

06-11-2021 LETTING ITEM 216

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	1
		ILLINOIS	CONTRACT NO. 74A54	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

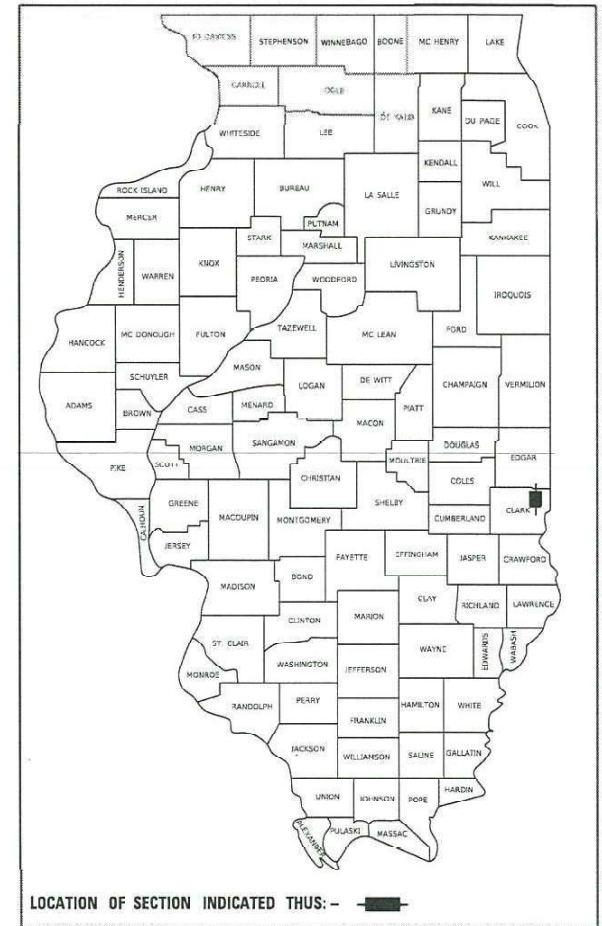
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PROPOSED HIGHWAY PLANS

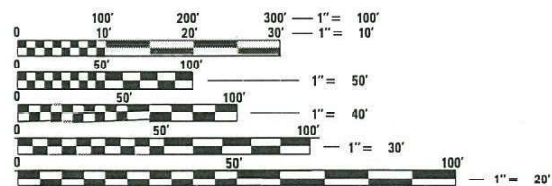
FAP ROUTE 332 (IL ROUTE 1)
D7 BRIDGE REPAIRS 2021-8

BRIDGE REPAIR & OVERLAY
CLARK COUNTY

D-97-085-21



F.A.P. 332
CLARK COUNTY
S.N. 012-0014
STATION 169+18.17

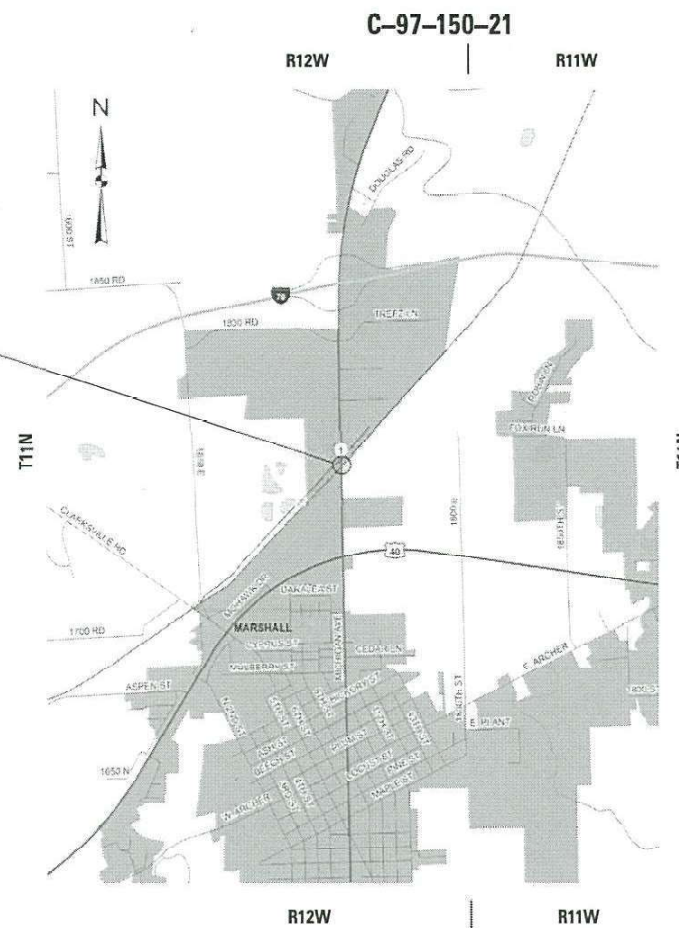


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER BRIAN LEWIS
PROJECT MANAGER MYRA OLTMAN

CONTRACT NO. 74A54



GROSS LENGTH = 254 FT.
NET LENGTH = 254 FT.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 31 20 21
Jeffrey P. Myrland
REGIONAL ENGINEER

May 7, 2021
Scott A. Elk
ENGINEER OF DESIGN AND ENVIRONMENT

May 7, 2021
James J. Guerin
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION 13

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OF THE STATE OF ILLINOIS

GENERAL NOTES

THE WORK INCLUDED IN SECTION D7 BRIDGE REPAIRS 2021-8 CONSISTS OF HMA SURFACE REMOVAL, EXPANSION JOINT REPAIR, BRIDGE DECK PATCHING, TACK COAT, HMA SURFACE COURSE, BRIDGE RAIL REPLACEMENT, PAVEMENT MARKING AND OTHER WORK NECESSARY TO COMPLETE THIS SECTION. THE WORK SHALL BE COMPLETED UTILIZING STAGE CONSTRUCTION WITH TEMPORARY CONCRETE BARRIERS AND TEMPORARY TRAFFIC SIGNALS. THE EXISTING STRUCTURE CARRIES IL ROUTE 1 OVER THE CSX RAILROAD AND IS LOCATED 0.5 MILE NORTH OF MARSHALL ON IL ROUTE 1.

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

PAINT PAVEMENT MARKING LINE - 4" SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS, AS SHOWN IN THE PLANS, AND AS DETERMINED BY THE ENGINEER. THE TOTAL QUANTITY CALCULATED CONSISTS OF 728 FEET OF YELLOW AND 1820 FEET OF WHITE.

MATERIAL REQUIREMENTS					
APPLICATION	AC/PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE	QUALITY MANAGEMENT
POLYMERIZED HMA SURFACE COURSE, MIX "D", N90 (2")	SBS PG 70-22	4.0% @ N=90	IL - 9.5	MIXTURE D	QC/QA

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	INDEX OF SHEETS & GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTION
6	PLAN SHEET
7	STAGING SUGGESTED SEQUENCE OF OPERATIONS & CONSTRUCT NOTES
8	STAGE CONSTRUCTION I
9	STAGE CONSTRUCTION II
10-13	PAVEMENT MARKING DETAILS
14-28	BRIDGE PLANS

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED FOLLOWING THE LAST NUMBERED SHEET OF THE PLANS.

STD. NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
515001-04	NAME PLATE FOR BRIDGES
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701316-13	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR ≥ 45 MPH
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
643001-02	SAND MODULE IMPACT ATTENUATORS

REV. - MS

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SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0047 100% STATE		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	230	230		
40604164	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90	TON	92	92		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	909	909		
50102400	CONCRETE REMOVAL	CU YD	33.4	33.4		
50104000	BRIDGE RAIL REMOVAL	FOOT	363	363		
50157300	PROTECTIVE SHIELD	SO YD	270	270		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	61.5	61.5		
50300300	PROTECTIVE COAT	SO YD	100	100		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	10510	10510		
50800515	BAR SPLICERS	EACH	56	56		
50900305	STEEL RAILING, TYPE T1	FOOT	363	363		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3		
67100100	MOBILIZATION	L SUM	1	1		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0047 100% STATE		
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	1	1		
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1		
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	1942	1942		
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	810	810		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	525	525		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	525	525		
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
70600350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2548	2548		
X5080525	BAR SPLICERS, SPECIAL	EACH	6	6		

* SPECIALTY ITEM

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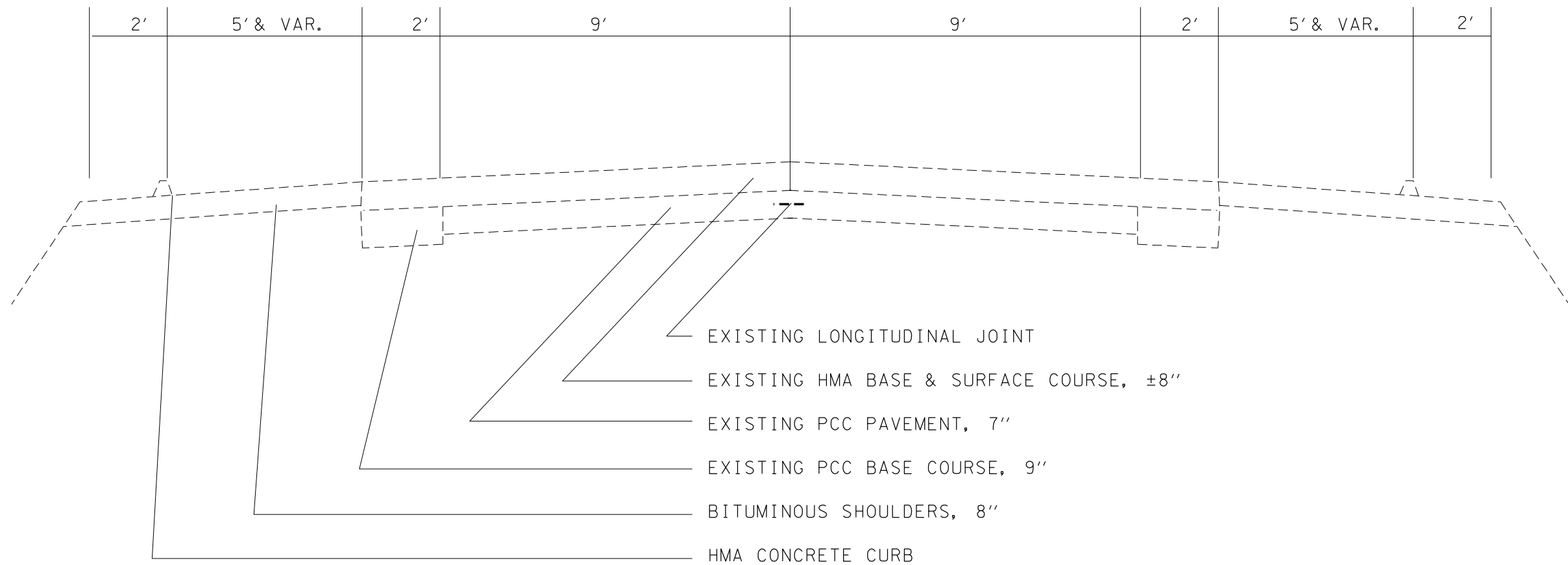
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	3
CONTRACT NO. 74A54				
ILLINOIS FED. AID PROJECT				



ADJACENT TYPICAL SECTION

STATION 161+90 TO STATION 167+94.89
 STATION 170+40.65 TO STATION 176+00

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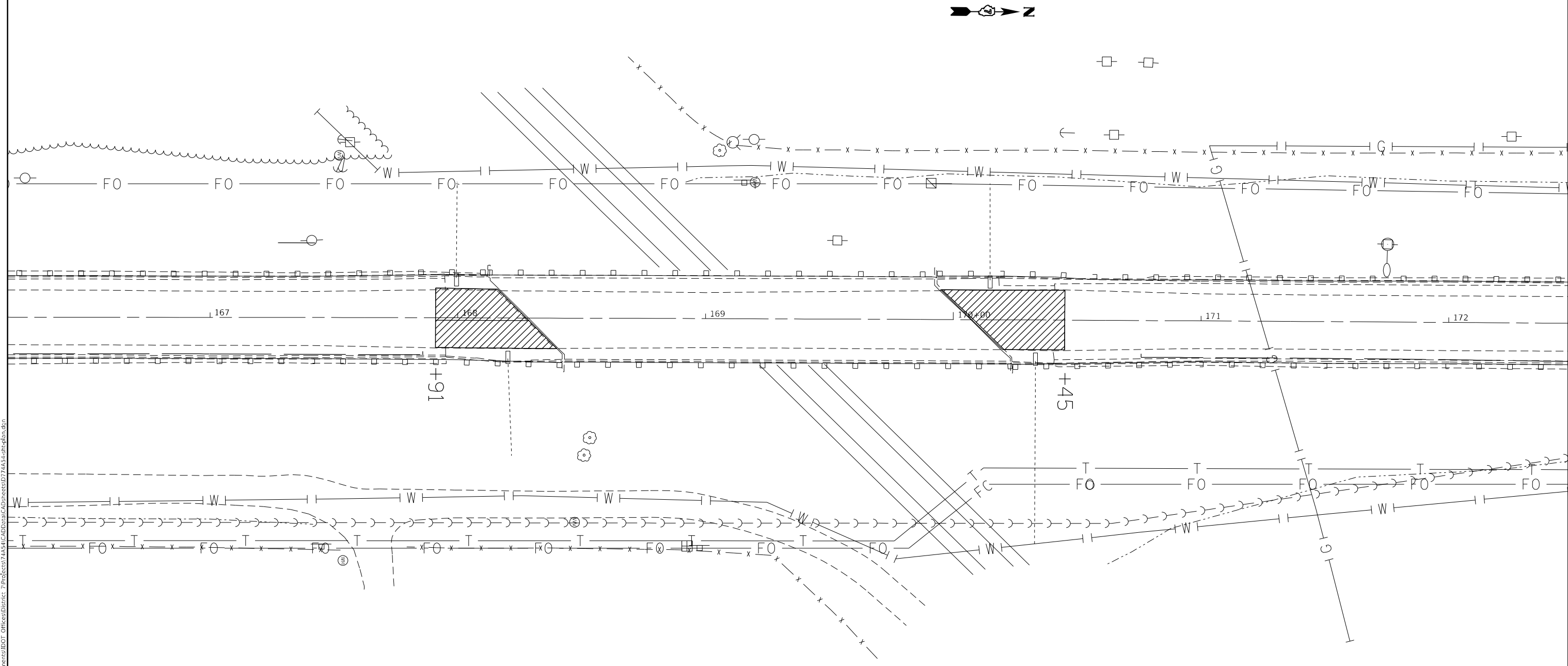
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTION

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D-7 BRIDGE REPAIRS 2021-8	CLARK	28	5
CONTRACT NO. 74A54				
ILLINOIS FED. AID PROJECT				

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HMA SURFACE REMOVAL 2" AND
 POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX D, N90

NOTE: ADDITIONAL HMA SURFACE REMOVAL QUANTITIES
 & POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX D, N90
 ARE SHOWN IN THE STRUCTURE PLANS

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PLOT DATE = 4/14/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEET			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	6
CONTRACT NO. 74A54				
ILLINOIS FED. AID PROJECT				

STAGING SUGGESTED SEQUENCE OF OPERATIONS

PRESTAGE

1. ERECT SIGNS, TRAFFIC SIGNALS, ETC. ACCORDING TO TRAFFIC CONTROL STANDARD 701316 AND THE DETAILS IN THE PLANS.
2. CONSTRUCT BRIDGE RAIL ON EAST SIDE OF STRUCTURE.
3. CONSTRUCT PROTECTIVE SHIELD OVER RAILROAD.

STAGE I

1. CONSTRUCT HMA SURFACE REMOVAL.
2. PLACE TEMPORARY CONCRETE BARRIER WALL ACCORDING TO TRAFFIC CONTROL STANDARD 701321.
3. CONSTRUCT EXPANSION JOINT REPAIR.
4. CONSTRUCT BRIDGE DECK PATCHING.
5. REMOVE TEMPORARY CONCRETE BARRIER WALL AND USE TRAFFIC CONTROL STANDARD 701316.
6. CONSTRUCT TACK COAT AND HMA SURFACE COURSE, MIX D, N90 (2").
7. CONSTRUCT BRIDGE RAIL REPLACEMENT.

STAGE II

1. PLACE BARRELS, SIGNS, ETC. ACCORDING TO TRAFFIC CONTROL STANDARD 701316 AND THE DETAILS IN THE PLANS.
2. CONSTRUCT HMA SURFACE REMOVAL.
3. PLACE TEMPORARY CONCRETE BARRIER WALL AND USE TRAFFIC CONTROL AND PROTECTION 701321.
4. CONSTRUCT EXPANSION JOINT REPAIR.
5. CONSTRUCT BRIDGE DECK PATCHING.
6. REMOVE TEMPORARY CONCRETE BARRIER WALL AND USE TRAFFIC CONTROL AND PROTECTION 701316.
7. CONSTRUCT TACK COAT AND HMA SURFACE COURSE, MIX D, N90 (2").
8. REMOVE TRAFFIC CONTROL STANDARD 701316.
9. CONSTRUCT PAVEMENT MARKING, AND ANY OTHER WORK NECESSARY TO COMPLETE THE PROJECT.

TEMPORARY CONCRETE BARRIER				
STAGE 1				
166+56	TO	171+84	525.0	FOOT

RELOCATE TEMPORARY CONCRETE BARRIER				
STAGE 2				
166+56	TO	171+84	525.0	FOOT

IMPACT ATTENUATORS, TEMP (NON-REDIRECTIVE) TL 3				
STAGE 1				
166+56			1	EACH
171+84			1	EACH
TOTALS			2	EACH

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE) TL 3				
STAGE 2				
166+56			1	EACH
171+84			1	EACH
TOTALS			2	EACH

RESURFACING SCHEDULE					
		HOT-MIX ASPHALT SURFACE REMOVAL, 2"	BITUMINOUS MATERIALS (TACK COAT)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D",	
STAGE 1		SQ YD	POUND	(TON)	
STATION TO	STATION				
167+91	168+28.5	45	20	5.0	
169+95	170+45.0	65	29	7.2	
STAGE 2					
167+91	168+28.5	54	24	6.0	
170+09	170+45.0	36	16	4.0	
TOTAL		199	90	22.3	
NOTE: ROADWAY QUANTITIES ONLY SEE STRUCTURE PLANS FOR ADDITIONAL QUANTITY					

PAVEMENT MARKING SCHEDULE					
		PAVEMENT MARKING BLACKOUT TAPE, 5"	SHORT TERM PAVEMENT MARKING REMOVAL	PAINT PAVEMENT MARKING - LINE 4"	
STATION TO	STATION	FOOT	SQ FT	FOOT	
STAGE 1					
164+37	173+47	1,022	426		
STAGE 2					
164+27	173+47	92	384		
FINAL STAGE					
166+91	170+45			2548	
TOTALS		1114	810	2548	

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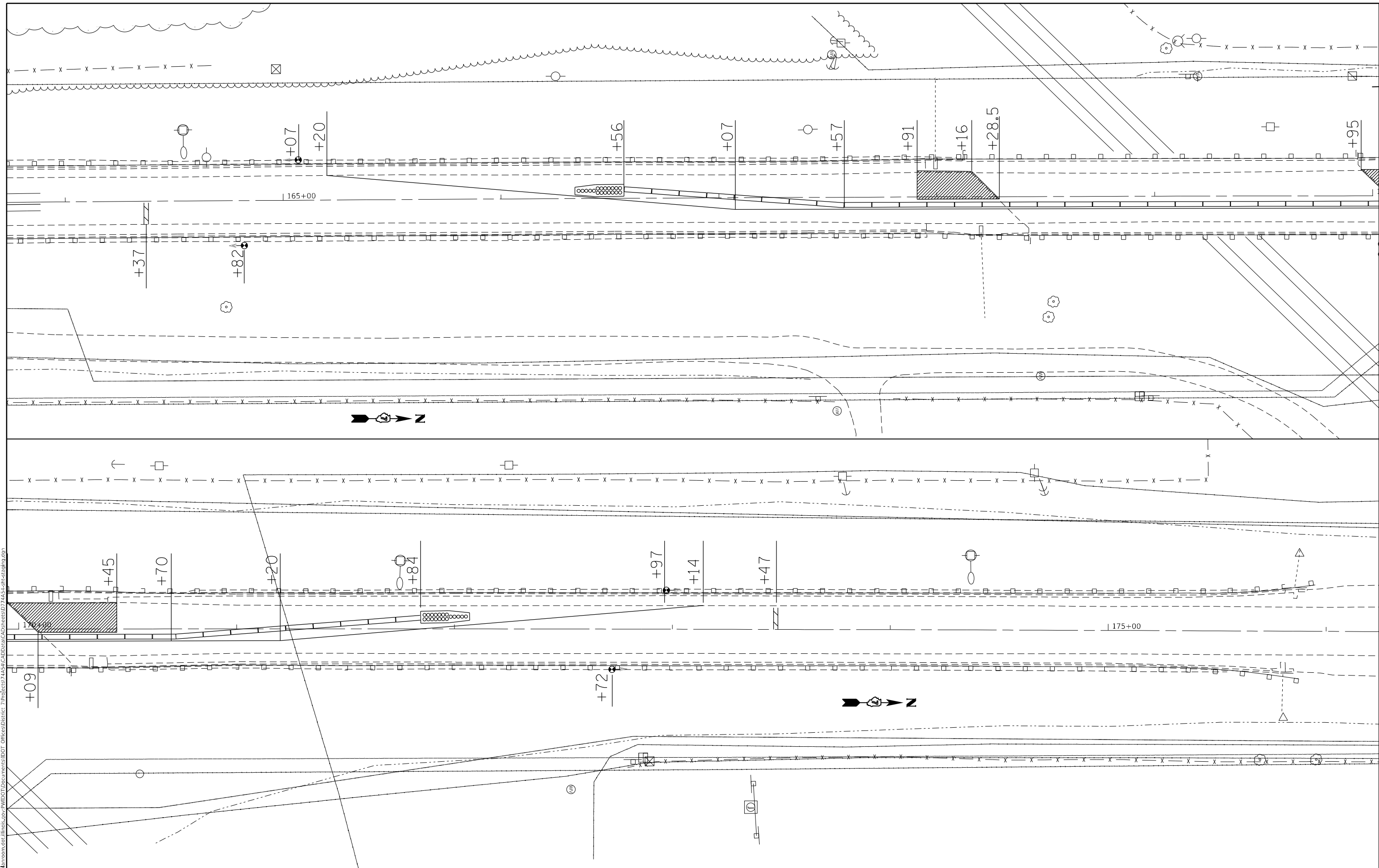
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGING SEQUENCE
AND CONSTRUCT NOTES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	7
CONTRACT NO. 74A54				
ILLINOIS FED. AID PROJECT				



