

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1807	(51-23HB-6)B-1	LAWRENCE	60	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 74115		

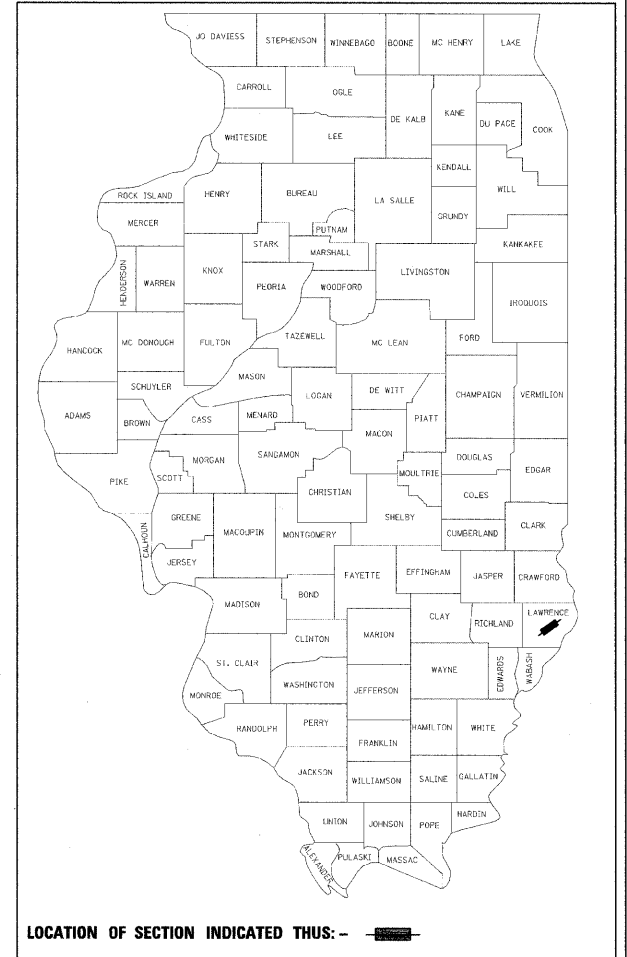
FOR INDEX OF SHEETS & LIST OF STANDARDS SEE SHEET NO. 2

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

F.A.S. ROUTE 1807 (US BUS. 50 RAMP A)  
SECTION (51-23HB-6)B-1  
PROJECT BHM-1807(029)  
LAWRENCE COUNTY  
C-97-079-05

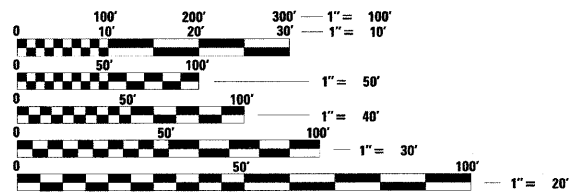
D-97-045-05



NOTE: WHEREVER IN THE PLANS SECTION (51-23HB)-6B-1 IS SHOWN IT SHOULD BE SECTION (51-23HB-6)B-1 INSTEAD,

CONSULTANT PROJECT MANAGER: KEITH BENTING PHONE: (217) 875-4800

MAJOR COLLECTOR  
2007 ADT = 3200



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

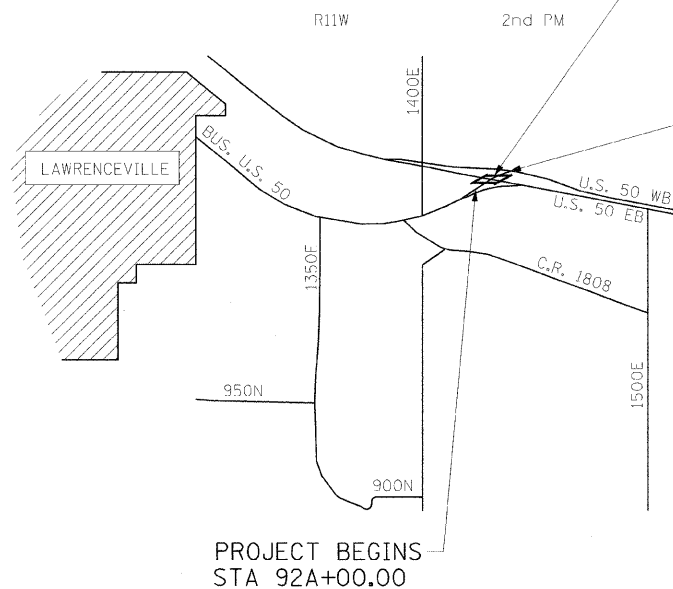
PROJECT ENGINEER: TOM RONAN (217) 342-8320  
PROJECT MANAGER: JENNIFER WENTHE (217) 342-8361  
CONTRACT NO. 74115



345 E. ASH AVE.  
DECATUR, ILLINOIS 62526  
PH. 217-875-4800

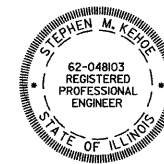


NET LENGTH OF IMPROVEMENT = 500 FT (0.095 MILES)  
GROSS LENGTH OF IMPROVEMENT = 500 FT (0.095 MILES)



SECTION (51-23HB-6)B-1  
PROPOSED STRUCTURE REHABILITATION  
STA 94A+66.74 (RAMP A) =  
STA 702+74.98 (U.S. 50 EB)  
STRUCTURE NO 051-0031  
THREE SPAN STEEL WF STRUCTURE WITH  
NEW COMPOSITE CONCRETE DECK ON EXISTING  
STEEL PILE ABUTMENTS & EXISTING  
HAMMERHEAD PIERS  
SPANS AT 61'-4", 78'-6" AND 56'-2"  
BACK TO BACK ABUTMENTS = 201'-8"  
0-0 DECK = 26'-2", SKEW = 46° R.F.

PROJECT ENDS  
STA 97A+00.00



*Steph M Kehoe*  
ILLINOIS PROFESSIONAL NO. 48103

3-18-09  
DATE

EXPIRES: 11-30-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED *March 19* 20 *09*

*Roger L. Scitelli*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
October 2, 20 09

*Charles G. Ingersoll*  
ENGINEER OF DESIGN AND ENVIRONMENT  
October 2, 20 09

*Christine M. Reed*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

**GENERAL NOTES**

**INDEX OF SHEETS**

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**HIGHWAY STANDARDS**

000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS  
 001001-02 AREAS OF REINFORCEMENT BARS  
 001006 DECIMAL OF AN INCH AND OF A FOOT  
 280001-04 TEMPORARY EROSION CONTROL SYSTEMS  
 420401-07 BRIDGE APPROACH PAVEMENT CONNECTOR  
 483001-04 PCC SHOULDER  
 515001-03 NAME PLATE FOR BRIDGES  
 542401-01 METAL END SECTION FOR PIPE CULVERTS  
 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN  
 610001-04 SHOULDER INLET WITH CURB  
 630001-08 STEEL PLATE BEAM GUARDRAIL  
 631031-07 TRAFFIC BARRIER TERMINAL TYPE 6  
 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT  
 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS  
 701101-02 OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE  
 701106-02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY  
 701400-03 APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY  
 701406-05 LANE CLOSURE, FREEWAY / EXPRESSWAY, DAY OPERATIONS ONLY  
 701451 RAMP CLOSURE FREEWAY / EXPRESSWAY  
 701901-01 TRAFFIC CONTROL DEVICES  
 780001-02 TYPICAL PAVEMENT MARKINGS  
 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

**BITUMINOUS MIXTURE REQUIREMENTS**

MIX USE	Surface Course (1 1/2")
AC/PG	PG 64-22
RAP %	—
DESIGN VOIDS	4.0% @ Ndesign = 90
MIXTURE COMPOSITION (GRAD. MIXTURE)	IL-9.5
FRICTION	Mixture D

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2007; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JANUARY 1, 2009; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THE WORK ON THIS PROJECT IS LOCATED AT EXISTING SN 051-0031 CARRYING US BUSINESS 50 RAMP A OVER THE EASTBOUND LANES OF US 50 2 MILES EAST OF LAWRENCEVILLE IN LAWRENCE COUNTY. THE INTENT OF THIS PROJECT IS TO RECONSTRUCT A NEW COMPOSITE CONCRETE DECK ON EXISTING THREE SPAN STEEL WF STRUCTURE ON STEEL PILE ABUTMENTS AND EXISTING HAMMERHEAD PIERS. THE BUSINESS 50 RAMP A ROADWAY WILL BE CLOSED DURING CONSTRUCTION. THE WORK ALSO INCLUDES REMOVAL OF EXISTING PAVEMENT AND PAVED SHOULDER, HOT-MIX ASPHALT RESURFACING, EARTHWORK, GUARDRAIL REMOVAL AND REPLACEMENT, SLOPEWALL REMOVAL AND REPLACEMENT, BRIDGE APPROACH PAVEMENT AND PCC CONNECTOR PAVEMENT, PAVED AND AGGREGATE SHOULDERS, PAVEMENT MARKING AND SEEDING.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITY FACILITIES. HE SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR THEIR MARKING OF THE EXACT LOCATION.

MATERIAL REQUIRED FOR FURNISHED EXCAVATION SHALL BE DELIVERED FROM AN OFF-SITE LOCATION.

ALL TREES WITHIN THE RIGHT-OF-WAY THAT INTERFERE WITH CONSTRUCTION SHALL BE REMOVED ONLY AT THE DIRECTION OF THE ENGINEER. TREES NOT SHOWN FOR REMOVAL SHALL BE PRESERVED THROUGHOUT THIS SECTION AS DIRECTED BY THE ENGINEER.

WHERE SECTION AND SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATION.

REMOVAL OF EXISTING AGGREGATE MATERIAL SHALL BE INCLUDED IN EARTH EXCAVATION.

ALL ELEVATIONS SHOWN REFER TO U.S.G.S. MEAN SEA LEVEL.

THE NOMINAL THICKNESS FOR SURFACE COURSE IS SHOWN ON THE TYPICAL SECTIONS, STANDARDS, SCHEDULES, OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESS OF THE ABOVE ITEM SHALL NOT BE LESS THAN 90 PERCENT OF THE NOMINAL THICKNESS AT ANY LOCATION.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT TWO LOCATIONS WHERE PROPOSED NEW CONSTRUCTION WILL ABUT EXISTING HOT-MIX ASPHALT SURFACES. THE SAW CUT SHALL BE MADE FULL DEPTH THROUGH THE EXISTING HOT MIX ASPHALT SURFACE. A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT TWO LOCATIONS WHERE PROPOSED NEW BRIDGE APPROACH PAVEMENT CONNECTOR CONSTRUCTION WILL ABUT EXISTING 10" PCC PAVEMENT OVERLAID WITH 2" OF HOT-MIX ASPHALT. THE SAWCUT SHALL BE MADE FULL DEPTH THROUGH THE EXISTING PAVEMENT. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT ITEMS INVOLVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.

IN ADDITION TO FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING FACILITIES 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. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

20 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

TRANSITION CURB ON RIGHT SIDE OF BRIDGE APPROACH PAVEMENT CONNECTOR SHALL BE CONSTRUCTED AS SHOWN STA 96A+09.41 TO 96A+19.98. THE TRANSITION CURB SHALL BE INCLUDED IN THE UNIT PRICE FOR THE BRIDGE APPROACH PAVEMENT CONNECTOR (PCC).

THE TREES LISTED IN THE TREE SCHEDULE SHALL BE APPROVED AND HAND PLANTED AT LOCATIONS AS DIRECTED BY THE ROADSIDE MAINTENANCE TECHNICIAN, PHIL NOSBISCH, (217)-342-8249. THE CONTRACTOR SHALL BE REQUIRED TO GIVE TWO WEEKS NOTICE TO SCHEDULE A TIME FOR THE LOCATIONS TO BE STAKED AND ON THE SAME DAY THE TREES SHALL BE DELIVERED TO THE JOBSITE FOR ACCEPTANCE OF THE PLANTING MATERIAL BY THE ROADSIDE MAINTENANCE TECHNICIAN.

FOR THE PAY ITEM BITUMINOUS MATERIALS (PRIME COAT), THE CONTRACTOR SHALL USE EITHER RC 70 OR AN EMULSIFIED POLYMER PRIME SS-1 HP.

THE CONTRACTOR WILL PROVIDE INTERNET ACCESSIBILITY TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL BITUMINOUS ITEMS.

THE QUANTITY OF 1000 FT FOR PAINT PAVEMENT MARKING - LINE 4" INCLUDES 500 FT OF WHITE EDGE LINE (LT) AND 500 FT OF YELLOW EDGE LINE (RT).

RAISED REFLECTIVE PAVEMENT MARKERS AND RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE) ARE TO BE ONE-WAY CRYSTAL.

GUARDRAIL MARKERS, TYPE A ARE TO BE CRYSTAL ON THE LT SIDE AND AMBER ON THE RT SIDE.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIAL	2.05 TON/CU YD
BITUMINOUS MATERIALS PRIME COAT	0.1 GAL/SQ YD (ON COLD MILLED SURFACE)
AGGREGATE PRIME COAT	2 LB/SQ YD
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	112 LB/SQ YD/IN
RIPRAP	1.50 TON/CU YD
TEMPORARY EROSION CONTROL SEEDING	600 LB/ACRE

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES</b>	F.A.S. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	2
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -			CONTRACT NO. 74115				
	PLOT DATE = #DATE#	DATE -	REVISED -			SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA	TO STA	FED. ROAD DIST. NO.

SUMMARY OF QUANTITIES

80/20  
FED/ST

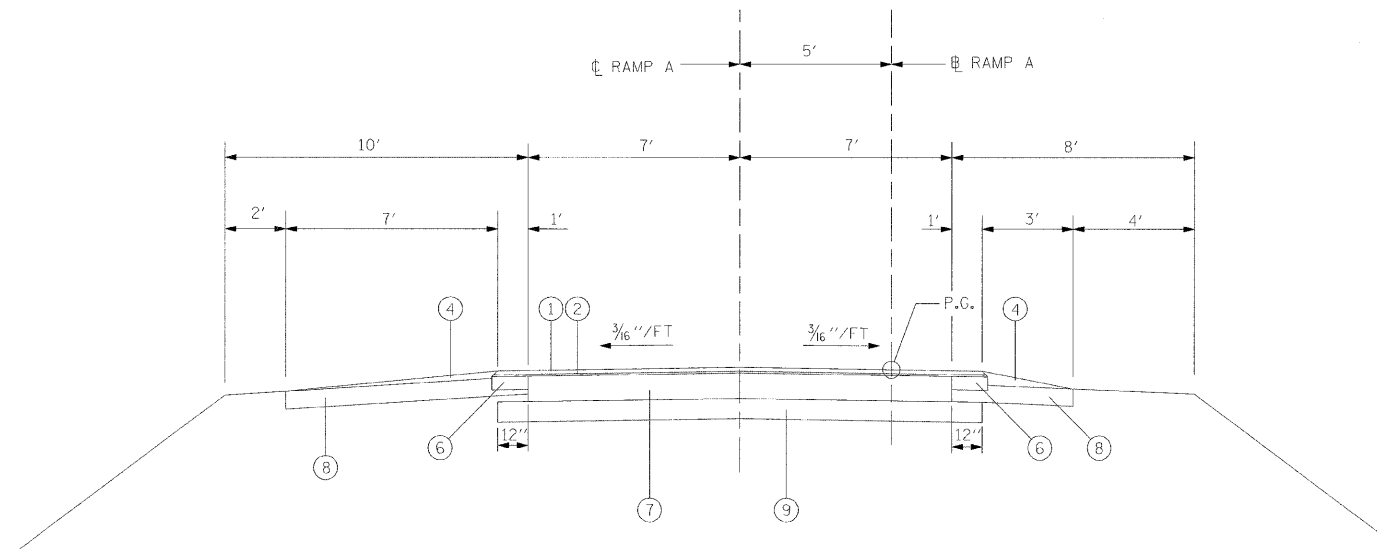
80/20  
FED/ST

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ROADWAY 1000	BRIDGE X271-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	61	61	
20200100	EARTH EXCAVATION	CU YD	170	170	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	89		89
* 25001000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.10	0.10	
25100630	EROSION CONTROL BLANKET	SQ YD	232	232	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50	50	
28000400	PERIMETER EROSION BARRIER	FOOT	1019	1019	
28100205	STONE RIPRAP, CLASS A3	TON	6	6	
28200200	FILTER FABRIC	SQ YD	11	11	
31101600	SUB-BASE GRANULAR MATERIAL, TYPE B 8"	SQ YD	107	107	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	38	38	
40600300	AGGREGATE (PRIME COAT)	TON	1	1	
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	32	32	
42001300	PROTECTIVE COAT	SQ YD	129	129	
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	51	51	
44000100	PAVEMENT REMOVAL	SQ YD	66	66	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	385	385	
44000700	APPROACH SLAB REMOVAL	SQ YD	90	90	
44004250	PAVED SHOULDER REMOVAL	SQ YD	96	96	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	125	125	
50102400	CONCRETE REMOVAL	CU YD	9.9		9.9
50104650	SLOPEWALL REMOVAL	SQ YD	360		360
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1
50157300	PROTECTIVE SHIELD	SQ YD	224		224
50200100	STRUCTURE EXCAVATION	CU YD	89		89
50300225	CONCRETE STRUCTURES	CU YD	31.4		31.4
50300255	CONCRETE SUPERSTRUCTURE	CU YD	270.9		270.9
50300260	BRIDGE DECK GROOVING	SQ YD	626		626
50300300	PROTECTIVE COAT	SQ YD	881		881
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	PCUND	2710		2710
50500505	STUD SHEAR CONNECTORS	EACH	2005		2005
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	10		10
50501110	STRUCTURAL STEEL REMOVAL	PCUND	1470		1470
50800205	REINFORCEMENT BARS, EPOXY COATED	PCUND	63700		63700

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ROADWAY 1000	BRIDGE X271
50800515	BAR SPLICERS	EACH	68		68
51100100	SLOPE WALL 4 INCH	SQ YD	447		447
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	72		72
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	5		5
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	5		5
52100520	ANCHOR BOLTS, 1"	EACH	20		20
54215547	METAL END SECTIONS 12"	EACH	1	1	
59000200	EPOXY CRACK INJECTION	FOOT	16		16
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	47		47
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4	4	
60100945	PIPE DRAINS 12"	FOOT	58	58	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	253		253
60900515	CONCRETE THRUST BLOCKS	EACH	1	1	
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	1	1	
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	175.0	175.0	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
63200310	GUARDRAIL REMOVAL	FOOT	274	274	
66201120	CONCRETE SHOULDER CURB	FOOT	10.0	10.0	
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	4	4	
67100100	MOBILIZATION	L SUM	1	1	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1	
70103710	TRAFFIC CONTROL FOR RAMPS	L SUM	1	1	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	4	4	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1,000	1,000	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	7	7	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	6	6	
* A2001716	TREE, ACER SACCHARUM (SUGAR MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	4	4	
* A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	3	3	
X0323830	DRAINAGE SCUPPERS, DS-11	EACH	2		2
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	5		5
X6050700	REMOVE INLET BOX	EACH	1	1	
XX003964	REMOVAL OF EXISTING METAL END SECTIONS	EACH	1	1	
X4832500	PORTLAND CEMENT CONCRETE SHOULDERS 12" (SPECIAL)	SQ YD	69	69	

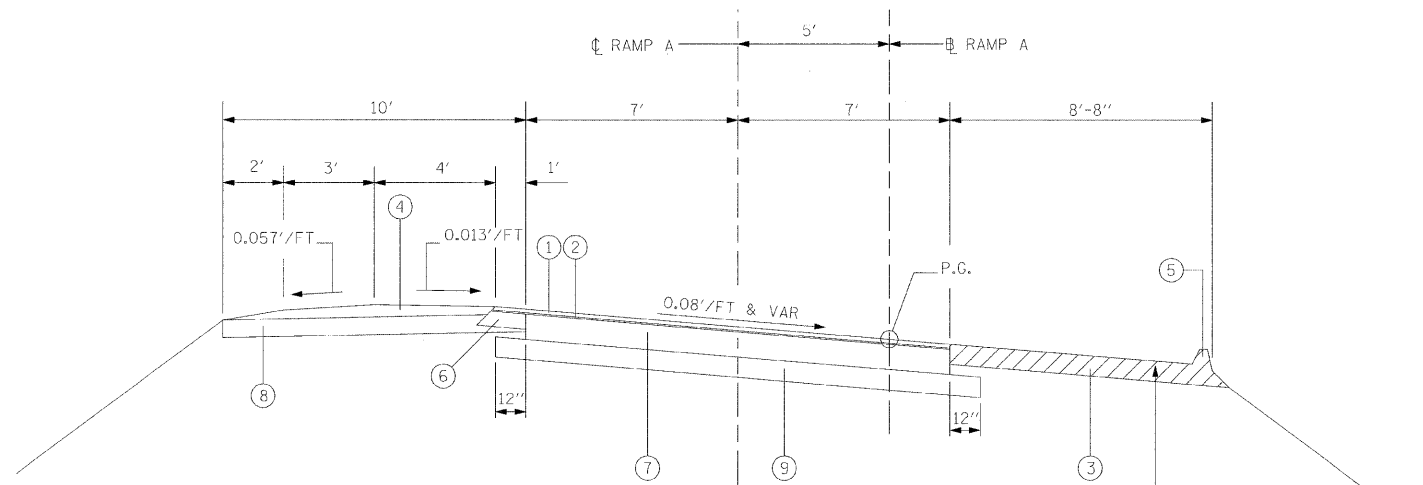
\* SPECIALTY ITEM

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\$FILEL\$	PLOT SCALE = \$SCALE\$	DRAWN - SRS	REVISED -		SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA. 10 S1A.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74115	
	PLOT DATE = \$DATE\$	CHECKED -	REVISED -								
		DATE -	REVISED -								



**EXISTING TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A**  
**STA 92A+00.00 TO 93A+41.06**  
**NORMAL CROWN**

- LEGEND**
- ① EXISTING BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I (1 1/2")
  - ② EXISTING LEVELING BINDER (MACHINE METHOD)
  - ③ EXISTING BITUMINOUS SHOULDERS 8"
  - ④ EXISTING AGGREGATE SHOULDERS, TYPE B
  - ⑤ EXISTING BITUMINOUS CONCRETE CURB
  - ⑥ EXISTING EARTH EXCAVATION WIDENING
  - ⑦ EXISTING PCC PAVEMENT 10"
  - ⑧ EXISTING AGGREGATE SHOULDERS 7"
  - ⑨ EXISTING GRANULAR SUB-BASE 8"
  - ⑩ PROPOSED PAINT PAVEMENT MARKING - LINE 4" (WHITE-EDGE)
  - ⑪ PROPOSED PAINT PAVEMENT MARKING - LINE 4" (YELLOW-EDGE)
  - ⑫ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
  - ⑬ PROPOSED AGGREGATE SHOULDERS, TYPE B (6")
  - ⑭ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
  - ⑮ PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) (VARIES 12" TO 15")
  - ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 8"
  - ⑰ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 12" (SPECIAL)



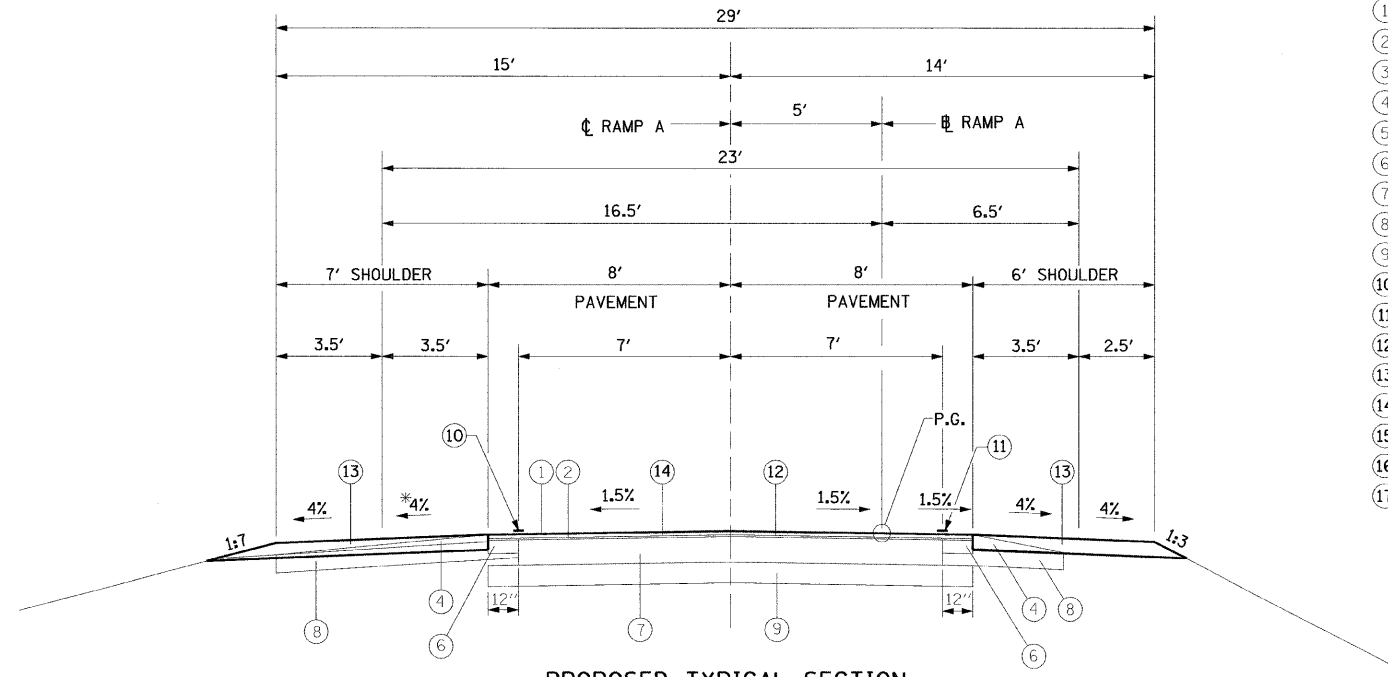
**EXISTING TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A**  
**STA 95A+69.90 TO 97A+00.00**  
**FULL SUPERELEVATION**  
 (SE TRANSITION STA 93A+41.06 TO 97A+16.06)

REMOVE BIT. SHOULDER & CURB  
 RT STA 95A+94.45 TO 97A+00.06

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING ROADWAY TYPICAL SECTIONS</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	4	
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	PLOT DATE = #DATE#	DATE -	REVISED -			SCALE: 1"=3'	SHEET NO. 1 OF 1 SHEETS	STA 92A+00.00 TO STA 97A+00.00	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		

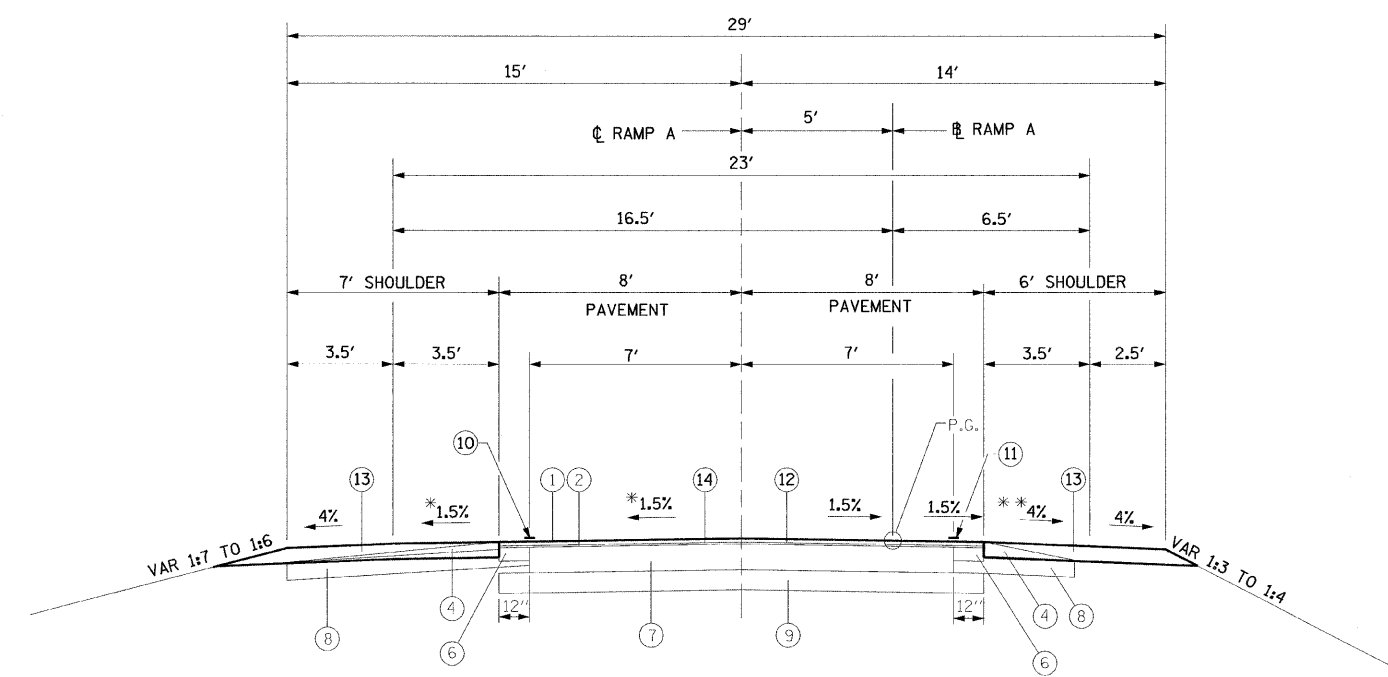
**LEGEND**

- ① EXISTING BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I (1 1/2")
- ② EXISTING LEVELING BINDER (MACHINE METHOD)
- ③ EXISTING BITUMINOUS SHOULDERS 8"
- ④ EXISTING AGGREGATE SHOULDERS, TYPE B
- ⑤ EXISTING BITUMINOUS CONCRETE CURB
- ⑥ EXISTING EARTH EXCAVATION WIDENING
- ⑦ EXISTING PCC PAVEMENT 10"
- ⑧ EXISTING AGGREGATE SHOULDERS 7"
- ⑨ EXISTING GRANULAR SUB-BASE 8"
- ⑩ PROPOSED PAINT PAVEMENT MARKING - LINE 4" (WHITE-EDGE)
- ⑪ PROPOSED PAINT PAVEMENT MARKING - LINE 4" (YELLOW-EDGE)
- ⑫ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑬ PROPOSED AGGREGATE SHOULDERS, TYPE B (6")
- ⑭ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
- ⑮ PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) (VARIES 12" TO 15')
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 8"
- ⑰ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 12" (SPECIAL)



**PROPOSED TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A**  
**STA 92A+00.00 TO 92A+65.00**  
**NORMAL CROWN**  
(MATCH EXISTING STA 92A+00.00)  
(BUTT JOINT)

\* VARIES FROM 4% TO 1.5%  
STA 92A+09 TO 92A+65  
(SEE BRIDGE PLANS GENERAL DATA  
SHEET FOR TRANSITION DETAILS)

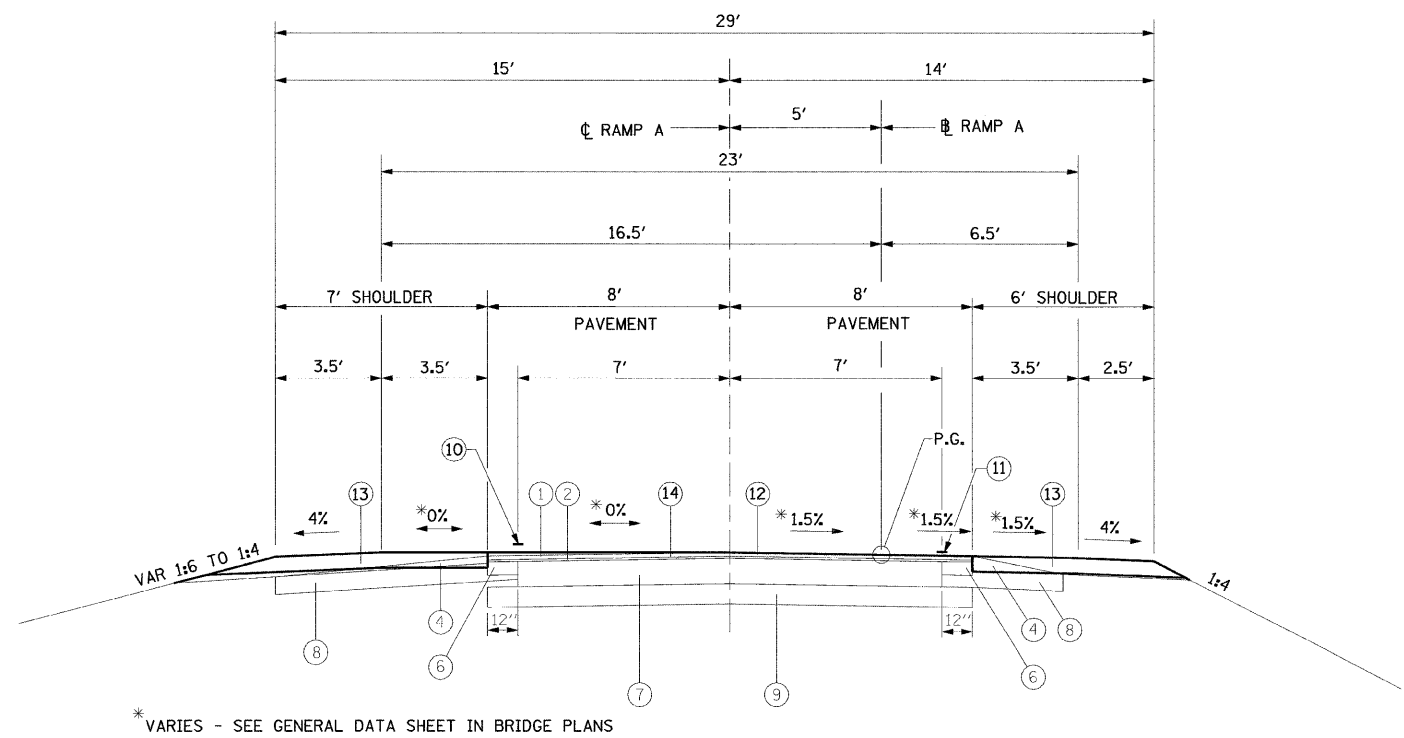


**PROPOSED TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A**  
**STA 92A+65.00 TO 93A+13.00**

\* VARIES FROM 1.5% TO 0.0%  
STA 92A+65 TO 93A+13  
(SEE BRIDGE PLANS GENERAL DATA  
SHEET FOR TRANSITION DETAILS)

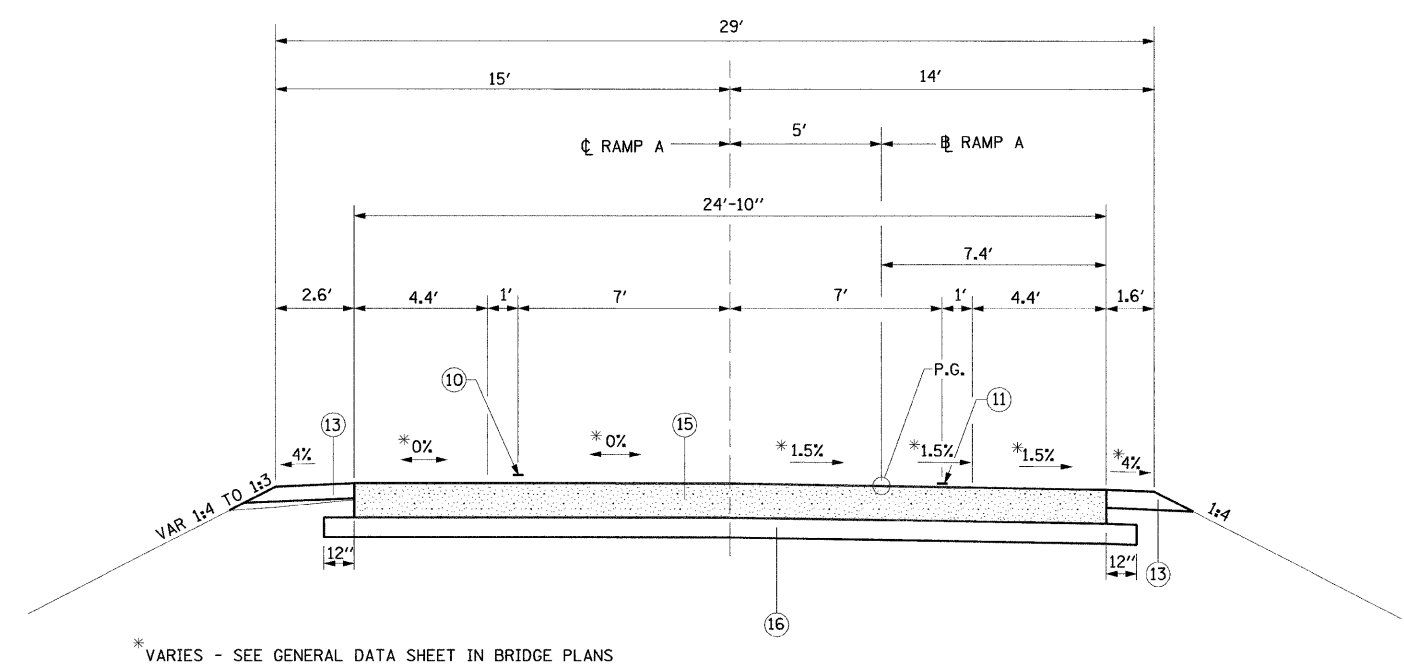
\*\* VARIES FROM 4.0% TO 1.5%  
STA 92A+65 TO 93A+13  
(SEE BRIDGE PLANS GENERAL DATA  
SHEET FOR TRANSITION DETAILS)

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED ROADWAY TYPICAL SECTIONS</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	5	
		CHECKED -	REVISED -			CONTRACT NO. 74115					
		DATE -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					
						SCALE: 1"=3'		SHEET NO. 1 OF 4 SHEETS		STA 92A+00.00 TO STA 93A+13.00	



\* VARIES - SEE GENERAL DATA SHEET IN BRIDGE PLANS

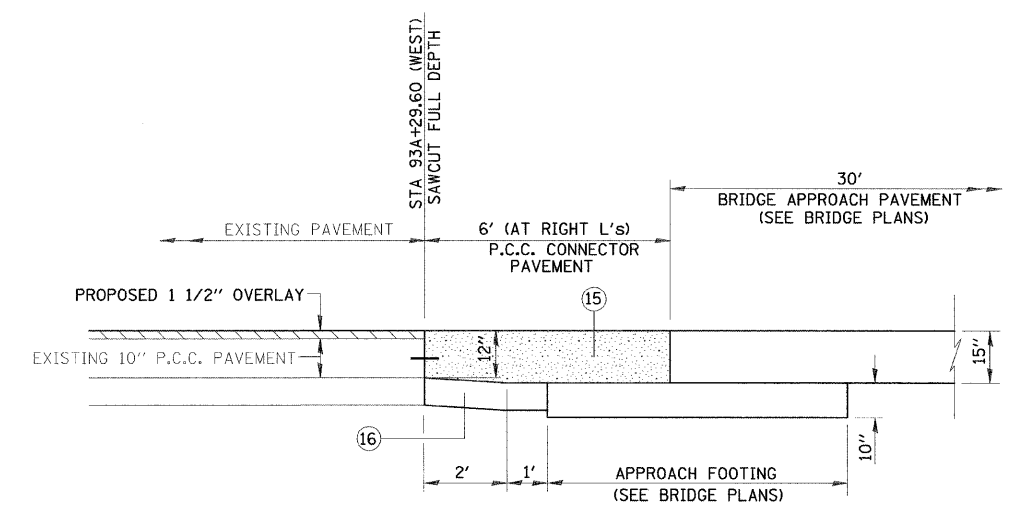
**PROPOSED TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A**  
**STA 93A+13.00 TO 93A+29.60**



\* VARIES - SEE GENERAL DATA SHEET IN BRIDGE PLANS

**PROPOSED TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A**  
**STA 93A+29.60 TO 93A+38.24**  
 (SEE BRIDGE APPROACH PAVEMENT CONNECTOR DETAIL)

- LEGEND**
- ① EXISTING BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I (1 1/2")
  - ② EXISTING LEVELING BINDER (MACHINE METHOD)
  - ③ EXISTING BITUMINOUS SHOULDERS 8"
  - ④ EXISTING AGGREGATE SHOULDERS, TYPE B
  - ⑤ EXISTING BITUMINOUS CONCRETE CURB
  - ⑥ EXISTING FARTH EXCAVATION WIDENING
  - ⑦ EXISTING PCC PAVEMENT 10"
  - ⑧ EXISTING AGGREGATE SHOULDERS 7"
  - ⑨ EXISTING GRANULAR SUB-BASE 8"
  - ⑩ PROPOSED PAINT PAVEMENT MARKING - LINE 4" (WHITE-EDGE)
  - ⑪ PROPOSED PAINT PAVEMENT MARKING - LINE 4" (YELLOW-EDGE)
  - ⑫ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
  - ⑬ PROPOSED AGGREGATE SHOULDERS, TYPE B (6")
  - ⑭ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
  - ⑮ PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) (VARIES 12" TO 15")
  - ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 8"
  - ⑰ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 12" (SPECIAL)

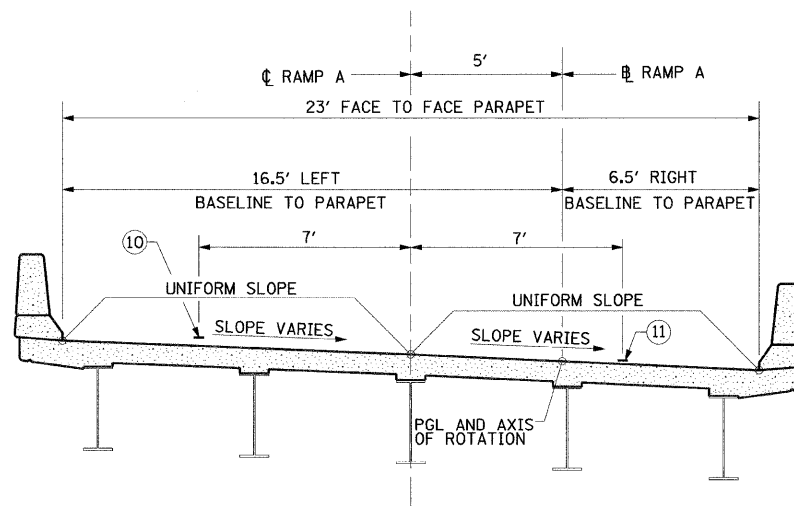


**BRIDGE APPROACH PAVEMENT CONNECTOR DETAIL**  
 (WORK THIS DETAIL WITH STANDARD 420401)  
 (NTS)

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED ROADWAY TYPICAL SECTIONS</b>	F.A.S. R.T.E. 1807	SECTION (51 23HB) 6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 6	
PLOT SCALE = #SCALE#	CHECKED -	REVISIED -	SCALE: 1"=3'			SHEET NO. 2 OF 4 SHEETS	STA 93A+13.00 TO STA 93A+38.24	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 74115
PLOT DATE = #DATE#	DATE -	REVISIED -									

BRIDGE APPROACH PAVEMENT  
SEE BRIDGE PLANS

**PROPOSED TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A**  
**STA 93A+38.24 TO 93A+68.24**



**PROPOSED TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A BRIDGE**  
**STA 93A+68.24 TO 95A+69.90**

BRIDGE APPROACH PAVEMENT  
SEE BRIDGE PLANS

**PROPOSED TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A**  
**STA 95A+69.90 TO 95A+99.90**

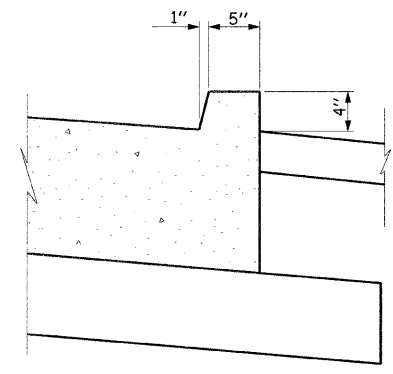
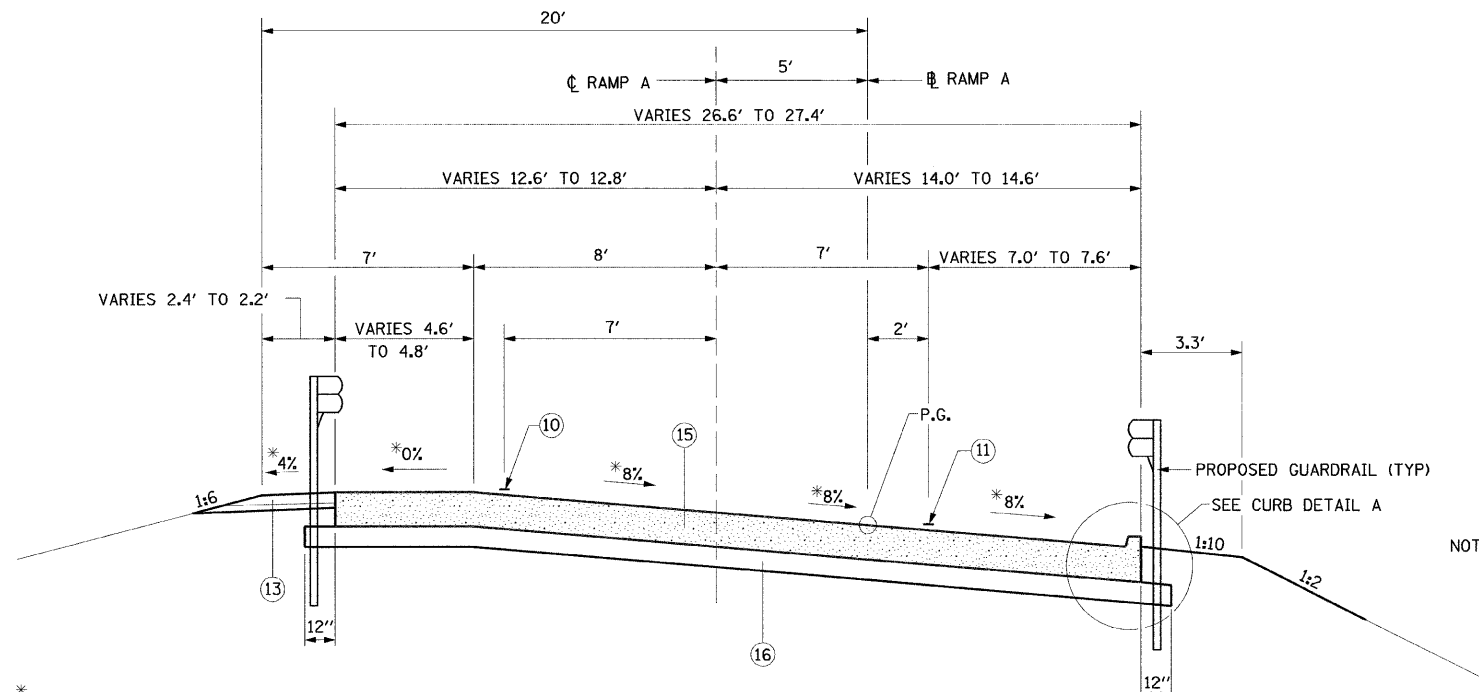
**LEGEND**

- ① EXISTING BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I (1 1/2")
- ② EXISTING LEVELING BINDER (MACHINE METHOD)
- ③ EXISTING BITUMINOUS SHOULDERS 8"
- ④ EXISTING AGGREGATE SHOULDERS, TYPE B
- ⑤ EXISTING BITUMINOUS CONCRETE CURB
- ⑥ EXISTING EARTH EXCAVATION WIDENING
- ⑦ EXISTING PCC PAVEMENT 10"
- ⑧ EXISTING AGGREGATE SHOULDERS 7"
- ⑨ EXISTING GRANULAR SUB-BASE 8"
- ⑩ PROPOSED PAINT PAVEMENT MARKING - LINE 4" (WHITE-EDGE)
- ⑪ PROPOSED PAINT PAVEMENT MARKING - LINE 4" (YELLOW-EDGE)
- ⑫ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑬ PROPOSED AGGREGATE SHOULDERS, TYPE B (6")
- ⑭ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
- ⑮ PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) (VARIES 12" TO 15")
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 8"
- ⑰ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 12" (SPECIAL)

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED ROADWAY TYPICAL SECTIONS</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	7
PLOT SCALE = #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 74115				
PLOT DATE = #DATE#		DATE -	REVISED -			SCALE: 1"=3'	SHEET NO. 3 OF 4 SHEETS	STA 93A+38.24 TO STA 95A+99.90	FED. ROAD DIST. NO.	[ILLINOIS] FED. AID PROJECT

