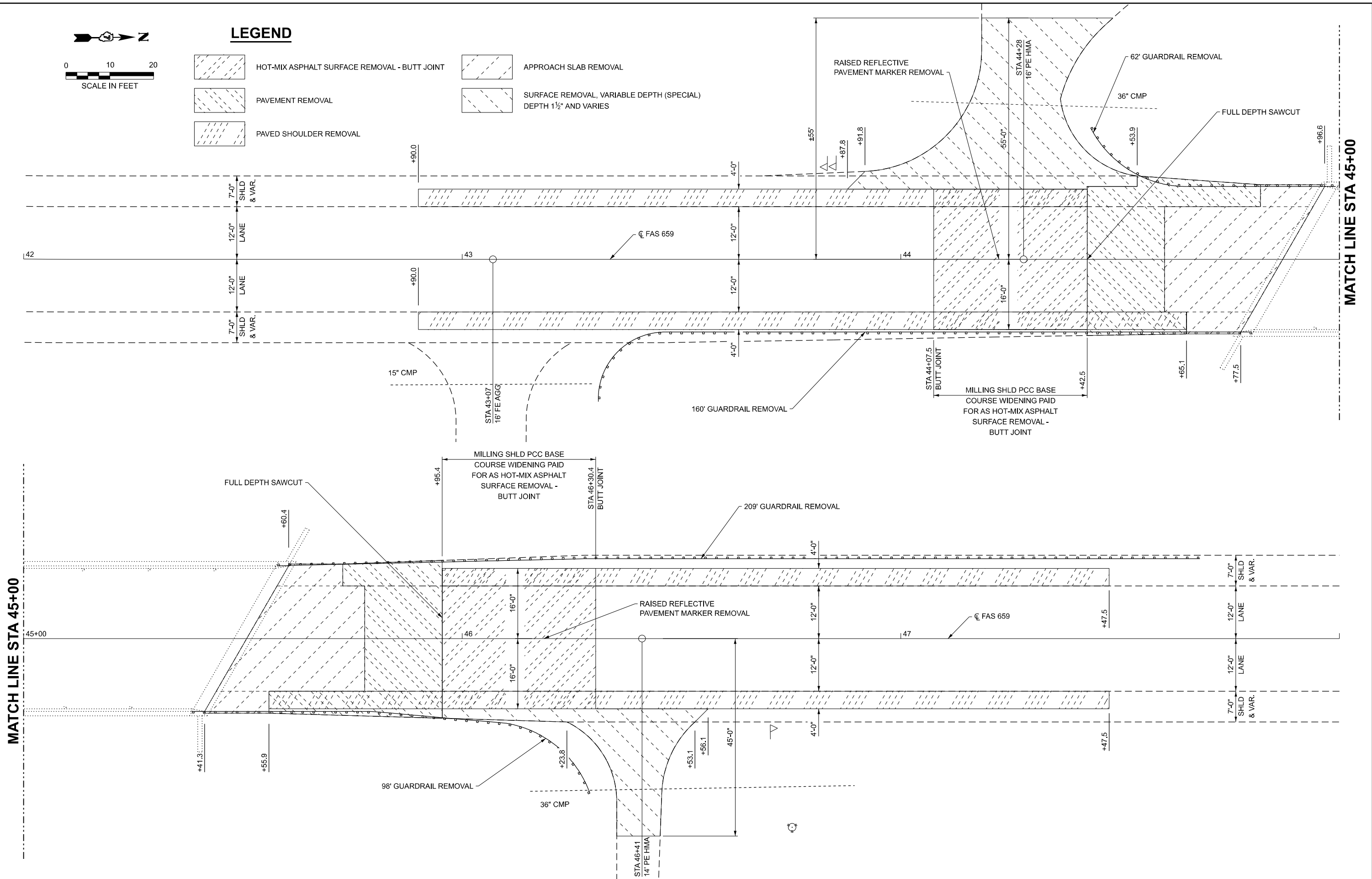
SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 223+00 TO STA. 232+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	30
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- APPROACH SLAB REMOVAL
- PAVEMENT REMOVAL
- SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL) DEPTH 1 1/2" AND VARIES
- PAVED SHOULDER REMOVAL



MATCH LINE STA 45+00

MATCH LINE STA 45+00

MODEL: Named Boundary Sheet H
FILE NAME: Y:\DOT\1383-08_74C56\CADD\Highway\CADD Sheets\1774C56-shr-rem04.dgn



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ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

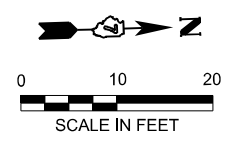
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
SN 070-0044**

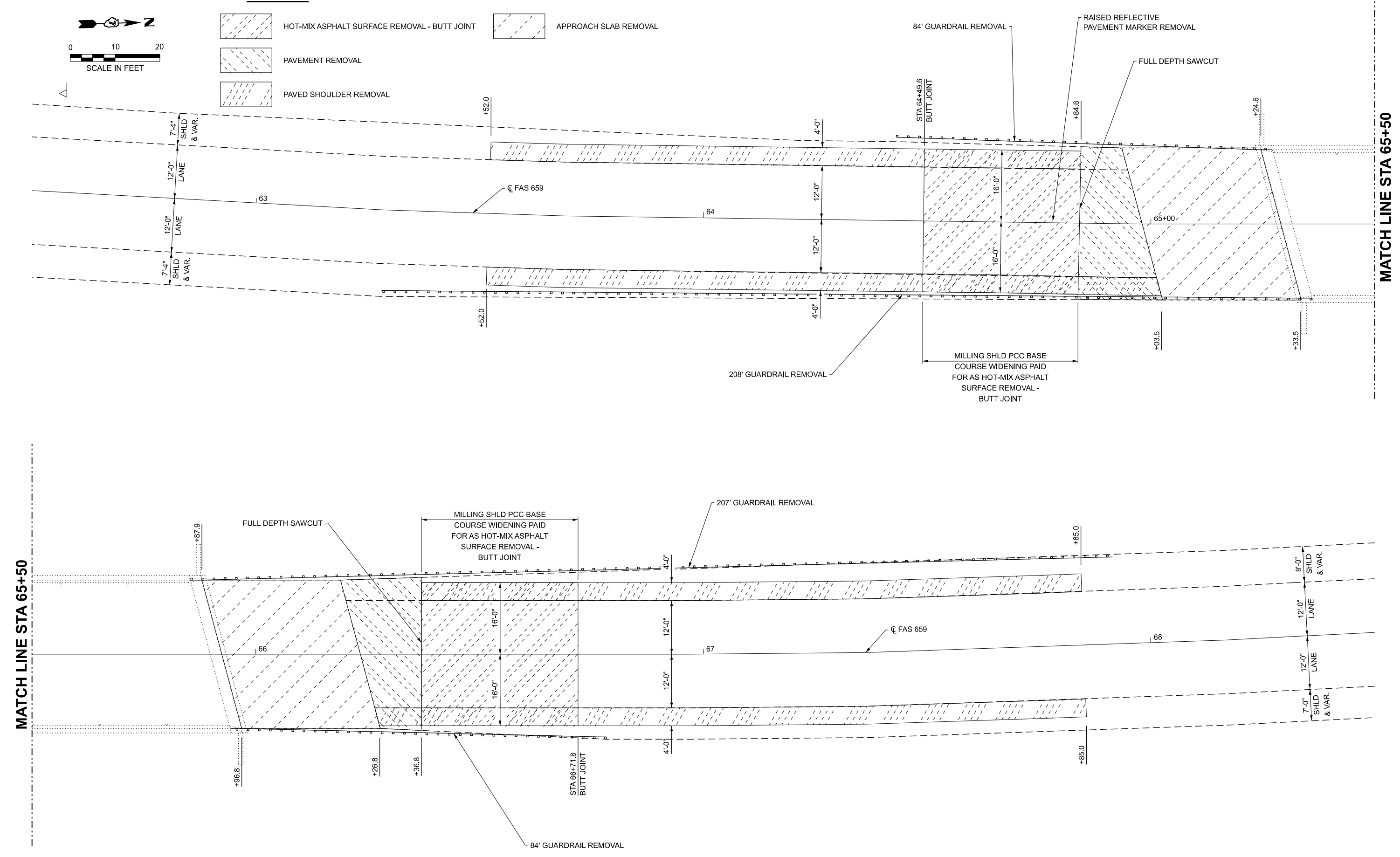
SCALE: 1" = 10' SHEET 1 OF 5 SHEETS STA. 42+00 TO STA. 47+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	31
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND



- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- APPROACH SLAB REMOVAL



MODEL: Named Boundary Sheet H
 FILE NAME: Y:\DOT\1383-08_74C56\CADD\Highway\CADD Sheets\DOT\74C56-shr-rem05.dgn

MATCH LINE STA 65+50

MATCH LINE STA 65+50



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

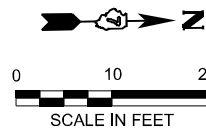
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
SN 070-0045**

SCALE: 1" = 10' SHEET 2 OF 5 SHEETS STA. 62+00 TO STA. 69+00

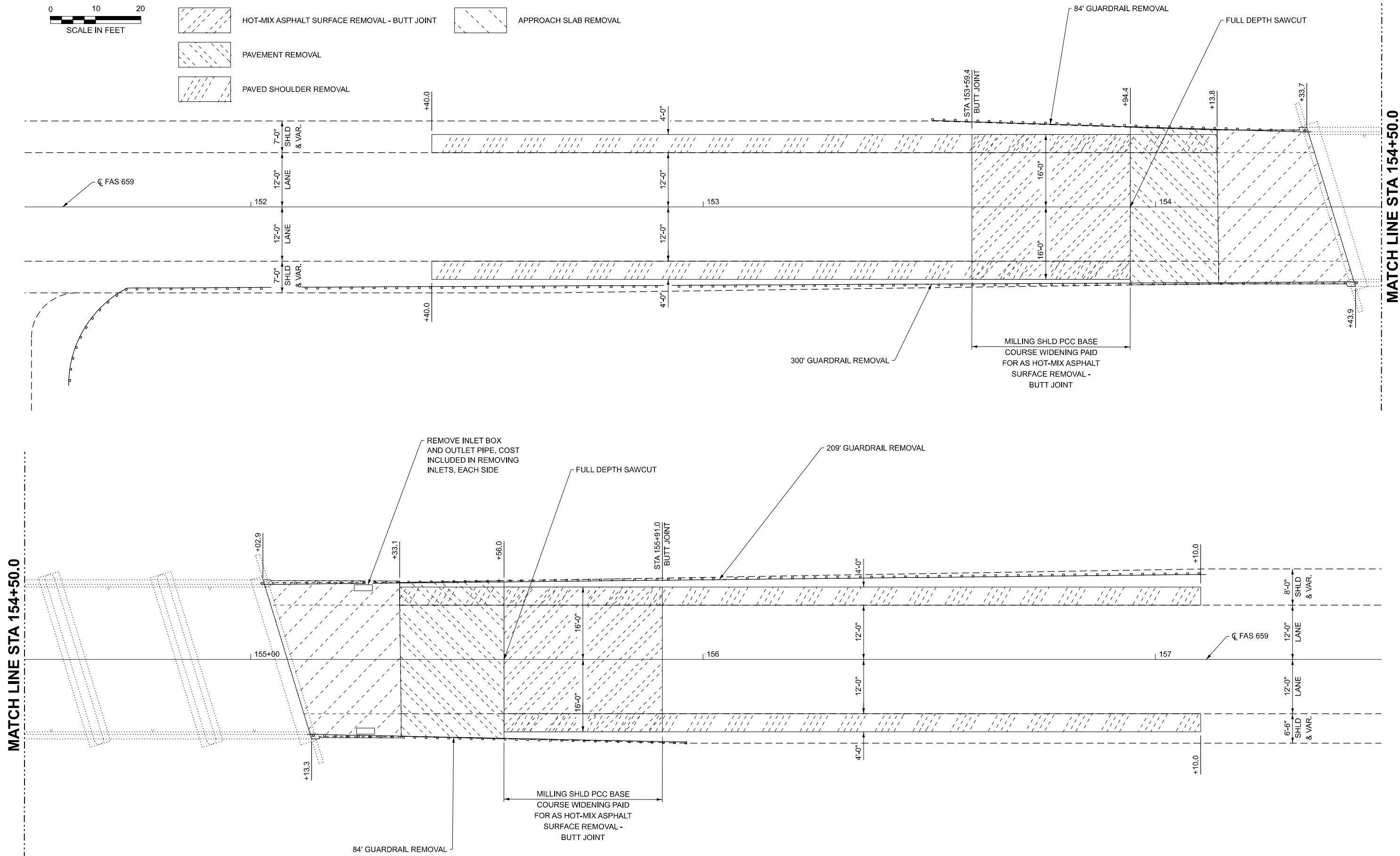
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	32
CONTRACT NO. 74C56				

ILLINOIS FED. AID PROJECT



LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- APPROACH SLAB REMOVAL
- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL



MODEL: Named Boundary Sheet H
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MATCH LINE STA 154+50.0

MATCH LINE STA 154+50.0



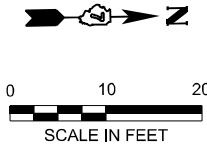
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	CHECKED - ELH	REVISED -
PLOT DATE = 10/24/2024	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
SN 070-0040**

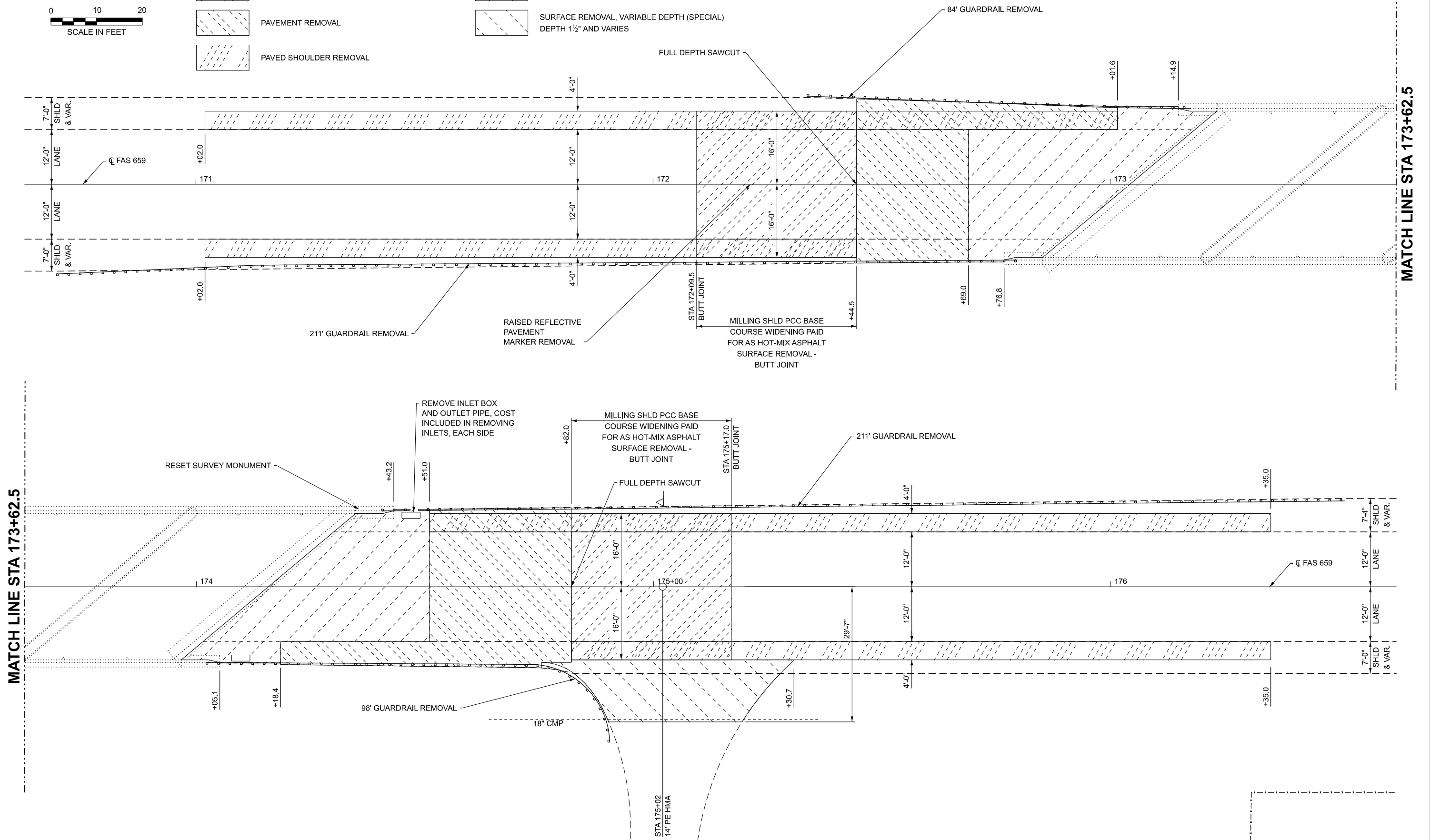
SCALE: 1" = 10' SHEET 3 OF 5 SHEETS STA. 151+00 TO STA. 158+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	33
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- APPROACH SLAB REMOVAL
- SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL) DEPTH 1½" AND VARIES



MATCH LINE STA 173+62.5

MATCH LINE STA 173+62.5

MODEL: Named Boundary Sheet H
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	DATE - 10/24	REVISED -



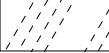

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

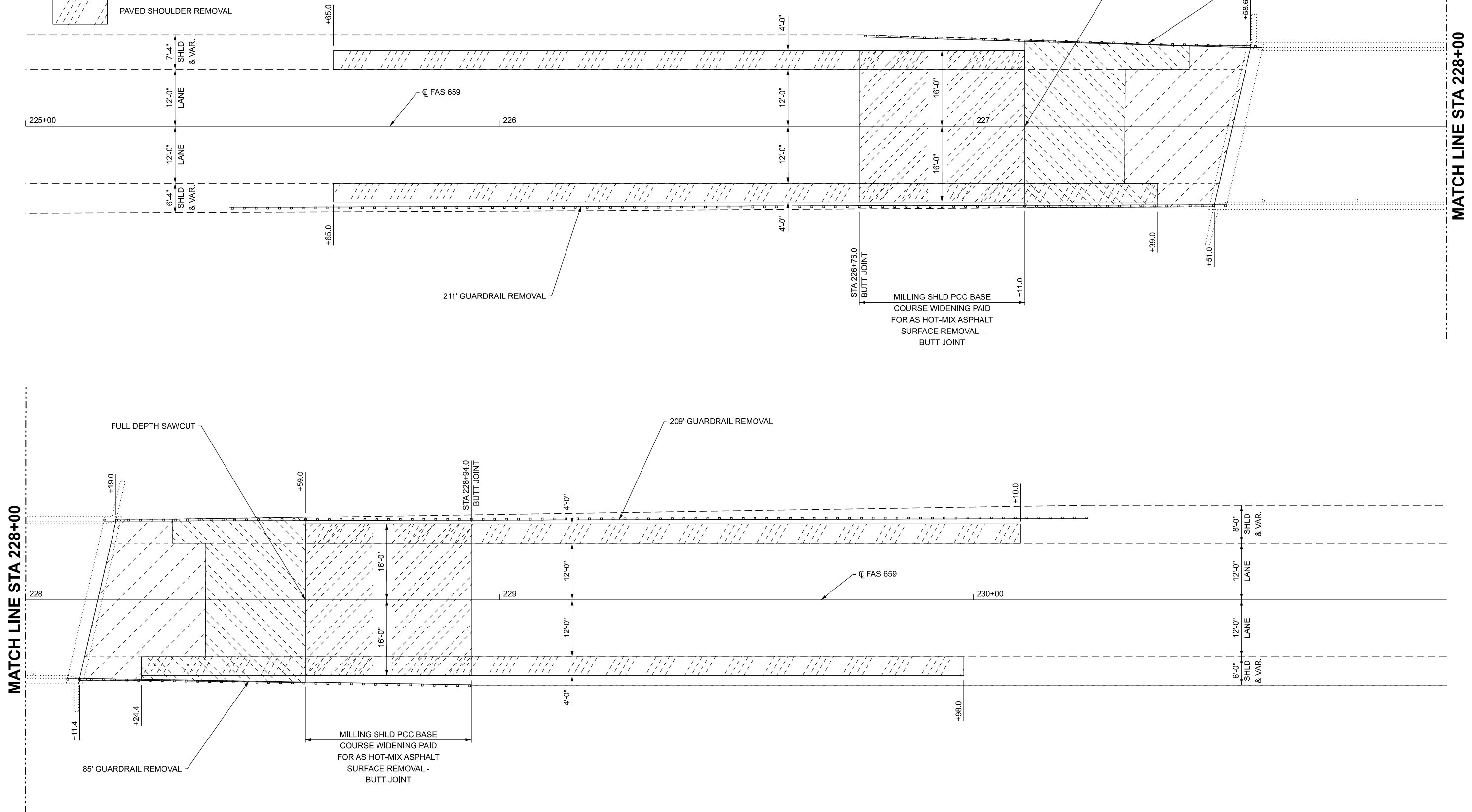
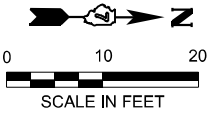
**REMOVAL PLAN
SN 070-0039**

SCALE: 1" = 10' SHEET 4 OF 5 SHEETS STA. 170+00 TO STA. 177+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	34
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

LEGEND

-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL
-  APPROACH SLAB REMOVAL



MODEL: Named Boundary Sheet H
 FILE NAME: Y:\DOT\1383-08_74C56\CADD\Highway\CADD Sheets\DOT\74C56-shr-rem03.dgn

MATCH LINE STA 228+00

MATCH LINE STA 228+00



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. = 1383.08	DRAWN - IRC	REVISED -
PLOT DATE = 10/24/2024	CHECKED - ELH	REVISED -
	DATE - 10/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
SN 070-0041**

SCALE: 1" = 10' SHEET 5 OF 5 SHEETS STA. 225+00 TO STA. 231+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	35
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

EXISTING STRUCTURE:

The existing single-span steel beam structure was constructed in 1986 as F.A.S. Route 659 Section 1BR-2 at Station 45+18.96, SN 070-0044 carries Cadwell Road over a creek. The concrete integral abutments are supported on metal shell piles. The bridge is 63'-11½" long back-to-back of abutments. The superstructure is 35'-2" out-to-out and is skewed 30°-00'-00" left-forward.

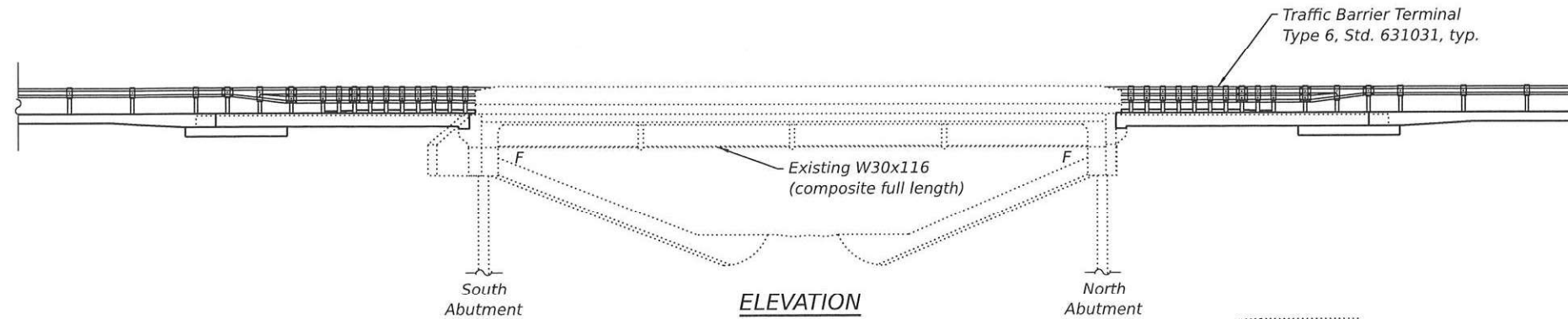
The proposed project consists of bridge deck repairs, new overlay, and new bridge approach slabs. Traffic is to be maintained utilizing stage construction.

STRUCTURE INDEX OF SHEETS

General Plan & Elevation	Sheet No. 1 of 9
General Notes and Total Bill of Material	Sheet No. 2 of 9
Stage Construction	Sheet No. 3 of 9
Temporary Concrete Barrier	Sheet No. 4 of 9
Bridge Deck Patching	Sheet No. 5 of 9
Superstructure Details	Sheet No. 6 of 9
Bridge Approach Slab Details	Sheet No. 7-8 of 9
Bar Splicer Assembly Details	Sheet No. 9 of 9

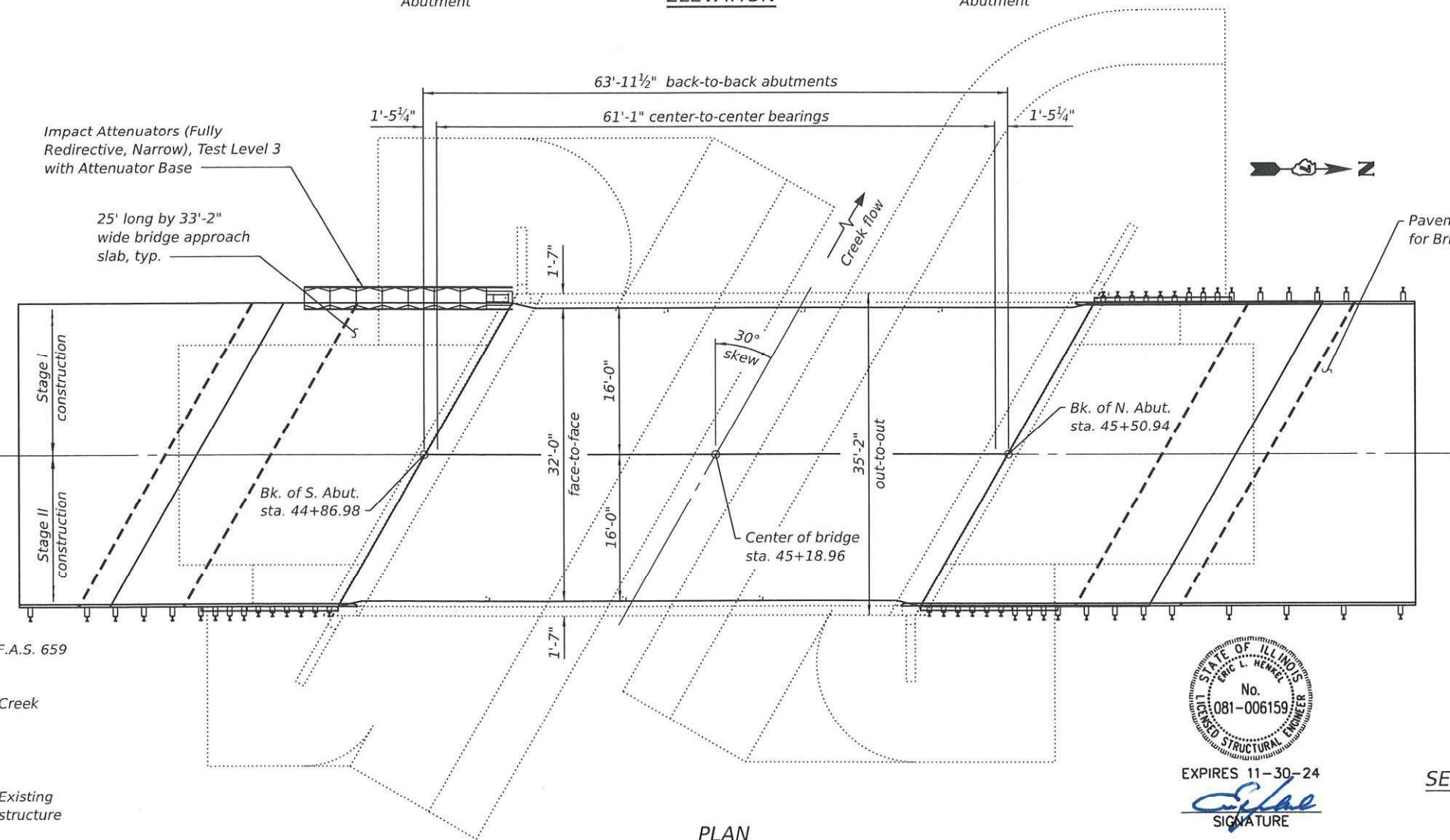
SCOPE OF WORK

1. Perform Bridge Deck Scarification ¾".
2. Perform bridge deck patching.
3. Construct Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2½" wearing surface.
4. Construct new bridge approach slabs.
5. Perform Diamond Grinding (Bridge Section).
6. Perform Bridge Deck Grooving (Longitudinal).

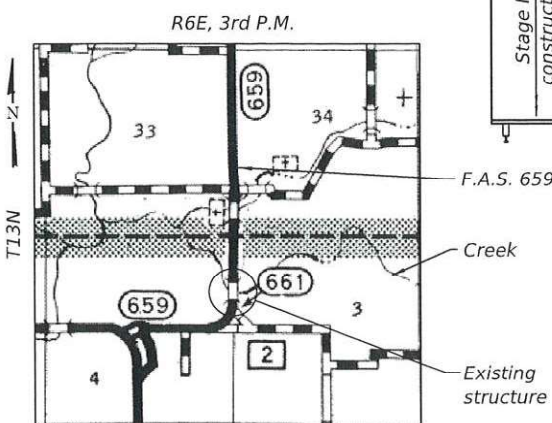


DESIGN SPECIFICATIONS (new const.)
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

LOADING HS20-44 (new const.)
No allowance for future wearing surface



DESIGN STRESSES
FIELD UNITS
EXISTING CONSTRUCTION
f_c = 3,500 psi (concrete)
f_y = 50,000 psi (structural steel)
f_y = 60,000 psi (reinforcement)
NEW CONSTRUCTION
f_c = 4,000 psi (concrete)
f_y = 60,000 psi (reinforcement)



LOCATION SKETCH



EXPIRES 11-30-24

Eric L. Henner
SIGNATURE

08-07-24
DATE

GENERAL PLAN & ELEVATION
CADWELL ROAD OVER CREEK
F.A.S. ROUTE 659
SECTION D7 BRIDGE REPAIRS 2025-7
MOULTRIE COUNTY
STATION 45+18.96
STRUCTURE NO. 070-0044

REV - MS

MODEL: Sheet
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PLOT DATE = 10/22/2024	CHECKED - ELH 08/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

SHEET 1 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	36
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74C56	

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
3. Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the Contractor's expense.
4. Areas of deck repairs shown are estimated. The Engineer shall show actual locations and size of deck repairs on As-built plans.
5. Bridge Deck Grooving (Longitudinal) shall be completed only after Diamond Grinding (Bridge Section) is complete.
6. Protective Coat shall be applied to the top of the new concrete overlay, bridge approach slabs, and tops and inside faces of bridge approach slab curbs.
7. Up to 3/4" to be ground off the concrete overlay and bridge approach slabs.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Structures	Cu. Yd.		23.7	23.7
Protective Coat	Sq. Yd.	416		416
Concrete Superstructure (Approach Slab)	Cu. Yd.	79.9		79.9
Reinforcement Bars, Epoxy Coated	Pound	27,070	4,140	31,210
Bar Splicers	Each	152	80	232
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	304		304
Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2 1/2"	Sq. Yd.	228		228
Bridge Deck Scarification 3/4"	Sq. Yd.	228		228
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	6		6
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1		1
Diamond Grinding (Bridge Section)	Sq. Yd.	361		361

MODEL: Sheet
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PLOT DATE = 10/22/2024

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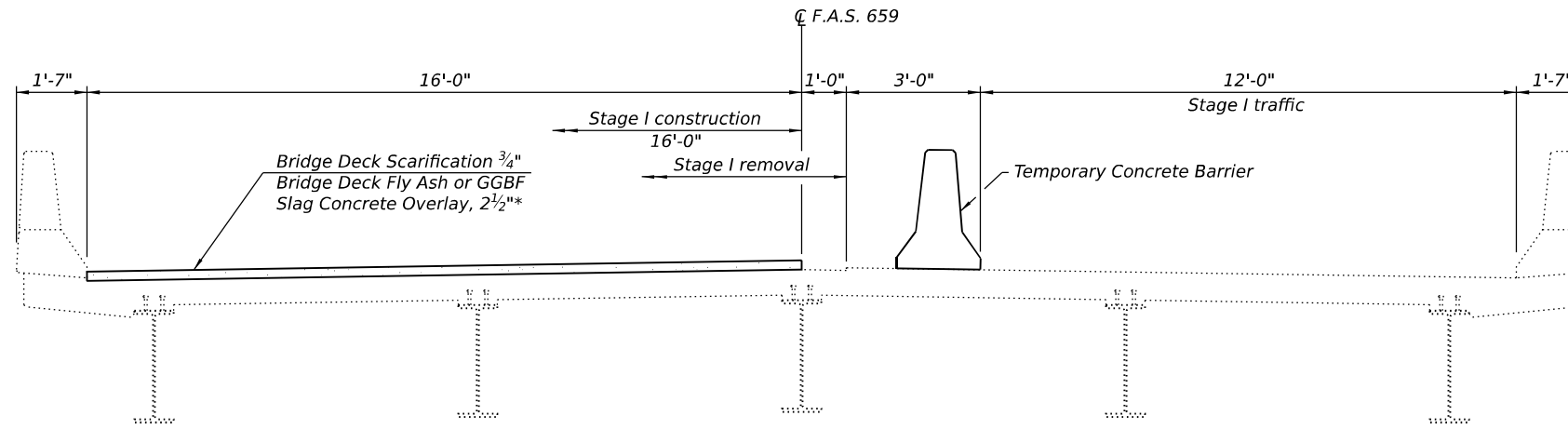
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND TOTAL BILL OF MATERIAL
SN 070-0044**

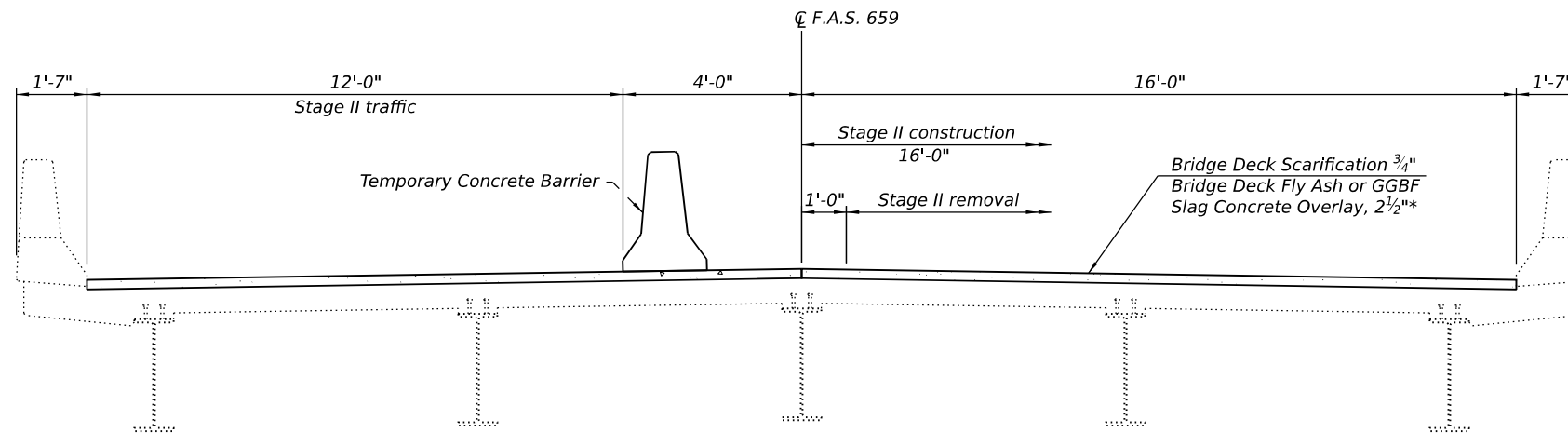
SHEET 2 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	37
CONTRACT NO. 74C56				
ILLINOIS			FED. AID PROJECT	



STAGE I - LOOKING NORTH

* Prior to grinding



STAGE II - LOOKING NORTH

MODEL: Sheet
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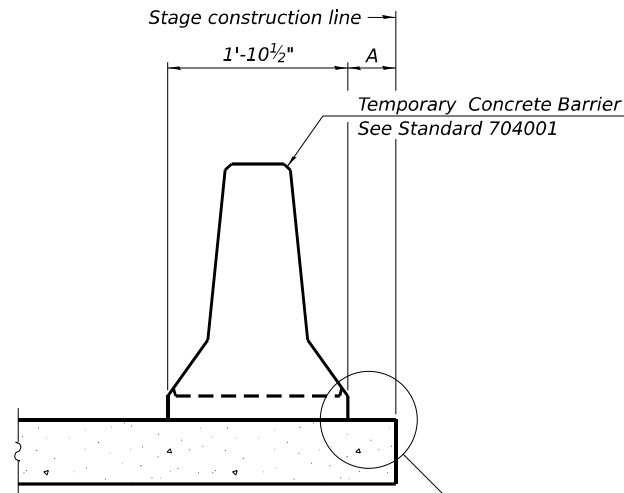
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PLOT DATE = 10/22/2024	CHECKED - ELH 07/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION
SN 070-0044**

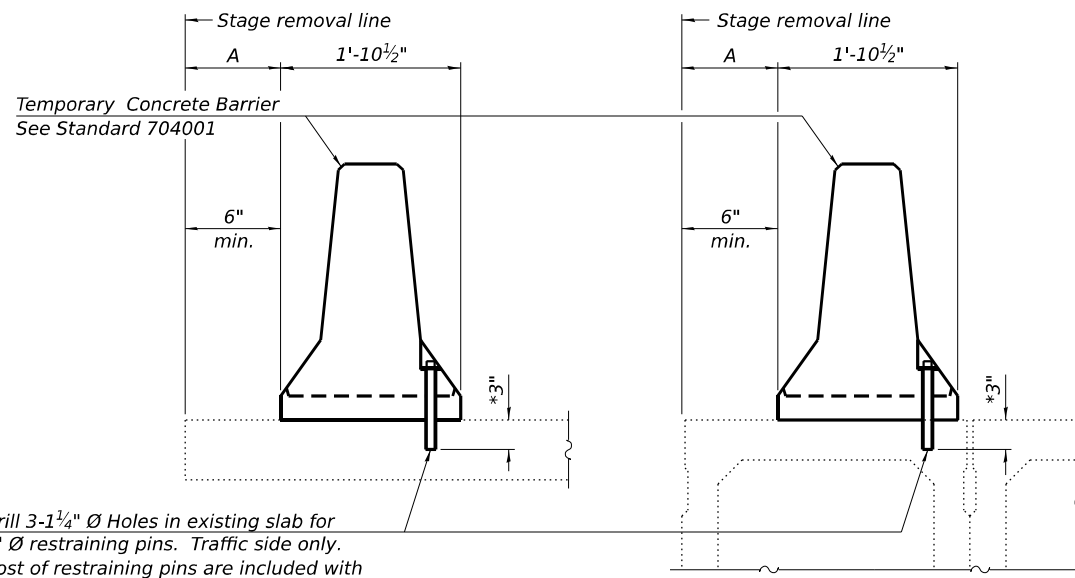
SHEET 3 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	38
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



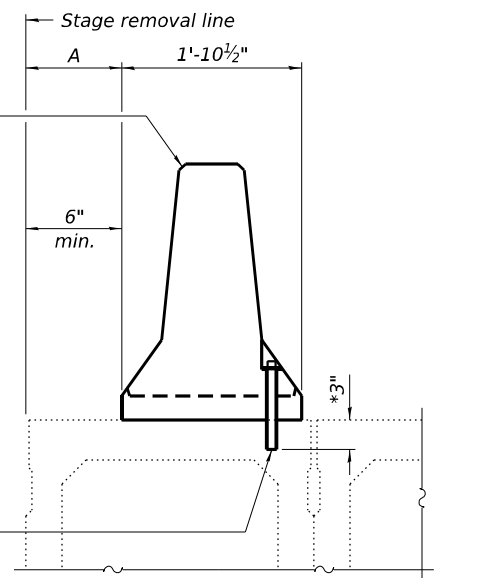
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



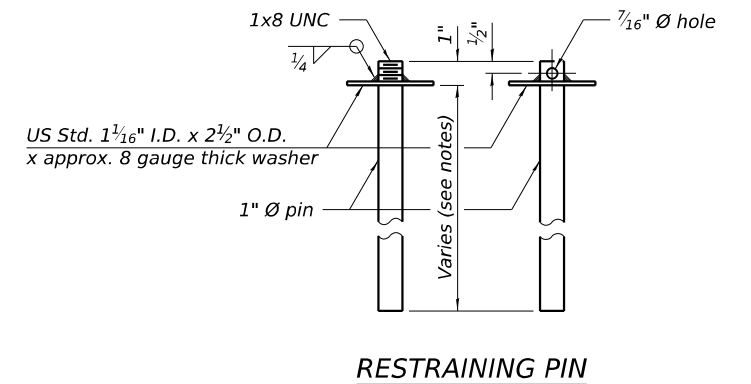
Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



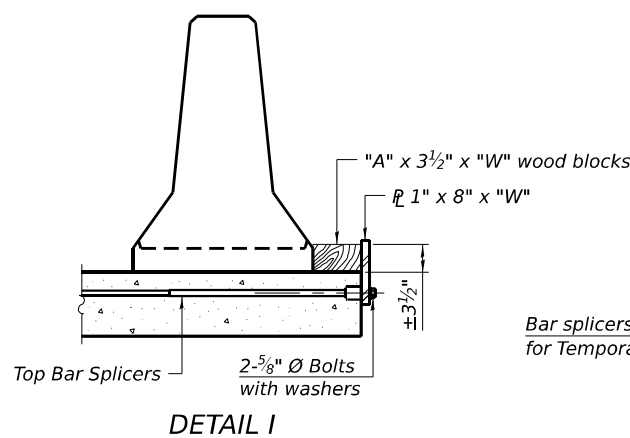
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

