

DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.P. ROUTE 760 (IL-48)
SECTION 124 BR-1

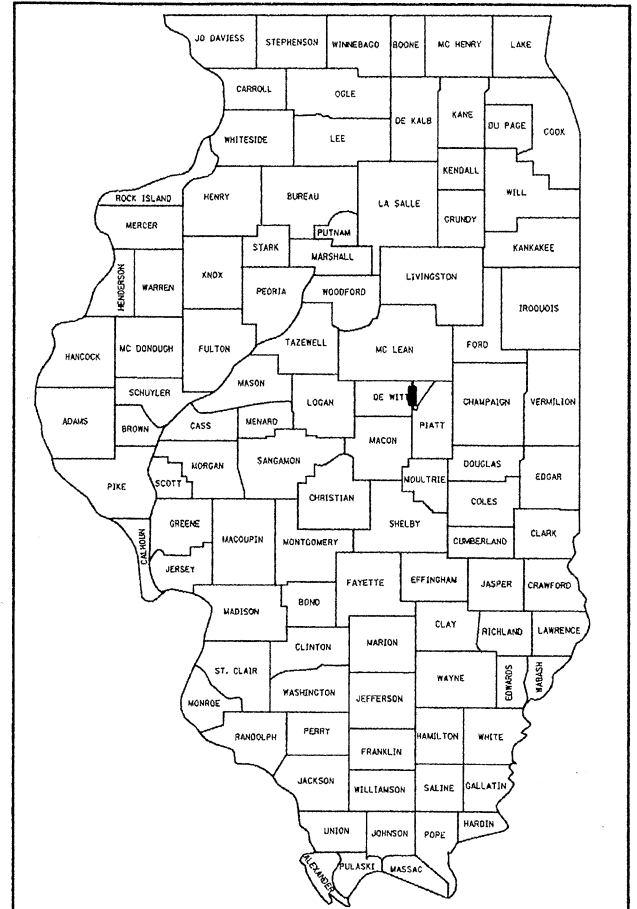
**BRIDGE DECK REPAIRS
CLINTON LAKE 4 MI NORTH OF WELDON
DEWITT COUNTY**

C-95-051-06

99.9%
5-21-2011

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 3

D-95-050-06



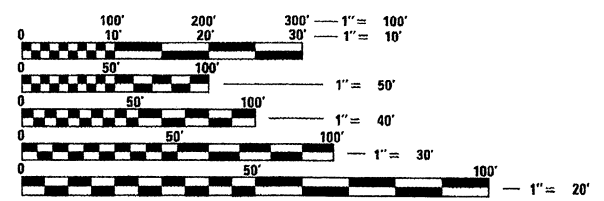
LOCATION OF SECTION INDICATED THUS: - [black box] -

**CURRENT
TRAFFIC DATA**

- 2010 ADT = 950
- 2030 ADT = 1,100
- PU + PC % = 81.4
- SU % = 9.6
- MU% = 9.0

DESIGN DESIGNATION

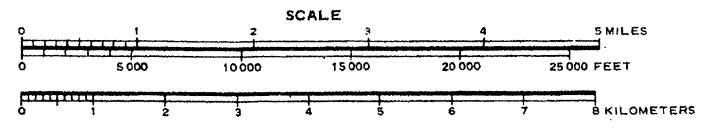
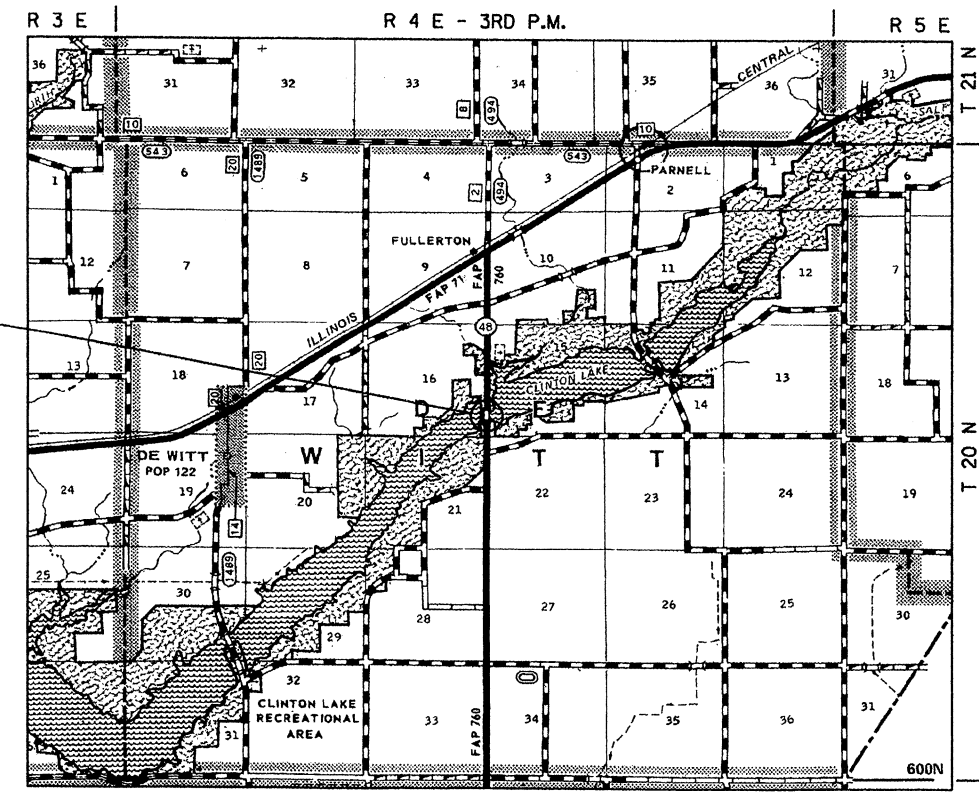
MINOR ARTERIAL



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 DE WITT TOWNSHIP

EXISTING S.N. 020-0045
F.A.P. 760 (IL-48) OVER
SALT CREEK (CLINTON LAKE)
STATION 274+16.50
PROPOSED STRUCTURE REPAIRS



GROSS LENGTH = 351.83 FT. = 0.067 MILE
NET LENGTH = 351.83 FT. = 0.067 MILE

PROJECT ENGINEER: TIM BRANDENBURG
PROJECT MANAGER: GARY SIMS
217-465-4181
CONTRACT NO. 70531

020-0045

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 3/25 20 10
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 7 20 10
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

May 7 20 10
[Signature]
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS
2	LIST OF STANDARDS
2	GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	GENERAL PLAN & ELEVATION
5	WEARING SURFACE & APPROACH OVERLAY PLAN
6	DECK & APPROACH CROSS SECTIONS
7	WATERPROOFING MEMBRANE SYSTEM
8	AS-BUILT PATCHING PLAN
9	JOINT REPAIR DETAILS
10	P.P.C. I-BEAM REPAIRS
11	COMPRESSION BLOCK REPAIRS
12-19	AS-BUILT STRUCTURE PLANS - FOR INFORMATION ONLY
20-23	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)

LIST OF HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701316-04	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS > 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS OF RAISED REFLECTIVE PAVEMENT MARKERS
701201-03	

GENERAL NOTES

GENERAL NOTES

G.N.-100

ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-107.31

UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C&/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.

UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800)892-0123 OR 811.

G.N.-406

THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406H

MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

Location	IL 48
Mixture Use	Surface
AC/PG	PG 64-22
RAP % (Max)	15
Design Air Voids	4.0% @ Ndes=50
Mix Comp(Gradation)	IL 9.5
Friction Aggregate	Mix C

G.N.-781

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

FILE NAME :	USER NAME : simsgn	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, LIST OF STANDARDS & GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwwork\pwwd001\SIMSGM\d0179794\057031-sht-Bridge Repair Plans.dgn	DRAWN - GMS	REVISED - ---	760			124 BR-1	DEWITT	23	2	
PLOT SCALE = 40.00001" / IN.	CHECKED - ---	REVISED - ---	CONTRACT NO. 70531							
PLOT DATE = 2/25/2010	DATE - ---	REVISED - ---	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							

SUMMARY OF QUANTITIES

DEWITT CO.
RURAL
TWO LANE
100% STATE
MINOR
STRUCTURE
REPAIR

SFTY-2A
S.N. 020-0045

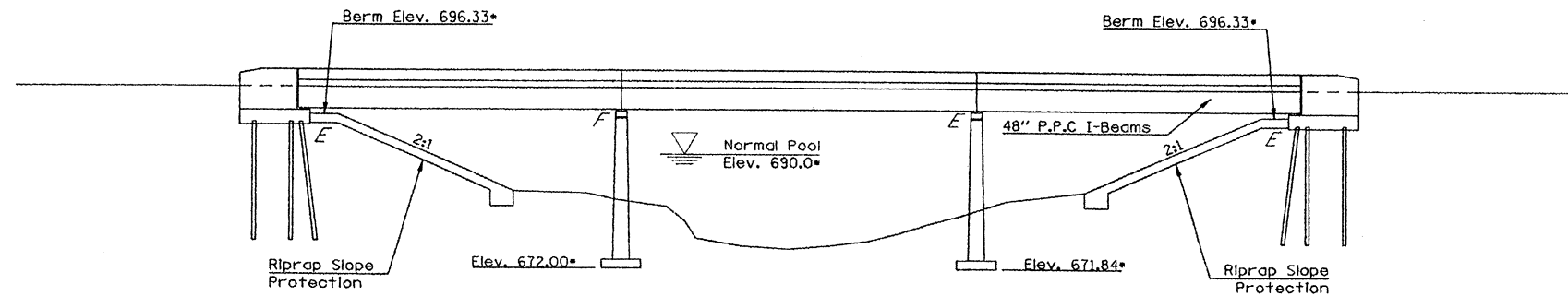
CODE NO	ITEM	UNIT	TOTAL QUANTITY
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	47.0
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N-50	TON	143.0
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	470.0
44000915	HOT-,MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	1070.0
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	1083.0
67100100	MOBILIZATION	L SUM	1.0
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	1.0
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1.0
* 78001110	PAINT PAVEMENT MARKING, LINE 4"	FOOT	781.0
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	5.0
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	5.0
X0320887	POLYMER CONCRETE	CU FT	14.5
X0321744	SILICONE JOINT SEALER, 2"	FOOT	90.0
X0322905	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIRS	L SUM	1.0
X0325682	PUMPABLE CONCRETE MIX	CU FT	3.0
Z0016000	DECK SLAB REPAIR (FULL DEPTH)	SQ YD	54.0
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	160.0

* SPECIALTY ITEMS

FILE NAME =	USER NAME = simsgm	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\p\work\PIWIDOT\SIHSGH\0179794\0570	01-shr-Bridge Repair Plans.dgn	DRAWN - GMS	REVISED - ---			760	124 BR-1	DEWITT	23	3	
	PLOT SCALE = 41.6516 ' / IN.	CHECKED - ---	REVISED - ---			CONTRACT NO. 70531					
	PLOT DATE = 2/19/2010	DATE - -----	REVISED - ---			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

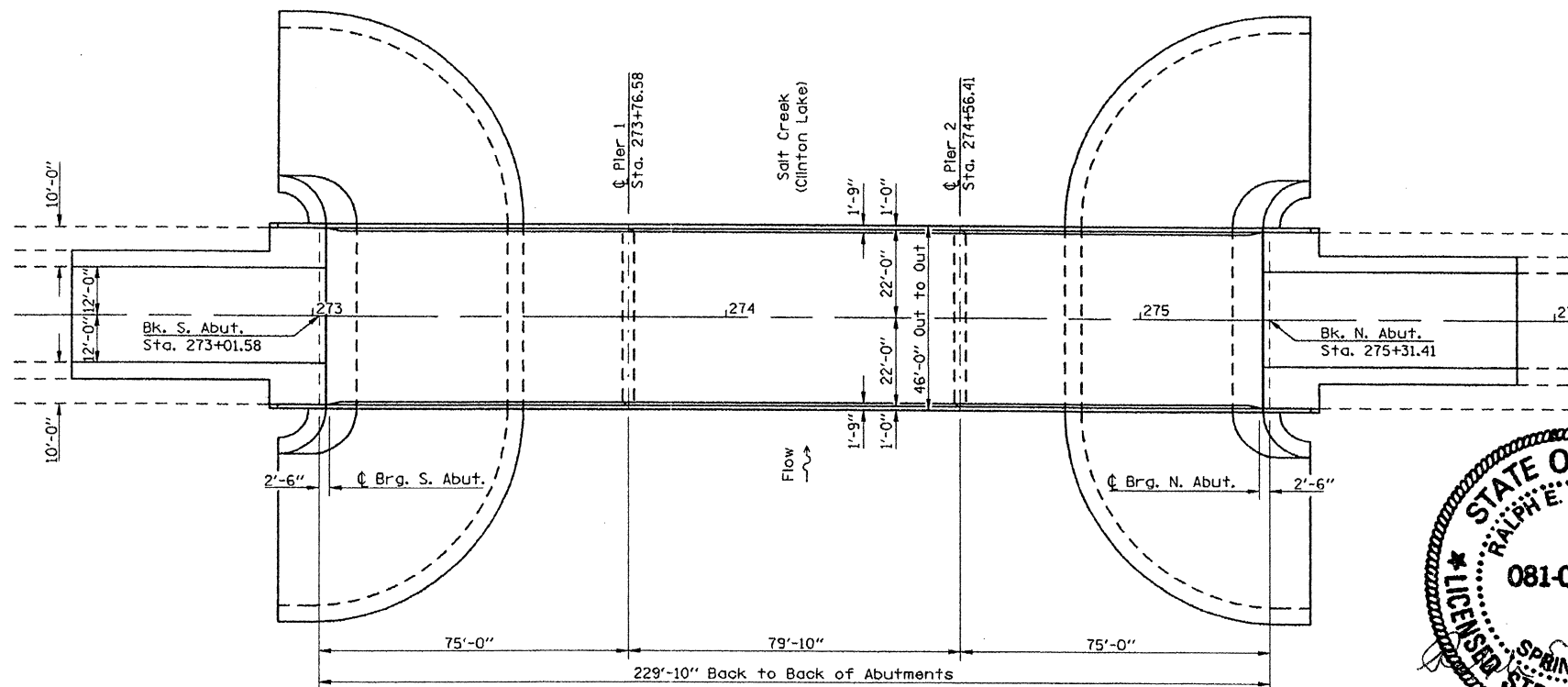
GENERAL PLAN & ELEVATION

S.N. 020-0045



ELEVATION

• Elevations shown have been taken from As-Built plans and are included for perspective only.



PLAN

THE EXISTING STRUCTURE WAS BUILT IN 1976 BY THE STATE OF ILLINOIS AS F.A. ROUTE 65, SECTION 124BR AT STATION 274+16.50 IN DEWITT COUNTY. THE STRUCTURE CARRIES F.A.P. 760 (IL-48) OVER SALT CREEK (CLINTON LAKE) APPROXIMATELY 4 MILES NORTH OF WELDON.

THE SUPERSTRUCTURE CONSISTS OF AN 8" R.C. DECK WITH A WATERPROOFING MEMBRANE SYSTEM AND A 1 1/2" H.M.A. WEARING SURFACE SUPPORTED BY SIX 48" P.P.C. I-BEAMS. THE SUPERSTRUCTURE IS SUPPORTED BY TWO TAPERED-STEM PIERS ON SPREAD FOOTINGS AND STEEL PILES AND TWO SPILL-THRU ABUTMENTS ON STEEL PILES. THE STRUCTURE MEASURES 229'-10" FROM BACK TO BACK OF ABUTMENTS. THE DECK HAS A CLEAR WIDTH OF 42'-6" FROM FACE TO FACE OF CURB AND AN OUT-TO-OUT WIDTH OF 46'-0".

METHOD OF CONSTRUCTION: STAGE CONSTRUCTION

SEE PROPOSED IMPROVEMENTS ON THIS SHEET.

PROPOSED WORK

1. REMOVE EXISTING WATERPROOFING MEMBRANE SYSTEM AND H.M.A. WEARING SURFACE ON DECK.
2. MILL 1 3/4" OVER APPROACH PAVEMENTS.
3. PLACE NEW WATERPROOFING MEMBRANE SYSTEM AND 1 1/2" H.M.A. WEARING SURFACE ON BRIDGE DECK.
4. PLACE H.M.A. OVERLAY ON APPROACH PAVEMENTS.
5. REPLACE EXISTING NEOPRENE EXPANSION JOINTS WITH POLYMER CONCRETE NOSING AND SILICONE JOINT SEALER.

TOTAL BILL OF MATERIALS

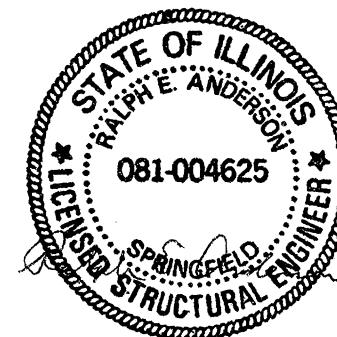
ITEM	UNIT	TOTAL
H.M.A. SURFACE REMOVAL (DECK)	SQ YD	1070.0
H.M.A. SURFACE REMOVAL, 1 3/4"	SQ YD	470.0
WATERPROOFING MEMBRANE SYSTEM	SQ YD	1083.0
H.M.A. SURFACE CSE. MIX C, N-50	TON	143.0
DECK SLAB REPAIR (PARTIAL)	SQ YD	160.0
DECK SLAB REPAIR (FULL-DEPTH)	SQ YD	54.0
BITUMINOUS MATERIALS (PRIME COAT)	GAL	47.0
SILICONE JOINT SEALER, 2"	FOOT	90.0
POLYMER CONCRETE	CU FT	14.5
P.P.C. I-BEAM REPAIRS	L SUM	1.0
PUMPABLE CONCRETE MIX	CU FT	3.0

GENERAL NOTES

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE 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.

SEE SPECIAL PROVISION "DECK SLAB REPAIR" FOR ADDITIONAL REQUIREMENTS PERTAINING TO DECK SLAB REPAIR AND H.M.A. SURFACE REMOVAL (DECK).

THE EXISTING STRUCTURE HAS BEEN FOUND TO CONTAIN NO ASBESTOS.

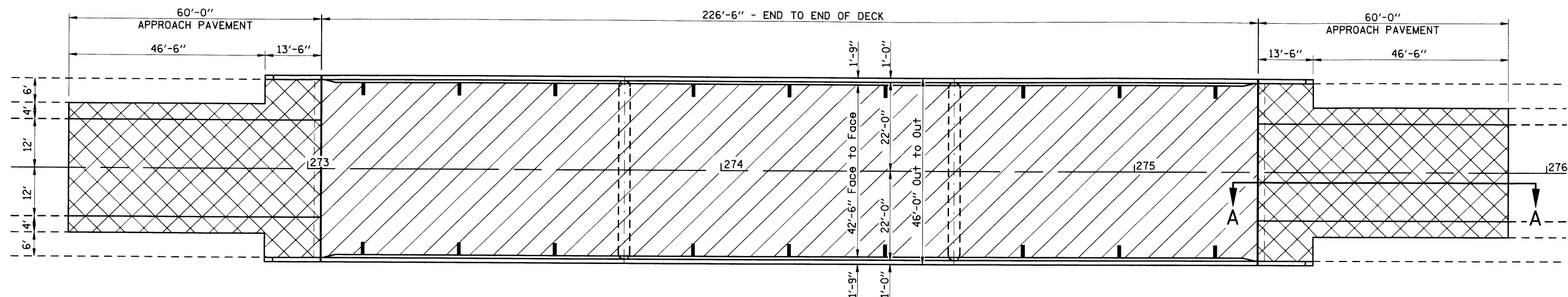


Expires 11/30/2010

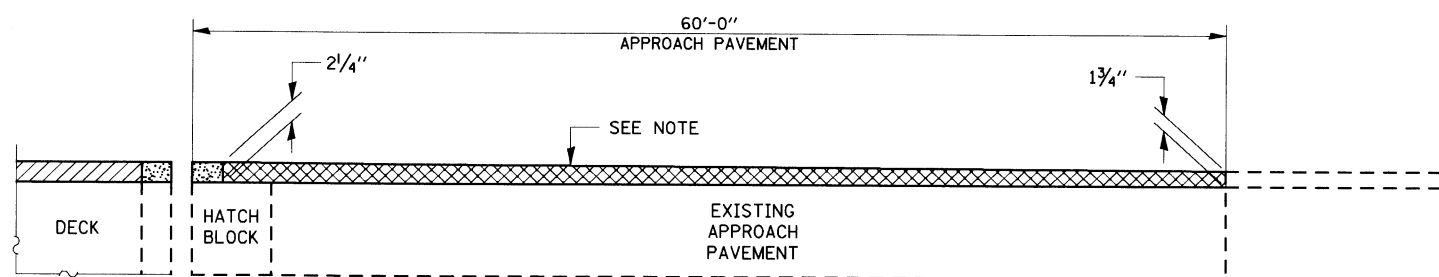
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ei:\pwwork\VPWIDOT\SMSGM\0179794\0570	31-shr-Bridge Repair Plans.dgn	DRAWN - GMS	REVISED -			760	124 BR-1	DEWITT	23	4
	PLOT SCALE = 41.6516' / IN.	CHECKED -	REVISED -			CONTRACT NO. 70531				
	PLOT DATE = 2/19/2010	DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

WEARING SURFACE & APPROACH OVERLAY PLAN

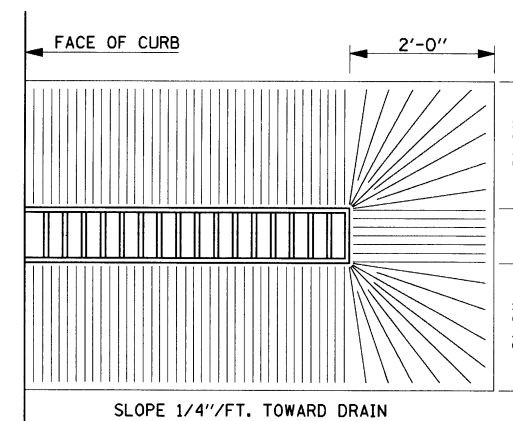
S.N. 020-0045



PLAN



SECTION A-A
(SHOWING RESURFACING TRANSITION OVER APPROACH PAVEMENTS)



PLAN VIEW
AT DRAIN

NOTE:

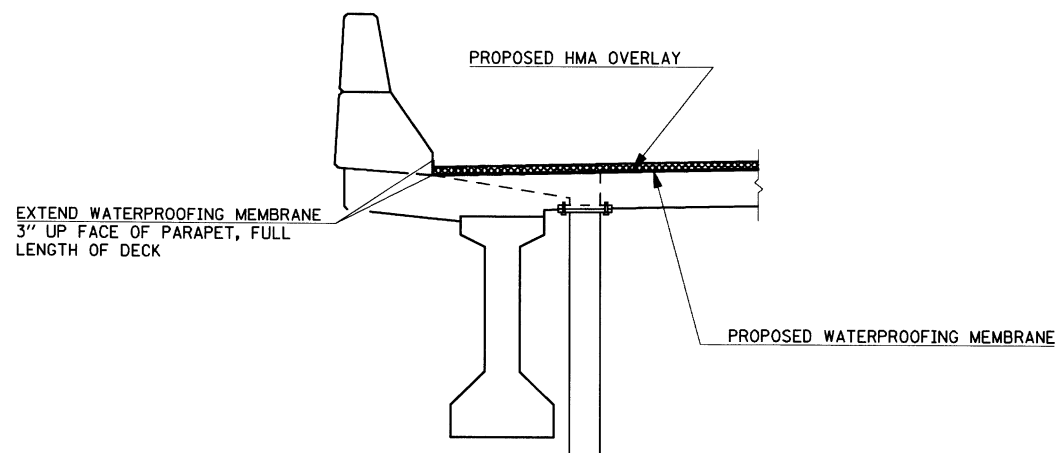
TRANSITION AREA TO BE MILLED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR H.M.A. SURFACE REMOVAL, 1 3/4" AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESS.

LEGEND

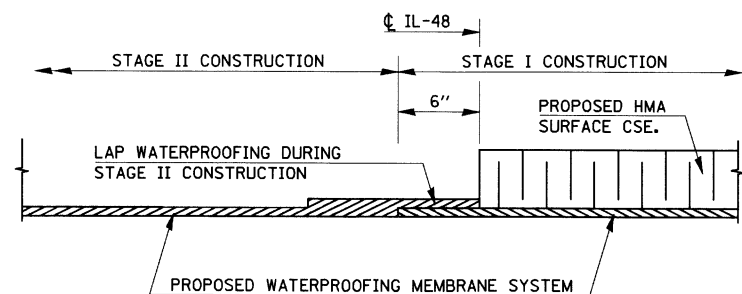
- H.M.A. SURFACE REMOVAL (DECK) & PROPOSED 1/2" H.M.A. WEARING SURFACE AND WATERPROOFING MEMBRANE SYSTEM
- H.M.A. SURFACE REMOVAL, 1 3/4" & PROPOSED H.M.A. SURFACE OVER APPROACHES - SEE NOTE
- EXISTING DRAINAGE SCUPPER, TO BE REUSED.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
H.M.A. SURFACE REMOVAL (DECK)	SQ YD	1070.0
H.M.A. SURFACE REMOVAL, 1 3/4"	SQ YD	470.0
WATERPROOFING MEMBRANE SYSTEM	SQ YD	1083.0
H.M.A. SURFACE COURSE, MIX C, N-50	TON	143.0
BITUMINOUS MATERIALS (PRIME COAT)	GAL	47.0



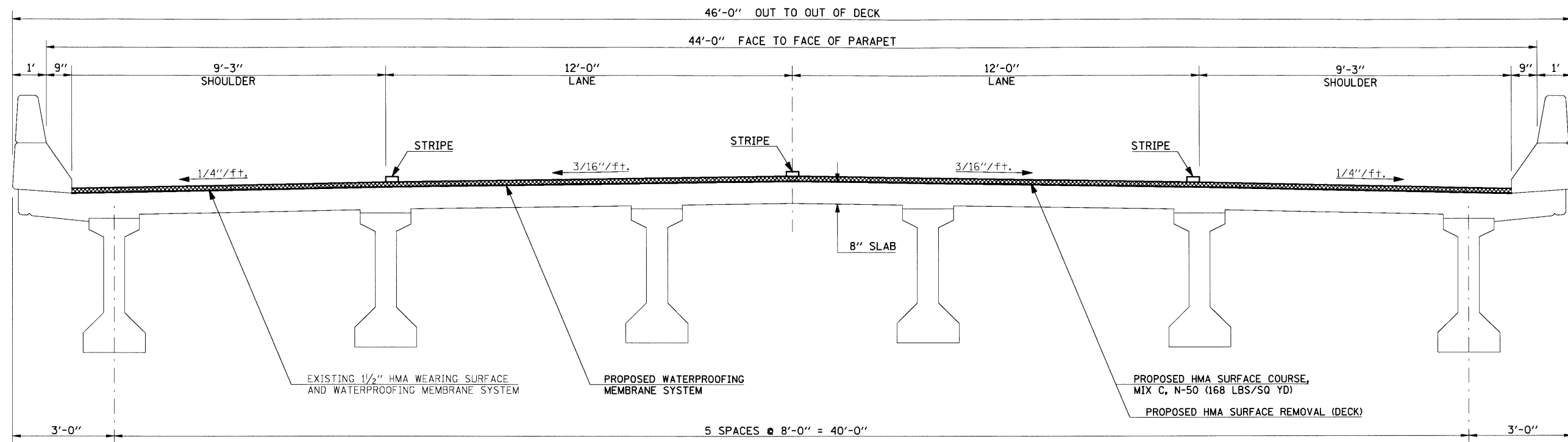
SECTION AT DRAIN



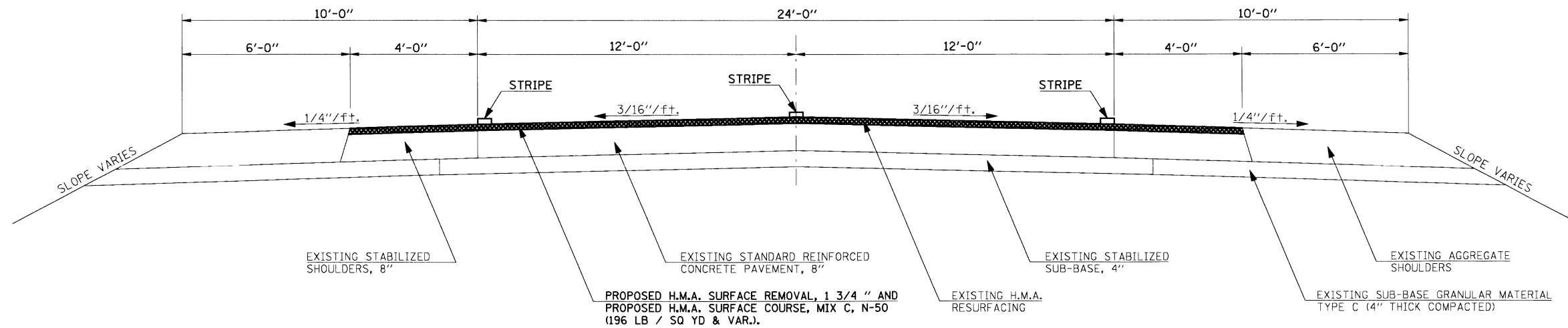
WATERPROOFING TREATMENT
AT STAGE CONSTRUCTION

FILE NAME =	USER NAME = amsgm	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEARING SURFACE & APPROACH OVERLAY PLAN S.N. 020-0045	F.A.P. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =	
es:\pwwork\PWIDOT\SIMSGM\d0179794\0572031-shit-Bridge Repair Plans.dgn	PLOT SCALE = 41.6516' / IN.	DRAWN - GMS	REVISED - ---			760	124 BR-1	DEWITT	23	5	
PLOT DATE = 2/19/2018	DATE =	CHECKED -	REVISED - ---			CONTRACT NO. 70531					
		DATE =	REVISED - ---			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

CROSS SECTIONS S.N. 020-0045



DECK CROSS SECTION

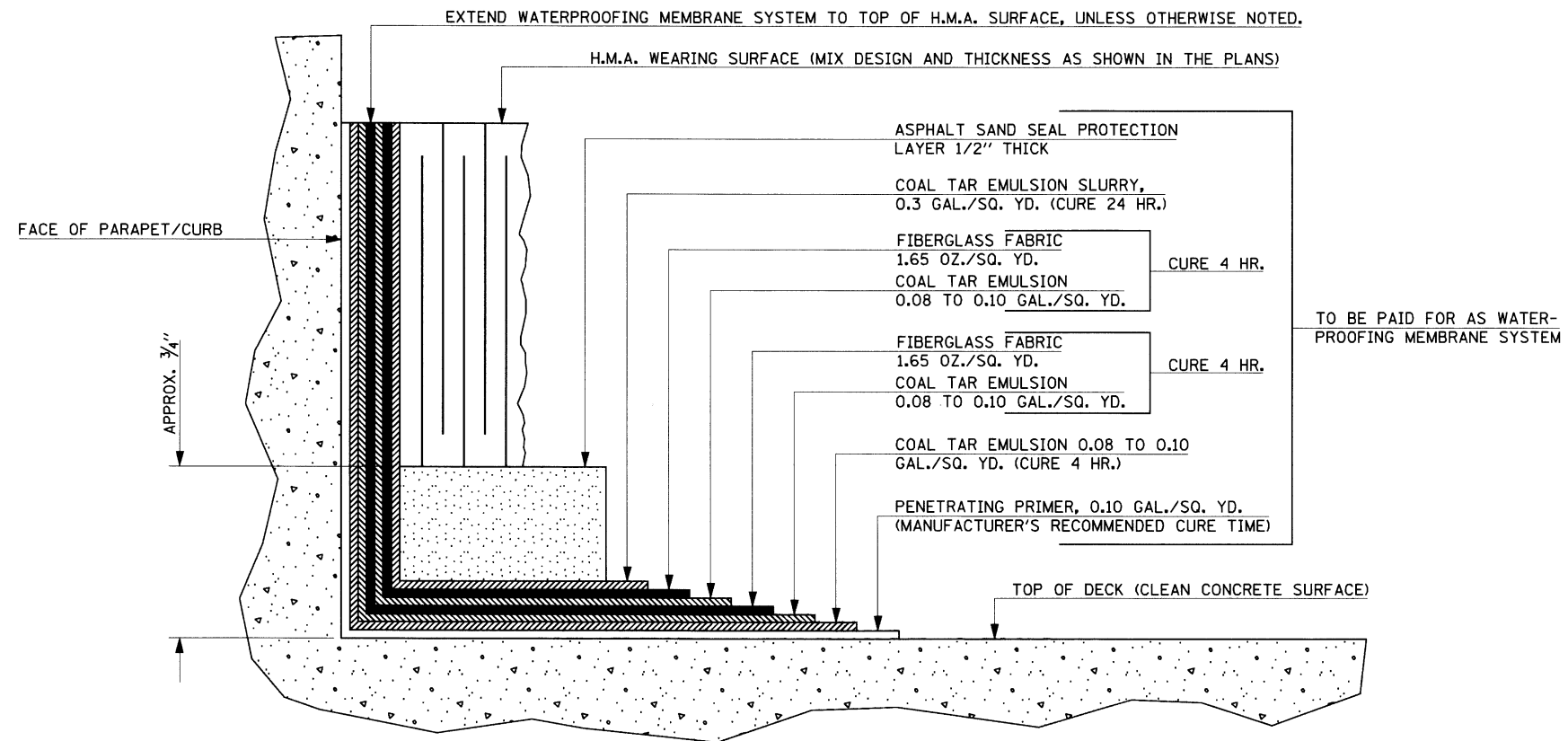


TYPICAL APPROACH ROADWAY CROSS SECTION

FILE NAME =	USER NAME = a1msgm	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS S.N. 020-0045	F.A.P. RTE. 760	SECTION 124 BR-1	COUNTY DEWITT	TOTAL SHEETS 23	SHEET NO. 6	
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PLOT SCALE = 41.6516' / IN.		CHECKED - ---	REVISED - ---								
PLOT DATE = 2/19/2010		DATE - _____	REVISED - ---								

WATERPROOFING MEMBRANE SYSTEM

S.N. 020-0045

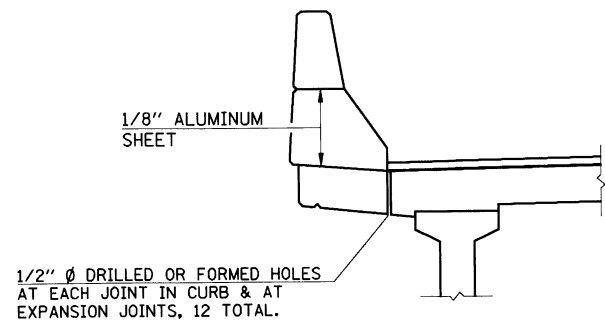
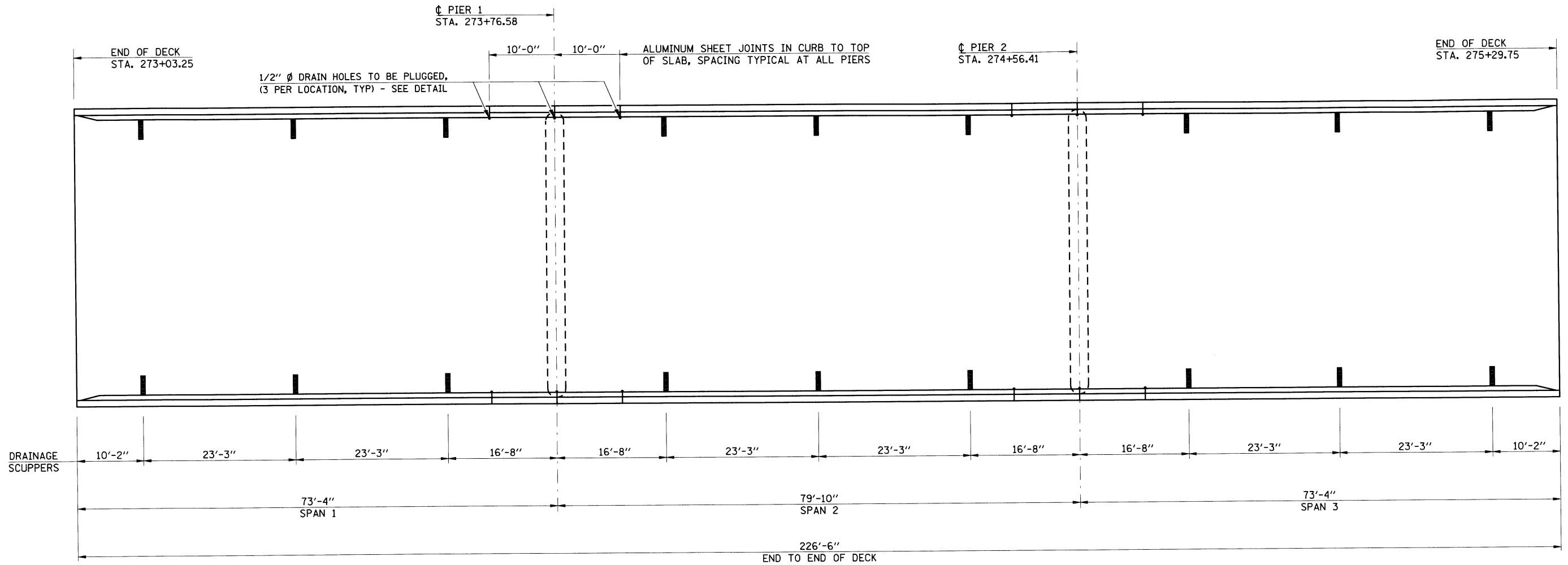


NOTES

THIS DETAIL HAS BEEN INCLUDED TO ILLUSTRATE THE ASSOCIATED LAYERS AND CURE TIMES NECESSARY FOR THE PLACEMENT OF THE WATERPROOFING MEMBRANE SYSTEM. THIS DETAIL SHALL SUPPLEMENT, NOT SUPERSEDE, SECTION 581 OF THE STANDARD SPECIFICATIONS.