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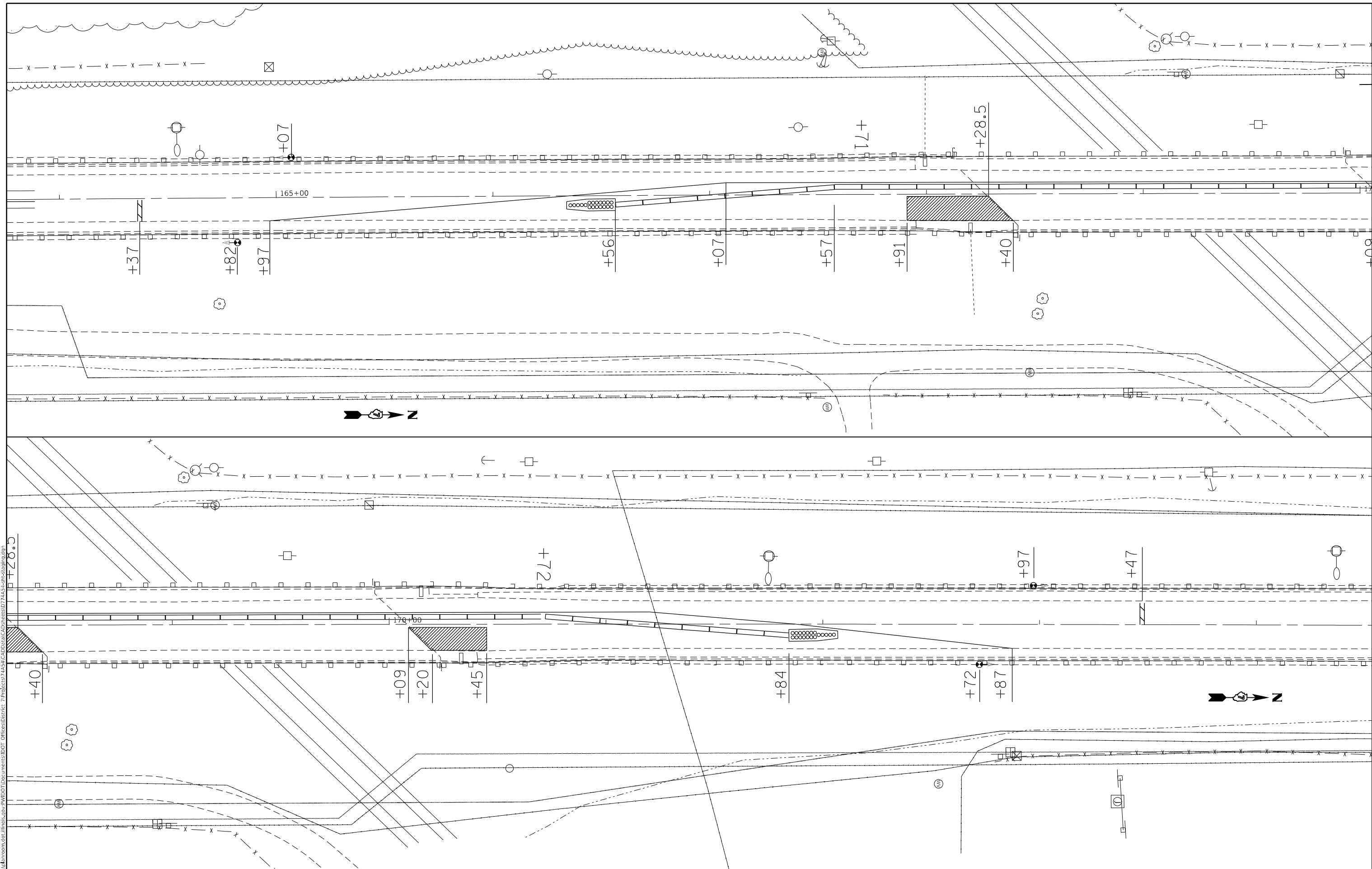
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE 1 TRAFFIC CONTROL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	8
CONTRACT NO. 74A54				
ILLINOIS FED. AID PROJECT				

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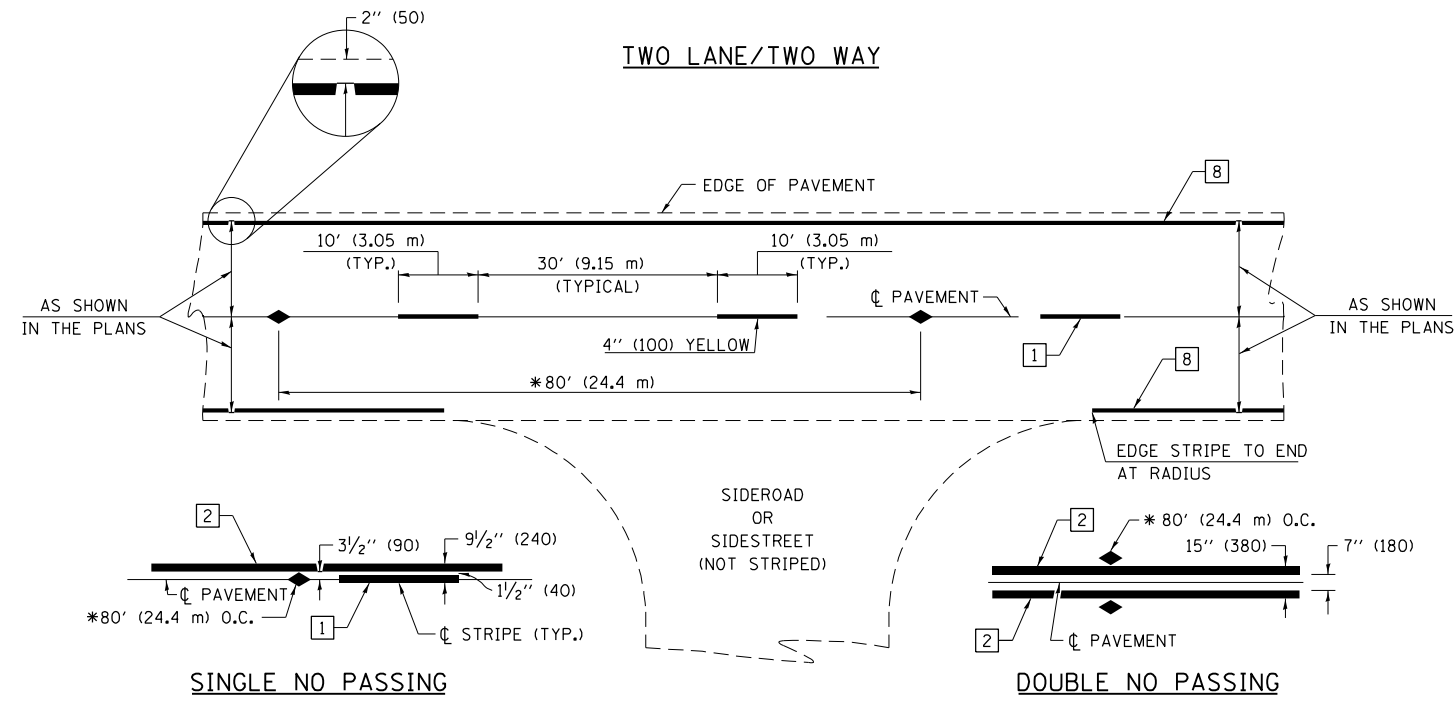


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PLOT DATE = 3/31/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 TRAFFIC CONTROL
 SCALE: SHEET OF SHEETS STA. TO STA.

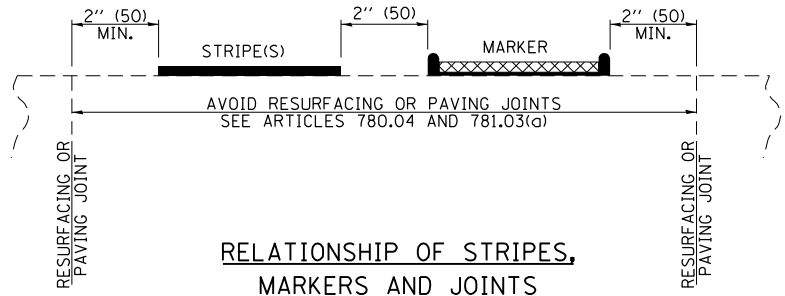
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332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	9
CONTRACT NO. 74A54				
ILLINOIS FED. AID PROJECT				



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

PAVEMENT MARKING LEGEND

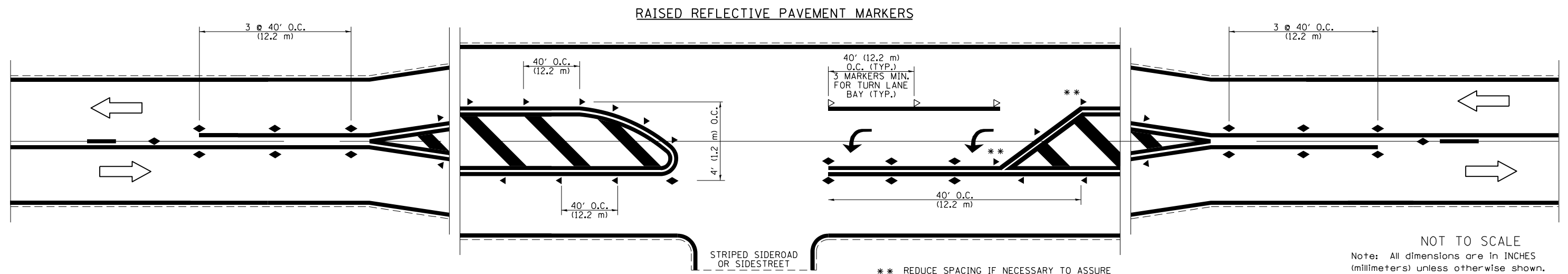
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 12" (300) SOLID WHITE
- 6 RESERVED
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP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



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS

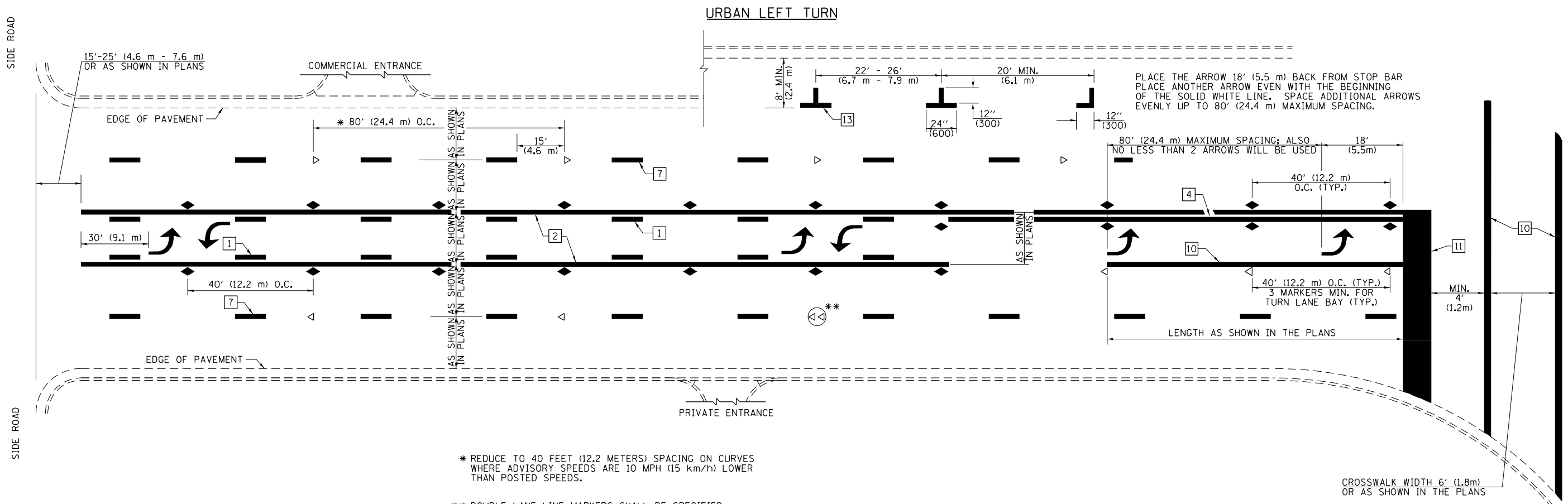
TYPICAL PAVEMENT MARKERS LEGEND

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



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

NOT TO SCALE
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.



PLACE THE ARROW 18' (5.5 m) BACK FROM STOP BAR
 PLACE ANOTHER ARROW EVEN WITH THE BEGINNING
 OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS
 EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING.

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

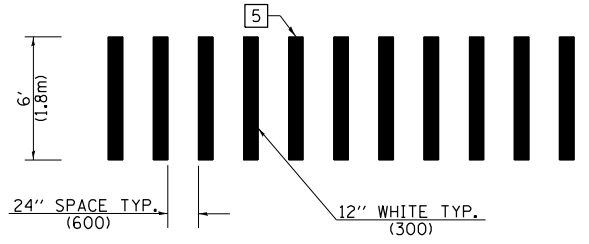
** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED
 AND SPACED AS SHOWN IN HIGHWAY STANDARD
 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED
 HIGHWAYS.

PAVEMENT MARKING LEGEND

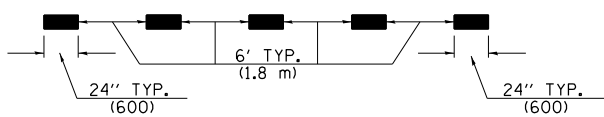
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 12" (300) SOLID WHITE
- 6 RESERVED
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP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

GENERAL NOTES

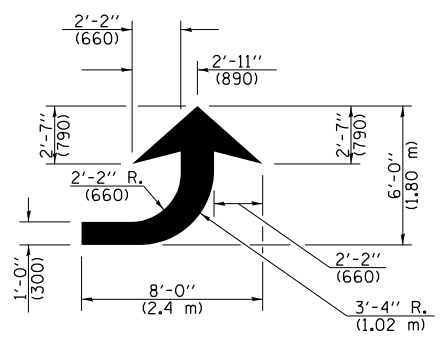
1. TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE. USE A MINIMUM OF TWO PAIRS PER BLOCK.
2. THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
3. 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.
4. USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)
5. LANE LINE EXTENSIONS SHALL BE THE SAME COLOR AND WIDTH AS THE LANE LINE BEING EXTENDED.



**CROSSWALK DETAIL
 (DECATUR CITY LIMITS ONLY)**

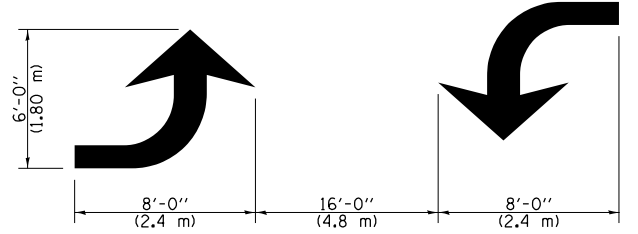


LANE LINE EXTENSIONS



LEFT ARROW

REVERSE FOR RIGHT ARROW
 AREA = 15.6 SQ. FT. (1.47 m²)
 (WHITE)



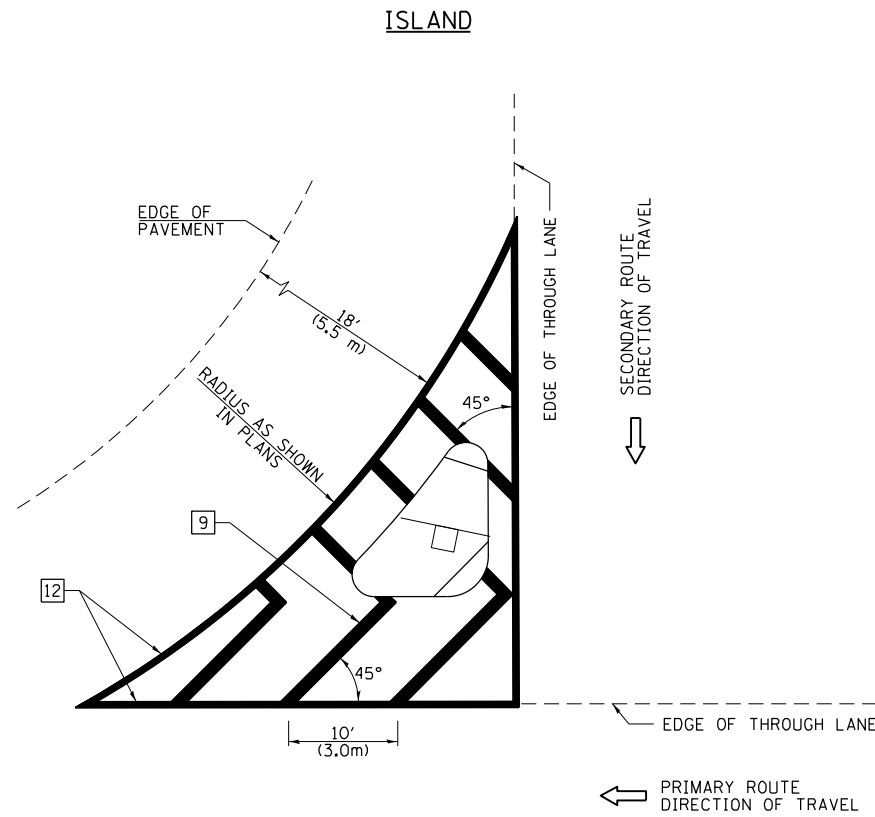
**TYPICAL DOUBLE
 TURN ARROWS (WHITE)**

NOT TO SCALE

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

DISTRICT 7 DETAIL NO. 78000001

FILE NAME =	USER NAME = steffenk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 2.0000' / in.	DATE -	REVISED -	CONTRACT NO. 74A54							
PLOT DATE = 3/31/2021	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE:		SHEET NO. 2 OF 4 SHEETS		STA. TO STA.						