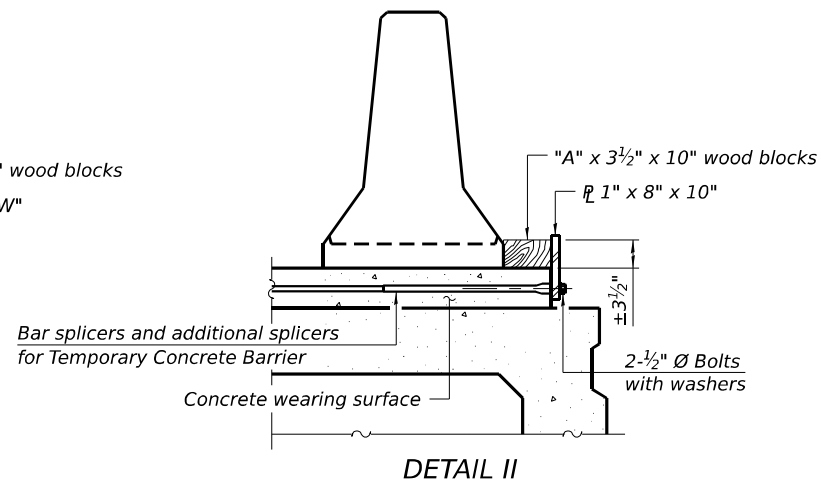


RESTRAINING PIN

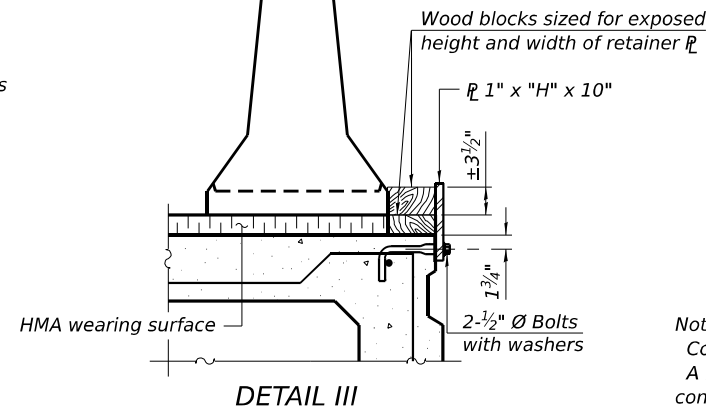
SECTIONS THRU SLAB OR DECK BEAM



DETAIL I

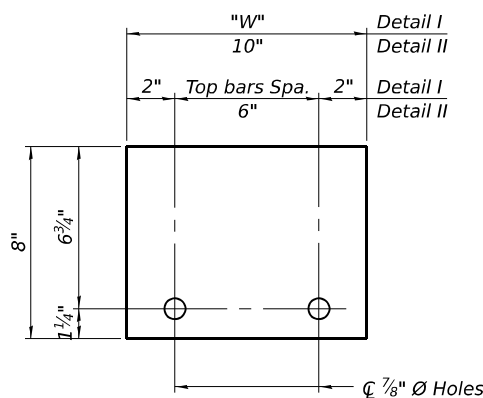


DETAIL II

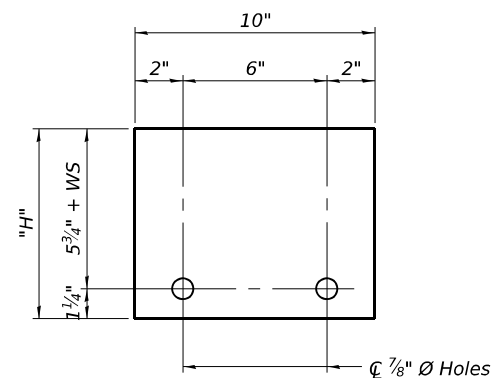


DETAIL III

BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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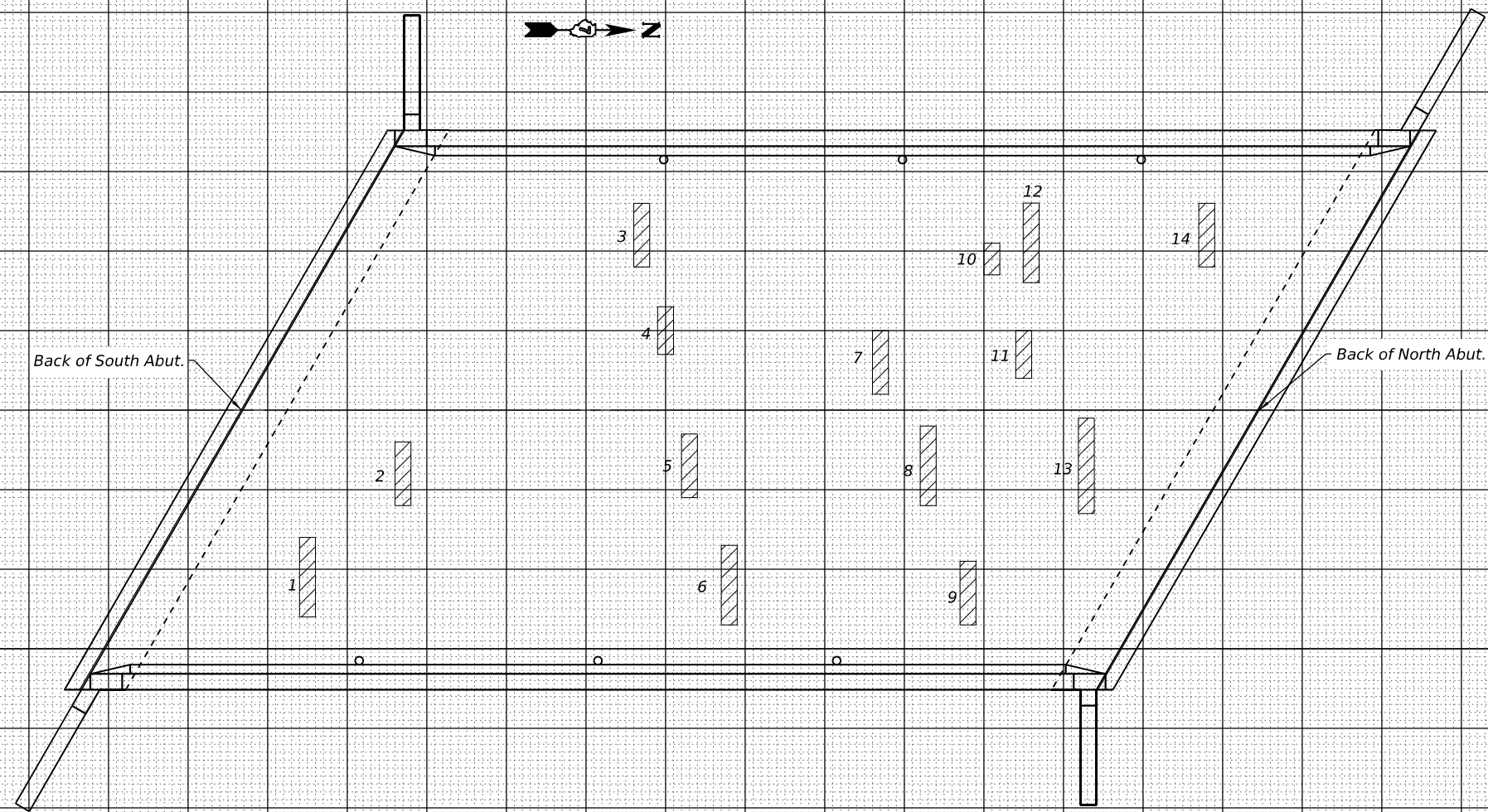
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PLOT DATE = 10/22/2024	CHECKED - ELH 07/24	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
 SN 070-0044

SHEET 4 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	39
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



SN 070-0044 BRIDGE DECK PATCHING

PATCH NO.	SIZE (FEET)		DECK SLAB REPAIR (FD, TY I)	DECK SLAB REPAIR (FD, TY II)
	LENGTH	WIDTH	SQ YD	SQ YD
1	1.0	5.0	0.6	
2	1.0	4.0	0.4	
3	1.0	4.0	0.4	
4	1.0	3.0	0.3	
5	1.0	4.0	0.4	
6	1.0	5.0	0.6	
7	1.0	4.0	0.4	
8	1.0	5.0	0.6	
9	1.0	4.0	0.4	
10	1.0	2.0	0.2	
11	1.0	3.0	0.3	
12	1.0	5.0	0.6	
13	1.0	6.0		0.7
14	1.0	4.0	0.4	
TOTAL ROUNDS TO:			6.0	1.0

THE LOCATIONS AND SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.



DATE OF SURVEY: 11-2-23
 SURVEY BY: DM
 METHOD OF SURVEY: VISUAL

ESTIMATED PAY QUANTITIES:

DECK SLAB REPAIR (FULL DEPTH, TYPE I)
 6.0 SQ YD

DECK SLAB REPAIR (FULL DEPTH, TYPE II)
 1.0 SQ YD

MODEL: Sheet
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 DRAWN - NHC 07/24
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

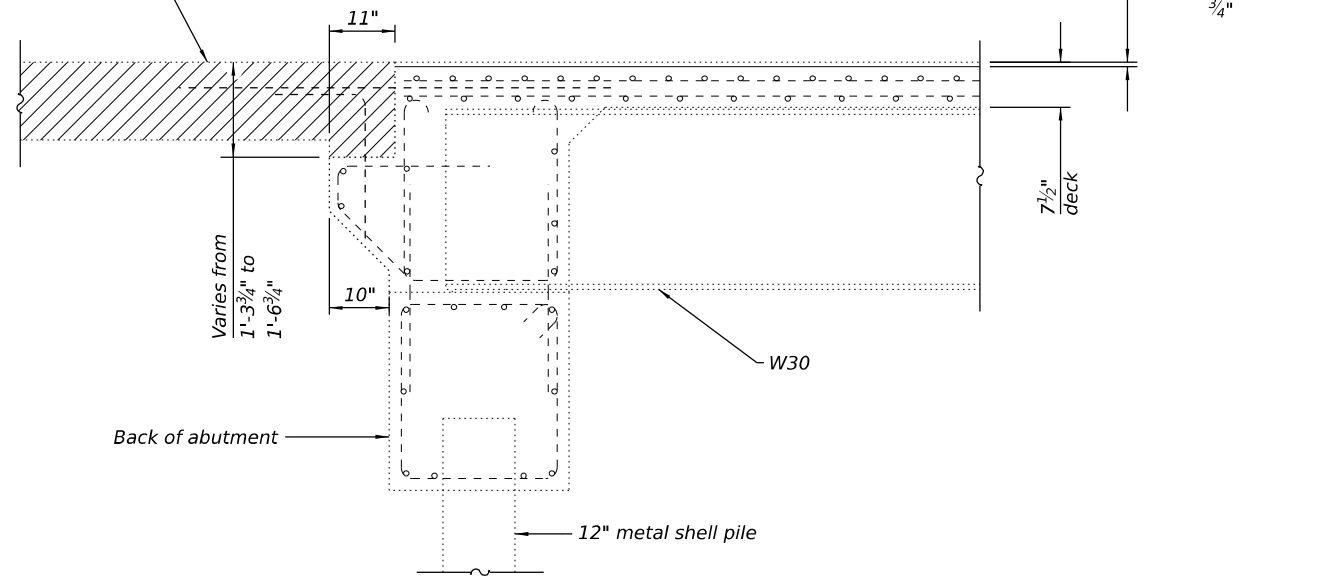
**BRIDGE DECK PATCHING
 SN 070-0044**

SHEET 5 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	40
CONTRACT NO. 74C56				

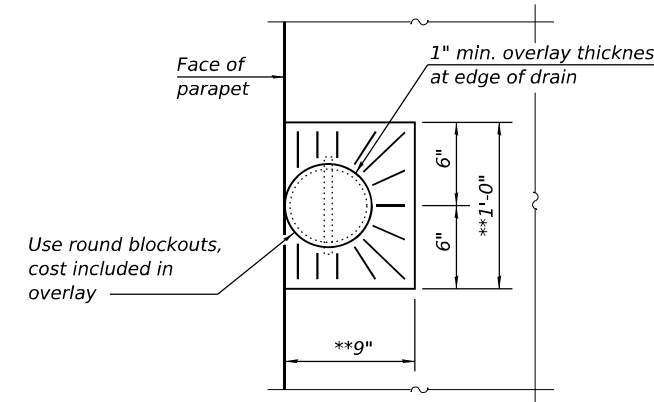
ILLINOIS FED. AID PROJECT

Pavement Removal,
see Roadway Plans



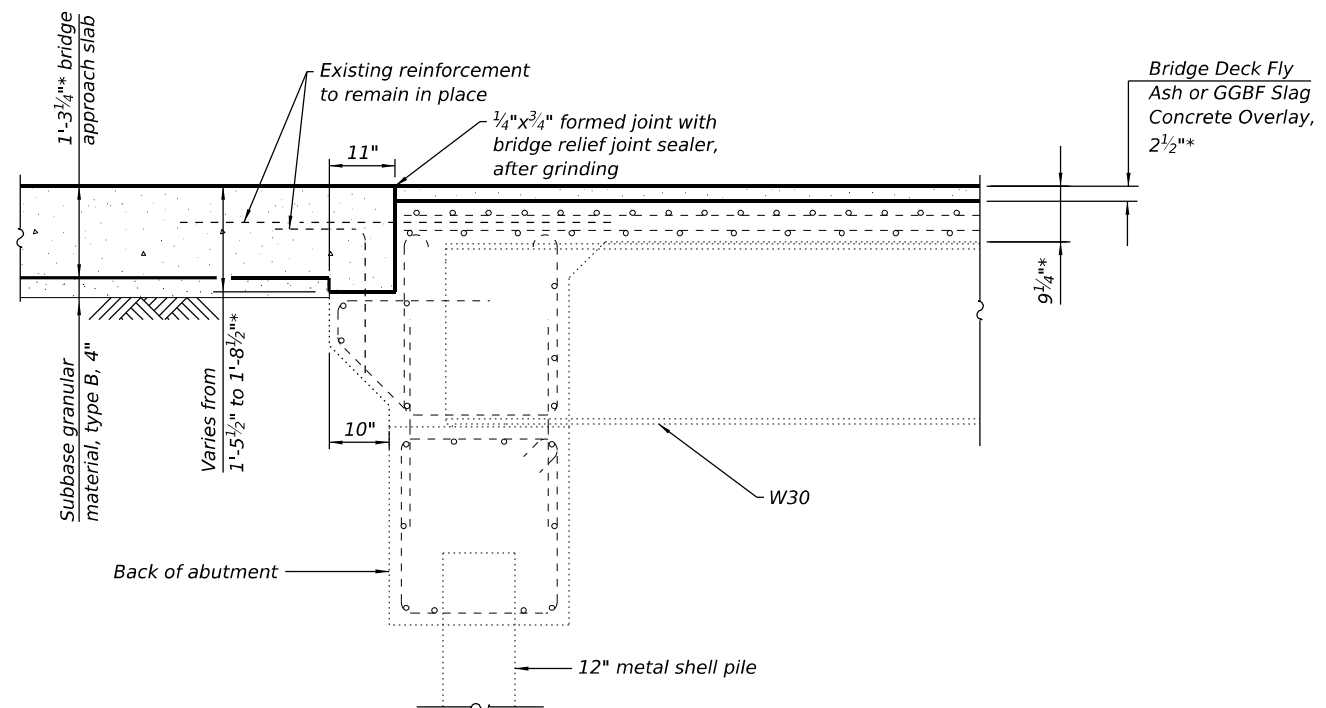
APPROACH SLAB REMOVAL SECTION

(Horizontal dimensions at right angles)



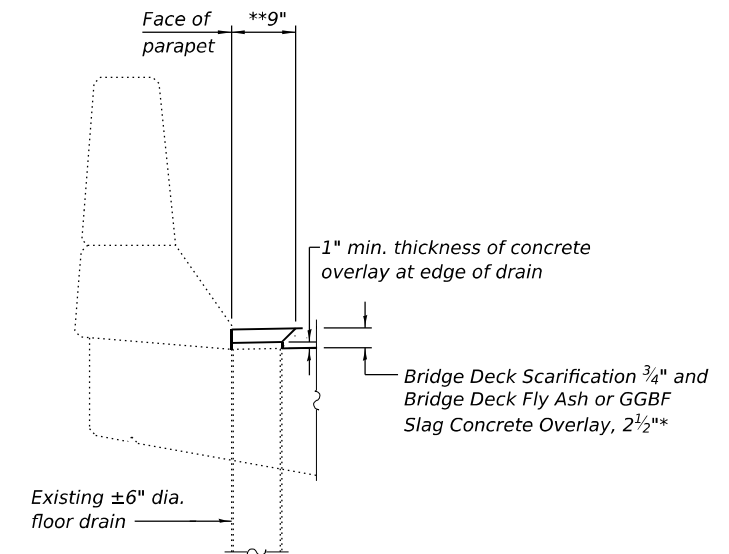
OVERLAY TREATMENT AT FLOOR DRAINS

*Prior to grinding
**Slope to drain



APPROACH SLAB CONSTRUCTION SECTION

(Horizontal dimensions at right angles)



SECTION AT FLOOR DRAINS

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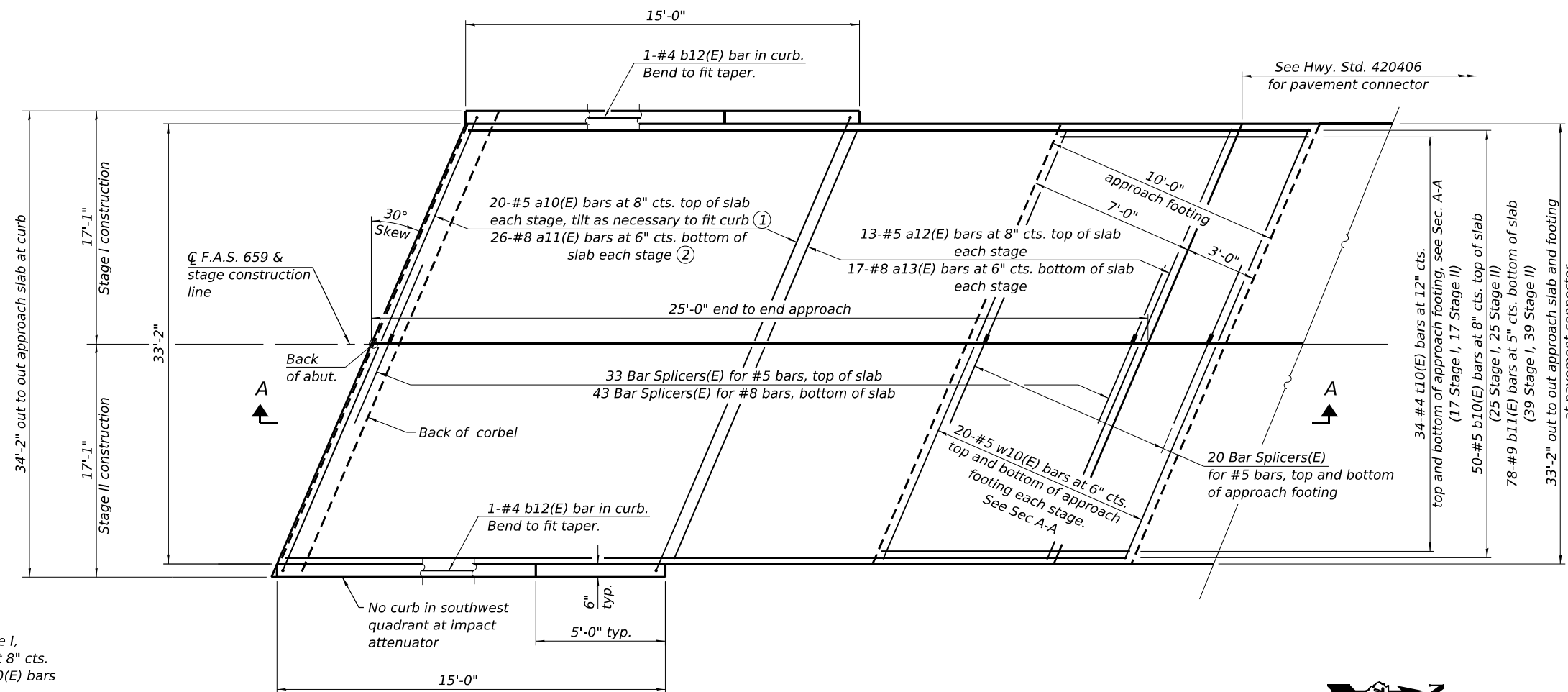
REVISED -
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
SN 070-0044

SHEET 6 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	41
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



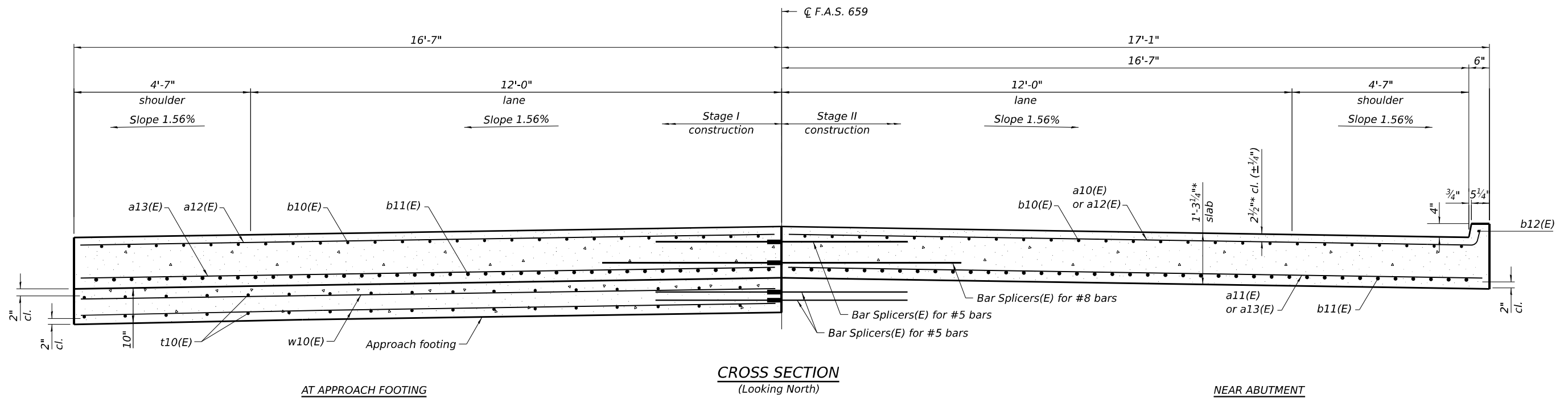
- ① At South Approach, Stage I, use 20-#5 a12(E) bars at 8" cts. top of slab instead of a10(E) bars
- ② At South Approach, Stage I, use 26-#8 a13(E) bars at 6" cts. bottom of slab instead of a11(E) bars

Note:
See Sheet 8 of 9
for Section A-A

* Prior to grinding

PLAN

(North Approach Slab shown; South Approach Slab similar by 180° rotation)



CROSS SECTION
(Looking North)

AT APPROACH FOOTING

NEAR ABUTMENT

(Sheet 1 of 2)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
SN 070-0044

SHEET 7 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	42
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

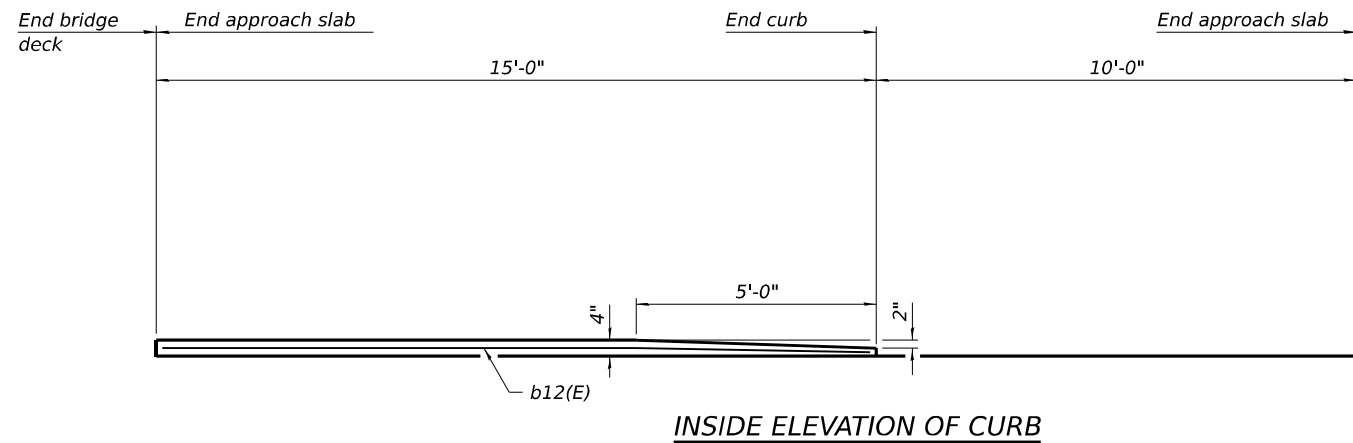
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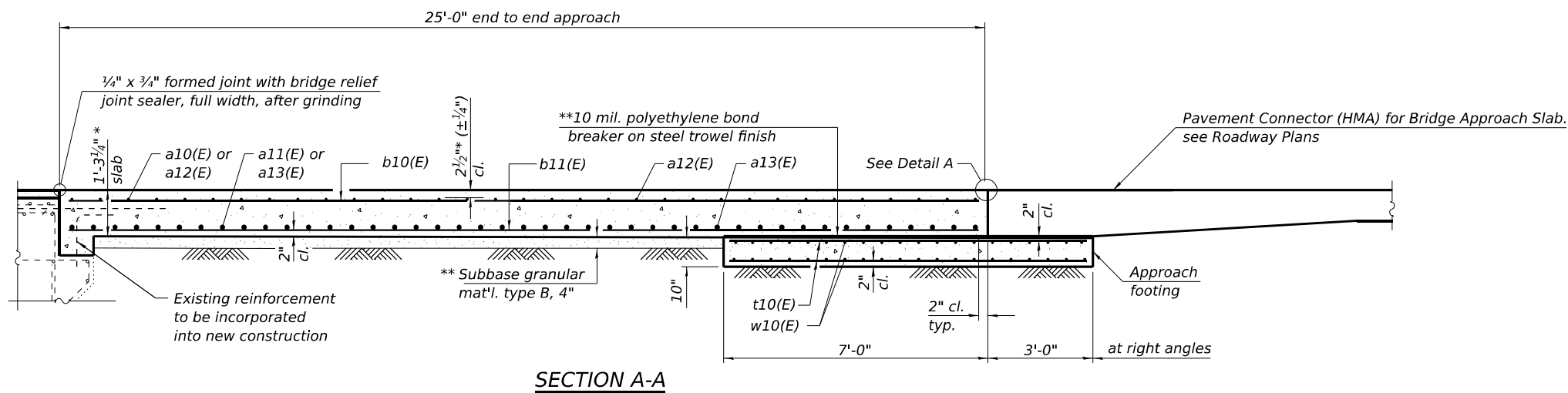
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REVISED -

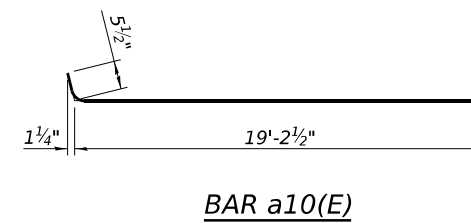
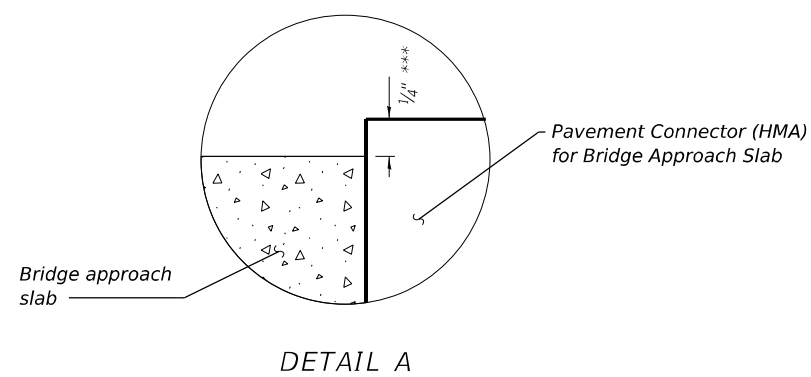


Notes:
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.



**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
a10(E)	60	#5	19'-8"		
a11(E)	78	#8	19'-4"	—	
a12(E)	72	#5	18'-9"	—	
a13(E)	94	#8	18'-9"	—	
b10(E)	100	#5	24'-8"	—	
b11(E)	156	#9	24'-8"	—	
b12(E)	3	#4	14'-8"	—	
t10(E)	136	#4	11'-2"	—	
w10(E)	160	#5	18'-9"	—	
Concrete Superstructure (Approach Slab)				Cu. Yd.	79.9
Concrete Structures				Cu. Yd.	23.7
Reinforcement Bars, Epoxy Coated				Pound	31,210



* Prior to grinding
 ** Cost included with Concrete Superstructure (Approach Slab)
 *** After grinding

MODEL: Sheet
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(Sheet 2 of 2)



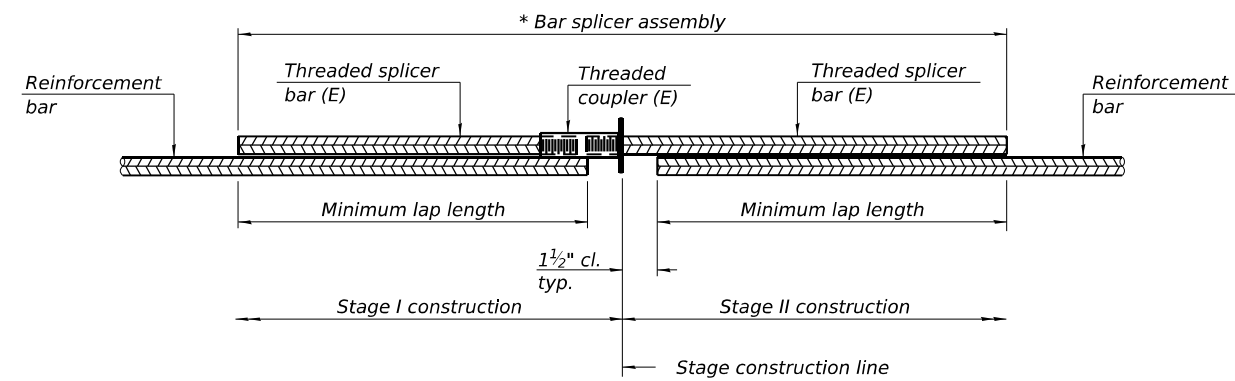
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
SN 070-0044**

SHEET 8 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	43
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



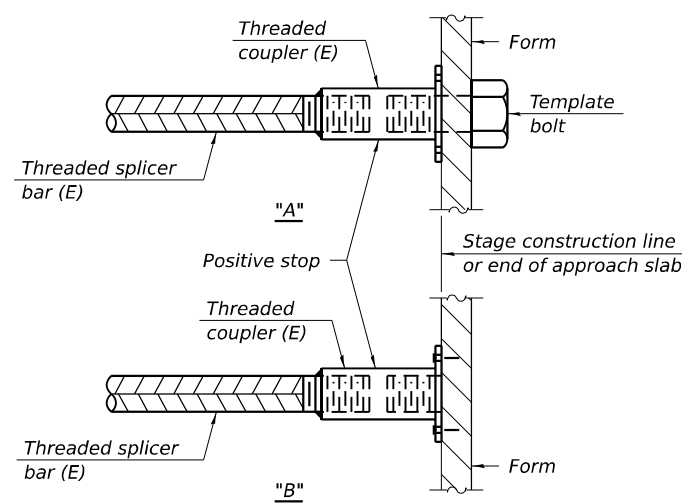
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
070-0044 Approach Slabs	#5	66	3'-4"
070-0044 Approach Slabs	#8	86	4'-9"
070-0044 Approach Footings	#5	80	3'-4"

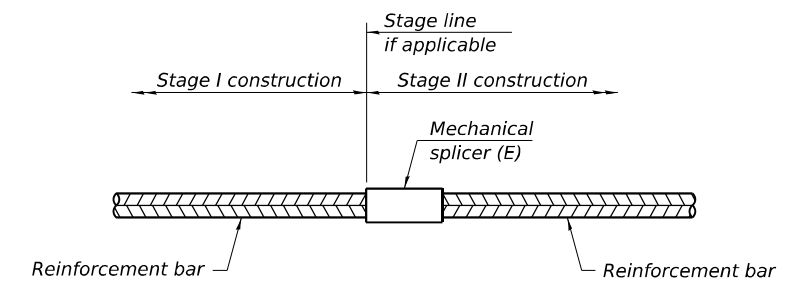


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
NA		

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

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

MODEL: Sheet
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BSD-1 5-15-2023



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PLOT DATE = 10/22/2024	CHECKED - ELH 07/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
SN 070-0044

SHEET 9 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	44
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

EXISTING STRUCTURE:

The existing single-span steel beam structure was constructed in 1988 as F.A.S. Route 659 Section 8BR at Station 65+60.70. SN 070-0045 carries Cadwell Road over Bolin Branch. The concrete integral abutments are supported on metal shell piles. The bridge is 63'-5" long back-to-back of abutments. The superstructure is 35'-2" out-to-out and is skewed 15°-00'-00" right-forward.

The proposed project consists of bridge deck repairs, new overlay, and new bridge approach slabs. Traffic is to be maintained utilizing stage construction.

STRUCTURE INDEX OF SHEETS

General Plan & Elevation	Sheet No. 1 of 9
General Notes and Total Bill of Material	Sheet No. 2 of 9
Stage Construction	Sheet No. 3 of 9
Temporary Concrete Barrier	Sheet No. 4 of 9
Bridge Deck Patching	Sheet No. 5 of 9
Superstructure Details	Sheet No. 6 of 9
Bridge Approach Slab Details	Sheet No. 7-8 of 9
Bar Splicer Assembly Details	Sheet No. 9 of 9

SCOPE OF WORK

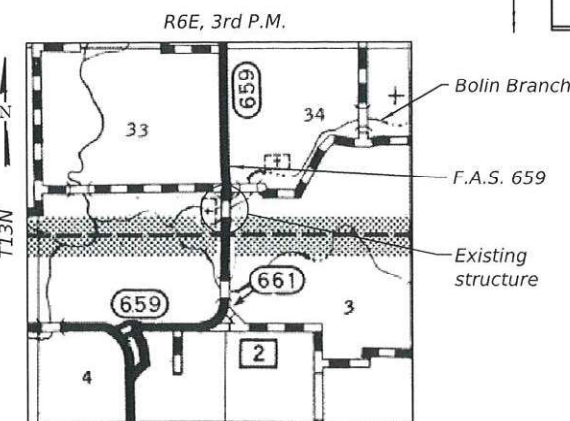
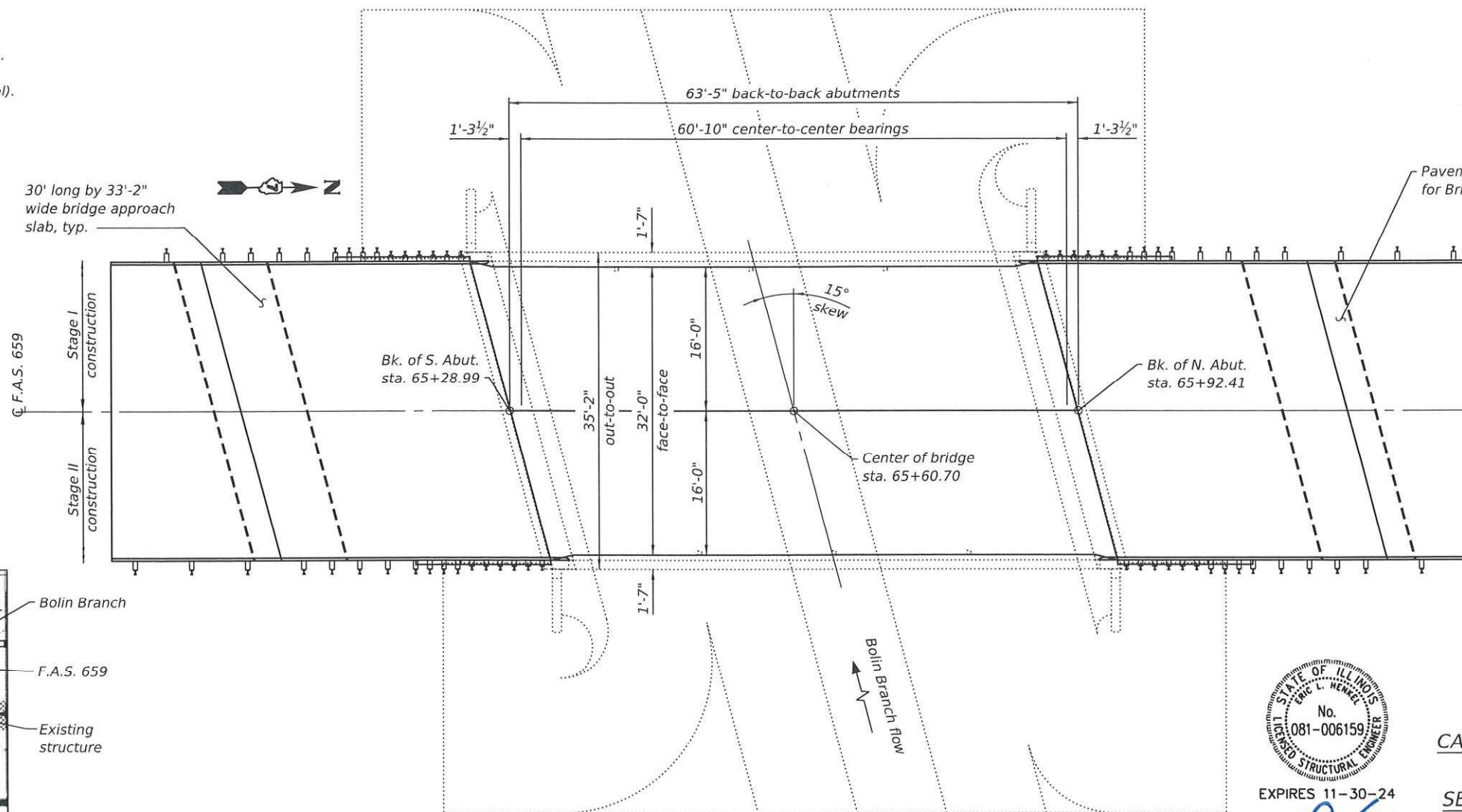
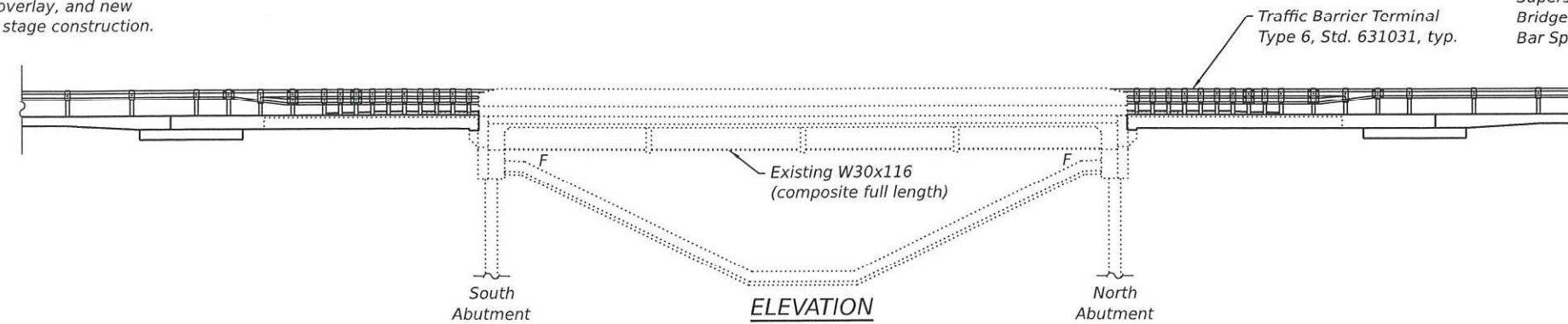
1. Perform Bridge Deck Scarification 3/4".
2. Perform bridge deck patching.
3. Construct Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2 1/2" wearing surface.
4. Construct new bridge approach slabs.
5. Perform Diamond Grinding (Bridge Section).
6. Perform Bridge Deck Grooving (Longitudinal).