FILE NAME =	USER NAME = simagn	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WATERPROOFING MEMBRANE SYSTEM S.N. 020-0045	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pw_work\PWIDOT\SIMSGM\d0179794\057231-shr-Bridge Repair Plans.dgn		DRAWN - GMS	REVISED - ---			760	124 BR-1	DEWITT	23	7	
PLOT SCALE = 41.6516 ' / IN.		CHECKED - ---	REVISED - ---			CONTRACT NO. 70531					
PLOT DATE = 2/19/2018		DATE - -----	REVISED - ---			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

AS-BUILT PATCHING PLAN S.N. 020-0045



DETAIL OF DRAIN HOLES AT CURB JOINTS
(TO BE PLUGGED) - SEE NOTES, THIS SHEET

BILL OF MATERIALS

ITEM	UNIT	TOTAL
DECK SLAB REPAIR (PARTIAL)	SQ YD	160.0
DECK SLAB REPAIR (FULL-DEPTH)	SQ YD	54.0

NOTES

AREA OF DECK SLAB REPAIR HAS BEEN ESTIMATED. THE ACTUAL QUANTITY AND LOCATIONS SHALL BE DETERMINED BY THE ENGINEER AFTER THE EXISTING H.M.A. WEARING SURFACE AND WATERPROOFING MEMBRANE ARE REMOVED. THE ENGINEER SHALL SHOW THE ACTUAL LOCATIONS OF THE DECK REPAIRS ON THIS SHEET.

CARE SHALL BE TAKEN TO PREVENT DAMAGE TO THE EXISTING DRAINAGE SCUPPERS. IF THE EXISTING SCUPPERS ARE DAMAGED DURING CONSTRUCTION, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND INSTALLING AN APPROVED REPLACEMENT AT NO ADDITIONAL COST TO THE DEPARTMENT.

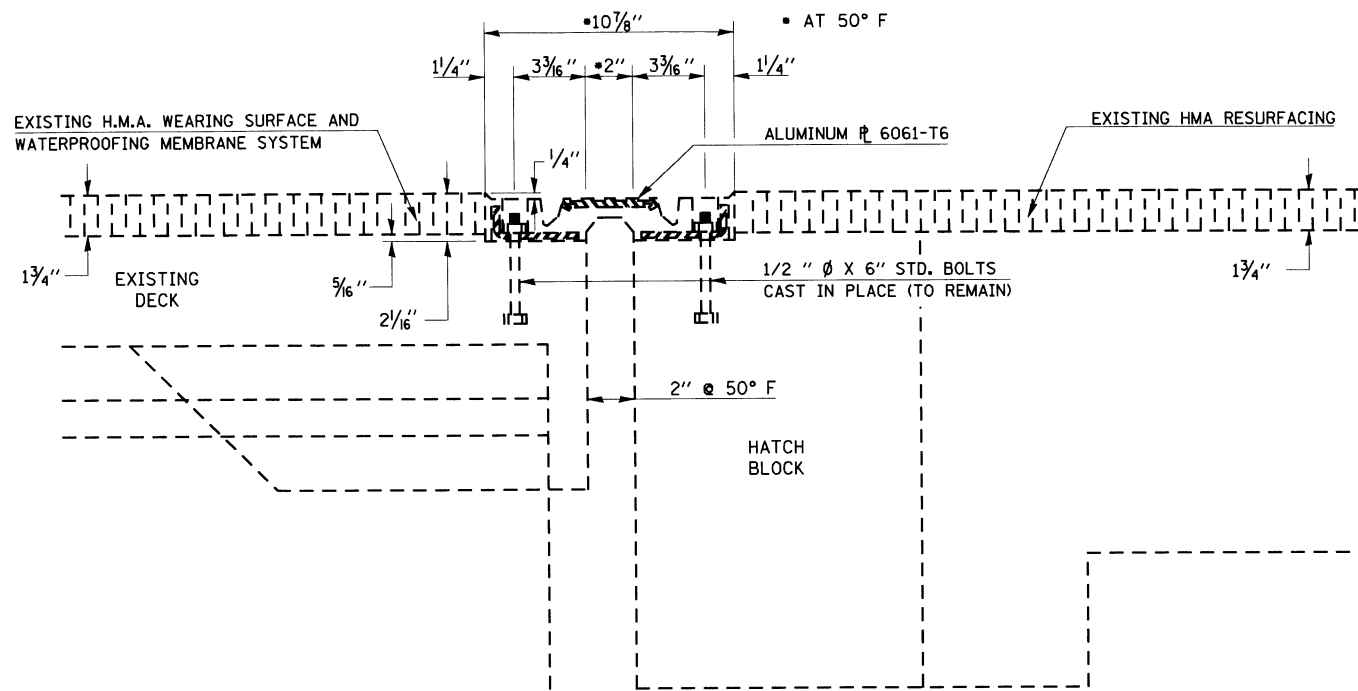
ALL (QTY. 12) 1/2" Ø DRAIN HOLES AT CURB JOINTS SHALL BE FILLED WITH A TWO COMPONENT NON-STAINING GRAY SEALING COMPOUND WITH POLYSULFIDE LIQUID POLYMERS - GUN GRADE WITH PRIMER. COST TO BE INCLUDED WITH DECK SLAB REPAIR.

FILE NAME =	USER NAME = simsgn	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILT PATCHING PLAN S.N. 020-0045			F.A.P. RTE. 760	SECTION 124 BR-1	COUNTY DEWITT	TOTAL SHEETS 23	SHEET NO. 8
CONTRACT NO. 70531	31-ast-Bridge Repair Plans.dgn	DRAWN - GMS	REVISED - ---		SCALE: _____	SHEET NO. 5 OF 16 SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT				
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	PLOT DATE = 2/19/2010	DATE - _____	REVISED - ---									

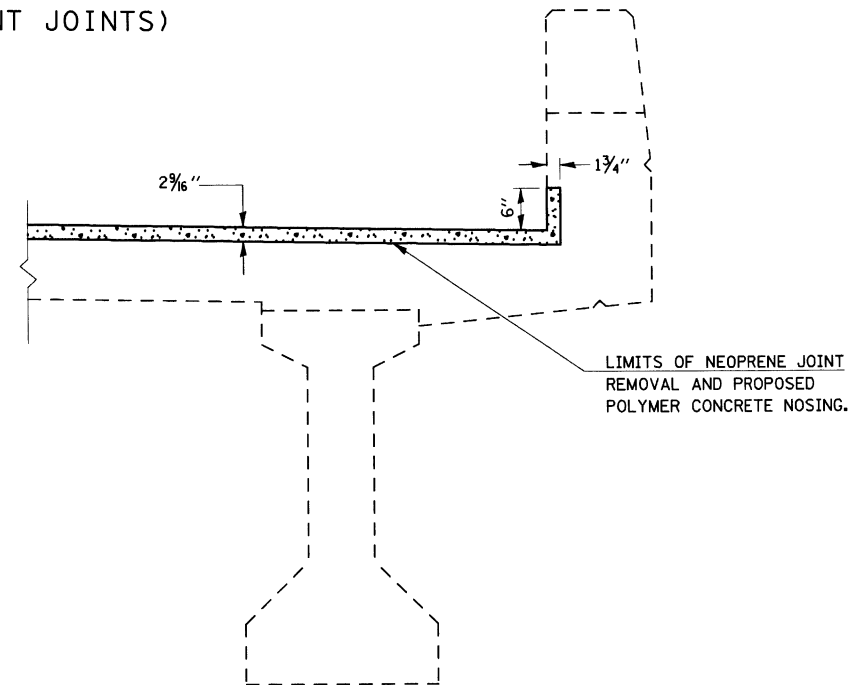
JOINT REPAIR DETAILS

S.N. 020-0045

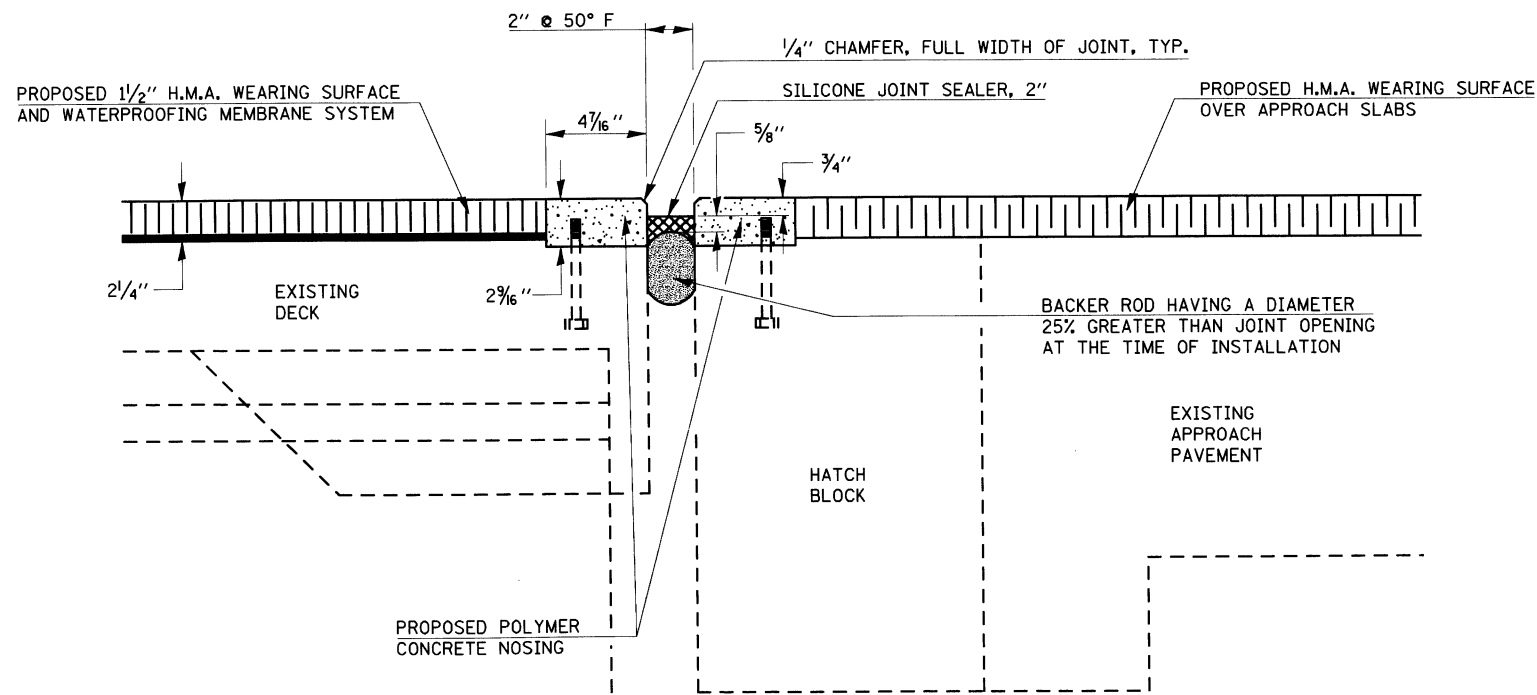
(NORTH AND SOUTH ABUTMENT JOINTS)



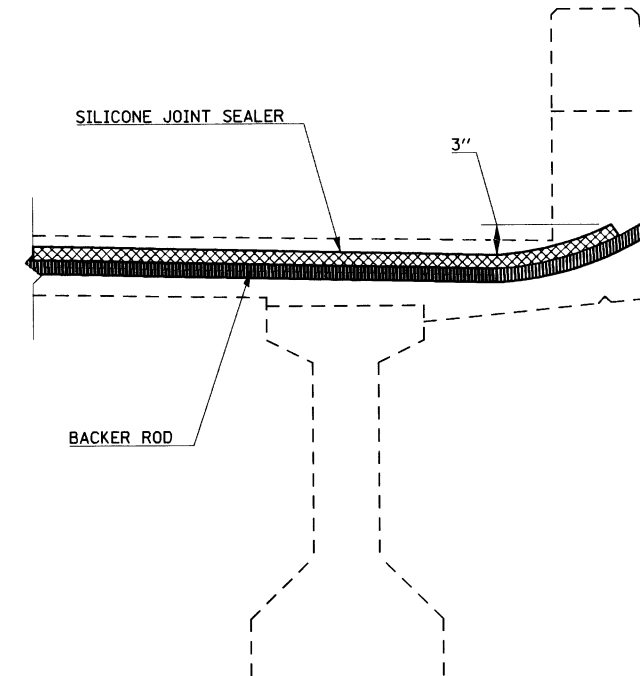
SECTION AT EXISTING NEOPRENE JOINT
(TO BE REMOVED)



SECTION AT PARAPET
POLYMER CONCRETE NOSING



SECTION AT PROPOSED JOINT



SECTION AT PARAPET
SILICONE JOINT SEALER

NOTES

REMOVE EXISTING NEOPRENE EXPANSION JOINT AND REPLACE WITH SILICONE JOINT SEALER AND POLYMER CONCRETE NOSING.

REMOVAL OF THE EXISTING NEOPRENE EXPANSION JOINT SHALL BE INCLUDED IN THE COST OF SILICONE JOINT SEALER AND POLYMER CONCRETE.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
SILICONE JOINT SEALER, 2"	FOOT	90.0
POLYMER CONCRETE	CU FT	14.5

FILE NAME =	USER NAME = simsgm	DESIGNED - GMS	REVISED -
c:\pwork\p\WID01\SIMSGM\d0179794\0570531-shr-Brldge Repair Plans.dgn		DRAWN - GMS	REVISED -
PLOT SCALE = 41.6516 ' / IN.		CHECKED -	REVISED -
PLOT DATE = 2/19/2010		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

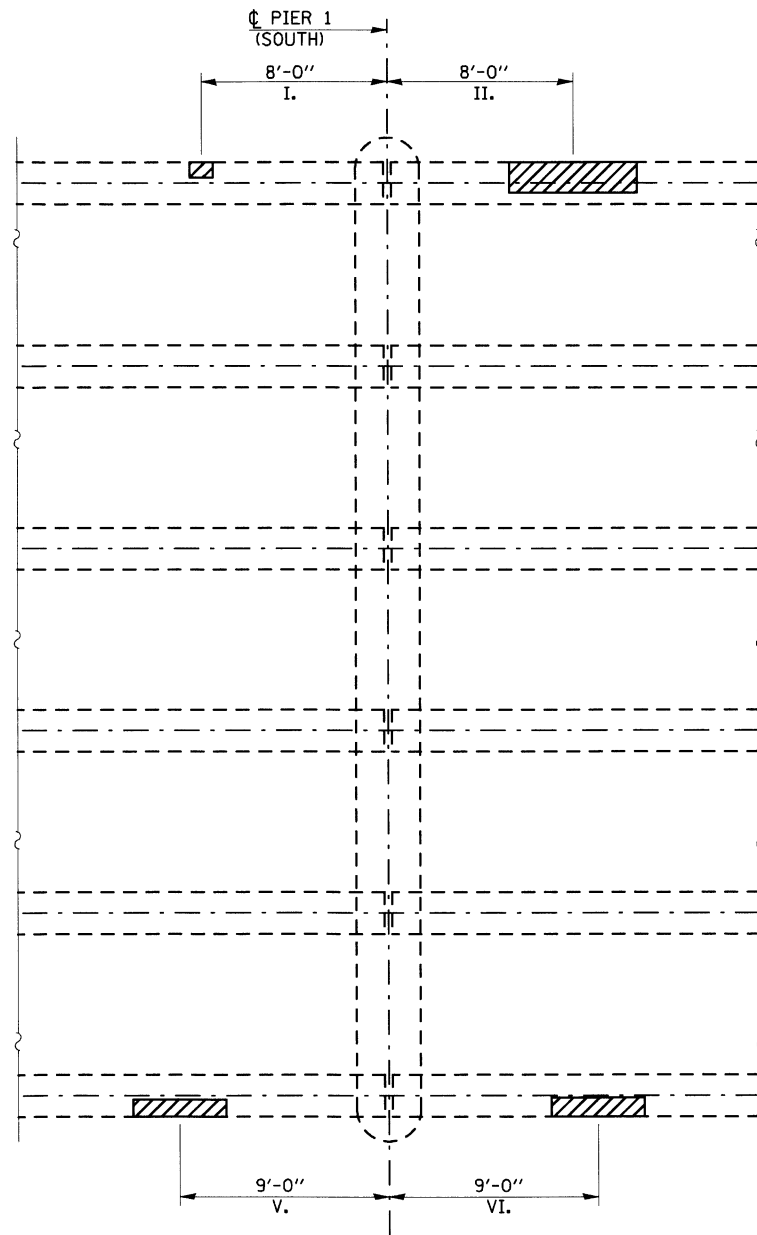
JOINT REPAIR DETAILS
S.N. 020-0045

SCALE: SHEET NO. 6 OF 16 SHEETS STA. TO STA.

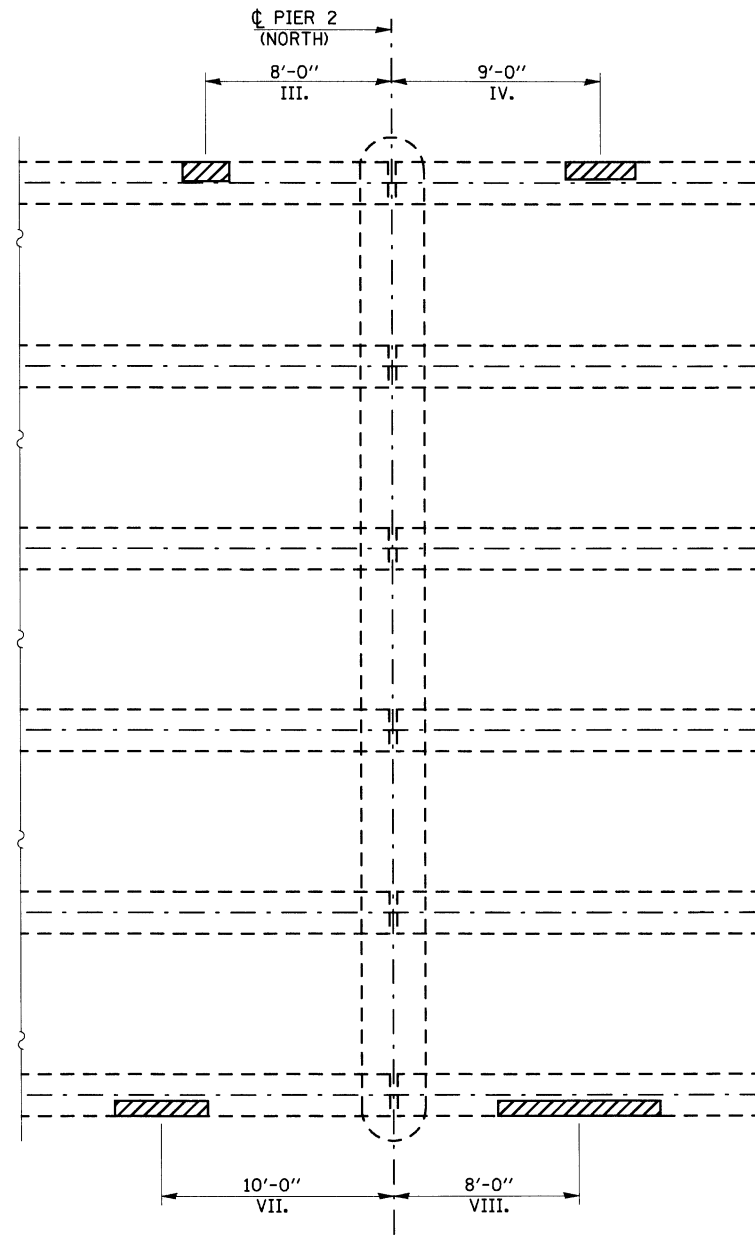
F.A.P. RTE. 760	SECTION 124 BR-1	COUNTY DEWITT	TOTAL SHEETS 23	SHEET NO. 9
				CONTRACT NO. 70531
ILLINOIS FED. AID PROJECT				

P.P.C. I-BEAM REPAIRS

S.N. 020-0045



PLAN AT PIER 1
(SHOWING LOCATIONS OF P.P.C. I-BEAM REPAIRS)



PLAN AT PIER 2
(SHOWING LOCATIONS OF P.P.C. I-BEAM REPAIRS)

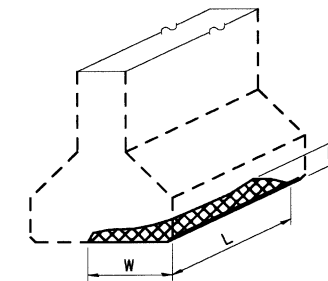
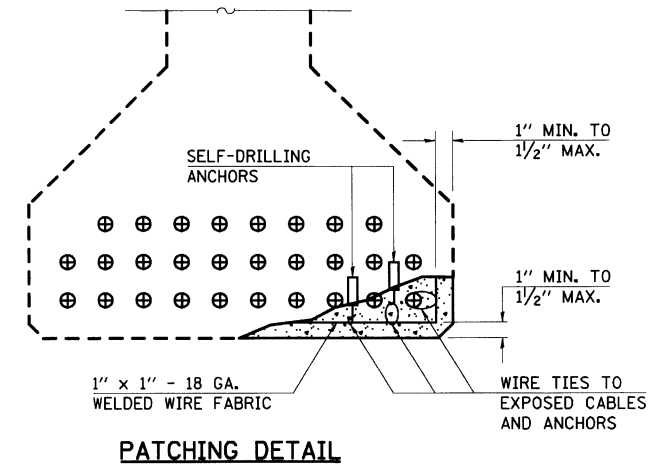
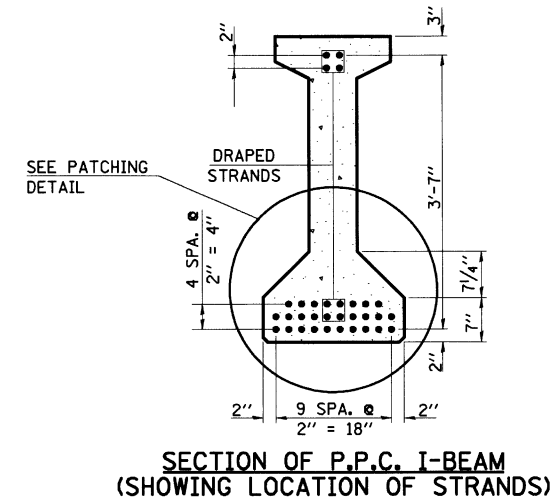


TABLE FOR P.P.C. I-BEAM REPAIRS

REPAIR LOCATION	REPAIR AREA DIMENSIONS			ESTIMATED REPAIR VOLUME (CU FT)
	L	W	H	
I.	1'-0"	8"	2"	0.07
II.	5'-6"	1'-4"	5"	2.04
III.	2'-0"	10"	2"	0.19
IV.	3'-0"	9"	3"	0.38
V.	4'-0"	9"	3"	0.50
VI.	4'-0"	10"	4"	0.74
VII.	4'-0"	8"	3"	0.44
VIII.	7'-0"	8"	2"	0.52

NOTES

THE REPAIR DIMENSIONS AND ESTIMATED QUANTITIES IN THE ABOVE TABLE ARE FOR ESTIMATING PURPOSES ONLY. THIS INFORMATION IS BASED ON AN INSPECTION FROM APRIL OF 2009. ACTUAL QUANTITIES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR P.P.C. I-BEAM REPAIRS ON A LUMP SUM BASIS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE REMOVAL OF THE EXISTING CONCRETE AT THE P.P.C. I-BEAM REPAIR LOCATIONS SHALL BE LIMITED TO ALL LOOSE OR DELAMINATED CONCRETE ONLY. THE CONTRACTOR SHALL USE EXTREME CARE DURING THIS REMOVAL PROCESS TO PREVENT ANY DAMAGE TO THE EXISTING PRE-STRESSING STRANDS. SPECIAL ATTENTION SHALL ALSO BE GIVEN WHEN USING SELF-DRILLING ANCHORS IN THE PATCH AREAS. THE ANCHORS SHOULD NOT MAKE CONTACT WITH ANY OF THE PRE-STRESSING STRANDS.

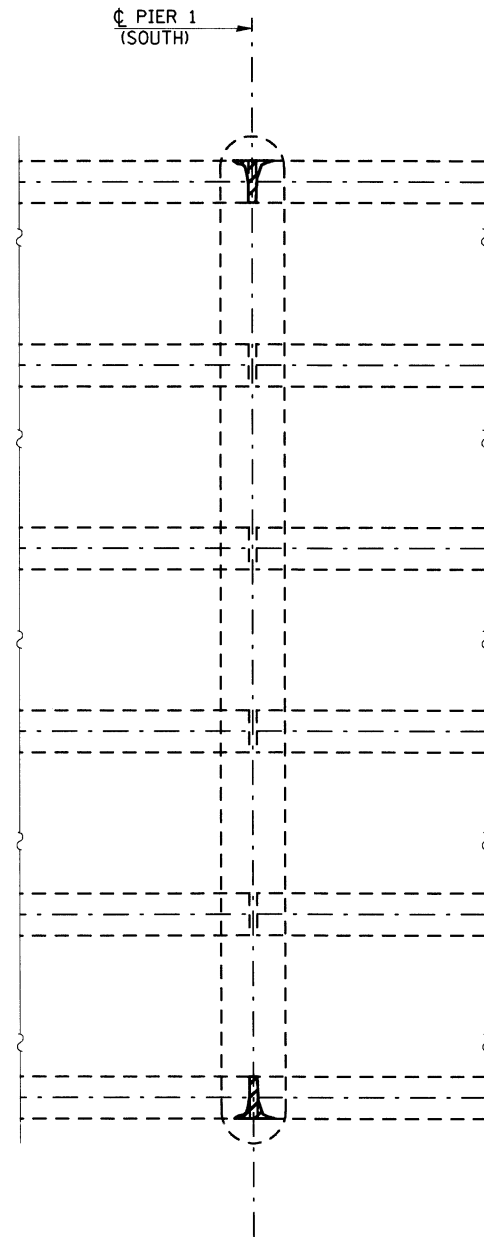
THE CONTRACTOR SHALL USE CLASS PS CONCRETE FOR THE PATCHING OF THE P.P.C. I-BEAMS.

BILL OF MATERIALS

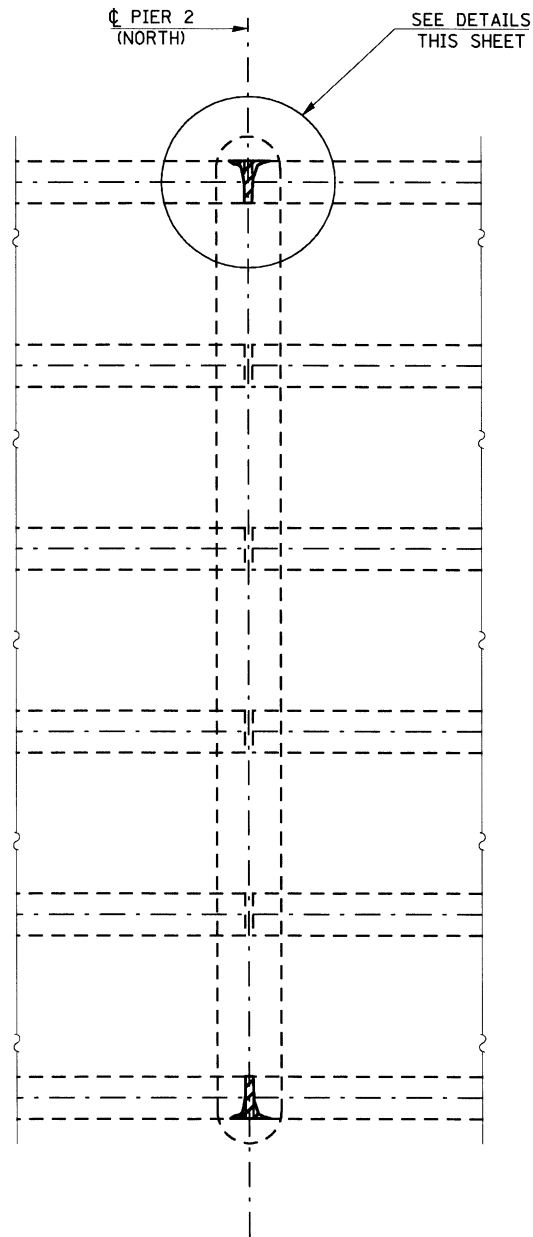
ITEM	UNIT	TOTAL
P.P.C. I-BEAM REPAIRS	L SUM	1.0

COMPRESSION BLOCK REPAIRS

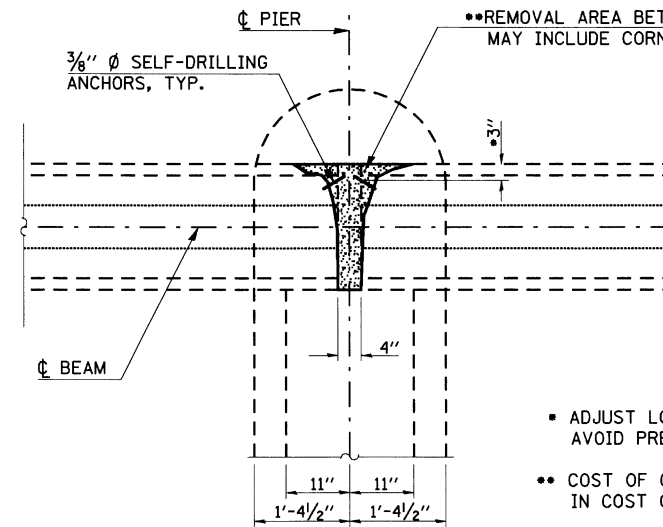
S.N. 020-0045



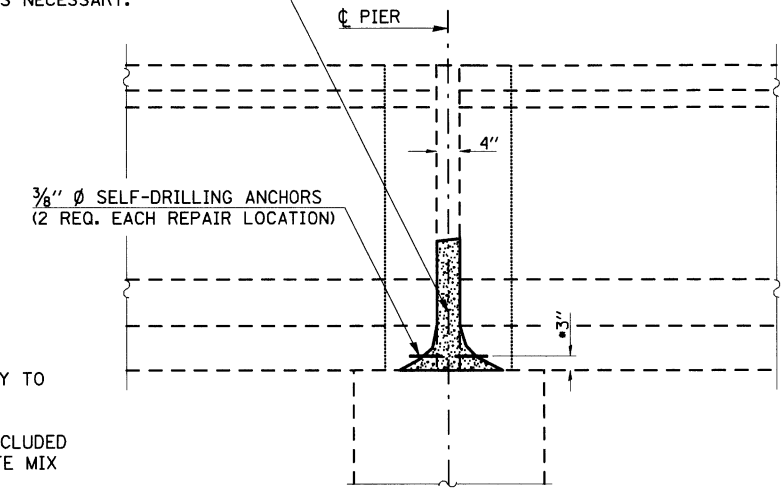
PLAN AT PIER 1
(SHOWING REPAIR LOCATIONS)



PLAN AT PIER 2
(SHOWING REPAIR LOCATIONS)



PLAN
(COMPRESSION BLOCK REPAIR)



ELEVATION
(COMPRESSION BLOCK REPAIR)

••REMOVAL AREA BETWEEN BEAMS. LIMIT TO LOOSE CONCRETE ONLY. MAY INCLUDE CORNERS AT BEAM ENDS AS NECESSARY.

