

04-27-2018 LETTING ITEM 092

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 3-5

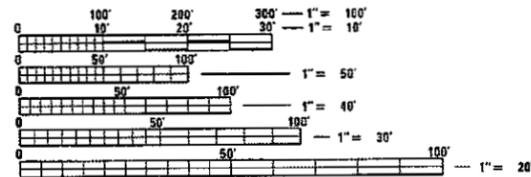
**CURRENT TRAFFIC DATA**

F.A.P. 71 (IL 54)

2016	ADT	1,150
2026	ADT	1,200
2036	ADT	1,250
2036	DHV	115
	PU/PC%	77.4
	SU %	12.2
	MU %	10.4

**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

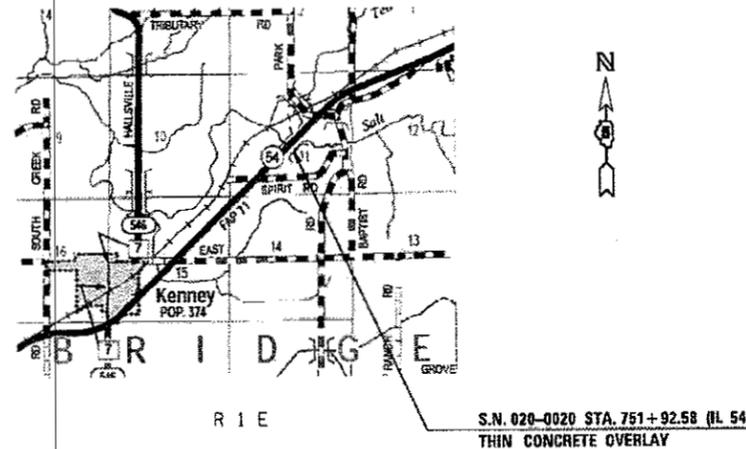
PROJECT ENGINEER: TIM BRANDENBURG  
PROJECT MANAGER: JEFF M. SHERER  
(217) 465-4181  
CONTRACT NO. 70B77

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 71 (IL 54)  
SECTION 12BDR  
PROJECT STP-V500 (263)  
BRIDGE DECK REPAIR  
DEWITT COUNTY

C-95-018-18  
SALT CREEK 2 MI E OF KENNEY

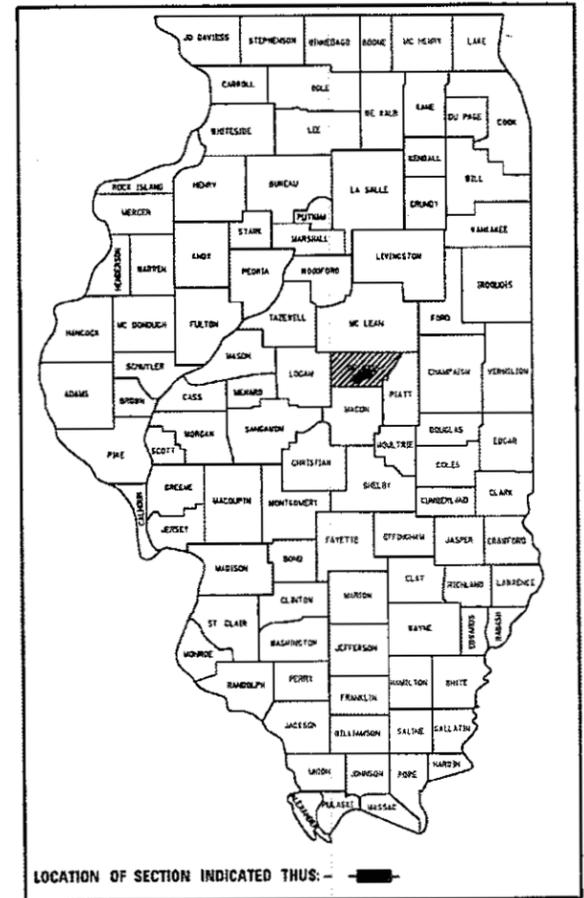
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GROSS LENGTH = 500.55 FT. = 0.0948 MILE  
NET LENGTH = 500.55 FT. = 0.0948 MILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	1
ILLINOIS CONTRACT NO. 70B77				

D-95-016-16



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
SUBMITTED January 9 2018  
[Signature]  
REGIONAL ENGINEER  
Mar 23 2018  
[Signature]  
ENGINEER OF DESIGN AND ENVIRONMENT  
Mar 23 2018  
[Signature]  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

REU

# INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	INDEX OF SHEETS/ HIGHWAY STANDARDS
3	GENERAL NOTES
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8	S.N. 020-0020 EXISTING TYPICAL SECTION
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12	WEARING SURFACE PLANS
13	JOINT DETAILS AT ABUTMENTS
14-17	BRIDGE APPROACH DETAILS
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22	SCHEDULE OF DECK SLAB REPAIR
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26	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
27-41	AS-BUILTS PLANS
42-43	WIDTH RESTRICTION SIGNING DETAILS
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# LIST OF STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
<del>610001-08</del>	SHOULDER INLET WITH CURB
606101-05	TYPE A GUTTER (INLET, OUTLET, ENTRANCE)
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS 45MPH
701301-04	LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS, DAY ONLY
701321-17	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-07	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS

FILE NAME =	USER NAME = shere-jm	DESIGNED - JMS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS/HIGHWAY STANDARDS</b>	F.A.P. RTE. 71	SECTION 12BDR	COUNTY DEWITT	TOTAL SHEETS 47	SHEET NO. 2
DRAWN	CHECKED	DATE - 121515	REVISED -	SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 70B77		
*MODEL NAME*	PLOT SCALE = 40,0000 1/4 in.	PLOT DATE = 6/21/2017	REVISED -							

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# 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.-105.09A

ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

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

Location	IL 54	IL 54
Mixture Use	Bottom 6 1/2" HMA Shoulder	Surface Top 1 1/2" HMA Shoulder
AC/PG	PG 64-22	PG 64-22
Design Air Voids	4.0% @ Ndes=50	4.0% @ Ndes=50
Mix Comp(Gradation)	IL 19.0	IL 9.5
Friction Aggregate	N.A.	Mix C
Mixture Weight	112	112
Quality Management Program	QC/QA	QC/QA
Sublot Size	N.A.	N.A.

G.N.-1004.01

COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

THERE ARE NO COMMITMENTS ASSOCIATED WITH THIS PROJECT

TEMPORARY RUMBLE STRIPS TO BE PLACED IN THE EASTBOUND LANE IN ADVANCE OF TRAFFIC CONTROL SET-UP COMING DOWNHILL TO THE STRUCTURE.

FILE NAME *	USER NAME = sherejm	DESIGNED - JMS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\IL084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 5\Projects\0577\Drawings\Struct\JMS\Plan-78877-Index.dwg	DESIGNED - JMS	REVISED -	71			1280R	DEWITT	47	3	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 70B77							
*MODELNAME*	PLOT DATE = 6/21/2017	DATE - 121515	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE:						SHEET 1 OF 1 SHEETS STA. TO STA.				

DEWITT COUNTY  
 FAP 71 (IL 54)  
 RURAL TWO LANE  
 BRIDGE DECK REPAIRS  
 S.N. 020-0020  
 80% STATE/ 20% FED

0059

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
20200100	EARTH EXCAVATION	CU YD	38.0	38.0
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	98.0	98.0
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	218.0	218.0
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	34.0	34.0
44000400	GUTTER REMOVAL	FOOT	70.0	70.0
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	170.0	170.0
50102400	CONCRETE REMOVAL	CU YD	3.5	3.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	3.4	3.4
50300300	PROTECTIVE COAT	SQ YD	1,513.0	1,513.0
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	2,350.0	2,350.0
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	267.0	267.0
50800515	BAR SPLICERS	EACH	16.0	16.0
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	10.0	10.0
52100520	ANCHOR BOLTS, 1"	EACH	20.0	20.0
60500060	REMOVING INLETS	EACH	4.0	4.0

\* SPECIALTY ITEM

FILE NAME *	USER NAME = shererjm	DESIGNED - _____	REVISED - _____
p:\11L284EBID\INTEG.111\inois.gov\PI001\Docu	ments\DOT Offices\District 5\Projects\057	DRAWN Data\structures\Jan-70877-final	REVISED - _____
#MODELNAME#	PLOT SCALE = 40.0000 "/ in.	CHECKED - _____	REVISED - _____
	PLOT DATE = 1/17/2018	DATE - _____	REVISED - _____

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: \_\_\_\_\_ SHEET 1 OF 3 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	1280R	DEWITT	47	4
			CONTRACT NO. 70B77	
ILLINOIS FED. AID PROJECT				

DEWITT COUNTY  
 FAP 71 (IL 54)  
 RURAL TWO LANE  
 BRIDGE DECK REPAIRS  
 S.N. 020-0020  
 80% STATE/ 20% FED

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0059
60602500	CONCRETE GUTTER, TYPE A	FOOT	70.0	70.0
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	4.0	4.0
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	6.0	6.0
67100100	MOBILIZATION	LSUM	1.0	1.0
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1.0	1.0
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1.0	1.0
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1.0	1.0
70106700	TEMPORARY RUMBLE STRIPS	EACH	6.0	6.0
70400100	TEMPORARY CONCRETE BARRIER	FOOT	800.0	800.0
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	800.0	800.0
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2.0	2.0
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2.0	2.0
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	150.0	150.0
X4201510	P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT (SPECIAL)	SQ YD	32.0	32.0
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,155.0	1,155.0

15

\* SPECIALTY ITEM

FILE NAME =	USER NAME = sharonjm	DESIGNED -	REVISED -
pw\11884EBIDINTEG\11inois.gov\FWIDOT\Documents\IDOT Offices\District 5\Projects\0578\Drawings\Structures\Plan-78877-Final		CHECKED -	REVISED -
#MODELNAME*	PLOT SCALE = 48.0000 / 31	DATE -	REVISED -
	PLOT DATE = 1/17/2018		

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: \_\_\_\_\_ SHEET 2 OF 3 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	5
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				

DEWITT COUNTY  
 FAP 71 (IL 54)  
 RURAL TWO LANE  
 BRIDGE DECK REPAIRS  
 S.N. 020-0020  
 80% STATE/ 20% FED  
 0059

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
X7200201	WIDTH RESTRICTION SIGNING	LSUM	1.0	1.0
X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	150.0	150.0
Z0001495	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	32.0	32.0
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	10.0	10.0
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	2,190.0	2,190.0
Z0001905	STRUCTURAL STEEL REPAIR	POUND	490.0	490.0
Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	1,460.0	1,460.0
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,501.0	1,501.0
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.0	1.0
Z0018002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	103.0	103.0
Z0021912	SILICONE JOINT SEALER, 2.5"	FOOT	72.0	72.0
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1,338.0	1,338.0
Z0041895	POLYMER CONCRETE	CU FT	7.7	7.7

\*

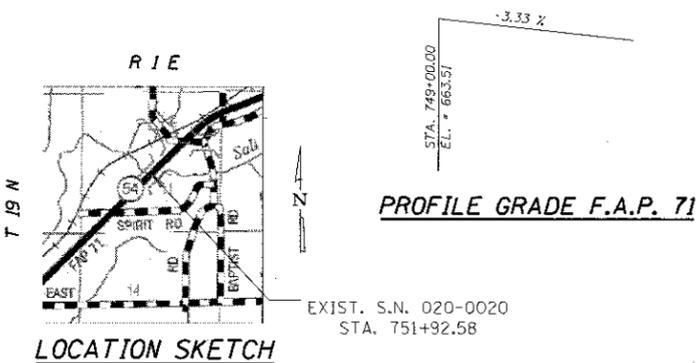
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\* SPECIALTY ITEM

STRUCTURE 020-0020 WAS ORIGINALLY BUILT IN 1938 AS F.A. ROUTE 161, SECTION 12-B AT STATION 751+92.58 BY THE STATE OF ILLINOIS. THE STRUCTURE WAS RECONSTRUCTED IN 1984, SECTION 12BR, CONTRACT 35358. THE SUBSTRUCTURE WAS RECONSTRUCTED TO ACCOMMODATE A NEW WIDENED 40" WEB  $\phi$  GIRDER WITH A R.C. DECK.

THE EXISTING STRUCTURE IS A FOUR SPAN STEEL  $\phi$  GIRDER STRUCTURE WITH A BACK-TO-BACK ABUTMENT LENGTH OF 392'-11 $\frac{3}{8}$ ". THE STRUCTURE MEASURES 32'-0" FROM FACE-TO-FACE OF PARAPET AND HAS AN OUT-TO-OUT WIDTH OF 35'-2". THE SUPERSTRUCTURE CONSISTS OF 5 40" WEB  $\phi$  GIRDERS SUPPORTING A 7 $\frac{1}{2}$ " REINFORCED CONCRETE DECK ON PILE SUPPORTED R.C. SPILL THRU ABUTMENTS AND R.C. PIERS. THE SLOPES ARE PROTECTED WITH RIPRAP.

METHOD OF CONSTRUCTION: STAGE CONSTRUCTION.



**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.

AREAS OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

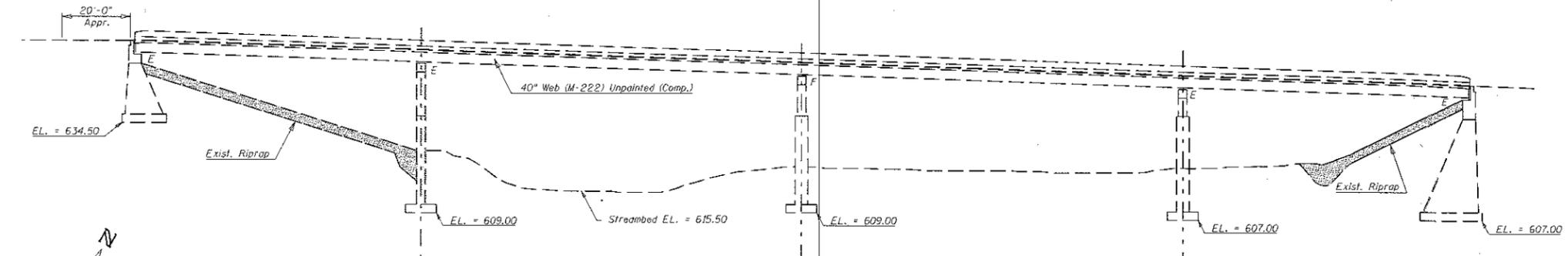
FIBERS ARE INCLUDED IN BRIDGE DECK LATEX CONCRETE OVERLAYS.

**INDEX OF SHEETS**

1. General Plan and Elevation
2. Deck Cross Sections
- 3.-5. Staging Details
6. Wearing Surface Plan
7. Joint Details of Abutments
- 8-11. Bridge Approach Details
- 12.-15. Bridge Deck Patching Details
16. Schedule of Deck Slab Repair
17. Detail of Inlet Adjust (Special)
18. Temporary Concrete Barrier for Stage Construction
- 19.-33. As-Built Plans (Information Only)

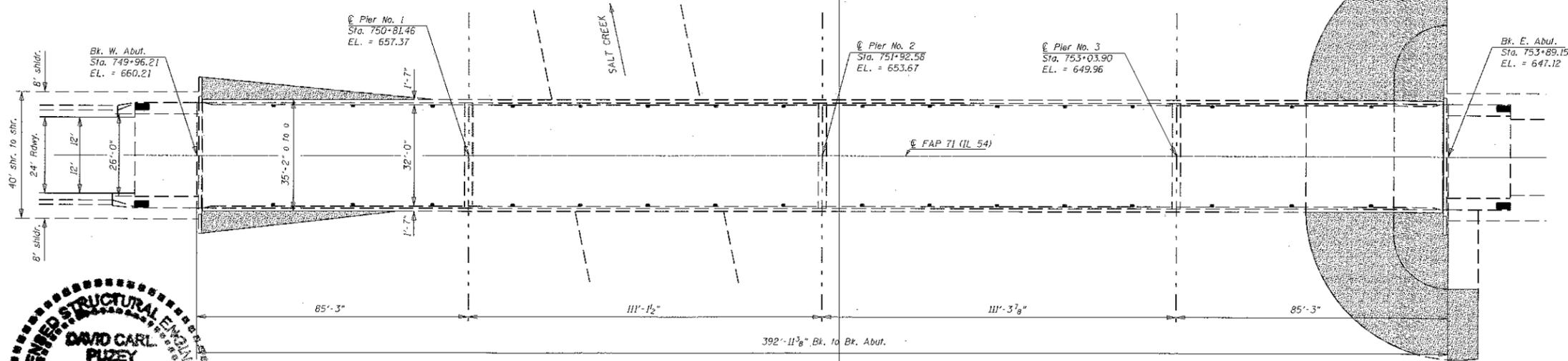
**PROPOSED WORK**

1. Perform Bridge Deck Scarification 3/4"
2. Perform Approach slab repair.
3. Perform Concrete Removal.
4. Remove Bridge Approach Shoulders.
5. Remove and replace Diaphragms at abutments.
6. Jack, remove, and replace Bearings at abutments.
7. Place Latex Concrete Overlay 2 1/4".
8. Place Concrete Super-Structures.
9. Place Polymer Concrete
10. Perform Bridge Deck Grinding.
11. Perform Bridge Deck Grooving.
12. Place HMA Surface Course.
13. Place Silicone Joint Seal



**ELEVATION VIEW**

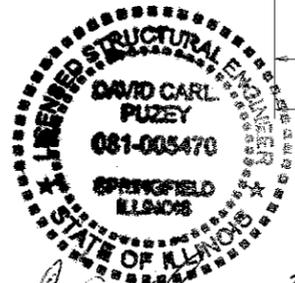
ELEVATIONS TAKEN FROM AS-BUILT PLANS AND ARE SHOWN FOR PERSPECTIVE ONLY.



**PLAN VIEW**

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	3.5
Concrete Superstructure	Cu. Yd.	3.4
Protective Coat	Sq. Yd.	1,513.0
Reinforcement Bars Epoxy Coated	Pound	267.0
Bar Splicers	Each	16.0
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,155.0
Furnish & Erect Structural Steel	Pound	2,350.0
Elastomeric Bearing Assembly Type 2	Each	10.0
Anchor Bolts 1" $\phi$	Each	20.0
PCC Bridge Approach Pavement (Special)	Sq. Yd.	32.0
Bridge Approach Shoulder Removal	Sq. Yd.	32.0
Jack and Remove Existing Bearings	Each	10.0
Structural Steel Removal	Pound	2,190.0
Structural Steel Repair	Pound	490.0
Bridge Deck Latex Conc. Overlay 2 1/2"	Sq. Yd.	1,460.0
Bridge Deck Scarification 3/4"	Sq. Yd.	1,501.0
Deck Slab Repair (Full-Depth) Type 2	Sq. Yd.	103.0
Silicone Joint Sealer 2 1/2"	Foot	72.0
Diamond Grinding (Bridge Section)	Sq. Yd.	1,338.0
Polymer Concrete	Cu. Ft.	7.7

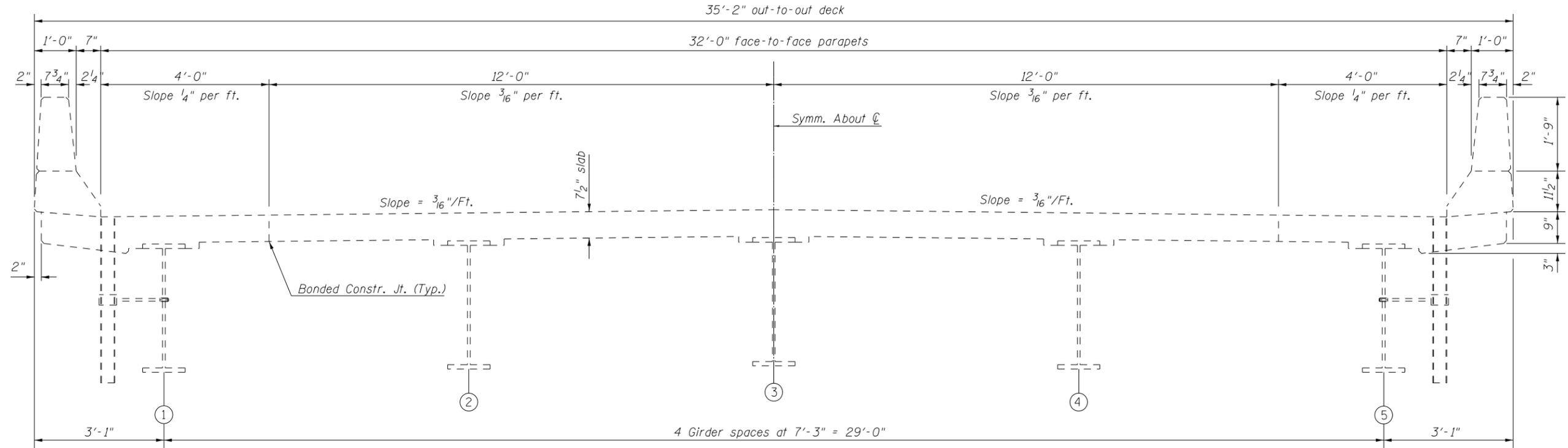


David Carl Puzey 3/14/18  
Expires 11/30/18

FILE NAME =	USER NAME = shaner.jo	DESIGNED - JMS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL PLAN &amp; ELEVATION S.N. 020-0020</b>			F.A.P. RTE. 71	SECTION 12BR	COUNTY DEWITT	TOTAL SHEETS 4T	SHEET NO. 7
CONTRACT NO. 70B77	SCALE: 1" = 20'	SHEET NO. 1 OF 20 SHEETS	STA. _____ TO STA. _____		ILLINOIS FED. AID PROJECT							
PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -										
PLOT DATE = 3/7/2018	DATE - 012915	REVISED -										

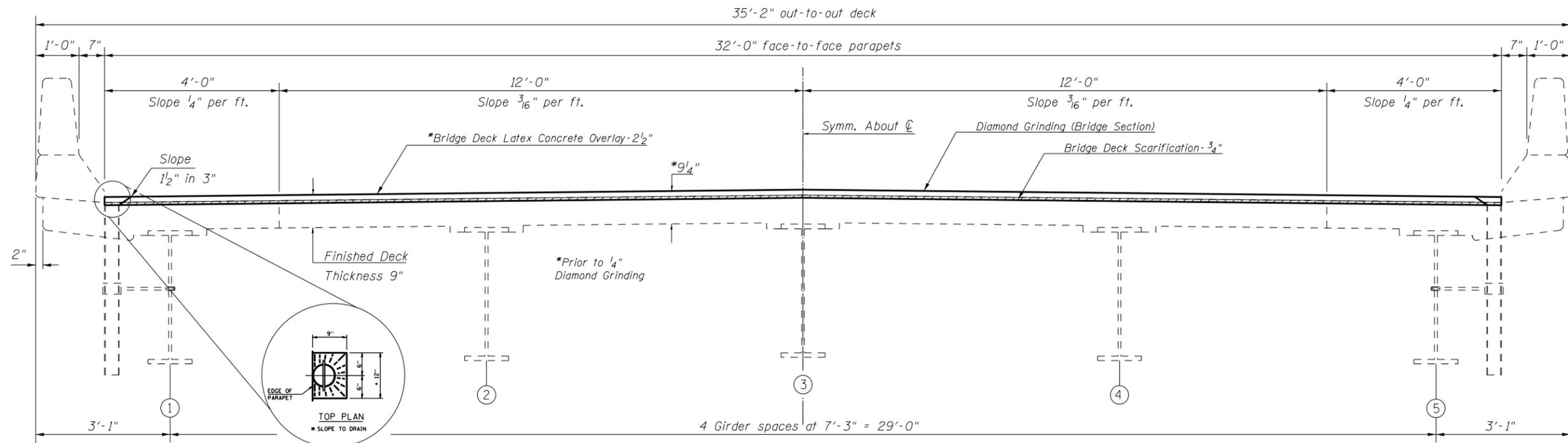
# EXISTING DECK CROSS SECTION

S.N. 020-0020



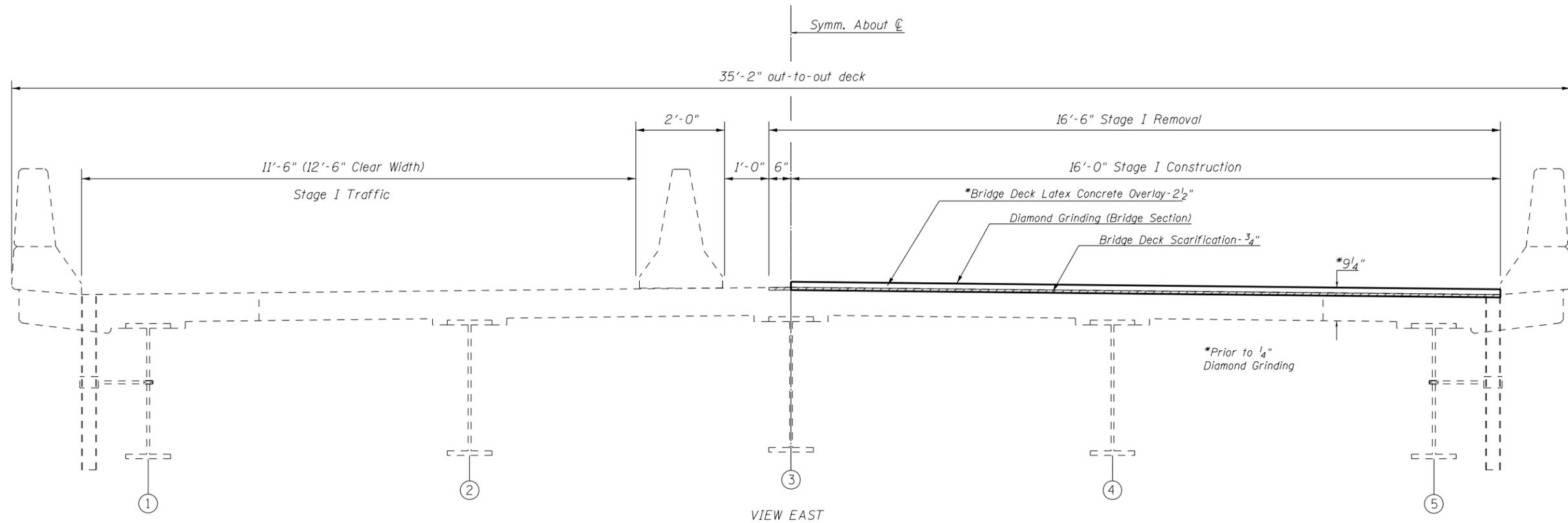
# PROPOSED DECK CROSS SECTION

S.N. 020-0020

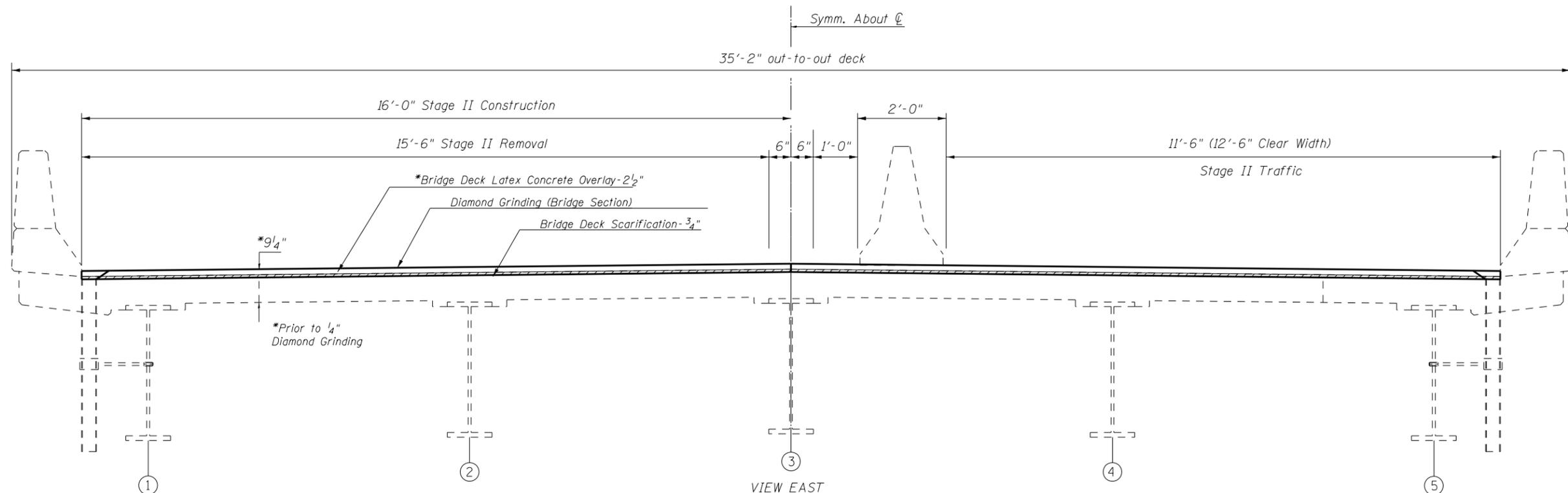


FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DECK CROSS SECTIONS S.N. 020-0020</b>			F.A.P. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\11\084EBIDINTEG.illinois.gov\PI\DOT Documents\DOT Offices\District 5\Projects\057\DRAWING\Struct\MS\Plan-70B77-Struct\REVISED.dgn		CHECKED -	REVISED -		71	12BDR	DEWITT	47	8			
PLOT SCALE = 40.0000' / in.		DATE - 012915	REVISED -		CONTRACT NO. 70B77			ILLINOIS FED. AID PROJECT				
PLOT DATE = 6/21/2017				SCALE: None	SHEET NO. 2 OF 20 SHEETS	STA.	TO STA.					