GENERAL NOTES

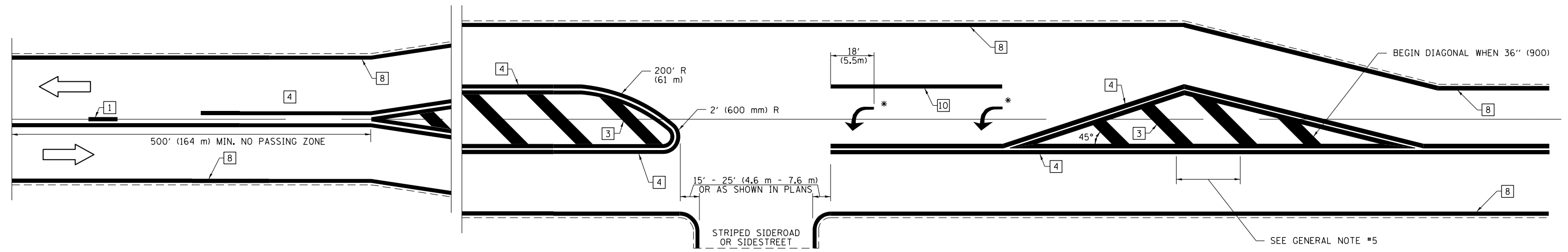
1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2] IF PRESENT.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
5. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING:

< 30 MPH (< 50 km/h)	15' (4.5 m)
30-45 MPH (50-75 km/h)	20' (6.0 m)
> 45 MPH (> 75 km/h)	30' (9.0 m)

PAVEMENT MARKING LEGEND

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

RURAL LEFT TURN STRIPING



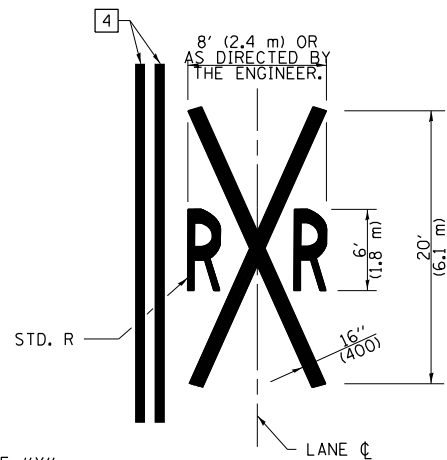
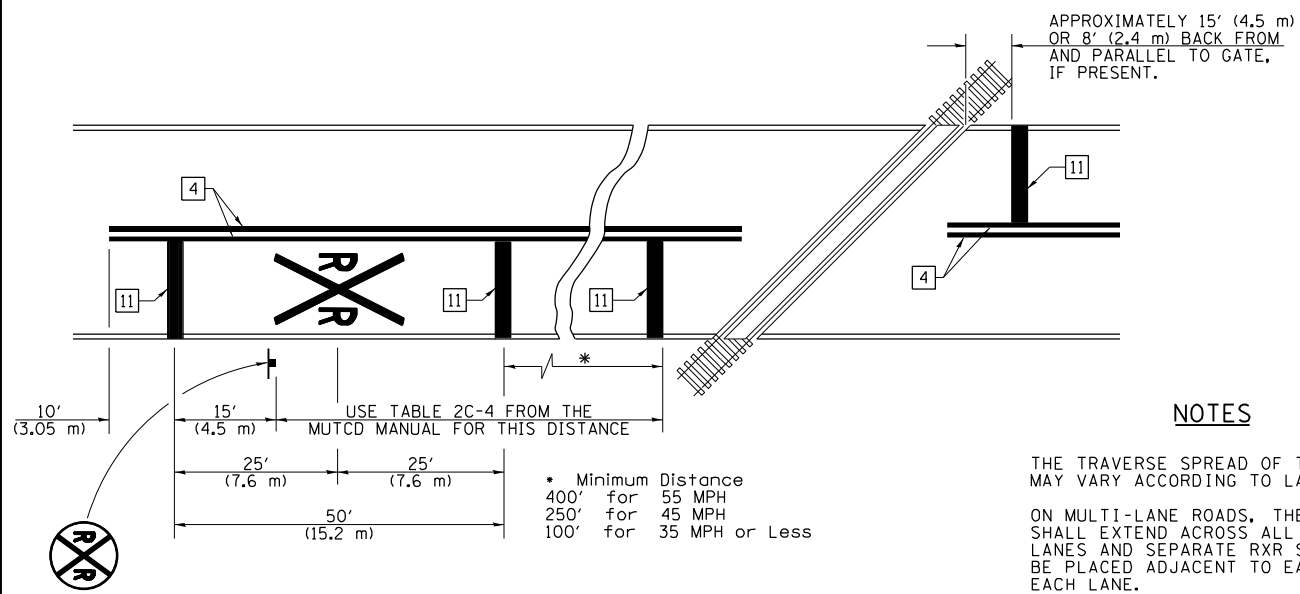
* PLACE AN ARROW 18' (5.5 m) BACK FROM STOP BAR. PLACE ANOTHER ARROW EVEN WITH THE BEGINNING OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING. USE MINIMUM OF 2 ARROWS.

NOT TO SCALE
 Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 7800001

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\planning\dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 7\Projects\74A54\DRAWN\CADsheets\0774A54-sht-details.dgn	PLLOT SCALE = 2.0000' / in.	CHECKED -	REVISED -			332	07 BRIDGE REPAIRS 2021-8	CLARK	28	12
PLLOT DATE = 3/31/2021	DATE -	REVISED -	REVISED -			CONTRACT NO. 74A54				
						ILLINOIS FED. AID PROJECT				

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING



NOTES

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

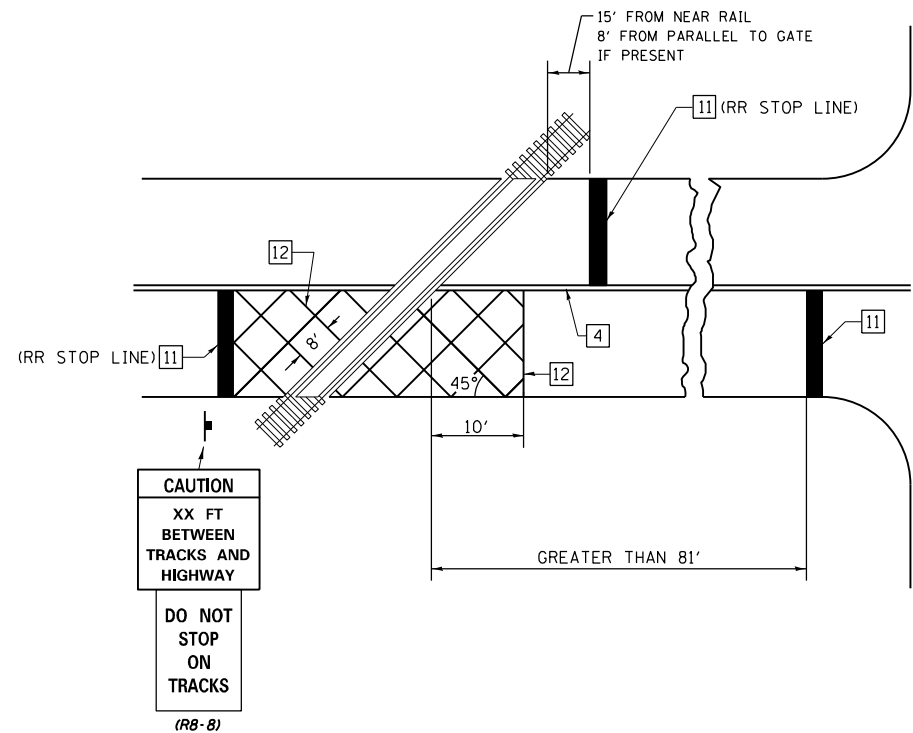
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

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

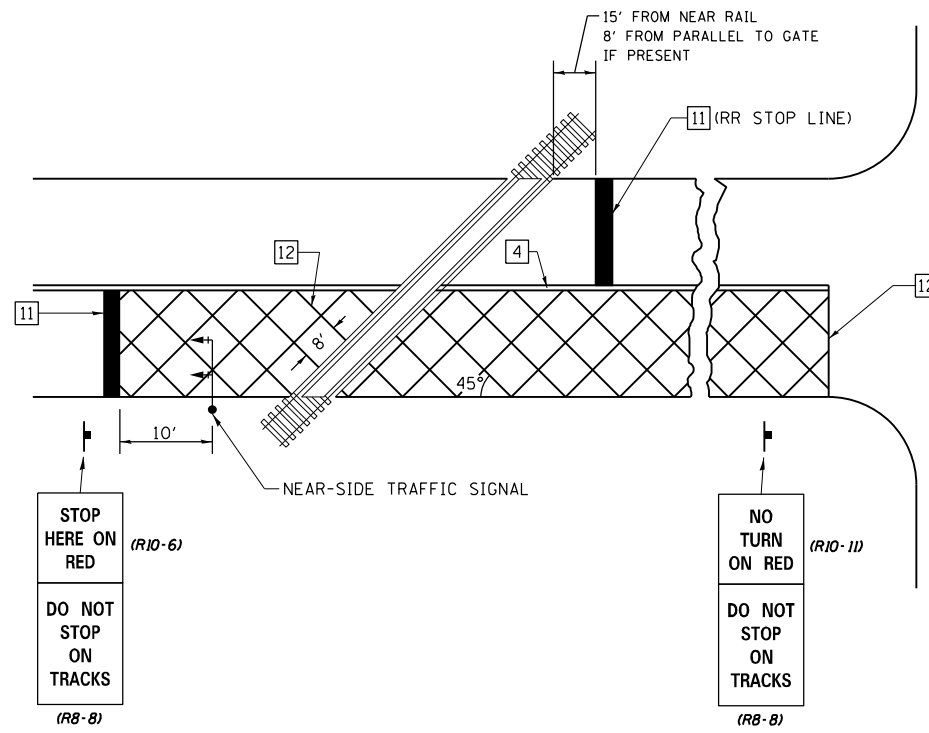
PAVEMENT MARKING LEGEND

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

RAILROAD CROSSING WITH INTERCONNECT ONLY



RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

GENERAL NOTES

1. SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.

NOT TO SCALE

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

DISTRICT 7 DETAIL NO. 7800001

FILE NAME =	USER NAME = steffenk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\planroom.dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 7\Projects\74A54\DRAWN\CADsheets\0774A54-sht-details.dgn		CHECKED -	REVISED -			332	07 BRIDGE REPAIRS 2021-8	CLARK	28	13
PLOT SCALE = 2.0000' / in.		DATE -	REVISED -			CONTRACT NO. 74A54				
PLOT DATE = 3/31/2021						ILLINOIS FED. AID PROJECT				

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

BENCHMARK:

BM #402: Chiseled "I" on the top of curb at the northwest corner of SN 012-0014, Sta. 169+94, 17' left, Elev. 651.65

EXISTING STRUCTURE:

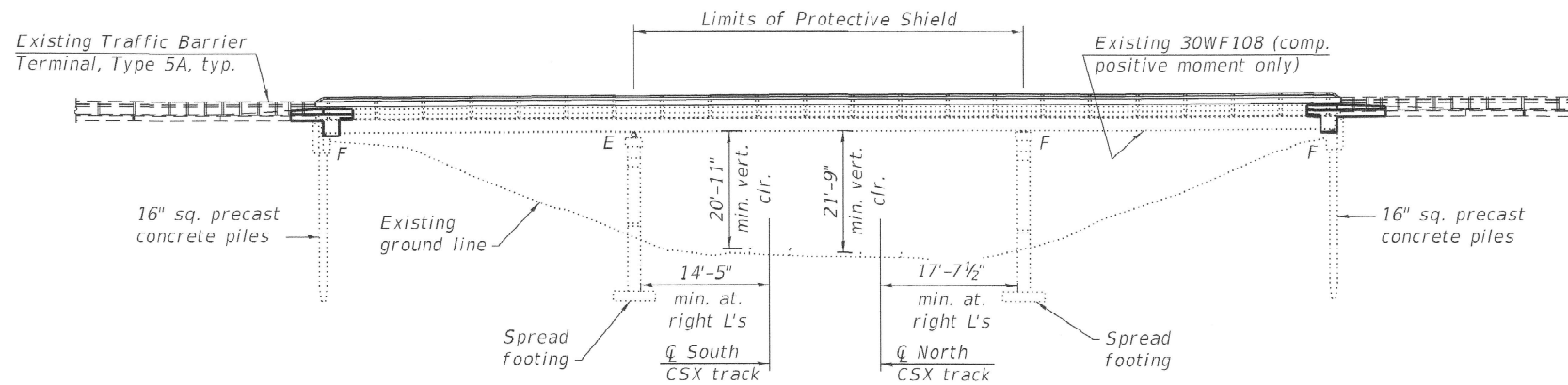
SN 012-0014 was originally constructed in 1940 as S.B.I. Route 1, Section FX-VB. In 1973, the concrete deck was replaced and steel railings were added as F.A. Route 1, Section FX-VBR. The existing structure consists of a concrete deck supported on composite (positive moment areas only) continuous 30WF108 steel beams supported by stub abutments and multi-column piers with crashwalls. Abutments are founded on concrete piles and piers are founded on spread footings on rock. The structure is 182'-1 1/2" back-to-back of abutments and skewed 45°-50' right forward. Out-to-out deck width is 35'-0".

NOTES:

Vehicular traffic to be maintained utilizing stage construction. Rail traffic to be maintained on both tracks without interruption. This project consists of removal of expansion joints, deck ends and approach ends, and replacement with solid concrete diaphragms. The project also includes bridge deck repairs, replacement of steel bridge rails and hot-mix asphalt wearing surface.

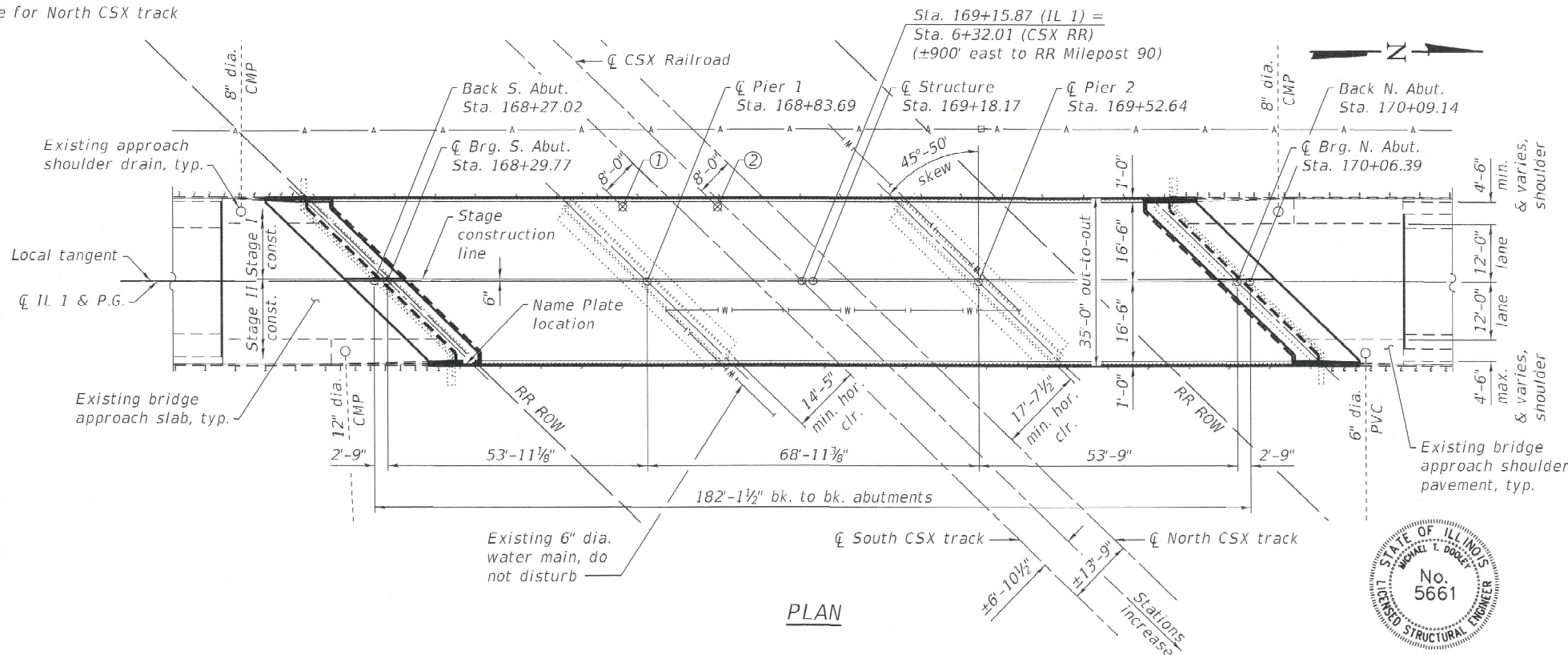
STRUCTURE INDEX OF SHEETS

General Plan & Elevation	Sheet No. 1 of 15
General Data	Sheet No. 2 of 15
Stage Construction and HMA Surfacing	Sheet No. 3 of 15
Temporary Concrete Barrier for Stage Construction	Sheet No. 4 of 15
Bridge Deck Patching (1 of 2)	Sheet No. 5 of 15
Bridge Deck Patching (2 of 2)	Sheet No. 6 of 15
Removal Details (1 of 2)	Sheet No. 7 of 15
Removal Details (2 of 2)	Sheet No. 8 of 15
Superstructure	Sheet No. 9 of 15
Superstructure Details (1 of 2)	Sheet No. 10 of 15
Superstructure Details (2 of 2)	Sheet No. 11 of 15
Diaphragm Details	Sheet No. 12 of 15
Bridge Approach Details	Sheet No. 13 of 15
Steel Railing, Type T1	Sheet No. 14 of 15
Bar Splicer Assembly and Mechanical Splicer Details	Sheet No. 15 of 15



ELEVATION

- ① Point of minimum vertical clearance for South CSX track
- ② Point of minimum vertical clearance for North CSX track



PLAN

LOADING HS20-44 (new const.)

No allowance for future wearing surface

DESIGN SPECIFICATIONS (new const.)

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

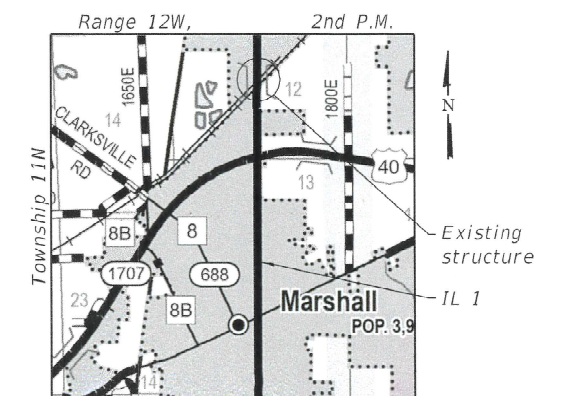
DESIGN STRESSES

FIELD UNITS (new const.)

f'c = 4,000 psi (concrete)
fy = 60,000 psi (reinforcement)

FIELD UNITS (exist. const.)

fc = 1,200 psi (concrete deck)
fc = 1,400 psi (concrete curb)
fs = 20,000 psi (reinforcement)
n = 10



LOCATION SKETCH

GENERAL PLAN & ELEVATION

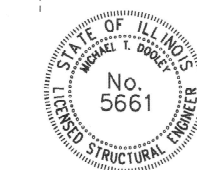
IL 1 OVER CSX RAILROAD

F.A.P. ROUTE 332 - SECTION D7 BRIDGE REPAIRS 2021-8

CLARK COUNTY

STATION 169+18.17

STRUCTURE NO. 012-0014



EXPIRES 11-30-2022

Michael T. Dooley
SIGNATURE

04-15-2021
DATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	14
CONTRACT NO. 74A54				

ILLINOIS FED. AID PROJECT

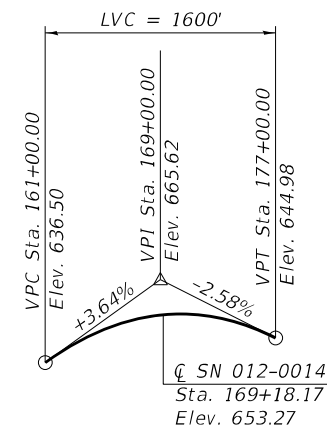
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USER NAME = mtd	DESIGNED - MTD	REVISED -
ESCA PROJECT NO. 1343.07	CHECKED - PR	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - NHC	REVISED -
PLOT DATE = 4/14/2021	CHECKED - MTD	REVISED -

GENERAL NOTES

- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck and end diaphragms, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Protective Coat shall be applied to areas of Concrete Superstructure consisting of the front face and top of curbs and the portion of the new concrete deck and approach that is not covered by HMA surface course at each end of the bridge.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- Existing reinforcement bars extending into removal areas shall be cleaned, straightened and incorporated into the new construction, unless noted otherwise. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.
- Areas of deck slab repairs shown are estimated. The Engineer shall show actual locations of deck slab repairs on as-built plans.
- The portion of the new concrete deck and approach at each end of the bridge that is not covered by HMA surface course shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.



PROFILE GRADE
(Along \bar{C} roadway)

Note:
P.G. elevations shown are approximate and are provided as information only. Proposed work shall be constructed to match existing elevations in the field.

STATION 169+18.17
REBUILT 1973 BY
STATE OF ILLINOIS
F.A. RT. 1 SEC. FX-VBR
LOADING HS 20

EXISTING NAME PLATE

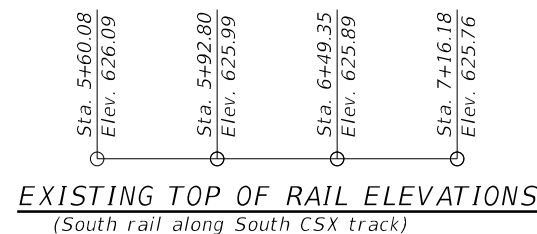
Note:
Existing Name Plate shall be cleaned and re-installed on the new steel railing. Cost included in Steel Railing, Type T1. See Standard 515001 for additional details.

