06-12-2015 LETTING ITEM 114

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	* 122	1
	ILLINOIS	CONTRACT NO. 74351		

* 122 + 3 = 125 TOTAL SHEETS

INDEX OF SHEETS

* INCLUDES SHEETS 103A - 103C.

ADT = 4,250 (2013)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

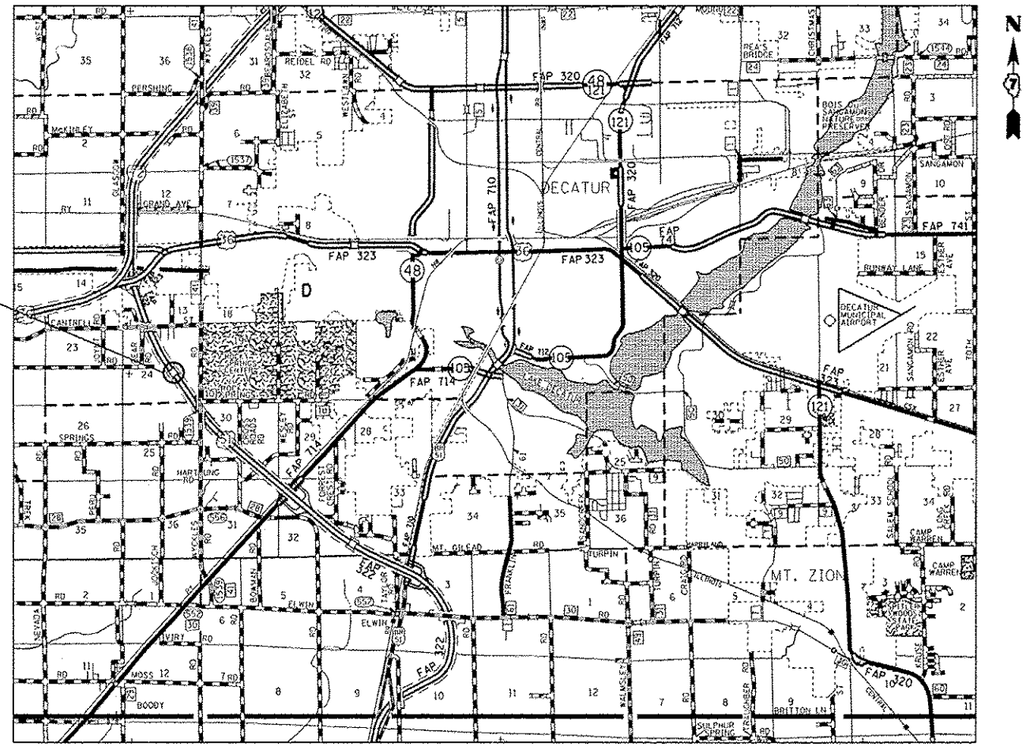
PROPOSED
HIGHWAY PLANS

F.A.P. ROUTE 322 (U.S. RTE. 51)
SECTION (58-20B-1)BR
PROJECT ACNHPP-0322 (110)
SUPERSTRUCTURE REPLACEMENTS
MACON COUNTY

C-97-029-09

D-97-006-09

LOCATION OF SECTION INDICATED THUS: -



GROSS LENGTH = 7,061 FT. = 1.34 MILE
NET LENGTH = 3,749 FT. = 0.71 MILE

100' 200' 300' — 1" = 100'
10' 20' 30' — 1" = 10'
50' 100' — 1" = 50'
50' 100' — 1" = 40'
50' 100' — 1" = 30'
50' 100' — 1" = 20'

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: MARK DAUGHERTY
PROJECT MANAGER: BRIAN LEWIS

CONTRACT NO. 74351

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 20 20 15
Ryan L Brushelli PE
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 8 20 15
John D. Baranzelli P.E. /a
ENGINEER OF DESIGN AND ENVIRONMENT
May 8 20 15
Omar Osman P.E. /a
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" INDICATED ON THE CHECK SHEET, AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THE WORK INCLUDED IN THIS SECTION CONSISTS OF REPLACING THE DECKS AND SOME OF THE BEAMS OF THE EXISTING DUAL STRUCTURES OVER THE SANGAMON RIVER. THIS WORK INCLUDES CONSTRUCTION OF MEDIAN CROSSOVERS FOR STAGING, BRIDGE APROACH PAVEMENTS, GUARDRAIL, AND OTHER WORK NECESSARY TO COMPLETE THIS SECTION.

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

PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE.

POINTS OF GRADE FOR STORM SEWER CASTINGS ARE AS FOLLOWS:

TYPE 1 - TOP OF CASTING

TYPE 8 - HORIZONTAL RIM OF CASTING

ALL ELEVATIONS SHOWN IN PLANS ARE BASED ON U.S.G.S. DATUM.

BENCHMARKS IN ADDITION TO OTHERS SHOWN ELSEWHERE IN THE PLANS ARE LISTED BELOW:

#210 78.5' RT STA 342+82 ELEV. 607.945 CUT SQUARE ON TOP OF SE CORNER OF SE WINGWALL OF SN 058-0098

#209 78.9' LT STA 350+05 ELEV. 611.678 CUT SQUARE ON TOP OF NW CORNER OF NW WINGWALL OF SN 058-0099

#208 84.2' LT STA 351+26 ELEV. 609.637 CHIS. X ON TOP OF BOLT OF ABANDONED SIGN FOUNDATION

#207 114' LT STA 360+98 ELEV. 615.654 CUT SQUARE ON TOP OF NE EDGE OF SW CIRCULAR CONC. SIGN BASE

ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE FERTILIZED AND SEEDED. SEEDING SHALL BE CLASS 2 (SPECIAL) IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND THE APPLICABLE ARTICLES OF SECTION 250 OF THE STANDARD SPECIFICATIONS.

THE COST OF EXCAVATION FOR PLACEMENT OF HMA BASE COURSE 12" SHALL BE INCLUDED IN THE BID PRICE FOR THAT ITEM.

THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKINGS OF FACILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE THROUGH THE J.U.L.I.E. SYSTEM BY CALLING 800-892-0123.

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESS TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICES FOR OTHER ITEMS IN THE CONTRACT.

EXCAVATION FOR CURB CONSTRUCTION AT SE CORNER OF SB STRUCTURE SHALL BE INCLUDED IN THE BID PRICE FOR CONCRETE CURB, TYPE B. EXCAVATION SHALL INCLUDE THAT PORTION OF THE HMA SHOULDER REQUIRED TO MAKE THE WALLS OF THE EXCAVATION VERTICAL.

THE BID PRICE FOR RELOCATE TEMPORARY CONCRETE BARRIER SHALL INCLUDE THE COST OF RELOCATING THE MODULAR GLARE SCREEN SYSTEM.

THE BID PRICE FOR HOT-MIX ASPHALT SHOULDERS SHALL INCLUDE THE COST OF EXCAVATION.

A QUANTITY OF MODIFIED URETHANE PAVEMENT MARKING LINE 4" AND 6" IS INCLUDED FOR REPLACING PAVEMENT MARKINGS AND RETRACING LINES AFTER EACH STAGE. MARKINGS ON BRIDGE AND APPROACHES SHALL BE GROOVED IN.

EXISTING BRIDGE APPROACH SLABS ARE 14.5 INCHES THICK.

MATERIAL FOR AGGREGATE SHOULDER, TYPE B SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.

ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE ONE-WAY CRYSTAL AND SHALL BE INSTALLED IN THE DOUBLED PATTERN.

GENERAL NOTES CONT.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE	AC/PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE	APPLICATION
POLYMERIZED HMA SURFACE COURSE MIX 'D' N90	SBS PG 70-22	4.0% @ N=90	IL - 9.5	MIXTURE D	2" SURFACE LIFT CROSSOVERS
POLYMERIZED HMA BINDER COURSE IL-19 N90	SBS PG 70-22	4.0% @ N=90	IL - 19.0	N/A	2 1/4" TOP BINDER LIFT X-OVERS
HMA BINDER COURSE IL-19 N90	PG 64-22	4.0% @ N=90	IL - 19.0	N/A	4" MIDDLE BINDER LIFT X-OVERS
HMA BINDER COURSE IL-19 N90	PG 64-22	4.0% @ N=90	IL - 19.0	N/A	4" LOWER BINDER LIFT X-OVERS
HMA BINDER COURSE IL-19 N90	PG 64-22	4.0% @ N=90	IL - 19.0	N/A	CONNECTOR PAVEMENT
HMA BINDER COURSE IL-19 N90	PG 64-22	4.0% @ N=90	IL - 19.0	N/A	BOTTOM 10" OF HMA BASE COURSE 12"
HMA SURFACE COURSE MIX 'D' N90	PG 64-22	4.0% @ N=90	IL - 9.5	MIXTURE D	TOP 2" OF HMA BASE COURSE 12"
HMA BINDER COURSE IL-19.0L N30	PG 64-22	4.0% @ N=30	IL - 19.0L	N/A	BOTTOM 4" OF HMA SHOULDERS 6"
HMA SURFACE COURSE IL-9.5L N30	PG 64-22	4.0% @ N=30	IL - 9.5L	MIXTURE C	TOP 2" OF HMA SHOULDERS 6"

STANDARDS

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

000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02 AREAS OF REINFORCEMENT BARS
001006 DECIMAL OF AN INCH AND OF A FOOT
280001-07 TEMPORARY EROSION CONTROL SYSTEMS
420401-11 BRIDGE APPROACH PAVEMENT CONNECTOR
442001-04 CLASS A PATCHES
515001-03 NAME PLATE FOR BRIDGES
542401-01 METAL END SECTION FOR PIPE CULVERTS
601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
602301-04 INLET, TYPE A
602306-03 INLET, TYPE B
602401-03 MANHOLE, TYPE A
602601-03 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02 MANHOLE STEPS
604001-04 FRAME AND LIDS, TYPE 1
604036-03 GRATE, TYPE 6
606001-06 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-10 STEEL PLATE BEAM GUARDRAIL
630201-06 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-06 SHOULDER WIDENING FOR TYPE 1 GUARDRAIL TERMINALS
631031-13 TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
642001-02 SHOULDER RUMBLE STRIPS, 16 IN.
667101-02 PERMANENT SURVEY MARKERS
668001-01 METHOD OF RESETTING U.S. GEOLOGIC SURVEY AND NATIONAL GEODETIC SURVEY BENCHMARKS
701101-04 OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701400-08 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-09 LANE CLOSURE, FREEWAY/EXPRESSWAY
701406-09 LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-09 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH
701416-08 LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER & BARRIER
701426-07 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS >= 45 MPH
701901-04 TRAFFIC CONTROL DEVICES
704001-07 TEMPORARY CONCRETE BARRIER
780001-05 TYPICAL PAVEMENT MARKINGS
781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & LIST OF STANDARDS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	158-20B-11BR	Macon	122	2
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

URBAN — 80% FED 20% STATE

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0014		
20200100	EARTH EXCAVATION	CU YD	1398	1398		
20400800	FURNISHED EXCAVATION	CU YD	5040	5040		
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1834	1834		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	600	600		
28000305	TEMPORARY DITCH CHECKS	FOOT	60	60		
28000500	INLET AND PIPE PROTECTION	EACH	9	9		
28100109	STONE RIPRAP, CLASS A5	SQ YD	489	489		
28200200	FILTER FABRIC	SQ YD	489	489		
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	8996	8996		
35501332	HOT-MIX ASPHALT BASE COURSE, 12"	SQ YD	7495	7495		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	4862	4862		
40701926	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12 1/4"	SQ YD	7203	7203		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	112	112		
44000300	CURB REMOVAL	FOOT	15	15		

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SUMMARY OF QUANTITIES

URBAN — 80% FED 20% STATE

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0014		
44004250	PAVED SHOULDER REMOVAL	SQ YD	10419	10419		
44200529	CLASS A PATCHES, TYPE II, 8 INCH	SQ YD	56	56		
44200533	CLASS A PATCHES, TYPE III, 8 INCH	SQ YD	16	16		
44200535	CLASS A PATCHES, TYPE IV, 8 INCH	SQ YD	409	409		
44213000	PATCHING REINFORCEMENT	SQ YD	481	481		
44213200	SAW CUTS	FOOT	1394	1394		
44213204	TIE BARS 3/4"	EACH	148	148		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	4446	4446		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	22	22		
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	354	354		
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	4	4		
50102400	CONCRETE REMOVAL	CU YD	77.8	77.8		
50104400	CONCRETE HEADWALL REMOVAL	EACH	10	10		
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	2	2		

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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.
322	158-20B-11BR	Macon	122	3

CONTRACT NO. 74351

ILLINOIS | FED. AID PROJECT

URBAN — 80% FED 20% STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0014		
50200100	STRUCTURE EXCAVATION	CU YD	50	50		
50300100	FLOOR DRAINS	EACH	48	48		
50300225	CONCRETE STRUCTURES	CU YD	115.3	115.3		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	2313.2	2313.2		
50300260	BRIDGE DECK GROOVING	SQ YD	6860	6860		
50300300	PROTECTIVE COAT	SQ YD	8564	8564		
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1		
50500505	STUD SHEAR CONNECTORS	EACH	33504	33504		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	649160	649160		
50800515	BAR SPLICERS	EACH	184	184		
51500100	NAME PLATES	EACH	2	2		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	356.5	356.5		
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	84	84		
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	24	24		

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URBAN — 80% FED 20% STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0014		
52100520	ANCHOR BOLTS, 1"	EACH	264	264		
54213459	END SECTIONS 24"	EACH	4	4		
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	84	84		
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	1330	1330		
58700300	CONCRETE SEALER	SQ FT	1301	1301		
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	6	6		
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	234	234		
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2		
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	4	4		
60240301	INLETS, TYPE B, TYPE 8 GRATE	EACH	1	1		
60600605	CONCRETE CURB, TYPE B	FOOT	15	15		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	675	675		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		

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* SPECIALTY ITEM

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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.
322	158-20B-11BR	Macon	122	4

CONTRACT NO. 74351

ILLINOIS FED. AID PROJECT

URBAN 80% FED 20% STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0014		
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	EACH	4	4		
	TANGENT					
63200310	GUARDRAIL REMOVAL	FOOT	575	575		
63800920	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	FOOT	5450	5450		
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	9694	9694		
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	7	7		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	27	27		
67100100	MOBILIZATION	L SUM	1	1		
70100410	TRAFFIC CONTROL AND PROTECTION, STANDARD	EACH	2	2		
	701416					
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD	EACH	3	3		
	701411					
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD	L SUM	1	1		
	701406					
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD	L SUM	1	1		
	701401					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	2	2		

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URBAN 80% FED 20% STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0014		
70107007	PAVEMENT MARKING BLACKOUT TAPE, 7"	FOOT	1668	1668		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	12000	12000		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	4973	4973		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	5450	5450		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	5450	5450		
70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	175	175		
70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2		
72500100	OBJECT MARKER - TYPE 1	EACH	128	128		
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	160	160		
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	116000	116000		
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	14500	14500		
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	44	44		
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	24	24		
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6		

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* SPECIALTY ITEM

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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.
322	(58-20B-1)BR	Macon	122	5
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

URBAN 80% FED 20% STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0014		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	5068	5068		
X2501000	SEEDING, CLASS 2 (SPECIAL)	ACRE	3	3		
X7010410	SPEED DISPLAY TRAILER	CAL MO	38	38		
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	28	28		
X7050167	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1,	EACH	2	2		
	SPECIAL (TANGENT)					
* X7270008	BREAKAWAY SIGN SUPPORT COUPLER	EACH	32	32		
X7810400	TEMPORARY RAISED PAVEMENT MARKER	EACH	580	580		
* X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	3308	3308		
* X7830074	GROOVING FOR RECESSED PAVEMENT MARKING 7"	FOOT	420	420		
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	24	24		
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	6120	6120		
Z0004552	APPROACH SLAB REMOVAL	SQ YD	384	384		
Z0007112	CONTAINMENT AND DISPOSAL OF LEAD PAINT	L SUM	1	1		
	CLEANING RESIDUES					

URBAN 80% FED 20% STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0014		
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1		
Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM	1	1		
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO	SQ FT	324	324		
	OR LESS THAN 5 INCHES)					
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	8	8		
Z0049799	PROTECTING OR RESETTING SURVEY MARKERS	EACH	7	7		
Z0065700	SLOPE WALL REPAIR	SQ YD	49	49		
ϕ Z0076600	TRAINEES	HOUR	1500	1500		
ϕ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1500	1500		

* SPECIALTY ITEM

ϕ 0042

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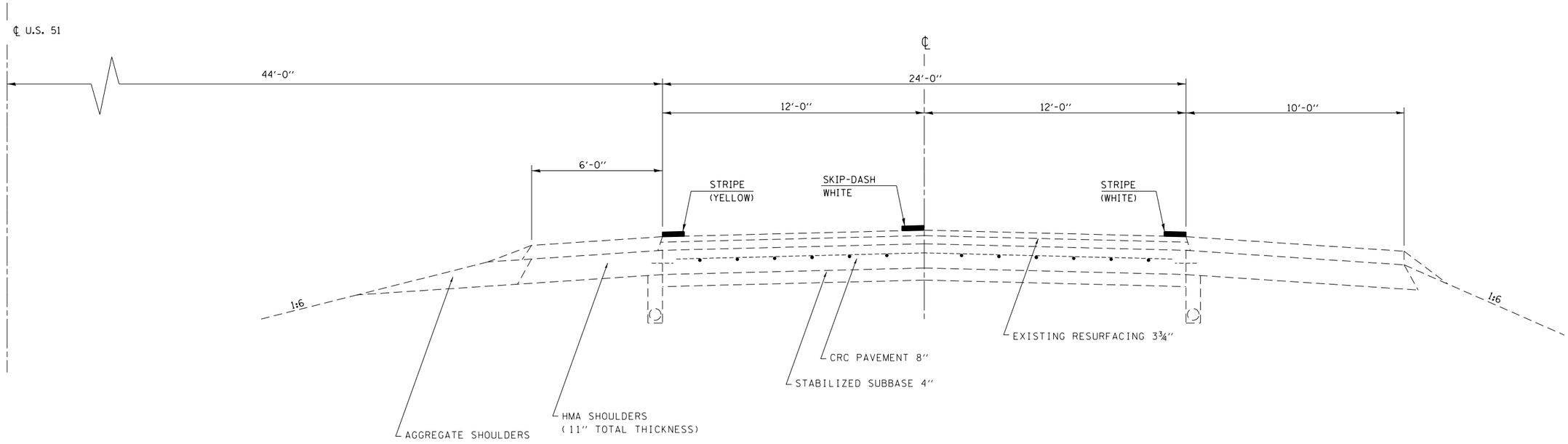
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-208-1)BR	Macon	122	6
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

EXISTING TYPICAL SECTION



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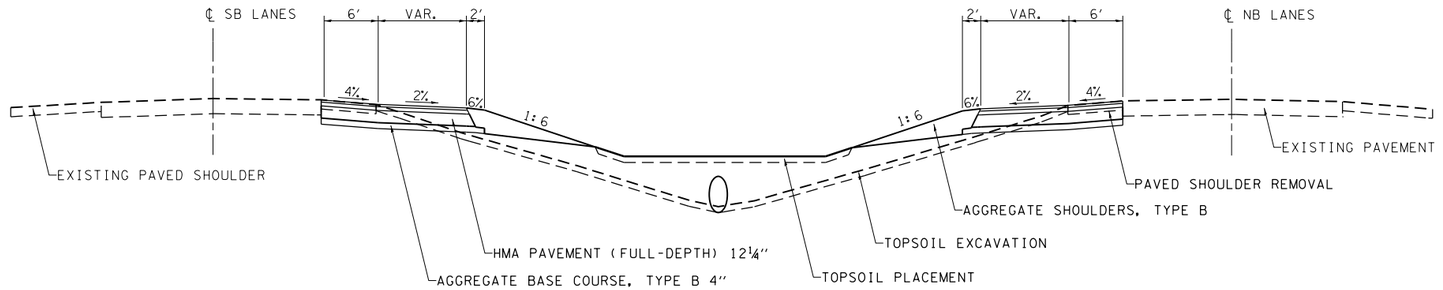
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

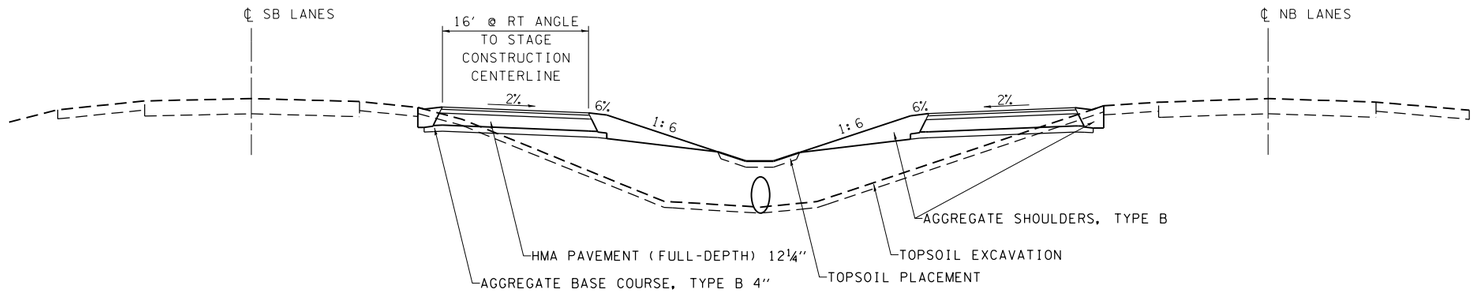
EXISTING TYPICAL SECTION

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

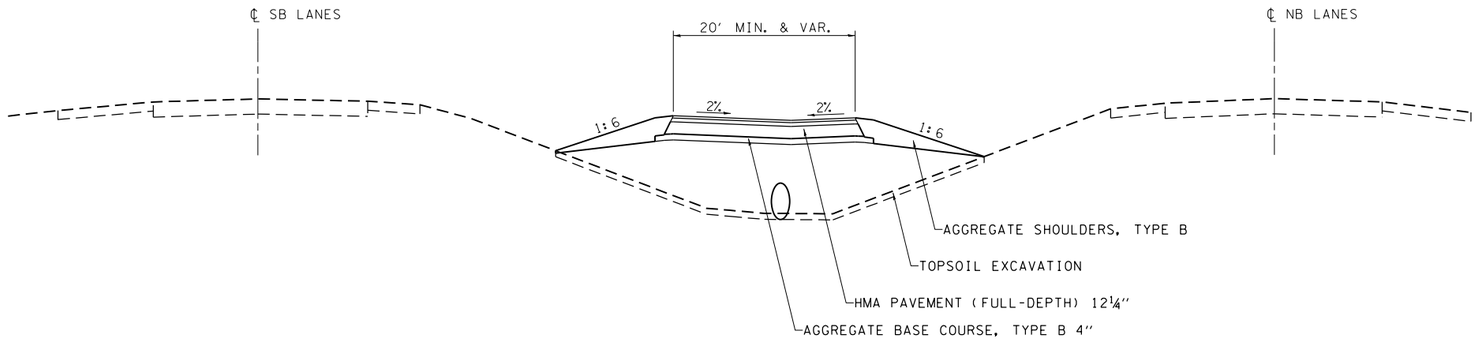
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	7
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		



STA 315+70 TO STA 320+70
STA 325+30 TO STA 330+30
STA 371+70 TO STA 376+70
STA 381+30 TO STA 754+34



STA 320+70 TO STA 322+26
STA 323+74 TO STA 325+30
STA 376+70 TO STA 378+26
STA 379+74 TO STA 381+30



STA 322+26 TO STA 323+74
STA 378+26 TO STA 379+74

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CROSSOVER TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	8
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

GUARDRAIL REMOVAL

DESCRIPTION	STATIONING FROM	STATIONING TO	SIDE	LENGTH (FOOT)
NORTHBOUND				
BRIDGE SN 058-0098	340+97	342+68	LT	175
BRIDGE SN 058-0098	341+70	342+83	RT	112.5
NORTHBOUND TOTAL				287.5
SOUTHBOUND				
BRIDGE SN 058-0099	350+05	351+19	RT	112.5
BRIDGE SN 058-0099	350+20	351+92	LT	175
SOUTHBOUND TOTAL				287.5
PROJECT TOTAL				575

APPROACH SLAB REMOVAL

DESCRIPTION	STATION ALONG C.L. LANES FROM	STATION ALONG C.L. LANES TO	AREA SQ YD
SOUTHBOUND			
BRIDGE SN 058-0099	342+10	342+46	96
BRIDGE SN 058-0099	350+02	350+38	96
SOUTHBOUND TOTAL			192
NORTHBOUND			
BRIDGE SN 058-0098	342+51	342+87	96
BRIDGE SN 058-0098	350+42	350+78	96
NORTHBOUND TOTAL			192
PROJECT TOTAL			384

GUARDRAIL SCHEDULE

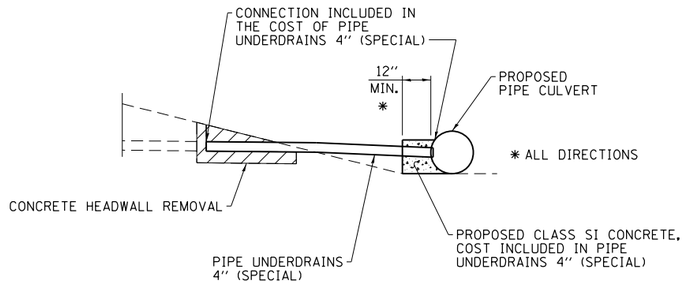
DESCRIPTION	LOCATION	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS FOOT	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT EACH	TRAFFIC BARRIER TERMINAL, TYPE 6 EACH	GUARDRAIL MARKERS, TYPE A EACH	TERMINAL MARKER - DIRECT APPLIED EACH	HOT-MIX ASPHALT SHOULDERS, 6" SQ YD
NORTHBOUND SN 058-0098	SW CORNER (P.L.)	187.5	1	1	5	1	95
	SE CORNER (D.L.)	150	1	1	4	1	82
NORTHBOUND SUBTOTAL		337.5	2	2	9	2	177
SOUTHBOUND SN 058-0099	NW CORNER (D.L.)	150	1	1	4	1	82
	NE CORNER (P.L.)	187.5	1	1	5	1	95
SOUTHBOUND SUBTOTAL		337.5	2	2	9	2	177
PROJECT TOTAL		675	4	4	18	4	354

SURVEY MARKERS

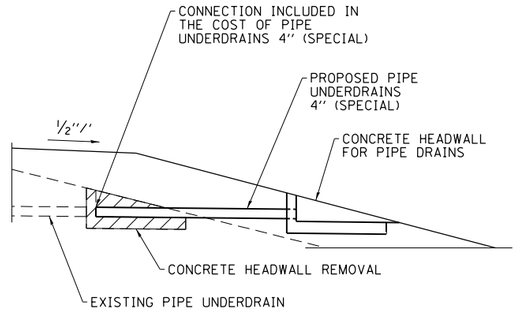
STATION	PROTECTING OR RESETTING SURVEY MARKERS EACH	PERMANENT SURVEY MARKERS, TYPE II EACH
313+26.15	1	1
328+00.00	1	1
342+00.00	1	1
353+16.13	1	1
359+49.53	1	1
365+80.04	1	1
383+96.40	1	1

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION CU. YD.	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE CU. YD.	EMBANKMENT CU. YD.	EARTHWORK BALANCE WASTE(+) SHORTAGE(-) CU. YD.	TOPSOIL EXCAVATION AND PLACEMENT CU. YD.
CROSSOVERS	1398	1049	6089	-5040	1834



UNDERDRAIN CONNECTION TO MEDIAN CULVERT



UNDERDRAIN EXTENSION AT CROSSOVERS

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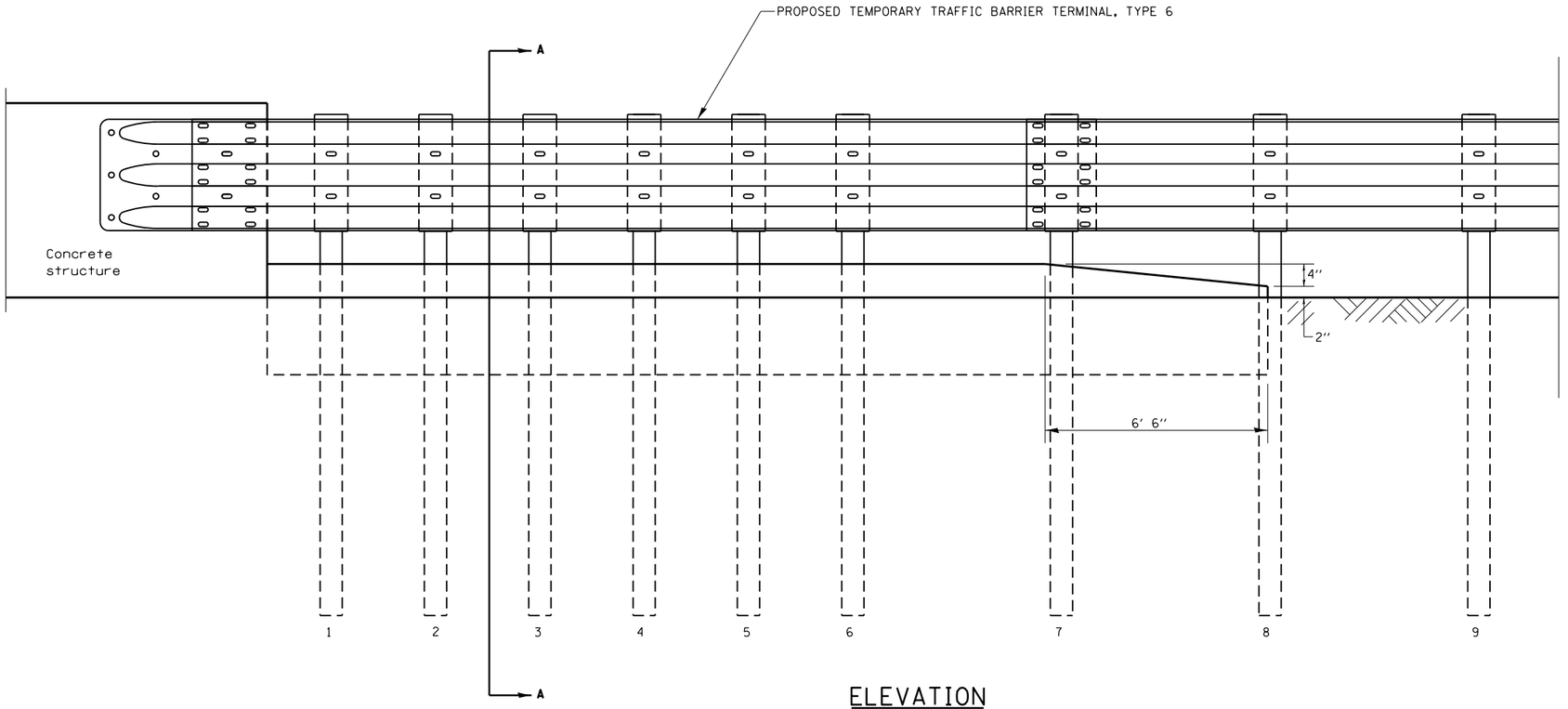
Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

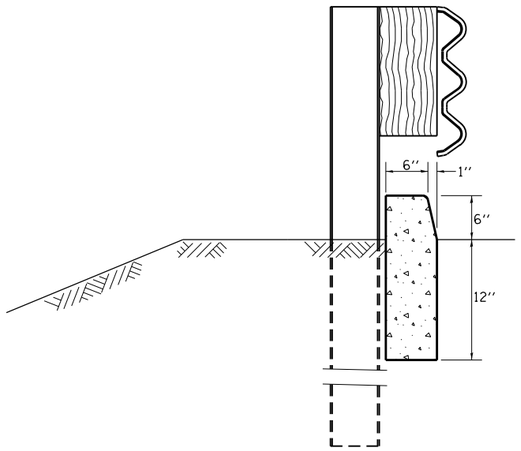
SCHEDULES & DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	9
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



ELEVATION



SECTION A-A

NOTE: CONSTRUCT CURB AT SOUTHEAST CORNER OF SOUTHBOUND STRUCTURE ONLY.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

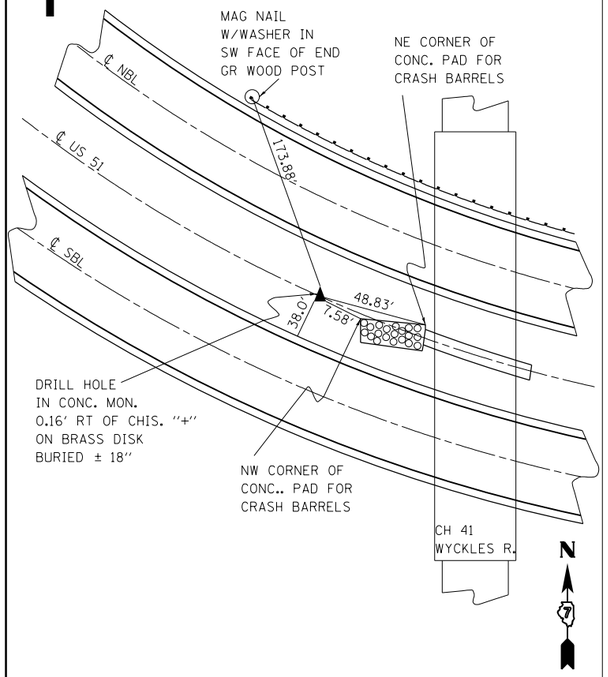
CURB DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	10
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

1

P.I.
STA 313+26.15



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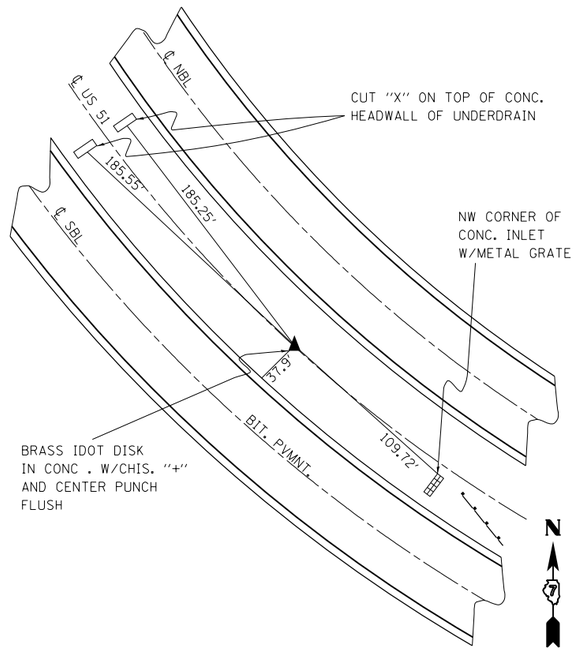
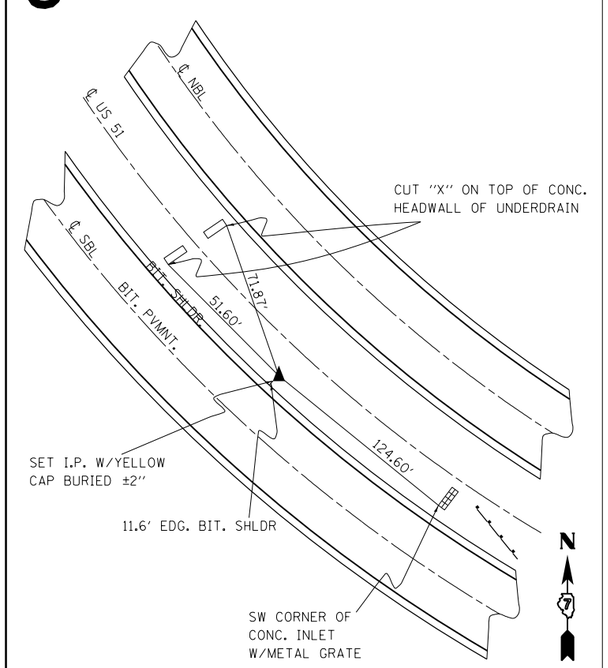
P.C.
STA 353+16.13



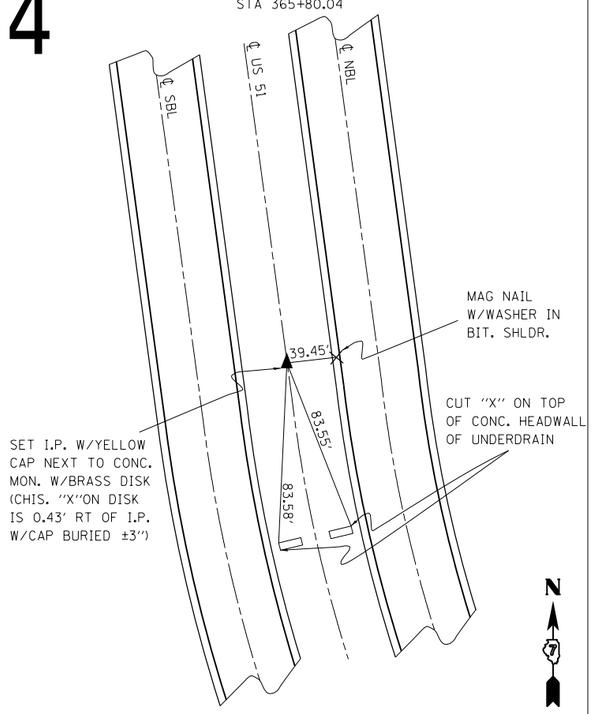
3

P.I.
STA 359+49.53



4

P.I.
STA 365+80.04



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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SURVEY TIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	11
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		

EXTEND WITH 31' PIPE UNDERDRAINS
4" (SPECIAL) AND INSTALL CONC.
HEADWALL FOR PIPE DRAINS.
(OUTLET SOUTH OF CULVERT)

END SECTIONS 24"
℄ ELEV. 606.95

CONSTRUCTION LIMITS

21' PIPE CULVERTS
CLASS D, TYPE 1, 15"

STA 323+00 22.4' LT
INLET, TYPE A, TYPE 8 GRATE
GRATE ELEV. 608.72
INV. ELEV. 606.22

EXTEND WITH 22' PIPE UNDERDRAINS
4" (SPECIAL) AND TIE INTO PIPE CULVERT
INCLUDE COST IN OTHER ITEMS.

PERMANENT SURVEY MARKER

℄ SB LANES

+69 +48 +69 +30 +52 6' +30

16' 16' 26' 74' 16'

315 320 20' 325 ℄ SURVEY US 51 330

6' 6'

16' 16'

℄ NB LANES

EXTEND WITH 33' PIPE UNDERDRAINS
4" (SPECIAL) AND INSTALL CONC.
HEADWALL FOR PIPE DRAINS.
(OUTLET SOUTH OF CULVERT)

320' PIPE CULVERTS
CLASS D, TYPE 1, 24"

STA 323+00 0' RT
MH TA 4' T1 FCL
LID ELEV. 610.32
INV. ELEV. 605.55 ALL

20' PIPE CULVERTS
CLASS D, TYPE 1, 15"

STA 323+00 21.8' RT
INLET, TYPE A, TYPE 8 GRATE
GRATE ELEV. 608.76
INV. ELEV. 606.26

END SECTIONS 24"
℄ ELEV. 604.02

350' PIPE CULVERTS
CLASS D, TYPE 1, 24"

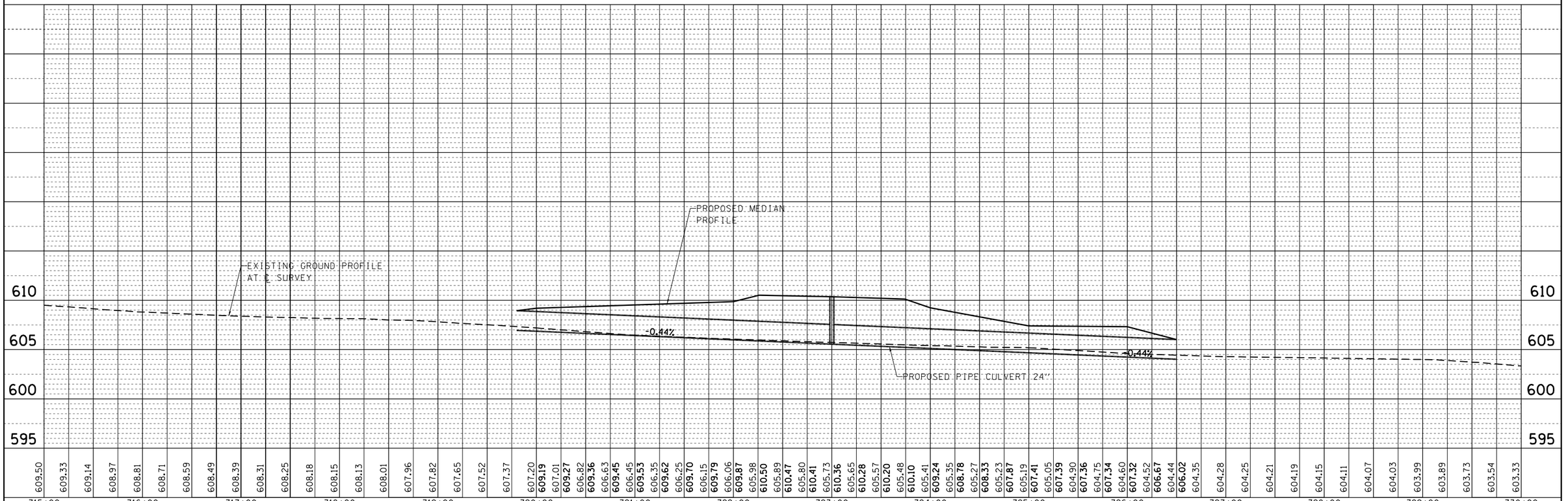
EXTEND WITH 20' PIPE UNDERDRAINS
4" (SPECIAL) AND TIE INTO PIPE CULVERT
INCLUDE COST IN OTHER ITEMS.

B.M. #211 STA 310± 48.7' RT OF ℄ NB LANES
CHISELED '□' ON S. EDGE OF S. BASE OF SIGN FDN.
ELEV. 615.83

CLOSE CROSSOVER WHEN NOT IN USE WITH DRUMS
LOCATED ON 10' CENTERS AT ℄ SURVEY, COST
INCLUDED IN TRAFFIC CONTROL ITEMS.

PLAN — SURVEYED, PLOTTED, DRAWN, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, DRAWN, CHECKED, BM. NOTED, STRUCTURE NO'ATNS CHKD, NOTE BOOK, NO., BY, DATE



PROFILE — SURVEYED, PLOTTED, DRAWN, CHECKED, BM. NOTED, STRUCTURE NO'ATNS CHKD, NOTE BOOK, NO., BY, DATE

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

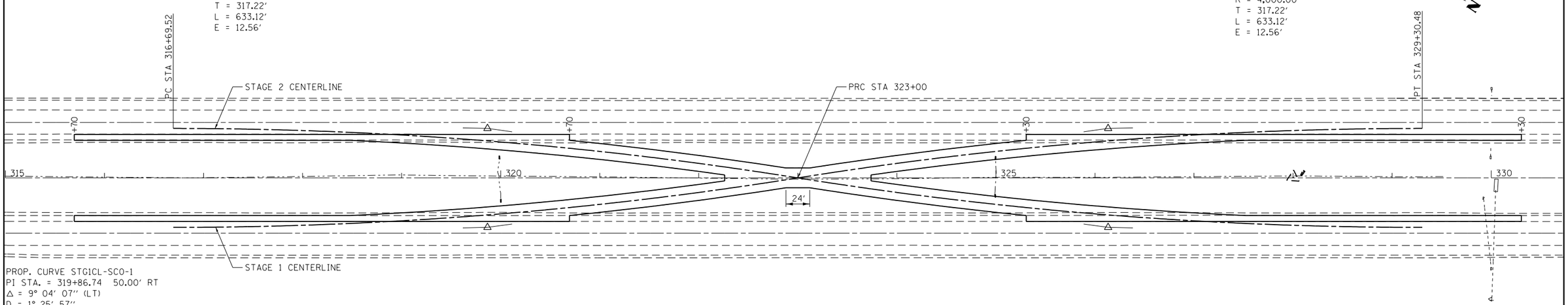
PLAN & PROFILE
SOUTH CROSSOVER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	12
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

PROP. CURVE STG2CL-SCO-1
PI STA. = 319+86.74 50.00' LT
Δ = 9° 04' 07" (RT)
D = 1° 25' 57"
R = 4,000.00'
T = 317.22'
L = 633.12'
E = 12.56'

PROP. CURVE STG1CL-SCO-2
PI STA. = 326+13.26 50.00' LT
Δ = 9° 04' 07" (RT)
D = 1° 25' 57"
R = 4,000.00'
T = 317.22'
L = 633.12'
E = 12.56'



PROP. CURVE STG1CL-SCO-1
PI STA. = 319+86.74 50.00' RT
Δ = 9° 04' 07" (LT)
D = 1° 25' 57"
R = 4,000.00'
T = 317.22'
L = 633.12'
E = 12.56'

PROP. CURVE STG2CL-SCO-2
PI STA. = 326+13.26 50.00' RT
Δ = 9° 04' 07" (LT)
D = 1° 25' 57"
R = 4,000.00'
T = 317.22'
L = 633.12'
E = 12.56'

SOUTH CROSS OVER ELEVATION AND OFFSET DATA

C.L. STATION	STAGE 1 CENTERLINE	STAGE 2 CENTERLINE	E.O.P. LEFT OF C.L.		E.O.P. LEFT OF C.L.		BREAK POINT LEFT		E.O.P. RIGHT OF C.L.		E.O.P. RIGHT OF C.L.		BREAK POINT RIGHT	
U.S. 51	OFFSET (FT)	OFFSET (FT)	OFFSET (FT)	ELEV.	OFFSET (FT)	ELEV.	OFFSET (FT)	ELEV.	OFFSET (FT)	ELEV.	OFFSET (FT)	ELEV.	OFFSET (FT)	ELEV.
318+50	45.93	-45.93	-37.92	612.53			-38.00	612.53			37.92	612.46	38.00	612.46
318+75	44.72	-44.72	-36.71	612.45			-38.00	612.48			36.71	612.37	38.00	612.40
319+00	43.35	-43.35	-35.34	612.36			-38.00	612.41			35.34	612.29	38.00	612.34
319+25	41.83	-41.83	-33.82	612.23			-38.00	612.31			33.82	612.22	38.00	612.30
319+50	40.15	-40.15	-32.13	612.09			-38.00	612.20			32.13	612.14	38.00	612.26
319+75	38.32	-38.32	-30.29	611.95			-38.00	612.10			30.29	612.06	38.00	612.21
320+00	36.32	-36.32	-28.30	611.81			-38.00	612.00			28.30	611.98	38.00	612.17
320+25	34.17	-34.17	-26.14	611.71			-38.00	611.94			26.14	611.83	38.00	612.06
320+50	31.86	-31.86	-23.83	611.60			-38.00	611.89			23.83	611.67	38.00	611.96
320+75	29.40	-29.40	-21.35	611.51	-37.44	611.83			37.44	611.84	21.35	611.52		
321+00	26.77	-26.77	-18.72	611.39	-34.82	611.71			34.82	611.68	18.72	611.36		
321+25	23.98	-23.98	-15.93	611.24	-32.04	611.56			32.04	611.53	15.93	611.21		
321+50	21.04	-21.04	-12.98	611.08	-29.10	611.40			29.10	611.37	12.98	611.05		
321+75	17.93	-17.93	-9.87	610.92	-26.00	611.25			26.00	611.22	9.87	610.90		
322+00	14.67	-14.67	-6.60	610.76	-22.74	611.09			22.74	611.06	6.60	610.74		
322+25	11.24	-11.24	-3.16	610.63	-19.32	610.96			19.32	610.92	3.16	610.59		
322+50	7.66	-7.66			-15.74	610.81			15.74	610.76			1.25	610.47
322+75	3.91	-3.91			-12.00	610.67			12.00	610.61			1.50	610.40
323+00	0.00	0.00			-10.00	610.56			10.00	610.49			1.75	610.32
323+25	-3.91	3.91			-12.00	610.49			12.00	610.47			0.50	610.24
323+50	-7.66	7.66			-15.74	610.45	-0.75	610.15	15.74	610.48				
323+75	-11.24	11.24	-3.16	610.09	-19.32	610.42			19.32	610.49	3.16	610.17		
324+00	-14.67	14.67	-6.60	610.05	-22.74	610.38			22.74	610.50	6.60	610.17		
324+25	-17.93	17.93	-9.87	610.05	-26.00	610.37			26.00	610.48	9.87	610.15		
324+50	-21.04	21.04	-12.98	610.04	-29.10	610.37			29.10	610.45	12.98	610.12		
324+75	-23.98	23.98	-15.93	610.04	-32.04	610.36			32.04	610.41	15.93	610.09		
325+00	-26.77	26.77	-18.72	610.03	-34.82	610.35			34.82	610.38	18.72	610.05		
325+25	-29.40	29.40	-21.35	610.02	-37.44	610.34			37.44	610.35	21.35	610.03		
325+50	-31.86	31.86	-23.83	610.01			-38.00	610.29			23.83	610.00	38.00	610.28
325+75	-34.17	34.17	-26.14	610.00			-38.00	610.24			26.14	609.97	38.00	610.21
326+00	-36.32	36.32	-28.30	609.98			-38.00	610.18			28.30	609.94	38.00	610.13
326+25	-38.32	38.32	-30.29	609.94			-38.00	610.10			30.29	609.92	38.00	610.07
326+50	-40.15	40.15	-32.13	609.89			-38.00	610.01			32.13	609.90	38.00	610.02
326+75	-41.83	41.83	-33.82	609.85			-38.00	609.93			33.82	609.88	38.00	609.96
327+00	-43.35	43.35	-35.34	609.80			-38.00	609.84			35.34	609.85	38.00	609.91
327+25	-44.72	44.72	-36.71	609.75			-38.00	609.78			36.71	609.80	38.00	609.83
327+50	-45.93	45.93	-37.92	609.72			-38.00	609.72			37.92	609.75	38.00	609.75

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

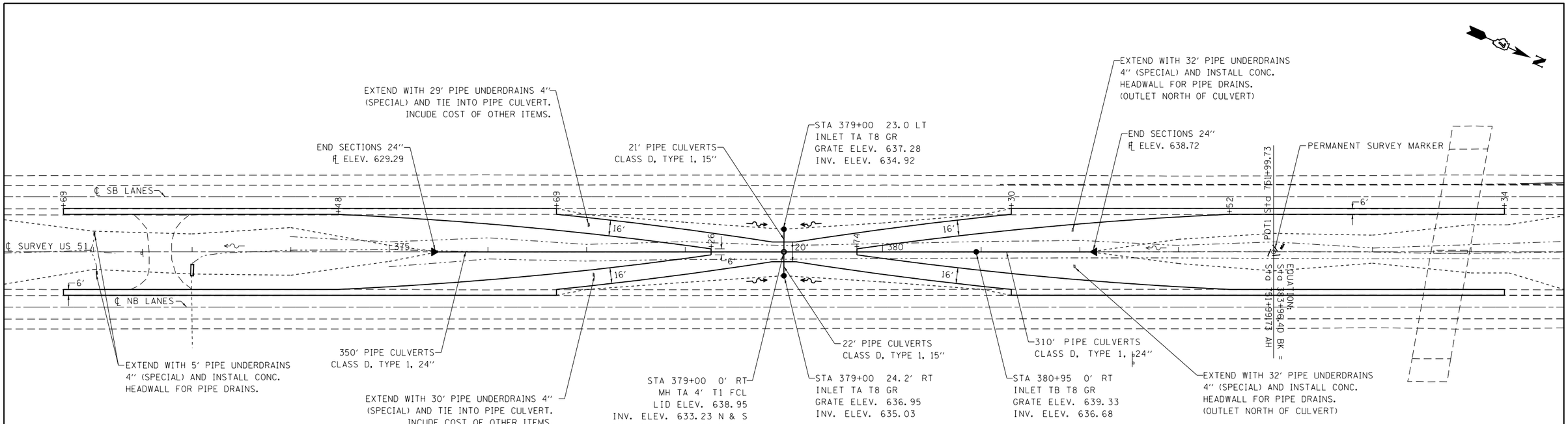
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH MEDIAN CROSSOVER
ELEVATIONS AND OFFSETS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	13
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		

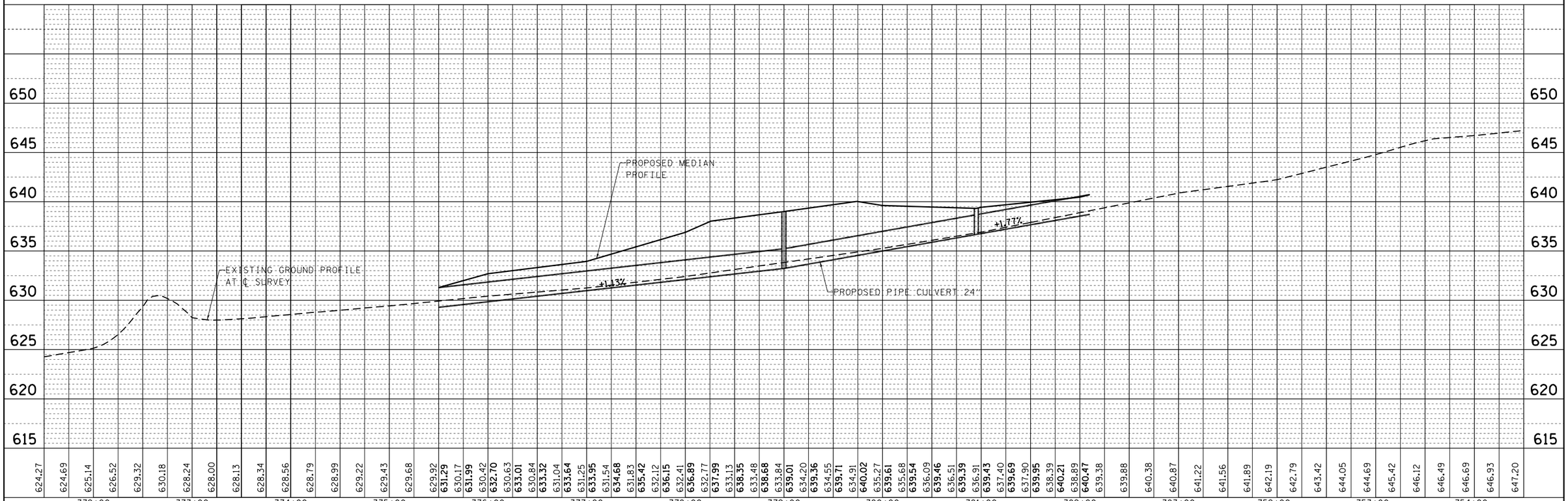
PLAN
SURVEYED
PLOTTED
DRAWN
CHECKED
R.T. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE



CLOSE CROSSOVER WHEN NOT IN USE WITH DRUMS LOCATED ON 10' CENTERS AT ℄ SURVEY, COST INCLUDED IN TRAFFIC CONTROL ITEMS.

B.M. STA 753+72 0' RT OF ℄ SURVEY
CUT SQ. ON TOP OF CRASHWALL
ELEV. 649.447

PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
B.M. NOTED
STRUCTURE NO(ATNS CHKD
NOTE BOOK
NO.
BY
DATE



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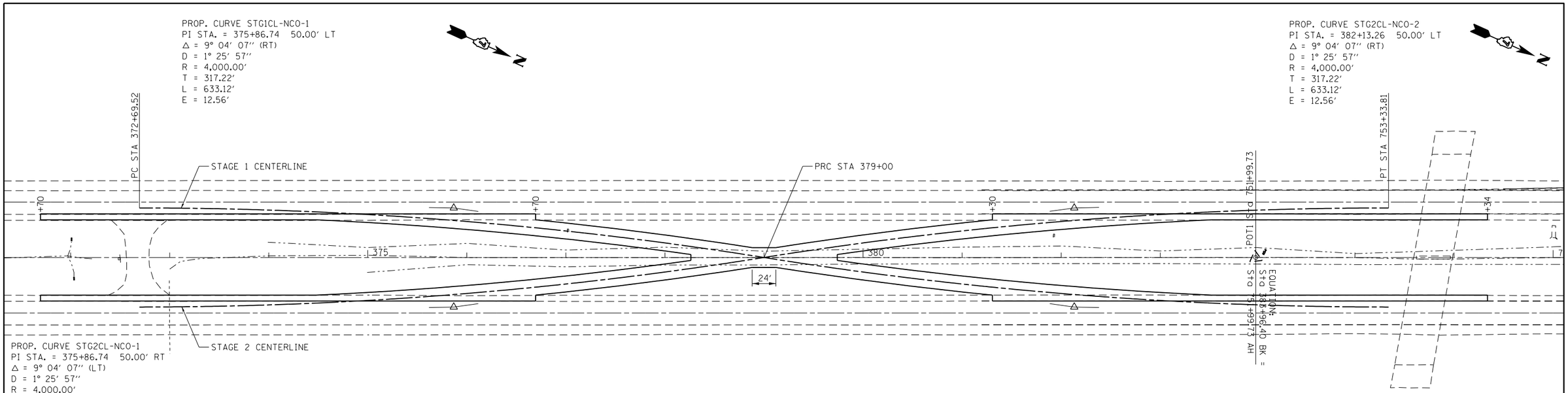
Default	PLOT DATE = 3/23/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
NORTH CROSSOVER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	14
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



NORTH CROSS OVER ELEVATION AND OFFSET DATA

C. L. STATION	STAGE 1 CENTERLINE	STAGE 2 CENTERLINE	E.O.P. LEFT OF C.L.		E.O.P. LEFT OF C.L.		BREAK POINT LEFT		E.O.P. RIGHT OF C.L.		E.O.P. RIGHT OF C.L.		BREAK POINT RIGHT	
U.S. 51	OFFSET (FT)	OFFSET (FT)	OFFSET (FT)	ELEV.	OFFSET (FT)	ELEV.	OFFSET (FT)	ELEV.	OFFSET (FT)	ELEV.	OFFSET (FT)	ELEV.	OFFSET (FT)	ELEV.
374+50	-45.93	45.93	-37.92	633.56			-38.00	633.56			37.92	633.41	38.00	633.42
374+75	-44.72	44.72	-36.71	633.89			-38.00	633.92			36.71	633.73	38.00	633.76
375+00	-43.35	43.35	-35.34	634.23			-38.00	634.29			35.34	634.06	38.00	634.11
375+25	-41.83	41.83	-33.82	634.52			-38.00	634.61			33.82	634.37	38.00	634.46
375+50	-40.15	40.15	-32.13	634.82			-38.00	634.94			32.13	634.69	38.00	634.81
375+75	-38.32	38.32	-30.29	635.09			-38.00	635.26			30.29	635.00	38.00	635.16
376+00	-36.32	36.32	-28.30	635.39			-38.00	635.58			28.30	635.32	38.00	635.51
376+25	-34.17	34.17	-26.14	635.71			-38.00	635.97			26.14	635.64	38.00	635.88
376+50	-31.86	31.86	-23.83	636.06			-38.00	636.35			23.83	635.95	38.00	636.24
376+75	-29.40	29.40	-21.35	636.38	-37.44	636.70			37.44	636.59	21.35	636.26		
377+00	-26.77	26.77	-18.72	636.72	-34.82	637.05			34.82	636.90	18.72	636.57		
377+25	-23.98	23.98	-15.93	636.99	-32.04	637.32			32.04	637.18	15.93	636.86		
377+50	-21.04	21.04	-12.98	637.28	-29.10	637.61			29.10	637.47	12.98	637.15		
377+75	-17.93	17.93	-9.87	637.55	-26.00	637.87			26.00	637.75	9.87	637.43		
378+00	-14.67	14.67	-6.60	637.83	-22.74	638.15			22.74	638.03	6.60	637.70		
378+25	-11.24	11.24	-3.16	638.08	-19.32	638.40			19.32	638.29	3.16	637.96		
378+50	-7.66	7.66			-15.74	638.67			15.74	638.54			3.25	638.29
378+75	-3.91	3.91			-12.00	638.91			12.00	638.80			2.75	638.61
379+00	0.00	0.00			-10.00	639.21			10.00	639.09			3.00	638.95
379+25	3.91	-3.91			-12.00	639.60			12.00	639.47			3.25	639.29
379+50	7.66	-7.66			-15.74	640.04			15.74	639.89			3.75	639.65
379+75	11.24	-11.24	-3.16	640.14	-19.32	640.46			19.32	640.30	3.16	639.98		
380+00	14.67	-14.67	-6.60	640.57	-22.74	640.89			22.74	640.71	6.60	640.39		
380+25	17.93	-17.93	-9.87	640.95	-26.00	641.27			26.00	641.13	9.87	640.81		
380+50	21.04	-21.04	-12.98	641.34	-29.10	641.66			29.10	641.55	12.98	641.23		
380+75	23.98	-23.98	-15.93	641.71	-32.04	642.03			32.04	641.96	15.93	641.64		
381+00	26.77	-26.77	-18.72	642.09	-34.82	642.41			34.82	642.37	18.72	642.05		
381+25	29.40	-29.40	-21.35	642.50	-37.44	642.82			37.44	642.79	21.35	642.47		
381+50	31.86	-31.86	-23.83	642.92			-38.00	643.20			23.83	642.90	38.00	643.18
381+75	34.17	-34.17	-26.14	643.33			-38.00	643.57			26.14	643.31	38.00	643.55
382+00	36.32	-36.32	-28.30	643.74			-38.00	643.94			28.30	643.73	38.00	643.92
382+25	38.32	-38.32	-30.29	644.15			-38.00	644.31			30.29	644.10	38.00	644.26
382+50	40.15	-40.15	-32.13	644.57			-38.00	644.69			32.13	644.48	38.00	644.60
382+75	41.83	-41.83	-33.82	644.97			-38.00	645.06			33.82	644.85	38.00	644.94
383+00	43.35	-43.35	-35.34	645.38			-38.00	645.44			35.34	645.22	38.00	645.27
383+25	44.72	-44.72	-36.71	645.72			-38.00	645.75			36.71	645.59	38.00	645.62
383+50	45.93	-45.93	-37.92	646.07			-38.00	646.07			37.92	645.96	38.00	645.97

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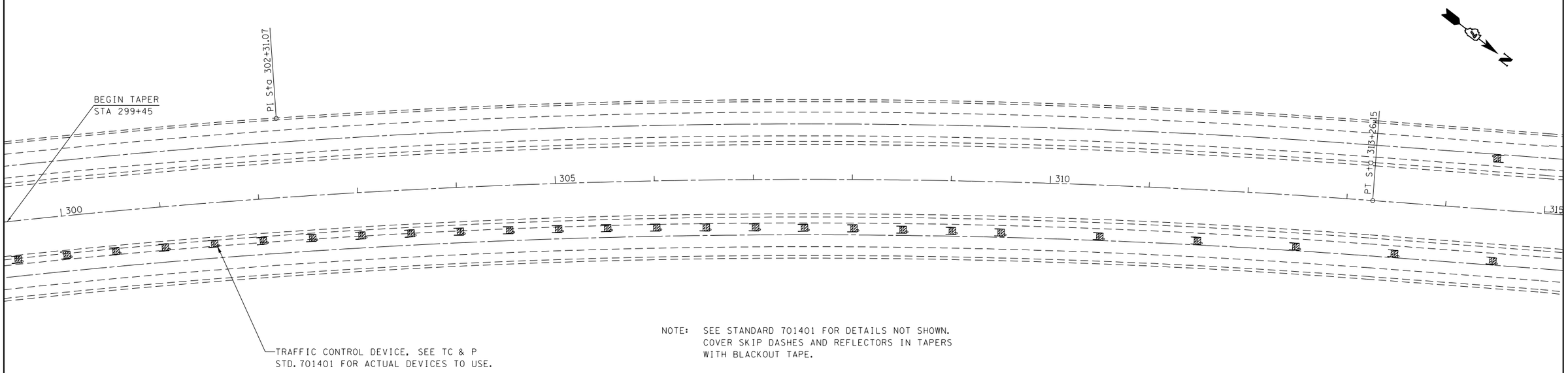
Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

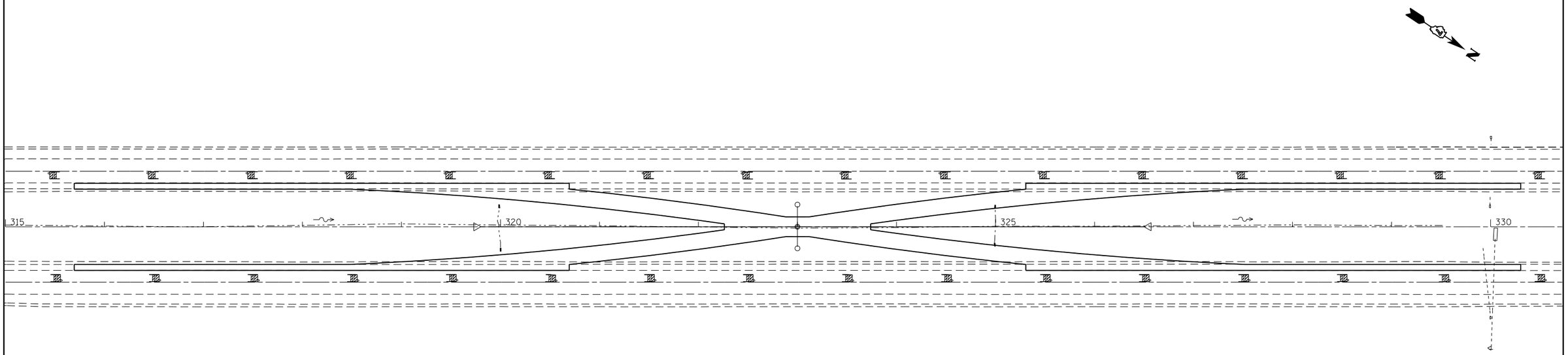
NORTH MEDIAN CROSSOVER
ELEVATIONS AND OFFSETS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	15
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		



NOTE: SEE STANDARD 701401 FOR DETAILS NOT SHOWN.
COVER SKIP DASHES AND REFLECTORS IN TAPERS
WITH BLACKOUT TAPE.



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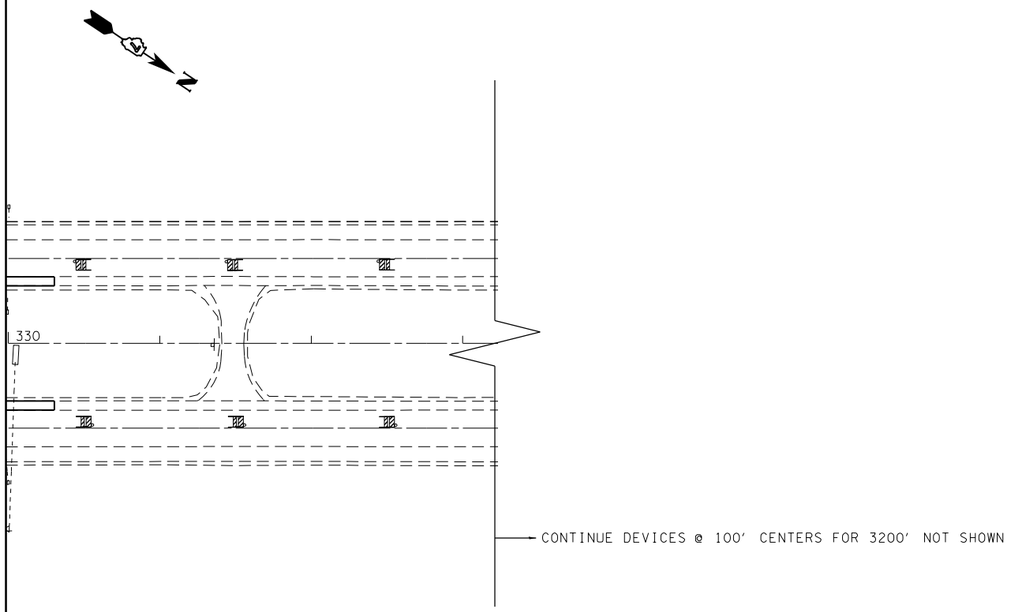
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
CROSSOVER CONSTRUCTION

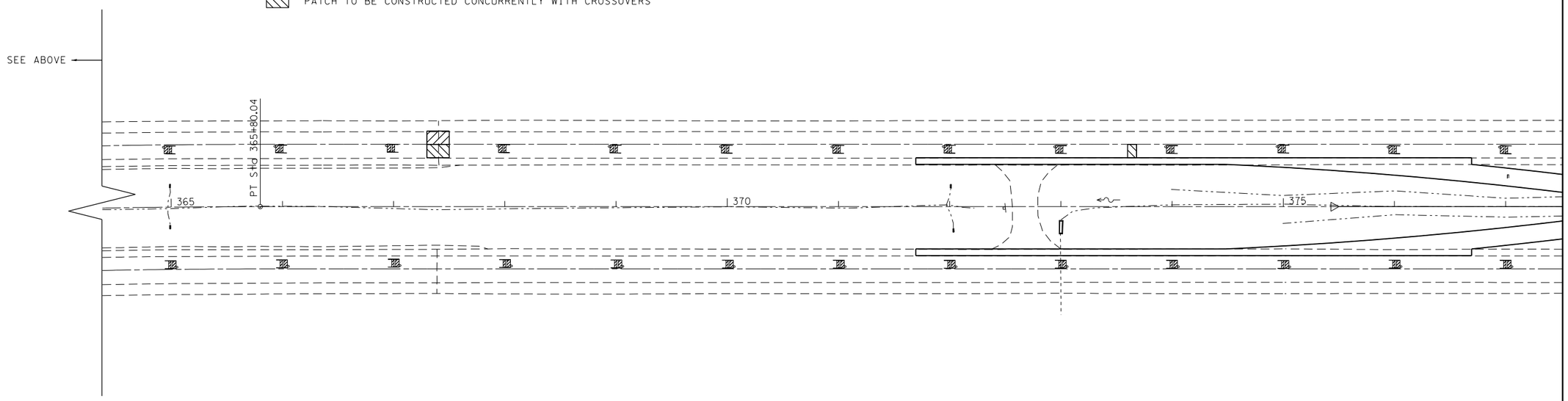
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	16
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		



PATCH TO BE CONSTRUCTED PRIOR TO CROSSOVERS

PATCH TO BE CONSTRUCTED CONCURRENTLY WITH CROSSOVERS



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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
CROSSOVER CONSTRUCTION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	17
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

PATCH TO BE CONSTRUCTED PRIOR TO CROSSOVERS

PATCH TO BE CONSTRUCTED CONCURRENTLY WITH CROSSOVERS

N

POT Sta 759+99.73

EQUATION: Sta 380+96.40 Bk = Sta 759+99.73 AH

380

755

760+00

POT Sta 759+36.08

POT Sta 250+00.00

250+00

55+00

PC Sta 60+00

PT Sta 57+96

60+00

PC Sta 65+00

65+00

PC Sta 25+43.90

W20-I103(0)-48

W3-2(0)-48

INCLUDE COST OF SIGNS ON RAMP
IN TC & P 701401

PC Sta 53+41.17

55+00

30+00

POT Sta 765+86.08

35+00

760+00

765+00

870+00

PT Sta 874+58.03

875+00

BEGIN TAPER
STA 875+00

250+00

POT Sta 765+86.08

PC Sta 765+86.08

PC Sta 256+62.34

255+00

770+00

775+00

260+00

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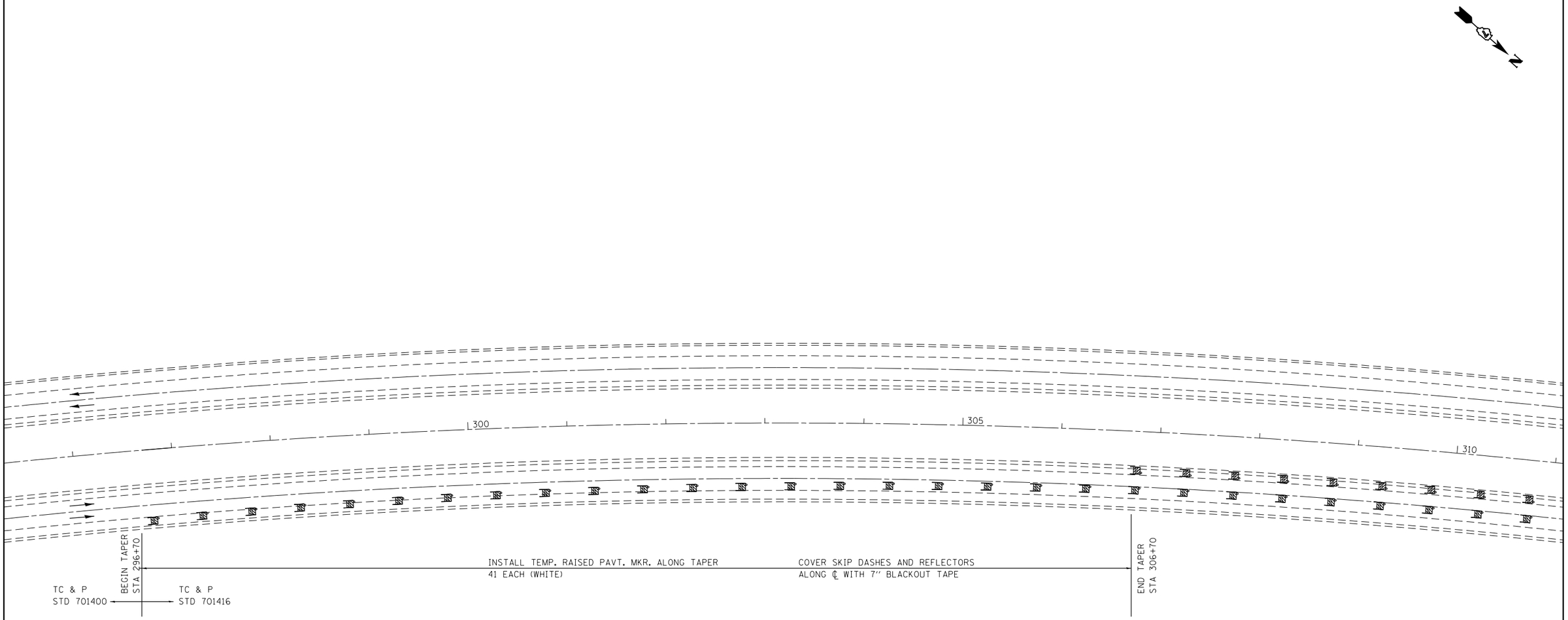
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
CROSSOVER CONSTRUCTION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	18
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



NOTE:
SEE STD 701416 FOR ACTUAL DEVICES TO BE USED AND FOR DETAILS NOT SHOWN.

