

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	1

•DEWITT & PIATT

D-95-056-00

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

F.A.P. ROUTE 721 (IL 10)
PROJECT F-0721 (067)
SECTION (114,115)RS-2
DEWITT & PIATT COUNTIES

95%
4-5-2004

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- 95.-113. ROADWAY DETAILS

C-95-118-00

RESURFACING (MAINTENANCE)

FUNCTIONAL CLASSIFICATION

MINOR ARTERIAL

LIST OF STANDARDS

- 001001 AREAS OF REINFORCEMENT BARS
001006 DECIMAL OF AN INCH AND OF A FOOT
406201 MAILBOX TURNOUT
442101-04 CLASS B PATCHES
442201-01 CLASS C AND D PATCHES
482001 BIT. SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482006-01 BIT. SHOULDER ADJACENT TO RIGID PAVEMENT
482011-01 BIT. SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING PROJECTS
542401 METAL END SECTION FOR PIPE CULVERTS
602301 INLET, TYPE A
602306 INLET, TYPE B
604036 GRATE, TYPE B
701001 TRAFFIC CONTROL AND PROTECTION
701006-01 TRAFFIC CONTROL AND PROTECTION
701011 TRAFFIC CONTROL AND PROTECTION
701201-01 TRAFFIC CONTROL AND PROTECTION
701301-01 TRAFFIC CONTROL AND PROTECTION
701306 TRAFFIC CONTROL AND PROTECTION
701311-02 TRAFFIC CONTROL AND PROTECTION
701316-02 TRAFFIC CONTROL AND PROTECTION
701326-01 TRAFFIC CONTROL AND PROTECTION
702001-02 TRAFFIC CONTROL DEVICES
780001-01 TYPICAL PAVEMENT MARKINGS
781001-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001 DETECTOR LOOP INSTALLATIONS
886006 TYPICAL LAYOUTS FOR DETECTION LOOPS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Submitted Man 3 20 03
District Engineer
Examined _____ 20____
Engineer Design and Environment
Approved _____ 20____

Director, Division of Highways

Project Engineer: Kensil GarnettSquad Leader: Kensil GarnettDesigned By: Caren EledgeContract No.: 70126

Traffic Data: ADT (Leg A) 1,800 (2002); PV = (Leg A) 84.3%; SU = (Leg A) 10.2%; MU = (Leg A) 5.5%
(Leg B): 3,150 (2002); PV = (Leg B) 90.0%; SU = (Leg B) 6.4%; MU = (Leg B) 3.6%

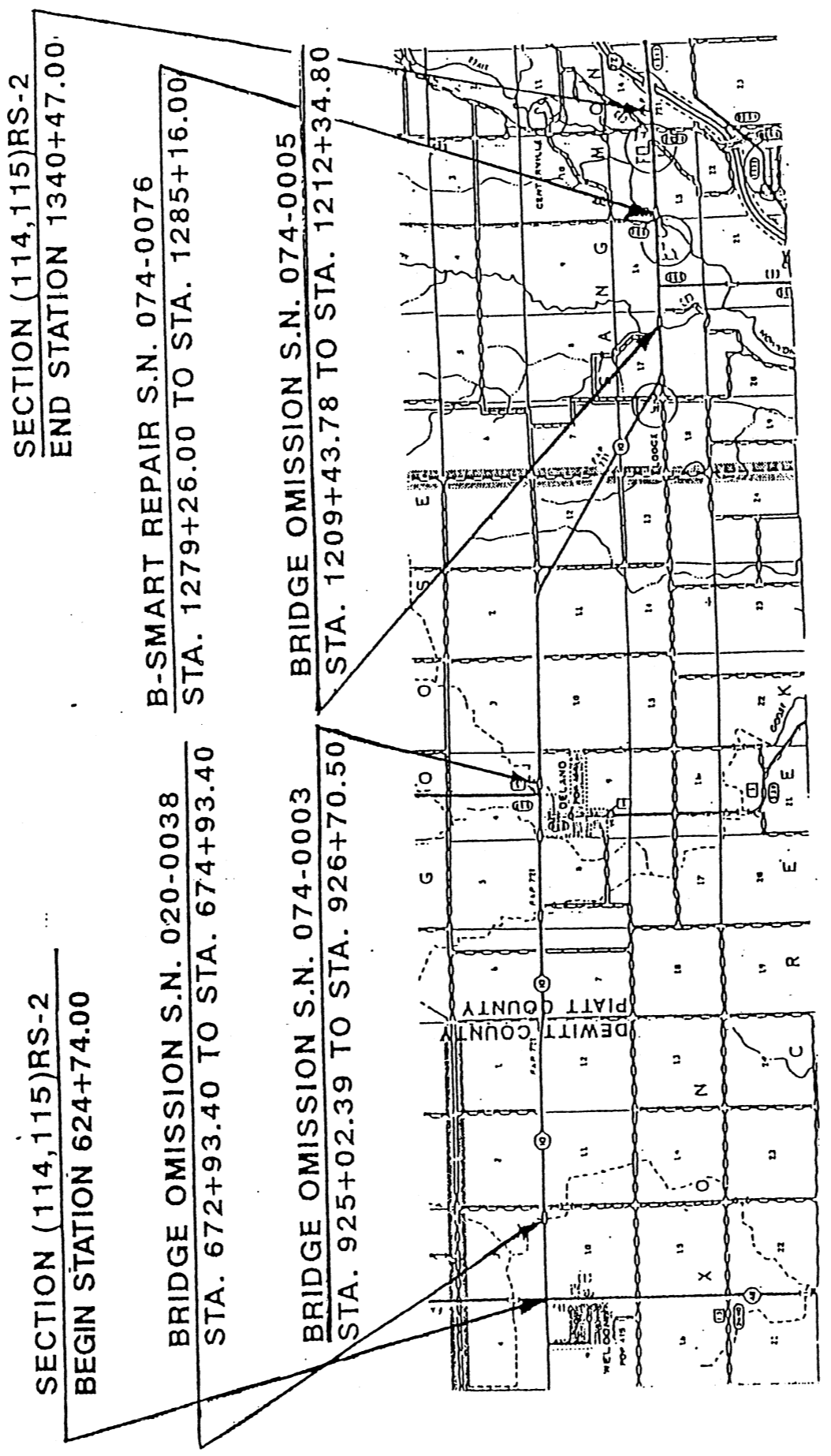
Toll Free JULIE Telephone No.: 1-800-892-0123 Nixon Township (Dewitt County); Goose Creek, Sangamon Townships (Platt County)

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LOCATION MAP

FAP ROUTE 721 (IL 10)
SECTION (114,115)RS-2
DEWITT & PIATT COUNTIES
SHEET 4 OF 113



TOTAL LENGTH OF PROJECT & SECTION = 71,495.83 FT = 13.54 MI
NET LENGTH OF PROJECT & SECTION = 70,836.70 FT = 13.42 MI

03/05/2003

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	13

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ROADWAY GENERAL NOTES

G. N. - 780. 06
PAINT PAVEMENT MARKINGS SHALL BE APPLIED TO THE FINAL
CONCRETE PAVEMENT SURFACE.

ESTIMATED QUANTITIES:

YELLOW:
24, 872 FOOT PAINT PAVEMENT MARKING - LINE 4 INCH

WHITE:
137, 933 FOOT PAINT PAVEMENT MARKING - LINE 4 INCH

TOTALS:
162, 805 FOOT PAINT PAVEMENT MARKING - LINE 4 INCH

G. N. - 781
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN
ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN
THE PLANS. IF THERE IS ANY DISCREPENCY BETWEEN THE STANDARD
AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL
GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR
TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN
THE 30 FOOT SPACE BETWEEN THE DASHED CENTERLINE STRIPES
(WHEN APPLICABLE).

ESTIMATED QUANTITY:

1, 046 EACH AMBER (BIDIRECTIONAL)

TOTAL:

1, 046 EACH RAISED REFLECTIVE PAVEMENT MARKER

G. N. - 1004. 01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE
AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

G. N. - 1004. 03
REVISE ARTICLE 1004.03 (c) NOTE 5/ OF THE STANDARD
SPECIFICATIONS TO READ:

' 5/ GRADATION CA-16 SHALL BE USED IN LIEU OF CA-13
WHEN THE SURFACE COURSE IS LESS THAN 1 3/4 INCHES
IN THICKNESS. CA-13 OR CA-16 MAY BE USED WHEN THE
SURFACE COURSE IS 1 3/4 INCHES OR MORE IN THICKNESS. '

02/28/2003

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
721	(114,115)RS-2	.	113 14

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BRIDGE GENERAL NOTES

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42 OR M-53 GRADE 60.

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE THE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE CONTRACT UNIT PRICE BID FOR THE WORK.

EXISTING REINFORCEMENT BARS EXTENDING INTO THE REMOVAL AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST SHALL BE INCLUDED WITH CONCRETE REMOVAL.

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

JOINT OPENINGS SHALL BE ADJUSTED ACCORDING TO ARTICLE 503.10(C) OF THE STANDARD SPECIFICATIONS WHEN THE DECK IS POURED AT AN AMBIENT TEMPERATURE OTHER THAN 50° F

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03/03/2003

SUMMARY OF QUANTITIES

LOCATION OF WORK:

IL ROUTE 10 STA. 624+74.00 TO STA. 785+40.80 80.0% FED 20.0% STATE 1000	IL ROUTE 10 STA. 785+40.80 TO STA. 1340+47.00 80.0% FED 20.0% STATE 1000	IL ROUTE 10 STA. 1229+43.78 TO STA. 1212+34.80 80.0% FED 20.0% STATE SFTY-2A S. N. 074-0076
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CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	DEWITT COUNTY	PIATT COUNTY	TOTAL
20400805	FURNISHED EXCAVATION, SPECIAL	CU YD	245.0	125.0	120.0	
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	27.0		27.0	
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	391.0	190.0	201.0	
35800100	PREPARATION OF BASE	SQ YD	289.0	72.0	217.0	
35800200	AGGREGATE BASE REPAIR	TON	95.0	24.0	71.0	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	19,041.0	4,684.0	14,357.0	
40600300	AGGREGATE (PRIME COAT)	TON	382.0	94.0	288.0	
40600895	CONSTRUCTING TEST STRIP	EACH	1.0	0.25	0.75	
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	1,322.0	400.0	922.0	
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	193.0		193.0	
40600990	TEMPORARY RAMP	SQ YD	212.0	67.0	145.0	
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,113.0	223.0	890.0	
40800030	AGGREGATE (PRIME COAT)	TON	14.0	3.0	11.0	
40800040	INCIDENTAL BITUMINOUS SURFACING	TON	602.0	94.0	508.0	
44000009	BITUMINOUS SURFACE REMOVAL 3"	SQ YD	8,630.0		8,630.0	
44000025	BITUMINOUS SURFACE REMOVAL (SPECIAL)	SQ YD	4,141.0	529.0	3,612.0	
44000910	BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	1,984.0			1,984.0
44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	48.0		48.0	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	525.0	46.0	479.0	

F.A.P. RTE. 721	SECTION 014.115RS-2	COUNTY •	TOTAL SHEETS 113	TOTAL SHEET NO. 15
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03/05/2003

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITY	LOCATION OF WORK:		
				DEWITT COUNTY	PIATT COUNTY	PIATT COUNTY
				IL ROUTE 10 STA. 624+74.00 TO STA. 785+40.80 80.0% FED 20.0% STATE I000	IL ROUTE 10 STA. 785+40.80 TO STA. 1340+47.00 80.0% FED 20.0% STATE I000	IL ROUTE 10 STA. 1229+43.78 TO STA. 1212+34.80 80.0% FED 20.0% STATE SFTY-2A S.N. 074-0076
67100100	MOBILIZATION	L SUM	1.0	0.25	0.75	
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	1.0			1.0
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0	0.25	0.75	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1.0	0.25	0.75	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1.0		1.0	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	2.0		2.0	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1.0			1.0
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	28,994.0	6,668.0	22,326.0	
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	123.0		123.0	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	170,254.0	37,783.0	132,471.0	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	72.0		72.0	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,390.0	556.0	1,834.0	
• 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	162,805.0	37,783.0	125,022.0	
• 78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	123.0		123.0	
• 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	7,676.0		7,676.0	
• 78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	72.0		72.0	
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,046.0	213.0	833.0	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114.115)RS-2	3	113	17

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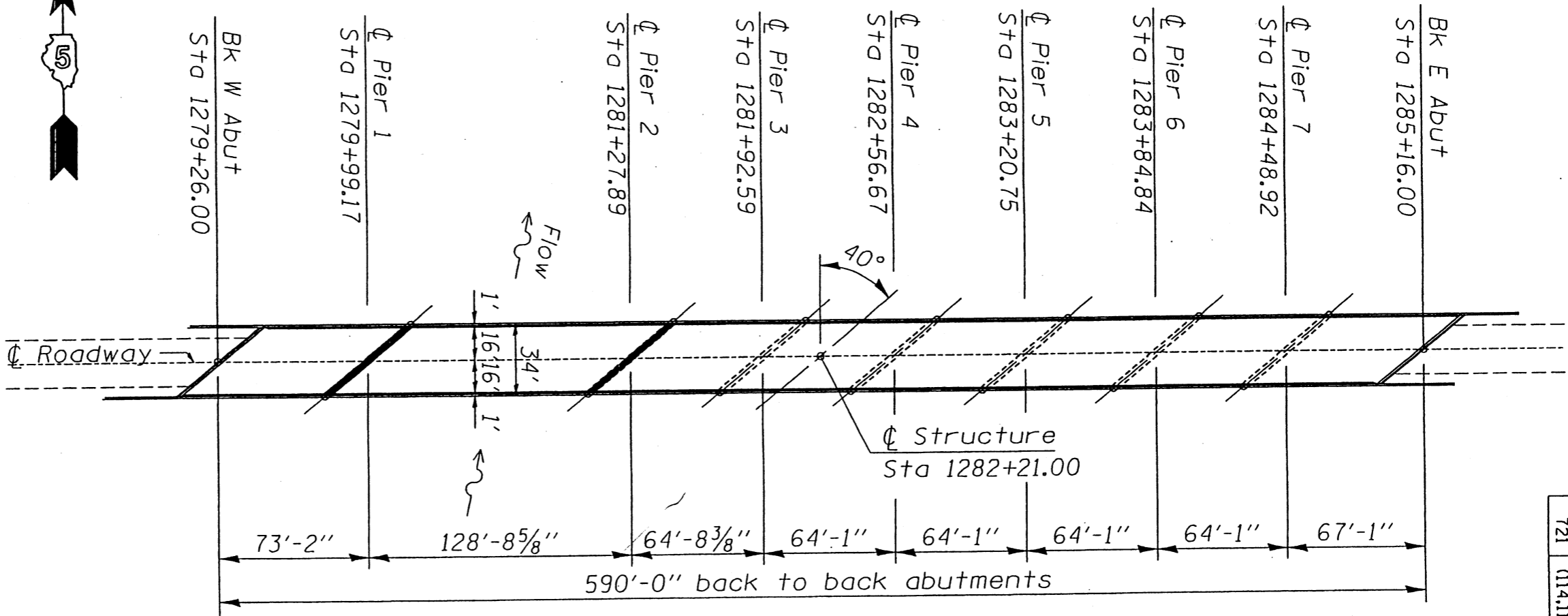
SUMMARY OF QUANTITIES

<u>CODE NO</u>	<u>ITEM</u>	<u>UNIT</u>	<u>TOTAL QUANTITY</u>	<u>DEWITT COUNTY</u>	<u>PIATT COUNTY</u>	<u>PIATT COUNTY</u>
LOCATION OF WORK:						
				IL ROUTE 10 STA. 624+74.00 TO STA. 785+40.80 80.0% FED 20.0% STATE 1000	IL ROUTE 10 STA. 785+40.80 TO STA. 1340+47.00 80.0% FED 20.0% STATE 1000	IL ROUTE 10 STA. 1229+43.78 TO STA. 1212+34.80 80.0% FED 20.0% STATE SFTY-2A S. N. 074-0076
Z0017202	DOWEL BARS 1 1/2"	EACH	120.0		120.0	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1.0		1.0	
70106700	TEMPORARY RUMBLE STRIP	EACH	3.0	3.0		
• SPECIALTY ITEMS						

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	18A

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PLAN VIEW
S.N. 074-0076



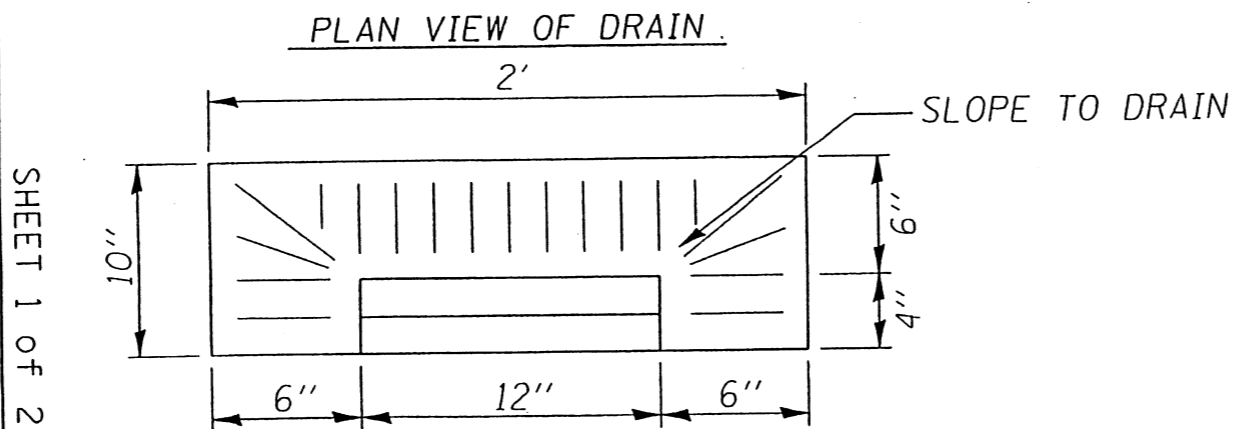
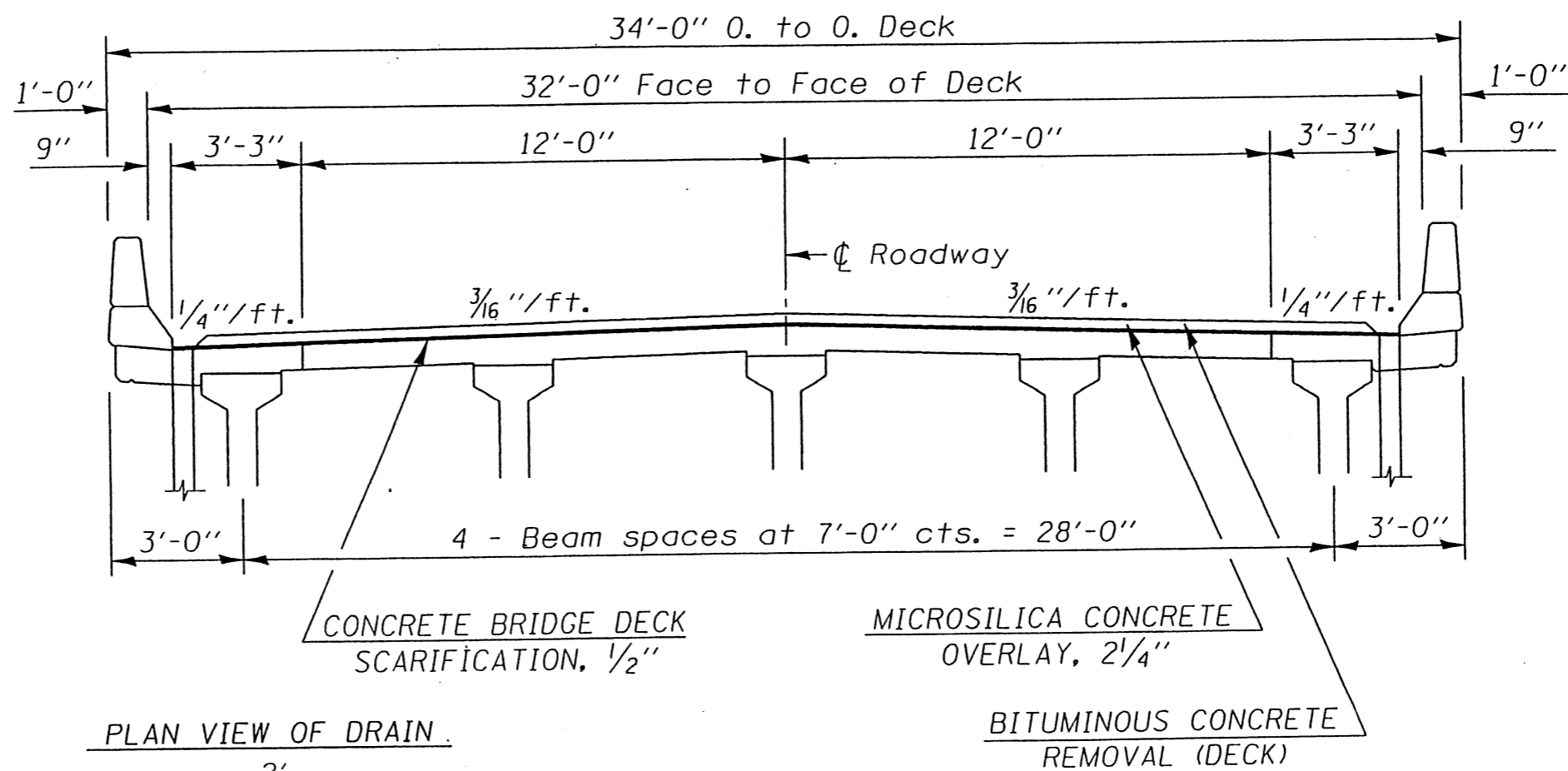
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114.15)RS-2	.	113	66

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SHEET 1 OF 29

FOR BRIDGE GENERAL NOTES
SEE SHEETS 14 of 113

TYPICAL DECK CROSS SECTION - SPANS 1 & 3 THROUGH 8
EXISTING & PROPOSED
 (LOOKING EAST)



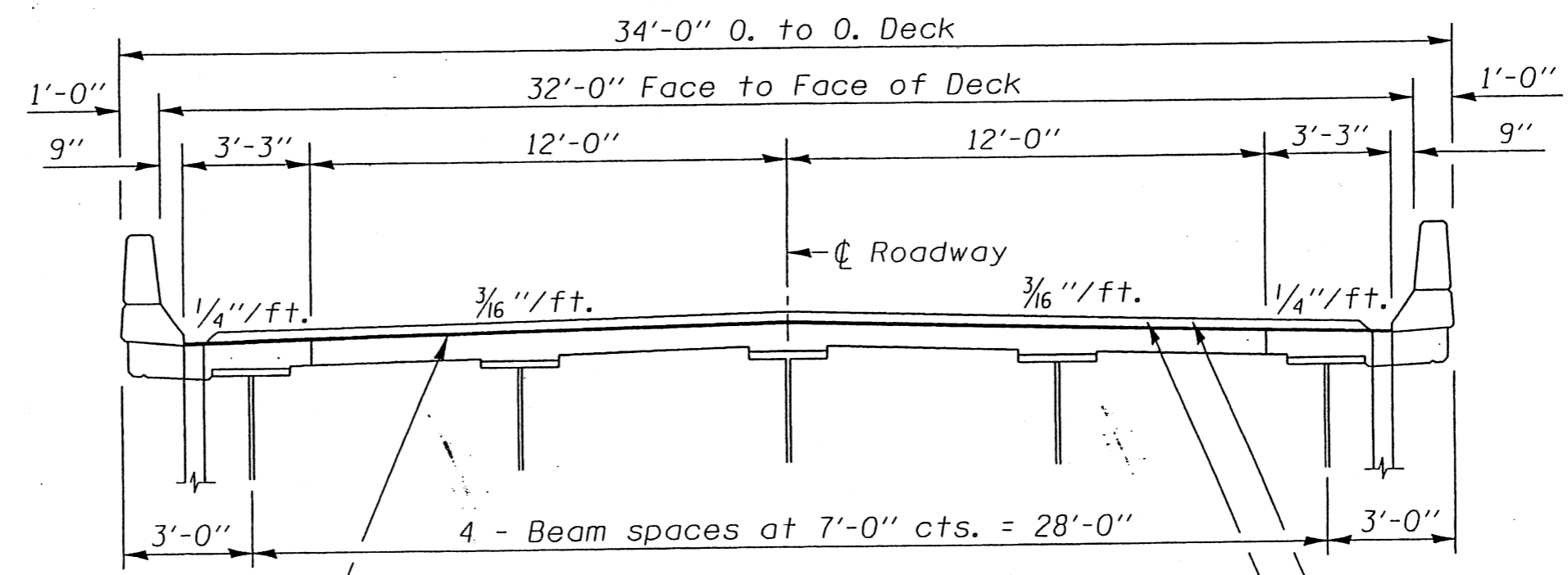
SHEET 1 OF 2

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114.115)RS-2	.	113	67

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 SHEET 2 OF 29

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TYPICAL DECK CROSS SECTION - SPAN 2
EXISTING & PROPOSED
 (LOOKING EAST)

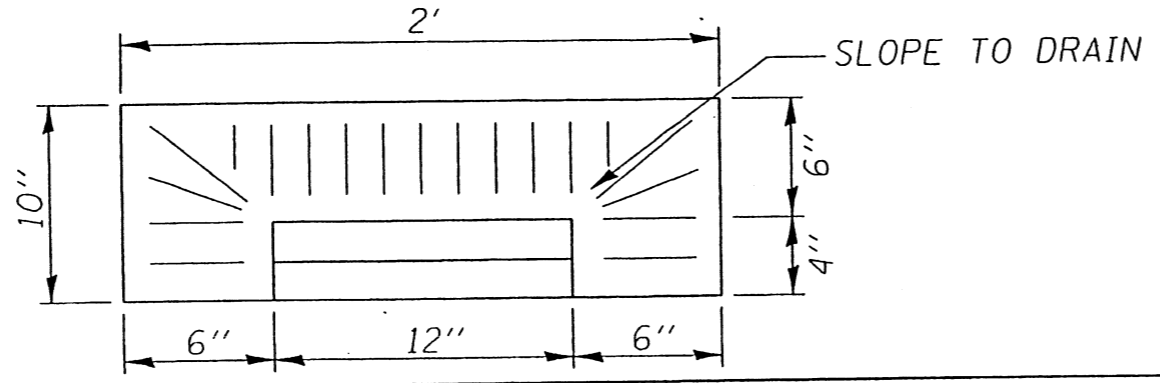


CONCRETE BRIDGE DECK
 SCARIFICATION, 1/2"

MICROSILICA CONCRETE
 OVERLAY, 2 1/4"

BITUMINOUS CONCRETE
 REMOVAL (DECK)

PLAN VIEW OF DRAIN



SHEET 2 OF 2

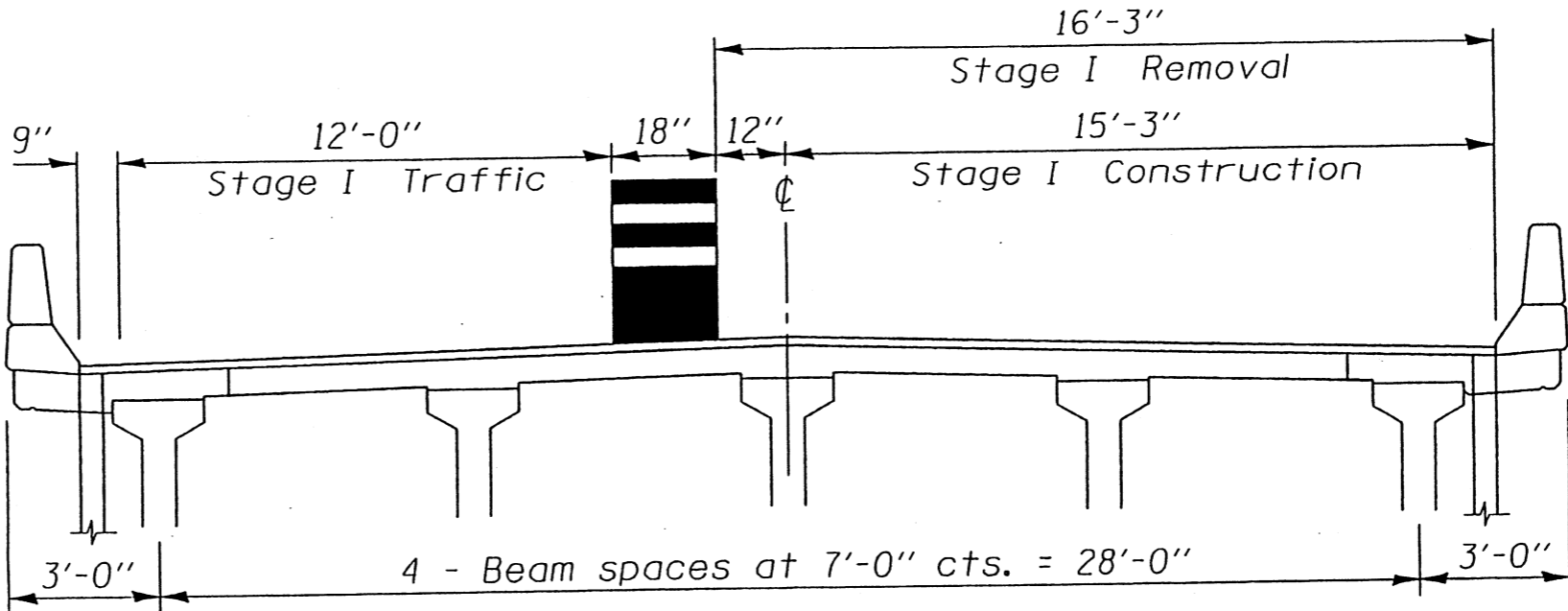
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721	(114,115RS-2	•	113 68

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 SHEET 3 OF 29

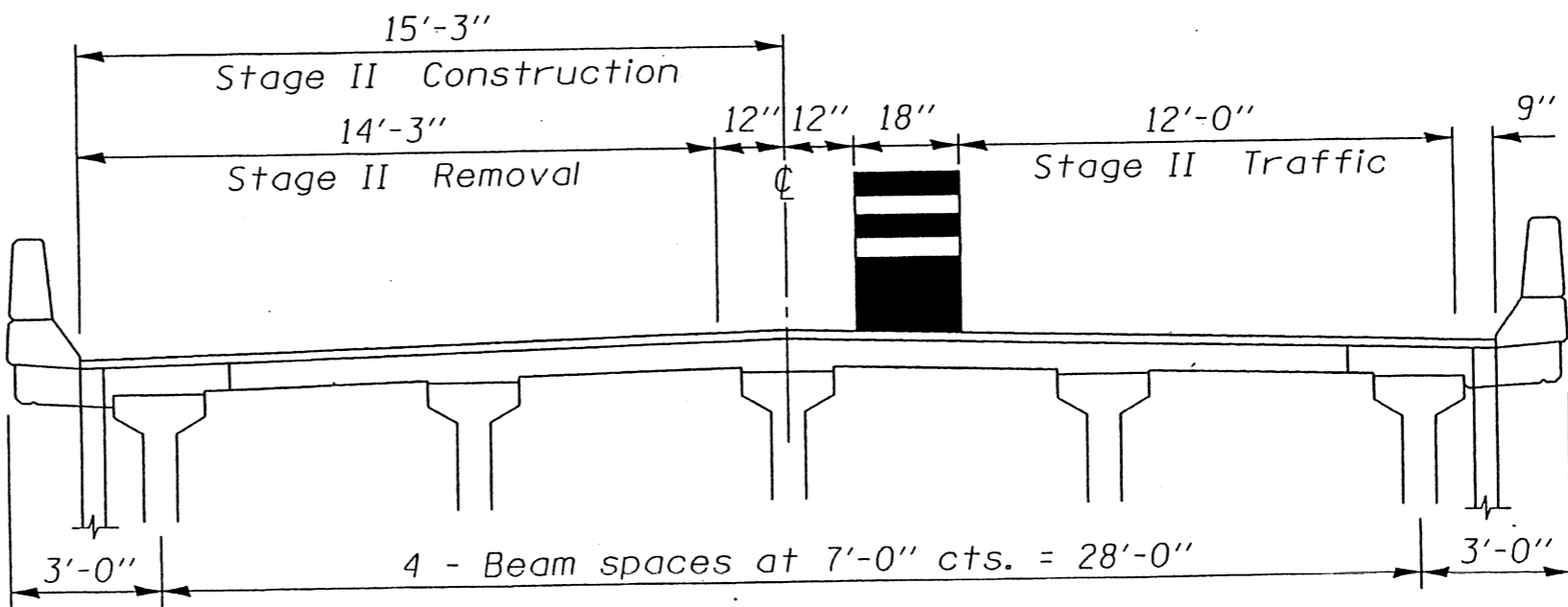
STAGING DETAILS - SPANS 1 & 3 THROUGH 8

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STAGE I
(Looking East)



STAGE II
(Looking East)



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114.115)RS-2	.	113	69

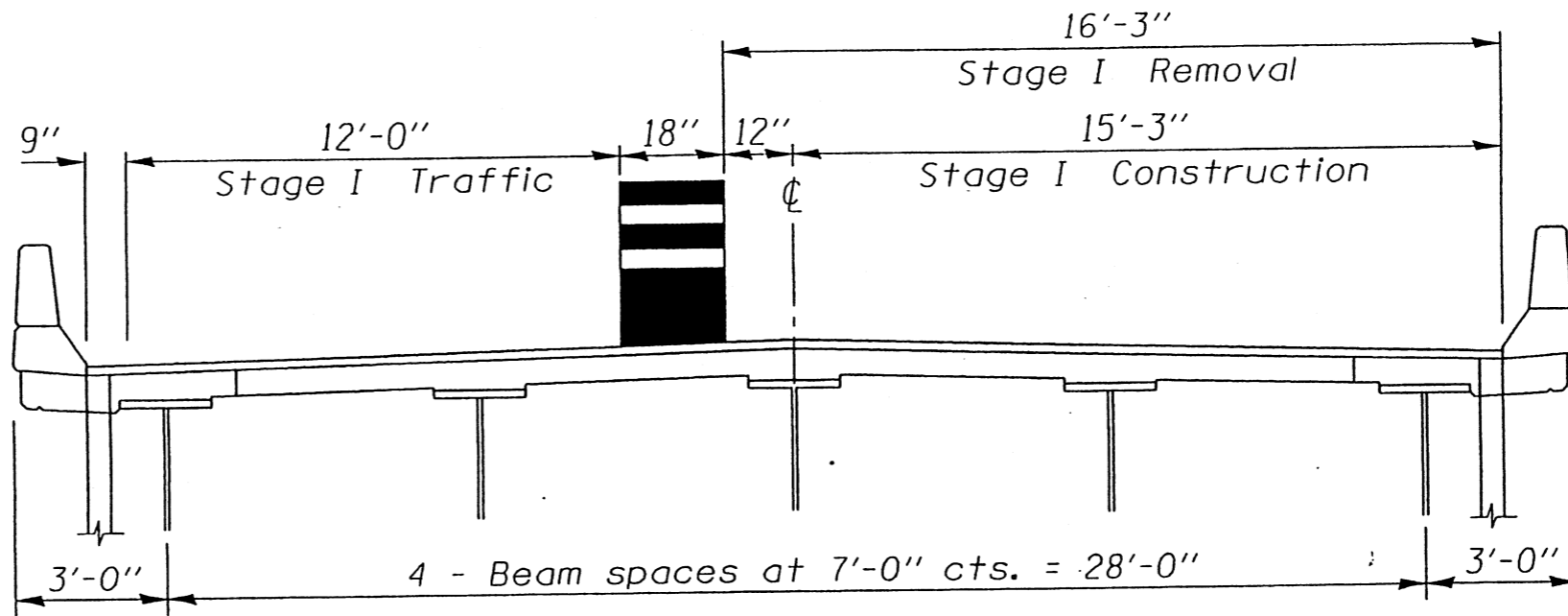
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SHEET 4 OF 29

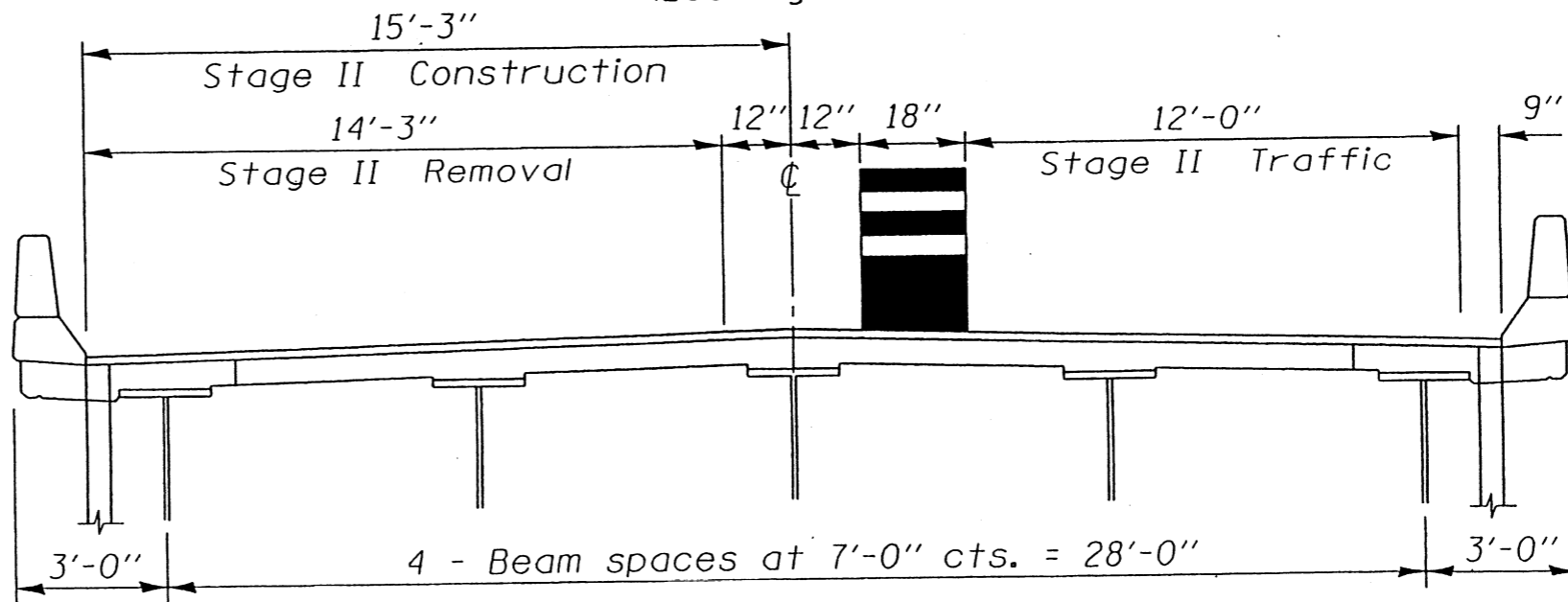
SHEET 1 OF 2

STAGING DETAILS - SPAN 2

STAGE I (Looking East)



STAGE II (Looking East)



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SHEET 2 OF 2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114.15)RS-2	.	113	70

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SHEET 5 OF 29

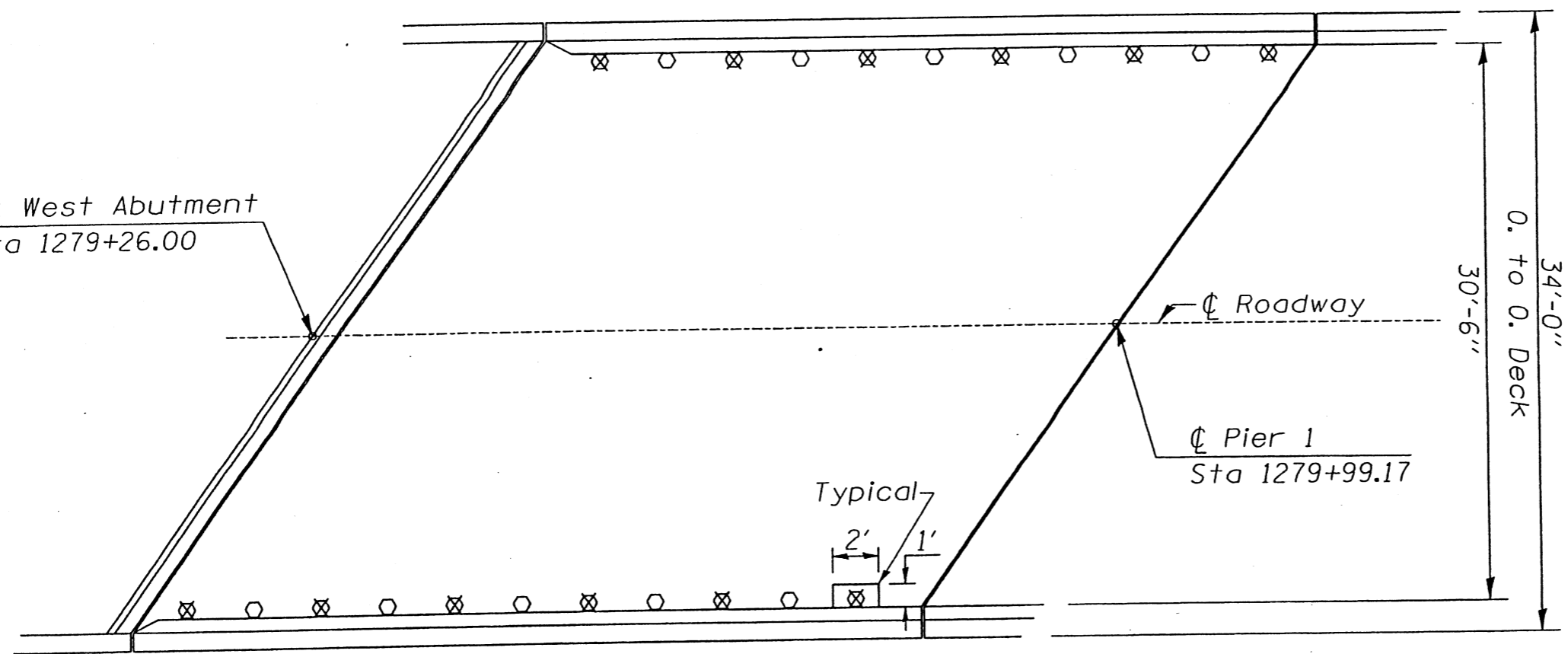
BRIDGE DECK SLAB REPAIR PLAN - SPAN 1

02/28/2003

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Bk West Abutment
Sta 1279+26.00



Notes: Areas of full depth patching are located at each deck drain and as shown on the plan view of the deck. The exact size and location of the patches shall be determined by the Engineer.

Areas of partial depth patching shall be determined by the Engineer after the existing bituminous concrete overlay and waterproofing has been removed, it is estimated approximately at 5% of deck.

Drains at the end of the deck, both drains on each side of the piers and every other drain in between are to be eliminated and will be paid for as full depth patches. The minimum dimensions shall be 2' x 1'.

- Full depth patches
- Deck drains
- X Deck drains to be eliminated

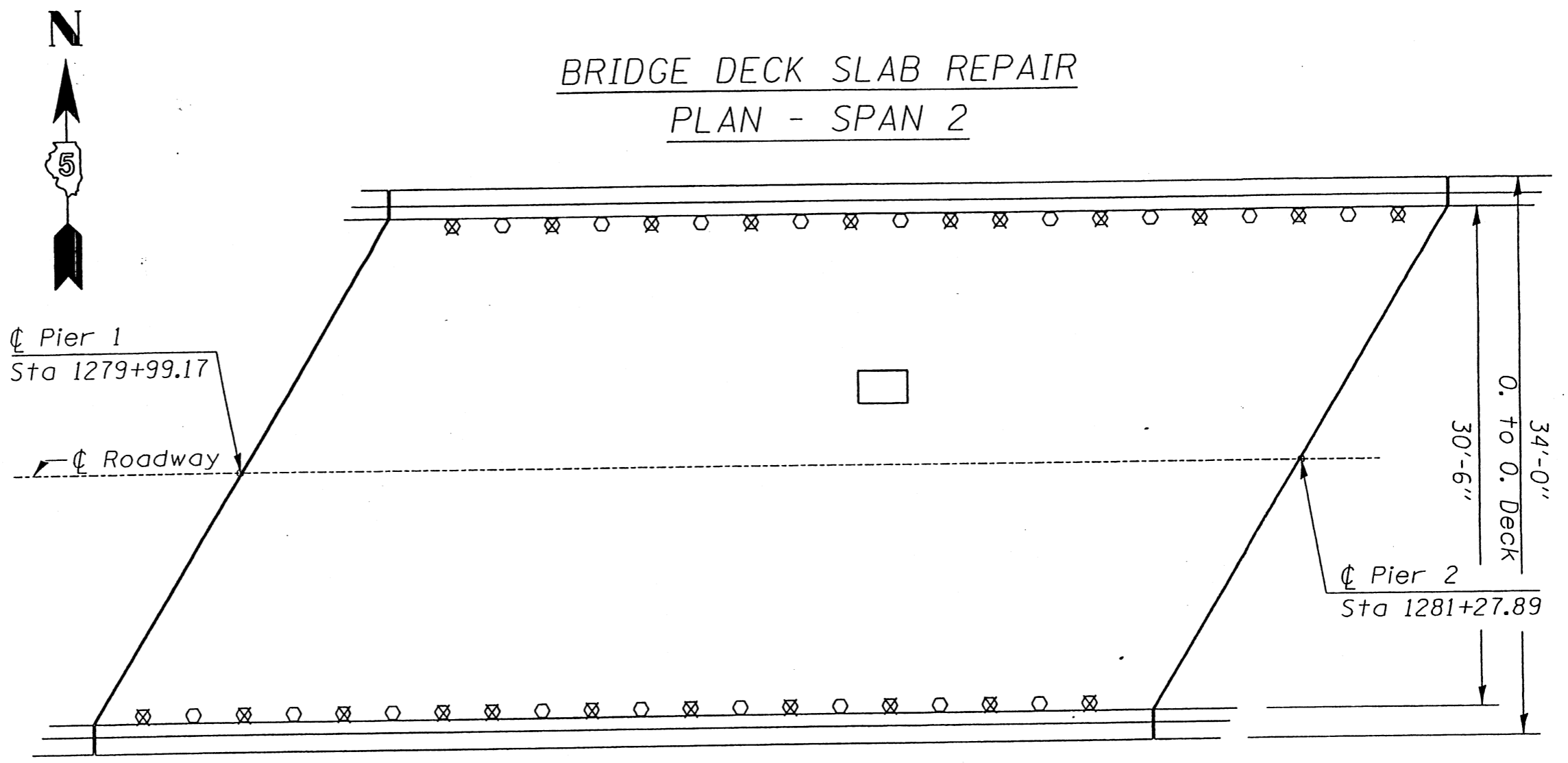
• DEWITT & PIATT
SHEET 8 OF 29

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	73

SHEET 1 OF 8

BRIDGE DECK SLAB REPAIR PLAN - SPAN 2

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Notes: Areas of full depth patching are located at each deck drain and as shown on the plan view of the deck. The exact size and location of the patches shall be determined by the Engineer.

Areas of partial depth patching shall be determined by the Engineer after the existing bituminous concrete overlay and waterproofing has been removed, it is estimated approximately at 5% of deck.

Drains at the end of the deck, both drains on each side of the piers and every other drain in between are to be eliminated and will be paid for as full depth patches. The minimum dimensions shall be 2' x 1'.

- Full depth patches
- Deck drains
- ⊗ Deck drains to be eliminated

SHEET 2 OF 8

SHEET 9 OF 29

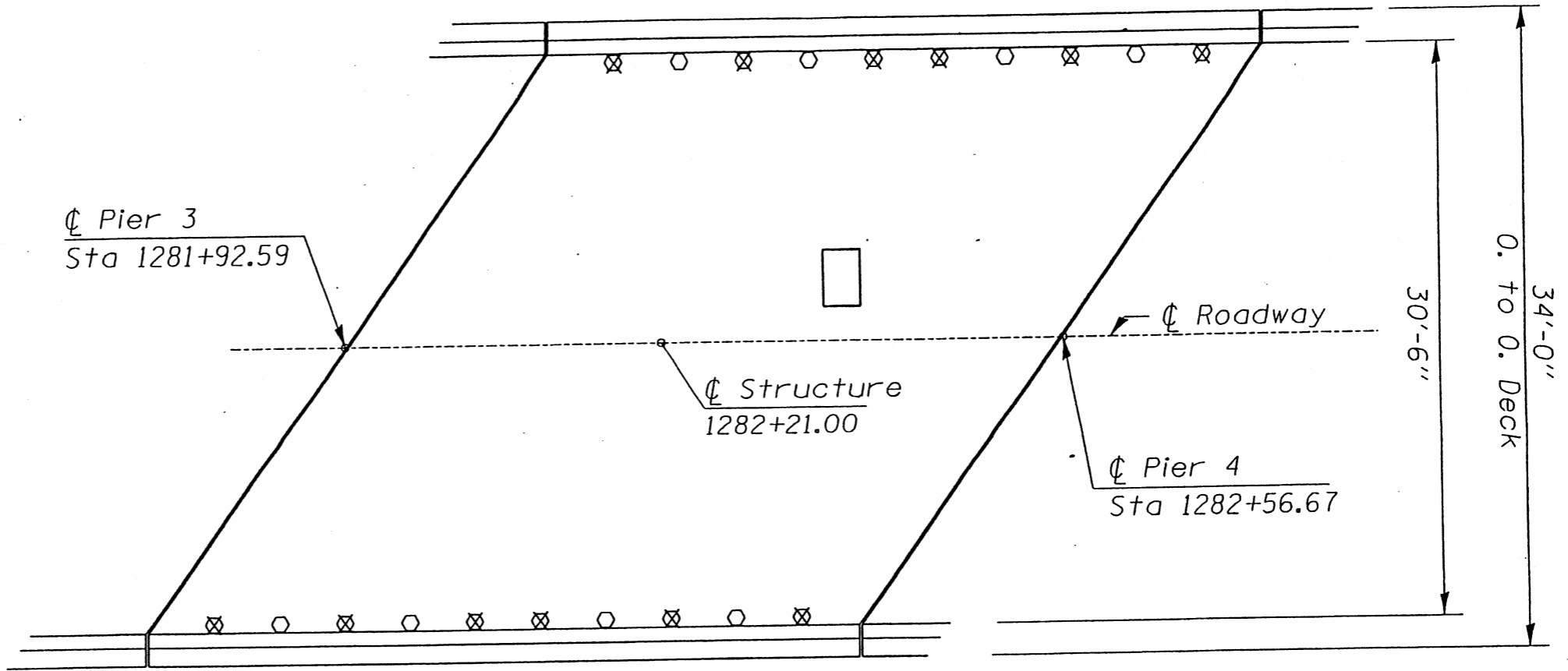
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2		113	74

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BRIDGE DECK SLAB REPAIR PLAN - SPAN 4



Notes: Areas of full depth patching are located at each deck drain and as shown on the plan view of the deck. The exact size and location of the patches shall be determined by the Engineer.

Areas of partial depth patching shall be determined by the Engineer after the existing bituminous concrete overlay and waterproofing has been removed, it is estimated approximately at 5% of deck.

Drains at the end of the deck, both drains on each side of the piers and every other drain in between are to be eliminated and will be paid for as full depth patches. The minimum dimensions shall be 2' x 1'.

- Full depth patches
- Deck drains
- X Deck drains to be eliminated

SHEET 4 OF 8

SHEET 11 OF 29

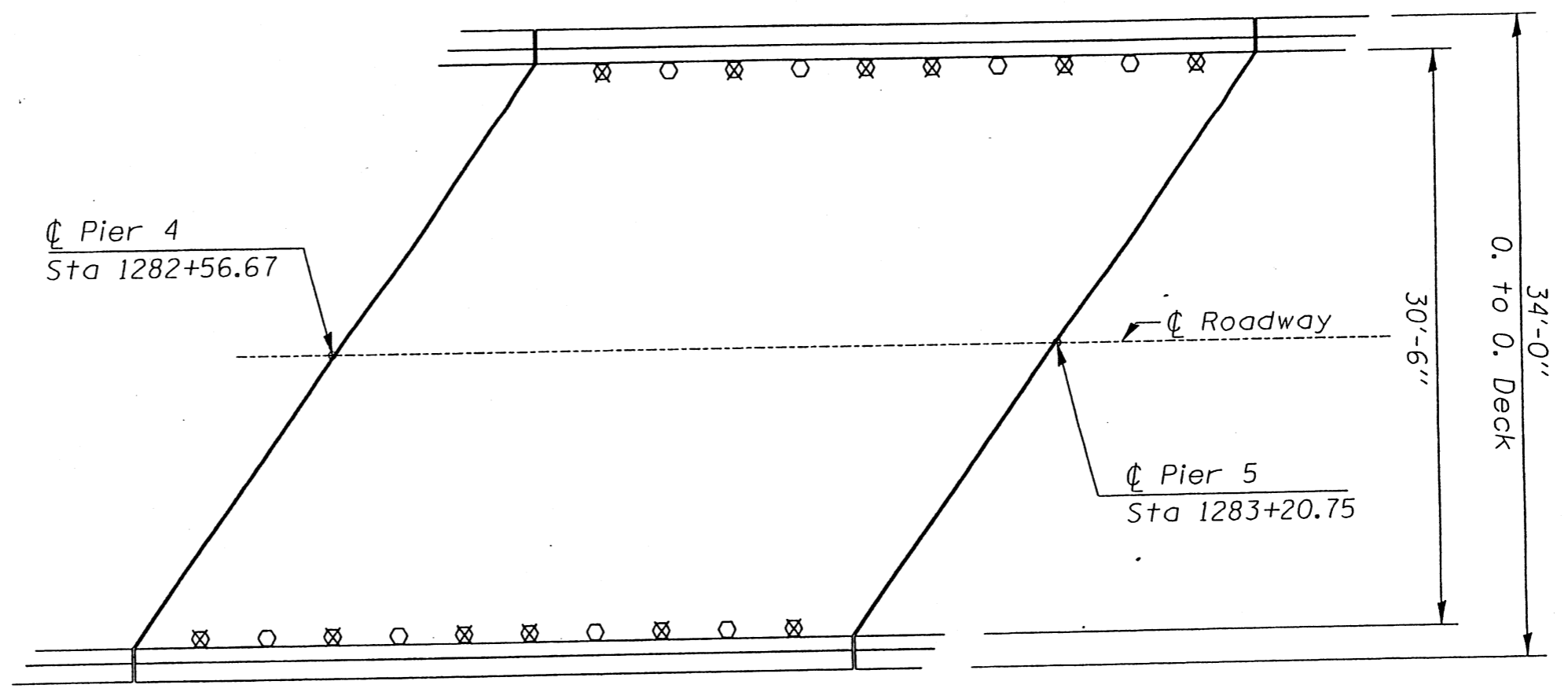
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	76

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BRIDGE DECK SLAB REPAIR PLAN - SPAN 5



Notes: Areas of full depth patching are located at each deck drain and as shown on the plan view of the deck. The exact size and location of the patches shall be determined by the Engineer.

Areas of partial depth patching shall be determined by the Engineer after the existing bituminous concrete overlay and waterproofing has been removed, it is estimated approximately at 5% of deck.

Drains at the end of the deck, both drains on each side of the piers and every other drain in between are to be eliminated and will be paid for as full depth patches. The minimum dimensions shall be 2' x 1'.

- Full depth patches
- Deck drains
- ⊗ Deck drains to be eliminated

SHEET 5 OF 8

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2		113	77

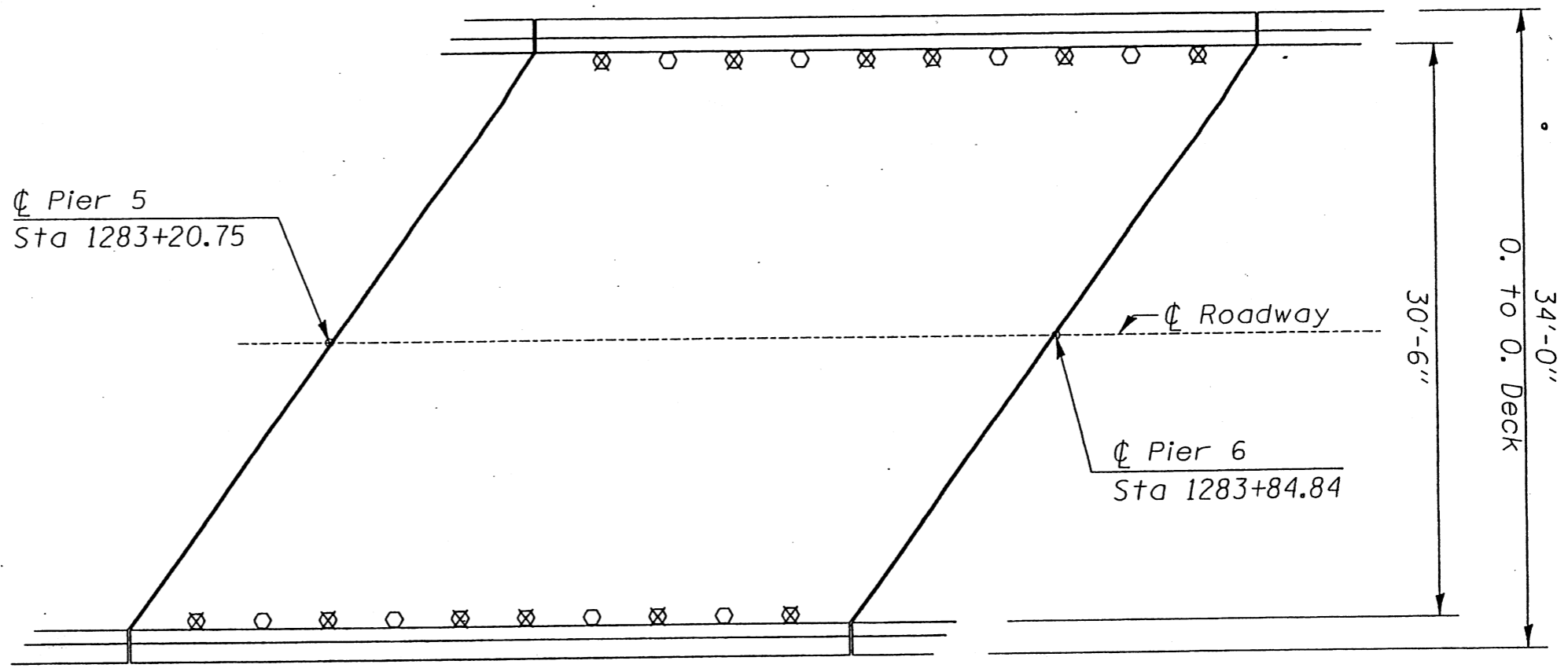
• DEWITT & PIATT

SHEET 12 OF 29

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BRIDGE DECK SLAB REPAIR PLAN - SPAN 6



Notes: Areas of full depth patching are located at each deck drain and as shown on the plan view of the deck. The exact size and location of the patches shall be determined by the Engineer.

Areas of partial depth patching shall be determined by the Engineer after the existing bituminous concrete overlay and waterproofing has been removed, it is estimated approximately at 5% of deck.

Drains at the end of the deck, both drains on each side of the piers and every other drain in between are to be eliminated and will be paid for as full depth patches. The minimum dimensions shall be 2' x 1'.

- Full depth patches
- Deck drains
- Deck drains to be eliminated

SHEET 6 OF 8

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2		113	78

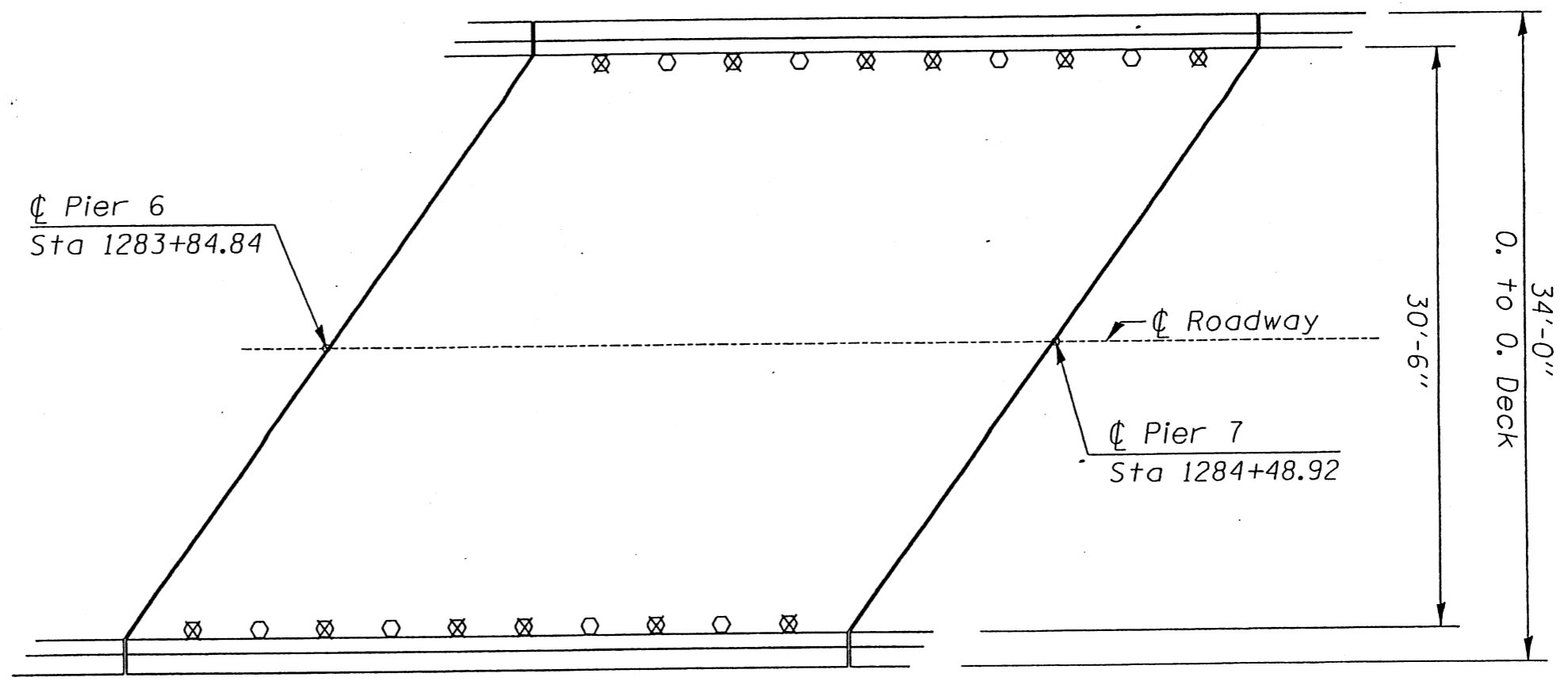
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SHEET 13 OF 29

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BRIDGE DECK SLAB REPAIR PLAN - SPAN 7



Notes: Areas of full depth patching are located at each deck drain and as shown on the plan view of the deck. The exact size and location of the patches shall be determined by the Engineer.

Areas of partial depth patching shall be determined by the Engineer after the existing bituminous concrete overlay and waterproofing has been removed, it is estimated approximately at 5% of deck.

Drains at the end of the deck, both drains on each side of the piers and every other drain in between are to be eliminated and will be paid for as full depth patches. The minimum dimensions shall be 2' x 1'.

- Full depth patches
- Deck drains
- Deck drains to be eliminated

SHEET 7 OF 8

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	79

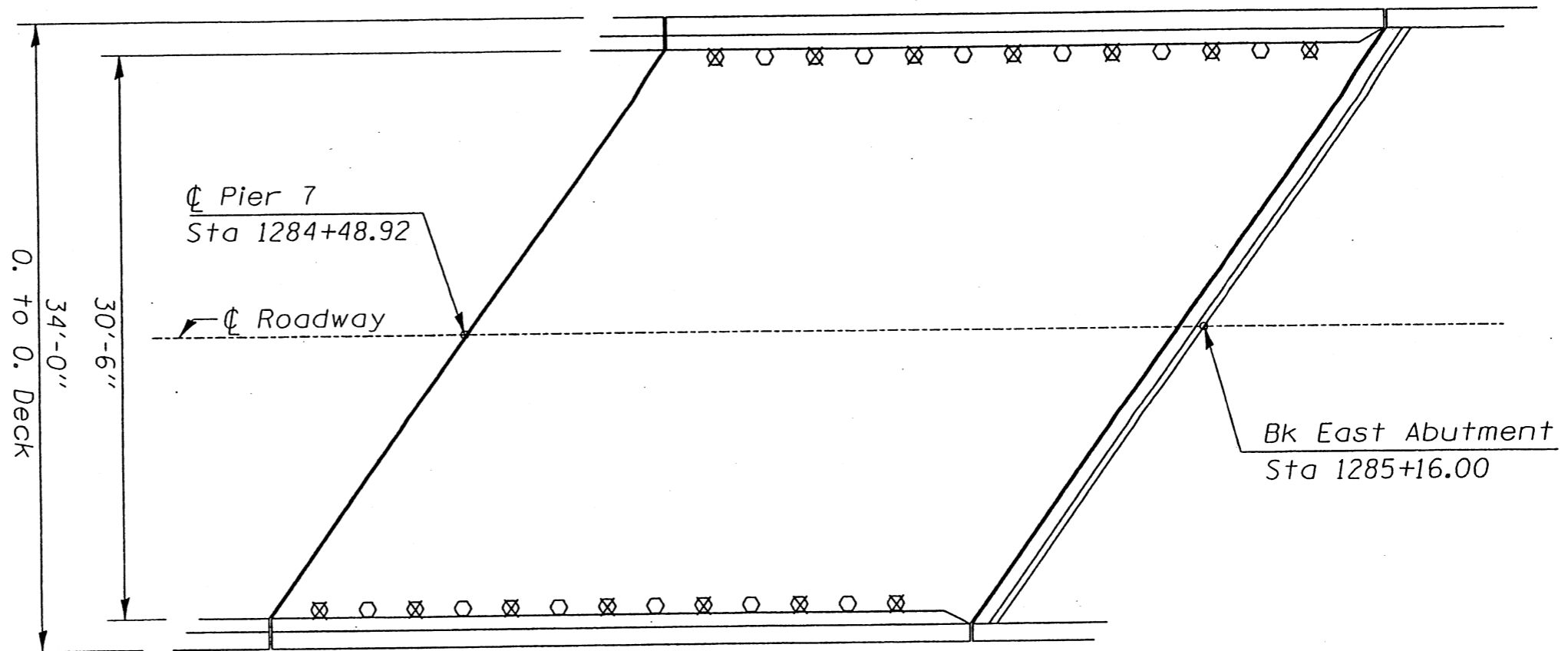
•DEWITT & PLATT

SHEET 14 OF 29

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BRIDGE DECK SLAB REPAIR PLAN - SPAN 8



Notes: Areas of full depth patching are located at each deck drain and as shown on the plan view of the deck. The exact size and location of the patches shall be determined by the Engineer.

Areas of partial depth patching shall be determined by the Engineer after the existing bituminous concrete overlay and waterproofing has been removed, it is estimated approximately at 5% of deck.

Drains at the end of the deck, both drains on each side of the piers and every other drain in between are to be eliminated and will be paid for as full depth patches. The minimum dimensions shall be 2' x 1'.

- Full depth patches
- Deck drains
- ⊗ Deck drains to be eliminated

SHEET 8 OF 8

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	80

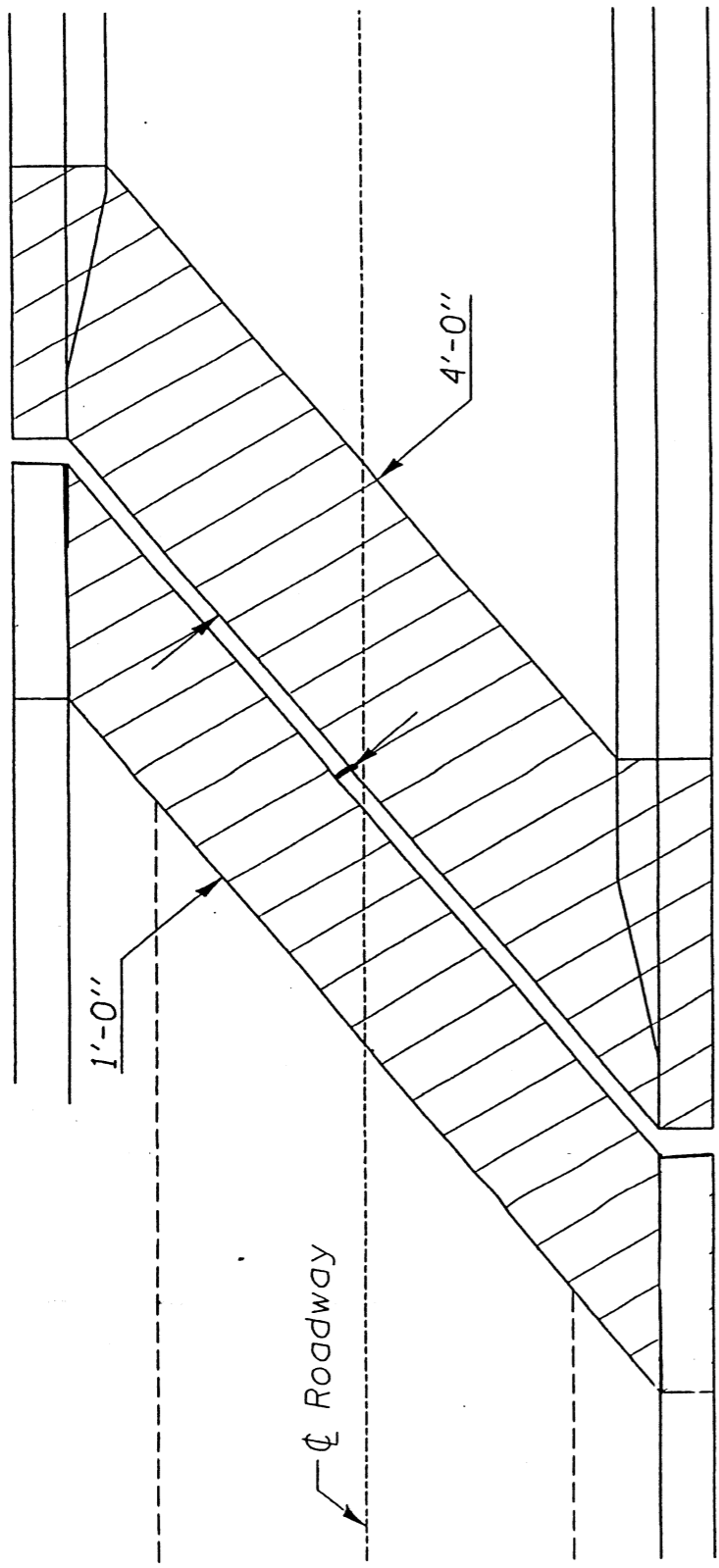
•DEWITT & PIATT

SHEET 15 OF 29

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	81

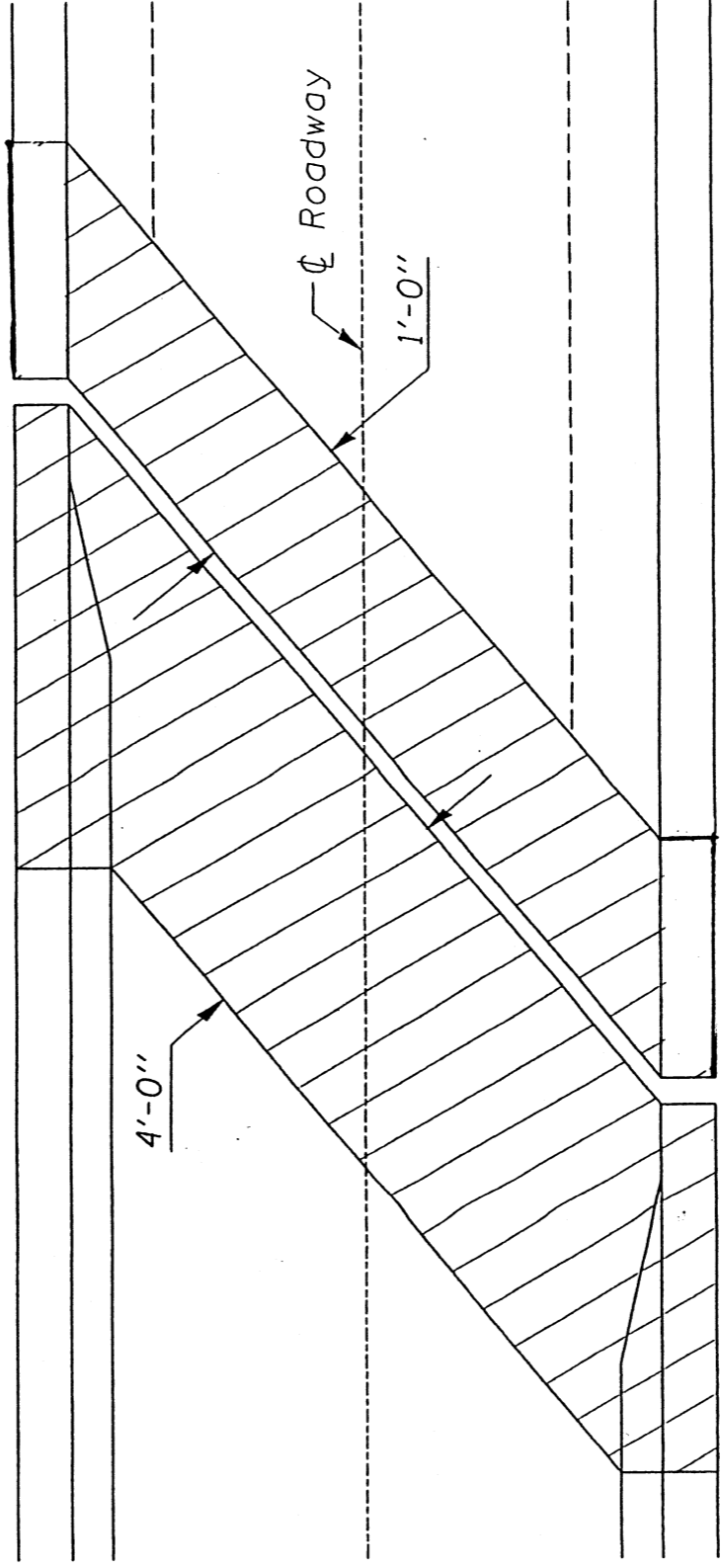
•DEWITT & PIATT

WEST ABUTMENT - PLAN VIEW



Concrete
Removal

EAST ABUTMENT - PLAN VIEW

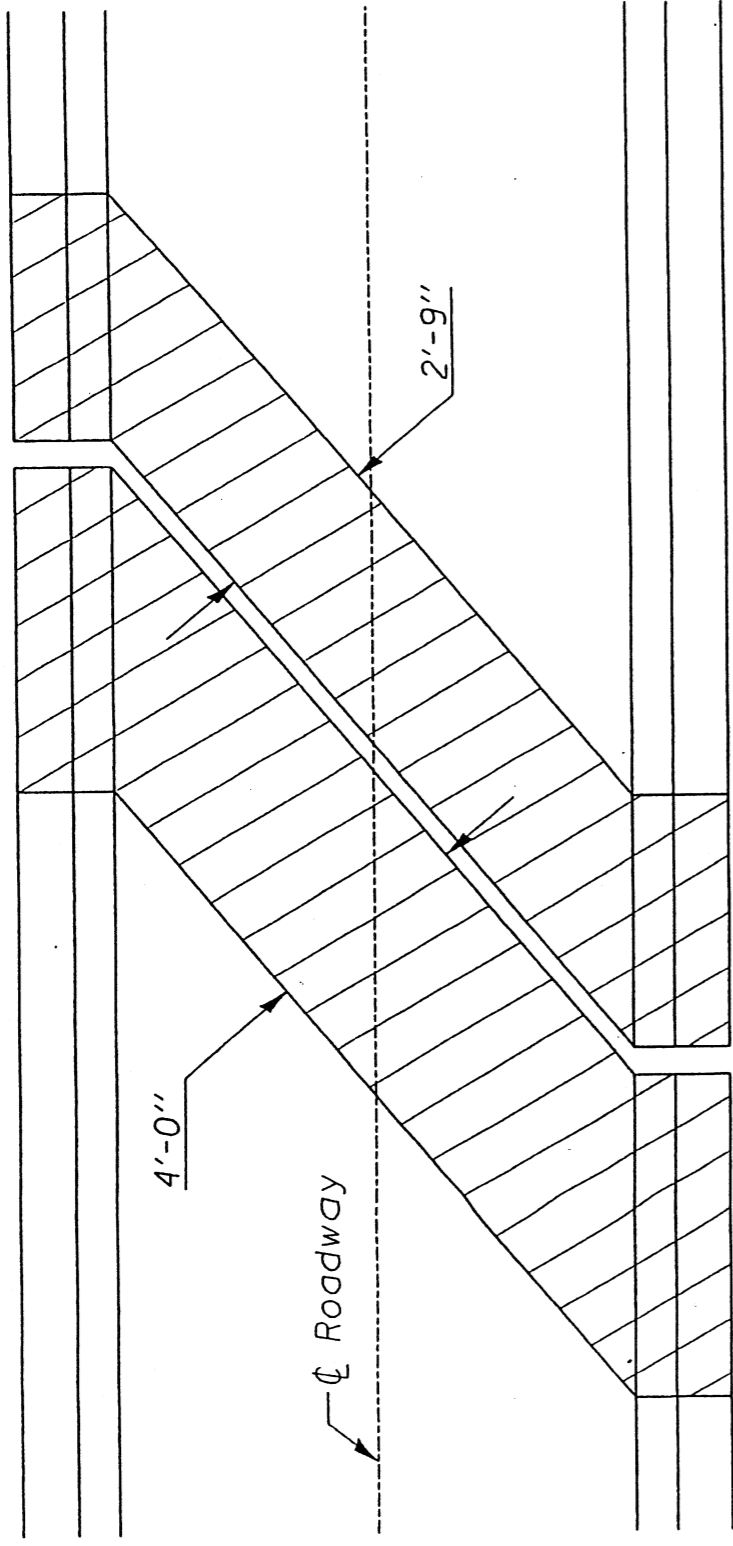


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	82

•DEWITT & PIATT

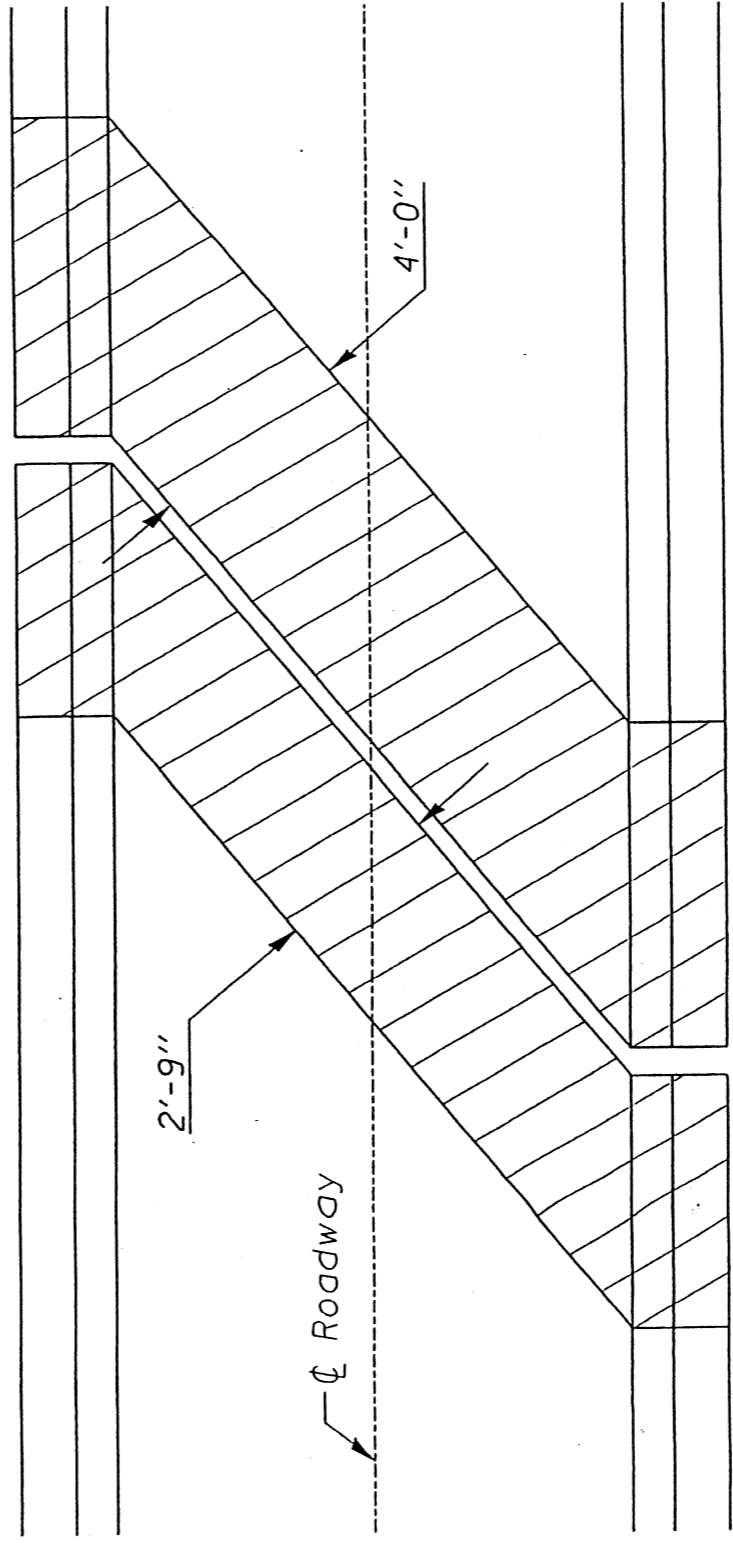
SHEET 17 OF 29

PIER 1 - PLAN VIEW



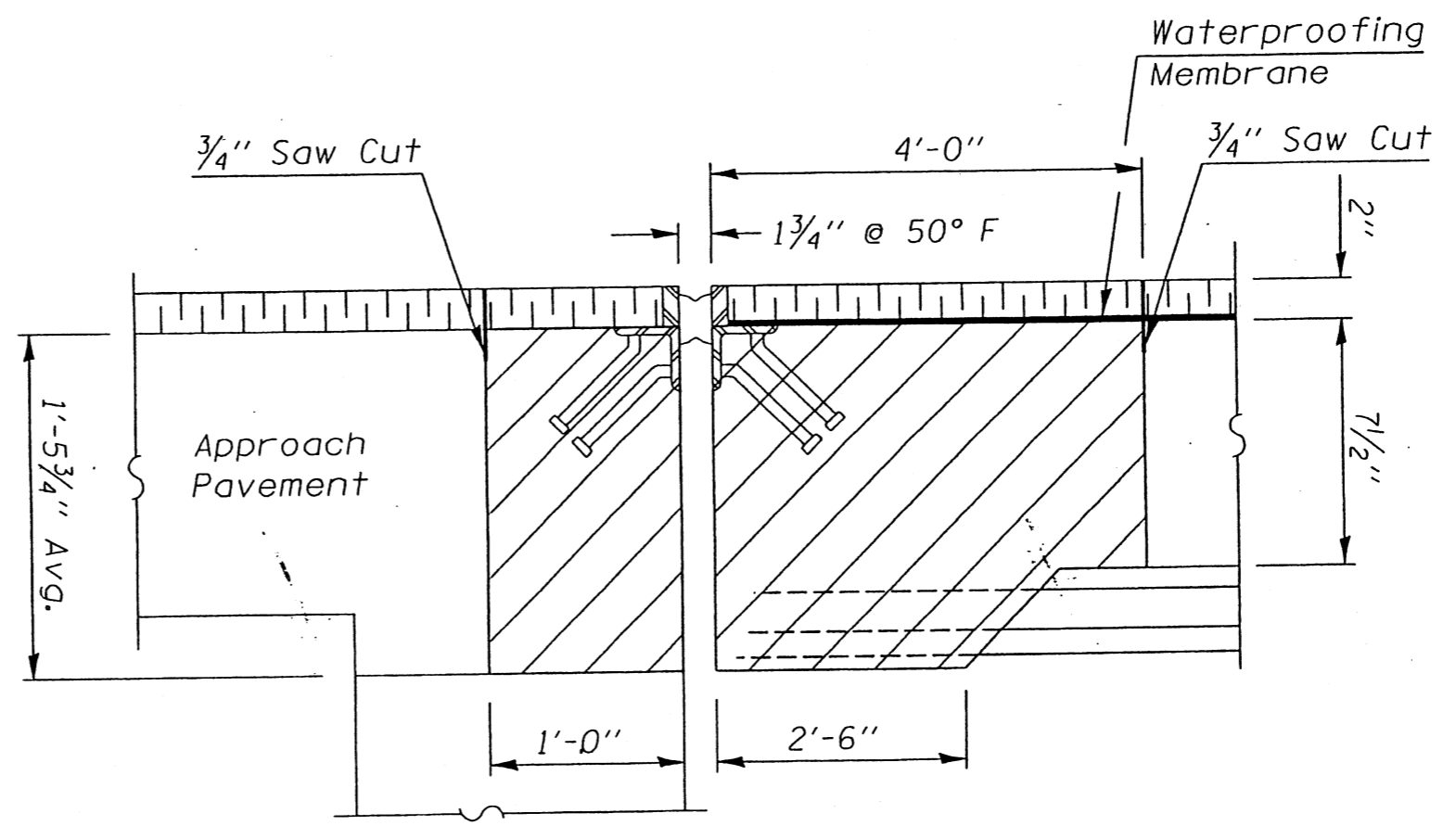
Concrete
Removal

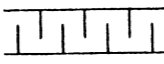
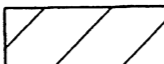
PIER 2 - PLAN VIEW



EXISTING SECTION THROUGH WEST ABUTMENT

(at right ∟'s)



-  Bituminous Surface
-  Concrete Removal

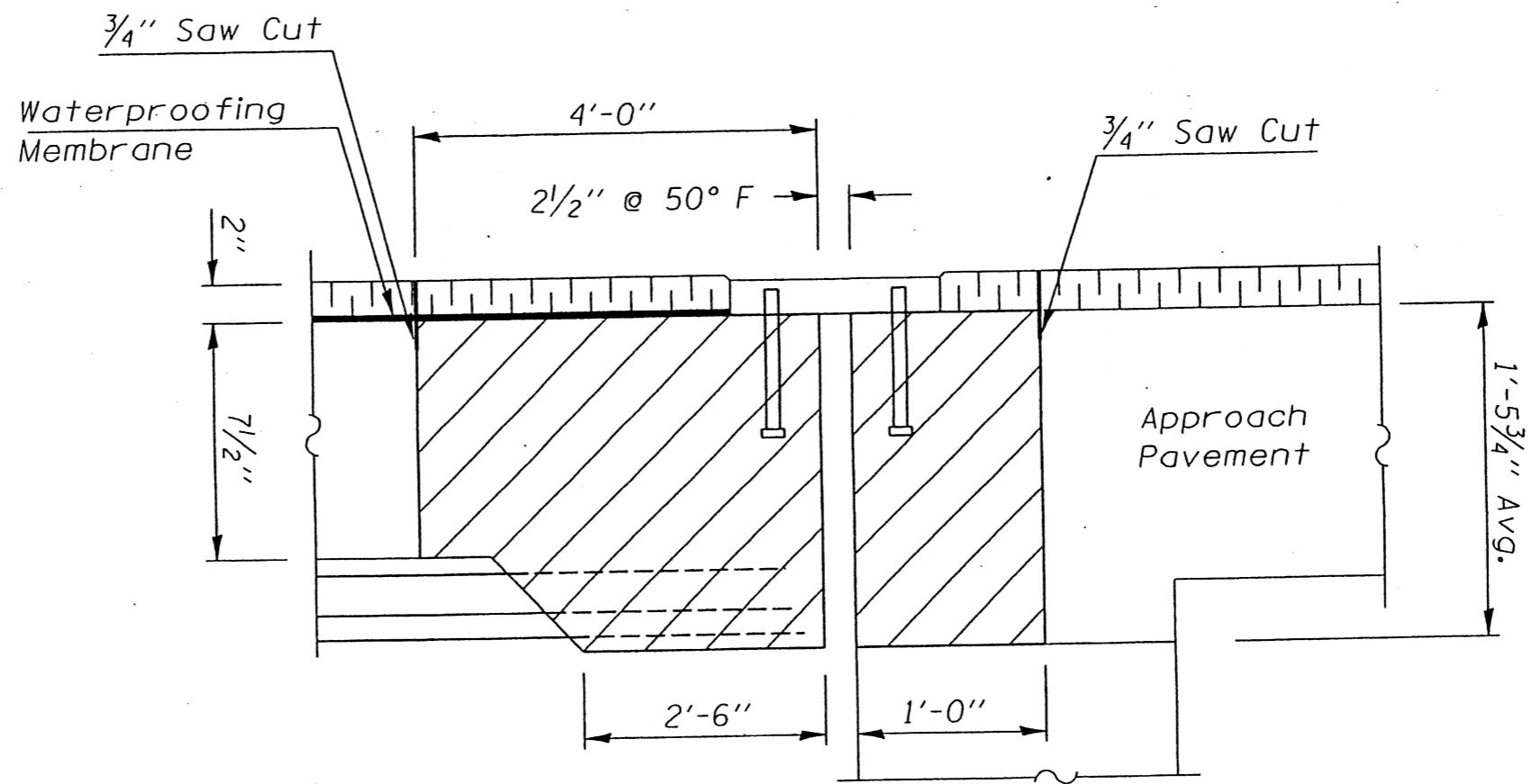
Contractor must exercise extreme care as not to damage the existing PPC I beam while doing the concrete removal directly over it.

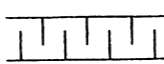
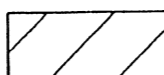
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
721	(114,115)RS-2	•	113 83

•DEWITT & PIATT
SHEET 18 OF 29

SHEET 1 OF 3

EXISTING SECTION THROUGH EAST ABUTMENT
(at right ∠'s)



-  Bituminous Surface
-  Concrete Removal

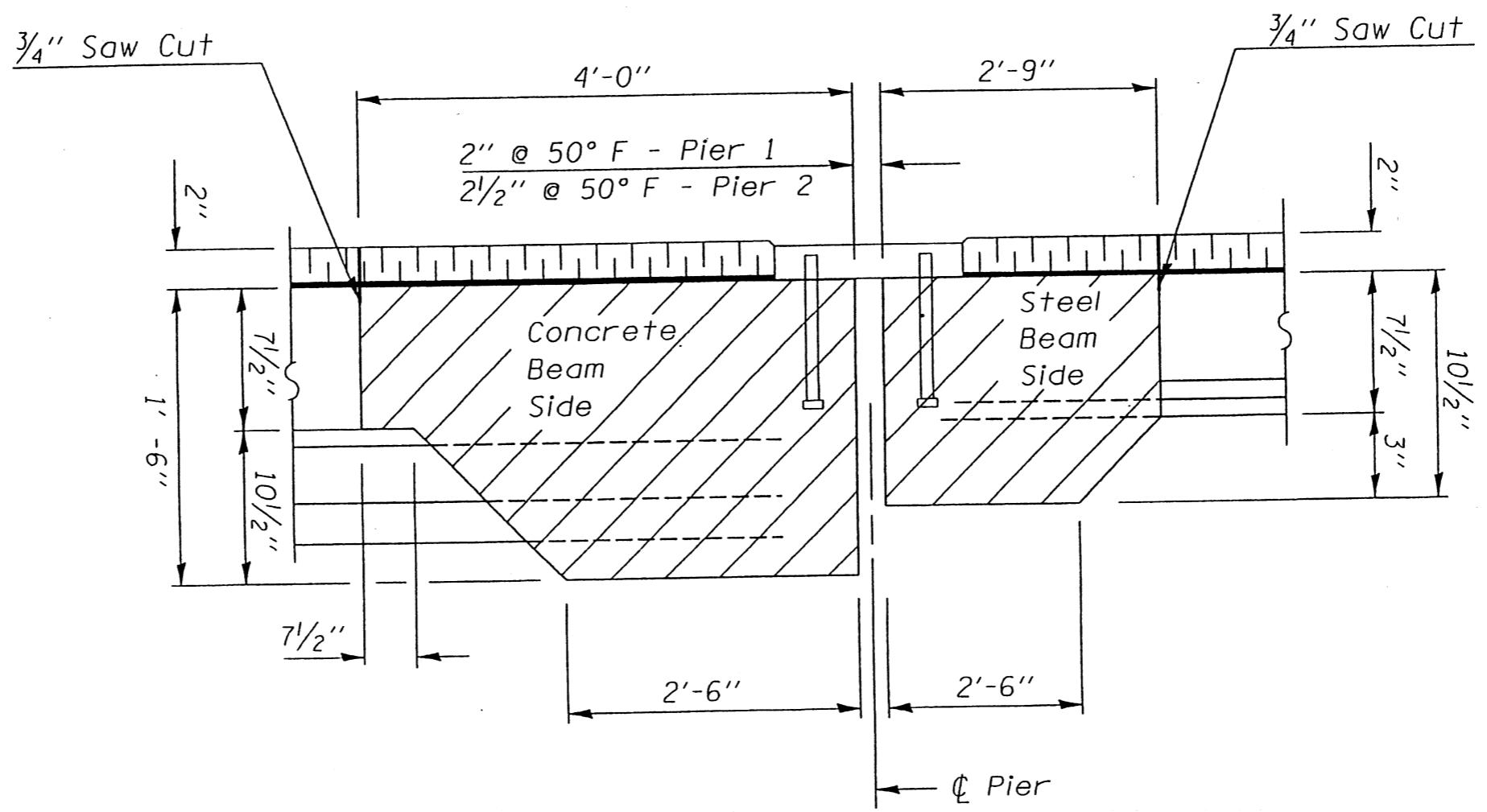
Contractor must exercise extreme care as not to damage the existing PPC I beam while doing the concrete removal directly over it.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
721	(114.115)RS-2	•	113 84

• DEWITT & PLATT
SHEET 19 OF 29

SHEET 2 OF 3

EXISTING SECTION THROUGH PIERS 1 & 2 (at right ∠'s)



Bituminous Surface & Waterproofing Membrane

Concrete Removal

Contractor must exercise extreme care as not to damage the existing PPC I beam while doing the concrete removal directly over it.

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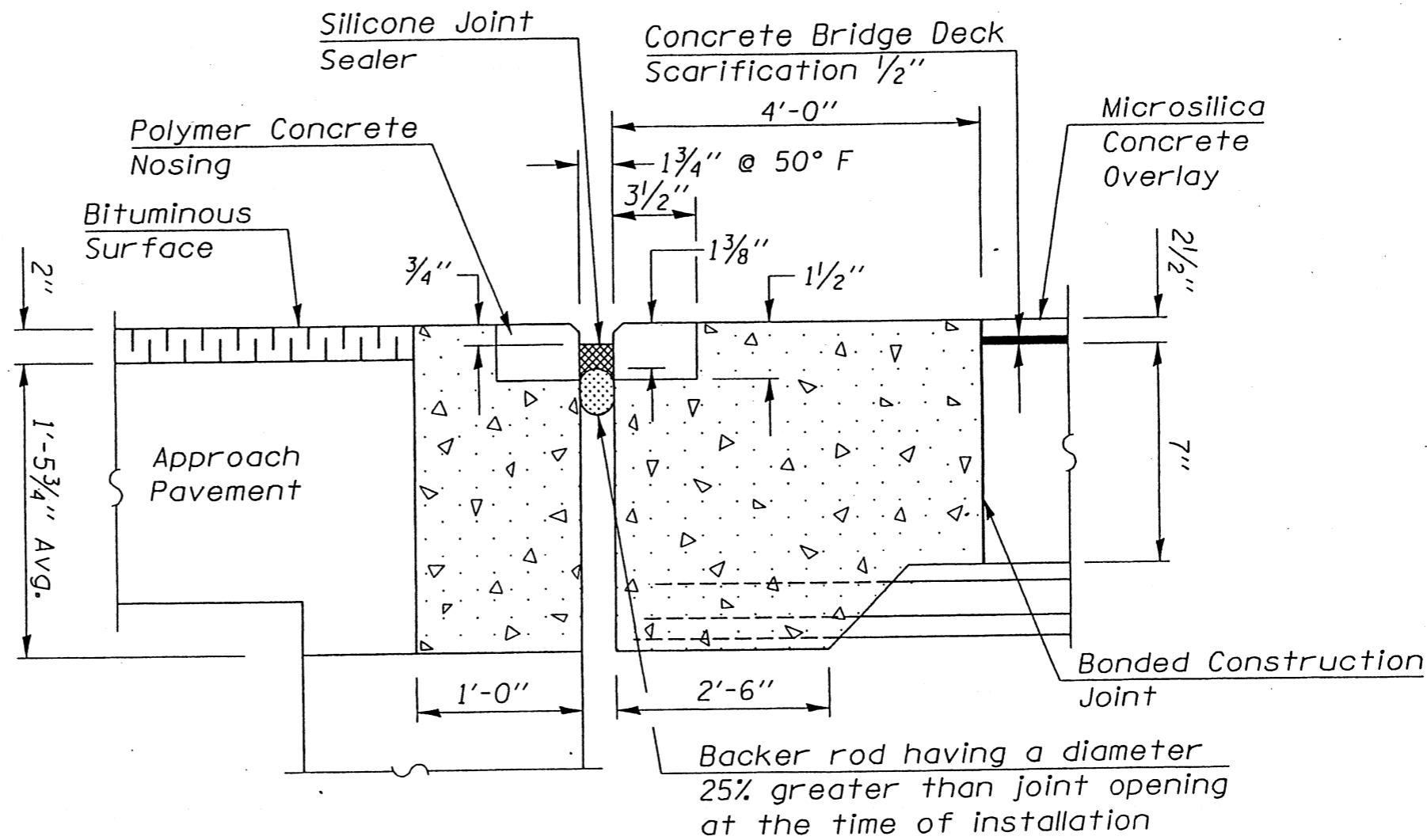
SHEET 3 OF 3


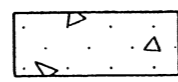
DEWITT & PLATT
SHEET 20 OF 29

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
721	(114.115)RS-2		113
			85

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PROPOSED SECTION THROUGH WEST ABUTMENT
(at right ∠'s)



-  Bituminous Surface
-  Concrete Superstructure

FOR PARAPET DETAILS
SEE SHEET 91A, 91B of 113

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	86

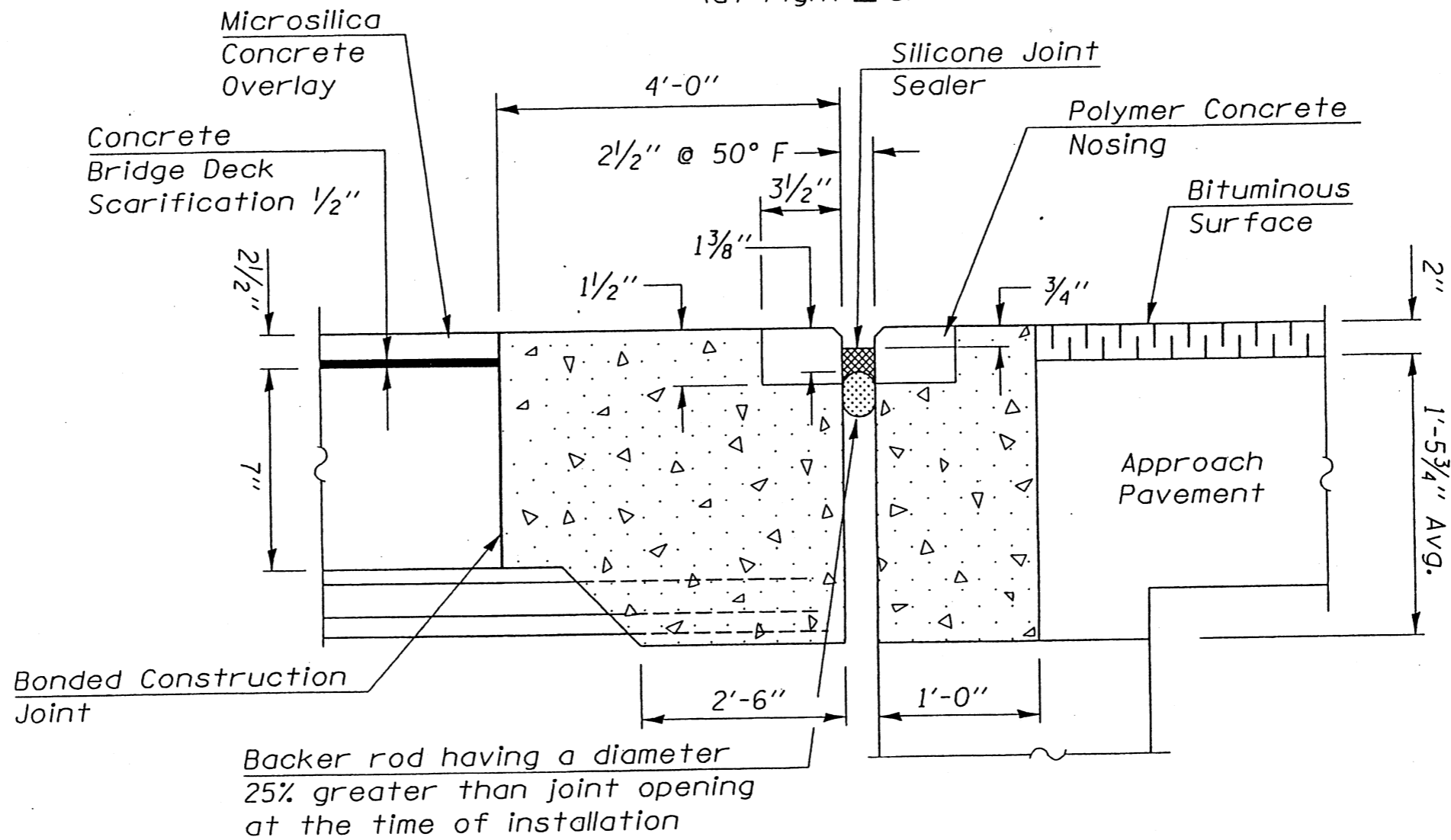
•DEWITT & PLATT
SHEET 21 OF 29

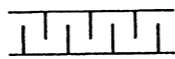
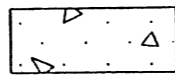
SHEET 1 OF 3

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PROPOSED SECTION THROUGH EAST ABUTMENT

(at right ∟'s)



-  Bituminous Surface
-  Concrete Superstructure

FOR PARAPET DETAILS
SEE SHEET 91A and 91B of 113

SHEET 2 OF 3

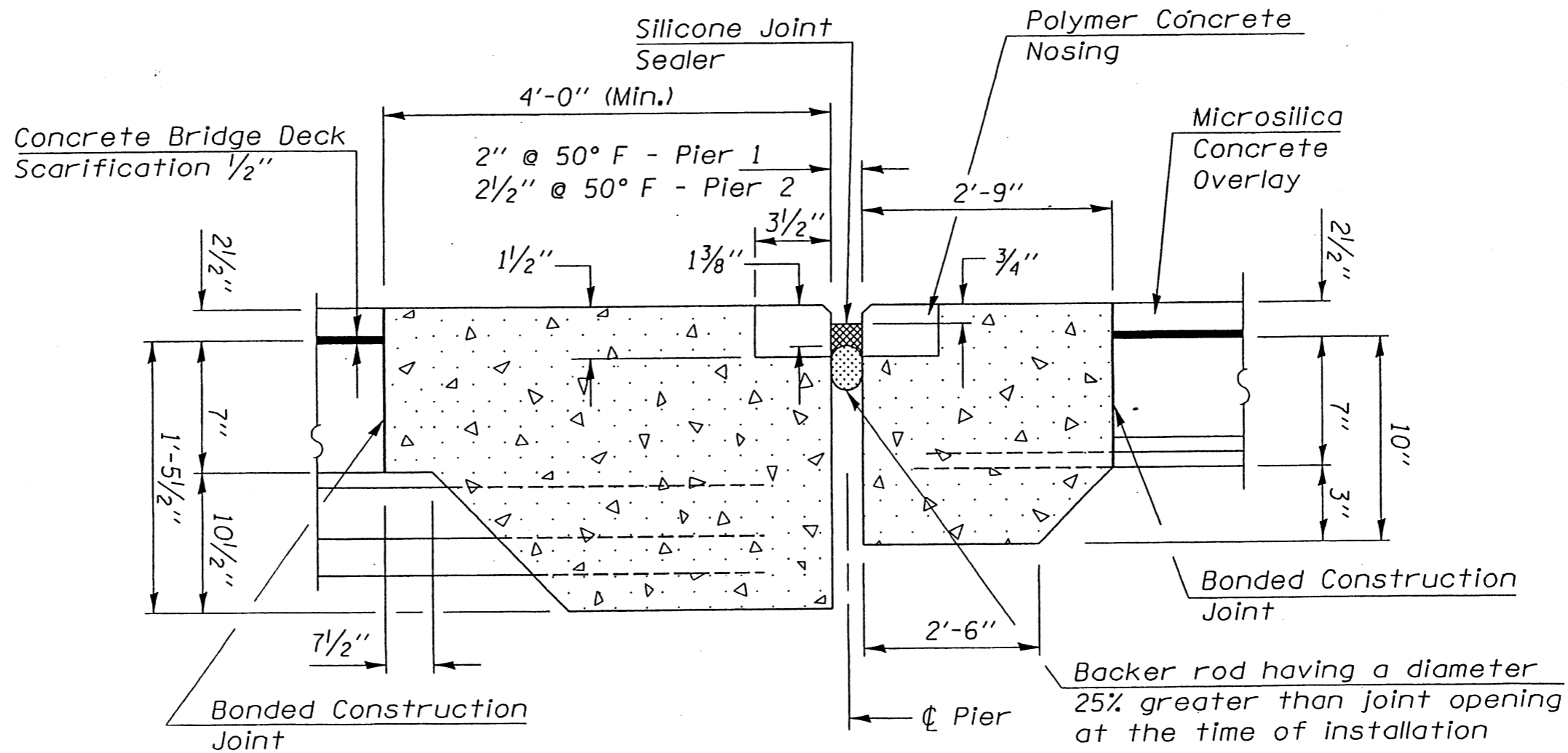
• DEWITT & PIATT
SHEET 22 OF 29

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114.115)RS-2	•	113	87

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PROPOSED SECTION THROUGH PIERS 1 & 2

(at right ∠'s)



 Concrete Superstructure

FOR PARAPET DETAILS
SEE SHEETS 91A and 91C of 113

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2		113	88

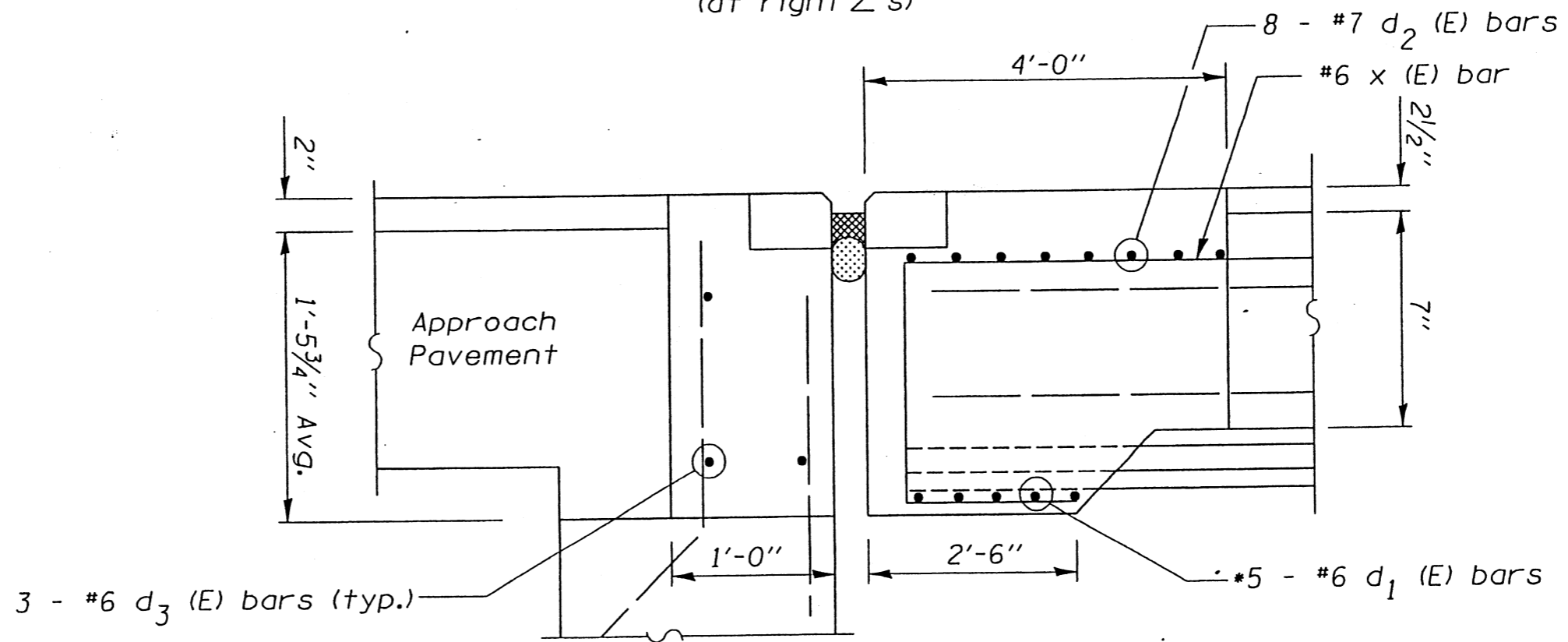
DEWITT & PIATT

SHEET 23 OF 29

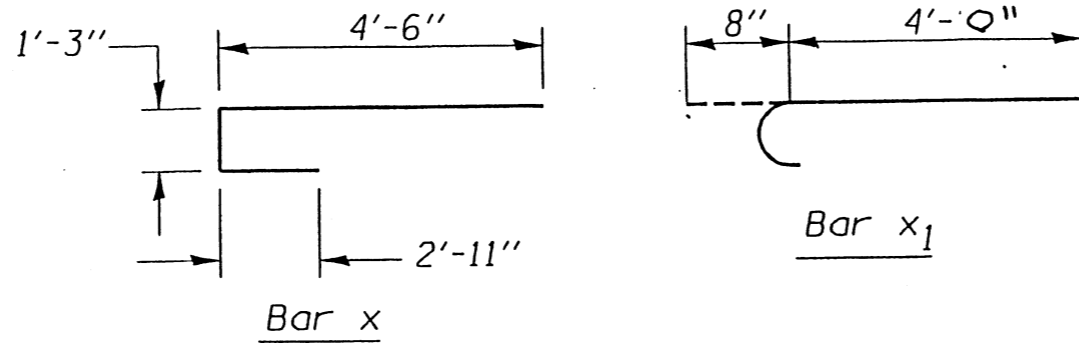
SHEET 3 OF 3

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REINFORCEMENT DETAILS PROPOSED SECTION THROUGH WEST ABUTMENT (at right ∠'s)



* Typical between beams



Bar List **				
Bar	No.	Size	Length	Shape
d(E)	32	#5	22'-0"	
d ₁ (E)	80	#6	7'-4"	
d ₂ (E)	64	#7	22'-0"	
d ₃ (E)	12	#6	20'-8"	
x(E)	208	#6	8'-8"	└┘
x ₁ (E)	96	#6	4'-8"	└┘

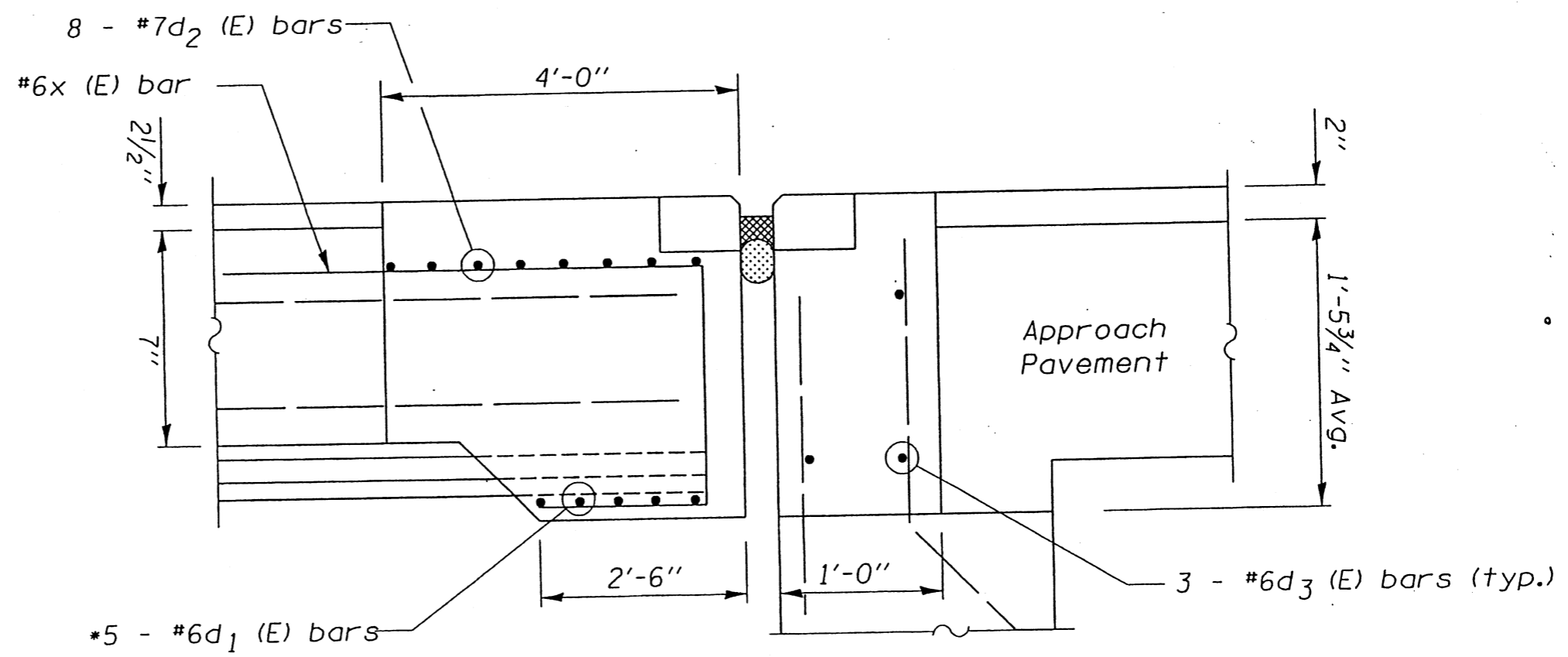
** Includes both Abutments and Piers 1 & 2

SHEET 1 OF 3

DEWITT & PLATT
SHEET 24 OF 29

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	89

REINFORCEMENT DETAILS
PROPOSED SECTION THROUGH EAST ABUTMENT
 (at right \angle 's)



* Typical between beams

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	90

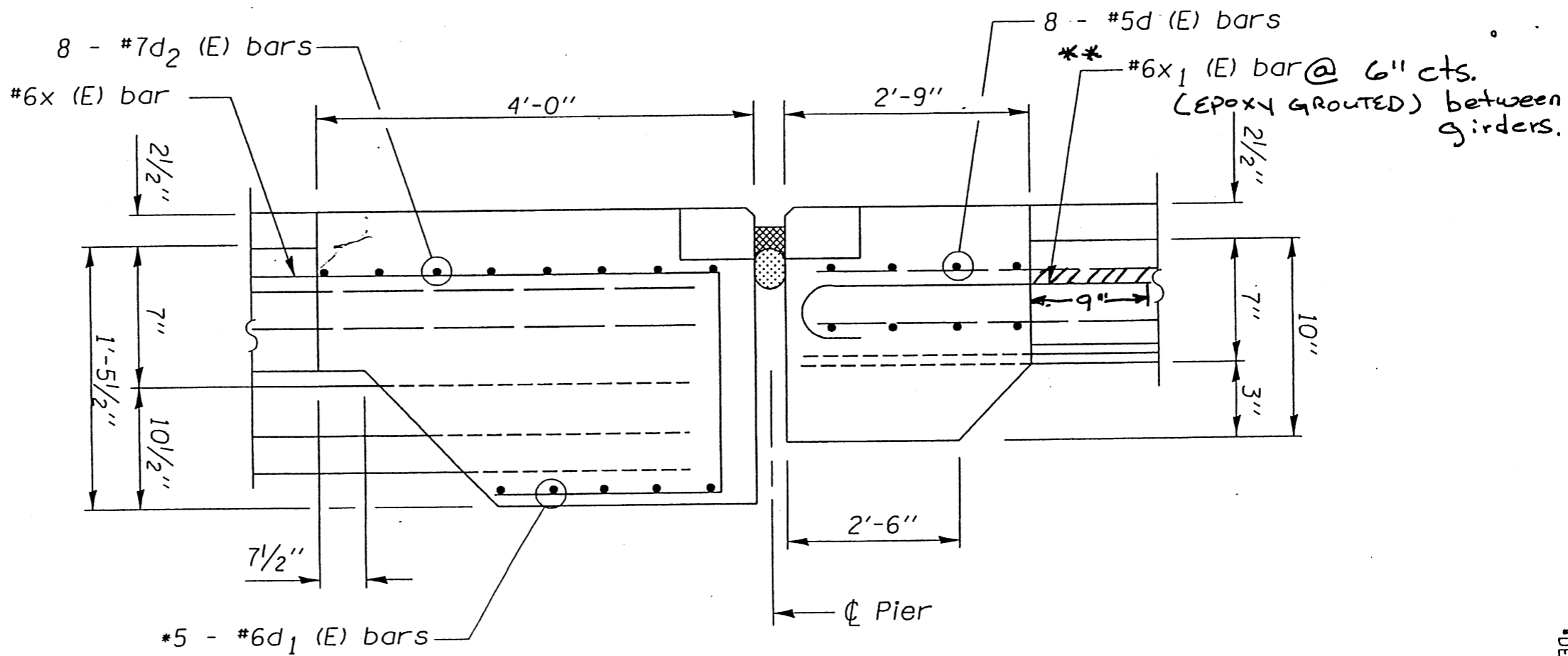
• DEWITT & PIATT
 SHEET 25 OF 29

SHEET 2 OF 3

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REINFORCEMENT DETAILS
PROPOSED SECTION THROUGH PIERS 1 & 2
 (at right ∠'s)

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* EPOXY grout X₁ (E) bars per Art. 584 of Standard Specification.
 Cost included with reinforcement bars, EPOXY Coated.

* Typical between beams

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	.	113	91

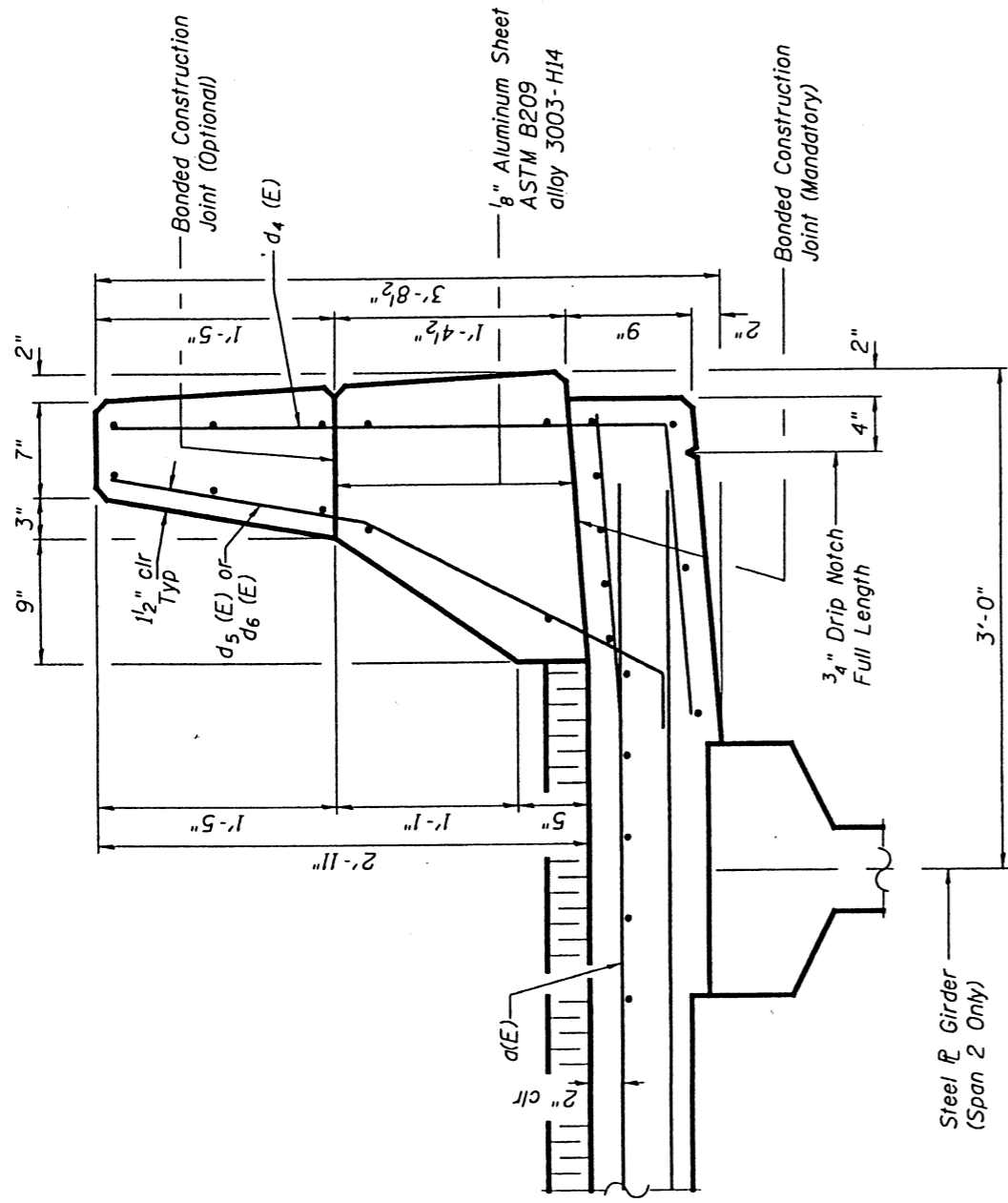
DEWITT & PIATT

SHEET 26 OF 29

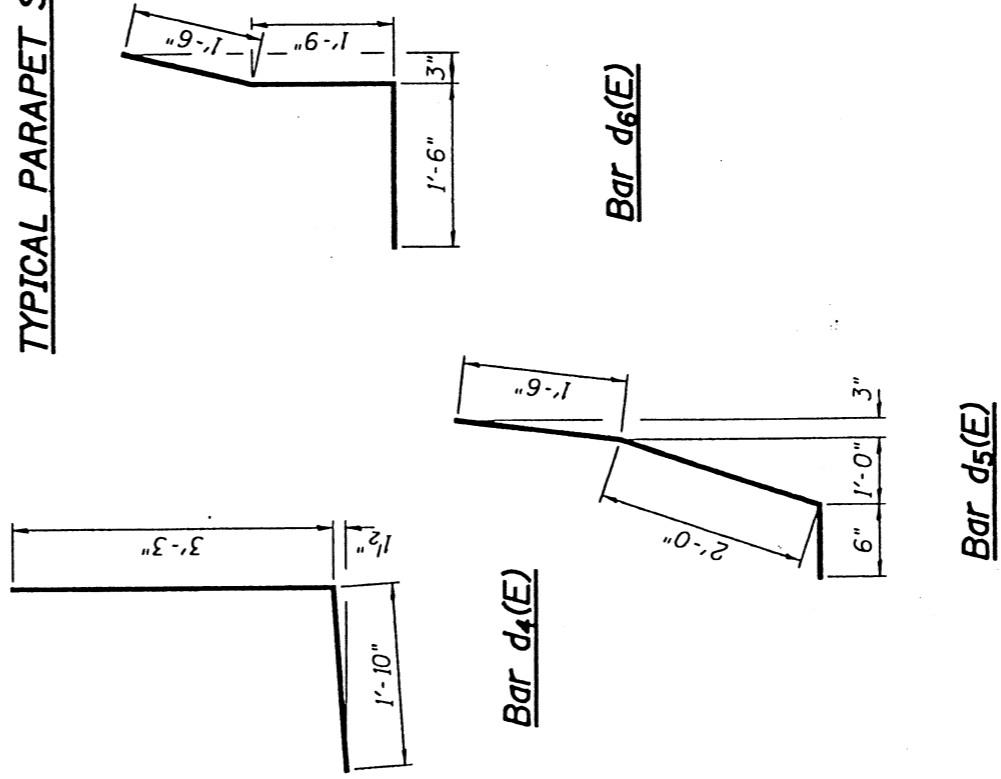
SHEET 3 OF 3

E.A.P. NO.	SECTION	COUNT	TOTAL SHEETS	SHEET NO.
721	(114.115)RS-2		113	91A

SHEET NO. 26A
29 SHEETS



TYPICAL PARAPET SECTION

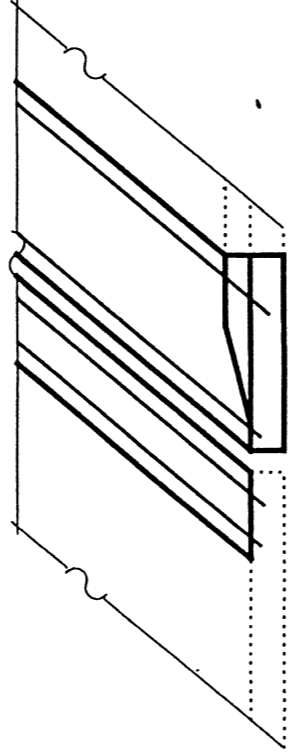
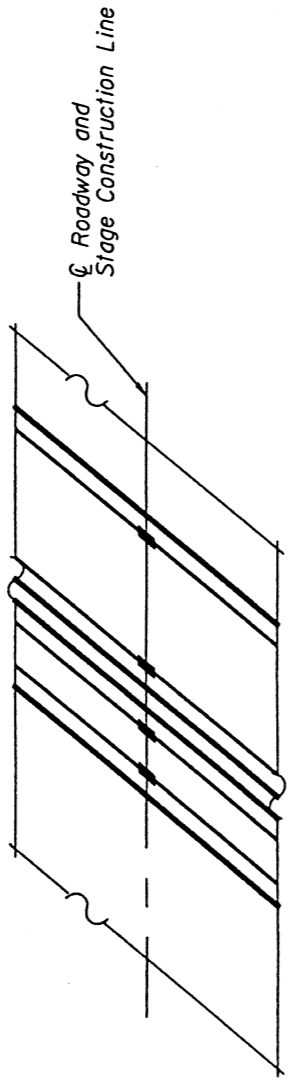
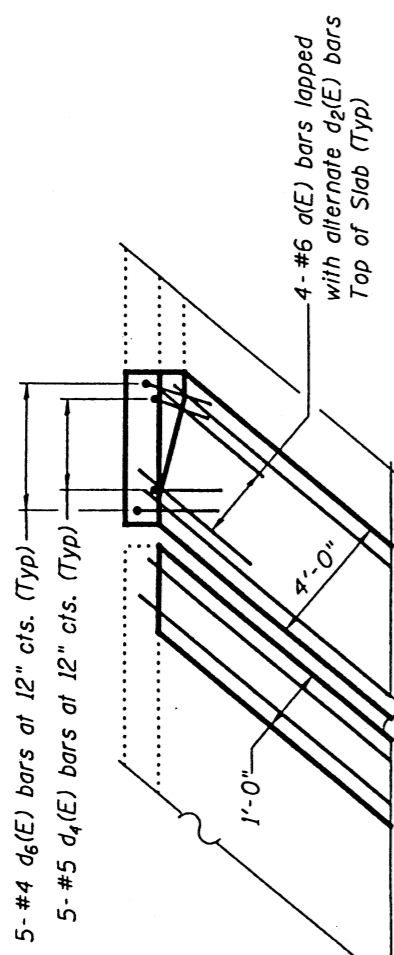


BILL OF MATERIAL

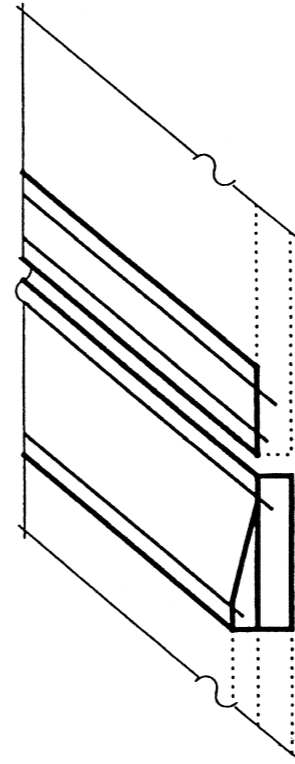
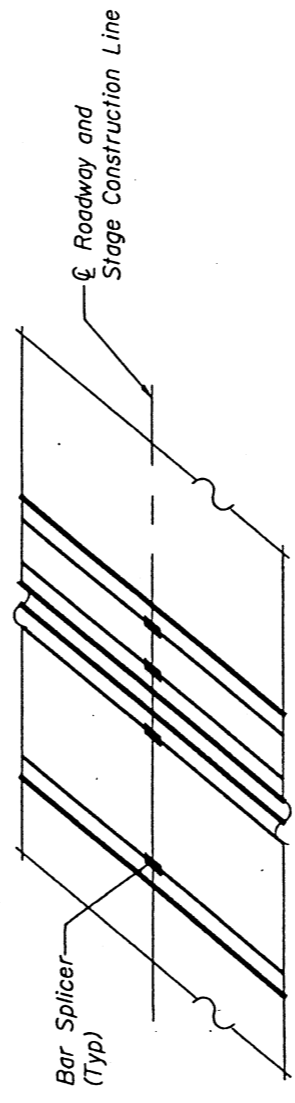
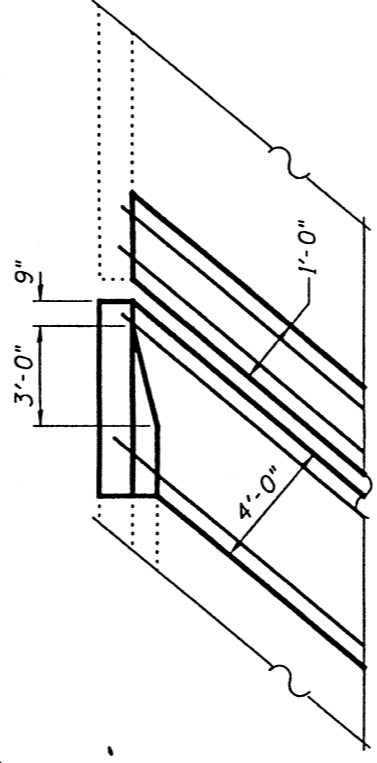
Bar	No.	Size	Length	Shape	
d(E)	56	#6	6'-0"	—	
d ₄ (E)	20	#5	5'-1"	┌	
d ₅ (E)	36	#5	4'-0"	└	
d ₆ (E)	56	#4	4'-9"	└	
Reinforcement Bars, Epoxy Coated				Lbs.	790

STATE	SECTION	COUNTY	SHEET NO.
721	(114-115)RS-2		918
SHEETS			113

SHEET NO. 26B
29 SHEETS



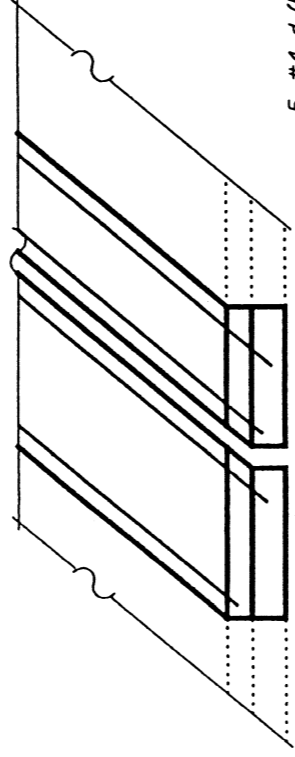
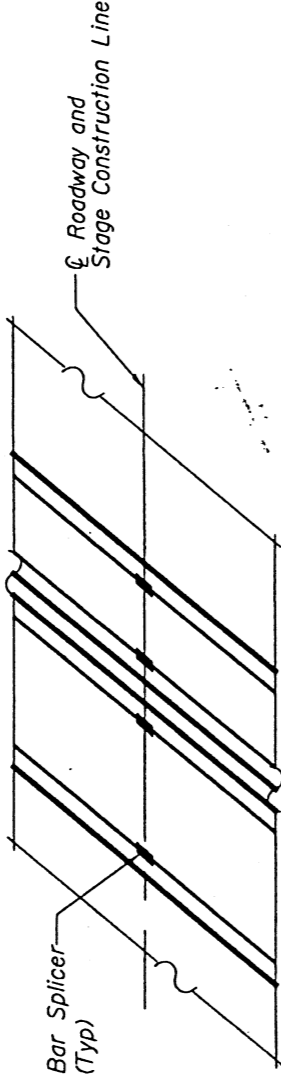
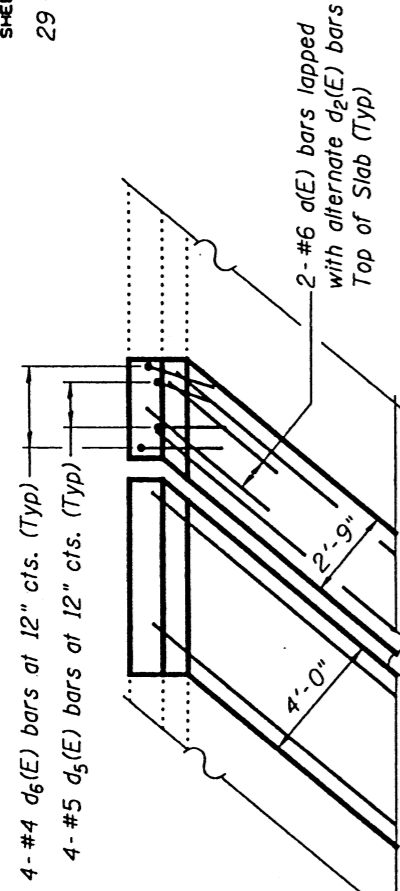
WEST ABUTMENT
PLAN VIEW



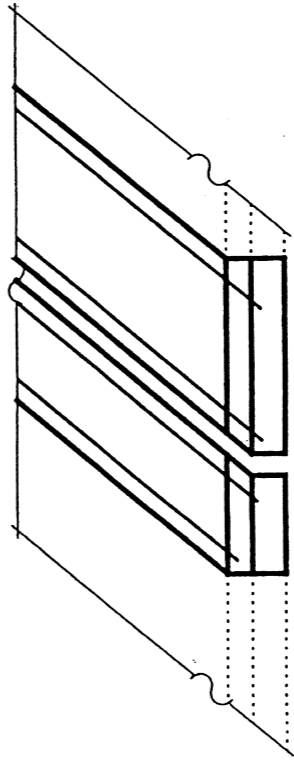
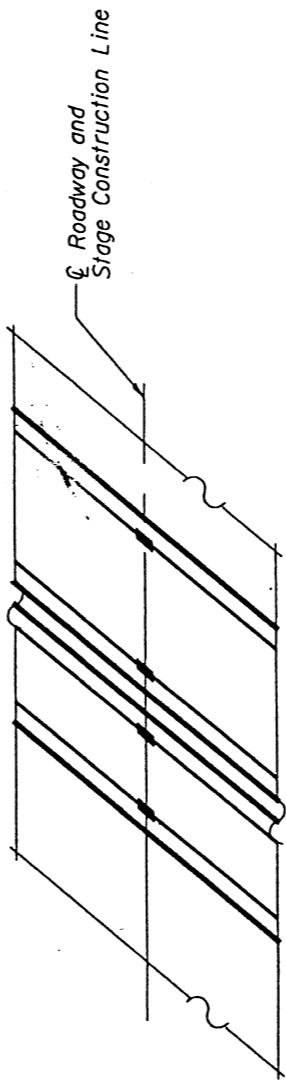
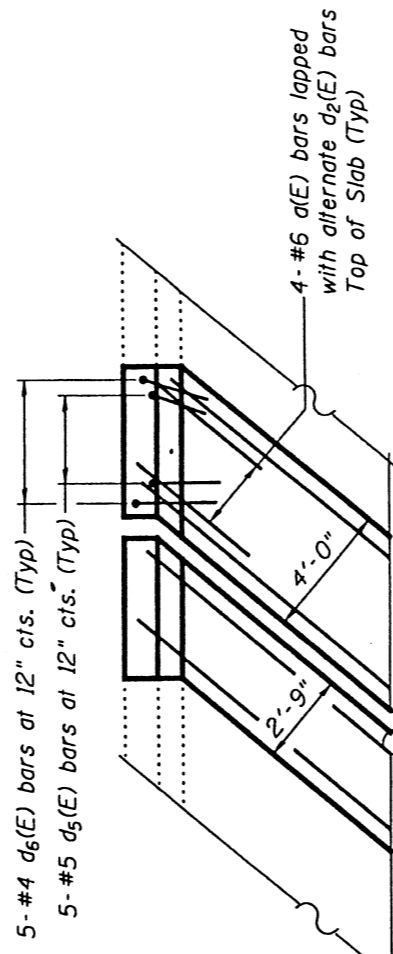
EAST ABUTMENT
PLAN VIEW

F&P SITE	SECTION	COUNTY	SHEET NO.	SHEET NO.
721	(114.115)RS-2		113	9/C

SHEET NO. 26C
29 SHEETS



PIER 1
PLAN VIEW

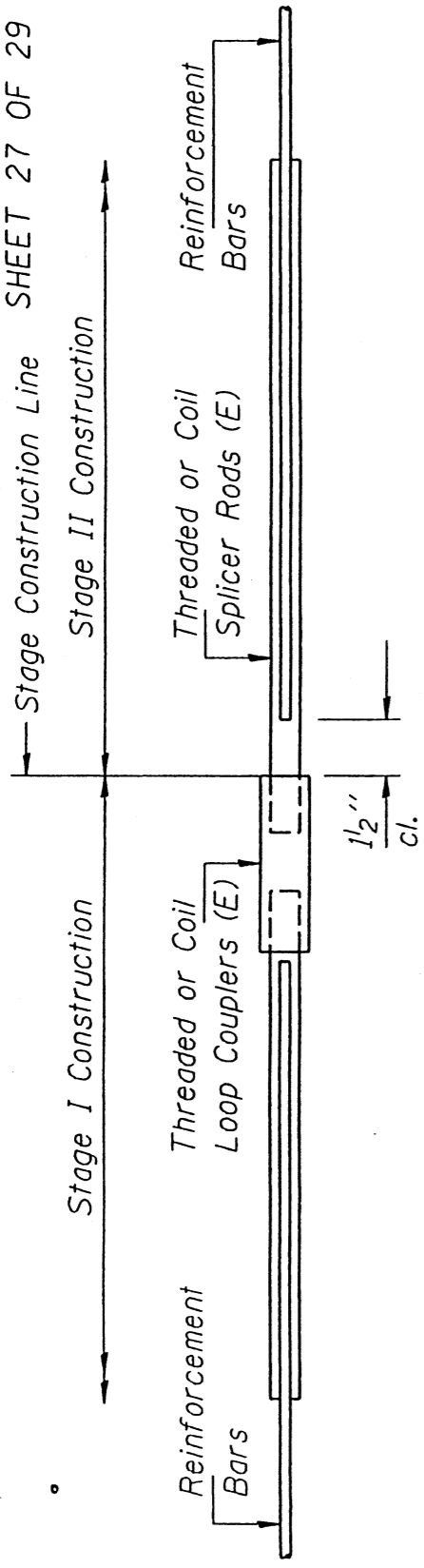


PIER 2
PLAN VIEW

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
721	(114,115)RS-2	.	113
			92

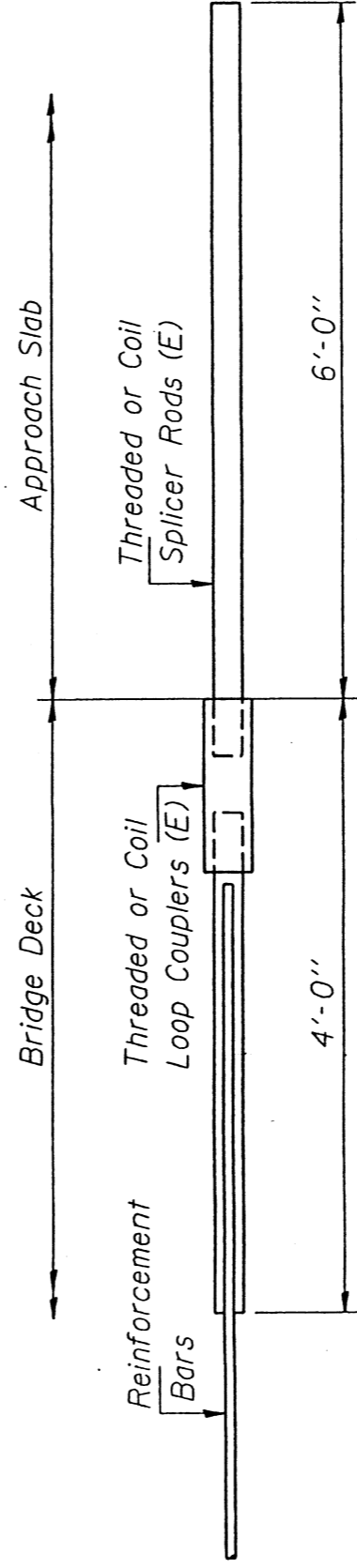
•DEWITT & PIATT

SHEET 27 OF 29



SPLICER DETAIL

Bar Size	No. Assemblies Required	Location
#5	16	Deck
#6	6	Backwalls
#7	32	Deck



INTEGRAL ABUTMENT
BAR SPLICER ASSEMBLY DETAIL
FOR #5 BAR

Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =

BSD-1 4-30-99

SHEET 1 of 3

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	•	113	93

•DEWITT & PIATT

SHEET 28 OF 29

The diameter of this part is the same as the diameter of the bar spliced.



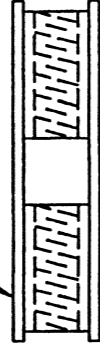
The diameter of this part is equal or larger than the diameter of bar spliced.

ROLLED THREAD DOWEL BAR



**** ONE PIECE**

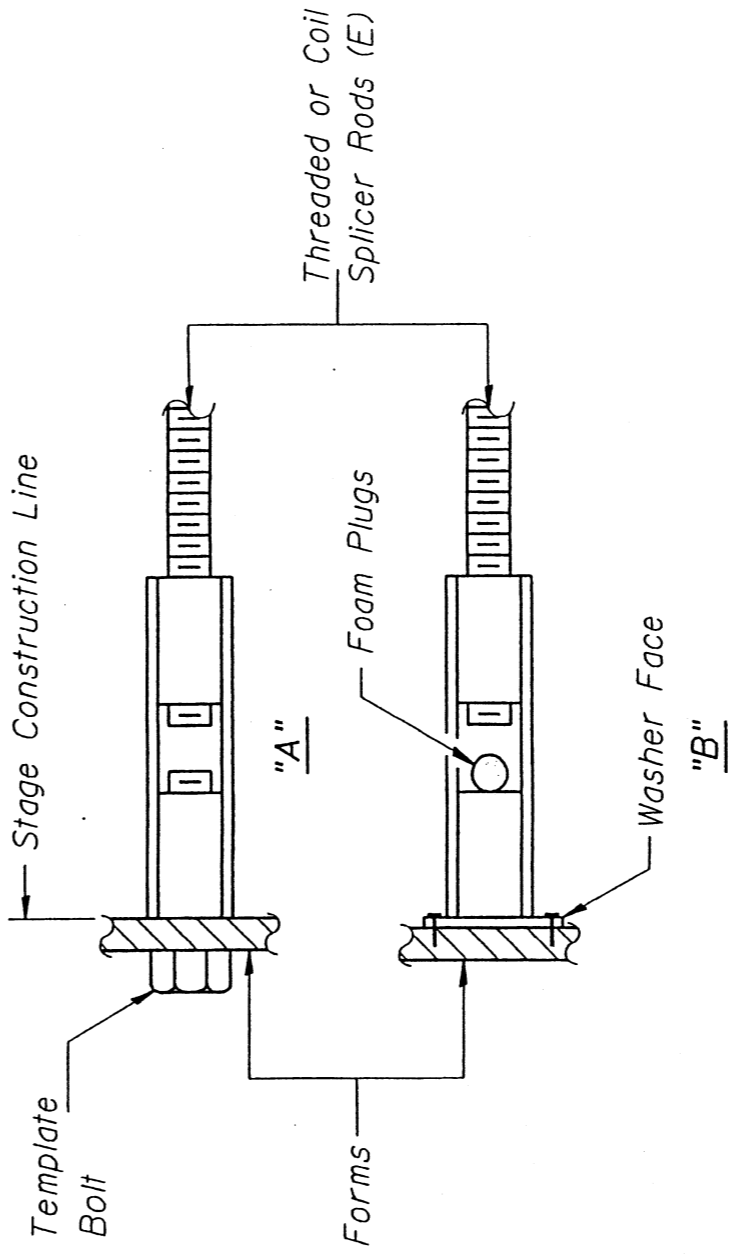
Wire Connector



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.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	TOTAL SHEET NO.
721	(114,115)RS-2	•	113	94

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SHEET 29 OF 29

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 = $1.25 \times f_{s_{allow}} \times A_t$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.

$f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)

A_t = 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
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6

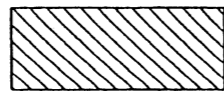
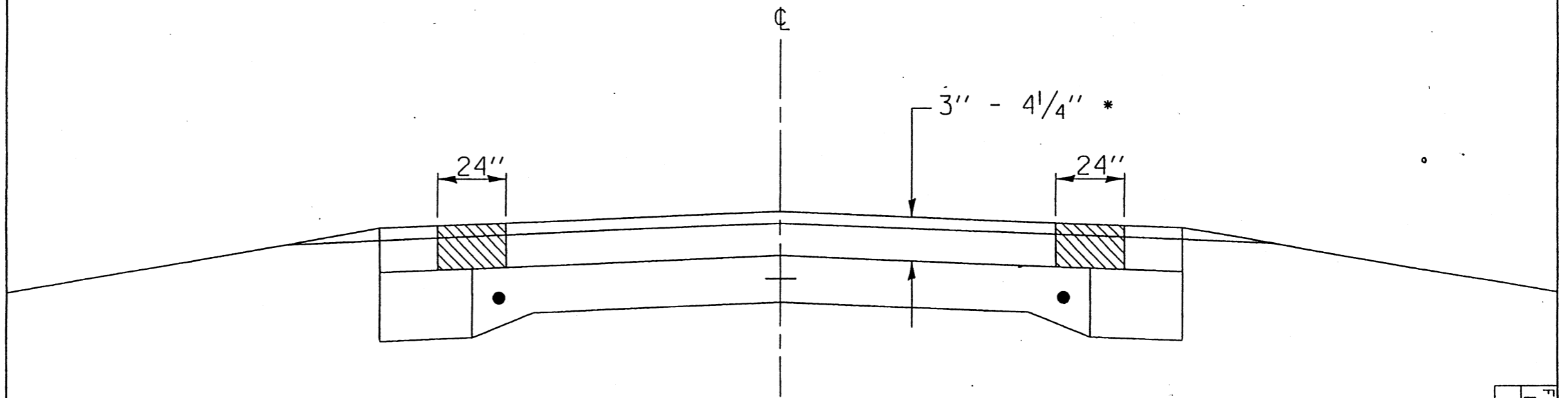
Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

BAR SPLICER ASSEMBLY DETAILS

SHEET 3 of 3

COLD MILLING (SPECIAL)

WIDENING JOINT REPAIR



COLD MILLING (SPECIAL)

GENERAL NOTES

ALL VOLUME OF REMOVAL LIMITS TO BE REPLACED WITH BITUMINOUS MIXTURE FOR PATCHING.

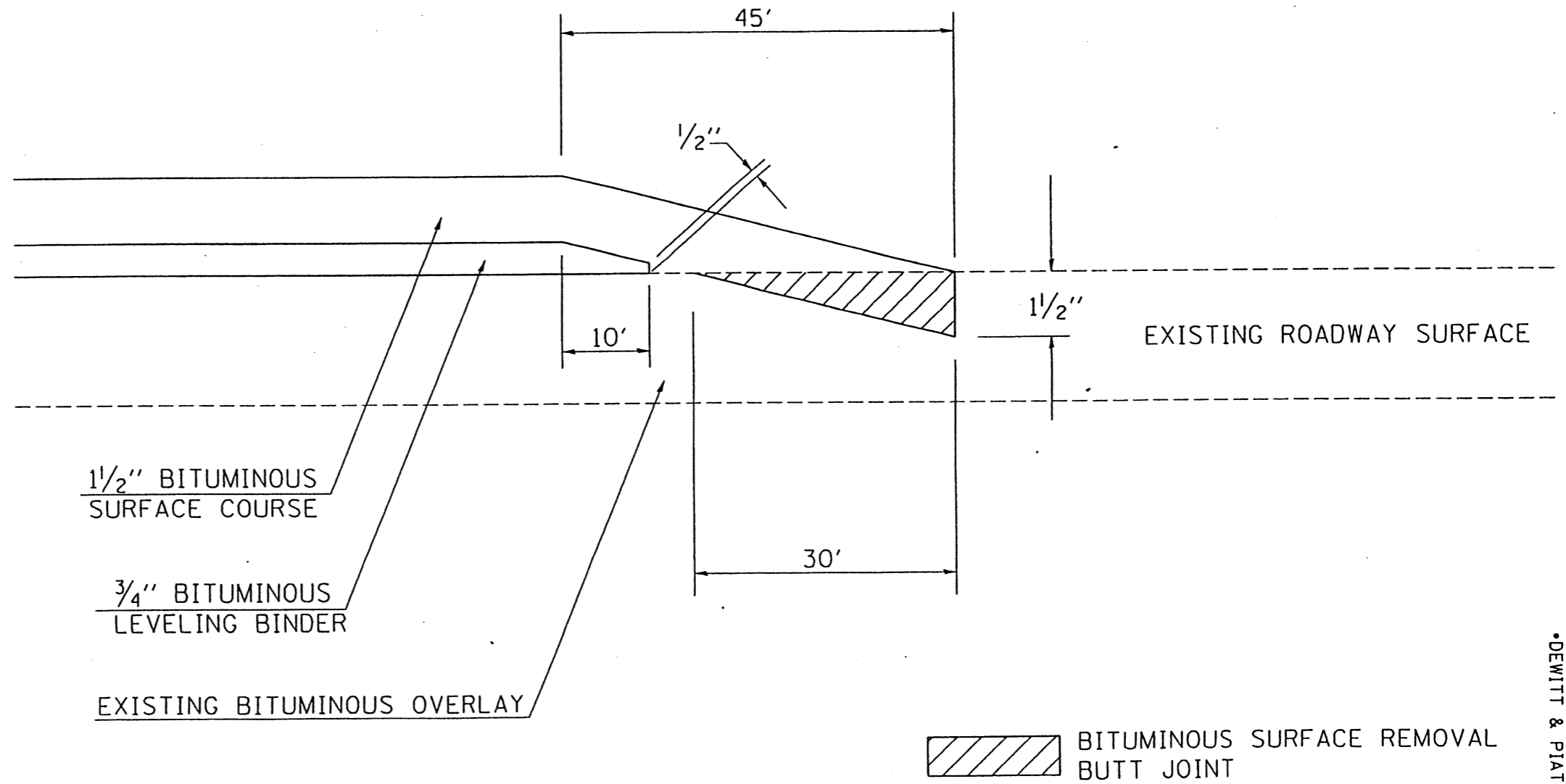
* SEE SCHEDULE

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
721	(114,115)RS-2	•	113 97

•DEWITT & PIATT

BUTT JOINT DETAIL FOR IL. 10

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	(114,115)RS-2	.	113	98

• DEWITT & PLATT

#86

12/13/99

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.	..	VARIOUS	25	1

VARIOUS ROUTES
 .. D5 SCOUR MITIGATION 2000-2
 D-95-035-98

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

100%
6-21-2000 VARIOUS ROUTES
 SECTION D5 SCOUR MITIGATION 2000-2
 MAULTRIE, PIATT, SHELBY
 COUNTIES
 C-95-040-98

FOR LOCATION MAP, SEE SHEET NOS. 3-5
 FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 8

INDEX OF SHEETS

1, 2	TITLE PAGES
3-5	LOCATION MAPS
6-7	GENERAL NOTES
8	SUMMARY OF QUANTITIES
9	SCHEDULE OF QUANTITIES
10-23	PLAN SHEETS
24-25	DETAILS

LIST OF STANDARDS

000001-03	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
630001-02	STEEL PLATE BEAM GUARDRAIL
701001	TRAFFIC CONTROL
701006-01	TRAFFIC CONTROL
701201-01	TRAFFIC CONTROL
702001-01	TRAFFIC CONTROL DEVICES

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

Submitted 12/10 1999
 District Engineer H.L. Forbes
 Examined _____ 19____
 Engineer Design and Environment
 Approved _____ 19____
 Director, Division of Highways

Project Engineer: GEORGE MORGAN
 Designed By: NANCY FASIG
 Contract No.: 90942
 TollFree JULIE Telephone No.: 1-800-892-0123 _____ Township

Printed by Authority of the State of Illinois

12/10/99

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.	..	VARIOUS	25	2

VARIOUS ROUTES

.. D5 SCOUR MITIGATION 2000-2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT FIVE


REVIEWED BY:



DISTRICT ENGINEER OF PROGRAM DEVELOPMENT

DATE:

12/20/99

EXAMINED BY:


DISTRICT ENGINEER OF PROJECT IMPLEMENTATION


DISTRICT ENGINEER OF BUREAU OF OPERATIONS

90942

SUMMARY OF QUANTITIES

LOCATION OF WORK:

MOULTRIE CO. FAP 320 RURAL S.N. 070-0003 100% STATE MINOR STRUCTURE REPAIRS <u>SFTY-2A</u>	SHELBY CO. FAP 325 RURAL S.N. 087-0004 100% STATE MINOR STRUCTURE REPAIRS <u>SFTY-2A</u>	SHELBY CO. FAP 774 RURAL S.N. 087-0022 100% STATE MINOR STRUCTURE REPAIRS <u>SFTY-2A</u>	PIATT CO. FAP 721 RURAL S.N. 074-0076 100% STATE MINOR STRUCTURE REPAIRS <u>SFTY-2A</u>
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CONSTRUCTION TYPE CODE:

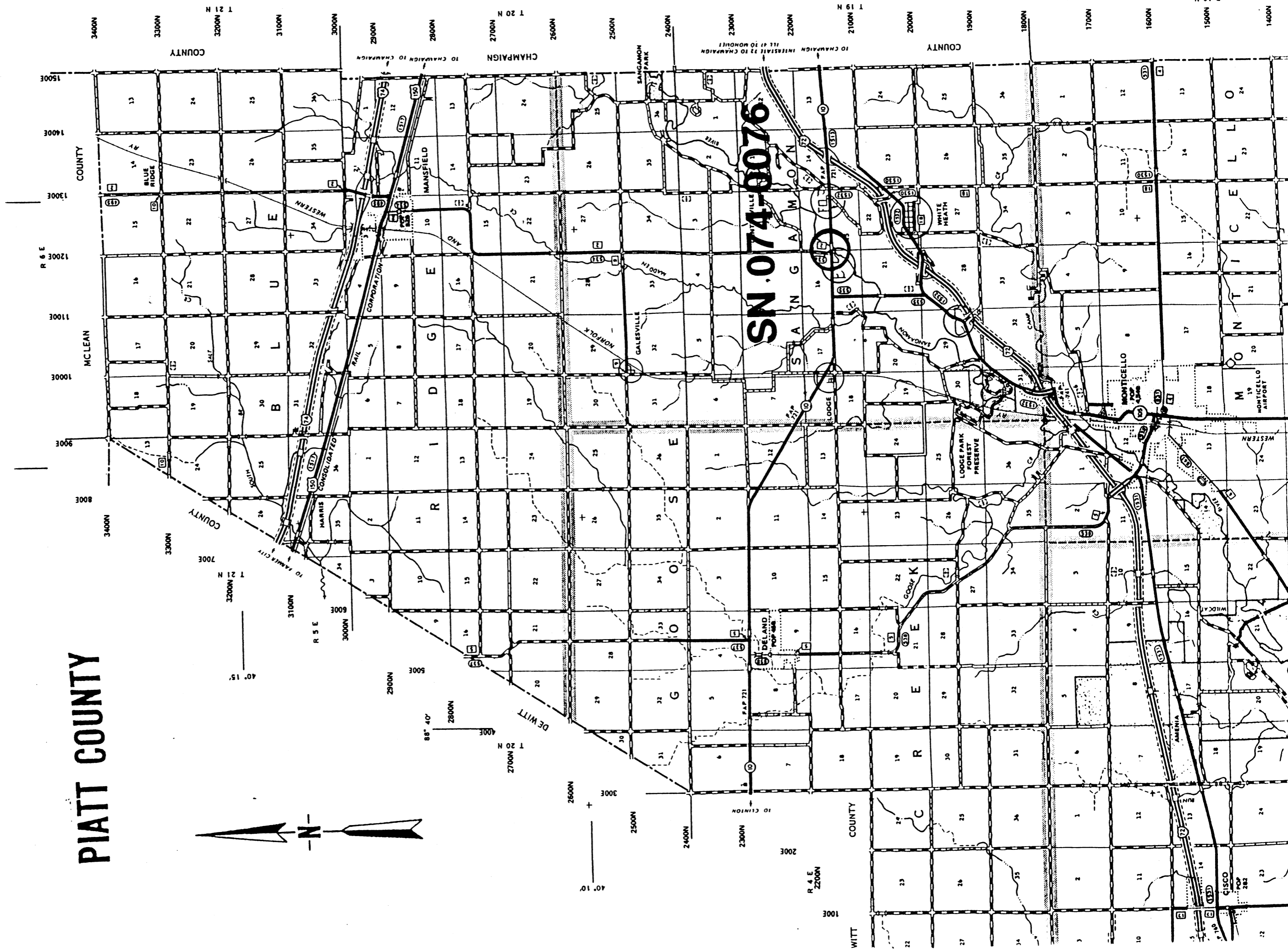
<u>CODE NO</u>	<u>ITEM</u>	<u>UNIT</u>	<u>TOTAL QUANTITY</u>				
28100107	STONE RIPRAP, CLASS A4	SQ YD	1,275.0		125.0		1,150.0
28101500	RIPRAP, SPECIAL	SQ YD	482.0	179.0		303.0	
28200100	FILTER FABRIC FOR USE WITH RIPRAP	SQ YD	1,757.0	179.0	125.0	303.0	1,150.0
63300205	REMOVAL AND REINSTALLATION OF EXISTING STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	100.0	50.0	50.0		
67100100	MOBILIZATION	L SUM	1.0	.25	.25	.25	.25
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0	.25	.25	.25	.25

SCHEDULE OF QUANTITIES

SCOUR REPAIR SCHEDULE						
STRUCTURE #	FABRIC AREA S.Y.	RIPRAP AREA S.Y.	RIPRAP SIZE	RIPRAP THICKNESS* INCH	LOCATION & NOTES	
070-0003	179	179	A-4	19	PIERS 1 & 2	
087-0022	303	303	A-4	23	PIERS 1 & 2	
087-0004	125	125	A-4	16	EAST ABUTMENT	
074-0076	589	589	A-4	16	PIERS 1, 2, 6 & 7	
	561	561	A-4	16	ABUTMENTS	

*RIPRAP THICKNESS SHOWN DOES NOT INCLUDE REQUIRED BEDDING STONE

PIATT COUNTY



S. N. 074-0076
GENERAL PLAN



SANGAMON
RIVER

☉ PIER 1
STA. 1279+99.16

☉ PIER 2
STA. 1281+27.88

☉ PIER 3
STA. 1281+92.58

☉ PIER 4
STA. 1282+56.67

☉ PIER 5
STA. 1283+20.75

☉ PIER 6
STA. 1283+84.83

☉ PIER 7
STA. 1284+48.92

☉ F.A.P. ROUTE 721
(IL ROUTE 10)

☉ STRUCTURE
STA. 1282+21.00
SKEW 40°

BK. W. ABUT.
STA. 1279+26.00

BK. E. ABUT.
STA. 1285+16.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	•	VARIOUS	25	13
* * * VARIOUS ROUTES				
* * * D5 SCOUR MITIGATION 2000-2				

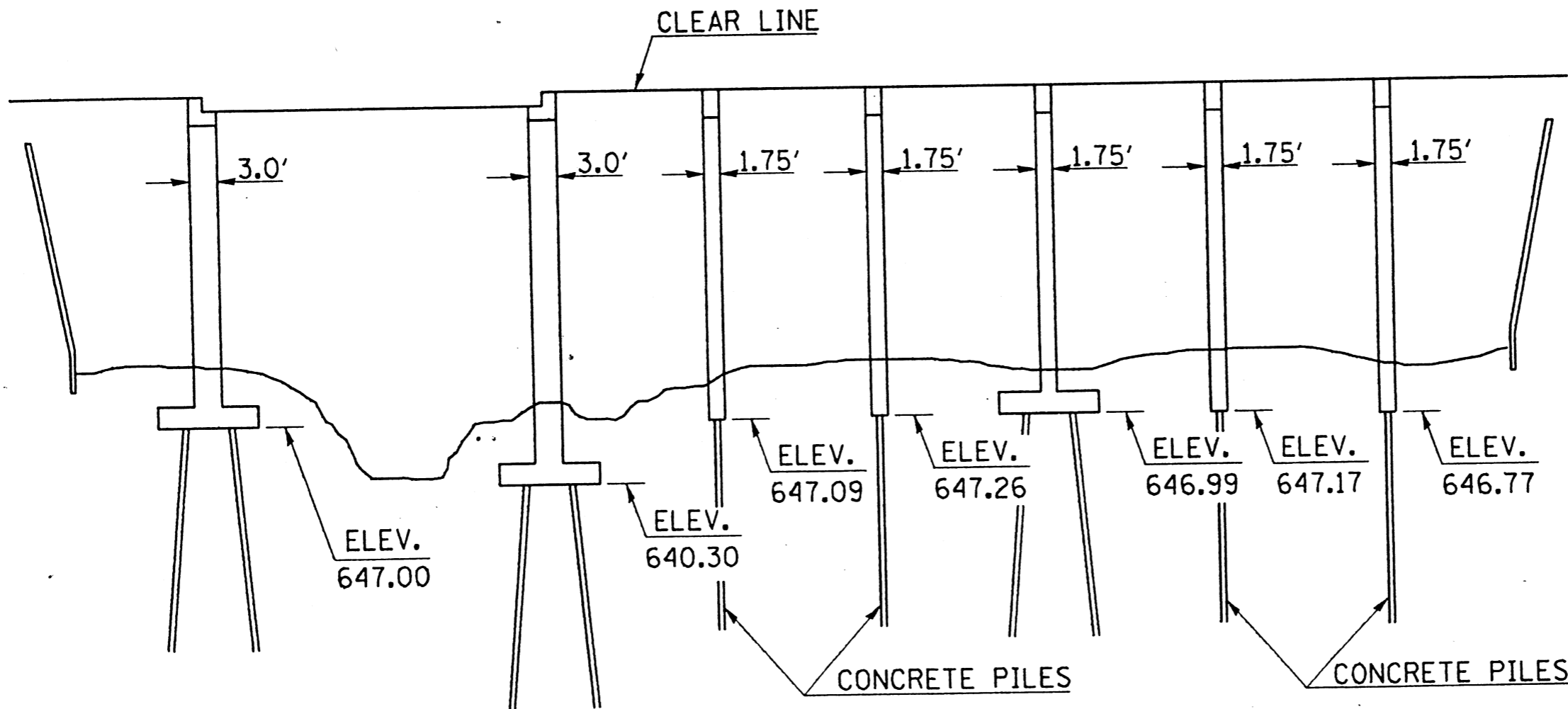
NOT TO SCALE

12/10/99

c:\projects\85x11jobs\49503598.dgn LV=1-63

S. N. 074-0076

12/10/99



GENERAL ELEVATION

NOT TO SCALE

• VARIOUS ROUTES
 •• D5 SCOUR MITIGATION 2000-2

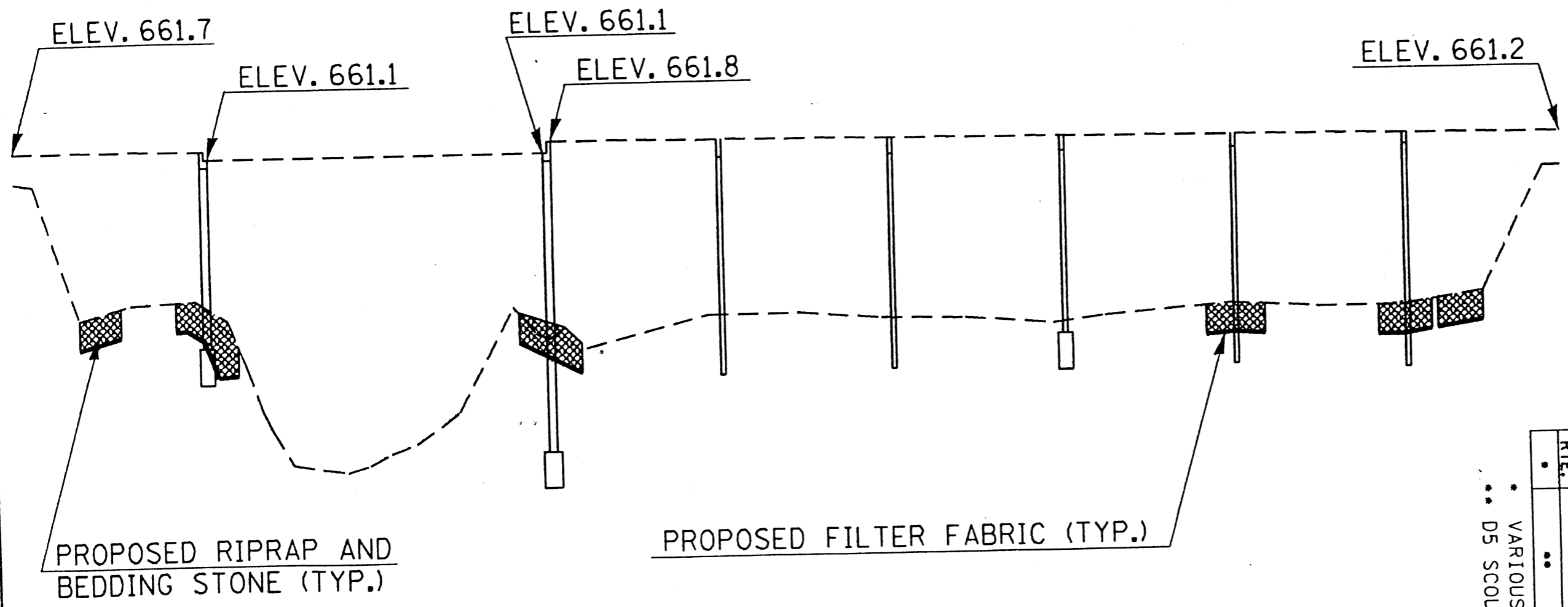
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	••	VARIOUS	25	14

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PROPOSED ELEVATION VIEW - UPSTREAM BRIDGE OPENING

12/10/99

SN. 074-0076



PROPOSED RIPRAP AND BEDDING STONE (TYP.)

PROPOSED FILTER FABRIC (TYP.)

SCALE: HORIZ. - 60
VERT. - 10

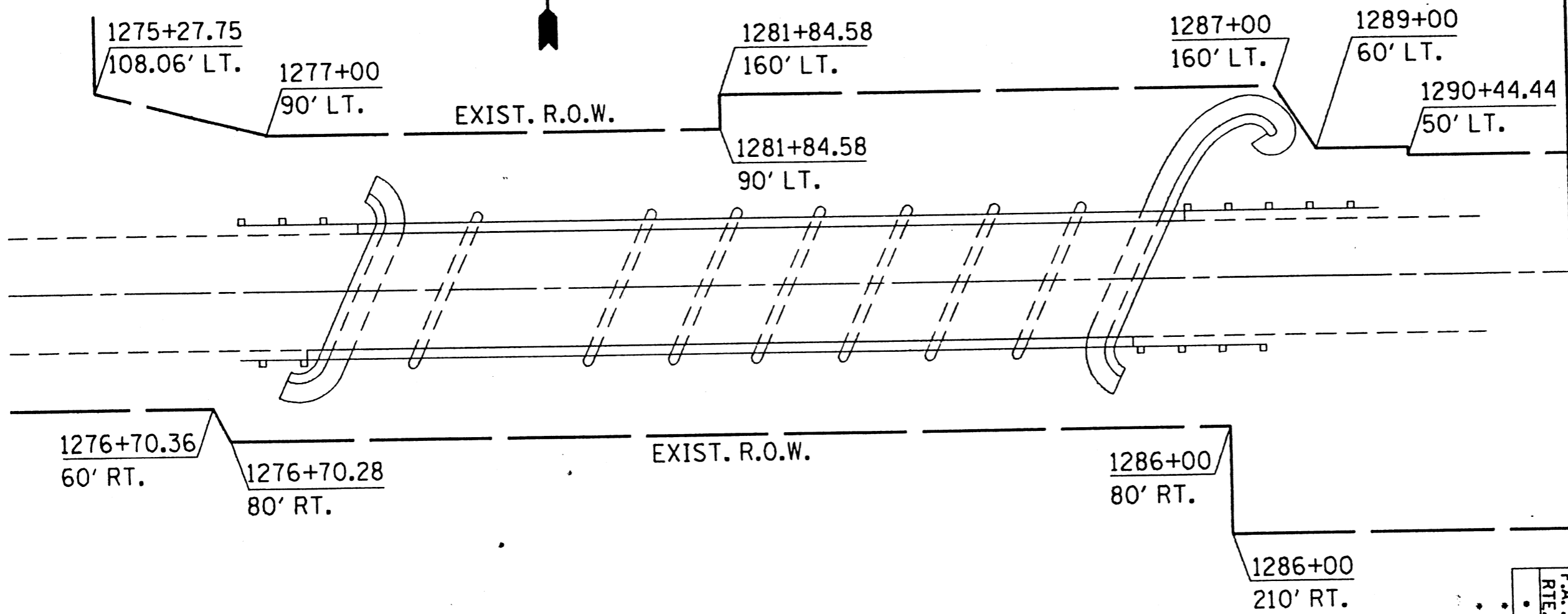
* VARIOUS ROUTES
** D5 SCOUR MITIGATION 2000-2

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.	..	VARIOUS	25	15

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12/10/99

S. N. 074-0076
GENERAL R. O. W.



Notes:

- 1) Class A-4 stone Riprap is to be placed as shown at both abutments and Piers 1, 2, 6, and 7.
- 2) The thickness of the mat is 22 inches. The A-4 Riprap is 16 inches thick. The bedding of A-1 material is 6 inches thick.
- 3) Area of Riprap at Piers = 589 s. y.
Area of Riprap At Abutments = 561 s. y.
- 4) Possible access to this site is via shoulders.

NOT TO SCALE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
•	••	VARIOUS	25
•	••	VARIOUS ROUTES	16

•• D5 SCOUR MITIGATION 2000-2

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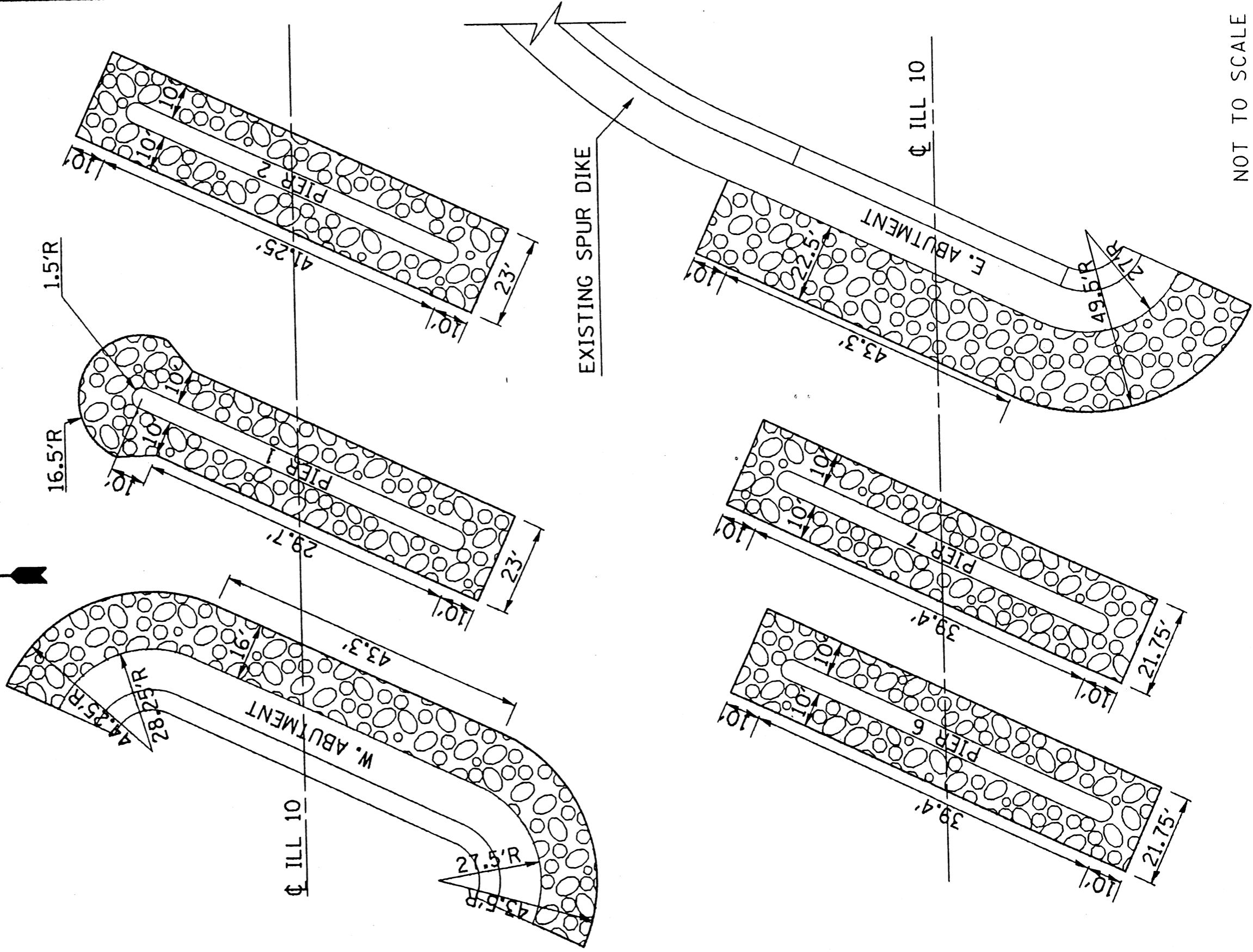
12/10/99

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	SHEET NO.
•	••	VARIOUS	25	17

S. N. 074-0076
PLAN VIEW



• VARIOUS ROUTES
•• D5 SCOUR MITIGATION 2000-2



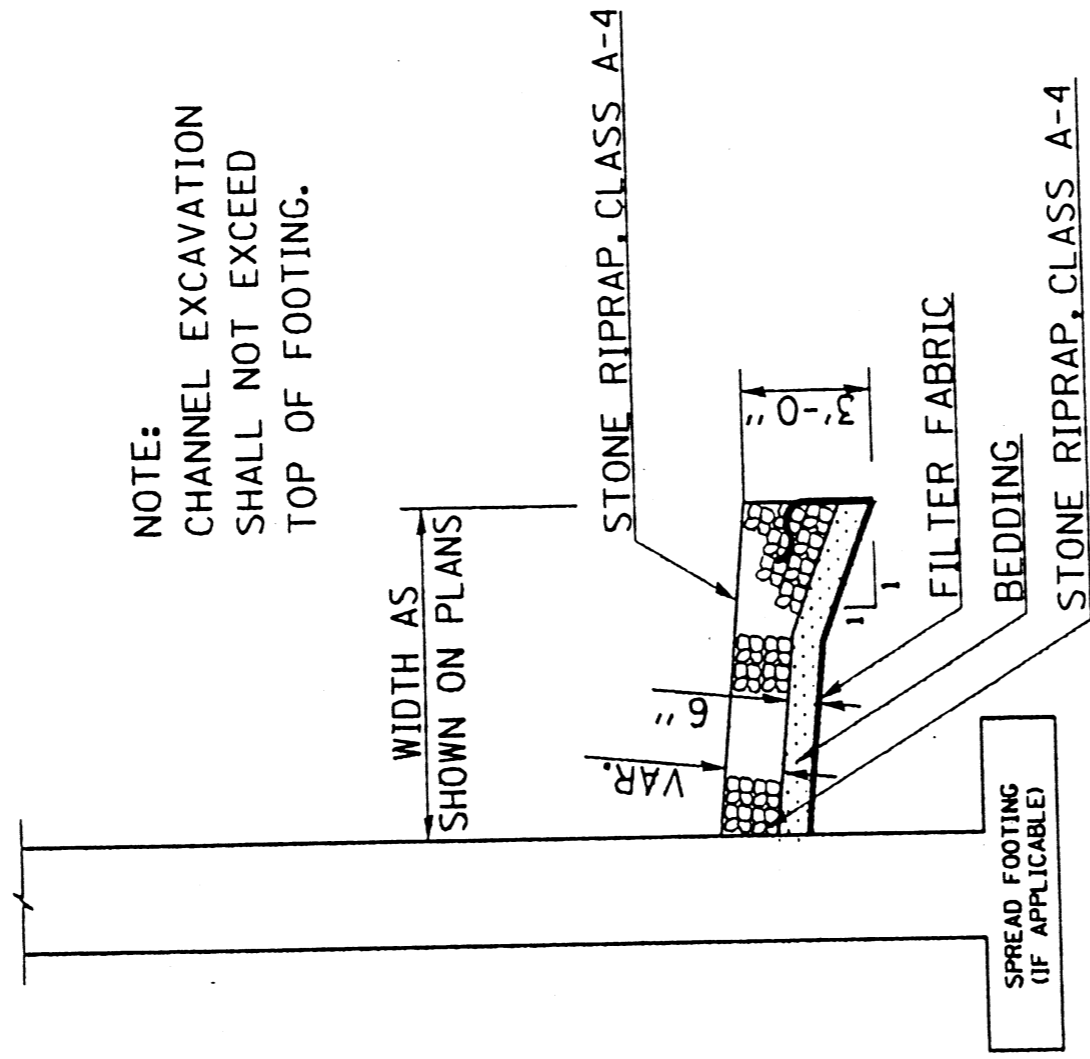
NOT TO SCALE

12/10/99

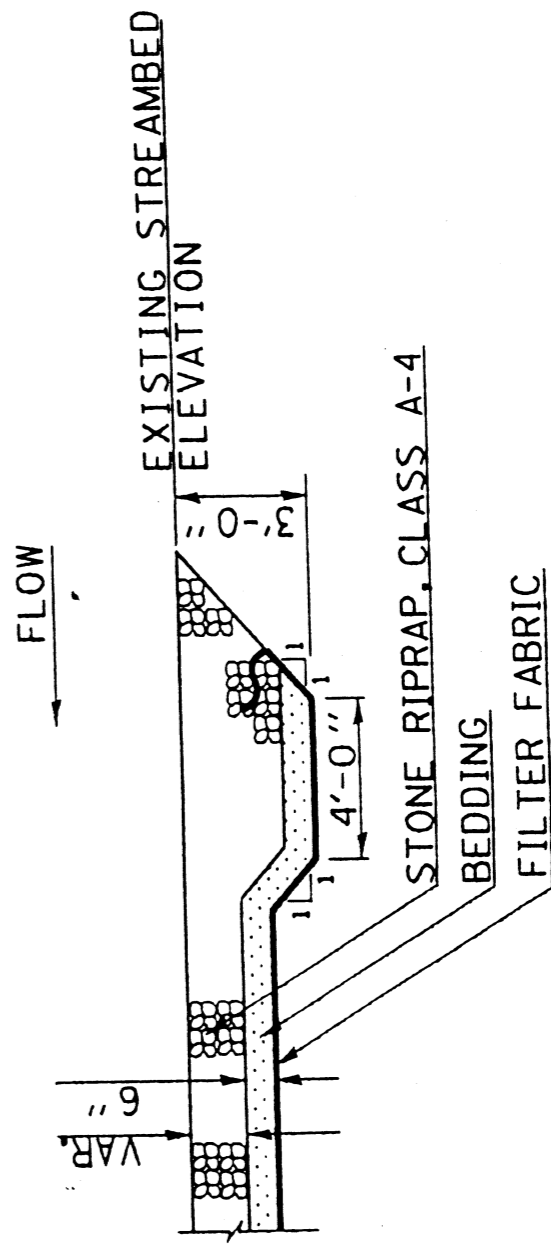
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.	..		25	24

- VARIOUS ROUTES
- D5 SCOUR MITIGATION 2000-2

NOTE:
CHANNEL EXCAVATION
SHALL NOT EXCEED
TOP OF FOOTING.



TYPICAL DETAIL FOR RIPRAP AT ABUTMENT OR PIER

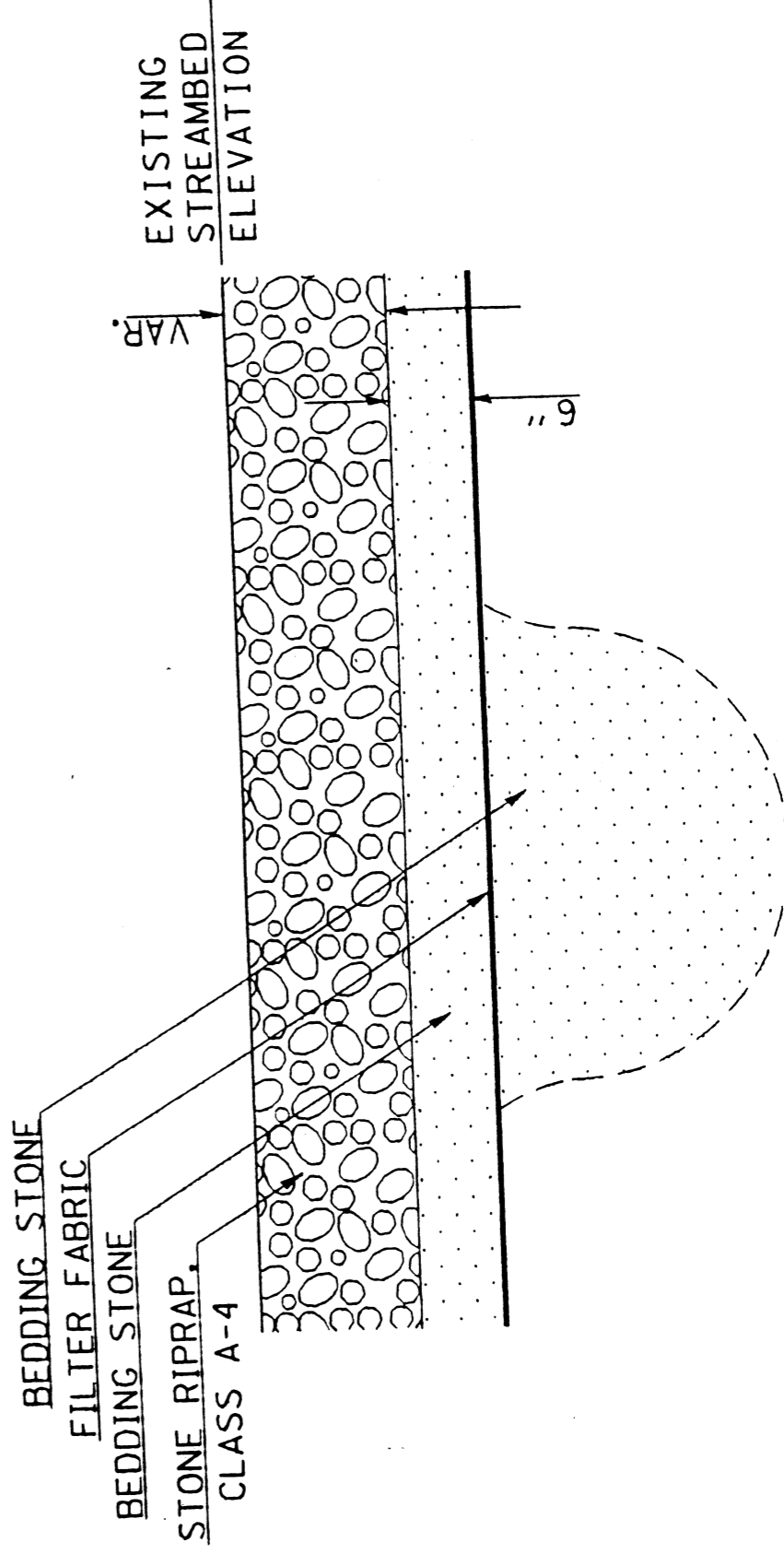
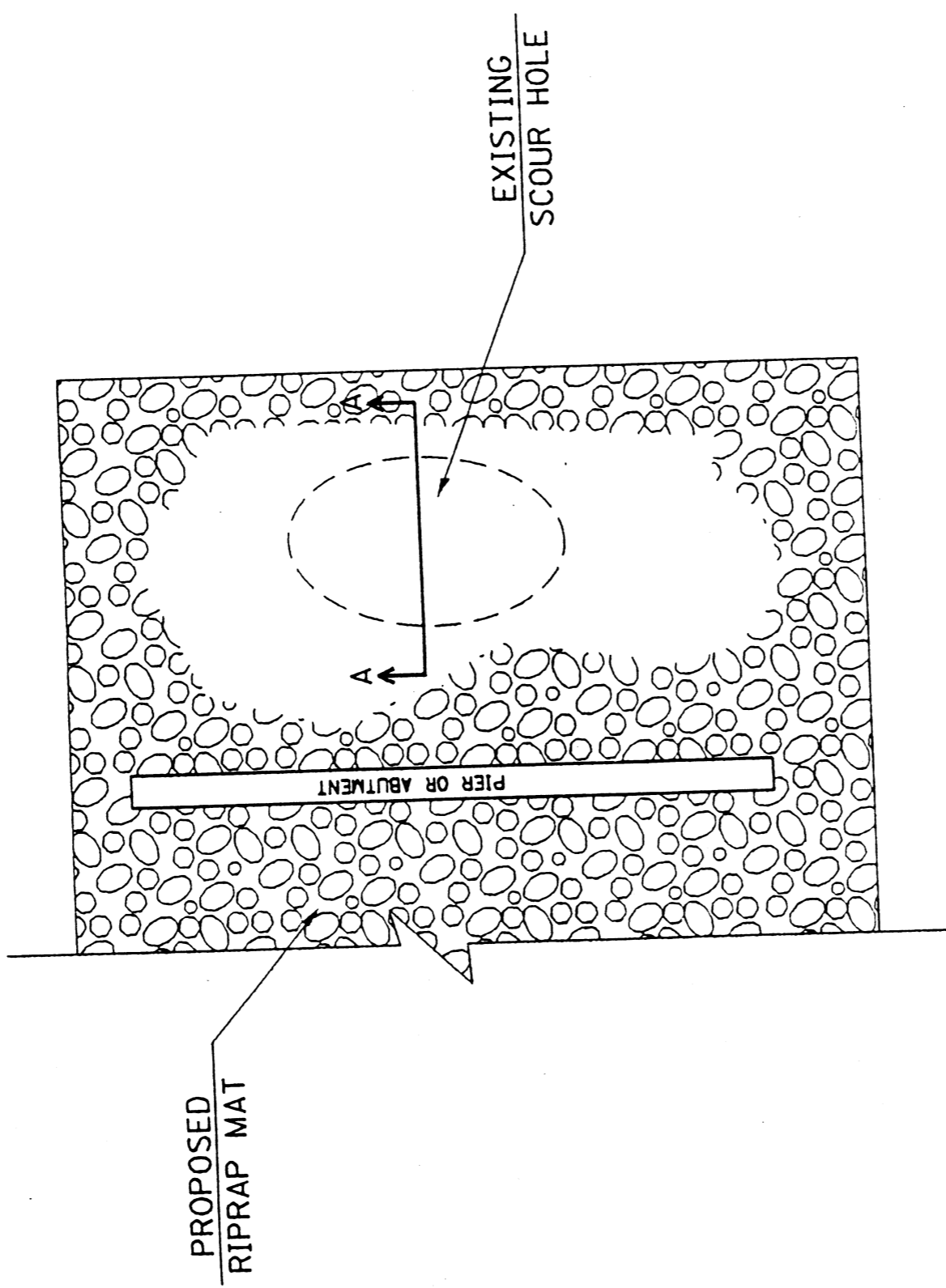


TYPICAL DETAIL FOR UPSTREAM EDGE OF RIPRAP

12/10/99

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS
•	••	VARIOUS	25
•			25

- VARIOUS ROUTES
- D5 SCOUR MITIGATION 2000-2



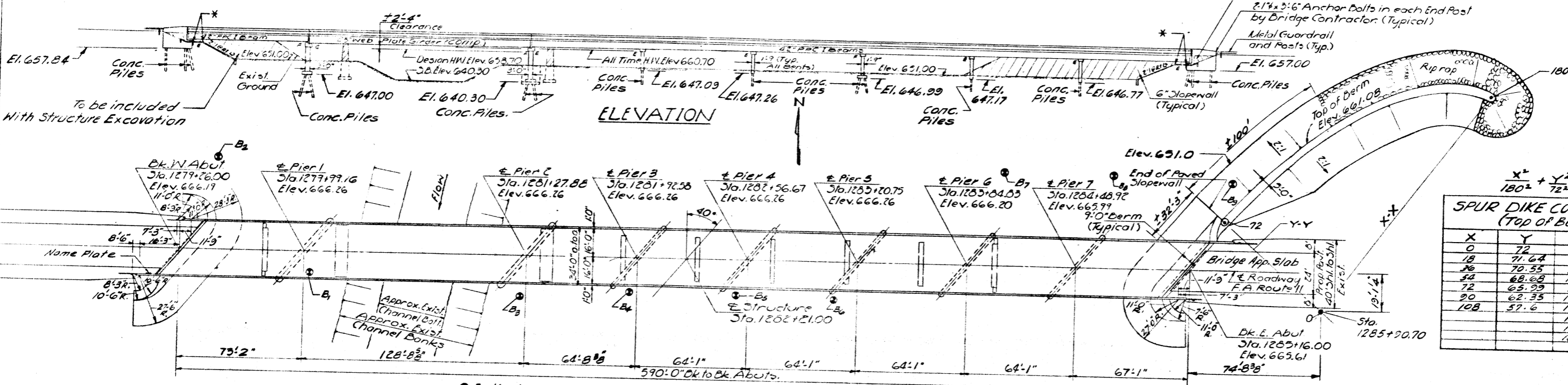
SECTION A-A

TYPICAL DETAIL EXISTING SCOUR HOLE IN PROPOSED RIPRAP MAT PLACEMENT AREA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
155-2	PIATT	ILLINOIS	41	9
SHEET NO. / 28 SHEETS				

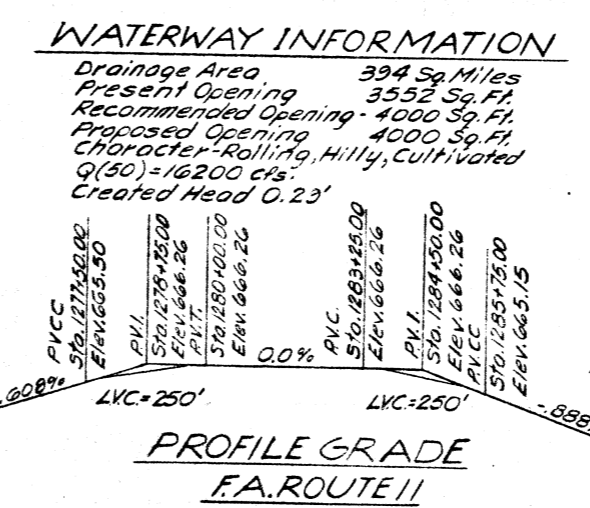
Plan view cut in SE corner E. Abut. Rt. 115 1234+00 Elev. 662.17
Existing Structure Built in 1931 as SB1 Rte. 115 Sec. 115B Sta. 122+192
Bridge No. 074-0006 Superstructure RC Deck on Steel I Beams (7 Spans)
and one thru truss. Substructure Spill Thru Abutments, Pile
Bents and 2 Solid Piers.
To be removed by Bridge Contractor as indicated during
construction. No Salvage.
Traffic to be detoured over F.A.S. Rte. 533



$\frac{x^2}{180^2} + \frac{y^2}{72^2} = 1$

SPUR DIKE COORDINATES (TOP OF BERM)

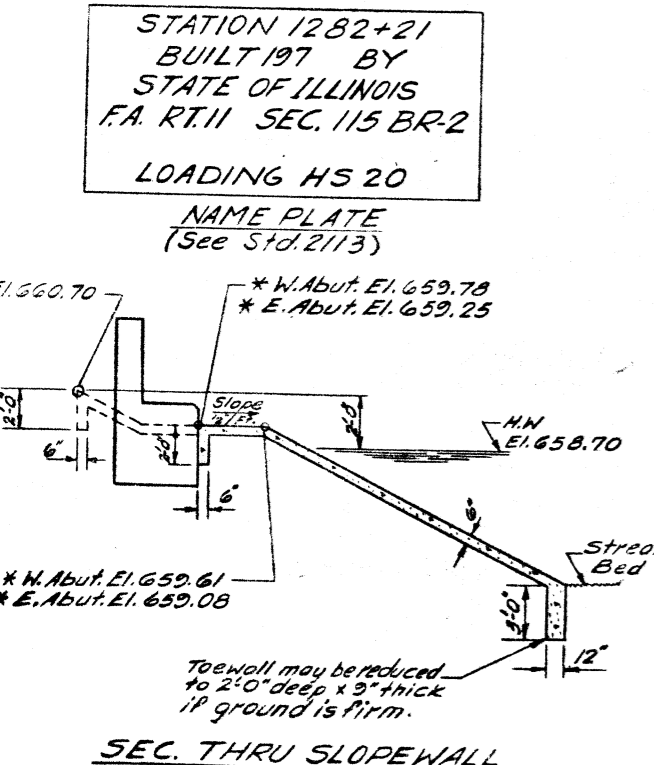
X	Y	X	Y
0	72	120	51.42
18	71.64	144	43.2
36	70.55	162	31.38
54	68.68	166.5	27.36
72	65.99	171	22.48
90	62.35	175.5	16.00
108	57.6	177.5	11.36
		179	7.59
		179.5	5.36
		180	0



TOTAL BILL OF MATERIAL

ITEM	Unit	Super	Sub.	Total
Bit concrete surface course, class I	Tons	164		164
Waterproofing Membrane System	Sq. Yds.	1989		1989
Removal of Existing Structure	Each		1	1
Structure Excavation	Cu. Yds.		7590	7590
Seal coat concrete	Cu. Yds.		36	36
Class X concrete	Cu. Yds.	690.3	253.2	943.5
Class A concrete	Cu. Yds.		252.6	252.6
Structural steel	L.S.	1		1
Stud shear connectors	Each	1095		1095
Reinforcement Bars	Lbs.	17910	35790	20880
Concrete Piles	Lin. Ft.		4882	4882
Test Piles Concrete	Each		4	4
Protective Coat	Sq. Yds.	496		496
Name Plates	Each		1	1
Slope Wall (6")	Sq. Yds.		747	747
Neoprene Exp. Joint (2")	Lin. Ft.	42		42
Neoprene Exp. Joint (2 1/2")	Lin. Ft.	85		85
Preformed Joint Sealer (2 1/2")	Lin. Ft.	44		44
Stone Riprap	Sq. Yd.		290	290
Furnishing and Erecting Precast Prestressed Concrete I-Beams 42 in.	Lin. Ft.	2259		2259
Cast-in-place Concrete - Pier 2	Each		1	1
Copperdam Excavation	Cu. Yds.		256	256

* SEE Special Provisions for Waterproofing Membrane System
** On Spurdike



DESIGNED <i>James Orpelt</i>	EXAMINED <i>March 26 1975</i>
CHECKED <i>Paul Miller</i>	PASSED
DRAWN <i>Leona Heeren</i>	APPROVED
CHECKED <i>G.H.</i>	

DESIGN STRESSES

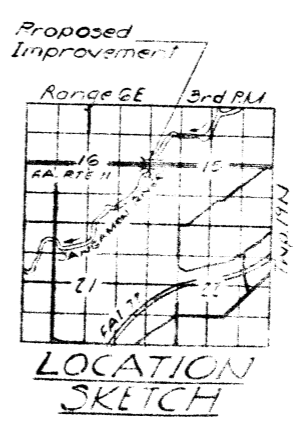
FIELD UNITS

f_c = 12000 psi Deck Slab
f_c = 14000 psi Curb, Parapet, Sub.
f_s = 20000 Reinfr.
f_s = 20,000 psi (M183) f_s = 27,000 psi (M222)
f_v = 75 psi Footings
n = 10

PRECAST PRESTRESSED UNITS

f_c = 6000 psi
f_c = 5000 psi
f_s = 270,000 psi 1/2" Strands
f_s = 189,000 psi 1/2" Strands

Allow 25 pcf for future wearing surface
Design Specifications
1974 AASHTO (as applicable)
LOADING HS 20-44



2 E LODGE

GENERAL PLAN & ELEVATION

F.A. RT. 11 OVER SANGAMON RIVER

SECTION 115 BR-2

PIATT COUNTY

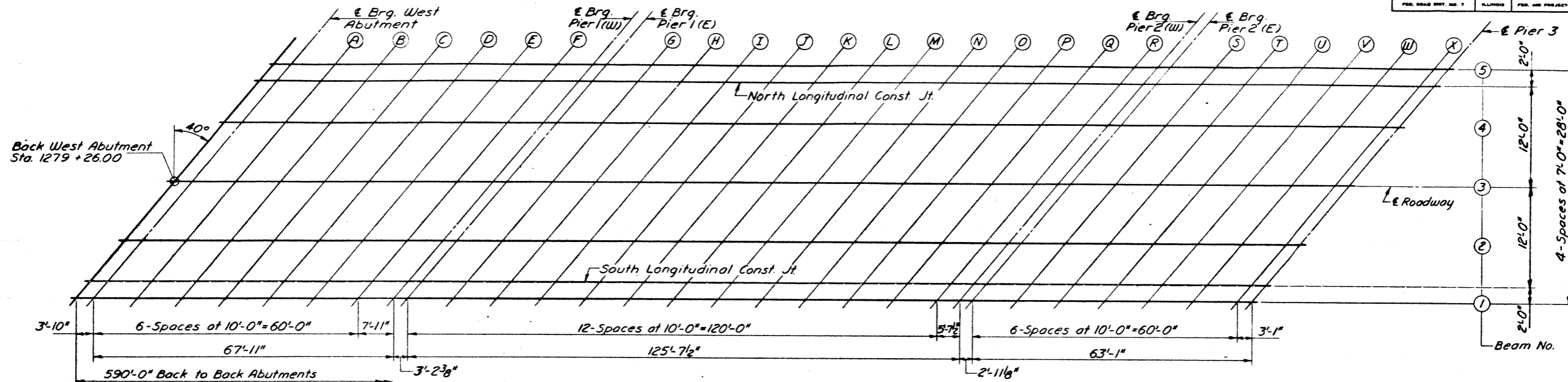
STATION 1282+21.00 5-101

REMOVE 074-0006 074-0076

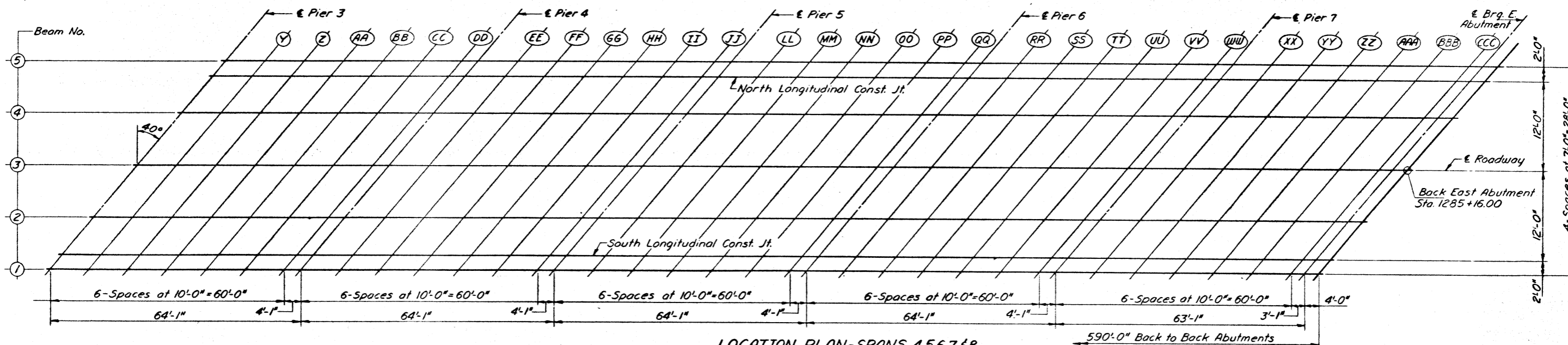
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUP NO.	DISTRICT	COUNTY	TOTAL SHEETS	SHEET NO.
P.A. II	15BR-2	Piatt	41	10
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

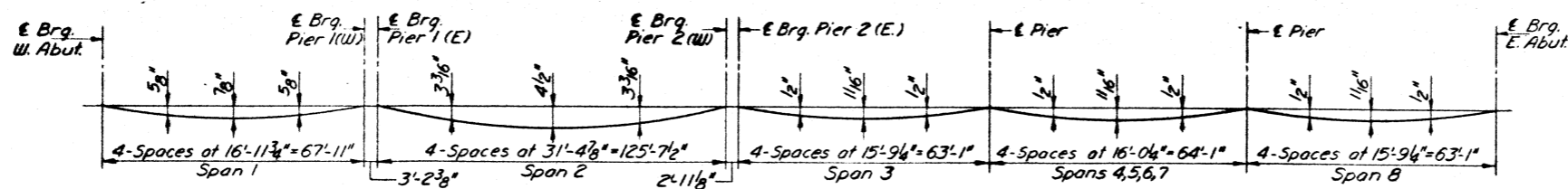
SHEET NO. 2
28 SHEETS



LOCATION PLAN - SPANS 1, 2 & 3



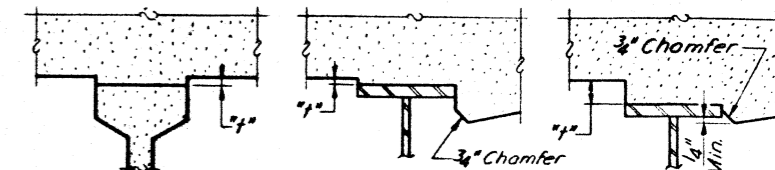
LOCATION PLAN - SPANS 4, 5, 6, 7 & 8



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete & Class I)

NOTE: The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflection as shown on Shts. 3 & 4.



To determine "f": After all structural steel & PRC I-beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Shts. 3 & 4, minus slab thickness, equals the fillet heights "f" above top of beam. (See Notes A & B below - PRC spans only)

FILLET HEIGHTS

ELEVATION LOCATION PLAN

F.A. RT. 11 - SEC. 115BR-2

PIATT COUNTY

STA. 1282+21.00

DESIGNED	<i>James Ouyart</i>
CHECKED	<i>Don Chitt</i>
DRAWN	<i>G.P.H.</i>
CHECKED	<i>J.L.B.</i>

EXAMINED	<i>March 26 1975</i>
PASSED	<i>C. E. Thompson</i>
APPROVED	

NOTE A
A positive value of "f" equals the fillet height above the top of the beam.

NOTE B
A negative value of "f", not to exceed 1/2", equals the embedment of the beam above the theoretical bottom of slab elevation.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. 11	115BR-2	PIATT	41	11
FED. ROAD DIST. NO. 7	NUMBER	FED. AID PROJECT		

BEAM 1

SOUTH LONGITUDINAL CONST. JT.

BEAM 2

BEAM 3 OR ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	12714.25	14.000	665.816	665.816
E Brg. W. Abut.				
A.	12718.026	14.000	665.843	665.874
B.	12718.094	14.000	665.854	665.916
C.	12718.126	14.000	665.873	665.942
D.	12718.086	14.000	665.835	665.951
E.	12718.006	14.000	665.834	665.948
F.	12718.096	14.000	665.930	665.925
E Brg. Pier 1 (W)				
G.	12719.004	14.000	665.904	665.904
F Brg. Pier 1 (E)				
G.	12749.201	14.000	665.904	665.904
H.	12749.201	14.000	665.906	665.991
I.	12749.201	14.000	665.906	666.077
J.	12749.201	14.000	665.906	666.162
K.	12749.201	14.000	665.906	666.204
L.	12749.201	14.000	665.906	666.238
M.	12749.201	14.000	665.906	666.272
N.	12749.201	14.000	665.906	666.257
O.	12749.201	14.000	665.906	666.223
P.	12749.201	14.000	665.906	666.189
Q.	12749.201	14.000	665.906	666.125
R.	12749.201	14.000	665.906	666.039
S.	12749.201	14.000	665.906	665.954
E Brg. Pier 2 (W)				
T.	12711.627	14.000	665.906	665.906
I Brg. Pier 2 (E)				
S.	12711.754	14.000	665.906	665.906
T.	12711.754	14.000	665.906	665.931
U.	12711.754	14.000	665.906	665.981
V.	12711.754	14.000	665.906	665.954
W.	12711.754	14.000	665.906	665.939
X.	12711.754	14.000	665.906	665.916
E Pier 3				
Y.	12711.754	14.000	665.906	665.906
Z.	12711.754	14.000	665.906	665.931
AA.	12711.754	14.000	665.906	665.950
BB.	12711.754	14.000	665.906	665.960
CC.	12711.754	14.000	665.906	665.954
DD.	12711.754	14.000	665.906	665.941
EE.	12711.754	14.000	665.906	665.916
E Pier 4				
EE.	12724.923	14.000	665.906	665.906
FF.	12724.923	14.000	665.906	665.931
GG.	12724.923	14.000	665.906	665.950
HH.	12724.923	14.000	665.906	665.960
II.	12724.923	14.000	665.906	665.954
JJ.	12724.923	14.000	665.906	665.941
E Pier 5				
LL.	12740.006	14.000	665.906	665.906
MM.	12740.006	14.000	665.906	665.931
NN.	12740.006	14.000	665.906	665.950
OO.	12740.006	14.000	665.906	665.960
PP.	12740.006	14.000	665.906	665.954
QQ.	12740.006	14.000	665.906	665.941
E Pier 6				
RR.	12747.039	14.000	665.855	665.855
SS.	12747.039	14.000	665.846	665.871
TT.	12747.039	14.000	665.824	665.868
UU.	12747.039	14.000	665.798	665.852
VV.	12747.039	14.000	665.758	665.817
WW.	12747.039	14.000	665.735	665.770
XX.	12747.039	14.000	665.698	665.709
E Pier 7				
XX.	12847.173	14.000	665.642	665.642
YY.	12847.173	14.000	665.641	665.666
ZZ.	12847.173	14.000	665.596	665.640
AAA.	12847.173	14.000	665.547	665.602
BBB.	12847.173	14.000	665.495	665.542
CCC.	12847.173	14.000	665.439	665.472
Back E. Abut.	12850.256	14.000	665.360	665.360
Back E. Abut.	12850.256	14.000	665.335	665.335

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	12715.931	12.000	665.352	665.352
E Brg. W. Abut.				
A.	12719.765	12.000	665.359	665.369
B.	12719.765	12.000	665.338	665.919
C.	12719.765	12.000	665.303	665.960
D.	12719.765	12.000	665.276	665.986
E.	12719.765	12.000	665.258	665.995
F.	12719.765	12.000	665.236	665.991
G.	12719.765	12.000	665.218	665.967
E Brg. Pier 1 (W)				
H.	12797.631	12.000	665.946	665.946
E Brg. Pier 1 (E)				
G.	12800.879	12.000	665.948	665.948
H.	12800.879	12.000	665.948	666.033
I.	12800.879	12.000	665.948	666.118
J.	12800.879	12.000	665.948	666.204
K.	12800.879	12.000	665.948	666.245
L.	12800.879	12.000	665.948	666.280
M.	12800.879	12.000	665.948	666.314
N.	12800.879	12.000	665.948	666.299
O.	12800.879	12.000	665.948	666.265
P.	12800.879	12.000	665.948	666.230
Q.	12800.879	12.000	665.948	666.167
R.	12800.879	12.000	665.948	666.081
Back E. Abut.	12811.879	12.000	665.948	665.948
E Brg. Pier 2 (W)				
S.	12811.632	12.000	665.948	665.948
T.	12811.632	12.000	665.948	665.973
U.	12811.632	12.000	665.948	665.992
V.	12811.632	12.000	665.948	666.002
W.	12811.632	12.000	665.948	666.002
X.	12811.632	12.000	665.948	666.002
E Pier 3				
Y.	12811.632	12.000	665.948	665.948
Z.	12811.632	12.000	665.948	665.973
AA.	12811.632	12.000	665.948	665.992
BB.	12811.632	12.000	665.948	666.002
CC.	12811.632	12.000	665.948	666.002
DD.	12811.632	12.000	665.948	666.002
EE.	12811.632	12.000	665.948	666.002
E Pier 4				
EE.	12824.601	12.000	665.948	665.948
FF.	12824.601	12.000	665.948	665.973
GG.	12824.601	12.000	665.948	665.992
HH.	12824.601	12.000	665.948	666.002
II.	12824.601	12.000	665.948	666.002
JJ.	12824.601	12.000	665.948	666.002
E Pier 5				
LL.	12831.684	12.000	665.948	665.948
MM.	12831.684	12.000	665.948	665.973
NN.	12831.684	12.000	665.948	665.992
OO.	12831.684	12.000	665.948	666.002
PP.	12831.684	12.000	665.948	666.002
QQ.	12831.684	12.000	665.948	666.002
E Pier 6				
RR.	12837.677	12.000	665.948	665.948
SS.	12837.677	12.000	665.948	665.973
TT.	12837.677	12.000	665.948	665.992
UU.	12837.677	12.000	665.948	666.002
VV.	12837.677	12.000	665.948	666.002
WW.	12837.677	12.000	665.948	666.002
XX.	12837.677	12.000	665.948	666.002
E Pier 7				
XX.	12843.951	12.000	665.717	665.717
YY.	12843.951	12.000	665.717	665.742
ZZ.	12843.951	12.000	665.672	665.704
AAA.	12843.951	12.000	665.623	665.666
BBB.	12843.951	12.000	665.574	665.628
CCC.	12843.951	12.000	665.525	665.590
Back E. Abut.	12850.944	12.000	665.366	665.366
Back E. Abut.	12850.944	12.000	665.341	665.341

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	12797.126	7.000	665.948	665.948
E Brg. W. Abut.				
A.	12797.960	7.000	665.955	665.955
B.	12797.960	7.000	665.930	666.004
C.	12797.960	7.000	665.905	666.044
D.	12797.960	7.000	665.880	666.069
E.	12797.960	7.000	665.855	666.077
F.	12797.960	7.000	665.830	666.072
G.	12797.960	7.000	665.805	666.047
E Brg. Pier 1 (W)				
H.	12795.871	7.000	666.025	666.025
F Brg. Pier 1 (E)				
G.	12805.076	7.000	666.026	666.026
H.	12805.076	7.000	666.026	666.111
I.	12805.076	7.000	666.026	666.197
J.	12805.076	7.000	666.026	666.282
K.	12805.076	7.000	666.026	666.324
L.	12805.076	7.000	666.026	666.358
M.	12805.076	7.000	666.026	666.392
N.	12805.076	7.000	666.026	666.377
O.	12805.076	7.000	666.026	666.343
P.	12805.076	7.000	666.026	666.309
Q.	12805.076	7.000	666.026	666.245
R.	12805.076	7.000	666.026	666.159
Back E. Abut.	12812.701	7.000	666.026	666.026
E Brg. Pier 2 (E)				
S.	12812.628	7.000	666.026	666.026
T.	12812.628	7.000	666.026	666.051
U.	12812.628	7.000	666.026	666.070
V.	12812.628	7.000	666.026	666.081
W.	12812.628	7.000	666.026	666.073
X.	12812.628	7.000	666.026	666.033
E Pier 3				
Y.	12812.628	7.000	666.026	666.026
Z.	12812.628	7.000	666.026	666.051
AA.	12812.628	7.000	666.026	666.070
BB.	12812.628	7.000	666.026	666.080
CC.	12812.628	7.000	666.026	666.074
DD.	12812.628	7.000	666.026	666.051
EE.	12812.628	7.000	666.026	666.036
E Pier 4				
EE.	12820.795	7.000	666.026	666.026
FF.	12820.795	7.000	666.026	666.051
GG.	12820.795	7.000	666.026	666.070
HH.	12820.795	7.000	666.026	666.080
II.	12820.795	7.000	666.026	666.074
JJ.	12820.795	7.000	666.026	666.036

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11	115BR-2	Piatt	41	12
ILLINOIS			28 SHEETS	

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	127931.875	-7.000	665.969	665.969
Brig. W. Abut.	127915.707	-7.000	665.975	665.975
A	127945.707	-7.000	665.990	666.021
B	127945.707	-7.000	666.032	666.059
C	127945.707	-7.000	666.011	666.081
D	127975.707	-7.000	666.018	666.035
E	127945.707	-7.000	666.073	666.077
F	127935.707	-7.000	666.025	666.050
Brig. Pier 1(W)	128003.624	-7.000	666.026	666.026
Brig. Pier 1(E)	128006.822	-7.000	666.026	666.026
G	128015.822	-7.000	666.026	666.111
H	128015.822	-7.000	666.026	666.197
I	128046.822	-7.000	666.026	666.282
J	128046.822	-7.000	666.026	666.324
K	128056.822	-7.000	666.026	666.358
L	128066.822	-7.000	666.026	666.392
M	128076.822	-7.000	666.026	666.377
N	128096.822	-7.000	666.026	666.343
O	128076.822	-7.000	666.026	666.309
P	128105.822	-7.000	666.026	666.230
Q	128115.822	-7.000	666.026	666.197
R	128126.822	-7.000	666.026	666.159
Brig. Pier 2(W)	128132.449	-7.000	666.026	666.026
Brig. Pier 2(E)	128135.375	-7.000	666.026	666.026
S	128145.375	-7.000	666.026	666.051
T	128165.375	-7.000	666.026	666.070
U	128175.375	-7.000	666.026	666.081
V	128175.375	-7.000	666.026	666.073
W	128195.375	-7.000	666.026	666.059
X	128195.375	-7.000	666.026	666.033
Pier 3	128198.458	-7.000	666.026	666.026
Y	128208.458	-7.000	666.026	666.051
Z	128218.458	-7.000	666.026	666.070
AA	128228.458	-7.000	666.026	666.080
BB	128238.458	-7.000	666.026	666.074
CC	128248.458	-7.000	666.026	666.061
DD	128258.458	-7.000	666.026	666.036
Pier 4	128262.544	-7.000	666.026	666.026
EE	128272.544	-7.000	666.026	666.051
FF	128292.544	-7.000	666.026	666.070
GG	128292.544	-7.000	666.026	666.090
HH	128302.544	-7.000	666.026	666.074
II	128312.544	-7.000	666.026	666.061
JJ	128322.544	-7.000	666.026	666.036
Pier 5	128326.627	-7.000	666.026	666.026
LL	128336.627	-7.000	666.023	666.048
MM	128346.627	-7.000	666.017	666.062
NN	128356.627	-7.000	666.038	666.062
OO	128366.627	-7.000	665.995	666.043
PP	128376.627	-7.000	665.978	666.014
QQ	128386.627	-7.000	665.958	665.968
Pier 6	128390.710	-7.000	665.949	665.949
RR	128400.710	-7.000	665.924	665.949
SS	128410.710	-7.000	665.895	665.939
TT	128420.710	-7.000	665.863	665.917
UU	128430.710	-7.000	665.827	665.876
VV	128440.710	-7.000	665.788	665.823
WW	128450.710	-7.000	665.745	665.755
Pier 7	128454.794	-7.000	665.726	665.726
XX	128464.794	-7.000	665.679	665.704
YY	128474.794	-7.000	665.627	665.672
ZZ	128484.794	-7.000	665.572	665.627
AAA	128494.794	-7.000	665.514	665.561
BBB	128504.794	-7.000	665.452	665.485
CCC	128514.794	-7.000	665.386	665.394
Brig. E. Abut.	128517.877	-7.000	665.365	665.365
Back E. Abut.	128521.877	-7.000	665.337	665.337

NORTH LONGITUDINAL CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	127936.069	-12.000	665.998	665.998
Brig. W. Abut.	127939.007	-12.000	665.904	665.904
A	127949.007	-12.000	665.917	665.948
B	127959.007	-12.000	665.928	665.985
C	127969.007	-12.000	665.936	666.006
D	127979.007	-12.000	665.943	666.009
E	127989.007	-12.000	665.946	666.000
F	127999.007	-12.000	665.947	665.972
Brig. Pier 1(W)	128007.819	-12.000	665.948	665.948
Brig. Pier 1(E)	128011.017	-12.000	665.948	665.948
G	128021.017	-12.000	665.948	665.933
H	128031.017	-12.000	665.948	666.118
I	128041.017	-12.000	665.948	666.204
J	128051.017	-12.000	665.948	666.245
K	128061.017	-12.000	665.948	666.290
L	128071.017	-12.000	665.948	666.314
M	128081.017	-12.000	665.948	666.299
N	128091.017	-12.000	665.948	666.265
O	128101.017	-12.000	665.948	666.230
P	128111.017	-12.000	665.948	666.197
Q	128121.017	-12.000	665.948	666.167
R	128131.017	-12.000	665.948	666.091
Brig. Pier 2(W)	128135.641	-12.000	665.948	665.948
Brig. Pier 2(E)	128139.570	-12.000	665.948	665.948
S	128149.570	-12.000	665.948	665.973
T	128159.570	-12.000	665.948	665.992
U	128169.570	-12.000	665.948	666.002
V	128179.570	-12.000	665.948	666.002
W	128189.570	-12.000	665.948	666.002
X	128199.570	-12.000	665.948	666.002
Pier 3	128202.654	-12.000	665.948	665.948
Y	128212.654	-12.000	665.948	665.973
Z	128222.654	-12.000	665.948	665.992
AA	128232.654	-12.000	665.948	666.002
BB	128242.654	-12.000	665.948	666.002
CC	128252.654	-12.000	665.948	666.002
DD	128262.654	-12.000	665.948	666.002
Pier 4	128266.739	-12.000	665.948	665.948
EE	128276.739	-12.000	665.948	665.973
FF	128286.739	-12.000	665.948	665.992
GG	128296.739	-12.000	665.948	666.002
HH	128306.739	-12.000	665.948	666.002
II	128316.739	-12.000	665.948	665.992
JJ	128326.739	-12.000	665.947	665.958
Pier 5	128330.822	-12.000	665.947	665.947
LL	128340.822	-12.000	665.943	665.968
MM	128350.822	-12.000	665.936	665.980
NN	128360.822	-12.000	665.925	665.979
OO	128370.822	-12.000	665.910	665.959
PP	128380.822	-12.000	665.892	665.928
QQ	128390.822	-12.000	665.871	665.891
Pier 6	128394.905	-12.000	665.861	665.861
RR	128404.905	-12.000	665.834	665.859
SS	128414.905	-12.000	665.804	665.848
TT	128424.905	-12.000	665.770	665.825
UU	128434.905	-12.000	665.733	665.781
VV	128444.905	-12.000	665.692	665.728
WW	128454.905	-12.000	665.648	665.658
Pier 7	128458.989	-12.000	665.629	665.629
XX	128468.989	-12.000	665.579	665.605
YY	128478.989	-12.000	665.526	665.571
ZZ	128488.989	-12.000	665.470	665.525
AAA	128498.989	-12.000	665.410	665.458
BBB	128508.989	-12.000	665.346	665.380
CCC	128518.989	-12.000	665.279	665.287
Brig. E. Abut.	128522.071	-12.000	665.258	665.258
Back E. Abut.	128526.071	-12.000	665.229	665.229

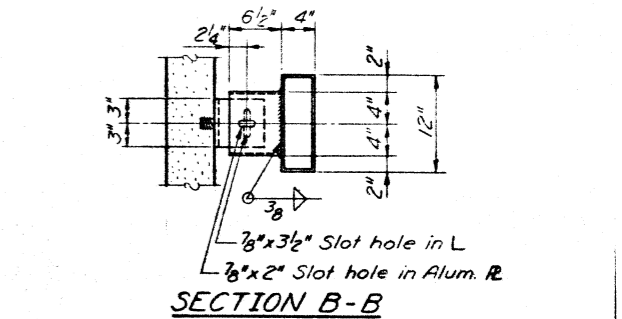
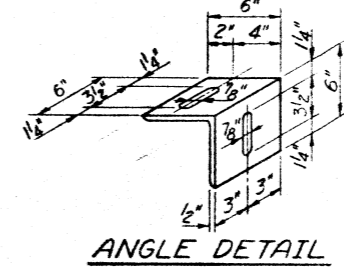
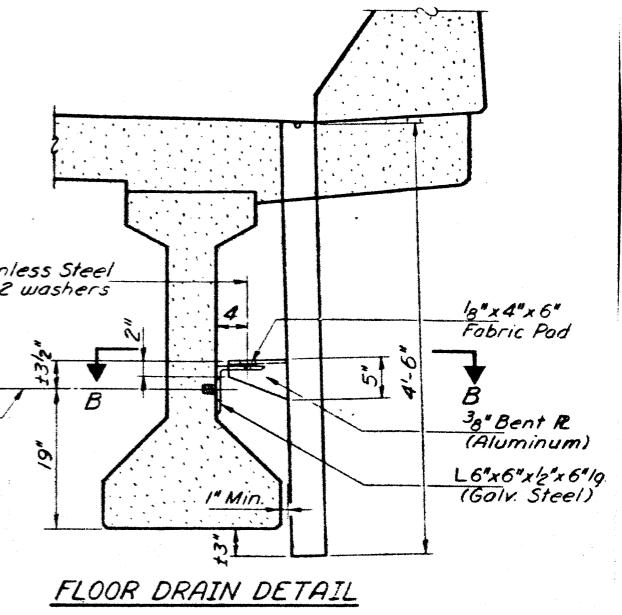
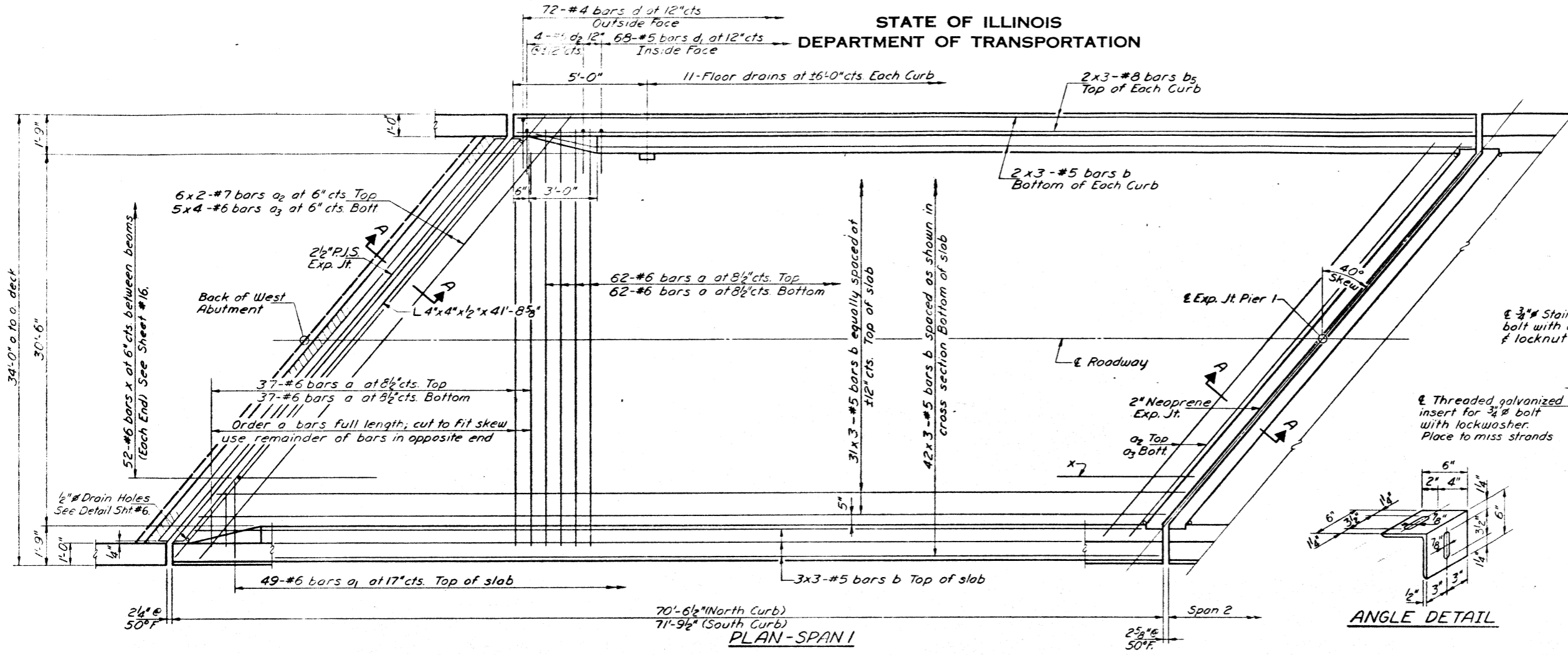
BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	127917.747	-14.000	665.859	665.859
Brig. W. Abut.	127941.581	-14.000	665.854	665.864
A	127951.581	-14.000	665.877	665.909
B	127961.581	-14.000	665.888	665.945
C	127971.581	-14.000	665.896	665.965
D	127981.581	-14.000	665.902	665.969
E	127991.581	-14.000	665.905	665.959
F	128001.581	-14.000	665.906	665.931
Brig. Pier 1(W)	128009.497	-14.000	665.906	665.906
Brig. Pier 1(E)	128012.695	-14.000	665.906	665.906
G	128022.695	-14.000	665.906	665.991
H	128032.695	-14.000	665.906	666.077
I	128042.695	-14.000	665.906	666.162
J	128052.695	-14.000	665.906	666.206
K	128062.695	-14.000	665.906	666.238
L	128072.695	-14.000	665.906	666.272
M	128082.695	-14.000	665.906	666.257
N	128092.695	-14.000	665.906	666.223
O	128102.695	-14.000	665.906	666.189
P	128112.695	-14.000	665.906	666.175
Q	128122.695	-14.000	665.906	666.039
R	128132.695	-14.000	665.906	666.039
Brig. Pier 2(W)	128139.327	-14.000	665.906	665.906
Brig. Pier 2(E)	128141.249	-14.000	665.906	665.906
S	128151.249	-14.000	665.906	665.931
T	128161.249	-14.000	665.906	665.951
U	128171.249	-14.000	665.906	665.961
V	128181.249	-14.000	665.906	665.954
W	128191.249	-14.000	665.906	665.939
X	128201.249	-14.000	665.906	665.914
Pier 3	128204.332	-14.000	665.906	665.906
Y	128214.332	-14.000	665.906	665.931
Z	128224.332	-14.000	665.906	665.950
AA	128234.332	-14.000	665.906	665.960
BB	128244.332	-14.000	665.906	665.954
CC	128254.332	-14.000	665.906	665.941
DD	128264.332	-14.000	665.906	665.916
Pier 4	128268.417	-14.000	665.906	665.906
EE	128278.417	-14.000	665.906	665.931
FF	128288.417	-14.000	665.906	665.950
GG	128298.417	-14.000	665.906	665.960
HH	128308.417	-14.000	665.906	665.954
II	128318.417	-14.000	665.906	665.941
JJ	128328.417	-14.000	665.906	665.916
Pier 5	128334.501	-14.000	665.905	665.905
LL	128344.501	-14.000	665.910	665.926
MM	128354.501	-14.000	665.922	665.937
NN	128364.501	-14.000	665.931	665.935
OO	128374.501	-14.000	665.936	665.914
PP	128384.501	-14.000	665.947	665.893
QQ	128394.501	-14.000	665.925	665.835
Pier 6	128396.584	-14.000	665.815	665.815
RR	128406.584	-14.000	665.788	665.813
SS	128416.584	-14.000	665.757	665.801
TT	128426.584	-14.000	665.723	665.777
UU	128436.584	-14.000	665.685	665.733
VV	128446.584	-14.000	665.643	665.679
WW	128456.584	-14.000	665	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

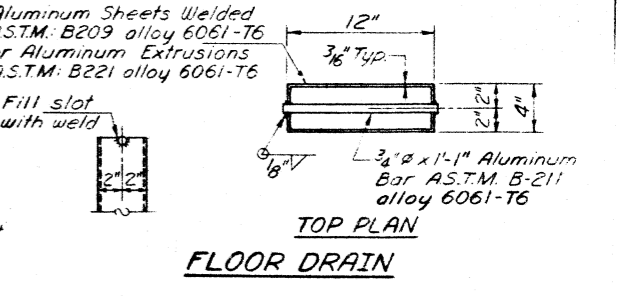
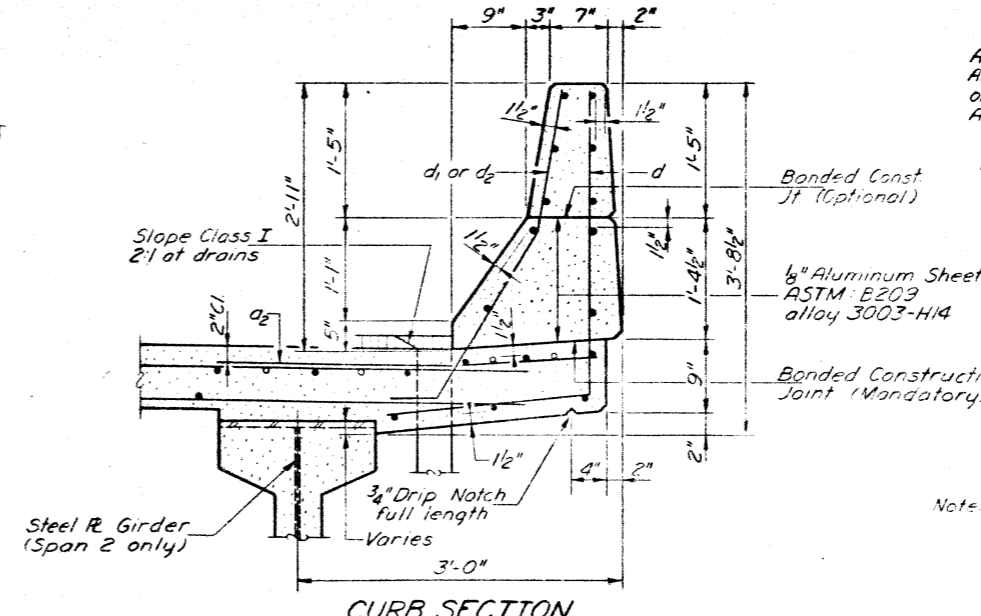
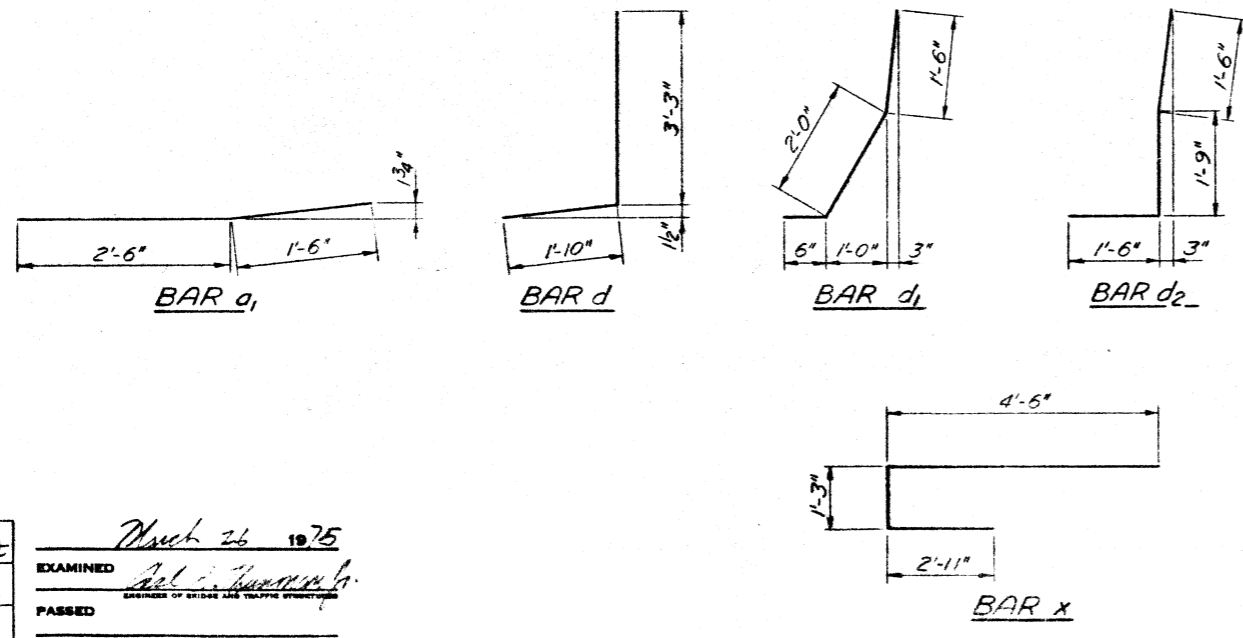
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
A.A. 11	115BR-2	PIATT	41	13

SHEET NO. 5
28 SHEETS



NOTE:
Bars indicated thus 30x3-#5 etc.
indicates 30 lines of bars with
3 lengths per line.
Min. bar lap = 24 dia

Note: See Sht. #16 for Section A-A at Abutment
See Sht. #11 for Section A-A at Pier 1 and
P.J.S. Details.



Cost of Aluminum sheets and Drains shall
be incidental to Class X Concrete.

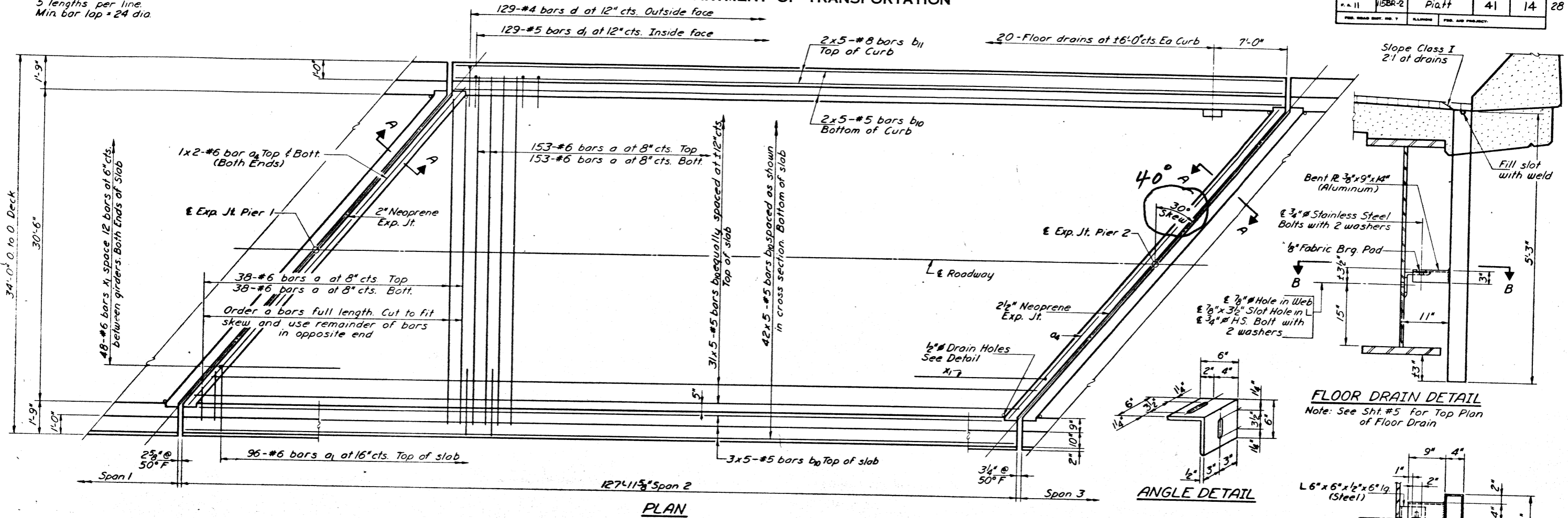
DESIGNED: *James Arpent*
CHECKED: *Alan... [Signature]*
DRAWN: *Glen... [Signature]*
APPROVED: *[Signature]*
March 26 1975

SUPERSTRUCTURE
SPAN I
F.A. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282 + 21.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

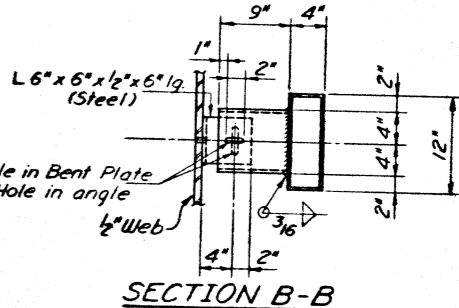
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 11	115BR-2	PIATT	41	14
ILLINOIS		SHEET NO. 6		
FED. ROAD DIST. NO. 7		28 SHEETS		

NOTE:
Bars indicated thus 30 x 5 - #5 etc.
indicates 30 lines of bars with
5 lengths per line.
Min. bar lap = 24 dia.

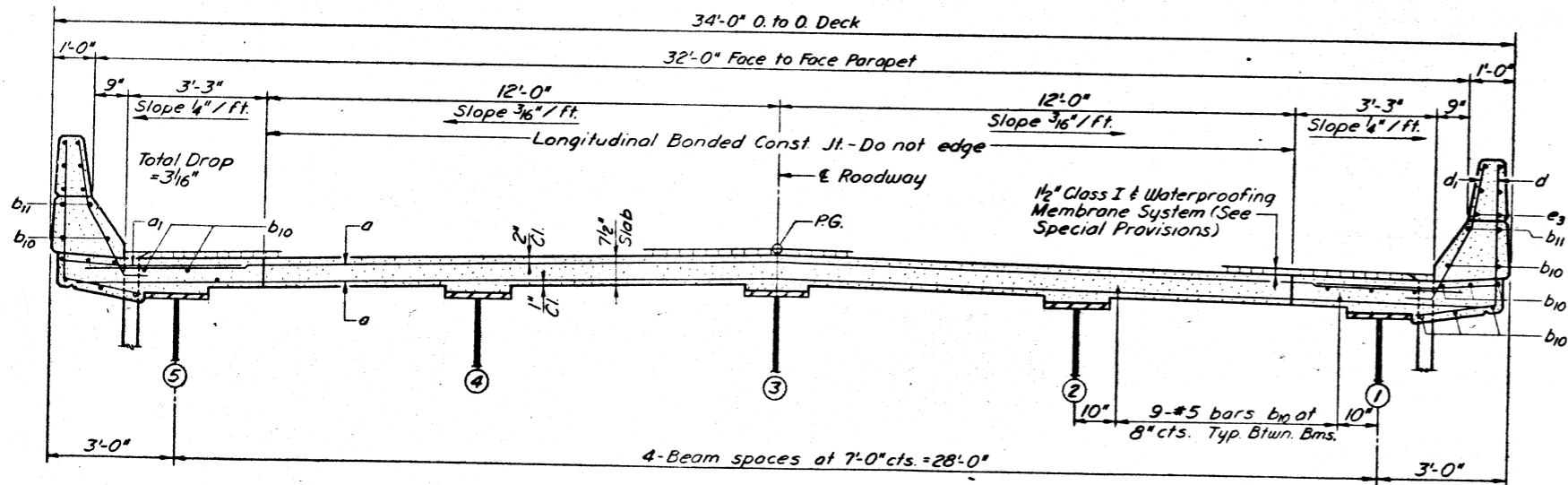


FLOOR DRAIN DETAIL
Note: See Sht. #5 For Top Plan of Floor Drain

ANGLE DETAIL

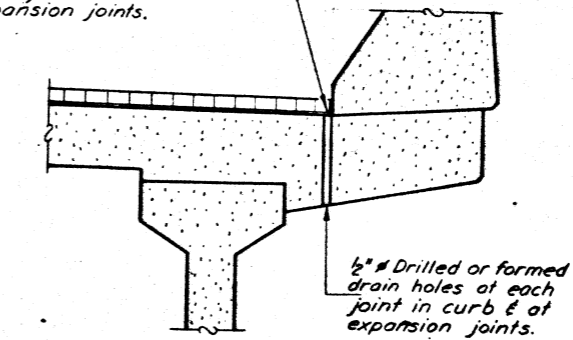


SECTION B-B



CROSS SECTION
(Looking East)

Do not provide opening in Waterproofing Membrane at aluminum sheeted curb joint. Do provide opening through membrane at expansion joints.



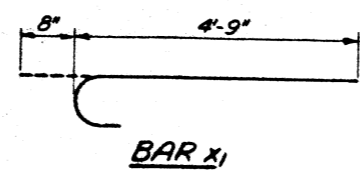
1/2" DRAIN HOLE DETAIL

BILL OF MATERIAL - SPAN 2

Bar	No.	Size	Length	Shape
a	382	#6	32'-0"	—
a ₁	192	#6	4'-0"	—
a ₄	8	#6	21'-9"	—
b ₁₀	415	#5	26'-9"	—
b ₁₁	20	#8	27'-3"	—
d	258	#4	5'-1"	J
d ₁	258	#5	4'-0"	J
x ₁	96	#6	5'-5"	C
Class X Concrete		Cu.Yd.	124.5	
Reinforcement Bars		Lbs.	35,540	

SUPERSTRUCTURE
SPAN 2
F.A. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282 + 21.00

DESIGNED James Ozyurt
CHECKED Hans Christian
DRAWN Glen Ritchie
CHECKED GJB
March 26 1975
EXAMINED Paul E. Thurman
PASSED
APPROVED



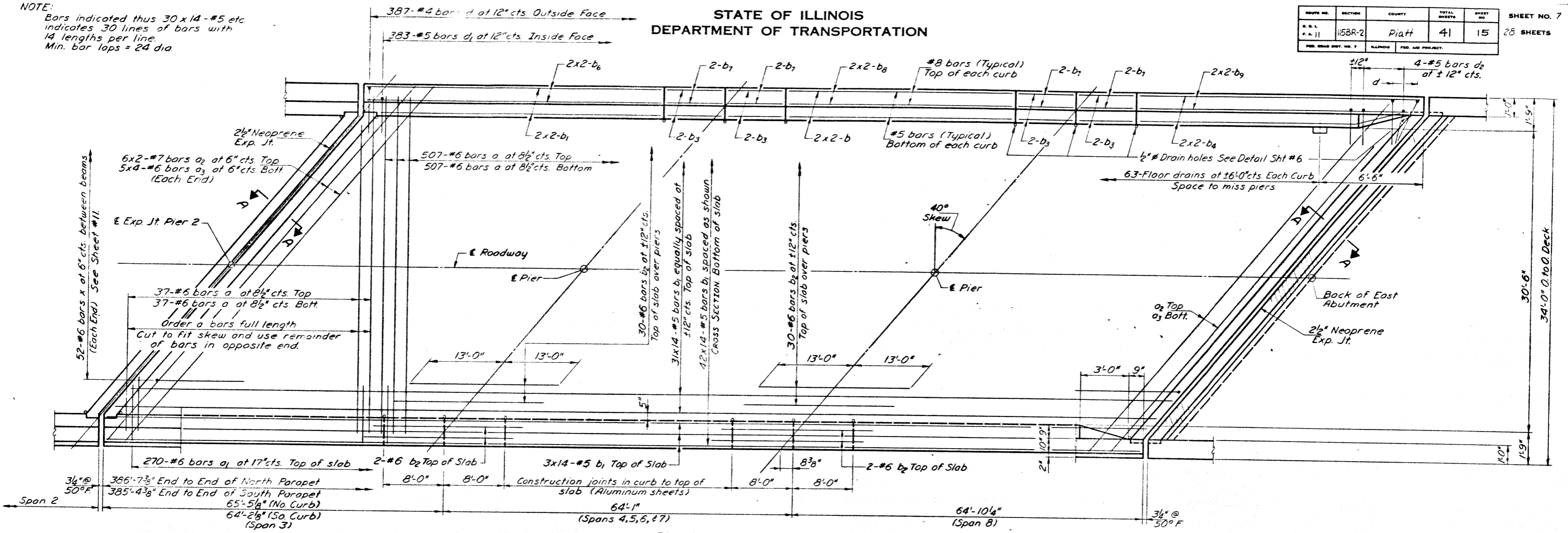
NOTES:
For placement of a bars see sht. #10.
See sht. #11 for Section A-A at Piers 1 & 2.
For Curb Section & Bar Details see sht. #5

Class X Concrete and reinforcement for parapet are billed on Sht. #10.

NOTE:
Bars indicated thus 30x14-#5 etc indicates 30 lines of bars with 14 lengths per line.
Min. bar lops = 2d dia.

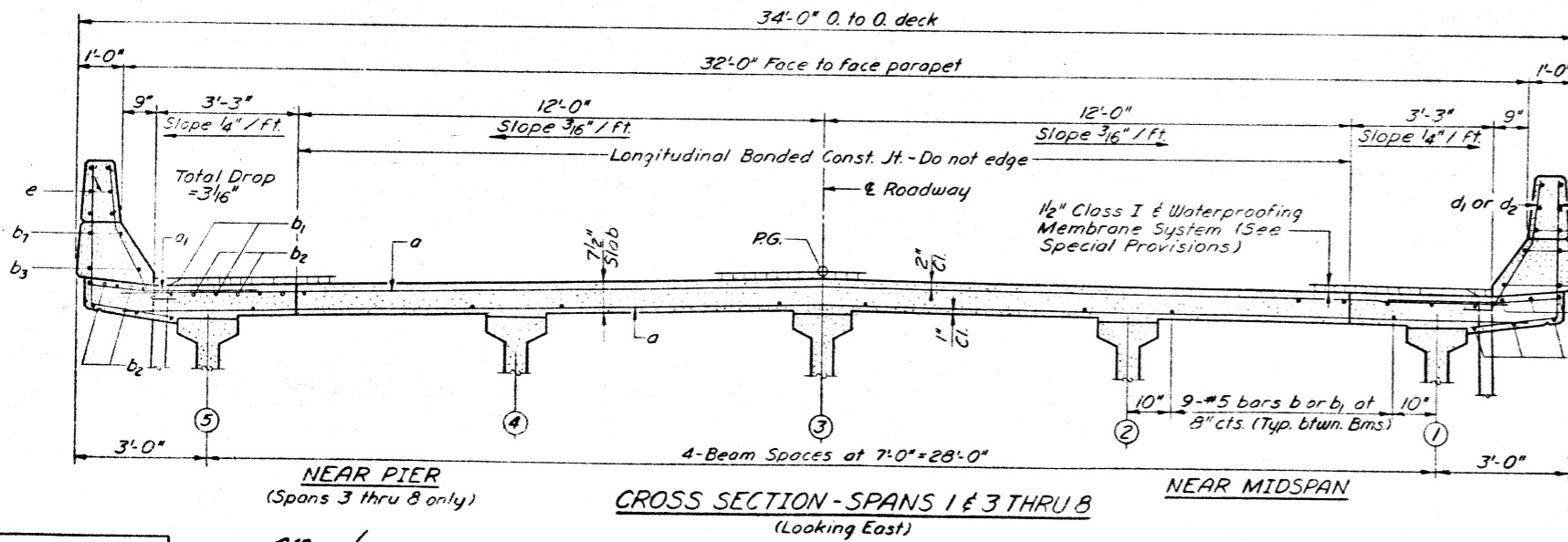
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 7	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
115BR-2	PIATT	41	15	28 SHEETS



PLAN-SPANS 3 THRU 8

NOTE: For Section A-A at Pier 2 See Sht. # 11.
For Section A-A at East Abut. See Sht. # 16.



CROSS SECTION - SPANS 1 & 3 THRU 8
(Looking East)

BILL OF MATERIAL - SPANS 1 & 3 THRU 8

Bar	No.	Size	Length	Shape	Bar	No.	Size	Length	Shape
a	1286	#6	32'-0"	—	d	918	#4	5'-1"	—
a ₁	638	#5	4'-0"	—	d ₁	902	#5	4'-0"	—
a ₂	48	#7	22'-0"	—	d ₂	16	#5	4'-9"	—
a ₃	80	#6	7'-6"	—					
					m	80	#4	8'-1"	—
					m ₁	40	#6	6'-5"	—
b	281	#5	24'-9"	—					
b ₁	1114	#5	28'-9"	—					
b ₂	170	#6	26'-0"	—	s	100	#4	11'-2"	—
b ₃	40	#5	7'-9"	—					
b ₄	8	#5	29'-0"	—					
b ₅	12	#8	25'-3"	—					
b ₆	8	#8	29'-9"	—	x	208	#6	8'-8"	—
b ₇	40	#8	7'-9"	—					
b ₈	32	#8	25'-0"	—					
b ₉	8	#8	29'-6"	—					
				Class X Concrete		Cu Yds		519.7	
				Reinforcement Bars		Lbs.		132,870	

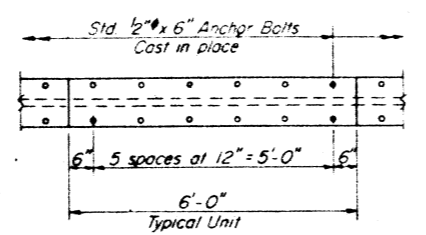
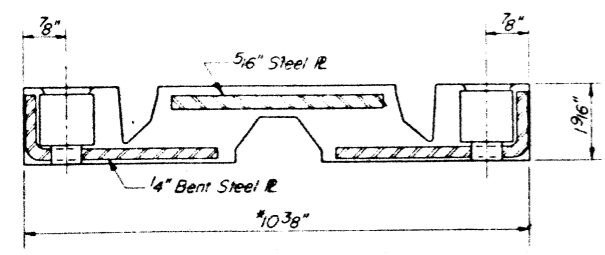
NOTE: For placement of e bars see sht's. # 10.

Class X Concrete and reinforcement for parapet are listed on Sht. # 10.

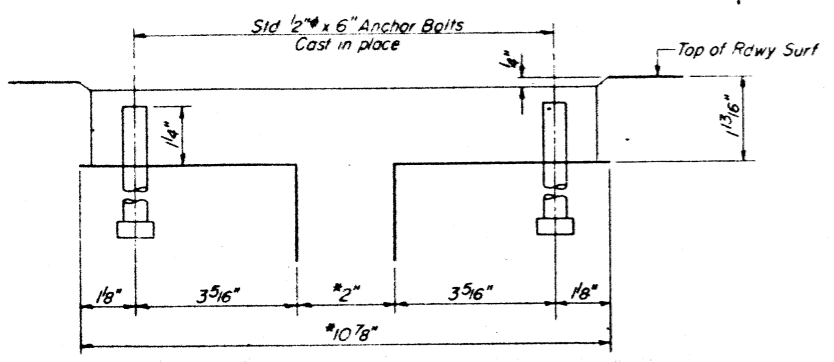
For Curb Section, Floor Drain Details, and Bar Details see Sht. # 5

DESIGNED <i>James Oryant</i>	EXAMINED <i>March 24 1975</i>
CHECKED <i>Harold White</i>	PASSED <i>Carl E. Thurman</i>
DRAWN <i>G. Ritchie</i>	APPROVED _____
CHECKED <i>D.S.B.</i>	

SUPERSTRUCTURE
SPANS 3 THRU 8
F.A. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282 + 21.00



PLAN

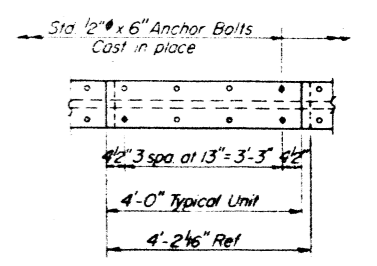
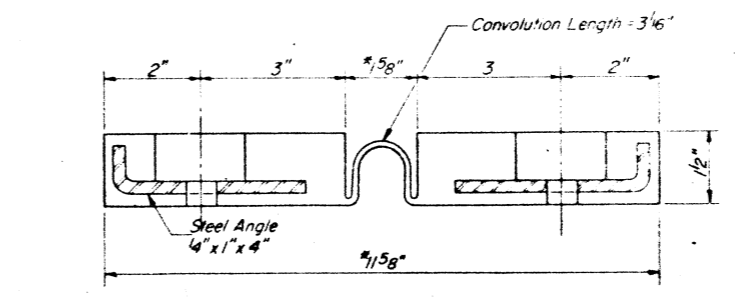


CROSS SECTION
*At 50°F

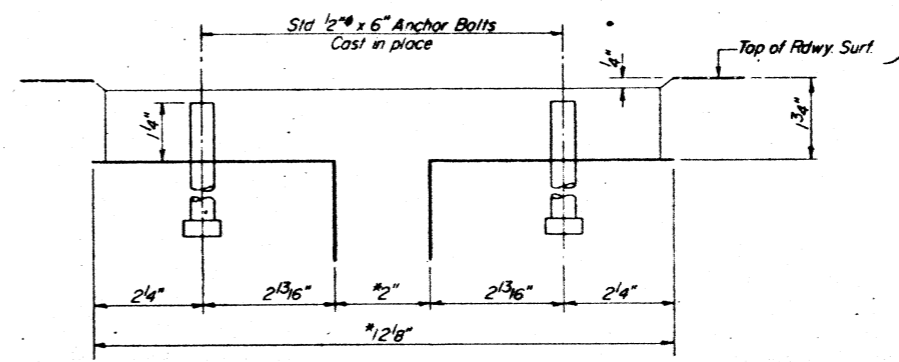
Dimensions are at right angles.

TRANSFLEX MODEL 200A
(Structural Rubber Products Co.)

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



PLAN

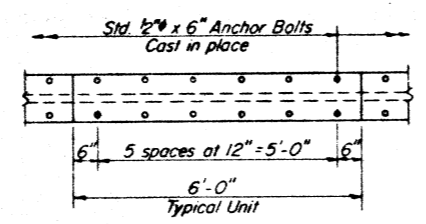
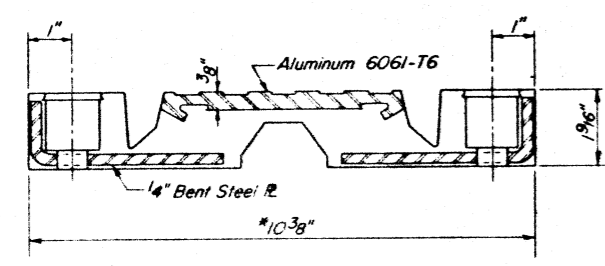


CROSS SECTION
*At 50°F

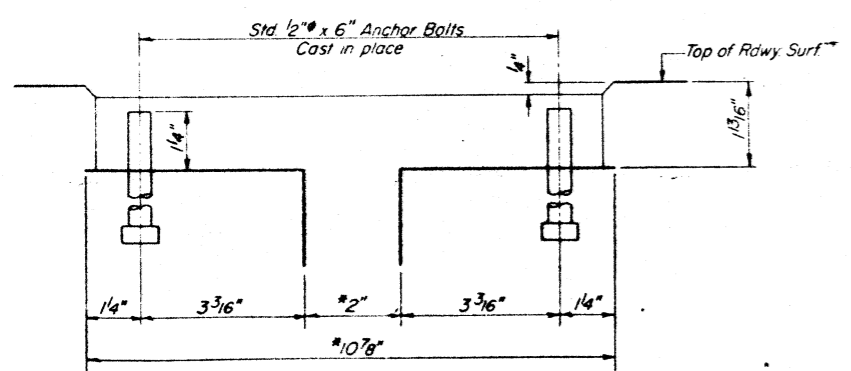
Dimensions are at right angles.

Note: Anchor bolts require a flat washer and locknut.

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



PLAN

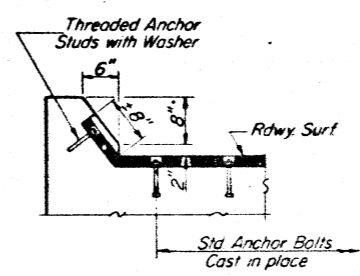
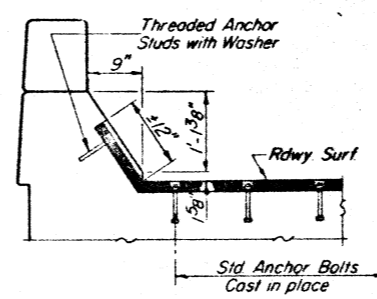


CROSS SECTION
*At 50°F

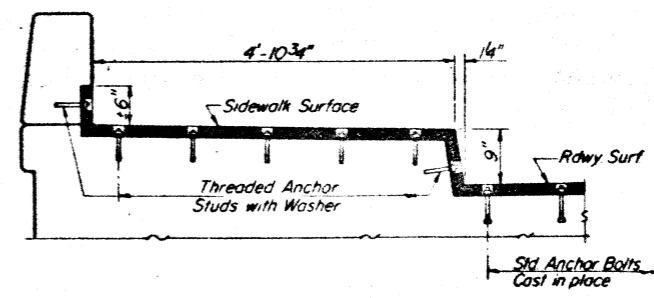
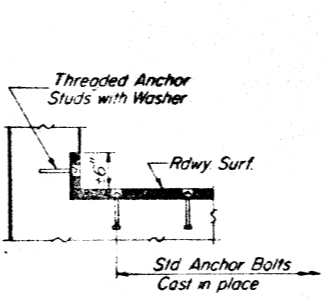
Dimensions are at right angles.

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

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



AT CURBS



AT SIDEWALK

AT ABUTMENT

TYPICAL END TREATMENTS

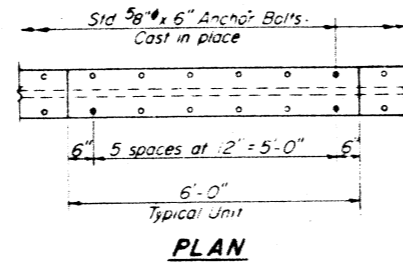
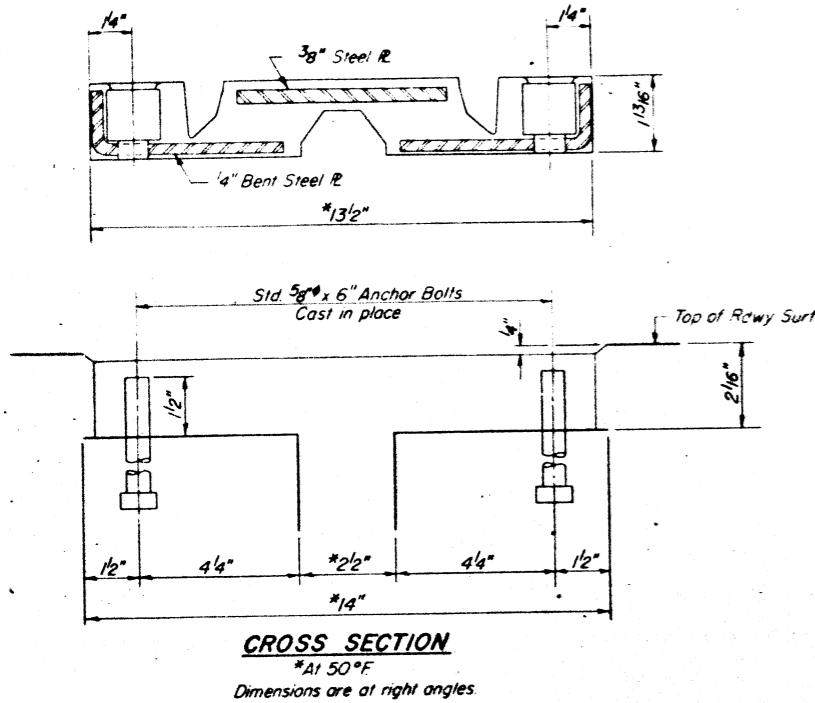
NOTE: Joint openings shall be adjusted in accordance with Article 503.07(c) of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

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

I.A. RT. 11 SEC. 115 BR-2
PLATT COUNTY
STA. 1282+21.00

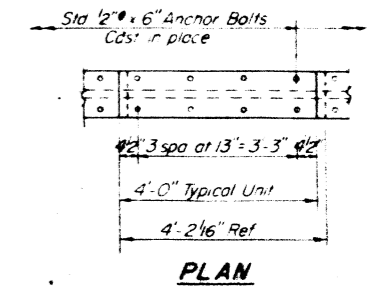
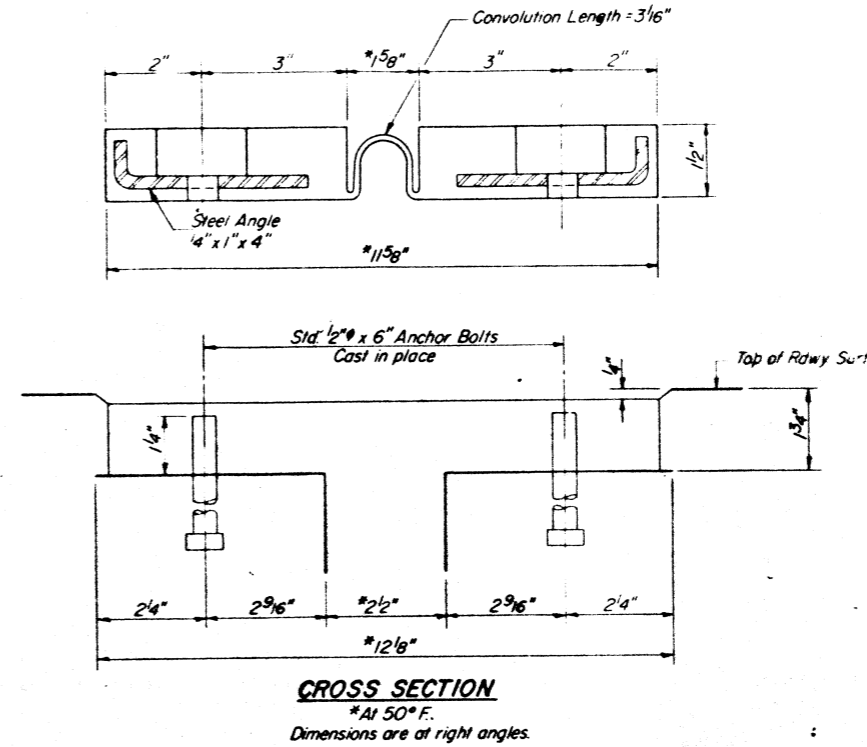
DESIGNED	James Ogurt
CHECKED	John Miller
DRAWN	Laura Heeron
CHECKED	2/28

EXAMINED	March 26 1975
PASSED	John C. Hutchinson
APPROVED	
	DIRECTOR OF HIGHWAYS



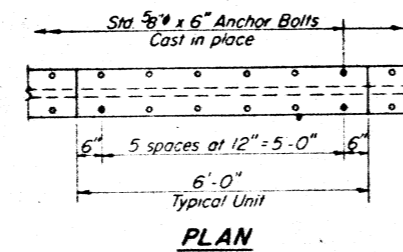
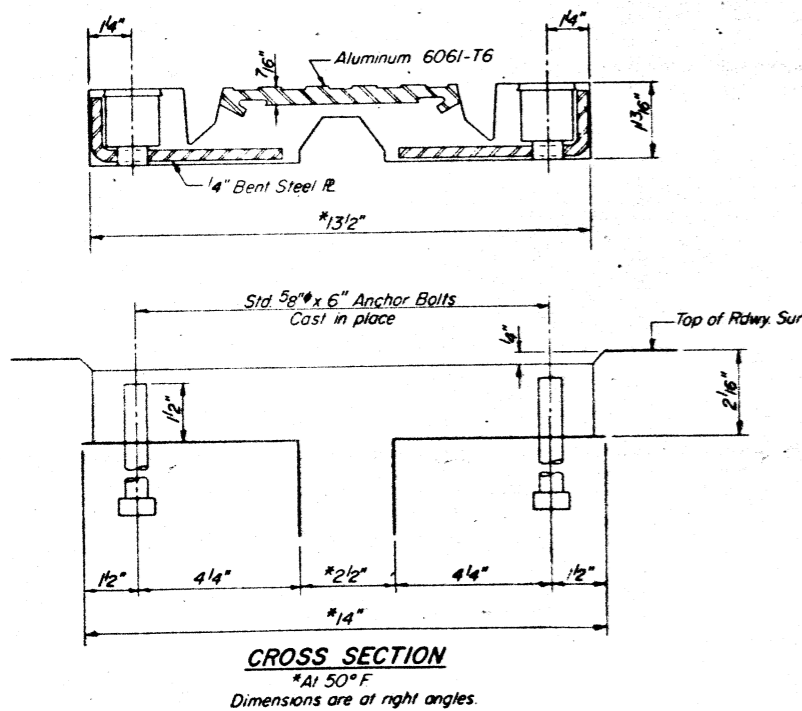
Note: Anchor bolts require a clipped washer, lockwasher and hex nut.

TRANSFLEX MODEL 250
(Structural Rubber Products Co.)



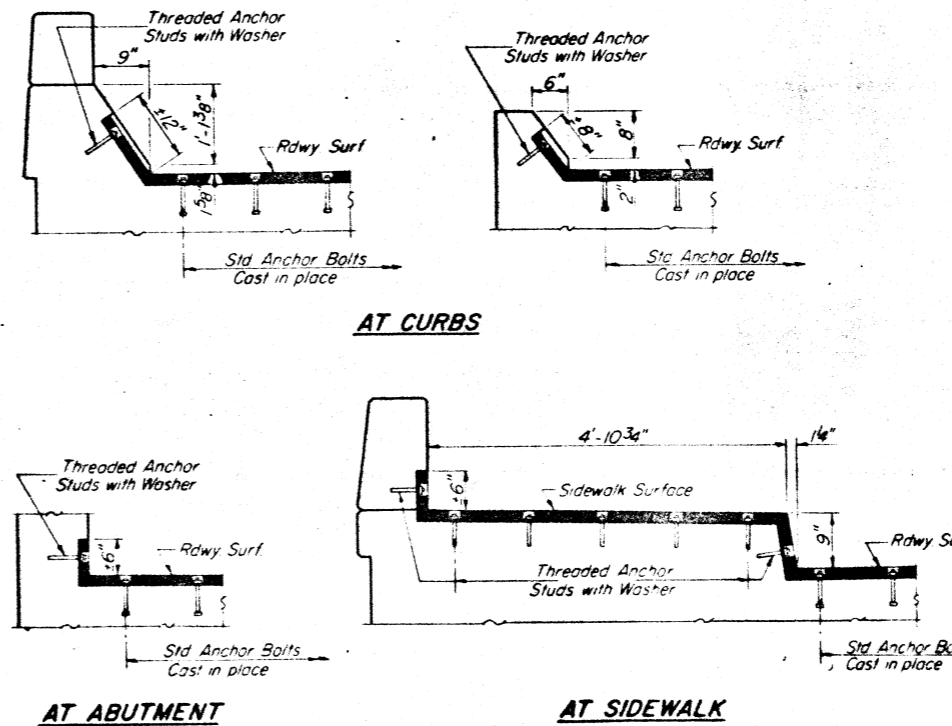
Note: Anchor bolts require a flat washer and locknut.

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



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

WABOFLEX MODEL SR 2.5
(Watson-Bowman Associates Inc.)



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

TYPICAL END TREATMENTS

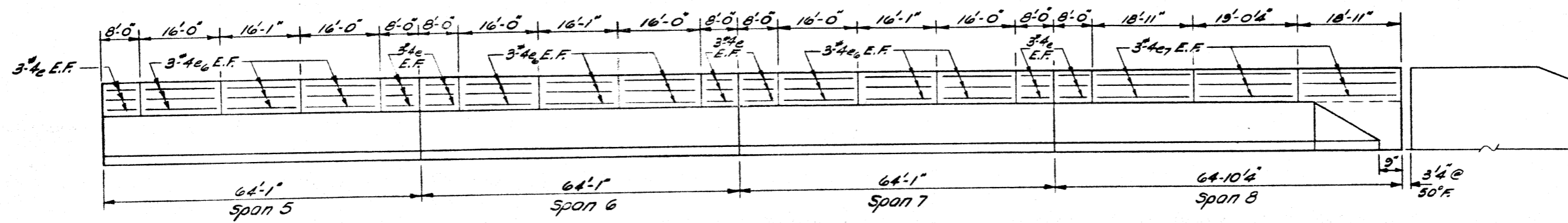
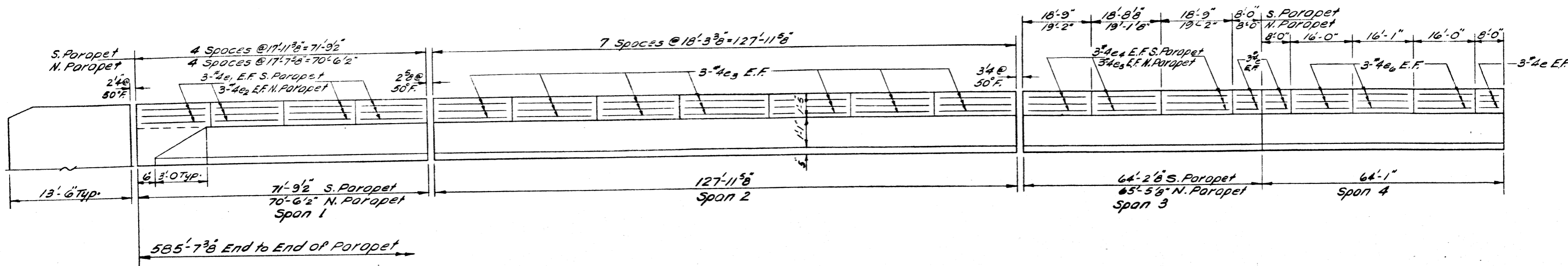
NEOPRENE EXPANSION JOINTS (2 1/2")
FOR EXPANSION LENGTH OF DECK = 150 FT TO 200 FT

I.A. RT.11 SEC. 115BR-2
PLATT COUNTY
STA. 1282+21.00

DESIGNED	James Ozyurt	EXAMINED	March 26 1975
CHECKED	Van Phillips	PASSED	March 26 1975
DRAWN	Leono Heeren	APPROVED	
CHECKED	J.S.B.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

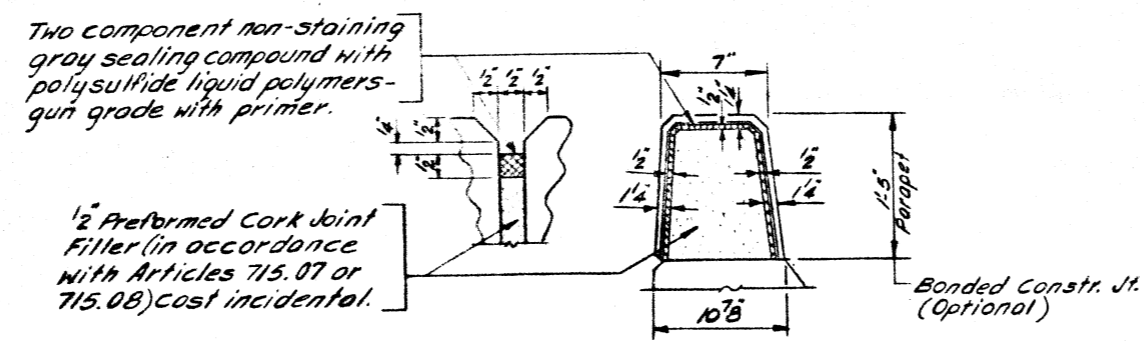
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10
P.A. 11	115BR-2	PIATT	41	18	28 SHEETS
FED. ROAD DIST. NO. 7		ALIGNED	FED. AID PROJECT		



ELEVATION
All dimensions along inside face

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	120	#4	7'-9"	---
e1	24	#4	17'-8"	---
e2	24	#4	17'-4"	---
e3	84	#4	16'-0"	---
e4	18	#4	18'-5"	---
e5	18	#4	18'-10"	---
e6	144	#4	15'-9"	---
e7	36	#4	18'-8"	---
Reinforcement Bars Lbs.				4500
Class X Concrete Cu.Yds				461



PARAPET JOINT DETAIL

DESIGNED James O'quinn
 CHECKED Steve Chilton
 DRAWN PH
 CHECKED PH

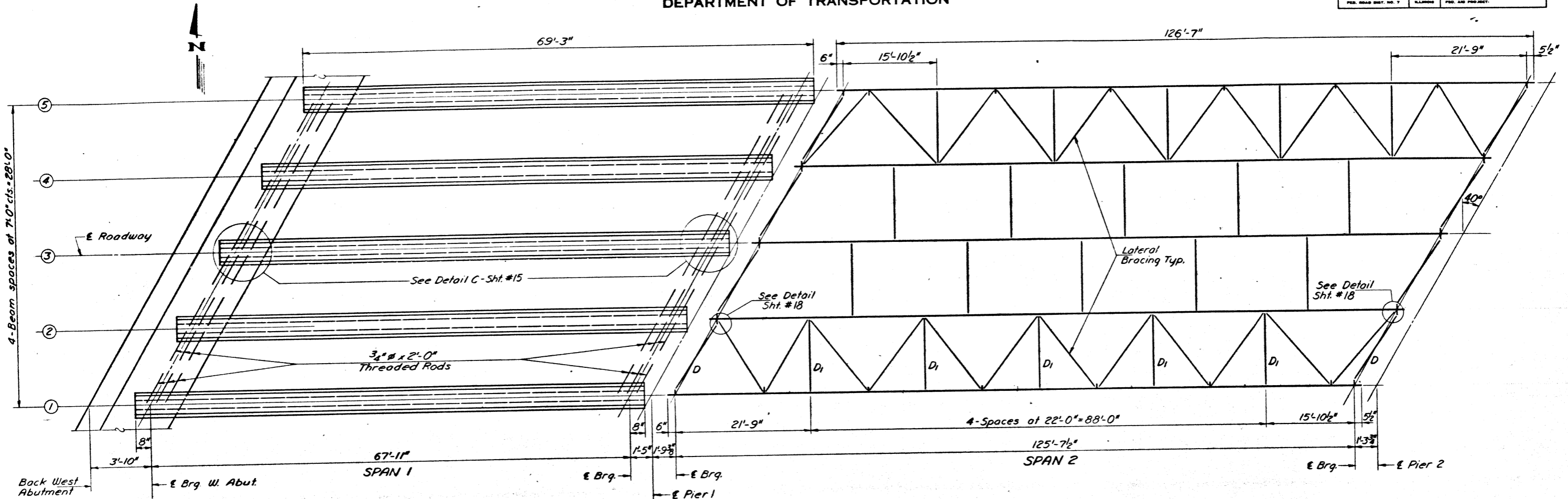
EXAMINED March 26 1975
John C. Thompson
 MEMBER OF BRIDGE AND TRAFFIC DIVISION

PASSED
 APPROVED
 DIRECTOR OF HIGHWAYS

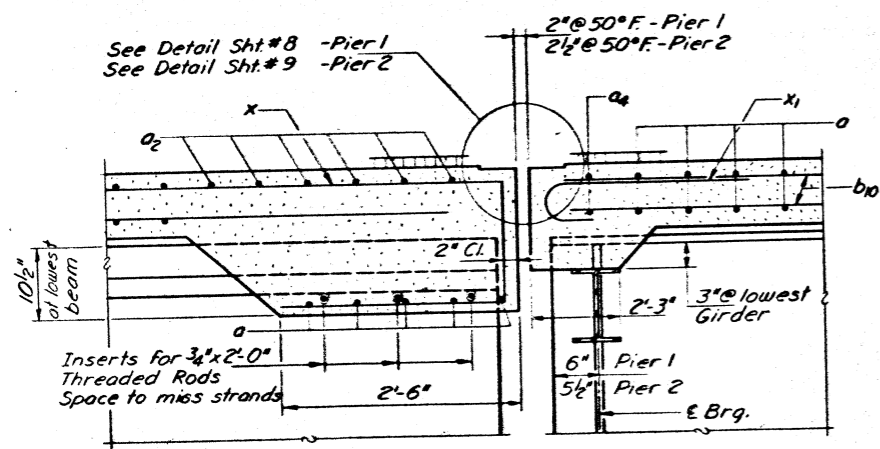
PARAPET
EA. RT. 11 SEC. 115BR-2
PIATT COUNTY
STA. 1282+21.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

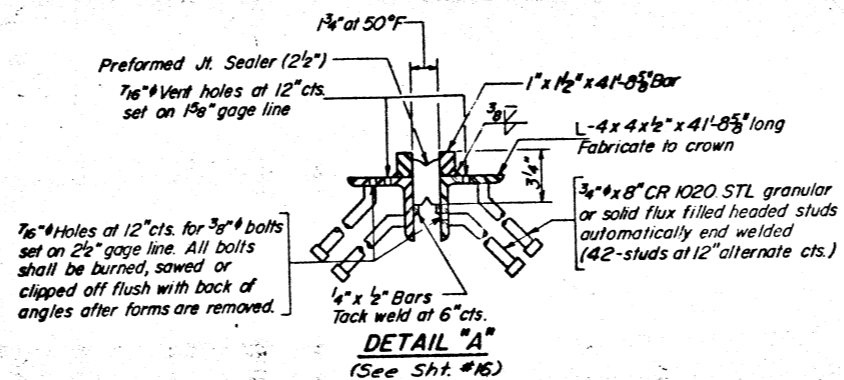
DRWING NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11 28 SHEETS
P.A. 11	115BR-2	PIATT	41	19	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		



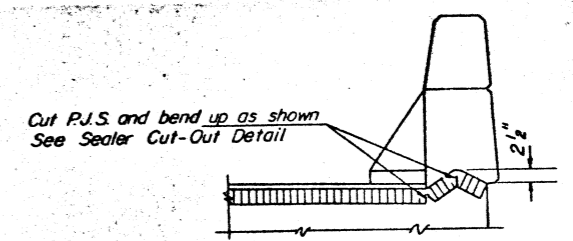
FRAMING PLAN - SPANS 1 & 2



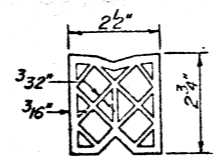
SECTION A-A AT PIERS 1 & 2



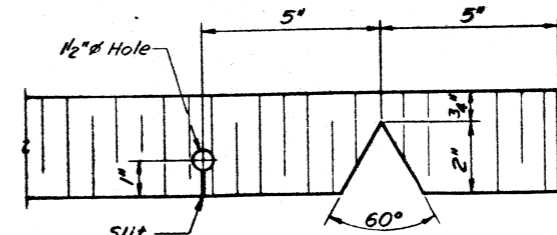
DETAIL "A"
(See Sht. #16)



END OF SEALER TREATMENT



PREFORMED JOINT SEALER (2 1/2")



SEALER CUT-OUT DETAIL

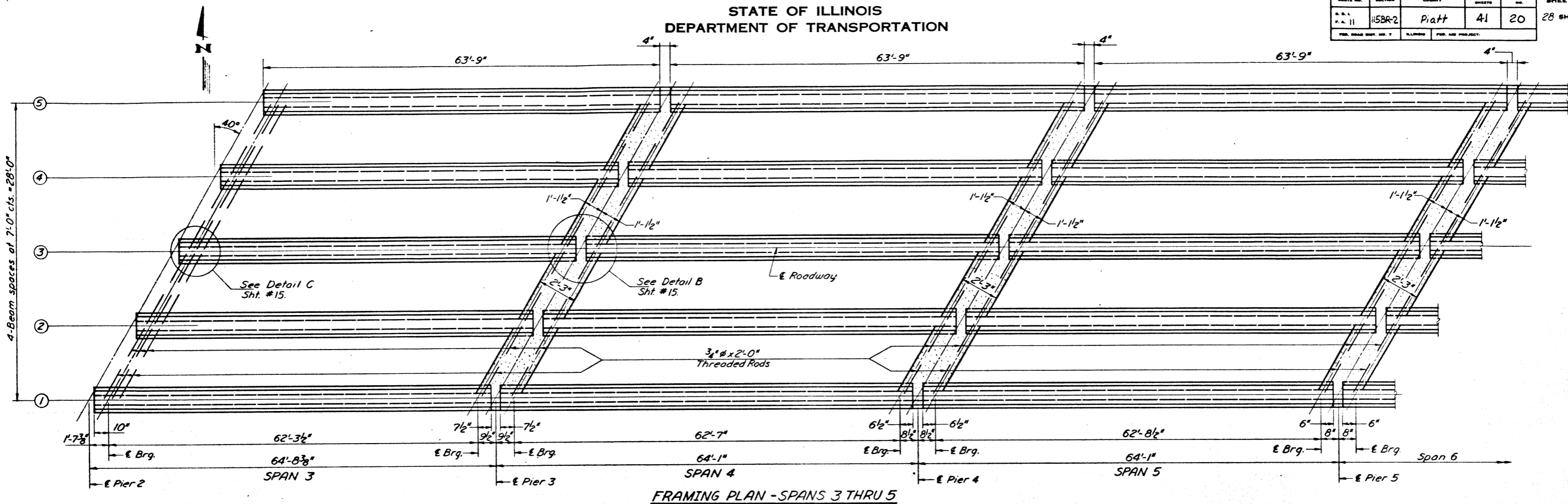
DESIGNED	James Oppert
CHECKED	Paul Chilton
DRAWN	G. Ritchie
CHECKED	Edg

March 26 1975
 EXAMINED
 PASSED
 APPROVED

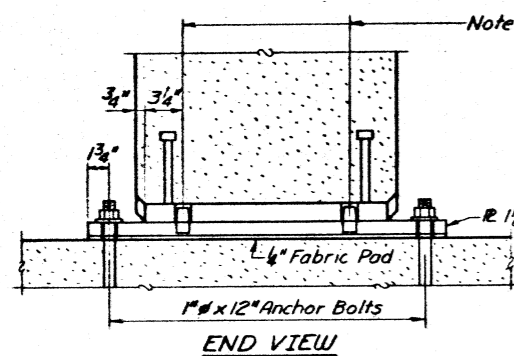
FRAMING PLAN
SPANS 1 & 2
F.A. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+21.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

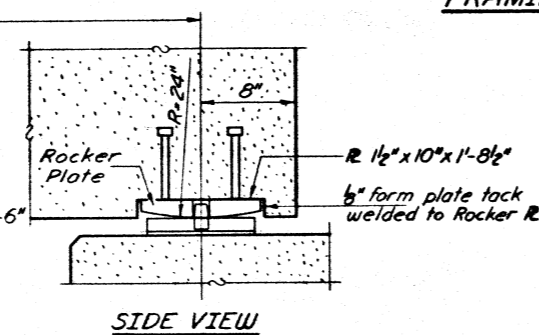
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12 28 SHEETS
115BR-2	11	Piatt	41	20	
F.A. RT. 11		PIATT COUNTY			
STA. 1282+21.00		PIATT COUNTY			



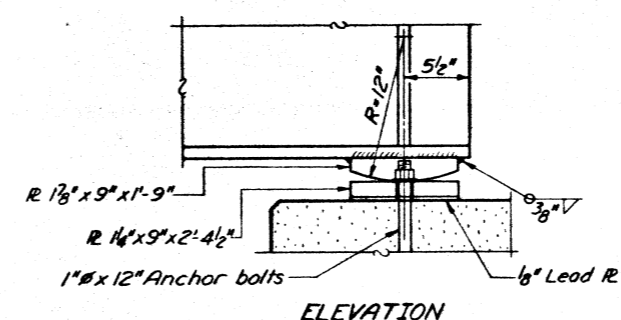
FRAMING PLAN - SPANS 3 THRU 5



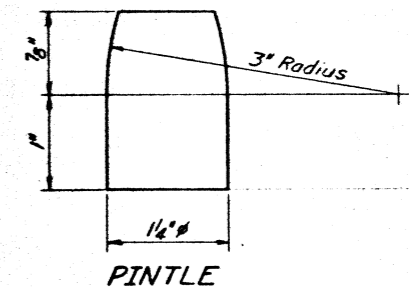
END VIEW



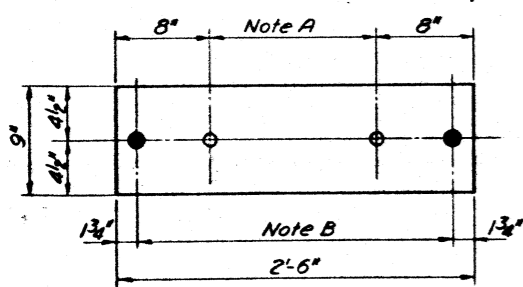
SIDE VIEW



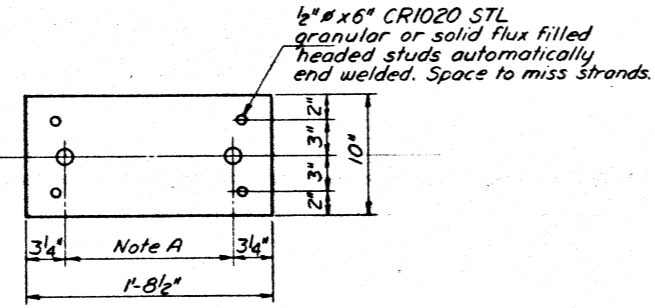
ELEVATION



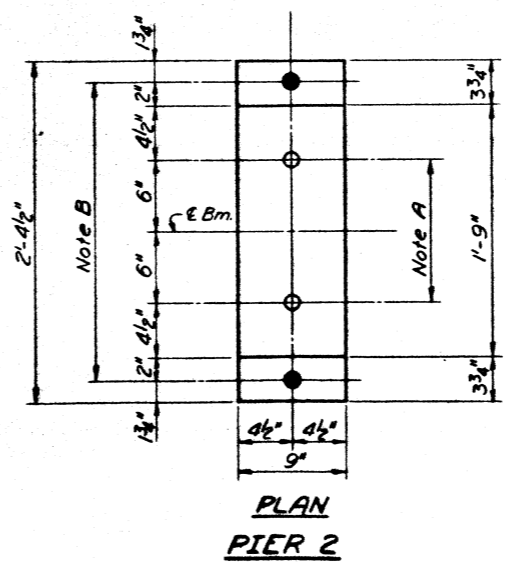
PINTLE



BOTTOM R PLAN



TOP R PLAN



PLAN PIER 2

NOTE A
13/8" Holes - 1" Deep in top R for pintles. Thread or press fit pintles into bottom R.

NOTE B
1/2" holes for 1" anchor bolts.
3/8" x 2 1/2" x 2 1/2" R washers under nut.

PIER 1

Note: Rocker Plate to be cast into beam. Cost of plate is included in the cost of "Furnishing and Erecting Precast Prestressed Concrete I-Beams".
Pintle holes in top of Rocker R to be plugged before casting R into beam.

FIXED BEARING DETAILS

DESIGNED	James Oryant
CHECKED	Gans
DRAWN	G.P.
CHECKED	G.S.B.

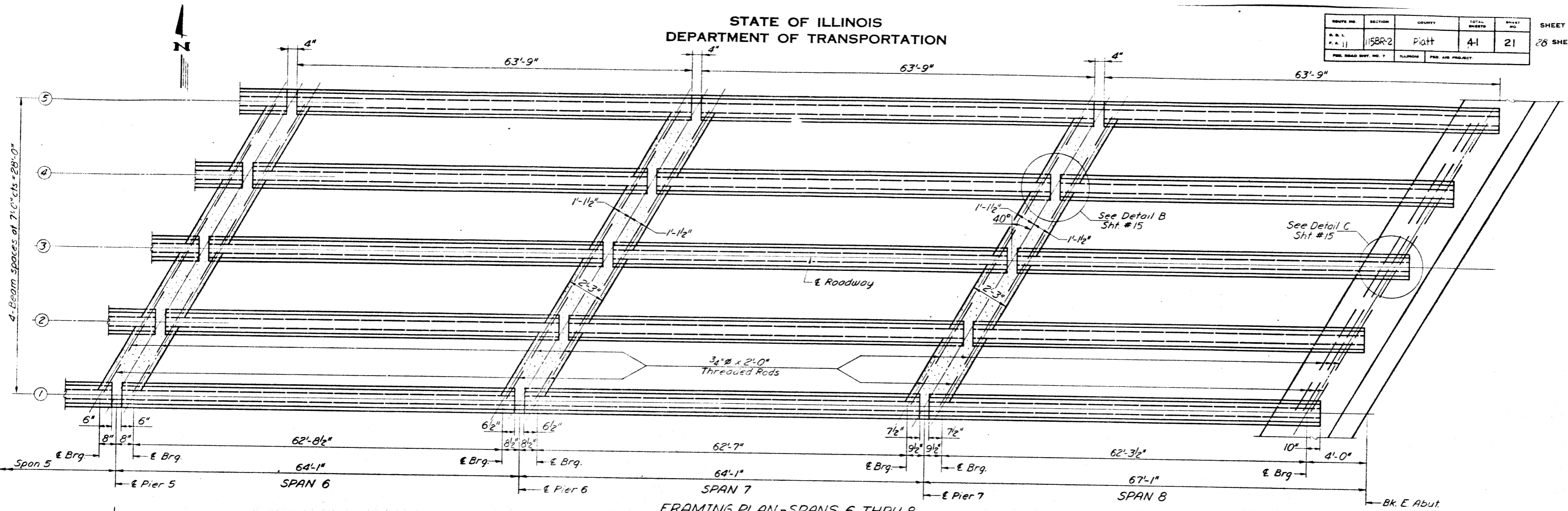
EXAMINED	March 24 1975
PASSED	
APPROVED	

FRAMING PLAN
SPANS 3 THRU 5
F.A. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+21.00

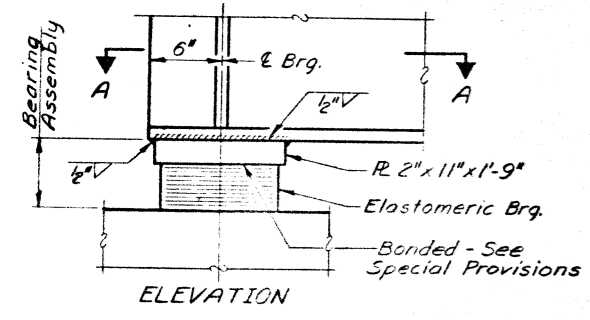
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 11	115BR-2	PIATT	41	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

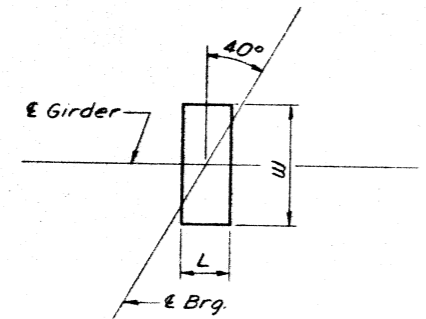
SHEET NO. 13
28 SHEETS



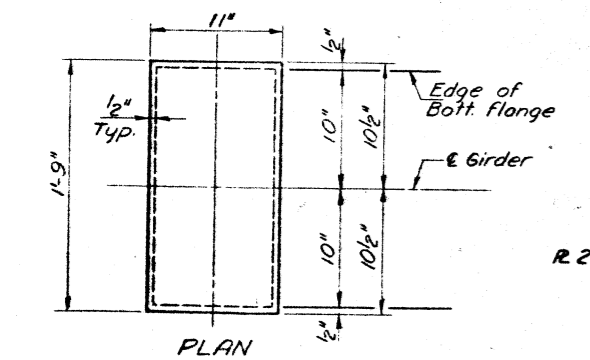
FRAMING PLAN-SPANS 6 THRU 8



ELEVATION



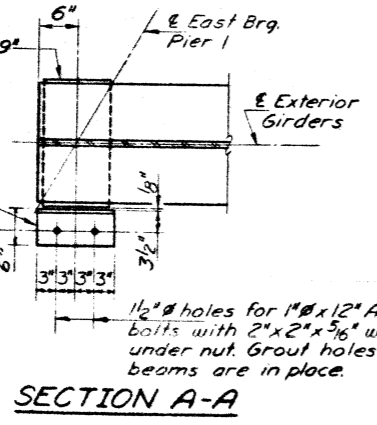
PLAN OF ELASTOMERIC BRGS.



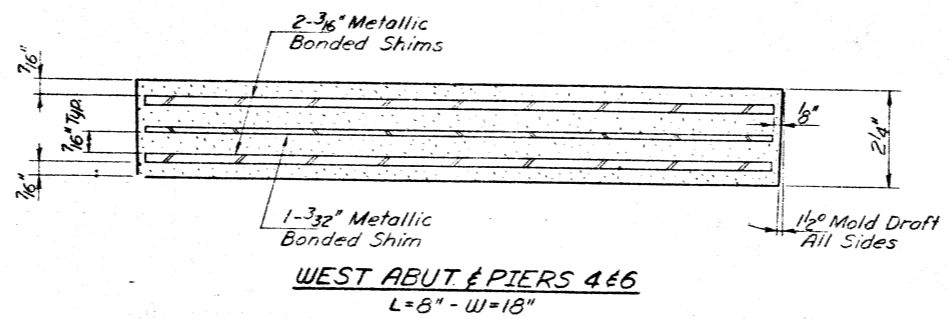
PLAN

LOAD PLATE DETAIL
(EAST BRG PIER 1)

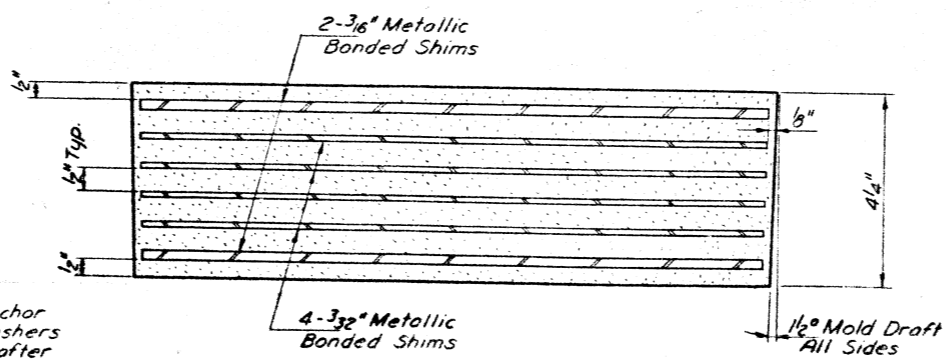
DESIGNED <i>James Owens</i>	EXAMINED <i>March 26 1975</i>
CHECKED <i>Clare Chittus</i>	<i>Paul E. Thompson</i>
DRAWN <i>G. Ritchie</i>	PASSED
CHECKED <i>G. G. G.</i>	APPROVED



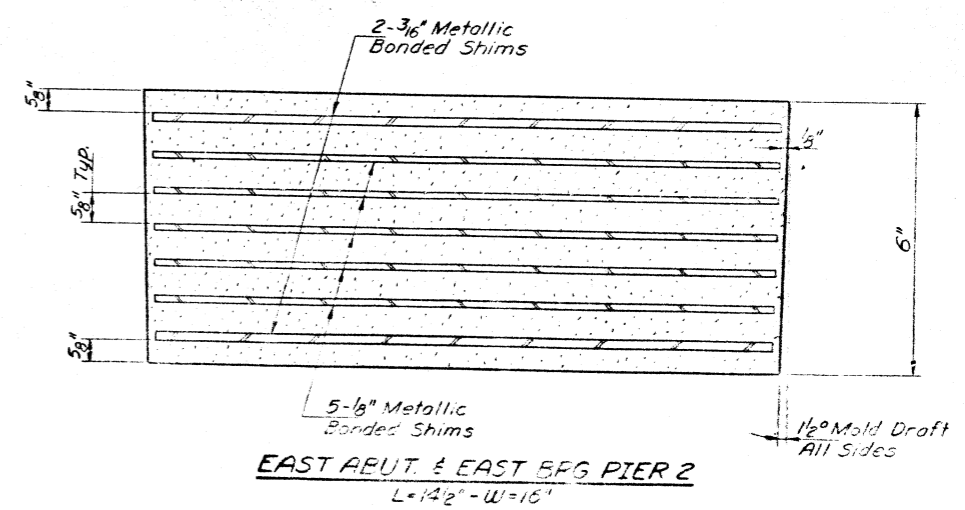
SECTION A-A



WEST ABUT. & PIERS 4 & 6
L=8'-W=18"



EAST BRG. PIER 1 & PIERS 3 & 7
L=10'-W=18"



EAST ABUT. & EAST BRG PIER 2
L=14 1/2'-W=16'

NOTE: Cost of Elastomeric Bearing Assembly is incidental.

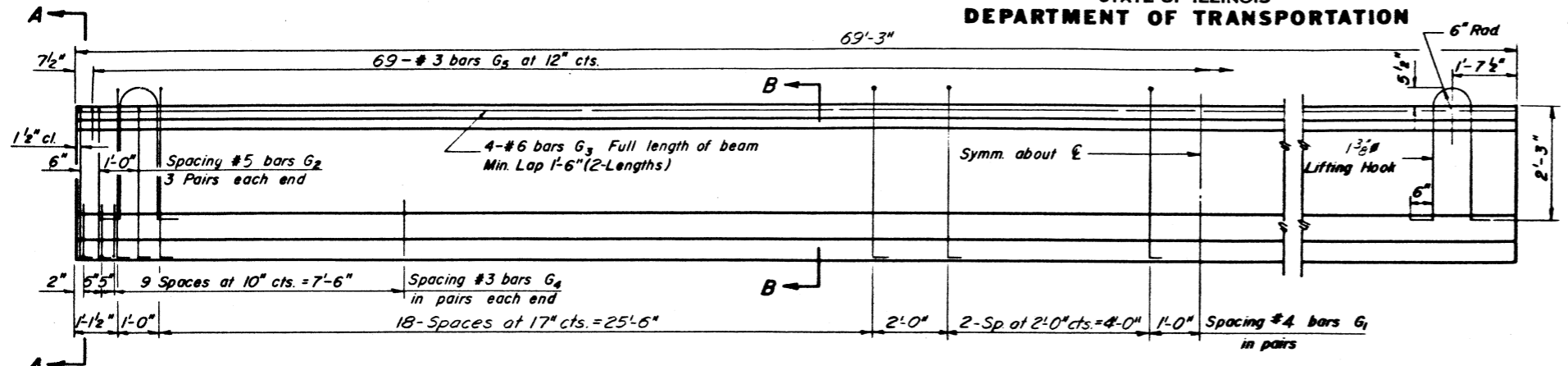
ELASTOMERIC BEARING DETAILS

FRAMING PLAN
SPANS 6 THRU 8
F.A. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+2.00

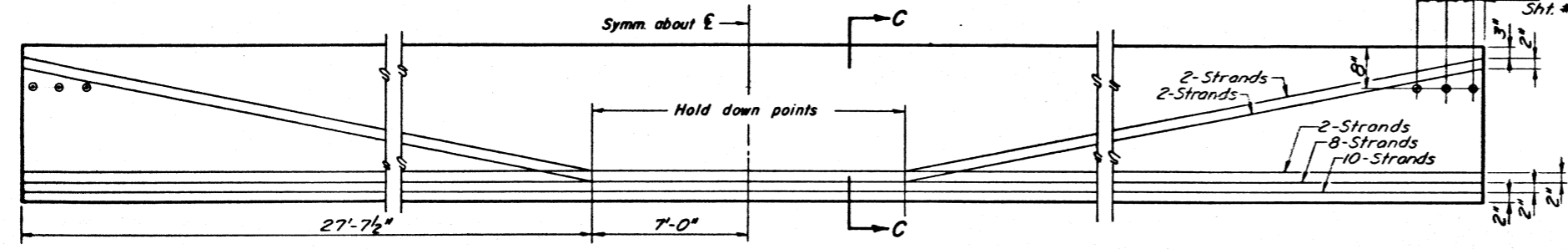
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHAPE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
11	115BR-2	PIATT	41	22
ILLINOIS		FED. AID PROJECT		

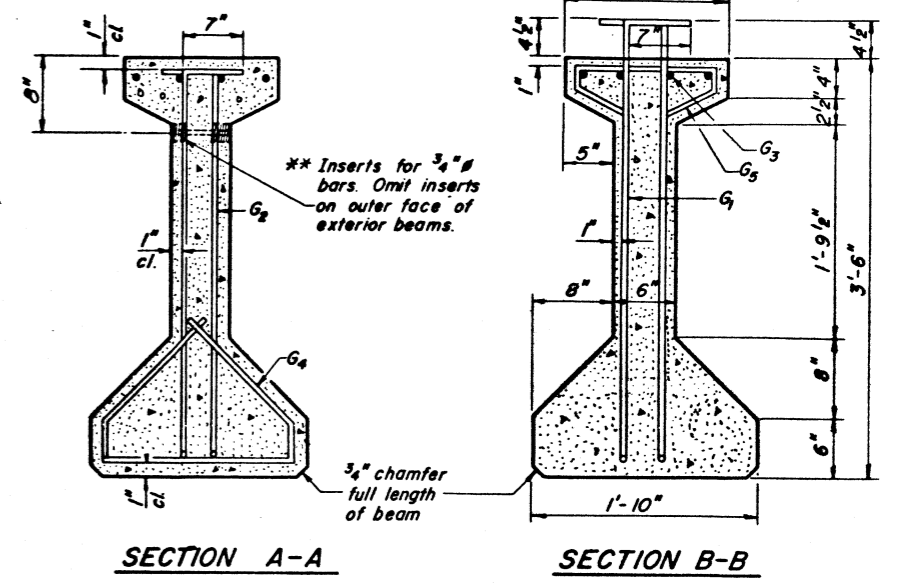
SHEET NO. 14
28 SHEETS



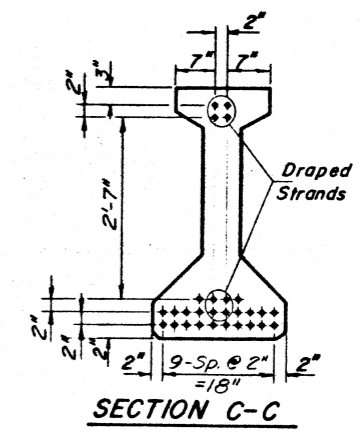
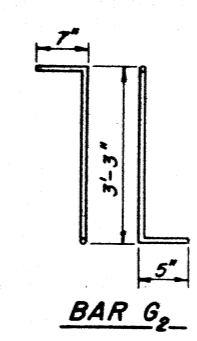
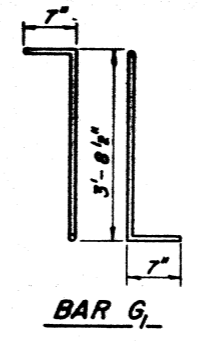
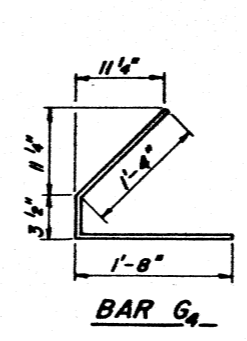
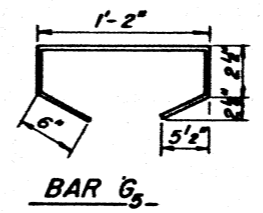
ELEVATION OF BEAMS - SPAN 1
Showing Reinforcement & Dimensions



ELEVATION OF BEAMS - SPAN 1
Showing Prestressing Steel



** For insert location see Detail C, Sht. #15.



* BAR LIST

Bar	No.	Size	Length	Shape
G ₁	92	#4	4'-10 1/2"	7L
G ₂	12	#5	4'-3"	7L
G ₃	8	#6	35'-3"	—
G ₄	48	#3	3'-3 1/2"	∠
G ₅	69	#3	2'-7"	□

* For one beam only.

NOTES

All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per lineal foot of "Furnishing And Erecting Precast Prestressed Concrete I-Beams, 42 In."

Prestressing Steel shall have a nominal diameter of 1/2".

Inserts for 3/4" threaded rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams.

Steel for lifting hooks shall be non-deformed bars f_y = 40,000 psi.

BILL OF MATERIAL

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 42"	Lin. Ft.	346

PPC I-BEAM DETAILS
SPAN 1
F.A. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+21.00

DESIGNED James Oppert
CHECKED Dan Ahlton
DRAWN G. Ritchie
CHECKED G. S. C.

March 26 1975

EXAMINED Carl E. Thurman

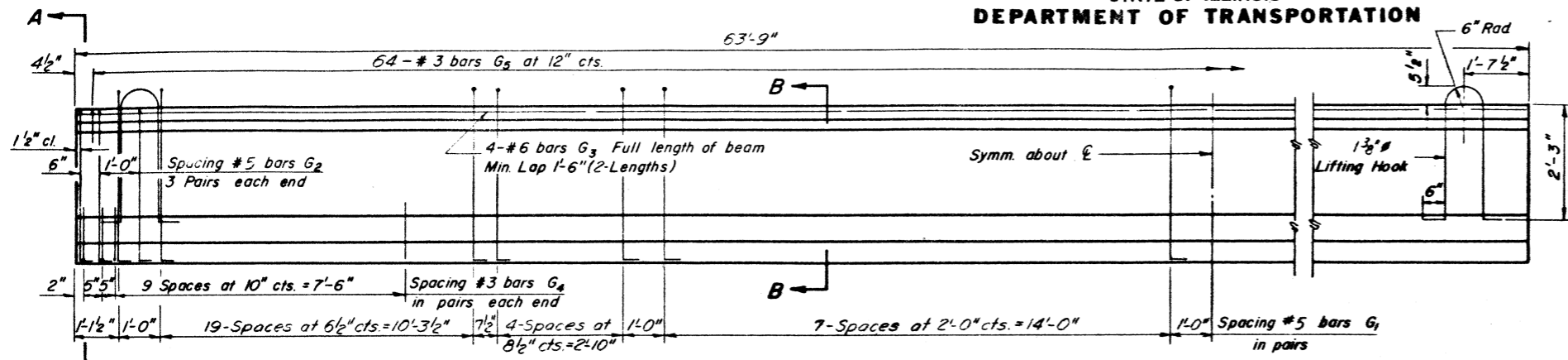
PASSED

APPROVED

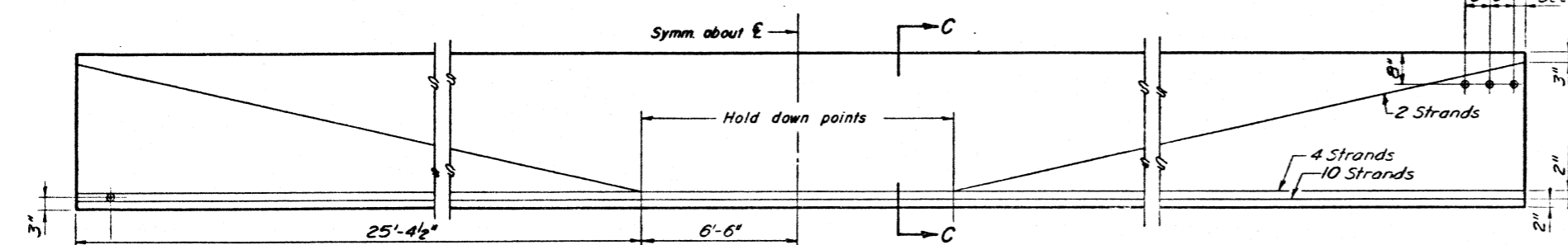
DIRECTOR OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

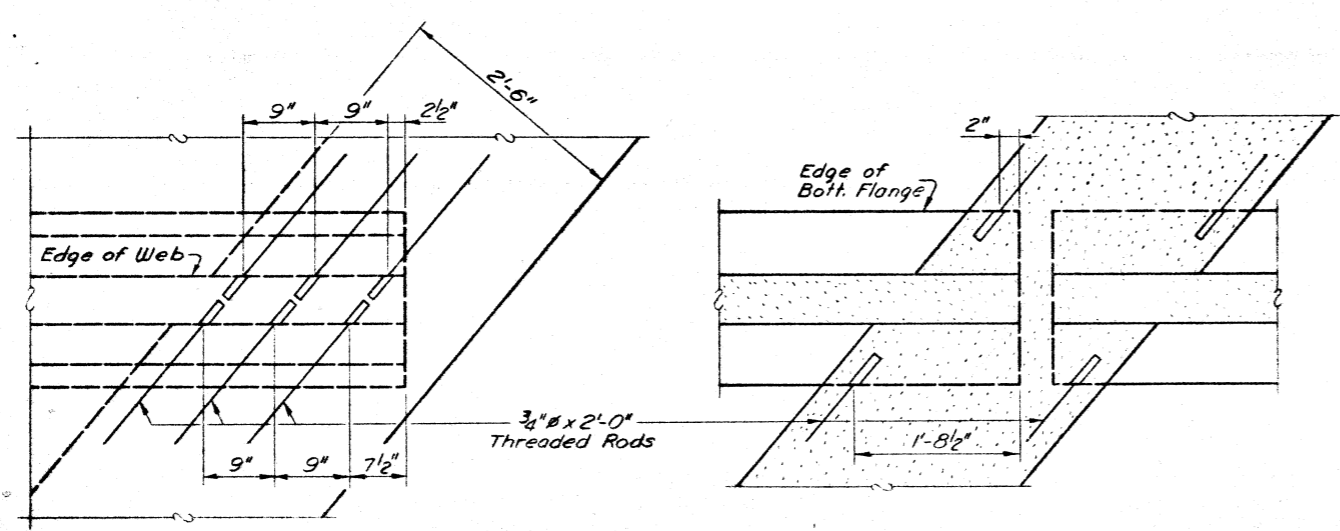
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P.A. 11	115BR-2	PIATT	41	23
SHEETS				



ELEVATION OF BEAMS - SPANS 3 THRU 8
Showing Reinforcement & Dimensions

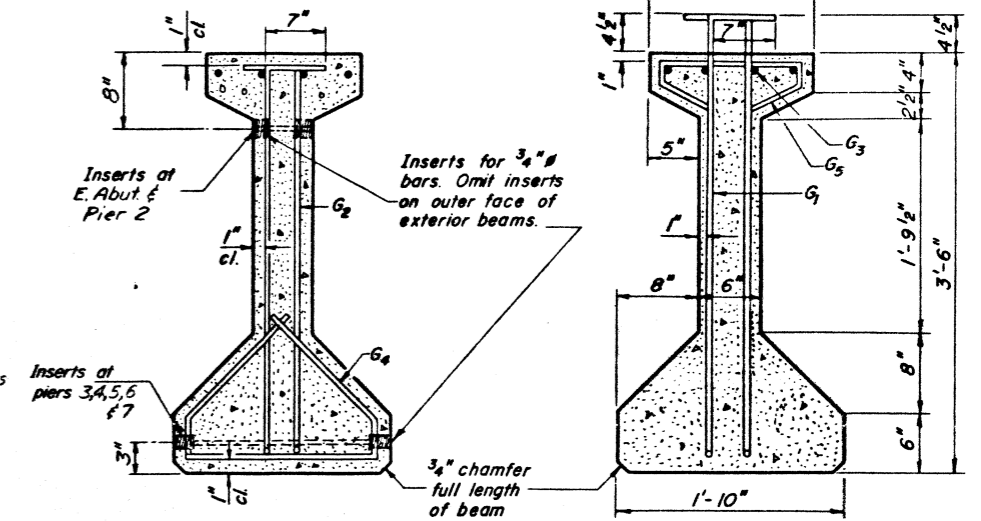


ELEVATION OF BEAMS - SPANS 3 THRU 8
Showing Prestressing Steel



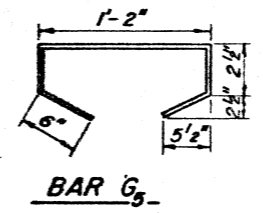
DETAIL C
Typical location of inserts at Abuts.
& Piers 1 & 2

DETAIL B
Typical location of inserts at Piers
3, 4, 5, 6 & 7

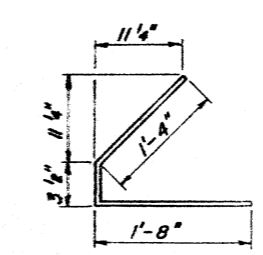


SECTION A-A

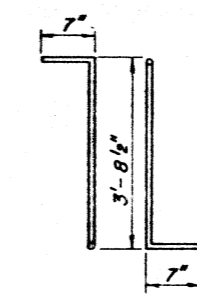
SECTION B-B



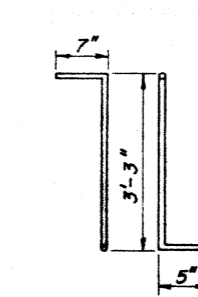
BAR G5



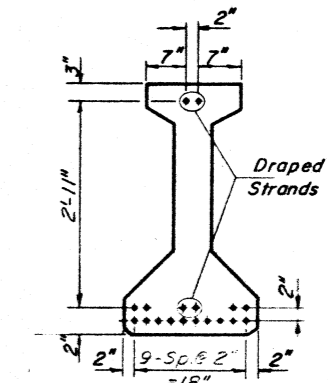
BAR G4



BAR G1



BAR G2



SECTION C-C

*** BAR LIST**

Bar	No.	Size	Length	Shape
G1	136	#5	4'-10 1/2"	7L
G2	12	#5	4'-3"	7L
G3	8	#6	3'-11"	—
G4	48	#3	3'-3 1/2"	L
G5	64	#3	2'-7"	□

* For one beam only.

BILL OF MATERIAL

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 42"	Lin. Ft.	1913

NOTES

All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per lineal foot of "Furnishing And Erecting Precast Prestressed Concrete I-Beams, 42 In."

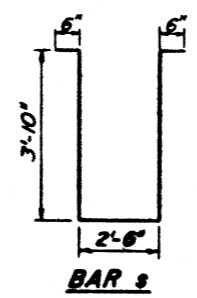
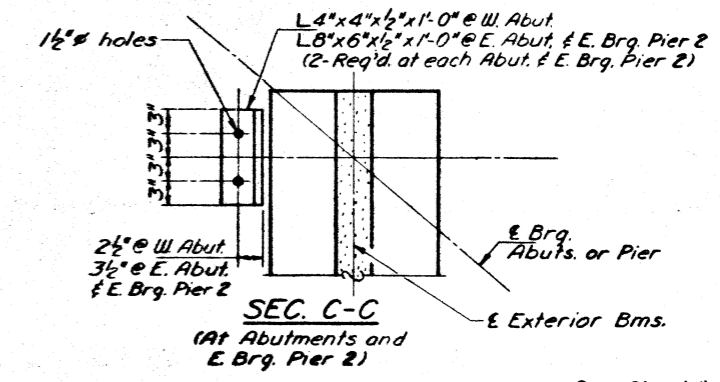
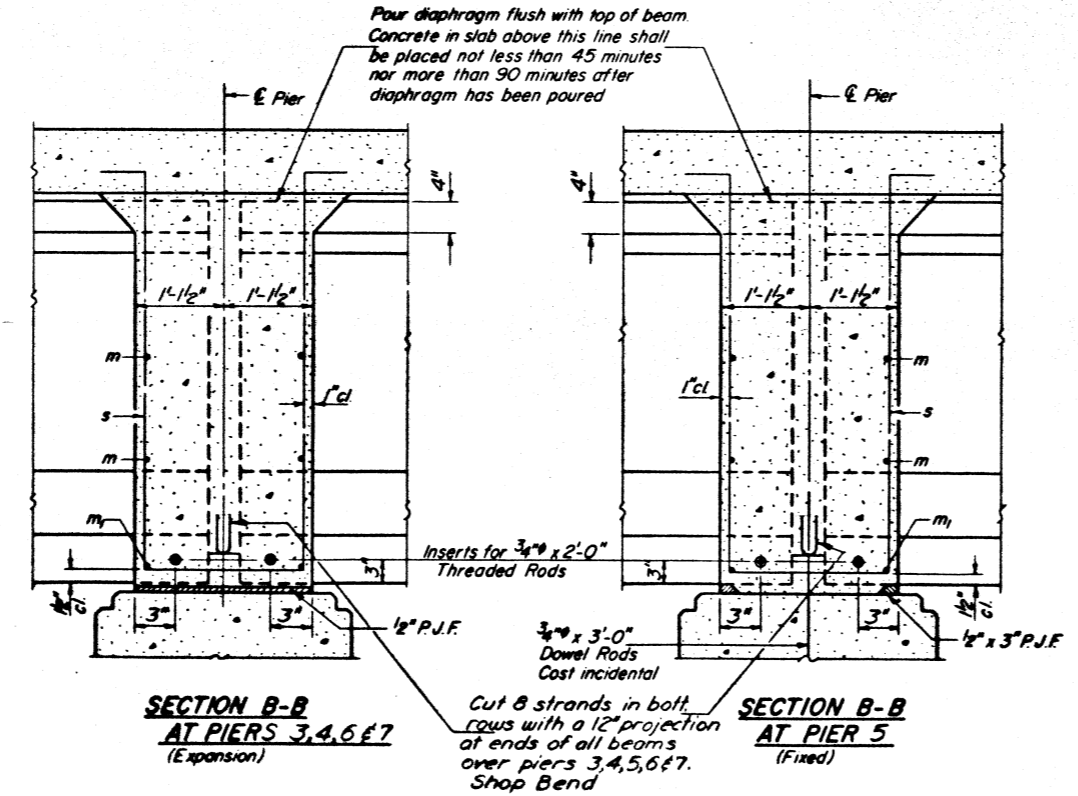
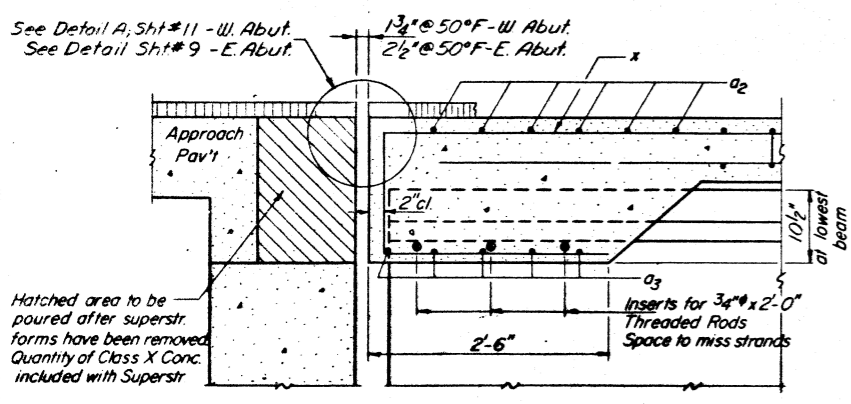
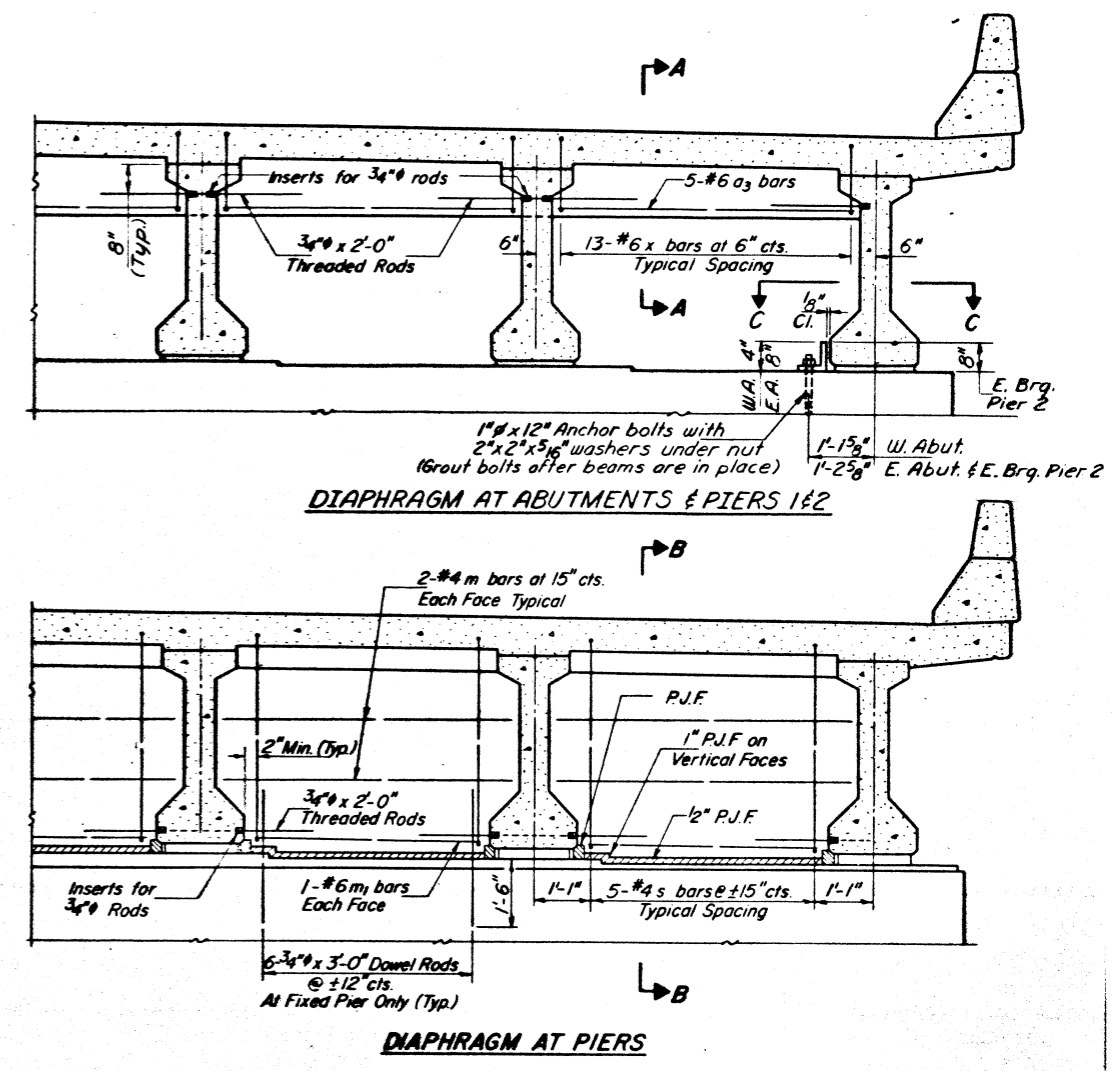
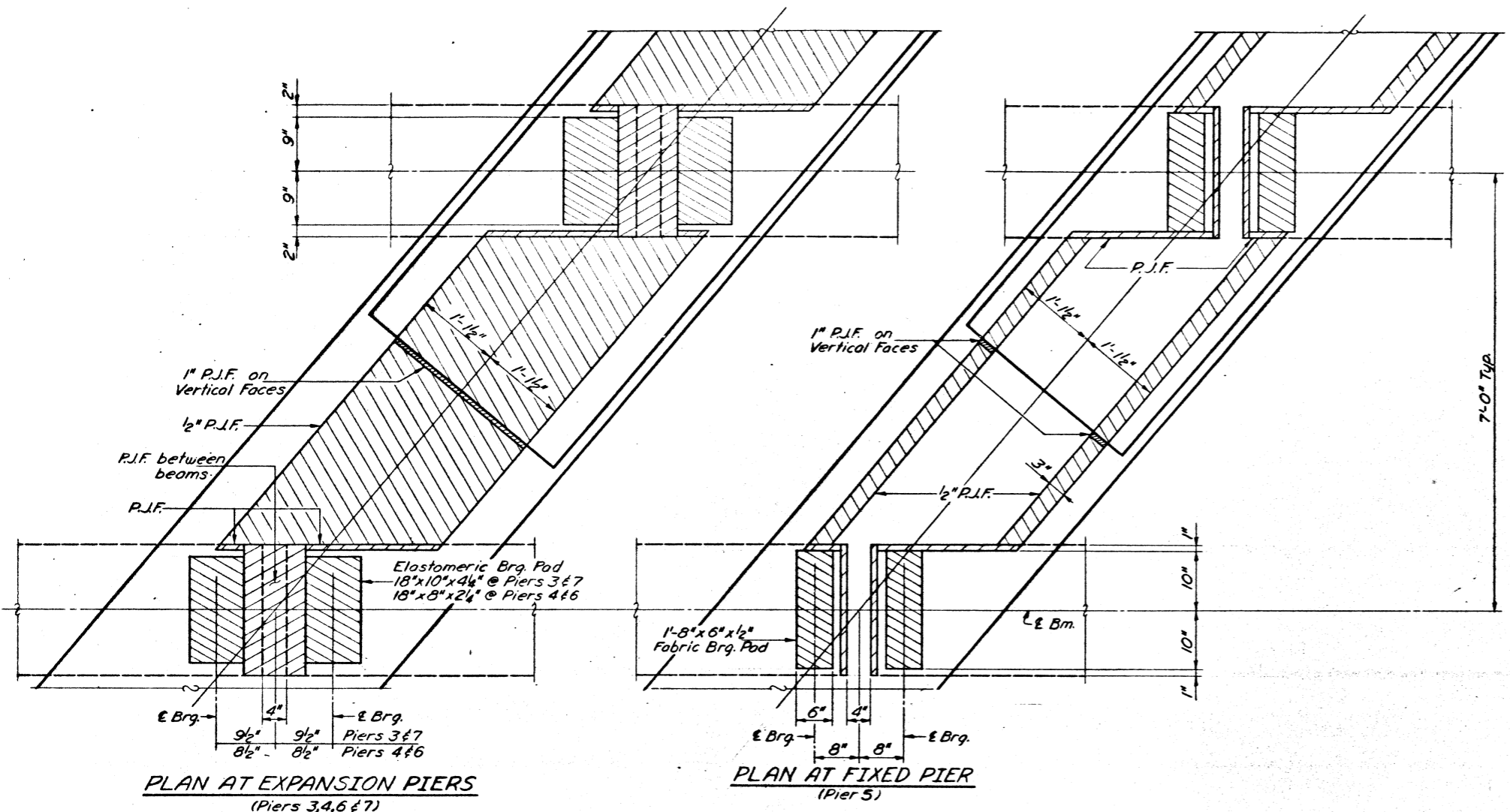
Prestressing Steel shall have a nominal diameter of 1/2".
Inserts for 3/4" threaded rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams.
Steel for lifting hooks shall be non-deformed bars fy = 40,000 psi.

P.P.C. I-BEAM DETAILS
SPANS 3 THRU 8
F.A. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+21.00

DESIGNED	James Ozyurt	EXAMINED	March 26 1975 Carl E. Thompson Jr. ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
CHECKED	Don Walker	PASSED	
DRAWN	ST/line	APPROVED	
CHECKED	Dob	DIRECTOR OF HIGHWAYS	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 16
115BR-2	Platt	41	24	28 SHEETS	



DESIGNED <i>James Orquhart</i>	EXAMINED <i>Ward H. 10/76</i>
CHECKED <i>Alan Chilton</i>	PASSED <i>Carl E. Hansen</i>
DRAWN <i>G.M.P. 2-4-76</i>	APPROVED _____
CHECKED <i>D.B.C.</i>	DIRECTOR OF HIGHWAYS

NOTE: Reinforcement bars shown on this sheet are included in Bill of Material on Sheet # 7.

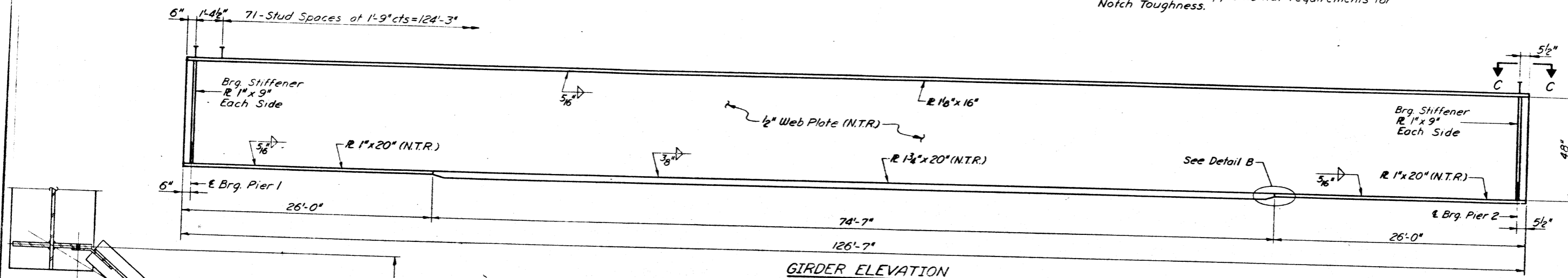
DIAPHRAGM DETAILS
E.A. RT. 11 - SEC. 115BR-2
PLATT COUNTY
STA. 1282 + 21.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

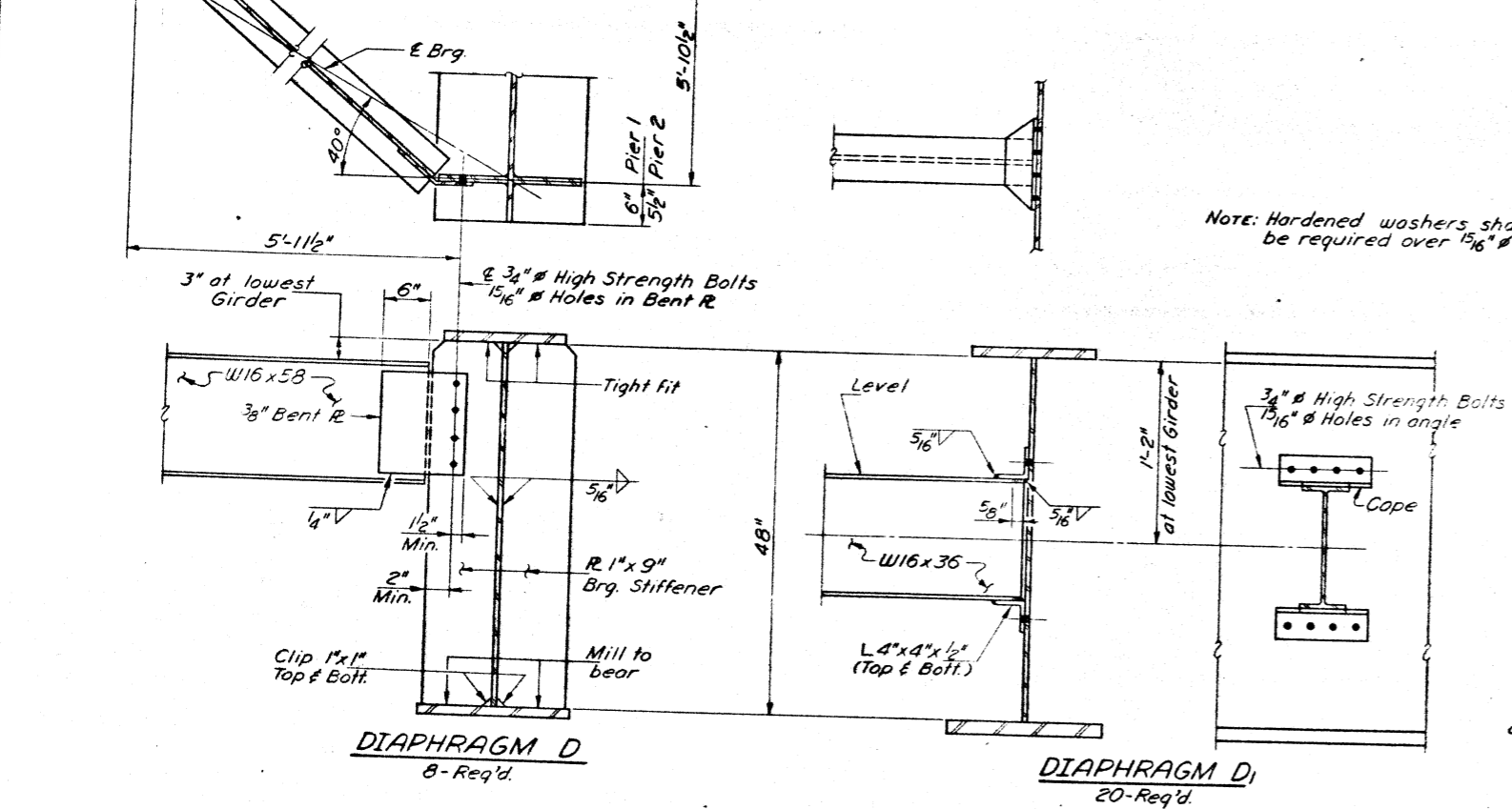
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P.A. 11	115BR-2	Platt	41	25
ILLINOIS		PER. AND PROJECT		

SHEET NO. 17
28 SHEETS

Note: N.T.R. requires that the designated member conform to the supplemental requirements for Notch Toughness.

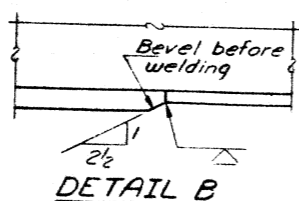


GIRDER ELEVATION



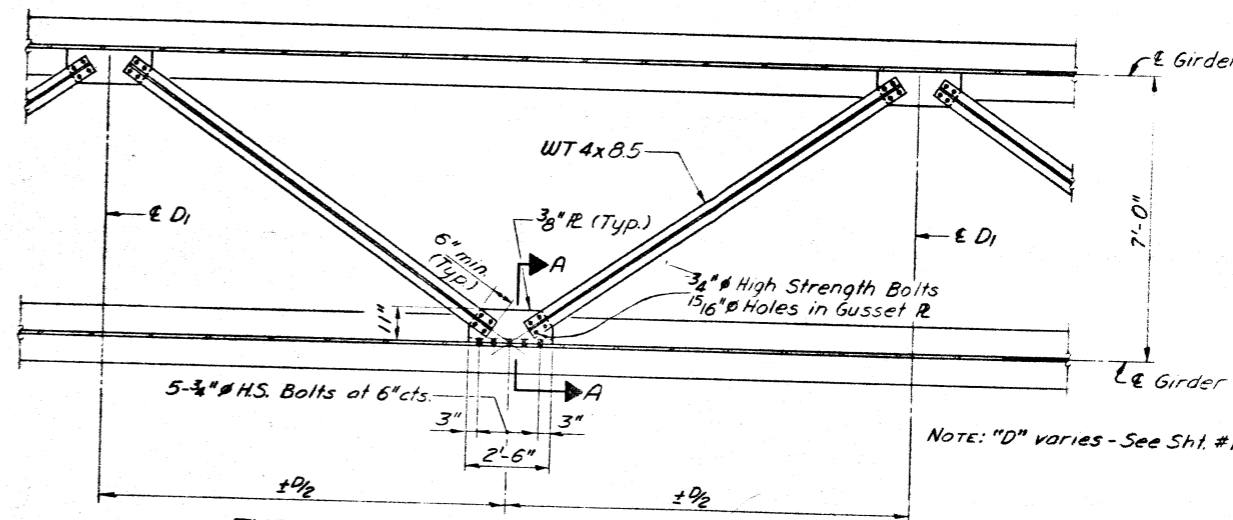
DIAPHRAGM D
8-Req'd.

DIAPHRAGM D1
20-Req'd.



DETAIL B

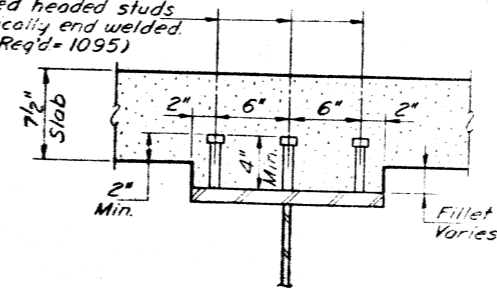
Note: Hardened washers shall be required over 1 5/16" holes.



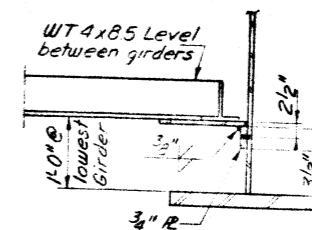
TYPICAL LATERAL BRACING PLAN
(See Sht. #18 for Connection details at Piers)

Note: "D" varies - See Sht. #11.

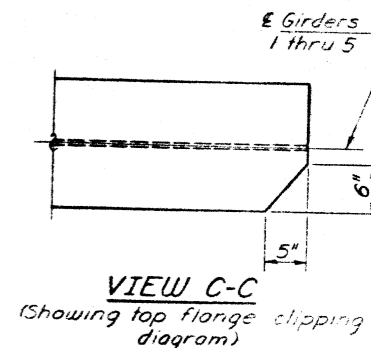
3/4" Granular or solid flux filled headed studs automatically end welded. (No. Req'd = 1095)



SHEAR STUD DETAIL



SECTION A-A



VIEW C-C
(Showing top flange clipping diagram)

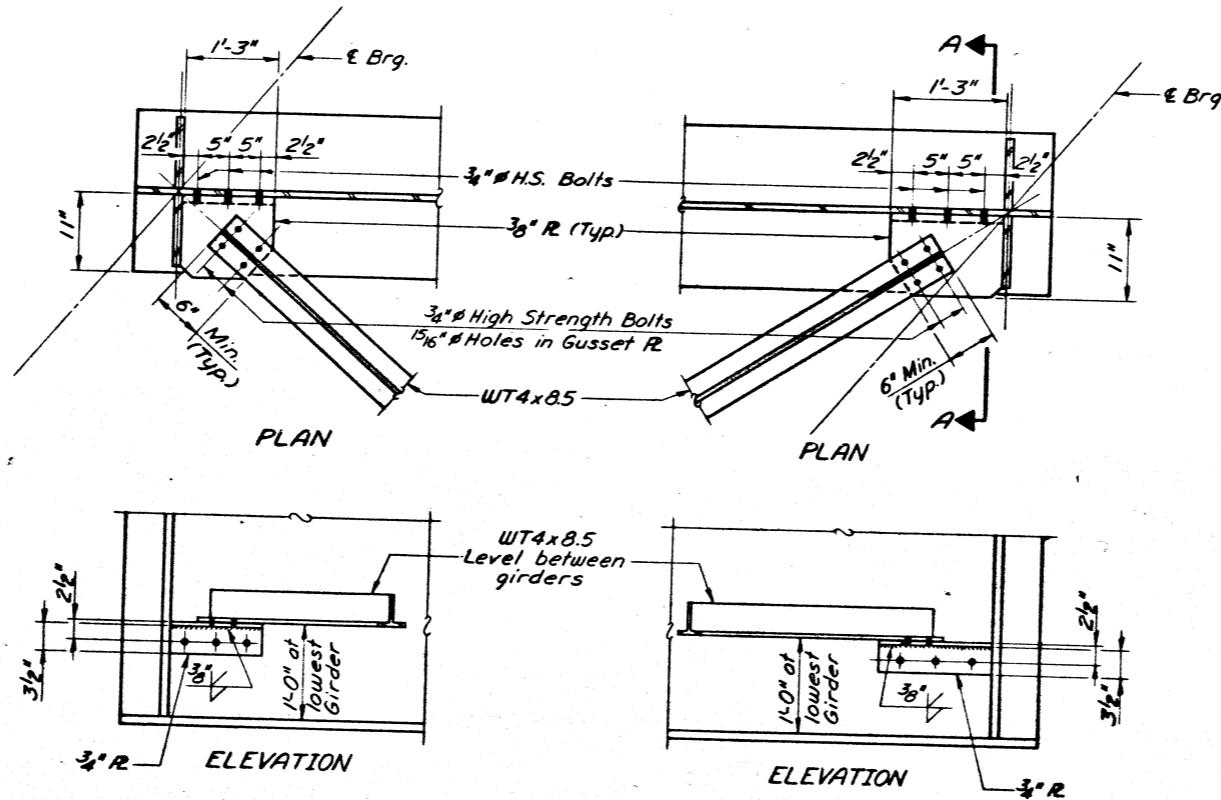
DESIGNED	James August
CHECKED	Paul Miller
DRAWN	John P. Fitch
CHECKED	P.S.P.

EXAMINED	March 26 1976
PASSED	Paul E. Thompson
APPROVED	

STRUCTURAL STEEL
F.A. RT. 11 - SEC 115BR-2
PLATT COUNTY
STA. 1282+21.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	QUANTITY	TOTAL SHEETS	SHEET NO.	SHEET NO. 18 28 SHEETS
P.A. 11	115BR2	PIATT	41	26	
P.C. ROAD DIST. NO. 7		ALIGNED	P.C. NO. PROJECT		



LATERAL BRACING DETAILS AT PIERS
(NOTE: For Section A-A see Sht. #17)

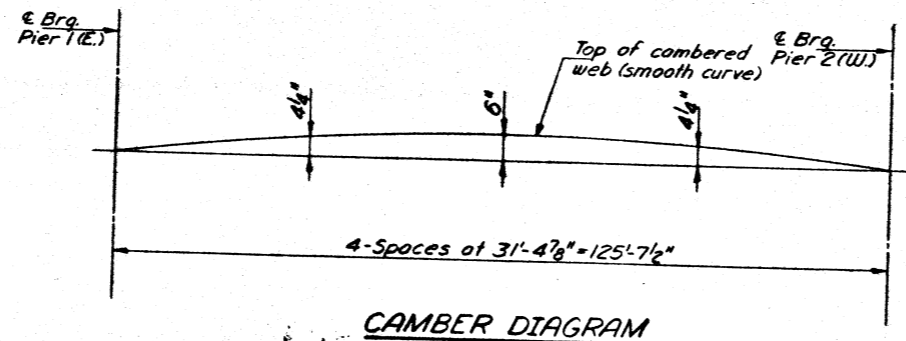
INTERIOR GIRDER MOMENT TABLE

	0.5 Sp. 2
I_s (in ⁴)	34751.29
I_c (in ⁴)	77347.44
S_s (in ³)	1721.64
S_c (in ³)	2153.92
Q (k/1)	.996
M_e (ik)	1971.23
f_s (ksi)	13.73
S_e (k/1)	.446
M_s (ik)	882.70
M_k (ik)	1265.17
M_{IMP} (ik)	251.77
TOTAL (ik)	2399.64
$f_s (S_e + I)$ (ksi)	13.37
f_s TOTAL (ksi)	270
VR (k)	50.86

I_s and S_s are the moment of inertia and section modulus of the steel section.
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s .
VR is the maximum $k +$ Impact shear range in span used to determine shear connector spacing.

INTERIOR GIRDER REACTION TABLE

	Pier
R_e (k)	89.11
R_k (k)	42.42
Imp. (k)	8.44
R TOTAL (k)	139.97



CAMBER DIAGRAM

TOP OF WEB ELEVATIONS

	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5
E Brg. Pier 1 (E.)	665.14	665.27	665.38	665.27	665.14
E Brg. Pier 2 (W.)	665.15	665.27	665.38	665.27	665.15

For fabrication only

DESIGNED	<i>James Oppert</i>
CHECKED	<i>Alan Johnston</i>
DRAWN	<i>S. Ritchie</i>
CHECKED	<i>D. B. B.</i>

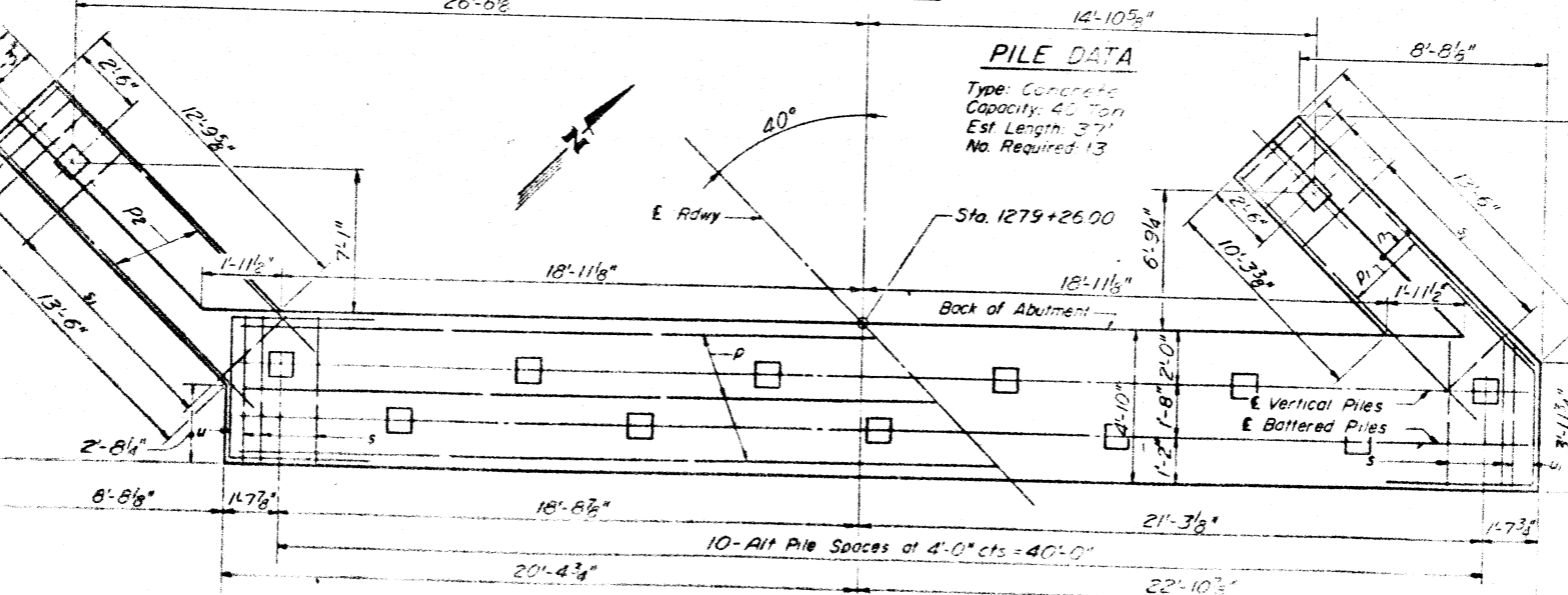
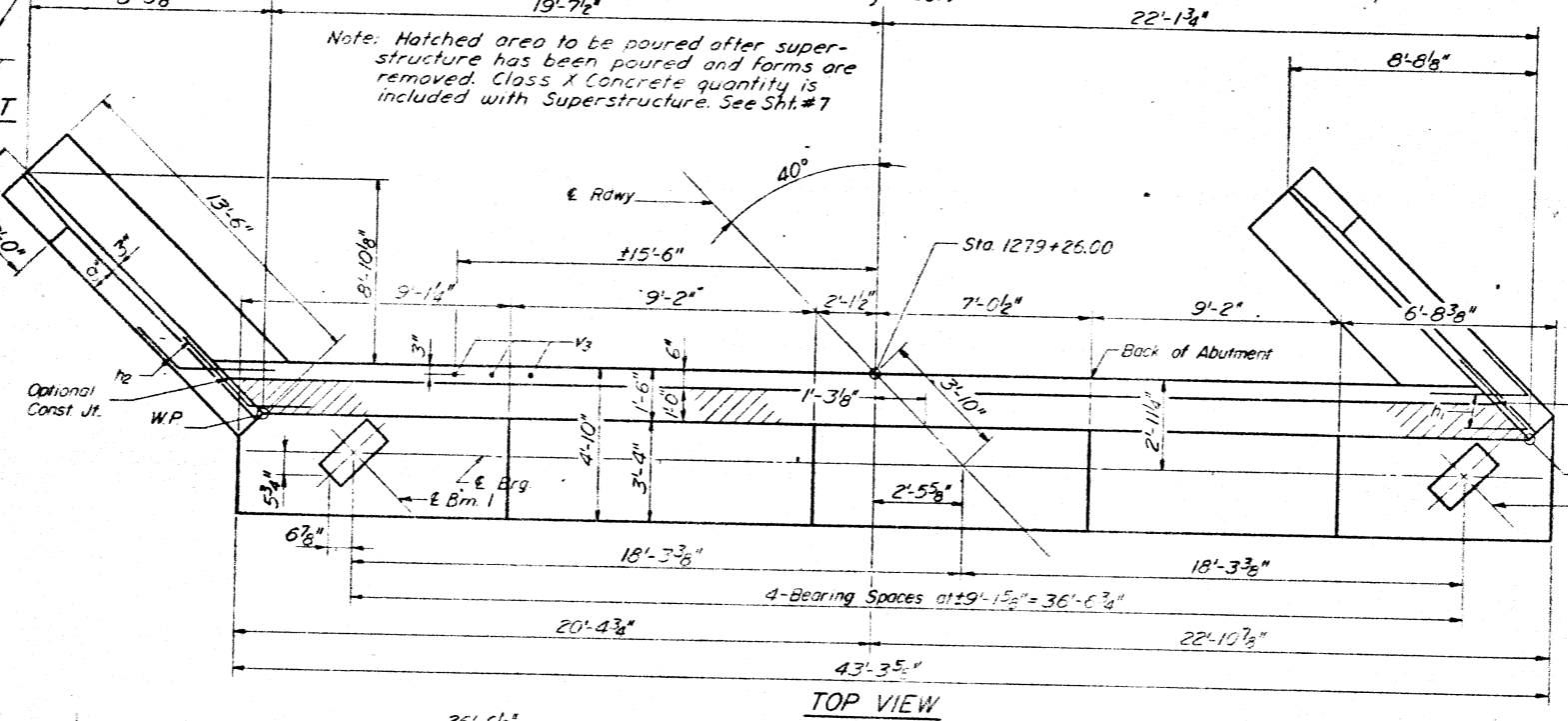
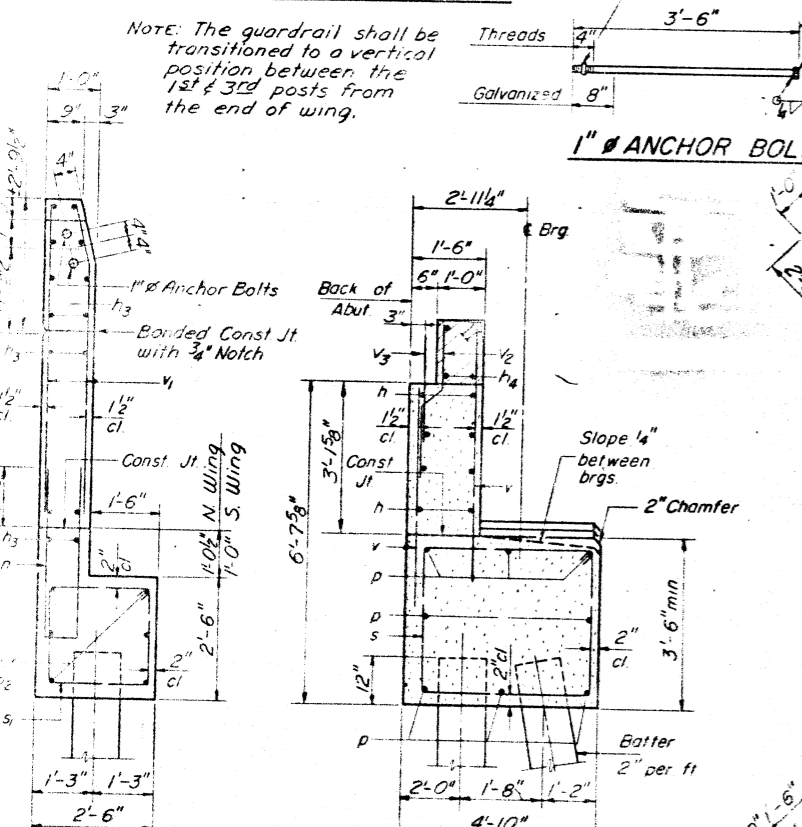
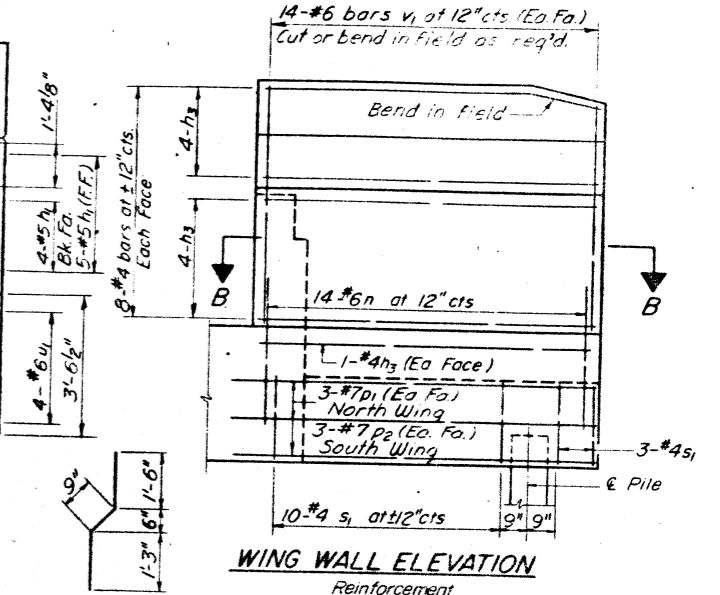
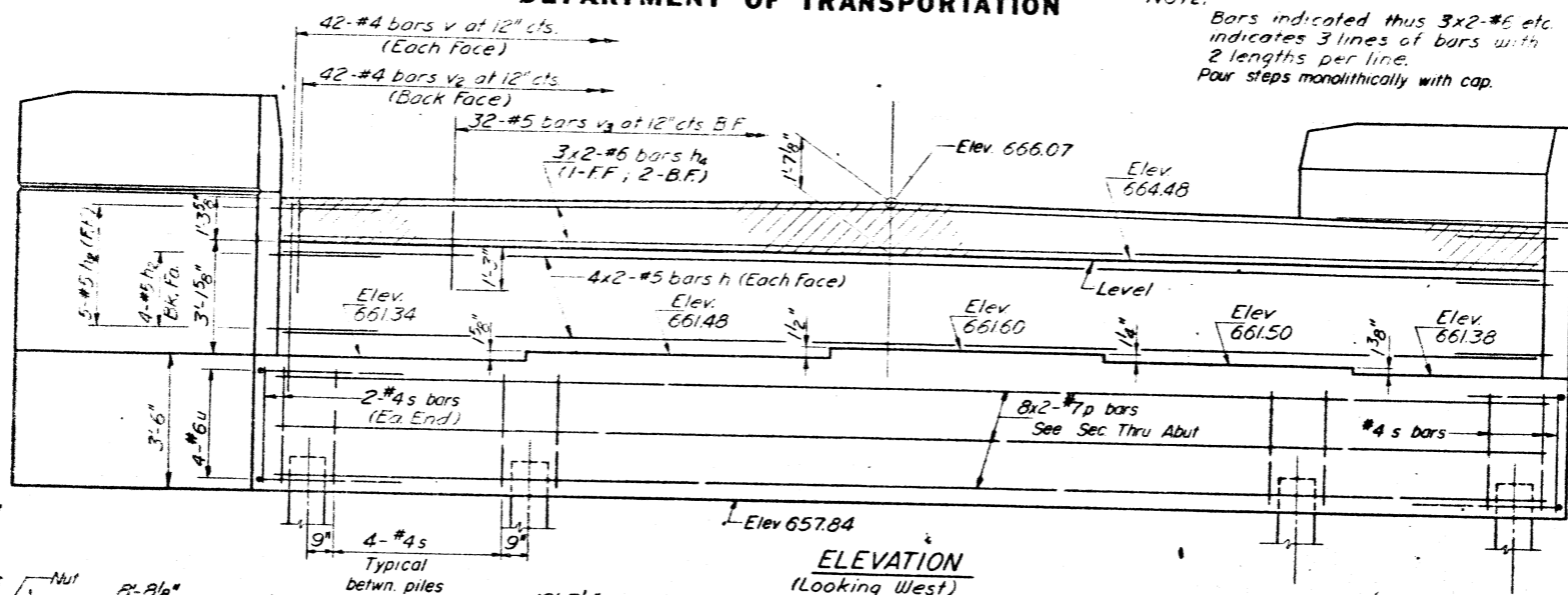
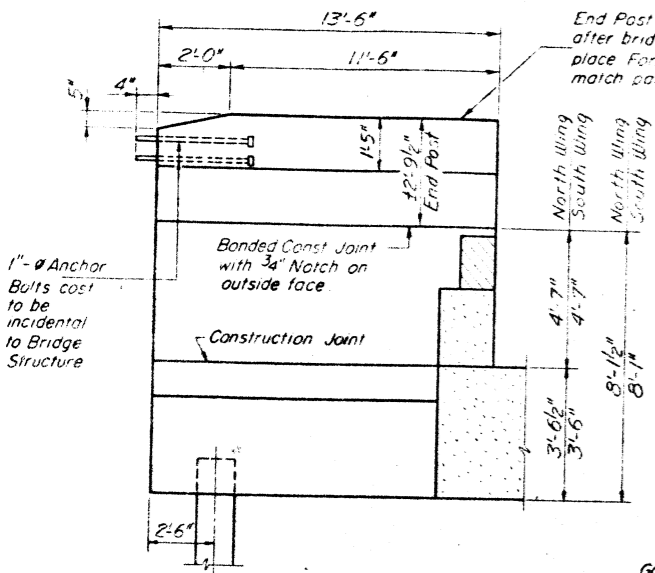
EXAMINED	<i>March 26 1975</i>
PASSED	<i>Carl P. ...</i>
APPROVED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

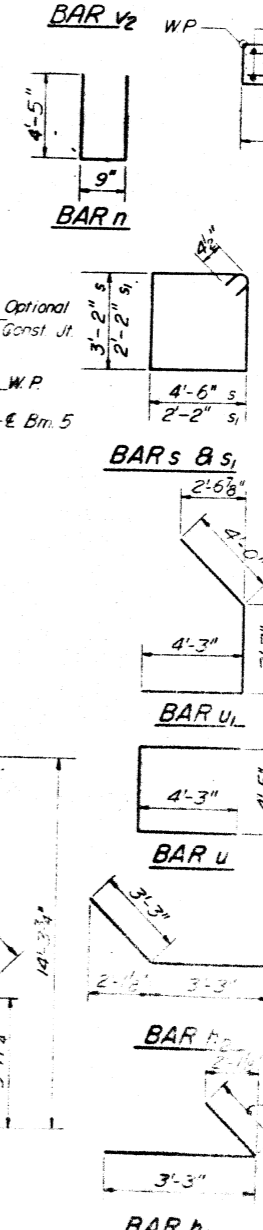
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
115BR-2	PIATT	41	27	28 SHEETS

NOTE:
Bars indicated thus 3x2-#6 etc indicates 3 lines of bars with 2 lengths per line.
Pour steps monolithically with cap.

End Post shall be poured after bridge parapet is in place. Form top surface to match parapet grade.



PILE DATA
Type: Concrete
Capacity: 45 Tons
Est Length: 37'
No. Required: 13



BILL OF MATERIAL

Bar	No	Size	Length	Splice
h	15	#5	21'-6"	
h1	9	#5	6'-5"	
h2	9	#5	6'-6"	
h3	36	#4	13'-3"	
h4	6	#6	21'-9"	
n	25	#6	9'-0"	
p	16	#7	22'-6"	
p1	5	#7	13'-5"	
p2	5	#7	15'-3"	
s	44	#4	16'-0"	
s1	25	#4	9'-5"	
u	4	#6	12'-11"	
u1	4	#6	11'-10"	
v	84	#4	5'-9"	
v1	56	#6	7'-3"	
v2	42	#4	3'-6"	
v3	32	#5	2'-6"	
Class X Concrete				
Reinforcement Bars				
Concrete Piles				

DESIGNED *James O. ...*
CHECKED *Clay ...*
DRAWN *Glenn ...*
CHECKED *...*

EXAMINED *...*
PASSED *...*
APPROVED *...*

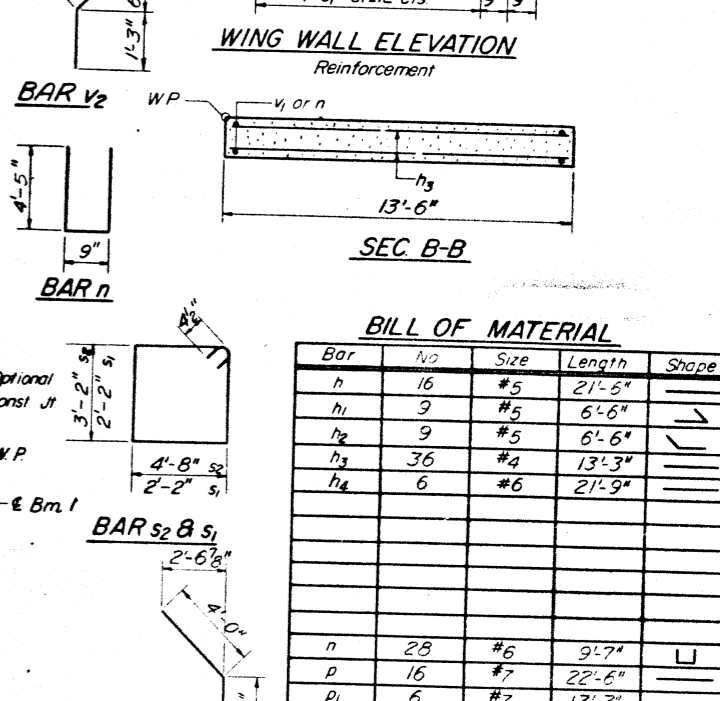
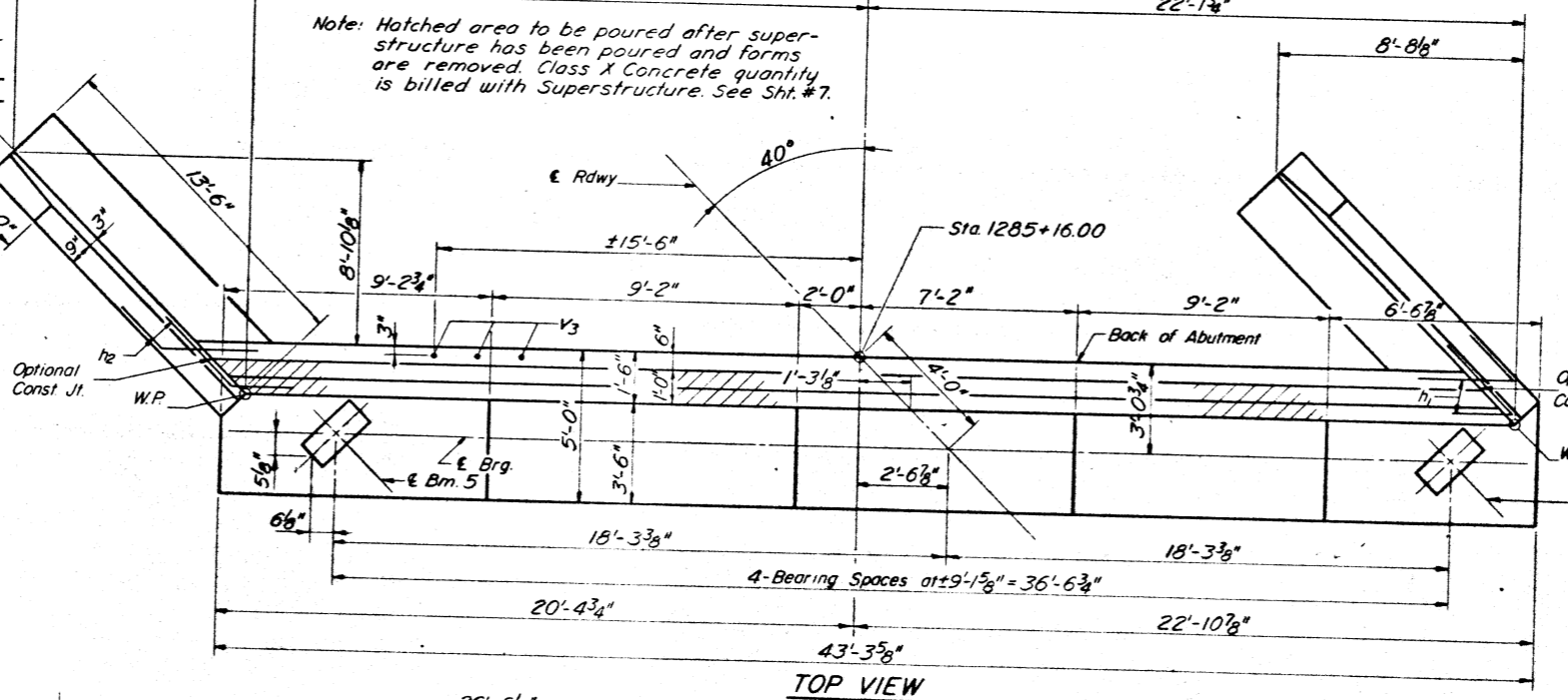
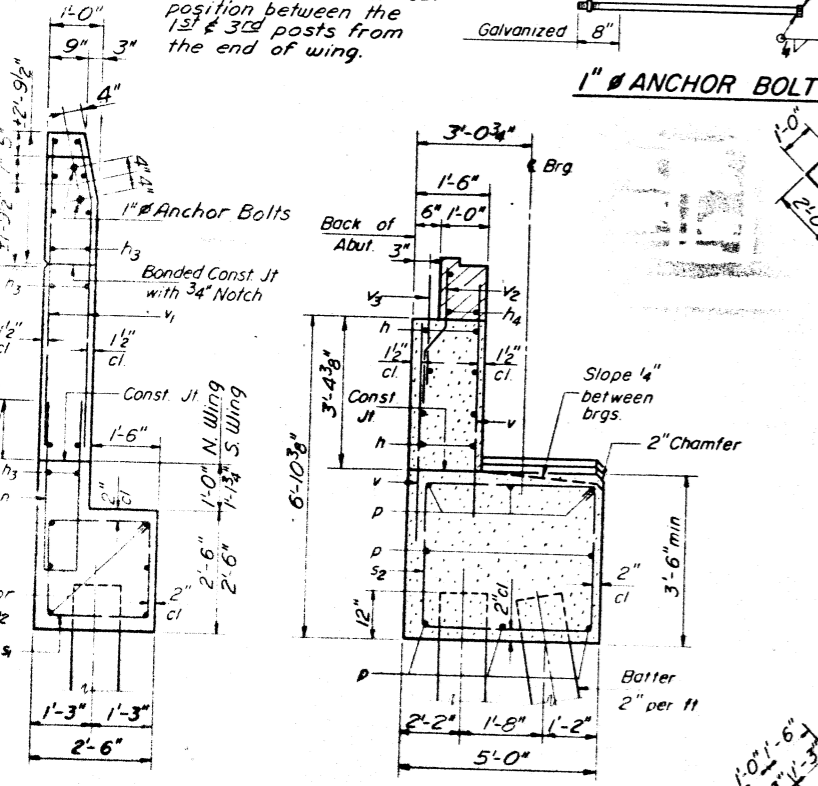
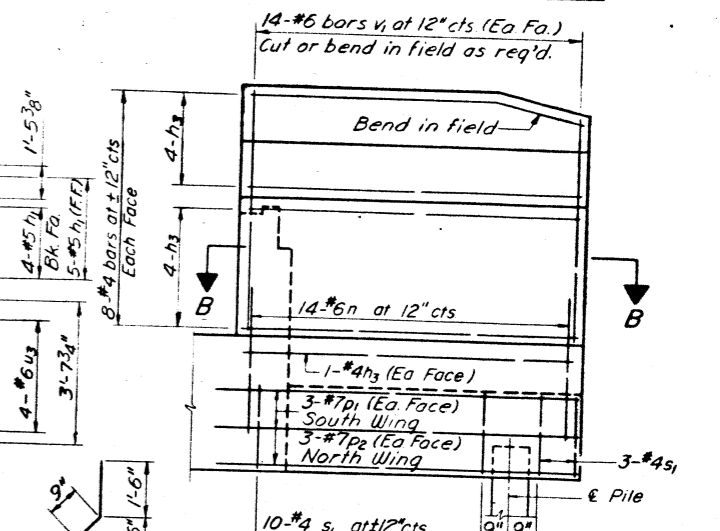
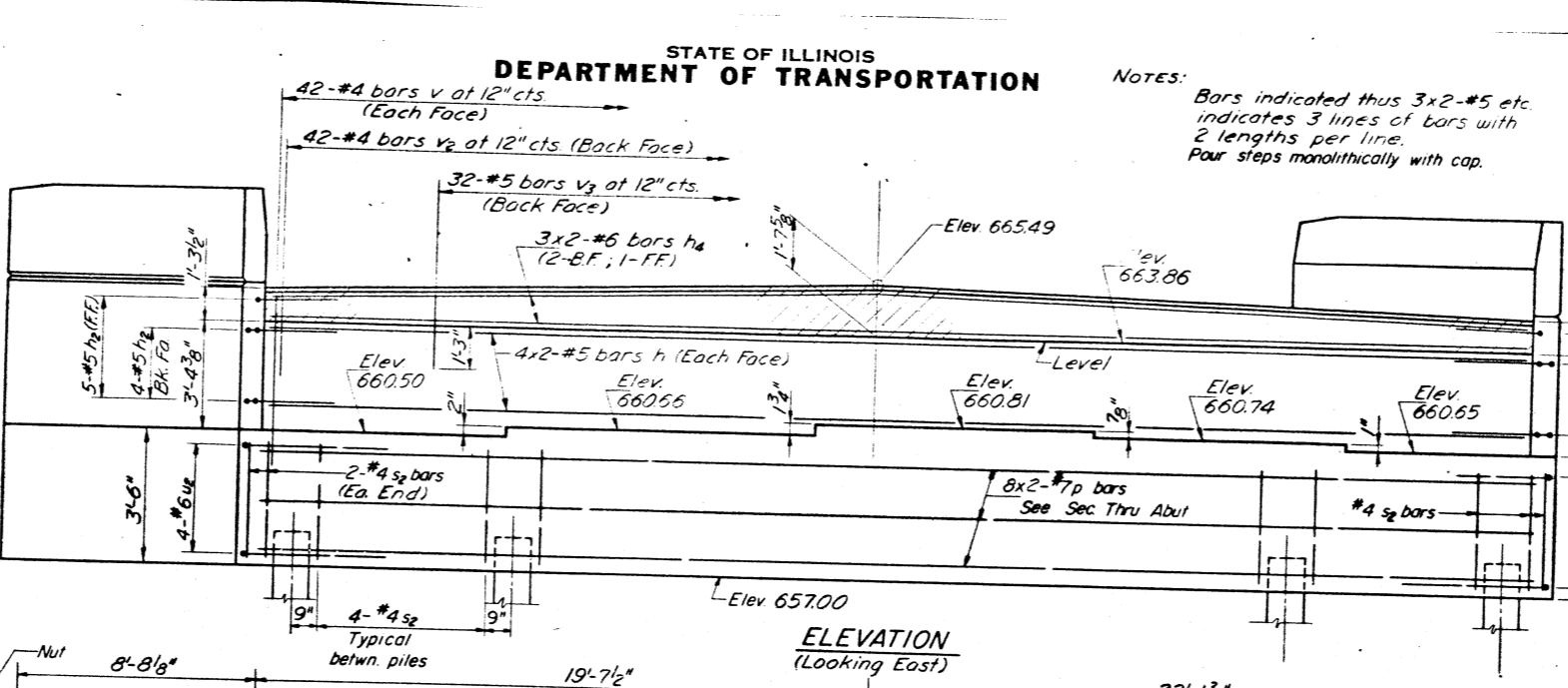
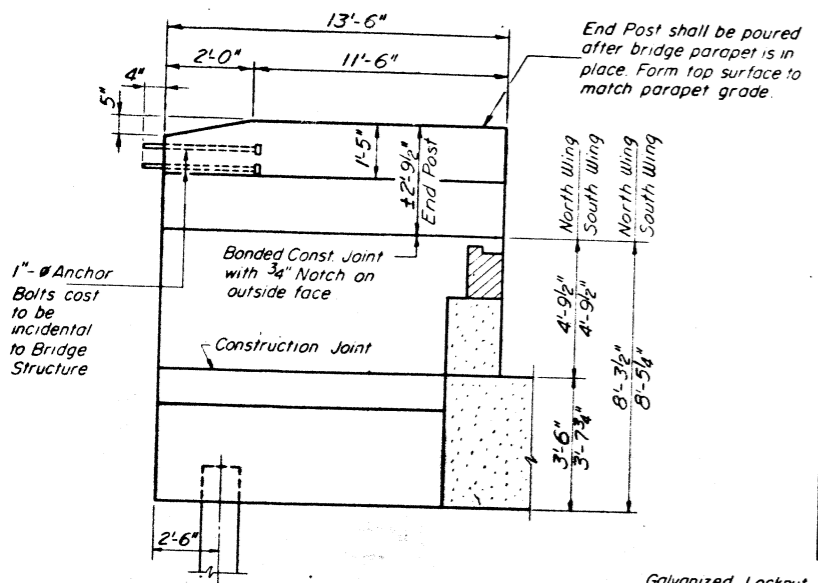
March 26, 1975

WEST ABUTMENT
FA. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+2.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

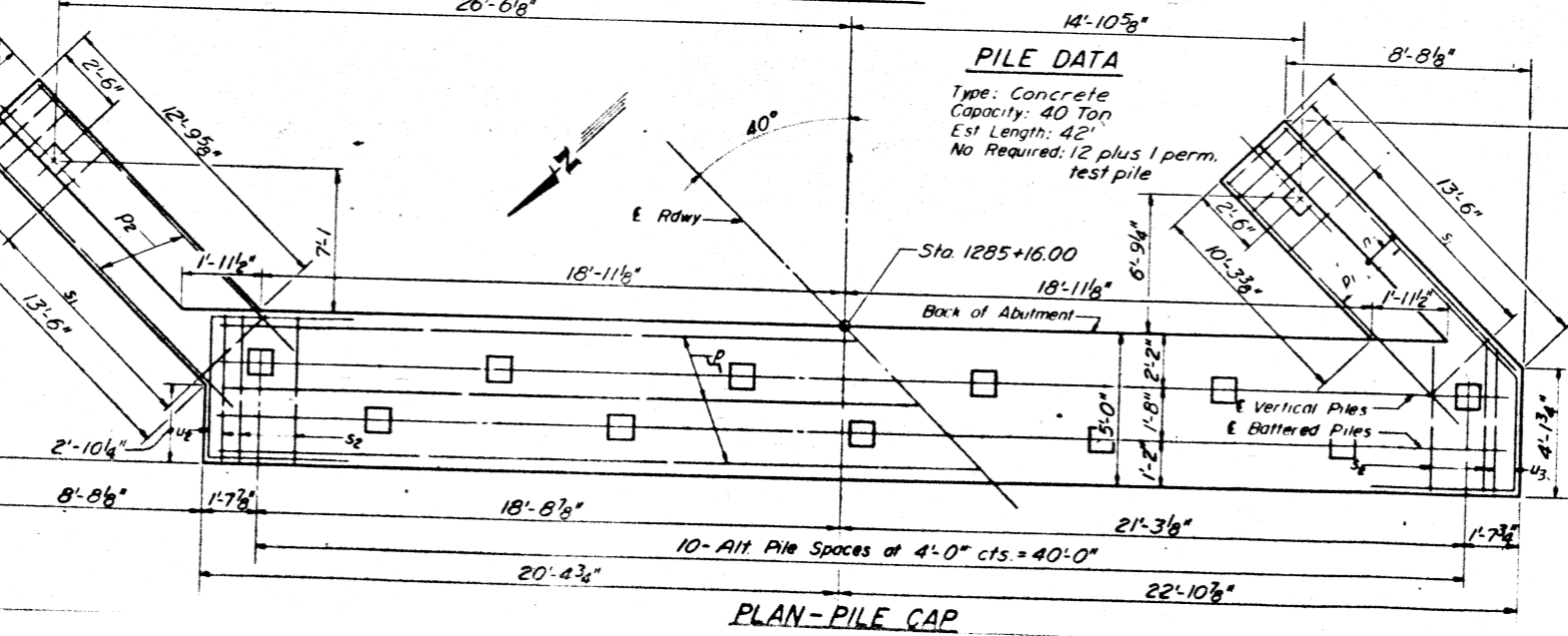
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
115BR-2	Platt	41	28	28 SHEETS

NOTES:
Bars indicated thus 3x2-#5 etc. indicates 3 lines of bars with 2 lengths per line.
Pour steps monolithically with cap.



PILE DATA

Type: Concrete
Capacity: 40 Ton
Est Length: 42'
No Required: 12 plus 1 perm. test pile



BILL OF MATERIAL

Bar	No	Size	Length	Shape
h	16	#5	21'-6"	—
h ₁	9	#5	6'-6"	—
h ₂	9	#5	6'-6"	—
h ₃	36	#4	13'-3"	—
h ₄	6	#6	21'-9"	—
n	28	#6	9'-7"	U
p	16	#7	22'-6"	—
p ₁	6	#7	13'-3"	—
p ₂	6	#7	15'-3"	—
s ₁	26	#4	9'-5"	□
s ₂	44	#4	16'-5"	□
u ₂	4	#6	13'-1"	C
u ₃	4	#6	12'-0"	—
v	84	#4	5'-9"	—
v ₁	56	#6	7'-2"	—
v ₂	42	#4	3'-6"	—
v ₃	32	#5	2'-6"	—

Class X Concrete	Cu Yds	504
Reinforcement Bars	Lbs	4390
Concrete Piles	Lin Ft	504
Test Piles Concrete	Ea	1

DESIGNED James Omyant
CHECKED Dan Chilton
DRAWN Glen Ritchie
CHECKED [Signature]
EXAMINED [Signature] 10/25
APPROVED [Signature]
DIRECTOR OF HIGHWAYS

**EAST ABUTMENT
F.A. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+21.00**

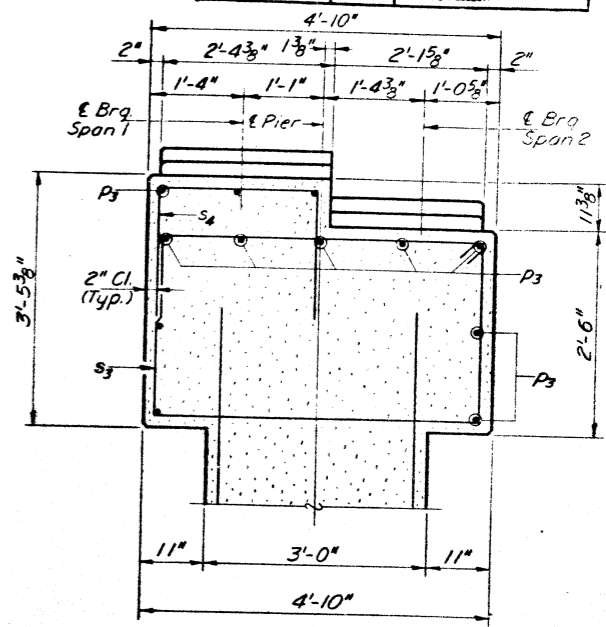
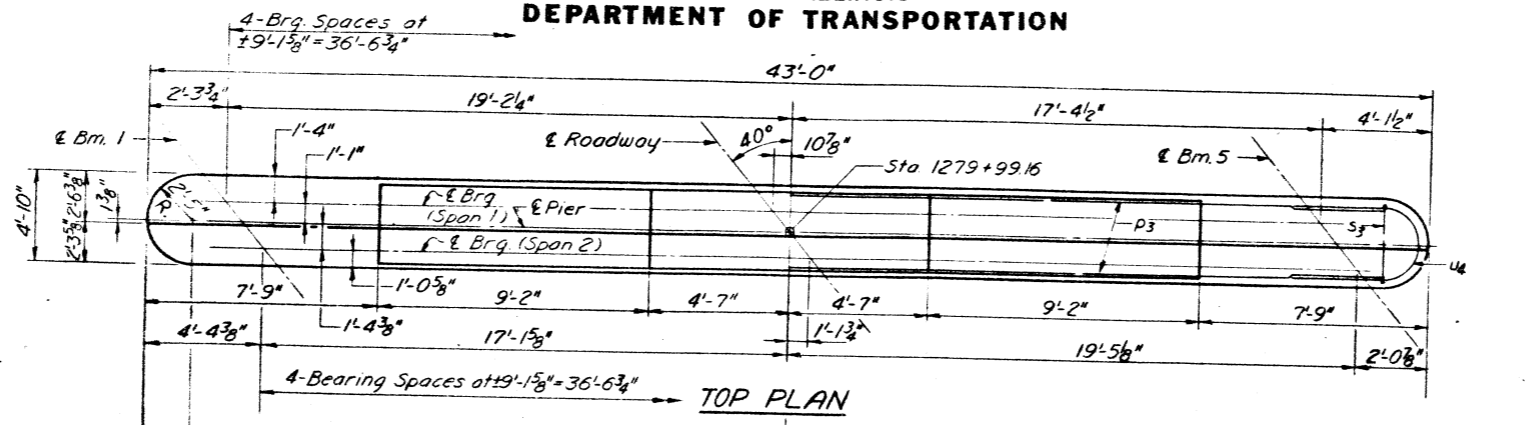
NOTE:

All edges shall have standard $\frac{3}{4}$ " chamfer.
 Four steps monolithically with cap.
 Min. bar lap = 24 dia unless otherwise shown.
 Space reinforcement in cap to miss anchor bolts.
 Bars indicated thus 10x2-#5 bars etc., indicates 10 lines
 of bars with 2 length per line.

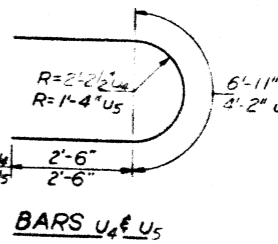
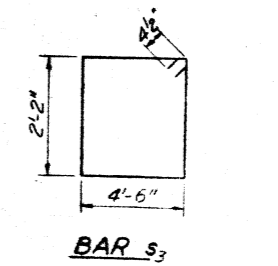
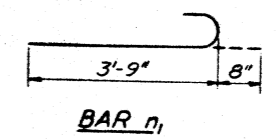
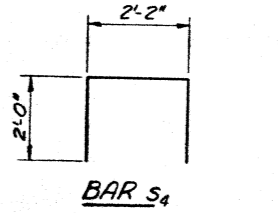
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P. A. 11	115BR-2	PIATT	41	29

SHEET NO. 21
 28 SHEETS



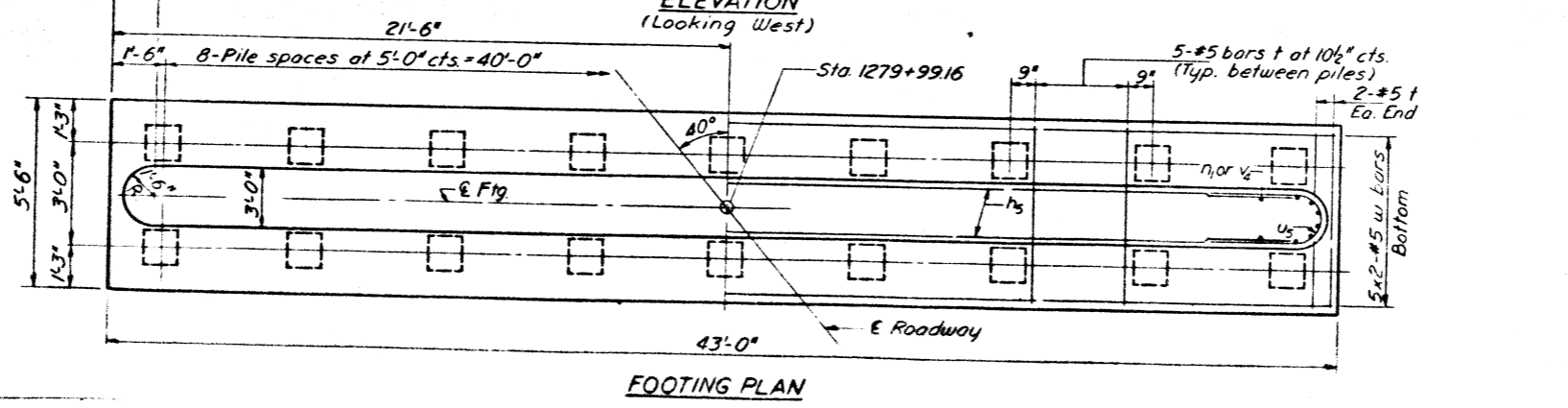
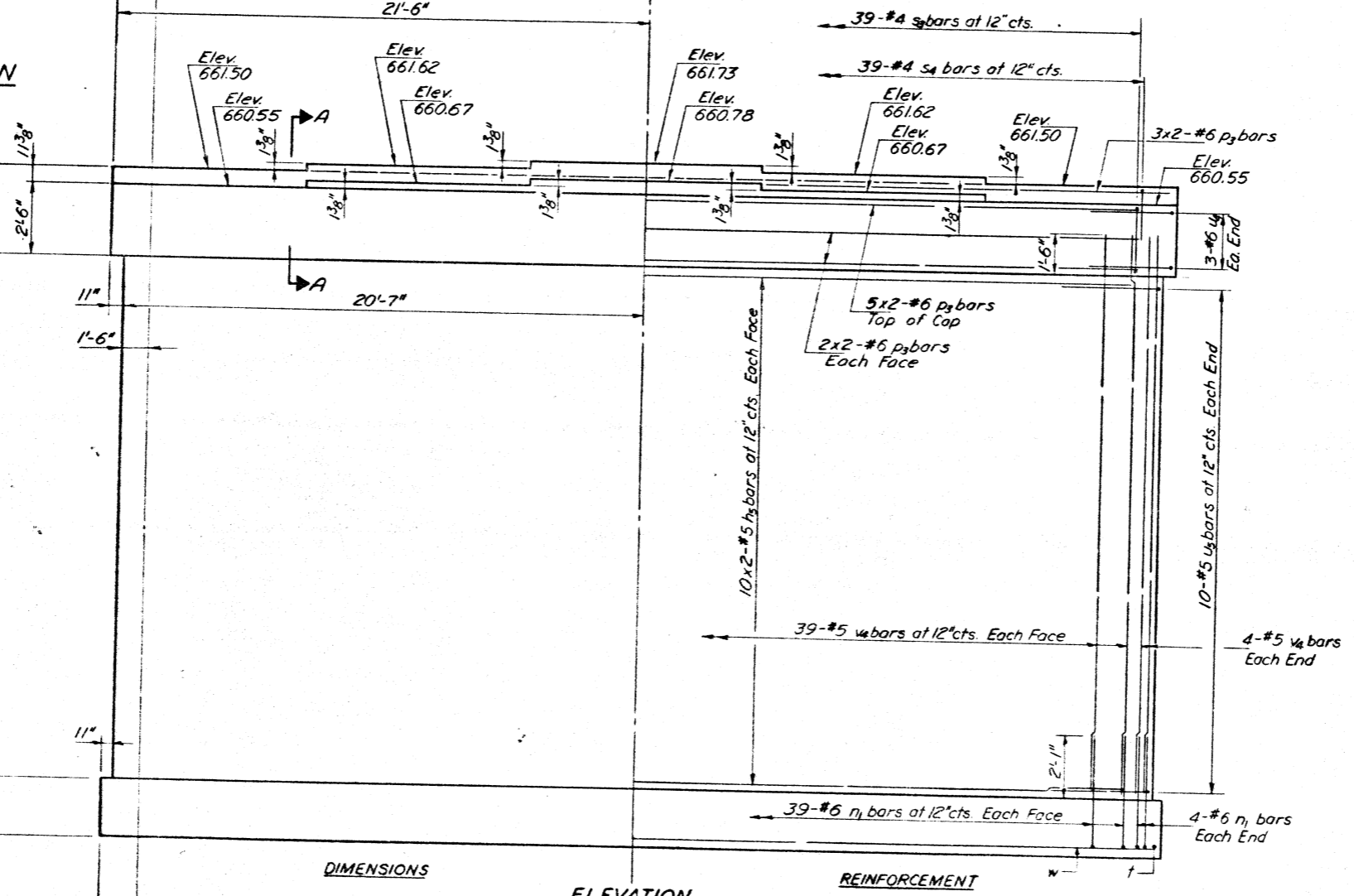
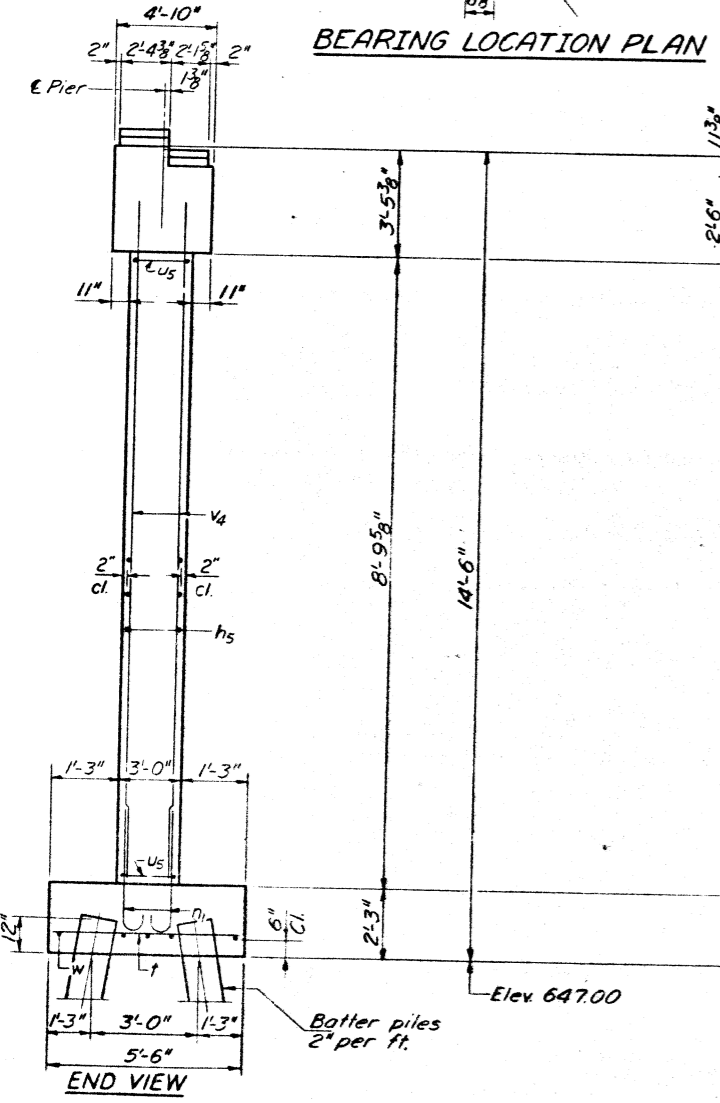
PILE DATA
 TYPE: Concrete
 CAPACITY: 40 Tons
 EST LENGTH: 15'
 No. Req'd: 18 (Includes 1 test pile)



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n5	40	#5	19'-9"	—
n1	86	#6	4'-5"	—
p3	24	#6	20'-0"	—
s3	39	#4	14'-1"	□
s4	39	#4	6'-2"	□
t	44	#5	5'-3"	—
u4	6	#6	11'-11"	—
u5	20	#5	9'-2"	—
v4	86	#5	10'-3"	—
w	10	#5	22'-0"	—
Class A Concrete			Cu Yds.	81.9
Reinforcement Bars			Lbs.	4330
Concrete Piles			Lin Ft.	255
Test Piles Concrete			Each	1

BEARING LOCATION PLAN



DESIGNED *James O'Connell*
 CHECKED *Paul B. ...*
 DRAWN *G. Ritchie*
 CHECKED *D.L.*

EXAMINED *Paul B. ...*
 PASSED
 APPROVED

March 26 1975
 DIRECTOR OF HIGHWAYS

PIER I
 FA. RT. 11-SEC. 115BR-2
 PIATT COUNTY
 STA. 1282+2100

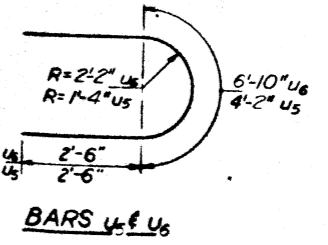
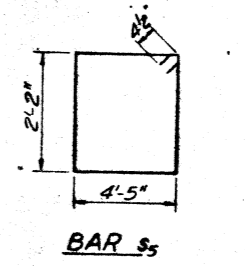
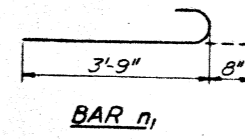
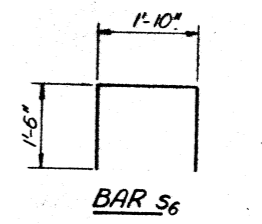
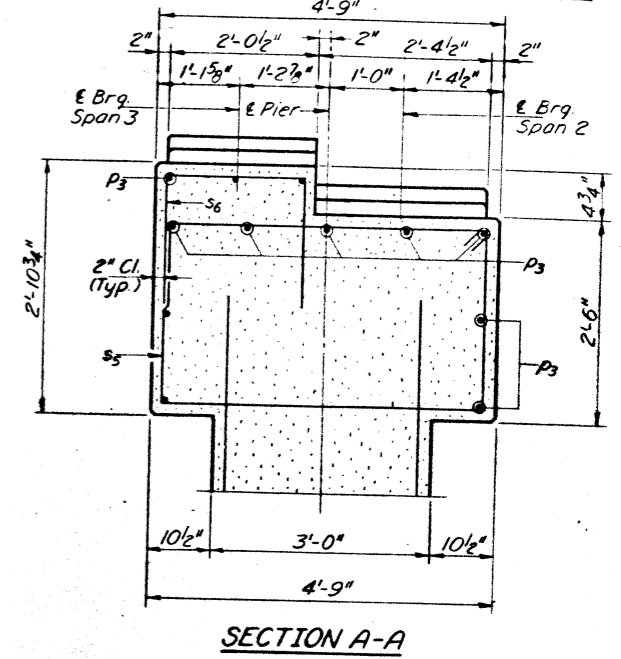
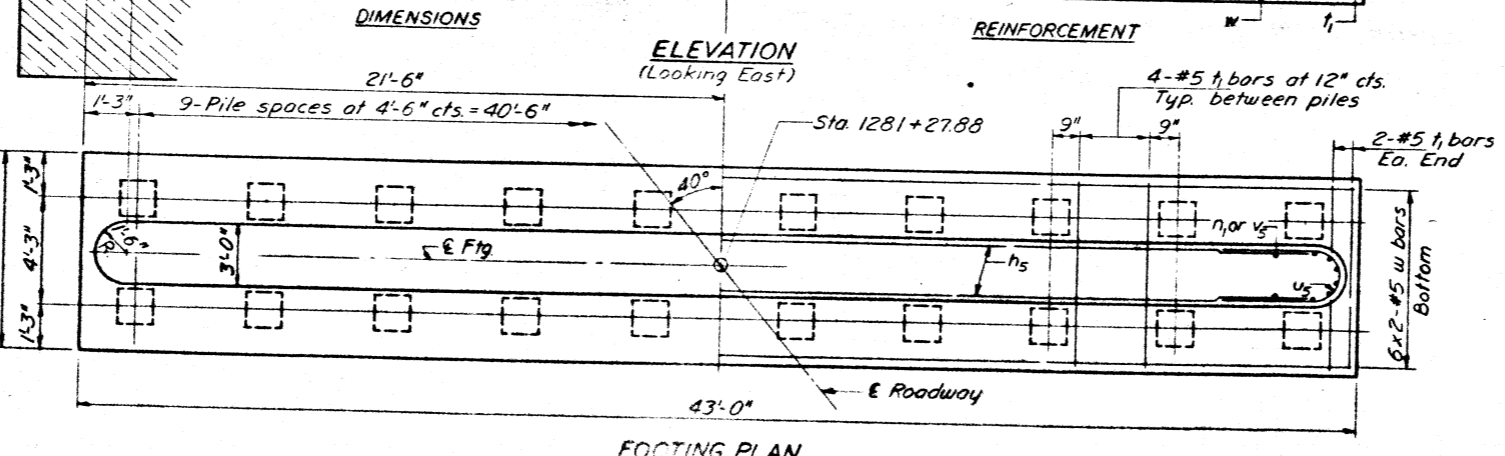
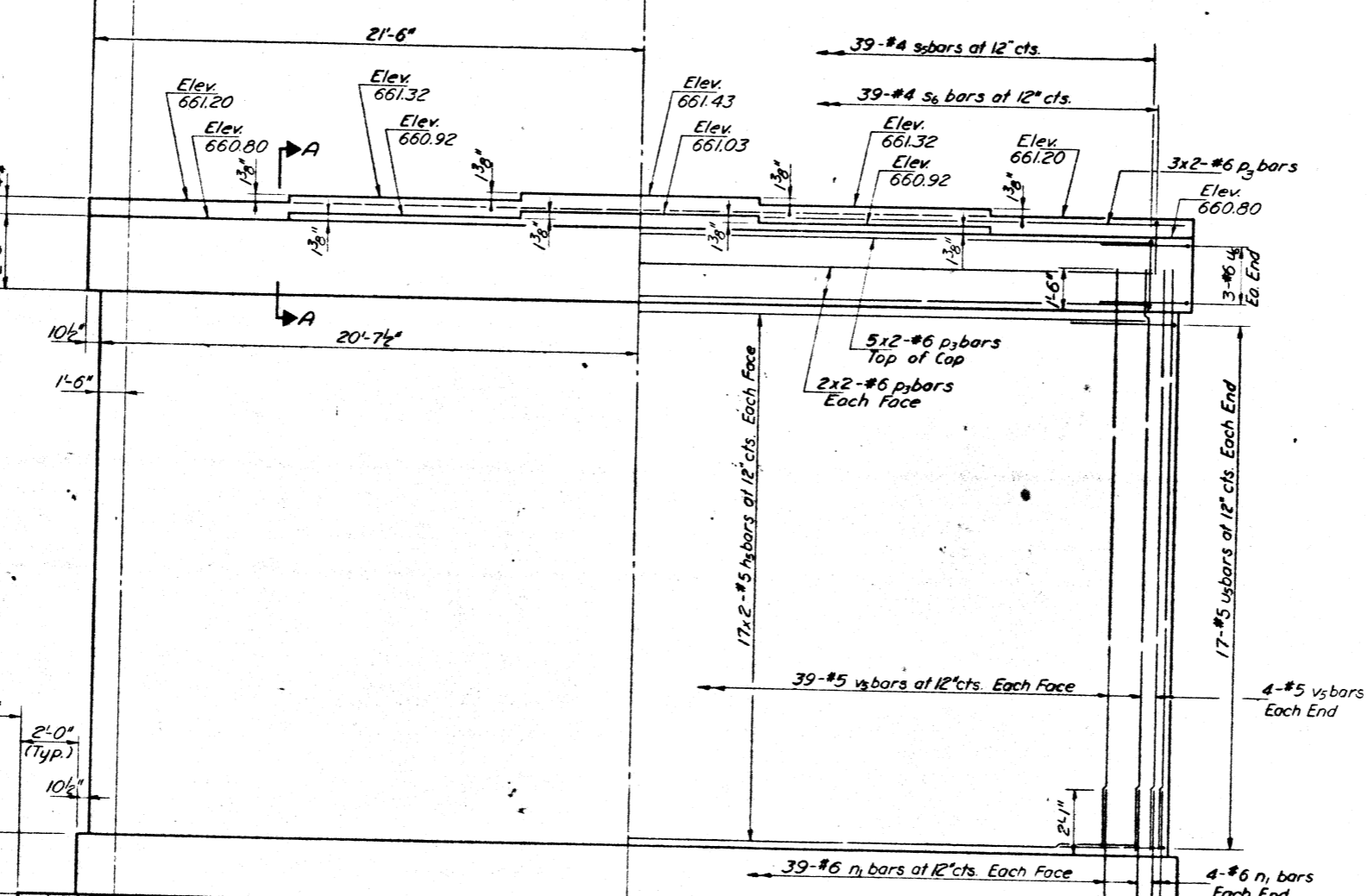
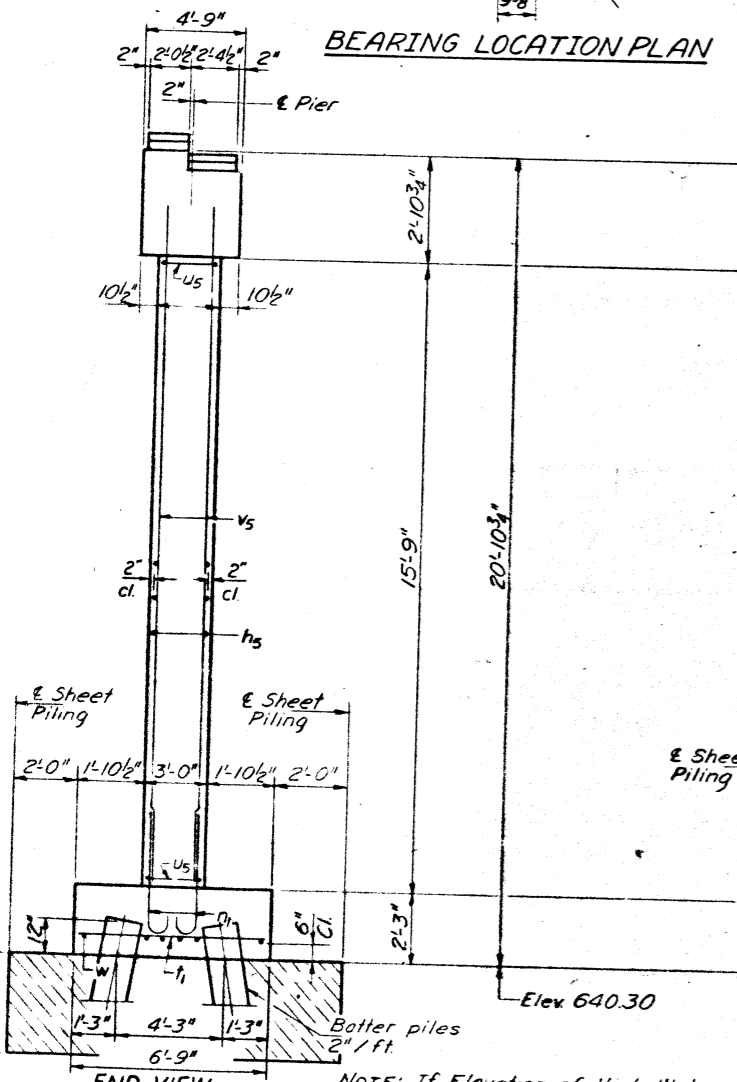
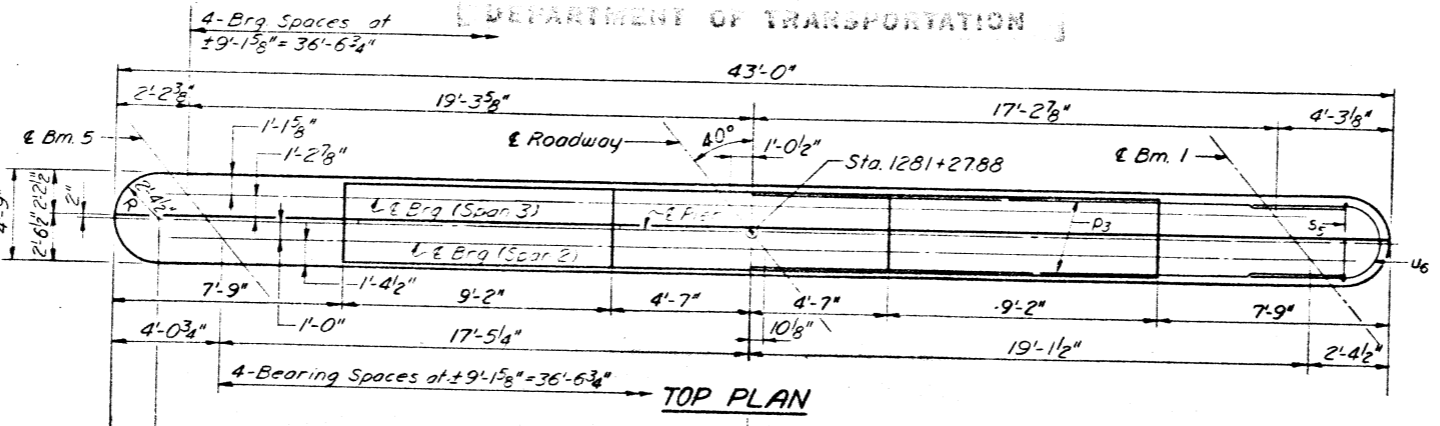
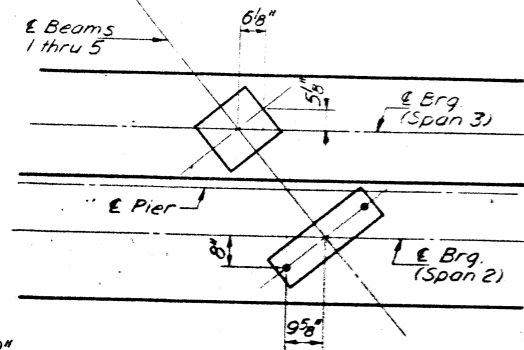
NOTE:

All edges shall have standard $3/4"$ chamfer.
 Pour steps monolithically with cap.
 Min. bar lap = 24 dia unless otherwise shown.
 Space reinforcement in cap to miss anchor bolts.
 Bars indicated thus 5x2-#5 bars etc., indicates
 5 lines of bars with 2 lengths per line.

DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.A.S. 11	115BR-2	Piatt	41	30
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 22
28 SHEETS



PILE DATA
 TYPE: Concrete
 CAPACITY: 45 Tons
 EST LENGTH: 28'
 No. Req'd: 20 (Includes 1 test pile)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₅	68	#5	19'-9"	—
n ₁	86	#6	4'-5"	—
p ₃	24	#6	20'-0"	—
s ₅	39	#4	13'-11"	□
s ₆	39	#4	4'-10"	□
t ₁	40	#5	6'-6"	—
u ₅	34	#5	9'-2"	—
u ₆	6	#6	11'-10"	—
v ₅	86	#5	17'-3"	—
w	12	#5	22'-0"	—
Class A Concrete		Cu Yds	115.0	
Reinforcement Bars		Lbs	5710	
Concrete Piles		Lin Ft	532	
Test Piles Concrete		Each	1	
Seal Coat Concrete		Cu Yds	56	

DESIGNED	JAMES ORTIZ	EXAMINED	[Signature]
CHECKED	[Signature]	PASSED	[Signature]
DRAWN	G. RITCHIE	APPROVED	[Signature]
CHECKED	[Signature]		

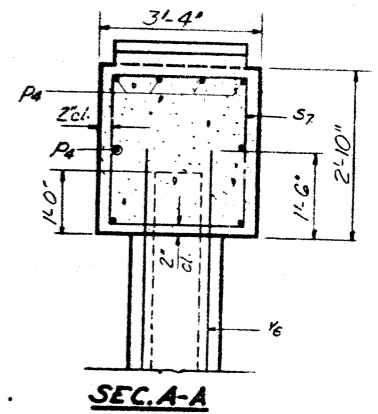
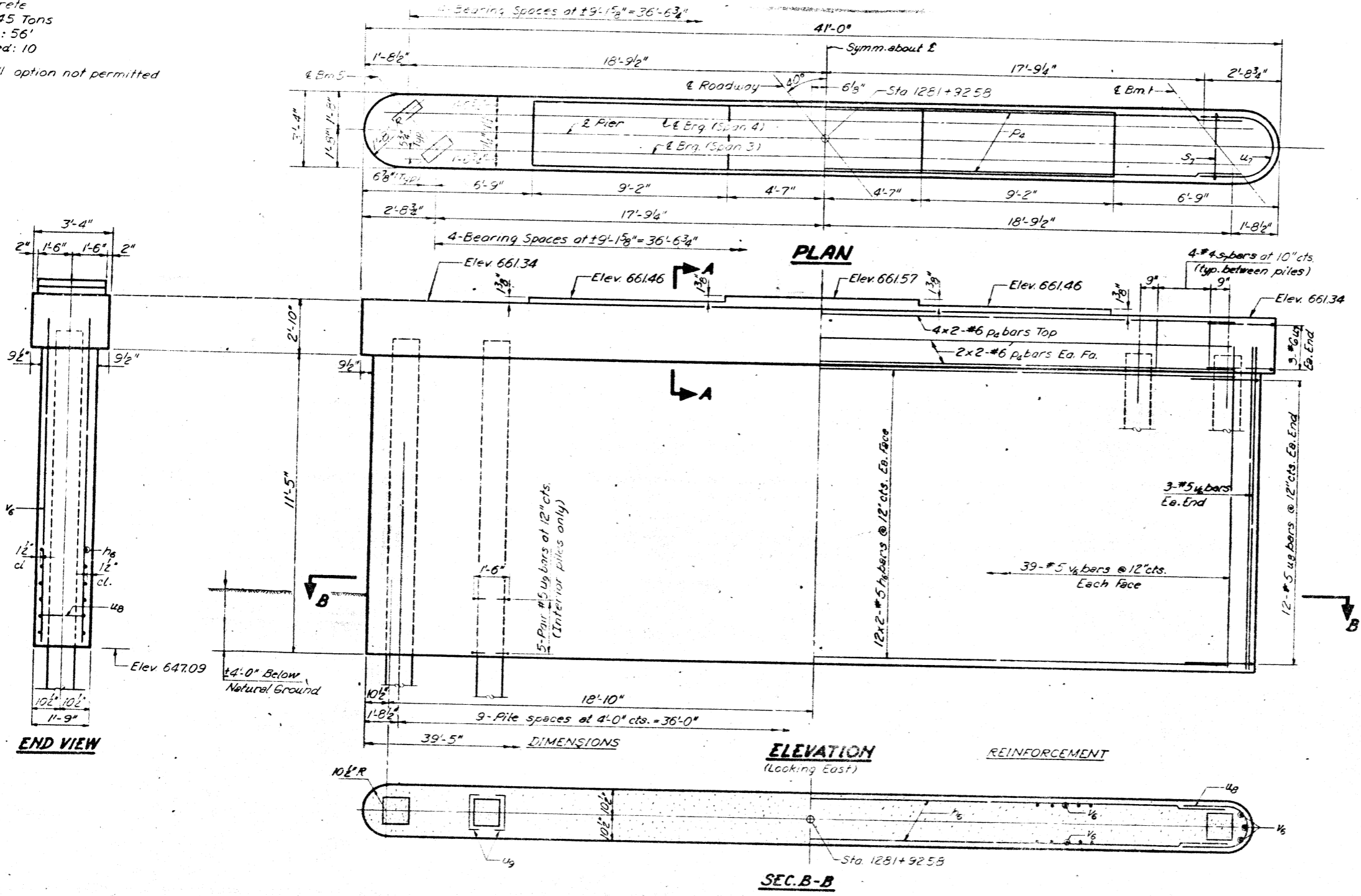
PIER 2
 EA. RT. 11 - SEC. 115BR-2
 PIATT COUNTY
 STA. 1282+21.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 23 28 SHEETS
U.S. 11	15BR-2	PIATT	41	31	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

PILE DATA

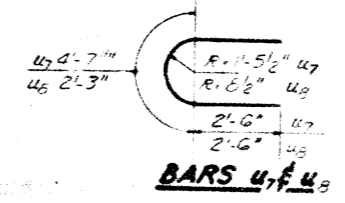
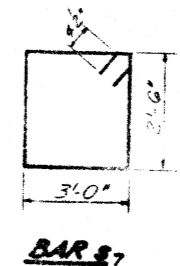
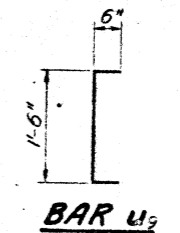
* Type: Concrete
Capacity: 45 Tons
Est. length: 56'
No. Required: 10
* Metal Shell option not permitted



Note:
All edges shall have Std. 3/4" chamfers.
Pour steps monolithically with cap.
Min. bar lap = 24 dia unless otherwise shown.
Bars indicated thus 12x2 #5 bars etc. indicates 12 lines of bars with 2 lengths per line.

BILL OF MATERIAL

Bar No.	Size	Length	Sheets
P4	#5	19'-6"	—
P4	#6	19'-9"	—
S7	#4	11'-9"	□
U7	#6	9'-7"	□
U8	#5	7'-3"	□
U9	#5	2'-6"	□
V6	#5	12'-3"	—
Class X Concrete		32.329	395
Reinforcement Bars		Lbs.	3579
Concrete Piles		sq. ft.	580



DESIGNED	James O'Connell
CHECKED	Clara Miller
DRAWN	G. Ritchie
CHECKED	Q.S.

EXAMINED
HARD 21 1975
PASSED
APPROVED
DIRECTOR OF HIGHWAYS

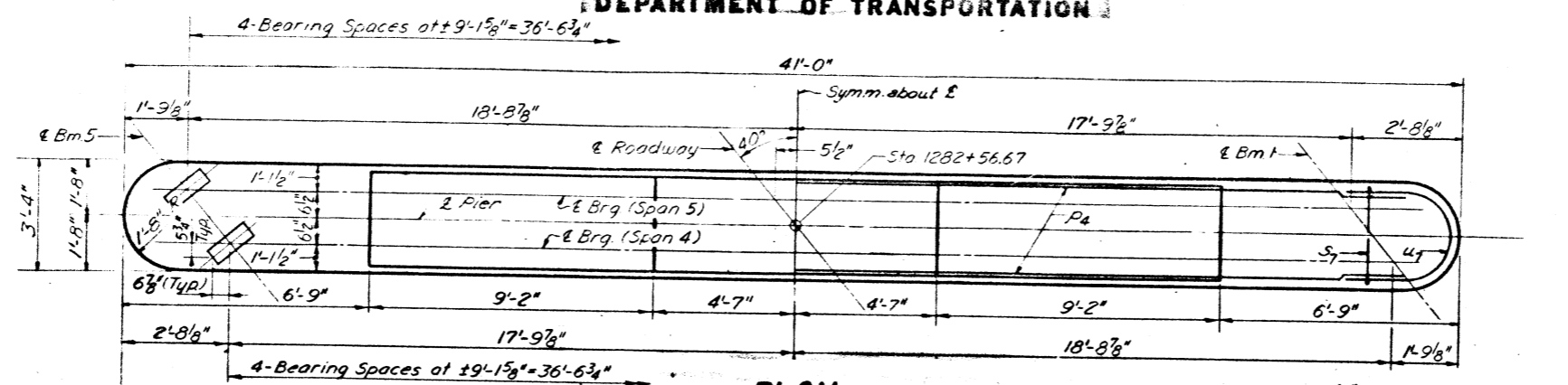
PIER 3
FA. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+21.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

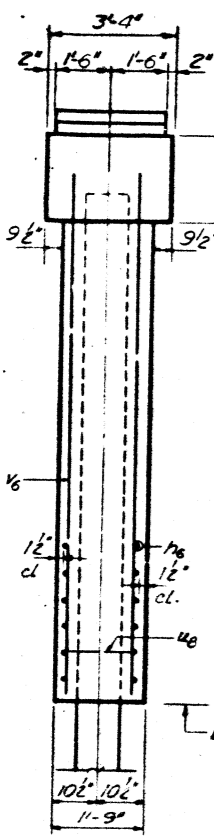
ROUTE NO.	DISTRICT	COUNTY	TOTAL SHEETS	SHEET NO.
S.A. II	115BR-2	PIATT	41	32
SHEET NO. 24 28 SHEETS				

PILE DATA

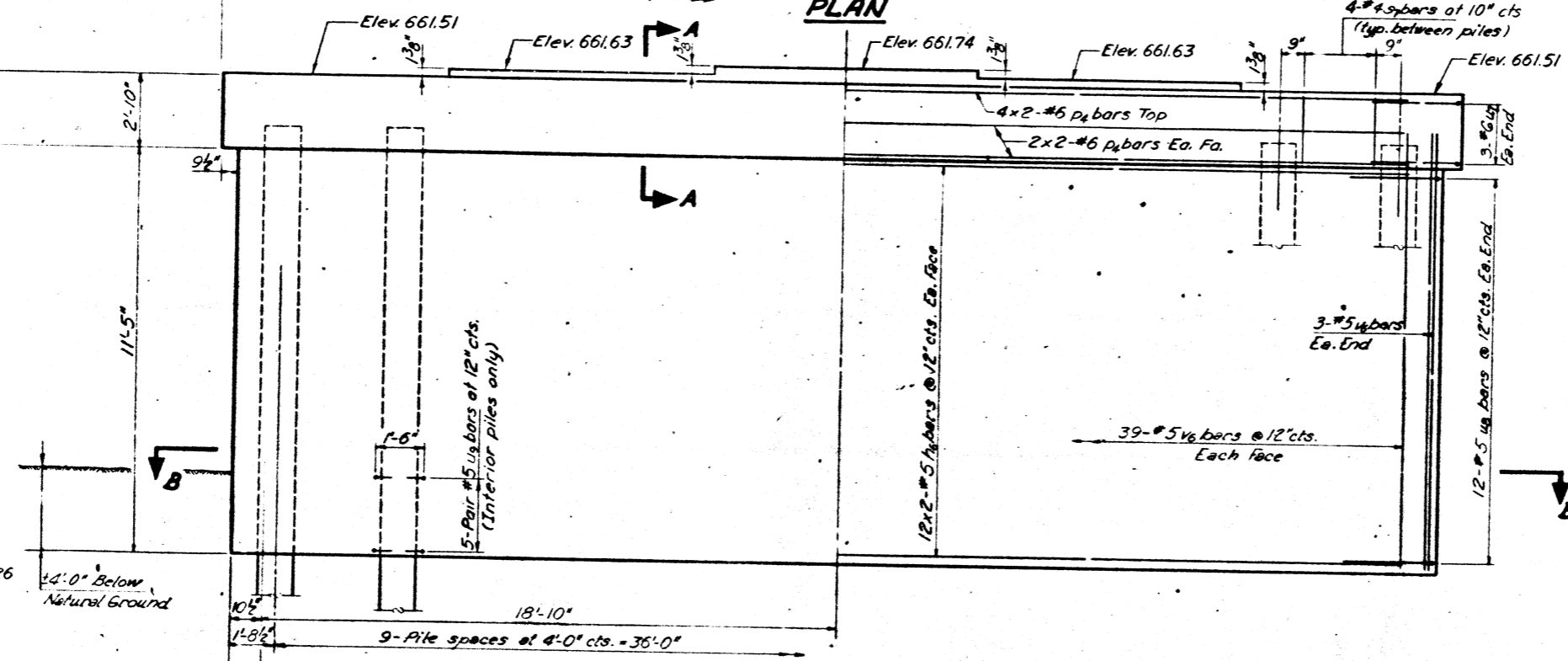
*Type Concrete
Capacity: 45 Tons
Est. length: 64'
No. Required: 10
*Metal Shell option not permitted



PLAN

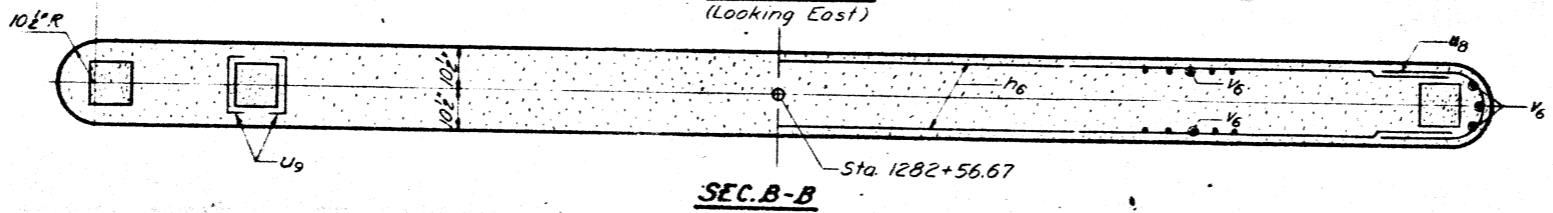


END VIEW

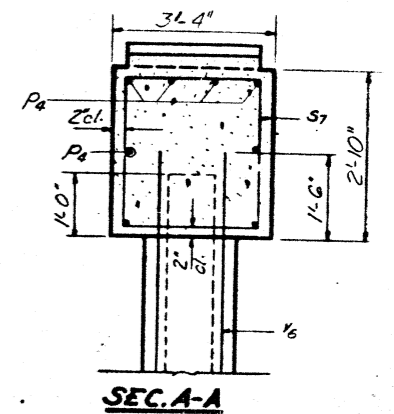


ELEVATION
(Looking East)

REINFORCEMENT



SEC. B-B

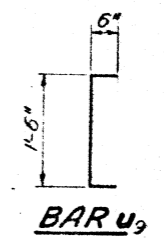


SEC. A-A

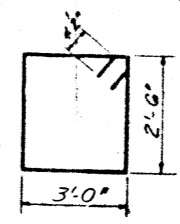
Note:
All edges shall have Std. 3/4" chamfers.
Pour steps monolithically with cap.
Min. bar lap = 24 dia. unless otherwise shown.
Bars indicated thus 4x2-#6 bars etc. indicates 4 lines of bars with 2 lengths per line.

BILL OF MATERIAL

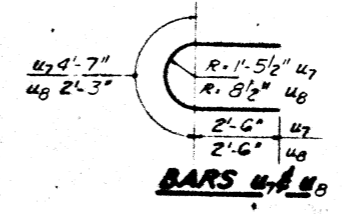
Bar No.	Size	Length	Shape
u ₆	#5	19'-6"	—
p ₄	#6	19'-9"	—
s ₇	#4	11'-9"	□
u ₇	#6	9'-7"	C
u ₃	#5	7'-3"	C
u ₅	#5	2'-6"	□
v ₆	#5	12'-9"	—
Class 1 Concrete		(cu. yds)	385
Reinforcement Bars		Lbs.	3330
Concrete Piles		Lin. ft.	640



BAR u₃



BAR s₇



BARS u₇ u₈

DESIGNED	James Orquhart
CHECKED	David Hunter
DRAWN	G. Ritchie
CHECKED	ESP

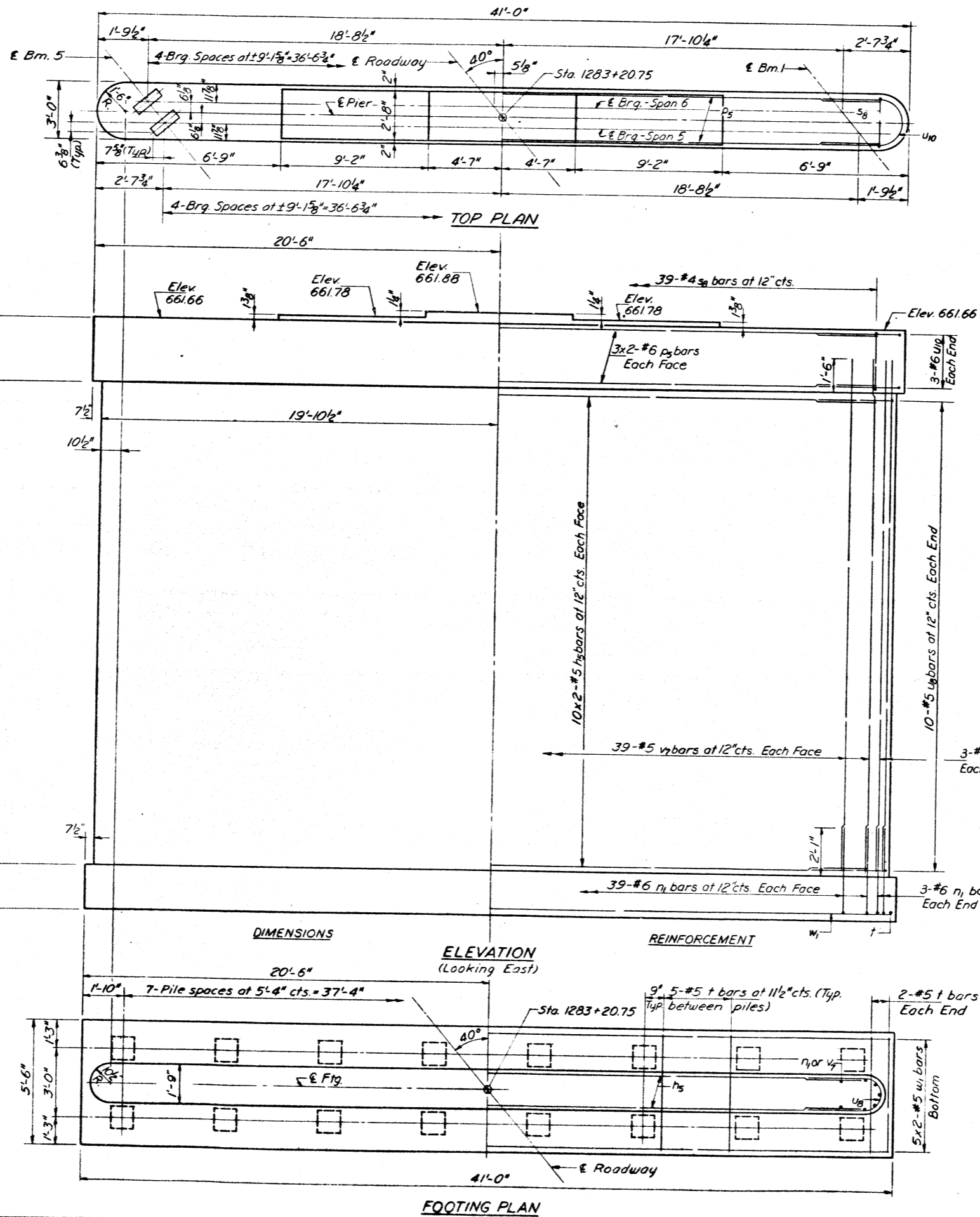
EXAMINED	March 26 1975
PASSED	
APPROVED	

PIER 4
FA. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+21.00

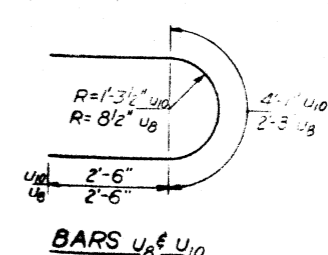
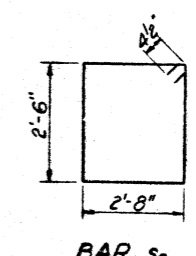
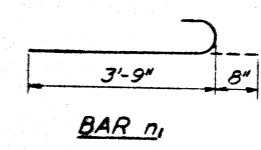
NOTE:
 All edges shall have standard 3/4" chamfer.
 Four steps monolithically with cap.
 Min bar lap = 24 diameters unless otherwise shown.
 Bars indicated thus 3x2-#6 bars etc., indicates 3 lines of bars with 2 lengths per line.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 25 28 SHEETS
S. A. L. P. A. 11	115BR-2	PIATT	41	33	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJ. NO.			



PILE DATA
 TYPE: Concrete
 CAPACITY: 35 Tons
 EST. LENGTH: 50'
 No. REQ'd: 16 (Includes 1 test pile)



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₅	40	#5	19'-9"	—
n ₁	84	#6	4'-5"	⊂
p ₅	12	#6	19'-9"	—
s ₈	39	#4	11'-1"	⊂
t	39	#5	5'-3"	—
u ₈	20	#5	7'-3"	⊂
u ₁₀	6	#6	9'-1"	⊂
v ₇	84	#5	11'-0"	—
w ₁	10	#5	21'-0"	—
Class A Concrete		Cu. Yds.	557	
Reinforcement Bars		Lbs.	3650	
Concrete Piles		Lin. Ft.	750	
Test Piles Concrete		Each	1	

DESIGNED *James Oppert*
 CHECKED *Alan Blitzer*
 DRAWN *G. Ritchie*
 CHECKED *Jdb*

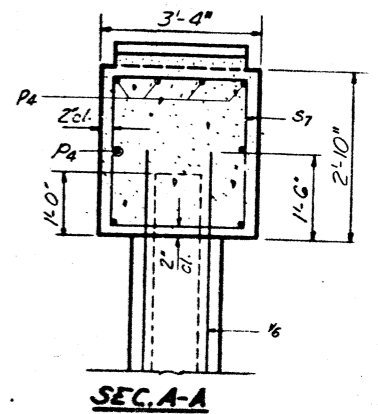
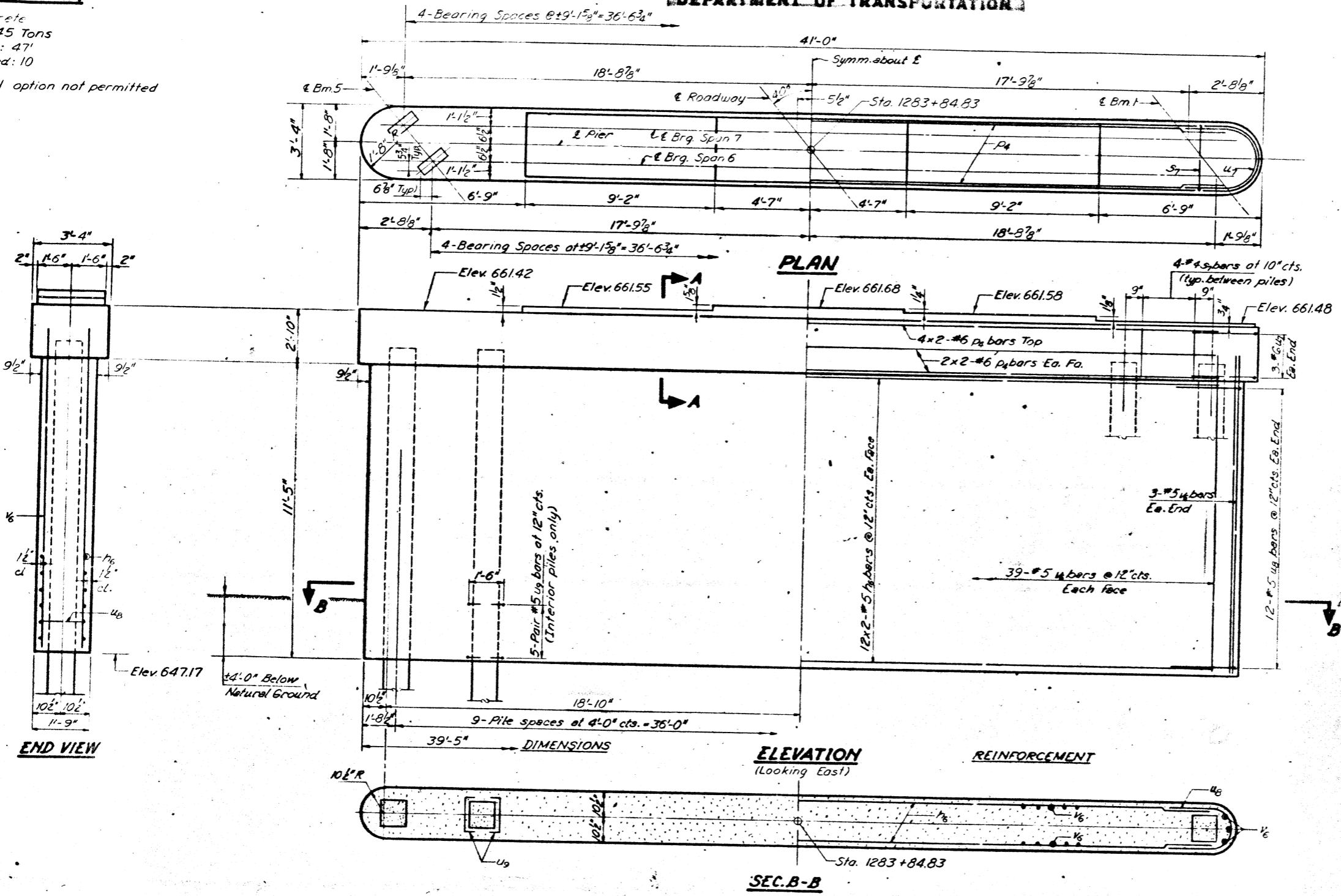
EXAMINED *March 2nd 1975*
Carl E. Thompson
 PASSED
 APPROVED
 DIRECTOR OF HIGHWAYS

PIER 5
F.A. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+2100

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
115BR-2		PIATT	41	34
SHEET NO. 26 28 SHEETS				

PILE DATA

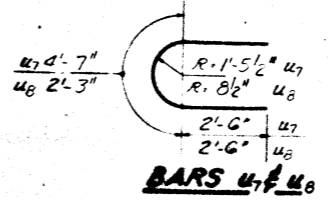
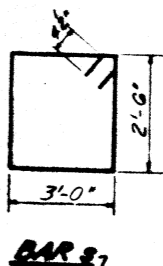
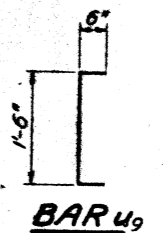
*Type: Concrete
Capacity: 45 Tons
Est. length: 47'
No. Required: 10
*Metal Shell option not permitted



Note:
All edges shall have Std. 3/8" chamfers.
Pour steps monolithically with cap.
Min. bar lap = 24 diameters unless otherwise shown.
Bars indicated thus 4x2-#6 bars etc., indicates 4 lines of bars with 2 lengths per line.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
#5	48	#5	19'-6"	—	
#6	16	#6	19'-9"	—	
#7	36	#4	11'-9"	□	
#7	6	#6	9'-7"	C	
#8	24	#5	7'-3"	—	
#9	80	#5	2'-6"	—	
#9	84	#5	12'-9"	—	
Class 1 Concrete				Cu Yds	38.7
Reinforcement Bars				Lbs.	3330
Concrete Piles				Lin. Ft.	470



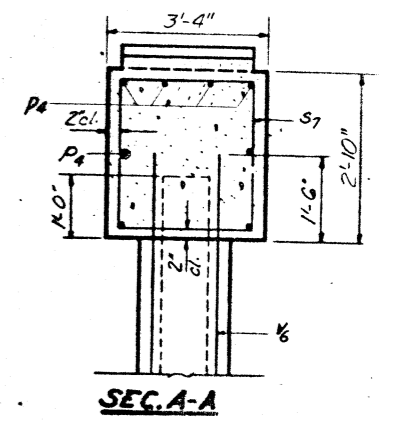
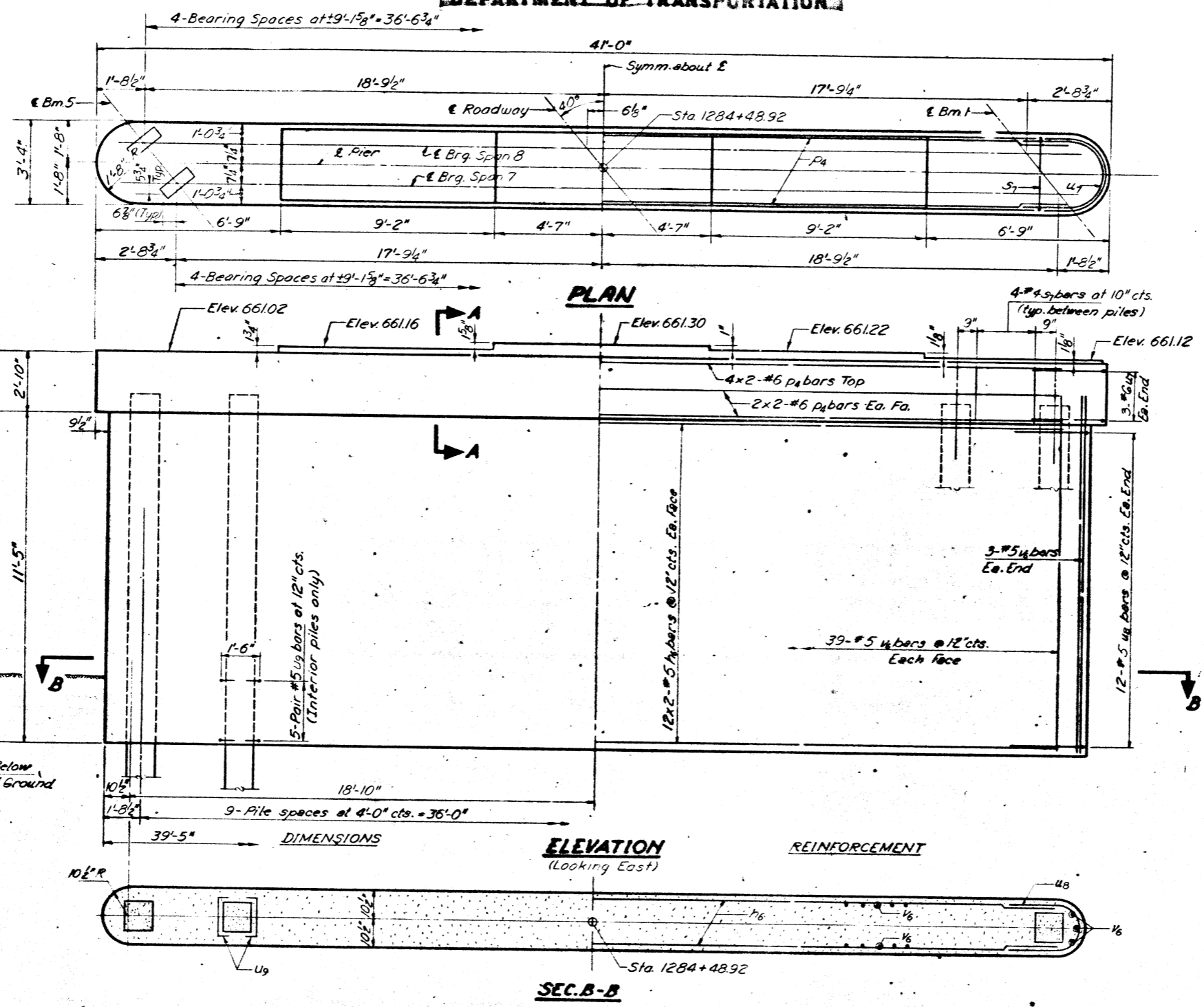
DESIGNED *James Ozyurt*
CHECKED *Alan Whitten*
DRAWN *G. Ritchie*
CHECKED *9/16*

EXAMINED *March 26 1971*
PASSED
APPROVED

PIER 6
EA. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+21.00

PILE DATA

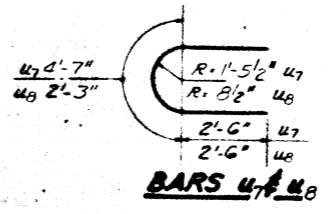
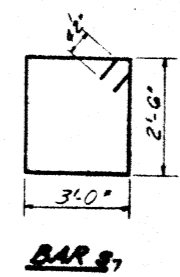
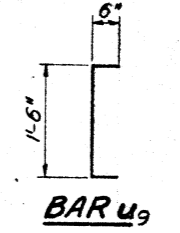
* Type Concrete
Capacity: 45 Tons
Est. length: 69'
No. Required: 10
* Metal Shell option not permitted



Note:
All edges shall have Std. 3/4" chamfers.
Pour steps monolithically with cap.
Min. bar lap = 24 diameters unless otherwise shown.
Bars indicated thus 4x2-#6 bars etc., indicates 4 lines of bars with 2 lengths per line.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h6	48	#5	19'-6"	—
p4	16	#6	19'-9"	—
s7	36	#4	11'-9"	□
u7	6	#6	9'-7"	C
u8	24	#5	7'-3"	C
u9	80	#5	2'-6"	□
v6	84	#5	12'-9"	—
Class I Concrete (Cu-4d)				38.8
Reinforcement Bars				Lbs. 3330
Concrete Piles				Lin.Ft. 690



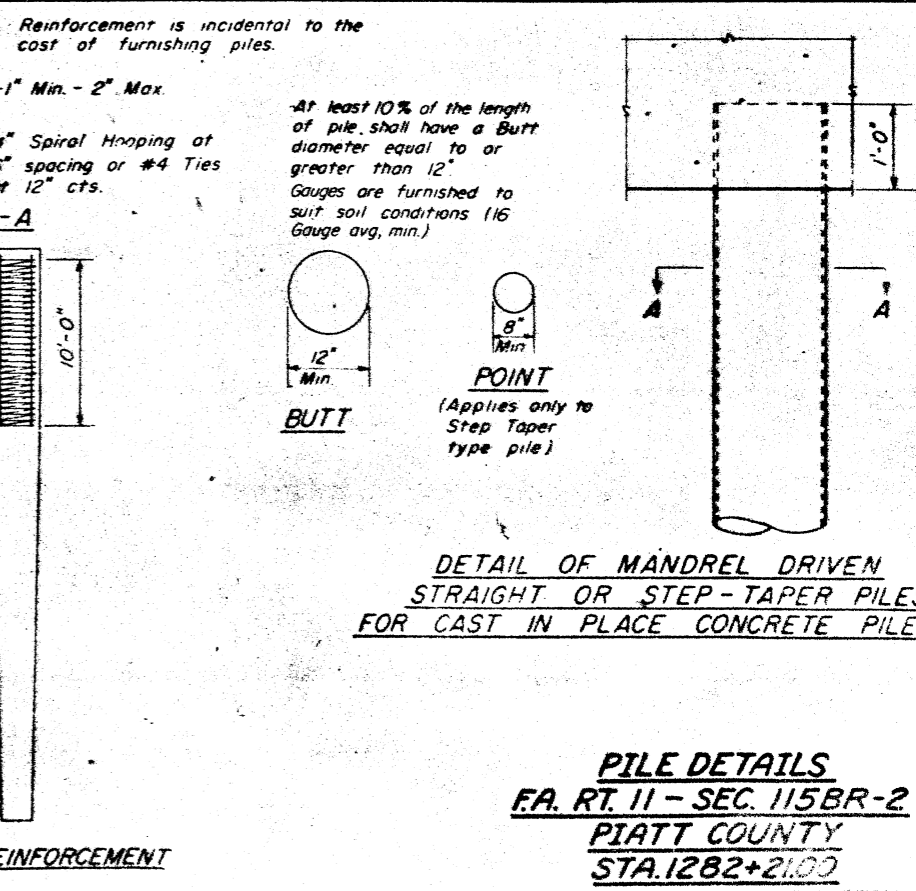
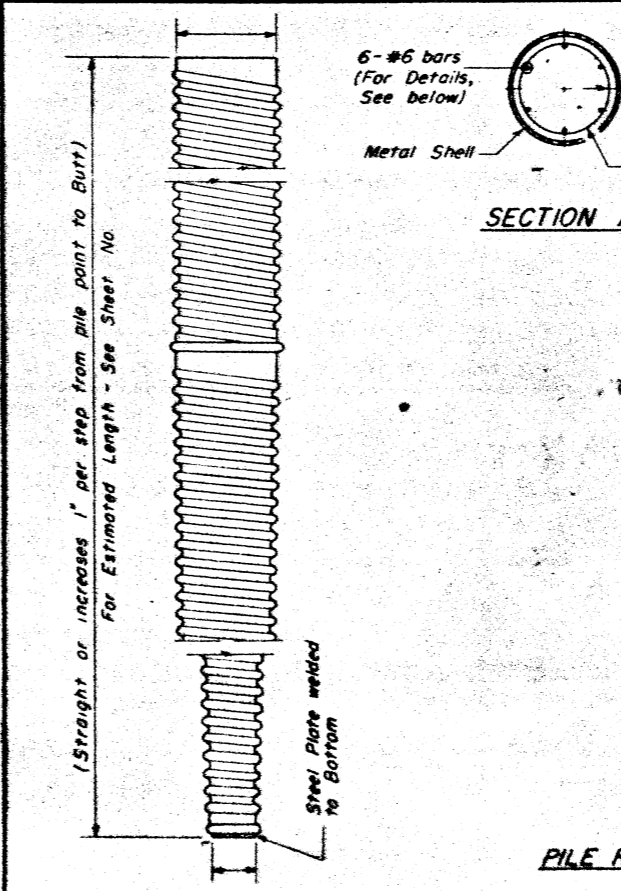
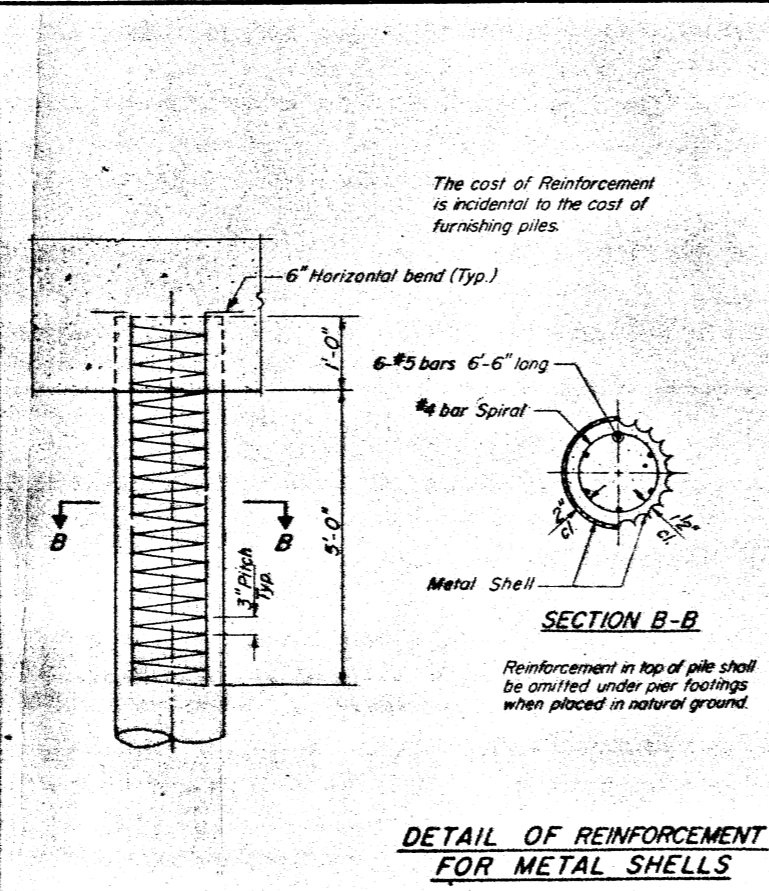
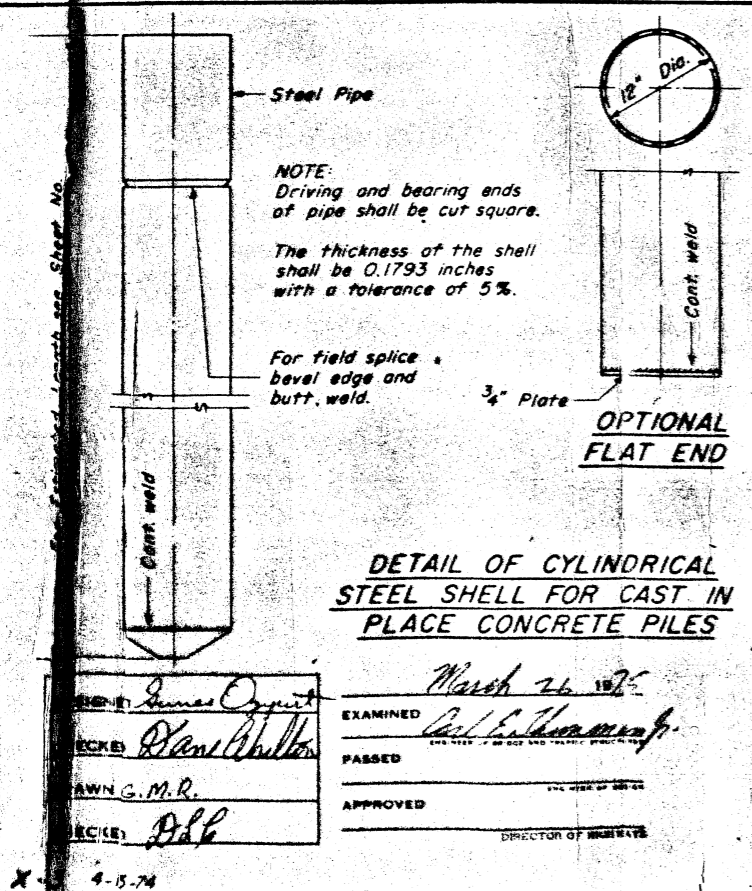
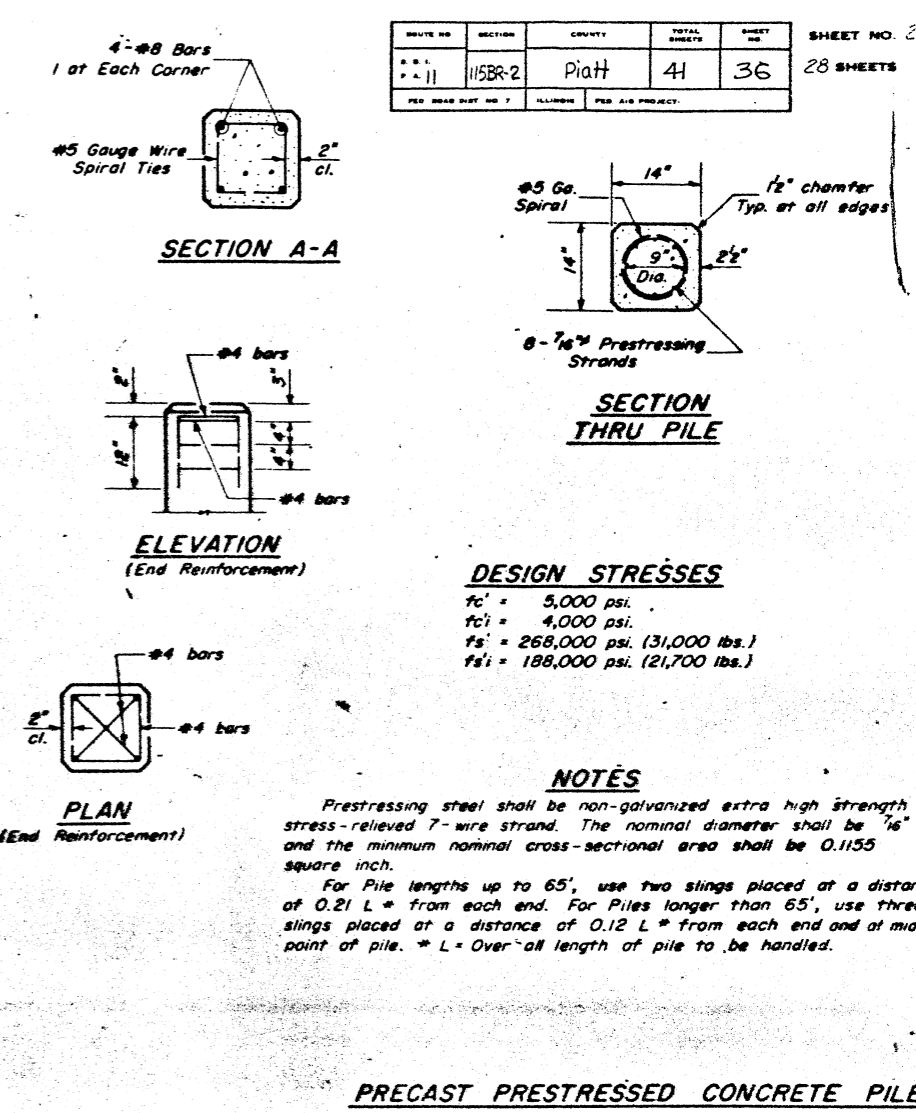
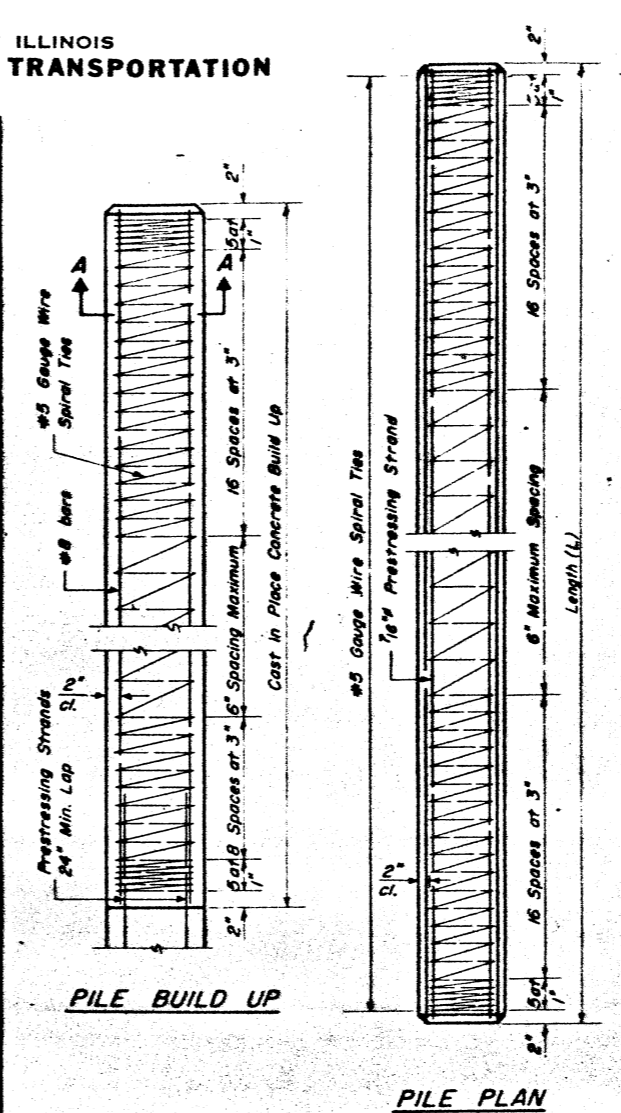
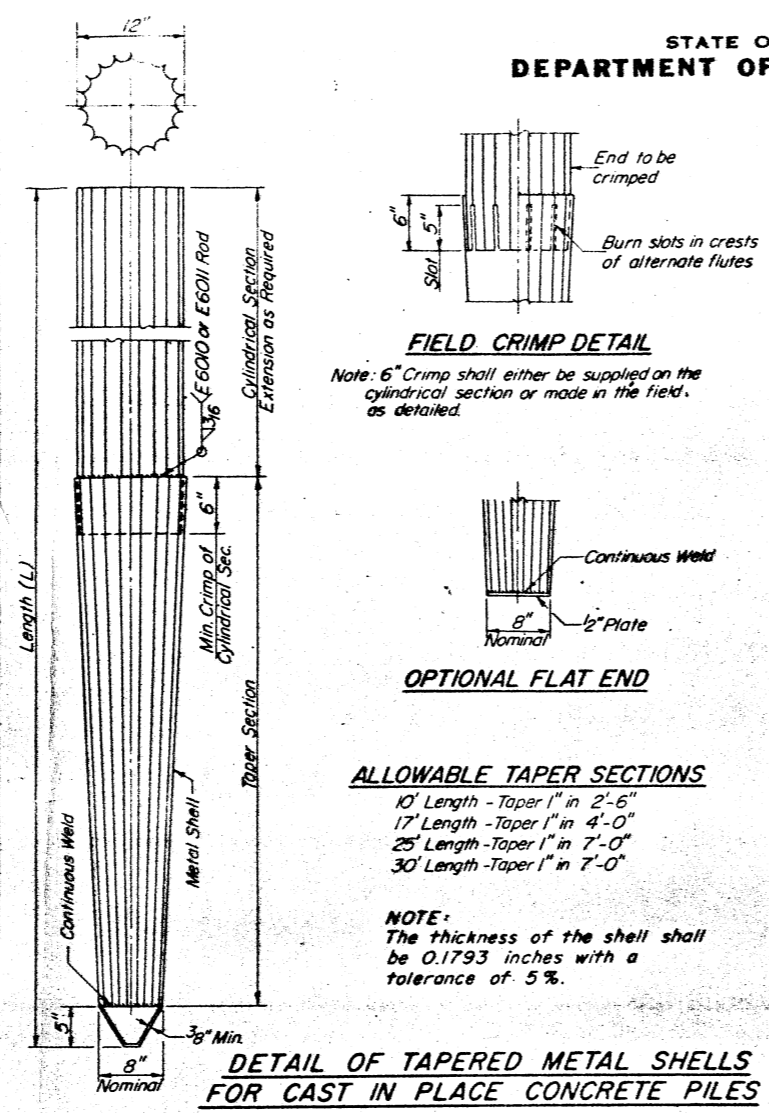
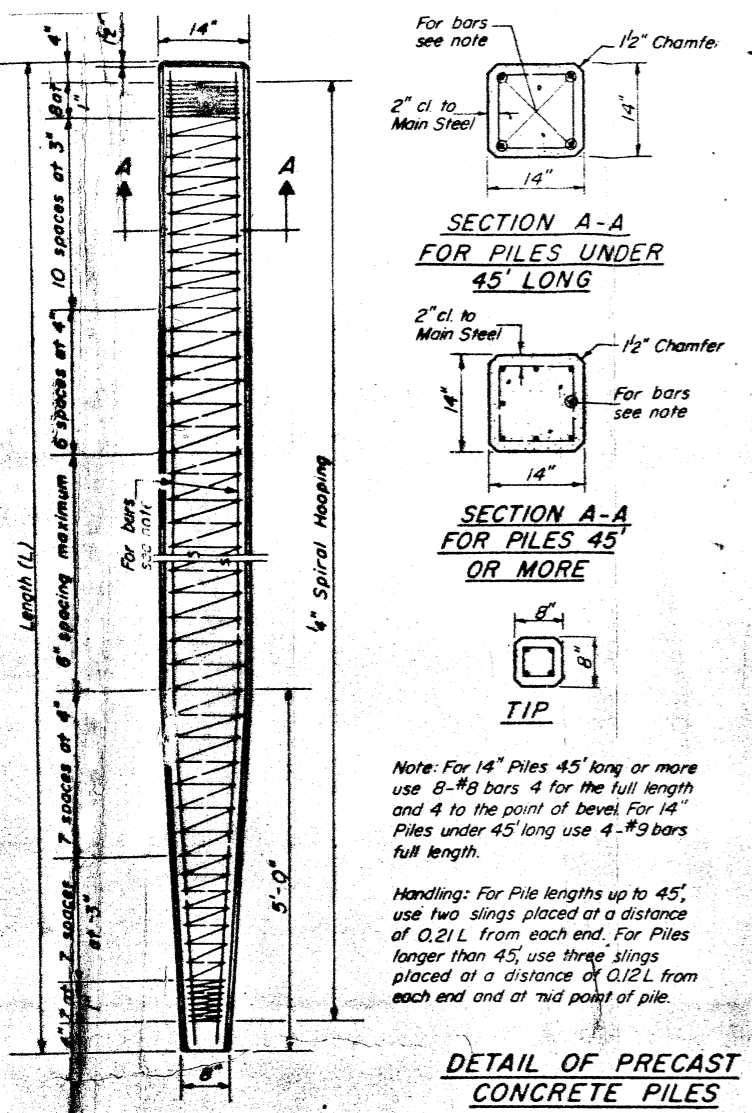
DESIGNED	James Ozyurt
CHECKED	Carol Weston
DRAWN	G. Ritchie
CHECKED	4/16

EXAMINED	March 26 1975
PASSED	
APPROVED	

PIER 7
FA. RT. 11 - SEC. 115BR-2
PIATT COUNTY
STA. 1282+21.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 28
115BR-2	PIATT	41	36		28 SHEETS
FED. ROAD DIST. NO. 7 ILLINOIS					



DESIGNED BY	James Ogilvie	DATE	March 26, 1976
CHECKED BY	Klaus Schiller	EXAMINED BY	Paul H. Thompson
DRAWN BY	G.M.R.	PASSED BY	
SCALE	As Shown	APPROVED BY	

4-5-74