# STAGE I CONSTRUCTION DETAIL

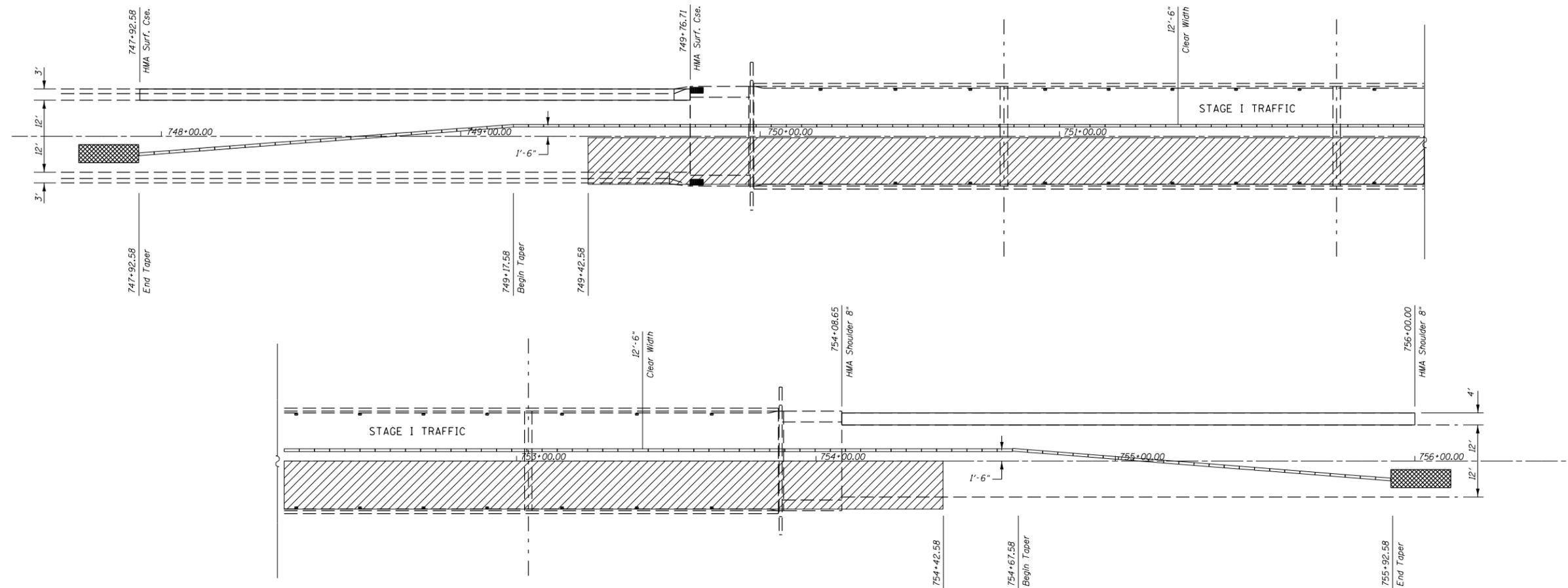


# STAGE II CONSTRUCTION DETAIL



FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING DETAILS S.N. 020-0020</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 5\Projects\0577\DRAWING\Struct\MS\Plan-70B77-Struct\REVISED.dgn		CHECKED -	REVISED -		71	12BDR	DEWITT	47	9			
PLOT SCALE = 40.0000' / in.		DATE - 012915	REVISED -		CONTRACT NO. 70B77			ILLINOIS FED. AID PROJECT				
PLOT DATE = 6/21/2017				SCALE: None	SHEET NO. 3 OF 20 SHEETS	STA.	TO STA.					

# STAGE I TEMPORARY CONCRETE BARRIER LAYOUT



### 48203029 HOT-MIX ASPHALT SHOULDERS, 8"

STATION	TO	STATION	LENGTH	WIDTH	SQ YD
LT 754+08.65		LT 756+00.00	191.4	4.0	85.0
<b>SUB-TOTAL =</b>					<b>85.0</b>

### 70400100 TEMPORARY CONCRETE BARRIER

	STATION	TO	STATION	LENGTH
TAPER	LT 747+92.58		LT 749+17.58	125.0
TAPER	LT 749+17.58		LT 754+67.58	550.0
TAPER	LT 754+67.58		LT 755+92.58	125.0
<b>SUB-TOTAL =</b>				<b>800.0</b>

#### PLAN NOTES:

ALL STAGING DETAILS SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701321 AND PAID FOR AT THE CONTRACT UNIT PRICE PER EACH LOCATION.

ALL WORK WITHOUT TEMPORARY CONCRETE BARRIER IN PLACE SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARDS 701201, 701301 AND 701311.

FOR ADDITIONAL DETAILS ASSOCIATED WITH TEMPORARY CONCRETE BARRIER, SEE HIGHWAY STANDARD 704001.

EXISTING OR TEMPORARY PAVEMENT MARKINGS SHALL BE ON BOTH SIDES OF THE OPEN LANE FROM STOP BAR TO STOP BAR. PAVEMENT MARKINGS THAT CONFLICT WITH STAGED TRAFFIC MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

REFLECTORS SHALL BE ATTACHED TO GUARDRAIL AND BARRIER WALL AT 25 FOOT CENTERS. COST INCLUDED WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

PRIOR TO ROUTING TRAFFIC ONTO SHOULDERS, THE CONTRACTOR SHALL SECURE ANY GRATES ON SHOULDER INLETS AS DIRECTED BY ENGINEER. THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

THE EXISTING TYPE A GUTTER SHALL BE FILLED WITH HOT-MIX ASPHALT FOR STAGE TRAFFIC. UPON COMPLETION OF STAGED CONSTRUCTION THE HMA SHALL BE REMOVED AND ANY DAMAGED TYPE A GUTTER SHALL BE REMOVED AND REPLACED. COST OF REMOVAL INCLUDED WITH HMA SHOULDERS 8".

- TEMPORARY CONCRETE BARRIER
- PROPOSED WORK AREA
- IMPACT ATTENUATOR, TEMPORARY, NON-REDIRECTIVE TEST LEVEL 3

### BILL OF MATERIALS

ITEM	UNIT	TOTAL
TEMPORARY CONCRETE BARRIER	FOOT	800.0
IMPACT ATTENUATOR TEMPORARY NON-REDIRECTIVE TEST LEVEL 3	EACH	2.0
HMA SHOULDERS, 8"	SQ YD	85.0

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
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PLOT DATE = 6/21/2017			

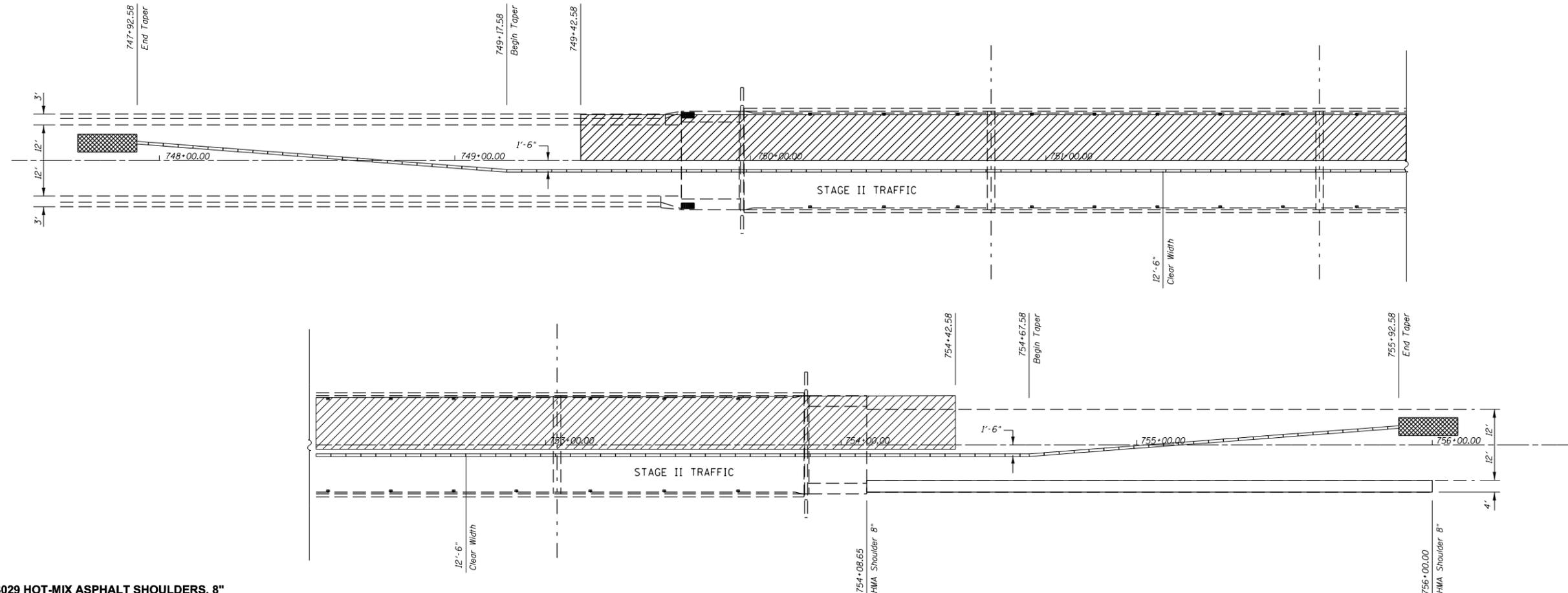
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

STAGING DETAILS  
S.N. 020-0020

SCALE: None SHEET NO. 4 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	10
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				

# STAGE II TEMPORARY CONCRETE BARRIER LAYOUT



**48203029 HOT-MIX ASPHALT SHOULDERS, 8"**

STATION	TO	STATION	LENGTH	WIDTH	SQ YD
RT 754+08.65		RT 756+00.00	191.4	4.0	85.0
<b>SUB-TOTAL =</b>					<b>85.0</b>

**70400200 RELOCATE TEMPORARY CONCRETE BARRIER**

STATION	TO	STATION	LENGTH
TAPER RT 747+92.58		RT 749+17.58	125.0
RT 749+17.58		RT 754+67.58	550.0
TAPER RT 754+67.58		RT 755+92.58	125.0
<b>SUB-TOTAL =</b>			<b>800.0</b>

**PLAN NOTES:**

ALL STAGING DETAILS SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701321 AND PAID FOR AT THE CONTRACT UNIT PRICE PER EACH LOCATION.

ALL WORK WITHOUT TEMPORARY CONCRETE BARRIER IN PLACE SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARDS 701201, 701301 AND 701311.

FOR ADDITIONAL DETAILS ASSOCIATED WITH TEMPORARY CONCRETE BARRIER, SEE HIGHWAY STANDARD 704001.

EXISTING OR TEMPORARY PAVEMENT MARKINGS SHALL BE ON BOTH SIDES OF THE OPEN LANE FROM STOP BAR TO STOP BAR. PAVEMENT MARKINGS THAT CONFLICT WITH STAGED TRAFFIC MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

REFLECTORS SHALL BE ATTACHED TO GUARDRAIL AND BARRIER WALL AT 25 FOOT CENTERS. COST INCLUDED WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

PRIOR TO ROUTING TRAFFIC ONTO SHOULDERS, THE CONTRACTOR SHALL SECURE ANY GRATES ON SHOULDER INLETS AS DIRECTED BY ENGINEER. THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

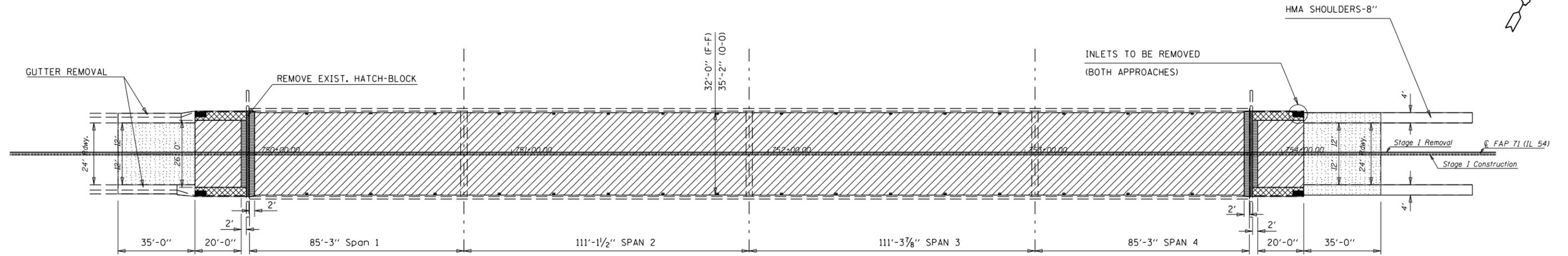
THE EXISTING TYPE A GUTTER SHALL BE FILLED WITH HOT-MIX ASPHALT FOR STAGE TRAFFIC. UPON COMPLETION OF STAGED CONSTRUCTION THE HMA SHALL BE REMOVED AND ANY DAMAGED TYPE A GUTTER SHALL BE REMOVED AND REPLACED. COST OF REMOVAL INCLUDED WITH HMA SHOULDERS 8".

- TEMPORARY CONCRETE BARRIER
- PROPOSED WORK AREA
- IMPACT ATTENUATOR, TEMPORARY, NON-REDIRECTIVE TEST LEVEL 3

**BILL OF MATERIALS**

ITEM	UNIT	TOTAL
REL. TEMPORARY CONCRETE BARRIER	FOOT	800.0
REL. IMPACT ATTENUATOR TEMPORARY NON-REDIRECTIVE TEST LEVEL 3	EACH	2.0
HMA SHOULDERS, 8"	SQ YD	85.0

# BRIDGE DECK SCARIFICATION PLAN



PLAN VIEW

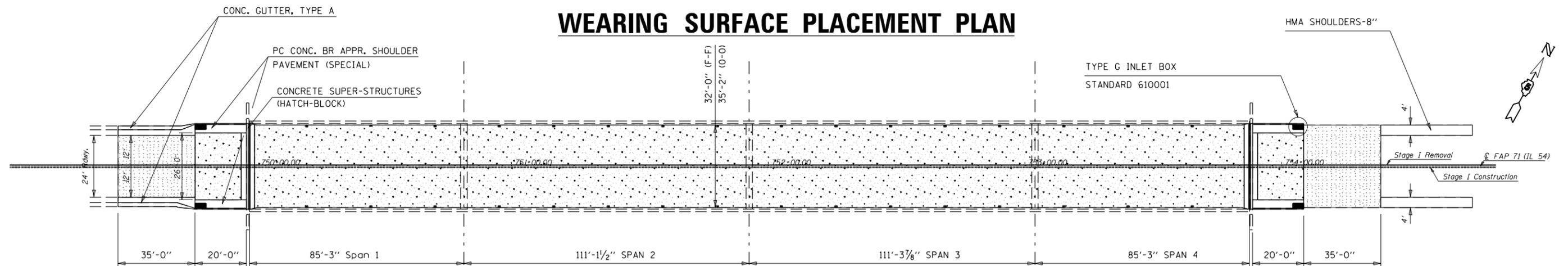
SEE JOINT DETAILS AT ABUTMENTS  
SEE BRIDGE APPROACH DETAILS)

- BRIDGE APPROACH SHOULDER REMOVAL
- BRIDGE DECK SCARIFICATION, 3/4"
- HMA SURFACE REMOVAL BUTT-JOINT
- CONCRETE REMOVAL  
CONCRETE SUPER-STRUCTURE
- CONCRETE REMOVAL (EXISTING HATCH-BLOCK)

## BILL OF MATERIALS

ITEM	UNIT	TOTAL
HMA SURF. REM. BUTT-JOINT	SQ YD	218.0
GUTTER REMOVAL	FOOT	70.0
CONCRETE REMOVAL	CU YD	3.5
BR. APPR. SHLD REMOVAL	SQ YD	32.0
BRIDGE DECK SCARIFICATION, 3/4"	SQ YD	1,501.0
INLETS TO BE REMOVED	EACH	4.0

# WEARING SURFACE PLACEMENT PLAN



SEE JOINT DETAILS AT ABUTMENTS  
SEE BRIDGE APPROACH DETAILS)

- HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N50 (1 1/2")
- BRIDGE DECK LATEX CONCRETE OVERLAY - 2 1/2"

• INCLUDES HMA FOR TYPE A GUTTER

## BILL OF MATERIALS

ITEM	UNIT	TOTAL
BIT. MATLS. TACK COAT	POUND	98.0
HMA SURF. CSE. MIX "C" N50	TON	34.0
CONCRETE SUPER-STRUCTURE	CU YD	3.4
BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,155.0
CONCRETE GUTTER, TYPE A	FOOT	70.0
BRIDGE DECK LATEX CONC. OVLY. - 2 1/2"	SQ YD	1,460.0
PC CONC. BR. APPR. SHLD. PVT (SP)	SQ YD	32.0
TYPE G INLET BOX, STND 610001	EACH	4.0
DIAMOND GRINDING BR. DECK. SEC.	SQ YD	1,338.0

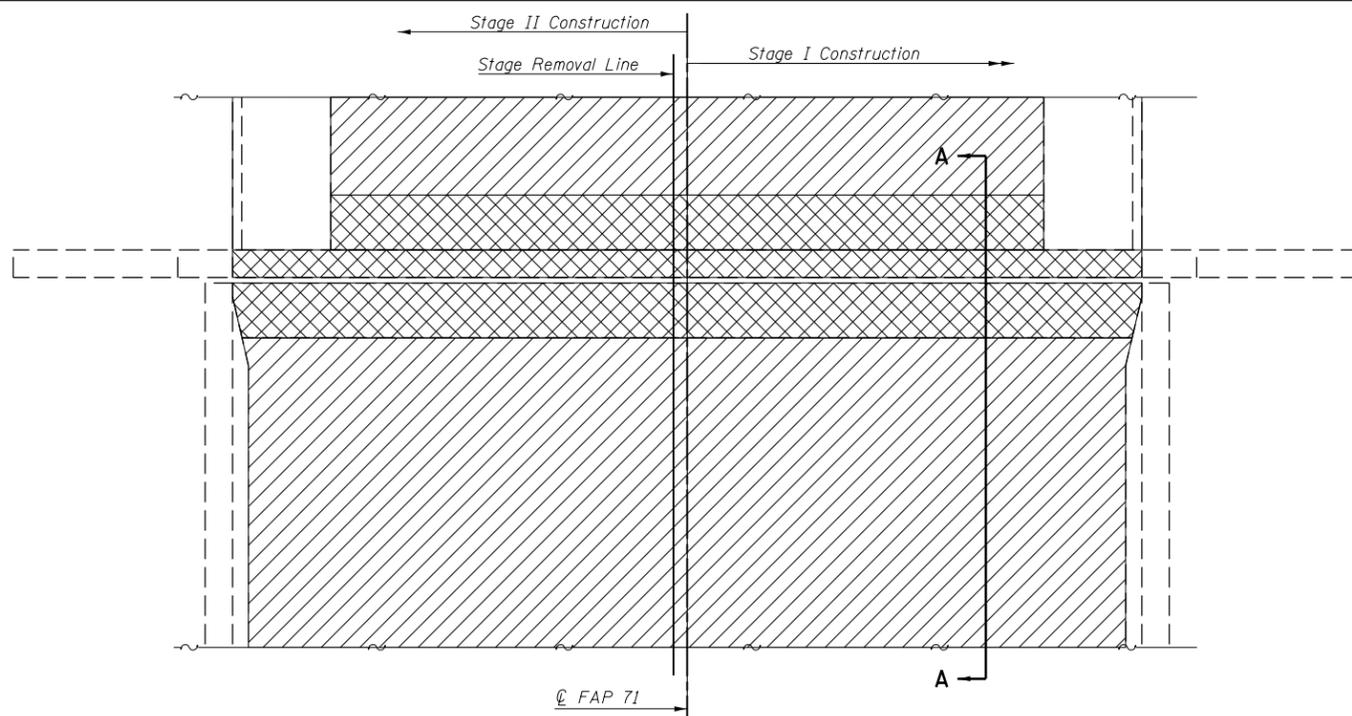
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

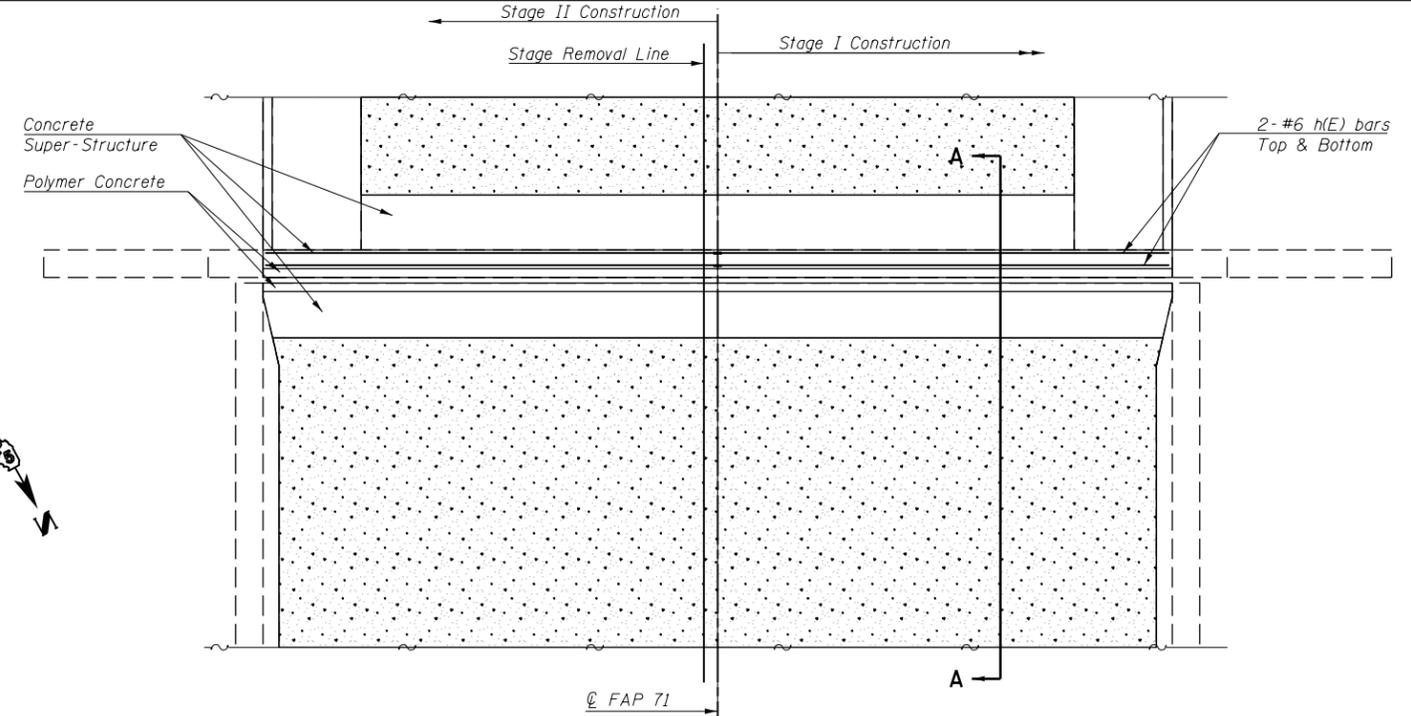
WEARING SURFACE PLANS  
S.N. 020-0020

SCALE: None SHEET NO. 6 OF 20 SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

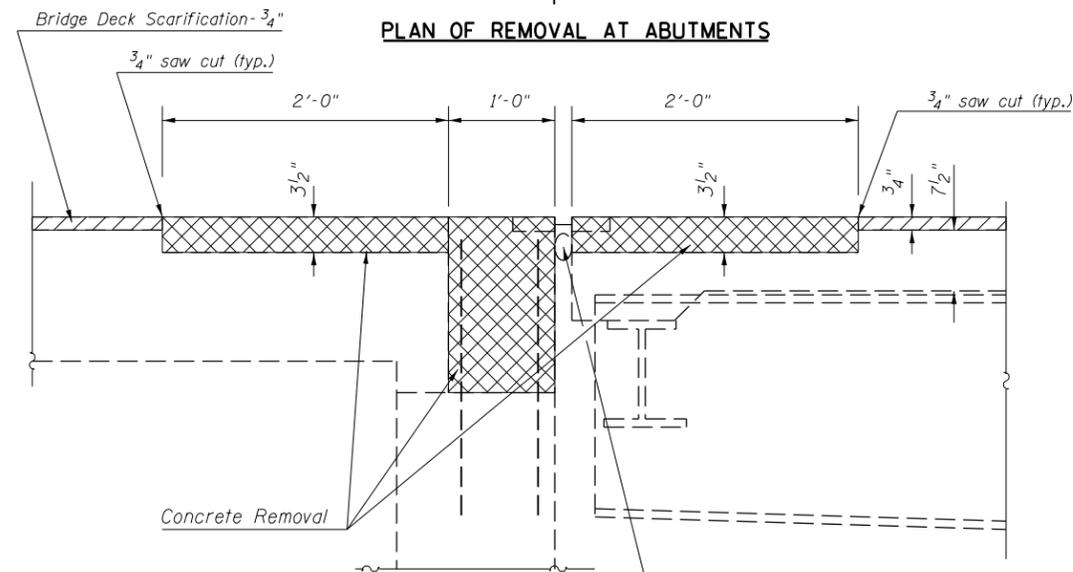
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	12
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				



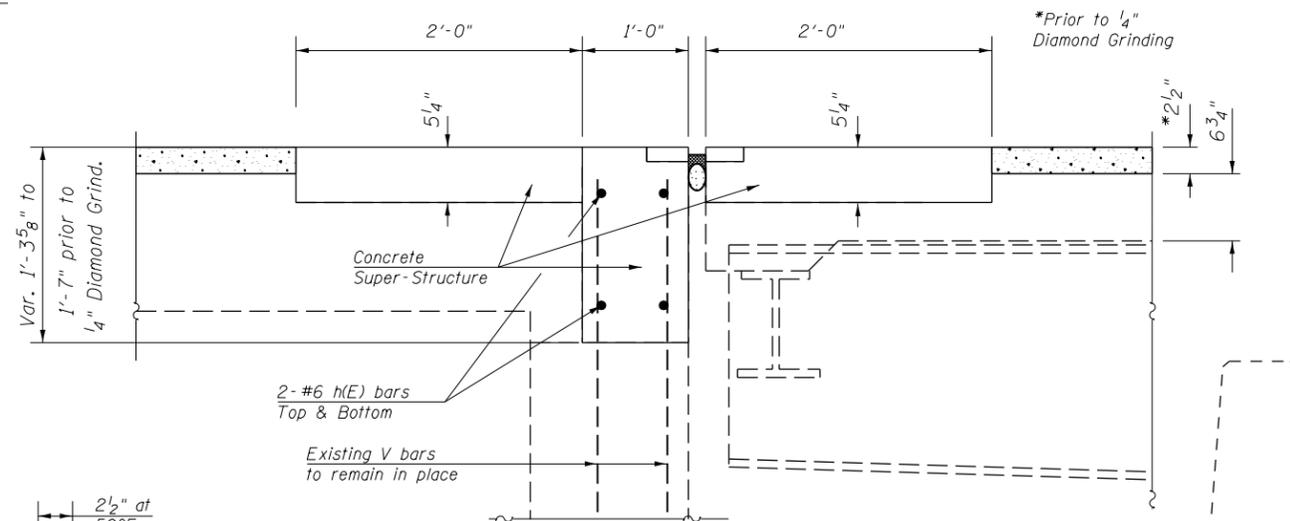
**PLAN OF REMOVAL AT ABUTMENTS**



**PLAN OF CONSTRUCTION AT ABUTMENTS**



**SECTION A-A ABUTMENTS**



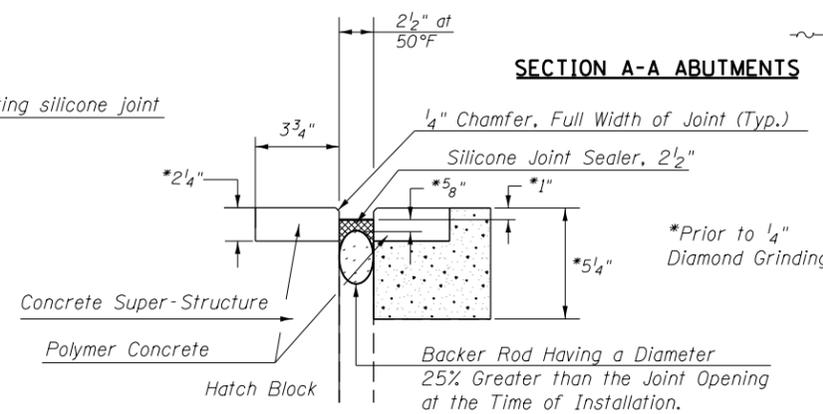
**SECTION A-A ABUTMENTS**

**General Notes**

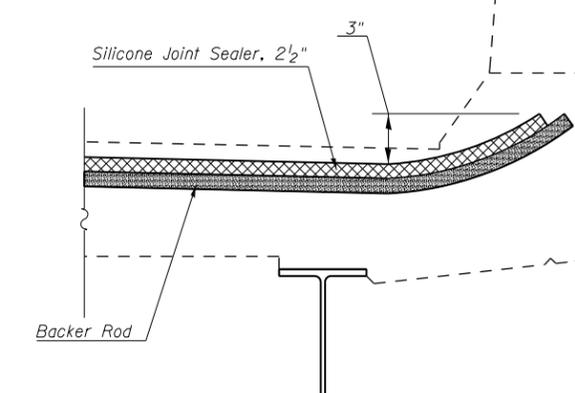
EXISTING REINFORCEMENT BARS EXTENDING INTO THE REMOVAL AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. COST INCLUDED WITH CONCRETE REMOVAL.