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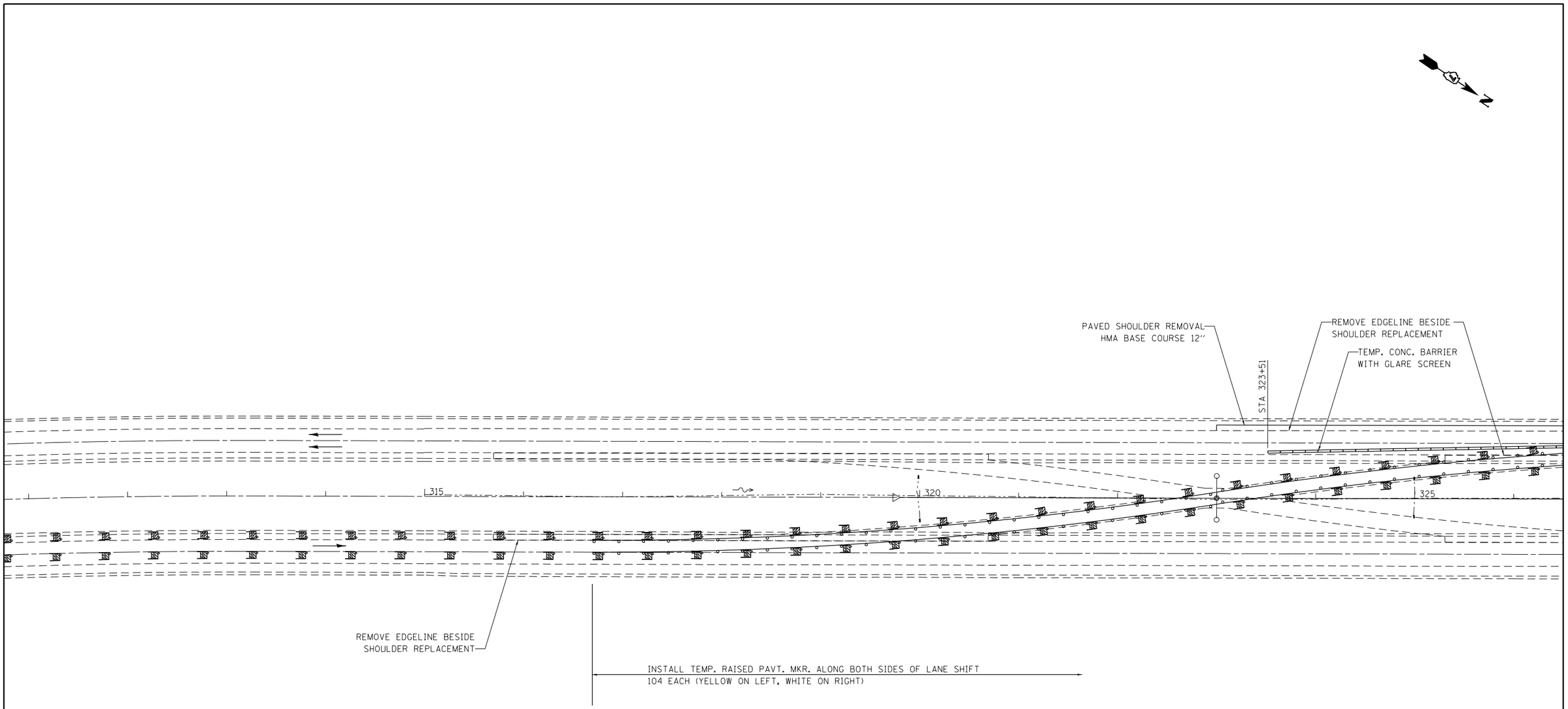
Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 1

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	19
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



NOTE:
BACK TO BACK REQUIREMENT FOR VERTICAL
PANELS ON TC & P STD. 701416 WILL NOT APPLY.

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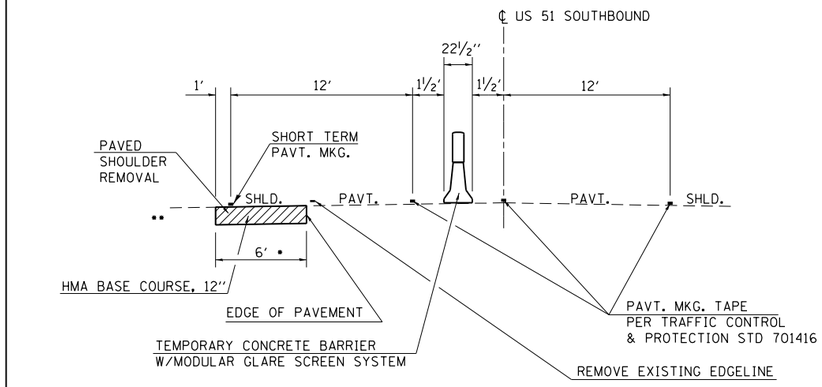
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 1

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

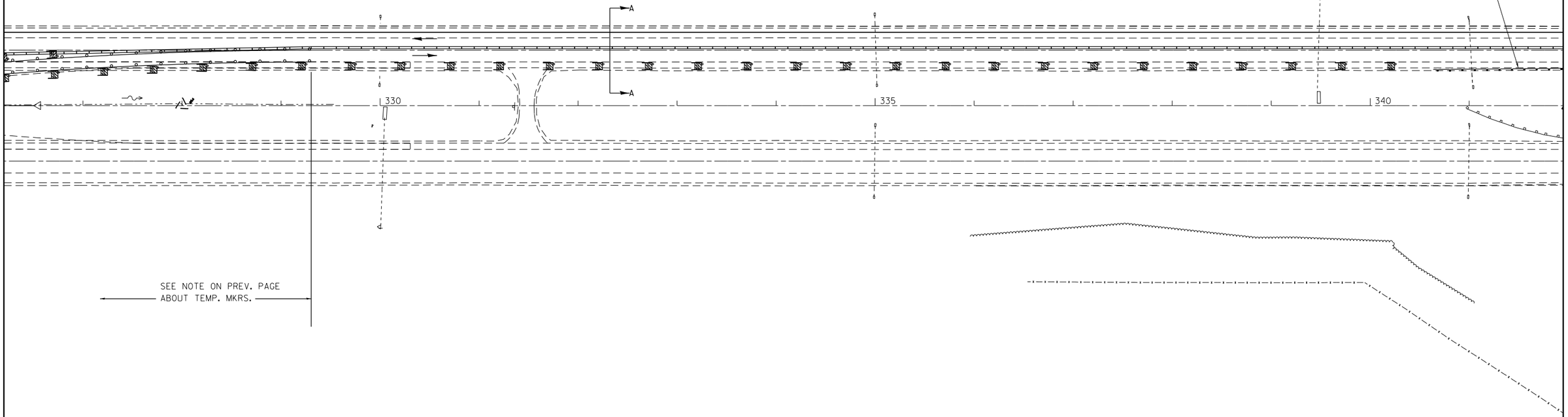
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	20
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

SECTION A-A



• 10′ STA 367+40 TO 379+00

•• PLACE AGG. WEDGE SHOULDER STA 367+40 TO STA 379+00



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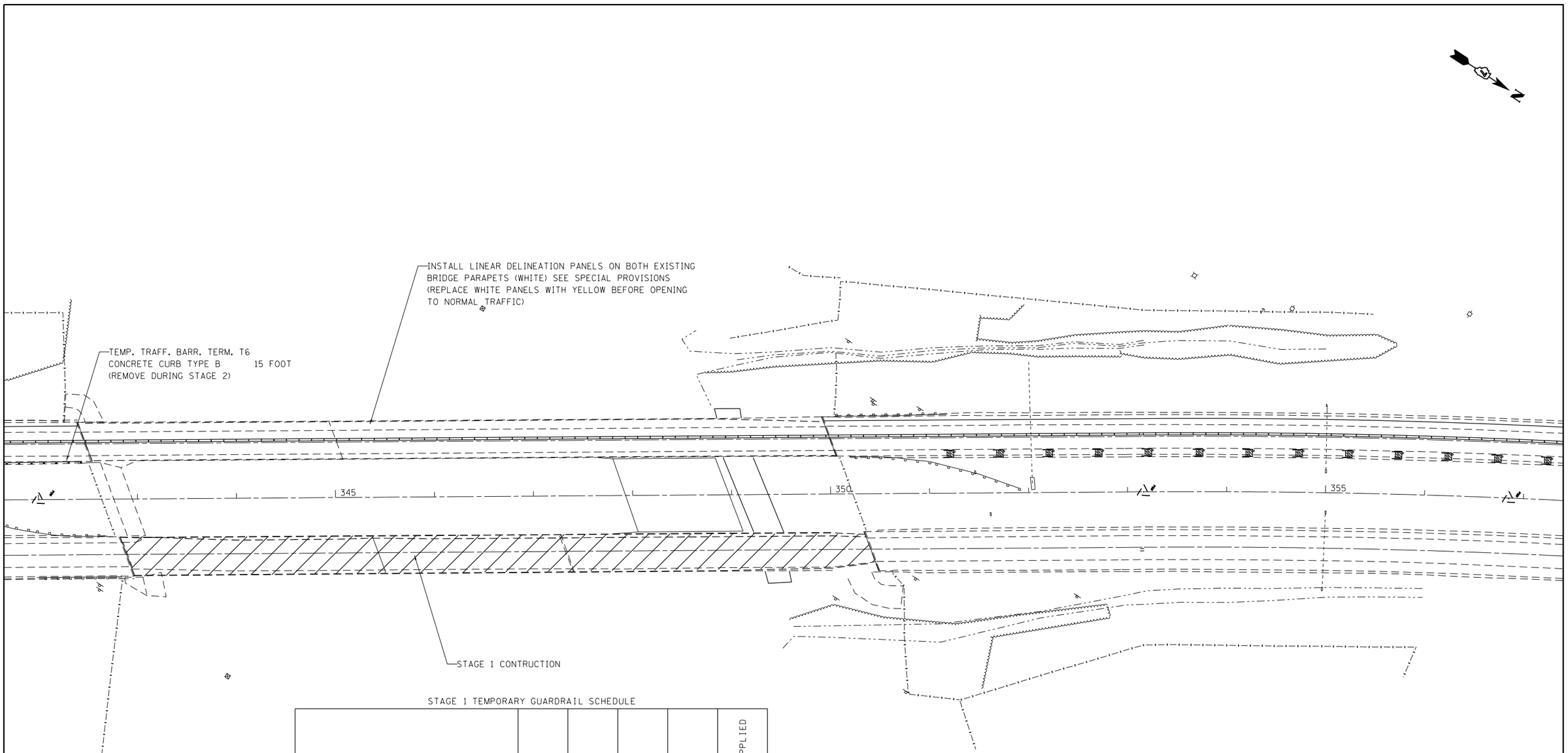
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 1

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	21
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



STAGE 1 TEMPORARY GUARDRAIL SCHEDULE

DESCRIPTION	LOCATION	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A (FOOT)	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT) (EACH)	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6 (EACH)	GUARDRAIL MARKERS, TYPE A (EACH)	TERMINAL MARKER - DIRECT APPLIED (EACH)
SOUTHBOUND BRIDGE SN 058-0099	SE CORNER	87.5	1	1	3	1

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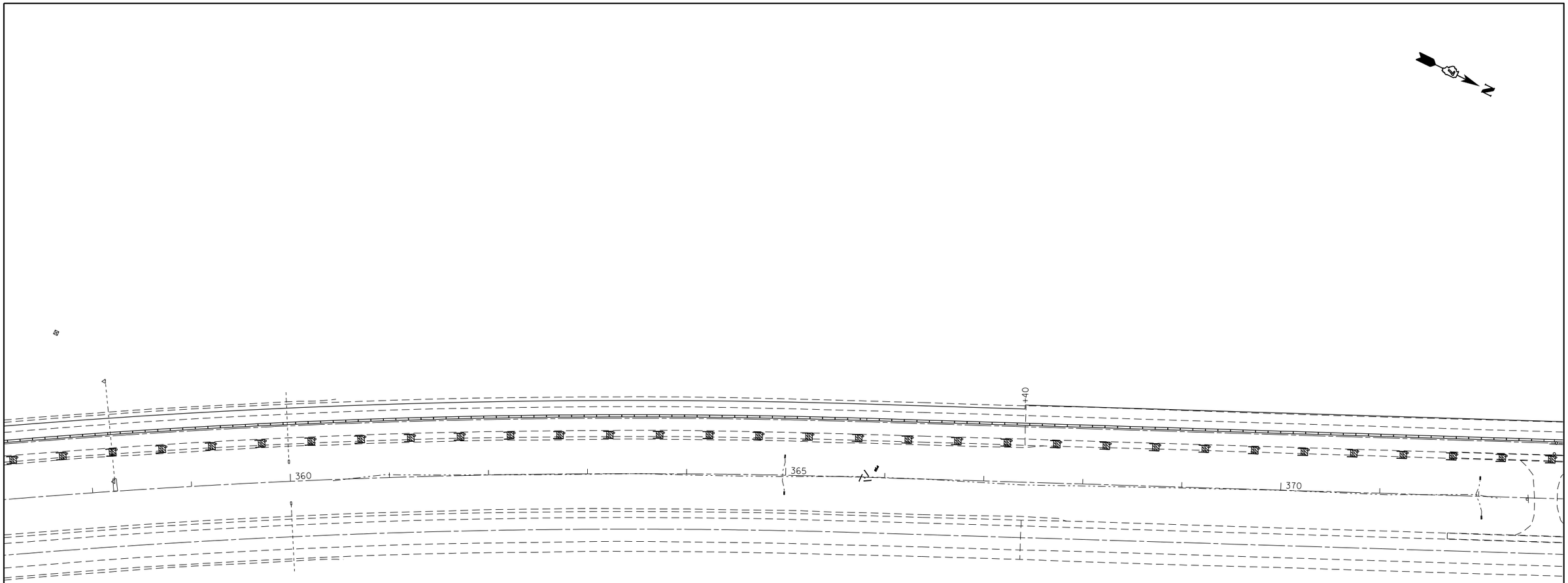
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 1

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	22
		CONTRACT NO. 74351		
		ILLINOIS	FED. AID PROJECT	



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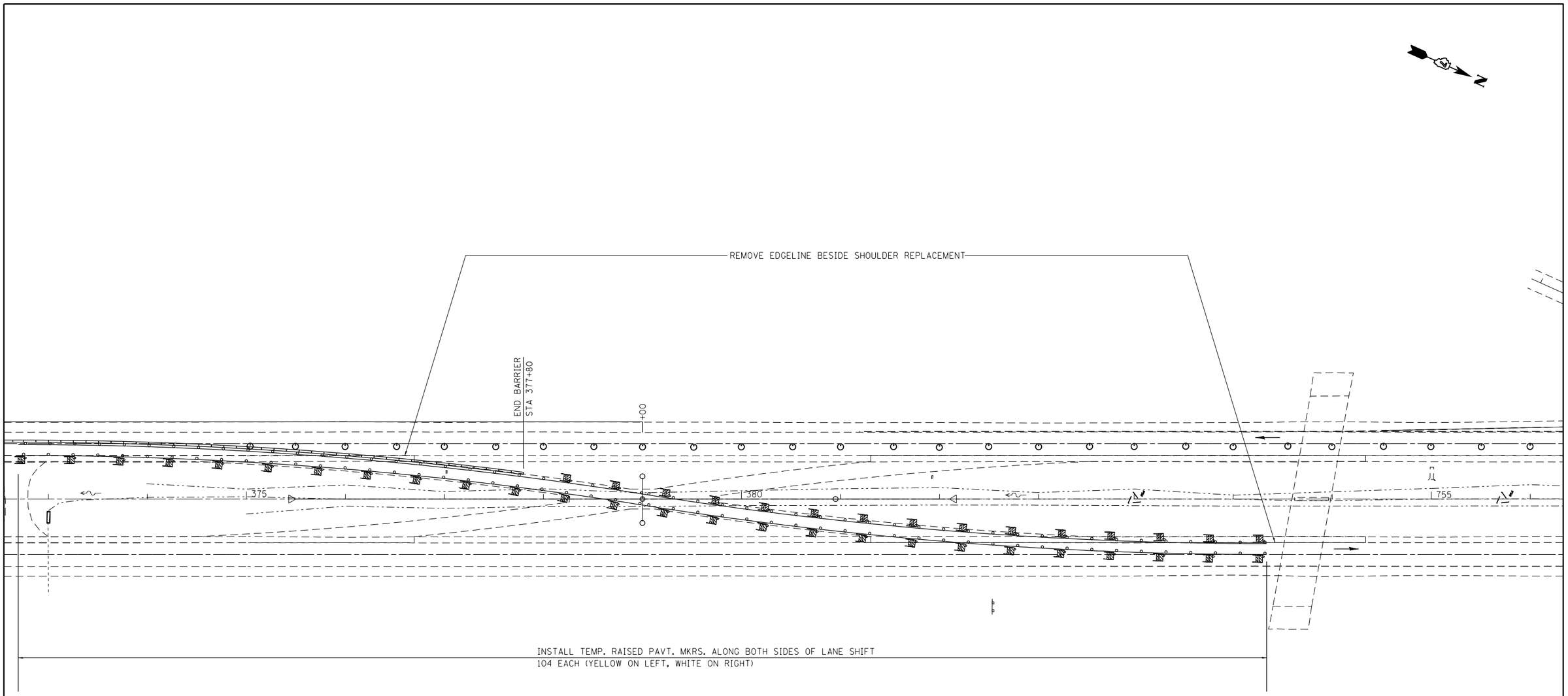
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 1

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	23
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



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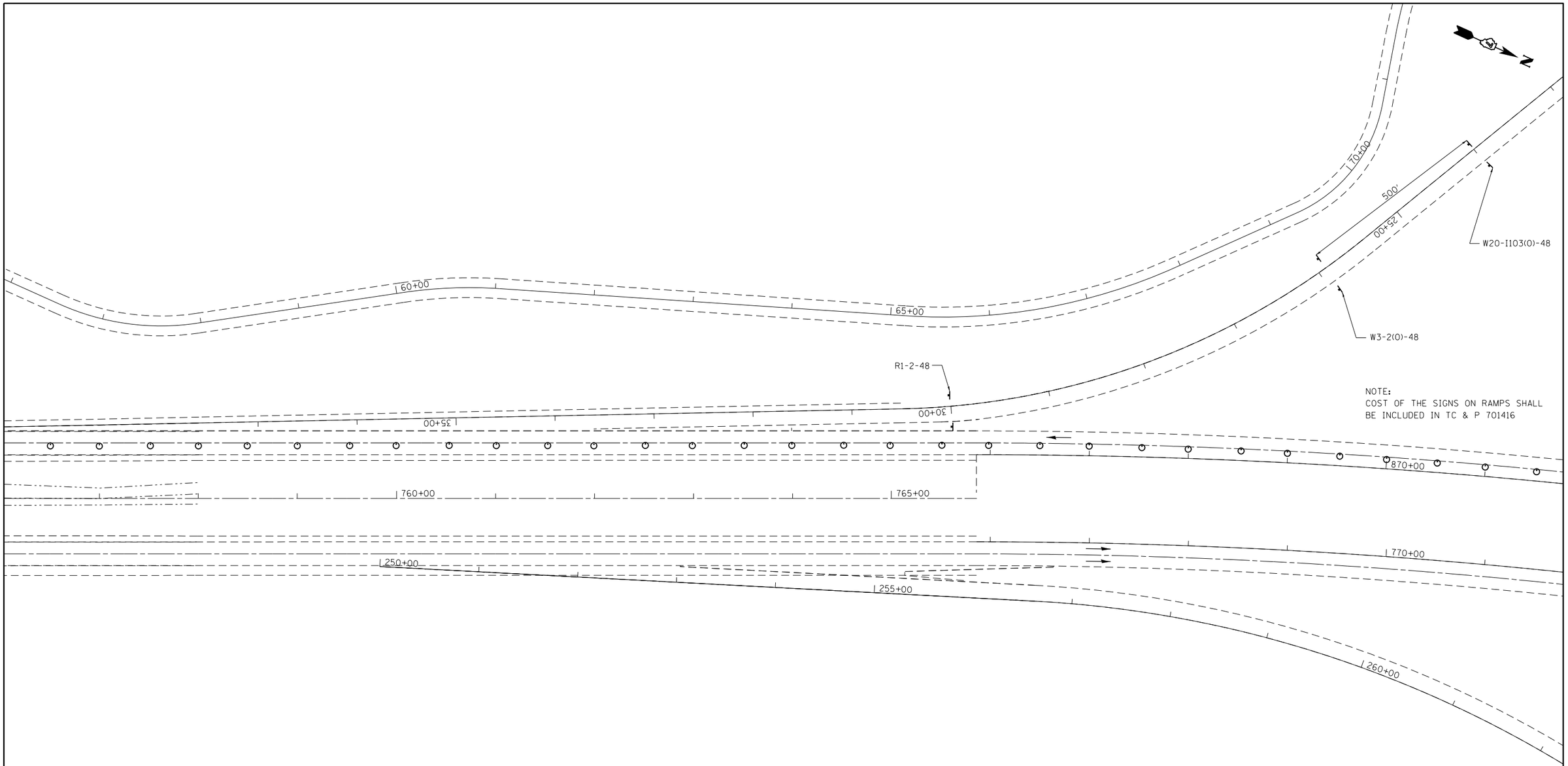
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 1

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	24
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		



NOTE:
COST OF THE SIGNS ON RAMPS SHALL BE INCLUDED IN TC & P 701416

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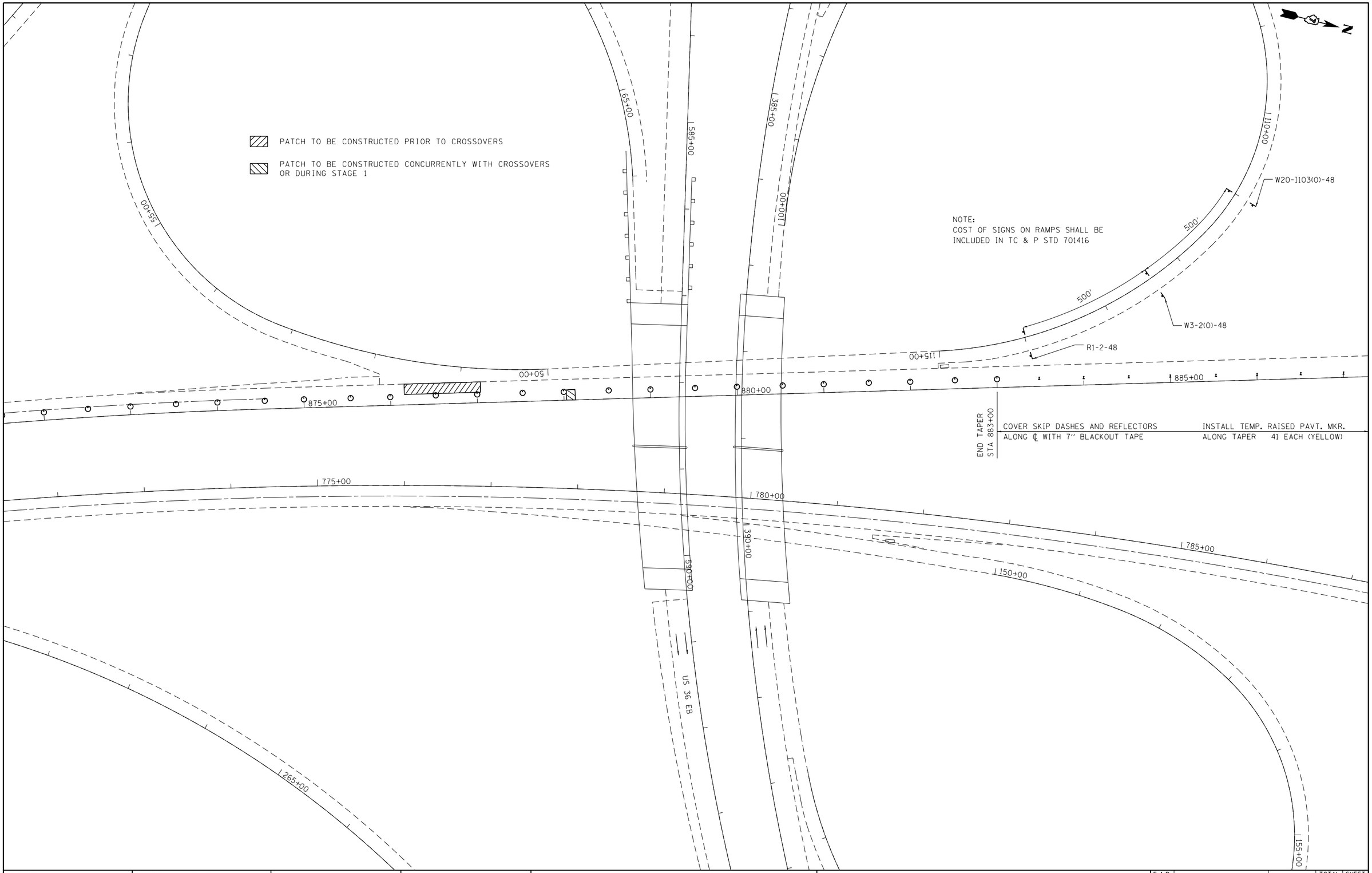
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 1

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	25
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



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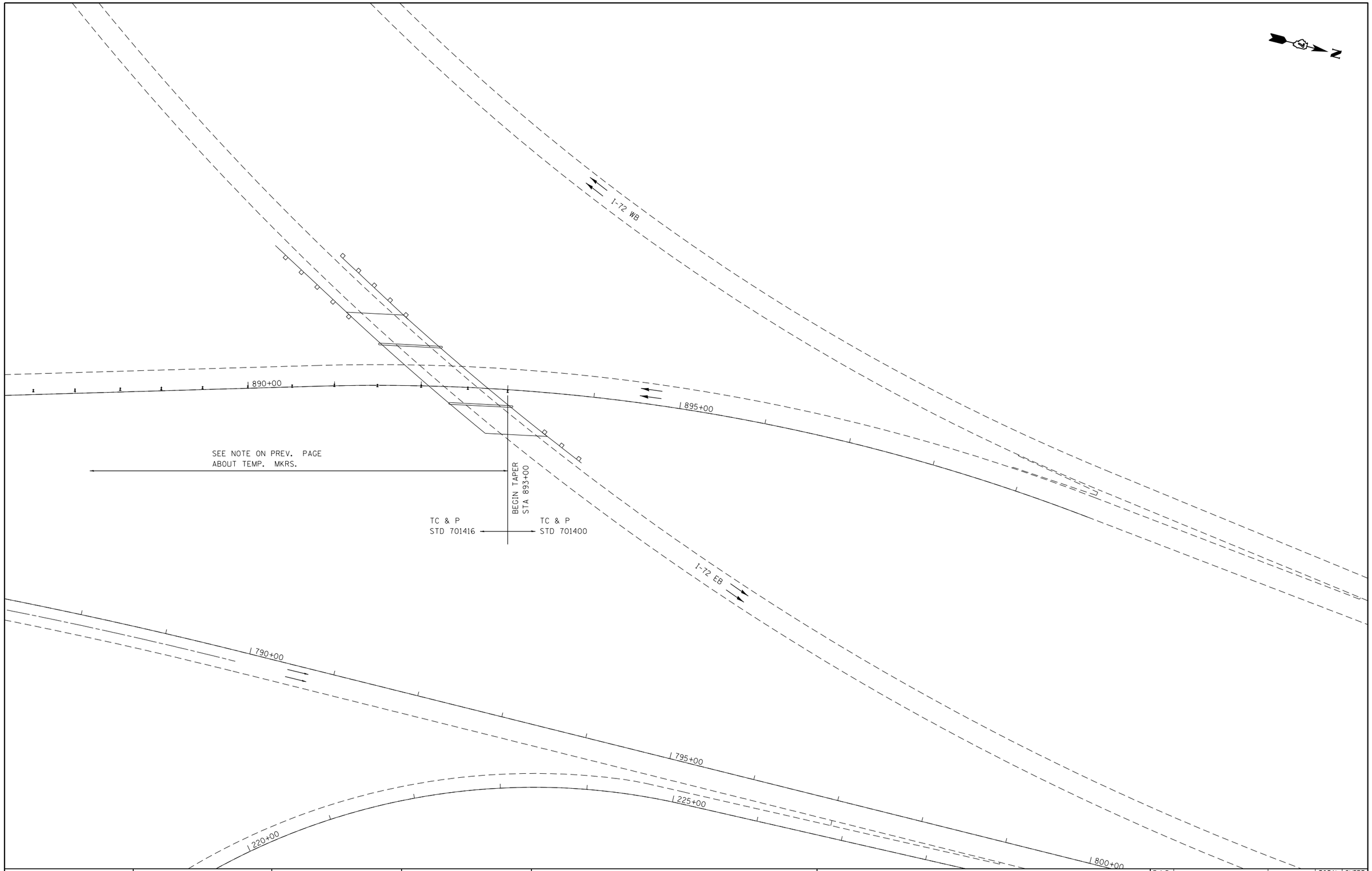
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 1

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	26
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		



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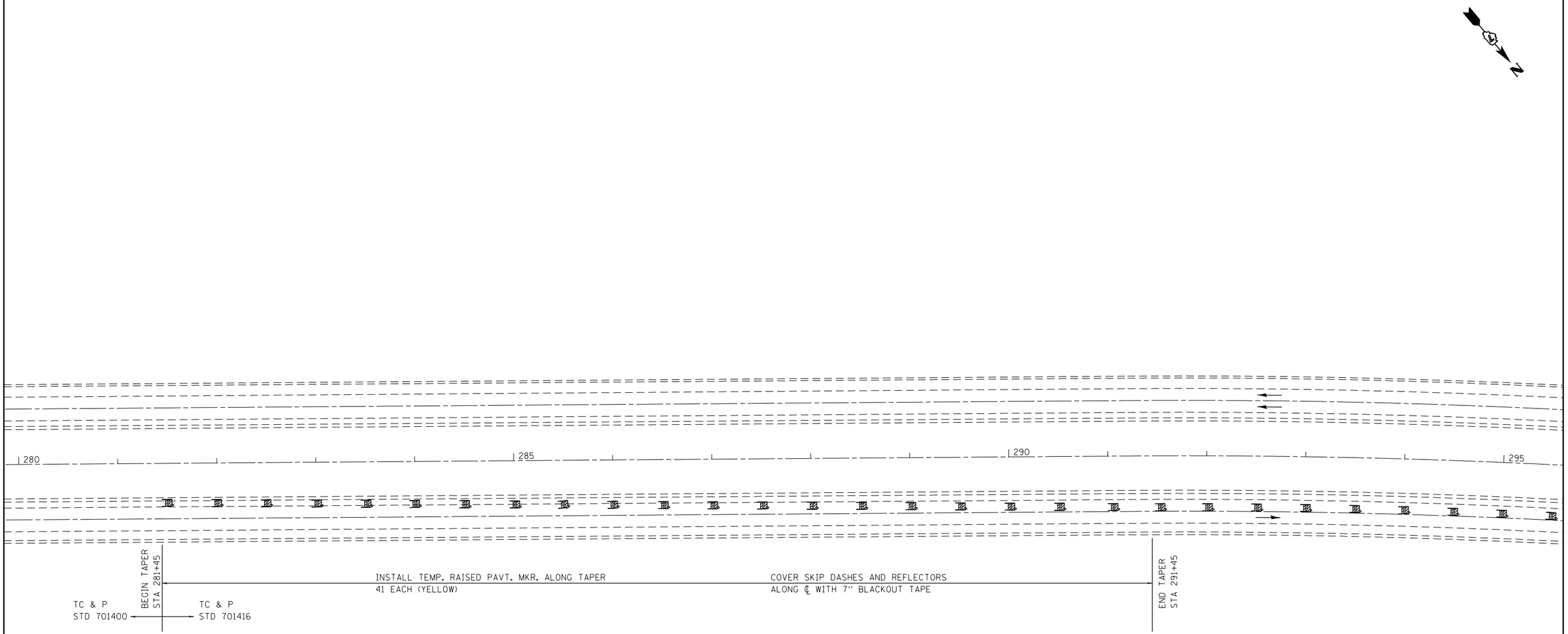
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 1

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	27
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



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		DRAWN -	REVISED -
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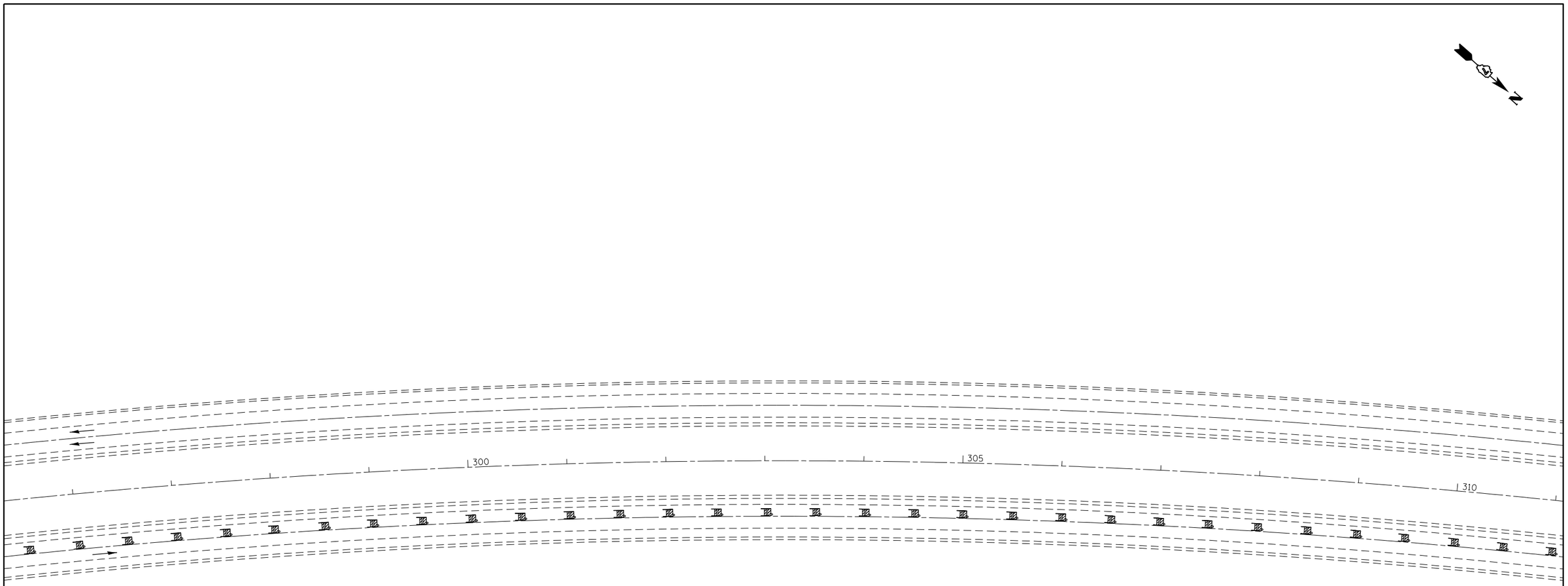
	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 2

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	28
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



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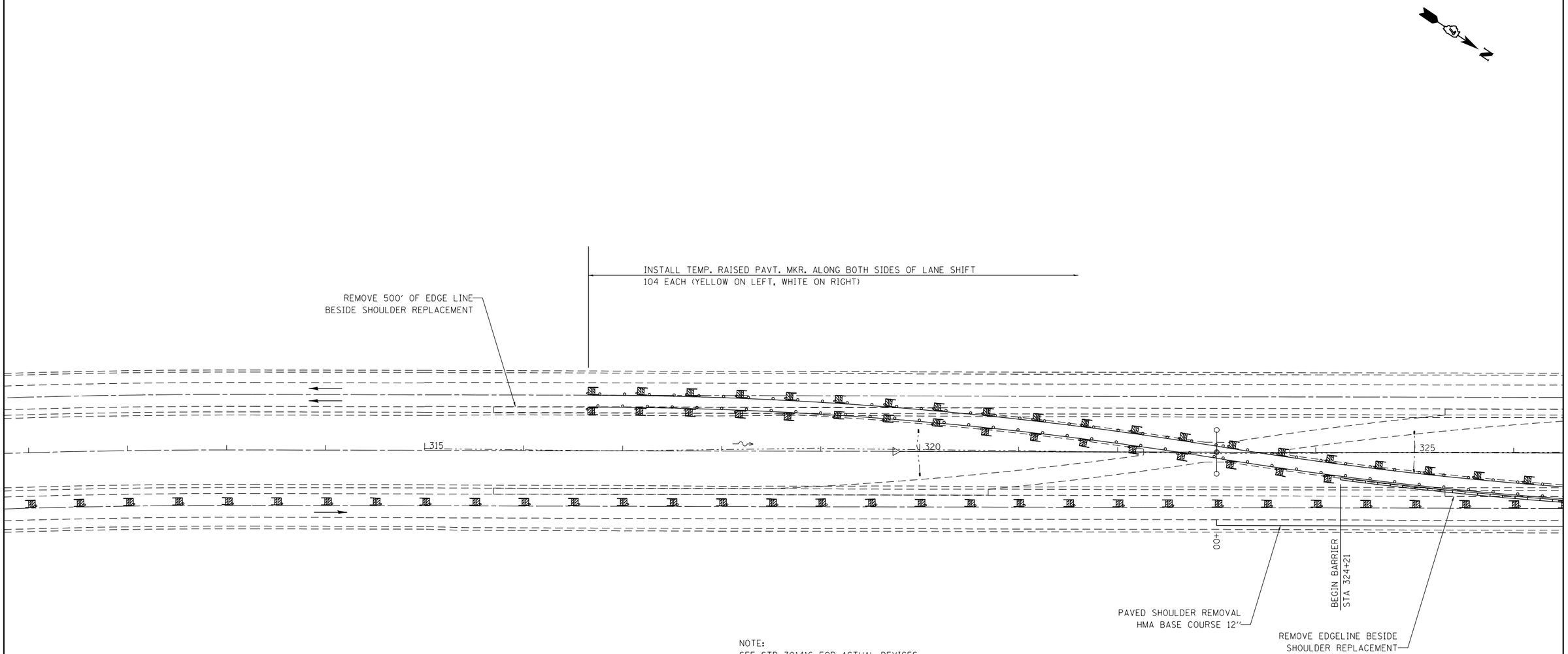
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 2

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	29
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



NOTE:
SEE STD 701416 FOR ACTUAL DEVICES
TO BE USED AND FOR DETAILS NOT SHOWN.
BACK TO BACK REQUIREMENT FOR
VERTICAL PANELS WILL NOT APPLY.

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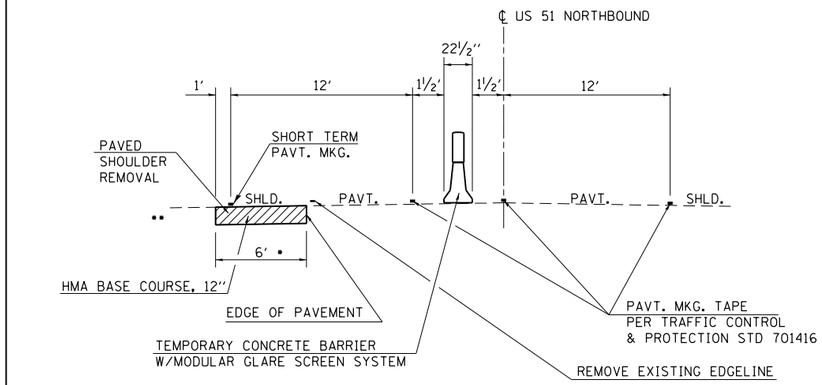
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 2

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	30
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

SECTION A-A



• 10′ STA 367+40 TO 379+00

•• PLACE AGG. WEDGE SHOULDER STA 367+40 TO STA 379+00

SEE NOTE ON PREV. PAGE ABOUT TEMP. MKRS.

330

335

340

A

A

REMOVE 500′ OF EDGE LINE BESIDE SHOULDER REPLACEMENT

TEMP. CONC. BARRIER WITH GLARE SCREEN

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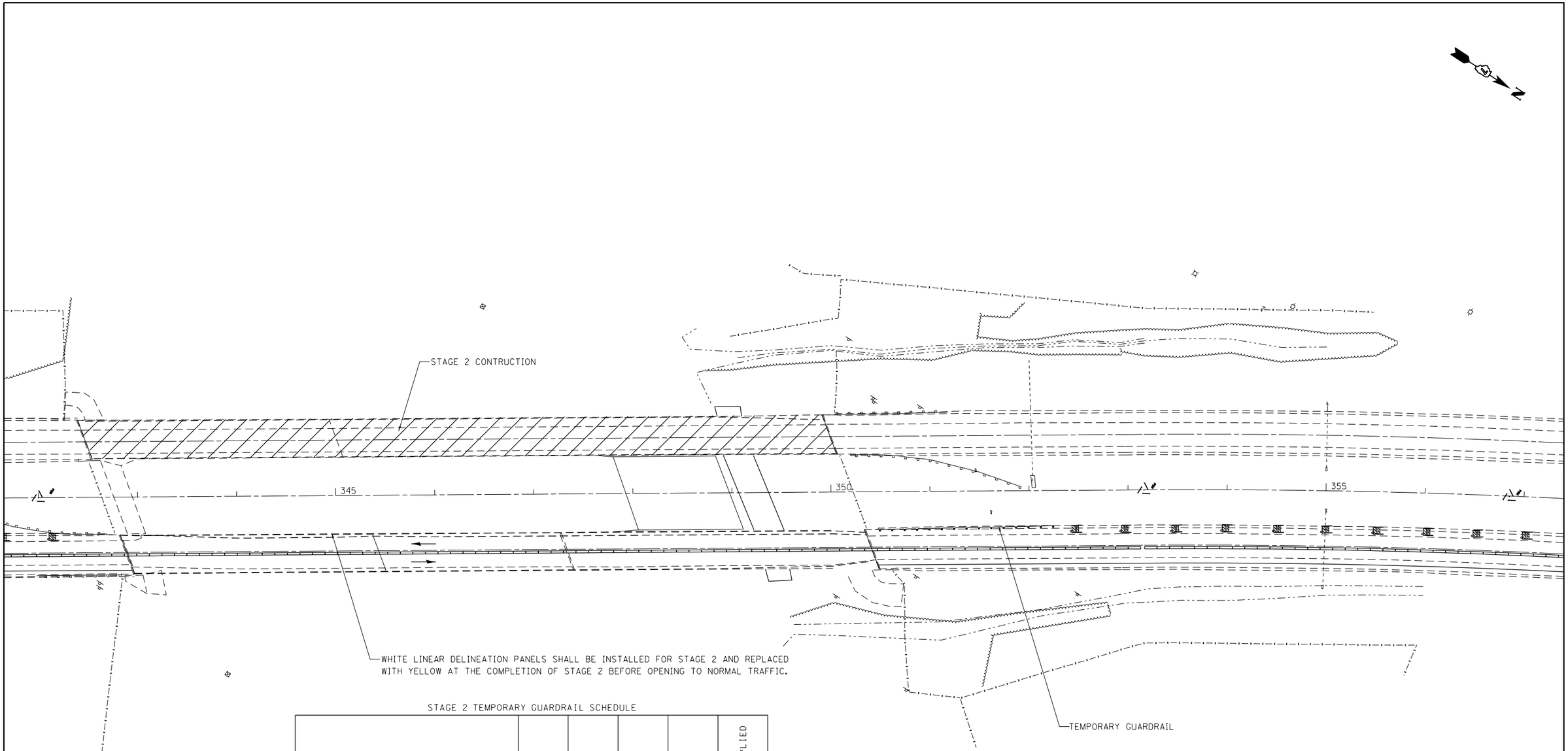
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 2

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	31
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



STAGE 2 TEMPORARY GUARDRAIL SCHEDULE

DESCRIPTION	LOCATION	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A (FOOT)	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT) (EACH)	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6 (EACH)	GUARDRAIL MARKERS, TYPE A (EACH)	TERMINAL MARKER - DIRECT APPLIED (EACH)
NORTHBOUND BRIDGE SN 058-0098	NW CORNER	87.5	1	1	3	1

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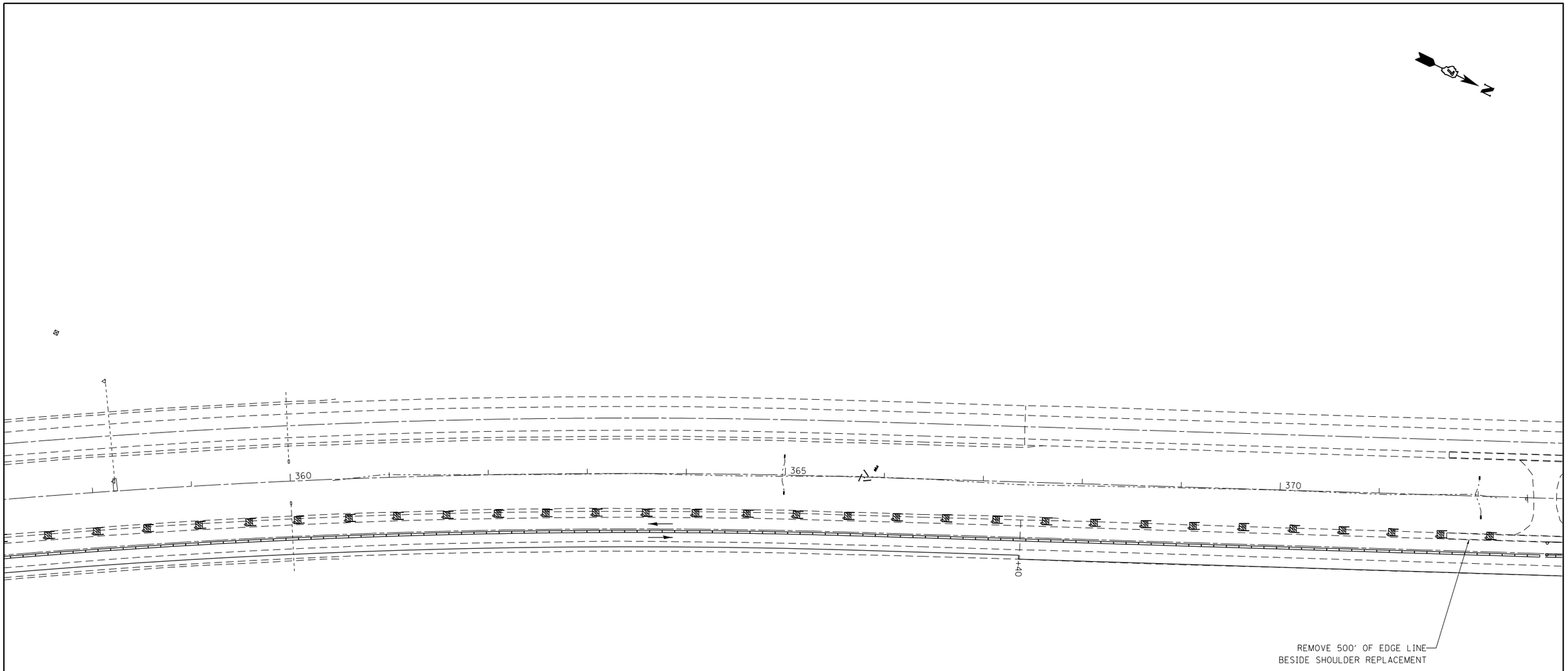
	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 2

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	32
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		



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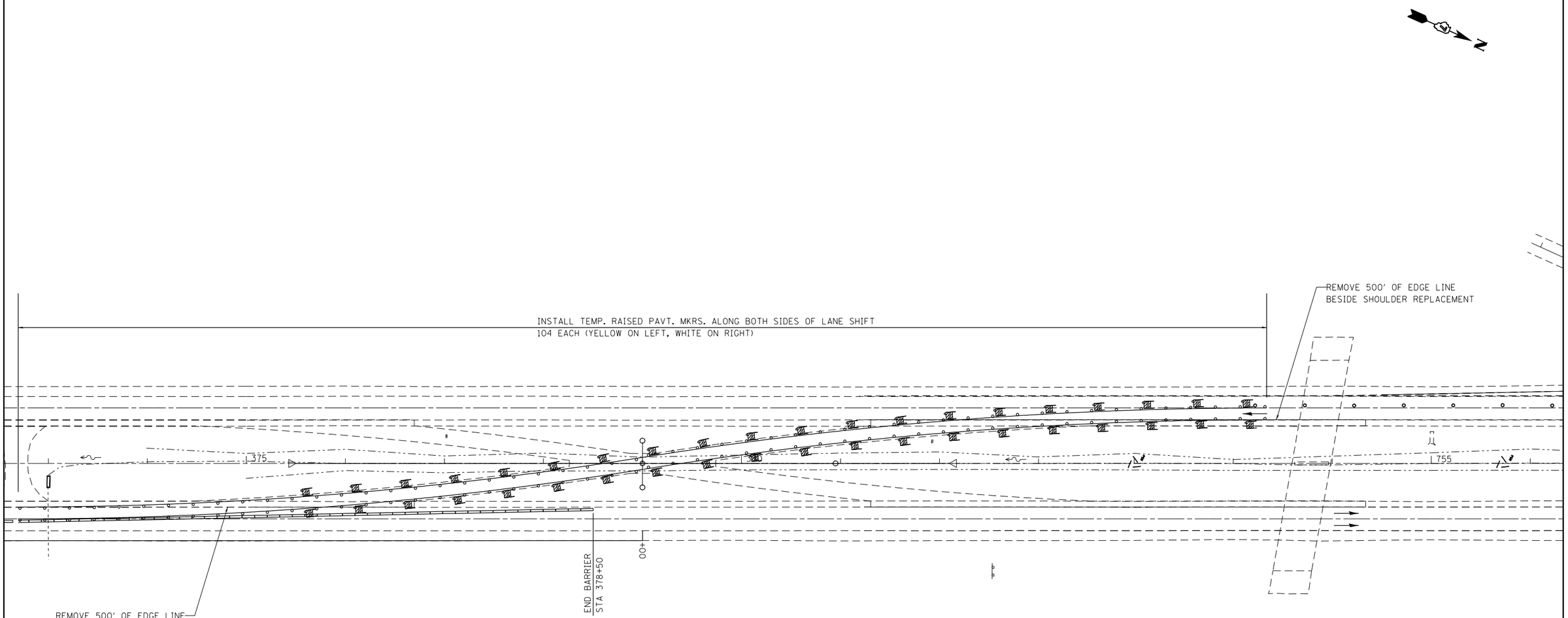
Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 2

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	33
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



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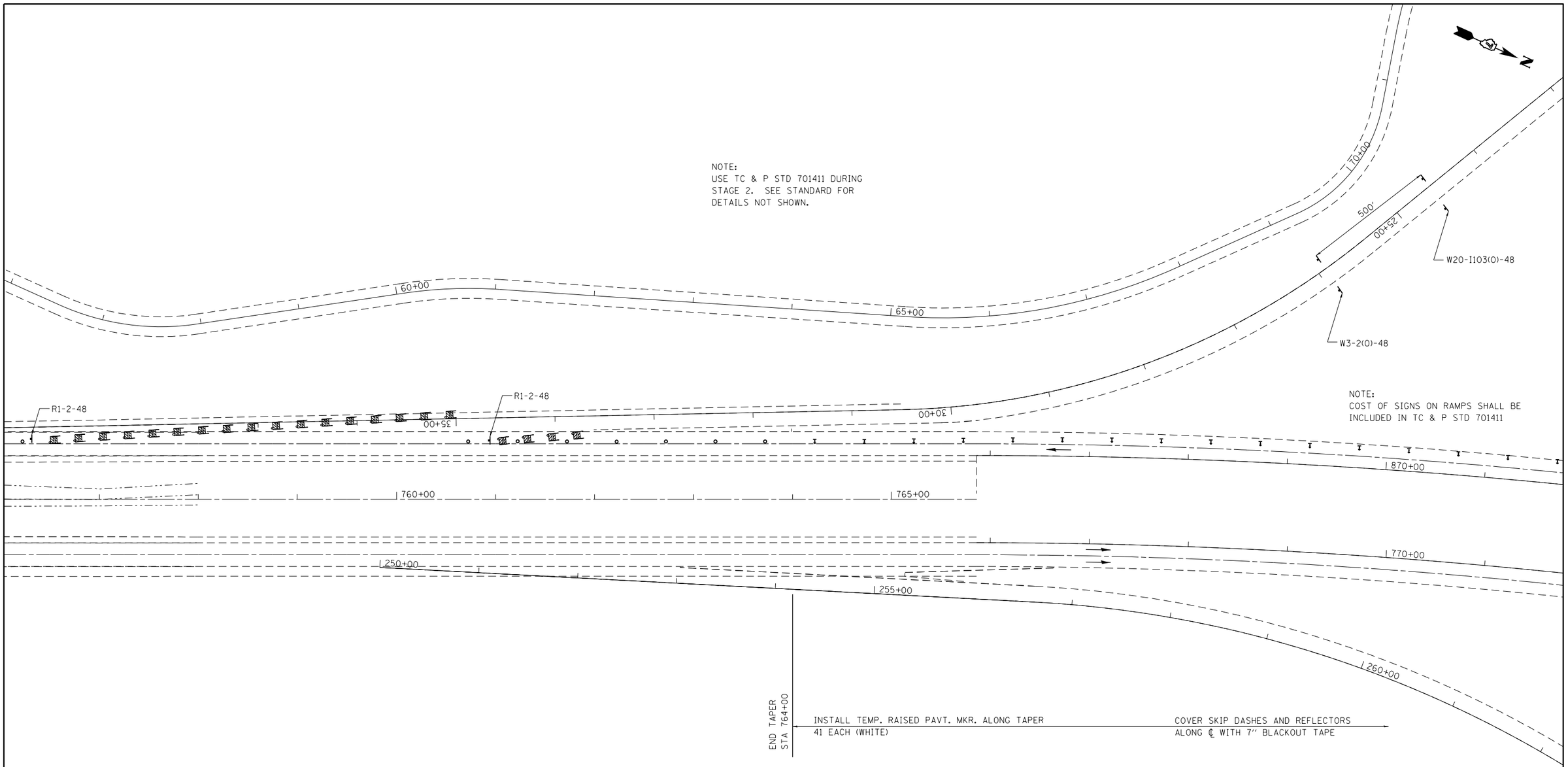
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 2

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	34
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



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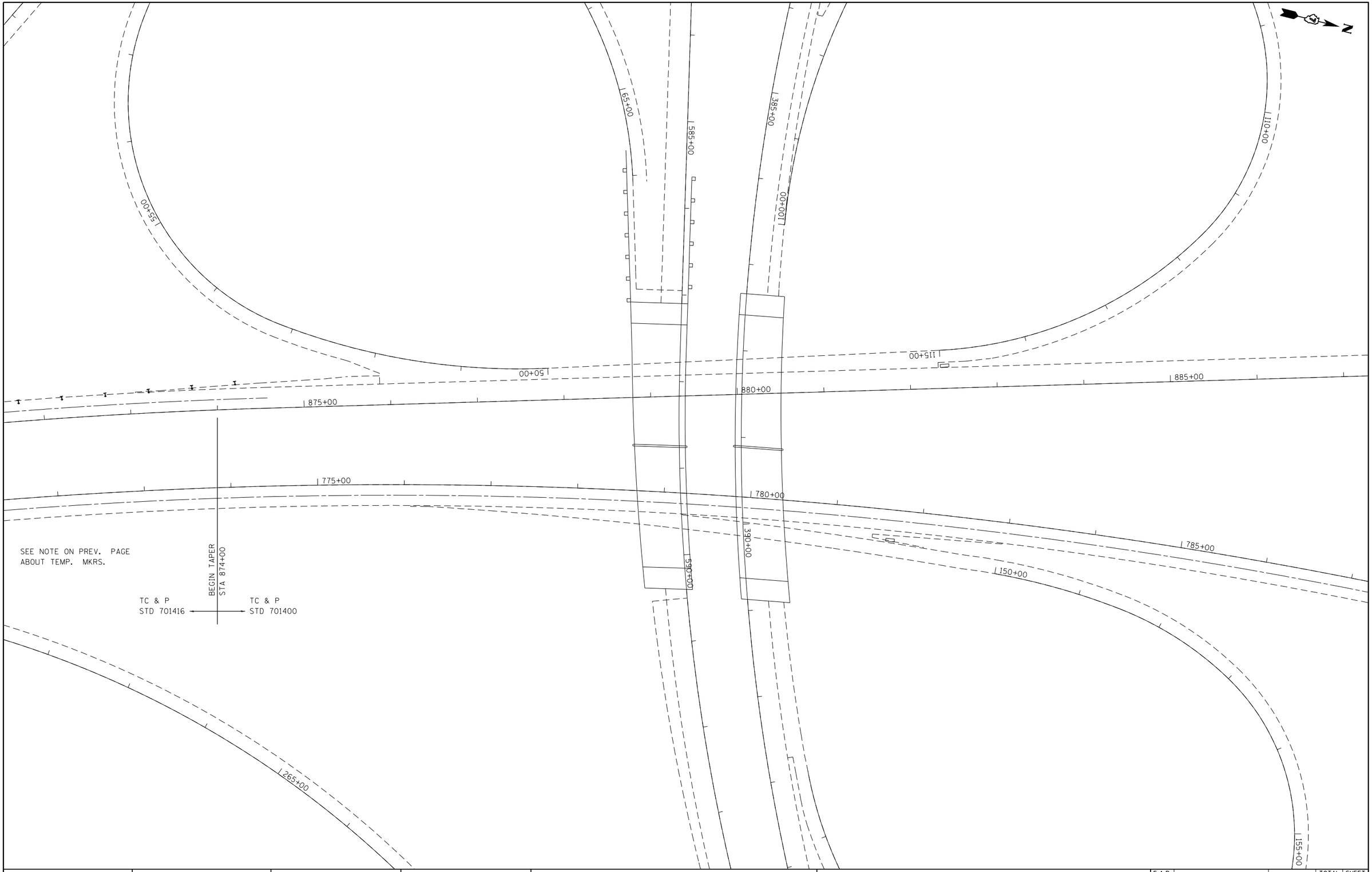
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 2

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	35
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



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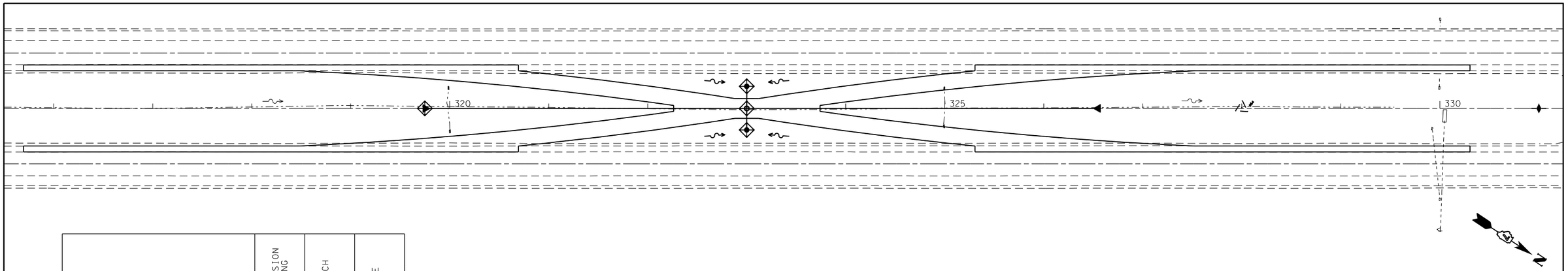
	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL – STAGE 2

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	36
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		



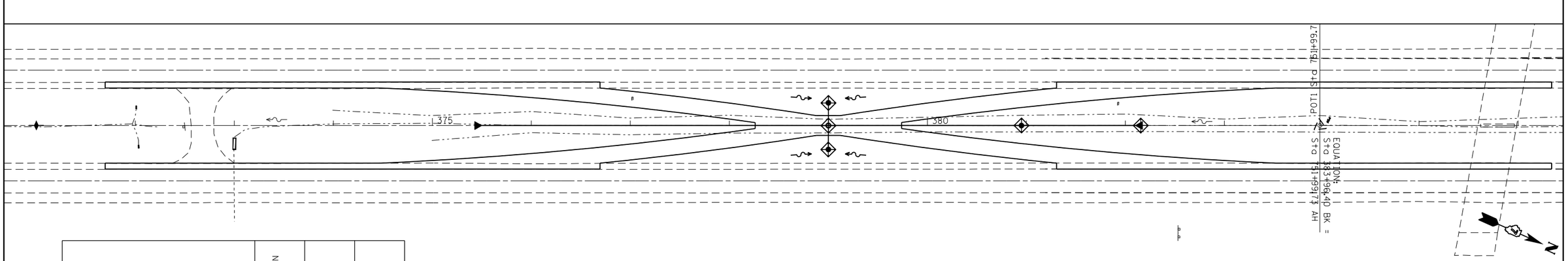
LOCATION	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	INLET AND PIPE PROTECTION
	POUND	FOOT	EACH
SOUTH CROSSOVER	300		
STA 331+00		30	
LEFT, RIGHT & CENTER STA. 323+00			3
STA 319+80			1

LEGEND

TEMPORARY DITCH CHECK

INLET AND PIPE PROTECTION

SOUTH CROSSOVER



LOCATION	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	INLET AND PIPE PROTECTION
	POUND	FOOT	EACH
NORTH CROSSOVER	300		
STA 371+00		30	
LEFT, RIGHT & CENTER STA. 379+00			3
STA 380+95			1
STA 382+10			1

LEGEND

TEMPORARY DITCH CHECK

INLET AND PIPE PROTECTION

NORTH CROSSOVER

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	Macon	122	37
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		

Benchmark: Chiseled square at the Northwest Corner of S.N. 058-0099. Station 349+90.93: Offset 85.89' left; Elevation 602.80

Existing Structures: S.N. 058-0098 (N.B.) and 058-0099 (S.B.) built in 1975 as F.A. Route 412, Section 58-20B-1, at Sta. 346+44.50. The existing dual structures are 10 span reinforced concrete decks on P.P.C. I-beams in Spans 1-7 and composite steel plate girders in positive moment regions in Spans 8-10. The superstructure is supported by pile bent abutments and solid wall piers supported by concrete piles.

The back to back abutment measures 755'-0" and the out to out of deck is 42'-0". Traffic to be maintained utilizing cross-over construction.

No Salvage

STATION 346+44.50
REBUILT 20 BY
STATE OF ILLINOIS
F.A.P. RTE. 322 SEC. (58-20B-1)BR
LOADING HL-93
STRUCTURE NO. 058-0098 (N.B.)

NAME PLATE
See Std. 515001

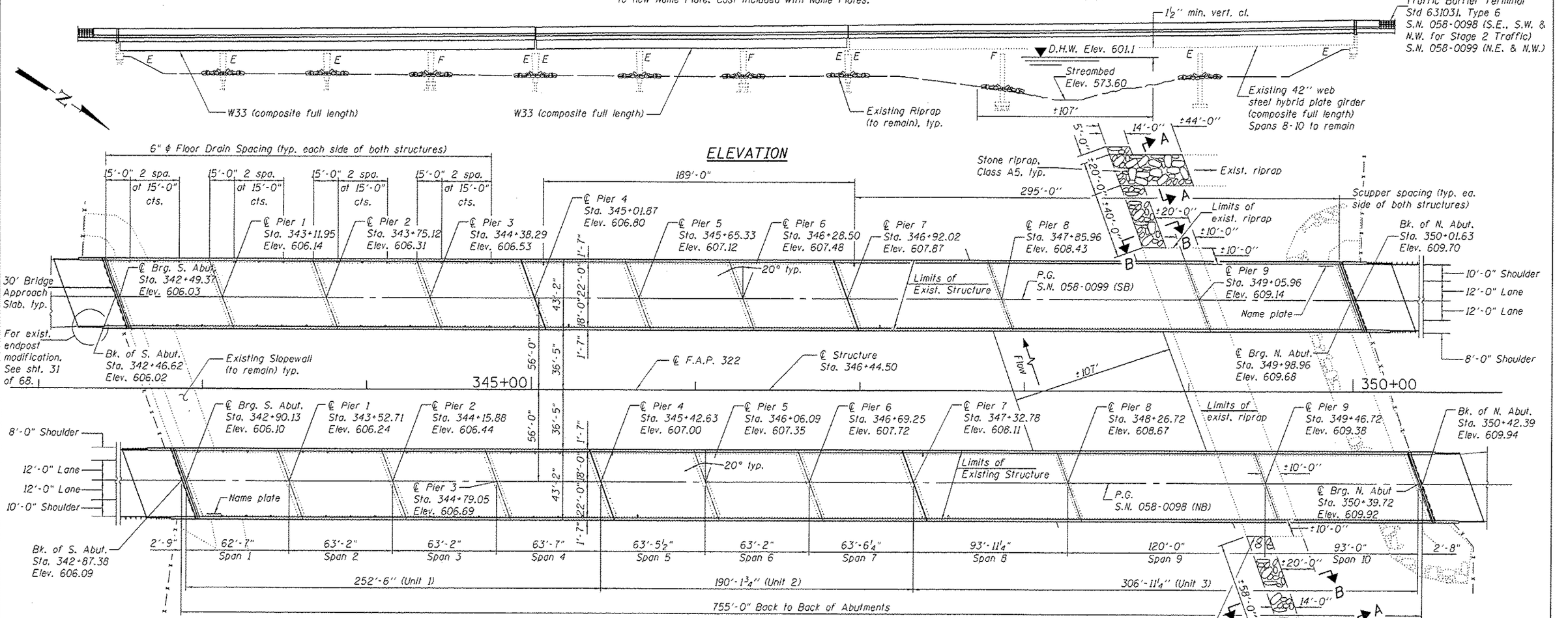
STATION 346+44.50
REBUILT 20 BY
STATE OF ILLINOIS
F.A.P. RTE. 322 SEC. (58-20B-1)BR
LOADING HL-93
STRUCTURE NO. 058-0099 (S.B.)

NAME PLATE
See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

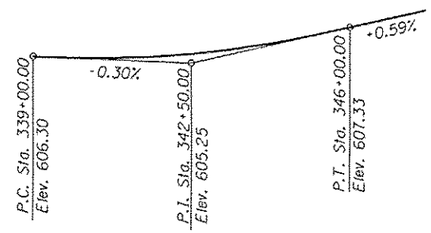
SCOPE OF WORK

1. In Spans 1-4, remove the existing PPC I-Beam superstructure and replace with a continuous steel beam superstructure.
2. In Spans 5-7, remove the existing PPC I-Beam superstructure and replace with a continuous steel beam superstructure.
3. In Spans 8-10, remove & replace the reinforced concrete deck and make beams composite full length.
4. Replace all rocker bearings with elastomeric expansion bearings at Pier 7 and the North Abutment.
5. Replace existing steel diaphragms at Pier 7 and at North Abutment.
6. In Spans 8-10, clean and paint existing steel superstructure.
7. Perform substructure and slope wall repairs.
8. Remove and replace approach slabs and modify existing wingwalls to provide for road widening.
9. Modify existing southeast endpost on S.B. structure to accomodate temporary guardrail.



Note: See sheet 2 of 68 for Sections A-A and B-B.

PLAN



PROFILE GRADE F.A.P. 322 (S.B. & N.B.)
L.V.C. = 700'

LICENSED STRUCTURAL ENGINEER
DAVID CARL PUZEY
081-005470
SPRINGFIELD ILLINOIS
STATE OF ILLINOIS
Expires 11/30/16

SEISMIC DATA

Existing Substructure:
Seismic Performance Category (SPZ) = A
Horizontal Bedrock Acceleration Coefficient = 0.048g
Site Coefficient = 1.5

LOADING HL-93

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

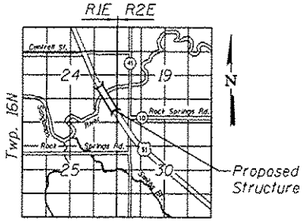
DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications, 6th edition

DESIGN STRESSES

FIELD UNITS (New Construction)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

FIELD UNITS (Existing Construction)
f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)
fy = 50,000 psi (M223 Grade 50)
fy = 36,000 psi (M183 Grade 36)



LOCATION SKETCH

GENERAL PLAN & ELEVATION
U.S. ROUTE 51 OVER SANGAMON RIVER
F.A.P. 322 SEC. (58-20B-1)BR
MACON COUNTY
STATION 346+44.50
STRUCTURE NO. 058-0098 (N.B.)
STRUCTURE NO. 058-0099 (S.B.)

DESIGNED	A.R.B./ARS/HETA	EXAMINED	
CHECKED	JOV/ARS/NRB	PASSED	
DRAWN	h.t. duong	DATE	5/6/15
CHECKED	NRB/JOV/SMO/GRA	REVISED	
		REVISED	

ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	38
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		

SDATES STIMES

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $^{7}/_{8}$'' ϕ, holes $^{15}/_{16}$'' ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 812380 lbs (M 270 Grade 50).

Calculated weight of Structural Steel = 91900 lbs (M 270 Grade 36).

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

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding $^{1}/_{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

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

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

Concrete sealer shall be applied to the front face of abutment backwall, front and top face of new concrete at Pier 7 (N.B. lane) and top surface of Pier 4 (N.B. lane).

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

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

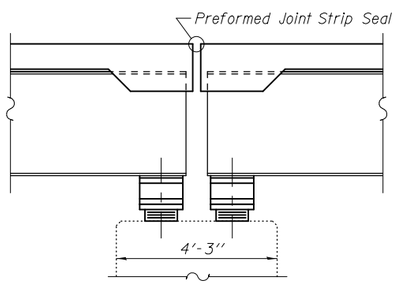
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

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

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All existing steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1-OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $^{1}/_{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

The SSPC QP-1 and QP-2 Contractor Certifications are required for this contract.



SECTION THRU PIER 4

(Horiz. dim. @ Rt. L's - Looking East)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		489	489
Filter Fabric	Sq. Yd.		489	489
Removal of Existing Superstructures	Each	4		4
Concrete Removal	Cu. Yd.		77.8	77.8
Removal of Existing Concrete Deck	Each	2		2
Structure Excavation	Cu. Yd.		50	50
Floor Drains	Each	48		48
Concrete Structures	Cu. Yd.		115.3	115.3
Concrete Superstructure	Cu. Yd.	2313.2		2313.2
Bridge Deck Grooving	Sq. Yd.	6860		6860
Protective Coat	Sq. Yd.	8564		8564
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	33504		33504
Structural Steel Removal	Pound	6120		6120
Reinforcement Bars, Epoxy Coated	Pound	640580	8580	649160
Bar Splicers	Each	184		184
Name Plates	Each	2		2
Preformed Joint Strip Seal	Foot	356.5		356.5
Elastomeric Bearing Assembly, Type I	Each	84		84
Elastomeric Bearing Assembly, Type II	Each	24		24
Anchor Bolt 1''	Each		264	264
Concrete Sealer	Sq. Ft.		1301	1301
Drainage Scupper, DS-12	Each	8		8
Jack & Remove Existing Bearings	Each		24	24
Structural Repair of Concrete (Depth ≤ than 5'')	Sq. Ft.		324	324
Slopewall Repair	Sq. Yd.		49	49
Cleaning and Painting Steel Bridge, No. 1	L. Sum	1		1
Cleaning and Painting Steel Bridge, No. 2	L. Sum	1		1
Containment and Disposal of Lead Paint Cleaning Residues	L. Sum	1		1

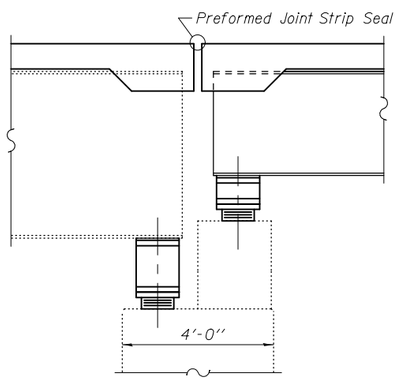
WATERWAY INFORMATION

Drainage Area = 1040 mi^2 Low Grade Elev. 605.81 ft. @ Sta. 342+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	17200	6572	6572	598.1	1.2	1.2	599.3	599.3
Design	50	25800	8551	8551	601.1	1.4	1.4	602.5	602.5
Base	100	29400	9320	9320	602.5	1.7	1.7	604.2	604.2
Overtopping									
Max. Calc.	500	38100	9859	9859	604.6	0.4	0.4	605.0	605.0

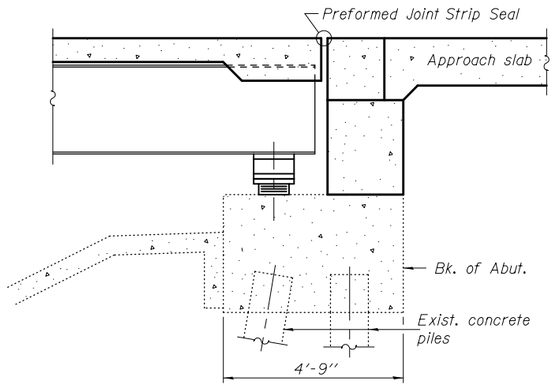
DESIGN SCOUR ELEVATION TABLE

	Structure	S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9	N. Abut.
Design Scour Elevation (ft.)	058-0098 NB	597.7	585.3	585.4	584.8	584.5	584.3	584.4	585.1	573.5	572.7	600.5
	058-0099 SB	597.6	585.2	585.3	584.6	584.2	584.0	584.0	584.7	573.2	572.4	600.2



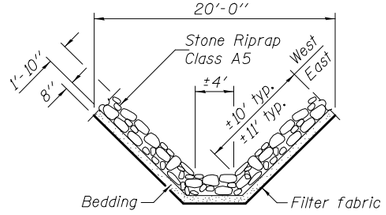
SECTION THRU PIER 7

(Horiz. dim. @ Rt. L's - Looking East)



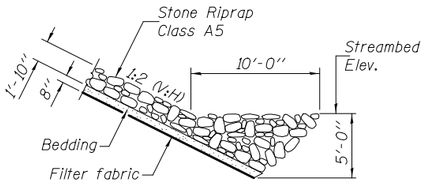
SEC. THRU SOUTH ABUT.

(Horiz. dim. @ Rt. L's - Looking East)

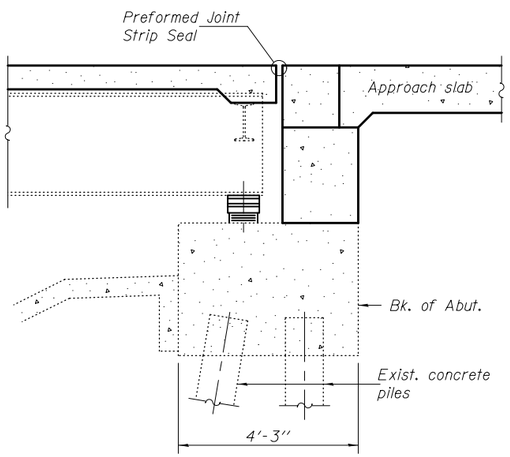


SECTION A-A

DITCH CROSS SECTION



SECTION B-B



SEC. THRU NORTH ABUT.

(Horiz. dim. @ Rt. L's - Looking West)

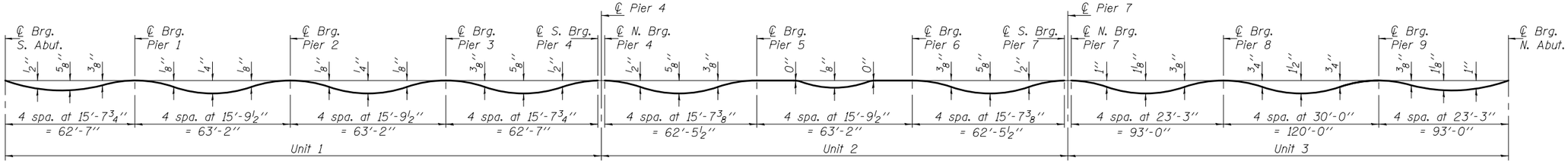
INDEX OF SHEETS

DESIGNED -	N. R. Barnett/A. R. Sheblb	EXAMINED	DATE - MAY 6, 2015
CHECKED -	JOV/ARS/NRB	PASSED	REVISED
DRAWN -	h.t. duong		REVISED
CHECKED -	NRB/JOV/JMO/GRA	ENGINEER OF BRIDGE DESIGN / ACTING ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 2 OF 68 SHEETS

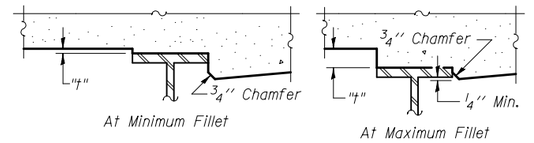
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	39
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



DEAD LOAD DEFLECTION DIAGRAM

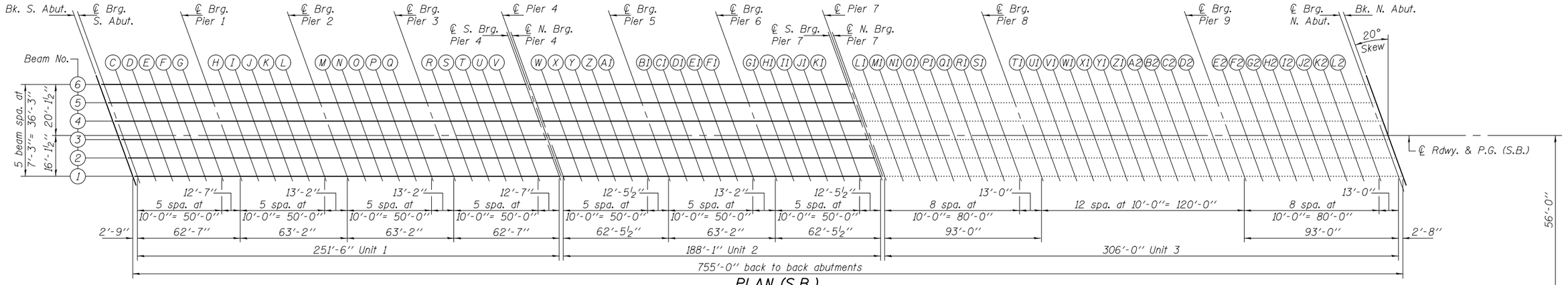
(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4-19 of 68.