DESIGN SPECIFICATIONS (new const.)
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

LOADING HS20-44 (new const.)
No allowance for future wearing surface

DESIGN STRESSES

FIELD UNITS
EXISTING CONSTRUCTION
f_c = 3,500 psi (concrete)
f_y = 50,000 psi (structural steel)
f_y = 60,000 psi (reinforcement)
NEW CONSTRUCTION
f_c = 4,000 psi (concrete)
f_y = 60,000 psi (reinforcement)



LOCATION SKETCH



EXPIRES 11-30-24

Eric L. Henkel
SIGNATURE

08-07-24
DATE

GENERAL PLAN & ELEVATION
CADWELL ROAD OVER BOLIN BRANCH
F.A.S. ROUTE 659
SECTION D7 BRIDGE REPAIRS 2025-7
MOULTRIE COUNTY
STATION 65+60.70
STRUCTURE NO. 070-0045

REV - MS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

SHEET 1 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	45
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

MODEL: Sheet
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10/22/2024 10:54:33 AM



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PLOT SCALE = 0.2" = 1' in.	DRAWN - NHC 07/24	REVISED -
PLOT DATE = 10/22/2024	CHECKED - ELH 07/24	REVISED -

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
3. Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the Contractor's expense.
4. Areas of deck repairs shown are estimated. The Engineer shall show actual locations and size of deck repairs on As-built plans.
5. Bridge Deck Grooving (Longitudinal) shall be completed only after Diamond Grinding (Bridge Section) is complete.
6. Protective Coat shall be applied to the top of the new concrete overlay, bridge approach slabs, and tops and inside faces of bridge approach slab curbs.
7. Up to 3/4" to be ground off the concrete overlay and bridge approach slabs.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Structures	Cu. Yd.		21.2	21.2
Protective Coat	Sq. Yd.	452		452
Concrete Superstructure (Approach Slab)	Cu. Yd.	96.0		96.0
Reinforcement Bars, Epoxy Coated	Pound	33,130	3,720	36,850
Bar Splicers	Each	212	80	292
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	329		329
Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2 1/2"	Sq. Yd.	226		226
Bridge Deck Scarification 3/4"	Sq. Yd.	226		226
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	4		4
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	14		14
Diamond Grinding (Bridge Section)	Sq. Yd.	392		392

MODEL: Sheet
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 CHECKED - ELH 07/24
 DRAWN - NHC 07/24
 CHECKED - ELH 07/24

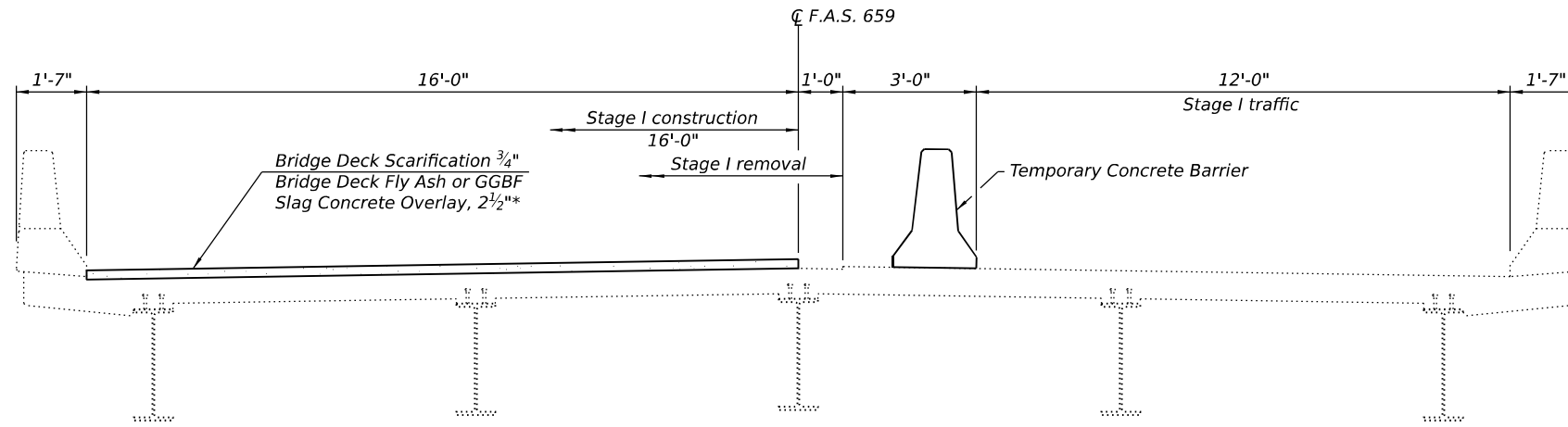
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND TOTAL BILL OF MATERIAL
 SN 070-0045**

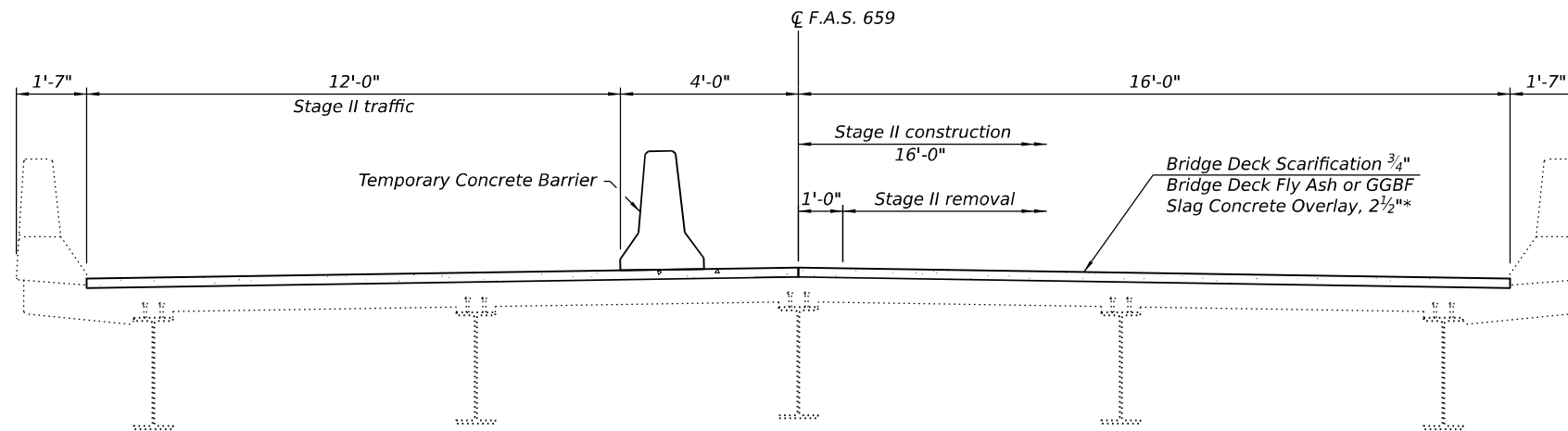
SHEET 2 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	46
CONTRACT NO. 74C56				
ILLINOIS			FED. AID PROJECT	



STAGE I - LOOKING NORTH

* Prior to grinding



STAGE II - LOOKING NORTH

MODEL: Sheet
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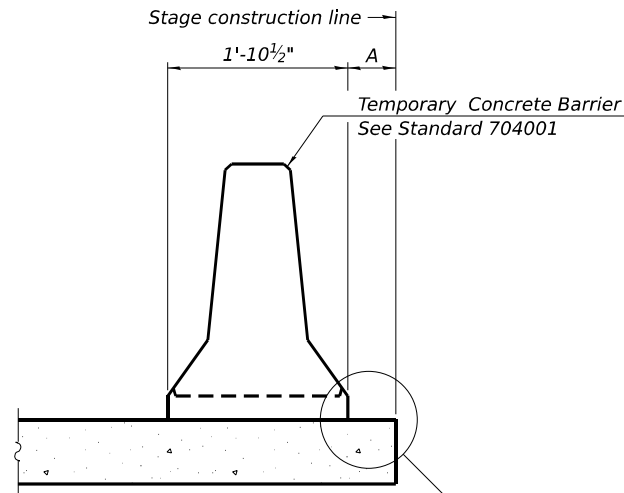
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION
SN 070-0045**

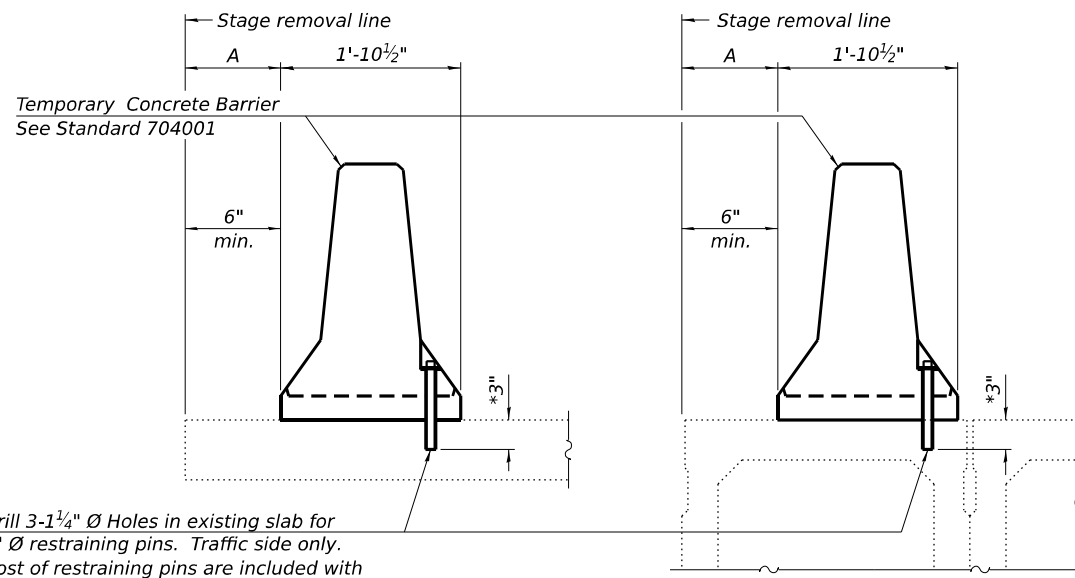
SHEET 3 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	47
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



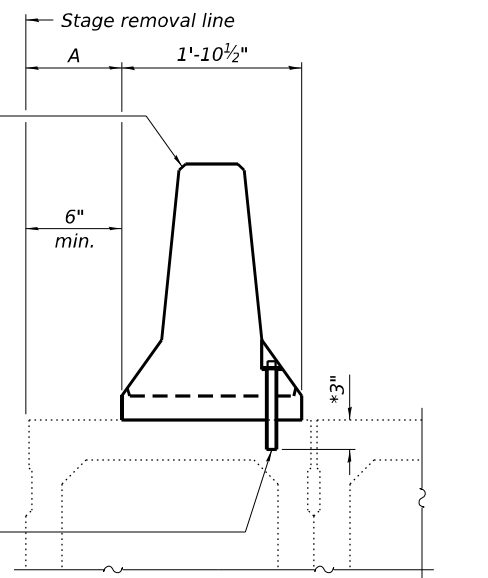
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



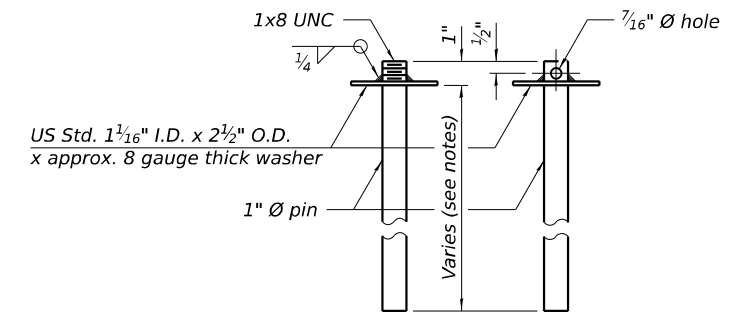
Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



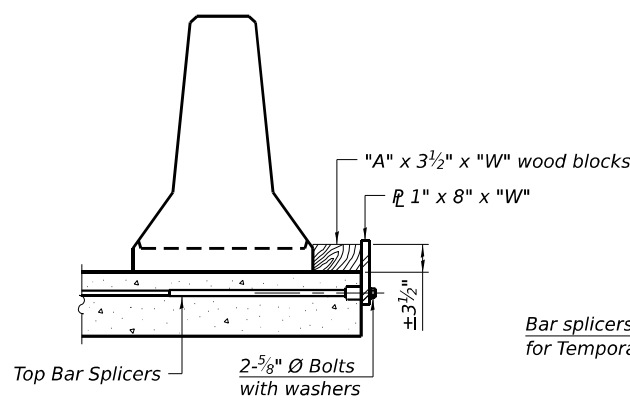
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

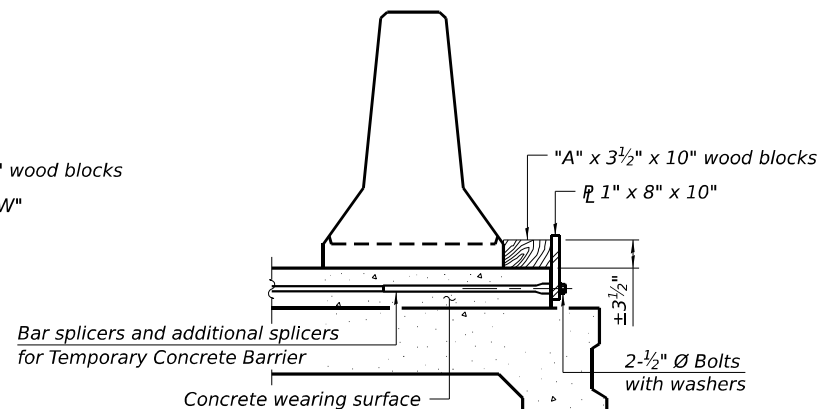


RESTRAINING PIN

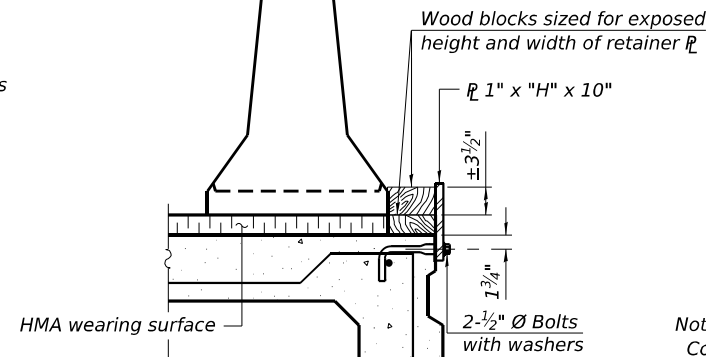
SECTIONS THRU SLAB OR DECK BEAM



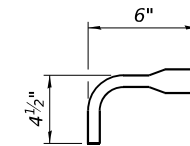
DETAIL I



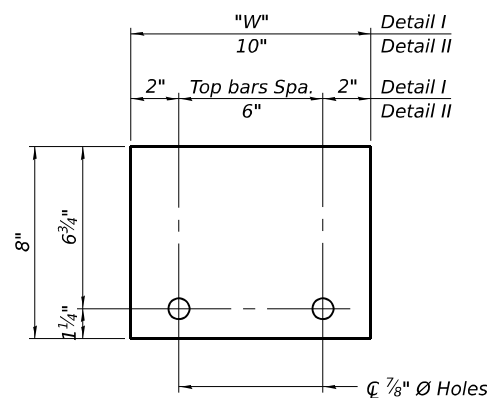
DETAIL II



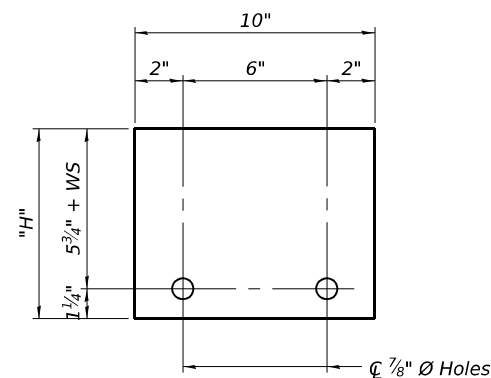
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:

- Cost of retainer assembly is included with Temporary Concrete Barrier.
- A retainer assembly shall be located at the approximate C of each temporary concrete barrier.
- The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
- When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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ESCA PROJECT NO. = 1363.08	CHECKED - ELH 07/24	REVISED -
PLOT SCALE = 0.2" / in.	DRAWN - NHC 07/24	REVISED -
PLOT DATE = 10/22/2024	CHECKED - ELH 07/24	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

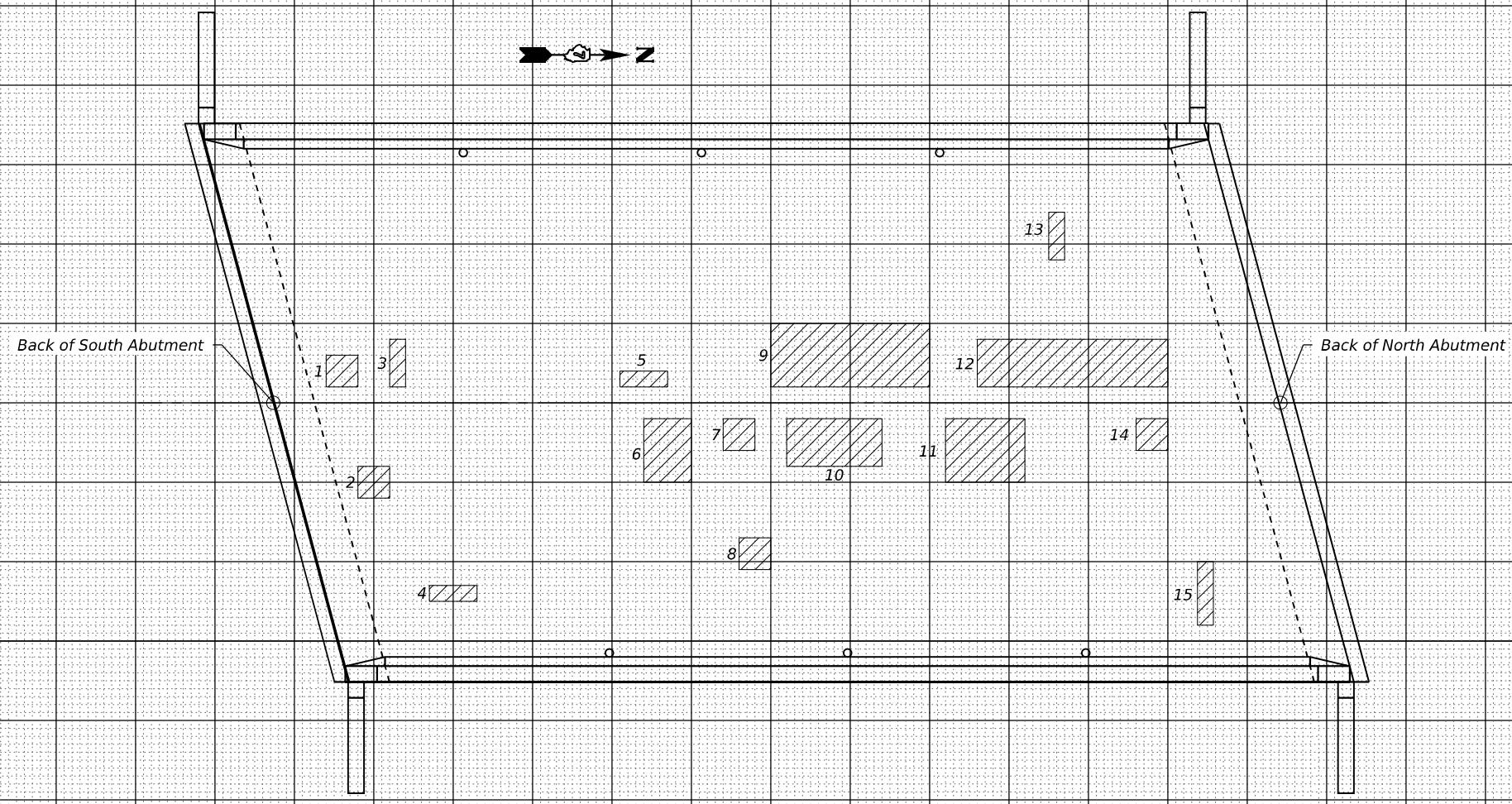
TEMPORARY CONCRETE BARRIER
SN 070-0045

SHEET 4 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	48
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

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SN 070-0045 BRIDGE DECK PATCHING

PATCH NO.	SIZE (FEET)		DECK SLAB REPAIR (FD, TY I)	DECK SLAB REPAIR (FD, TY II)
	LENGTH	WIDTH	SQ YD	SQ YD
1	2.0	2.0	0.4	
2	2.0	2.0	0.4	
3	1.0	3.0	0.3	
4	3.0	1.0	0.3	
5	3.0	1.0	0.3	
6	3.0	4.0		1.3
7	2.0	2.0	0.4	
8	2.0	2.0	0.4	
9	10.0	4.0		4.4
10	6.0	3.0		2.0
11	5.0	4.0		2.2
12	12.0	3.0		4.0
13	1.0	3.0	0.3	
14	2.0	2.0	0.4	
15	1.0	4.0	0.4	
TOTAL ROUNDS TO:			4.0	14.0

THE LOCATIONS AND SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.



DATE OF SURVEY: 11-2-23
 SURVEY BY: DM
 METHOD OF SURVEY: VISUAL

ESTIMATED PAY QUANTITIES:

DECK SLAB REPAIR (FULL DEPTH, TYPE I)
 4.0 SQ YD

DECK SLAB REPAIR (FULL DEPTH, TYPE II)
 14.0 SQ YD

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE DECK PATCHING
 SN 070-0045**

SHEET 5 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	49
CONTRACT NO. 74C56				

ILLINOIS FED. AID PROJECT

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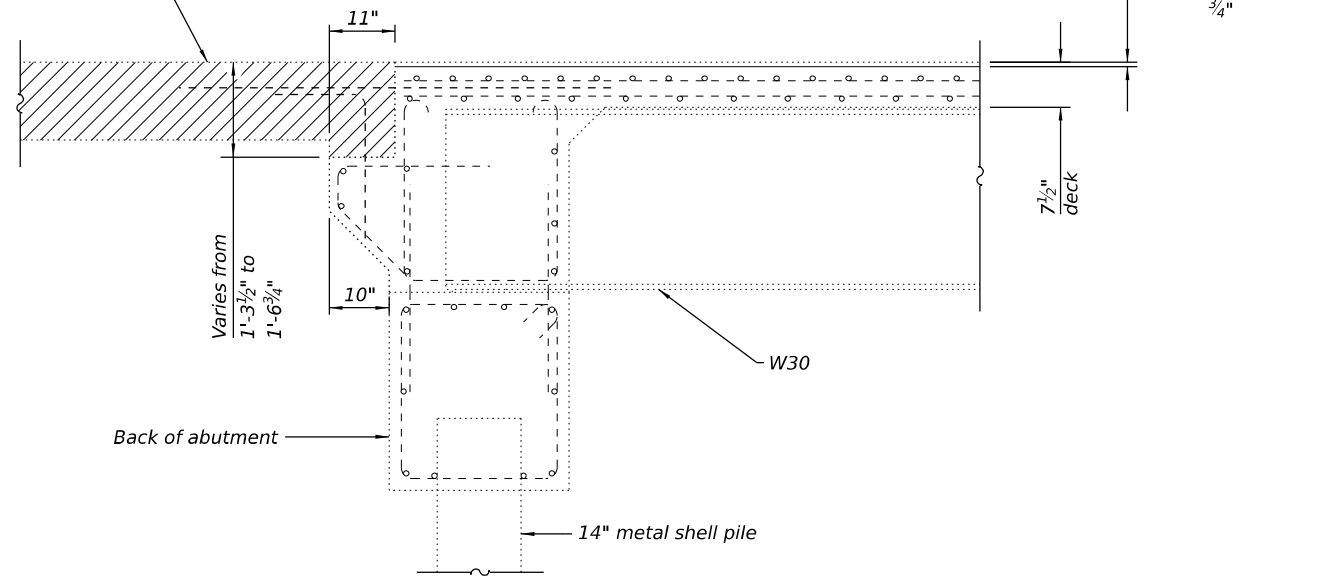


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 PLOT DATE = 10/22/2024

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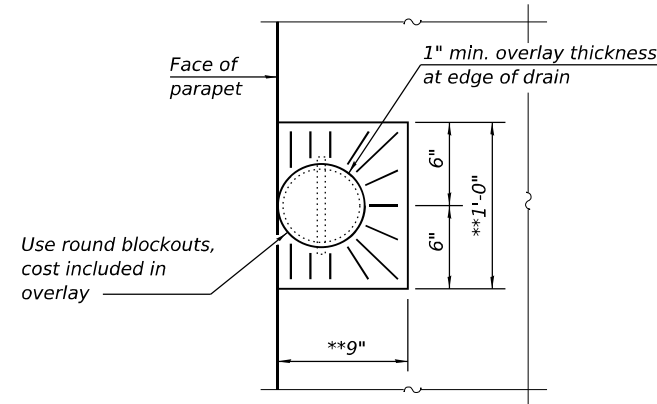
Pavement Removal,
see Roadway Plans



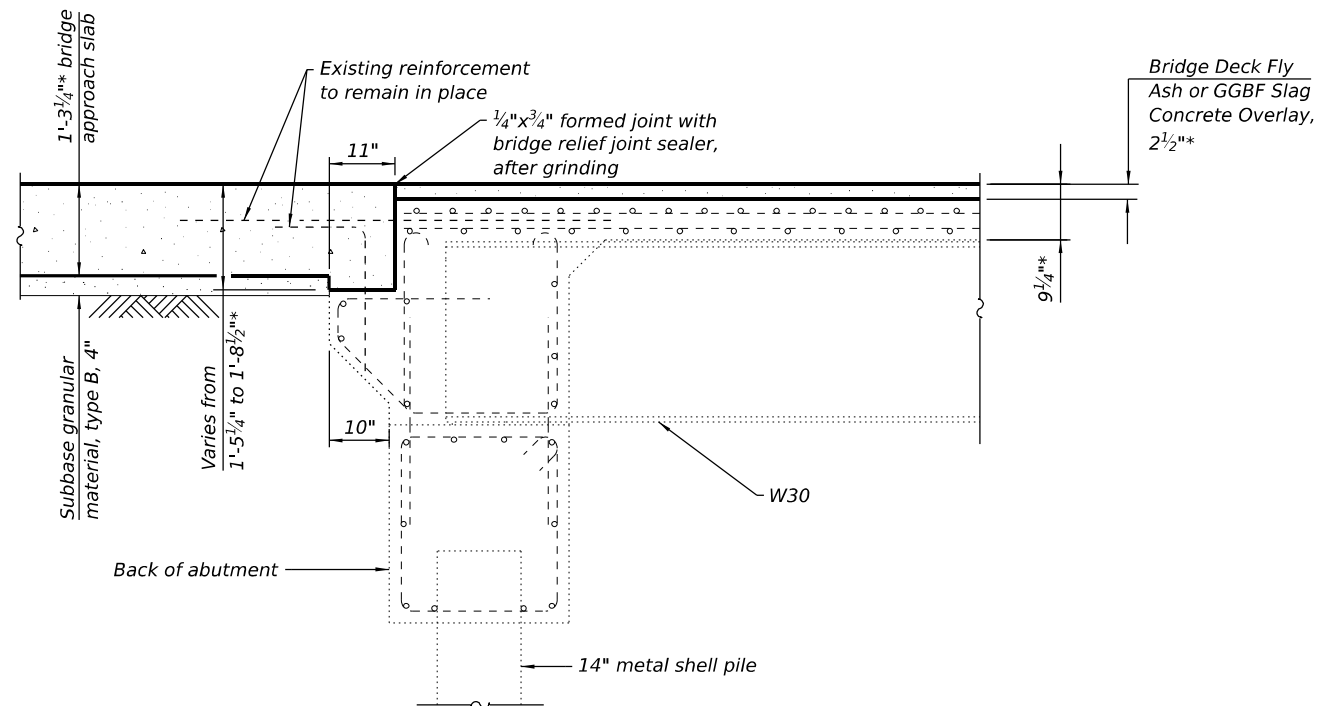
APPROACH SLAB REMOVAL SECTION

(Horizontal dimensions at right angles)

*Prior to grinding
**Slope to drain

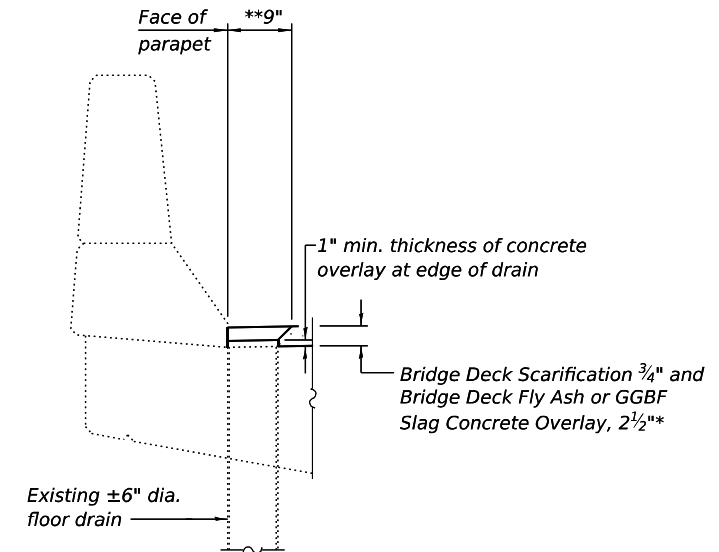


OVERLAY TREATMENT AT FLOOR DRAINS



APPROACH SLAB CONSTRUCTION SECTION

(Horizontal dimensions at right angles)



SECTION AT FLOOR DRAINS

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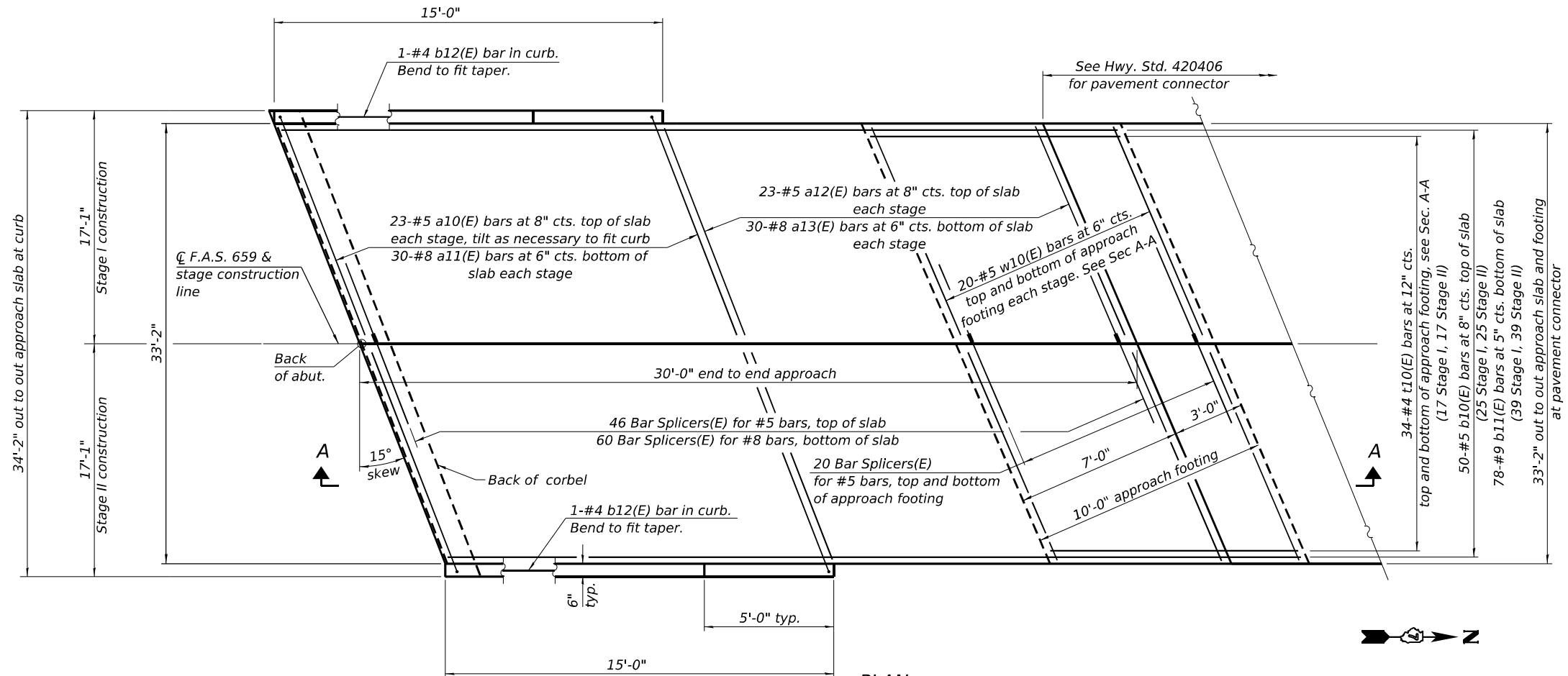
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
SN 070-0045

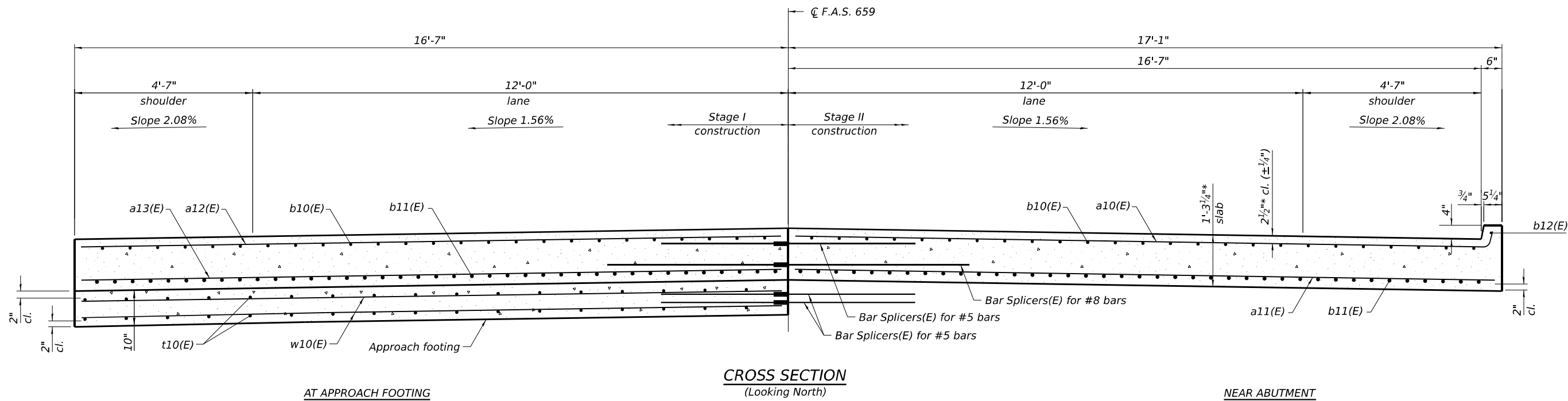
SHEET 6 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	50
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



Note:
See Sheet 8 of 9
for Section A-A

* Prior to grinding



(Sheet 1 of 2)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
SN 070-0045

SHEET 7 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	51
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

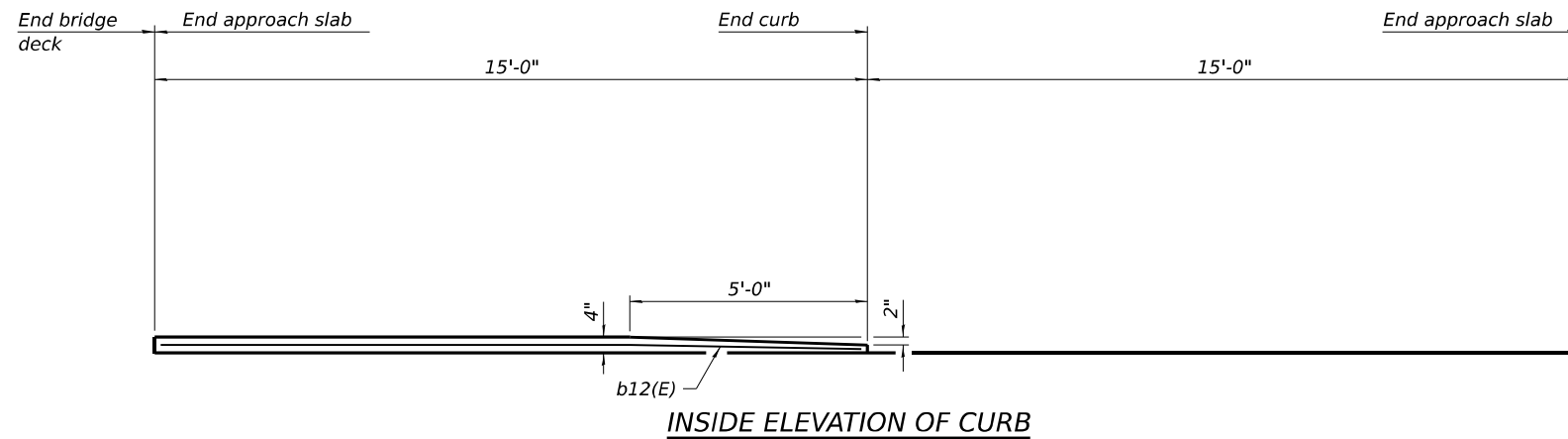
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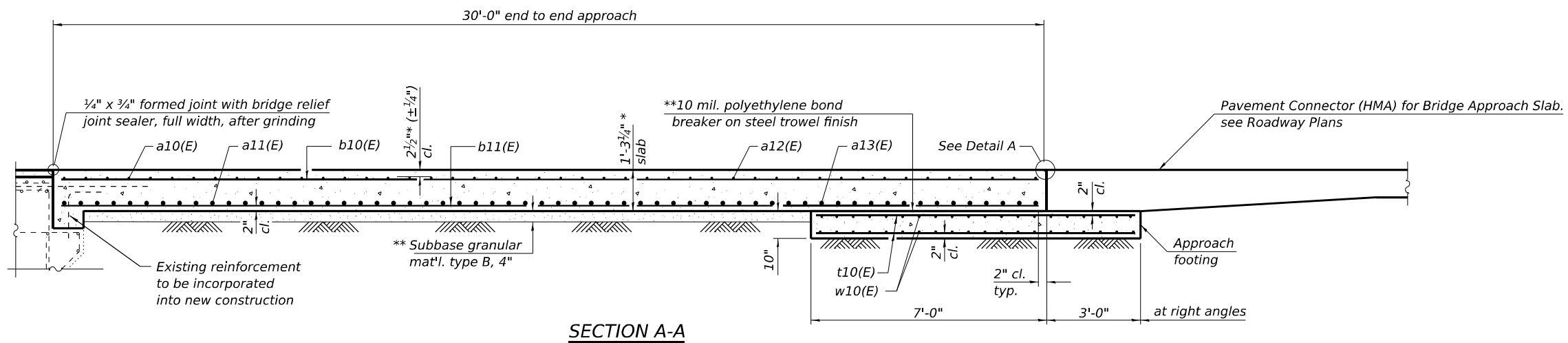
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CHECKED - ELH 07/24

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REVISED -
REVISED -
REVISED -

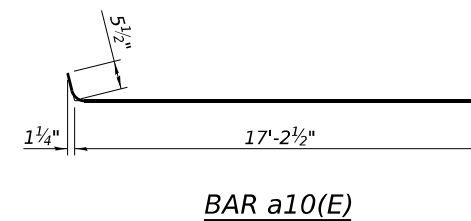
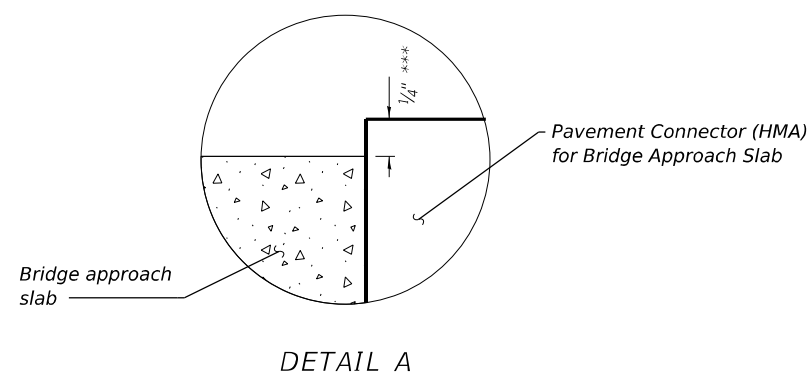


Notes:
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.



**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	92	#5	17'-8"	
a11(E)	120	#8	17'-4"	
a12(E)	92	#5	16'-10"	
a13(E)	120	#8	16'-10"	
b10(E)	100	#5	29'-8"	
b11(E)	156	#9	29'-8"	
b12(E)	4	#4	14'-8"	
t10(E)	136	#4	10'-0"	
w10(E)	160	#5	16'-10"	
Concrete Superstructure (Approach Slab)			Cu. Yd.	96.0
Concrete Structures			Cu. Yd.	21.2
Reinforcement Bars, Epoxy Coated			Pound	36,850



* Prior to grinding
 ** Cost included with Concrete Superstructure (Approach Slab)
 *** After grinding

(Sheet 2 of 2)

MODEL: Sheet
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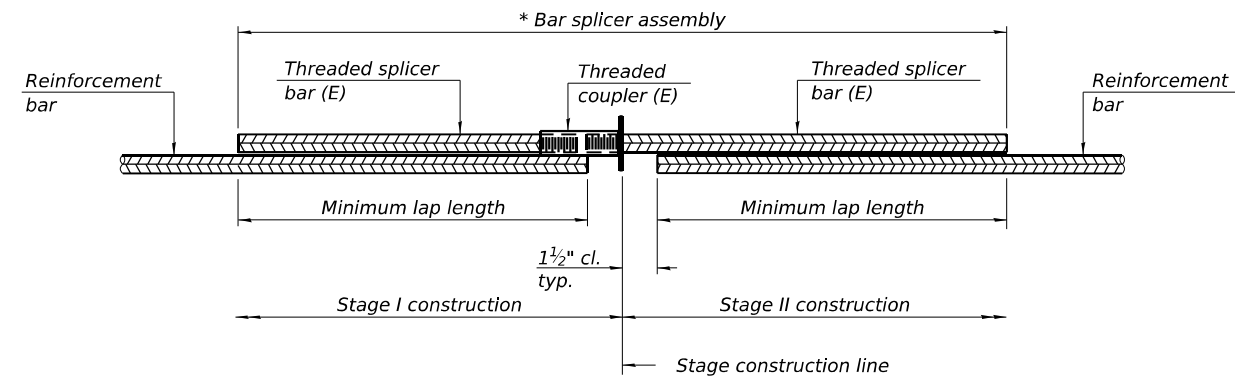
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 SN 070-0045

SHEET 8 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	52
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



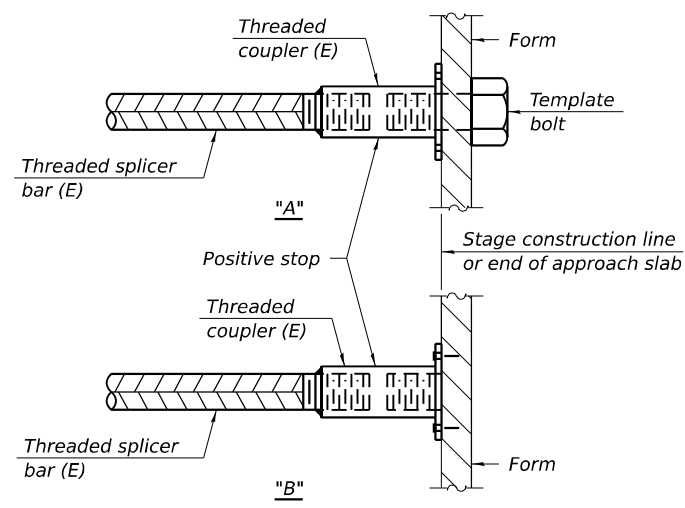
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

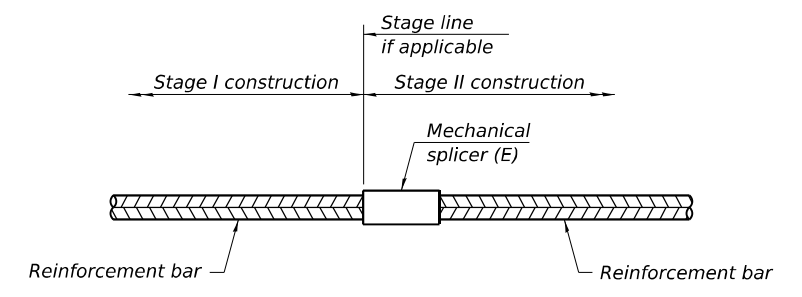
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
070-0045 Approach Slabs	#5	92	3'-4"
070-0045 Approach Slabs	#8	120	4'-9"
070-0045 Approach Footings	#5	80	3'-4"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
NA		

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

MODEL: Sheet
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BSD-1 5-15-2023



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PLOT SCALE = 0.2" / in.	DRAWN - NHC 07/24	REVISED -
PLOT DATE = 10/22/2024	CHECKED - ELH 07/24	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 SN 070-0045

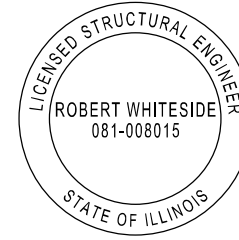
SHEET 9 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	53
ILLINOIS			FED. AID PROJECT	

Existing Structure: SN 070-0040, originally built in 1982 as a three-span continuous steel wide flange beam superstructure with stub abutments and solid wall piers. The back to back length = 71'-4½" and the out to out width = 35'-2". Structure is to be repaired as detailed in these plans. Traffic is to be maintained using stage construction.