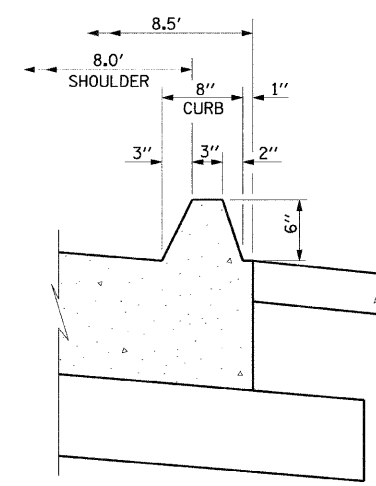
**LEGEND**

- ① EXISTING BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I (1 1/2")
- ② EXISTING LEVELING BINDER (MACHINE METHOD)
- ③ EXISTING BITUMINOUS SHOULDERS 8"
- ④ EXISTING AGGREGATE SHOULDERS, TYPE B
- ⑤ EXISTING BITUMINOUS CONCRETE CURB
- ⑥ EXISTING EARTH EXCAVATION WIDENING
- ⑦ EXISTING PCC PAVEMENT 10"
- ⑧ EXISTING AGGREGATE SHOULDERS 7"
- ⑨ EXISTING GRANULAR SUB-BASE 8"
- ⑩ PROPOSED PAINT PAVEMENT MARKING - LINE 4" (WHITE-EDGE)
- ⑪ PROPOSED PAINT PAVEMENT MARKING - LINE 4" (YELLOW-EDGE)
- ⑫ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑬ PROPOSED AGGREGATE SHOULDERS, TYPE B (6")
- ⑭ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
- ⑮ PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) (VARIES 12" TO 15")
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B 8"
- ⑰ PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 12" (SPECIAL)



**CURB DETAIL A**  
(NTS)

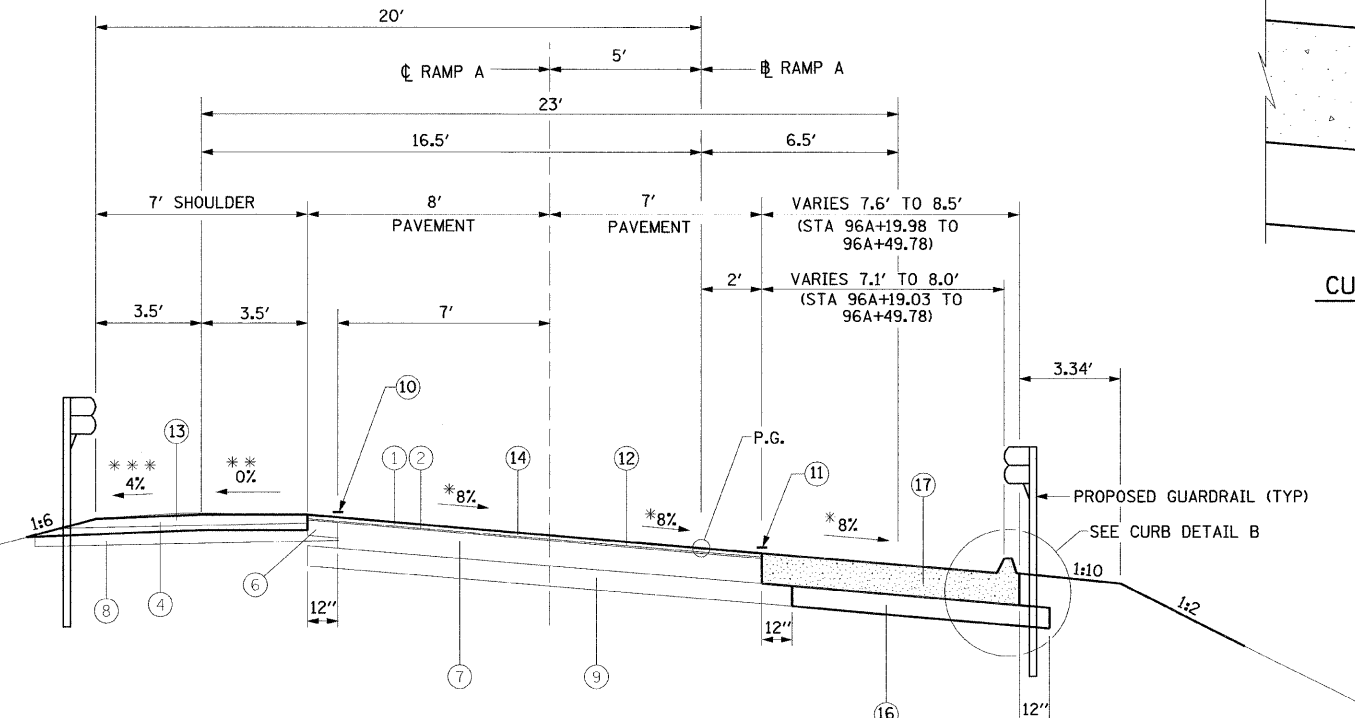
NOTE:  
TRANSITION CURB FROM RT STA 96A+09.41 TO 96A+19.98



**CURB DETAIL B**  
(NTS)

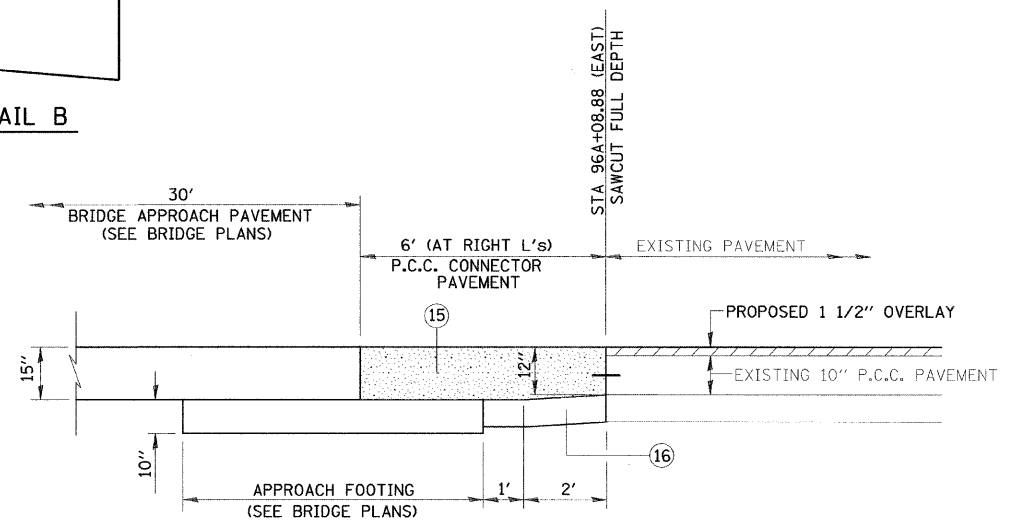
\* VARIES - SEE GENERAL DATA SHEET IN BRIDGE PLANS

**PROPOSED TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A**  
**STA 95A+99.90 TO 96A+08.88**  
(SEE BRIDGE APPROACH PAVEMENT CONNECTOR DETAIL)



\* VARIES - SEE GENERAL DATA SHEET IN BRIDGE PLANS  
\*\* VARIES 5.85% TO 0% STA 95A+96.00 TO 97A+00.00  
\*\*\* VARIES 2.15% TO 4% STA 95A+96.00 TO 97A+00.00

**PROPOSED TYPICAL SECTION**  
**U.S. BUSINESS 50 RAMP A**  
**STA 96A+08.88 TO 97A+00.00**  
**SUPERELEVATION TRANSITION**  
(MATCH EXISTING STA 97A+00.00)  
(BUTT JOINT)



**BRIDGE APPROACH PAVEMENT CONNECTOR DETAIL**  
(WORK THIS DETAIL WITH STANDARD 420401)  
(NTS)

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED ROADWAY TYPICAL SECTIONS</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	8	
PLOT SCALE = #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 74115					
PLOT DATE = #DATE#		DATE -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					



**MAINLINE SCHEDULE**

LOCATION	LENGTH	WIDTH	* BIT MATLS PR CT	AGG PR CT	HMA SC "D" N90
	(FOOT)	(FOOT)	40600100 (GAL)	40600300 (TON)	40603345 (TON)
STA 92A+00.00 TO 93A+29.60	129.60	16.0	22.1	0.5	18.6
STA 96A+08.88 TO 97A+00.00	91.12	15.0	16.3	0.5	13.7
<b>TOTAL</b>			<b>38</b>	<b>1</b>	<b>32</b>

\*BITUMINOUS MATERIALS PRIME COAT QUANTITIES FOR MAINLINE ARE BASED ON ONE APPLICATION ON EXISTING MILLED PAVEMENT

**SHOULDER SCHEDULE**

LOCATION	LENGTH	WIDTH	AGGREGATE SHLDS B	PCC SHOULDERS 12 SPL
	(FOOT)	(FOOT)	48101200 (TON)	(SQ YD)
LT STA 92A+00.00 TO 93A+13.09	143.09	7.00	45.0	
RT STA 92A+00.00 TO 93A+66.91	166.91	6.00	38.6	
LT STA 95A+60.86 TO 97A+00.00	139.14	7.00	41.2	
RT STA 96A+11.15 TO 96A+30.00	18.85	**		12.3
RT STA 96A+40.00 TO 97A+00.00	60.00	***		56.6
<b>TOTAL</b>			<b>125</b>	<b>69</b>

\*\* VARIES 7.60' TO 8.04' (INCLUDES CONCRETE CURB)

\*\*\* VARIES 8.34' TO 8.50' (INCLUDES CONCRETE CURB)

**SEEDING SCHEDULE**

LOCATION	SEEDING CLASS 2 (SPECIAL)	TEMP EROS CONTR SEED
	25001000 (ACRE)	28000250 (POUND)
LT STA 92A+00 TO 93A+50	.016	8
RT STA 92A+00 TO 92A+50	.004	2
RT STA 92A+65 TO 93A+75	.007	4
LT STA 95A+50 TO 97A+00	.014	7
RT STA 95A+85 TO 97A+00	.059	29
<b>TOTAL</b>	<b>0.10</b>	<b>50</b>

**GUARDRAIL SCHEDULE**

LOCATION	SPBGR TY A	TRAF BAR TERM T 6	GUARDRAIL MARKERS, TYPE A	GUARDRAIL REMOVAL
	6 FT POSTS 63000001 (FOOT)	63100085 (EACH)	78200410 (EACH)	63200310 (FOOT)
16.92' LT STA 95A+59.63 TO 17.90' LT STA 96A+02.46		1		
17.90' LT STA 96A+02.46 TO 20.01' LT STA 96A+99.78	100		3	
6.70' RT STA 95A+83.44 TO 9.45' RT STA 96A+27.60		1		
9.45' RT STA 96A+27.60 TO 10.00' RT STA 97A+00.51	75		3	
15.4' LT STA 95A+53 TO 20.0' LT STA 97A+00				147
5.2' RT STA 95A+74 TO 10.0' RT STA 97A+01				127
<b>TOTAL</b>	<b>175.0</b>	<b>2</b>	<b>6</b>	<b>274</b>

**HOT-MIX ASPHALT SURFACE REMOVAL,  
VARIABLE DEPTH 44000198**

LOCATION	SQ YD
STA 92A+00.00 TO 93A+29.60	221.2
STA 96A+08.88 TO 97A+00.00	163.3
<b>TOTAL</b>	<b>385</b>

**BRIDGE APPROACH PAVEMENT  
CONNECTOR (PCC) 42001420**

LOCATION	SQ YD
STA 93A+29.60 TO 93A+38.24	23.9
STA 95A+99.90 TO 96A+08.88	26.8
RT STA 96A+11.15 TO 96A+30.00	12.3
RT STA 96A+30.00 TO 96A+40.00	9.0
RT STA 96A+40.00 TO 97A+00.00	56.6
<b>TOTAL</b>	<b>51</b>

**PROTECTIVE COAT 42001300**

LOCATION	SQ YD
STA 93A+29.60 TO 93A+38.24	23.9
STA 95A+99.90 TO 96A+08.88	26.8
RT STA 96A+11.15 TO 96A+30.00	12.3
RT STA 96A+30.00 TO 96A+40.00	9.0
RT STA 96A+40.00 TO 97A+00.00	56.6
<b>TOTAL</b>	<b>129</b>

**SUB-BASE GRANULAR MATERIAL, TYPE B 8" 31101600**

LOCATION	SQ YD
UNDER W. BRIDGE APPROACH PAVEMENT CONNECTOR	14.6
UNDER E. BRIDGE APPROACH PAVEMENT CONNECTOR	15.4
UNDER PCC SHOULDERS 12" (SPECIAL)	76.9
<b>TOTAL</b>	<b>107</b>

**CONCRETE HEADWALL FOR PIPE DRAINS 60100060**

LOCATION	EACH
63' LT STA 93A+41	1
44' RT STA 93A+75	1
62' LT STA 95A+55	1
50' RT STA 95A+84	1
<b>TOTAL</b>	<b>4</b>

**PAVEMENT REMOVAL 44000100**

LOCATION	LENGTH	WIDTH	SQ YD
STA 93A+29.60 TO 93A+48.24	18.64'	16.6'±	34.6
STA 95A+89.90 TO 96A+08.88	18.98'	15.0'±	31.8
<b>TOTAL</b>			<b>66</b>

**APPROACH SLAB REMOVAL 44000700**

LOCATION	LENGTH	WIDTH	SQ YD
STA 93A+48.24 TO 93A+68.24	20.00'	21.0'±	44.3
STA 95A+69.90 TO 95A+89.90	20.00'	21.0'±	45.1
<b>TOTAL</b>			<b>90</b>

**PAVED SHOULDER REMOVAL 44004250**

LOCATION	LENGTH	WIDTH	SQ YD
RT STA 95A+93.41 TO 97A+00.00 (INCLUDES BIT CURB)	106.59'	8.67'±	96
<b>TOTAL</b>			<b>96</b>

**REMOVE INLET BOX X6050700**

LOCATION	EACH
4.90' RT STA 95A+92	1
<b>TOTAL</b>	<b>1</b>

**REMOVAL OF EXISTING METAL END SECTIONS XX003964**

LOCATION	EACH
56.6' RT STA 95A+92	1
<b>TOTAL</b>	<b>1</b>

**TREE REMOVAL (6 TO 15 UNITS DIAMETER) 20100110**

LOCATION	UNIT
35' RT STA 96A+15	6.5
34' RT STA 96A+20	6
37' RT STA 96A+25	10.5
32' RT STA 96A+29	6
32' RT STA 96A+29	8
30' RT STA 96A+30	11
40' RT STA 96A+30	13
<b>TOTAL</b>	<b>61</b>

**QUANTITIES NOT OTHERWISE SHOWN**

ENGINEER'S FIELD OFFICE, TYPE B (67000500) = 4 CAL MO  
 MOBILIZATION (67100100) = 1 L SUM  
 TRAFFIC CONTROL AND PROTECTION, STANDARD 701406 (70100700) = 1 L SUM  
 TRAFFIC CONTROL FOR RAMP (70103710) = 1 L SUM  
 CHANGEABLE MESSAGE SIGN (70106800) = 4 CAL MO  
 TREE, ACER SACCHARUM (SUGAR MAPLE), 2" CALIPER, BALLED AND BURLAPPED (A2001716) = 4 EACH  
 TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED (A2006516) = 3 EACH

**EARTHWORK SCHEDULE**

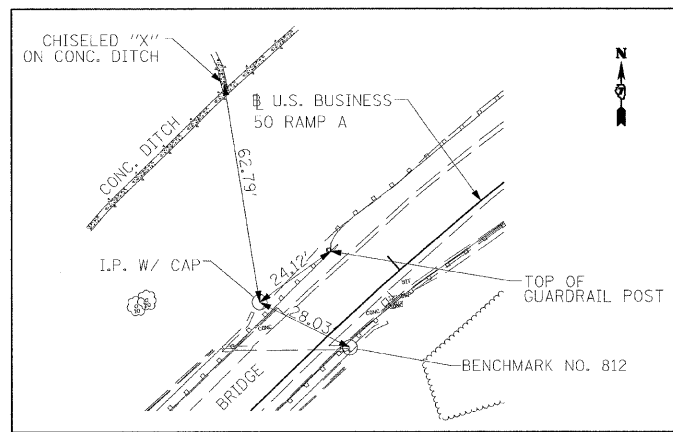
LOCATION	1	2	3	4
	EARTH EXCAVATION	EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED FOR SHRINKAGE) (COL 1 x .75)	*** EARTH EMBANKMENT (FILL)	EARTHWORK BALANCE WASTE (+) OR FURNISHED EXCAVATION (-) (COL 2 - COL 3)
	20200100 (CU YD)	(CU YD)	(CU YD)	(CU YD)
STA 92A+00.00 TO 93A+68.24	74	56	5	51
STA 95A+52.00 TO 97A+00.00	96	72	23	49
<b>TOTAL</b>	<b>170</b>	<b>128</b>	<b>28</b>	<b>100</b>

\*\*\*\* NOT A PAY ITEM

**STRIPING SCHEDULE**

LOCATION	PAINT PAVEMENT MARKING - LINE 4" 78001110		RAISED REFL PAVT MKR 78100100	RAISED REF PVT MKR BR 78100105
	SOLID EDGE LINE WHITE (FOOT)	SOLID EDGE LINE YELLOW (FOOT)	CRYSTAL (EACH)	CRYSTAL (EACH)
STA 92A+00.00 TO 97A+00.00	500	500		
LT STA 92A+00 TO 93A+16.14			4	
LT STA 93A+16.14 TO 95A+94.64				7
LT STA 95A+94.64 TO 97A+00			4	
<b>TOTAL</b>	<b>1000</b>		<b>8</b>	<b>7</b>

FILE NAME =	USER NAME = \$USER\$	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SCHEDULE OF QUANTITIES</b>			F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN - SRS	REVISED -					1807	(51-23HB)-6B-1	LAWRENCE	60	9
PLOT SCALE = \$SCALE\$		CHECKED -	REVISED -					<b>CONTRACT NO. 74115</b>				
PLOT DATE = \$DATE\$		DATE -	REVISED -					SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA	TO STA	FED. ROAD DIST. NO.

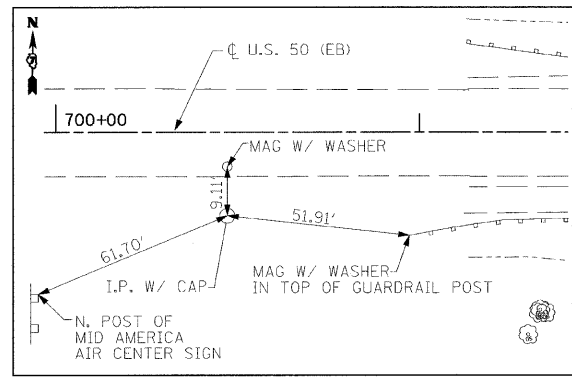
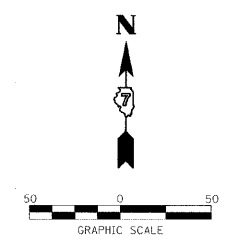
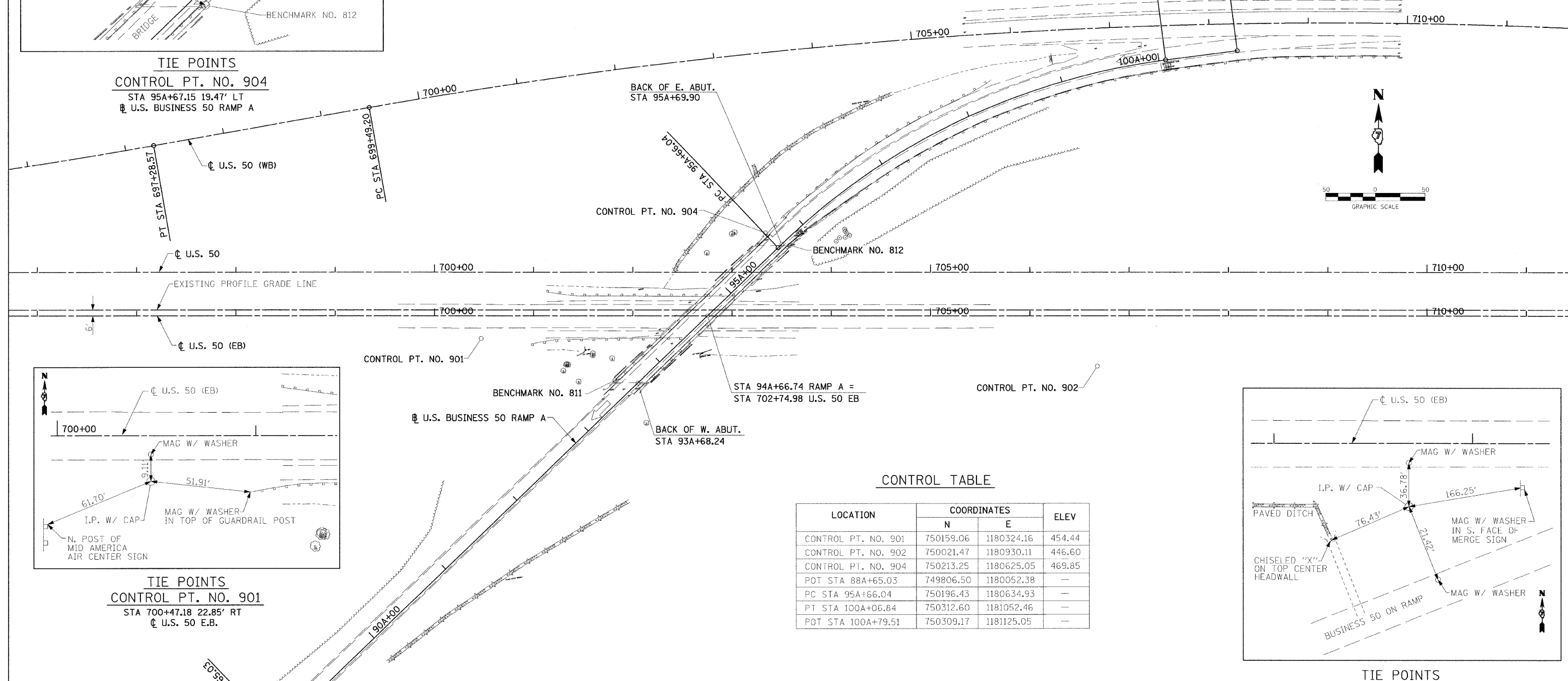


**TIE POINTS**  
**CONTROL PT. NO. 904**  
 STA 95A+67.15 19.47' LT  
 U.S. BUSINESS 50 RAMP A

SEE BRIDGE PLANS GENERAL DATA SHEET FOR SE TRANSITION DETAILS

**CURVE DATA**

Δ = 36°-29'-50" (RT)  
 D = 8°-16'-47"  
 T = 228.17'  
 L = 440.80'  
 E = 36.65'  
 R = 692.00'  
 SE = 0.080'/FT.  
 PC STA = 95A+66.04  
 PT STA = 100A+06.84  
 PI STA = 97A+94.21  
 SE TRANS. = 435'  
 SE ATTAINED STA 92A+65.00 TO STA 97A+00.00  
 NC = 3/16 "/FT.



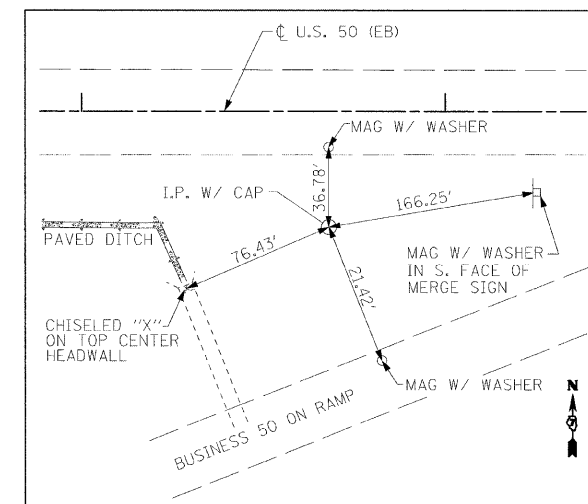
**TIE POINTS**  
**CONTROL PT. NO. 901**  
 STA 700+47.18 22.85' RT  
 U.S. 50 E.B.

**CONTROL TABLE**

LOCATION	COORDINATES		ELEV
	N	E	
CONTROL PT. NO. 901	750159.06	1180324.16	454.44
CONTROL PT. NO. 902	750021.47	1180930.11	446.60
CONTROL PT. NO. 904	750213.25	1180625.05	469.85
POT STA 88A+65.03	749806.50	1180052.38	—
PC STA 95A+66.04	750196.43	1180634.93	—
PT STA 100A+06.84	750312.60	1181052.46	—
POT STA 100A+79.51	750309.17	1181125.05	—

**BENCHMARK INFO**

LOCATION	DESCRIPTION	ELEV
BENCHMARK NO. 811	CHISELED SQUARE AT SW CORNER OF U.S. 50 BUSINESS RAMP A BRIDGE OVER U.S. 50 EB - 17.4' LT STA 93A+53.35	474.31
BENCHMARK NO. 812	CHISELED SQUARE AT NE CORNER OF U.S. 50 BUSINESS RAMP A BRIDGE OVER U.S. 50 EB - 7.4' RT STA 95A+74.76	469.50



**TIE POINTS**  
**CONTROL PT. NO. 902**  
 STA 706+67.92 50.94' RT  
 U.S. 50 E.B.

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - SMK	REVISED -
		DRAWN - SRS	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

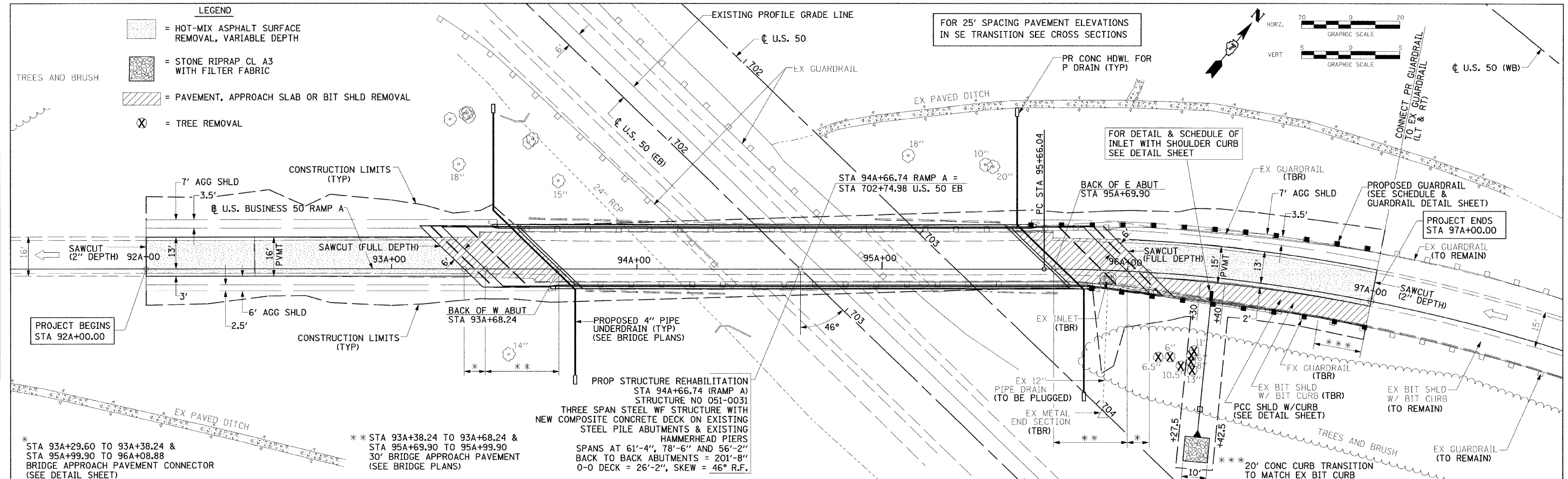
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES AND BENCHMARKS**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA TO STA

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1807	(51-23HB)-6B-1	LAWRENCE	60	10
CONTRACT NO. 74115				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

- LEGEND**
- = HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
  - = STONE RIPRAP CL A3 WITH FILTER FABRIC
  - = PAVEMENT, APPROACH SLAB OR BIT SHLD REMOVAL
  - = TREE REMOVAL



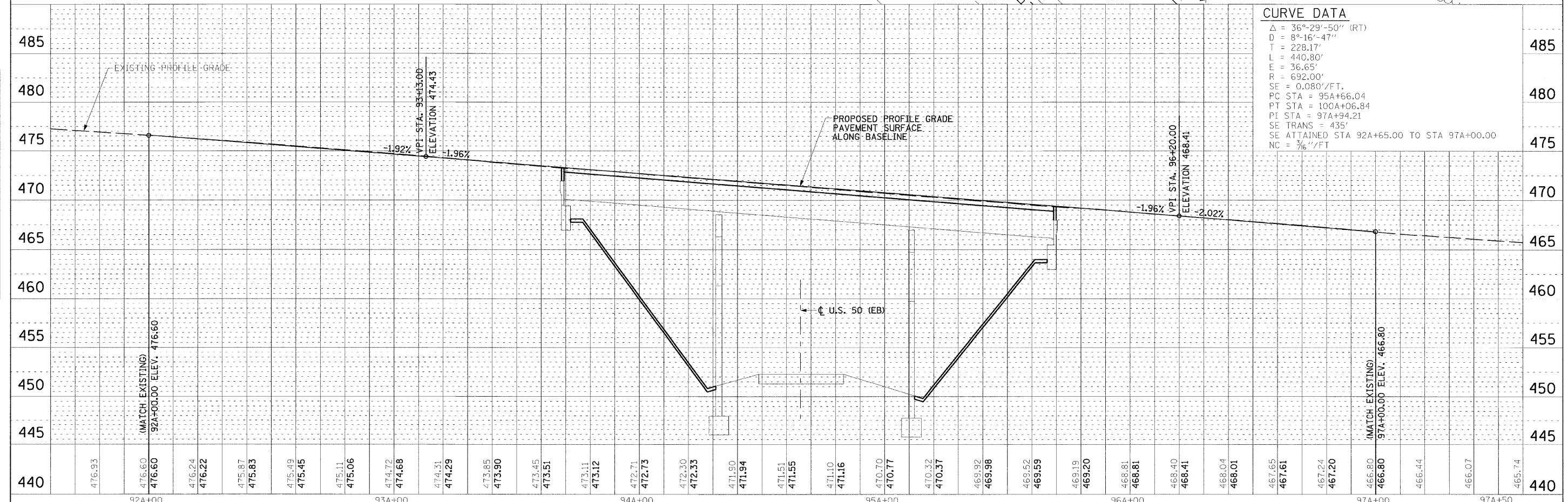
STA 93A+29.60 TO 93A+38.24 & STA 95A+99.90 TO 96A+08.88  
BRIDGE APPROACH PAVEMENT CONNECTOR (SEE DETAIL SHEET)

\*\* STA 93A+38.24 TO 93A+68.24 & STA 95A+69.90 TO 95A+99.90  
30' BRIDGE APPROACH PAVEMENT (SEE BRIDGE PLANS)

PROP STRUCTURE REHABILITATION  
STA 94A+66.74 (RAMP A)  
STRUCTURE NO 051-0031  
THREE SPAN STEEL WF STRUCTURE WITH NEW COMPOSITE CONCRETE DECK ON EXISTING STEEL PILE ABUTMENTS & EXISTING HAMMERHEAD PIERS  
SPANS AT 61'-4", 78'-6" AND 56'-2"  
BACK TO BACK ABUTMENTS = 201'-8"  
0-0 DECK = 26'-2", SKEW = 46° R.F.

**CURVE DATA**

Δ = 36°-29'-50" (RT)
D = 8°-16'-47"
T = 228.17'
L = 440.80'
E = 36.65'
R = 692.00'
SE = 0.080'/FT.
PC STA = 95A+66.04
PT STA = 100A+06.84
PI STA = 97A+94.21
SE TRANS = 435'
SE ATTAINED STA 92A+65.00 TO STA 97A+00.00
NC = 3/6"/FT



**PLAN**

DATE	
BY	
REVISIONS	
PLOTTED	
ALIGNMENT CHECKED	
NOTE BOOK	
NO.	
DATE	
FILE NAME	

**PROFILE**

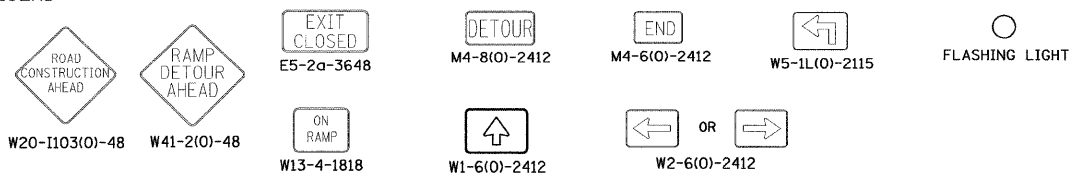
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BY	
REVISIONS	
PLOTTED	
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NOTE BOOK	
NO.	
DATE	
FILE NAME	

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE U.S. BUSINESS 50 RAMP A STA 92A+00 TO STA 97A+50</b>	F.A.S. R.T.L.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	11	
PLOT SCALE = #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 74115					
PLOT DATE = #DATE#		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

SCALE: 1"=20'    SHEET NO. 1 OF 1 SHEETS    STA. 92A+00 TO STA. 97A+50



LEGEND



SIGNS TO BE SUPPLIED BY IDOT



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

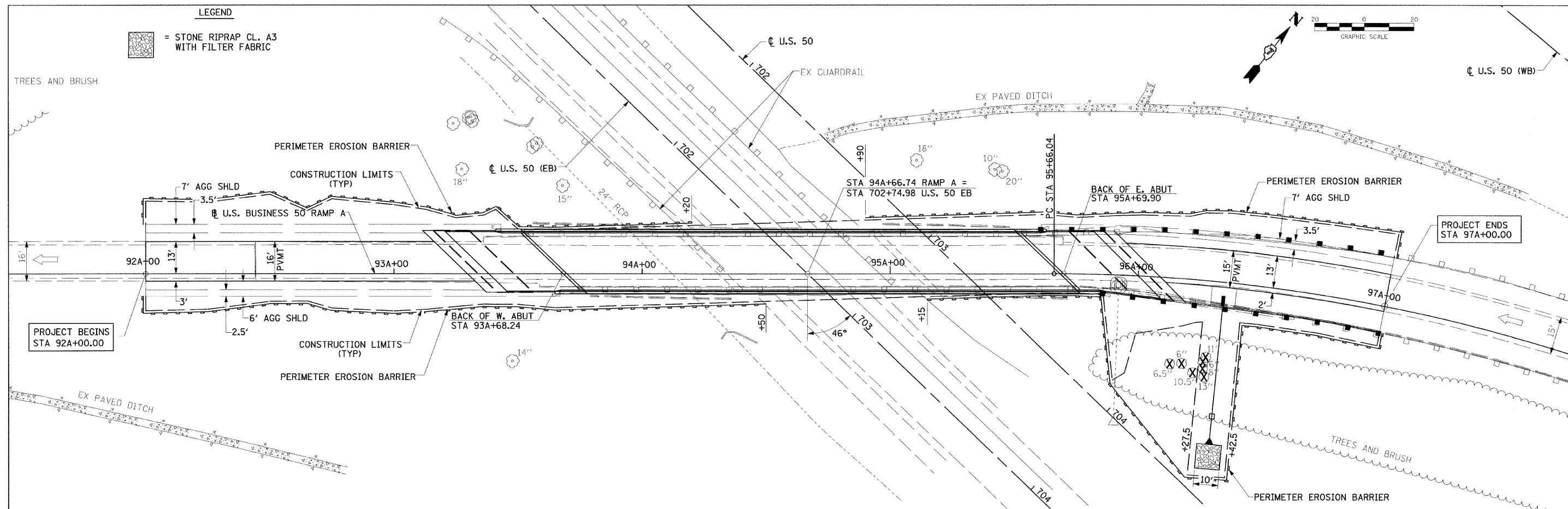
DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
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 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC  
 DETOUR PLAN**  
 SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1807	(51-23HB)-6B-1	LAWRENCE	60	12
CONTRACT NO. 74115				
ILLINOIS FED. AID PROJECT				



**EROSION CONTROL NOTES**

LAYOUT OF EROSION CONTROL ITEMS MAY BE VARIED IN THE FIELD TO SUIT GROUND CONDITIONS AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME; THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE RESIDENT ENGINEER WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN, CAN BE DELETED. THE PROPER METHOD INSTALLATION, AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THIS PLAN. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER, AS SHOWN IN THE PLAN DETAILS, AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

THE PLANS INCLUDE ESTIMATED QUANTITIES FOR TEMPORARY EROSION CONTROL ITEMS. THESE ARE THE WORSE CASE ESTIMATES AND DISTURBANCE OR AREAS BEYOND THE LIMITS ARE TO BE HELD TO A MINIMUM.

FINAL SEEDING UTILIZING CLASS 2 SEEDING AND MULCH METHOD 1 SHALL BE PERFORMED AS SOON AS POSSIBLE. EROSION CONTROL BLANKET SHALL BE USED ON ALL SLOPES THAT ARE STEEPER THAN 1:3.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT ON A REGULAR BASIS, AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF EACH 0.5 INCH RAINFALL OR EQUIVALENT SNOWFALL, TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. SILT FENCE SHALL HAVE SEDIMENT REMOVED WHEN IT REACHES 50% OF THE HEIGHT OF THE CONTROL DEVICE. THE COST OF THE MAINTENANCE AND CLEANING OF THE EROSION AND SEDIMENT CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE PAY ITEMS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE TEMPORARY EROSION CONTROL SYSTEM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDING AND ESTABLISHED WITH A PROPER STAND.

ONCE PERMANENT EROSION CONTROL SYSTEMS AND ITEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDING.

**EROSION CONTROL SCHEDULE**

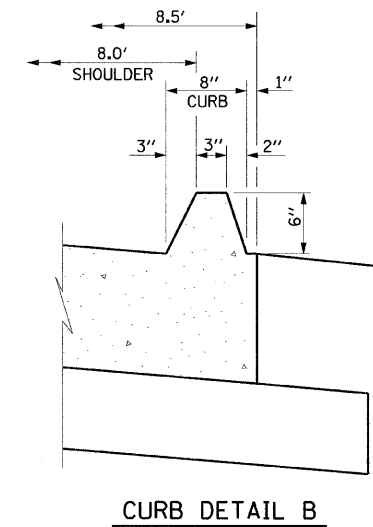
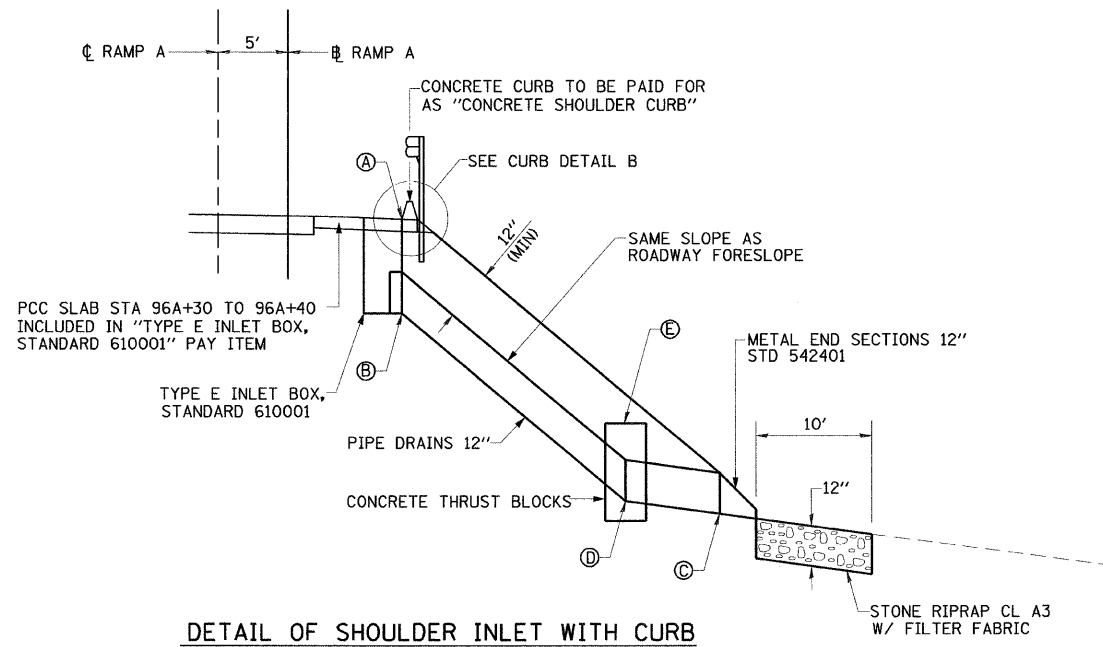
PERIMETER EROSION BARRIER 28000400		EROSION CONTROL BLANKET 25100630	
LOCATION	FOOT	LOCATION	SQ YD
LT STA 92A+00.00 TO 94A+20.00	238	RT STA 95A+85 TO 97A+00	232
RT STA 92A+00.00 TO 94A+50.00	259		
LT STA 94A+90.00 TO 97A+00.00	227		
RT STA 95A+15.00 TO 97A+00.00	295		
		<b>TOTAL</b>	<b>232</b>
<b>TOTAL</b> 1019			

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL PLAN U.S. BUSINESS 50 RAMP A STA 92A+00 TO STA 97A+00</b>		F.A.S. RTE. 1807	SECTION (51-23HB)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 13
#FILE#	PLOT SCALE = #SCALE#	DRAWN - SRS	REVISED -		SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. 92A+00 TO STA. 97A+00	CONTRACT NO. 74115		ILLINOIS FED. AID PROJECT	
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		DATE -	REVISED -								

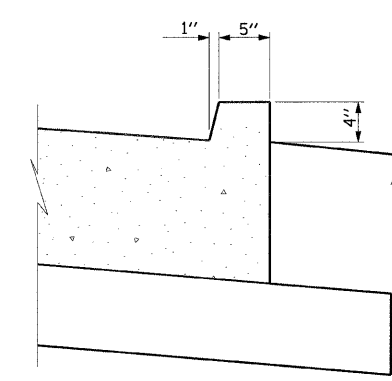
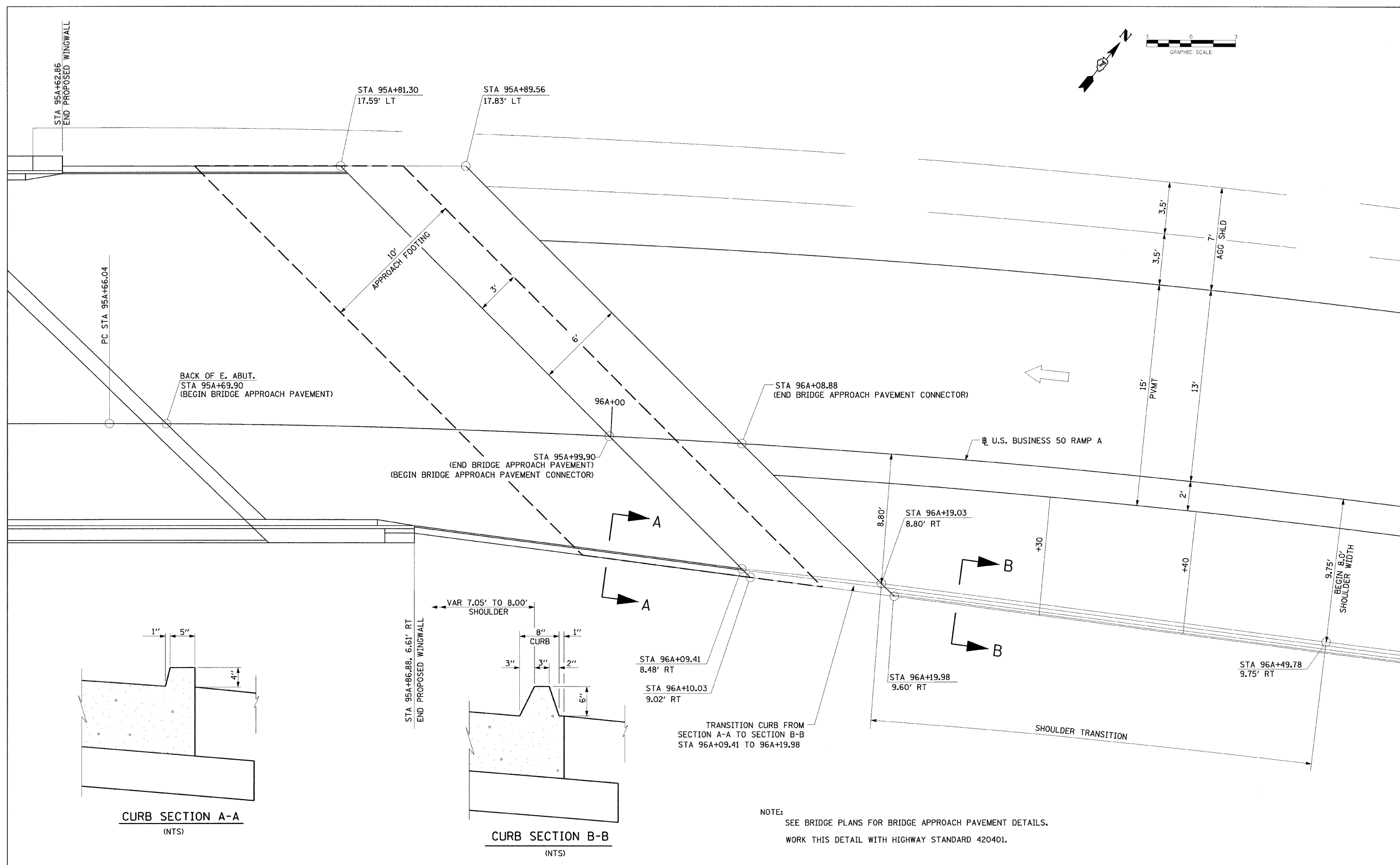
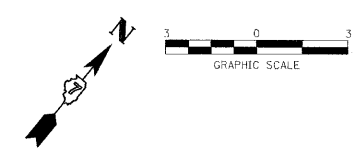
**SHOULDER INLET WITH CURB DRAINAGE TABLE**

STATION	TYPE E INLET BOX, STANDARD 610001 61000115					PIPE DRAINS 12" 60100945							CONCRETE THRUST BLOCKS 60900515		METAL END SECTIONS 12" STD 542401 54215547		STONE RIPRAP, CL A3 28100205	FILTER FABRIC 28200200	CONCRETE SHOULDER CURB 66201120
	A	A	B	B	EACH	B	B	C	C	D	D	FOOT	E	EACH	C	EACH	TON	SQ. YD.	FOOT
	T. O. G. ELEV	OFFSET	INV ELEV	OFFSET		UPSTREAM OFFSET	U. S. F. L.	DOWNSTREAM OFFSET	D. S. F. L.	FLOWLINE BREAK OFFSET	FLOWLINE BREAK EL		OFFSET	OFFSET	OFFSET	OFFSET			
RT 96A+35	467.46	9.46'	464.79	9.46'	1	9.46'	464.79	63.5'	447.1	54.0'	447.3	58.4	54.0'	1	63.5'	1	5.6	11	
RT 96A+30 TO 96A+40																			10.0
<b>TOTAL</b>					<b>1</b>							<b>58</b>		<b>1</b>		<b>1</b>	<b>6</b>	<b>11</b>	<b>10.0</b>

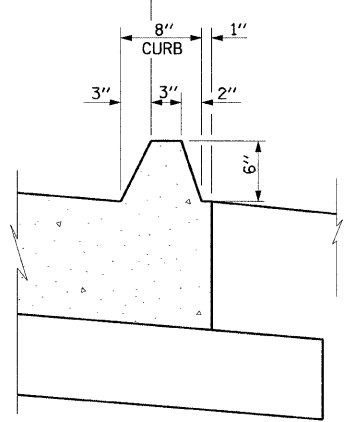
NOTES:  
T.O.G. = TOP OF GRATE



FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SHOULDER INLET WITH CURB SCHEDULE AND DETAIL</b>	F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - SRS	REVISED -			1807	(51-23HB)-68-1	LAWRENCE	60	14	
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	PLOT DATE = #DATE#	DATE -	REVISED -			SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA 96A+30	TO STA 96A+40	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



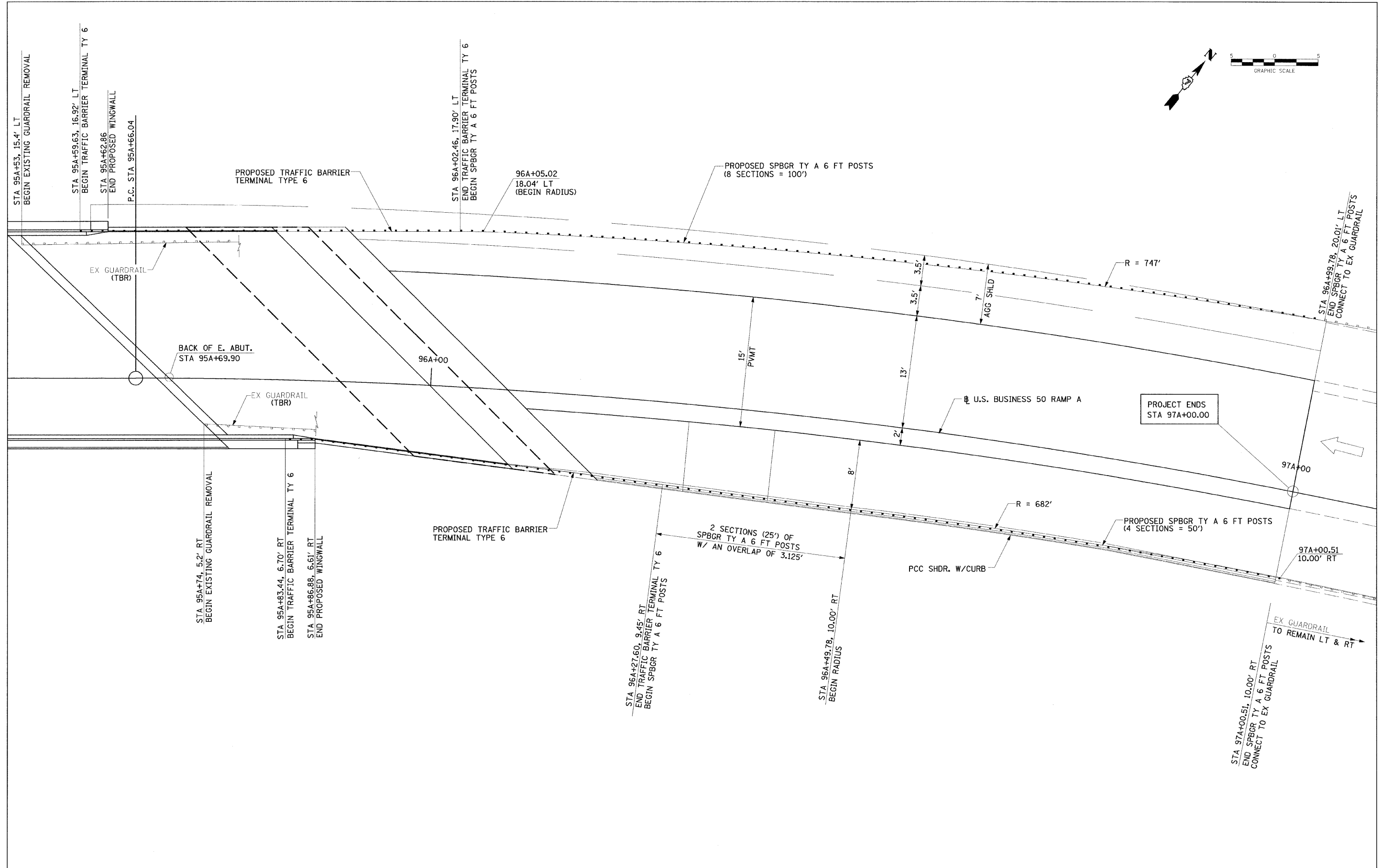
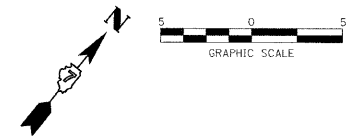
**CURB SECTION A-A**  
(NTS)



**CURB SECTION B-B**  
(NTS)

NOTE:  
SEE BRIDGE PLANS FOR BRIDGE APPROACH PAVEMENT DETAILS.  
WORK THIS DETAIL WITH HIGHWAY STANDARD 420401.

