

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	57BR-1	JERSEY	25	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 76B20		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

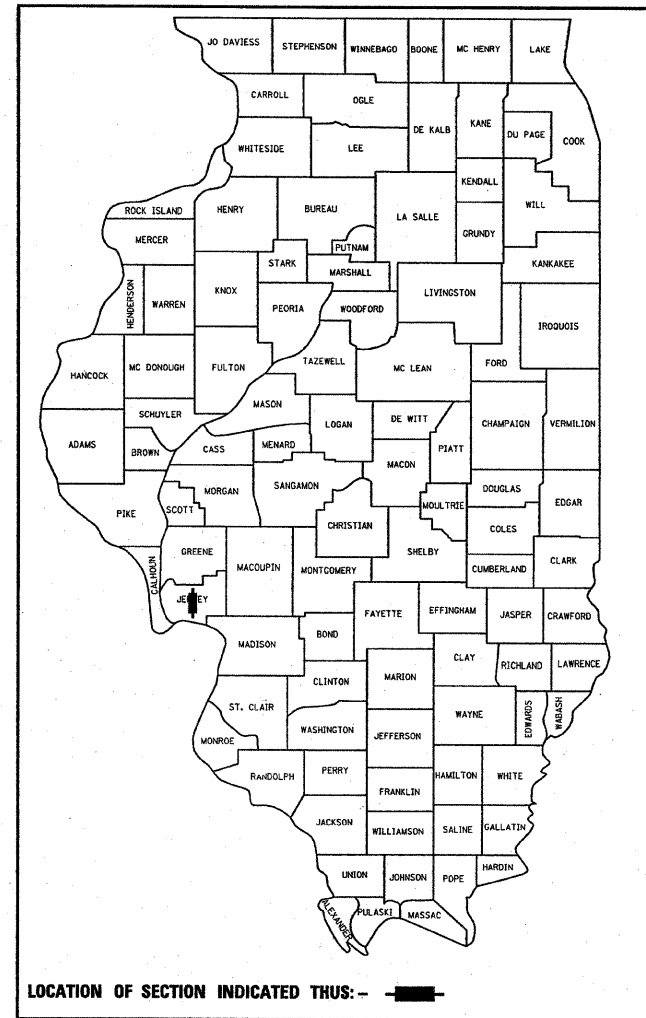
FAP ROUTE 310 (US 67)
SECTION 57BR-1
PROJECT

SUPERSTRUCTURE REPLACEMENT
W/SCOUR MITIGATION

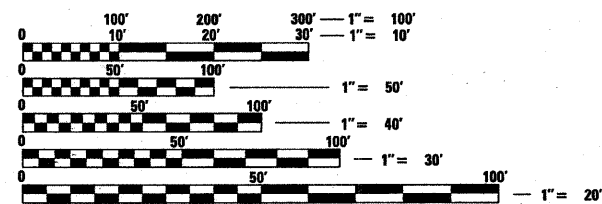
JERSEY COUNTY

C-98-098-07

D-98-095-07



FOR INDEX OF SHEETS, SEE SHEET NO. 2



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

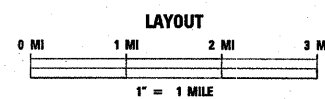
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

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

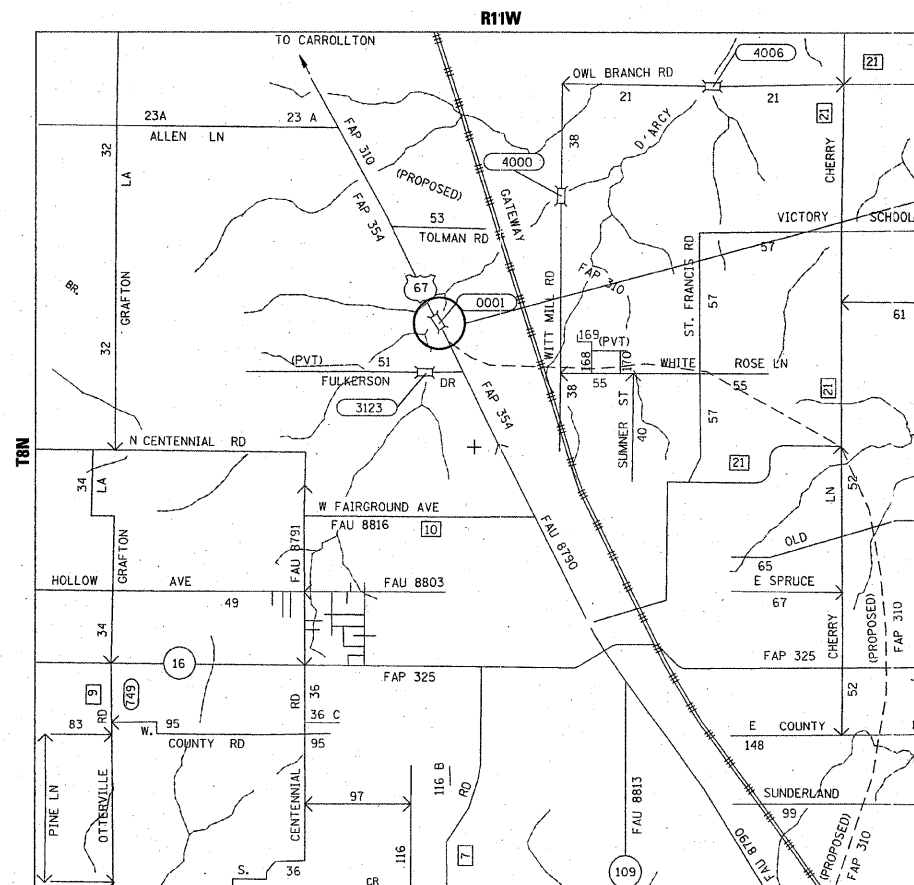
CONTRACT NO. 76B20

DESIGN DESIGNATION
NA

ADT = 5,500 (2008)
ADT = 7,400 (2028)
SU = 6.4%
MU = 4.1%



GROSS LENGTH 0.009 MI.
NET LENGTH 0.009 MI.



MAIN SPAN PPC DECK BEAM
SUPERSTRUCTURE TO BE REPLACED
IN KIND OVER DE'ARCY CREEK
STATION 651+79.77
49'-2" & VARIES
BK. TO BK. ABUTS.
S.N. 042-0001

LAT. 39.15156
LONG. 90.34847

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED December 20 20 07
Man C. Jamie
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
February 1, 20 08
Eric E. Harms
ENGINEER OF DESIGN AND ENVIRONMENT
February 1, 20 08
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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2. INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES, AND COMMITMENTS
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9. WIDE LOAD SIGNING
- 10.-23. STRUCTURE PLAN SHEETS
24. ENTRANCE DETAILS
25. PAVEMENT MARKING SHEET

HIGHWAY STANDARDS

- 000001-05
- 001001-01
- 001006
- 515001-02
- 635011-01
- 701311-02
- 701321-09
- 701326-02
- 701901
- 704001-04
- 780001-01
- 781001-02

MIXTURE REQUIREMENTS

MIXTURE USE	BASE COURSE
AC/PG	PG 64-22
RAP % (MAX)	15%
DESIGN AIR VOIDS	4.0% @ Ndes = 70
MIX COMPOSITION	
(GRADATION MIXTURE)	IL 19.0
FRICTION AGG	MIXTURE "B"

PLAN QUANTITIES FOR HOT-MIX ASPHALT SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN.

GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE TO BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF THE FACILITIES MAY ALSO BE OBTAINED BY CALLING J.U.L.I.E. AND FOR NON-J.U.L.I.E. MEMBERS, THE UTILITIES COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - AMEREN CIPS
 - FRONTIER COMMUNICATION COMPANY
 - JERSEY COUNTY RURAL WATER COMPANY
 MEMBERS OF J.U.L.I.E. (800) 892-0123 OR 811 ARE INDICATED BY •. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
2. ALL ELEVATIONS REFER TO THE USGS MEAN SEA LEVEL DATUM.
3. THE THICKNESS OF THE HOT-MIX ASPHALT BASE COURSE WIDENING SHOWN ON THE PLANS IS NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS SHALL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT BASE COURSE WIDENING IS PLACED.
4. IF THE CONTRACTOR REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS FOR THIS CONSTRUCTION ACTIVITY, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE, IT SHALL BE HIS RESPONSIBILITY TO REPLACE THE TREES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. TREES ALONG THE EDGE OF THE RIGHT-OF-WAY SHALL BE SAVED IF IN THE OPINION OF THE ENGINEER, THEY DO NOT INTERFERE WITH CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS. ANY TREE REMOVAL AND REPLACEMENT SHALL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
6. THE CONTRACTOR SHALL MAINTAIN ACCESS AT ALL TIMES TO THE FIELD ENTRANCES WITHIN THE LIMITS OF THE PROJECT.
7. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE NUMBER LISTED ON THE COPY OF STANDARD INCLUDED IN THESE PLANS. THE STANDARDS AND REVISION NUMBERS LISTED SHALL APPLY TO THIS PROJECT.
8. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS AND WILL BE CONSIDERED TO BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE IN COLOR.
9. GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, EXISTING SHRUBS AND TREES, OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILL OR CUTS ARE ADJACENT TO THE ITEMS. THE ITEMS TO REMAIN IN PLACE SHALL BE ACCORDING TO THE ENGINEER. THIS WORK SHALL BE CONSIDERED TO BE INCLUDED IN THE "EARTH EXCAVATION" PAY ITEM.
10. THE COST FOR GRADING AND SHAPING ALONG THE PROPOSED WIDENING SHALL BE INCLUDED IN THE COST OF "EARTH EXCAVATION".
11. THE TRAFFIC CONTROL MEASURES SHOWN ON PLANS FOR STAGE I AND II SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH TRAFFIC CONTROL STANDARD 701321 (SPECIAL).
12. THE COST OF "BARRICADES, TYPE III" USED DURING STAGE CONSTRUCTION SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
13. THE CONTRACTOR SHALL PROVIDE TWO SIGNAL HEADS (EACH) FOR THE ENTRANCES LOCATED WITHIN THE STAGE CONSTRUCTION AT STA. 653+28.86 AND STA. 653+53.64. THE SIGNALS, DETECTOR LOOPS, AND THE NUMBER OF TURNS OF WIRE IN THE LOOPS SHALL BE AS DETERMINED BY THE ENGINEER.
14. NO TRENCHES OR OPEN PITS WILL BE PERMITTED ADJACENT TO A TRAFFIC LANE DURING NON-WORKING HOURS. ALL WIDENING TRENCHES SHALL BE BACKFILLED DURING THE SAME WORKING DAY IT WAS EXCAVATED.
15. A QUANTITY OF 550 FOOT OF "TEMPORARY PAVEMENT MARKING - LINE 6 INCHES" WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6 INCHES OF THE TEMPORARY CONCRETE BARRIER.
16. THE BARRIER UNIT AT THE END OF THE TRAFFIC CONTROL INSTALLATION SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING SIX ANCHORING PINS FOR IFS BARRIER OR ALL SIX DOWEL BARS FOR NEW JERSEY SHAPE BARRIER.

COMMITMENTS
NO COMMITMENTS

PERTINENT INFORMATION

1. PROVIDE CHANGEABLE MESSAGE BOARDS ALONG US 67 ALERTING PUBLIC OF NARROW STAGE CONSTRUCTION FOR TWO WEEKS PRIOR TO STAGE I CLOSURE. PLACEMENT OF CHANGEABLE MESSAGE BOARDS SHALL BE APPROVED BY THE ENGINEER.
2. PRIOR TO ANY COMMENCEMENT OF WORK, THE RESIDENT ENGINEER SHALL CONTACT THE JERSEY COUNTY FARM BUREAU TO HAVE A NOTICE PLACED IN THE NEWSLETTER REGARDING THE NARROW STAGE CONSTRUCTION. THE NEWSLETTER COMES OUT THE 25TH OF EACH MONTH THEREFORE, THEY SHOULD BE NOTIFIED BY THE FIRST OF THE MONTH IN THE MONTH PRIOR TO CONSTRUCTION. INFORMATION CAN BE SENT TO JERSEY COUNTY FARM BUREAU, P.O. BOX 425, JERSEYVILLE, IL. 62052, PHONE (618) 498-9576.

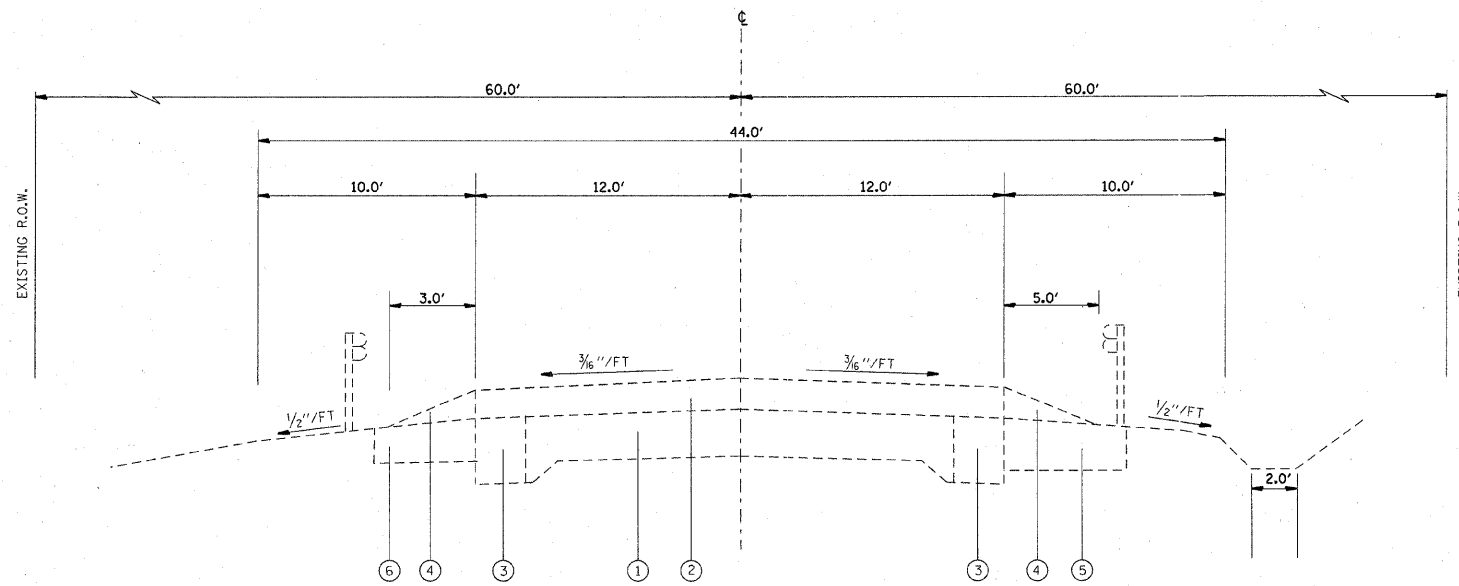
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	PLOT DATE = 12/19/2007	CHECKED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 76B20		
	DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.			

SUMMARY OF QUANTITIES

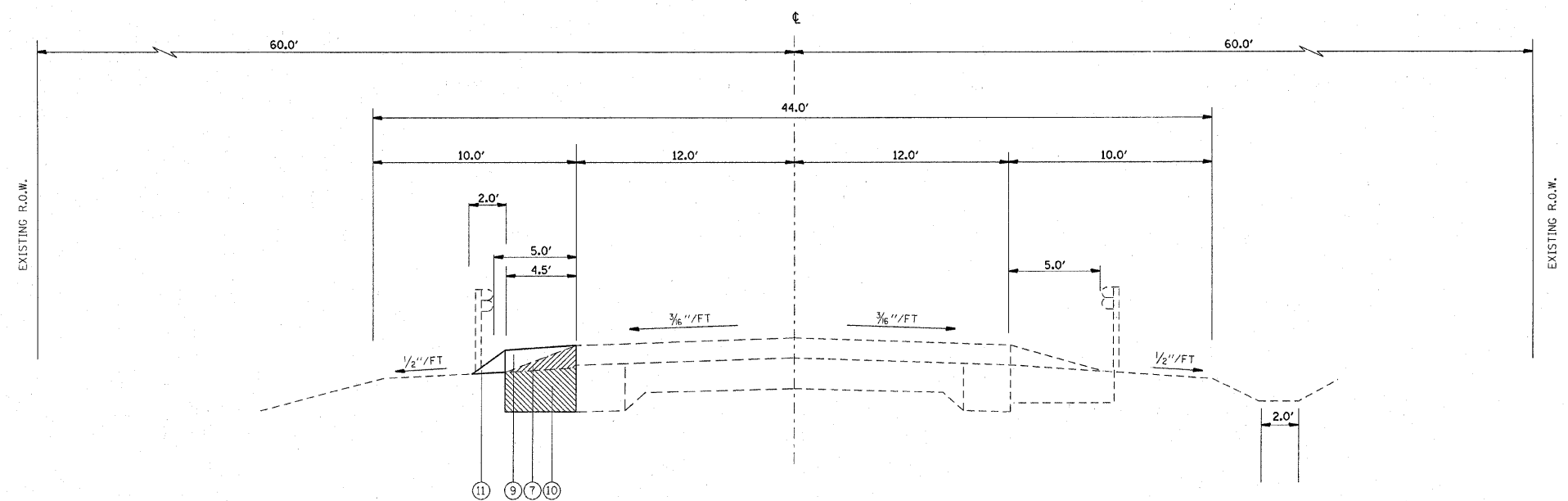
SUMMARY OF QUANTITIES			100% STATE	CONSTRUCTION TYPE CODE			SUMMARY OF QUANTITIES			100% STATE	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	X081-2A			CODE NO	ITEM	UNIT	TOTAL QUANTITIES	X081-2A		
20200100	EARTH EXCAVATION	CU YD	36	36			* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	232	232		
28100109	STONE RIPRAP, CLASS A5	SQ YD	569	569			* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	1	1		
28200200	FILTER FABRIC	SQ YD	569	569			* 78100300	REPLACEMENT REFLECTOR	EACH	8	8		
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	294	294			* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	6	6		
40200900	AGGREGATE SURFACE COURSE, TYPE B	CU YD	8	8			* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	6	6		
44004250	PAVED SHOULDER REMOVAL	SQ YD	293	293			78300100	PAVEMENT MARKING REMOVAL	SQ FT	468	468		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	8	8			78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	9	9		
50101700	REMOVAL OF EXISTING SUPERSTRUCTURES NO.1	EACH	1	1			X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	135	135		
50102400	CONCRETE REMOVAL	CU YD	2.8	2.8			X7200200	WIDE LOAD SIGNING	L SUM	1	1		
50300100	FLOOR DRAINS	EACH	6	6			Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	11.3	11.3			Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
50300260	BRIDGE DECK GROOVING	SQ YD	173	173									
50300300	PROTECTIVE COAT	SQ YD	229	229									
50301200	CONCRETE WEARING SURFACE	SQ YD	184	184									
50400505	PRECAST PRESTRESSED CONCRETE DECK BEAMS (27" DEPTH)	SQ FT	1725	1725									
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5000	5000									
50800515	BAR SPLICERS	EACH	54	54									
51500100	NAME PLATES	EACH	1	1									
52000110	PREFORMED JOINT STRIP SEAL	FOOT	35	35									
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4									
67100100	MOBILIZATION	L SUM	1	1									
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1									
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1									
70106600	TEMPORARY BRIDGE TRAFFIC SIGNALS (STATE FURNISHED CONTROLLER)	EACH	1	1									
70106700	TEMPORARY RUMBLE STRIP	EACH	6	6									
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1	1									
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1547	1547									
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	550	550									
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	516	516									
70400100	TEMPORARY CONCRETE BARRIER	FOOT	300	300									
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	250	250									
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1315	1315									