**BILL OF MATERIALS (SILICONE JOINT)**

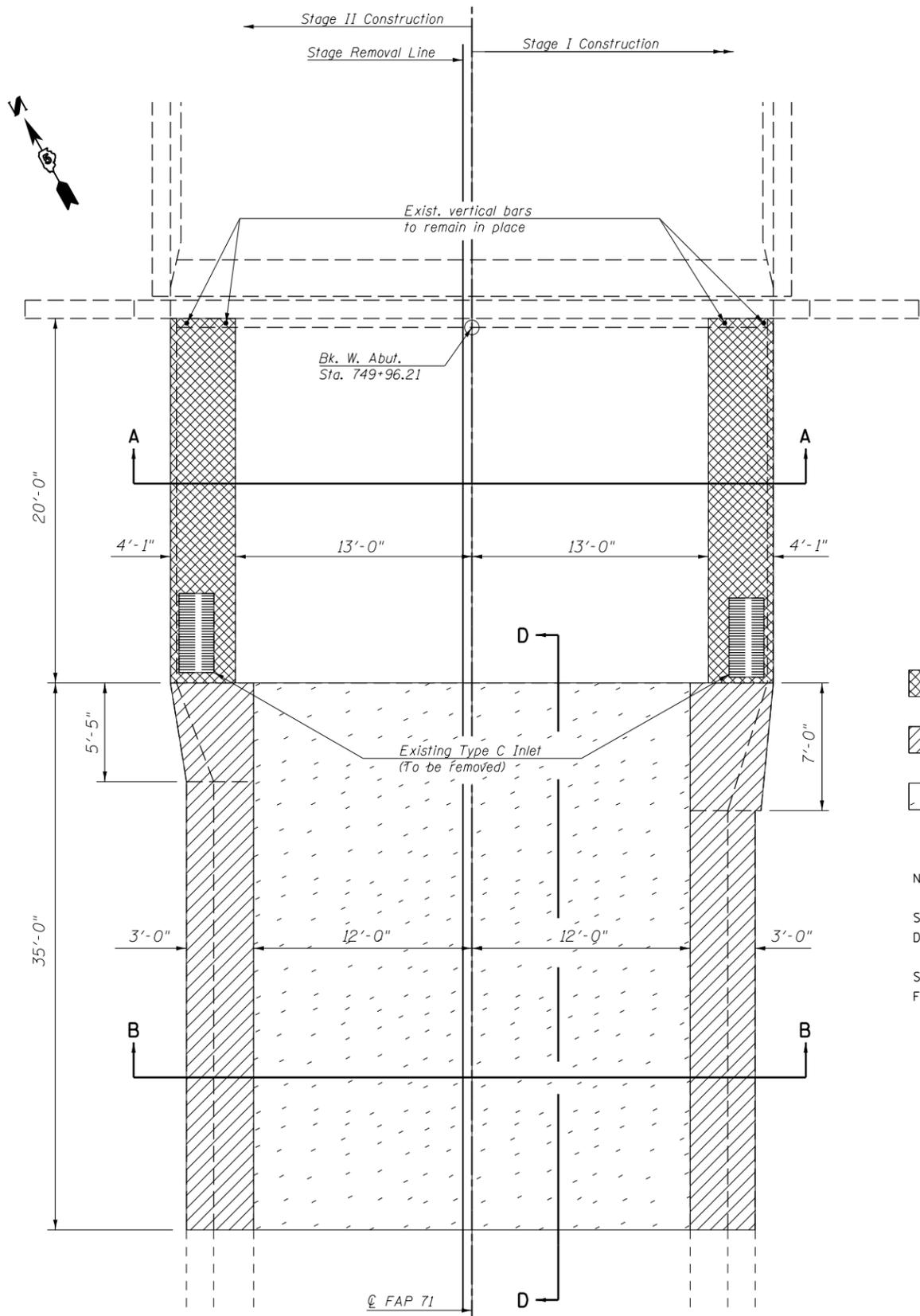
Bar	No.	Size	Length	Shape
h(E)	16	#5	16'-0"	
Item	Unit	Total		
Silicone Joint Sealer, 2 1/2"	Foot	72.0		
Polymer Concrete	Cu. Ft.	7.7		
Reinf. Bars Epoxy Coated	Pound	267.0		
Bar Splicers	Each	16.0		



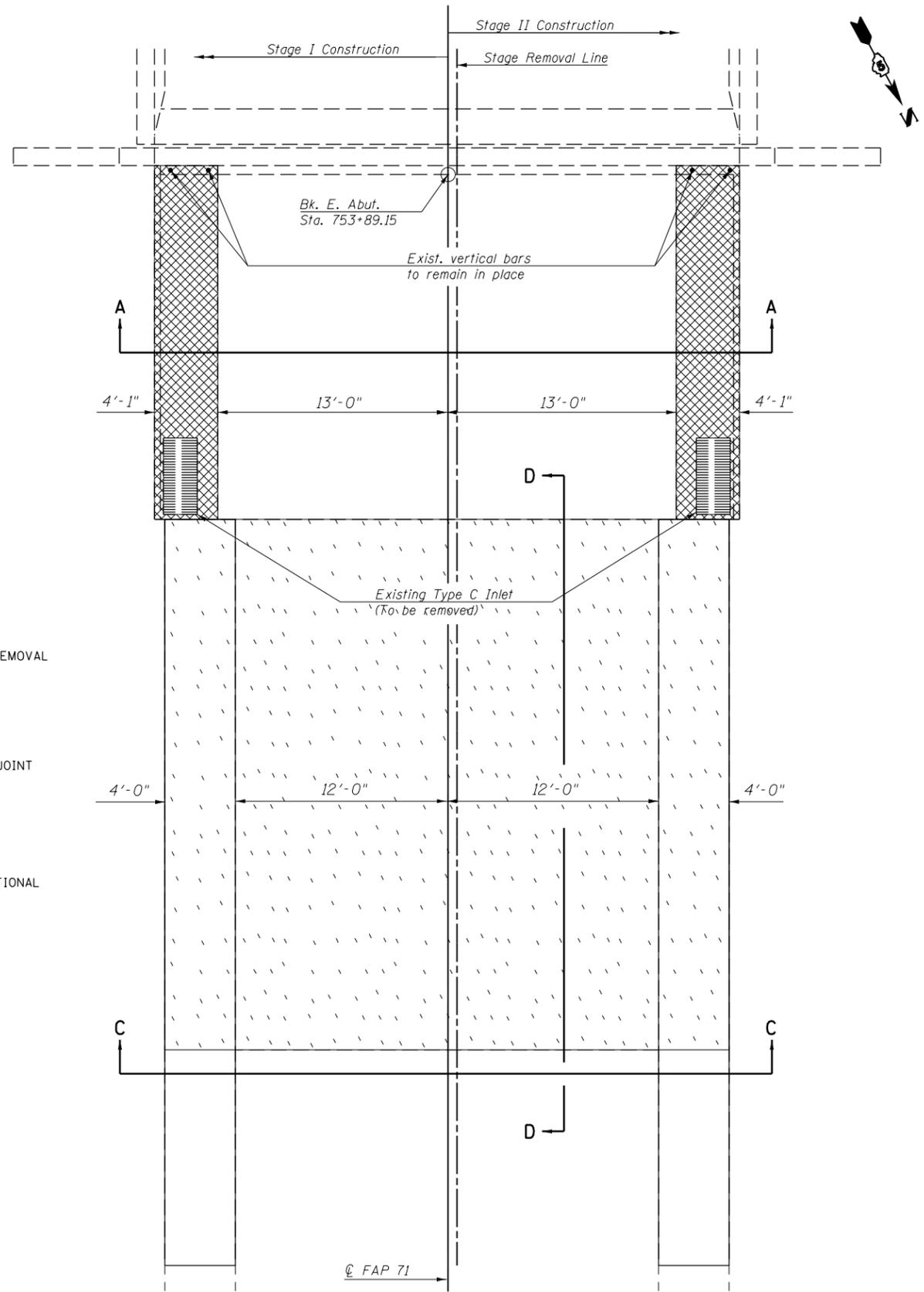
**SILICONE JOINT SEALER DETAIL**



**SECTION AT PARAPET SILICONE JOINT SEALER**



**PLAN OF REMOVAL AT SHOULDERS  
WEST APPROACH**



**PLAN OF REMOVAL AT SHOULDERS  
EAST APPROACH**

- BRIDGE APPROACH SHOULDER REMOVAL
- GUTTER REMOVAL
- HMA SURFACE REMOVAL BUTT-JOINT

NOTES:  
SEE WEARING SURFACE PLANS FOR ADDITIONAL DETAILS.  
SEE DETAIL OF INLET ADJUST (SPECIAL) FOR ADDITIONAL DETAILS.

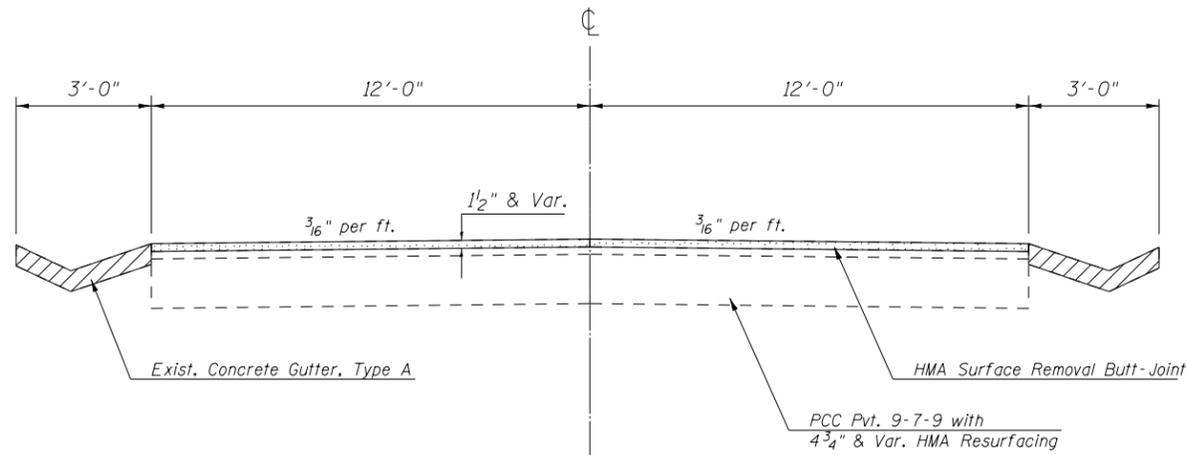
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	PLOT DATE = 6/21/2017		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

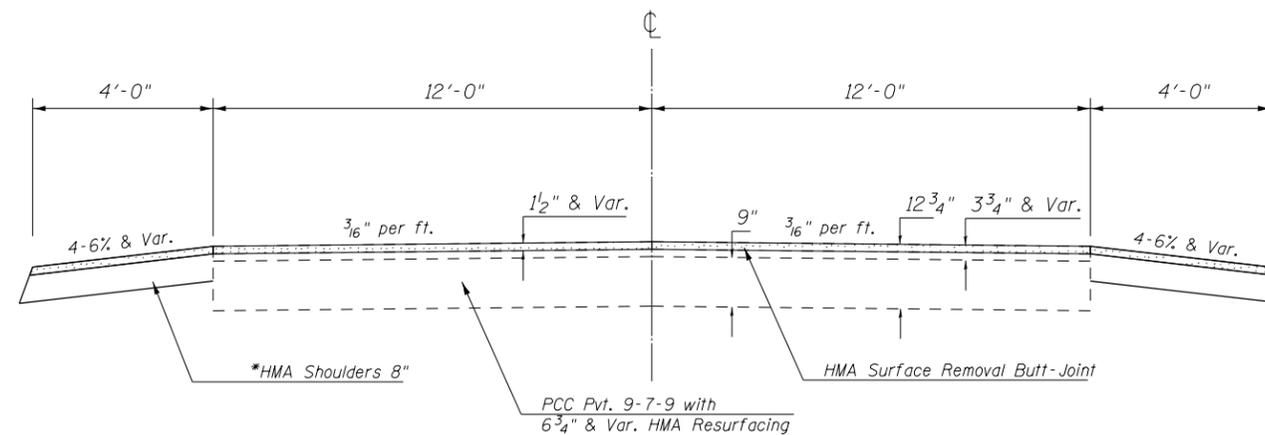
**BRIDGE APPROACH DETAILS  
S.N. 020-0020**

SCALE: None SHEET NO. 8 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	14
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				

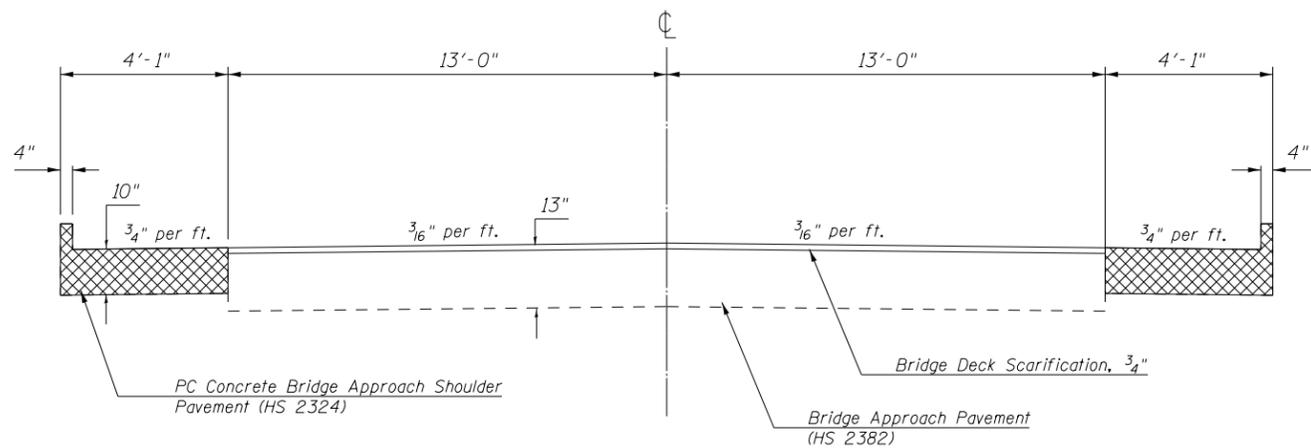


**SECTION B-B APPROACH ROADWAY**

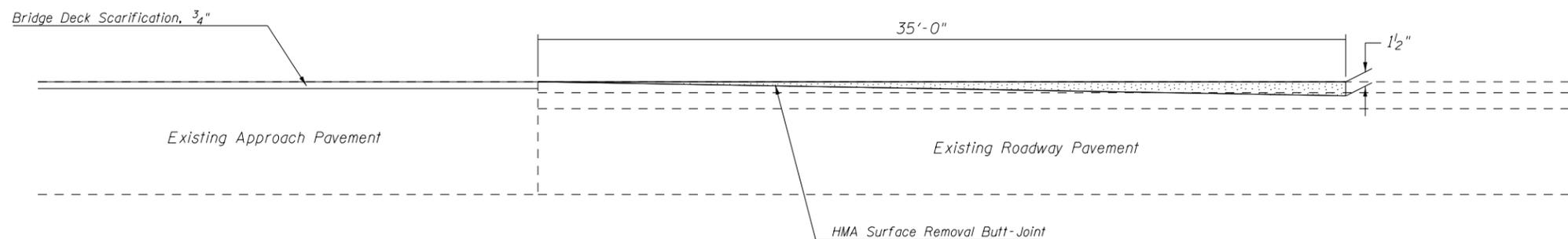


**SECTION C-C APPROACH ROADWAY**

\*HMA Shoulders 8" to be placed prior to staging



**SECTION A-A BRIDGE APPROACH SHOULDERS**



**SECTION D-D HMA SURFACE REMOVAL BUTT-JOINT**

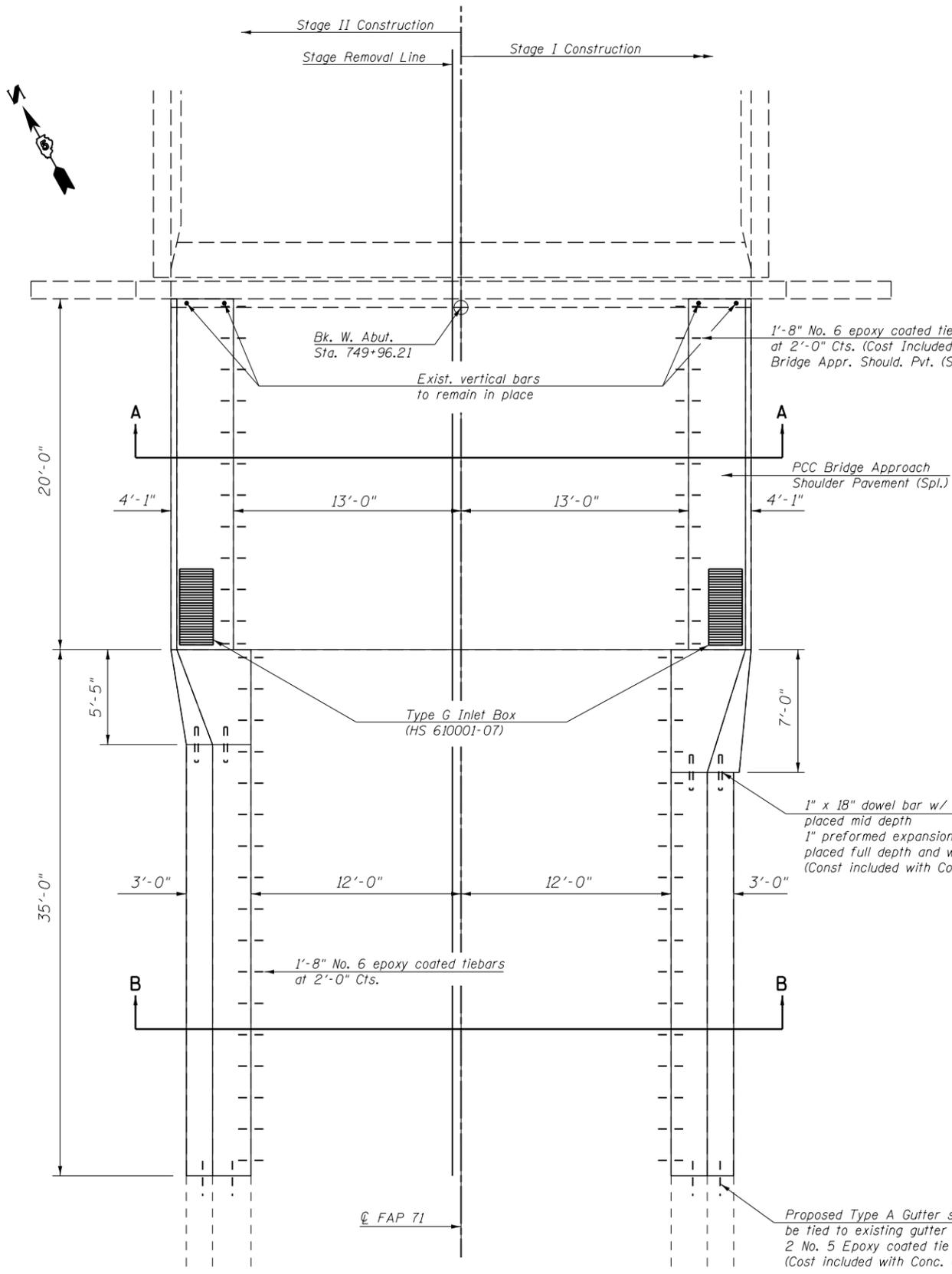
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		DATE - 012915	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH DETAILS  
S.N. 020-0020**

SCALE: None SHEET NO. 9 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	15
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				



**PLAN OF CONSTRUCTION AT SHOULDERS  
WEST APPROACH**

**NOTES:**

SEE HIGHWAYS STANDARD 606101-05 FOR ADDITIONAL INFORMATION REGARDING THE PLACEMENT OF CONCRETE GUTTER, TYPE A.

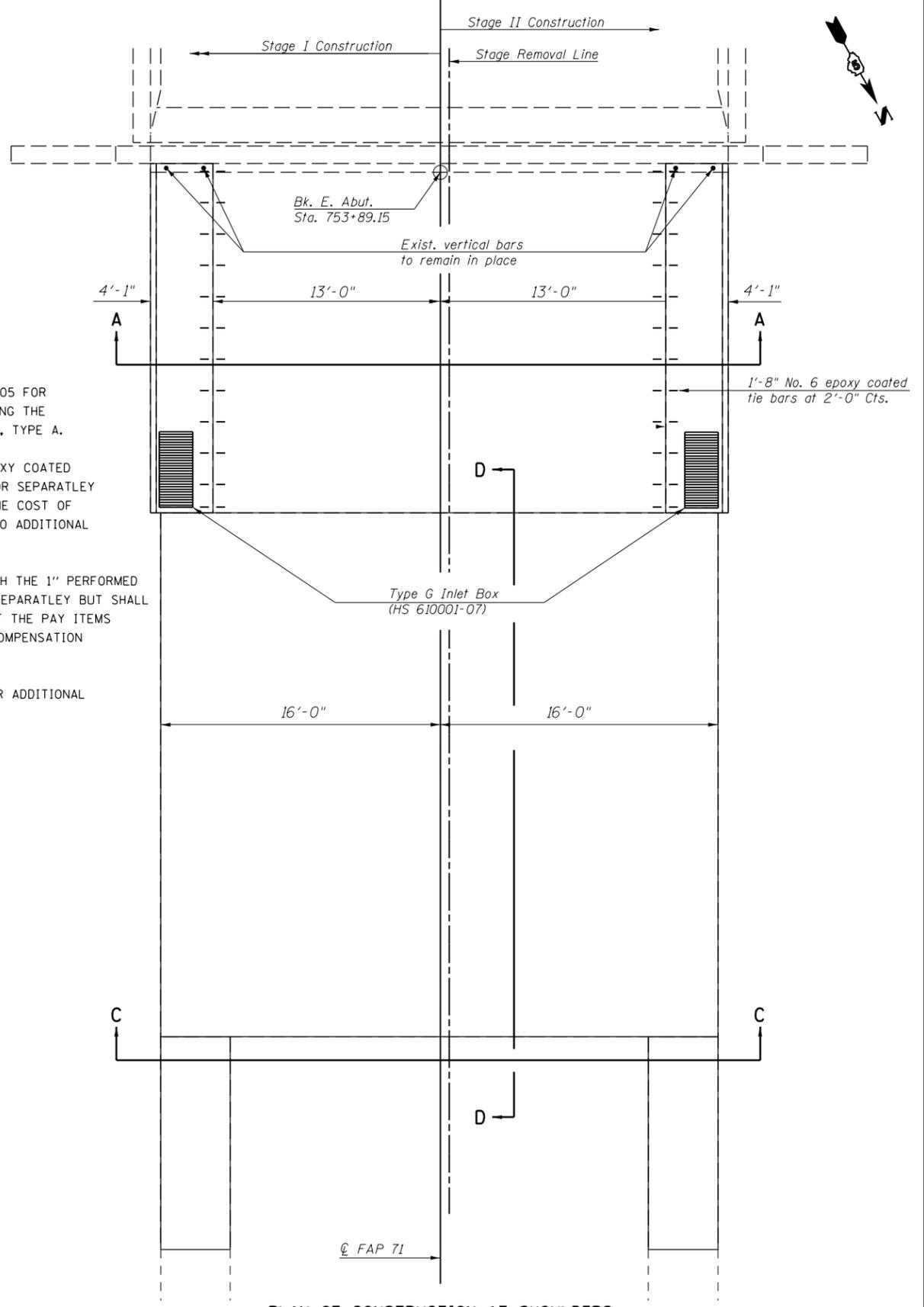
TIE BARS SHALL BE EPOXY. EPOXY COATED TIE BARS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED WITH THE COST OF THE PAY ITEMS SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

1" X 18" DOWEL BARS ALONG WITH THE 1" PERFORMED JOINT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED WITH THE COST OF THE PAY ITEMS SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SEE WEARING SURFACE PLANS FOR ADDITIONAL DETAILS.

1" x 18" dowel bar w/ cap placed mid depth  
1" preformed expansion joint placed full depth and width  
(Const included with Conc. Gutter, Type A)

Proposed Type A Gutter shall be tied to existing gutter  
2 No. 5 Epoxy coated tie bars  
(Cost included with Conc. Gutter, Type A)



**PLAN OF CONSTRUCTION AT SHOULDERS  
EAST APPROACH**

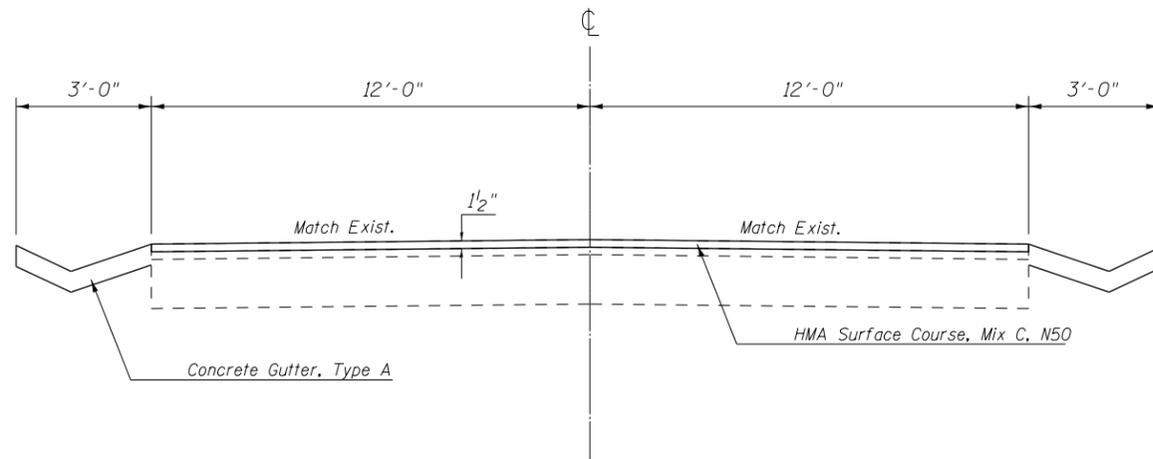
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	PLOT DATE = 6/21/2017		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

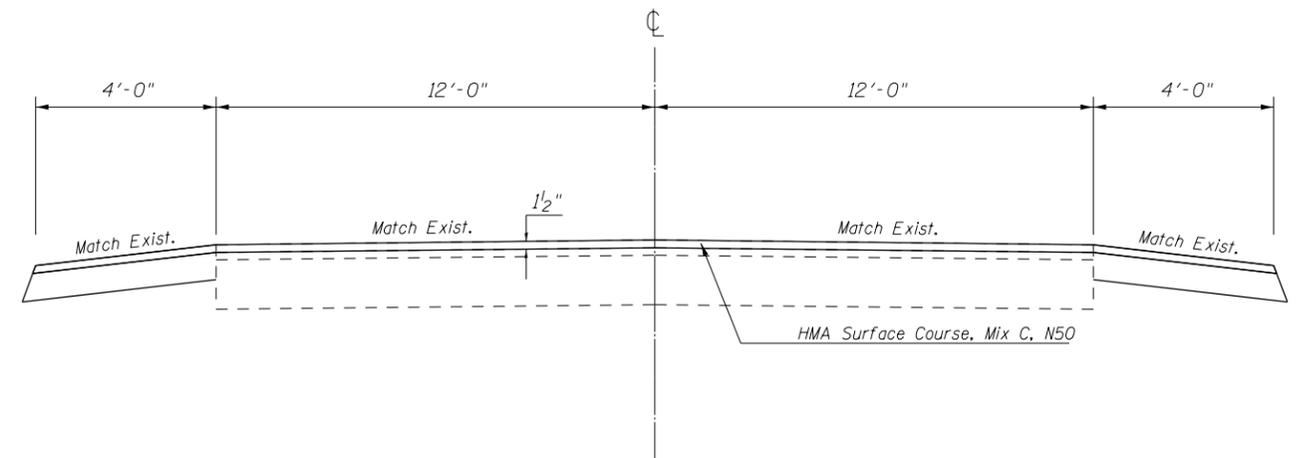
**BRIDGE APPROACH DETAILS  
S.N. 020-0020**

SCALE: None SHEET NO. 10 OF 20 SHEETS STA. TO STA.

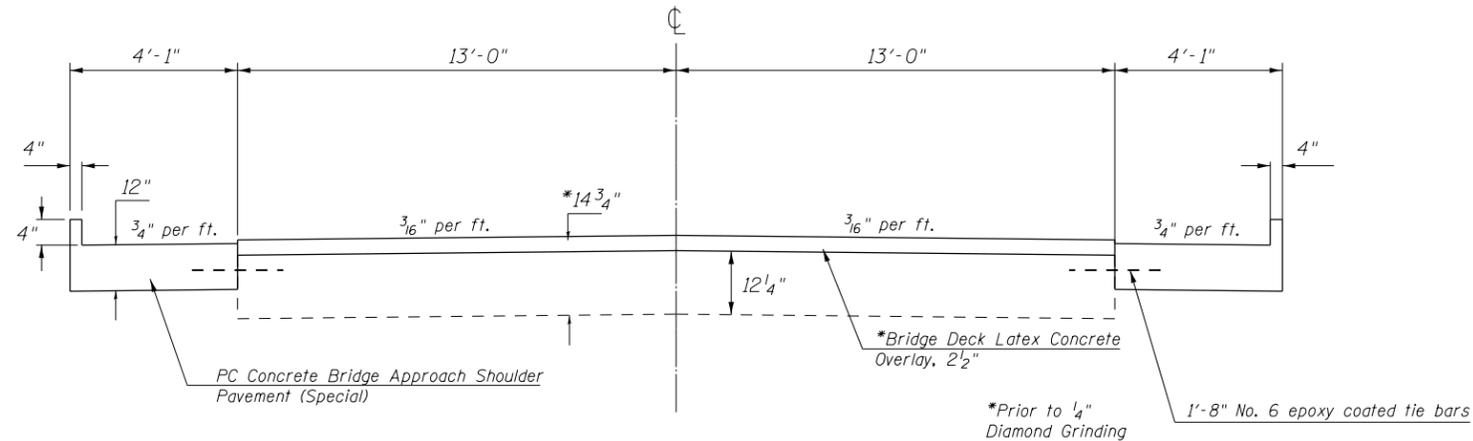
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	16
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				



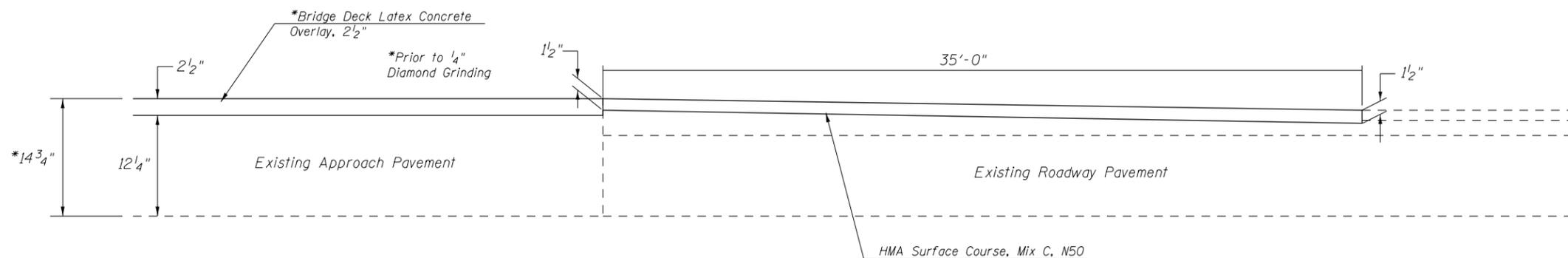
**SECTION B-B APPROACH ROADWAY**



**SECTION C-C APPROACH ROADWAY**



**SECTION A-A BRIDGE APPROACH SHOULDERS**



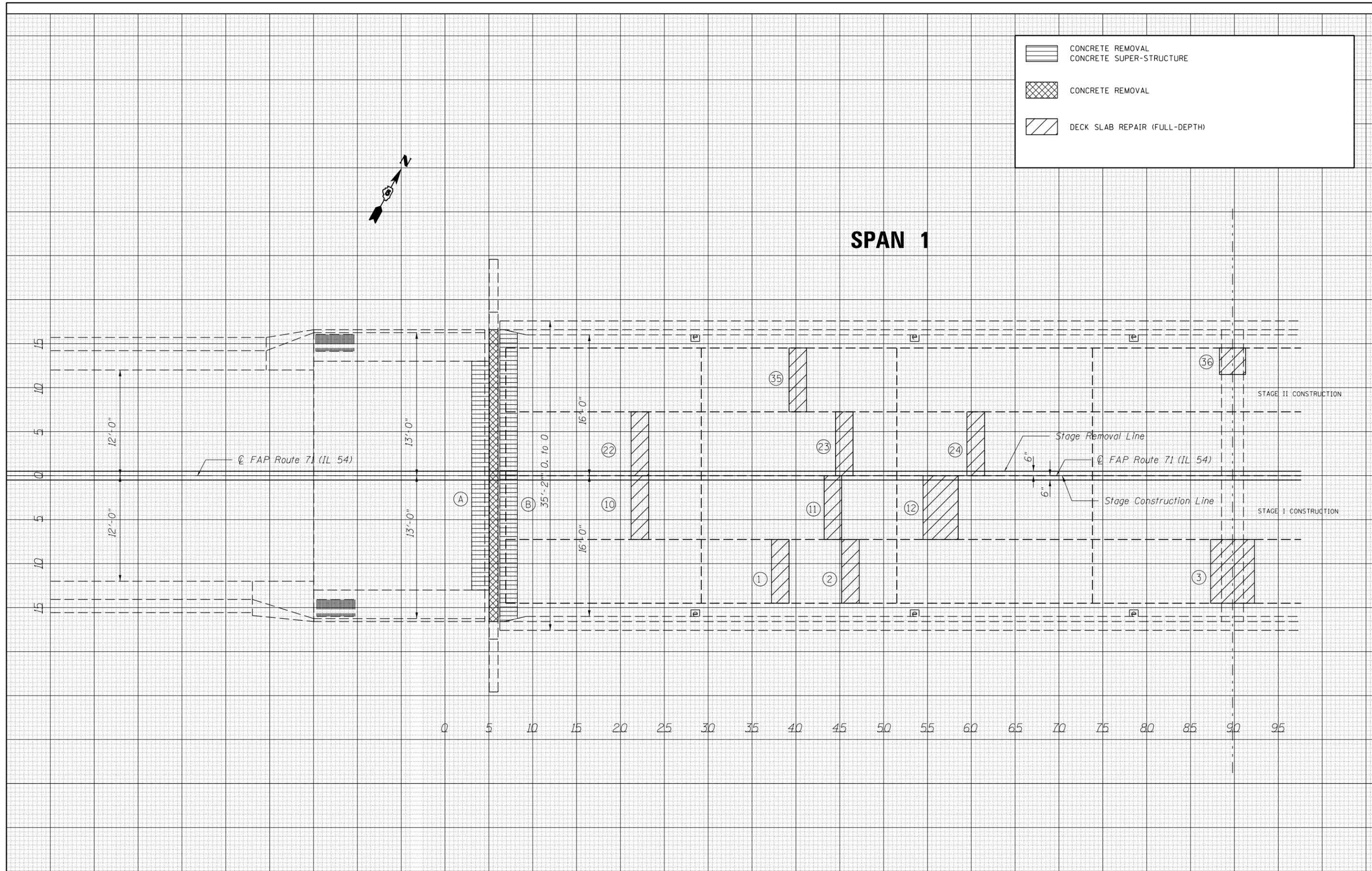
**SECTION D-D HMA SURFACE REMOVAL BUTT-JOINT**

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE APPROACH DETAILS S.N. 020-0020</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 6/21/2017	DATE - 012915	REVISOR -	REVISOR -		CONTRACT NO. 70B77			ILLINOIS FED. AID PROJECT				
					SCALE: None	SHEET NO. 11 OF 20 SHEETS	STA.	TO STA.				

