

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1517	11BR-1	PIATT	48	1
		ILLINOIS	CONTRACT NO. 70613	

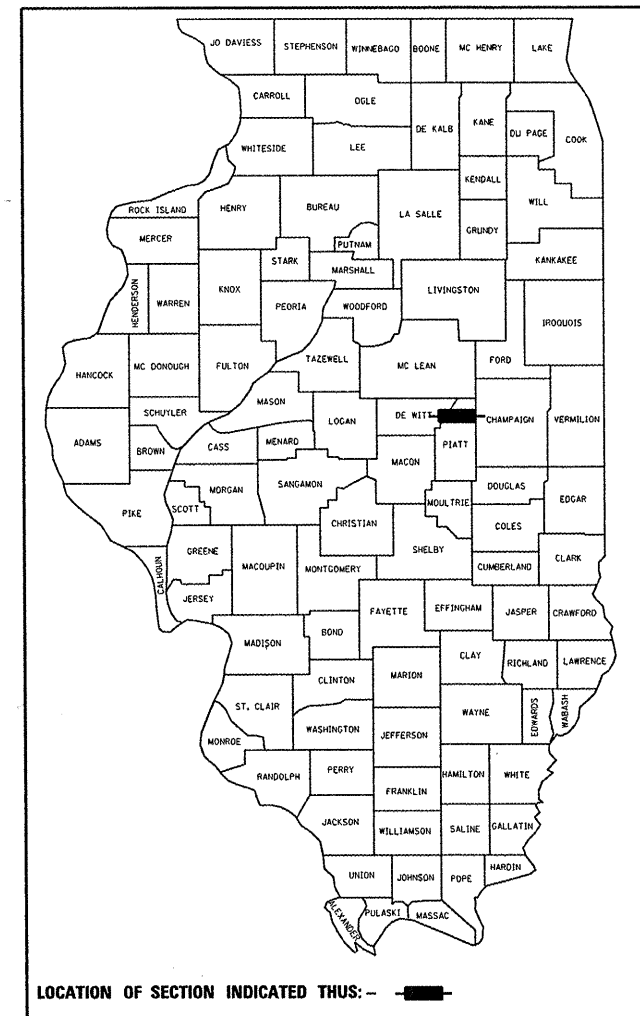
FOR INDEX OF SHEETS, SEE SHEET NO. 2  
FOR STANDARDS, SEE SHEET NO. 2

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

FAS ROUTE 1517 (US 150)  
SECTION 11BR-1  
PROJECT ACBRS-1517(113)  
PIATT COUNTY  
C-95-127-06

STRUCTURE REPLACEMENT  
1 MILE EAST OF FARMER CITY

D-95-127-06

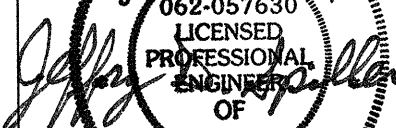


LOCATION OF SECTION INDICATED THIS: - [shaded area]

Functional Classification: Major Collector (Rural)  
Design Speed: 55 mph  
Posted Speed: 55 mph  
ADT: 1550 (2009)  
PV: 90.7%  
SU: 6.0%  
MU: 3.3%

ENGINEERS SIGNATURE BOX

JEFFRY D. SPILLER  
062-057630  
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

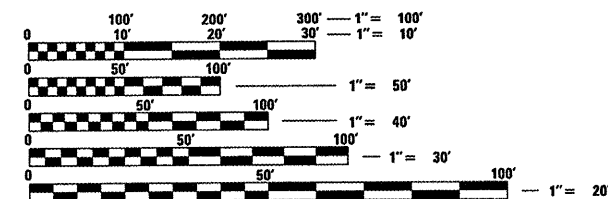


DATE SIGNED: 8/11/10  
JEFFRY D. SPILLER, P.E.  
IL. REG. NO. 062-057630  
EXP. DATE: 11/30/2011

PREPARED BY:



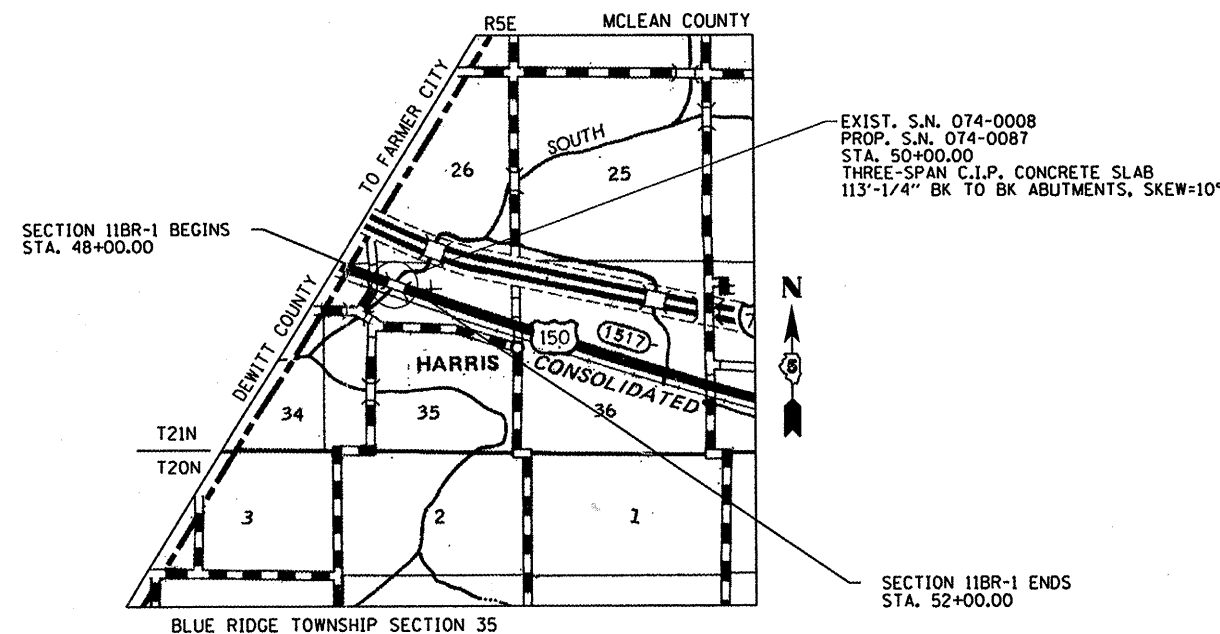
7615 NORTH HARKER DRIVE  
PEORIA, ILLINOIS 61615  
TEL 309-693-7615  
FAX 309-693-7616  
CONTACT: RICK ANDERSON



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

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

PROJECT ENGINEER KEVIN TRAPP  
CONSULTANT LIAISON MATTHEW BOWER  
(217) 465-4181  
CONTRACT NO. 70613



**LOCATION MAP**



GROSS & NET LENGTH = 113.00 FT. = 0.021 MILE

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED 8/17 2010

Deputy Director of Highways, Region Engineer  
October 1 2010  
Scott E. Stitt, P.E., Ia  
acting ENGINEER OF DESIGN AND ENVIRONMENT  
October 1 2010  
Christine M. Reed, Ia  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

**INDEX OF SHEETS**

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**COMMITMENTS**

NO COMMITMENTS HAVE BEEN MADE.

**STANDARDS**

NUMBER	TITLE
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FONT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
606006-02	OUTLETS FOR CONC. CURB AND GUTTER, TYPE B-6.24
630001-08	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-08	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT OF WAY MARKERS
667101-01	PERMANENT SURVEY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701321-10	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

**GENERAL NOTES**

G.N.-100  
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-105.09A  
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G.N.-107.12  
THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE LOCAL RAILROAD CONTACT IS:

MS. DEBBIE ADAMS  
DIVISION OFFICE MANAGER-ILLINOIS DIVISION  
NORFOLK SOUTHERN RAILWAY COMPANY  
1735 EAST CONDOT STREET  
DECATUR, IL 62521  
(217) 425-2042

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE RAILROAD FLAGGER CONTACT IS:

MR. HOWARD SWANSON  
ASST. DIVISION ENGINEER-BRIDGES ILLINOIS DIVISION  
NORFOLK SOUTHERN RAILWAY COMPANY  
ILLINOIS DIVISION  
1735 EAST CONDOT STREET  
DECATUR, IL 62521  
(217) 435-2042

G.N.-107.31  
UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.

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

G.N.-201  
TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.

G.N.-250C (SPL)  
TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.

G.N.-406  
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N. -406H  
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	US 150	US 150
MIXTURE USE(S):	BINDER, FLEX CONNECTOR, BOTTOM LIFT SHOULDERS	SURFACE & TOP 1 1/2" SHOULDER
AC/PG:	PG 64-22	PG 64-22
RAP % (MAX)	25%	15%
DESIGN AIR VOIDS:	4.0% @ Ndes=50	4.0% @ Ndes=50
MIXTURE COMP: (GRADATION MIX)	IL 19.0	IL 9.5
FRICTION AGGREGATE:	N/A	MIX C

G.N.-631  
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.

G.N.-667  
THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS (PC'S, PT'S, AND PI'S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR SETTING THESE MARKERS.

G.N.-703A  
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N.-781  
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

G.N.-1004.01  
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP 4" IN AREAS TO BE SEEDDED. THE VEGETATION SUSTAINING SOIL REQUIRED SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EXCAVATION.

THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

ALL SAW CUTTING OF EXISTING PAVEMENT SHALL BE CONSIDERED INCLUDED IN THE PAY ITEMS INVOLVED. THE MINIMUM SAW DEPTH IN THE PAVEMENT SHALL BE 1 1/2' UNLESS OTHERWISE NOTED.

THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

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

GRANULAR MATERIALS	1.80 TON/CU YD
BITUMINOUS MATERIAL (PRIME COAT)	0.08 GAL/SQ YD
HOT-MIX ASPHALT	112 LBS/SQ YD/INCH

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.

PAVEMENT MARKING SHALL BE APPLIED IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED AS SPECIFIED IN SECTION 703 OF THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED FOR SHORT TERM PAVEMENT MARKING.

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HMA PLANT QUALITY CONTROL LAB SO THAT HMA PLANT REPORTS CAN BE EMAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				US 150 OVER SALT CREEK STANDARDS AND GENERAL NOTES				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
g:\p\work\p\dot\bowen\00109861\05706	bowenml	JDS	-	SCALE: SHEET NO. OF SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT				1517	118R-1	PIATT	48	2
	3-sht-gennote.dgn	WLL	-									CONTRACT NO. 70613				
	PLOT SCALE = 40.0000' / IN.	RJA	-													
	PLOT DATE = 8/16/2010	-	-													

SUMMARY OF QUANTITIES			UNIT	FAS 1517 (US 150) RURAL TWO LANE SN 074-0087
CODE NO.	ITEM	80% FED/ 20% STATE 0011		
20100500	TREE REMOVAL, ACRES	ACRE	0.25	
20200100	EARTH EXCAVATION	CU YD	88	
20300100	CHANNEL EXCAVATION	CU YD	190	
20400800	FURNISHED EXCAVATION	CU YD	957	
21301052	EXPLORATION TRENCH 52" DEPTH	FOOT	800	
25000210	* SEEDING, CLASS 2A	ACRE	0.5	
25000400	* NITROGEN FERTILIZER NUTRIENT	POUND	45	
25000500	* PHOSPHORUS FERTILIZER NUTRIENT	POUND	45	
25000600	* POTASSIUM FERTILIZER NUTRIENT	POUND	45	
25100115	MULCH, METHOD 2	ACRE	0.5	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	239	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	450	
28000305	TEMPORARY DITCH CHECKS	FOOT	73	
28000400	PERIMETER EROSION BARRIER	FOOT	714	
28100109	STONE RIPRAP, CLASS A5	SQ YD	1071	
28200200	FILTER FABRIC	SQ YD	1071	
40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	230	
40600300	AGGREGATE (PRIME COAT)	TON	1.0	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	214	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	105	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	65	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	44	
44000100	PAVEMENT REMOVAL	SQ YD	193	
44004250	PAVED SHOULDER REMOVAL	SQ YD	145	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	149	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	471.0	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	
50200100	STRUCTURE EXCAVATION	CU YD	156	
50300100	FLOOR DRAINS	EACH	12	
50300225	CONCRETE STRUCTURES	CU YD	150.2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	343.7	
50300260	BRIDGE DECK GROOVING	SQ YD	576	
50300280	CONCRETE ENCASMENT	CU YD	9.8	
50300300	PROTECTIVE COAT	SQ YD	738	

\* SPECIALTY ITEMS

SUMMARY OF QUANTITIES			UNIT	FAS 1517 (US 150) RURAL TWO LANE SN 074-0087
CODE NO.	ITEM	80% FED/ 20% STATE 0011		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	107020	
50800515	BAR SPLICERS	EACH	611	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	1210	
51202305	DRIVING PILES	FOOT	1210	
51203600	TEST PILE STEEL HP12X53	EACH	4	
51204650	PILE SHOES	EACH	28	
51500100	NAME PLATES	EACH	1	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	31	
<del>70046304</del>	* PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	127	
63000001	* STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	413	
63100085	* TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	
63100167	* TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	
63100169	* TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	2	
63200310	GUARDRAIL REMOVAL	FOOT	1010	
63500105	DELINEATORS	EACH	4	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	4	
66700095	PERMANENT SURVEY MARKERS	EACH	2	
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	8	
67100100	MOBILIZATION	L SUM	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	4	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	40	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	837	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	675	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	625	
78001110	* PAINT PAVEMENT MARKING - LINE 4"	FOOT	1351	
78100100	* RAISED REFLECTIVE PAVEMENT MARKER	EACH	4	
78100105	* RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2	
78200410	* GUARDRAIL MARKERS, TYPE A	EACH	16	
78201000	* TERMINAL MARKER-DIRECT APPLIED	EACH	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	289	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	4	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	51	

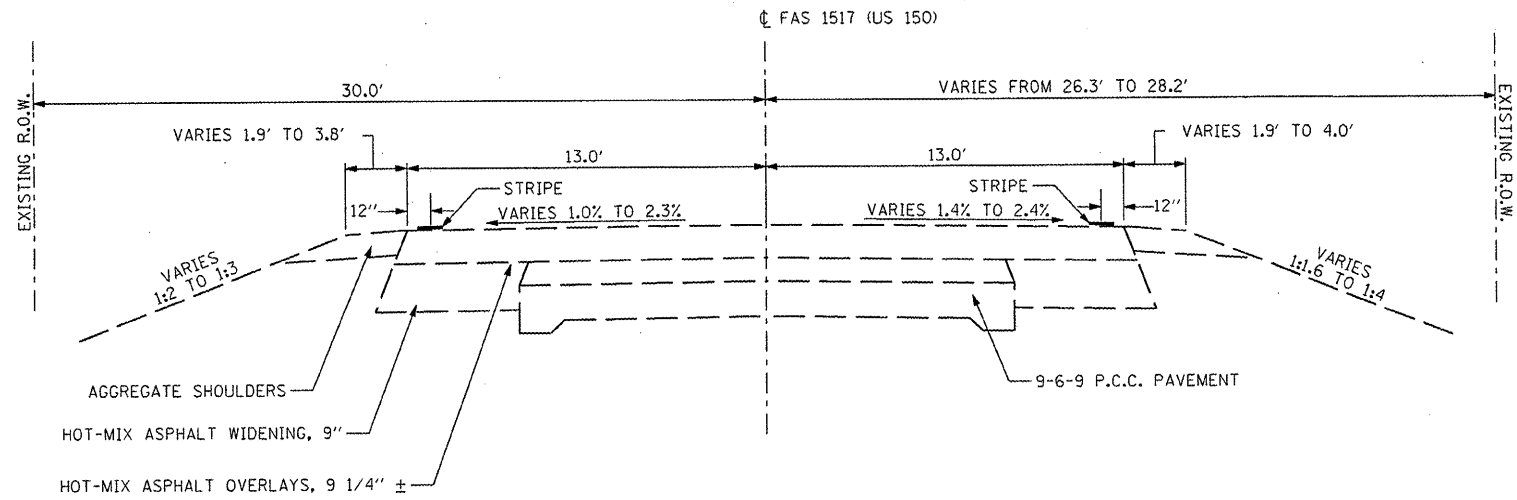
\* SPECIALTY ITEMS

SUMMARY OF QUANTITIES		UNIT	FAS 1517 (US 150) RURAL TWO LANE SN 074-0087
CODE NO.	ITEM		80% FED/ 20% STATE 0011
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1
X5080600	MECHANICAL SPLICERS	EACH	72
X7200201	* WIDTH RESTRICTION SIGNING	L SUM	1
Z0004552	APPROACH SLAB REMOVAL	SQ YD	220
Z0013798	* CONSTRUCTION LAYOUT	L SUM	1
Z0026407	* TEMPORARY SHEET PILING	SQ FT	1257
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	535
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0038700	PERMANENT BENCH MARKS	EACH	1
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1

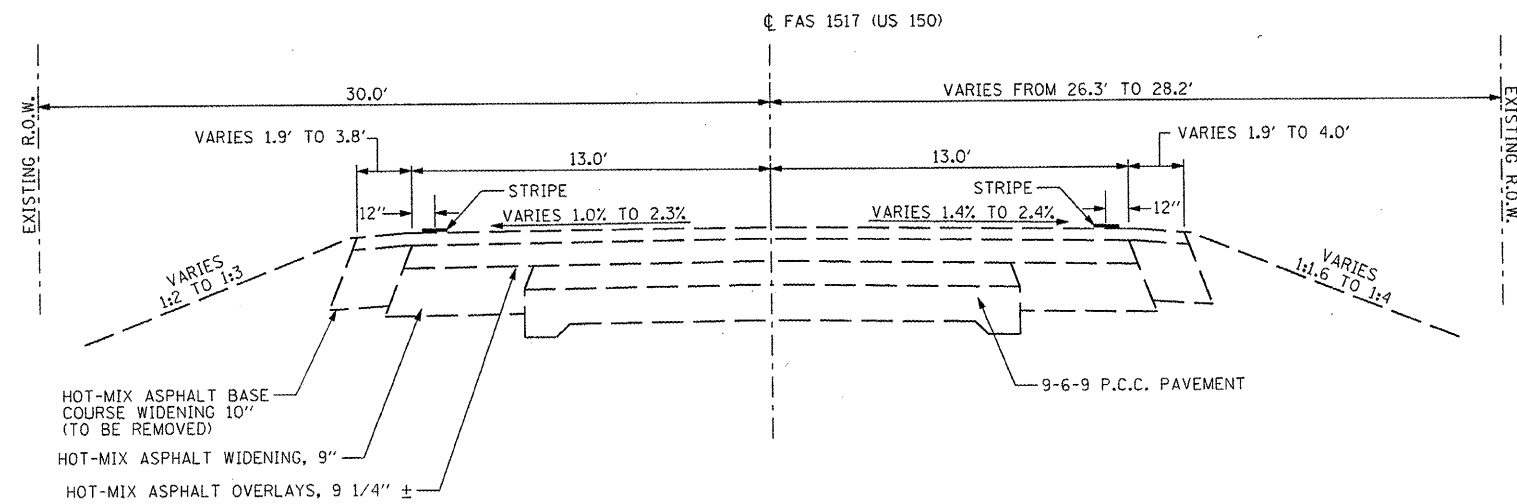
\* SPECIALTY ITEMS

FILE NAME :	USER NAME : bowerml	DESIGNED - JDS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 150 OVER SALT CREEK SUMMARY OF QUANTITIES</b>				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\dot\bowerml\0109861\0570613-sht-500.dgn		DRAWN - WLL	REVISED -		1517	11BR-1	PIATT	48	4				
PLOT SCALE = 40.0000 1/2 IN.		CHECKED - RJA	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 70613				
PLOT DATE = 8/17/2010		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								





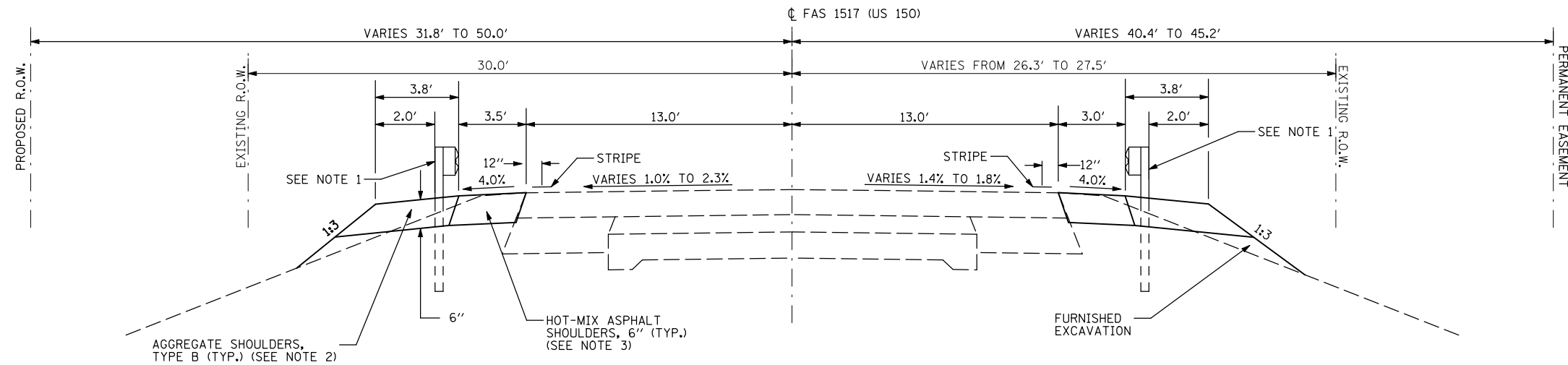
**① EXISTING TYPICAL SECTION**  
 STA. 46+37.40 TO STA. 47+81.80  
 STA. 52+22.00 TO STA. 53+17.30



**② EXISTING TYPICAL SECTION**  
 STA. 47+81.80 TO STA. 49+64.46  
 STA. 50+35.62 TO STA. 52+22.00

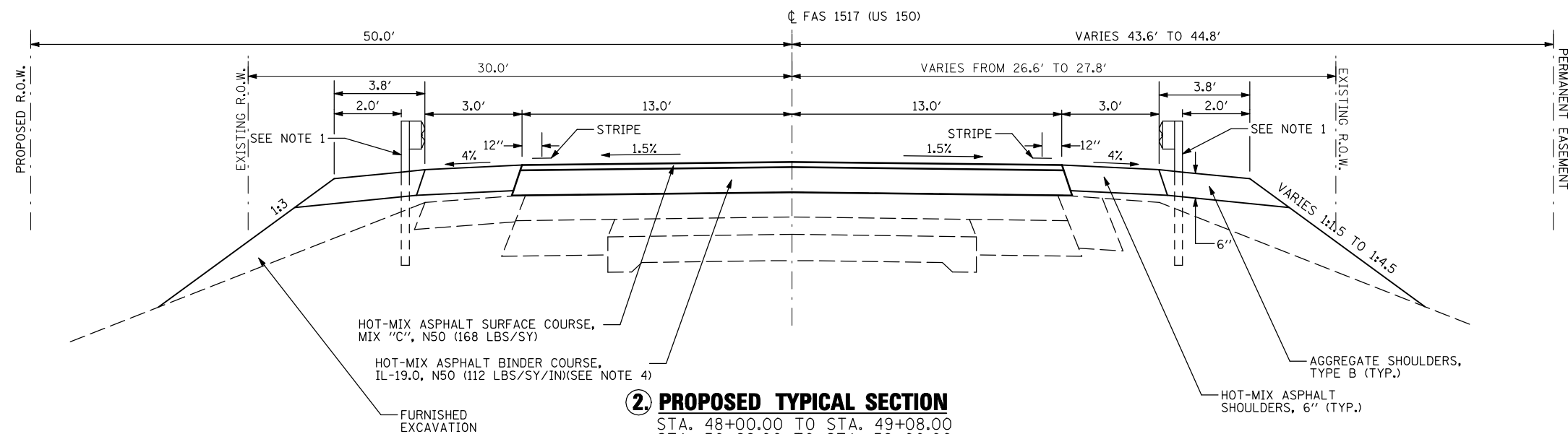
**EXISTING BRIDGE OMISSION**  
 STA. 49+64.46 TO STA. 50+35.62

FILE NAME = #FILEL\$	USER NAME = #USER\$	DESIGNED - JDS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 150 OVER SALT CREEK TYPICAL SECTIONS</b>			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	CHECKED - RJA	REVISED -					1517	11BR-1	PIATT	48	5
	PLOT DATE = #DATE#	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT				
								CONTRACT NO. 70613				



**1. PROPOSED TYPICAL SECTION**

STA. 46+37.40 TO STA. 48+00.00  
 STA. 52+00.00 TO STA. 53+17.30



**2. PROPOSED TYPICAL SECTION**

STA. 48+00.00 TO STA. 49+08.00  
 STA. 50+92.00 TO STA. 52+00.00

**OMISSION STATIONS**

BRIDGE CONNECTOR PAVEMENT OMISSION  
 STA. 49+08.00 TO STA. 49+14.00  
 STA. 50+86.00 TO STA. 50+92.00

BRIDGE APPROACH PAVEMENT OMISSION  
 STA. 49+14.00 TO STA. 49+44.00  
 STA. 50+56.00 TO STA. 50+86.00

BRIDGE OMISSION  
 STA. 49+44.00 TO STA. 50+56.00

**NOTES:**

- GUARDRAIL LIMITS  
 STA. 46+70.53 TO STA. 49+26.78, RT.  
 STA. 48+13.74 TO STA. 49+32.49, LT.  
 STA. 50+67.58 TO STA. 52+23.83, RT.  
 STA. 50+73.29 TO STA. 52+67.04, LT.
- AGGREGATE SHOULDER IMPROVEMENTS FOR GUARDRAIL  
 STA. 46+37.40 TO STA. 49+26.18, RT.  
 STA. 47+78.67 TO STA. 49+31.82, LT.  
 STA. 50+68.18 TO STA. 52+57.86, RT.  
 STA. 50+73.82 TO STA. 53+01.97, LT.
- HMA SHOULDER IMPROVEMENTS  
 STA. 46+89.56 TO STA. 49+05.18, RT.  
 STA. 46+82.81 TO STA. 49+10.82, LT.  
 STA. 50+89.18 TO STA. 53+05.98, RT.  
 STA. 50+94.82 TO STA. 53+17.30, LT.
- HOT-MIX ASPHALT BINDER COURSE VARIES IN DEPTH.  
 FROM STA. 48+00.00 TO STA. 49+08.00,  
 THE THICKNESS VARIES FROM 0" TO 6 1/2".  
 FROM STA. 50+92.00 TO STA. 52+00.00,  
 THE THICKNESS VARIES FROM 0" TO 4"

FILE NAME =	USER NAME = bowerm1	DESIGNED - JDS	REVISED -
ct:\pw\work\p1\dot\bowerm1\d0109861\0570613-sh1-typical.dgn		DRAWN - WLL	REVISED -
PLOT SCALE = 40.0000' / IN.		CHECKED - RJA	REVISED -
PLOT DATE = 8/16/2010		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>US 150 OVER SALT CREEK TYPICAL SECTIONS</b>			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1517	11BR-1	PIATT	48	6
CONTRACT NO. 70613				
ILLINOIS FED. AID PROJECT				

20100500 TREE REMOVAL, ACRES	
LOCATION	ACRES
STA. 46+48.43 TO STA. 49+67.07, RT	0.25
TOTAL	0.25

21301052 EXPLORATION TRENCH 52" DEPTH	
LOCATION	FOOT
STA. 48+00.00 TO STA. 52+00.00, LT	400.00
STA. 48+00.00 TO STA. 52+00.00, RT	400.00
TOTAL	800

28000400 PERIMETER EROSION BARRIER	
LOCATION	FOOT
STA. 46+48.41 TO STA. 49+43.50, RT	295.1
STA. 50+56.50 TO STA. 53+06.25, RT	252.5
STA. 51+50.00 TO STA. 53+00.00, LT	166.6
TOTAL	714

25100635 HEAVY DUTY EROSION CONTROL BLANKET	
LOCATION	SQ YD
STA. 48+50.00 TO STA. 49+43.50, RT	238.98
TOTAL	239

20300100 CHANNEL EXCAVATION	
LOCATION	CU YD
STA. 29+50.00 TO 30+30.00 (ALONG CREEK CENTERLINE)	190.00
TOTAL	190.00

	20200100 EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	20400800 FURNISHED EXCAVATION
LOCATION	CU YD	CU YD	CU YD	CU YD
STA. 46+37.40 TO STA. 49+43.50	30.44	22.83	540.39	-517.56
STA. 50+56.50 TO STA. 53+63.88	56.95	42.72	470.24	-427.52
FROM CHANNEL EXCAVATION CALCULATION	N/A	N/A	12.31	-12.31
SUB TOTAL	87.39	65.54	1022.93	-957.39
TOTAL	88.00			957.0

	25000210 SEEDING, CLASS 2A	25000400 NITROGEN FERTILIZER NUTRIENT	25000500 PHOSPHORUS FERTILIZER NUTRIENT	25000600 POTASSIUM FERTILIZER NUTRIENT	25100115 MULCH, METHOD 2
LOCATION	ACRE	POUND	POUND	POUND	ACRE
STA. 46+37.40 TO STA. 49+43.50, LT.	0.09	13.50	13.50	13.50	0.15
STA. 46+37.40 TO STA. 49+43.50, RT.	0.15	8.10	8.10	8.10	0.09
BRIDGE OMISSION					
STA. 50+56.50 TO STA. 53+63.88, LT	0.15	9.00	9.00	9.00	0.10
STA. 50+56.50 TO STA. 53+63.88, RT	0.10	13.50	13.50	13.50	0.15
TOTAL	0.49	45	45	45	0.49
USE	0.50	45	45	45	0.50

40300100 BITUMINOUS MATERIALS (PRIME COAT)	
LOCATION	GAL
ON GRANULAR BASE	
STA. 46+82.81 TO STA. 49+67.35, LT	63.24
STA. 46+89.56 TO STA. 48+00.00, RT	18.41
STA. 50+33.84 TO STA. 53+17.30, LT	62.99
STA. 52+00.00 TO STA. 53+05.98, RT	17.66
ON MILLED SURFACE	
STA. 48+00.00 TO STA. 48+30.00	8.67
STA. 51+70.00 TO STA. 52+00.00	8.67
ON EXISTING PAVEMENT	
STA. 48+30.00 TO STA. 49+08.00	16.64
STA. 50+92.00 TO STA. 51+70.00	16.64
FOG COAT ON BINDER	
STA. 48+30.00 TO STA. 49+08.00	8.32
STA. 50+92.00 TO STA. 51+70.00	8.32
TOTAL	230

40600300 AGGREGATE (PRIME COAT)	
LOCATION	TON
ON MILLED SURFACE	
STA. 48+00.00 TO STA. 48+30.00	0.20
STA. 51+70.00 TO STA. 52+00.00	0.20
ON NEW BINDER	
STA. 48+30.00 TO STA. 49+08.00	0.30
STA. 50+92.00 TO STA. 51+70.00	0.30
TOTAL	1.00

40603310 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	
LOCATION	TON
STA. 48+00.00 TO STA. 49+08.00	32.5
STA. 50+92.00 TO STA. 52+00.00	32.5
TOTAL	65

40603080 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	
LOCATION	TON
STA. 48+30.00 TO STA. 49+08.00	67.00
STA. 50+92.00 TO STA. 51+70.00	38.00
TOTAL	105.00

42001430 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
LOCATION	SQ YD
STA. 49+08.00 TO STA. 49+14.00	22
STA. 50+86.00 TO STA. 50+92.00	22
TOTAL	44

44000100 PAVEMENT REMOVAL	
LOCATION	SQ YD
STA. 49+08.00 TO STA. 49+34.40	96.6
STA. 50+65.52 TO STA. 50+92.00	96.6
TOTAL	193.0

44004250 PAVED SHOULDER REMOVAL	
LOCATION	SQ YD
PRE-STAGE I	
STA. 47+76.95 TO STA. 49+64.55, LT	70.6
STA. 50+35.66 TO STA. 52+23.58, LT	60.7
DURING STAGE 1	
STA. 47+80.73 TO STA. 48+00.00, RT	5.9
STA. 50+35.66 TO STA. 52+23.58, LT	8.2
TOTAL	145.40
USE	145.0

63200310 GUARDRAIL REMOVAL	
LOCATION	FOOT
STA. 46+41.97 TO STA. 49+44.33, RT	302.4
STA. 47+42.26 TO STA. 49+44.44, LT	202.2
STA. 50+56.08 TO STA. 53+58.44, LT	302.4
STA. 50+55.84 TO STA. 52+58.34, RT	202.5
TOTAL	1010.0

40600982 HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	
LOCATION	SQ YD
STA. 48+00.00 TO STA. 48+30.00	108.0
STA. 51+70.00 TO STA. 52+00.00	106.0
TOTAL	214.0

63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	
LOCATION	FOOT
STA. 47+20.53 TO STA. 48+83.03, RT	162.5
STA. 51+11.33 TO STA. 51+73.83, RT	62.5
STA. 48+63.68 TO STA. 48+88.68, LT	25.00
STA. 51+16.97 TO STA. 52+16.97, LT	162.50
TOTAL	412.5
USE	413.0