*SPECIALTY ITEMS

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		CHECKED -	REVISED -			CONTRACT NO. 76B20					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



EXISTING US 67
 STA. 649+55 TO STA. 651+29.69
 STA. 652+29.86 TO STA. 653+55



PROPOSED US 67
 STA. 649+55 TO STA. 649+90

LEGEND

- ① EXISTING PAVEMENT (9"-7"-9")
- ② EXISTING RESURFACING (± 1 1/2")
- ③ EXISTING WIDENING
- ④ EXISTING HMA WEDGE, (1 1/2")
- ⑤ EXISTING BASE COURSE WIDENING (FOR STAGE CONSTRUCTION), 8"
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ PROPOSED WEDGE REMOVAL (1 1/2")
- ⑧ PROPOSED WIDENING REMOVAL, 8"
- ⑨ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 9"
- ⑩ PROPOSED AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

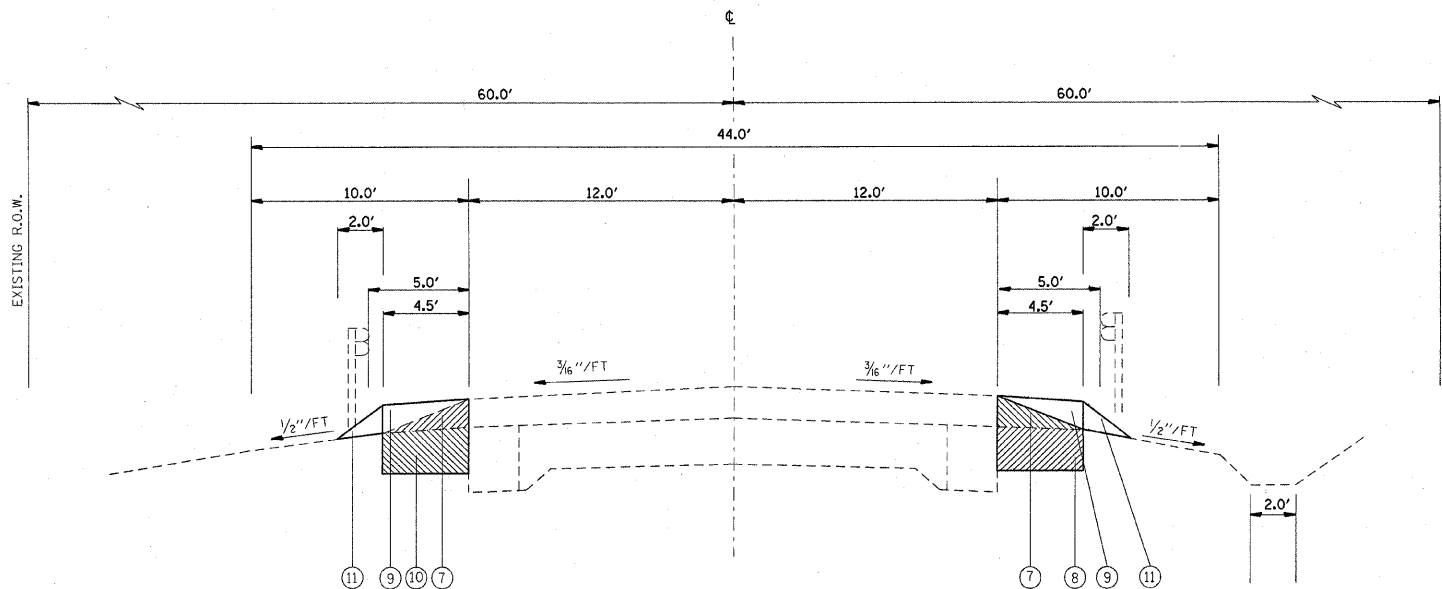
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

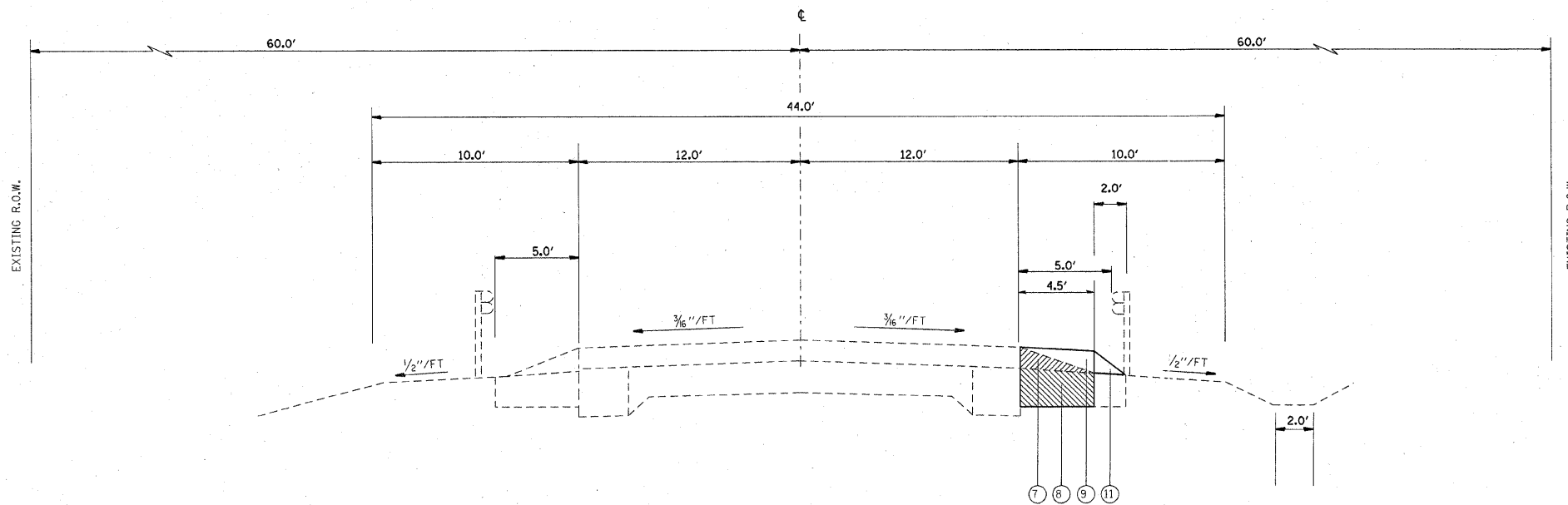
TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	57BR-1	JERSEY	25	4
CONTRACT NO. 76B20				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



PROPOSED US 67
 STA. 649+90 TO STA. 651+29.69
 STA. 652+29.86 TO STA. 653+55



PROPOSED US 67
 STA. 653+55.00 TO STA. 653+75.00

LEGEND

- ① EXISTING PAVEMENT (9"-7"-9")
- ② EXISTING RESURFACING (+4 1/2")
- ③ EXISTING WIDENING
- ④ EXISTING HMA WEDGE, (1 1/2")
- ⑤ EXISTING BASE COURSE WIDENING (FOR STAGE CONSTRUCTION), 8"
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ PROPOSED WEDGE REMOVAL (1 1/2")
- ⑧ PROPOSED WIDENING REMOVAL, 8"
- ⑨ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 9"
- ⑩ PROPOSED AGGREGATE SHOULDER REMOVAL (PAID FOR AS EARTH EXCAVATION)
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

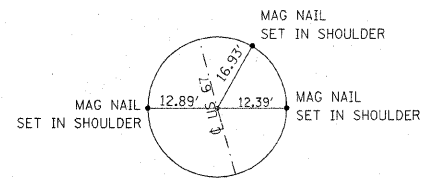
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

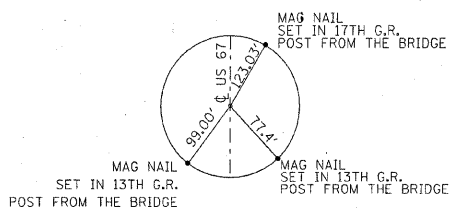
TYPICAL SECTIONS

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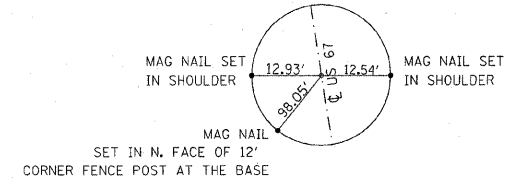
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310	57BR-1	JERSEY	25	5
CONTRACT NO. 76B20				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



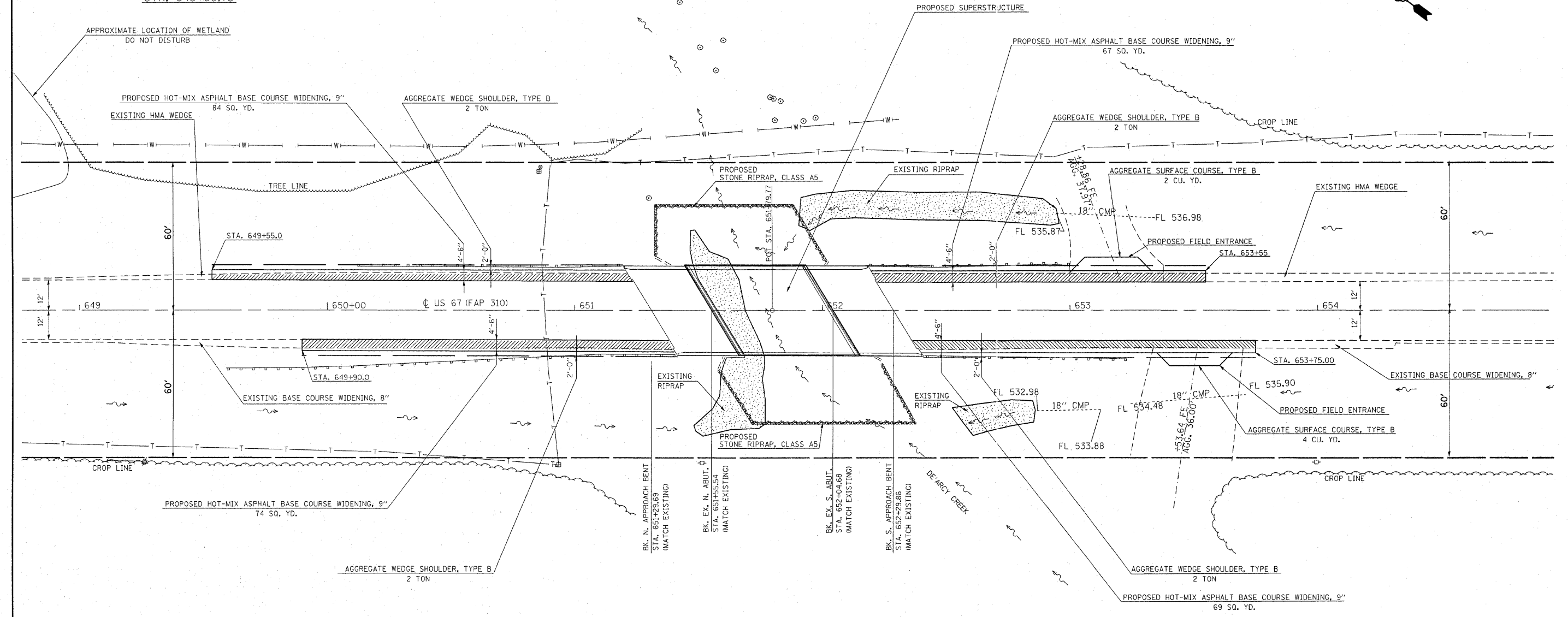
STA. 645+69.73



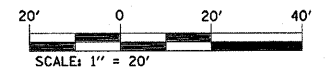
STA. 651+79.77



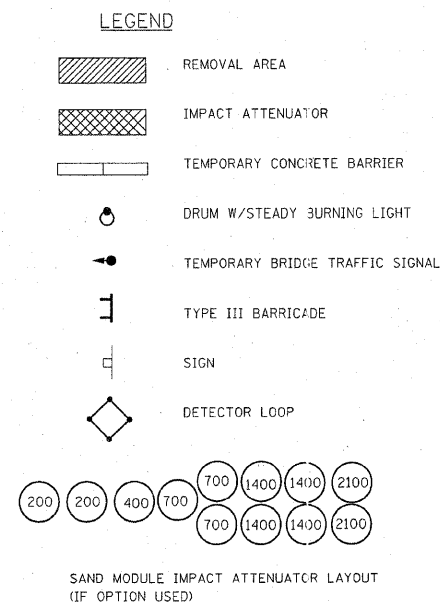
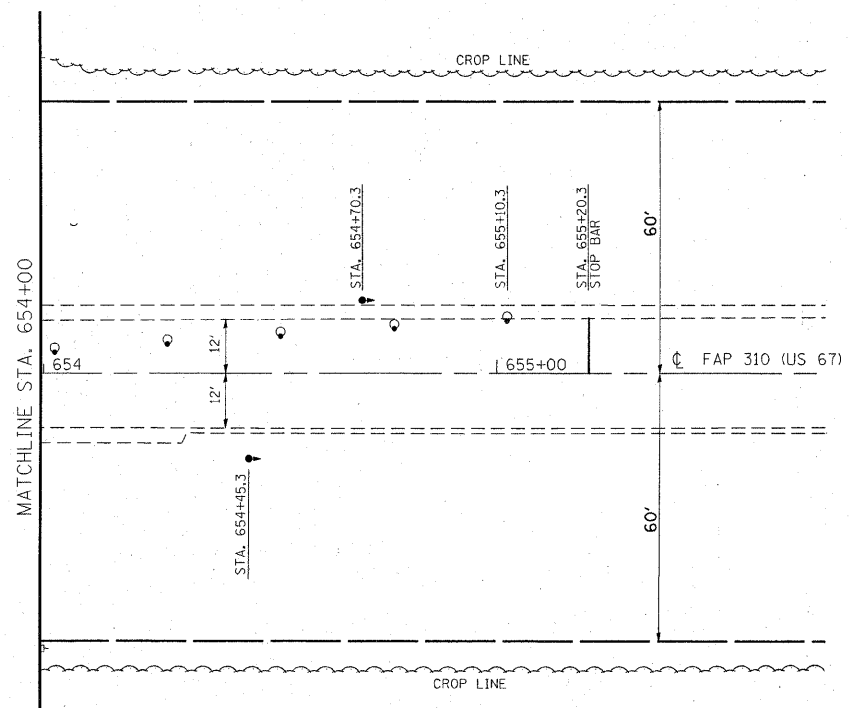
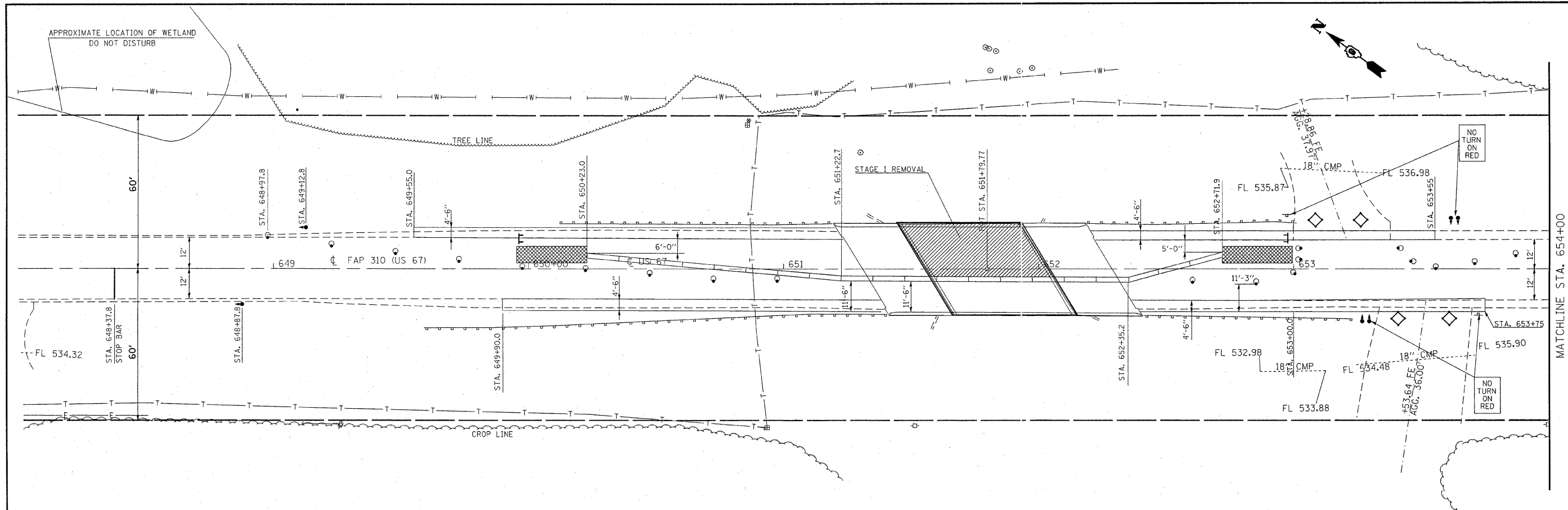
STA. 657+95.65



NOTES:
 HATCHING SHOWS REMOVAL LIMITS FOR EXISTING WIDENING AND WEDGE.
 EARTH EXCAVATION 36 CU. YDS.
 FAVED SHOULDER REMOVAL INCLUDES THE REMOVAL OF THE EXISTING BASE COURSE WIDENING 8" & THE EXISTING HMA WEDGE.



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	PLOT SCALE = 20.0000' / 1"	DRAWN -	REVISED -			310	57BR-1	JERSEY	25	6
PLOT DATE = 12/20/2007	CHECKED -	REVISED -	CONTRACT NO. 76B20							
	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
			SCALE:			SHEET NO. OF SHEETS	STA. 649+00 TO STA. 655+00			



SEQUENCE OF CONSTRUCTION - STAGE I

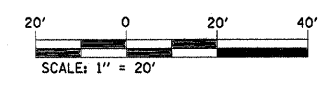
REMOVE EXISTING BASE COURSE WIDENING, 8" AS A PRE-STAGE TO STAGE I. SEE SHEET 6 FOR REMOVAL LIMITS.

PLACE 4.5' "HOT-MIX ASPHALT BASE COURSE WIDENING, 9" ON THE ENDS OF THE STRUCTURE AS A PRE-STAGE TO STAGE I. SEE SHEET 6 FOR LIMITS OF PROPOSED WIDENING

PLACE STOP BARS AS SHOWN ON PLANS.

REMOVE SKIP-DASH & CONFLICTING SOLID EDGE PAVEMENT MARKINGS BETWEEN STOP BARS.

PLACE 250' TEMPORARY CONCRETE BARRIER AND 2 IMPACT ATTENUATORS. SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON THE PLANS.