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - SMK	REVISIONS -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BRIDGE APPROACH PAVEMENT CONNECTOR DETAIL &amp; SHOULDER TRANSITION DETAIL</b>	F.A.S. RTE. 1807	SECTION (51-23HB)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 15		
PLOT SCALE = #SCALE#	CHECKED -	DATE -	REVISIONS -			SCALE: 1"=3'	SHEET NO. 1 OF 1 SHEETS	STA. 95A+99.90 TO STA. 96A+49.78	CONTRACT NO. 74115			
PLOT DATE = #DATE#	DATE -	REVISIONS -	REVISIONS -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						



FILE NAME =	USER NAME = \$USER\$
\$FILEL\$	

DESIGNED - SMK	REVISD -
DRAWN - SRS	REVISD -
CHECKED -	REVISD -
DATE -	REVISD -

STA 95A+74, 5.2' RT BEGIN EXISTING GUARDRAIL REMOVAL	STA 95A+83.44, 6.70' RT BEGIN TRAFFIC BARRIER TERMINAL TY 6	STA 95A+86.88, 6.61' RT END PROPOSED WINGWALL
---	--	--

STA 96A+21.60, 9.45' RT END TRAFFIC BARRIER TERMINAL TY 6 BEGIN SPBGR TY A 6 FT POSTS	STA 96A+49.78, 10.00' RT BEGIN RADIUS
---	--

<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		<b>GUARDRAIL DETAIL</b>	
SCALE: 1"=5'	SHEET NO. 1 OF 1 SHEETS	STA. 95A+53	TO STA. 97A+00.51

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1807	(51-23HB)-6B-1	LAWRENCE	60	16
CONTRACT NO. 74115				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

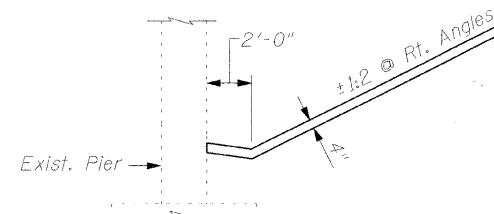


Bench Mark: Chiseled square at S.W. corner of existing structure. Elevation 474.31

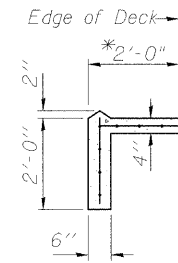
Existing Structure: S.N. 051-0031 built in 1959 as F.A.I. Rte. 64, Section 51-23HB-6 at Station 702+77.55. Structure consists of 3 span reinforced concrete deck on steel WF beams supported on spill-thru abutments and hammerhead piers. The abutments are on steel piles and the piers are on spread footings. The structure has an overall length of 201'-8" back-to-back of abutments and a width of 25'-8" out-to-out of deck. The concrete deck is to be removed and replaced. Traffic to be detoured during construction.

No salvage.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION THRU SLOPEWALL



SECTION A-A

\*5'-0" at SW & SE Corners

LOADING HS20-44

Allow 25#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO  
1995 Seismic Retrofitting Manual  
for Highway Bridges

DESIGN STRESSES

FIELD UNITS

New Construction  
 $f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)

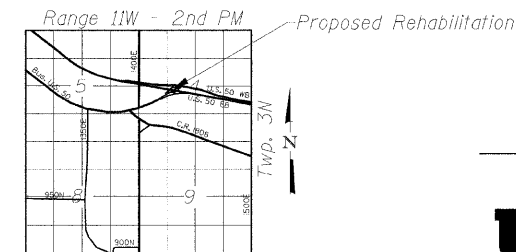
Existing Construction  
 $f'_c = 3,500$  psi  
 $f_y = 40,000$  psi (reinforcement)  
 $f_y = 33,000$  psi (structural steel)

SEISMIC DATA

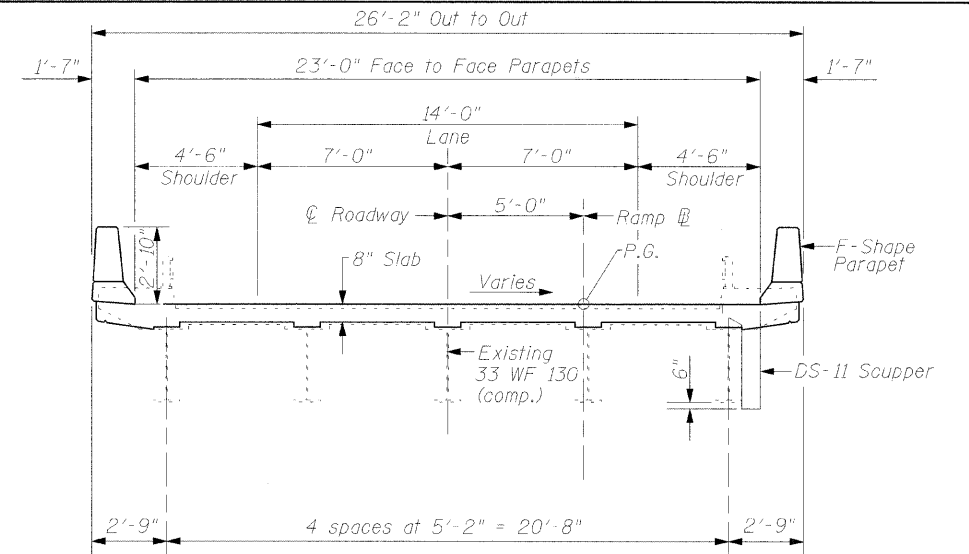
Seismic Performance Category (SPC) = A  
Horizontal Bedrock Acceleration Coefficient (A) = 0.087g  
Site Coefficient (S) = 1.0

CURVE DATA

$\Delta = 36^\circ - 29' - 50"$  (Rt.)  
 $D = 8^\circ 16' - 47"$   
 $T = 228.17'$   
 $L = 440.80'$   
 $E = 36.65'$   
 $R = 692.00'$   
 $S.E. = 0.080'/ft.$   
P.C. Sta. = 95A+66.04  
P.T. Sta. = 100A+06.84  
P.I. Sta. = 97A+94.21  
S.E. Trans. = 435'  
S.E. Attained Sta. 92A+65 to Sta. 97A+00  
N.C. =  $\frac{3}{16}"/ft.$

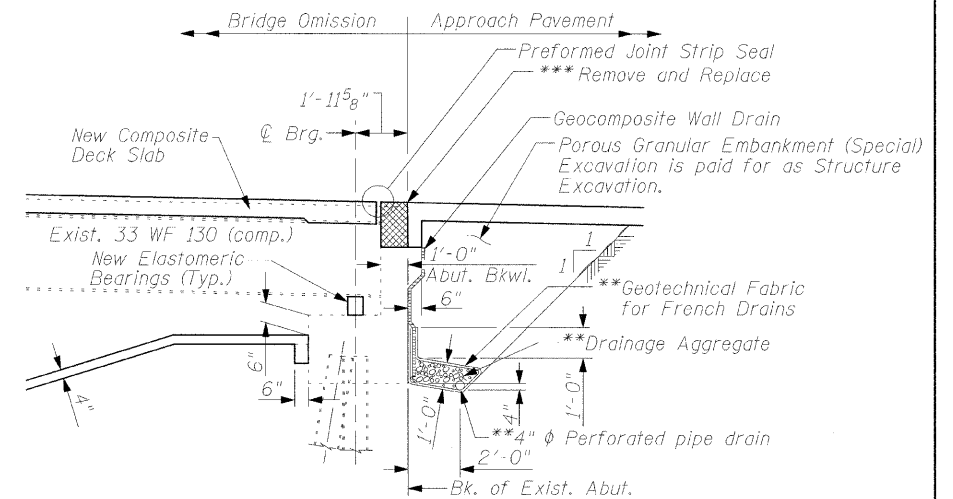


LOCATION SKETCH



CROSS SECTION

(Looking East)



SECTION THRU ABUTMENT

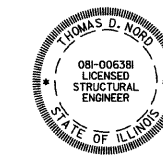
(Dimensions @ Rt. L's)

\*\*Included in the cost of Pipe Underdrains for Structures.  
\*\*\*Included in the cost of Concrete Superstructure.

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend down slope to headwall @ toe of slope. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)

APPROVED  
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson  
ENGINEER OF BRIDGES AND STRUCTURES

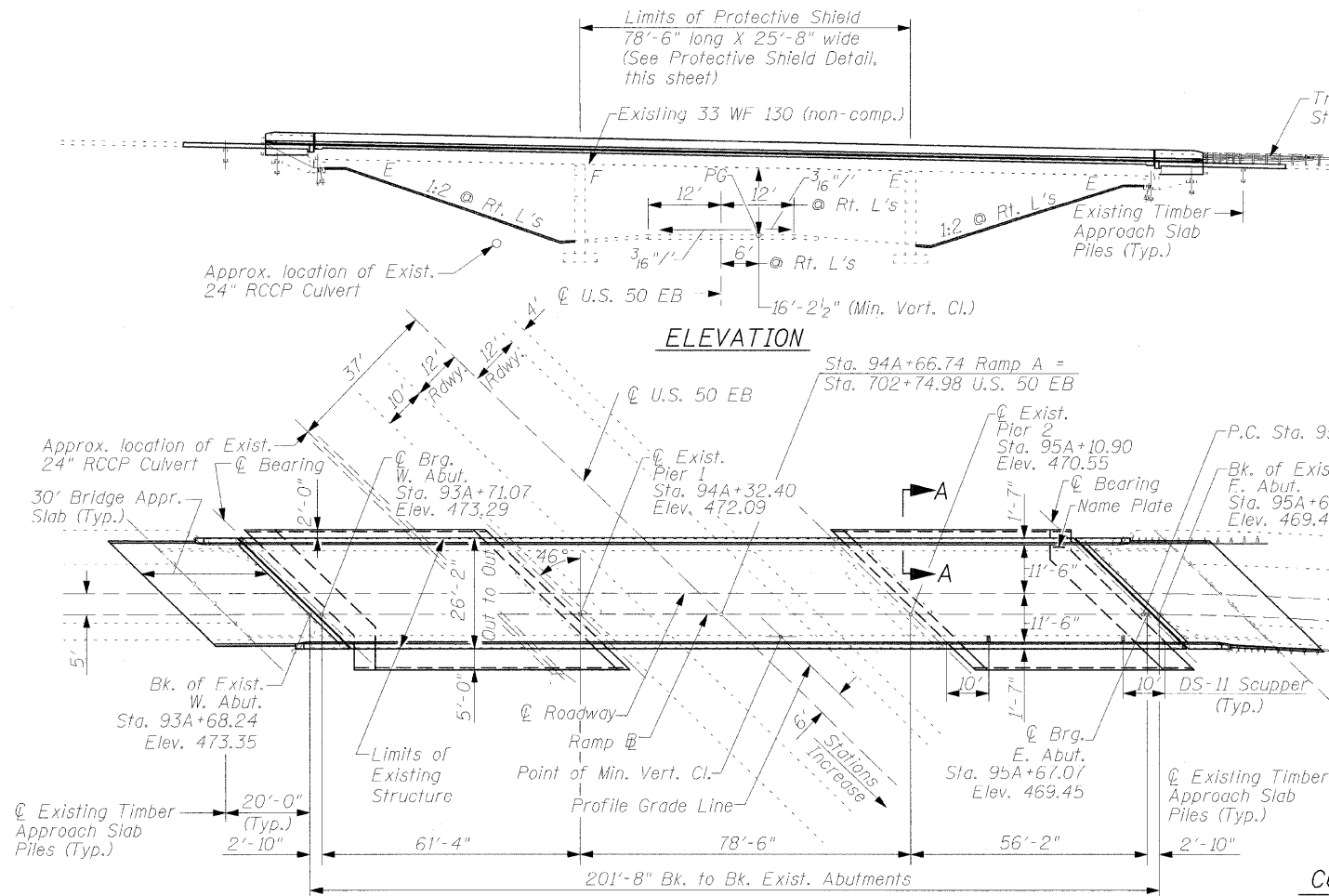


Thomas D. Nord 3-18-09  
EXPIRATION DATE: 11-30-2010

GENERAL PLAN  
FAS 1807 U.S. BUSINESS 50 RAMP OVER  
U.S. 50 EASTBOUND  
FAP ROUTE 327  
SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

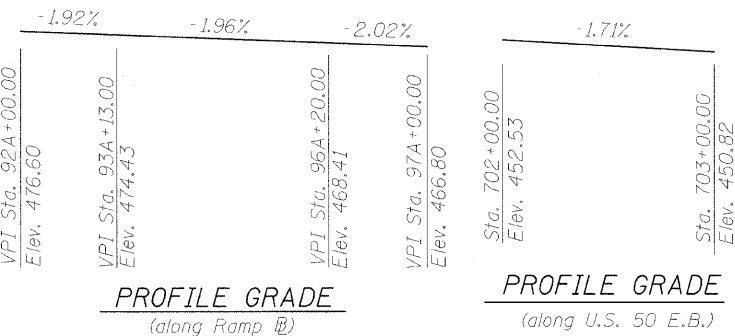
URS  
345 E. ASH AVE., SUITE B  
DECATUR, I.L. 62526  
TEL. 217-875-4800

SHEET NO. 1	F.A.S. RTE. 1807	SECTION (51-23HB)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 17
24 SHEETS	CONTRACT NO. 74115		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



ELEVATION

PLAN



PROFILE GRADE

PROFILE GRADE

STATION 94A+66.74  
RE-BUILT 2009 BY  
STATE OF ILLINOIS  
F.A.S. 1807 - SEC. (51-23HB)-6B-1  
LOADING HS20-44  
STRUCTURE NO. 051-0031

NAME PLATE

See Std. 515001  
Existing name plate shall be cleaned and placed next to the new name plate. Cost included in "Name Plates".

DESIGNED - MJP
CHECKED - KWB
DRAWN - REZ
CHECKED - TDN

PROTECTIVE SHIELD DETAIL

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
- 3, 4 & 5. Top of Bridge Slab Elevations
6. Top of West Approach Pavement Slab Elevations
7. Top of East Approach Pavement Slab Elevations
8. Superstructure
9. Superstructure Details
- 10 & 11. Bridge Approach Slab Details
12. Preformed Joint Strip Seal Details
13. Structural Steel
14. Structural Steel Details
15. Bearing Details West Abutment
16. Bearing Details East Abutment
17. Concrete Removal & Repair Details - West Abutment
18. Concrete Removal & Repair Details - East Abutment
- 19 & 20. West Abutment
- 21 & 22. East Abutment
23. Drainage Scupper Detail
24. Bar Splicer Detail

SCOPE OF WORK

- 1) Remove and replace existing non-composite concrete deck.
- 2) Make new deck composite in positive moment regions.
- 3) Replace existing bearings with elastomeric bearings at abutments.
- 4) Modify existing wing walls and replace top of backwalls.
- 5) Remove and replace slopewalls.
- 6) Repair deteriorated areas of substructure.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		89	89
Concrete Removal	Cu. Yd.		9.9	9.9
Slopewall Removal	Sq. Yd.		360	360
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq. Yd.	224		224
Structure Excavation	Cu. Yd.		89	89
Concrete Structures	Cu. Yd.		31.4	31.4
Concrete Superstructure	Cu. Yd.	270.9		270.9
Bridge Deck Grooving	Sq. Yd.	626		626
Protective Coat	Sq. Yd.	881		881
Furnishing and Erecting Structural Steel	Pounds	1470	1240	2710
Stud Shear Connectors	Each	2005		2005
Jack and Remove Existing Bearings	Each		10	10
Structural Steel Removal	Pounds	1470		1470
Reinforcement Bars, Epoxy Coated	Pounds	60490	3210	63700
Bar Splicers	Each		68	68
Slopewall, 4 Inch	Sq. Yd.		447	447
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	72		72
Elastomeric Bearing Assembly, Type I	Each		5	5
Elastomeric Bearing Assembly, Type II	Each		5	5
Anchor Bolts, 1"	Each		20	20
Epoxy Crack Injection	Foot		16	16
Geocomposite Wall Drain	Sq. Yd.		47	47
Pipe Underdrains For Structure 4"	Foot		253	253
Drainage Scuppers, DS-II	Each	2		2
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.		5	5

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts  $\frac{3}{4}$  in.  $\phi$ , holes  $\frac{13}{16}$  in.  $\phi$ , unless otherwise noted.

Calculated weight of Structural Steel = 2710 lbs.

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

The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding  $\frac{1}{4}$  inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

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.

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell 10B 3/6. See Special Provision for "Cleaning and Painting New Metal Structures".

Two  $\frac{1}{8}$  in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Slopewall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Existing Structural Steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."

Slipforming of the parapets is not allowed.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

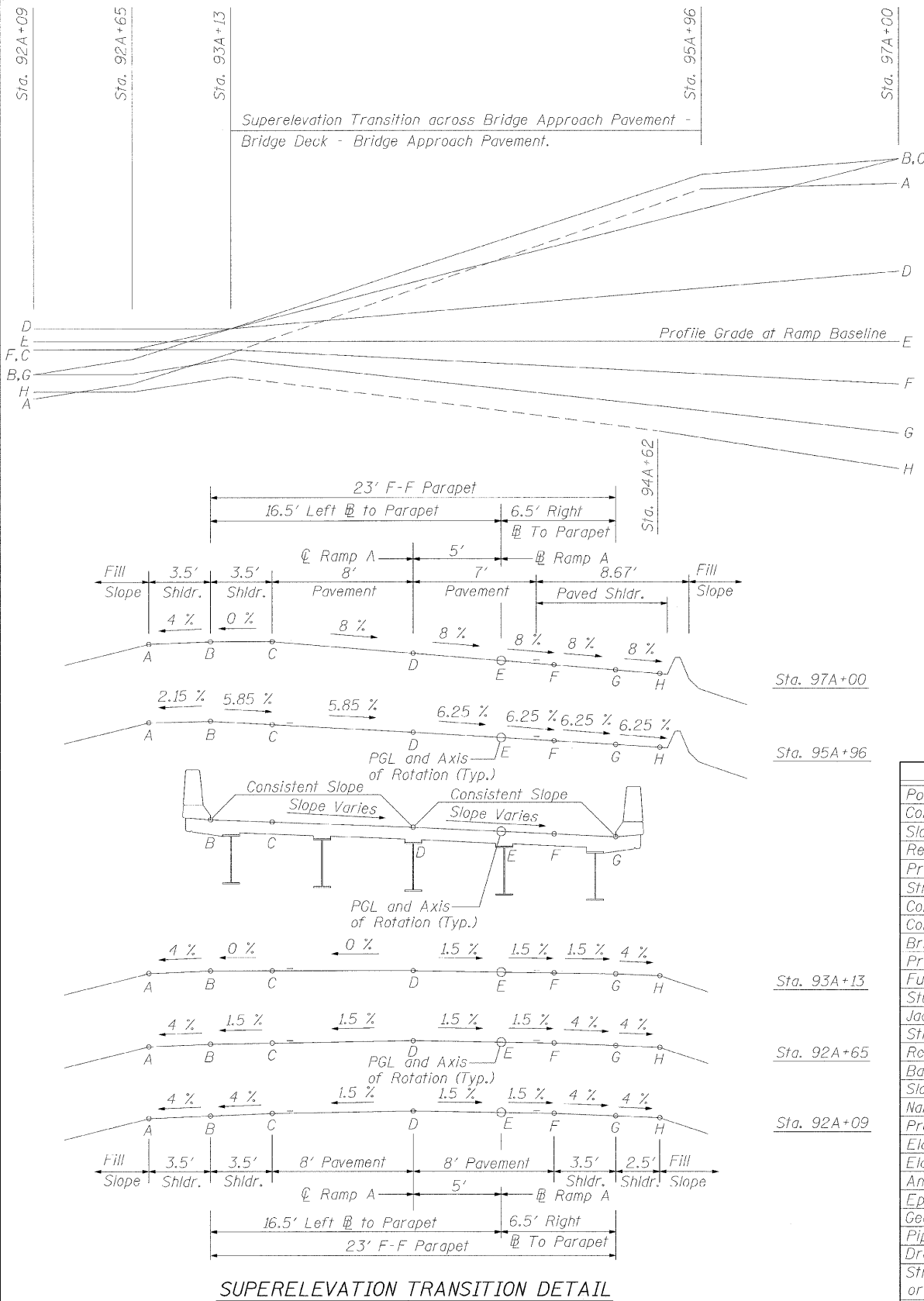
GENERAL DATA

FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031



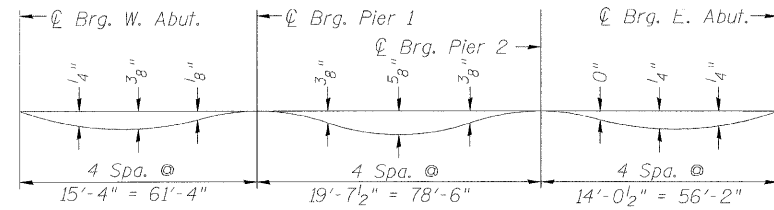
345 F. ASH AVE., SUITE B  
DECATUR, IL. 62526  
TEL. 217-875-4800

SHEET NO. 2	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1807	(51-23HB)-6B-1	LAWRENCE	60	18
24 SHEETS	CONTRACT NO. 74115				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		



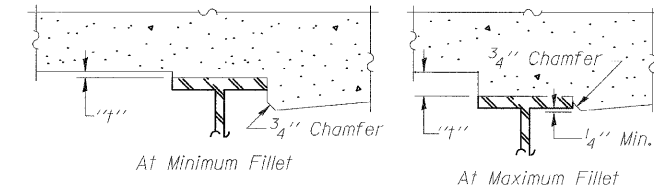
DESIGNED -	MJP
CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



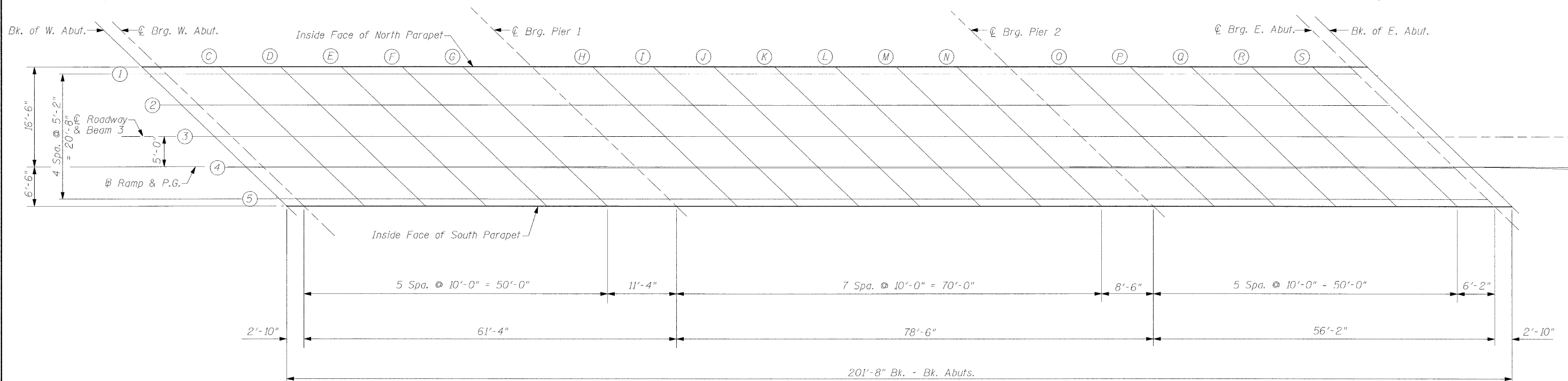
**DEAD LOAD DEFLECTION DIAGRAM**  
(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sht's. 4 and 5 of 24.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sht's. 4 and 5 of 24, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**PLAN**

**TOP OF BRIDGE SLAB ELEVATIONS**  
**FAS ROUTE 1807 SECTION (51-23HB)-6B-1**  
**LAWRENCE COUNTY**  
**STATION 94A+66.74**  
**STRUCTURE NO. 051-0031**

DESIGNED - MJP
CHECKED - KWB
DRAWN - REZ
CHECKED - TDN

**URS**

345 E. ASH AVE., SUITE B  
DECATUR, IL. 62526  
TEL. 217-875-4800

SHEET NO. 3 24 SHEETS	F.A.S. RTE. 1807	SECTION (51-23HB)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 19
	CONTRACT NO. 74115				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	93A+52.36	-15.33	473.85	473.85
☉ Brg. W. Abut	93A+55.20	-15.33	473.80	473.80
C	93A+65.20	-15.33	473.64	473.67
D	93A+75.20	-15.33	473.47	473.50
E	93A+85.20	-15.33	473.31	473.34
F	93A+95.20	-15.33	473.14	473.16
☉ Splice	93A+99.11	-15.33	473.07	
G	94A+05.20	-15.33	472.97	472.98
☉ Pier 1	94A+16.53	-15.33	472.78	472.78
H	94A+26.53	-15.33	472.62	472.64
☉ Splice	94A+32.53	-15.33	472.52	
I	94A+36.53	-15.33	472.45	472.48
J	94A+46.53	-15.33	472.29	472.34
K	94A+56.53	-15.33	472.12	472.17
L	94A+66.53	-15.33	471.95	472.00
M	94A+76.53	-15.33	471.79	471.82
☉ Splice	94A+79.03	-15.33	471.75	
N	94A+86.53	-15.33	471.62	471.63
☉ Pier 2	94A+95.03	-15.33	471.48	471.48
O	95A+05.03	-15.33	471.31	471.31
☉ Splice	95A+12.45	-15.33	471.19	
P	95A+15.03	-15.33	471.15	471.16
Q	95A+25.03	-15.33	470.98	471.00
R	95A+35.03	-15.33	470.81	470.83
S	95A+45.03	-15.33	470.65	470.66
☉ Brg. E. Abut.	95A+51.19	-15.33	470.55	470.55
Bk. of E. Abut.	95A+54.02	-15.33	470.50	470.50

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	93A+57.71	-10.17	473.71	473.71
☉ Brg. W. Abut	93A+60.55	-10.17	473.66	473.66
C	93A+70.55	-10.17	473.49	473.52
D	93A+80.55	-10.17	473.31	473.34
E	93A+90.55	-10.17	473.13	473.16
F	94A+00.55	-10.17	472.96	472.98
☉ Splice	94A+04.46	-10.17	472.89	
G	94A+10.55	-10.17	472.78	472.79
☉ Pier 1	94A+21.88	-10.17	472.58	472.58
H	94A+31.88	-10.17	472.40	472.42
☉ Splice	94A+37.88	-10.17	472.30	
I	94A+41.88	-10.17	472.23	472.26
J	94A+51.88	-10.17	472.05	472.10
K	94A+61.88	-10.17	471.87	471.92
L	94A+71.88	-10.17	471.69	471.74
M	94A+81.88	-10.17	471.52	471.55
☉ Splice	94A+84.38	-10.17	471.47	
N	94A+91.88	-10.17	471.34	471.35
☉ Pier 2	95A+00.38	-10.17	471.19	471.19
O	95A+10.38	-10.17	471.01	471.01
☉ Splice	95A+17.80	-10.17	470.88	
P	95A+20.38	-10.17	470.84	470.85
Q	95A+30.38	-10.17	470.66	470.68
R	95A+40.38	-10.17	470.48	470.50
S	95A+50.38	-10.17	470.31	470.32
☉ Brg. E. Abut.	95A+56.54	-10.17	470.20	470.20
Bk. of E. Abut.	95A+59.37	-10.17	470.15	470.15

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	93A+63.06	-5.00	473.57	473.57
☉ Brg. W. Abut	93A+65.90	-5.00	473.51	473.51
C	93A+75.90	-5.00	473.33	473.36
D	93A+85.90	-5.00	473.14	473.17
E	93A+95.90	-5.00	472.95	472.98
F	94A+05.90	-5.00	472.76	472.78
☉ Splice	94A+09.81	-5.00	472.69	
G	94A+15.90	-5.00	472.57	472.58
☉ Pier 1	94A+27.23	-5.00	472.36	472.36
H	94A+37.23	-5.00	472.17	472.19
☉ Splice	94A+43.23	-5.00	472.06	
I	94A+47.23	-5.00	471.99	472.02
J	94A+57.23	-5.00	471.80	471.85
K	94A+67.23	-5.00	471.61	471.66
L	94A+77.23	-5.00	471.42	471.47
M	94A+87.23	-5.00	471.24	471.27
☉ Splice	94A+89.73	-5.00	471.19	
N	94A+97.23	-5.00	471.05	471.06
☉ Pier 2	95A+05.73	-5.00	470.89	470.89
O	95A+15.73	-5.00	470.70	470.70
☉ Splice	95A+23.15	-5.00	470.56	
P	95A+25.73	-5.00	470.52	470.53
Q	95A+35.73	-5.00	470.33	470.35
R	95A+45.73	-5.00	470.14	470.16
S	95A+55.73	-5.00	469.95	469.96
☉ Brg. E. Abut.	95A+61.89	-5.00	469.84	469.84
Bk. of E. Abut.	95A+64.72	-5.00	469.78	469.78

TOP OF SLAB ELEVATIONS BEAMS 1-3  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

DESIGNED -	MJP
CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN



345 E. ASH AVE., SUITE B  
DECATUR, IL. 62526  
TEL. 217-875-4800

SHEET NO. 4	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1807	(51-23HB)-6B-1	LAWRENCE	60	20
24 SHEETS	CONTRACT NO. 74115				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROFILE GRADE LINE

GIRDER 4

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	93A+68.24	0.00	473.35	473.35
☉ Brg. W. Abut	93A+71.07	0.00	473.29	473.29
C	93A+81.07	0.00	473.10	473.10
D	93A+91.07	0.00	472.90	472.90
E	94A+01.07	0.00	472.70	472.70
F	94A+11.07	0.00	472.51	472.51
G	94A+21.07	0.00	472.31	472.31
☉ Pier 1	94A+32.40	0.00	472.09	472.09
H	94A+42.40	0.00	471.89	471.89
I	94A+52.40	0.00	471.70	471.70
J	94A+62.40	0.00	471.50	471.50
K	94A+72.40	0.00	471.31	471.31
L	94A+82.40	0.00	471.11	471.11
M	94A+92.40	0.00	470.91	470.91
N	95A+02.40	0.00	470.72	470.72
☉ Pier 2	95A+10.90	0.00	470.55	470.55
O	95A+20.90	0.00	470.36	470.36
P	95A+30.90	0.00	470.16	470.16
Q	95A+40.90	0.00	469.96	469.96
R	95A+50.90	0.00	469.77	469.77
S	95A+60.90	0.00	469.57	469.57
☉ Brg. E. Abut.	95A+67.07	0.00	469.45	469.45
Bk. of E. Abut.	95A+69.90	0.00	469.40	469.40

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	93A+68.41	0.17	473.34	473.34
☉ Brg. W. Abut	93A+71.25	0.17	473.28	473.28
C	93A+81.25	0.17	473.09	473.12
D	93A+91.25	0.17	472.89	472.92
E	94A+01.25	0.17	472.70	472.73
F	94A+11.25	0.17	472.50	472.52
☉ Splice	94A+15.16	0.17	472.42	
G	94A+21.25	0.17	472.30	472.31
☉ Pier 1	94A+32.58	0.17	472.08	472.08
H	94A+42.58	0.17	471.88	471.90
☉ Splice	94A+48.58	0.17	471.77	
I	94A+52.58	0.17	471.69	471.72
J	94A+62.58	0.17	471.49	471.54
K	94A+72.58	0.17	471.30	471.35
L	94A+82.58	0.17	471.10	471.15
M	94A+92.58	0.17	470.90	470.93
☉ Splice	94A+95.08	0.17	470.85	
N	95A+02.58	0.17	470.71	470.72
☉ Pier 2	95A+11.08	0.17	470.54	470.54
O	95A+21.08	0.17	470.34	470.34
☉ Splice	95A+28.50	0.17	470.20	
P	95A+31.08	0.17	470.15	470.16
Q	95A+41.08	0.17	469.95	469.97
R	95A+51.08	0.17	469.76	469.78
S	95A+61.08	0.17	469.56	469.57
☉ Brg. E. Abut.	95A+67.23	0.17	469.44	469.44
Bk. of E. Abut.	95A+70.06	0.16	469.38	469.38

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	93A+73.76	5.33	473.10	473.10
☉ Brg. W. Abut	93A+76.60	5.33	473.05	473.05
C	93A+86.60	5.33	472.84	472.87
D	93A+96.60	5.33	472.64	472.67
E	94A+06.60	5.33	472.43	472.46
F	94A+16.60	5.33	472.23	472.25
☉ Splice	94A+20.51	5.33	472.15	
G	94A+26.60	5.33	472.02	472.03
☉ Pier 1	94A+37.93	5.33	471.79	471.79
H	94A+47.93	5.33	471.59	471.61
☉ Splice	94A+53.93	5.33	471.46	
I	94A+57.93	5.33	471.38	471.41
J	94A+67.93	5.33	471.18	471.23
K	94A+77.93	5.33	470.97	471.02
L	94A+87.93	5.33	470.77	470.82
M	94A+97.93	5.33	470.56	470.59
☉ Splice	95A+00.43	5.33	470.51	
N	95A+07.93	5.33	470.36	470.37
☉ Pier 2	95A+16.43	5.33	470.18	470.18
O	95A+26.43	5.33	469.98	469.98
☉ Splice	95A+33.85	5.33	469.82	
P	95A+36.43	5.33	469.77	469.78
Q	95A+46.43	5.33	469.57	469.59
R	95A+56.43	5.33	469.36	469.38
S	95A+66.43	5.33	469.17	469.18
☉ Brg. E. Abut.	95A+72.63	5.30	469.03	469.03
Bk. of E. Abut.	95A+75.48	5.27	468.98	468.98

INSIDE FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
Bk. of W. Abut.	93A+51.15	-16.50	473.88
☉ Brg. W. Abut	93A+53.99	-16.50	473.83
C	93A+63.99	-16.50	473.67
D	93A+73.99	-16.50	473.51
E	93A+83.99	-16.50	473.34
F	93A+93.99	-16.50	473.18
G	94A+03.99	-16.50	473.01
☉ Pier 1	94A+15.32	-16.50	472.83
H	94A+25.32	-16.50	472.67
I	94A+35.32	-16.50	472.50
J	94A+45.32	-16.50	472.34
K	94A+55.32	-16.50	472.17
L	94A+65.32	-16.50	472.01
M	94A+75.32	-16.50	471.85
N	94A+85.32	-16.50	471.68
☉ Pier 2	94A+93.82	-16.50	471.54
O	95A+03.82	-16.50	471.38
P	95A+13.82	-16.50	471.22
Q	95A+23.82	-16.50	471.05
R	95A+33.82	-16.50	470.89
S	95A+43.82	-16.50	470.72
☉ Brg. E. Abut.	95A+49.98	-16.50	470.62
Bk. of E. Abut.	95A+52.81	-16.50	470.58

INSIDE FACE OF SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations
Bk. of W. Abut.	93A+74.97	6.50	473.05
☉ Brg. W. Abut	93A+77.81	6.50	472.99
C	93A+87.81	6.50	472.78
D	93A+97.81	6.50	472.58
E	94A+07.81	6.50	472.37
F	94A+17.81	6.50	472.16
G	94A+27.81	6.50	471.96
☉ Pier 1	94A+39.14	6.50	471.72
H	94A+49.14	6.50	471.52
I	94A+59.14	6.50	471.31
J	94A+69.14	6.50	471.10
K	94A+79.14	6.50	470.90
L	94A+89.14	6.50	470.69
M	94A+99.14	6.50	470.48
N	95A+09.14	6.50	470.27
☉ Pier 2	95A+17.64	6.50	470.10
O	95A+27.64	6.50	469.89
P	95A+37.64	6.50	469.69
Q	95A+47.64	6.50	469.48
R	95A+57.64	6.50	469.27
S	95A+67.64	6.50	469.06
☉ Brg. E. Abut.	95A+73.86	6.46	468.94
Bk. of E. Abut.	95A+76.72	6.42	468.88

TOP OF SLAB ELEVATIONS BEAMS 4-5  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

DESIGNED	MJP
CHECKED	KWB
DRAWN	REZ
CHECKED	TDN



345 E. ASH AVE., SUITE B  
DECATUR, IL. 62526  
TEL. 217-875-4800

SHEET NO. 5	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1807	(51-23HB)-6B-1	LAWRENCE	60	21
24 SHEETS	CONTRACT NO. 74115				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	93A+20.72	-16.92	474.36
A	93A+30.72	-16.92	474.20
B	93A+40.72	-16.92	474.04
Beg. W. Appr. Slab	93A+51.15	-16.50	473.88

NORTH EDGE OF TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	93A+25.81	-12.00	474.28
A	93A+35.81	-12.00	474.11
B	93A+45.81	-12.00	473.94
Beg. W. Appr. Slab	93A+55.81	-12.00	473.76

RAMP B AND PROFILE GRADE LINE

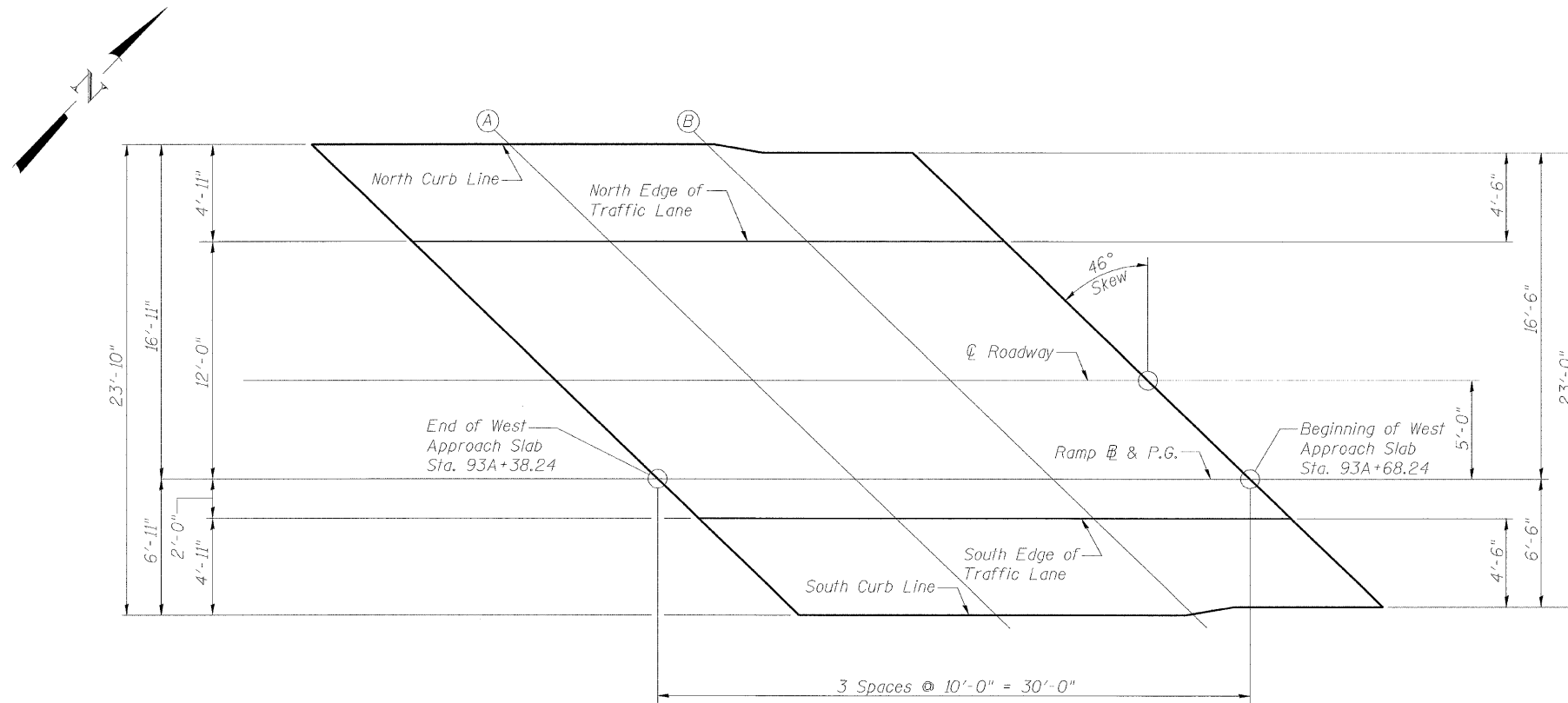
Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	93A+38.24	0.00	473.94
A	93A+48.24	0.00	473.74
B	93A+58.24	0.00	473.54
Beg. W. Appr. Slab	93A+68.24	0.00	473.35

SOUTH EDGE OF TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	93A+40.31	2.00	473.86
A	93A+50.31	2.00	473.66
B	93A+60.31	2.00	473.46
Beg. W. Appr. Slab	93A+70.31	2.00	473.26

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Slab	93A+45.40	6.92	473.65
A	93A+55.40	6.92	473.44
B	93A+65.33	6.85	473.24
Beg. W. Appr. Slab	93A+74.97	6.50	473.05



PLAN - WEST APPROACH

TOP OF WEST APPROACH SLAB ELEVATIONS  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

DESIGNED -	MJP
CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN

**URS**

345 E. ASH AVE., SUITE B  
DECATUR, IL, 62526  
TEL. 217-875-4800

SHEET NO. 6	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1807	(51-23HB)-6B-1	LAWRENCE	60	22
24 SHEETS	CONTRACT NO. 74115				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Beg. E. Appr. Slab	95A+52.80	-16.50	470.58
T	95A+62.33	-16.83	470.41
U	95A+71.81	-16.94	470.26
End E. Appr. Slab	95A+81.80	-17.10	470.09

NORTH EDGE OF TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations
Beg. E. Appr. Slab	95A+57.46	-12.00	470.27
T	95A+67.31	-12.00	470.10
U	95A+76.94	-12.00	469.94
End E. Appr. Slab	95A+87.05	-12.00	469.76

RAMP @ AND PROFILE GRADE LINE

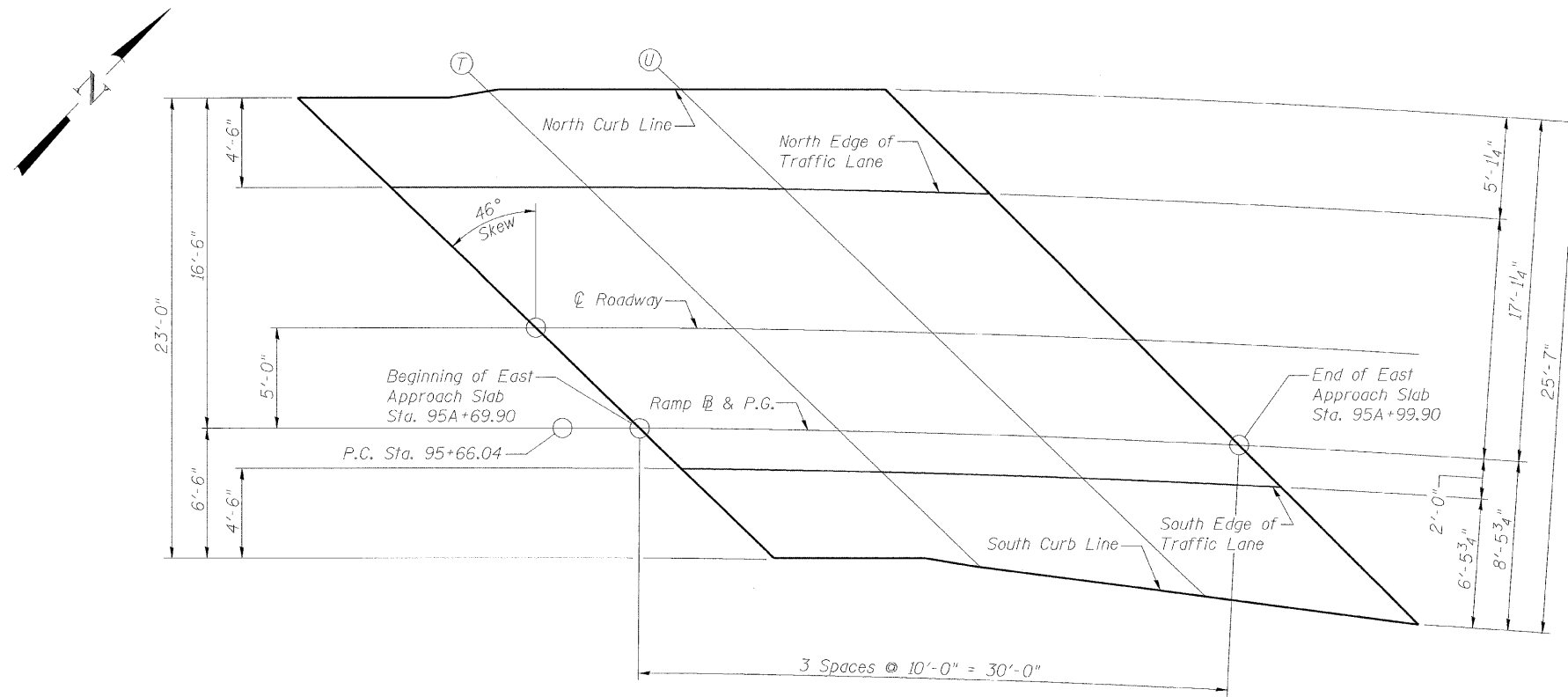
Location	Station	Offset	Theoretical Grade Elevations
Beg. E. Appr. Slab	95A+69.90	0.00	469.40
T	95A+79.90	0.00	469.20
U	95A+89.90	0.00	469.00
End E. Appr. Slab	95A+99.90	0.00	468.81

SOUTH EDGE OF TRAFFIC LANE

Location	Station	Offset	Theoretical Grade Elevations
Beg. E. Appr. Slab	95A+72.00	2.00	469.24
T	95A+82.07	2.00	469.04
U	95A+92.13	2.00	468.84
End E. Appr. Slab	96A+02.11	2.00	468.64

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Beg. E. Appr. Slab	95A+76.72	6.42	468.88
T	95A+87.16	6.63	468.65
U	95A+98.56	7.67	468.35
End E. Appr. Slab	96A+09.41	8.48	468.07



TOP OF EAST APPROACH SLAB ELEVATIONS  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

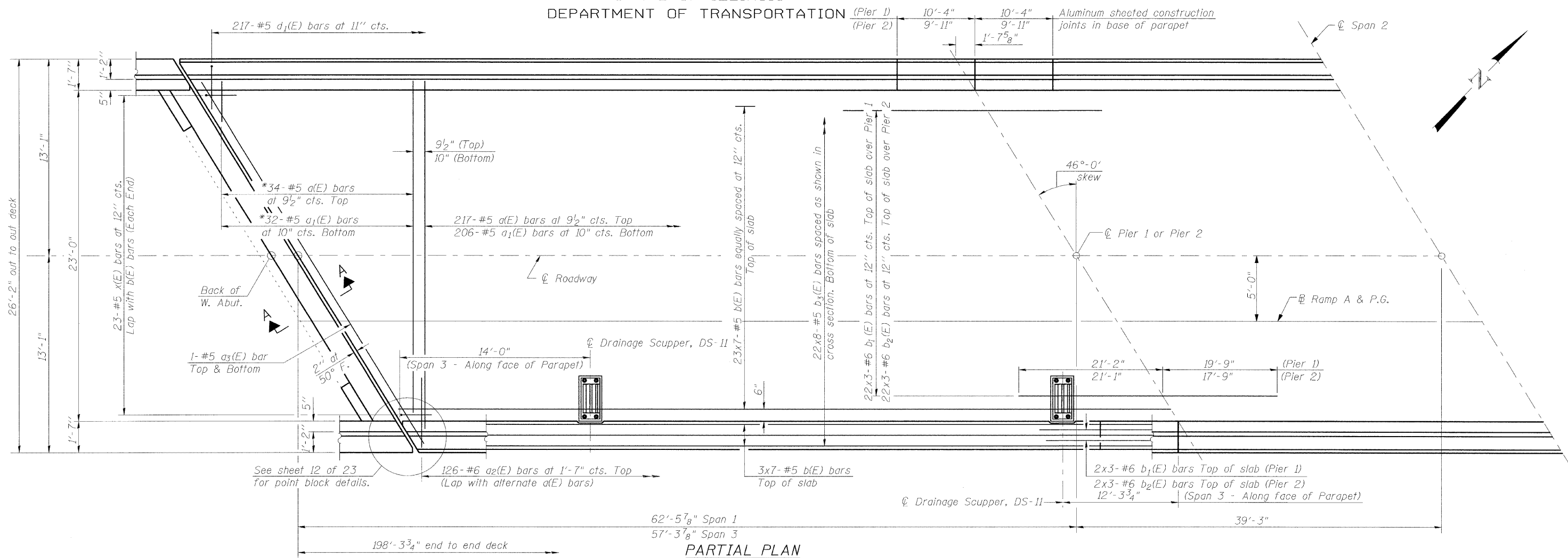
DESIGNED -	MJP
CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN

**URS**

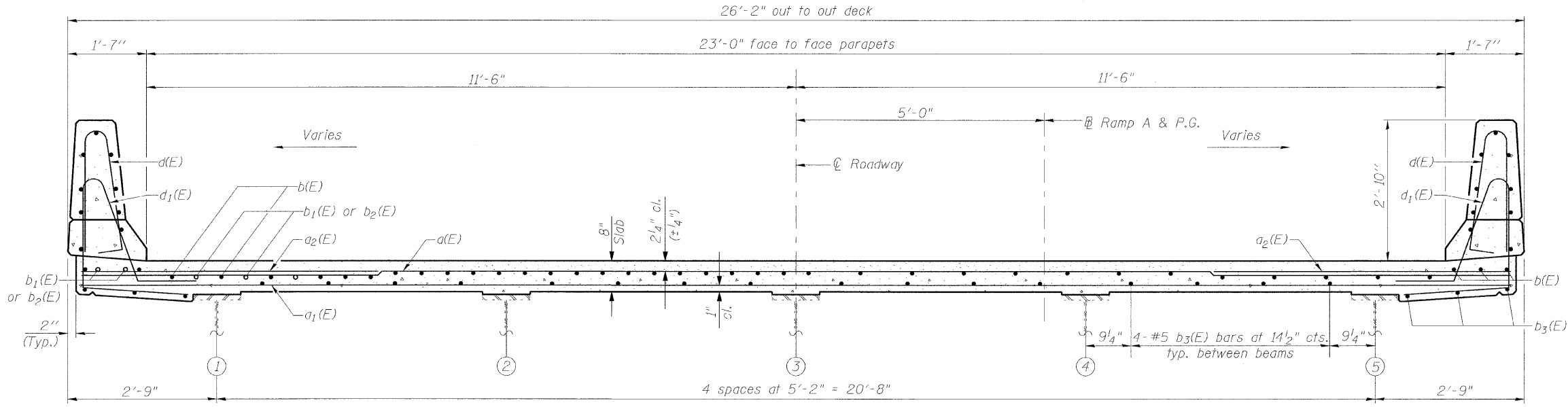
345 E. ASH AVE., SUITE B  
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TEL. 217-875-4800

SHEET NO. /	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	1807	(51-23HB)-6B-1	LAWRENCE	60	23
				CONTRACT NO. 74115	
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**PARTIAL PLAN**



NEAR PIER

NEAR MIDSPAN

**CROSS SECTION**  
(Looking East)

**MINIMUM BAR LAP**  
#5 bar = 1'-8"  
#6 bar = 2'-0"

**Notes:**  
See sheet 9 of 24 for superstructure details, parapet reinforcement, Section A-A and Bill of Material.  
Bars indicated thus 22x8-#5 etc. indicates 22 lines of bars with 8 lengths per line.  
Cut longitudinal reinforcement bars to clear drainage scuppers.  
The joint opening and deck/parapet dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use Welded Rail Strip Seal joint, these dimensions may require adjustment to satisfy the detail on base sheet EJ-SSJ (See sheet 12 of 24).