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	
LOCATION	EACH
STA. 48+83.03 TO STA. 49+26.78, RT	1
STA. 50+67.58 TO STA. 51+11.33, RT	1
STA. 48+88.68 TO STA. 49+32.43, LT	1
STA. 50+73.22 TO STA. 51+16.97, LT	1
TOTAL	4

63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	
LOCATION	EACH
STA. 48+13.68 TO STA. 48+63.68, LT	1
STA. 52+74.47 TO STA. 53+29.47, LT	1
TOTAL	2

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	
LOCATION	EACH
STA. 46+70.53 TO STA. 47+20.53, RT	1
STA. 51+73.83 TO STA. 52+23.83, RT	1
TOTAL	2

48101200 AGGREGATE SHOULDERS, TYPE B	
LOCATION	TON
STA. 46+07.40 TO STA. 46+37.40, RT	0.2
STA. 47+78.58 TO STA. 49+31.82, LT	28.5
STA. 46+37.40 TO STA. 49+26.18, RT	44.3
STA. 46+50.31 TO STA. 46+82.81, LT	0.2
STA. 50+68.18 TO STA. 52+57.86, RT	24.8
STA. 50+73.82 TO STA. 53+64.47, LT	50.1
STA. 53+05.98 TO STA. 53+29.48, RT	0.1
STA. 53+64.47 TO STA. 53+94.47, LT	0.5
TOTAL	149

48203021 HOT-MIX ASPHALT SHOULDERS, 6 INCH	
LOCATION	SQ YD
LEFT SHOULDER (BEFORE STAGE 1)	
STA. 46+82.81 TO STA. 49+67.35, LT	118.6
STA. 50+33.84 TO STA. 53+17.30, LT	118.1
RIGHT SIDE SHOULDER (STAGE 1)	
STA. 46+89.56 TO STA. 49+05.71, RT	77.9
STA. 50+89.14 TO STA. 53+05.98, RT	78.2
LEFT SIDE SHOULDER (STAGE 2)	
STA. 48+00.00 TO STA. 49+10.82, LT	40.0
STA. 50+94.29 TO STA. 52+00.00, LT	38.1
TOTAL	471.0

70103815 TRAFFIC CONTROL SURVEILLANCE	
LOCATION	CAL DA
ENTIRE PROJECT	4
TOTAL	4

70106500 TEMPORARY BRIDGE TRAFFIC SIGNALS	
LOCATION	EACH
ENTIRE PROJECT	1
TOTAL	1

70300100 SHORT-TERM PAVEMENT MARKING	
LOCATION	SQ FT
STA. 48+00.00 TO STA. 52+00.00	40
TOTAL	40

63500105 DELINEATORS	
LOCATION	EACH
STA. 48+00.00 TO STA. 52+00.00, RT	2
STA. 48+00.00 TO STA. 52+00.00, LT	2
TOTAL	4

66600105 FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	
LOCATION	FOOT
STA. 46+26.48, 30' LT	1
STA. 47+50.00, 50' LT	1
STA. 53+00.00, 50' LT	1
STA. 54+00.00, 30' LT	1
TOTAL	4

Z0004552 APPROACH SLAB REMOVAL	
LOCATION	SQ YD
STA. 49+34.40 TO STA. 49+64.56	110.7
STA. 50+35.67 TO STA. 50+65.52	109.5
TOTAL	220.0

67000500 ENGINEERS FIELD OFFICE, TYPE B	
LOCATION	CAL MO
ENTIRE PROJECT	8
TOTAL	8

70301000 WORK ZONE PAVEMENT MARKING REMOVAL	
LOCATION	SQ FT
STAGE 1	
STA. 45+40.10, 12.8' RT TO STA. 47+25.00, 5.5' LT	61.9
STA. 47+25.00, 5.5' LT TO STA. 48+00.00, 5.5' LT	25.0
STA. 46+99.85, 13.0' LT TO STA. 47+24.51, 15.5' LT	8.3
STA. 47+24.51, 15.5' LT TO STA. 48+00.00, 15.5' LT	25.2
STA. 52+00.00, 15.5' LT TO STA. 52+75.41, 15.5' LT	25.1
STA. 52+75.41, 15.5' LT TO STA. 53+05.03, 13.0' LT	9.9
STA. 52+00.00, 5.5' LT TO STA. 52+75.00, 5.5' LT	25.0
STA. 52+75.00, 5.5' LT TO STA. 53+40.55, 0.0'	21.9
STA. 53+40.55, 0.0' TO STA. 54+40.54, 13.3' RT	33.6
STAGE 2	
STA. 45+77.42, 13.1' LT TO STA. 46+77.42, 0.0'	33.6
STA. 46+77.42, 0.0' TO STA. 47+25.00, 4.0' RT	15.9
STA. 47+25.00, 4.0' RT TO STA. 52+75.00, 4.0' RT	183.3
STA. 52+75.00, 4.0' RT TO STA. 54+76.39, 12.6' LT	67.4
STA. 47+02.62, 13.2' RT TO STA. 47+24.54, 15.0' RT	7.3
STA. 47+24.54, 15.0' RT TO STA. 52+75.45, 15.0' RT	183.6
STA. 52+75.45, 15.0' RT TO STA. 52+93.51, 13.5' RT	6.0
STOP BAR	
STA. 44+47.72, RT	25.7
STA. 45+04.74 TO STA. 45+24.74, 19.8' RT	40.0
STA. 55+00.55, LT	25.2
SHORT TERM PAVEMENT MARKING	
STA. 48+00.00 TO STA. 52+00.00	13.3
TOTAL	837.0

70400100 TEMPORARY CONCRETE BARRIER	
LOCATION	FOOT
STA. 46+62.88, 4.8' RT TO STA. 53+37.10, 4.9' RT.	675
TOTAL	675

70400200 RELOCATE TEMPORARY CONCRETE BARRIER	
LOCATION	FOOT
STA. 46+87.81, 4.3' LT TO STA. 53+12.20, 4.2' LT.	625
TOTAL	625

78100100 RAISED REFLECTIVE PAVEMENT MARKER	
LOCATION	EACH
STA 48+00.00	1
STA 48+80.00	1
STA 51+20.00	1
STA 52+00.00	1
TOTAL	4

78100105 RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	
LOCATION	EACH
STA 49+60.00	1
STA 50+40.00	1
TOTAL	2

78200410 GUARDRAIL MARKERS, TYPE A	
LOCATION	EACH
STA 46+70.53 TO STA 49+26.78, RT	4
STA 48+13.68 TO STA 49+32.43, LT	4
STA 50+67.58 TO STA 52+23.83, RT	4
STA 50+73.22 TO STA 53+29.47, LT	4
TOTAL	16

78201000 TERMINAL MARKER-DIRECT APPLIED	
LOCATION	EACH
STA. 46+70.53, RT	1
STA. 48+13.68, LT	1
STA. 52+23.83, RT	1
STA. 53+29.47, LT	1
TOTAL	4

78300100 PAVEMENT MARKING REMOVAL	
LOCATION	SQ FT
STA. 46+99.85 TO STA. 53+05.03, LT	201.7
STA. 47+02.62 TO STA. 48+00.00, RT	32.5
STA. 52+00.00 TO STA. 52+93.51, RT	31.2
STA. 45+77.42 TO STA. 46+79.42	10.8
STA. 53+23.32 TO STA. 54+76.39	12.8
TOTAL	289.0

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
LOCATION	EACH
ENTIRE PROJECT	4
TOTAL	4

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE)	
LOCATION	EACH
STA. 46+87.87	1
STA. 54+12.20	1
TOTAL	2

Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE)	
LOCATION	EACH
STA. 46+62.88	1
STA. 53+37.10	1
TOTAL	2

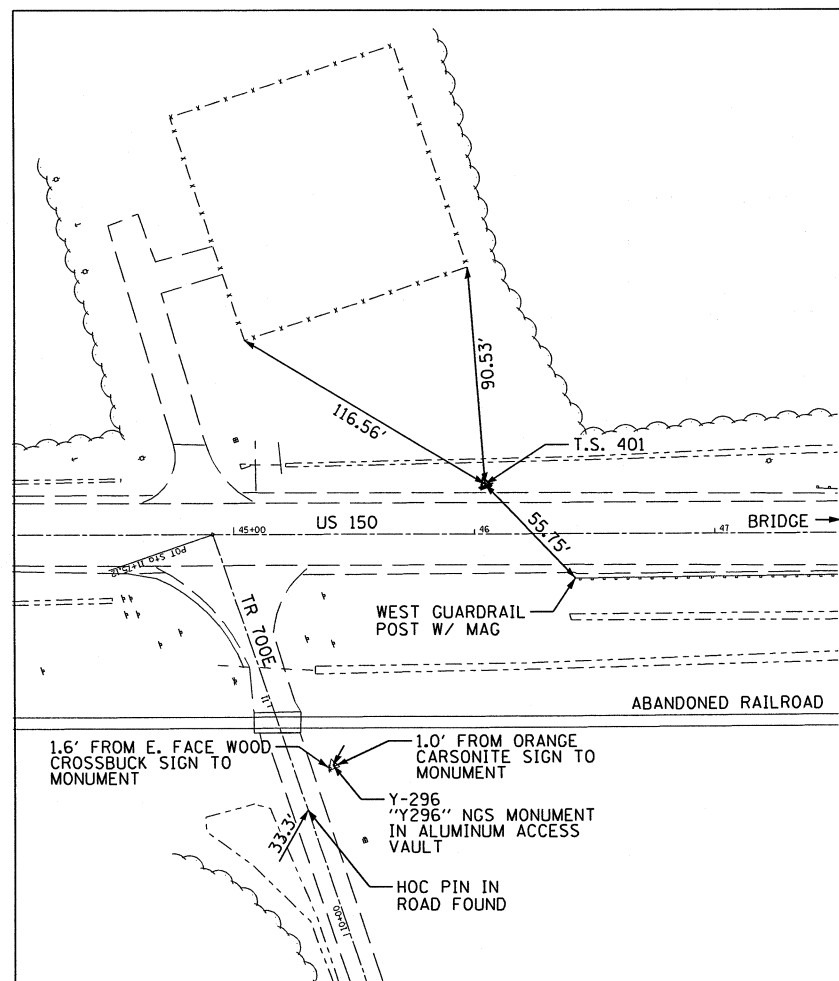
70100405 TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	
LOCATION	EACH
ENTIRE PROJECT	1
TOTAL	1

28000250 TEMPORARY EROSION CONTROL SEEDING	
LOCATION	POUND
ENTIRE PROJECT	450
TOTAL	450

28000305 TEMPORARY DITCH CHECKS	
LOCATION	FOOT
STA. 48+50.00, LT	10
STA. 49+00.00, LT	13
STA. 49+43.50, LT	10
STA. 50+60.00, LT	10
STA. 50+95.00, LT	10
STA. 51+30.00, LT	10
STA. 51+65.00, LT	10
TOTAL	73

78001110 PAINT PAVEMENT MARKING - LINE 4"		
LOCATION		FOOT
STA. 46+82.81 TO STA. 53+17.31, LT	SOLID	634.5
STA. 46+89.56 TO STA. 53+05.98, RT	SOLID	616.4
STA. 48+00.00 TO STA. 52+00.00	DASH	100.0
TOTAL		1351

66700095 PERMANENT SURVERY MARKERS	
LOCATION	EACH
STA. 49+25.00, P.T.	1
STA. 51+25.00, P.C.	1
TOTAL	2



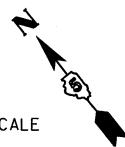
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**BENCHMARK INFORMATION**

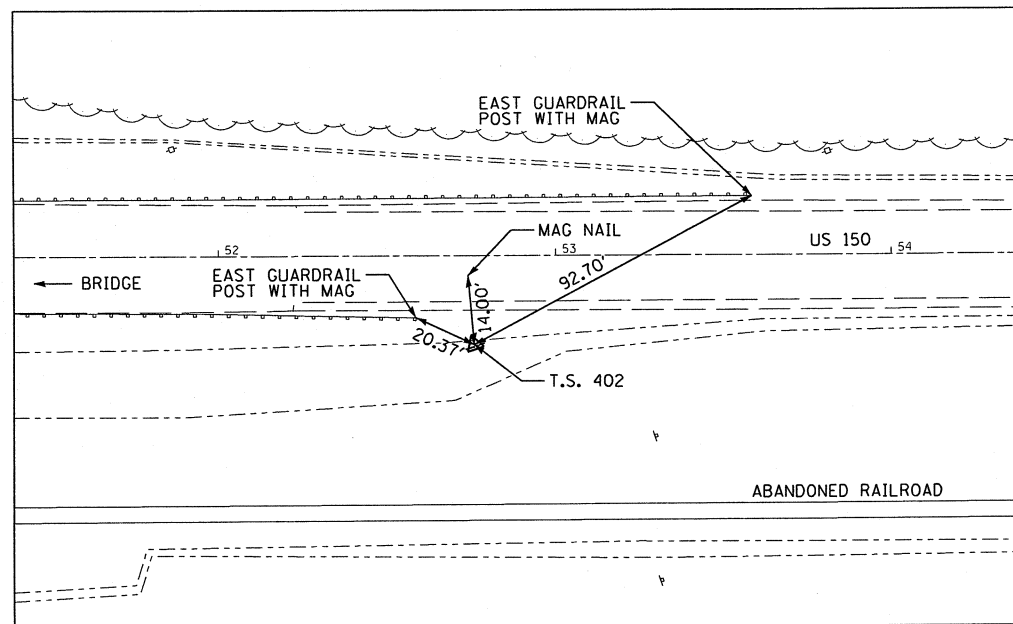
BM 4835-1: CHISELED SQUARE ON NW CORNER OF BRIDGE CARRYING TOWNSHIP ROAD 3070N OVER CREEK SOUTH OF US 150 ON BRIDGE CURB. ELEV. = 707.51

BM 4835-2: CHISELED SQUARE ON SE CORNER OF BRIDGE CARRYING US 150 OVER CREEK ON STRUCTURE 074-0008 AT STATION 50+39.20, 17.6' RT. ELEV. = 708.91

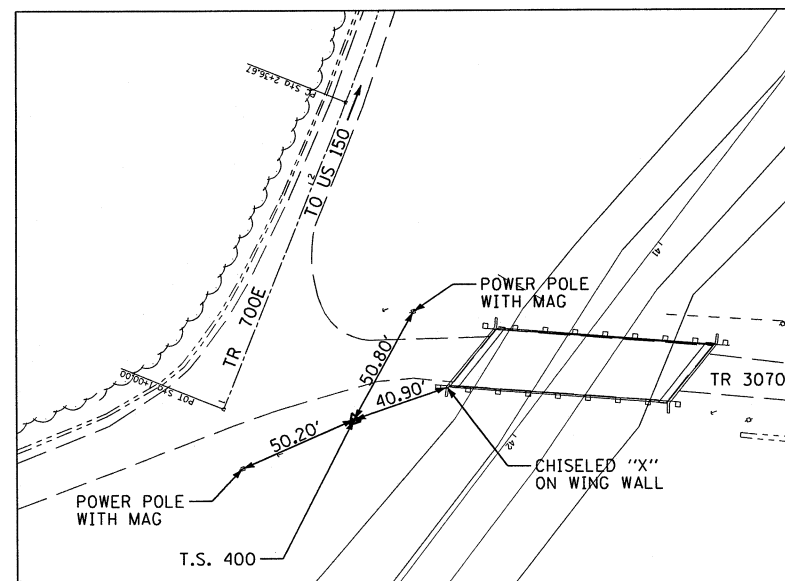
HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
400	1299483.7287	907056.5761	705.1613	ROAD	1+15.70	51.64' RT	IRON PIN WITH CAP
401	1300330.7733	907687.2391	710.2652	US150	46+04.42	20.69' LT	IRON PIN WITH CAP
402	1300066.7326	908306.1741	708.9331	US150	52+75.65	26.39' RT	IRON PIN WITH CAP
Y-296	1300241.1223	907588.9103	710.7200	ROAD	10+68.18	15.96' RT	"Y296" NGS MONUMENT IN ALUMINUM ACCESS



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






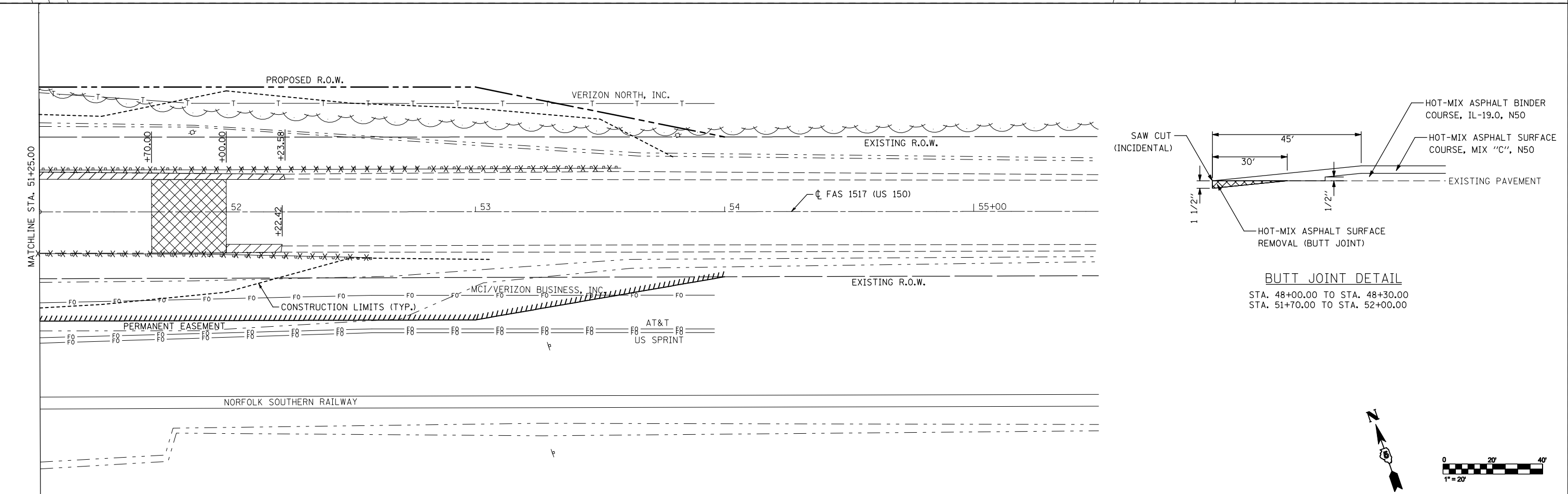
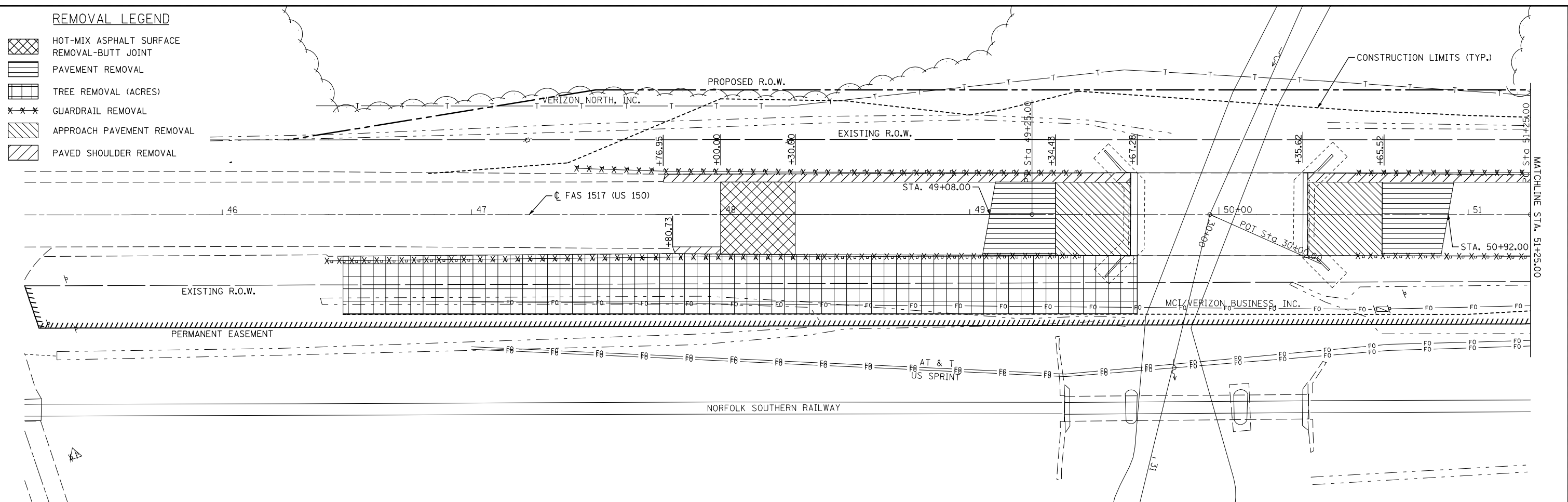
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**REMOVAL LEGEND**

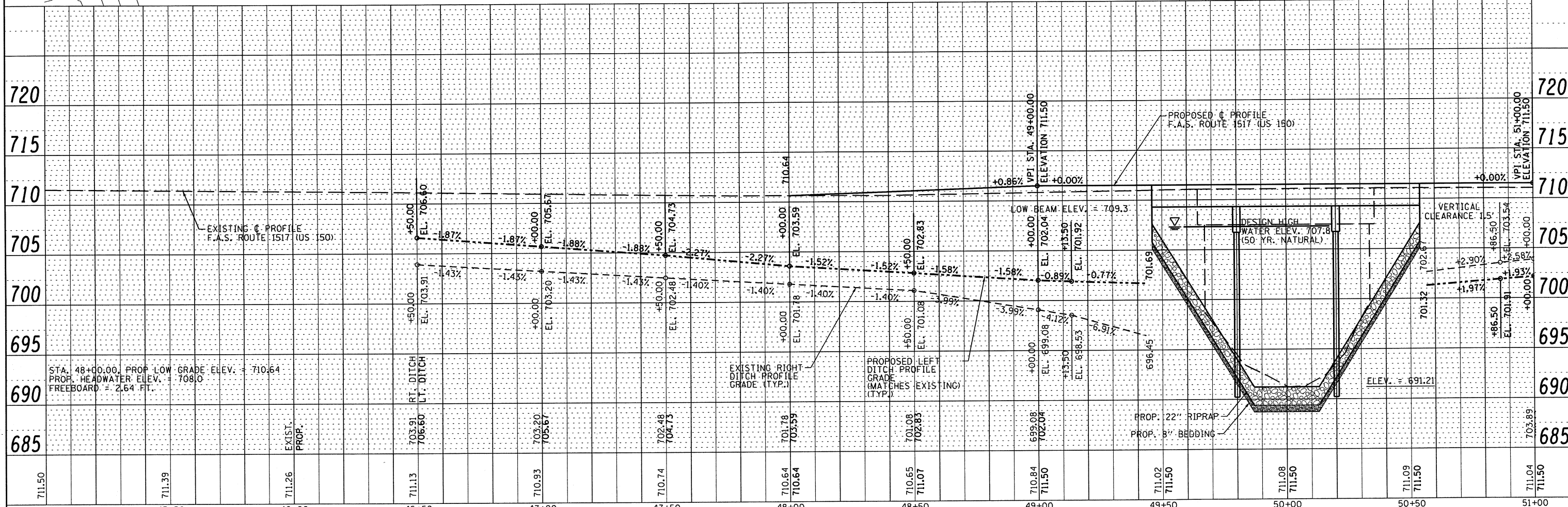
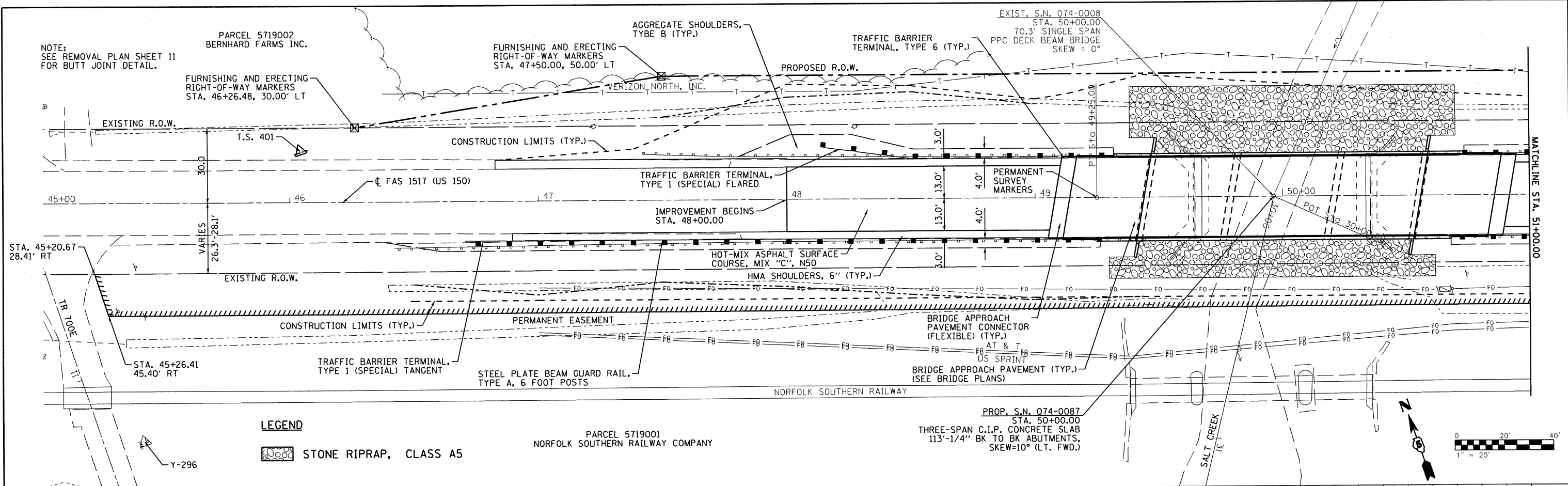
-  HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT
-  PAVEMENT REMOVAL
-  TREE REMOVAL (ACRES)
-  GUARDRAIL REMOVAL
-  APPROACH PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL



FILE NAME =	USER NAME = bowerml	DESIGNED - JDS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 150 OVER SALT CREEK REMOVAL PLAN</b>			F.A.S. RTE. 1517	SECTION 11BR-1	COUNTY PIATT	TOTAL SHEETS 48	SHEET NO. 11
ct:\pw\work\pwsdot\bowerml\d0109861\0570013-shr-removal.dgn	PLOT SCALE = 40.0000' / IN.	DRAWN - WLL	REVISED -		SCALE:      SHEET NO.      OF      SHEETS      STA.      TO      STA.			CONTRACT NO. 70613				
PLOT DATE = 8/16/2010	DATE -	CHECKED - RJA	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

DATE	
BY	
PLAN	
SURVEYED	
ALIGNED	
CHECKED	
NOTE BOOK	
NO. OF SHEETS	
NO. OF THIS SHEET	
DATE	

DATE	
BY	
PROFILE	
VERTICAL	
CHECKED	
NOTE BOOK	
NO. OF SHEETS	
NO. OF THIS SHEET	
DATE	

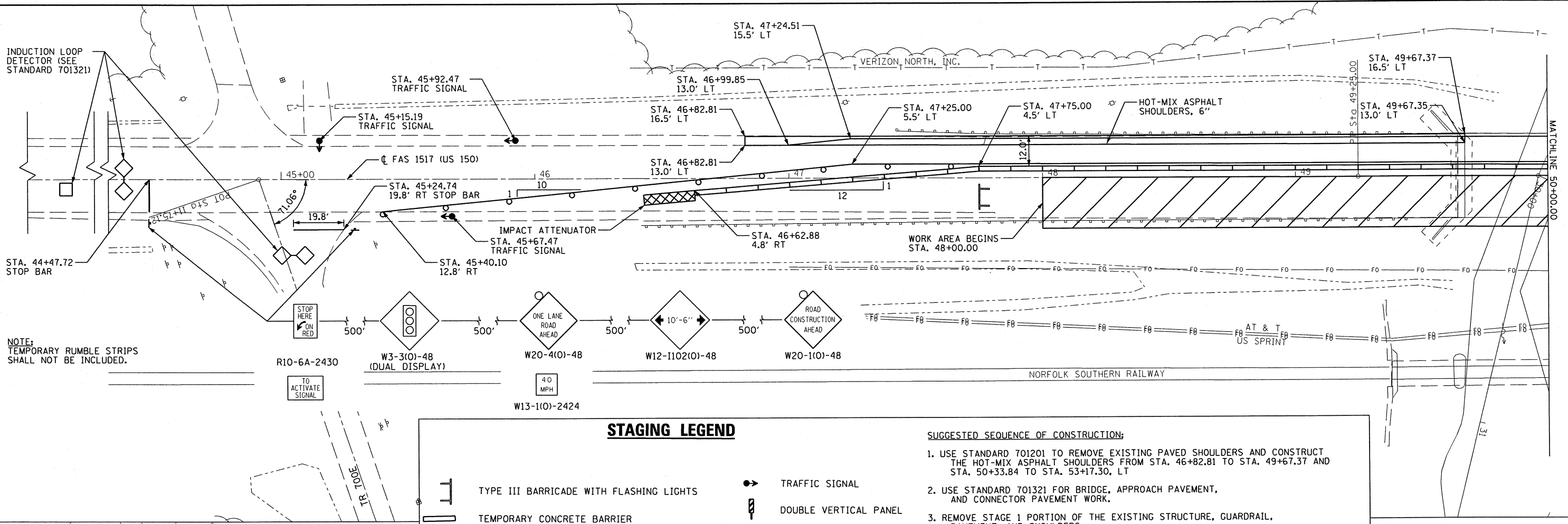


FILE NAME =	USER NAME = #USER#	DESIGNED - JDS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 150 OVER SALT CREEK PLAN AND PROFILE</b>			F.A.S. RTE. 1517	SECTION 11BR-1	COUNTY PIATT	TOTAL SHEETS 48	SHEET NO. 12
#FILE#		DRAWN - WLL	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 70613				
		CHECKED - RJA	REVISED -					ILLINOIS FED. AID PROJECT				
		DATE	REVISED -									



INDUCTION LOOP DETECTOR (SEE STANDARD 701321)

NOTE:  
TEMPORARY RUMBLE STRIPS SHALL NOT BE INCLUDED.