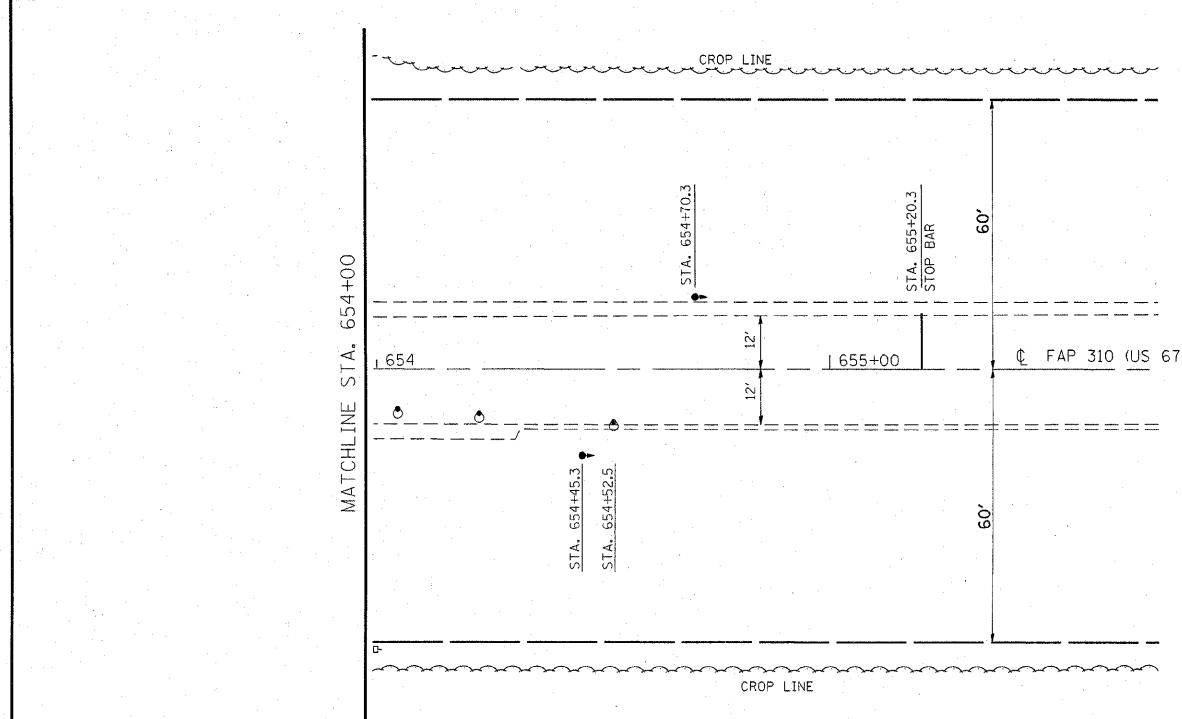
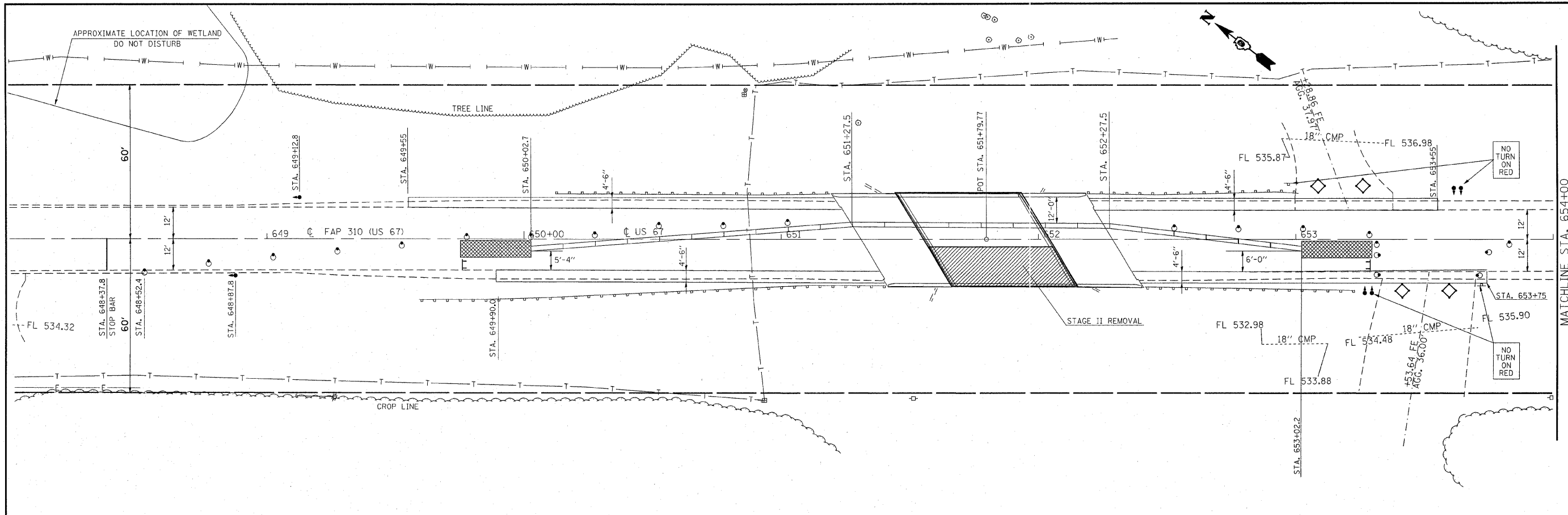


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		DRAWN -	REVISED -
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE I TRAFFIC CONTROL			
SCALE:	SHEET NO.	OF SHEETS	STA. 648+00 TO STA. 655+75

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	57BR-1	JERSEY	25	7
CONTRACT NO. 76B20				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



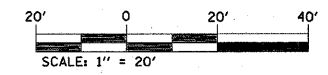
LEGEND

- REMOVAL AREA
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM W/STEADY BURNING LIGHT
- TEMPORARY BRIDGE TRAFFIC SIGNAL
- TYPE III BARRICADE
- SIGN
- DETECTOR LOOP

SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)

SEQUENCE OF CONSTRUCTION - STAGE II

- REMOVE EXISTING BASE COURSE WIDENING, 8" AS A PRE-STAGE TO STAGE I. SEE SHEET 6 FOR REMOVAL LIMITS.
- PLACE 4.5' "HOT-MIX ASPHALT BASE COURSE WIDENING 9" ON THE ENDS OF THE STRUCTURE AS A PRE-STAGE TO STAGE I. SEE SHEET 6 FOR LIMITS OF PROPOSED WIDENING.
- PLACE STOP BARS AS SHOWN ON PLANS.
- REMOVE SKIP-DASH & CONFLICTING SOLID EDGE PAVEMENT MARKINGS BETWEEN STOP BARS.
- RELOCATE 250' TEMPORARY CONCRETE BARRIER AND ADD 50' TEMPORARY CONCRETE BARRIER.
- RELOCATE 2 IMPACT ATTENUATORS.
- SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON THE PLANS.

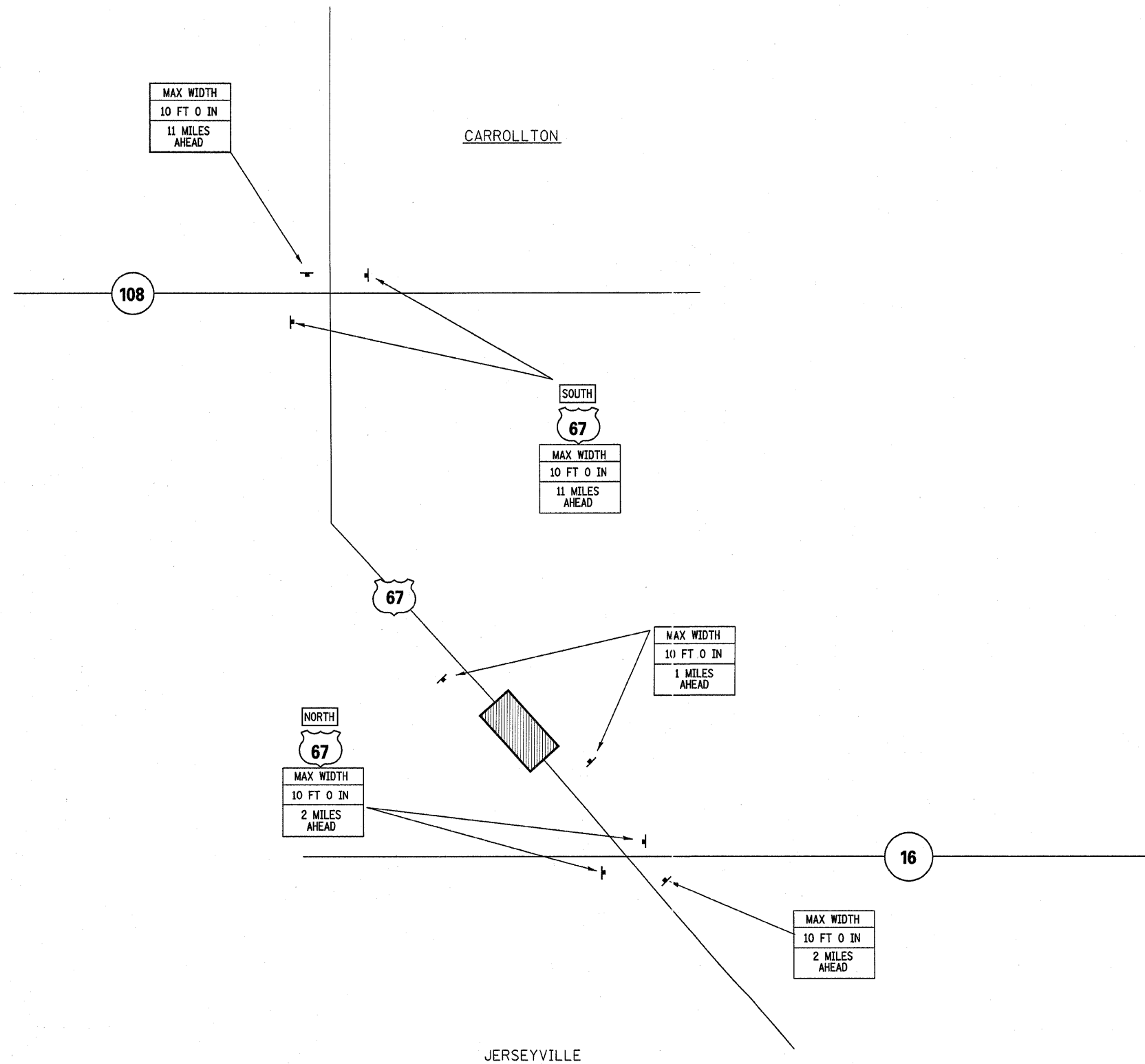


FILE NAME = C:\Projects\stage09507.dgn	USER NAME = tebbang	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II TRAFFIC CONTROL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLDT SCALE = 20.0000' / IN.	DRAWN -	REVISED -			310	57BR-1	JERSEY	25	8
	PLDT DATE = 12/20/2007	CHECKED -	REVISED -			CONTRACT NO. 76B20				
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
						SCALE: SHEET NO. OF SHEETS STA. 648+00 TO STA. 655+75				

NOTES:

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

SIGNS REQUIRED			
MAX WIDTH 10 FT 0 IN 1 MILE AHEAD	(2)	NORTH	(2)
MAX WIDTH 10 FT 0 IN 2 MILES AHEAD	(3)	SOUTH	(2)
MAX WIDTH 10 FT 0 IN 11 MILES AHEAD	(3)	67	(4)



DRAWING NOT TO SCALE

FILE NAME =	USER NAME = muenstermringk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIDE LOAD SIGNING				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROJECT NO. = 01\projects\ed09507\plan\p1=09507temp.dgn	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -						310	57BR-1	JERSEY	25	9
	PLOT DATE = 12/28/2007	DATE -	REVISED -		CONTRACT NO. 76B20				ILLINOIS FED. AID PROJECT				
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

Bench Mark: Cut "□" at southeast approach parapet 17.72 ft. left of Sta. 652+15.82, Elevation 541.87.

Existing Structure: The structure was originally built in 1922. In 1960, the superstructure was removed and replaced with precast prestressed concrete deck beams. The substructure was widened and approach spans were added. A concrete overlay was added in 1996. The structure consists of a single span PPC deck beam superstructure on timber pile supported closed abutments. The abutments support an approach span at each end consisting of 12½" thick simply supported reinforced concrete slab. The back to back of approach bents measures ±97'-9" (field measurements), while the out to out width measures 36'-4". Bridge mainspan superstructure shall be removed and replaced with new beams and reinforced concrete wearing surface. Partial road closure with a signalized one lane crossing will be used during construction.

No salvage of existing deck beams.

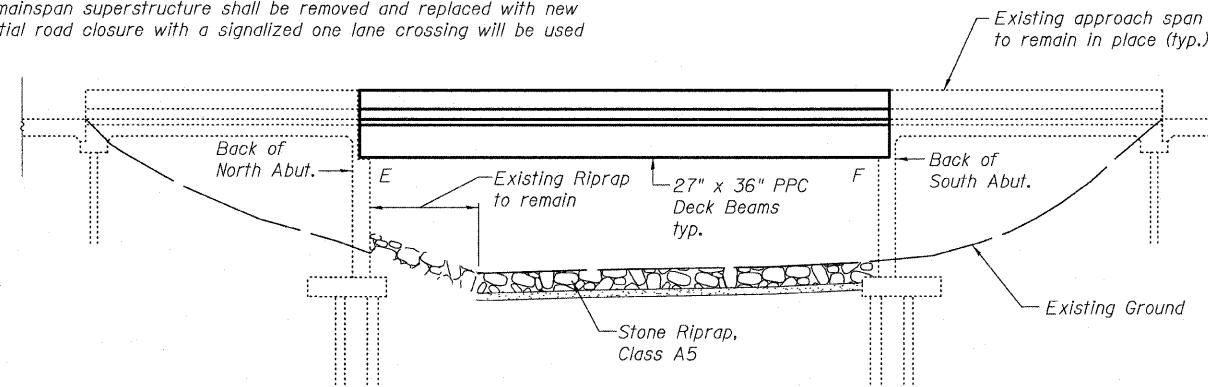
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
FAP 310	57BR-1	JERSEY	25	10	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #76B20

INDEX OF SHEETS

Sheet No.	Description
1	General Plan
2	Gen. Notes, Details & Total Bill of Mat'l
3	Stage Construction Details
4	Temporary Concrete Barrier
5	Superstructure
6-10	Superstructure Details
11	North Abutment Joint Details
12	South Abutment Joint Details
13	Abutment Repairs
14	Bar Splicer Assembly Details



ELEVATION

LOADING HS20-44

No allowance for future wearing surface.

DESIGN SPECIFICATIONS

2002 AASHTO

DESIGN STRESSES

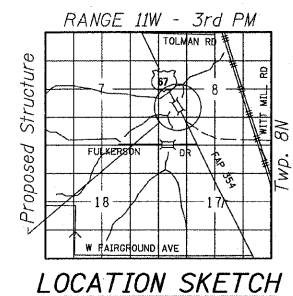
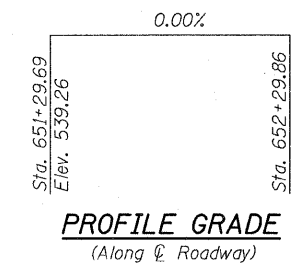
FIELD UNITS

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

PRECAST PRESTRESSED UNITS

$f'_c = 5,000$ psi
 $f'_{ci} = 4,000$ psi
 $f'_s = 270,000$ psi (½" low lax. strands)
 $f_{si} = 201,960$ psi (½" low lax. strands)

Notes:
① See sheet 2 of 14 for Section A-A.



LOCATION SKETCH

STATION 651+79.77
RE-BUILT 200 BY
STATE OF ILLINOIS
FAP ROUTE 310 - SEC 57BR-1
LOADING HS20
STRUCTURE NO. 042-0001

NAME PLATE

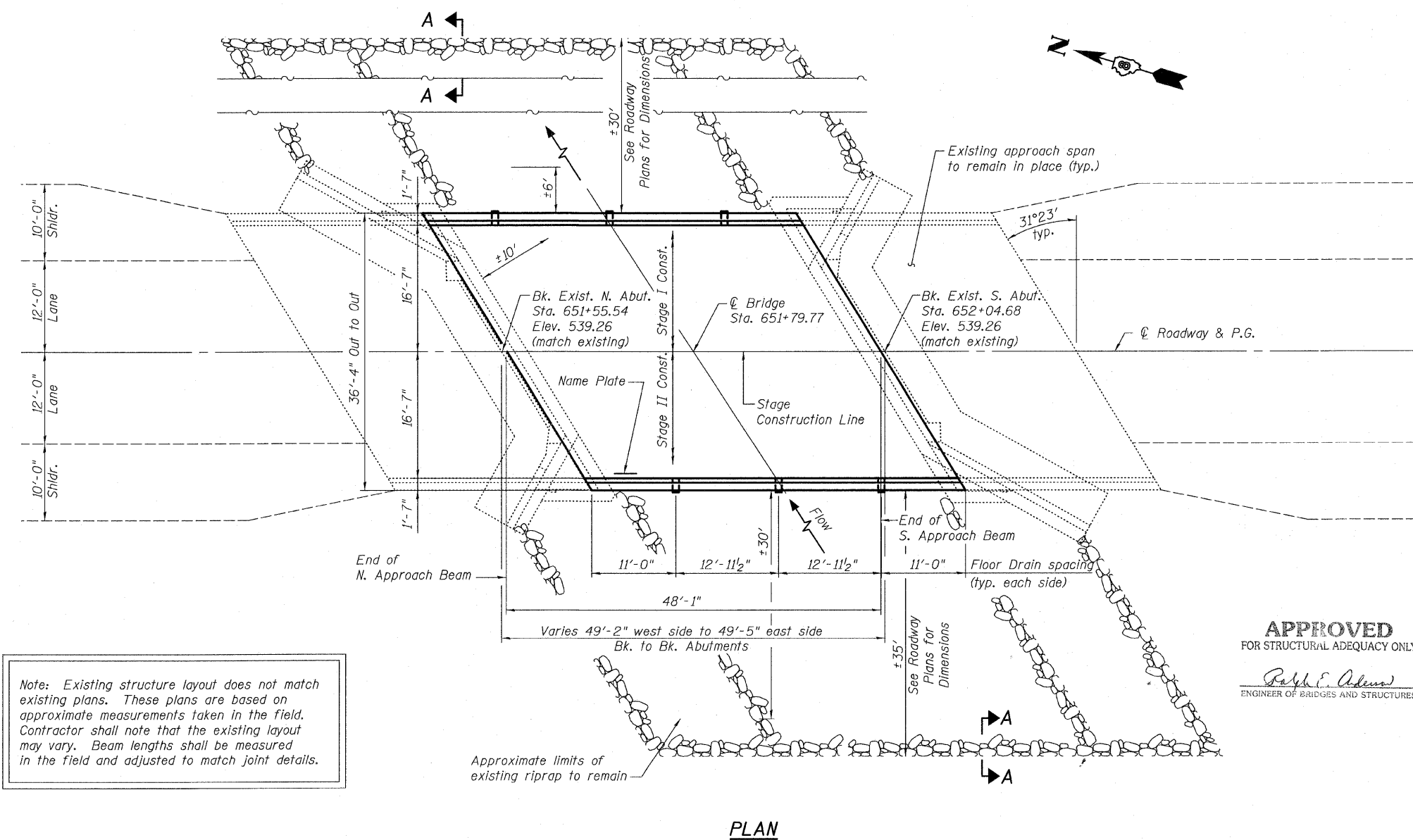
See Std. 515001
Existing Name Plate shall be cleaned and relocated adjacent to new Name Plate.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Adams
ENGINEER OF BRIDGES AND STRUCTURES

Plans Prepared By:
Oates Associates, Inc.