TOTAL BILL OF MATERIAL

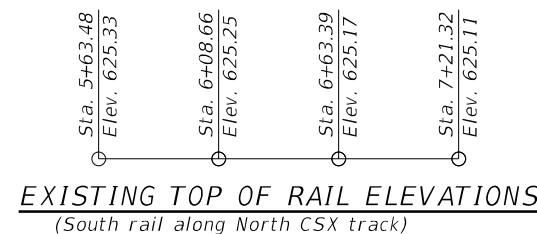
ITEM	UNIT	TOTAL
Bituminous Materials (Tack Coat)	Pound	140
Polymerized Hot-Mix Asphalt Surface Course, IL-9.5, Mix "D", N90	Ton	70
Hot-Mix Asphalt Surface Removal, 2"	Sq. Yd.	710
Concrete Removal	Cu. Yd.	33.4
Bridge Rail Removal	Foot	363
Protective Shield	Sq. Yd.	270
Concrete Superstructure	Cu. Yd.	61.5
Protective Coat	Sq. Yd.	100
Reinforcement Bars, Epoxy Coated	Pound	10,510
Bar Splicers	Each	56
Steel Railing, Type T1	Foot	363
Bar Splicers, Special	Each	6
Structural Steel Removal	Pound	3,400
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	5
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	40
Deck Slab Repair (Partial)	Sq. Yd.	50

CURVE DATA

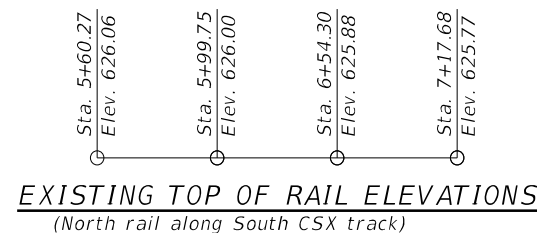
$\Delta = 0^\circ-54'-21"$ (right)
 $D = 0^\circ-03'-40"$
 $R = 93,772.45'$
 $T = 741.30'$
 $L = 1482.56'$
 $E = 2.93'$
 $P.C. Sta. = 163+88.63$
 $P.I. Sta. = 171+29.93$
 $P.T. Sta. = 178+71.20$
 $S.E. = \text{Normal crown}$



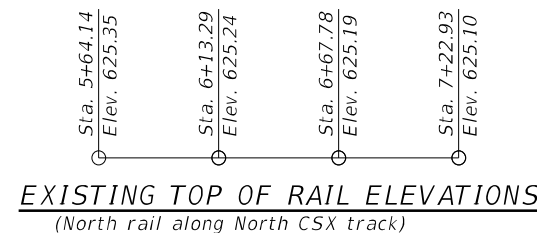
EXISTING TOP OF RAIL ELEVATIONS
(South rail along South CSX track)



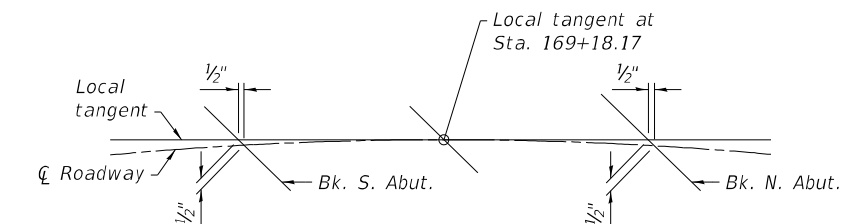
EXISTING TOP OF RAIL ELEVATIONS
(South rail along North CSX track)



EXISTING TOP OF RAIL ELEVATIONS
(North rail along South CSX track)



EXISTING TOP OF RAIL ELEVATIONS
(North rail along North CSX track)



OFFSET SKETCH

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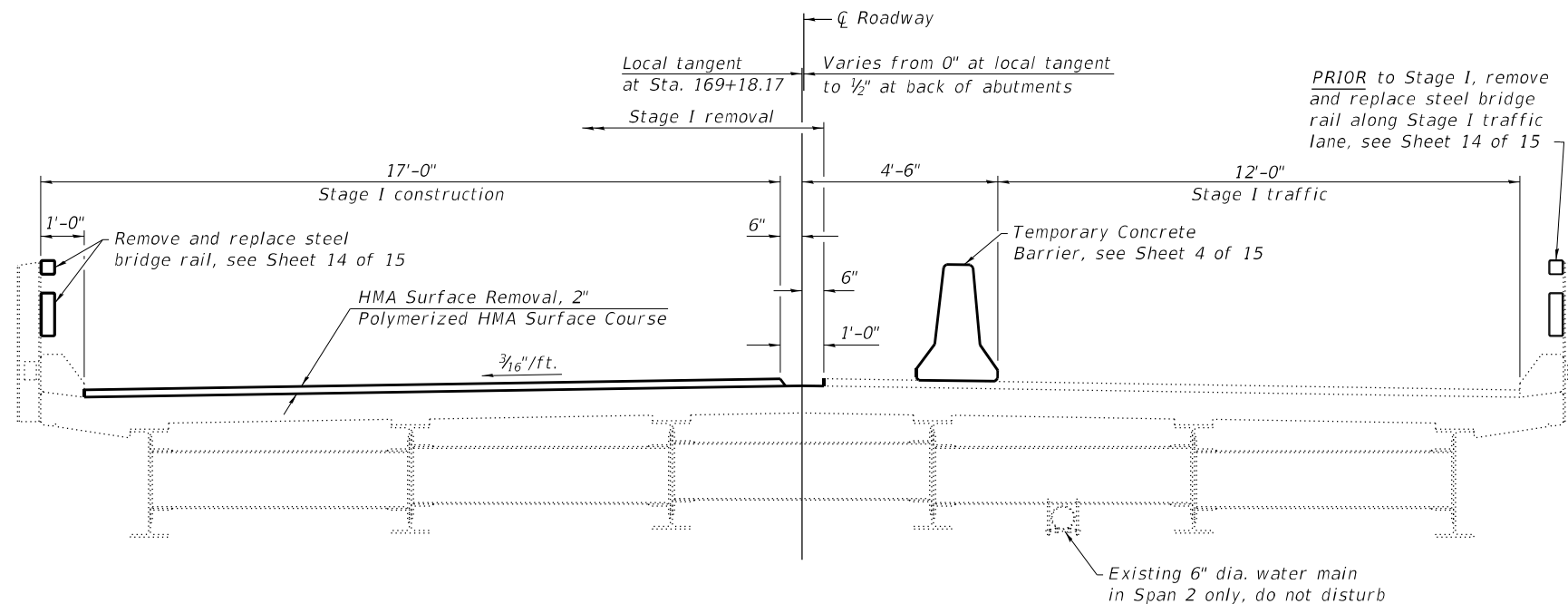
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ESCA PROJECT NO. 1343.07	CHECKED - PR	REVISED -
PLOT SCALE = 0.1667' / in.	DRAWN - NHC	REVISED -
PLOT DATE = 4/14/2021	CHECKED - MTD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

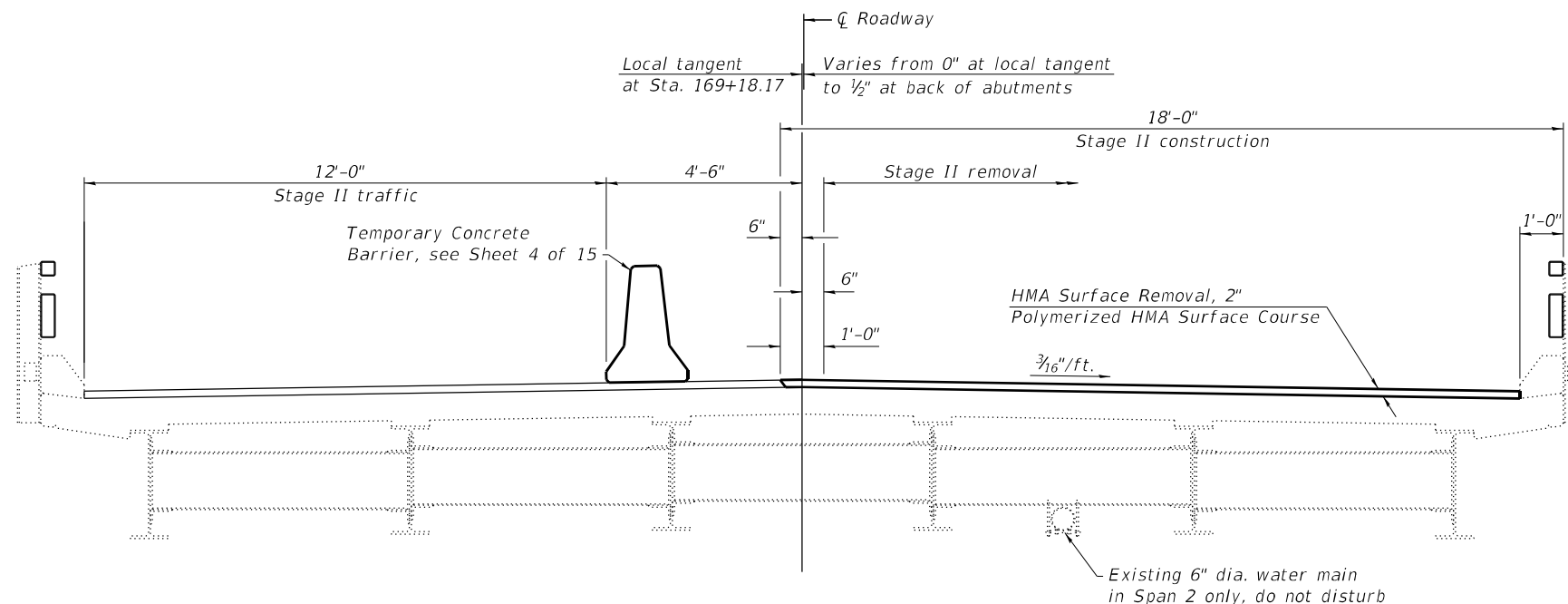
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STRUCTURE NO. 012-0014**

SHEET 2 OF 15 SHEETS

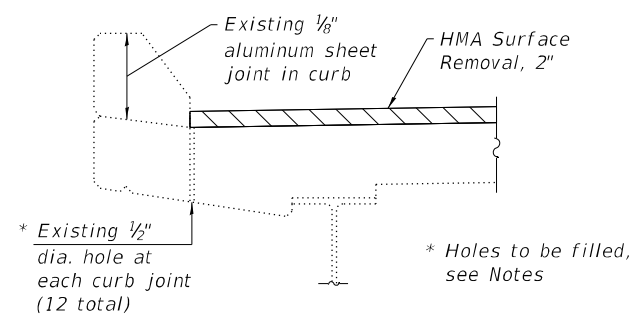
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	15
CONTRACT NO. 74A54				
ILLINOIS		FED. AID PROJECT		



STAGE I CROSS SECTION
(Looking north)



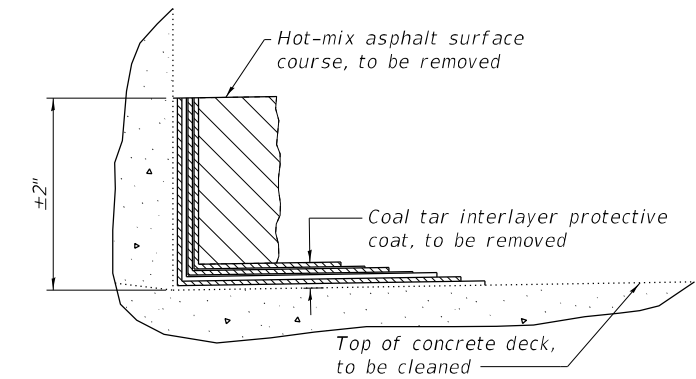
STAGE II CROSS SECTION
(Looking north)



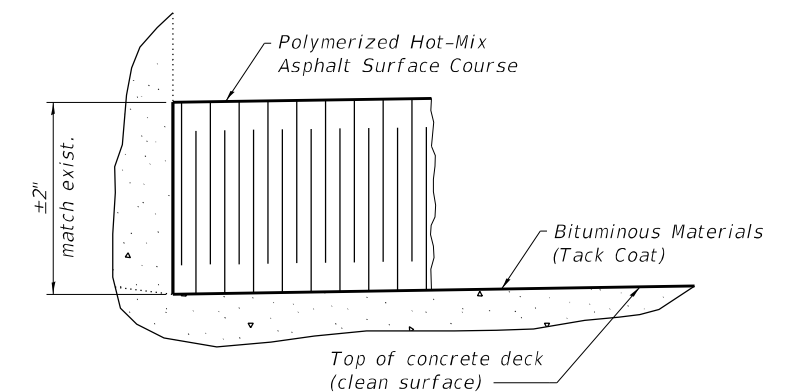
DETAIL AT CURB JOINTS

Notes:

A tack coat, according to Section 406 of the Standard Specifications, with a residual asphalt rate of 0.025 lb./sq. ft. shall be applied to the top of the concrete deck before the hot-mix asphalt surfacing is placed.
 Prior to applying the tack coat, the top of the existing concrete deck shall be cleaned according to Article 406.05(b)(1) of the Standard Specifications.
 The quantity for Polymerized Hot-Mix Asphalt Surface Course is calculated based on 2" uniform thickness and a placement factor of 112 lb./sq. yd./inch.
 All existing 1/2" diameter drain holes at curb joints shall be filled with polyurethane sealant prior to application of the tack coat. The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray. Cost included with Hot-Mix Asphalt Surface Removal, 2".
 The staging sequence shown is based on a Load Rating Inspection Report prepared by the Illinois Department of Transportation on 9/7/2017 and a March 2021 field check. Prior to construction, the Engineer will conduct additional field check(s) to confirm the staging sequence and/or initiate repairs necessary to facilitate the sequence shown.
 The existing beam ends and end diaphragms are deteriorated, some with severe section loss. Several beam ends have been shored with timber posts and blocking. All existing shoring members shall remain in place, undisturbed, until removal is authorized by the Engineer. Cost of removal included with Concrete Removal.



EXISTING DECK SURFACING



PROPOSED DECK SURFACING

BILL OF MATERIAL

Item	Unit	Quantity
Bituminous Materials (Tack Coat)	Pound	140
Polymerized Hot-Mix Asphalt Surface Course, IL-9.5, Mix "D", N90	Ton	70
Hot-Mix Asphalt Surface Removal, 2"	Sq. Yd.	710

See roadway plans for quantity of Temporary Concrete Barrier.

MODEL: PLOT FILE NAME: Y:\IDOT\1343-07_74A54\CADD\SP_SN_012-001410120014-74A54-03-StageConstruction.dgn



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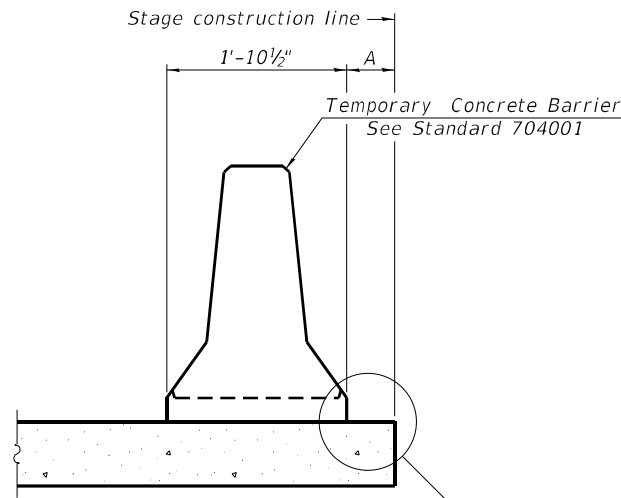
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 DRAWN - NHC
 CHECKED - MTD
 REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION AND HMA SURFACING
 STRUCTURE NO. 012-0014**

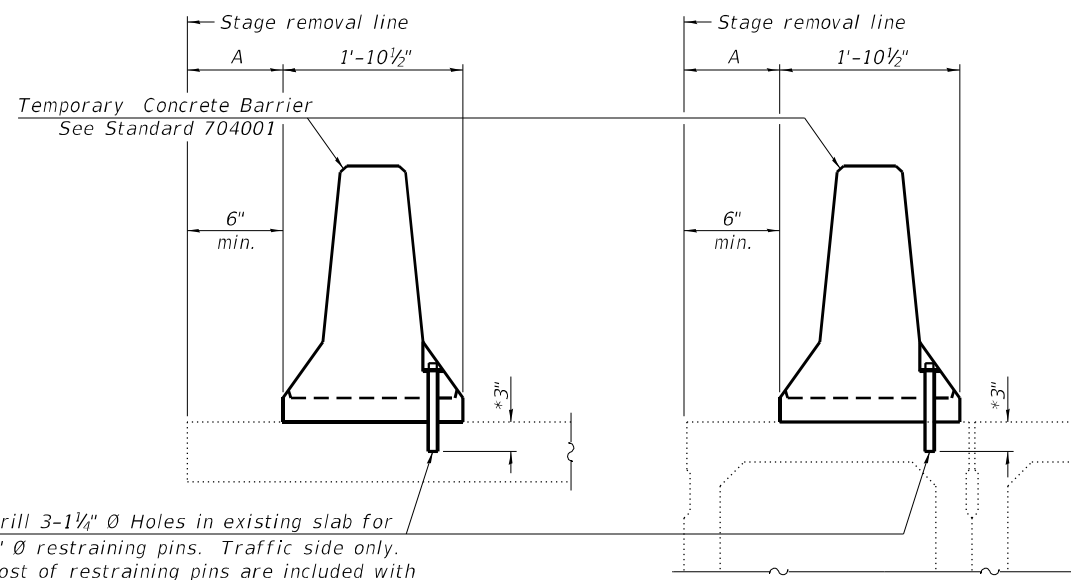
SHEET 3 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	16
CONTRACT NO. 74A54				
ILLINOIS		FED. AID PROJECT		



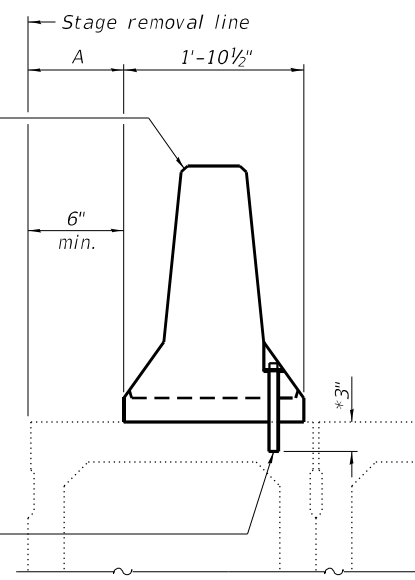
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



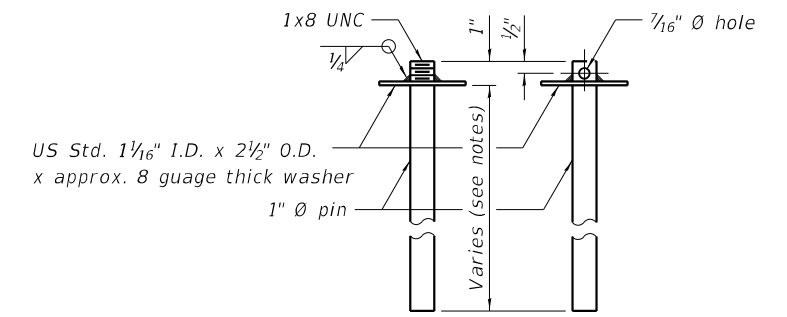
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



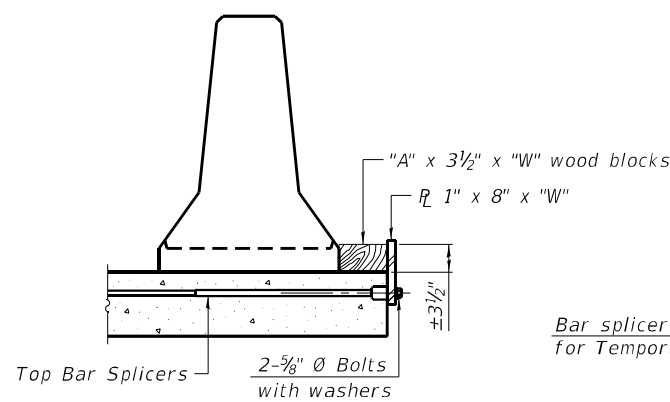
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

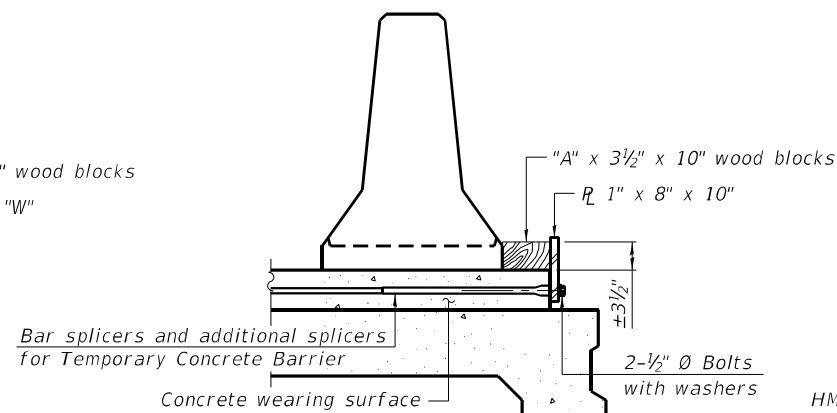


RESTRAINING PIN

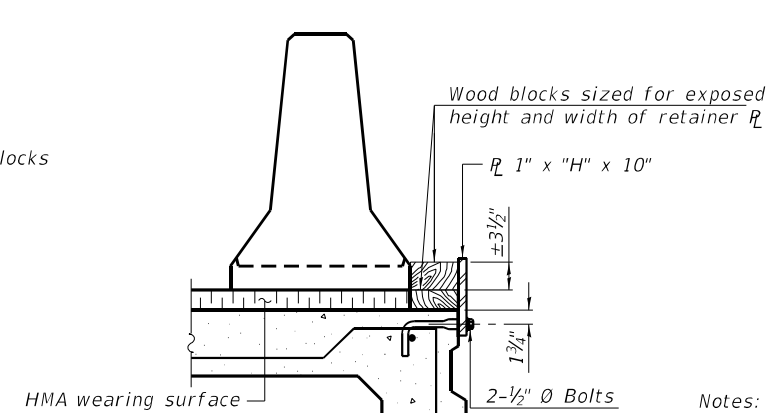
SECTIONS THRU SLAB OR DECK BEAM



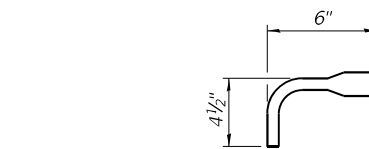
DETAIL I



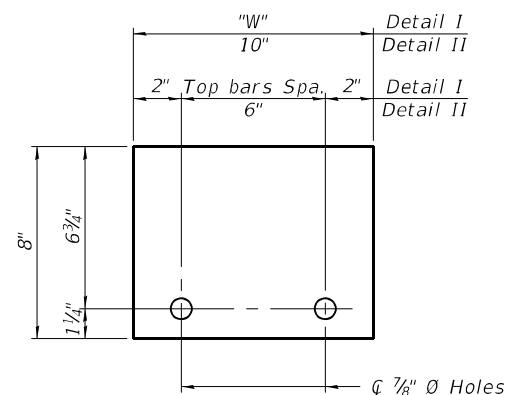
DETAIL II



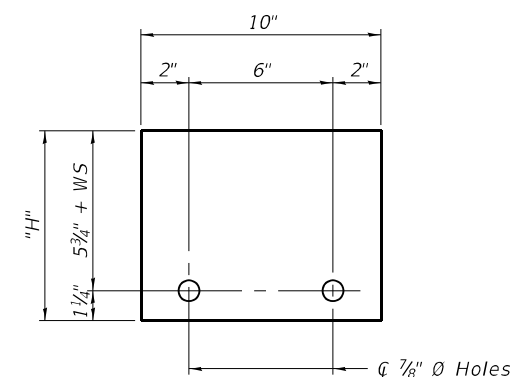
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate $\frac{1}{2}$ of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