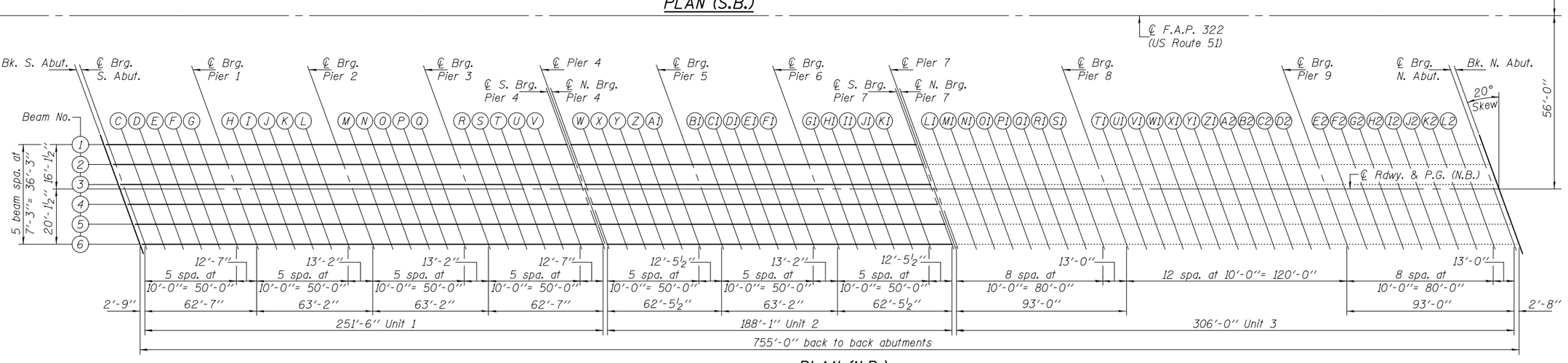


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4-19 of 68, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN (S.B.)



PLAN (N.B.)

DESIGNED - N. R. Barnett/A. R. Sheblb	EXAMINED		DATE - MAY 6, 2015	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TOP OF SLAB ELEVATIONS STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - JOV/ARS/NRB						322	(58-20B-1)BR	MACON	122	40
DRAWN - h.t. duong	PASSED	Joyce F. Oberle ENGINEER OF BRIDGE DESIGN	REVISED						CONTRACT NO. 74351	
CHECKED - NRB/JOV/JMO/GRA		A. Carl Preuss ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 3 OF 68 SHEETS			ILLINOIS	FED. AID PROJECT	

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34281.51	-16.13	605.81	605.81
℄ Brg. S. Abut.	34284.26	-16.13	605.81	605.81
C	34294.26	-16.13	605.83	605.86
D	34304.26	-16.13	605.85	605.90
E	34314.26	-16.13	605.88	605.92
F	34324.26	-16.13	605.90	605.94
G	34334.26	-16.13	605.92	605.94
℄ Brg. Pier 1	34346.84	-16.13	605.96	605.96
H	34356.84	-16.13	605.98	605.99
I	34366.84	-16.13	606.01	606.02
J	34376.84	-16.13	606.04	606.06
K	34386.84	-16.13	606.07	606.09
L	34396.84	-16.13	606.11	606.11
℄ Brg. Pier 2	34410.01	-16.13	606.15	606.15
M	34420.01	-16.13	606.19	606.19
N	34430.01	-16.13	606.22	606.23
O	34440.01	-16.13	606.26	606.28
P	34450.01	-16.13	606.30	606.31
Q	34460.01	-16.13	606.34	606.34
℄ Brg. Pier 3	34473.18	-16.13	606.40	606.40
R	34483.18	-16.13	606.44	606.46
S	34493.18	-16.13	606.48	606.52
T	34503.18	-16.13	606.53	606.58
U	34513.18	-16.13	606.58	606.62
V	34523.18	-16.13	606.63	606.66
℄ S. Brg. Pier 4	34535.76	-16.13	606.69	606.69
℄ Pier 4	34536.76	-16.13	606.69	606.69

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34284.15	-8.88	605.95	605.95
℄ Brg. S. Abut.	34286.90	-8.88	605.95	605.95
C	34296.90	-8.88	605.97	606.00
D	34306.90	-8.88	605.99	606.04
E	34316.90	-8.88	606.02	606.06
F	34326.90	-8.88	606.04	606.08
G	34336.90	-8.88	606.06	606.09
℄ Brg. Pier 1	34349.48	-8.88	606.10	606.10
H	34359.48	-8.88	606.13	606.13
I	34369.48	-8.88	606.15	606.16
J	34379.48	-8.88	606.18	606.20
K	34389.48	-8.88	606.22	606.23
L	34399.48	-8.88	606.25	606.26
℄ Brg. Pier 2	34412.65	-8.88	606.29	606.29
M	34422.65	-8.88	606.33	606.34
N	34432.65	-8.88	606.37	606.38
O	34442.65	-8.88	606.41	606.42
P	34452.65	-8.88	606.45	606.46
Q	34462.65	-8.88	606.49	606.49
℄ Brg. Pier 3	34475.82	-8.88	606.54	606.54
R	34485.82	-8.88	606.59	606.60
S	34495.82	-8.88	606.63	606.66
T	34505.82	-8.88	606.68	606.73
U	34515.82	-8.88	606.72	606.77
V	34525.82	-8.88	606.77	606.81
℄ S. Brg. Pier 4	34538.40	-8.88	606.84	606.84
℄ Pier 4	34539.40	-8.88	606.84	606.84

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34286.79	-1.63	606.07	606.07
℄ Brg. S. Abut.	34289.54	-1.63	606.07	606.07
C	34299.54	-1.63	606.09	606.12
D	34309.54	-1.63	606.11	606.16
E	34319.54	-1.63	606.13	606.18
F	34329.54	-1.63	606.16	606.20
G	34339.54	-1.63	606.18	606.21
℄ Brg. Pier 1	34352.12	-1.63	606.22	606.22
H	34362.12	-1.63	606.25	606.25
I	34372.12	-1.63	606.28	606.28
J	34382.12	-1.63	606.31	606.32
K	34392.12	-1.63	606.34	606.35
L	34402.12	-1.63	606.37	606.38
℄ Brg. Pier 2	34415.29	-1.63	606.42	606.42
M	34425.29	-1.63	606.45	606.46
N	34435.29	-1.63	606.49	606.50
O	34445.29	-1.63	606.53	606.54
P	34455.29	-1.63	606.57	606.58
Q	34465.29	-1.63	606.61	606.61
℄ Brg. Pier 3	34478.45	-1.63	606.67	606.67
R	34488.45	-1.63	606.71	606.73
S	34498.45	-1.63	606.76	606.79
T	34508.45	-1.63	606.80	606.85
U	34518.45	-1.63	606.85	606.90
V	34528.45	-1.63	606.90	606.93
℄ S. Brg. Pier 4	34541.04	-1.63	606.96	606.96
℄ Pier 4	34542.04	-1.63	606.97	606.97

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - J. D. Ortiz-Varela			
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

TOP OF SLAB ELEVATIONS – SPANS 1 THRU 4 – UNIT 1 (N.B.)
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 4 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	41
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34287.38	0.00	606.09	606.09
℄ Brg. S. Abut.	34290.13	0.00	606.10	606.10
C	34300.13	0.00	606.12	606.14
D	34310.13	0.00	606.14	606.18
E	34320.13	0.00	606.16	606.21
F	34330.13	0.00	606.19	606.22
G	34340.13	0.00	606.21	606.23
℄ Brg. Pier 1	34352.71	0.00	606.24	606.24
H	34362.71	0.00	606.27	606.28
I	34372.71	0.00	606.30	606.31
J	34382.71	0.00	606.33	606.35
K	34392.71	0.00	606.37	606.38
L	34402.71	0.00	606.40	606.41
℄ Brg. Pier 2	34415.88	0.00	606.44	606.44
M	34425.88	0.00	606.48	606.49
N	34435.88	0.00	606.52	606.53
O	34445.88	0.00	606.56	606.57
P	34455.88	0.00	606.60	606.61
Q	34465.88	0.00	606.64	606.64
℄ Brg. Pier 3	34479.05	0.00	606.69	606.69
R	34489.05	0.00	606.74	606.76
S	34499.05	0.00	606.78	606.82
T	34509.05	0.00	606.83	606.88
U	34519.05	0.00	606.88	606.92
V	34529.05	0.00	606.93	606.96
℄ S. Brg. Pier 4	34541.63	0.00	606.99	606.99
℄ Pier 4	34542.63	0.00	607.00	607.00

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34289.43	5.63	606.01	606.01
℄ Brg. S. Abut.	34292.18	5.63	606.01	606.01
C	34302.18	5.63	606.03	606.06
D	34312.18	5.63	606.06	606.10
E	34322.18	5.63	606.08	606.13
F	34332.18	5.63	606.10	606.14
G	34342.18	5.63	606.13	606.15
℄ Brg. Pier 1	34354.76	5.63	606.16	606.16
H	34364.76	5.63	606.19	606.19
I	34374.76	5.63	606.22	606.23
J	34384.76	5.63	606.25	606.27
K	34394.76	5.63	606.28	606.30
L	34404.76	5.63	606.32	606.33
℄ Brg. Pier 2	34417.93	5.63	606.36	606.36
M	34427.93	5.63	606.40	606.41
N	34437.93	5.63	606.44	606.45
O	34447.93	5.63	606.48	606.49
P	34457.93	5.63	606.52	606.53
Q	34467.93	5.63	606.56	606.56
℄ Brg. Pier 3	34481.09	5.63	606.62	606.62
R	34491.09	5.63	606.66	606.68
S	34501.09	5.63	606.71	606.74
T	34511.09	5.63	606.75	606.80
U	34521.09	5.63	606.80	606.85
V	34531.09	5.63	606.85	606.88
℄ S. Brg. Pier 4	34543.68	5.63	606.92	606.92
℄ Pier 4	34544.68	5.63	606.92	606.92

DESIGNED - N. R. Barnett
CHECKED - J. D. Ortiz-Varela
DRAWN - h.t. duong
CHECKED - NRB/JOV/GRA

EXAMINED
PASSED
ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 6, 2015
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – SPANS 1 THRU 4 – UNIT 1 (N.B.)
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 5 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	42
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34292.07	12.88	605.90	605.90
℄ Brg. S. Abut.	34294.82	12.88	605.90	605.90
C	34304.82	12.88	605.92	605.95
D	34314.82	12.88	605.94	605.99
E	34324.82	12.88	605.97	606.02
F	34334.82	12.88	605.99	606.03
G	34344.82	12.88	606.02	606.04
℄ Brg. Pier 1	34357.40	12.88	606.05	606.05
H	34367.40	12.88	606.08	606.08
I	34377.40	12.88	606.11	606.12
J	34387.40	12.88	606.14	606.16
K	34397.40	12.88	606.18	606.19
L	34407.40	12.88	606.21	606.22
℄ Brg. Pier 2	34420.57	12.88	606.26	606.26
M	34430.57	12.88	606.29	606.30
N	34440.57	12.88	606.33	606.34
O	34450.57	12.88	606.37	606.39
P	34460.57	12.88	606.41	606.42
Q	34470.57	12.88	606.45	606.46
℄ Brg. Pier 3	34483.73	12.88	606.51	606.51
R	34493.73	12.88	606.55	606.57
S	34503.73	12.88	606.60	606.63
T	34513.73	12.88	606.65	606.70
U	34523.73	12.88	606.70	606.74
V	34533.73	12.88	606.75	606.78
℄ S. Brg. Pier 4	34546.32	12.88	606.81	606.81
℄ Pier 4	34547.32	12.88	606.82	606.82

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34294.70	20.13	605.75	605.75
℄ Brg. S. Abut.	34297.45	20.13	605.76	605.76
C	34307.45	20.13	605.78	605.80
D	34317.45	20.13	605.80	605.84
E	34327.45	20.13	605.82	605.87
F	34337.45	20.13	605.85	605.88
G	34347.45	20.13	605.87	605.90
℄ Brg. Pier 1	34360.04	20.13	605.91	605.91
H	34370.04	20.13	605.94	605.94
I	34380.04	20.13	605.97	605.98
J	34390.04	20.13	606.00	606.02
K	34400.04	20.13	606.03	606.05
L	34410.04	20.13	606.07	606.08
℄ Brg. Pier 2	34423.20	20.13	606.11	606.11
M	34433.20	20.13	606.15	606.16
N	34443.20	20.13	606.19	606.20
O	34453.20	20.13	606.23	606.24
P	34463.20	20.13	606.27	606.28
Q	34473.20	20.13	606.31	606.32
℄ Brg. Pier 3	34486.37	20.13	606.37	606.37
R	34496.37	20.13	606.42	606.43
S	34506.37	20.13	606.46	606.50
T	34516.37	20.13	606.51	606.56
U	34526.37	20.13	606.56	606.60
V	34536.37	20.13	606.61	606.64
℄ S. Brg. Pier 4	34548.96	20.13	606.67	606.67
℄ Pier 4	34549.95	20.13	606.68	606.68

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - J. D. Ortiz-Varela	PASSED	REVISED	
DRAWN - h.t. duong	ENGINEER OF BRIDGE DESIGN	REVISED	
CHECKED - NRB/JOV/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

TOP OF SLAB ELEVATIONS – SPANS 1 THRU 4 – UNIT 1 (N.B.)
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 6 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	43
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34536.76	-16.13	606.69	606.69
℄ N. Brg. Pier 4	34537.76	-16.13	606.70	606.70
W	34547.76	-16.13	606.75	606.78
X	34557.76	-16.13	606.80	606.85
Y	34567.76	-16.13	606.86	606.91
Z	34577.76	-16.13	606.91	606.95
A1	34587.76	-16.13	606.97	606.99
℄ Brg. Pier 5	34600.22	-16.13	607.04	607.04
B1	34610.22	-16.13	607.10	607.10
C1	34620.22	-16.13	607.16	607.16
D1	34630.22	-16.13	607.22	607.22
E1	34640.22	-16.13	607.28	607.28
F1	34650.22	-16.13	607.34	607.34
℄ Brg. Pier 6	34663.39	-16.13	607.42	607.42
G1	34673.39	-16.13	607.47	607.49
H1	34683.39	-16.13	607.53	607.57
I1	34693.39	-16.13	607.59	607.64
J1	34703.39	-16.13	607.65	607.70
K1	34713.39	-16.13	607.71	607.74
℄ S. Brg. Pier 7	34725.84	-16.13	607.78	607.78
℄ Pier 7	34726.91	-16.13	607.79	607.79

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34539.40	-8.88	606.84	606.84
℄ N. Brg. Pier 4	34540.40	-8.88	606.85	606.85
W	34550.40	-8.88	606.90	606.93
X	34560.40	-8.88	606.95	607.00
Y	34570.40	-8.88	607.01	607.06
Z	34580.40	-8.88	607.06	607.10
A1	34590.40	-8.88	607.12	607.14
℄ Brg. Pier 5	34602.86	-8.88	607.19	607.19
B1	34612.86	-8.88	607.25	607.25
C1	34622.86	-8.88	607.31	607.31
D1	34632.86	-8.88	607.37	607.37
E1	34642.86	-8.88	607.43	607.43
F1	34652.86	-8.88	607.49	607.49
℄ Brg. Pier 6	34666.02	-8.88	607.57	607.57
G1	34676.02	-8.88	607.62	607.64
H1	34686.02	-8.88	607.68	607.72
I1	34696.02	-8.88	607.74	607.80
J1	34706.02	-8.88	607.80	607.85
K1	34716.02	-8.88	607.86	607.89
℄ S. Brg. Pier 7	34728.48	-8.88	607.93	607.93
℄ Pier 7	34729.55	-8.88	607.94	607.94

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34542.04	-1.63	606.97	606.97
℄ N. Brg. Pier 4	34543.04	-1.63	606.97	606.97
W	34553.04	-1.63	607.03	607.05
X	34563.04	-1.63	607.08	607.13
Y	34573.04	-1.63	607.14	607.19
Z	34583.04	-1.63	607.19	607.23
A1	34593.04	-1.63	607.25	607.27
℄ Brg. Pier 5	34605.50	-1.63	607.32	607.32
B1	34615.50	-1.63	607.38	607.38
C1	34625.50	-1.63	607.44	607.44
D1	34635.50	-1.63	607.50	607.50
E1	34645.50	-1.63	607.56	607.56
F1	34655.50	-1.63	607.62	607.62
℄ Brg. Pier 6	34668.66	-1.63	607.69	607.69
G1	34678.66	-1.63	607.75	607.77
H1	34688.66	-1.63	607.81	607.85
I1	34698.66	-1.63	607.87	607.92
J1	34708.66	-1.63	607.93	607.98
K1	34718.66	-1.63	607.99	608.02
℄ S. Brg. Pier 7	34731.12	-1.63	608.06	608.06
℄ Pier 7	34732.18	-1.63	608.07	608.07

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34542.63	0.00	607.00	607.00
℄ N. Brg. Pier 4	34543.63	0.00	607.00	607.00
W	34553.63	0.00	607.06	607.08
X	34563.63	0.00	607.11	607.15
Y	34573.63	0.00	607.16	607.22
Z	34583.63	0.00	607.22	607.26
A1	34593.63	0.00	607.28	607.30
℄ Brg. Pier 5	34606.09	0.00	607.35	607.35
B1	34616.09	0.00	607.41	607.41
C1	34626.09	0.00	607.47	607.47
D1	34636.09	0.00	607.53	607.53
E1	34646.09	0.00	607.59	607.59
F1	34656.09	0.00	607.65	607.65
℄ Brg. Pier 6	34669.25	0.00	607.72	607.72
G1	34679.25	0.00	607.78	607.80
H1	34689.25	0.00	607.84	607.88
I1	34699.25	0.00	607.90	607.95
J1	34709.25	0.00	607.96	608.01
K1	34719.25	0.00	608.02	608.05
℄ S. Brg. Pier 7	34731.71	0.00	608.09	608.09
℄ Pier 7	34732.78	0.00	608.10	608.10

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - A. R. Sheblb	PASSED	REVISED	
DRAWN - h.t. duong		REVISED	
CHECKED - NRB/JMO/GRA	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES		

TOP OF SLAB ELEVATIONS – SPANS 5 THRU 7 – UNIT 2 (N.B.)
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 7 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	44
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34544.68	5.63	606.92	606.92
℄ N. Brg. Pier 4	34545.68	5.63	606.93	606.93
W	34555.68	5.63	606.98	607.01
X	34565.68	5.63	607.03	607.08
Y	34575.68	5.63	607.09	607.14
Z	34585.68	5.63	607.14	607.18
A1	34595.68	5.63	607.20	607.23
℄ Brg. Pier 5	34608.14	5.63	607.28	607.28
B1	34618.14	5.63	607.33	607.33
C1	34628.14	5.63	607.39	607.39
D1	34638.14	5.63	607.45	607.46
E1	34648.14	5.63	607.51	607.51
F1	34658.14	5.63	607.57	607.57
℄ Brg. Pier 6	34671.30	5.63	607.65	607.65
G1	34681.30	5.63	607.71	607.73
H1	34691.30	5.63	607.77	607.80
I1	34701.30	5.63	607.82	607.88
J1	34711.30	5.63	607.88	607.93
K1	34721.30	5.63	607.94	607.98
℄ S. Brg. Pier 7	34733.76	5.63	608.02	608.02
℄ Pier 7	34734.82	5.63	608.02	608.02

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34547.32	12.88	606.82	606.82
℄ N. Brg. Pier 4	34548.31	12.88	606.82	606.82
W	34558.31	12.88	606.87	606.90
X	34568.31	12.88	606.93	606.97
Y	34578.31	12.88	606.98	607.04
Z	34588.31	12.88	607.04	607.08
A1	34598.31	12.88	607.10	607.12
℄ Brg. Pier 5	34610.77	12.88	607.17	607.17
B1	34620.77	12.88	607.23	607.23
C1	34630.77	12.88	607.29	607.29
D1	34640.77	12.88	607.35	607.35
E1	34650.77	12.88	607.41	607.41
F1	34660.77	12.88	607.47	607.47
℄ Brg. Pier 6	34673.94	12.88	607.55	607.55
G1	34683.94	12.88	607.60	607.62
H1	34693.94	12.88	607.66	607.70
I1	34703.94	12.88	607.72	607.77
J1	34713.94	12.88	607.78	607.83
K1	34723.94	12.88	607.84	607.87
℄ S. Brg. Pier 7	34736.40	12.88	607.91	607.91
℄ Pier 7	34737.46	12.88	607.92	607.92

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34549.95	20.13	606.68	606.68
℄ N. Brg. Pier 4	34550.95	20.13	606.68	606.68
W	34560.95	20.13	606.74	606.77
X	34570.95	20.13	606.79	606.84
Y	34580.95	20.13	606.85	606.90
Z	34590.95	20.13	606.91	606.95
A1	34600.95	20.13	606.96	606.99
℄ Brg. Pier 5	34613.41	20.13	607.04	607.04
B1	34623.41	20.13	607.10	607.10
C1	34633.41	20.13	607.16	607.16
D1	34643.41	20.13	607.21	607.22
E1	34653.41	20.13	607.27	607.28
F1	34663.41	20.13	607.33	607.33
℄ Brg. Pier 6	34676.58	20.13	607.41	607.41
G1	34686.58	20.13	607.47	607.49
H1	34696.58	20.13	607.53	607.57
I1	34706.58	20.13	607.59	607.64
J1	34716.58	20.13	607.65	607.69
K1	34726.58	20.13	607.71	607.74
℄ S. Brg. Pier 7	34739.04	20.13	607.78	607.78
℄ Pier 7	34740.10	20.13	607.79	607.79

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - A. R. Sheblb	PASSED	REVISED	**TOP OF SLAB ELEVATIONS – SPANS 5 THRU 7 – UNIT 2 (N.B.) STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)**
DRAWN - h.t. duong	ENGINEER OF BRIDGE DESIGN	REVISED	SHEET NO. 8 OF 68 SHEETS
CHECKED - NRB/JMO/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	45
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

℄ EXISTING GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34726.91	-16.13	607.81	607.81
℄ N. Brg. Pier 7	34727.85	-16.13	607.81	607.81
L1	34737.85	-16.13	607.87	607.90
M1	34747.85	-16.13	607.93	608.00
N1	34757.85	-16.13	607.99	608.07
O1	34767.85	-16.13	608.05	608.13
P1	34777.85	-16.13	608.11	608.19
Q1	34787.85	-16.13	608.17	608.22
R1	34797.85	-16.13	608.22	608.26
S1	34807.85	-16.13	608.28	608.30
℄ Brg. Pier 8	34820.85	-16.13	608.36	608.36
T1	34830.85	-16.13	608.42	608.44
U1	34840.85	-16.13	608.48	608.52
V1	34850.85	-16.13	608.54	608.60
W1	34860.85	-16.13	608.60	608.68
X1	34870.85	-16.13	608.65	608.76
Y1	34880.85	-16.13	608.71	608.84
Z1	34890.85	-16.13	608.77	608.88
A2	34900.85	-16.13	608.83	608.92
B2	34910.85	-16.13	608.89	608.96
C2	34920.85	-16.13	608.95	608.99
D2	34930.85	-16.13	609.01	609.03
℄ Brg. Pier 9	34940.85	-16.13	609.07	609.07
E2	34950.85	-16.13	609.13	609.14
F2	34960.85	-16.13	609.19	609.21
G2	34970.85	-16.13	609.24	609.29
H2	34980.85	-16.13	609.30	609.38
I2	34990.85	-16.13	609.36	609.45
J2	35000.85	-16.13	609.42	609.50
K2	35010.85	-16.13	609.48	609.56
L2	35020.85	-16.13	609.54	609.58
℄ Brg. N. Abut.	35033.85	-16.13	609.62	609.62
Bk. N. Abut.	35036.52	-16.13	609.63	609.63

℄ EXISTING GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34729.55	-8.88	607.96	607.96
℄ N. Brg. Pier 7	34730.49	-8.88	607.96	607.96
L1	34740.49	-8.88	608.02	608.05
M1	34750.49	-8.88	608.08	608.15
N1	34760.49	-8.88	608.14	608.22
O1	34770.49	-8.88	608.20	608.28
P1	34780.49	-8.88	608.26	608.34
Q1	34790.49	-8.88	608.32	608.37
R1	34800.49	-8.88	608.37	608.41
S1	34810.49	-8.88	608.43	608.45
℄ Brg. Pier 8	34823.49	-8.88	608.51	608.51
T1	34833.49	-8.88	608.57	608.59
U1	34843.49	-8.88	608.63	608.67
V1	34853.49	-8.88	608.69	608.75
W1	34863.49	-8.88	608.75	608.83
X1	34873.49	-8.88	608.80	608.91
Y1	34883.49	-8.88	608.86	608.99
Z1	34893.49	-8.88	608.92	609.03
A2	34903.49	-8.88	608.98	609.07
B2	34913.49	-8.88	609.04	609.11
C2	34923.49	-8.88	609.10	609.14
D2	34933.49	-8.88	609.16	609.18
℄ Brg. Pier 9	34943.49	-8.88	609.22	609.22
E2	34953.49	-8.88	609.28	609.29
F2	34963.49	-8.88	609.34	609.36
G2	34973.49	-8.88	609.39	609.44
H2	34983.49	-8.88	609.45	609.53
I2	34993.49	-8.88	609.51	609.60
J2	35003.49	-8.88	609.57	609.65
K2	35013.49	-8.88	609.63	609.71
L2	35023.49	-8.88	609.69	609.73
℄ Brg. N. Abut.	35036.49	-8.88	609.77	609.77
Bk. N. Abut.	35039.16	-8.88	609.78	609.78

℄ EXISTING GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34732.19	-1.63	608.08	608.08
℄ N. Brg. Pier 7	34733.13	-1.63	608.09	608.09
L1	34743.13	-1.63	608.15	608.18
M1	34753.13	-1.63	608.21	608.28
N1	34763.13	-1.63	608.27	608.35
O1	34773.13	-1.63	608.33	608.41
P1	34783.13	-1.63	608.39	608.46
Q1	34793.13	-1.63	608.44	608.50
R1	34803.13	-1.63	608.50	608.54
S1	34813.13	-1.63	608.56	608.58
℄ Brg. Pier 8	34826.13	-1.63	608.64	608.64
T1	34836.13	-1.63	608.70	608.72
U1	34846.13	-1.63	608.76	608.80
V1	34856.13	-1.63	608.82	608.88
W1	34866.13	-1.63	608.87	608.96
X1	34876.13	-1.63	608.93	609.04
Y1	34886.13	-1.63	608.99	609.12
Z1	34896.13	-1.63	609.05	609.16
A2	34906.13	-1.63	609.11	609.20
B2	34916.13	-1.63	609.17	609.24
C2	34926.13	-1.63	609.23	609.27
D2	34936.13	-1.63	609.29	609.31
℄ Brg. Pier 9	34946.13	-1.63	609.35	609.35
E2	34956.13	-1.63	609.41	609.42
F2	34966.13	-1.63	609.46	609.49
G2	34976.13	-1.63	609.52	609.57
H2	34986.13	-1.63	609.58	609.66
I2	34996.13	-1.63	609.64	609.73
J2	35006.13	-1.63	609.70	609.78
K2	35016.13	-1.63	609.76	609.84
L2	35026.13	-1.63	609.82	609.86
℄ Brg. N. Abut.	35039.13	-1.63	609.90	609.90
Bk. N. Abut.	35041.80	-1.63	609.91	609.91

DESIGNED - A. R. Sheblb	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - N. R. Barnett		REVISED	TOP OF SLAB ELEVATIONS – SPANS 8 THRU 10 – UNIT 3 (N.B.) STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
DRAWN - h.t. duong	PASSED	REVISED	SHEET NO. 9 OF 68 SHEETS
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN / ACTING ENGINEER OF BRIDGES AND STRUCTURES		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	46
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34732.78	0.00	608.11	608.11
℄ N. Brg. Pier 7	34733.72	0.00	608.12	608.12
L1	34743.72	0.00	608.18	608.21
M1	34753.72	0.00	608.24	608.31
N1	34763.72	0.00	608.30	608.38
O1	34773.72	0.00	608.35	608.44
P1	34783.72	0.00	608.41	608.49
Q1	34793.72	0.00	608.47	608.53
R1	34803.72	0.00	608.53	608.56
S1	34813.72	0.00	608.59	608.61
℄ Brg. Pier 8	34826.72	0.00	608.67	608.67
T1	34836.72	0.00	608.73	608.75
U1	34846.72	0.00	608.79	608.83
V1	34856.72	0.00	608.84	608.91
W1	34866.72	0.00	608.90	608.99
X1	34876.72	0.00	608.96	609.07
Y1	34886.72	0.00	609.02	609.14
Z1	34896.72	0.00	609.08	609.18
A2	34906.72	0.00	609.14	609.22
B2	34916.72	0.00	609.20	609.26
C2	34926.72	0.00	609.26	609.30
D2	34936.72	0.00	609.32	609.34
℄ Brg. Pier 9	34946.72	0.00	609.38	609.38
E2	34956.72	0.00	609.43	609.45
F2	34966.72	0.00	609.49	609.52
G2	34976.72	0.00	609.55	609.60
H2	34986.72	0.00	609.61	609.68
I2	34996.72	0.00	609.67	609.76
J2	35006.72	0.00	609.73	609.81
K2	35016.72	0.00	609.79	609.87
L2	35026.72	0.00	609.85	609.89
℄ Brg. N. Abut.	35039.72	0.00	609.92	609.92
Bk. N. Abut.	35042.39	0.00	609.94	609.94

℄ EXISTING GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34734.83	5.63	608.04	608.04
℄ N. Brg. Pier 7	34735.77	5.63	608.04	608.04
L1	34745.77	5.63	608.10	608.14
M1	34755.77	5.63	608.16	608.23
N1	34765.77	5.63	608.22	608.30
O1	34775.77	5.63	608.28	608.36
P1	34785.77	5.63	608.34	608.42
Q1	34795.77	5.63	608.40	608.45
R1	34805.77	5.63	608.46	608.49
S1	34815.77	5.63	608.52	608.53
℄ Brg. Pier 8	34828.77	5.63	608.59	608.59
T1	34838.77	5.63	608.65	608.67
U1	34848.77	5.63	608.71	608.75
V1	34858.77	5.63	608.77	608.83
W1	34868.77	5.63	608.83	608.91
X1	34878.77	5.63	608.89	608.99
Y1	34888.77	5.63	608.95	609.07
Z1	34898.77	5.63	609.00	609.11
A2	34908.77	5.63	609.06	609.15
B2	34918.77	5.63	609.12	609.19
C2	34928.77	5.63	609.18	609.23
D2	34938.77	5.63	609.24	609.26
℄ Brg. Pier 9	34948.77	5.63	609.30	609.30
E2	34958.77	5.63	609.36	609.37
F2	34968.77	5.63	609.42	609.45
G2	34978.77	5.63	609.48	609.53
H2	34988.77	5.63	609.54	609.61
I2	34998.77	5.63	609.59	609.68
J2	35008.77	5.63	609.65	609.74
K2	35018.77	5.63	609.71	609.79
L2	35028.77	5.63	609.77	609.82
℄ Brg. N. Abut.	35041.77	5.63	609.85	609.85
Bk. N. Abut.	35044.44	5.63	609.86	609.86

DESIGNED - A. R. Sheblb	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - N. R. Barnett		REVISED	
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN; ACTING ENGINEER OF BRIDGES AND STRUCTURES		

TOP OF SLAB ELEVATIONS – SPANS 8 THRU 10 – UNIT 3 (N.B.)
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)

SHEET NO. 10 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	47
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

℄ EXISTING GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34737.47	12.88	607.94	607.94
℄ N. Brg. Pier 7	34738.41	12.88	607.94	607.94
L1	34748.41	12.88	608.00	608.03
M1	34758.41	12.88	608.06	608.13
N1	34768.41	12.88	608.12	608.20
O1	34778.41	12.88	608.18	608.26
P1	34788.41	12.88	608.24	608.32
Q1	34798.41	12.88	608.29	608.35
R1	34808.41	12.88	608.35	608.39
S1	34818.41	12.88	608.41	608.43
℄ Brg. Pier 8	34831.41	12.88	608.49	608.49
T1	34841.41	12.88	608.55	608.57
U1	34851.41	12.88	608.61	608.65
V1	34861.41	12.88	608.67	608.73
W1	34871.41	12.88	608.73	608.81
X1	34881.41	12.88	608.78	608.89
Y1	34891.41	12.88	608.84	608.97
Z1	34901.41	12.88	608.90	609.01
A2	34911.41	12.88	608.96	609.05
B2	34921.41	12.88	609.02	609.09
C2	34931.41	12.88	609.08	609.12
D2	34941.41	12.88	609.14	609.16
℄ Brg. Pier 9	34951.41	12.88	609.20	609.20
E2	34961.41	12.88	609.26	609.27
F2	34971.41	12.88	609.32	609.34
G2	34981.41	12.88	609.37	609.42
H2	34991.41	12.88	609.43	609.51
I2	35001.41	12.88	609.49	609.58
J2	35011.41	12.88	609.55	609.63
K2	35021.41	12.88	609.61	609.69
L2	35031.41	12.88	609.67	609.71
℄ Brg. N. Abut.	35044.41	12.88	609.75	609.75
Bk. N. Abut.	35047.08	12.88	609.76	609.76

℄ EXISTING GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34740.10	20.13	607.80	607.80
℄ N. Brg. Pier 7	34741.05	20.13	607.81	607.81
L1	34751.05	20.13	607.86	607.90
M1	34761.05	20.13	607.92	607.99
N1	34771.05	20.13	607.98	608.06
O1	34781.05	20.13	608.04	608.13
P1	34791.05	20.13	608.10	608.18
Q1	34801.05	20.13	608.16	608.22
R1	34811.05	20.13	608.22	608.25
S1	34821.05	20.13	608.28	608.30
℄ Brg. Pier 8	34834.05	20.13	608.35	608.35
T1	34844.05	20.13	608.41	608.44
U1	34854.05	20.13	608.47	608.52
V1	34864.05	20.13	608.53	608.60
W1	34874.05	20.13	608.59	608.68
X1	34884.05	20.13	608.65	608.75
Y1	34894.05	20.13	608.71	608.83
Z1	34904.05	20.13	608.77	608.87
A2	34914.05	20.13	608.83	608.91
B2	34924.05	20.13	608.89	608.95
C2	34934.05	20.13	608.94	608.99
D2	34944.05	20.13	609.00	609.03
℄ Brg. Pier 9	34954.05	20.13	609.06	609.06
E2	34964.05	20.13	609.12	609.14
F2	34974.05	20.13	609.18	609.21
G2	34984.05	20.13	609.24	609.29
H2	34994.05	20.13	609.30	609.37
I2	35004.05	20.13	609.36	609.44
J2	35014.05	20.13	609.42	609.50
K2	35024.05	20.13	609.48	609.55
L2	35034.05	20.13	609.53	609.58
℄ Brg. N. Abut.	35047.05	20.13	609.61	609.61
Bk. N. Abut.	35049.72	20.13	609.63	609.63

DESIGNED - A. R. Sheblb	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - N. R. Barnett		REVISED	
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES		

TOP OF SLAB ELEVATIONS – SPANS 8 THRU 10 – UNIT 3 (N.B.)
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 11 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	48
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34252.49	16.13	605.76	605.76
℄ Brg. S. Abut.	34255.24	16.13	605.76	605.76
C	34265.24	16.13	605.78	605.80
D	34275.24	16.13	605.80	605.84
E	34285.24	16.13	605.81	605.86
F	34295.24	16.13	605.83	605.87
G	34305.24	16.13	605.86	605.88
℄ Brg. Pier 1	34317.82	16.13	605.88	605.88
H	34327.82	16.13	605.91	605.91
I	34337.82	16.13	605.93	605.94
J	34347.82	16.13	605.96	605.97
K	34357.82	16.13	605.99	606.00
L	34367.82	16.13	606.01	606.02
℄ Brg. Pier 2	34380.99	16.13	606.05	606.05
M	34390.99	16.13	606.09	606.09
N	34400.99	16.13	606.12	606.13
O	34410.99	16.13	606.15	606.17
P	34420.99	16.13	606.19	606.20
Q	34430.99	16.13	606.23	606.23
℄ Brg. Pier 3	34444.15	16.13	606.28	606.28
R	34454.15	16.13	606.32	606.33
S	34464.15	16.13	606.36	606.39
T	34474.15	16.13	606.40	606.45
U	34484.15	16.13	606.44	606.49
V	34494.15	16.13	606.49	606.52
℄ S. Brg. Pier 4	34506.74	16.13	606.55	606.55
℄ Pier 4	34507.74	16.13	606.55	606.55

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34249.85	8.88	605.89	605.89
℄ Brg. S. Abut.	34252.60	8.88	605.89	605.89
C	34262.60	8.88	605.91	605.94
D	34272.60	8.88	605.93	605.97
E	34282.60	8.88	605.94	605.99
F	34292.60	8.88	605.96	606.00
G	34302.60	8.88	605.98	606.01
℄ Brg. Pier 1	34315.18	8.88	606.01	606.01
H	34325.18	8.88	606.04	606.04
I	34335.18	8.88	606.06	606.07
J	34345.18	8.88	606.09	606.10
K	34355.18	8.88	606.11	606.13
L	34365.18	8.88	606.14	606.15
℄ Brg. Pier 2	34378.35	8.88	606.18	606.18
M	34388.35	8.88	606.21	606.22
N	34398.35	8.88	606.25	606.26
O	34408.35	8.88	606.28	606.29
P	34418.35	8.88	606.31	606.32
Q	34428.35	8.88	606.35	606.36
℄ Brg. Pier 3	34441.52	8.88	606.40	606.40
R	34451.52	8.88	606.44	606.46
S	34461.52	8.88	606.48	606.51
T	34471.52	8.88	606.52	606.57
U	34481.52	8.88	606.57	606.61
V	34491.52	8.88	606.61	606.64
℄ S. Brg. Pier 4	34504.10	8.88	606.67	606.67
℄ Pier 4	34505.10	8.88	606.67	606.67

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34247.21	1.63	606.00	606.00
℄ Brg. S. Abut.	34249.96	1.63	606.00	606.00
C	34259.96	1.63	606.02	606.04
D	34269.96	1.63	606.03	606.08
E	34279.96	1.63	606.05	606.10
F	34289.96	1.63	606.07	606.11
G	34299.96	1.63	606.09	606.11
℄ Brg. Pier 1	34312.54	1.63	606.12	606.12
H	34322.54	1.63	606.14	606.15
I	34332.54	1.63	606.17	606.17
J	34342.54	1.63	606.19	606.21
K	34352.54	1.63	606.22	606.23
L	34362.54	1.63	606.25	606.26
℄ Brg. Pier 2	34375.71	1.63	606.29	606.29
M	34385.71	1.63	606.32	606.32
N	34395.71	1.63	606.35	606.36
O	34405.71	1.63	606.38	606.40
P	34415.71	1.63	606.42	606.43
Q	34425.71	1.63	606.45	606.46
℄ Brg. Pier 3	34438.88	1.63	606.50	606.50
R	34448.88	1.63	606.54	606.56
S	34458.88	1.63	606.58	606.62
T	34468.88	1.63	606.63	606.67
U	34478.88	1.63	606.67	606.71
V	34488.88	1.63	606.71	606.74
℄ S. Brg. Pier 4	34501.46	1.63	606.77	606.77
℄ Pier 4	34502.46	1.63	606.77	606.77

DESIGNED - N. R. Barnett
CHECKED - J. D. Ortiz-Varela
DRAWN - h.t. duong
CHECKED - NRB/JOV/GRA

EXAMINED
PASSED
ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 6, 2015
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – SPANS 1 THRU 4 – UNIT 1 (S.B.)
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 12 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	49
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34246.62	0.00	606.02	606.02
℄ Brg. S. Abut.	34249.37	0.00	606.03	606.03
C	34259.37	0.00	606.04	606.07
D	34269.37	0.00	606.06	606.10
E	34279.37	0.00	606.08	606.13
F	34289.37	0.00	606.10	606.13
G	34299.37	0.00	606.12	606.14
℄ Brg. Pier 1	34311.95	0.00	606.14	606.14
H	34321.95	0.00	606.17	606.17
I	34331.95	0.00	606.19	606.20
J	34341.95	0.00	606.22	606.23
K	34351.95	0.00	606.24	606.26
L	34361.95	0.00	606.27	606.28
℄ Brg. Pier 2	34375.12	0.00	606.31	606.31
M	34385.12	0.00	606.34	606.35
N	34395.12	0.00	606.37	606.38
O	34405.12	0.00	606.41	606.42
P	34415.12	0.00	606.44	606.45
Q	34425.12	0.00	606.48	606.48
℄ Brg. Pier 3	34438.29	0.00	606.53	606.53
R	34448.29	0.00	606.57	606.58
S	34458.29	0.00	606.61	606.64
T	34468.29	0.00	606.65	606.70
U	34478.29	0.00	606.69	606.74
V	34488.29	0.00	606.74	606.77
℄ S. Brg. Pier 4	34500.87	0.00	606.79	606.79
℄ Pier 4	34501.87	0.00	606.80	606.80

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34244.57	-5.63	605.93	605.93
℄ Brg. S. Abut.	34247.32	-5.63	605.94	605.94
C	34257.32	-5.63	605.95	605.98
D	34267.32	-5.63	605.97	606.01
E	34277.32	-5.63	605.99	606.03
F	34287.32	-5.63	606.00	606.04
G	34297.32	-5.63	606.02	606.05
℄ Brg. Pier 1	34309.91	-5.63	606.05	606.05
H	34319.91	-5.63	606.07	606.08
I	34329.91	-5.63	606.10	606.11
J	34339.91	-5.63	606.12	606.14
K	34349.91	-5.63	606.15	606.16
L	34359.91	-5.63	606.18	606.19
℄ Brg. Pier 2	34373.07	-5.63	606.22	606.22
M	34383.07	-5.63	606.25	606.25
N	34393.07	-5.63	606.28	606.29
O	34403.07	-5.63	606.31	606.33
P	34413.07	-5.63	606.35	606.36
Q	34423.07	-5.63	606.38	606.39
℄ Brg. Pier 3	34436.24	-5.63	606.43	606.43
R	34446.24	-5.63	606.47	606.49
S	34456.24	-5.63	606.51	606.54
T	34466.24	-5.63	606.55	606.60
U	34476.24	-5.63	606.59	606.64
V	34486.24	-5.63	606.64	606.67
℄ S. Brg. Pier 4	34498.82	-5.63	606.70	606.70
℄ Pier 4	34499.82	-5.63	606.70	606.70

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - J. D. Ortiz-Varela	PASSED	REVISED	
DRAWN - h.t. duong	ENGINEER OF BRIDGE DESIGN	REVISED	
CHECKED - NRB/JOV/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

TOP OF SLAB ELEVATIONS – SPANS 1 THRU 4 – UNIT 1 (S.B.)
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 13 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	50
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34241.93	-12.88	605.81	605.81
℄ Brg. S. Abut.	34244.68	-12.88	605.82	605.82
C	34254.68	-12.88	605.83	605.86
D	34264.68	-12.88	605.85	605.89
E	34274.68	-12.88	605.86	605.91
F	34284.68	-12.88	605.88	605.92
G	34294.68	-12.88	605.90	605.92
℄ Brg. Pier 1	34307.27	-12.88	605.93	605.93
H	34317.27	-12.88	605.95	605.95
I	34327.27	-12.88	605.97	605.98
J	34337.27	-12.88	606.00	606.01
K	34347.27	-12.88	606.02	606.04
L	34357.27	-12.88	606.05	606.06
℄ Brg. Pier 2	34370.43	-12.88	606.09	606.09
M	34380.43	-12.88	606.12	606.13
N	34390.43	-12.88	606.15	606.16
O	34400.43	-12.88	606.19	606.20
P	34410.43	-12.88	606.22	606.23
Q	34420.43	-12.88	606.26	606.26
℄ Brg. Pier 3	34433.60	-12.88	606.30	606.30
R	34443.60	-12.88	606.34	606.36
S	34453.60	-12.88	606.38	606.42
T	34463.60	-12.88	606.42	606.47
U	34473.60	-12.88	606.47	606.51
V	34483.60	-12.88	606.51	606.54
℄ S. Brg. Pier 4	34496.19	-12.88	606.57	606.57
℄ Pier 4	34497.18	-12.88	606.57	606.57

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	34239.30	-20.13	605.66	605.66
℄ Brg. S. Abut.	34242.04	-20.13	605.66	605.66
C	34252.04	-20.13	605.68	605.70
D	34262.04	-20.13	605.69	605.73
E	34272.04	-20.13	605.71	605.76
F	34282.04	-20.13	605.73	605.76
G	34292.04	-20.13	605.74	605.77
℄ Brg. Pier 1	34304.63	-20.13	605.77	605.77
H	34314.63	-20.13	605.79	605.80
I	34324.63	-20.13	605.82	605.82
J	34334.63	-20.13	605.84	605.86
K	34344.63	-20.13	605.87	605.88
L	34354.63	-20.13	605.89	605.90
℄ Brg. Pier 2	34367.79	-20.13	605.93	605.93
M	34377.79	-20.13	605.96	605.97
N	34387.79	-20.13	605.99	606.00
O	34397.79	-20.13	606.03	606.04
P	34407.79	-20.13	606.06	606.07
Q	34417.79	-20.13	606.09	606.10
℄ Brg. Pier 3	34430.96	-20.13	606.14	606.14
R	34440.96	-20.13	606.18	606.20
S	34450.96	-20.13	606.22	606.25
T	34460.96	-20.13	606.26	606.31
U	34470.96	-20.13	606.30	606.35
V	34480.96	-20.13	606.35	606.38
℄ S. Brg. Pier 4	34493.55	-20.13	606.40	606.40
℄ Pier 4	34494.54	-20.13	606.41	606.41

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - J. D. Ortiz-Varela			
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

TOP OF SLAB ELEVATIONS – SPANS 1 THRU 4 – UNIT 1 (S.B.)
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 14 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	51
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34507.74	16.13	606.55	606.55
℄ N. Brg. Pier 4	34508.74	16.13	606.56	606.56
W	34518.74	16.13	606.60	606.63
X	34528.74	16.13	606.65	606.70
Y	34538.74	16.13	606.70	606.76
Z	34548.74	16.13	606.76	606.80
A1	34558.74	16.13	606.81	606.83
℄ Brg. Pier 5	34571.20	16.13	606.88	606.88
B1	34581.20	16.13	606.93	606.93
C1	34591.20	16.13	606.99	606.99
D1	34601.20	16.13	607.05	607.05
E1	34611.20	16.13	607.11	607.11
F1	34621.20	16.13	607.17	607.17
℄ Brg. Pier 6	34634.36	16.13	607.24	607.24
G1	34644.36	16.13	607.30	607.32
H1	34654.36	16.13	607.36	607.40
I1	34664.36	16.13	607.42	607.47
J1	34674.36	16.13	607.48	607.53
K1	34684.36	16.13	607.54	607.57
℄ S. Brg. Pier 7	34696.82	16.13	607.61	607.61
℄ Pier 7	34697.88	16.13	607.62	607.62

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34505.10	8.88	606.67	606.67
℄ N. Brg. Pier 4	34506.10	8.88	606.68	606.68
W	34516.10	8.88	606.73	606.75
X	34526.10	8.88	606.78	606.82
Y	34536.10	8.88	606.83	606.88
Z	34546.10	8.88	606.88	606.92
A1	34556.10	8.88	606.93	606.95
℄ Brg. Pier 5	34568.56	8.88	607.00	607.00
B1	34578.56	8.88	607.05	607.05
C1	34588.56	8.88	607.11	607.11
D1	34598.56	8.88	607.17	607.17
E1	34608.56	8.88	607.23	607.23
F1	34618.56	8.88	607.29	607.29
℄ Brg. Pier 6	34631.73	8.88	607.36	607.36
G1	34641.73	8.88	607.42	607.44
H1	34651.73	8.88	607.48	607.52
I1	34661.73	8.88	607.54	607.59
J1	34671.73	8.88	607.60	607.65
K1	34681.73	8.88	607.66	607.69
℄ S. Brg. Pier 7	34694.18	8.88	607.73	607.73
℄ Pier 7	34695.25	8.88	607.74	607.74

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34502.46	1.63	606.77	606.77
℄ N. Brg. Pier 4	34503.46	1.63	606.78	606.78
W	34513.46	1.63	606.83	606.85
X	34523.46	1.63	606.88	606.92
Y	34533.46	1.63	606.93	606.98
Z	34543.46	1.63	606.98	607.02
A1	34553.46	1.63	607.03	607.05
℄ Brg. Pier 5	34565.92	1.63	607.10	607.10
B1	34575.92	1.63	607.15	607.15
C1	34585.92	1.63	607.21	607.21
D1	34595.92	1.63	607.27	607.27
E1	34605.92	1.63	607.32	607.33
F1	34615.92	1.63	607.38	607.38
℄ Brg. Pier 6	34629.09	1.63	607.46	607.46
G1	34639.09	1.63	607.52	607.54
H1	34649.09	1.63	607.58	607.62
I1	34659.09	1.63	607.64	607.69
J1	34669.09	1.63	607.70	607.74
K1	34679.09	1.63	607.76	607.79
℄ S. Brg. Pier 7	34691.54	1.63	607.83	607.83
℄ Pier 7	34692.61	1.63	607.84	607.84

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34501.87	0.00	606.80	606.80
℄ N. Brg. Pier 4	34502.87	0.00	606.80	606.80
W	34512.87	0.00	606.85	606.88
X	34522.87	0.00	606.90	606.94
Y	34532.87	0.00	606.95	607.00
Z	34542.87	0.00	607.00	607.04
A1	34552.87	0.00	607.05	607.07
℄ Brg. Pier 5	34565.33	0.00	607.12	607.12
B1	34575.33	0.00	607.17	607.17
C1	34585.33	0.00	607.23	607.23
D1	34595.33	0.00	607.29	607.29
E1	34605.33	0.00	607.35	607.35
F1	34615.33	0.00	607.41	607.41
℄ Brg. Pier 6	34628.50	0.00	607.48	607.48
G1	34638.50	0.00	607.54	607.56
H1	34648.50	0.00	607.60	607.64
I1	34658.50	0.00	607.66	607.71
J1	34668.50	0.00	607.72	607.77
K1	34678.50	0.00	607.78	607.81
℄ S. Brg. Pier 7	34690.95	0.00	607.85	607.85
℄ Pier 7	34692.02	0.00	607.86	607.86

DESIGNED - N. R. Barnett
CHECKED - A. R. Sheblb
DRAWN - h.t. duong
CHECKED - NRB/JMO/GRA

EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 6, 2015
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – SPANS 5 THRU 7 – UNIT 2 (S.B.)
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 15 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	52
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34499.82	-5.63	606.70	606.70
℄ N. Brg. Pier 4	34500.82	-5.63	606.70	606.70
W	34510.82	-5.63	606.75	606.78
X	34520.82	-5.63	606.80	606.85
Y	34530.82	-5.63	606.85	606.90
Z	34540.82	-5.63	606.90	606.94
A1	34550.82	-5.63	606.95	606.98
℄ Brg. Pier 5	34563.28	-5.63	607.02	607.02
B1	34573.28	-5.63	607.07	607.07
C1	34583.28	-5.63	607.13	607.13
D1	34593.28	-5.63	607.19	607.19
E1	34603.28	-5.63	607.25	607.25
F1	34613.28	-5.63	607.31	607.31
℄ Brg. Pier 6	34626.45	-5.63	607.38	607.38
G1	34636.45	-5.63	607.44	607.46
H1	34646.45	-5.63	607.50	607.54
I1	34656.45	-5.63	607.56	607.61
J1	34666.45	-5.63	607.62	607.67
K1	34676.45	-5.63	607.68	607.71
℄ S. Brg. Pier 7	34688.90	-5.63	607.75	607.75
℄ Pier 7	34689.97	-5.63	607.76	607.76

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34497.18	-12.88	606.57	606.57
℄ N. Brg. Pier 4	34498.18	-12.88	606.57	606.57
W	34508.18	-12.88	606.62	606.65
X	34518.18	-12.88	606.67	606.71
Y	34528.18	-12.88	606.72	606.77
Z	34538.18	-12.88	606.77	606.81
A1	34548.18	-12.88	606.82	606.84
℄ Brg. Pier 5	34560.64	-12.88	606.89	606.89
B1	34570.64	-12.88	606.94	606.94
C1	34580.64	-12.88	607.00	607.00
D1	34590.64	-12.88	607.05	607.06
E1	34600.64	-12.88	607.11	607.12
F1	34610.64	-12.88	607.17	607.17
℄ Brg. Pier 6	34623.81	-12.88	607.25	607.25
G1	34633.81	-12.88	607.31	607.33
H1	34643.81	-12.88	607.37	607.40
I1	34653.81	-12.88	607.43	607.48
J1	34663.81	-12.88	607.49	607.53
K1	34673.81	-12.88	607.54	607.58
℄ S. Brg. Pier 7	34686.27	-12.88	607.62	607.62
℄ Pier 7	34687.33	-12.88	607.62	607.62

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 4	34494.55	-20.13	606.41	606.41
℄ N. Brg. Pier 4	34495.54	-20.13	606.41	606.41
W	34505.54	-20.13	606.46	606.49
X	34515.54	-20.13	606.51	606.55
Y	34525.54	-20.13	606.55	606.61
Z	34535.54	-20.13	606.60	606.65
A1	34545.54	-20.13	606.66	606.68
℄ Brg. Pier 5	34558.00	-20.13	606.72	606.72
B1	34568.00	-20.13	606.78	606.78
C1	34578.00	-20.13	606.83	606.83
D1	34588.00	-20.13	606.89	606.89
E1	34598.00	-20.13	606.95	606.95
F1	34608.00	-20.13	607.01	607.01
℄ Brg. Pier 6	34621.17	-20.13	607.08	607.08
G1	34631.17	-20.13	607.14	607.16
H1	34641.17	-20.13	607.20	607.24
I1	34651.17	-20.13	607.26	607.31
J1	34661.17	-20.13	607.32	607.37
K1	34671.17	-20.13	607.38	607.41
℄ S. Brg. Pier 7	34683.63	-20.13	607.45	607.45
℄ Pier 7	34684.69	-20.13	607.46	607.46

DESIGNED - N. R. Barnett
CHECKED - A. R. Sheblb
DRAWN - h.t. duong
CHECKED - NRB/JMO/GRA

EXAMINED
ENGINEER OF BRIDGE DESIGN
PASSED
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 6, 2015
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – SPANS 5 THRU 7 – UNIT 2 (S.B.)
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 16 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	53
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

℄ EXISTING GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34697.89	16.13	607.63	607.63
℄ N. Brg. Pier 7	34698.83	16.13	607.64	607.64
L1	34708.83	16.13	607.70	607.73
M1	34718.83	16.13	607.76	607.83
N1	34728.83	16.13	607.82	607.90
O1	34738.83	16.13	607.88	607.96
P1	34748.83	16.13	607.93	608.01
Q1	34758.83	16.13	607.99	608.05
R1	34768.83	16.13	608.05	608.09
S1	34778.83	16.13	608.11	608.13
℄ Brg. Pier 8	34791.83	16.13	608.19	608.19
T1	34801.83	16.13	608.25	608.27
U1	34811.83	16.13	608.31	608.35
V1	34821.83	16.13	608.37	608.43
W1	34831.83	16.13	608.42	608.51
X1	34841.83	16.13	608.48	608.59
Y1	34851.83	16.13	608.54	608.67
Z1	34861.83	16.13	608.60	608.71
A2	34871.83	16.13	608.66	608.75
B2	34881.83	16.13	608.72	608.79
C2	34891.83	16.13	608.78	608.82
D2	34901.83	16.13	608.84	608.86
℄ Brg. Pier 9	34911.83	16.13	608.90	608.90
E2	34921.83	16.13	608.96	608.97
F2	34931.83	16.13	609.01	609.04
G2	34941.83	16.13	609.07	609.12
H2	34951.83	16.13	609.13	609.20
I2	34961.83	16.13	609.19	609.28
J2	34971.83	16.13	609.25	609.33
K2	34981.83	16.13	609.31	609.39
L2	34991.83	16.13	609.37	609.41
℄ Brg. N. Abut.	35004.83	16.13	609.45	609.45
Bk. N. Abut.	35007.50	16.13	609.46	609.46

℄ EXISTING GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34695.25	8.88	607.75	607.75
℄ N. Brg. Pier 7	34696.19	8.88	607.76	607.76
L1	34706.19	8.88	607.82	607.85
M1	34716.19	8.88	607.88	607.94
N1	34726.19	8.88	607.94	608.02
O1	34736.19	8.88	607.99	608.08
P1	34746.19	8.88	608.05	608.13
Q1	34756.19	8.88	608.11	608.17
R1	34766.19	8.88	608.17	608.20
S1	34776.19	8.88	608.23	608.25
℄ Brg. Pier 8	34789.19	8.88	608.31	608.31
T1	34799.19	8.88	608.37	608.39
U1	34809.19	8.88	608.43	608.47
V1	34819.19	8.88	608.48	608.55
W1	34829.19	8.88	608.54	608.63
X1	34839.19	8.88	608.60	608.71
Y1	34849.19	8.88	608.66	608.78
Z1	34859.19	8.88	608.72	608.82
A2	34869.19	8.88	608.78	608.86
B2	34879.19	8.88	608.84	608.90
C2	34889.19	8.88	608.90	608.94
D2	34899.19	8.88	608.96	608.98
℄ Brg. Pier 9	34909.19	8.88	609.02	609.02
E2	34919.19	8.88	609.07	609.09
F2	34929.19	8.88	609.13	609.16
G2	34939.19	8.88	609.19	609.24
H2	34949.19	8.88	609.25	609.32
I2	34959.19	8.88	609.31	609.40
J2	34969.19	8.88	609.37	609.45
K2	34979.19	8.88	609.43	609.51
L2	34989.19	8.88	609.49	609.53
℄ Brg. N. Abut.	35002.19	8.88	609.56	609.56
Bk. N. Abut.	35004.86	8.88	609.58	609.58

℄ EXISTING GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34692.61	1.63	607.85	607.85
℄ N. Brg. Pier 7	34693.55	1.63	607.86	607.86
L1	34703.55	1.63	607.92	607.95
M1	34713.55	1.63	607.97	608.04
N1	34723.55	1.63	608.03	608.12
O1	34733.55	1.63	608.09	608.18
P1	34743.55	1.63	608.15	608.23
Q1	34753.55	1.63	608.21	608.27
R1	34763.55	1.63	608.27	608.30
S1	34773.55	1.63	608.33	608.35
℄ Brg. Pier 8	34786.55	1.63	608.41	608.41
T1	34796.55	1.63	608.46	608.49
U1	34806.55	1.63	608.52	608.57
V1	34816.55	1.63	608.58	608.65
W1	34826.55	1.63	608.64	608.73
X1	34836.55	1.63	608.70	608.80
Y1	34846.55	1.63	608.76	608.88
Z1	34856.55	1.63	608.82	608.92
A2	34866.55	1.63	608.88	608.96
B2	34876.55	1.63	608.94	609.00
C2	34886.55	1.63	609.00	609.04
D2	34896.55	1.63	609.05	609.08
℄ Brg. Pier 9	34906.55	1.63	609.11	609.11
E2	34916.55	1.63	609.17	609.19
F2	34926.55	1.63	609.23	609.26
G2	34936.55	1.63	609.29	609.34
H2	34946.55	1.63	609.35	609.42
I2	34956.55	1.63	609.41	609.49
J2	34966.55	1.63	609.47	609.55
K2	34976.55	1.63	609.53	609.60
L2	34986.55	1.63	609.59	609.63
℄ Brg. N. Abut.	34999.55	1.63	609.66	609.66
Bk. N. Abut.	35002.23	1.63	609.68	609.68

DESIGNED - A. R. Sheblb
CHECKED - N. R. Barnett
DRAWN - h.t. duong
CHECKED - NRB/JOV/GRA

EXAMINED
PASSED
Joyne F. Urbaitis
ENGINEER OF BRIDGE DESIGN
A Carl Fancy
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 6, 2015
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS – SPANS 8 THRU 10 – UNIT 3 (S.B.)
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 17 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	54
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34692.02	0.00	607.87	607.87
℄ N. Brg. Pier 7	34692.96	0.00	607.88	607.88
L1	34702.96	0.00	607.94	607.97
M1	34712.96	0.00	608.00	608.06
N1	34722.96	0.00	608.06	608.14
O1	34732.96	0.00	608.11	608.20
P1	34742.96	0.00	608.17	608.25
Q1	34752.96	0.00	608.23	608.29
R1	34762.96	0.00	608.29	608.32
S1	34772.96	0.00	608.35	608.37
℄ Brg. Pier 8	34785.96	0.00	608.43	608.43
T1	34795.96	0.00	608.49	608.51
U1	34805.96	0.00	608.55	608.59
V1	34815.96	0.00	608.60	608.67
W1	34825.96	0.00	608.66	608.75
X1	34835.96	0.00	608.72	608.83
Y1	34845.96	0.00	608.78	608.90
Z1	34855.96	0.00	608.84	608.94
A2	34865.96	0.00	608.90	608.98
B2	34875.96	0.00	608.96	609.02
C2	34885.96	0.00	609.02	609.06
D2	34895.96	0.00	609.08	609.10
℄ Brg. Pier 9	34905.96	0.00	609.14	609.14
E2	34915.96	0.00	609.19	609.21
F2	34925.96	0.00	609.25	609.28
G2	34935.96	0.00	609.31	609.36
H2	34945.96	0.00	609.37	609.44
I2	34955.96	0.00	609.43	609.52
J2	34965.96	0.00	609.49	609.57
K2	34975.96	0.00	609.55	609.63
L2	34985.96	0.00	609.61	609.65
℄ Brg. N. Abut.	34998.96	0.00	609.68	609.68
Bk. N. Abut.	35001.63	0.00	609.70	609.70

℄ EXISTING GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34689.97	-5.63	607.77	607.77
℄ N. Brg. Pier 7	34690.91	-5.63	607.78	607.78
L1	34700.91	-5.63	607.84	607.87
M1	34710.91	-5.63	607.9	607.96
N1	34720.91	-5.63	607.96	608.04
O1	34730.91	-5.63	608.01	608.10
P1	34740.91	-5.63	608.07	608.15
Q1	34750.91	-5.63	608.13	608.19
R1	34760.91	-5.63	608.19	608.22
S1	34770.91	-5.63	608.25	608.27
℄ Brg. Pier 8	34783.91	-5.63	608.33	608.33
T1	34793.91	-5.63	608.39	608.41
U1	34803.91	-5.63	608.45	608.49
V1	34813.91	-5.63	608.50	608.57
W1	34823.91	-5.63	608.56	608.65
X1	34833.91	-5.63	608.62	608.73
Y1	34843.91	-5.63	608.68	608.80
Z1	34853.91	-5.63	608.74	608.84
A2	34863.91	-5.63	608.80	608.88
B2	34873.91	-5.63	608.86	608.92
C2	34883.91	-5.63	608.92	608.96
D2	34893.91	-5.63	608.98	609.00
℄ Brg. Pier 9	34903.91	-5.63	609.04	609.04
E2	34913.91	-5.63	609.09	609.11
F2	34923.91	-5.63	609.15	609.18
G2	34933.91	-5.63	609.21	609.26
H2	34943.91	-5.63	609.27	609.34
I2	34953.91	-5.63	609.33	609.42
J2	34963.91	-5.63	609.39	609.47
K2	34973.91	-5.63	609.45	609.53
L2	34983.91	-5.63	609.51	609.55
℄ Brg. N. Abut.	34996.91	-5.63	609.58	609.58
Bk. N. Abut.	34999.59	-5.63	609.60	609.60

DESIGNED - A. R. Sheblb	EXAMINED	DATE - MAY 6, 2015	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - N. R. Barnett		REVISED	
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN; ACTING ENGINEER OF BRIDGES AND STRUCTURES		

TOP OF SLAB ELEVATIONS – SPANS 8 THRU 10 – UNIT 3 (S.B.)
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 18 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	55
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

℄ EXISTING GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34687.33	-12.88	607.64	607.64
℄ N. Brg. Pier 7	34688.28	-12.88	607.65	607.65
L1	34698.28	-12.88	607.70	607.74
M1	34708.28	-12.88	607.76	607.83
N1	34718.28	-12.88	607.82	607.90
O1	34728.28	-12.88	607.88	607.97
P1	34738.28	-12.88	607.94	608.02
Q1	34748.28	-12.88	608.00	608.06
R1	34758.28	-12.88	608.06	608.09
S1	34768.28	-12.88	608.12	608.14
℄ Brg. Pier 8	34781.28	-12.88	608.19	608.19
T1	34791.28	-12.88	608.25	608.27
U1	34801.28	-12.88	608.31	608.36
V1	34811.28	-12.88	608.37	608.44
W1	34821.28	-12.88	608.43	608.51
X1	34831.28	-12.88	608.49	608.59
Y1	34841.28	-12.88	608.55	608.67
Z1	34851.28	-12.88	608.61	608.71
A2	34861.28	-12.88	608.67	608.75
B2	34871.28	-12.88	608.72	608.79
C2	34881.28	-12.88	608.78	608.83
D2	34891.28	-12.88	608.84	608.86
℄ Brg. Pier 9	34901.28	-12.88	608.90	608.90
E2	34911.28	-12.88	608.96	608.98
F2	34921.28	-12.88	609.02	609.05
G2	34931.28	-12.88	609.08	609.13
H2	34941.28	-12.88	609.14	609.21
I2	34951.28	-12.88	609.20	609.28
J2	34961.28	-12.88	609.26	609.34
K2	34971.28	-12.88	609.31	609.39
L2	34981.28	-12.88	609.37	609.42
℄ Brg. N. Abut.	34994.28	-12.88	609.45	609.45
Bk. N. Abut.	34996.95	-12.88	609.47	609.47

℄ EXISTING GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ Pier 7	34684.70	-20.13	607.47	607.47
℄ N. Brg. Pier 7	34685.64	-20.13	607.48	607.48
L1	34695.64	-20.13	607.54	607.57
M1	34705.64	-20.13	607.60	607.66
N1	34715.64	-20.13	607.66	607.74
O1	34725.64	-20.13	607.71	607.80
P1	34735.64	-20.13	607.77	607.85
Q1	34745.64	-20.13	607.83	607.89
R1	34755.64	-20.13	607.89	607.92
S1	34765.64	-20.13	607.95	607.97
℄ Brg. Pier 8	34778.64	-20.13	608.03	608.03
T1	34788.64	-20.13	608.09	608.11
U1	34798.64	-20.13	608.15	608.19
V1	34808.64	-20.13	608.20	608.27
W1	34818.64	-20.13	608.26	608.35
X1	34828.64	-20.13	608.32	608.43
Y1	34838.64	-20.13	608.38	608.50
Z1	34848.64	-20.13	608.44	608.54
A2	34858.64	-20.13	608.50	608.58
B2	34868.64	-20.13	608.56	608.62
C2	34878.64	-20.13	608.62	608.66
D2	34888.64	-20.13	608.68	608.70
℄ Brg. Pier 9	34898.64	-20.13	608.74	608.74
E2	34908.64	-20.13	608.79	608.81
F2	34918.64	-20.13	608.85	608.88
G2	34928.64	-20.13	608.91	608.96
H2	34938.64	-20.13	608.97	609.04
I2	34948.64	-20.13	609.03	609.12
J2	34958.64	-20.13	609.09	609.17
K2	34968.64	-20.13	609.15	609.23
L2	34978.64	-20.13	609.21	609.25
℄ Brg. N. Abut.	34991.64	-20.13	609.28	609.28
Bk. N. Abut.	34994.31	-20.13	609.30	609.30

DESIGNED - A. R. Sheblb	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - N. R. Barnett		REVISED	
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN; ACTING ENGINEER OF BRIDGES AND STRUCTURES		

TOP OF SLAB ELEVATIONS – SPANS 8 THRU 10 – UNIT 3 (S.B.)
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 19 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	56
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		

WEST CURB LINE

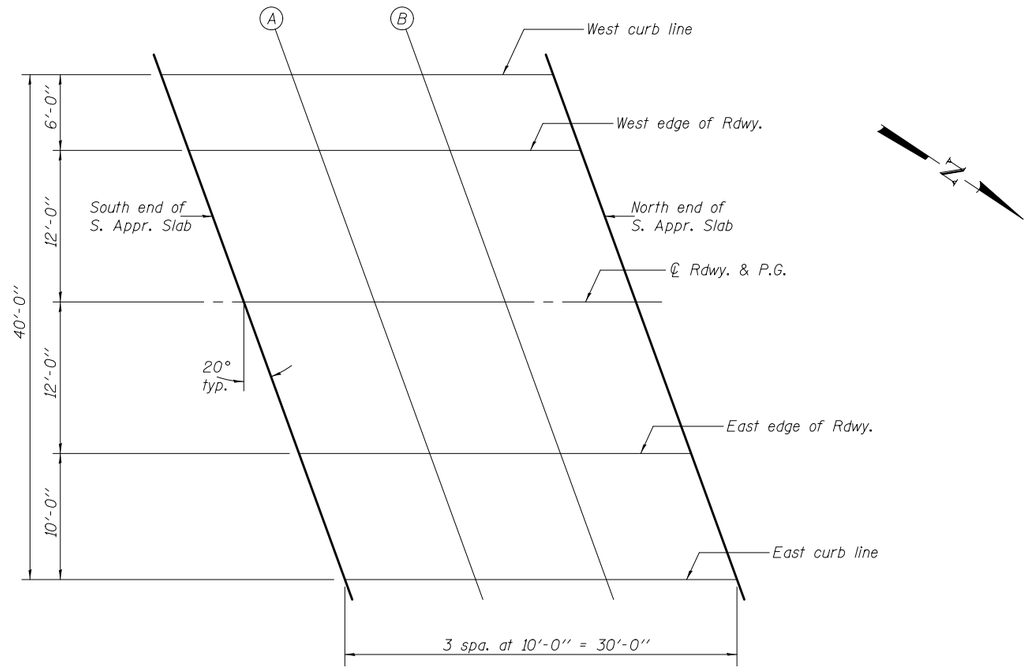
Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Slab	34251.36	-18.00	605.72
A	34261.36	-18.00	605.73
B	34271.36	-18.00	605.75
North end of S. Appr. Slab	34281.36	-18.00	605.77

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Slab	34253.54	-12.00	605.85
A	34263.54	-12.00	605.86
B	34273.54	-12.00	605.88
North end of S. Appr. Slab	34283.54	-12.00	605.90

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Slab	34257.91	0.00	606.04
A	34267.91	0.00	606.06
B	34277.91	0.00	606.07
North end of S. Appr. Slab	34287.91	0.00	606.09



PLAN

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Slab	34262.28	12.00	605.86
A	34272.28	12.00	605.88
B	34282.28	12.00	605.89
North end of S. Appr. Slab	34292.28	12.00	605.91

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Slab	34265.92	22.00	605.66
A	34275.92	22.00	605.68
B	34285.92	22.00	605.69
North end of S. Appr. Slab	34295.92	22.00	605.71

DESIGNED - N. R. Barnett
CHECKED - J. D. Ortiz-Varela
DRAWN - h.t. duong
CHECKED - NRB/JOV/GRA

EXAMINED
PASSED
Joyce F. Oberle
ENGINEER OF BRIDGE DESIGN
Carl Trumpy
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 6, 2015
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS (N.B.)
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 20 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	57
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

WEST CURB LINE

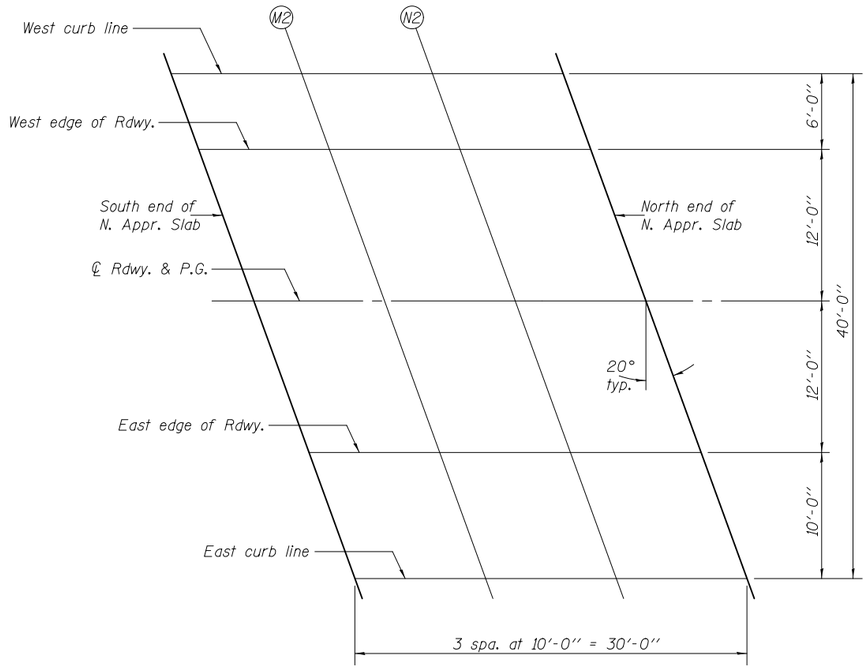
Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Slab	35035.30	-18.00	609.59
M2	35045.30	-18.00	609.64
N2	35055.30	-18.00	609.70
North end of N. Appr. Slab	35065.30	-18.00	609.76

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Slab	35037.48	-12.00	609.72
M2	35047.48	-12.00	609.78
N2	35057.48	-12.00	609.84
North end of N. Appr. Slab	35067.48	-12.00	609.90

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Slab	35041.85	0.00	609.94
M2	35051.85	0.00	610.00
N2	35061.85	0.00	610.05
North end of N. Appr. Slab	35071.85	0.00	610.11



PLAN

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Slab	35046.22	12.00	609.78
M2	35056.22	12.00	609.83
N2	35066.22	12.00	609.89
North end of N. Appr. Slab	35076.22	12.00	609.95

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Slab	35049.86	22.00	609.59
M2	35059.86	22.00	609.65
N2	35069.86	22.00	609.71
North end of N. Appr. Slab	35079.86	22.00	609.77

DESIGNED - A. R. Sheblb	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - N. R. Barnett			
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

TOP OF NORTH APPROACH SLAB ELEVATIONS (N.B.)
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 21 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	58
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

WEST CURB LINE

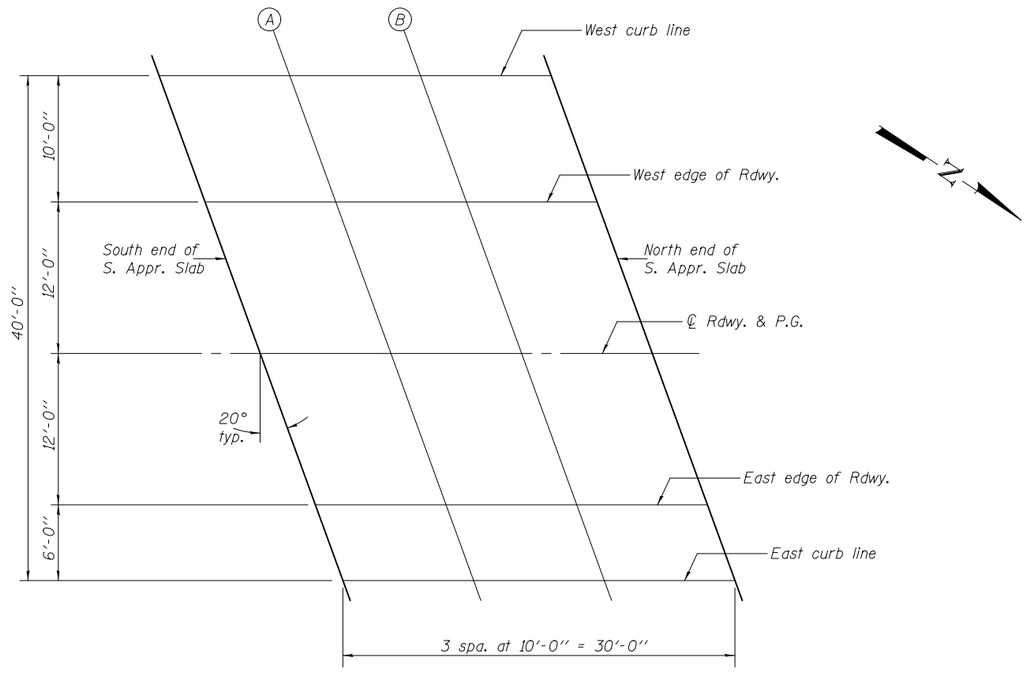
Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Slab	34209.14	-22.00	605.58
A	34219.14	-22.00	605.59
B	34229.14	-22.00	605.61
North end of S. Appr. Slab	34239.14	-22.00	605.62

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Slab	34212.78	-12.00	605.80
A	34222.78	-12.00	605.81
B	34232.78	-12.00	605.82
North end of S. Appr. Slab	34242.78	-12.00	605.83

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Slab	34217.15	0.00	605.99
A	34227.15	0.00	606.00
B	34237.15	0.00	606.01
North end of S. Appr. Slab	34247.15	0.00	606.02



PLAN

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Slab	34221.52	12.00	605.81
A	34231.52	12.00	605.82
B	34241.52	12.00	605.83
North end of S. Appr. Slab	34251.52	12.00	605.84

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Slab	34223.70	18.00	605.68
A	34233.70	18.00	605.69
B	34243.70	18.00	605.71
North end of S. Appr. Slab	34253.70	18.00	605.72

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SOUTH APPROACH SLAB ELEVATIONS (S.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.) SHEET NO. 22 OF 68 SHEETS
CHECKED - J. D. Ortiz-Varela	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED		
DRAWN - h.t. duong		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		
CHECKED - NRB/JOV/GRA					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	59
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

WEST CURB LINE

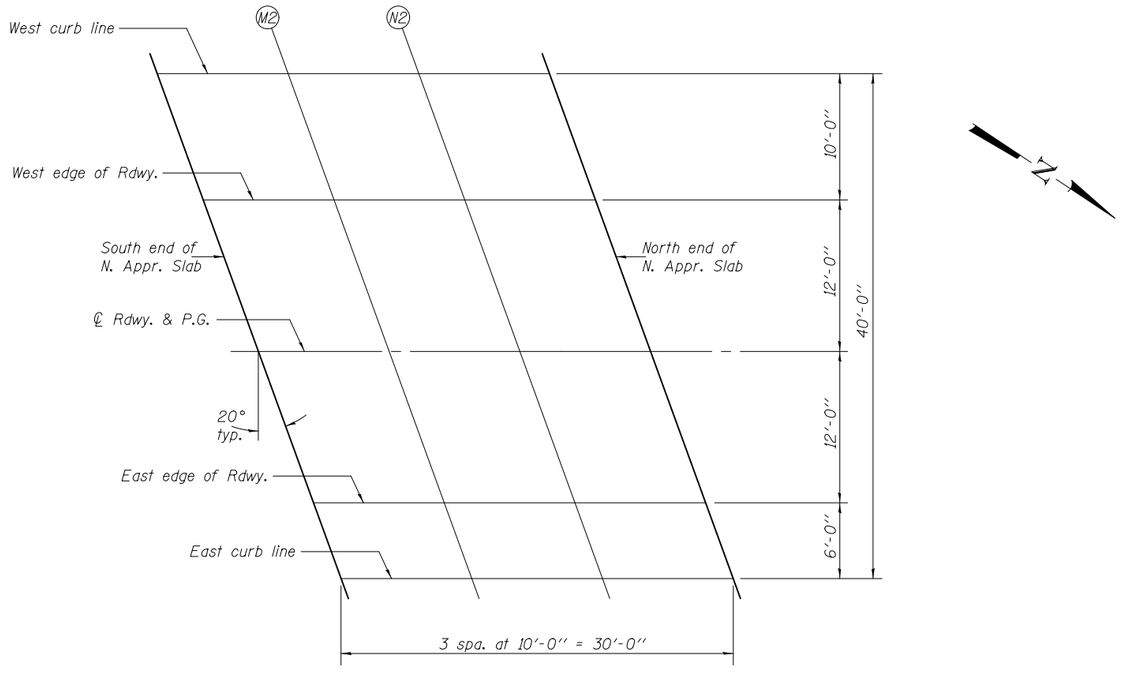
Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Slab	34993.08	-22.00	609.25
M2	35003.08	-22.00	609.31
N2	35013.08	-22.00	609.37
North end of N. Appr. Slab	35023.08	-22.00	609.43

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Slab	34996.72	-12.00	609.48
M2	35006.72	-12.00	609.54
N2	35016.72	-12.00	609.60
North end of N. Appr. Slab	35026.72	-12.00	609.66

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Slab	35001.09	0.00	609.70
M2	35011.09	0.00	609.76
N2	35021.09	0.00	609.81
North end of N. Appr. Slab	35031.09	0.00	609.87



PLAN

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Slab	35005.46	12.00	609.53
M2	35015.46	12.00	609.59
N2	35025.46	12.00	609.65
North end of N. Appr. Slab	35035.46	12.00	609.71

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Slab	35007.64	18.00	609.42
M2	35017.64	18.00	609.48
N2	35027.64	18.00	609.54
North end of N. Appr. Slab	35037.64	18.00	609.60

DESIGNED - A. R. Sheblb
CHECKED - N. R. Barnett
DRAWN - h.t. duong
CHECKED - NRB/JOV/GRA

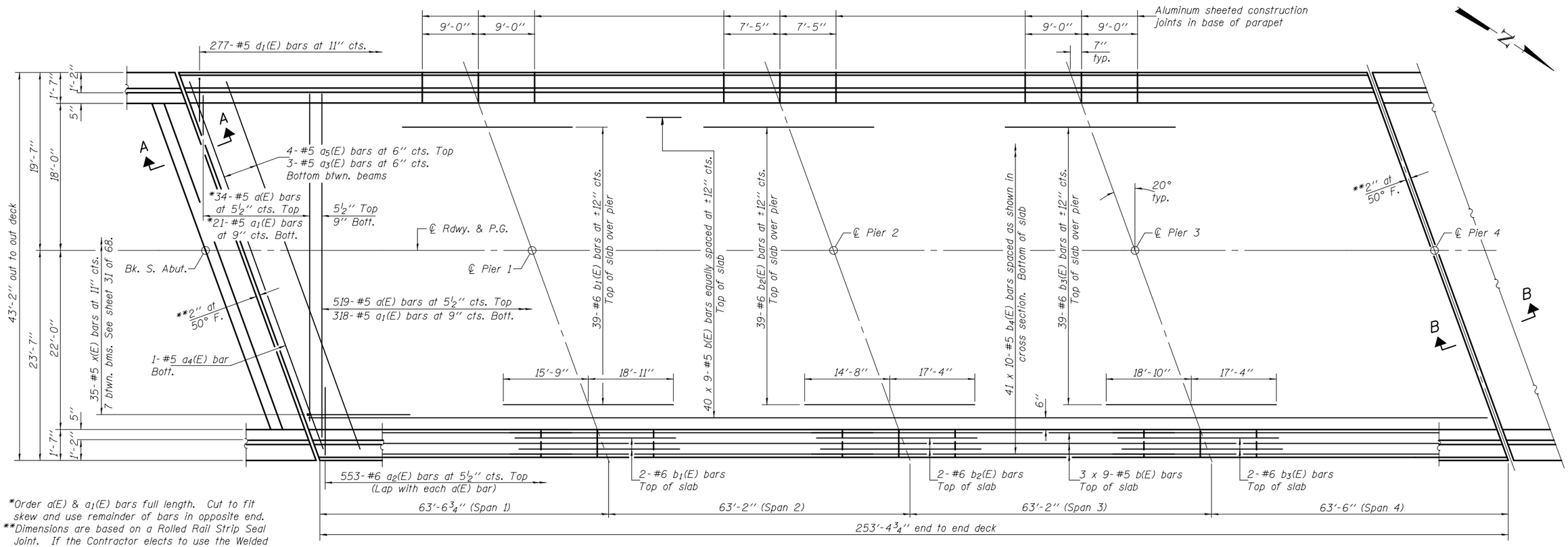
EXAMINED
PASSED
ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 6, 2015
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS (S.B.)
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 23 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	60
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		



PLAN

*Order a(E) & a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

**Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Seal Joint, the opening and deck dimensions shall be adjusted to satisfy the details on base sheet EJ-SSJ on sheet 39 of 68.