- ADJUST LOCATION AS NECESSARY TO AVOID PRESTRESSING STRANDS
- COST OF CONCRETE REMOVAL INCLUDED IN COST OF PUMPABLE CONCRETE MIX

NOTES

THE REMOVAL OF THE EXISTING CONCRETE AT THE COMPRESSION BLOCK REPAIR LOCATIONS SHALL BE LIMITED TO ALL LOOSE OR DELAMINATED CONCRETE ONLY. THE CONTRACTOR SHALL USE EXTREME CARE DURING THIS REMOVAL PROCESS TO PREVENT ANY DAMAGE TO THE EXISTING PRE-STRESSING STRANDS. SPECIAL ATTENTION SHALL ALSO BE GIVEN WHEN USING SELF-DRILLING ANCHORS IN THE PATCH AREAS. THE ANCHORS SHOULD NOT MAKE CONTACT WITH ANY OF THE PRE-STRESSING STRANDS.

THE CONTRACTOR SHALL USE A PUMPABLE CONCRETE MIX FOR THE REPAIR. SEE SPECIAL PROVISION FOR PUMPABLE CONCRETE MIX FOR MIX REQUIREMENTS. COSTS FOR ALL WORK AND MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN ON THIS SHEET SHALL BE INCLUDED IN COST OF PUMPABLE CONCRETE MIX.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
PUMPABLE CONCRETE MIX	CU FT	3.0

FILE NAME =	USER NAME = simsgm	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMPRESSION BLOCK REPAIRS S.N. 020-0045	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - GMS	REVISED - ---			760	124 BR-1	DEWITT	23	11	
		CHECKED - ---	REVISED - ---			CONTRACT NO. 70531					
		DATE - -----	REVISED - ---			ILLINOIS FED. AID PROJECT					
PLOT SCALE = 41.6516' / IN.		PLOT DATE = 2/19/2010		SCALE: _____ SHEET NO. 8 OF 16 SHEETS STA. _____ TO STA. _____		FED. ROAD DIST. NO. _____					

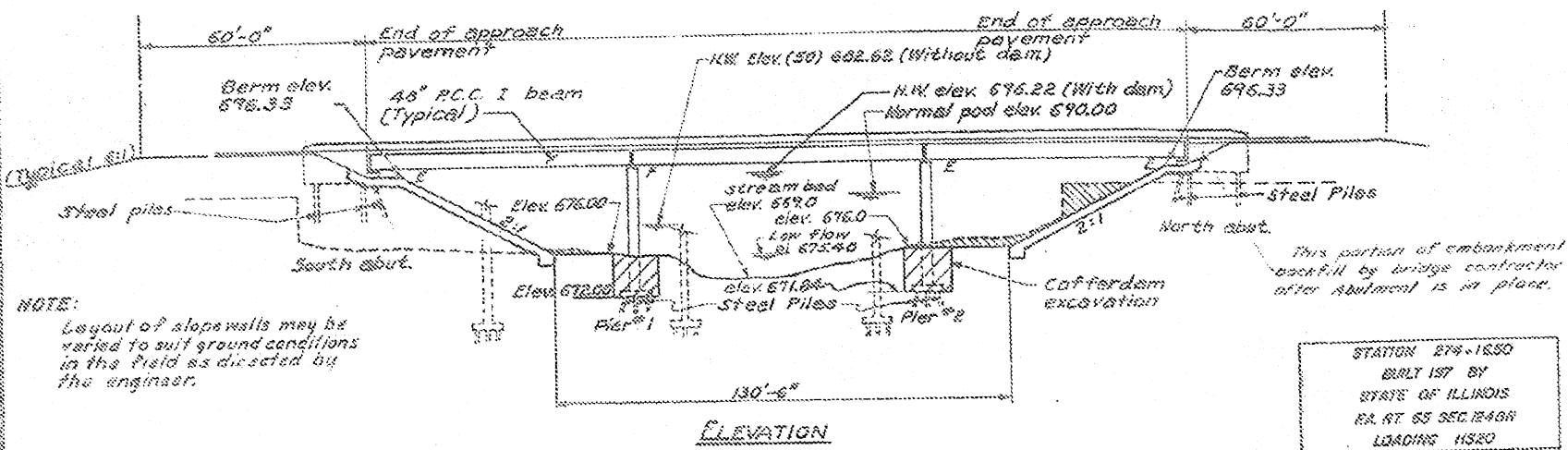
AS-BUILT PLANS FOR INFORMATION ONLY

PROJECT NO.	DATE	BY	CHECKED	DATE
65 124 BR	DeWitt	SR	10	

SHEET NO. 1
OF 16 SHEETS

BENCH MARK
Spine in power pole
534 FT. Right station 236+68
Elevation: 732.99
Traffic to be maintained
over a temporary bridge

GENERAL NOTES
See special provisions for borings
All reinforcement bars shall be lapped 24 diameters unless
otherwise shown.
The basic lead silica chromate paint system shall be used for
shop painting (two coats) of structural steel.
The contractor shall drive two steel test piles in permanent
locations, one at the south abutment and one at pier # 2 as
directed by the engineer before ordering the remainder of piles.
The embankment configuration shown is the minimum embankment
that must be constructed prior to construction of the
abutments.
The concrete rail section above the mandatory construction
joint at the top of the slab shall be constructed of class X-concrete except
the aggregates shall conform to the requirements of handrail concrete.
Protective coat shall not be applied to surfaces to which
waterproofing membrane system is applied.



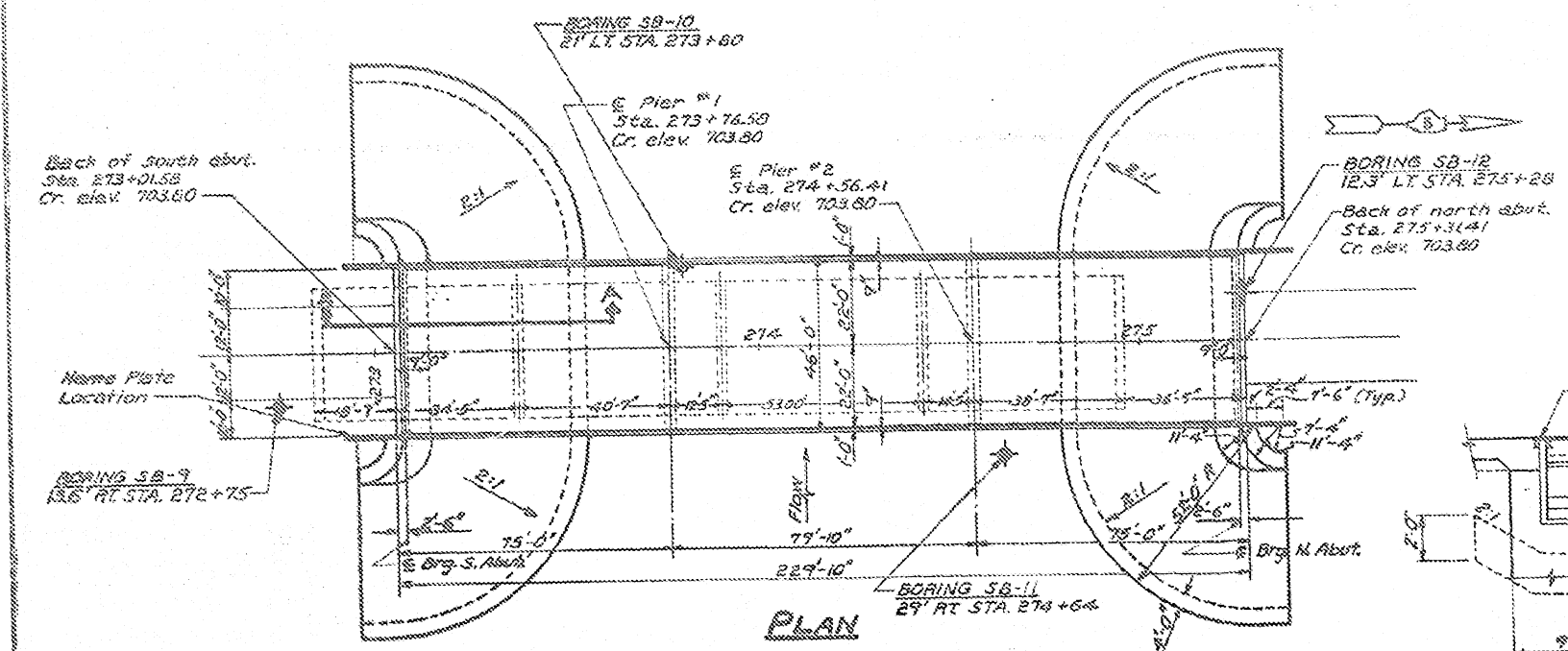
NOTE:
Layout of sloped walls may be
raised to suit ground conditions
in the field as directed by
the engineer.

This contractor shall drive two steel test piles in permanent
locations, one at the south abutment and one at pier # 2 as
directed by the engineer before ordering the remainder of piles.
The embankment configuration shown is the minimum embankment
that must be constructed prior to construction of the
abutments.
The concrete rail section above the mandatory construction
joint at the top of the slab shall be constructed of class X-concrete except
the aggregates shall conform to the requirements of handrail concrete.
Protective coat shall not be applied to surfaces to which
waterproofing membrane system is applied.

TOTAL BILL OF MATERIAL

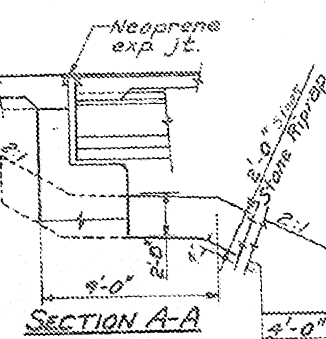
ITEM	UNIT	SUPER	SUB	TOTAL
Bit conc. surf. course mixture D class I	Tons	92.3		92.3
Waterproofing Membrane System	Sq. Yds.	1,070		1,070
Removal of Existing Structures	Each	0.6	0.6	1.2
Cofferdam Excavation	Cu. Yds.		300	300
Class X-Concrete	Cu. Yds.	355.1	105.6	460.7
Class A Concrete	Cu. Yds.		340.8	340.8
Reinforcement Bars	Lbs.	74,705	53,070	127,775
Protective Coat	Sq. Yds.	211		211
Furnishing & Erecting P.C.I. Beams, 48"	Lin. Ft.	1,353		1,353
Steel Piles HP8x36	Lin. Ft.		2020	2020
Test Piles Steel HP8x36	Each		2	2
Name Plates	Each	1		1
Stone Piers	Sq. Yds.		8,360	8,360
Neoprene Exp. Joint (EJ)	Lin. Ft.	90		90
Drainage Scuppers	Each	18		18
Cofferdams	Each		2	2

R for Waterproofing Membrane System
See Special Provisions



WATERWAY INFORMATION

Drainage Area	142.7 sq. mi.
Character	Rolling, Cultivated
Regul. Opening	3,710 sq. ft. (below 496.22)
Prop. Opening	3,712 sq. ft. (below 496.22)
O(50) Without Dam	13,500 c.f.s.
H.W.L. (50) Without Dam	586.10
O(50) With Dam, 20' H.	5,558 c.f.s.
H.W.L. (50) With Dam, 20' H.	596.22
O(100) With Dam, 14' H.	10,357 c.f.s.
H.W.L. (100) With Dam, 14' H.	595.58
O(100) With Dam, 30' H.	6,341 c.f.s.
H.W.L. (100) With Dam, 30' H.	596.83
O(100) With Dam, 14' H.	11,792 c.f.s.
H.W.L. (100) With Dam, 14' H.	594.20



DESIGN STRESSES

FIELD UNITS	PRECAST PRESTR. UNITS
$f_c = 1,200$ p.s.i. deck slab	$f_c = 6,000$ p.s.i.
$f_c = 1,400$ p.s.i. curb parap. sub.	$f_c = 5,000$ p.s.i.
$f_s = 20,000$ p.s.i. reinf.	$f_s = 270,000$ p.s.i. ($1/2$ " ² strands)
$f_s = 20,000$ p.s.i. struct.	$f_{si} = 100,700$ p.s.i. ($1/2$ " ² strands)
$f_c = 75$ p.s.i. footing	Design specifications 1973 IASHTO (as applicable)
$n = 10$	

Loading: HS 20-44

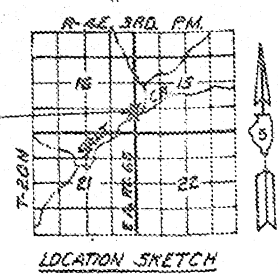
APPROVED
FOR STRUCTURAL DESIGN ONLY
[Signature]

SARRENT & LUNNEY
ENGINEERS
CHICAGO

DESIGNED: P. McHOOD
CHECKED: P. MATONE
DRAWN: P. CUNNINGHAM
CHECKED: P. McHOOD

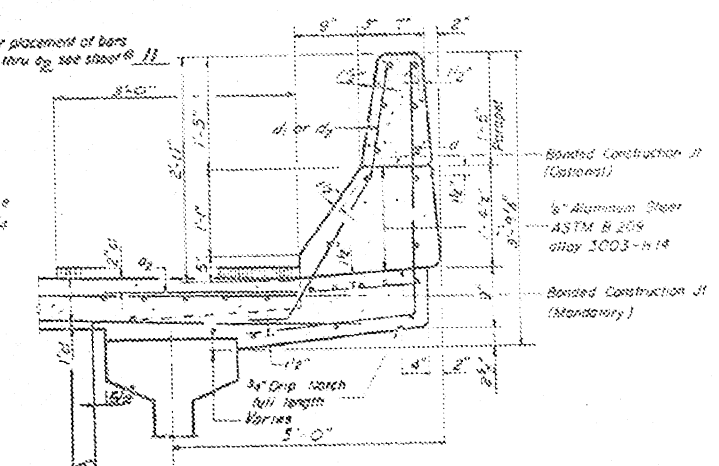
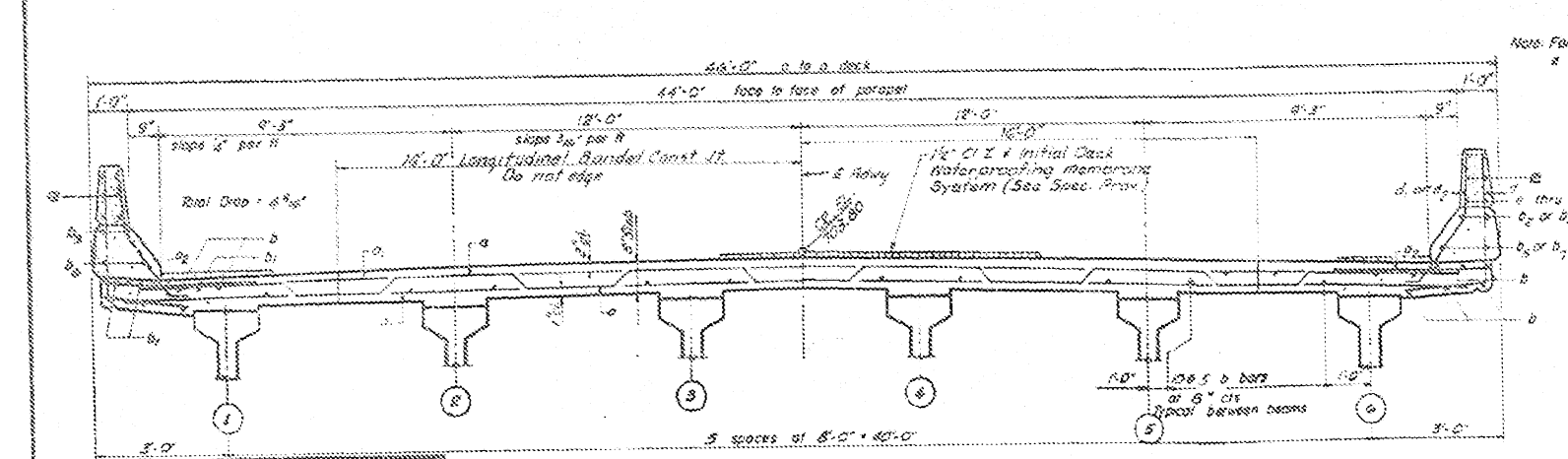
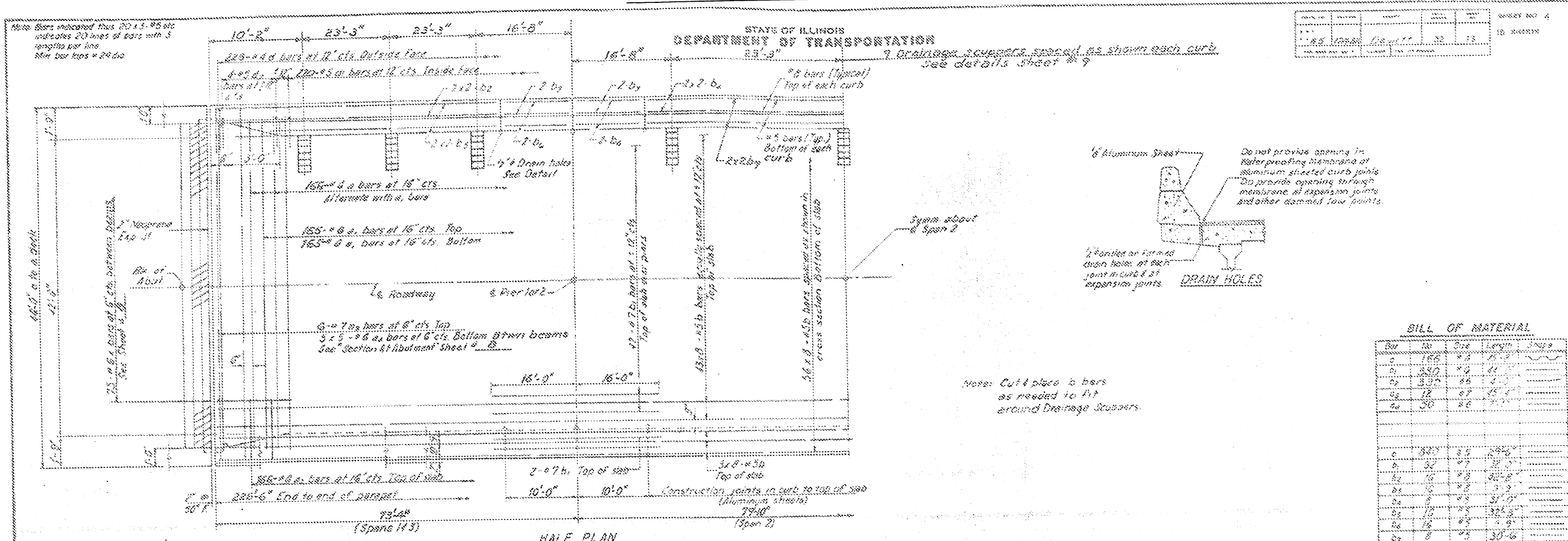
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS

RELATIVE ILLINOIS ST. LOUIS CHICAGO DAYTON OHIO
INDIANA MISSOURI KENTUCKY TENNESSEE MISSISSIPPI ALABAMA GEORGIA FLORIDA LOUISIANA ARIZONA CALIFORNIA NEVADA IDAHO MONTANA WYOMING COLORADO UTAH WASHINGTON OREGON CALIFORNIA



**GENERAL PLAN AND ELEVATION
FA. ROUTE 65 OVER SALT CREEK
FA. ROUTE 65 SECTION 124 BR
DE WITT COUNTY
STATION 274+16.50**

AS-BUILT PLANS FOR INFORMATION ONLY

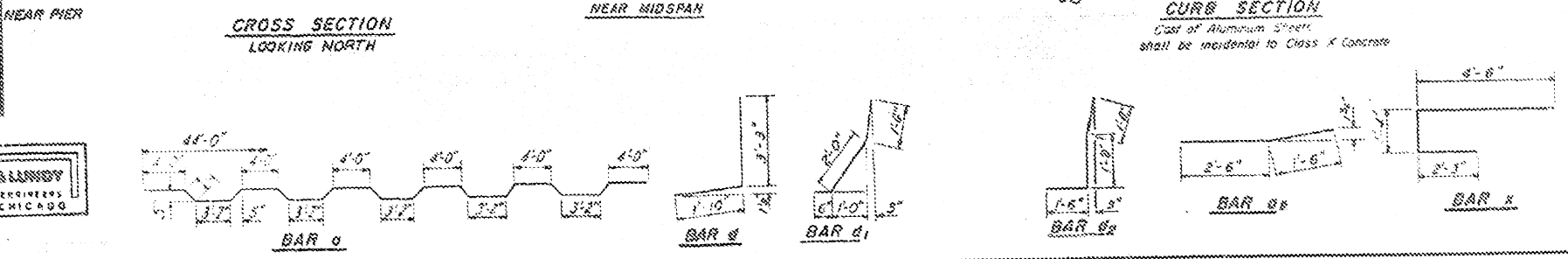


WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS

DESIGNED BY **P. McHOOD**
CHECKED BY **P. MATONE**
DRAWN BY **R. CUNNINGHAM**
CHECKED BY **P. McHOOD**

SARGENT & LINDY
ENGINEERS
CHICAGO

PE-1 2-15-72



BILL OF MATERIAL

Bar	No.	Size	Length	Notes
a	166	#4	11'-0"	
a	340	#4	11'-0"	
b	330	#4	11'-0"	
c	12	#4	11'-0"	
c	30	#4	11'-0"	
d	843	#3	2'-0"	
e	32	#3	11'-0"	
f	10	#3	20'-0"	
g	10	#3	11'-0"	
h	8	#3	31'-0"	
i	10	#3	31'-0"	
j	16	#3	11'-0"	
k	8	#3	30'-0"	
l	256	#4	2'-0"	
m	640	#3	11'-0"	
n	16	#3	11'-0"	
o	40	#4	11'-0"	
p	20	#3	11'-0"	
q	30	#4	11'-0"	
r	120	#4	11'-0"	
Reinforcement Bars				Lbs 77,720
Class X Concrete				Cu Yds 508.8

Parapet Reinforcement and Class X Concrete are billed on sheet 9.11.

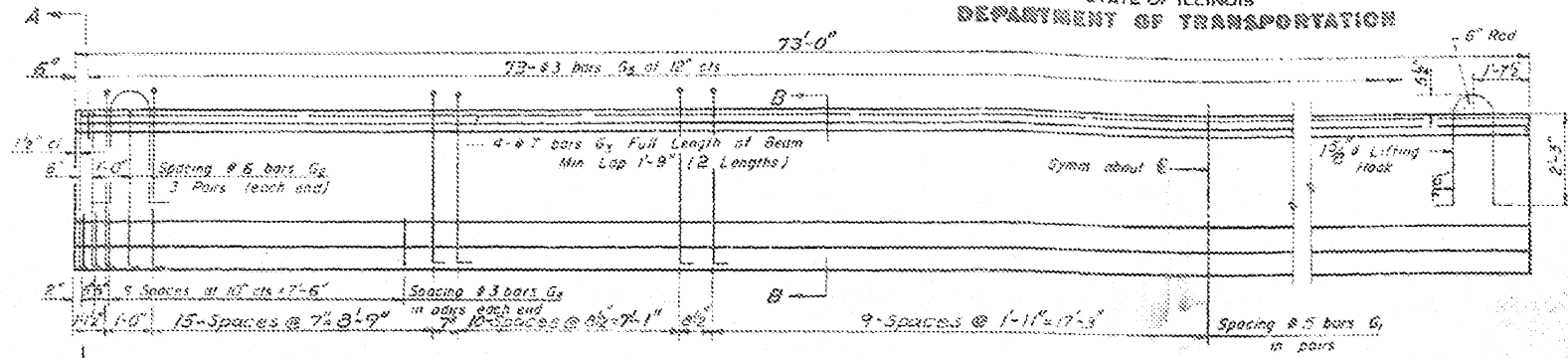
For placement and details of bars m, n, o, q, and r see sheet 9.8.

SUPERSTRUCTURE DETAILS
F.A. RT. 65 SECTION 124 BR.
DEWITT COUNTY
STATION 274+16.50

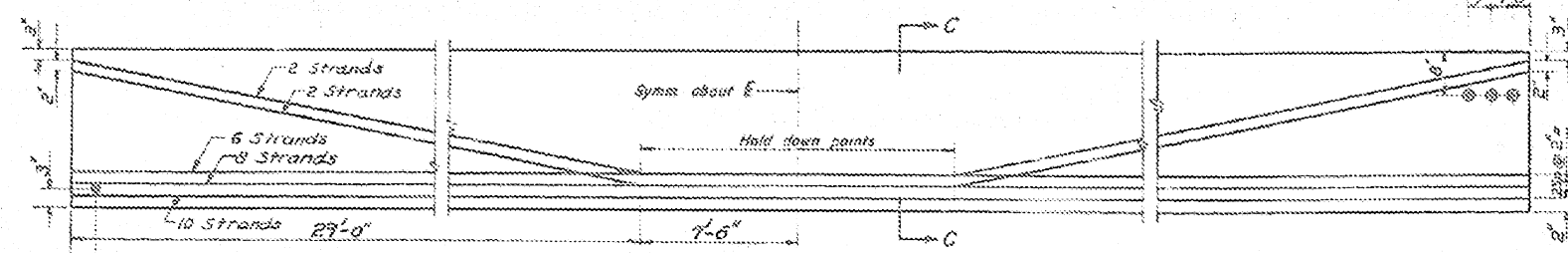
AS-BUILT PLANS FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

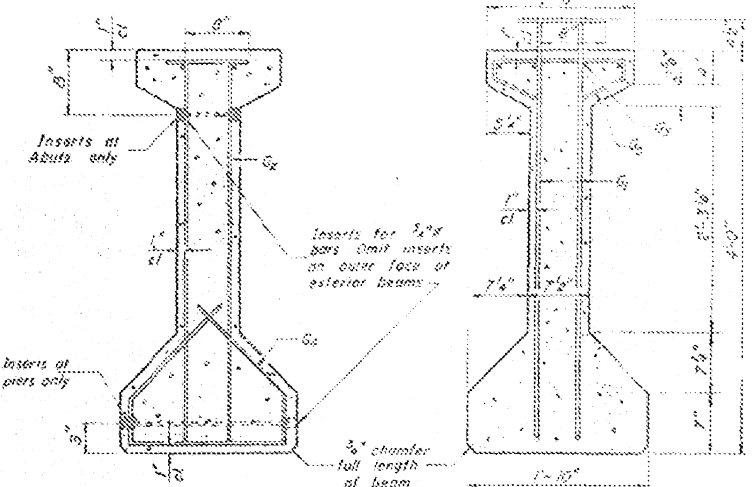
Project No.	124 BR	Sheet No.	14
Contract No.	70531	Scale	AS SHOWN



ELEVATION OF BEAMS-SPANS 1 & 3
Showing Reinforcement & Dimensions

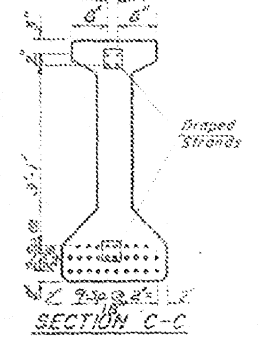


ELEVATION OF BEAMS-SPANS 1 & 3
Showing Prestressing Steel

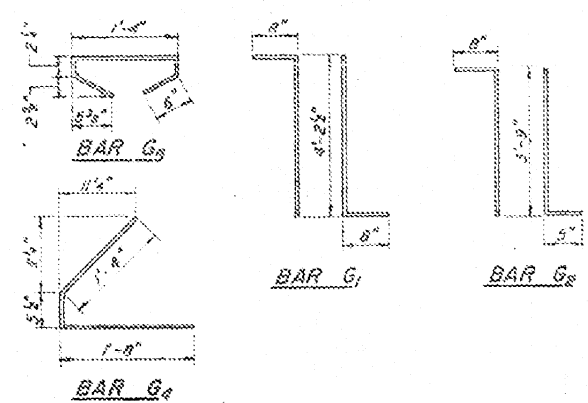


SECTION A-A

SECTION B-B



SECTION C-C



***BAR LIST**

Bar	No	Size	Length	Slope
G1	150	#5	3'-6 1/2"	0
G2	12	#6	4'-10"	0
G3	8	#7	37'-4"	0
G4	23	#5	2'-5 1/2"	0
G5	23	#5	2'-6"	0

*For one beam only

BILL OF MATERIAL

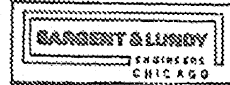
Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete T-Beams, 48"	Lm Ft	876

NOTES

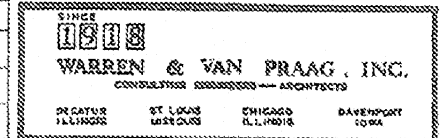
All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete T-Beams shall be included in the contract unit price per lineal foot of "Furnishing And Erecting Precast Prestressed Concrete T-Beams, 48 in."

Prestressing Steel shall have a nominal diameter of 1/2". Inserts for 1/2" threaded rods are to be two strut and type for interior T-Beams and single row, three for 1/2" for exterior T-Beams. Steel for lifting hooks shall be non-deformed bars fy = 40,000 psi.

**BEAMS SPANS 1 & 3
F.A. RT 65 SECTION 124 BR
DEWITT COUNTY
STA. 274 +16.50**



DESIGNED **P. Mc HODD**
CHECKED **P. ANATONE**
DRAWN **R. CUNNINGHAM**
IN CHARGE **P. Mc HODD**



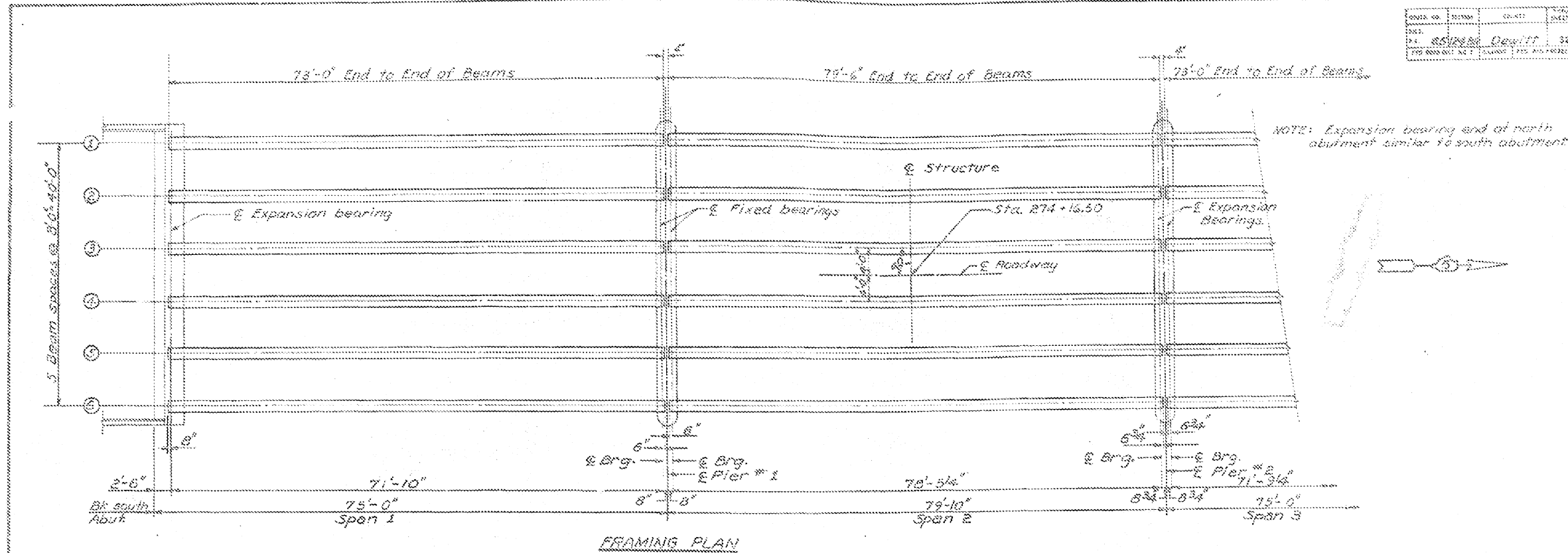
PI-4-48 9-18-72

FILE NAME = c:\p\work\PWIDDT\SIMSGM\d0179794\DS7201-shr-Bridge Repair Plans.dgn	USER NAME = simsgm	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILT PLANS FOR INFORMATION ONLY	F.A.P. RTE. 760	SECTION 124 BR-1	COUNTY DEWITT	TOTAL SHEETS 23	SHEET NO. 14			
PLOT SCALE = 41.6516' / IN.	CHECKED - ---	REVISED - ---	SCALE: _____			SHEET NO. 11 OF 16 SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. _____	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70531			
PLOT DATE = 2/19/2010	DATE - -----	REVISED - ---											

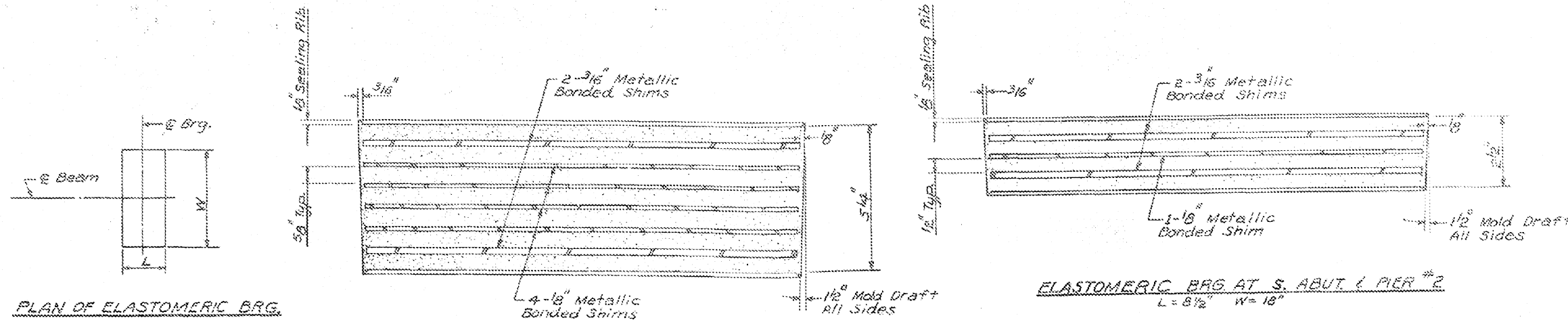
AS-BUILT PLANS FOR INFORMATION ONLY

CONTRACT NO.	SECTION	CHART	SHEET NO.	TOTAL SHEETS
70-000-001	124	BR-1	13	16

SHEET NO. 7
15 SHEETS



NOTE: Expansion bearing end of north abutment similar to south abutment



NOTE: Cost of Elastomeric Brgs. is incidental.