**SUPERSTRUCTURE**  
**FAS ROUTE 1807 SECTION (51-23HB)-6B-1**  
**LAWRENCE COUNTY**  
**STATION 94A+66.74**  
**STRUCTURE NO. 051-0031**

DESIGNED -	MJP
CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN

\*Order a(E) & a1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

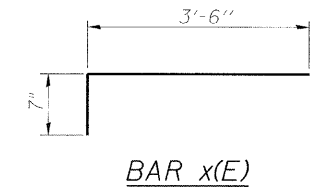
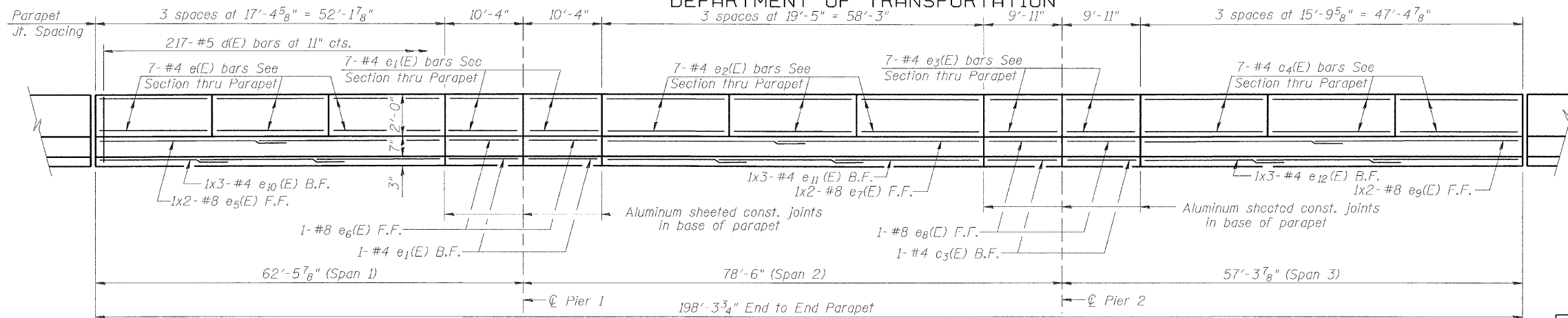


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SHEET NO. 8 24 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1807	(51-23HB)-6B-1	LAWRENCE	60	24
CONTRACT NO. 74115					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



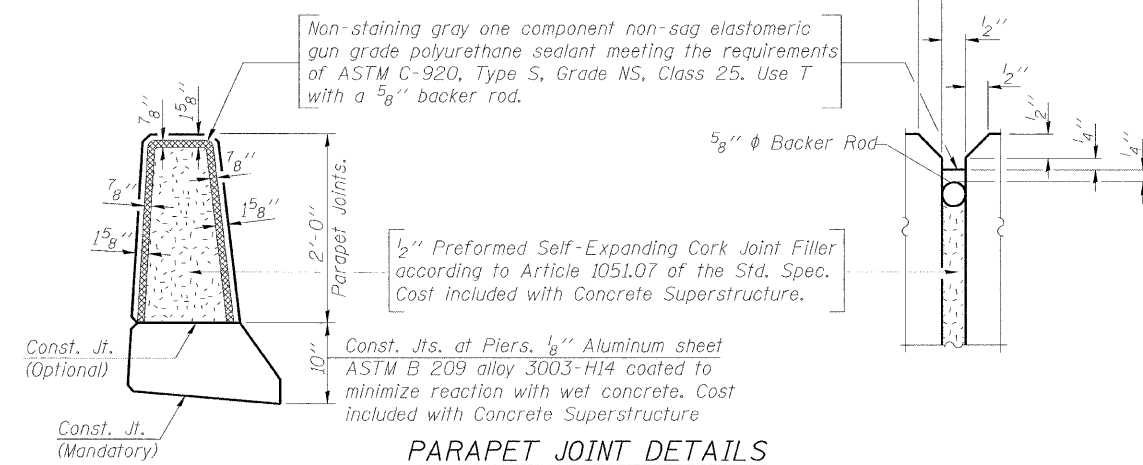
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



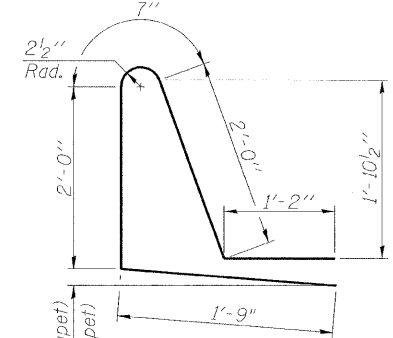
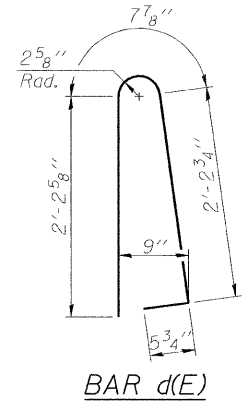
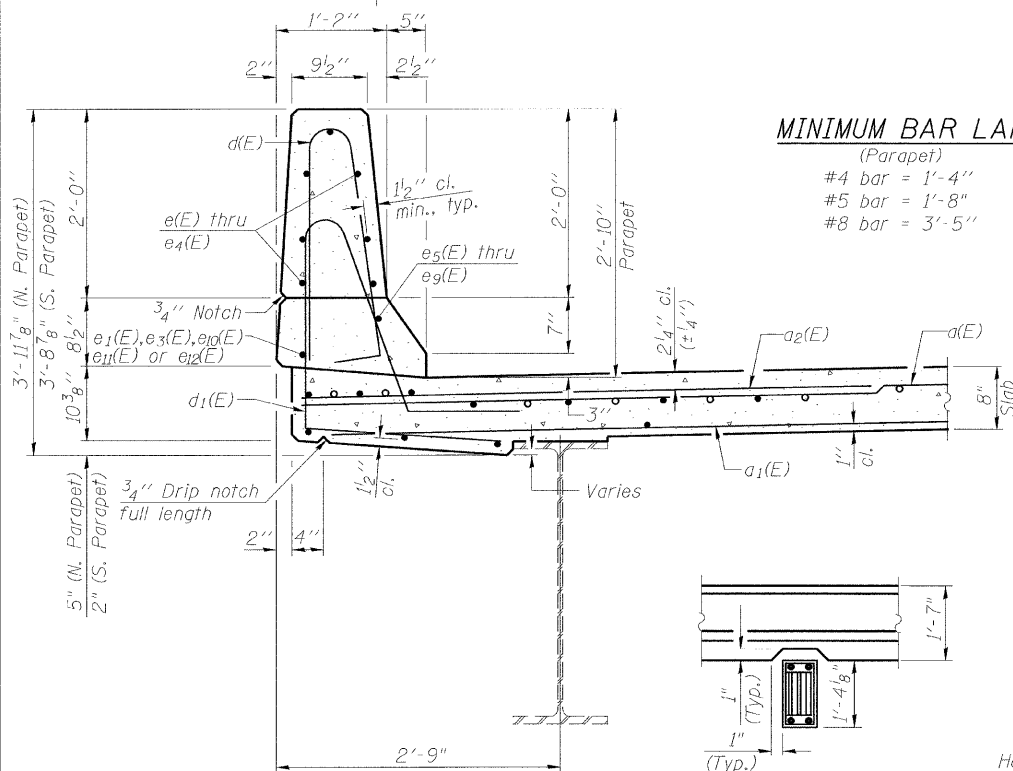
**SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	251	#5	25'-6"	—
a1(E)	238	#5	24'-0"	—
a2(E)	252	#6	6'-0"	—
a3(E)	4	#5	37'-0"	—
a4(E)	16	#5	1'-6"	—
b(F)	203	#5	29'-9"	—
b1(E)	78	#6	15'-0"	—
b2(E)	78	#6	14'-4"	—
b3(E)	176	#5	26'-3"	—
d(E)	434	#5	5'-7"	⌒
d1(E)	434	#5	7'-6"	⌒
e(E)	42	#4	1'-1"	—
e1(E)	32	#4	10'-1"	—
e2(E)	42	#4	19'-2"	—
e3(E)	32	#4	9'-8"	—
e4(E)	42	#4	15'-6"	—
e5(E)	4	#8	27'-8"	—
e6(E)	4	#8	10'-1"	—
e7(E)	4	#8	30'-9"	—
e8(E)	4	#8	9'-8"	—
e9(E)	4	#8	25'-4"	—
e10(E)	6	#4	18'-3"	—
e11(E)	6	#4	20'-3"	—
e12(E)	6	#4	16'-8"	—
x(E)	46	#5	4'-1"	⌒
Reinforcement Bars, Epoxy Coated	Pound	38,960		
Concrete Superstructure	Cu. Yds.	186.1		
Bridge Deck Grooving	Sq. Yd.	463		
Protective Coat	Sq. Yd.	673		

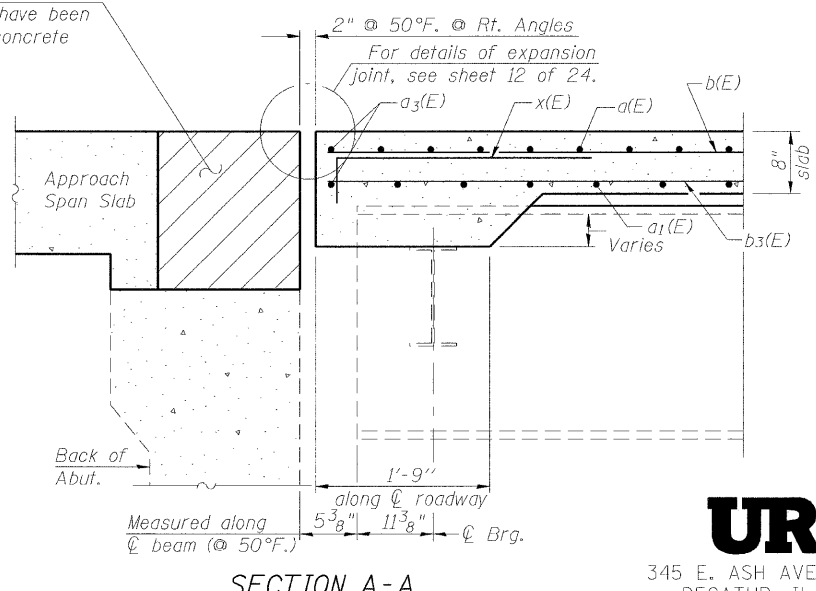
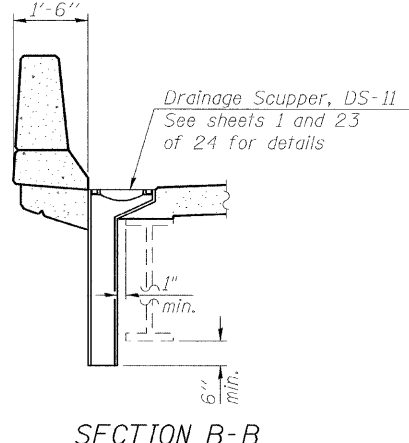
**INSIDE ELEVATION OF PARAPET**  
(North Parapet shown, the South Parapet is similar)



**MINIMUM BAR LAP**  
(Parapet)  
#4 bar = 1'-4"  
#5 bar = 1'-8"  
#8 bar = 3'-5"



**PARAPET PLAN VIEW**  
(Showing cut-out for Scupper)



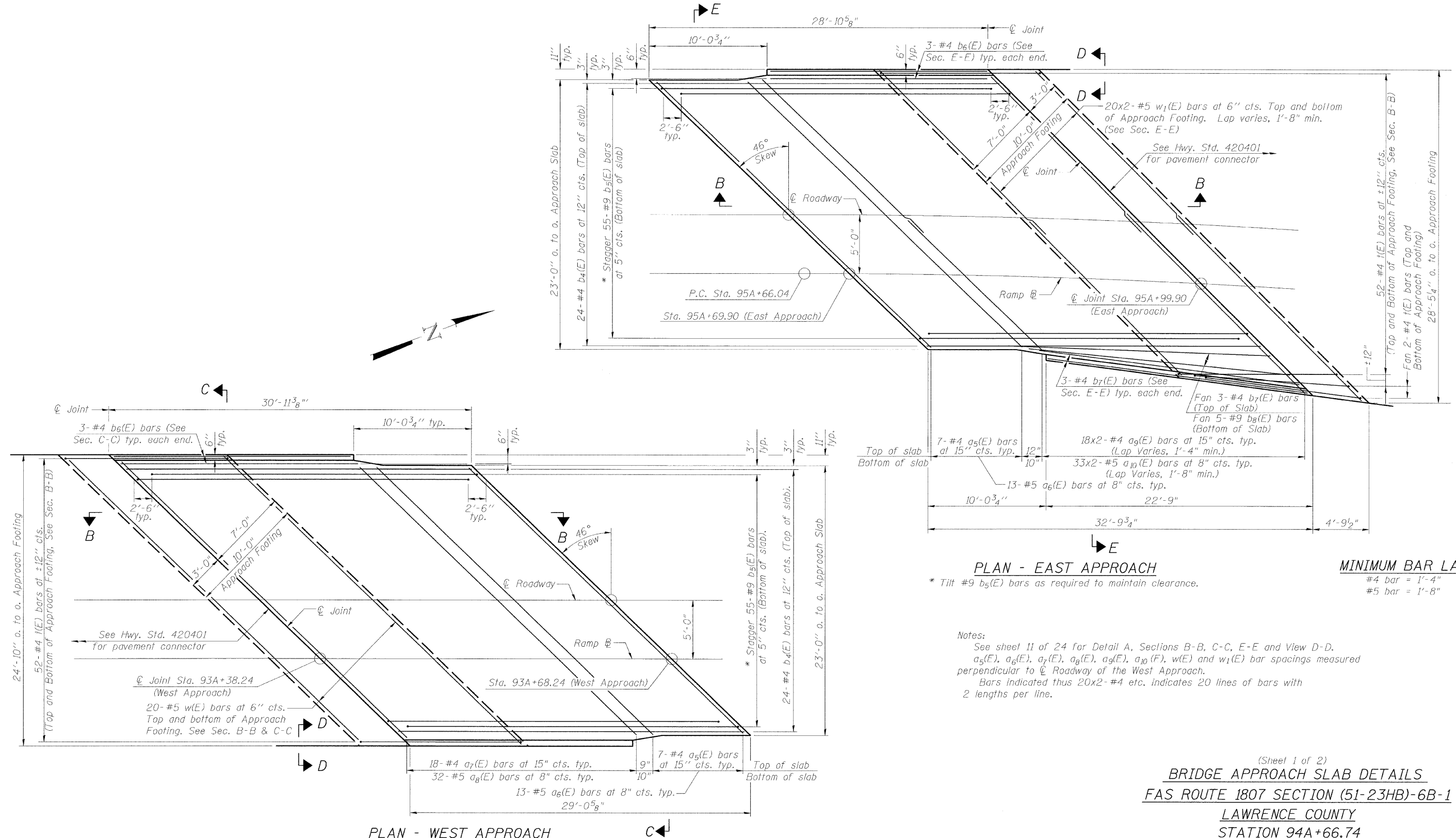
**SUPERSTRUCTURE DETAILS**  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

DESIGNED -	MJP
CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN

**URS**  
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SHEET NO. 9 24 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1807	(51-23HB)-6B-1	LAWRENCE	60	25
CONTRACT NO. 74115					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN - EAST APPROACH

MINIMUM BAR LAP

\* Tilt #9 b<sub>5</sub>(E) bars as required to maintain clearance.

Notes:  
See sheet 11 of 24 for Detail A, Sections B-B, C-C, E-E and View D-D.  
a<sub>5</sub>(E), a<sub>6</sub>(E), a<sub>7</sub>(E), a<sub>8</sub>(E), a<sub>9</sub>(E), a<sub>10</sub>(F), w(E) and w<sub>1</sub>(E) bar spacings measured perpendicular to  $\bar{C}$  Roadway of the West Approach.  
Bars indicated thus 20x2-#4 etc. indicates 20 lines of bars with 2 lengths per line.

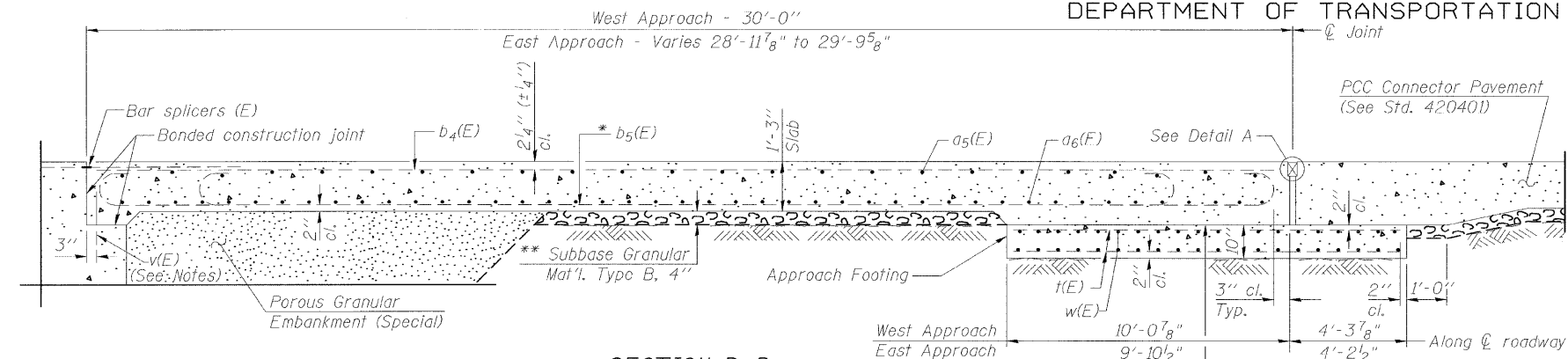
(Sheet 1 of 2)  
**BRIDGE APPROACH SLAB DETAILS**  
**FAS ROUTE 1807 SECTION (51-23HB)-6B-1**  
**LAWRENCE COUNTY**  
**STATION 94A+66.74**  
**STRUCTURE NO. 051-0031**

DESIGNED	- MJP
CHECKED	- KWB
DRAWN	- REZ
CHECKED	- TDN

**URS**  
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SHEET NO. 10 24 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1807	(51-23HB)-6B-1	LAWRENCE	60	26
FED. ROAD DIST. NO. ILLINOIS			CONTRACT NO. 74115		
FED. AID PROJECT					

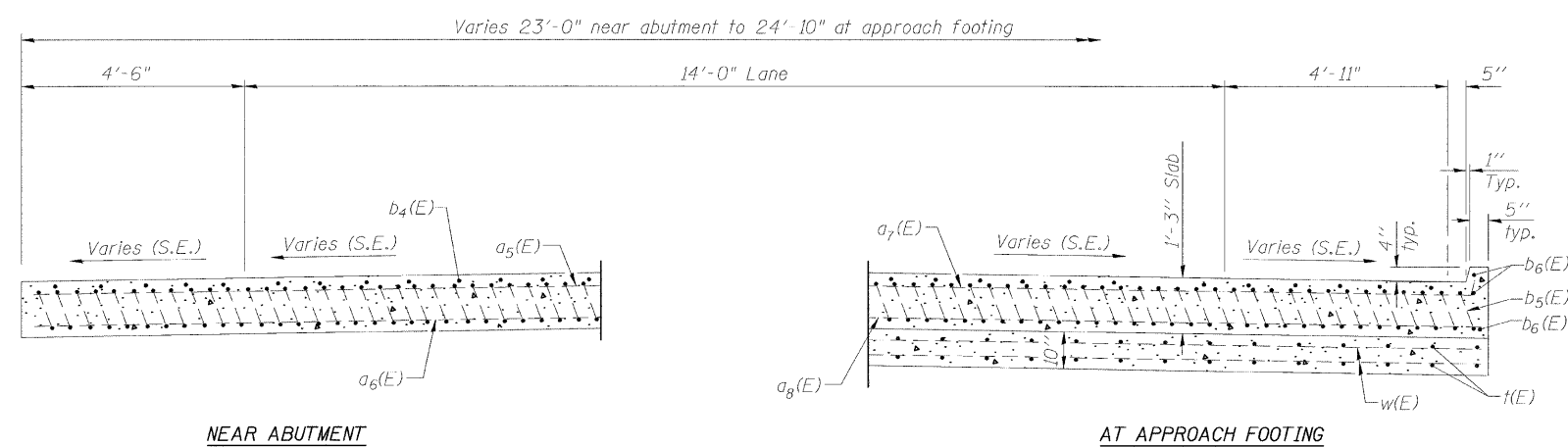
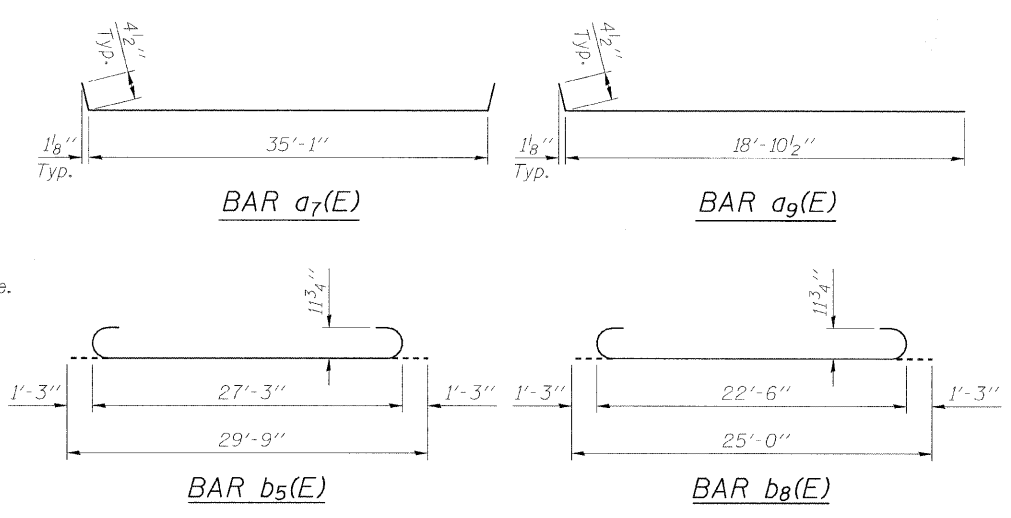
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



SECTION B-B

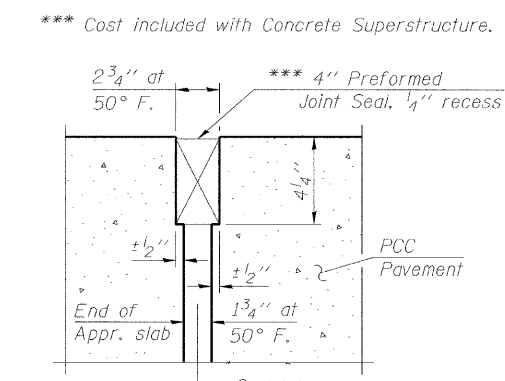
\*\* 10 mil. Polyethylene bond breaker on steel trowel finish  
\* Tilt #9 b5(E) bars as required to maintain clearance.  
\*\* Cost included with Concrete Superstructure.

Notes:  
Approach slab shall be paid for as Concrete Superstructure.  
Approach footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
For v(E) bar details, see sheets 20 and 22 of 24.  
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
For bar splicer details, see sheet 24 of 24.  
Cost of excavation for approach footing included with Concrete Structures.  
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 1 of 24.



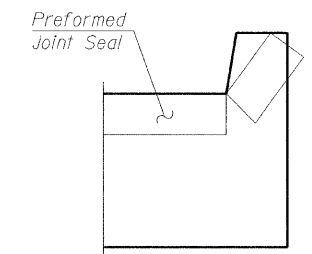
SECTION C-C

(See Plan for dimensions not shown)



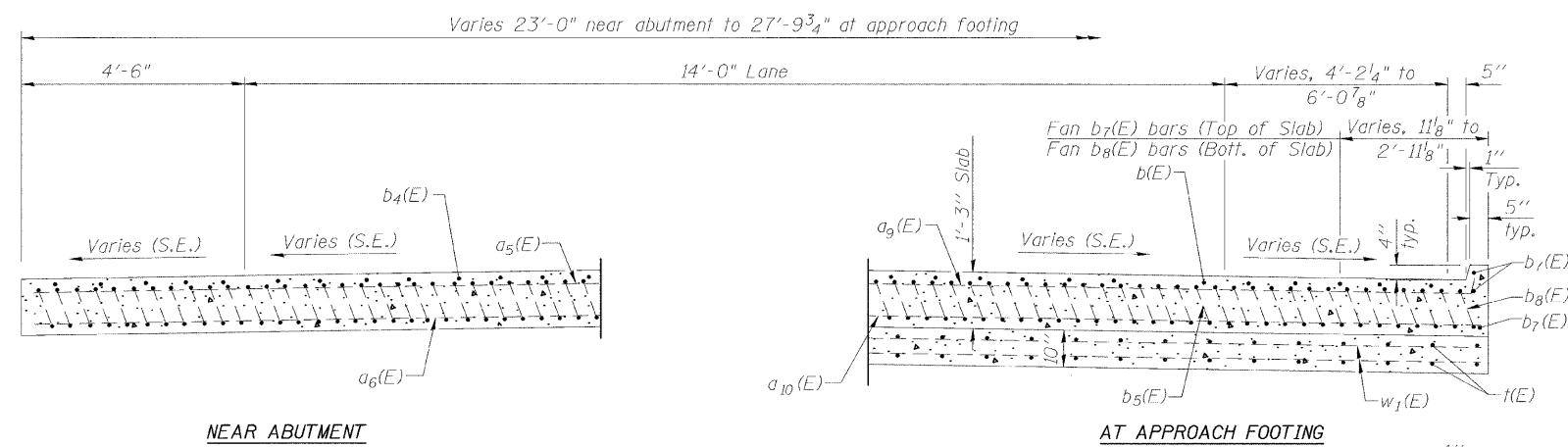
RIGID PAVEMENT

DETAIL A



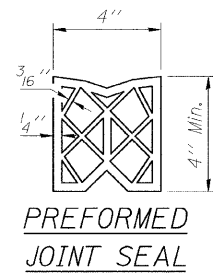
VIEW D-D

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



SECTION E-E

(See Plan for dimensions not shown)



PREFORMED JOINT SEAL

TWO APPROACHES  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a5(E)	14	#4	32'-9"	—
a6(E)	26	#5	32'-9"	—
a7(E)	18	#4	35'-10"	—
a8(E)	32	#5	35'-3"	—
a9(E)	36	#4	19'-5"	—
a10(E)	66	#5	20'-2"	—
b4(E)	48	#4	29'-8"	—
b5(E)	110	#9	29'-9"	—
b6(E)	9	#4	18'-6"	—
b7(E)	6	#4	22'-0"	—
b8(E)	5	#9	25'-0"	—
t(E)	108	#4	13'-7"	—
w(E)	40	#5	35'-1"	—
w1(E)	80	#5	20'-7"	—
Concrete Structures			Cu. Yd.	22.9
Concrete Superstructure			Cu. Yd.	75.3
Bridge Deck Grooving			Sq. Yd.	163
Protective Coat			Sq. Yd.	163
Reinforcement Bars, Epoxy Coated			Pound	21,530

(Sheet 2 of 2)  
BRIDGE APPROACH SLAB DETAILS  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

DESIGNED - MJP
CHECKED - KWB
DRAWN - REZ
CHECKED - TDN

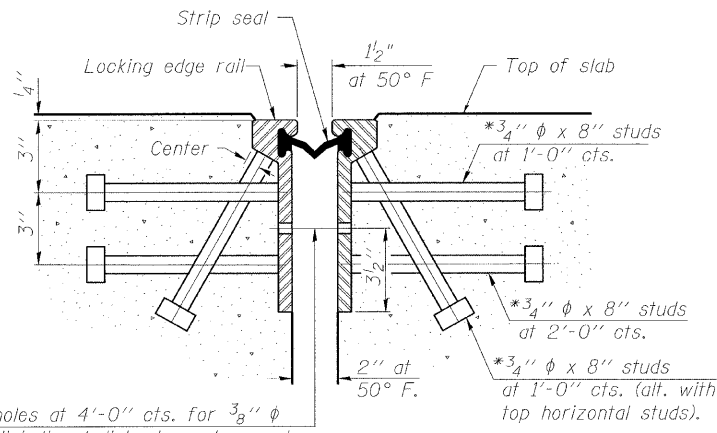


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SHEET NO. 11	F.A.S. RTE. 1807	SECTION (51-23IB) 6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 27
24 SHEETS	CONTRACT NO. 74115		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

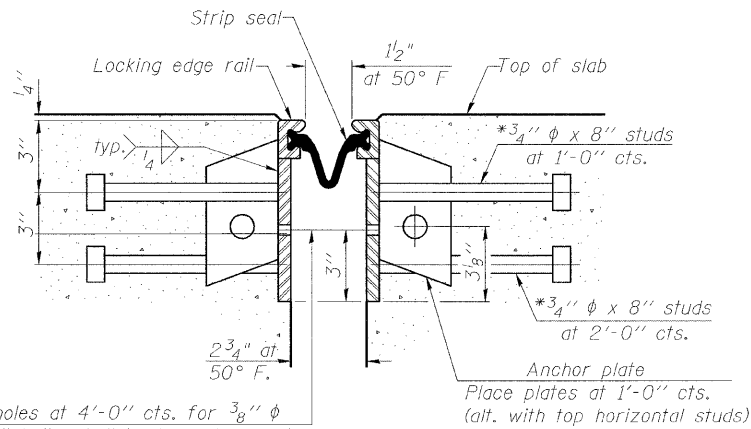
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

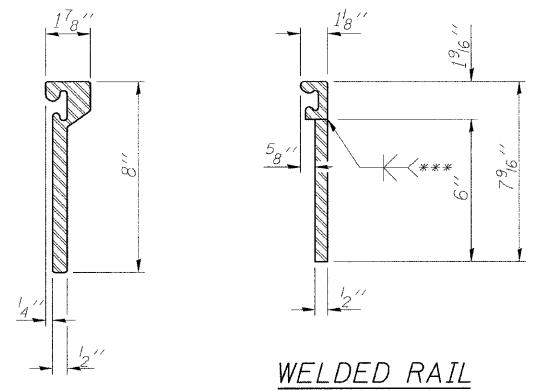
SECTION THRU ROLLED RAIL JOINT



7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

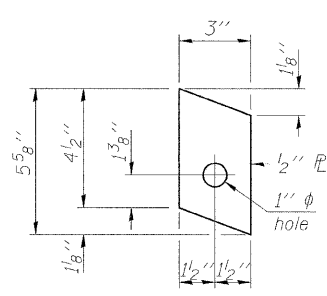
SECTION THRU WELDED RAIL JOINT

Notes:  
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.  
The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.  
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

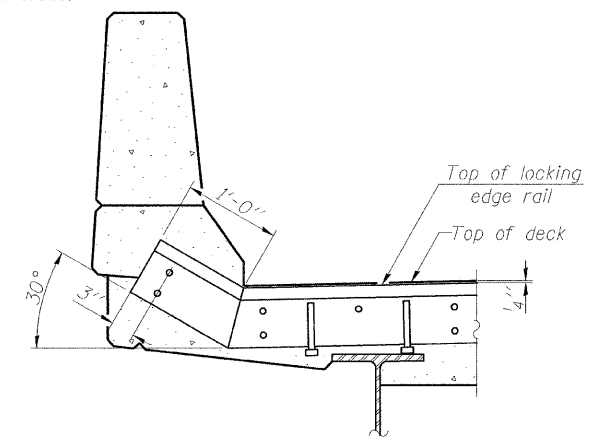


WELDED RAIL

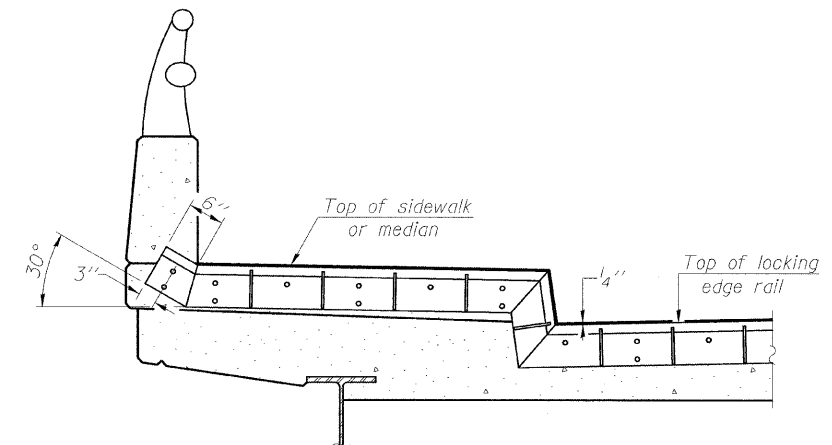
\*\*\*Back gouge not required if complete joint penetration is verified by mock-up.



ANCHOR PLATE  
(for welded rail)



AT PARAPET



AT SIDEWALK OR MEDIAN

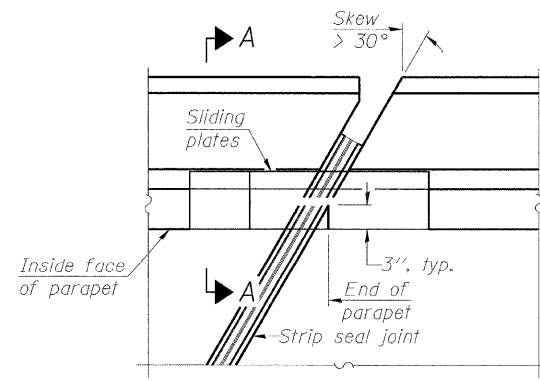
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

ROLLED EXTRUDED RAIL

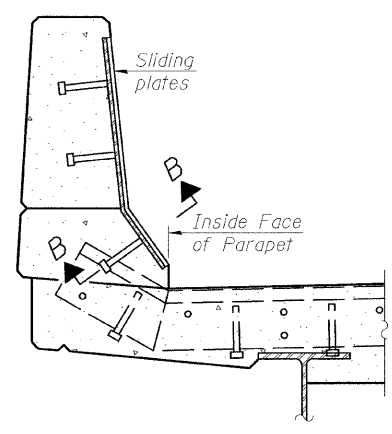
LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS



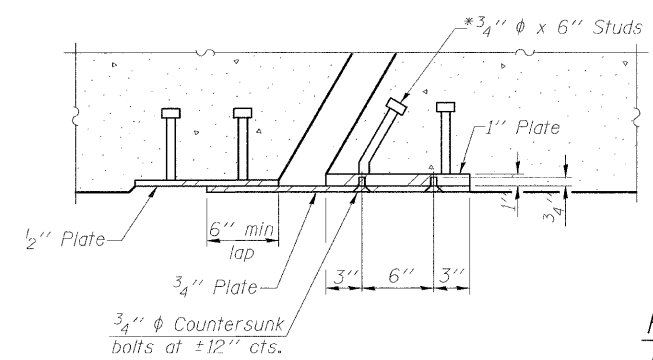
PLAN



SECTION A-A

POINT BLOCK DETAILS  
(for skews > 30°)

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	72

PREFORMED JOINT STRIP SEAL DETAILS  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

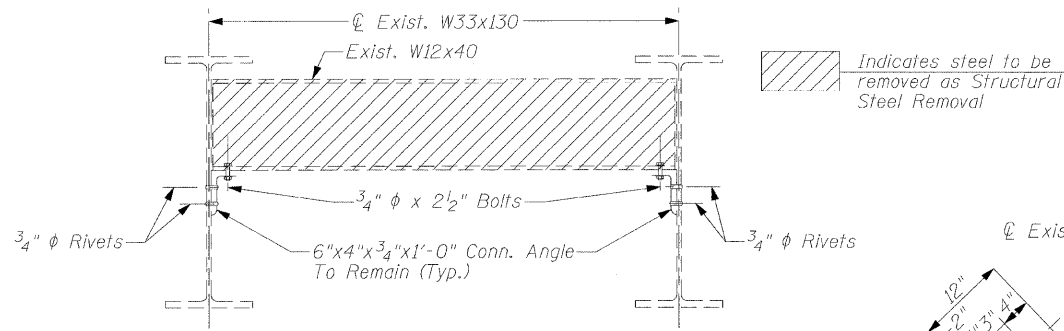
DESIGNED - MJP
CHECKED - KWB
DRAWN - REZ
CHECKED - TDN

**URS**

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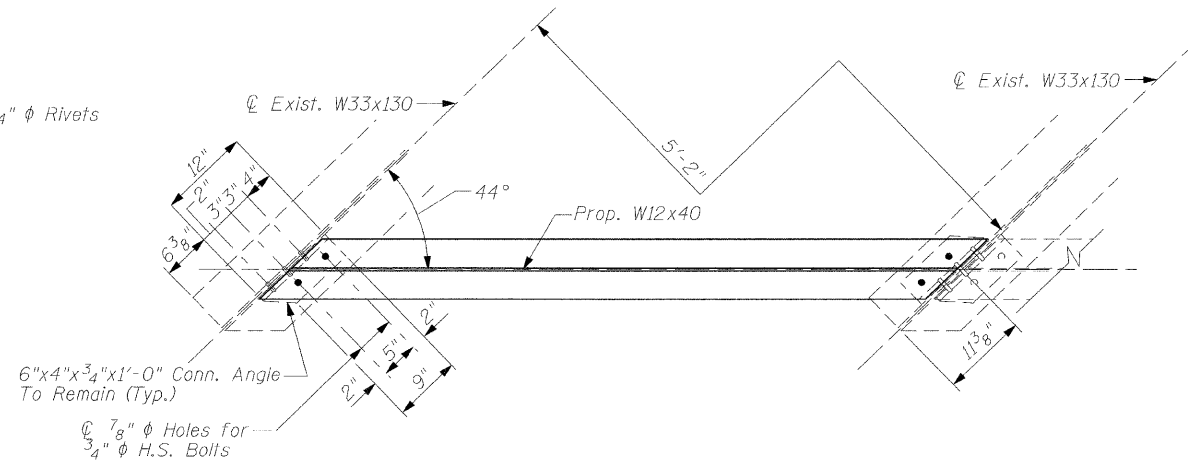
SHEET NO. 12	F.A.S. RTE. 1807	SECTION (51-23HB)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 28
24 SHEETS	CONTRACT NO. 74115			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

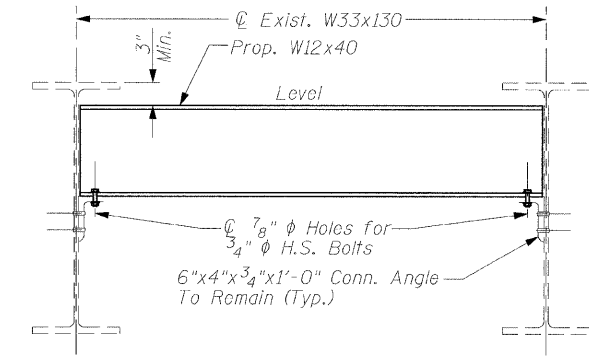


**END DIAPHRAGM REMOVAL**  
(5 Locations, See Plan View)

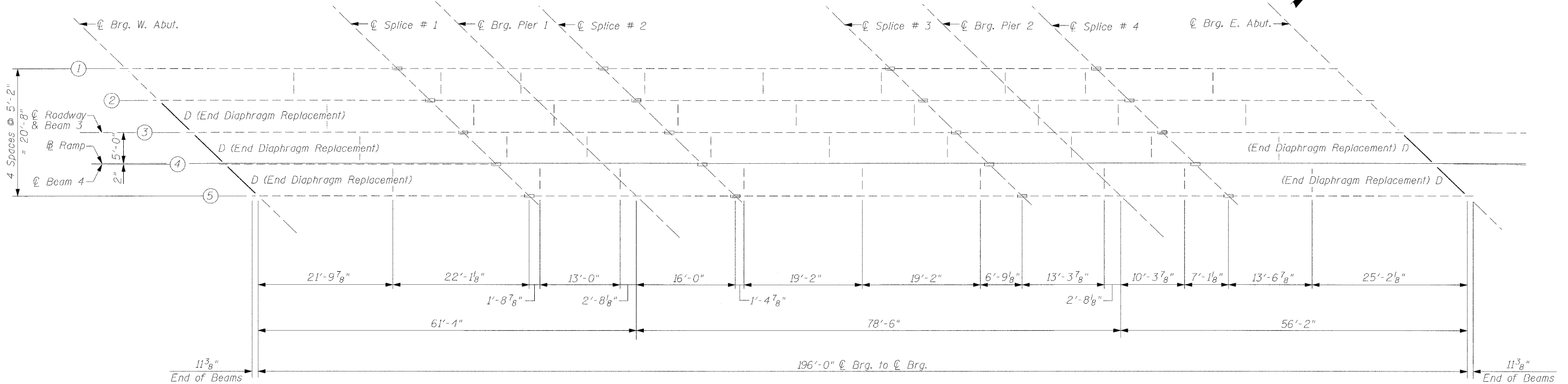
Indicates steel to be removed as Structural Steel Removal



**END DIAPHRAGM D - PLAN**  
(5 Locations, See Plan View)



**END DIAPHRAGM D - ELEVATION**  
(5 Locations, See Plan View)



**FRAMING PLAN**

**BILL OF MATERIAL**

Item	Unit	Total
Structural Steel Removal	Pound	1,470
Furnishing & Erecting Structural Steel	Pound	1,470

Notes:  
Field verify all dimensions prior to ordering steel.  
Cost of field drilling included with Furnishing and Erecting Structural Steel.  
Diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
Care shall be taken not to damage existing steel that is to be reused.