BRUCE P. SCHROPP
08-1-005155
COLLETSVILLE,
ILLINOIS
STATE OF ILLINOIS
11/15/08
EXPIRES 11/30/08

GENERAL PLAN
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001



PLAN

Note: Existing structure layout does not match existing plans. These plans are based on approximate measurements taken in the field. Contractor shall note that the existing layout may vary. Beam lengths shall be measured in the field and adjusted to match joint details.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAP 310	SECTION 57BR-1	COUNTY JERSEY	TOTAL SHEETS 25	SHEET NO. 11	SHEET NO. 2 14 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT-			

Contract #76B20

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to existing plans are subject to routine 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 based upon the unit price bid for the work.

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

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

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedures for existing beam removal or placement of new beams involves placement of heavy equipment on the new deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Superstructures No. 1

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing Superstructures No. 1

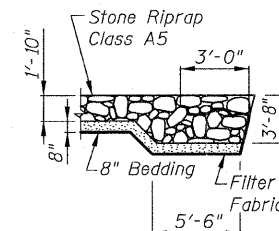
Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

The minimum thickness of concrete overlay shall be 4" and varies as required to adjust for the new profile grade and camber.

Slipforming parapet is not allowed.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.	- -	569	569
Filter Fabric	Sq. Yd.	- -	569	569
Removal of Existing Superstructures No. 1	Each	1	- -	1
Concrete Removal	Cu. Yd.	2.8	- -	2.8
Concrete Superstructure	Cu. Yd.	11.3	- -	11.3
Protective Coat	Sq. Yd.	229	- -	229
Bridge Deck Grooving	Sq. Yd.	173	- -	173
Precast Prestressed Concrete Deck Beams (27" Depth)	Sq. Ft.	1,725	- -	1,725
Reinforcement Bars, Epoxy Coated	Pound	5,000	- -	5,000
Bar Splicers	Each	54	- -	54
Name Plates	Each	1	- -	1
Preformed Joint Strip Seal	Foot	35	- -	35
Floor Drains	Each	6	- -	6
Concrete Wearing Surface	Sq. Yd.	184	- -	184
Structural Repair of Concrete (Depth equal to or less than 5 Inches)	Sq. Ft.	- -	135	135



SECTION A-A
(Typical along both
Upstream and Downstream
sides of Riprap Treatment)

WATERWAY INFORMATION

Drainage Area = 6.57 Sq. Mi. Low Grade Elev. 538.55 @ Sta. 1036+19

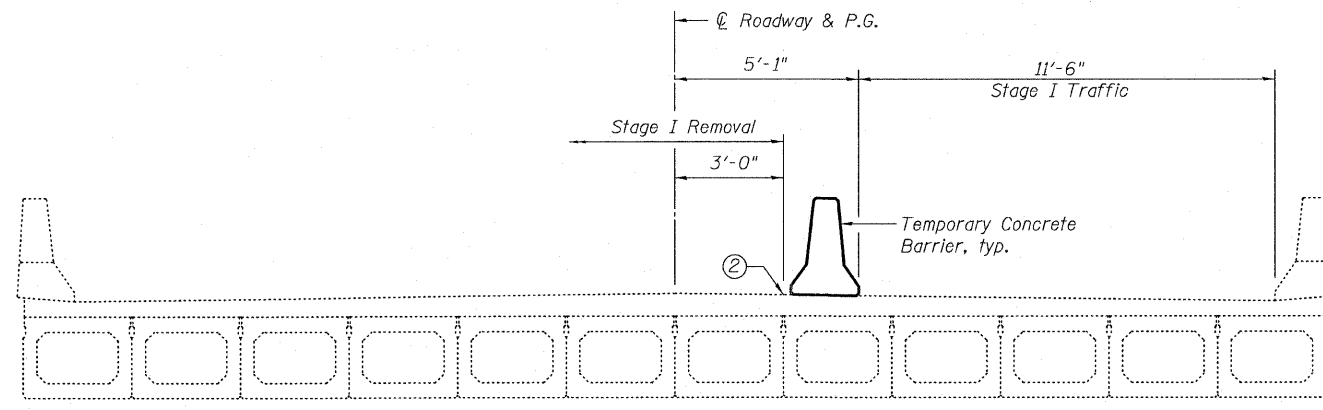
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	3,228	388	388	537.20	1.05	1.05	538.25	538.25
Base	100	3,747	388	388	537.60	1.61	1.61	539.21	539.21
Overtopping	60	3,400	388	388	537.30	1.25	1.25	538.55	538.55
Max. Calc.									

**GENERAL NOTES, DETAILS &
TOTAL BILL OF MATERIALS
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001**

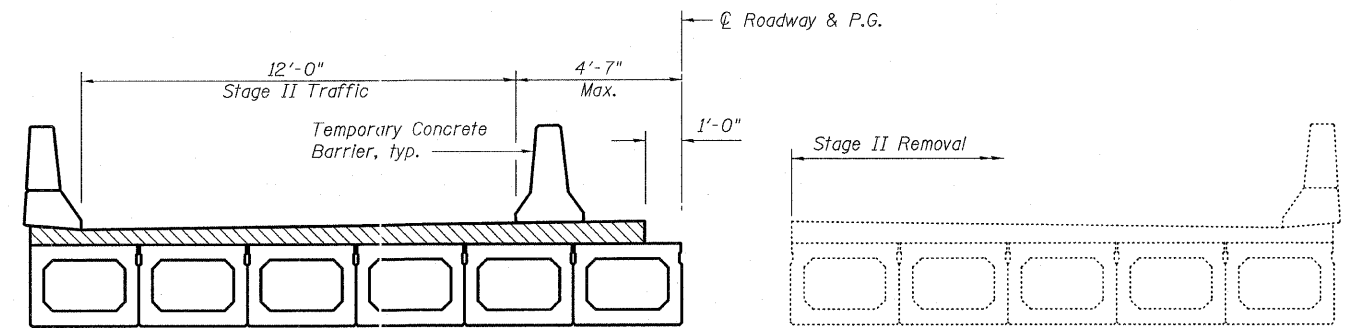
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3
FAP 310	57BR-1	JERSEY	25	12	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

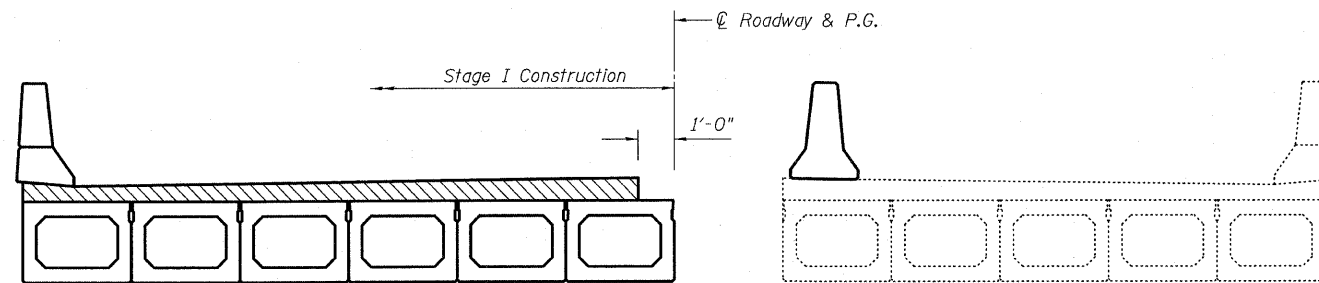
Contract #76B20



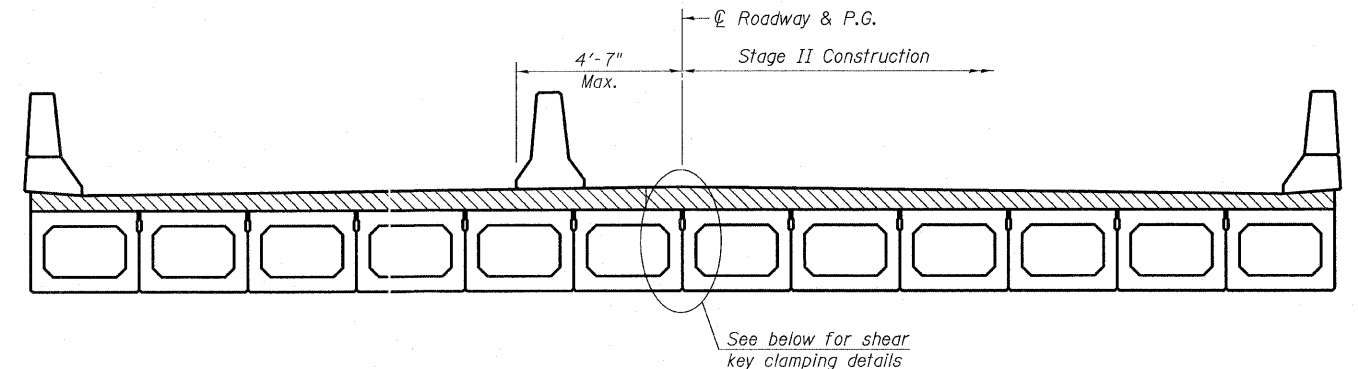
STAGE I REMOVAL



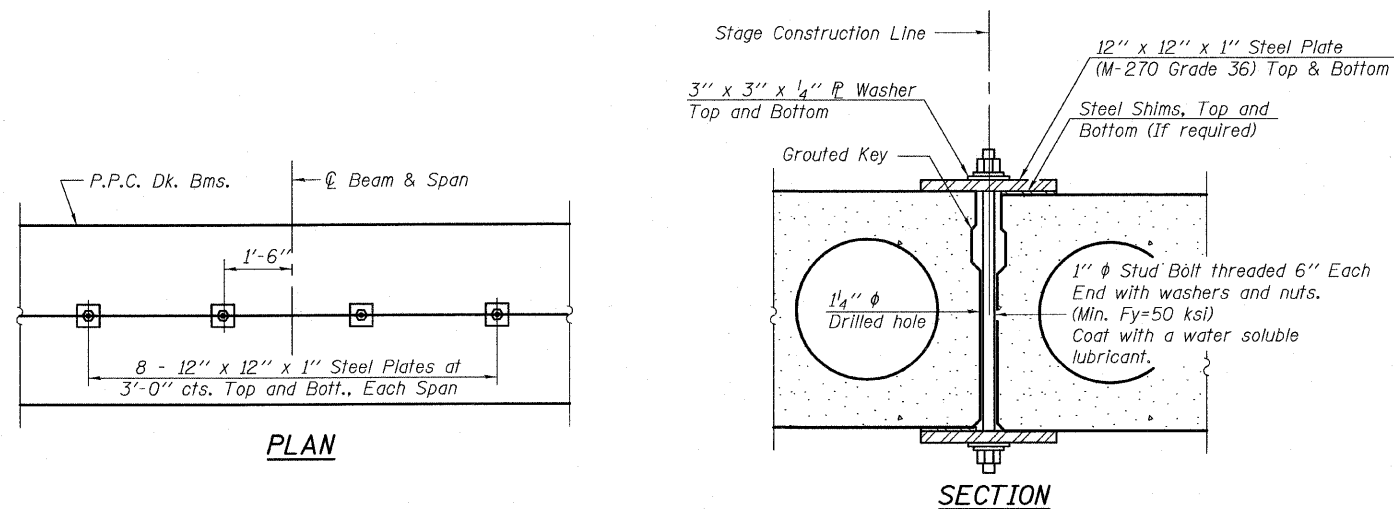
STAGE II REMOVAL



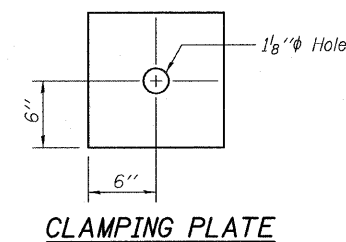
STAGE I CONSTRUCTION



STAGE II CONSTRUCTION



SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.



CLAMPING PLATE

Notes:

- ① All views Looking South.
- ② Existing concrete deck shall be saw cut at stage construction line prior to Stage I removal. Cost included with Removal of Existing Superstructures.
- ③ For quantity of Temporary Concrete Barrier and related traffic control, see roadway plans.
- ④ For details of Temporary Concrete Barrier, see sheet 4 of 14.

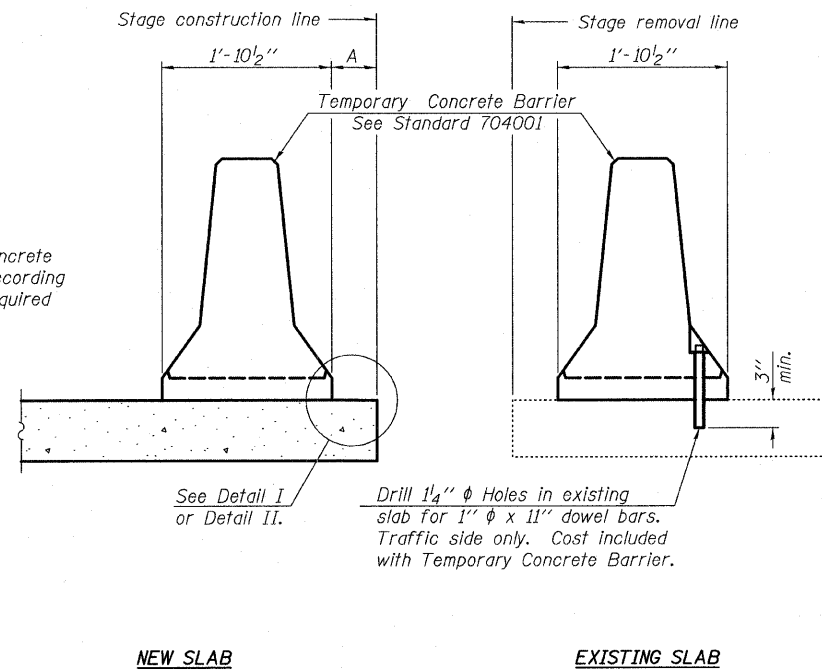
STAGE CONSTRUCTION DETAILS
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

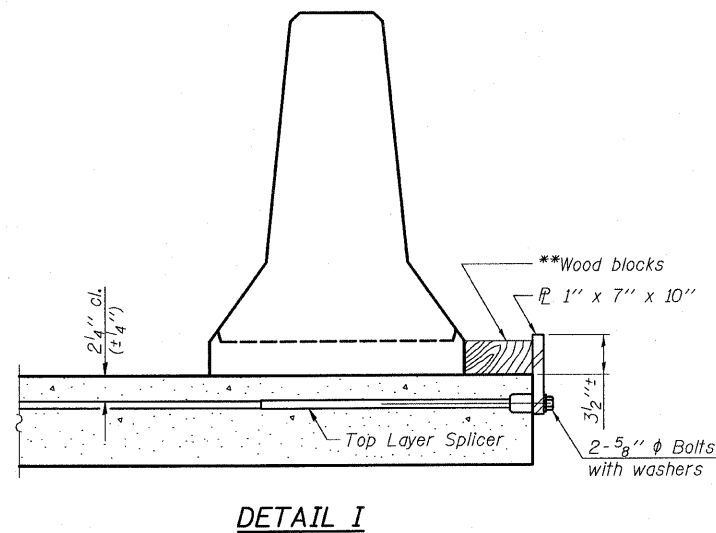
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #76B20

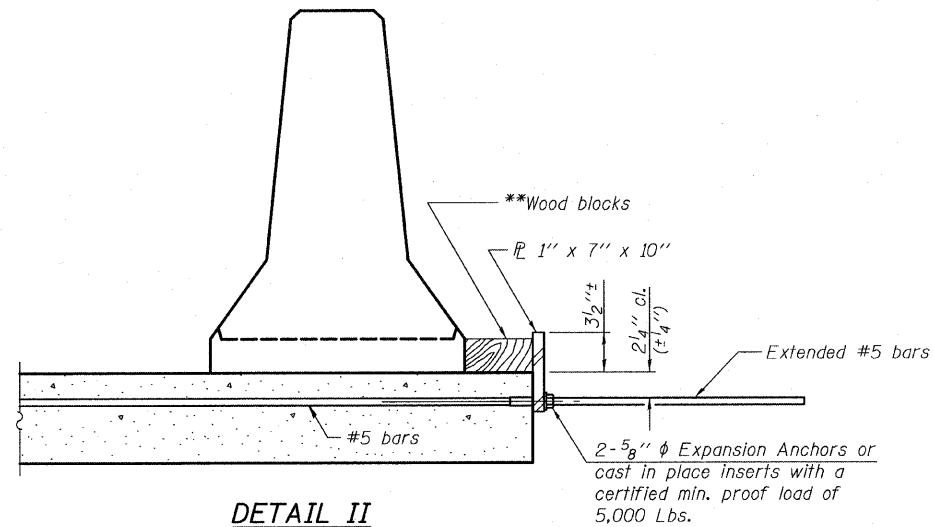
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB



DETAIL I



DETAIL II

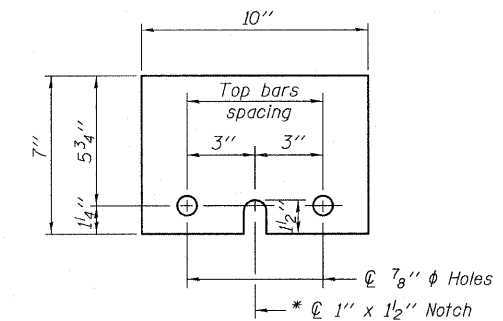
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