Notes:

See sheets 30 & 31 of 68 for superstructure details and Bill of Material.

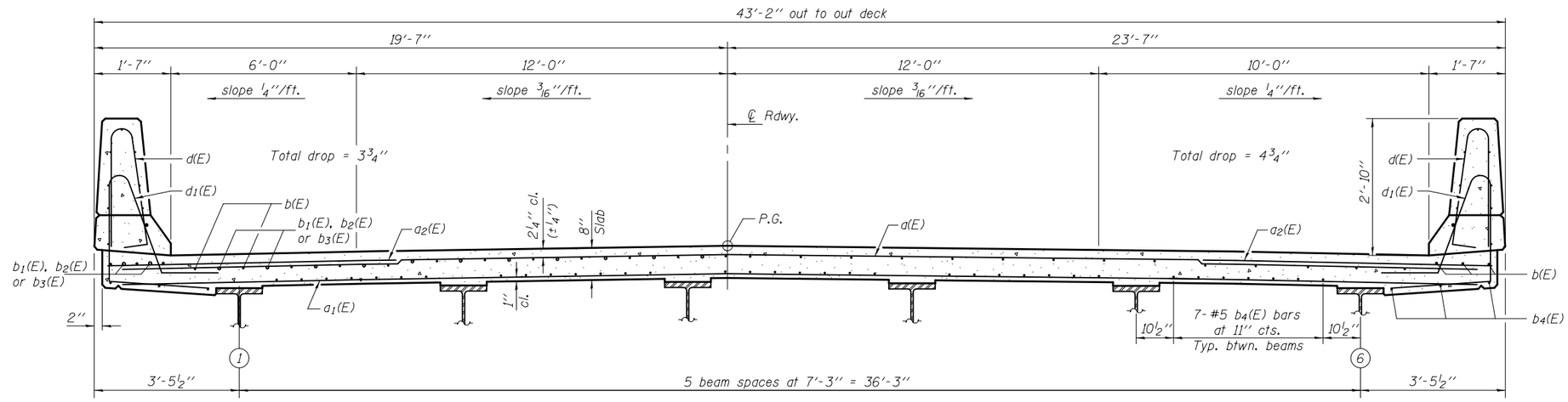
Bars indicated thus 20 x 3- #5 etc. indicates 20 lines of bars with 3 lengths per line.

See sheet 30 of 68 for parapet reinforcement.

See sheet 31 of 68 for Sections A-A & B-B.

MIN. BAR LAP

#5 bar = 3'-3"

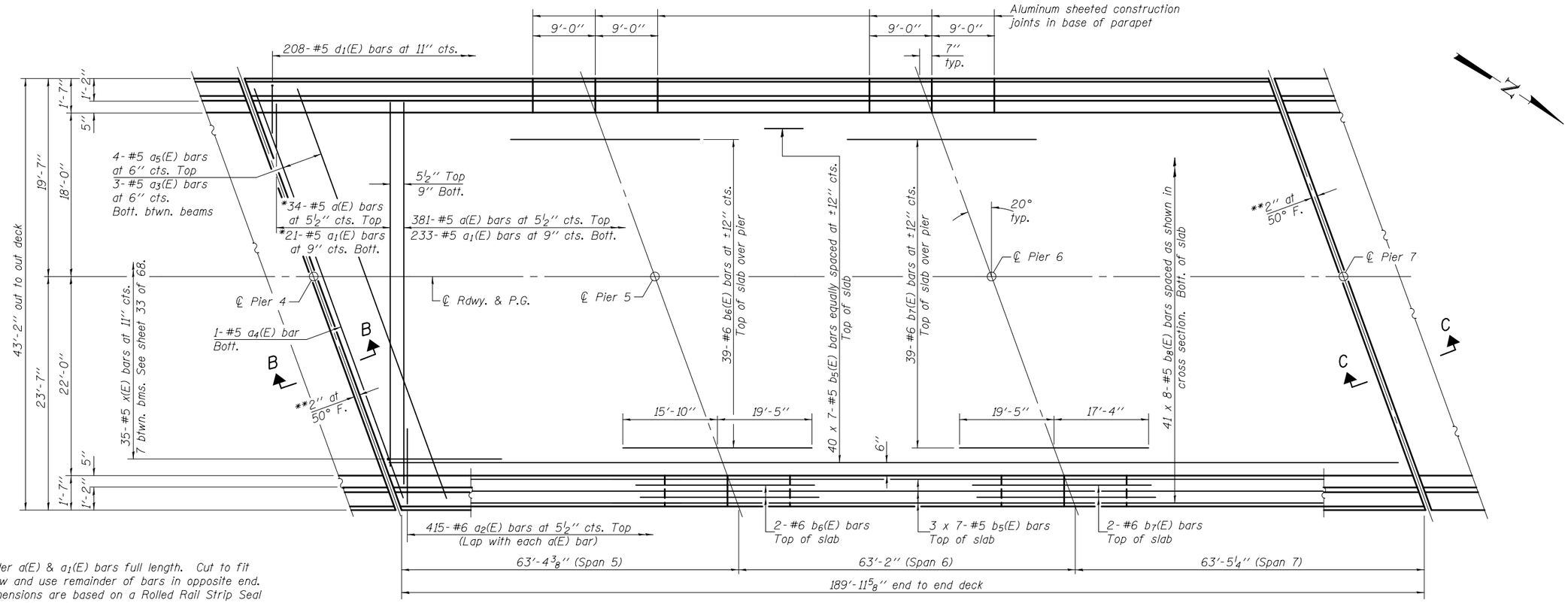


NEAR PIER NEAR MIDSPAN

CROSS SECTION

(Looking North)

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE – SPANS 1 THRU 4 – UNIT 1 (N.B.) STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela	ENGINEER OF BRIDGE DESIGN	REVISED			322	(58-20B-1)BR	MACON	122	61
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 24 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES					ILLINOIS	FED. AID PROJECT		



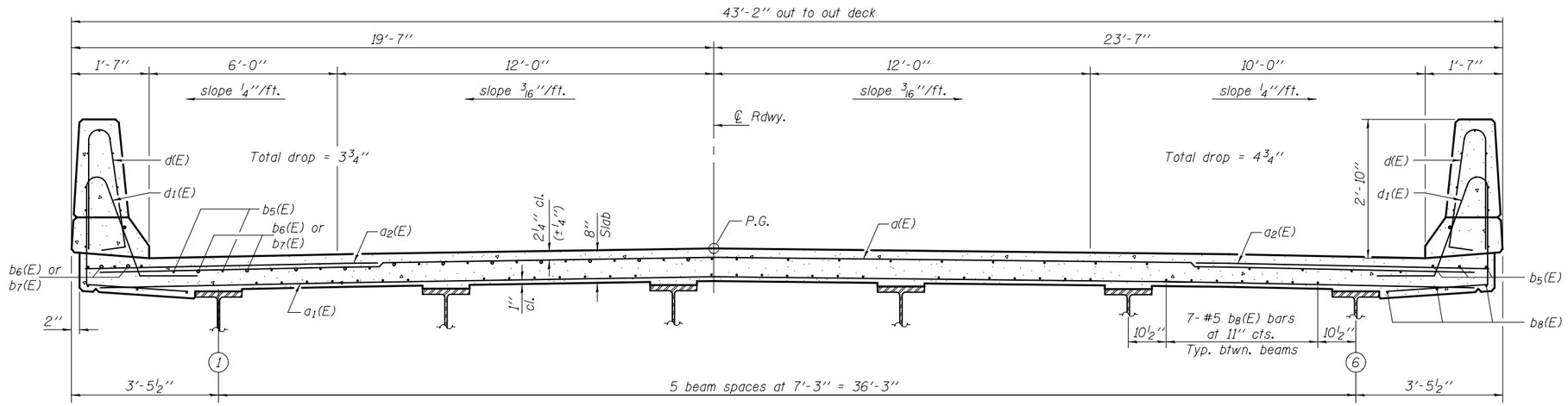
PLAN

*Order a(E) & a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
**Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Seal Joint, the opening and deck dimensions shall be adjusted to satisfy the details on base sheet EJ-SSJ on sheet 39 of 68.

Notes:
See sheets 32 & 33 of 68 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 32 of 68 for parapet reinforcement.
See sheet 33 of 68 for Sections B-B & C-C.

MIN. BAR LAP

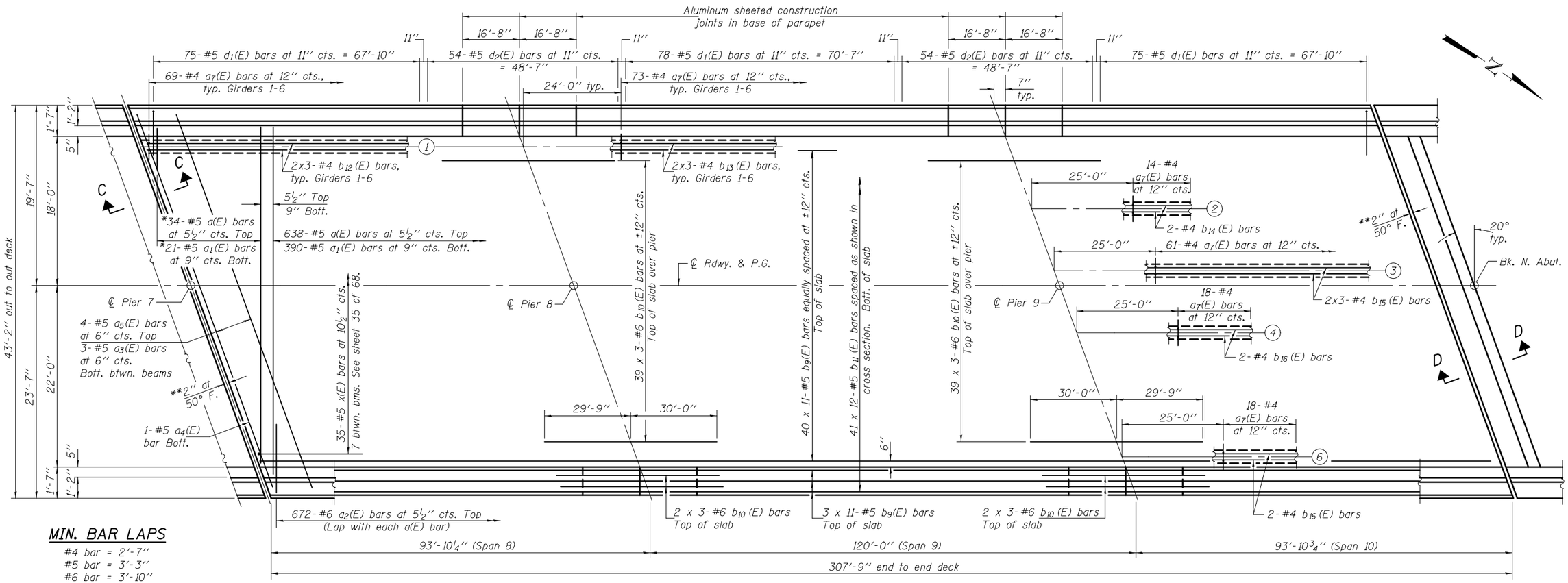
#5 bar = 3'-3"



NEAR PIER NEAR MIDSPAN

CROSS SECTION
(Looking North)

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE – SPANS 5 THRU 7 – UNIT 2 (N.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - A. R. Sheblb		REVISED			322	(58-20B-1)BR	MACON	122	62
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 25 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED - NRB/JMO/GRA	Joyce F. Aboltin ENGINEER OF BRIDGE DESIGN; A. Carl Tranter ACTING ENGINEER OF BRIDGES AND STRUCTURES						ILLINOIS FED. AID PROJECT		

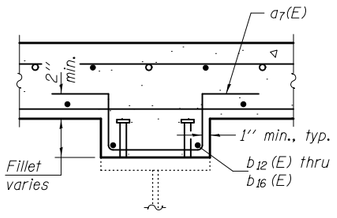


PLAN

MIN. BAR LAPS

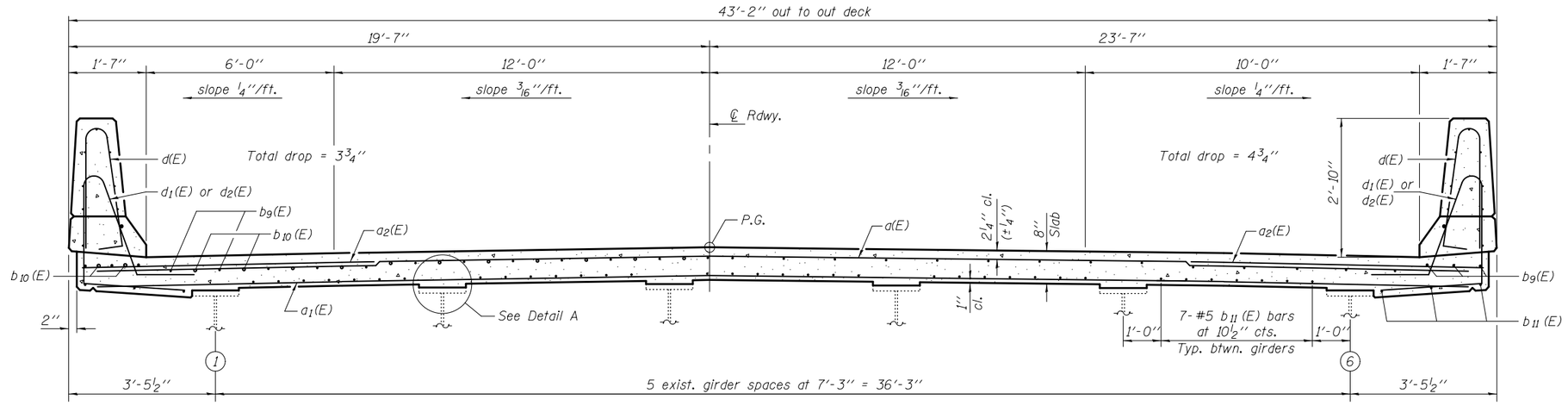
#4 bar = 2'-7"
#5 bar = 3'-3"
#6 bar = 3'-10"

*Order a(E) & a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
**Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Seal Joint, the opening and deck dimensions shall be adjusted to satisfy the details on base sheet EJ-SSJ on sheet 39 of 68.



DETAIL A

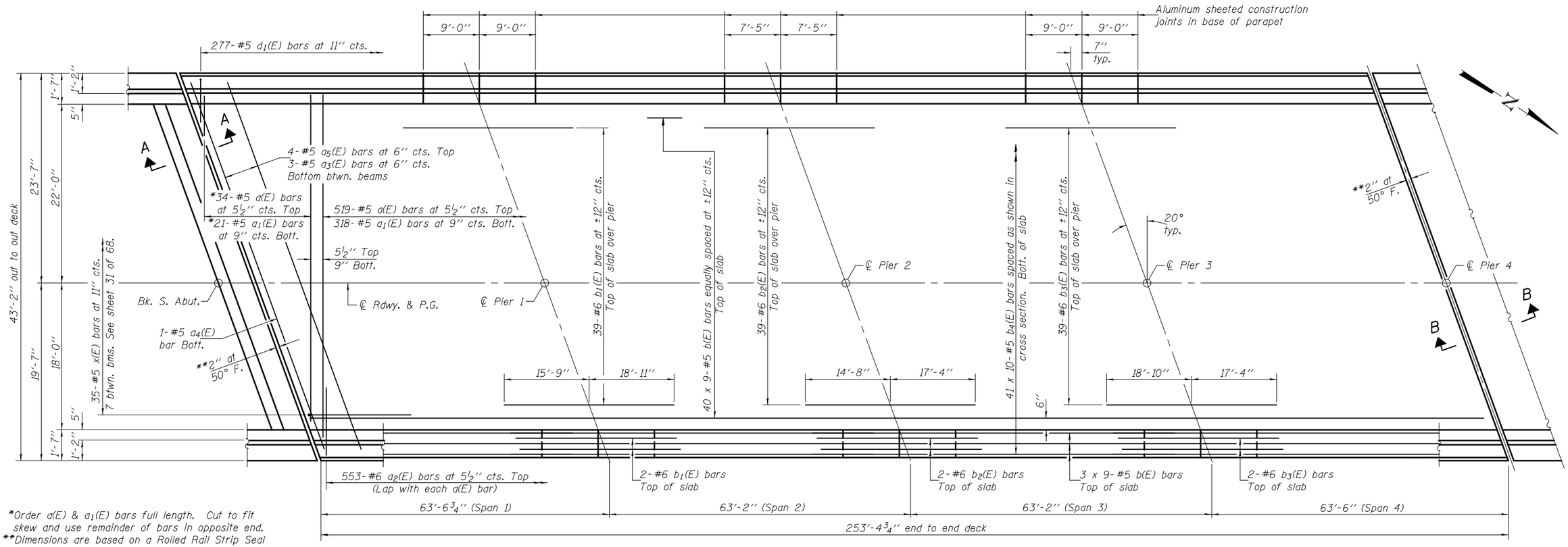
Notes:
See sheets 34 & 35 of 68 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 34 of 68 for parapet reinforcement.
See sheet 35 of 68 for Sections C-C & D-D.



NEAR PIER NEAR MIDSPAN

CROSS SECTION
(Looking North)

DESIGNED - A. R. Sheblb	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE – SPANS 8 THRU 10 – UNIT 3 (N.B.) STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - N. R. Barnett	ENGINEER OF BRIDGE DESIGN	REVISED			322	(58-20B-1)BR	MACON	122	63
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 26 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES						ILLINOIS FED. AID PROJECT		



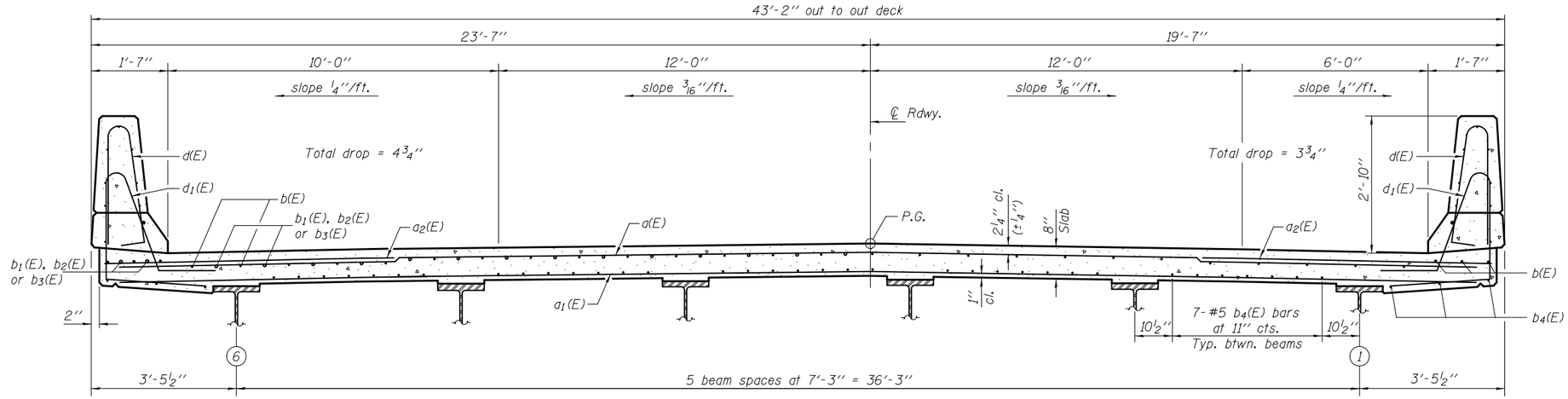
PLAN

*Order a(E) & a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
**Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Seal Joint, the opening and deck dimensions shall be adjusted to satisfy the details on base sheet EJ-SSJ on sheet 39 of 68.

MIN. BAR LAP

#5 bar = 3'-3"

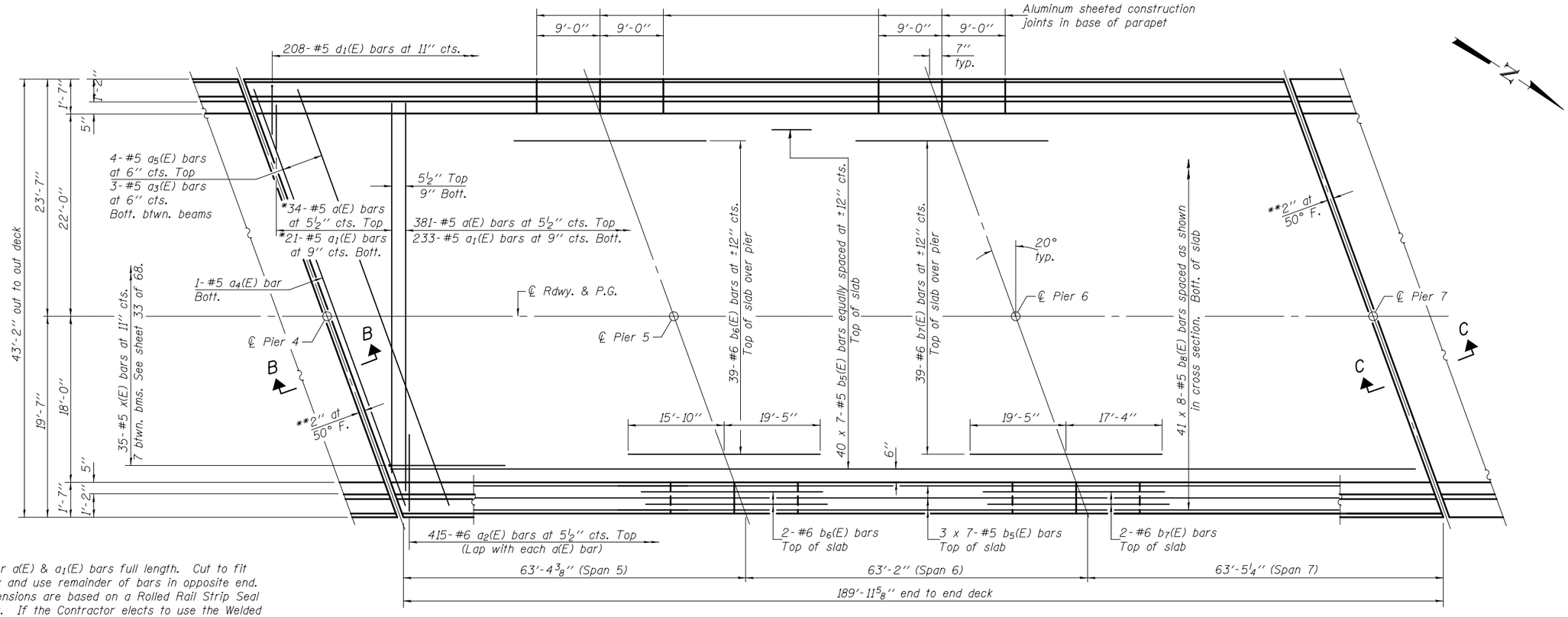
Notes:
See sheets 30 & 31 of 68 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 30 of 68 for parapet reinforcement.
See sheet 31 of 68 for Sections A-A & B-B.



NEAR PIER NEAR MIDSPAN

CROSS SECTION
(Looking North)

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE – SPANS 1 THRU 4 – UNIT 1 (S.B.) STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela					322	(58-20B-1)BR	MACON	122	64
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 27 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		



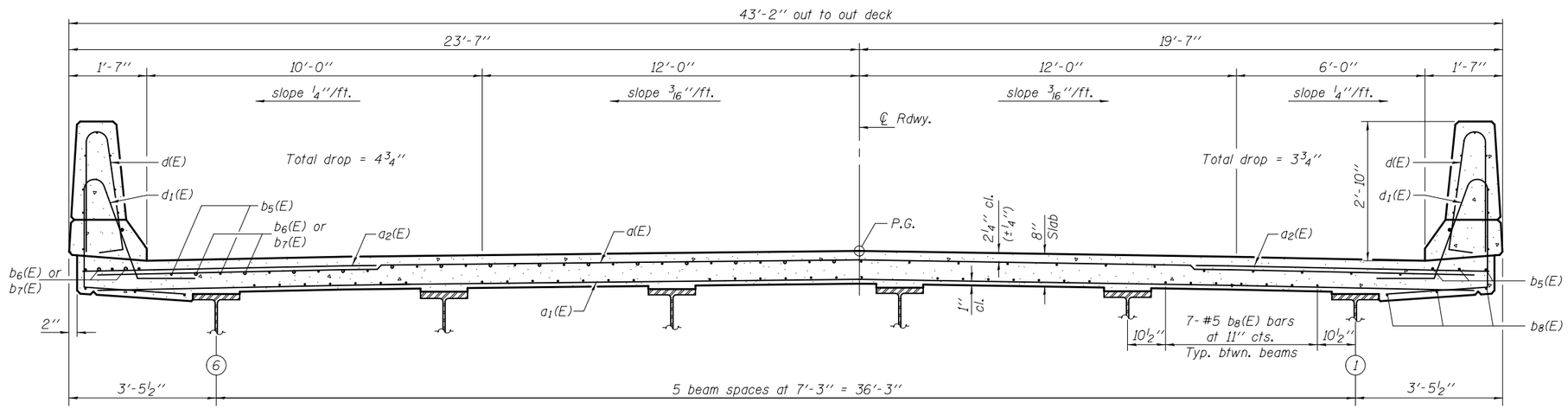
PLAN

*Order a(E) & a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
**Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Seal Joint, the opening and deck dimensions shall be adjusted to satisfy the details on base sheet EJ-SSJ on sheet 39 of 68.

Notes:
See sheets 32 & 33 of 68 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 32 of 68 for parapet reinforcement.
See sheet 33 of 68 for Sections B-B & C-C.

MIN. BAR LAP

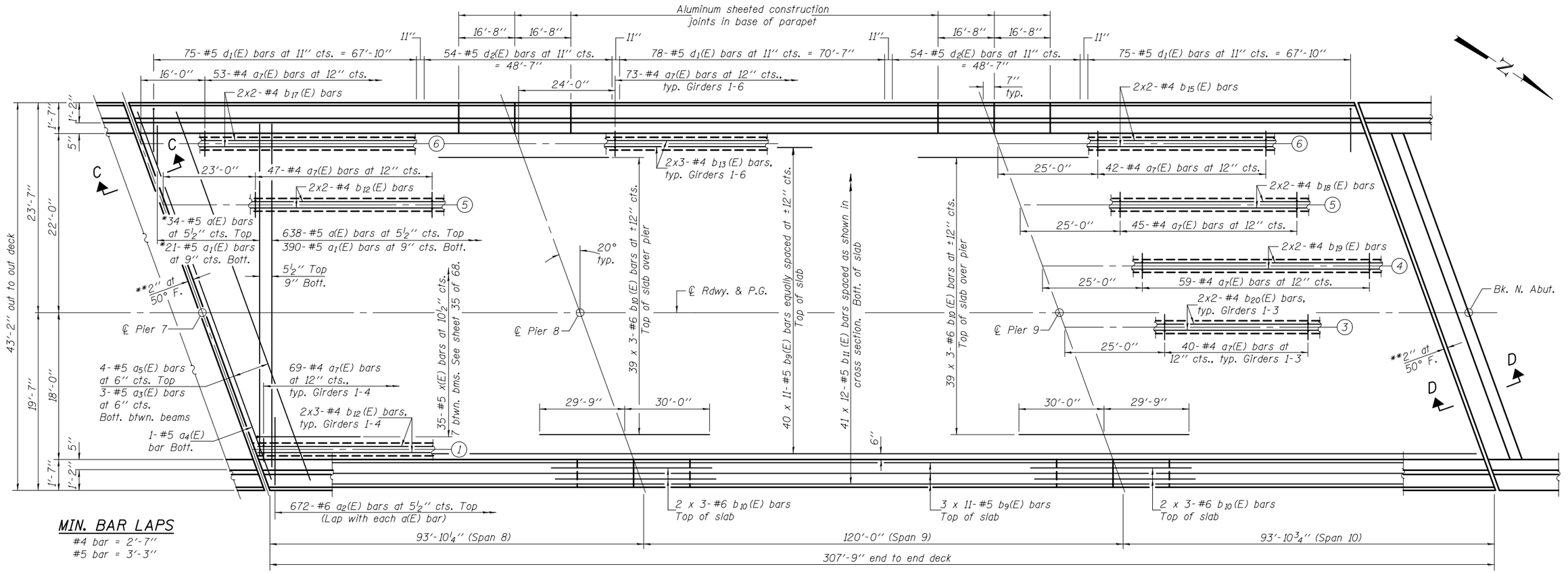
#5 bar = 3'-3"



NEAR PIER NEAR MIDSPAN

CROSS SECTION
(Looking North)

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE – SPANS 5 THRU 7 – UNIT 2 (S.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - A. R. Sheblb		REVISED			322	(58-20B-1)BR	MACON	122	65
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 28 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED - NRB/JMO/GRA	ENGINEER OF BRIDGE DESIGN / ACTING ENGINEER OF BRIDGES AND STRUCTURES						ILLINOIS FED. AID PROJECT		

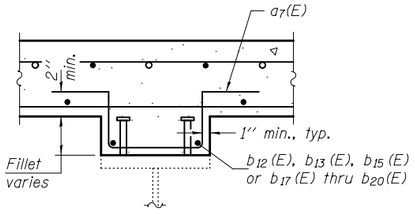


PLAN

MIN. BAR LAPS

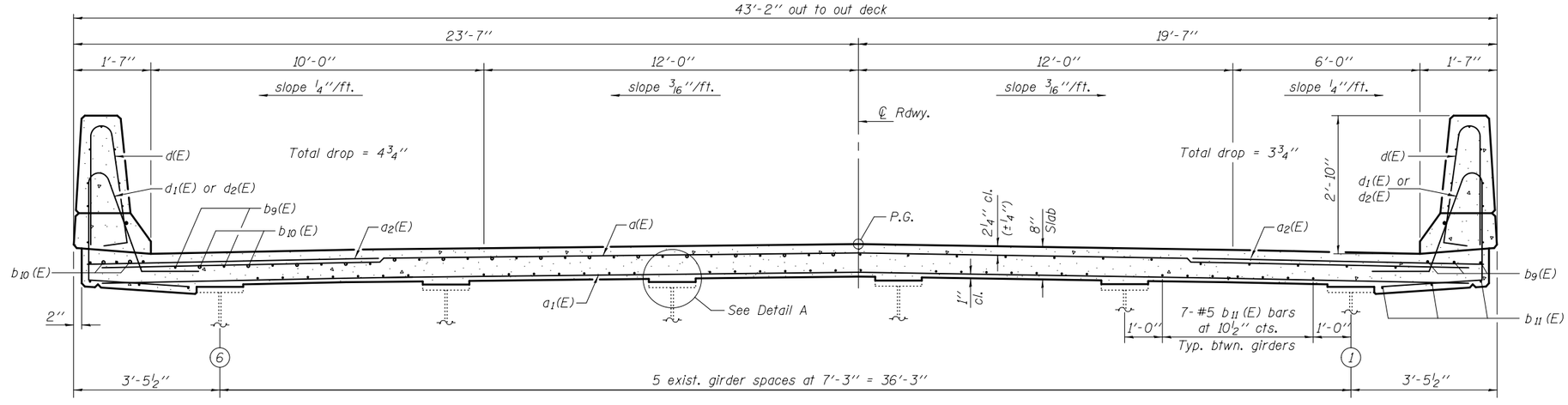
#4 bar = 2'-7"
#5 bar = 3'-3"

*Order a(E) & a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
**Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Seal Joint, the opening and deck dimensions shall be adjusted to satisfy the details on base sheet EJ-SSJ on sheet 39 of 68.



DETAIL A

Notes:
See sheets 34 & 35 of 68 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 34 of 68 for parapet reinforcement.
See sheet 35 of 68 for Sections C-C & D-D.



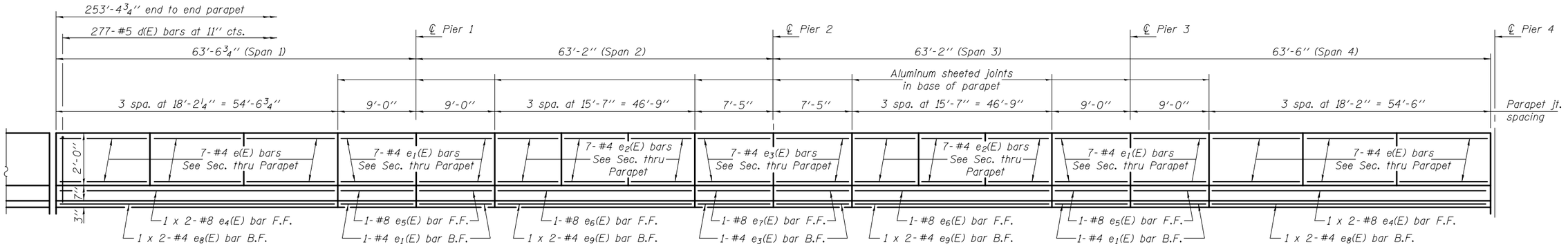
NEAR PIER

NEAR MIDSPAN

CROSS SECTION

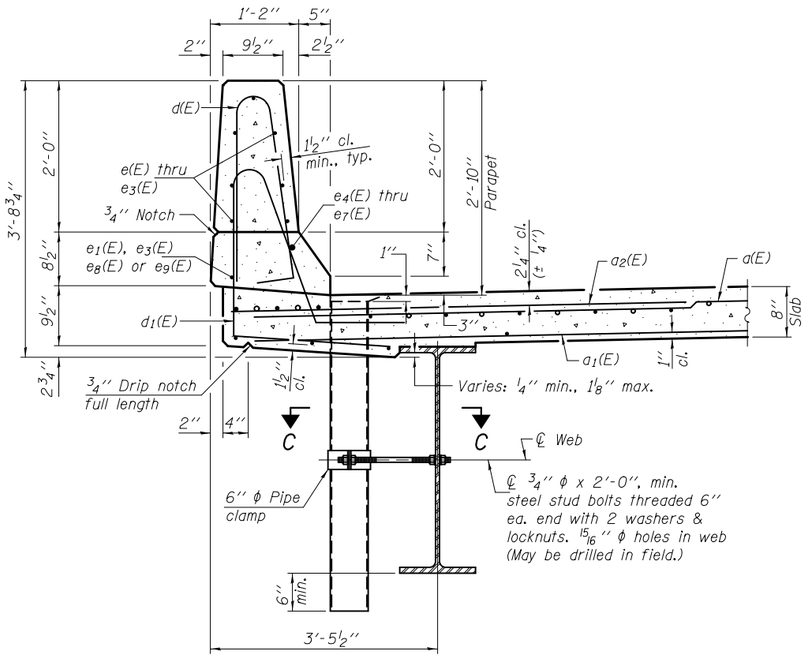
(Looking North)

DESIGNED - A. R. Sheib	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE – SPANS 8 THRU 10 – UNIT 3 (S.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - N. R. Barnett						322	(58-20B-1)BR	MACON	122	66
DRAWN - h.t. duong	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 29 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		

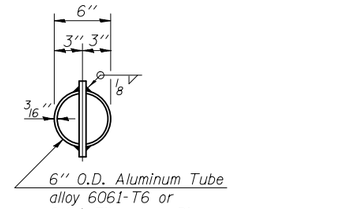


INSIDE ELEVATION OF WEST PARAPET - SPANS 1 THRU 4 - UNIT 1

(Looking West - East parapet similar)

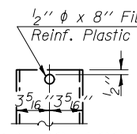


SECTION THRU PARAPET

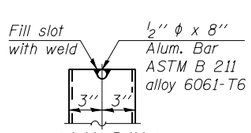


TOP PLAN

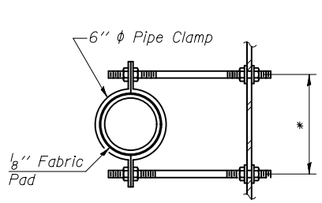
(Showing Aluminum Tube)



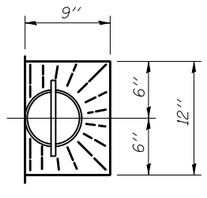
FIBERGLASS PIPE



ALUMINUM TUBE



SECTION C-C

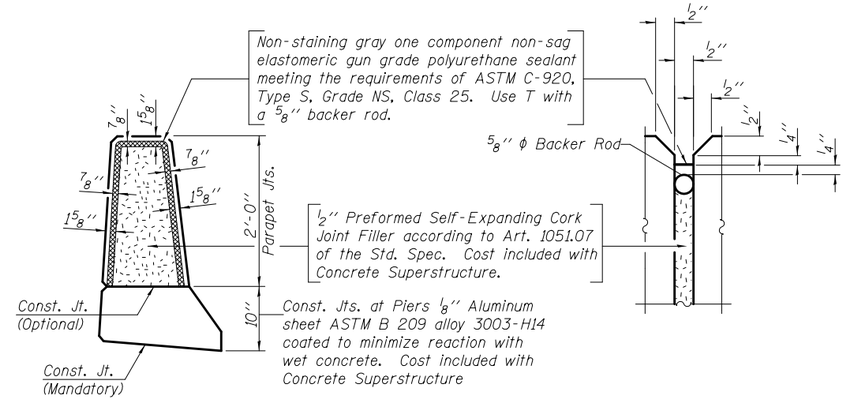


TOP PLAN

*Dimension as required by Pipe Clamp

MIN. BAR LAPS

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



PARAPET JOINT DETAILS

Notes:

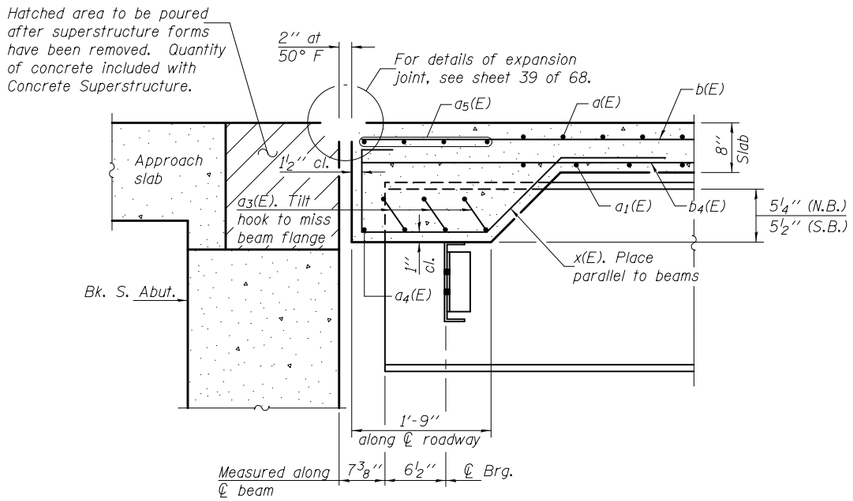
Drains shall be located clear of all diaphragms.

The exterior surfaces of the floor drains shall be painted with the finish coat as specified in Article 506 of the Standard Specifications. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.

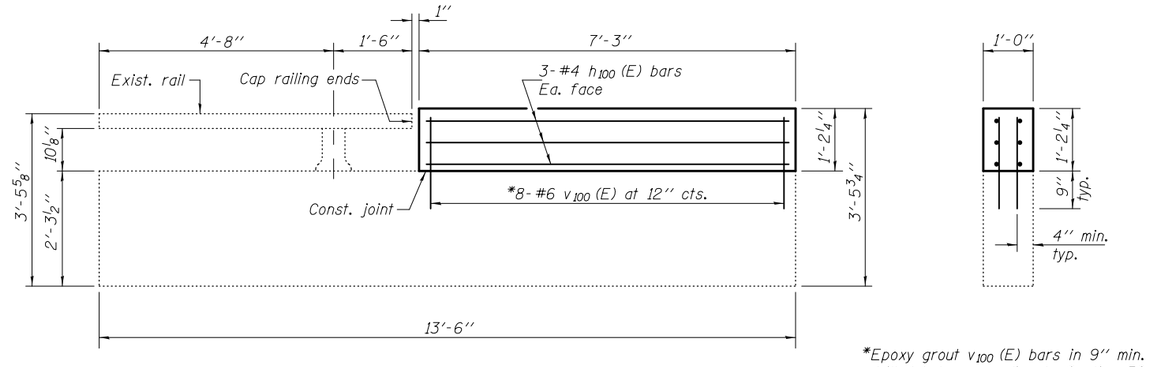
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS – SPANS 1 THRU 4 – UNIT 1 STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela						322	(58-20B-1)BR	MACON	122	67
DRAWN - h.t. duong	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED					CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 30 OF 68 SHEETS			ILLINOIS FED. AID PROJECT		



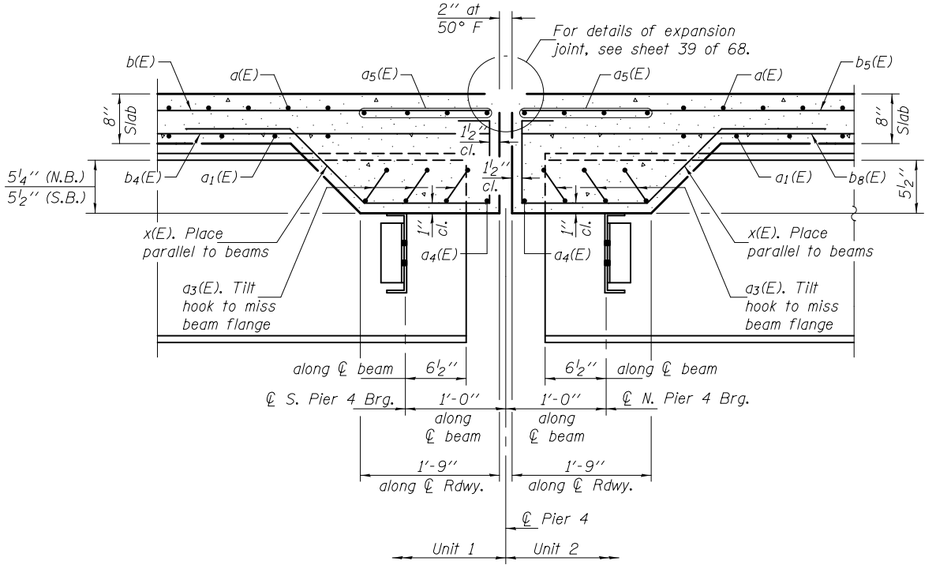
SECTION A-A



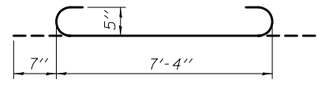
EXISTING END POST MODIFICATION FOR TEMPORARY GUARDRAIL - STAGE I TRAFFIC

Existing East Endpost - South Abutment (S.B.)
(Looking East)

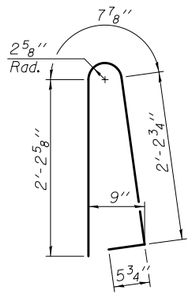
*Epoxy grout v100 (E) bars in 9'' min. drilled holes according to Section 584 of the Standard Specifications.



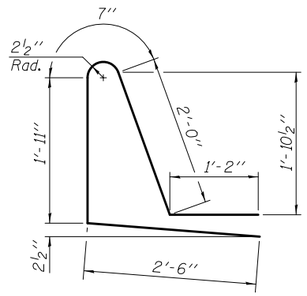
SECTION B-B



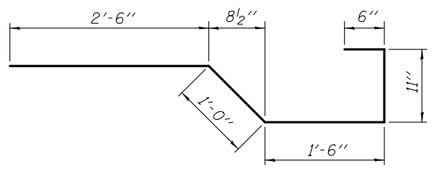
BAR a3(E)



BAR d(E)



BAR d1(E)



BAR x(E)

TWO SUPERSTRUCTURES (N.B. & S.B.) - UNIT 1
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1106	#5	42'-6''	———
a1(E)	678	#5	40'-10''	———
a2(E)	2212	#6	6'-6''	———
a3(E)	60	#5	8'-6''	⊂——⊃
a4(E)	4	#5	38'-3''	———
a5(E)	16	#5	45'-3''	———
b(E)	828	#5	31'-1''	———
b1(E)	86	#6	34'-8''	———
b2(E)	86	#6	32'-0''	———
b3(E)	86	#6	36'-2''	———
b4(E)	820	#5	28'-2''	———
d(E)	1108	#5	5'-7''	⌊
d1(E)	1108	#5	8'-2''	⌊
e(E)	168	#4	17'-10''	———
e1(E)	128	#4	8'-9''	———
e2(E)	168	#4	15'-4''	———
e3(E)	64	#4	7'-2''	———
e4(E)	16	#8	29'-8''	———
e5(E)	16	#8	8'-9''	———
e6(E)	8	#8	46'-6''	———
e7(E)	8	#8	7'-2''	———
e8(E)	16	#4	28'-2''	———
e9(E)	16	#4	24'-3''	———
h100 (E)	6	#4	7'-0''	———
v100 (E)	16	#6	1'-9''	———
x(E)	140	#5	6'-5''	——⌋
Reinforcement Bars, Epoxy Coated		Pound	190180	
Concrete Superstructure		Cu. Yds.	389.9	

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

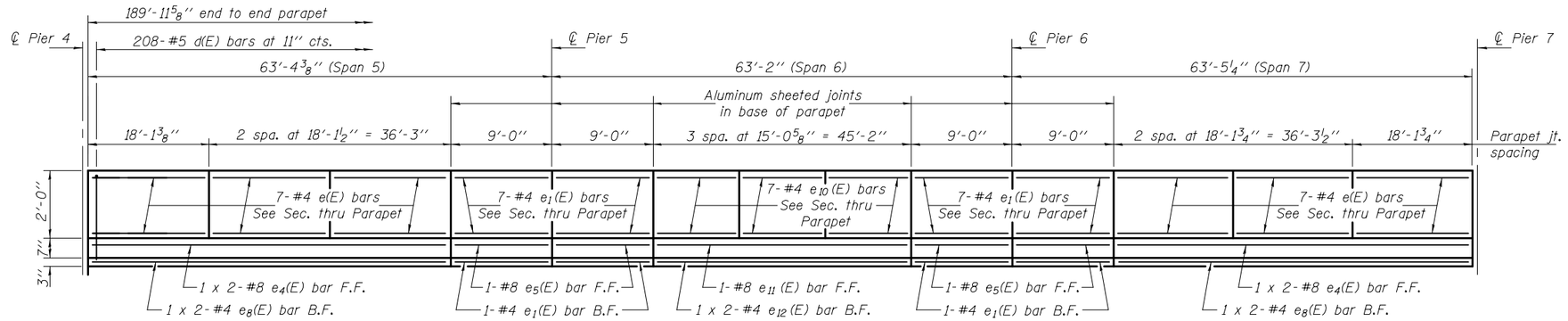
DESIGNED	-	N. R. Barnett	
CHECKED	-	J. D. Ortiz-Varela	
DRAWN	-	h.t. duong	
CHECKED	-	NRB/JOV/GRA	

EXAMINED
PASSED
Joyce F. Aboff ENGINEER OF BRIDGE DESIGN
Carl Toney ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - MAY 6, 2015
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS – SPANS 1 THRU 4 – UNIT 1
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 31 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	68
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		

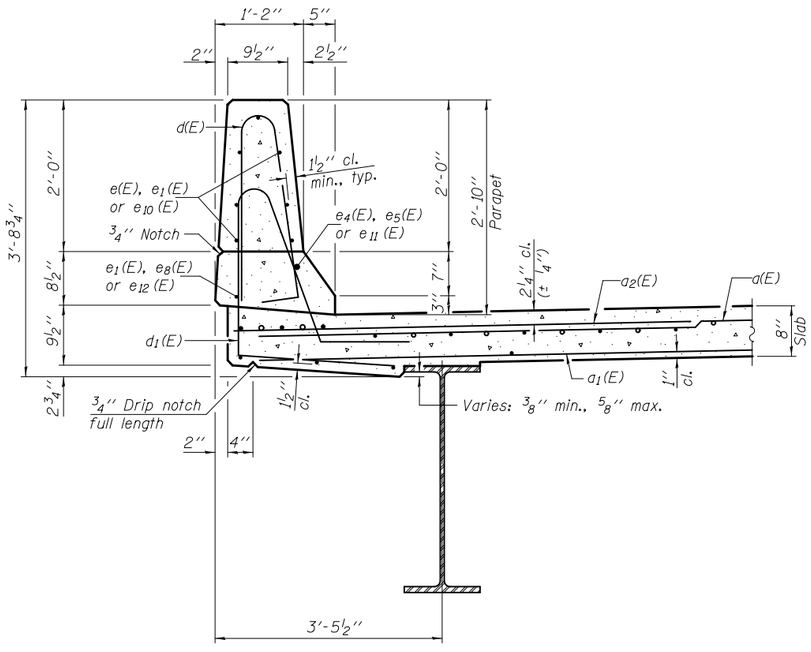


INSIDE ELEVATION OF WEST PARAPET - SPANS 5 THRU 7 - UNIT 2

(Looking West - East parapet similar)

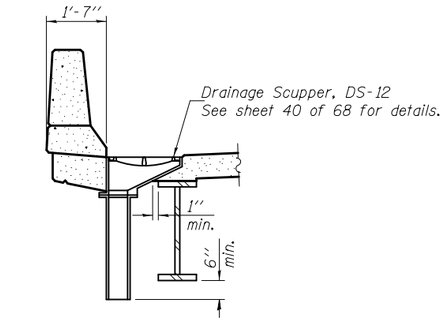
MIN. BAR LAPS

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

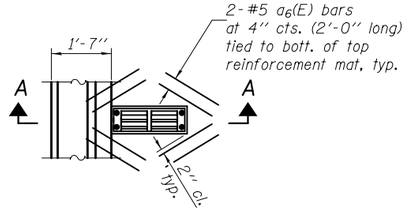


SECTION THRU PARAPET

PARAPET JOINT DETAILS



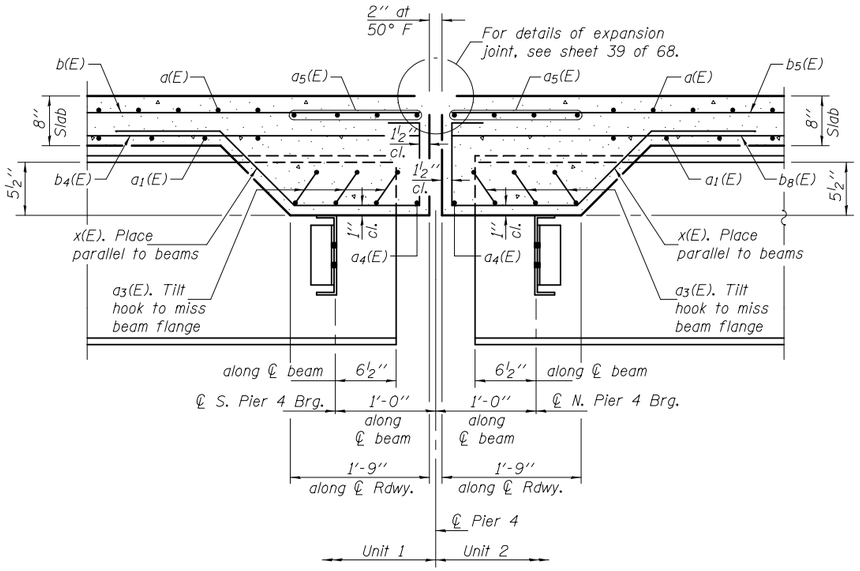
SECTION A-A



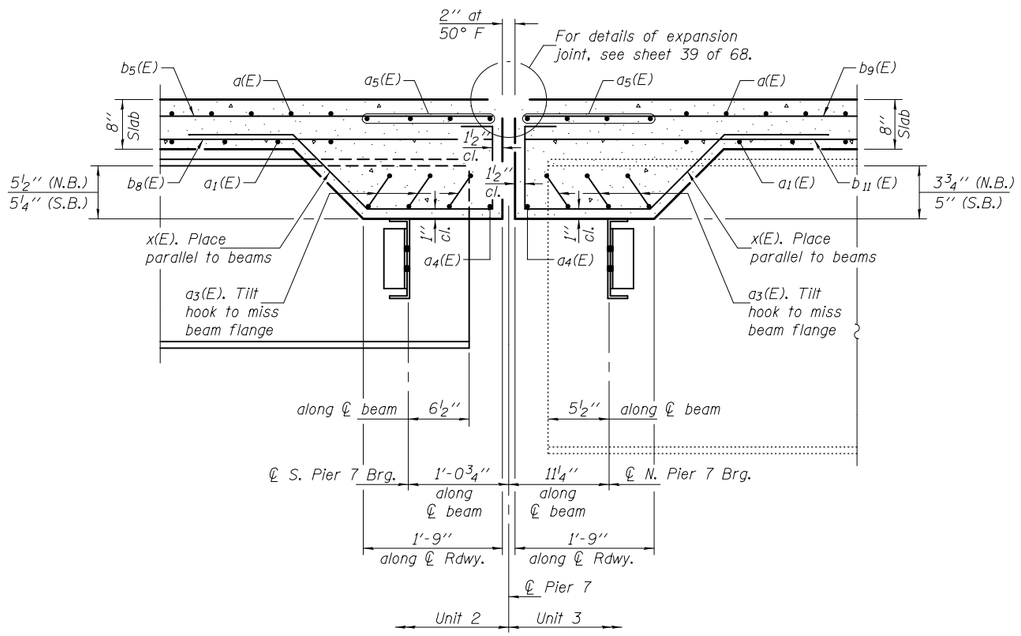
PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

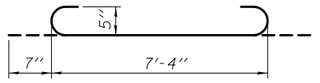
DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS – SPANS 5 THRU 7 – UNIT 2 STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - A. R. Sheblb					322	(58-20B-1)BR	MACON	122	69
DRAWN - h.t. duong	PASSED	REVISED					CONTRACT NO. 74351		
CHECKED - NRB/JMO/GRA	ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 32 OF 68 SHEETS			ILLINOIS FED. AID PROJECT		
	ACTING ENGINEER OF BRIDGES AND STRUCTURES								



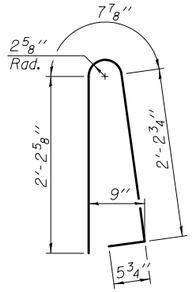
SECTION B-B



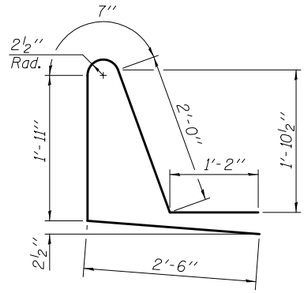
SECTION C-C



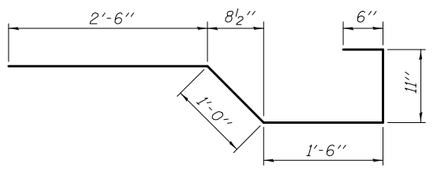
BAR $a_3(E)$



BAR d(E)



BAR $d_1(E)$



BAR x(E)

TWO SUPERSTRUCTURES (N.B. & S.B.) - UNIT 2 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	830	#5	42′-6″	——
$a_1(E)$	508	#5	40′-10″	——
$a_2(E)$	1660	#6	6′-6″	——
$a_3(E)$	60	#5	8′-6″	⊂⊃
$a_4(E)$	4	#5	38′-3″	——
$a_5(E)$	16	#5	45′-3″	——
$a_6(E)$	32	#5	2′-0″	——
$b_5(E)$	644	#5	30′-0″	——
$b_6(E)$	86	#6	35′-3″	——
$b_7(E)$	86	#6	36′-9″	——
$b_8(E)$	656	#5	26′-8″	——
d(E)	832	#5	5′-7″	⌋
$d_1(E)$	832	#5	8′-2″	L
e(E)	168	#4	17′-10″	——
$e_1(E)$	128	#4	8′-9″	——
$e_4(E)$	16	#8	29′-8″	——
$e_5(E)$	16	#8	8′-9″	——
$e_8(E)$	16	#4	28′-2″	——
$e_{10}(E)$	84	#4	14′-9″	——
$e_{11}(E)$	4	#8	44′-11″	——
$e_{12}(E)$	8	#4	23′-6″	——
x(E)	140	#5	6′-5″	⌐¬
Reinforcement Bars, Epoxy Coated			Pound	142840
Concrete Superstructure			Cu. Yds.	503.7

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

DESIGNED	-	N. R. Barnett	
CHECKED	-	A. R. Sheblb	
DRAWN	-	h.t. duong	
CHECKED	-	NRB/JMO/GRA	

EXAMINED — ENGINEER OF BRIDGE DESIGN

PASSED — ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 6, 2015

REVISED

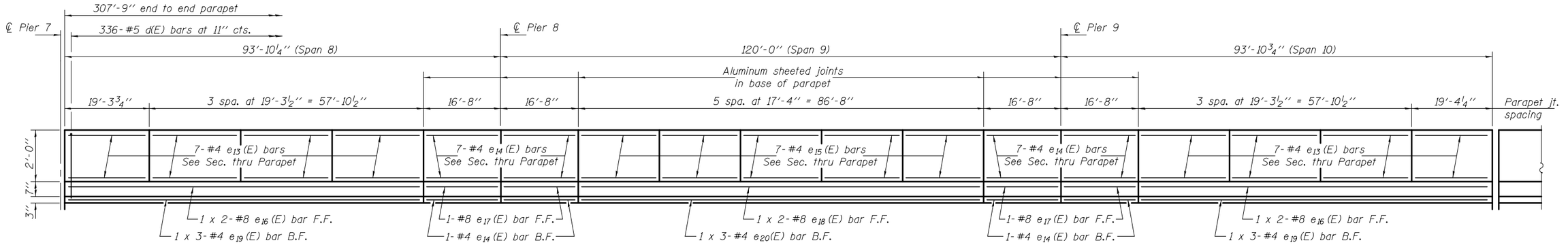
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS – SPANS 5 THRU 7 – UNIT 2
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)

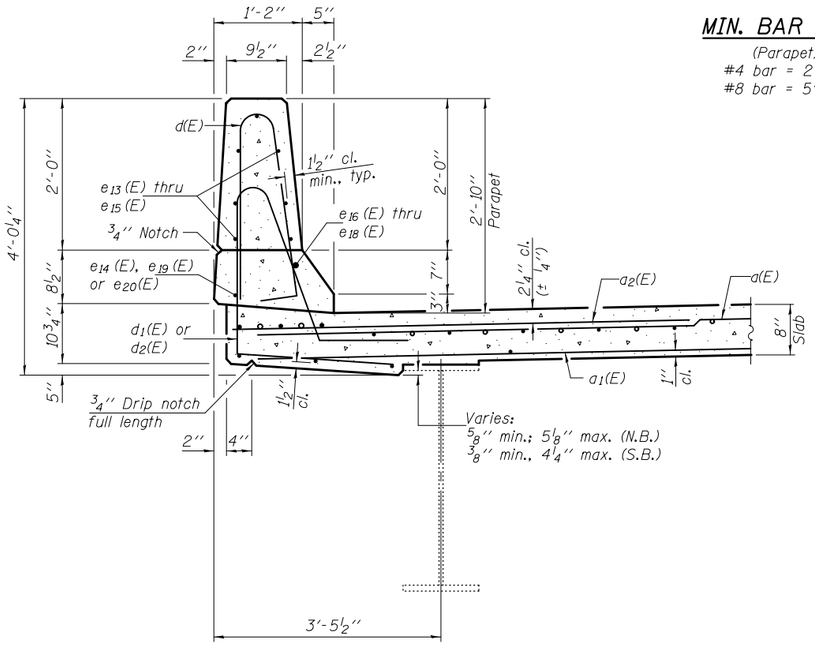
SHEET NO. 33 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	70
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		



INSIDE ELEVATION OF WEST PARAPET - SPANS 8 THRU 10 - UNIT 3

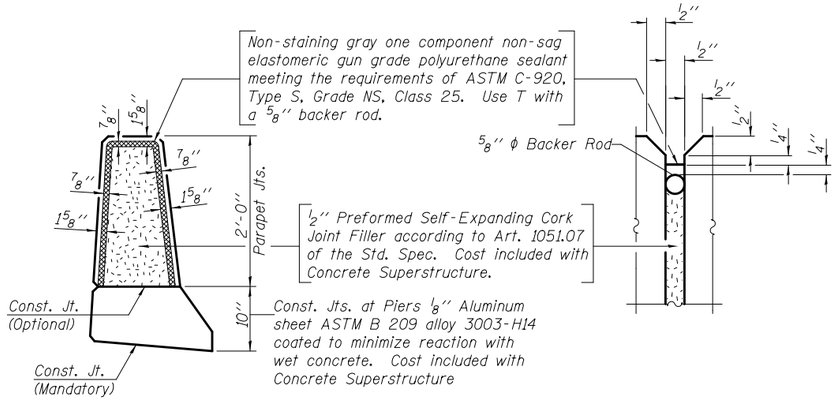
(Looking West - East parapet similar)



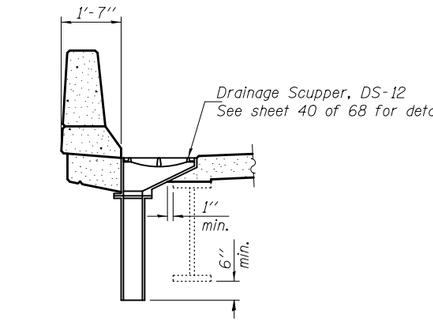
SECTION THRU PARAPET

MIN. BAR LAPS

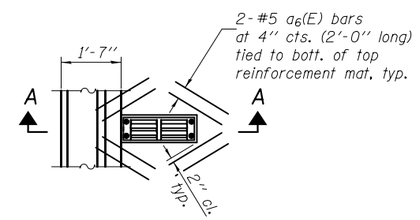
(Parapet)
#4 bar = 2′-0″
#8 bar = 5′-2″



PARAPET JOINT DETAILS



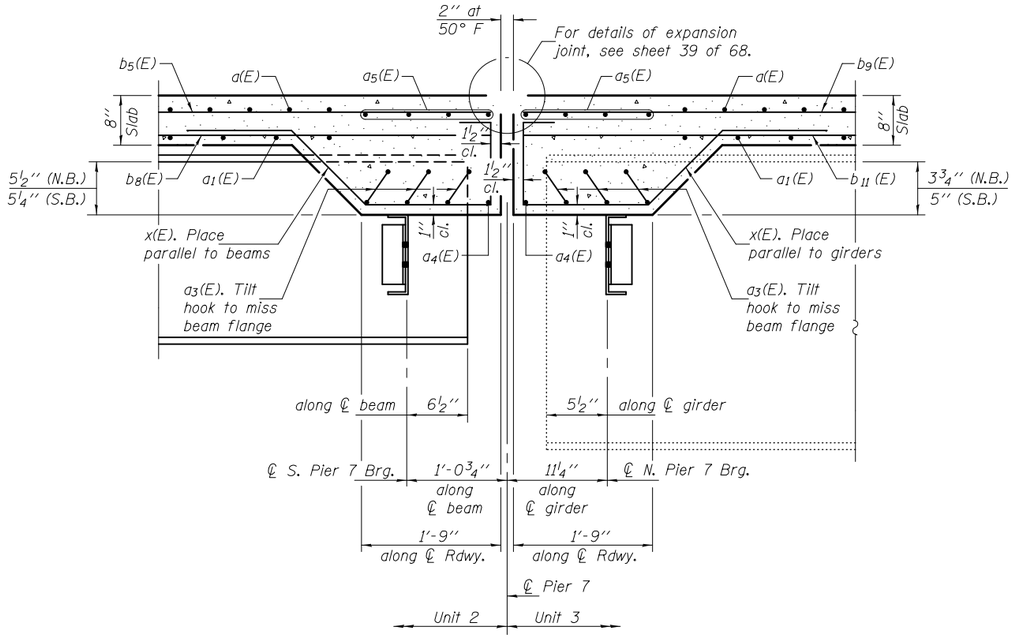
SECTION A-A



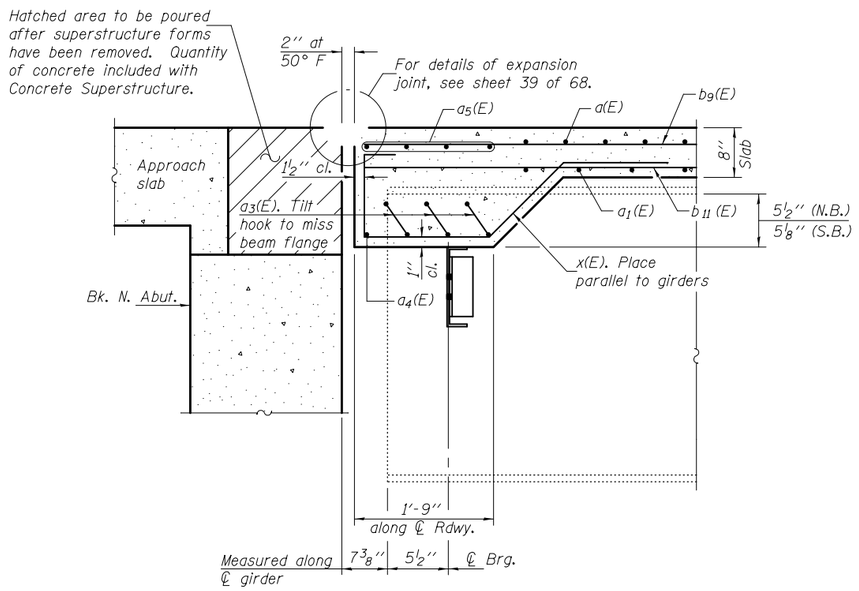
PLAN

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

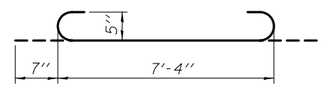
DESIGNED - A. R. Sheblb	EXAMINED	Jayne F. Jolliff ENGINEER OF BRIDGE DESIGN	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS – SPANS 8 THRU 10 – UNIT 3 STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - N. R. Barnett	PASSED	J. Carl Tenzy ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			322	(58-20B-1)BR	MACON	122	71
DRAWN - h.t. duong			REVISED		SHEET NO. 34 OF 68 SHEETS				CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA								ILLINOIS	FED. AID PROJECT	



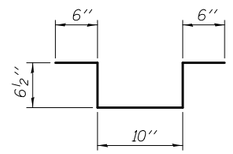
SECTION C-C



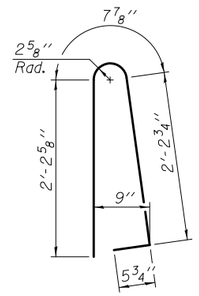
SECTION D-D



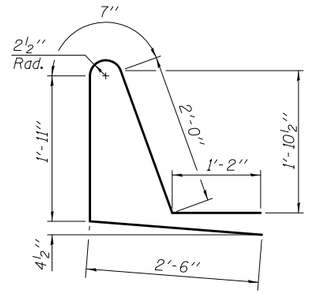
BAR a3(E)



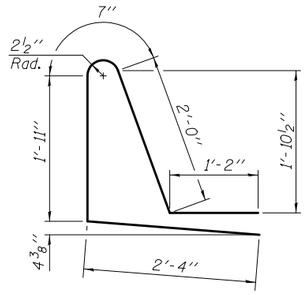
BAR a7(E)



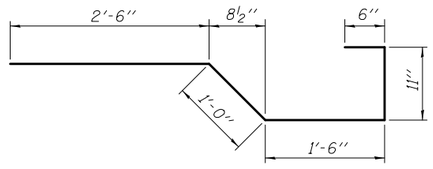
BAR d(E)



BAR d1(E)



BAR d2(E)



BAR x(E)

TWO SUPERSTRUCTURES (N.B. & S.B.) - UNIT 3 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1344	#5	42'-6"	
a1(E)	822	#5	40'-10"	
a2(E)	2688	#6	6'-6"	
a3(E)	60	#5	8'-6"	
a4(E)	4	#5	38'-3"	
a5(E)	16	#5	45'-3"	
a6(E)	32	#5	2'-0"	
a7(E)	2043	#4	2'-11"	
b9(E)	1012	#5	31'-0"	
b10(E)	516	#6	22'-6"	
b11(E)	984	#5	28'-8"	
b12(E)	64	#4	24'-5"	
b13(E)	72	#4	25'-9"	
b14(E)	2	#4	13'-0"	
b15(E)	10	#4	21'-10"	
b16(E)	4	#4	17'-0"	
b17(E)	4	#4	27'-4"	
b18(E)	4	#4	23'-4"	
b19(E)	4	#4	30'-4"	
b20(E)	4	#4	20'-10"	
d(E)	1344	#5	5'-7"	
d1(E)	912	#5	8'-2"	
d2(E)	432	#5	8'-0"	
e13(E)	224	#4	19'-0"	
e14(E)	128	#4	16'-5"	
e15(E)	140	#4	17'-1"	
e16(E)	16	#8	41'-1"	
e17(E)	16	#8	16'-5"	
e18(E)	8	#8	45'-10"	
e19(E)	24	#4	27'-0"	
e20(E)	12	#4	30'-2"	
x(E)	140	#5	6'-5"	
Reinforcement Bars, Epoxy Coated			Pound	238760
Concrete Superstructure			Cu. Yds.	868.4

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

DESIGNED	-	A. R. Sheblb	
CHECKED	-	N. R. Barnett	
DRAWN	-	h.t. duong	
CHECKED	-	NRB/JOV/GRA	

EXAMINED — ENGINEER OF BRIDGE DESIGN
PASSED — ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - MAY 6, 2015
REVISED
REVISED

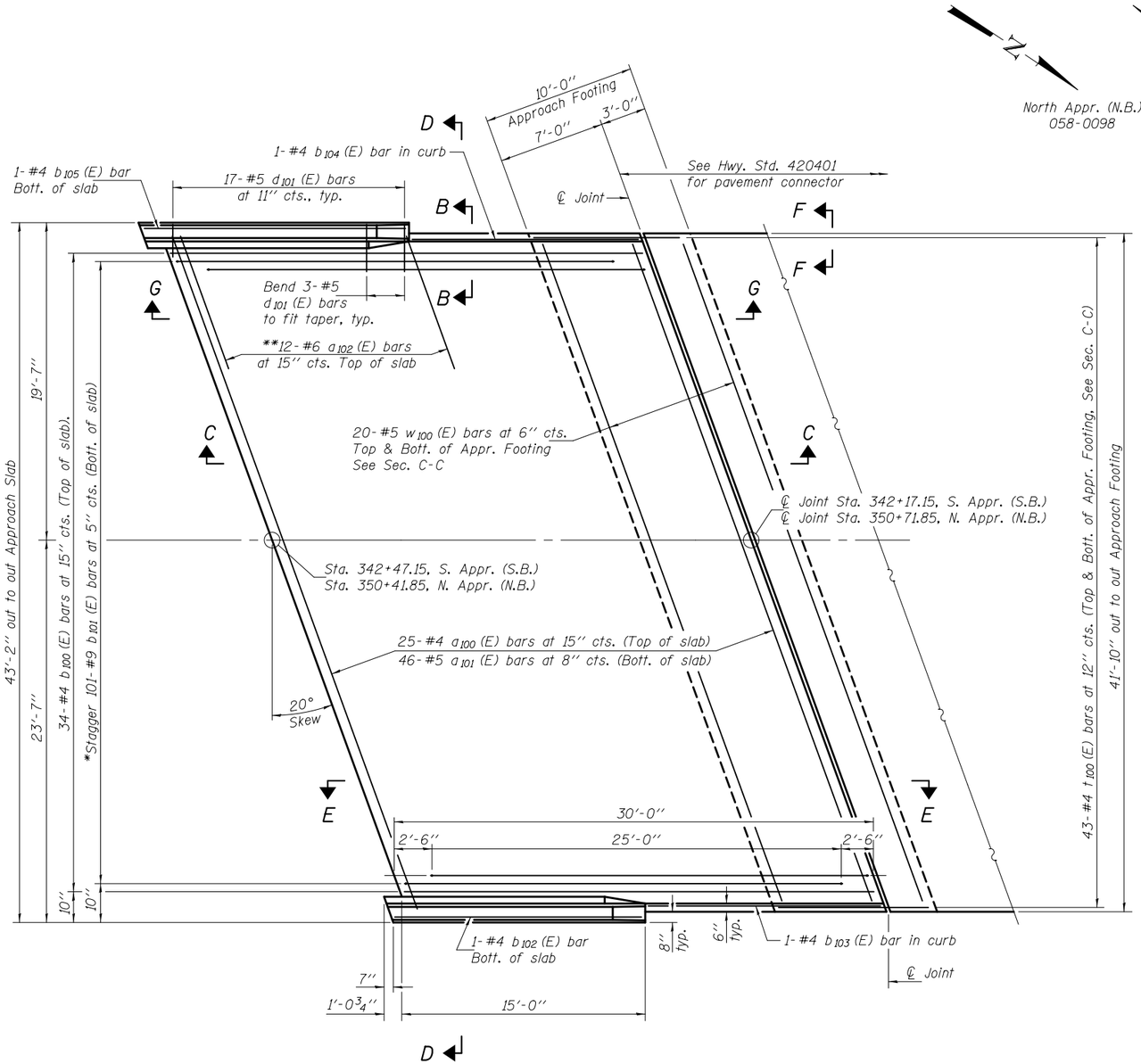
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS – SPANS 8 THRU 10 – UNIT 3
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 35 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	72
		CONTRACT NO. 74351		
		ILLINOIS	FED. AID PROJECT	

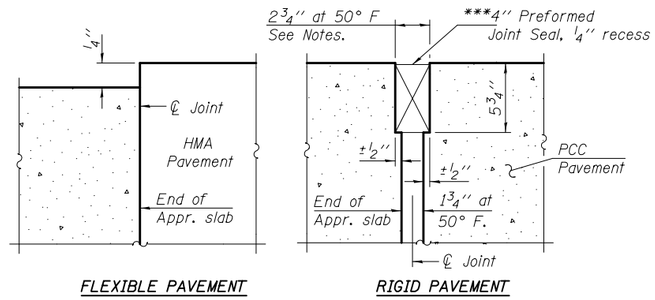
Notes:
See sheet 38 of 68 for Sections C-C & D-D and View E-E.
a_{100} (E) and a_{101} (E) bar spacings measured along ℄ Rdwy.
The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be $1\frac{1}{2}$'' for installation purposes.