**STRUCTURAL STEEL**  
**FAS ROUTE 1807 SECTION (51-23HB)-6B-1**  
**LAWRENCE COUNTY**  
**STATION 94A+66.74**  
**STRUCTURE NO. 051-0031**

DESIGNED	-	MJP
CHECKED	-	KWB
DRAWN	-	REZ
CHECKED	-	TDN

**URS**

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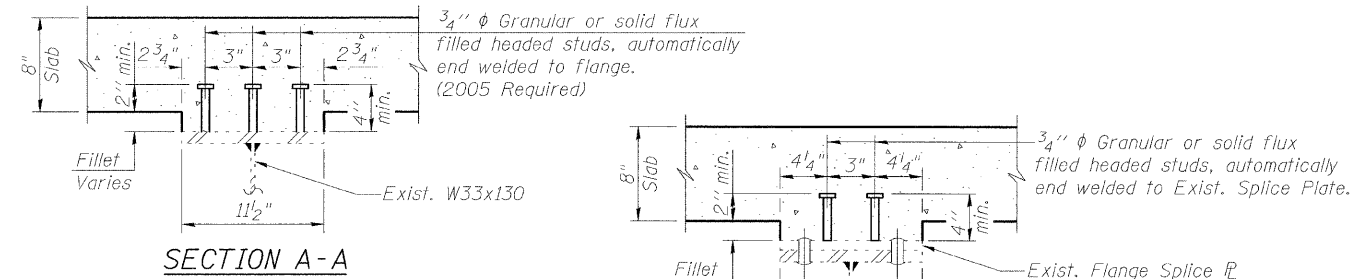
SHEET NO. 13 24 SHEETS	F.A.S. RTE. 1807	SECTION (51-23HB)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 29
	CONTRACT NO. 74115			FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INTERIOR BEAM MOMENT TABLE

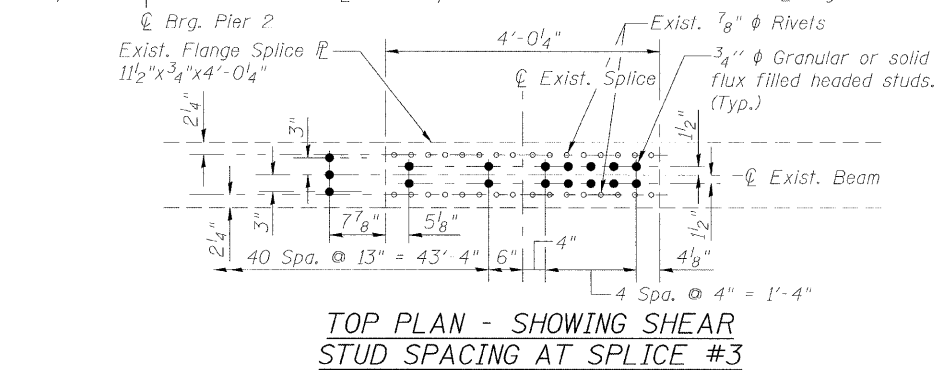
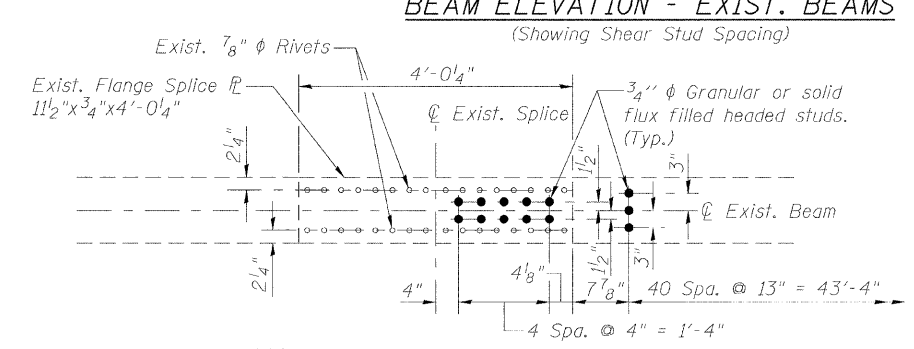
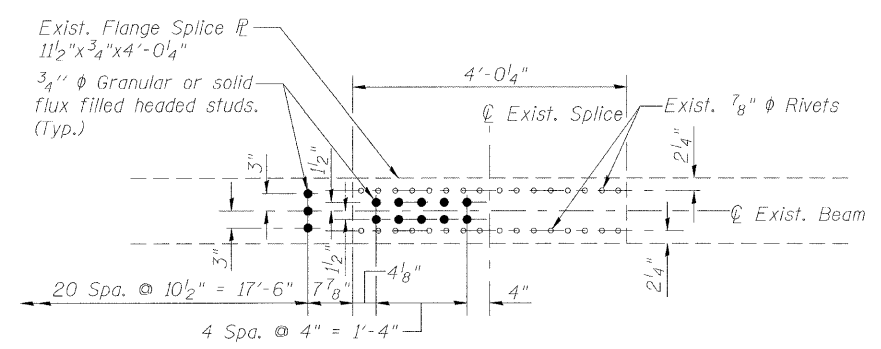
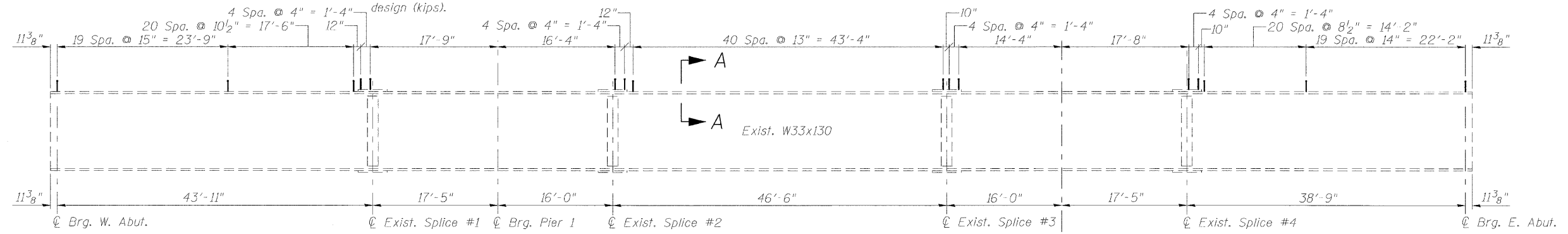
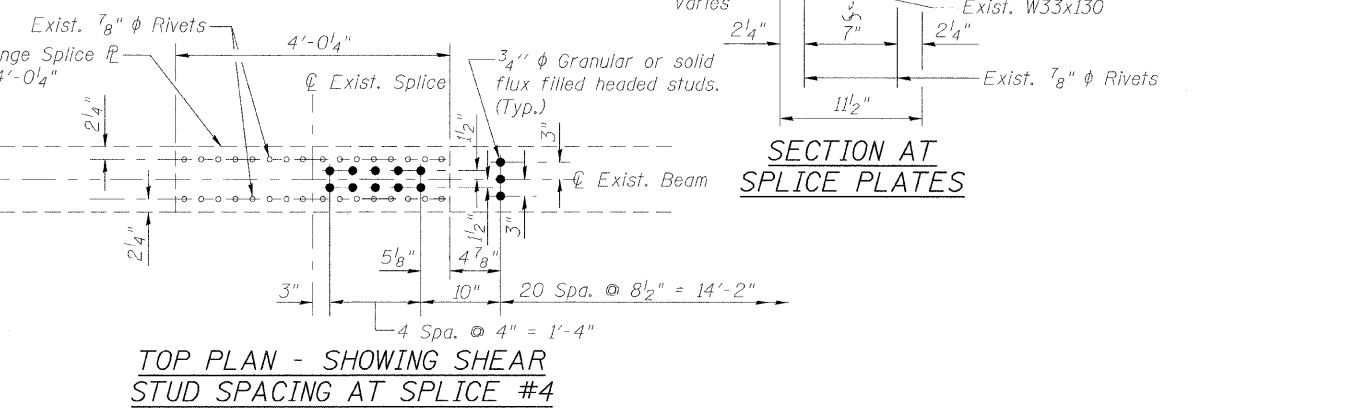
	0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
$I_s$	(in <sup>4</sup> ) 6710	8915	6710	8915	6710
$I_c$ (n)	(in <sup>4</sup> ) 16542	—	16542	—	16542
$I_c$ (3n)	(in <sup>4</sup> ) 12048	—	12048	—	12048
$S_s$	(in <sup>3</sup> ) 406	527	406	527	406
$S_c$ (n)	(in <sup>3</sup> ) 577	—	577	—	577
$S_c$ (3n)	(in <sup>3</sup> ) 519	—	519	—	519
$Z$	(in <sup>3</sup> ) —	597	—	597	—
$\phi$	(k/')	0.99	0.68	0.99	0.68
$M\phi$	(k)	504	179	462	126
$s\phi$	(k/')	—	0.31	—	0.31
$M_s\phi$	(k)	—	101	—	65
$M\phi$	(k)	224	371	214	293
$M$ (Imp)	(k)	58	91	56	81
$S_3 [M\phi + M(\text{Imp})]$	(k)	470	770	450	623
$M_a$	(k)	1266	1364	1185	1057
$M_u$	(k)	1642	2207	1642	2207
$f_s\phi$ non-comp	(ksi)	11.5	5.3	10.5	3.7
$f_s\phi$ comp	(ksi)	—	2.3	—	1.5
$f_s^{S_3}$ (k + Imp)	(ksi)	10.7	16.0	10.2	12.9
$f_s$ (Overload)	(ksi)	22.2	23.6	20.8	18.2
$f_s$ (Total)	(ksi)	—	—	—	—
VR	(k)	—	40.5	—	38.9

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total and Overload) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total and Overload) due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total and Overload) due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).  
 $Z$ : Plastic Section Modulus of the steel section in non-composite areas (in.<sup>3</sup>).  
 $\phi$ : Un-factored non-composite dead load (kips/ft.).  
 $M\phi$ : Un-factored moment due to non-composite dead load (kip-ft.).  
 $s\phi$ : Un-factored long-term composite (superimposed) dead load (kips/ft.).  
 $M_s\phi$ : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).  
 $M\phi$ : Un-factored live load moment (kip-ft.).  
 $M$  (Imp): Un-factored moment due to impact (kip-ft.).  
 $M_a$ : Factored design moment (kip-ft.).  
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M\phi + M_1)]$   
 $M_u$ : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).  
 $f_s$  (Overload): Sum of stresses as computed from the moments below (ksi).  
 $M\phi + M_s\phi + \frac{5}{3} (M\phi + M_1)$   
 $f_s$  (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).  
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M\phi + M_1)]$   
 VR: Maximum  $L +$  Impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).



INTERIOR BEAM REACTION TABLE

	W. Abut.	Pier 1	Pier 2	E. Abut.
$R\phi$	(k) 22.2	78.0	74.4	19.6
$R\phi$	(k) 27.9	36.4	35.5	27.3
Imp.	(k) 7.5	9.3	9.2	7.5
$R$ (Total)	(k) 57.6	123.7	119.1	54.4



BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	2,005

STRUCTURAL STEEL DETAILS

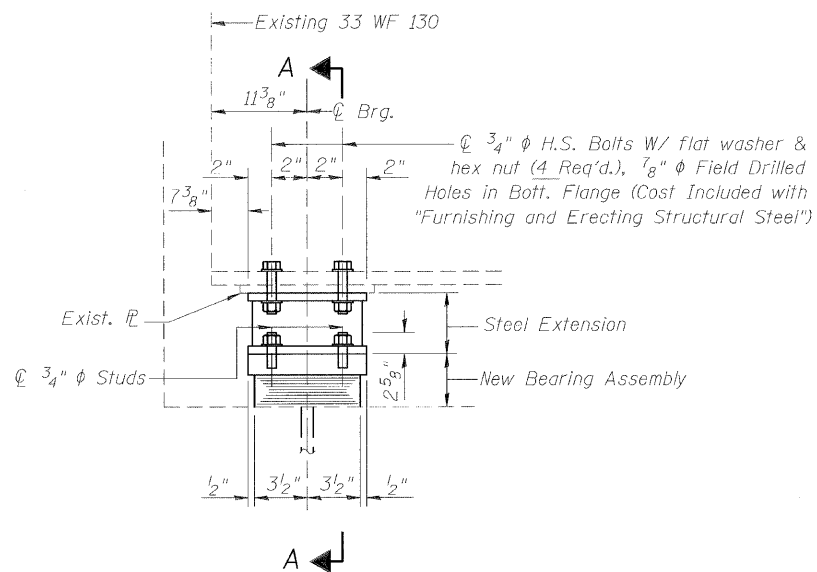
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

DESIGNED - MJP  
CHECKED - KWB  
DRAWN - REZ  
CHECKED - TDN

**URS**  
345 E. ASH AVE., SUITE B  
DECATUR, IL, 62526  
TEL. 217-875-4800

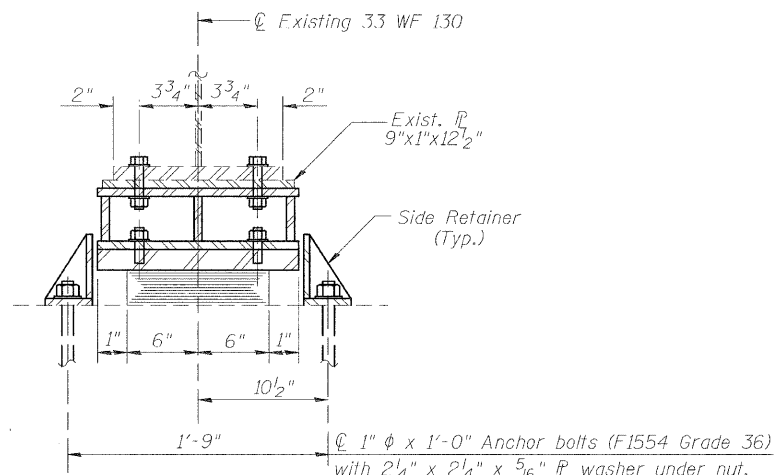
SHEET NO. 14	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	1807	(51-23HB)-6B-1	LAWRENCE	60	30
CONTRACT NO. 74115					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

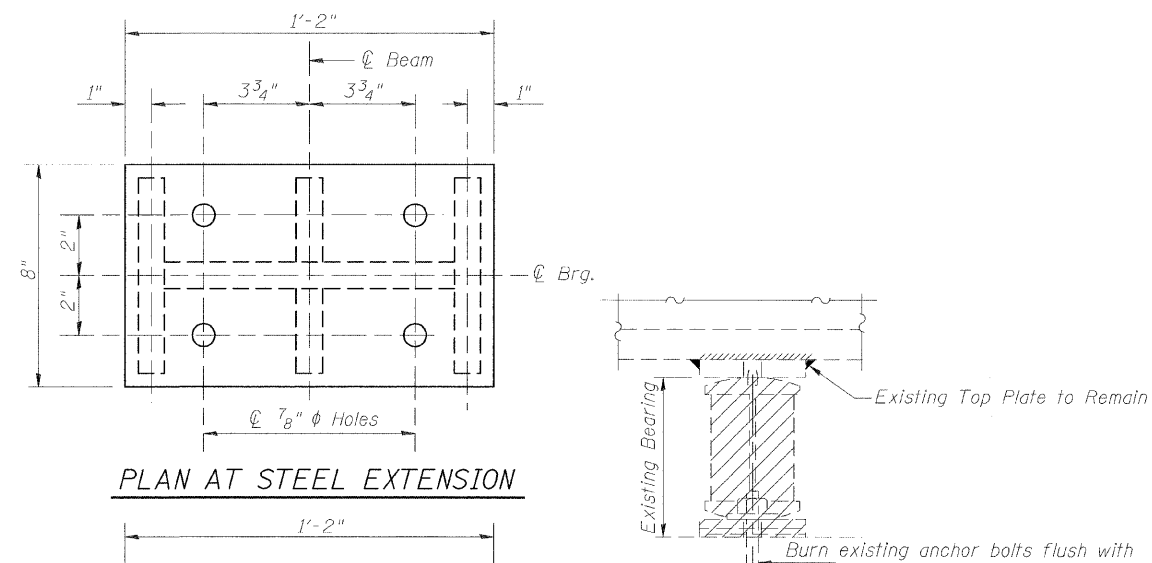


ELEVATION AT WEST ABUT.

TYPE I ELASTOMERIC EXP. BRG.

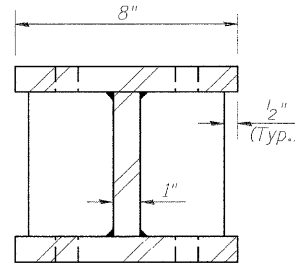


SECTION A-A

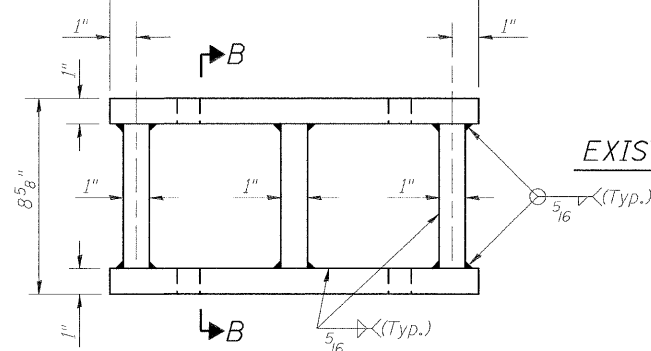


PLAN AT STEEL EXTENSION

EXISTING BEARING REMOVAL DETAIL



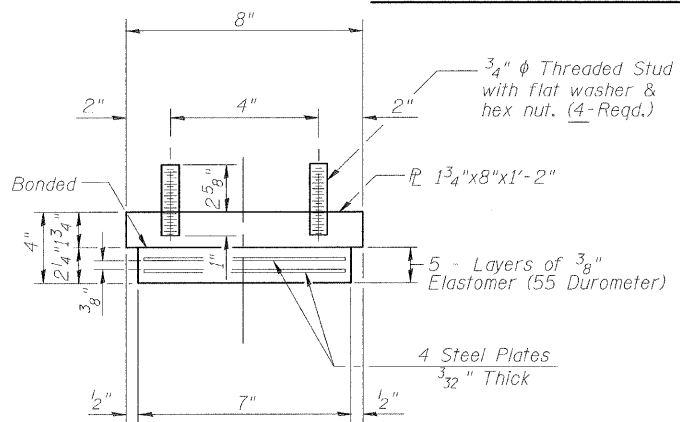
SECTION B-B



ELEVATION AT STEEL EXTENSION

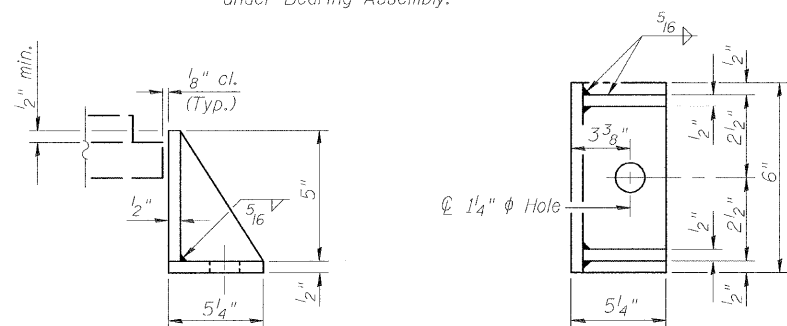
JACK AND REMOVE EXISTING BEARINGS PROCEDURE

1. The Contractor shall submit, for approval by the Engineer, plans for jacking prior to commencing any work at the bearings.
2. Jacking and removing existing bearings shall be done after existing deck removal is completed and before the new deck is poured.
3. The maximum dead load reaction with the deck removed (per bearing) at each abutment is 2.9 kips. The minimum Jack capacity at each abutment (per bearing) shall be 4.8 kips.
4. The new bearing and steel extensions shall be in place and the jacks shall be lowered before the new concrete deck is poured.



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel. (No. Req'd. = 10)

Notes:  
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

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

After bearings have been erected, holes at expansion bearings shall be drilled and anchor bolts grouted into place.

Fabricated Steel Extension shall be paid for in accordance with Article 505 of the Standard Specifications and included in the cost for Furnishing and Erecting Structural Steel.

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	5
Furnishing and Erecting Structural Steel	Pound	640
Jack and Remove Existing Bearings	Each	5
Anchor Bolts 1"	Each	10

BEARING DETAILS WEST ABUTMENT  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

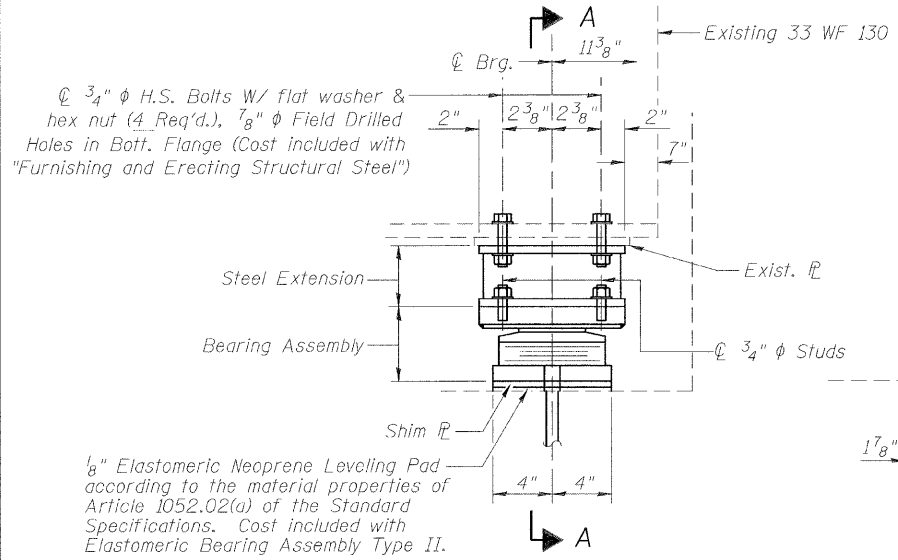
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CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN

URS

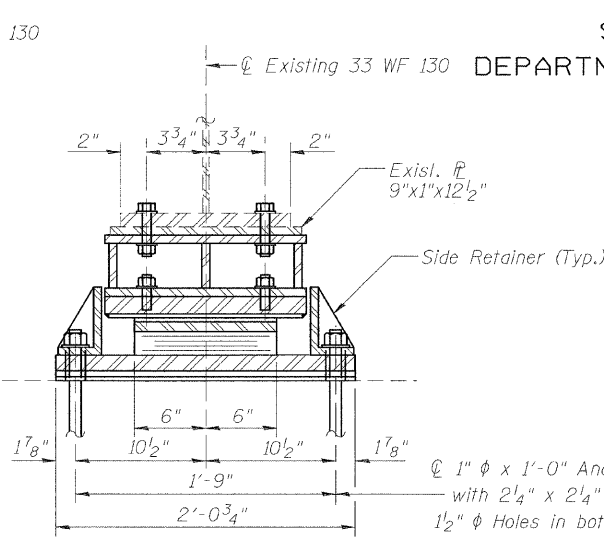
345 E. ASH AVE., SUITE B  
DECATUR, IL. 62526  
TEL. 217-875-4800

SHEET NO. 15 24 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 74115					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

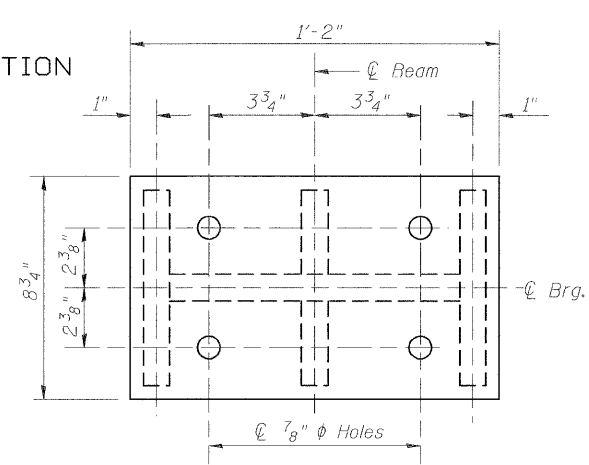
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



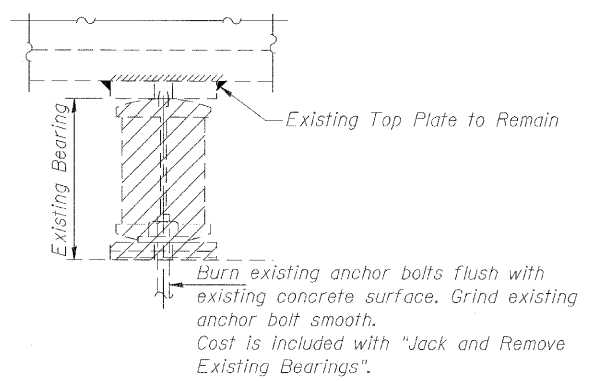
ELEVATION AT EAST ABUT.  
TYPE II ELASTOMERIC EXP. BRG.



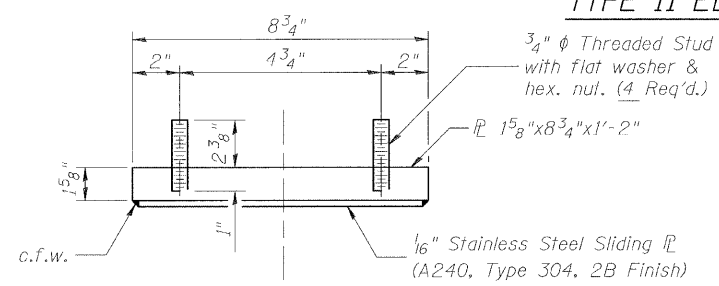
SECTION A-A



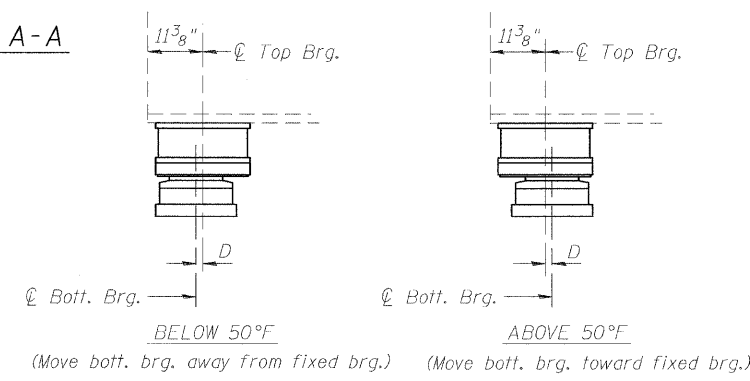
PLAN AT STEEL EXTENSION



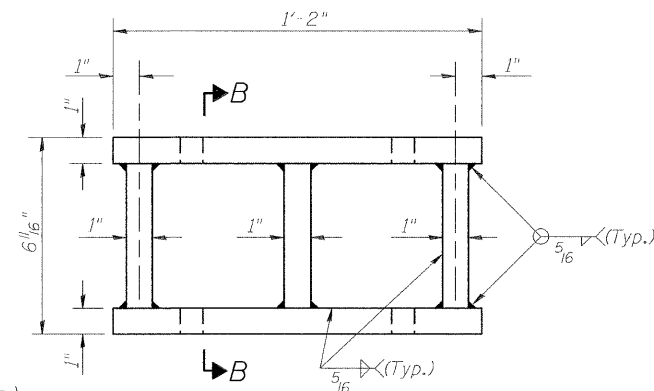
EXISTING BEARING REMOVAL DETAIL



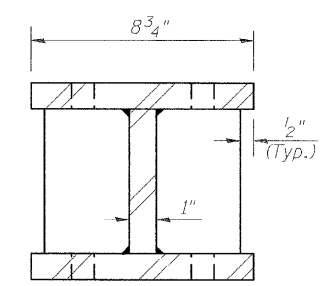
TOP BEARING ASSEMBLY



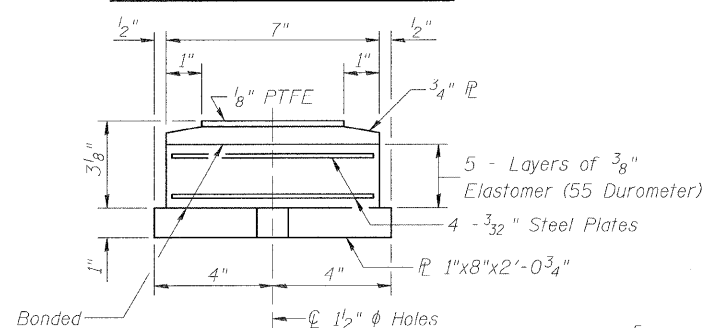
SETTING ANCHOR BOLTS AT EXP. BRG.



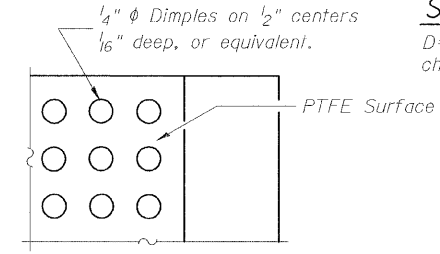
ELEVATION AT STEEL EXTENSION



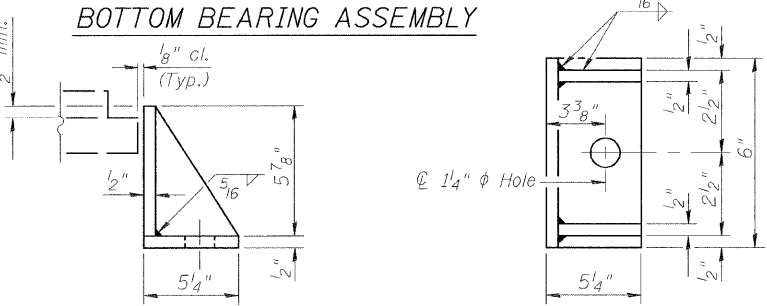
SECTION B-B



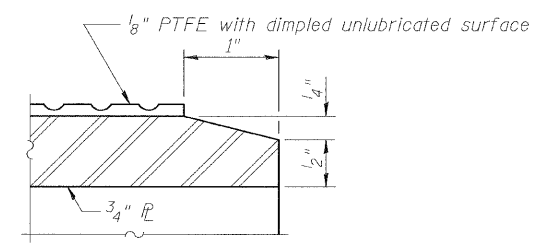
BOTTOM BEARING ASSEMBLY



PLAN-PTFE SURFACE



SIDE RETAINER



SECTION THRU PTFE

Notes:  
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.  
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.  
The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.  
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.  
After bearings have been erected, holes at expansion bearings shall be drilled and anchor bolts grouted into place.  
Fabricated Steel Extension shall be paid for in accordance with Article 505 of the Standard Specifications and included in the cost for Furnishing and Erecting Structural Steel.  
Prior to ordering any material, the contractor shall verify in the field all bearing height and shim thickness dimensions.

JACK AND REMOVE EXISTING BEARINGS PROCEDURE

- The Contractor shall submit, for approval by the Engineer, plans for jacking prior to commencing any work at the bearings.
- Jacking and removing existing bearings shall be done after existing deck removal is completed and before the new deck is poured.
- The maximum dead load reaction with the deck removed (per bearing) at each abutment is 2.5 kips. The minimum Jack capacity at each abutment (per bearing) shall be 5.4 kips.
- The new bearing and steel extensions shall be in place and the jacks shall be lowered before the new concrete deck is poured.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	5
Furnishing and Erecting Structural Steel	Pound	600
Jack and Remove Existing Bearings	Each	5
Anchor Bolts 1"	Each	10

BEARING DETAILS EAST ABUTMENT  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

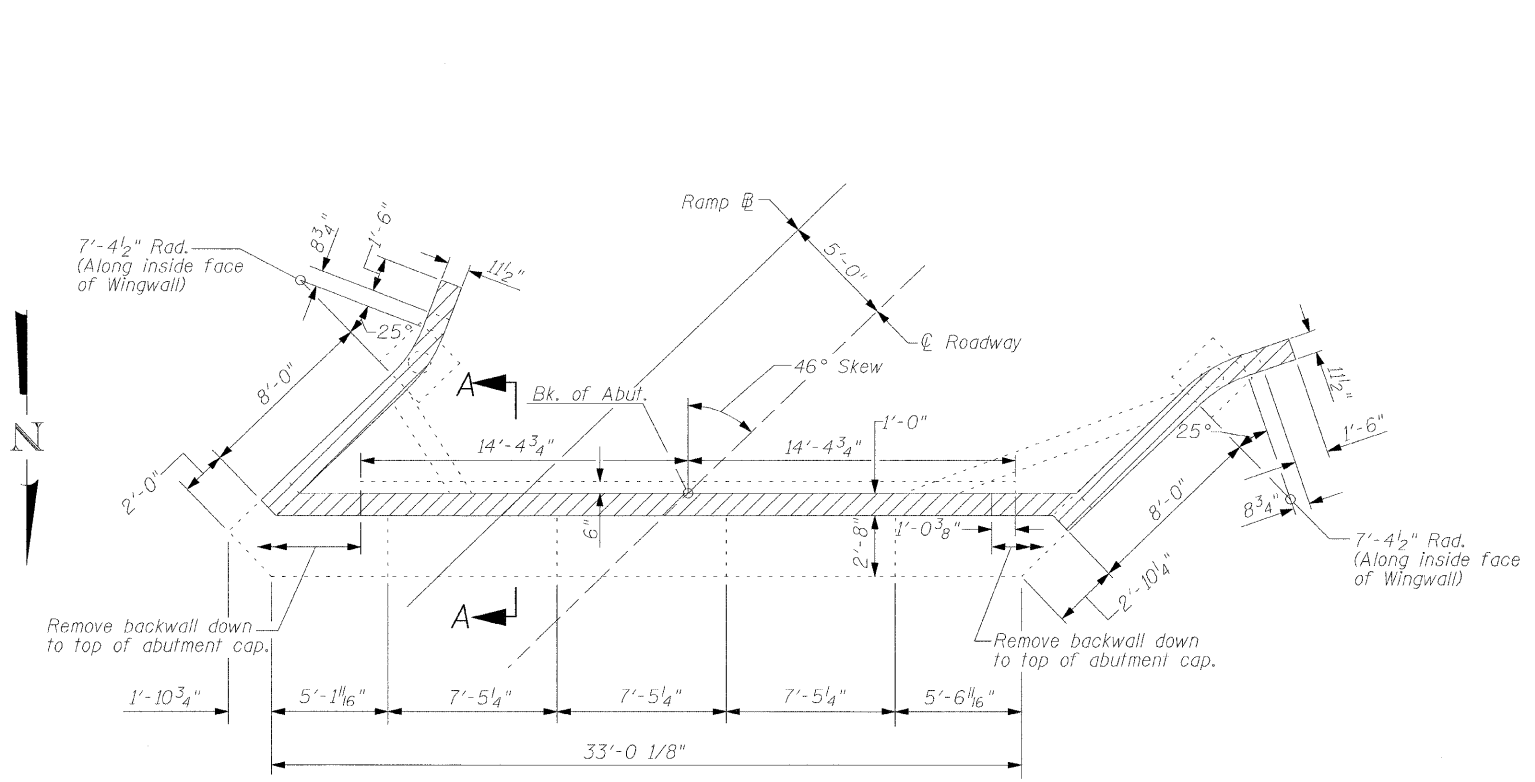
DESIGNED	-	MJP
CHECKED	-	KWB
DRAWN	-	RF7
CHECKED	-	TDN

**URS**  
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TEL. 217-875-4800

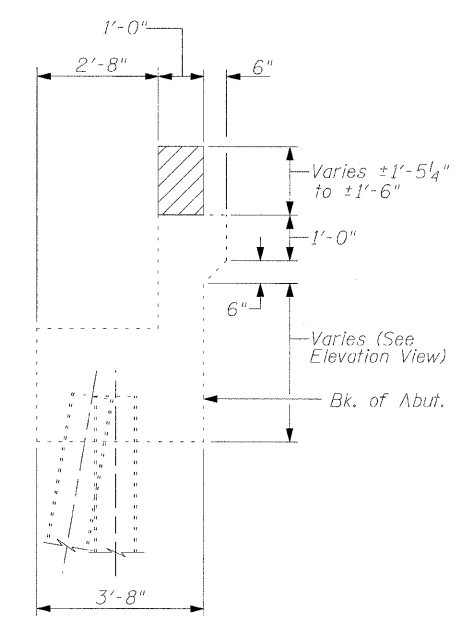
SHEET NO. 16	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	1807	(51-23HB)-6B-1	LAWRENCE	60	32
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 74115					



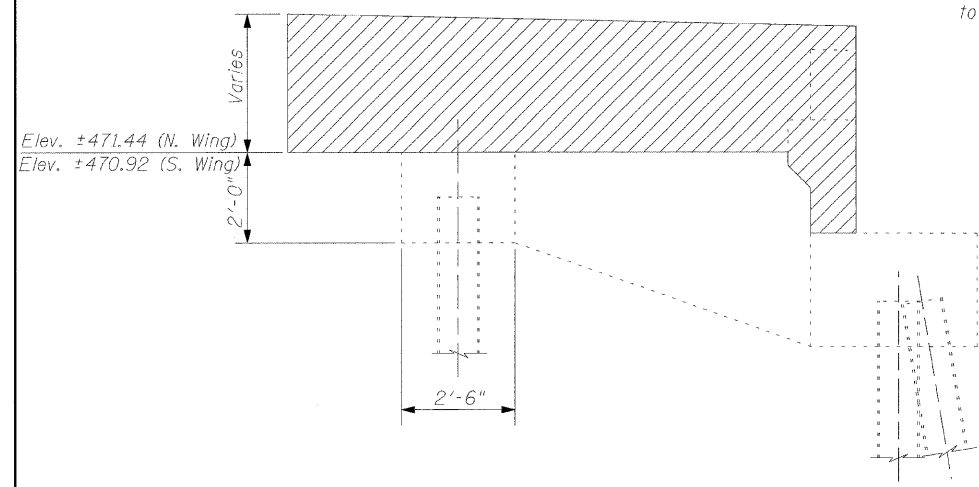
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN - WEST ABUTMENT



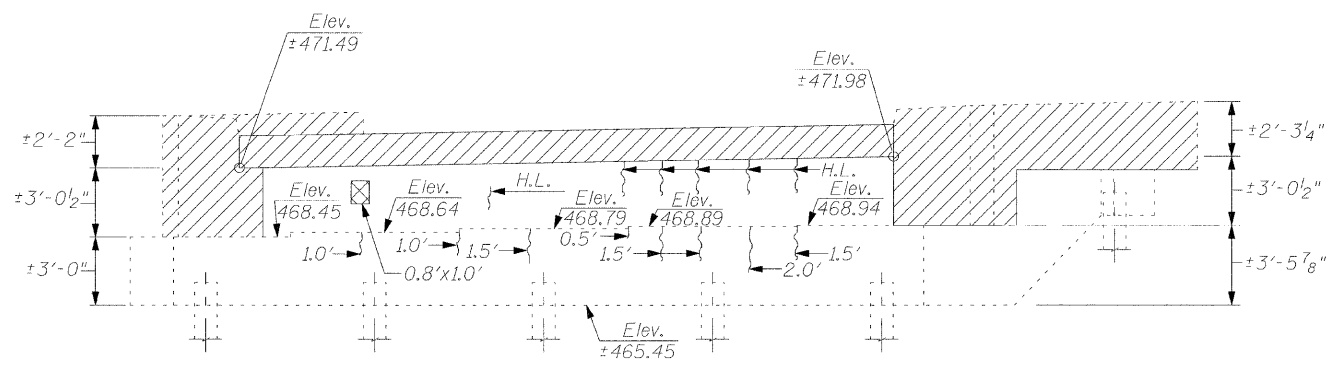
SECTION A-A



WINGWALL ELEVATION

LEGEND

- 2.0' → Epoxy Crack Injection
- H.L. → Hairline Crack - Not To Be Sealed
- ▨ Concrete Removal
- ▣ Structural Repair of Concrete



ELEVATION - WEST ABUTMENT  
(Looking West)

NOTES

Remove upper portion of backwall between inside face of existing wingwalls to top of corbel as shown. Existing reinforcement extending into new concrete shall be cleaned, straightened, and incorporated into new construction. Cost included with "Concrete Removal".

Remove existing wingwalls to top of existing wingwall pile cap. Cost for removal of railing is included in "Concrete Removal".

WEST ABUTMENT REPAIR  
BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	1
Epoxy Crack Injection	Foot	11
Concrete Removal	Cu. Yd.	4.9

CONCRETE REMOVAL & REPAIR DETAILS - WEST ABUTMENT

FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

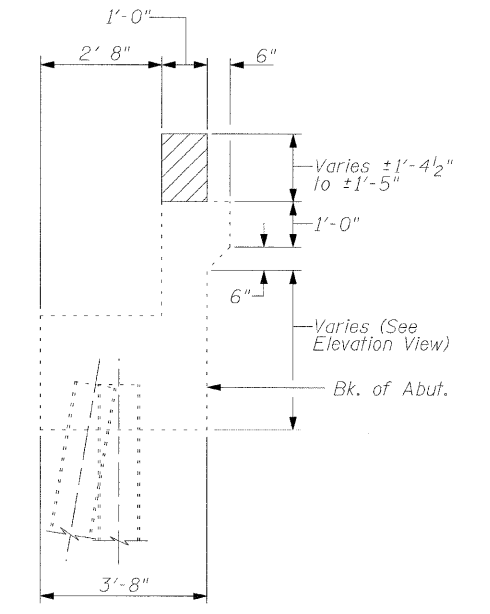
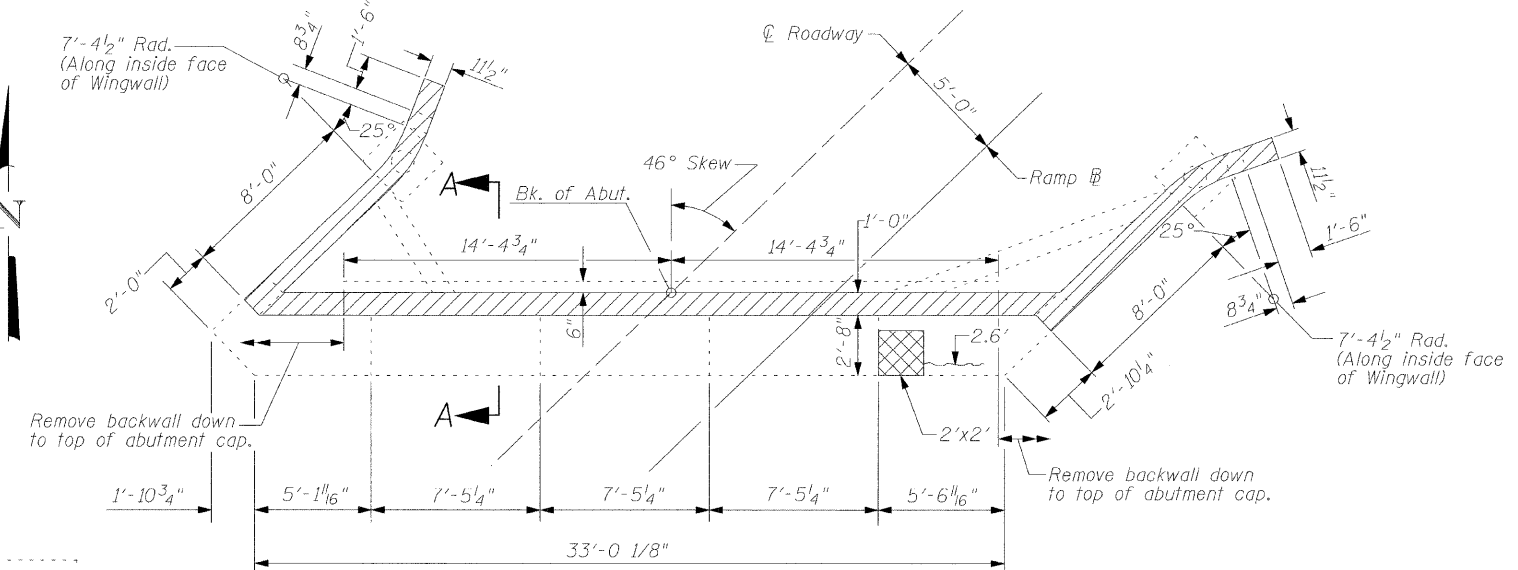
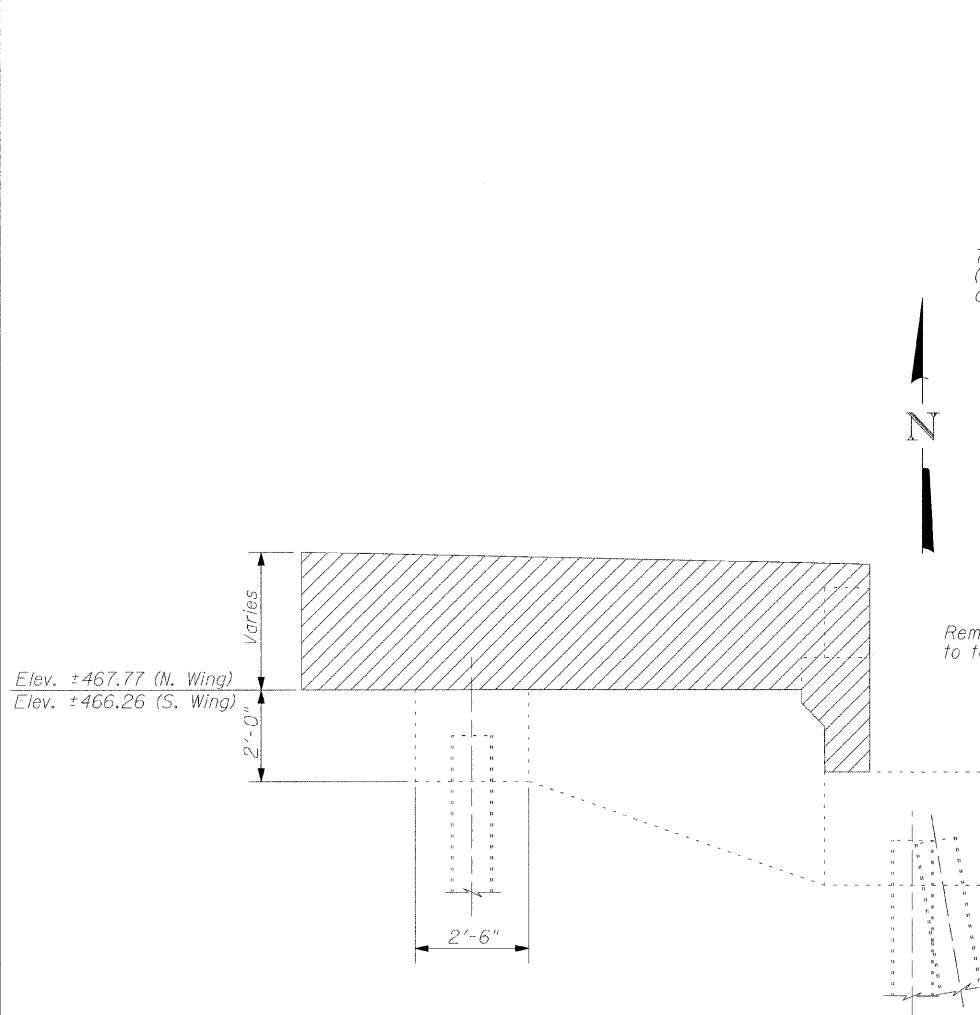
DESIGNED - MJP
CHECKED - KWB
DRAWN - REZ
CHECKED - TDN



345 E. ASH AVE., SUITE B  
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SHEET NO. 17 24 SHEETS	F.A.S. RTE. 1807	SECTION (51-23HB)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 33
	CONTRACT NO. 74115				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



WINGWALL ELEVATION

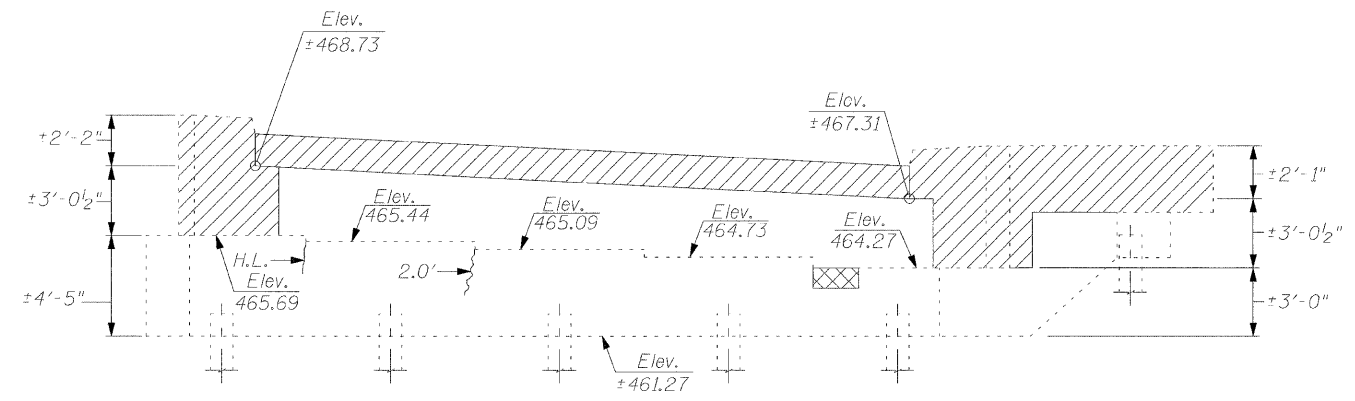
PLAN - EAST ABUTMENT

NOTES

Remove upper portion of backwall between inside face of existing wingwalls to top of corbel as shown. Existing reinforcement extending into new concrete shall be cleaned, straightened, and incorporated into new construction. Cost included with "Concrete Removal".