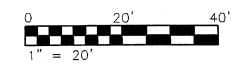
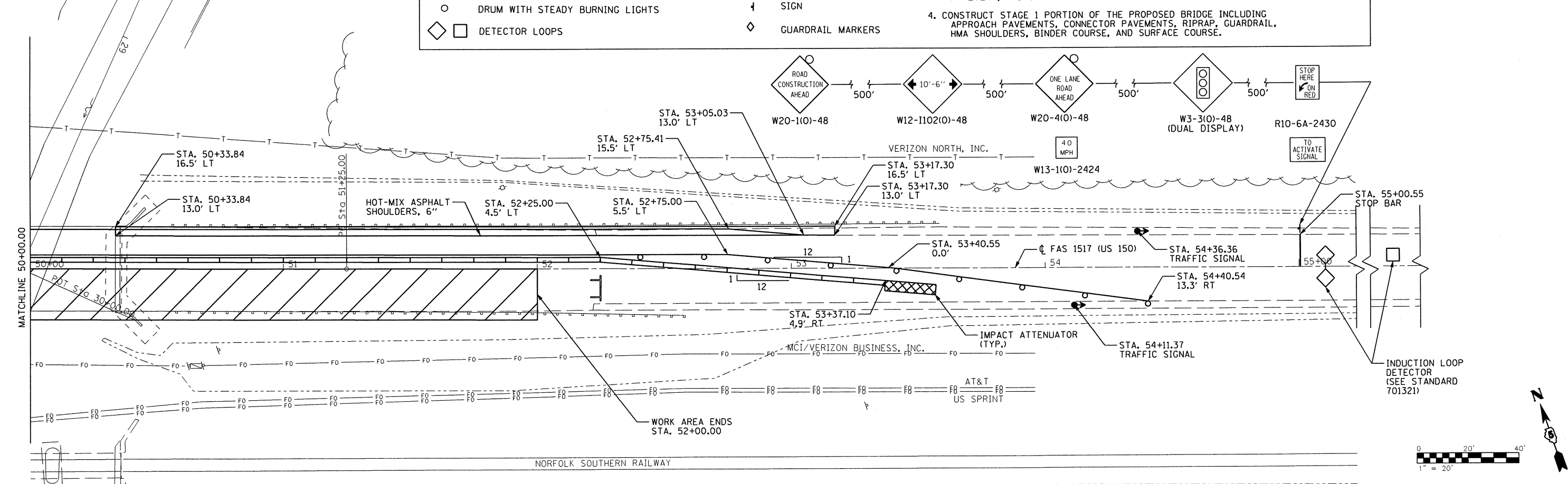


### STAGING LEGEND

<ul style="list-style-type: none"> <li> TYPE III BARRICADE WITH FLASHING LIGHTS</li> <li> TEMPORARY CONCRETE BARRIER</li> <li> DRUM WITH STEADY BURNING LIGHTS</li> <li> DETECTOR LOOPS</li> </ul>	<ul style="list-style-type: none"> <li> TRAFFIC SIGNAL</li> <li> DOUBLE VERTICAL PANEL</li> <li> SIGN</li> <li> GUARDRAIL MARKERS</li> </ul>
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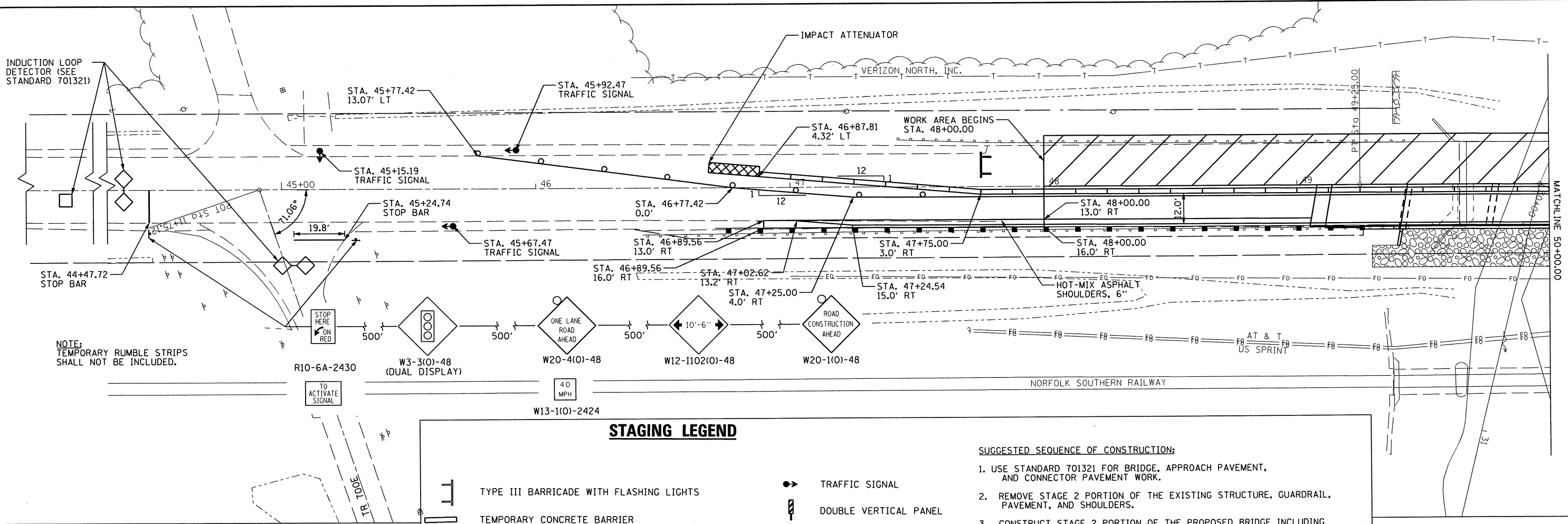
**SUGGESTED SEQUENCE OF CONSTRUCTION:**

1. USE STANDARD 701201 TO REMOVE EXISTING PAVED SHOULDERS AND CONSTRUCT THE HOT-MIX ASPHALT SHOULDERS FROM STA. 46+82.81 TO STA. 49+67.37 AND STA. 50+33.84 TO STA. 53+17.30, LT
2. USE STANDARD 701321 FOR BRIDGE, APPROACH PAVEMENT, AND CONNECTOR PAVEMENT WORK.
3. REMOVE STAGE 1 PORTION OF THE EXISTING STRUCTURE, GUARDRAIL, PAVEMENT, AND SHOULDERS.
4. CONSTRUCT STAGE 1 PORTION OF THE PROPOSED BRIDGE INCLUDING APPROACH PAVEMENTS, CONNECTOR PAVEMENTS, RIPRAP, GUARDRAIL, HMA SHOULDERS, BINDER COURSE, AND SURFACE COURSE.



FILE NAME =	USER NAME = #USER#	DESIGNED - JDS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 150 OVER SALT CREEK STAGING PLAN - STAGE 1 CONSTRUCTION</b>				F.A.S. RTE. 1517	SECTION 11BR-1	COUNTY PIATT	TOTAL SHEETS 48	SHEET NO. 14
#FILEL#		DRAWN - WLL	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 70613				
		CHECKED - RJA	REVISED -						ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -										





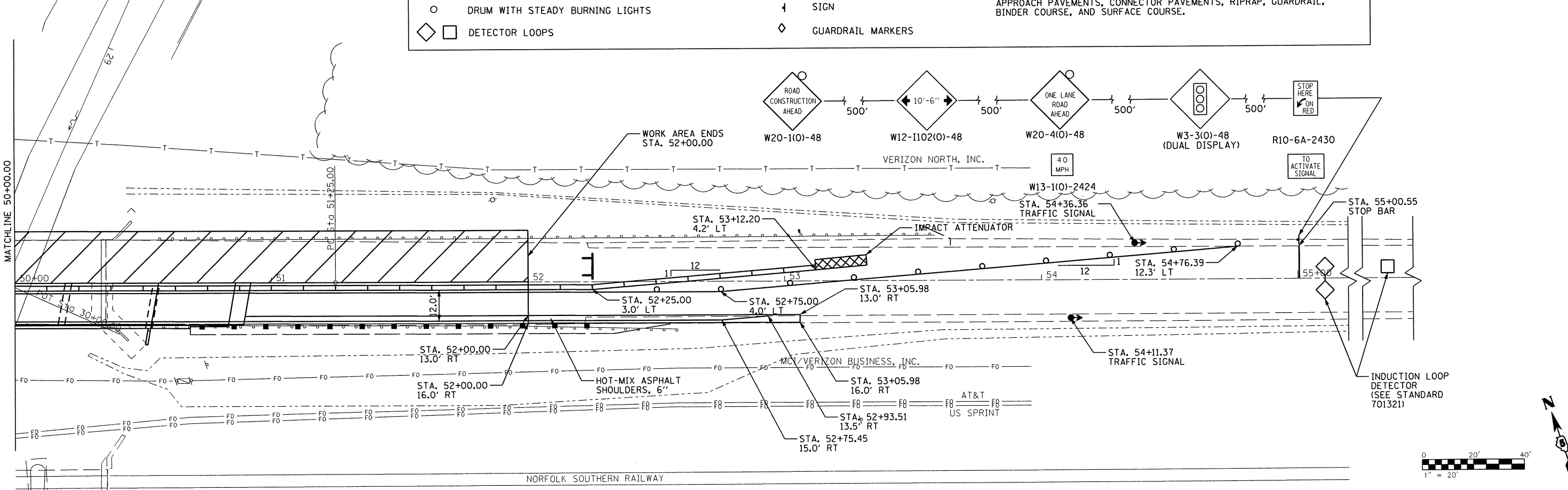
NOTE:  
TEMPORARY RUMBLE STRIPS  
SHALL NOT BE INCLUDED.

### STAGING LEGEND

<ul style="list-style-type: none"> <li> TYPE III BARRICADE WITH FLASHING LIGHTS</li> <li> TEMPORARY CONCRETE BARRIER</li> <li> DRUM WITH STEADY BURNING LIGHTS</li> <li> DETECTOR LOOPS</li> </ul>	<ul style="list-style-type: none"> <li> TRAFFIC SIGNAL</li> <li> DOUBLE VERTICAL PANEL</li> <li> SIGN</li> <li> GUARDRAIL MARKERS</li> </ul>
--	--

**SUGGESTED SEQUENCE OF CONSTRUCTION:**

1. USE STANDARD 701321 FOR BRIDGE, APPROACH PAVEMENT, AND CONNECTOR PAVEMENT WORK.
2. REMOVE STAGE 2 PORTION OF THE EXISTING STRUCTURE, GUARDRAIL, PAVEMENT, AND SHOULDERS.
3. CONSTRUCT STAGE 2 PORTION OF THE PROPOSED BRIDGE INCLUDING APPROACH PAVEMENTS, CONNECTOR PAVEMENTS, RIPRAP, GUARDRAIL, BINDER COURSE, AND SURFACE COURSE.



FILE NAME =  
#FILE#

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

DESIGNED - JDS  
DRAWN - WLL  
CHECKED - RJA  
DATE -

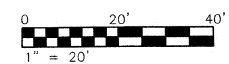
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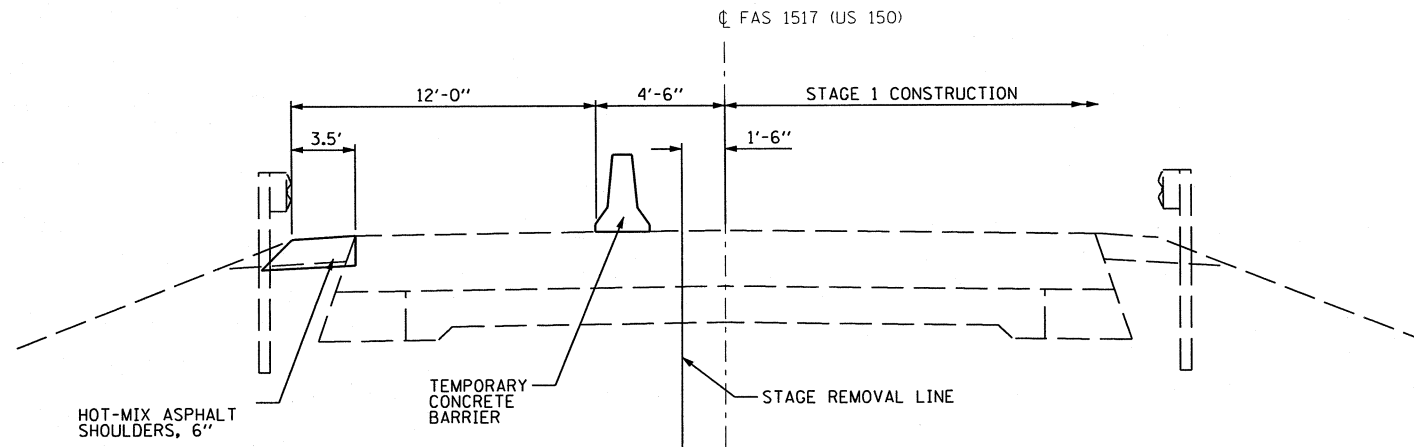
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 150 OVER SALT CREEK  
STAGING PLAN - STAGE 2 CONSTRUCTION**

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

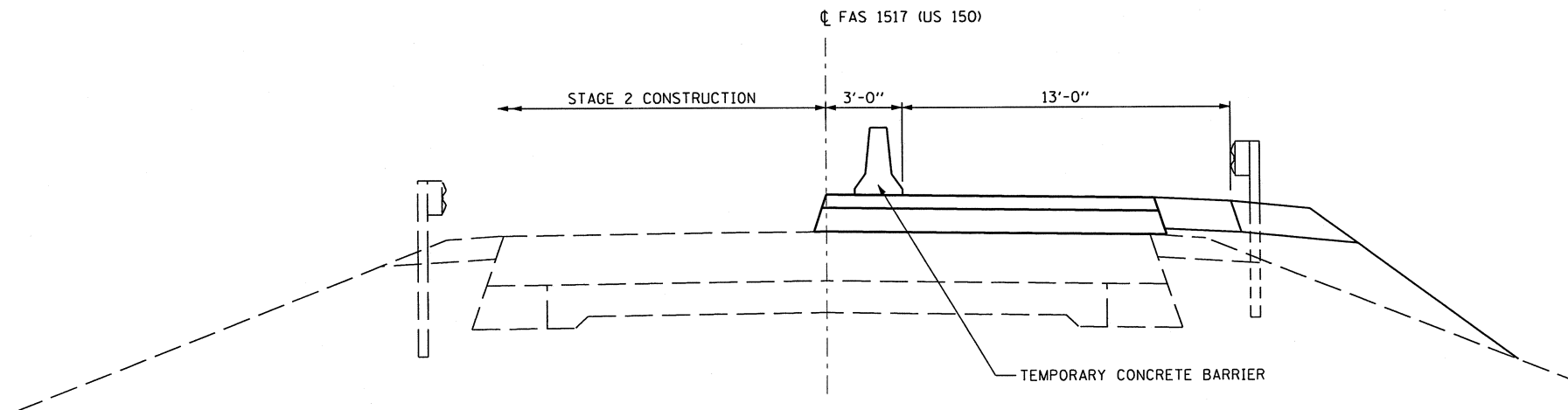
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1517	11BR-1	PIATT	48	15
CONTRACT NO. 70613				
ILLINOIS FED. AID PROJECT				





**STAGE 1 – TYPICAL SECTION**

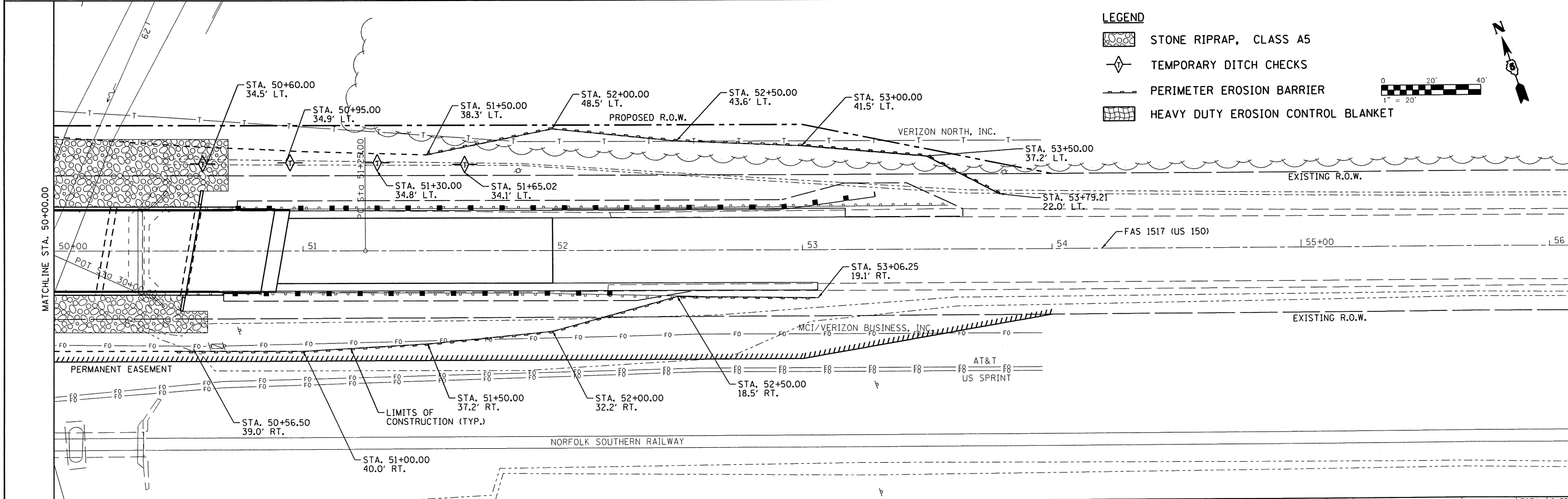
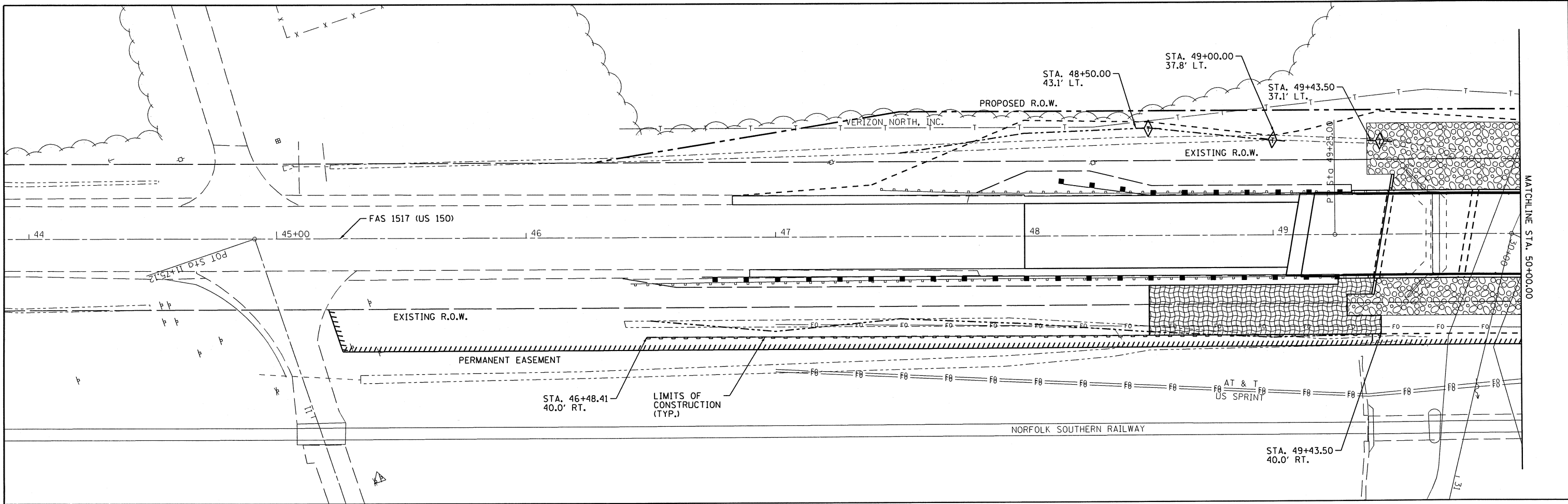
NOT TO SCALE







**STAGE 2 – TYPICAL SECTION**

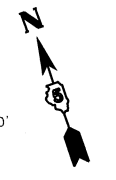
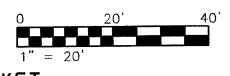
NOT TO SCALE

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - JDS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 150 OVER SALT CREEK STAGING TYPICAL SECTIONS</b>				F.A.S. RTE. 1517	SECTION 11BR-1	COUNTY PIATT	TOTAL SHEETS 48	SHEET NO. 16
	PLOT SCALE = #SCALE#	CHECKED - RJA	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		
	PLOT DATE = #DATE#	DATE -	REVISED -										
	CONTRACT NO. 70613												



**LEGEND**

-  STONE RIPRAP, CLASS A5
-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  HEAVY DUTY EROSION CONTROL BLANKET



FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - JDS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 150 OVER SALT CREEK EROSION CONTROL PLAN</b>				F.A.S. RTE. 1517	SECTION 11BR-1	COUNTY PIATT	TOTAL SHEETS 48	SHEET NO. 17
		DRAWN - WLL	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 70613				
		CHECKED - RJA	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										

mark: #4835-2 - Chiseled square on the Southeast corner of Structure No. 074-0008, Station 50+39.20  
17.6 ft. Rt. Elev. 708.91.

g Structure: S.N. 074-0008 was built in 1925 as S.B.I. Route 39, Section 11C, at Station 5+25. The original structure was a thru truss with closed concrete abutments, spanning 70'-0" between centerline of bearings. The abutments were widened and the superstructure was replaced with PPC deck beams in 1970. The existing structure is a single span PPC deck beam bridge with no skew, measuring 73'-4" back to back of abutments and 33'-5" out to out. Four beams on the north side were replaced in 2008 to allow for stage construction traffic. The existing structure will be removed and replaced with a three-span C.I.P. concrete slab bridge utilizing stage construction to maintain one lane of traffic.

age.

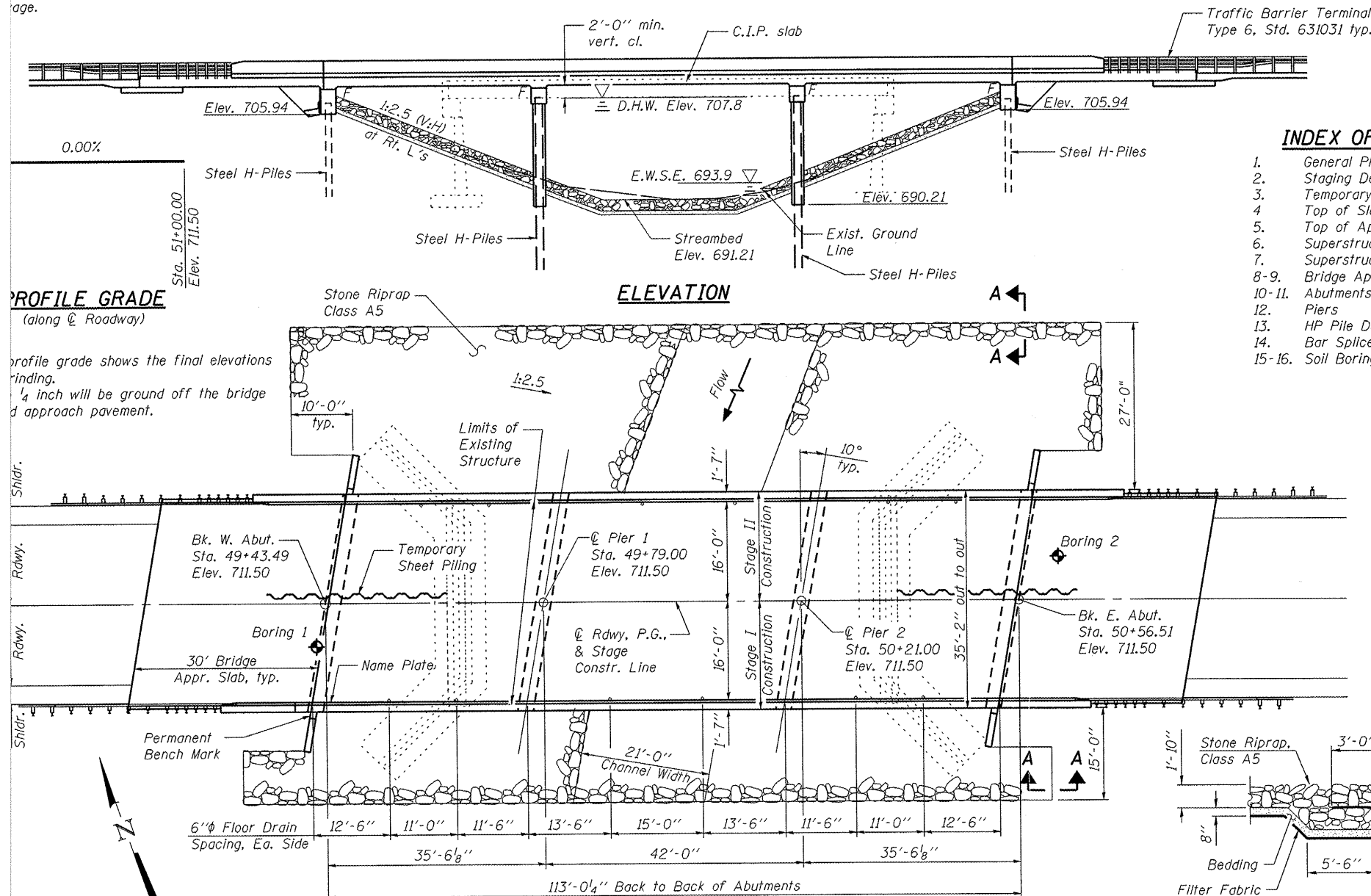
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	Pier 1	Pier 2	E. Abut.
	705.9	677.6	677.6	705.9

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.  
Reinforcement bars designated (E) shall be epoxy coated.  
Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.  
An aluminum tablet of the type shown on Standard 667101 shall be placed on the proposed structure as indicated in these plans. The bench mark elevation will be established and marked by the Department. This work shall be paid for at the contract unit price Each for Permanent Bench Marks.  
The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.  
Slipforming of the parapets is not allowed.  
The Contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the structure.



INDEX OF SHEETS

1. General Plan and Elevation
2. Staging Details
3. Temporary Concrete Barrier
4. Top of Slab Elevations
5. Top of Approach Slab Elevations
6. Superstructure
7. Superstructure Details
- 8-9. Bridge Approach Slab Details
- 10-11. Abutments
12. Piers
13. HP Pile Details
14. Bar Splicer Assembly
- 15-16. Soil Borings

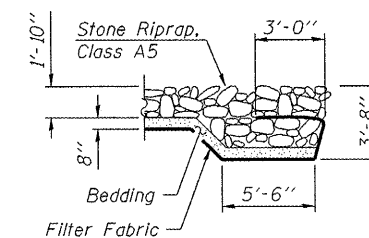
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
* Porous Granular Embankment, Special	Cu. Yd.		51	51
Stone Riprap, Class A5	Sq. Yd.		1071	1071
Filter Fabric	Sq. Yd.		1071	1071
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		156	156
Floor Drains	Each	12		12
# Concrete Structures	Cu. Yd.		150.2	150.2
# Concrete Superstructure	Cu. Yd.	343.7		343.7
# Bridge Deck Grooving	Sq. Yd.	576		576
Concrete Encasement	Cu. Yd.		9.8	9.8
# Protective Coat	Sq. Yd.	738		738
# Reinforcement Bars, Epoxy Coated	Pound	91040	15980	107020
# Bar Splicers	Each	435	176	611
Furnishing Steel Piles HP12x53	Foot		1210	1210
Driving Piles	Foot		1210	1210
Test Pile Steel HP12x53	Each		4	4
Pile Shoes	Each		28	28
* Temporary Sheet Piling	Sq. Ft.		1257	1257
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		31	31
* Pipe Underdrains for Structures 4"	Foot		127	127
* Diamond Grinding (Bridge Section)	Sq. Yd.	535		535
* Underwater Structure Excavation Protection - Location 1	Each		1	1
* Underwater Structure Excavation Protection - Location 2	Each		1	1
* Mechanical Splicers	Each		72	72
Permanent Bench Marks	Each			1

\* Special Provision Included  
# Includes Quantity for Approach Slabs

STATION 50+00  
BUILT 20 BY  
STATE OF ILLINOIS  
F.A.S. RT. 1517 SEC. 11BR-1  
LOADING HL-93  
STRUCTURE NO. 074-0087

NAME PLATE  
See Std. 515001



SECTION A-A

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 and 2009 Interims

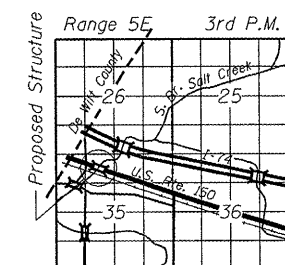
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (S<sub>D1</sub>) = 0.132g  
Design Spectral Acceleration at 0.2 sec. (S<sub>D5</sub>) = 0.224g  
Soil Site Class = D



LOCATION SKETCH

GENERAL PLAN AND ELEVATION  
U.S. RTE. 150 OVER  
S. BRANCH SALT CREEK  
F.A.S. RTE. 1517 SEC. 11BR-1  
PIATT COUNTY  
STATION 50+00.00  
STRUCTURE NO. 074-0087

PROFILE GRADE  
(along & Roadway)

Profile grade shows the final elevations including grading.  
1/4 inch will be ground off the bridge and approach pavement.

Shldr.  
Rdwy.  
Shldr.

APPROVED  
For Structural Adequacy Only

Ralph E. Anderson (TSO)  
Engineer of Bridges & Structures

MAURER & STUTZ, INC.  
ENGINEERS SURVEYORS

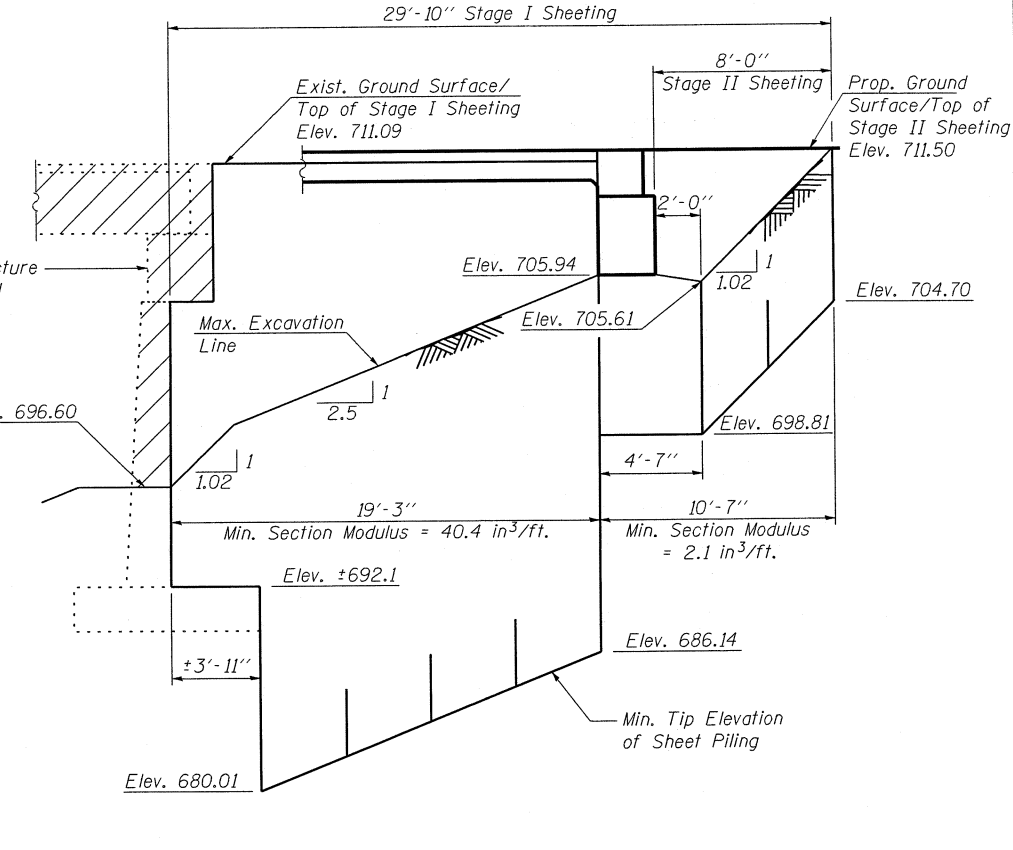
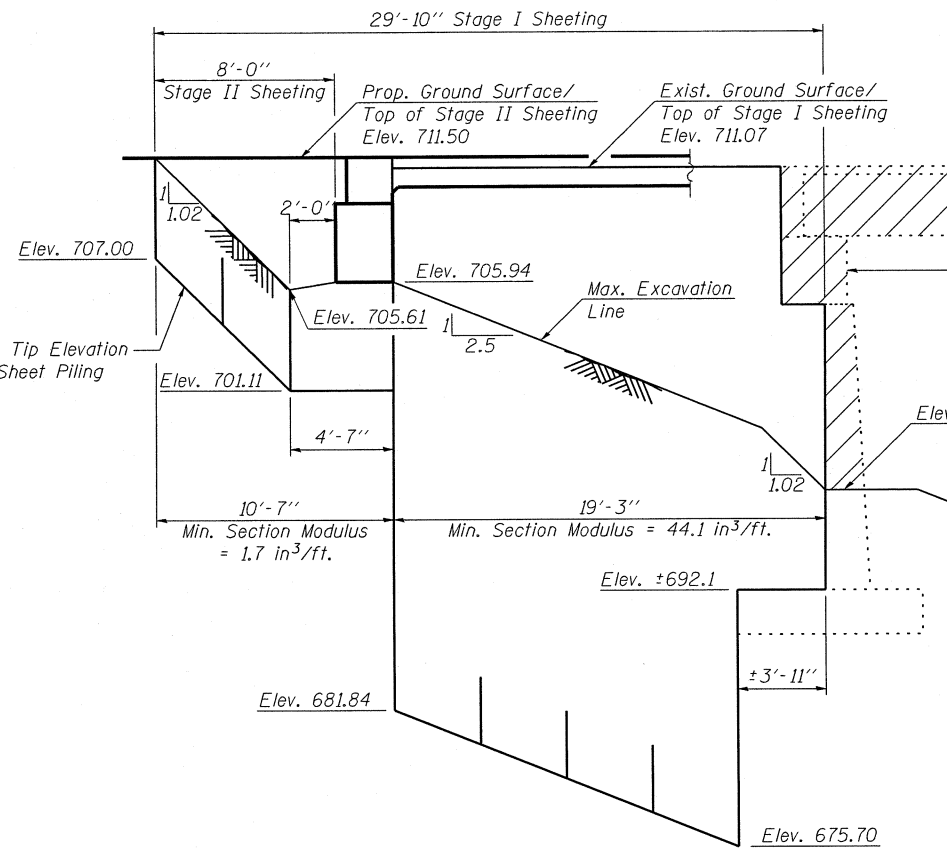
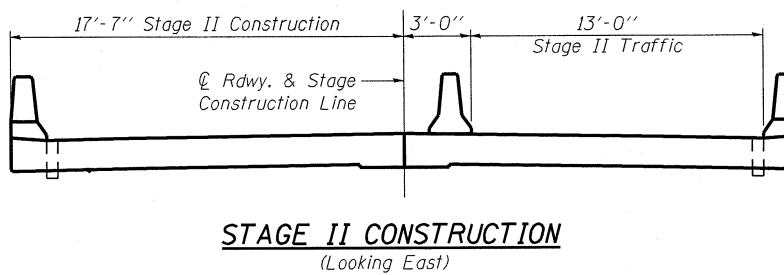
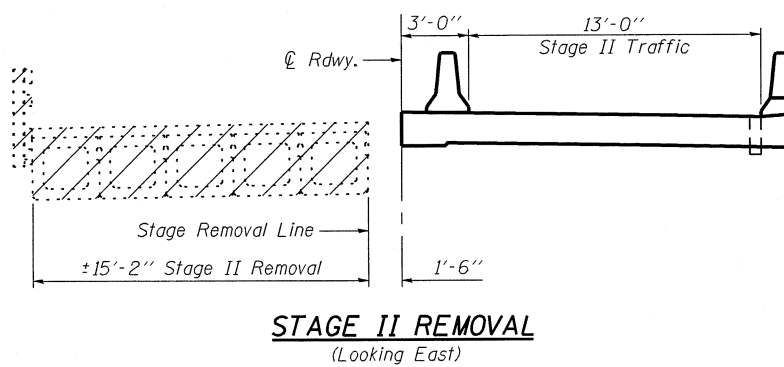
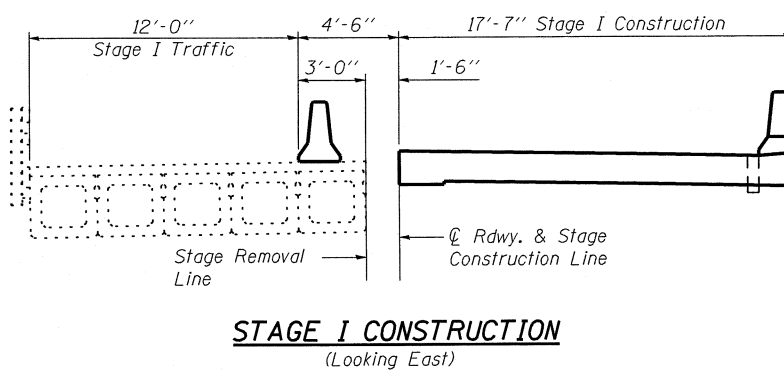
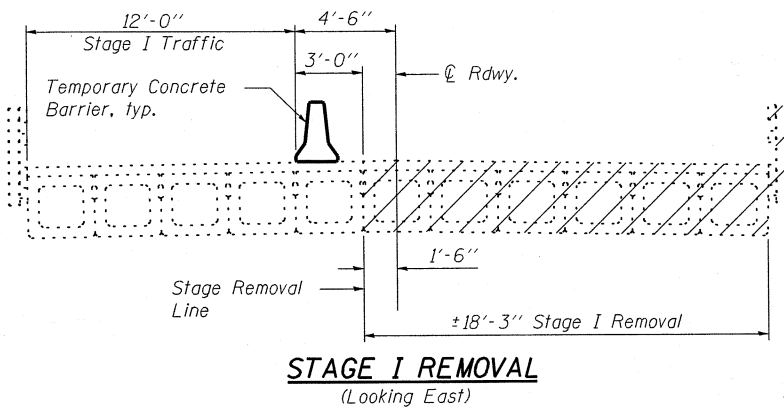
DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