SARGENT & LUNDY
ENGINEERS
CHICAGO

DESIGNED P. M. HOOD
CHECKED P. MATONE
DRAWN R. CUNNINGHAM
CHECKED P. M. HOOD

WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS
CHICAGO ILLINOIS

**FRAMING PLAN &
BEARING DETAILS**
F.A. ROUTE 65, SECTION 124 BR.
DEWITT COUNTY
STATION 274+16.50

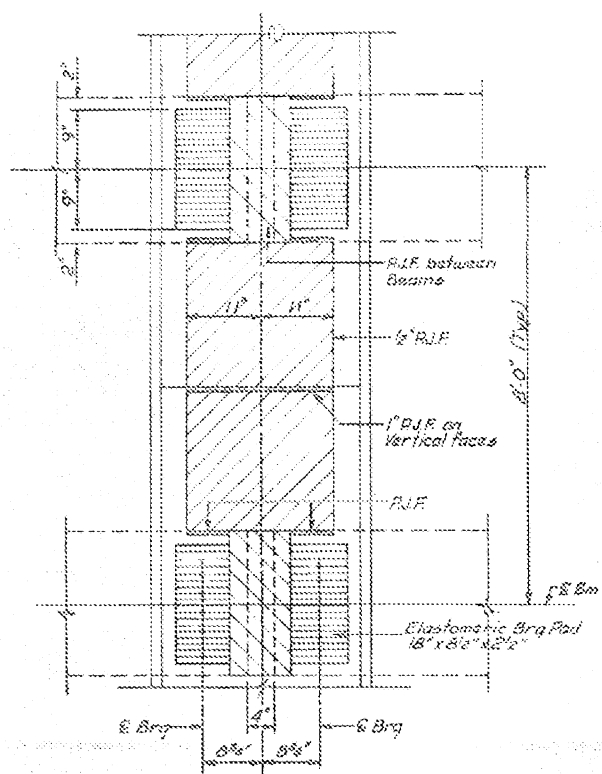
PI-EJ 1-18-73

FILE NAME =	USER NAME = simsgn	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILT PLANS FOR INFORMATION ONLY	F.A.P. RTE. 760	SECTION 124 BR-1	COUNTY DEWITT	TOTAL SHEETS 23	SHEET NO. 16		
ct:\pw\work\PWIDOT\SIMSGM\d0179794\057031-sht-Bridge Repair Plans.dgn	PLOT SCALE = 41.6516 1/2 IN.	DRAWN - GMS	REVISED - ---			SCALE: _____	SHEET NO. 13 OF 16 SHEETS	STA. _____	TO STA. _____	CONTRACT NO. 70531		
PLOT DATE = 2/19/2018	DATE - _____	CHECKED - ---	REVISED - ---			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT						
		DATE - _____	REVISED - ---									

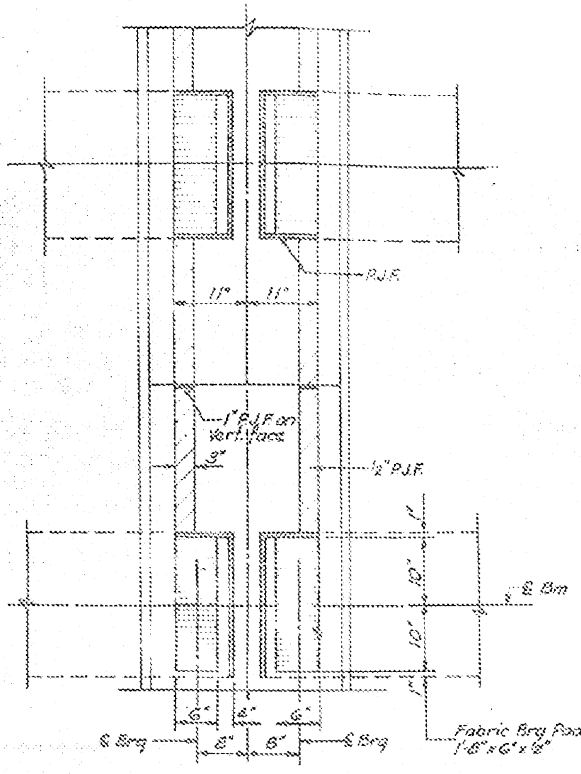
AS-BUILT PLANS FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

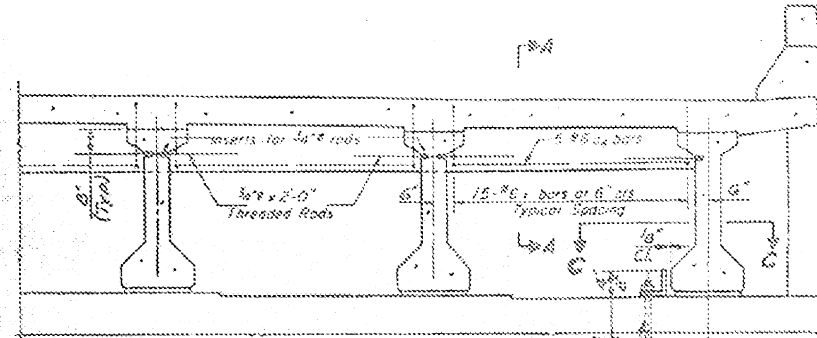
PROJECT NO.	DATE	SHEET NO.	TOTAL SHEETS
65-124 BR	Dec 11	32	17
10 872076			



PLAN AT EXPANSION PIER

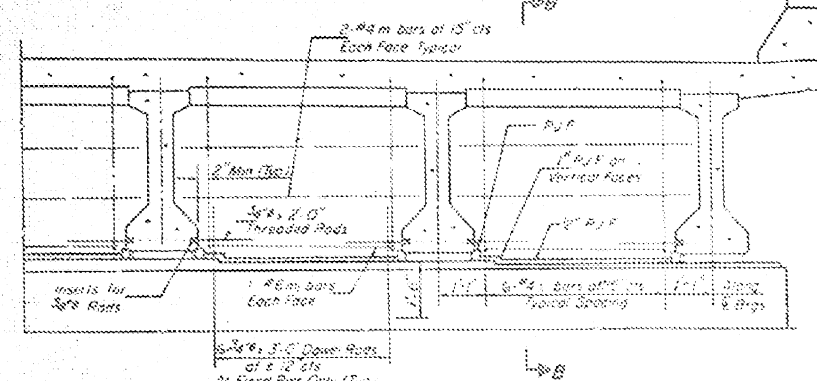


PLAN AT FIXED PIER

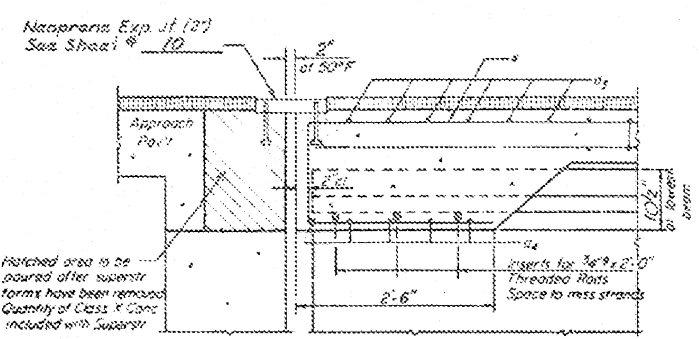


DIAPHRAGM AT ABUTMENT

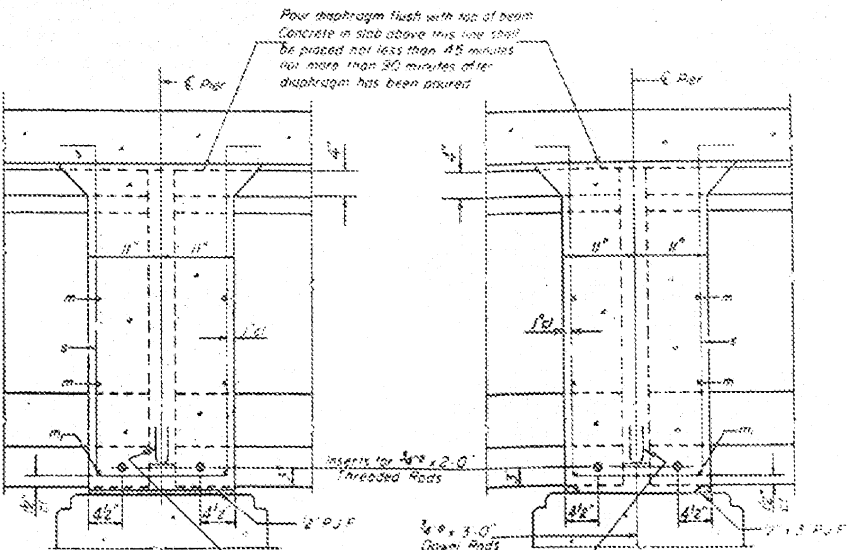
1" x 12" Anchor bolts with 2" x 2" x 1/2" Washers under the nut. Grout bolts after beams are in place.



DIAPHRAGM AT PIERS

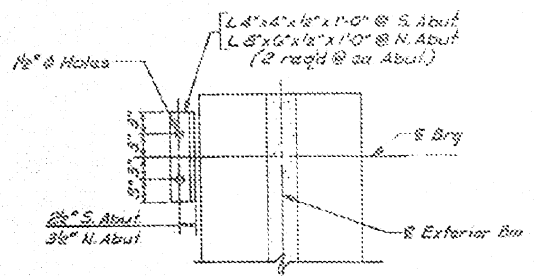


SECTION A-A
AT ABUTMENTS
(of P.I. 1)



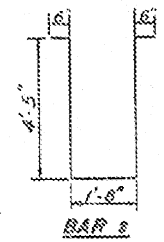
SECTION B-B
AT PIER 2
(Fixed)

SECTION B-B
AT PIER 1
(Fixed)



SECTION C-C

(Cost of Angles & Anchor Bolts Shall Be incidental to Contract)



NOTE: Reinforcement bars shown on this sheet are included in Bill of Materials on Sheet # 45.

DIAPHRAGM DETAILS
RA RT 65 SEC 124 BR
DEWITT COUNTY
STA 274 + 16.50

SARGENT & LUNDY
ENGINEERS
CHICAGO

DESIGNED BY **M. E. HOOD**
CHECKED BY **M. STONE**
DRAWN BY **R. TAYLOR**
CHECKED BY **M. E. HOOD**

WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS

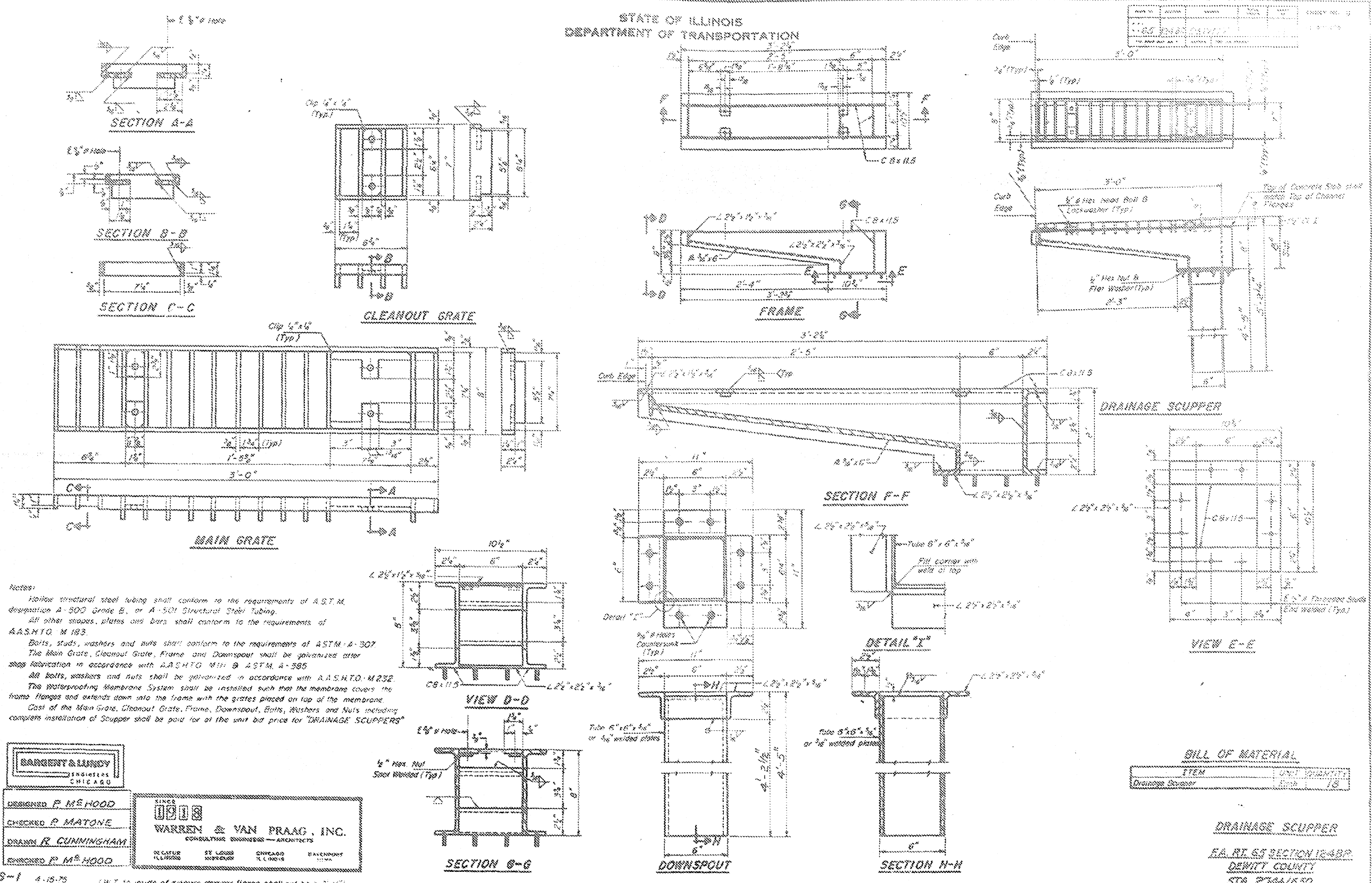
DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS SPRINGFIELD ILLINOIS

PI-2J 1-15-73

FILE NAME =	USER NAME = simagn	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILT PLANS FOR INFORMATION ONLY	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\PIWIDOT\SIMSGM\d0179794\057031-sht-Bridge Repair Plans.dgn		DRAWN - GMS	REVISED - ---			760	124 BR-1	DEWITT	23	17
PLOT SCALE = 41.6516 "/td> <td></td> <td>CHECKED - ---</td> <td>REVISED - ---</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>		CHECKED - ---	REVISED - ---							
PLOT DATE = 2/19/2010		DATE - ---	REVISED - ---							
				SCALE: _____	SHEET NO. 14 OF 16 SHEETS	STA. _____	TO STA. _____		CONTRACT NO. 70531	
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

AS-BUILT PLANS FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:

1. Hollow structural steel tubing shall conform to the requirements of A.S.T.M. designation A-500 Grade B, or A-501 Structural Steel Tubing.

2. All other straps, plates and bars shall conform to the requirements of A.A.S.H.T.O. M 193.

3. Bolts, studs, washers and nuts shall conform to the requirements of ASTM A-307. The Main Grate, Cleanout Grate, Frame and Downspout shall be galvanized after shop fabrication in accordance with A.A.S.H.T.O. M111 & ASTM A-365.

4. All bolts, washers and nuts shall be galvanized in accordance with A.A.S.H.T.O. M 232. The Waterproofing Membrane System shall be installed such that the membrane covers the frame flanges and extends down into the frame with the grates placed on top of the membrane.

5. Cost of the Main Grate, Cleanout Grate, Frame, Downspout, Bolts, Washers and Nuts including complete installation of Scupper shall be paid for at the unit bid price for "DRAINAGE SCUPPERS".

BARRETT & LUNDY ENGINEERS CHICAGO			
DESIGNED P. M. HOOD	WARREN & VAN PRAAG, INC. CONSULTING ENGINEERS - ARCHITECTS		
CHECKED P. MATONE			
DRAWN R. CUNNINGHAM			
ENGINEERED P. M. HOOD			
ILLINOIS	BY LICENSED ARCHITECT	ILLINOIS	BY LICENSED ARCHITECT

BILL OF MATERIAL

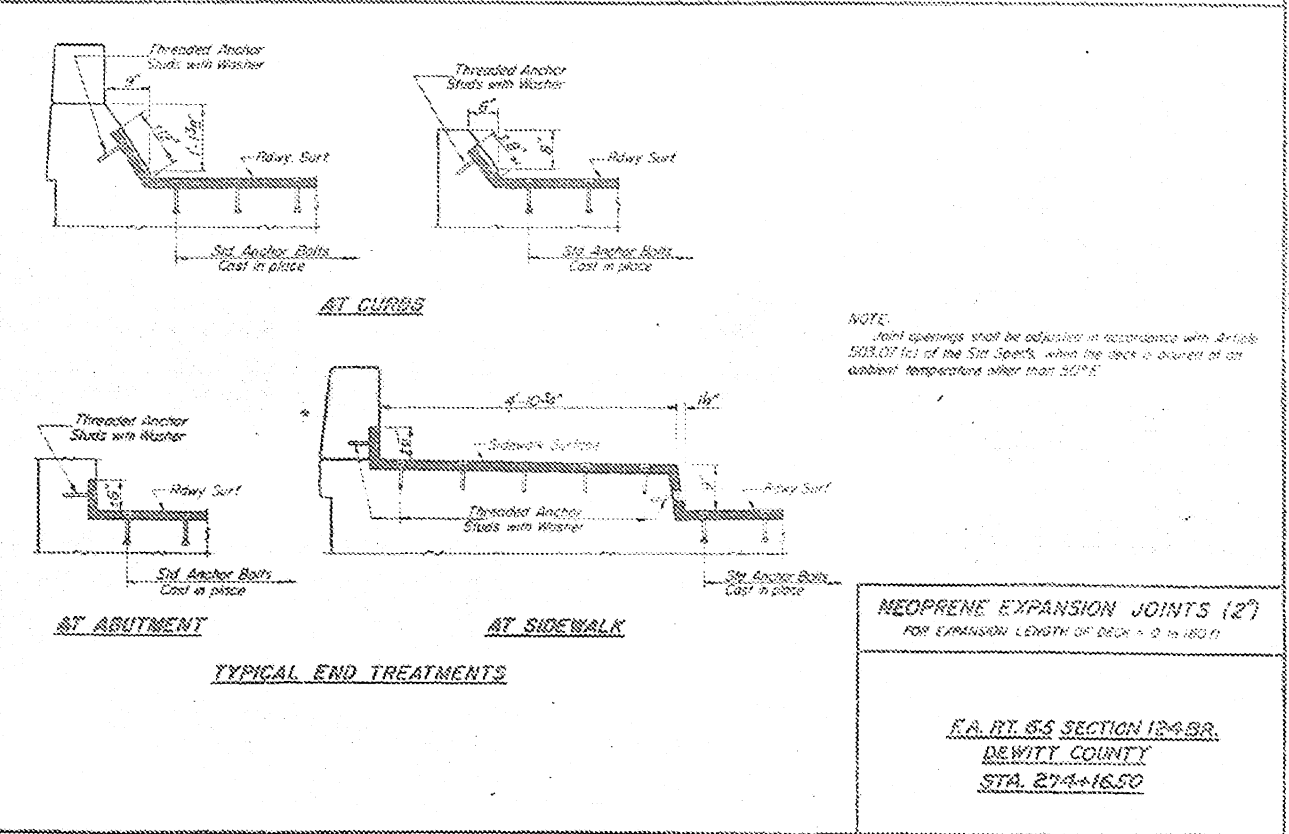
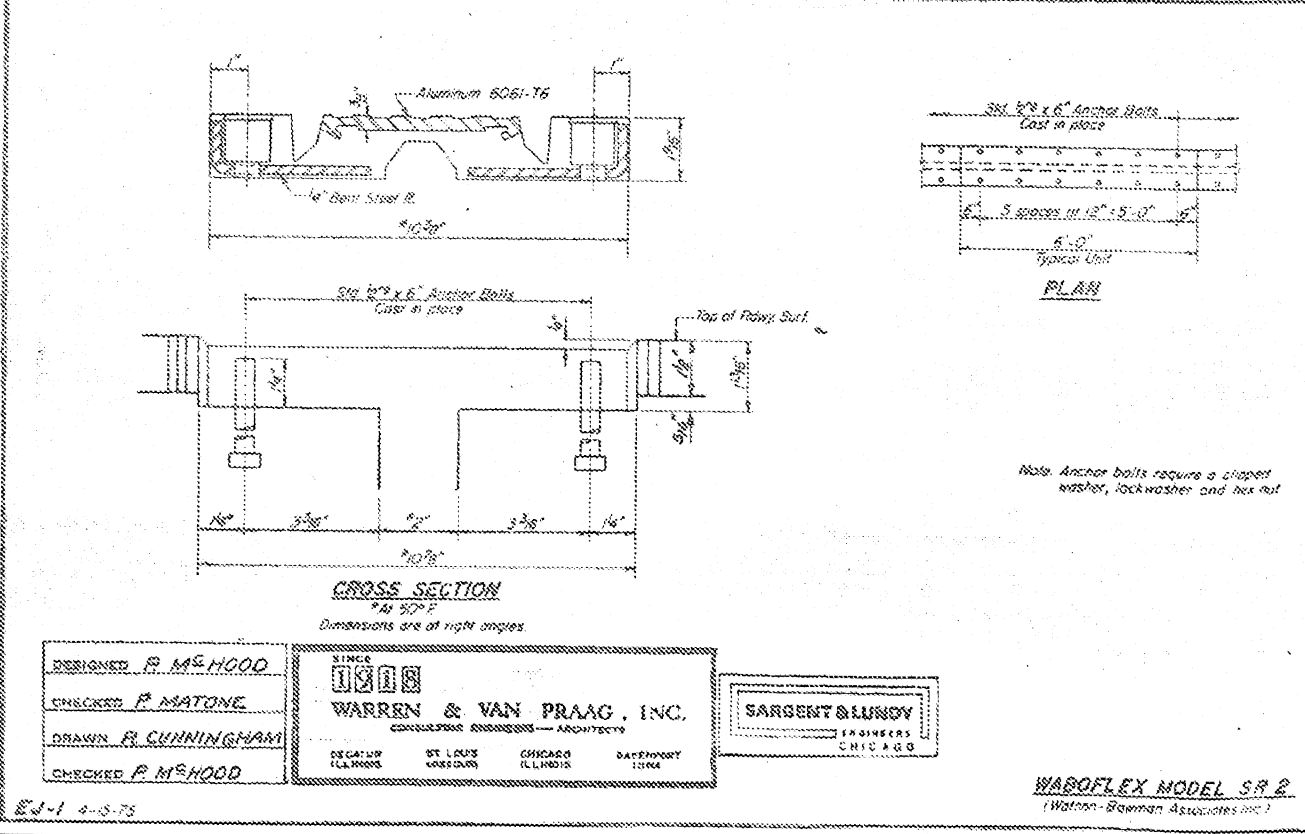
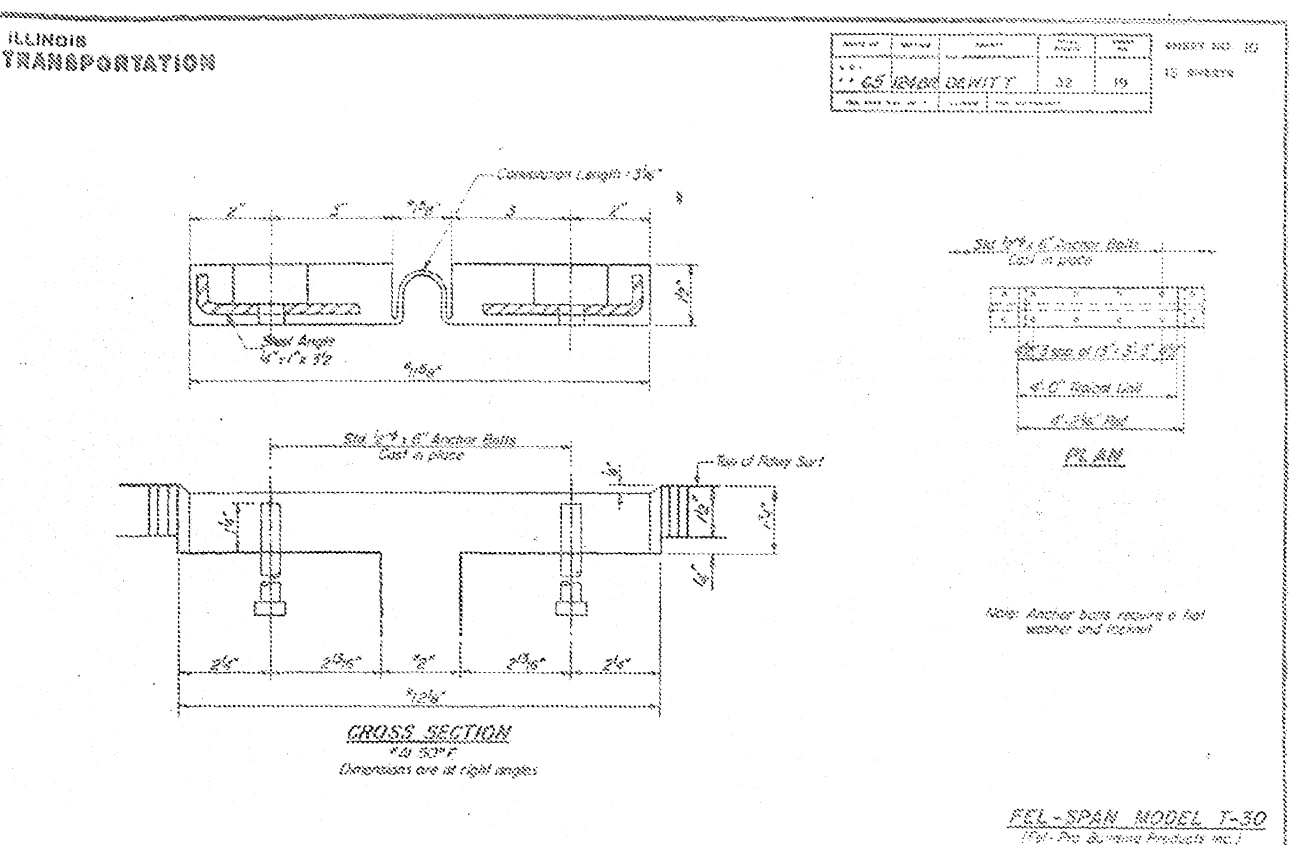
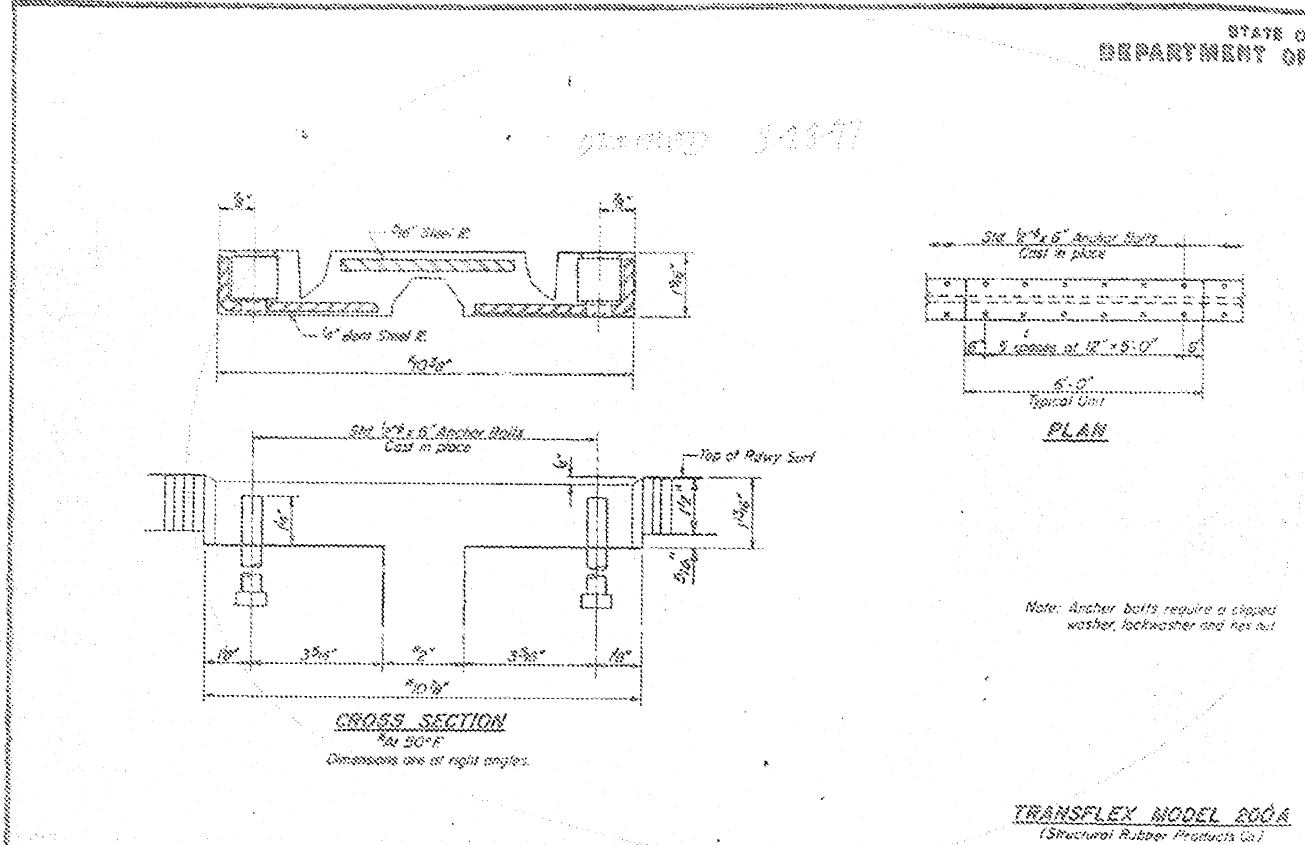
ITEM	UNIT QUANTITY
Drainage Scupper	1 each

DRAINAGE SCUPPER
E.A. RT. 65 SECTION 12-48P
DEWITT COUNTY
STA. 27+41.850

AS-BUILT PLANS FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NO.	NAME	DATE	BY	CHKD.	APP'D.	SHEET NO.	TOTAL SHEETS
1	G.S. DEWITT	3/2	19			10	10



DESIGNED P. McHOOD		DRAWN P. CUNNINGHAM	
CHECKED P. MATONE		WARREN & VAN PRAAG, INC. CONSULTING ENGINEERS - ARCHITECTS	SARGENT & LUNDY ENGINEERS CHICAGO
CHECKED P. McHOOD		ST. LOUIS CHICAGO CHICAGO CHICAGO	CHICAGO CHICAGO CHICAGO CHICAGO

FILE NAME =	USER NAME = smsgm	DESIGNED - GMS	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILT PLANS FOR INFORMATION ONLY	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
o:\pwork\PW1001\SIMSGM\0179794\0572	01-sht-Bridge Repair Plans.dgn	DRAWN - GMS	REVISED - ---			760	124 BR-1	DEWITT	23	19	
	PLOT SCALE = 41.6516 1/1 IN.	CHECKED - ---	REVISED - ---			CONTRACT NO. 70531					
	PLOT DATE = 2/19/2010	DATE - ---	REVISED - ---			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

BENCH MARK
 Spike in power pole
 534 FT. right station 256+68
 Elevation 732.99

Traffic to be maintained
 over a temporary bridge

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
65	124BR	Dewitt	32	10
SHEET NO. 1 15 SHEETS				

GENERAL NOTES

See special provisions for borings
 All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
 The basic lead silico chromate paint system shall be used for shop painting (two coats) of structural steel.

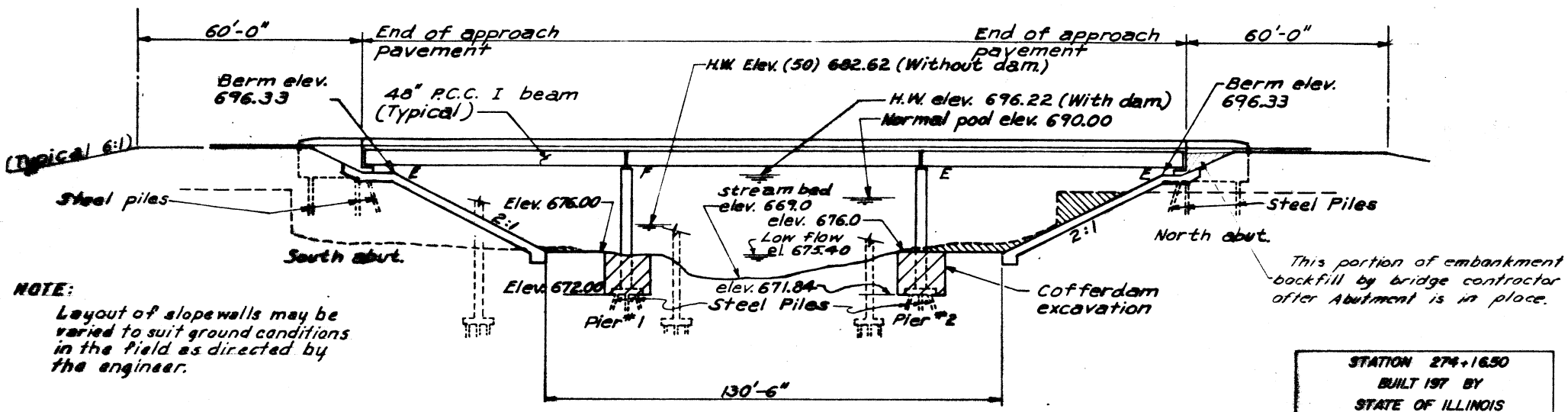
The contractor shall drive two steel test piles in permanent locations, one at the south abutment and one at pier # 2 as directed by the engineer before ordering the remainder of piles.
 The embankment configuration shown is the minimum embankment that must be constructed prior to construction of the abutments.