Remove existing wingwalls to top of existing wingwall pile cap. Cost for removal of railing is included in "Concrete Removal".

- LEGEND
- 2.0' Epoxy Crack Injection
  - H.L. Hairline Crack - Not To Be Sealed
  - Concrete Removal
  - Structural Repair of Concrete



ELEVATION - EAST ABUTMENT  
(Looking East)

EAST ABUTMENT REPAIR  
BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete (Depth Equal To or Less Than 5")	Sq. Ft.	4
Epoxy Crack Injection	Foot	5
Concrete Removal	Cu. Yd.	5.0

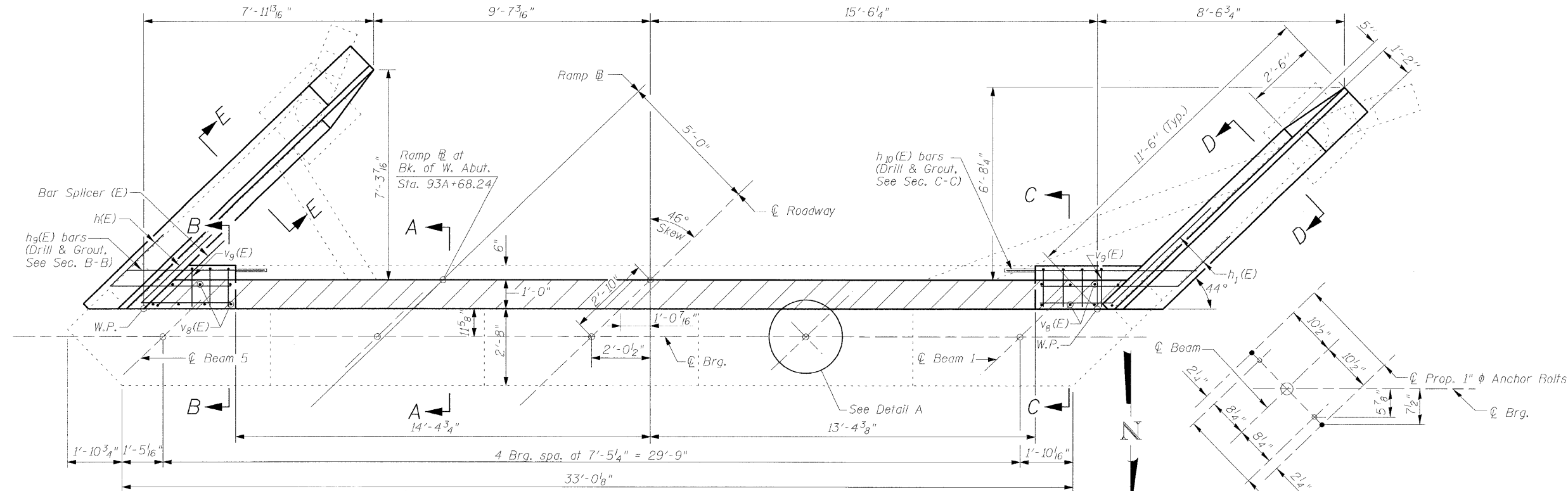
CONCRETE REMOVAL & REPAIR DETAILS - EAST ABUTMENT  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

DESIGNED -	MJP
CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN

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DECATUR, IL. 62526  
TEL. 217-875-4800

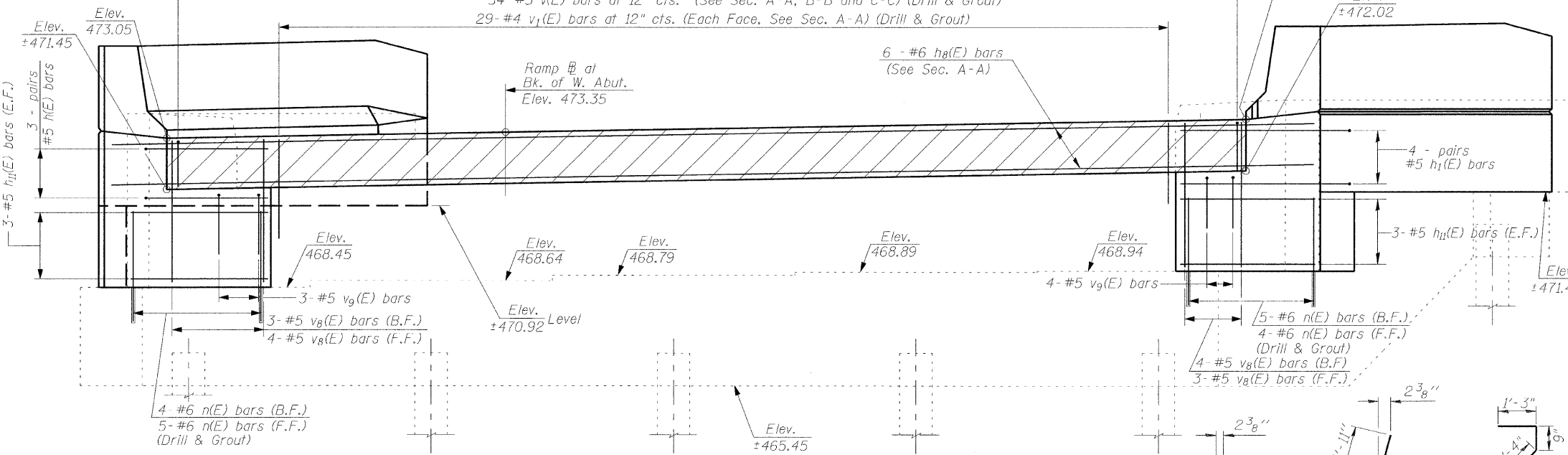
SHEET NO. 18 24 SHEETS	F.A.S. RTE. 1807	SECTION (51-23HB)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 34
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FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



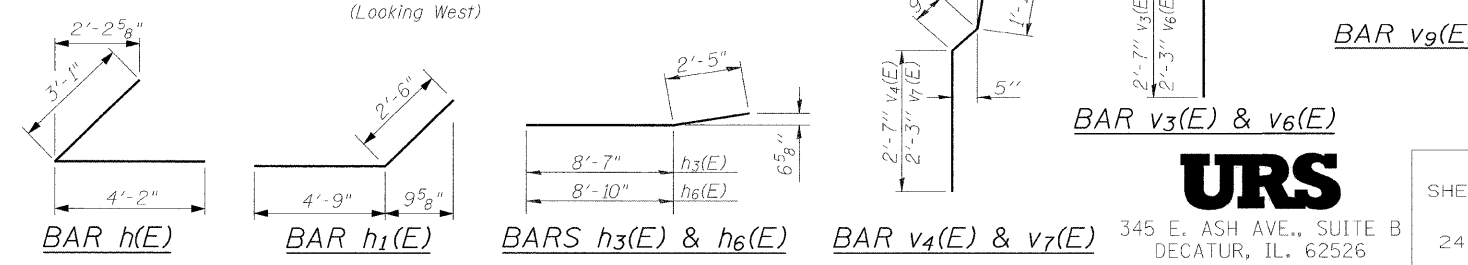
PLAN - WEST ABUTMENT

34 Bar Splicers (E) for #5 bars at 12" cts. (See Sec. A-A, B-B and C-C)  
34 - #5 v(E) bars at 12" cts. (See Sec. A-A, B-B and C-C) (Drill & Grout)  
29 - #4 v1(E) bars at 12" cts. (Each Face, See Sec. A-A) (Drill & Grout)



ELEVATION - WEST ABUTMENT  
(Looking West)

DESIGNED -	MJP
CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN



WEST ABUTMENT  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#5	7'-3"	└
h1(E)	8	#5	7'-3"	└
h2(E)	7	#4	9'-7"	└
h3(E)	5	#4	11'-0"	└
h4(E)	2	#4	11'-0"	└
h5(E)	6	#4	12'-7"	└
h6(E)	4	#4	11'-3"	└
h7(E)	2	#4	11'-3"	└
h8(E)	6	#6	36'-6"	└
h9(E)	2	#5	4'-9"	└
h10(E)	2	#5	6'-7"	└
h11(E)	12	#5	4'-1"	└
n(E)	56	#6	3'-3"	└
v(E)	34	#5	1'-9"	└
v1(E)	58	#4	2'-5"	└
v2(E)	11	#6	5'-1"	└
v3(E)	3	#6	4'-6"	└
v4(E)	10	#6	5'-3"	└
v5(E)	14	#6	4'-9"	└
v6(E)	3	#6	4'-2"	└
v7(E)	10	#6	4'-11"	└
v8(E)	14	#5	4'-5"	└
v9(E)	7	#5	3'-4"	└
Structure Excavation			Cu. Yd.	4.4
Concrete Structures			Cu. Yd.	4.2
Concrete Superstructure			Cu. Yd.	4.8
Reinforcement Bars, Epoxy Coated			Pound	1600
Protective Coat			Sq. Ft.	23
Pipe Underdrains For Structure 4"			Foot	125
Bar Splicers			Each	34

For details of Bar Splicers, see sheet 24 of 24.

Notes:  
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.  
Existing reinforcement extending into the removed area and extending into the proposed construction shall be cleaned, straightened and incorporated into the new construction. Existing reinforcement extending into the removed area and not into the proposed construction shall be cut off flush with the existing concrete surface and sealed with epoxy. Cost included with "Concrete Removal".  
Reinforcement bars shall conform to the requirements of ASTM A 706, Grade 60. See Special Provisions.  
Reinforcement bars designated (E) shall be epoxy coated.  
Drill 9" (Min.) deep holes into existing concrete for v(E) and v1(E) bars.  
Drill 12" (Min.) deep holes into existing concrete for h3(E), h6(E), n(E) and Bar Splicer(E) with care taken to avoid existing reinforcement.  
Bars to be epoxy grouted into existing concrete according to Article 584 of the Standard Specifications. (Cost included in "Reinforcement Bars, Epoxy Coated")  
Work this sheet with Sheet 20 of 24.  
Elevations given at back of abutment.

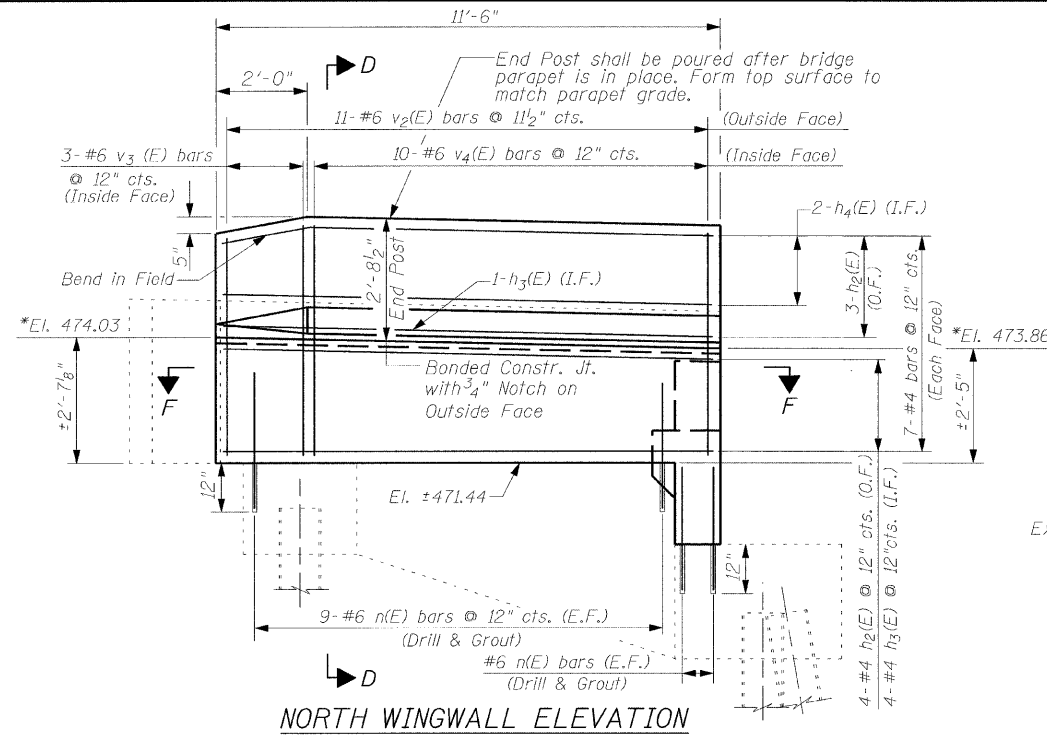
WEST ABUTMENT  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031



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TEL. 217-875-4800

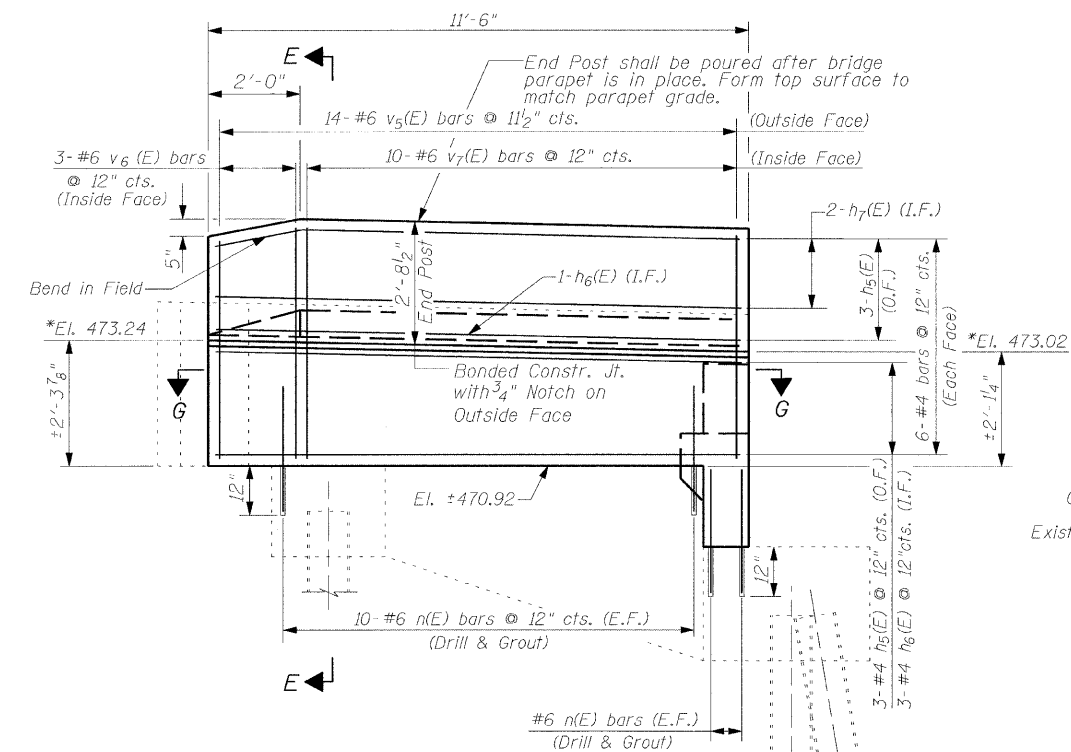
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	1807	(51-23HB)-6B-1	LAWRENCE	60	35
CONTRACT NO. 74115					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



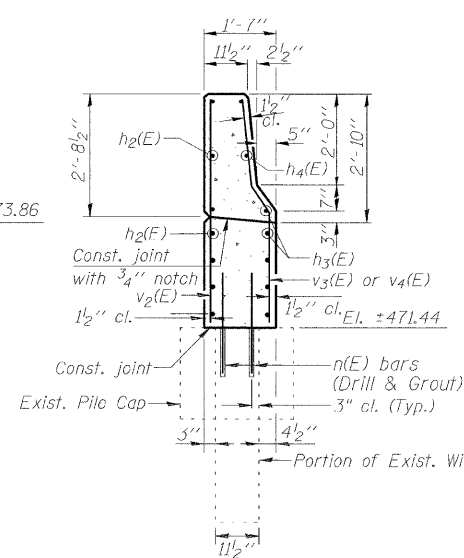
**NORTH WINGWALL ELEVATION**  
(Showing Reinforcement)

\*Elevations given at inside face of wingwall.

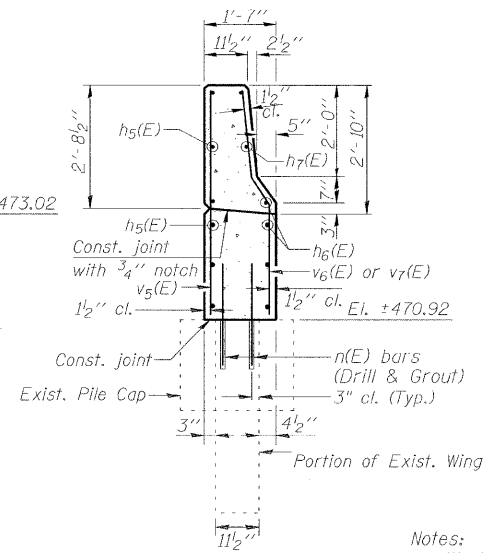


**SOUTH WINGWALL ELEVATION**  
(Showing Reinforcement)

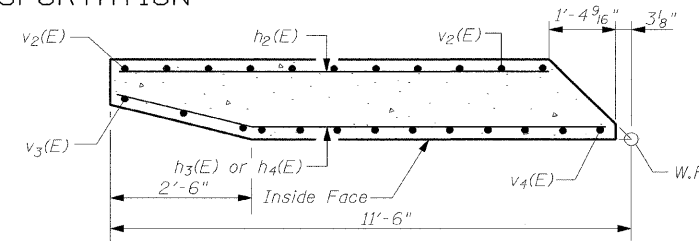
\*Elevations given at inside face of wingwall.



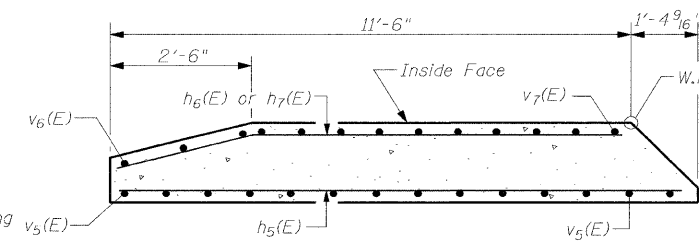
**SECTION D-D**  
(See Sht. 19 of 24)



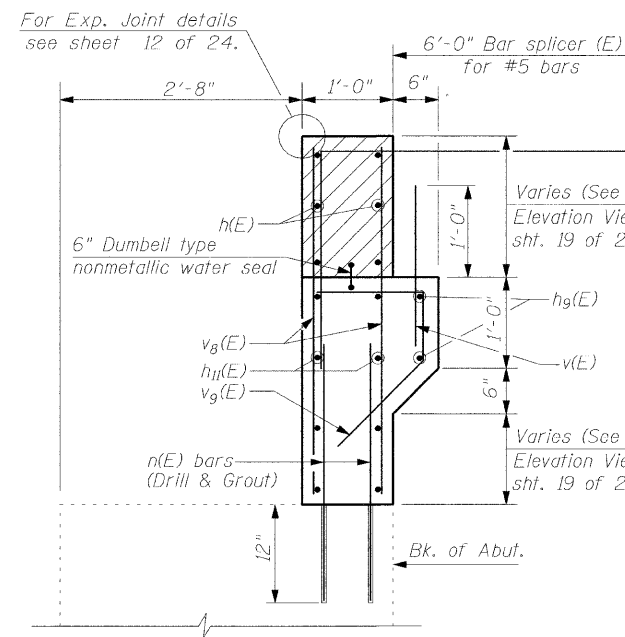
**SECTION E-E**  
(See Sht. 19 of 24)



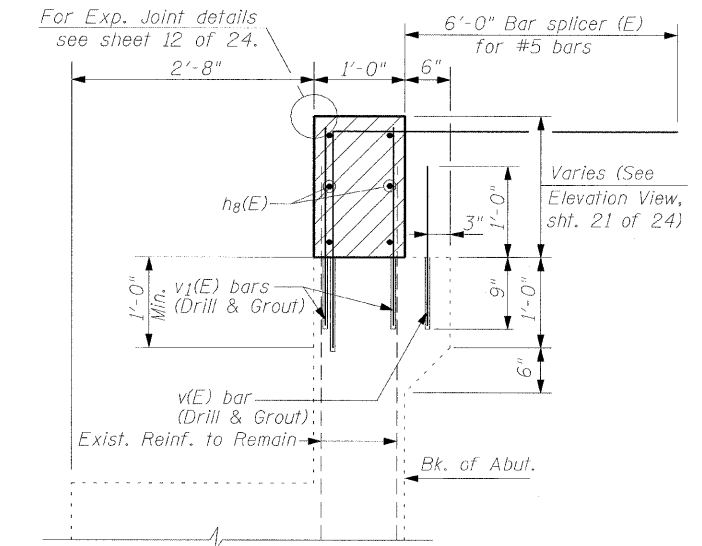
**SECTION F-F**



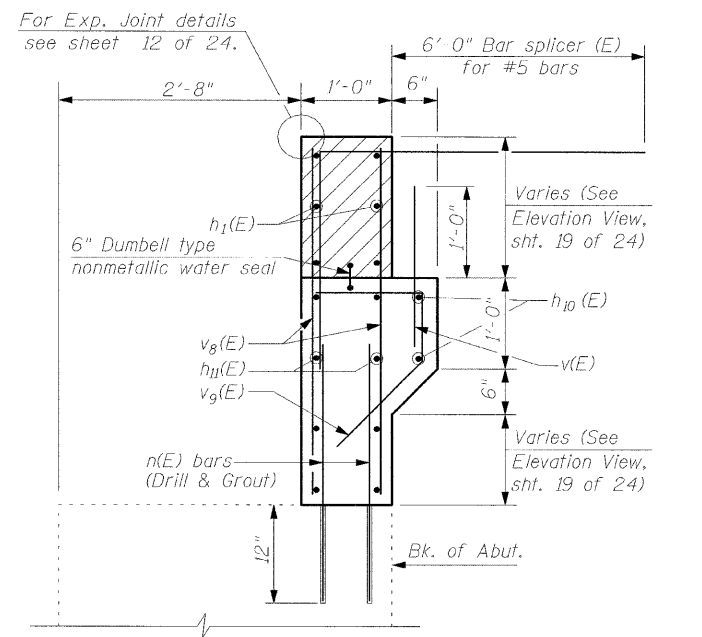
**SECTION G-G**



**SECTION B-B**  
(See Sht. 19 of 24)



**SECTION A-A**  
(See Sht. 19 of 24)



**SECTION C-C**  
(See Sht. 19 of 24)

Notes:  
Work this sheet with sheet 19 of 24.  
Hatched areas to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.  
Quantity of concrete in end post included with Concrete Superstructure on sheet 9 of 24.  
Drill 9" (Min.) deep holes into existing concrete for v(E) and v1(E) bars.  
Drill 12" (Min.) deep holes into existing concrete for h9(E), h10(E), n(E) and Bar Splicer(E) with care taken to avoid existing reinforcement.  
Bars to be epoxy grouted into existing concrete according to Article 584 of the Standard Specifications. (Cost included in "Reinforcement Bars, Epoxy Coated")

**WEST ABUTMENT DETAILS**  
**FAS ROUTE 1807 SECTION (51-23HB)-6B-1**  
**LAWRENCE COUNTY**  
**STATION 94A+66.74**  
**STRUCTURE NO. 051-0031**

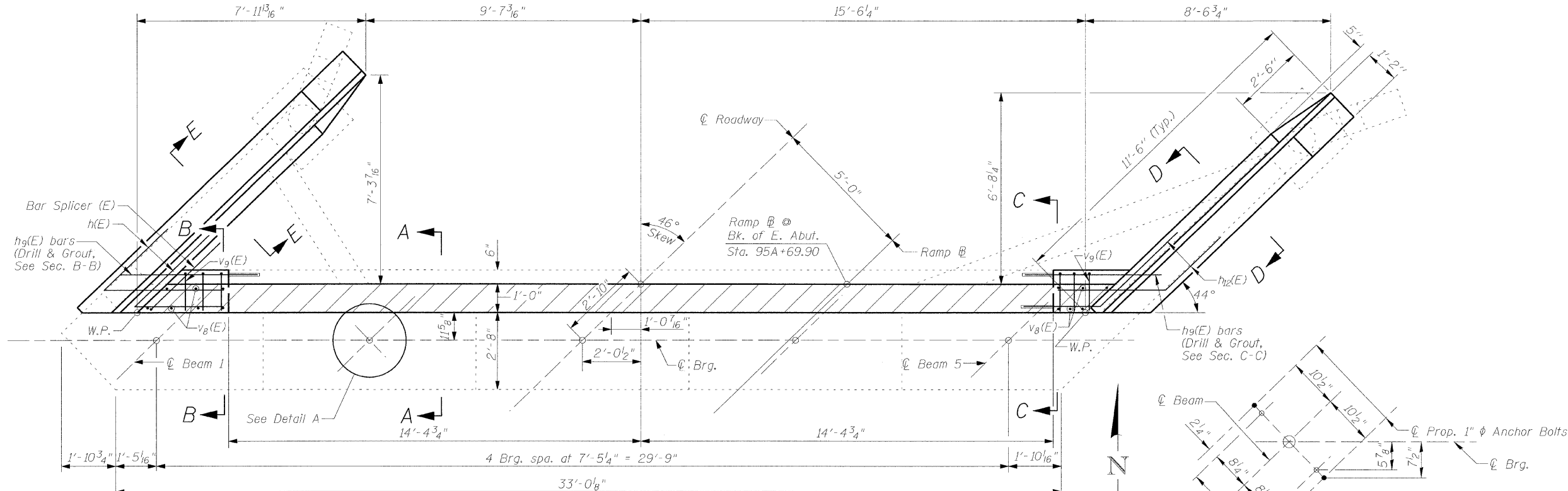
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CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN

**URS**

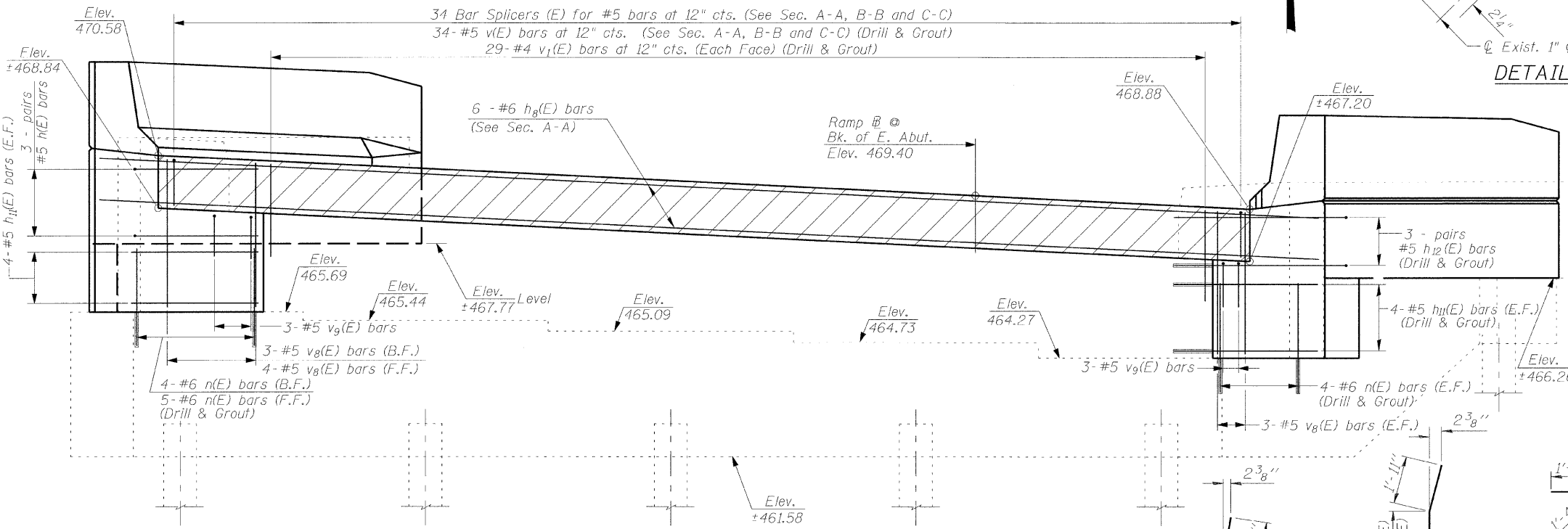
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DECATUR, IL. 62526  
TEL. 217-875-4800

SHEET NO. 20 24 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1807	(51-23HB)-6B-1	LAWRENCE	60	36
CONTRACT NO. 74115					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN - EAST ABUTMENT



ELEVATION - EAST ABUTMENT  
(Looking East)

DETAIL A

EAST ABUTMENT  
BILL OF MATERIAL

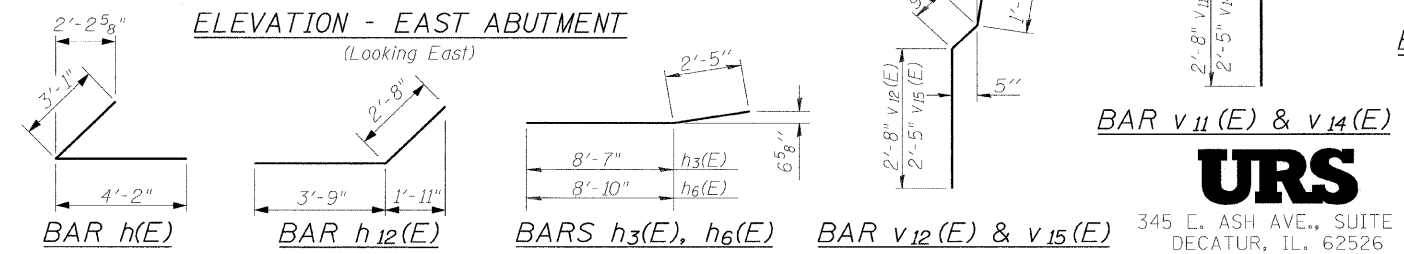
Bar	No.	Size	Length	Shape
h(E)	6	#5	7'-3"	└
h <sub>2</sub> (E)	7	#4	9'-7"	└
h <sub>3</sub> (E)	5	#4	11'-0"	└
h <sub>4</sub> (E)	2	#4	11'-0"	└
h <sub>5</sub> (E)	7	#4	12'-7"	└
h <sub>6</sub> (E)	5	#4	11'-3"	└
h <sub>7</sub> (E)	2	#4	11'-3"	└
h <sub>8</sub> (E)	6	#6	36'-6"	└
h <sub>9</sub> (E)	4	#5	4'-9"	└
h <sub>11</sub> (E)	16	#5	4'-1"	└
h <sub>12</sub> (E)	6	#5	6'-5"	└
n(E)	55	#6	3'-3"	└
v(E)	34	#5	1'-9"	└
v <sub>1</sub> (E)	58	#4	2'-5"	└
v <sub>8</sub> (E)	13	#5	4'-5"	└
v <sub>9</sub> (E)	6	#5	3'-4"	└
v <sub>10</sub> (E)	14	#6	5'-2"	└
v <sub>11</sub> (E)	3	#6	4'-7"	└
v <sub>12</sub> (E)	10	#6	5'-4"	└
v <sub>13</sub> (E)	11	#6	4'-10"	└
v <sub>14</sub> (E)	3	#6	4'-4"	└
v <sub>15</sub> (E)	10	#6	5'-1"	└
Structure Excavation			Cu. Yd.	45
Concrete Structures			Cu. Yd.	4.3
Concrete Superstructure			Cu. Yd.	4.7
Reinforcement Bars, Epoxy Coated			Pound	1610
Protective Coat			Sq. Yd.	22
Pipe Underdrains For Structure 4"			Foot	128
Bar Splicers			Each	34

For details of Bar Splicers, see sheet 24 of 24.

Notes:  
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.  
Existing reinforcement extending into the removed area and extending into the proposed construction shall be cleaned, straightened and incorporated into the new construction. Existing reinforcement extending into the removed area and not into the proposed construction shall be cut off flush with the existing concrete surface and sealed with epoxy. Cost included with "Concrete Removal".  
Reinforcement bars shall conform to the requirements of ASTM A 706, Grade 60. See Special Provisions.  
Reinforcement bars designated (E) shall be epoxy coated.  
Drill 9" (Min.) deep holes into existing concrete for v(E) and v<sub>1</sub>(E) bars.  
Drill 12" (Min.) deep holes into existing concrete for h<sub>3</sub>(E), h<sub>11</sub>(E), h<sub>12</sub>(E), n(E) and Bar Splicer(E) with care taken to avoid existing reinforcement. Bars to be epoxy grouted into existing concrete according to Article 584 of the Standard Specifications. (Cost included in "Reinforcement Bars, Epoxy Coated")  
Work this sheet with Sheet 22 of 24.  
Elevations given at back of abutment.

EAST ABUTMENT  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

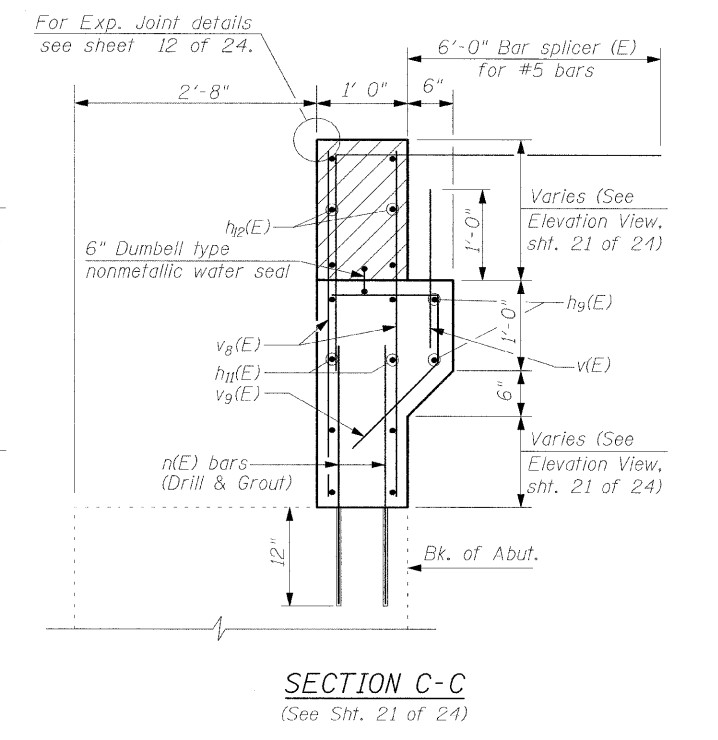
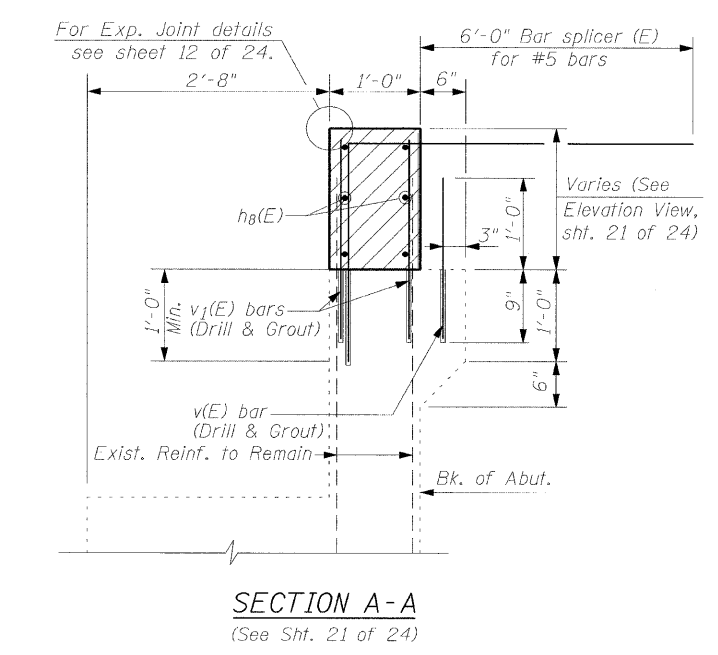
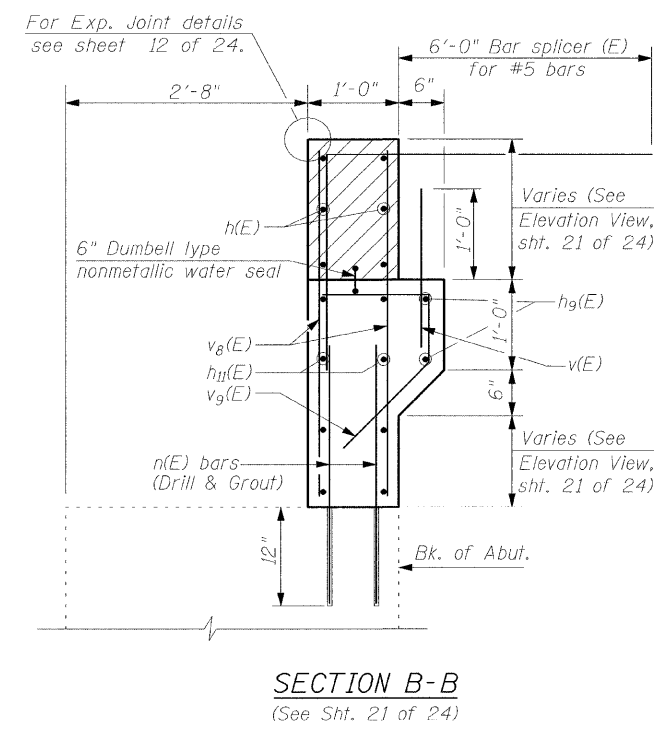
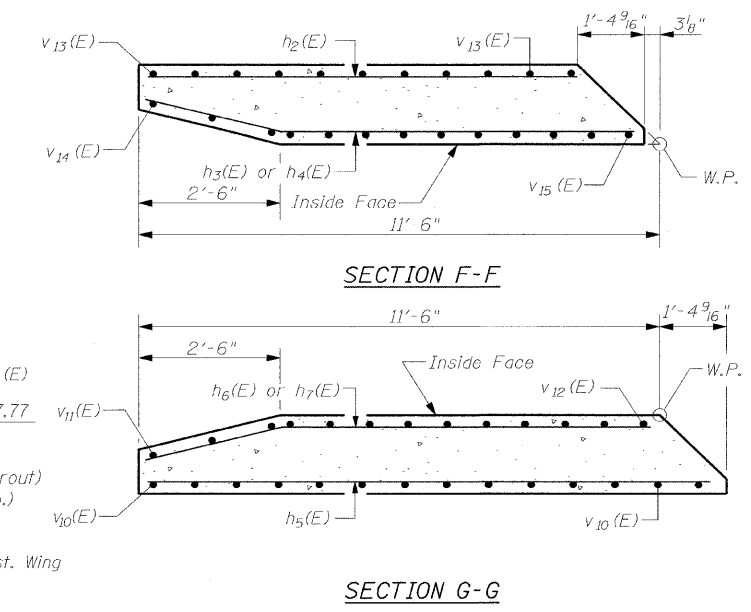
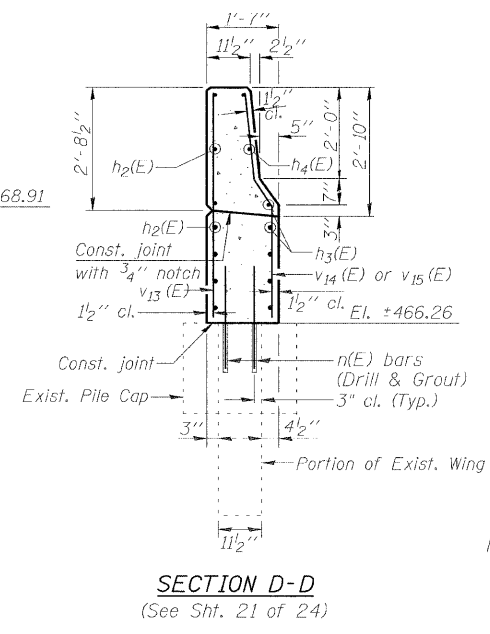
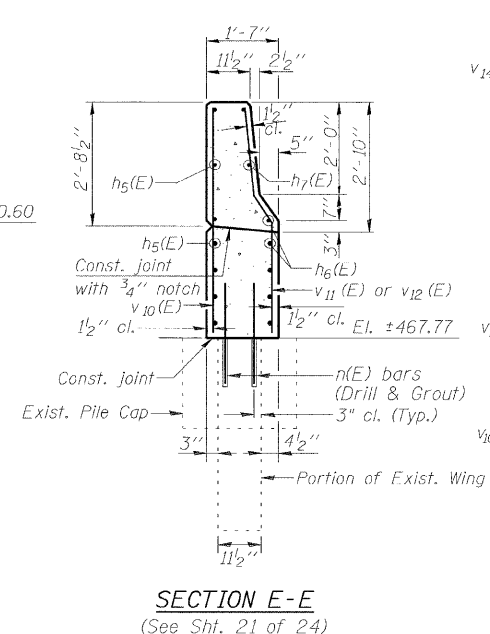
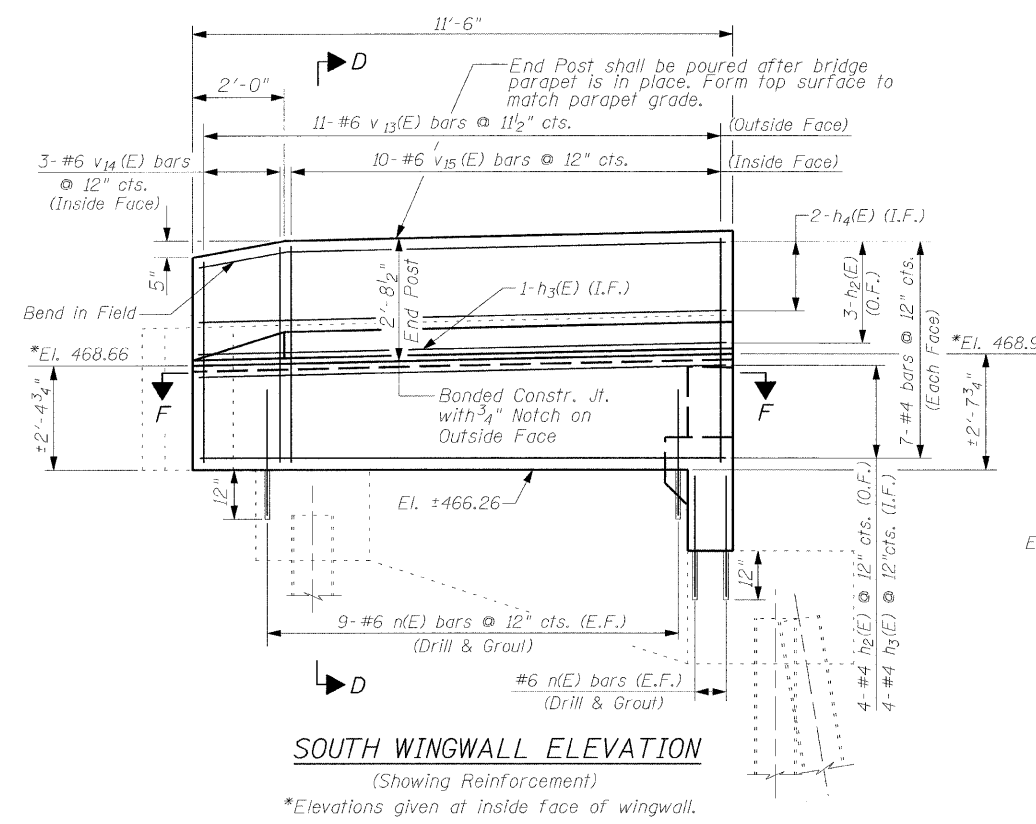
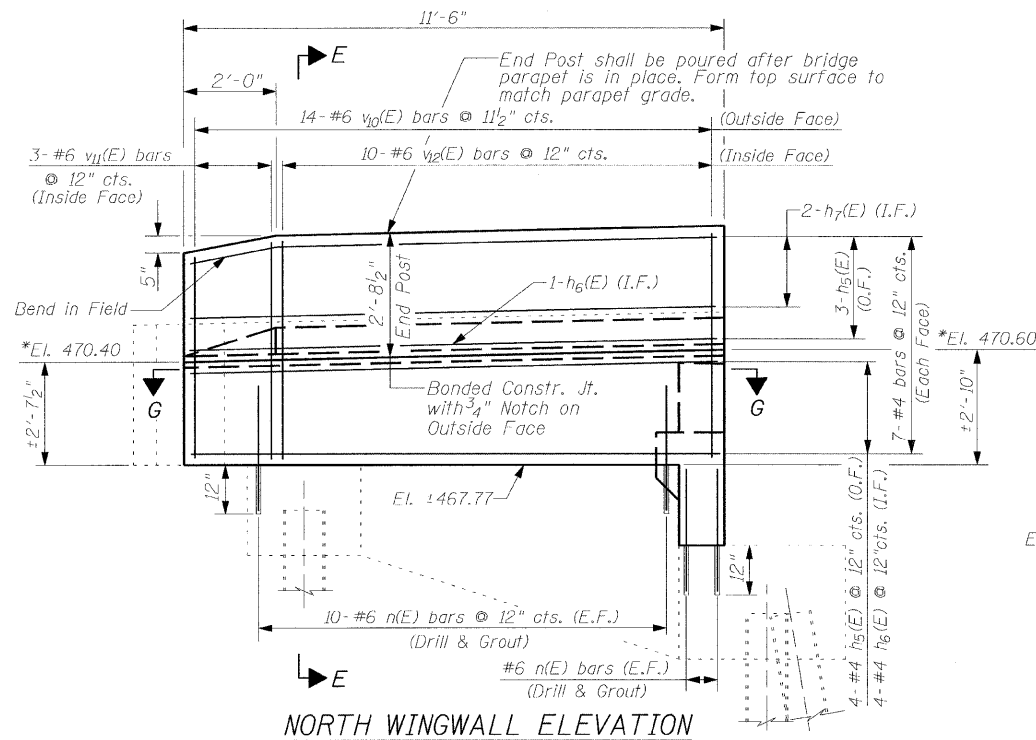
DESIGNED - MJP
CHECKED - KWB
DRAWN - REZ
CHECKED - TDN



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SHEET NO. 21	F.A.S. RTE. 1807	SECTION (51-23HB)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 37
24 SHEETS	CONTRACT NO. 74115			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



Notes:  
Work this sheet with sheet 21 of 24.  
Hatched areas to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.  
Quantity of concrete in end post included with Concrete Superstructure on sheet 9 of 24.  
Drill 9" (Min.) deep holes into existing concrete for  $v(E)$  and  $v_1(E)$  bars.  
Drill 12" (Min.) deep holes into existing concrete for  $h_9(E)$ ,  $h_{11}(E)$ ,  $n(E)$  and Bar Splicer(E) with care taken to avoid existing reinforcement.  
Bars to be epoxy grouted into existing concrete according to Article 584 of the Standard Specifications. (Cost included in "Reinforcement Bars, Epoxy Coated")

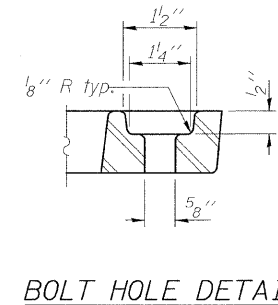
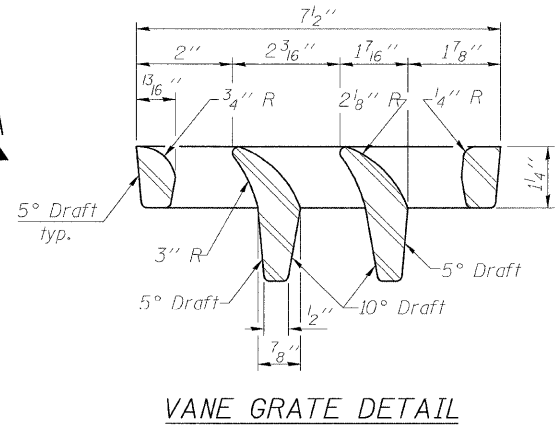
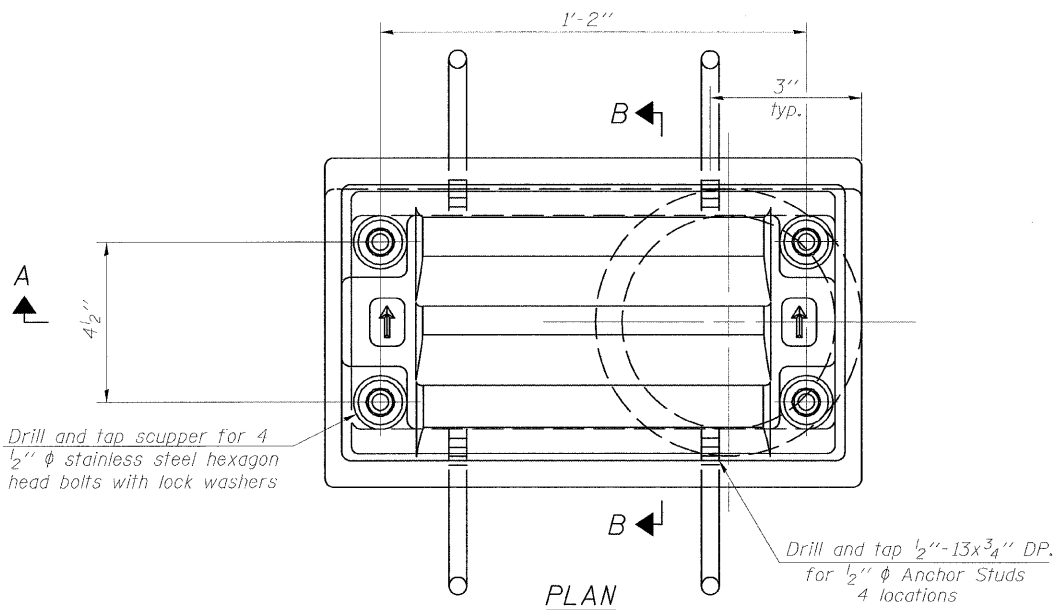
**EAST ABUTMENT DETAILS**  
**FAS ROUTE 1807 SECTION (51-23HB)-6B-1**  
**LAWRENCE COUNTY**  
**STATION 94A+66.74**  
**STRUCTURE NO. 051-0031**

DESIGNED -	MJP
CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN

**URS**  
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SHEET NO. 22 24 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1807	(51-23HB)-6B-1	LAWRENCE	60	38
CONTRACT NO. 74115					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

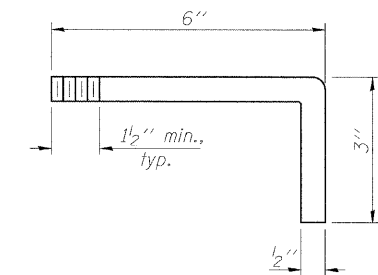
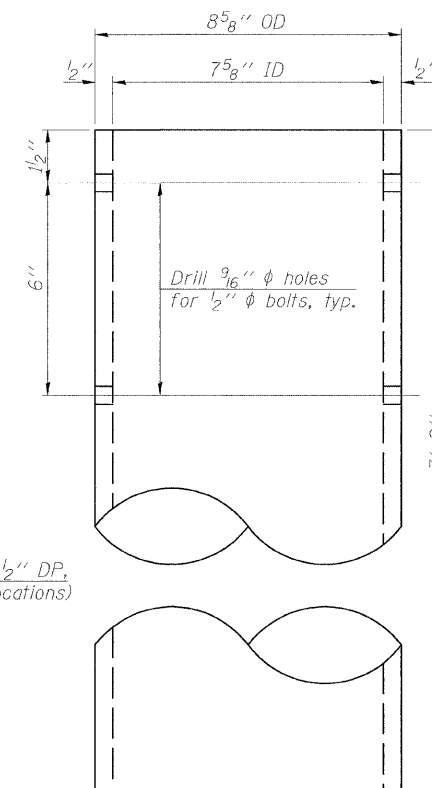
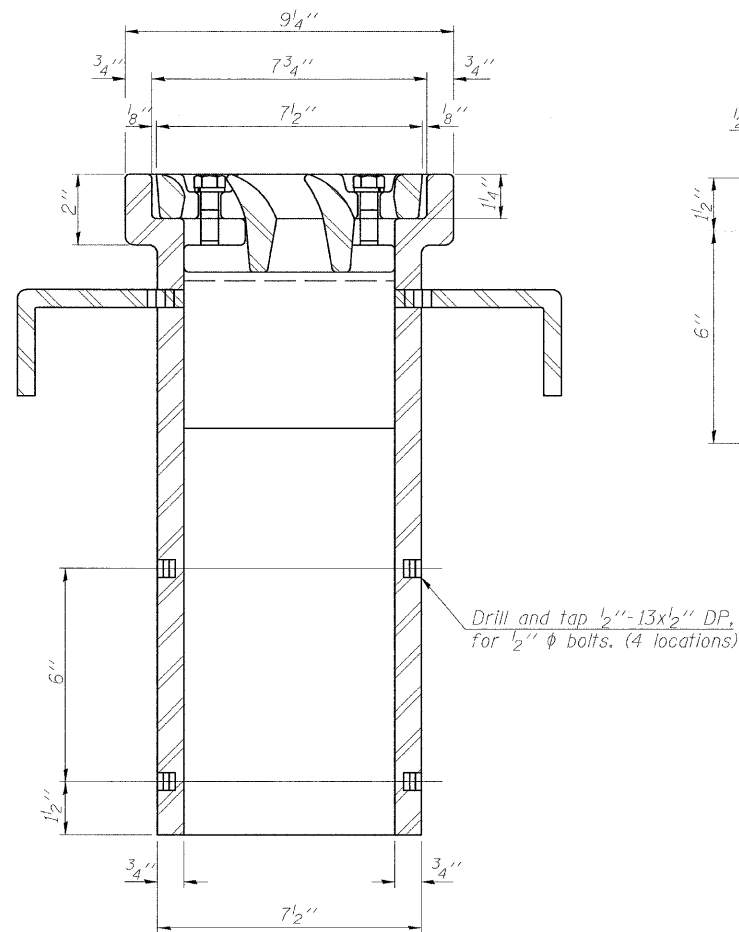
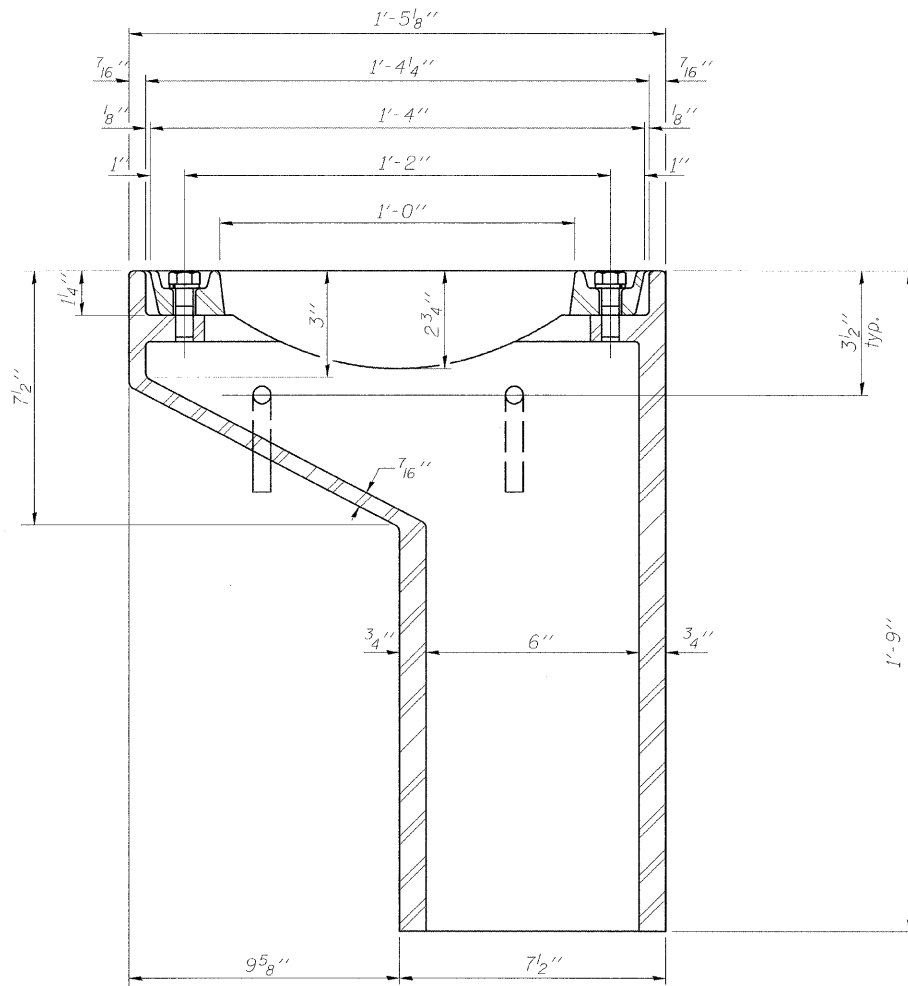
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

See sheet 9 of 24 for scupper location relative to parapet.

DESIGNED -	MJP
CHECKED -	KWB
DRAWN -	REZ
CHECKED -	TDN

**URS**

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SHEET NO. 23	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	1807	(51-23HB)-6B-1	LAWRENCE	60	39
			CONTRACT NO. 74115		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

DRAINAGE SCUPPER, DS-11  
FAS ROUTE 1807 SECTION (51-23HB)-6B-1  
LAWRENCE COUNTY  
STATION 94A+66.74  
STRUCTURE NO. 051-0031

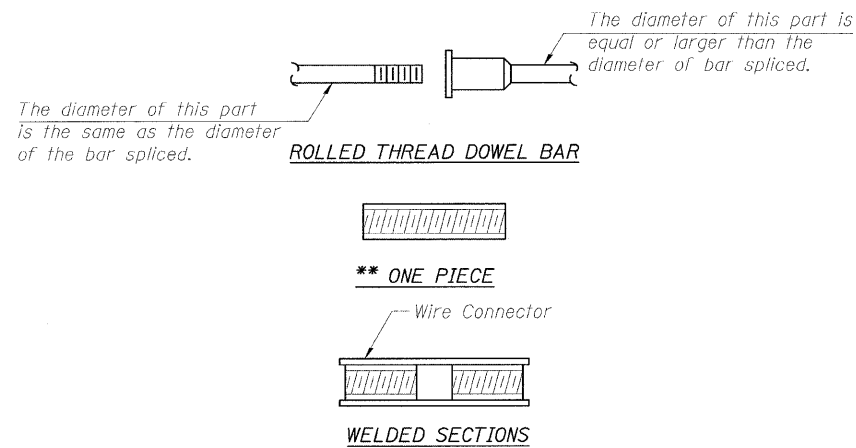
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**NOTES**

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

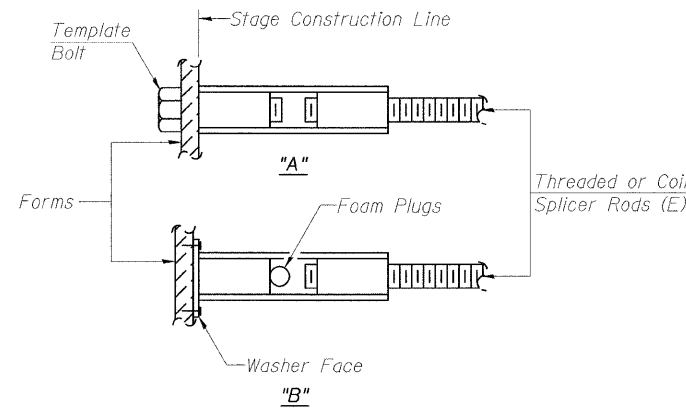
- ① Minimum Capacity =  $1.25 \times f_y \times A_s$   
(Tension in kips)
  - ② Minimum \*Pull-out Strength =  $0.66 \times f_y \times A_s$   
(Tension in kips)
- Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_s$  = Tensile stress area of lapped reinforcement bars.  
\* = 28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

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



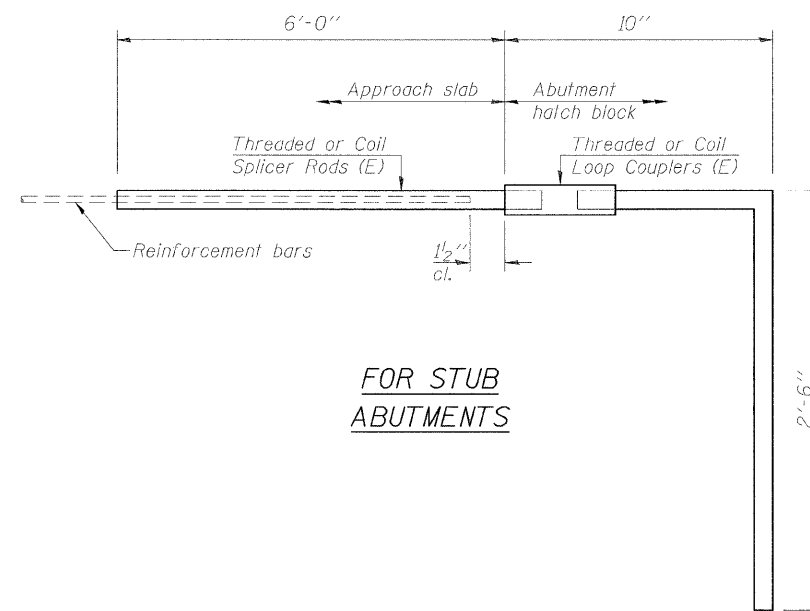
**BAR SPLICER ASSEMBLY ALTERNATIVES**

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



**INSTALLATION AND SETTING METHODS**

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



Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 68



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**BAR SPLICER DETAILS**  
**FAS ROUTE 1807 SECTION (51-23HB)-6B-1**  
**LAWRENCE COUNTY**  
**STATION 94A+66.74**  
**STRUCTURE NO. 051-0031**

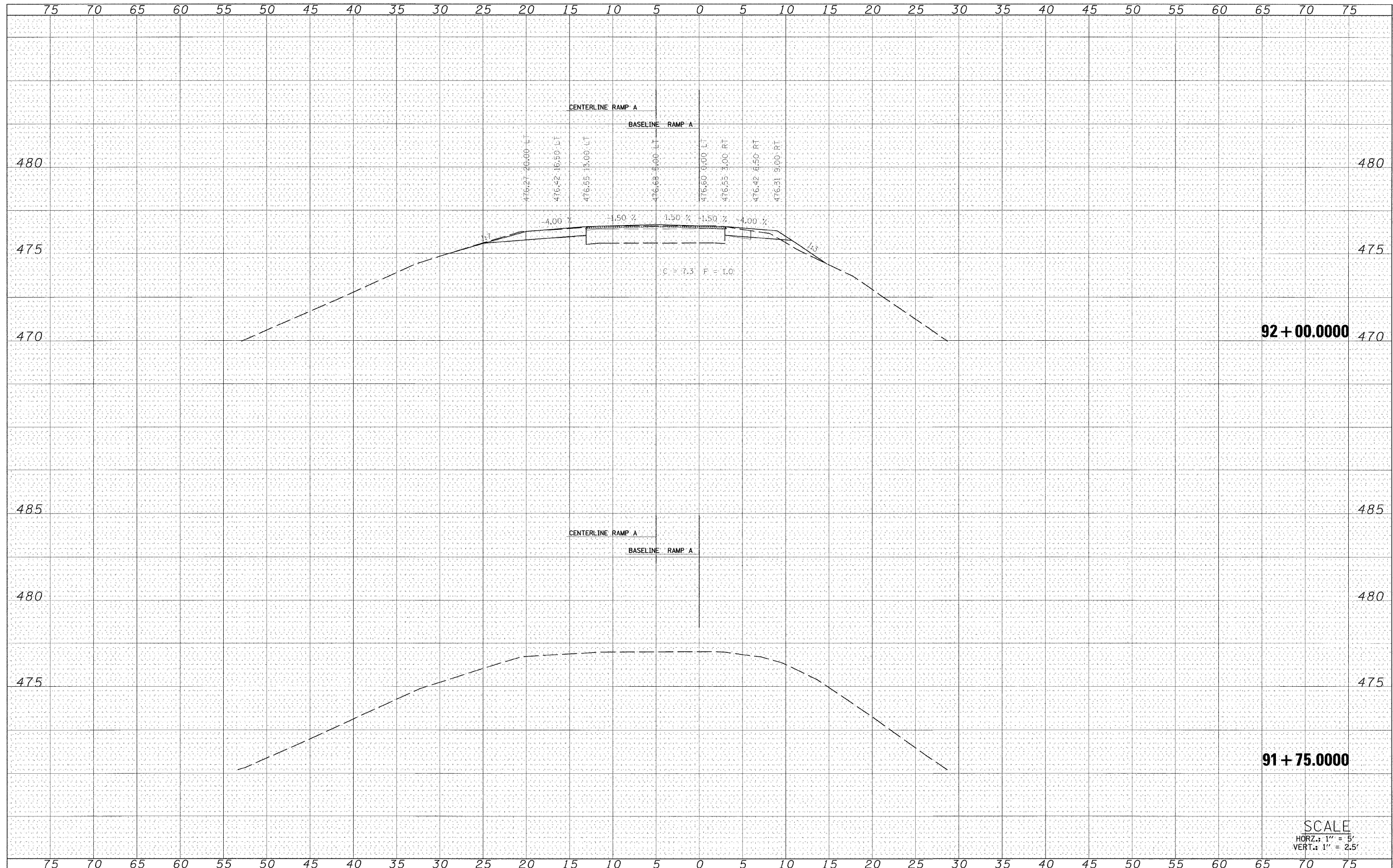
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DRAWN - REZ
CHECKED - TDN

SHEET NO. 24	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1807	(51-23HB)-6B-1	LAWRENCE	60	40
24 SHEETS	CONTRACT NO. 74115				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					



FINAL	SURVEYED	DATE
SURVEY	BY	
NOTE BOOK		
NO.		
	AREAS CHECKED	

ORIGINAL	SURVEYED	DATE
SURVEY	BY	
NOTE BOOK		
NO.		
	AREAS CHECKED	



92 + 00.0000

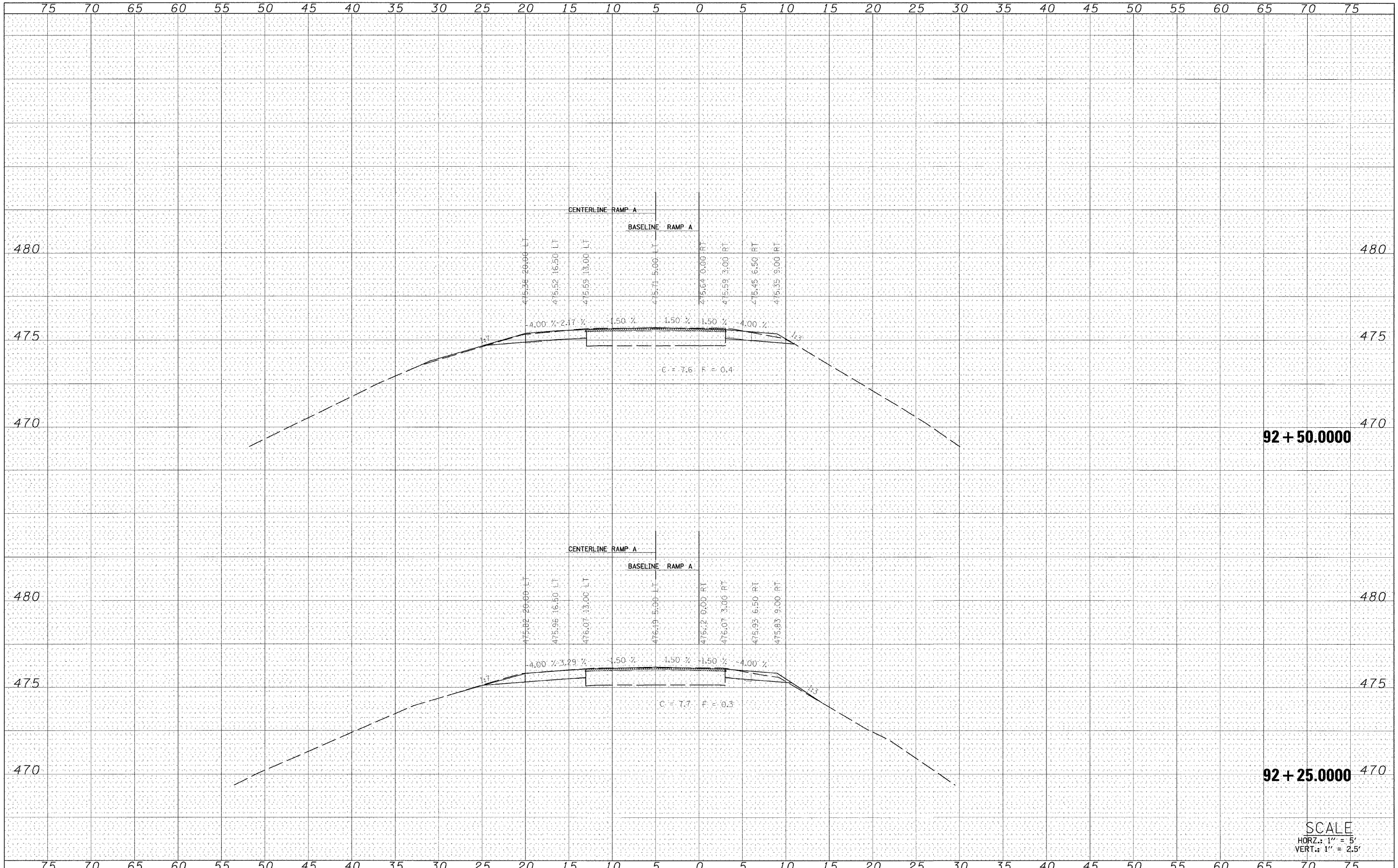
91 + 75.0000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. R.T.E. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = #DATE#		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SCALE:		SHEET NO. 1 OF 20 SHEETS		STA. 91+75.0000 TO STA. 92+00.0000						

BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 SAVED SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 AREAS \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 SURVEY \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 AREAS \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_



92 + 50.000

92 + 25.000

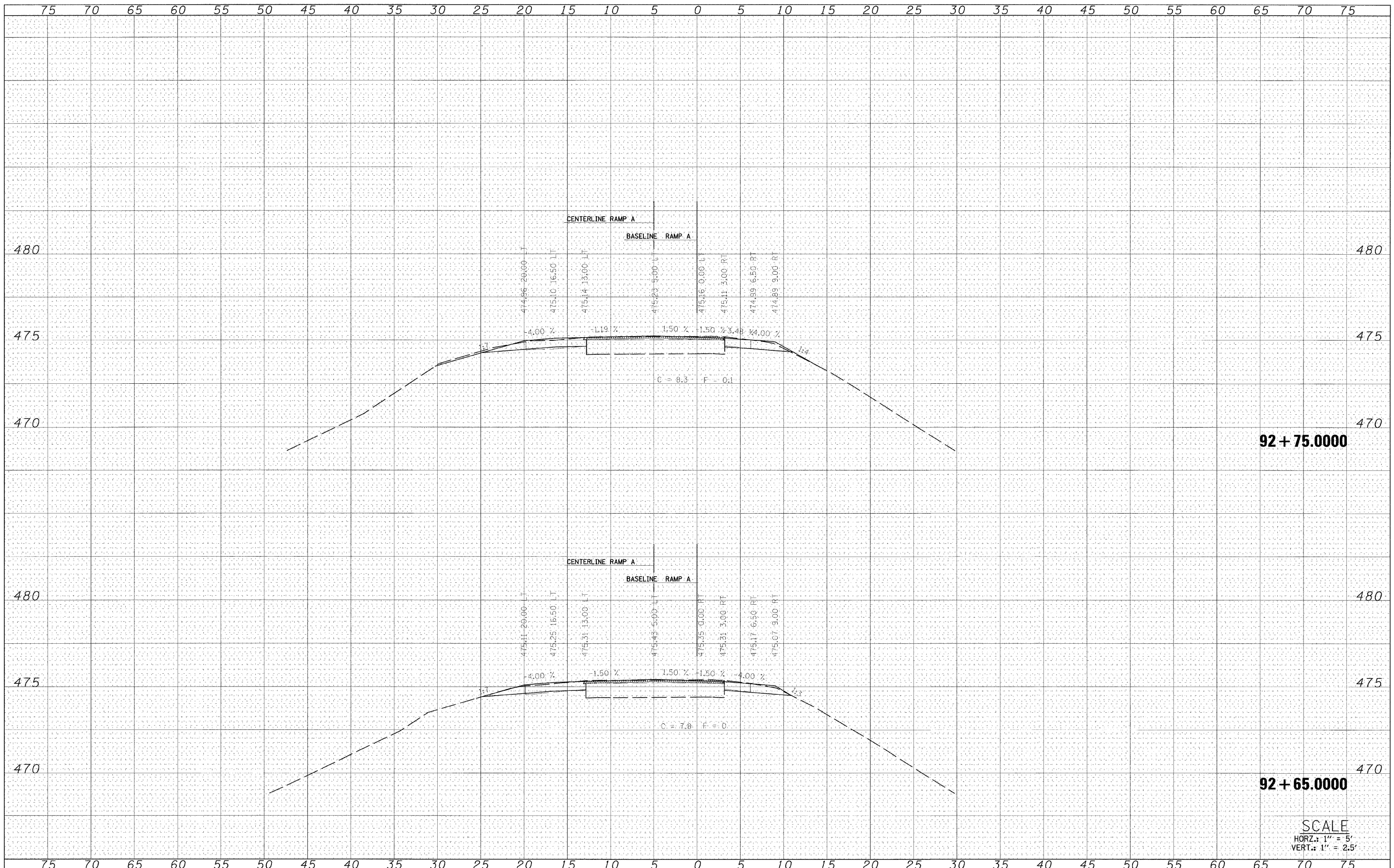
SCALE  
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 VERT.: 1" = 2.5'

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PLOT DATE = \$DATE\$	DATE -	REVISED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

SCALE: SHEET NO. 2 OF 20 SHEETS STA. 92+25.000 TO STA. 92+50.000

FINAL	BY	DATE
SURVEYED		
NOTE BOOK		
TEMPLATE		
AREAS		
CHECKED		
NO.		

ORIGINAL	BY	DATE
SURVEYED		
NOTE BOOK		
TEMPLATE		
AREAS		
CHECKED		
NO.		



**92 + 75.0000**

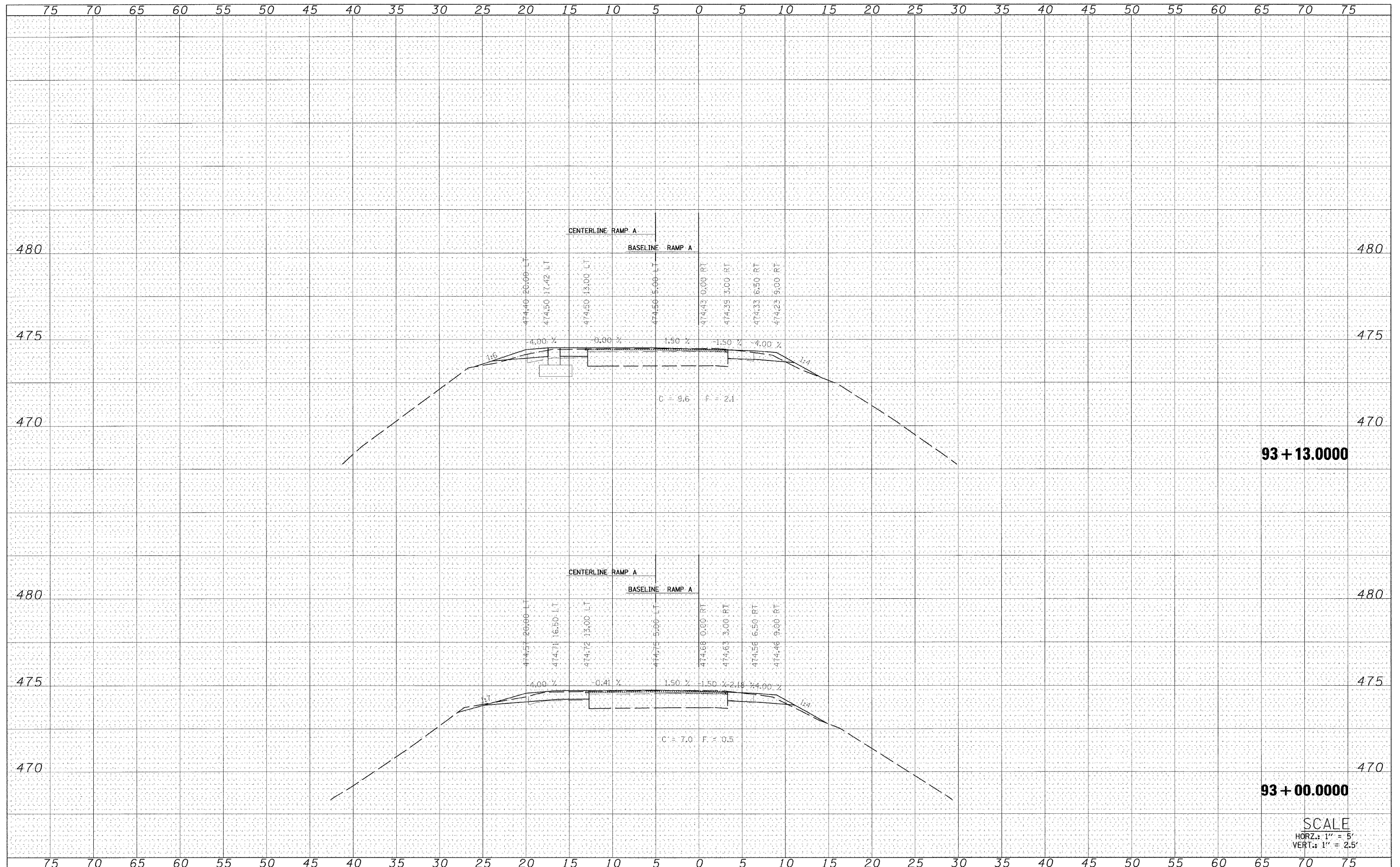
**92 + 65.0000**

**SCALE**  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

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		DATE -	REVISED -			SCALE:	SHEET NO. 3 OF 20 SHEETS	STA. 92+65.0000 TO STA. 92+75.0000	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
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PROJECT	
DATE	
BY	
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REVISIONS	
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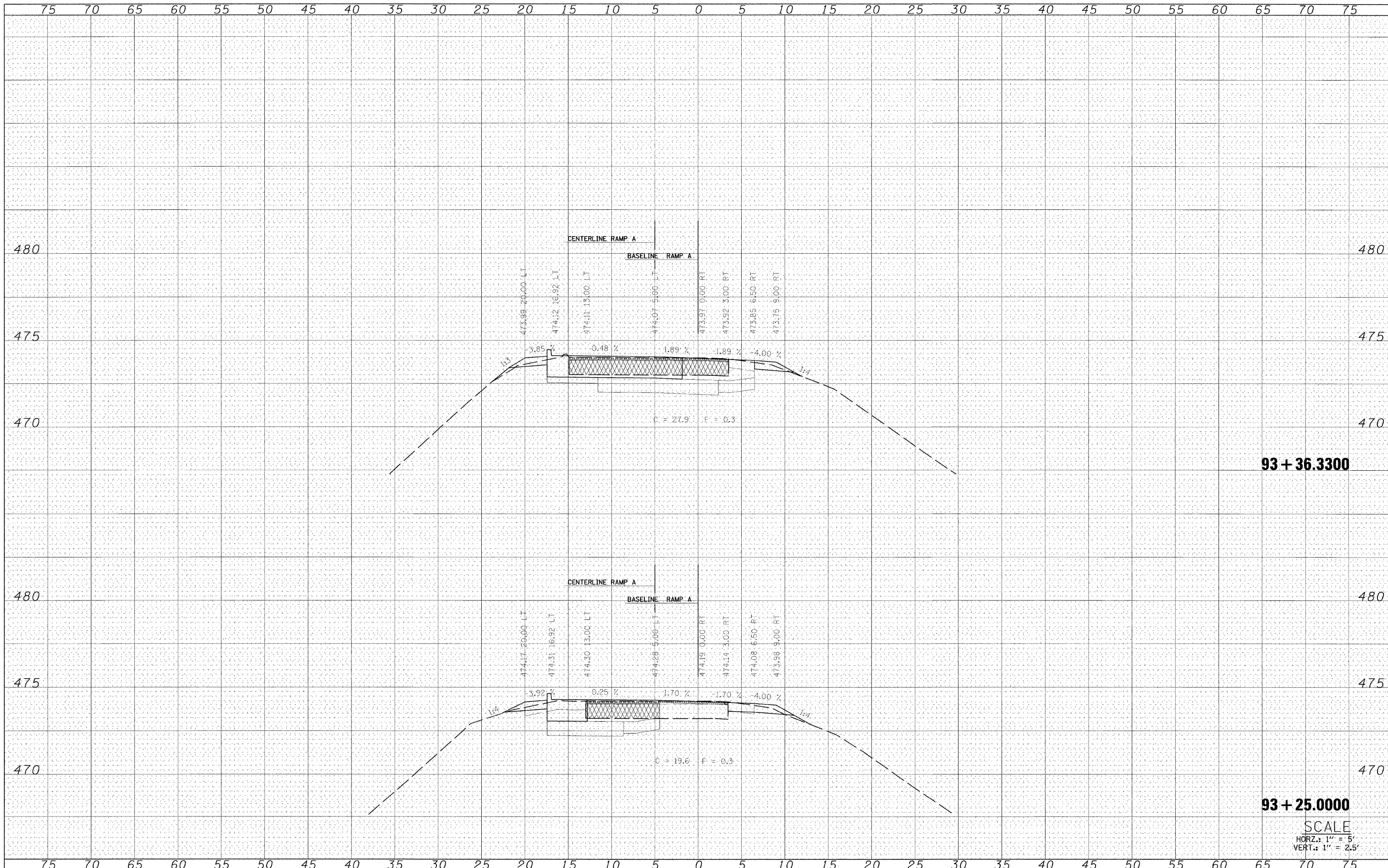
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PROJECT	
DATE	
BY	
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CHECKED	
REVISIONS	
NO.	



FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISIONS -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		DATE -	REVISIONS -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					
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PLOT DATE = #DATE#											

FINAL SURVEY  
 SKIPPED SURVEY  
 NOTE BOOK  
 AREAS CHECKED

ORIGINAL SURVEY  
 SKIPPED SURVEY  
 NOTE BOOK  
 AREAS CHECKED



93 + 36.3300

93 + 25.0000

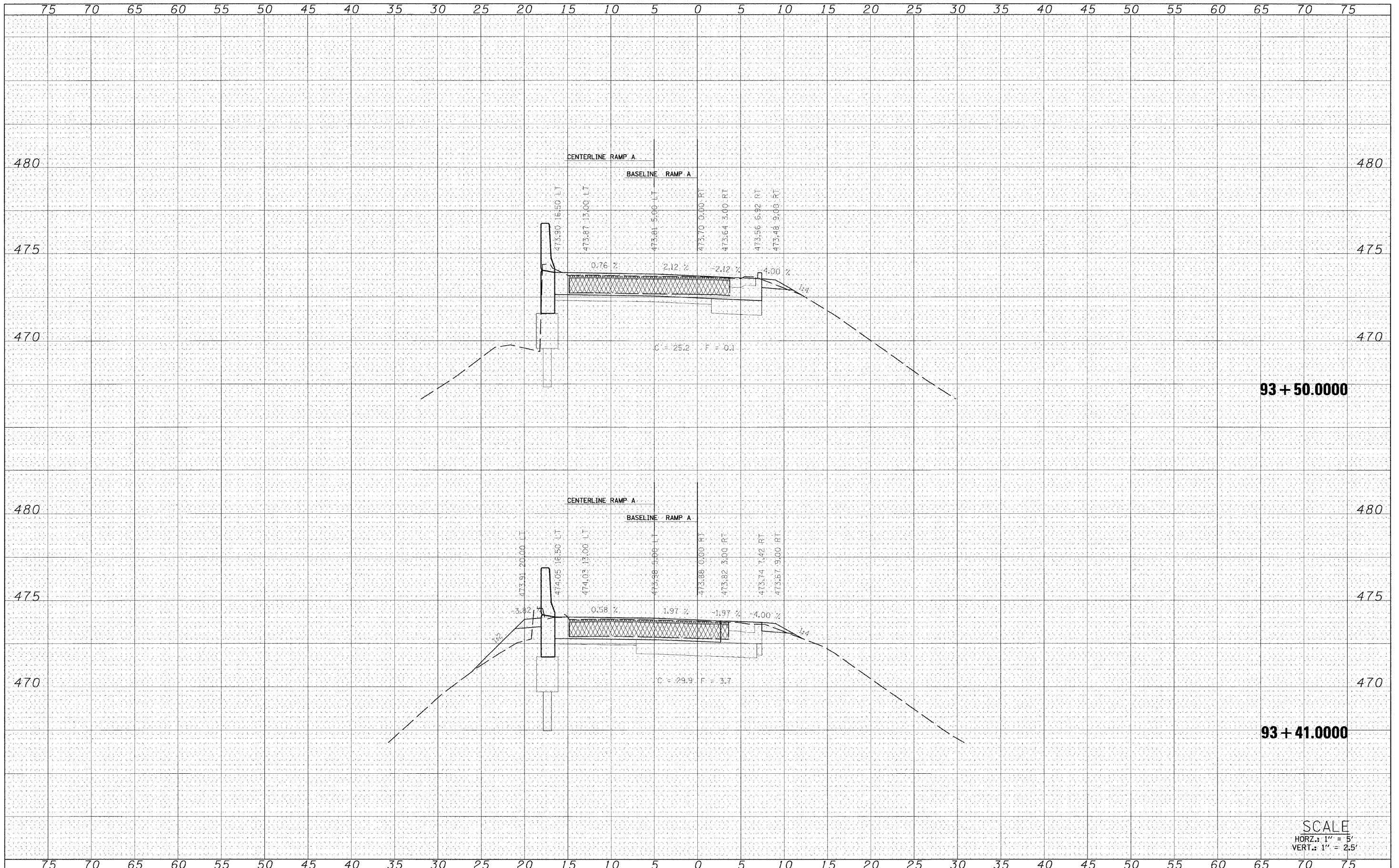
SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	45	
		CHECKED -	REVISED -			CONTRACT NO. 74115					
		DATE -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					

SCALE: SHEET NO. 5 OF 20 SHEETS STA. 93+25.0000 TO STA. 93+36.3300

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

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



93 + 50.000

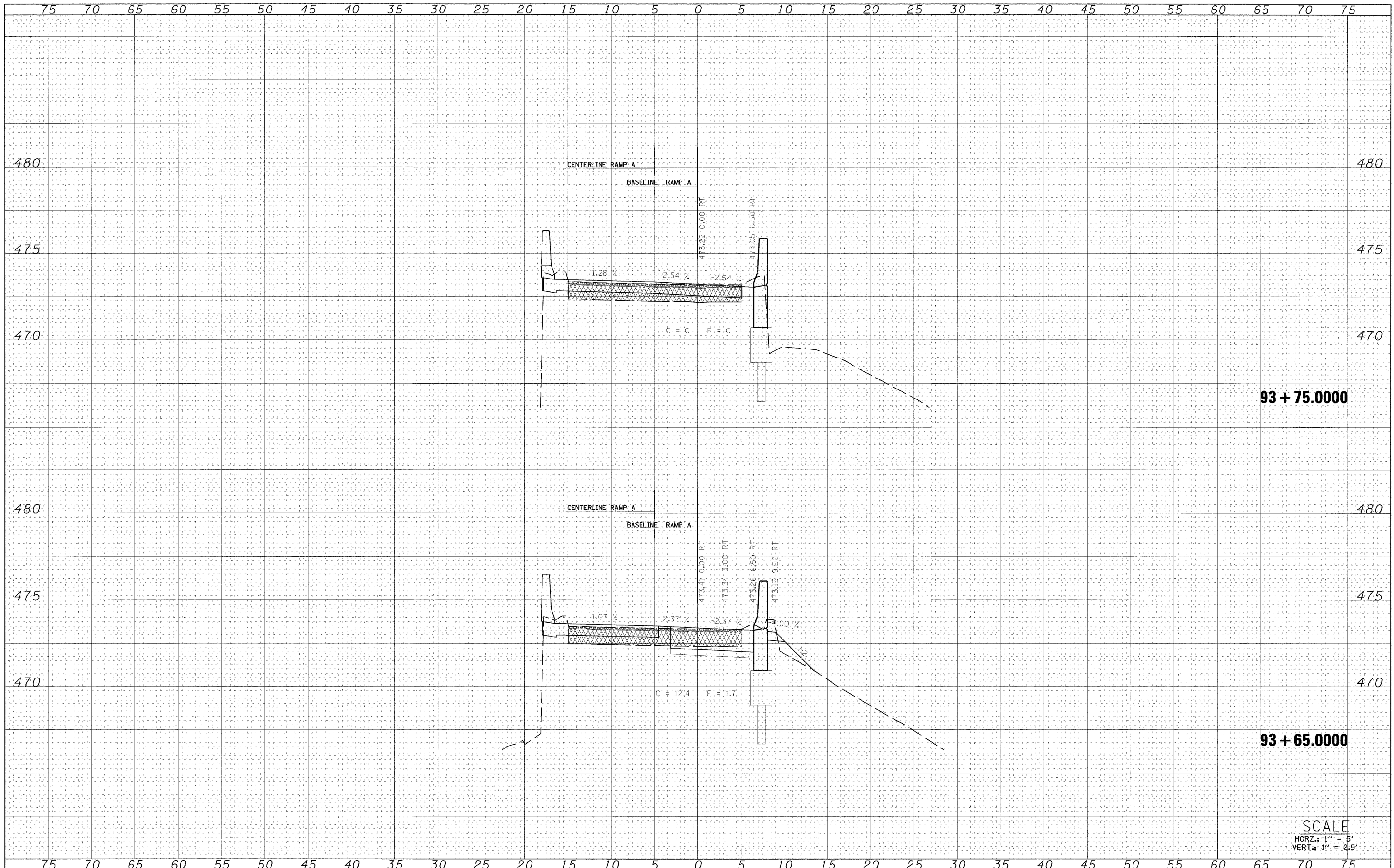
93 + 41.000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER*	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	46	
	PLOT SCALE = #SCALE*	CHECKED -	REVISED -			CONTRACT NO. 74115					
	PLOT DATE = #DATE*	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE:		SHEET NO. 6 OF 20 SHEETS		STA. 93+41.000 TO STA. 93+50.000			

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

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



93 + 75.0000

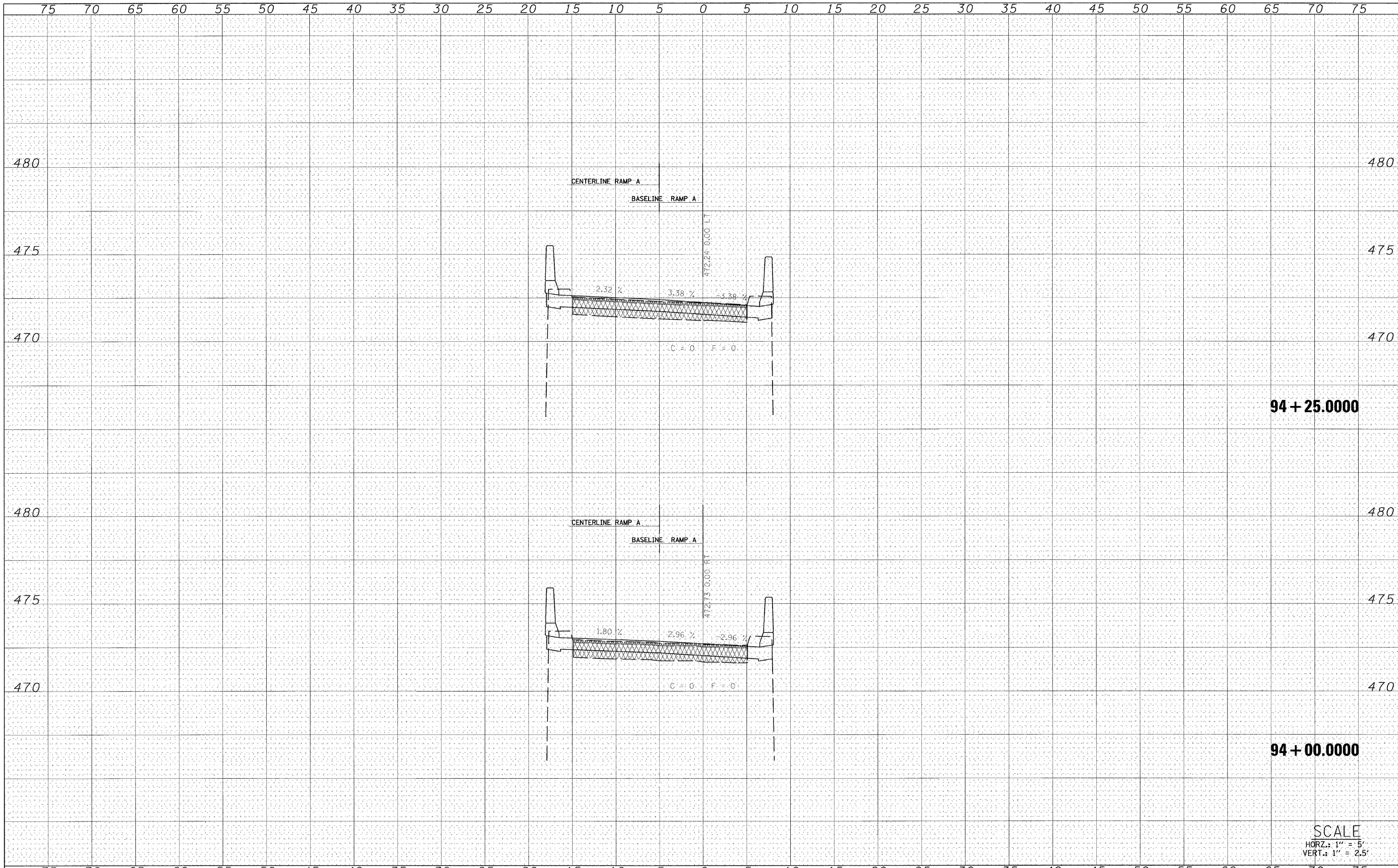
93 + 65.0000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME - #FILEL*	USER NAME - #USER*	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>		F.A.S. RTE. 1807	SECTION (51-23HD)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 47
	PLLOT SCALE = #SCALE*	DRAWN - SRS	REVISED -		SCALE:	SHEET NO. 7 OF 20 SHEETS	STA. 93+65.0000 TO STA. 93+75.0000	CONTRACT NO. 74115		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
	PLUI DATE = #DATE*	CHECKED -	REVISED -								
		DATF -	REVISED -								

DATE	
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DESIGNED	
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REVISIONS	
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DESIGNED	
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CHECKED	
REVISIONS	
NO.	
DATE	
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DESIGNED	
DRAWN	
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REVISIONS	
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DATE	
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DESIGNED	
DRAWN	
CHECKED	
REVISIONS	
NO.	
DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
REVISIONS	
NO.	