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

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

	CONCRETE REMOVAL
	CONCRETE SUPER-STRUCTURE
	CONCRETE REMOVAL
	DECK SLAB REPAIR (FULL-DEPTH)



FILE NAME =	USER NAME = sherrjm	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE DECK PATCHING DETAIL S.N. 020-0020</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\\IL084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 5\Projects\0570877\CADD\Drawings\Structures\Plan-70877-StructurePlans\REVISED -	PLLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -			71	12BDR	DEWITT	47	18
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						SCALE:	SHEET 12	OF 20 SHEETS	STA.	TO STA.

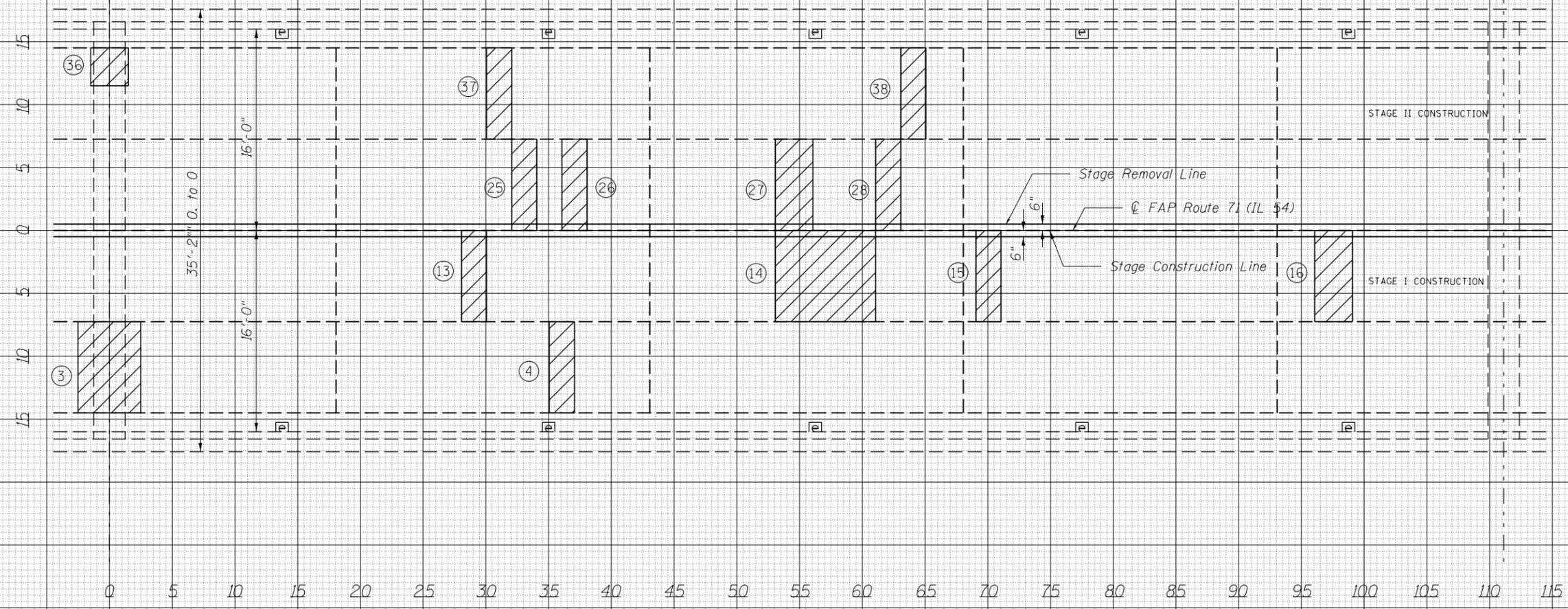
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BY	
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NO.	TEMPLATE
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DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

	CONCRETE REMOVAL
	CONCRETE SUPER-STRUCTURE
	CONCRETE REMOVAL
	DECK SLAB REPAIR (FULL-DEPTH)



# SPAN 2



FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -
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*MODELNAME*	PLOT DATE = 6/21/2017	DATE -	REVISOR -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BRIDGE DECK PATCHING DETAIL</b>			
<b>S.N. 020-0020</b>			
SCALE:	SHEET 13	OF 20 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	19
<b>CONTRACT NO. 70B77</b>				
ILLINOIS FED. AID PROJECT				

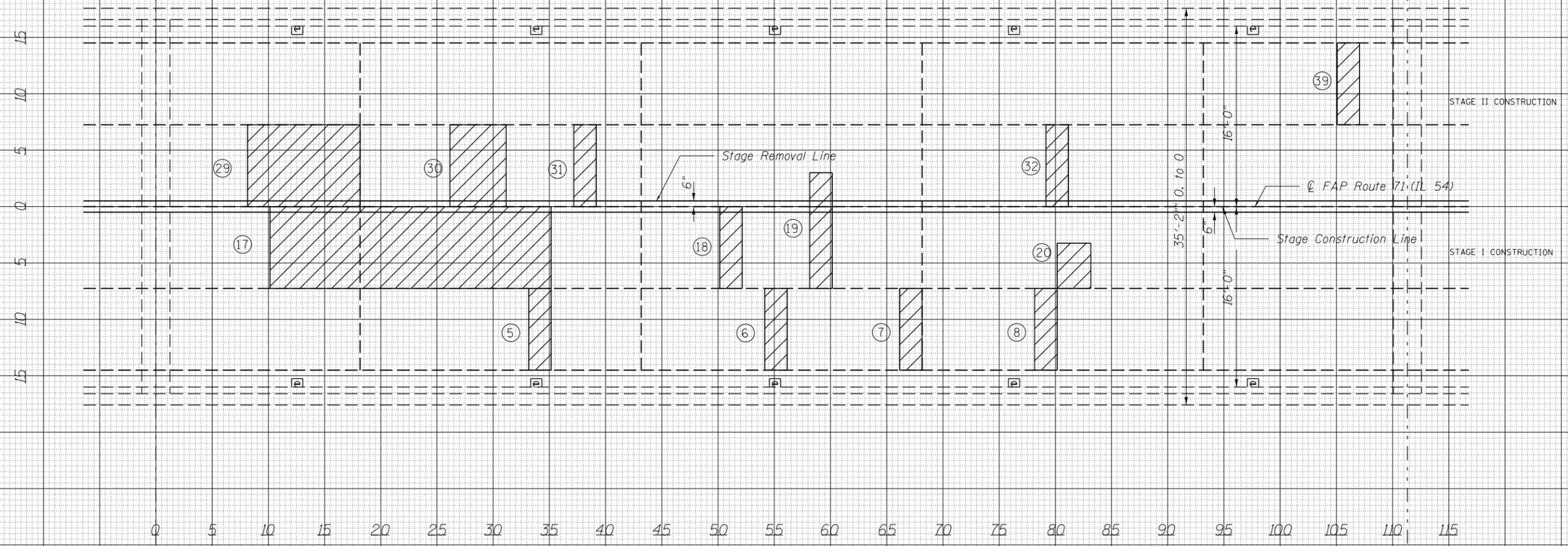
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BY	
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

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

	CONCRETE REMOVAL
	CONCRETE SUPER-STRUCTURE
	CONCRETE REMOVAL
	DECK SLAB REPAIR (FULL-DEPTH)



# SPAN 3



FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -
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PLOT DATE = 6/21/2017	DATE -	REVISED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE DECK PATCHING DETAIL  
S.N. 020-0020**

SCALE: SHEET 14 OF 20 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	20
CONTRACT NO. 70B77				

ILLINOIS FED. AID PROJECT

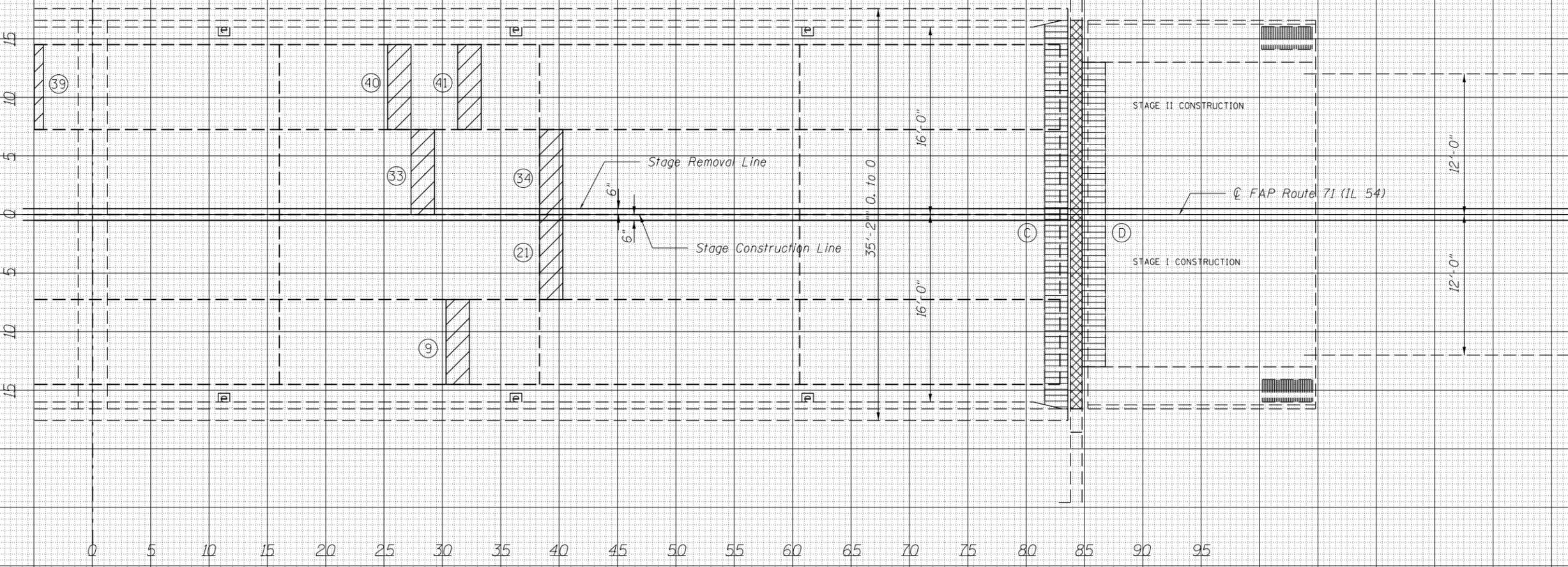
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BY	
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

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

	CONCRETE REMOVAL CONCRETE SUPER-STRUCTURE
	CONCRETE REMOVAL
	DECK SLAB REPAIR (FULL-DEPTH)



# SPAN 4



FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
\$MODELNAME\$	PLOT DATE = 6/21/2017	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BRIDGE DECK PATCHING DETAIL</b>			
<b>S.N. 020-0020</b>			
SCALE:	SHEET 15	OF 20 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	21
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				

PATCH NO.	SIZE		DECK SLAB REPAIR (PARTIAL DEPTH)	DECK SLAB REPAIR (FULL DEPTH T2)
	LENGTH (FT)	WIDTH (FT)	SQ YD	SQ YD
1	2	7.25		1.6
2	2	7.25		1.6
3	5	7.25		4.0
4	2	7.25		1.6
5	2	7.25		1.6
6	2	7.25		1.6
7	2	7.25		1.6
8	2	7.25		1.6
9	2	7.25		1.6
10	2	7.25		1.6
11	2	7.25		1.6
12	4	7.25		3.2
13	2	7.25		1.6
14	8	7.25		6.4
15	2	7.25		1.6
16	3	7.25		2.4
17	25	7.25		20.1
SUBT-TOTAL =			55.3	

PATCH NO.	SIZE		DECK SLAB REPAIR (PARTIAL DEPTH)	DECK SLAB REPAIR (FULL DEPTH T2)
	LENGTH (FT)	WIDTH (FT)	SQ YD	SQ YD
18	2	7.25		1.6
19	2	7.25		1.6
20	3	4		1.3
21	2	7.25		1.6
22	2	7.25		1.6
23	2	7.25		1.6
24	2	7.25		1.6
25	2	7.25		1.6
26	2	7.25		1.6
27	3	7.25		2.4
28	2	7.25		1.6
29	10	7.25		8.1
30	5	7.25		4
31	2	7.25		1.6
32	2	7.25		1.6
33	2	7.25		1.6
34	2	7.25		1.6
SUBT-TOTAL =			36.6	

PATCH NO.	SIZE		DECK SLAB REPAIR (PARTIAL DEPTH)	DECK SLAB REPAIR (FULL DEPTH T2)
	LENGTH (FT)	WIDTH (FT)	SQ YD	SQ YD
35	2	7.25		1.6
36	3	3		1.0
37	2	7.25		1.6
38	2	7.25		1.6
39	2	7.25		1.6
40	2	7.25		1.6
41	2	7.25		1.6
SUBT-TOTAL =			10.6	
TOTAL =			102.5	

**NOTES:**

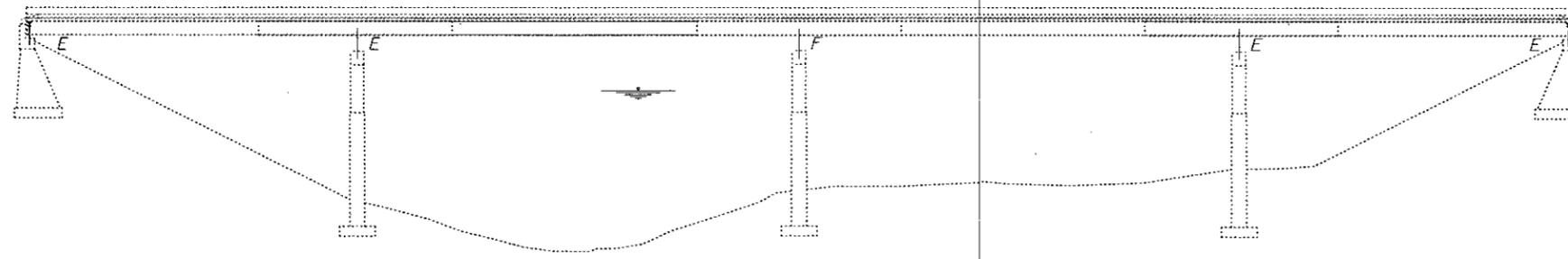
AREA OF DECK SLAB REPAIR HAVE BEEN ESTIMATED FROM DEC, 2016 DECK SURVEY. THE ACTUAL QUANTITY AND LOCATIONS SHALL BE DETERMINED BY THE ENGINEER. THE ENGINEER SHALL SHOW THE ACTUAL LOCATIONS OF THE DECK REPAIRS ON DECK PATCHING DETAIL SHEETS.

**BILL OF MATERIALS**

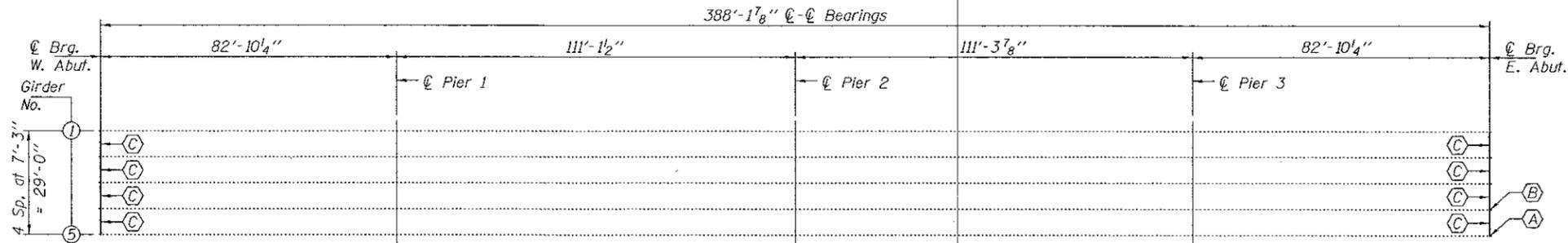
ITEM	UNIT	TOTAL
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	103.0

**NOTES**

All structural steel shall be AASHTO M 270 Grade 50.  
 Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts.  
 Bolts 7/8"φ, holes 15/16"φ, unless otherwise noted.  
 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 the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.  
 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.  
 The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.  
 Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the GBSP "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".  
 All structural steel shall be galvanized. Cost included with Structural Steel Repair or Furnishing and Erecting Structural Steel.  
 Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



**ELEVATION**

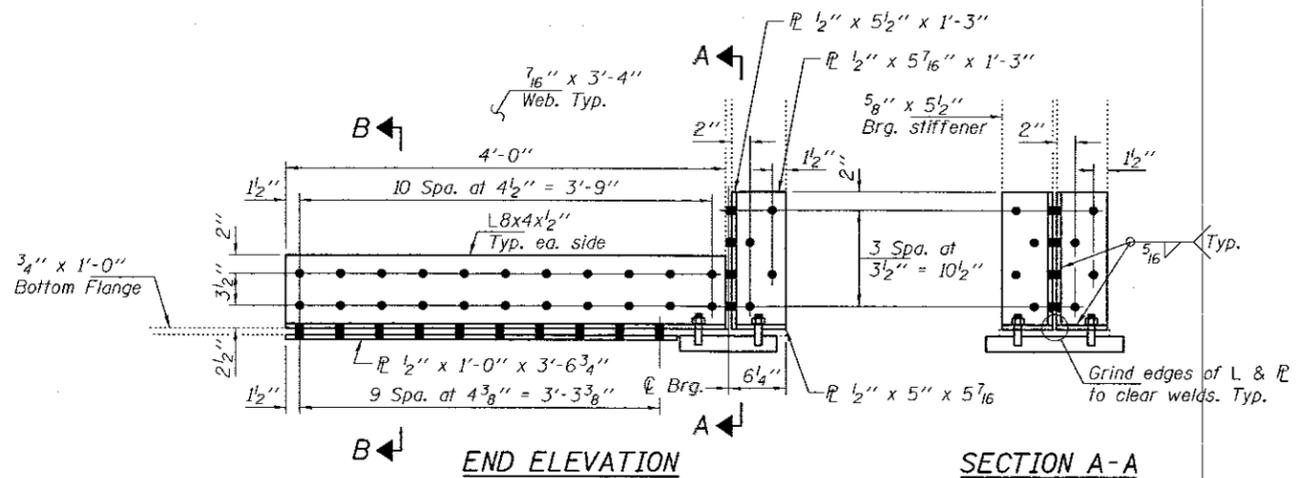


**PLAN**

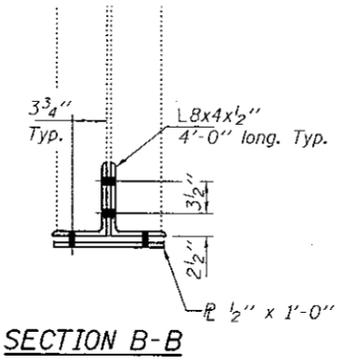
- (A) - Girder 5 end repair
  - (B) - Girder 4 end repair
  - (C) - Diaphragm replacement
- Bearing replacement. Typ. at abutments

Note:  
 For Total Bill of Material, see sheet 1 of 20.

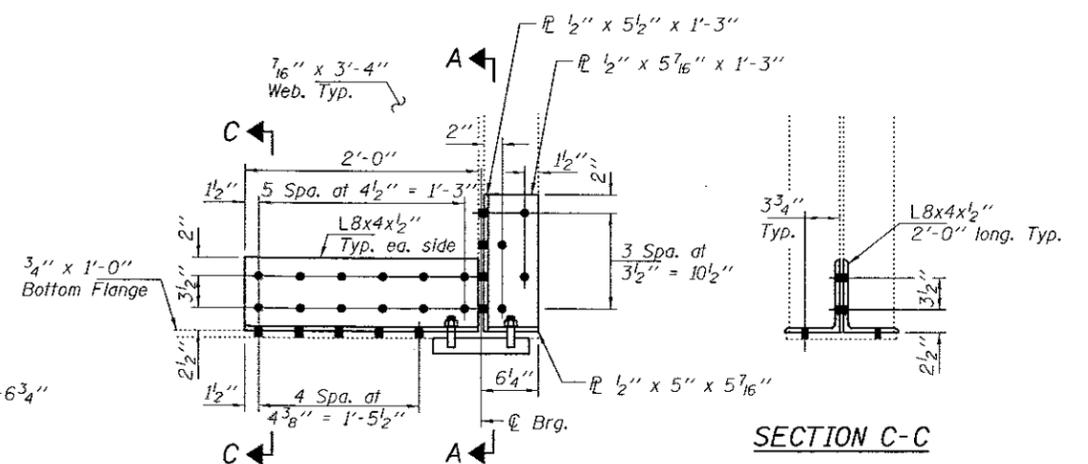
DESIGNED JSB	EXAMINED <i>Timothy A. ...</i>	DATE MARCH 7, 2018	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GIRDER REPAIRS AND BEARING REPLACEMENT FAP 71 OVER SALT CREEK SN 020-0020</b>	F.A.P. RTE. 71	SECTION 1280R	COUNTY DeWITT	TOTAL SHEETS 47	SHEET NO. 23
CHECKED JGY	ENGINEER OF STRUCTURAL SERVICES								
DRAWN <i>baliva</i>	PASSED <i>Carl ...</i>								
CHECKED JSB JGY	ENGINEER OF BRIDGES AND STRUCTURES								
					SHEET NO. 17 OF 20 SHEETS				
					ILLINOIS FED. AID PROJECT				
					CONTRACT NO. 70B77				



REPAIR A



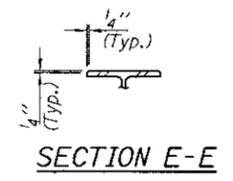
SECTION B-B



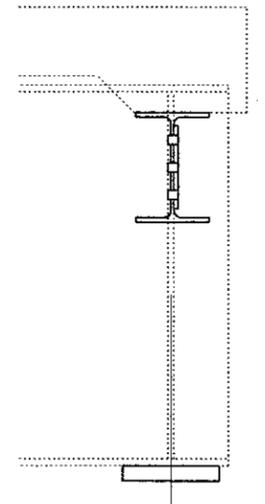
REPAIR B

For bearing replacement details, see sheet 19 of 20.

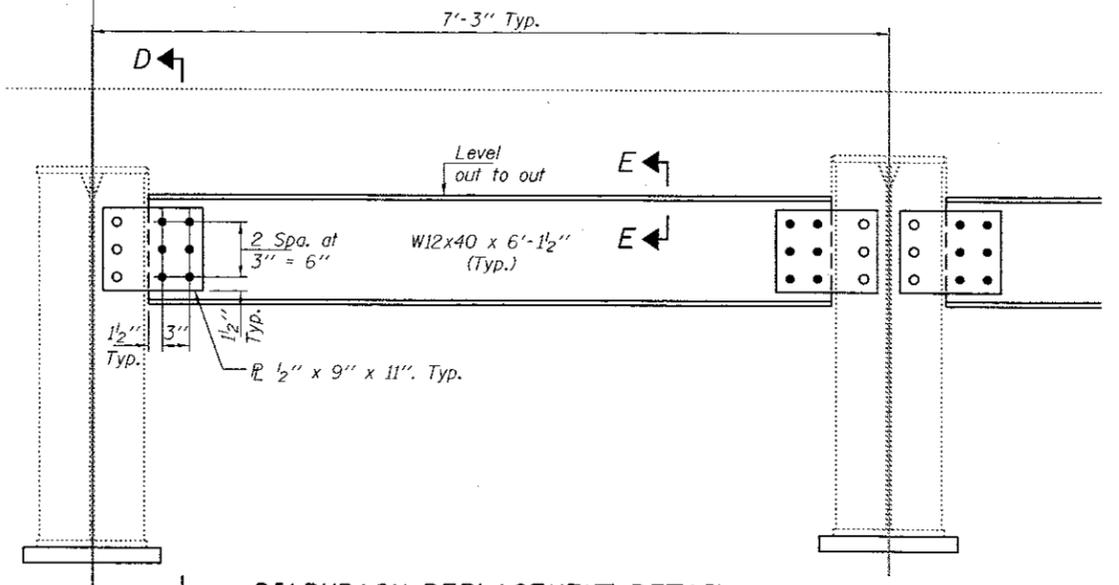
- Use holes in new steel as template for drilling holes in existing steel.
- Use holes in existing steel as template for drilling holes in new steel.



SECTION E-E



SECTION D-D



DIAPHRAGM REPLACEMENT DETAIL  
(8 Required)

TYPICAL AT EXTERIOR GIRDER

TYPICAL AT INTERIOR GIRDER

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	2300
Structural Steel Removal	Pound	2190
* Structural Steel Repair	Pound	490

\* Repairs A & B only

DESIGNED JSB	EXAMINED <i>Timothy A. ...</i>	DATE MARCH 7, 2018
CHECKED JGY	ENGINEER OF STRUCTURAL SERVICES	
DRAWN baliva	PASSED <i>Carl ...</i>	REVISOR
CHECKED JSB JGY	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR

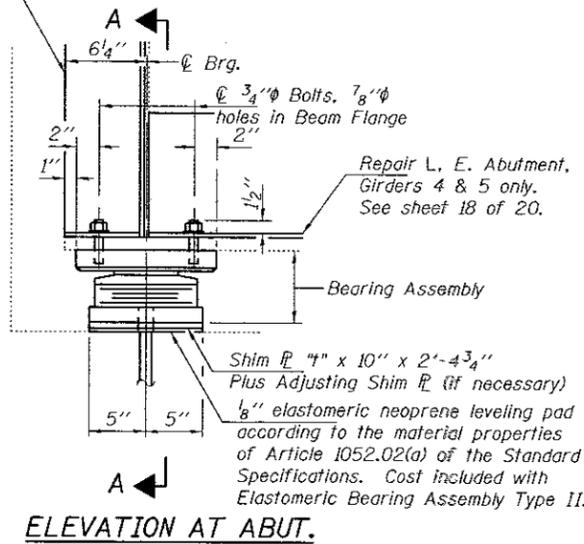
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GIRDER REPAIR DETAILS  
SN 020-0020

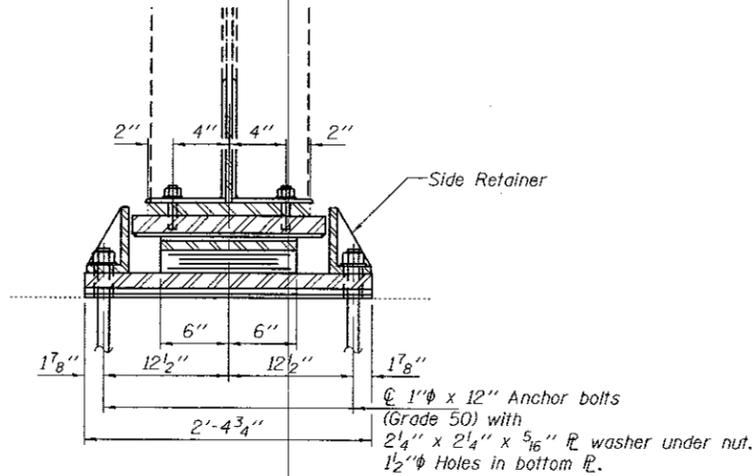
SHEET NO. 18 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	1280R	DeWITT	47	24
			CONTRACT NO. 70B77	
ILLINOIS FED. AID PROJECT				

Repair R. E. Abutment,  
Girders 4 & 5 only.  
See sheet 18 of 20.



ELEVATION AT ABUT.

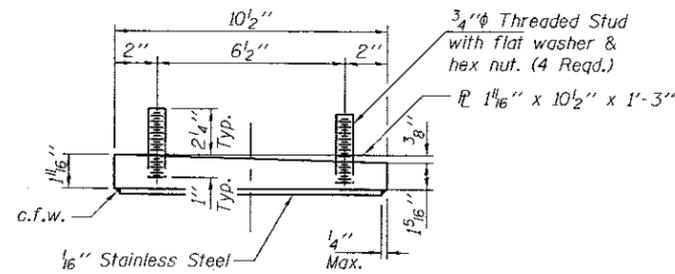


SECTION A-A

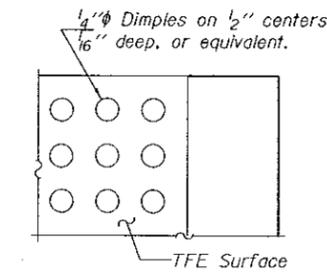
TYPE II ELASTOMERIC EXP. BRG.