- Detail I - Installation for a new bridge deck or bridge slab.
- Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
- Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

MODEL: PLOT
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R-27 2-17-2017



USER NAME = mtd
 ESCA PROJECT NO. 1343.07
 PLOT SCALE = 0.1667' / in.
 PLOT DATE = 4/14/2021

DESIGNED - MTD
 CHECKED - PR
 DRAWN - NHC
 CHECKED - MTD

REVISED -
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 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

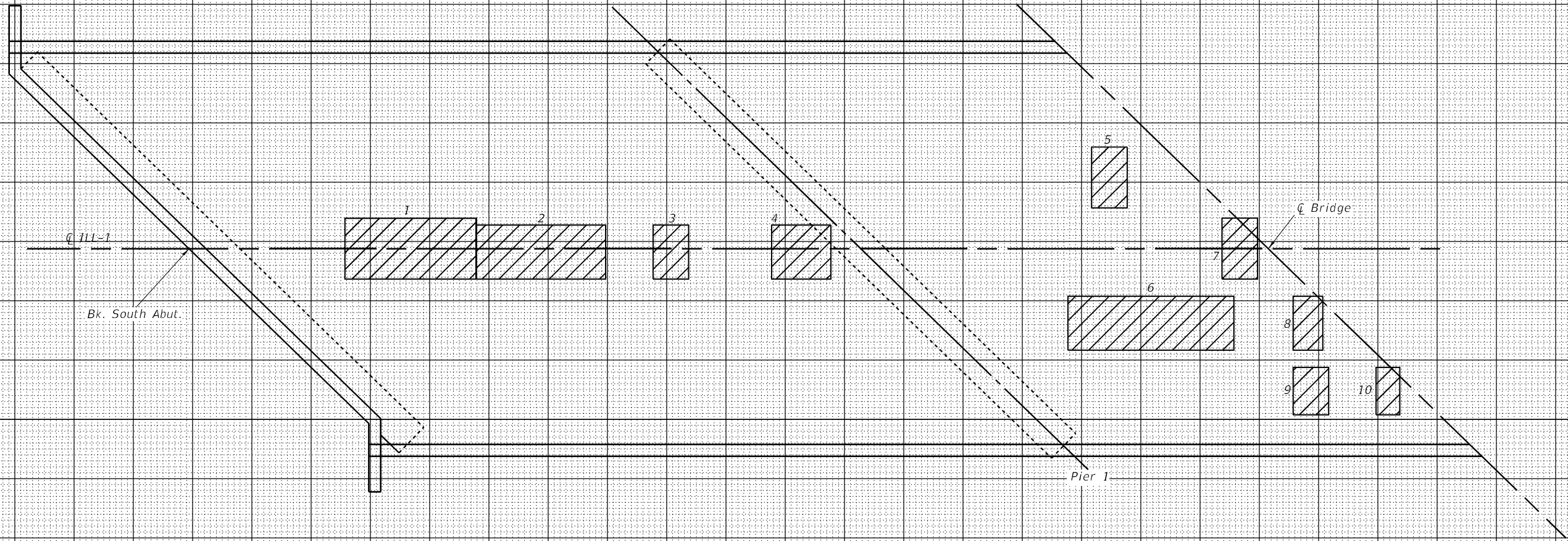
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 012-0014

SHEET 4 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	17
CONTRACT NO. 74A54				

ILLINOIS FED. AID PROJECT

012-0014 South Abutment to C.L. Bridge



PATCH NO.	SIZE		DECK SLAB REPAIR (FD TY I)	DECK SLAB REPAIR (FD TY II)
	LENGTH	WIDTH	SQ YD	SQ YD
1	11.0	5.0		6.1
2	11.0	4.5		5.5
3	3.0	4.5		1.5
4	5.0	4.5		2.5
5	3.0	5.0		1.7
6	14.0	4.5		7.0
7	3.0	5.0		1.7
8	2.5	4.5		1.3
9	3.0	4.0		1.3
10	2.0	4.0		0.9
TOTALS			0	29.4

The following quantities were estimated from overall deck condition:
 DECK SLAB REPAIR (PARTIAL DEPTH) = 30 SQ YD
 DECK SLAB REPAIR (FULL DEPTH, TYPE I) = 3 SQ YD

THE LOCATIONS AND SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.



DATE OF SURVEY: Feb. 2021
 SURVEY BY: DLK
 METHOD OF SURVEY: VISUAL

ESTIMATED PAY QUANTITIES:

DECK SLAB REPAIR (FULL DEPTH, TYPE I)
 3 SQ YD

DECK SLAB REPAIR (FULL DEPTH, TYPE II)
 30 SQ YD

DECK SLAB REPAIR (PARTIAL DEPTH)
 30 SQ YD

(Sheet 1 of 2)

MODEL: PLOT
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USER NAME = mtd	DESIGNED - T. Walk	REVISED -
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PLOT DATE = 4/14/2021	DRAWN - D. Macklin	REVISED -
	CHECKED - March 2021	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

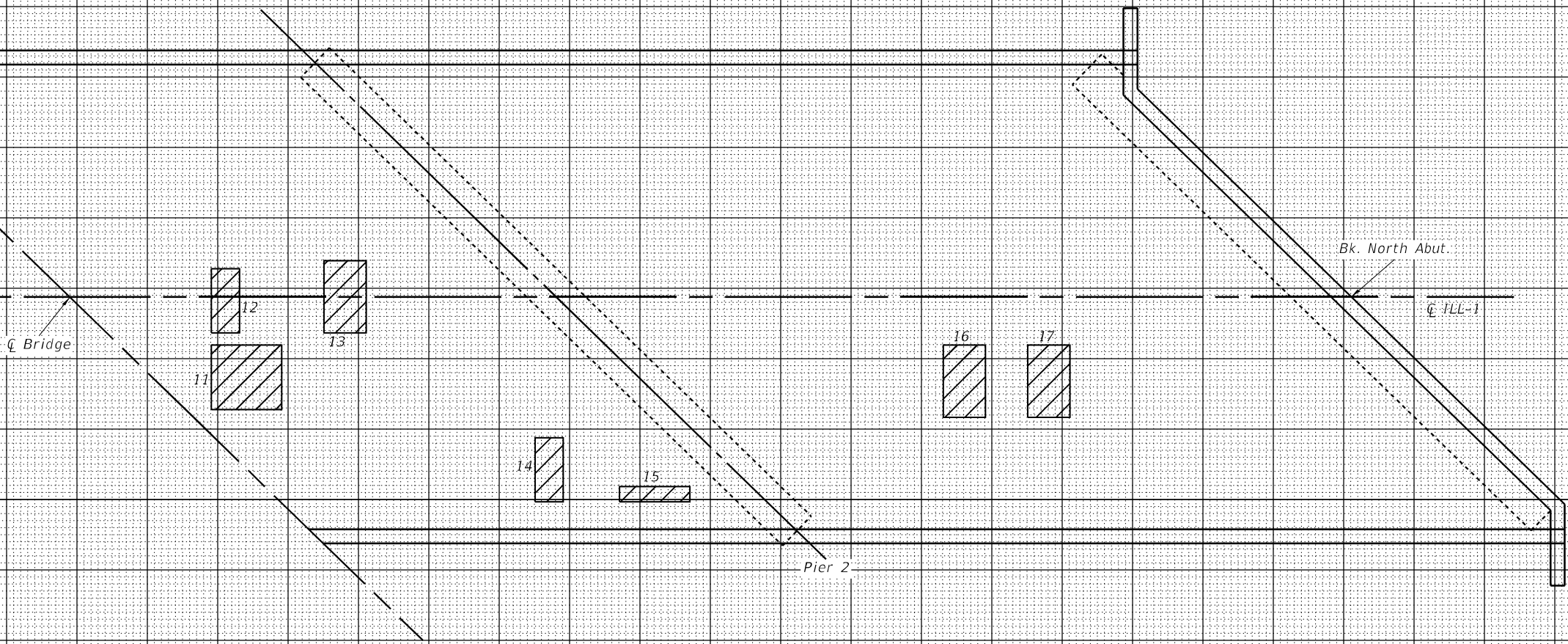
**BRIDGE DECK PATCHING
 STRUCTURE NO. 012-0014**

SHEET 5 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	18
CONTRACT NO. 74A54				

ILLINOIS FED. AID PROJECT

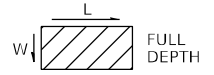
012-0014 C.L. Bridge to North Abutment



PATCH NO.	SIZE		DECK SLAB REPAIR (FD TY I)	DECK SLAB REPAIR (FD TY II)
	LENGTH	WIDTH	SQ YD	SQ YD
11	5.0	4.5		2.5
12	2.0	4.5		1.0
13	3.0	5.0		1.7
14	2.0	4.5		1.0
15	5.0	1.0		0.6
16	3.0	5.0		1.7
17	3.0	5.0		1.7
TOTALS			0	10.1

The following quantities were estimated from overall deck condition:
 DECK SLAB REPAIR (PARTIAL DEPTH) = 20 SQ YD
 DECK SLAB REPAIR (FULL DEPTH, TYPE I) = 2 SQ YD

THE LOCATIONS AND SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.



DATE OF SURVEY: Feb. 2021
 SURVEY BY: DLK
 METHOD OF SURVEY: VISUAL

ESTIMATED PAY QUANTITIES:

- DECK SLAB REPAIR (FULL DEPTH, TYPE I)
2 SQ YD
- DECK SLAB REPAIR (FULL DEPTH, TYPE II)
10 SQ YD
- DECK SLAB REPAIR (PARTIAL DEPTH)
20 SQ YD

(Sheet 2 of 2)

MODEL: PLOT
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	CHECKED - March 2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

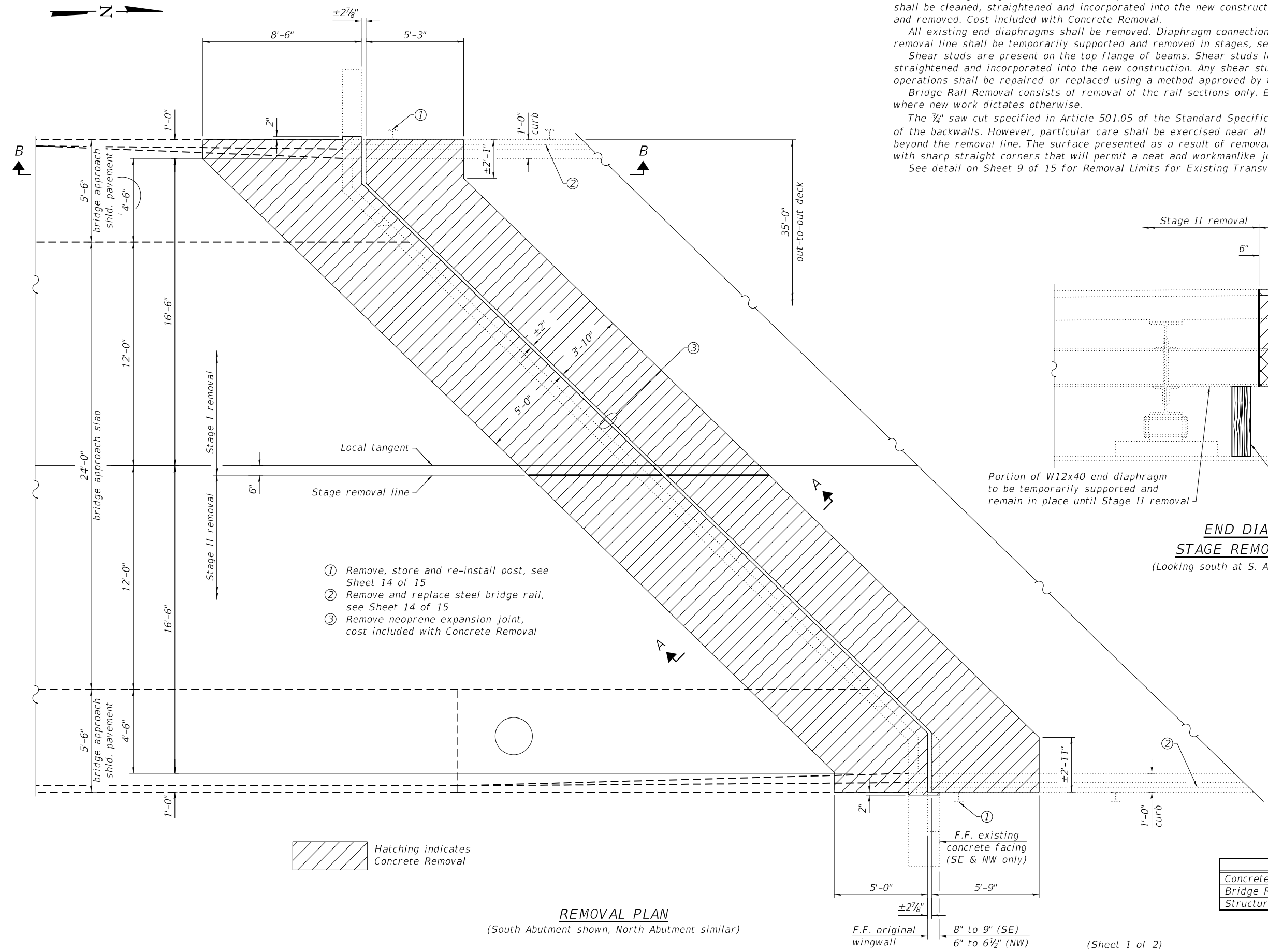
BRIDGE DECK PATCHING
STRUCTURE NO. 012-0014

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	19
CONTRACT NO. 74A54				

SHEET 6 OF 15 SHEETS

ILLINOIS FED. AID PROJECT

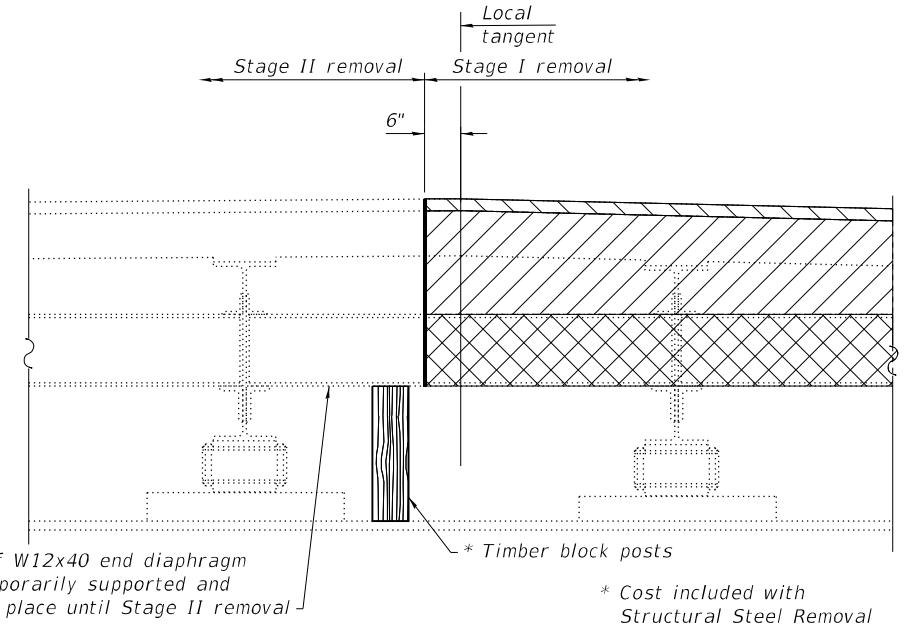
Notes:
 See Sheet 8 of 15 for additional details and Sections A-A and B-B.
 The existing bridge approach shoulder pavements are reinforced with welded wire fabric. A minimum of 24" of the WWF shall be cleaned, straightened and incorporated into the new construction. The remaining portion of the WWF may be cut and removed. Cost included with Concrete Removal.
 All existing end diaphragms shall be removed. Diaphragm connection angles shall remain. End diaphragms at stage removal line shall be temporarily supported and removed in stages, see detail on this sheet.
 Shear studs are present on the top flange of beams. Shear studs located in removal areas shall be cleaned, straightened and incorporated into the new construction. Any shear studs that are damaged during concrete removal operations shall be repaired or replaced using a method approved by the Engineer. Cost included with Concrete Removal.
 Bridge Rail Removal consists of removal of the rail sections only. Existing rail posts are to remain in place except where new work dictates otherwise.
 The 3/4" saw cut specified in Article 501.05 of the Standard Specifications will not be required in inaccessible areas of the backwalls. However, particular care shall be exercised near all boundaries of removal areas to avoid breakage beyond the removal line. The surface presented as a result of removal operations shall be reasonably true and even, with sharp straight corners that will permit a neat and workmanlike joint with the new construction.
 See detail on Sheet 9 of 15 for Removal Limits for Existing Transverse Reinforcement Bars.