WATERWAY INFORMATION

Drainage Area = 23.6 sq. mi. Low Grade Elev. 710.6 @ Sta. 48+00									
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	2070	655	672	705.3	0.1	0.1	705.4	705.4
Base	100	3320	789	887	707.8	0.2	0.2	708.0	708.0
Overtopping									
Max. Calc.	500	5230	789	1010	709.2	0.7	0.1	709.9	709.3

10 Year Velocity Through Exist. Bridge = 3.2 fps  
10 Year Velocity Through Prop. Bridge = 3.1 fps

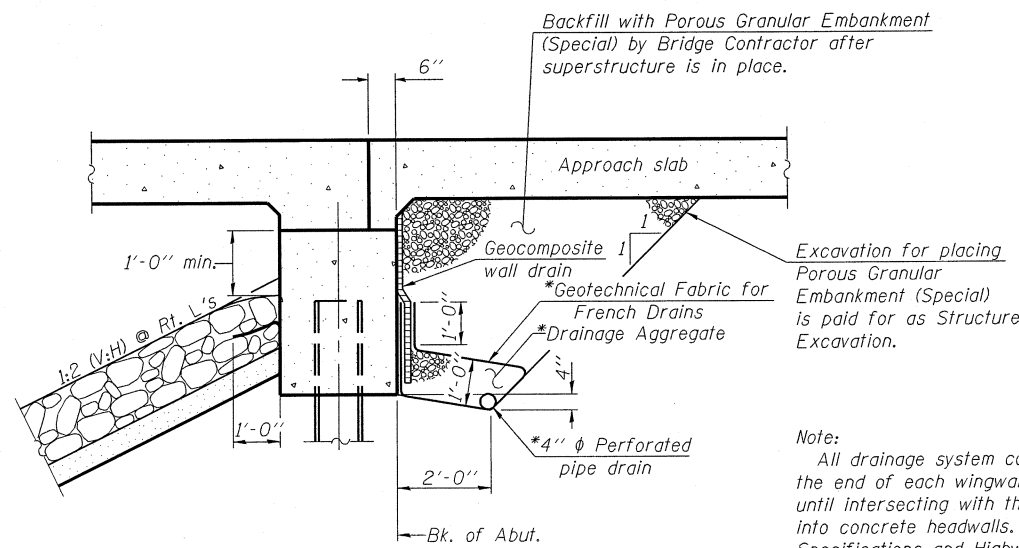
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**BILL OF MATERIAL**

Item	Unit	Total
Temporary Sheet Piling	Sq. Ft.	1257

**TEMPORARY SHEET PILING DETAILS**



Notes:  
Slopes and horizontal dimensions are measured parallel to  $\odot$  roadway.  
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.  
The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

Note:  
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

Staging Notes:  
Hatched areas indicate Removal of Existing Structures.  
Removal of existing bridge railing is included with Removal of Existing Structures.  
For quantity and location of Temporary Concrete Barrier, see Roadway Plans.

<b>DESIGNED</b> - BAS
<b>CHECKED</b> - KEF
<b>DRAWN</b> - SGM
<b>CHECKED</b> - BAS

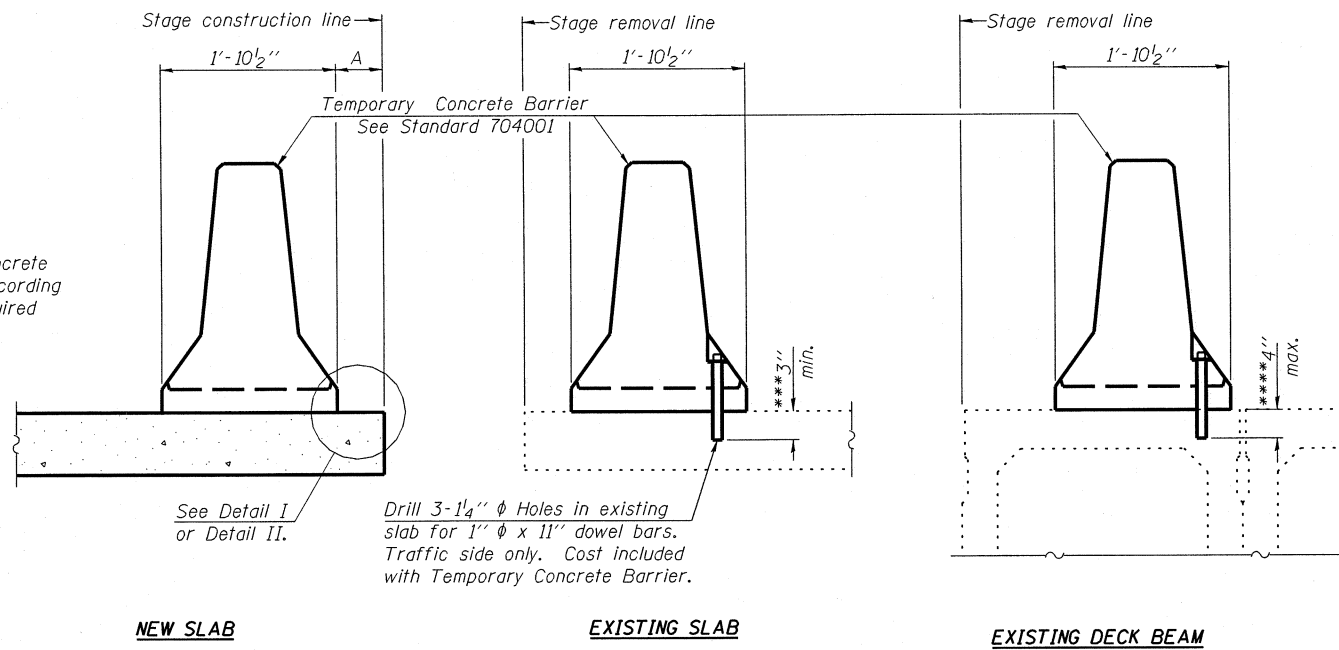
**STAGING DETAILS**  
**STRUCTURE NO. 074-0087**

SHEET NO.	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	1517	11BR-1	PIATT	48	19
16 SHEETS			CONTRACT NO. 70613		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

\*Included in the cost of Pipe Underdrains for Structures, 4".



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



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

NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:

Connect one (1) 1" x 9" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel. (Use 2-1/2" φ bolts and beveled washers with #4 couplers on approach slabs.)

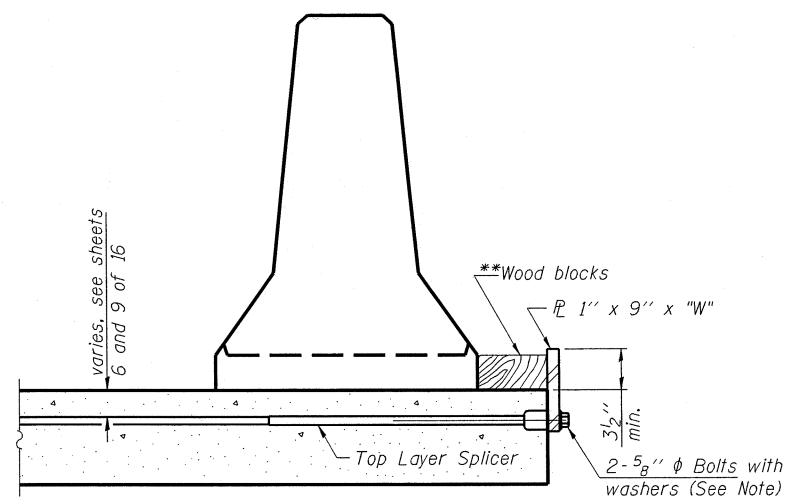
Detail II - With Extended Reinforcement Bars:

Connect one (1) 1" x 9" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

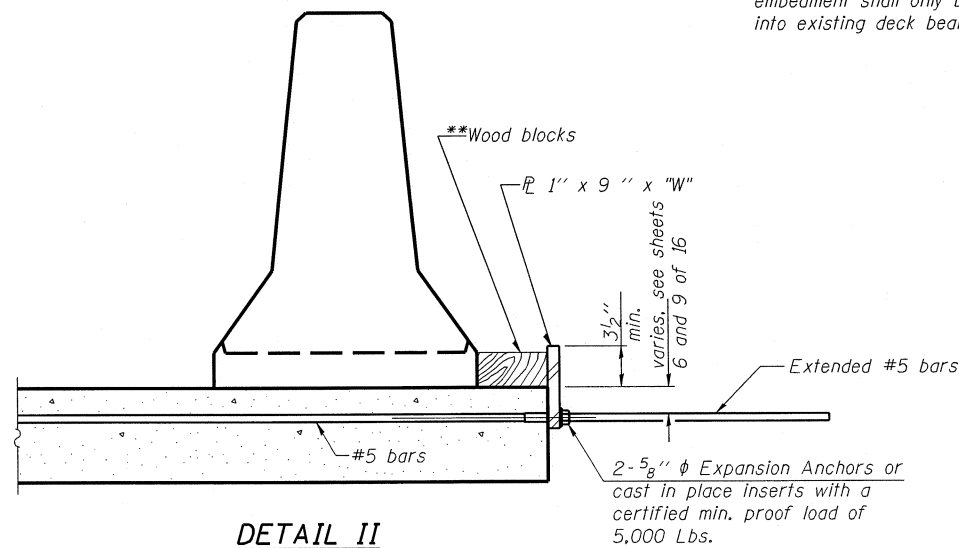
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 9" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

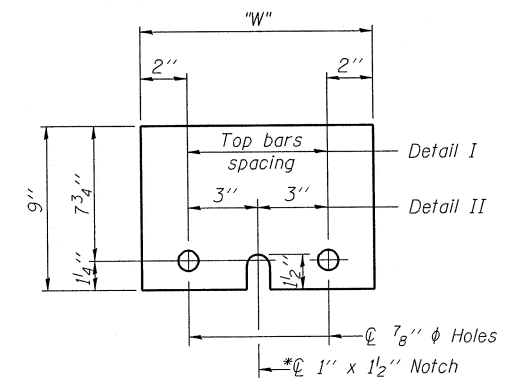
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 9"

\* Required only with Detail II

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

"W" = Top bars spacing + 4"

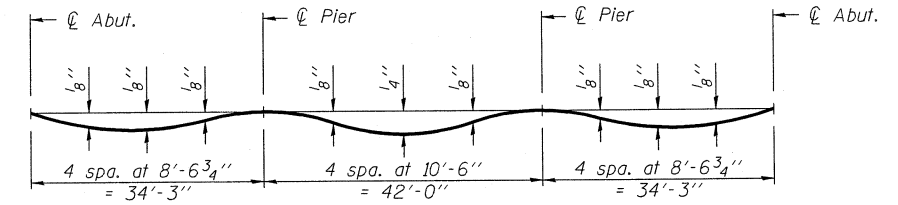
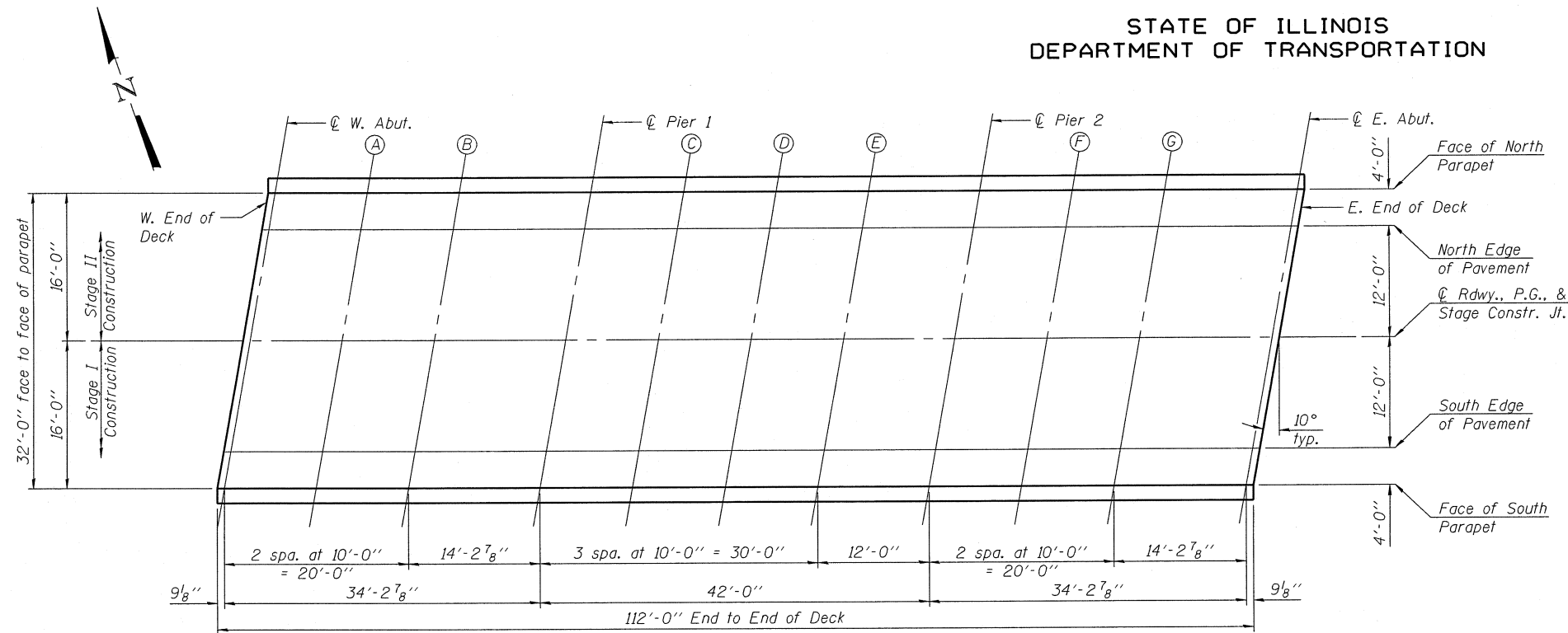


DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

MODIFIED TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
STRUCTURE NO. 074-0087

SHEET NO. 3 16 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1517	11BR-1	PIATT	48	20
CONTRACT NO. 70613					
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



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

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

**PLAN**

**FACE OF NORTH PARAPET**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
W. End of Deck	49+46.82	-16.00	711.23	711.25
☉ W. Abut.	49+47.58	-16.00	711.23	711.25
A	49+57.58	-16.00	711.23	711.26
B	49+67.58	-16.00	711.23	711.26
☉ Pier 1	49+81.82	-16.00	711.23	711.25
C	49+91.82	-16.00	711.23	711.26
D	50+01.82	-16.00	711.23	711.27
E	50+11.82	-16.00	711.23	711.26
☉ Pier 2	50+23.82	-16.00	711.23	711.25
F	50+33.82	-16.00	711.23	711.26
G	50+43.82	-16.00	711.23	711.26
☉ E. Abut.	50+58.06	-16.00	711.23	711.25
E. End of Deck	50+58.82	-16.00	711.23	711.25

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
W. End of Deck	49+46.12	-12.00	711.31	711.33
☉ W. Abut.	49+46.88	-12.00	711.31	711.33
A	49+56.88	-12.00	711.31	711.35
B	49+66.88	-12.00	711.31	711.35
☉ Pier 1	49+81.12	-12.00	711.31	711.33
C	49+91.12	-12.00	711.31	711.34
D	50+01.12	-12.00	711.31	711.35
E	50+11.12	-12.00	711.31	711.34
☉ Pier 2	50+23.12	-12.00	711.31	711.33
F	50+33.12	-12.00	711.31	711.34
G	50+43.12	-12.00	711.31	711.35
☉ E. Abut.	50+57.35	-12.00	711.31	711.33
E. End of Deck	50+58.12	-12.00	711.31	711.33

**☉ RDWY., P.G., & STAGE CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
W. End of Deck	49+44.00	0.00	711.50	711.52
☉ W. Abut.	49+44.76	0.00	711.50	711.52
A	49+54.76	0.00	711.50	711.53
B	49+64.76	0.00	711.50	711.53
☉ Pier 1	49+79.00	0.00	711.50	711.52
C	49+89.00	0.00	711.50	711.53
D	49+99.00	0.00	711.50	711.54
E	50+09.00	0.00	711.50	711.53
☉ Pier 2	50+21.00	0.00	711.50	711.52
F	50+31.00	0.00	711.50	711.53
G	50+41.00	0.00	711.50	711.54
☉ E. Abut.	50+55.24	0.00	711.50	711.52
E. End of Deck	50+56.00	0.00	711.50	711.52

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
W. End of Deck	49+41.88	12.00	711.31	711.33
☉ W. Abut.	49+42.65	12.00	711.31	711.33
A	49+52.65	12.00	711.31	711.35
B	49+62.65	12.00	711.31	711.35
☉ Pier 1	49+76.88	12.00	711.31	711.33
C	49+86.88	12.00	711.31	711.34
D	49+96.88	12.00	711.31	711.35
E	50+06.88	12.00	711.31	711.34
☉ Pier 2	50+18.88	12.00	711.31	711.33
F	50+28.88	12.00	711.31	711.34
G	50+38.88	12.00	711.31	711.35
☉ E. Abut.	50+53.12	12.00	711.31	711.33
E. End of Deck	50+53.88	12.00	711.31	711.33

**FACE OF SOUTH PARAPET**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
W. End of Deck	49+41.18	16.00	711.23	711.25
☉ W. Abut.	49+41.94	16.00	711.23	711.25
A	49+51.94	16.00	711.23	711.26
B	49+61.94	16.00	711.23	711.26
☉ Pier 1	49+76.18	16.00	711.23	711.25
C	49+86.18	16.00	711.23	711.26
D	49+96.18	16.00	711.23	711.27
E	50+06.18	16.00	711.23	711.26
☉ Pier 2	50+18.18	16.00	711.23	711.25
F	50+28.18	16.00	711.23	711.26
G	50+38.18	16.00	711.23	711.26
☉ E. Abut.	50+52.42	16.00	711.23	711.25
E. End of Deck	50+53.18	16.00	711.23	711.25

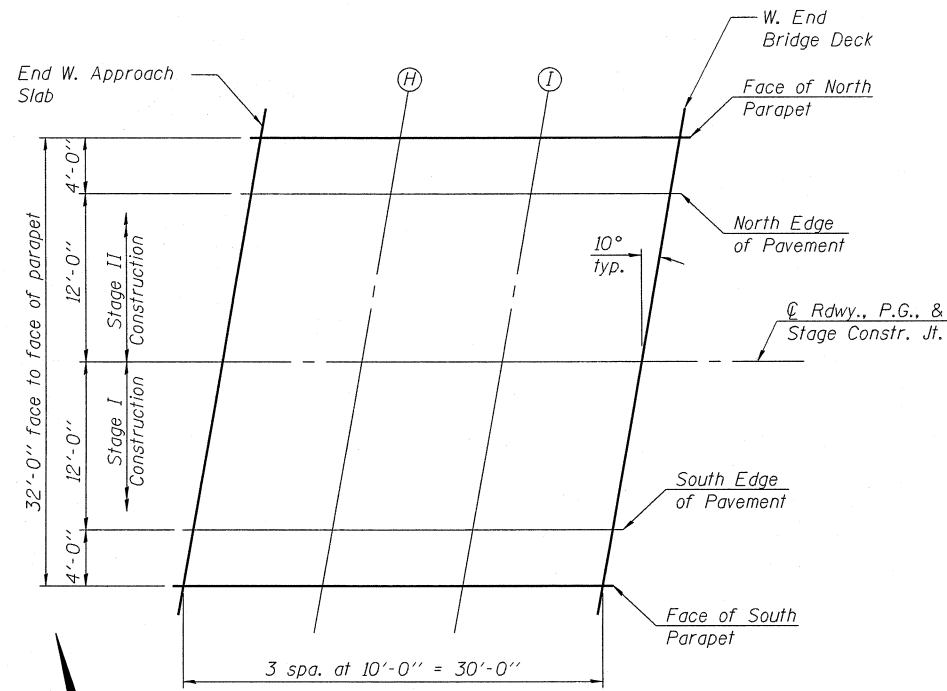
**MAURER & STUTZ, INC.**  
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CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

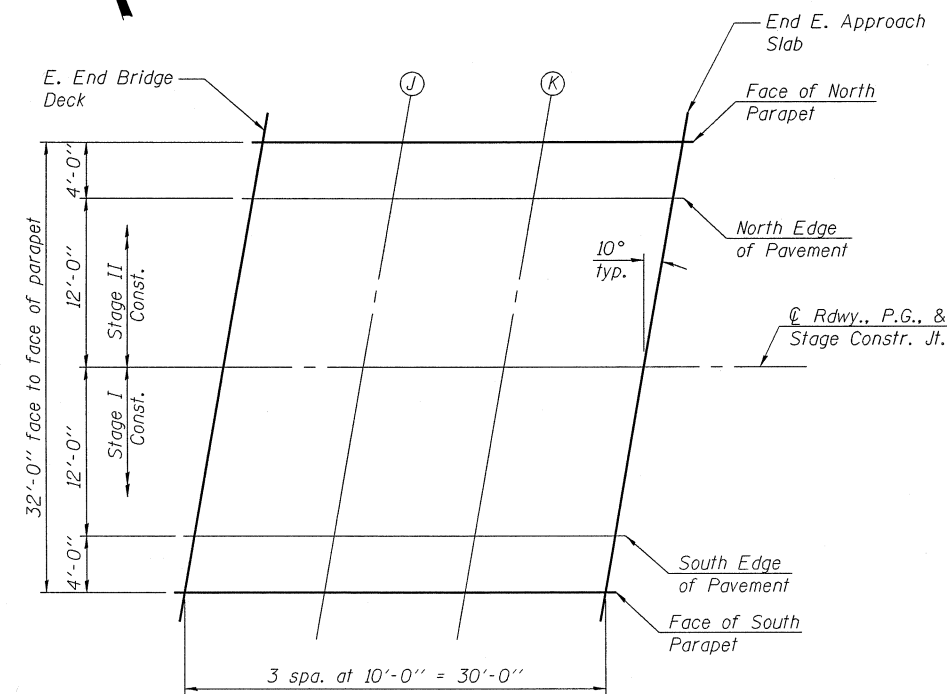
**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 074-0087**

SHEET NO. 4	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1517	11BR-1	PIATT	48	21
16 SHEETS	CONTRACT NO. 70613				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



PLAN - WEST APPROACH



PLAN - EAST APPROACH

FACE OF NORTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End W. Appr. Slab	49+16.82	-16.00	711.23	711.25
H	49+26.82	-16.00	711.23	711.25
I	49+36.82	-16.00	711.23	711.25
W. End Bridge Deck	49+46.82	-16.00	711.23	711.25
E. End Bridge Deck	50+58.82	-16.00	711.23	711.25
J	50+68.82	-16.00	711.23	711.25
K	50+78.82	-16.00	711.23	711.25
End E. Appr. Slab	50+88.82	-16.00	711.23	711.25

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End W. Appr. Slab	49+11.88	12.00	711.31	711.33
H	49+21.88	12.00	711.31	711.33
I	49+31.88	12.00	711.31	711.33
W. End Bridge Deck	49+41.88	12.00	711.31	711.33
E. End Bridge Deck	50+53.88	12.00	711.31	711.33
J	50+63.88	12.00	711.31	711.33
K	50+73.88	12.00	711.31	711.33
End E. Appr. Slab	50+83.88	12.00	711.31	711.33

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End W. Appr. Slab	49+16.12	-12.00	711.31	711.33
H	49+26.12	-12.00	711.31	711.33
I	49+36.12	-12.00	711.31	711.33
W. End Bridge Deck	49+46.12	-12.00	711.31	711.33
E. End Bridge Deck	50+58.12	-12.00	711.31	711.33
J	50+68.12	-12.00	711.31	711.33
K	50+78.12	-12.00	711.31	711.33
End E. Appr. Slab	50+88.12	-12.00	711.31	711.33

FACE OF SOUTH PARAPET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End W. Appr. Slab	49+11.18	16.00	711.23	711.25
H	49+21.18	16.00	711.23	711.25
I	49+31.18	16.00	711.23	711.25
W. End Bridge Deck	49+41.18	16.00	711.23	711.25
E. End Bridge Deck	50+53.18	16.00	711.23	711.25
J	50+63.18	16.00	711.23	711.25
K	50+73.18	16.00	711.23	711.25
End E. Appr. Slab	50+83.18	16.00	711.23	711.25

RDWY., P.G., AND STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End W. Appr. Slab	49+14.00	0.00	711.50	711.52
H	49+24.00	0.00	711.50	711.52
I	49+34.00	0.00	711.50	711.52
W. End Bridge Deck	49+44.00	0.00	711.50	711.52
E. End Bridge Deck	50+56.00	0.00	711.50	711.52
J	50+66.00	0.00	711.50	711.52
K	50+76.00	0.00	711.50	711.52
End E. Appr. Slab	50+86.00	0.00	711.50	711.52

TOP OF APPROACH  
SLAB ELEVATIONS  
STRUCTURE NO. 074-0087

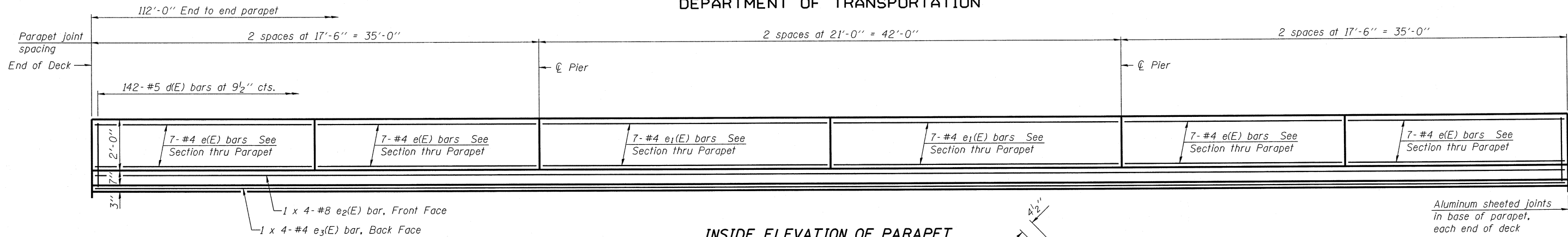


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CHECKED - BAS

SHEET NO. 5	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1517	11BR-1	PIATT	48	22
16 SHEETS	CONTRACT NO. 70613				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

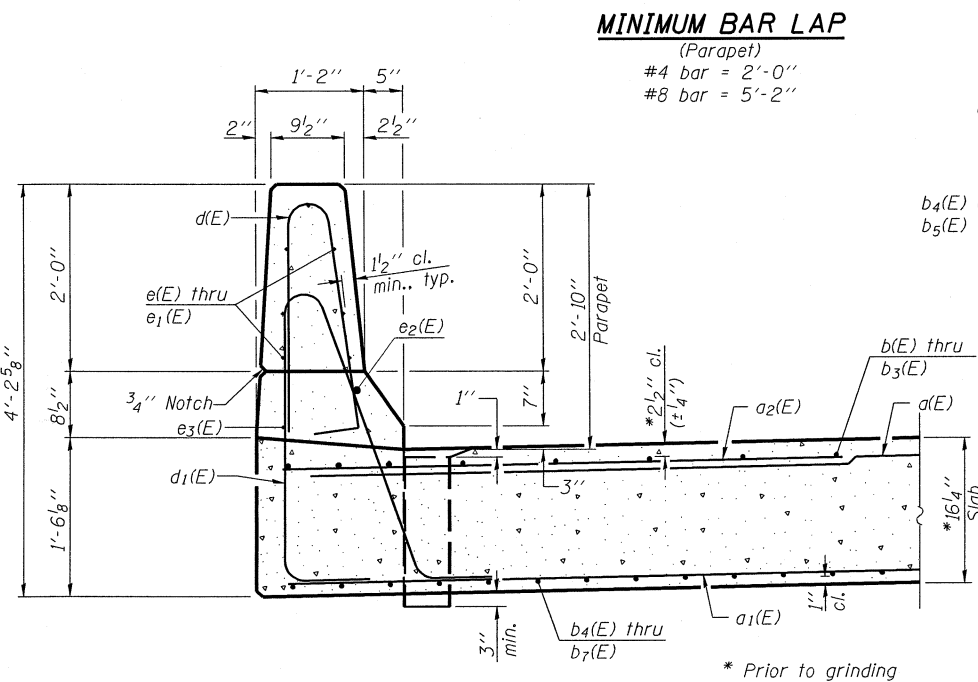


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Aluminum sheeted joints  
in base of parapet,  
each end of deck

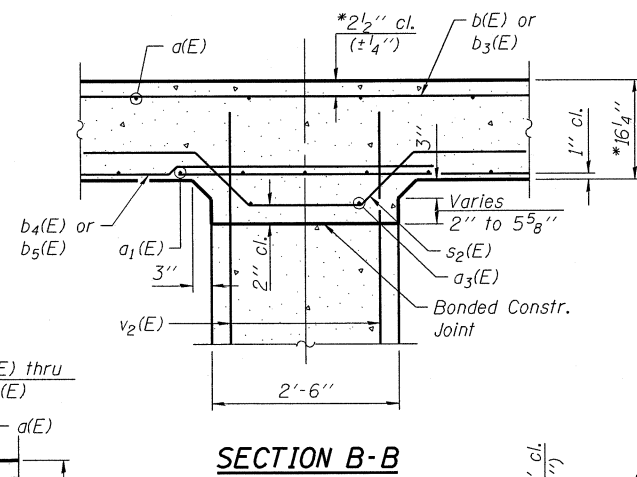
INSIDE ELEVATION OF PARAPET



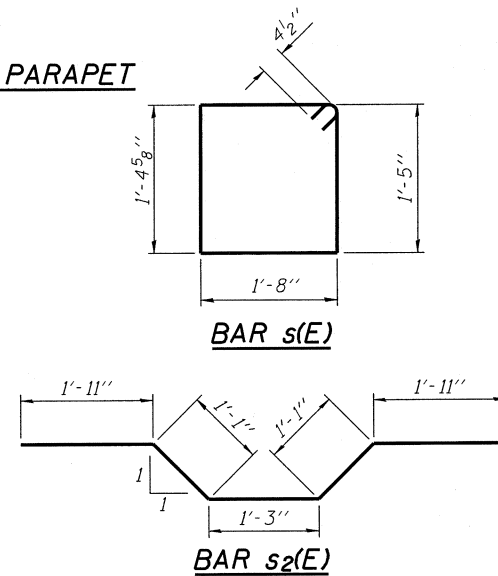
SECTION THRU PARAPET

MINIMUM BAR LAP

(Parapet)  
#4 bar = 2'-0"  
#8 bar = 5'-2"

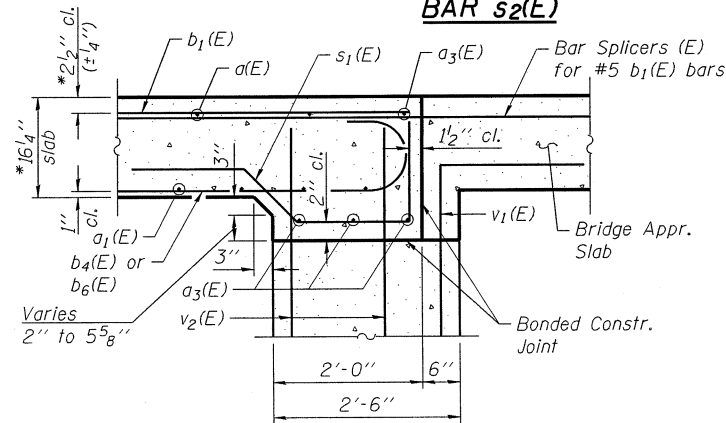
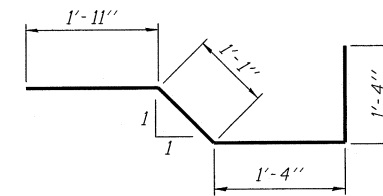


SECTION B-B

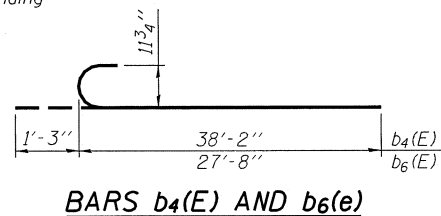


BAR s(E)

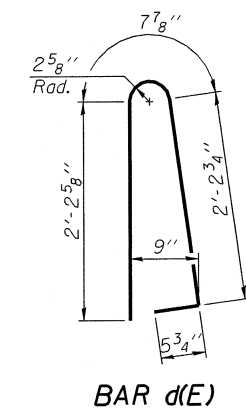
BAR s1(E)



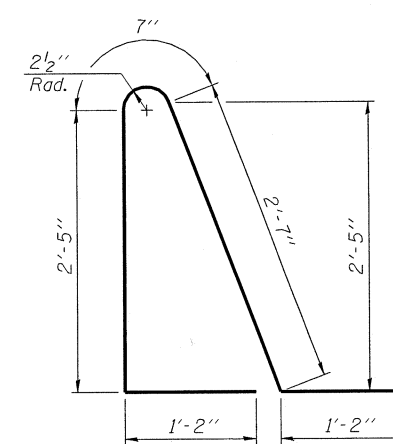
SECTION A-A



BARS b4(E) AND b6(E)



BAR d(E)

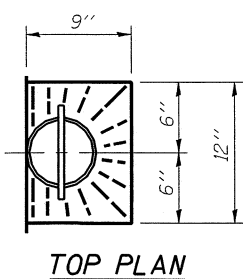


BAR d1(E)

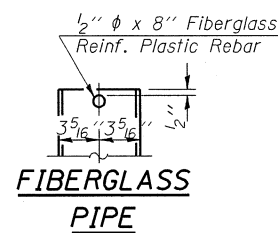
SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	150	#5	17'-3"	—
a1(E)	268	#5	17'-3"	—
a2(E)	150	#6	6'-6"	—
a3(E)	24	#5	17'-6"	—
b(E)	88	#9	36'-0"	—
b1(E)	88	#5	18'-4"	—
b2(E)	44	#9	23'-6"	—
b3(E)	84	#10	18'-2"	—
b4(E)	76	#9	39'-5"	—
b5(E)	38	#9	48'-7"	—
b6(E)	72	#9	28'-11"	—
b7(E)	36	#9	27'-10"	—
d(E)	284	#5	5'-7"	—
d1(E)	284	#5	7'-11"	—
e(E)	56	#4	17'-2"	—
e1(E)	28	#4	20'-8"	—
e2(E)	8	#8	31'-10"	—
e3(E)	8	#4	29'-6"	—
s(E)	270	#4	6'-11"	—
s1(E)	72	#5	5'-8"	—
s2(E)	72	#5	7'-3"	—
Reinforcement Bars, Epoxy Coated		Pound		66990
Concrete Superstructure		Cu. Yd.		235.5

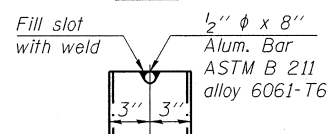
Bars indicated thus 1 x 4-#4 etc. indicates 1 line of bars with 4 lengths per line.