SHIM PLATE 4"

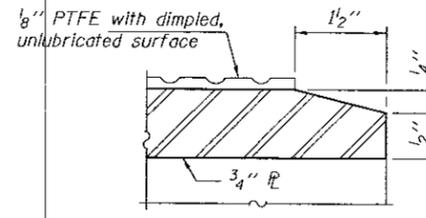
Location	Bm. 1	Bm. 2	Bm. 3	Bm. 4	Bm. 5
W. Abut.	0	1/8"	0	0	0
E. Abut.	0	1/4"	1/4"	0	0



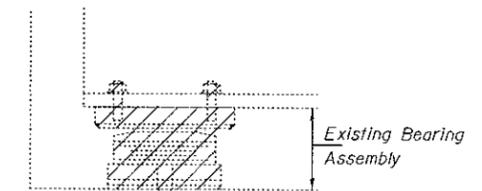
TOP BEARING ASSEMBLY  
(Looking North)



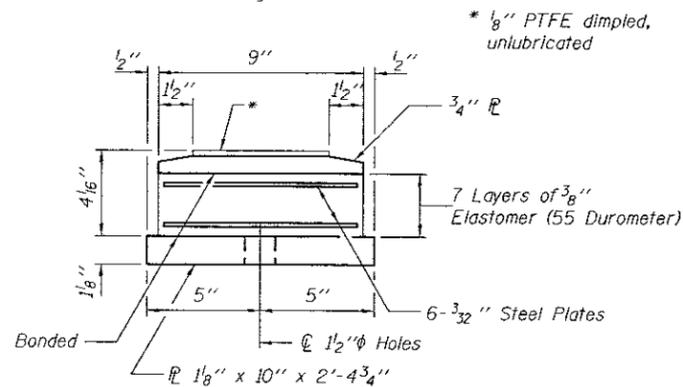
PLAN-PTFE SURFACE



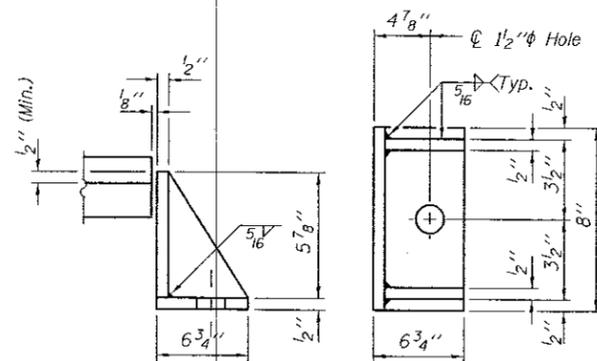
SECTION THRU PTFE



EXISTING BEARING REMOVAL DETAIL  
Cost included with Jack and Remove Existing Bearings.

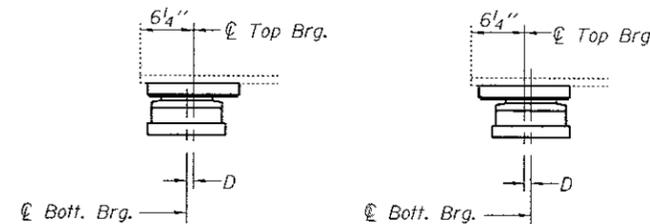


BOTTOM BEARING ASSEMBLY



SIDE RETAINER

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



BELOW 50°F. ABOVE 50°F.

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

SETTING ANCHOR BOLTS AT EXP. BRG.

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	10
Jack and Remove Existing Bearings	Each	10
Furnishing and Erecting Structural Steel	Pound	50
Anchor Bolts 1" $\phi$	Each	20

TYII/REPS 12-03-2008

DESIGNED JSB	EXAMINED <i>Timothy A. Anhalt</i>	DATE MARCH 7, 2018
CHECKED JGY	ENGINEER OF STRUCTURAL SERVICES	
DRAWN baliva	PASSED <i>Carl Perry</i>	REVISOR
CHECKED JSB JGY	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR

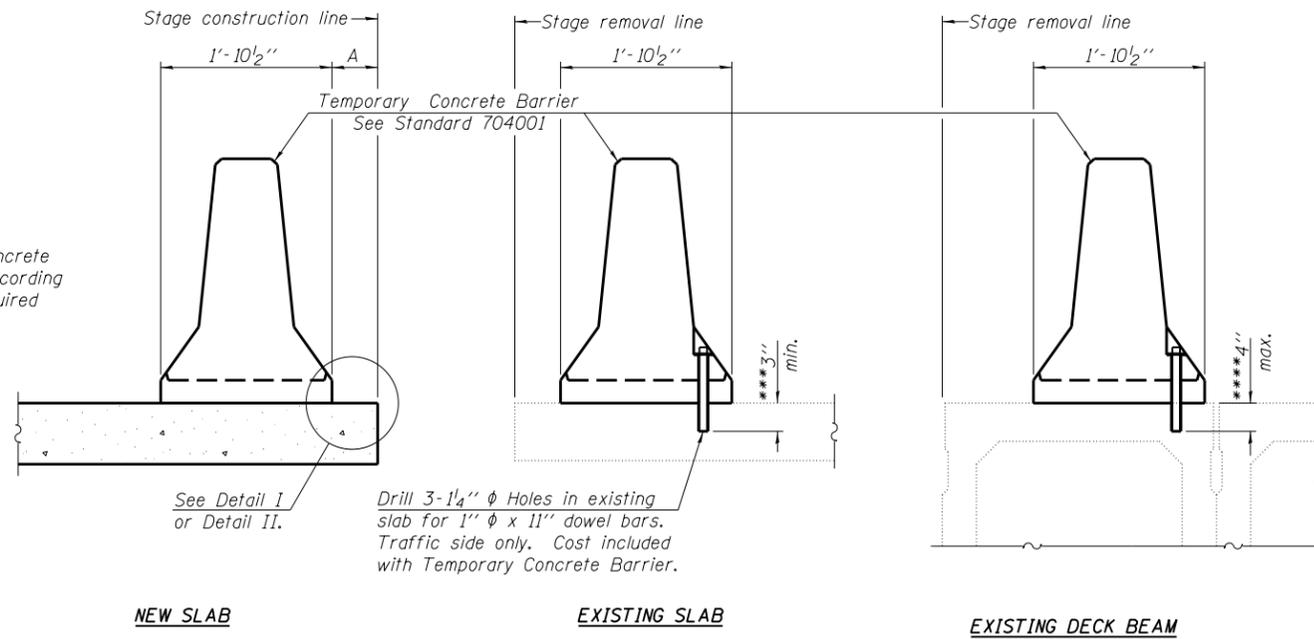
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BEARING REPLACEMENT DETAILS  
SN 020-0020

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	128DR	DeWITT	47	25
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				

SHEET NO. 19 OF 20 SHEETS

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



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

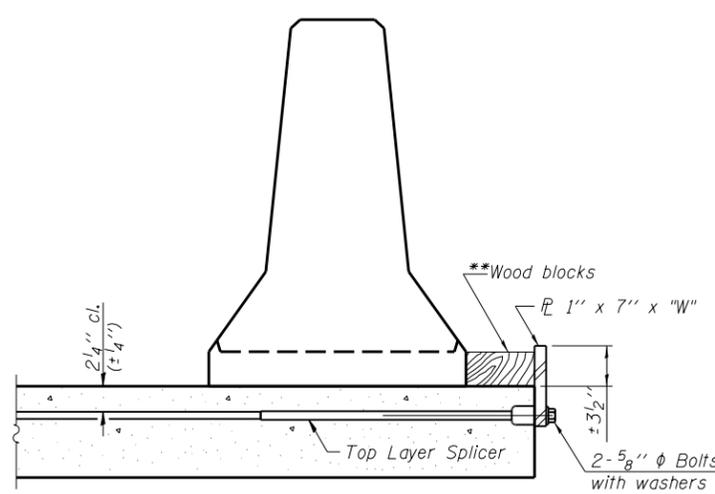
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

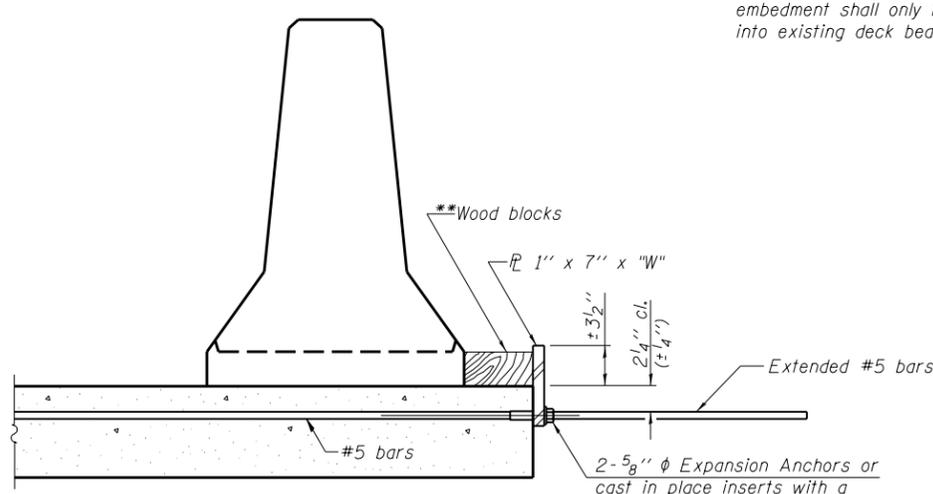
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

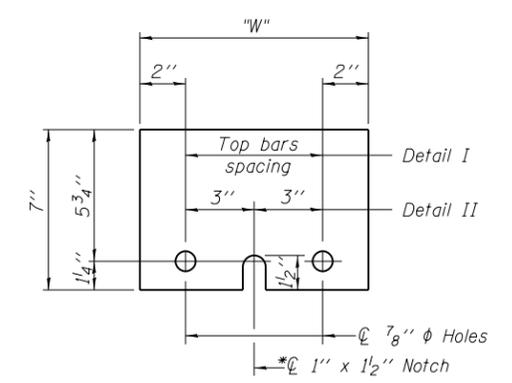
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**DETAIL I**



**DETAIL II**



**STEEL RETAINER PL 1" x 7" x "W"**

\* Required only with Detail II

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

"W" = Top bars spacing + 4"

R-27

7-1-10

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION S.N. 020-0020</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\11\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 5\Projects\0577\DRAWING\Structures\Plan-70B77-Struct\REVISED.dgn	PLotted	CHECKED -	REVISED -					71	12BDR	DEWITT	47	26
PLOT SCALE = 40.0000' / in.	DATE -	REVISOR -	REVISOR -		CONTRACT NO. 70B77							
PLOT DATE = 6/21/2017	DATE -	REVISOR -	REVISOR -		ILLINOIS FED. AID PROJECT							

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

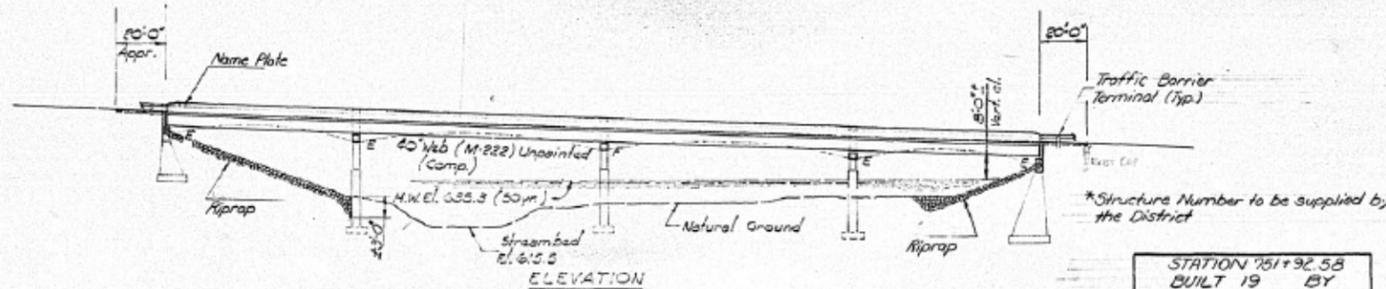
REVISED	DATE	BY	REASON	SHEET NO.
1	7/1	REB	DEWITT	30
				13
				16 SHEETS

Baron Marki Chicago # on top of wing 16'-0" Rls. Sta. 753+28.50 Elev. 647.50  
 Existing Structure: No. 020-0020 Built in 1938 as F.A. Pk. 161 Section 12 B  
 Sta. 751+92.58 A 4-Span continuous R.C. Haunched Girder, R.C. Spill  
 Thru Abut. and R.C. Piers. Substructure to be reconstructed to accommodate a new widened  
 45' Web R. Girder with a R.C. Deck. Existing Structure is 30'-5"  
 wide and 393'-2" Back to Back Abut. Traffic shall be detoured during reconstruction.  
 Road will be closed.

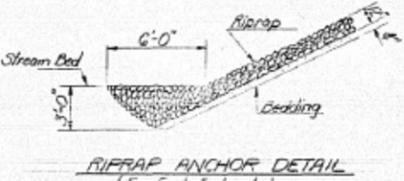
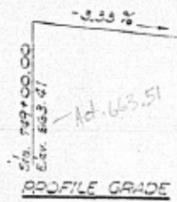
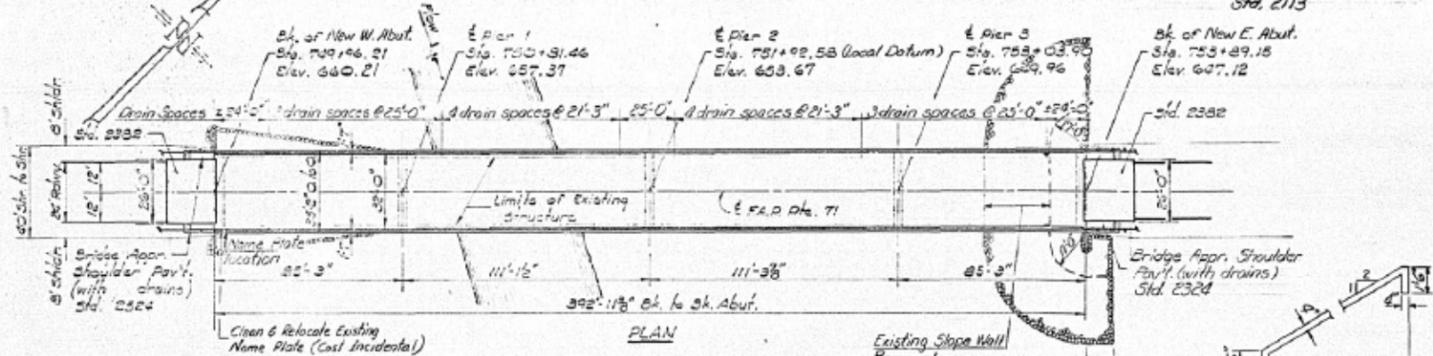
No Salvage:

GENERAL NOTES

Fasteners shall be high strength bolts. Bolts  $\frac{3}{4}$ " $\phi$ , open holes  $\frac{1}{8}$ " $\phi$ , unless otherwise noted (AASHTO M 164 Type 3).  
 Calculated weight of Structural Steel = 366,300 lbs. - M 222  
 All structural steel shall be AASHTO M 222 unpainted except Floor Drains which shall be as specified.  
 All structural steel for a distance of three times the depth of the girders, but not exceeding 10 feet, each way from the deck joints and all floor drain components shall be cleaned and given one coat of the basic lead silico-chromate primer and a marine field coat. Both coats to be applied in the shop with spot painting only in the field.  
 Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.  
 Anchor bolts shall be set before bolting diaphragms over supports.  
 The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection.  
 Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.  
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two  $\frac{1}{2}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, shims of the dimensions of top plate shall be provided and placed as detailed.  
 The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the tension flanges, webs and all splice plate material of the steel girders.  
 Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-53 Grade 60.  
 Layout of riprap may be varied in the field to suit ground conditions, as directed by the Engineer.



STATION 751+92.58  
 BUILT 19 BY  
 STATE OF ILLINOIS  
 F.A. Pk. 71 SEC. 12 BR  
 F.A. Proj. BR-71(21)  
 LOADING HS20  
 \*STR No.  
 NAME PLATE  
 SH. 2113



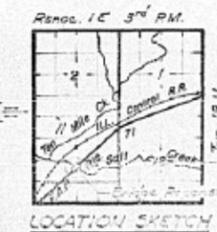
SECTION THRU EXISTING SLOPE WALL

DESIGN STRESSES  
 $f_t = 8,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 50,000$  psi (Structural)  
 Epoxy coated reinforcement bars shall be used in the top layer of the deck slab.

LOADING HS 20-44 (New Construction)  
 Design Specification: 1977 AASHTO, 1978, 1979 and 1980 Interim Specifications as applicable.  
 Allow 25% $\phi$  ft. for future wearing surface.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		65	65
Structure Excavation	Cu. Yd.		85	85
Floor Drains	Each	32		32
Class X Concrete	Cu. Yd.	415.9	97.6	513.5
Structural Steel	Lump Sum			1
Stud Shear Connectors	Each	3730		3730
Reinforcement Bars	Pound	43,950	6,360	50,310
Reinforcement Bars (Epoxy Coated)	Pound	71,340		71,340
Name Plates	Each	1		1
Neoprene Expansion Joint 2'x2'	Lin. Ft.	69		69
Elastomeric Bearing Assembly, Type I	Each	10		10
Elastomeric Bearing Assembly, Type II	Each	10		10
Protective Coat	Sq. Yd.	1710	34	1744
Riprap	Sq. Yd.		1115	1115
Removal of Existing Slope Wall	Sq. Yd.		895	895



GENERAL PLAN  
 F.A. Pk. 71 Over SALT CREEK  
 F.A. Pk. 71 SECTION 12 BR  
 DE WITT COUNTY  
 Sta. 751+92.58

DESIGNED	DAU KRUHL
CHECKED	RLB BRUNETTE
DRAWN	188
CHECKED	RB

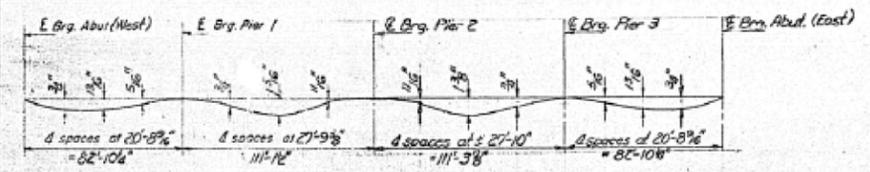
EXAMINED	DATE	DESIGNED BY
PAIRED	December 26 1980	DAU KRUHL
APPROVED		

WATERWAY INFORMATION							
Drainage Area 325 ac mi Low Grade Elev. 659.2 0.5%							
Flood	Flow	Depth	Velocity	W.C.	W.C. + P.F.	W.C. + P.F. + M	W.C. + P.F. + M + S
Design	50	1.75	2.54	3.09	3.53	4.11	4.56
Base	30	1.00	1.75	2.26	2.66	3.13	3.57
Overtopping	50	2.00	3.09	3.99	4.37	5.06	5.50
Max. Conc.	600						

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

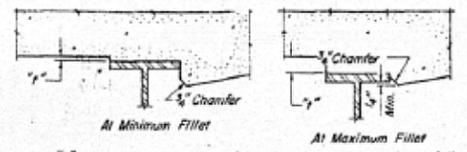
PROJECT NO.	SECTION	SHEET NO.	TOTAL SHEETS
71	12BR	20	18

SHEET NO. 2  
18 SHEETS



DEAD LOAD DEFLECTION DIAGRAM  
(Includes weight of concrete only)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



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

FILLET HEIGHTS

**GIRDER #1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E. Brg. West Abut.	74998.606	-14.500	659.887	659.287
	75008.606	-14.500	659.954	659.583
	75018.606	-14.500	659.221	659.279
	75028.606	-14.500	659.188	659.452
	75038.606	-14.500	659.355	659.722
	75048.606	-14.500	659.222	659.771
E. Brg. Pier 1	75048.606	-14.500	657.989	657.919
	75058.606	-14.500	657.556	657.572
	75068.606	-14.500	657.123	657.126
	75078.606	-14.500	656.790	656.819
	75088.606	-14.500	656.457	656.594
	75098.606	-14.500	656.124	656.371
E. Brg. Pier 2	75098.606	-14.500	653.427	653.427
	75108.606	-14.500	653.094	653.115
	75118.606	-14.500	652.761	652.804
	75128.606	-14.500	652.428	652.491
	75138.606	-14.500	652.095	652.178
	75148.606	-14.500	651.762	651.885
E. Brg. Pier 3	75148.606	-14.500	649.720	649.720
	75158.606	-14.500	649.387	649.400
	75168.606	-14.500	649.054	649.079
	75178.606	-14.500	648.721	648.764
	75188.606	-14.500	648.388	648.452
	75198.606	-14.500	648.055	648.119
E. Brg. East Abut.	75198.606	-14.500	647.722	647.783
	75208.606	-14.500	647.389	647.426
	75218.606	-14.500	647.056	647.115
	75228.606	-14.500	646.723	646.779
	75238.606	-14.500	646.390	646.459
	75248.606	-14.500	646.057	646.149

**NORTH LONGITUDINAL BONDED CONSTRUCTION JOINT**

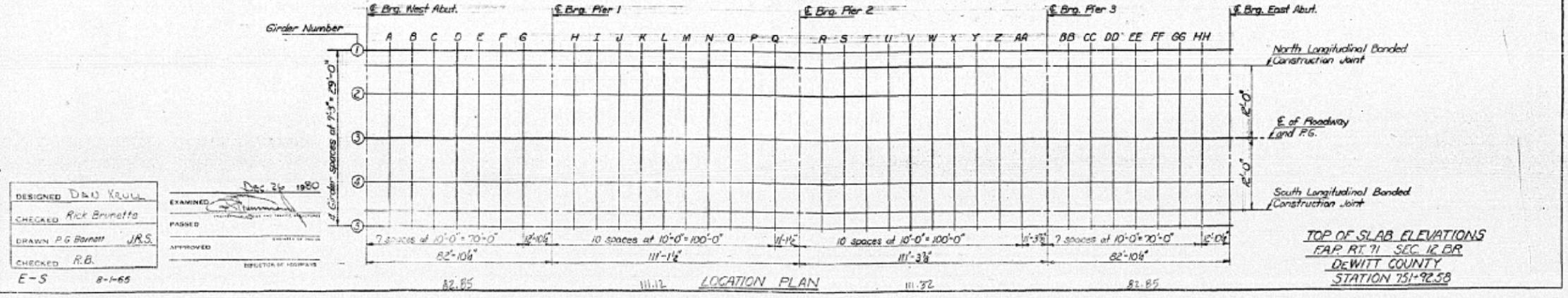
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E. Brg. West Abut.	74998.606	-12.000	659.939	659.939
	75008.606	-12.000	659.606	659.635
	75018.606	-12.000	659.273	659.331
	75028.606	-12.000	658.940	659.004
	75038.606	-12.000	658.607	658.674
	75048.606	-12.000	658.274	658.325
E. Brg. Pier 1	75048.606	-12.000	657.943	657.972
	75058.606	-12.000	657.610	657.624
	75068.606	-12.000	657.277	657.280
	75078.606	-12.000	656.944	656.940
	75088.606	-12.000	656.611	656.540
	75098.606	-12.000	656.278	656.240
E. Brg. Pier 2	75098.606	-12.000	653.479	653.479
	75108.606	-12.000	653.146	653.167
	75118.606	-12.000	652.813	652.856
	75128.606	-12.000	652.480	652.543
	75138.606	-12.000	652.147	652.230
	75148.606	-12.000	651.814	651.917
E. Brg. Pier 3	75148.606	-12.000	649.772	649.772
	75158.606	-12.000	649.439	649.452
	75168.606	-12.000	649.106	649.131
	75178.606	-12.000	648.773	648.818
	75188.606	-12.000	648.440	648.504
	75198.606	-12.000	648.107	648.171
E. Brg. East Abut.	75198.606	-12.000	647.774	647.835
	75208.606	-12.000	647.441	647.478
	75218.606	-12.000	647.108	647.179
	75228.606	-12.000	646.775	646.859
	75238.606	-12.000	646.442	646.541
	75248.606	-12.000	646.109	646.223

**GIRDER #2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E. Brg. West Abut.	75008.606	-7.250	659.680	659.709
	75018.606	-7.250	659.347	659.405
	75028.606	-7.250	659.014	659.078
	75038.606	-7.250	658.681	658.749
	75048.606	-7.250	658.348	658.399
	75058.606	-7.250	658.015	658.046
E. Brg. Pier 1	75058.606	-7.250	657.682	657.699
	75068.606	-7.250	657.349	657.354
	75078.606	-7.250	657.016	657.014
	75088.606	-7.250	656.683	656.674
	75098.606	-7.250	656.350	656.333
	75108.606	-7.250	656.017	656.000
E. Brg. Pier 2	75108.606	-7.250	653.554	653.554
	75118.606	-7.250	653.221	653.242
	75128.606	-7.250	652.888	652.930
	75138.606	-7.250	652.555	652.617
	75148.606	-7.250	652.222	652.304
	75158.606	-7.250	651.889	651.991
E. Brg. Pier 3	75158.606	-7.250	649.846	649.846
	75168.606	-7.250	649.513	649.526
	75178.606	-7.250	649.180	649.205
	75188.606	-7.250	648.847	648.892
	75198.606	-7.250	648.514	648.579
	75208.606	-7.250	648.181	648.245
E. Brg. East Abut.	75208.606	-7.250	647.844	647.909
	75218.606	-7.250	647.511	647.576
	75228.606	-7.250	647.178	647.243
	75238.606	-7.250	646.845	646.910
	75248.606	-7.250	646.512	646.577
	75258.606	-7.250	646.179	646.244

**PROFILE GRADE OF ROADWAY AND GIRDER #3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E. Brg. West Abut.	74998.606	0.0	660.126	660.126
	75008.606	0.0	659.793	659.823
	75018.606	0.0	659.460	659.510
	75028.606	0.0	659.127	659.191
	75038.606	0.0	658.794	658.862
	75048.606	0.0	658.461	658.512
E. Brg. Pier 1	75048.606	0.0	657.367	657.367
	75058.606	0.0	657.034	657.057
	75068.606	0.0	656.701	656.747
	75078.606	0.0	656.368	656.436
	75088.606	0.0	656.035	656.120
	75098.606	0.0	655.702	655.806
E. Brg. Pier 2	75098.606	0.0	653.667	653.667
	75108.606	0.0	653.334	653.355
	75118.606	0.0	653.001	653.031
	75128.606	0.0	652.668	652.731
	75138.606	0.0	652.335	652.418
	75148.606	0.0	652.002	652.104
E. Brg. Pier 3	75148.606	0.0	649.960	649.960
	75158.606	0.0	649.627	649.639
	75168.606	0.0	649.294	649.319
	75178.606	0.0	648.961	649.005
	75188.606	0.0	648.628	648.682
	75198.606	0.0	648.295	648.359
E. Brg. East Abut.	75198.606	0.0	647.962	648.022
	75208.606	0.0	647.629	647.686
	75218.606	0.0	647.296	647.359
	75228.606	0.0	646.963	647.032
	75238.606	0.0	646.630	646.701
	75248.606	0.0	646.297	646.372



DESIGNED: D.W. KULL  
CHECKED: Rick Brunetta  
DRAWN: P.G. Barnett  
CHECKED: R.B.  
E-S 8-1-65

EXAMINED: [Signature]  
PASSED: [Signature]  
APPROVED: [Signature]  
REVISOR OF RECORDS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

AS-BUILT PLANS (INFORMATION ONLY)  
S.N. 020-0020

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BR	DEWITT	47	28

CONTRACT NO. 70B77

SCALE: None SHEET NO. 2 OF 15 SHEETS STA. TO STA.

FILE NAME: ...  
USER NAME: shererjm  
DESIGNED: JMS  
REVISED: -  
CHECKED: -  
DATE: 012915

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
71	12BR	Dewitt	30	15
SHEET NO. 3				
15 SHEETS				

GIRDER #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E. Brg. West Abut. A B C D E F	74998.000	7.250	660.013	660.013
	75000.000	7.250	659.480	659.480
	75002.000	7.250	659.292	659.292
	75004.000	7.250	659.014	659.014
	75006.000	7.250	658.481	658.481
	75008.000	7.250	658.215	658.215
E. Brg. Pier 1 H I J K L M N O	75081.400	7.250	657.254	657.254
	75083.400	7.250	656.921	656.921
	75085.400	7.250	656.488	656.488
	75087.400	7.250	656.055	656.055
	75089.400	7.250	655.622	655.622
	75091.400	7.250	655.189	655.189
E. Brg. Pier 2 P Q R S T U V W X Y Z AA	75192.500	7.250	653.554	653.554
	75194.500	7.250	653.221	653.221
	75196.500	7.250	652.888	652.888
	75198.500	7.250	652.455	652.455
	75200.500	7.250	652.022	652.022
	75202.500	7.250	651.589	651.589
E. Brg. Pier 3 BB CC DD EE FF GG HH	75303.900	7.250	649.840	649.840
	75305.900	7.250	649.507	649.507
	75307.900	7.250	649.174	649.174
	75309.900	7.250	648.841	648.841
	75311.900	7.250	648.508	648.508
	75313.900	7.250	648.175	648.175
E. Brg. East Abut.	75386.750	7.250	647.007	647.007

SOUTH LONGITUDINAL BONDED CONSTRUCTION JT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E. Brg. West Abut. A B C D E F	74998.000	12.000	659.939	659.939
	75000.000	12.000	659.606	659.606
	75002.000	12.000	659.273	659.273
	75004.000	12.000	658.940	658.940
	75006.000	12.000	658.607	658.607
	75008.000	12.000	658.274	658.274
E. Brg. Pier 1 H I J K L M N O	75081.400	12.000	657.180	657.180
	75083.400	12.000	656.847	656.847
	75085.400	12.000	656.514	656.514
	75087.400	12.000	656.181	656.181
	75089.400	12.000	655.848	655.848
	75091.400	12.000	655.515	655.515
E. Brg. Pier 2 P Q R S T U V W X Y Z AA	75192.500	12.000	653.479	653.479
	75194.500	12.000	653.146	653.146
	75196.500	12.000	652.813	652.813
	75198.500	12.000	652.480	652.480
	75200.500	12.000	652.147	652.147
	75202.500	12.000	651.814	651.814
E. Brg. Pier 3 BB CC DD EE FF GG HH	75303.900	12.000	649.772	649.772
	75305.900	12.000	649.439	649.439
	75307.900	12.000	649.106	649.106
	75309.900	12.000	648.773	648.773
	75311.900	12.000	648.440	648.440
	75313.900	12.000	648.107	648.107
E. Brg. East Abut.	75386.750	12.000	647.013	647.013

GIRDER #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
E. Brg. West Abut. A B C D E F	74998.000	14.500	659.887	659.887
	75000.000	14.500	659.554	659.554
	75002.000	14.500	659.221	659.221
	75004.000	14.500	658.888	658.888
	75006.000	14.500	658.555	658.555
	75008.000	14.500	658.222	658.222
E. Brg. Pier 1 H I J K L M N O	75081.400	14.500	657.128	657.128
	75083.400	14.500	656.795	656.795
	75085.400	14.500	656.462	656.462
	75087.400	14.500	656.129	656.129
	75089.400	14.500	655.796	655.796
	75091.400	14.500	655.463	655.463
E. Brg. Pier 2 P Q R S T U V W X Y Z AA	75192.500	14.500	653.427	653.427
	75194.500	14.500	653.094	653.094
	75196.500	14.500	652.761	652.761
	75198.500	14.500	652.428	652.428
	75200.500	14.500	652.095	652.095
	75202.500	14.500	651.762	651.762
E. Brg. Pier 3 BB CC DD EE FF GG HH	75303.900	14.500	649.720	649.720
	75305.900	14.500	649.387	649.387
	75307.900	14.500	649.054	649.054
	75309.900	14.500	648.721	648.721
	75311.900	14.500	648.388	648.388
	75313.900	14.500	648.055	648.055
E. Brg. East Abut.	75386.750	14.500	646.961	646.961

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection

See Sheet #2 for Location Plan.