94 + 25.0000

94 + 00.0000

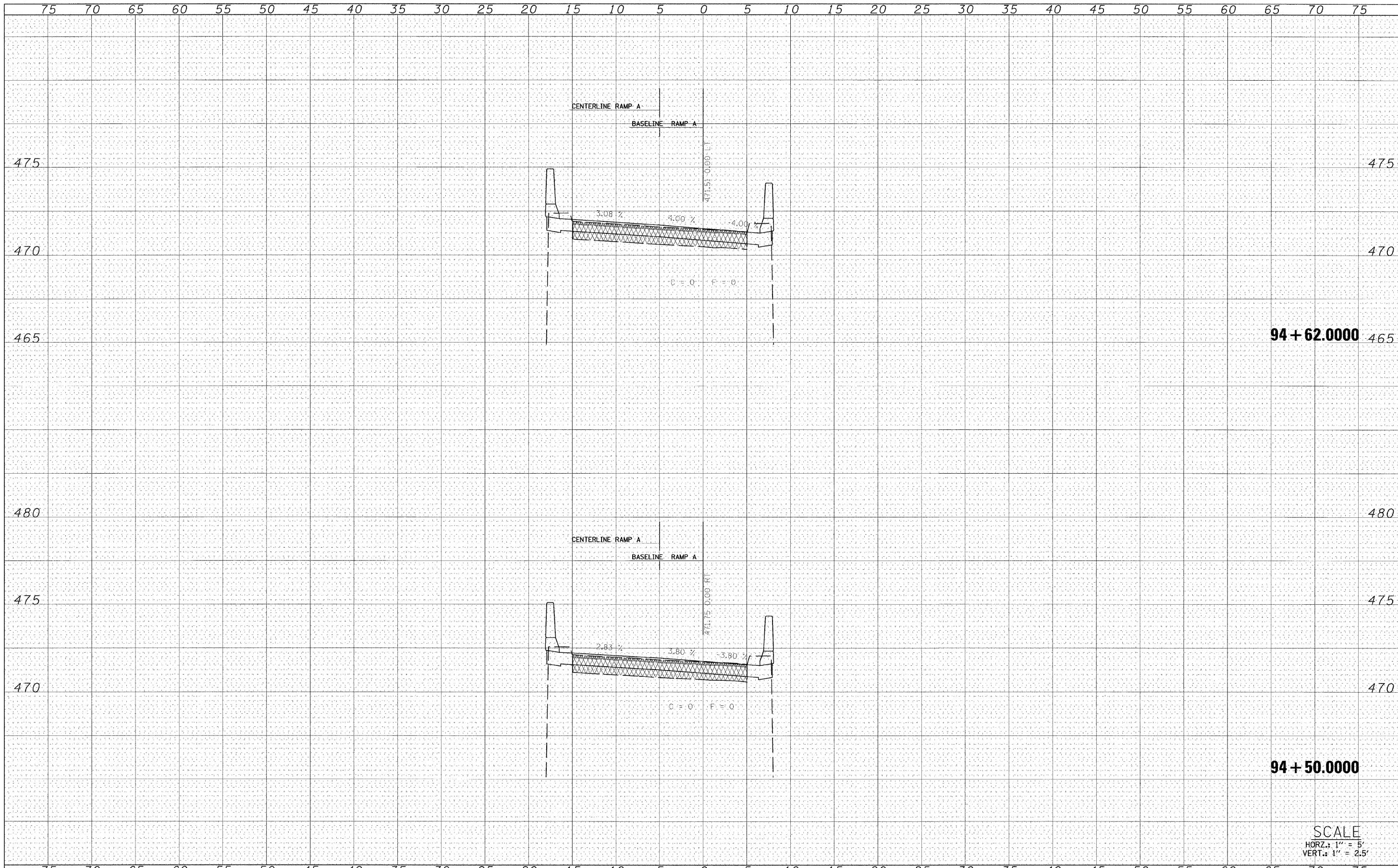
SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	48	
PLOT SCALE = #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 74115					
PLOT DATE = #DATE#		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE:		SHEET NO. 8 OF 20 SHEETS		STA. 94+00.0000 TO STA. 94+25.0000							



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

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



**94 + 62.000**

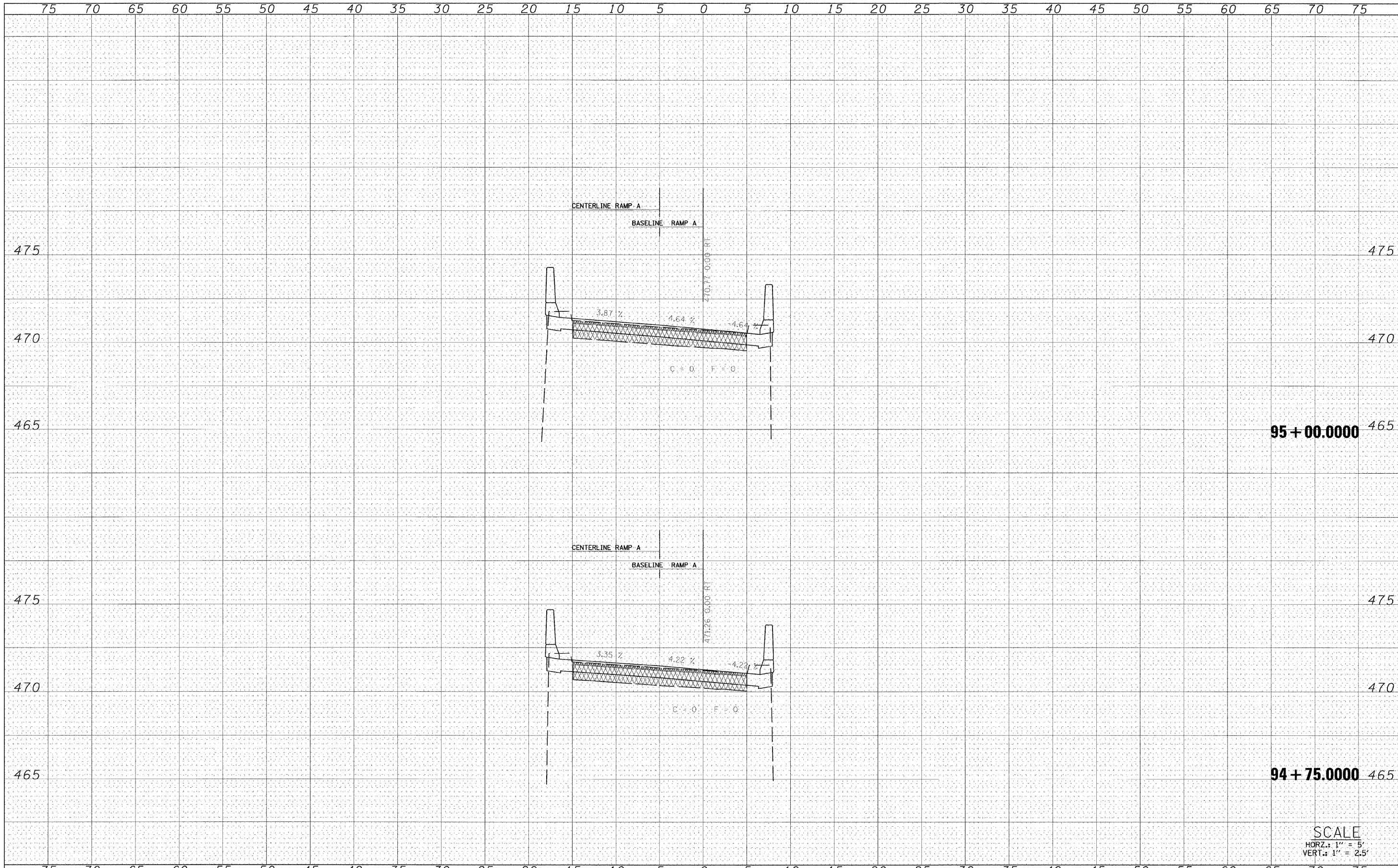
**94 + 50.000**

**SCALE**  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - SRS	REVISED -			1807	(51-23HD)-6B-1	LAWRENCE	60	49	
PLOT SCALE = #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 74115					
PLOT DATE = #DATE#		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE:		SHEET NO. 9 OF 20 SHEETS		STA. 94+50.000 TO STA. 94+62.000			

FINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
NO.	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
NO.	
AREAS CHECKED	



95 + 00.0000

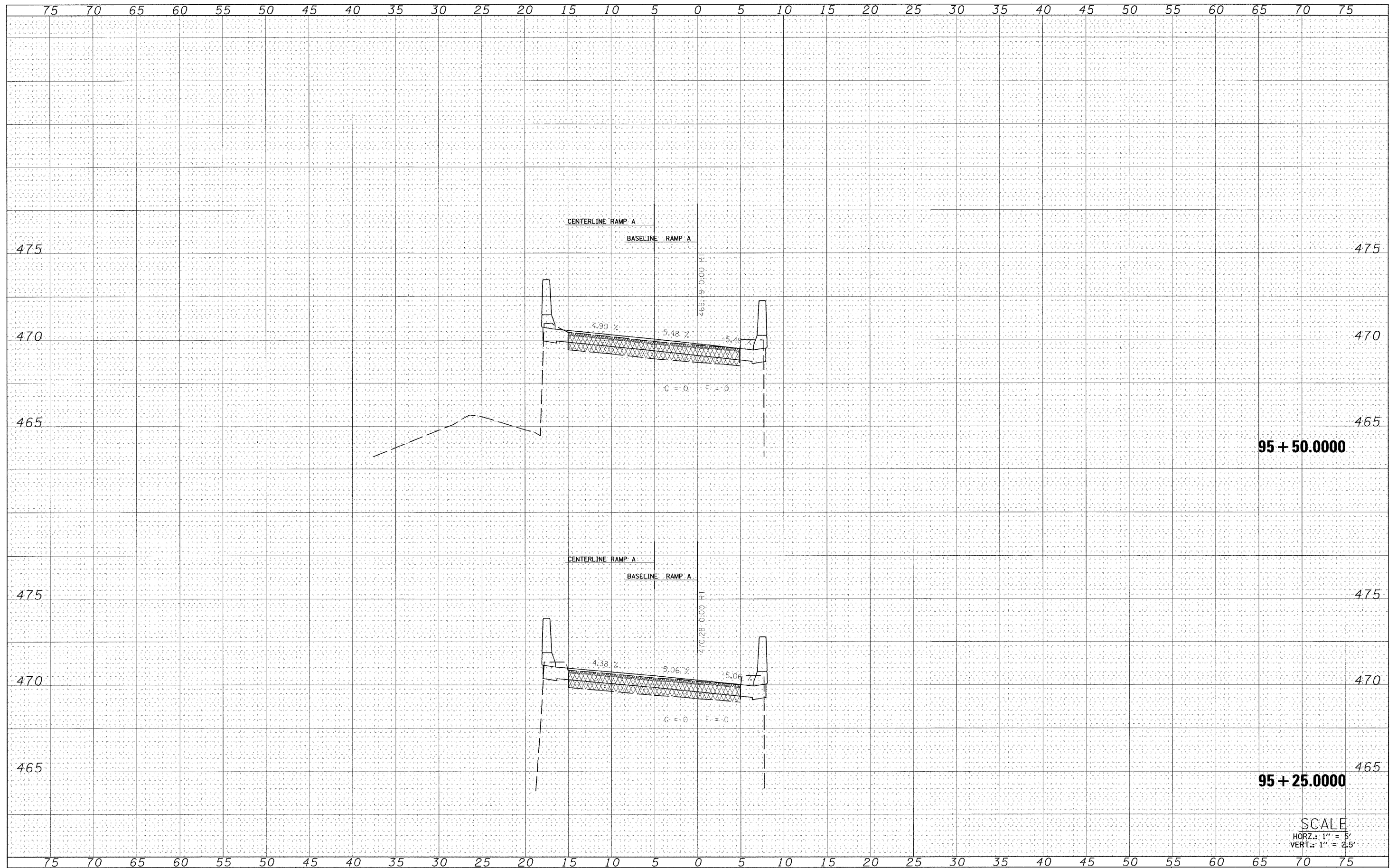
94 + 75.0000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = #SCALE#	DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	50	
	PLOT DATE = #DATE#	CHECKED -	REVISED -			CONTRACT NO. 74115					
		DATE -	REVISED -			SCALE:	SHEET NO. 10 OF 20 SHEETS	STA. 94+75.0000 TO STA. 95+00.0000	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

FINAL SURVEY	DATE
SAVED SURVEY	BY
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
SAVED SURVEY	BY
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	
NO.	



**95 + 50.000**

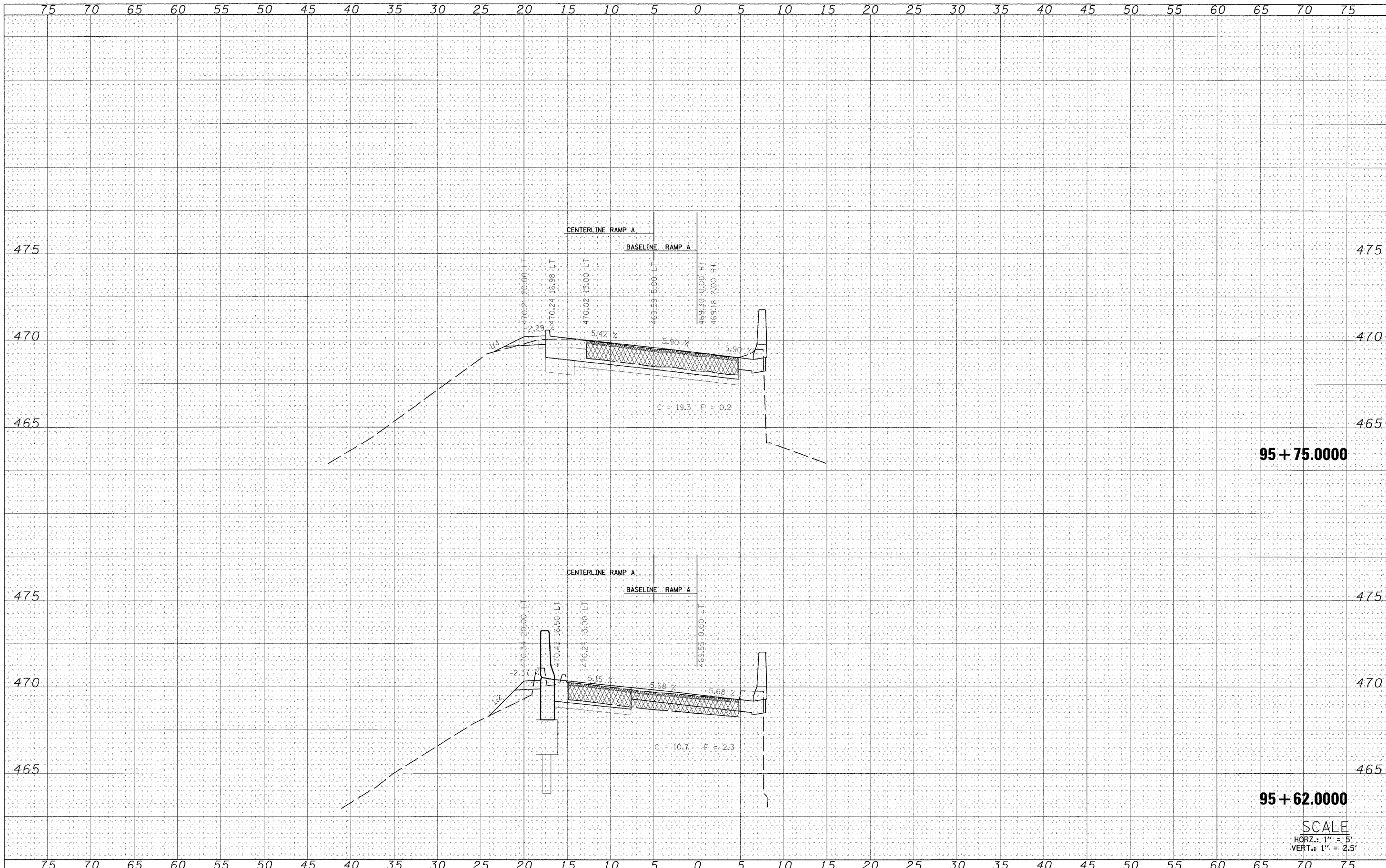
**95 + 25.000**

**SCALE**  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL\$		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	51	
		CHECKED -	REVISED -			CONTRACT NO. 74115					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE:		SHEET NO. 11 OF 20 SHEETS		STA. 95+25.0000 TO STA. 95+50.0000			

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

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



95 + 75.0000

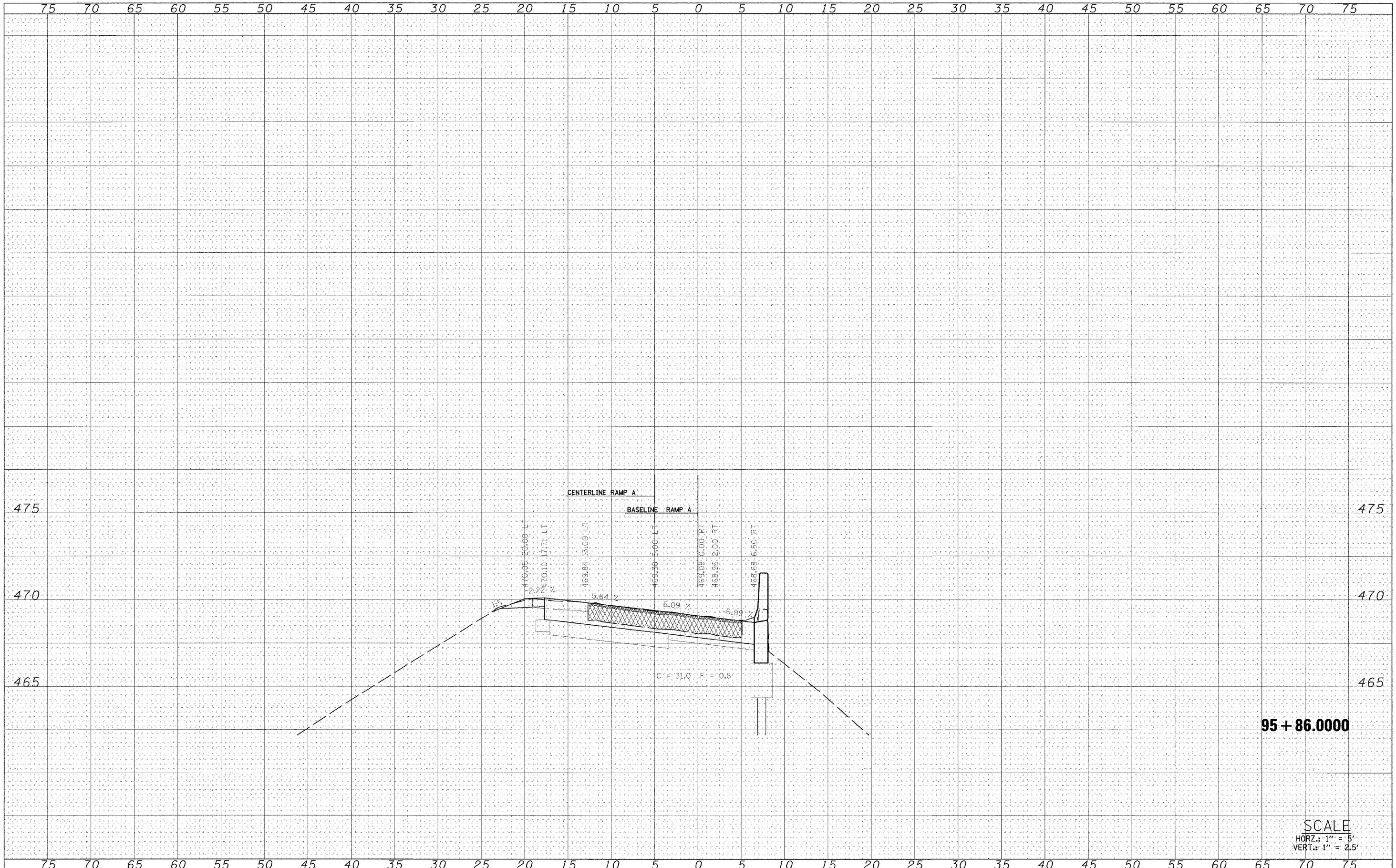
95 + 62.0000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER*	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		DRAWN - SRS	REVISED -			1807	(S1 231B) 6B 1	LAWRENCE	60	52	
	PLOT SCALE = #SCALE*	CHECKED -	REVISED -			CONTRACT NO. 74115					
	PLOT DATE = #DATE*	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE:		SHEET NO. 12 OF 20 SHEETS		S1A. 95+62.0000 TO S1A. 95+75.0000							

FINAL SUPPLY	SURVEYED	BY	DATE
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

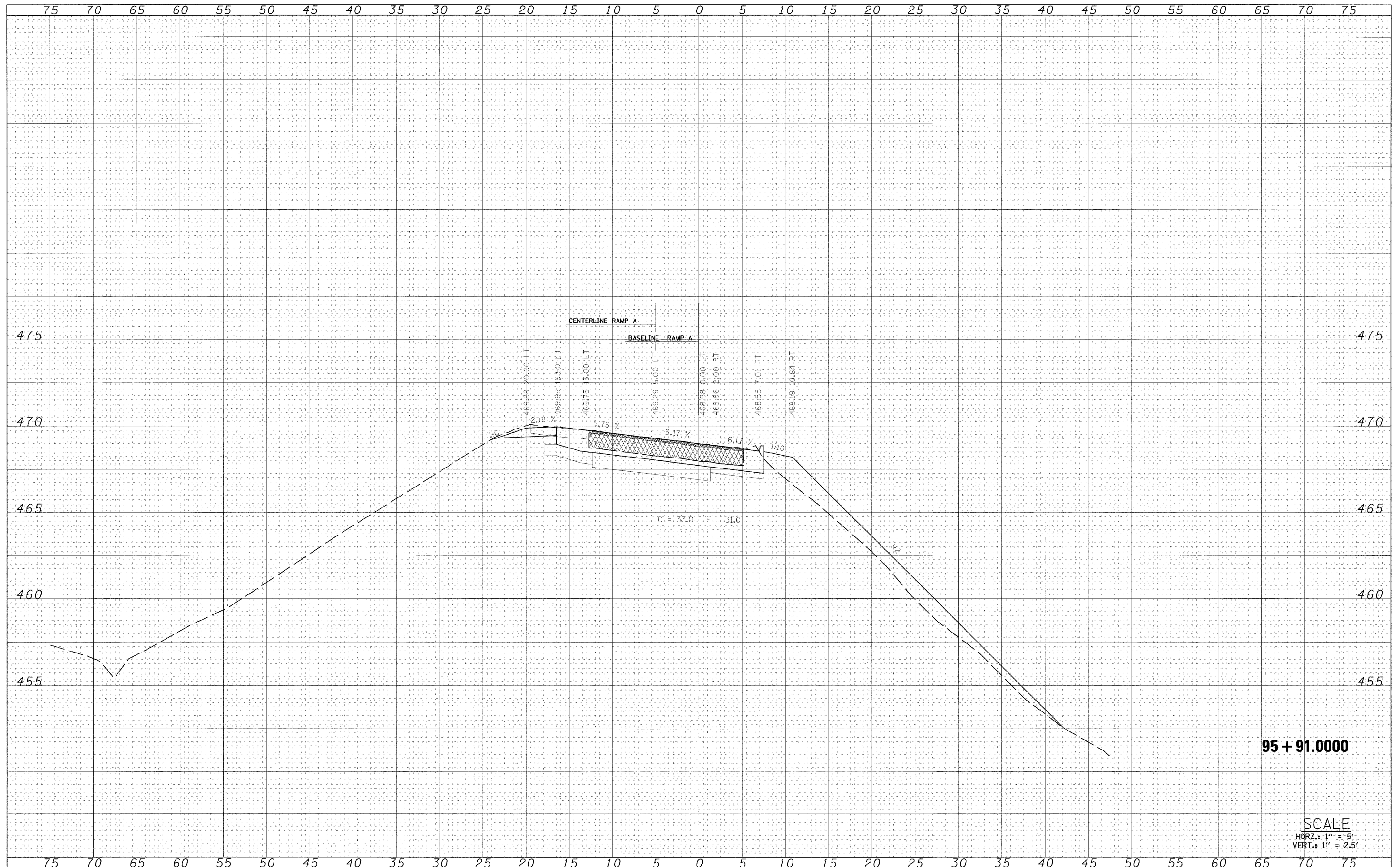
ORIGINAL SUPPLY	SURVEYED	BY	DATE
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME -	USER NAME - #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. R.I.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE - #SCALE#	DRAWN - SRS	REVISED -			1807	(51-23HD)-6B-1	LAWRENCE	60	53	
	PLOT DATE - #DATE#	CHECKED -	REVISED -			CONTRACT NO. 74115					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

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

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



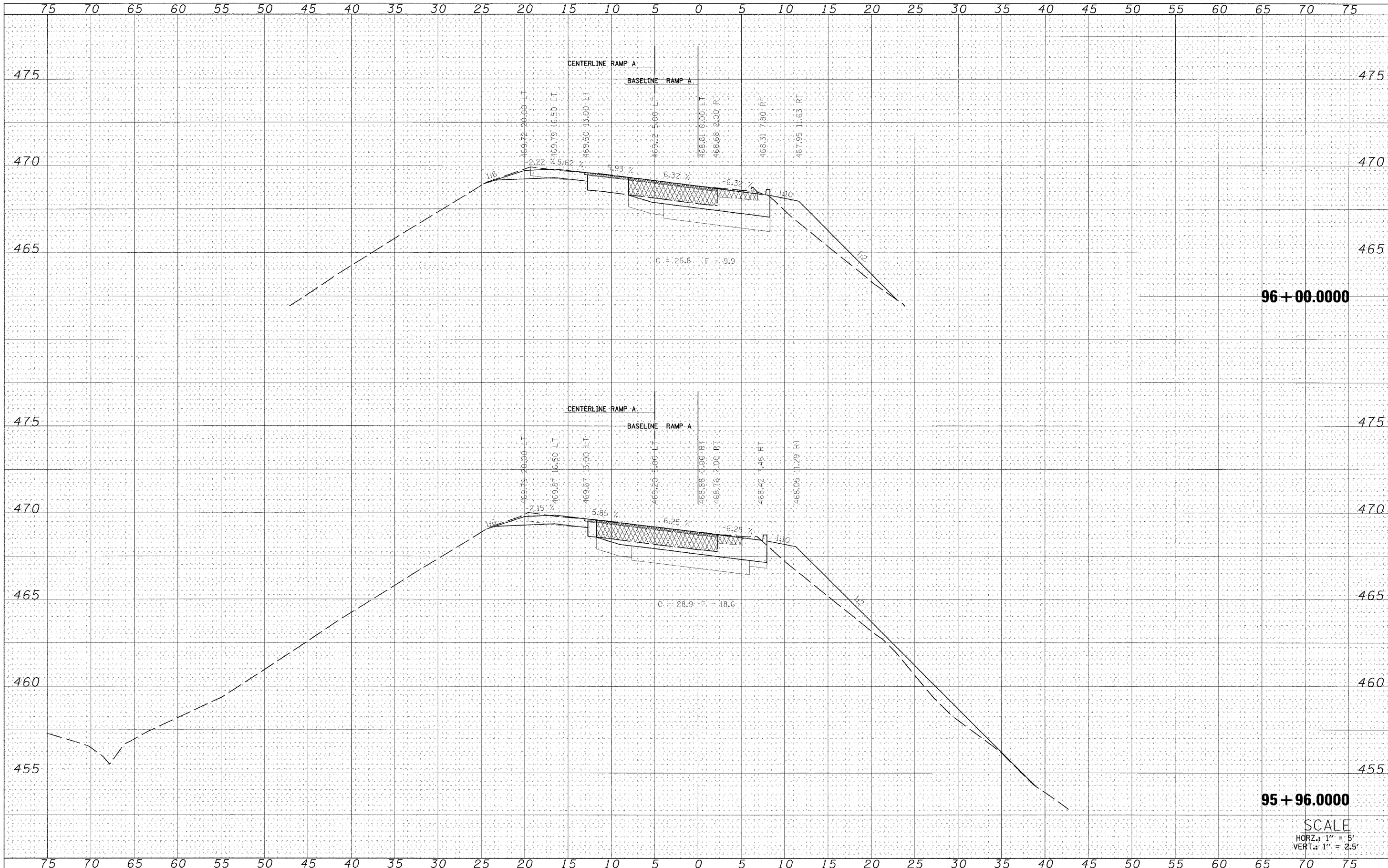
95 + 91.0000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	54	
PLOT SCALE = \$SCALE#		CHECKED -	REVISED -			CONTRACT NO. 74115					
PLOT DATE = #DATE#		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE:		SHEET NO. 14 OF 20 SHEETS		STA. 95+91.0000 TO STA. 95+91.0000							

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
REVISIONS	
NO.	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
REVISIONS	
NO.	



96 + 00.0000

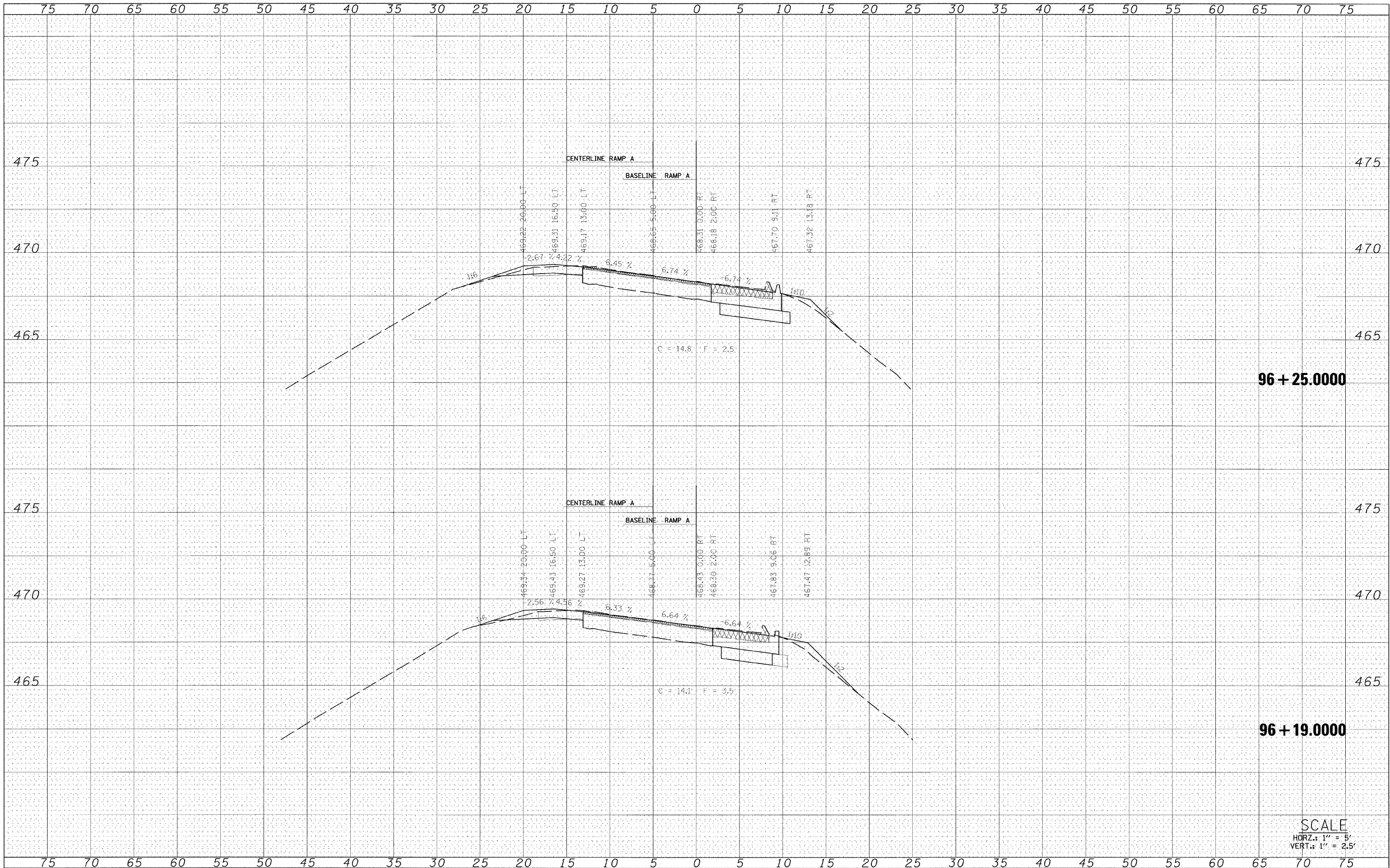
95 + 96.0000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - SRS	REVISED -			1807	(51-23HD)-6B-1	LAWRENCE	60	55	
PLOT SCALE = #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 74115					
PLOT DATE = #DATE#		DATE -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					
		SCALE:			SHEET NO. 15 OF 20 SHEETS		STA. 95+96.0000 TO STA. 96+00.0000				

FINAL SURVEY	DATE
REVISED SURVEY	BY
NOTE BOOK NO.	
TEMPLATE AREAS CHECKED	
AREAS CHECKED	

ORIGINAL SURVEY	DATE
REVISED SURVEY	BY
NOTE BOOK NO.	
TEMPLATE AREAS CHECKED	
AREAS CHECKED	



96 + 25.0000

96 + 19.0000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =  
 #FILEL\*

USER NAME = #USCR*	DESIGNED - SMK	REVISED -
	DRAWN - SRS	REVISED -
PLOT SCALE = #SCALE*	CHECKED -	REVISED -
PLOT DATE = #DATE*	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**U.S. BUSINESS 50 RAMP A**

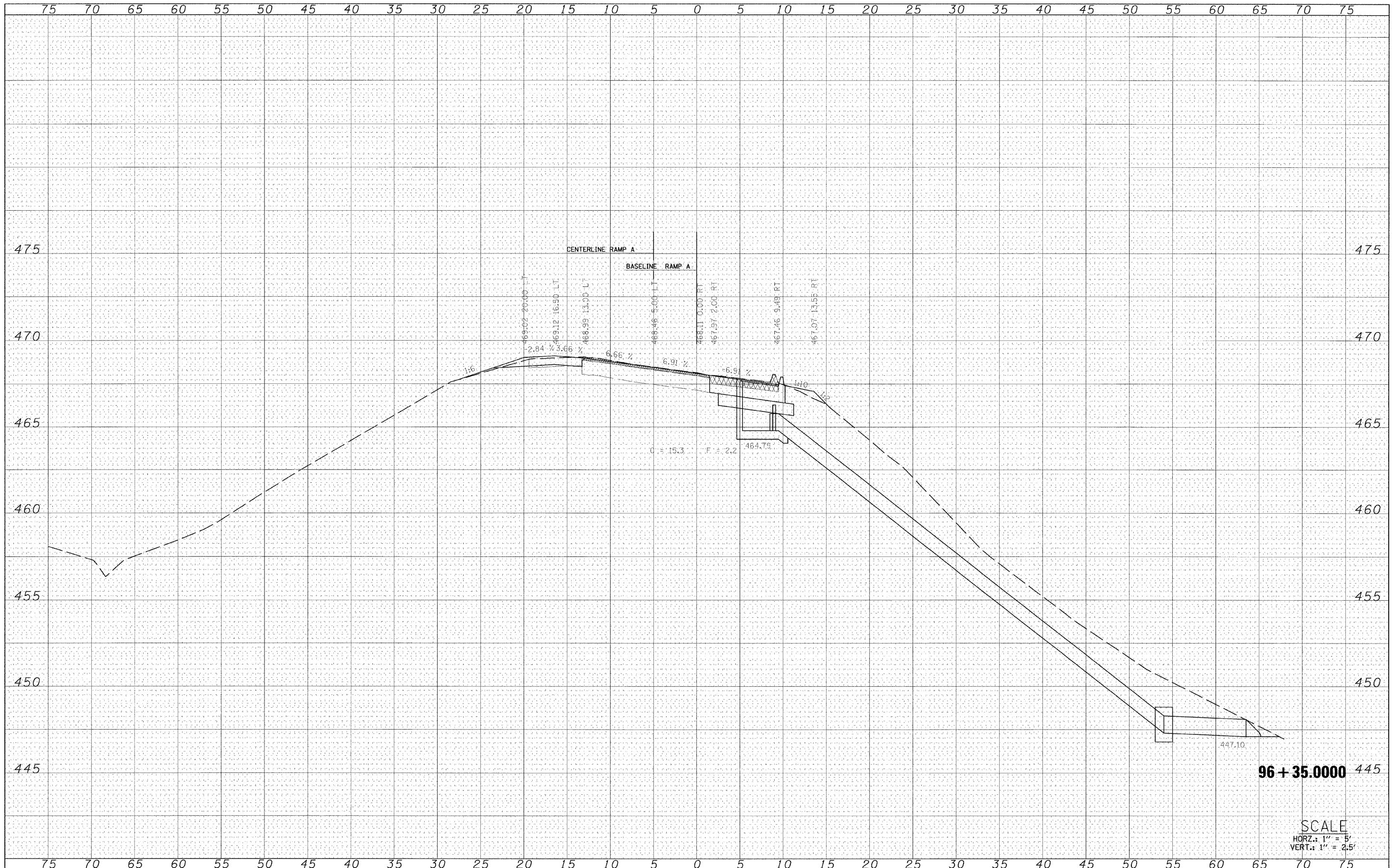
SCALE: SHEET NO. 16 OF 20 SHEETS STA. 96+19.0000 TO STA. 96+25.0000

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1807	(51-23HB)-6B-1	LAWRENCE	60	56
CONTRACT NO. 74115				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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

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



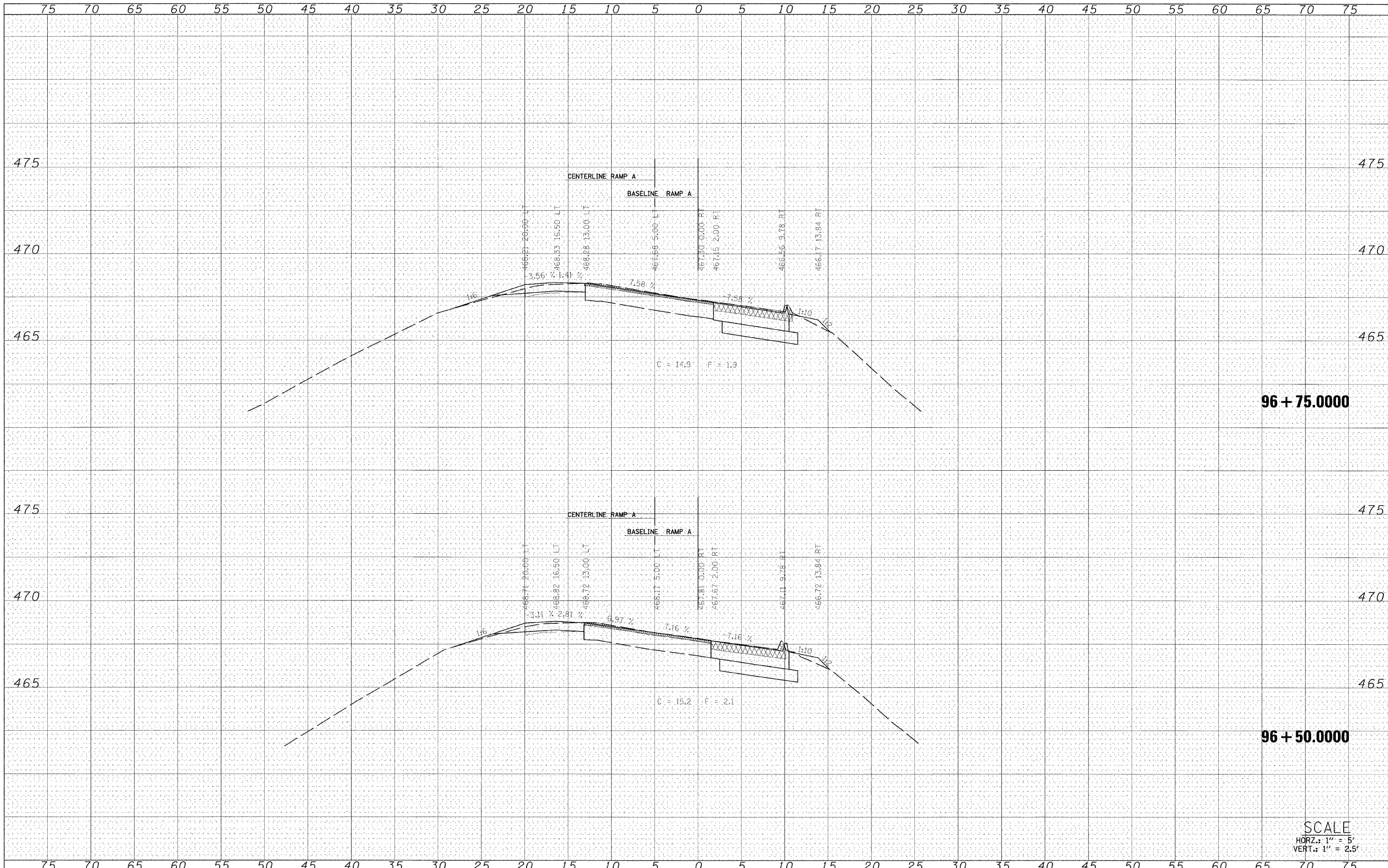
96 + 35.000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>				F.A.S. RTE. 1807	SECTION (51-23HB)-6B-1	COUNTY LAWRENCE	TOTAL SHEETS 60	SHEET NO. 57
#FILE#		DRAWN - SRS	REVISED -		SCALE:	SHEET NO. 17 OF 20 SHEETS	STA. 96+35.0000 TO STA. 96+35.0000	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74115			
		CHECKED -	REVISED -										
		DATE -	REVISED -										

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

ORIGINAL SURVEY	DATE
SURVEYED	BY
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
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96 + 75.0000

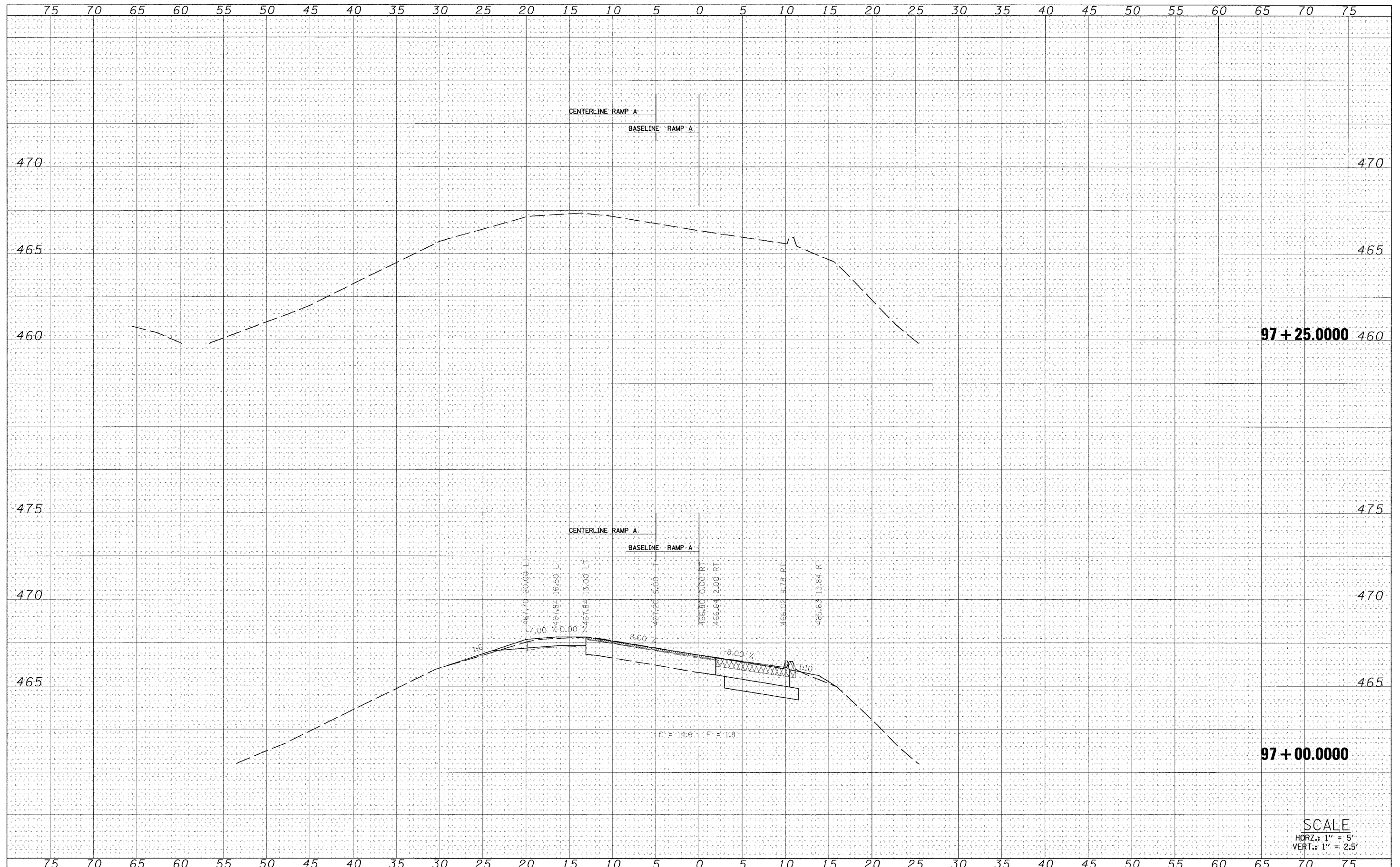
96 + 50.0000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - SRS	REVISED -			1807	(51-23HB)-6B-1	LAWRENCE	60	58	
		CHECKED -	REVISED -			CONTRACT NO. 74115					
		DATE -	REVISED -			SCALE:	SHEET NO. 18 OF 20 SHEETS	STA. 96+50.0000 TO STA. 96+75.0000	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

DATE	
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FINAL SURVEY	
REVIEWED	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	
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DATE	
BY	
ORIGINAL SURVEY	
REVIEWED	
NOTE BOOK	
TEMPLATE	
AREAS	
AREAS CHECKED	
NO.	



97 + 25.0000

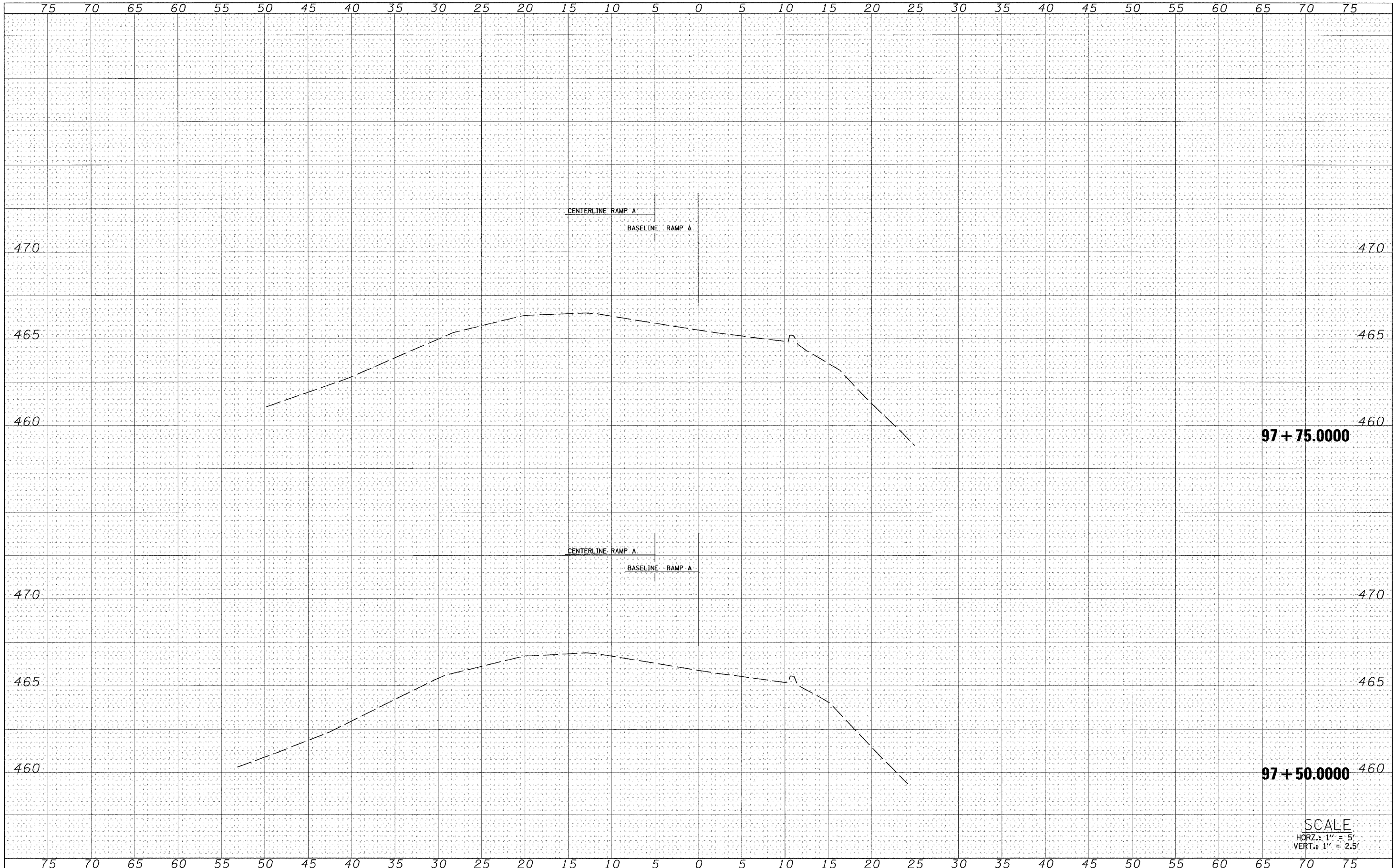
97 + 00.0000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN - SRS	REVISED -			1807	(51-23HD)-6B-1	LAWRENCE	60	59	
		CHECKED -	REVISED -			CONTRACT NO. 74115					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
PLOT SCALE = \$SCALE\$				SCALE:		SHEET NO. 19 OF 20 SHEETS		STA. 97+00.0000 TO STA. 97+25.0000			
PLOT DATE = \$DATE\$											

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

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



97 + 75.0000

97 + 50.0000

SCALE  
 HORZ.: 1" = 5'  
 VERT.: 1" = 2.5'

FILE NAME =	USER NAME = #USER#	DESIGNED - SMK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>U.S. BUSINESS 50 RAMP A</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 74115					
PLOT DATE = #DATE#		DATE -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					
				SCALE:		SHEET NO. 20 OF 20 SHEETS		STA. 97+50.0000 TO STA. 97+75.0000			