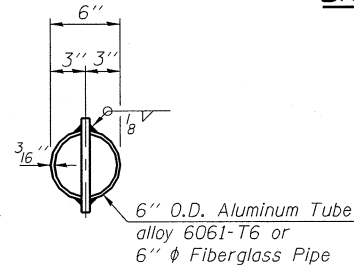
TOP PLAN



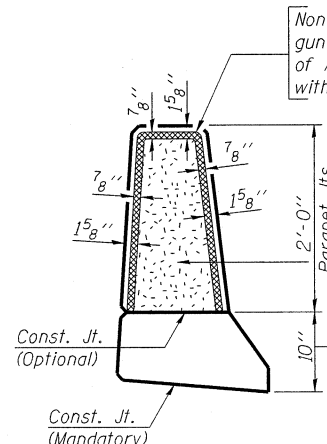
FIBERGLASS PIPE



ALUMINUM TUBE



TOP PLAN (Showing Aluminum Tube)



PARAPET JOINT DETAILS

Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25, use T with a 5/8" backer rod.

1/2" Preformed Self-Expanding Cork Joint Filler according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.

Const. Jts. at Abutments only. 1/8" Aluminum sheet ASTM B 209 alloy 3003-H14 coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

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Notes:  
The exterior surfaces of the floor drains shall be coated or pigmented by the manufacturer with a color that matches the concrete.  
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

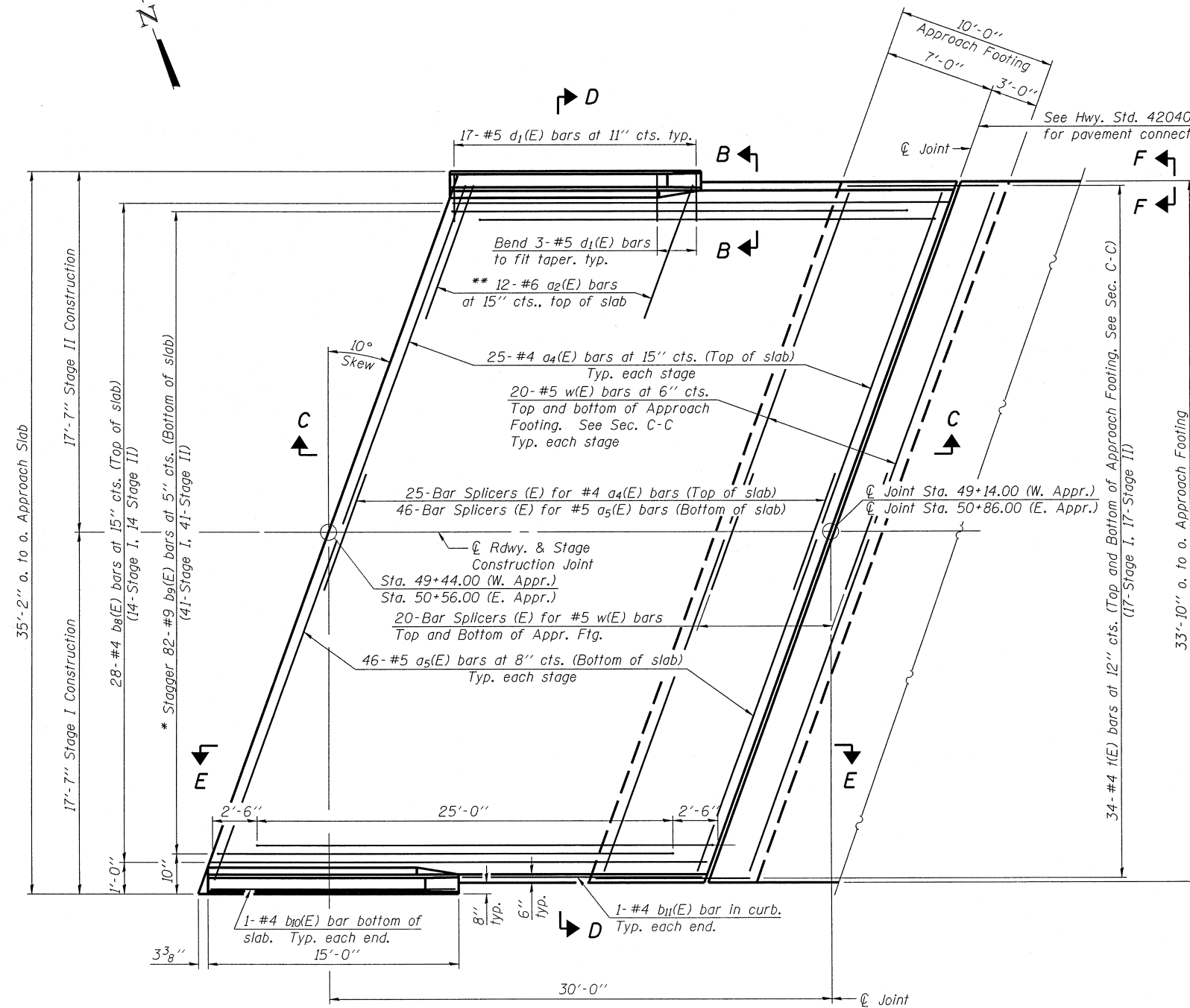
SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 074-0087

SHEET NO. 7 16 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1517	11BR-1	PIATT	48	24
FED. ROAD DIST. NO. _			ILLINOIS FED. AID PROJECT		
			CONTRACT NO. 70613		



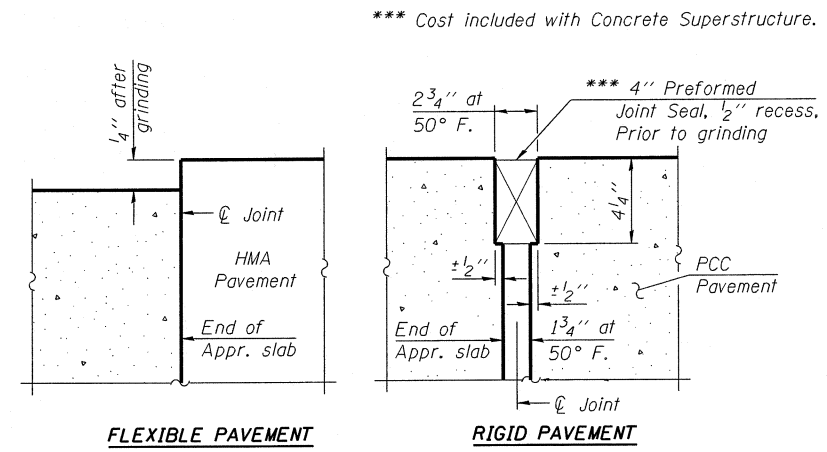
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:  
See sheet 9 of 16 for Sections C-C & D-D and View E-E.  
a<sub>4</sub>(E) and a<sub>5</sub>(E) bar spacings measured along  $\varnothing$  Rdwy.

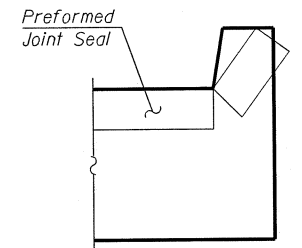
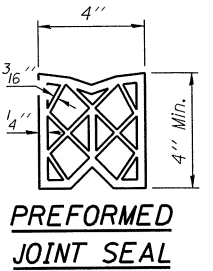


PLAN

\* Tilt #9 b<sub>9</sub>(E) bars as required to maintain clearance.  
\*\* Space between a<sub>4</sub>(E) bars, typ. each parapet.

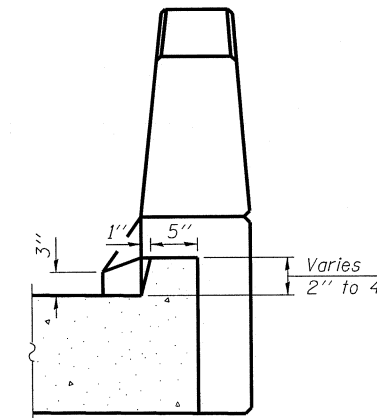


DETAIL A



VIEW F-F

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



VIEW B-B

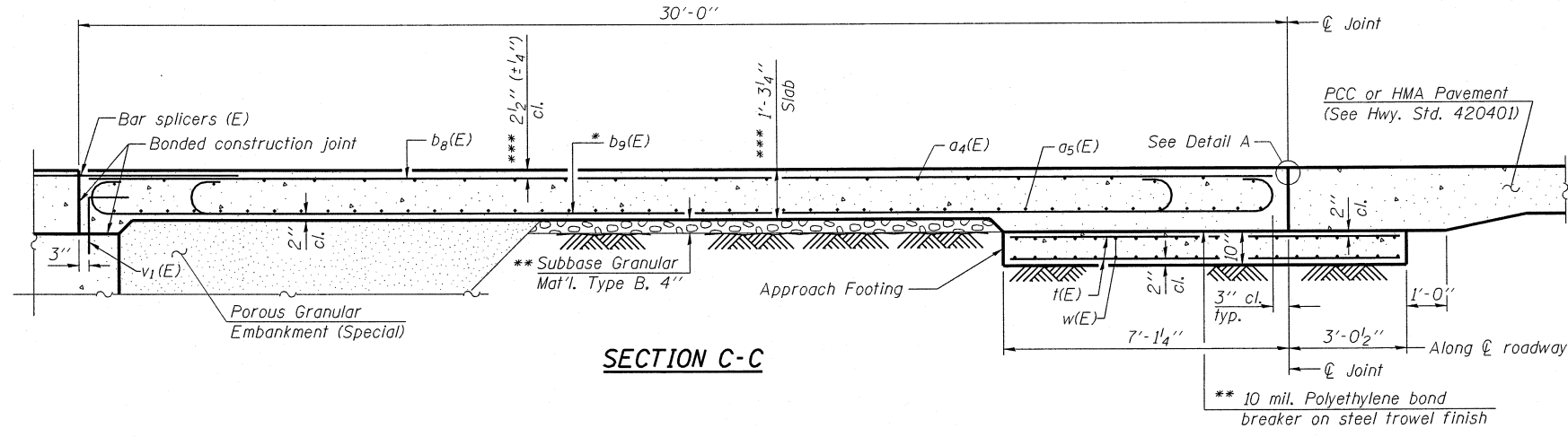


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CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

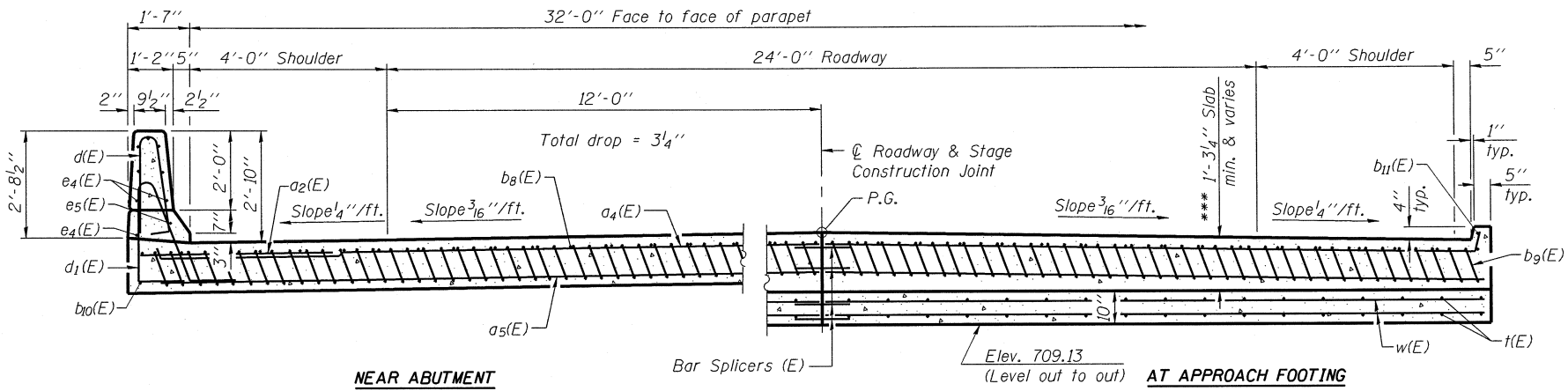
(Sheet 1 of 2)  
**BRIDGE APPROACH SLAB DETAILS**  
**STRUCTURE NO. 074-0087**

SHEET NO. 8 16 SHEETS	F.A.S. RTE. 1517	SECTION 11BR-1	COUNTY PIATT	TOTAL SHEETS 48	SHEET NO. 25
	CONTRACT NO. 70613				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

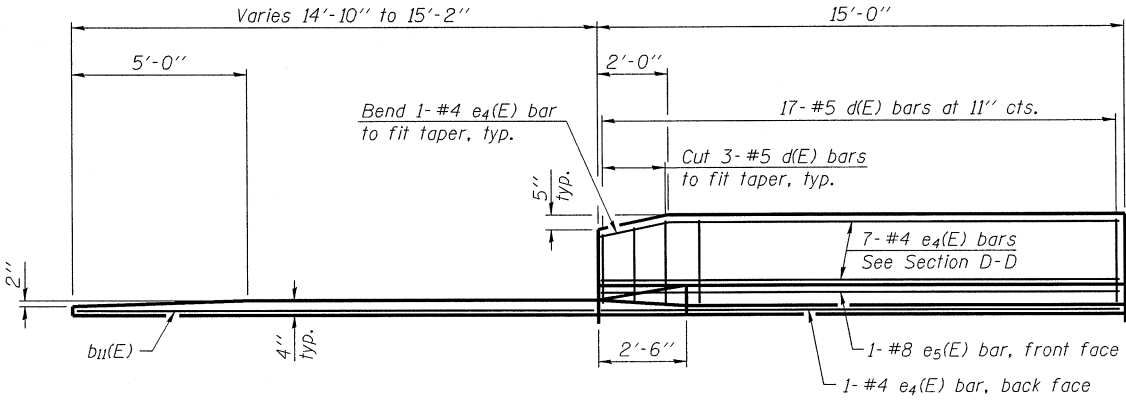
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SECTION C-C



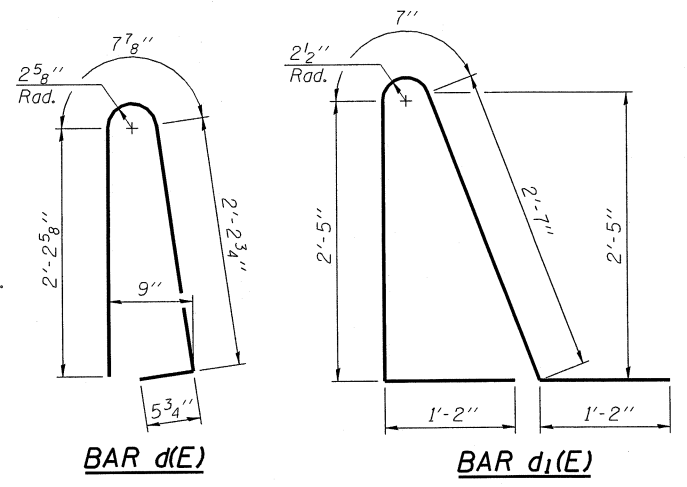
SECTION D-D  
(See Plan for dimensions not shown)



VIEW E-E

Notes:

See sheet 8 of 16 for Detail A and View B-B.  
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
Approach footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
For v<sub>1</sub>(E) bar details, see sheets 10 and 11 of 16.  
The approach footing maximum applied service bearing pressure (Q<sub>max</sub>) = 2.0 ksf.  
For bar splicer details, see sheet 14 of 16.  
Cost of excavation for approach footing included with Concrete Structures.  
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 16.  
For additional parapet details, see sheet 7 of 16.



- \* Tilt #9 b<sub>9</sub>(E) bars as required to maintain clearance.
- \*\* Cost included with Concrete Superstructure.
- \*\*\* Prior to grinding

TWO APPROACHES  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a <sub>2</sub> (E)	48	#6	6'-6"	—
a <sub>4</sub> (E)	100	#4	17'-2"	—
a <sub>5</sub> (E)	184	#5	16'-10"	—
b <sub>8</sub> (E)	56	#4	29'-8"	—
b <sub>9</sub> (E)	164	#9	29'-9"	—
b <sub>10</sub> (E)	4	#4	14'-8"	—
b <sub>11</sub> (E)	4	#4	14'-6"	—
d(E)	68	#5	5'-7"	⌒
d <sub>1</sub> (E)	68	#5	7'-11"	⌒
e <sub>4</sub> (E)	32	#4	14'-8"	—
e <sub>5</sub> (E)	4	#8	14'-8"	—
k(E)	136	#4	9'-10"	—
w(E)	160	#5	16'-10"	—
Concrete Superstructure			Cu. Yd.	108.2
Concrete Structures			Cu. Yd.	21.2
Reinforcement Bars, Epoxy Coated			Pound	27750

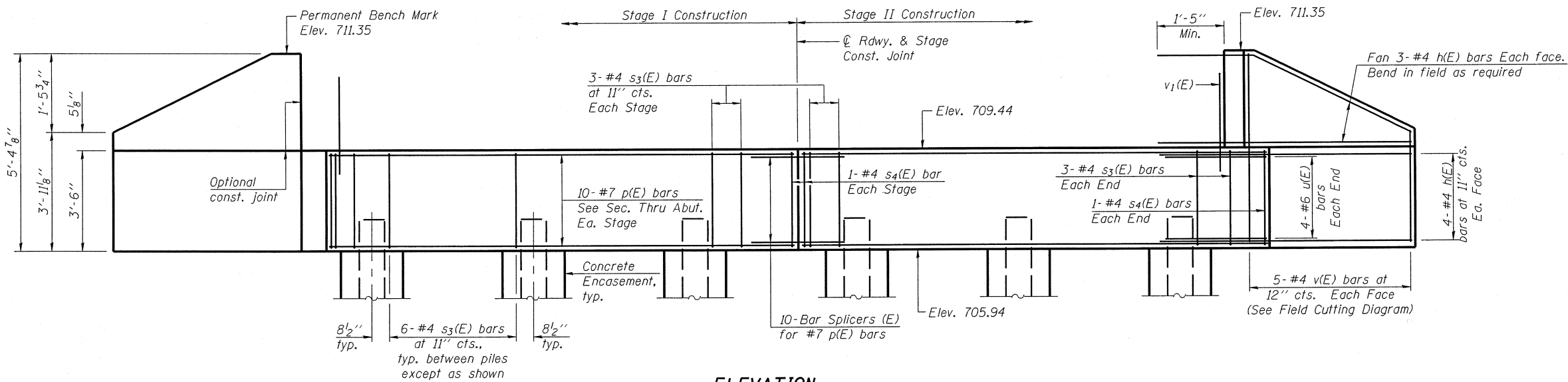
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DRAWN - SGM
CHECKED - BAS

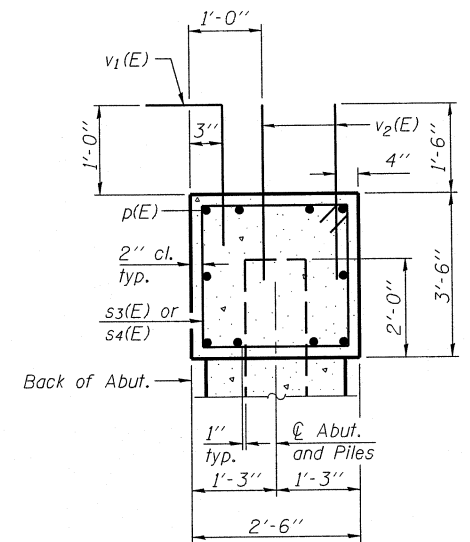
(Sheet 2 of 2)  
BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 074-0087

SHEET NO. 9 16 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1517	11BR-1	PIATT	48	26
FED. ROAD DIST. NO. - ILLINOIS			FED. AID PROJECT		
			CONTRACT NO. 70613		

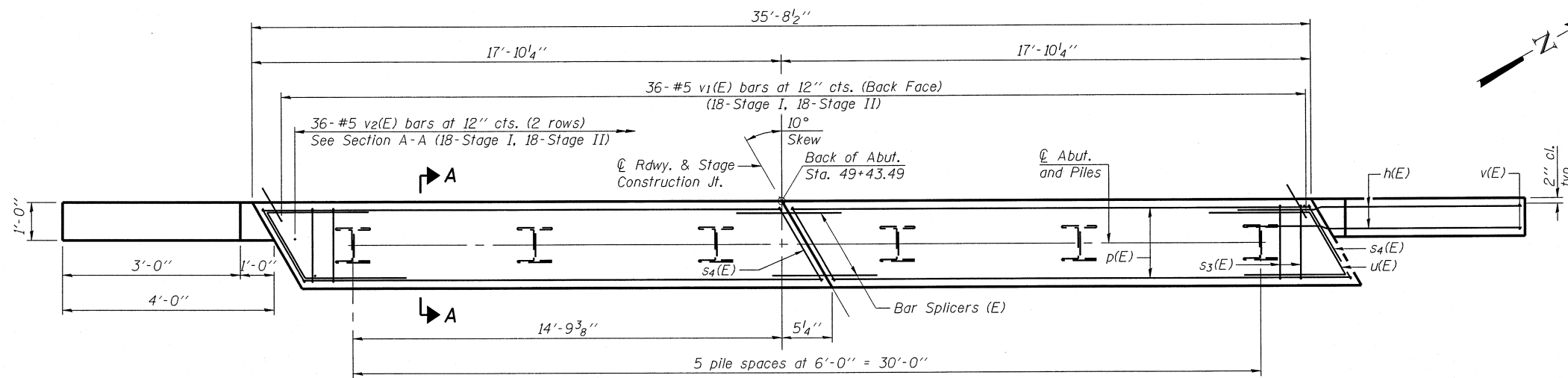
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**ELEVATION**



**SECTION A-A**  
(Dimensions are at Rt. L's)



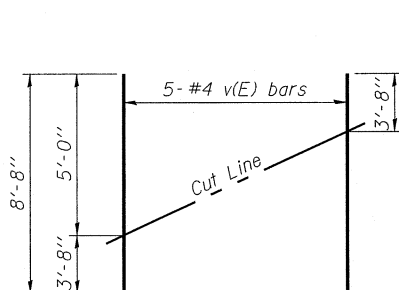
**PLAN**

**PILE DATA**

Type: Steel-HP12x53 with pile shoes  
Nominal Required Bearing: 237 kips  
Factored Resistance Available: 130 kips  
Est. Length: 50 feet  
No. Production Piles: 5  
No. Test Piles: 1

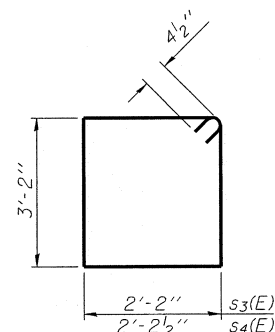


DESIGNED - BAS
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DRAWN - SGM
CHECKED - BAS

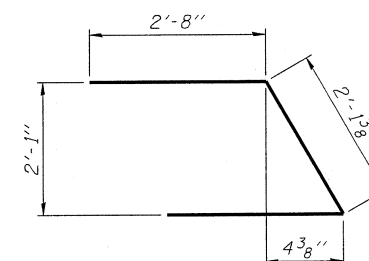


**FIELD CUTTING DIAGRAM**

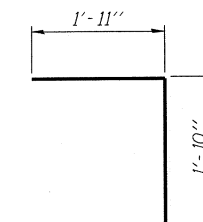
Order v(E) full length. Cut as shown and use remainder of bars in opposite face.



**BARS s3(E) & s4(E)**



**BAR u(E)**



**BAR v1(E)**

**BILL OF MATERIAL**

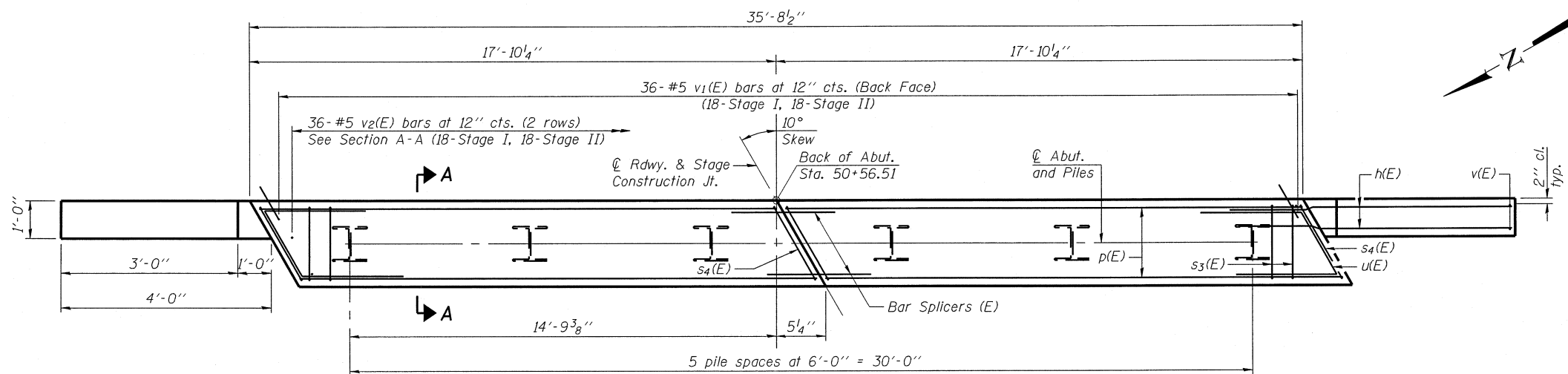
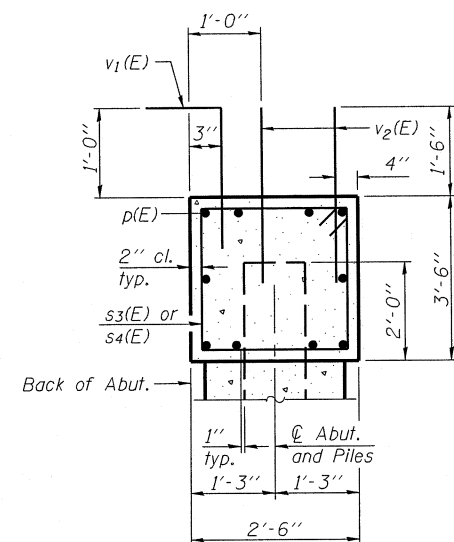
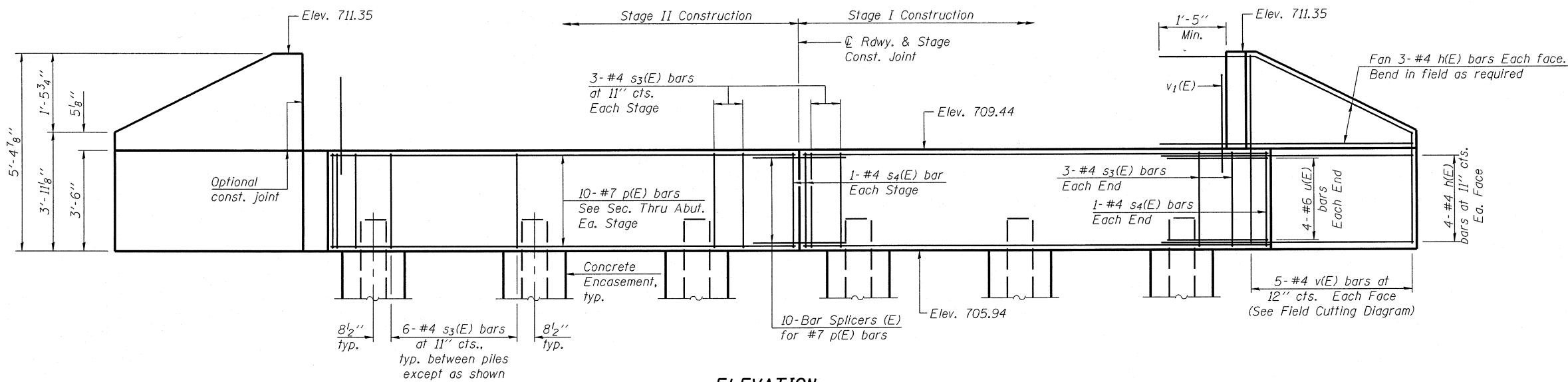
Bar	No.	Size	Length	Shape
h(E)	28	#4	5'-8"	—
p(E)	20	#7	17'-6"	—
s3(E)	36	#4	11'-5"	□
s4(E)	4	#4	11'-6"	□
u(E)	8	#6	7'-6"	∩
v(E)	10	#4	8'-8"	—
v1(E)	36	#5	3'-9"	└
v2(E)	72	#5	3'-0"	—
Structure Excavation		Cu. Yd.	56	
Concrete Structures		Cu. Yd.	13.0	
Reinforcement Bars, Epoxy Coated		Pound	1640	
Furnishing Steel Piles, HP12x53		Foot	250	
Driving Piles		Foot	250	
Test Pile, Steel HP12x53		Each	1	
Concrete Encasement		Cu. Yd.	2.1	
Pile Shoes		Each	6	

For details of piles and Concrete Encasement, see sheet 13 of 16.  
For details of Bar Splicers, see sheet 14 of 16.