*** Cost included with Concrete Superstructure.



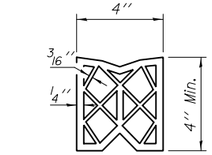
PLAN

*Tilt #9 b_{101} (E) bars as required to maintain clearance.
**Space between a_{100} (E) bars, typ. each parapet.

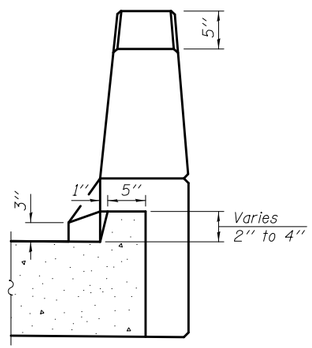


FLEXIBLE PAVEMENT RIGID PAVEMENT

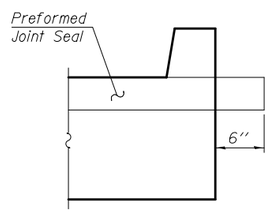
DETAIL A



PREFORMED JOINT SEAL



VIEW B-B



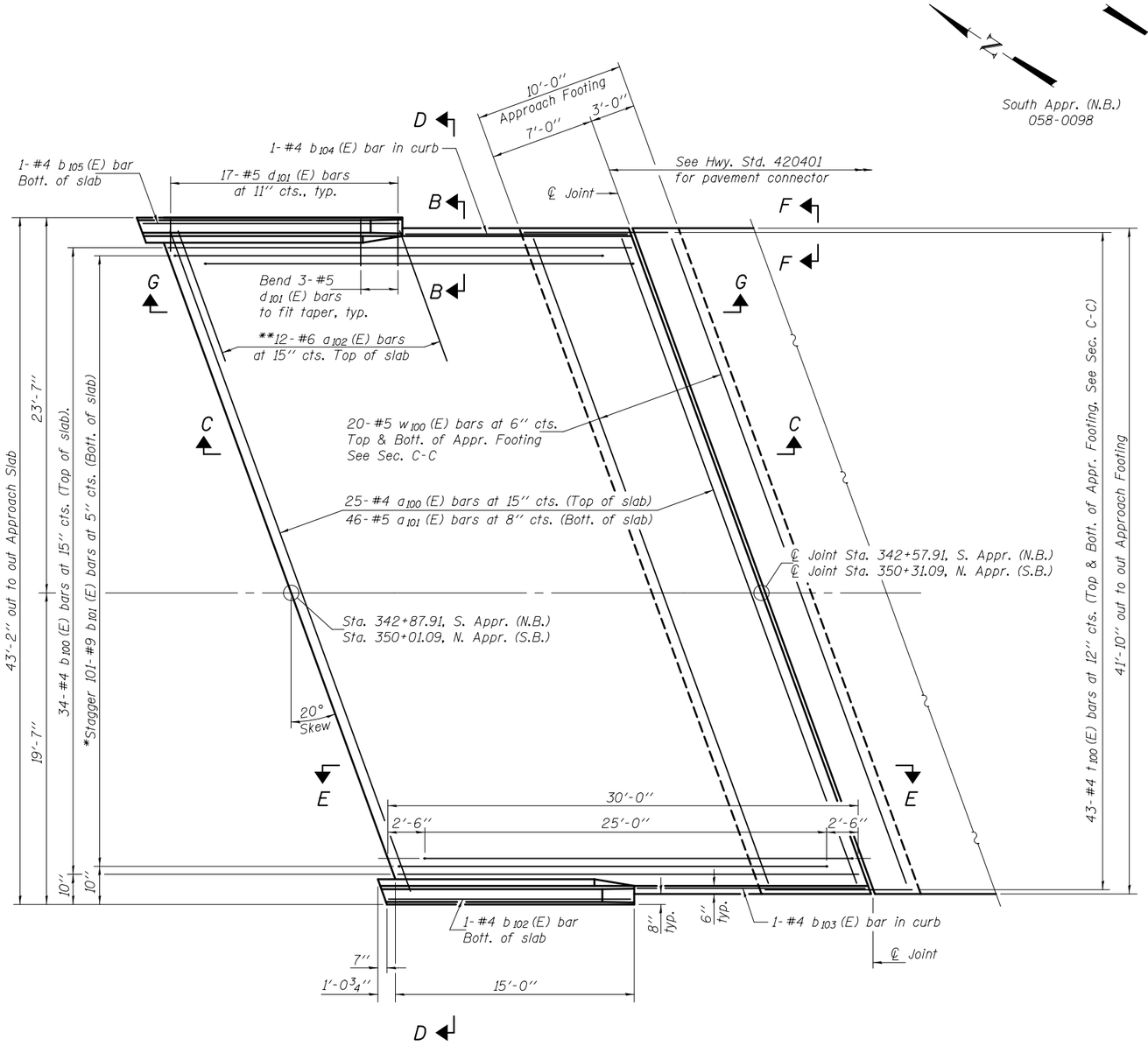
VIEW F-F

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
CHECKED - J. D. Ortiz-Varela	PASSED	Jayne F. Schiff ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 36 OF 68 SHEETS
DRAWN - h.t. duong		J. Carl Hanneg ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		
CHECKED - NRB/JOV/GRA					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	73
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

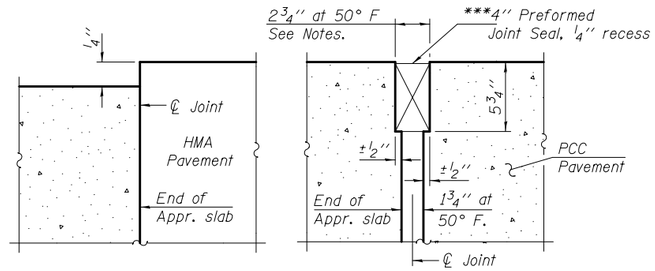
Notes:
See sheet 38 of 68 for Sections C-C & D-D and View E-E.
a_{100} (E) and a_{101} (E) bar spacings measured along ℄ Rdwy.
The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be $1\frac{1}{2}$'' for installation purposes.

*** Cost included with Concrete Superstructure.



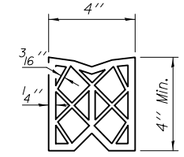
PLAN

*Tilt #9 b_{101} (E) bars as required to maintain clearance.
**Space between a_{100} (E) bars, typ. each parapet.

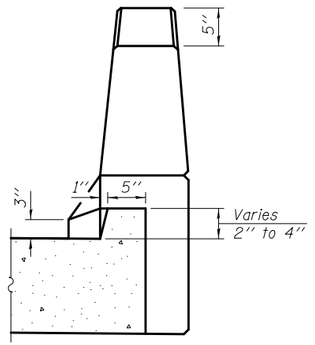


FLEXIBLE PAVEMENT RIGID PAVEMENT

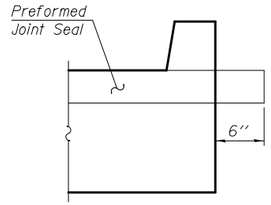
DETAIL A



PREFORMED JOINT SEAL

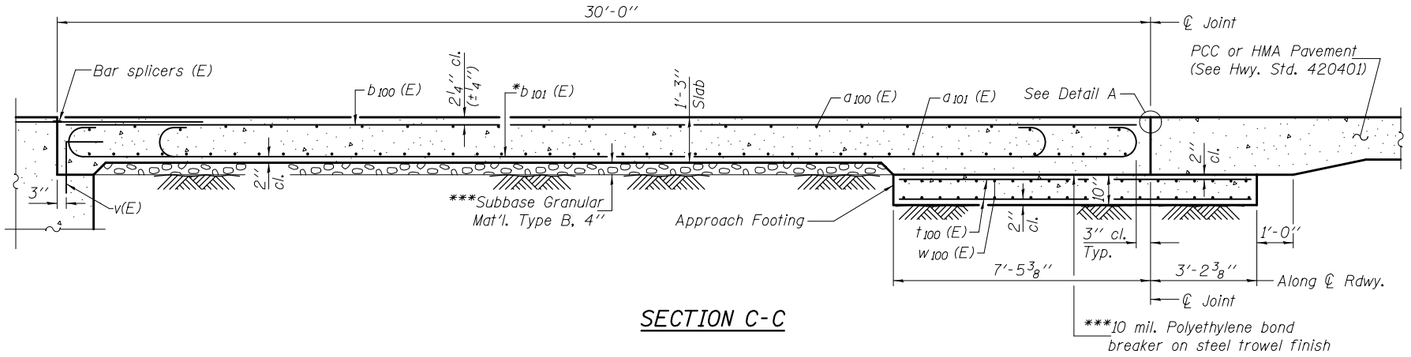


VIEW B-B

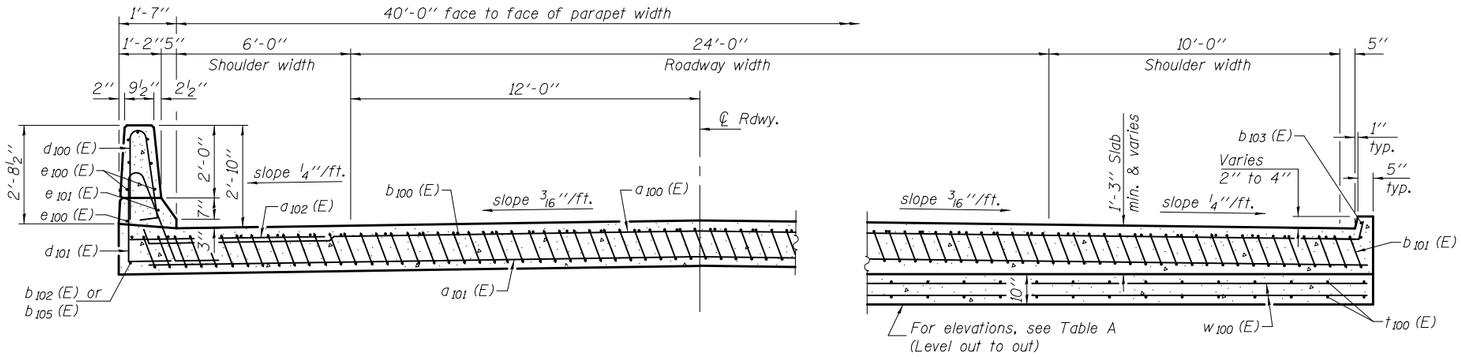


VIEW F-F

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela						322	(58-20B-1)BR	MACON	122	74
DRAWN - h.t. duong	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED					CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 37 OF 68 SHEETS		ILLINOIS	FED. AID PROJECT		



SECTION C-C

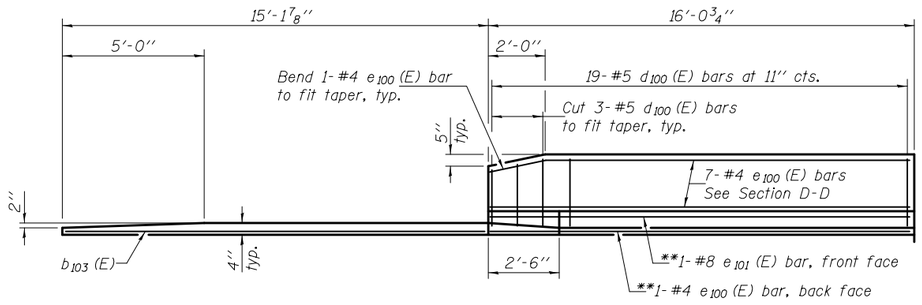


NEAR ABUTMENT

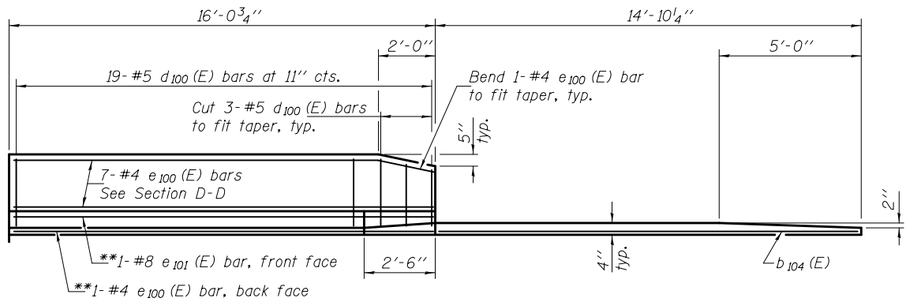
AT APPROACH FOOTING

SECTION D-D

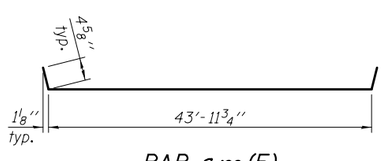
(See Plan for dimensions not shown - North Bound shown; South Bound similar)



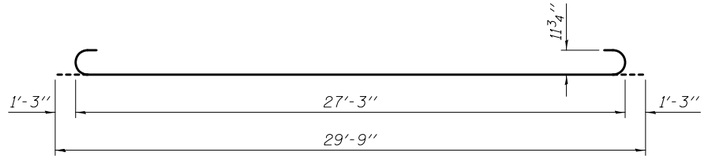
VIEW E-E



VIEW G-G



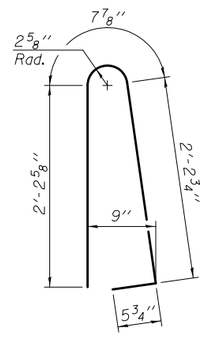
BAR a 100 (E)



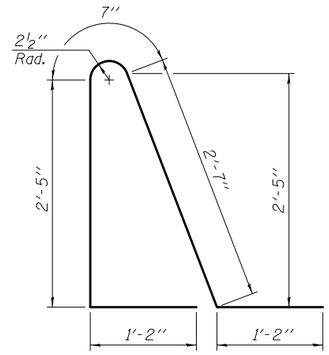
BAR b 101 (E)

Notes:

See sheets 36 & 37 of 68 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(E) bar details, see sheets 61 & 62 of 68.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For additional parapet details, see sheets 36 & 37 of 68.



BAR d 100 (E)



BAR d 101 (E)

*Tilt #9 b 101(E) bars as required to maintain clearance.
**Cut e 100 (E) and e 101 (E) bars to fit.
***Cost included with Concrete Superstructure.

TABLE A

Location	Bottom of Footing Elev.
South Approach (S.B.)	603.48
North Approach (S.B.)	607.33
South Approach (N.B.)	603.56
North Approach (N.B.)	607.66

FOUR APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a 100 (E)	100	#4	44'-9"	
a 101 (E)	184	#5	44'-2"	
a 102 (E)	96	#6	6'-6"	
b 100 (E)	136	#4	29'-8"	
b 101 (E)	404	#9	29'-9"	
b 102 (E)	4	#4	15'-2"	
b 103 (E)	4	#4	14'-10"	
b 104 (E)	4	#4	14'-5"	
b 105 (E)	4	#4	16'-3"	
d 100 (E)	152	#5	5'-7"	
d 101 (E)	136	#5	7'-11"	
e 100 (E)	64	#4	15'-9"	
e 101 (E)	8	#8	15'-9"	
t 100 (E)	344	#4	10'-3"	
w 100 (E)	160	#5	44'-2"	
Concrete Superstructure			Cu. Yd.	262.9
Concrete Structures			Cu. Yd.	55.0
Reinforcement Bars, Epoxy Coated			Pound	68870

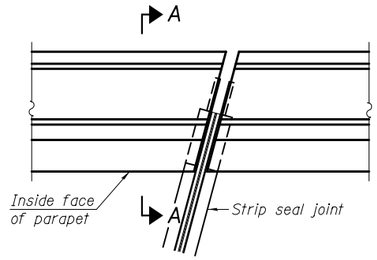
DESIGNED	-	N. R. Barnett	
CHECKED	-	J. D. Ortiz-Varela	
DRAWN	-	h.t. duong	
CHECKED	-	NRB/JOV/GRA	

EXAMINED — Joyce F. Oberle, ENGINEER OF BRIDGE DESIGN
PASSED — A. Carl Preuss, ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - MAY 6, 2015
REVISED
REVISED

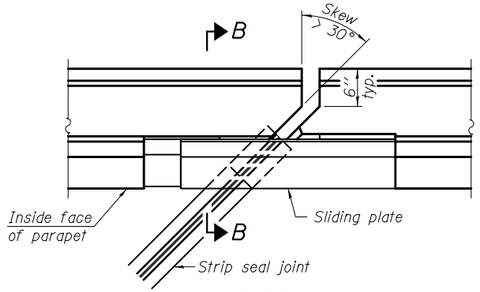
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 38 OF 68 SHEETS

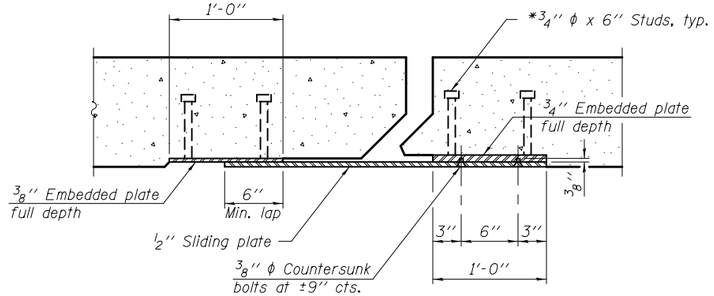
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	75
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		



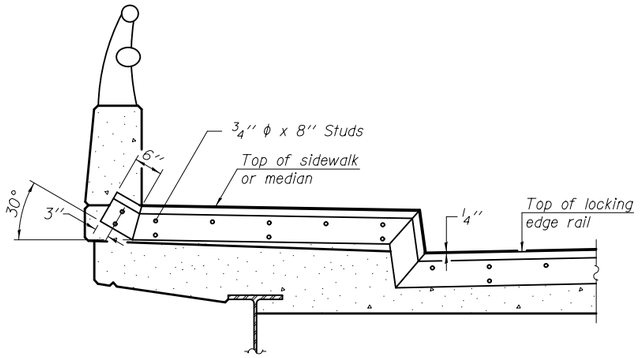
PLAN
(For skews ≤ 30°)



PLAN
(For skews > 30°)
Showing point block

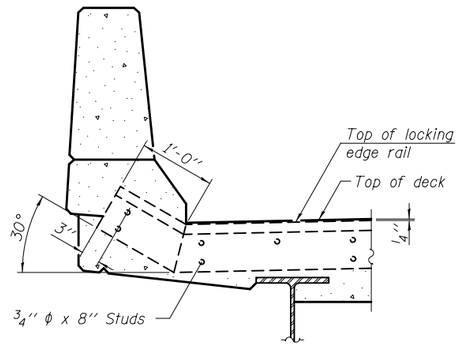


SECTION C-C

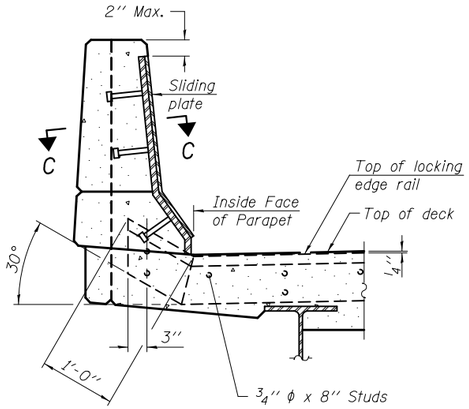


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

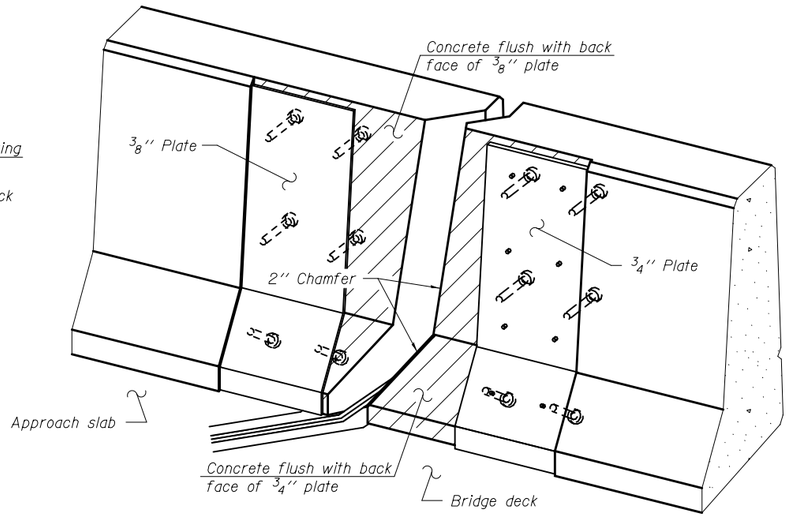
Shorter plates with a single row of studs at 12'' cts. may be necessary on medians which are shallower than 9''. See manufacturer's recommendation.



SECTION A-A



SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4''. The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

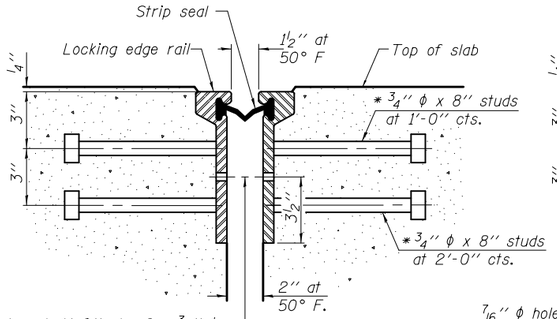
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

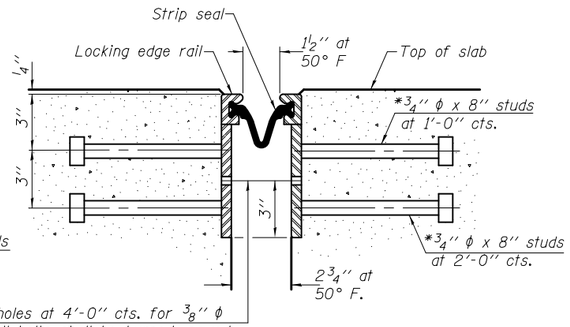
Maximum space between rail segments shall be 3/16'', sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.



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

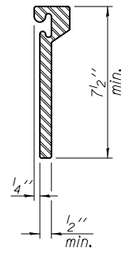
SECTION THRU ROLLED RAIL JOINT



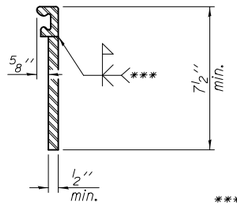
7/16'' ϕ holes at 4'-0'' cts. for 3/8'' ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

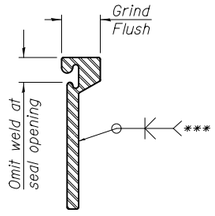
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED EXTRUDED RAIL



WELDED RAIL



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

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

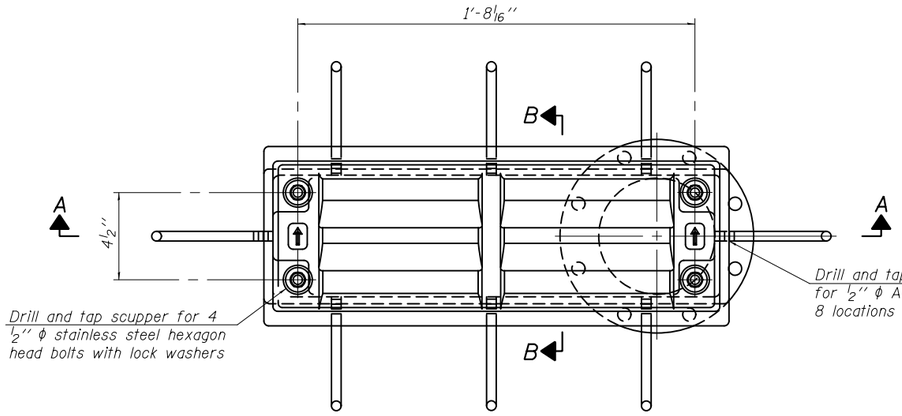
LOCKING EDGE RAILS

BILL OF MATERIAL

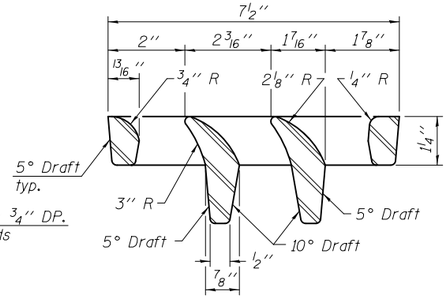
Item	Unit	Total
Preformed Joint Strip Seal	Foot	356.5

EJ-SSJ 1-27-12

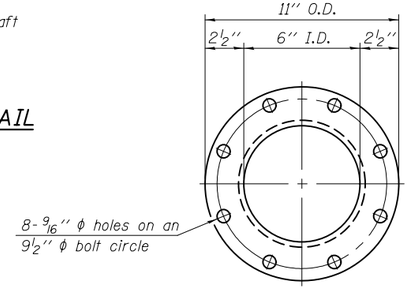
DESIGNED - N. R. Barnett	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela	PASSED	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 39 OF 68 SHEETS	322	(58-20B-1)BR	MACON	122	76
DRAWN - h.t. duong			REVISED						CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA								ILLINOIS	FED. AID PROJECT	



PLAN



VANE GRATE DETAIL



Notes:

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

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

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

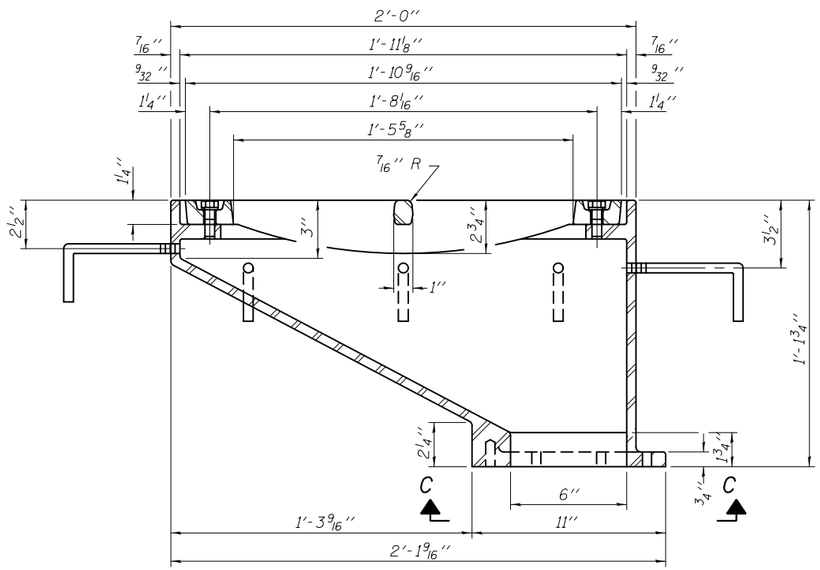
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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

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

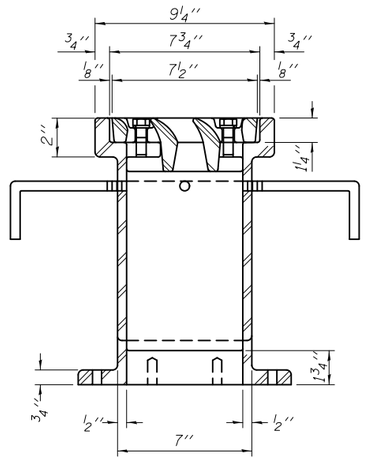
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

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

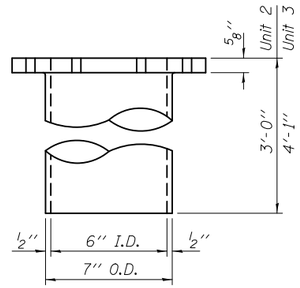


SECTION A-A

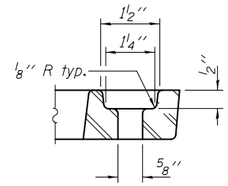
See sheet 32 of for scupper location relative to parapet.



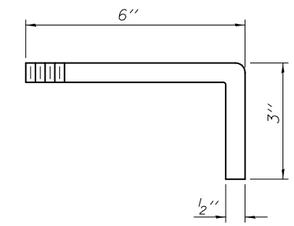
SECTION B-B



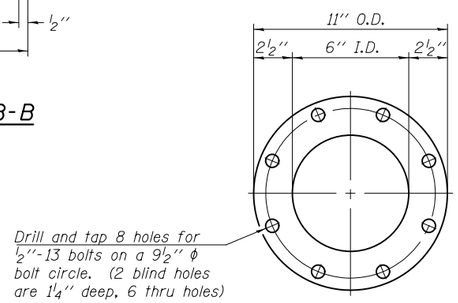
DOWNSPOUT



BOLT HOLE DETAIL



ANCHOR STUD DETAIL



VIEW C-C

BILL OF MATERIAL

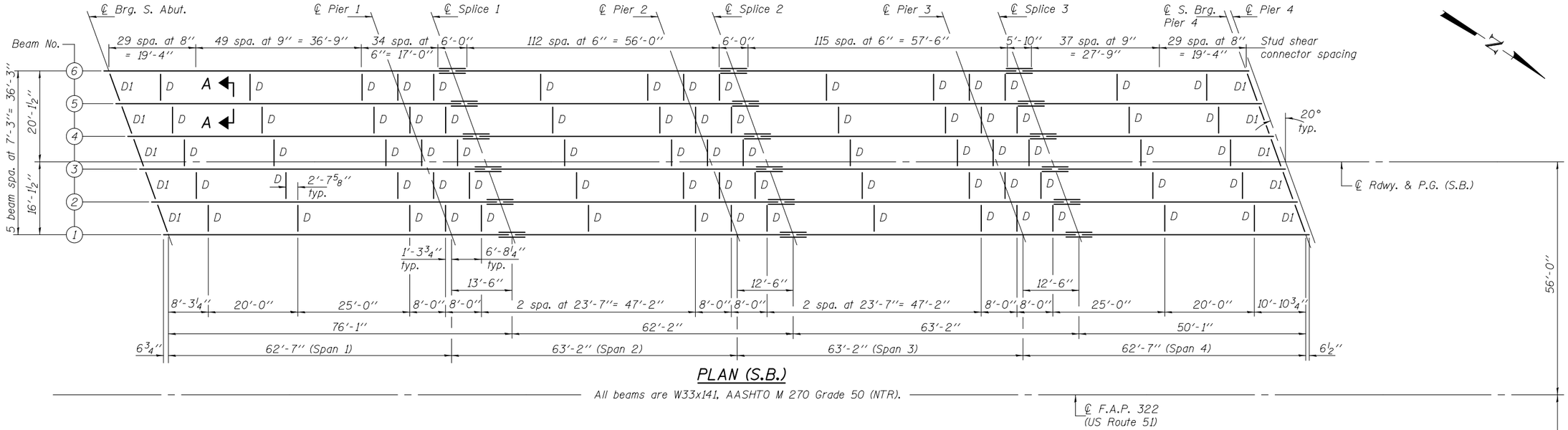
ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	8

DS-12 7-1-10

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	**STATE OF ILLINOIS**
CHECKED - J. D. Ortiz-Varela	PASSED	REVISED	**DEPARTMENT OF TRANSPORTATION**
DRAWN - h.t. duong	Jayne F. Schaffer ENGINEER OF BRIDGE DESIGN	REVISED	
CHECKED - NRB/JOV/GRA	A Carl Provey ACTING ENGINEER OF BRIDGES AND STRUCTURES		

DRAINAGE SCUPPER, DS-12
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 40 OF 68 SHEETS

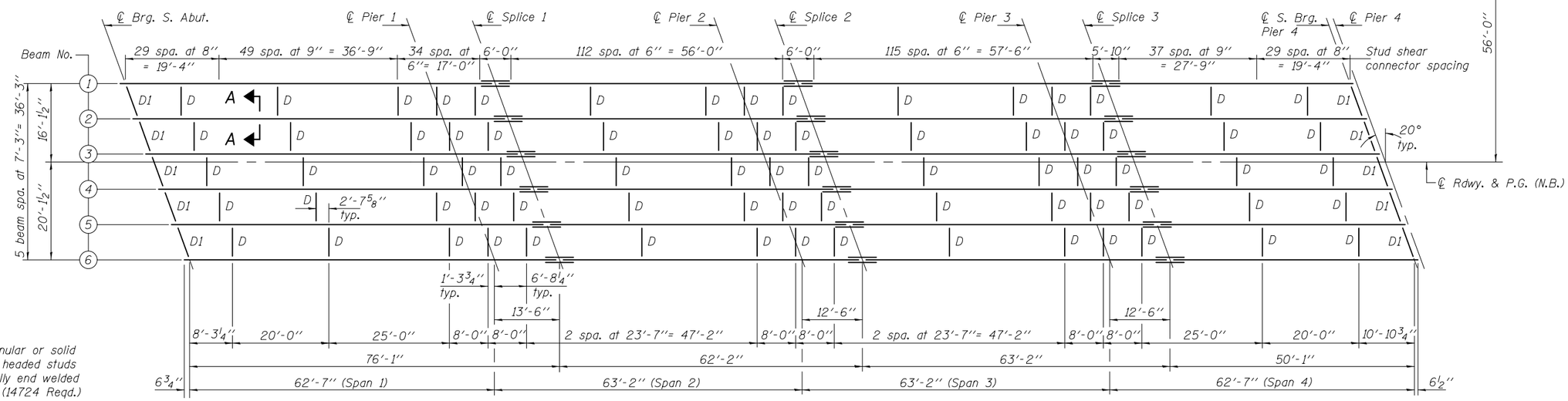
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	77
		CONTRACT NO. 74351		
	ILLINOIS	FED. AID PROJECT		



PLAN (S.B.)

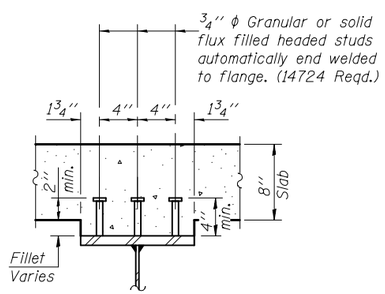
All beams are W33x141, AASHTO M 270 Grade 50 (NTR).

℄ F.A.P. 322 (US Route 51)



PLAN (N.B.)

All beams are W33x141, AASHTO M 270 Grade 50 (NTR).



SECTION A-A

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**STRUCTURAL STEEL – SPANS 1 THRU 4 – UNIT 1**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED		**STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)**	322	(58-20B-1)BR	MACON	122	78
DRAWN - h.t. duong		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 41 OF 68 SHEETS				CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA								ILLINOIS FED. AID PROJECT		

*TOP OF BEAM ELEVATIONS - SPANS 1 THRU 4 (S.B.)

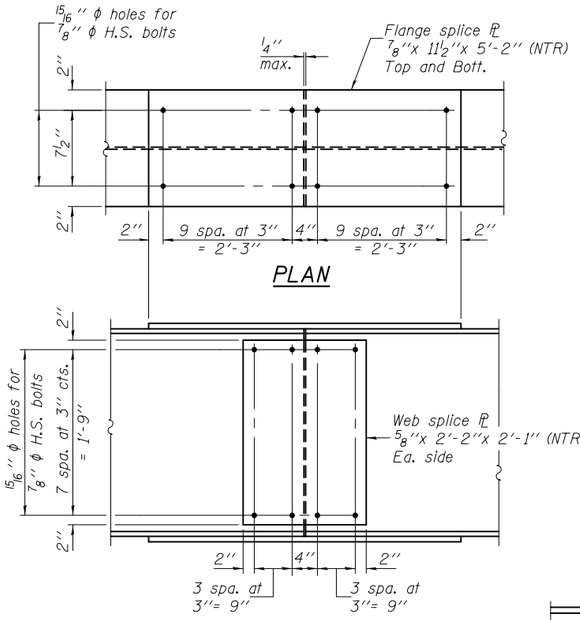
Location	℄ Brg. S. Abut.	℄ Brg. Pier 1	℄ Splice 1	℄ Brg. Pier 2	℄ Splice 2	℄ Brg. Pier 3	℄ Splice 3	℄ S. Brg. Pier 4
Beam 6	604.95	605.01	605.02	605.16	605.19	605.37	605.41	605.69
Beam 5	605.10	605.17	605.18	605.32	605.35	605.53	605.57	605.86
Beam 4	605.23	605.29	605.30	605.44	605.47	605.65	605.70	605.98
Beam 3	605.29	605.36	605.37	605.51	605.55	605.73	605.77	606.06
Beam 2	605.17	605.24	605.26	605.40	605.44	605.62	605.67	605.95
Beam 1	605.05	605.12	605.14	605.28	605.31	605.50	605.50	605.84

*For fabrication use only.

*TOP OF BEAM ELEVATIONS - SPANS 1 THRU 4 (N.B.)

Location	℄ Brg. S. Abut.	℄ Brg. Pier 1	℄ Splice 1	℄ Brg. Pier 2	℄ Splice 2	℄ Brg. Pier 3	℄ Splice 3	℄ S. Brg. Pier 4
Beam 1	605.08	605.19	605.21	605.37	605.41	605.62	605.67	605.96
Beam 2	605.21	605.33	605.36	605.52	605.56	605.77	605.82	606.11
Beam 3	605.34	605.45	605.48	605.64	605.68	605.89	605.94	606.23
Beam 4	605.28	605.39	605.42	605.59	605.63	605.84	605.89	606.19
Beam 5	605.17	605.28	605.31	605.48	605.52	605.74	605.79	606.08
Beam 6	605.03	605.14	605.17	605.34	605.38	605.60	605.65	605.94

*For fabrication use only.

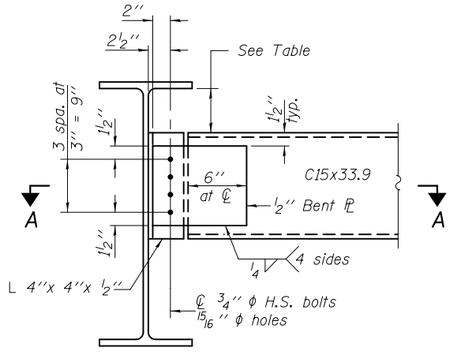


PLAN

ELEVATION

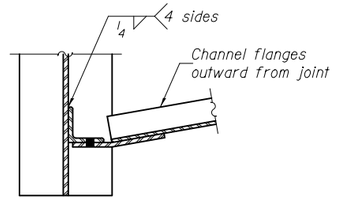
SPLICES 1, 2 & 3

(36 Required)



DIAPHRAGM D1

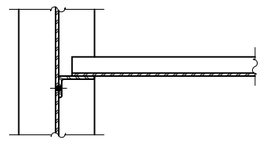
(20 Required)



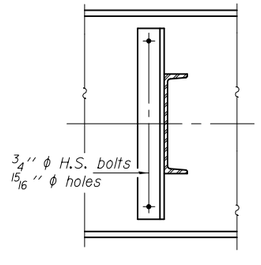
SECTION A-A

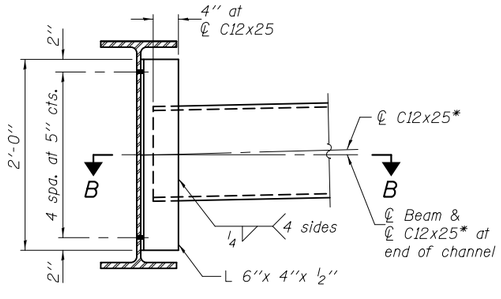
TABLE

	S. Abut.	Pier 4- Unit 1
N.B.	5 1/4"	5 1/4"
S.B.	5 1/2"	5 1/2"



SECTION B-B





DIAPHRAGM D

(150 Required)

*Alternate channel C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.

EXTERIOR BEAM MOMENT TABLE - SPANS 1 THRU 4

		0.4 Sp. 1 or 0.6 Sp. 4	Pier 1 or Pier 3	0.5 Sp. 2 or Sp. 3	Pier 2
I_s	(in^4)	7450	7450	7450	7450
$I_c(n)$	(in^4)	19743	19743	19743	19743
$I_c(3n)$	(in^4)	14495	14495	14495	14495
$I_c(cr)$	(in^4)	———	———	———	———
S_s	(in^3)	448	448	448	448
$S_c(n)$	(in^3)	654	654	654	654
$S_c(3n)$	(in^3)	591	591	591	591
$S_c(cr)$	(in^3)	———	———	———	———
DC1	(k/')	.867	.867	.867	.867
M_{DC1}	('k)	261.2	365.8	124.8	249.5
DC2	(k/')	0.150	0.150	0.150	0.150
M_{DC2}	('k)	45.2	63.3	21.6	43.2
DW	(k/')	0.363	0.363	0.363	0.363
M_{DW}	('k)	109.3	153.2	52.2	104.5
M_{L+IM}	('k)	786.0	696.6	639.4	631.2
M_u (Strength I)	('k)	1922.5	1985.2	1380.3	1627.2
$\phi_f M_n$	('k)	3308.8	2366.0	3308.8	2366.0
f_s DC1	(ksi)	7.0	9.8	3.3	6.7
f_s DC2	(ksi)	0.9	1.3	0.4	0.9
f_s DW	(ksi)	2.2	3.1	1.1	2.1
f_s (L+IM)	(ksi)	14.4	12.8	11.7	11.6
f_s (Service II)	(ksi)	28.8	30.8	20.0	24.8
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	———	———	———	———
$\phi_f F_n$	(ksi)	———	———	———	———
V_f	(k)	27.2	27.6	17.1	28.4

INTERIOR BEAM REACTION TABLE - SPANS 1 THRU 4

		Abut. or Pier 4	Pier 1 or Pier 3	Pier 2
R_{DC1}	(k)	22.1	64.6	53.0
R_{DC2}	(k)	3.7	10.8	8.8
R_{DW}	(k)	8.9	26.0	21.4
R_{L+IM}	(k)	79.2	108.1	105.0
R_{Total}	(k)	113.9	209.5	188.2

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.^{4} and in.^{3}).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.^{4} and in.^{3}).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

$I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
$M_{L+IM} / S_c(n)$ or $M_{L+IM} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_yf$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s(L+IM)$

$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

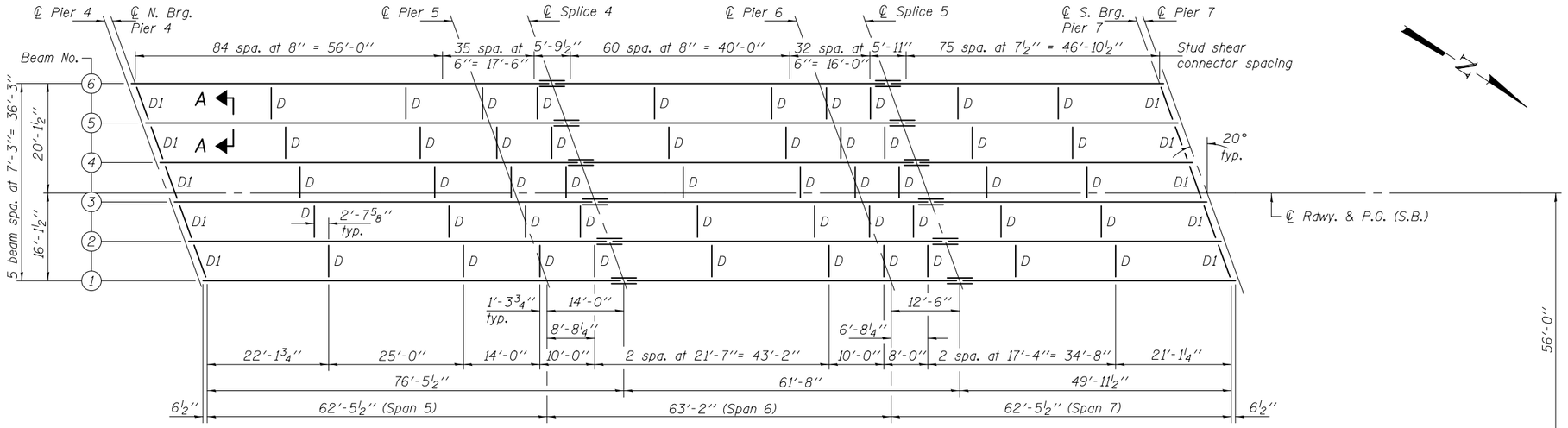
V_f: Maximum factored shear range in span computed according to Article 6.10.10.

Notes: Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Two hardened washers required for each set of oversized holes. All splice plates shall be AASHTO M 270 Grade 50.

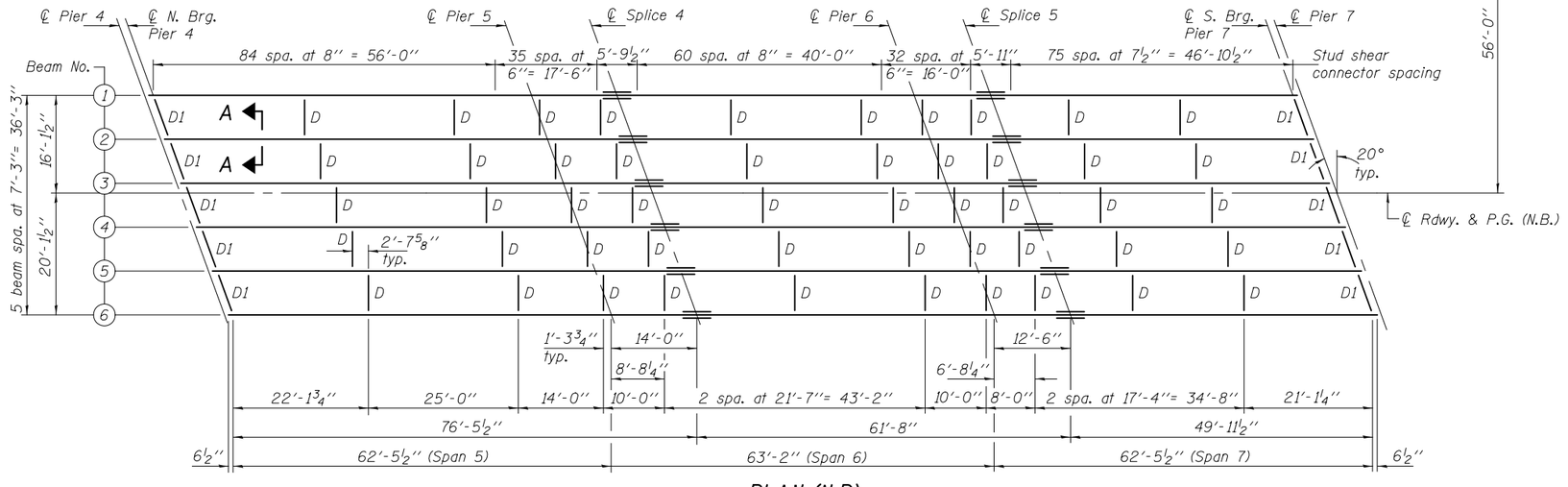
DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS – SPANS 1 THRU 4 – UNIT 1 STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED			322	(58-20B-1)BR	MACON	122	79
DRAWN - h.t. duong		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 42 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA								ILLINOIS FED. AID PROJECT		



PLAN (S.B.)

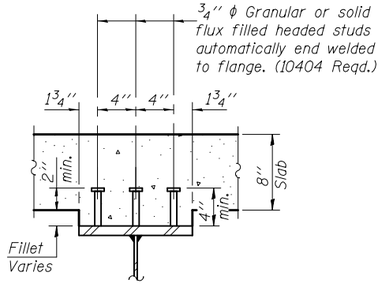
All beams are W33x141, AASHTO M 270 Grade 50 (NTR).

℄ F.A.P. 322 (US Route 51)



PLAN (N.B)

All beams are W33x141, AASHTO M 270 Grade 50 (NTR).



SECTION A-A

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**STRUCTURAL STEEL – SPANS 5 THRU 7 – UNIT 2 STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - A. R. Sheblb					322	(58-20B-1)BR	MACON	122	80
DRAWN - h.t. duong	PASSED	REVISED						CONTRACT NO. 74351	
CHECKED - NRB/JMO/GRA	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 43 OF 68 SHEETS			ILLINOIS	FED. AID PROJECT	

*TOP OF BEAM ELEVATIONS - SPANS 5 THRU 7 (S.B.)

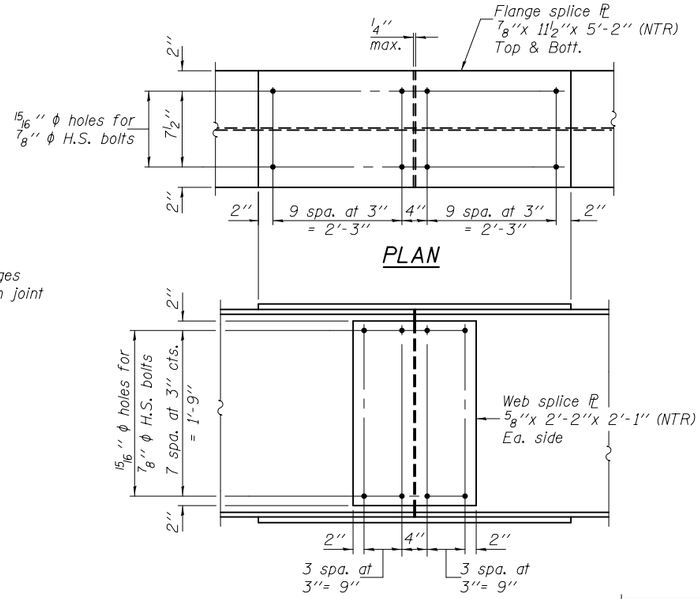
Location	℄ N. Brg. Pier 4	℄ Brg. Pier 5	℄ Splice 4	℄ Brg. Pier 6	℄ Splice 5	℄ S. Brg. Pier 7
Beam 6	605.70	605.96	606.02	606.31	606.38	606.72
Beam 5	605.85	606.12	606.18	606.47	606.54	606.89
Beam 4	605.99	606.26	606.32	606.61	606.68	607.03
Beam 3	606.07	606.33	606.39	606.68	606.75	607.11
Beam 2	605.97	606.24	606.30	606.59	606.66	607.01
Beam 1	605.84	606.12	606.18	606.47	606.54	606.89

*For fabrication use only.

*TOP OF BEAM ELEVATIONS - SPANS 5 THRU 7 (N.B.)

Location	℄ N. Brg. Pier 4	℄ Brg. Pier 5	℄ Splice 4	℄ Brg. Pier 6	℄ Splice 5	℄ S. Brg. Pier 7
Beam 1	605.99	606.28	606.35	606.64	606.71	607.07
Beam 2	606.14	606.43	606.50	606.79	606.86	607.22
Beam 3	606.26	606.55	606.62	606.91	606.99	607.35
Beam 4	606.22	606.51	606.58	606.87	606.94	607.31
Beam 5	606.11	606.41	606.48	606.77	606.84	607.20
Beam 6	605.97	606.27	606.34	606.63	606.70	607.07

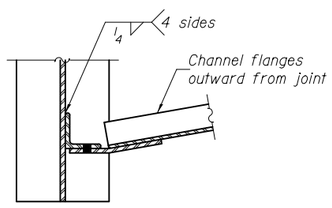
*For fabrication use only.



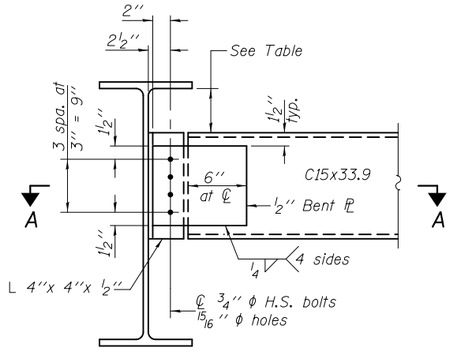
ELEVATION

SPLICES 4 & 5

(24 Required)



SECTION A-A



DIAPHRAGM D1

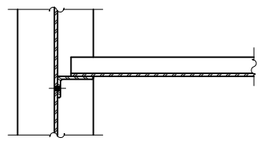
(20 Required)

TABLE

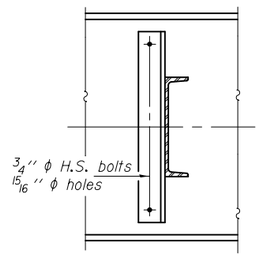
	Pier 4- Unit 2	Pier 7- Unit 2
N.B.	5 1/2"	5 1/2"
S.B.	5 1/2"	5 1/4"

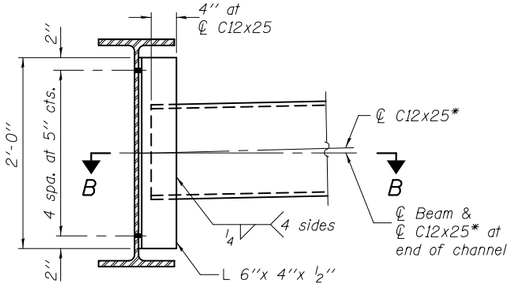
EXTERIOR BEAM MOMENT TABLE - SPANS 5 THRU 7				
		0.4 Sp. 5 or 0.6 Sp. 7	Pier 5 or Pier 6	0.5 Sp. 6
I_s	(in^4)	7450	7450	7450
$I_c(n)$	(in^4)	19743	19743	19743
$I_c(3n)$	(in^4)	14495	14495	14495
$I_c(cr)$	(in^4)	———	———	———
S_s	(in^3)	448	448	448
$S_c(n)$	(in^3)	654	654	654
$S_c(3n)$	(in^3)	591	591	591
$S_c(cr)$	(in^3)	———	———	———
DC1	(k/')	.867	.867	.867
M_{DC1}	('k)	269.2	341.7	90.7
DC2	(k/')	0.150	0.150	0.150
M_{DC2}	('k)	46.6	59.1	15.7
DW	(k/')	0.363	0.363	0.363
M_{DW}	('k)	112.7	143.1	38.0
M_{L+IM}	('k)	786.7	691.9	636.3
M_u (Strength I)	('k)	1940.5	1926.5	1303.5
$\phi_r M_n$	('k)	3302.2	2743.1	3429.0
f_s DC1	(ksi)	7.2	9.2	2.4
f_s DC2	(ksi)	0.9	1.2	0.3
f_s DW	(ksi)	2.3	2.9	0.8
f_s (L+IM)	(ksi)	14.4	12.7	11.7
f_s (Service II)	(ksi)	29.1	29.8	18.7
$0.95R_hF_{yf}$	(ksi)	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	———	———	———
$\phi_f F_n$	(ksi)	———	———	———
V_f	(k)	27.2	28.2	28.2

INTERIOR BEAM REACTION TABLE - SPANS 5 THRU 7			
		Pier 4 or Pier 7	Pier 5 or Pier 6
R_{DC1}	(k)	22.4	62.2
R_{DC2}	(k)	3.7	10.4
R_{DW}	(k)	9.0	25.1
R_{L+IM}	(k)	79.2	107.3
R_{Total}	(k)	114.3	205.0



SECTION B-B





DIAPHRAGM D

(100 Required)

*Alternate channel C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.^{4} and in.^{3}).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.^{4} and in.^{3}).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

$I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
$M_{L+IM} / S_c(n)$ or $M_{L+IM} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_yf$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s(L+IM)$

$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_f: Maximum factored shear range in span computed according to Article 6.10.10.

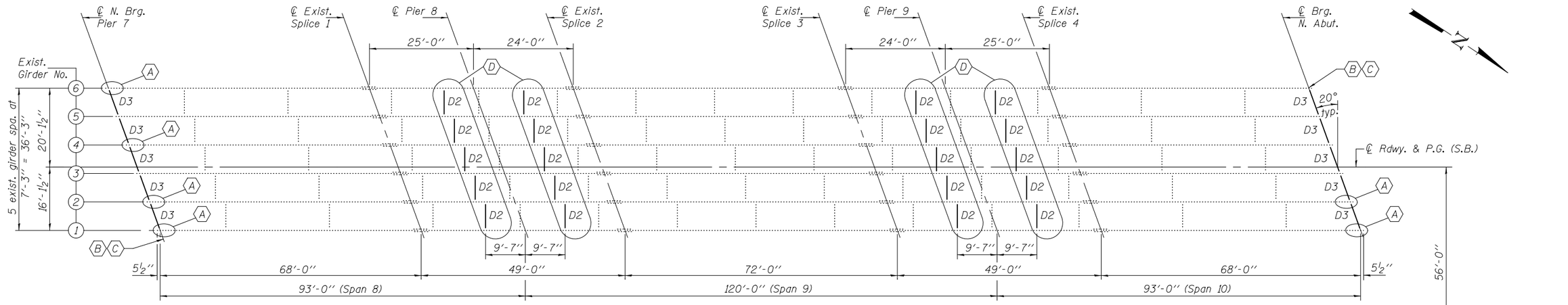
Notes: Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

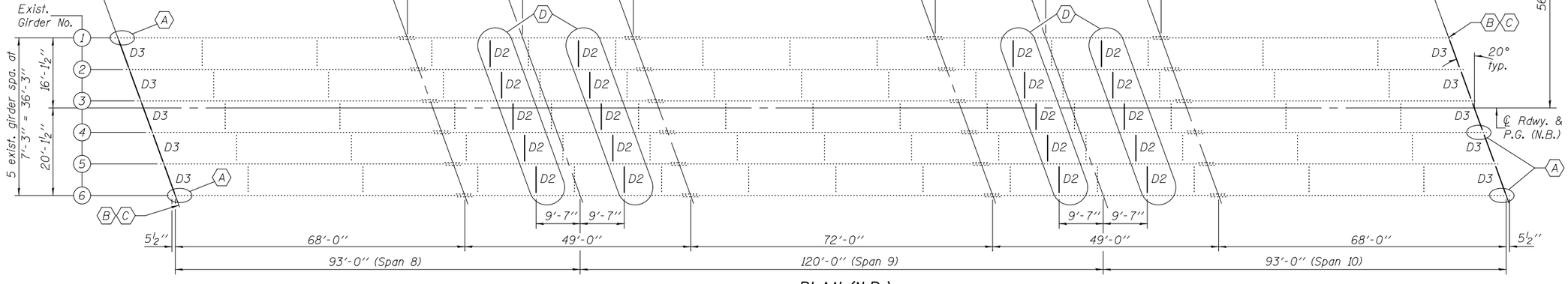
Two hardened washers required for each set of oversized holes. All splice plates shall be AASHTO M 270 Grade 50.

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS – SPANS 5 THRU 7 – UNIT 2 STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
CHECKED - A. R. Sheblb	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 44 OF 68 SHEETS
DRAWN - h.t. duong		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		
CHECKED - NRB/JMO/GRA					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	81
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		



PLAN (S.B.)



PLAN (N.B.)

Notes:

New structural steel, including repair plates, are not to be paid for separately but shall be included in the lump sum unit cost of Furnishing and Erecting Structural Steel.

Existing diaphragms to be replaced are W14x43.

Existing diaphragm removal shall be paid for at the unit cost per pound for Structural Steel Removal.

LEGEND

- (A) Beam end repair.
- (B) Diaphragm replacement (typ. all diaphragms at N. Brg. Pier 7 and N. Abut. N.B. & S.B.)
- (C) Bearing replacement (typ. all bearingss at N. Brg. Pier 7 and N. Abut. N.B. & S.B.)
- (D) New diaphragm installation.

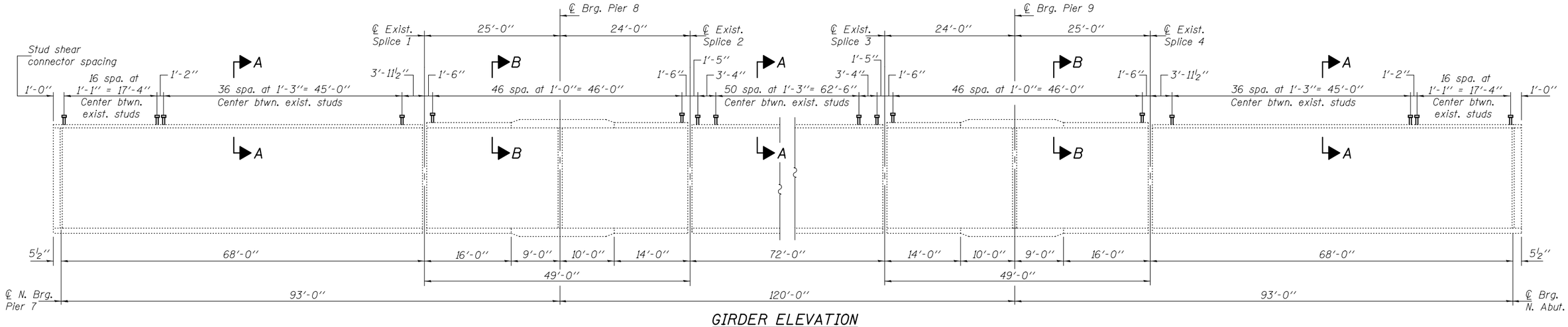
DESIGNED	-	A. R. Sheblb	
CHECKED	-	N. R. Barnett	
DRAWN	-	h.t. duong	
CHECKED	-	NRB/JOV/GRA	

EXAMINED — Joyne F. Duff, ENGINEER OF BRIDGE DESIGN
PASSED — A. Carl Finney, ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - MAY 6, 2015
REVISED
REVISED

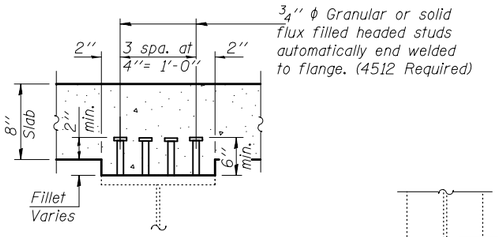
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL – SPANS 8 THRU 10 – UNIT 3
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 45 OF 68 SHEETS

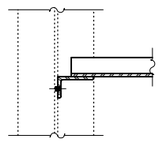
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	82
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



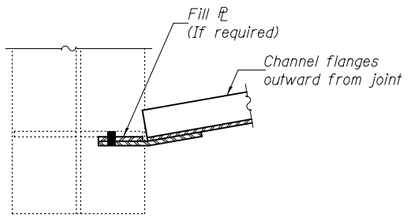
GIRDER ELEVATION



SECTION B-B



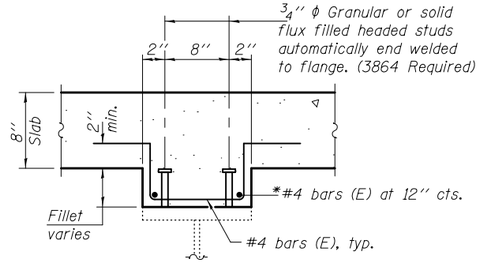
SECTION E-E



SECTION F-F

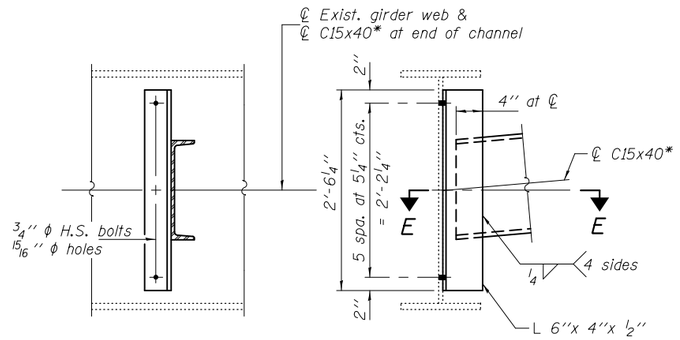
TABLE

	Pier 7-Unit 3	N. Abut.
N.B.	3¾"	5½"
S.B.	5"	5⅛"



SECTION A-A

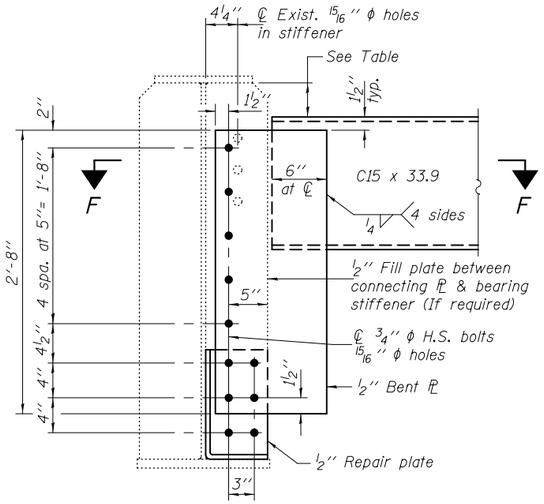
*This bar may be placed inside the shear stud when minimum clearances cannot be satisfied.



DIAPHRAGM D2

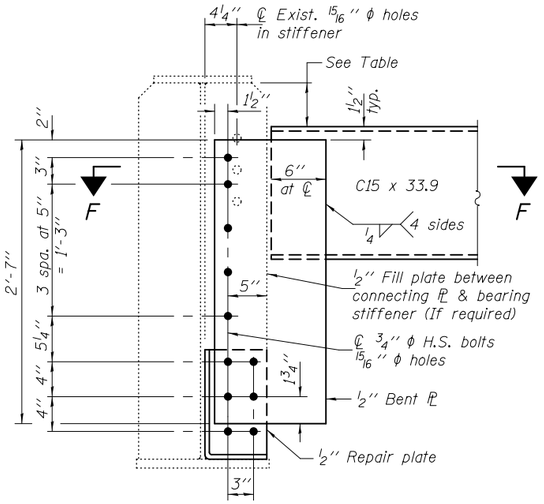
(40 Required)

*Alternate channel C15x50 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no extra cost to the Department.



DIAPHRAGM D3 (N.B.)

(20 Required)



DIAPHRAGM D3 (S.B.)

(20 Required)

Notes:

15/16" ϕ holes in ½" bent plates shall be shop drilled and used as a template for field drilling holes in the existing bearing stiffener.

See sheets 47 & 48 of 68 for girder end repair details.

DESIGNED	-	A. R. Sheblb	
CHECKED	-	N. R. Barnett	
DRAWN	-	h.t. duong	
CHECKED	-	NRB/JOV/GRA	

EXAMINED — ENGINEER OF BRIDGE DESIGN

PASSED — ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - MAY 6, 2015

REVISED

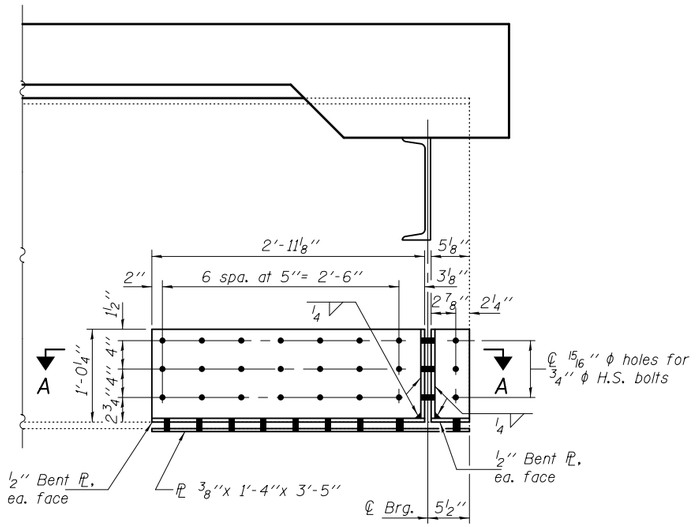
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

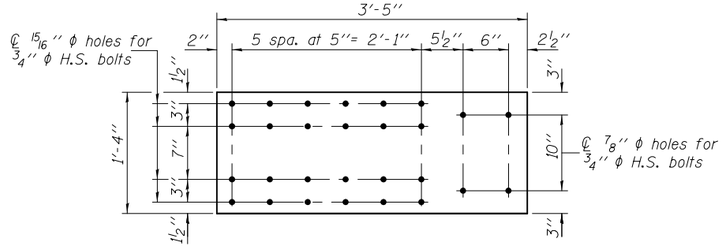
STRUCTURAL STEEL DETAILS – SPANS 8 THRU 10 – UNIT 3
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)

SHEET NO. 46 OF 68 SHEETS

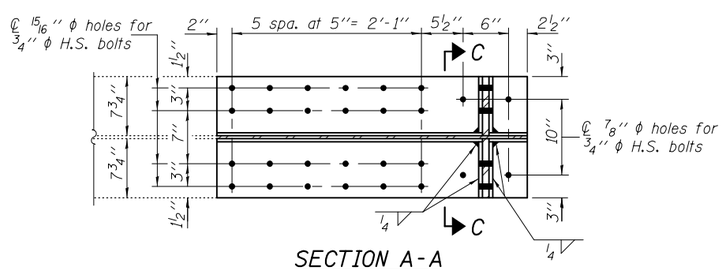
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	83
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



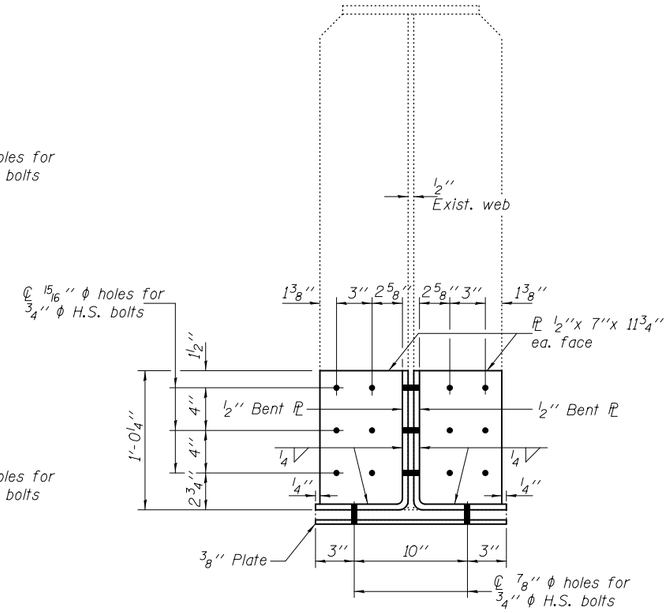
GIRDERS 4 & 6 - ELEVATION AT NORTH ABUT. (N.B.)
GIRDERS 1 & 6 - ELEVATION AT PIER 7 (N.B.)