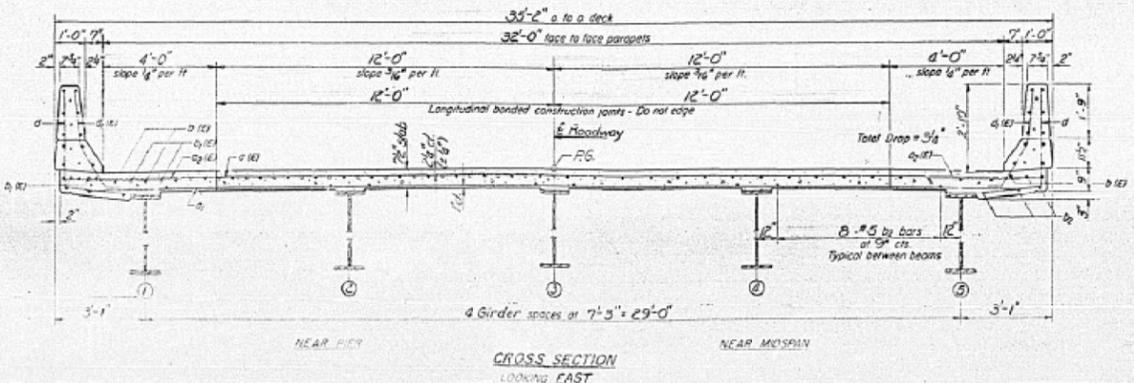
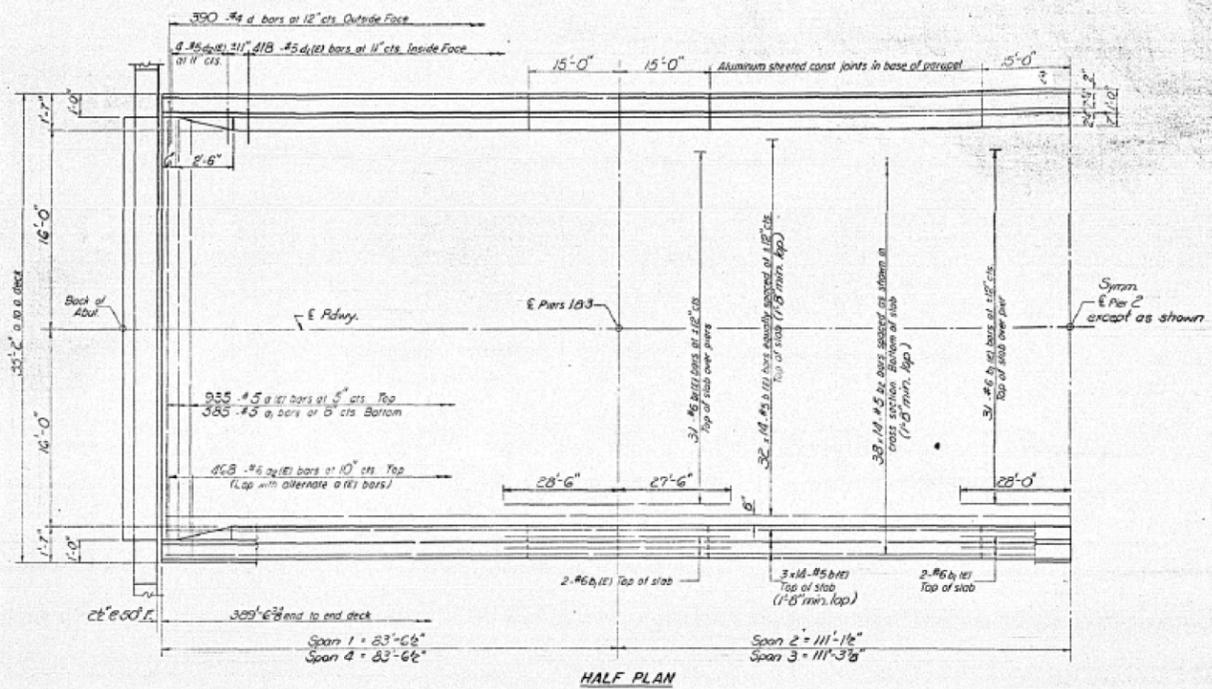
DESIGNED <b>DAV KELL</b>	EXAMINED <b>[Signature]</b>
CHECKED <b>Rick Brunetta</b>	PASSED <b>[Signature]</b>
DRAWN <b>P.G. Bennett</b>	APPROVED <b>[Signature]</b>
CHECKED <b>R.B.</b>	

E-5 8-1-65

TOP OF SLAB ELEVATIONS  
EAP RT. 71 SEC. 12 BR  
DEWITT COUNTY  
STATION 751+92.58

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. OF SHEETS
71	12BR	DEWITT	30	16	16 SHEETS



NOTES:  
See sheet #5 for superstructure details and Bill of Material.  
Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.  
Bars indicated thus #3 @ 3'-#3 etc. indicates 20 lines of bars with 3 lengths per line.

DESIGNED DAN KRULL	EXAMINED
CHECKED Rick Brunetta	PASSED
DRAWN Joe Sutherland	APPROVED
CHECKED R.B.	

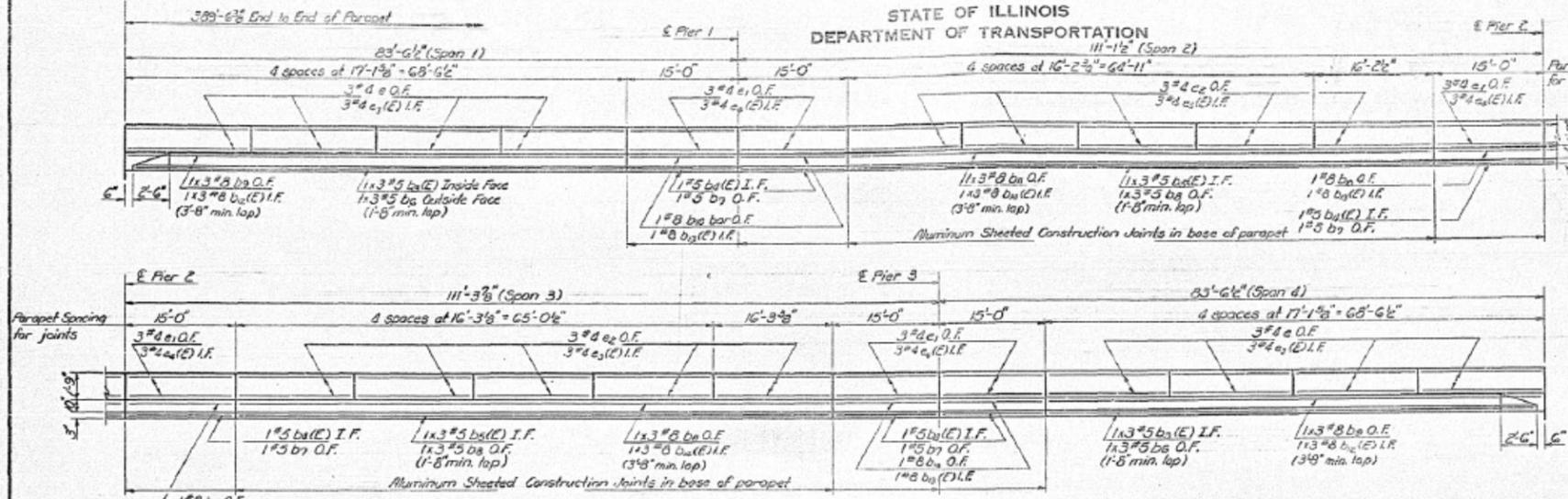
SUPERSTRUCTURE  
FAR RT. 71 SEC. 12 BR  
DEWITT COUNTY  
STATION 75+92.58

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	AS-BUILT PLANS (INFORMATION ONLY) S.N. 020-0020	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\11084EBID\INTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 5\Projects\0577\DRAWING\Struct\MS\Plan-70B77-Struct\REVISED.dgn	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -			71	12BDR	DEWITT	47	30
PLOT DATE = 6/21/2017	DATE = 012915	REVISED -	REVISED -			CONTRACT NO. 70B77			ILLINOIS FED. AID PROJECT	

SCALE: None SHEET NO. 4 OF 15 SHEETS STA. TO STA.

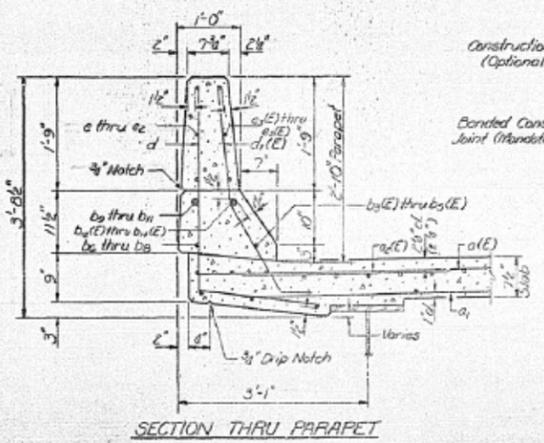
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	BY	SCALE	SHEET NO.	TOTAL SHEETS
12/28	Der/H	30	17	14



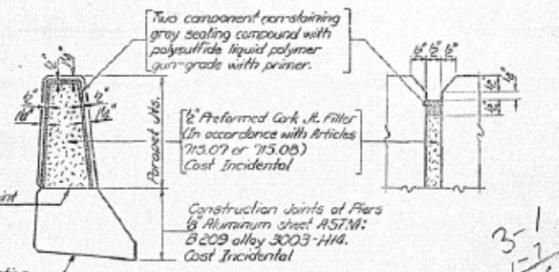
Note:  
Bars designated thus 1x3 #3 etc. indicates  
1 line of bars with 3 lengths per line.

ELEVATION OF NORTH PARAPET  
(Use the same lengths and bars in the South Parapet)

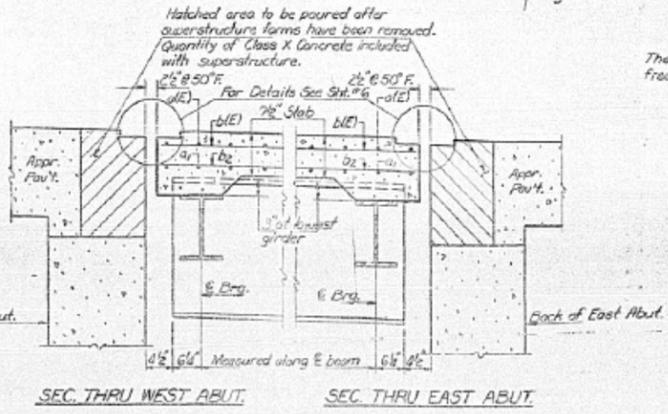


DESIGNED	DAN KRULL	EXAMINED	Dec 26, 1980
CHECKED	Rick Brunette	PASSED	
DRAWN	Joe Sutherland	APPROVED	
CHECKED	R.B.		

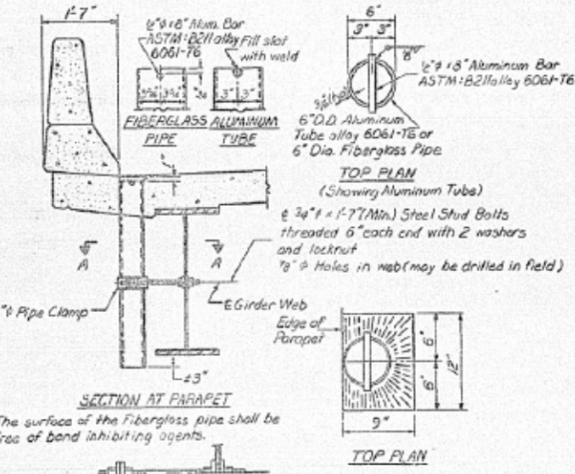
Revised R.B. 5-21-81



PARAPET JOINT DETAILS



SEC. THRU WEST ABUT. SEC. THRU EAST ABUT.



SECTION AT PARAPET  
The surface of the fiberglass pipe shall be free of bond inhibiting agents.

NOTE: Fiberglass pipe shall conform to ASTM D2996, Designation Code RTRP-11AE-5112. Pipes with Class C or F liner are acceptable.  
The exterior surfaces of the floor drains shall be painted with one coat of the Basic Lead Silico Chromate primer and masonry field coat. Both coats to be applied in the shop with spot painting only in the field. The exterior surface of the aluminum pipe shall be cleaned and given washcoat pretreatment in accordance with Steel Structural Painting Overlays Spec. SSPC-SPT-10 USPC-773 prior to painting.

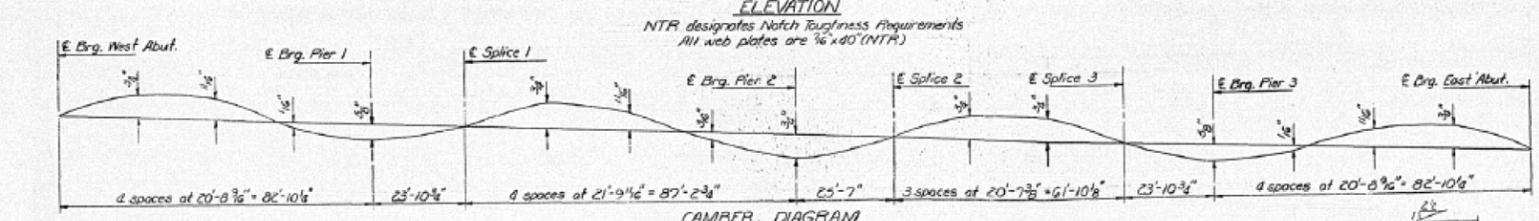
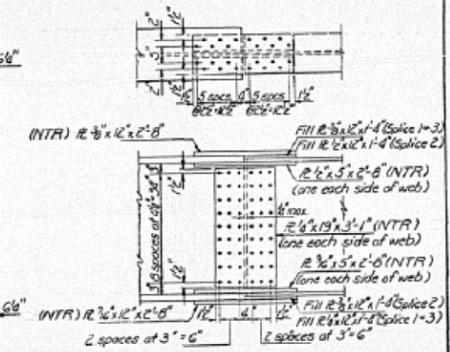
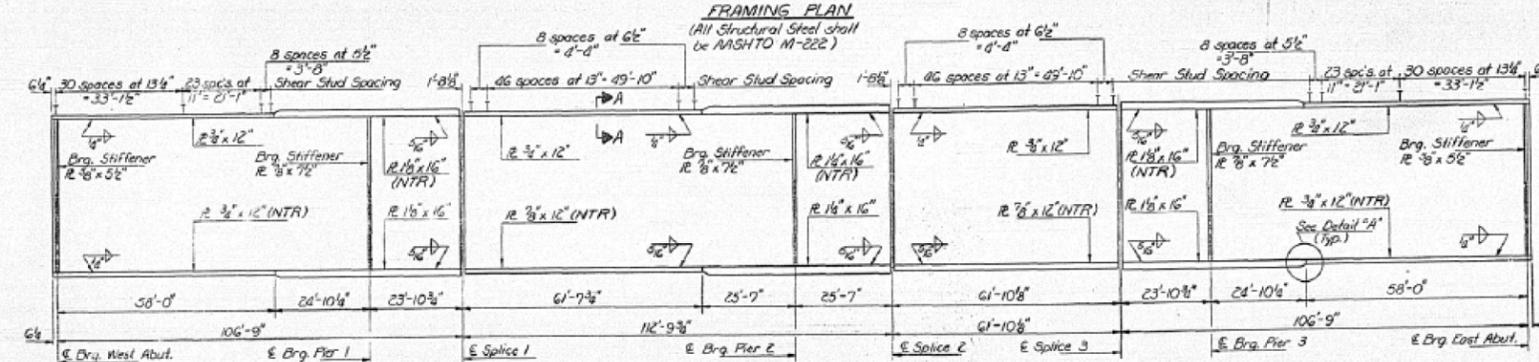
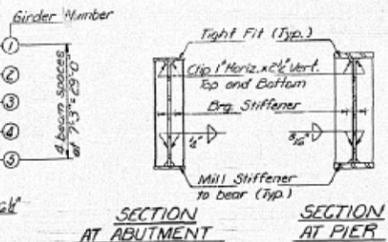
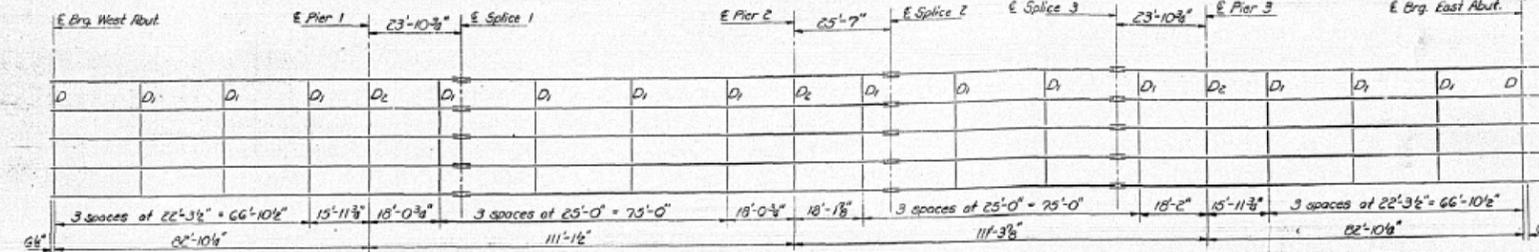
BILL OF MATERIAL

Bar	No	Size	Length	Shape
a(E)	935	#5	33'-3"	
a	355	#5	33'-3"	
a(E)	936	#6	4'-0"	
b(E)	532	#5	29'-6"	
b(E)	105	#6	36'-0"	
b	532	#5	29'-6"	
b(E)	12	#5	23'-11"	
b(E)	12	#5	18'-9"	
b(E)	12	#5	28'-3"	
b	12	#5	23'-11"	
b	12	#5	14'-9"	
b	12	#5	28'-3"	
b	12	#8	25'-3"	
b(E)	12	#8	14'-9"	
b(E)	12	#8	29'-7"	
d	700	#4	5'-2"	
d(E)	836	#5	3'-11"	
d(E)	16	#5	4'-2"	
e	48	#4	16'-10"	
e	48	#4	16'-9"	
e	48	#8	16'-0"	
e	48	#8	16'-10"	
e	36	#4	14'-9"	
e	60	#4	18'-0"	
Class X Concrete	Cu. Yd.	815.4		
Reinforcement Bars	Pounds	43,950		
Reinforcement Bars (Epoxy Coated)	Pounds	7,340		

SUPERSTRUCTURE DETAILS  
F.A.P. RT 71 SEC. 12 BR  
DEWITT COUNTY  
STATION 751+92.58

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	BY	SCALE	SHEET NO.	TOTAL SHEETS
12/28/17	JMS	AS-BUILT	30	18



TOP OF WEB ELEVATIONS  
(For Fabrication only, before any deflection)

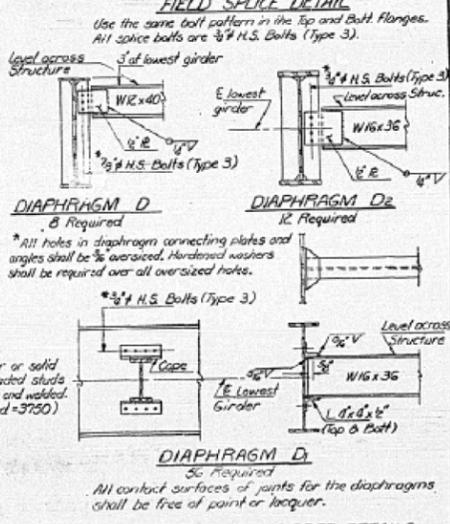
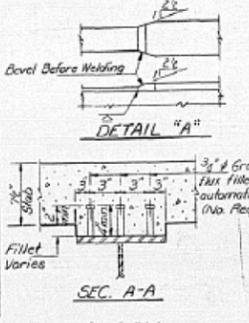
Span	W. Abut.	Pier 1	Splice 1	Pier 2	Splice 2	Splice 3	Pier 3	E. Abut.
Beam 1	659.084	626.325	653.294	652.623	651.837	649.780	648.918	646.159
Beam 2	659.011	626.052	653.121	652.732	651.946	649.707	648.943	646.186
Beam 3	659.328	626.363	653.234	652.843	652.077	649.920	649.158	646.399
Beam 4	659.211	626.052	653.121	652.732	651.968	649.707	648.943	646.256
Beam 5	659.084	626.325	653.294	652.623	651.837	649.780	648.918	646.159

INTERIOR GIRDER REACTION TABLE

	Abut's	Pier 1 or Pier 3	Pier 2
RE	(K) 34.7	127.1	133.0
RL	(K) 21.1	65.4	69.6
RM	(K) 9.9	18.7	18.7
RTotal	(K) 65.7	207.2	219.3

INTERIOR GIRDER MOMENT TABLE

	0.4 Span 1/ Pier 1 or Pier 3	0.5 Span 2/ Pier 2
Is	(in <sup>4</sup> ) 9026.7	11558.3
Is	(in <sup>4</sup> ) 28163.4	61720.3
Ss	(in <sup>3</sup> ) 872.6	300.7
Ss	(in <sup>3</sup> ) 636.9	719.5
Sc	(in <sup>3</sup> ) 89.3	89.1
MR	(K) 432.4	1180.4
MR	(K) 202.5	362.4
MR	(K) 1493.5	1322.2
MR	(K) 349.3	300.7
MR	(K) 2001.3	1984.7
MR composite (ksi)	36.56	18.65
MR composite (ksi)	47.54	48.59
MR	(K) 37.0	49.1



DESIGNED DAN KRULL  
CHECKED Rick Brunette  
DRAWN Joe Sutherland  
CHECKED R.B.

Is and Ss are the moment of inertia and section modulus of the steel section used in computing Is Total. Is and Sc are the moment of inertia and section modulus of the composite section used in computing Is Total. MR is the maximum impact shear range in span used to determine shear connector spacing. Moments shown in the tables are factored according to the formula Mu = 1.3(MR2 + MR1 + 1.57(MR1 + I)).

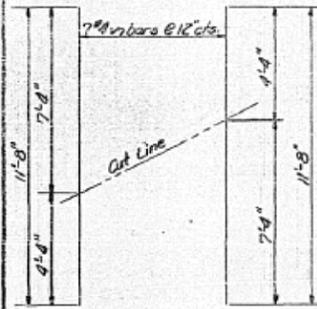
FRAMING PLAN AND GIRDER DETAILS  
EAP RT 71 SEC 12 BR  
DE WITT COUNTY  
STATION 751+92.38





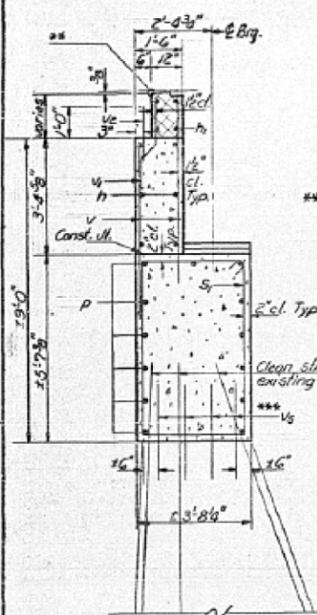
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	BY	REVISION	DATE	BY	SHEET NO. 11
7/1	2BR	Dewitt	30	23	18 SHEETS

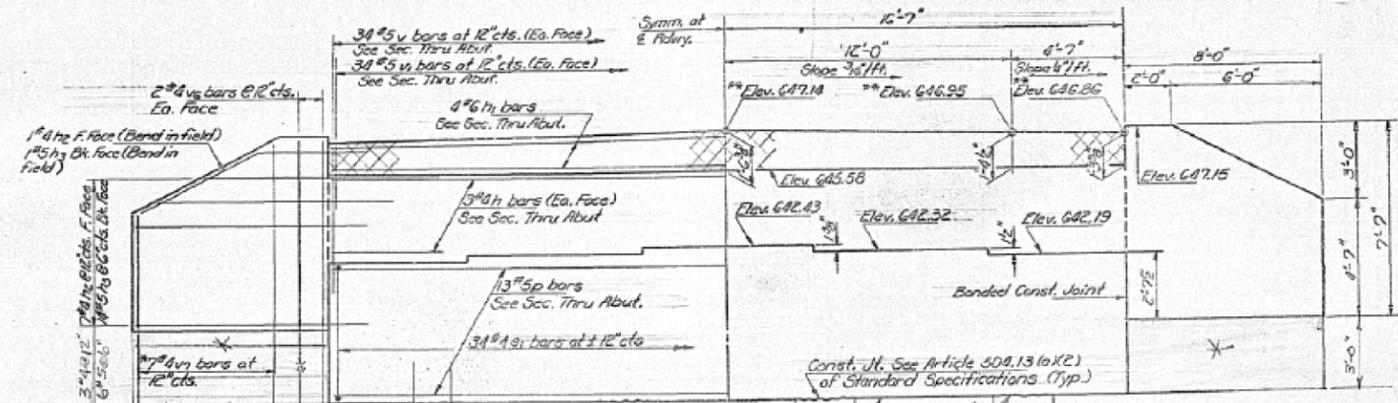


**FIELD CUTTING DIAGRAM**

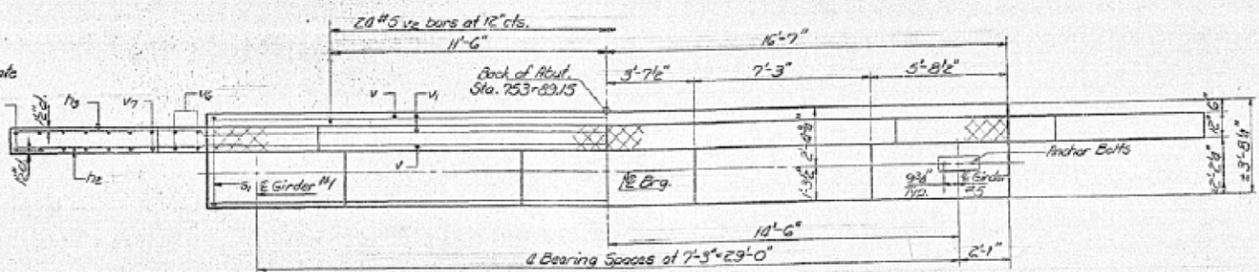
\*Order v4 bars full length. Cut to fit as shown and use remainder of bars in other face.



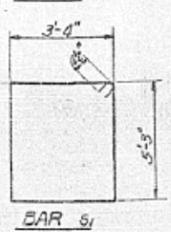
**SEC. THRU ABUT.**



**ELEVATION**  
(looking East)



**PLAN**



Notes: Cross Hatched area shall be poured after superstructure is in place and the forms are removed. The Cross Hatched area shall be filled with the superstructure on sheet 5 for Class X Concrete. All edges shall have 3/4" chamfers unless otherwise noted. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.

\*CONTIGUOUS POURED WITH TO Btm ELEV OF FOOTING DUE TO DIFFICULTY OF BACKFILLING AS DESIGNED. (At this Expense)

**BILL OF MATERIAL**

Bar No.	Size	Length	Shape
v1	#4	32'-11"	
v2	#4	32'-11"	
v3	#4	9'-6"	
v4	#5	9'-9"	
v5	#5	32'-11"	
v6	#4	17'-11"	
v7	#5	5'-9"	
v8	#5	3'-2"	
v9	#5	2'-0"	
v10	#5	2'-6"	
v11	#5	7'-9"	
v12	#6	11'-8"	
Class X Concrete			Cu. Yd. 35.8
Concrete Removal			Cu. Yd. 2.9
Reinforcement Bars			Pounds 2390

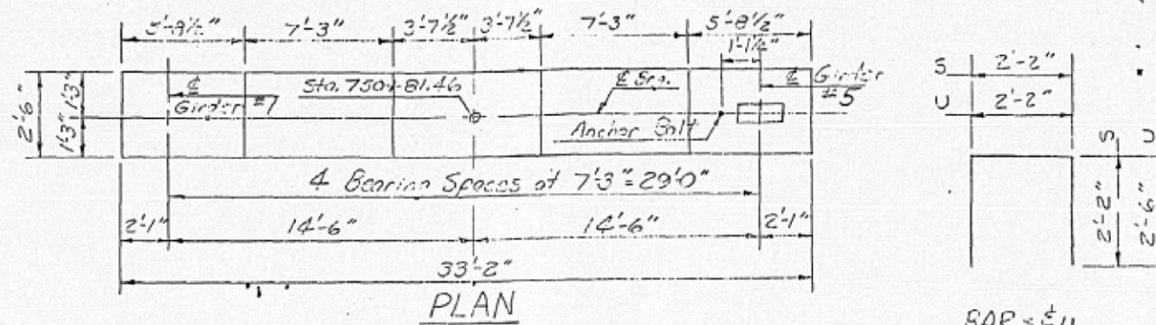
DESIGNED DAN KRULL  
CHECKED Rick Brunette  
DRAWN Joe Sutcliffe  
CHECKED R.B.