**WEST ABUTMENT  
STRUCTURE NO. 074-0087**

SHEET NO. 10 16 SHEETS	F.A.S. RTE. 1517	SECTION 11BR-1	COUNTY PIATT	TOTAL SHEETS 48	SHEET NO. 27
	CONTRACT NO. 70613				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	28	#4	5'-8"	—
p(E)	20	#7	17'-6"	—
s <sub>3</sub> (E)	36	#4	11'-5"	□
s <sub>4</sub> (E)	4	#4	11'-6"	□
u(E)	8	#6	7'-6"	∩
v(E)	10	#4	8'-8"	—
v <sub>1</sub> (E)	36	#5	3'-9"	└
v <sub>2</sub> (E)	72	#5	3'-0"	—

Structure Excavation	Cu. Yd.	56
Concrete Structures	Cu. Yd.	13.0
Reinforcement Bars, Epoxy Coated	Pound	1640
Furnishing Steel Piles, HP12x53	Foot	190
Driving Piles	Foot	190
Test Pile, Steel HP12x53	Each	1
Concrete Encasement	Cu. Yd.	2.1
Pile Shoes	Each	6

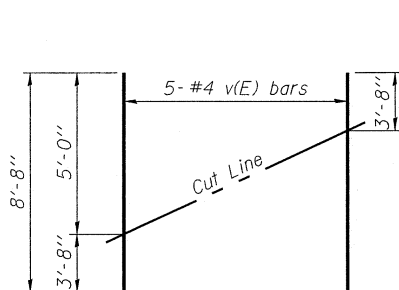
For details of piles and Concrete Encasement, see sheet 13 of 16.  
For details of Bar Splicers, see sheet 14 of 16.

**PILE DATA**

Type: Steel-HP12x53 with pile shoes  
Nominal Required Bearing: 237 kips  
Factored Resistance Available: 130 kips  
Est. Length: 38 feet  
No. Production Piles: 5  
No. Test Piles: 1

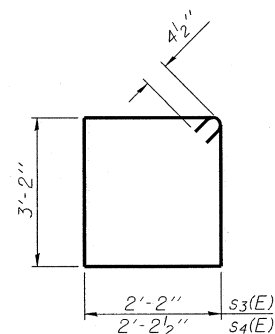


DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

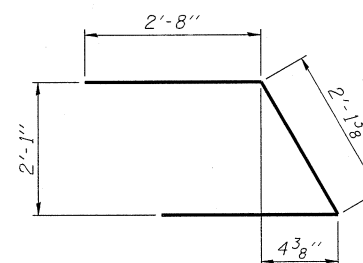


**FIELD CUTTING DIAGRAM**

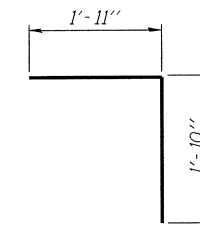
Order v(E) full length. Cut as shown and use remainder of bars in opposite face.



**BARS s<sub>3</sub>(E) & s<sub>4</sub>(E)**



**BAR u(E)**



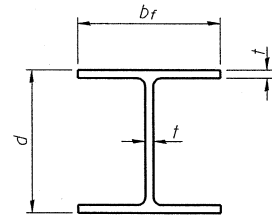
**BAR v<sub>1</sub>(E)**

SHEET NO. 11 16 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1517	11BR-1	PIATT	48	28
FED. ROAD DIST. NO. _			ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 70613					

**EAST ABUTMENT  
STRUCTURE NO. 074-0087**

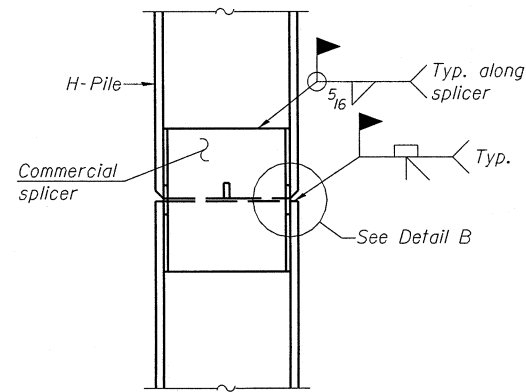


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

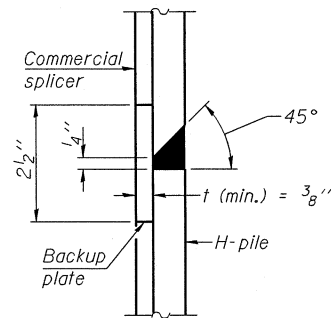


STEEL PILE TABLE

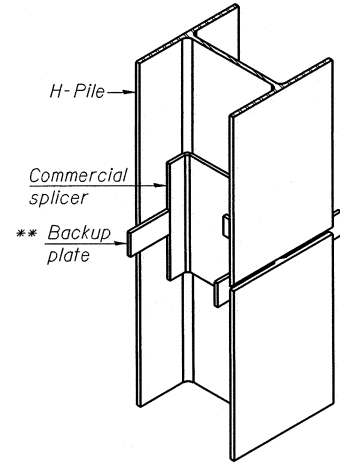
Designation	Depth d	Flange width b <sub>f</sub>	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/6"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/6"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 3/8"	7/16"	18"



ELEVATION

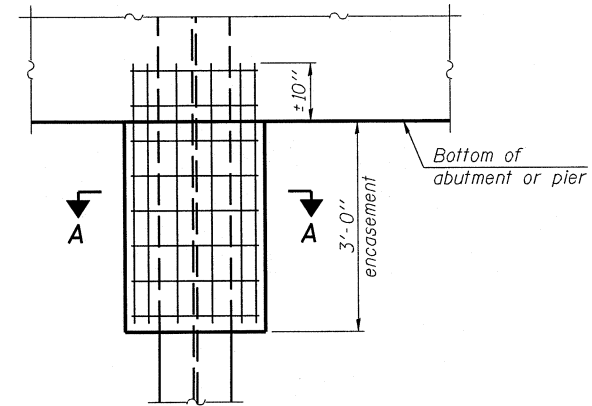


DETAIL "B"



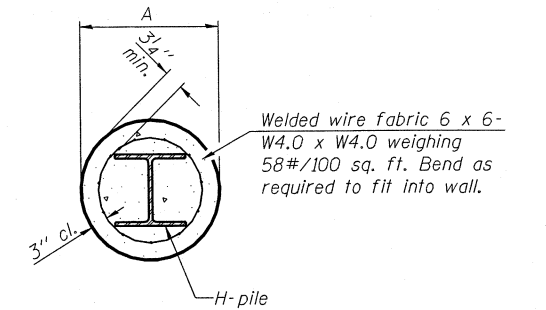
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



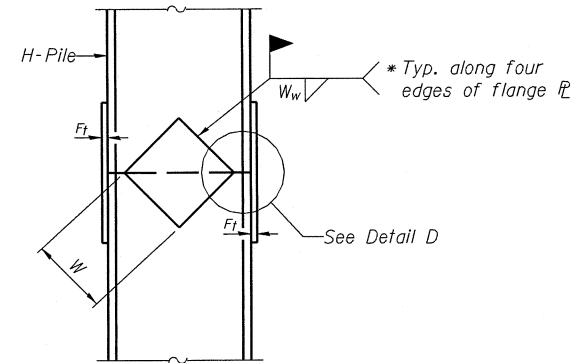
ELEVATION

PILE ENCASEMENT

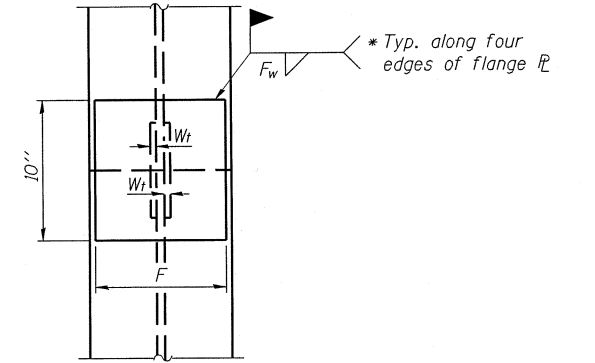


SECTION A-A

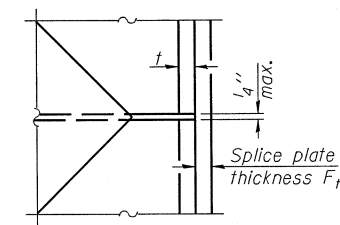
Note:  
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



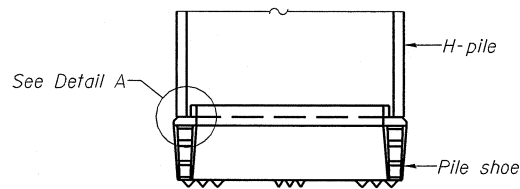
END VIEW



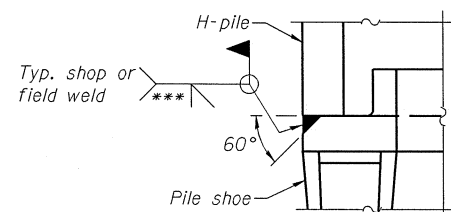
DETAIL D

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/6"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/6"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/6"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE

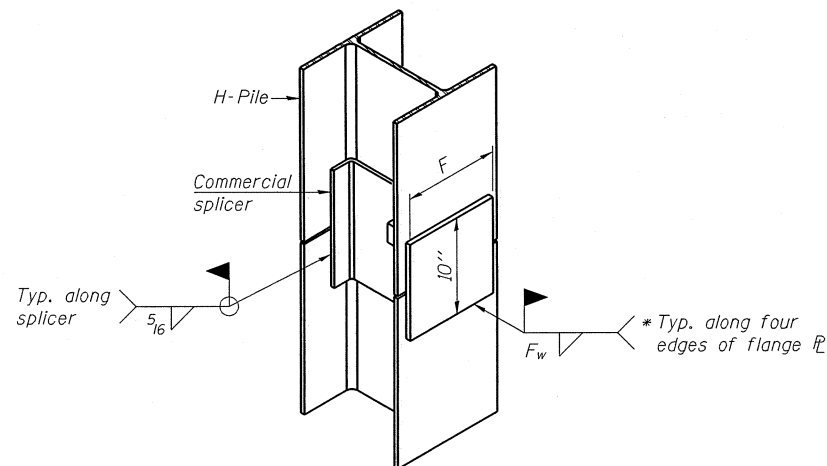


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.



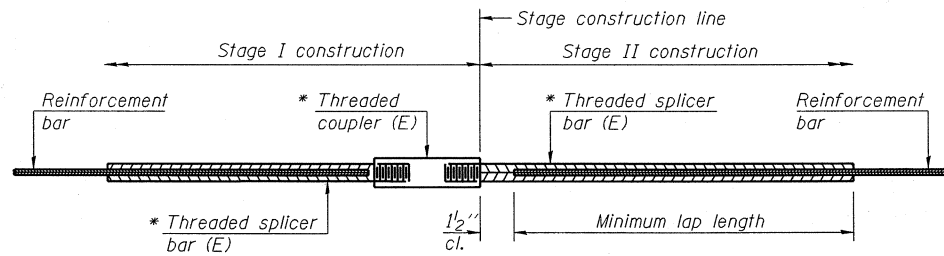
DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

F-HP 11-1-09

HP PILE DETAILS  
STRUCTURE NO. 074-0087

SHEET NO. 13 16 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1517	11BR-1	PIATT	48	30
			CONTRACT NO. 70613		
FED. ROAD DIST. NO. -		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**STANDARD BAR SPLICER ASSEMBLY**

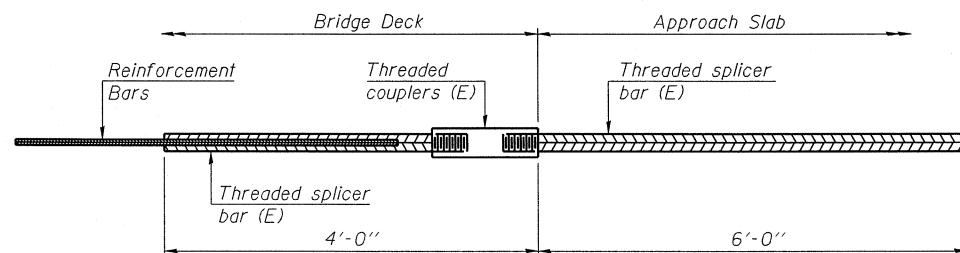
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C  
Table 2: Black bar, Top bar lap, 0.8 Class C  
Table 3: Epoxy bar, 0.8 Class C  
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

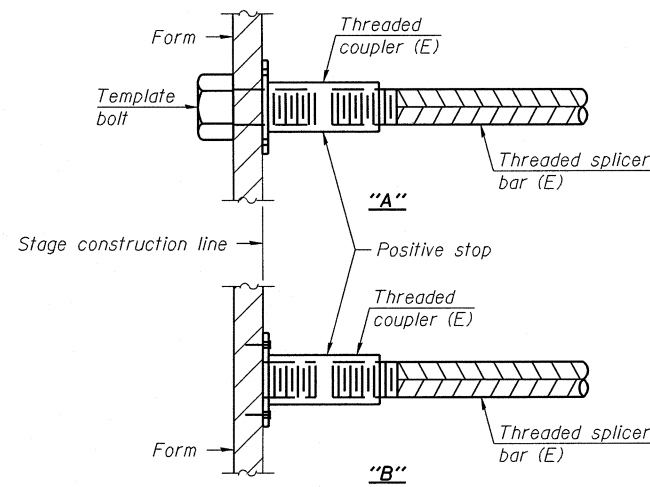
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Bridge Deck	#5	221	Table 4
Approach Slab	#4	50	Table 4
Approach Slab	#5	172	Table 3
Abutments	#7	20	Table 4
Pier	#7	20	Table 4
Pier	#5	56	Table 4



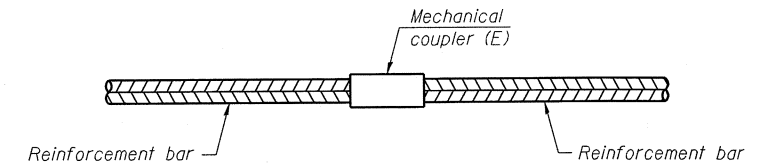
**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required = 72



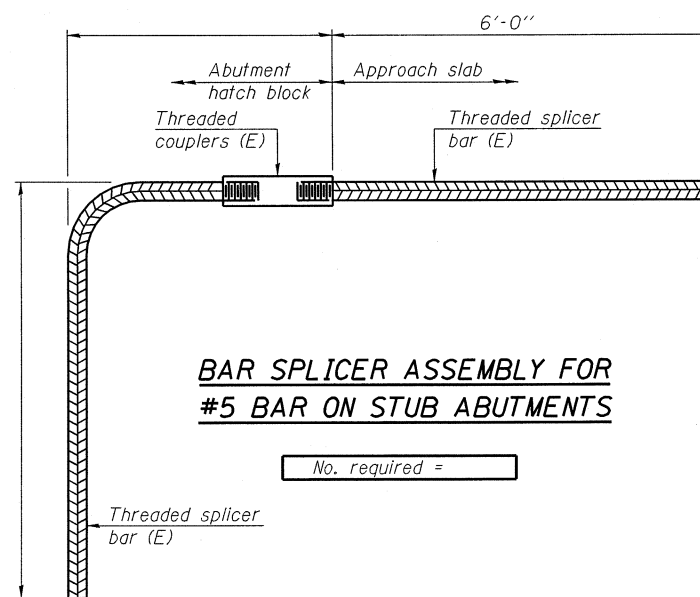
**INSTALLATION AND SETTING METHODS**

"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.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required
Piers	#5	72



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
All reinforcement shall be lapped and tied to the splicer bars.  
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
See special provision for Mechanical Splicers.  
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 074-0087**



DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

BSD-1

11-1-09

SHEET NO. 14	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
16 SHEETS	1517	11BR-1	PIATT	48	31
			CONTRACT NO. 70613		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

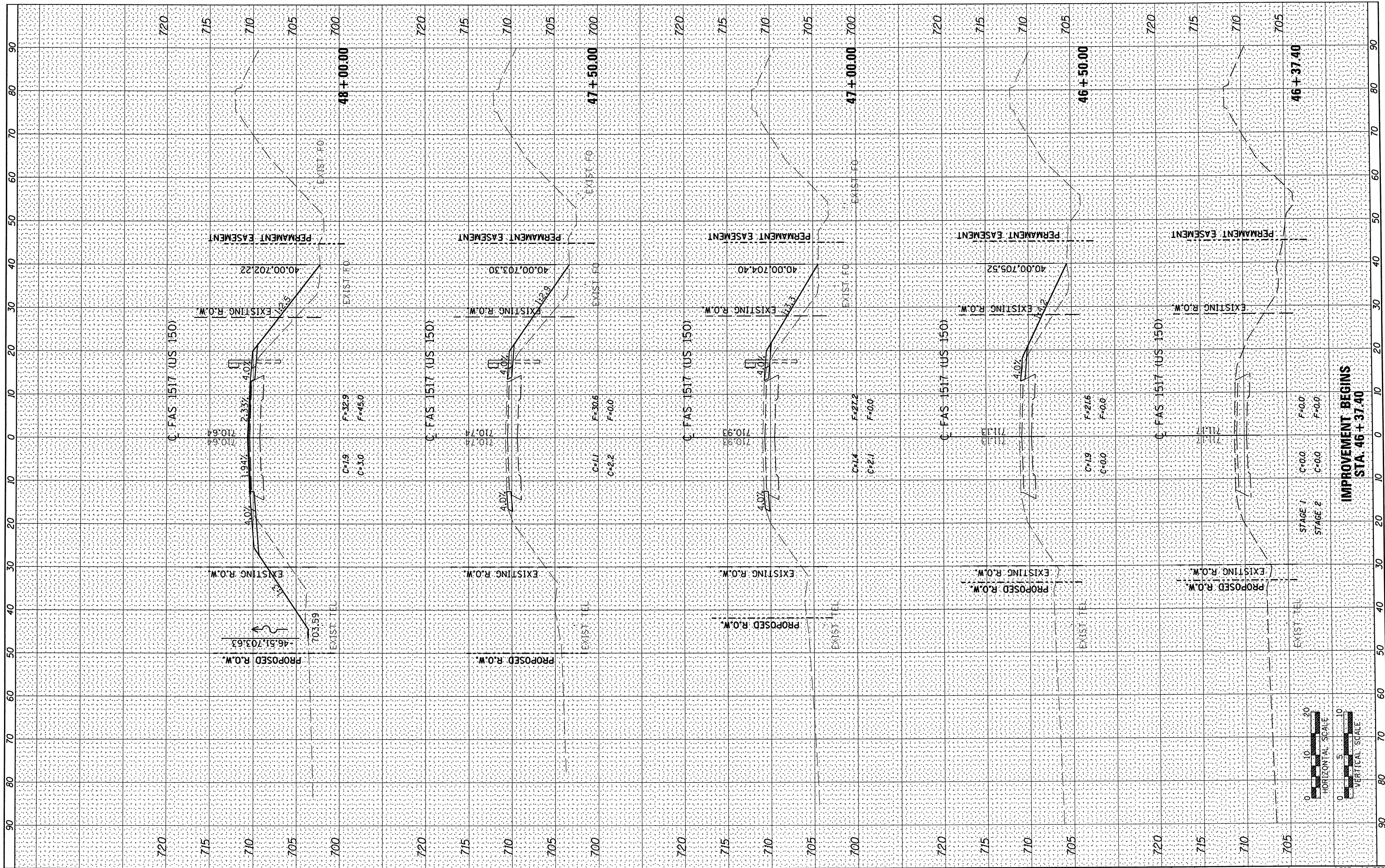






FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
NO.	AREAS CHECKED		

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



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DATE -

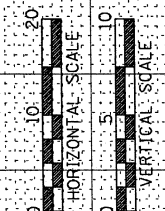
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REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 150 OVER SALT CREEK CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 46+37.40 TO STA. 48+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1517	11BR-1	PIATT	48	34
CONTRACT NO. 70613				
ILLINOIS FED. AID PROJECT				

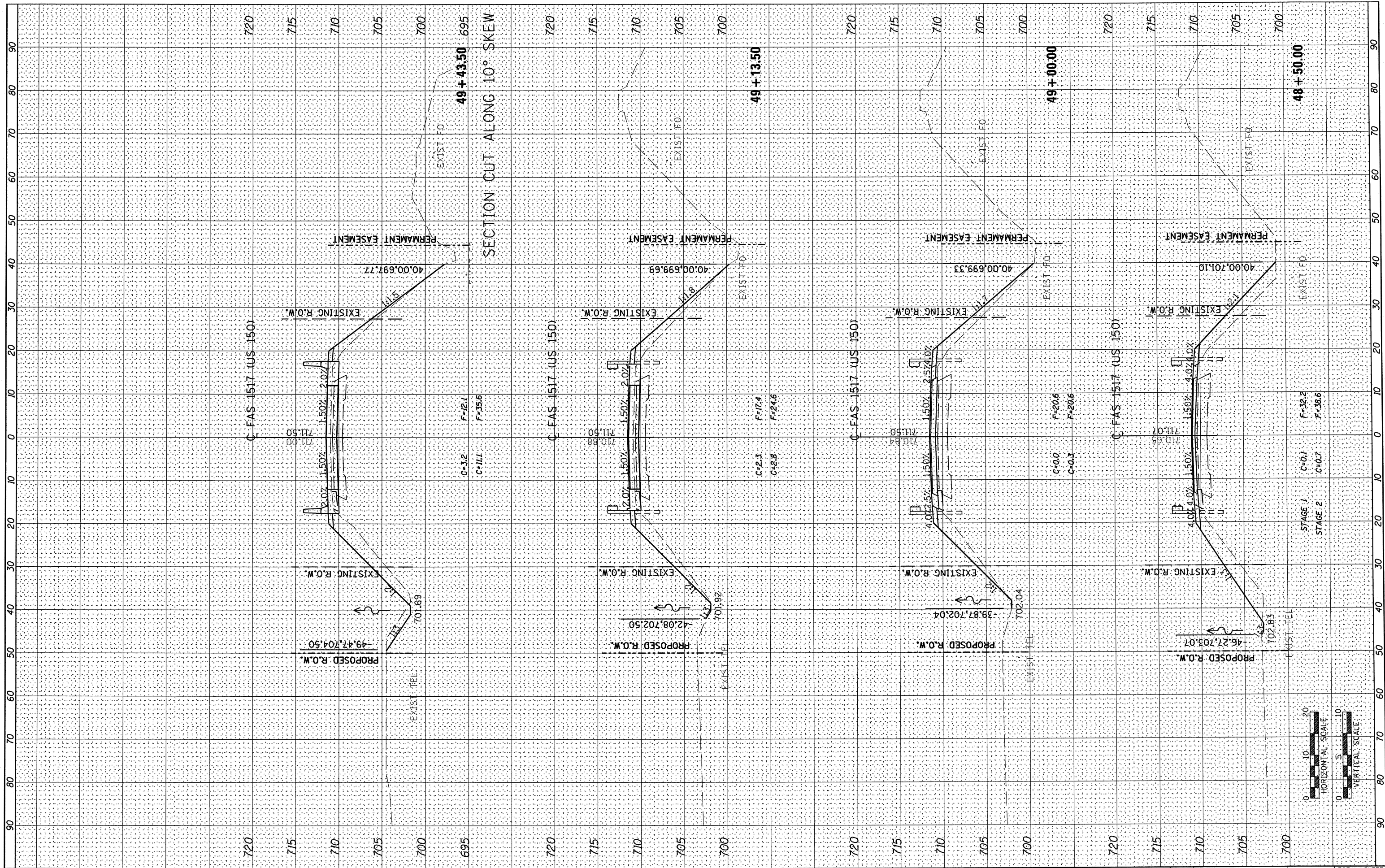


**IMPROVEMENT BEGINS  
STA. 46 + 37.40**



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

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



FILE NAME = \*FILEL\*

USER NAME = \*USER\*

PLOT SCALE = \*SCALE\*

PLOT DATE = \*DATE\*

DESIGNED -

DRAWN -

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DATE -

REVISED -

REVISED -

REVISED -

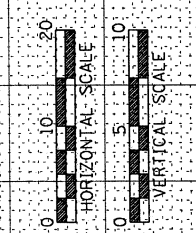
REVISED -

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

**US 150 OVER SALT CREEK CROSS SECTIONS**

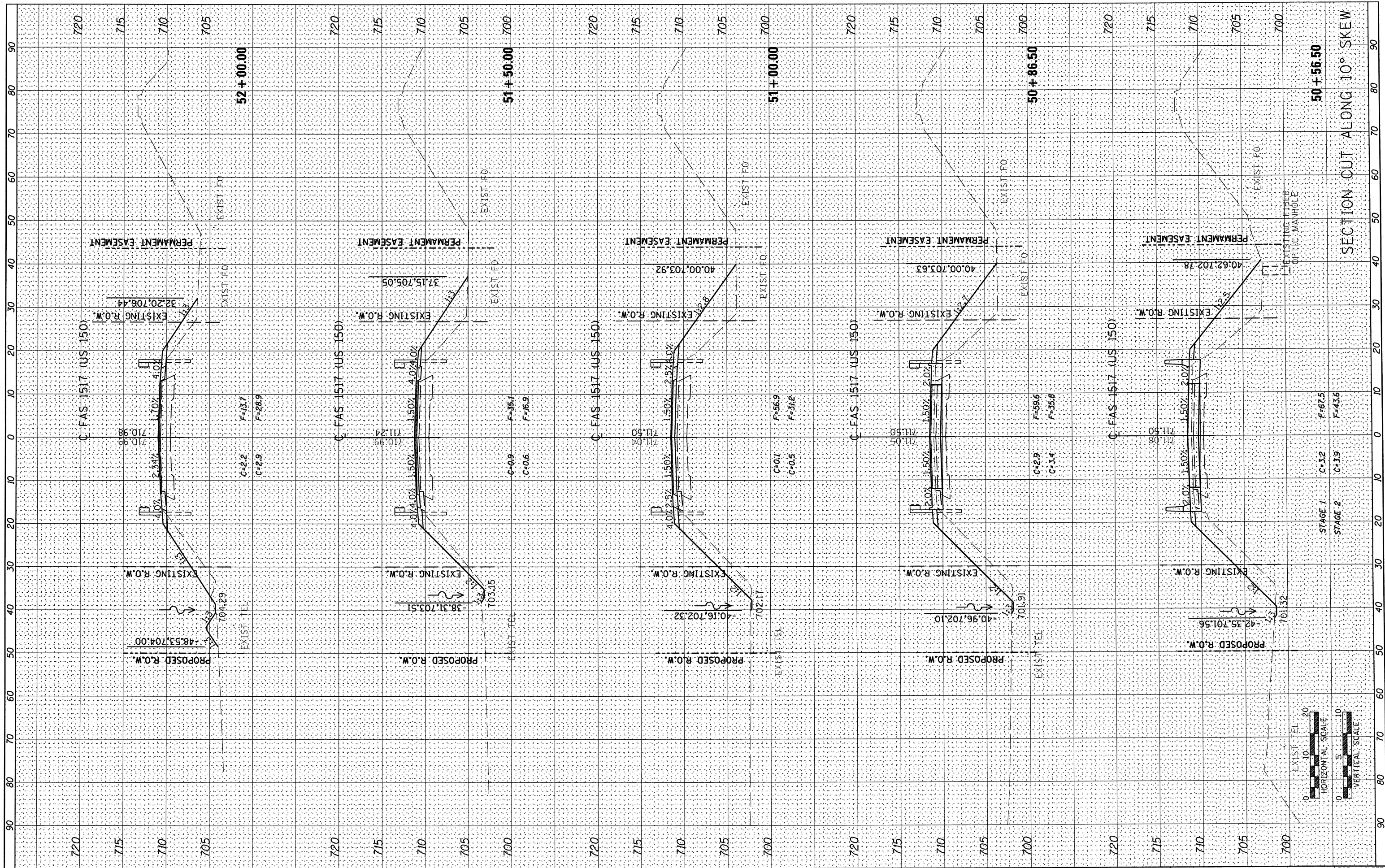
SCALE: SHEET NO. OF SHEETS STA. 48+50.00 TO STA. 49+43.50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1517	11BR-1	PIATT	48	35
CONTRACT NO. 70613				
ILLINOIS FED. AID PROJECT				



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

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



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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

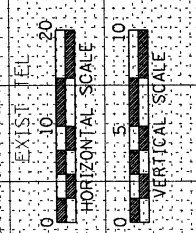
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>US 150 OVER SALT CREEK CROSS SECTIONS</b>			
SCALE:	SHEET NO. OF SHEETS	STA. 50+56.50 TO STA. 52+00.00	

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1517	118R-1	PIATT	48	36
CONTRACT NO. 70613				
ILLINOIS FED. AID PROJECT				

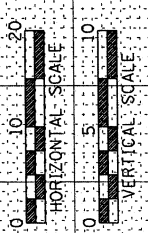
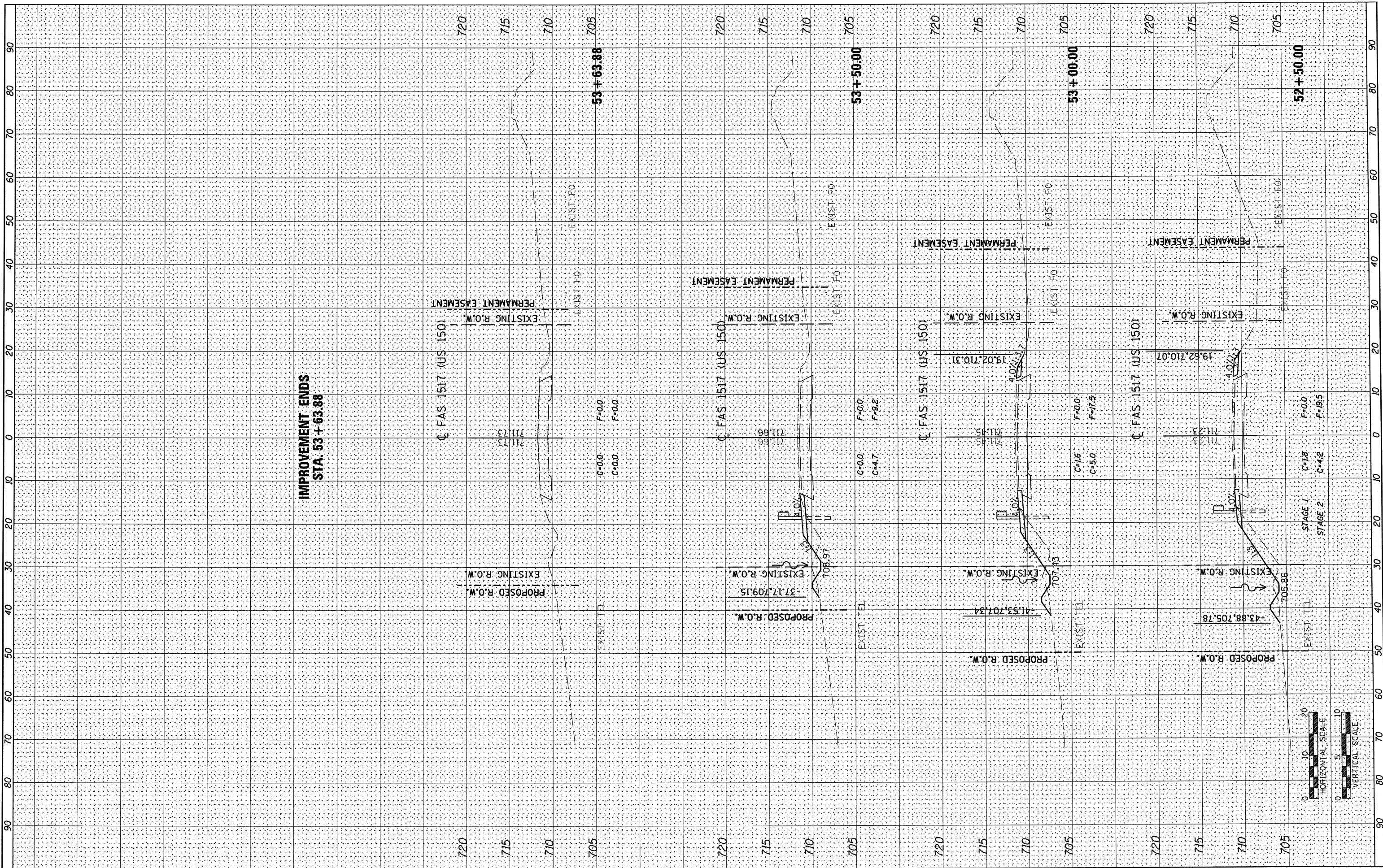


SECTION CUT ALONG 10° SKEW



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

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



FILE NAME =  
\*FILEL\*

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DRAWN -  
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DATE -

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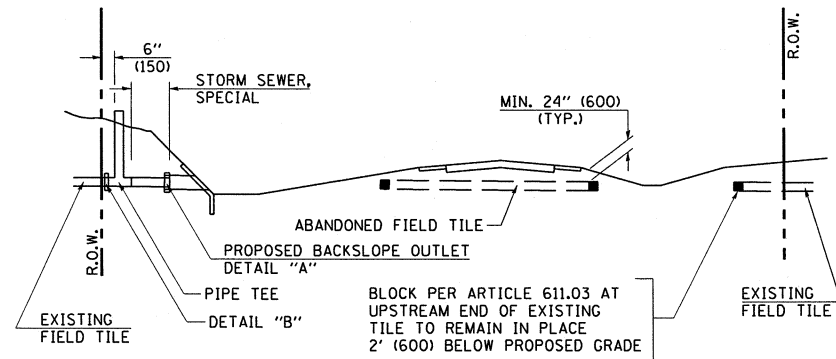
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 150 OVER SALT CREEK CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 52+50.00 TO STA. 53+63.88