Pl 3/8" x 1'-4" x 3'-5"



SECTION A-A



SECTION C-C

EXTERIOR BEAM MOMENT TABLE - SPANS 8 THRU 10				
		0.4 Sp. 8 or 0.6 Sp. 10	Pier 8 or Pier 9	0.5 Sp. 9
I_s	(in^4)	13370	27839	13370
$I_c(n)$	(in^4)	36862	55731	36862
$I_c(3n)$	(in^4)	26722	41756	26722
$I_c(cr)$	(in^4)	———	32943	———
S_s	(in^3)	553	1230	553
$S_c(n)$	(in^3)	2488	1532	2488
$S_c(3n)$	(in^3)	1184	1414	1184
$S_c(cr)$	(in^3)	———	1280	———
DC1	(k/')	0.880	1.002	0.880
M_{DC1}	('k)	464.8	1132.7	447.5
DC2	(k/')	0.150	0.150	0.150
M_{DC2}	('k)	81.3	185.9	86.7
DW	(k/')	0.363	0.363	0.363
M_{DW}	('k)	196.8	449.9	209.9
M_{L+IM}	('k)	1438.7	1753.4	1504.9
M_U (Strength I)	('k)	3495.6	5391.6	3616.2
$\phi_f M_n$	('k)	4556.6	5600.6	4556.6
f_s DC1	(ksi)	10.1	11.1	9.7
f_s DC2	(ksi)	0.8	1.7	0.9
f_s DW	(ksi)	2.0	4.2	2.1
f_s (L+IM)	(ksi)	6.9	16.4	7.3
f_s (Service II)	(ksi)	21.9	38.3	22.2
$0.95R_hF_{yf}$	(ksi)	32.7	46.6	32.7
f_s (Total)(Strength I)	(ksi)	———	———	———
$\phi_f F_n$	(ksi)	———	———	———
V_f	(k)	33.1	33.9	33.9

INTERIOR BEAM REACTION TABLE - SPANS 8 THRU 10			
		Pier 7 or N. Abut.	Pier 8 or Pier 9
R_{DC1}	(k)	29.9	113.0
R_{DC2}	(k)	5.0	18.0
R_{DW}	(k)	12.1	43.4
R_{L+IM}	(k)	110.8	176.4
R_{Total}	(k)	157.8	350.8

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

$I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_U (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
$M_{L+IM} / S_c(n)$ or $M_{L+IM} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_{yf}$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

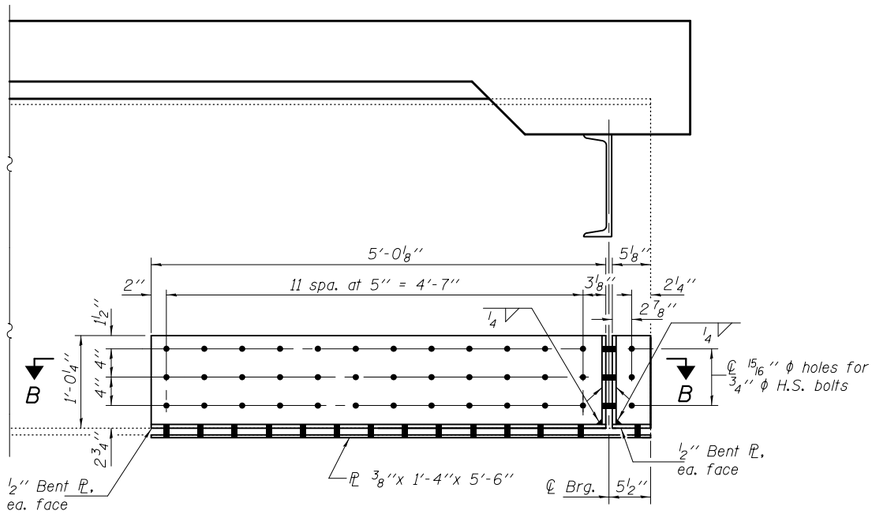
f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s(L+IM)$

$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

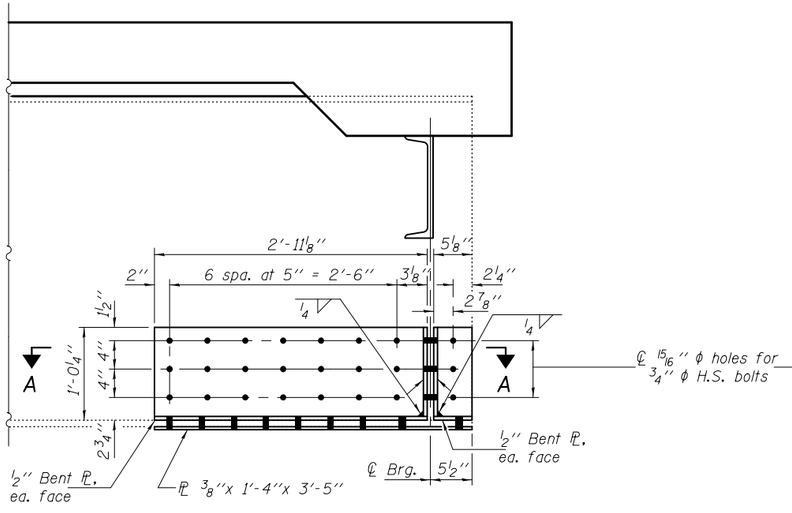
V_f: Maximum factored shear range in span computed according to Article 6.10.10.

Note: $^{15}/_{16}$" ϕ holes in $^1/_2$" plates and $^3/_8$" plates for girder end repairs shall be shop drilled and used as a template for field drilling holes in the existing web, flange, and bearing stiffener.

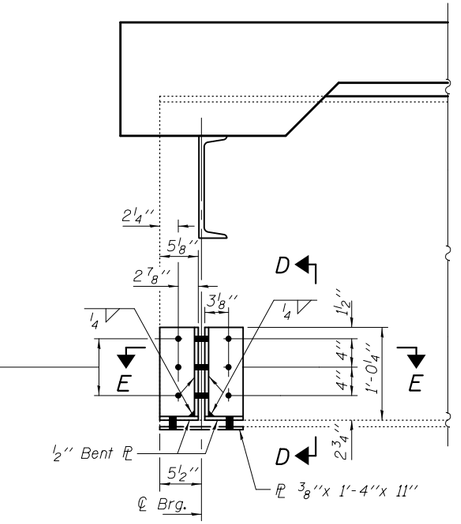
DESIGNED - A. R. Sheblb	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS – SPANS 8 THRU 10 – UNIT 3 STRUCTURE NO. 058-0098 (N.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - N. R. Barnett						322	(58-20B-1)BR	MACON	122	84
DRAWN - h.t. duong	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED					CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 47 OF 68 SHEETS			ILLINOIS FED. AID PROJECT		



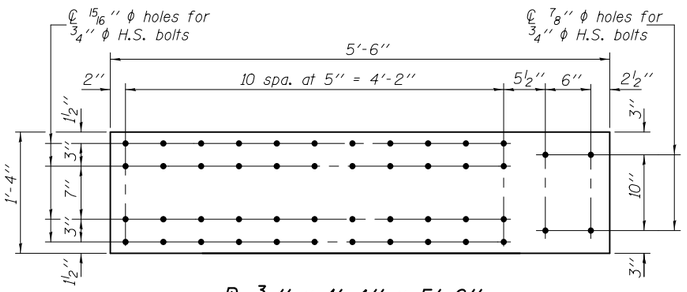
GIRDER 1 - ELEVATION AT PIER 7 (S.B.)



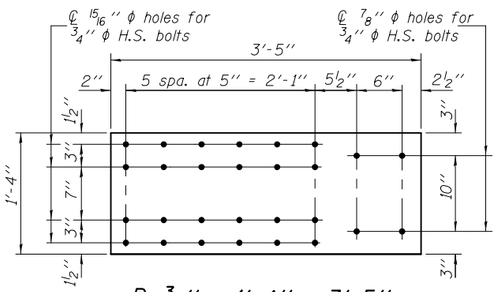
GIRDERS 1 & 2 - ELEVATION AT NORTH ABUT. (S.B.)
GIRDERS 2 & 4 - ELEVATION AT PIER 7 (S.B.)



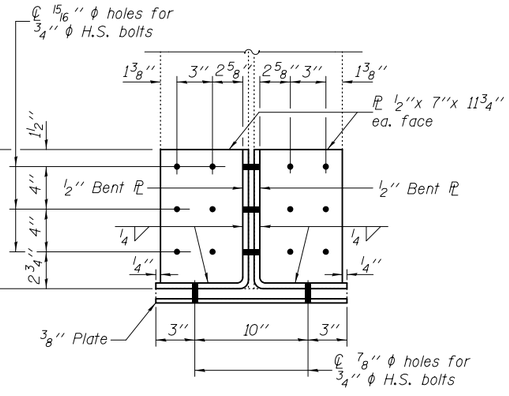
GIRDER 6 - ELEVATION AT PIER 7 (S.B.)
(East side of girder only)



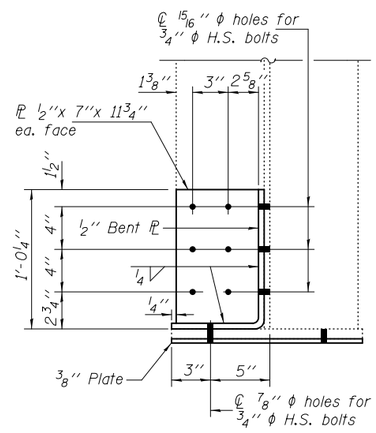
Pl 3/8" x 1'-4" x 5'-6"



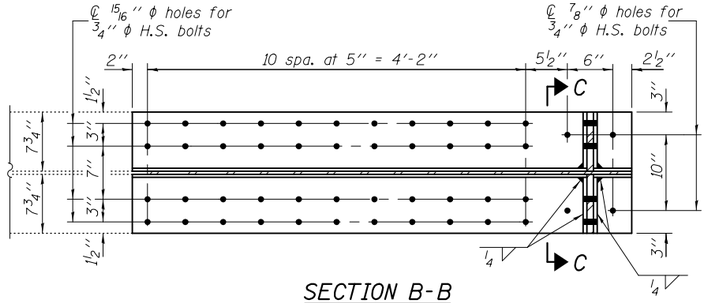
Pl 3/8" x 1'-4" x 3'-5"



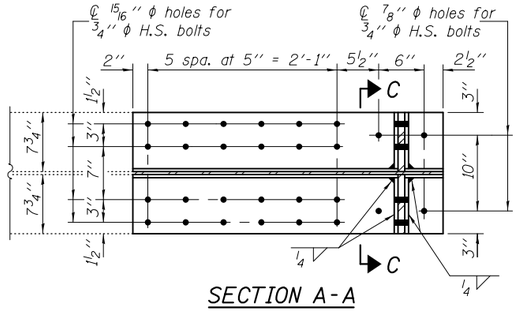
SECTION C-C



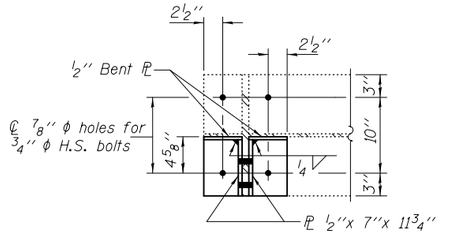
SECTION D-D



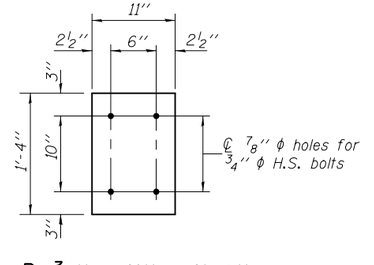
SECTION B-B



SECTION A-A



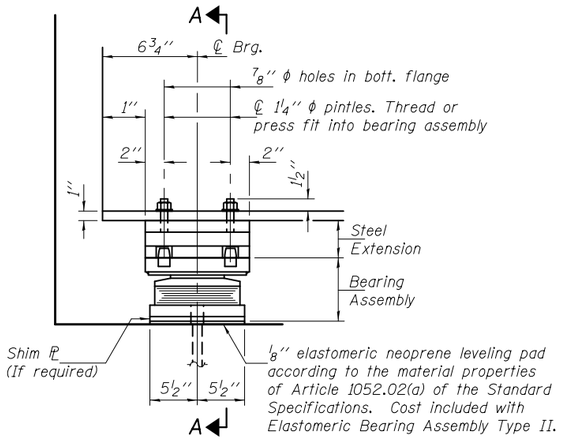
SECTION E-E



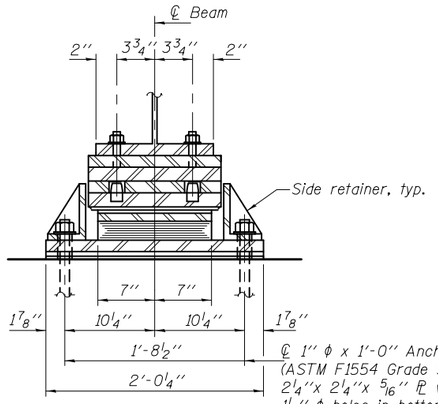
Pl 3/8" x 11" x 1'-4"

Note: 15/16" ϕ holes in 1/2" plates and 3/8" plates for girder end repairs shall be shop drilled and used as a template for field drilling holes in the existing web, flange, and bearing stiffener.

DESIGNED - A. R. Sheblb	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS – SPANS 8 THRU 10 – UNIT 3 STRUCTURE NO. 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - N. R. Barnett						322	(58-20B-1)BR	MACON	122	85
DRAWN - h.t. duong	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 48 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		

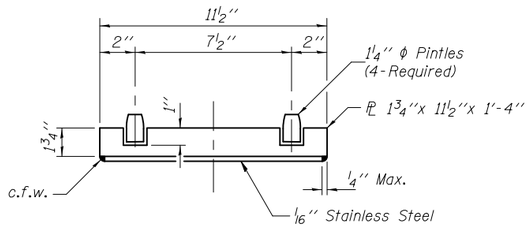


ELEVATION AT SOUTH ABUT.

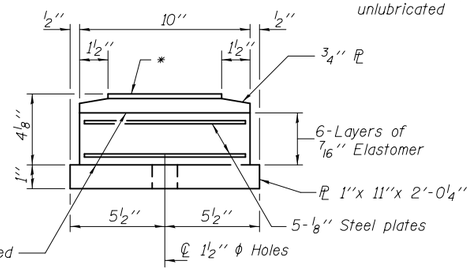


SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.

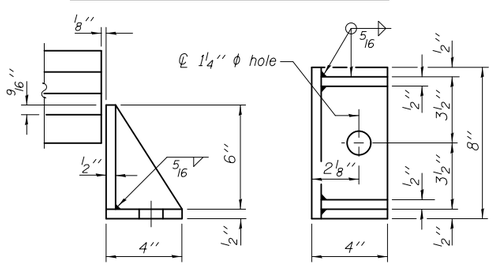


TOP BEARING ASSEMBLY



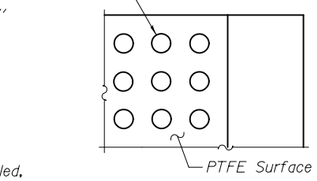
*1/8" PTFE dimpled, unlubricated

BOTTOM BEARING ASSEMBLY

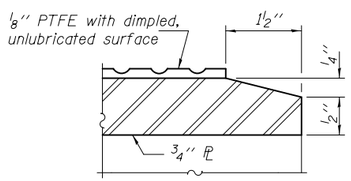


SIDE RETAINER
(South Abut.)

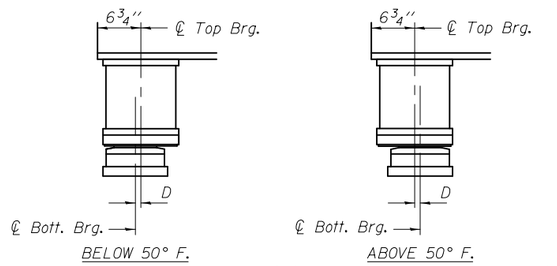
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PLAN-PTFE SURFACE

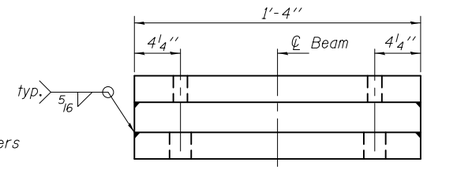


SECTION THRU PTFE

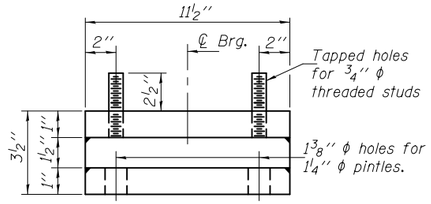


SETTING ANCHOR BOLTS AT EXP. BRG.

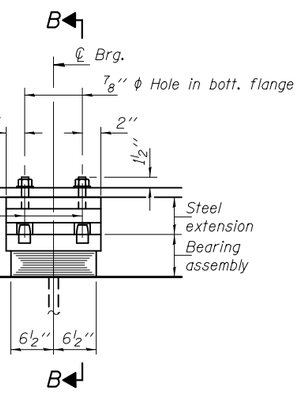
D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



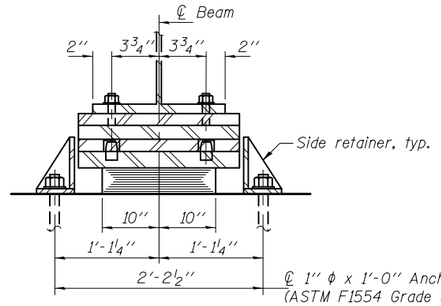
END VIEW STEEL EXTENSION
(South Abut.)



ELEVATION STEEL EXTENSION
(South Abut.)

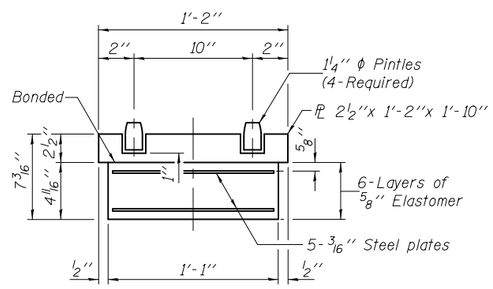


ELEVATION AT PIER 1



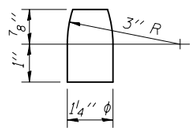
SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.

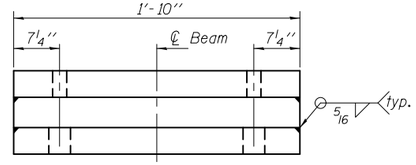


BEARING ASSEMBLY

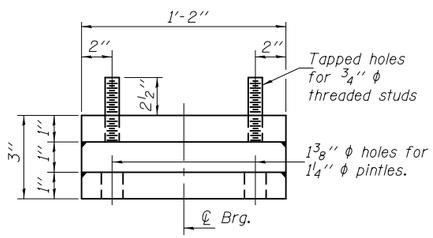
Note: Shim plates shall not be placed under Bearing Assembly.



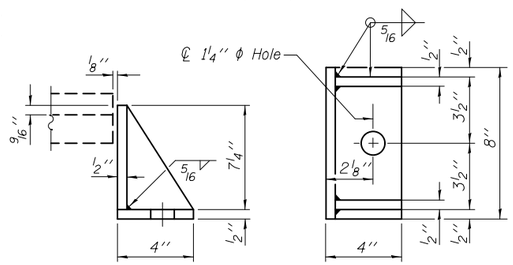
PINTLE



END VIEW STEEL EXTENSION
(Pier 1)



ELEVATION STEEL EXTENSION
(Pier 1)



SIDE RETAINER
(Pier 1)

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

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

Anchor bolts for side retainers for Type I bearing are to be installed in holes drilled before or after members are in place.

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

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

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

Steel extensions shall be included in the contract unit lump sum cost for Furnishing and Erecting Structural Steel.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

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

Note: The structural steel plates of the bearing assembly including steel extension shall conform to the requirements of AASHTO M 270 Grade 50.

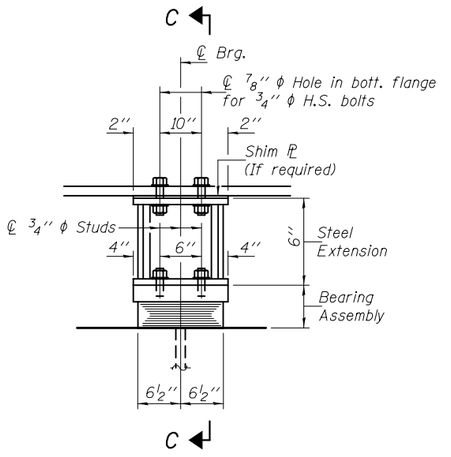
DESIGNED	-	N. R. Barnett	
CHECKED	-	J. D. Ortiz-Varela	
DRAWN	-	h.t. duong	
CHECKED	-	NRB/JOV/GRA	

EXAMINED — Jayne F. Schaffer, ENGINEER OF BRIDGE DESIGN
PASSED — A. Carl Preuss, ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - MAY 6, 2015
REVISED
REVISED

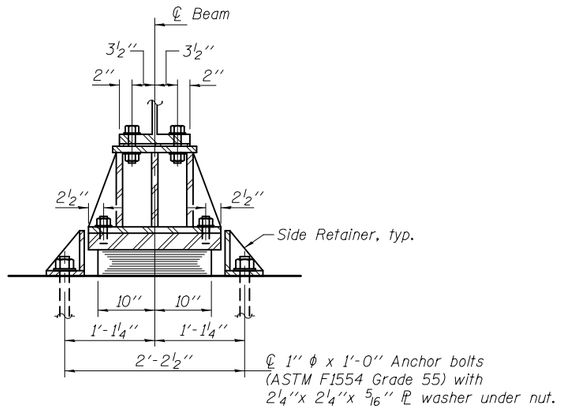
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS – UNIT 1
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 49 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	86
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		

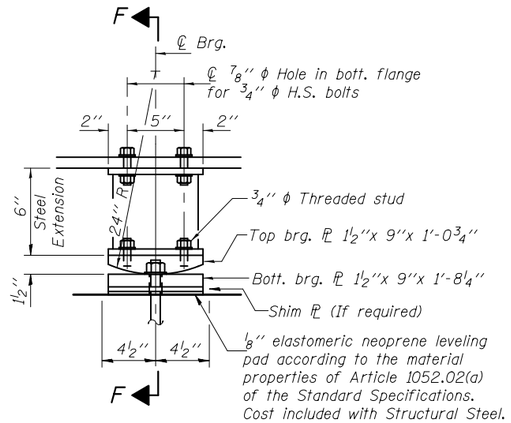


ELEVATION AT PIER 2

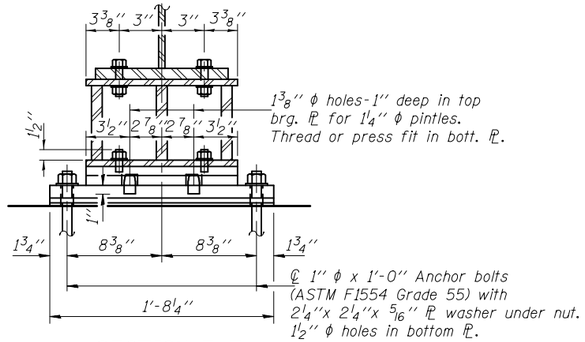


SECTION C-C

TYPE I ELASTOMERIC EXP. BRG.

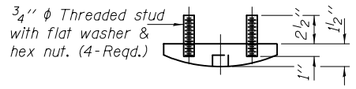


ELEVATION AT PIER 3

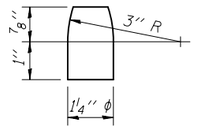


SECTION F-F

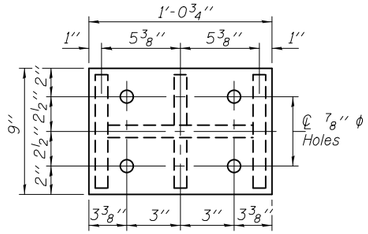
FIXED BEARING



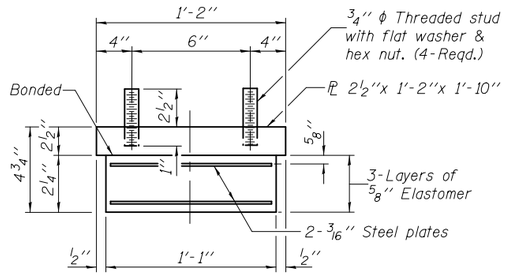
TOP BRG. PLATE DETAIL



PINTLE

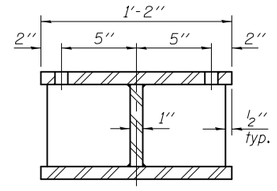


PLAN TOP & BOTTOM PLATE
(Pier 3)

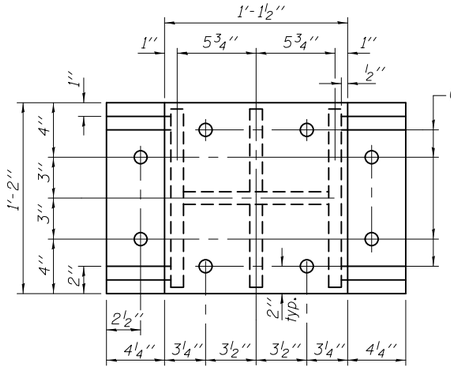


BEARING ASSEMBLY

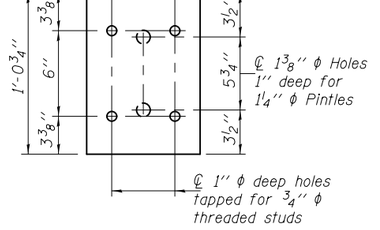
Note: Shim plates shall not be placed under Bearing Assembly.



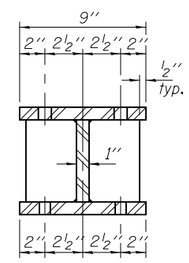
SECTION E-E



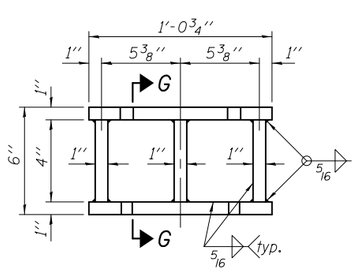
PLAN - TOP & BOTTOM PLATE
(Pier 2)



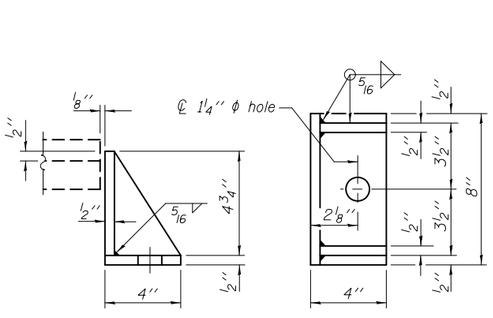
PLAN - TOP BRG. PLATE
(Pier 3)



SECTION G-G

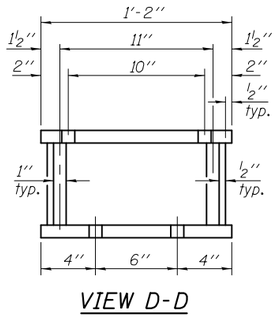


STEEL EXTENSION DETAIL
(Pier 3)

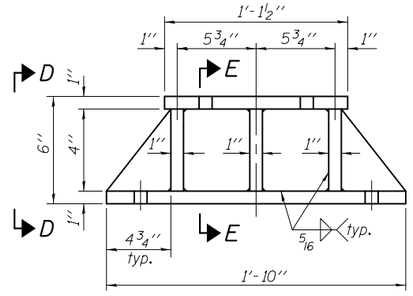


SIDE RETAINER

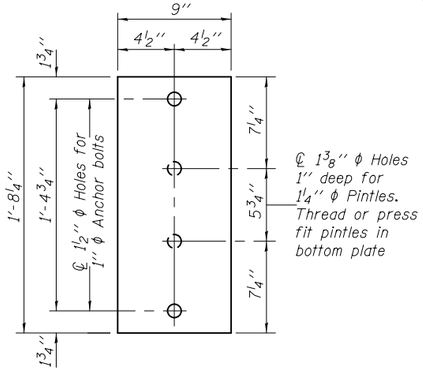
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



VIEW D-D



FABRICATED STEEL EXTENSION DETAIL
(Pier 2)



PLAN - BOTTOM BRG. PLATE
(Pier 3)

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers for Type I bearings are to be installed in holes drilled before or after members are in place.

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

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

Steel extensions shall be included in the contract unit lump sum cost for Furnishing and Erecting Structural Steel.

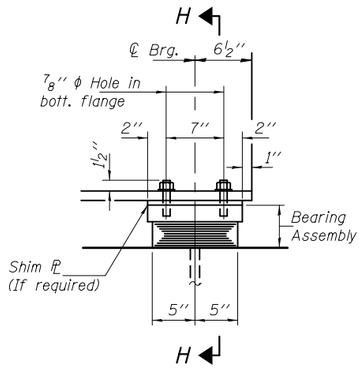
Anchor bolts at fixed bearings are to be installed in holes drilled after the supported member is in place.

The structural steel plates of the bearing assembly including steel extension shall conform to the requirements of AASHTO M 270 Grade 50.

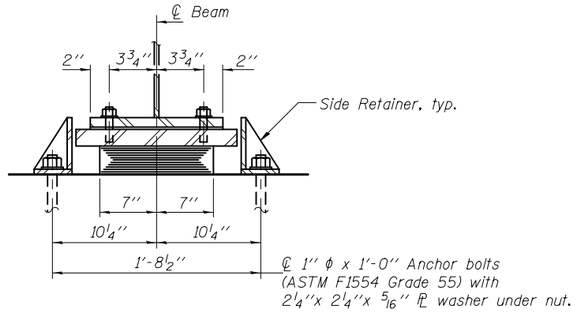
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

DESIGNED - N. R. Barnett	EXAMINED	Jayne F. Schiff ENGINEER OF BRIDGE DESIGN	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS – UNIT 1 STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
CHECKED - J. D. Ortiz-Varela	PASSED	J. Carl Thompson ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 50 OF 68 SHEETS
DRAWN - h.t. duong			REVISED		
CHECKED - NRB/JOV/GRA					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	87
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		

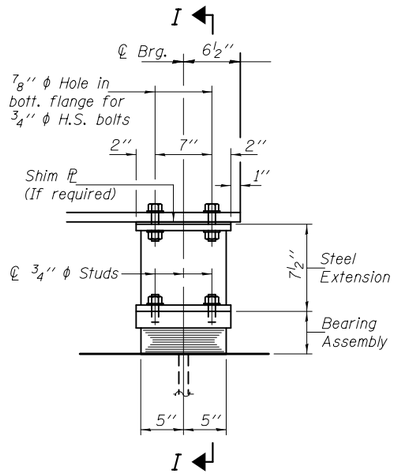


ELEVATION AT S. BRG. PIER 4 (N.B.)

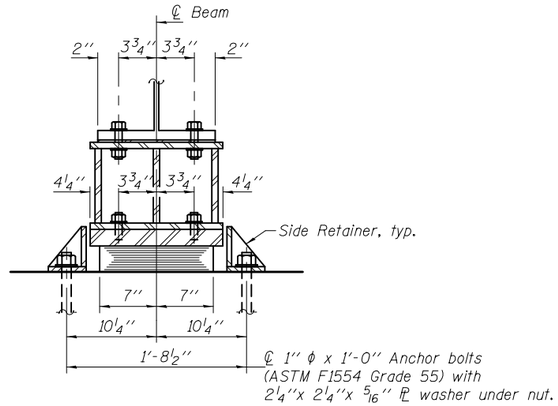


SECTION H-H

TYPE I ELASTOMERIC EXP. BRG.

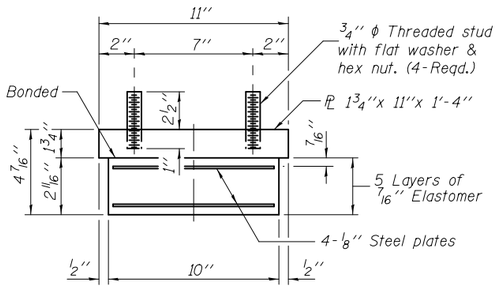


ELEVATION AT S. BRG. PIER 4 (S.B.)



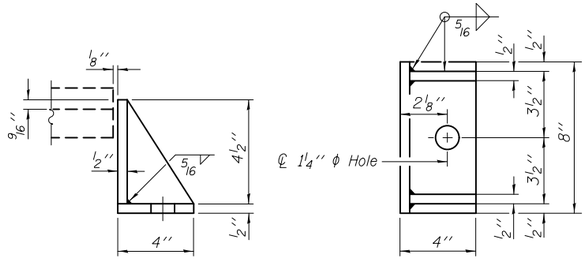
SECTION I-I

TYPE I ELASTOMERIC EXP. BRG.



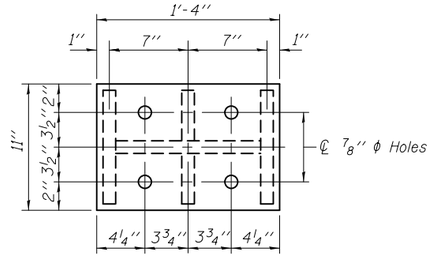
BEARING ASSEMBLY

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



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PLAN TOP & BOTTOM PLATE

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

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

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

The structural steel plates of the bearing assembly including steel extension shall conform to the requirements of AASHTO M 270 Grade 50.

Steel extensions shall be included in the contract unit lump sum cost for Furnishing and Erecting Structural Steel.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

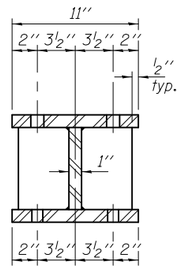
*SHIM PLATE THICKNESS

S.N. 058-0098 (N.B.)						
	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
℄ Brg. S. Abut.	———	———	———	———	⅛″	⅛″
Pier 1	———	———	———	———	———	———
Pier 2	———	———	———	———	———	———
Pier 3	———	———	———	———	———	———
℄ Brg. Pier 4 (Unit 1)	1¼″	1¼″	1¾″	1¼″	1¼″	1¼″

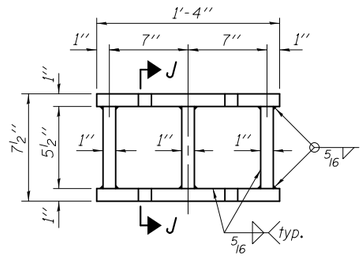
*SHIM PLATE THICKNESS

S.N. 058-0099 (S.B.)						
	Beam 6	Beam 5	Beam 4	Beam 3	Beam 2	Beam 1
℄ Brg. S. Abut.	———	⅛″	⅛″	———	———	———
Pier 1	———	———	———	———	———	———
Pier 2	———	———	———	———	———	———
Pier 3	———	———	———	———	———	———
℄ Brg. Pier 4 (Unit 1)	¼″	¼″	⅛″	⅛″	⅛″	⅜″

*Cost included with Furnishing and Erecting Structural Steel.



SECTION J-J



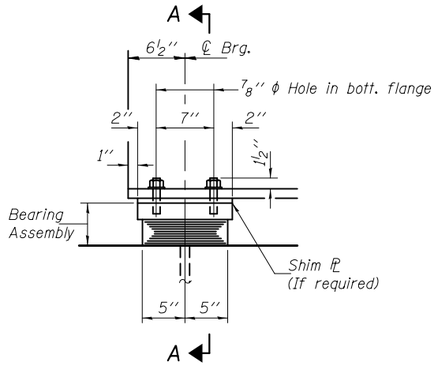
FABRICATED STEEL EXTENSION DETAIL

BILL OF MATERIAL

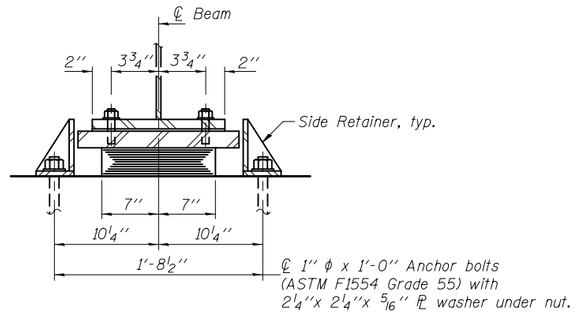
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	36
Elastomeric Bearing Assembly Type II	Each	12
Anchor Bolts 1″	Each	120

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS – UNIT 1 STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)	
CHECKED - J. D. Ortiz-Varela	PASSED	Jayne F. Schiff ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 51 OF 68 SHEETS	
DRAWN - h.t. duong		J. Carl Tracy ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			
CHECKED - NRB/JOV/GRA						

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	88
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

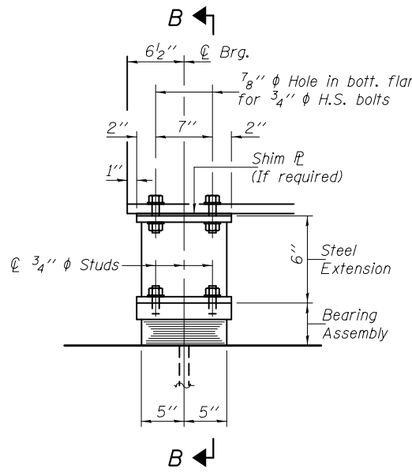


ELEVATION AT N. BRG. PIER 4 (N.B.)

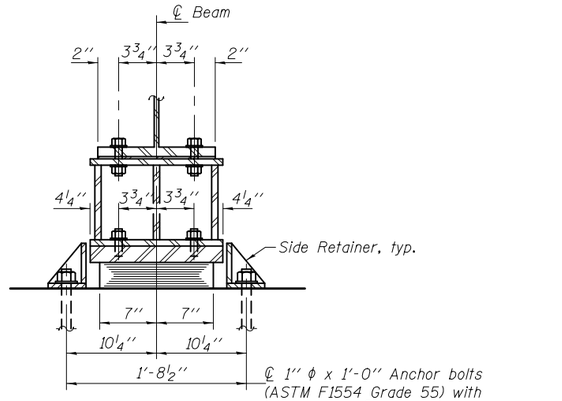


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

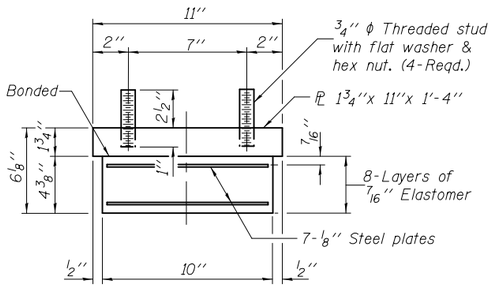


ELEVATION AT N. BRG. PIER 4 (S.B.)



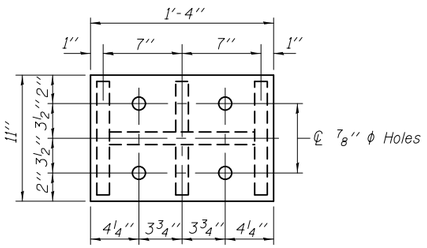
SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.

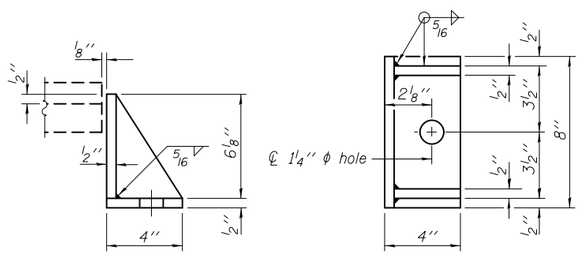


BEARING ASSEMBLY

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

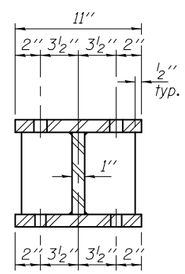


PLAN TOP & BOTTOM PLATE

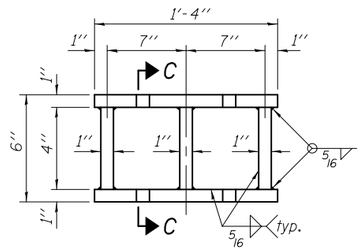


SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SECTION C-C



FABRICATED STEEL EXTENSION DETAIL

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

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

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

The structural steel plates of the bearing assembly including steel extension shall conform to the requirements of AASHTO M 270 Grade 50.

Steel extensions shall be included in the contract unit lump sum cost for Furnishing and Erecting Structural Steel.

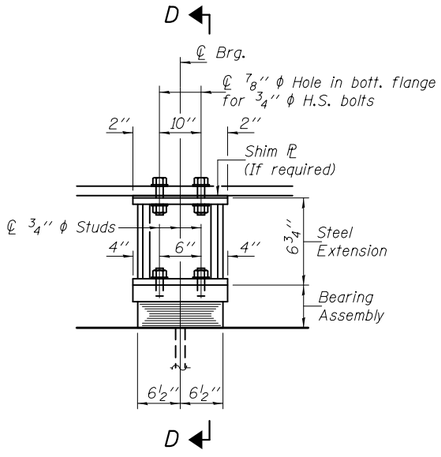
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	
CHECKED - A. R. Sheblb	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED	
DRAWN - h.t. duong		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	
CHECKED - NRB/JMO/GRA				

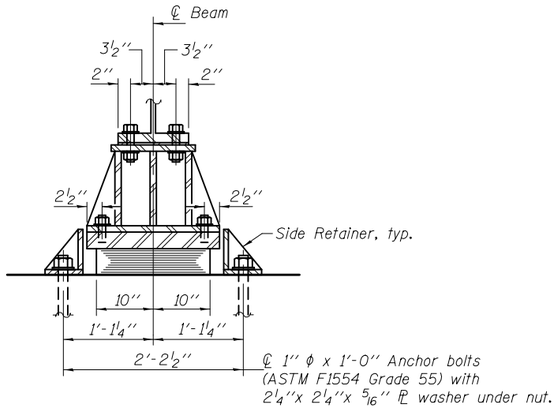
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS – UNIT 2
STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
SHEET NO. 52 OF 68 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	89
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

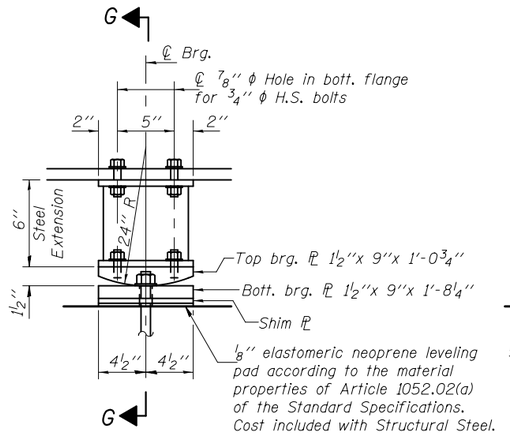


ELEVATION AT PIER 5

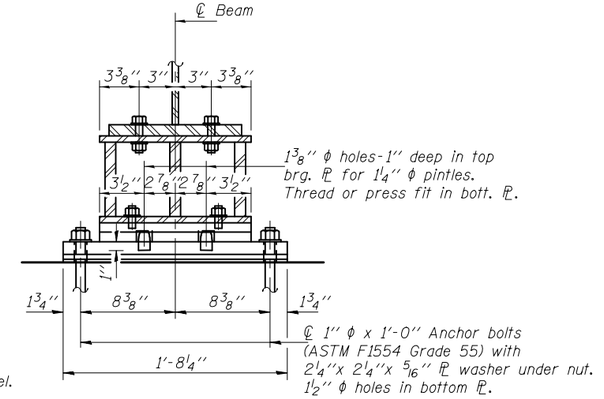


SECTION D-D

TYPE I ELASTOMERIC EXP. BRG.

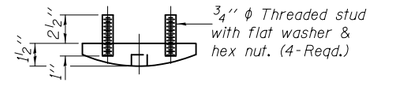


ELEVATION AT PIER 6

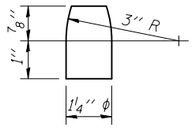


SECTION G-G

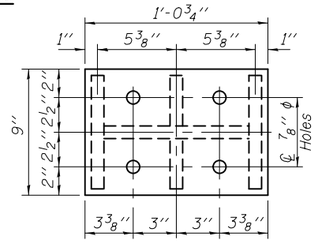
FIXED BEARING



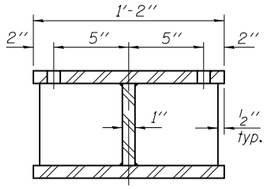
TOP BRG. PLATE DETAIL



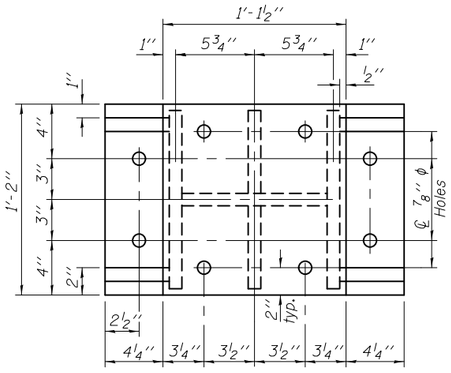
PINTLE



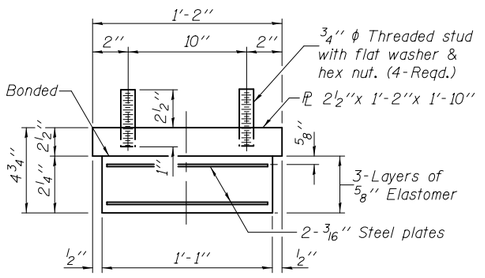
PLAN TOP & BOTTOM PLATE
(Pier 6)



SECTION E-E



PLAN TOP & BOTTOM PLATE
(Pier 5)



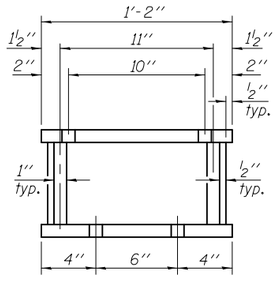
BEARING ASSEMBLY

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

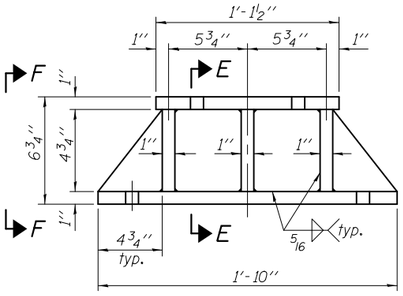
PLAN - TOP BRG. PLATE
(Pier 6)

SECTION H-H

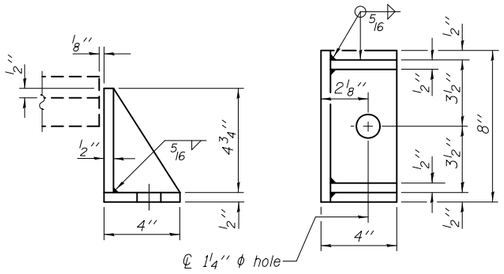
STEEL EXTENSION DETAIL
(Pier 6)



VIEW F-F

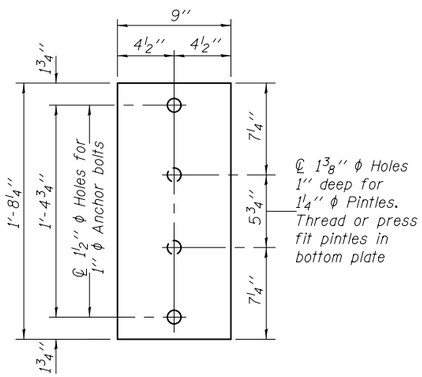


FABRICATED
STEEL EXTENSION DETAIL
(Pier 5)



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PLAN - BOTTOM BRG. PLATE
(Pier 6)

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers for Type I bearings are to be installed in holes drilled before or after members are in place.

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

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

Steel extensions shall be included in the contract unit lump sum cost for Furnishing and Erecting Structural Steel.

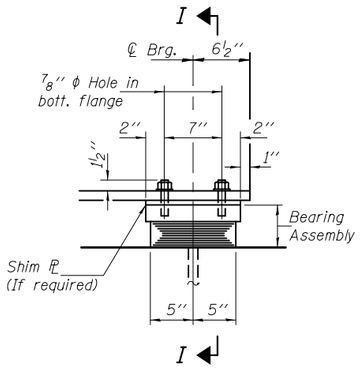
Anchor bolts at fixed bearings are to be installed in holes drilled after the supported member is in place.

The structural steel plates of the bearing assembly including steel extension shall conform to the requirements of AASHTO M 270 Grade 50.

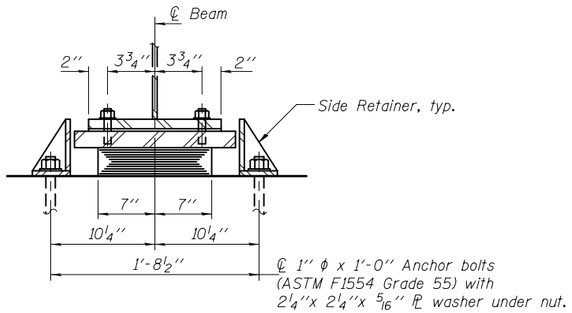
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS – UNIT 2 STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.) SHEET NO. 53 OF 68 SHEETS
CHECKED - A. R. Sheblb	PASSED	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		
DRAWN - h.t. duong			REVISED		
CHECKED - NRB/JMO/GRA					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	90
		CONTRACT NO. 74351		
		ILLINOIS FED. AID PROJECT		

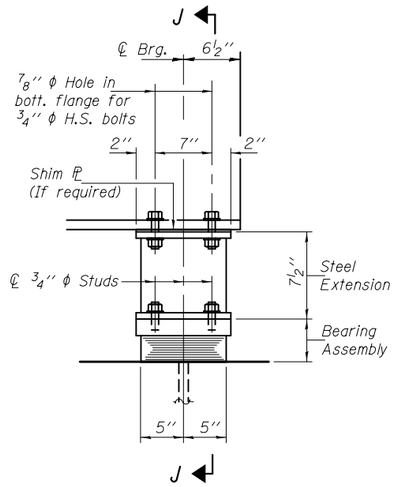


ELEVATION AT S. BRG. PIER 7 (N.B.)

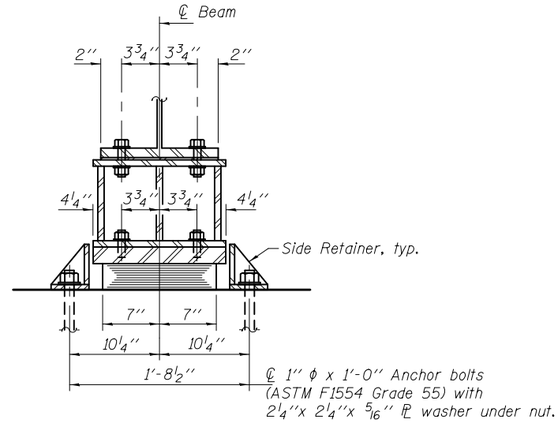


SECTION I-I

TYPE I ELASTOMERIC EXP. BRG.

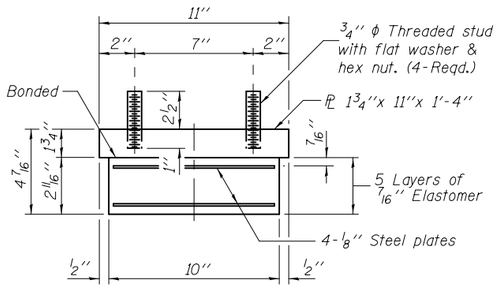


ELEVATION AT S. BRG. PIER 7 (S.B.)



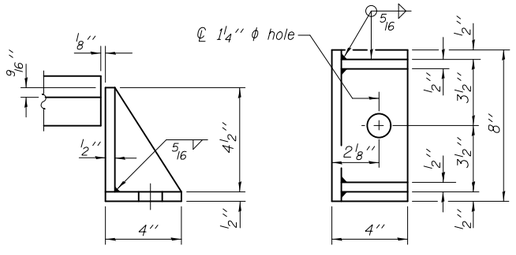
SECTION J-J

TYPE I ELASTOMERIC EXP. BRG.



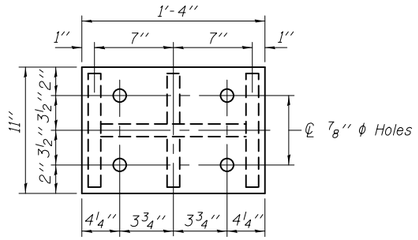
BEARING ASSEMBLY

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



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PLAN TOP & BOTTOM PLATE

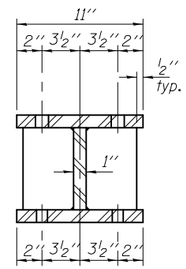
*SHIM PLATE THICKNESS

S.N. 058-0098 (N.B.)						
	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
℄ Brg. Pier 4 (Unit 2)	———	———	———	———	———	———
Pier 5	———	———	———	———	———	———
Pier 6	½''	½''	½''	½''	½''	½''
Pier 7	———	———	½''	———	———	———

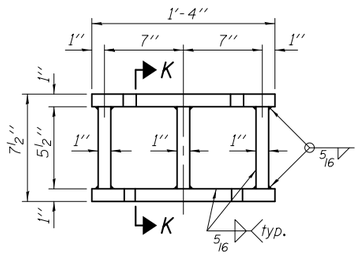
*SHIM PLATE THICKNESS

S.N. 058-0099 (S.B.)						
	Beam 6	Beam 5	Beam 4	Beam 3	Beam 2	Beam 1
℄ Brg. Pier 4 (Unit 2)	⅛''	———	———	⅛''	⅛''	¼''
Pier 5	———	———	———	———	———	———
Pier 6	½''	½''	½''	½''	½''	½''
Pier 7	———	———	———	———	———	———

*Cost included with Furnishing and Erecting Structural Steel.



SECTION K-K



STEEL EXTENSION DETAIL

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

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

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

The structural steel plates of the bearing assembly including steel extension shall conform to the requirements of AASHTO M 270 Grade 50.

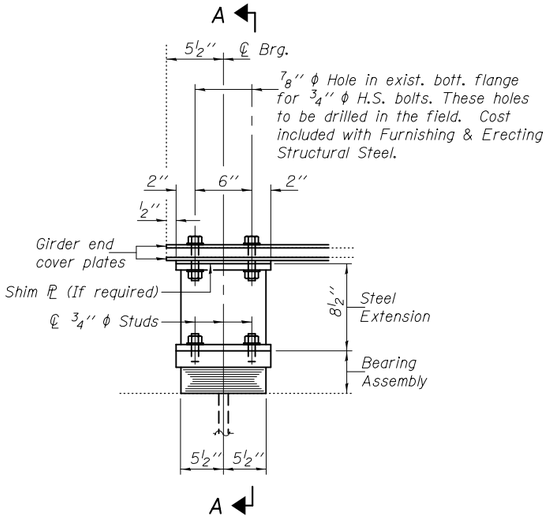
Steel extensions shall be included in the contract unit lump sum cost for Furnishing and Erecting Structural Steel.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

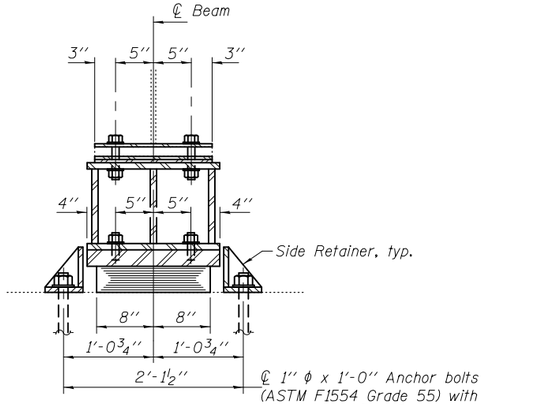
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	36
Anchor Bolts 1''	Each	96

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS – UNIT 2 STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - A. R. Sheblb						322	(58-20B-1)BR	MACON	122	91
DRAWN - h.t. duong	PASSED	Joyce F. Imhoff ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 54 OF 68 SHEETS				CONTRACT NO. 74351	
CHECKED - NRB/JMO/GRA		A. Carl Prussog ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS	FED. AID PROJECT	

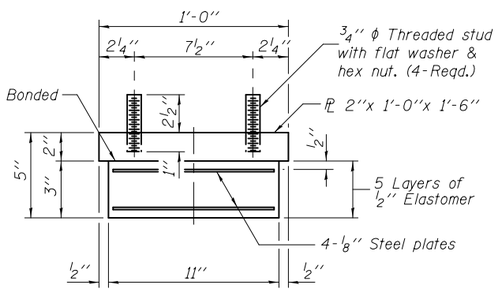


ELEVATION AT N. BRG. PIER 7



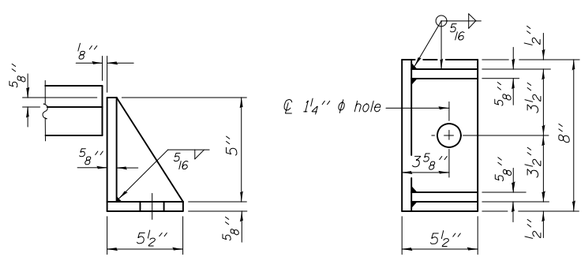
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



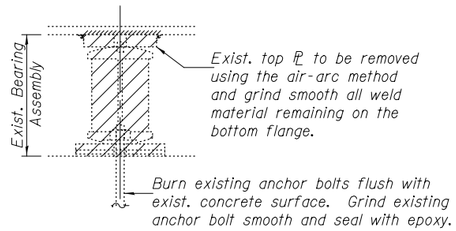
BEARING ASSEMBLY

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



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



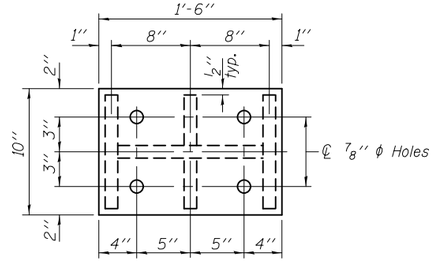
EXISTING BEARING REMOVAL DETAILS AT PIER 7

Cost included with Jack & Remove Existing Bearings.

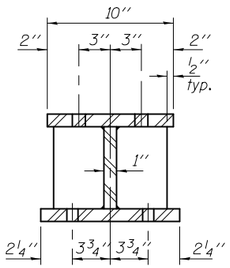
Indicate bearing removal

JACK & REMOVE EXISTING BEARING PROCEDURE

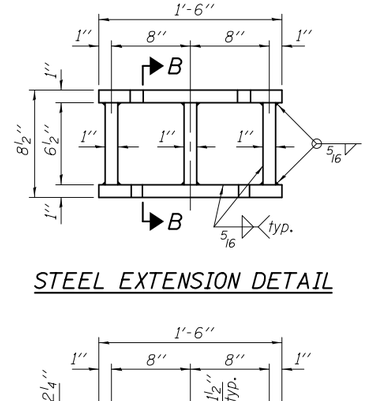
1. The Contractor shall submit for approval by the Engineer, plans for jacking existing beams and installing new bearings prior to commencing any related work. The dead road reaction per beam (weight of steel only) is 8.4 K at Pier 7. Minimum jack capacity is 13.0 K at Pier 7.
2. Prior to ordering any material, the Contractor shall verify steel extension and fill plate thickness required at each bearing.
3. Jacking and removing existing bearings shall be done after the existing deck is removed and prior to placing the new deck.
4. Jacking lifts shall be limited in accordance with the special provision "Jack and Remove Existing Bearings".
5. The new bearings, plates, and steel extensions shall be in place and the jack shall be lowered before the new concrete deck is poured.



PLAN - TOP EXTENSION PLATE



SECTION B-B



STEEL EXTENSION DETAIL

PLAN - BOTTOM EXTENSION PLATE

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers for Type I bearings are to be installed in holes drilled before or after members are in place.

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

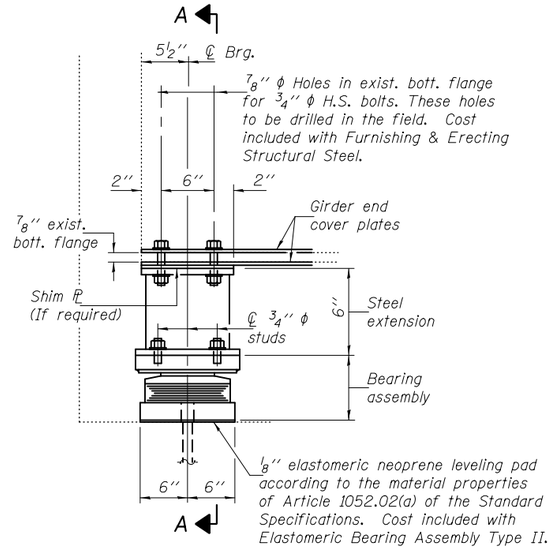
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

The structural steel plates of the bearing assembly including steel extension shall conform to the requirements of AASHTO M 270 Grade 50.

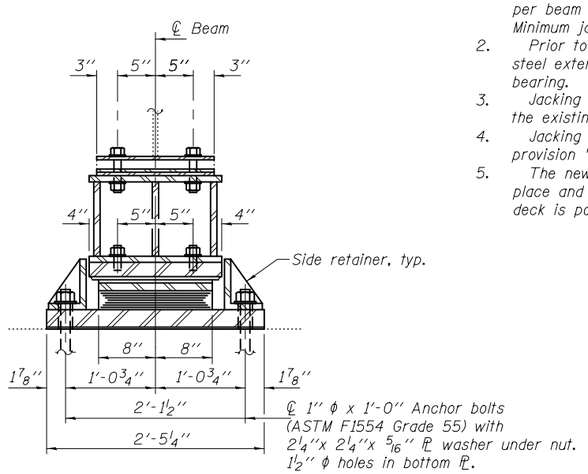
Steel extensions shall be included in the contract unit lump sum cost for Furnishing and Erecting Structural Steel.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

DESIGNED - A. R. Sheblb	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS – UNIT 3 STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - N. R. Barnett	PASSED	Jayne F. Schiff ENGINEER OF BRIDGE DESIGN	REVISED			322	(58-20B-1)BR	MACON	122	92
DRAWN - h.t. duong		A Carl Purvis ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 55 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA								ILLINOIS FED. AID PROJECT		



ELEVATION AT NORTH ABUT.



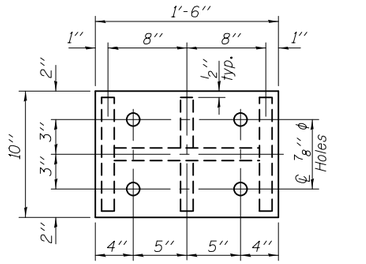
SECTION A-A

JACK & REMOVE EXISTING BEARING PROCEDURE

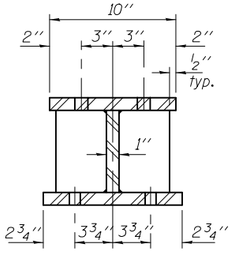
1. The Contractor shall submit for approval by the Engineer, plans for jacking existing beams and installing new bearings prior to commencing any related work. The dead road reaction per beam (weight of steel only) is 8.4 K at North Abutment. Minimum jack capacity is 13.0 K at North Abutment.
2. Prior to ordering any material, the Contractor shall verify steel extension and fill plate thickness required at each bearing.
3. Jacking and removing existing bearings shall be done after the existing deck is removed and prior to placing the new deck.
4. Jacking lifts shall be limited in accordance with the special provision "Jack and Remove Existing Bearings".
5. The new bearings, plates, and steel extensions shall be in place and the jack shall be lowered before the new concrete deck is poured.

BILL OF MATERIAL

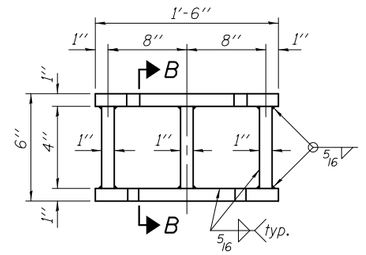
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Elastomeric Bearing Assembly, Type II	Each	12
Jack and Remove Existing Bearings	Each	24
Anchor Bolts 1"	Each	48



PLAN - TOP EXTENSION PLATE

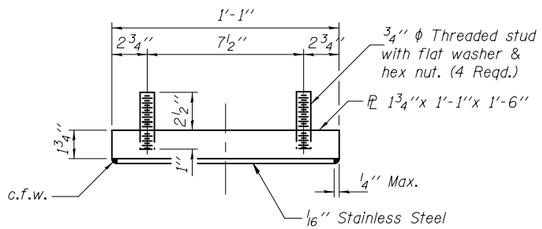


SECTION B-B

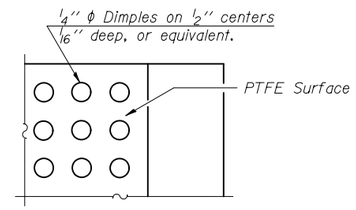


STEEL EXTENSION DETAIL

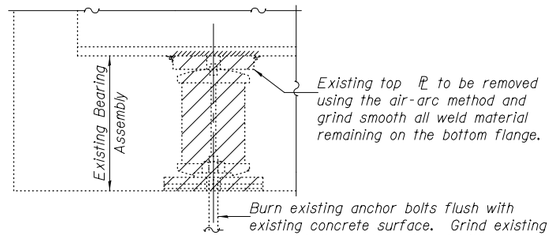
TYPE II ELASTOMERIC EXP. BRG.



TOP BEARING ASSEMBLY



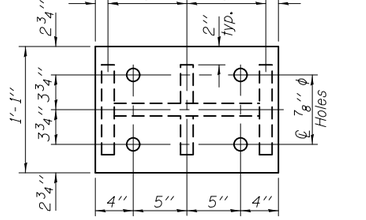
PLAN-PTFE SURFACE



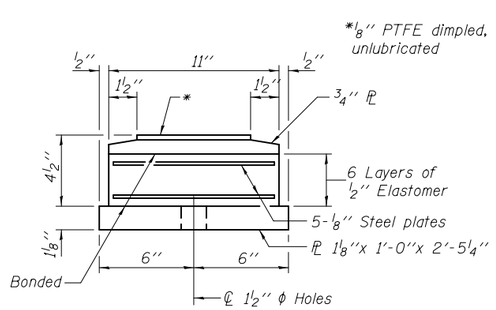
EXISTING BEARING REMOVAL DETAILS AT NORTH ABUTMENT

Cost included with Jack & Remove Existing Bearings.

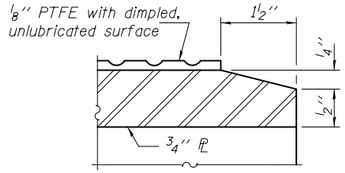
Indicate bearing removal



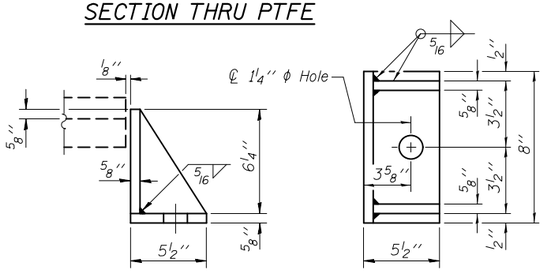
PLAN - BOTTOM EXTENSION PLATE



BOTTOM BEARING ASSEMBLY

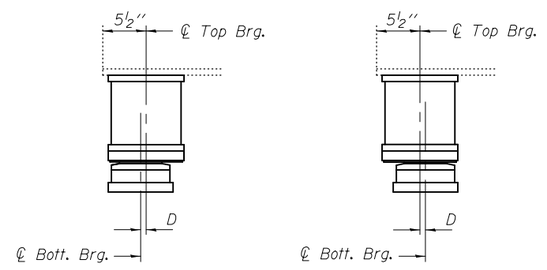


SECTION THRU PTFE



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SETTING ANCHOR BOLTS AT EXP. BRG.

D = ⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

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

Anchor bolts for Type II bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

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

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

Steel extensions shall be included in the contract unit lump sum cost for Furnishing and Erecting Structural Steel.

The ⅛" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

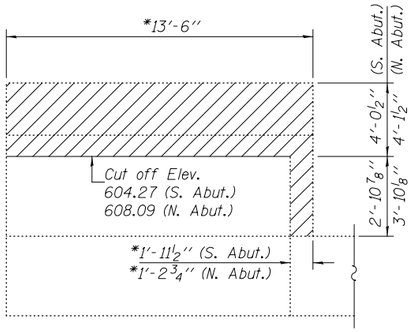
Bonding of ⅛" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

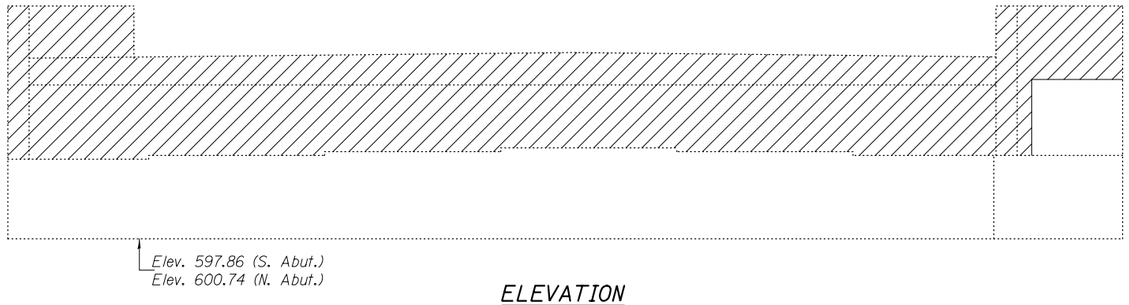
DESIGNED - A. R. Sheblb	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS – UNIT 3 STRUCTURE NO. 058–0098 (N.B.) & 058–0099 (S.B.)
CHECKED - N. R. Barnett	PASSED	REVISED		SHEET NO. 56 OF 68 SHEETS
DRAWN - h.t. duong	ENGINEER OF BRIDGE DESIGN	REVISED		
CHECKED - NRB/JOV/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	93
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			

*Measured along outside face of wall.

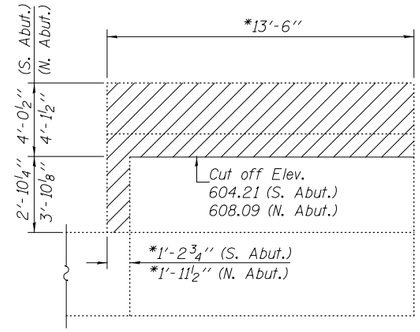


WEST WINGWALL - ELEVATION

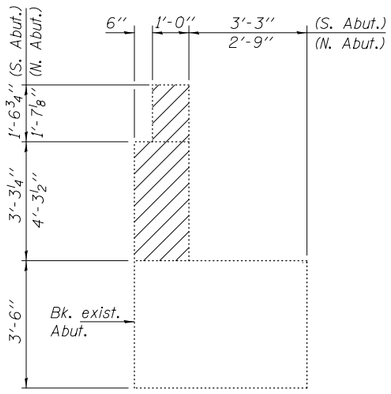


ELEVATION

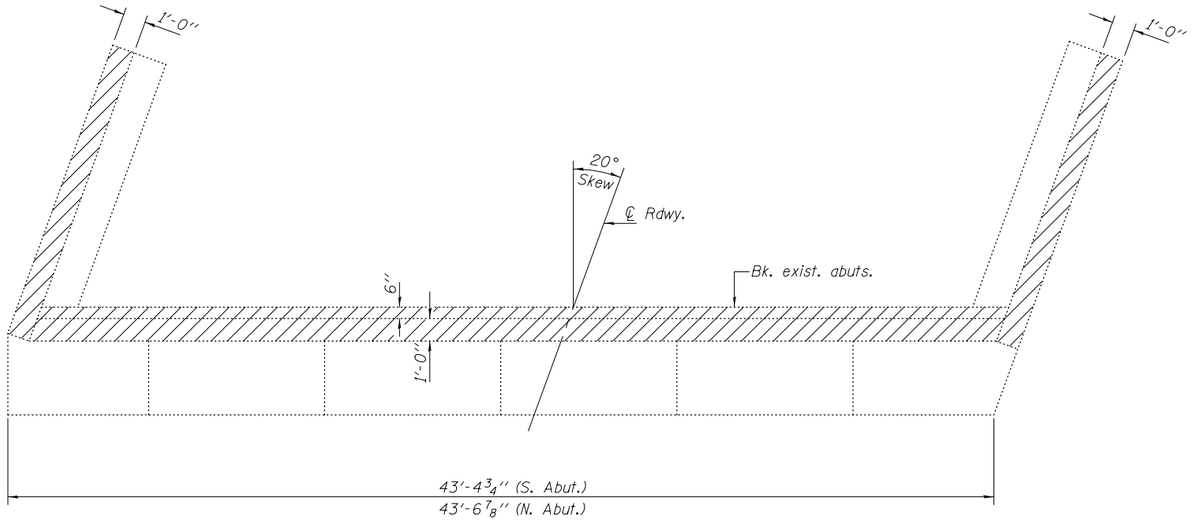
(North Abut. shown - Looking North;
South Abut. - Looking South)



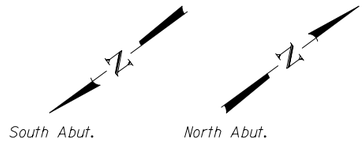
EAST WINGWALL - ELEVATION



SECTION THRU ABUT.



PLAN



Notes: Existing horizontal reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.

Existing reinforcement not extending into new construction shall be cut off and covered with a 2" layer of cement grout. Cost shall be included with the cost of Concrete Removal.

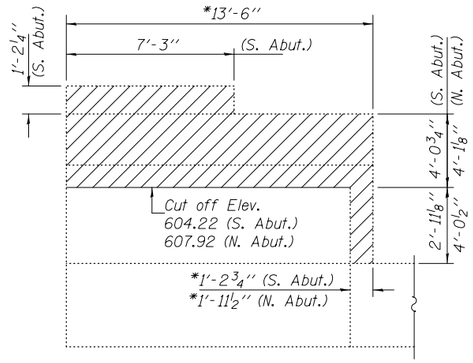
Hatched areas indicate the limits of concrete removal.

TWO ABUTMENTS
BILL OF MATERIAL

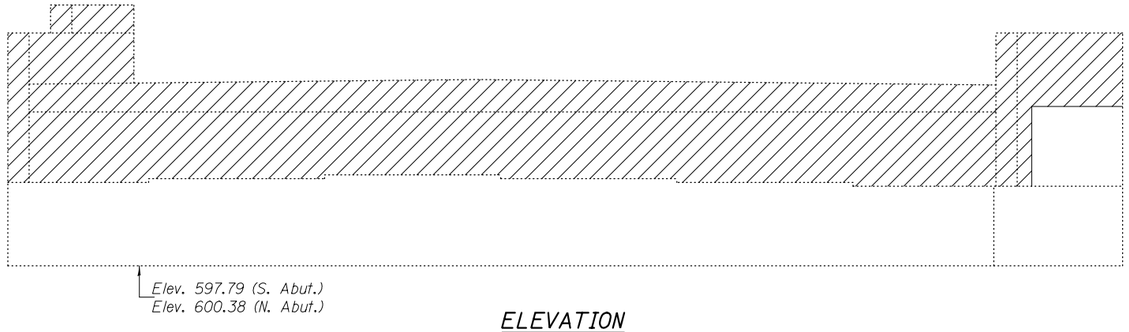
Item	Unit	Total
Concrete Removal	Cu. Yd.	30.5

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE REMOVAL AT ABUTMENTS (N.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela		ENGINEER OF BRIDGE DESIGN				322	(58-20B-1)BR	MACON	122	94
DRAWN - h.t. duong	PASSED		REVISED						CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 57 OF 68 SHEETS			ILLINOIS	FED. AID PROJECT	

*Measured along outside face of wall.