The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of class x-concrete, except the aggregates shall conform to the requirements of handrail concrete. Protective coat shall not be applied to surfaces to which waterproofing membrane system is applied.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Bit conc. surf. course, mixture D class I	Tons	92.3	—	92.3
Waterproofing Membrane System	Sq. Yds.	1,070	—	1,070
Removal of Existing Structures	Each	0.5	0.5	1
Cofferdam Excavation	Cu. Yds.	—	300	300
Class X-Concrete	Cu. Yds.	355.1	106.6	461.7
Class A Concrete	Cu. Yds.	—	340.8	340.8
Reinforcement Bars	Lbs.	79,705	23,070	102,775
Protective Coat	Sq. Yds.	211	—	211
Furnishing & Erecting PCI Beams, 48"	Lin. Ft.	1,353	—	1,353
Steel Piles HP8x36	Lin. Ft.	—	2020	2020
Test Piles Steel HP8x36	Each	—	2	2
Name Plates	Each	1	—	1
Stone riprap	Sq. Yds.	—	2,560	2,560
Neoprene Exp. Joint (2")	Lin. Ft.	90	—	90
Drainage Scuppers	Each	18	—	18
Cofferdams	Each	—	2	2

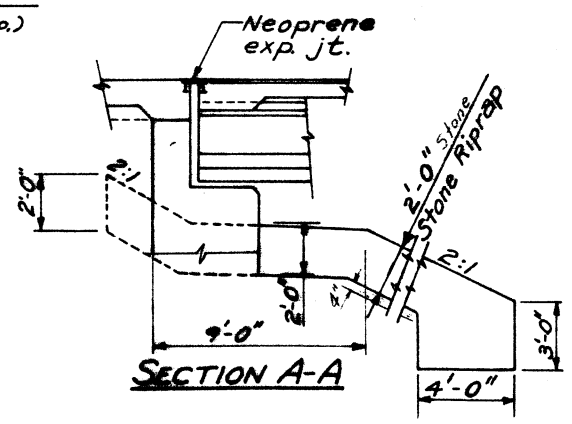
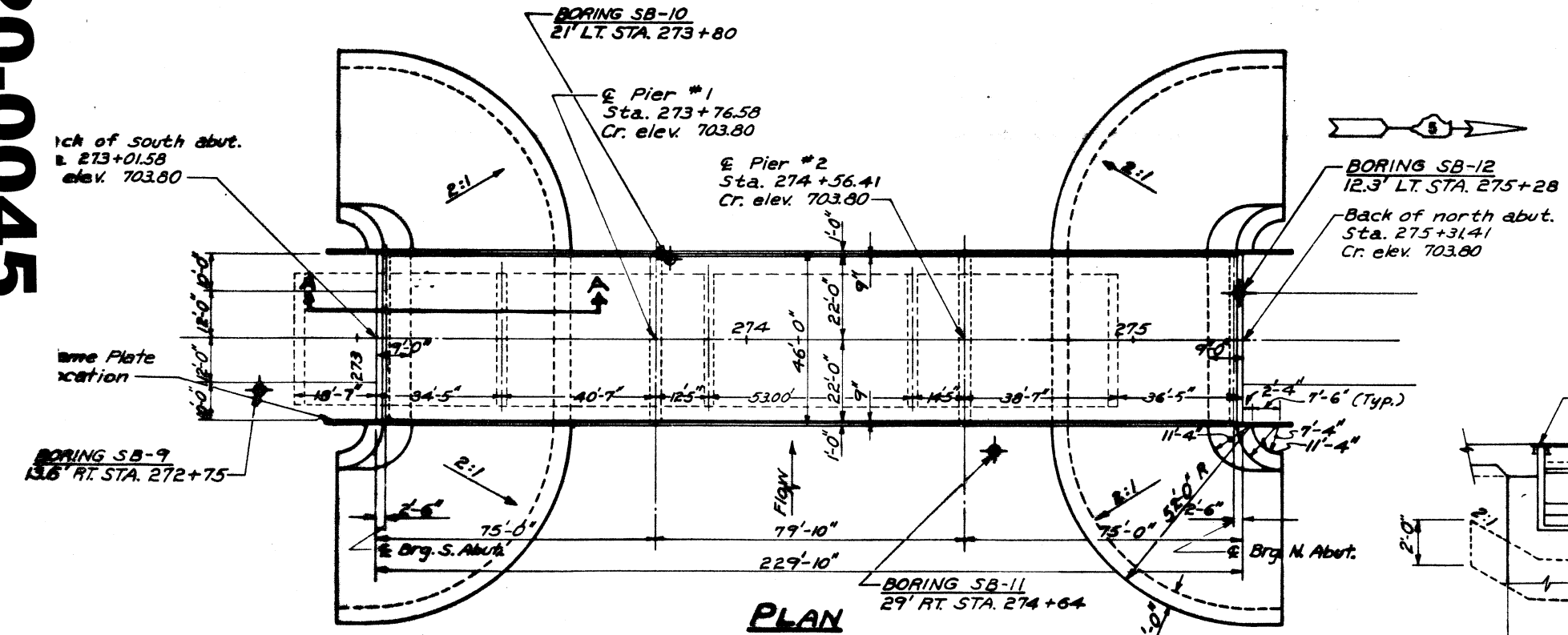
* For Waterproofing Membrane System
 See Special Provisions



STATION 274+16.50
 BUILT BY
 STATE OF ILLINOIS
 F.A. RT. 65 SEC. 124BR
 LOADINGS HS20
 NAME PLATE
 See Standard 2113

NOTE:
 Layout of slopewalls may be varied to suit ground conditions in the field as directed by the engineer.

020-0045



WATERWAY INFORMATION

Drainage Area	142.7 sq. mi.
Character	Rolling, Cultivated
Req'd. Opening	3,710 sq. ft. (below 696.22)
Prop. Opening	3,715 sq. ft. (below 696.22)
Q(50) Without Dam	13,500 c.f.s.
H.W.L. (50) Without Dam	686.10
Q(50) With Dam, 30 th Hr.	5,658 c.f.s.
H.W.L. (50) With Dam, 30 th Hr.	696.22
Q(50) With Dam, 14 th Hr.	10,359 c.f.s.
H.W.L. (50) With Dam, 14 th Hr.	693.88
Q(100) With Dam, 30 th Hr.	6,361 c.f.s.
H.W.L. (100) With Dam, 30 th Hr.	696.83
Q(100) With Dam, 14 th Hr.	11,792 c.f.s.
H.W.L. (100) With Dam, 14 th Hr.	594.28

APPROVED
 FOR STRUCTURAL PURPOSES ONLY

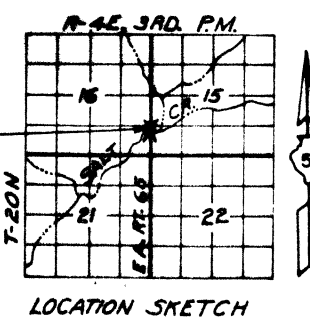
Signature
 5-98

GENERAL PLAN AND ELEVATION
 F.A. ROUTE 65 OVER SALT CREEK
 F.A. ROUTE 65 SECTION 124 BR
 DE WITT COUNTY
 STATION 274+16.50

SARGENT & LUNDY
 ENGINEERS
 CHICAGO

DESIGNED P. McHOOD
 CHECKED P. MATONE
 DRAWN R. CUNNINGHAM
 CHECKED P. McHOOD

SINCE 1918
WARREN & VAN PRAAG . INC.
 CONSULTING ENGINEERS - ARCHITECTS
 DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS DAVENPORT IOWA



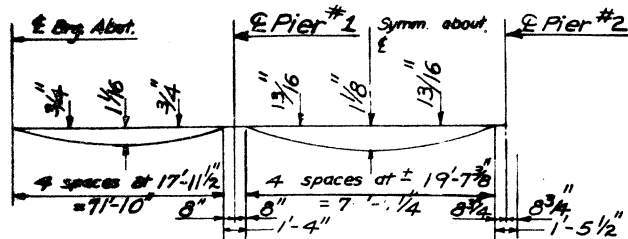
DESIGN STRESSES

FIELD UNITS	PRECAST PRESTR. UNITS
$f_c = 1,200$ p.s.i. deck slab	$f_c = 6,000$ p.s.i.
$f_c = 1,400$ p.s.i. curb parap. sub.	$f_c = 5,000$ p.s.i.
$f_s = 20,000$ p.s.i. reinf.	$f_s = 270,000$ p.s.i. (1/2" strands)
$f_s = 20,000$ p.s.i. struct.	$f_s = 180,700$ p.s.i. (1/2" strands)
$V_c = 75$ p.s.i. footing	Design specifications 1973 AASHTO (as applicable)
$n = 10$	

Loading: HS 20-44

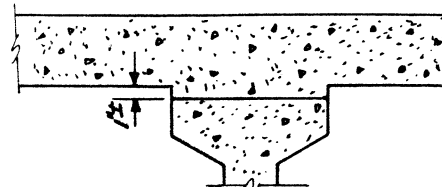
020-0045

REPLACES 020-0019



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete & class I)
Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



STANDARD FILLET DETAIL

To determine t : After all precast prestressed beams have been erected, elev. of the top flanges of the beams shall be taken at intervals shown on the elev. sh. These elev. subtracted algebraically from "Grade Elev. Adjusted for Dead Load Deflections" minus slab thickness, equals the fillet height t . A positive value of t equals the fillet ht. above the top of the bm. A negative value of t not to exceed $\frac{1}{2}$ " equals the embedment of the beam above the theoretical bottom of slab elevations.

BEAM NO. 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South abut.	27301.500	-20.000	703.321	703.321
E. Brg. South ab.	27304.000	-20.000	703.321	703.321
a	27314.000	-20.000	703.321	703.349
b	27324.000	-20.000	703.321	703.373
c	27334.000	-20.000	703.321	703.384
d	27344.000	-20.000	703.321	703.387
e	27354.000	-20.000	703.321	703.376
f	27364.000	-20.000	703.321	703.356
g	27374.000	-20.000	703.321	703.328
E. Pier 1	27376.500	-20.000	703.321	703.321
h	27306.500	-20.000	703.321	703.358
i	27316.500	-20.000	703.321	703.395
j	27326.500	-20.000	703.321	703.410
k	27336.500	-20.000	703.321	703.424
l	27346.500	-20.000	703.321	703.409
m	27356.500	-20.000	703.321	703.394
n	27366.500	-20.000	703.321	703.357
E. Pier 2	27456.413	-20.000	703.321	703.321
o	27466.413	-20.000	703.321	703.349
p	27476.413	-20.000	703.321	703.373
q	27486.413	-20.000	703.321	703.384
r	27496.413	-20.000	703.321	703.387
s	27506.413	-20.000	703.321	703.376
t	27516.413	-20.000	703.321	703.356
u	27526.413	-20.000	703.321	703.328
E. Brg. North abut.	27528.913	-20.000	703.321	703.321
Bk. North abut.	27531.413	-20.000	703.321	703.321

WEST LONGITUDINAL BONDED CONST. JOINT

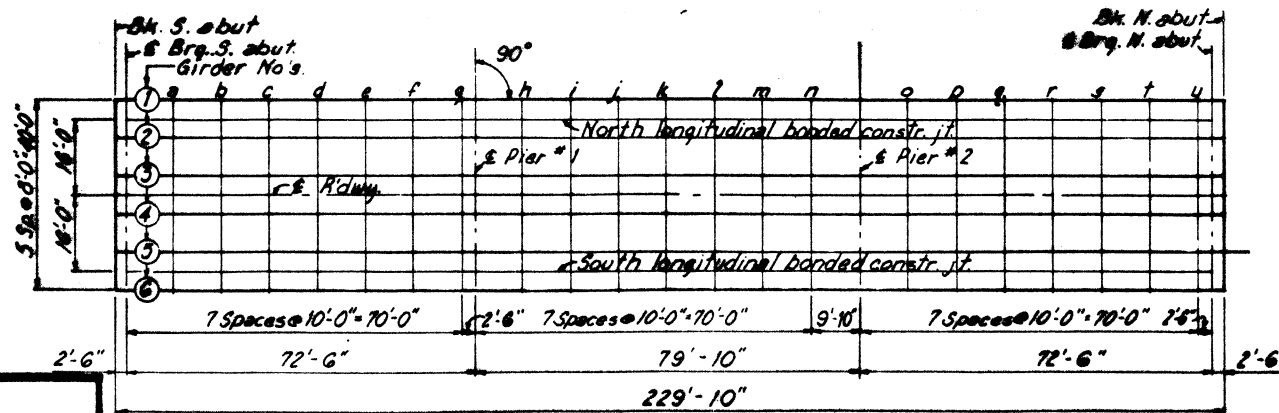
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South abut.	27301.500	-16.000	703.404	703.404
E. Brg. South abut.	27304.000	-16.000	703.404	703.404
a	27314.000	-16.000	703.404	703.432
b	27324.000	-16.000	703.404	703.456
c	27334.000	-16.000	703.404	703.468
d	27344.000	-16.000	703.404	703.470
e	27354.000	-16.000	703.404	703.459
f	27364.000	-16.000	703.404	703.439
g	27374.000	-16.000	703.404	703.411
E. Pier 1	27376.500	-16.000	703.404	703.404
h	27306.500	-16.000	703.404	703.441
i	27316.500	-16.000	703.404	703.478
j	27326.500	-16.000	703.404	703.493
k	27336.500	-16.000	703.404	703.507
l	27346.500	-16.000	703.404	703.493
m	27356.500	-16.000	703.404	703.477
n	27366.500	-16.000	703.404	703.441
E. Pier 2	27456.413	-16.000	703.404	703.404
o	27466.413	-16.000	703.404	703.432
p	27476.413	-16.000	703.404	703.456
q	27486.413	-16.000	703.404	703.468
r	27496.413	-16.000	703.404	703.470
s	27506.413	-16.000	703.404	703.459
t	27516.413	-16.000	703.404	703.439
u	27526.413	-16.000	703.404	703.411
E. Brg. North abut.	27528.913	-16.000	703.404	703.404
Bk. North abut.	27531.413	-16.000	703.404	703.404

BEAM NO. 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South abut.	27301.500	-12.000	703.488	703.488
E. Brg. South abut.	27304.000	-12.000	703.488	703.488
a	27314.000	-12.000	703.488	703.515
b	27324.000	-12.000	703.488	703.540
c	27334.000	-12.000	703.488	703.551
d	27344.000	-12.000	703.488	703.554
e	27354.000	-12.000	703.488	703.542
f	27364.000	-12.000	703.488	703.522
g	27374.000	-12.000	703.488	703.494
E. Pier 1	27376.500	-12.000	703.488	703.488
h	27306.500	-12.000	703.488	703.524
i	27316.500	-12.000	703.488	703.561
j	27326.500	-12.000	703.488	703.576
k	27336.500	-12.000	703.488	703.591
l	27346.500	-12.000	703.488	703.576
m	27356.500	-12.000	703.488	703.561
n	27366.500	-12.000	703.488	703.524
E. Pier 2	27456.413	-12.000	703.488	703.488
o	27466.413	-12.000	703.488	703.515
p	27476.413	-12.000	703.488	703.540
q	27486.413	-12.000	703.488	703.551
r	27496.413	-12.000	703.488	703.554
s	27506.413	-12.000	703.488	703.542
t	27516.413	-12.000	703.488	703.522
u	27526.413	-12.000	703.488	703.494
E. Brg. North abut.	27528.913	-12.000	703.488	703.488
Bk. North abut.	27531.413	-12.000	703.488	703.488

BEAM NO. 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South abut.	27301.500	-4.000	703.613	703.613
E. Brg. South abut.	27304.000	-4.000	703.613	703.613
a	27314.000	-4.000	703.613	703.640
b	27324.000	-4.000	703.613	703.665
c	27334.000	-4.000	703.613	703.676
d	27344.000	-4.000	703.613	703.679
e	27354.000	-4.000	703.613	703.667
f	27364.000	-4.000	703.613	703.647
g	27374.000	-4.000	703.613	703.619
E. Pier 1	27376.500	-4.000	703.613	703.613
h	27306.500	-4.000	703.613	703.649
i	27316.500	-4.000	703.613	703.686
j	27326.500	-4.000	703.613	703.701
k	27336.500	-4.000	703.613	703.716
l	27346.500	-4.000	703.613	703.701
m	27356.500	-4.000	703.613	703.686
n	27366.500	-4.000	703.613	703.649
E. Pier 2	27456.413	-4.000	703.613	703.613
o	27466.413	-4.000	703.613	703.640
p	27476.413	-4.000	703.613	703.665
q	27486.413	-4.000	703.613	703.676
r	27496.413	-4.000	703.613	703.679
s	27506.413	-4.000	703.613	703.667
t	27516.413	-4.000	703.613	703.647
u	27526.413	-4.000	703.613	703.619
E. Brg. North abut.	27528.913	-4.000	703.613	703.613
Bk. North abut.	27531.413	-4.000	703.613	703.613



PLAN

BARRETT & LUNDY
ENGINEERS
CHICAGO

DESIGNED P. M. HOOD
CHECKED P. MATONE
DRAWN R. CUNNINGHAM
CHECKED P. M. HOOD

E-5 8-1-65

SINCE 1918
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS

DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS BAVENPORT IOWA

TOP OF SLAB ELEVATIONS
E.A. ROUTE 65, SECTION 124 BR.
DEWITT COUNTY
STATION 274+16.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

E ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South abut.	27301.500	0.0	703.675	703.675
E Brg. South abut.	27304.000	0.0	703.675	703.675
a	27314.000	0.0	703.675	703.703
b	27324.000	0.0	703.675	703.727
c	27334.000	0.0	703.675	703.736
d	27344.000	0.0	703.675	703.741
e	27354.000	0.0	703.675	703.730
f	27364.000	0.0	703.675	703.710
g	27374.000	0.0	703.675	703.682
E Pier 1	27376.500	0.0	703.675	703.675
h	27386.500	0.0	703.675	703.712
i	27396.500	0.0	703.675	703.749
j	27406.500	0.0	703.675	703.764
k	27416.500	0.0	703.675	703.778
l	27426.500	0.0	703.675	703.763
m	27436.500	0.0	703.675	703.748
n	27446.500	0.0	703.675	703.711
E Pier 2	27456.513	0.0	703.675	703.675
o	27466.513	0.0	703.675	703.703
p	27476.513	0.0	703.675	703.727
q	27486.513	0.0	703.675	703.738
r	27496.513	0.0	703.675	703.751
s	27506.513	0.0	703.675	703.730
t	27516.513	0.0	703.675	703.710
u	27526.513	0.0	703.675	703.682
E Brg. North abut.	27528.913	0.0	703.675	703.675
Bk. North abut.	27531.413	0.0	703.675	703.675

BEAM NO. 4

Location	Station	offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South abut.	27301.500	4.000	703.613	703.613
E Brg. South abut.	27304.000	4.000	703.613	703.613
a	27314.000	4.000	703.613	703.640
b	27324.000	4.000	703.613	703.665
c	27334.000	4.000	703.613	703.676
d	27344.000	4.000	703.613	703.679
e	27354.000	4.000	703.613	703.667
f	27364.000	4.000	703.613	703.647
g	27374.000	4.000	703.613	703.618
E Pier 1	27376.500	4.000	703.613	703.613
h	27386.500	4.000	703.613	703.649
i	27396.500	4.000	703.613	703.686
j	27406.500	4.000	703.613	703.701
k	27416.500	4.000	703.613	703.716
l	27426.500	4.000	703.613	703.701
m	27436.500	4.000	703.613	703.686
n	27446.500	4.000	703.613	703.649
E Pier 2	27456.513	4.000	703.613	703.613
o	27466.513	4.000	703.613	703.640
p	27476.513	4.000	703.613	703.665
q	27486.513	4.000	703.613	703.676
r	27496.513	4.000	703.613	703.679
s	27506.513	4.000	703.613	703.667
t	27516.513	4.000	703.613	703.647
u	27526.513	4.000	703.613	703.619
E Brg. North abut.	27528.913	4.000	703.613	703.613
Bk. North abut.	27531.413	4.000	703.613	703.613

BEAM NO. 5

Location	Station	offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South abut.	27301.500	12.000	703.400	703.400
E Brg. South abut.	27304.000	12.000	703.400	703.400
a	27314.000	12.000	703.400	703.415
b	27324.000	12.000	703.400	703.430
c	27334.000	12.000	703.400	703.445
d	27344.000	12.000	703.400	703.450
e	27354.000	12.000	703.400	703.455
f	27364.000	12.000	703.400	703.450
g	27374.000	12.000	703.400	703.435
E Pier 1	27376.500	12.000	703.400	703.400
h	27386.500	12.000	703.400	703.436
i	27396.500	12.000	703.400	703.471
j	27406.500	12.000	703.400	703.486
k	27416.500	12.000	703.400	703.491
l	27426.500	12.000	703.400	703.496
m	27436.500	12.000	703.400	703.491
n	27446.500	12.000	703.400	703.476
E Pier 2	27456.513	12.000	703.400	703.400
o	27466.513	12.000	703.400	703.436
p	27476.513	12.000	703.400	703.471
q	27486.513	12.000	703.400	703.486
r	27496.513	12.000	703.400	703.491
s	27506.513	12.000	703.400	703.496
t	27516.513	12.000	703.400	703.491
u	27526.513	12.000	703.400	703.476
E Brg. North abut.	27528.913	12.000	703.400	703.400
Bk. North abut.	27531.413	12.000	703.400	703.400

EAST LONGITUDINAL BONDED CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South abut.	27301.500	16.000	703.404	703.404
E Brg. South abut.	27304.000	16.000	703.404	703.404
a	27314.000	16.000	703.404	703.432
b	27324.000	16.000	703.404	703.456
c	27334.000	16.000	703.404	703.468
d	27344.000	16.000	703.404	703.478
e	27354.000	16.000	703.404	703.459
f	27364.000	16.000	703.404	703.439
g	27374.000	16.000	703.404	703.411
E Pier 1	27376.500	16.000	703.404	703.404
h	27386.500	16.000	703.404	703.441
i	27396.500	16.000	703.404	703.478
j	27406.500	16.000	703.404	703.493
k	27416.500	16.000	703.404	703.507
l	27426.500	16.000	703.404	703.493
m	27436.500	16.000	703.404	703.477
n	27446.500	16.000	703.404	703.441
E Pier 2	27456.513	16.000	703.404	703.404
o	27466.513	16.000	703.404	703.432
p	27476.513	16.000	703.404	703.456
q	27486.513	16.000	703.404	703.468
r	27496.513	16.000	703.404	703.478
s	27506.513	16.000	703.404	703.459
t	27516.513	16.000	703.404	703.439
u	27526.513	16.000	703.404	703.411
E Brg. North abut.	27528.913	16.000	703.404	703.404
Bk. North abut.	27531.413	16.000	703.404	703.404

BEAM NO. 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. South abut.	27301.500	20.000	703.321	703.321
E Brg. South abut.	27304.000	20.000	703.321	703.321
a	27314.000	20.000	703.321	703.349
b	27324.000	20.000	703.321	703.373
c	27334.000	20.000	703.321	703.384
d	27344.000	20.000	703.321	703.397
e	27354.000	20.000	703.321	703.376
f	27364.000	20.000	703.321	703.356
g	27374.000	20.000	703.321	703.328
E Pier 1	27376.500	20.000	703.321	703.321
h	27386.500	20.000	703.321	703.358
i	27396.500	20.000	703.321	703.395
j	27406.500	20.000	703.321	703.410
k	27416.500	20.000	703.321	703.424
l	27426.500	20.000	703.321	703.409
m	27436.500	20.000	703.321	703.394
n	27446.500	20.000	703.321	703.357
E Pier 2	27456.513	20.000	703.321	703.321
o	27466.513	20.000	703.321	703.358
p	27476.513	20.000	703.321	703.395
q	27486.513	20.000	703.321	703.410
r	27496.513	20.000	703.321	703.407
s	27506.513	20.000	703.321	703.376
t	27516.513	20.000	703.321	703.356
u	27526.513	20.000	703.321	703.329
E Brg. North abut.	27528.913	20.000	703.321	703.321
Bk. North abut.	27531.413	20.000	703.321	703.321

DESIGNED P. McHOOD
CHECKED P. MATONE
DRAWN P. CUNNINGHAM
CHECKED P. McHOOD

SINCE 1918
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS
DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS BAYVIEWPORT IOWA

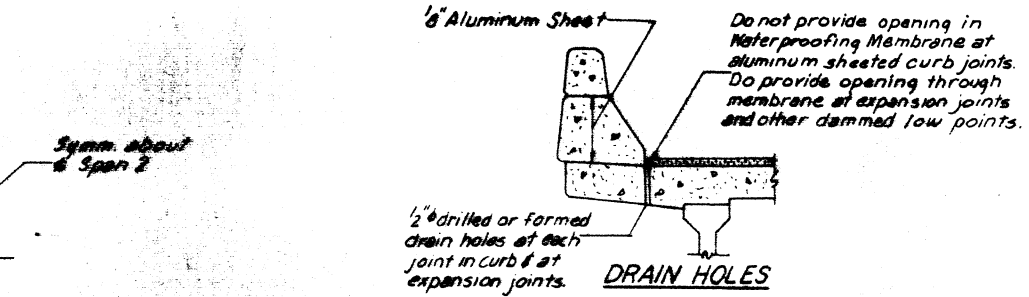
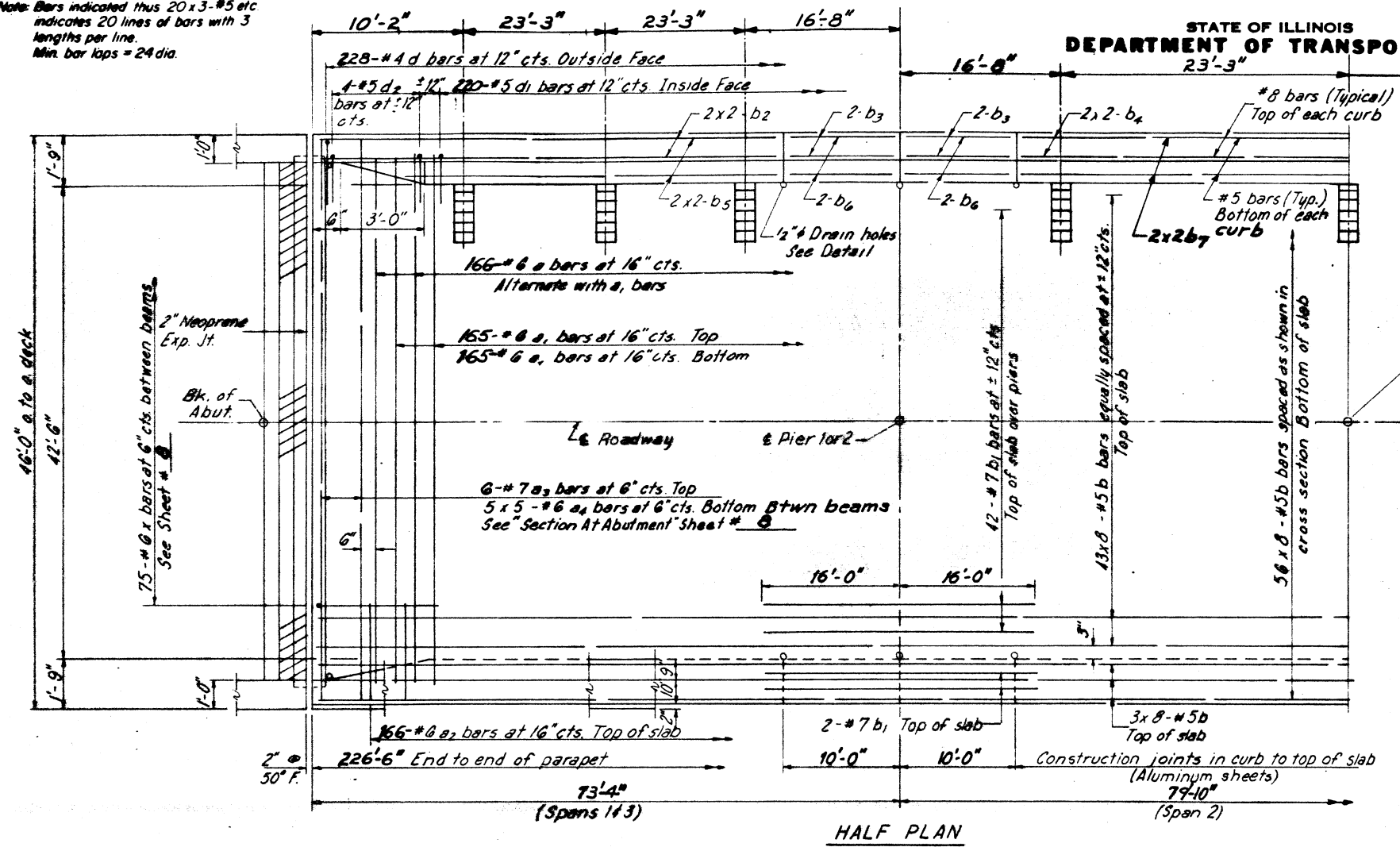
SARGENT & LUNDY
ENGINEERS
CHICAGO

TOP OF SLAB ELEVATIONS
E.A. ROUTE 65, SECTION 124 BR.
DEWITT COUNTY
STATION 274+16.50

Note: Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line. Min. bar laps = 24 dia.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

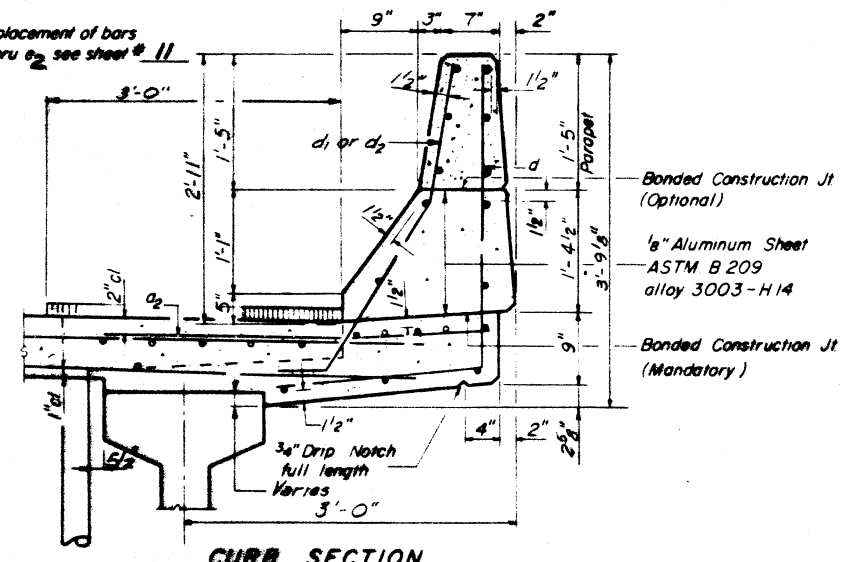
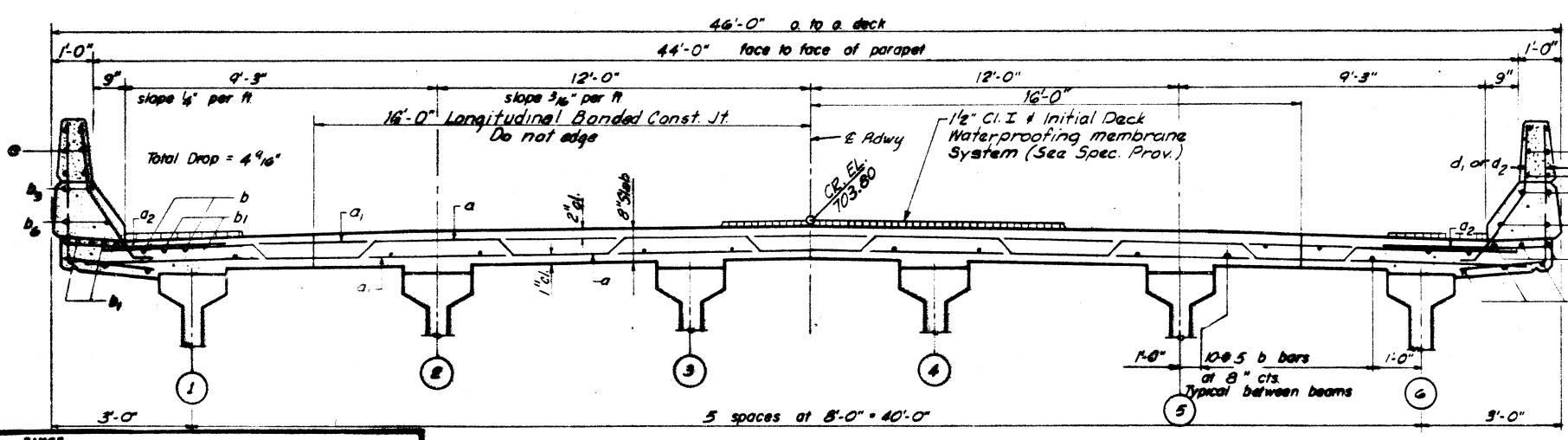
PROJECT NO.	SECTION	QUANTITY	TOTAL SHEETS	SHEET NO.
65	124 BR	Dewitt	32	13
DESIGNED BY		CHECKED BY	DATE	



Note: Cut & place b bars as needed to fit around Drainage Scuppers.

BILL OF MATERIAL

Bar	No	Size	Length	Shape
a	166	#6	45'-8"	—
a1	330	#6	44'-0"	—
a2	332	#6	4'-0"	—
a3	12	#7	45'-4"	—
a4	30	#6	7'-1"	—
b	840	#5	29'-6"	—
b1	92	#7	32'-0"	—
b2	16	#8	32'-8"	—
b3	16	#8	9'-9"	—
b4	8	#8	31'-0"	—
b5	16	#5	32'-3"	—
b6	16	#5	9'-9"	—
b7	8	#5	30'-6"	—
d	456	#4	5'-1"	┌
d1	440	#5	4'-0"	┌
d2	16	#5	4'-9"	┌
m	40	#4	7'-1"	—
m1	20	#6	5'-11"	—
s	60	#4	11'-6"	└
x	150	#6	8'-1"	—
Reinforcement Bars			Lbs.	73,920
Class X Concrete			Cu Yds	302.8



WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS
OFFICES: ST. LOUIS, MISSOURI; CHICAGO, ILLINOIS; BAYVIEW, IOWA

NEAR PIER

CROSS SECTION
LOOKING NORTH

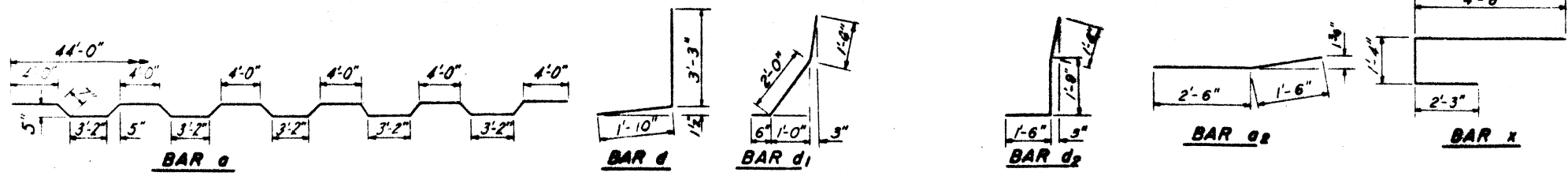
NEAR MIDSPAN

CURB SECTION

Cost of Aluminum Sheets shall be incidental to Class X Concrete

DESIGNED P. McHOOD
CHECKED P. MATONE
DRAWN R. CUNNINGHAM
CHECKED P. McHOOD

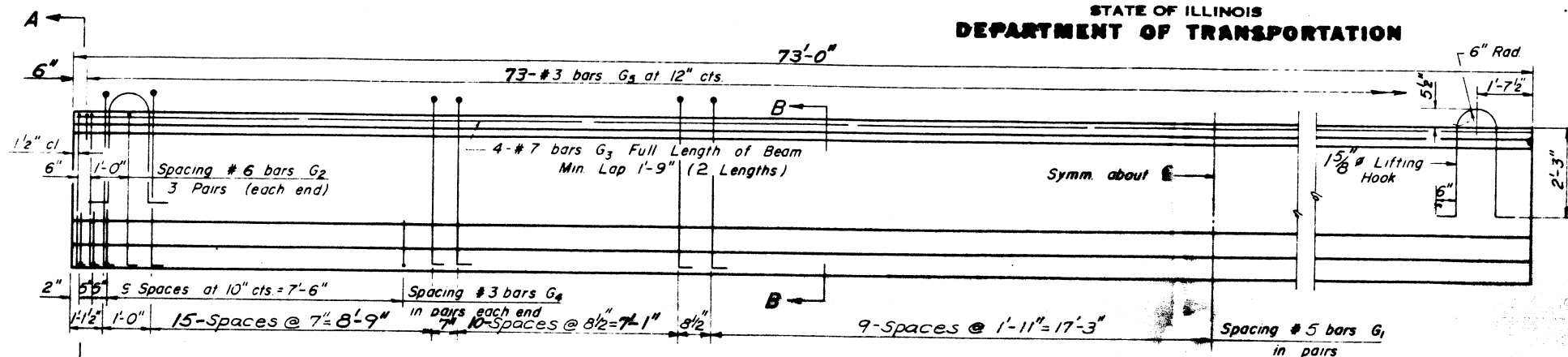
SARGENT & LUNDY
ENGINEERS
CHICAGO



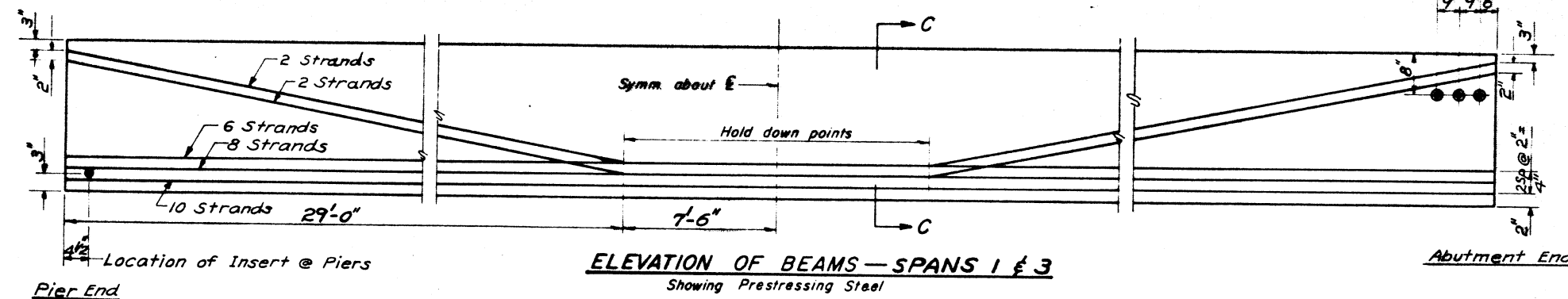
SUPERSTRUCTURE DETAILS
F.A. RT. 65 SECTION 124 BR.
DEWITT COUNTY
STATION 274+16.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

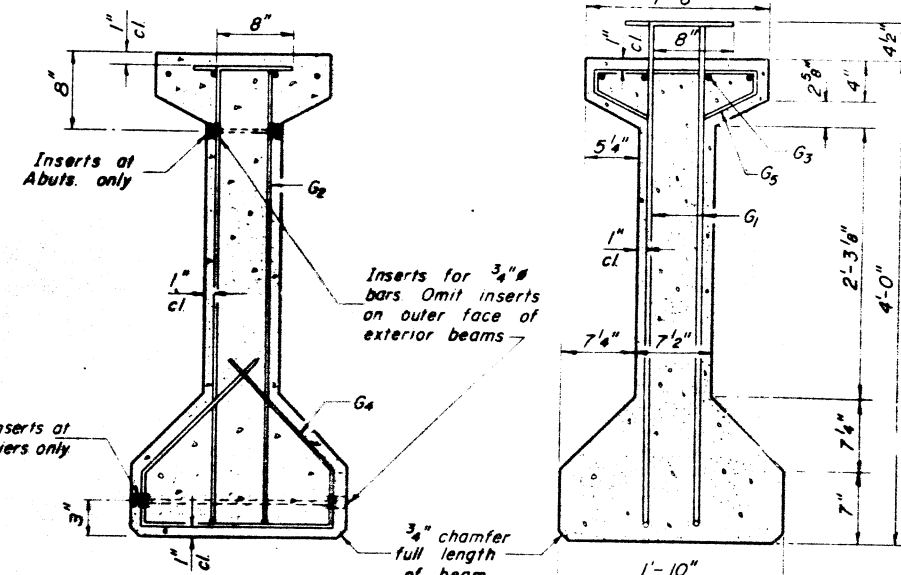
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
65	124 BR	DEWITT	14	5
SHEET NO 5 15 SHEETS				



ELEVATION OF BEAMS-SPANS 1 & 3
Showing Reinforcement & Dimensions

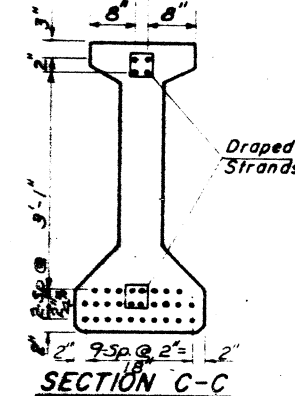


ELEVATION OF BEAMS-SPANS 1 & 3
Showing Prestressing Steel

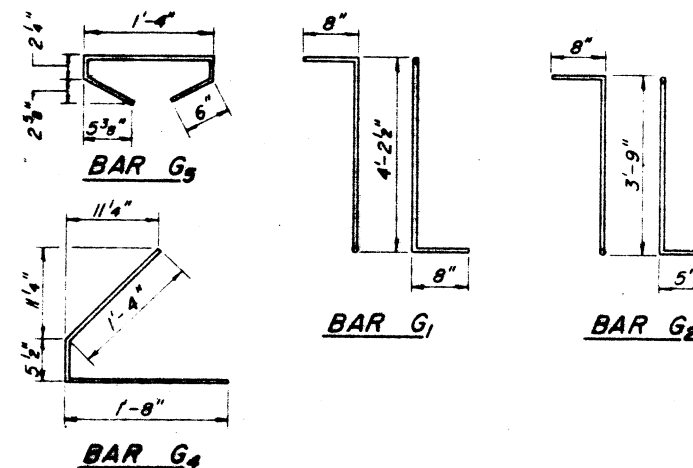


SECTION A-A

SECTION B-B



SECTION C-C



***BAR LIST**

Bar	No	Size	Length	Shape
G1	150	#5	5'-6 1/2"	7L
G2	12	#6	4'-10"	7L
G3	8	#7	37'-4"	—
G4	48	#3	3'-5 1/2"	L
G5	73	#3	2'-8 1/2"	U

*For one beam only

BILL OF MATERIAL

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 48"	Lin Ft	876

NOTES

All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per lineal foot of "Furnishing And Erecting Precast Prestressed Concrete I-Beams, 48 In"

Prestressing Steel shall have a nominal diameter of 1/2"
Inserts for 3/4" threaded rods are to be two strut, coil type for interior I-Beams and single coil, flared loc. type for exterior I-Beams
Steel for lifting hooks shall be non-deformed bars fy = 40,000 psi.

BEAMS SPANS 1 & 3
F.A. RT. 65 SECTION 124 BR.
DEWITT COUNTY
STA. 274 +15.50

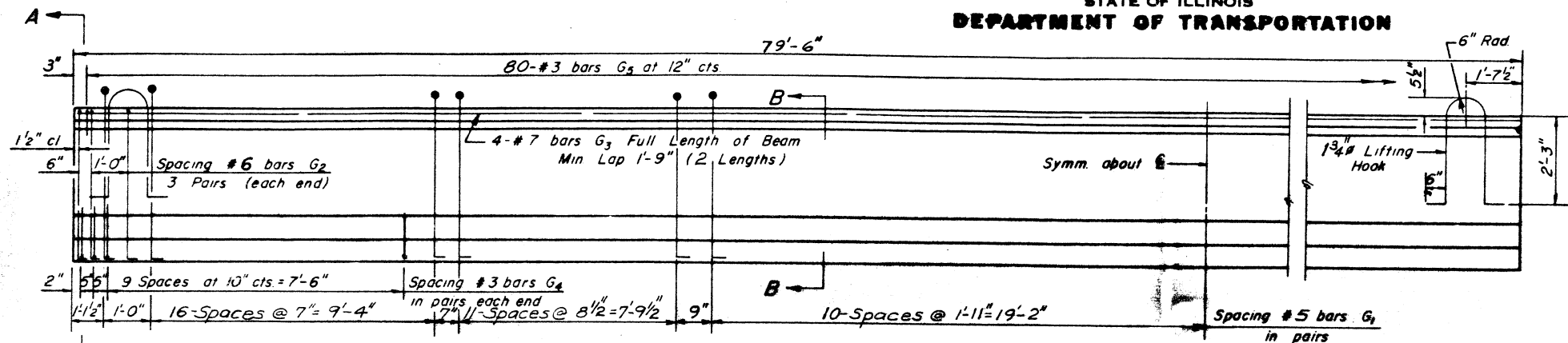


DESIGNED **P. McHOOD**
CHECKED **P. MATONE**
DRAWN **R. CUNNINGHAM**
CHECKED **P. McHOOD**

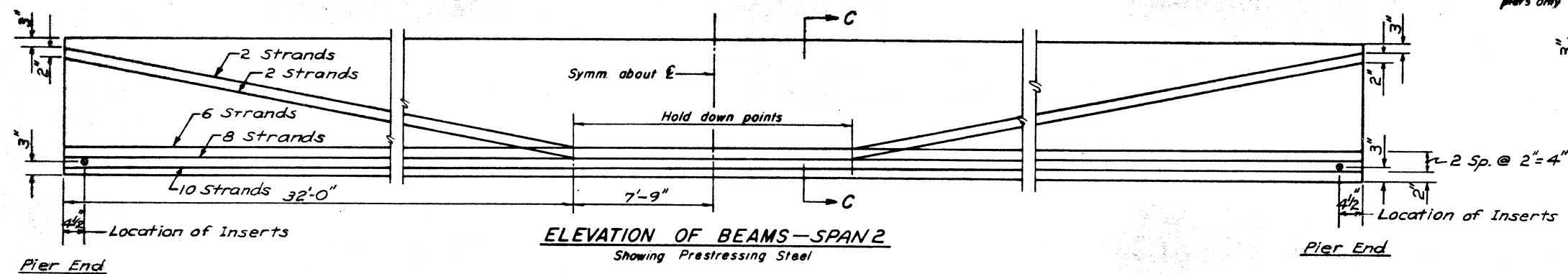
SINCE 1918
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS
DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS DAVENPORT IOWA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

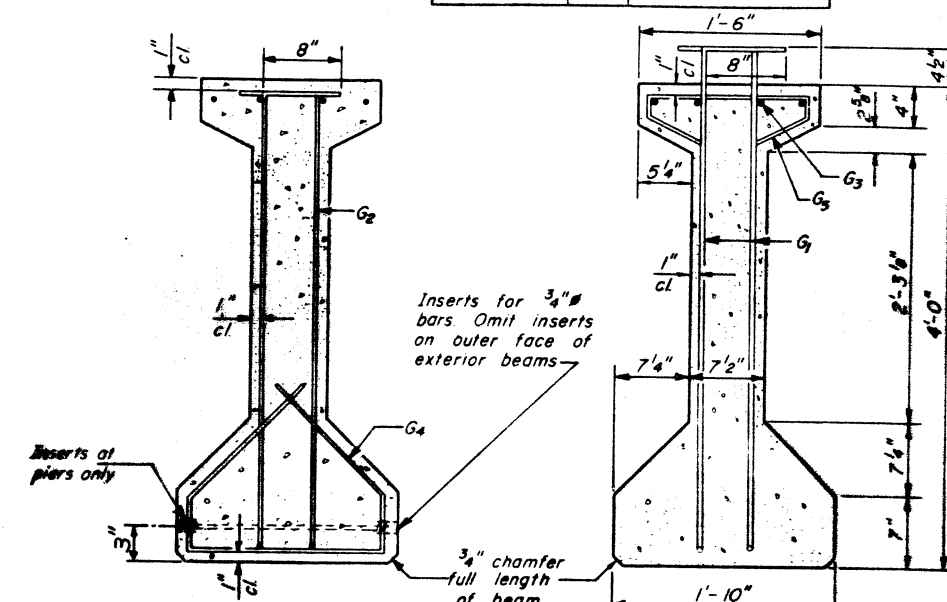
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6
65	124 BR	Dewitt	32	15	15 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		



ELEVATION OF BEAMS-SPAN 2
Showing Reinforcement & Dimensions

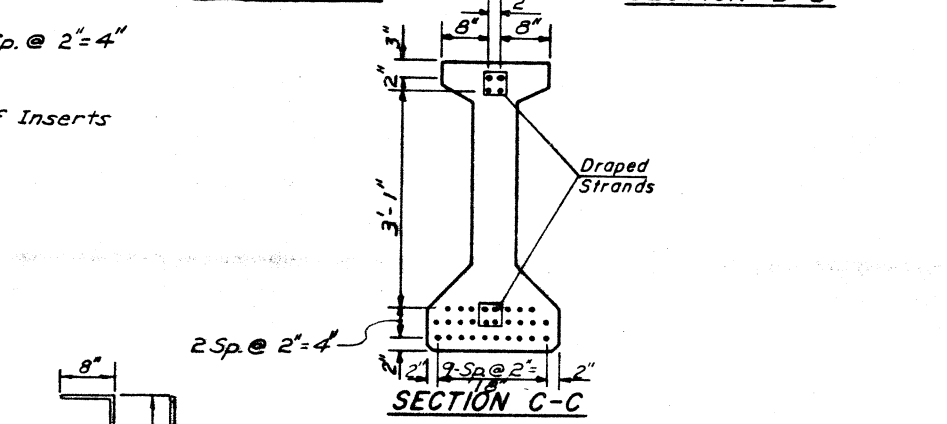


ELEVATION OF BEAMS-SPAN 2
Showing Prestressing Steel

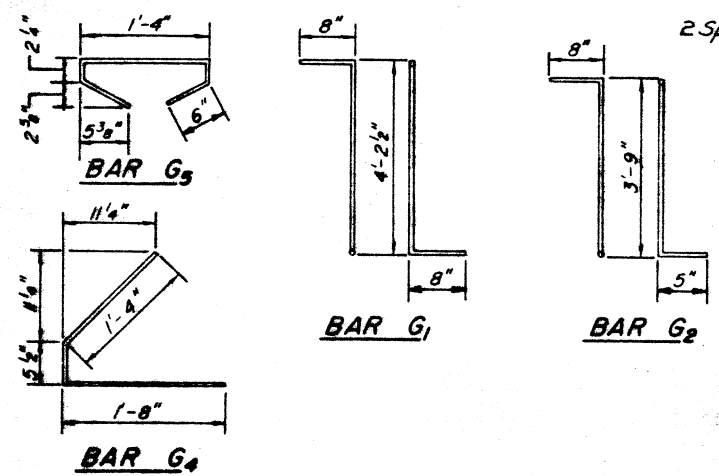


SECTION A-A

SECTION B-B



SECTION C-C



***BAR LIST**

Bar	No	Size	Length	Shape
G ₁	162	#5	5'-6 1/2"	7L
G ₂	12	#6	4'-10"	7L
G ₃	8	#7	40'-6"	—
G ₄	48	#3	3'-5 1/2"	L
G ₅	80	#3	2'-8 1/2"	□

*For one beam only.

BILL OF MATERIAL

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 48"	Lin Ft	477

NOTES

All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per lineal foot of "Furnishing And Erecting Precast Prestressed Concrete I-Beams, 48 In"

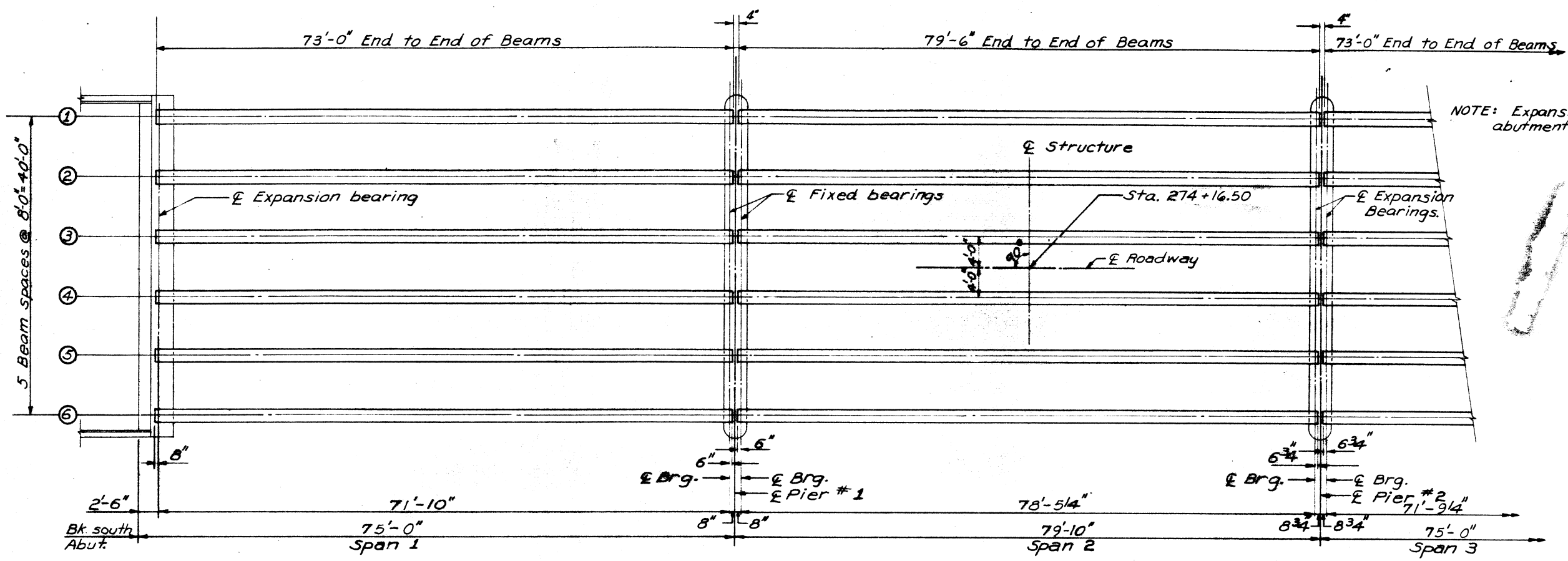
Prestressing Steel shall have a nominal diameter of 1/2". Inserts for 3/4" threaded rods are to be two strut, coil type for interior I-Beams and single coil, flared loc. type for exterior I-Beams. Steel for lifting hooks shall be non-deformed bars f_y = 40,000 psi.

BEAMS SPAN 2
F.A. RT. 65 SECTION 124 BR.
DEWITT COUNTY
STA. 274 + 16.50

SARGENT & LUNDY
ENGINEERS
CHICAGO

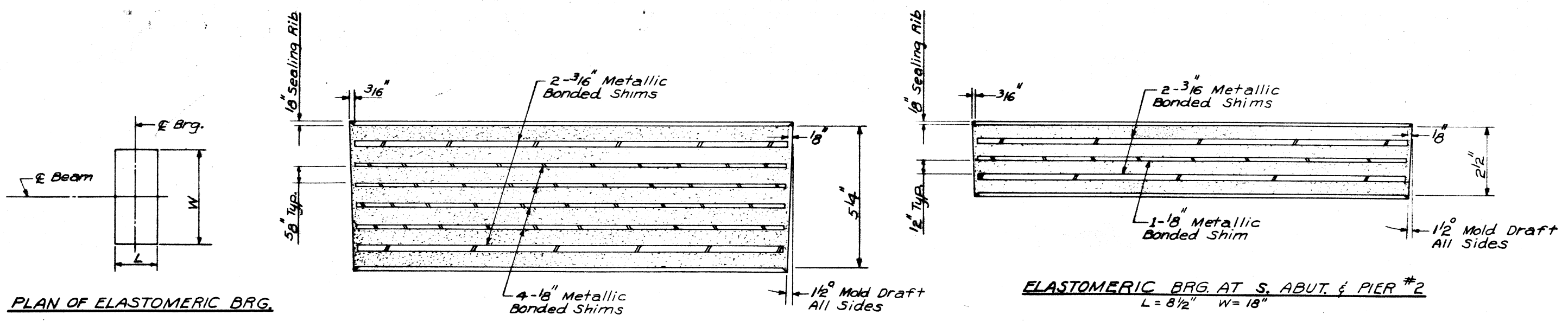
DESIGNED **P. McHOOD**
CHECKED **P. MATONE**
DRAWN **P. CUNNINGHAM**
CHECKED **P. McHOOD**

SINCE **1918**
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS—ARCHITECTS
DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS DAVENPORT IOWA



NOTE: Expansion bearing end at north abutment similar to south abutment.

FRAMING PLAN



PLAN OF ELASTOMERIC BRG.

ELASTOMERIC BRG. AT NORTH ABUT.
L=11 1/2" W=18"

ELASTOMERIC BRG. AT S. ABUT. & PIER #2
L=8 1/2" W=18"

NOTE: Cost of Elastomeric Brgs. is incidental.

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ENGINEERS
CHICAGO

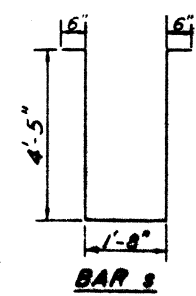
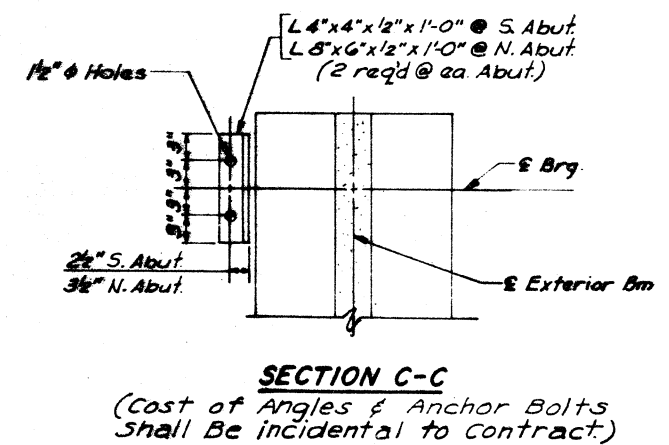
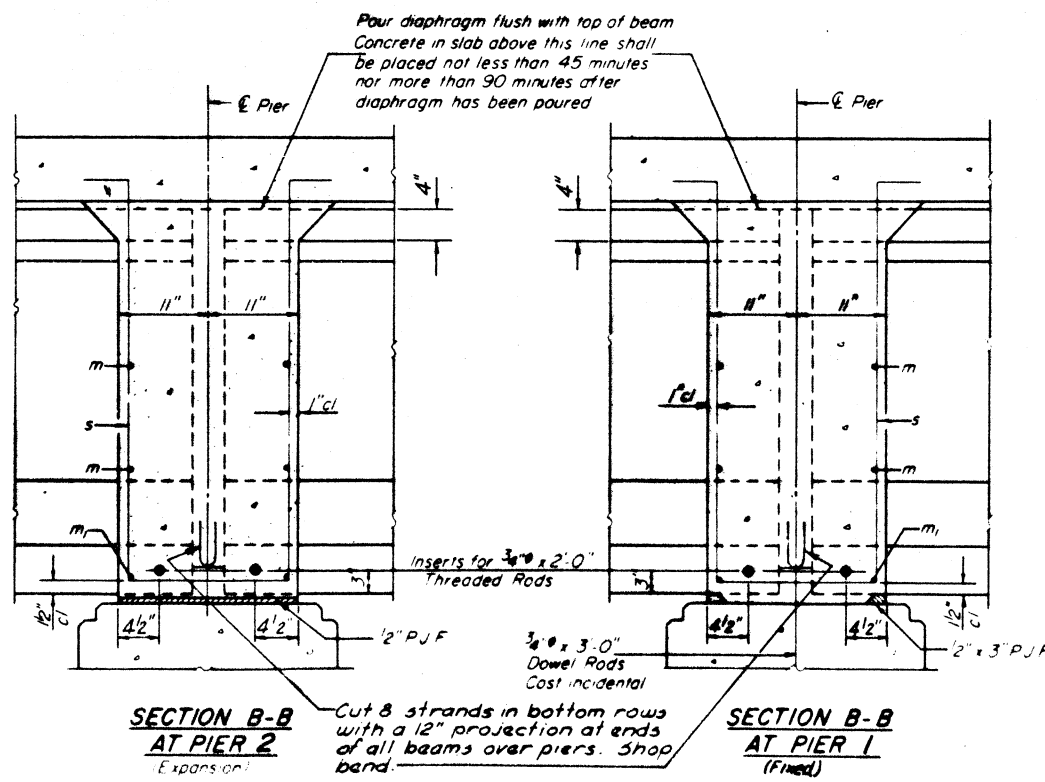
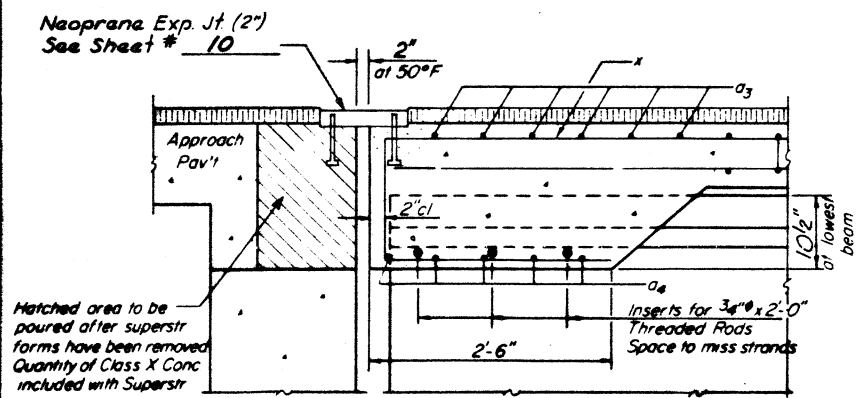
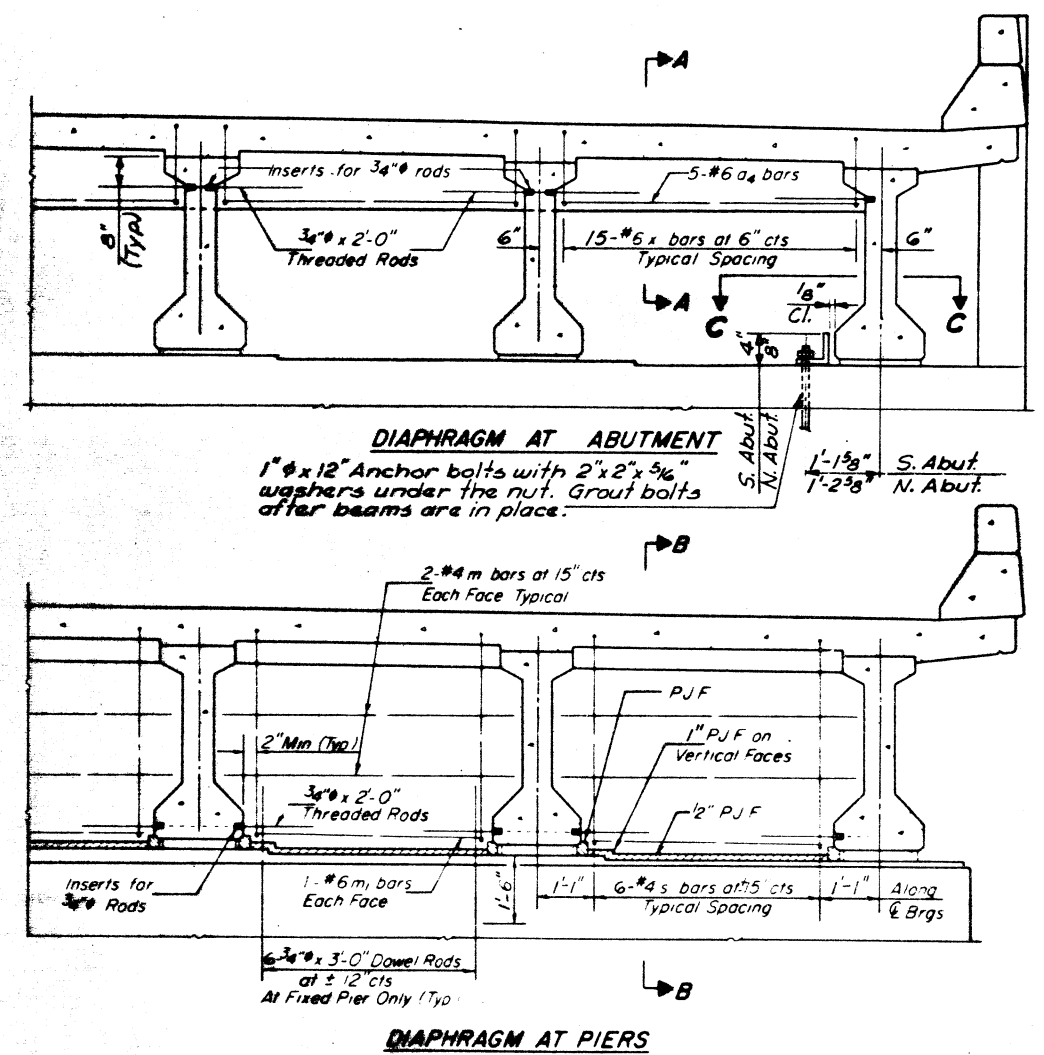
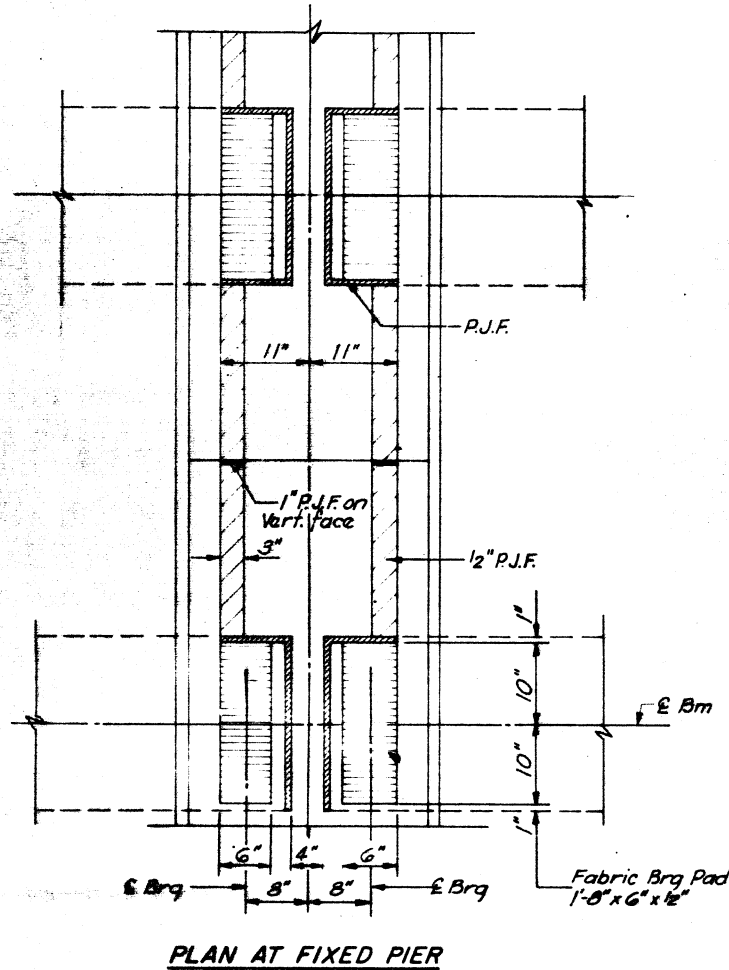
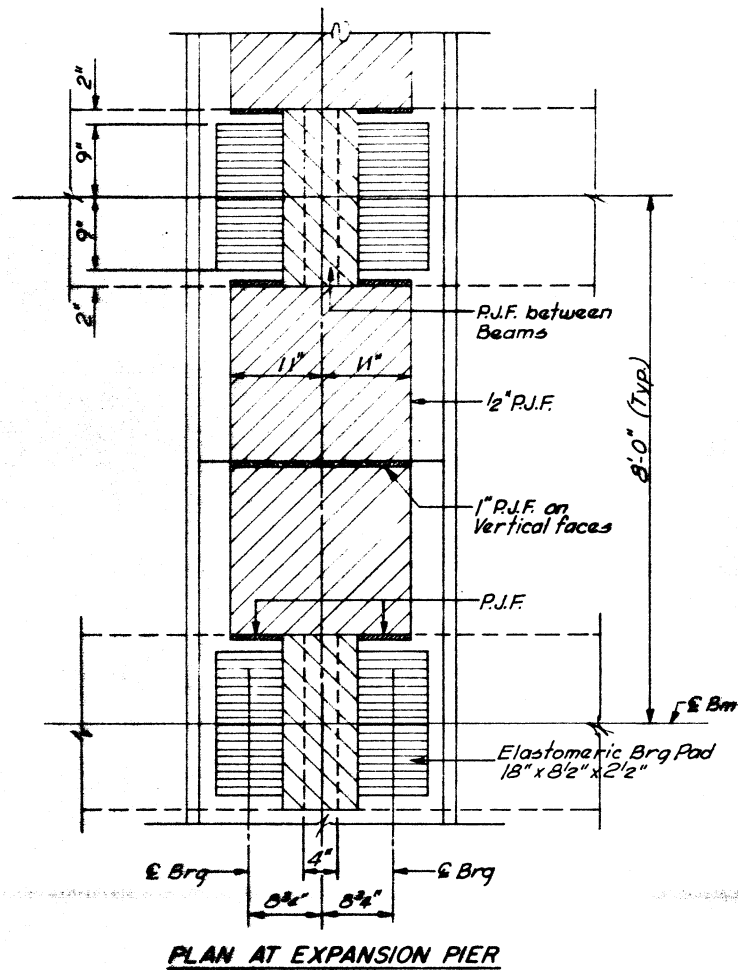
DESIGNED P. M. HOOD
CHECKED P. MATONE
DRAWN R. CUNNINGHAM
CHECKED P. M. HOOD

SINCE 1918
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS
DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS DAVENPORT IOWA

FRAMING PLAN &
BEARING DETAILS
F.A. ROUTE 65, SECTION 124 BR.
DEWITT COUNTY
STATION 274+16.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
65	124 BR	Dewitt	32	17	15 SHEETS



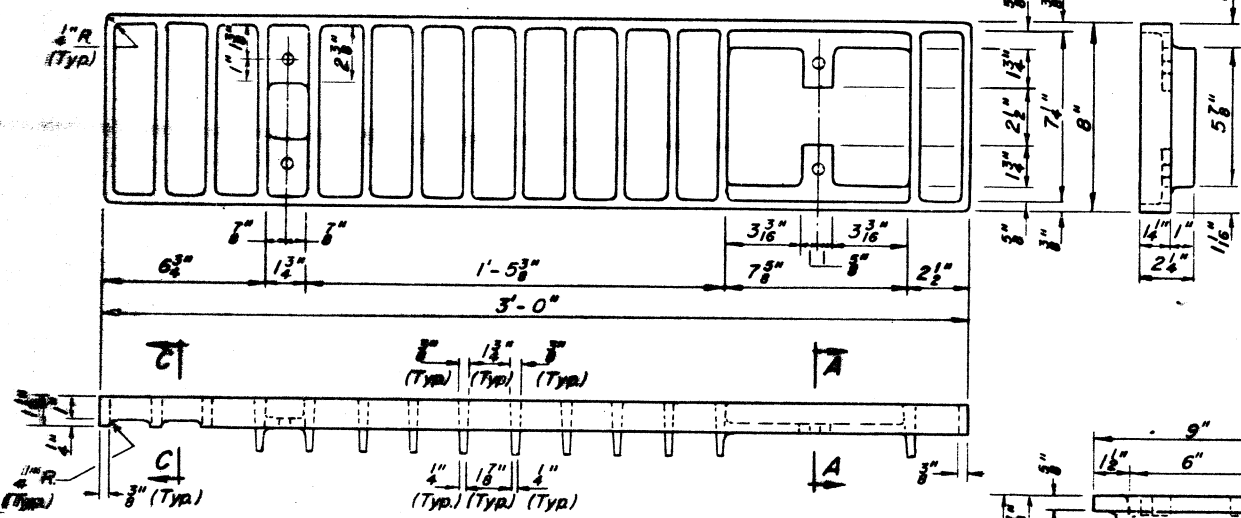
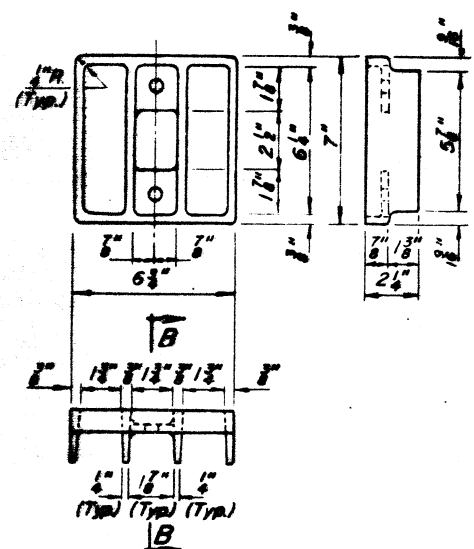
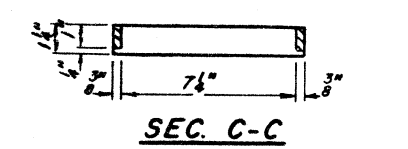
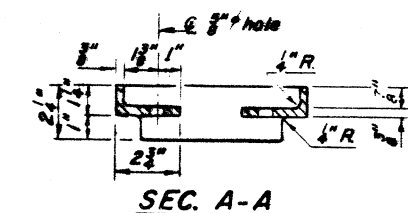
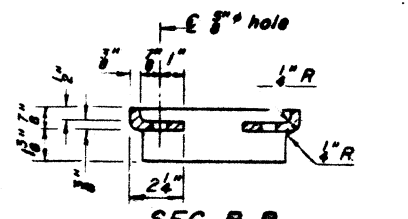
NOTE: Reinforcement bars shown on this sheet are included in Bill of Material on Sheet # 4

DIAPHRAGM DETAILS
FA. RT. 65 SEC. 124 BR.
DEWITT COUNTY
STA. 274 + 16.50

SARGENT & LUNDY
ENGINEERS
CHICAGO

DESIGNED **P. M. HOOD**
CHECKED **P. MATONE**
DRAWN **R. TAYLOR**
CHECKED **P. M. HOOD**

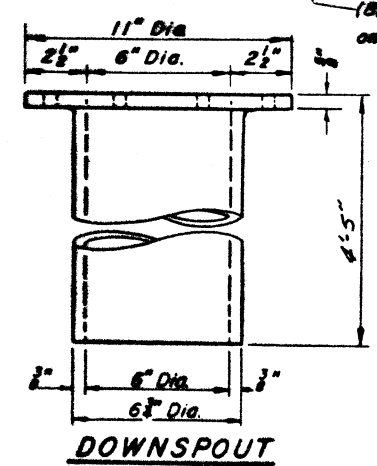
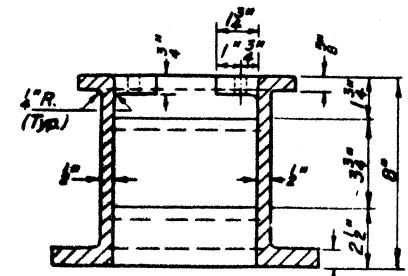
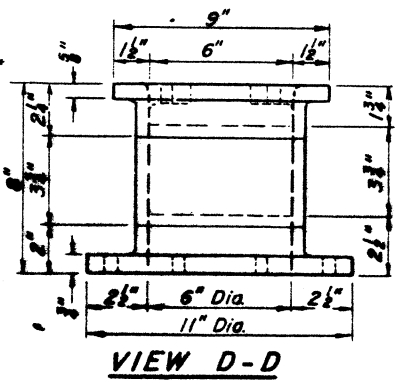
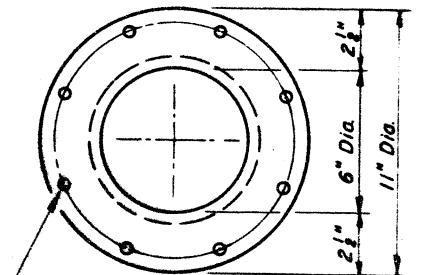
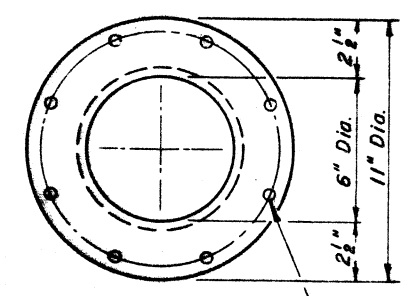
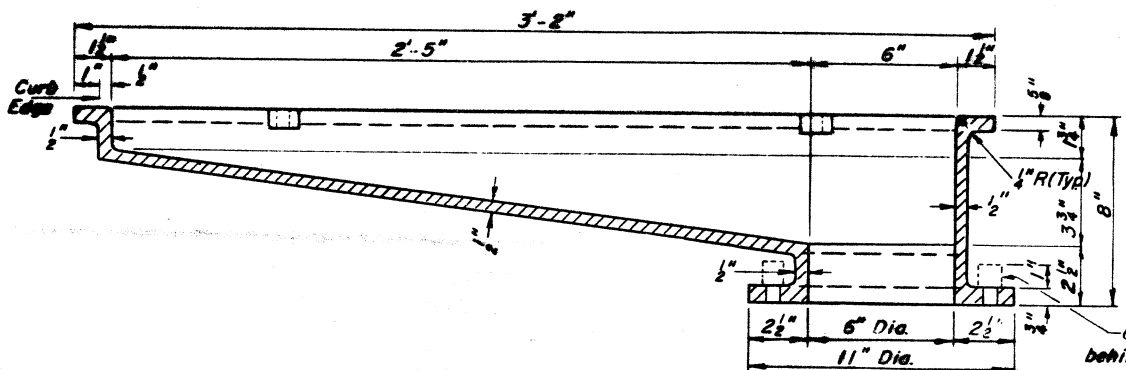
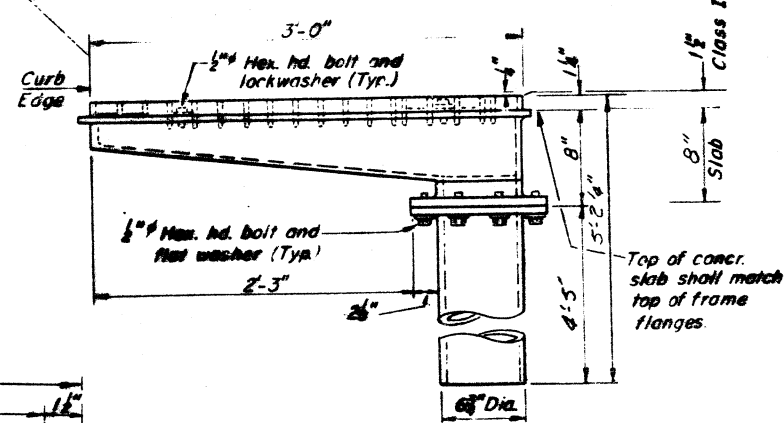
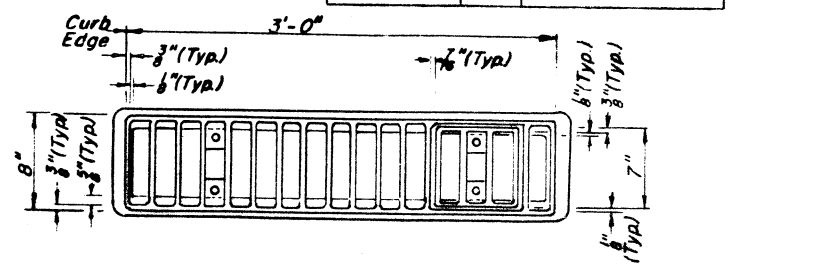
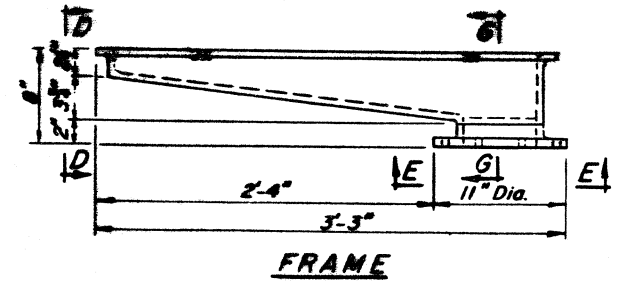
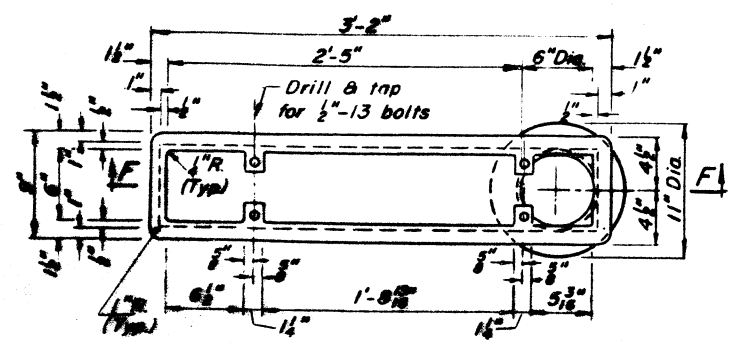
SINCE **1918**
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS—ARCHITECTS
DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS DAVENPORT IOWA



NOTES:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 30.
 Bolts, washers and nuts shall conform to the requirements of ASTM A-307.
 All bolts, washers and nuts shall be galvanized in accordance with AASHTO M 232.
 The waterproofing membrane system shall be installed such that the membrane covers the frame flanges and extends down into the frame with the grates placed on top of the membrane.
 Cost of the Main Grate, Cleanout Grate, Frame, Downspout, Bolts, Washers and Nuts including complete installation of Scupper shall be paid for at the unit bid price for "DRAINAGE SCUPPERS".
 The Contractor may use at his option steel frames and steel grates or cast frames and cast grates, but will not be allowed to use steel grates with cast frames nor cast grates with steel frames.

DESIGNED	
CHECKED	
DRAWN	Derringer
CHECKED	

DS-2 7-23-75 (W.T. to inside of exterior stringer flange shall not be $\geq 3'-11"$)



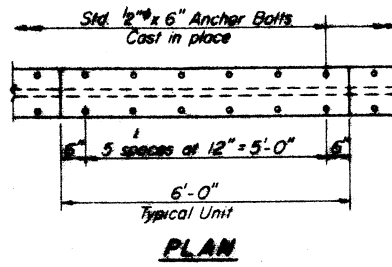
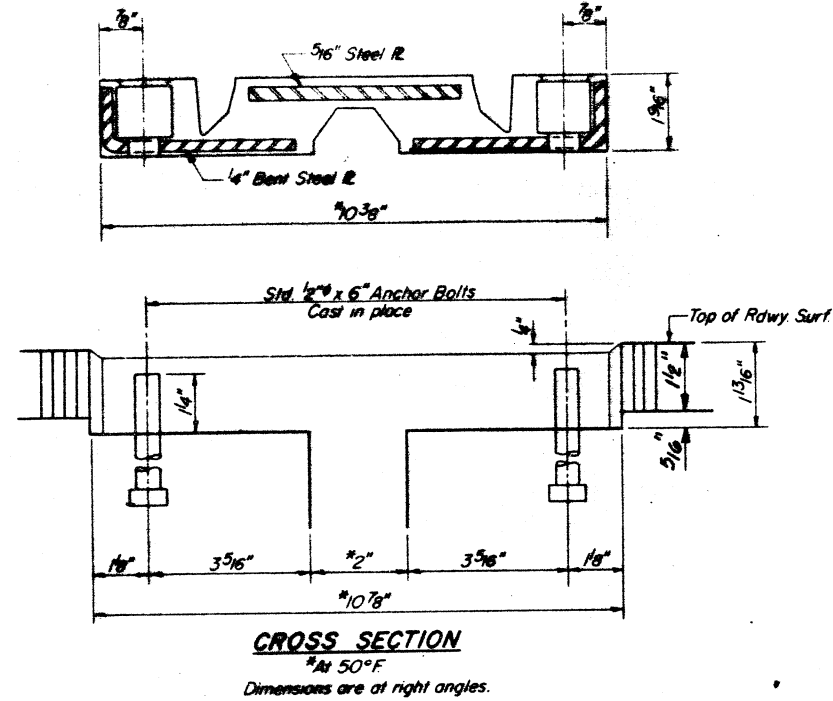
Drill & tap for (8) 1/2"-13 bolts on 9 3/4" bolt circle diameter.

(8) 3/8" holes on 9 3/4" bolt circle diameter.

Cast 1" void behind each hole

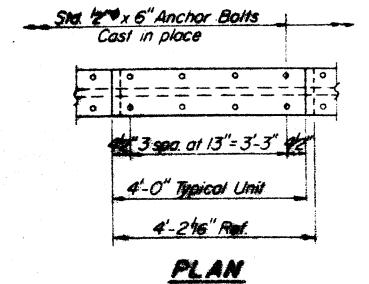
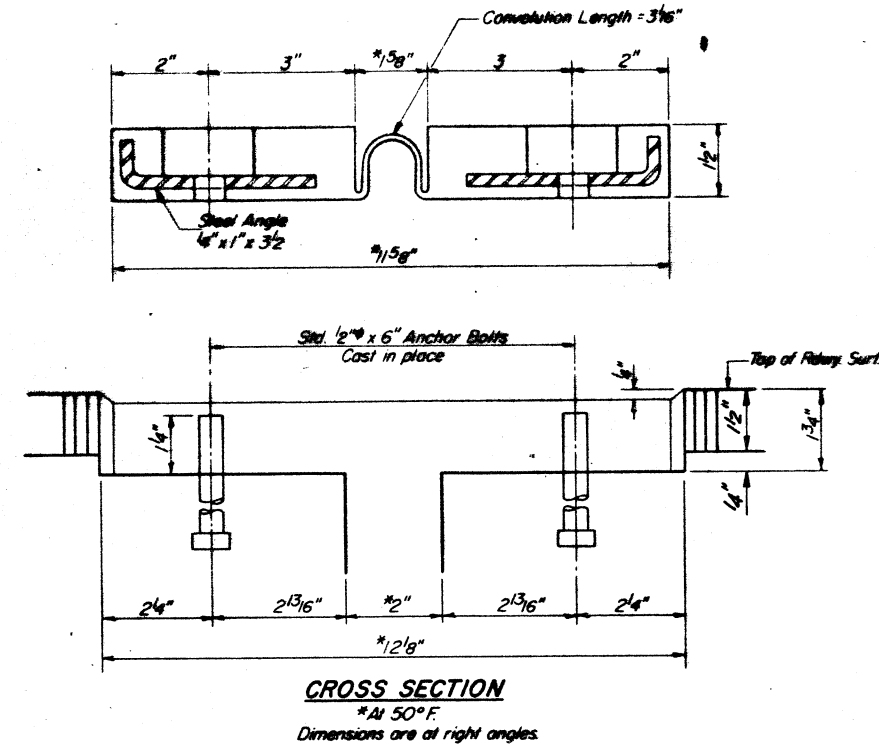
Top of concr. slab shall match top of frame flanges

(Sheet 2 of 2)
ALTERNATE - CAST IRON DRAINAGE SCUPPER
 F.A.R.T. 65 SECTION 124 BR
 DeWITT COUNTY
 STA. 274+16.50



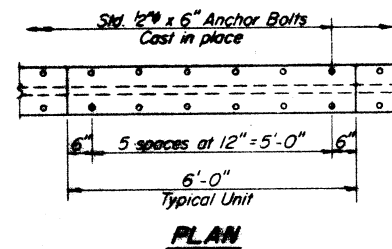
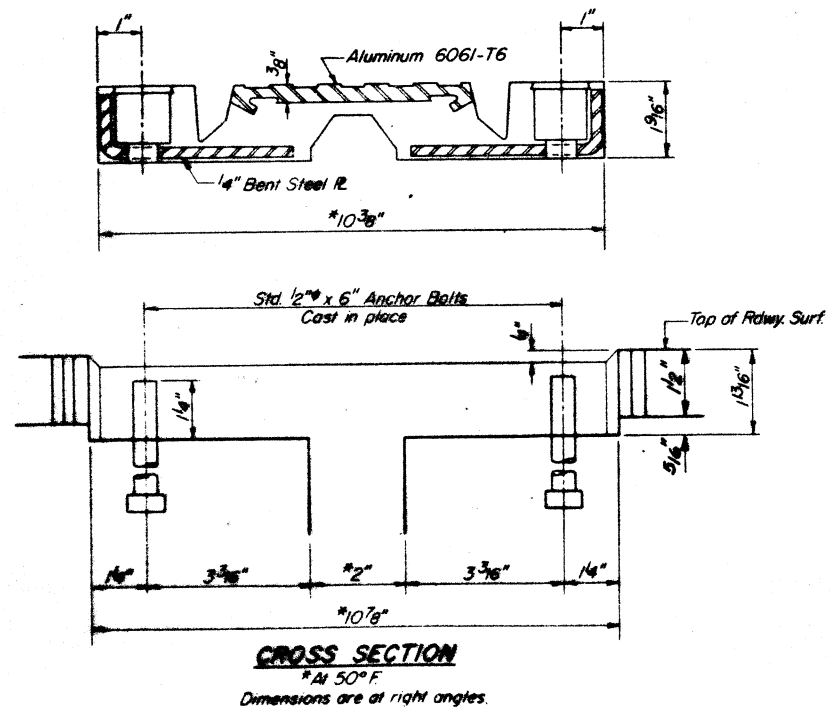
Note: Anchor bolts require a clipped washer, lockwasher and hex nut.

TRANSFLEX MODEL 200A
(Structural Rubber Products Co.)



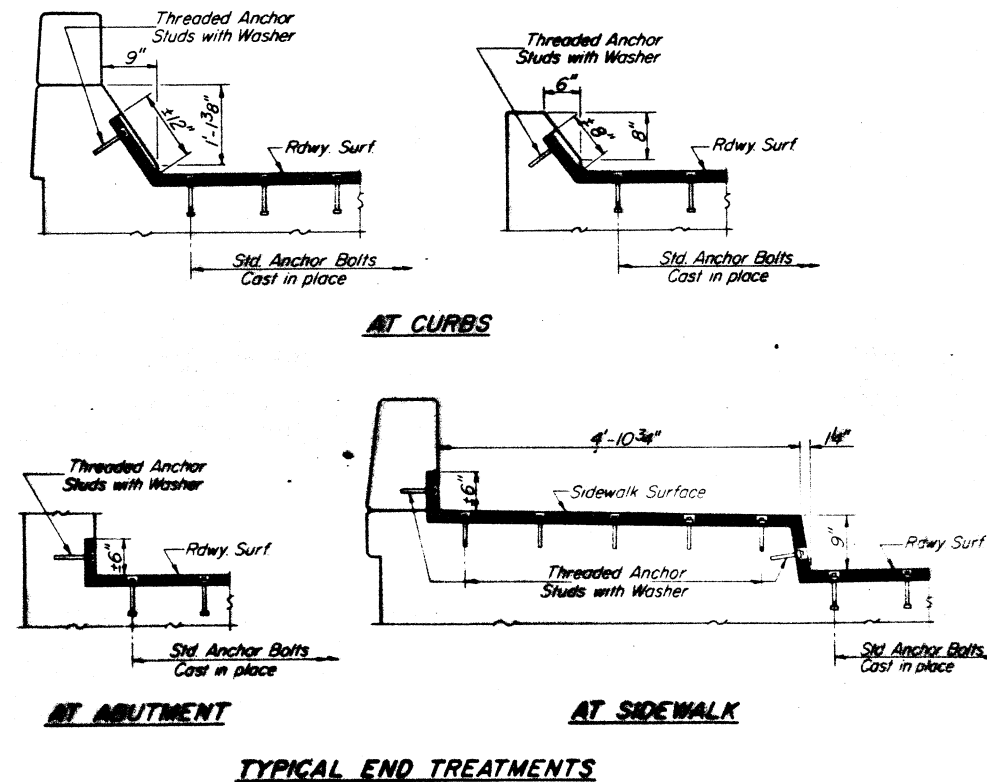
Note: Anchor bolts require a flat washer and locknut.

FEL-SPAN MODEL T-30
(Fel-Pro Building Products Inc.)



Note: Anchor bolts require a clipped washer, lockwasher and hex nut.

TRANSFLEX MODEL SR 2
(Watson-Bowman Associates Inc.)



NOTE:
Joint openings shall be adjusted in accordance with Article 503.07(c) of the Std. Spec's when the deck is poured at an ambient temperature other than 50°F.

NEOPRENE EXPANSION JOINTS (2")
FOR EXPANSION LENGTH OF DECK = 0 TO 160 FT

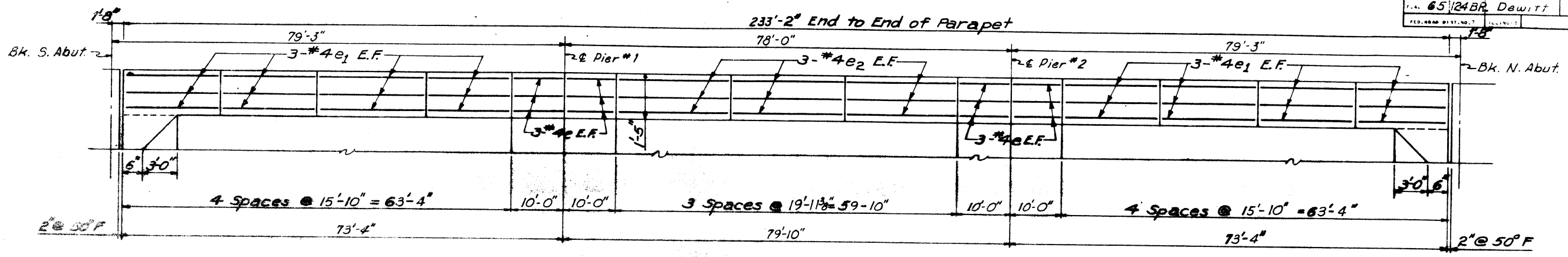
F.A. RT. 65 SECTION 124 BR.
DEWITT COUNTY
STA. 274+1650

DESIGNED **P. McHOOD**
CHECKED **P. MATONE**
DRAWN **R. CUNNINGHAM**
CHECKED **P. McHOOD**

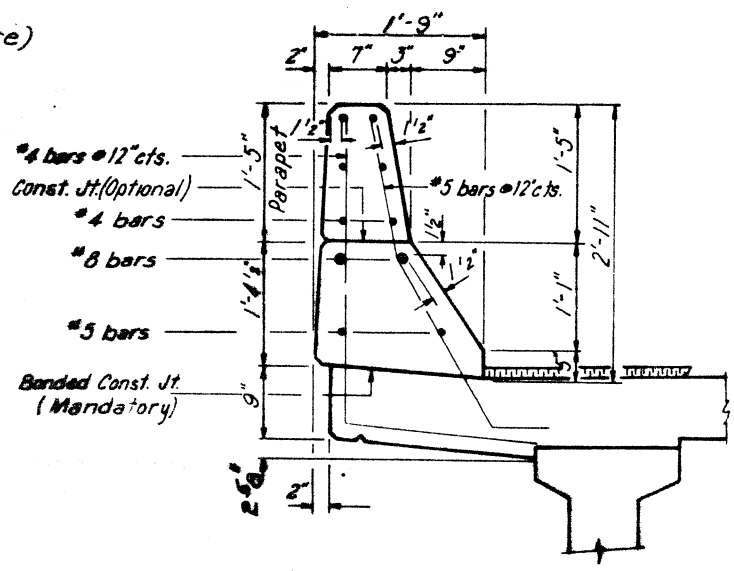
SINCE **1918**
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS

SARGENT & LUNDY
ENGINEERS
CHICAGO

DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS DAVENPORT IOWA

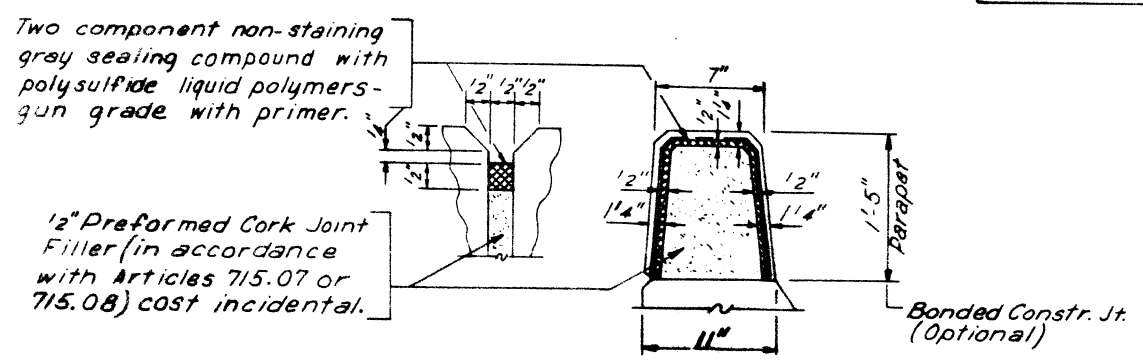


ELEVATION
(All dimensions along inside face)



BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
e	48	#4	9'-9"	—	
e ₁	96	#4	15'-7"	—	
e ₂	36	#4	19'-8"	—	
Reinforcement Bars				LBS	1,785
Class x Concrete				cu. Yds.	52.3



PARAPET JOINT DETAIL

SARGENT & LUNDY
ENGINEERS
CHICAGO

DESIGNED **P. M. HOOD**
CHECKED **P. MATONE**
DRAWN **R. CUNNINGHAM**
CHECKED **P. M. HOOD**

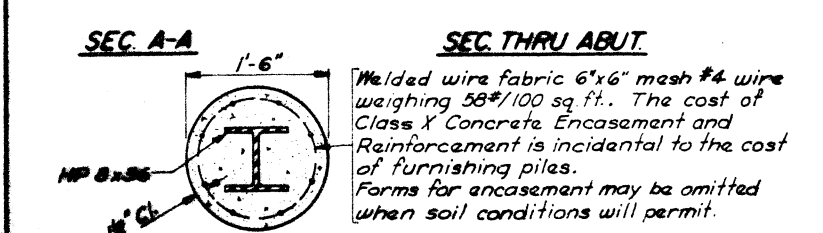
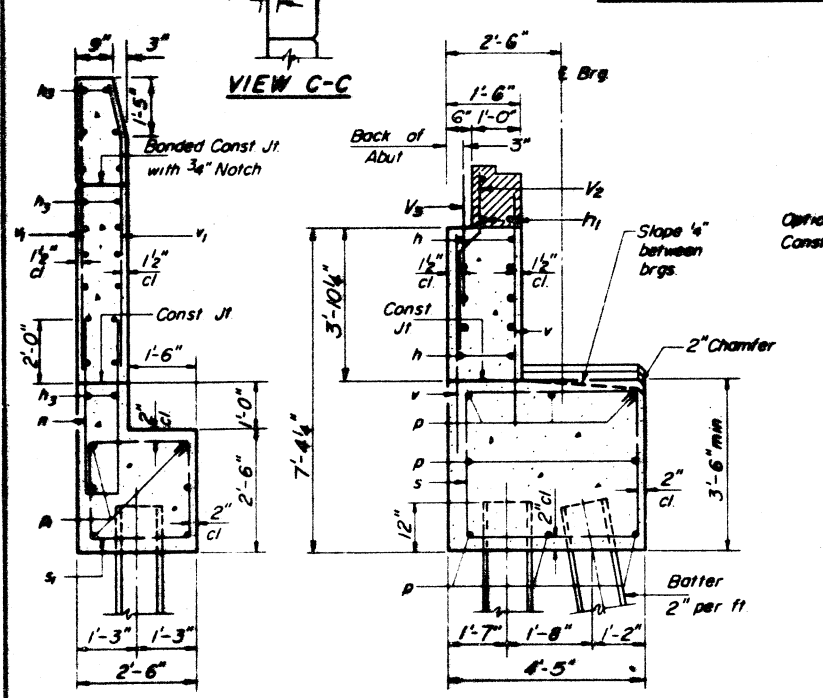
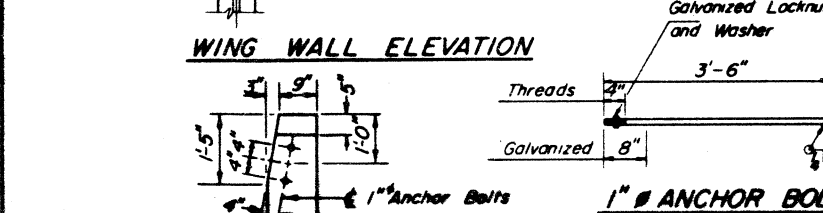
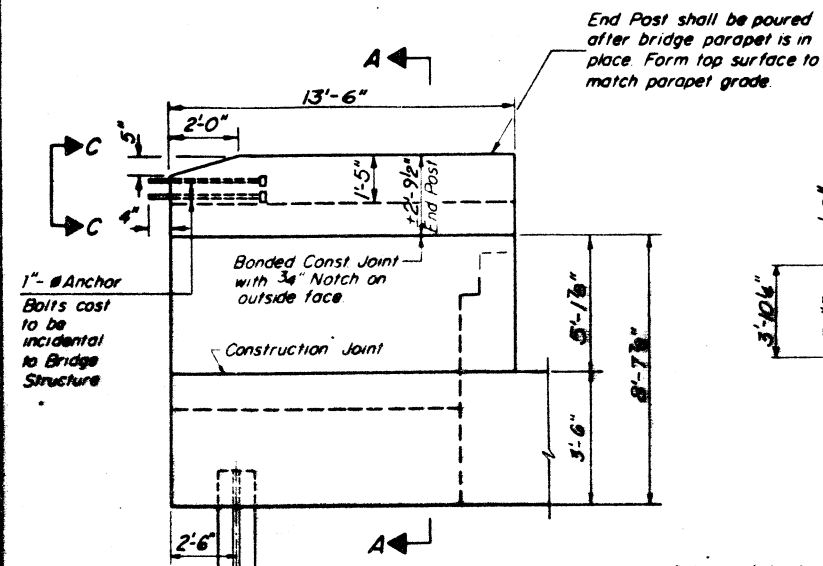
SINCE **1918**
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS — ARCHITECTS
DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS DAVENPORT IOWA

PARAPET DETAILS
F.A. ROUTE 65, SECTION 124 BR.
DEWITT COUNTY
STATION 274+16.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
65 124BR	Dewitt	32	21	15

SHEET NO. 12
15 SHEETS



SECTION D-D
3'-0" Concrete Encasement

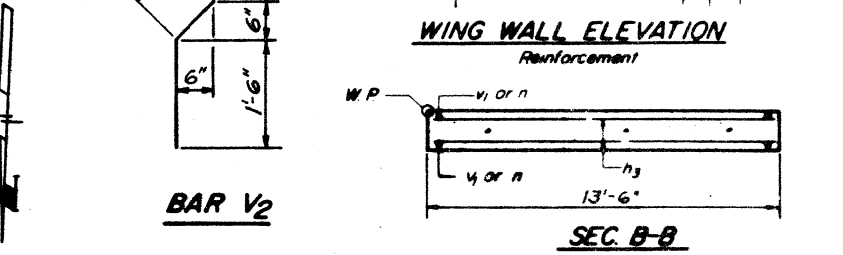
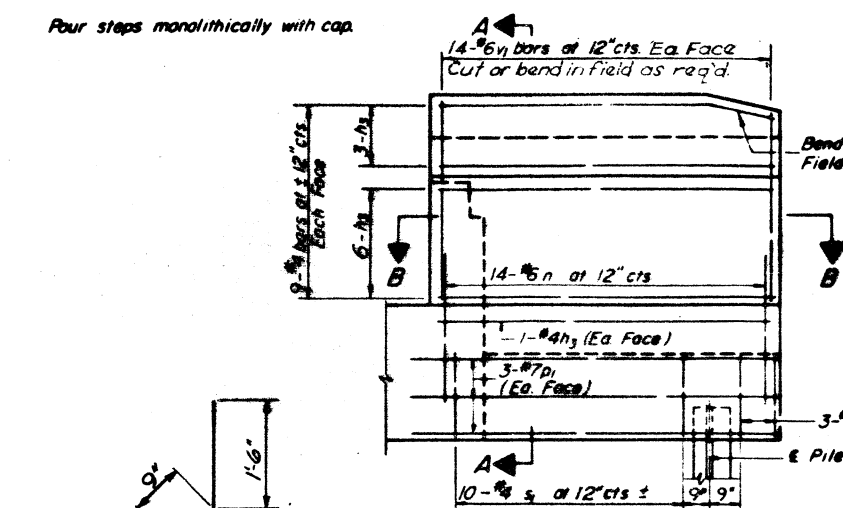
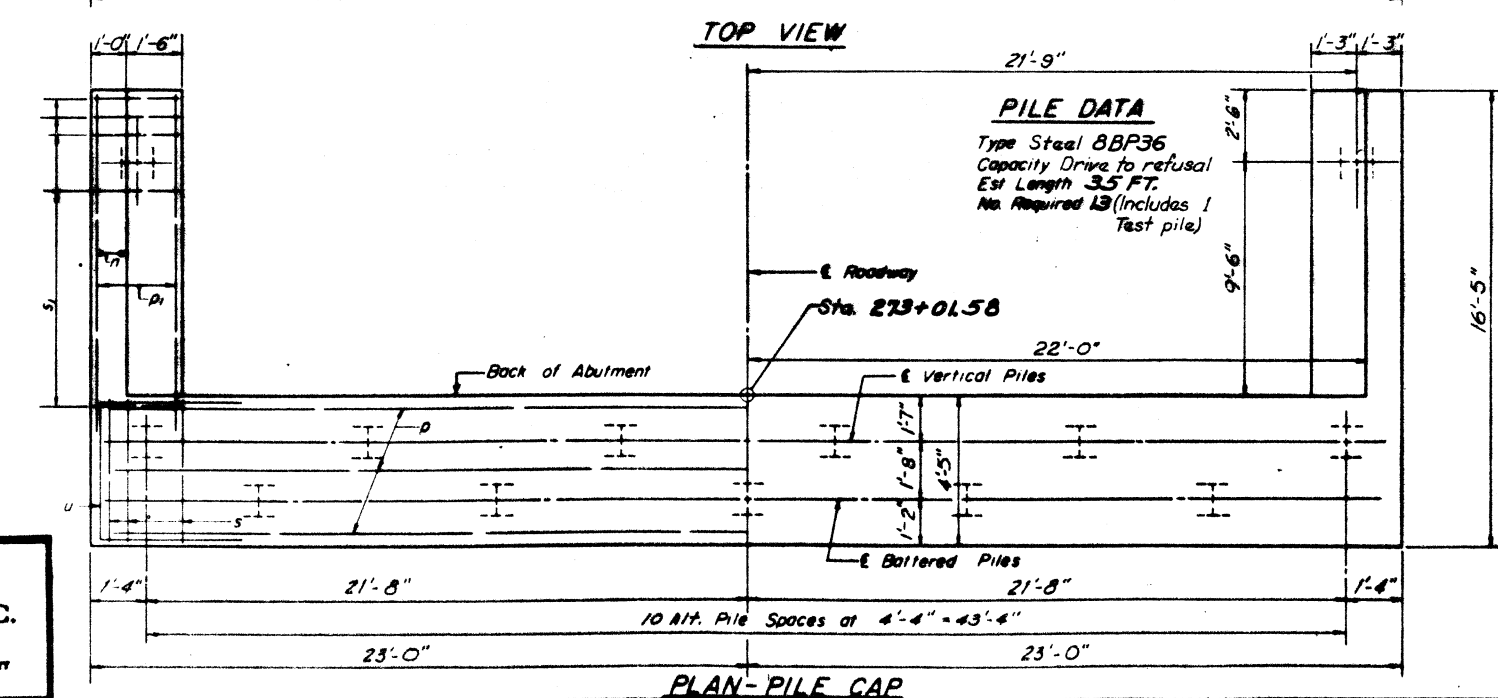
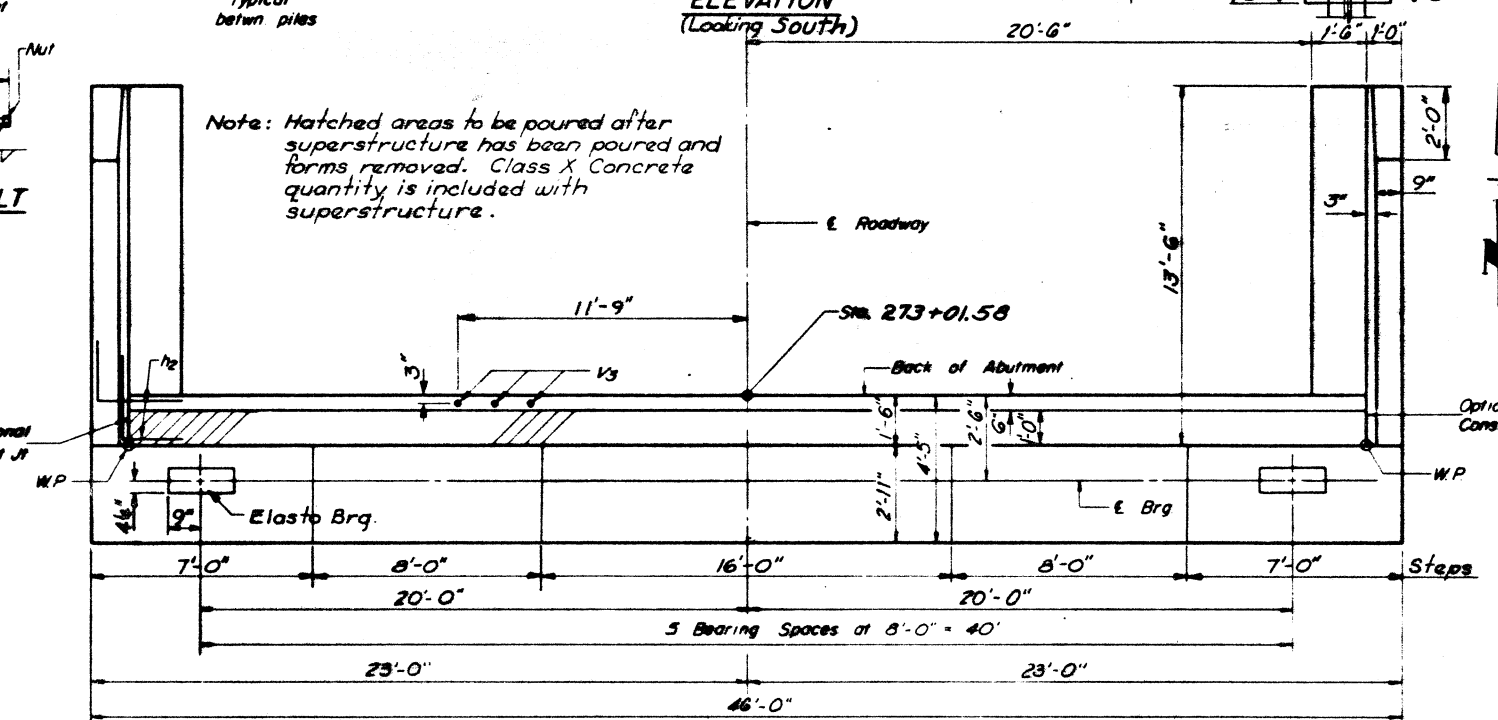
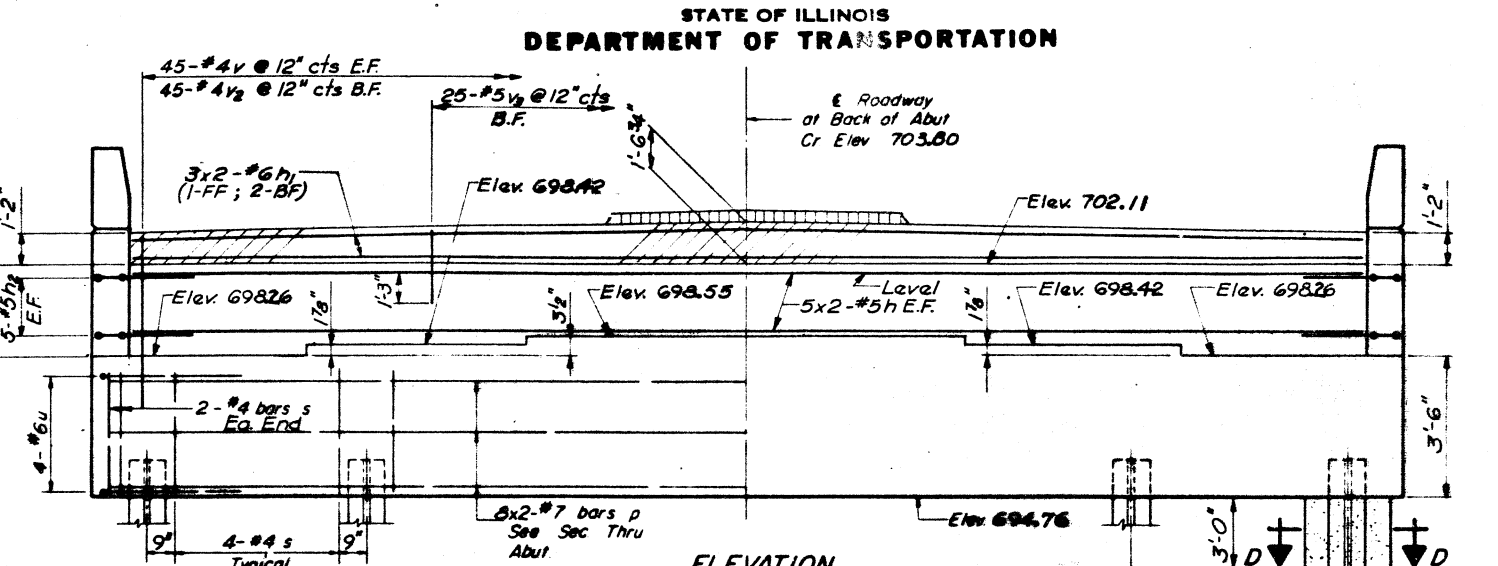
DESIGNED P. M^{HOOD}
CHECKED P. MATONE
DRAWN R. GUNNINGHAM
CHECKED P. M^{HOOD}

ENGINEERS
CHICAGO

SINCE 1918
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS - ARCHITECTS

DECATUR ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS DAVENPORT IOWA

AS-9 4-15-75



SEC. B-B

ONE ABUTMENT

BILL OF MATERIAL

Bar	No	Size	Length	Shape
n	20	#5	22'-6"	—
h1	6	#6	22'-9"	—
h2	20	#5	5'-0"	┘
h3	40	#4	13'-3"	—
n	28	#6	9'-3"	U
p	16	#7	23'-9"	—
h	12	#7	13'-9"	—
s	44	#4	13'-3"	□
s1	26	#4	9'-5"	□
u	8	#6	12'-8"	┘
v	90	#4	6'-6"	—
v1	56	#6	7'-10"	—
v2	45	#4	3'-9"	—
v3	25	#5	2'-6"	—

Class X Concrete	Cu Yds	53.1
Reinforcement Bars	Lbs	4,570
Steel Piles 8BP36	Lin Ft	420
Test Piles Steel 8BP36	Ea	1

BAR u

BAR h2

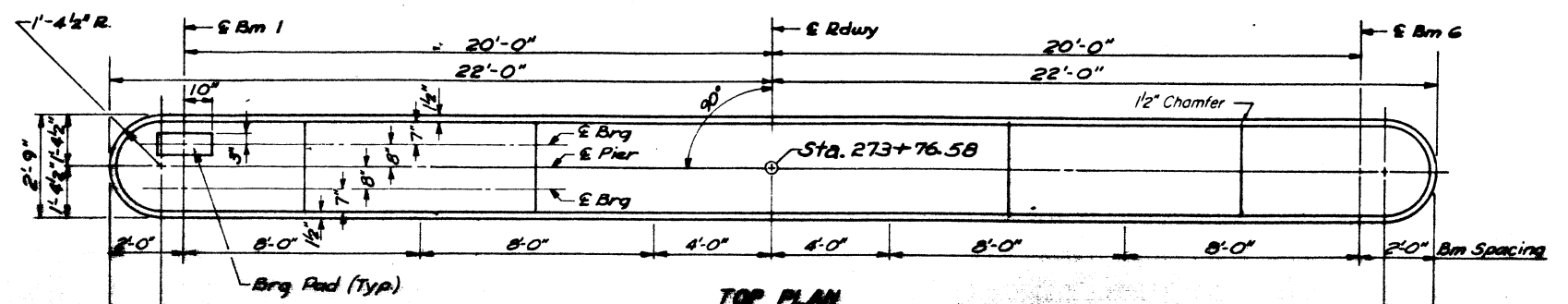
SOUTH ABUTMENT
F.A. RT. 65 SECTION 124-BR.
DEWITT COUNTY
STA. 274+16.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

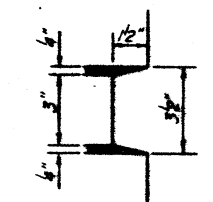
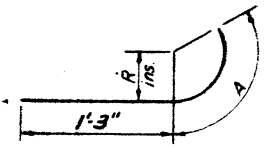
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
65	124 BR	DeWitt	32	23
PROJECT NAME		PROJECT NO.		

SHEET NO. 14
15 SHEETS

Notes:
All edges shall have Std #4 chamfers except as noted.
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Four steps monolithically with cap.



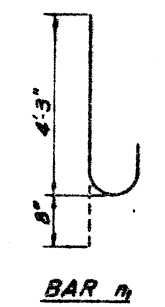
TOP PLAN



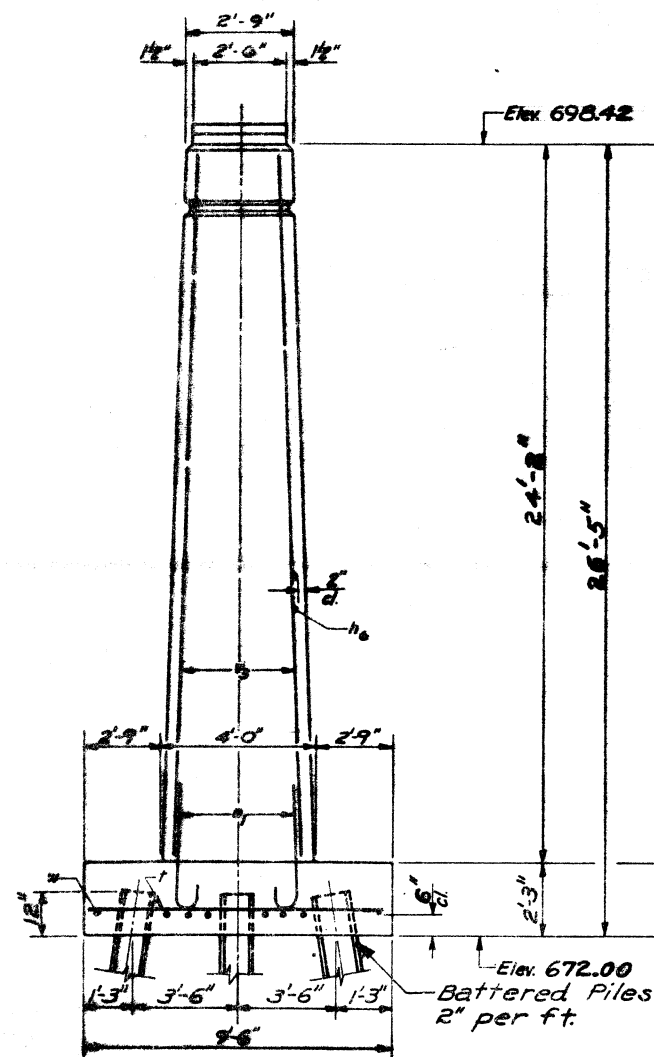
Bar	R	A
h4	1'-6"	3'-0"
h5	1'-10"	3'-6"

DETAIL OF BARS
h4 or h5

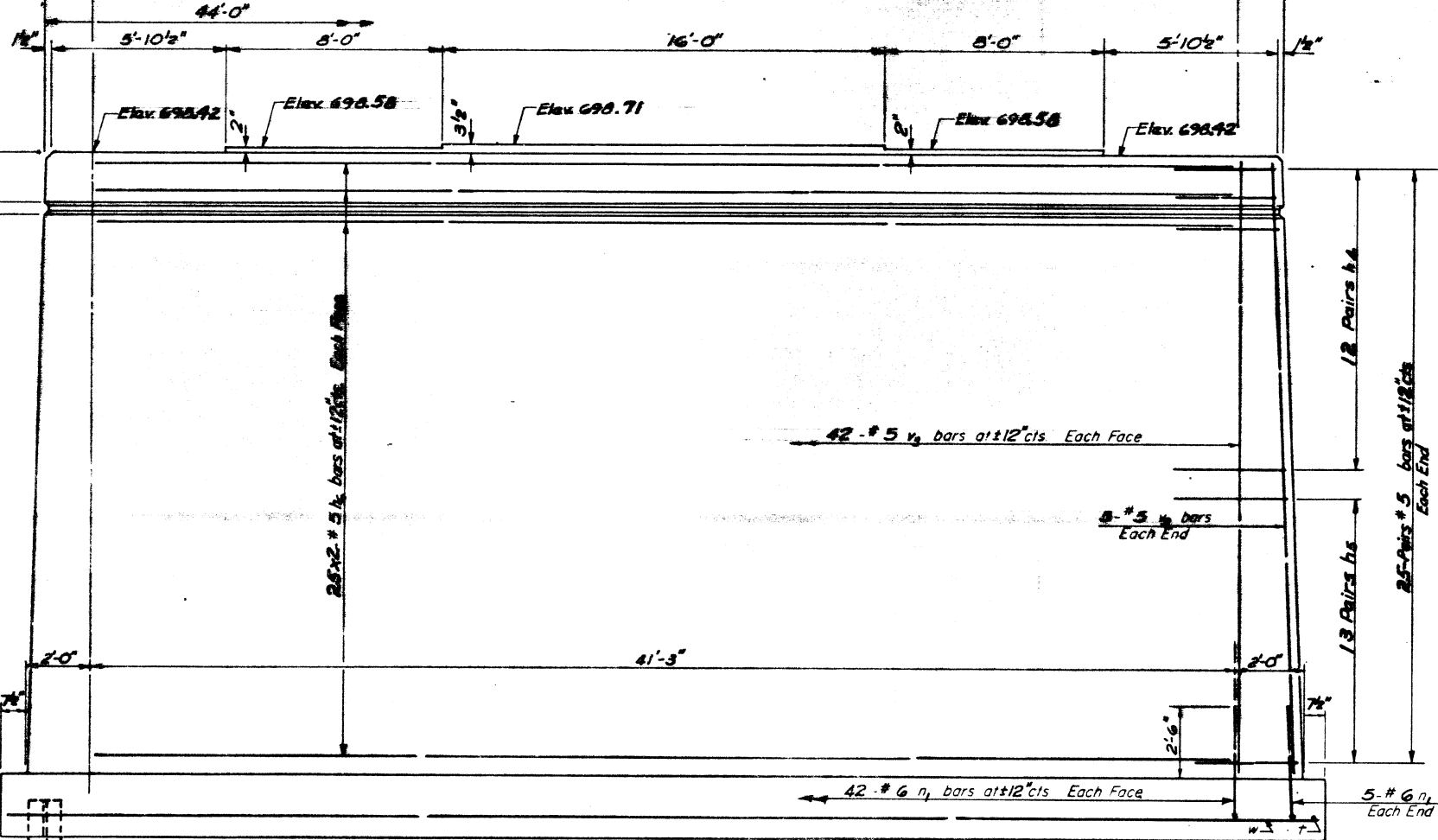
FILE DATA
Type: Steel HP8x36
Capacity: 45 Tons
Est. Length: 24'
NO. Reg'd.: 23



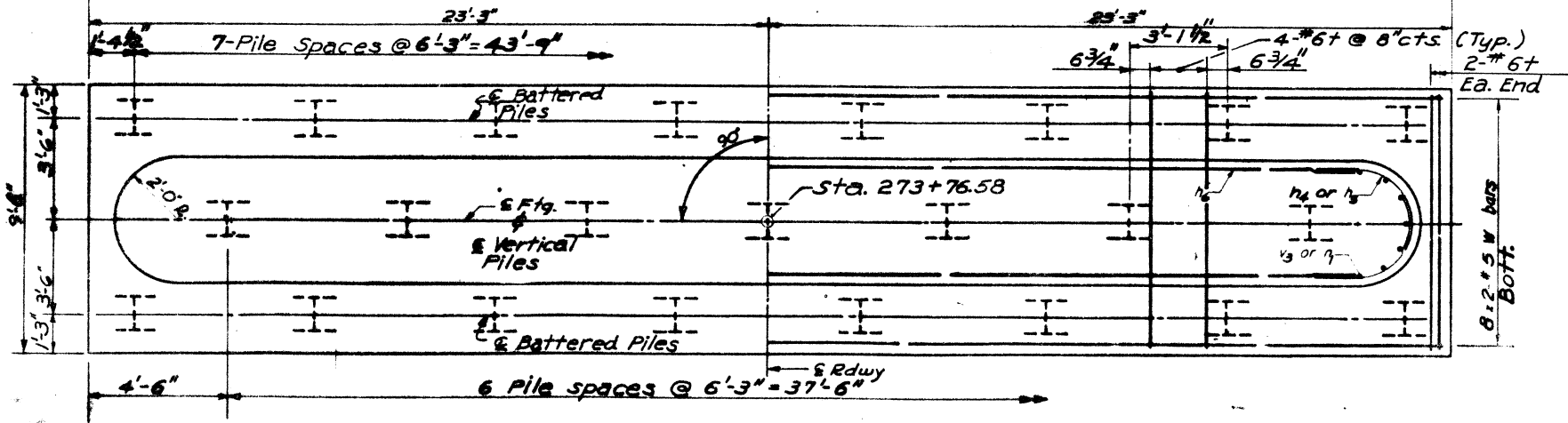
BAR n1



END VIEW



ELEVATION
(LOOKING NORTH)



FOOTING PLAN

BILL OF MATERIAL

Bar	No	Size	Length	Shape
h4	48	#5	4'-3"	U
h5	52	#5	4'-9"	U
h6	100	#5	21'-3"	—
n1	94	#6	4'-11"	U
t	60	#6	9'-3"	—
	94	#5	24'-0"	—
w	16	#5	23'-9"	—
Class A Concrete	Cu Yds	170.4		
Reinforcement Bars	Lbs	6965		
Steel Piles HP8x36	Lin. Ft.	552		

WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS — ARCHITECTS
ST. LOUIS MISSOURI CHICAGO ILLINOIS BAYVIEWPORT 1078A

DESIGNED P. M. HOOD
CHECKED P. MATONE
DRAWN R. CUNNINGHAM
CHECKED P. M. HOOD

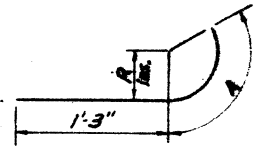
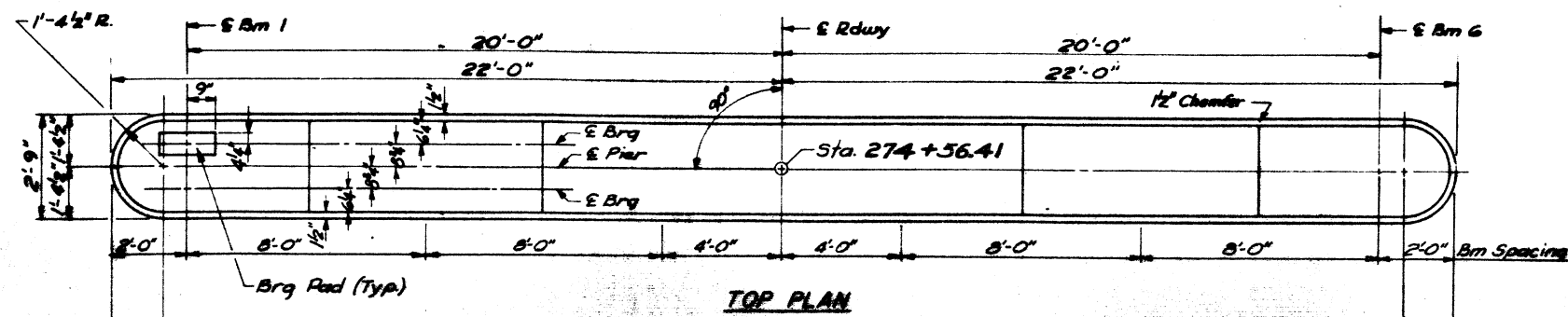
SARGENT & LUNDY
ENGINEERS
CHICAGO

PIER # 1
F.A. RT. 65 SEC. 124 BR.
DEWITT COUNTY
STA. 274+16.50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
65	124BR	DeWitt	32	24
SHEET NO. 15			15 SHEETS	

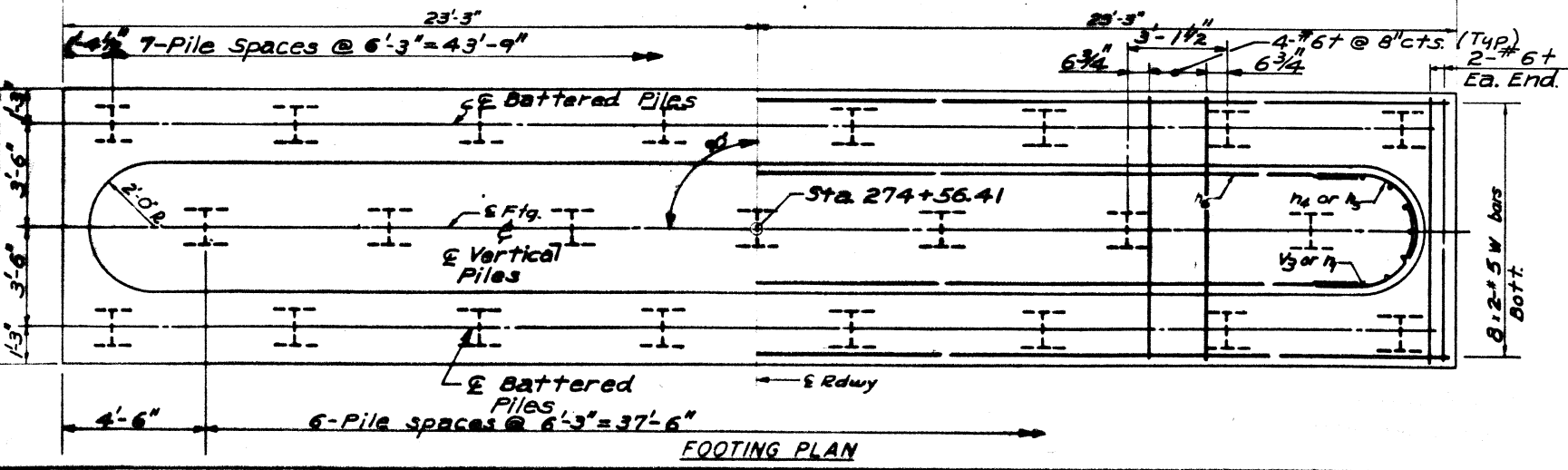
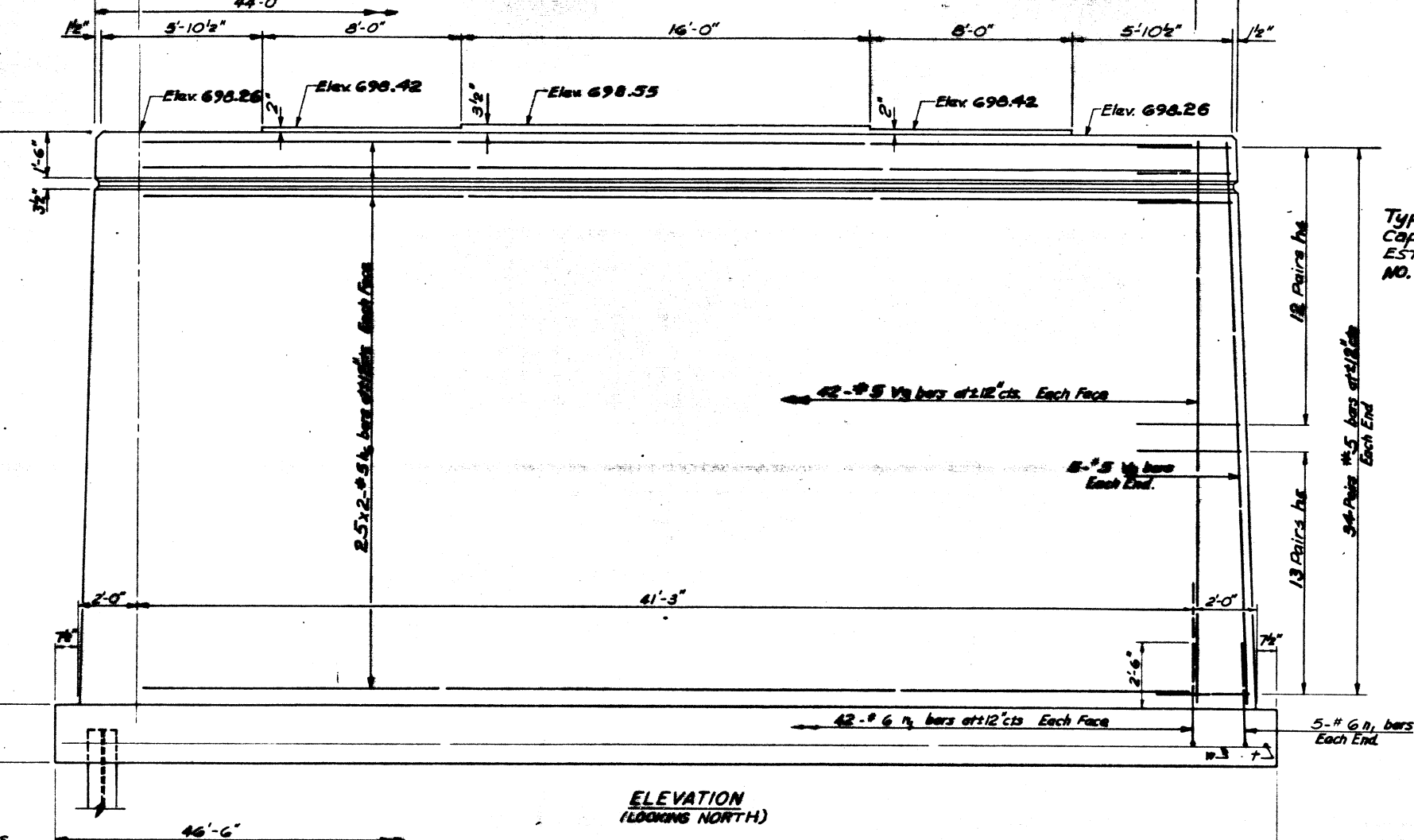
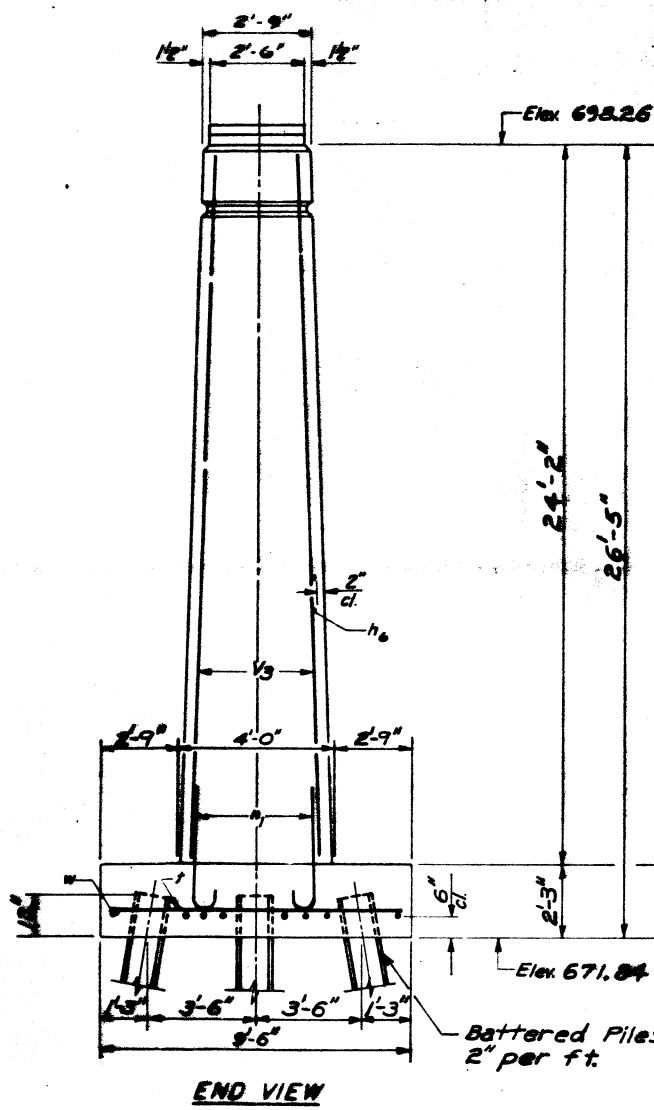
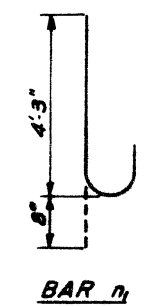
Notes:
All edges shall have std 1/4" chamfers except as noted.
Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Four steps monolithically with cap.



DETAIL OF BARS
h₄ or h₅

Bar	R	A
h ₄	1'-6"	3'-0"
h ₅	1'-10"	3'-6"

PILE DATA
Type: Steel HP8x36
Capacity: 45 Tons
Est. Length: 24'
NO. Reqd.: 23 (Includes one Test Pile)



BILL OF MATERIAL

Bar	No	Size	Length	Shape
h ₄	48	#5	4'-3"	U
h ₅	52	#5	4'-9"	U
h ₆	100	#5	21'-3"	—
n ₁	94	#6	4'-11"	U
t	60	#6	9'-3"	—
v _g	94	#5	24'-0"	—
w	16	#5	23'-9"	—
Class A Concrete		Cu Yds	170.4	
Reinforcement Bars		Lbs	6,965	
Steel Piles HP8x36		Lin. Ft.	528	
Test Piles HP8x36		Each	1	

SINCE 1918
WARREN & VAN PRAAG, INC.
CONSULTING ENGINEERS — ARCHITECTS
SECARUS ILLINOIS ST. LOUIS MISSOURI CHICAGO ILLINOIS BAYENPORT IOWA

DESIGNED **P. McHOOD**
CHECKED **P. MATONE**
DRAWN **R. CUNNINGHAM**
CHECKED **P. McHOOD**

SARGENT & LUNDY
ENGINEERS
CHICAGO

PIER #2
F.A. RT. 65 SEC. 124 BR.
DEWITT COUNTY
STA. 274+16.50