NOTES

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

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

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



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

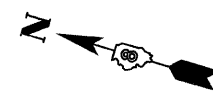
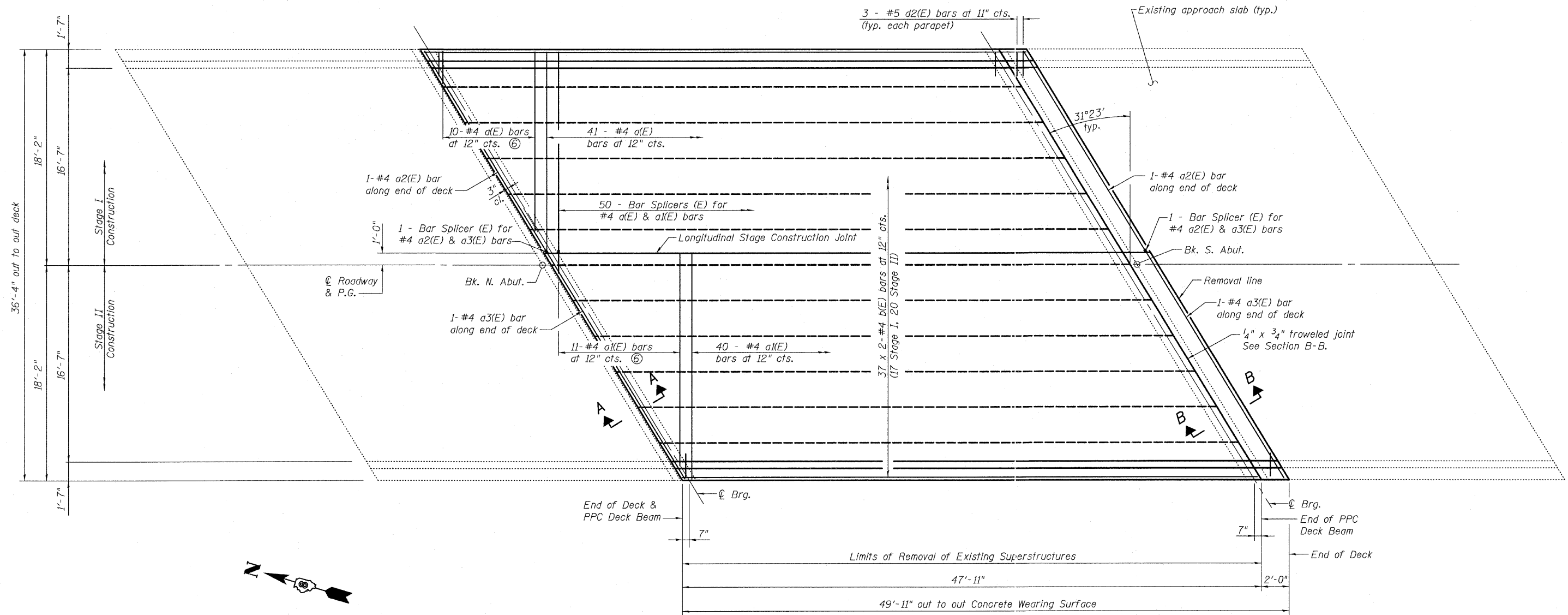
* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAP 310	SECTION 57BR-1	COUNTY JERSEY	TOTAL SHEETS 25	SHEET NO. 14	SHEET NO. 5 14 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-	

Contract #76B20



PLAN

Min. Bar Lap
#4 bar = 1'-8"

Notes:

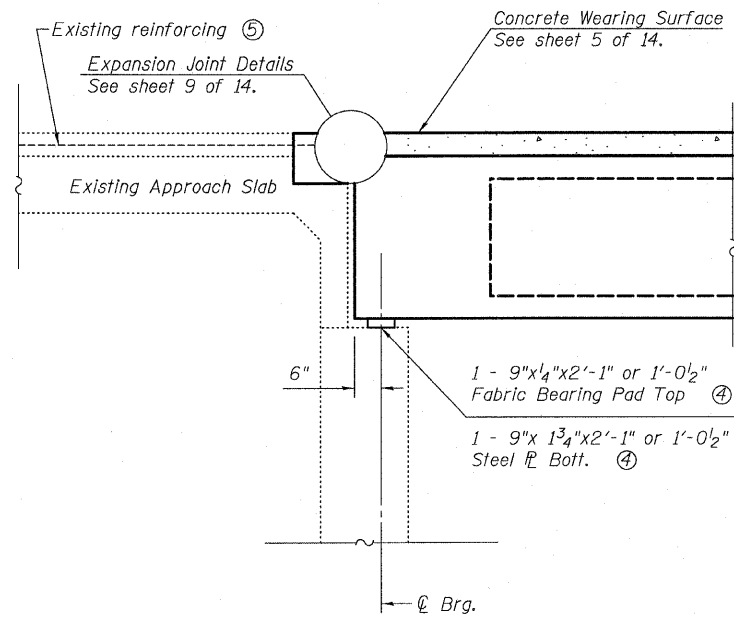
- ① See sheet 7 of 14 for Bill of Materials.
- ② See sheet 14 of 14 for Bar Splicer details.
- ③ See sheet 3 of 14 for stage construction details.
- ④ See sheet 6 of 14 for Sections A-A and B-B. Work with abutment joint details, sheets 11 and 12 of 14.
- ⑤ Bar indicated thus 37 x 2 - #4 etc. indicates 37 lines of bars with 2 lengths per line.
- ⑥ Order a(E) and a(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

SUPERSTRUCTURE
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001

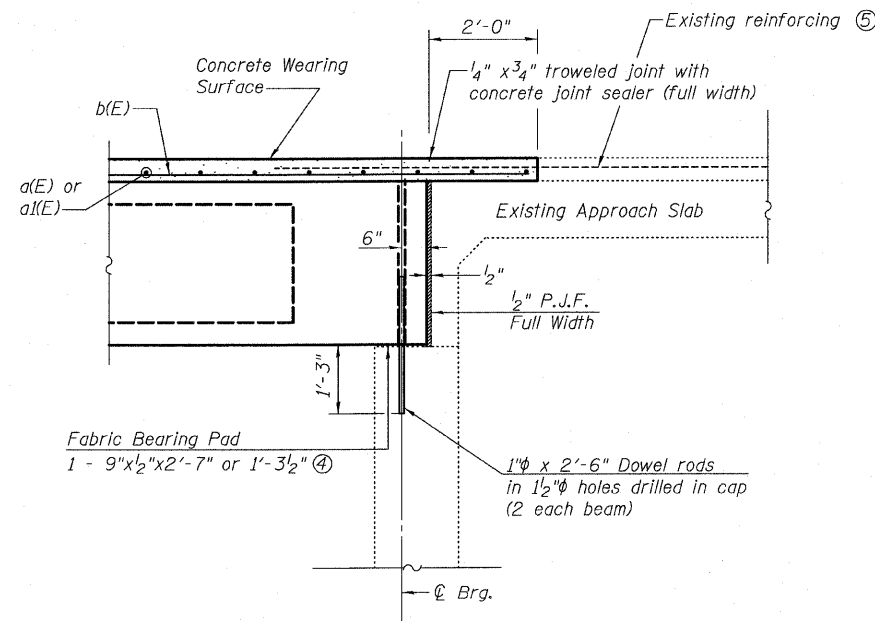
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6
FAP 310	57BR-1	JERSEY	25	15	14 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

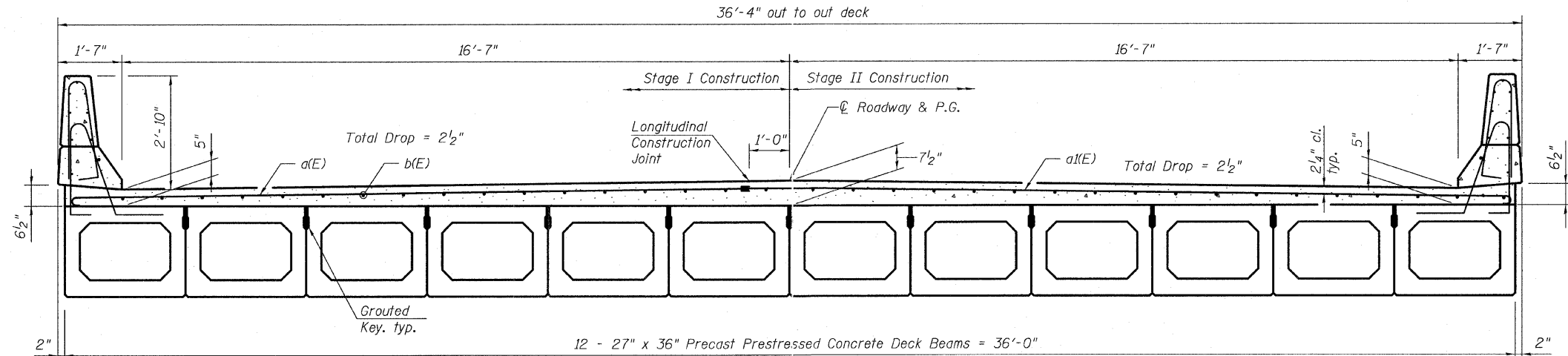
Contract #76B20



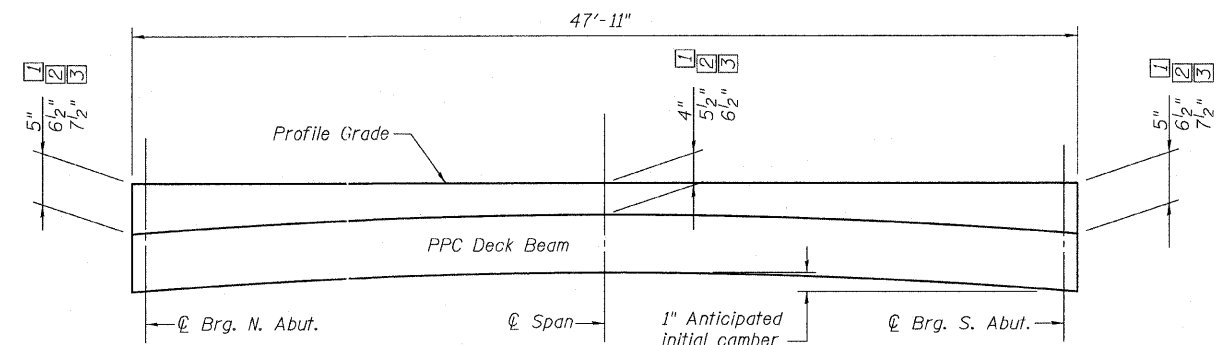
SECTION A-A
(Section Thru N. Abut. (Expansion Joint))



SECTION B-B
(Section Thru S. Abut. (Fixed Joint))



CROSS SECTION NEAR ABUTMENTS
(Looking South)



- ① Located At Inside Face of Parapet
- ② Located At Outside Face of Fascia Beam
- ③ Located At C Roadway & P.G.

REINFORCED CONCRETE WEARING SURFACE PROFILE

Notes:

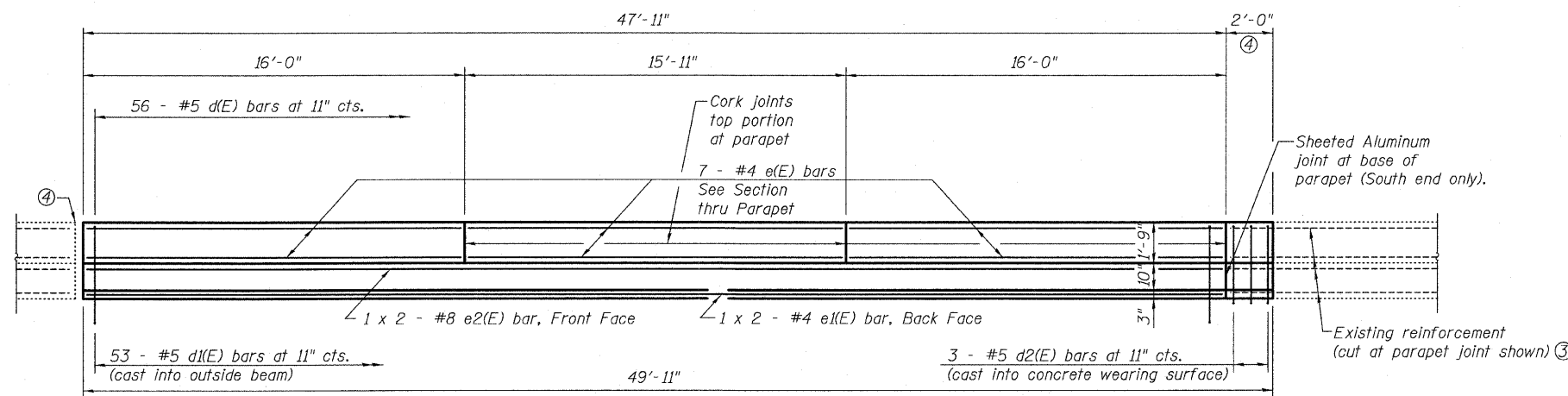
- ① After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hours prior to grouting the shear keys.
- ② Dowel rods drilled in cap are included in the cost of Precast Prestressed Concrete Deck Beams (27" depth).
- ③ Concrete wearing surface to be poured after grouting the shear keys.
- ④ See sheet 8 of 14 for bearing details.
- ⑤ Existing reinforcement bars shown are to be cleaned and incorporated into new construction. Cost included with Removal of Existing Superstructures No. 1

SUPERSTRUCTURE DETAILS
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

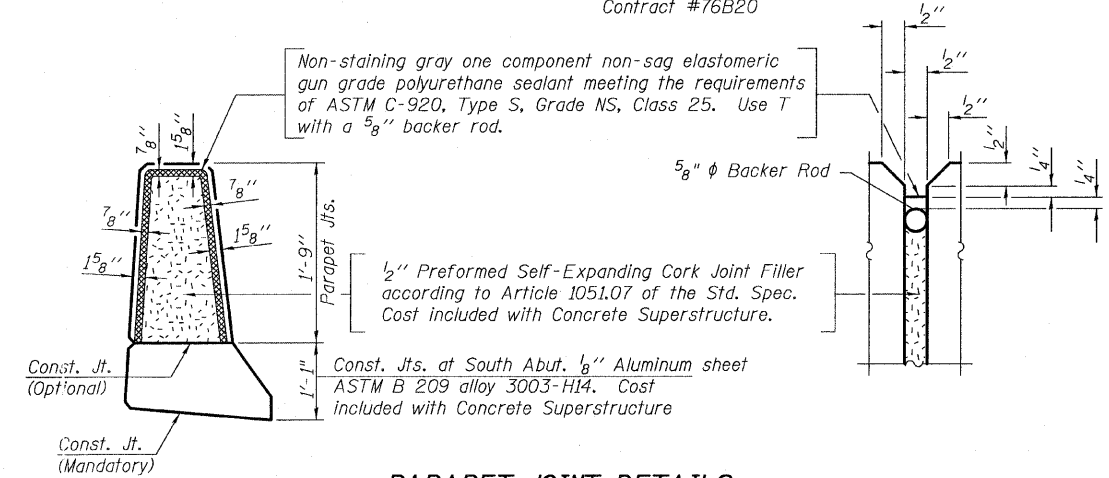
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7
FAP 310	57BR-1	JERSEY	25	16	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #76B20



INSIDE ELEVATION OF PARAPET

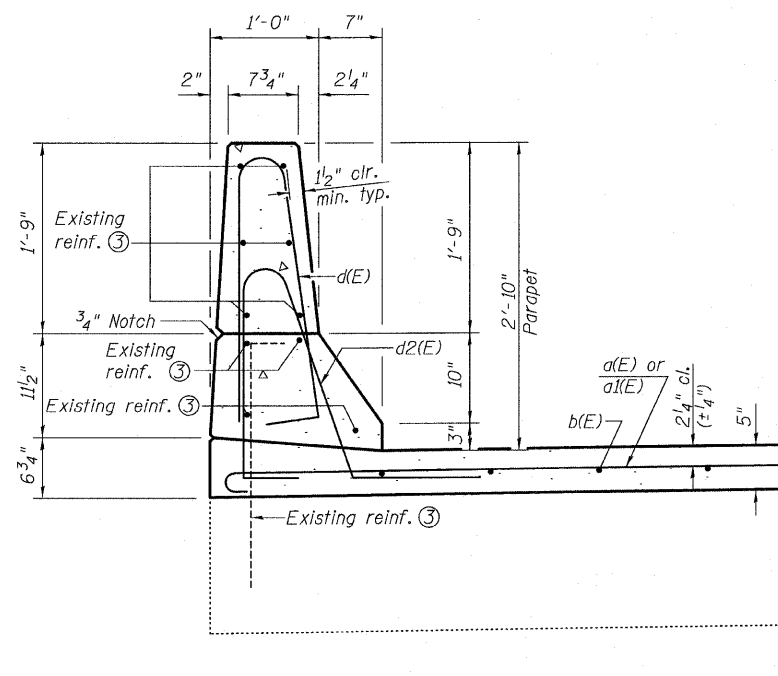
(East parapet shown, west parapet similar)



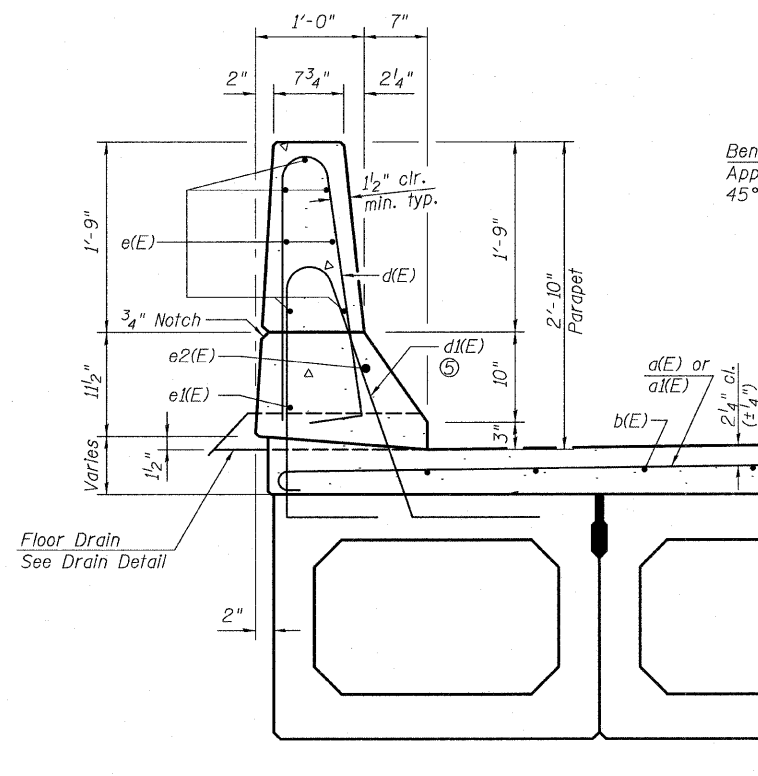
PARAPET JOINT DETAILS

BILL OF MATERIAL

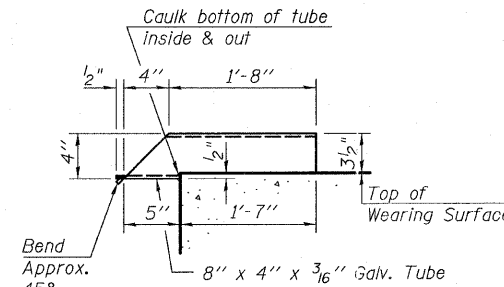
Bar	No.	Size	Length	Shape
a(E)	51	#4	17'-2"	┌───┐
a1(E)	51	#4	19'-2"	┌───┐
a2(E)	2	#4	19'-6"	┌───┐
a3(E)	2	#4	21'-10"	┌───┐
b(E)	74	#4	26'-1"	┌───┐
d(E)	112	#5	5'-7"	┌───┐
d1(E)	106	#5	7'-0"	┌───┐
d2(E)	6	#5	5'-11"	┌───┐
e(E)	42	#4	15'-7"	┌───┐
e1(E)	4	#4	24'-6"	┌───┐
e2(E)	4	#8	25'-6"	┌───┐
Reinforcement Bars, Epoxy Coated	Pound		4,820	
Concrete Superstructure	Cu. Yd.		10.1	
Bridge Deck Grooving	Sq. Yd.		173	
Protective Coat	Sq. Yd.		224	
Concrete Wearing Surface	Sq. Yd.		184	



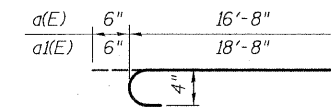
SECTION THRU PARAPET AT APPROACH SPAN



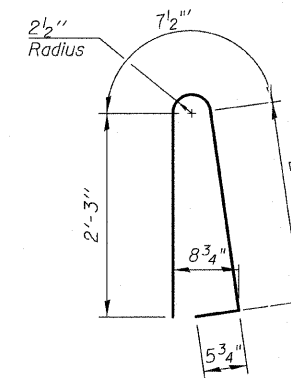
SECTION THRU PARAPET MAIN SPAN



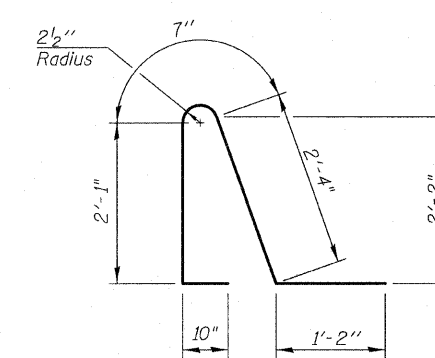
DRAIN DETAIL



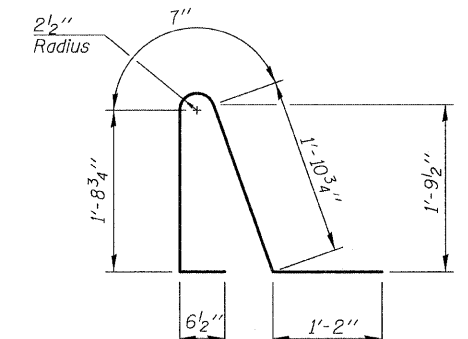
BARS d(E) & d1(E)



BAR d(E)



BAR d1(E)



BAR d2(E)

Notes:

- Minimum bar lap lengths in parapet:
#4 - 1'-4"
#8 - 3'-5"
- Bars indicated thus 1 x 2 - #5 etc. indicates 1 line of bars with 2 lengths per line.
- Existing reinforcement bars shown are to be cleaned and incorporated into new construction. Cost included with Removal of Existing Superstructures No. 1
- See abutment joint details on sheets 11 and 12 of 14, for additional information.
- Cast in outside beams only.