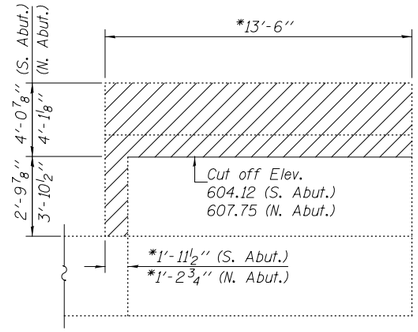


EAST WINGWALL - ELEVATION

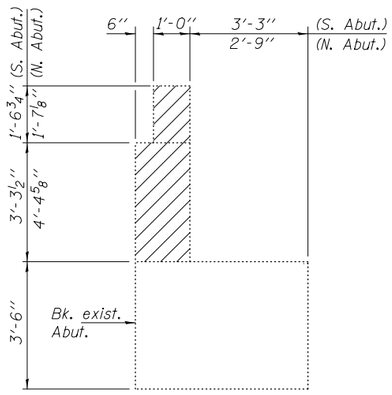


ELEVATION

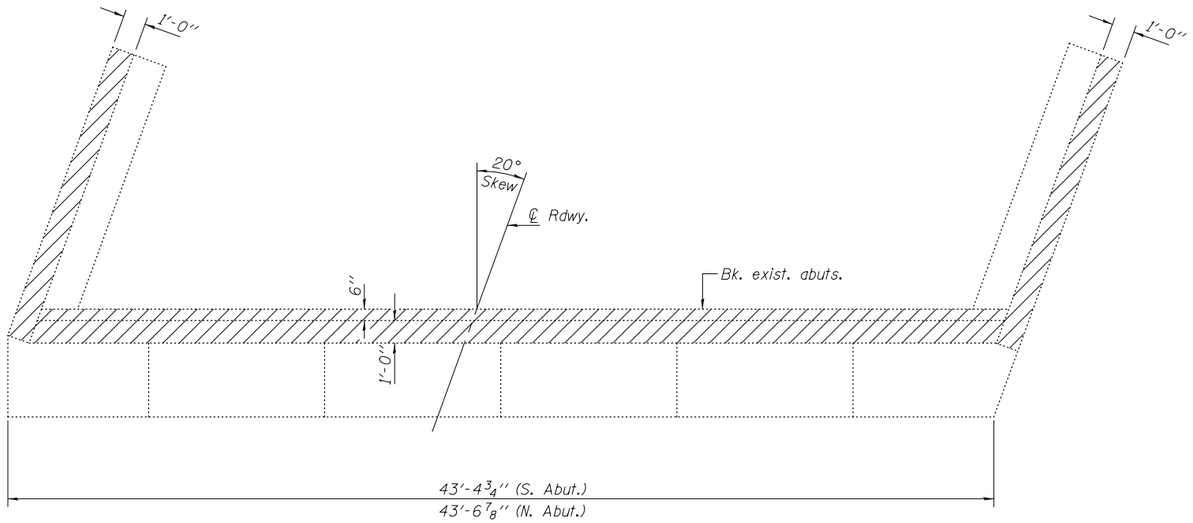
(South Abut. shown - Looking South;
North Abut. - Looking North)



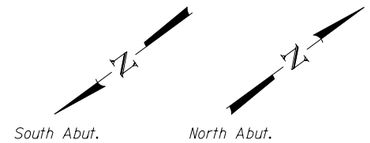
WEST WINGWALL - ELEVATION



SECTION THRU ABUT.



PLAN



Notes: Existing horizontal reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.

Existing reinforcement not extending into new construction shall be cut off and covered with a 2" layer of cement grout. Cost shall be included with the cost of Concrete Removal.

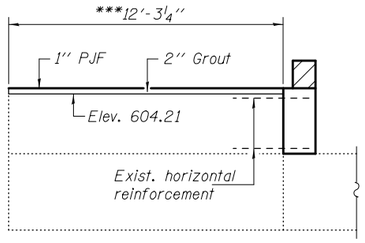
Hatched areas indicate the limits of concrete removal.

TWO ABUTMENTS
BILL OF MATERIAL

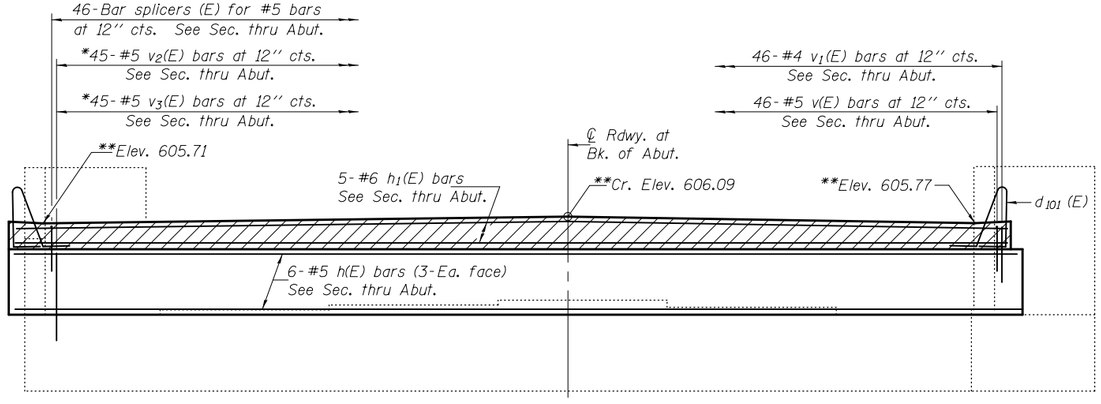
Item	Unit	Total
Concrete Removal	Cu. Yd.	31.1

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE REMOVAL AT ABUTMENTS (S.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela		ENGINEER OF BRIDGE DESIGN				322	(58-20B-1)BR	MACON	122	95
DRAWN - h.t. duong	PASSED		REVISED						CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 58 OF 68 SHEETS			ILLINOIS	FED. AID PROJECT	

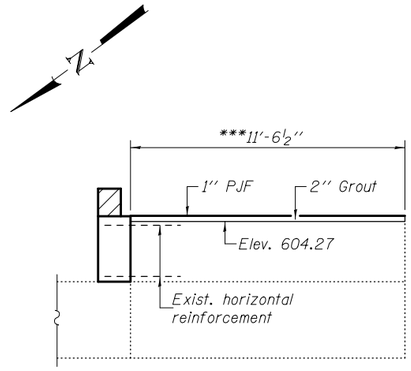
*Epoxy grout $v_2(E)$ and $v_3(E)$ bars in 9'' min. drilled holes according to Section 584 of the Standard Specs.
**Elevations at front face of backwall.
***Measured along outside face of wall.



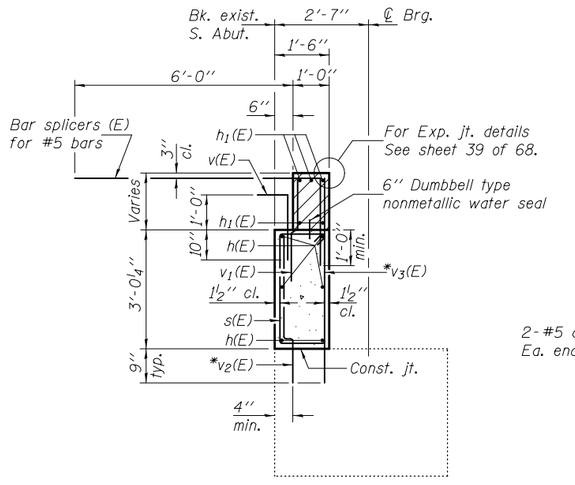
EAST WINGWALL - ELEVATION



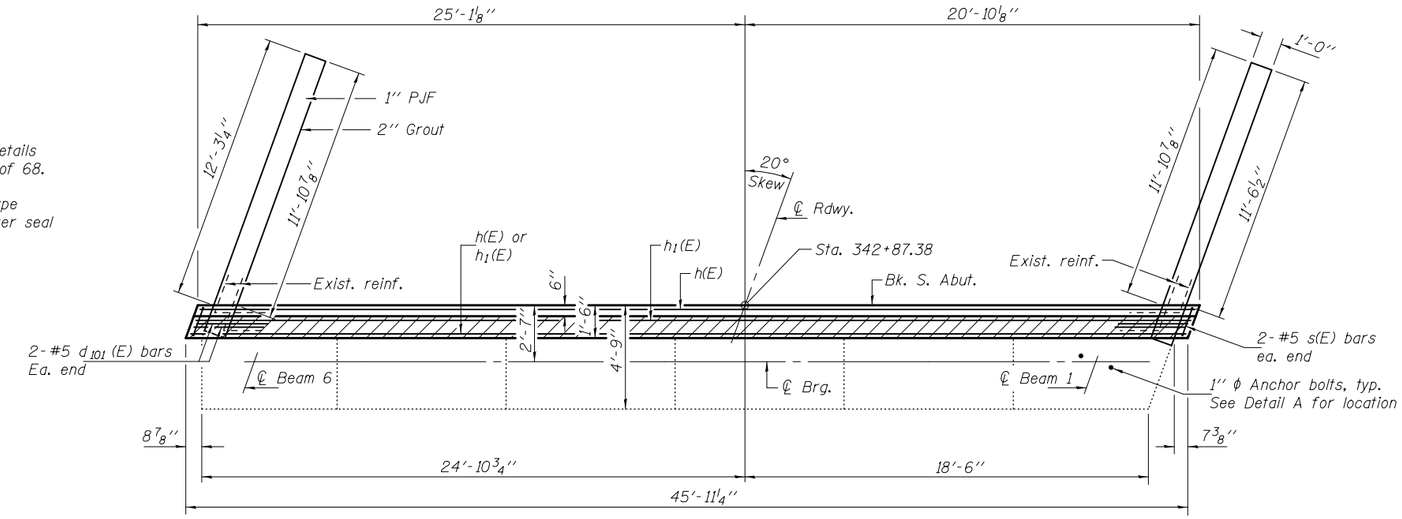
ELEVATION



WEST WINGWALL - ELEVATION



SECTION THRU ABUT.



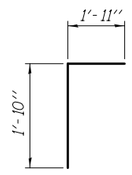
PLAN

SOUTH ABUTMENT (N.B.) BILL OF MATERIAL

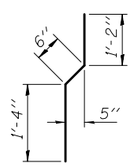
Bar	No.	Size	Length	Shape
h(E)	6	#5	45'-7''	
$h_1(E)$	5	#6	45'-7''	
d_{101} (E)	4	#5	7'-11''	
s(E)	4	#5	8'-11''	
v(E)	46	#5	3'-9''	
$v_1(E)$	46	#4	3'-0''	
$v_2(E)$	45	#5	3'-11''	
$v_3(E)$	45	#5	5'-0''	
Structure Excavation		Cu. Yd.	10.0	
Concrete Structures		Cu. Yd.	7.7	
Reinforcement Bars, Epoxy Coated		Pound	1390	
Concrete Sealer		Sq. Ft.	210.0	

For details of bar splicers, see sheet 67 of 68.
For d_{101} (E) bar bending diagram, see sheet 38 of 68.

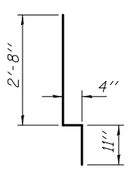
Notes: Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Existing reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.



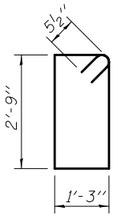
BAR v(E)



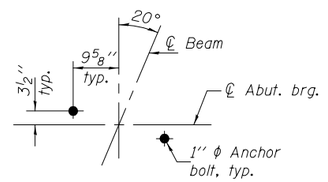
BAR $v_1(E)$



BAR $v_2(E)$



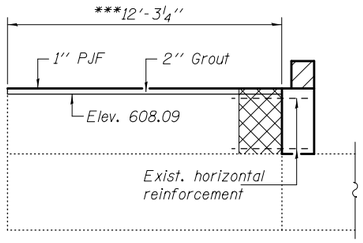
BAR s(E)



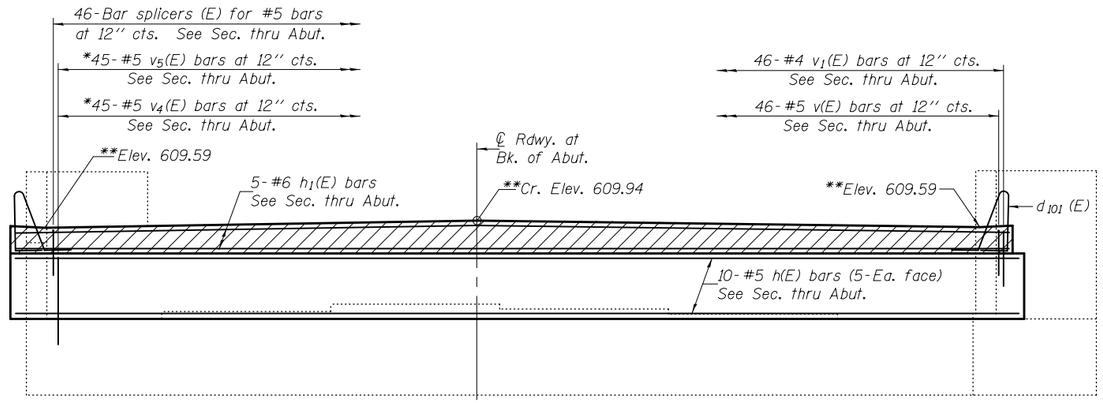
DETAIL A

DESIGNED - N. R. Barnett	EXAMINED	Joyce F. Aldridge ENGINEER OF BRIDGE DESIGN	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH ABUTMENT (N.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela	PASSED	J. Carl Hanneg ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 59 OF 68 SHEETS	322	(58-20B-1)BR	MACON	122	96
DRAWN - h.t. duong			REVISED						CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA								ILLINOIS	FED. AID PROJECT	

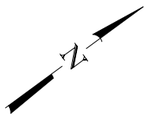
*Epoxy grout $v_4(E)$ and $v_5(E)$ bars in 9" min. drilled holes according to Section 584 of the Standard Specs.
**Elevations at front face of backwall.
***Measured along outside face of wall.

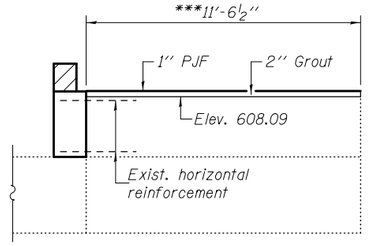


WEST WINGWALL - ELEVATION

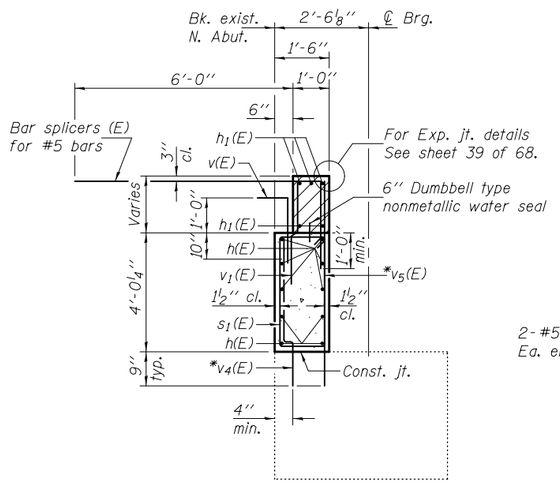


ELEVATION

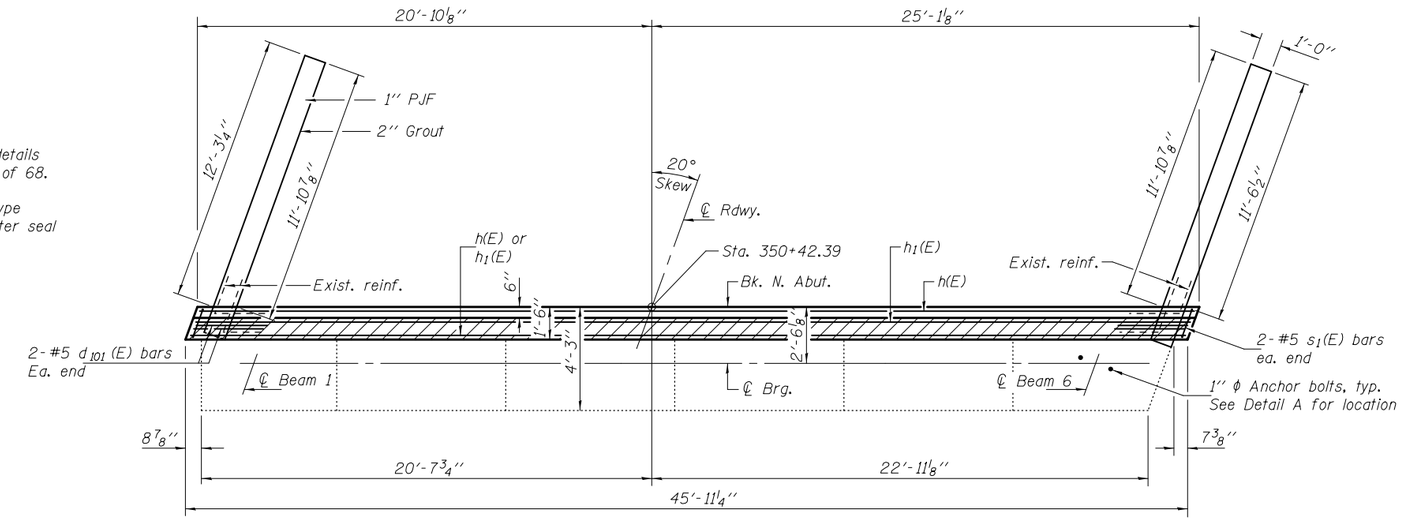




EAST WINGWALL - ELEVATION



SECTION THRU ABUT.



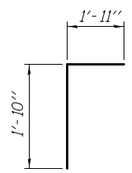
PLAN

NORTH ABUTMENT (N.B.) BILL OF MATERIAL

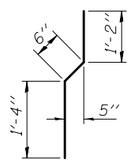
Bar	No.	Size	Length	Shape
h(E)	10	#5	45'-7"	
$h_1(E)$	5	#6	45'-7"	
d_{101} (E)	4	#5	7'-11"	
$s_1(E)$	4	#5	10'-9"	
v(E)	46	#5	3'-9"	
$v_1(E)$	46	#4	3'-0"	
$v_4(E)$	45	#5	4'-11"	
$v_5(E)$	45	#5	5'-11"	
Structure Excavation		Cu. Yd.	14.0	
Concrete Structures		Cu. Yd.	10.3	
Reinforcement Bars, Epoxy Coated		Pound	1680	
Concrete Sealer		Sq. Ft.	256.0	

For details of bar splicers, see sheet 67 of 68.
For d_{101} (E) bar bending diagram, see sheet 38 of 68.

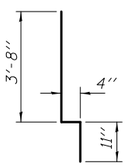
Notes: Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Cross-hatched area indicates location of structural repair of concrete. See sheet 66B of 68.
Existing reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.



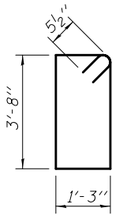
BAR v(E)



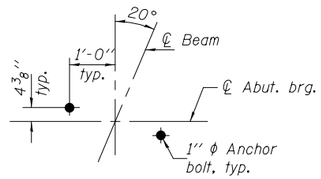
BAR $v_1(E)$



BAR $v_4(E)$



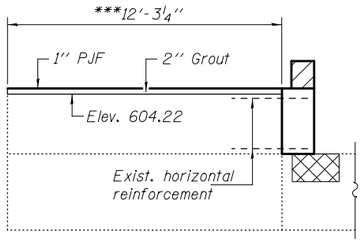
BAR $s_1(E)$



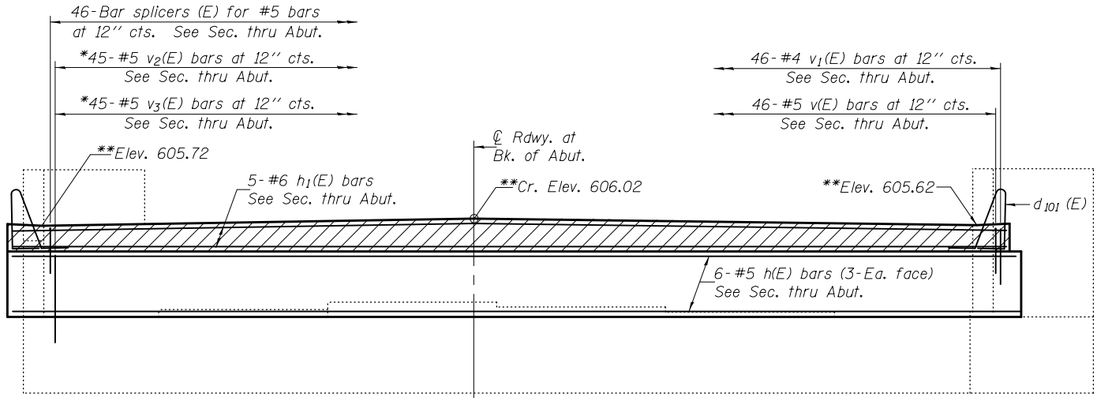
DETAIL A

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH ABUTMENT (N.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 60 OF 68 SHEETS	322	(58-20B-1)BR	MACON	122	97
DRAWN - h.t. duong		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED						CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA								ILLINOIS	FED. AID PROJECT	

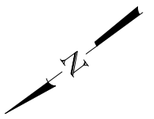
*Epoxy grout $v_2(E)$ and $v_3(E)$ bars in 9'' min. drilled holes according to Section 584 of the Standard Specs.
**Elevations at front face of backwall.
***Measured along outside face of wall.

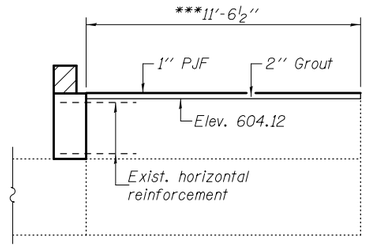


EAST WINGWALL - ELEVATION

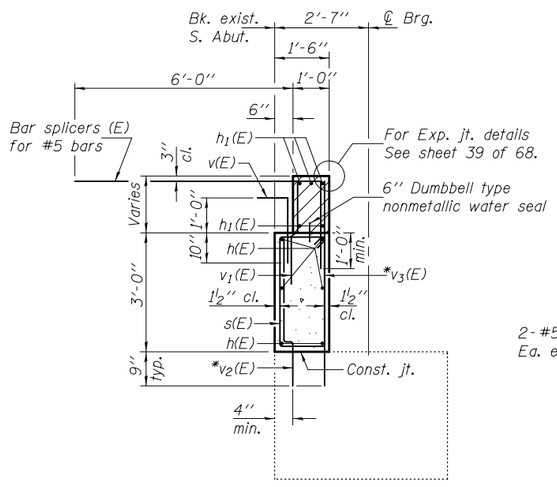


ELEVATION

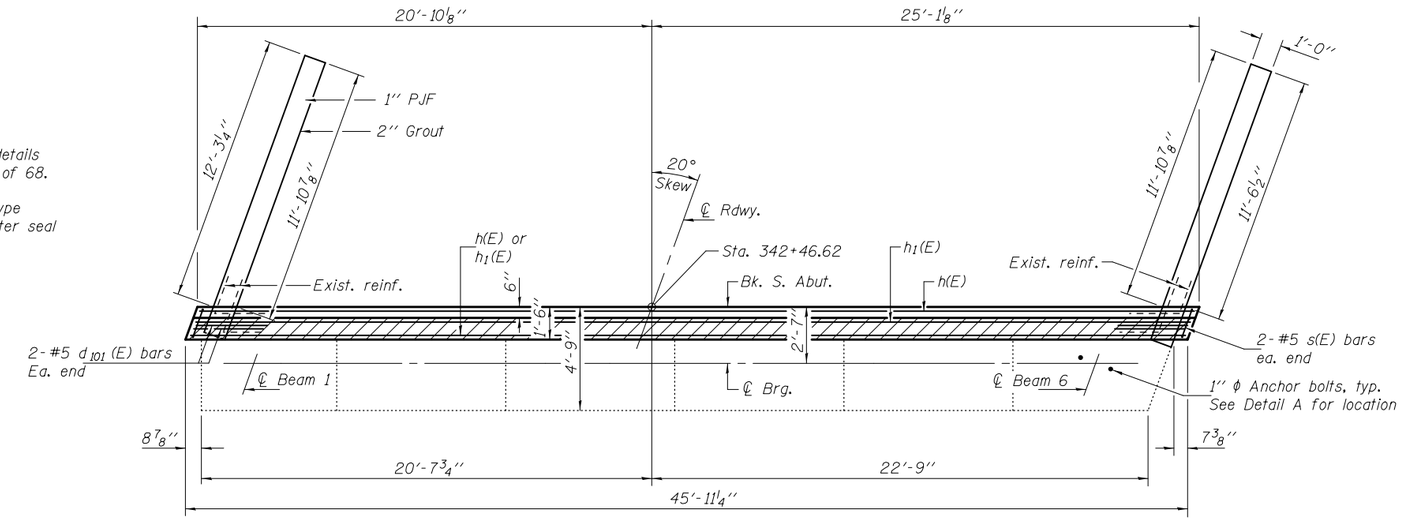




WEST WINGWALL - ELEVATION



SECTION THRU ABUT.



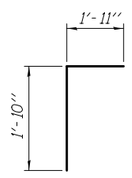
PLAN

SOUTH ABUTMENT (S.B.) BILL OF MATERIAL

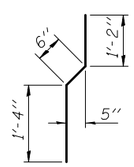
Bar	No.	Size	Length	Shape
h(E)	6	#5	45'-7''	
$h_1(E)$	5	#6	45'-7''	
d_{101} (E)	4	#5	7'-11''	
s(E)	4	#5	8'-11''	
v(E)	46	#5	3'-9''	
$v_1(E)$	46	#4	3'-0''	
$v_2(E)$	45	#5	3'-11''	
$v_3(E)$	45	#5	5'-0''	
Structure Excavation			Cu. Yd.	11.0
Concrete Structures			Cu. Yd.	7.7
Reinforcement Bars, Epoxy Coated			Pound	1390
Concrete Sealer			Sq. Ft.	209.1

For details of bar splicers, see sheet 67 of 68.
For d_{101} (E) bar bending diagram, see sheet 38 of 68.

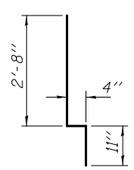
Notes: Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Cross-hatched area indicates location of structural repair of concrete. See sheet 66 of 68.
Existing reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.



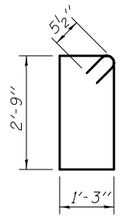
BAR v(E)



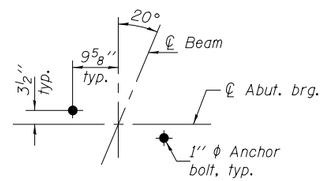
BAR $v_1(E)$



BAR $v_2(E)$



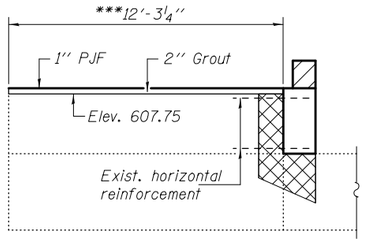
BAR s(E)



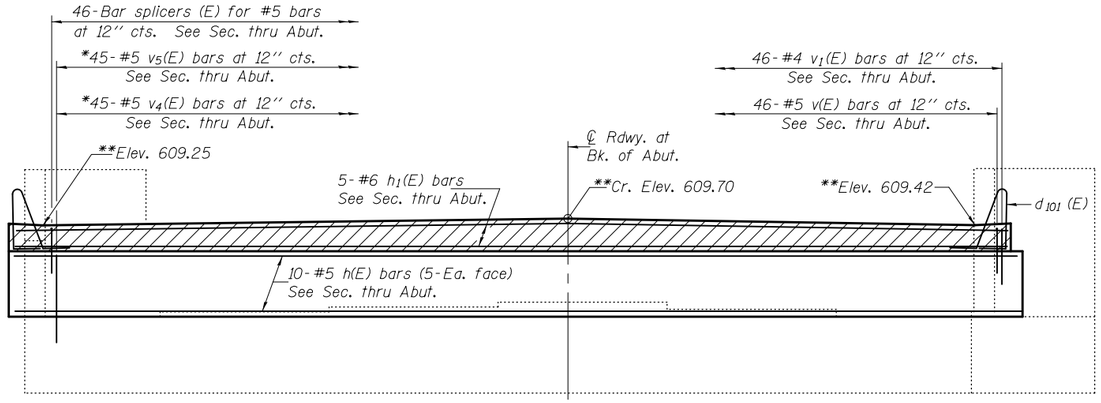
DETAIL A

DESIGNED - N. R. Barnett	EXAMINED	Joyce F. Aldridge ENGINEER OF BRIDGE DESIGN	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOUTH ABUTMENT (S.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela	PASSED	J. Carl Hanneg ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 61 OF 68 SHEETS	322	(58-20B-1)BR	MACON	122	98
DRAWN - h.t. duong			REVISED						CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA								ILLINOIS	FED. AID PROJECT	

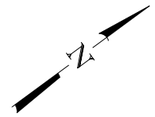
*Epoxy grout $v_4(E)$ and $v_5(E)$ bars in 9" min. drilled holes according to Section 584 of the Standard Specs.
**Elevations at front face of backwall.
***Measured along outside face of wall.

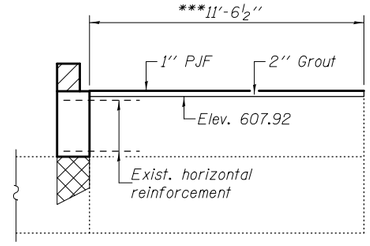


WEST WINGWALL - ELEVATION

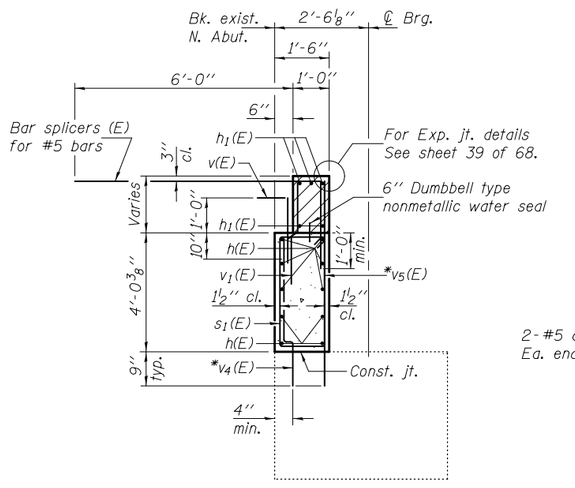


ELEVATION

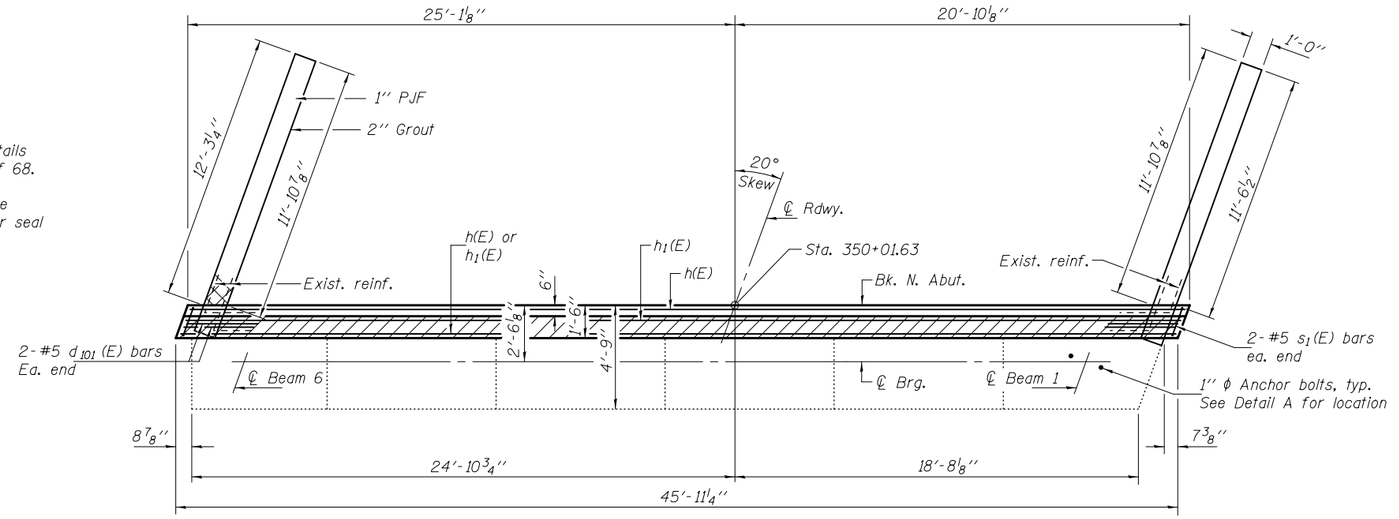




EAST WINGWALL - ELEVATION



SECTION THRU ABUT.



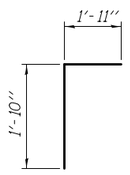
PLAN

NORTH ABUTMENT (S.B.) BILL OF MATERIAL

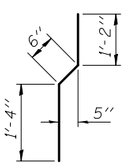
Bar	No.	Size	Length	Shape
h(E)	10	#5	45'-7"	
$h_1(E)$	5	#6	45'-7"	
d_{101} (E)	4	#5	7'-11"	
$s_1(E)$	4	#5	10'-9"	
v(E)	46	#5	3'-9"	
$v_1(E)$	46	#4	3'-0"	
$v_4(E)$	45	#5	4'-11"	
$v_5(E)$	45	#5	5'-11"	
Structure Excavation		Cu. Yd.	14.0	
Concrete Structures		Cu. Yd.	10.3	
Reinforcement Bars, Epoxy Coated		Pound	1680	
Concrete Sealer		Sq. Ft.	256.5	

For details of bar splicers, see sheet 67 of 68.
For d_{101} (E) bar bending diagram, see sheet 38 of 68.

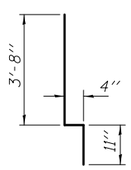
Notes: Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Cross-hatched area indicates location of structural repair of concrete. See sheet 66 of 68.
Existing reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.



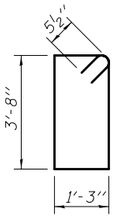
BAR v(E)



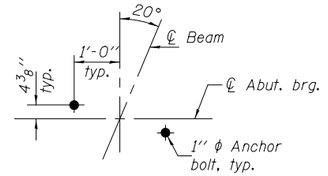
BAR $v_1(E)$



BAR $v_4(E)$

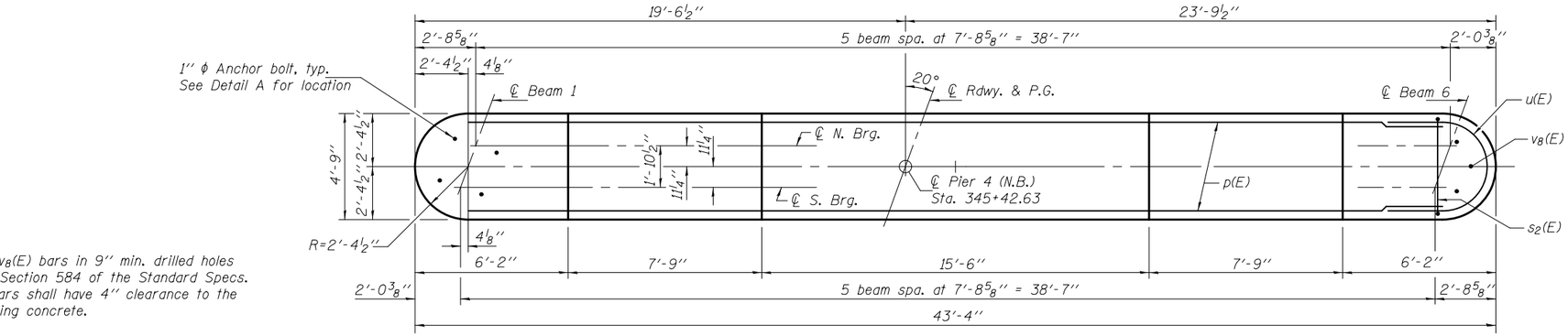


BAR $s_1(E)$



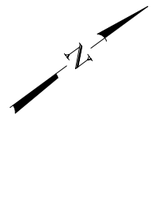
DETAIL A

DESIGNED - N. R. Barnett	EXAMINED		DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH ABUTMENT (S.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 62 OF 68 SHEETS	322	(58-20B-1)BR	MACON	122	99
DRAWN - h.t. duong			REVISED						CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA		ACTING ENGINEER OF BRIDGES AND STRUCTURES					ILLINOIS	FED. AID PROJECT		

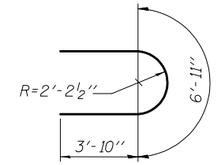


*Epoxy grout $v_8(E)$ bars in 9" min. drilled holes according to Section 584 of the Standard Specs. All grouted bars shall have 4" clearance to the edge of existing concrete.

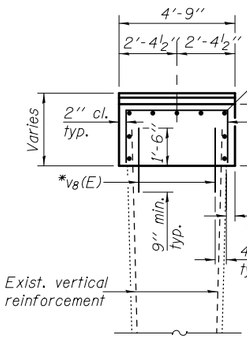
TOP PLAN



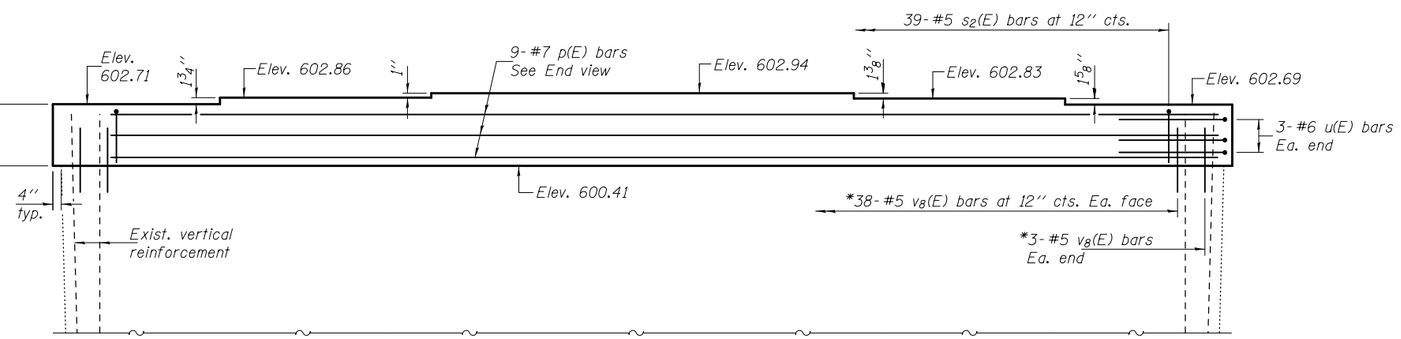
BAR $s_2(E)$



BAR u(E)

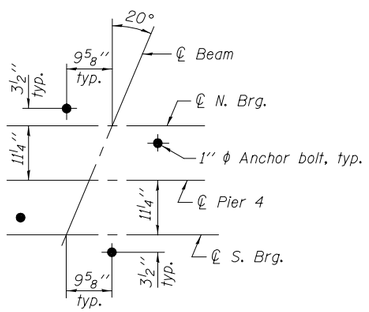


END VIEW

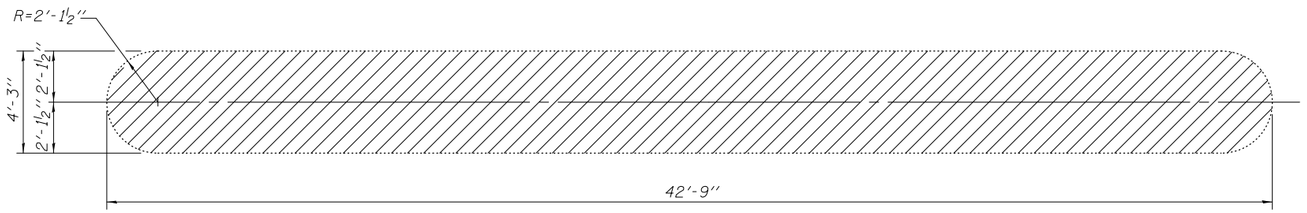


ELEVATION

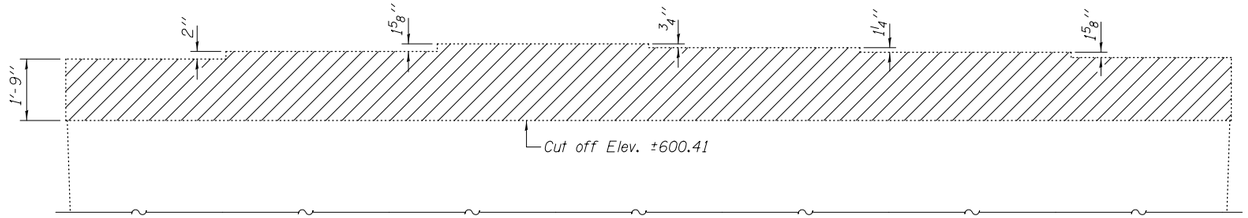
(Looking North)



DETAIL A



PLAN - CONCRETE REMOVAL



ELEVATION - CONCRETE REMOVAL

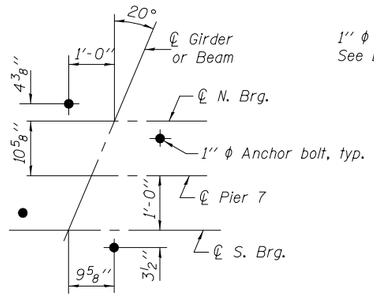
(Looking North)

PIER 4 (N.B.) BILL OF MATERIAL

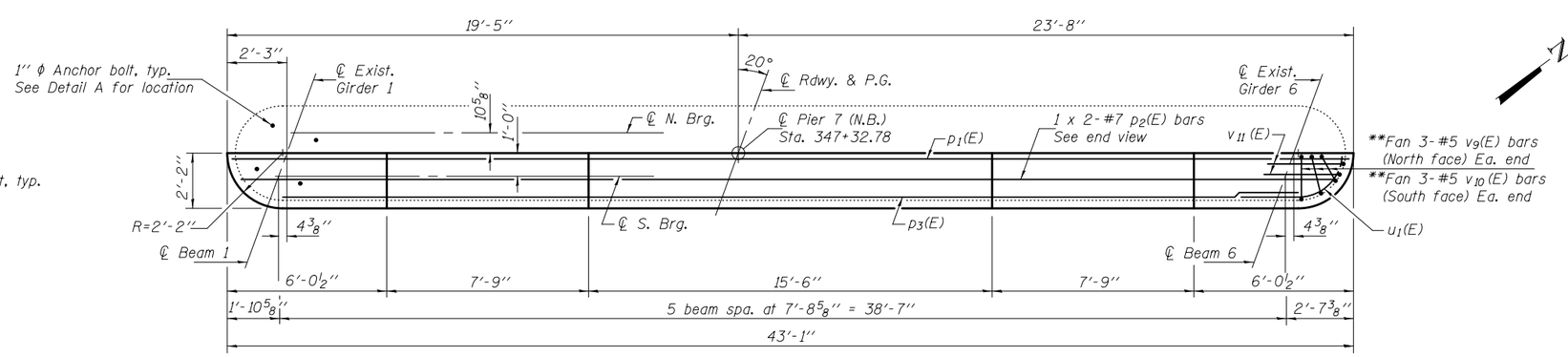
Bar	No.	Size	Length	Shape
p(E)	9	#7	38'-7"	——
$s_2(E)$	39	#5	8'-3"	⊓
u(E)	6	#6	14'-7"	⊃
$v_8(E)$	82	#5	2'-3"	——
Concrete Structures			Cu. Yd.	18.1
Concrete Removal			Cu. Yd.	12.5
Reinforcement Bars, Epoxy Coated			Pound	1370

Notes: Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Existing vertical reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.
Hatched areas indicate the limits of Concrete Removal.

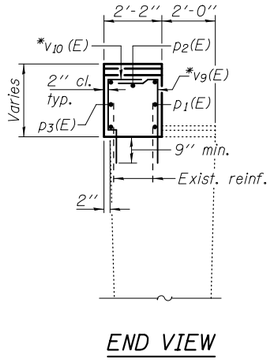
DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 4 (N.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela					322	(58-20B-1)BR	MACON	122	100
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 63 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		



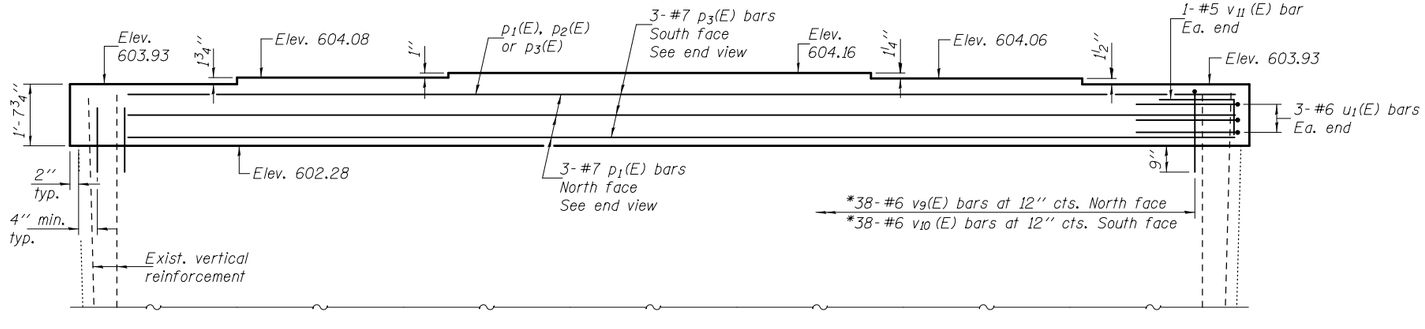
DETAIL A



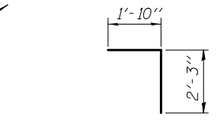
TOP PLAN



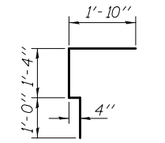
END VIEW



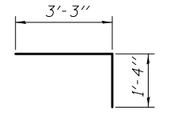
ELEVATION
(Looking North)



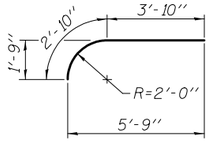
BAR v9(E)



BAR v10 (E)



BAR v11 (E)

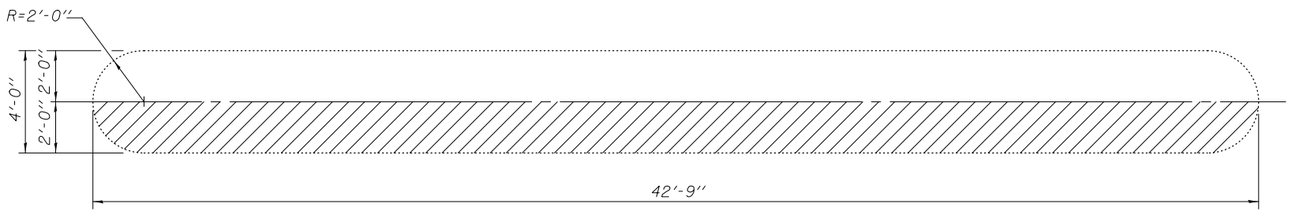


BAR u1(E)

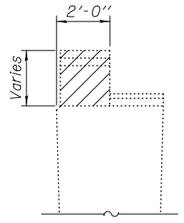
*Epoxy grout v9(E) & v10 (E) bars in 9" min. drilled holes according to Section 584 of the Standard Specs. All grouted bars shall have 4" clearance to the edge of existing concrete.
**Cut to fit.

MIN. BAR LAPS

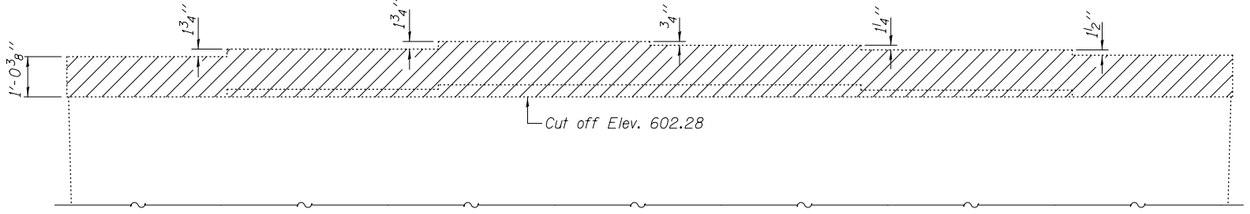
#5 bar = 3'-3"
#7 bar = 5'-10"



PLAN - CONCRETE REMOVAL



END VIEW -
CONCRETE REMOVAL



ELEVATION - CONCRETE REMOVAL
(Looking North)

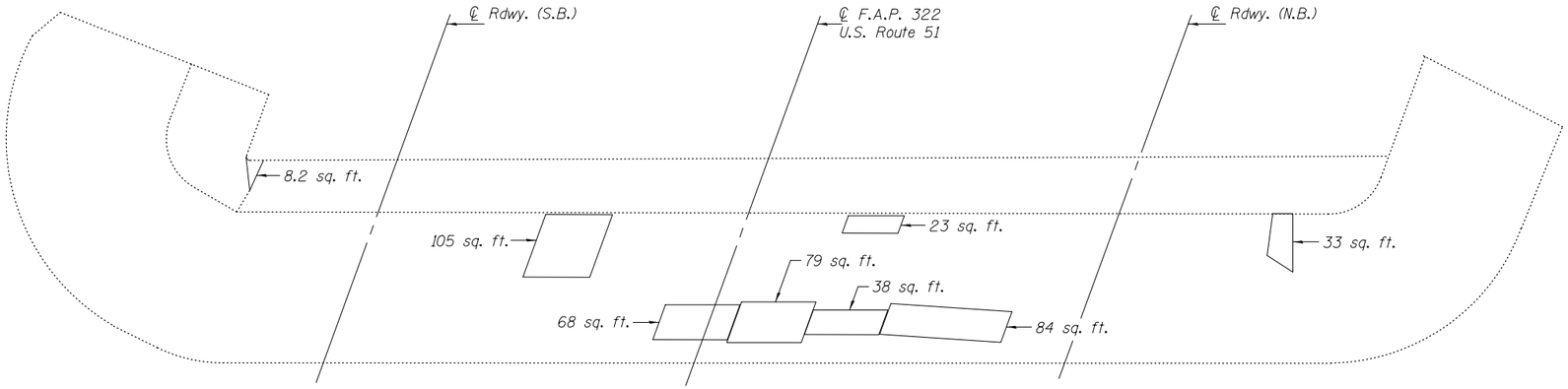
PIER 7 (N.B.)
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$p_1(E)$	3	#7	42'-9"	——
$p_2(E)$	2	#7	23'-4"	——
$p_3(E)$	3	#7	38'-9"	——
$u_1(E)$	6	#6	6'-8"	⌒
$v_9(E)$	44	#5	4'-1"	⌐
$v_{10}(E)$	44	#5	4'-6"	⌐
$v_{11}(E)$	4	#5	4'-7"	⌐
Concrete Structures			Cu. Yd.	6.2
Concrete Removal			Cu. Yd.	3.7
Reinforcement Bars, Epoxy Coated			Pound	1070

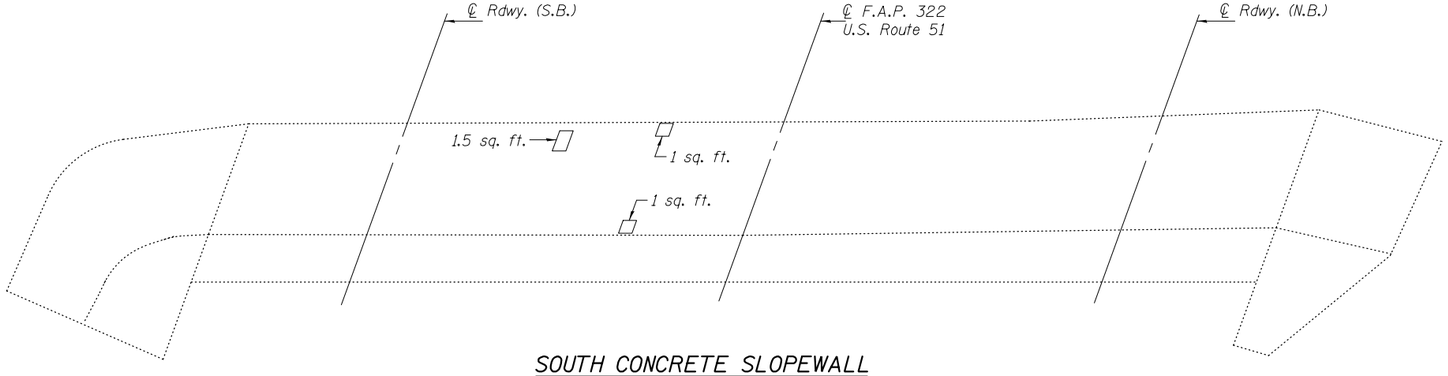
Notes: Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.
Existing vertical reinforcement extending into new construction shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.
Hatched areas indicate the limits of Concrete Removal.

DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 7 (N.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela					322	(58-20B-1)BR	MACON	122	101
DRAWN - h.t. duong	PASSED	REVISED						CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA		REVISED		SHEET NO. 64 OF 68 SHEETS			ILLINOIS	FED. AID PROJECT	

Joyce F. Aldridge
ENGINEER OF BRIDGE DESIGN
A. Carl Toney
ACTING ENGINEER OF BRIDGES AND STRUCTURES



NORTH CONCRETE SLOPEWALL



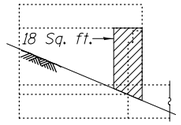
SOUTH CONCRETE SLOPEWALL

TWO SLOPEWALL REPAIRS
BILL OF MATERIAL

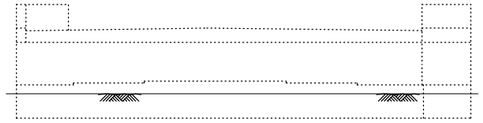
Item	Unit	Total
Slopewall Repair	Sq. Yd.	49.1

Notes:
Quantities for Slopewall Repair are based on estimated areas shown in the Bridge Condition Report dated January, 2010.
Actual locations and areas of Slopewall Repair are to be determined by the Engineer in the field.

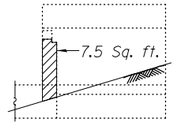
DESIGNED - N. R. Barnett	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SLOPEWALL REPAIR STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela					322	(58-20B-1)BR	MACON	122	102
DRAWN - h.t. duong	PASSED	REVISED					CONTRACT NO. 74351		
CHECKED - NRB/JOV/GRA	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 65 OF 68 SHEETS			ILLINOIS FED. AID PROJECT		



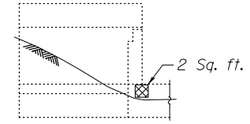
ELEVATION - N.W. WINGWALL



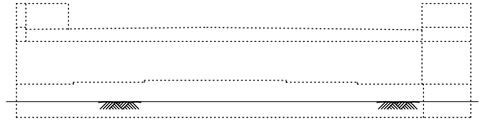
ELEVATION - NORTH ABUTMENT
(Looking North)



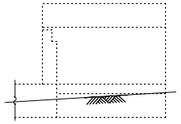
ELEVATION - N.E. WINGWALL



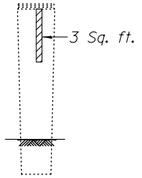
ELEVATION - S.E. WINGWALL



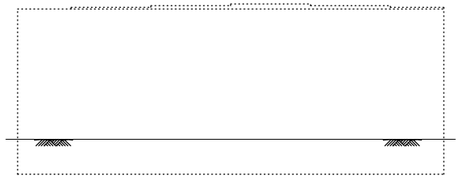
ELEVATION - SOUTH ABUTMENT
(Looking South)



ELEVATION - S.W. WINGWALL

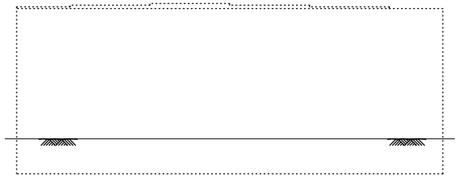


WEST END



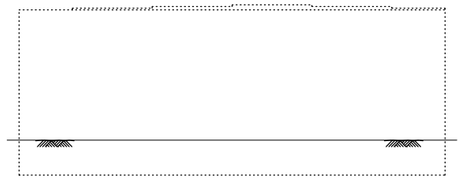
ELEVATION - PIER 1
(Looking North)

EAST END



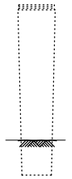
ELEVATION - PIER 1
(Looking South)

WEST END

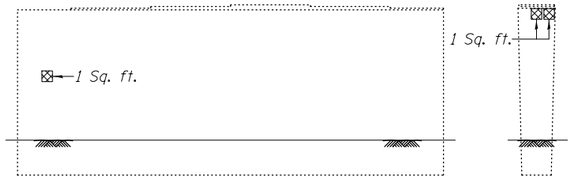


ELEVATION - PIER 2
(Looking North)

EAST END



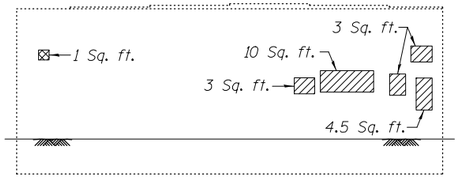
WEST END



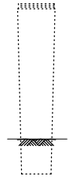
ELEVATION - PIER 3
(Looking North)

EAST END

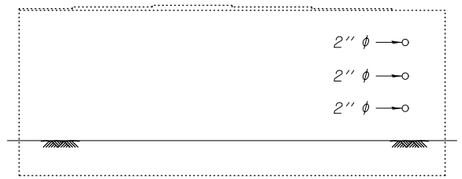
WEST END



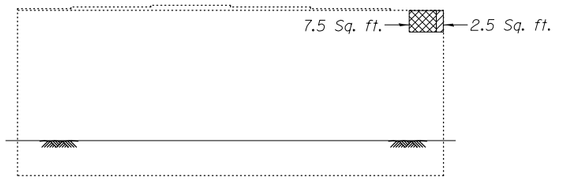
ELEVATION - PIER 4
(Looking North)



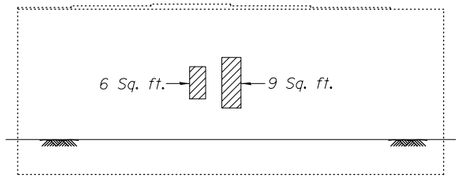
EAST END



ELEVATION - PIER 2
(Looking South)



ELEVATION - PIER 3
(Looking South)



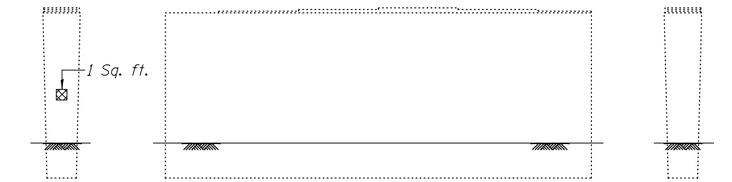
ELEVATION - PIER 4
(Looking South)

LEGEND

Unsound concrete

Spalled concrete

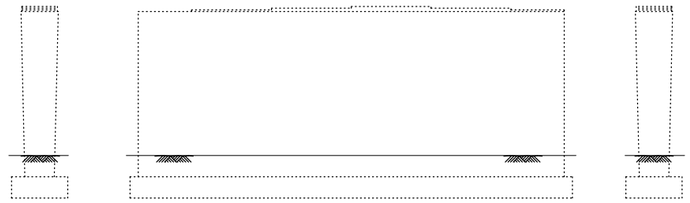
DESIGNED -	EXAMINED	DATE - MAY 6, 2015	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**STRUCTURAL REPAIR OF CONCRETE (S.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED -					322	(58-20B-1)BR	MACON	122	103
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 66 OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED -	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		



WEST END

ELEVATION - PIER 5
(Looking North)

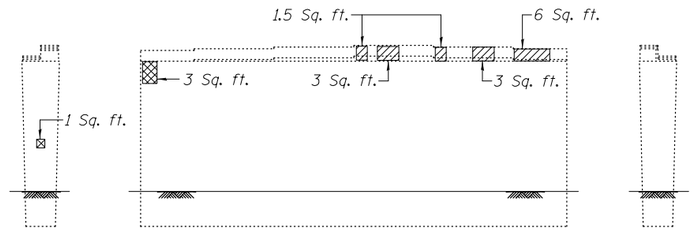
EAST END



WEST END

ELEVATION - PIER 6
(Looking North)

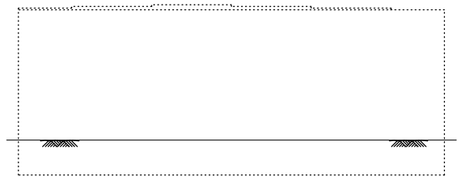
EAST END



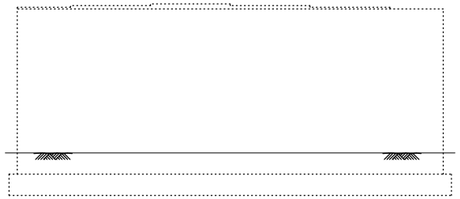
WEST END

ELEVATION - PIER 7
(Looking North)

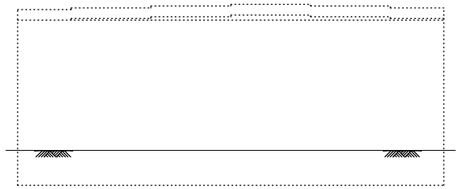
EAST END



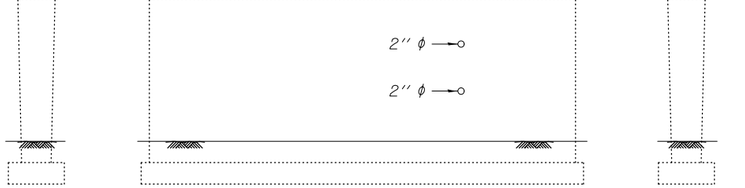
ELEVATION - PIER 5
(Looking South)



ELEVATION - PIER 6
(Looking South)



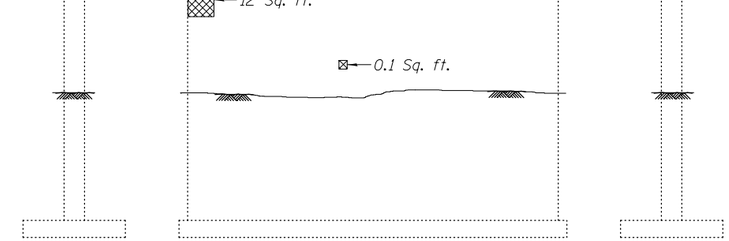
ELEVATION - PIER 7
(Looking South)



WEST END

ELEVATION - PIER 8
(Looking North)

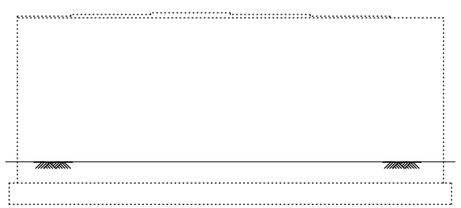
EAST END



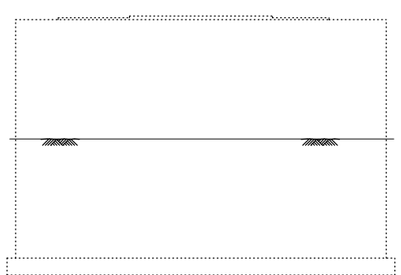
WEST END

ELEVATION - PIER 9
(Looking North)

EAST END



ELEVATION - PIER 8
(Looking South)



ELEVATION - PIER 9
(Looking South)

STRUCTURAL REPAIR OF CONCRETE (SQ. FT.) STRUCTURE NO. 058-0099 (S.B.)

Location	Total (Sq. Ft.)
S. Abut.	2.0
Pier 1	3.0
Pier 2	0.1
Pier 3	13.0
Pier 4	39.5
Pier 5	1.0
Pier 6	0.0
Pier 7	19.0
Pier 8	0.1
Pier 9	12.1
N. Abut.	22.5

LEGEND

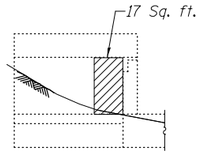
Unsound concrete

Spalled concrete

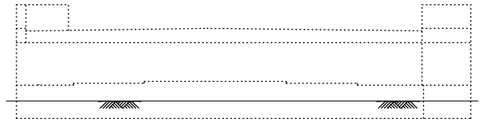
DESIGNED -	EXAMINED	DATE - MAY 6, 2015	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED -		REVISED	
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED -	ENGINEER OF BRIDGE DESIGN; ACTING ENGINEER OF BRIDGES AND STRUCTURES		

STRUCTURAL REPAIR OF CONCRETE (S.B.)
STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
SHEET NO. 66A OF 68 SHEETS

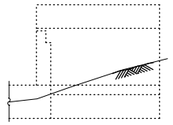
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	103A
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



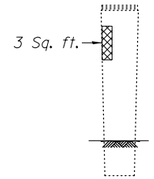
ELEVATION - N.W. WINGWALL



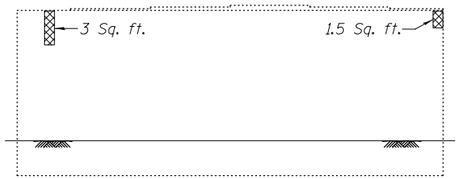
ELEVATION - NORTH ABUTMENT
(Looking North)



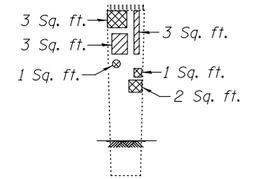
ELEVATION - N.E. WINGWALL



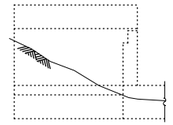
WEST END



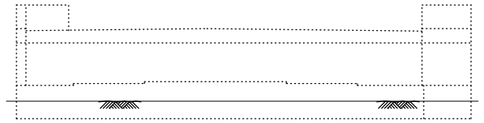
ELEVATION - PIER 1
(Looking North)



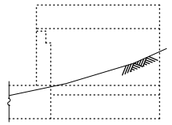
EAST END



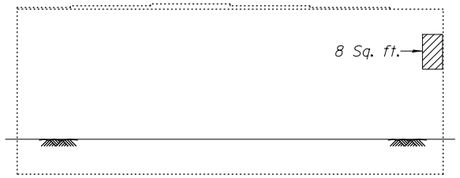
ELEVATION - S.E. WINGWALL



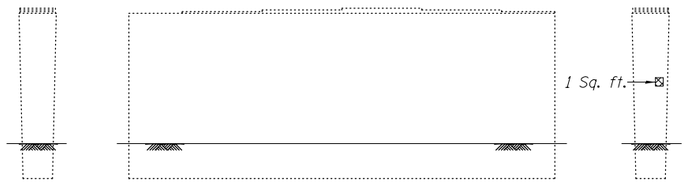
ELEVATION - SOUTH ABUTMENT
(Looking South)



ELEVATION - S.W. WINGWALL



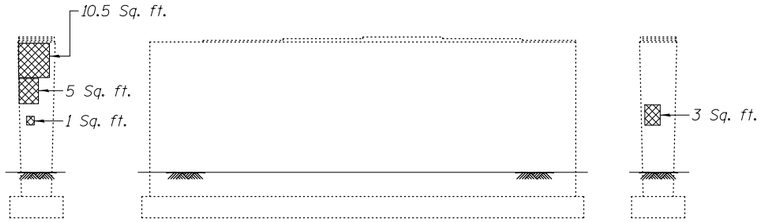
ELEVATION - PIER 1
(Looking South)



WEST END

ELEVATION - PIER 2
(Looking North)

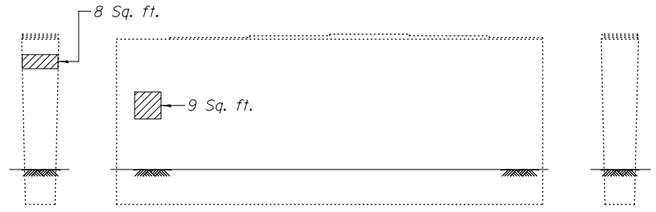
EAST END



WEST END

ELEVATION - PIER 3
(Looking North)

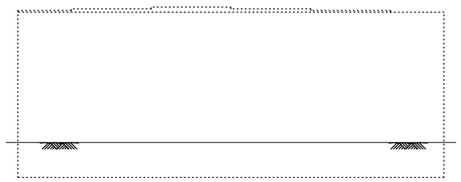
EAST END



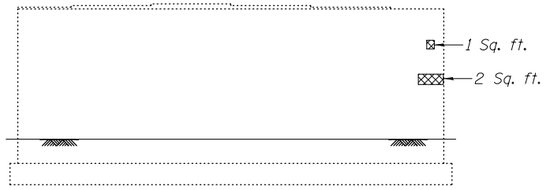
WEST END

ELEVATION - PIER 4
(Looking North)

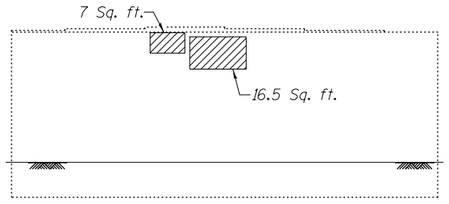
EAST END



ELEVATION - PIER 2
(Looking South)



ELEVATION - PIER 3
(Looking South)



ELEVATION - PIER 4
(Looking South)

LEGEND

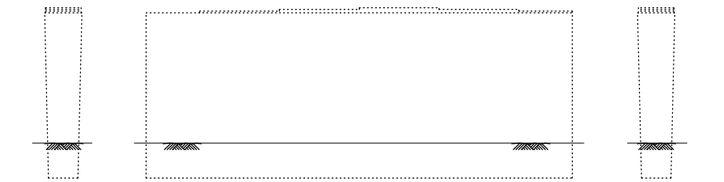
Unsound concrete

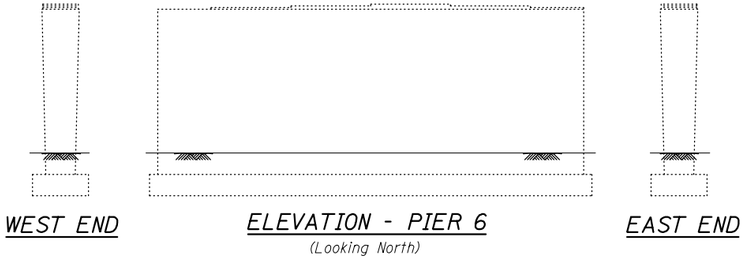
Spalled concrete

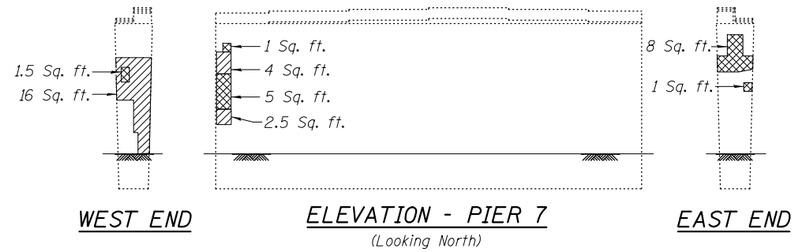
DESIGNED -	EXAMINED	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL REPAIR OF CONCRETE (N.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED -					322	(58-20B-1)BR	MACON	122	103B
DRAWN - h.t. duong	PASSED	REVISED						CONTRACT NO. 74351	
CHECKED -		REVISED		SHEET NO. 66B OF 68 SHEETS			ILLINOIS	FED. AID PROJECT	

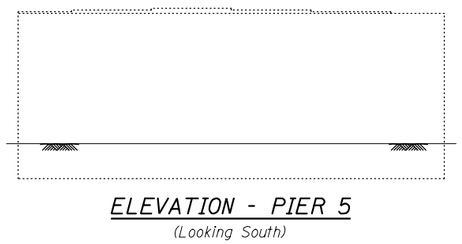
ENGINEER OF BRIDGE DESIGN

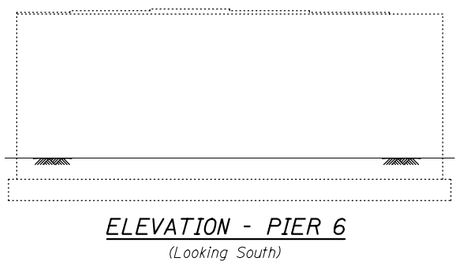
ACTING ENGINEER OF BRIDGES AND STRUCTURES

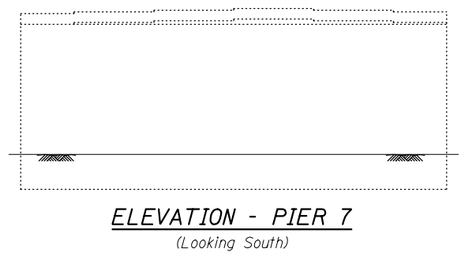


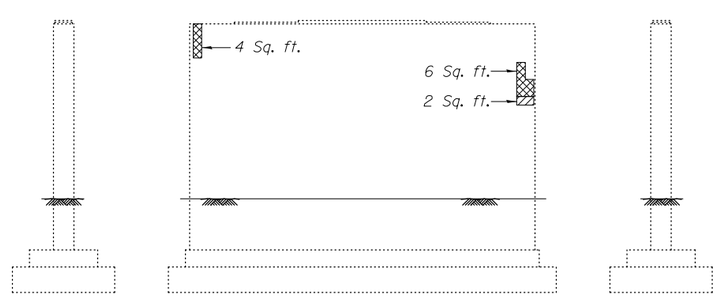


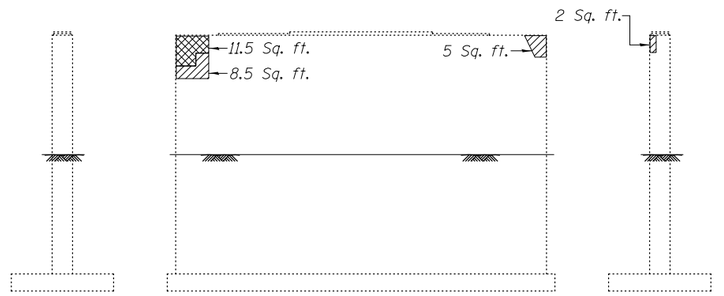






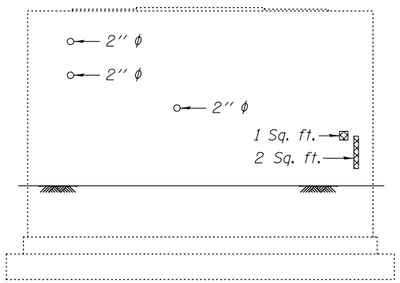


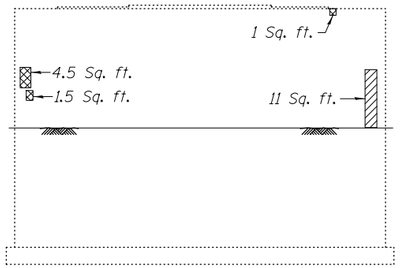




STRUCTURAL REPAIR OF CONCRETE (SQ. FT.) STRUCTURE NO. 058-0098 (N.B.)