EXAMINED [Signature]  
PASSED  
APPROVED [Signature]

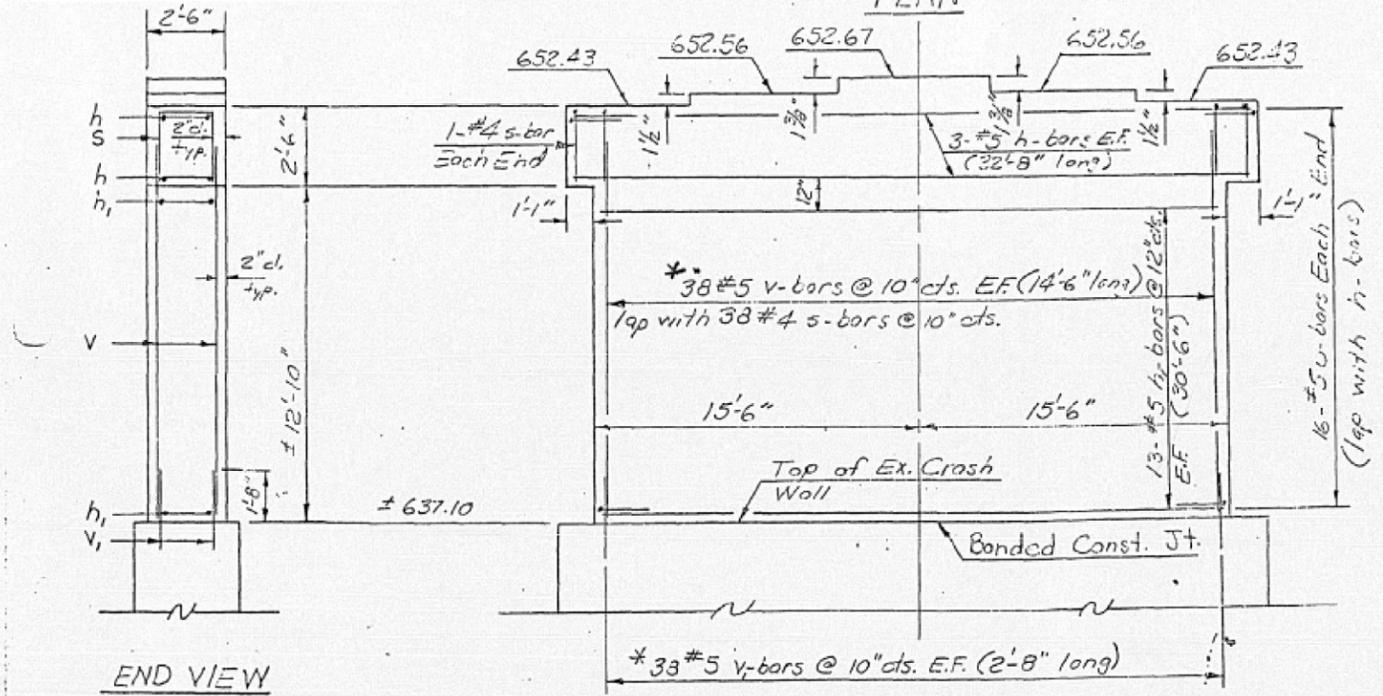
EAST ABUTMENT  
F.A.P. RT 71 SEC 12BR  
DEWITT COUNTY  
STATION 751+92.58

**BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
h	6	#5	32'-8"	—
h <sub>1</sub>	26	#5	30'-6"	—
S	40	#4	6'-6"	□
U	32	#5	7'-2"	□
V	76	#5	14'-6"	—
V <sub>1</sub>	76	#5	2'-8"	—
Class X Concrete	Cu. Yd.		29.10	
Reinforcement Bars	Bound		44.8	



BAR S & U



**ELEVATION**  
(Looking East)

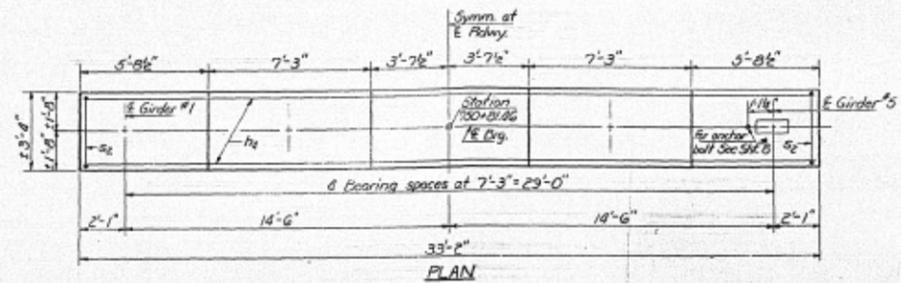
Pier #1

\* Drill 1" Ø x 1'-0" hole before placement of 2'-8" v-bars. For application of epoxy grout See Special Provisions.

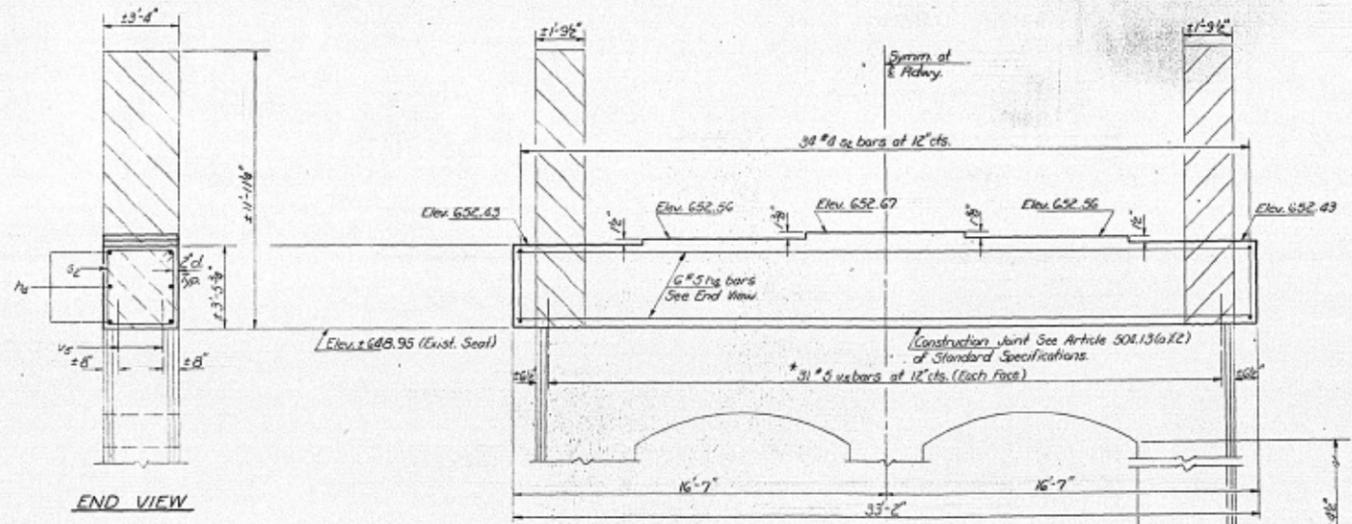
F.A.P. RT. 71 SEC. 12 BR  
DEWITT CO.  
STATION 751+92.58

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE	BY	REVISION	SHEET NO.	TOTAL SHEETS
7/1	DBR	Design	30	24



Notes:  
Hatched area indicates Concrete Removal. Reinforcement extending into removed area shall be cut back to existing seat elevation.  
All edges shall have standard 1/4" chamfers except as noted.



BILL OF MATERIAL

Bar	No	Size	Length	Shape
1a	6	#5	32'-11"	
2a	34	#8	13'-7"	
3a	62	#5	2'-6"	
Reinforcement Bars Round 660				
Class X Concrete Cu. Yd. 13.3				
Concrete Removal Cu. Yd. 6				

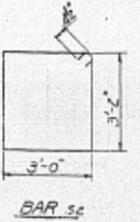
END VIEW

ELEVATION  
(Looking East)

\* Drill 1/4" x 1'-0" hole, fill half full with epoxy before placement of rebars. See Special Provisions for Epoxy Grout.

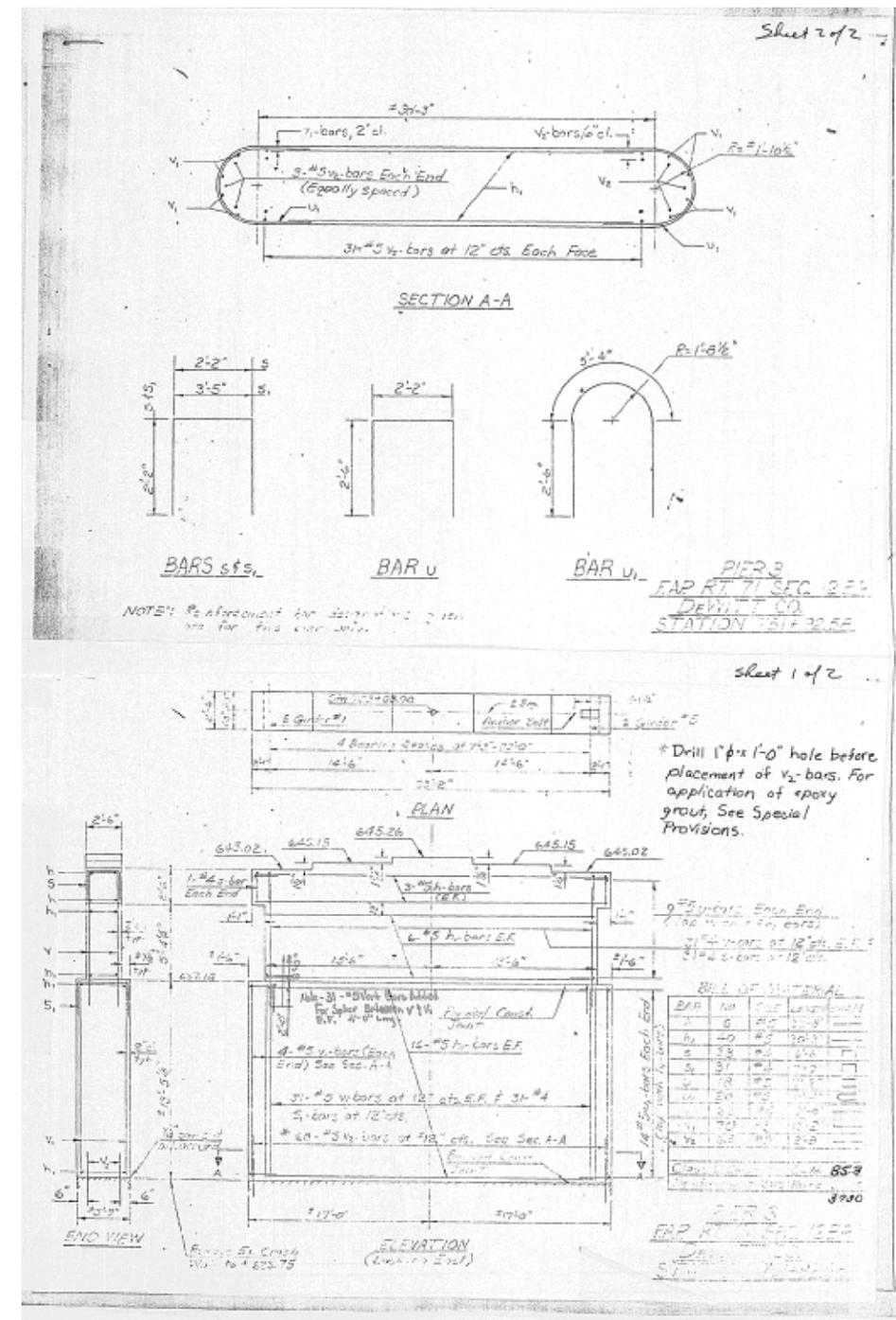
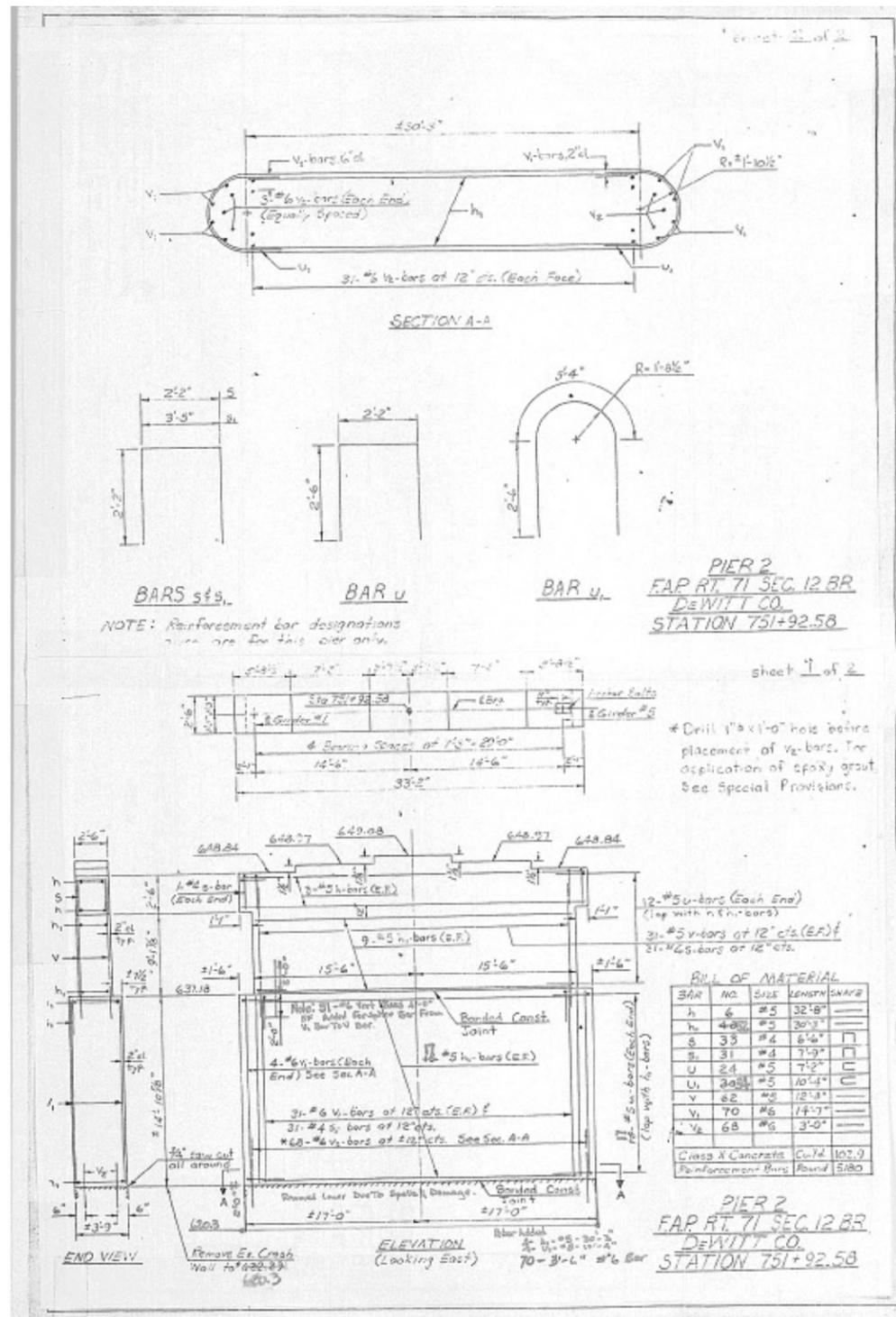
Existing Canal Jt.  
Removal and Replacement of around concrete (2.6 cu. yds.) (These Quantities are included in the Bill of Material)

\* Note: 14 #8 bars Substituted for 14 #5's B.P. 14'-6" long By Contractor Due To Shortage Of #5's Approximately On 30' Cts ±



DESIGNED	DAN KEUL	EXAMINED	[Signature]
CHECKED	Rick Brunette	PASSED	[Signature]
DRAWN	Joe Sutherland	APPROVED	[Signature]
CHECKED	R.B.		

PIER 1  
FAP RT. 71 SEC. 12 BR  
DEWITT COUNTY  
STATION 751+92.58



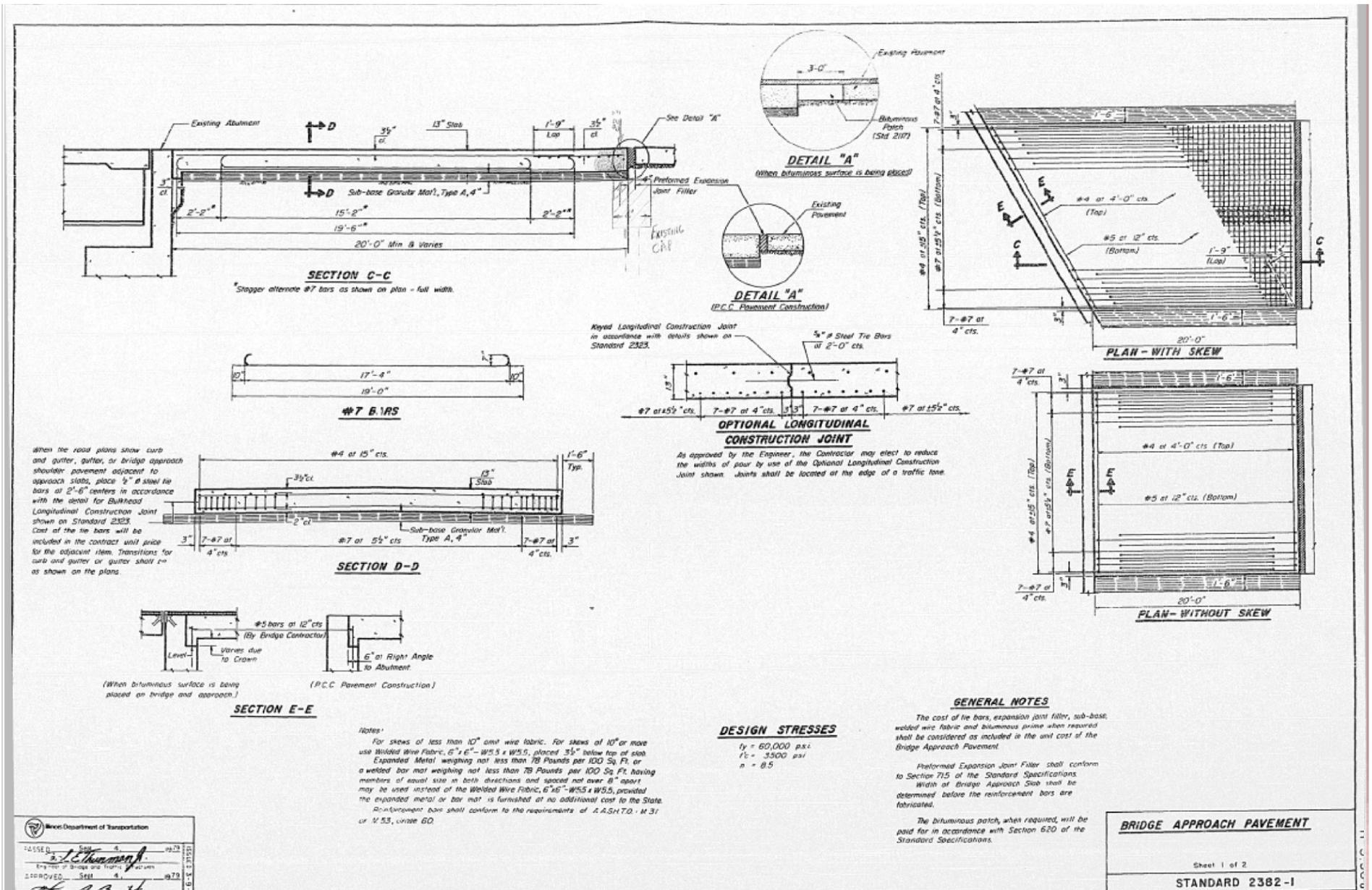
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PLOT DATE = 6/21/2017	DATE = 012915	REVISIONS -	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

AS-BUILT PLANS (INFORMATION ONLY)			
S.N. 020-0020			
SCALE: None	SHEET NO. 12 OF 15 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	38
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				





FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
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PLOT SCALE = 40.0000' / in.		DATE - 012915	REVISED -
PLOT DATE = 6/21/2017			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

AS-BUILT PLANS (INFORMATION ONLY)			
S.N. 020-0020			
SCALE: None	SHEET NO. 14 OF 15 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	40
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				

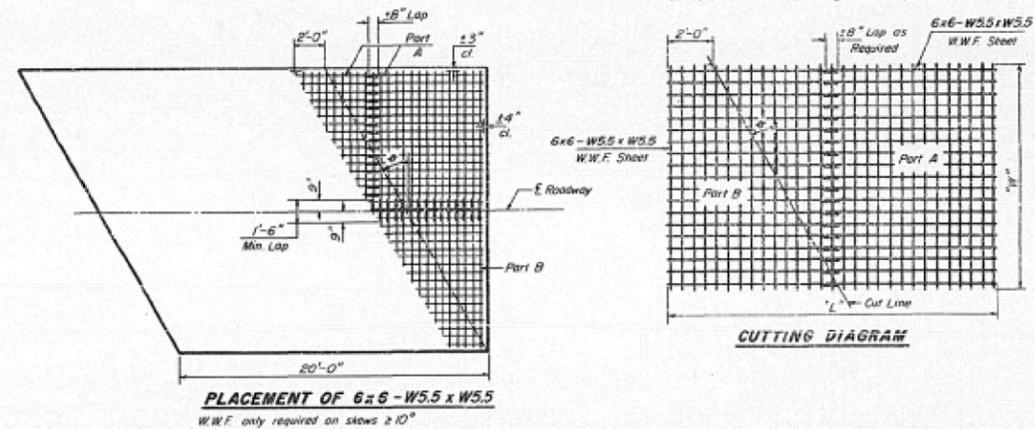
Note: The notation for the number of bars given as "4 x 2" indicates 4 transverse bars with 2 lengths per line. Min bar lap = 1'-3"

Slew Angle Degrees	Bottom Reinforcement		Top Reinforcement		Reinforcement (Total Weight) (Pounds)	Slab Area (Sq Yds)	6x6-W5.5xW5.5 W.W.F.	
	Transverse #5 No	Longitudinal #7 Length	Transverse #4 No	Longitudinal #4 No Required			Dimensions L (ft)xW (ft)	Area* (Sq Yds)
<b>18'-0" PAVEMENT</b>								
0	20	17'-6"	6	17'-6"	2300	40.0		
5	20	17'-7"	6	17'-7"	2302	41.6		
10	20	17'-9"	6	17'-9"	2306	43.2	7'-0" x 9'-6"	7.4
15	20	18'-1"	5	18'-1"	2303	44.8	8'-6" x 9'-6"	9.0
20	19	18'-8"	5	18'-8"	2297	46.6	10'-6" x 9'-6"	11.1
25	18	19'-4"	5	19'-4"	2292	48.4	12'-3" x 9'-6"	12.9
30	18	20'-3"	5	20'-3"	2313	50.4	14'-3" x 9'-6"	15.0
35	17	21'-4"	5	21'-4"	2315	52.6	16'-6" x 9'-6"	17.4
40	16	22'-10"	4	22'-10"	2307	55.1	19'-0" x 9'-6"	20.1
45	14	24'-9"	4	24'-9"	2293	58.0	21'-9" x 9'-6"	23.0
50	13	27'-3"	4	27'-3"	2308	61.5	25'-6" x 9'-6"	26.9
55	12x2	29'-9"	3x2	29'-9"	2322	65.7	29'-9" x 9'-6"	31.4
60	10x2	38'-0"	3x2	38'-0"	2313	71.2	35'-3" x 9'-6"	37.2
<b>24'-0" PAVEMENT</b>								
0	20	23'-6"	6	23'-6"	3019	53.3		
5	20	23'-7"	6	23'-7"	3021	56.1		
10	20	23'-10"	6	23'-10"	3028	58.9	8'-0" x 12'-6"	11.1
15	20	24'-4"	5	24'-4"	3024	61.9	10'-3" x 12'-6"	14.2
20	19	25'-0"	5	25'-0"	3014	64.9	12'-6" x 12'-6"	17.4
25	18	25'-11"	5	25'-11"	3008	68.2	15'-0" x 12'-6"	20.8
30	18	27'-2"	5	27'-2"	3036	71.8	17'-9" x 12'-6"	24.7
35	17	28'-8"	5	28'-8"	3039	75.7	20'-9" x 12'-6"	28.8
40	16x2	36'-0"	4x2	36'-0"	3055	80.2	24'-0" x 12'-6"	33.3
45	16x2	37'-3"	4x2	37'-3"	3031	85.3	27'-6" x 12'-6"	38.2
50	13x2	48'-10"	4x2	48'-10"	3046	91.4	32'-9" x 12'-6"	45.5
55	12x2	51'-7"	3x2	51'-7"	3047	99.0	38'-9" x 12'-6"	53.1
60	10x2	64'-0"	3x2	64'-0"	3032	108.7	45'-6" x 12'-6"	63.2

\*Area does not include 8" longitudinal laps.  
W.W.F. = Welded Wire Fabric

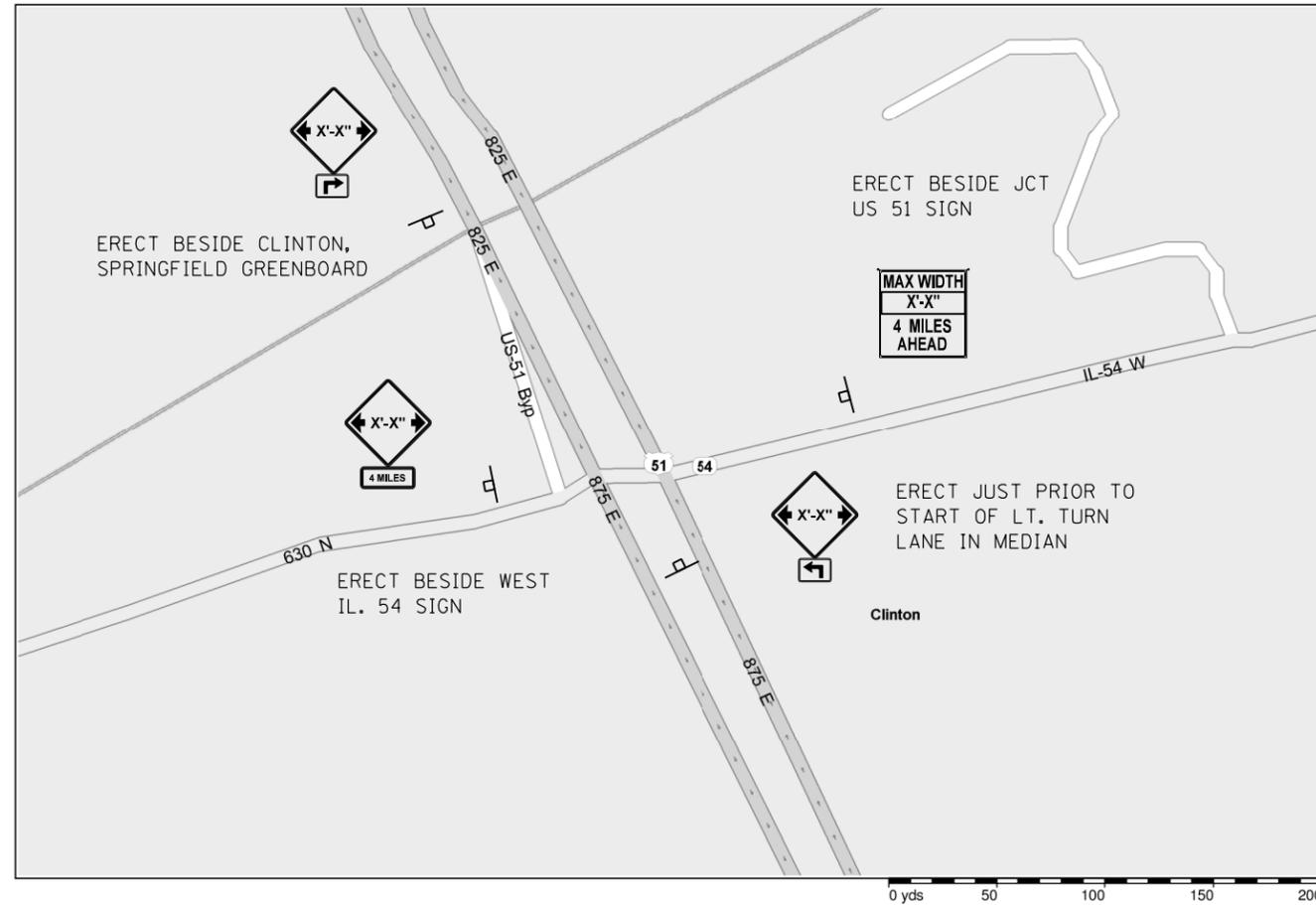
Slew Angle Degrees	Bottom Reinforcement		Top Reinforcement		Reinforcement (Total Weight) (Pounds)	Slab Area (Sq Yds)	6x6-W5.5xW5.5 W.W.F.	
	Transverse #5 No	Longitudinal #7 Length	Transverse #4 No	Longitudinal #4 No Required			Dimensions L (ft)xW (ft)	Area* (Sq Yds)
<b>26'-0" PAVEMENT</b>								
0	20	25'-6"	6	25'-6"	3238	57.8		
5	20	25'-7"	6	25'-7"	3240	61.1		
10	20	25'-11"	6	25'-11"	3249	64.4	8'-6" x 13'-6"	12.8
15	20	26'-5"	5	26'-5"	3243	67.8	11'-0" x 13'-6"	16.5
20	19	27'-3"	5	27'-3"	3233	71.4	13'-6" x 13'-6"	20.3
25	18	28'-2"	5	28'-2"	3227	75.3	16'-3" x 13'-6"	24.4
30	18x2	35'-3"	5x2	35'-3"	3278	79.9	19'-0" x 13'-6"	29.5
35	17x2	36'-7"	5x2	36'-7"	3292	84.1	22'-3" x 13'-6"	33.4
40	16x2	37'-2"	4x2	37'-2"	3269	89.3	25'-0" x 13'-6"	38.6
45	14x2	48'-6"	4x2	48'-6"	3243	95.3	30'-0" x 13'-6"	45.0
50	13x2	50'-4"	4x2	50'-4"	3264	102.5	35'-0" x 13'-6"	52.5
55	12x2	52'-9"	3x2	52'-9"	3265	111.4	41'-3" x 13'-6"	61.9
60	10x2	66'-0"	3x2	66'-0"	3251	122.8	49'-0" x 13'-6"	73.5
<b>36'-0" PAVEMENT</b>								
0	20x2	38'-3"	6x2	38'-3"	4471	80.0		
5	20x2	38'-4"	6x2	38'-4"	4475	86.3		
10	20x2	38'-6"	6x2	38'-6"	4483	93.7	10'-0" x 18'-6"	20.6
15	20x2	38'-10"	5x2	38'-10"	4475	99.3	13'-6" x 18'-6"	27.7
20	19x2	39'-5"	5x2	39'-5"	4462	105.2	17'-3" x 18'-6"	34.9
25	18x2	40'-2"	5x2	40'-2"	4455	113.6	20'-6" x 18'-6"	42.1
30	18x2	41'-6"	5x2	41'-6"	4492	121.6	24'-9" x 18'-6"	50.8
35	17x2	42'-3"	5x2	42'-3"	4501	130.4	29'-0" x 18'-6"	59.6
40	16x2	43'-9"	4x2	43'-9"	4483	140.4	33'-9" x 18'-6"	69.4
45	14x2	45'-9"	4x2	45'-9"	4450	152.0	39'-6" x 18'-6"	81.2
50	13x2	48'-9"	4x2	48'-9"	4477	165.9	46'-6" x 18'-6"	95.6
55	12x2	51'-4"	3x2	51'-4"	4492	182.8	55'-0" x 18'-6"	113.0
60	10x2	64'-4"	3x2	64'-4"	4471	204.7	65'-9" x 18'-6"	135.1

\*Area does not include 8" longitudinal laps.

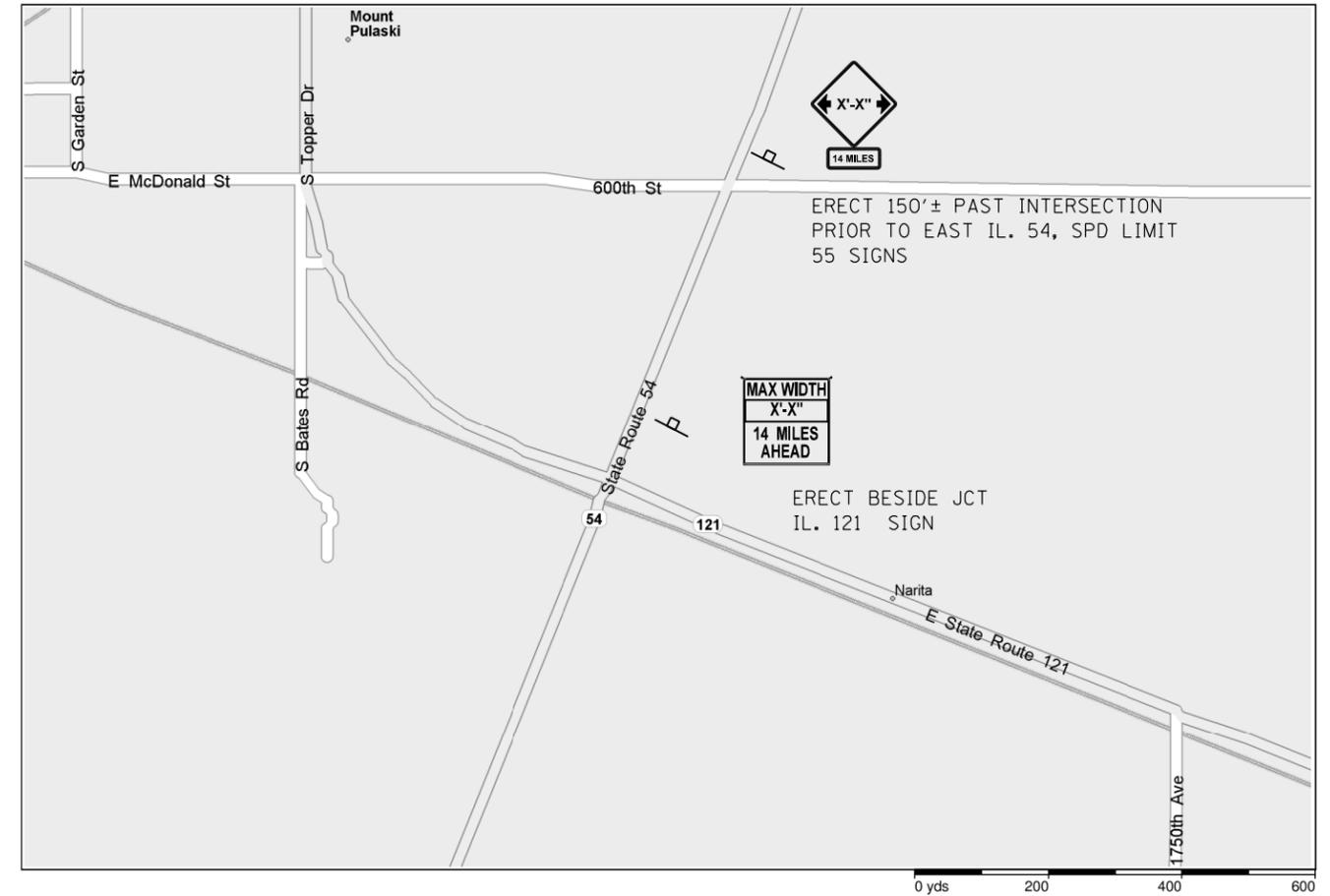


Illinois Department of Transportation  
 DESIGNED: JMS  
 CHECKED: [Signature]  
 APPROVED: [Signature]  
 DATE: 6/21/2017

## CLINTON



## NARITA



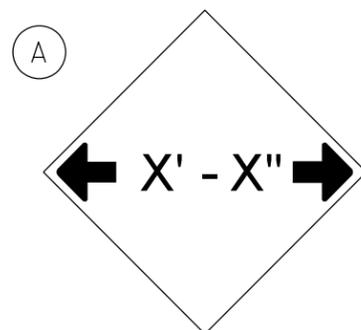
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	PLOT DATE = 6/21/2017	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**WIDTH RESTRICTION DETAIL**

SCALE: None SHEET 1 OF 2 SHEETS STA. TO STA.

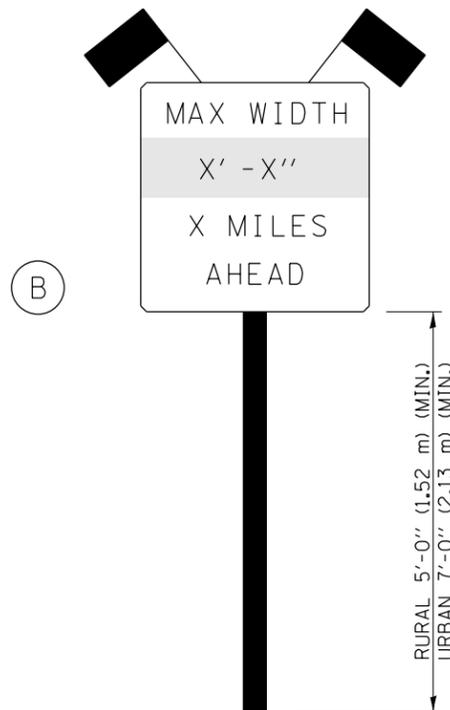
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	42
CONTRACT NO. 70B77				
ILLINOIS FED. AID PROJECT				



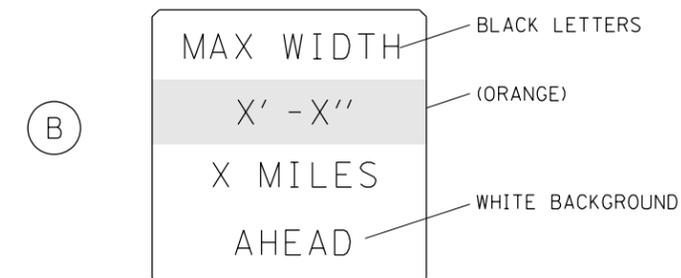
W12-2(0) - 48"x48" (1200x1200)

SIGN (A) 2 SIGNS - W12-2(0) - 48"x48" (1200x1200) ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

SIGN (B) 2 SIGNS - (SIGN PANEL, TYPE II) AS SHOWN ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.



SIGN PANEL, TYPE II



W12-I103(0) - 48"x48" (1200x1200)  
"D" LETTERS/NUMBERS

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.
5. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.
6. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.
7. ALL SIGNS SHOWN SHALL CONSIST OF THE CURRENT RETROREFLECTIVE SHEETING REQUIREMENTS AS OUTLINED IN SECTION 1106.01 OF THE STANDARD SPECIFICATIONS BOOK.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - -
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	PLOT DATE = 6/21/2017		REVISED - -

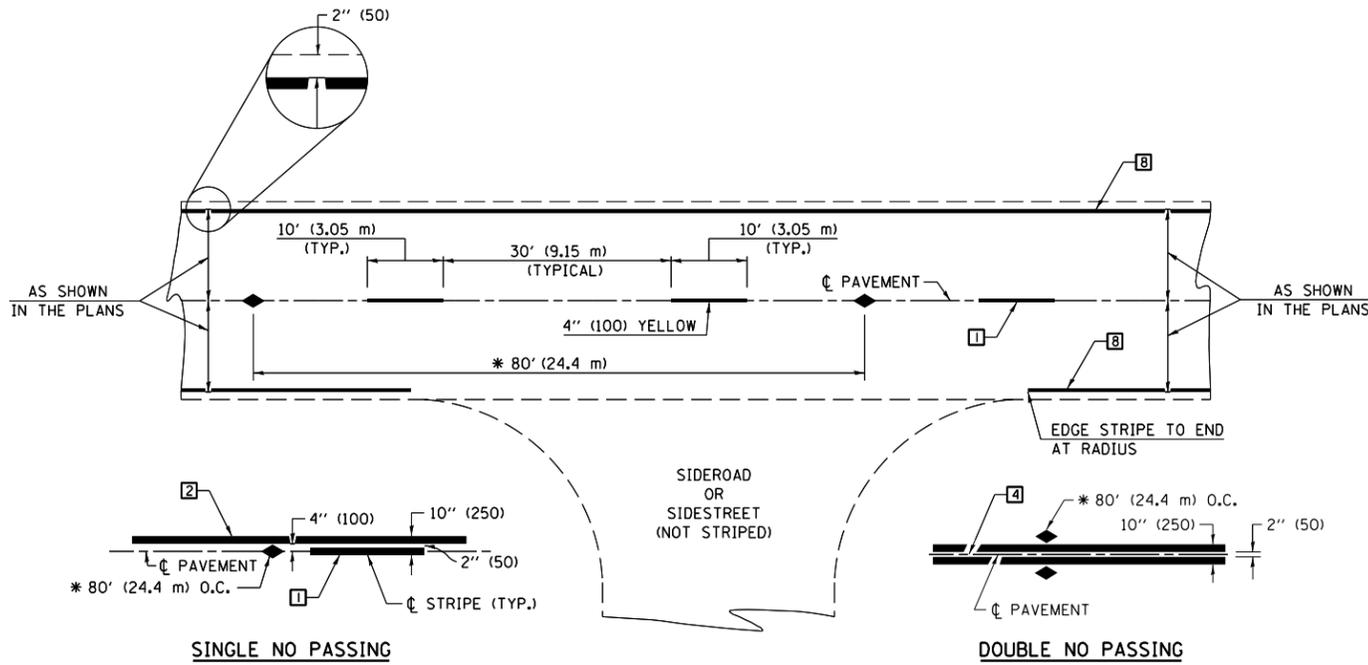
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION DETAIL

SCALE: NONE SHEET NO. 2 OF 2 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. X7200201

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	43
CONTRACT NO. 70B77				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



\* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

**TWO LANE/TWO WAY**

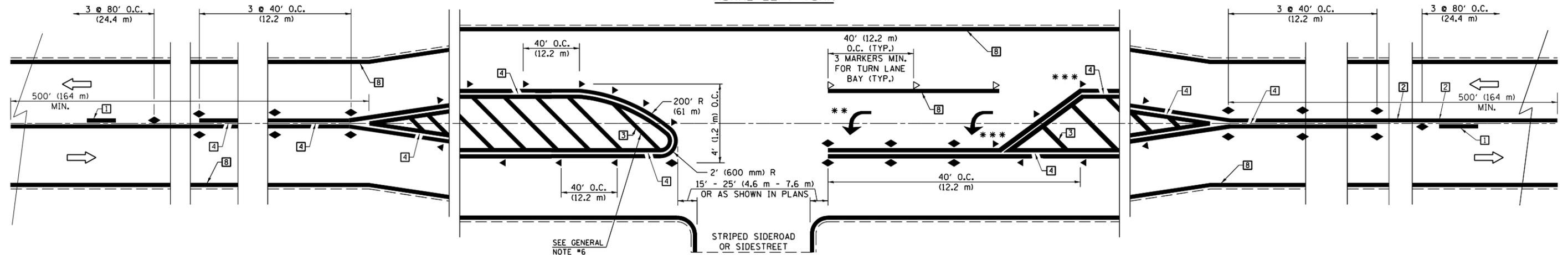
**TYPICAL PAVEMENT MARKING LEGEND**

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)
- 14 4" (100) PARKING WHITE

**TYPICAL PAVEMENT MARKERS LEGEND**

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

**RURAL LEFT TURN**



\*\*\* REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

\*\* TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06
pw:\IL\084EBID\INTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 5\Projects\057\DRAWING\Structures\Plan-70B77-Struct		REVISED -	09/2009 - KJT
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	PLOT DATE = 6/21/2017	DATE -	REVISED -

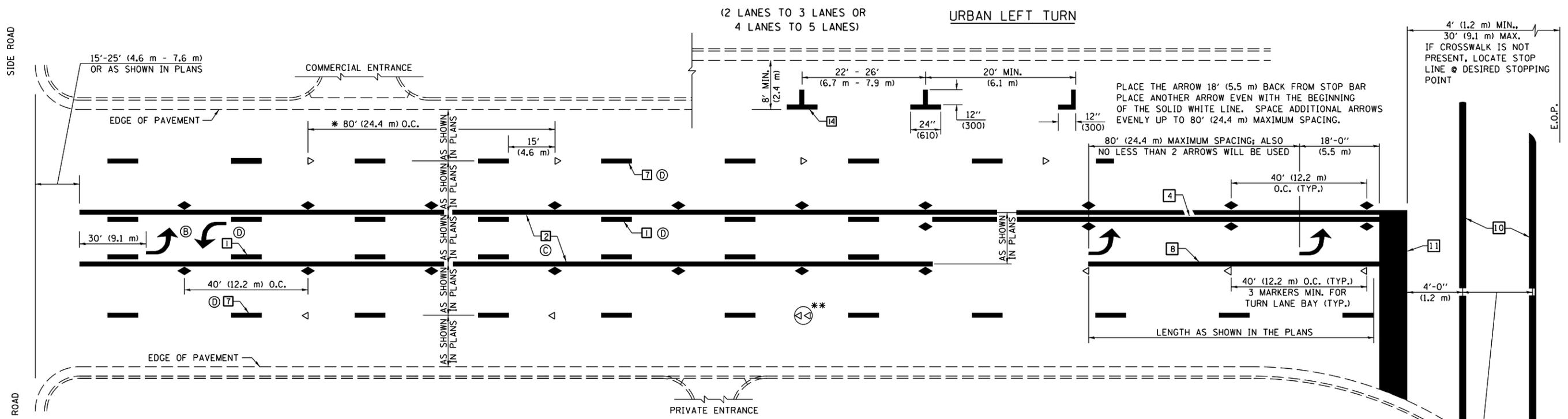
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS  
(RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

**DISTRICT 5 DETAIL NO. 7800AAA**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	44
CONTRACT NO. 70B77				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

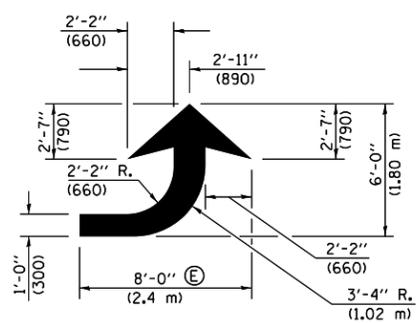


\* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

\*\* DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

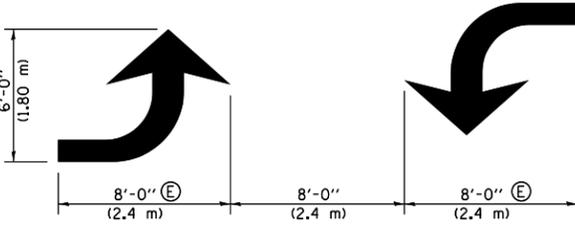
**GENERAL NOTES:**

- ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
- ⓒ THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
- ⓓ THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
- ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



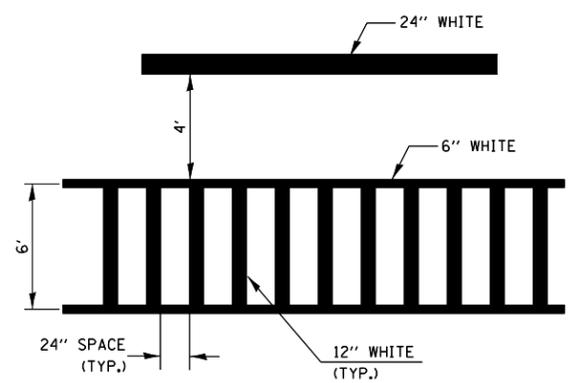
**LEFT ARROW**

REVERSE FOR RIGHT ARROW  
AREA = 15.6 SQ. FT. (1.47 m<sup>2</sup>)  
(WHITE)

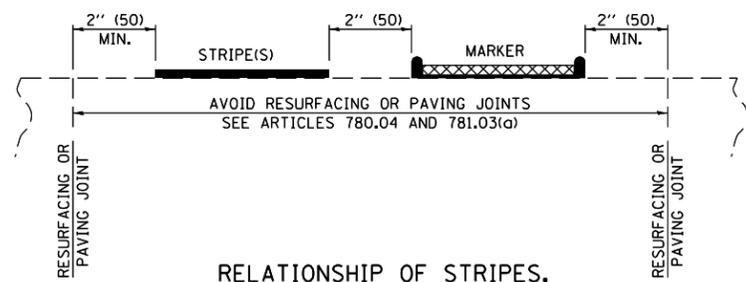


**TYPICAL DOUBLE TURN ARROWS (WHITE)**

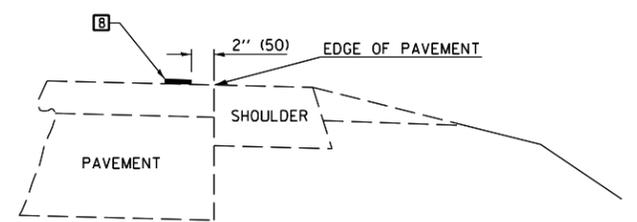
**BLOOMINGTON-NORMAL CITY LIMITS ONLY**



**TYPICAL SPACING FOR CROSSWALKS & STOP BARS**



**RELATIONSHIP OF STRIPES, MARKERS AND JOINTS**

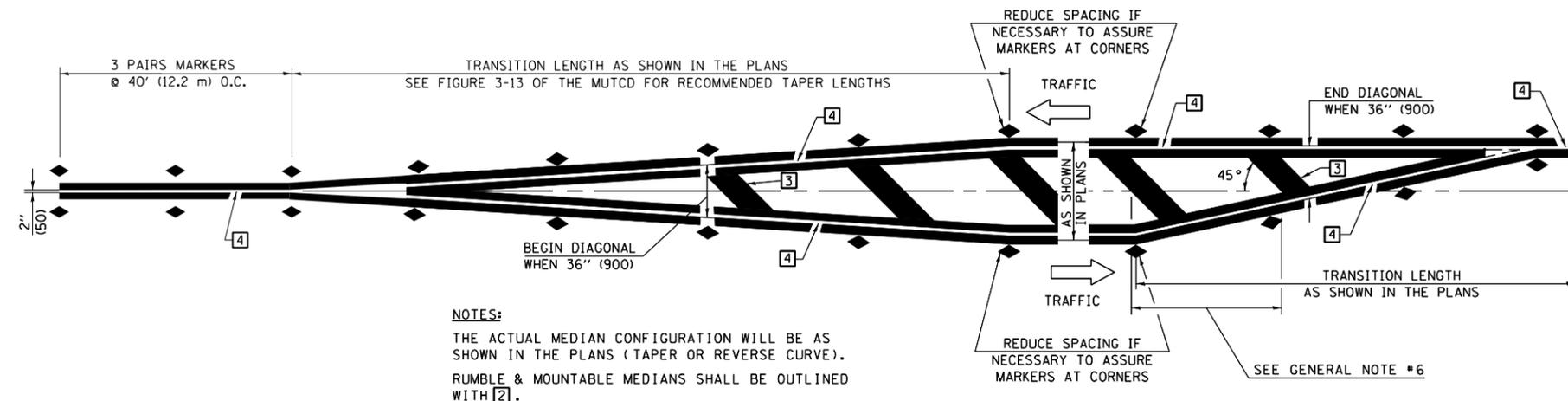


**RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT**  
(SAFETY SHOULDER OR PAVED SURFACE)  
SEE ARTICLE 780.04

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

**DISTRICT 5 DETAIL NO. 7800AAA**

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND MARKERS (RURAL &amp; URBAN APPLICATIONS)</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\1DOT Offices\District 5\Projects\0577\DRAWING\Structures\Plan-78077-Structures\REVISED.dwg	DESIGNED - 09/2009 - KJT	CHECKED -	REVISED - 04/14 - JLA			71	12BDR	DEWITT	47	45	
PLOT SCALE = 40.0000' / in.	CHECKED -	DATE -	REVISED -			CONTRACT NO. 70B77					
PLOT DATE = 6/21/2017	DATE -	REVISED -	SCALE:			SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.			

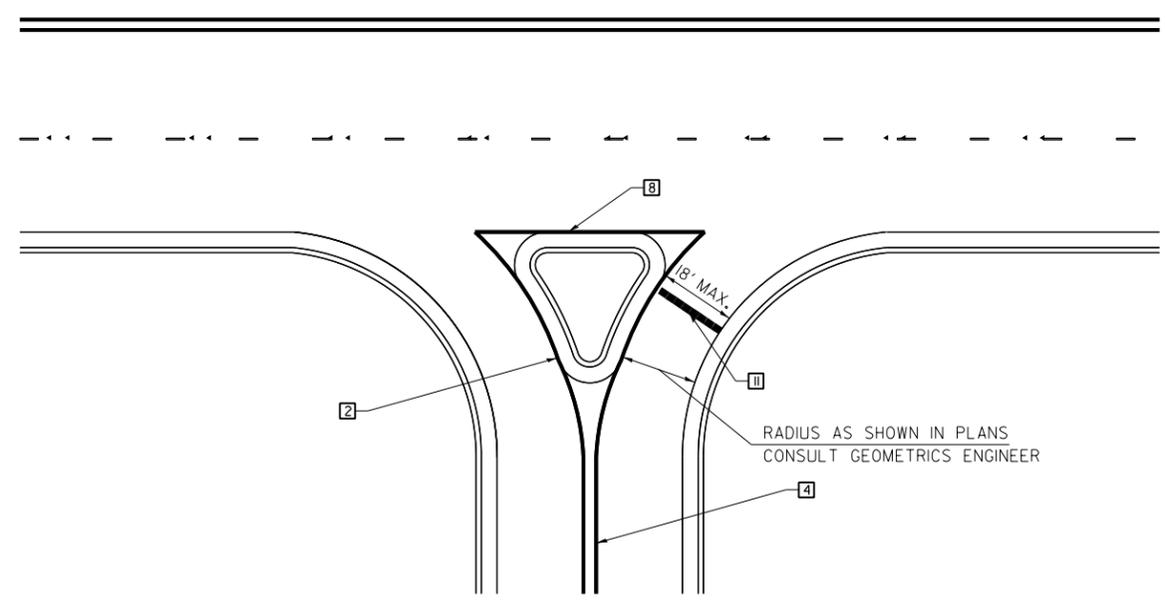


**NOTES:**  
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).  
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

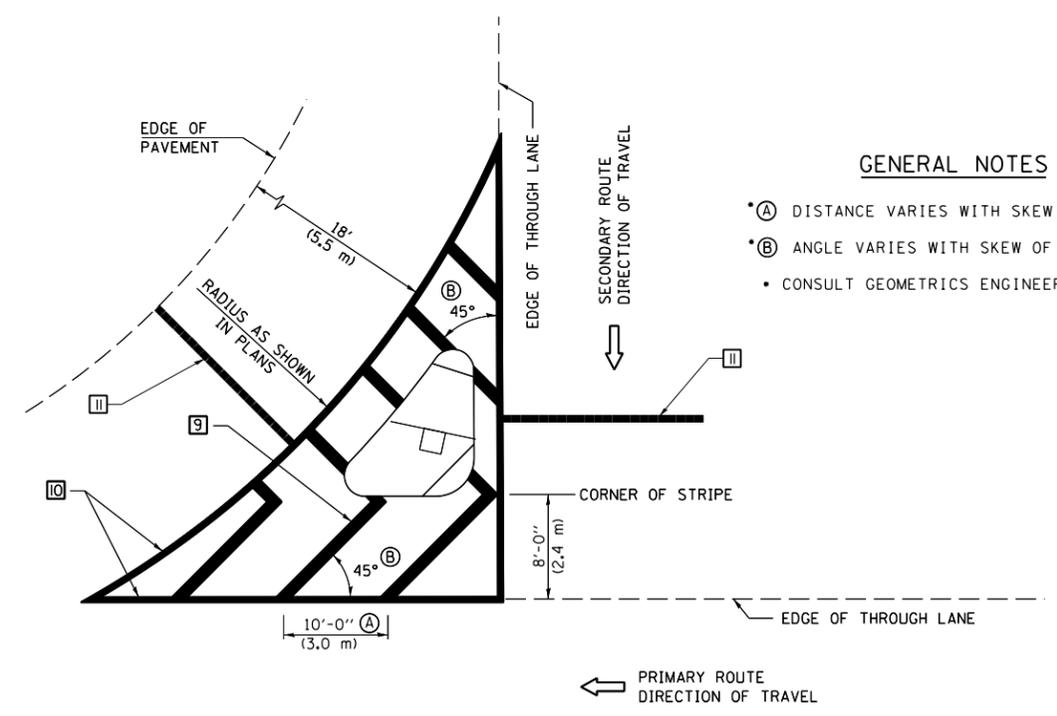
**TYPICAL MEDIAN TRANSITIONS**

**GENERAL NOTES**

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,  
 < 30 MPH USE 15' (< 50 km/h USE 4.5 m)  
 30-45 MPH USE 20' (50-75 km/h USE 6.0 m)  
 > 45 MPH USE 30' (> 75 km/h USE 9.0 m)



**RIGHT IN - RIGHT OUT ACCESS**



**ISLAND**

**GENERAL NOTES**

- (A) DISTANCE VARIES WITH SKEW OF INTERSECTION.
- (B) ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06
p:\11\084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 5\Projects\0572\Drawings\Structures\Plan-70B77-Struct		DESIGNED -	REVISED - 09/2009 - KJT
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	PLOT DATE = 6/21/2017	DATE -	REVISED -

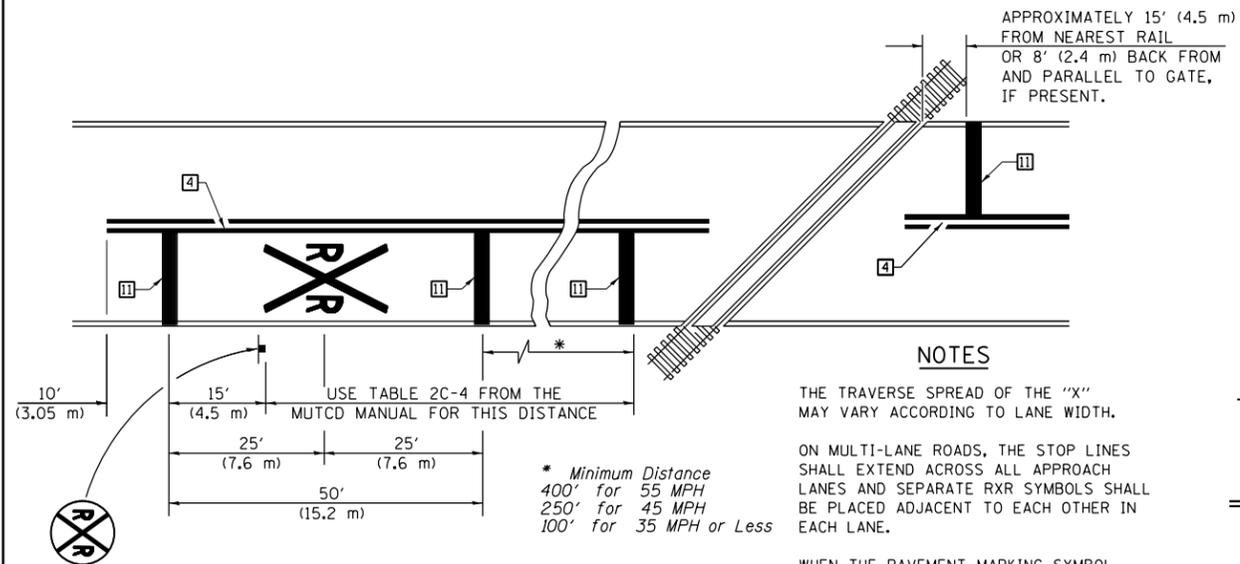
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS  
 (RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

**DISTRICT 5 DETAIL NO. 7800AAAA**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	46
CONTRACT NO. 70B77				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING**

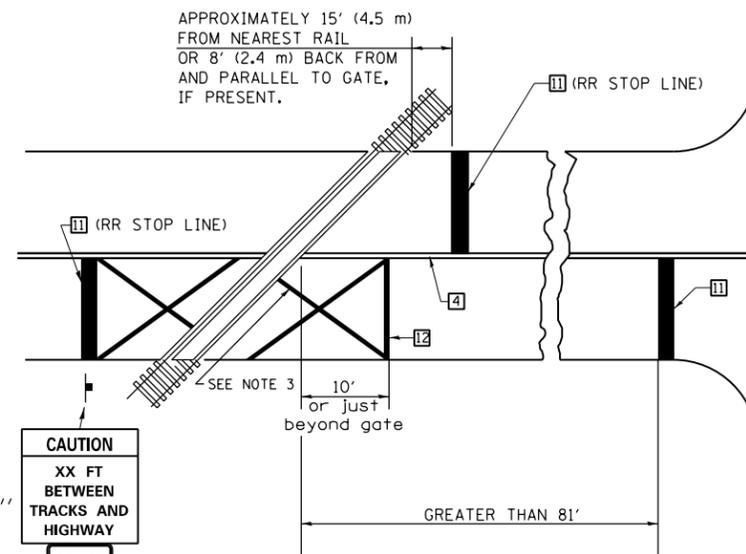
**NOTES**

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

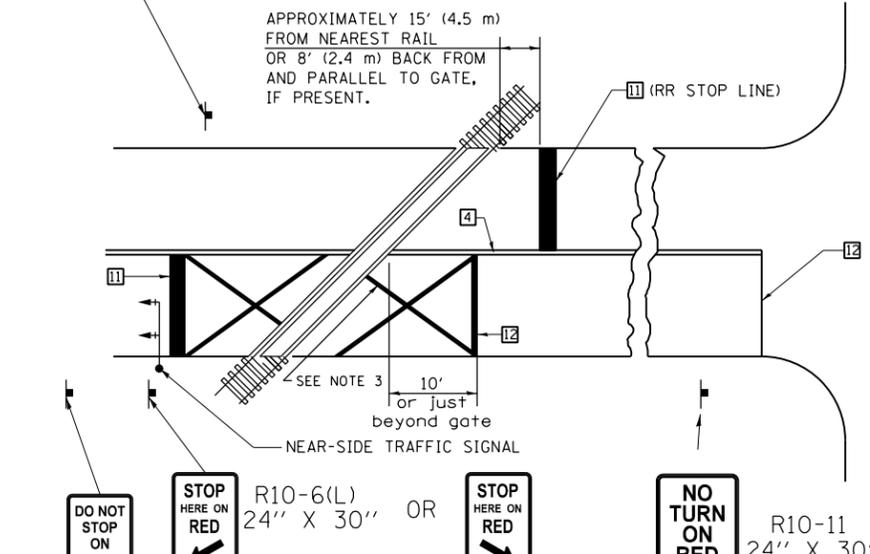
**RAILROAD CROSSING WITH INTERCONNECT ONLY**



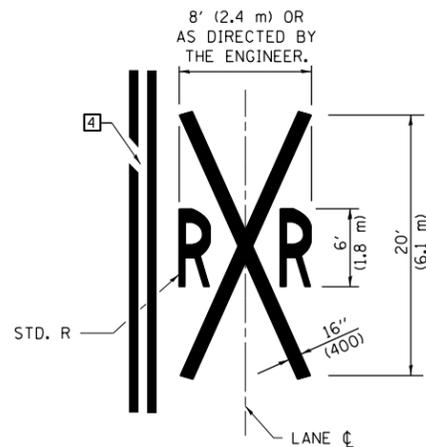
W10-I100  
30" X 36"

CAUTION  
XX FT BETWEEN TRACKS AND HIGHWAY  
DO NOT STOP ON TRACKS  
R8-8  
24" X 30"

**RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS**



**SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING**



**ALTERNATE SIGNS**

STOP HERE ON RED (R10-6a(L)) 24" X 30"

STOP HERE ON RED (R10-6a(R)) 24" X 30"

**GENERAL NOTES**

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- 6" WHITE PAVEMENT MARKINGS AT 45° TO PAVEMENT, 8' CENTER TO CENTER.
- XX DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICH EVER IS CLOSEST, ROUNDED DOWN TO NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTENDED TO THE INTERSECTION.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

**DISTRICT 5 DETAIL NO. 7800AAAA**

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED - 04/14 - JLA
	PLOT DATE = 6/21/2017	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS  
(RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	12BDR	DEWITT	47	47
CONTRACT NO. 70B77				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				