SUPERSTRUCTURE DETAILS

US ROUTE 67 OVER

DEARCY CREEK

FAP ROUTE 310 SECTION 57BR-1

JERSEY COUNTY

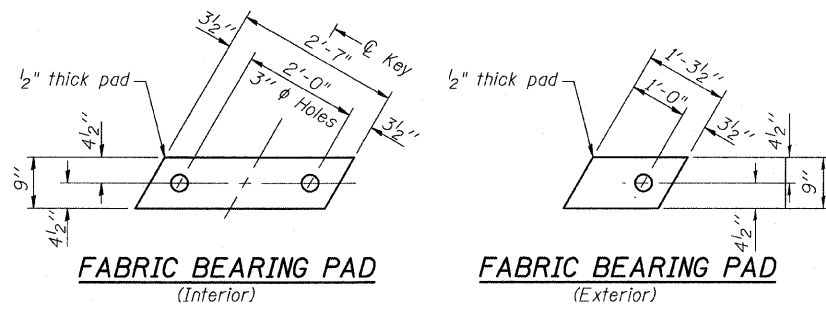
STATION 651+79.77

STRUCTURE NO. 042-0001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

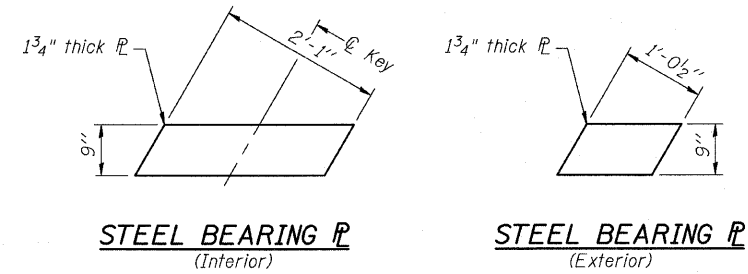
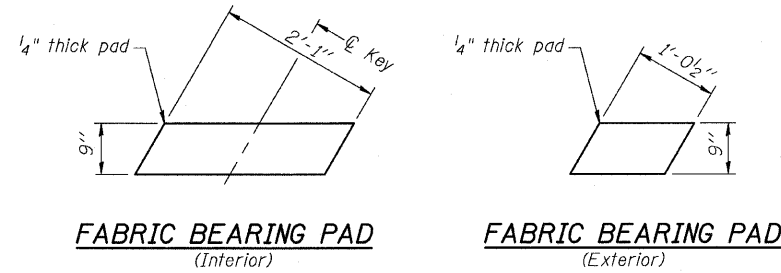
ROUTE NO. FAP 310	SECTION 57BR-1	COUNTY JERSEY	TOTAL SHEETS 25	SHEET NO. 17	SHEET NO. 8 14 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #76B20



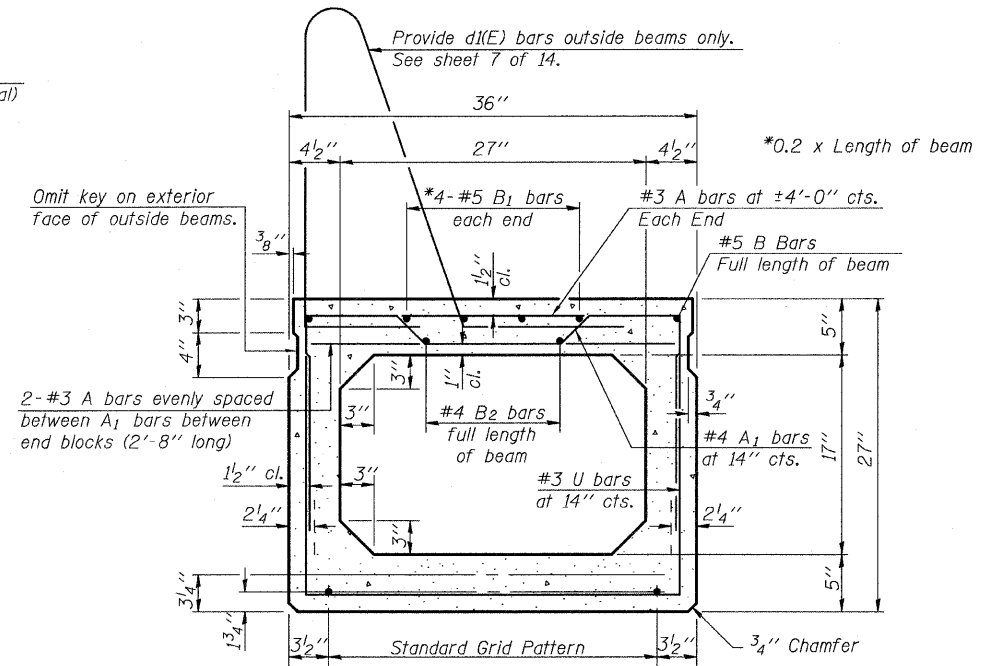
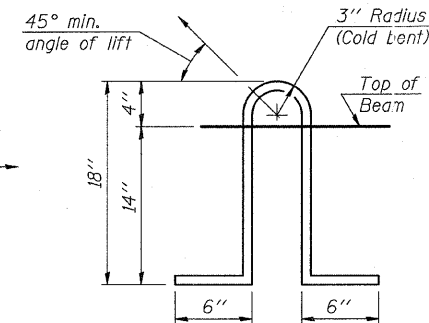
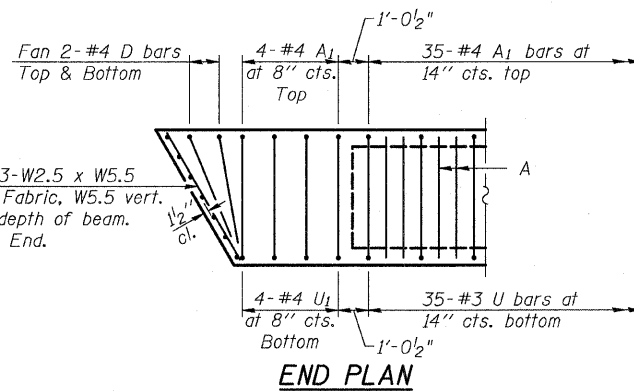
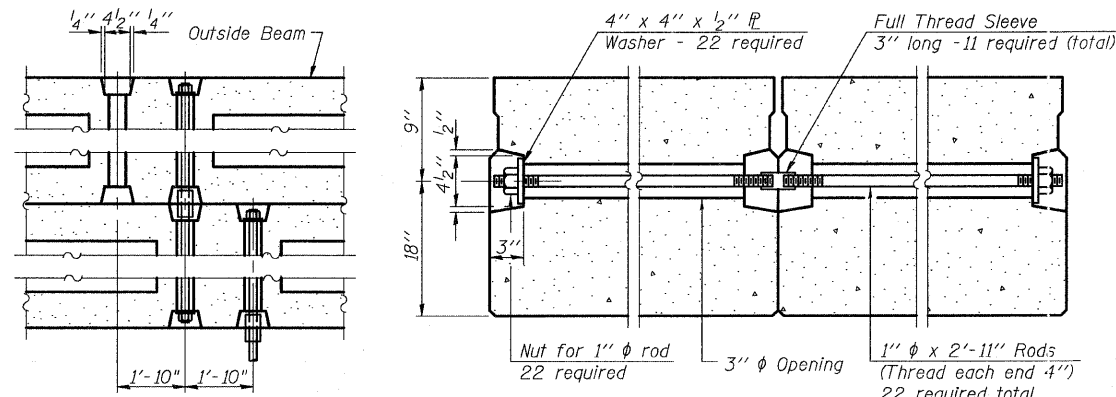
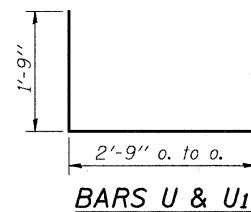
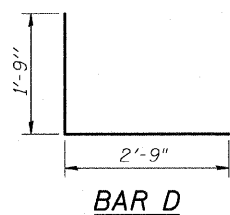
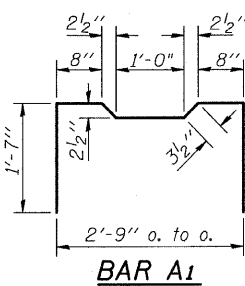
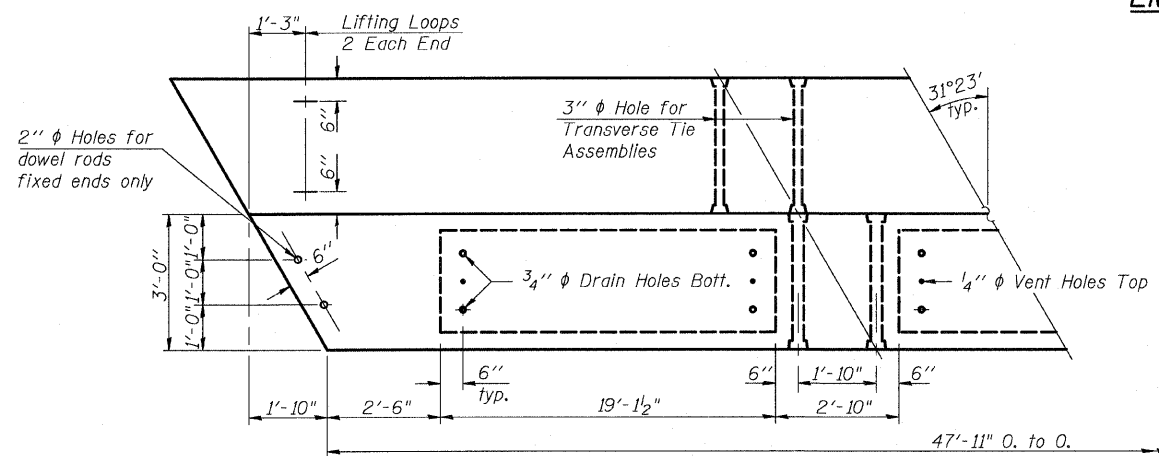
FIXED

(See sheet 6 of 14 for details.)



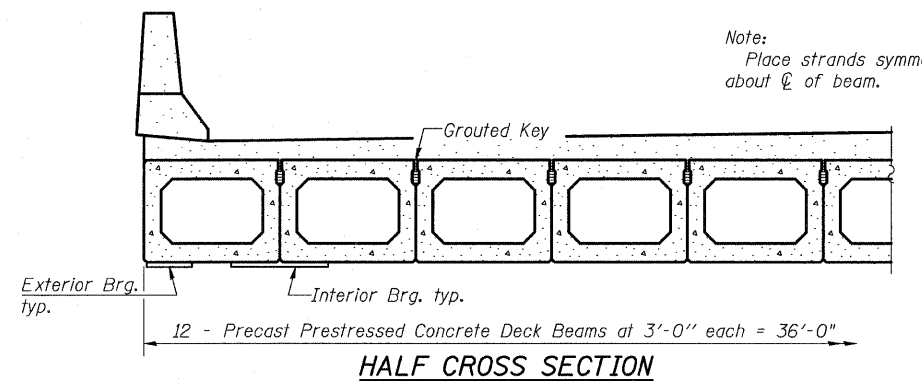
EXPANSION

(See sheet 6 of 14 for details.)



1/2" diameter Strands, Each Strand Stressed to 30,900 Lbs.
8 Strands 1 3/4" up, 4 Strands 3/4" up

Note:
Place strands symmetrically about centerline of beam.



NOTES

- 1 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
- 2 The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
- 3 Lifting loops shall be 2 - 1/2" diameter 270 ksi strands, as shown.
- 4 The 1" diameter rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.
- 5 Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.
- 6 The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/2" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.
- 7 Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.
- 8 Corrosion Inhibitor, per Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
- 9 Required Release Strength, f'ci, shall be 4,000 p.s.i.
- 10 Bearing pads and plates, anchor bolts and installation are included in the cost of Precast Prestressed Concrete Deck Beams, (27" Depth).

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (27" Depth)	Sq. Ft.	1,725

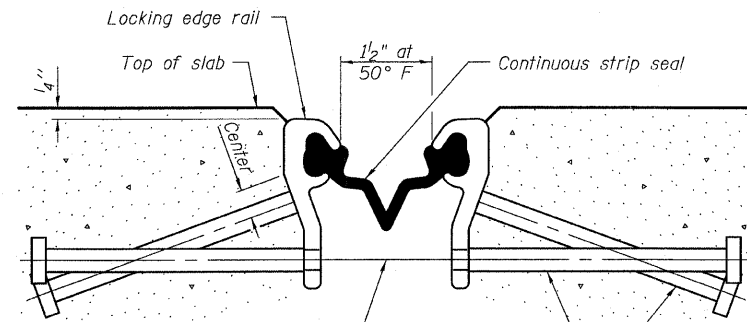
SUPERSTRUCTURE DETAILS
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
FAP 310	57BR-1	JERSEY	25	18	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #76B20

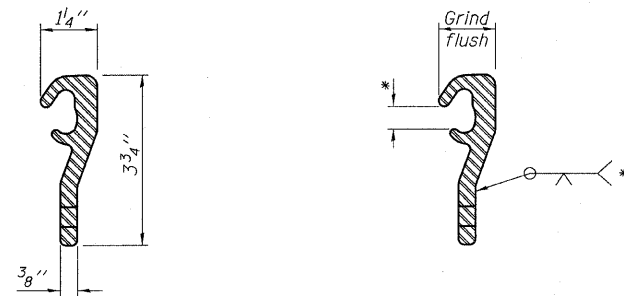
- * Omit weld at seal opening.
- ** When joint is fixed, dimension is set at 1 1/2".



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.

Place 1/2" ϕ x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS



LOCKING EDGE RAIL

LOCKING EDGE RAIL SPLICE

Notes:

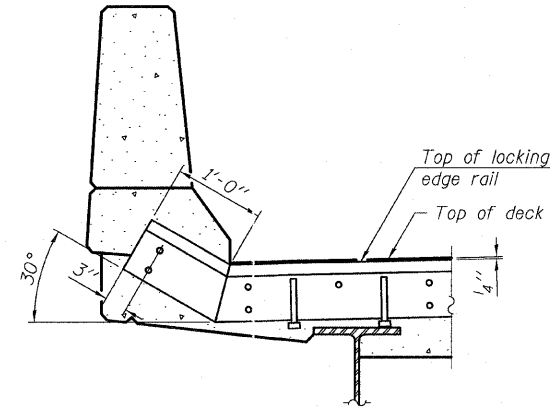
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue.

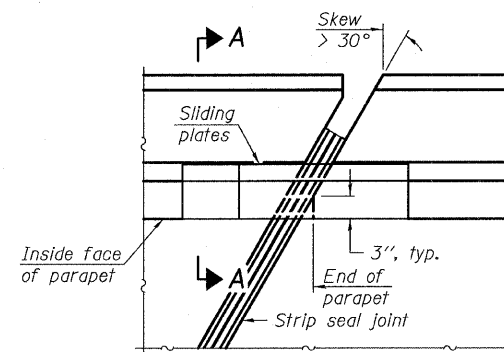
Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

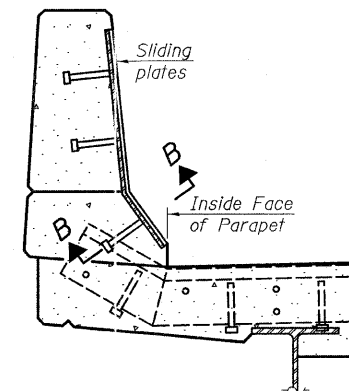


AT PARAPET

TYPICAL END TREATMENTS



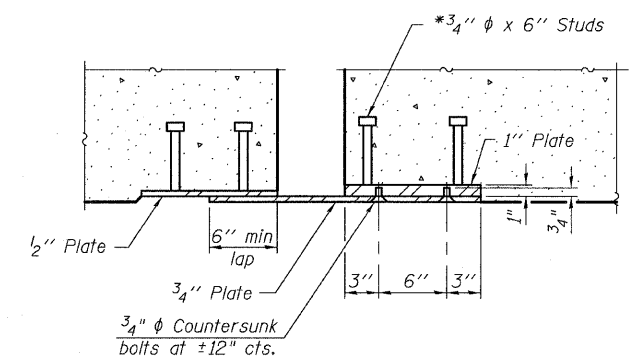
PLAN



SECTION A-A

POINT BLOCK DETAILS

(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

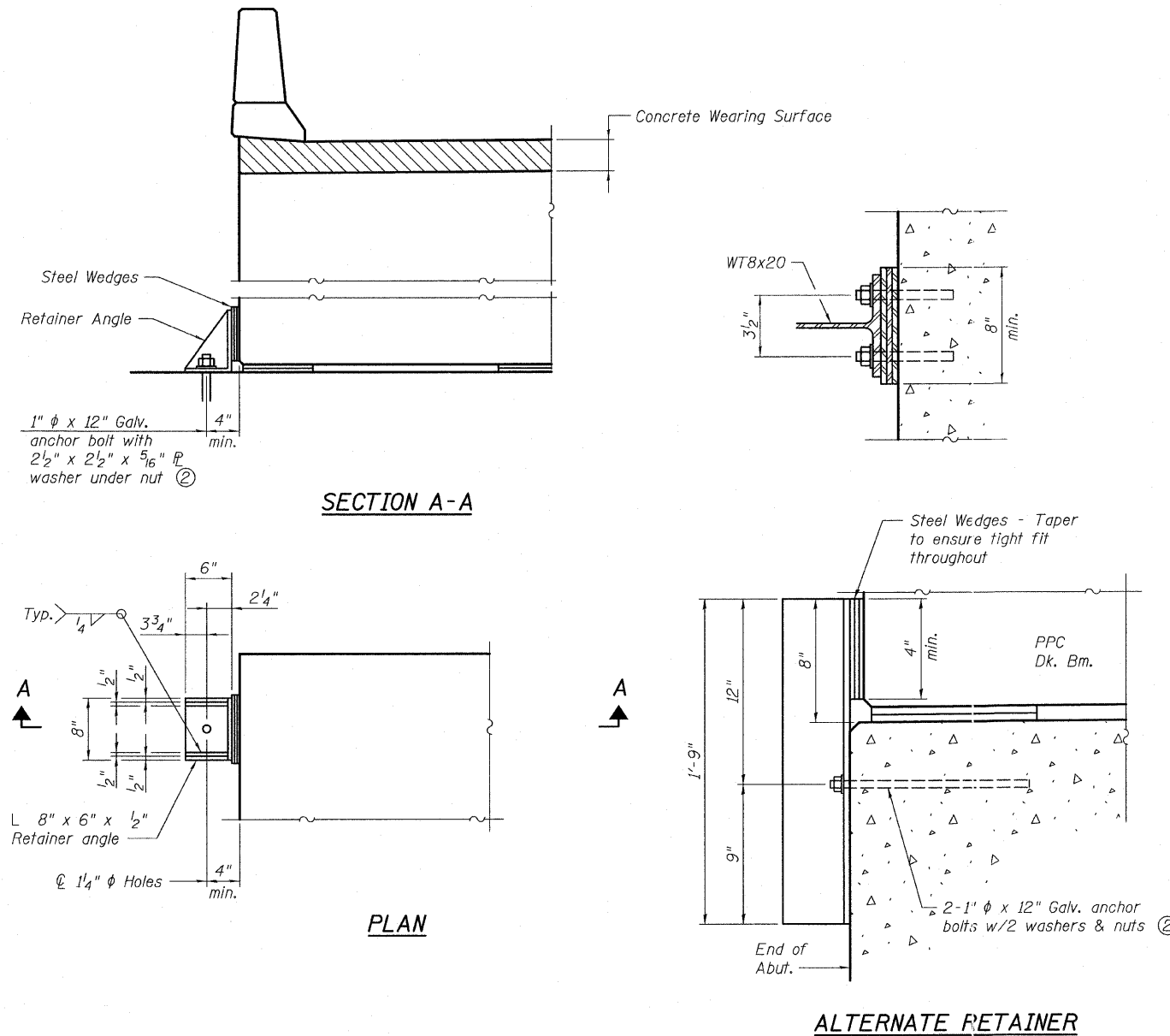
Item	Unit	Total
Preformed Joint Strip Seal	Foot	35

SUPERSTRUCTUE DETAILS
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAP 310	57BR-1	JERSEY	25	19	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #76B20



SECTION A-A

PLAN

ALTERNATE RETAINER

RETAINER ASSEMBLY AT EXPANSION JOINT

Notes:

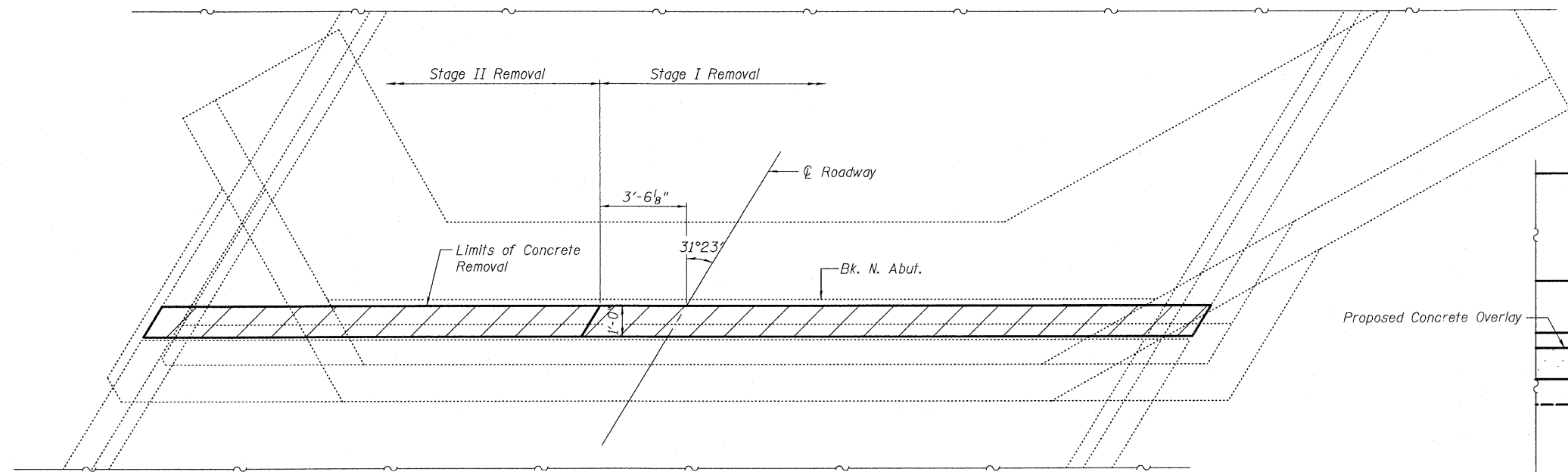
- ① Retainer angles are to be used at the expansion ends of deck beams only. Retainer angles shall be removed after the concrete wearing surface is poured and cured. Anchor bolts may be left in place.
- ② Approved threaded rod shall be placed in drilled holes and grouted in place. Cost of retainer and accessories are included with Precast Prestressed Concrete Deck Beams (27" Depth).

SUPERSTRUCTURE DETAILS
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001

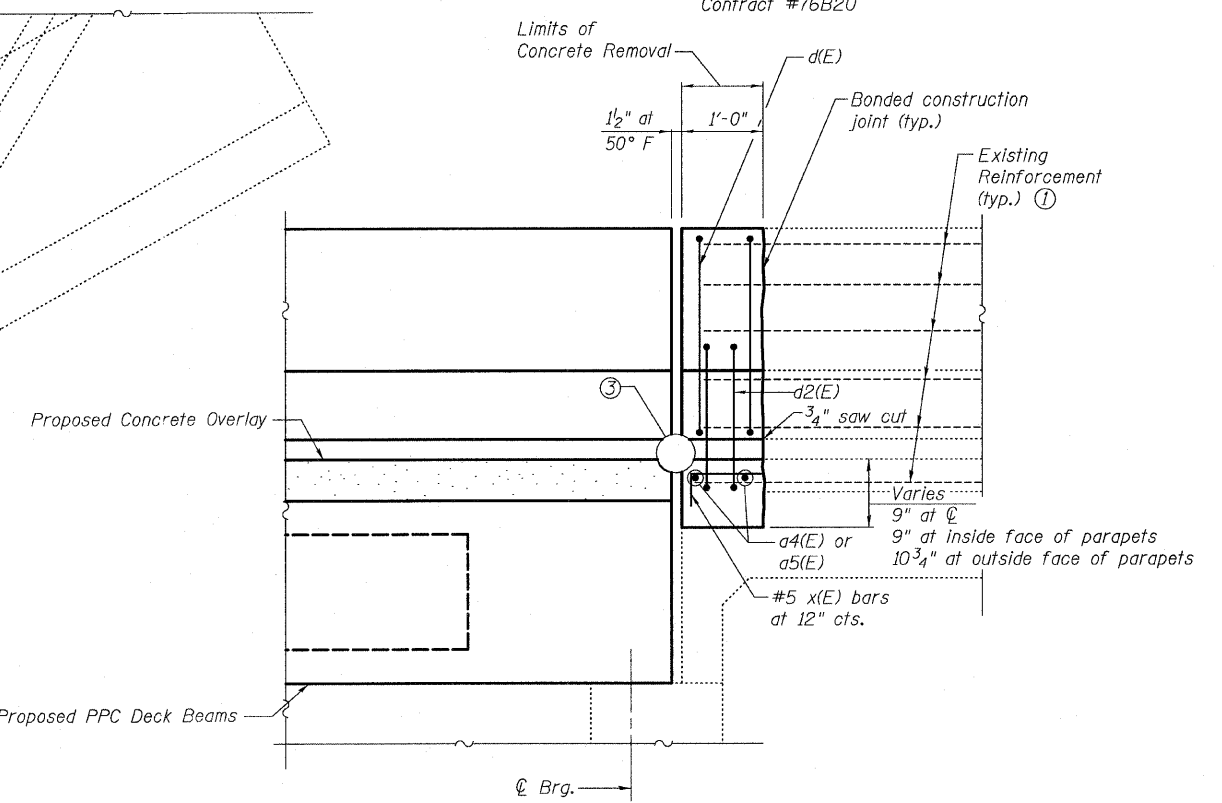
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

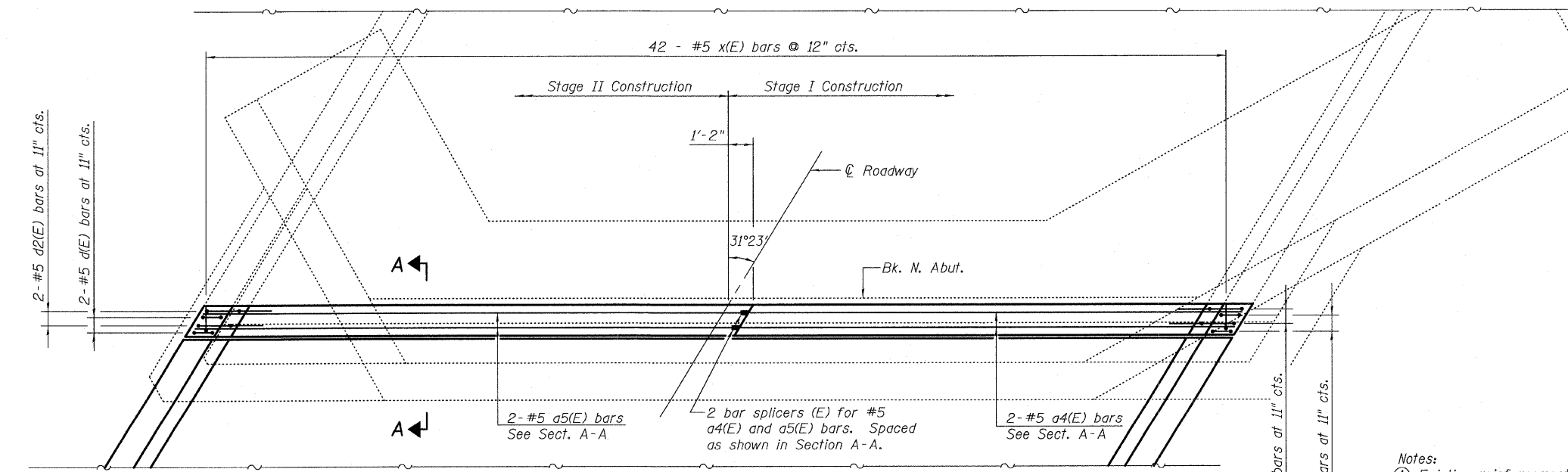
Contract #76B20



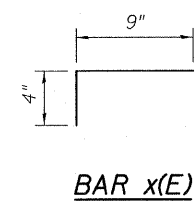
REMOVAL PLAN NORTH ABUTMENT



SECTION A-A



PROPOSED PLAN NORTH ABUTMENT



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a4(E)	2	#5	19'-6"	—
a5(E)	2	#5	21'-10"	—
d(E)	4	#5	5'-7"	⌒
d2(E)	4	#5	5'-11"	⌒
x(E)	42	#5	1'-1"	└
Reinforcement Bars, Epoxy Coated			Pound	180
Concrete Superstructure			Cu. Yd.	1.2
Concrete Removal			Cu. Yd.	1.2
Protective Coat			Sq. Yd.	5

Notes:

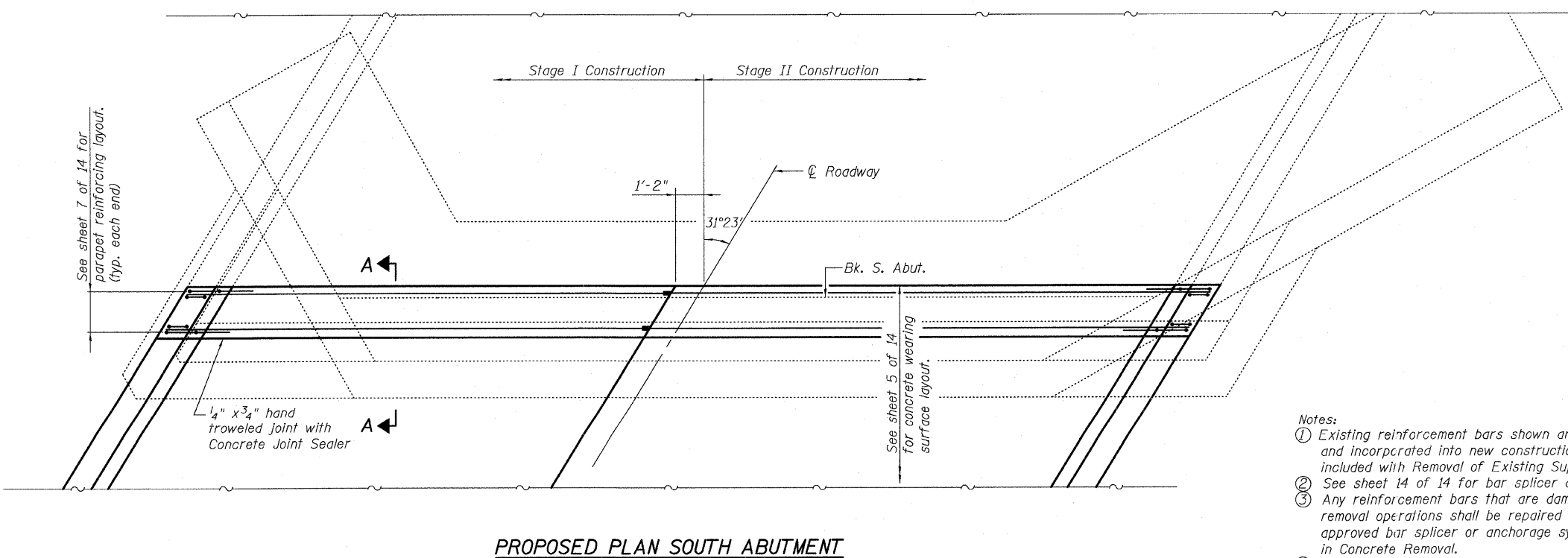
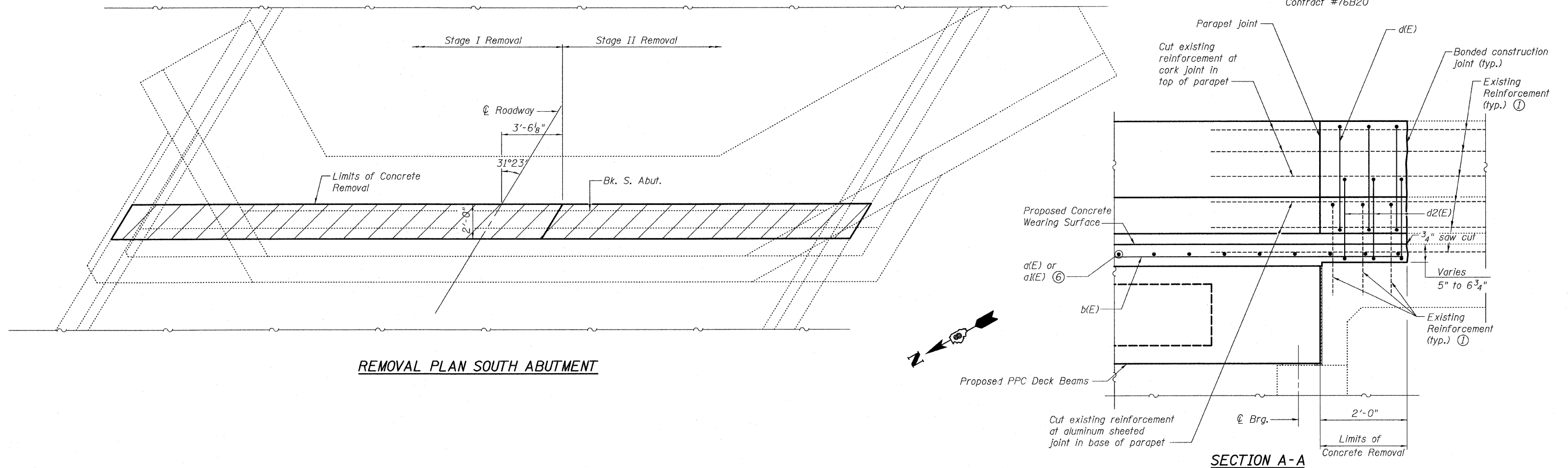
- ① Existing reinforcement bars shown are to be cleaned and incorporated into new construction. Cost included with Removal of Existing Superstructures No. 1
- ② See sheet 14 of 14 for bar splicer details.
- ③ See sheet 9 of 14 for Preformed Joint Strip Seal details.
- ④ Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in Concrete Removal.
- ⑤ See sheet 7 of 14 for bar bending details not shown.

NORTH ABUTMENT JOINT DETAILS
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
FAP 310	57BR-1	JERSEY	25	21	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #76B20



BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	1.6

Notes:

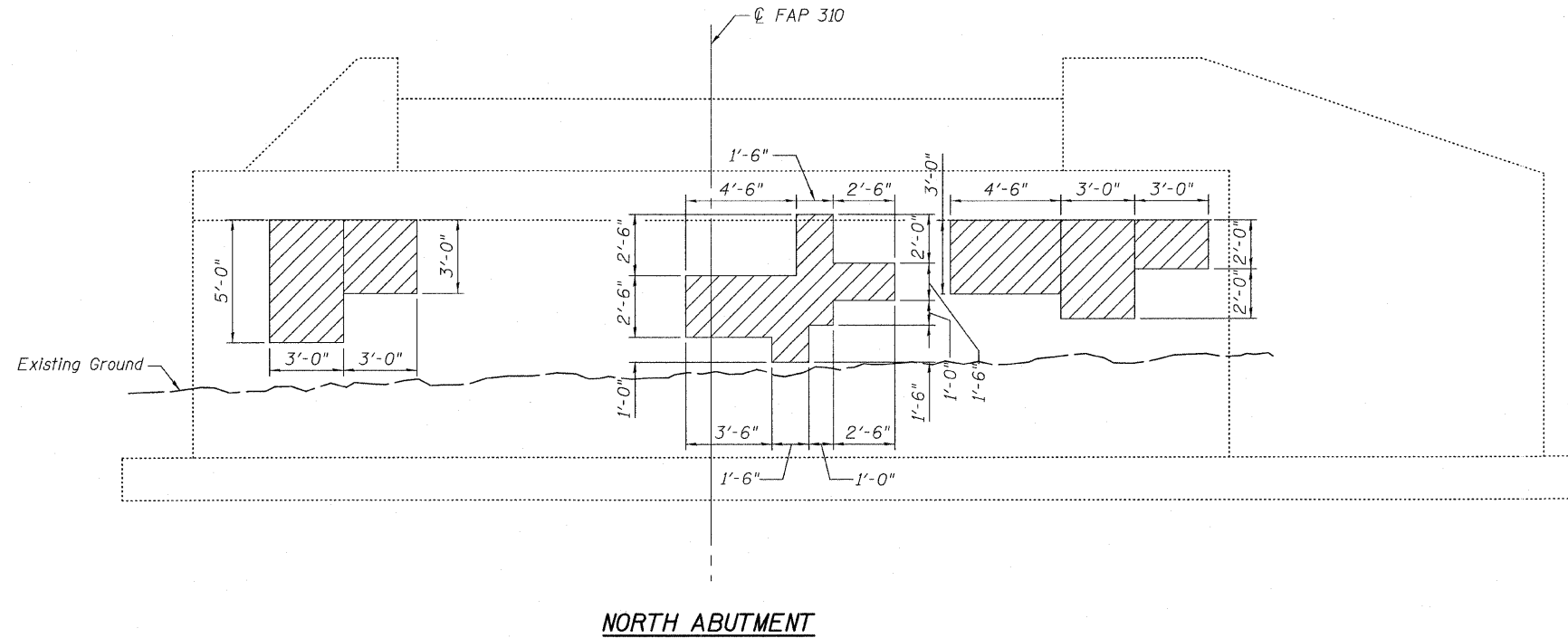
- ① Existing reinforcement bars shown are to be cleaned and incorporated into new construction. Cost included with Removal of Existing Superstructures No. 1
- ② See sheet 14 of 14 for bar splicer details.
- ③ Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in Concrete Removal.
- ④ See sheet 7 of 14 for bar bending details not shown.
- ⑤ O.F. denotes outside face.
I.F. denotes inside face.
- ⑥ See sheet 5 of 14 for concrete wearing surface bar layout.
- ⑦ See sheet 7 of 14 for bill of materials, bar bending details, parapet layout and details.

SOUTH ABUTMENT JOINT DETAILS
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAP 310	SECTION 57BR-1	COUNTY JERSEY	TOTAL SHEETS 25	SHEET NO. 22	SHEET NO. 13 14 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #76B20



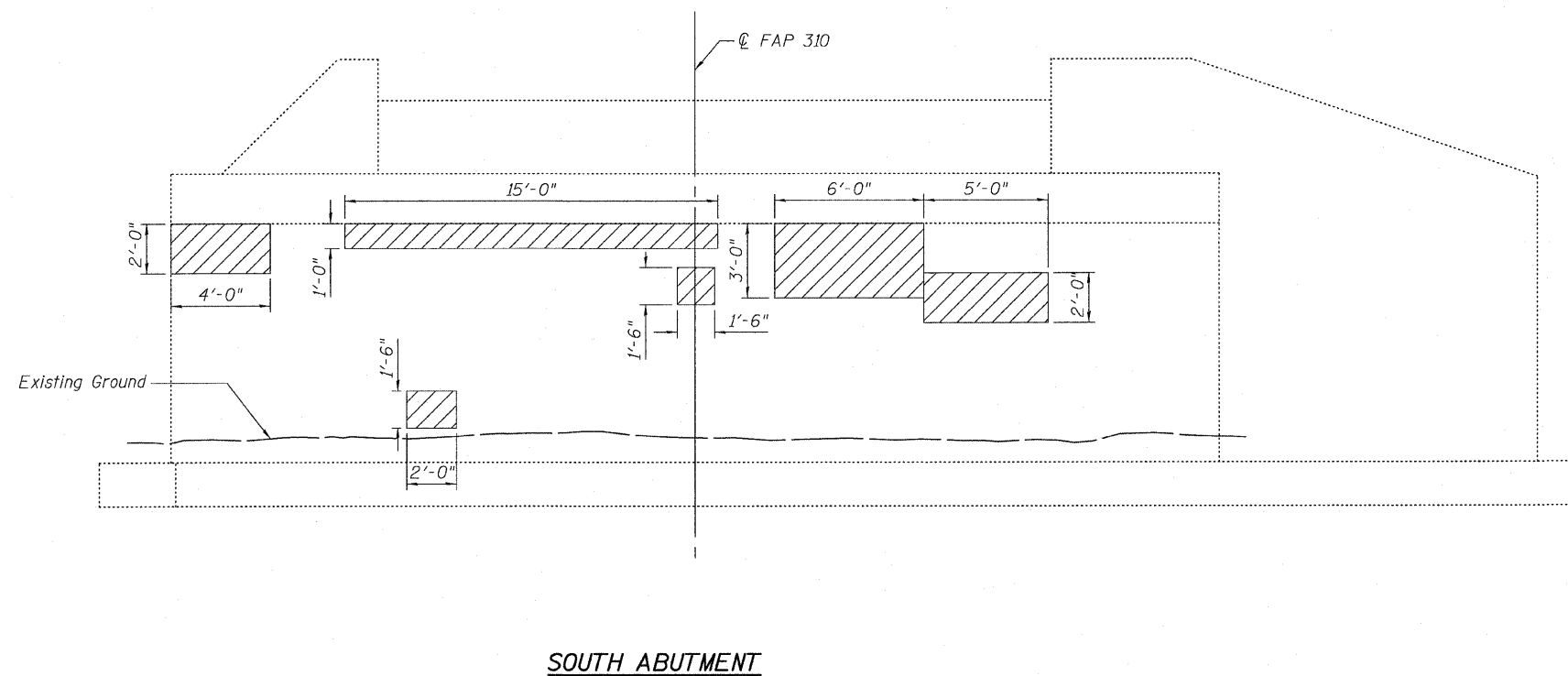
Notes:
① Estimated quantities are provided for Structural Repair of Concrete. Actual quantities will be determined by the Engineer in the field as work progresses.

LEGEND

Structural Repair of Concrete
(Depth Equal to or Less Than 5 in.)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	135



**ABUTMENT REPAIRS
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

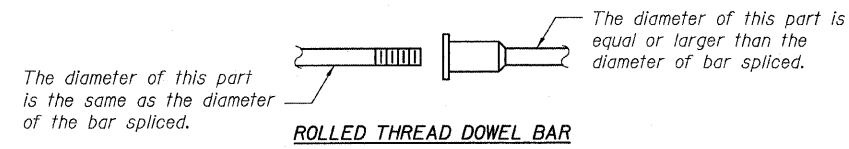
ROUTE NO. FAP 310	SECTION 57BR-1	COUNTY JERSEY	TOTAL SHEETS 25	SHEET NO. 23	SHEET NO. 14 14 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #76B20

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:

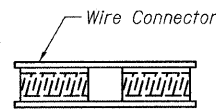
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete



ROLLED THREAD DOWEL BAR



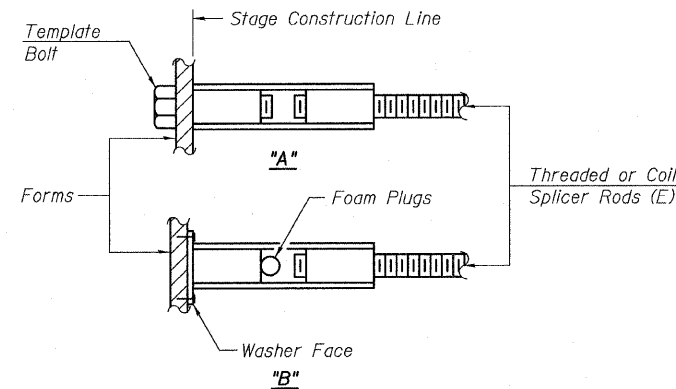
** ONE PIECE



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

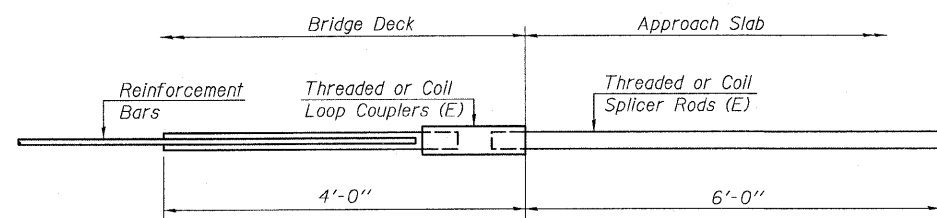
** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

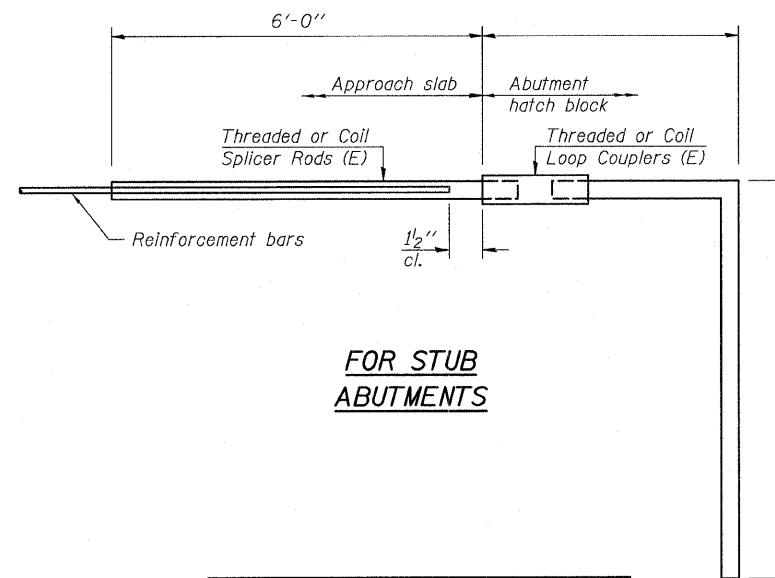
"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

BAR 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'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



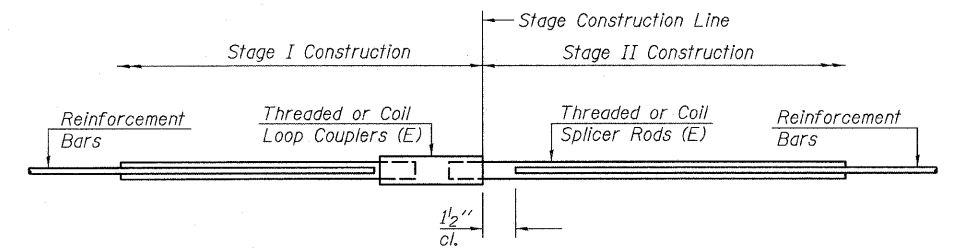
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

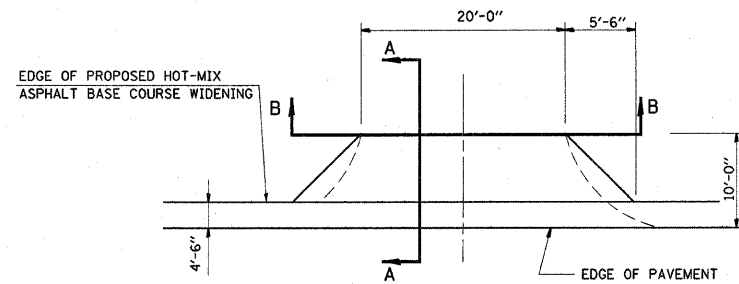
Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



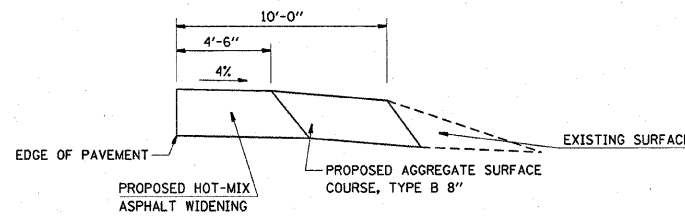
STANDARD

Bar Size	No. Assemblies Required	Location
#4	52	Deck
#5	2	N. Abut.

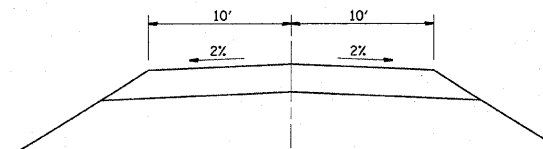
BAR SPLICER ASSEMBLY DETAILS
US ROUTE 67 OVER
DEARCY CREEK
FAP ROUTE 310 SECTION 57BR-1
JERSEY COUNTY
STATION 651+79.77
STRUCTURE NO. 042-0001



PLAN
 STA. 653+53.64 RT
 STA. 653+28.86 LT



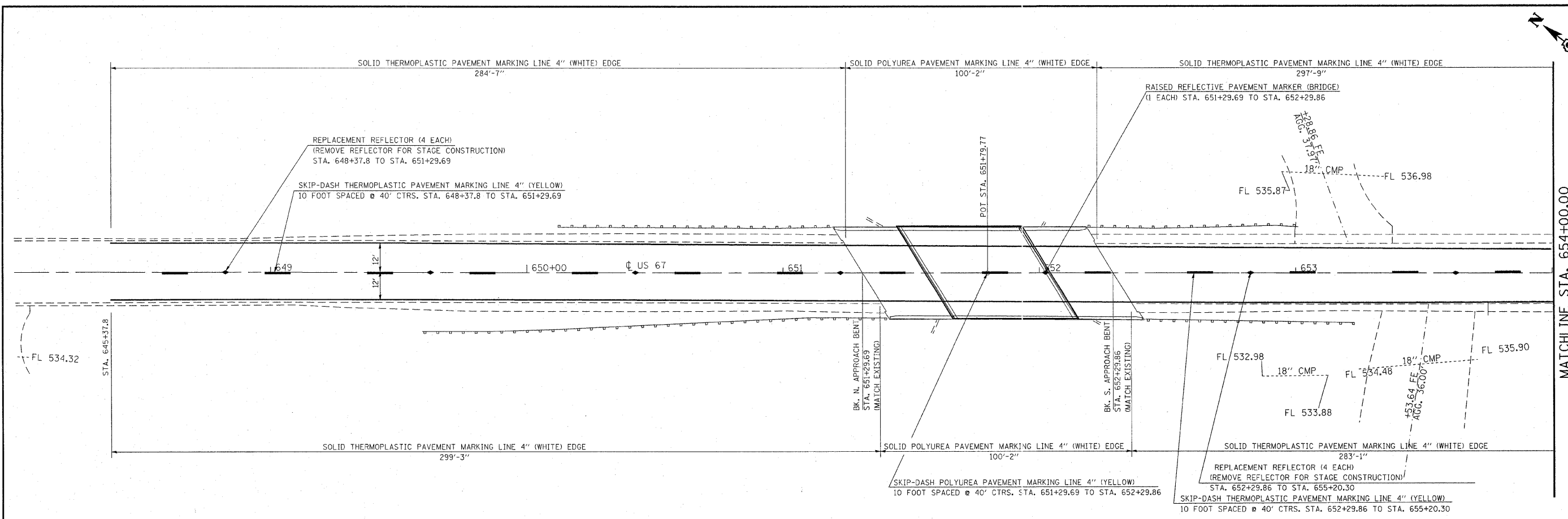
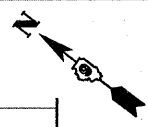
SECTION A-A WITH NEGATIVE GRADE



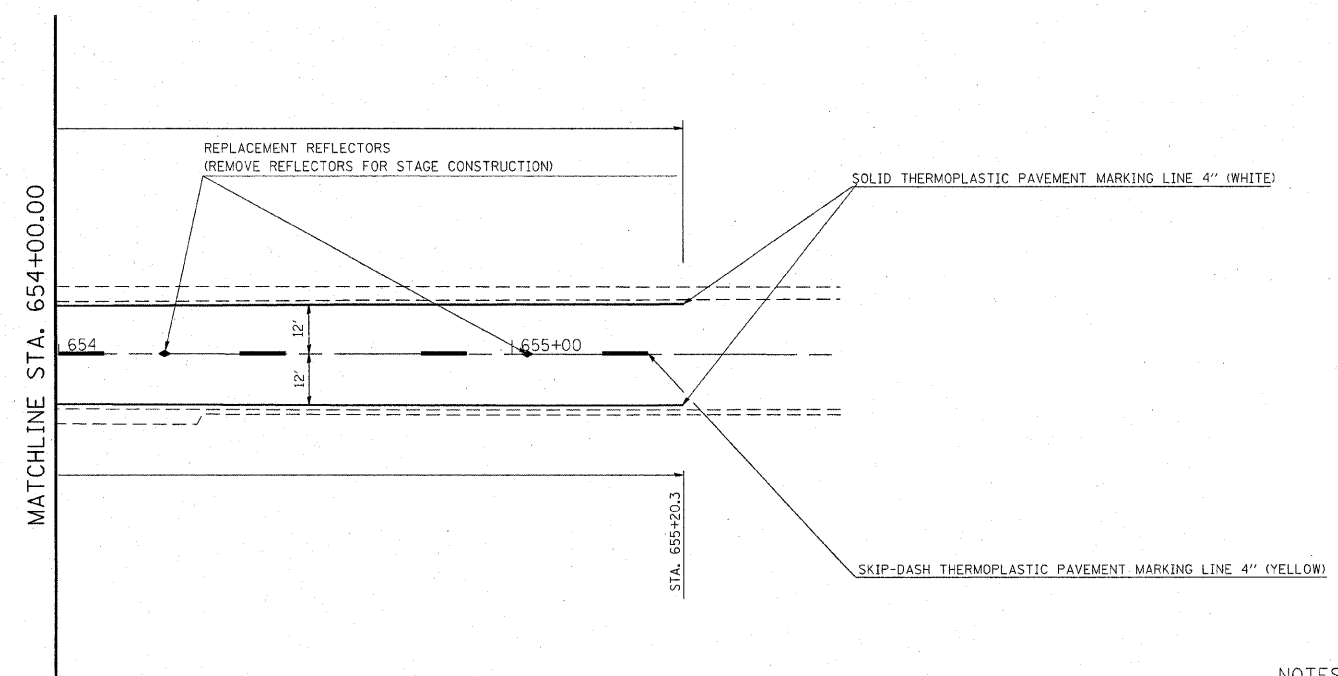
SECTION B-B

DRAWING NOT TO SCALE

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	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -					310	57BR-1	JERSEY	25	24
	PLOT DATE = 12/20/2007	CHECKED -	REVISED -					CONTRACT NO. 76B20				
	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

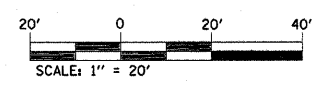


MATCHLINE STA. 654+00.00



NOTES:

SEE STANDARDS 781001 AND 780001 FOR PAVEMENT MARKING DETAILS.
FOLLOW STANDARD 635011 FOR BARRIER WALL REFLECTOR PLACEMENT.



FILE NAME = C:\Projects\pvtmark\09507.dgn	USER NAME = sebbang	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 // IN.	CHECKED -	REVISED -
	PLOT DATE = 12/20/2007	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING SHEET			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	578R-1	JERSEY	25	25
CONTRACT NO. 76B20				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				