Location	Total (Sq. Ft.)
S. Abut.	0.0
Pier 1	28.5
Pier 2	1.0
Pier 3	22.6
Pier 4	40.5
Pier 5	0.0
Pier 6	0.0
Pier 7	39.0
Pier 8	15.1
Pier 9	45.0
N. Abut.	17.0



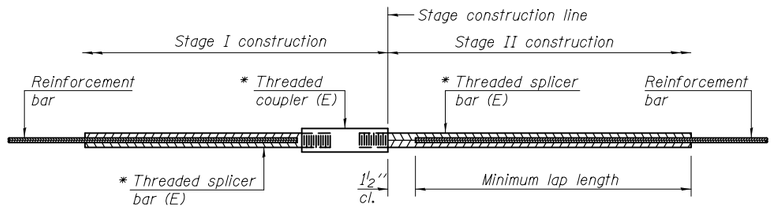


LEGEND

Unsound concrete

Spalled concrete

DESIGNED -	EXAMINED	DATE - MAY 6, 2015	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**STRUCTURAL REPAIR OF CONCRETE (N.B.) STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED -					322	(58-20B-1)BR	MACON	122	103C
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 66C OF 68 SHEETS			CONTRACT NO. 74351		
CHECKED -	ENGINEER OF BRIDGE DESIGN	REVISED					ILLINOIS FED. AID PROJECT		
	ACTING ENGINEER OF BRIDGES AND STRUCTURES								



STANDARD BAR SPLICER ASSEMBLY

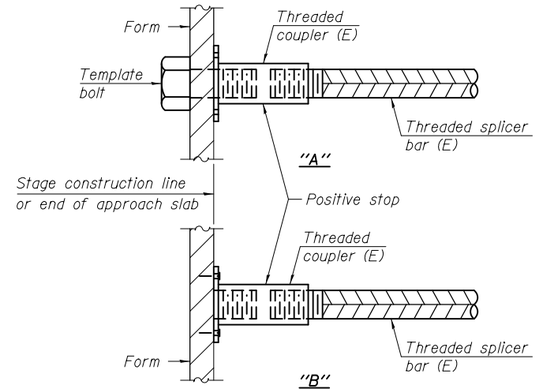
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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
Table 5: Epoxy bar, Class C
Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1½" + thread length

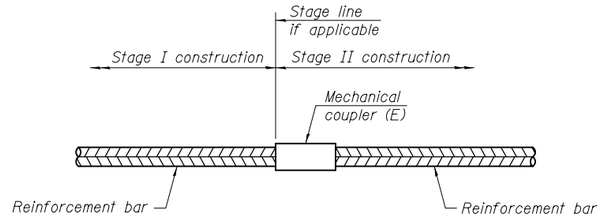
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



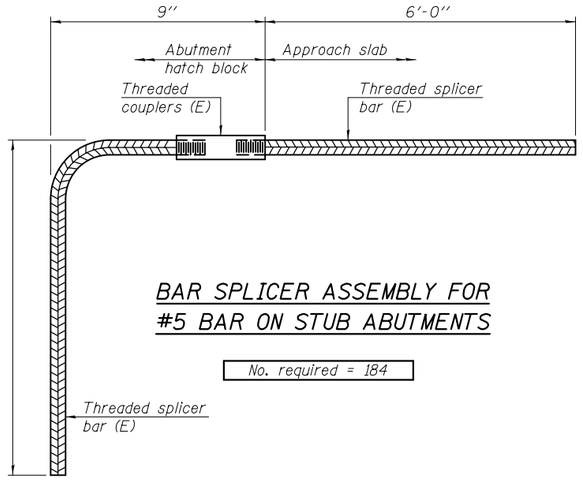
INSTALLATION AND SETTING METHODS

"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



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 184

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

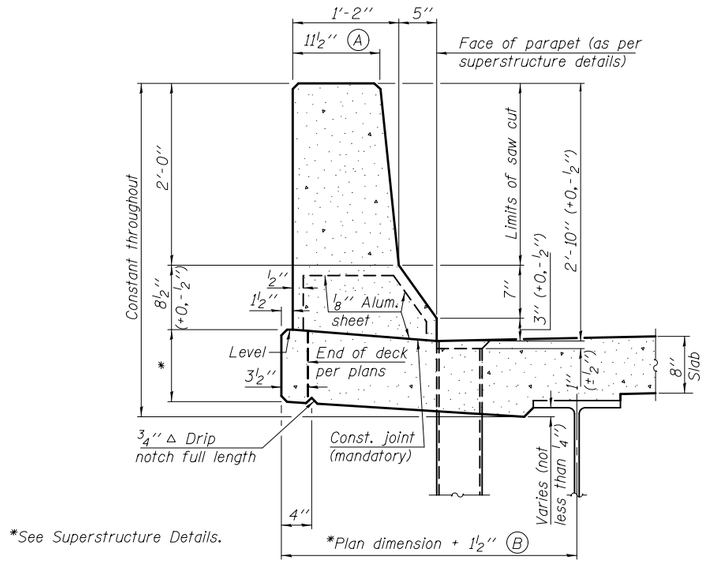
All reinforcement shall be lapped and tied to the splicer bars.

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

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

BSD-1 8-31-12

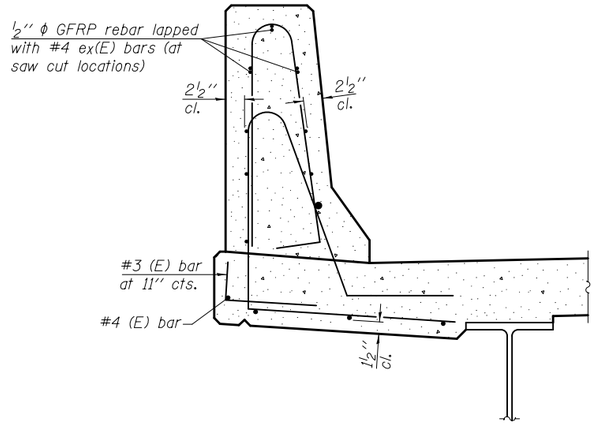
DESIGNED - N. R. Barnett	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - J. D. Ortiz-Varela	PASSED	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			322	(58-20B-1)BR	MACON	122	104
DRAWN - h.t. duong			REVISED		SHEET NO. 67 OF 68 SHEETS				CONTRACT NO. 74351	
CHECKED - NRB/JOV/GRA								ILLINOIS	FED. AID PROJECT	



*See Superstructure Details.

34" F SHAPE PARAPET SECTION

(Showing dimensions)



SECTION

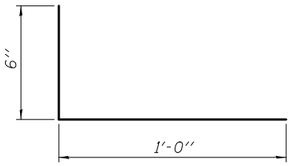
(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

GENERAL NOTES

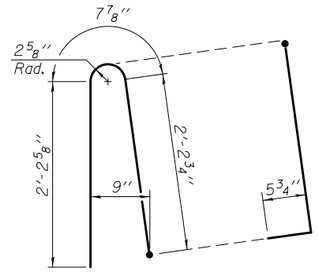
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet.

Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.

Steel superstructure shown. Other superstructure types similar.

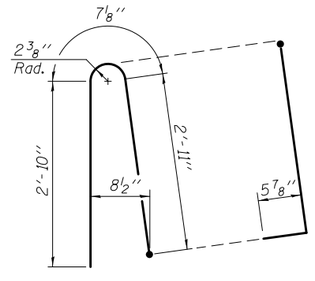


#3 (E) BAR



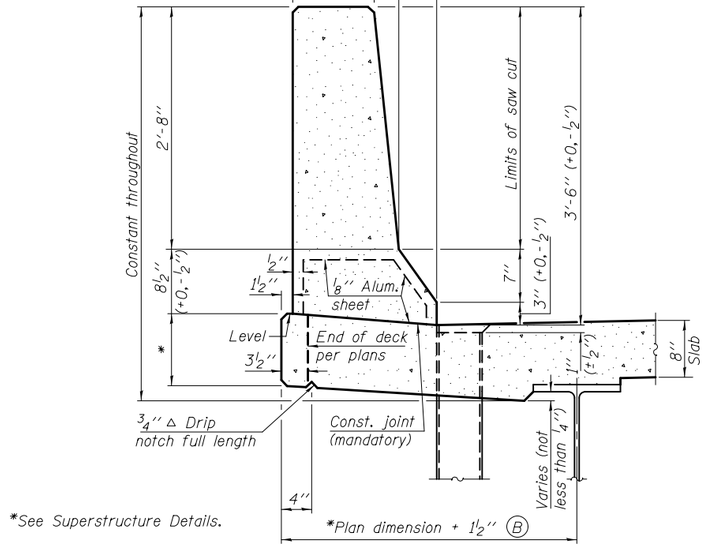
ALTERNATE BAR d(E)

(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)

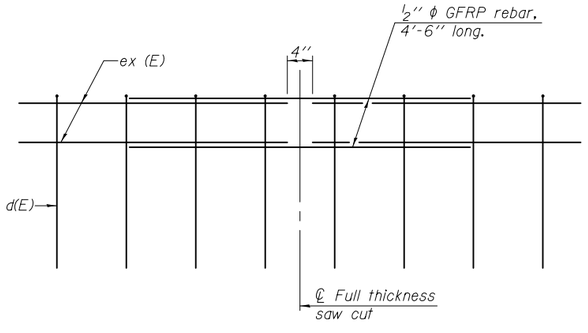
(For 42" parapet when conduit is present)



*See Superstructure Details.

42" F SHAPE PARAPET SECTION

(Showing dimensions)



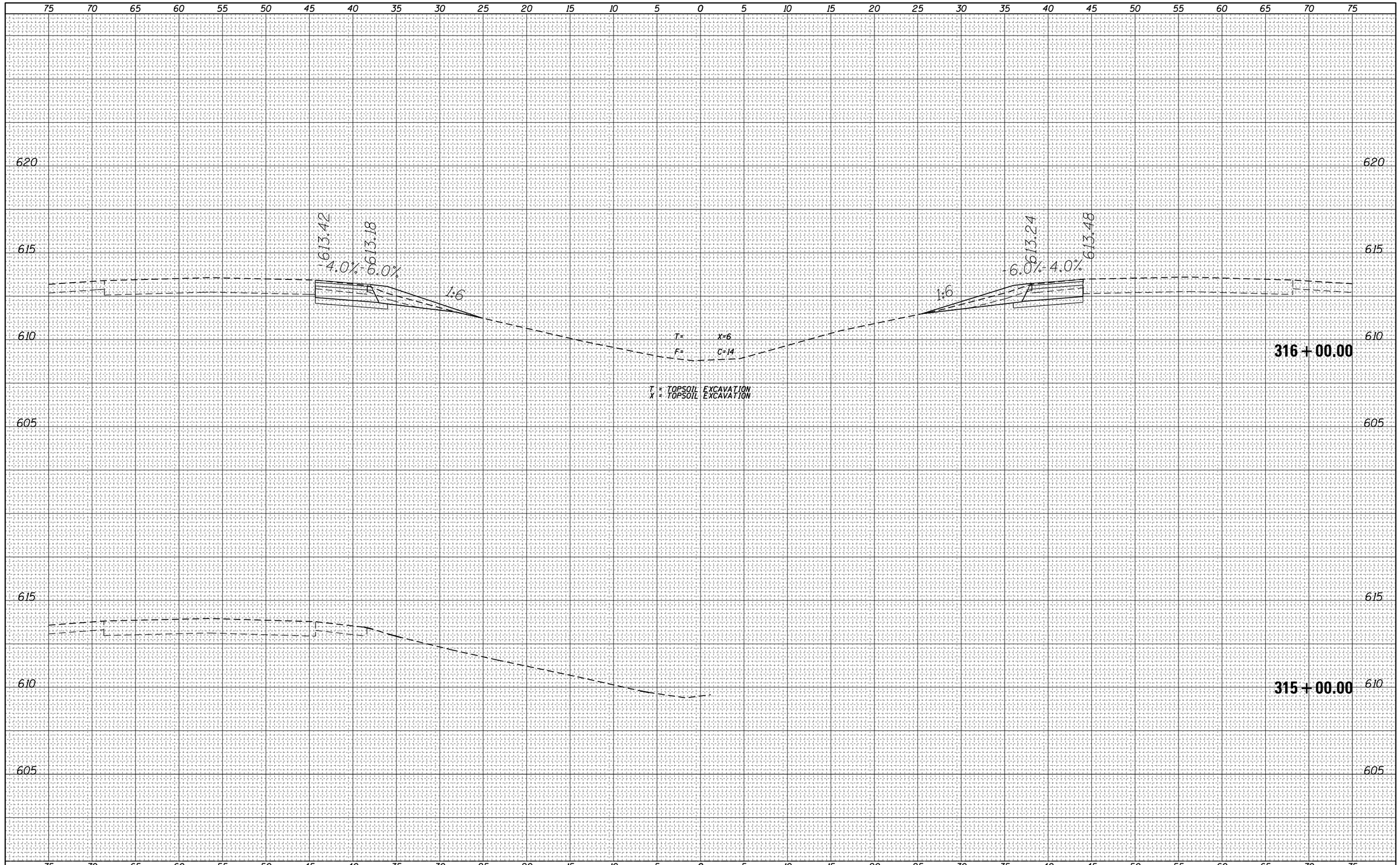
GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

SFP 34-42 8-16-12

DESIGNED - N. R. Barnett	EXAMINED	Joyne F. Urbik ENGINEER OF BRIDGE DESIGN	DATE - MAY 6, 2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 058-0098 (N.B.) & 058-0099 (S.B.)
CHECKED - J. D. Ortiz-Varela	PASSED	A. Carl Fenzy ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 68 OF 68 SHEETS
DRAWN - h.t. duong			REVISED		
CHECKED - NRB/JOV/GRA					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	105
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

NO.	NOTE BOOK	PAGES	BY	DATE
		SURVEYED		
		PLOTTED		
		TEMPLATE		
		AREAS		
		AREAS CHECKED		

ORIGINAL SURVEY

NO.	NOTE BOOK	PAGES	BY	DATE
		SURVEYED		
		PLOTTED		
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		AREAS		
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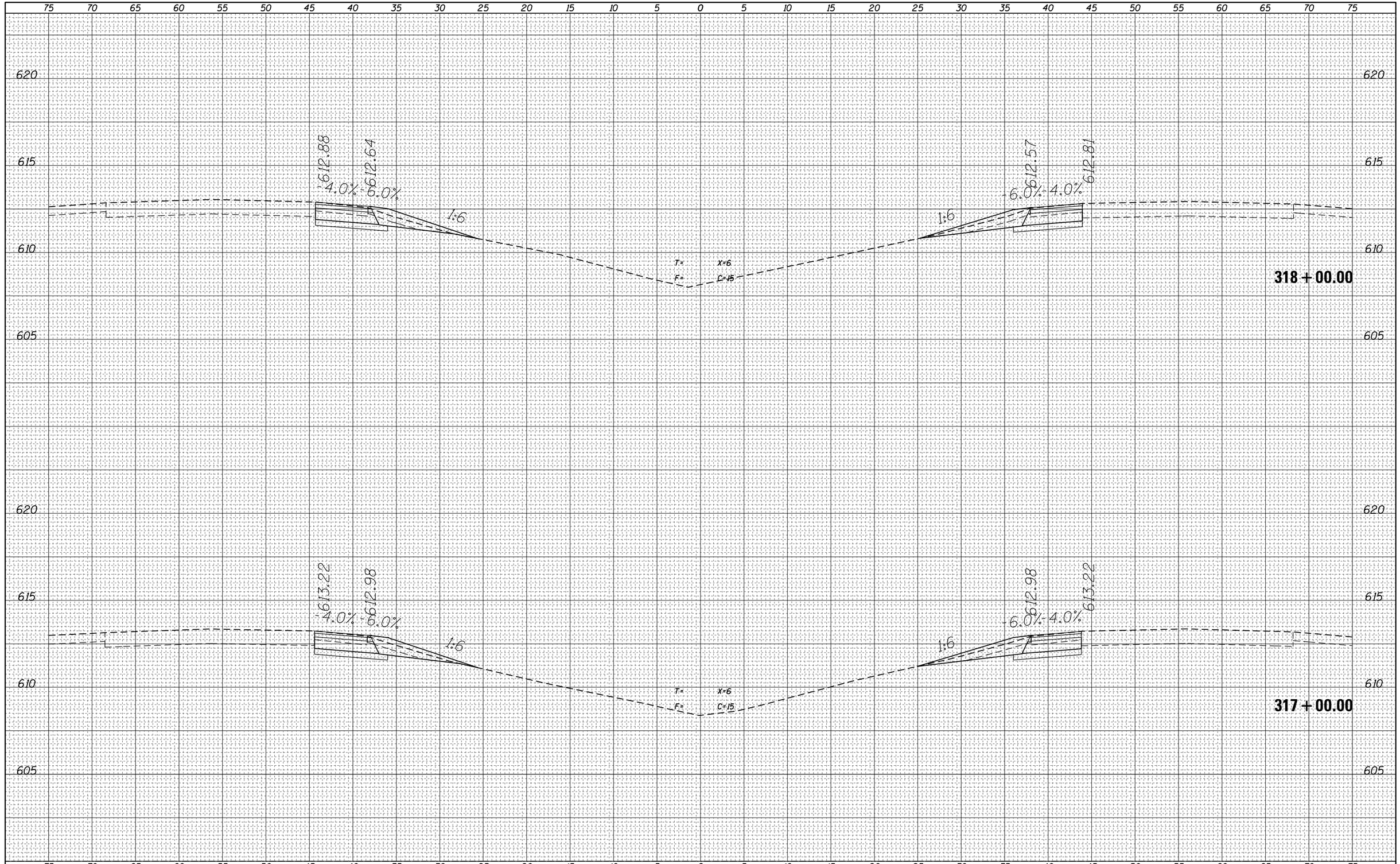
Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 315+00.00 | TO STA. 316+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	106
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



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

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
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	AREAS	
	AREAS CHECKED	

BY	DATE

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 317+00.00 TO STA. 318+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	107

CONTRACT NO. 74351

ILLINOIS FED. AID PROJECT

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NOTE BOOK	SURVEYED	
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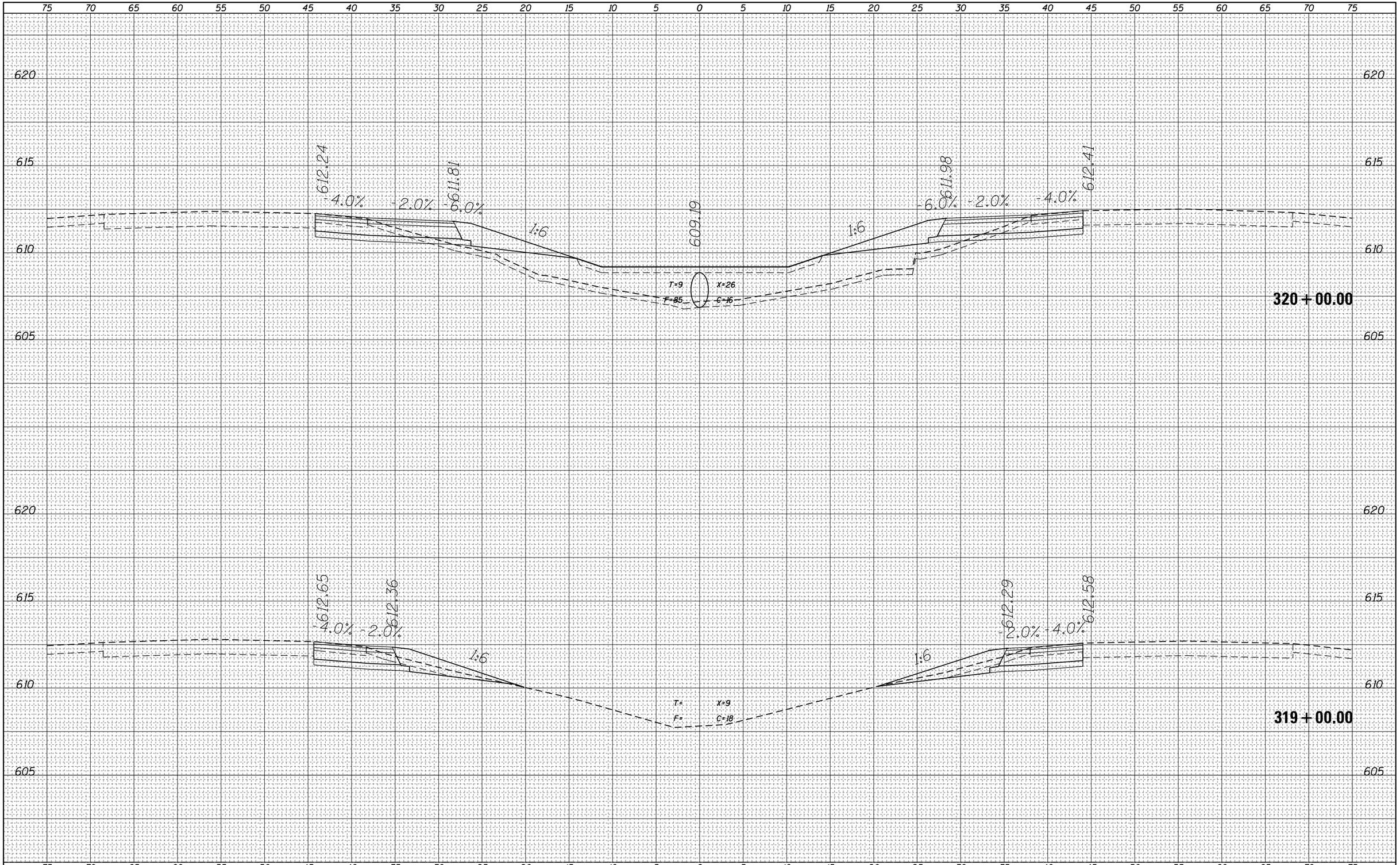

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	AREAS CHECKED	

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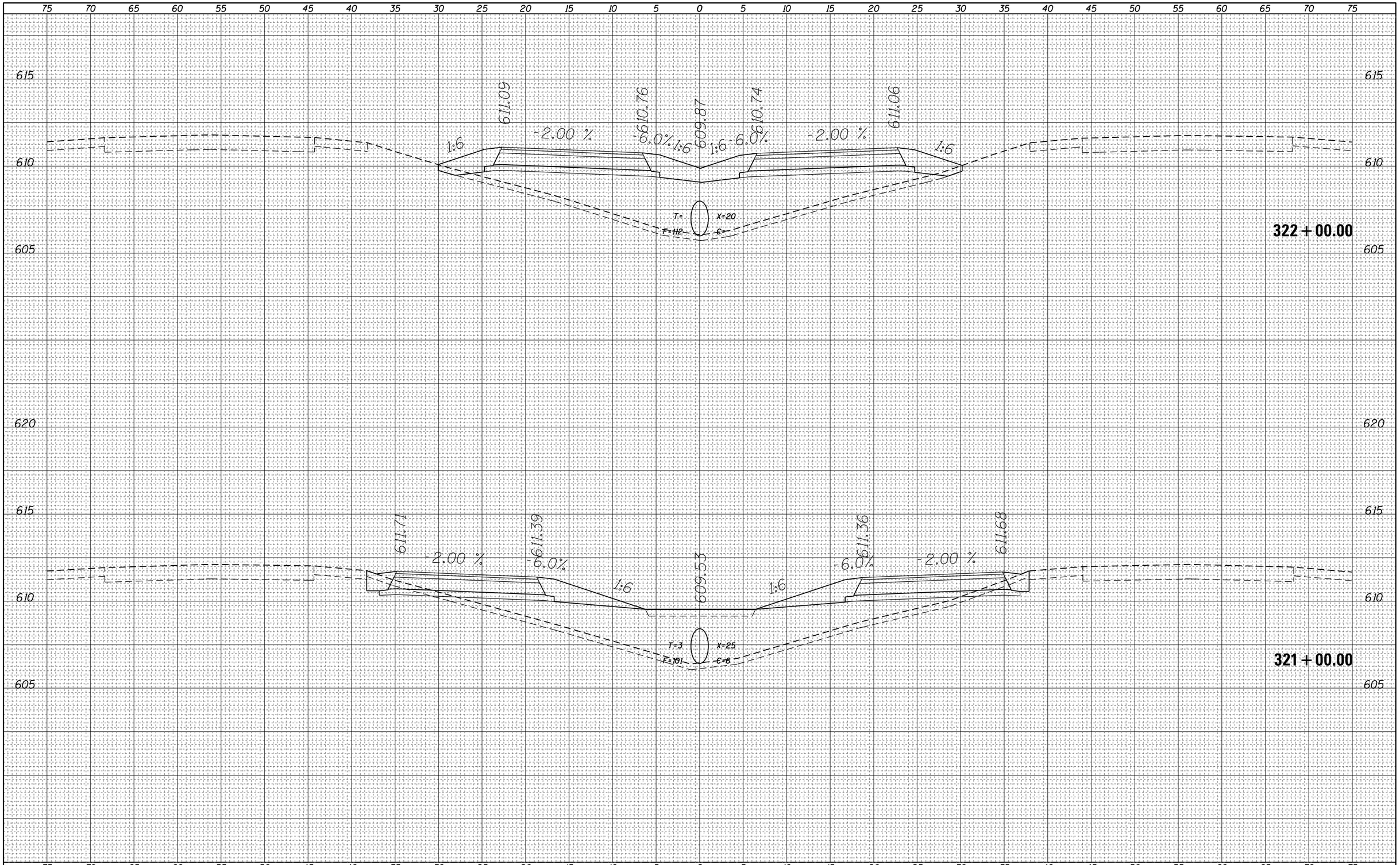
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 319+00.00 | TO STA. 320+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	108
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

NO.	NOTE BOOK	SURVEYED	BY
		PLOTTED	
		TEMPLATE	
		AREAS	
		AREAS CHECKED	

DATE

ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	BY
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		AREAS CHECKED	

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

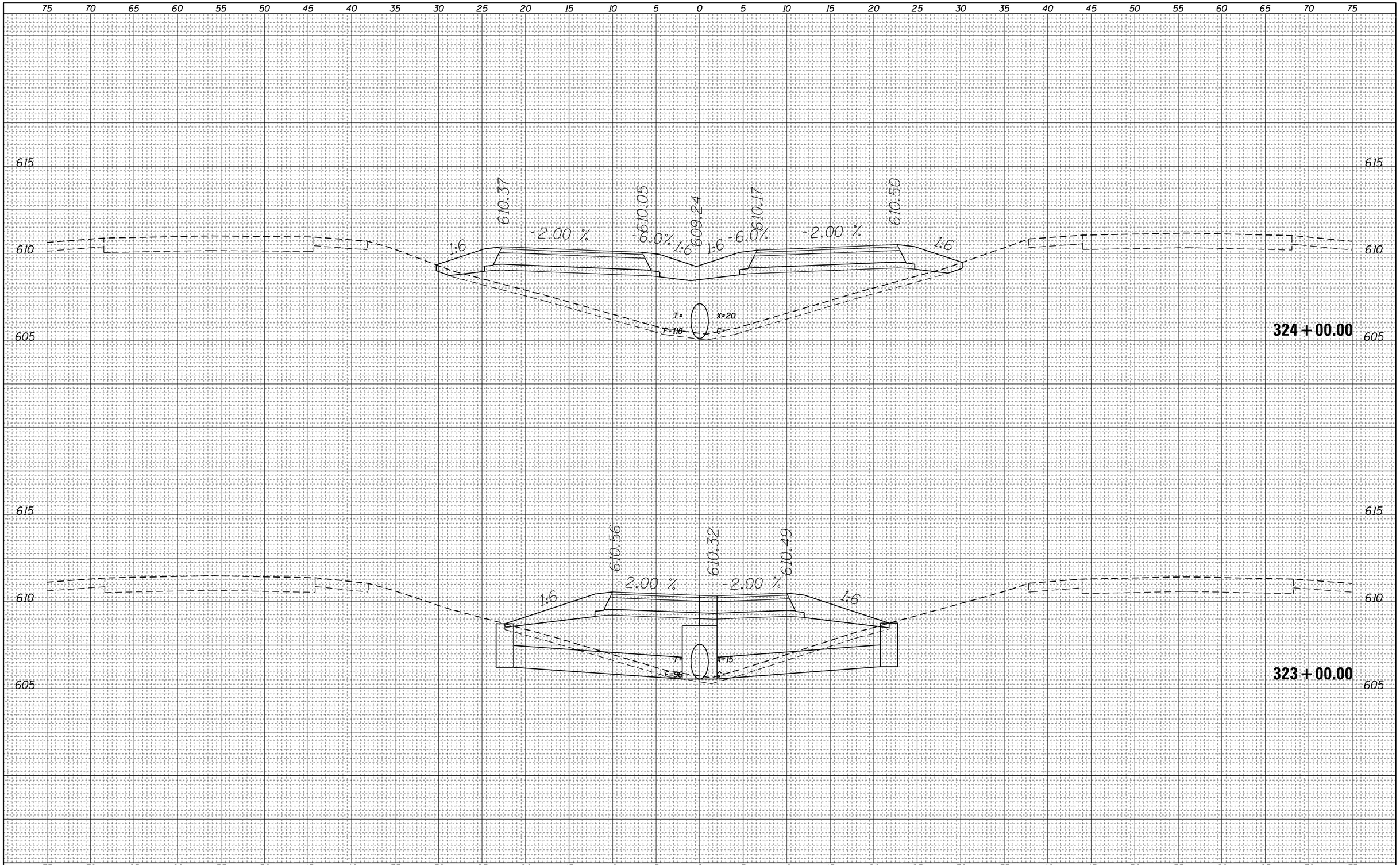
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 321+00.00 | TO STA. 322+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	109

CONTRACT NO. 74351

ILLINOIS FED. AID PROJECT



FINAL SURVEY

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		AREAS		
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ORIGINAL SURVEY

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

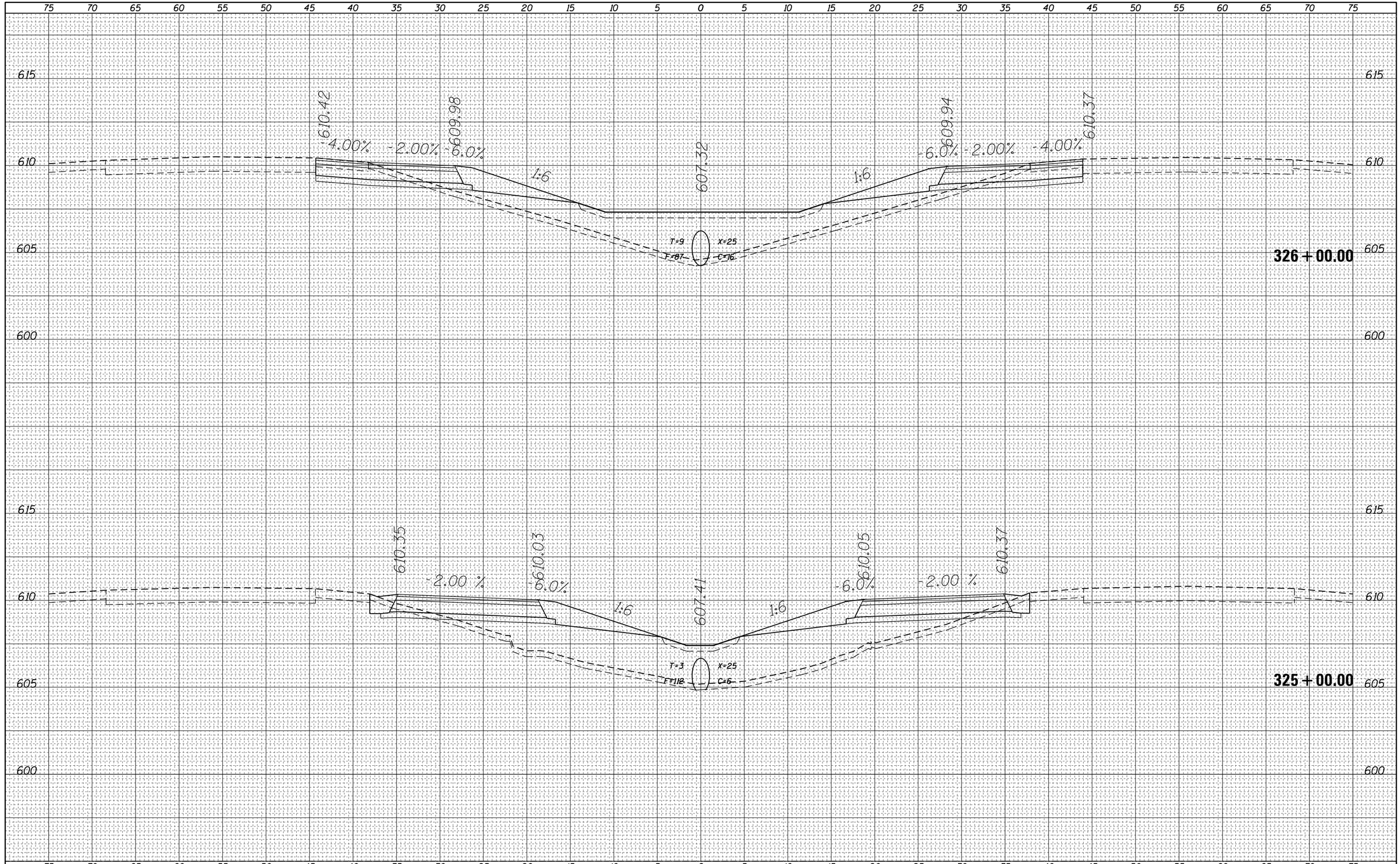
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 323+00.00 | TO STA. 324+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	110

CONTRACT NO. 74351

ILLINOIS | FED. AID PROJECT



FINAL SURVEY	NOTE BOOK	NO.
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PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

BY

DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
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TEMPLATE		
AREAS		
AREAS CHECKED		

BY

DATE

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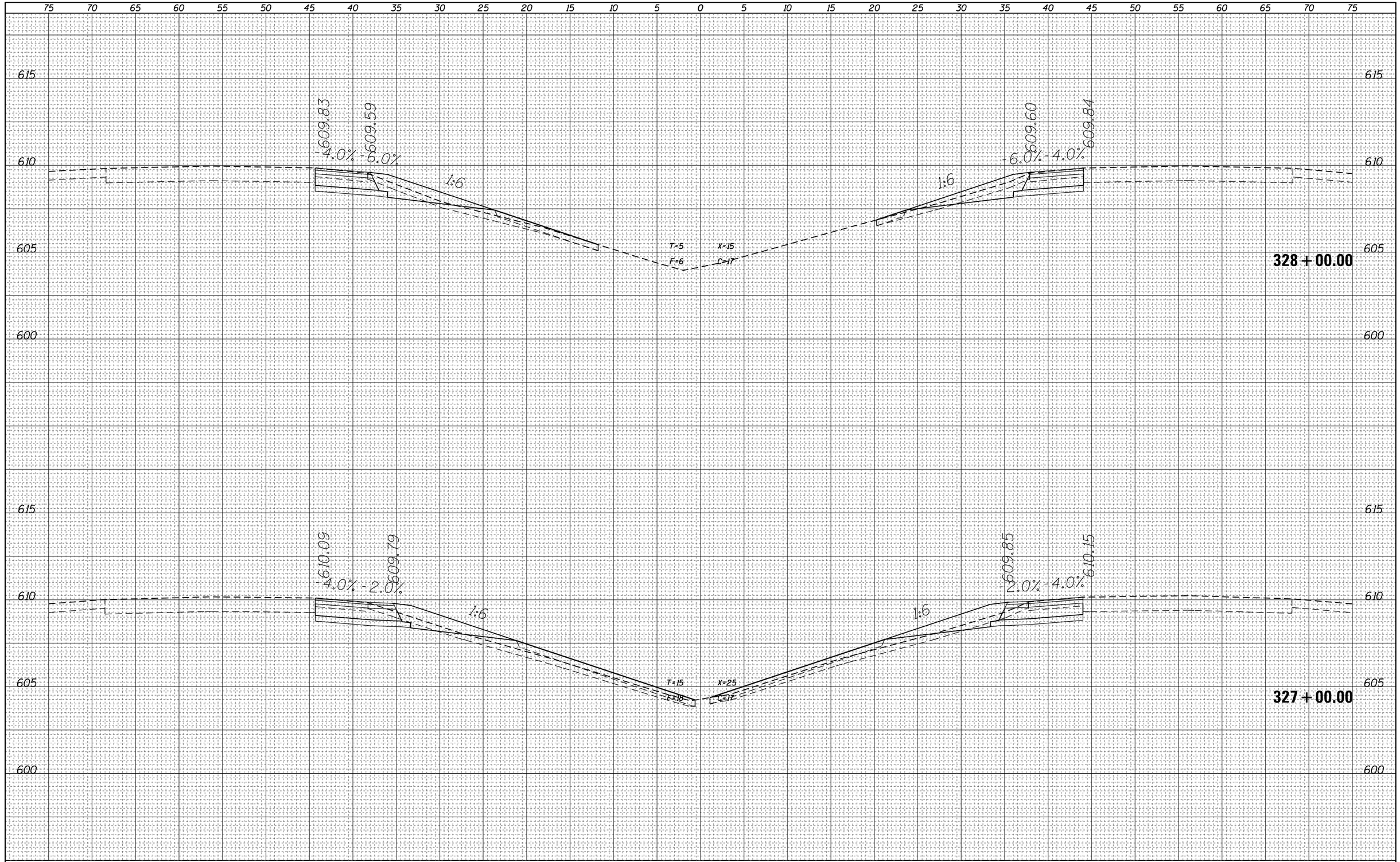
Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 325+00.00 | TO STA. 326+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	111
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

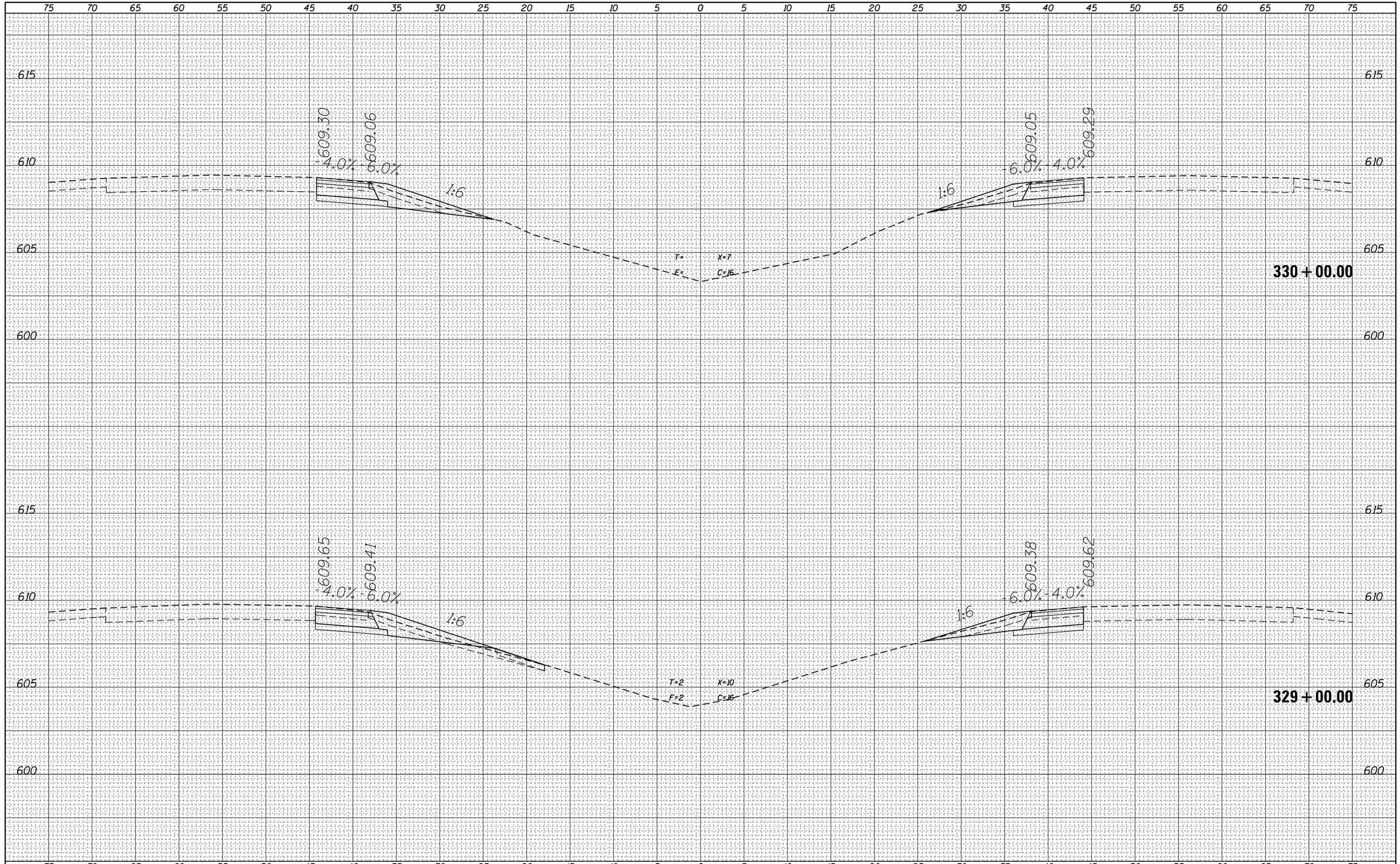
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 327+00.00 | TO STA. 328+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	112

CONTRACT NO. 74351

ILLINOIS FED. AID PROJECT



FINAL SURVEY — NOTE BOOK — NO.

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ORIGINAL SURVEY — NOTE BOOK — NO.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 329+00.00 | TO STA. 330+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	113

CONTRACT NO. 74351

ILLINOIS | FED. AID PROJECT

FINAL SURVEY	NOTE BOOK	NO.
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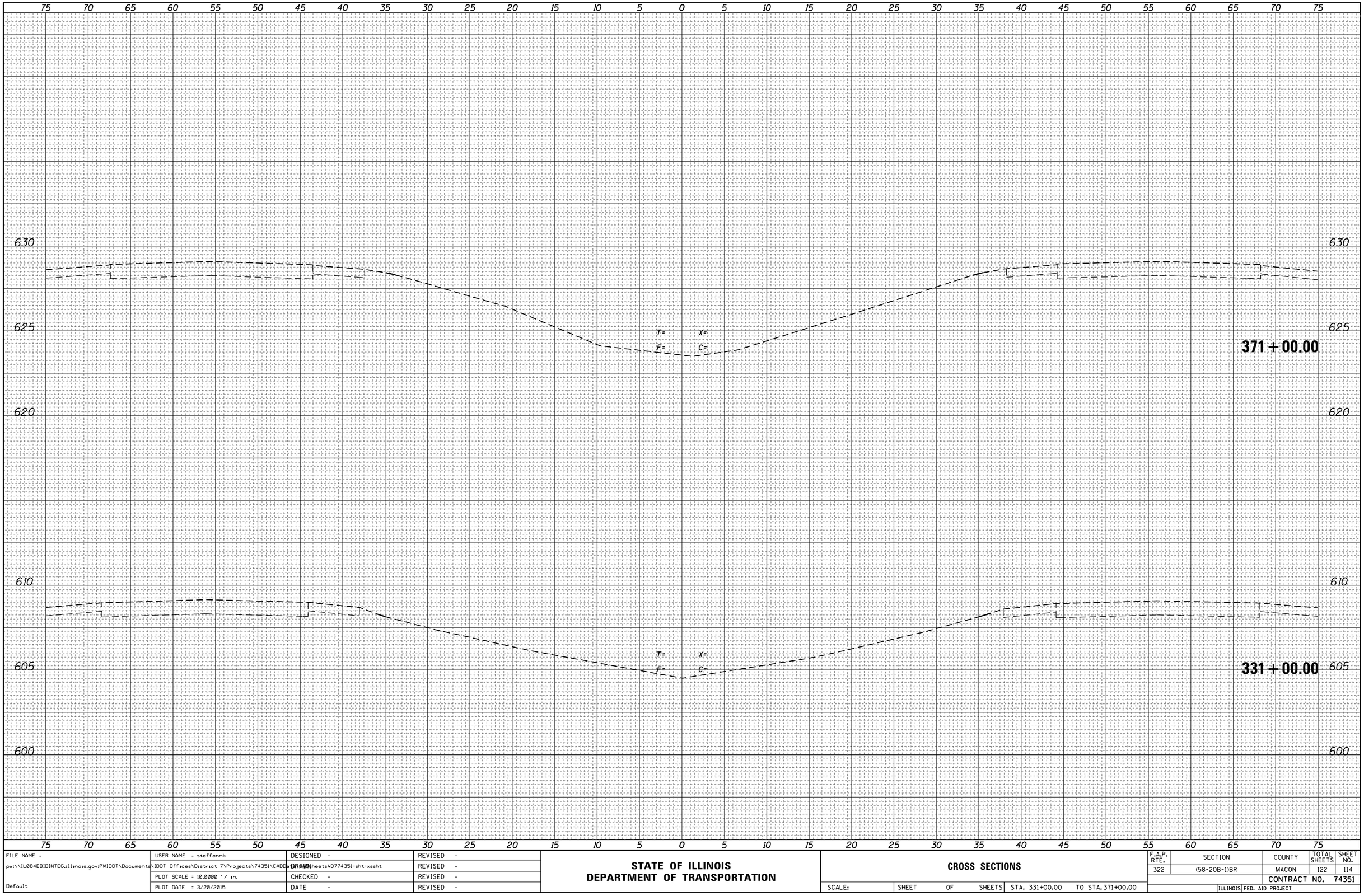
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE



ORIGINAL SURVEY	NOTE BOOK	NO.
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BY	DATE

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

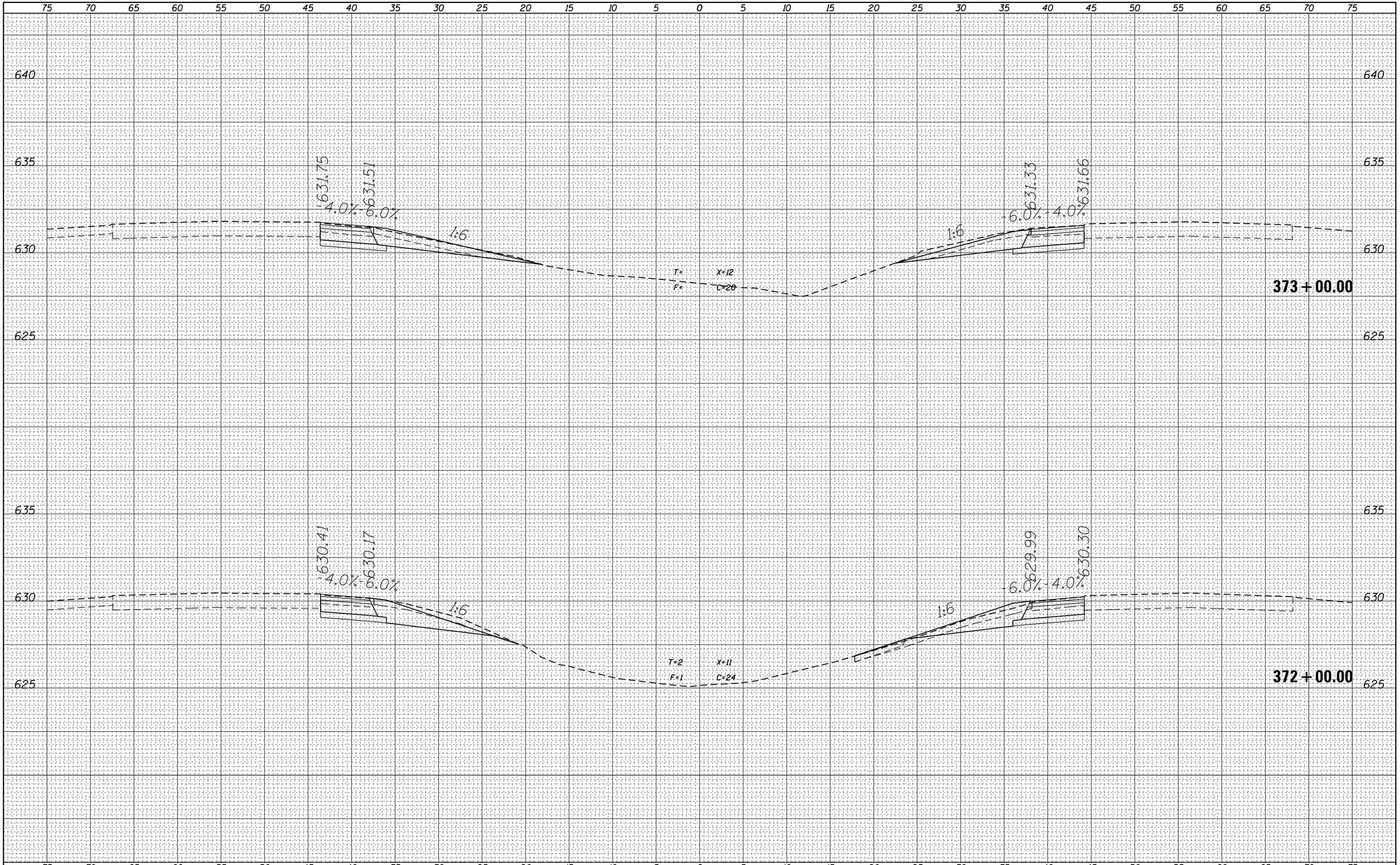
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 331+00.00 | TO STA. 371+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	114

CONTRACT NO. 74351

ILLINOIS FED. AID PROJECT



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

ORIGINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

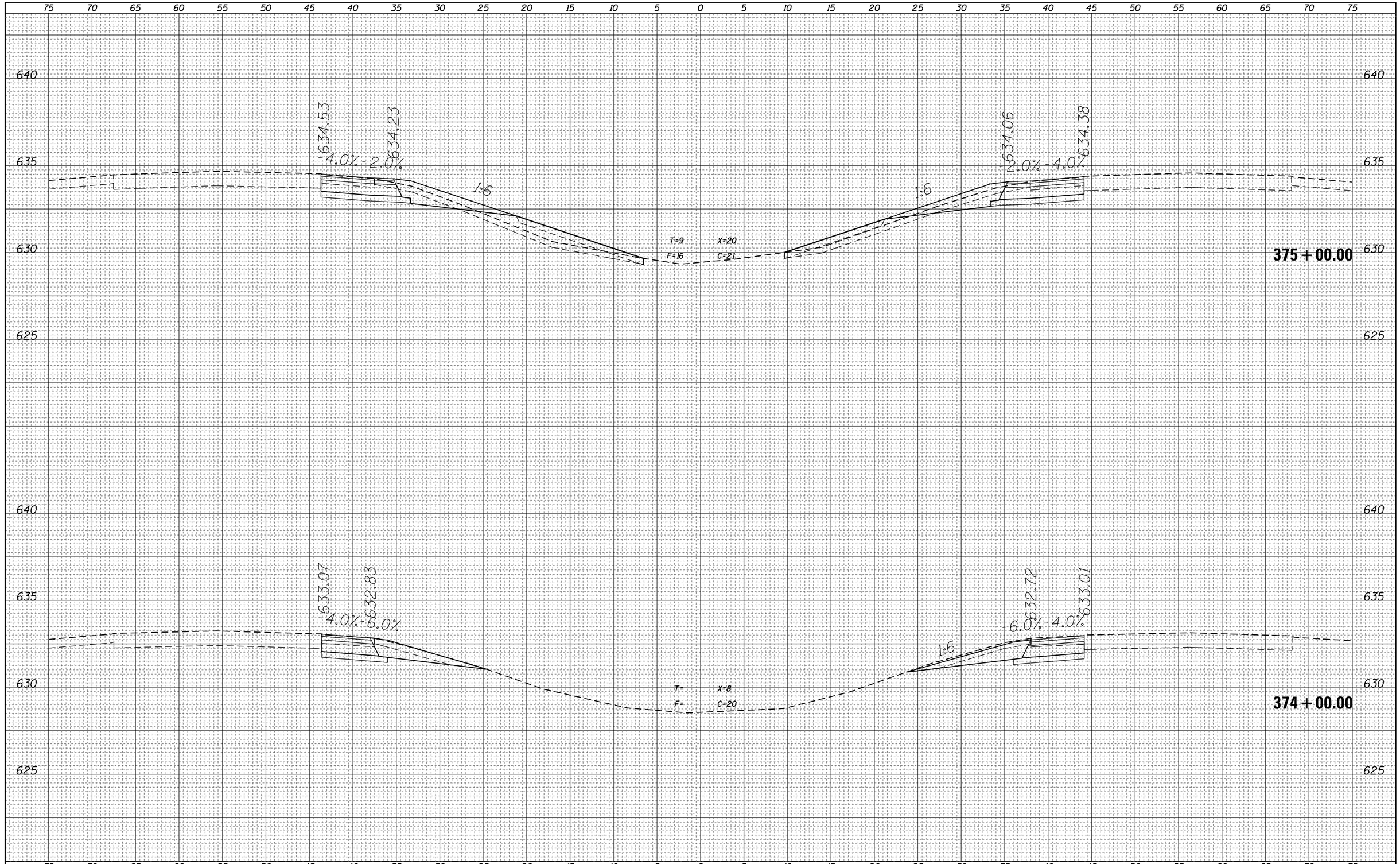
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 372+00.00 | TO STA. 373+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	115

CONTRACT NO. 74351

ILLINOIS FED. AID PROJECT



FINAL SURVEY — NOTE BOOK — NO.

ORIGINAL SURVEY — NOTE BOOK — NO.

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
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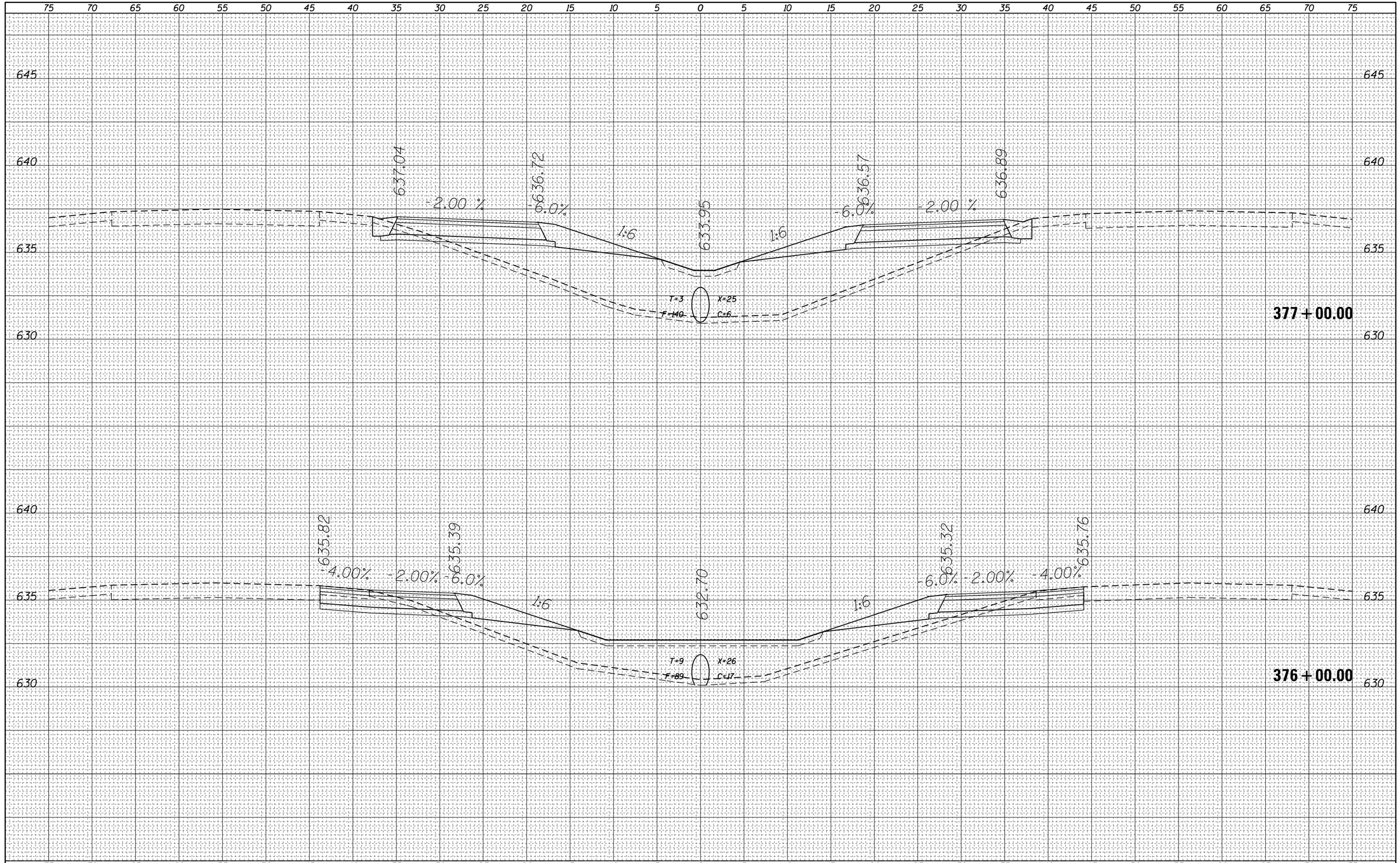
Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 374+00.00 | TO STA. 375+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	116
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY	NOTE BOOK	NO.
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	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

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

BY	DATE

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 376+00.00 | TO STA. 377+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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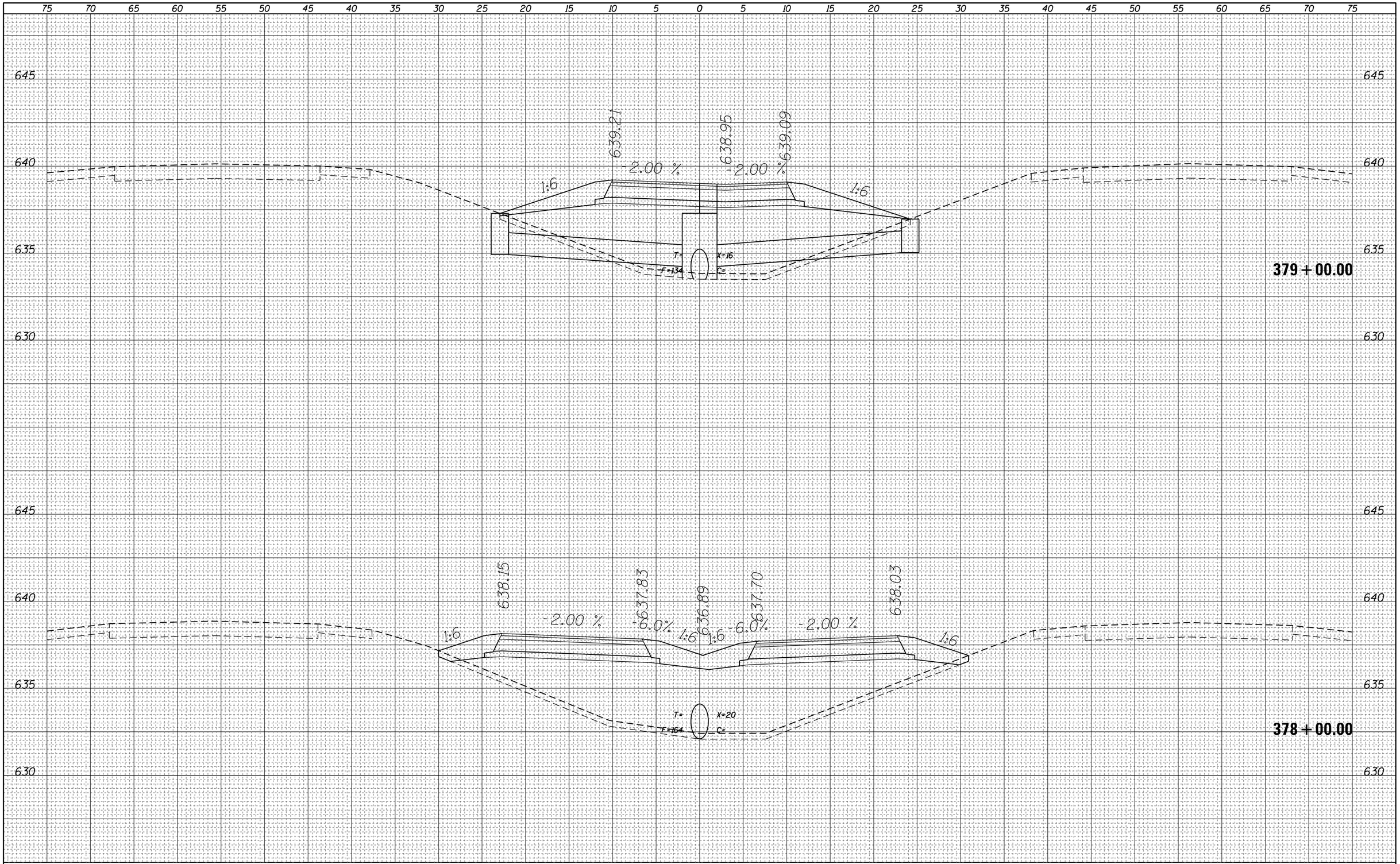
		CONTRACT NO. 74351		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

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

ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	BY	DATE
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		AREAS CHECKED		

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

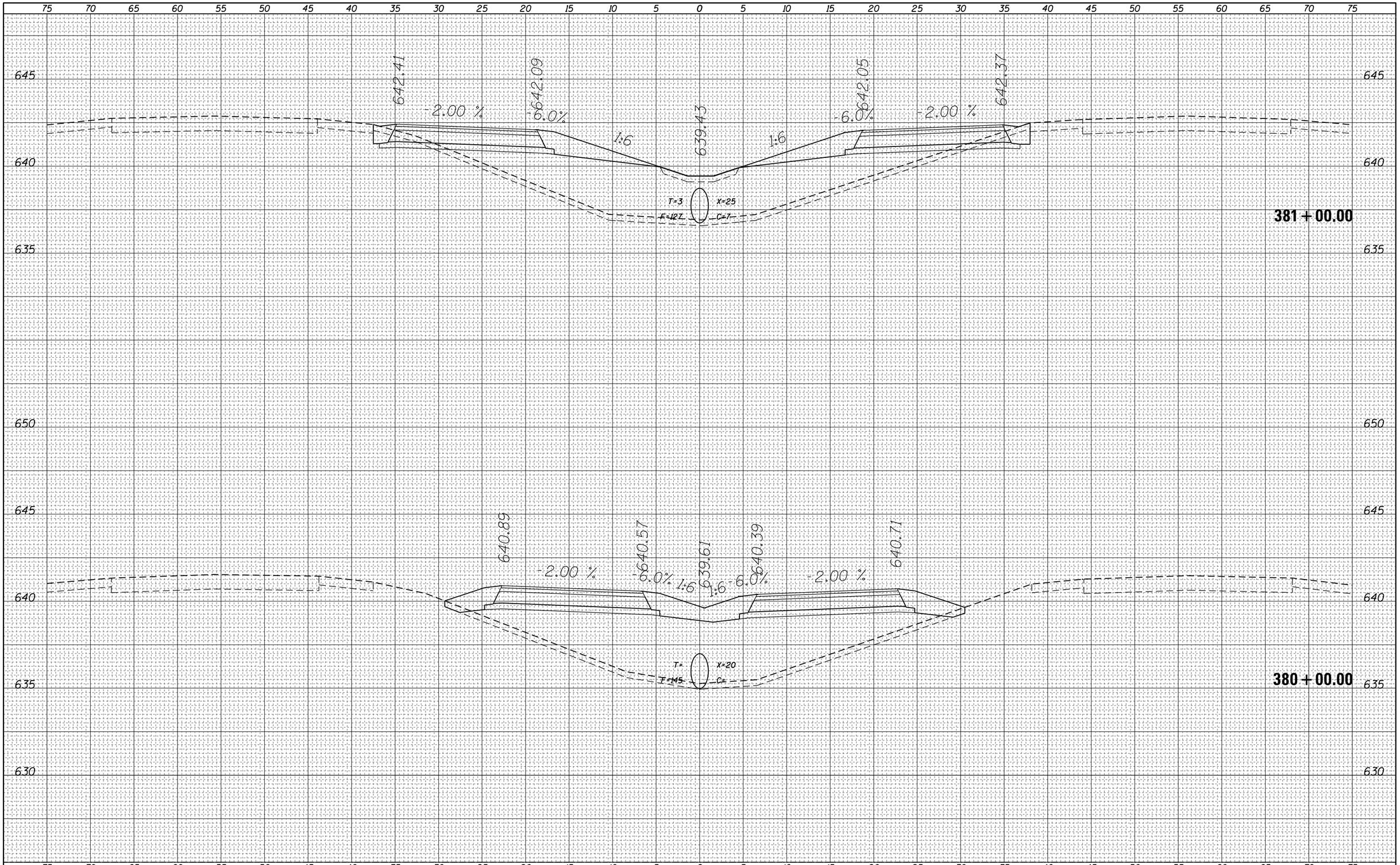
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 378+00.00 | TO STA. 379+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	118

CONTRACT NO. 74351

ILLINOIS | FED. AID PROJECT



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

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

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 380+00.00 TO STA. 381+00.00

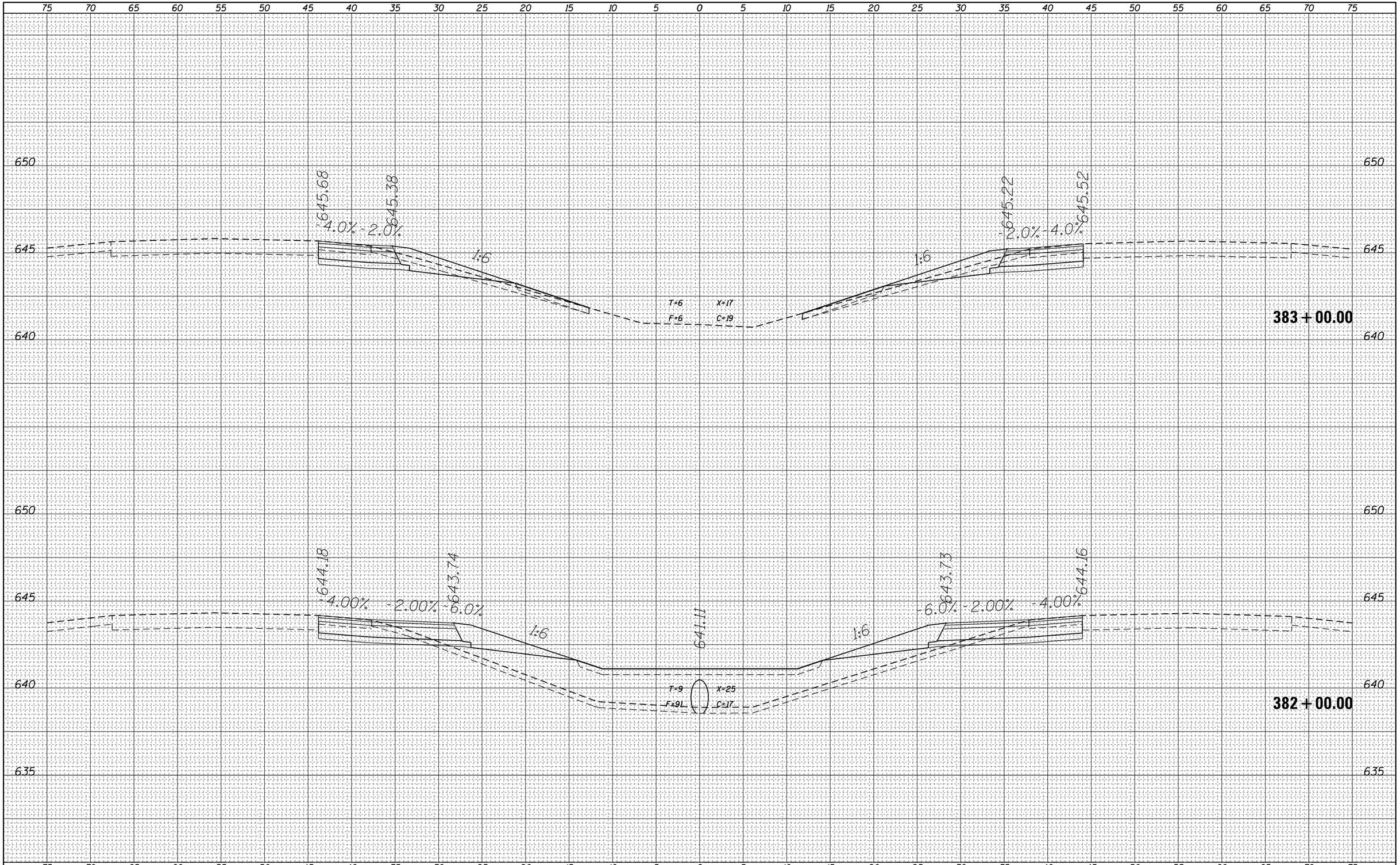
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	119

CONTRACT NO. 74351

ILLINOIS FED. AID PROJECT

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

BY	DATE



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

BY	DATE

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

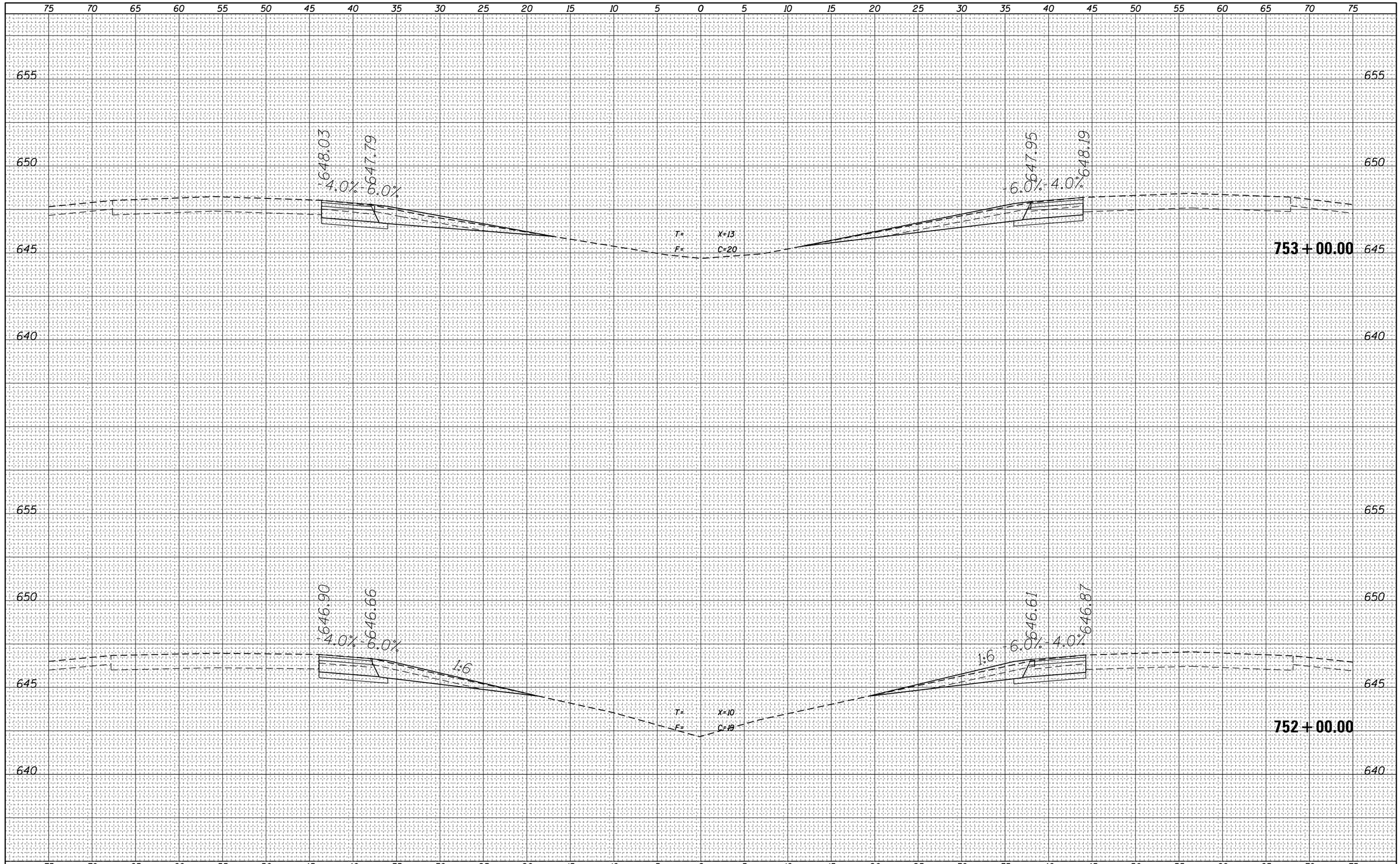
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 382+00.00 | TO STA. 383+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	120

CONTRACT NO. 74351

ILLINOIS | FED. AID PROJECT



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

BY	DATE

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

BY	DATE

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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

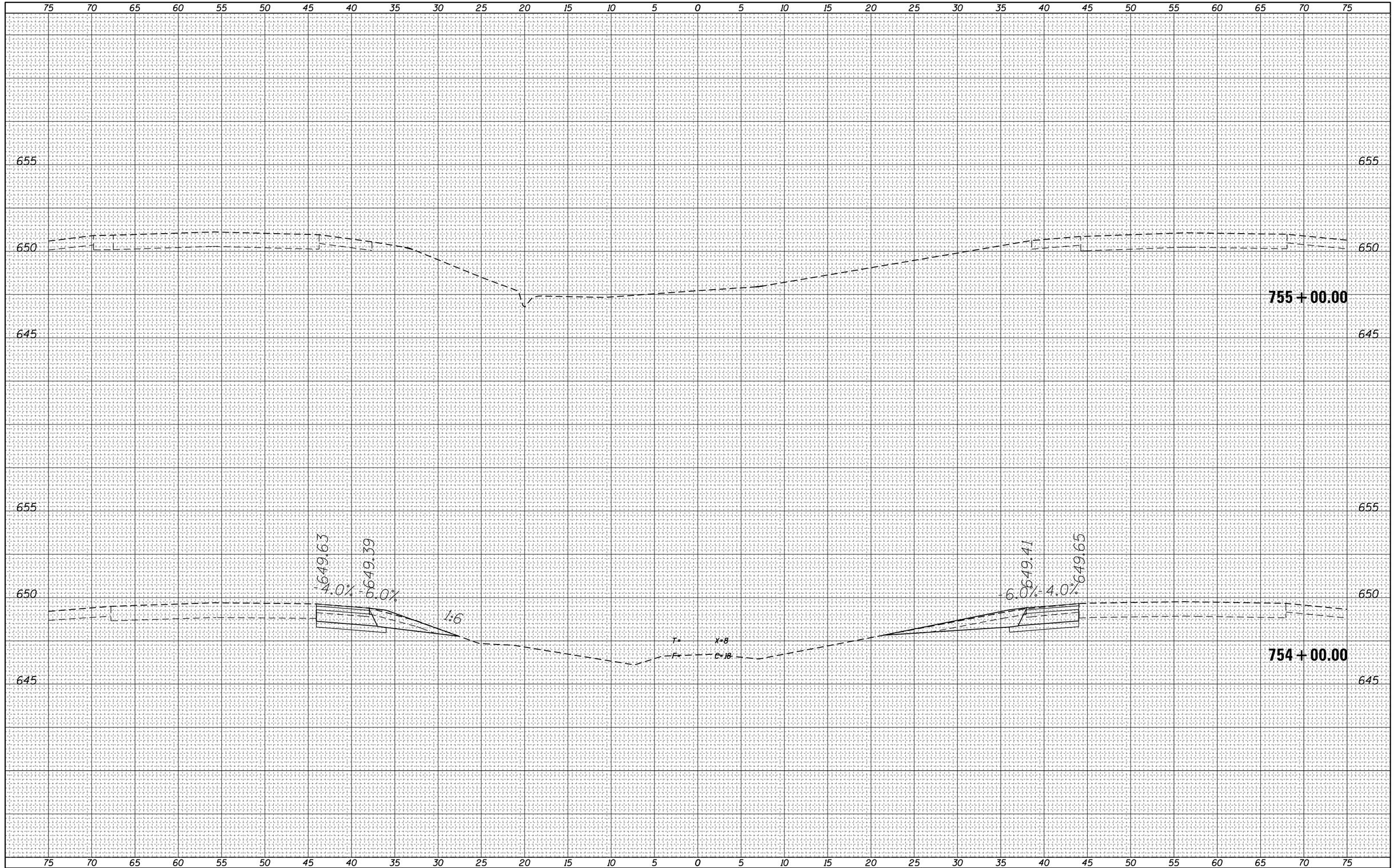
CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 752+00.00 | TO STA. 753+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	121

CONTRACT NO. 74351

ILLINOIS FED. AID PROJECT



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

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

BY	DATE

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 7\Projects\74351\CADD\Sheets\D774351-sht-xssht		DRAWN -	REVISED -
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Default	PLOT DATE = 3/20/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: | SHEET OF SHEETS | STA. 754+00.00 | TO STA. 755+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	(58-20B-1)BR	MACON	122	122

CONTRACT NO. 74351

ILLINOIS | FED. AID PROJECT