- ① Remove, store and re-install post, see Sheet 14 of 15
- ② Remove and replace steel bridge rail, see Sheet 14 of 15
- ③ Remove neoprene expansion joint, cost included with Concrete Removal

Hatching indicates Concrete Removal

REMOVAL PLAN
 (South Abutment shown, North Abutment similar)



**END DIAPHRAGM
 STAGE REMOVAL DETAIL**
 (Looking south at S. Abut., N. Abut. similar)

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	33.4
Bridge Rail Removal	Foot	363
Structural Steel Removal	Pound	3,400

(Sheet 1 of 2)

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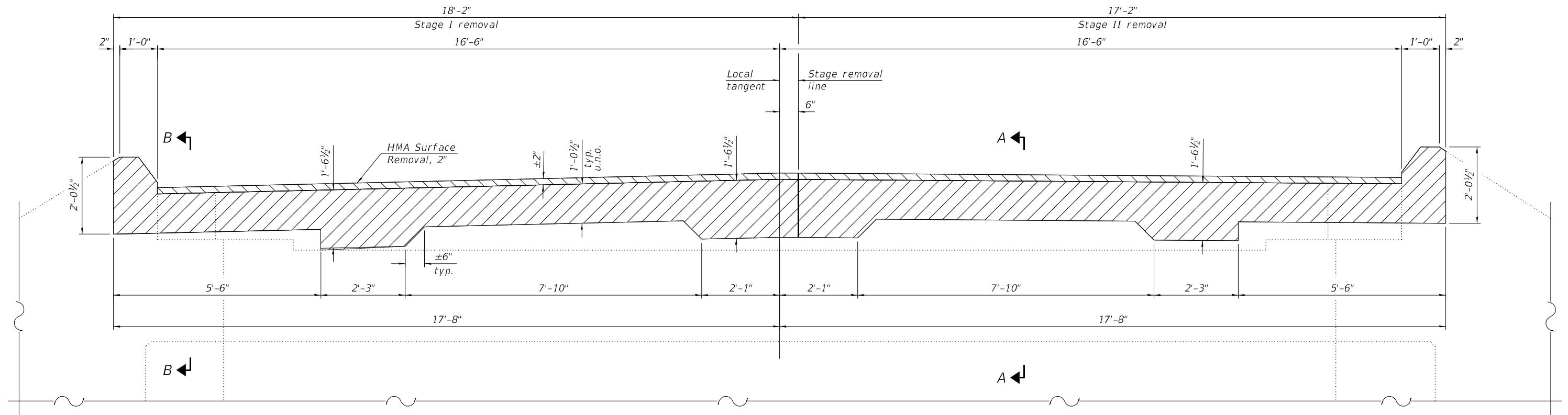
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PLOT DATE = 4/14/2021	CHECKED - MTD	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL DETAILS
 STRUCTURE NO. 012-0014**

SHEET 7 OF 15 SHEETS

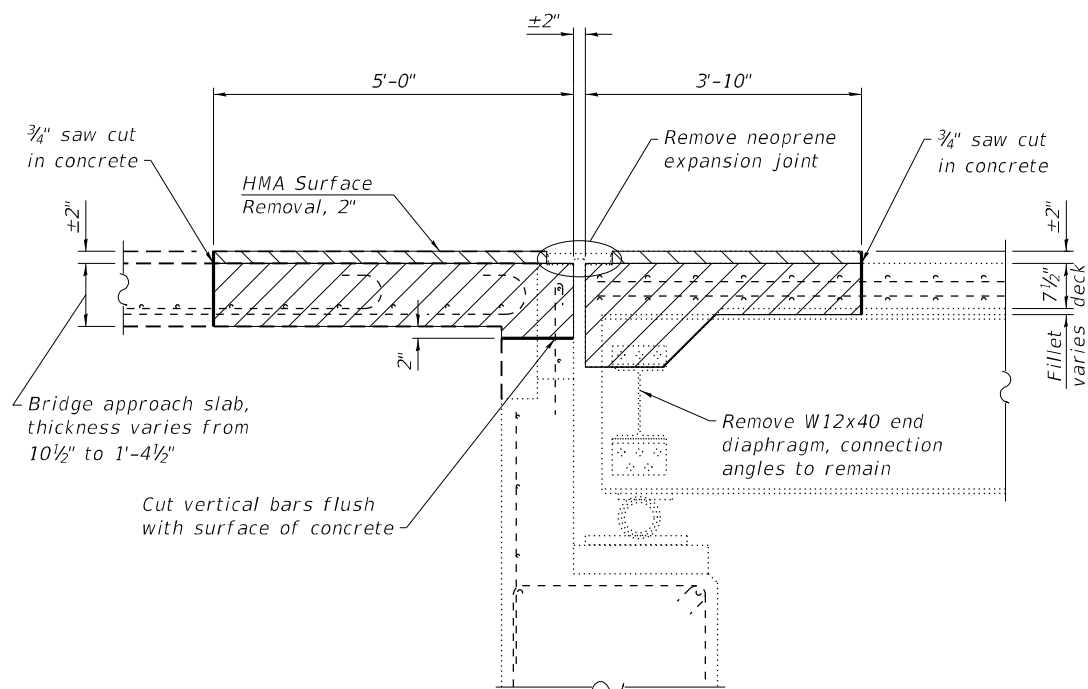
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	20
CONTRACT NO. 74A54				
ILLINOIS FED. AID PROJECT				



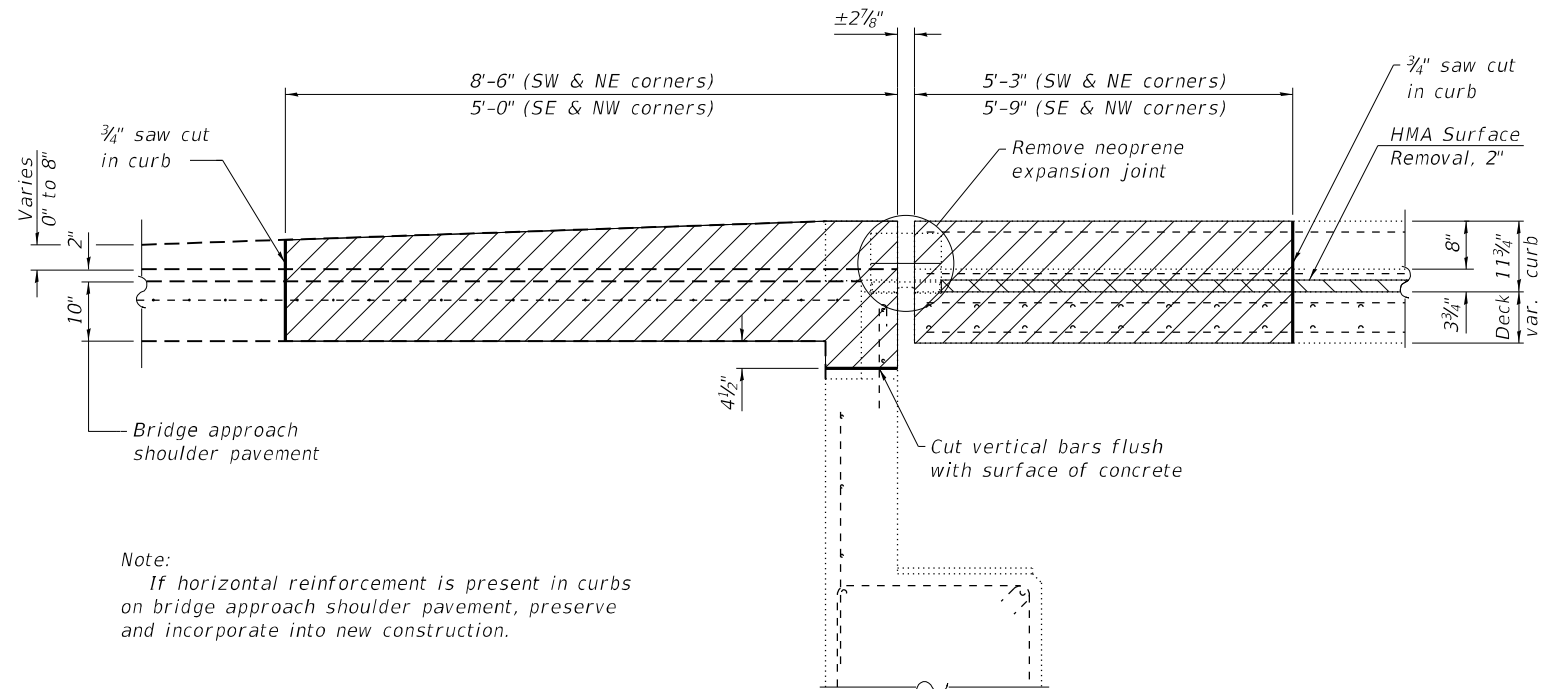
Hatching indicates Concrete Removal

REMOVAL ELEVATION

(Looking north at back of S. Abut., N. Abut. similar)
(Horizontal dimensions at right angles to local tangent)



SECTION A-A
(at right L's)



SECTION B-B
(parallel to curb)

Note:
If horizontal reinforcement is present in curbs on bridge approach shoulder pavement, preserve and incorporate into new construction.

(Sheet 2 of 2)

MODEL: PLOT
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ESCA PROJECT NO. 1343.07
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PLOT DATE = 4/14/2021

DESIGNED - MTD
CHECKED - PR
DRAWN - NHC
CHECKED - MTD

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

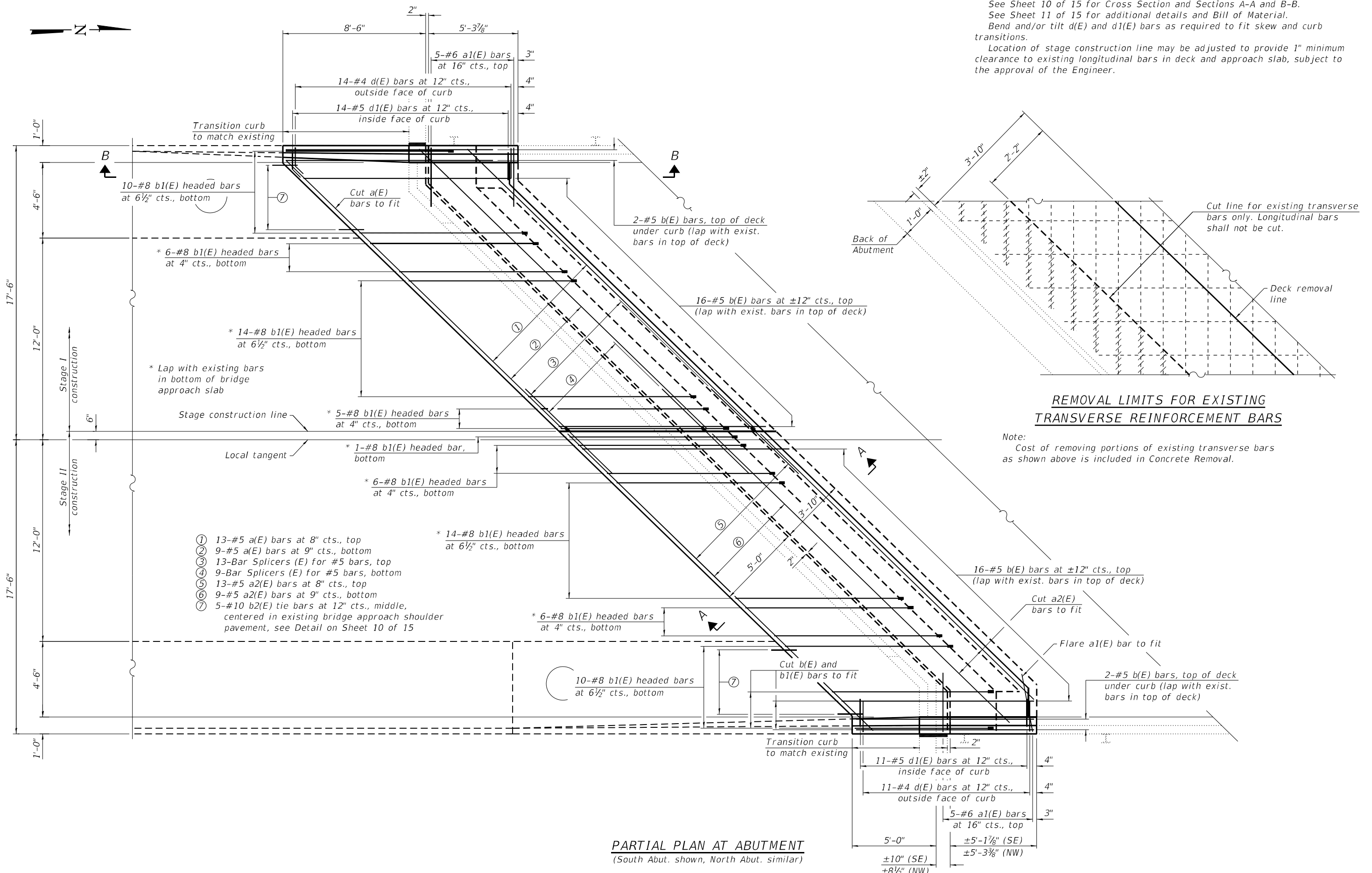
**REMOVAL DETAILS
STRUCTURE NO. 012-0014**

SHEET 8 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	21
CONTRACT NO. 74A54				

ILLINOIS FED. AID PROJECT

Notes:
 See Sheet 10 of 15 for Cross Section and Sections A-A and B-B.
 See Sheet 11 of 15 for additional details and Bill of Material.
 Bend and/or tilt d(E) and d1(E) bars as required to fit skew and curb transitions.
 Location of stage construction line may be adjusted to provide 1" minimum clearance to existing longitudinal bars in deck and approach slab, subject to the approval of the Engineer.



PARTIAL PLAN AT ABUTMENT
 (South Abut. shown, North Abut. similar)

REMOVAL LIMITS FOR EXISTING TRANSVERSE REINFORCEMENT BARS

Note:
 Cost of removing portions of existing transverse bars as shown above is included in Concrete Removal.

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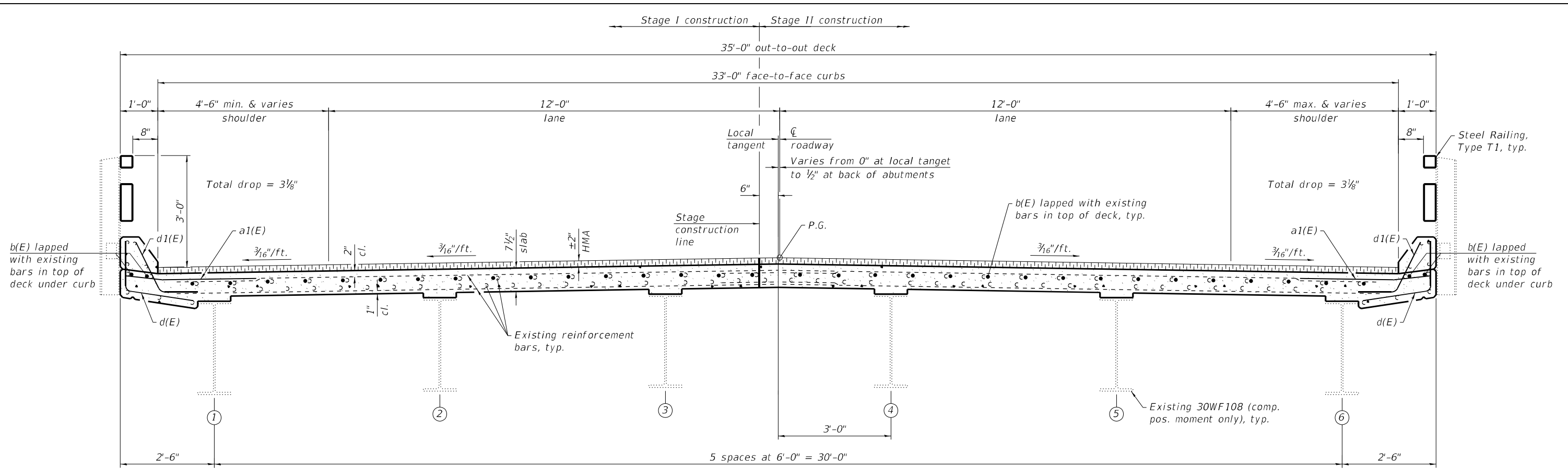
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 012-0014

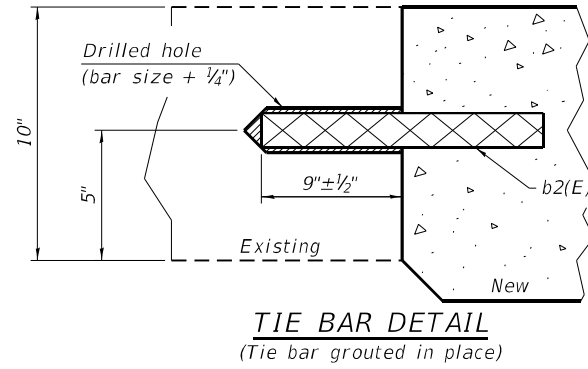
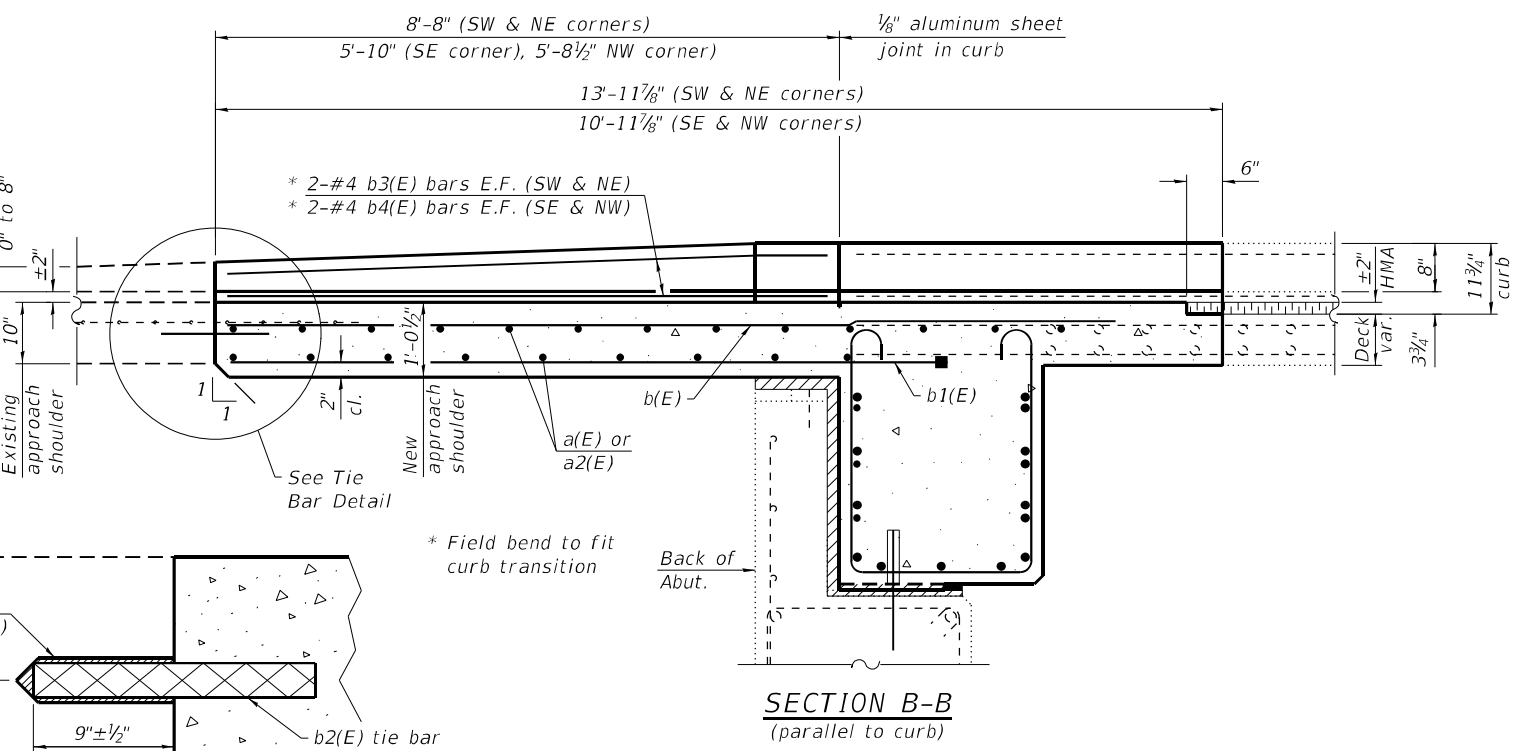
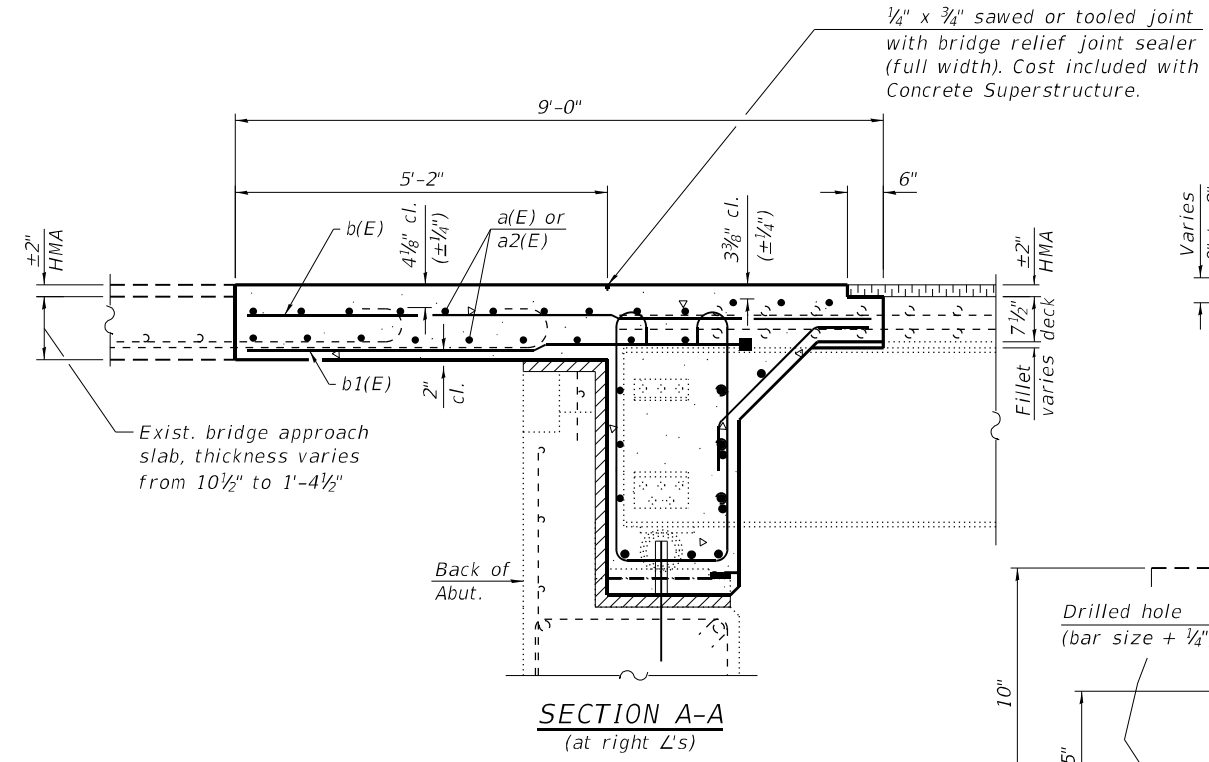
SHEET 9 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	22
CONTRACT NO. 74A54				

ILLINOIS FED. AID PROJECT



CROSS SECTION
(Looking north)



(Sheet 1 of 2)

MODEL: PLOT
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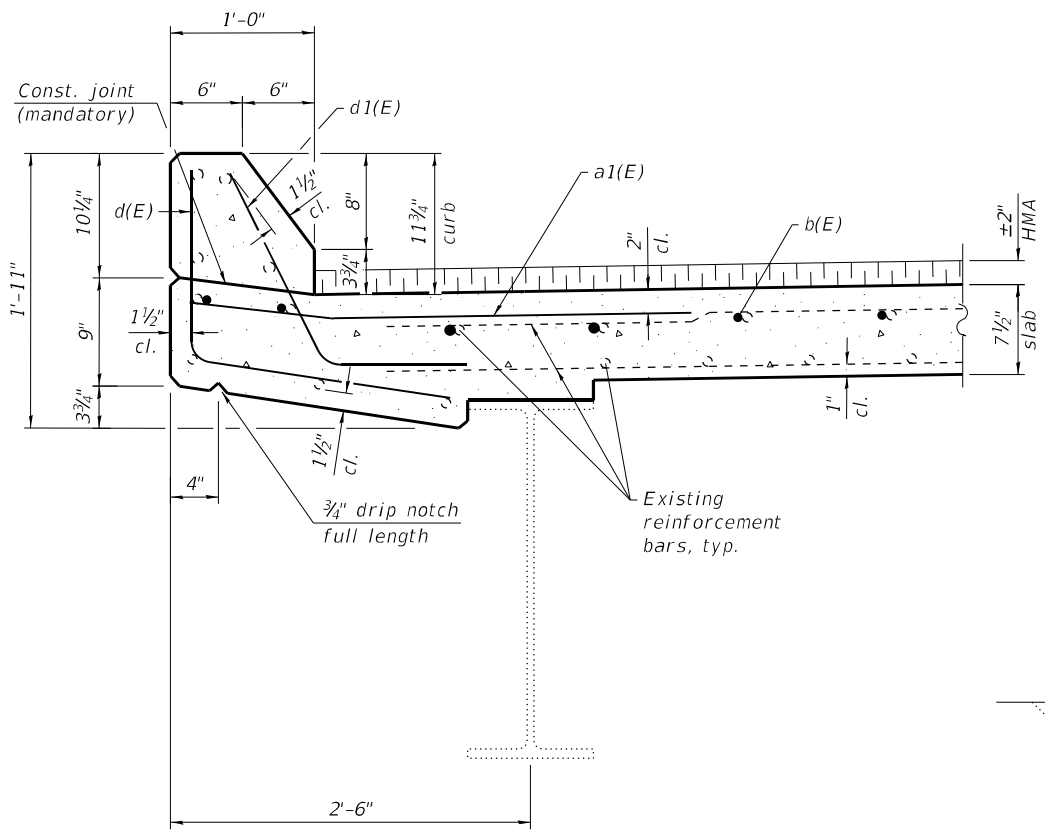
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

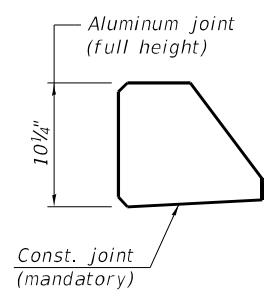
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 012-0014

SHEET 10 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	23
CONTRACT NO. 74A54				
ILLINOIS FED. AID PROJECT				

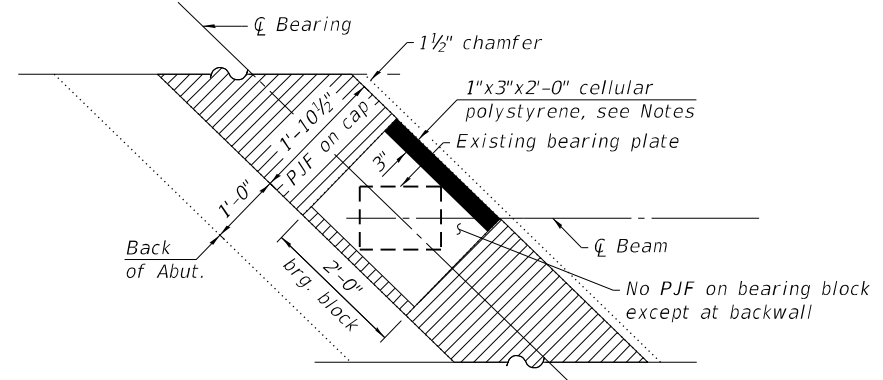


SECTION THRU CURB



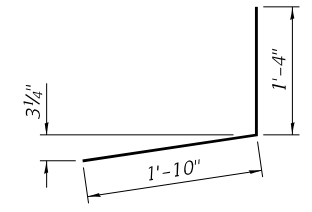
CURB JOINT DETAIL

Note:
The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

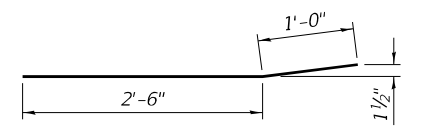


PLAN AT BEARING BLOCK

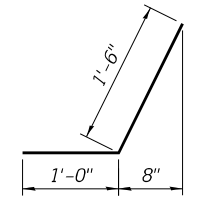
Note:
Cellular polystyrene shall be according to ASTM C 578 (Types V, VII or XV) and shall be bonded to the top of the bearing blocks with suitable adhesive as recommended by the supplier. Cost included with Concrete Superstructure.



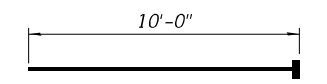
BAR d(E)



BAR a1(E)



BAR d1(E)

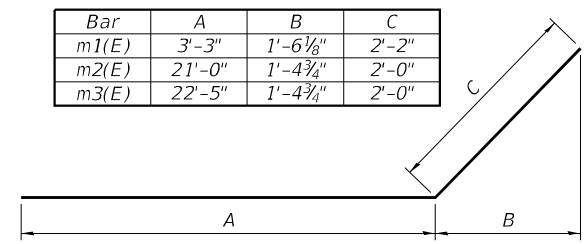


BAR b1(E)
(Headed)

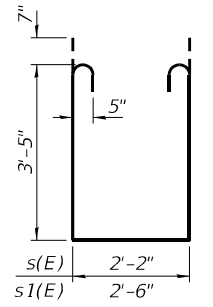
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	44	#5	23'-10"	—
a1(E)	20	#6	3'-6"	—
a2(E)	44	#5	25'-4"	—
b(E)	72	#5	12'-4"	—
b1(E)	144	#8	10'-0"	—
b2(E)	20	#10	1'-6"	—
b3(E)	8	#4	8'-4"	—
b4(E)	8	#4	5'-5"	—
d(E)	50	#4	3'-2"	└
d1(E)	50	#5	2'-6"	└
d2(E)	8	#5	9'-6"	└
m(E)	24	#6	6'-0"	—
m1(E)	12	#6	5'-5"	—
m2(E)	6	#5	23'-0"	—
m3(E)	6	#5	24'-5"	—
m4(E)	6	#6	20'-10"	—
m5(E)	6	#6	22'-4"	—
m6(E)	24	#6	8'-0"	—
m7(E)	12	#6	2'-1"	—
s(E)	62	#5	10'-2"	□
s1(E)	12	#5	10'-6"	□
u(E)	8	#6	6'-6"	└
u1(E)	8	#6	9'-1"	└
v(E)	94	#8	1'-8"	—
x(E)	50	#4	3'-11"	└
Reinforcement Bars, Epoxy Coated		Pound	10,510	
Concrete Superstructure		Cu. Yd.	61.5	

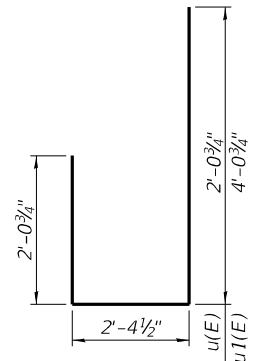
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



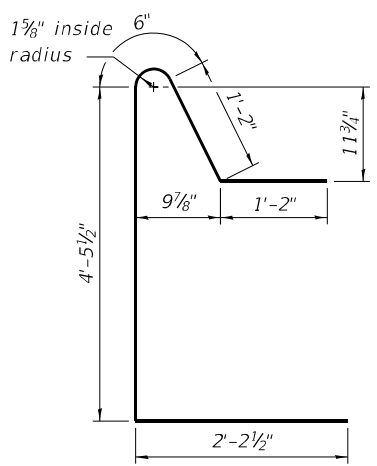
BARS m1(E), m2(E) and m3(E)



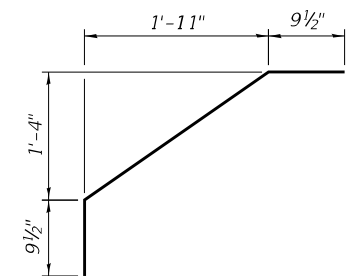
BARS s(E) and s1(E)



BARS u(E) and u1(E)



BAR d2(E)



BAR x(E)

(Sheet 2 of 2)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

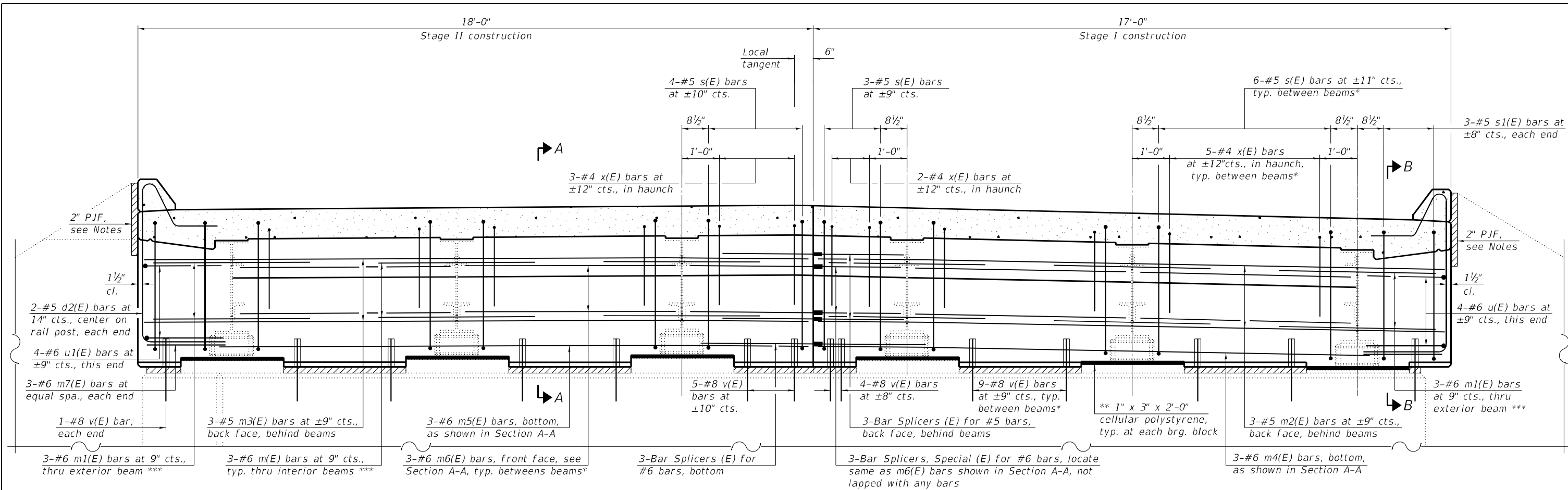
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 012-0014

SHEET 11 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	24

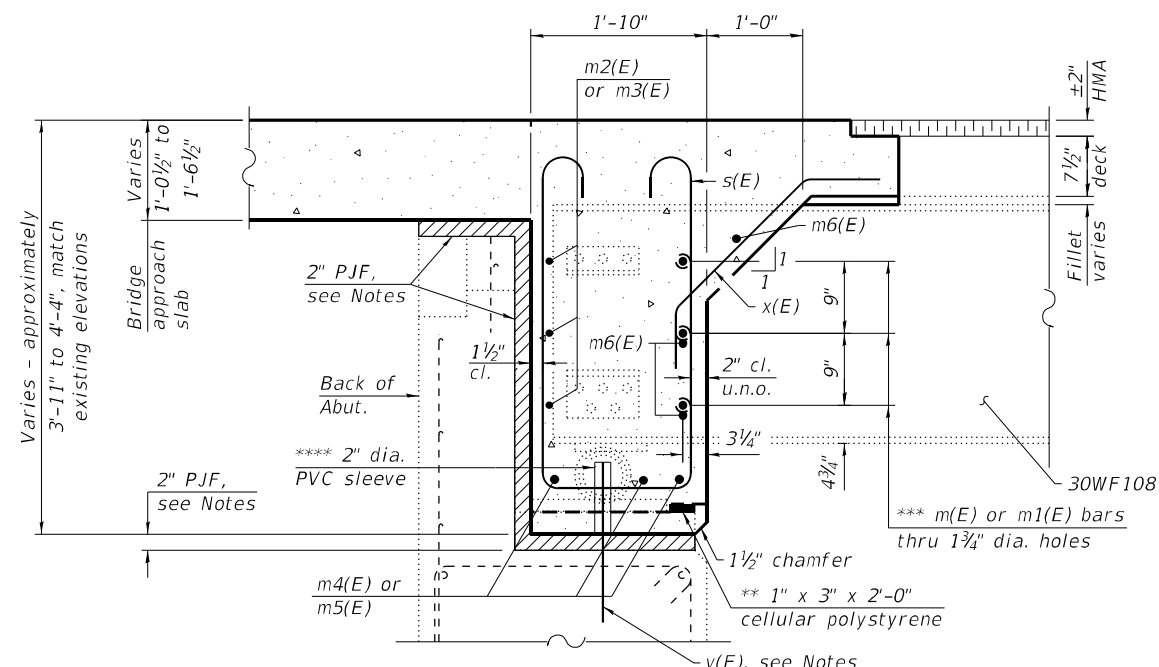
CONTRACT NO. 74A54

ILLINOIS FED. AID PROJECT

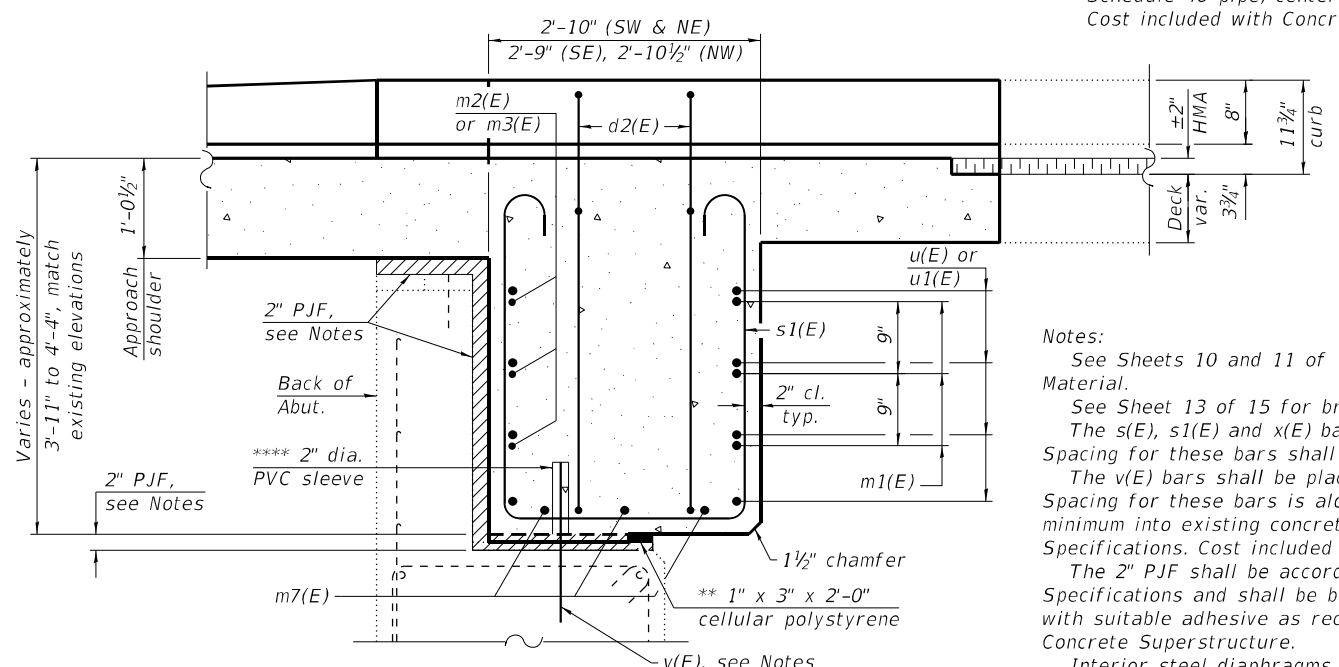


DIAPHRAGM AT ABUTMENT
 (Looking south at S. Abut., N. Abut. similar)
 (Horizontal dimensions at right angles to local tangent)

- * Except as otherwise shown.
- ** See Plan at Bearing Block on Sheet 11 of 15.
- *** Field drill holes thru beam webs. Cost included with Concrete Superstructure.
- **** Schedule 40 pipe, centered on each v(E) bar. Cost included with Concrete Superstructure.



SECTION A-A
(at right L's)



SECTION B-B
(parallel to curb)

The m4(E) and m5(E) bars in the bottom of the diaphragm are detailed as full-length bars for each stage. The Contractor may elect to supply these bars in two (2) pieces to aid in installation. If supplied in two (2) pieces, the bars shall be spliced by means of an approved mechanical splicer or provided with a 4'-5" minimum lap. Cost of mechanical splicer or additional length of bars for lapping shall be included with Reinforcement Bars, Epoxy Coated.

Notes:
 See Sheets 10 and 11 of 15 for superstructure details and Bill of Material.
 See Sheet 13 of 15 for bridge approach details.
 The s(E), s1(E) and x(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 The v(E) bars shall be placed along the skew at centerline of bearings. Spacing for these bars is along the skew. Epoxy grout v(E) bars 9" minimum into existing concrete according to Section 584 of the Standard Specifications. Cost included in Reinforcement Bars, Epoxy Coated.
 The 2" P.J.F. shall be according to Article 1051.09 of the Standard Specifications and shall be bonded to the wingwalls, backwall and cap with suitable adhesive as recommended by supplier. Cost included with Concrete Superstructure.
 Interior steel diaphragms are present near each corner of the bridge between the exterior beam and the adjacent interior beam. These diaphragms are to remain in place and shall be formed around as necessary. Holes for m(E) and m1(E) bars shall be field drilled thru the web of the diaphragms as necessary. Also, m6(E) bars that conflict with the diaphragms shall be field cut to fit. Cost included with Concrete Superstructure.

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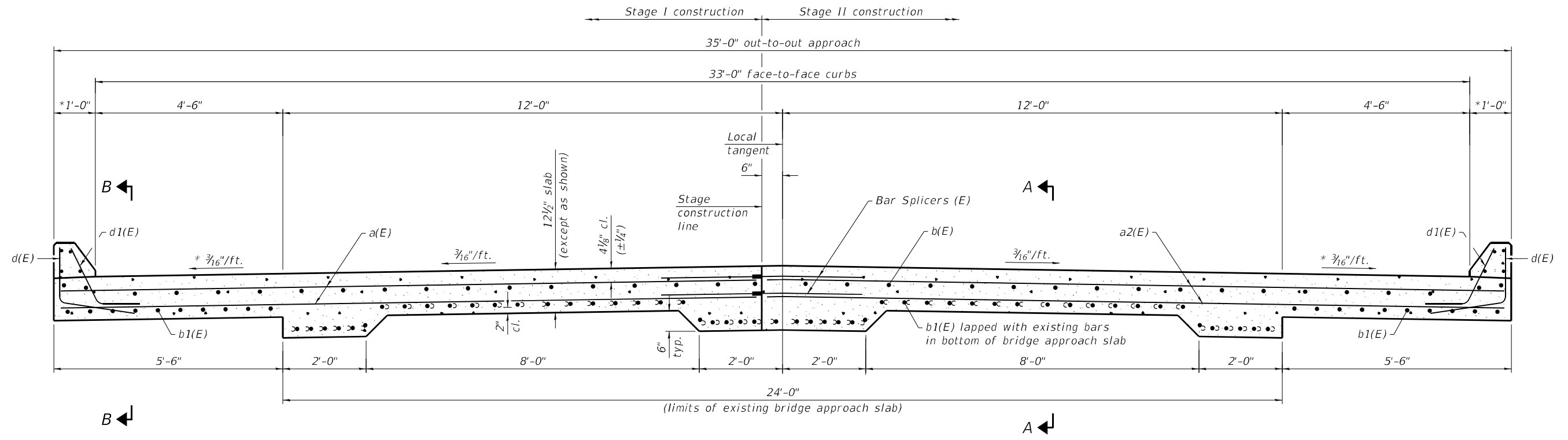
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PLOT DATE = 4/14/2021	CHECKED - MTD	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS
 STRUCTURE NO. 012-0014**

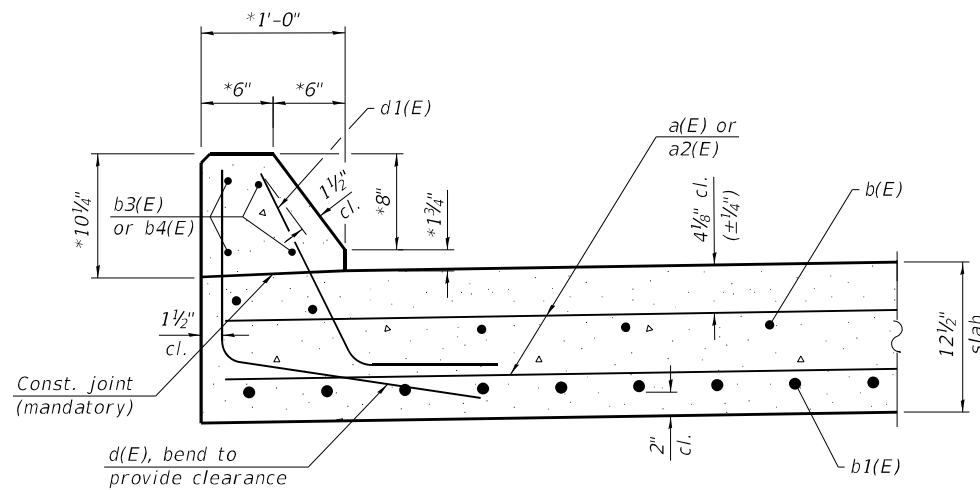
SHEET 12 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	25
CONTRACT NO. 74A54				
ILLINOIS FED. AID PROJECT				



CROSS SECTION
(Looking north)

* Varies to match existing at each end of improvements



SECTION THRU CURB

Notes:
See Sheet 10 of 15 for Sections A-A and B-B.
See Sheet 11 of 15 for Bill of Material.
Concrete required to construct the bridge approach slab and bridge approach shoulder pavement shall be paid for as Concrete Superstructure.
Minor excavation will be required to construct the bridge approach shoulder pavement to the thickness shown. Cost of excavation included with Concrete Superstructure.

MODEL: PLOT
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CHECKED - PR
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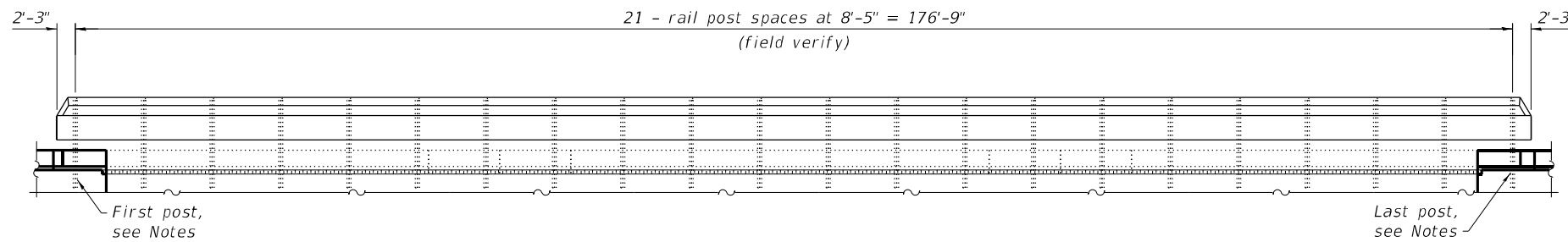
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH DETAILS
STRUCTURE NO. 012-0014**

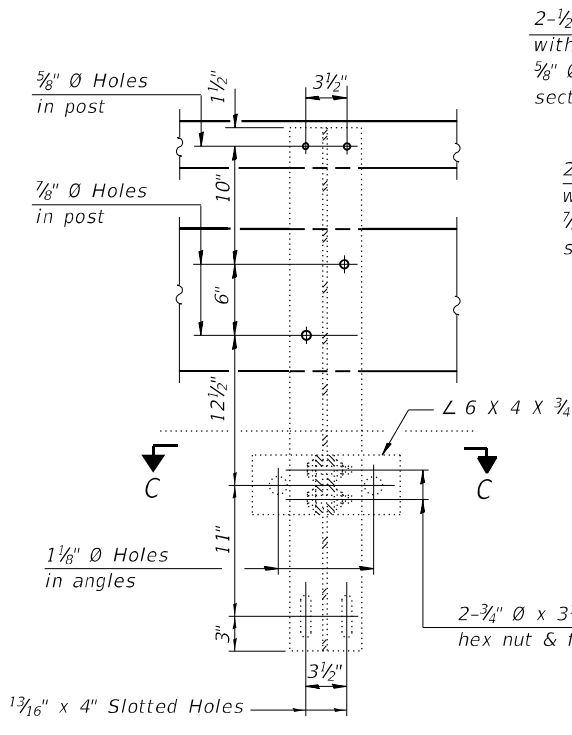
SHEET 13 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	26
CONTRACT NO. 74A54				
ILLINOIS FED. AID PROJECT				

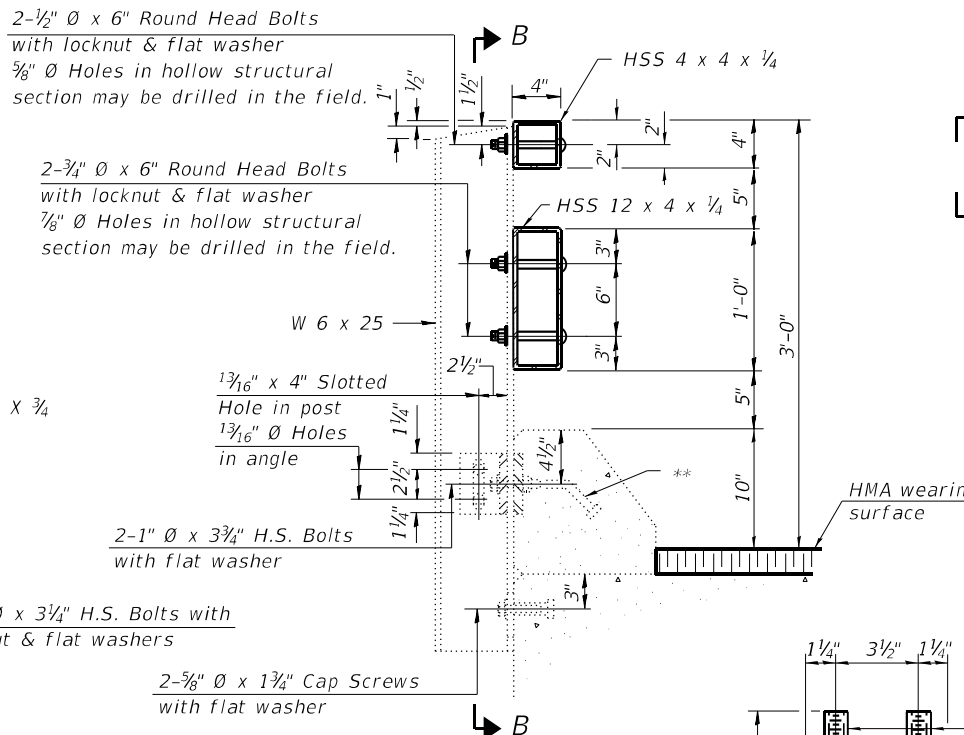


INSIDE ELEVATION OF STEEL RAILING

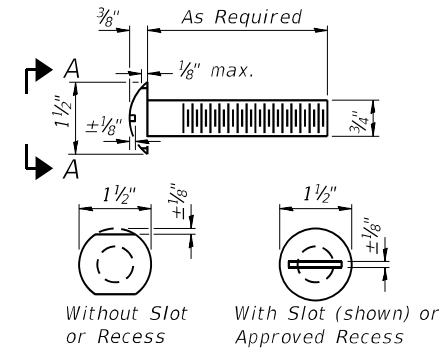
Notes:
 The existing top and bottom steel rail elements shall be removed and replaced with new rail elements, as detailed on this sheet. Existing posts shall remain in place except the first and last post on each side of the bridge, as noted below. New round head bolts shall be provided to connect the new rail elements to the existing posts.
 Sufficient 1/4" x 6" x 1'-5" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Railing, Type T1.
 All new steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
 The location of the first and last post on each side of the bridge is within the limits of concrete removal. These posts shall be removed, stored, and subsequently re-installed on the new work. Associated anchor devices may be reused or the Contractor may choose to provide new anchor devices. New hardware (bolts, screws, nuts and washers) shall be provided to connect these posts to the anchor devices, regardless of whether existing devices are reused or new devices are provided. Cost of re-installing posts and providing new hardware (and new anchor devices if applicable) is included with Steel Railing, Type T1.
 ** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.



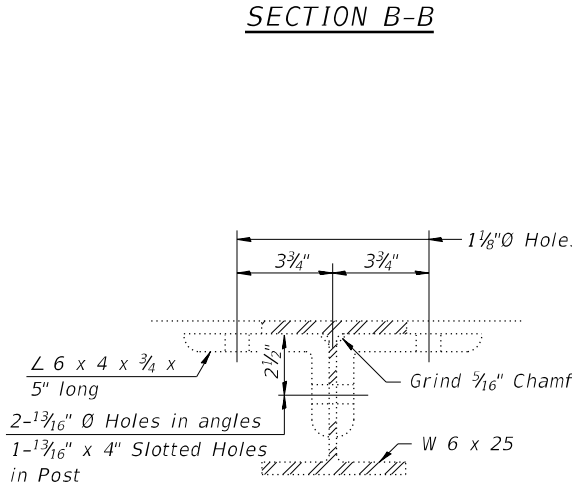
SECTION B-B



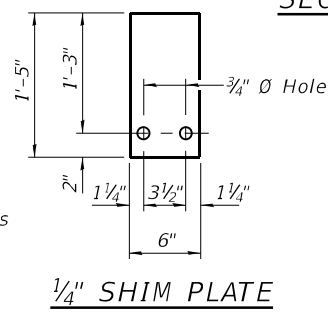
SECTION AT RAIL POST



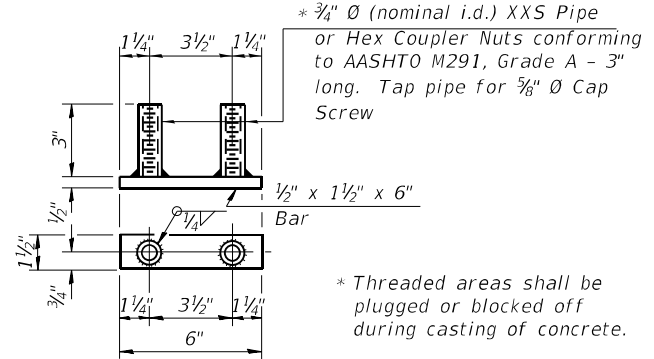
VIEW A-A ROUND HEAD BOLT



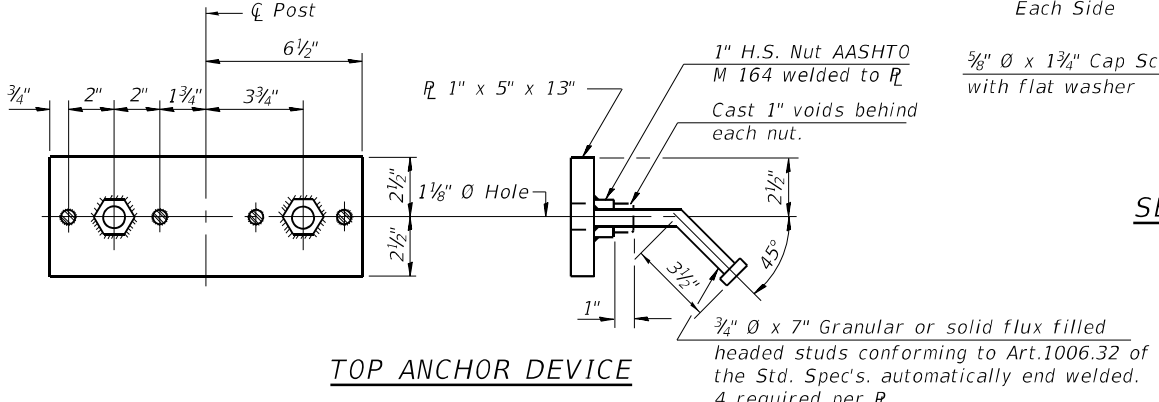
SECTION C-C



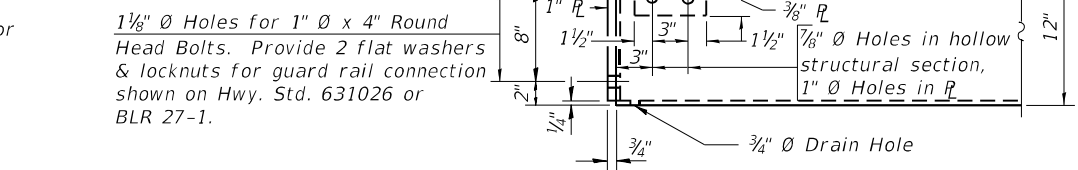
1/4" SHIM PLATE



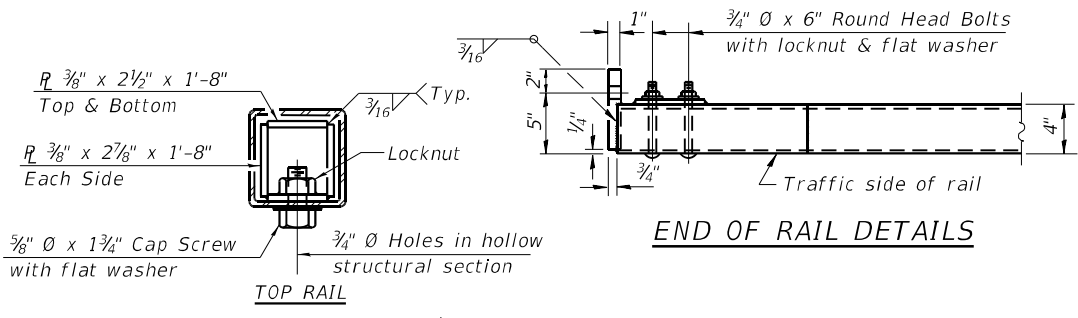
BOTTOM ANCHOR DEVICE



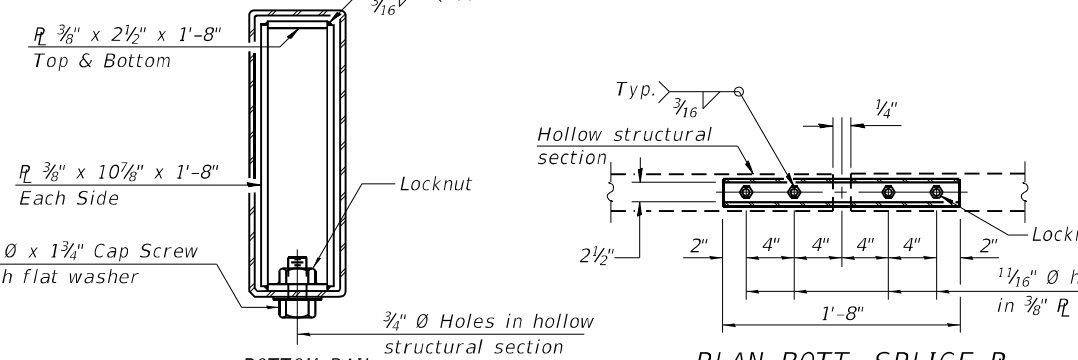
TOP ANCHOR DEVICE



END OF RAIL DETAILS

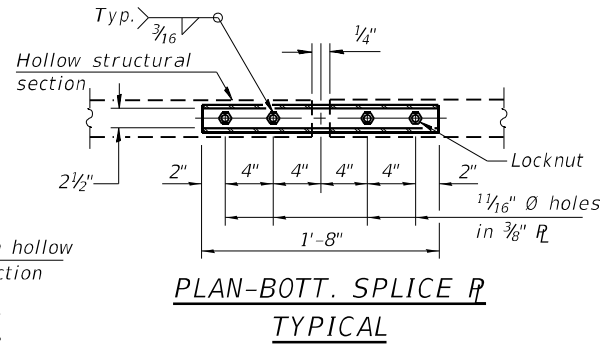


TOP RAIL



BOTTOM RAIL

SECTIONS AT RAIL SPLICE



PLAN-BOTT. SPLICE R TYPICAL

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type T1	Foot	363

MODEL: PLOT
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USER NAME = mtd
 ESCA PROJECT NO. 1343.07
 PLOT SCALE = 0.1667' / in.
 PLOT DATE = 4/14/2021

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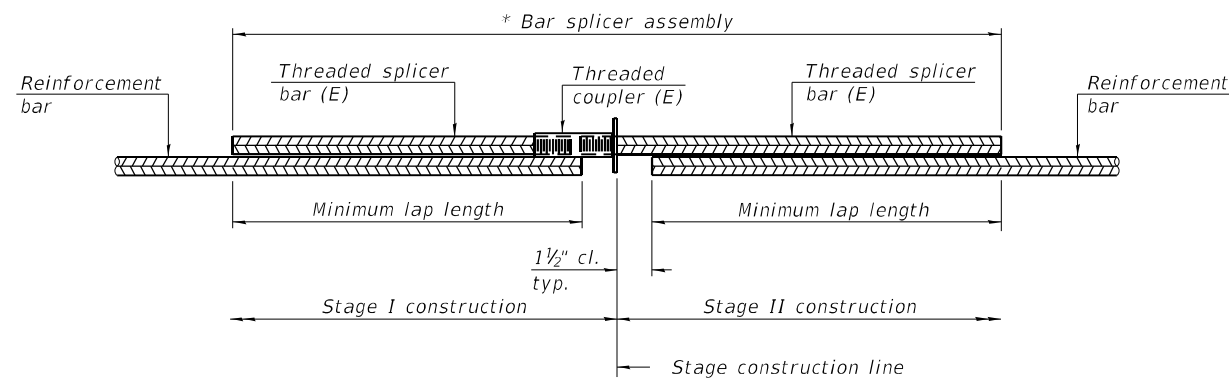
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STEEL RAILING, TYPE T1
 STRUCTURE NO. 012-0014**

SHEET 14 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	27
CONTRACT NO. 74A54				

ILLINOIS FED. AID PROJECT

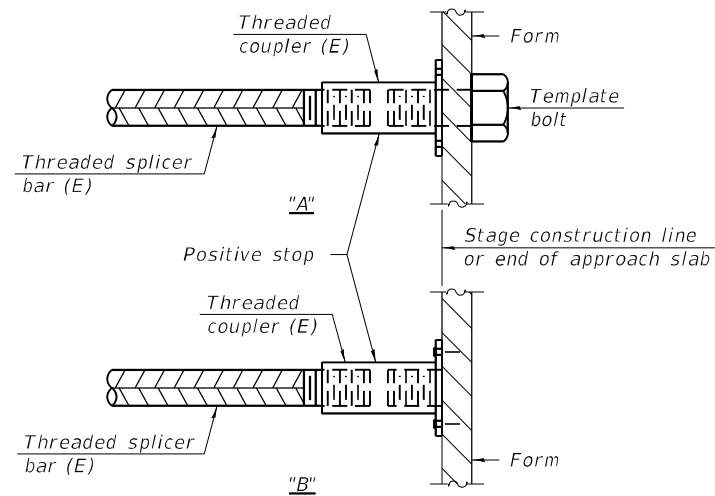


STANDARD BAR SPLICER ASSEMBLY PLAN
(All components shall be provided from one supplier)

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Approach slab & deck, top	#5	26	3'-4"
Approach slab & deck, bottom	#5	18	3'-4"
Diaphragm, back face	#5	6	3'-4"
Diaphragm, bottom	#6	6	4'-5"

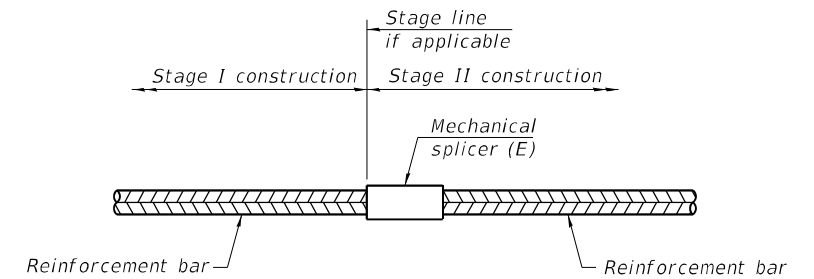


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

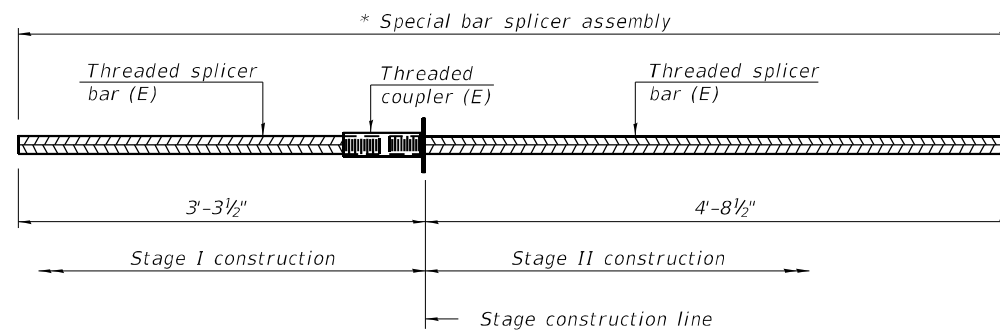
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



SPECIAL BAR SPLICER ASSEMBLY PLAN
(All components shall be provided from one supplier)

Location	Bar size	No. assemblies required
Diaphragm, front face	#6	6

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 except no reinforcement is lapped with special bar splicer assemblies.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

Special bar splicer assemblies will be paid for at the contract unit price per each for BAR SPLICERS, SPECIAL.

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USER NAME = mtd
ESCA PROJECT NO. 1343.07
PLOT SCALE = 0.1667' / in.
PLOT DATE = 4/14/2021

DESIGNED - MTD
CHECKED - PR
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 012-0014**

SHEET 15 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	D7 BRIDGE REPAIRS 2021-8	CLARK	28	28
CONTRACT NO. 74A54			ILLINOIS FED. AID PROJECT	