No salvage

Robert Whiteside 12/5/2024
 Robert Whiteside, Illinois S.E. 081-008015 Date
 Expires 11/30/2026



SCOPE OF WORK

1. Remove existing diaphragms at the abutments and place new diaphragms near the piers.
2. Eliminate the expansion joints at the ends of the bridge.
3. Remove and replace the bearings with new elastomeric bearings at the abutments.
4. Scarify the bridge deck.
5. Complete full depth deck repairs.
6. Place a fly ash or GGBF slag overlay with diamond grinding and bridge deck grooving.
7. Remove the existing approach slab and place a 30'-0" long full width approach slab.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier for Stage Construction
5. Deck Overlay Plan
6. Joint Elimination Diaphragm
- 7-9. Bridge Approach Slab Details
10. Framing Plan
11. Bearing Details
12. Bar Splicer Details

LOADING HS20-44

No Allowance for Additional Future Wearing Surface

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges - LFD

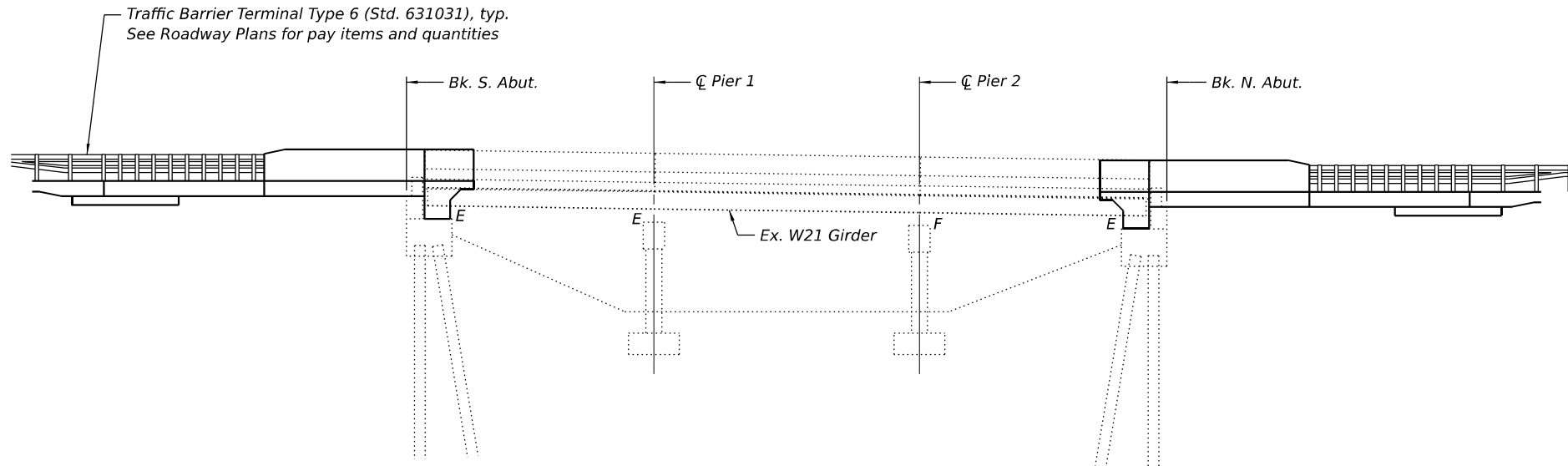
DESIGN STRESSES

FIELD UNITS (EXIST. CONST.)

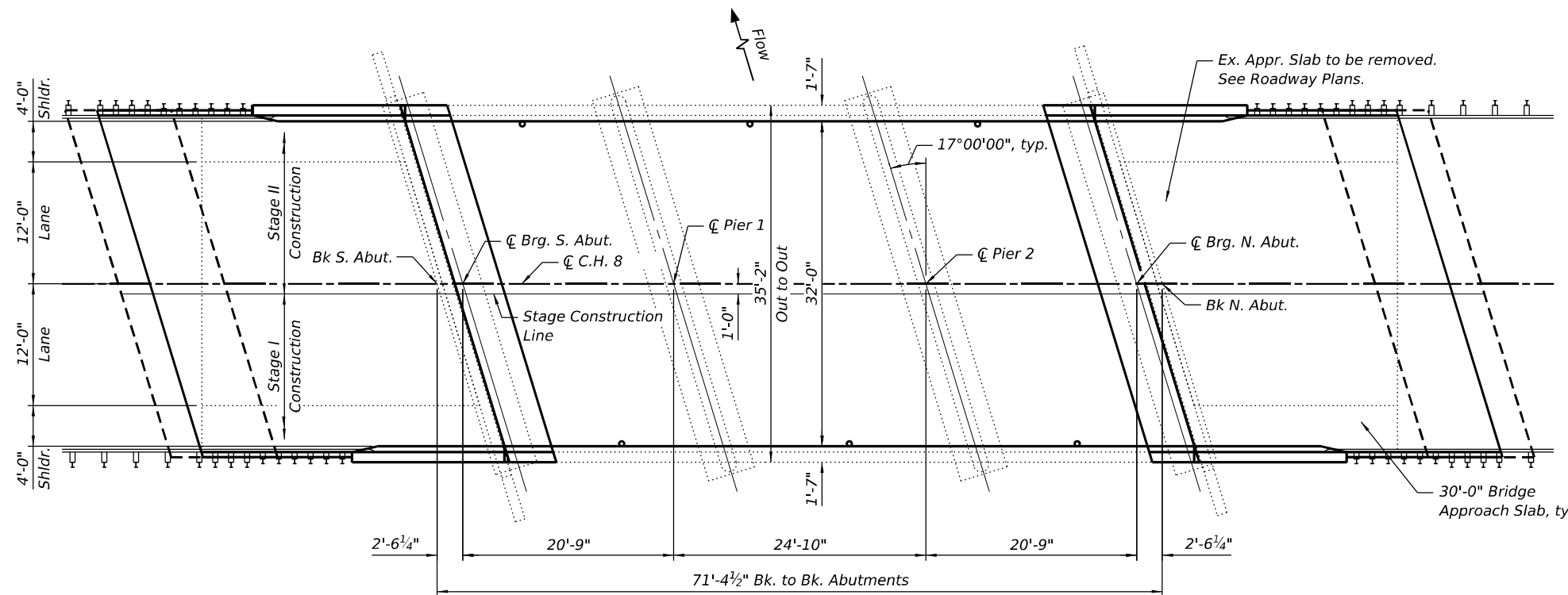
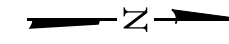
$f'c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M-222 Grade 50, Structural Steel)

FIELD UNITS (NEW CONST.)

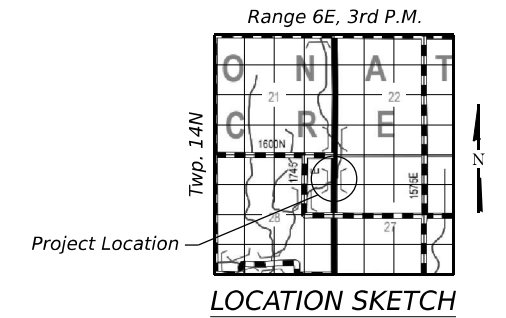
$f'c = 4,000$ psi (Superstructure)
 $f'c = 3,500$ psi (Substructure)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50W)
 $f_y = 36,000$ psi (M270 Grade 36)



ELEVATION



PLAN



LOCATION SKETCH

GENERAL PLAN & ELEVATION
C.H. 8 OVER JONATHAN CREEK
F.A.S. ROUTE 659
SECTION D7 BRIDGE REPAIRS 2025-7
MOULTRIE COUNTY
STATION 154+73.46
STRUCTURE NO. 070-0040

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 12 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	54
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted or coated metallized areas. Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot-dipped galvanized in uncoated areas. Fasteners shall be ASTM F3125 Grade A325 Type 3 weathering steel bolts in unpainted areas. Bolts 3/4 in. diameter, holes 15/16 in. diameter, unless otherwise noted.

Calculated weight of Structural Steel = 4,310 lbs. (M270 Grade 50W)
1,910 lbs. (M270 Grade 36)

All structural steel shall be AASHTO M270 Grade 50W (except expansion bearings which shall be AASHTO M270 Grade 36).

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

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the Contractor's expense. Cost included with Concrete Removal.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 3/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

The protective coat shall be applied to the new concrete overlay, new bridge deck concrete, new approach slab concrete, and top and inside faces of the new portions of the parapets.

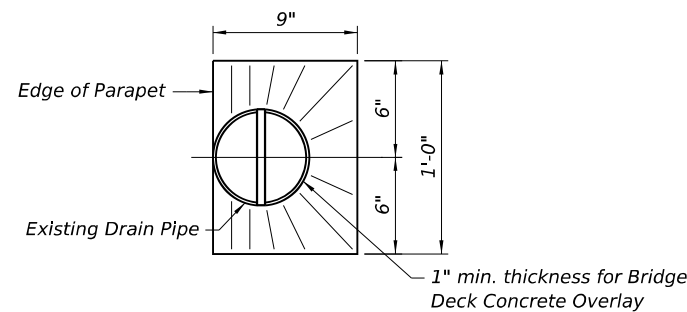
New diaphragms shall be installed prior to scarification and overlay.

Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Furnishing and Erecting Structural Steel.

All new structural steel and bearing assemblies shall be hot-dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel".

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	16.2	-	16.2
Structure Excavation	Cu. Yd.	-	16	16
Concrete Structures	Cu. Yd.	-	22.1	22.1
Concrete Superstructure	Cu. Yd.	129.5	-	129.5
Protective Coat	Sq. Yd.	488	-	488
Furnishing and Erecting Structural Steel	Pound	6,220	-	6,220
Reinforcement Bars, Epoxy Coated	Pound	41,760	3,880	45,640
Bar Splicers	Each	252	80	332
Elastomeric Bearing Assembly, Type I	Each	10	-	10
Anchor Bolts, 3/4"	Each	20	-	20
Granular Backfill for Structures	Cu. Yd.	-	14	14
Jack and Remove Existing Bearings	Each	10	-	10
Structural Steel Removal	Pound	1,950	-	1,950
Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2 1/2"	Sq. Yd.	209	-	209
Bridge Deck Scarification 3/4"	Sq. Yd.	209	-	209
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	1	-	1
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1	-	1
Diamond Grinding (Bridge Section)	Sq. Yd.	399	-	399
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	342	-	342



TOP PLAN
Overlay Transition at 6" Ø Floor Drains

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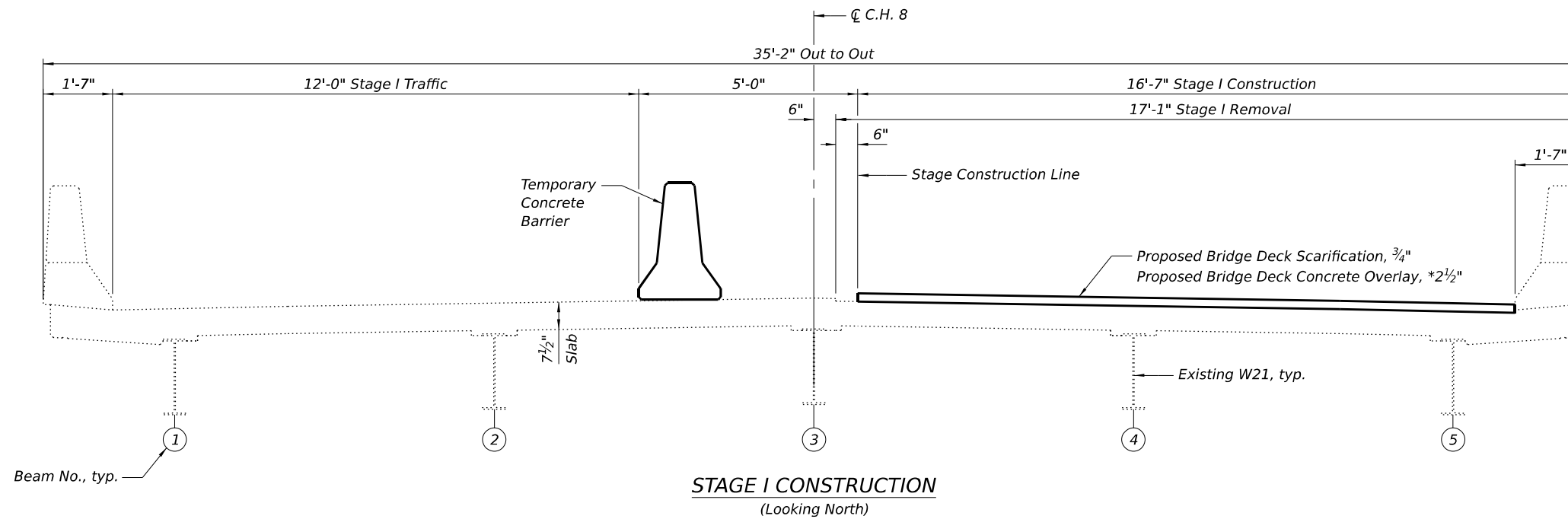
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 070-0040**

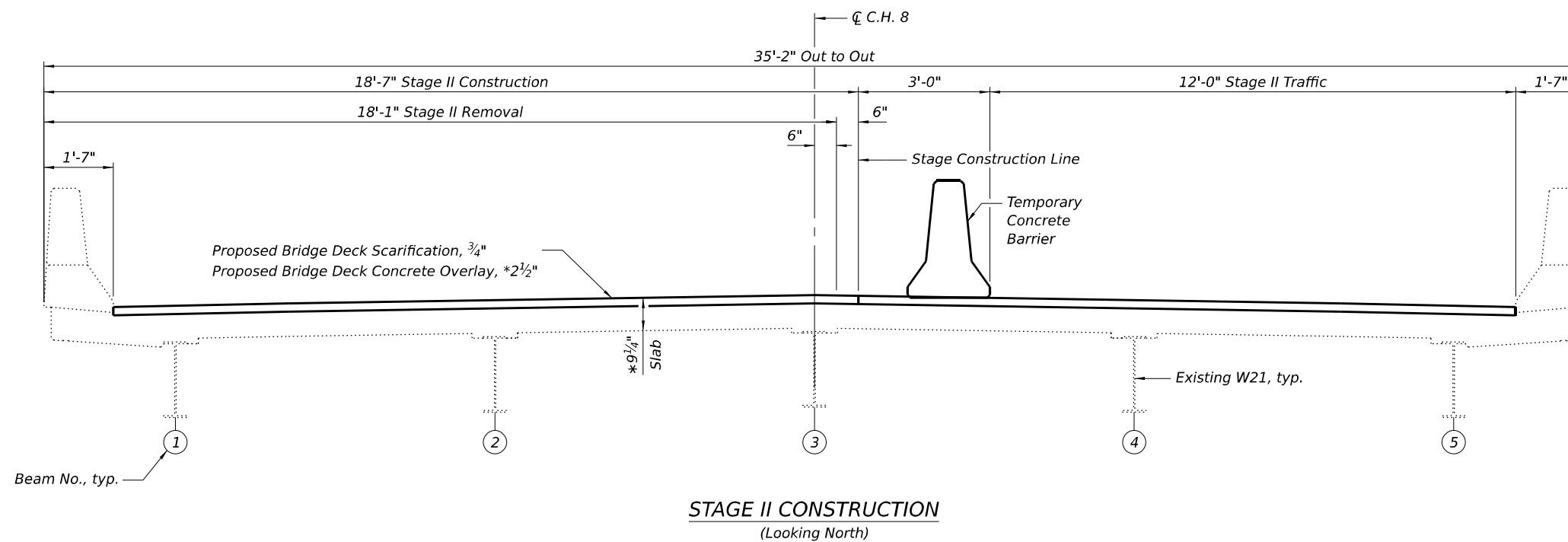
SHEET 2 OF 12 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74C56				
ILLINOIS		FED. AID PROJECT		

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* Prior to grinding



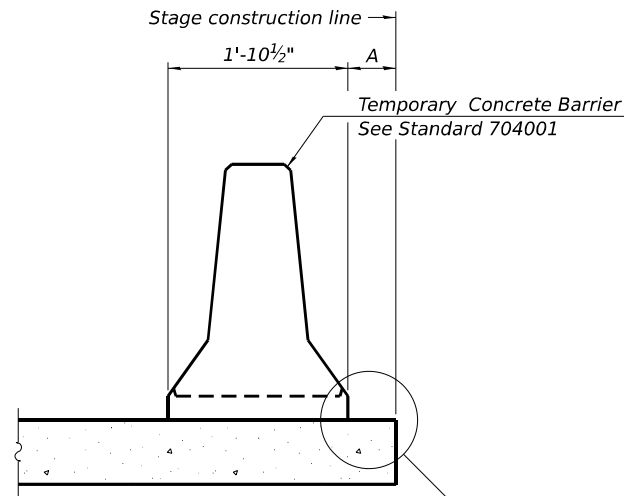
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 070-0040**

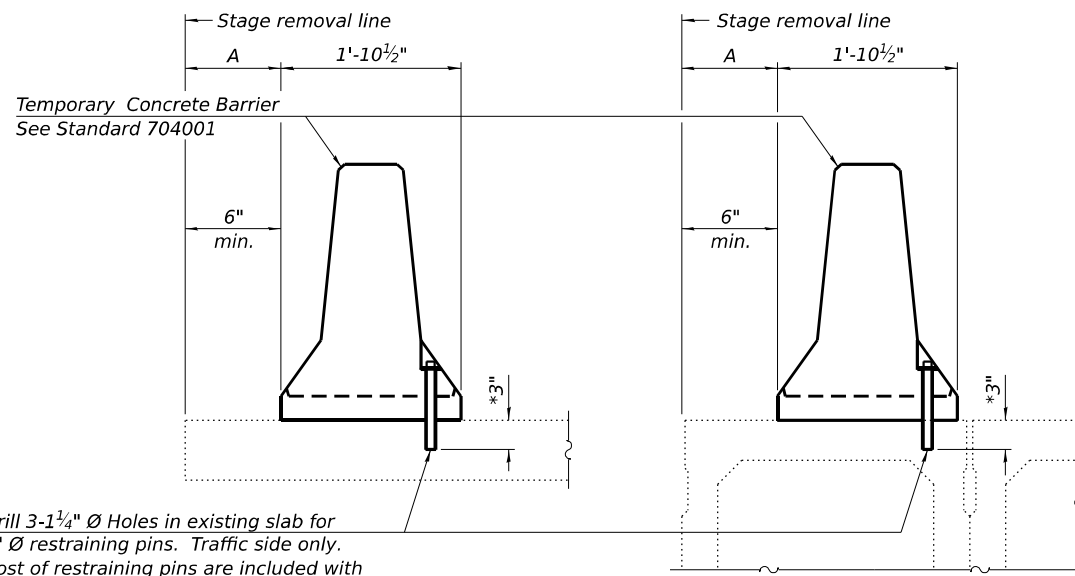
SHEET 3 OF 12 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



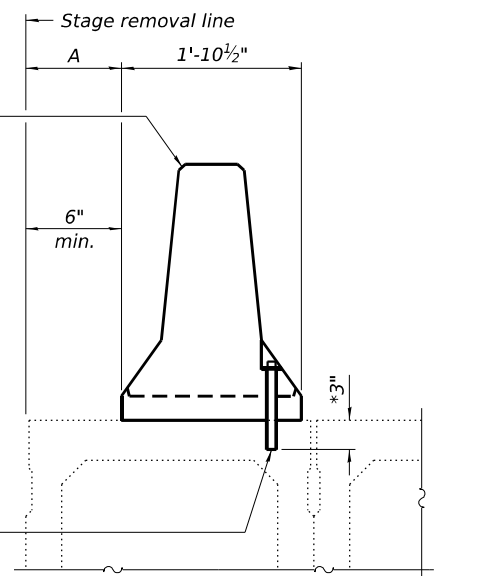
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



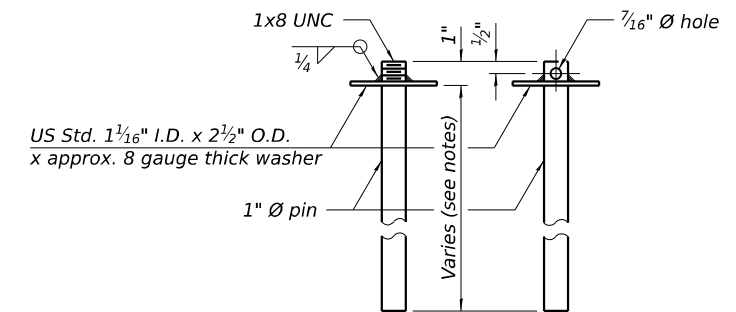
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



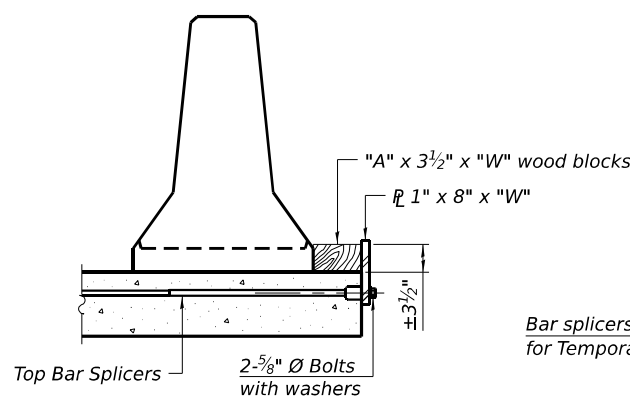
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

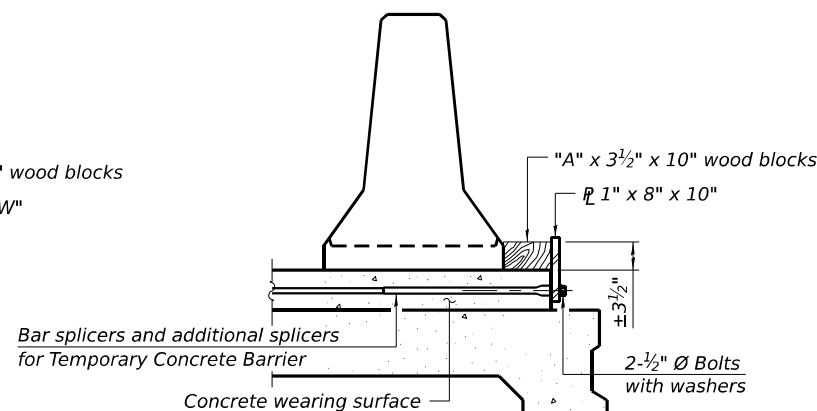


RESTRAINING PIN

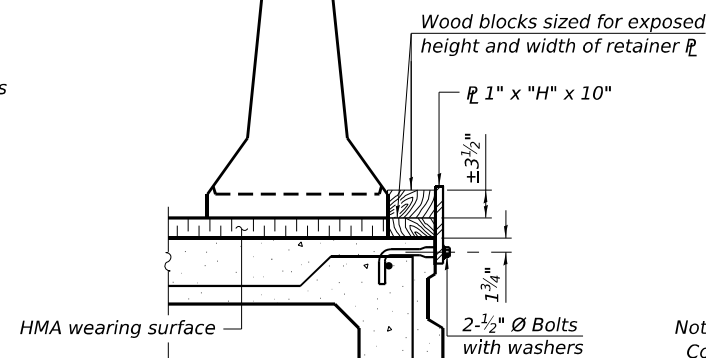
SECTIONS THRU SLAB OR DECK BEAM



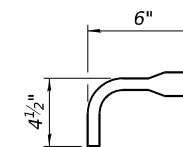
DETAIL I



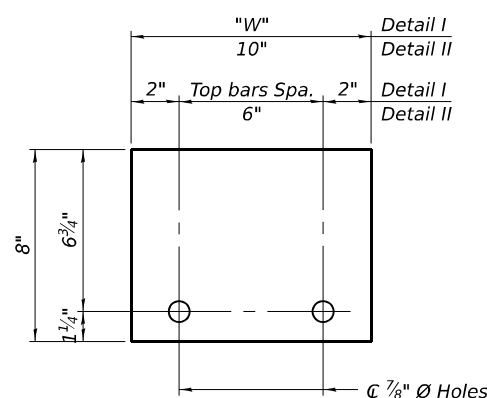
DETAIL II



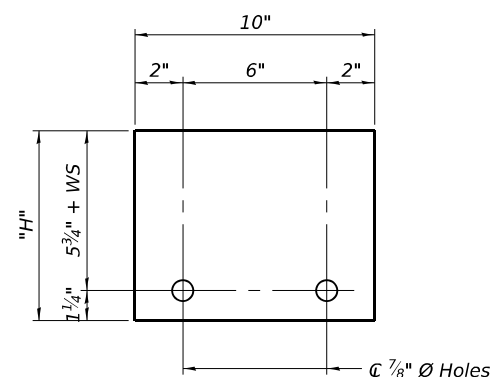
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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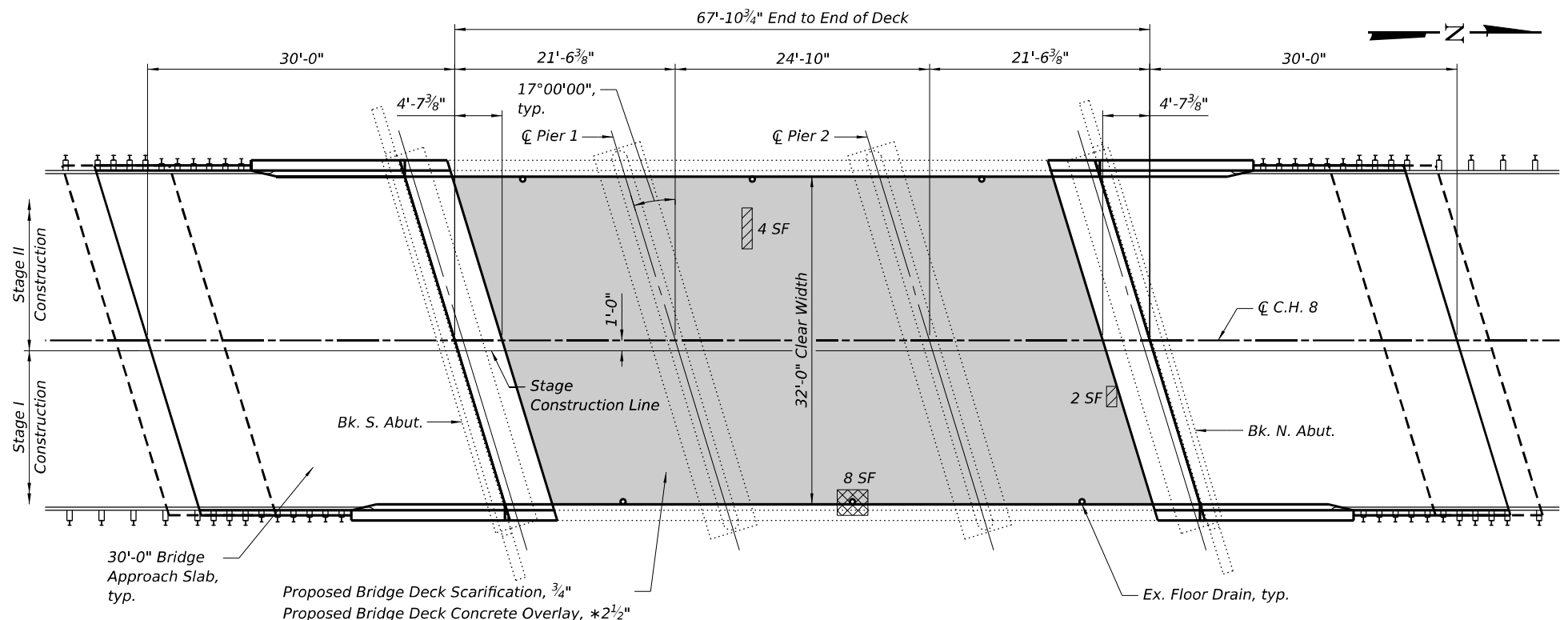
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 070-0040

SHEET 4 OF 12 SHEETS

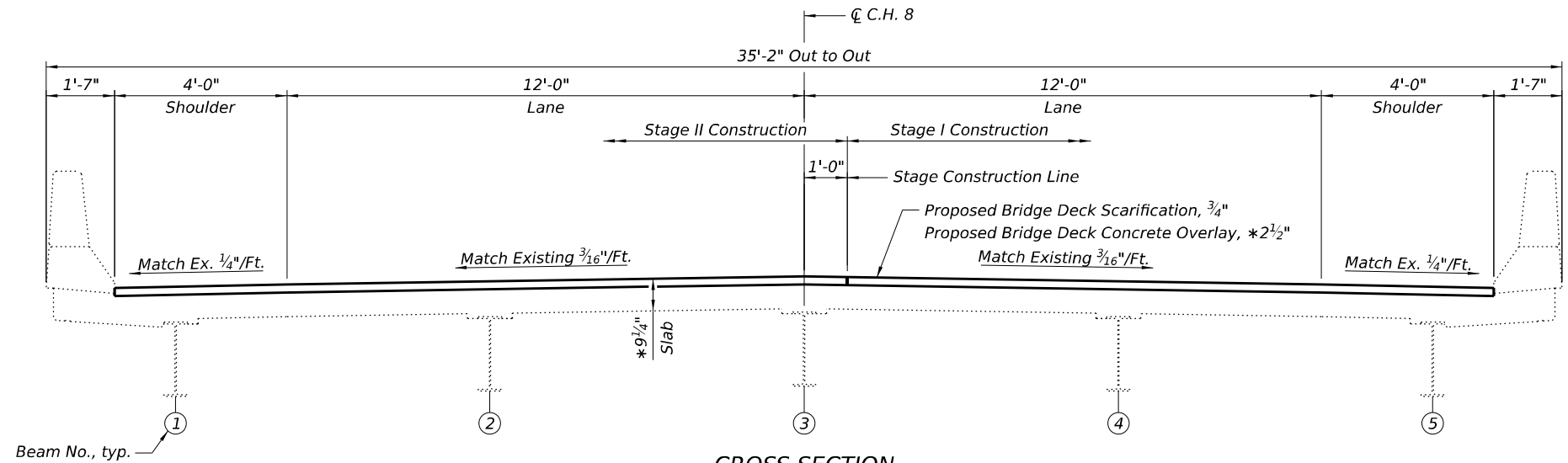
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659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	57
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74C56	

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* Prior to grinding

PLAN



CROSS SECTION
(Looking North)

LEGEND

- Deck Slab Repair (Full Depth, Type I)
- Deck Slab Repair (Full Depth, Type II)
- Scarification and Concrete Overlay Limits

Notes:
 See sheet 2 of 12 for overlay details at floor drains.
 See sheet 6 of 12 for joint elimination diaphragm.
 Deck Slab Repair (Full Depth, Type I) and Deck Slab Repair (Full Depth, Type II) areas are estimated and will be field verified by the Engineer prior to patching. The Engineer shall show actual locations of deck repairs on as-built plans.

BILL OF MATERIAL

Item	Unit	Total
Protective Coat	Sq. Yd.	209
Bridge Deck Fly Ash or GGBF Slag	Sq. Yd.	209
Concrete Overlay, 2 1/2"	Sq. Yd.	209
Bridge Deck Scarification, 3/4"	Sq. Yd.	209
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	1
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1
Diamond Grinding (Bridge Section)	Sq. Yd.	183
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	157



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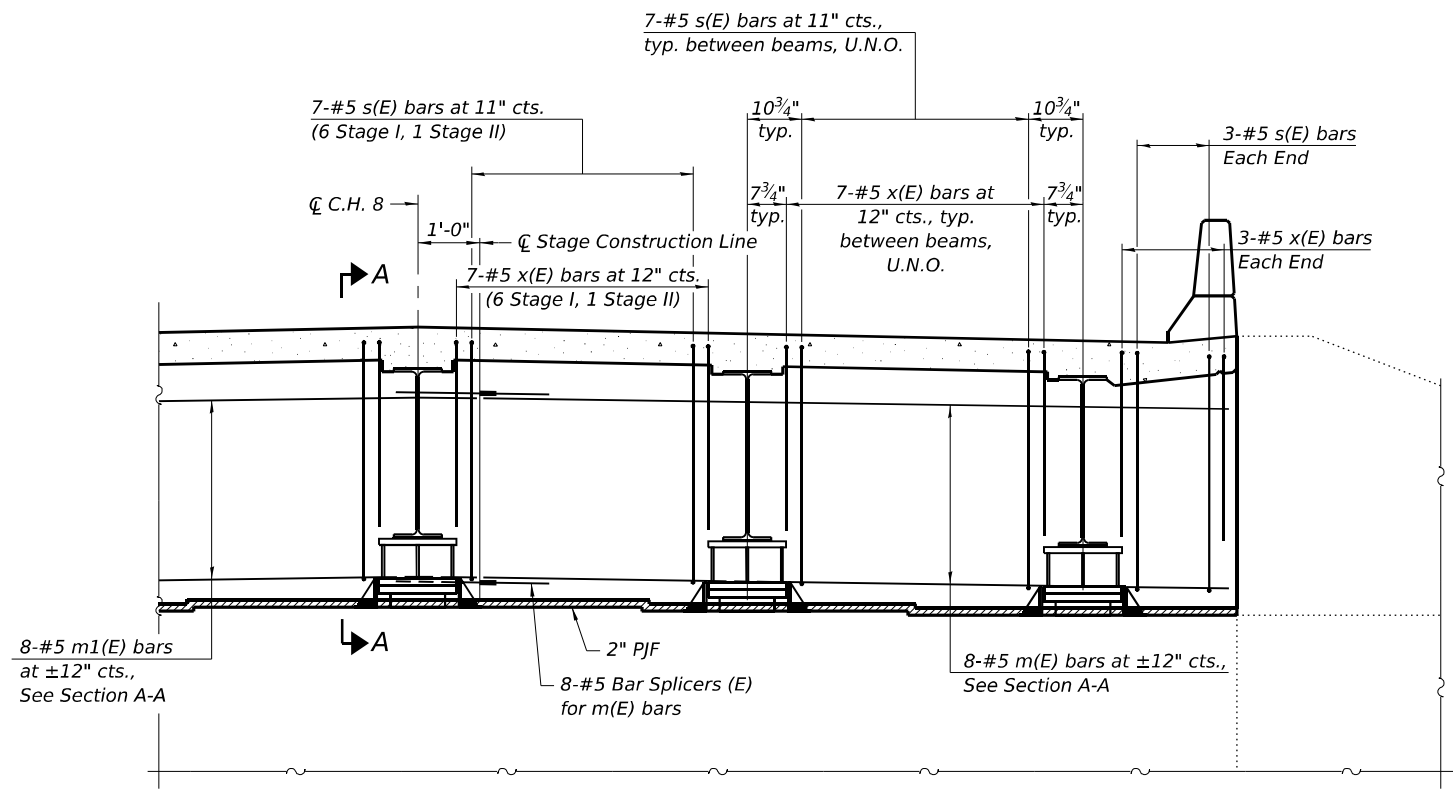
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK OVERLAY PLAN
 STRUCTURE NO. 070-0040

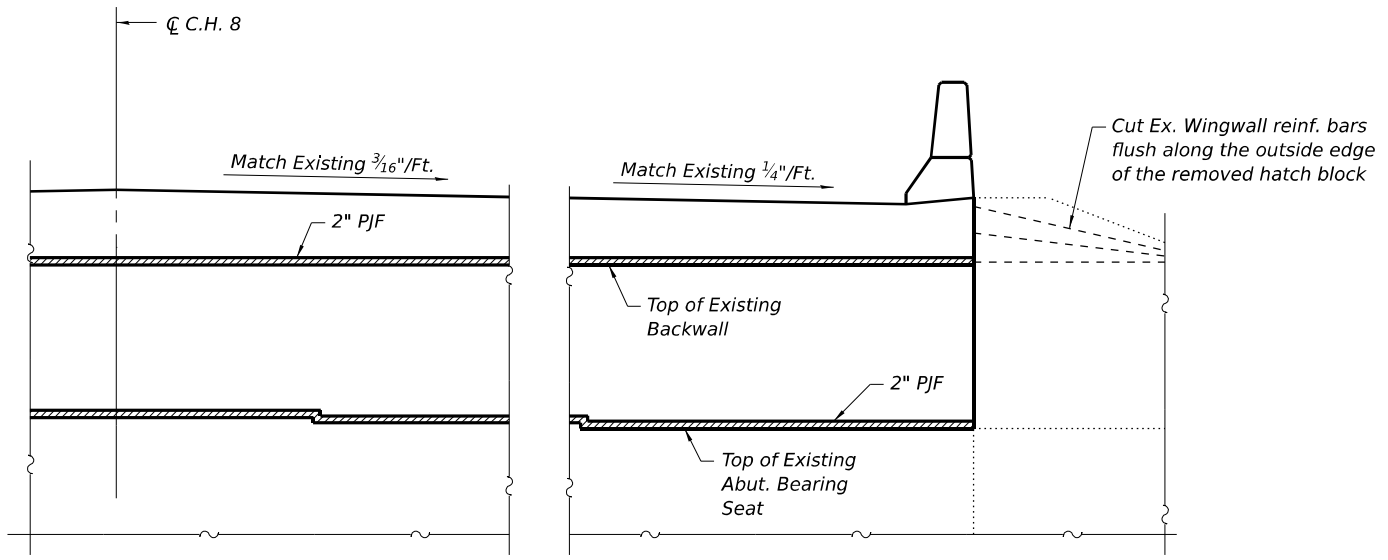
SHEET 5 OF 12 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74C56				
ILLINOIS		FED. AID PROJECT		

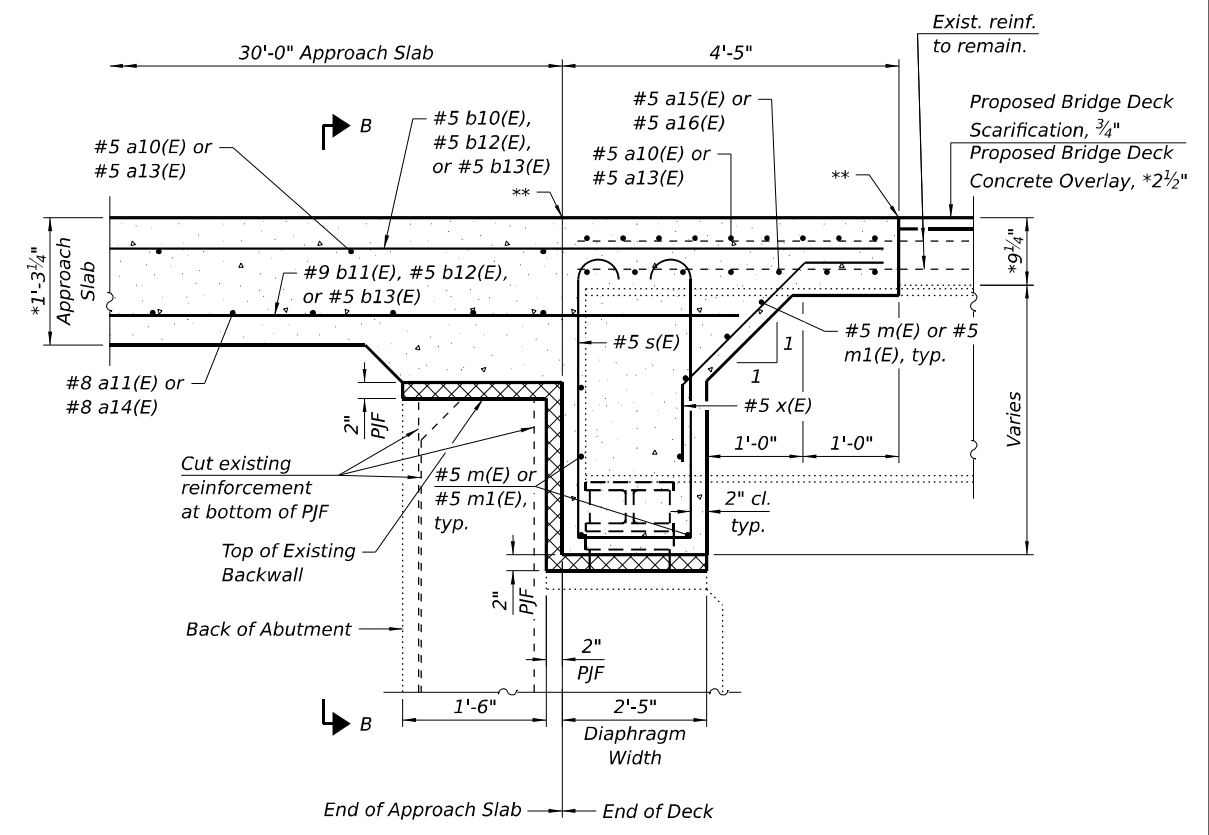
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DIAPHRAGM AT ABUTMENT
 (Diaphragm at North Abutment Shown,
 Diaphragm at South Abutment Similar)



VIEW B-B



SECTION A-A
 (at Rt. L's)
 (Diaphragm not shown for clarity)

* Prior to grinding
 ** 1/4" x 3/4" Formed Joint with bridge relief joint sealer. After grinding.

Notes:
 See sheet 5 of 12 for overlay details.
 See sheet 7 thru 9 of 12 for details and Bill of Material.
 The s(E) and x(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 Existing end diaphragms to be removed to facilitate placement of new reinforcement and concrete.
 The m(E) and m1(E) bars are to be placed through holes drilled in the beam web where appropriate.
 Existing transverse, longitudinal, and vertical reinforcements remaining and extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
 Existing reinforcement that does not fit into the new parapet configuration shall be trimmed to allow for min. concrete cover in new layout or cut, ground flush with the concrete and coated with epoxy paint.
 U.N.O. = Unless Noted Otherwise



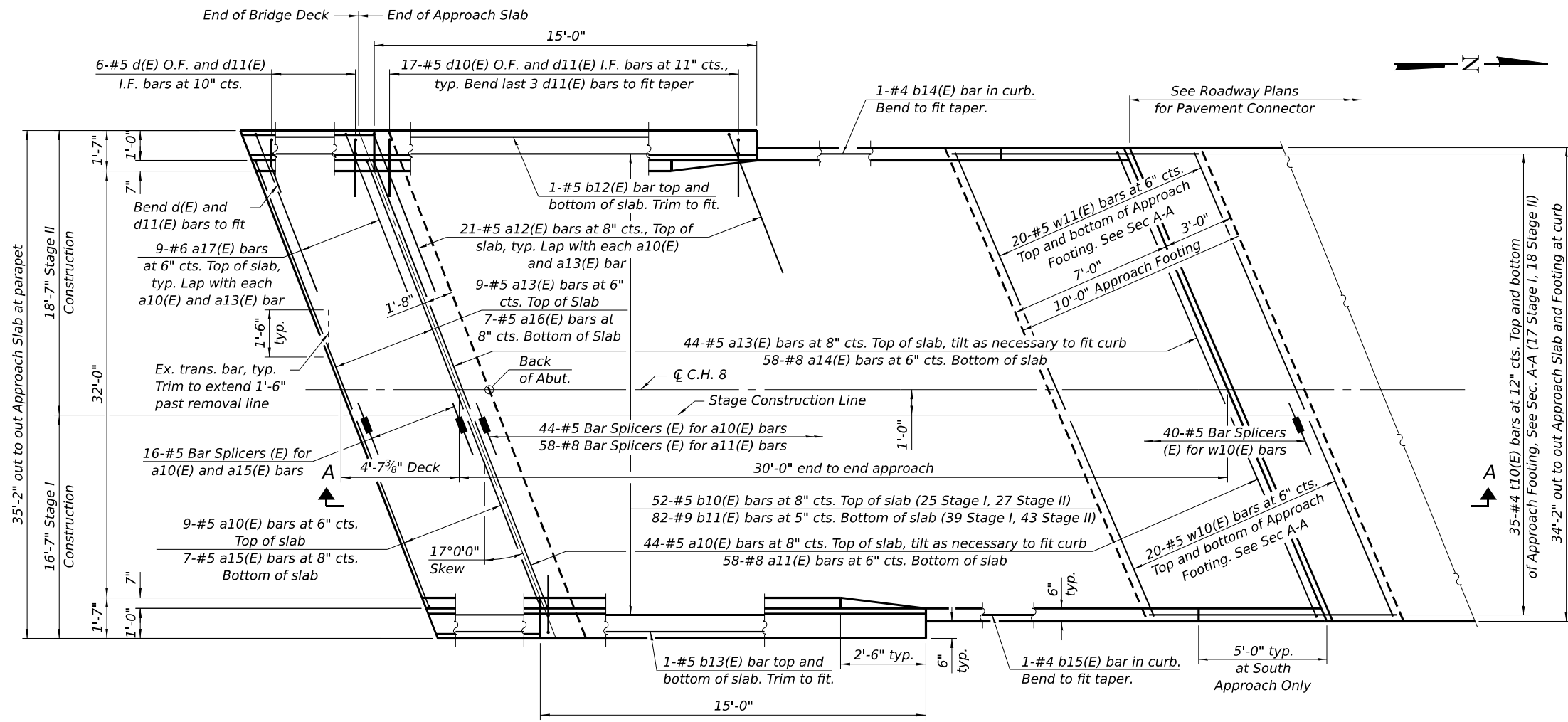
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

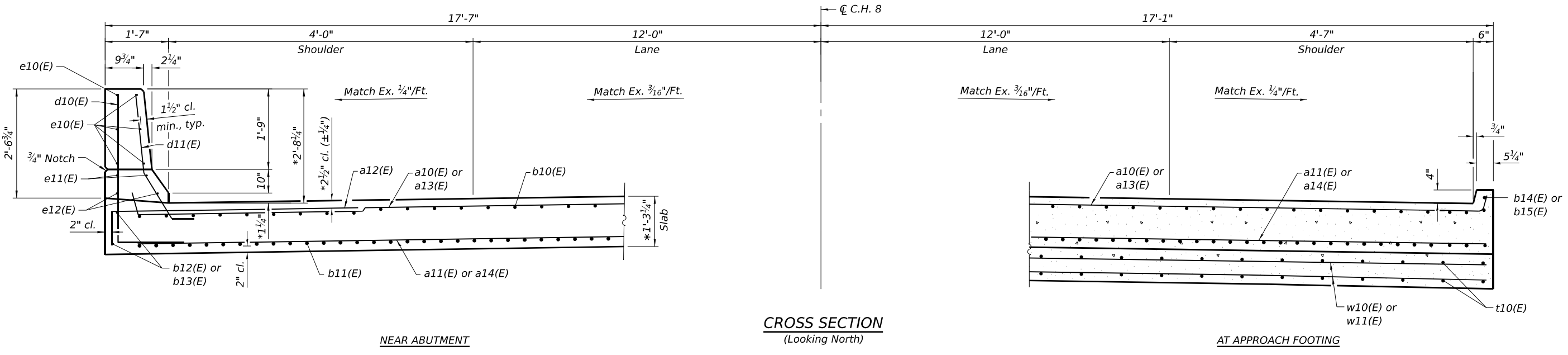
**JOINT ELIMINATION DIAPHRAGM
 STRUCTURE NO. 070-0040**

SHEET 6 OF 12 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	59
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



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



CROSS SECTION
(Looking North)

(Sheet 1 of 3)

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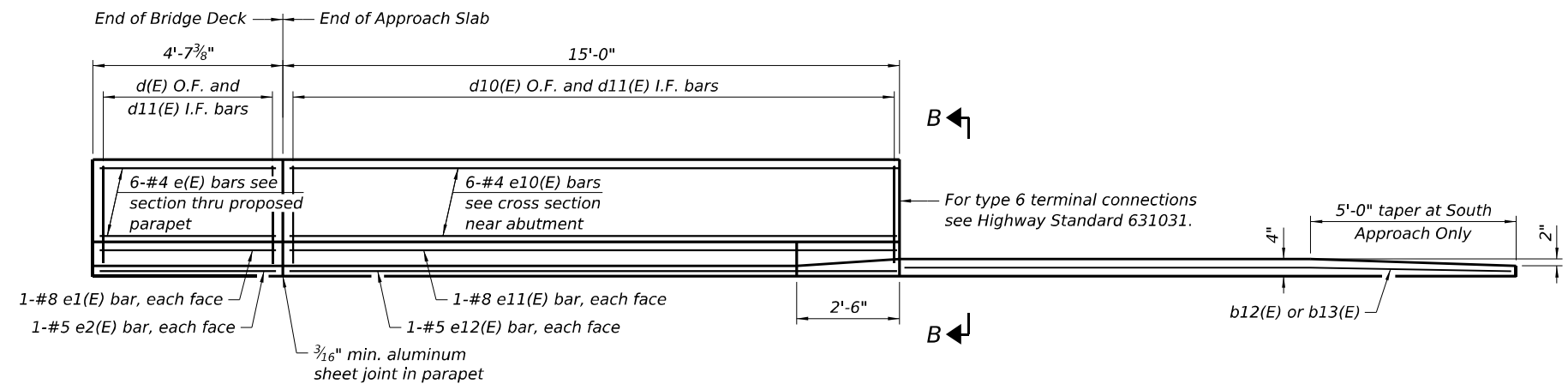
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

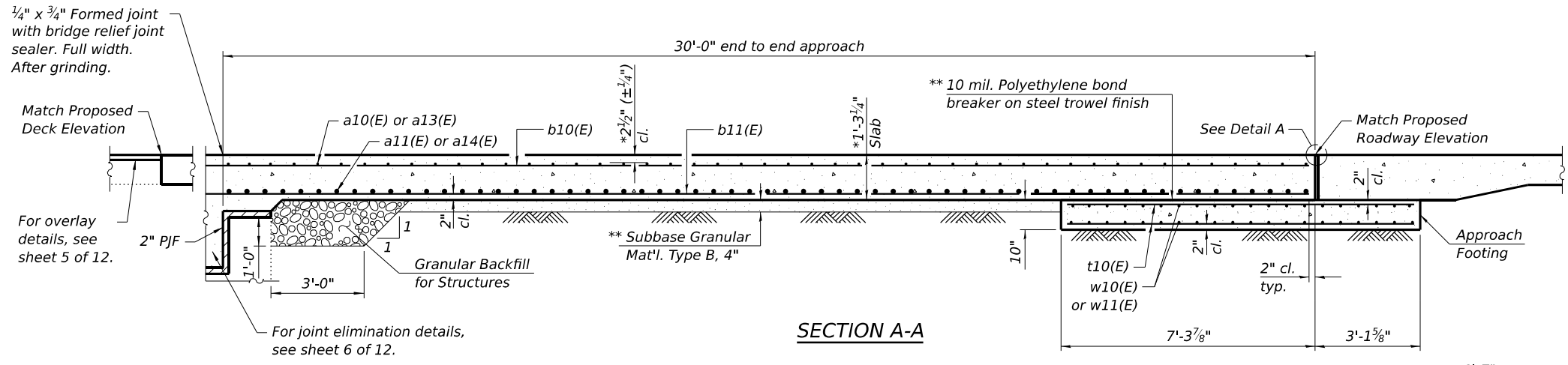
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 070-0040

SHEET 7 OF 12 SHEETS

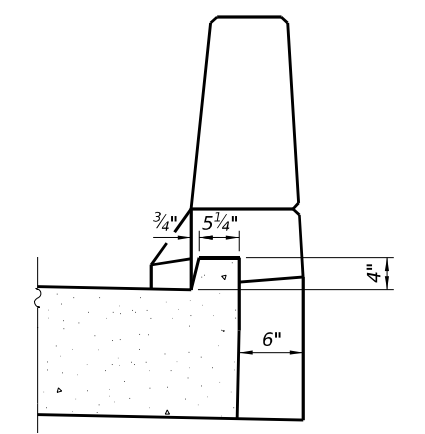
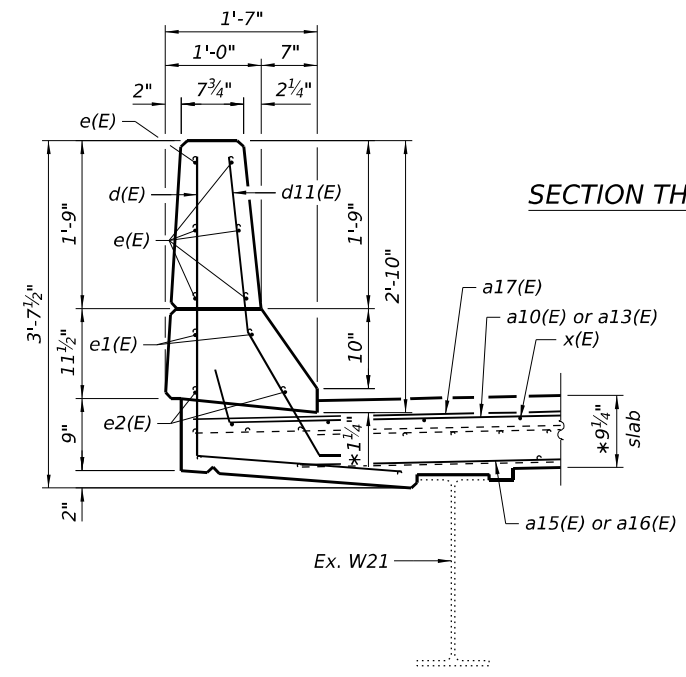
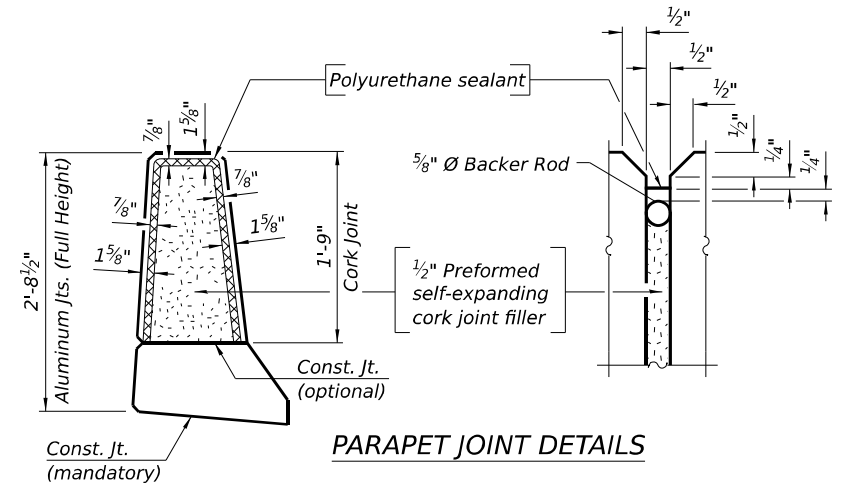
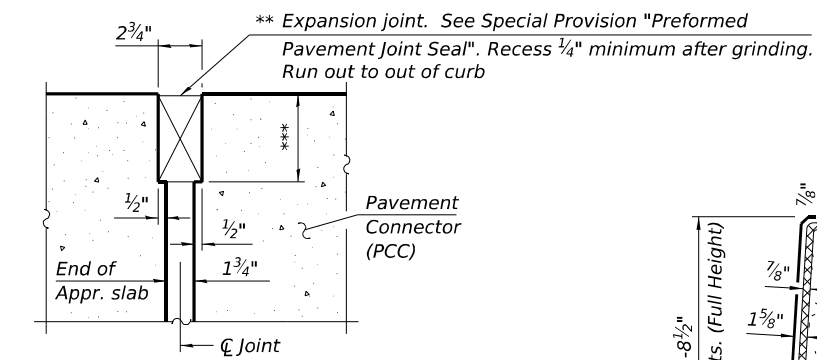
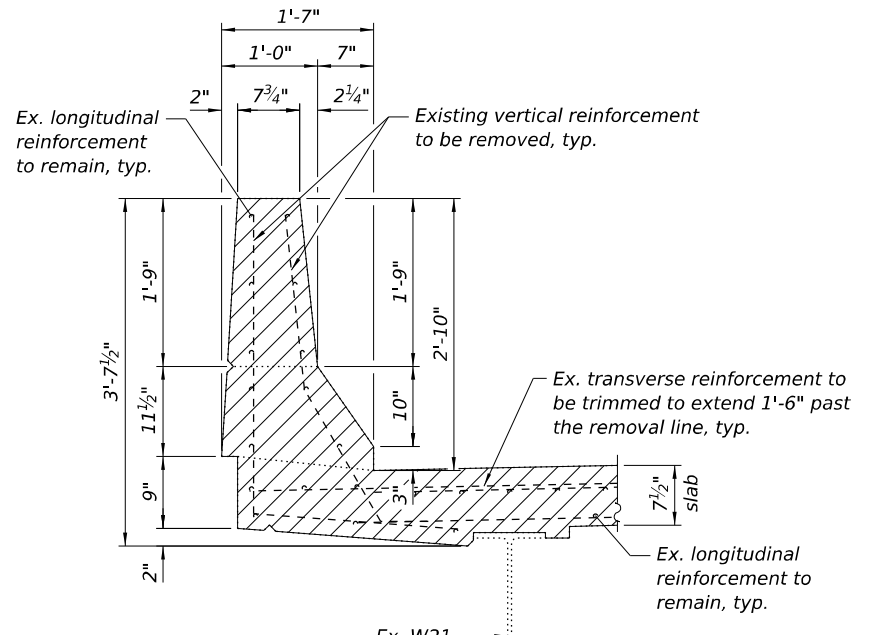
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659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	60
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET AND CURB



Notes:
 Approach slab shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation, grading, and trimming for Subbase Granular Material, Type B, 4" is included with Concrete Superstructure.
 See sheet 5 of 12 for overlay details.
 See sheet 6 of 12 for joint elimination details.
 The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 Existing reinforcement that does not fit into the new parapet configuration shall be trimmed to allow for min. concrete cover in the new layout or cut, ground flush with the concrete and coated with epoxy paint.



(Detail A shown, applies to Highway Standard 420401 only. Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)

- * Prior to grinding
- ** Cost included with Concrete Superstructure.
- *** Per manufacturer recommendations

SECTION THRU PROPOSED PARAPET

SECTION B-B

(Sheet 2 of 3)

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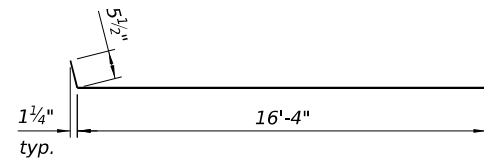
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 070-0040**

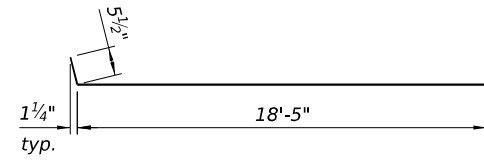
SHEET 8 OF 12 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

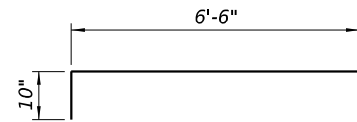
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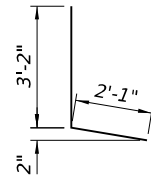
BAR a10(E)



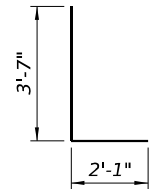
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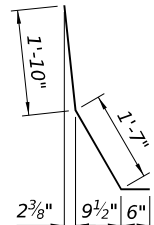
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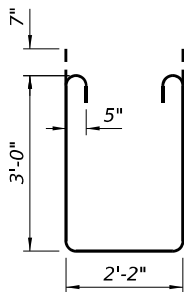
BAR d(E)



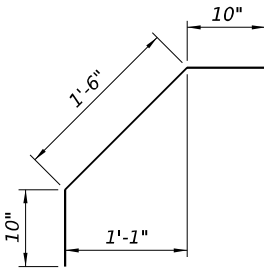
BAR d10(E)



BAR d11(E)



BAR s(E)



BAR x(E)

**TWO APPROACHES AND DECK
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	106	#5	16'-10"	—
a11(E)	116	#8	16'-6"	—
a12(E)	84	#5	7'-4"	—
a13(E)	106	#5	18'-11"	—
a14(E)	116	#8	18'-7"	—
a15(E)	14	#5	16'-0"	—
a16(E)	14	#5	18'-1"	—
a17(E)	36	#6	7'-8"	—
b10(E)	104	#5	34'-2"	—
b11(E)	164	#9	32'-8"	—
b12(E)	4	#5	19'-8"	—
b13(E)	4	#5	18'-10"	—
b14(E)	2	#4	14'-5"	—
b15(E)	2	#4	14'-10"	—
d(E)	24	#5	5'-3"	L
d10(E)	68	#5	5'-8"	L
d11(E)	92	#5	3'-11"	L
e(E)	24	#4	4'-3"	—
e1(E)	8	#8	4'-3"	—
e2(E)	8	#5	4'-3"	—
e10(E)	24	#4	14'-8"	—
e11(E)	8	#8	14'-8"	—
e12(E)	8	#5	14'-8"	—
m(E)	16	#5	17'-0"	—
m1(E)	16	#5	19'-1"	—
s(E)	68	#5	9'-4"	U
t10(E)	140	#4	10'-1"	—
w10(E)	80	#5	16'-6"	—
w11(E)	80	#5	18'-7"	—
x(E)	68	#5	3'-2"	↖
Concrete Removal			Cu. Yd.	16.2
Concrete Structures			Cu. Yd.	22.1
Concrete Superstructure			Cu. Yd.	129.5
Protective Coat			Sq. Yd.	279
Reinforcement Bars, Epoxy Coated			Pound	45,640
Diamond Grinding (Bridge Section)			Sq. Yd.	216
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	185

(Sheet 3 of 3)



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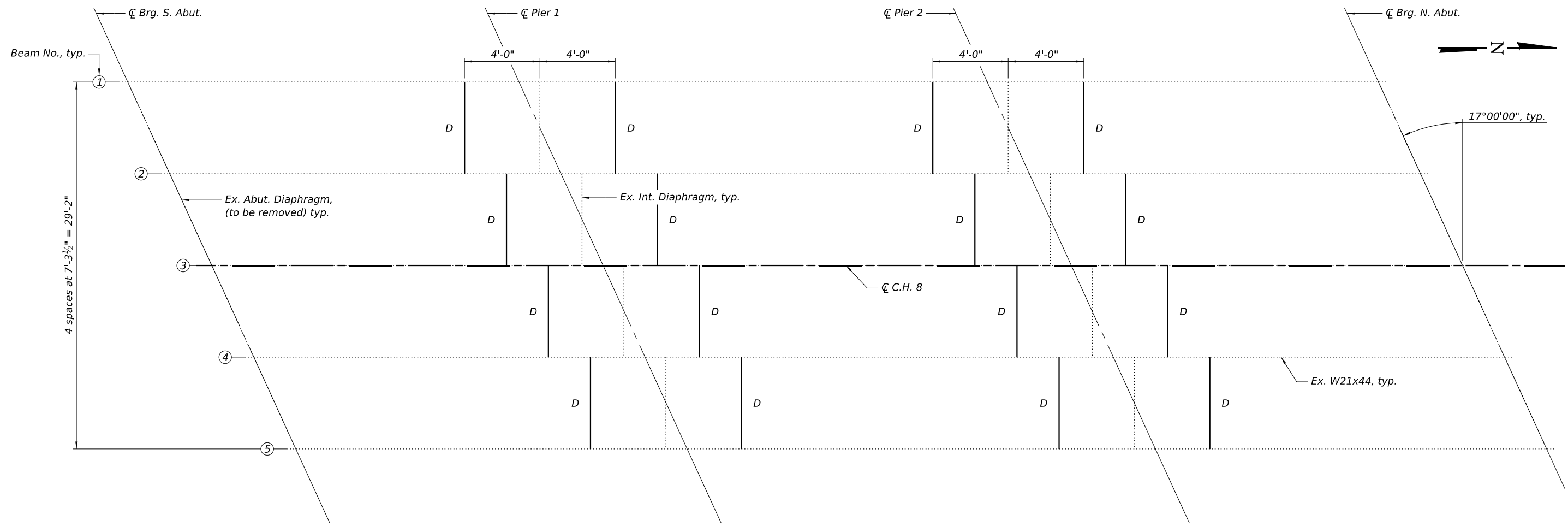
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 070-0040**

SHEET 9 OF 12 SHEETS

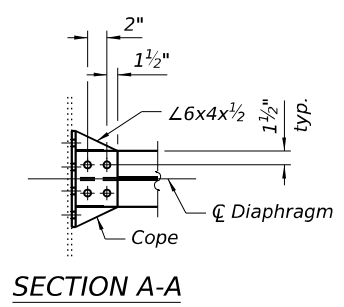
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CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

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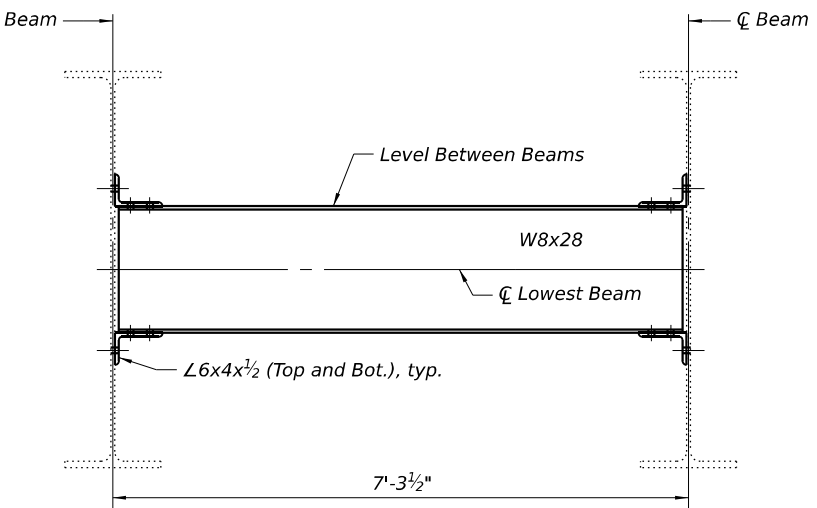
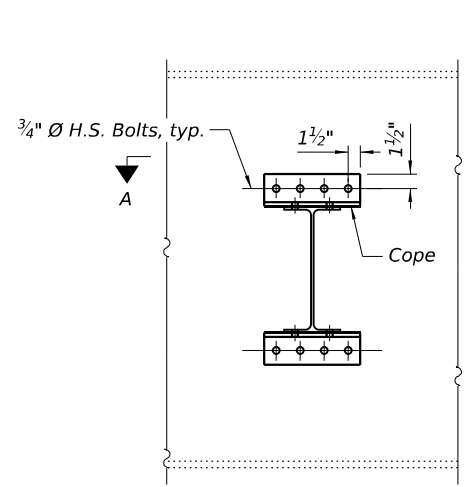


FRAMING PLAN

Notes:
 Field drill $1\frac{5}{16}$ " \varnothing holes for $\frac{3}{4}$ " \varnothing bolts into existing girder. Use holes in new steel as template to field drill holes in existing steel.
 All structural steel shall be AASHTO M270 Grade 50W. Fasteners shall be ASTM F3125 Grade A325 Type 3 weathering steel bolts. Bolts $\frac{3}{4}$ " \varnothing , holes $1\frac{5}{16}$ " \varnothing , unless otherwise noted.
 Two hardened washers required for each set of oversized holes.
 Alternate w-sections of equal depth and larger weight are permitted to facilitate material acquisition. Alternate w-sections, if utilized, shall be provided at no additional cost to the Department.



SECTION A-A



DIAPHRAGM D
 (16 Diaphragms Required)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Furnishing and Erecting Structural Steel	Pound	4,310
Structural Steel Removal	Pound	1,950



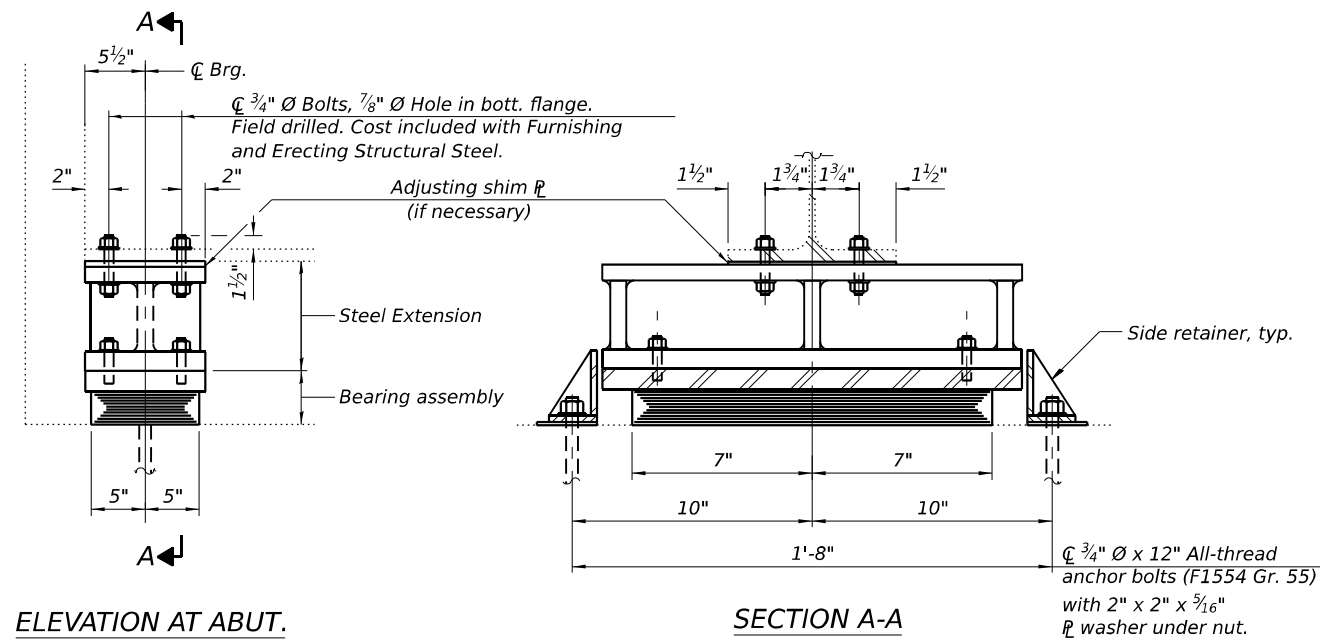
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN
 STRUCTURE NO. 070-0040**

SHEET 10 OF 12 SHEETS

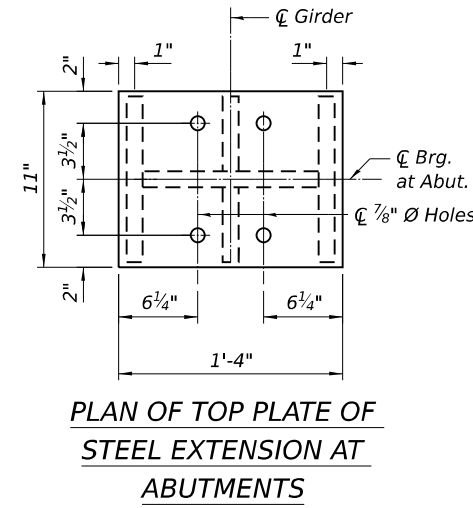
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CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



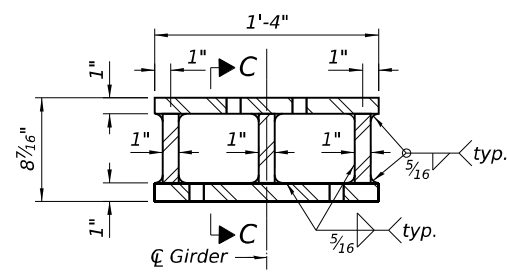
ELEVATION AT ABUT.

SECTION A-A

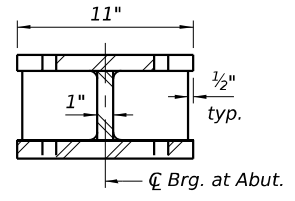
TYPE I ELASTOMERIC EXP. BRG.



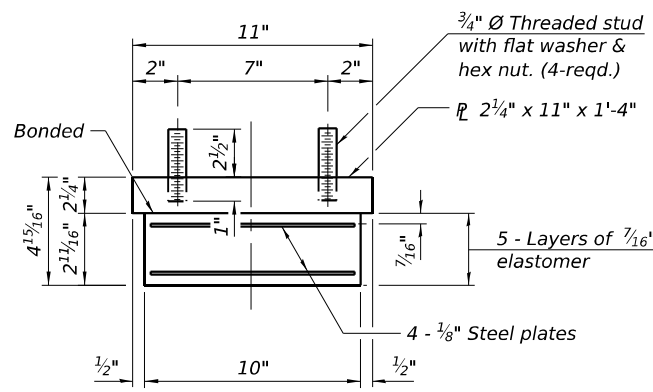
PLAN OF TOP PLATE OF STEEL EXTENSION AT ABUTMENTS



ELEVATION STEEL EXTENSION AT ABUTMENTS

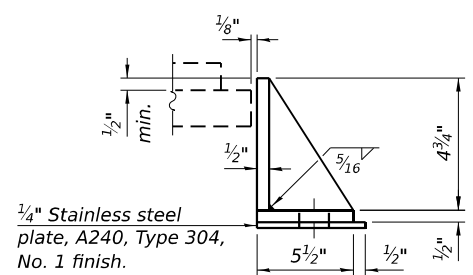


SECTION C-C



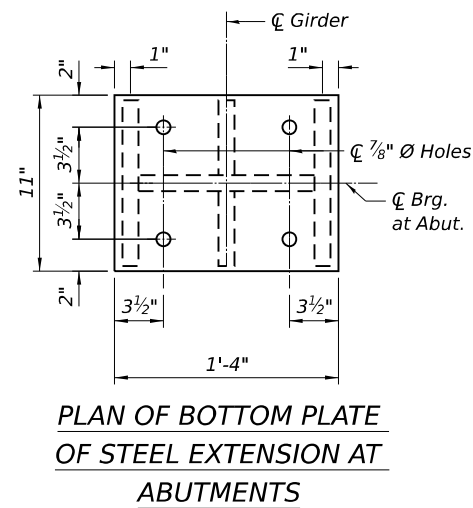
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.



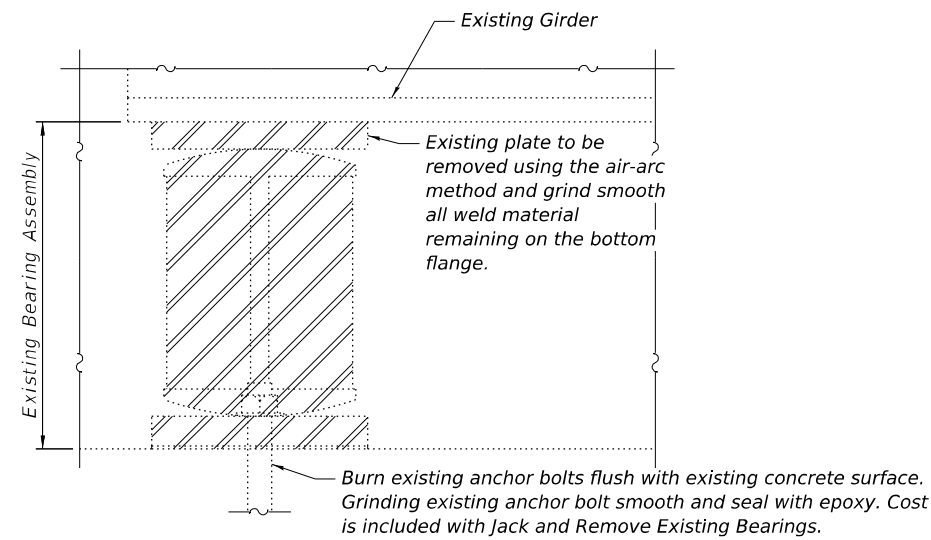
SIDE RETAINER

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



PLAN OF BOTTOM PLATE OF STEEL EXTENSION AT ABUTMENTS

INTERIOR GIRDER REACTION TABLE		
		Abutment
R ϕ	(k)	41.6
R \pm	(k)	42.1
R \downarrow	(k)	12.6
R Total	(k)	96.3



EXISTING BEARING REMOVAL DETAIL (BOTH ABUTMENTS)

(Cost of bearing removal is included with Jack and Remove Existing Bearings)

Notes:

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

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

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

Two 3/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown. Adjusting shim plates shall be paid for with Furnishing and Erecting Structural Steel.

Plates and fasteners required for the steel extensions shall be paid for with Furnishing and Erecting Structural Steel.

The structural steel plates of the Bearing Assembly and steel extensions shall conform to the requirements of AASHTO M270 Grade 36.

All bearing plates, steel extensions, side retainers, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M111 or M232 as applicable. Cost shall be included with Elastomeric Bearing Assembly, Type I.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	1,910
Elastomeric Bearing Assembly, Type I	Each	10
Anchor Bolts, 3/4"	Each	20

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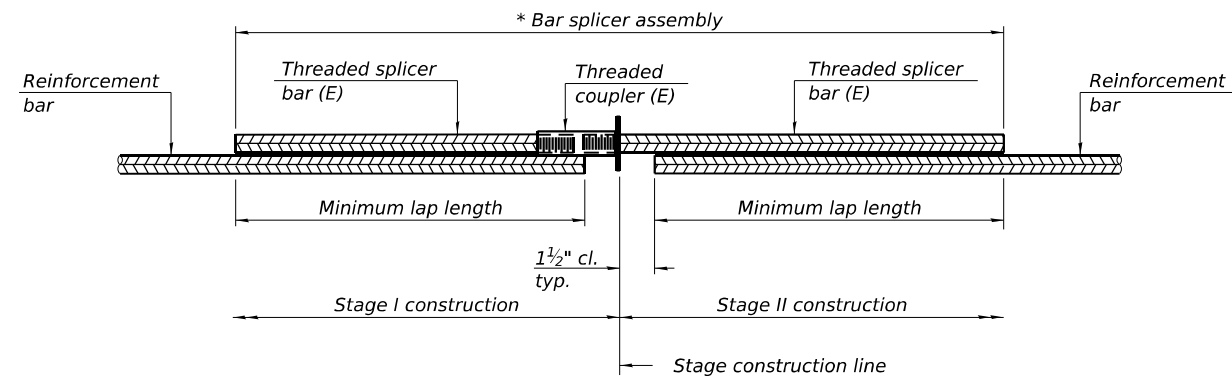
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BEARING DETAILS
STRUCTURE NO. 070-0040**

SHEET 11 OF 12 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	64
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



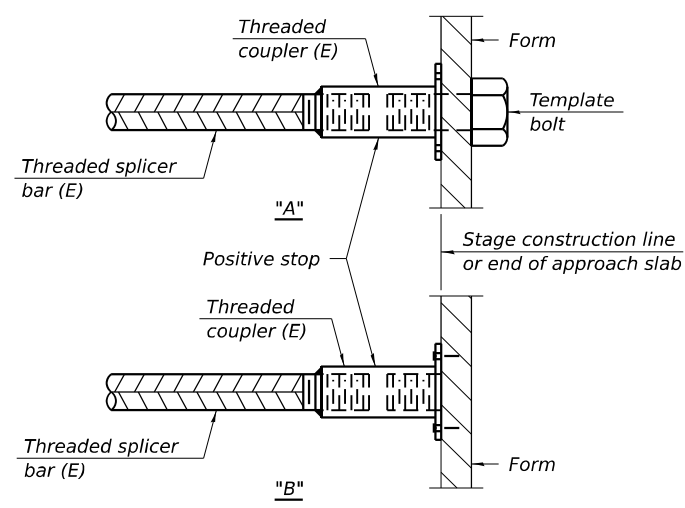
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

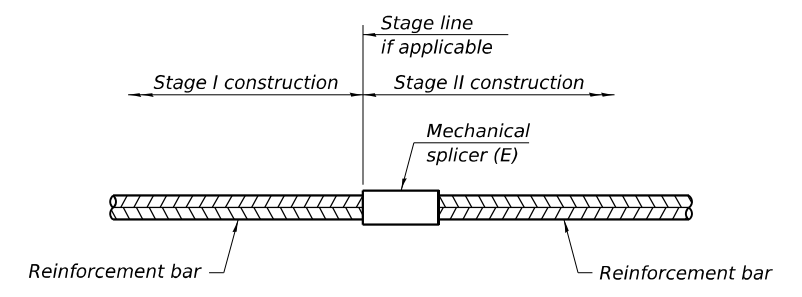
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck	#5	32	3'-4"
Joint Elimination Diaphragm	#5	16	3'-4"
Approach Slab	#5	88	3'-4"
Approach Slab	#8	116	4'-9"
Approach Slab Footing	#5	80	3'-2"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

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BSD-1

5-15-2023



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

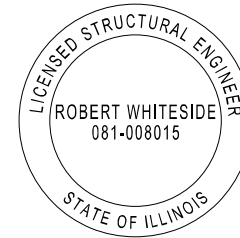
BAR SPLICER DETAILS
 STRUCTURE NO. 070-0040

SHEET 12 OF 12 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	65
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

Existing Structure: SN 070-0039, originally built in 1982 as a three-span continuous wide flange steel beam superstructure with stub abutments and solid wall piers. The back to back length = 113'-0" and the out to out width = 35'-2". Structure is to be repaired as detailed in these plans. Traffic is to be maintained using stage construction.

No Salvage



Robert Whiteside
 Robert Whiteside, Illinois S.E. 081-008015 Date 12/5/2024
 Expires 11/30/2026

SCOPE OF WORK

1. Replace the transverse expansion joints.
2. Scarify the bridge deck.
3. Complete full depth deck repairs.
4. Place a fly ash or GGBF slag overlay with diamond grinding and bridge deck grooving.
5. Remove the existing approach slab and place a 30'-0" long full clear width approach slab.
6. Widen abutment seats for new approach slab.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier for Stage Construction
5. Deck Overlay Plan
- 6-8. Expansion Joint Details
9. Preformed Joint Strip Seal
- 10-11. Bridge Approach Slab Details
12. Abutment Modifications
13. Bar Splicer Details

LOADING HS20-44

No Allowance for Additional Future Wearing Surface

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges - LFD

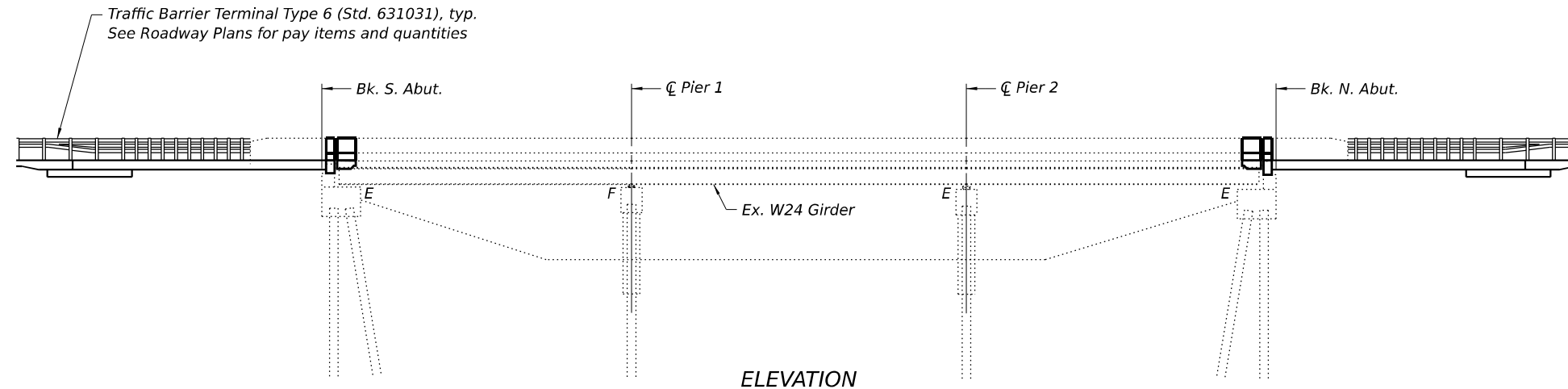
DESIGN STRESSES

FIELD UNITS (EXIST. CONST.)

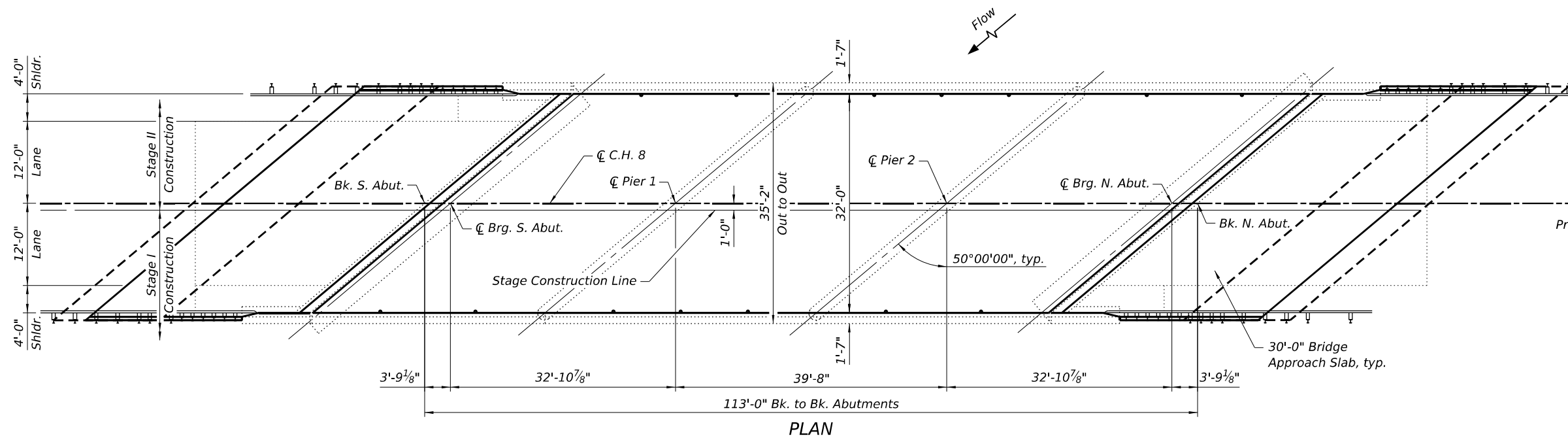
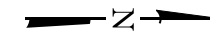
$f'c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M-222 Grade 50, Structural Steel)

FIELD UNITS (NEW CONST.)

$f'c = 4,000$ psi (Superstructure)
 $f'c = 3,500$ psi (Substructure)
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (M270 Grade 36)

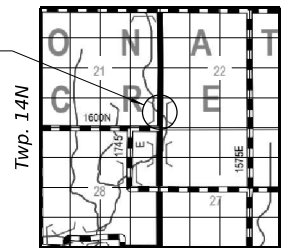


ELEVATION



PLAN

Range 6E, 3rd P.M.



LOCATION SKETCH

GENERAL PLAN & ELEVATION
C.H. 8 OVER JONATHAN CREEK
F.A.S. ROUTE 659
SECTION D7 BRIDGE REPAIRS 2025-7
MOULTRIE COUNTY
STATION 173+60.00
STRUCTURE NO. 070-0039

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 13 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	66
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the Contractor's expense. Cost included with Concrete Removal.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC-SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

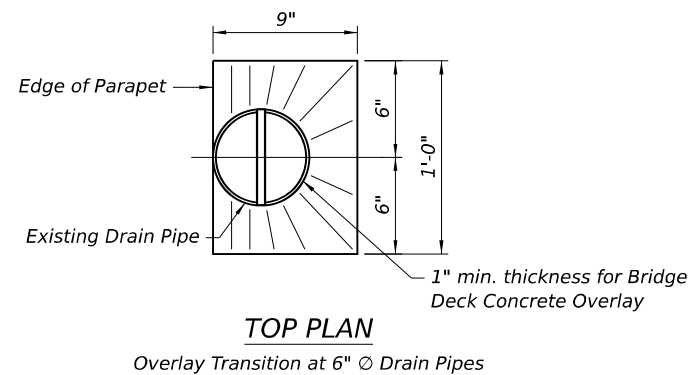
The protective coat shall be applied to the new concrete overlay, new bridge deck concrete, new approach slab concrete, and top and inside faces of the new portions of the parapets and wingwalls.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	17.1	-	17.1
Structure Excavation	Cu. Yd.	-	16	16
Concrete Structures	Cu. Yd.	-	34.8	34.8
Concrete Superstructure	Cu. Yd.	18.6	-	18.6
Protective Coat	Sq. Yd.	617	-	617
Concrete Superstructure (Approach Slab)	Cu. Yd.	95.3	-	95.3
Reinforcement Bars, Epoxy Coated	Pound	35,450	6,570	42,020
Bar Splicers	Each	162	84	246
Preformed Joint Strip Seal	Foot	104.0	-	104.0
Granular Backfill for Structures	Cu. Yd.	-	13	13
Bridge Deck Fly Ash or GGBF Slag	Sq. Yd.	359	-	359
Concrete Overlay, 2 1/2"	Sq. Yd.	359	-	359
Bridge Deck Scarification 3/4"	Sq. Yd.	359	-	359
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	3	-	3
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	2	-	2
Diamond Grinding (Bridge Section)	Sq. Yd.	535	-	535
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	458	-	458



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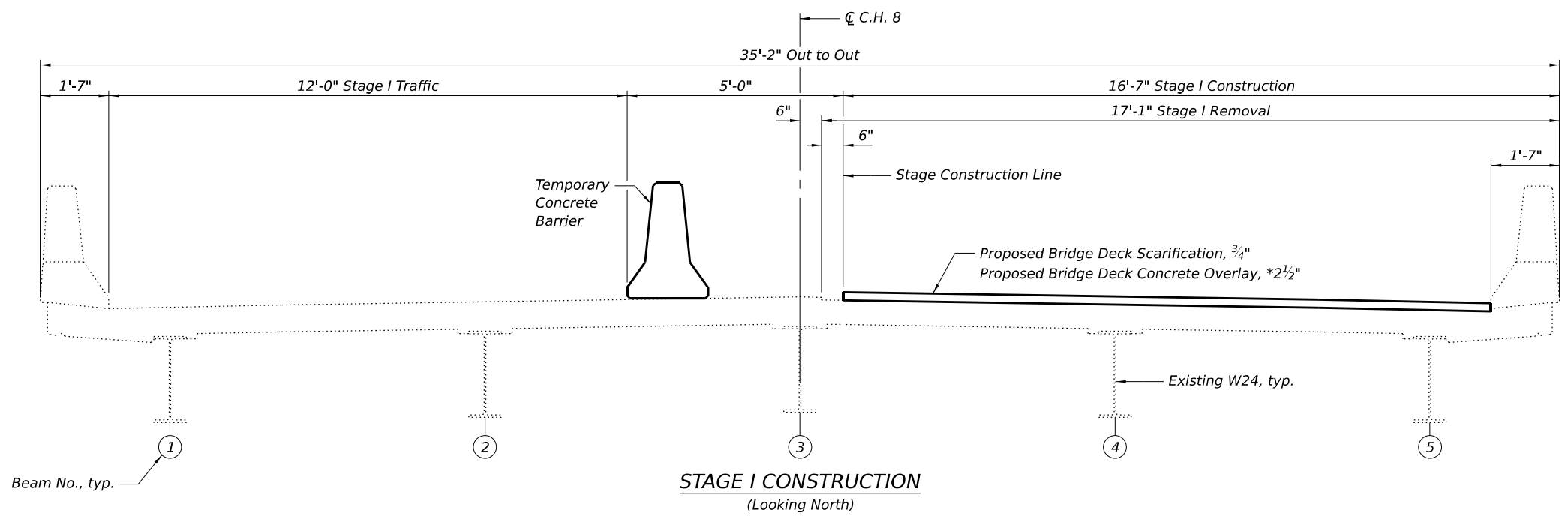
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 070-0039**

SHEET 2 OF 13 SHEETS

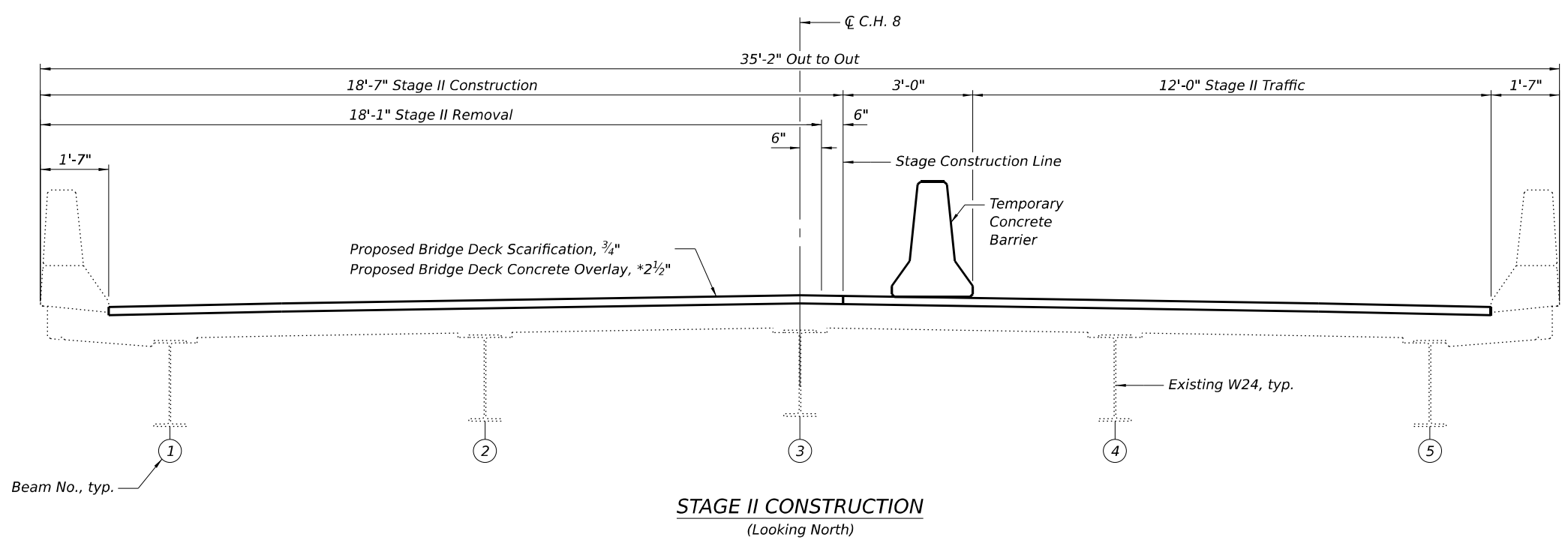
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659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	67
CONTRACT NO. 74C56				
ILLINOIS		FED. AID PROJECT		

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STAGE I CONSTRUCTION
 (Looking North)

* Prior to grinding



STAGE II CONSTRUCTION
 (Looking North)



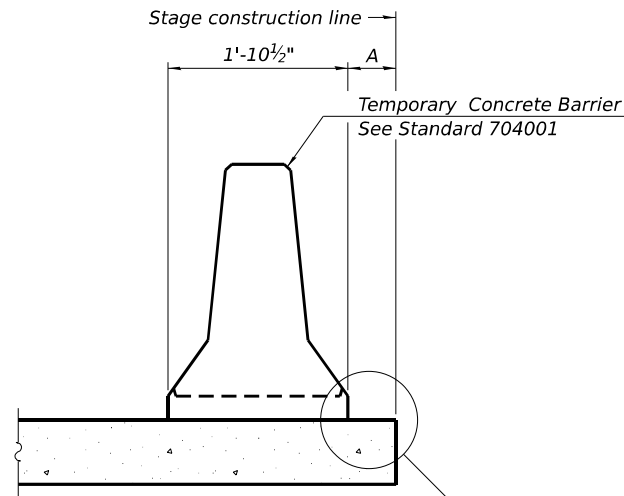
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PLOT DATE =	CHECKED - MDC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 070-0039

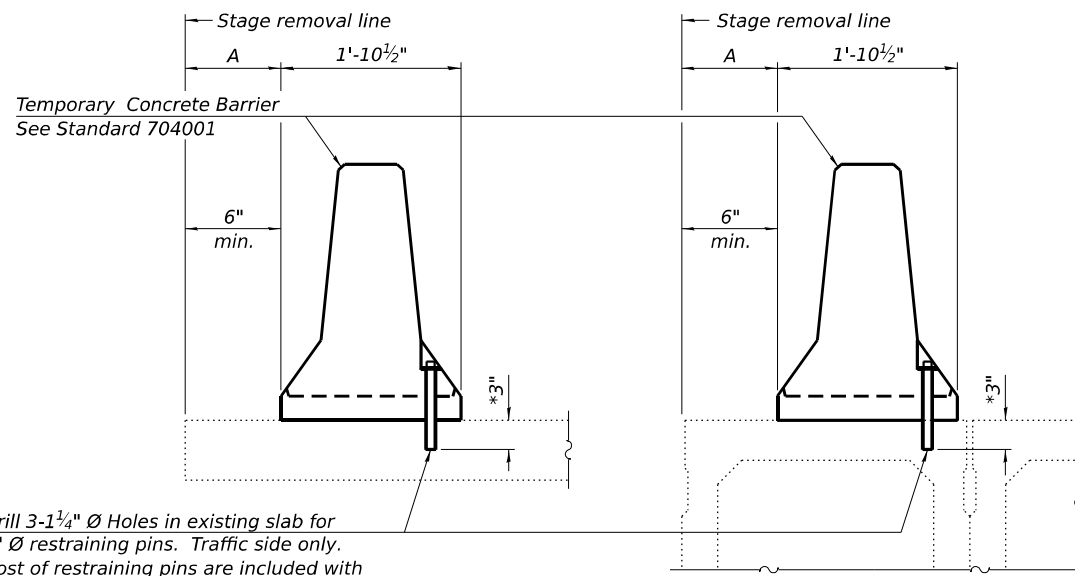
SHEET 3 OF 13 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	68
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



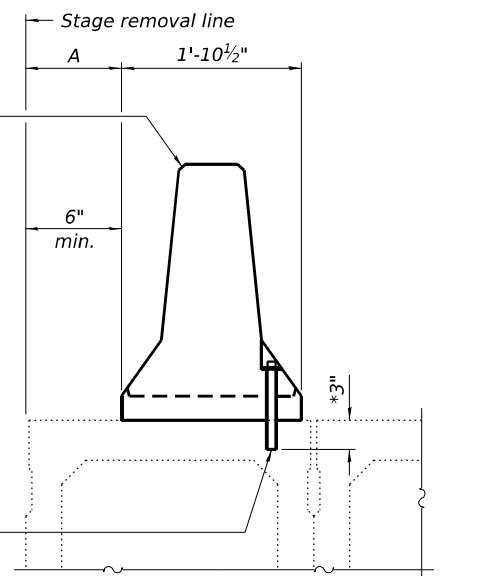
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



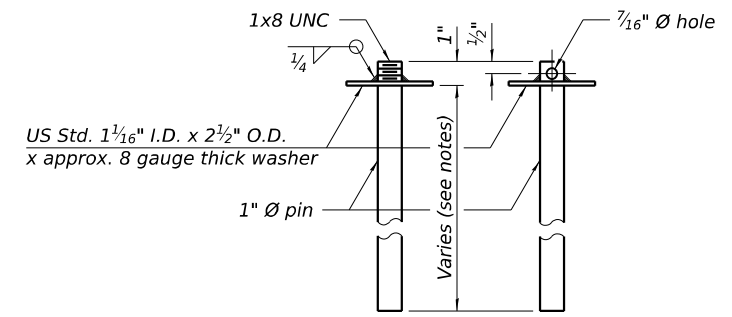
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



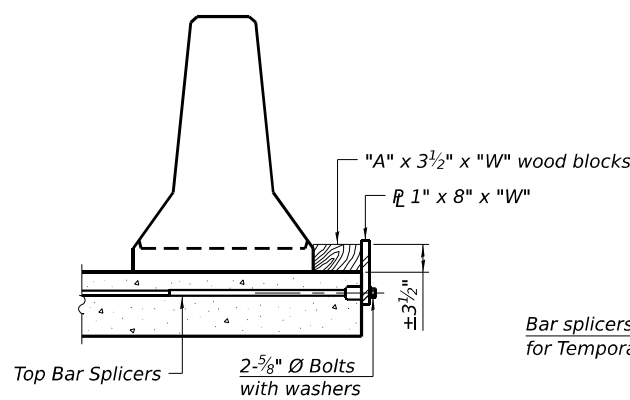
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

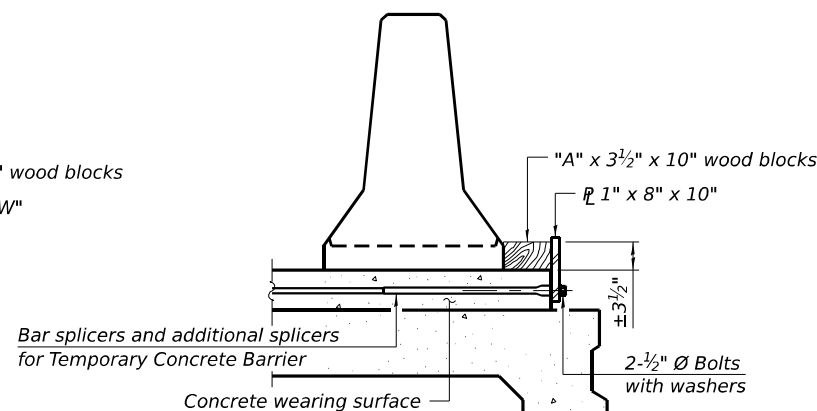


RESTRAINING PIN

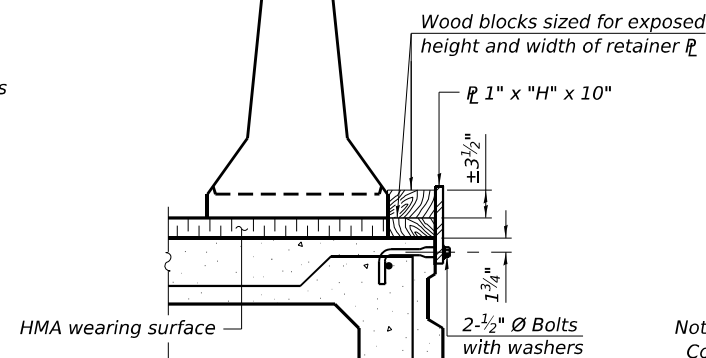
SECTIONS THRU SLAB OR DECK BEAM



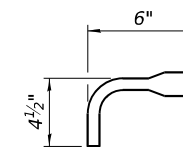
DETAIL I



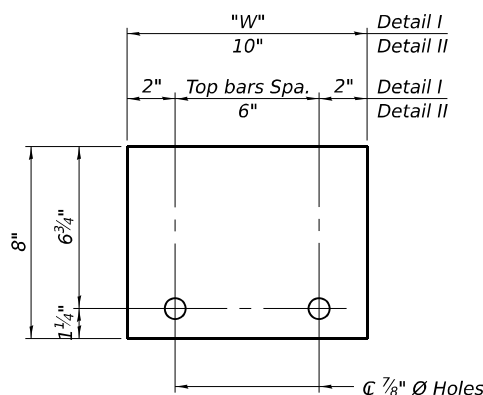
DETAIL II



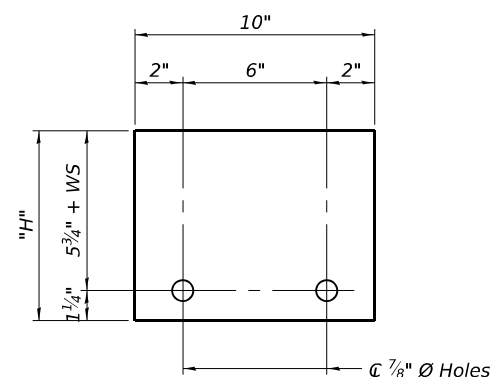
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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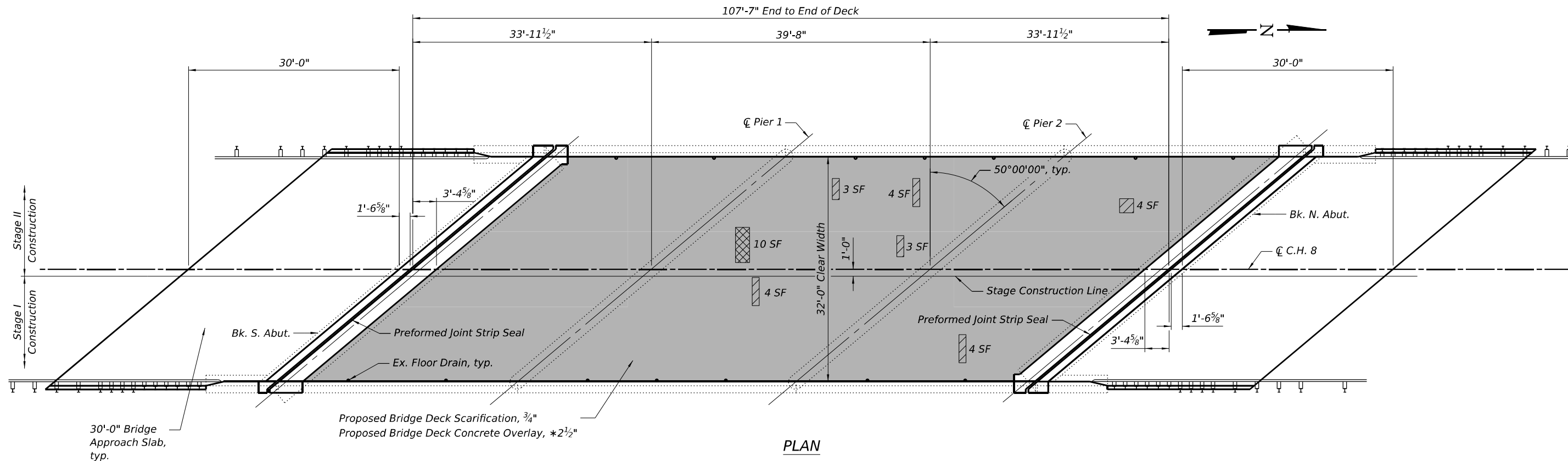
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

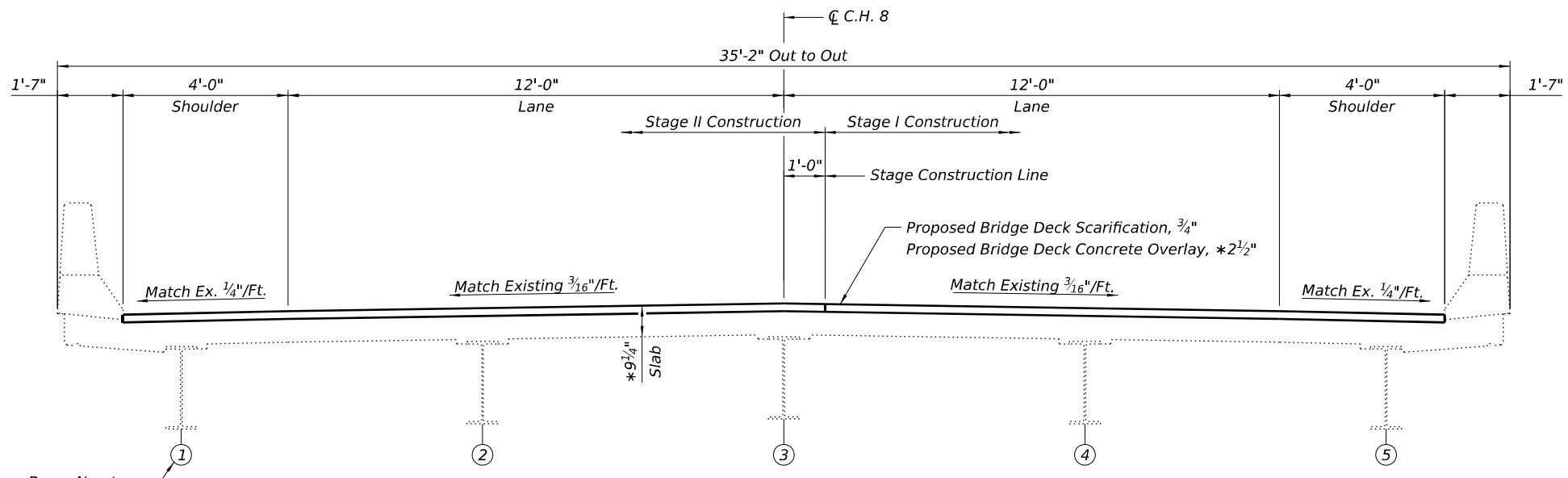
**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 070-0039**

SHEET 4 OF 13 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	69
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



PLAN



CROSS SECTION
(Looking North)

* Prior to grinding

LEGEND

- Deck Slab Repair (Full Depth, Type I)
- Deck Slab Repair (Full Depth, Type II)
- Scarification and Concrete Overlay Limits

Notes:
 See sheet 2 of 13 for overlay details at drain pipes.
 See sheets 6 thru 9 of 13 for expansion joint replacement details.
 Deck Slab Repair (Full Depth, Type I) and Deck Slab Repair (Full Depth, Type II) areas are estimated and will be field verified by the Engineer prior to patching. The Engineer shall show actual locations of deck repairs on as-built plans.

BILL OF MATERIAL

Item	Unit	Total
Protective Coat	Sq. Yd.	383
Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2 1/2"	Sq. Yd.	359
Bridge Deck Scarification, 3/4"	Sq. Yd.	359
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	3
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	2
Diamond Grinding (Bridge Section)	Sq. Yd.	338
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	289

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STATE OF ILLINOIS
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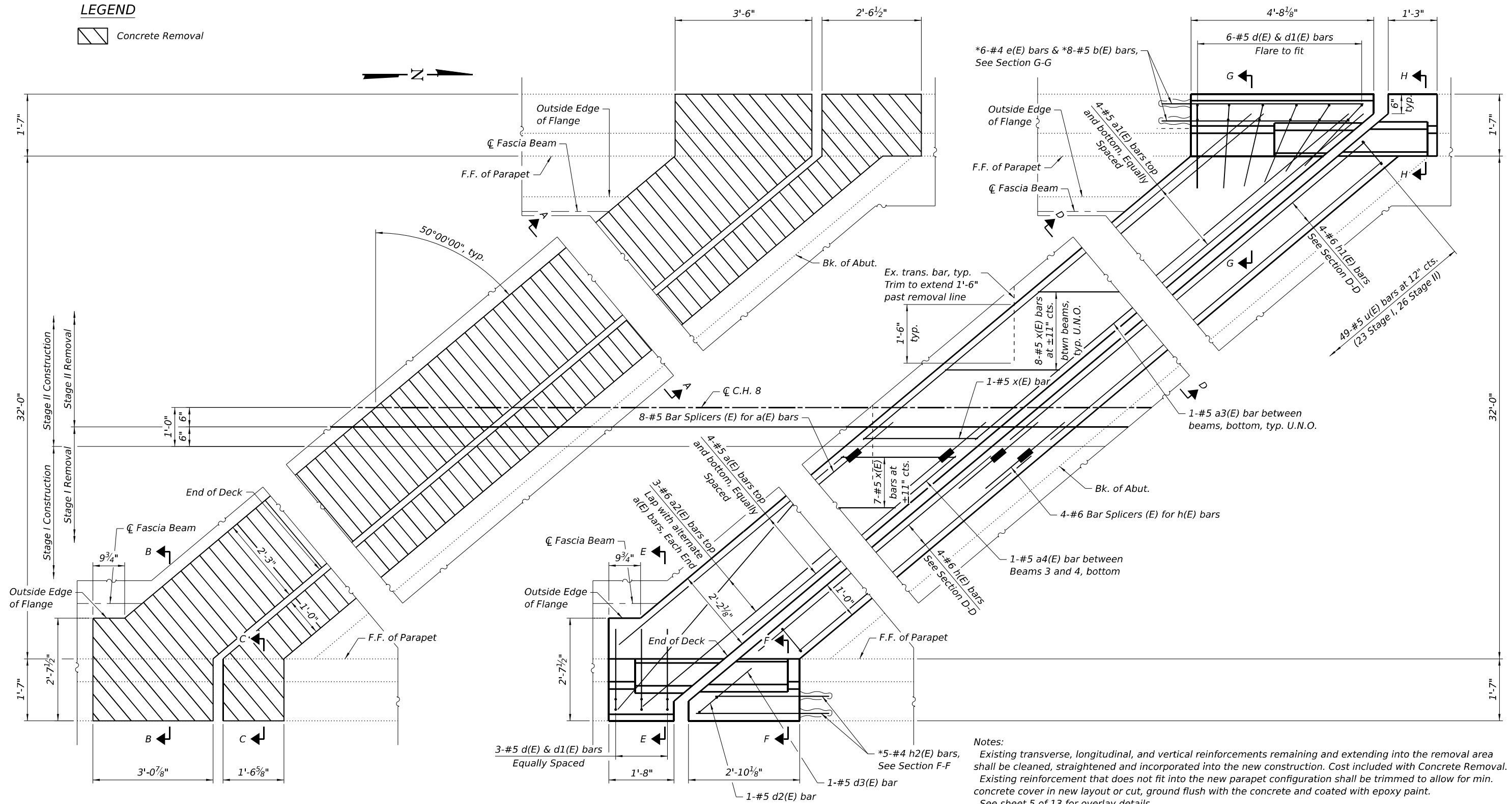
DECK OVERLAY PLAN
 STRUCTURE NO. 070-0039

SHEET 5 OF 13 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	70
CONTRACT NO. 74C56				
ILLINOIS		FED. AID PROJECT		

LEGEND

 Concrete Removal



CONCRETE REMOVAL PLAN

(North Abut. Expansion Joint shown, South Abut. Expansion Joint similar)

* Drill and epoxy grout bars 9" min. embedment according to Art. 584 of the Standard Specifications. Space to miss existing bars.

CONCRETE REPLACEMENT PLAN

(North Abut. Expansion Joint shown, South Abut. Expansion Joint similar)

Notes:
 Existing transverse, longitudinal, and vertical reinforcements remaining and extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.
 Existing reinforcement that does not fit into the new parapet configuration shall be trimmed to allow for min. concrete cover in new layout or cut, ground flush with the concrete and coated with epoxy paint.
 See sheet 5 of 13 for overlay details.
 See sheet 7 of 13 for sections.
 See sheet 8 of 13 for Bill of Material and bar details.
 Cut b(E), e(E), and h2(E) bars to fit.
 See Sheet 9 of 13 for joint seal details.
 Cost of drilling and grouting bars included in Concrete Superstructure.
 U.N.O. = Unless Noted Otherwise

MODEL: Default
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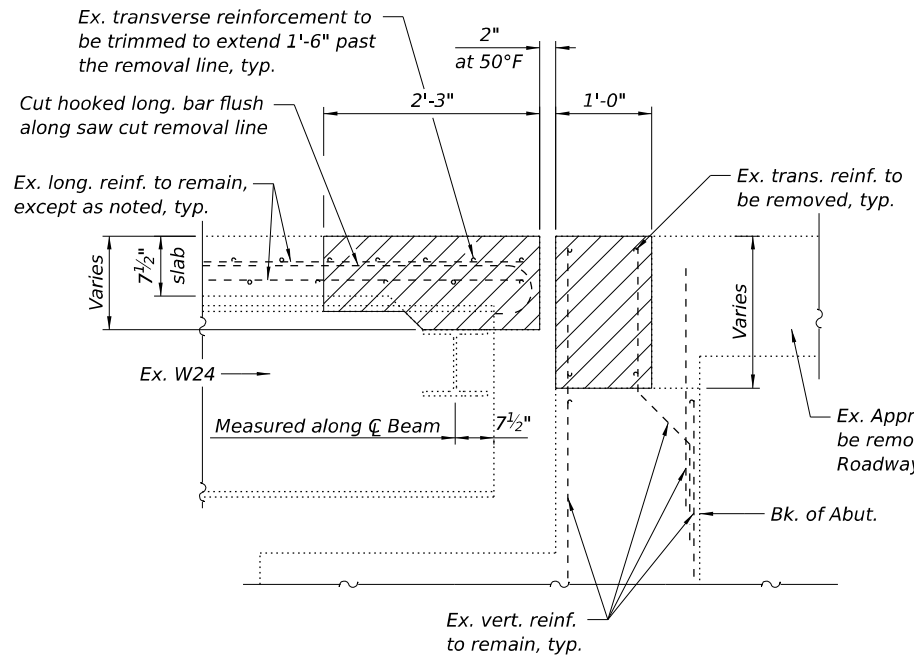
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXPANSION JOINT DETAILS
 STRUCTURE NO. 070-0039**

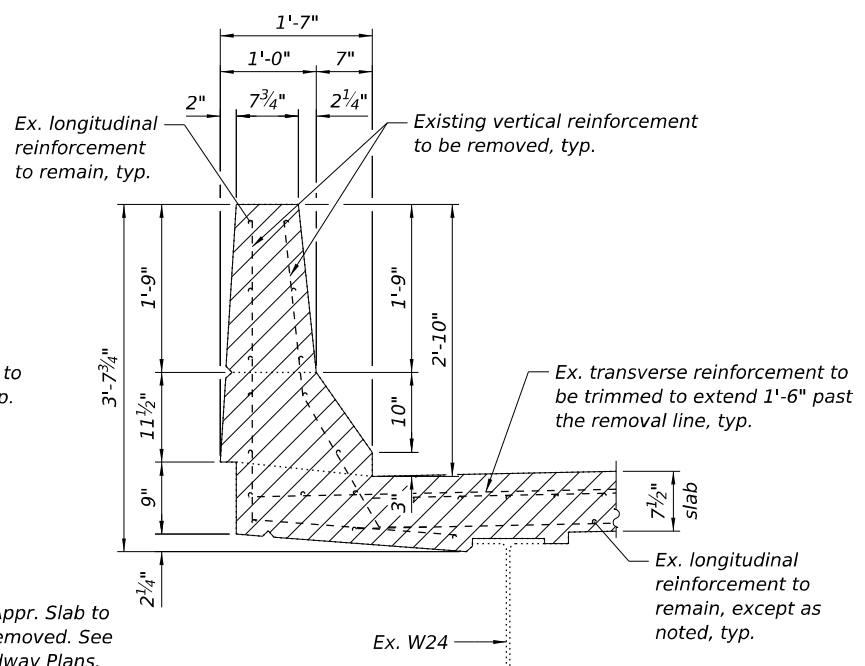
SHEET 6 OF 13 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

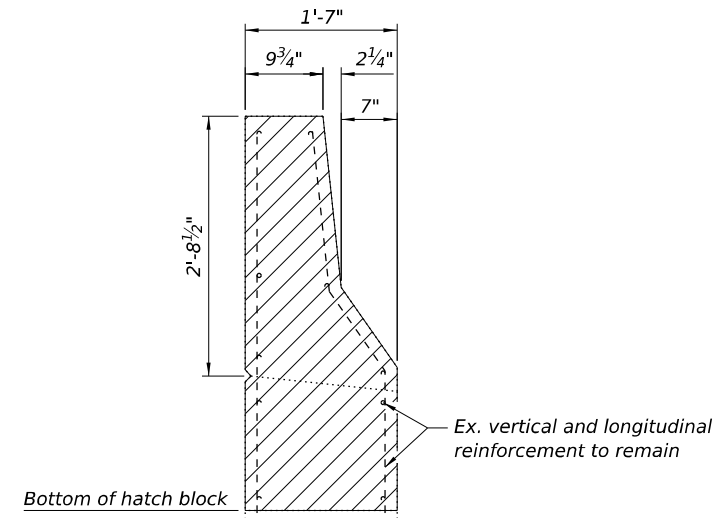
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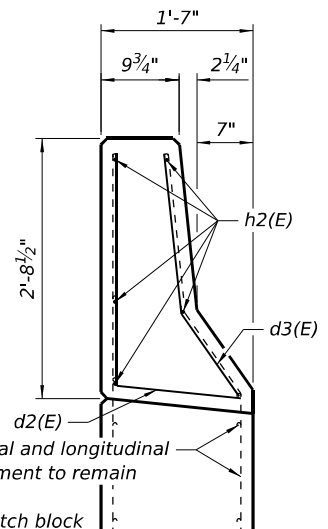
SECTION A-A



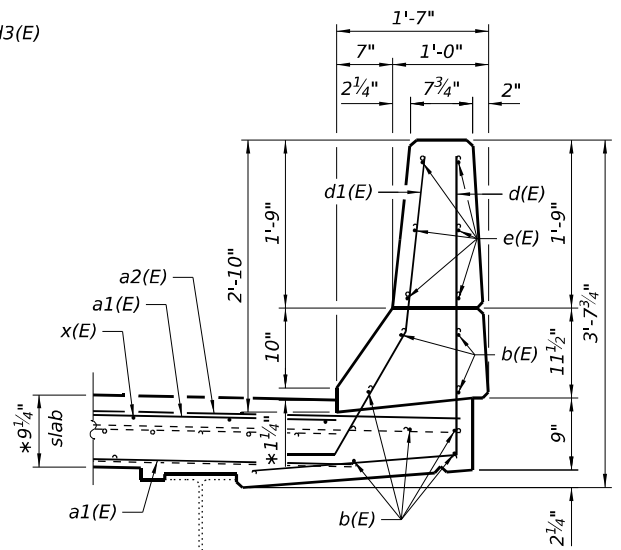
SECTION B-B



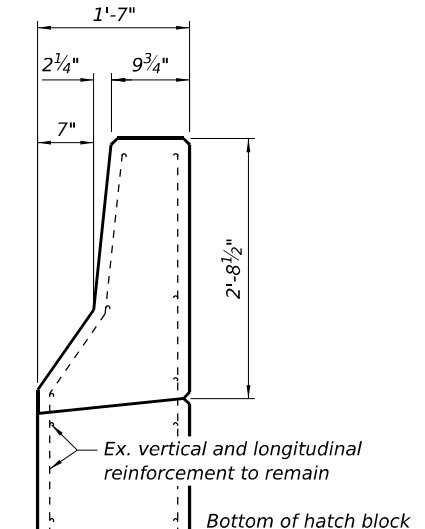
SECTION C-C



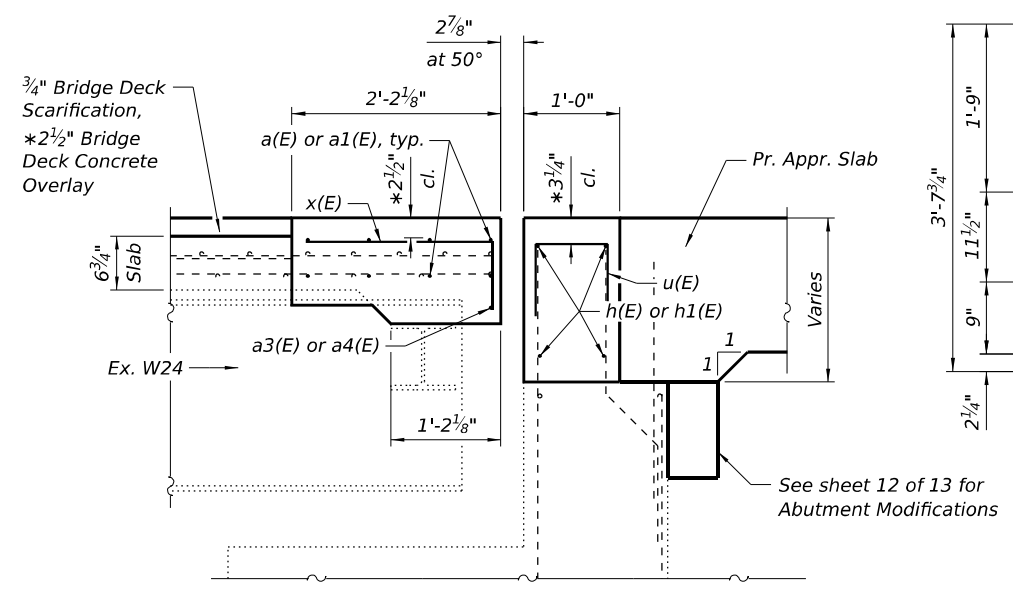
SECTION F-F



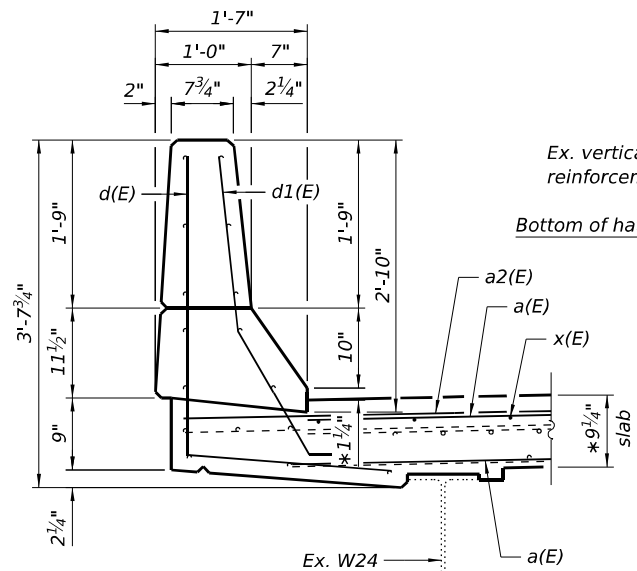
SECTION G-G



SECTION H-H



SECTION D-D



SECTION E-E

Notes:
 See sheet 6 of 13 for section cuts.
 See sheet 8 of 13 for Bill of Material and bar details.
 See sheet 9 of 13 for joint seal details.

* Prior to grinding



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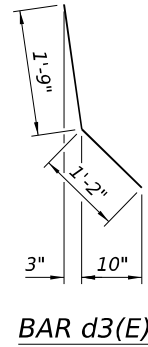
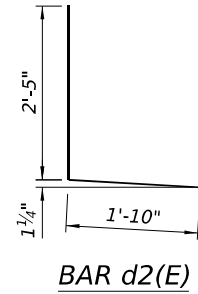
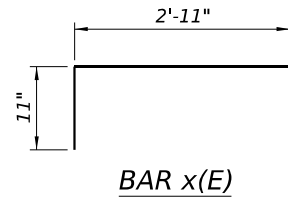
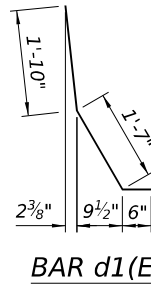
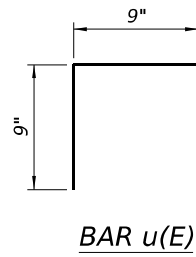
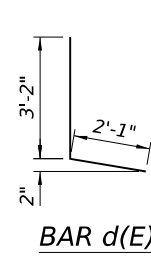
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS
 STRUCTURE NO. 070-0039

SHEET 7 OF 13 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	72
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

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BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	16	#5	22'-7"	—
a1(E)	16	#5	28'-0"	—
a2(E)	12	#6	7'-0"	—
a3(E)	6	#5	10'-10"	—
a4(E)	2	#5	9'-3"	—
b(E)	16	#5	5'-3"	—
d(E)	18	#5	5'-3"	L
d1(E)	18	#5	3'-11"	\
d2(E)	2	#5	4'-3"	L
d3(E)	2	#5	2'-11"	\
e(E)	12	#4	5'-3"	—
h(E)	8	#6	24'-11"	—
h1(E)	8	#6	27'-7"	—
h2(E)	10	#4	3'-7"	—
u(E)	98	#5	2'-3"	☐
x(E)	64	#5	3'-10"	┌
Item			Unit	Total
Concrete Removal			Cu. Yd.	17.1
Concrete Superstructure			Cu. Yd.	18.6
Reinforcement Bars, Epoxy Coated			Pound	2,520



USER NAME = z davidson	DESIGNED - RPW	REVISED -
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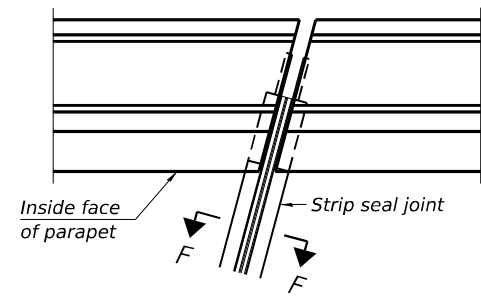
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS
 STRUCTURE NO. 070-0039

SHEET 8 OF 13 SHEETS

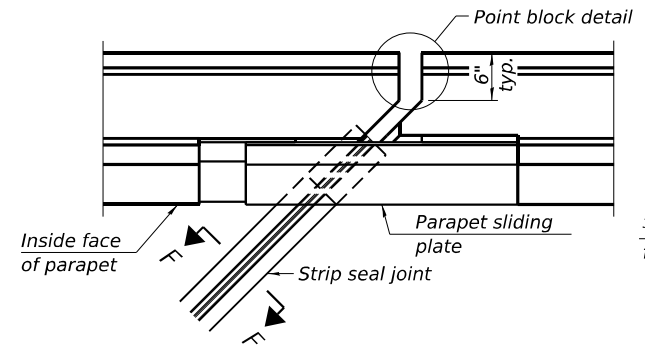
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659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	73
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74C56	

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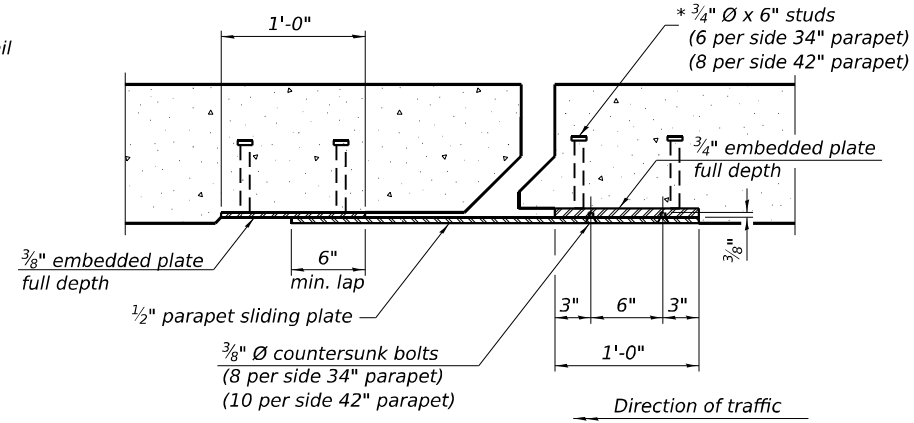


FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET

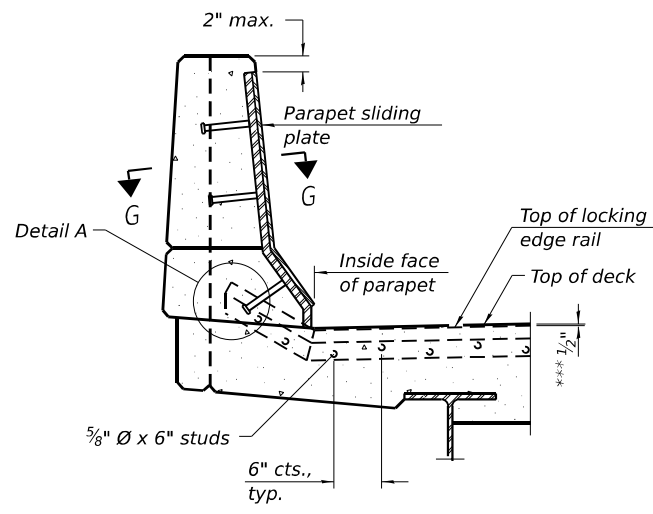


FOR SKEWS $> 30^\circ$



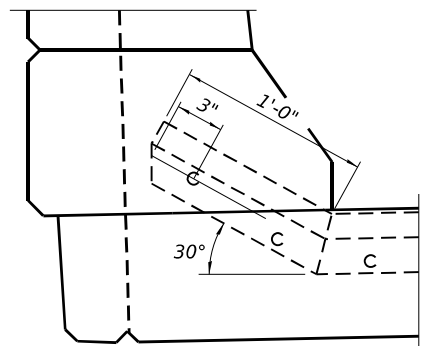
SECTION G-G

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The height and thickness of the locking edge rails shown are minimum dimensions. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.
 The inside of the locking edge rail groove shall be free of weld residue.
 Locking edge rails may be spliced at slope discontinuities and stage construction joints.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.
 34" F-shape barrier shown, 42" F-shape similar as noted.



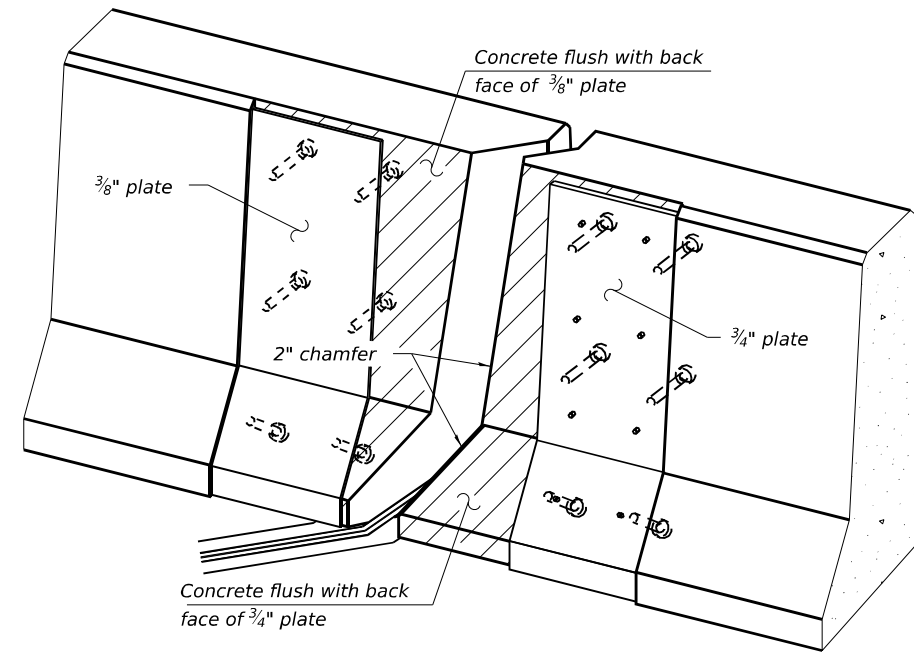
ELEVATION AT PARAPET

(Skews $> 30^\circ$ shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)

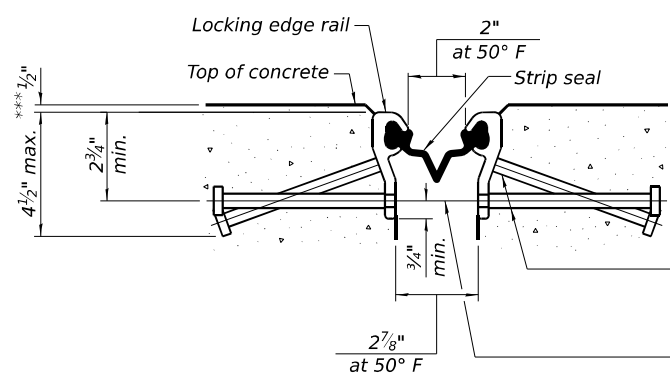


DETAIL A

*** Prior to grinding



TRIMETRIC VIEW
 (Showing embedded plates only)



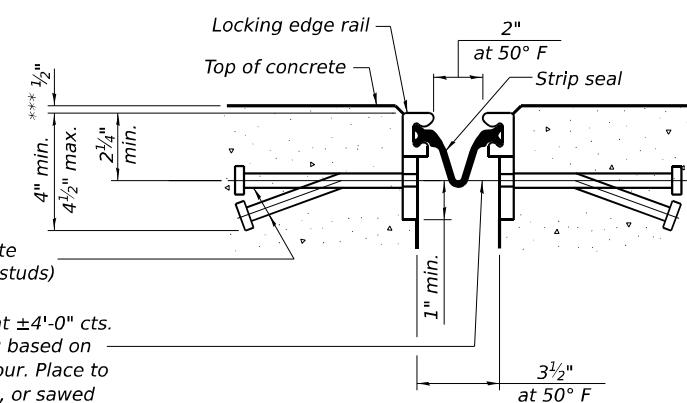
SHOWING ROLLED RAIL JOINT

* 5/8" ϕ x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

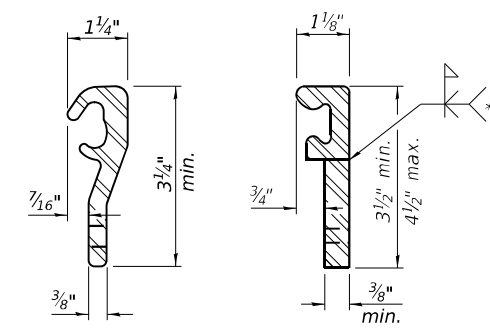
3/8" ϕ threaded rods in 7/16" ϕ holes at $\pm 4'-0"$ cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION F-F

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



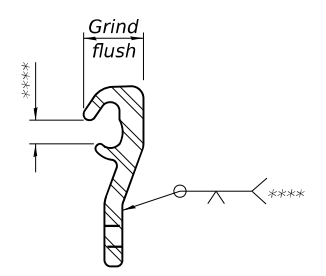
SHOWING WELDED RAIL JOINT



ROLLED (EXTRUDED) RAIL
 WELDED RAIL

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

*** Omit weld at seal opening.



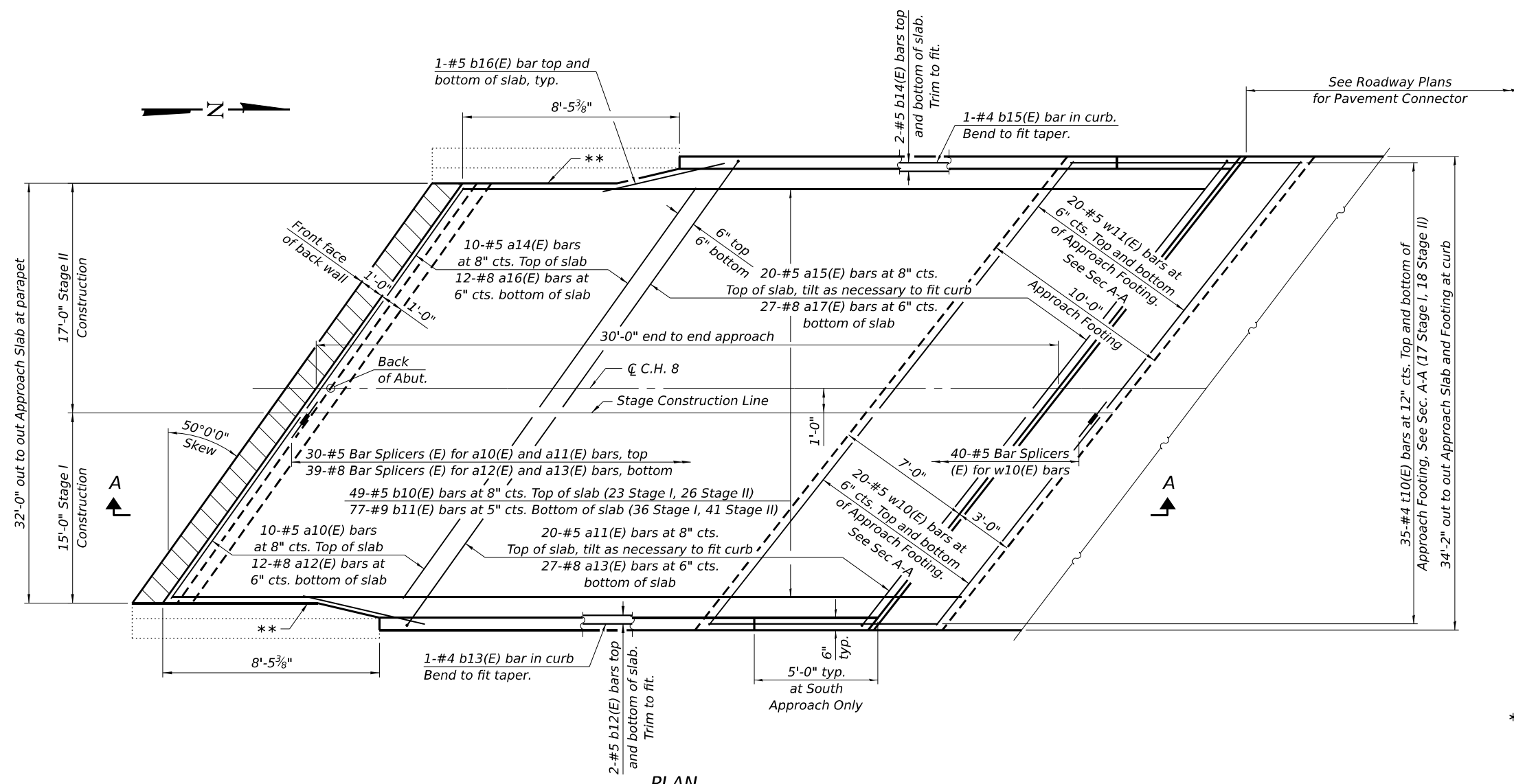
LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

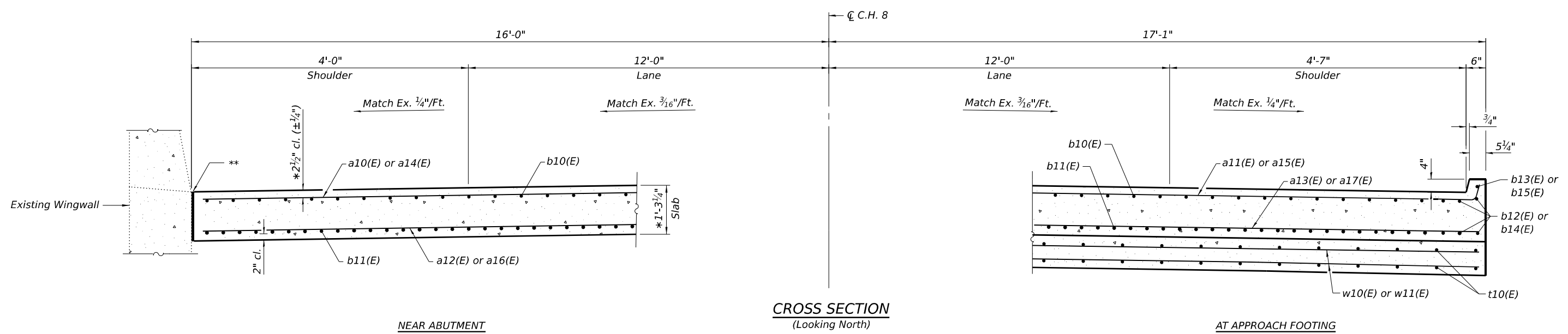
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MODEL: Default
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 12/6/2024 9:08:49 AM



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

* Prior to grinding
 ** 1/2" Preformed Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet, typ. each parapet.



NEAR ABUTMENT

CROSS SECTION
 (Looking North)

AT APPROACH FOOTING

(Sheet 1 of 2)



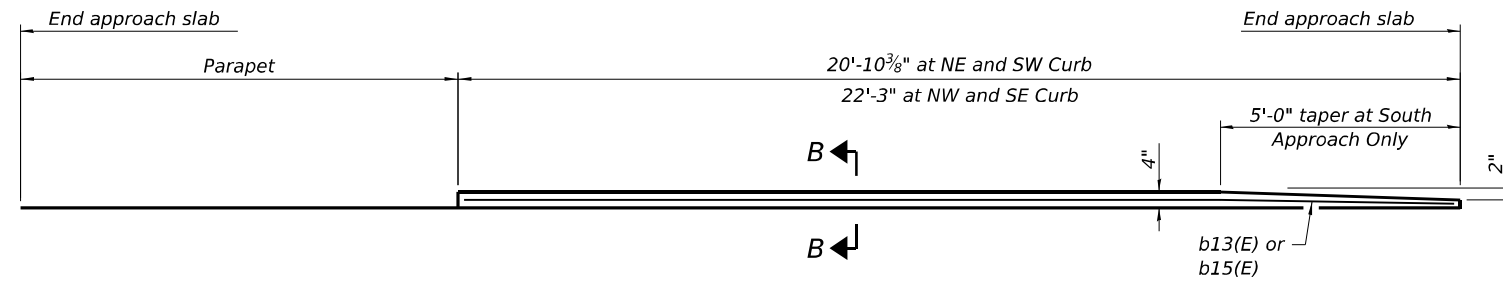
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 070-0039

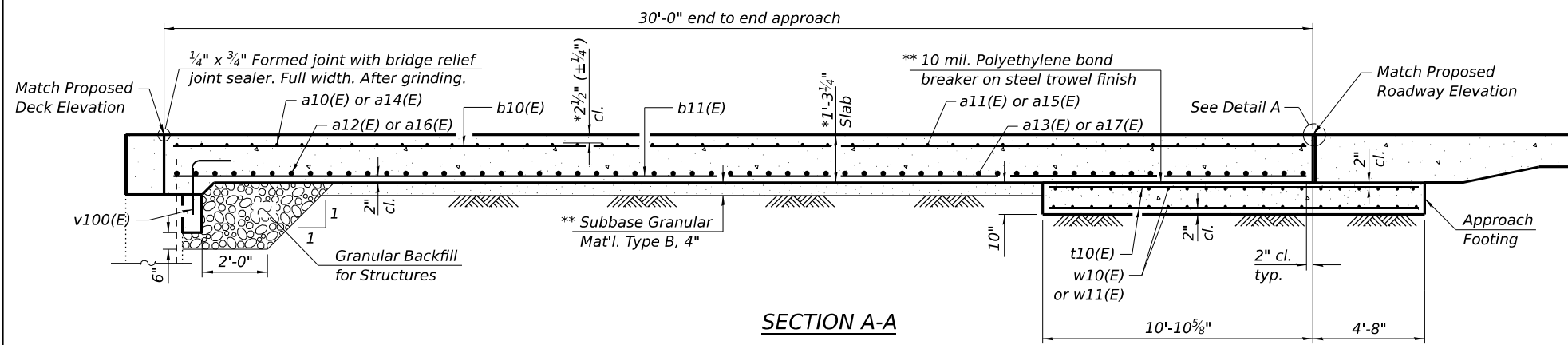
SHEET 10 OF 13 SHEETS

F.A.S. RTE. 659	SECTION D7 BRIDGE REPAIRS 2025-7	COUNTY MOULTRIE	TOTAL SHEETS 87	SHEET NO. 75
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

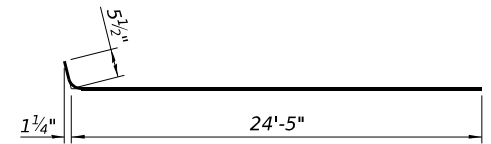


INSIDE ELEVATION OF PARAPET AND CURB

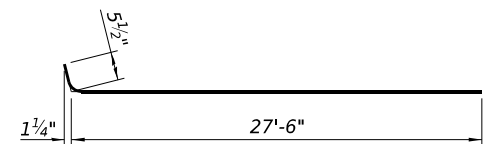
Notes:
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 See sheet 6 thru 8 of 13 for hatched block details.
 Cost of excavation, grading, and trimming for Subbase Granular Material, Type B, 4" is included with Concrete Superstructure (Approach Slab).



SECTION A-A



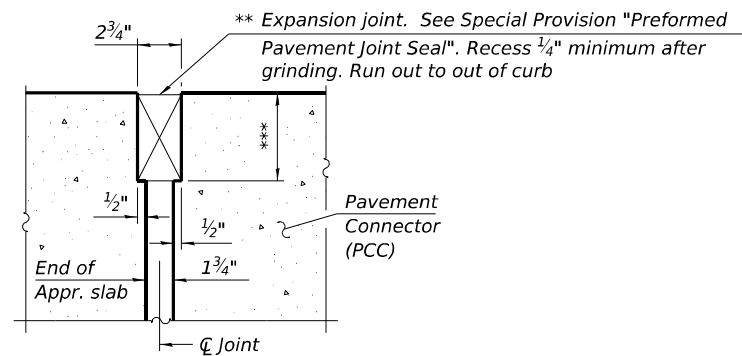
BAR a11(E)



BAR a15(E)

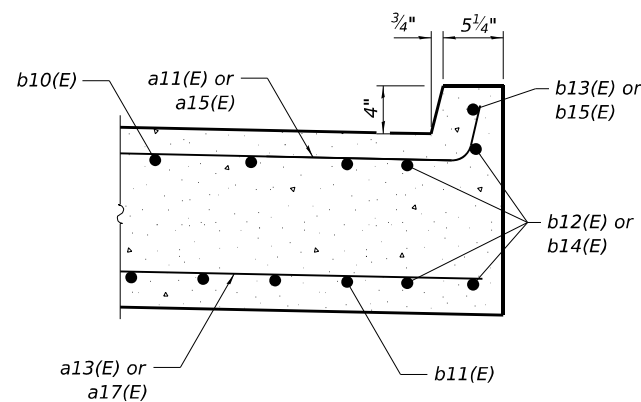
**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	20	#5	22'-9"	—
a11(E)	40	#5	24'-11"	—
a12(E)	24	#8	22'-9"	—
a13(E)	54	#8	24'-7"	—
a14(E)	20	#5	25'-11"	—
a15(E)	40	#5	28'-0"	—
a16(E)	24	#8	25'-11"	—
a17(E)	54	#8	27'-8"	—
b10(E)	98	#5	29'-8"	—
b11(E)	154	#9	29'-8"	—
b12(E)	8	#5	20'-8"	—
b13(E)	2	#4	20'-0"	—
b14(E)	8	#5	22'-2"	—
b15(E)	2	#4	22'-2"	—
b16(E)	8	#5	8'-6"	—
t10(E)	140	#4	15'-0"	—
w10(E)	80	#5	24'-7"	—
w11(E)	80	#5	27'-8"	—
Concrete Structures			Cu. Yd.	32.9
Protective Coat			Sq. Yd.	234
Concrete Superstructure (Approach Slab)			Cu. Yd.	95.3
Reinforcement Bars, Epoxy Coated			Pound	38,700
Diamond Grinding (Bridge Section)			Sq. Yd.	197
Bridge Deck Grooving (Longitudinal)			Sq. Yd.	169



DETAIL A

(Detail A shown, applies to Highway Standard 420401 only.
 Detail A for pavement connector (HMA) may be found on Highway Standard 420406.)



SECTION B-B

- * Prior to grinding
- ** Cost included with Concrete Superstructure (Approach Slab).
- *** Per manufacturer recommendations

(Sheet 2 of 2)

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 070-0039**

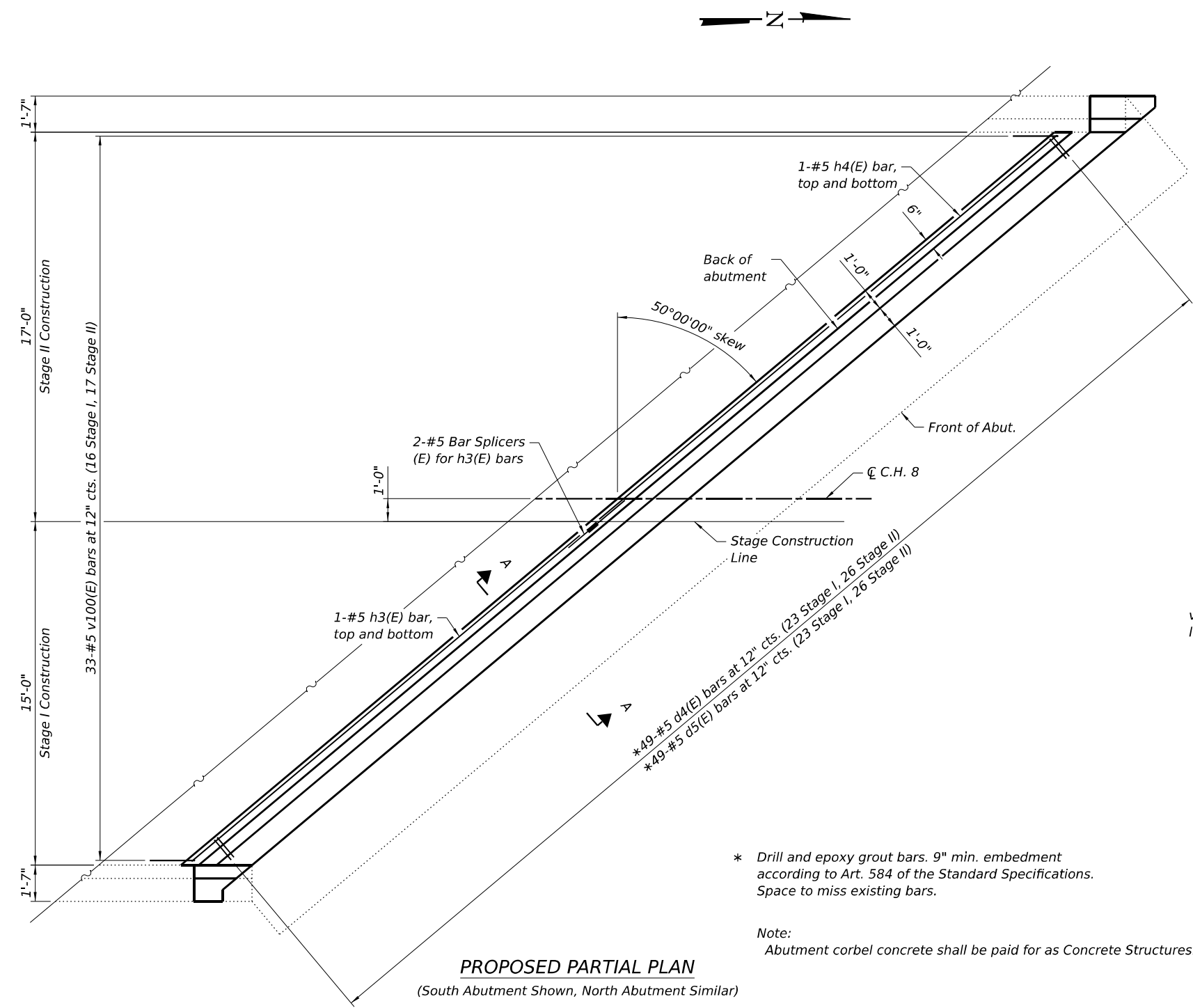
SHEET 11 OF 13 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	76
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				

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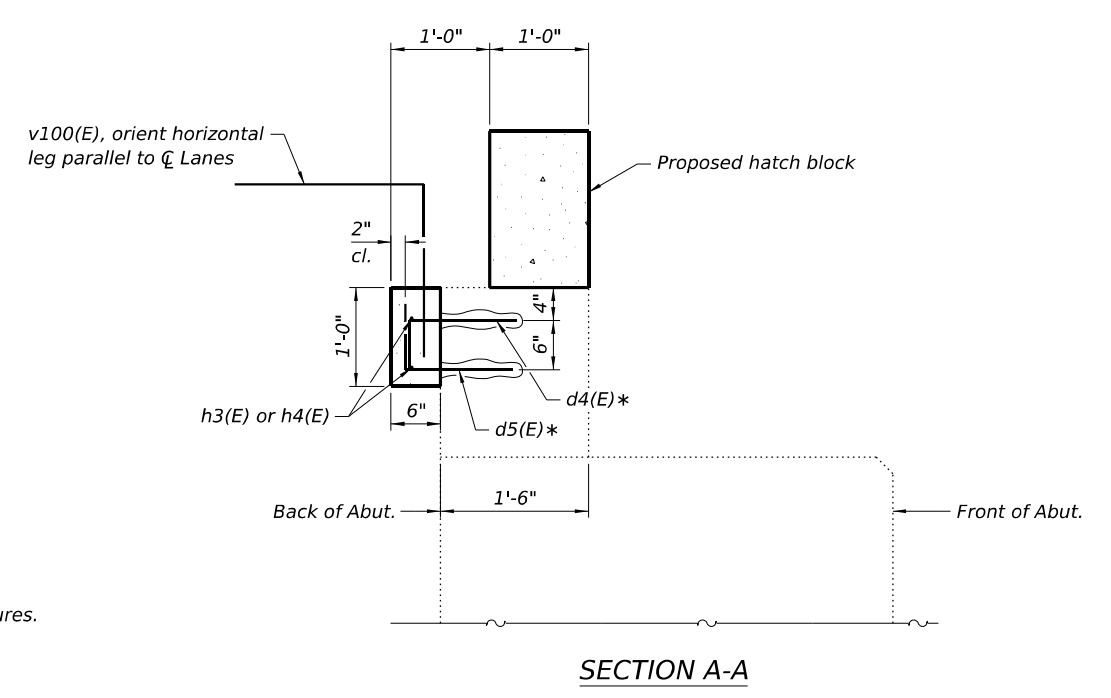
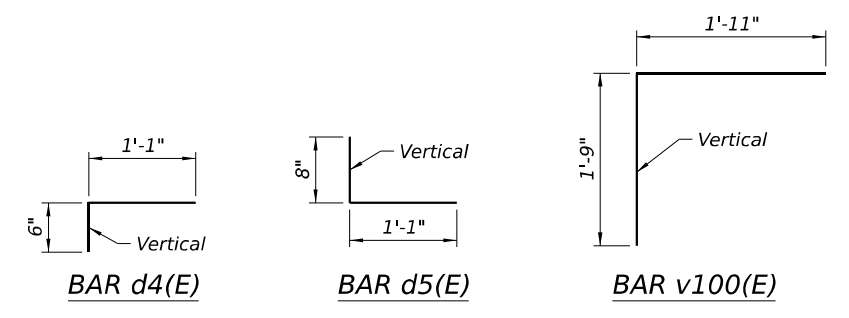
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d4(E)	98	#5	1'-7"	└─┘
d5(E)	98	#5	1'-9"	└─┘
h3(E)	4	#5	22'-10"	—
h4(E)	4	#5	25'-11"	—
v100(E)	66	#5	3'-8"	└─┘
Concrete Structures			Cu. Yd.	1.9
Reinforcement Bars, Epoxy Coated			Pound	800



* Drill and epoxy grout bars. 9" min. embedment according to Art. 584 of the Standard Specifications. Space to miss existing bars.

Note:
 Abutment corbel concrete shall be paid for as Concrete Structures.



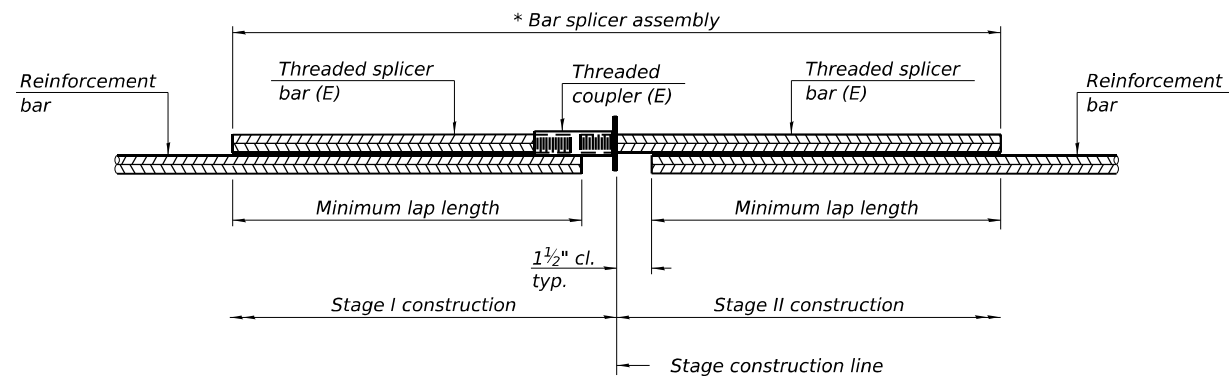
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ABUTMENT MODIFICATIONS
 STRUCTURE NO. 070-0039**

SHEET 12 OF 13 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	77
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



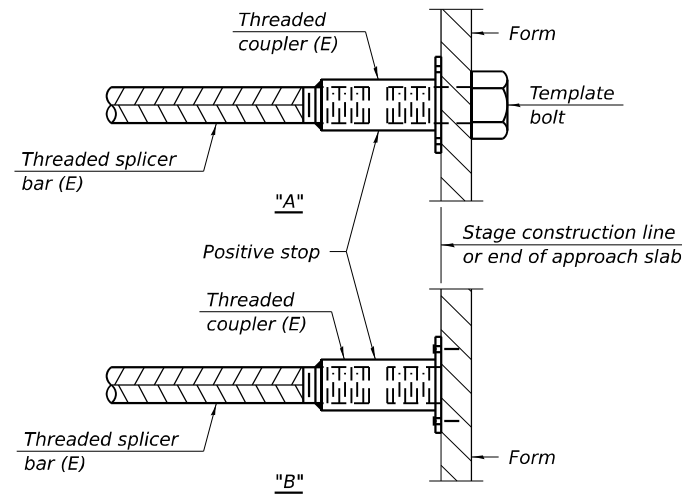
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck Side of Exp. Jt.	#5	16	3'-4"
Appr. Side of Exp. Jt.	#6	8	4'-0"
Approach Slab	#5	60	3'-4"
Approach Slab	#8	78	4'-9"
Approach Slab Footing	#5	80	3'-2"
Abutment Modification	#5	4	3'-2"

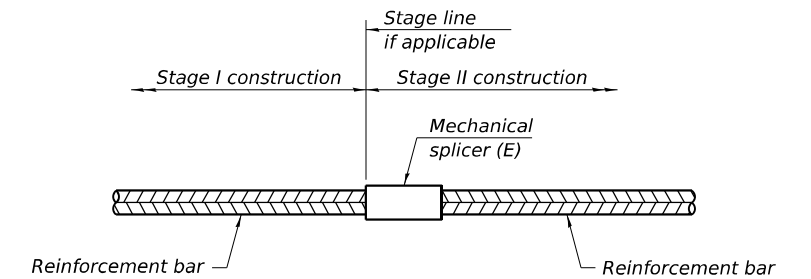


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

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BSD-1

5-15-2023



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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER DETAILS
 STRUCTURE NO. 070-0039

SHEET 13 OF 13 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	78
CONTRACT NO. 74C56			ILLINOIS FED. AID PROJECT	

EXISTING STRUCTURE:

The existing single-span steel beam structure was constructed in 1986 as F.A.S. Route 659 Section 1BR-3 at Station 227+85. SN 070-0041 carries Cadwell Road over Jonathan Creek. The concrete integral abutments are supported on steel piles. The bridge is 60'-6³/₄" long back-to-back of abutments. The superstructure is 35'-2" out-to-out and is skewed 13°-00'-00" left-forward.

The proposed project consists of bridge deck repairs, new overlay, and new bridge approach slabs. Traffic is to be maintained utilizing stage construction.

STRUCTURE INDEX OF SHEETS

General Plan & Elevation	Sheet No. 1 of 9
General Notes and Total Bill of Material	Sheet No. 2 of 9
Stage Construction	Sheet No. 3 of 9
Temporary Concrete Barrier	Sheet No. 4 of 9
Bridge Deck Patching	Sheet No. 5 of 9
Superstructure Details	Sheet No. 6 of 9
Bridge Approach Slab Details	Sheet No. 7-8 of 9
Bar Splicer Assembly Details	Sheet No. 9 of 9

SCOPE OF WORK

1. Perform Bridge Deck Scarification 3/4".
2. Perform bridge deck patching.
3. Construct Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2 1/2" wearing surface.
4. Construct new bridge approach slabs.
5. Perform Diamond Grinding (Bridge Section).
6. Perform Bridge Deck Grooving (Longitudinal).

DESIGN SPECIFICATIONS (new const.)

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

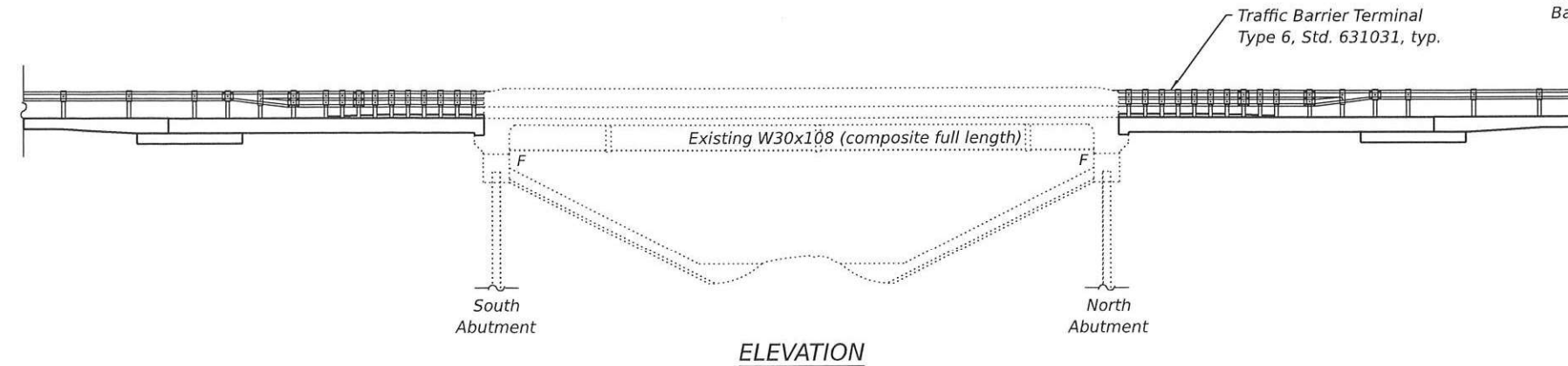
LOADING HS20-44 (new const.)

No allowance for future wearing surface

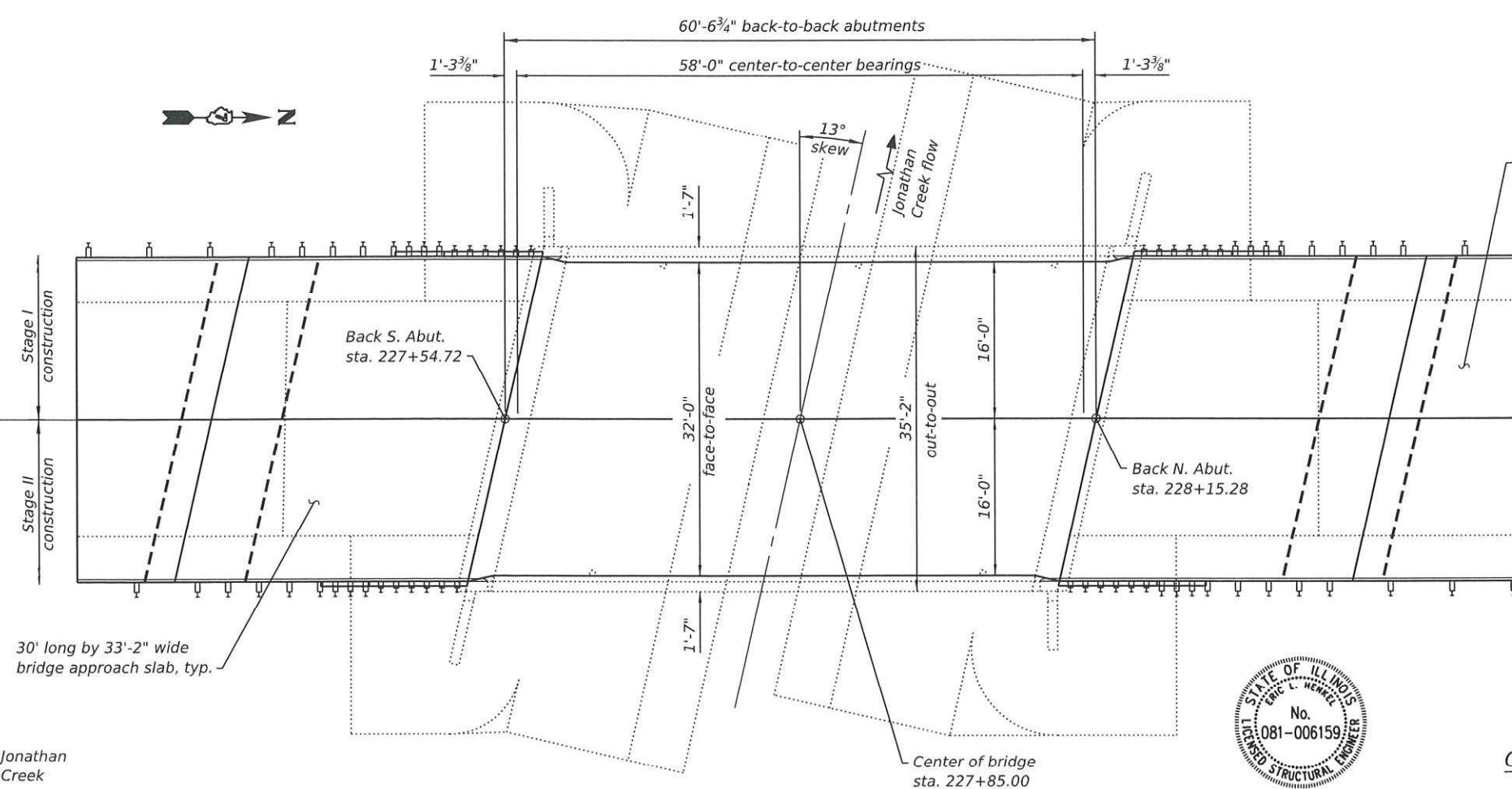
DESIGN STRESSES

FIELD UNITS
EXISTING CONSTRUCTION
 f_c = 3,500 psi (concrete)
 f_y = 50,000 psi (structural steel)
 f_y = 60,000 psi (reinforcement)

NEW CONSTRUCTION
 f_c = 4,000 psi (concrete)
 f_y = 60,000 psi (reinforcement)

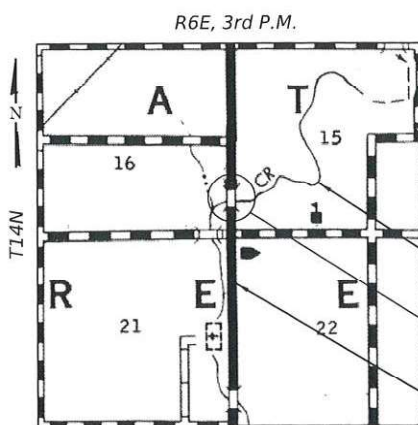


ELEVATION



PLAN

Pavement Connector (HMA) for Bridge Approach Slab, typ.



LOCATION SKETCH

30' long by 33'-2" wide bridge approach slab, typ.



EXPIRES 11-30-24

Eric L. Henkel
SIGNATURE

08-07-2024
DATE

GENERAL PLAN & ELEVATION
CADWELL ROAD OVER JONATHAN CREEK
F.A.S. ROUTE 659
SECTION D7 BRIDGE REPAIRS 2025-7
MOULTRIE COUNTY
STATION 227+85
STRUCTURE NO. 070-0041

REV - MS

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION

SHEET 1 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	79
CONTRACT NO. 74C56				

ILLINOIS FED. AID PROJECT

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PLOT DATE = 8/9/2024	CHECKED - ELH 07/24	REVISED -

GENERAL NOTES

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
3. Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the Contractor's expense.
4. Areas of deck repairs shown are estimated. The Engineer shall show actual locations and size of deck repairs on As-built plans.
5. Bridge Deck Grooving (Longitudinal) shall be completed only after Diamond Grinding (Bridge Section) is complete.
6. Protective Coat shall be applied to the top of the new concrete overlay, bridge approach slabs, and tops and inside faces of bridge approach slab curbs.
7. Up to 1/4" to be ground off the concrete overlay and bridge approach slabs.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Structures	Cu. Yd.		21.1	21.1
Protective Coat	Sq. Yd.	442		442
Concrete Superstructure (Approach Slab)	Cu. Yd.	96.0		96.0
Reinforcement Bars, Epoxy Coated	Pound	32,990	3,680	36,670
Bar Splicers	Each	212	80	292
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	322		322
Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2 1/2"	Sq. Yd.	216		216
Bridge Deck Scarification 3/4"	Sq. Yd.	216		216
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	5		5
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	2		2
Diamond Grinding (Bridge Section)	Sq. Yd.	383		383

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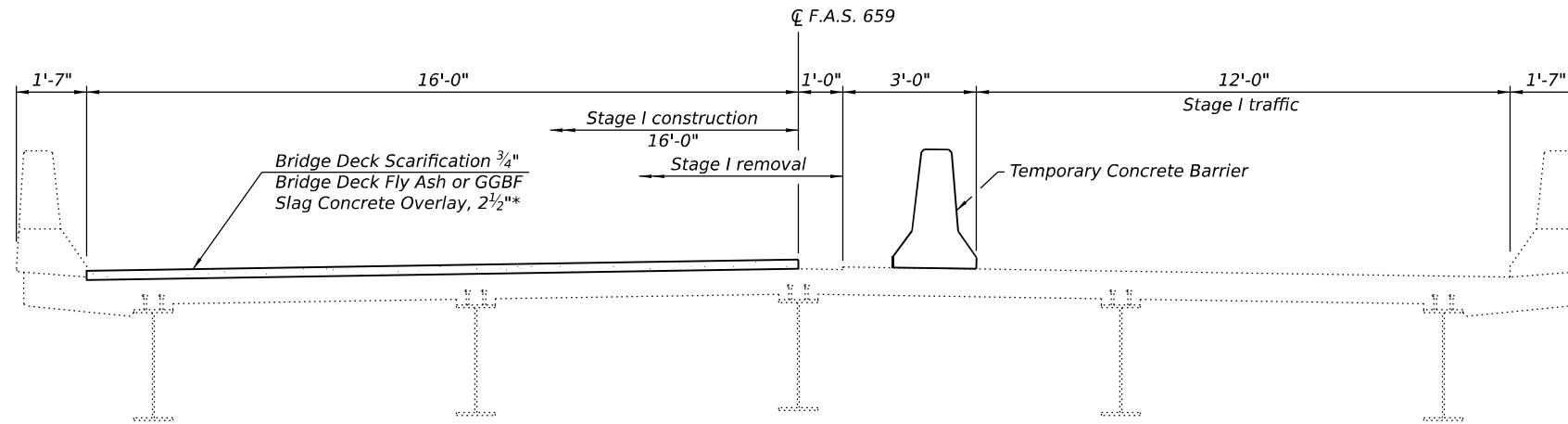
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PLOT DATE = 8/9/2024	CHECKED - ELH 07/24	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND TOTAL BILL OF MATERIAL
STRUCTURE NO. 070-0041**

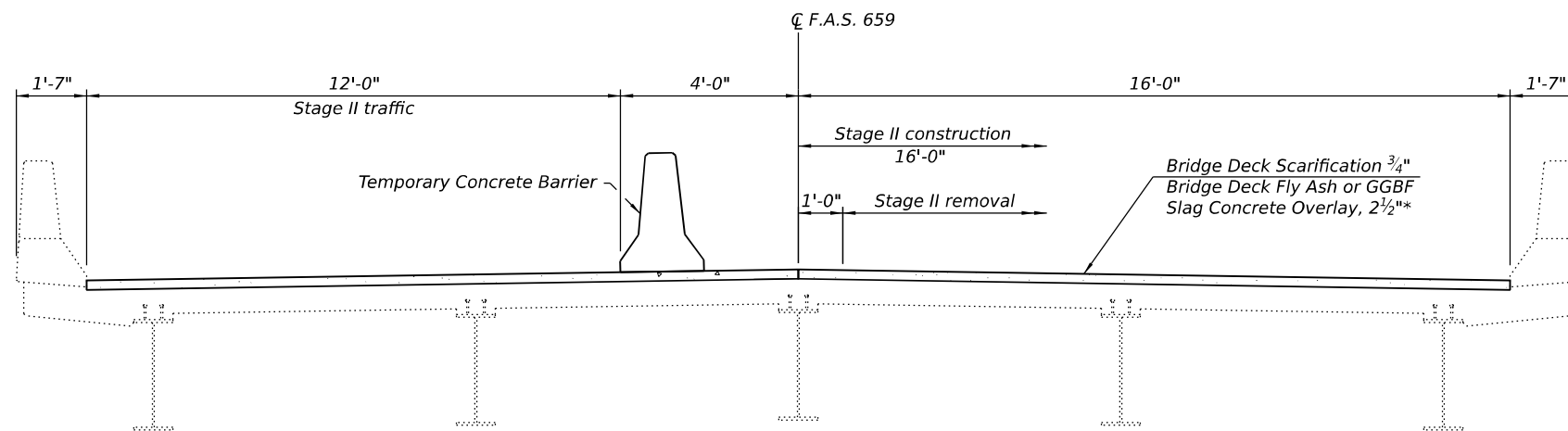
SHEET 2 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	80
CONTRACT NO. 74C56				
		ILLINOIS	FED. AID PROJECT	



STAGE I - LOOKING NORTH

* Prior to grinding



STAGE II - LOOKING NORTH

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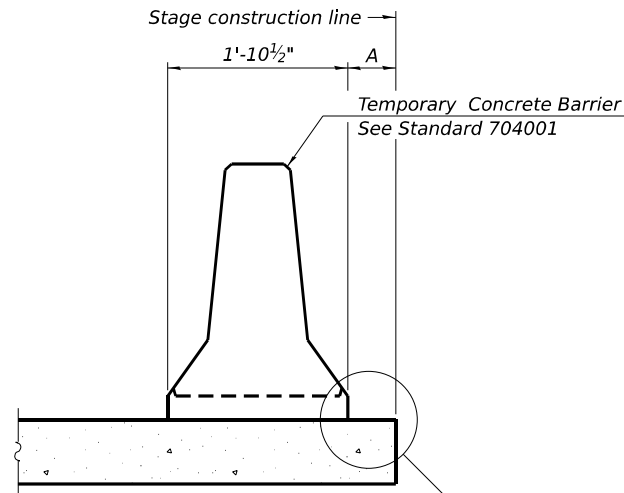
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION
STRUCTURE NO. 070-0041**

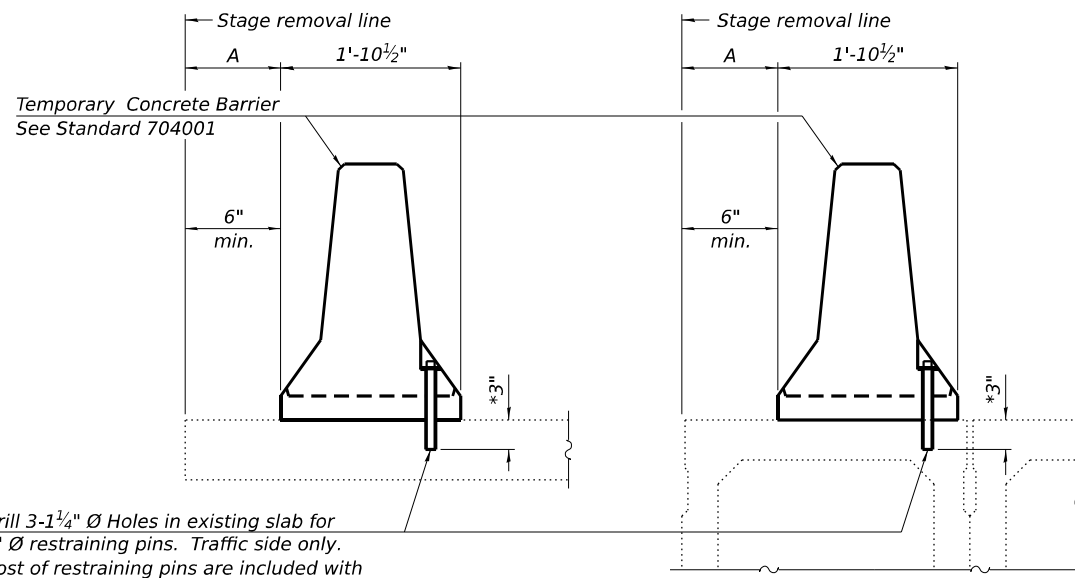
SHEET 3 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	81
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



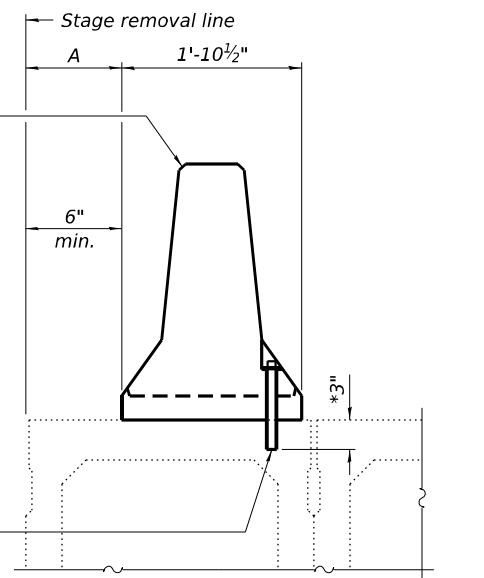
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



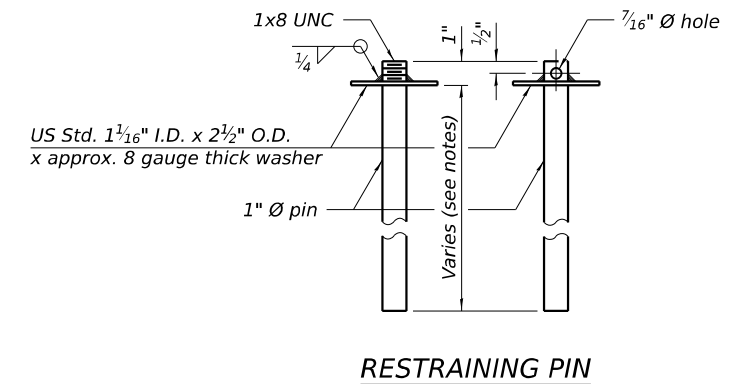
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



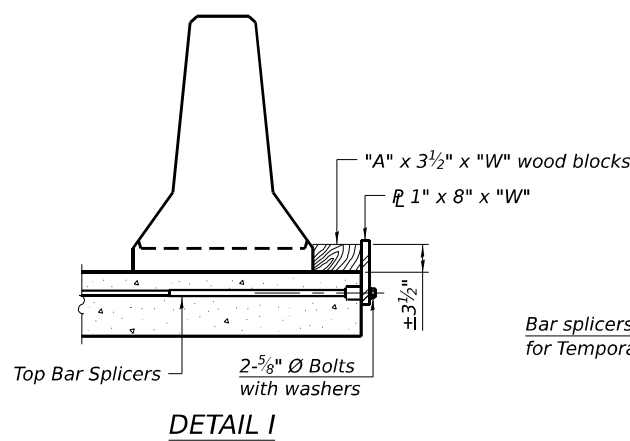
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

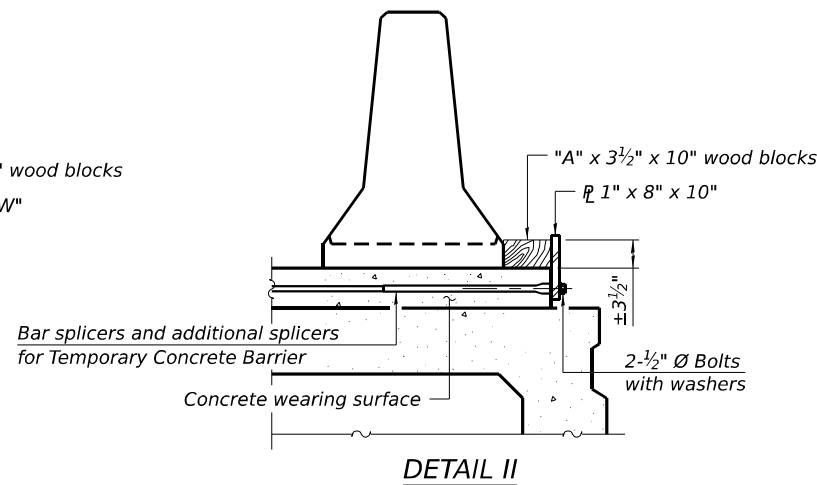


RESTRAINING PIN

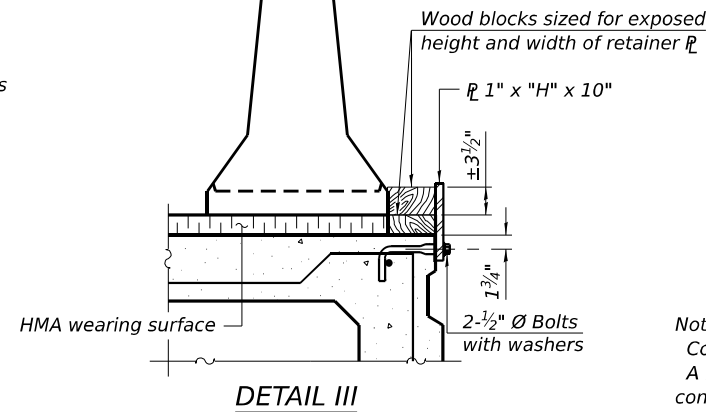
SECTIONS THRU SLAB OR DECK BEAM



DETAIL I

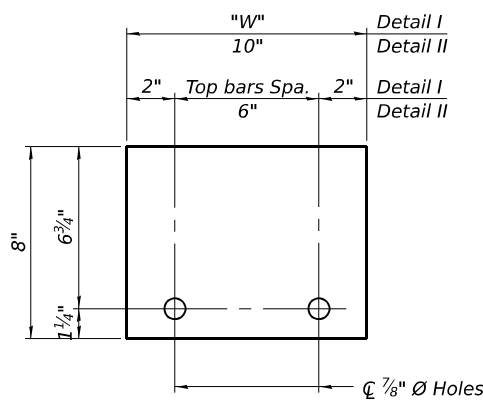


DETAIL II

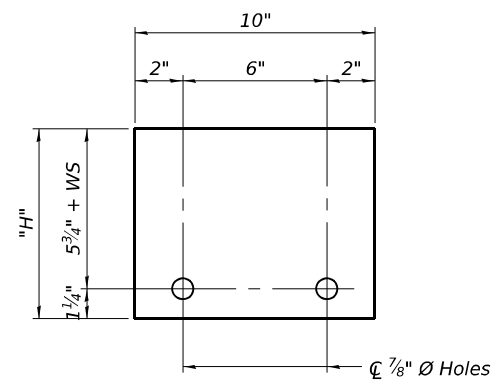


DETAIL III

BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 5-15-2023

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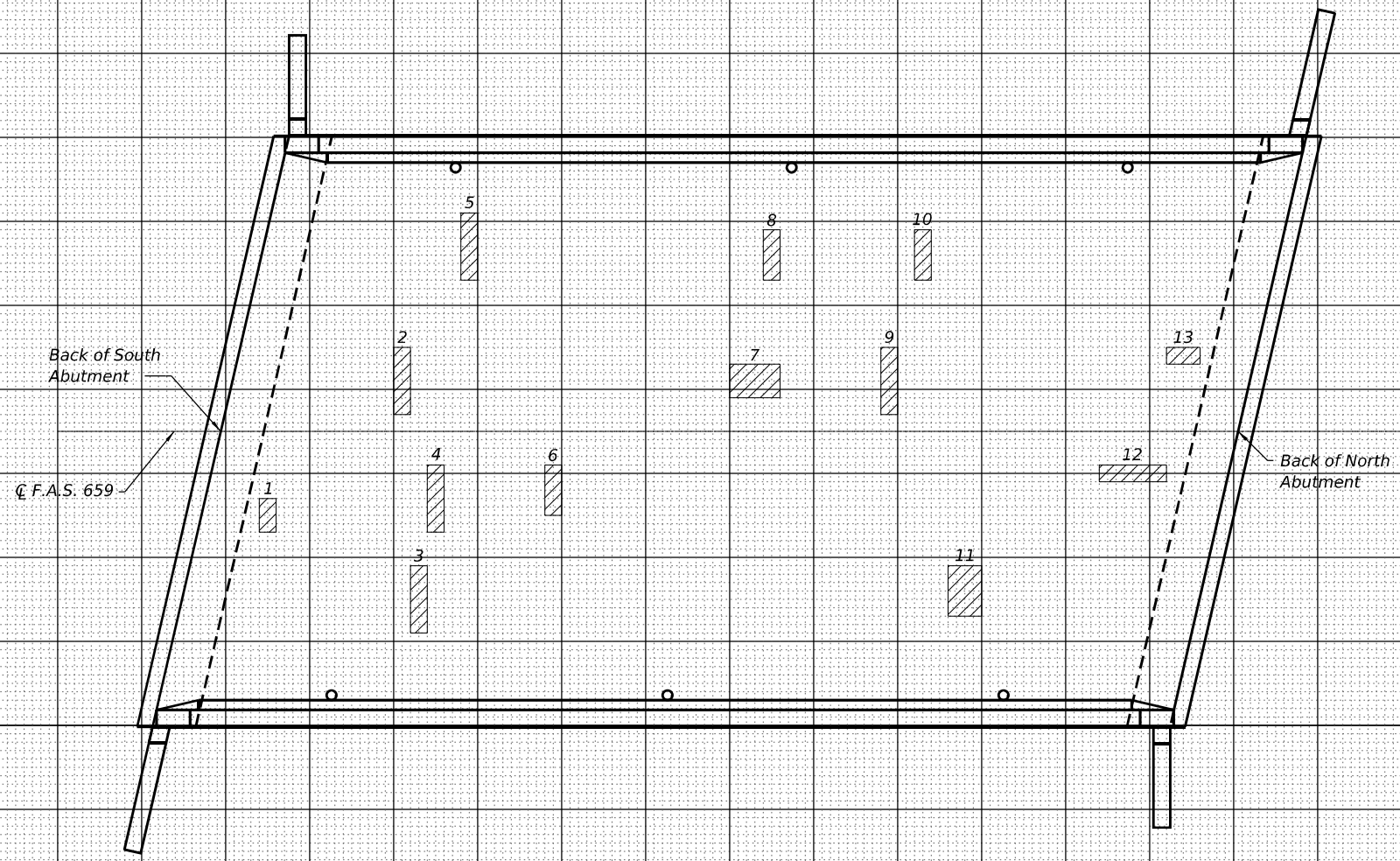
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PLOT DATE = 8/9/2024	CHECKED - ELH 05/24	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
 STRUCTURE NO. 070-0041

SHEET 4 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	82
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



SN 070-0041 BRIDGE DECK PATCHING

PATCH NO.	SIZE (FEET)		DECK SLAB REPAIR (FD, TY I)	DECK SLAB REPAIR (FD, TY II)
	LENGTH	WIDTH	SQ YD	SQ YD
1	1.0	2.0	0.2	
2	1.0	4.0	0.4	
3	1.0	4.0	0.4	
4	1.0	4.0	0.4	
5	1.0	4.0	0.4	
6	1.0	3.0	0.3	
7	3.0	2.0		0.7
8	1.0	3.0	0.3	
9	1.0	4.0	0.4	
10	1.0	3.0	0.3	
11	2.0	3.0		0.7
12	4.0	1.0	0.4	
13	2.0	1.0	0.2	
TOTAL ROUNDS TO:			5.0	2.0

THE LOCATIONS AND SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.



DATE OF SURVEY: 11-2-23
 SURVEY BY: DM
 METHOD OF SURVEY: VISUAL

ESTIMATED PAY QUANTITIES:

DECK SLAB REPAIR (FULL DEPTH, TYPE I)
 5.0 SQ YD

DECK SLAB REPAIR (FULL DEPTH, TYPE II)
 2.0 SQ YD

MODEL: Sheet
 FILE NAME: Y:\IDOT\1363-08_74C56\CADD\Structures\SN_070-0041\0700041-74C56-05-Deck Patching_Sheets.dgn



USER NAME = nhc
 ESCA PROJECT NO. = 1363.08
 PLOT SCALE = 0.2" = 1' / in.
 PLOT DATE = 8/9/2024

DESIGNED - ELH 05/24
 CHECKED - CTJ 05/24
 DRAWN - CTJ 05/24
 CHECKED - ELH 05/24

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

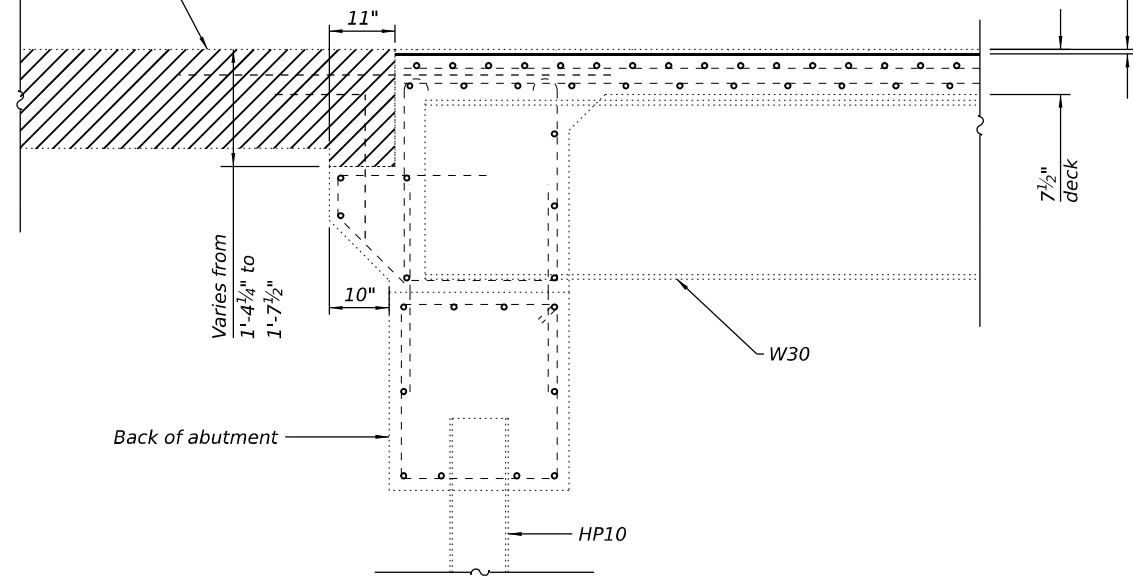
BRIDGE DECK PATCHING
 STRUCTURE NO. 070-0041

SHEET 5 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	83
CONTRACT NO. 74C56				

ILLINOIS FED. AID PROJECT

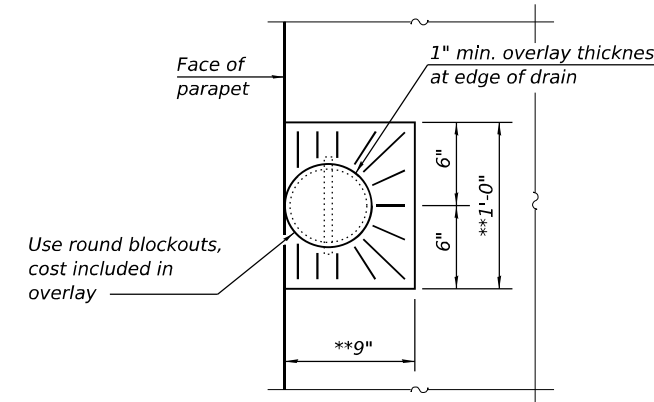
Pavement Removal,
see Roadway Plans



APPROACH SLAB REMOVAL SECTION

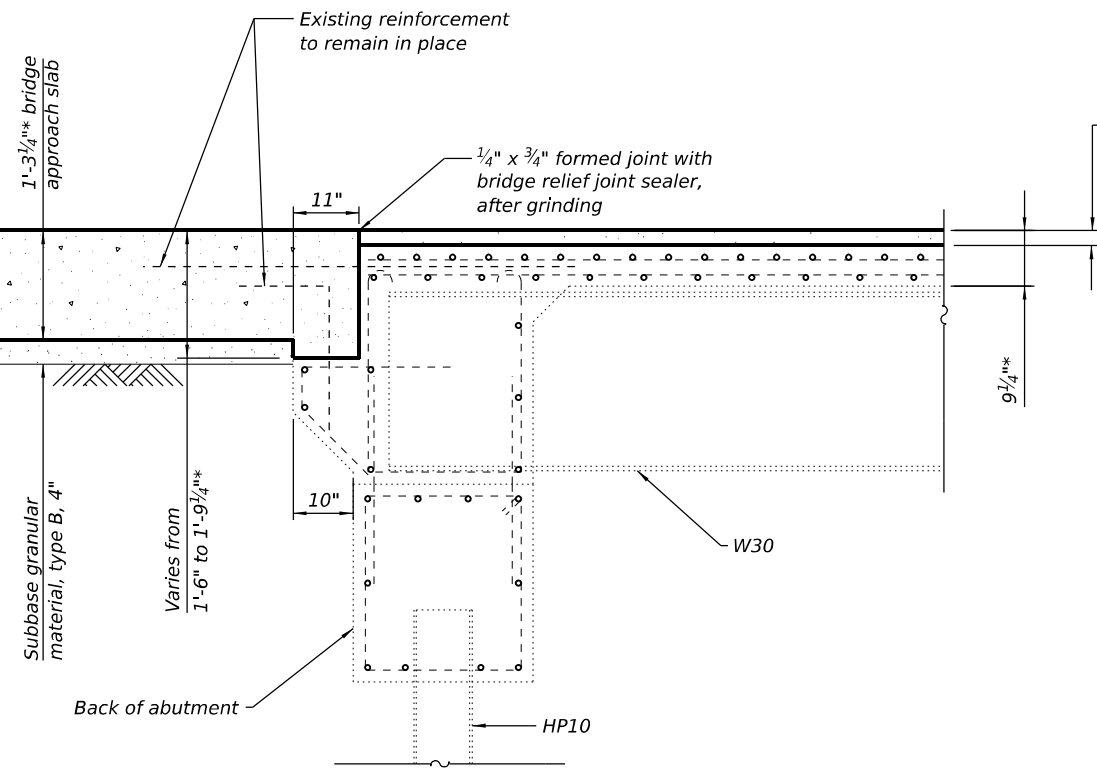
(Horizontal dimensions at right angles)

Bridge Deck
Scarification
3/4"



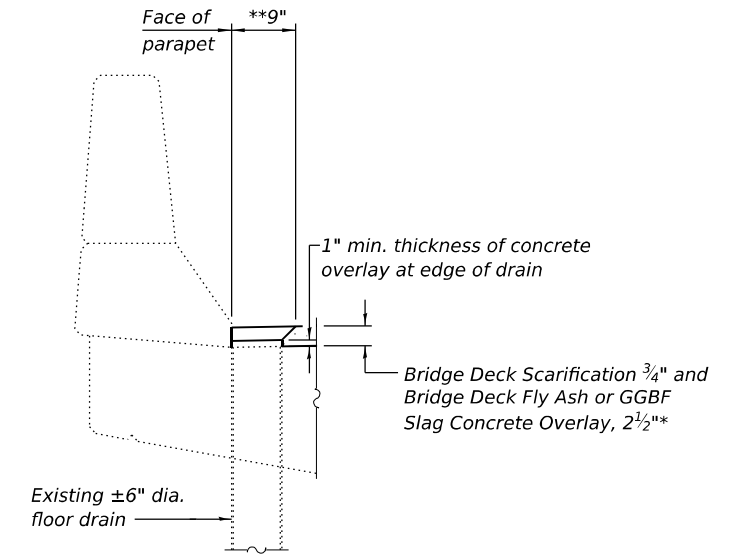
**OVERLAY TREATMENT AT
FLOOR DRAINS**

*Prior to grinding
**Slope to drain



APPROACH SLAB CONSTRUCTION SECTION

(Horizontal dimensions at right angles)



SECTION AT FLOOR DRAINS

MODEL: Sheet
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USER NAME = nhc
ESCA PROJECT NO. = 1363.08
PLOT SCALE = 0.2" / in.
PLOT DATE = 10/22/2024

DESIGNED - ELH 05/24
CHECKED - CTJ 05/24
DRAWN - CTJ 10/24
CHECKED - ELH 10/24

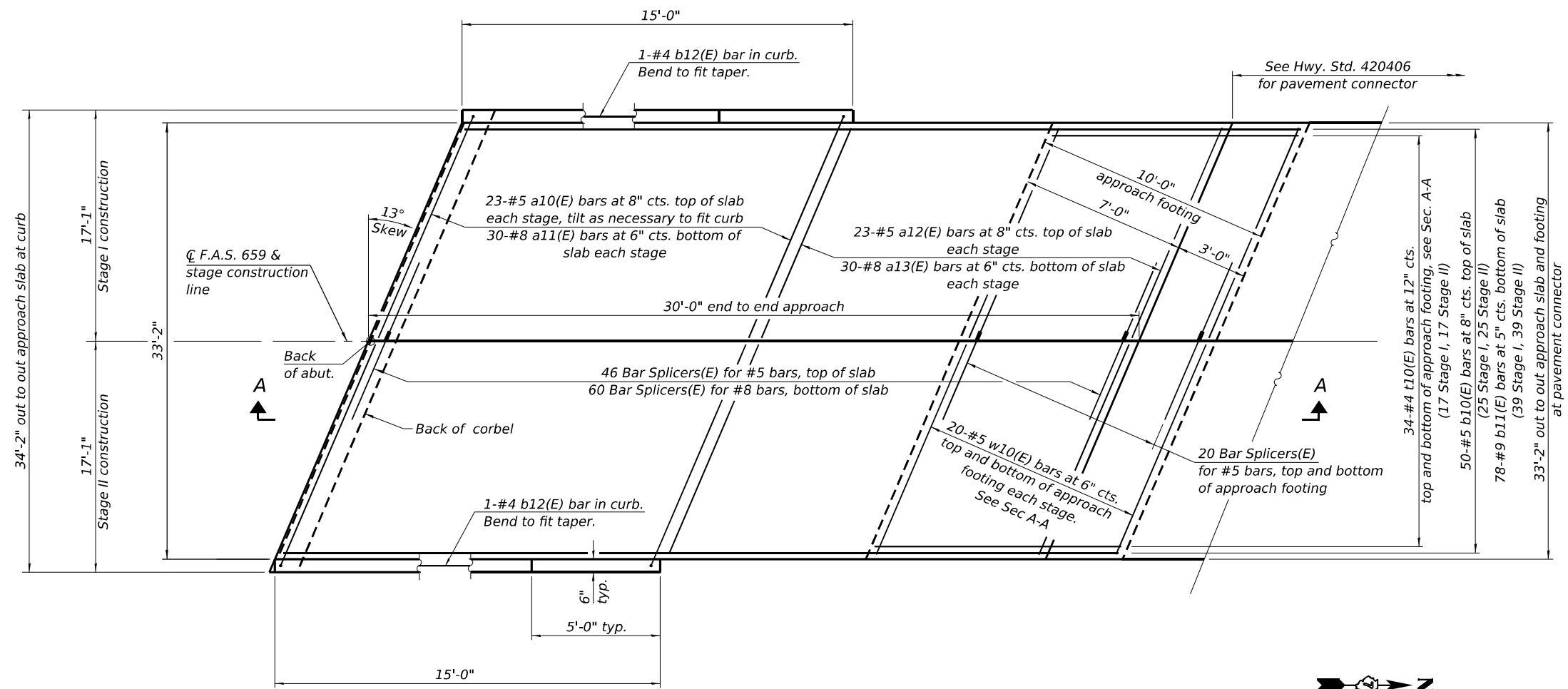
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
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SUPERSTRUCTURE DETAILS
STRUCTURE NO. 070-0041

SHEET 6 OF 9 SHEETS

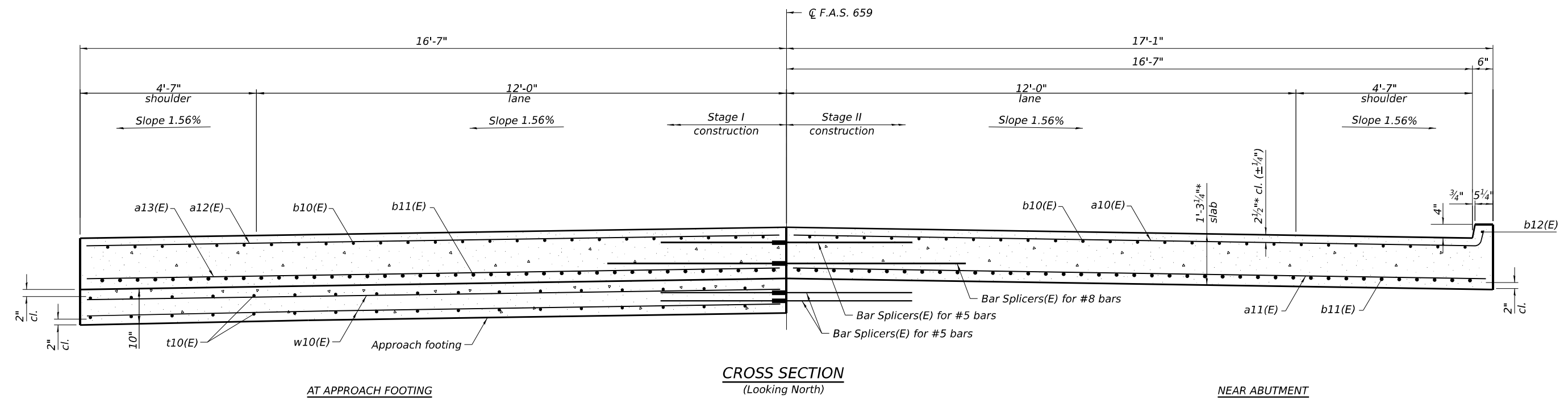
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	84
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



Note:
See Sheet 8 of 9
for Section A-A

* Prior to grinding

PLAN
(North Approach Slab shown; South Approach Slab similar by 180° rotation)



CROSS SECTION
(Looking North)

(Sheet 1 of 2)

MODEL: Sheet
FILE NAME: Y:\IDOT\1363-08_74C56\CADD\Structures\SN_070-004\10700041-74C56-07-Bridge Approach Slab Details.dgn



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PLOT SCALE = 0:2" = 1' / in.	DRAWN - CTJ 05/24	REVISED -
PLOT DATE = 8/9/2024	CHECKED - ELH 05/24	REVISED -

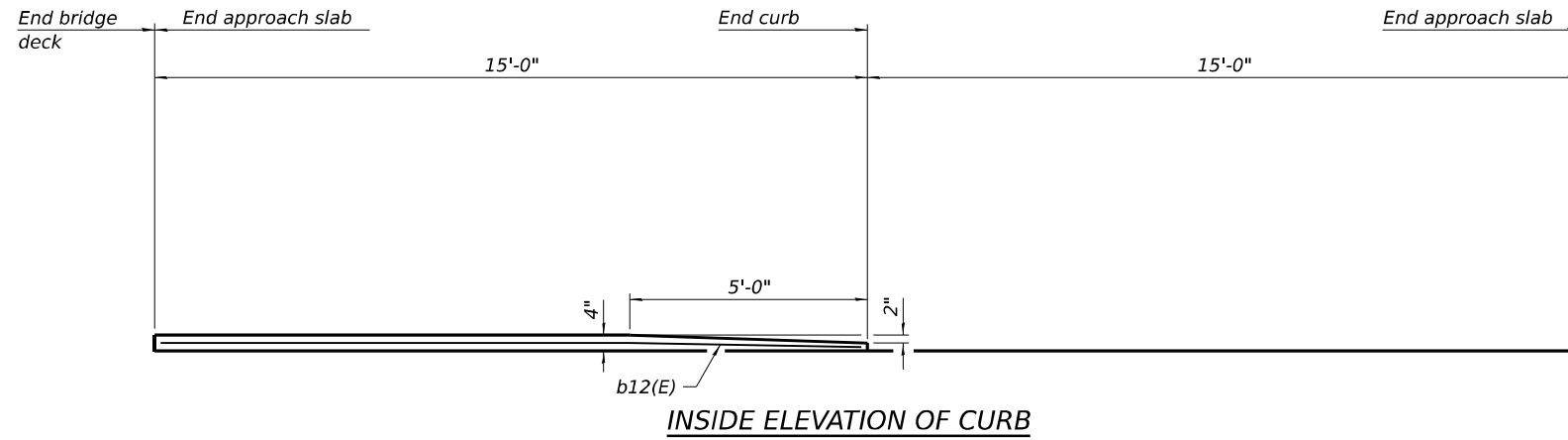
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 070-0041**

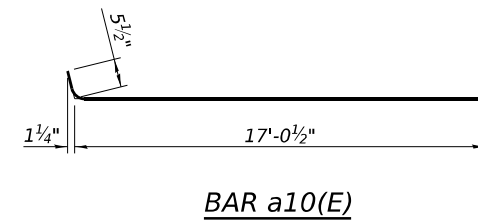
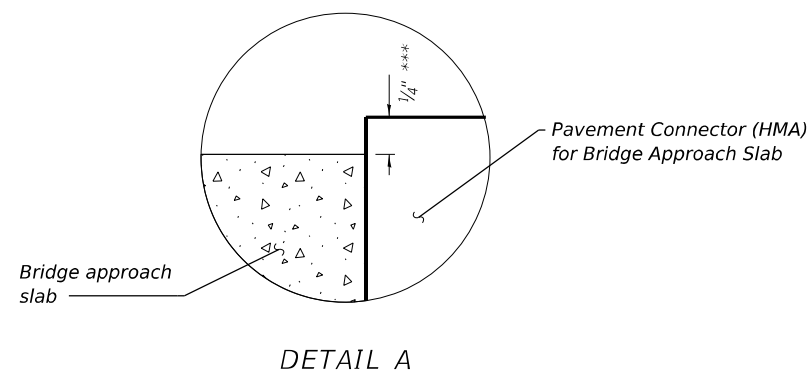
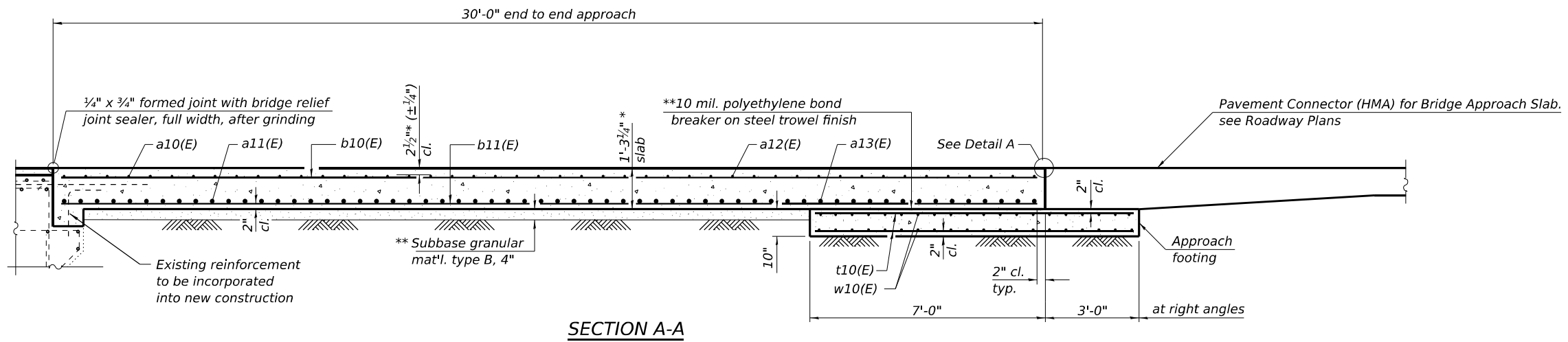
SHEET 7 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	85
CONTRACT NO. 74C56				

ILLINOIS FED. AID PROJECT



Notes:
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.



**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
a10(E)	92	#5	17'-6"	U	
a11(E)	120	#8	17'-2"	—	
a12(E)	92	#5	16'-8"	—	
a13(E)	120	#8	16'-8"	—	
b10(E)	100	#5	29'-8"	—	
b11(E)	156	#9	29'-8"	—	
b12(E)	4	#4	14'-8"	—	
t10(E)	136	#4	9'-11"	—	
w10(E)	160	#5	16'-8"	—	
Concrete Superstructure (Approach Slab)				Cu. Yd.	96.0
Concrete Structures				Cu. Yd.	21.1
Reinforcement Bars, Epoxy Coated				Pound	36,670

* Prior to grinding
 ** Cost included with Concrete Superstructure (Approach Slab)
 *** After grinding

(Sheet 2 of 2)

MODEL: Sheet
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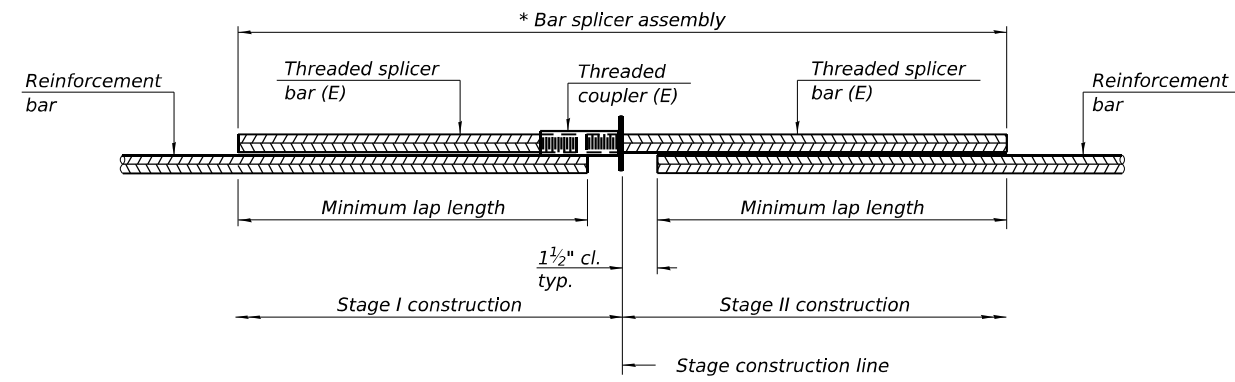
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ESCA PROJECT NO. = 1363.08	CHECKED - CTJ 05/24	REVISED -
PLOT SCALE = 0:2" = 1" / in.	DRAWN - CTJ 10/24	REVISED -
PLOT DATE = 10/22/2024	CHECKED - ELH 10/24	REVISED -

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 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 070-0041

SHEET 8 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	86
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				



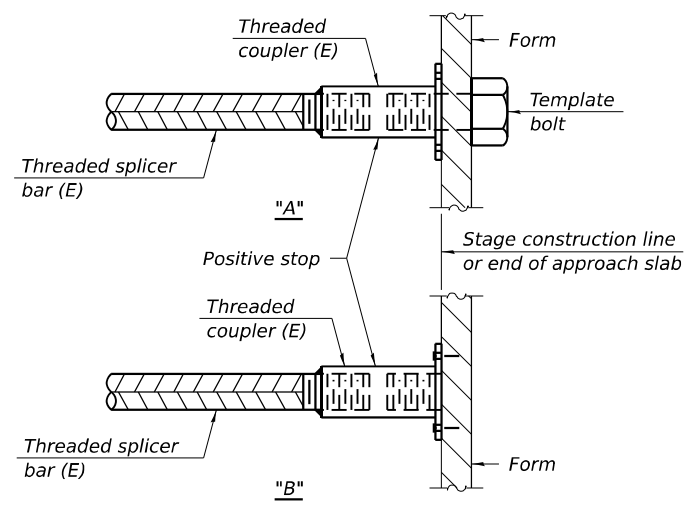
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

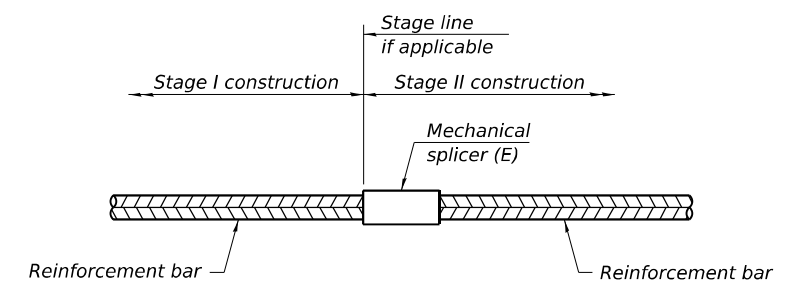
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
070-0041 Approach Slabs	#5	92	3'-4"
070-0041 Approach Slabs	#8	120	4'-9"
070-0041 Approach Footings	#5	80	3'-4"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
NA		

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

MODEL: Sheet
 FILE NAME: Y:\IDOT\1363-08_74C56\CADD\Structures\SN_070-0041\0700041-74C56-05-Bar Assembly_Details.dgn

BSD-1 5-15-2023



USER NAME = nhc	DESIGNED - ELH 05/24	REVISED -
ESCA PROJECT NO. = 1363.08	CHECKED - CTJ 05/24	REVISED -
PLOT SCALE = 0:2" = 1" / in.	DRAWN - CTJ 05/24	REVISED -
PLOT DATE = 9/12/2024	CHECKED - ELH 05/24	REVISED -

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BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 070-0041

SHEET 9 OF 9 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
659	D7 BRIDGE REPAIRS 2025-7	MOULTRIE	87	87
CONTRACT NO. 74C56				
ILLINOIS FED. AID PROJECT				