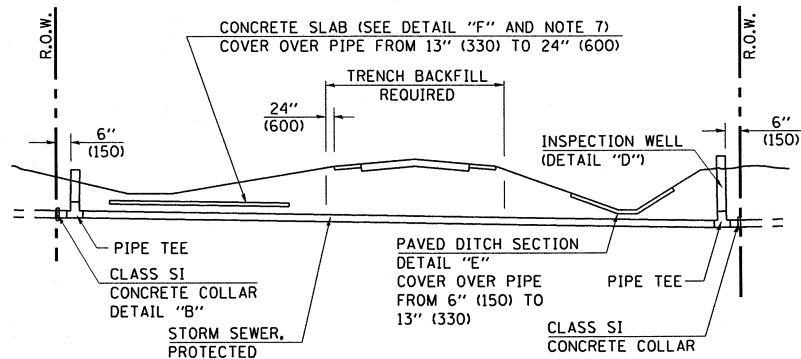
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1517	11BR-1	PIATT	48	37
CONTRACT NO. 70613			ILLINOIS FED. AID PROJECT	





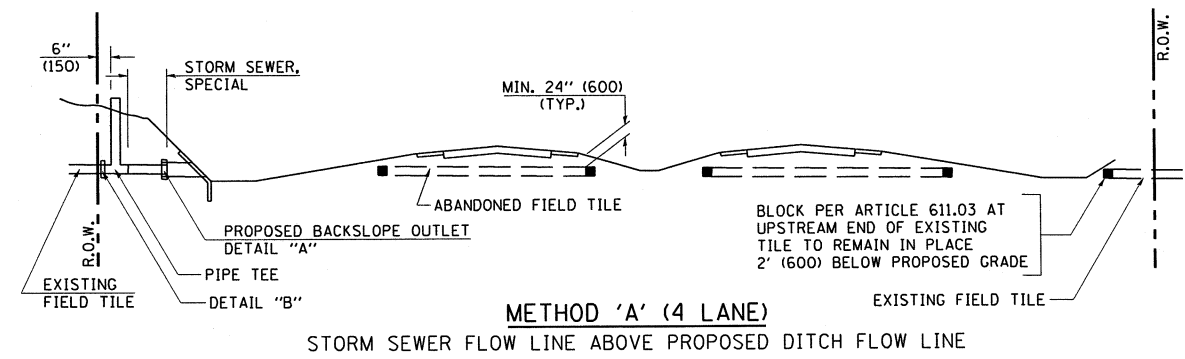
**METHOD 'A' (2 LANE)**

STORM SEWER FLOW LINE ABOVE PROPOSED DITCH FLOW LINE



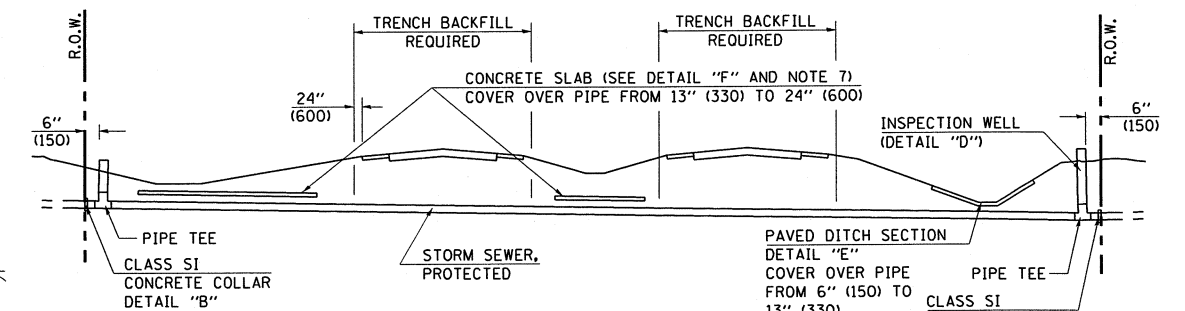
**METHOD 'B' (2 LANE)**

STORM SEWER LESS THAN 2' (600 mm) BELOW DITCH FLOW LINE AND STORM SEWERS CROSSING UNDER PAVEMENT AND PAVED DITCH



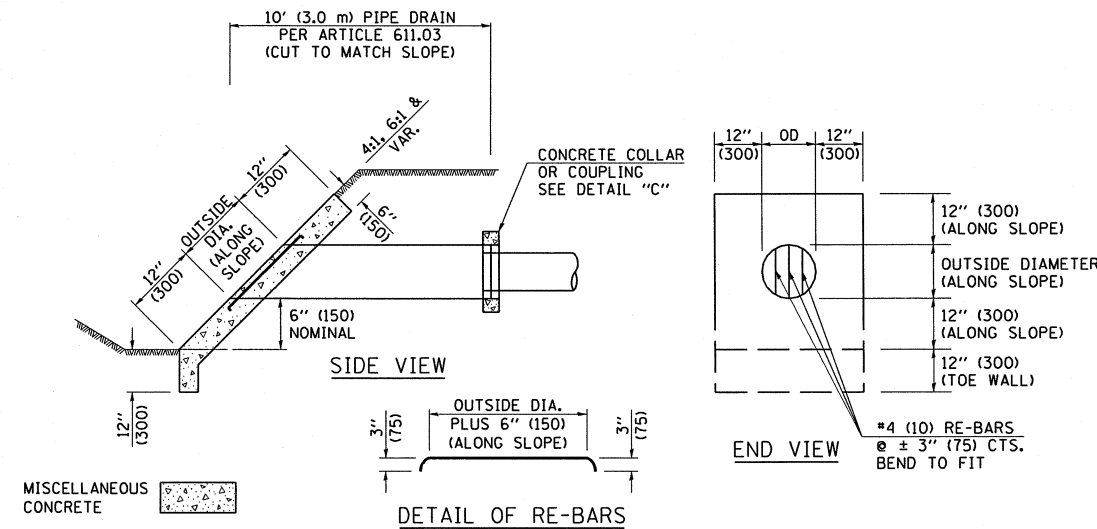
**METHOD 'A' (4 LANE)**

STORM SEWER FLOW LINE ABOVE PROPOSED DITCH FLOW LINE

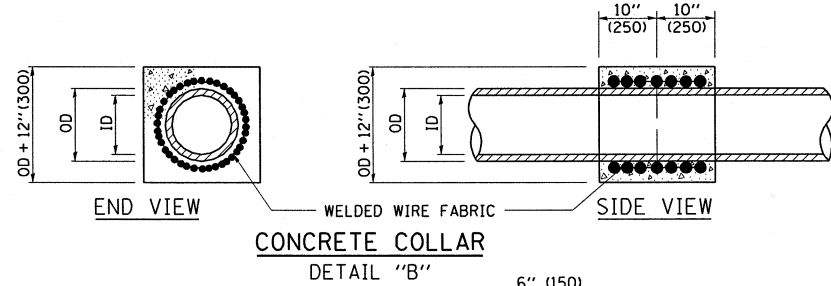


**METHOD 'B' (4 LANE)**

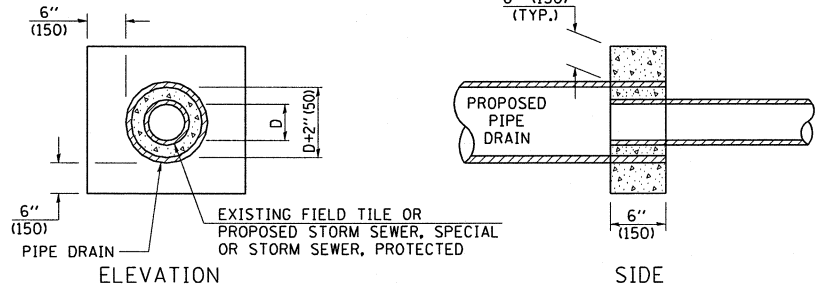
STORM SEWER LESS THAN 2' (600 mm) BELOW DITCH FLOW LINE AND STORM SEWERS CROSSING UNDER PAVEMENTS AND PAVED DITCHES



**HEADWALL FOR BACKSLOPE OUTLET  
DETAIL "A"**



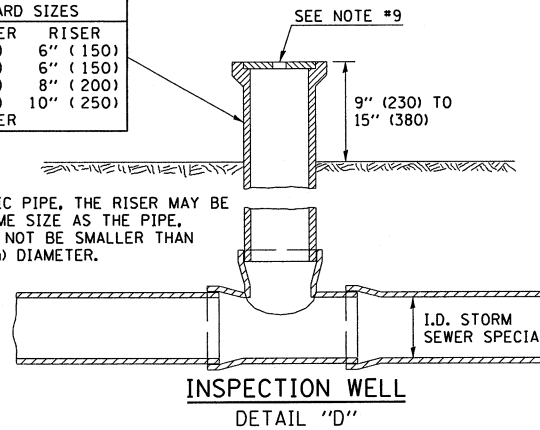
**CONCRETE COLLAR  
DETAIL "B"**



**CLASS SI COLLAR  
DETAIL "C"**

CONCRETE PIPE STANDARD SIZES	
STORM SEWER	RISER
6" (150)	6" (150)
8" (200)	6" (150)
10" (250)	8" (200)
12" (300)	10" (250)
OR GREATER	

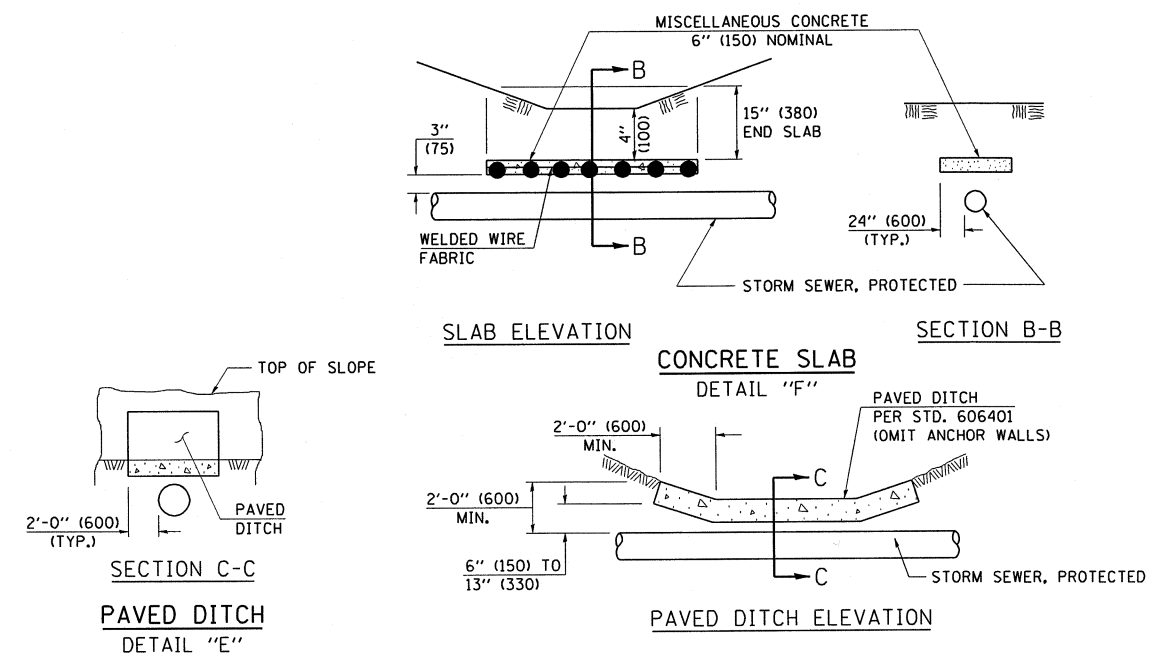
FOR PLASTIC PIPE, THE RISER MAY BE OF THE SAME SIZE AS THE PIPE, BUT SHALL NOT BE SMALLER THAN 4" (100 mm) DIAMETER.



**INSPECTION WELL  
DETAIL "D"**

**GENERAL NOTES**

- EXISTING FIELD TILE ENCOUNTERED BY EXPLORATION TRENCH SHALL BE INSPECTED BY THE ENGINEER FOR UNOBSTRUCTED FLOW WITHIN THE LIMITS OF THE RIGHT-OF-WAY.
- ONLY FIELD TILE THAT DOES NOT HAVE SATISFACTORY FLOW AND OR HAS VISIBLE SIGNS OF DETERIORATION (SINK HOLES, ETC.) SHALL BE REPLACED WITHIN THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH METHOD "B".
- INSPECTION WELLS SHALL BE CONSTRUCTED APPROXIMATELY 6" (150 mm) INSIDE OF BOTH RIGHT-OF-WAY LINES AT ALL FIELD TILE LOCATIONS.
- EXISTING FIELD TILE ABANDONED UNDER EXISTING PAVEMENTS OR PAVED SHOULDERS SHALL BE FILLED WITH FLOWABLE GROUT AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.
- NON-CIRCULAR FIELD TILE SHALL BE REPLACED WITH STORM SEWER, SPECIAL OF AT LEAST THE SAME CROSS SECTIONAL AREA. ALL EXISTING FIELD TILE SHALL BE REPLACED WITH STORM SEWER OF THE TYPE REQUIRED FOR THE MINIMUM DEPTH OF COVER.
- THE 6" (150 mm) CONCRETE SLAB OR DITCH LINING SHALL BE POURED THE LENGTH OF THE TRENCH AT ALL DITCH FLOW LINE LOCATIONS WITHIN THE RIGHT-OF-WAY WITH LESS THAN 2' (600 mm) OF EARTH COVER. MISCELLANEOUS CONCRETE SHALL BE USED ACCORDING TO SECTION 611.
- ALL MISCELLANEOUS SLABS, APRONS AND DITCH LININGS SHALL BE REINFORCED WITH WELDED WIRE FABRIC AS SHOWN FOR PAVED DITCH IN STANDARD 606401.
- HEADWALL FOR BACKSLOPE OUTLET MAY BE USED FOR PIPE DRAIN DIAMETERS UP TO 10" (250 mm). SPECIAL DESIGNS WILL BE REQUIRED FOR LARGER SIZES.
- THE INSPECTION WELL LID FOR P.C.C. PIPE SHALL BE CONSTRUCTED OF 3/8" (10 mm) CAST IRON AND PROVIDED WITH A 1" (25 mm) DIAMETER HOLE IN CENTER. THE LID FOR THE OTHER PIPE MATERIALS SHALL BE A GRATE ASSEMBLY PREFABRICATED FOR AND COMPATIBLE WITH THE PIPE SYSTEM.

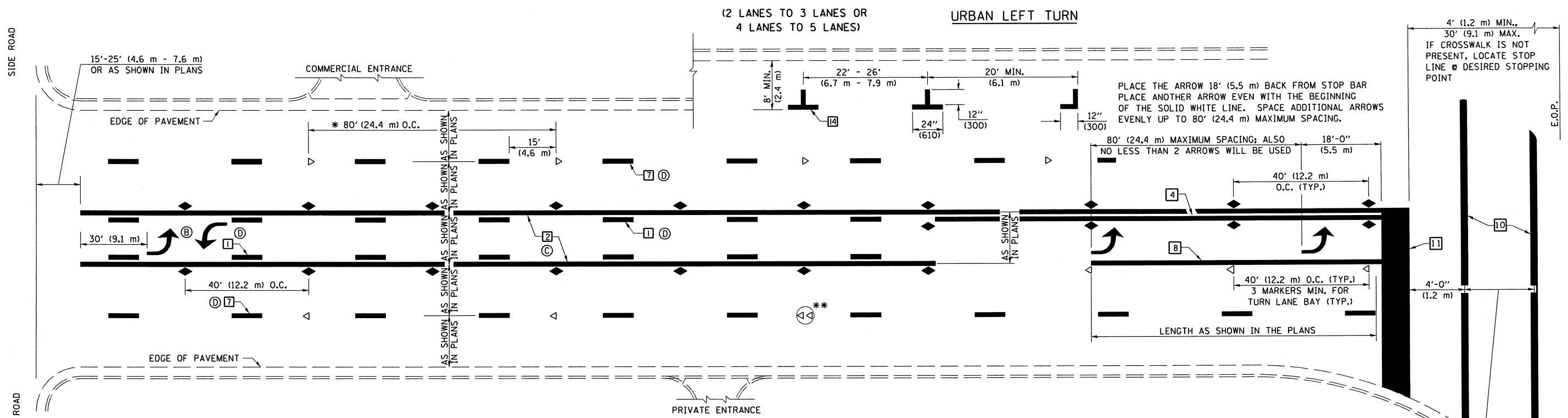


Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

**DISTRICT 5 DETAIL NO. 61101011A**

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 11/06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FIELD TILE SYSTEMS (TREATMENT OF EXISTING)</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN -	REVISED -			1517	11BR-1	PIATT	48	38	
		CHECKED -	REVISED -			CONTRACT NO. 70613					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



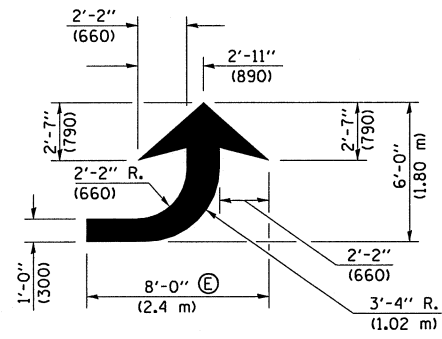


\* REDUCE TO 40 FEET (12.2 METERS) ON CENTER  
ON CURVES WHERE ADVISORY SPEEDS ARE  
10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

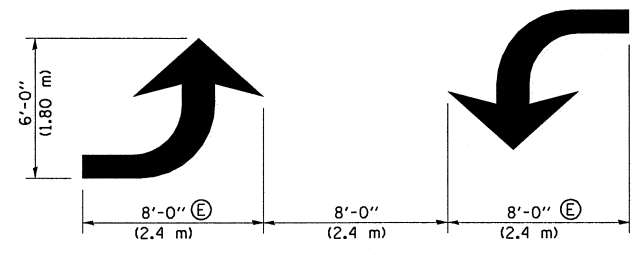
\*\* DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED  
AND SPACED AS SHOWN IN HIGHWAY STANDARD  
781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED  
HIGHWAYS.

**GENERAL NOTES:**

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

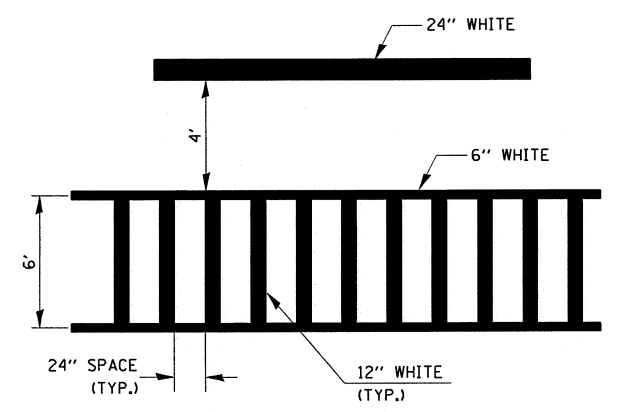


**LEFT ARROW**  
REVERSE FOR RIGHT ARROW  
AREA = 15.6 SQ. FT. (1.47 m<sup>2</sup>)  
(WHITE)

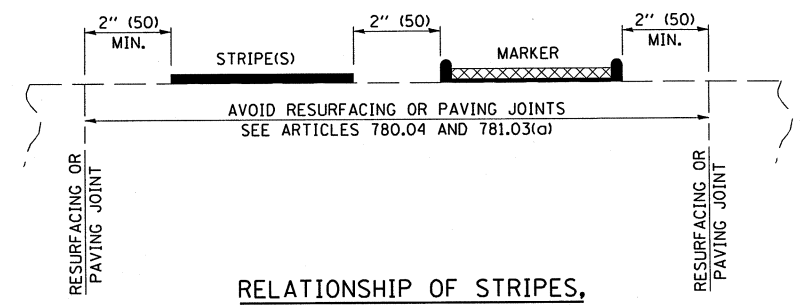


**TYPICAL DOUBLE  
TURN ARROWS (WHITE)**

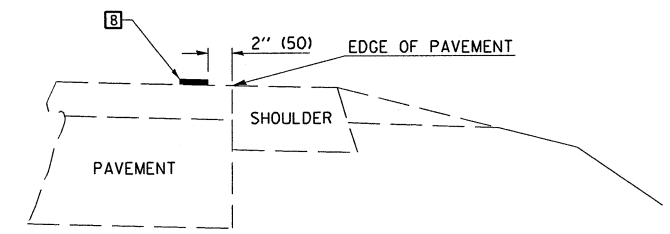
**BLOOMINGTON-NORMAL CITY LIMITS ONLY**



**TYPICAL SPACING FOR  
CROSSWALKS & STOP BARS**



**RELATIONSHIP OF STRIPES,  
MARKERS AND JOINTS**

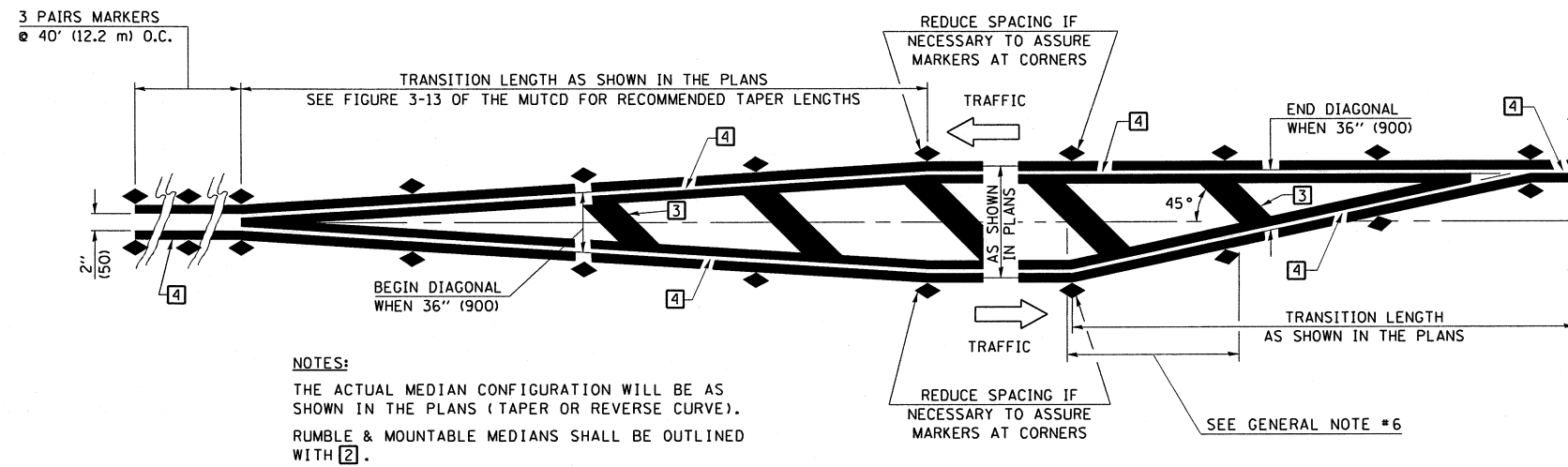


**RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT**  
(SAFETY SHOULDER OR PAVED SURFACE)  
SEE ARTICLE 780.04

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

**DISTRICT 5 DETAIL NO. 7800AAAA**

FILE NAME = \$FILEL\$	USER NAME = \$USERS\$	DESIGNED -	REVISED - 11/06	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING AND MARKERS (RURAL &amp; URBAN APPLICATIONS)</b>		F.A. RTE. 1517	SECTION 11BR-1	COUNTY PIATT	TOTAL SHEETS 48	SHEET NO. 40
	PLOT SCALE = \$SCALE\$	DRAWN -	REVISED -		SCALE:	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.		CONTRACT NO. 70613	
	PLOT DATE = \$DATE\$	CHECKED -	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -								

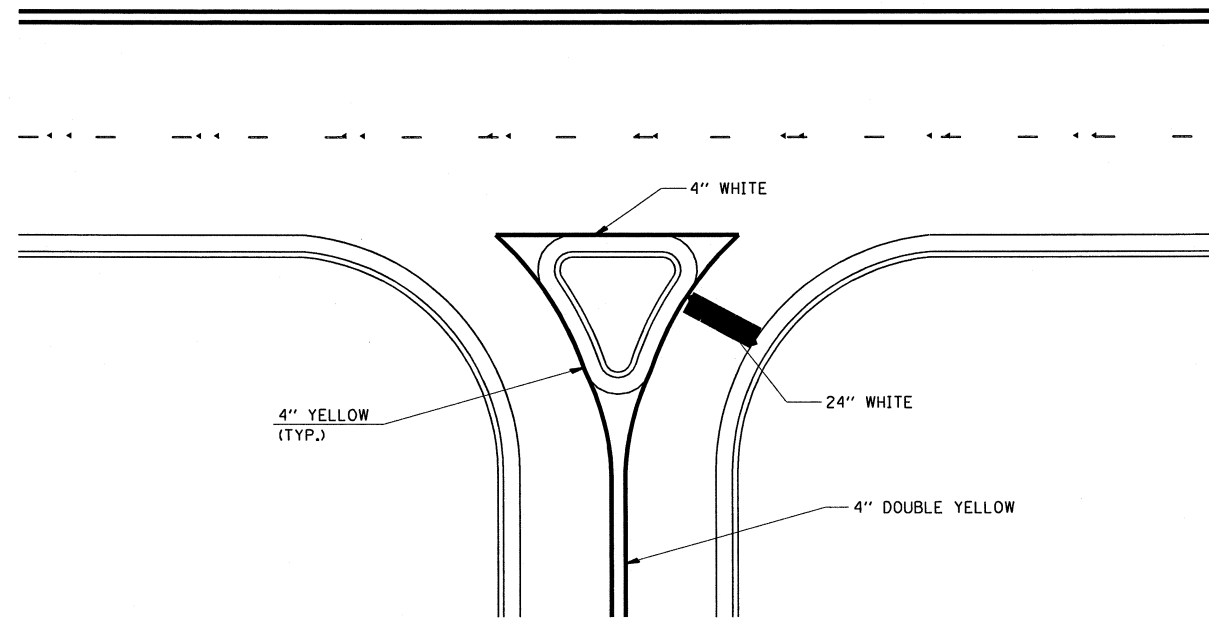


**NOTES:**  
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).  
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH 2.

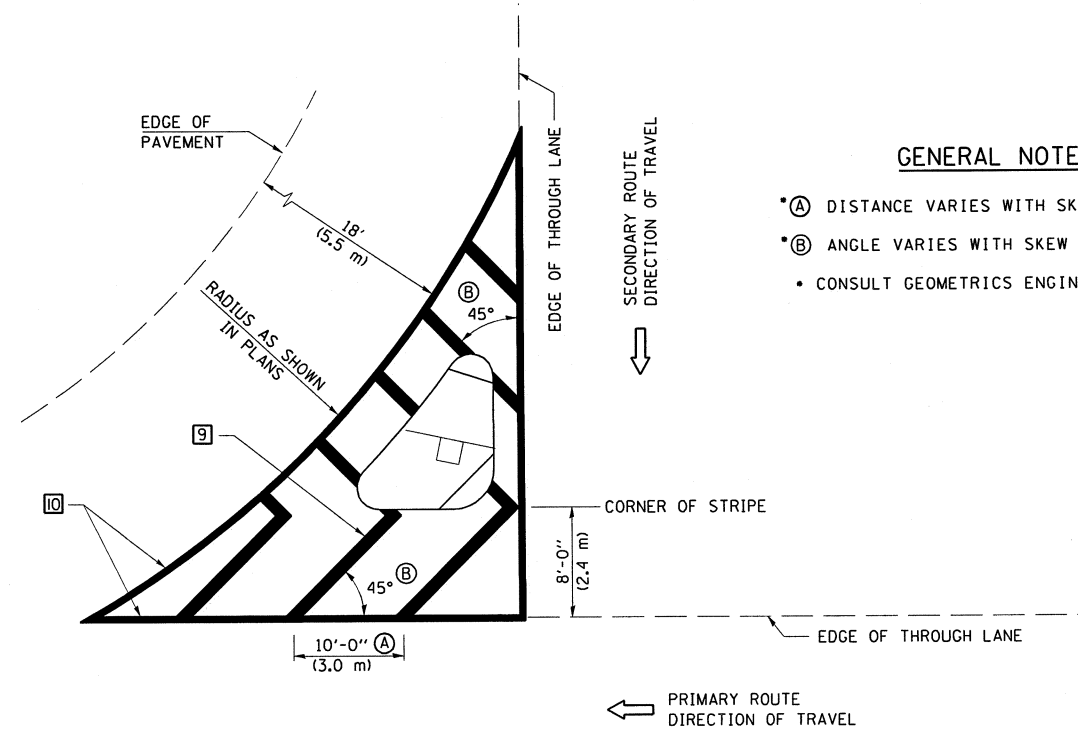
**TYPICAL MEDIAN TRANSITIONS**

**GENERAL NOTES**

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



**RIGHT IN - RIGHT OUT ACCESS**



**GENERAL NOTES**

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

**ISLAND**

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

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 11/06
#FILE#		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

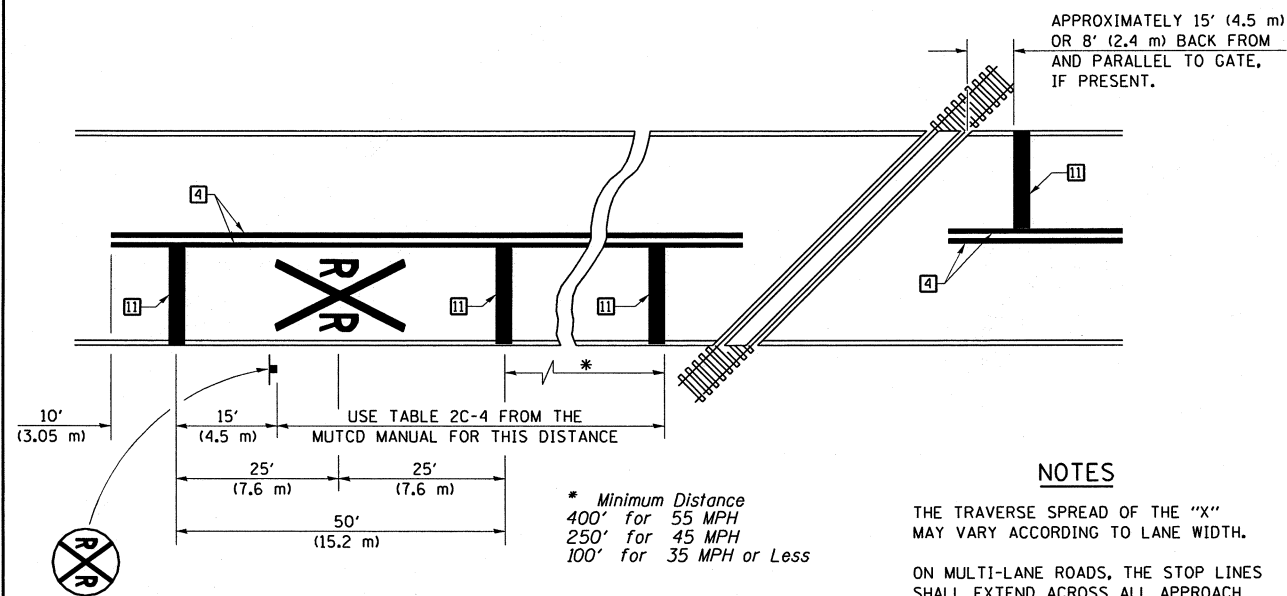
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

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

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

**DISTRICT 5 DETAIL NO. 7800AAAA**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1517	11BR-1	PIATT	48	41
CONTRACT NO. 70613				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

APPROXIMATELY 15' (4.5 m) OR 8' (2.4 m) BACK FROM AND PARALLEL TO GATE, IF PRESENT.

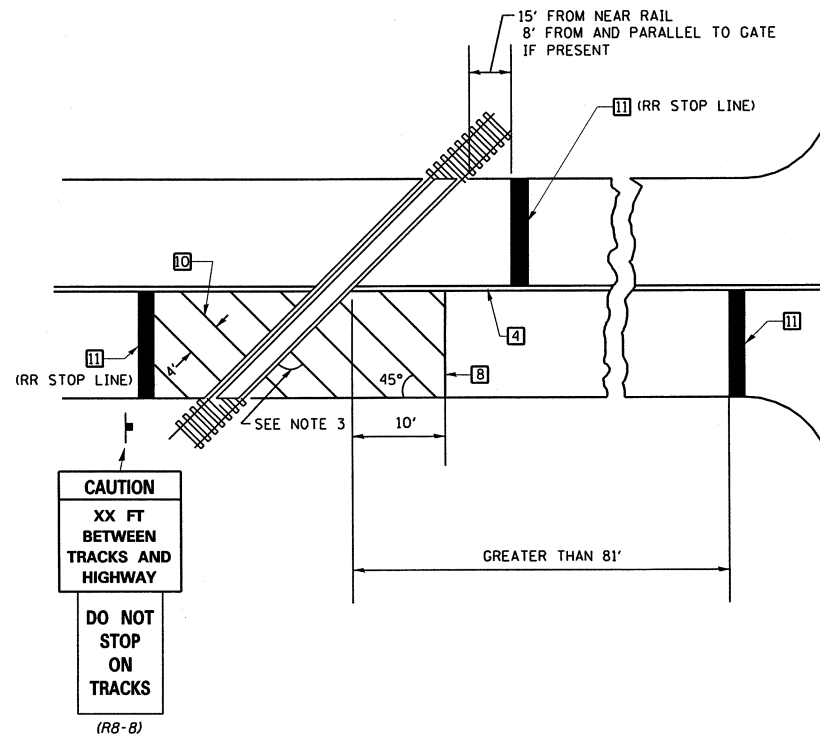
THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

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

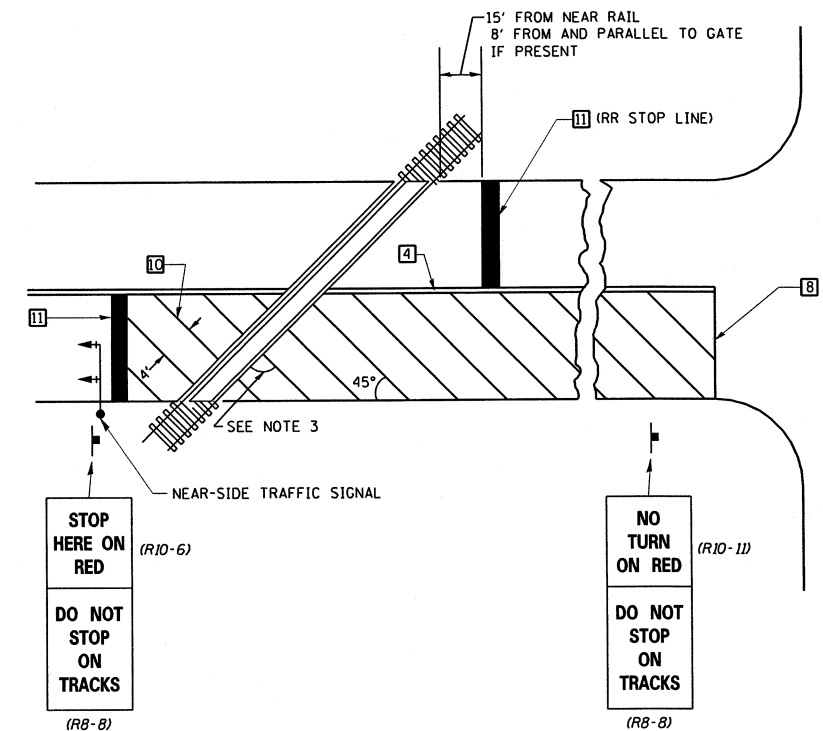
WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

\* Minimum Distance  
400' for 55 MPH  
250' for 45 MPH  
100' for 35 MPH or Less

RAILROAD CROSSING WITH INTERCONNECT ONLY



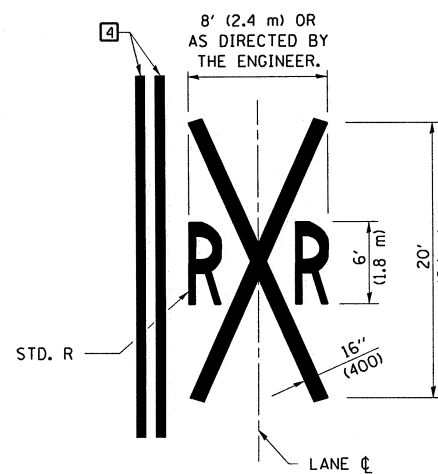
RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- WHERE THE ANGLE BETWEEN THE DIAGONAL PAVEMENT MARKINGS AND THE TRACK WOULD BE LESS THAN 20°, THE PAVEMENT MARKINGS SHOULD BE PLACED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.



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

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 11/06
#FILEL#		DRAWN -	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS  
(RURAL & URBAN APPLICATIONS)

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

DISTRICT 5 DETAIL NO. 7800AAAA

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1517	11BR-1	PIATT	48	42
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 70613				

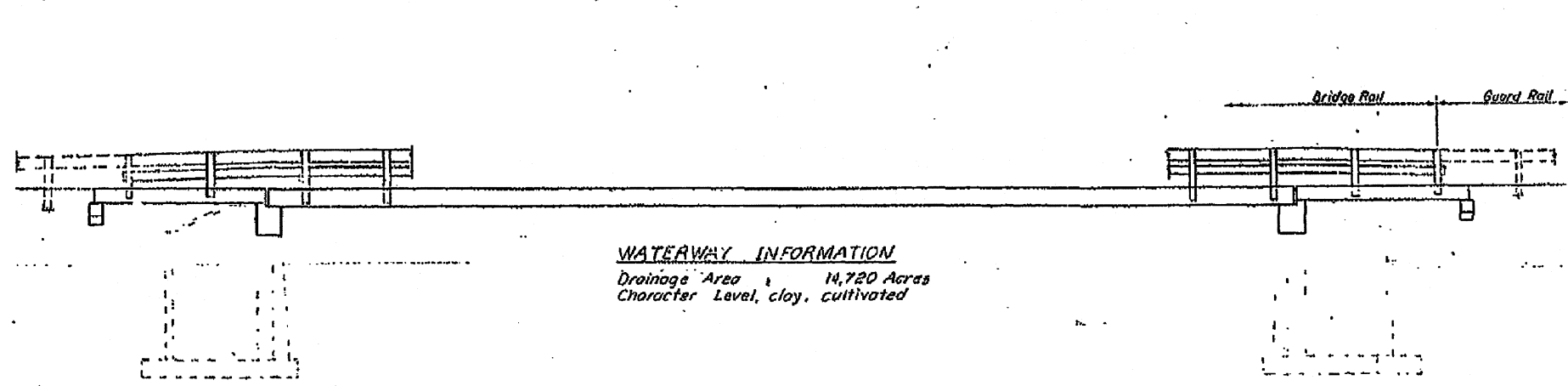




Built as S.B.I. RT.39, Section 11C, Station 5+25, Year 1928  
 Existing Structure: Thru Truss with concrete abutments.  
 Superstructure 70'-0" long, 22'-0" wide.  
 Temporary Structure required 24'-0" roadway, 35'-0" span (H.S. 20 loading).

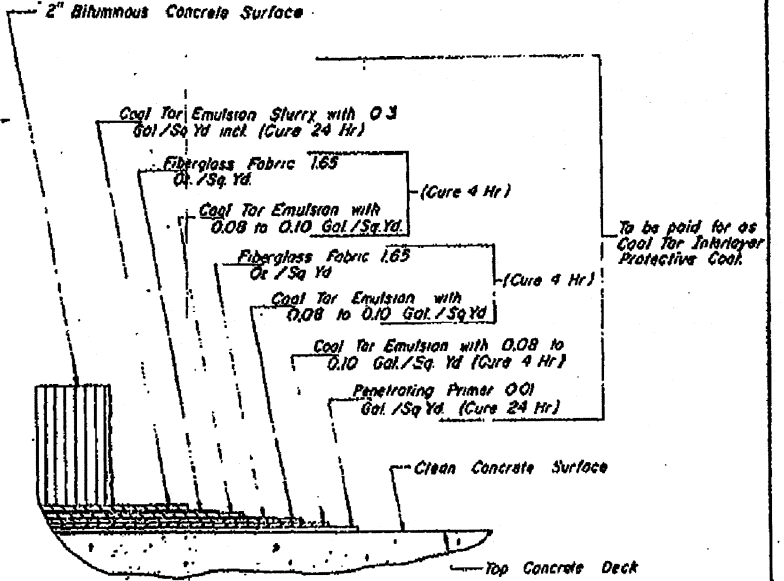
STATE OF ILLINOIS  
 DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
 DIVISION OF HIGHWAYS

DATE	NO.	BY	DATE	NO.	SHEET NO.
1970	118R	PIATT	47	14	5 SHEETS



**WATERWAY INFORMATION**  
 Drainage Area 14,720 Acres  
 Character Level, clay, cultivated

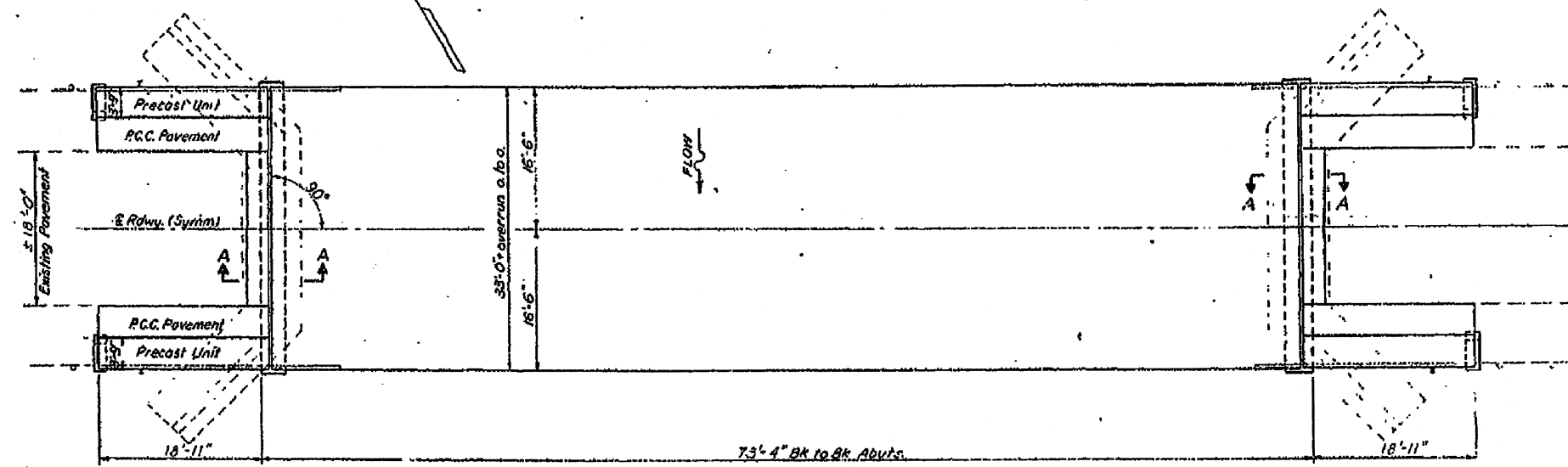
ELEVATION



DETAIL OF DECK SURFACING

**GENERAL NOTES**

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.  
 It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.  
 An alternate strand pattern using Extra High Strength Prestressing Strand (270 ksi.) is permitted.  
 Expansion bolts shall consist of self drilling expansion anchors and 3/8" hooked bolts. Hooked bolts shall extend a minimum of 12" into new concrete, unless otherwise shown.  
 Shoulder transition to wingwall shall be shaped with broken concrete.  
 Cost incidental.  
 Limits of Coal Tar Interlayer Protective Coat shall be back to back of abutments.  
 Any excavation shall be incidental to Bridge Contract.



PLAN

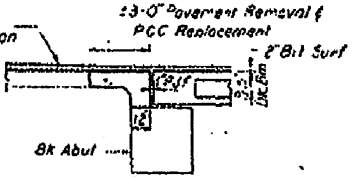
**TOTAL BILL OF MATERIAL**

Item	Unit	Super	Sub	Total
Portland Cement Concrete Pavement (10')	Sq. Yds.	21		21
Pavement Fabric	Sq. Yds.	22		22
Concrete Removal	Cu. Yds.		23	23
Expansion Bolts (3/8")	Each	52		52
Class X Concrete	Cu. Yds.		22.5	22.5
Precast Concrete Bridge Sill	Sq. Ft.	10.0		10.0
Precast Prestressed Concrete Deck Beams (12')	Sq. Ft.	21.0		21.0
Steel Rolling Type	Lin. Ft.	215		215
Reinforcement Bars	Lbs.		1323	1323
Pavement Removal & P.C.C. Replacement Type 2 (10')	Sq. Yds.		1	1
Removal of Existing Superstructures	Each		1	1
Coal Tar Interlayer Protective Coat	Sq. Yds.	262		262
Temporary Bridge Construction	Each		1	1

**GENERAL PLAN & ELEVATION**

S.B.I. RT.39 SEC. 118R  
 PIATT COUNTY  
 STATION 5+25

DESIGNED: JDS  
 DRAWN: WLL  
 CHECKED: RJA  
 DATE: JANUARY 12, 1970



SECTION A-A

**DESIGN STRESSES**

FIELD UNITS  
 Fc = 1400 psi (super)  
 Fc = 1000 psi (sub)  
 F3 = 20,000 psi (tend)  
 Vc = 75 psi (floating)  
 n = 10

PRECAST PRESTR. UNITS  
 Fc = 5000 psi  
 Fb = 4000 psi  
 F3 = 248,000 psi  
 Fsl = 173,600 psi

LOADING HS 20-44

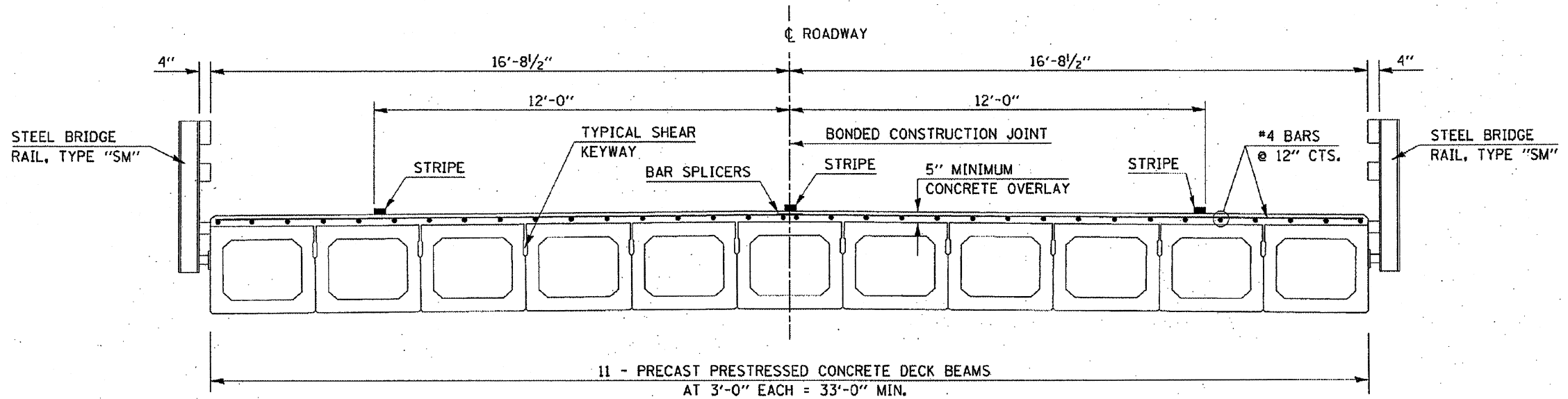
SHOWN FOR INFORMATION ONLY

**EXISTING STRUCTURE TYPICAL SECTION**

**S.N. 074-0008**

F. A. S. 1517 (US 150)

STATION	TO	STATION
4+89.42		5+60.59

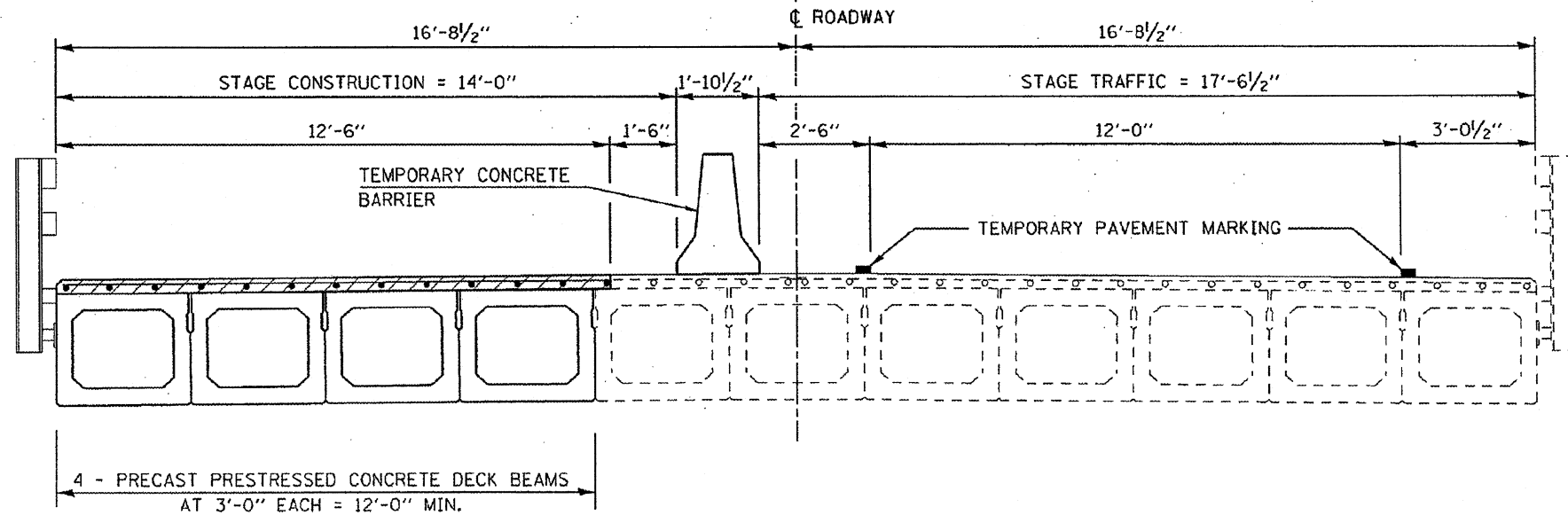


**PROPOSED STRUCTURE TYPICAL SECTION AND STAGE CONSTRUCTION DETAILS**

S. N. 074-0008 F. A. S. 1517 (US 150)

STATION	TO	STATION
4+89.42		5+60.59

SHOWN FOR INFORMATION ONLY



FILE NAME = c:\projects\4570699\17809\plans.dgn	USER NAME = collierbw	DESIGNED - RTB	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING AND PROPOSED STRUCTURE TYPICAL SECTIONS AND STAGE CONSTRUCTION DETAILS</b>	F.A.S. RTE. 1517	SECTION DS BEAM REPLACE 2008-2	COUNTY PIATT	TOTAL SHEETS 18	SHEET NO. 6	
PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISIED -	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 70699			
PLOT DATE = 2/6/2008	DATE - 12-19-2007	REVISIED -	ILLINOIS FED. AID PROJECT								

FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - JDS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 150 OVER SALT CREEK EXISTING BRIDGE PLANS</b>	F.A.S. RTE. 1517	SECTION 11BR-1	COUNTY PIATT	TOTAL SHEETS 48	SHEET NO. 45	
PLOT SCALE = \$SCALE\$	CHECKED - RJA	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 70613			
PLOT DATE = \$DATE\$	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DATE NO.	SECTION	COUNTY	SHEET	SHEET NO.
SBI 39		PIATT	18	10
FED. ROAD DIST. NO. 7				
FED. AID PROJECT				

Contract Number: 70699

**GENERAL NOTES**

The contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures.

If the contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new or existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. If heavy equipment will be placed on new PPC deck beams, the following shall be done prior to placement of the timber mats: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.

The top surface of the beams shall be finished according to the IDOT Manual for Fabrication of Precast Prestressed Concrete Products.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

Temporary concrete barrier shall only be anchored into the overlay and not into the PPC deck beams.

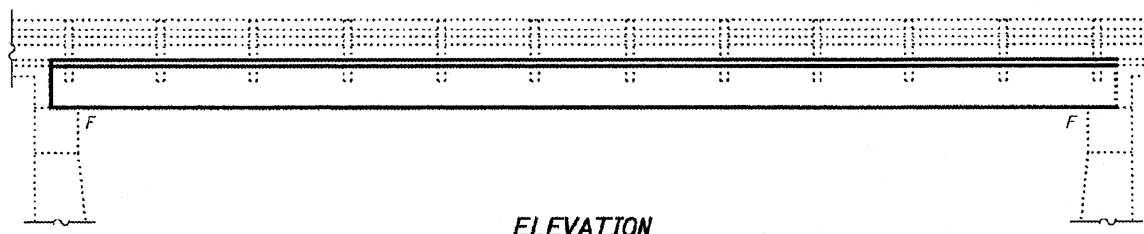
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

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

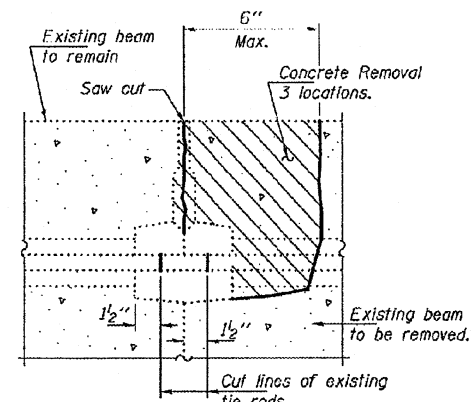
Reinforcement bars designated (E) shall be epoxy coated.

Any damage done to the bridge during beam removal shall be repaired by the contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.

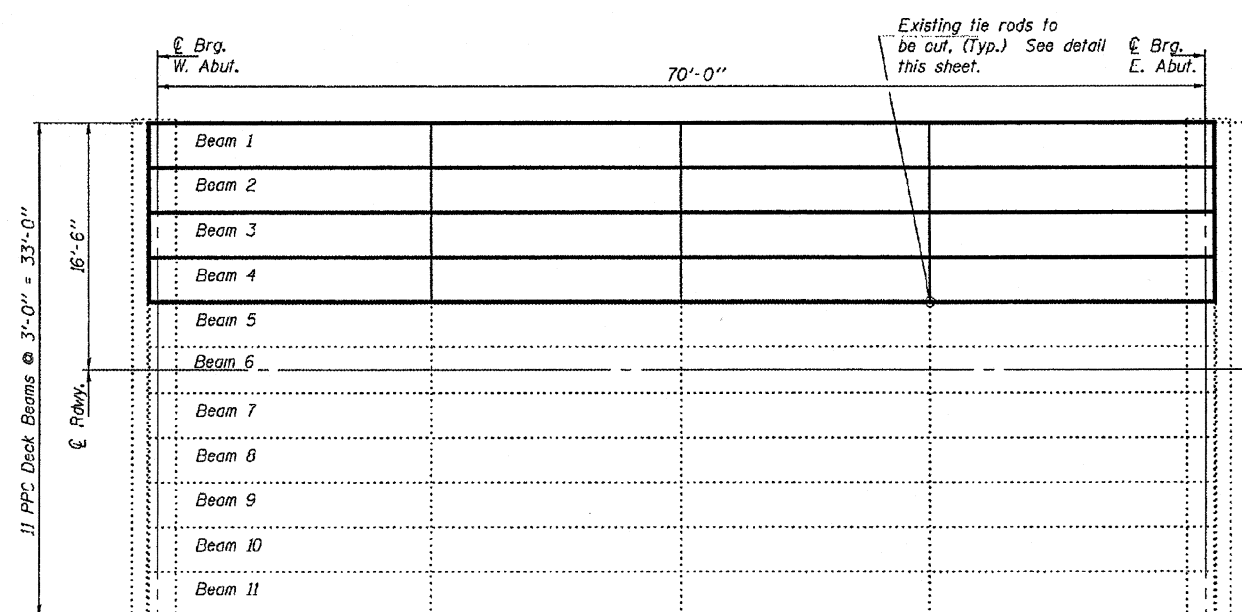
The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Wearing Surface.



**ELEVATION**



**BEAM REMOVAL DETAIL AT TRANSVERSE TIES**



**PLAN**

**DESIGN STRESSES**

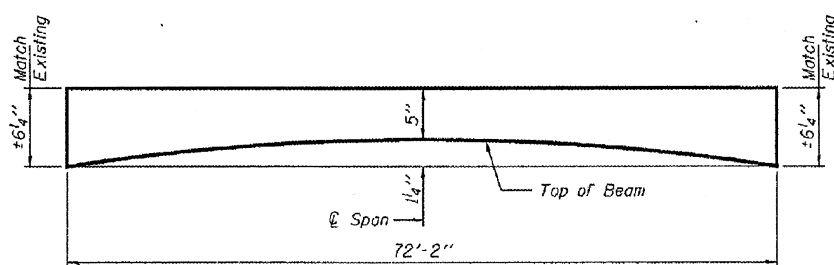
**FIELD UNITS**  
f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)

**PRECAST PRESTRESSED UNITS**  
f'c = 5,000 psi  
f'ci = 4,000 psi  
f's = 270,000 psi (1/2" low lax strands)  
f'si = 201,960 psi (1/2" low lax strands)

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INFORMATION ONLY

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Removal of Existing PPC Deck Beams	Sq. Ft.	854
Precast Prestressed Concrete Deck Beams (33" Depth)	Sq. Ft.	854
Concrete Wearing Surface	Sq. Yd.	100.7
Reinforcement Bars Epoxy Coated	Pound	1190
Protective Coat	Sq. Yd.	101
Mechanical Splice	Each	72
Concrete Removal	Cu. Yd.	0.7
Removing & Re-erecting Existing Railing	Foot	73



**ANTICIPATED INITIAL CAMBER DIAGRAM**

DESIGNED: [Signature]  
CHECKED: Victor H. Vela  
DRAWN: Steffen  
CHECKED: AJS VHV

EXAMINED: [Signature]  
PASSED: Ralph E. Anderson  
ENGINEER OF BRIDGES AND STRUCTURES

FEBRUARY 25, 2008



Expires: November 30, 2008

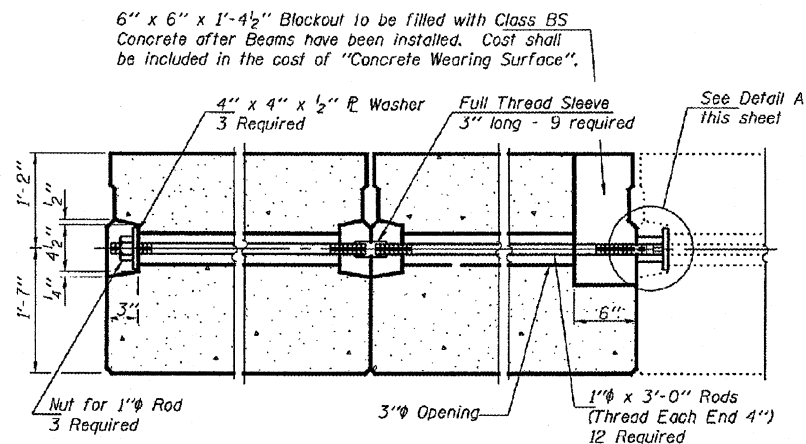
**PLAN AND ELEVATION  
SBI 39 OVER  
SOUTH BRANCH SALT CREEK  
PIATT COUNTY  
SN 074-0008**



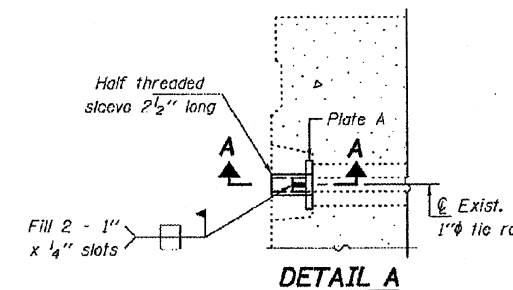
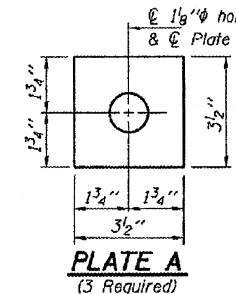
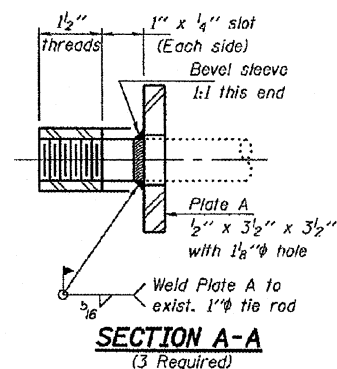
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SBI 39		PIATT	18	12
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

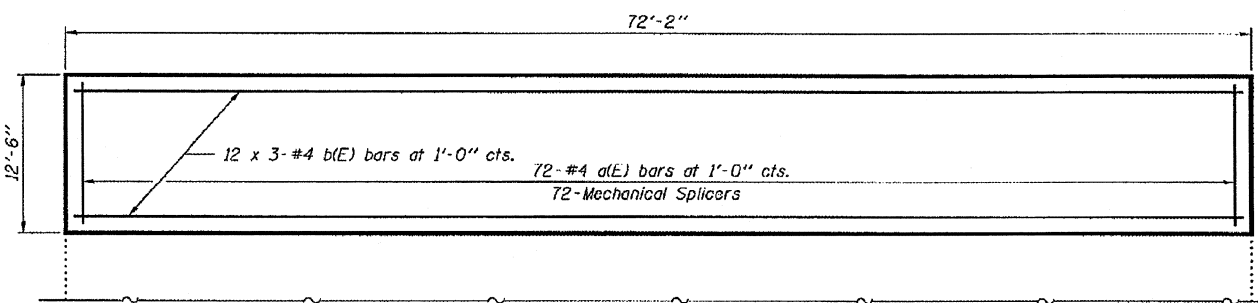
Contract Number: 70699



TYPICAL TRANSVERSE TIE ASSEMBLY

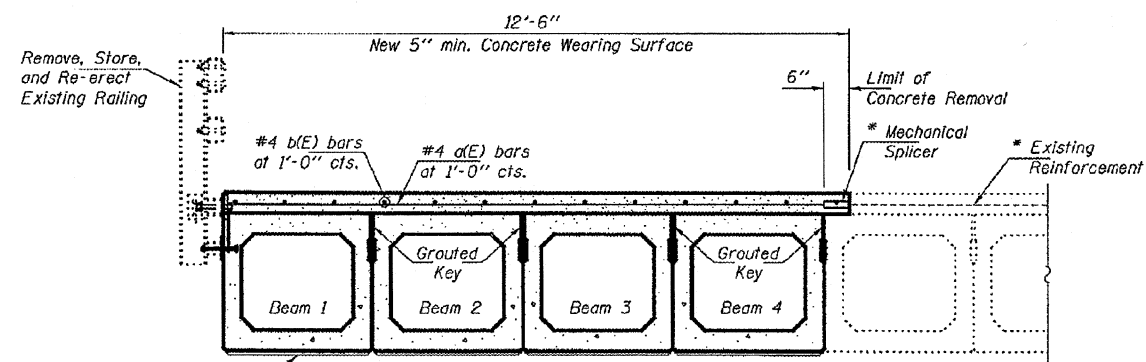
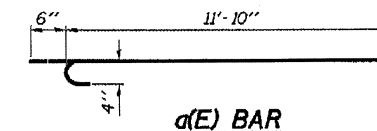


SHOWN FOR  
INFORMATION ONLY



PARTIAL CONCRETE WEARING SURFACE PLAN

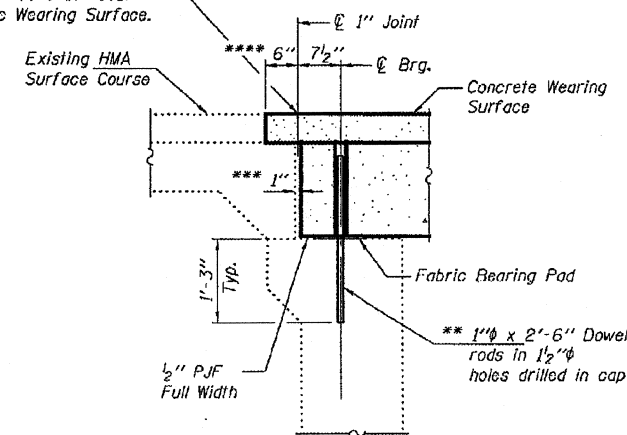
Saw cut after resurfacing, 1/4" wide by 3/4" deep. Seal with elastic joint sealer in accordance with Article 589 of the Standard Specifications. Cost included with Concrete Wearing Surface.



PARTIAL CROSS SECTION

(Looking East)  
Showing Reinforcement

\* Attach existing reinforcement with mechanical splicers. Existing reinforcement to extend 6" (min.) into the removal area to allow attachment of the mechanical splicers.



TYPICAL SECTION AT ABUTMENT

\*\* Existing dowel rods are to be burned off, ground flush, and sealed with epoxy prior to placement of new beams. Cost included in Removal of Existing PPC Deck Beams. After beams have been erected holes shall be drilled into cap and dowel rods placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure a minimum of 24 hours prior to grouting the shear keys.

\*\*\* 1" Joint shall be filled with non-shrink grout. Dimension may vary to accommodate tolerance in beam lengths.

\*\*\*\* Limits of HMA Surface Removal. Cost included with Concrete Removal

MIN. BAR LAPS  
#4 Bar = 1'-4"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	72	#4	12'-4"	—
b(E)	36	#4	24'-10"	—
		Reinforcement Bars, Epoxy Coated	Pound	1190
		Concrete Removal	Cu. Yd.	0.7
		Concrete Wearing Surface	Sq. Yd.	100.7

Bars indicated thus 12 x 3-#4 etc. Indicates 12 lines of bars with 3 lengths per line.

REPAIR DETAILS  
SBI 39 OVER  
SOUTH BRANCH SALT CREEK  
PIATT COUNTY  
SN 074-0008

DESIGNED	AJB
CHECKED	VHV
DRAWN	Steffan
CHECKED	AJB VHV

FEBRUARY 25, 2008  
EXAMINED *Carl Thayer*  
ENGINEER OF STRUCTURAL SERVICES  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES