09-19-14 LETTING ITEM 073

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	1
	ILLINOIS	CONTRACT NO. 74438		

D-97-018-10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 710 (IL 105)
SECTION (48X–B–2)BR & (48BR)BR

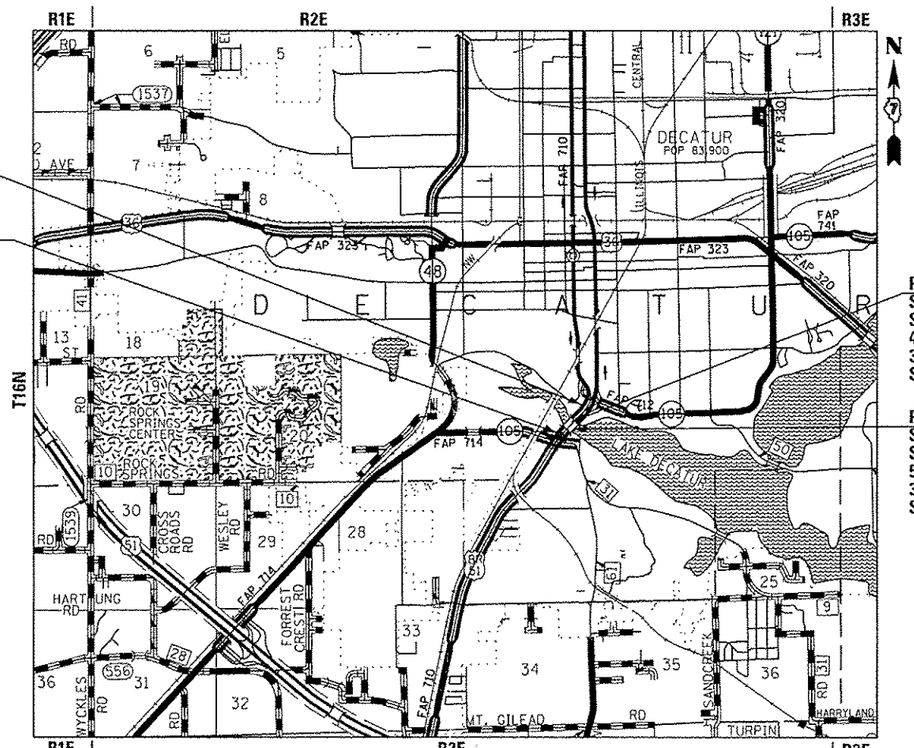
BRIDGE REHABILITATION
MACON COUNTY

C–97–041–10

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET 4

OTHER PRINCIPAL ARTERIAL
ADT = 14,760 (2011) NB
ADT = 14,350 (2011) SB

LOCATION OF SECTION INDICATED THUS: –



LOCATION MAP

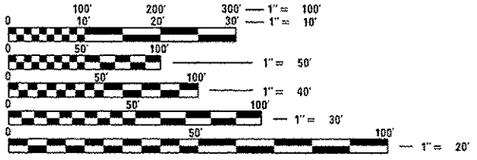
5280′ 0′ 5280′ 10560′

PROPOSED IMPROVEMENT ENDS
STA. 661 + 51.35 (SB)
STA. 660 + 97.71 (NB)

PROPOSED IMPROVEMENT BEGINS
STA. 650 + 36.40 (NB)
STA. 650 + 73.29 (SB)

PROPOSED DECK REPLACEMENT
SN 058–0049 (SB)
STATION 655 + 79.10
476′–6″ B–B APPROACH BENTS
32′–0″ REINF. CONC. DECK
SKEW = 0 DEGREES

PROPOSED DECK REPLACEMENT
SN 058–0010 (NB)
STATION 655 + 79.10
530′–0″ B–B APPROACH BENTS
31′–6″ REINF. CONC. DECK
SKEW = 0 DEGREES



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: TOM RONAN
DISTRICT 7 PHONE: (217) 342–8320

CONTRACT NO. 74438

GROSS LENGTH = 1114.9 FT. = 0.211 MILE
NET LENGTH = 1114.9 FT. = 0.211 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 25 20 14
Roger L Driskell /GDS
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Aug 15 20 14
John D. Baranzelli, P.E. /GDS
ENGINEER OF DESIGN AND ENVIRONMENT
Aug 15 20 14
Omar Osman, P.E. /GDS
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

BLANK, WESSELINK, COOK & ASSOCIATES
ENGINEERS – CONSULTANTS
DECATUR, ILLINOIS

STATE OF ILLINOIS
CHARLES W. GUTHRIE, JR.
062-050644
LICENSED PROFESSIONAL ENGINEER

Charles W. Guthrie Jr.
CHARLES W. GUTHRIE, JR., P.E.
DATE June 19 20 14
EXPIRES NOVEMBER 30, 2015

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

HIGHWAY STANDARDS

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
420601-05	24' PCC PAVEMENT
420701-02	PAVEMENT FABRIC
442201-03	CLASS C AND D PATCHES
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311-05	TRAVERSABLE PIPE GRATE
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
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602601-03	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
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606001-05	COMBINATION CURB TYPE B AND COMBINATION CURB AND GUTTER
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630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-09	TRAFFIC BARRIER TERMINAL, TYPE 2
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631031-12	TRAFFIC BARRIER TERMINAL, TYPE 6
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635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
667101-02	PERMANENT SURVEY MARKERS
701101-04	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM EDGE OF PAVEMENT
701427-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701901-03	TRAFFIC CONTROL DEVICES
780001-04	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
821101	LUMINAIRE WIRING DIAGRAM
830001-02	LIGHT POLE ALUMINUM MAST ARM

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED -					710	(48X-B-2)BR & (48BR)BR	MACON	144 / 2
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -							CONTRACT NO. 74438	
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

1.
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.

2.
THE WORK INCLUDED IN THIS SECTION CONSISTS OF DECK REPLACEMENT FOR SN 058-0010 AND DECK REPLACEMENT, BACKWALL REPLACEMENT, AND ABUTMENT BEARING REPLACEMENT FOR SN 058-0049. TEMPORARY CROSSOVERS WILL BE UTILIZED TO DIVERT TRAFFIC DURING CONSTRUCTION.

3.
PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO THE CONSTRUCTION OR ORDERING OF MATERIALS. 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.

4.
ALL ELEVATIONS SHOWN IN PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)

5.
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

6.
THE CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATING SIGNS OR REMOVING SIGNS AND REPLACING THEM AFTER THE CONSTRUCTION IS COMPLETE, AS DIRECTED BY THE ENGINEER. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL ITEMS.

7.
THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE BITUMINOUS PLANT'S QUALITY CONTROL LAB SO THAT BITUMINOUS REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL BITUMINOUS ITEMS.

8.
THE FOLLOWING HOT MIX ASPHALT MIXTURE REQUIREMENTS APPLICABLE TO THIS PROJECT:

LOCATION(S):	FINAL ROADWAY SURFACE
MIXTURE USE(S):	SURFACE MIX (1 1/2")
APPLICATION:	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
AC/PG:	SBS PG 70-22
DESIGN AIR VOIDS:	4.0% @ NDES=90
MIX COMP: (GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIX "D"

LOCATION(S):	
MIXTURE USE(S):	CLASS D PATCHING
APPLICATION:	HOT-MIX ASPHALT BINDER COURSE IL-19.0 N90
AC/PG:	PG 64-22
DESIGN AIR VOIDS:	4.0% @ NDES=90
MIX COMP: (GRADATION)	IL 19.0
FRICTION AGGREGATE:	N/A

9.
THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.

10.
THE RESIDENT ENGINEER SHALL CONTACT RANDY ALWARDT, DISTRICT 7 CHIEF OF SURVEYS, AT 217-342-8318 TO GET LOCATIONS FOR THE PERMANENT SURVEY MARKERS, TYPE II.

11.
THE PAY ITEM TEMPORARY RAMP HAS BEEN INCLUDED FOR THE CONSTRUCTION OF TEMPORARY RAMPS IN ACCORDANCE WITH ARTICLE 406.08 OF THE STANDARD SPECIFICATIONS. THE COST SHALL INCLUDE BOTH THE INSTALLATION AND THE REMOVAL OF THE TEMPORARY RAMPS.

GENERAL NOTES (Cont'd)

12.
A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT LOCATIONS WHERE PROPOSED NEW CONSTRUCTION WILL ABUT EXISTING HOT-MIX ASPHALT SURFACES. THE SAW CUT SHALL BE MADE FULL DEPTH THROUGH THE EXISTING SURFACE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT ITEMS INVOLVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.

13.
PIPE DRAINS ARE INCLUDED TO EXTEND ABUTMENT DRAINS TO TOE OF THE SLOPE. ALL WORK NECESSARY TO ATTACH ONTO THE ABUTMENT DRAIN PIPE, TRENCHING AND INSTALLING THE PIPE INTO THE HEADWALLS WILL BE INCLUDED IN THE PAY ITEM PIPE UNDERDRAINS FOR STRUCTURES 4".

14.
THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN THE CALCULATING PLAN QUANTITIES:

AGGREGATE SHOULDERS	2.05 TONS/CU YD
BITUMINOUS (PRIME COAT)	0.05 LB/SQ FT
HOT-MIX ASPHALT	112 LBS/SQ YD/INCH

15.
UNLESS OTHERWISE NOTED, STATION AND OFFSET CALLOUTS ARE FROM THE NORTHBOUND ALIGNMANT OF IL 105.

16.
AGGREGATE BASE COURSE(S) SHALL BE CRUSHED STONE.

17.
ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE FERTILIZED AND SEEDED. SEEDING SHALL BE CLASS 2A IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTION 250 OF THE STANDARD SPECIFICATIONS. THE FOLLOWING APPLICATION RATE SHALL BE USED FOR THE VARIOUS ITEMS NECESSARY FOR SEEDING.

NITROGEN FERTILIZER NUTRIENTS - 90 LB/ACRE
PHOSPHORUS FERTILIZER NUTRIENTS - 90 LB/ACRE
POTASSIUM FERTILIZER NUTRIENTS - 90 LB/ACRE
AGRICULTURAL GROUND LIMESTONE - 2 TONS/ACRE

18.
PAVEMENT MARKING SHALL BE APPLIED IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED SURFACE. BITUMINOUS MATERIALS (PRIME COAT), HOT-MIX ASPHALT BINDER, AND HOT-MIX ASPHALT SURFACE COURSE AS SPECIFIED IN SECTION 703 OF THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE AND PAINT SHALL BE USED ON MILLED SURFACES.

THE TOTAL QUANTITY OF EPOXY PAVEMENT MARKING-LINE 4" CONSISTS OF 1,384 FEET OF YELLOW AND 1,734 FEET OF WHITE.

19.
THE RESIDENT ENGINEER SHALL CONTACT THE DISTRICT 7 CHIEF OF SURVEYS TO GET THE LOCATION OF WHERE TO INSTALL THE PERMANENT SURVEY MARKERS.

20.
THE PAY ITEM "RAISED REFLECTIVE PAVEMENT MARKER REMOVAL" IS INCLUDED IN THE PLANS FOR THE PURPOSE OF REMOVING MARKERS THAT CONFLICT WITH THE STAGE CONSTRUCTION TRAFFIC MARKING.

21.
THERE ARE NO COMMITMENTS FOR THIS PROJECT.

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		DRAWN -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: N/A | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(4BX-B-2)BR & (4BBR)BR	MACON	144	3
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

URBAN

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: STATE URBAN FOUR-LANE ROADWAY (100% STATE) 0014	CONSTRUCTION TYPE CODE: 0044 DRAINAGE SYSTEM 100% CITY OF DECATUR	
20200100	EARTH EXCAVATION	CU YD	1110	1110		
20800150	TRENCH BACKFILL	CU YD	418	39	379	
25000210	SEEDING, CLASS 2A	ACRE	0.75	0.75		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	68	68		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	68	68		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	68	68		
25000700	AGRICULTURAL GROUND LIMESTONE	TON	2	2		
25100115	MULCH, METHOD 2	ACRE	0.75	0.75		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	225	225		
28000305	TEMPORARY DITCH CHECKS	FOOT	66	66		
28000400	PERIMETER EROSION BARRIER	FOOT	374	374		
28000500	INLET AND PIPE PROTECTION	EACH	21	21		
28100809	STONE DUMPED RIPRAP, CLASS A5	TON	15		15	
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	1036	1036		

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Default	PLOT DATE = 7/9/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 1 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	4
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

URBAN

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: STATE URBAN FOUR-LANE ROADWAY 100% STATE 0014	0044 DRAINAGE SYSTEM 100% CITY OF DECATUR	
35400540	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 14"	SQ YD	87	87		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	485	485		
40600990	TEMPORARY RAMP	SQ YD	122	122		
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	96	96		
42000500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	1481	1481		
44000100	PAVEMENT REMOVAL	SQ YD	1481	1481		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1512	1512		
44004000	PAVED DITCH REMOVAL	FOOT	615	615		
44201827	CLASS D PATCHES, TYPE II, 15 INCH	SQ YD	102	102		
44201831	CLASS D PATCHES, TYPE III, 15 INCH	SQ YD	20	20		
44201833	CLASS D PATCHES, TYPE IV, 15 INCH	SQ YD	87		87	
44213100	PAVEMENT FABRIC	SQ YD	1481	1481		
50102400	CONCRETE REMOVAL	CU YD	220.6	220.6		

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	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -			710	(48X-B-2)BR & (48BR)BR	MACON	144	5
Default	PLOT DATE = 7/9/2014	CHECKED -	REVISED -		SCALE: N/A SHEET 2 OF 8 SHEETS STA. TO STA.			CONTRACT NO. 74438		
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT		

URBAN

CONSTRUCTION TYPE CODE						
SUMMARY OF QUANTITIES			TOTAL QUANTITIES	STATE URBAN FOUR-LANE ROADWAY 100% STATE 0014	0044 DRAINAGE SYSTEM 100% CITY OF DECATUR	
CODE NO	ITEM	UNIT				
50104701	REMOVAL OF EXISTING CONCRETE DECK NO. 1	EACH	1	1		
50104702	REMOVAL OF EXISTING CONCRETE DECK NO. 2	EACH	1	1		
50200100	STRUCTURE EXCAVATION	CU YD	92	92		
50300100	FLOOR DRAINS	EACH	116	116		
50300225	CONCRETE STRUCTURES	CU YD	46.2	46.2		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1401.2	1401.2		
50300260	BRIDGE DECK GROOVING	SQ YD	3238	3238		
50300300	PROTECTIVE COAT	SQ YD	4635	4635		
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	5854	5854		
50500505	STUD SHEAR CONNECTORS	EACH	6681	6681		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	334,665	334,665		
50900105	ALUMINUM RAILING, TYPE L	FOOT	507	507		
51500100	NAME PLATES	EACH	2	2		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	72	72		

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	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -					710	(48X-B-2)BR & (48BR)BR	MACON	144	6
Default	PLOT DATE = 7/9/2014	CHECKED -	REVISED -		SCALE: N/A	SHEET 3 OF 8 SHEETS	STA. TO STA.			CONTRACT NO. 74438		
		DATE -	REVISED -							ILLINOIS FED. AID PROJECT		

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE			
			TOTAL QUANTITIES	STATE URBAN FOUR-LANE ROADWAY 100% STATE 0014	0044 DRAINAGE SYSTEM 100% CITY OF DECATUR	
CODE NO	ITEM	UNIT				
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	9	9		
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	4	4		
52100030	ELASTOMERIC BEARING ASSEMBLY, TYPE III	EACH	5	5		
52100505	ANCHOR BOLTS, 5/8"	EACH	40	40		
52100520	ANCHOR BOLTS, 1"	EACH	32	32		
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1		1	
5421A024	PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY)	FOOT	172	172		
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	180		180	
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	169		169	
550A0710	STORM SEWERS, CLASS A, TYPE 3 24"	FOOT	110		110	
58700300	CONCRETE SEALER	SQ FT	1206	1206		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	49	49		
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	2	2		

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FILE NAME =	USER NAME = staffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\staffenmk\d0171546\D071 4438-sht-SDQ.dgn		DRAWN -	REVISED -			710	(4BX-B-2)BR & (4BB)BR	MACON	144	7
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 74438		
Default	PLOT DATE = 7/9/2014	DATE -	REVISED -		SCALE: N/A | SHEET 4 OF 8 SHEETS | STA. TO STA.			ILLINOIS FED. AID PROJECT		

URBAN

CONSTRUCTION TYPE CODE							
SUMMARY OF QUANTITIES			TOTAL QUANTITIES	STATE URBAN FOUR-LANE ROADWAY 100% STATE 0014	0044 DRAINAGE SYSTEM 100% CITY OF DECATUR	
CODE NO	ITEM	UNIT				
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5		5	
60238800	INLETS, TYPE A	EACH	3		3	
60256400	MANHOLES TO BE ADJUSTED WITH NEW TYPE 8 GRATE	EACH	2	2		
60260100	INLETS TO BE ADJUSTED	EACH	3	3		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1512	1512		
60616120	PAVED DITCH, TYPE A-37	FOOT	615	615		
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	300	300		
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1		
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	5	5		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2		
63200310	GUARDRAIL REMOVAL	FOOT	259	259		

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* SPECIALTY ITEMS

FILE NAME = c:\pw_work\pwidot\steffenmk\d0171546\D0744438-sht-SOQ.dgn	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -			710	(48X-B-2)BR & (488R)BR	MACON	144	8
Default	PLOT DATE = 7/9/2014	CHECKED -	REVISED -		SCALE: N/A SHEET 5 OF 8 SHEETS STA. TO STA.			CONTRACT NO. 74438		
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT		

URBAN

	SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE			
			TOTAL QUANTITIES	STATE URBAN FOUR-LANE ROADWAY 100% STATE 0014	00414 DRAINAGE SYSTEM 100% CITY OF DECATUR	
	CODE NO	ITEM	UNIT				
	66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2		
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	18		
	67100100	MOBILIZATION	L SUM	1	1		
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	140	140		
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3118	3118		
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	4006	4006		
	70600240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2	2		
	70600340	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	1	1		
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	3118	3118		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	5	5		
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	13	13		
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8		

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* SPECIALTY ITEMS

FILE NAME = c:\pw_work\pwidot\staffennk\d0171546\D7744438-sht-SOQ.dgn	USER NAME = staffennk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -					710	(48X-B-2)BR & (48BR)BR	MACON	144	9
Default	PLOT DATE = 7/9/2014	CHECKED -	REVISED -		SCALE: N/A	SHEET 6 OF 8 SHEETS	STA. TO STA.			CONTRACT NO. 74438		
		DATE -	REVISED -							ILLINOIS FED. AID PROJECT		

URBAN

CONSTRUCTION TYPE CODE

SUMMARY OF QUANTITIES

	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	STATE URBAN FOUR-LANE ROADWAY 100% STATE 0014	0044 DRAINAGE SYSTEM 100% CITY OF DECATUR	
*	78200420	GUARDRAIL MARKERS, TYPE B	EACH	24	24		
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3		
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	1154	1154		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	4	4		
*	81100400	CONDUIT ATTACHED TO STRUCTURE, 1 1/4" DIA., GALVANIZED STEEL	FOOT	818	818		
*	81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	70	70		
*	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	77	77		
*	81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	11	11		
*	81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	1	1		
*	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	231	231		
*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	2850	2850		
*	82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	7	7		

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FILE NAME = c:\pw_work\pwidot\staffenmk\d0171546\D7744438-sht-SOQ.dgn	USER NAME = staffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.2000 ' / in.	DRAWN -	REVISED -			710	(48X-6-21BR & (48BR)BR	MACON	144	10
Default	PLOT DATE = 7/9/2014	CHECKED -	REVISED -		SCALE: N/A SHEET 7 OF 8 SHEETS STA. TO STA.			CONTRACT NO. 74438		
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT		

URBAN

CONSTRUCTION TYPE CODE

SUMMARY OF QUANTITIES

	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	STATE URBAN FOUR-LANE ROADWAY 100% STATE 0014	0044 DRAINAGE SYSTEM 100% CITY OF DECATUR	
*	83007400	LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT. MAST ARM	EACH	7	7		
*	84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	7	7		
*	X0323710	REMOVE CONDUIT ATTACHED TO STRUCTURE	FOOT	1729	1729		
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1079	1079		
	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	91	91		
	X6026200	INLETS TO BE ADJUSTED (SPECIAL)	EACH	5	5		
	X6028000	MANHOLES TO BE RECONSTRUCTED (SPECIAL)	EACH	1		1	
	X6640304	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	20		20	
	X7010228	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601, SPECIAL	L SUM	1	1		
	X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	28	28		
	X7810400	TEMPORARY RAISED PAVEMENT MARKER	EACH	171	171		
*	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	3118	3118		
*	X8110455	CONDUIT ATTACHED TO STRUCTURE, 1 1/4" DIA., STAINLESS STEEL	FOOT	132	132		
*	X8950130	MODIFY EXISTING LIGHTING CONTROLLER	EACH	1	1		

* SPECIALTY ITEM

URBAN

CONSTRUCTION TYPE CODE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	STATE URBAN FOUR-LANE ROADWAY 100% STATE 0014	0044 DRAINAGE SYSTEM 100% CITY OF DECATUR	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	18	18		
Z0001905	STRUCTURAL STEEL REPAIR	POUND	11920	11920		
Z0004552	APPROACH SLAB REMOVAL	SQ YD	298	298		
Z0005010	HOT-MIX ASPHALT FOR PATCHING POTHOLES (COLD MIX)	TON	6	6		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
Z0018801	DRAINAGE SYSTEM, NO. 1	EACH	1		1	
Z0018802	DRAINAGE SYSTEM, NO. 2	EACH	1		1	
Z0034390	MODULAR EXPANSION JOINT 6"	FOOT	72	72		
Z0038700	PERMANENT BENCH MARKS	EACH	2	2		
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	161	161		
~~Z0049790~~	~~RELOCATING NAME PLATES~~	~~EACH~~	~~2~~	~~2~~		

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Default	PLOT DATE = 7/9/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

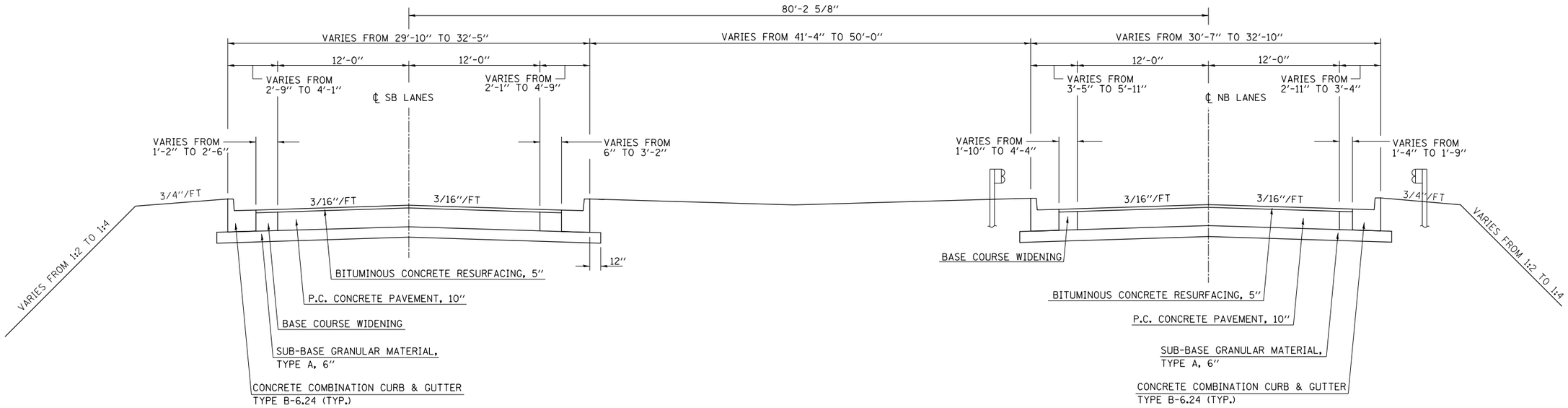
SUMMARY OF QUANTITIES

SCALE: N/A | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-8-2)BR & (48BR)BR	MACON	144	11
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		

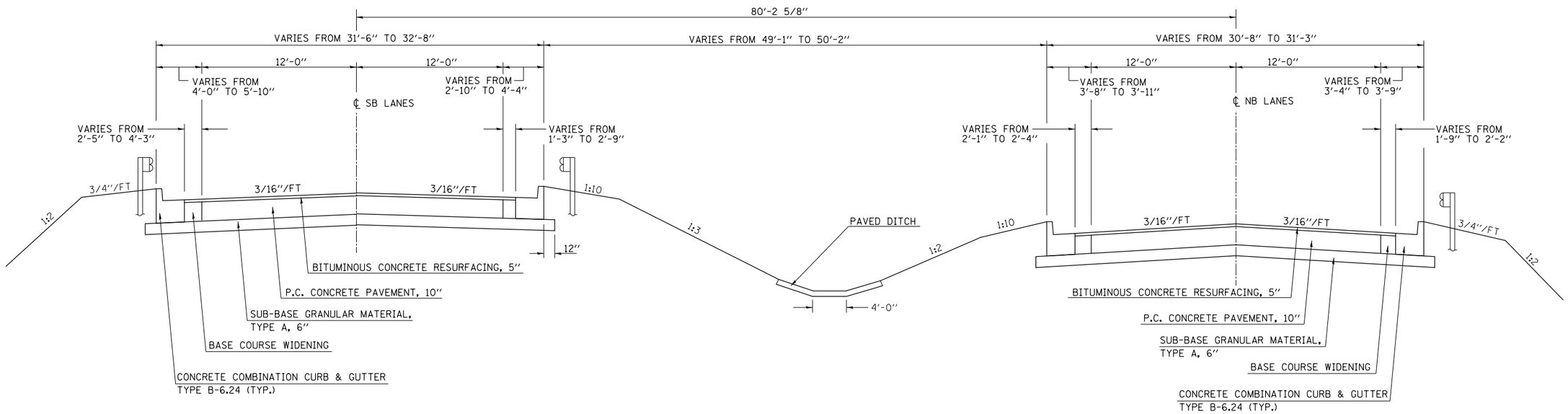
EXISTING TYPICAL CROSS SECTION

STA. 650+36.40 TO STA. 653+14.10 (NB)
STA. 650+73.29 TO STA. 653+40.85 (SB)



EXISTING TYPICAL CROSS SECTION

STA. 658+44.10 TO STA. 660+97.71 (NB)
STA. 658+17.35 TO STA. 661+51.35 (SB)



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		DRAWN -	REVISED -
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	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	12
		CONTRACT NO. 74438		
		ILLINOIS	FED. AID PROJECT	

LEGEND

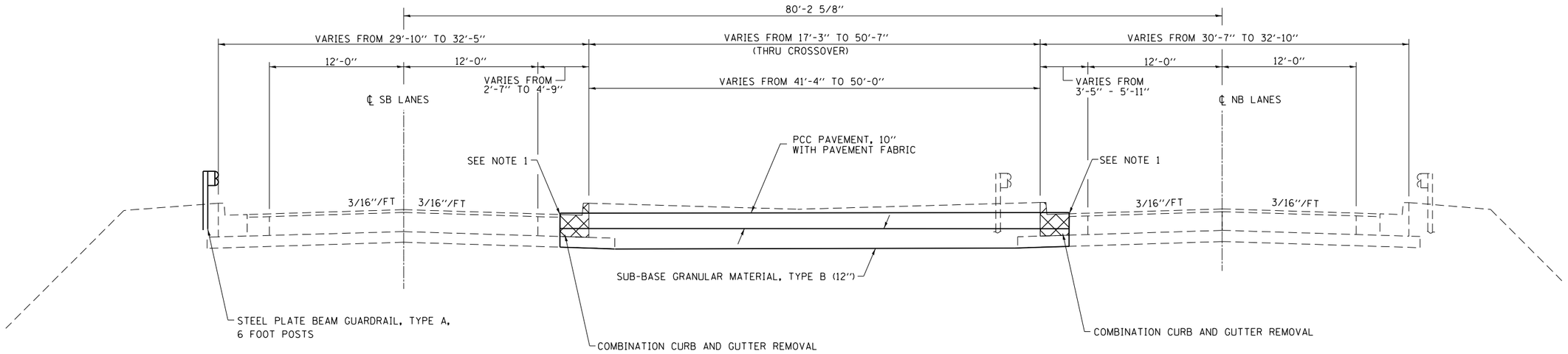
COMBINATION CURB AND GUTTER REMOVAL

PROPOSED TYPICAL CROSS SECTION W/CROSSOVER

STA. 650+36.40 TO STA. 653+14.10 (NB)
STA. 650+73.29 TO STA. 653+40.85 (SB)

NOTES:

1. THE PROPOSED EDGE OF PAVEMENT SHALL MATCH THE EXISTING EDGE OF PAVEMENT AT STA. 652+00.00 (NB) AND STA. 652+50.00 (SB)
2. CROSSOVER FROM STA. 650+36.44 TO STA. 652+57.70 (NB) AND FROM STA. 650+73.30 TO STA. 652+77.95 (SB)



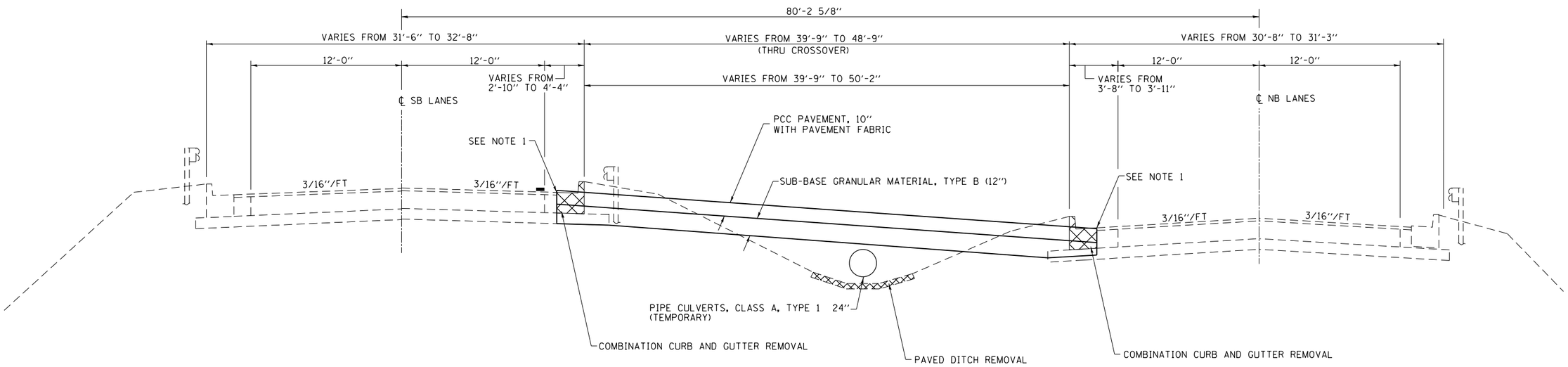
LEGEND

COMBINATION CURB AND GUTTER REMOVAL

PROPOSED TYPICAL CROSS SECTION W/CROSSOVER

STA. 658+44.10 TO STA. 660+97.71 (NB)
STA. 658+17.35 TO STA. 661+51.35 (SB)

NOTE:
1. THE PROPOSED EDGE OF PAVEMENT SHALL MATCH THE EXISTING EDGE OF PAVEMENT AT STA. 658+80.34 (NB) AND STA. 659+54.20 (SB)
2. CROSSOVER FROM STA. 658+57.11 TO STA. 660+93.70 (NB) AND FROM STA. 658+74.74 TO STA. 661+59.22 (SB)



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	PLOT DATE = 7/9/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	13
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		

LEGEND

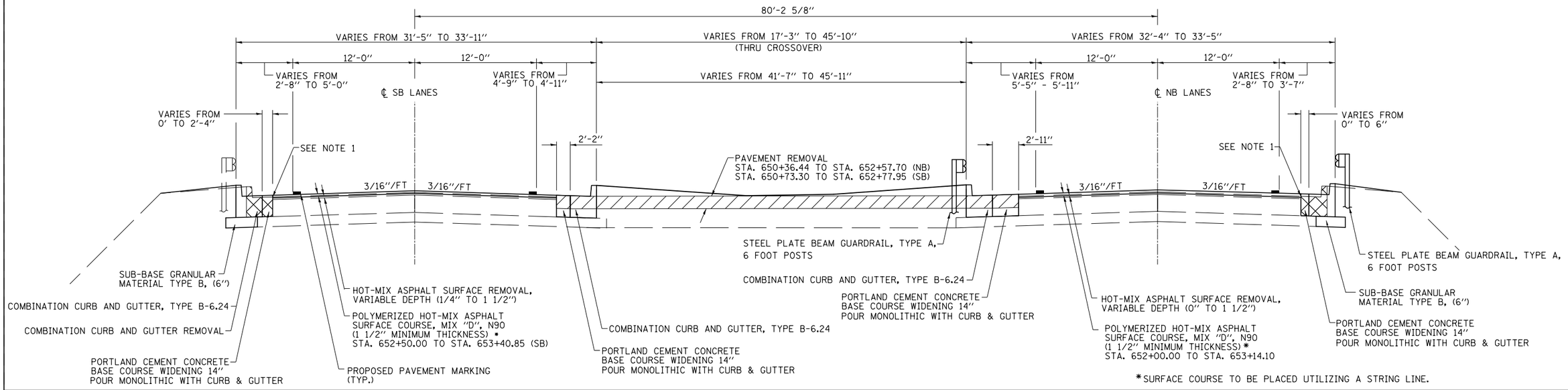
COMBINATION CURB AND GUTTER REMOVAL

PAVEMENT REMOVAL

PROPOSED TYPICAL CROSS SECTION (FINAL)

STA. 650 + 36.40 TO STA. 653 + 14.10 (NB)
STA. 650 + 73.29 TO STA. 653 + 40.85 (SB)

NOTE:
1. THE PROPOSED EDGE OF PAVEMENT SHALL MATCH THE EXISTING EDGE OF PAVEMENT AT STA. 652+00.00 (NB) AND STA. 652+50.00 (SB)



*SURFACE COURSE TO BE PLACED UTILIZING A STRING LINE.

LEGEND

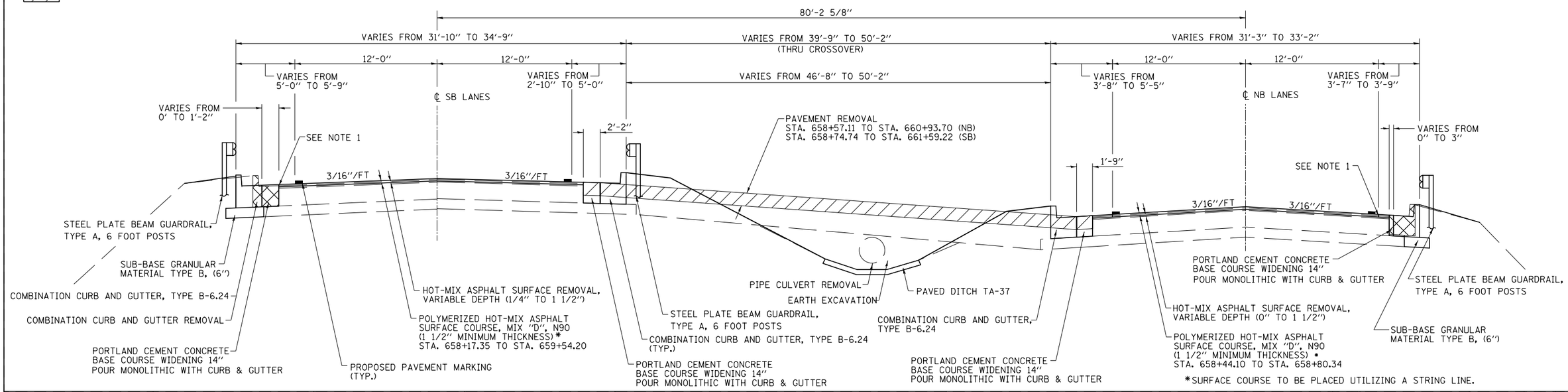
COMBINATION CURB AND GUTTER REMOVAL

PAVEMENT REMOVAL

PROPOSED TYPICAL CROSS SECTION (FINAL)

STA. 658 + 44.10 TO STA. 660 + 97.71 (NB)
STA. 658 + 17.35 TO STA. 661 + 51.35 (SB)

NOTE:
1. THE PROPOSED EDGE OF PAVEMENT SHALL MATCH THE EXISTING EDGE OF PAVEMENT AT STA. 658+80.34 (NB) AND STA. 659+54.20 (SB)



*SURFACE COURSE TO BE PLACED UTILIZING A STRING LINE.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	14
		CONTRACT NO. 74438		
		ILLINOIS	FED. AID PROJECT	

EARTHWORK

LOCATION	EARTH EXCAVATION (CUT) (CU YD)	EARTH EXCAV. ADJUSTED FOR SHRINKAGE • (CU YD)	EMBANKMENT (FILL) (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
IL 105 CROSSOVER CONSTRUCTION	725	544	320	224
IL 105 FINAL CONSTRUCTION	385	289	255	34
TOTAL	1110	833	575	258
EARTH EXCAVATION	1110			

•AN EARTH SHRINKAGE FACTOR OF 0.25 IS APPLIED

SEEDING, FERTILIZERS AND MULCH

LOCATION	STATION TO	STATION	OFFSET	SEEDING CLASS 2A (ACRE)	NITROGEN FERTILIZER NUTRIENT (POUND)	PHOSPHORUS FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	AGRICULTURAL GROUND LIMESTONE (TON)	MULCH, METHOD 2 (ACRE)	TEMPORARY EROSION CONTROL SEEDING (POUND)
IL 105	650+36.40	653+40.85	-	0.28						
	658+17.35	661+51.35	-	0.29						
			TOTAL	0.57						
			ROUNDED TOTAL	0.75	68	68	68	2	0.75	225

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"

LOCATION	STATION	OFFSET	EACH
IL 105 NORTHBOUND	653+03.85	238.8' LT	1
	659+15.00	39.2' LT	1
	660+90.00	37.2' LT	1
		TOTAL	3

PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY)

LOCATION	STATION TO	OFFSET	STATION	OFFSET	FOOT
IL 105	659+15.00	39.2' LT	660+90.00	37.2' LT	172

TRENCH BACKFILL

LOCATION	STATION	OFFSET	TO STATION	OFFSET	CU YD
IL 105 CROSSOVER	659+43.00	40' LT	660+63.00	39' LT	39
IL 105 STORM SEWER	653+20.00	61' LT	653+20.00	98' LT	353
	653+50.27	208.1' LT	653+54.46	152.2' LT	26
				TOTAL	418

SUB-BASE GRANULAR MATERIAL, TYPE B

LOCATION	STATION TO	STATION	OFFSET	TON
IL 105 SOUTHBOUND	652+50.00	653+40.85	LT	2
	652+50.00	653+40.85	RT	5
	658+17.35	659+54.20	LT	4
	658+17.35	659+54.20	RT	2
IL 105 CROSSOVERS	650+36.44	652+77.95	MED	389
	658+57.11	661+59.54	MED	624
IL 105 NORTHBOUND	652+00.00	653+14.10	LT	7
	652+00.00	653+14.10	RT	1
	658+44.10	658+80.34	LT	1
	658+44.10	658+80.31	RT	1
			TOTAL	1036

TEMPORARY RAMP

LOCATION	STATION TO	STATION	SQ YD
IL 105 SOUTHBOUND	652+50.00	652+55.00	15
	653+35.85	653+40.85	16
	658+17.35	658+22.35	16
	659+49.20	659+54.20	15
IL 105 NORTHBOUND	652+00.00	652+05.00	15
	653+09.10	653+14.10	15
	658+44.10	658+49.10	15
	658+75.34	658+80.34	15
		TOTAL	122

STORM SEWERS, CLASS A, TYPE 2, 12"

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 105	653+53.61	653+20.38	LT	40
	653+12.28	653+20.38	LT	25
	653+70.69	653+20.38	LT	55
	653+70.42	653+47.59	LT	30
	653+47.59	653+20.35	LT	30
		TOTAL		180

PERIMETER EROSION BARRIER

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 105	652+60.00	653+40.00	LT	80
	653+40.00	653+64.00	LT	69
	653+51.00	653+64.00	MED	46
	658+17.00	659+05.00	MED	88
	658+44.00	659+05.00	MED	61
	659+16.00	659+16.00	MED	30
			TOTAL	374

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90

LOCATION	STATION TO	STATION	OFFSET	TON
IL 105 SOUTHBOUND	652+50.00	653+40.85	LT&RT	21
	658+17.35	659+54.20	LT&RT	34
IL 105 NORTHBOUND	652+00.00	653+14.10	LT&RT	33
	658+44.10	658+80.34	LT&RT	8
			TOTAL	96

STORM SEWERS, CLASS A, TYPE 2, 24"

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 105	653+20.42	652+54.46	LT	65
	652+54.46	652+50.27	LT	56
	652+50.27	653+03.85	LT	48
			TOTAL	169

PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 14"

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 105 SOUTHBOUND	652+50.00	653+40.85	LT	13
	652+50.00	653+40.85	RT	17
	658+17.35	659+54.20	LT	11
	658+17.35	659+54.20	RT	10
IL 105 NORTHBOUND	652+00.00	653+14.10	LT	26
	652+00.00	653+14.10	RT	5
	658+44.10	658+80.34	LT	4
	658+44.10	658+80.34	RT	1
			TOTAL	87

PORTLAND CEMENT CONCRETE PAVEMENT 10"

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 105 CROSSOVERS	650+36.44	652+77.95	-	569
	658+57.11	661+59.54	-	912
			TOTAL	1481

STORM SEWERS, CLASS A, TYPE 3, 24"

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 105	653+20.38	653+20.35	LT	80
	653+20.35	653+20.42	LT	30
			TOTAL	110

CONCRETE HEADWALLS FOR PIPE DRAINS

LOCATION	STATION TO	OFFSET	EACH
IL 105 SOUTHBOUND	653+60.56	LT	1
	657+97.64	LT	1
		TOTAL	2

INLET & PIPE PROTECTION

LOCATION	STATION	OFFSET	EACH
IL 105 NORTHBOUND	650+62.28	33.2' LT	1
	650+65.95	43.6' LT	1
	651+61.99	14.9' RT	1
	651+71.60	14.3' RT	1
	651+73.32	36.3' LT	1
	652+50.27	208.1' LT	1
	652+54.46	152.2' LT	1
	653+20.38	39.0' LT	1
	653+20+35	122.6' LT	1
	653+20.42	155.8' LT	1
	653+47.59	123.2' LT	1
	658+93.01	15.2' RT	1
	659+31.57	16.8' LT	1
	659+47.52	14.6' LT	1
	660+90.00	37.2' LT	1
	660+95.22	14.0' LT	1
IL 105 SOUTHBOUND	650+99.03	32.2' LT	1
	651+71.80	22.6' RT	1
	653+12.28	14.6' RT	1
	658+42.36	15.4' LT	1
	659+31.82	14.2' RT	1
		TOTAL	21

PAVEMENT REMOVAL

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 105 CROSSOVERS	650+36.44	652+77.95	-	569
	658+57.11	661+59.54	-	912
			TOTAL	1481

MANHOLES, TYPE A, 5' DIAMETER, TYPE 1 FRAME, CLOSED LID

LOCATION	STATION	OFFSET	EACH
IL 105 NORTHBOUND	652+50.27	208.1' LT	1
	652+54.46	152.2' LT	1
	653+20.35	122.6' LT	1
	653+20.42	155.8' LT	1
	653+47.59	123.2' LT	1
		TOTAL	5

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	STATION TO	STATION	OFFSET	POUND
IL 105 SOUTHBOUND LANES	652+50.00	653+40.85	LT&RT	111.7
	658+17.35	659+54.20	LT&RT	182.1
IL 105 NORTHBOUND LANES	652+00.00	653+14.10	LT&RT	144.5
	658+44.10	658+80.34	LT&RT	46.9
			TOTAL	485.2
			ROUNDED TOTAL	485

COMBINATION CURB AND GUTTER REMOVAL

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 105 NORTHBOUND	650+36.40	653+14.10	LT	278
	652+00.00	653+14.10	RT	114
	658+44.10	658+80.34	RT	36
	658+44.10	660+97.71	LT	254
IL 105 SOUTHBOUND	650+73.29	653+40.85	RT	268
	652+50.00	653+40.85	LT	91
	658+17.35	659+54.20	RT	137
	658+17.35	661+51.35	RT	334
				1512

INLETS, TYPE A

LOCATION	STATION	OFFSET	EACH
IL 105 SOUTHBOUND	653+43.19	97.0' LT	1
	653+53.55	17.2' LT	1
	653+70.69	63.4' LT	1
		TOTAL	3

CLASS D PATCHES, TYPE IV, 15 INCH

LOCATION	STATION	TO STATION	SQ YD
IL 105 SOUTHBOUND	653+04.15	653+36.65	87
		TOTAL	87

STONE DUMPED RIPRAP, CLASS A5

LOCATION	STATION	OFFSET	TON
IL 105	653+03.85	238.8' LT	15
		TOTAL	15

MANHOLES TO BE ADJUSTED WITH NEW TYPE 8 GRATE

LOCATION	STATION	OFFSET	EACH
IL 105 NORTHBOUND	650+62.28	33.2' LT	1
	651+73.32	36.3' LT	1
		TOTAL	2

FILE NAME = c:\pw_work\pwidot\steffenmk\d0171546\D7744438-sht-schedule.dgn	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -			710	(48X-B-2)BR & (48BR)BR	MACON	144	15
	PLOT DATE = 7/9/2014	CHECKED -	REVISED -					CONTRACT NO. 74438		
		DATE -	REVISED -		SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

INLETS TO BE ADJUSTED

LOCATION	STATION	OFFSET	EACH
IL 105			
SOUTHBOUND	653+12.28	14.6' RT	1
	658+42.36	15.4' LT	1
	659+31.57	16.8' LT	1
		TOTAL	3

CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 105				
SOUTHBOUND	653+10.00	653+30.00	LT	20

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 105				
SOUTHBOUND	649+97.10	652+97.10	RT	300

GUARDRAIL REMOVAL

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 105				
NORTHBOUND	652+33.27	653+13.05	LT	80
	652+70.35	653+12.01	RT	42
	658+42.55	658+58.77	RT	16
IL 105				
SOUTHBOUND	658+22.28	659+04.73	RT	82
	658+22.31	658+61.10	LT	39
			TOTAL	259

IMPACT ATTENUATOR, RELOCATE (NON-REDIRECTIVE) TEST LEVEL 2

LOCATION	FROM STATION	TO STATION	OFFSET	EACH
IL 105				
SOUTHBOUND	658+44.10 (NB)	653+40.85	LT	1

COMBINATION CURB AND GUTTER, TYPE B-6.24

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 105				
NORTHBOUND	650+36.40	653+14.10	LT	278
	652+00.00	653+14.10	RT	114
	658+44.10	658+80.34	RT	36
	658+44.10	660+97.71	LT	254
IL 105				
SOUTHBOUND	650+73.29	653+40.85	RT	268
	652+50.00	653+40.85	LT	91
	658+17.35	659+54.20	LT	137
	658+17.35	661+51.35	RT	334
			TOTAL	1512

TRAFFIC BARRIER TERMINALS

LOCATION	STATION TO	STATION	OFFSET	TYPE 1 (SPECIAL) TANGENT (EACH)	TYPE 2 (EACH)	TYPE 5 (EACH)	TYPE 6 (EACH)
IL 105							
SOUTHBOUND	649+84.60	649+97.10	LT		1		
	652+97.10	653+40.85	LT				1
	658+17.35	658+61.10	LT				1
	658+17.35	658+61.10	RT				1
	658+61.10	659+11.10	RT	1			
IL 105							
NORTHBOUND	652+20.35	652+70.35	LT	1			
	652+70.35	653+14.10	LT				1
	652+70.35	653+14.10	RT				1
	658+44.10	658+58.77	RT			1	
			TOTAL	2	1	1	5

PAVED DITCH REMOVAL & PAVED DITCH, TYPE A-37

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 105	657+80.00	663+80.00	CL	600
	659+48.00	659+48.00	RT	15
			TOTAL	615

TERMINAL MARKER - DIRECT APPLIED

LOCATION	STATION	OFFSET	EACH
IL 105			
SOUTHBOUND	649+84.60	LT	1
	659+11.10	RT	1
IL 105			
NORTHBOUND	652+20.35	LT	1
		TOTAL	3

GUARDRAIL MARKERS

LOCATION	STATION	OFFSET	TYPE A (EACH)	TYPE B (EACH)
IL 105				
NORTHBOUND	653+00.35	LT	1	
	653+00.35	RT	1	
	653+80.35	LT		1
	653+80.35	RT		1
	654+60.35	LT		1
	654+60.35	RT		1
	655+40.35	LT		1
	655+40.35	RT		1
	656+20.35	LT		1
	656+20.35	RT		1
	657+00.35	LT		1
	657+00.35	RT		1
	657+80.35	LT		1
	657+80.35	RT		1
IL 105				
SOUTHBOUND	650+31.10	LT	1	
	651+11.10	LT	1	
	651+91.10	LT	1	
	652+71.10	LT	1	
	653+51.10	LT		1
	653+51.10	RT		1
	654+31.10	LT		1
	654+31.10	RT		1
	655+11.10	LT		1
	655+11.10	RT		1
	655+91.10	LT		1
	655+91.10	RT		1
	656+71.10	LT		1
	656+71.10	RT		1
	657+51.10	LT		1
	657+51.10	RT		1
	658+31.10	RT	1	
	658+31.10	LT	1	
		TOTAL	8	24

IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 2

LOCATION	STATION	OFFSET	EACH
IL 105			
NORTHBOUND	658+44.10	LT	1
	660+22.00	MED	1
		TOTAL	2

PERMANENT BENCHMARKS

LOCATION	STATION	OFFSET	EACH
IL 105	805+25.00	-	1
	806+00.00	-	1
		TOTAL	2

LOCATION	URETHANE PAVEMENT MARKING & GROOVING FOR PAVEMENT MARKING, 5"			TEMPORARY PAVEMENT MARKING			SHORT TERM PAVEMENT MARKING	RAISED REFLECTIVE PAVEMENT MARKER (ONE WAY CRYSTAL)		WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MARKING REMOVAL		
	SOLID WHITE 4"	SKIP-DASH WHITE 4"	SOLID YELLOW 4"	SOLID WHITE 4"	SKIP-DASH WHITE 4"	SOLID YELLOW 4"		ROADWAY	BRIDGE		SOLID WHITE 4"	SKIP-DASH WHITE 4"	SOLID YELLOW 4"
STATION TO STATION	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	SQ FT	FOOT	FOOT	FOOT
IL 105 NORTHBOUND													
631+82.72 TO 633+21.62										47			
634+36.89 TO 637+57.19										233			
636+05.46 TO 637+52.44										49			
639+07.84 TO 639+26.81										9			
639+97.79 TO 641+00.00										34			
642+06.74 TO 645+35.03										110			
644+70.49 TO 646+08.94										151			
646+62.88 TO 651+08.61										145			
646+73.94 TO 652+00.00										172			
646+74.81 TO 650+48.92										120			
651+52.52 TO 651+96.83										16			
652+00.00								1					
652+00.00 TO 653+14.10											114	29	114
652+00.00 TO 658+80.34	680	170	680	680	170	680	68			533			
652+80.00								1					
653+60.00									1				
654+40.00									1				
655+20.00									1				
656+00.00									1				
656+80.00									1				
657+60.00									1				
658+40.00									1				
658+44.10 TO 658+80.34											36	9	36
660+55.58 TO 661+47.43										34			
IL 105 SOUTHBOUND													
650+30.59 TO 651+10.52										30			
651+65.88 TO 673+63.04										733			
652+44.39 TO 658+74.73										210			
652+50.00								1					
652+50.00 TO 653+40.85											91	180	91
652+50.00 TO 659+54.20	704	180	704	704	180	704	72			553			
653+30.00								1					
654+10.00									1				
654+90.00									1				
655+70.00									1				
656+50.00									1				
657+30.00									1				
658+10.00									1				
658+17.35 TO 659+54.20											137	180	137
658+90.00								1					
659+45.80 TO 666+12.40										219			
660+41.73 TO 666+12.98										188			
661+21.16 TO 671+26.91										420			
SUB-TOTAL	1384	350	1384	1384	350	1384					378	398	378
SUB-TOTAL	1734		1384	1734		1384		5	13		776		378
TOTAL	3118			3118			140	18		4006	1154		

MANHOLES TO BE RECONSTRUCTED (SPECIAL)

LOCATION	STATION	OFFSET	EACH
IL 105			
NORTHBOUND	653+20.38	39.0' LT	1
		TOTAL	1

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 105				
SOUTHBOUND	652+50.00	653+40.85	LT	120
	652+50.00	653+40.85	RT	128
	658+17.35	659+54.20	LT	217
	658+17.35	659+54.20	RT	188
IL 105				
NORTHBOUND	652+00.00	653+14.10	LT	171
	652+00.00	653+14.10	RT	150
	658+44.10	658+80.34	LT	52
	658+44.10	658+80.34	RT	53
			TOTAL	1079

APPROACH SLAB REMOVAL

LOCATION	STATION TO	STATION	SQ YD
IL 105			
SOUTHBOUND	653+41.35	653+63.56	74
	657+94.64	658+16.85	74
IL 105			
NORTHBOUND	653+14.60	663+37.10	75
	658+21.10	658+43.60	75
		TOTAL	298

INLETS TO BE ADJUSTED (SPECIAL)

LOCATION	STATION	OFFSET	EACH
IL 105			
SOUTHBOUND	650+99.03	32.2' RT	1
	651+71.80	22.6' RT	1
	659+31.82	14.2' RT	1
IL 105			
NORTHBOUND	659+47.52	14.6' LT	1
	660+95.22	14.0' LT	1
		TOTAL	5

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			710	(48X-B-2)BR & (48BR)BR	MACON	144	16
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 74438		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

EXIST. CURVE SBC1
PI STA. = 642+09.31
Δ = 15° 45′ 00″ (RT)
D = 1° 36′ 19″
R = 3,569.13′
T = 493.67′
L = 981.11′
E = 33.98′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 637+15.64
P.T. STA. = 646+96.75

EXIST. CURVE SBC2
PI STA. = 667+33.51
Δ = 80° 58′ 21″ (LT)
D = 8° 08′ 59″
R = 703.05′
T = 600.17′
L = 993.58′
E = 221.33′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 661+33.34
P.T. STA. = 671+26.91

EXIST. CURVE NBC1
PI STA. = 640+14.20
Δ = 15° 38′ 13″ (RT)
D = 1° 21′ 46″
R = 4,204.38′
T = 577.31′
L = 1,147.44′
E = 39.45′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 634+36.89
P.T. STA. = 645+84.33

EXIST. CURVE NBC1
PI STA. = 665+83.55
Δ = 42° 37′ 12″ (LT)
D = 3° 28′ 21″
R = 1,649.97′
T = 643.63′
L = 1,227.35′
E = 121.09′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 659+39.92
P.T. STA. = 671+67.26

BM# 1 = BRASS PLUG ON SE CORNER OF WINGWALL,
N.B. SN 058-0008 OVER IL 105
STA. 664+18.36
O/S = 21.98′ RT
EL: = 640.565

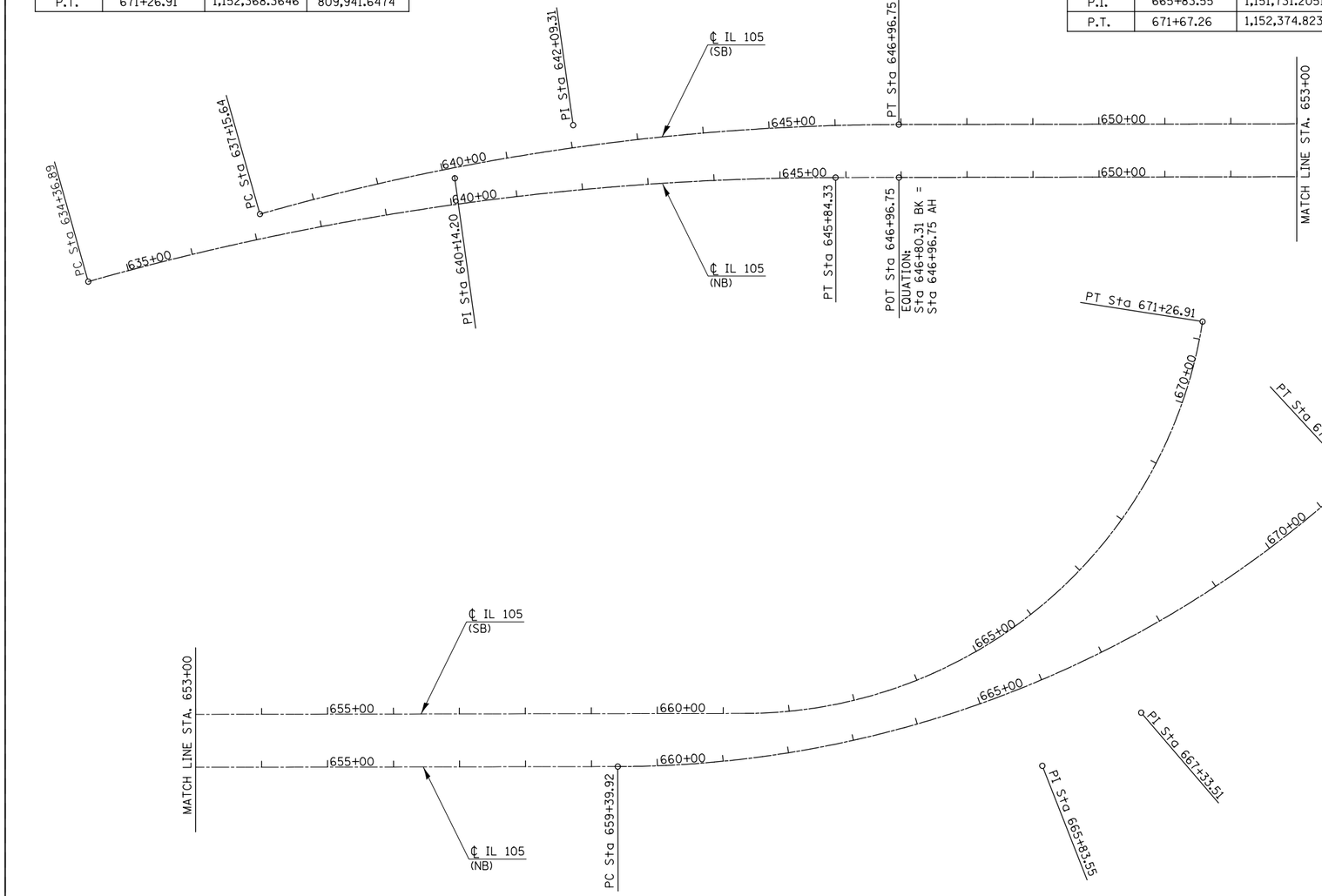
BM# 2 = CHISELED "X" IN TOP FLANGE BOLT NEXT TO "M" IN MUELLER ON FIRE HYDRANT AT NORTHEAST CORNER OF 1ST DRIVE & IL 105
STA.
O/S =
EL: = 629.800

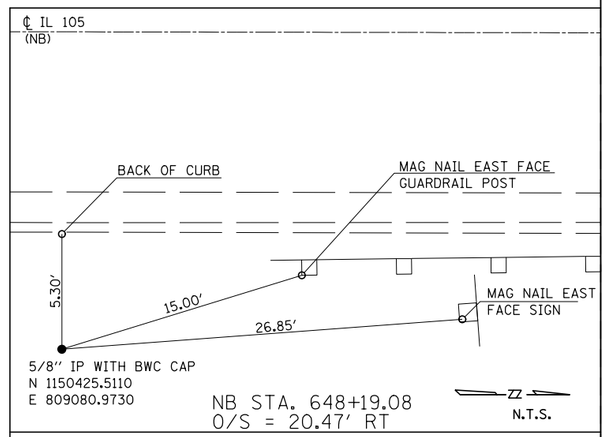
BM# SLDG = CHISELED "□" ON NORTHEAST LEDGE OF CONCRETE SLOPEWALL AT SOUTH ABUTMENT OF NORTHBOUND LANES
STA.
O/S =
EL: = 614.055

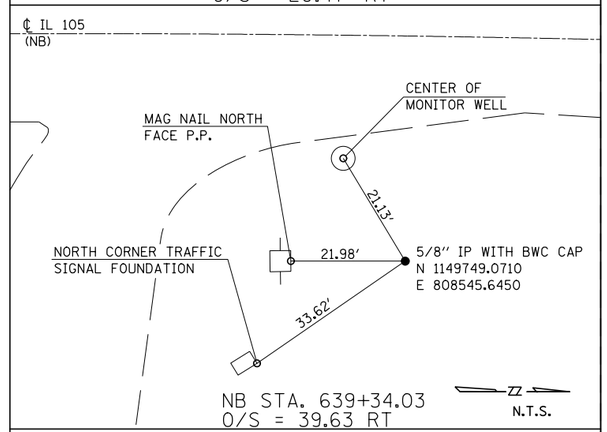
BM# NLDG = CHISELED "□" ON SOUTHEAST LEDGE OF CONCRETE SLOPEWALL AT NORTH ABUTMENT OF NORTHBOUND LANES
STA.
O/S =
EL: = 614.065

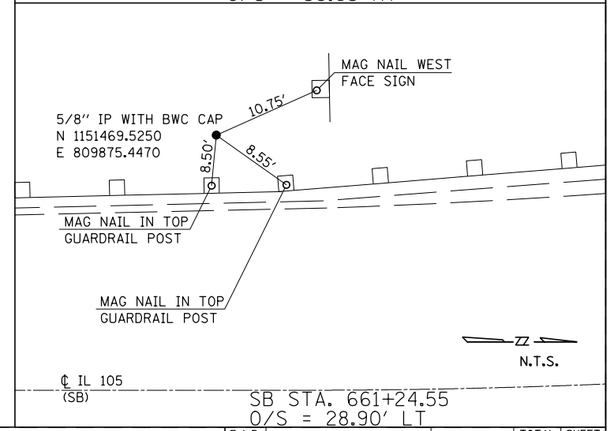
SB LANES TYPE	STATION (FEET)	NORTHING (FEET)	EASTING (FEET)
P.C.	637+15.64	1,149,604.0369	808,362.1054
P.I.	642+09.31	1,150,043.1602	808,587.6729
P.T.	646+96.75	1,150,404.5686	808,923.9674
P.C.	661+33.34	1,151,456.2684	809,902.5856
P.I.	667+33.51	1,151,895.6436	810,311.4291
P.T.	671+26.91	1,152,368.3646	809,941.6474

NB LANES TYPE	STATION (FEET)	NORTHING (FEET)	EASTING (FEET)
P.C.	634+36.89	1,149,344.0077	808,259.2391
P.I.	640+14.20	1,149,857.0075	808,524.0359
P.T.	645+84.33	1,150,279.6471	808,917.3067
P.O.T.	646+96.75	1,150,349.9102	808,982.6873
P.C.	659+39.92	1,151,260.0145	809,829.5494
P.I.	665+83.55	1,151,731.2051	810,267.9974
P.T.	671+67.26	1,152,374.8234	810,271.5754









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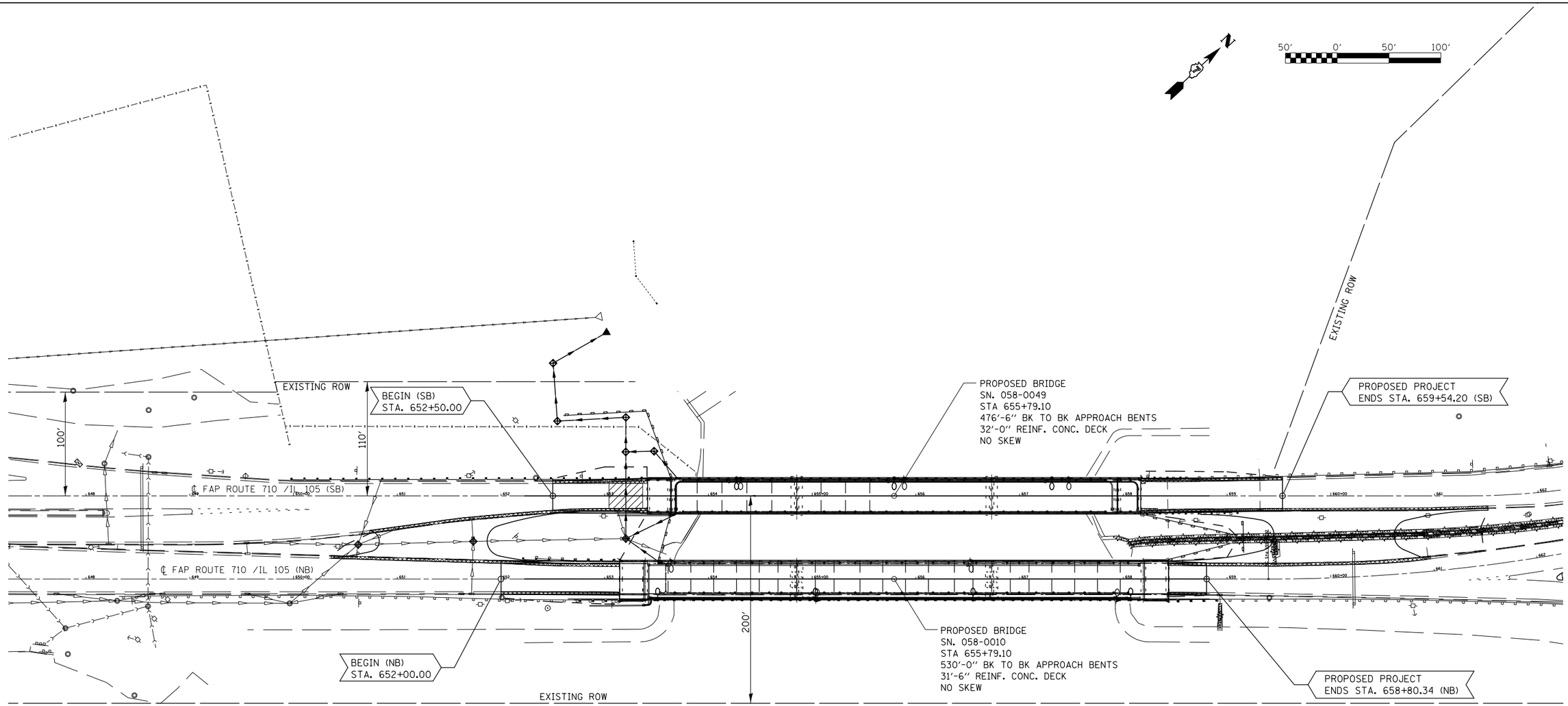
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORIZONTAL ALIGNMENT, BENCHMARKS & SURVEY TIES

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	17
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



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

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
CROSS CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
BY
DATE

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = $SCALE$	DRAWN -	REVISED -
	PLOT DATE = $DATE$	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

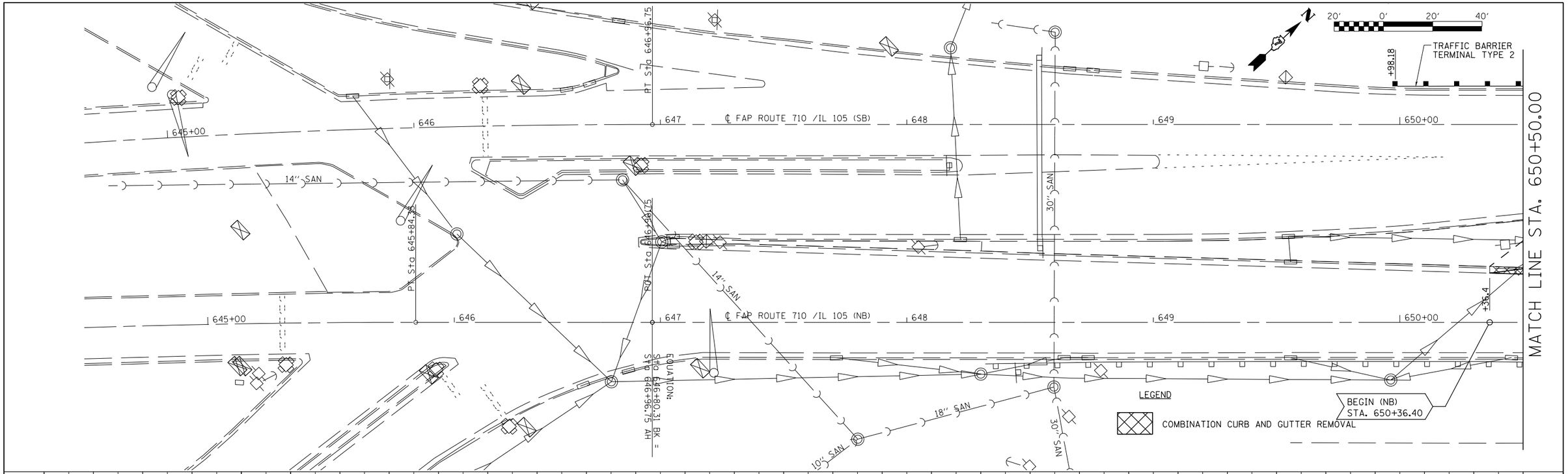
PLAN OF IMPROVEMENTS

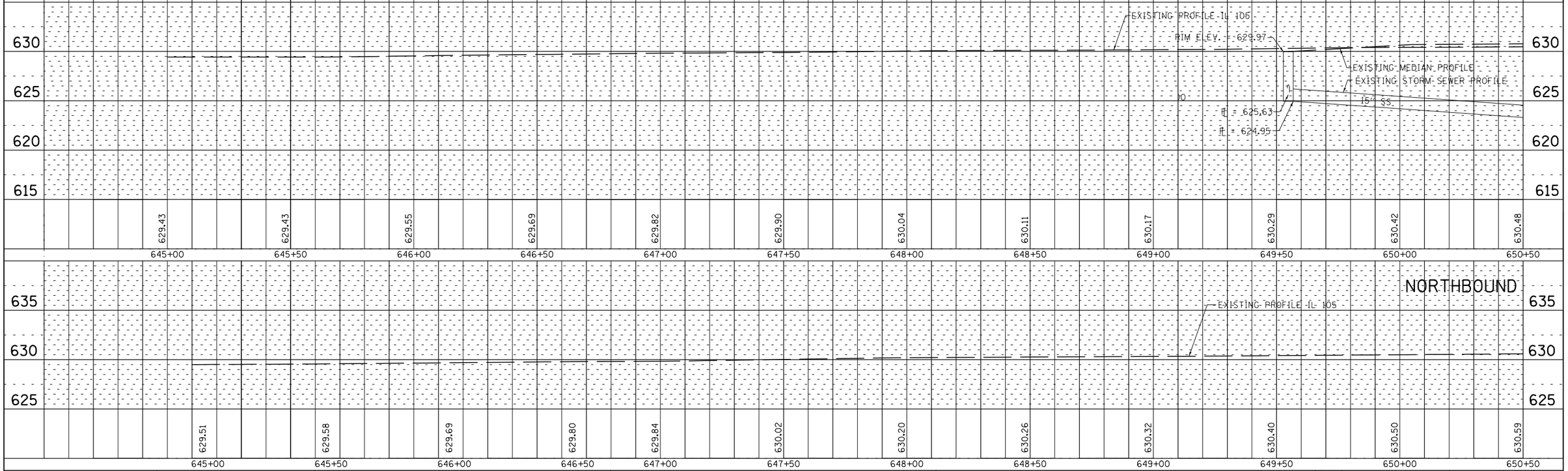
SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48-X-B-2)BR & (48BR)BR	MACON	144	18
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

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

PROFILE
SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE





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		CHECKED -	REVISED -
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	PLOT DATE = $DATE$	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE SHEET

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. 650+50.00 TO STA. 650+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48-X-B-2)BR & (48BR)BR	MACON	144	19
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

BEGIN (SB)
STA. 650+73.29

STA. 653+40.85

TRAFFIC BARRIER
TERMINAL, TYPE 6

20′ 0′ 20′ 40′

MATCH LINE STA. 650+50.00

MATCH LINE STA. 656+00.00

651 652 653 654 ℄ FAP ROUTE 710 /IL 105 (SB) 655+00

+50

14′-2″ 12′-0″

PAVEMENT REMOVAL

14′-5″

16′-0″

16′-0″

+73.29

PROPOSED BRIDGE
SN. 058-0049
STA 655+79.10
476′-6″ BK TO BK APPROACH BENTS
32′-0″ REINF. CONC. DECK
NO SKEW

TRAFFIC BARRIER TERMINAL
TYPE 1 (SPECIAL) TANGENT

GUARDRAIL REMOVAL

SEE GEOMETRICS SHEET 33
FOR CROSSOVER DETAILS

TRAFFIC BARRIER
TERMINAL TYPE 6

651 652 653 654 ℄ FAP ROUTE 710 /IL 105 (NB) 655+00

12′-4″ 15′-4″

12′

12′

13′ 14′-11″

16′-5″

15′-0″

+00

TRAFFIC BARRIER
TERMINAL TYPE 6

STA. 653+14.10

LEGEND

COMBINATION CURB AND GUTTER REMOVAL

PROPOSED BRIDGE
SN. 058-0010
STA 655+79.10
530′-0″ BK TO BK APPROACH BENTS
31′-6″ REINF. CONC. DECK
NO SKEW

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

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
ELM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

SOUTHBOUND

635 630 625 620 615

RIM ELEV. = 630.75

EXISTING PROFILE IL 105

RIM ELEV. = 631.20

STA. 652+50.00
ELEV. 630.76

+0.12%

STA. 653+40.85
ELEV. 630.86

-0.02%

PROPOSED PROFILE IL 105

-0.02%

EXISTING MEDIAN PROFILE

RIM ELEV. = 630.02

℄ = 625.77

℄ = 623.15

℄ = 625.29

℄ = 626.02

℄ = 626.47

EXISTING STORM SEWER PROFILE

℄ = 623.48

ELEV. 614.65

℄ = 614.80

24″ SS

24″ SS

24″ SS

℄ = 616.76

℄ = 616.59

℄ = 616.17

℄ = 616.17

℄ = 615.48

630.48 630.61 630.70 630.75 630.76 630.76 630.75 630.82 630.79 630.86 630.82 630.85 630.78 630.84 630.75 630.83 630.71 630.82 630.70 630.81

650+50 651+00 651+50 652+00 652+50 653+00 653+50 654+00 654+50 655+00 655+50 656+00

NORTHBOUND

635 630 625

EXISTING PROFILE IL 105

STA. 652+00.00
ELEV. 630.68

+0.21%

STA. 653+14.10
ELEV. 630.91

PROPOSED PROFILE IL 105

-0.30%

630.59 630.63 630.68 630.68 630.68 630.67 630.78 630.65 630.89 630.69 630.81 630.54 630.66 630.39 630.51 630.24 630.36 630.09 630.21 629.94 630.06

650+50 651+00 651+50 652+00 652+50 653+00 653+50 654+00 654+50 655+00 655+50 656+00

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = $SCALE$	DRAWN -	REVISED -
	PLOT DATE = $DATE$	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE SHEET

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. 650+50.00 TO STA. 656+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48-X-B-2)BR & (48BR)BR	MACON	144	20
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

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

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
S.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

MATCH LINE STA. 656+00.00

20' 0' 20' 40'

N

TRAFFIC BARRIER TERMINAL, TYPE 6

STA. 658+17.35

TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) TANGENT

656 657 ℄ FAP ROUTE 710 /IL 105 (SB) 658 659 660+00 661

14'-5" 14'-5" 14'-9" 15'-5"

PROPOSED PROJECT ENDS STA. 661+51.35 (SB)

+51.35

SEE GEOMETRICS SHEET 34 FOR CROSSOVER DETAILS

+08 +96

PAVED DITCH REMOVAL

Sta 659+22

656 657 ℄ FAP ROUTE 710 /IL 105 (NB) 658 659 660+00 661

13'-11" 14'-11" 13'-1" 13'-2"

+97.71

PROPOSED PROJECT ENDS STA. 660+97.71 (NB)

LEGEND

COMBINATION CURB AND GUTTER REMOVAL

STA. 658+44.10

TRAFFIC BARRIER TERMINAL, TYPE 5

PIPE CULVERTS, CLASS A, TYPE 1, 24" (TEMPORARY)
LENGTH = 175'
USFL = 37.2' LT, STA. 660+90.00, EL = 626.27
DSFL = 39.2' LT, STA. 659+15.00, EL = 623.70
2 EACH, PRC FLR END SECTIONS, 24"

SOUTHBOUND

PROPOSED PROFILE IL 105

-0.02% -0.02%

STA. 658+17.35 ELEV. 630.77

STA. 659+54.20 ELEV. 630.74

EXISTING PROFILE IL 105

STA. 658+43.99 ELEV. 622.00 37.6' LT

STA. 658+21.12 ELEV. 620.22 36.9' LT

STA. 658+07.08 ELEV. 618.00 34.7' LT

+15.81% +1.78% +3.01%

STA. 658+90.78 ELEV. 623.41 39.0' LT

STA. 659+08.88 ELEV. 623.70

STA. 659+49.00 ELEV. 624.35 40.1' LT

+1.61% 24" @ 1.37% +1.30%

EXISTING PROFILE MEDIAN DITCH

STA. 660+96.13 ELEV. 626.27

STA. 660+94.97 ELEV. 626.25 36.9' LT

STA. 661+29.37 ELEV. 626.93 35.2' LT

STA. 661+56.68 ELEV. 627.82 33.5' LT

STA. 661+75.20 ELEV. 628.39 32.6' LT

+1.98% +3.26% +3.08%

635 630 625 620 615

630.70 630.81 | 630.70 630.80 | 630.70 630.79 | 630.70 630.78 | 630.68 630.77 | 630.66 630.76 | 630.66 630.75 | 630.72 630.74 | 630.94 | 631.53 | 632.29 | 633.35

656+00 656+50 657+00 657+50 658+00 658+50 659+00 659+50 660+00 660+50 661+00 661+50

PROPOSED PROFILE IL 105

-0.30% -0.30%

STA. 658+44.10 ELEV. 629.33

STA. 658+80.34 ELEV. 629.22

EXISTING PROFILE IL 105

NORTHBOUND

635 630 625

629.94 630.06 | 629.80 629.91 | 629.66 629.76 | 629.52 629.61 | 629.38 629.46 | 629.21 629.31 | 629.22 | 629.23 | 629.38 | 629.80 | 630.44 | 631.44

656+00 656+50 657+00 657+50 658+00 658+50 659+00 659+50 660+00 660+50 661+00 661+50

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = $SCALE$	DRAWN -	REVISED -
	PLOT DATE = $DATE$	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE SHEET

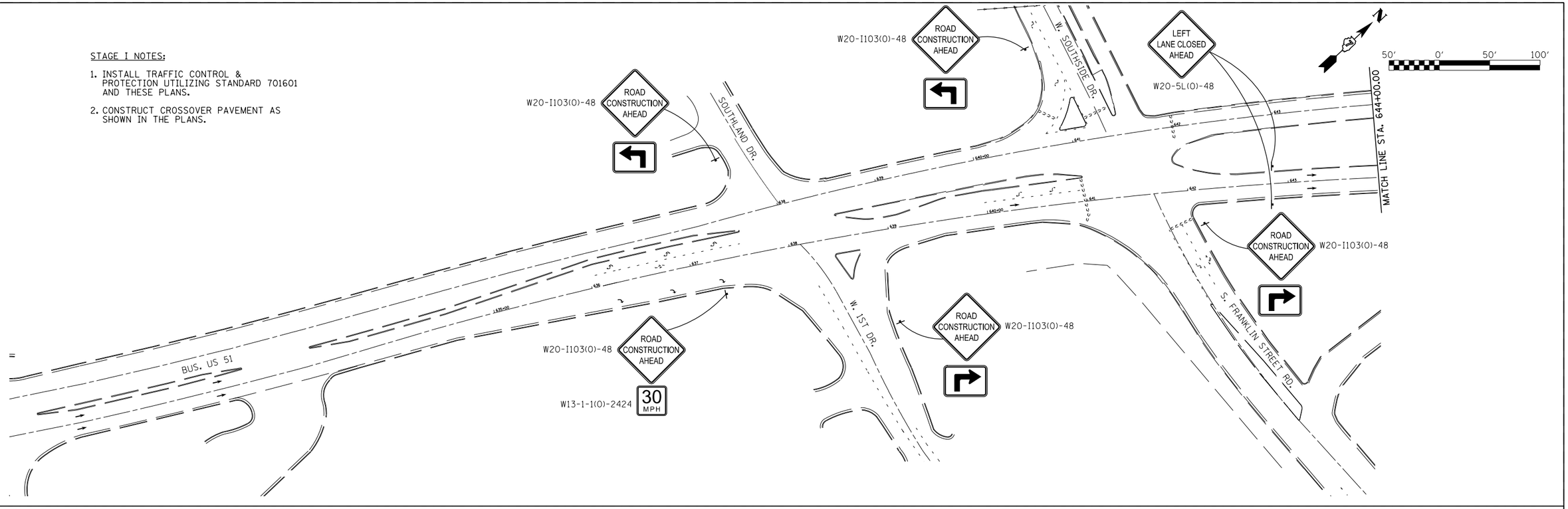
SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. 656+00.00 TO STA. 661+50.00

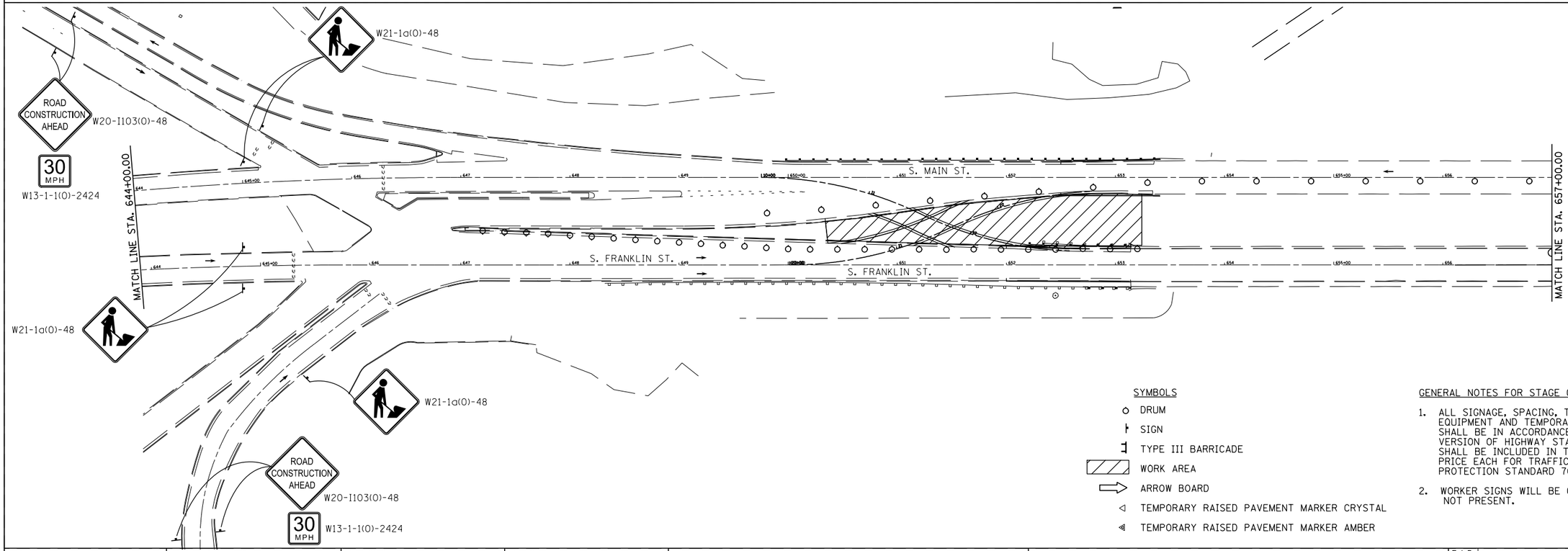
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48-X-B-2)BR & (48BR)BR	MACON	144	21
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

STAGE I NOTES:

1. INSTALL TRAFFIC CONTROL & PROTECTION UTILIZING STANDARD 701601 AND THESE PLANS.

2. CONSTRUCT CROSSOVER PAVEMENT AS SHOWN IN THE PLANS.





SYMBOLS

- DRUM
- SIGN
- TYPE III BARRICADE
- WORK AREA
- ARROW BOARD
- TEMPORARY RAISED PAVEMENT MARKER CRYSTAL
- TEMPORARY RAISED PAVEMENT MARKER AMBER

GENERAL NOTES FOR STAGE CONSTRUCTION

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701601 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701601, SPECIAL.

2. WORKER SIGNS WILL BE COVERED WHEN WORKERS NOT PRESENT.

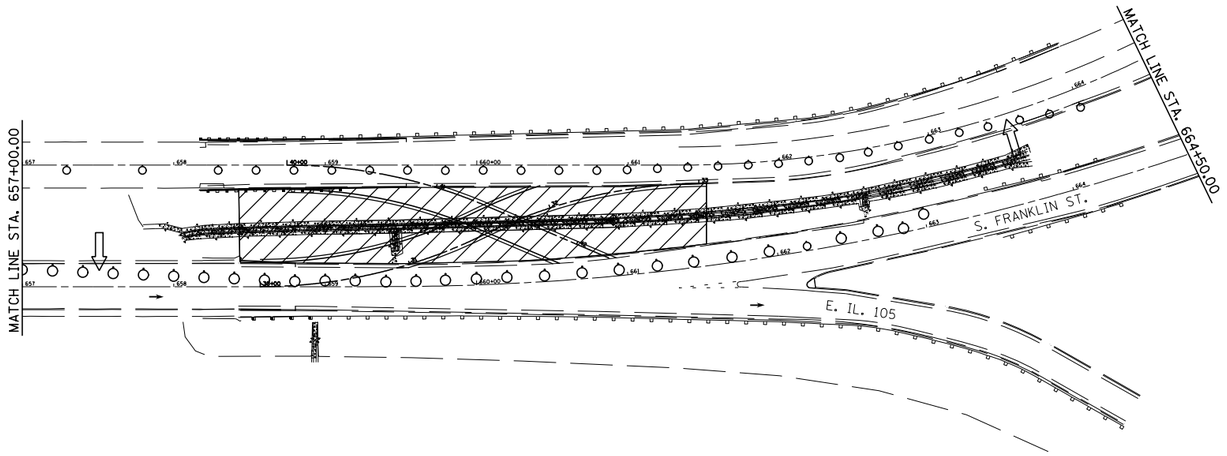
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

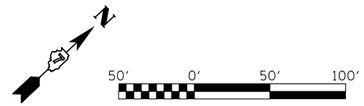
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

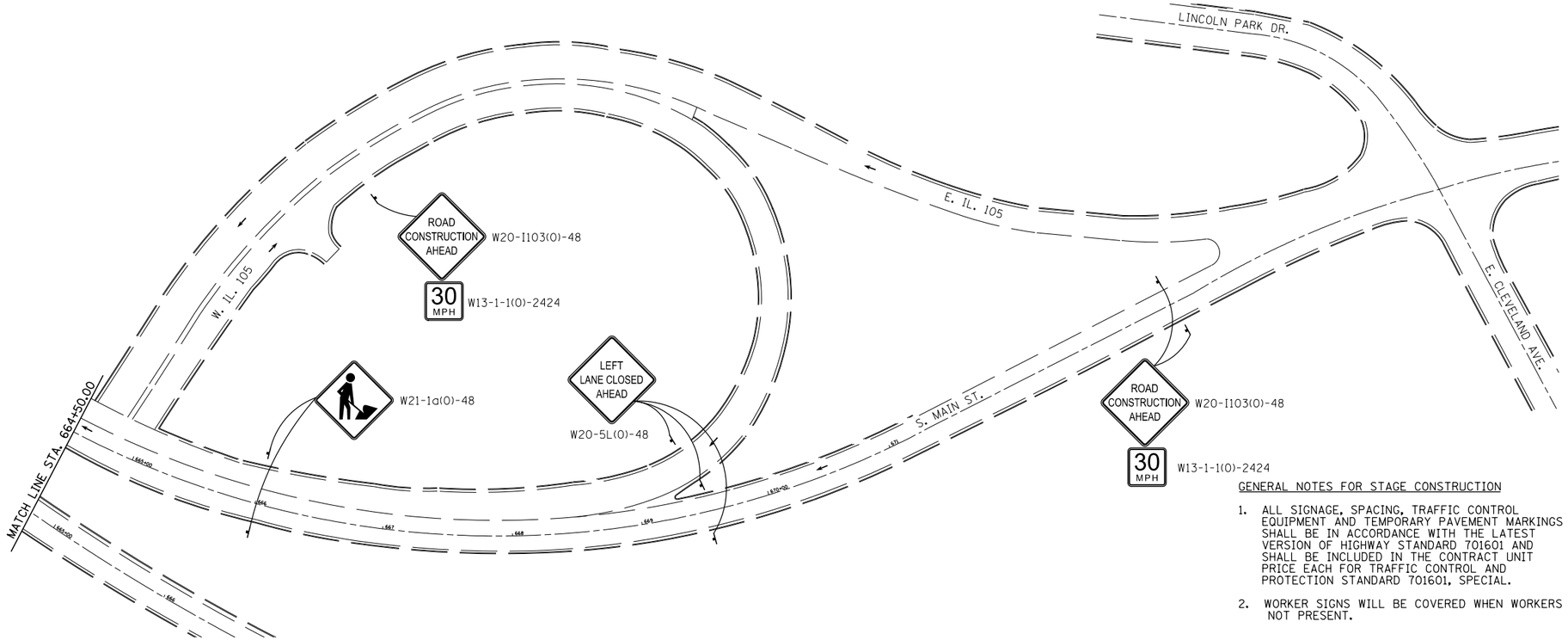
STAGE I TRAFFIC CONTROL

SCALE: | SHEET NO. 1 OF 9 SHEETS | STA. | TO STA. 657+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(49-X-B-2)BR & (48BR)BR	MACON	144	22
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		







SYMBOLS

- DRUM
- SIGN
- TYPE III BARRICADE
- WORK AREA
- ARROW BOARD
- TEMPORARY RAISED PAVEMENT MARKER CRYSTAL
- TEMPORARY RAISED PAVEMENT MARKER AMBER

GENERAL NOTES FOR STAGE CONSTRUCTION

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701601 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701601, SPECIAL.
2. WORKER SIGNS WILL BE COVERED WHEN WORKERS NOT PRESENT.

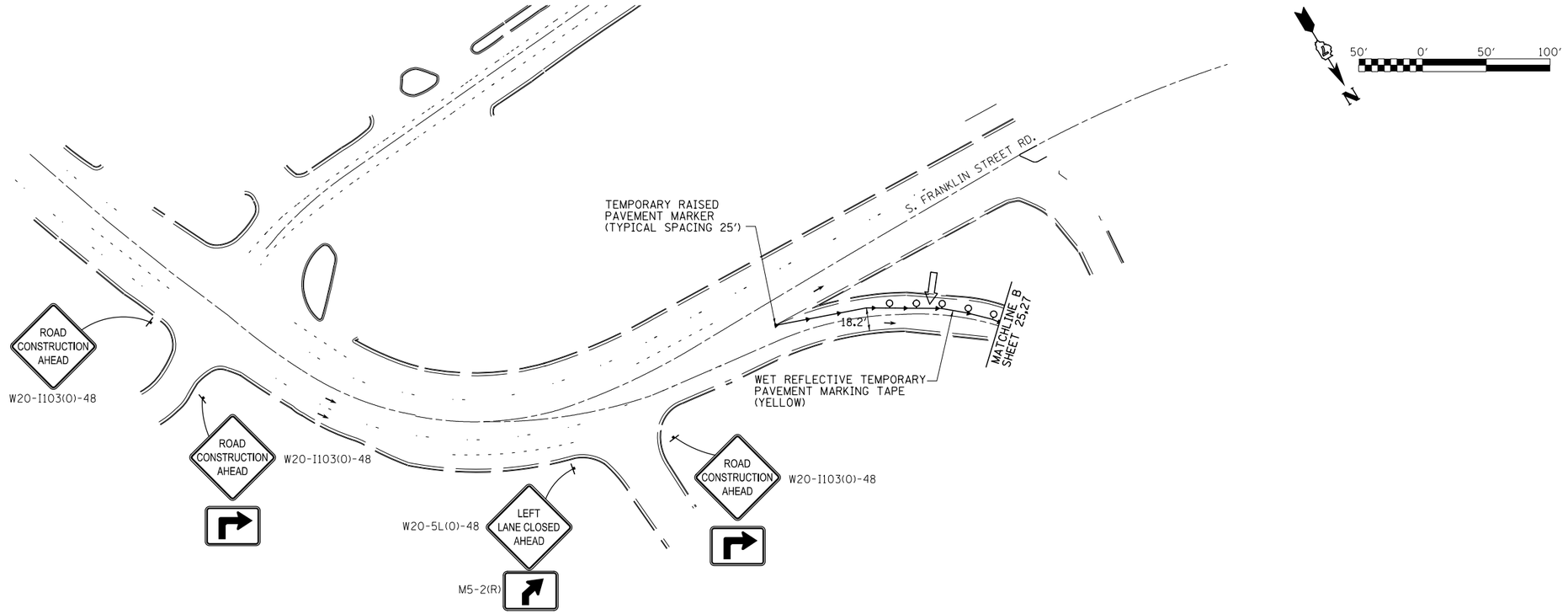
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL

SCALE: | SHEET NO. 2 OF 9 SHEETS | STA. 657+00.00 TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(49-X-B-2)BR & (48BR)BR	MACON	144	23
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



SYMBOLS

- DRUM
- SIGN
- TYPE III BARRICADE
- WORK AREA
- ARROW BOARD
- TEMPORARY RAISED PAVEMENT MARKER CRYSTAL
- TEMPORARY RAISED PAVEMENT MARKER AMBER

GENERAL NOTES FOR STAGE CONSTRUCTION

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701601 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701601, SPECIAL.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

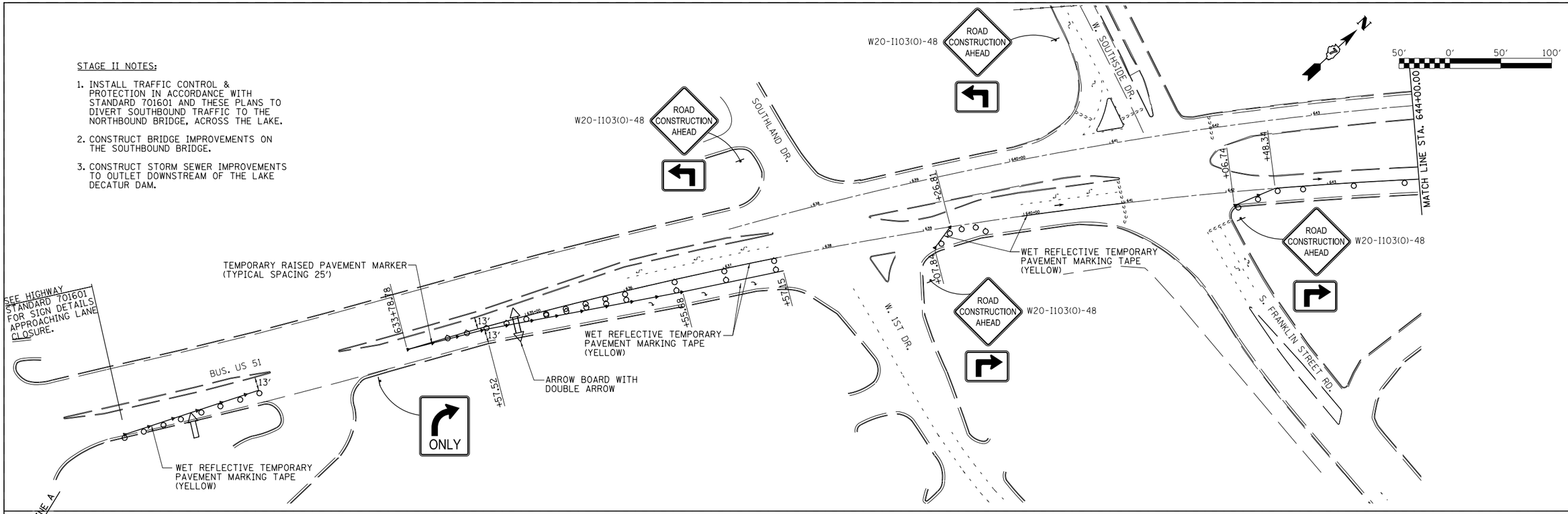
STAGE II & III TRAFFIC CONTROL
ADVANCED SIGNAGE

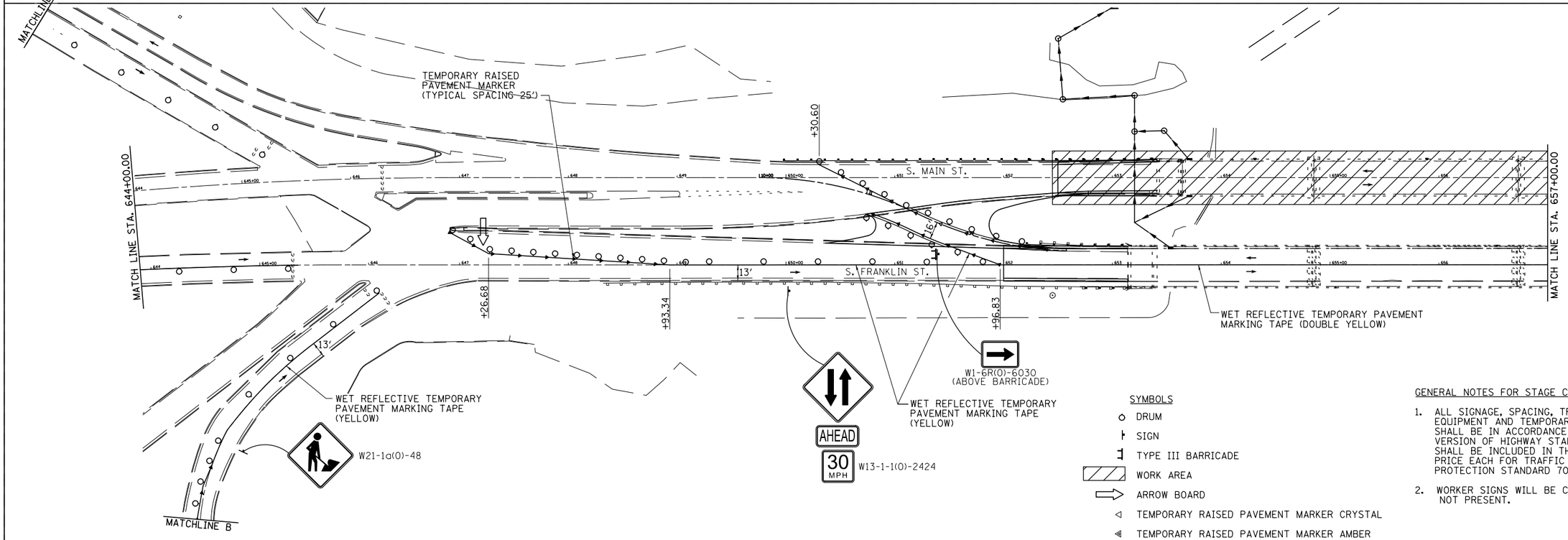
SCALE: | SHEET NO. 3 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(49-X-B-2)BR & (48BR)BR	MACON	144	24
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		

STAGE II NOTES:

1. INSTALL TRAFFIC CONTROL & PROTECTION IN ACCORDANCE WITH STANDARD 701601 AND THESE PLANS TO DIVERT SOUTHBOUND TRAFFIC TO THE NORTHBOUND BRIDGE, ACROSS THE LAKE.
2. CONSTRUCT BRIDGE IMPROVEMENTS ON THE SOUTHBOUND BRIDGE.
3. CONSTRUCT STORM SEWER IMPROVEMENTS TO OUTLET DOWNSTREAM OF THE LAKE DECATUR DAM.





SYMBOLS

- DRUM
- SIGN
- TYPE III BARRICADE
- WORK AREA
- ARROW BOARD
- TEMPORARY RAISED PAVEMENT MARKER CRYSTAL
- TEMPORARY RAISED PAVEMENT MARKER AMBER

GENERAL NOTES FOR STAGE CONSTRUCTION

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701601 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701601, SPECIAL.
2. WORKER SIGNS WILL BE COVERED WHEN WORKERS NOT PRESENT.

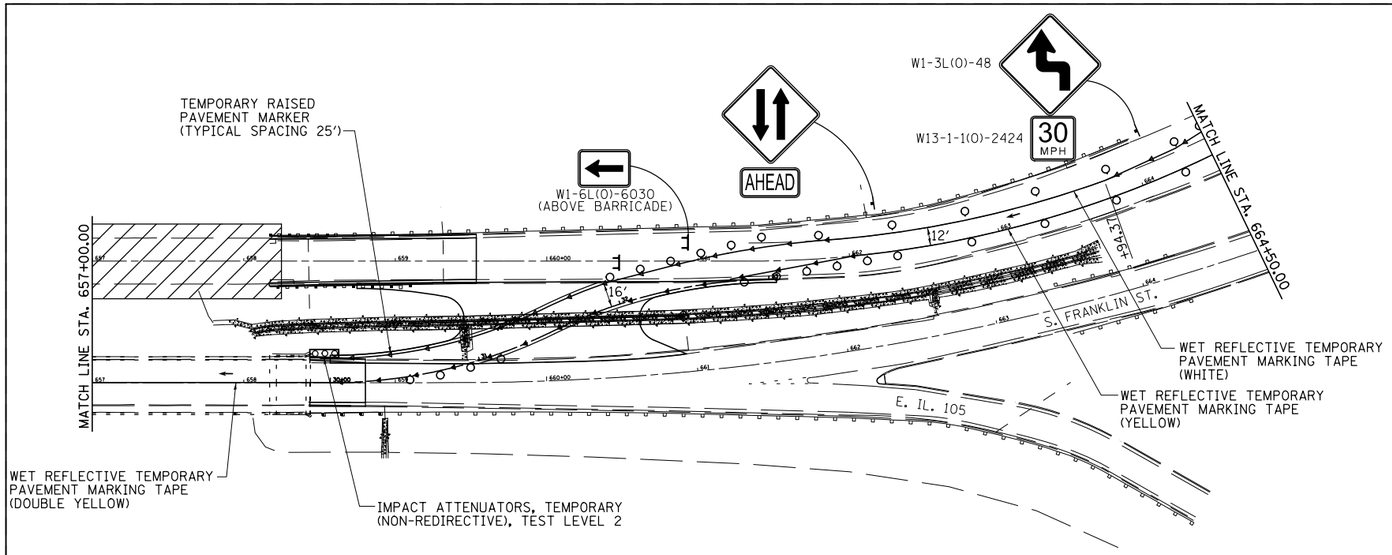
FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

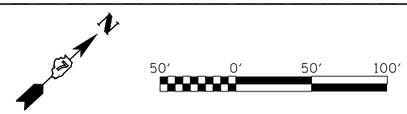
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

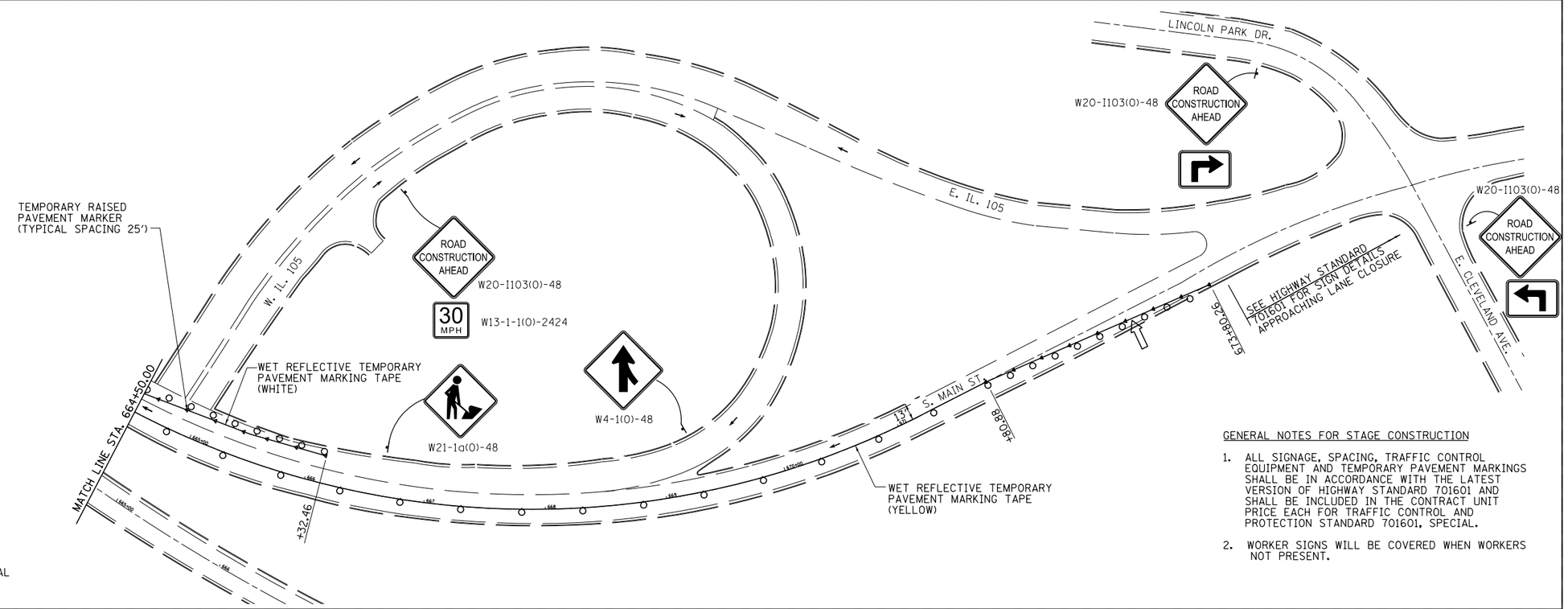
STAGE II TRAFFIC CONTROL

SCALE: | SHEET NO. 4 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(49-X-B-2)BR & (48BR)BR	MACON	144	25
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			







SYMBOLS

- DRUM
- SIGN
- TYPE III BARRICADE
- WORK AREA
- ARROW BOARD
- TEMPORARY RAISED PAVEMENT MARKER CRYSTAL
- TEMPORARY RAISED PAVEMENT MARKER AMBER

GENERAL NOTES FOR STAGE CONSTRUCTION

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701601 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701601, SPECIAL.
2. WORKER SIGNS WILL BE COVERED WHEN WORKERS NOT PRESENT.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE II TRAFFIC CONTROL

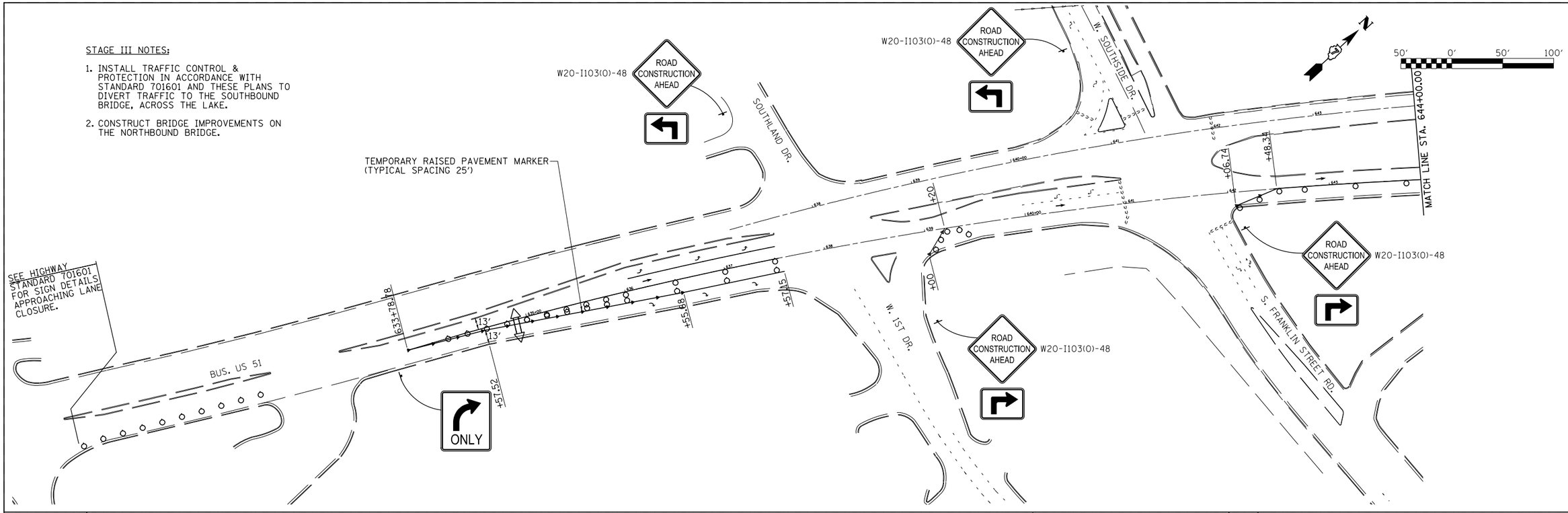
SCALE: | SHEET NO. 5 OF 9 SHEETS | STA. | TO STA.

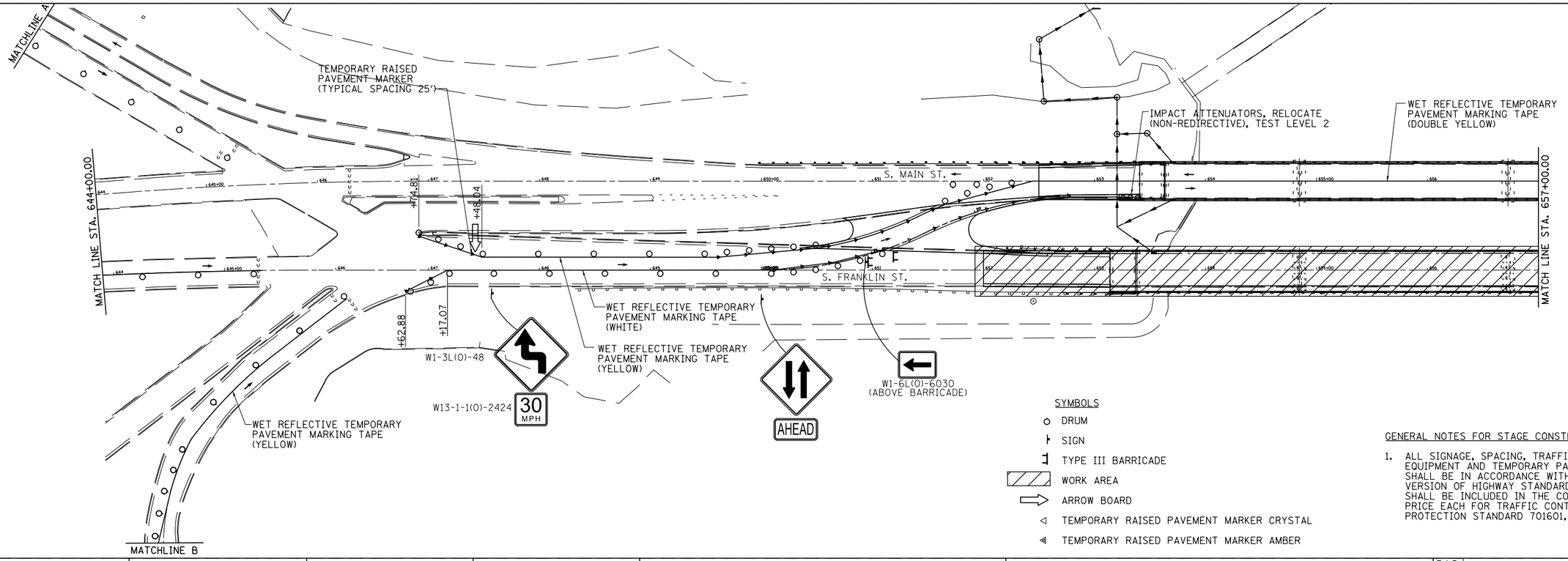
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(49-X-B-2)BR & (48BR)BR	MACON	144	26
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

STAGE III NOTES:

1. INSTALL TRAFFIC CONTROL & PROTECTION IN ACCORDANCE WITH STANDARD 701601 AND THESE PLANS TO DIVERT TRAFFIC TO THE SOUTHBOUND BRIDGE, ACROSS THE LAKE.

2. CONSTRUCT BRIDGE IMPROVEMENTS ON THE NORTHBOUND BRIDGE.





SYMBOLS

- DRUM
- SIGN
- TYPE III BARRICADE
- WORK AREA
- ARROW BOARD
- TEMPORARY RAISED PAVEMENT MARKER CRYSTAL
- TEMPORARY RAISED PAVEMENT MARKER AMBER

GENERAL NOTES FOR STAGE CONSTRUCTION

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701601 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701601, SPECIAL.

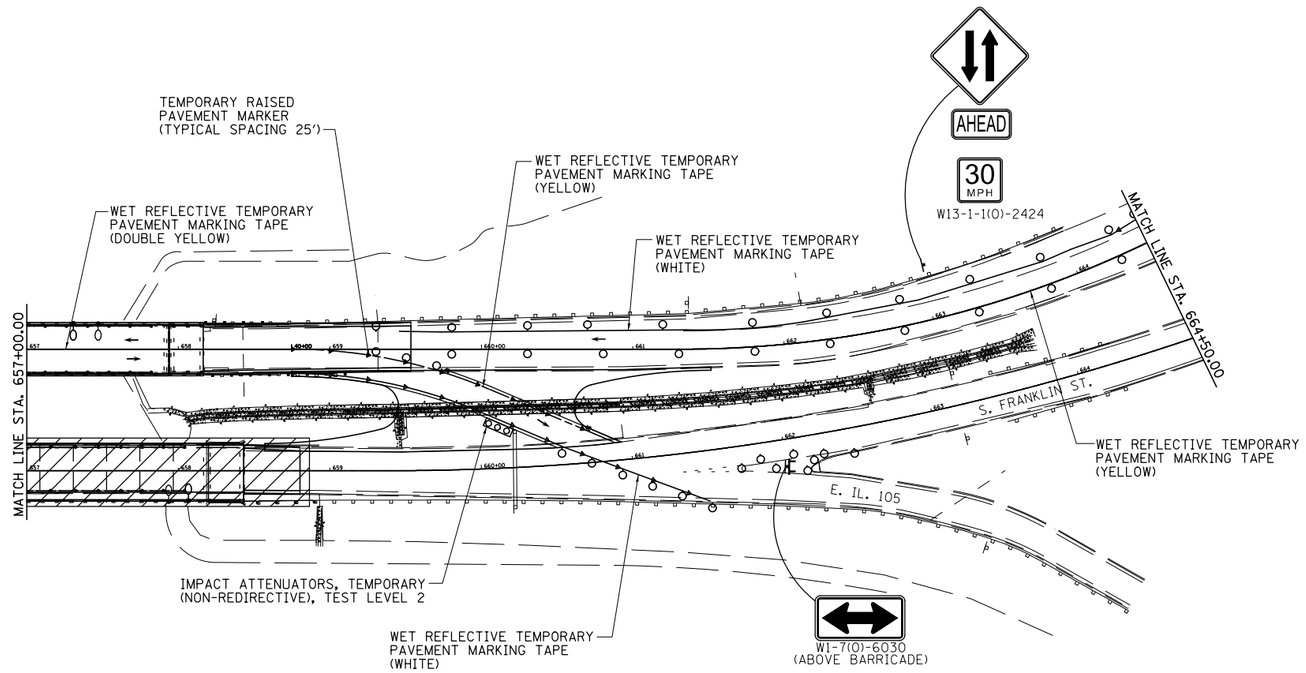
FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

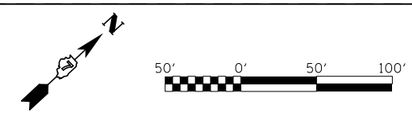
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

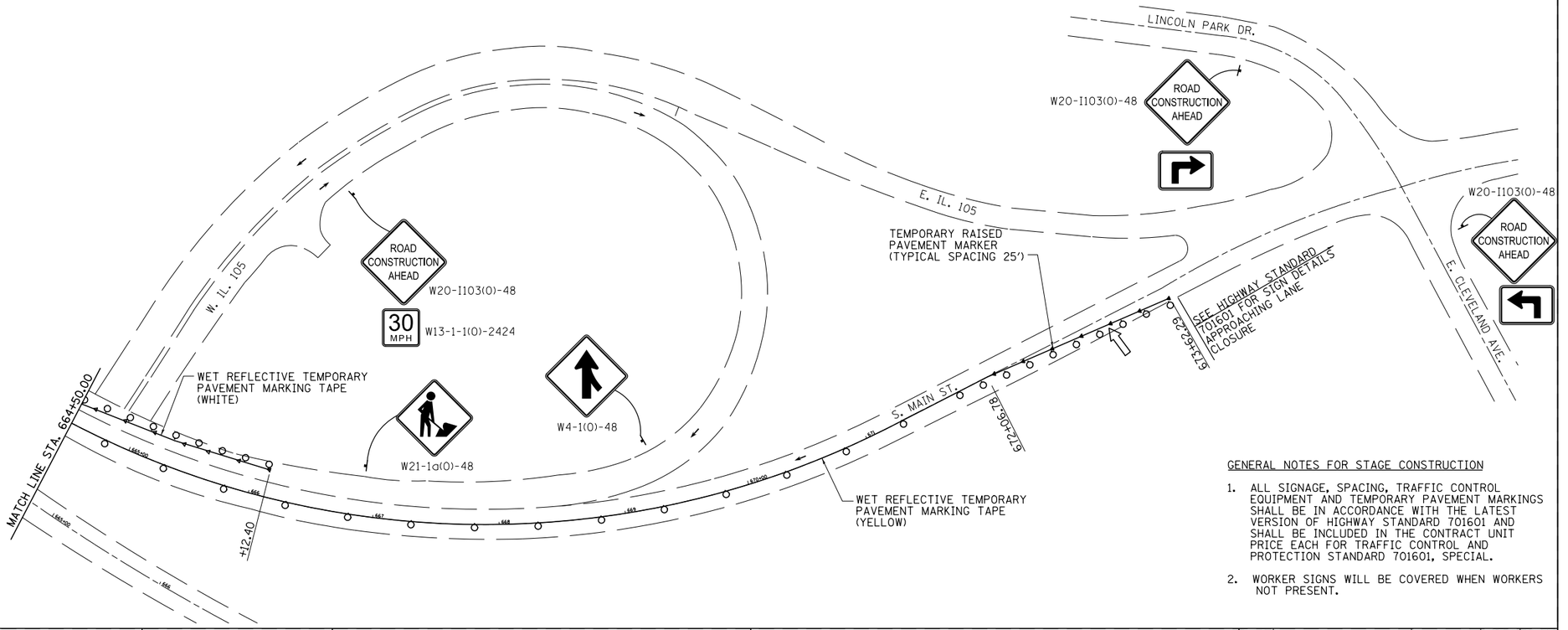
STAGE III TRAFFIC CONTROL

SCALE: | SHEET NO. 6 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(49-X-B-2)BR & (48BR)BR	MACON	144	27
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			







SYMBOLS

- DRUM
- SIGN
- TYPE III BARRICADE
- WORK AREA
- ARROW BOARD
- TEMPORARY RAISED PAVEMENT MARKER CRYSTAL
- TEMPORARY RAISED PAVEMENT MARKER AMBER

GENERAL NOTES FOR STAGE CONSTRUCTION

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701601 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701601, SPECIAL.
2. WORKER SIGNS WILL BE COVERED WHEN WORKERS NOT PRESENT.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

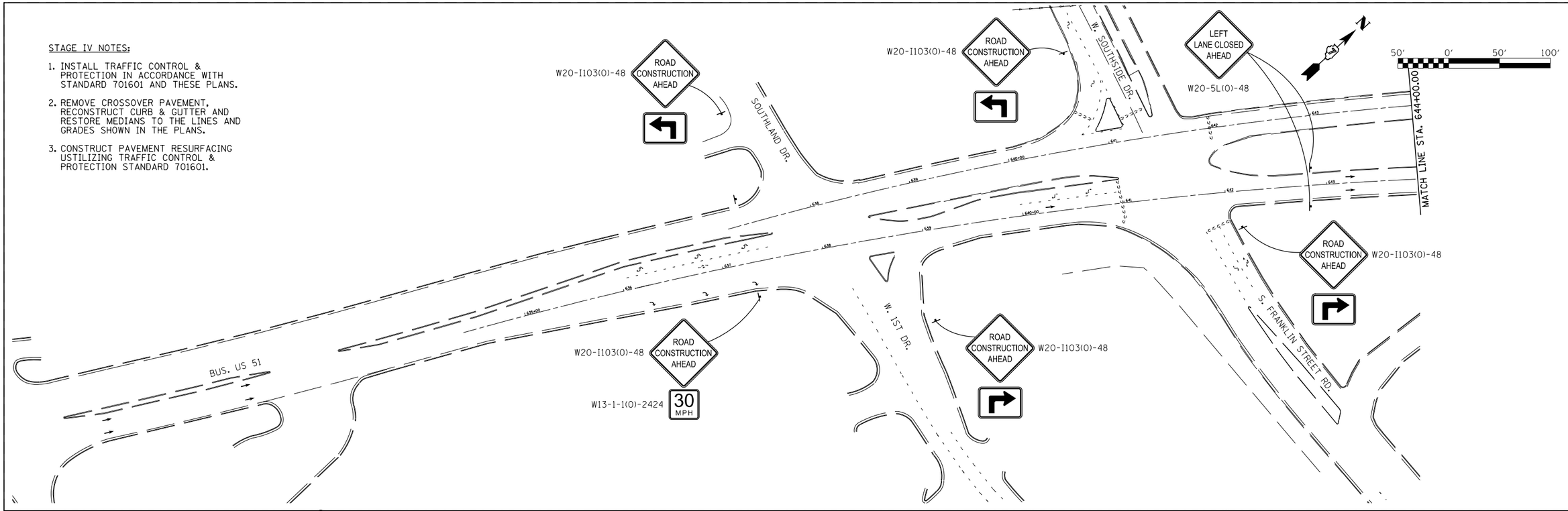
STAGE III TRAFFIC CONTROL

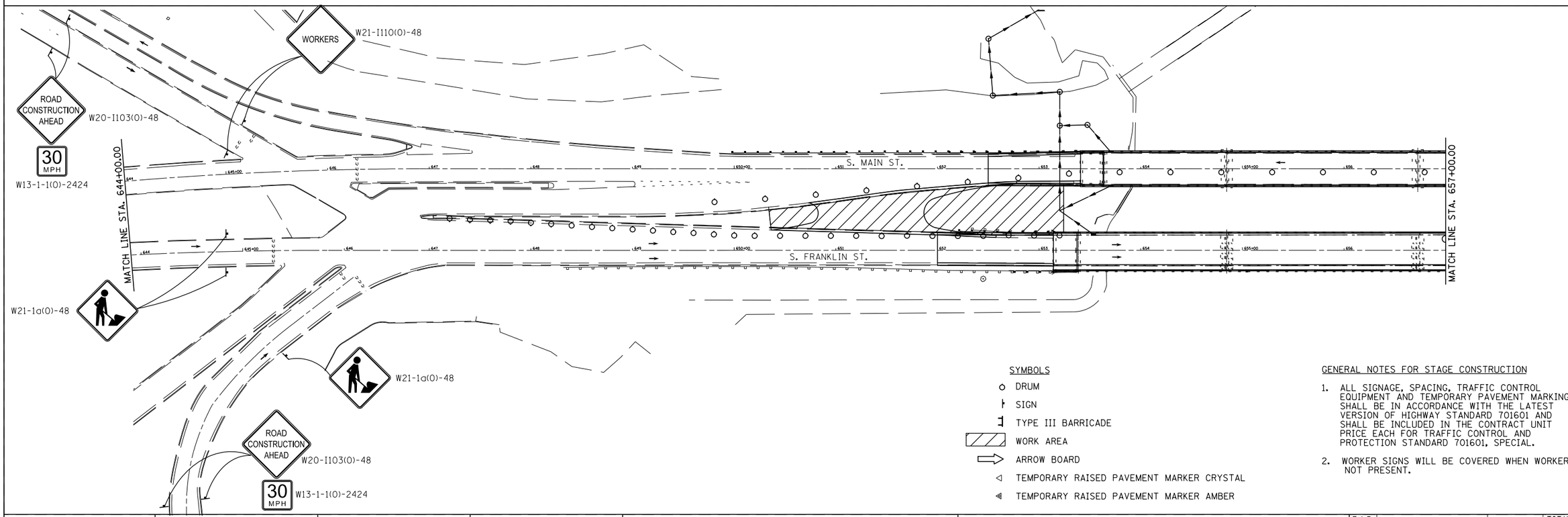
SCALE: | SHEET NO. 7 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(49-X-B-2)BR & (48BR)BR	MACON	144	28
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

STAGE IV NOTES:

1. INSTALL TRAFFIC CONTROL & PROTECTION IN ACCORDANCE WITH STANDARD 701601 AND THESE PLANS.
2. REMOVE CROSSOVER PAVEMENT, RECONSTRUCT CURB & GUTTER AND RESTORE MEDIANS TO THE LINES AND GRADES SHOWN IN THE PLANS.
3. CONSTRUCT PAVEMENT RESURFACING USTILIZING TRAFFIC CONTROL & PROTECTION STANDARD 701601.





SYMBOLS

- DRUM
- SIGN
- TYPE III BARRICADE
- WORK AREA
- ARROW BOARD
- TEMPORARY RAISED PAVEMENT MARKER CRYSTAL
- TEMPORARY RAISED PAVEMENT MARKER AMBER

GENERAL NOTES FOR STAGE CONSTRUCTION

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701601 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701601, SPECIAL.
2. WORKER SIGNS WILL BE COVERED WHEN WORKERS NOT PRESENT.

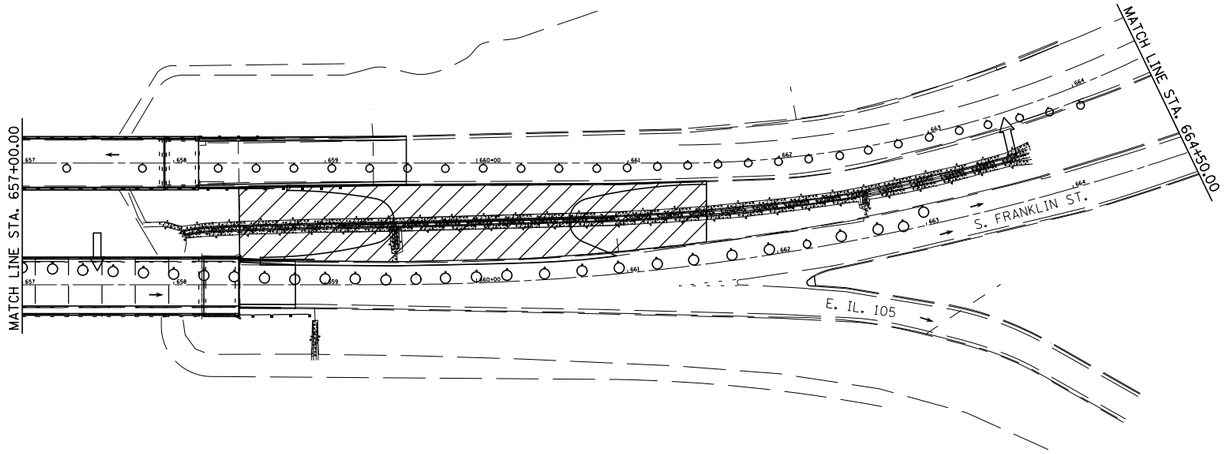
FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

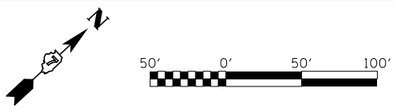
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

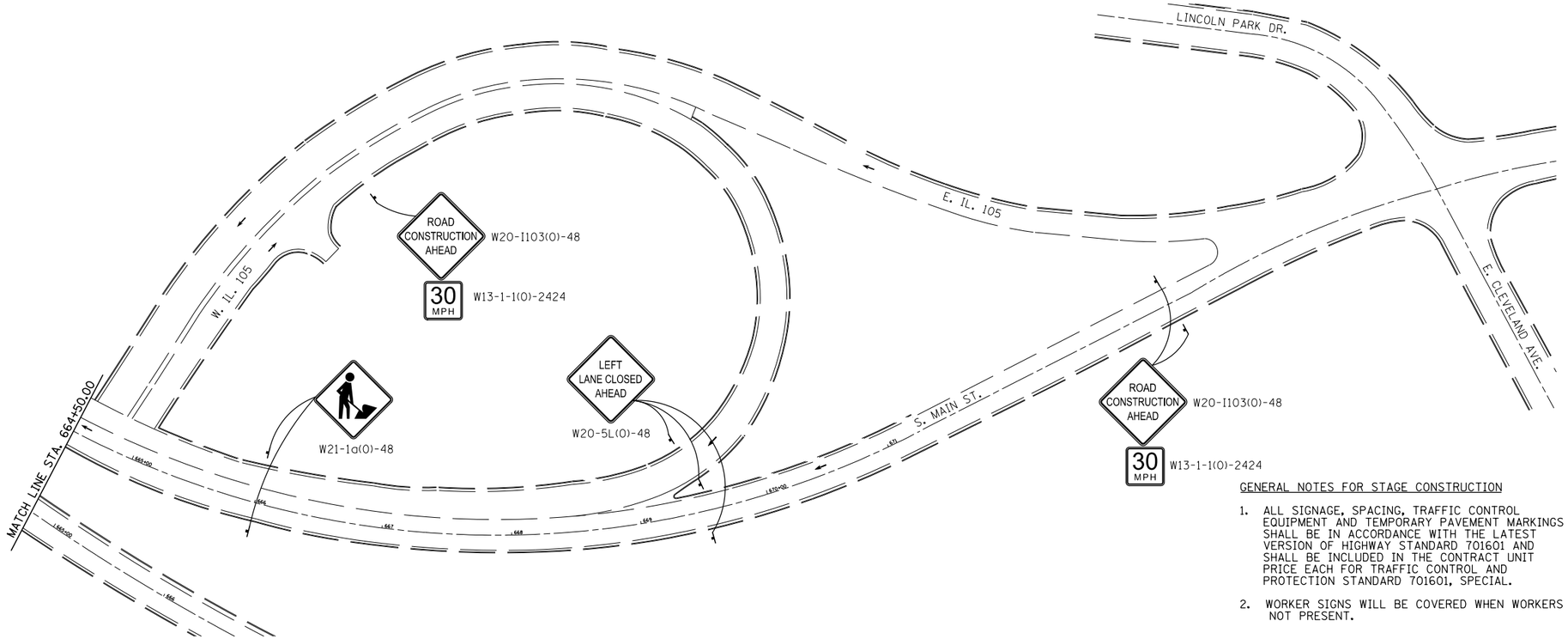
STAGE IV TRAFFIC CONTROL

SCALE: | SHEET NO. 8 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(49-X-B-2)BR & (48BR)BR	MACON	144	29
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		







SYMBOLS

- DRUM
- SIGN
- TYPE III BARRICADE
- WORK AREA
- ARROW BOARD
- TEMPORARY RAISED PAVEMENT MARKER CRYSTAL
- TEMPORARY RAISED PAVEMENT MARKER AMBER

GENERAL NOTES FOR STAGE CONSTRUCTION

1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701601 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701601, SPECIAL.
2. WORKER SIGNS WILL BE COVERED WHEN WORKERS NOT PRESENT.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

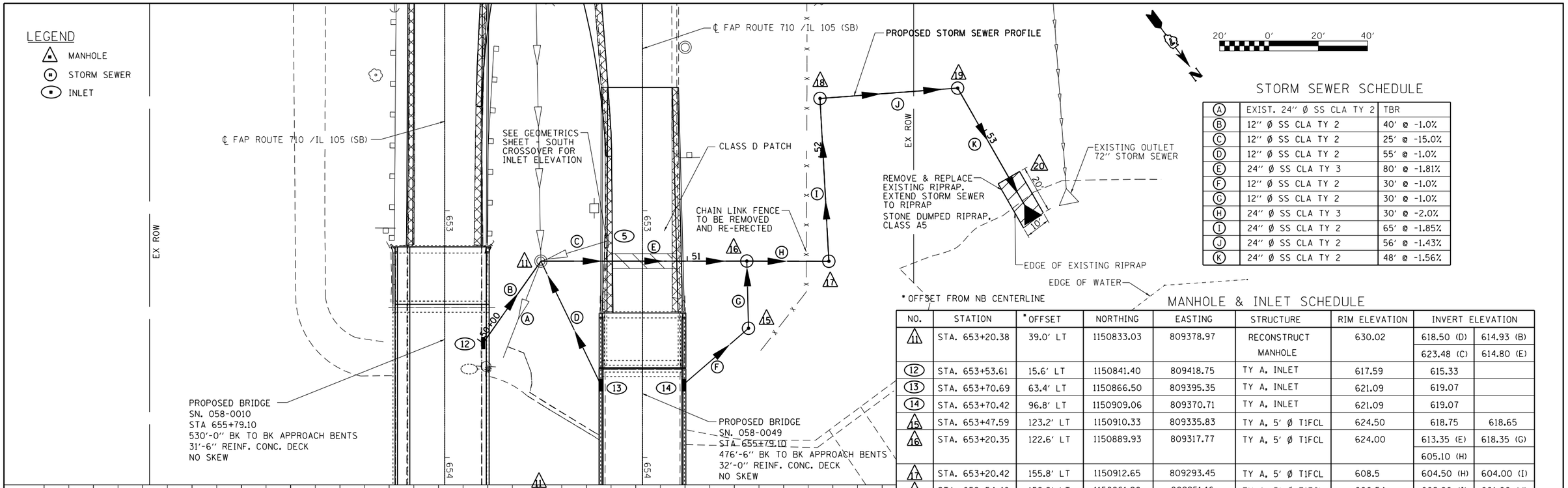
STAGE IV TRAFFIC CONTROL

SCALE: | SHEET NO. 9 OF 9 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(49-X-B-2)BR & (48BR)BR	MACON	144	30
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

LEGEND

- MANHOLE
- STORM SEWER
- INLET



STORM SEWER SCHEDULE

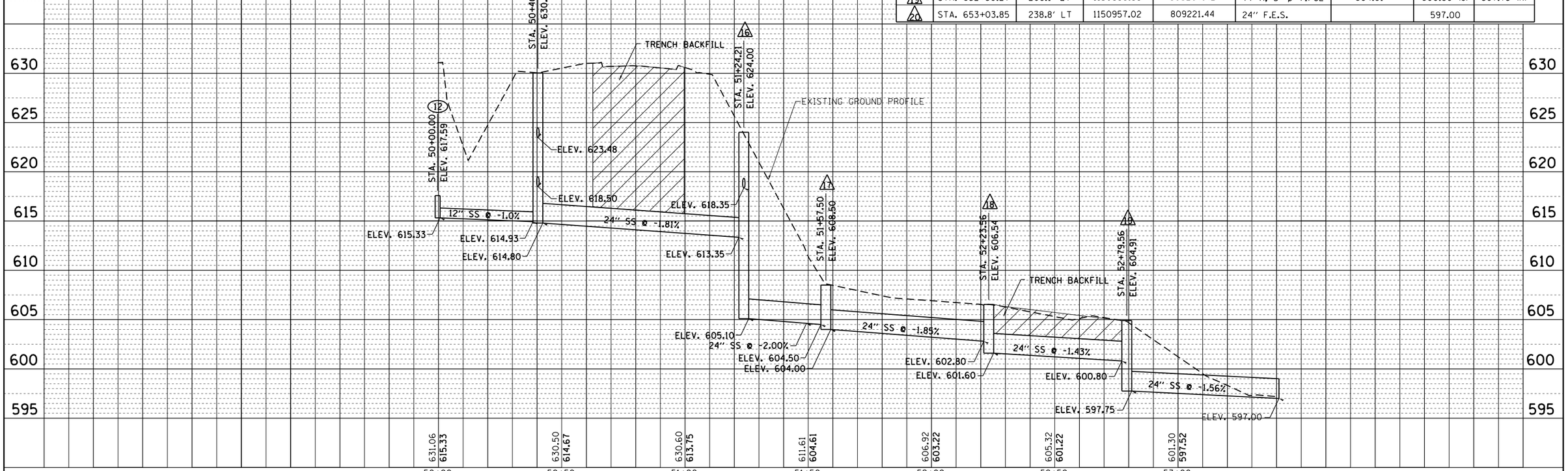
A	EXIST. 24" Ø SS CLA TY 2	TBR
B	12" Ø SS CLA TY 2	40' @ -1.0%
C	12" Ø SS CLA TY 2	25' @ -15.0%
D	12" Ø SS CLA TY 2	55' @ -1.0%
E	24" Ø SS CLA TY 3	80' @ -1.81%
F	12" Ø SS CLA TY 2	30' @ -1.0%
G	12" Ø SS CLA TY 2	30' @ -1.0%
H	24" Ø SS CLA TY 3	30' @ -2.0%
I	24" Ø SS CLA TY 2	65' @ -1.85%
J	24" Ø SS CLA TY 2	56' @ -1.43%
K	24" Ø SS CLA TY 2	48' @ -1.56%

* OFFSET FROM NB CENTERLINE

MANHOLE & INLET SCHEDULE

NO.	STATION	*OFFSET	NORTHING	EASTING	STRUCTURE	RIM ELEVATION	INVERT ELEVATION	
11	STA. 653+20.38	39.0' LT	1150833.03	809378.97	RECONSTRUCT MANHOLE	630.02	618.50 (D)	614.93 (B)
							623.48 (C)	614.80 (E)
12	STA. 653+53.61	15.6' LT	1150841.40	809418.75	TY A, INLET	617.59	615.33	
13	STA. 653+70.69	63.4' LT	1150866.50	809395.35	TY A, INLET	621.09	619.07	
14	STA. 653+70.42	96.8' LT	1150909.06	809370.71	TY A, INLET	621.09	619.07	
15	STA. 653+47.59	123.2' LT	1150910.33	809335.83	TY A, 5' Ø T1FCL	624.50	618.75	618.65
16	STA. 653+20.35	122.6' LT	1150889.93	809317.77	TY A, 5' Ø T1FCL	624.00	613.35 (E)	618.35 (G)
							605.10 (H)	
17	STA. 653+20.42	155.8' LT	1150912.65	809293.45	TY A, 5' Ø T1FCL	608.5	604.50 (H)	604.00 (I)
18	STA. 652+54.46	152.2' LT	1150861.90	809251.16	TY A, 5' Ø T1FCL	606.54	602.80 (I)	601.60 (J)
19	STA. 652+50.27	208.1' LT	1150896.88	809207.42	TY A, 5' Ø T1FCL	604.91	600.80 (J)	597.75 (K)
20	STA. 653+03.85	238.8' LT	1150957.02	809221.44	24" F.E.S.		597.00	

PROFILE



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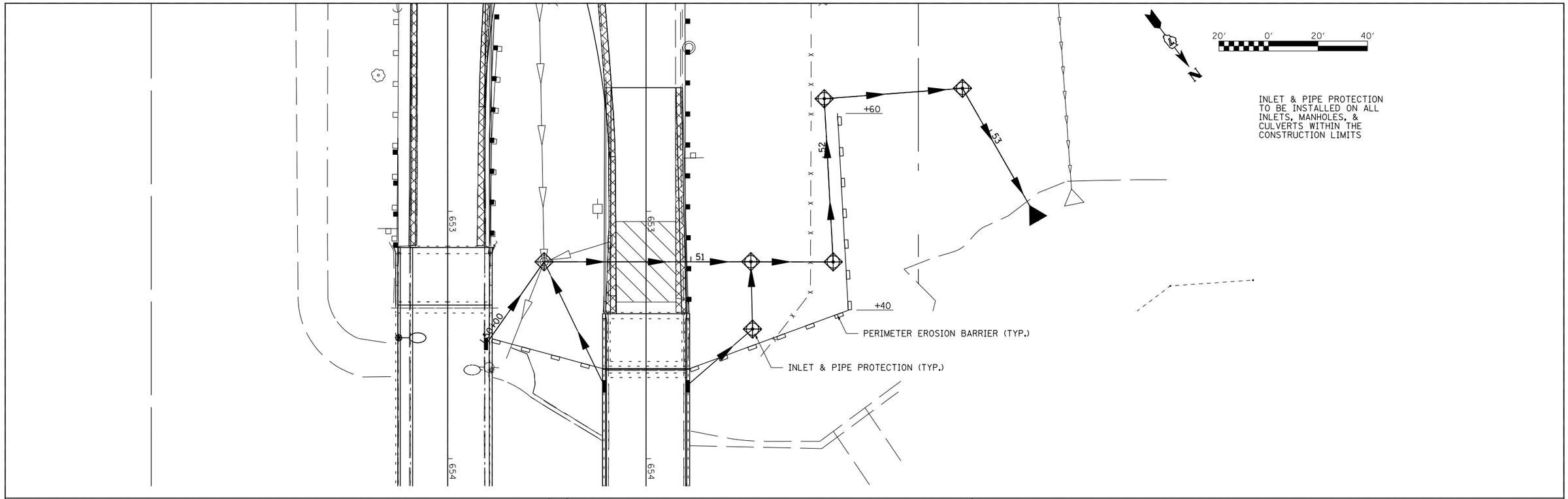
	PLOT DATE = 7/9/2014	CHECKED -	REVISED -

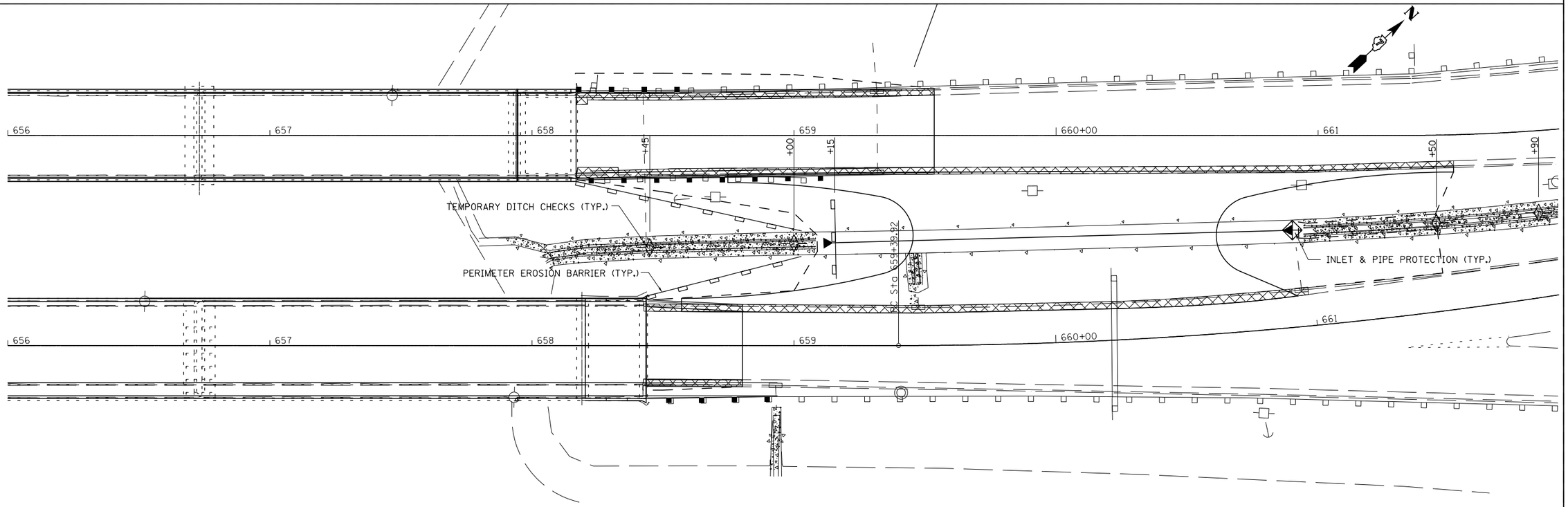
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM SEWER PLAN & PROFILE SHEET

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48-X-B-2)BR & (48BR)BR	MACON	144	31
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			





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		DRAWN -	REVISED -			710	(48-X-B-2)BR & (48BR)BR	MACON	144	32
$MODELNAME$	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 74438		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

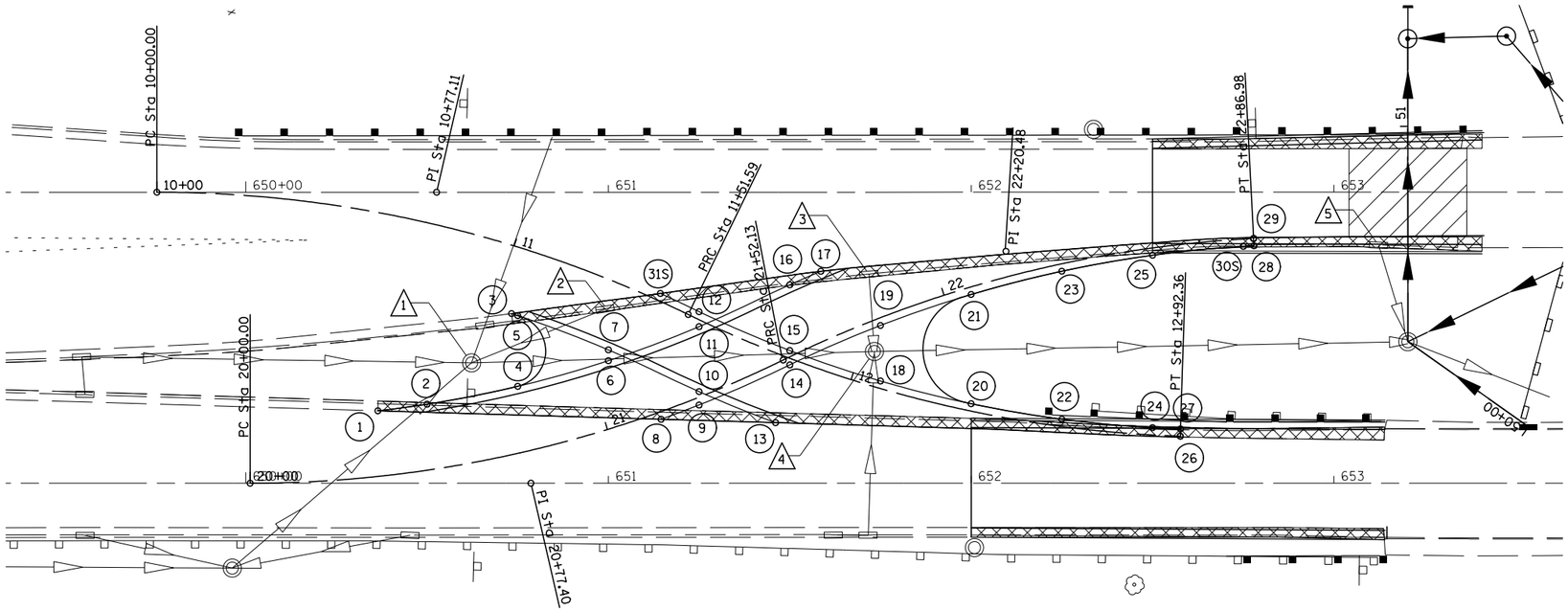
1. MANHOLES TO BE ADJUSTED WITH TYPE 8 GRATE
EXISTING MANHOLE, OPEN LID
STA. 650+62.28, 33.16 LT (FROM NB IL 105)
RIM ELEV. = 630.75 (RIM ELEV. = 630.23)
℄ 12" N (LT) = 625.77
℄ 24" N (RT) = 616.59
℄ 18" SE = 616.59
℄ 12" SW = 623.15
℄ 12" NW = 625.29

2. INLETS TO BE ADJUSTED (SPECIAL)
EXISTING INLET, TYPE B (CURB INLET)
STA. 650+99.03, 32.21 RT (FROM SB IL 105)
RIM ELEV. = 630.32 (RIM ELEV. = 630.32)

3. INLETS TO BE ADJUSTED (SPECIAL)
EXISTING INLET, TYPE A (CURB INLET)
STA. 651+71.80, 22.61 RT (FROM SB IL 105)
RIM ELEV. = 630.50 (RIM ELEV. = 630.50)
℄ 12" E = 627.95

4. MANHOLES TO BE ADJUSTED WITH TYPE 8 GRATE
EXISTING CATCH BASIN (RIM ELEV. = 630.35)
STA. 651+73.32, 36.31 LT (FROM NB IL 105)
RIM ELEV. = 631.20
℄ 24" N = 616.17
℄ 12" E = 626.47
℄ 24" S = 616.17
℄ 12" W = 626.02

5. INLETS TO BE ADJUSTED
STA. 653+12.28, 14.60 RT (FROM SB IL 105)
RIM ELEV. = 630.62 (RIM ELEV. = 630.69)
BOTTOM ELEV. = 627.19



LOCATION	STATION	OFFSET	ELEVATION
1	650+36.44	20.0′ LT	630.53
2	650+50.00	21.8′ LT	630.52
3	650+73.30	46.8′ LT	630.26
4	650+75.00	26.7′ LT	630.50
5	650+75.00	46.2′ LT	630.27
6	651+00.00	33.8′ LT	630.47
7	651+00.00	36.8′ LT	630.41
8	651+14.51	17.6′ LT	630.64
9	651+25.00	21.6′ LT	630.58
10	651+25.00	25.3′ LT	630.55
11	651+25.00	43.2′ LT	630.51
12	651+25.00	47.3′ LT	630.53
13	651+46.08	16.7′ LT	630.66
14	651+50.00	32.6′ LT	630.54
15	651+50.00	36.6′ LT	630.55
16	651+50.00	54.7′ LT	630.64
17	651+58.56	58.4′ LT	630.68
18	651+75.00	28.2′ LT	630.58
19	651+75.00	43.5′ LT	630.60
20	652+00.00	21.9′ LT	630.60
21	652+00.00	52.0′ LT	630.66
22	652+25.00	17.6′ LT	630.62
23	652+25.00	58.4′ LT	630.71
24	652+50.00	15.3′ LT	630.64
25	652+50.00	62.8′ LT	630.77
26	652+57.70	13.0′ LT	630.65
27	652+57.70	15.0′ LT	630.65
28	652+77.95	65.5′ LT	630.83
29	652+77.83	67.7′ LT	630.84
30S	652+75.00	65.3′ LT	630.82
31S	651+14.32	52.3′ LT	630.52

LEGEND

COMBINATION CURB AND GUTTER REMOVAL

SCALE
0 20 40

PROP. CURVE XOVRC1
PI STA. = 10+77.11
P.T. STA = 11+51.59
P.C. STA = 10+00.00
E = 8.76′
L = 151.59′
T = 77.11′
R = 335.00′
D = 17° 06′ 12″
Δ = 25° 55′ 34″ (RT)

PROP. CURVE XOVRC2
PI STA. = 12+23.03
Δ = 24° 04′ 33″ (LT)
D = 17° 06′ 12″
R = 335.00′
T = 71.44′
L = 140.77′
E = 7.53′
P.C. STA = 11+51.59
P.T. STA = 12+92.36

PROP. CURVE XOVRC3
PI STA. = 20+77.40
Δ = 26° 01′ 08″ (LT)
D = 17° 06′ 12″
R = 335.00′
T = 77.40′
L = 152.13′
E = 8.83′
P.C. STA = 20+00.00
P.T. STA = 21+52.13

PROP. CURVE XOVRC4
PI STA. = 22+20.48
Δ = 23° 03′ 48″ (RT)
D = 17° 06′ 12″
R = 335.00′
T = 68.35′
L = 134.85′
E = 6.90′
P.C. STA = 21+52.13
P.T. STA = 22+86.98

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRICS SHEETS – SOUTH CROSSOVERS

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48 BR)BR	MACON	141	33
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

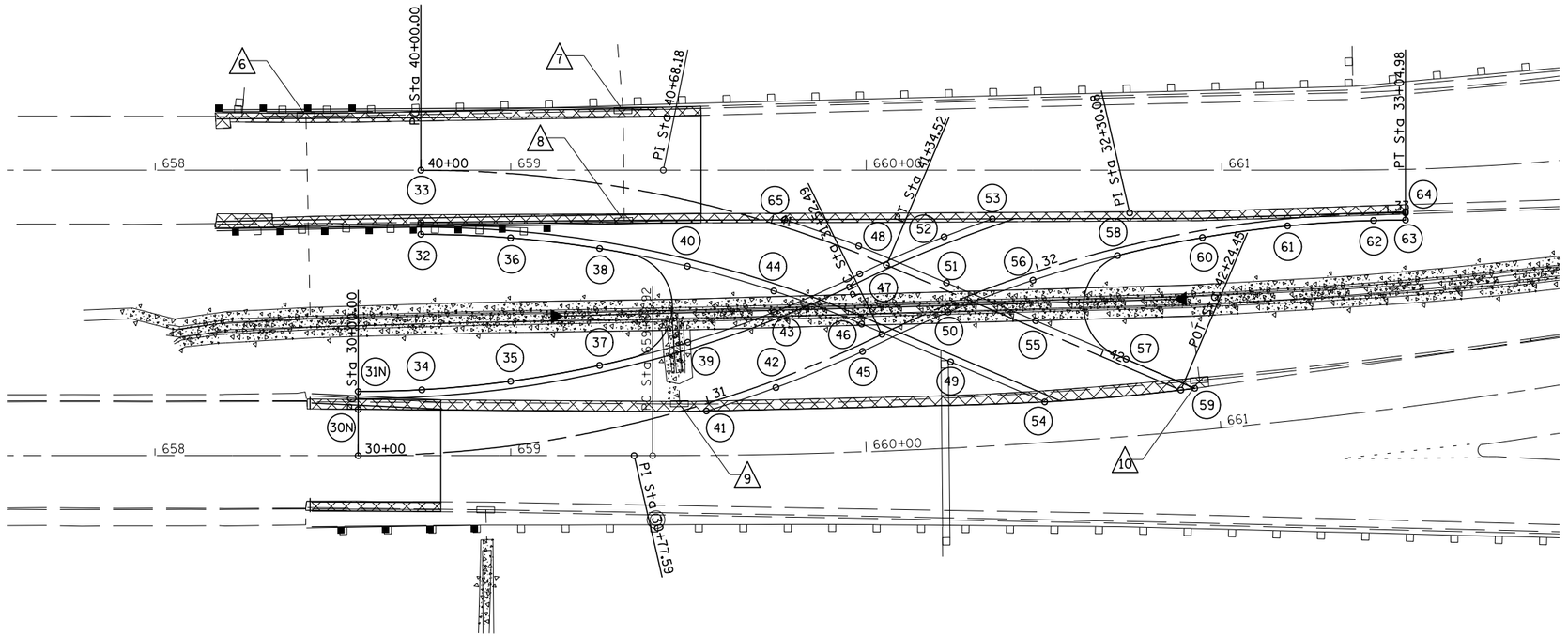
6 INLETS TO BE ADJUSTED
EXISTING CURB INLET
STA. 658+42.36, 15.40′ LT (FROM SB IL 105)
RIM ELEV. = 630.02 (RIM ELEV. = 630.11)
℄ 12″ E = 625.87

7 INLETS TO BE ADJUSTED
EXISTING CURB INLET
STA. 659+31.57, 16.75′ LT (FROM SB IL 105)
RIM ELEV. = 630.12 (RIM ELEV. = 630.17)
℄ 15″ E = 626.37
℄ 15″ W = 626.55

8 INLETS TO BE ADJUSTED (SPECIAL)
EXISTING CURB INLET
STA. 659+31.82, 14.19′ RT (FROM SB IL 105)
RIM ELEV. = 630.16 (RIM ELEV. = 630.21)

9 INLETS TO BE ADJUSTED (SPECIAL)
EXISTING CURB INLET
STA. 659+47.52, 14.59′ LT (FROM NB IL 105)
RIM ELEV. = 628.67 (RIM ELEV. = 628.67)
℄ 12″ W = 625.97

10 INLETS TO BE ADJUSTED (SPECIAL)
EXISTING CURB INLET
STA. 660+95.22, 14.01′ LT (FROM NB IL 105)
RIM ELEV. = 629.85 (RIM ELEV. = 629.85)
℄ 12″ W = 627.55



LEGEND

COMBINATION CURB AND GUTTER REMOVAL

SCALE
0 20 40

PROP. CURVE XOVRC5
PI STA. = 30+77.59
Δ = 26° 04′ 50″ (LT)
D = 17° 06′ 12″
R = 335.00′
T = 77.59′
L = 152.49′
E = 8.87′
P.C. STA = 30+00.00
P.T. STA = 31+52.49

PROP. CURVE XOVRC6
PI STA. = 32+30.08
Δ = 26° 04′ 50″ (RT)
D = 17° 06′ 12″
R = 335.00′
T = 77.59′
L = 152.49′
E = 8.87′
P.C. STA = 31+52.49
P.T. STA = 33+04.98

PROP. CURVE XOVRC7
PI STA. = 40+68.18
Δ = 23° 00′ 24″ (RT)
D = 17° 06′ 12″
R = 335.00′
T = 68.18′
L = 134.52′
E = 6.87′
P.C. STA = 40+00.00
P.T. STA = 41+34.52

LOCATION	STATION	OFFSET	ELEVATION
30N	658+57.11	13.0′ LT	629.12
31N	658+57.11	18.0′ LT	629.04
32	658+74.74	62.2′ LT	630.37
33	658+74.74	65.5′ LT	630.42
34	658+75.00	18.5′ LT	628.97
35	659+00.00	20.9′ LT	628.90
36	659+00.00	61.2′ LT	630.27
37	659+25.00	25.4′ LT	628.85
38	659+25.00	58.2′ LT	630.18
39	659+50.00	31.8′ LT	628.80
40	659+50.00	53.2′ LT	630.07
41	659+55.16	12.5′ LT	628.89
42	659+75.00	18.8′ LT	629.27
43	659+75.00	40.0′ LT	629.65
44	659+75.00	45.9′ LT	629.97
45	660+00.00	28.2′ LT	629.80
46	660+00.00	35.9′ LT	629.90
47	660+00.00	50.0′ LT	630.40
48	660+00.00	57.9′ LT	630.53
49	660+25.00	24.2′ LT	629.75
50	660+25.00	38.2′ LT	630.30
51	660+25.00	46.4′ LT	630.60
52	660+25.00	59.4′ LT	630.98
53	660+39.36	63.7′ LT	631.32
54	660+51.03	11.4′ LT	629.54
55	660+50.00	34.3′ LT	630.37
56	660+50.00	45.7′ LT	630.90
57	660+75.00	21.7′ LT	630.14
58	660+75.00	50.9′ LT	631.55
59	660+93.70	11.8′ LT	629.97
60	661+00.00	53.8′ LT	632.18
61	661+25.00	54.5′ LT	632.81
62	661+50.00	53.2′ LT	633.45
63	661+59.54	52.1′ LT	633.68
64	661+59.22	54.4′ LT	633.71
65	659+78.61	65.9′ LT	630.68

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		DRAWN -	REVISED -
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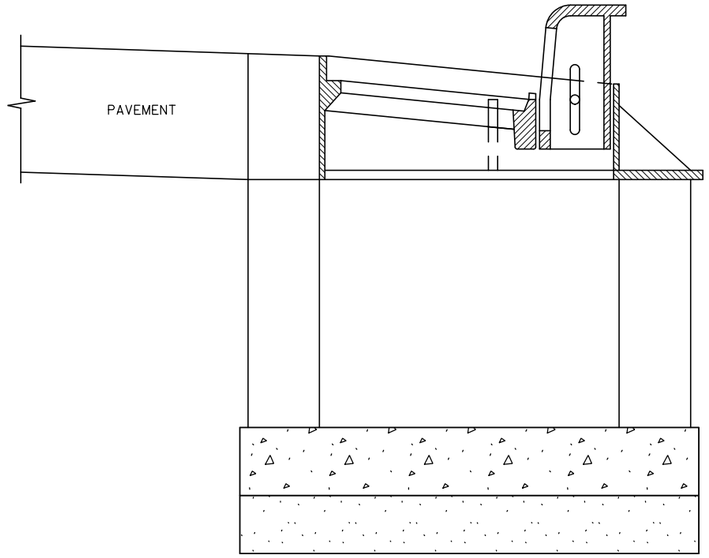
	PLOT DATE = $DATE$	DATE -	REVISED -

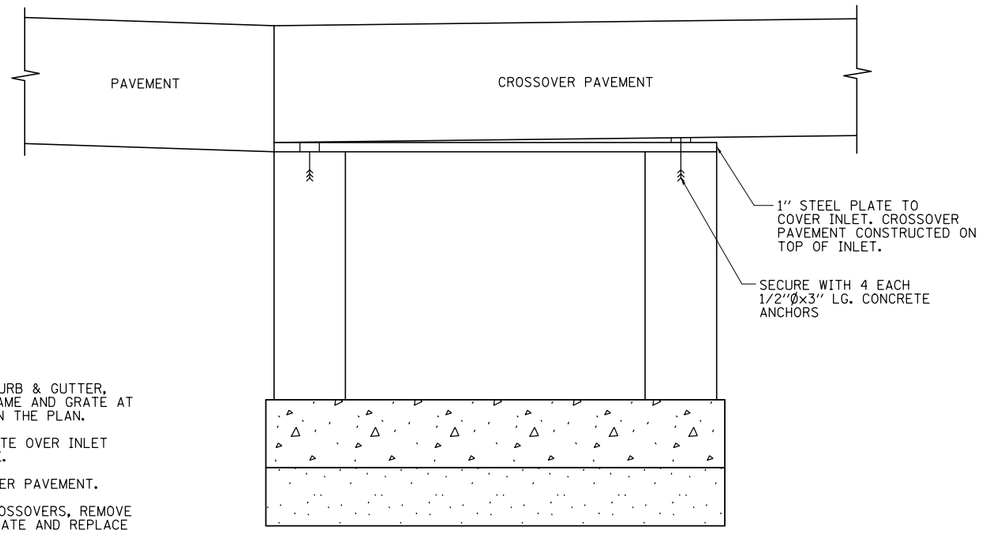
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GEOMETRICS SHEETS – NORTH CROSSOVERS

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48 BR)BR	MACON	141	34
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

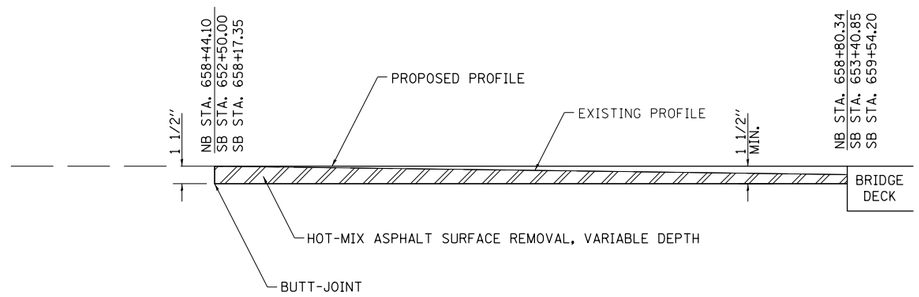


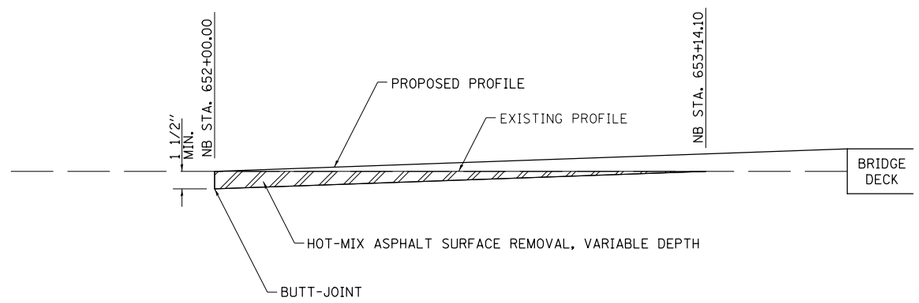


NOTES:

1. REMOVE CONCRETE CURB & GUTTER, SALVAGE TYPE 3 FRAME AND GRATE AT LOCATIONS SHOWN ON THE PLAN.
2. PLACE 1'' STEEL PLATE OVER INLET OPENING AND SECURE.
3. CONSTRUCT CROSSOVER PAVEMENT.
4. FOR REMOVAL OF CROSSOVERS, REMOVE PAVEMENT, STEEL PLATE AND REPLACE TYPE 3 FRAME AND GRATE.
5. CONSTRUCT NEW CONSTRUCTION CURB AND GUTTER, TYPE B-6.24

INLETS TO BE ADJUSTED (SPECIAL)





ALL HOT-MIX ASPHALT SURFACE REMOVAL WILL BE PAID FOR AS ''HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH''

MILLING AND BUTT JOINT DETAILS

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN -	REVISED -			710	(48X-B-2)BR & (48BR)BR	MACON	144 / 35
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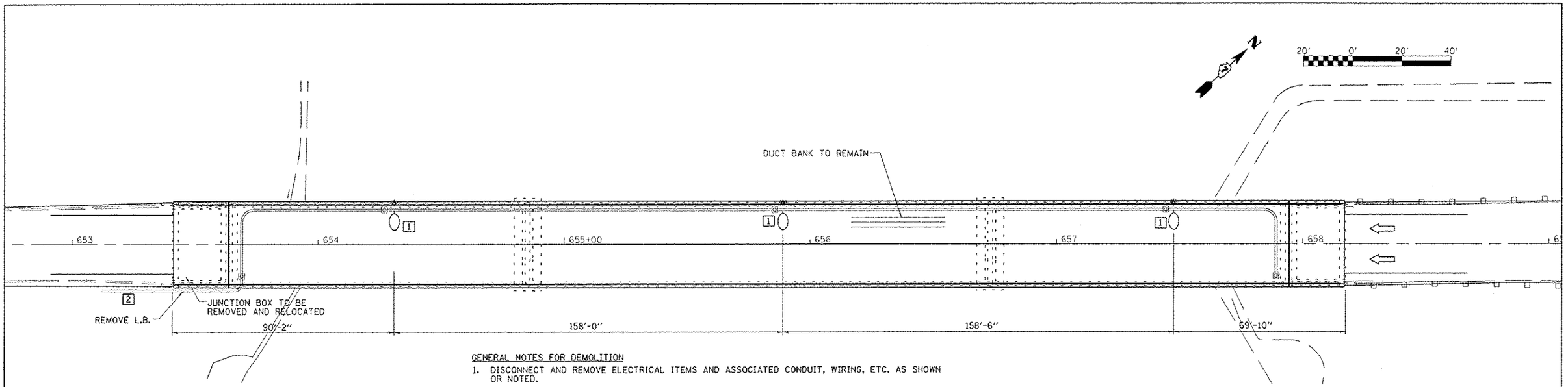


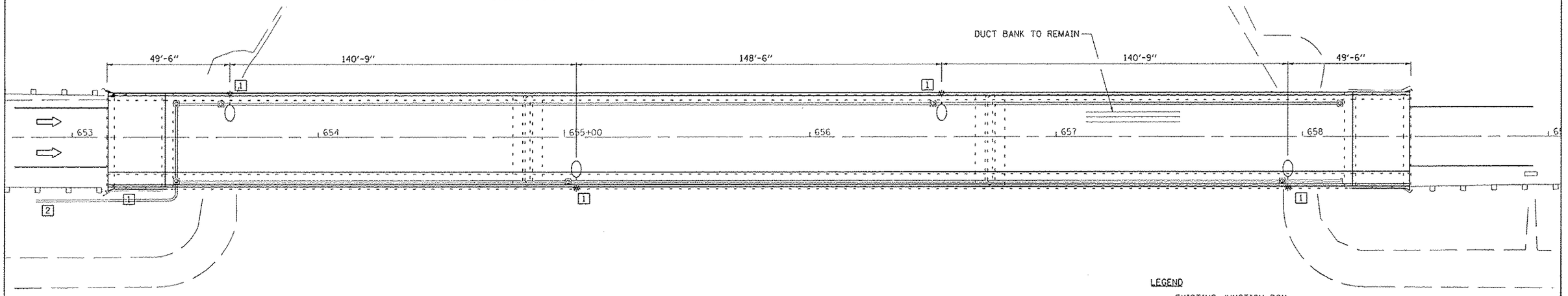
GENERAL NOTES FOR DEMOLITION

1. DISCONNECT AND REMOVE ELECTRICAL ITEMS AND ASSOCIATED CONDUIT, WIRING, ETC. AS SHOWN OR NOTED.
2. DISCONNECT AND REMOVE ALL DEVICES, CONDUIT, WIRING, ETC. ASSOCIATED WITH LIGHTING AND POWER SYSTEMS BEING REMOVED.
3. BE RESPONSIBLE FOR CONTINUITY OF ALL EXISTING POWER AND LIGHTING CIRCUITS AND SYSTEMS OF ALL REMAINING DEVICES AND SYSTEMS WHICH MAY BE AFFECTED BY MODIFICATIONS.
4. EXISTING CIRCUIT CONDUCTORS CONNECTED TO OTHER FIXTURES, DEVICES OR OTHER ELECTRICAL EQUIPMENT THAT ARE NOT TO BE REMOVED OR DISCONNECTED AND ARE PASSING THROUGH OUTLET BOXES, FIXTURES, AND CONDUIT THAT ARE BEING REMOVED, SHALL BE REROUTED FROM REMAINING EXISTING DEVICE TO NEXT REMAINING DEVICE AS NECESSARY TO KEEP REMAINING DEVICES IN SERVICE AND EXISTING CIRCUIT CONDUCTORS CONTINUOUS.
5. FOR EACH ITEM DISCONNECTED AND REMOVED, DISCONNECT AND REMOVE ABANDONED CIRCUIT WIRING AND CONDUIT BACK TO NEXT ACTIVE REMAINING DEVICE OR TO PANEL OR SWITCHBOARD FROM WHICH THE CIRCUIT ORIGINATES.
6. FOR EACH ITEM DISCONNECTED AND REMOVED, DISCONNECT AND REMOVE ABANDONED, EXPOSED CONDUITS AND/OR CONDUITS MADE EXPOSED BY DEMOLITION, BACK TO NEXT ACTIVE REMAINING DEVICE OR TO PANEL OR SWITCHBOARD FROM WHICH THE CIRCUIT ORIGINATES.
7. TURN OVER ALL REMOVED LIGHT FIXTURES TO THE OWNER AND DELIVER TO A PLACE OF STORAGE AS DIRECTED.

KEYED NOTES (FOR THIS SHEET ☐ ONLY)

[1] REMOVE ALL CONDUIT, WIRE, LIGHTING POLES, FIXTURES AND JUNCTION BOXES UNLESS OTHERWISE NOTED.

[2] EXISTING RIGID CONDUIT AND WIRE TO REMAIN.



LEGEND

- EXISTING JUNCTION BOX
- EXISTING MAST ARM LIGHT POLE WITH LUMINAIRE
- EXISTING CONDUIT
- EXISTING CONDUIT STUB
- [1] INDICATES KEYED NOTE FOR SHEET ON WHICH IT APPEARS UNLESS OTHERWISE NOTED.

REV.

PLAN / PROFILE — SCRIBED / PLOTTED / ADJUSTED / CHARGES CHECKED / NOTE BOOK (B.M. NOTED) / NO. / BY / DATE

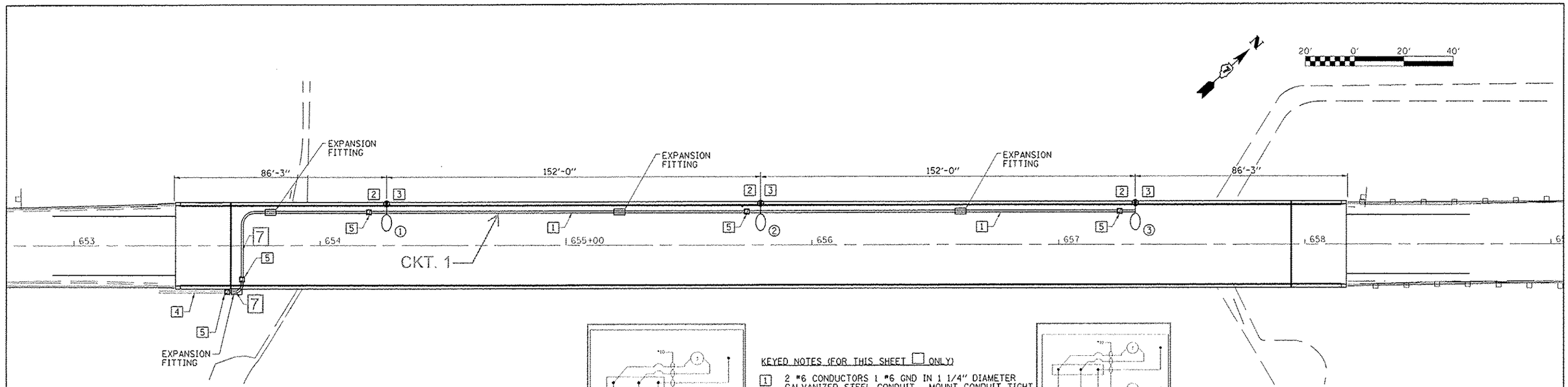
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = $SCALE$	DRAWN -	REVISED -
	PLOT DATE = $DATE$	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN (REMOVAL)

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48-X-6-21BR & (48BR)BR	MACON	144	36
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		



GENERAL LIGHTING NOTES:

1. EXISTING LIGHT POLES, LUMINAIRES AND FOUNDATIONS ARE TO BE REMOVED, AND ALL ASSOCIATED HARDWARE AND APPURTANCES ARE TO BE SALVAGED. THE CONTRACTOR SHALL RETURN THE PROPERTY TO THE CITY OF DECATUR.

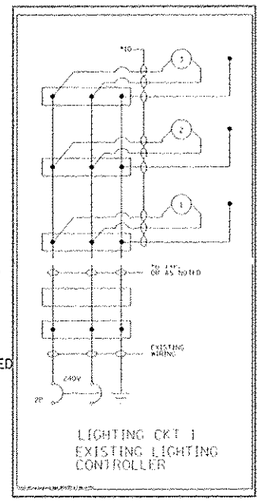
2. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES AND ALL SERVICE CONNECTIONS WITH LOCAL UTILITY COMPANY.

3. CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM OVERHEAD UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEM UNTIL IDOT HAS THE ACCEPTANCE OF THE SYSTEM. ALL EXISTING CIRCUITS AND CABLES TO THE LIGHT POLES SHALL BE MAINTAINED AS NEEDED AND THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

5. BREAKWAY DEVICES SHALL NOT BE INSTALLED FOR POLES MOUNTED ON BRIDGE PARAPET WALLS.

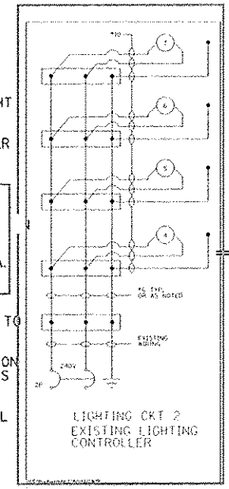
6. THE CONTRACTOR SHALL COMPLY WITH ALL THE LATEST IDOT, NEC AND LOCAL CODES AND ORDINANCES.



LIGHTING CKT 1
EXISTING LIGHTING CONTROLLER

KEYED NOTES (FOR THIS SHEET ☐ ONLY)

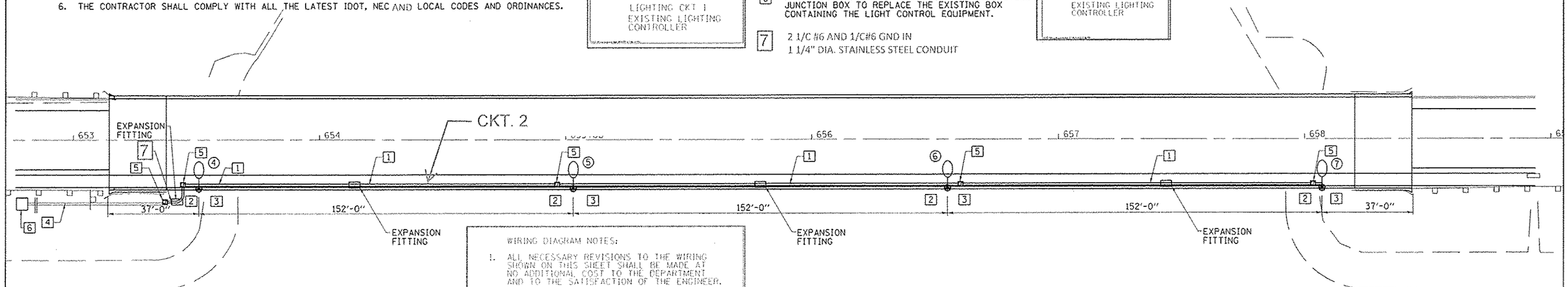
1. 2 #6 CONDUCTORS 1 #6 GND IN 1 1/4" DIAMETER GALVANIZED STEEL CONDUIT. MOUNT CONDUIT TIGHT TO UNDERSIDE OF BRIDGE DECK.
2. 2 #10 CONDUCTORS WITH 1 #10 GND IN 2" DIAMETER PVC CONDUIT EMBEDDED IN STRUCTURE. (SEE STRUCTURE PLANS)
3. COORDINATE THE INSTALLATION OF 2" DIA. EMBEDDED PVC CONDUIT, COUPLING AND 2" GALV. STEEL CONDUIT WITH BRIDGE CONTRACTOR. COST OF COUPLING SHALL BE INCLUDED IN THE COST OF 2" DIA. GALV. STEEL CONDUIT
4. FIELD VERIFY EXISTING CONDUIT AND CONDUCTORS TO REMAIN.
5. PROVIDE AND INSTALL 6" SQUARE, 4" DEEP JUNCTION BOX WITH STAINLESS STEEL, TAMPER PROOF SCREWS ATTACHED TO STRUCTURE.
6. PROVIDE AND INSTALL 12"x10"x6" STAINLESS STEEL JUNCTION BOX TO REPLACE THE EXISTING BOX CONTAINING THE LIGHT CONTROL EQUIPMENT.
7. 2 1/C #6 AND 1/C#6 GND IN 1 1/4" DIA. STAINLESS STEEL CONDUIT



LIGHTING CKT 2
EXISTING LIGHTING CONTROLLER

LEGEND

- JUNCTION BOX STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"x4"x4"
- LIGHT POLE, ALUMINUM, 35 FT M.H., 10 FT MAST ARM, WITH LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT AND VIBRATION ISOLATION PADS.
- RIGID CONDUIT
- [1] INDICATES KEYED NOTE FOR SHEET ON WHICH IT APPEARS UNLESS OTHERWISE NOTED.
- (1) LIGHTPOLE NUMBER



WIRING DIAGRAM NOTES:

1. ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.

PROPOSED LUMINAIRE, 250W HPS

JUNCTION BOX

REV.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -
		CHECKED -	REVISED -
	PLOT SCALE = $SCALE$	DRAWN -	REVISED -
	PLOT DATE = $DATE$	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48-X-B-2)BR & (48BR)BR	MACON	144	37

CONTRACT NO. 74438

ILLINOIS FED. AID PROJECT

PROJECT PHOTOMETRIC CRITERIA
(IDOT LUMINAIRE PERFORMANCE TABLE)

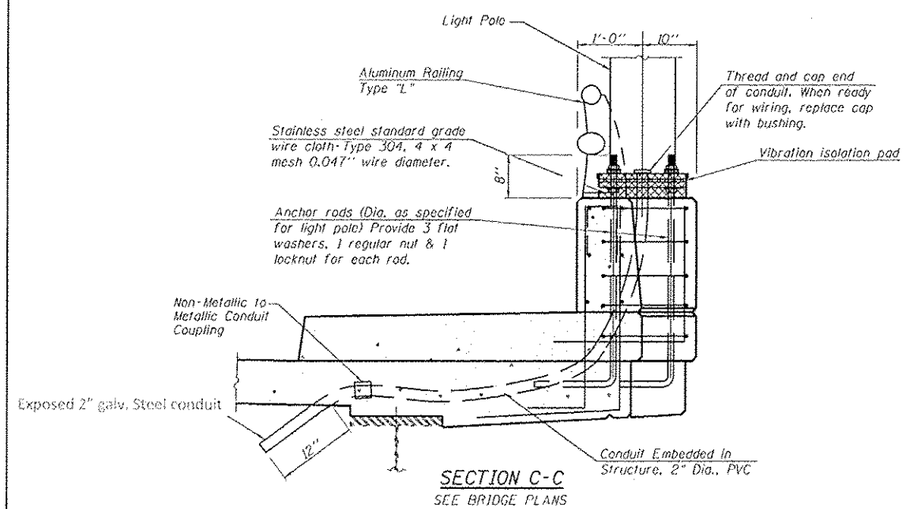
GIVEN CONDITIONS

		NB	SB
ROADWAY DATA:	PAVEMENT WIDTH	24 FT	24 FT
	NUMBER OF LANES	2	2
	MEDIAN WIDTH	44.58 FT	44.58 FT
	IES SURFACE CLASSIFICATION	R3	R3
	Q-ZERO VALUE	0.07	0.07
LIGHT POLE DATA:	MOUNTING HEIGHT	38 FT	38 FT
	MAST ARM LENGTH	10 FT	10 FT
	POLE SET-BACK FROM EDGE OF PAVEMENT	8.5 FT	5.5 FT
LUMINAIRE DATA:	LAMP TYPE	HPS	HPS
	LAMP LUMENS	28,000	28,000
	IES VERTICAL DISTRIBUTION	M	M
	IES CONTROL OF DISTRIBUTION	C	C
	IES LATERAL DISTRIBUTION	III	III
	TOTAL LIGHT LOSS FACTOR	0.684	0.684
LUMINANCE:	SPACING	152 FT	152 FT
	CONFIGURATION	ONE SIDE	ONE SIDE
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LINE	1.5 FT	4.5 FT

PERFORMANCE REQUIREMENTS:

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTABLE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED ABOVE.

ROADWAY AREA		
IES ROADWAY CLSSIFICATION : MAJOR		
IES AREA CLSSIFICATION : LOW		
ILLUMINATION:	AVERAGE HORIZONTAL ILLUMINATION, (E AVE)	0.9 FC
	UNIFORMITY RATIO, (E AVE / E MIN)	3.0
LUMINANCE:	AVERAGE LUMINANCE: (L AVE)	0.6 CD/M2
	UNIFORMITY RATIOS: (L AVE / L MIN)	3.5
	(L MAX / L MIN)	6.0
	MAXIMUM VEILING LUMINANCE RATIO: (L V / L AVE)	0.3



SECTION C-C
SEE BRIDGE PLANS

BILL OF MATERIALS

ITEM NO.	PAYCODE	DESCRIPTION	UNIT	TOTAL QUANTITY
1	81100400	CONDUIT ATTACHED TO STRUCTURE, 1 1/4" DIA., GALVANIZED STEEL	FOOT	818
2	81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	77
3	81300220	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"x6"x4"	EACH	11
4	81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x10"x6"	EACH	1
5	81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	231
6	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	2850
7	82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	7
8	83007400	LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT., MAST ARM	EACH	7
9	84200500	REMOVAL OF LIGHTING UNIT (SALVAGE)	EACH	7
10	X0323710	REMOVE CONDUIT ATTACHED TO STRUCTURE	FOOT	1729
11	X8950130	MODIFY EXISTING LIGHTING CONTROLLER	EACH	1
12	S1100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	70
13	X8110455	CONDUIT ATTACHED TO STRUCTURE, 1 1/4" DIA., STAINLESS STEEL	FOOT	132

LIGHTING SCHEDULE

LOCATION	81100400 CONDUIT ATTACHED TO STRUCT GALV STEEL 1 1/4" DIA. (FOOT)	81200230 CONDUIT EMBEDDED IN STRUCT 2" DIA. PVC (FOOT)	81300220 JUNCTION BOX STAINLESS STEEL ATTACHED TO STRUCT 6"x6"x4" (EACH)	81300530 JUNCTION BOX STAINLESS STEEL ATTACHED TO STRUCT 12"x10"x6" (EACH)	81702110 ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10 (FOOT)	81702130 ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6 (FOOT)	82102250 LUMINAIRE SODIUM VAPOR HORIZONTAL MOUNT 250 WATT (EACH)	*83007400 LIGHT POLE ALUMINUM 35 FT. M.H. 10 FT. MAST ARM (EACH)	84200500 REMOVAL OF LIGHTING UNIT (SALVAGE) (EACH)	X0323710 REMOVE CONDUIT ATTACHED TO STRUCTURE (FOOT)
SN 058-0049 (SOUTHBOUND)										599
STA. 653+38.48			1							
STA. 653+38.48 TO STA. 653+44.48						27				
STA. 653+44.48			1							
STA. 653+44.48 TO STA. 654+19.96						327				
STA. 654+19.96			1							
STA. 654+19.96 TO STA. 655+73.45	155					465				
STA. 654+27.10		11			33		1	1		
STA. 654+31.01								1		
STA. 655+73.45			1							
STA. 655+73.45 TO STA. 657+24.75	153					459				
STA. 655+77.10		11			33		1	1		
STA. 655+89.01								1		
STA. 657+24.75			1							
STA. 657+24.75 TO STA. 657+31.10	7					21				
STA. 657+31.10		11			33		1	1		
STA. 657+47.51								1		
SN 058-0010 (NORTHBOUND)										1130
STA. 652+06.20				1						
STA. 653+09.36			1							
STA. 653+09.36 TO STA. 653+16.65						42				
STA. 653+16.65			1							
STA. 653+16.65 TO STA. 653+44.65	37					111				
STA. 653+44.65			1							
STA. 653+44.65 TO STA. 654+96.52	153					459				
STA. 653+51.10		11			33		1	1		
STA. 653+64.10								1		
STA. 654+96.52			1							
STA. 654+96.52 TO STA. 656+60.34	165					495				
STA. 655+03.10		11			33		1	1		
STA. 655+04.85								1		
STA. 656+53.35								1		
STA. 656+55.10		11			33		1	1		
STA. 656+60.34			1							
STA. 656+60.34 TO STA. 658+03.44	144					432				
STA. 657+94.10								1		
STA. 658+03.44			1							
STA. 658+03.44 TO STA. 658+07.10	4					12				
STA. 658+07.10		11			33		1	1		
TOTALS	818	77	11	1	231	2850	7	7	7	1729

* PROVIDE VIBRATION ISOLATION PADS AT EACH LIGHT POLE IN ACCORDANCE WITH SECTION 830 AND 1069.07 OF THE IDOT STANDARD SPECIFICATIONS. THE COST OF ISOLATION PADS AND HARDWARE SHALL BE INCLUDED IN THE COST OF LIGHT POLE, ALUMINUM, 35 FT, 10 FT, MAST ARM.

REV.

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LUMINAIRE PERFORMANCE TABLE AND BILL OF MATERIAL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	38
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		

Bench Mark: Brass Plug on SE wingwall N.B. S.N.058-0008 over IL 105 Elevation = 640.56

Existing Structure: S.N. 058-0049 built in 1971 as F.A. Rt. 2 Section 48BR at Station 655+79.10. The superstructure consists of three span continuous steel plate girders with a reinforced concrete deck slab and bituminous overlay (1984). Approach slabs are supported off of vaulted abutments and approach bents on precast piles. The solid wall piers are supported on precast piled footings. The structure length measure 476'-6" bk-to-bk of approach bents and 34'-0" out-to-out of deck with no skew. Spans 1 & 3 are 120'-9" and Span 2 is 188'-0". The vaulted abutments slabs are 21'-2½" long. Existing concrete decks, abutment backwalls and abutment bearings to be removed and replaced.

Traffic to be maintained detour to SN 058-0010 (IL 105) with crossovers.

No Salvage

LOADING HS20-44

Allow 25 #/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS (NEW CONST.)

(NEW CONSTRUCTION)

2002 AASHTO Standard Specifications

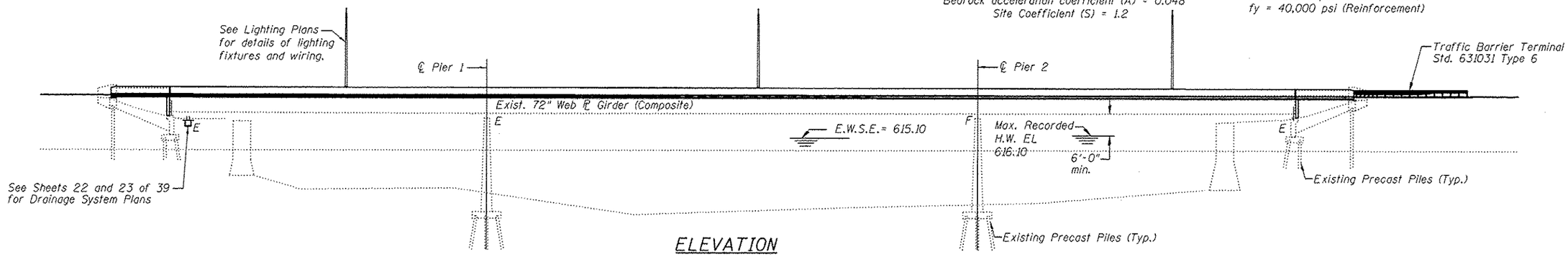
SEISMIC DATA

Seismic Performance Category (SPC)=A
Bedrock acceleration coefficient (A) = 0.048
Site Coefficient (S) = 1.2

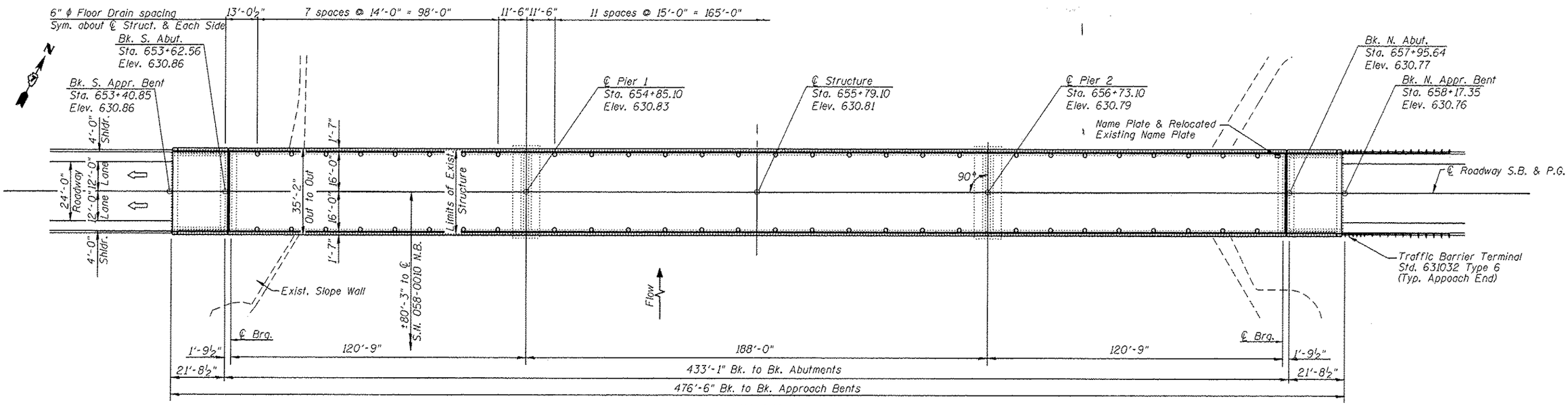
DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Steel)

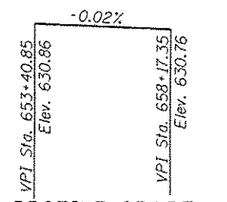
FIELD UNITS (EXIST. CONSTRUCTION)
fy = 36,000 psi (Structural Steel)
f'c = 3,500 psi (Substructure)
fy = 40,000 psi (Reinforcement)



ELEVATION



PLAN



PROFILE GRADE

F.A.P. RTE. 710 S.B.

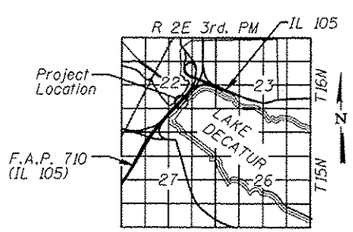
Along ℄ Roadway

APPROVED
For Structural Adequacy Only

Engineer of Bridges & Structures

LICENSED STRUCTURAL ENGINEER * MARY COOMBE BLOXDORF 4859 SPRINGFIELD * STATE OF ILLINOIS

ILLINOIS STRUCTURAL NO. 4859
EXPIRES 11/30/14
DATE: 06/11/14



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
IL 105 SOUTHBOUND
OVER LAKE DECATUR
F.A.P. 710 - SEC. (48X-B-2)BR & (48BR)BR
MACON COUNTY
STATION 655+79.10
STRUCTURE NO. 058-0049

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS ~ CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 058-0049
SHEET NO. 1 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	39
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

INDEX OF SHEETS

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts, bolts $\frac{3}{4}$ in.ϕ, holes $\frac{13}{16}$ in.ϕ, unless otherwise noted.

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 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 can not be removed by grinding $\frac{1}{4}$ in. 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 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 designated areas of the abutment hatched block and backwalls.

Cleaning and field painting of structural steel shall be done under a separate painting contract.

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

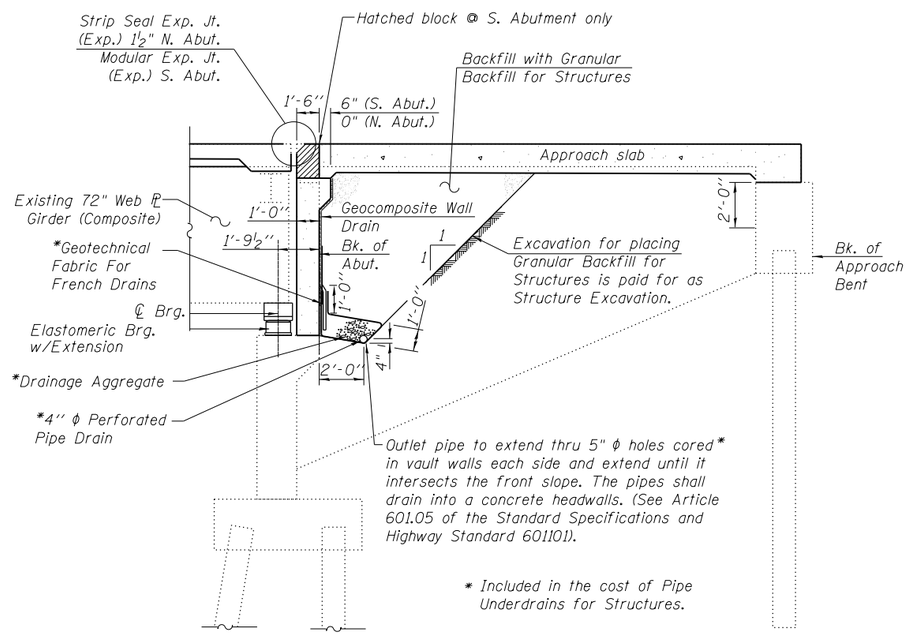
Slipforming of parapets is not allowed at parapet sections with light pedestals.

All new structural steel for modular joint shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.

TOTAL BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
	Granular Backfill for Structures	Cu Yd	91		91
	Concrete Removal	Cu. Yd.		95.2	95.2
	Removal of Existing Concrete Deck No. 2	Each	1		1
	Structure Excavation	Cu. Yd.		91	91
	Floor Drains	Each	56		56
	Concrete Structures	Cu. Yd.		17.4	17.4
	Concrete Superstructure	Cu. Yd.	607.6		607.6
	Bridge Deck Grooving	Sq. Yd.	1,568		1,568
*	Protective Coat	Sq. Yd.	2,085		2,085
	Furnishing and Erecting Structural Steel	Pound		2,524	2,524
	Stud Shear Connectors	Each	3,465		3,465
	Reinforcement Bars, Epoxy Coated	Pound	129,855	2,640	132,495
	Name Plates	Each	1		1
	Preformed Joint Strip Seal	Foot	34		34
	Elastomeric Bearing Assembly, Type I	Each		5	5
	Elastomeric Bearing Assembly, Type III	Each		5	5
	Anchor Bolts, $\frac{5}{8}$"	Each		40	40
	Concrete Sealer	Sq Ft	520		520
	Geocomposite Wall Drain	Sq Yd	49		49
	Pipe Underdrains for Structures 4"	Foot	161		161
	Jack and Remove Existing Bearings	Each		10	10
	Modular Expansion Joint 6"	Foot	34		34
	Drainage System, No. 2	Each	1		1

* Apply on new concrete only



SECTION THRU FILLED VAULTED ABUTMENT

STATION 655+79.10
REBUILT 20__ BY
STATE OF ILLINOIS
F.A.P. 710 SEC. (48X-B-2)BR & (48BR)BR
LOADING HS20-44
STR. NO. 058-0049

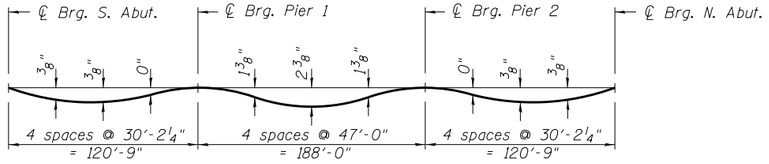
NAME PLATE

See Std. 515001

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

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

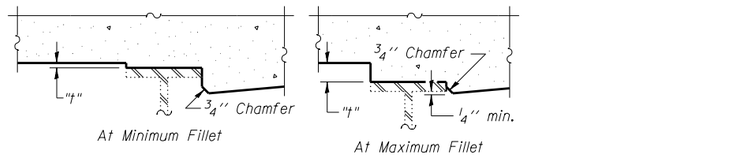
FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND BILL OF MATERIAL STRUCTURE NO. 058-0049	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED MCB	REVISED -			710	(48X-B-2)BR & (48BR)BR	MACON	144	40
	PLOT SCALE =	DRAWN MLO	REVISED -					CONTRACT NO. 74438		
	PLOT DATE =	CHECKED PBB/MCB	REVISED -		SHEET NO. 2 OF 39 SHEETS		ILLINOIS	FED. AID PROJECT		



DEAD LOAD DEFLECTION DIAGRAM

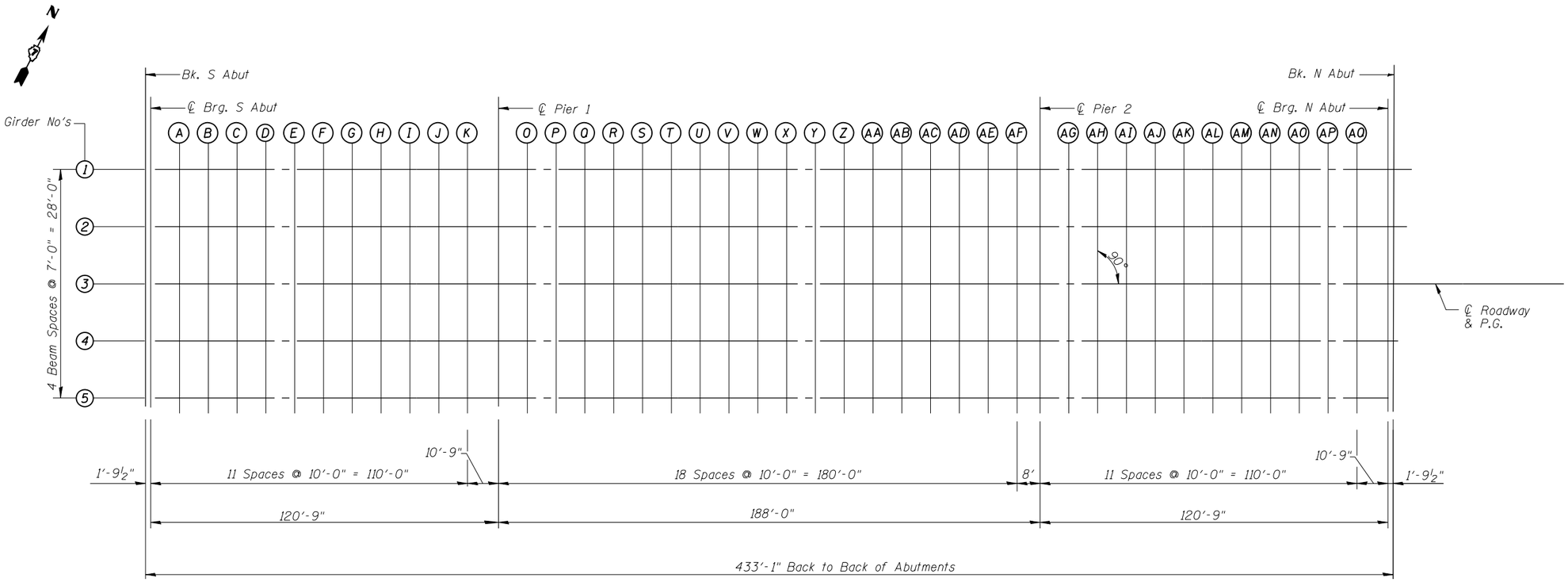
(Includes weight of concrete only.)

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 and 5 of 39.



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 and 5 of 39, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0049
SHEET NO. 3 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	41
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+62.56	-14.00	630.63	630.63
Cl.Brg.S.Abut.	653+64.35	-14.00	630.63	630.63
A	653+74.35	-14.00	630.62	630.63
B	653+84.35	-14.00	630.62	630.65
C	653+94.35	-14.00	630.62	630.65
D	654+04.35	-14.00	630.62	630.66
E	654+14.35	-14.00	630.62	630.65
F	654+24.35	-14.00	630.61	630.64
G	654+34.35	-14.00	630.61	630.63
H	654+44.35	-14.00	630.61	630.62
I	654+54.35	-14.00	630.61	630.61
J	654+64.35	-14.00	630.61	630.60
K	654+74.35	-14.00	630.60	630.59
CL.Pier1	654+85.10	-14.00	630.60	630.60
O	654+95.10	-14.00	630.60	630.62
P	655+05.10	-14.00	630.60	630.64
Q	655+15.10	-14.00	630.60	630.67
R	655+25.10	-14.00	630.59	630.69
S	655+35.10	-14.00	630.59	630.72
T	655+45.10	-14.00	630.59	630.74
U	655+55.10	-14.00	630.59	630.77
V	655+65.10	-14.00	630.59	630.78
W	655+75.10	-14.00	630.58	630.78
X	655+85.10	-14.00	630.58	630.78
Y	655+95.10	-14.00	630.57	630.76
Z	656+05.10	-14.00	630.57	630.74
AA	656+15.10	-14.00	630.57	630.72
AB	656+25.10	-14.00	630.57	630.69
AC	656+35.10	-14.00	630.57	630.66
AD	656+45.10	-14.00	630.56	630.62
AE	656+55.10	-14.00	630.56	630.60
AF	656+65.10	-14.00	630.56	630.58
CL.Pier2	656+73.10	-14.00	630.56	630.56
AG	656+83.10	-14.00	630.56	630.55
AH	656+93.10	-14.00	630.55	630.54
AI	657+03.10	-14.00	630.55	630.55
AJ	657+13.10	-14.00	630.55	630.55
AK	657+23.10	-14.00	630.55	630.56
AL	657+33.10	-14.00	630.55	630.56
AM	657+43.10	-14.00	630.54	630.56
AN	657+53.10	-14.00	630.54	630.57
AO	657+63.10	-14.00	630.54	630.57
AP	657+73.10	-14.00	630.54	630.56
AQ	657+83.10	-14.00	630.54	630.55
Cl.Brg.N.Abut.	657+93.85	-14.00	630.53	630.53
Bk.N.Abut.	657+95.64	-14.00	630.53	630.53

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+62.56	-7.00	630.75	630.75
Cl.Brg.S.Abut.	653+64.35	-7.00	630.75	630.75
A	653+74.35	-7.00	630.74	630.75
B	653+84.35	-7.00	630.74	630.77
C	653+94.35	-7.00	630.74	630.77
D	654+04.35	-7.00	630.74	630.78
E	654+14.35	-7.00	630.74	630.77
F	654+24.35	-7.00	630.73	630.76
G	654+34.35	-7.00	630.73	630.75
H	654+44.35	-7.00	630.73	630.74
I	654+54.35	-7.00	630.73	630.73
J	654+64.35	-7.00	630.73	630.72
K	654+74.35	-7.00	630.72	630.71
CL.Pier1	654+85.10	-7.00	630.72	630.72
O	654+95.10	-7.00	630.72	630.74
P	655+05.10	-7.00	630.72	630.76
Q	655+15.10	-7.00	630.72	630.79
R	655+25.10	-7.00	630.71	630.81
S	655+35.10	-7.00	630.71	630.84
T	655+45.10	-7.00	630.71	630.86
U	655+55.10	-7.00	630.71	630.89
V	655+65.10	-7.00	630.71	630.90
W	655+75.10	-7.00	630.70	630.90
X	655+85.10	-7.00	630.70	630.90
Y	655+95.10	-7.00	630.69	630.88
Z	656+05.10	-7.00	630.69	630.86
AA	656+15.10	-7.00	630.69	630.84
AB	656+25.10	-7.00	630.69	630.81
AC	656+35.10	-7.00	630.69	630.78
AD	656+45.10	-7.00	630.68	630.74
AE	656+55.10	-7.00	630.68	630.72
AF	656+65.10	-7.00	630.68	630.70
CL.Pier2	656+73.10	-7.00	630.68	630.68
AG	656+83.10	-7.00	630.68	630.67
AH	656+93.10	-7.00	630.67	630.66
AI	657+03.10	-7.00	630.67	630.67
AJ	657+13.10	-7.00	630.67	630.67
AK	657+23.10	-7.00	630.67	630.68
AL	657+33.10	-7.00	630.67	630.68
AM	657+43.10	-7.00	630.66	630.68
AN	657+53.10	-7.00	630.66	630.69
AO	657+63.10	-7.00	630.66	630.69
AP	657+73.10	-7.00	630.66	630.68
AQ	657+83.10	-7.00	630.66	630.67
Cl.Brg.N.Abut.	657+93.85	-7.00	630.65	630.65
Bk.N.Abut.	657+95.64	-7.00	630.65	630.65

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+62.56	0.00	630.86	630.86
Cl.Brg.S.Abut.	653+64.35	0.00	630.86	630.86
A	653+74.35	0.00	630.85	630.86
B	653+84.35	0.00	630.85	630.88
C	653+94.35	0.00	630.85	630.88
D	654+04.35	0.00	630.85	630.89
E	654+14.35	0.00	630.85	630.88
F	654+24.35	0.00	630.84	630.87
G	654+34.35	0.00	630.84	630.86
H	654+44.35	0.00	630.84	630.85
I	654+54.35	0.00	630.84	630.84
J	654+64.35	0.00	630.84	630.83
K	654+74.35	0.00	630.83	630.82
CL.Pier1	654+85.10	0.00	630.83	630.83
O	654+95.10	0.00	630.83	630.85
P	655+05.10	0.00	630.83	630.87
Q	655+15.10	0.00	630.83	630.90
R	655+25.10	0.00	630.82	630.92
S	655+35.10	0.00	630.82	630.95
T	655+45.10	0.00	630.82	630.97
U	655+55.10	0.00	630.82	631.00
V	655+65.10	0.00	630.82	631.01
W	655+75.10	0.00	630.81	631.01
X	655+85.10	0.00	630.81	631.01
Y	655+95.10	0.00	630.80	630.99
Z	656+05.10	0.00	630.80	630.97
AA	656+15.10	0.00	630.80	630.95
AB	656+25.10	0.00	630.80	630.92
AC	656+35.10	0.00	630.80	630.89
AD	656+45.10	0.00	630.79	630.85
AE	656+55.10	0.00	630.79	630.83
AF	656+65.10	0.00	630.79	630.81
CL.Pier2	656+73.10	0.00	630.79	630.79
AG	656+83.10	0.00	630.79	630.78
AH	656+93.10	0.00	630.78	630.77
AI	657+03.10	0.00	630.78	630.78
AJ	657+13.10	0.00	630.78	630.78
AK	657+23.10	0.00	630.78	630.79
AL	657+33.10	0.00	630.78	630.79
AM	657+43.10	0.00	630.77	630.79
AN	657+53.10	0.00	630.77	630.80
AO	657+63.10	0.00	630.77	630.80
AP	657+73.10	0.00	630.77	630.79
AQ	657+83.10	0.00	630.77	630.78
Cl.Brg.N.Abut.	657+93.85	0.00	630.76	630.76
Bk.N.Abut.	657+95.64	0.00	630.76	630.76

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+62.56	0.00	630.86	630.86
Cl.Brg.S.Abut.	653+64.35	0.00	630.86	630.86
A	653+74.35	0.00	630.85	630.86
B	653+84.35	0.00	630.85	630.88
C	653+94.35	0.00	630.85	630.88
D	654+04.35	0.00	630.85	630.89
E	654+14.35	0.00	630.85	630.88
F	654+24.35	0.00	630.84	630.87
G	654+34.35	0.00	630.84	630.86
H	654+44.35	0.00	630.84	630.85
I	654+54.35	0.00	630.84	630.84
J	654+64.35	0.00	630.84	630.83
K	654+74.35	0.00	630.83	630.82
CL.Pier1	654+85.10	0.00	630.83	630.83
O	654+95.10	0.00	630.83	630.85
P	655+05.10	0.00	630.83	630.87
Q	655+15.10	0.00	630.83	630.90
R	655+25.10	0.00	630.82	630.92
S	655+35.10	0.00	630.82	630.95
T	655+45.10	0.00	630.82	630.97
U	655+55.10	0.00	630.82	631.00
V	655+65.10	0.00	630.82	631.01
W	655+75.10	0.00	630.81	631.01
X	655+85.10	0.00	630.81	631.01
Y	655+95.10	0.00	630.80	630.99
Z	656+05.10	0.00	630.80	630.97
AA	656+15.10	0.00	630.80	630.95
AB	656+25.10	0.00	630.80	630.92
AC	656+35.10	0.00	630.80	630.89
AD	656+45.10	0.00	630.79	630.85
AE	656+55.10	0.00	630.79	630.83
AF	656+65.10	0.00	630.79	630.81
CL.Pier2	656+73.10	0.00	630.79	630.79
AG	656+83.10	0.00	630.79	630.78
AH	656+93.10	0.00	630.78	630.77
AI	657+03.10	0.00	630.78	630.78
AJ	657+13.10	0.00	630.78	630.78
AK	657+23.10	0.00	630.78	630.79
AL	657+33.10	0.00	630.78	630.79
AM	657+43.10	0.00	630.77	630.79
AN	657+53.10	0.00	630.77	630.80
AO	657+63.10	0.00	630.77	630.80
AP	657+73.10	0.00	630.77	630.79
AQ	657+83.10	0.00	630.77	630.78
Cl.Brg.N.Abut.	657+93.85	0.00	630.76	630.76
Bk.N.Abut.	657+95.64	0.00	630.76	630.76

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+62.56	7.0	630.75	630.75
Cl.Brg.S.Abut.	653+64.35	7.0	630.75	630.75
A	653+74.35	7.0	630.74	630.75
B	653+84.35	7.0	630.74	630.77
C	653+94.35	7.0	630.74	630.77
D	654+04.35	7.0	630.74	630.78
E	654+14.35	7.0	630.74	630.77
F	654+24.35	7.0	630.73	630.76
G	654+34.35	7.0	630.73	630.75
H	654+44.35	7.0	630.73	630.74
I	654+54.35	7.0	630.73	630.73
J	654+64.35	7.0	630.73	630.72
K	654+74.35	7.0	630.72	630.71
CL.Pier1	654+85.10	7.0	630.72	630.72
O	654+95.10	7.0	630.72	630.74
P	655+05.10	7.0	630.72	630.76
Q	655+15.10	7.0	630.72	630.79
R	655+25.10	7.0	630.71	630.81
S	655+35.10	7.0	630.71	630.84
T	655+45.10	7.0	630.71	630.86
U	655+55.10	7.0	630.71	630.89
V	655+65.10	7.0	630.71	630.90
W	655+75.10	7.0	630.70	630.90
X	655+85.10	7.0	630.70	630.90
Y	655+95.10	7.0	630.69	630.88
Z	656+05.10	7.0	630.69	630.86
AA	656+15.10	7.0	630.69	630.84
AB	656+25.10	7.0	630.69	630.81
AC	656+35.10	7.0	630.69	630.78
AD	656+45.10	7.0	630.68	630.74
AE	656+55.10	7.0	630.68	630.72
AF	656+65.10	7.0	630.68	630.70
CL.Pier2	656+73.10	7.0	630.68	630.68
AG	656+83.10	7.0	630.68	630.67
AH	656+93.10	7.0	630.67	630.66
AI	657+03.10	7.0	630.67	630.67
AJ	657+13.10	7.0	630.67	630.67
AK	657+23.10	7.0	630.67	630.68
AL	657+33.10	7.0	630.67	630.68
AM	657+43.10	7.0	630.66	630.68
AN	657+53.10	7.0	630.66	630.69
AO	657+63.10	7.0	630.66	630.69
AP	657+73.10	7.0	630.66	630.68
AQ	657+83.10	7.0	630.66	630.67
Cl.Brg.N.Abut.	657+93.85	7.0	630.65	630.65
Bk.N.Abut.	657+95.64	7.0	630.65	630.65

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+62.56	14.00	630.63	630.63
Cl.Brg.S.Abut.	653+64.35	14.00	630.63	630.63
A	653+74.35	14.00	630.62	630.63
B	653+84.35	14.00	630.62	630.65
C	653+94.35	14.00	630.62	630.65
D	654+04.35	14.00	630.62	630.66
E	654+14.35	14.00	630.62	630.65
F	654+24.35	14.00	630.61	630.64
G	654+34.35	14.00	630.61	630.63
H	654+44.35	14.00	630.61	630.62
I	654+54.35	14.00	630.61	630.61
J	654+64.35	14.00	630.61	630.60
K	654+74.35	14.00	630.60	630.59
CL.Pier1	654+85.10	14.00	630.60	630.60
O	654+95.10	14.00	630.60	630.62
P	655+05.10	14.00	630.60	630.64
Q	655+15.10	14.00	630.60	630.67
R	655+25.10	14.00	630.59	630.69
S	655+35.10	14.00	630.59	630.72
T	655+45.10	14.00	630.59	630.74
U	655+55.10	14.00	630.59	630.77
V	655+65.10	14.00	630.59	630.78
W	655+75.10	14.00	630.58	630.78
X	655+85.10	14.00	630.58	630.78
Y	655+95.10	14.00	630.57	630.76
Z	656+05.10	14.00	630.57	630.74
AA	656+15.10	14.00	630.57	630.72
AB	656+25.10	14.00	630.57	630.69
AC	656+35.10	14.00	630.57	630.66
AD	656+45.10	14.00	630.56	630.62
AE	656+55.10	14.00	630.56	630.60
AF	656+65.10	14.00	630.56	630.58
CL.Pier2	656+73.10	14.00	630.56	630.56
AG	656+83.10	14.00	630.56	630.55
AH	656+93.10	14.00	630.55	630.54
AI	657+03.10	14.00	630.55	630.55
AJ	657+13.10	14.00	630.55	630.55
AK	657+23.10	14.00	630.55	630.56
AL	657+33.10	14.00	630.55	630.56
AM	657+43.10	14.00	630.54	630.56
AN	657+53.10	14.00	630.54	630.57
AO	657+63.10	14.00	630.54	630.57
AP	657+73.10	14.00	630.54	630.56
AQ	657+83.10	14.00	630.54	630.55
Cl.Brg.N.Abut.	657+93.85	14.00	630.53	630.53
Bk.N.Abut.	657+95.64	14.00	630.53	630.53

WEST CURB LINE

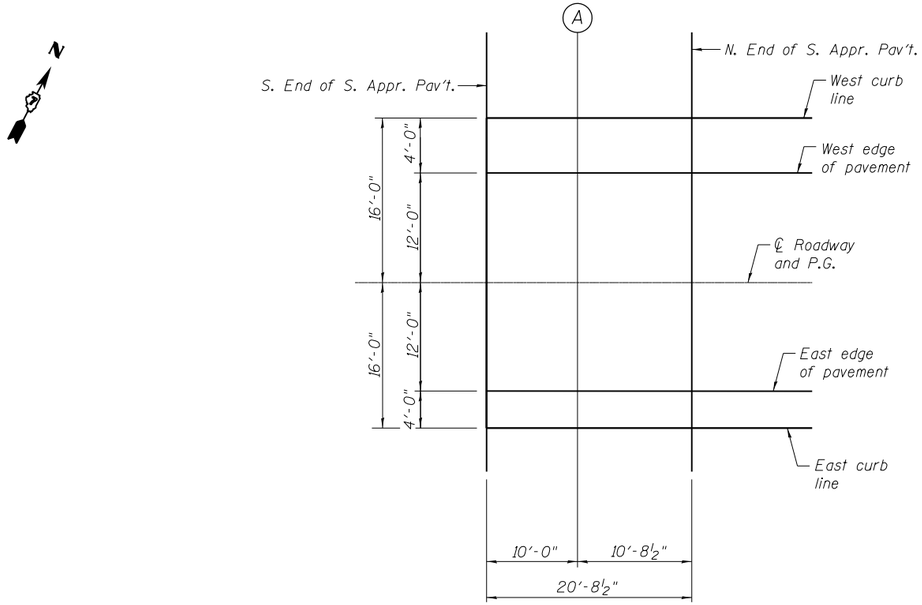
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't.	653+41.35	-16.00	630.59
A	653+51.35	-16.00	630.59
N. End of S. Appr. Pav't.	653+62.06	-16.00	630.59

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't.	653+41.35	-12.00	630.67
A	653+51.35	-12.00	630.67
N. End of S. Appr. Pav't.	653+62.06	-12.00	630.67

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't.	653+41.35	0.00	630.86
A	653+51.35	0.00	630.86
N. End of S. Appr. Pav't.	653+62.06	0.00	630.86



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't.	653+41.35	12.00	630.67
A	653+51.35	12.00	630.67
N. End of S. Appr. Pav't.	653+62.06	12.00	630.67

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't.	653+41.35	16.00	630.59
A	653+51.35	16.00	630.59
N. End of S. Appr. Pav't.	653+62.06	16.00	630.59

E-AS 7-1-10

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 058-0049
SHEET NO. 6 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	44
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

WEST CURB LINE

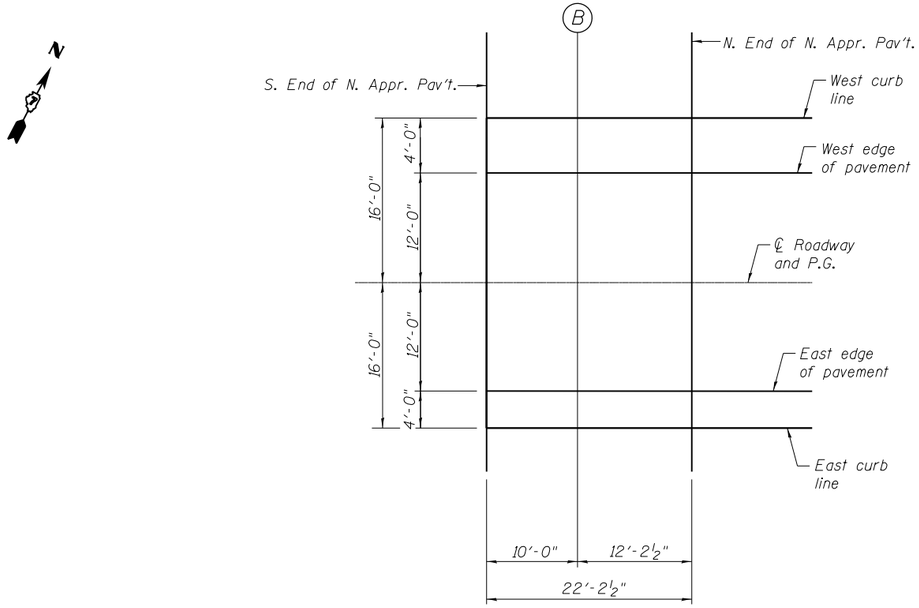
Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't.	657+94.64	-16.00	630.49
B	658+04.64	-16.00	630.49
N. End of N. Appr. Pav't.	658+16.85	-16.00	630.49

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't.	657+94.64	-12.00	630.57
B	658+04.64	-12.00	630.57
N. End of N. Appr. Pav't.	658+16.85	-12.00	630.57

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't.	657+94.64	0.00	630.76
B	658+04.64	0.00	630.76
N. End of N. Appr. Pav't.	658+16.85	0.00	630.76



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't.	657+94.64	12.00	630.57
B	658+04.64	12.00	630.57
N. End of N. Appr. Pav't.	658+16.85	12.00	630.57

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't.	657+94.64	16.00	630.49
B	658+04.64	16.00	630.49
N. End of N. Appr. Pav't.	658+16.85	16.00	630.49

E-AS 7-1-10

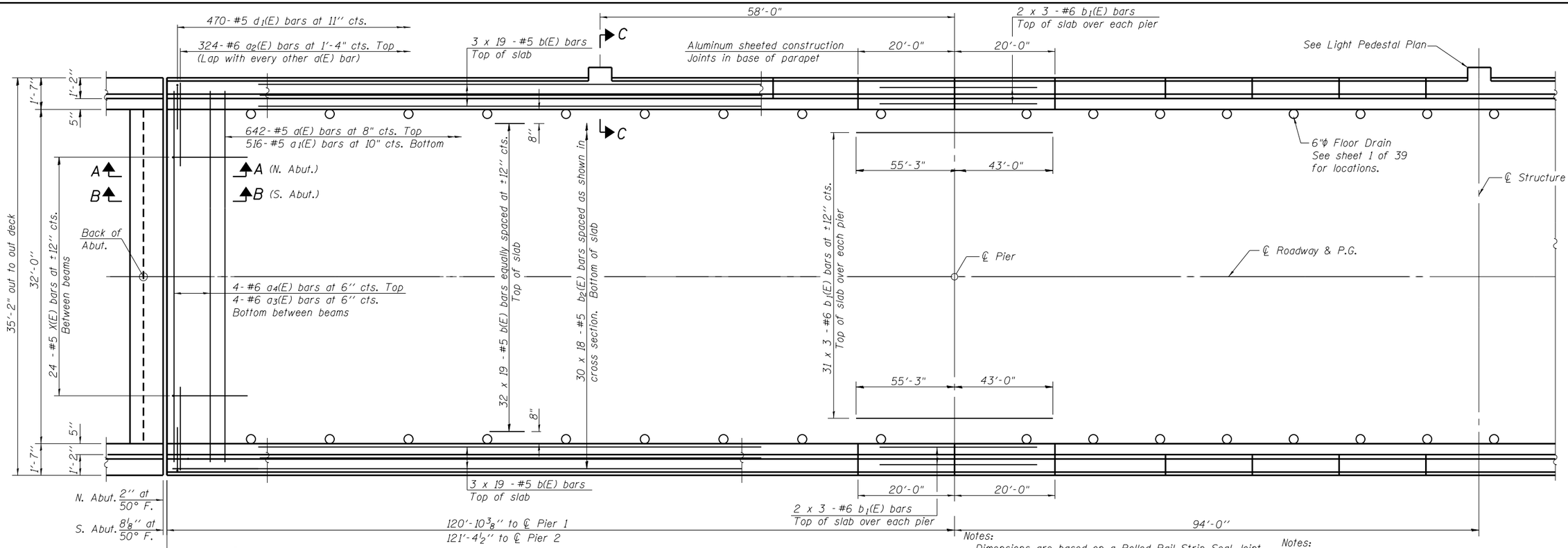
BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 058-0049
SHEET NO. 7 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	45
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		



MINIMUM BAR LAP

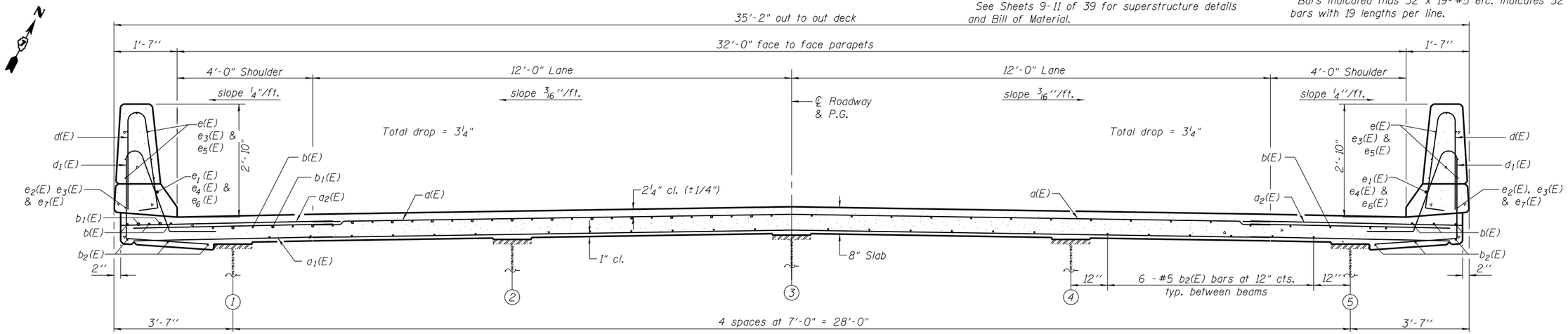
#5 bar = 2'-7''
#6 bar = 3'-1''

PARTIAL PLAN

(Symmetrical About ℄ of Structure)

Notes:
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet EJ-SSJ. (Sheet 14 of 39)
See Sheet 9 of 39 for parapet reinforcement.
See Sheet 10 of 39 for Sections A-A and B-B.
See Sheet 11 of 39 for Section C-C.
See Sheets 9-11 of 39 for superstructure details and Bill of Material.

Notes:
The modular joint opening and deck dimensions detailed on the superstructure are based on an 8 1/8" clear opening at 50°F. If the Contractor elects to use a different opening size based on the manufacturers recommendations, all associated deck dimensions shall be modified. Required modifications shall be made at no additional cost to the State.
Bars indicated thus 32 x 19-#5 etc. indicates 32 lines of bars with 19 lengths per line.



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking North)

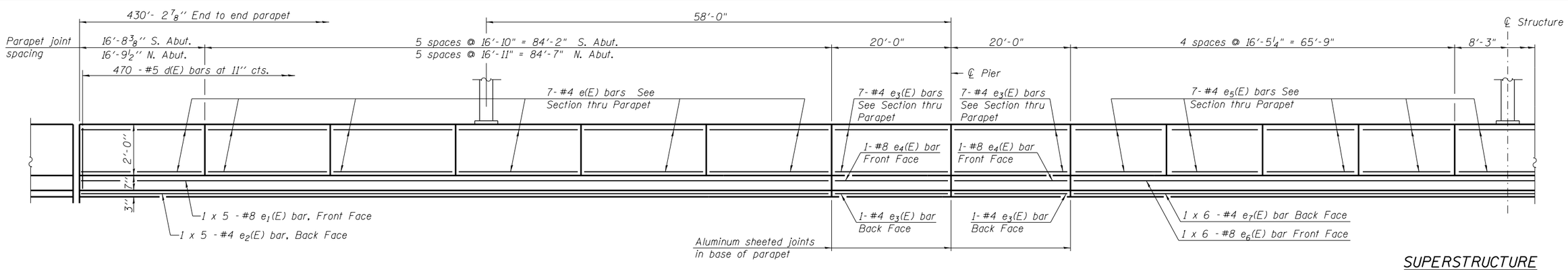
BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

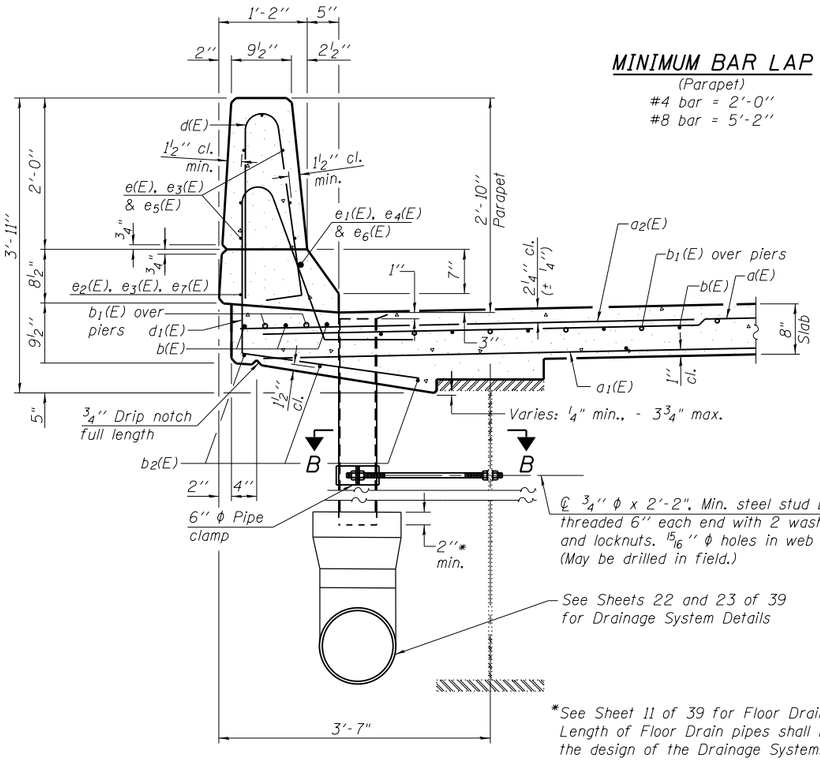
SUPERSTRUCTURE
STRUCTURE NO. 058-0049
SHEET NO. 8 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	46
		CONTRACT NO. 74438		
		ILLINOIS	FED. AID PROJECT	



INSIDE ELEVATION OF WEST PARAPET

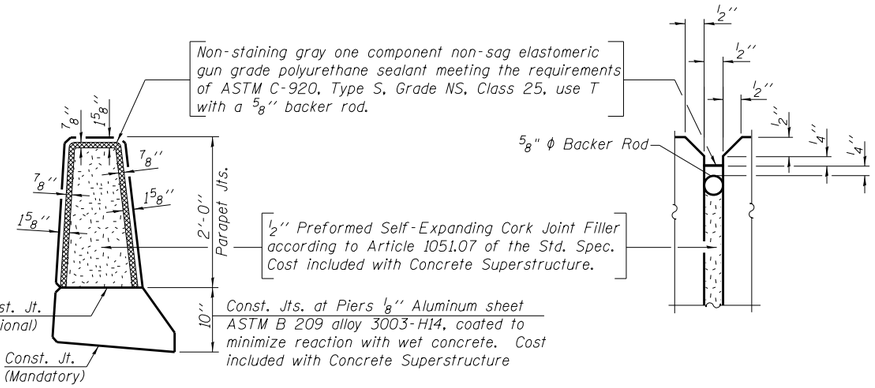
(Symmetric about ℄ of Structure)
(Similiar for East Parapet)



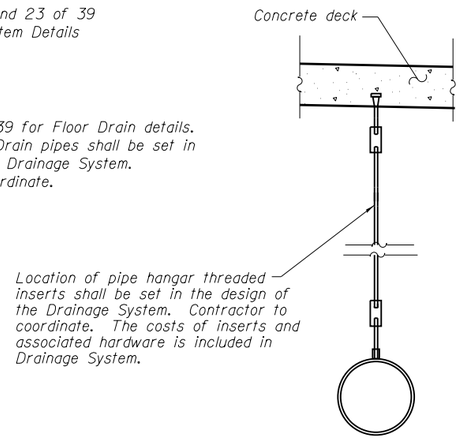
MINIMUM BAR LAP

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

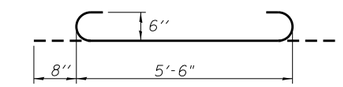
SECTION THRU PARAPET



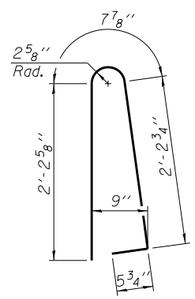
PARAPET JOINT DETAILS



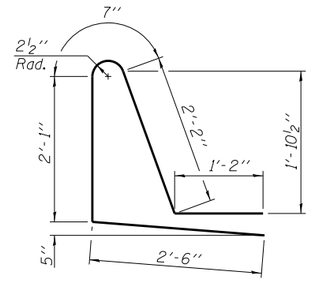
PIPE HANGAR DETAIL



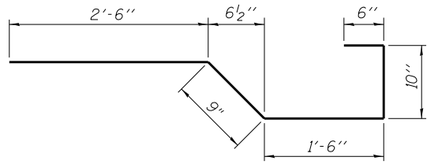
a3(E) BAR



BAR d(E)



BAR d1(E)



BAR x(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	642	#5	34'-4"	
a1(E)	516	#5	33'-2"	
a2(E)	648	#6	6'-6"	
a3(E)	32	#6	6'-10"	
a4(E)	8	#6	34'-4"	
b(E)	722	#5	25'-1"	
b1(E)	210	#6	34'-1"	
b2(E)	540	#5	26'-4"	
d(E)	940	#5	5'-7"	
d1(E)	940	#5	7'-11"	
d2(E)	9	#6	4'-5"	
d3(E)	15	#6	8'-11"	
e(E)	168	#4	16'-6"	
e1(E)	20	#8	24'-5"	
e2(E)	20	#4	21'-10"	
e3(E)	64	#4	19'-9"	
e4(E)	8	#8	19'-9"	
e5(E)	126	#4	16'-2"	
e6(E)	12	#8	29'-0"	
e7(E)	12	#4	26'-4"	
x(E)	48	#5	6'-1"	
Reinforcement Bars, Epoxy Coated			Pound	113,400
Concrete Superstructure			Cu. Yd.	529.4
Floor Drains			Each	56

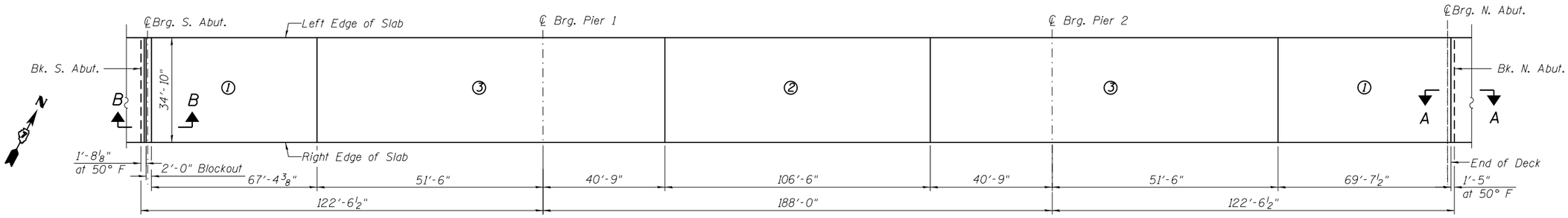
BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-0049
SHEET NO. 9 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	47
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



DECK POURING SEQUENCE

Legend

① Deck Pouring Sequence Number

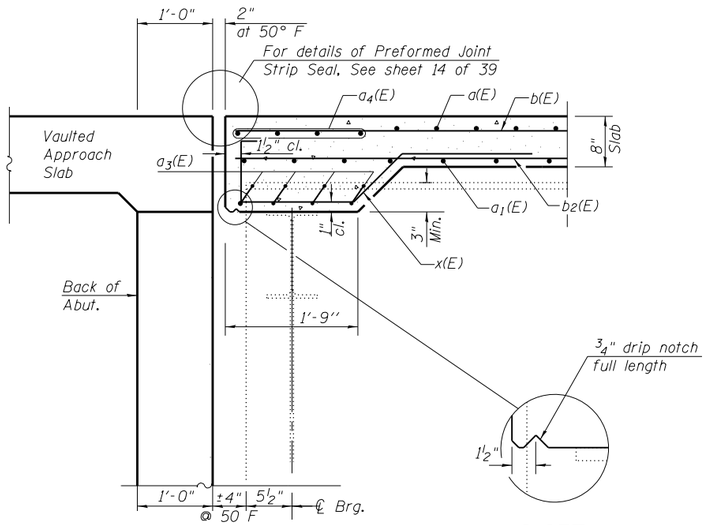
Notes:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi

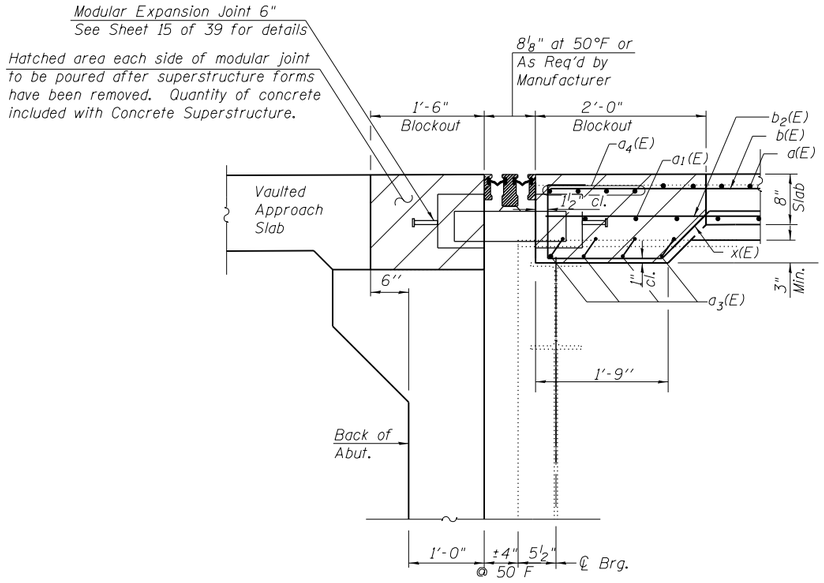
Contractor may deviate from the Deck Pouring Sequence shown upon approval of the Engineer. All deck concrete in the positive moment regions shall be placed and cured per Note 1 prior to pouring the deck concrete in the negative moment regions.

Expansion Joint Blockouts to be poured following pour ③, the approach spans and the sidewalk pour. See Sheets 12 and 20 of 39 for additional blockout details.

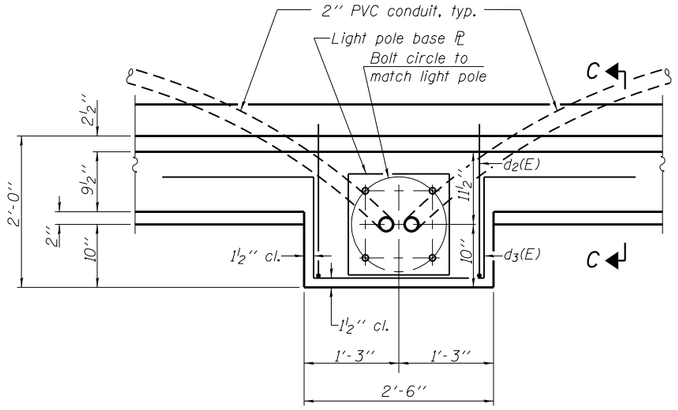


SECTION A-A

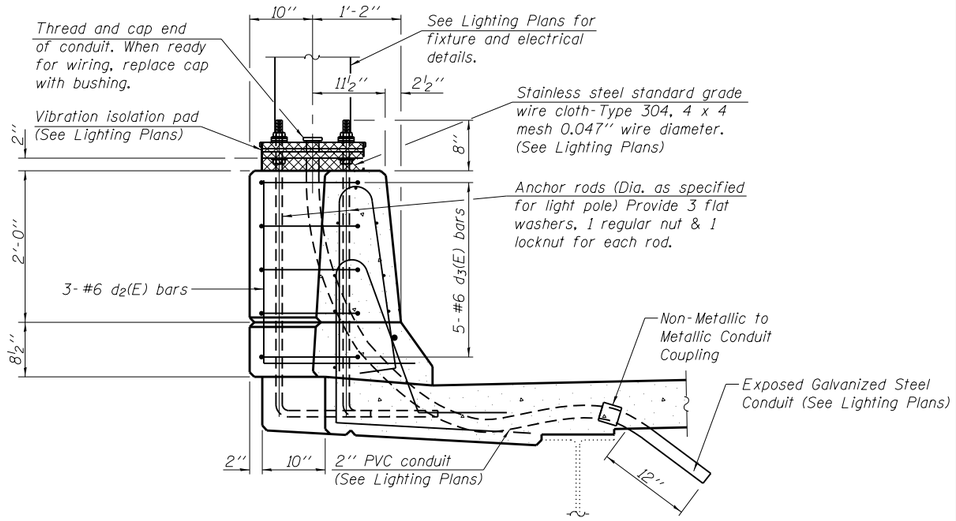
INSET



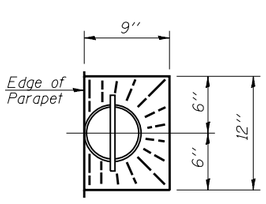
SECTION B-B



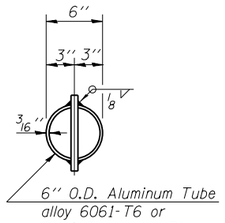
LIGHT PEDESTAL PLAN



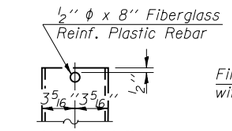
SECTION C-C



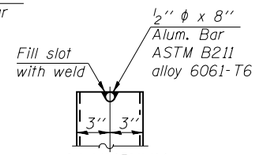
TOP PLAN



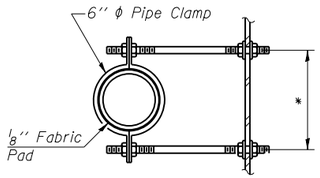
TOP PLAN
(Showing Aluminum Tube)



FIBERGLASS PIPE



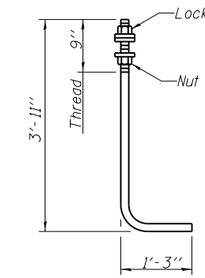
ALUMINUM TUBE



SECTION THRU PIPE CLAMP
*Dimension as required by Pipe Clamp

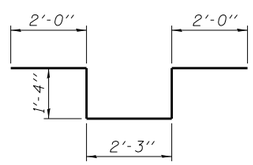
FLOOR DRAIN DETAILS

Notes:
Drains shall be located clear of all diaphragms.
Floor drains need not be painted.
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 galvanizing is included with Floor Drains.



ANCHOR ROD
Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized

BAR d2(E)



BAR d3(E)

Notes:
Cost of anchor rods is included with Concrete Superstructure.
See lighting plans for conduit details & quantities.

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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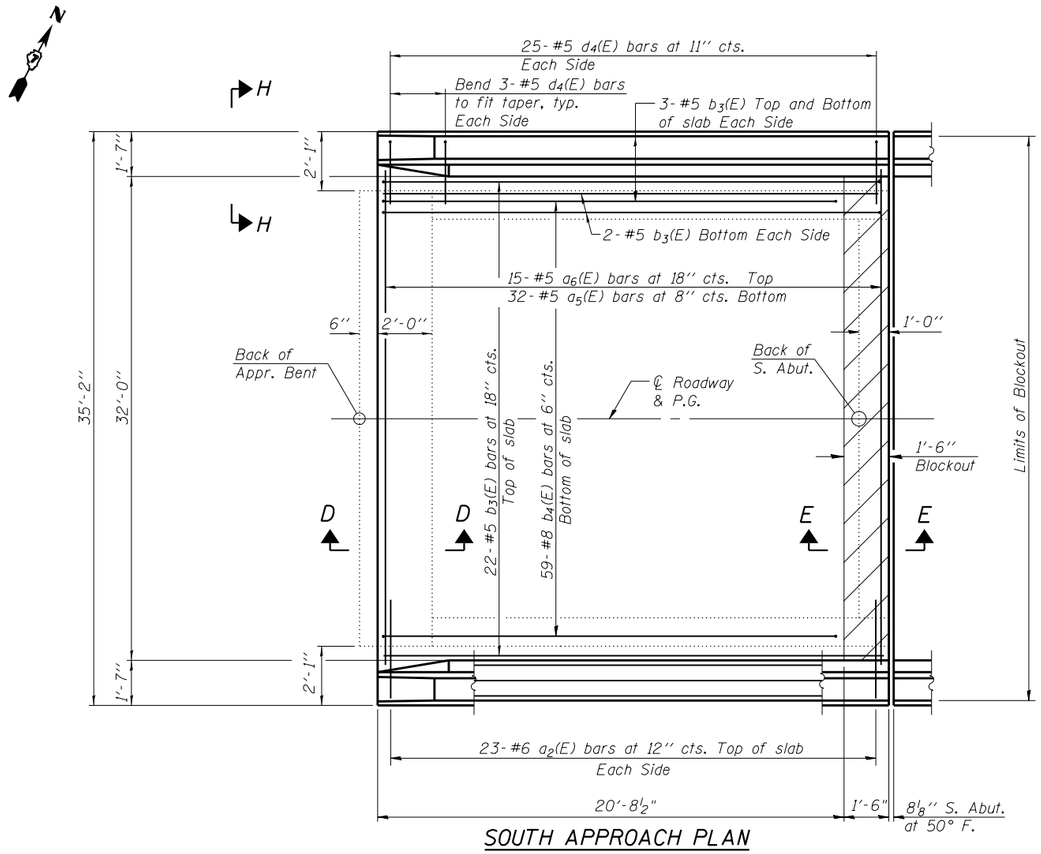
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

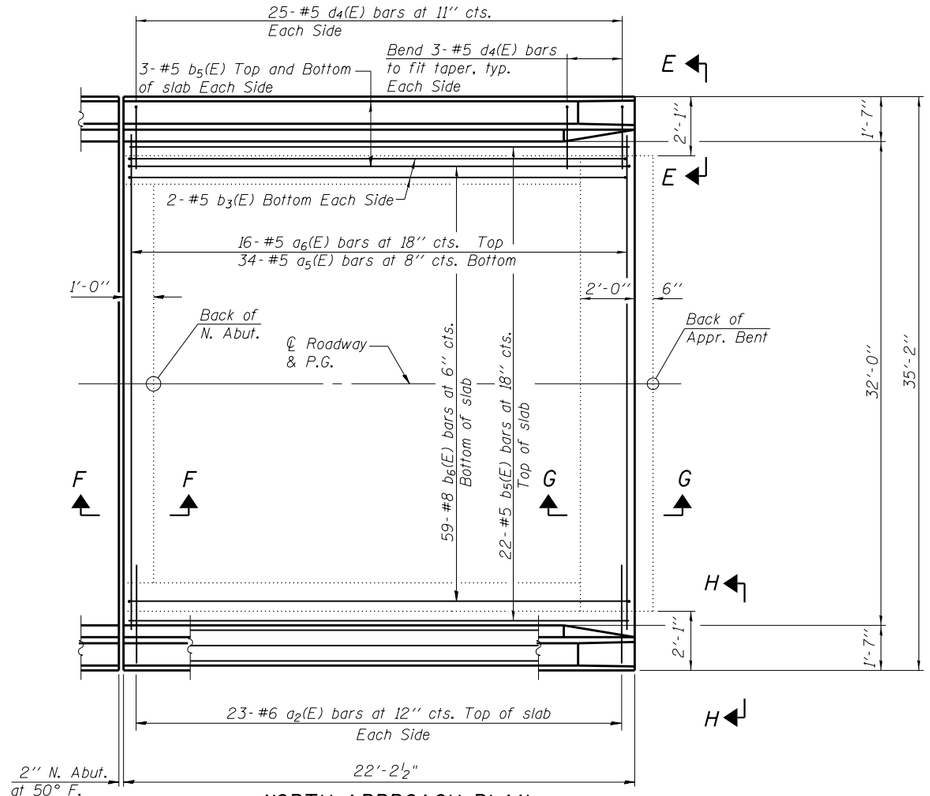
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-0049
SHEET NO. 11 OF 39 SHEETS

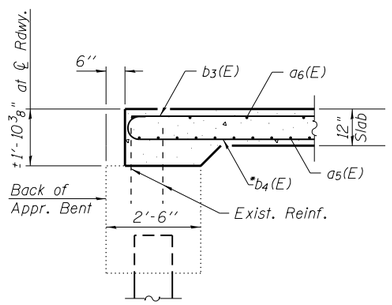
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	49
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



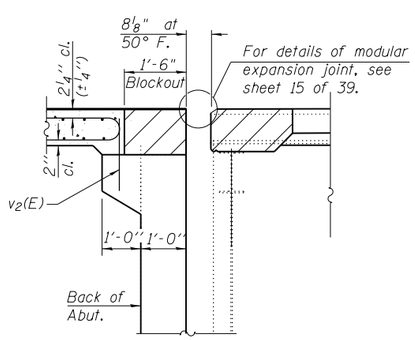
SOUTH APPROACH PLAN



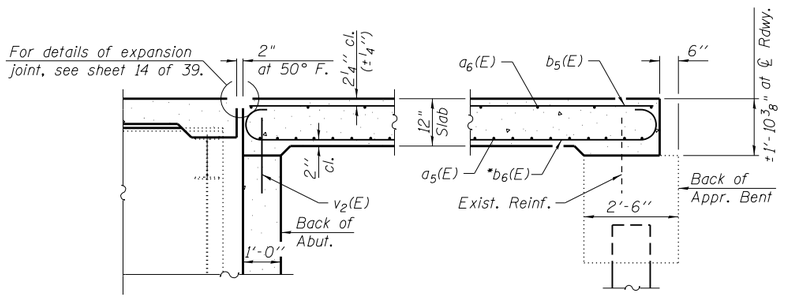
NORTH APPROACH PLAN



SECTION D-D



SECTION E-E



SECTION F-F

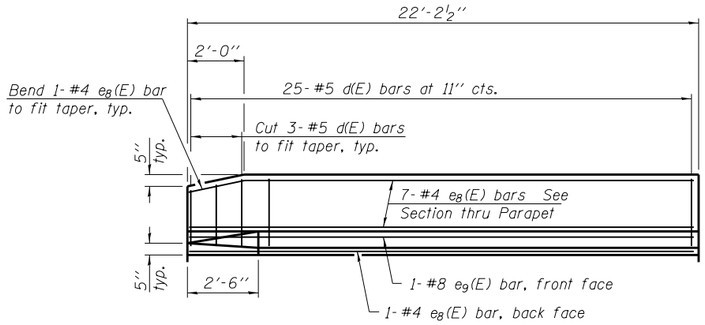
SECTION G-G

Notes:
See Sheet 19 of 39 for Concrete Removal Details.
Existing reinforcement extending into new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
See Sheet 20 of 39 for additional blockout details.

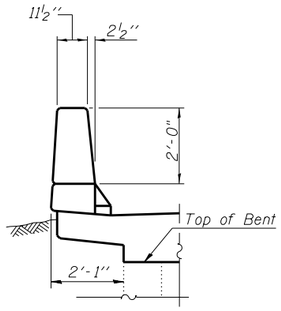
*Tilt bars to maintain clearance

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

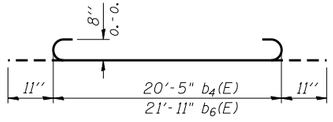
FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	VAULTED APPROACH SLAB STRUCTURE NO. 058–0049	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED MCB	REVISED -			710	(48X-B-2)BR & (48BR)BR	MACON	144	50
	PLOT SCALE =	DRAWN MLO	REVISED -						CONTRACT NO. 74438	
	PLOT DATE =	CHECKED PBB/MCB	REVISED -		SHEET NO. 12 OF 39 SHEETS			ILLINOIS	FED. AID PROJECT	



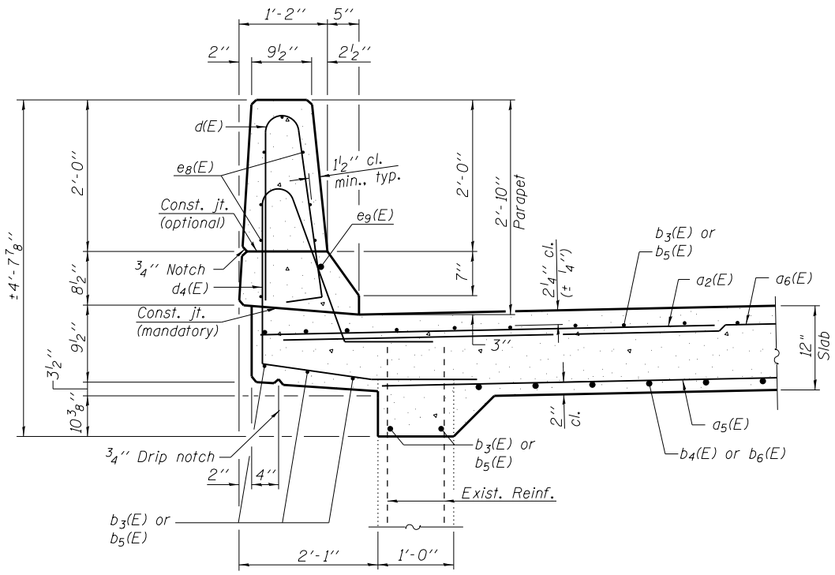
INSIDE ELEVATION OF PARAPET



VIEW H-H



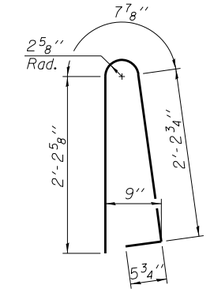
BAR $b_4(E)$ or $b_6(E)$



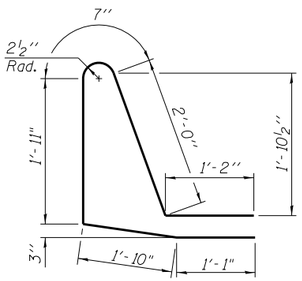
SECTION THRU PARAPET

TWO APPROACH SLABS
BILL OF MATERIAL

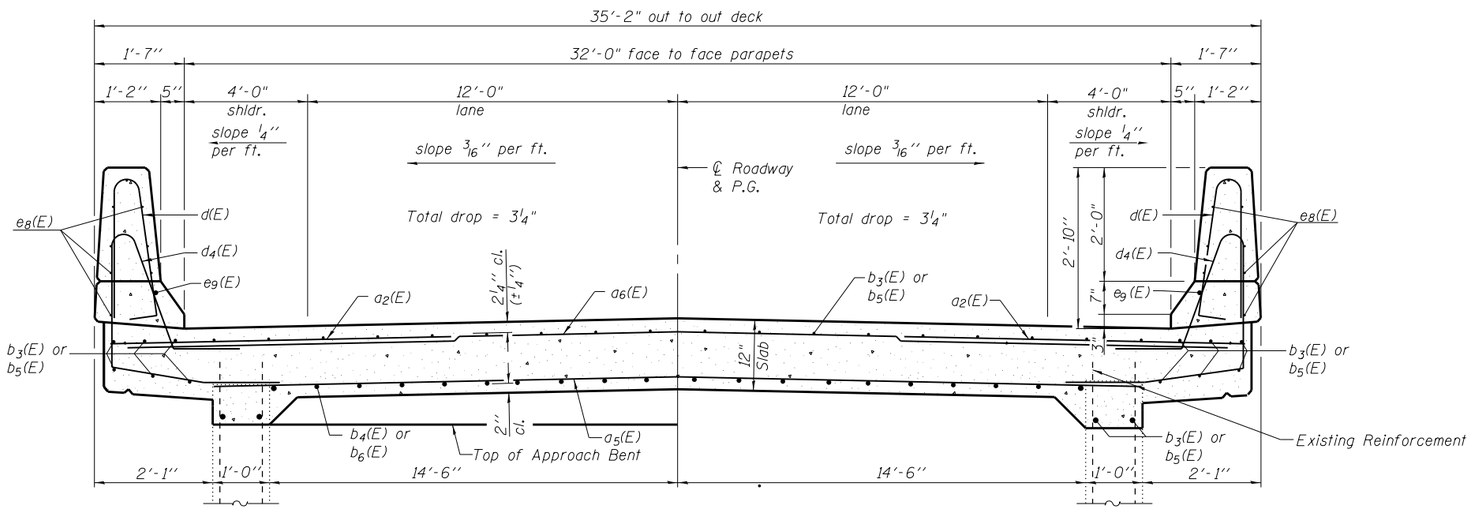
Bar	No.	Size	Length	Shape
$a_2(E)$	92	#6	6'-6"	—
$a_5(E)$	66	#6	30'-9"	—
$a_6(E)$	31	#5	33'-9"	—
$b_3(E)$	38	#5	20'-5"	—
$b_4(E)$	59	#8	22'-3"	⊂ ⊃
$b_5(E)$	34	#5	21'-11"	—
$b_6(E)$	59	#8	23'-9"	⊂ ⊃
d(E)	100	#5	5'-7"	⌐
$d_4(E)$	100	#5	8'-11"	⌐
$e_8(E)$	32	#4	21'-11"	—
$e_9(E)$	4	#8	21'-11"	—
Reinforcement Bars, Epoxy Coated		Pound	16,090	
Concrete Superstructure		Cu. Yd.	78.2	



BAR d(E)



BAR $d_4(E)$



NEAR APPR. BENT NEAR ABUTMENT

CROSS SECTION

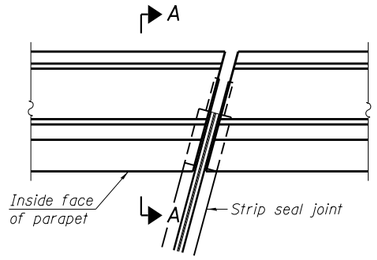
BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

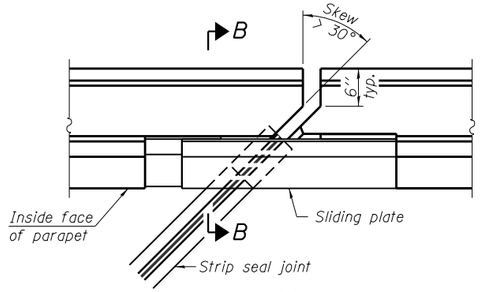
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED APPROACH SLAB DETAILS
STRUCTURE NO. 058-0049
SHEET NO. 13 OF 39 SHEETS

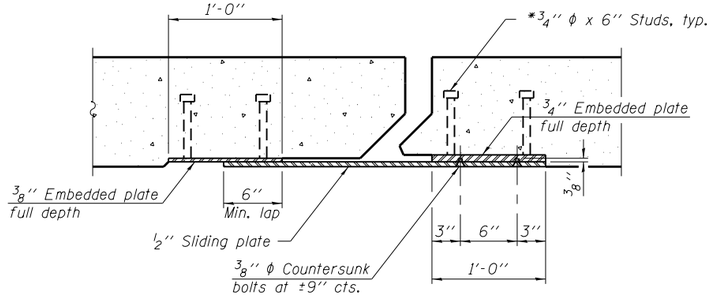
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	51
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		



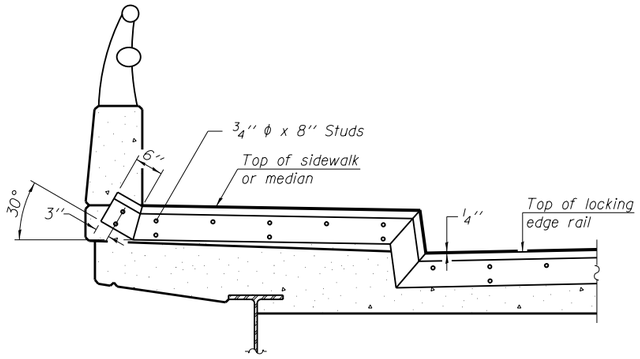
PLAN
(For skews ≤ 30°)



PLAN
(For skews > 30°)
Showing point block

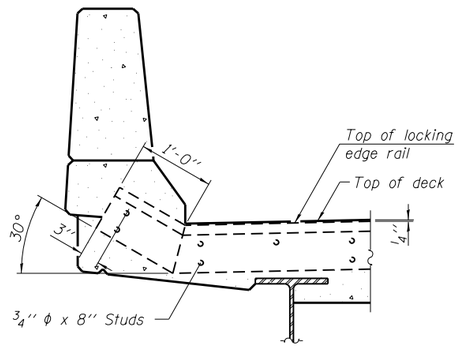


SECTION C-C

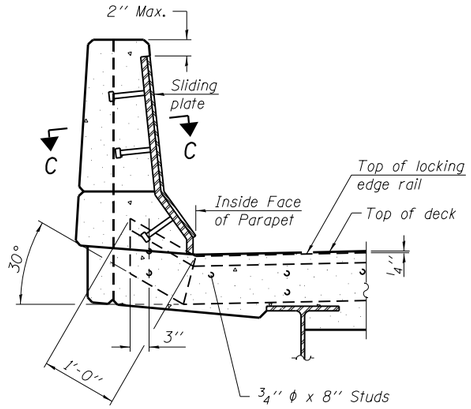


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

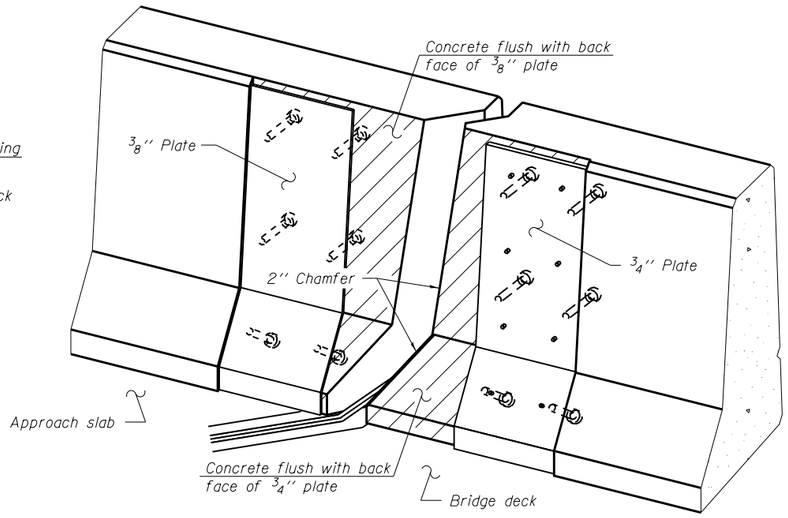
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



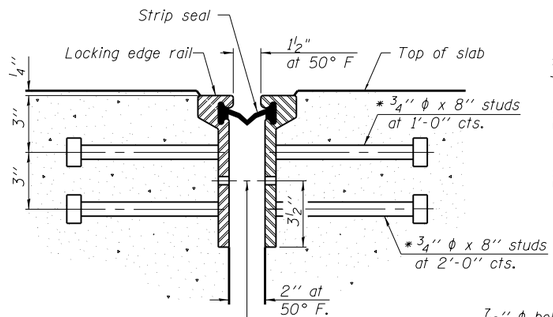
SECTION A-A



SECTION B-B

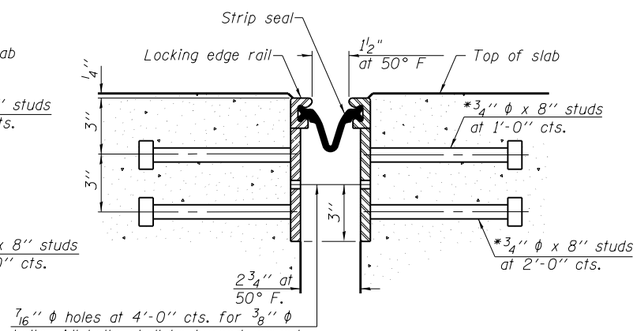


TRIMETRIC VIEW
(Showing back plates only)



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.

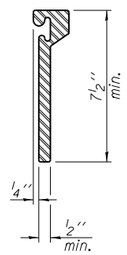
SECTION THRU ROLLED RAIL JOINT



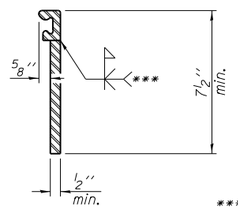
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

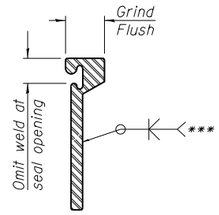
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



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.

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.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	34

LOCKING EDGE RAILS

EJ-SSJ 1-27-12

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FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
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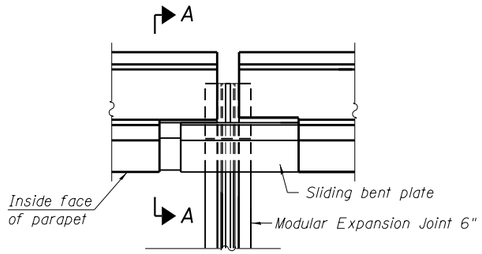
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

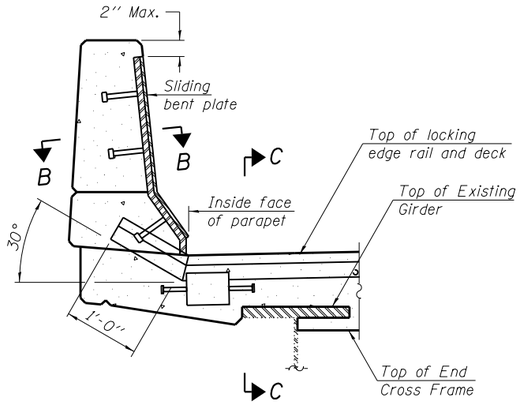
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 058-0049
SHEET NO. 14 OF 39 SHEETS

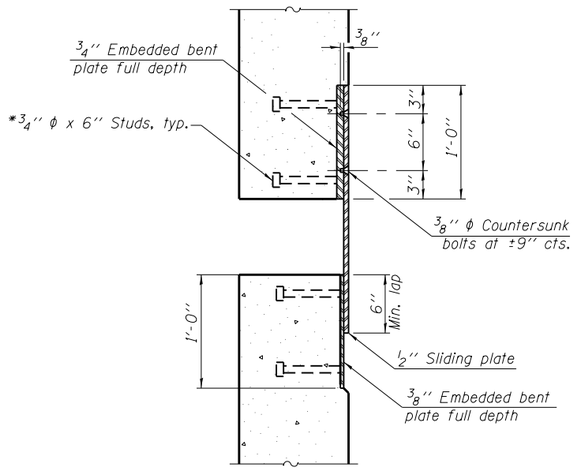
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	52
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



PLAN

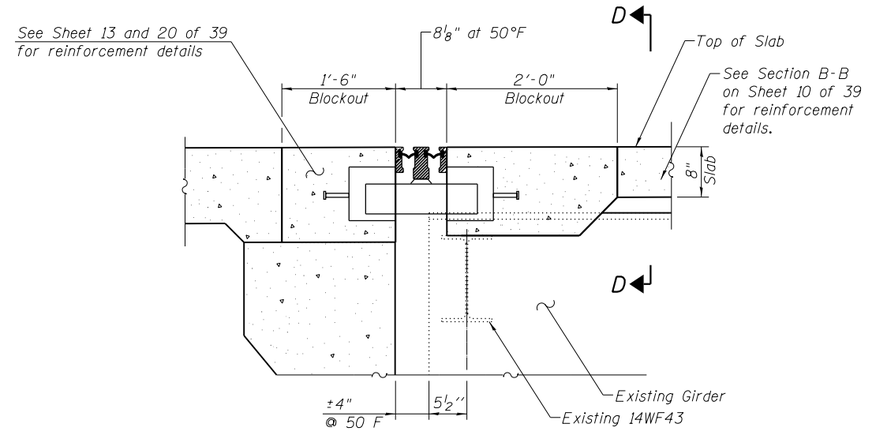


SECTION A-A



SECTION B-B

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



SECTION C-C

Notes:

Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

The manufacturer's recommended installation and fabrication methods shall be followed as approved by the Engineer.

Parapet plates, Sidewalk plates, shims, stools, brackets, anchorage studs, hardware and any additional reinforcement are included in the cost of Modular Expansion Joint 6".

The modular expansion joint system shall be capable of handling 2 1/2" of longintudinal movement either direction from 50°F (5" total).

Support boxes shall be rigidly attached to diaphragms and backwall by adjustable brackets, stools or shims.

Prior to ordering stools or shims, the Contractor shall verify in the field all top of steel elevations.

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

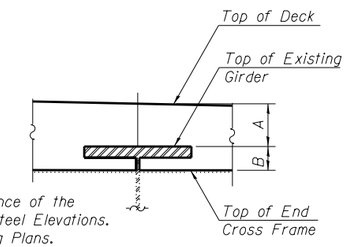
See Guide Bridge Special Provision for Modular Expansion Joint.

Beam Number	Dim. A	Dim. B
1	10"	3 3/4"
2	9 5/8"	5 1/4"
3	9 1/2"	6 5/8"
4	9 1/2"	5 1/4"
5	9"	3 3/4"

Notes:

Dim. A is the theoretical difference of the Proposed Deck Elev. and Top of Steel Elevations.

Dim. B is from the 1970 Existing Plans.



SECTION D-D

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint 6"	Foot	34

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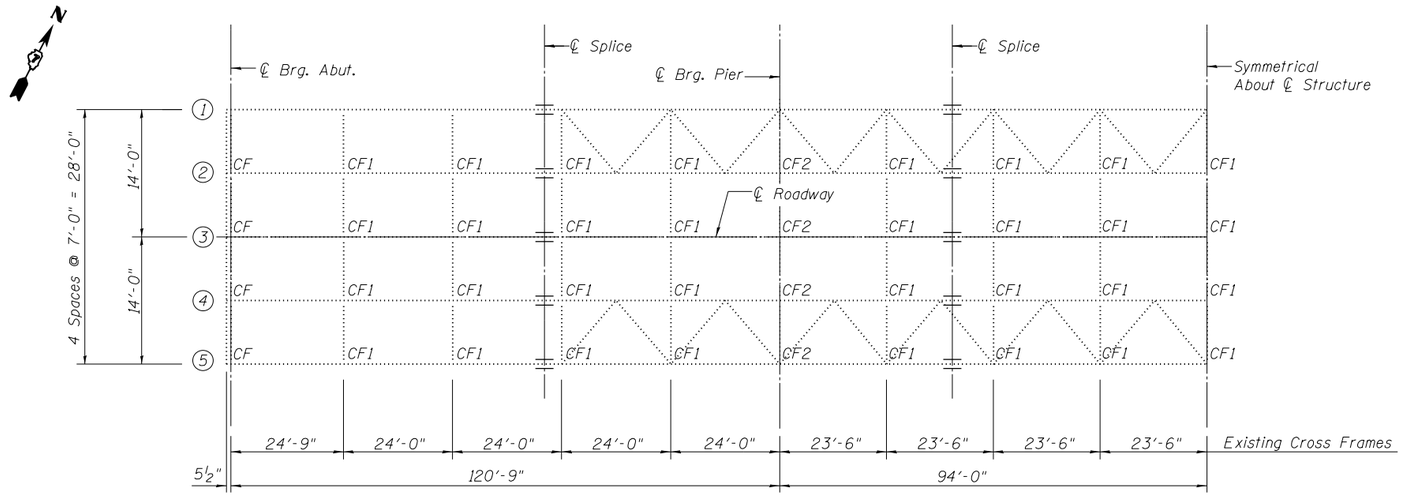
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT
STRUCTURE NO. 058-0049
SHEET NO. 15 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	53
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		



HALF FRAMING PLAN

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) 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 and Overload) 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 and Overload) 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}).

Z: Plastic Section Modulus of the steel section in non-composite areas (in.^{3}).

$\mathcal{D}$: Un-factored non-composite dead load (kips/ft.).

$M\mathcal{D}$: Un-factored moment due to non-composite dead load (kip-ft.).

$s\mathcal{D}$: Un-factored long-term composite (superimposed) dead load (kips/ft.)

$M_s\mathcal{D}$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

$M\mathcal{L}$: Un-factored live load moment (kip-ft.).

M_I: Un-factored moment due to impact (kip-ft.).

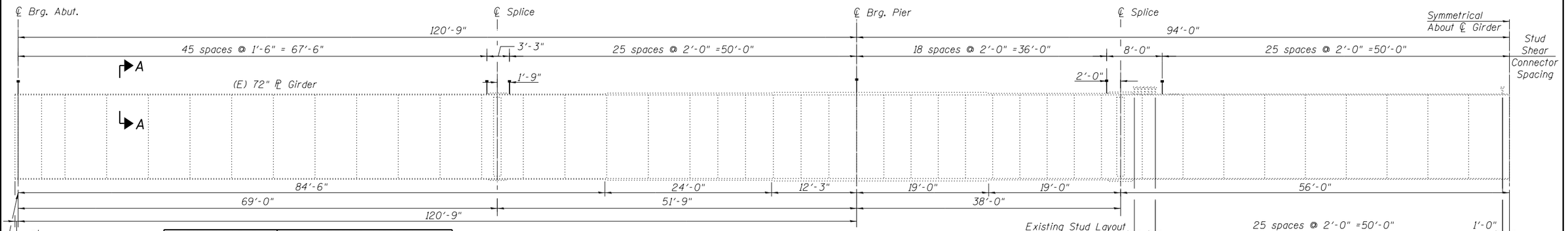
M_u: Factored design moment (kip-ft.).
$1.3\ [\ M\mathcal{D} + M_s\mathcal{D} + \frac{5}{3}(M\mathcal{L} + M_I)]$

M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
$M\mathcal{D} + M_s\mathcal{D} + \frac{5}{3}(M\mathcal{L} + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.3\ [M\mathcal{D} + M_s\mathcal{D} + \frac{5}{3}(M\mathcal{L} + M_I)]$

VR: Maximum $\mathcal{L}$ + impact shear range within the composite portion of the span for stud shear connector design (kips).



HALF GIRDER ELEVATION

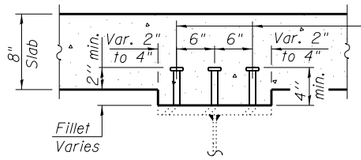
MOMENT TABLE		INTERIOR GIRDERS		
		0.4 Sp.1/ 0.6 Sp.3	Pier 1 & 2	0.5 Sp. 2
I_s	(in^4)	45365	137690	63979
$I_c(n)$	(in^4)	104552	230825	165155
$I_c(3n)$	(in^4)	77603	179748	115276
$I_c(cr)$	(in^4)		150841	
S_s	(in^3)	1234	3600	2250
$S_c(n)$	(in^3)	1697	4152	3002
$S_c(3n)$	(in^3)	1542	3900	2749
$S_c(cr)$	(in^3)		3707	
$\mathcal{D}$	(k/')	1.120	1.222	1.120
$M\mathcal{D}$	('k)	496	3266	1652
$s\mathcal{D}$	(k/')	0.340	0.340	0.340
$M_s\mathcal{D}$	('k)	208	951	639
$M\mathcal{L}$	('k)	934	1656	1444
M_{IM}	('k)	190	301	231
$\frac{5}{3}[M\mathcal{L} + I]$	('k)	1874	3262	2792
M_a	('k)	3351	9722	6607
* M_u	('k)	4821		7181
f_s $\mathcal{D}$ non-comp	(ksi)	4.9	10.9	8.8
f_s $\mathcal{D}$ (comp)	(ksi)	1.7	3.1	2.8
f_s $\frac{5}{3}[M\mathcal{L} + M_I]$	(ksi)	13.3	10.6	11.2
f_s (Overload)	(ksi)	19.9	24.6	22.8
** f_s (Total)	(ksi)		32.0	
VR	(k)	58.2	75.2	59.9

*Compact section
**Braced non-compact and partially braced section

REACTION TABLE		INTERIOR GIRDERS	
		Abut.	Pier
$R\mathcal{D}$	(k)	47.5	250.5
$R\mathcal{L}$	(k)	41.4	94.2
R_I	(k)	8.4	10.9
R_{Total}	(k)	97.3	355.6

CONSTRUCTION SEQUENCE

The bearings shall be removed and replaced following the concrete deck removal and before the proposed deck is constructed.



¾" ϕ Granular or solid flux filled headed studs, automatically end welded to flange. (3.465 Required)

SECTION A-A

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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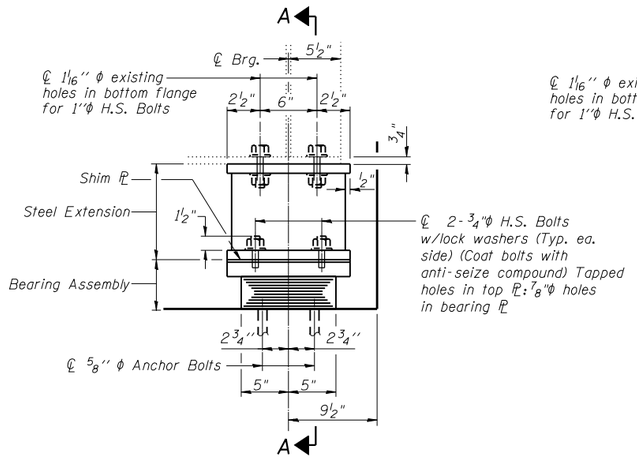
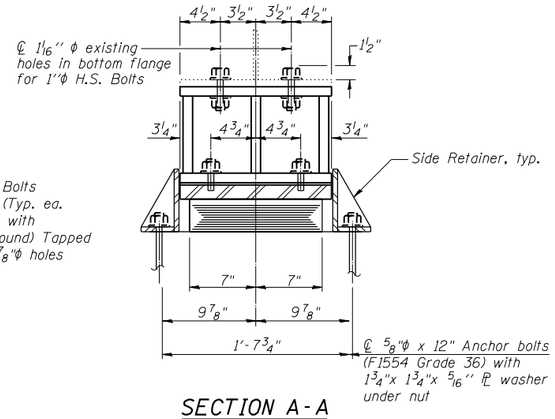
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 058-0049
SHEET NO. 16 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	54
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

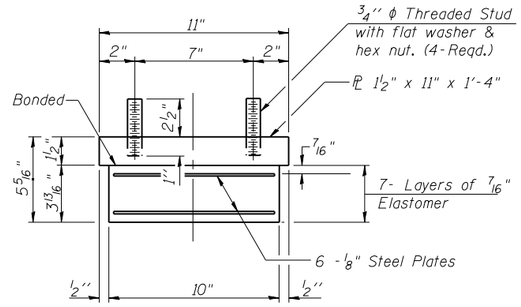


ELEVATION AT ABUT.



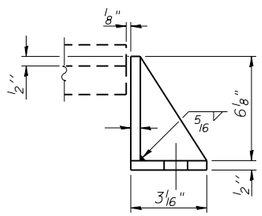
SECTION A-A

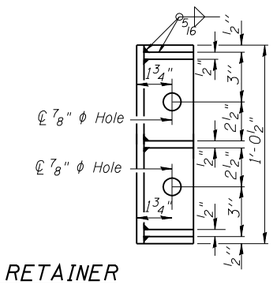
TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

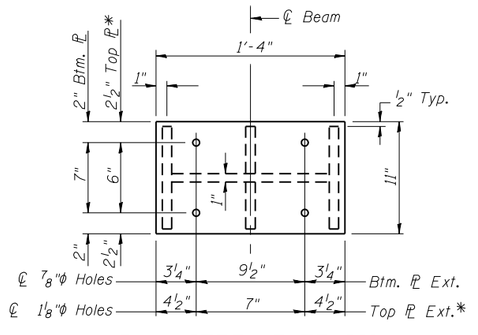
Note:
Shim plates shall not be placed under Bearing Assembly.





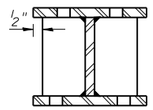
SIDE RETAINER

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

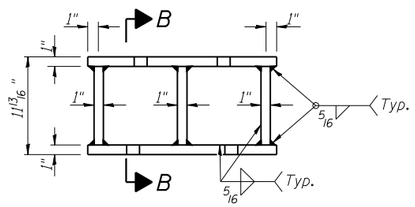


PLAN STEEL EXTENSION

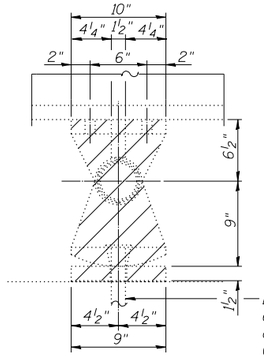
*Field Drill



SECTION B-B



ELEVATION STEEL EXTENSION



Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost is included with "Jack and Remove Existing Bearings".

EXISTING BEARING REMOVAL DETAIL

PROCEDURE FOR JACKING AND REMOVING EXISTING BEARINGS
(At Abutments)

1. The Contractor shall submit, for approval by the Engineer, plans for jacking and removing the existing bearings at the abutments prior to commencing any work at the abutment bearings.
2. In each stage, jacking and removal of existing bearings shall be done after the existing deck is removed and before new deck is poured.
3. The minimum jack capacity is 10 tons per girder.
4. The new bearings and steel extensions shall be in place and the jacks lowered prior to pouring the new concrete deck in each stage. See Special Provision for Jack and Remove Existing Bearings.

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.
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, shims and bolts shall be included in the cost of Furnishing & 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.
Cost of field drilling included with Furnishing and Erecting Structural Steel.

Note:
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

Jacking Loads per Girder		Abut.
R ℄ Steel Only	(K)	10
Min. Jack Capacity, Steel Only	(K)	20

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	5
Anchor Bolts, ⅝"	Each	20
Furnishing and Erecting Structural Steel	Pound	1,216
Jack and Remove Existing Bearings	Each	5

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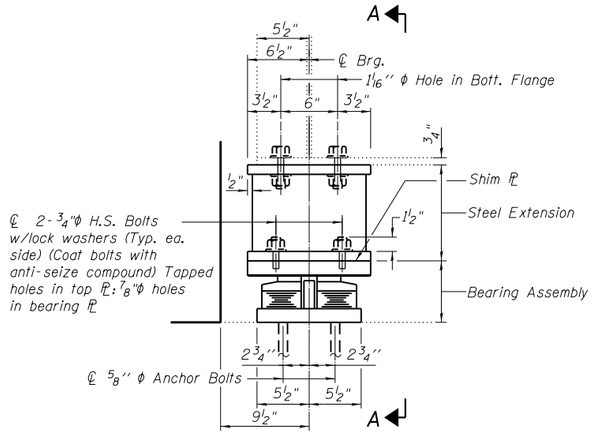
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

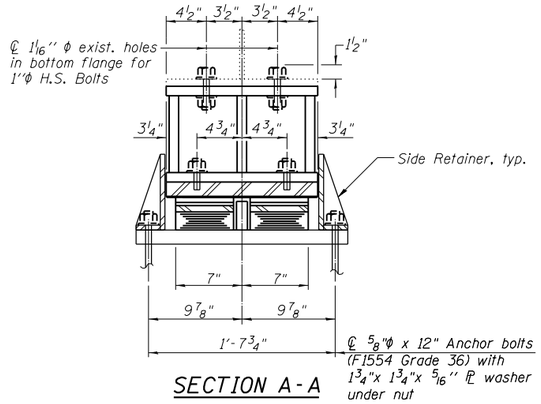
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 058-0049
SHEET NO. 17 OF 39 SHEETS

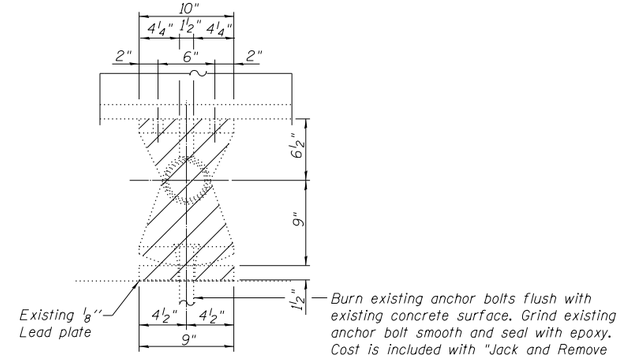
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	55
		CONTRACT NO. 74438		
		ILLINOIS	FED. AID PROJECT	



ELEVATION AT ABUT.

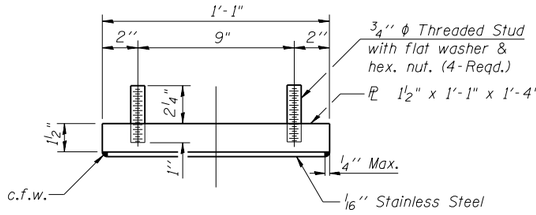


SECTION A-A

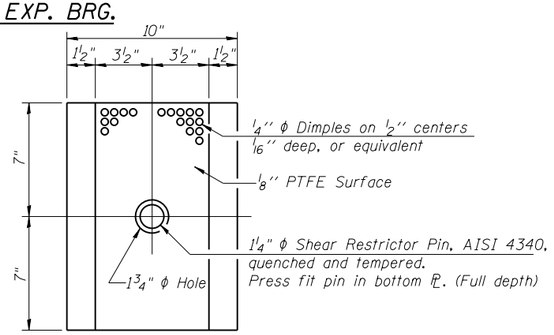


EXISTING BEARING REMOVAL DETAIL

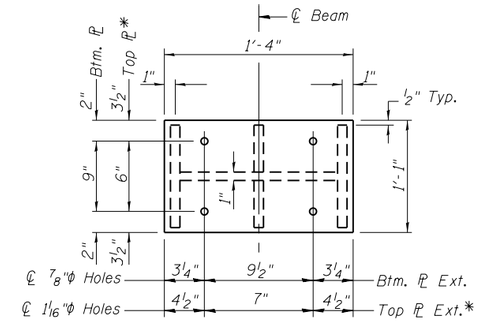
TYPE III ELASTOMERIC EXP. BRG.



TOP BEARING ASSEMBLY

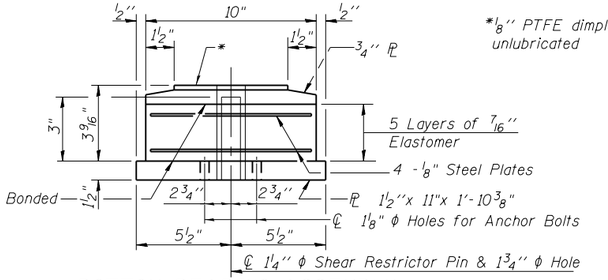


PLAN-PTFE ELASTOMERIC BRG.



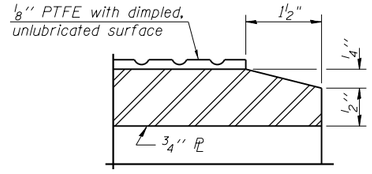
PLAN STEEL EXTENSION

*Field Drill

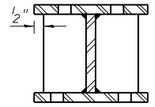


BOTTOM BEARING ASSEMBLY

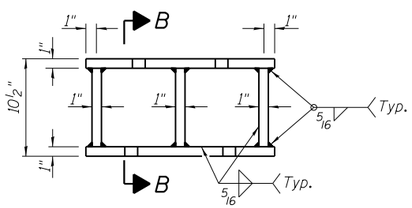
*⅛" PTFE dimpled, unlubricated



SECTION THRU PTFE



SECTION B-B

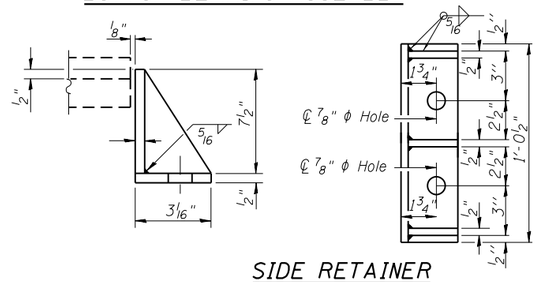


ELEVATION STEEL EXTENSION

Jacking Loads per Girder		Abut.
R ℄ Steel Only	(K)	10
Min. Jack Capacity, Steel Only	(K)	20

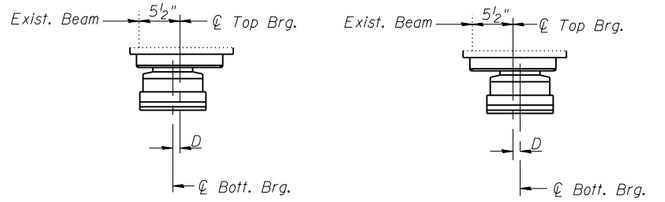
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type III	Each	5
Anchor Bolts, ⅝"	Each	20
Furnishing and Erecting Structural Steel	Pound	1,308
Jack and Remove Existing Bearings	Each	5



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.

PROCEDURE FOR JACKING AND REMOVING EXISTING BEARINGS

(At Abutments)

1. The Contractor shall submit, for approval by the Engineer, plans for jacking and removing the existing bearings at the abutments prior to commencing any work at the abutment bearings.
2. In each stage, jacking and removal of existing bearings shall be done after the existing deck is removed and before new deck is poured.
3. The minimum jack capacity is 10 tons per girder.
4. The new bearings and steel extensions shall be in place and the jacks lowered prior to pouring the new concrete deck in each stage. See Special Provision for Jack and Remove Existing Bearings.

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 III 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 III.

Steel extensions, shims and bolts shall be included in the cost of Furnishing & 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.

Cost of field drilling included with Furnishing and Erecting Structural Steel.

Note:
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

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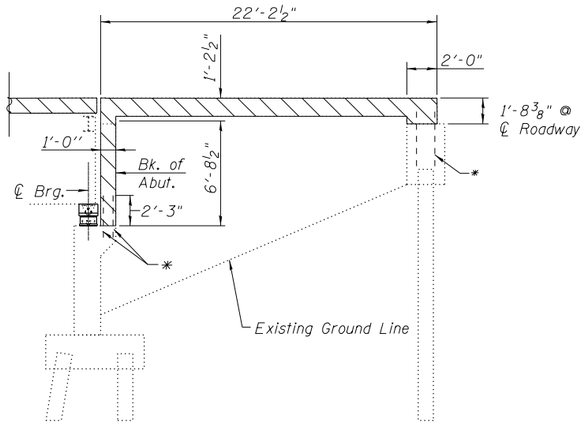
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

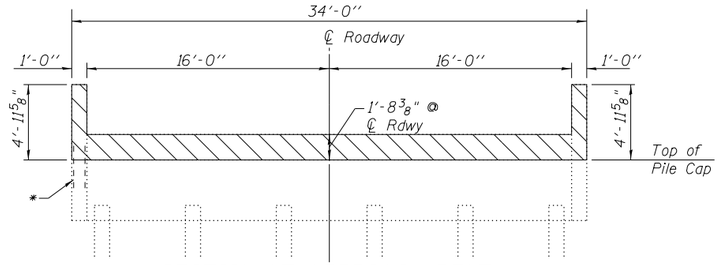
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 058-0049
SHEET NO. 18 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	56
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

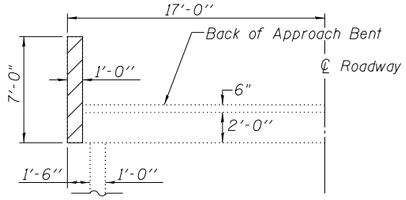


SECTION THRU FILLED VAULTED ABUTMENT



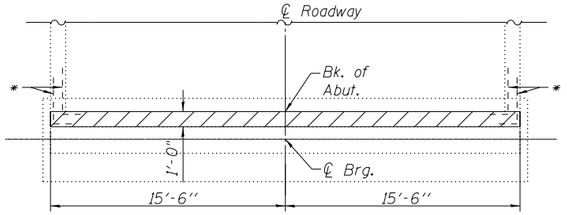
SECTION AT APPROACH BENT

(S. Abut. Looking South - N. Abut. Similiar)



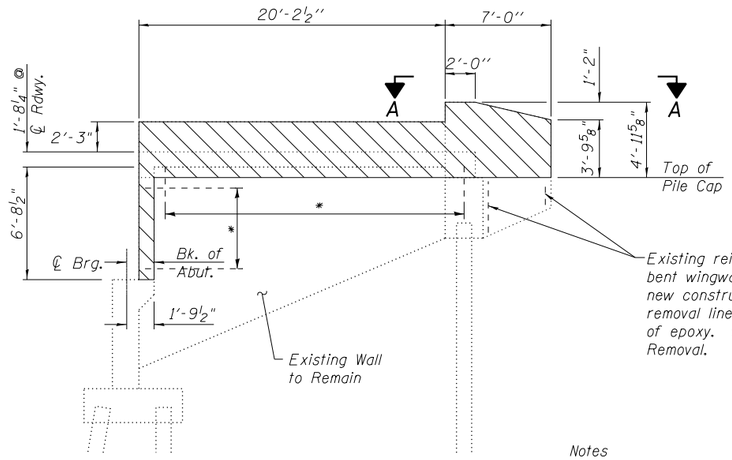
PLAN VIEW A-A

(N. Abut. Shown - S. Abut. Similiar)



PLAN AT BACKWALL

(N. Abut. Shown - S. Abut. Similiar)



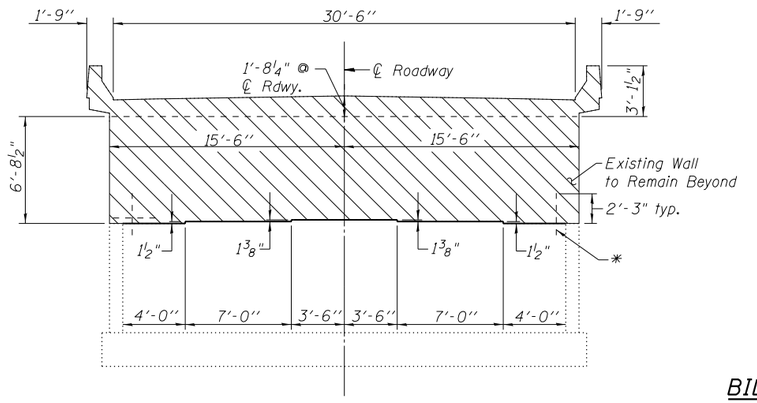
TYPICAL WING ELEVATION

Notes

Hatched areas indicate Concrete Removal.

* Existing reinforcement extending into new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

See Sheets 12, 13 and 20 of 39 for additional details depicting existing reinforcement extending into the new construction.



ELEVATION

(S. Abut. Looking South - N. Abut. Similiar)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	95.2

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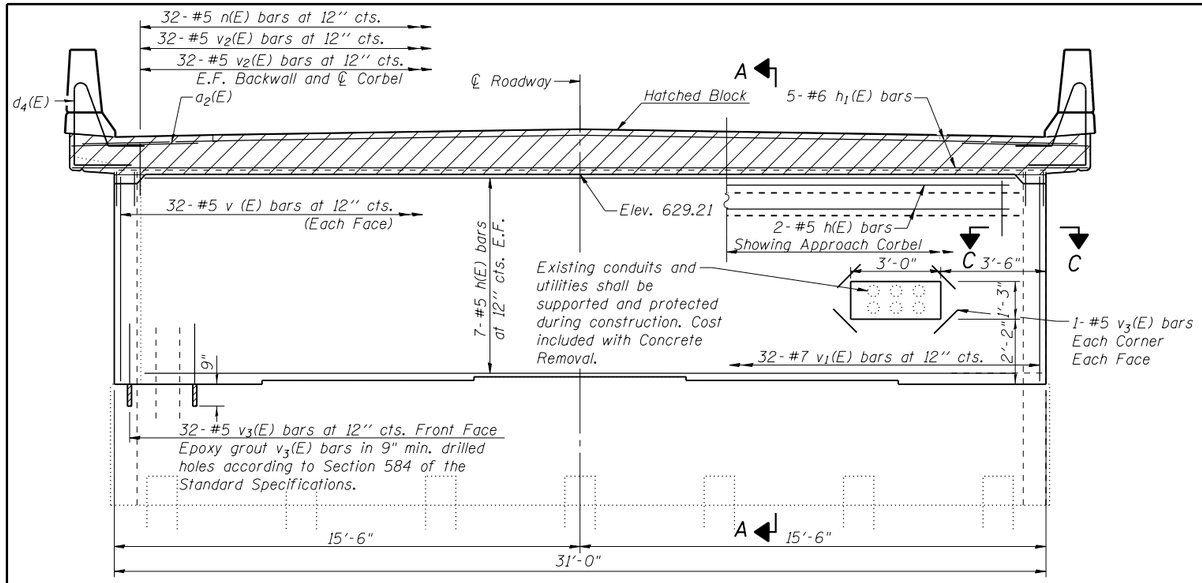
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

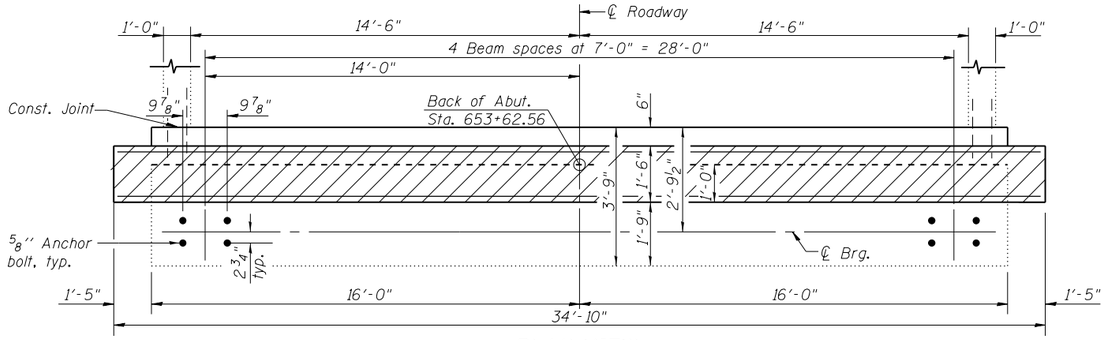
CONCRETE REMOVAL DETAILS
STRUCTURE NO. 058-0049
SHEET NO. 19 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	57
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



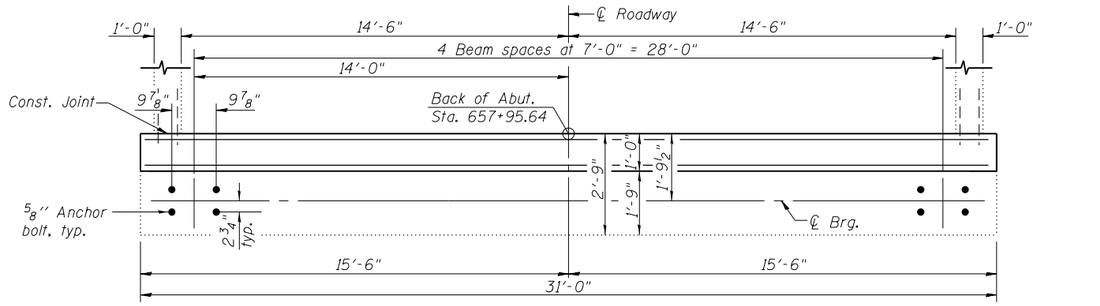
BACKWALL ELEVATION

(S. Abut. Looking South)



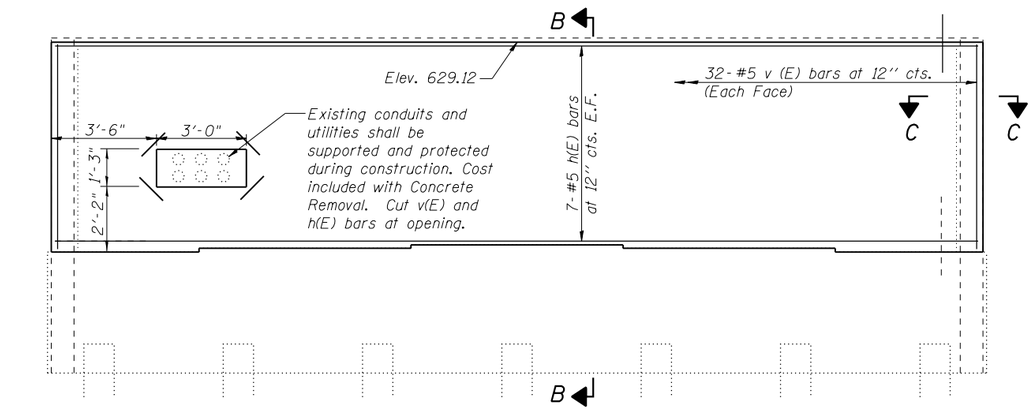
PLAN VIEW

(S. Abut.)



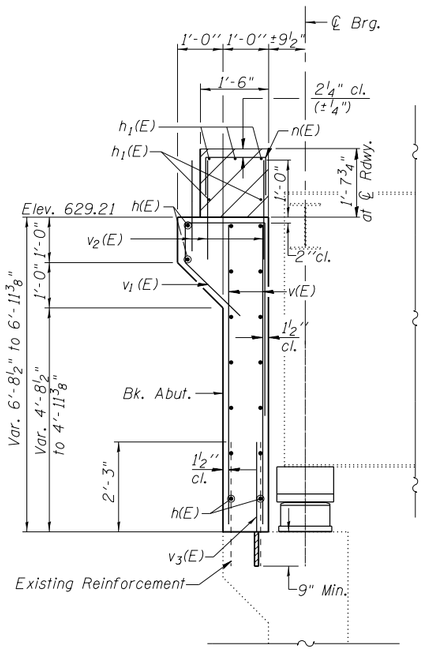
PLAN VIEW

(N. Abut.)



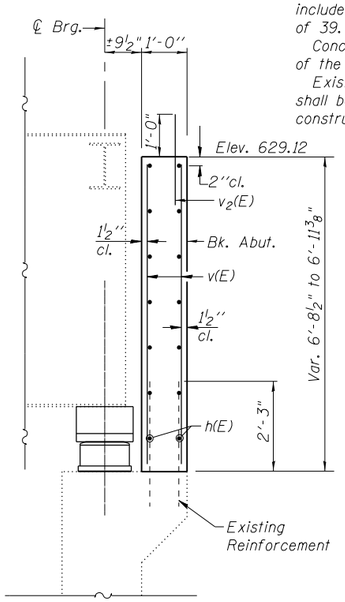
BACKWALL ELEVATION

(N. Abut. Looking North)



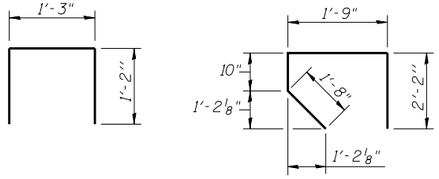
SECTION A-A

(S. Abut.)



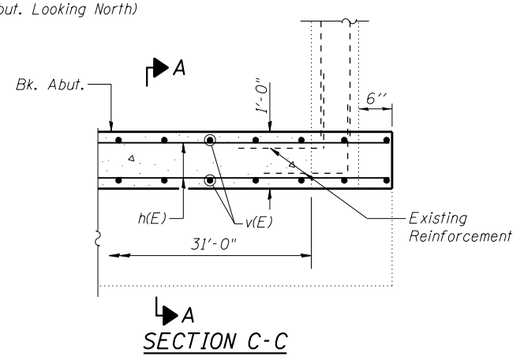
SECTION B-B

(N. Abut.)



BAR n(E)

BAR v1(E)



SECTION C-C

Notes:

See Sheets 12 and 13 of 39 for details of $a_2(E)$ and $d_4(E)$ bars.

The blockout area represented by hatching shall be poured following the installation of the modular expansion joint.

Quantity of concrete for the hatch block area is included with Concrete Superstructure on Sheet 9 of 39.

Concrete Sealer shall be applied to the front face of the abutment backwall and hatched block.

Existing reinforcement extending into new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

TWO ABUTMENT BACKWALLS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	30	#5	30'-8"	——
$h_1(E)$	5	#6	32'-8"	——
n(E)	32	#5	3'-7"	⊓
v(E)	128	#5	6'-4"	——
$v_1(E)$	32	#7	6'-5"	⊓
$v_2(E)$	128	#5	2'-0"	——
$v_3(E)$	32	#5	2'-8"	——
$v_4(E)$	16	#5	3'-0"	——
Reinforcement Bars, Epoxy Coated			Pound	3,005
Concrete Structures			Cu. Yd.	17.4
Concrete Sealer			Sq. Ft.	520

Note A:
365 lbs (Superstr.)
2,640 lbs (Substr.)

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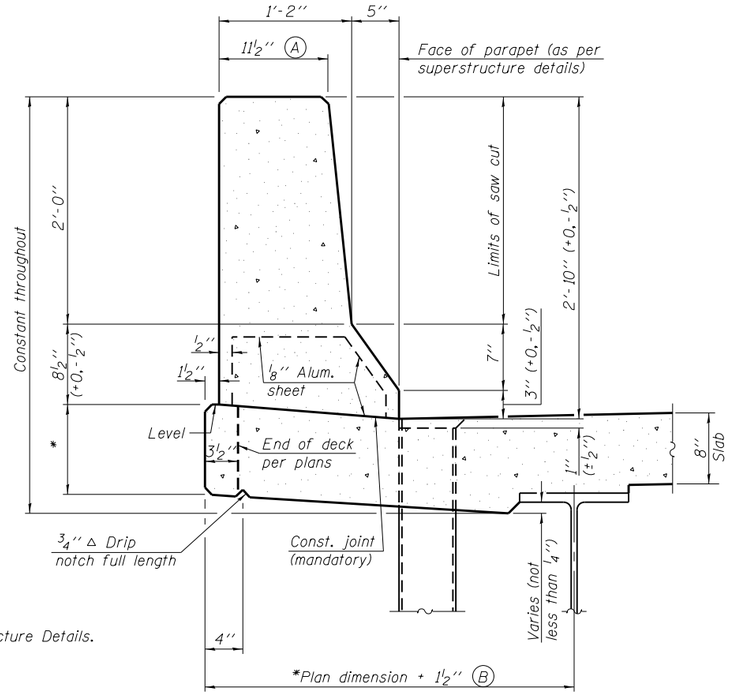
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

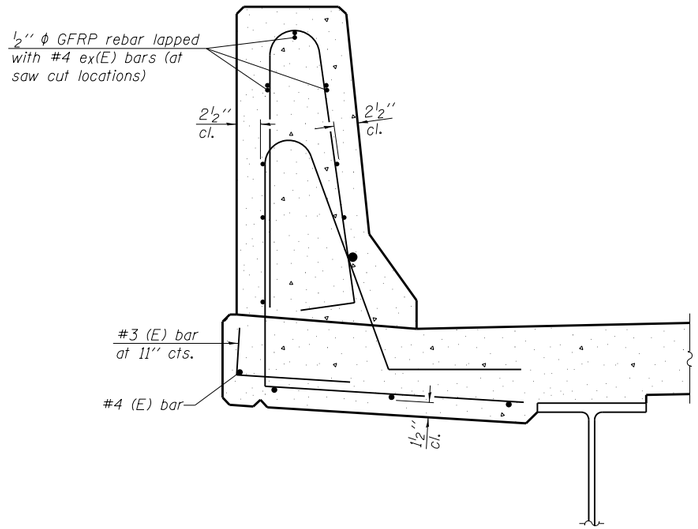
ABUTMENT BACKWALL DETAILS
STRUCTURE NO. 058-0049
SHEET NO. 20 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	58
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		



* See Superstructure Details.

SECTION
(Showing dimensions)



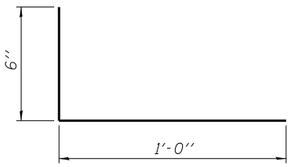
SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

GENERAL NOTES

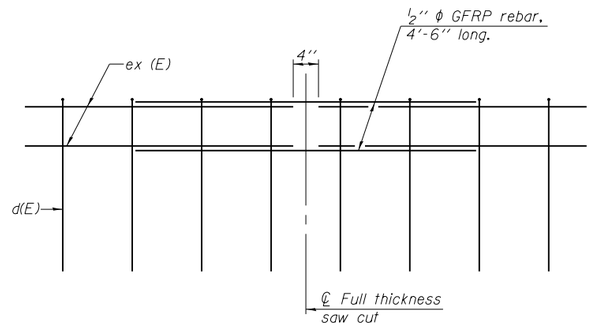
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.

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



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

SFP-34 1-27-12

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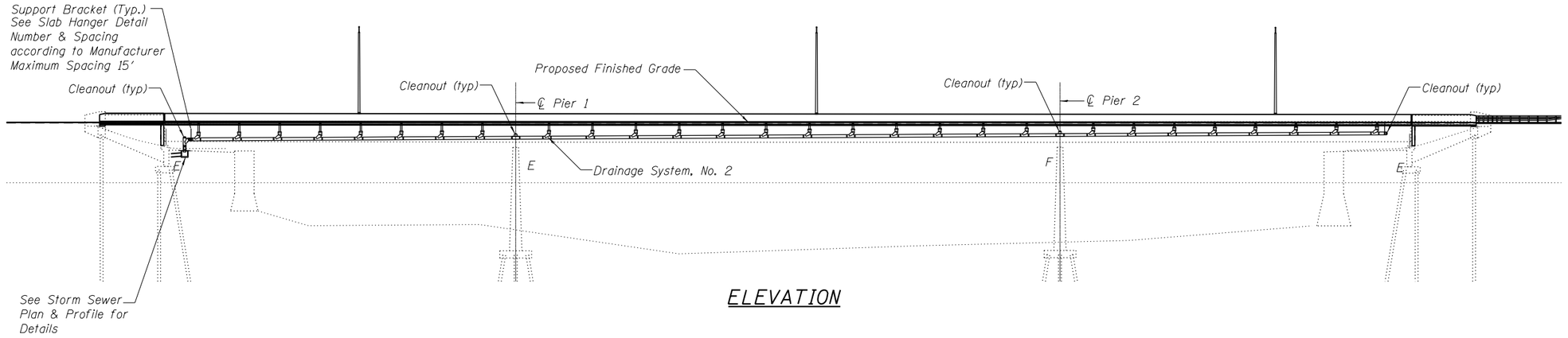
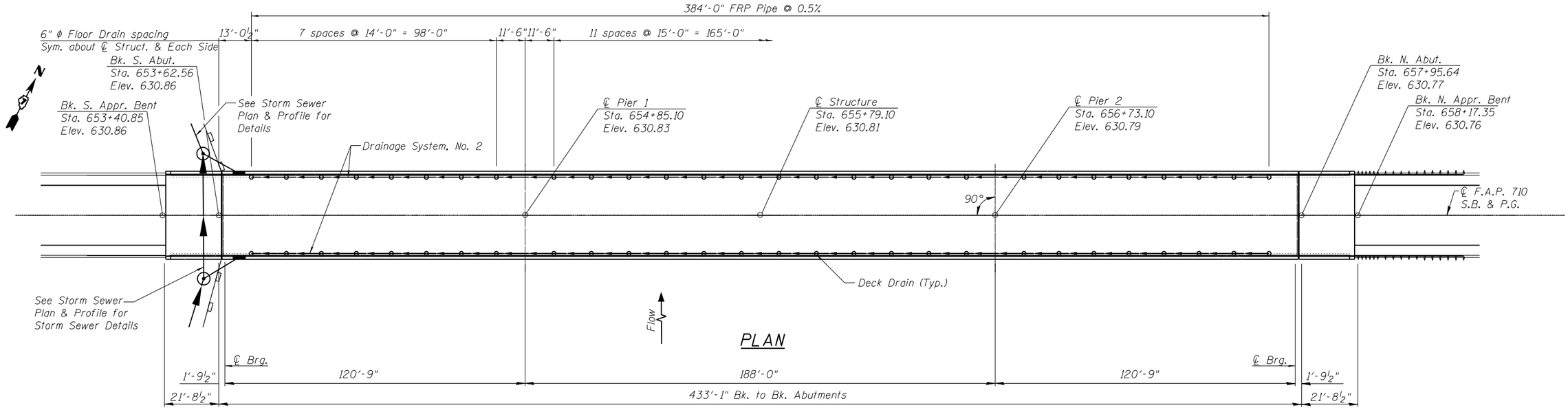
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 058-0049
SHEET NO. 21 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	59
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		



ELEVATION

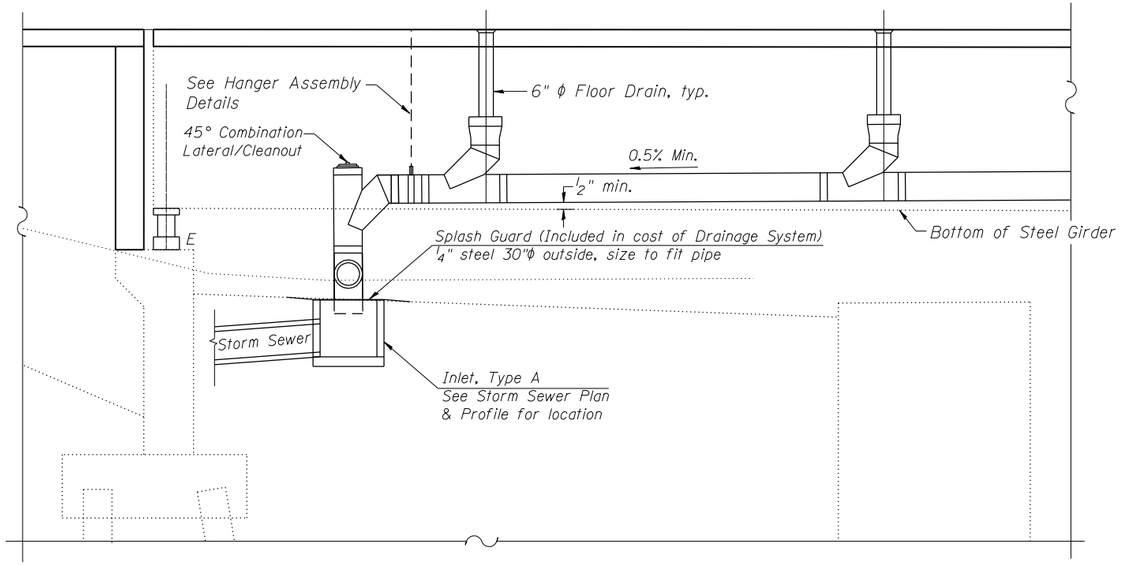


PLAN

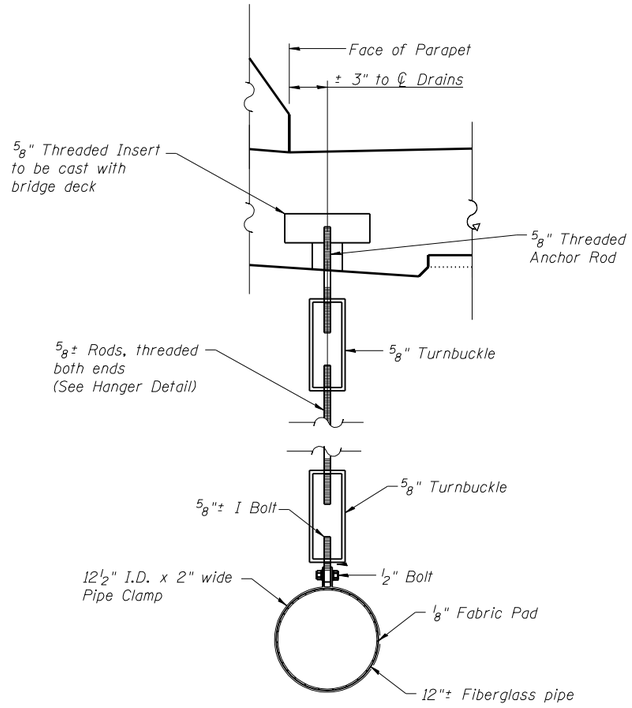
PLAN

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

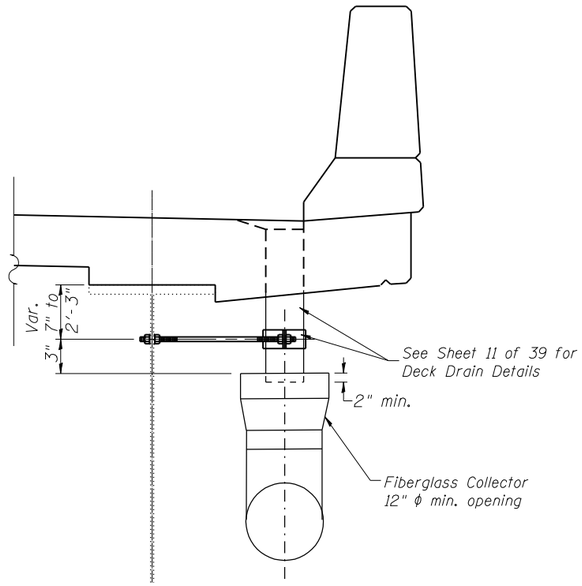
FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE SYSTEM STRUCTURE NO. 058-0049	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED MCB	REVISED -			710	(48X-B-2)BR & (48BR)BR	MACON	144	60
	PLOT SCALE =	DRAWN MLO	REVISED -					CONTRACT NO. 74438		
	PLOT DATE =	CHECKED PBB/MCB	REVISED -		SHEET NO. 22 OF 39 SHEETS			ILLINOIS FED. AID PROJECT		



TYPICAL DETAIL BRIDGE DRAINAGE SYSTEM OUTLET SN 058-0049



HANGER ASSEMBLY DETAILS



SECTION THRU PARAPET (TYP.)

BILL OF MATERIAL

Item	Unit	Total
Drainage System, No. 2	Each	1

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FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
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	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

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DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM DETAILS
STRUCTURE NO. 058-0049
SHEET NO. 23 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	61
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		

B.M. N. End Dom. Tip NW Corner of Headgates (U.S.G.S. T.1°-28F) Elevation 622.89

Existing Structure: Deck Plate Girder, 3 simple spans at 75' with 22° Rdwy. on steel and concrete piers and concrete closed abutments. Existing N. Structure to be removed by Bridge Contractor before starting new construction.

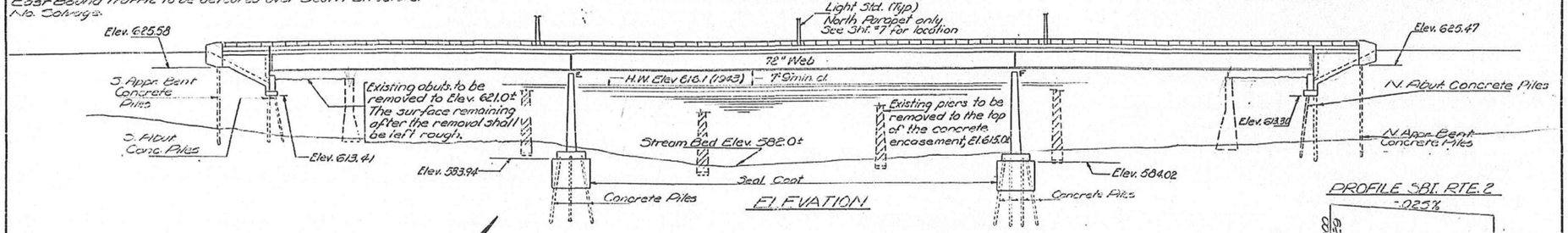
East Bound traffic to be detoured over South Structure.

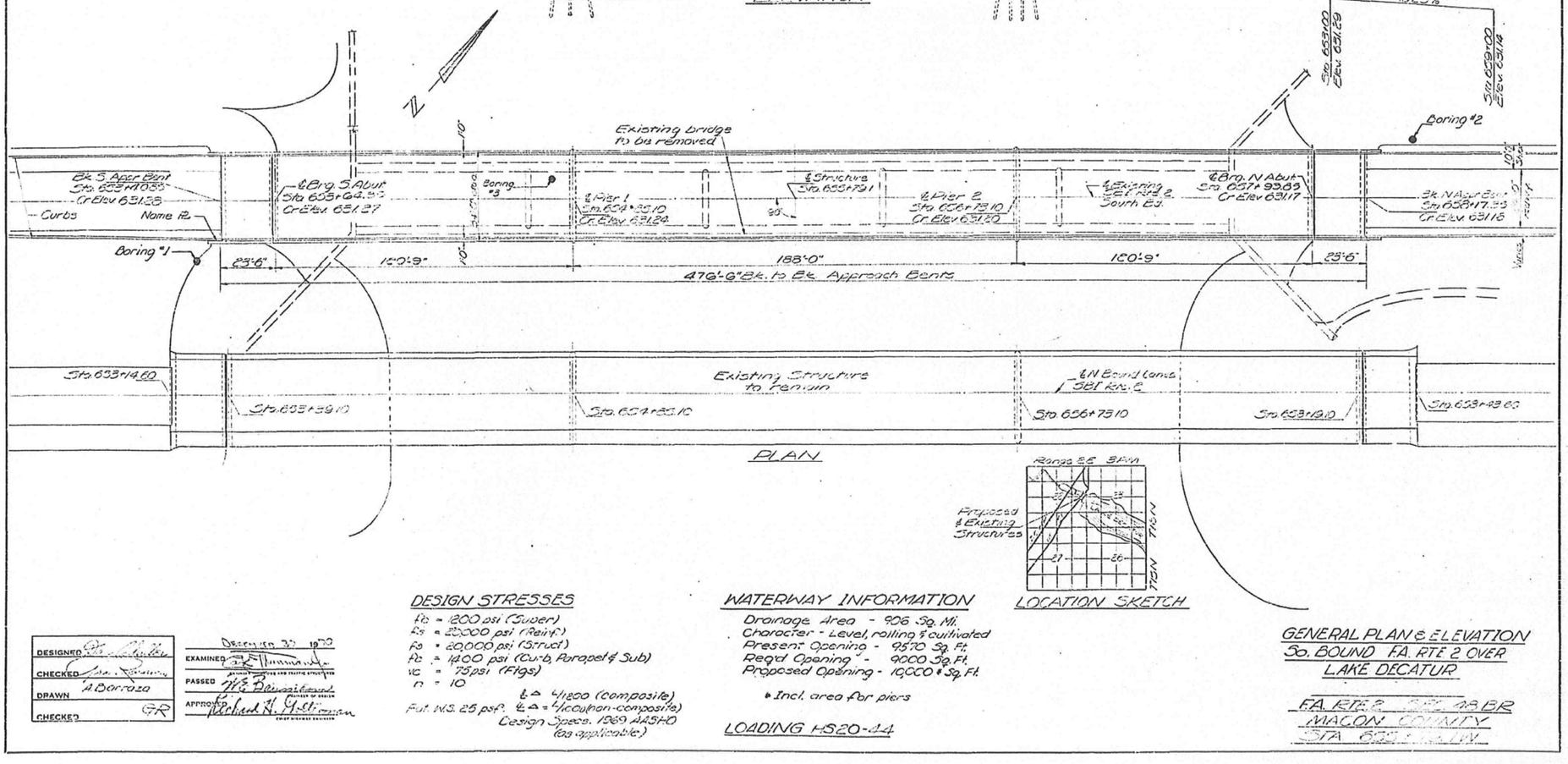
No. Colvert.

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

STATE SEC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 710	48BR	MACON	26	11
PROJ. ENGR. DES. P.		ILLINOIS	FED. AID PROJECT	

SHEET NO. 1
16 SHEETS





DESIGNED P.B. Blankenship
CHECKED J.M. Wesselink
DRAWN A. Barraza
CHECKED G.R.

December 30, 1970
EXAMINED
PASSED H.E. Baumgartner
APPROVED Richard H. Gastman

DESIGN STRESSES

f_b = 1200 psi (Super)
f_s = 20,000 psi (Reinf.)
f_s = 20,000 psi (Struct)
f_c = 1400 psi (Curb, Parapet & Sub)
v_c = 75 psi (Figs)
n = 10
℄ △ = 4/1800 (composite)
Fut. W.S. 25 psf. ℄ △ = 4/conuon-composite)
Design Specs. 1969 AASHO (as applicable)

WATERWAY INFORMATION

Drainage Area - 906 Sq. Mi.
Character - Level, rolling & cultivated
Present Opening - 9570 Sq. Ft.
Reqd Opening * - 9000 Sq. Ft.
Proposed Opening - 10,000 ± Sq. Ft.

* Incl. area for piers

LOADING H S20-44

GENERAL PLAN & ELEVATION
So. BOUND F.A. RTE 2 OVER
LAKE DECATUR

F.A. RTE 2 SEC. 48 BR
MACON COUNTY
STA 637+93.83 ± N. ABUT.

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
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	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SHEET NO. 24 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	62
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	48BR	MACON	26	12

SHEET NO. 2
16 SHEETS

GENERAL NOTES

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.

Fasteners shall be high strength bolts. Bolts $\frac{3}{4}$"ϕ open holes $13/16$"ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 640,990 Lbs.

Cast steel shall be Class 70. Structural steel weldments of equal sections and meeting ASTM A-486 may be substituted for castings at the option of the Contractor subject to approval by the Engineer prior to fabrication. No additional compensation will be allowed to the Contractor for this substitution.

Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

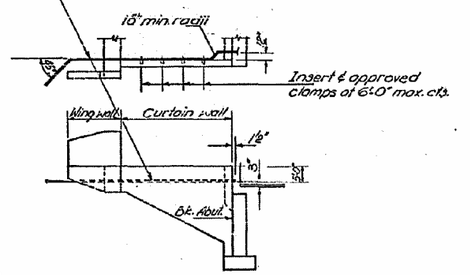
Anchor bolts shall be set before bolting cross frames over supports.

The Contractor shall drive one concrete test pile each in a permanent location at the South Abut. & Piers 1 & 2 as directed by the Engineer before ordering the remainder of piles.

The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.

All structural steel shall be shop coated with a zinc coating. Field painting shall consist of spot painting damaged areas and all field connection areas, not previously coated, with the zinc coating. See Special Provisions for zinc coating.

2" Galv. Conduit (Sch. 40 Pipe) Extend to clear end of wing wall and terminate at a point outside of the shoulder. Thread and cap each end. Place conduit on all four corners of the bridge. (4 Req'd.) Cost incidental.



ELECTRICAL CONDUIT LOCATION

STRESS TABLES

INTERIOR GIRDER MOMENT TABLE

	43'0" span 1	Pier 1 or 2	55'0" span 2
Is (in⁴)	49380	137102	63792
Ic (in⁴)			146395
Ss (in³)	1235	3600	2249
Sc (in³)			2352
D (k)	.912	1.195	.985
M D (k)	495	3009	1526
Fs D (ksi)	7.4	13.4	11.0
S D (k)	.379	.379	.379
Ns D (k)	264	997	677
N½ D (k)	892	1339	1321
M imp (k)	181	270	243
Total (k)	1832	5820	3967
Fs ½ (ksi)	10.4	6.0	9.3
Fs Total (ksi)	17.8	19.4	18.3
VR (k)			52.9

INTERIOR GIRDER REACTION TABLE

	Abuts.	Piers
R D (k)	48.3	246.8
R ½ (k)	41.0	92.6
Imp (k)	8.3	16.9
2 Total (k)	97.6	356.3

Is & Ss are the moment of inertia and section modulus of the steel section
Ic & Sc are the moment of inertia and section modulus of the composite section used in computing Fs
VR is the maximum ½ plus Impact shear range in span.

STATION 655+79.1N
BUILT 197 BY
STATE OF ILLINOIS
F.A. RTE. 2 SEC. 48BR

LOADING HS 20

NAME PLATE
(See Std. 2113)

TOTAL BILL OF MATERIAL

Item		Super	Sub.	Total
Class A Excavation For Structures	Cu. Yds.		647	647
Cofferdam Excavation	Cu. Yds.		1156	1156
Cofferdam Pier 1	Ea.			1
Cofferdam Pier 2	Ea.			1
Protective Coat	Sq. Yds.	1965		1965
Class A Concrete	Cu. Yds.		364.7	364.7
Class X Concrete	Cu. Yds.	513.2	132.8	646.0
Seal Coat Concrete	Cu. Yds.		459	459
Structural Steel	Lump Sum	1		1
Stud Shear Connectors	Ea.	960		960
Aluminum Railing	Lin. Ft.	943		943
Reinforcement Bars	Lbs.	129470	29330	158,800
Concrete Piles	Lin. Ft.		4315	4315
Test Piles (Concrete)	Ea.		3	3
Name Plates	Ea.	1		1
Removal of Existing Structures	Ea.			1
Neoprene Expansion Jt. (2")	Lin. Ft.	34		34
Neoprene Expansion Jt. (4")	Lin. Ft.	34		34
Sand Backfill	C.Y. Yds.		164	164

DESIGNED	[illegible]
CHECKED	[illegible]
DRAWN	A. Barroza
CHECKED	GR

EXAMINED Dec 30 1970
PASSED [illegible]
APPROVED [illegible]

GENERAL DATA
F.A. RTE. 2 SEC. 48 BR
MACON COUNTY
STA. 655+79.1W

H & E CO. 10-1283

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

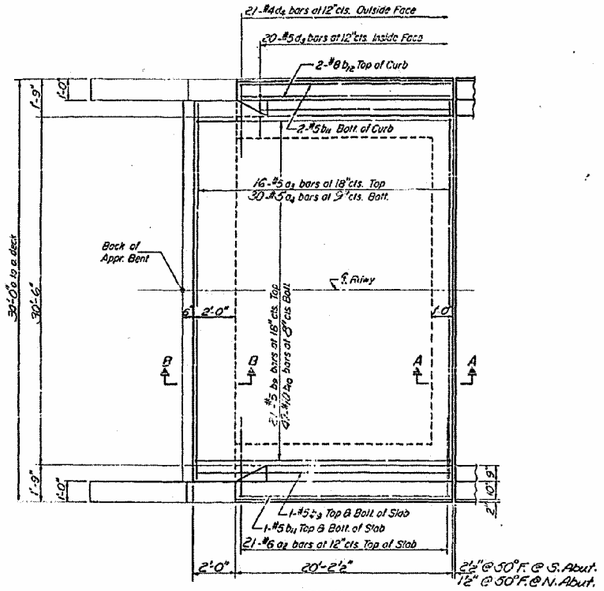
EXISTING BRIDGE PLANS
SHEET NO. 25 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	63
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

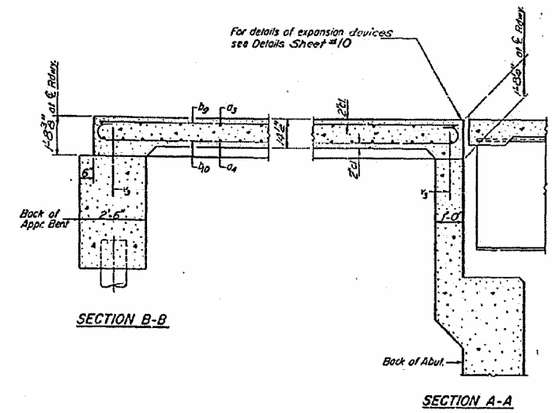
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE SEC.	FUNCTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. RTE. 710 / S.B.I. RTE. 2	48BR	MACON	26	15
J.O. BOND ISS. NO.	HIGHWAY	FED. AID PROJECT		

SHEET NO. 5
16 SHEETS

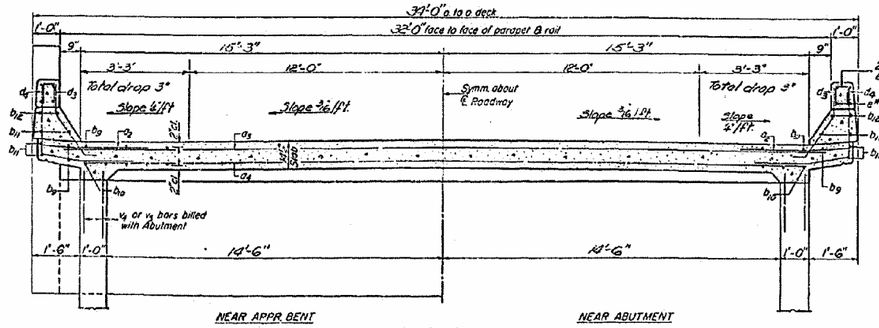


PLAN



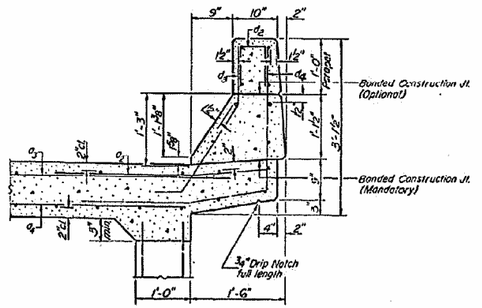
SECTION B-B

SECTION A-A



NEAR APPR BENT — NEAR ABUTMENT

CROSS SECTION



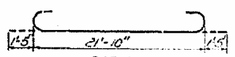
CURB SECTION

TWO APPR. SLABS
BILL OF MATERIAL

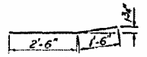
Bar	No.	Size	Length	Shape
a_2	84	#6	4'-0"	
a_3	32	#5	31'-9"	
a_4	60	#5	30'-3"	
b_9	96	#5	21'-9"	
b_{10}	92	#10	42'-8"	
b_{11}	16	#5	20'-0"	
b_{12}	8	#8	20'-0"	
d_3	24	#6	2'-1"	
d_4	80	#5	3'-3"	
d_6	84	#4	5'-8"	
Reinforcement Bars			Lbs.	15560
Class X Concrete			Cu. Yds.	73.0

*Longitudinal Parapet Reinforcement and Class X Concrete are billed on Sheet # 7

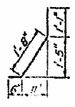
BAR d_2



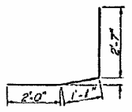
BAR b_{10}



BAR a_2



BAR d_3



BAR d_6

APPROACH SPANS
F.A. RT. 2 SEC. 48 BR
MACON COUNTY
STATION 635+79.11W

DESIGNED	O. L. Phillips	
CHECKED		
DRAWN	J. Woodard	
CHECKED		

Dec 30 1970

EXAMINED — Division of Water Resources and Flood Plain Management
PASSED — H. B. Bergmann, Chief Highway Engineer
APPROVED — Richard H. Gilbertson, Chief Highway Engineer

SAS-O 3-1-69

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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		CHECKED	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SHEET NO. 26 OF 39 SHEETS

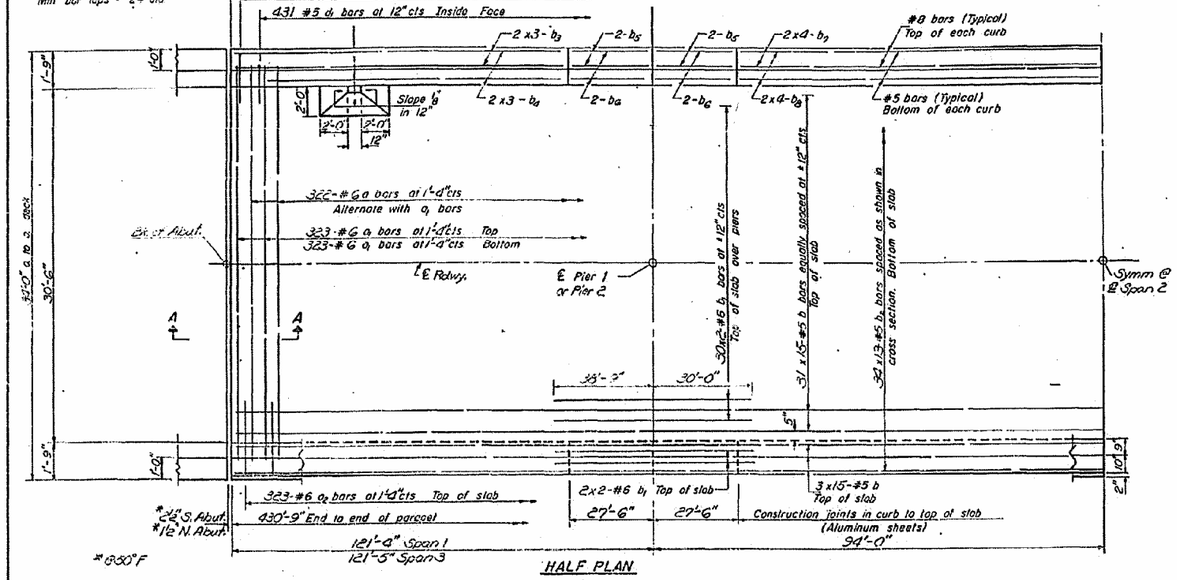
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	64
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		

2	48BR	MACON	26	16

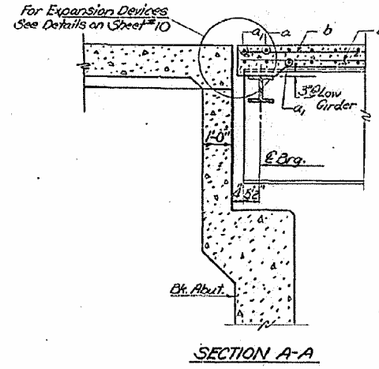
SHEET NO. 6
16 SHEETS

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

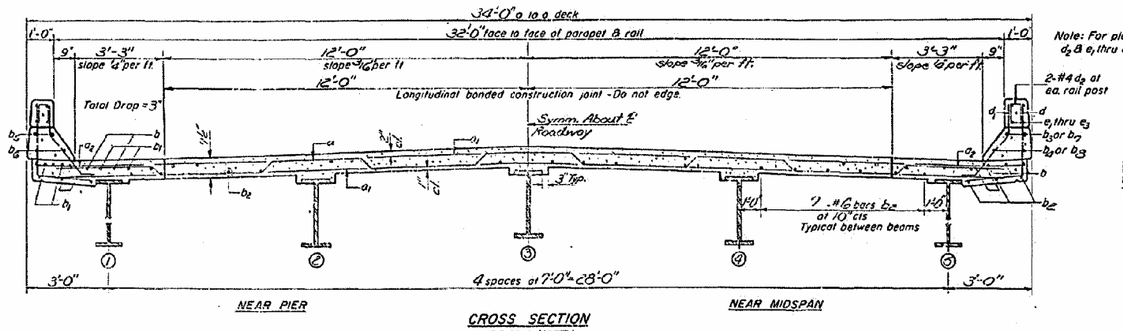
Note:
Bars indicated thus 20 x 3 - #5 etc. indicates 20 lines of bars with 3 lengths per line
Min bar laps = 24 dia



HALF PLAN



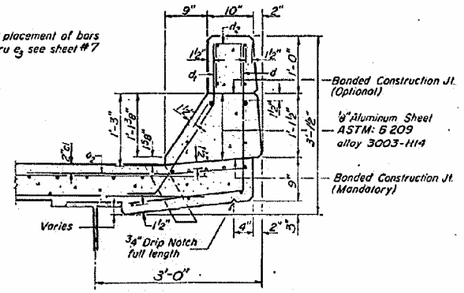
SECTION A-A



NEAR PIER NEAR MIDSPAN

CROSS SECTION
LOOKING NORTH

Note: For placement of bars d2 & e1 thru e3 see sheet #7



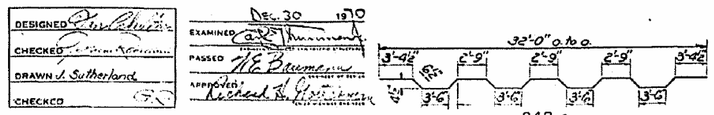
CURB SECTION

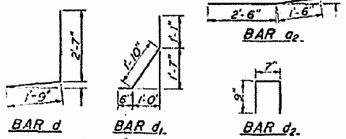
Cost of Aluminum Drains and Sheets shall be incidental to Class X Concrete

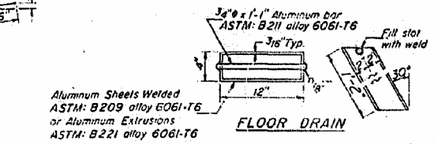
BILL OF MATERIAL

Bar	No	Size	Length	Shape
a	322	#6	33'-4"	
a1	646	#6	32'-0"	
a2	646	#6	4'-0"	
b	555	#5	30'-0"	
b1	136	#6	35'-3"	
b2	442	#6	30'-6"	
b3	24	#8	32'-9"	
b4	24	#5	32'-3"	
b5	16	#8	27'-3"	
b6	16	#5	27'-3"	
b7	16	#8	34'-9"	
b8	16	#5	34'-3"	
d	862	#4	3'-4"	J
d1	862	#5	3'-5"	J
d2	176	#4	2'-1"	⊓
Reinforcement Bars			Lbs	110920
Class X Concrete			Cu Yds.	409.7

The lengths and quantities of longitudinal reinforcement and Class X Concrete in parapets are not included in above quantities. See sheet #7







FLOOR DRAIN

DESIGNED		Dec. 30	1970
CHECKED		EXAMINED	
DRAWN J. Sutherland		PASSED	
CHECKED		APPROVED	

1-4106-0 3-1-68, 12-3-69

SUPERSTRUCTURE
FA. RT. 2 SEC. 48 BR
MACON COUNTY
SECTION 655+79 IW

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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		CHECKED	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

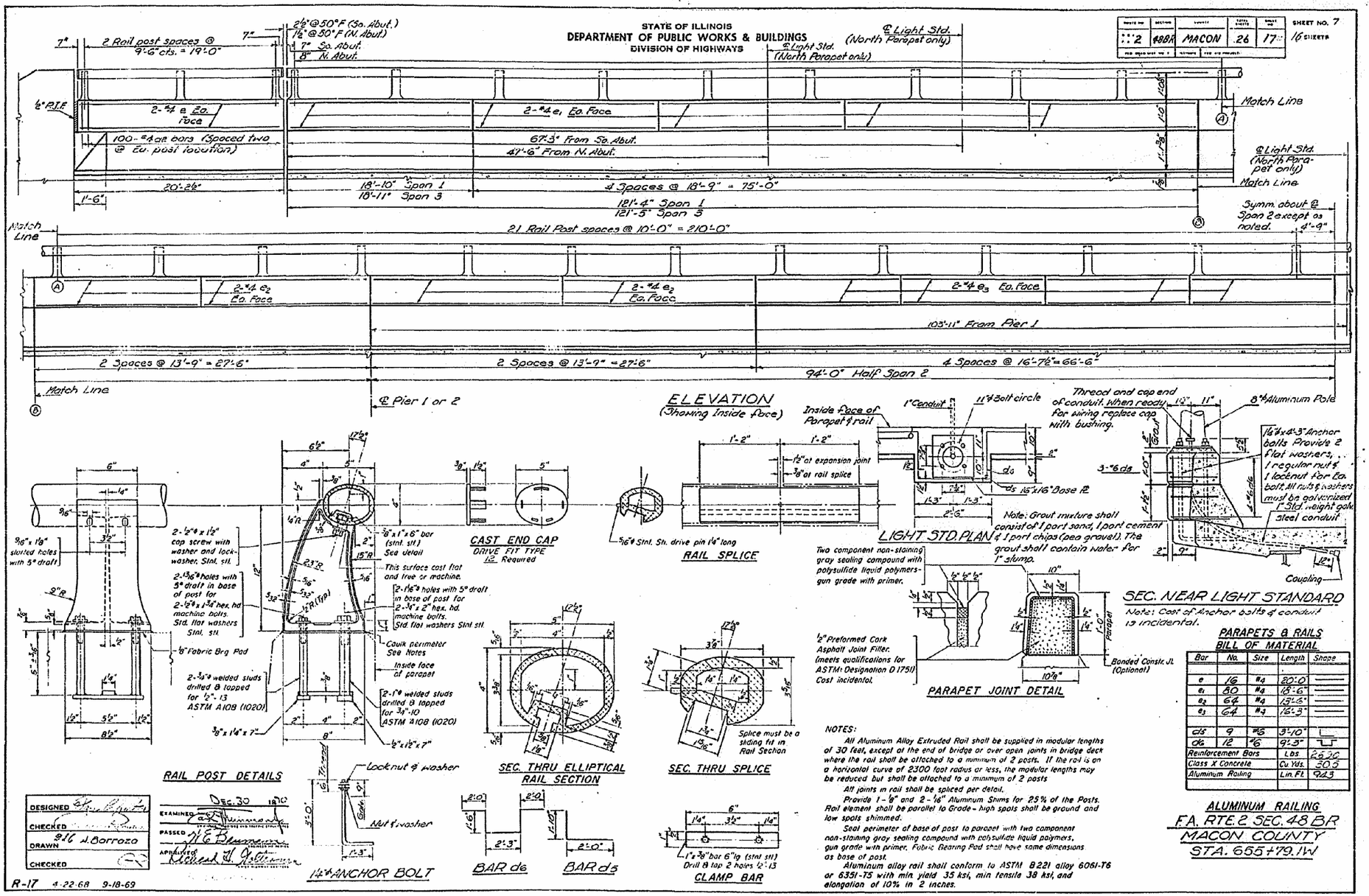
EXISTING BRIDGE PLANS
SHEET NO. 27 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	65
		CONTRACT NO. 74438		
		ILLINOIS	FED. AID PROJECT	

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	48BR	MACON	26	17

SHEET NO. 7
16 SHEETS



NOTES:

All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts

All joints in rail shall be spliced per detail.

Provide 1-⅜" and 2-⅛" Aluminum Shims for 25% of the Posts. Rail element shall be parallel to Grade - high spots shall be ground and low spots shimmed.

Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers, gun grade with primer. Fabric Bearing Pad shall have same dimensions as base of post.

Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min yield 35 ksi, min tensile 38 ksi, and elongation of 10% in 2 inches.

PARAPETS & RAILS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e	16	#4	20'-0"	
e1	80	#4	18'-6"	
e2	64	#4	13'-5"	
e3	64	#4	16'-3"	
ds	9	#5	3'-10"	
d6	12	#6	9'-3"	
Reinforcement Bars			Lbs	2620
Class X Concrete			Cu Yds.	30.5
Aluminum Railing			Lin. Ft.	945

ALUMINUM RAILING
F.A. RTE. 2 SEC. 48 BR
MACON COUNTY
STA. 655+79.1W

DESIGNED	
CHECKED	
DRAWN	916 M. Borrozo
CHECKED	

EXAMINED Dec. 30 1970
PASSED
APPROVED

R-17 4-22-68 9-18-69

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

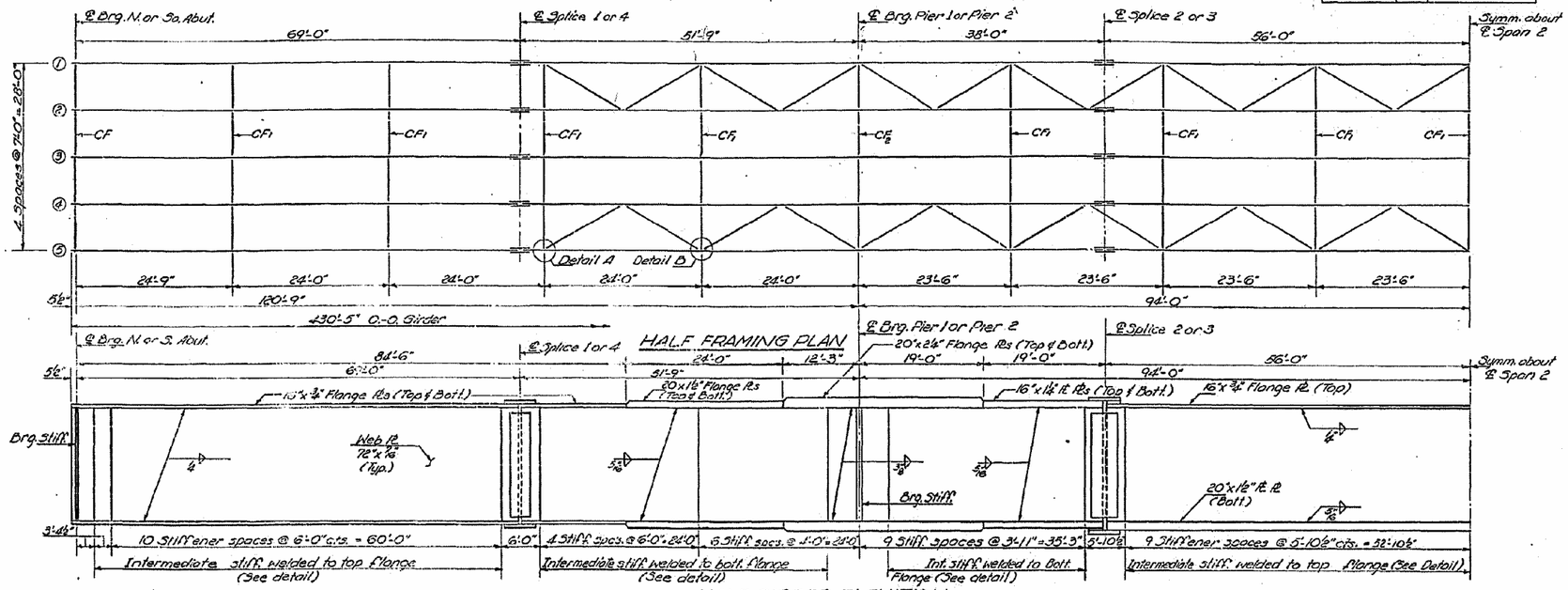
EXISTING BRIDGE PLANS
SHEET NO. 28 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	66
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

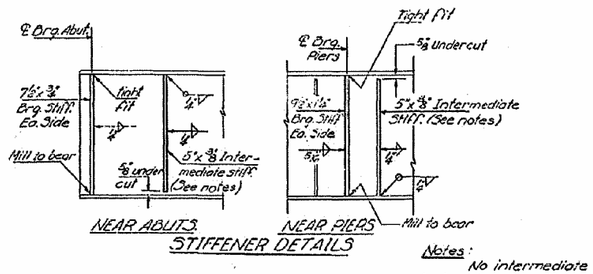
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	PREFIX	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. RTE. 2	48BR	MACON	26	18

SHEET NO. 6
16 SHEETS

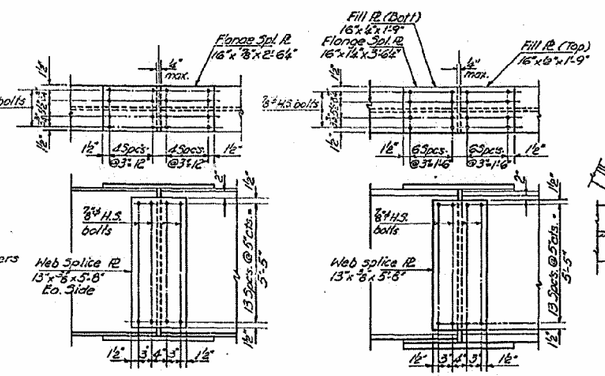


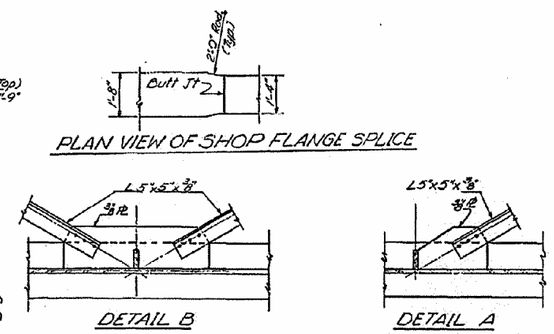
HALF GIRDER ELEVATION



Notes:
No intermediate stiffeners are to be placed on the outside face of the fascia girders. They shall be placed on one side only on the remainder of the girders except at cross frame locations where they shall be placed on ea. side. Clip stiff. ½" to clear welds.

DESIGNED		Dec. 30 1970
CHECKED		EXAMINED
DRAWN	A Barraza 2-26	PASSED
CHECKED	GR	APPROVED





STRUCTURAL STEEL DETAILS
F.A. RTE. 2 SEC. 48 BR
MACON COUNTY
STA. 655+79.1N

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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		CHECKED	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

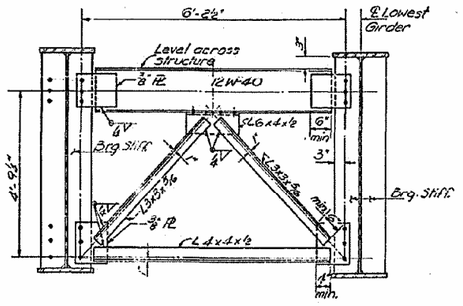
EXISTING BRIDGE PLANS
SHEET NO. 29 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	67
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

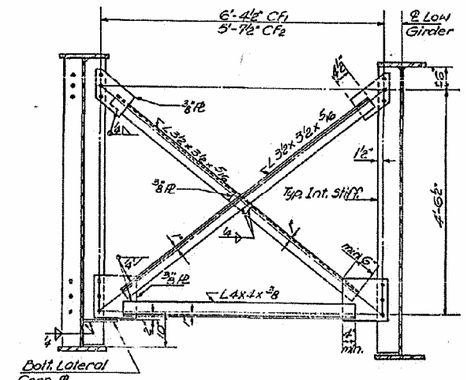
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. RTE. 2	48BR	MACON	26	19

SHEET NO. 9
16 SHEETS

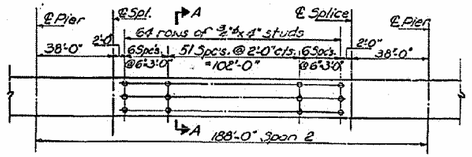


CROSS FRAME-CF
(8-REQUIRED)

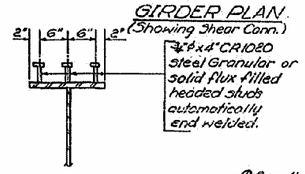


Bolt, Lateral Conn. PL (See details A & B on Sheet No. 8)

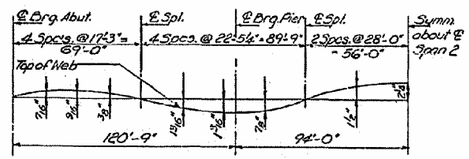
CROSS FRAME-CF1 & CF2
(60-REQUIRED CF1)
(8-REQUIRED CF2)



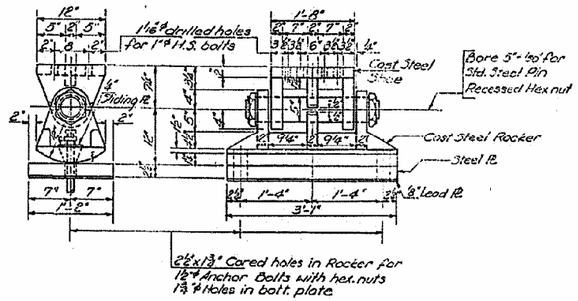
GIRDER PLAN
(Showing Shear Conn.)



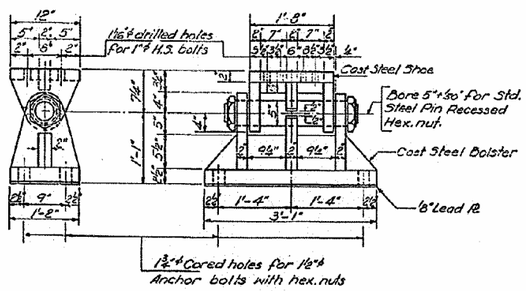
SEC. A-A



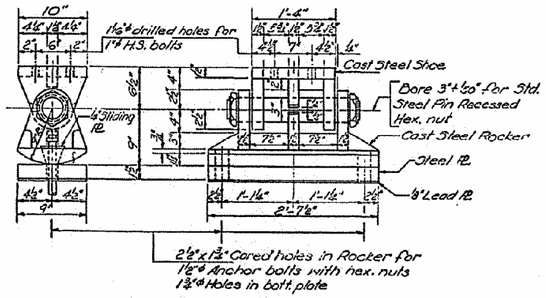
CAMBER DIAGRAM



DETAIL OF BEARINGS AT PIER 1 (EXP.)



DETAIL OF BEARINGS AT PIER 2 (FIX.)



DETAIL OF BEARINGS AT ABUTS. (EXP.)

DESIGNED	P.B.B.	DEC 30	1970
CHECKED	[illegible]	EXAMINED	[signature]
DRAWN	A Borroza	PASSED	[signature]
CHECKED	G.P.	APPROVED	[signature]

STRUCTURAL STEEL DETAILS
F.A. RTE. 2 SEC. 48BR
MACON COUNTY
STA. 655+79.1 W

H & E CO. 10-1969

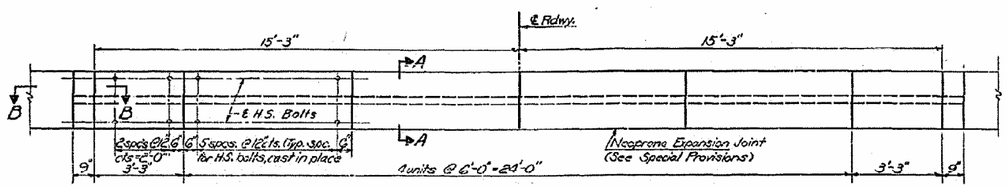
BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED	REVISED -			710	(48X-B-2)BR & (48BR)BR	MACON	144	68
	PLOT SCALE =	DRAWN MLO	REVISED -						CONTRACT NO. 74438	
	PLOT DATE =	CHECKED	REVISED -		SHEET NO. 30 OF 39 SHEETS			ILLINOIS FED. AID PROJECT		

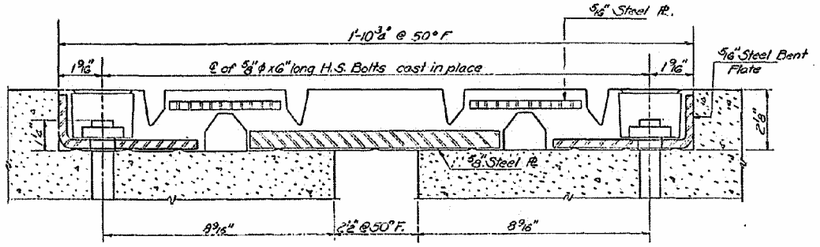
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 2	48 BR	MACON	26	20
FED. AID PROJ. NO.	STATE JOB NO.	FED. AID PROJECT		

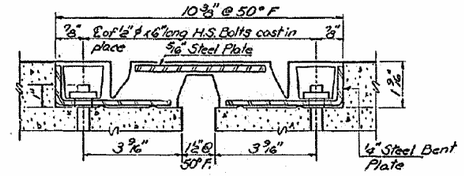
SHEET NO. 10
16 SHEETS



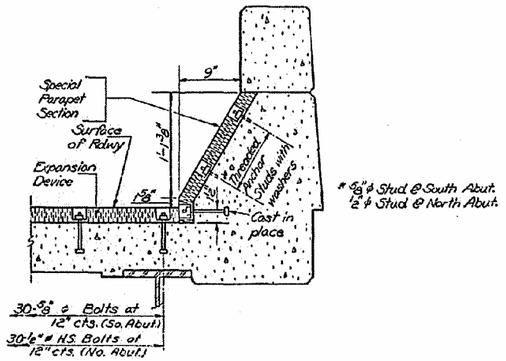
PLAN



SECTION A-A SOUTH ABUTMENT



SECTION A-A NORTH ABUTMENT



SECTION B-B

* 5/8" ϕ Stud @ South Abut.
1/2" ϕ Stud @ North Abut.

DESIGNED	Paul Butler
CHECKED	Dave Reese
DRAWN	J. Sutherland
CHECKED	SP

Dec. 30 1970
EXAMINED
PASSED
APPROVED

EXPANSION DEVICES
F.A. RT. 2 SECTION 48 BR
MACON COUNTY
STATION 655+79.1W

M & E CO. 10-1389

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SHEET NO. 31 OF 39 SHEETS

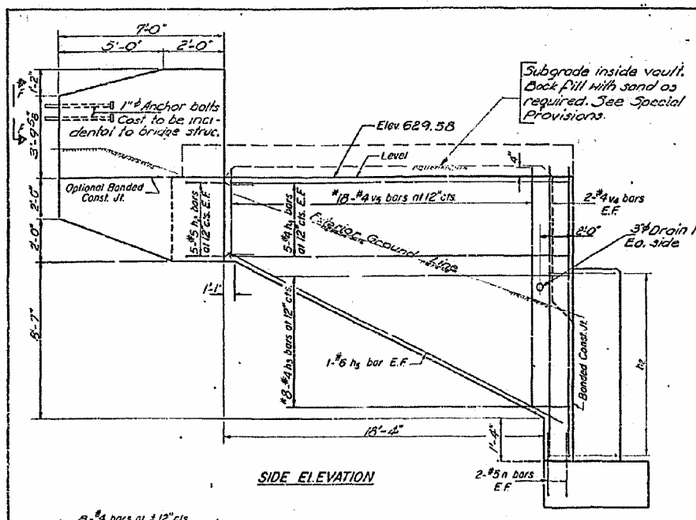
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	69
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		

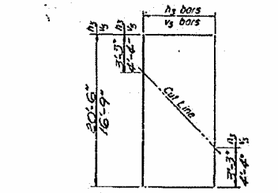
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

	112	48BR	MACON	26	21

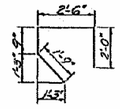
SHEET NO. 11
16 SHEETS

SIDE ELEVATION





FIELD CUTTING DIAGRAM
*Order h3 & v3 bars full length. Cut to fit as shown and use remainder of bars in other face.

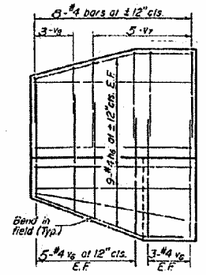


BAR v1

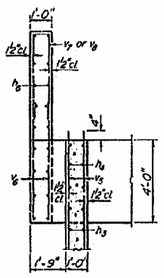
BARS v2, v7 & v8

BILL OF MATERIAL

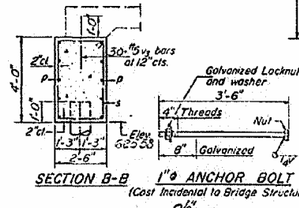
Bar	No	Size	Length	Shape
h	18	#5	31'-9"	
h1	14	#5	28'-9"	
h2	80	#5	3'-6"	
h3	16	#4	20'-6"	
h4	20	#4	20'-0"	
h5	4	#6	22'-0"	
h8	36	#4	6'-9"	
n	64	#5	3'-7"	
p	10	#7	39'-9"	
s	22	#4	12'-5"	
t	33	#5	5'-3"	
v	64	#5	7'-0"	
v1	30	#5	9'-0"	
v2	30	#5	15'-3"	
v3	60	#5	2'-3"	
v4	8	#4	12'-3"	
v5	36	#4	16'-9"	
v6	32	#4	5'-6"	
v7	10	#4	9'-3"	
v8	6	#4	4'-3"	
w	4	#5	31'-9"	
Reinforcement Bars			Lbs.	5470
Class X Concrete			Cu Yds.	66.4
Concrete Piles			Lin Ft	915
Test Piles (Conc.)			Ea.	1



WING WALL REINFORCEMENT



SECTION D-D

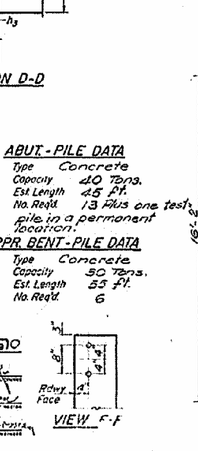


SECTION B-B 1" ø ANCHOR BOLT
(Cost Incidental to Bridge Structure)

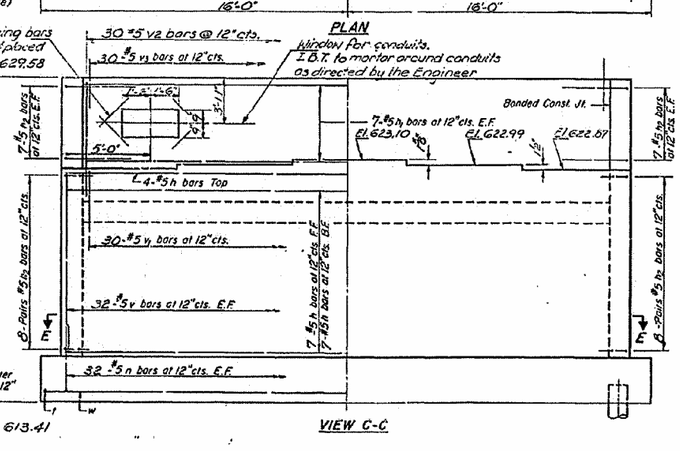
SECTION E-E

ABUT - PILE DATA
Type Concrete
Capacity 40 Tons
Est Length 45 Ft.
No. Req'd. 13 Plus one test pile in a permanent location.

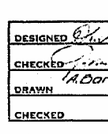
APPR BENT - PILE DATA
Type Concrete
Capacity 30 Tons
Est Length 55 Ft.
No. Req'd. 6



SECTION A-A



VIEW C-C



VIEW F-F

PLAN

SOUTH ABUTMENT
F.A. RTE. 2 SEC. 48 BR
MACON COUNTY
STA. 655+79.14

DESIGNED	P.B. Blank	
CHECKED	T.R. Barraza	
DRAWN		
CHECKED		

EXAMINED Dec. 30 1970
PASSED M. A. Dawson
APPROVED Richard H. Gillet

VAF-0 3-1-69

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

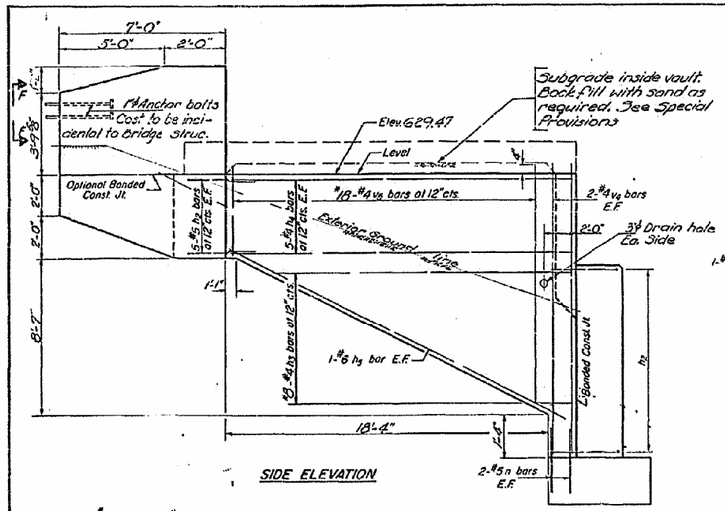
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SHEET NO. 32 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	70
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

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

SHEET NO. 12					
DIST. NO. 2	ROUTE 48BR	COUNTY MACON	TOTAL SHEETS 26	ADDED NO. 22	16 SHEETS

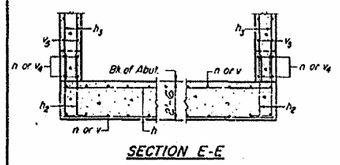


ABUT - PILE DATA

Type	Concrete
Capacity	40 Tons
Est. Length	55 ft.
No. Req'd.	14

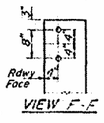
APPR. BENT - PILE DATA

Type	Concrete
Capacity	30 Tons
Est. Length	65 ft
No. Req'd.	6



DESIGNED	
CHECKED	
DRAWN	A. Barraza
CHECKED	

EXAMINED Dec. 30 1970
PASSED
APPROVED



VAF-O 3-1-69

BILL OF MATERIAL

Bar	No	Size	Length	Shape
h	18	#5	30'-9"	—
h1	14	#5	28'-9"	—
h2	20	#5	3'-6"	⌊
h3	18	#4	20'-6"	—
h4	20	#4	20'-0"	—
h5	4	#6	22'-0"	—
h6	36	#4	6'-9"	—
n	64	#5	3'-7"	⌐¬
p	10	#7	33'-9"	—
s	22	#4	12'-5"	□
t	33	#5	5'-3"	—
v	64	#5	7'-0"	—
v1	30	#5	7'-0"	⌐
v2	30	#5	15'-3"	⌐
v3	60	#5	2'-3"	—
v4	8	#4	14'-3"	—
v5	36	#4	16'-9"	—
v6	32	#4	5'-6"	—
v7	10	#4	9'-3"	⌐
v8	6	#4	4'-3"	⌐
w	4	#5	31'-9"	—
Reinforcement Bars			Lbs.	5470
Class X Concrete			Cu. Yds.	66.4
Concrete Piles			Lin. Ft.	1160

NORTH ABUTMENT
F.A. RTE. 2 SEC. 48BR
MACON COUNTY
STA. 655+79.1W

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

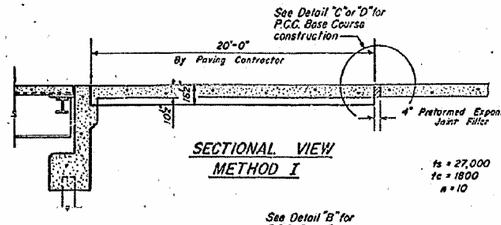
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SHEET NO. 33 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	71
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		

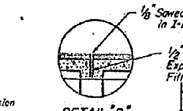
DETAILS OF BRIDGE APPROACHES

P.C.C. PAVEMENT (16½"-10½"-16½") AND P.C.C. BASE COURSE (16½"-10½"-16½")

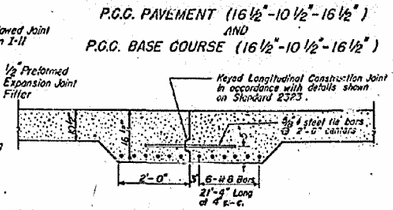


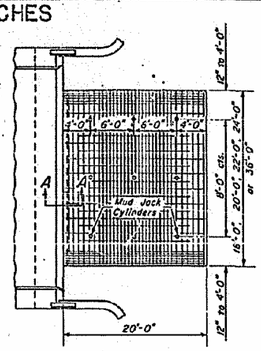
SECTIONAL VIEW METHOD I

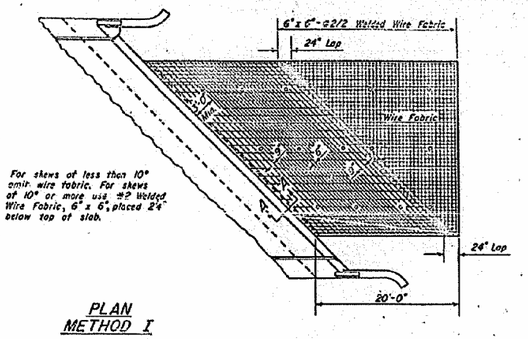
fs = 27,000
fc = 1800
n = 10



DETAIL "B"
(When bituminous surface is being placed on bridge and approach)







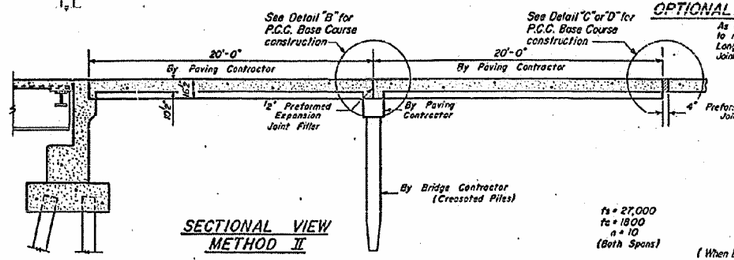
PLAN METHOD I

For skews of less than 10° omit wire fabric. For skews of 10° or more use #2 Welded Wire Fabric, 6" x 6", placed 2" below top of slab.

Expanded Metal weighing not less than 78 Lbs. per 100 sq. ft. or a welded bar mat weighing not less than 78 Lbs. per 100 sq. ft. having members of equal size in both directions and spaced not over 9" apart may be used instead of the #2 Welded Wire Fabric, 6" x 6", provided the expanded metal or bar mat is furnished at no additional cost to the State.

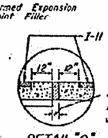
OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a Traffic Lane.

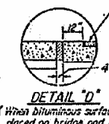


SECTIONAL VIEW METHOD II

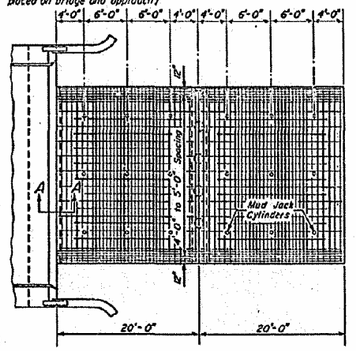
fs = 27,000
fc = 1800
n = 10
(Both Spans)

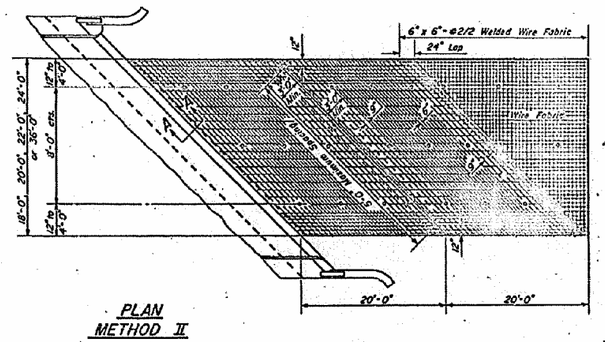


DETAIL "C"
(When bituminous surface is being placed on bridge and approach)

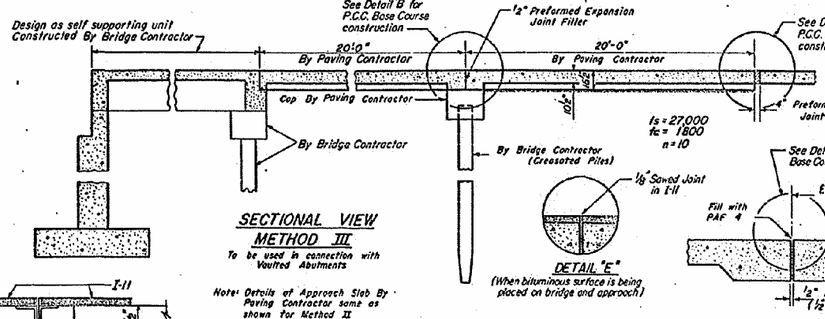


DETAIL "D"
(When bituminous surface is not being placed on bridge and approach)





PLAN METHOD II



SECTIONAL VIEW METHOD III

To be used in connection with Vaulted Abutments

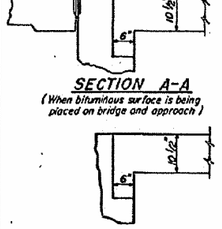
Note: Details of Approach Slab By Paving Contractor same as shown for Method II

fs = 27,000
fc = 1800
n = 10

DETAIL "E"
(When bituminous surface is being placed on bridge and approach)

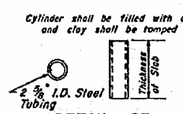
LONGITUDINAL EXPANSION JOINT

To be used when Approach Slabs are greater than 36'-0" wide. Joint shall be placed at edge of Traffic Lane nearest to the ℄ of the total width of Approach Slab.



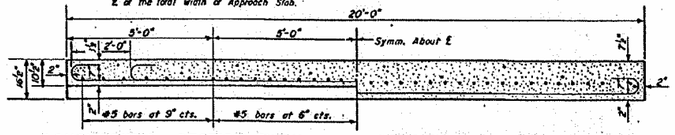
SECTION A-A
(When bituminous surface is being placed on bridge and approach)

SECTION A-A
(P.C.C. Pavement construction)



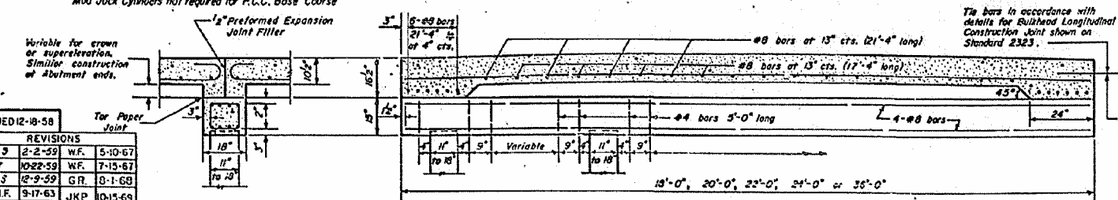
DETAIL OF MUD JACK CYLINDER

Mud Jack Cylinders not required for P.C.C. Base Course



LONGITUDINAL SECTION THRU CENTER OF SLAB

LONGITUDINAL SECTION THRU THICKENED EDGE OF SLAB



SECTIONAL VIEW OF CONCRETE SLAB AND CAP

Note: When road plans show curb and gutter or gutter adjacent to approach slabs place ½" ø steel tie bars at 2'-6" cts. Cost of tie bars included in contract unit price for Curb & Gutter or Gutter.

The transition for gutter shall be made in 100 feet and will be paid for as CONCRETE GUTTER, of the type specified.

The transition for curb and gutter shall be made in 20 feet and will be paid for as COMBINATION CURB and GUTTER, of the type specified.

GENERAL NOTES

FOR P.C.C. PAVEMENT

The slab or slabs will be paid for at the contract unit price for PORTLAND CEMENT CONCRETE PAVEMENT (16½"-10½"-16½").

The concrete cap will be paid for at the contract unit price for CLASS X CONCRETE.

All Reinforcement Bars will be paid for at the contract unit price for REINFORCEMENT BARS, except as noted.

The Welded Wire Fabric, Mud Jack Cylinders, and Preformed Expansion Joint Filler shall be included in the unit price bid for PORTLAND CEMENT CONCRETE PAVEMENT (16½"-10½"-16½").

Preformed Expansion Joint Filler shall conform to Section 715 of the Standard Specification.

Width of Bridge Approach Slab pours shall be determined before the reinforcement bars are fabricated.

The Contractor shall, after completion of the finishing operations, mark the location of the Mud Jack Cylinders.

FOR P.C.C. BASE COURSE

The slab or slabs will be paid for at the contract unit price for PORTLAND CEMENT CONCRETE BASE COURSE (16½"-10½"-16½").

The concrete cap will be paid for at the contract unit price for CLASS X CONCRETE.

All Reinforcement Bars will be paid for at the contract unit price for REINFORCEMENT BARS, except as noted.

The Welded Wire Fabric, Concrete Headers and Preformed Expansion Joint Filler shall be included in the unit price bid for PORTLAND CEMENT CONCRETE BASE COURSE (16½"-10½"-16½").

Preformed Expansion Joint Filler shall conform to Section 715 of the Standard Specification.

Width of Bridge Approach Slab pours shall be determined before the reinforcement bars are fabricated.

STANDARD 1909-10

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS DIVISION OF HIGHWAYS	ISSUED 12-18-58			
	REVISIONS			
PASSED Oct. 13 1969	W.A.J.	2-2-59	W.F.	5-10-67
Engineer of Bridge and Traffic Structures	C.E.T.	10-22-59	W.F.	7-13-67
APPROVED Oct. 15 1969	W.A.J.	12-9-59	G.R.	8-1-68
Engineer of Design	W.H.F.	9-17-63	J.K.P.	10-15-69
	K.H.W.	7-29-64		
	W.F.	10-28-64		

DESIGNED: SEE JR. CHECKED: WAS JR. DRAWN: WAS JR. 28 NOV. 1958

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SHEET NO. 34 OF 39 SHEETS

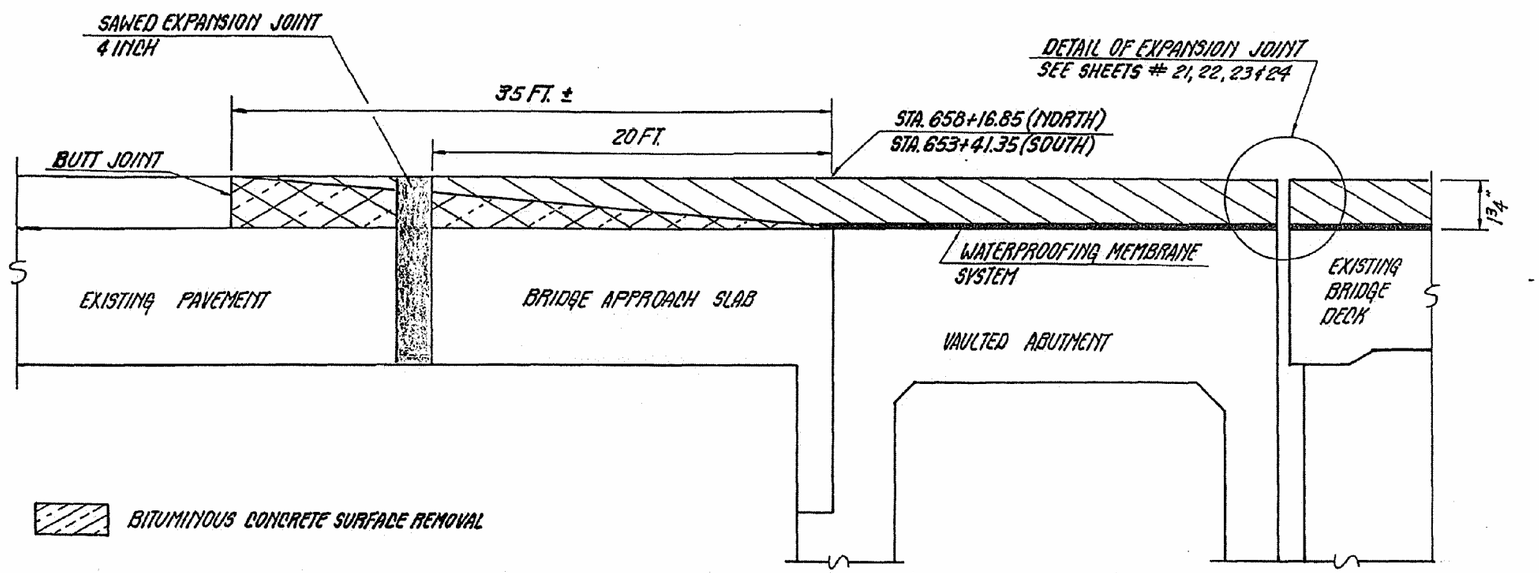
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	72
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		

DETAIL OF PROPOSED APPROACH PROFILE

STRUCTURE NUMBER 058-0049

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VARIOUS	*	MACON	26	10

* DISTRICT 5 BRIDGE DECK REPAIR 1984-2



BITUMINOUS CONCRETE SURFACE REMOVAL

BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I

TYPICAL AT BOTH ENDS OF BRIDGE

TELEDYNE KOSI N41479

DRAWN BY	T.G.D. 5-84
CHECKED BY	L.R.G. 5-84

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SHEET NO. 35 OF 39 SHEETS

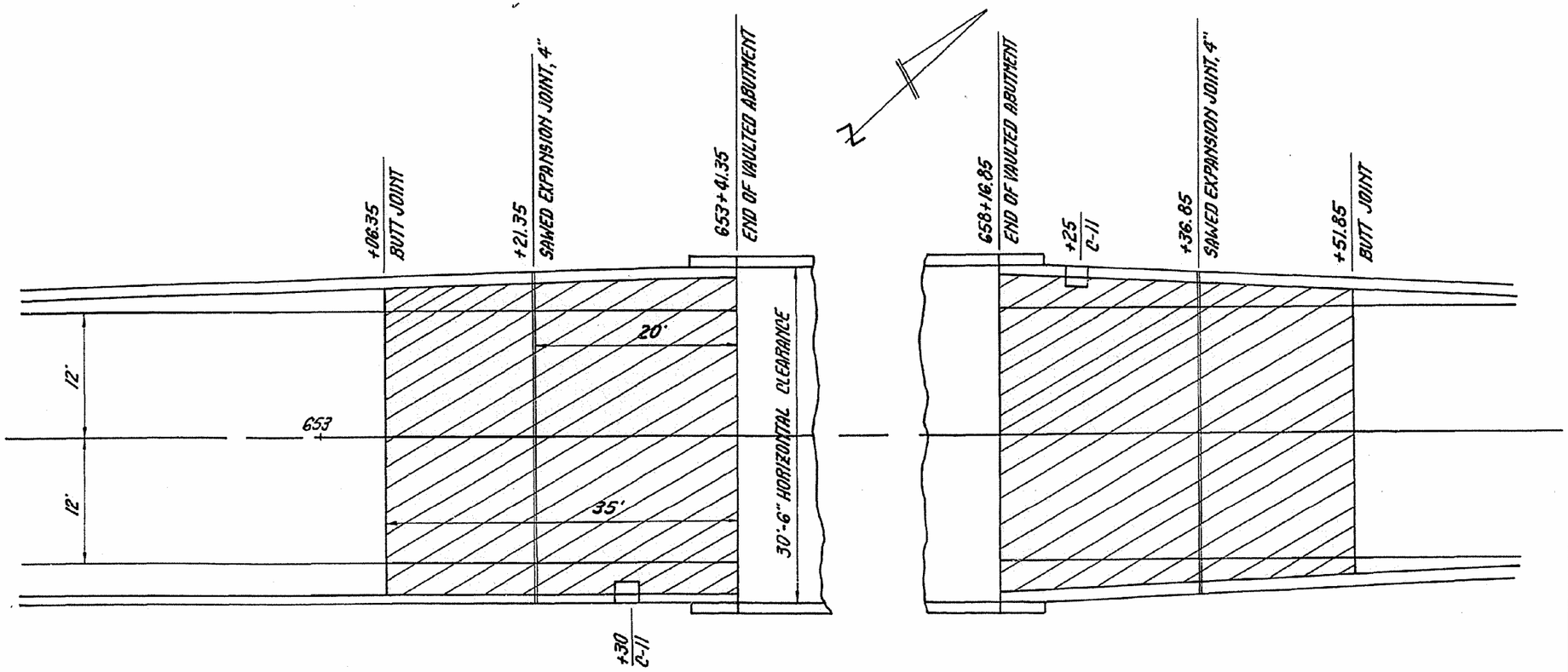
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	73
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VARIOUS	*	MACON	26	11

* DISTRICT 5 BRIDGE DECK REPAIR 1984-2

DETAIL OF APPROACHES

STRUCTURE NUMBER 058-0049



BITUMINOUS CONCRETE SURFACE COURSE
MIXTURE D, CLASS I

WHEN NO C-11 IS PRESENT

CURB DETAIL

DRAWN BY	T.G.D. 5-84
CHECKED BY	K.R.W. 5-84

TELEPHONE (931) 1441479

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SHEET NO. 36 OF 39 SHEETS

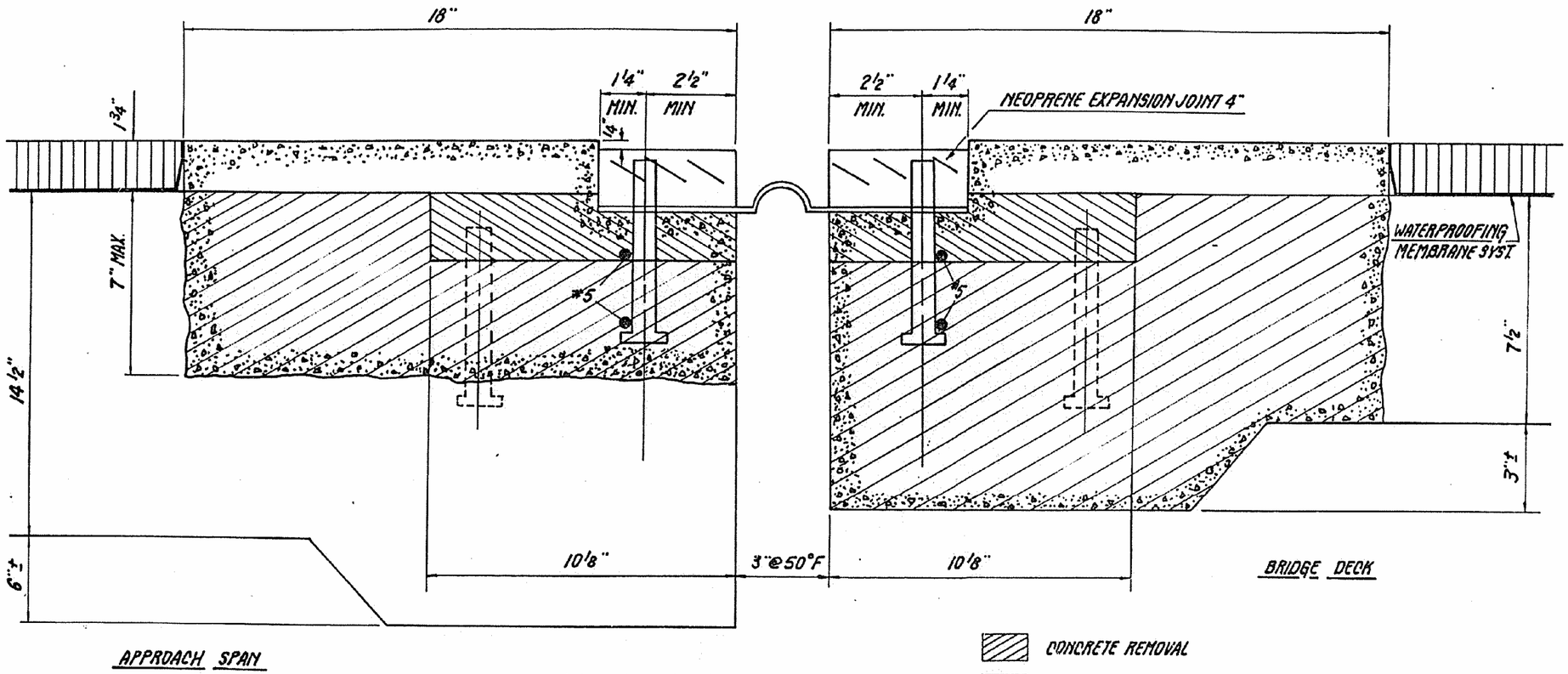
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	74
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
VARIOUS	*	MACON	26	21

* DISTRICT 5 BRIDGE DECK REPAIR 1984-2

RECONSTRUCTION OF SOUTH ABUTMENT JOINT STA. 653+63.56

STRUCTURE NUMBER 058-0049



ANCHOR BOLTS (½"ϕ) SHALL BE CAST IN PLACE AND ARE TO BE CONSIDERED AS INCIDENTAL TO NEOPRENE EXPANSION JOINT 4"
TWO #5 REINFORCEMENT BARS ARE TO BE PLACED WITH ANCHOR BOLTS EACH SIDE OF JOINT.

- CONCRETE REMOVAL
- EXISTING JOINT MATERIAL TO BE REMOVED
- PROPOSED CLASS X CONCRETE
- 1¾" BITUMINOUS CONCRETE SURFACE COURSE MIXTURE D, CLASS I

DRAWN BY	T.G.D. 5-9-84
CHECKED BY	A.E.K. 5-84

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SHEET NO. 37 OF 39 SHEETS

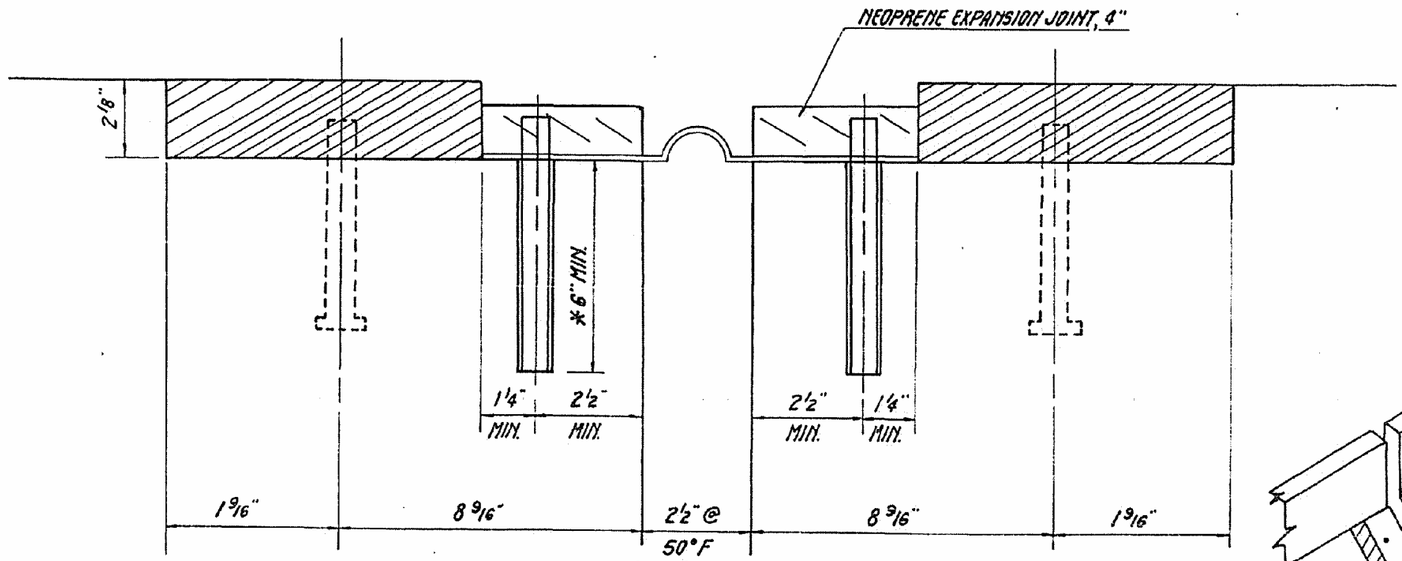
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	75
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VARIOUS	*	MACON	26	22

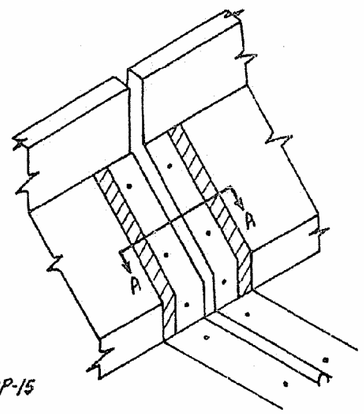
* DISTRICT 5 BRIDGE DECK REPAIR 1984-2

RECONSTRUCTION OF SOUTH PARAPET JOINT STA. 653+63.56

STRUCTURE NUMBER 058-0049



SECTION A-A



* ANCHOR BOLTS (½"ø) SHALL BE EMBEDDED A MIN. OF 6" INTO SOUND CONCRETE. DRILL HOLES FOR THREADED RODS & EPOXY GROUT RODS.

EPOXY MORTAR REPAIR IN ACCORDANCE WITH BSP-15

DRAWN BY	T.G.D. 5-5-84
CHECKED BY	K.R.W. 5-84

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SHEET NO. 38 OF 39 SHEETS

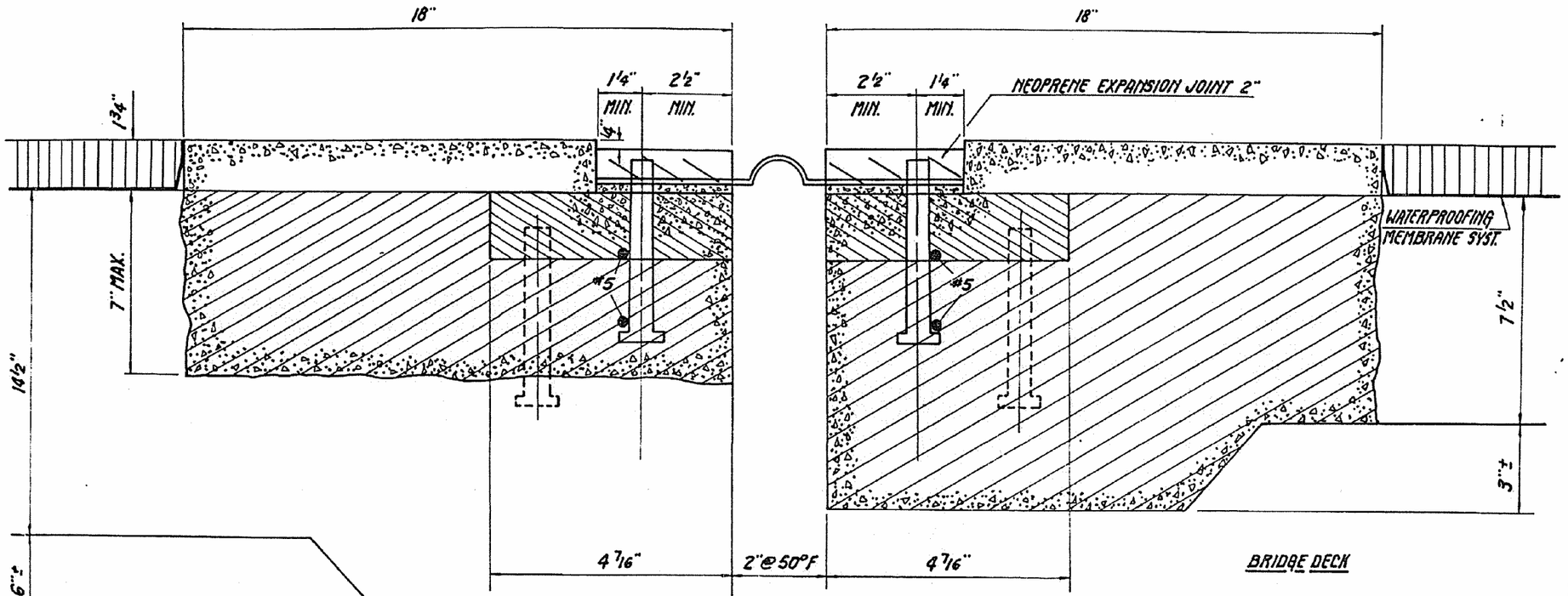
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	76
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

RECONSTRUCTION OF NORTH ABUTMENT JOINT STA. 657+94.64

STRUCTURE NUMBER 058-0049

ROUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
VARIOUS	*	MACON	26	23

* DISTRICT 5 BRIDGE DECK REPAIR 1984-2



ANCHOR BOLTS (½"ϕ) SHALL BE CAST IN PLACE AND ARE TO BE CONSIDERED AS INCIDENTAL TO NEOPRENE EXPANSION JOINT 2".
TWO #5 REINFORCEMENT BARS ARE TO BE PLACED WITH ANCHOR BOLTS EACH SIDE OF JOINT.

- CONCRETE REMOVAL
- EXISTING JOINT MATERIAL TO BE REMOVED
- PROPOSED CLASS X CONCRETE
- 1¾" BITUMINOUS CONCRETE SURFACE COURSE MIXTURE D, CLASS I

DRAWN BY	T.G.D. 5-10-84
CHECKED BY	A.E.K. 5-84

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SHEET NO. 39 OF 39 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	77
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

Bench Mark: Brass Plug on SE wingwall US51 (Bus) N.B. SN 058-0008 over IL 105 Elevation = 640.56

Existing Structure: S.N. 058-0010 built in 1962 as S.B.I Rt. 2 Section 48X-B2 & F2 at Station 655+79.10. The superstructure consists of three span continuous steel plate girders with a reinforced concrete deck slab. Approach slabs are supported off of vaulted abutments and approach bents on precast piles. The solid wall piers are supported on precast piled footings. The structure length measure 530'-0" bk-to-bk of approach bents and 38'-8" out-to-out of deck with no skew. Spans 1 & 3 are 146'-0" and Span 2 is 188'-0". The vaulted abutments slabs are 22'-0" long. Existing concrete decks, abutment backwalls and abutment bearings to be removed and replaced.

Traffic to be maintained using a detour to SN 058-0049 (S.B. IL 105) with crossovers.

No Salvage

LOADING HS20-44

Allow 25 #/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

(NEW CONSTRUCTION)

2002 AASHTO Standard Specifications

SEISMIC DATA

Seismic Performance Category (SPC)=A
Bedrock acceleration coefficient (A) = 0.048
Site Coefficient (S) = 1.2

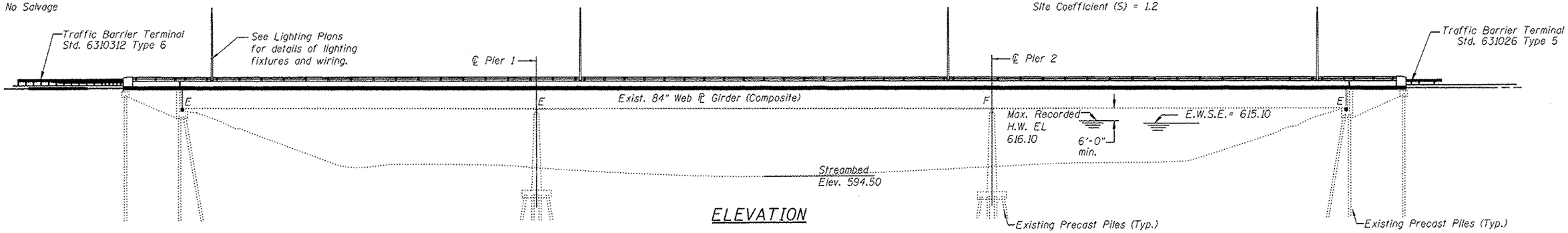
DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

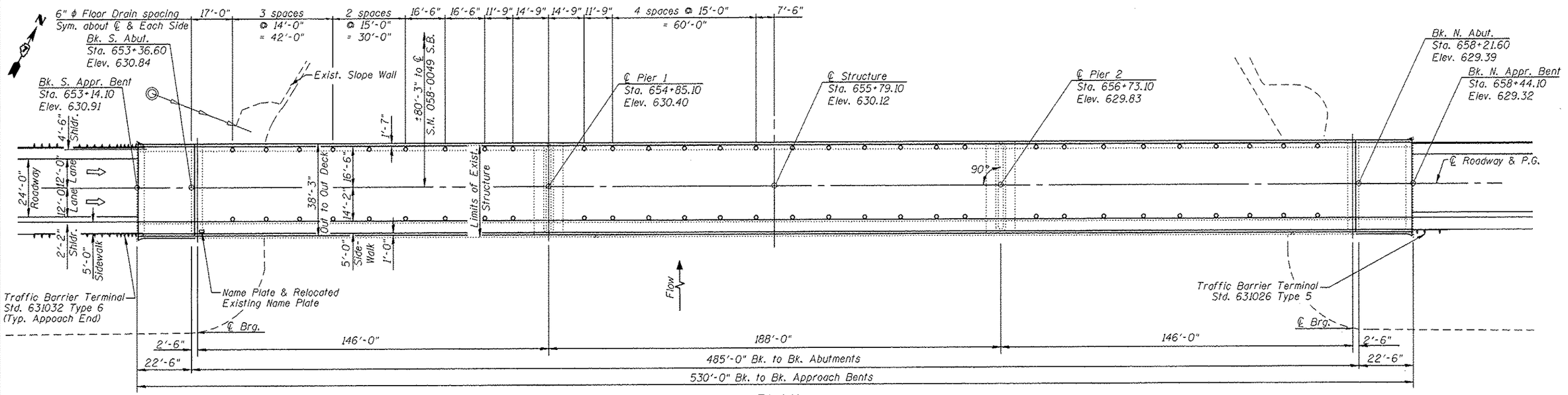
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Steel)

FIELD UNITS (EXIST. CONSTRUCTION)

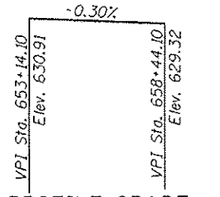
fy - 33,000 psi (Structural Steel)
f'c - 3,500 psi (Substructure)
fy = 40,000 psi (Reinforcement)



ELEVATION



PLAN

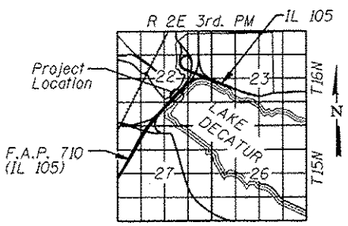


PROFILE GRADE
F.A.P. RTE. 710 N.B.
Along ℄ Roadway

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

LICENSED STRUCTURAL ENGINEER * MARY COOMBE BLOXDORF 4859 SPRINGFIELD * STATE OF ILLINOIS

ILLINOIS STRUCTURAL NO. 4859
EXPIRES 11/30/14
DATE: 06/11/14



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
IL 105 NORTHBOUND
OVER LAKE DECATUR
F.A.P. 710 - SEC. (48X-B-2)BR & (48BR)BR
MACON COUNTY
STATION 655+79.10
STRUCTURE NO. 058-0010

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 058-0010
SHEET NO. 1 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	78
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

INDEX OF SHEETS

GENERAL NOTES

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

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 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 can not be removed by grinding $^{1}/_{4}$ in. 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 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 designated areas of the abutment hatched block and backwalls.

Cleaning and field painting of structural steel shall be done under a separate painting contract.

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

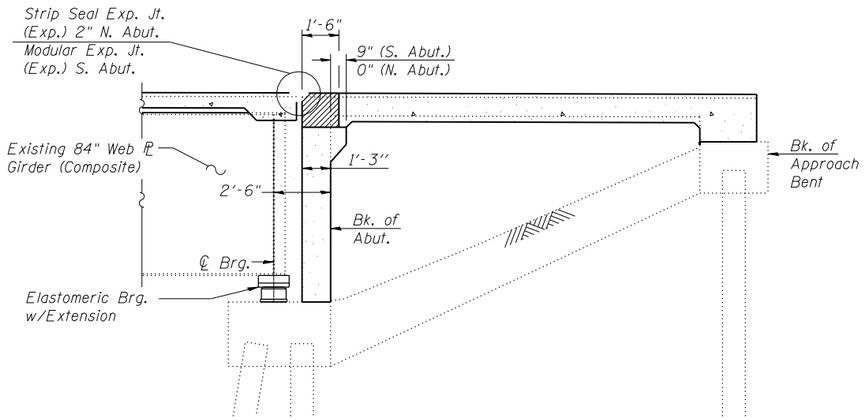
Slipforming of parapets is not allowed at parapet sections with light pedestals.

All new structural steel for modular joint shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.

TOTAL BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
	Concrete Removal	Cu. Yd.		125.4	125.4
	Removal of Existing Concrete Deck No. 1	Each	1		1
	Structure Excavation	Cu. Yd.		1	1
	Floor Drains	Each	60		60
	Concrete Structures	Cu. Yd.		28.8	28.8
	Concrete Superstructure	Cu. Yd.	793.6		793.6
	Bridge Deck Grooving	Sq. Yd.	1,670		1,670
*	Protective Coat	Sq. Yd.	2,550		2,550
	Furnishing and Erecting Structural Steel	Pound		3,330	3,330
	Stud Shear Connectors	Each	3,216		3,216
	Reinforcement Bars, Epoxy Coated	Pound	198,780	3,390	202,170
	Aluminum Railing, Type L	Foot	507		507
	Name Plates	Each	1		1
	Preformed Joint Strip Seal	Foot	38		38
	Elastomeric Bearing Assembly, Type I	Each		4	4
	Elastomeric Bearing Assembly, Type II	Each		4	4
	Anchor Bolts, 1"	Each		32	32
	Concrete Sealer	Sq Ft		686	686
	Jack and Remove Existing Bearings	Each		8	8
	Structural Steel Repair	Pound	11,920		11,920
	Modular Expansion Joint 6"	Foot	38		38
	Drainage System, No. 1	Each	1		1

* Apply on new concrete only



SECTION THRU VAULTED ABUTMENT

STATION 655+79.10
REBUILT 20__ BY
STATE OF ILLINOIS
F.A.P. 710 SEC. (48X-B-2)BR & (48BR)BR
LOADING HS20-44
STR. NO. 058-0010

NAME PLATE

See Std. 515001
Existing Name Plate shall be cleaned and relocated next to new Name Plate.
Cost included with Name Plates.

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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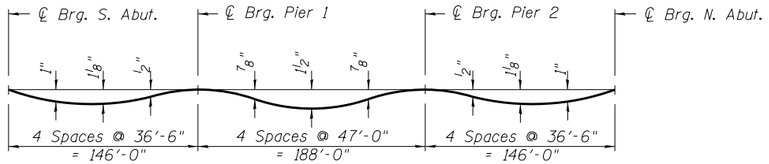
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND BILL OF MATERIALS
STRUCTURE NO. 058-0010
SHEET NO. 2 OF 34 SHEETS

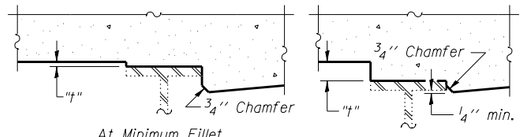
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	79
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		



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 and 5 of 34.

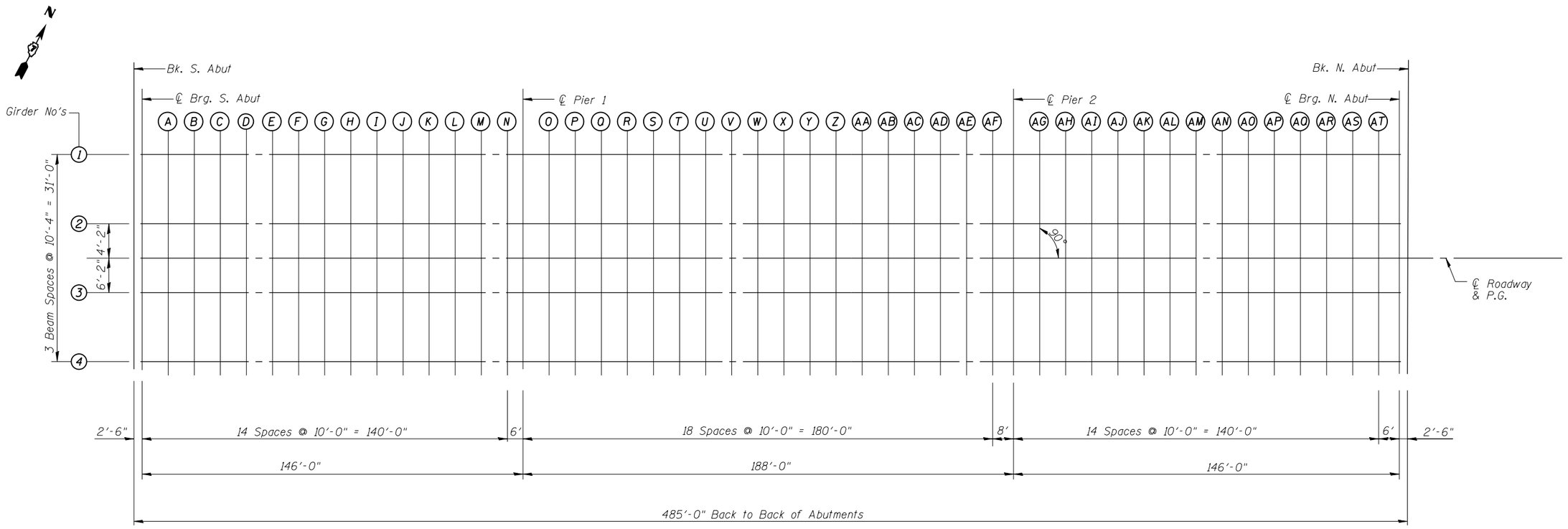


At Minimum Fillet

At Maximum Fillet

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 and 5 of 34, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 058-0010
		CHECKED MCB	REVISED -		
	PLOT SCALE =	DRAWN MLO	REVISED -		
	PLOT DATE =	CHECKED PBB/MCB	REVISED -		SHEET NO. 3 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	80
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+36.60	-14.50	630.60	630.60
Cl.Brg.S.Abut.	653+39.10	-14.50	630.59	630.59
A	653+49.10	-14.50	630.56	630.59
B	653+59.10	-14.50	630.53	630.58
C	653+69.10	-14.50	630.50	630.57
D	653+79.10	-14.50	630.47	630.55
E	653+89.10	-14.50	630.44	630.53
F	653+99.10	-14.50	630.41	630.51
G	654+09.10	-14.50	630.38	630.47
H	654+19.10	-14.50	630.35	630.43
I	654+29.10	-14.50	630.32	630.39
J	654+39.10	-14.50	630.29	630.34
K	654+49.10	-14.50	630.26	630.30
L	654+59.10	-14.50	630.23	630.25
M	654+69.10	-14.50	630.20	630.21
N	654+79.10	-14.50	630.17	630.17
CL.Pier1	654+85.10	-14.50	630.16	630.16
O	654+95.10	-14.50	630.13	630.14
P	655+05.10	-14.50	630.10	630.12
Q	655+15.10	-14.50	630.07	630.11
R	655+25.10	-14.50	630.04	630.09
S	655+35.10	-14.50	630.01	630.08
T	655+45.10	-14.50	629.98	630.07
U	655+55.10	-14.50	629.95	630.06
V	655+65.10	-14.50	629.92	630.04
W	655+75.10	-14.50	629.89	630.01
X	655+85.10	-14.50	629.86	629.98
Y	655+95.10	-14.50	629.83	629.95
Z	656+05.10	-14.50	629.80	629.90
AA	656+15.10	-14.50	629.77	629.86
AB	656+25.10	-14.50	629.74	629.81
AC	656+35.10	-14.50	629.71	629.76
AD	656+45.10	-14.50	629.68	629.71
AE	656+55.10	-14.50	629.65	629.67
AF	656+65.10	-14.50	629.62	629.63
CL.Pier2	656+73.10	14.50	629.59	629.59
AG	656+83.10	-14.50	629.56	629.56
AH	656+93.10	-14.50	629.53	629.54
AI	657+03.10	-14.50	629.50	629.52
AJ	657+13.10	-14.50	629.47	629.51
AK	657+23.10	-14.50	629.44	629.50
AL	657+33.10	-14.50	629.41	629.48
AM	657+43.10	-14.50	629.38	629.46
AN	657+53.10	-14.50	629.35	629.44
AO	657+63.10	-14.50	629.32	629.41
AP	657+73.10	-14.50	629.29	629.37
AQ	657+83.10	-14.50	629.26	629.33
AR	657+93.10	-14.50	629.23	629.29
AS	658+03.10	14.50	629.20	629.24
AT	658+13.10	-14.50	629.17	629.18
Cl.Brg.N.Abut.	658+19.10	-14.50	629.16	629.16
Bk.N.Abut.	658+21.60	-14.50	629.15	629.15

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+36.60	-4.17	630.77	630.77
Cl.Brg.S.Abut.	653+39.10	-4.17	630.76	630.76
A	653+49.10	-4.17	630.73	630.76
B	653+59.10	-4.17	630.70	630.75
C	653+69.10	-4.17	630.67	630.74
D	653+79.10	-4.17	630.64	630.72
E	653+89.10	-4.17	630.61	630.70
F	653+99.10	-4.17	630.58	630.68
G	654+09.10	-4.17	630.55	630.64
H	654+19.10	-4.17	630.52	630.60
I	654+29.10	-4.17	630.49	630.56
J	654+39.10	-4.17	630.46	630.51
K	654+49.10	-4.17	630.43	630.47
L	654+59.10	-4.17	630.40	630.42
M	654+69.10	-4.17	630.37	630.38
N	654+79.10	-4.17	630.34	630.34
CL.Pier1	654+85.10	-4.17	630.33	630.33
O	654+95.10	-4.17	630.30	630.31
P	655+05.10	-4.17	630.27	630.29
Q	655+15.10	-4.17	630.24	630.28
R	655+25.10	-4.17	630.21	630.26
S	655+35.10	-4.17	630.18	630.25
T	655+45.10	-4.17	630.15	630.24
U	655+55.10	-4.17	630.12	630.23
V	655+65.10	-4.17	630.09	630.21
W	655+75.10	-4.17	630.06	630.18
X	655+85.10	-4.17	630.03	630.15
Y	655+95.10	-4.17	630.00	630.12
Z	656+05.10	-4.17	629.97	630.07
AA	656+15.10	-4.17	629.94	630.03
AB	656+25.10	-4.17	629.91	629.98
AC	656+35.10	-4.17	629.88	629.93
AD	656+45.10	-4.17	629.85	629.88
AE	656+55.10	-4.17	629.82	629.84
AF	656+65.10	-4.17	629.79	629.80
CL.Pier2	656+73.10	-4.17	629.76	629.76
AG	656+83.10	-4.17	629.73	629.73
AH	656+93.10	-4.17	629.70	629.71
AI	657+03.10	-4.17	629.67	629.69
AJ	657+13.10	-4.17	629.64	629.68
AK	657+23.10	-4.17	629.61	629.67
AL	657+33.10	-4.17	629.58	629.65
AM	657+43.10	-4.17	629.55	629.63
AN	657+53.10	-4.17	629.52	629.61
AO	657+63.10	-4.17	629.49	629.58
AP	657+73.10	-4.17	629.46	629.54
AQ	657+83.10	-4.17	629.43	629.50
AR	657+93.10	-4.17	629.40	629.46
AS	658+03.10	-4.17	629.37	629.41
AT	658+13.10	-4.17	629.34	629.35
Cl.Brg.N.Abut.	658+19.10	-4.17	629.33	629.33
Bk.N.Abut.	658+21.60	-4.17	629.32	629.32

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+36.60	0.00	630.84	630.84
Cl.Brg.S.Abut.	653+39.10	0.00	630.83	630.83
A	653+49.10	0.00	630.80	630.83
B	653+59.10	0.00	630.77	630.82
C	653+69.10	0.00	630.74	630.81
D	653+79.10	0.00	630.71	630.79
E	653+89.10	0.00	630.68	630.77
F	653+99.10	0.00	630.65	630.75
G	654+09.10	0.00	630.62	630.71
H	654+19.10	0.00	630.59	630.67
I	654+29.10	0.00	630.56	630.63
J	654+39.10	0.00	630.53	630.58
K	654+49.10	0.00	630.50	630.54
L	654+59.10	0.00	630.47	630.49
M	654+69.10	0.00	630.44	630.45
N	654+79.10	0.00	630.41	630.41
CL.Pier1	654+85.10	0.00	630.40	630.40
O	654+95.10	0.00	630.37	630.38
P	655+05.10	0.00	630.34	630.36
Q	655+15.10	0.00	630.31	630.35
R	655+25.10	0.00	630.28	630.33
S	655+35.10	0.00	630.25	630.32
T	655+45.10	0.00	630.22	630.31
U	655+55.10	0.00	630.19	630.30
V	655+65.10	0.00	630.16	630.28
W	655+75.10	0.00	630.13	630.25
X	655+85.10	0.00	630.10	630.22
Y	655+95.10	0.00	630.07	630.19
Z	656+05.10	0.00	630.04	630.14
AA	656+15.10	0.00	630.01	630.10
AB	656+25.10	0.00	629.98	630.05
AC	656+35.10	0.00	629.95	630.00
AD	656+45.10	0.00	629.92	629.95
AE	656+55.10	0.00	629.89	629.91
AF	656+65.10	0.00	629.86	629.87
CL.Pier2	656+73.10	0.00	629.83	629.83
AG	656+83.10	0.00	629.80	629.80
AH	656+93.10	0.00	629.77	629.78
AI	657+03.10	0.00	629.74	629.76
AJ	657+13.10	0.00	629.71	629.75
AK	657+23.10	0.00	629.68	629.74
AL	657+33.10	0.00	629.65	629.72
AM	657+43.10	0.00	629.62	629.70
AN	657+53.10	0.00	629.59	629.68
AO	657+63.10	0.00	629.56	629.65
AP	657+73.10	0.00	629.53	629.61
AQ	657+83.10	0.00	629.50	629.57
AR	657+93.10	0.00	629.47	629.53
AS	658+03.10	0.00	629.44	629.48
AT	658+13.10	0.00	629.41	629.42
Cl.Brg.N.Abut.	658+19.10	0.00	629.40	629.40
Bk.N.Abut.	658+21.60	0.00	629.39	629.39

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0010
SHEET NO. 4 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	81
		CONTRACT NO. 74438		
	ILLINOIS	FED. AID PROJECT		

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+36.60	6.17	630.74	630.74
Cl.Brg.S.Abut.	653+39.10	6.17	630.73	630.73
A	653+49.10	6.17	630.70	630.73
B	653+59.10	6.17	630.67	630.72
C	653+69.10	6.17	630.64	630.71
D	653+79.10	6.17	630.61	630.69
E	653+89.10	6.17	630.58	630.67
F	653+99.10	6.17	630.55	630.65
G	654+09.10	6.17	630.52	630.61
H	654+19.10	6.17	630.49	630.57
I	654+29.10	6.17	630.46	630.53
J	654+39.10	6.17	630.43	630.48
K	654+49.10	6.17	630.40	630.44
L	654+59.10	6.17	630.37	630.39
M	654+69.10	6.17	630.34	630.35
N	654+79.10	6.17	630.31	630.31
CL.Pier1	654+85.10	6.17	630.30	630.30
O	654+95.10	6.17	630.27	630.28
P	655+05.10	6.17	630.24	630.26
Q	655+15.10	6.17	630.21	630.25
R	655+25.10	6.17	630.18	630.23
S	655+35.10	6.17	630.15	630.22
T	655+45.10	6.17	630.12	630.21
U	655+55.10	6.17	630.09	630.20
V	655+65.10	6.17	630.06	630.18
W	655+75.10	6.17	630.03	630.15
X	655+85.10	6.17	630.00	630.12
Y	655+95.10	6.17	629.97	630.09
Z	656+05.10	6.17	629.94	630.04
AA	656+15.10	6.17	629.91	630.00
AB	656+25.10	6.17	629.88	629.95
AC	656+35.10	6.17	629.85	629.90
AD	656+45.10	6.17	629.82	629.85
AE	656+55.10	6.17	629.79	629.81
AF	656+65.10	6.17	629.76	629.77
CL.Pier2	656+73.10	6.17	629.73	629.73
AG	656+83.10	6.17	629.70	629.70
AH	656+93.10	6.17	629.67	629.68
AI	657+03.10	6.17	629.64	629.66
AJ	657+13.10	6.17	629.61	629.65
AK	657+23.10	6.17	629.58	629.64
AL	657+33.10	6.17	629.55	629.62
AM	657+43.10	6.17	629.52	629.60
AN	657+53.10	6.17	629.49	629.58
AO	657+63.10	6.17	629.46	629.55
AP	657+73.10	6.17	629.43	629.51
AQ	657+83.10	6.17	629.40	629.47
AR	657+93.10	6.17	629.37	629.43
AS	658+03.10	6.17	629.34	629.38
AT	658+13.10	6.17	629.31	629.32
Cl.Brg.N.Abut.	658+19.10	6.17	629.30	629.30
Bk.N.Abut.	658+21.60	6.17	629.29	629.29

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk.S.Abut.	653+36.60	16.50	630.56	630.56
Cl.Brg.S.Abut.	653+39.10	16.50	630.55	630.55
A	653+49.10	16.50	630.52	630.55
B	653+59.10	16.50	630.49	630.54
C	653+69.10	16.50	630.46	630.53
D	653+79.10	16.50	630.43	630.51
E	653+89.10	16.50	630.40	630.49
F	653+99.10	16.50	630.37	630.47
G	654+09.10	16.50	630.34	630.43
H	654+19.10	16.50	630.31	630.39
I	654+29.10	16.50	630.28	630.35
J	654+39.10	16.50	630.25	630.30
K	654+49.10	16.50	630.22	630.26
L	654+59.10	16.50	630.19	630.21
M	654+69.10	16.50	630.16	630.17
N	654+79.10	16.50	630.13	630.13
CL.Pier1	654+85.10	16.50	630.12	630.12
O	654+95.10	16.50	630.09	630.10
P	655+05.10	16.50	630.06	630.08
Q	655+15.10	16.50	630.03	630.07
R	655+25.10	16.50	630.00	630.05
S	655+35.10	16.50	629.97	630.04
T	655+45.10	16.50	629.94	630.03
U	655+55.10	16.50	629.91	630.02
V	655+65.10	16.50	629.88	630.00
W	655+75.10	16.50	629.85	629.97
X	655+85.10	16.50	629.82	629.94
Y	655+95.10	16.50	629.79	629.91
Z	656+05.10	16.50	629.76	629.86
AA	656+15.10	16.50	629.73	629.82
AB	656+25.10	16.50	629.70	629.77
AC	656+35.10	16.50	629.67	629.72
AD	656+45.10	16.50	629.64	629.67
AE	656+55.10	16.50	629.61	629.63
AF	656+65.10	16.50	629.58	629.59
CL.Pier2	656+73.10	16.50	629.55	629.55
AG	656+83.10	16.50	629.52	629.52
AH	656+93.10	16.50	629.49	629.50
AI	657+03.10	16.50	629.46	629.48
AJ	657+13.10	16.50	629.43	629.47
AK	657+23.10	16.50	629.40	629.46
AL	657+33.10	16.50	629.37	629.44
AM	657+43.10	16.50	629.34	629.42
AN	657+53.10	16.50	629.31	629.40
AO	657+63.10	16.50	629.28	629.37
AP	657+73.10	16.50	629.25	629.33
AQ	657+83.10	16.50	629.22	629.29
AR	657+93.10	16.50	629.19	629.25
AS	658+03.10	16.50	629.16	629.20
AT	658+13.10	16.50	629.13	629.14
Cl.Brg.N.Abut.	658+19.10	16.50	629.12	629.12
Bk.N.Abut.	658+21.60	16.50	629.11	629.11

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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	PLOT SCALE =	DRAWN MLO	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 058-0010
SHEET NO. 5 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	82
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

WEST CURB LINE

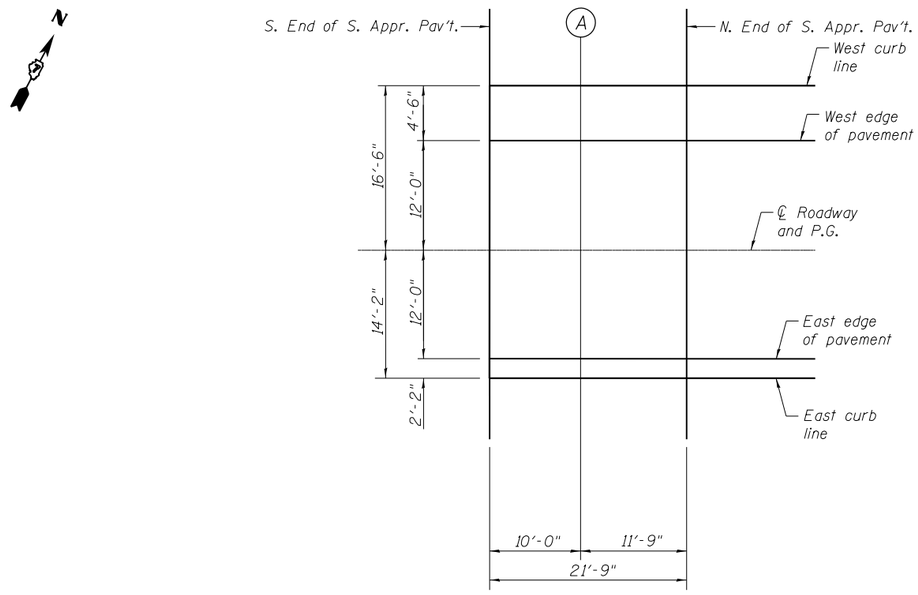
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	653+14.60	-16.50	630.63
A	653+24.60	-16.50	630.60
N. End of S. Appr. Pav't	653+36.35	-16.50	630.56

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	653+14.60	-12.00	630.72
A	653+24.60	-12.00	630.69
N. End of S. Appr. Pav't	653+36.35	-12.00	630.65

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	653+14.60	0.00	630.91
A	653+24.60	0.00	630.88
N. End of S. Appr. Pav't	653+36.35	0.00	630.84



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	653+14.60	12.00	630.72
A	653+24.60	12.00	630.69
N. End of S. Appr. Pav't	653+36.35	12.00	630.65

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr. Pav't	653+14.60	14.17	630.68
A	653+24.60	14.17	630.65
N. End of S. Appr. Pav't	653+36.35	14.17	630.61

E-AS 7-1-10

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 058-0010
SHEET NO. 6 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	83
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		

WEST CURB LINE

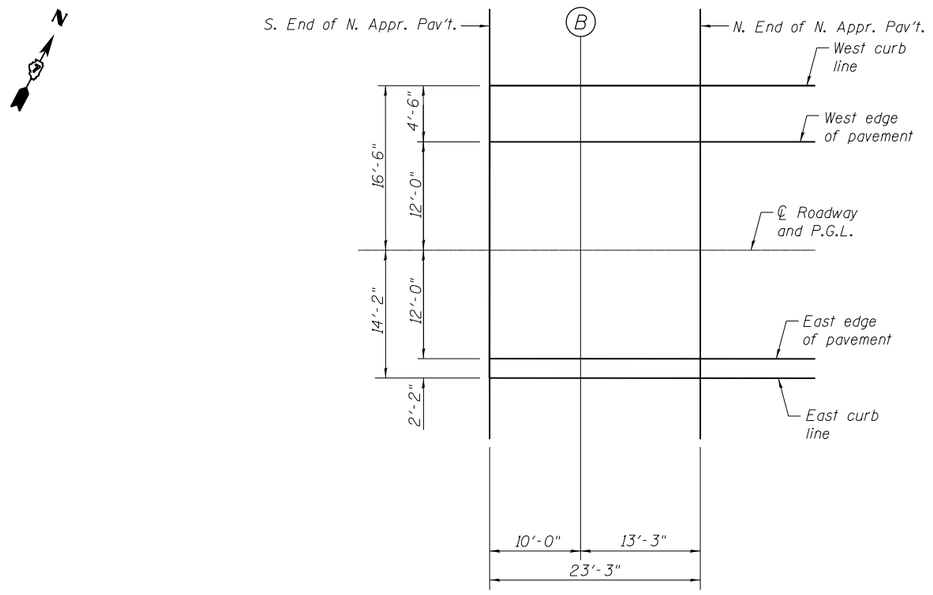
Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't.	658+20.35	-16.50	629.11
B	658+30.35	-16.50	629.08
N. End of N. Appr. Pav't	658+43.60	-16.50	629.04

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't.	658+20.35	-12.00	629.20
B	658+30.35	-12.00	629.17
N. End of N. Appr. Pav't	658+43.60	-12.00	629.13

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't.	658+20.35	0.00	629.39
B	658+30.35	0.00	629.36
N. End of N. Appr. Pav't	658+43.60	0.00	629.32



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't.	658+20.35	12.00	629.20
B	658+30.35	12.00	629.17
N. End of N. Appr. Pav't	658+43.60	12.00	629.13

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of N. Appr. Pav't.	658+20.35	14.17	629.16
B	658+30.35	14.17	629.13
N. End of N. Appr. Pav't	658+43.60	14.17	629.09

E-AS 7-1-10

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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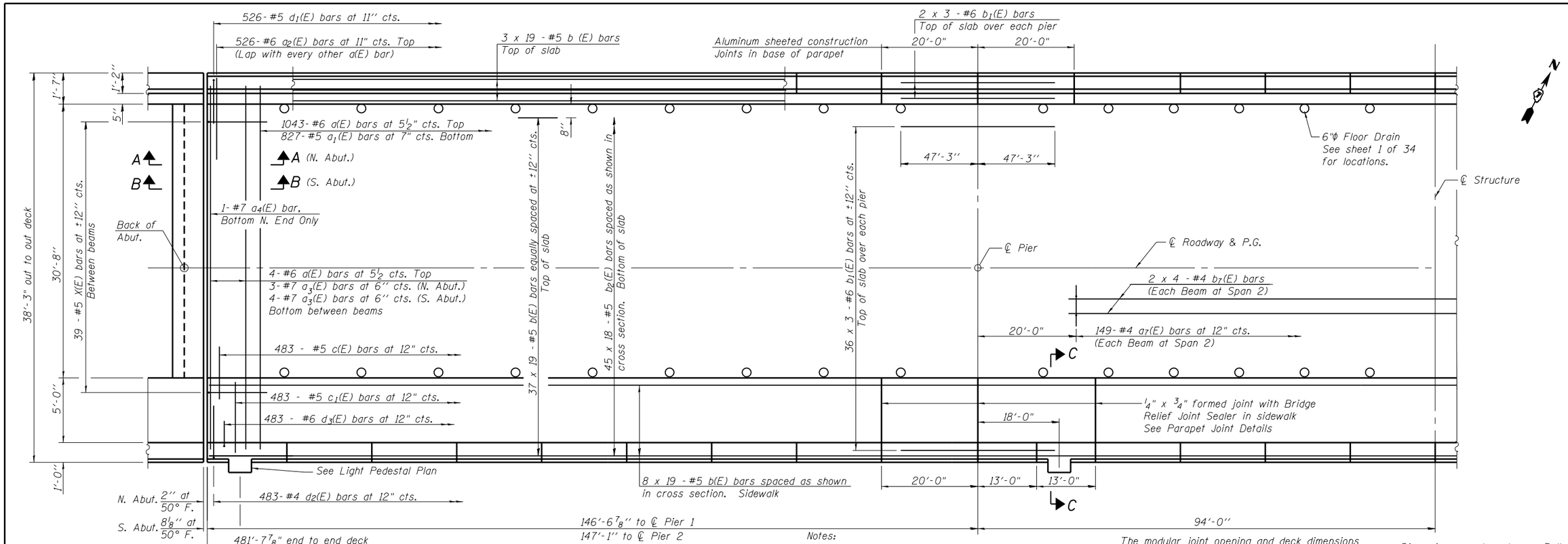
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 058-0010
SHEET NO. 7 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	84
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		



PARTIAL PLAN

(Symmetrical About ℄ of Structure)

MINIMUM BAR LAP

#4 bar = 2'-1"
#5 bar = 2'-7"
#6 bar = 3'-1"

Notes:

See Sheets 9-11 of 34 for superstructure details and Bill of Material.

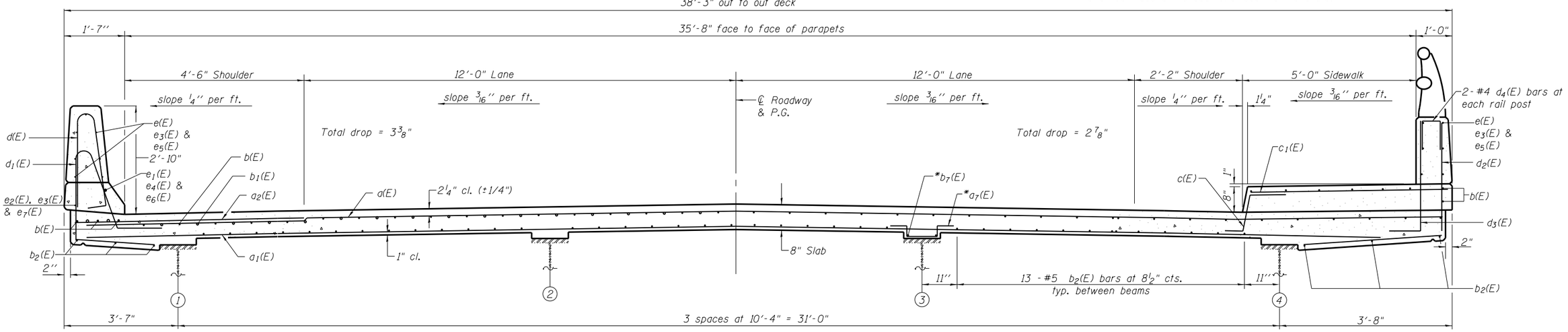
Bars indicated thus 38 x 19- #5 etc. indicates 38 lines of bars with 19 lengths per line.

See Sheets 10 and 11 of 34 for parapet reinforcement.

See Sheet 9 of 34 for Sections A-A, B-B and C-C.

The modular joint opening and deck dimensions detailed on the superstructure are based on an 8 1/8 " clear opening at 50°F. If the Contractor elects to use a different opening size based on the manufacturers recommendations, all associated deck dimensions shall be modified. Required modifications shall be made at no additional cost to the State.

Dimensions are based on a Rolled Rail Strip Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet EJ-SSJ. (Sheet 15 of 34)



NEAR PIER

CROSS SECTION

(Looking North)

NEAR MIDSPAN

*a7(E) and b7(E) bars at Span 2 only

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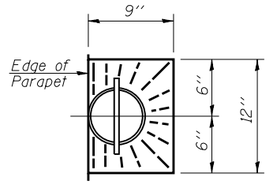
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

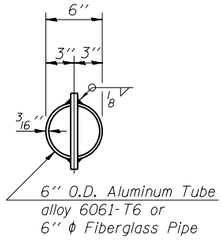
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 058-0010
SHEET NO. 8 OF 34 SHEETS

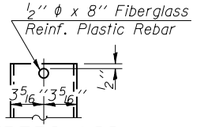
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	85
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		



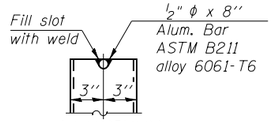
TOP PLAN



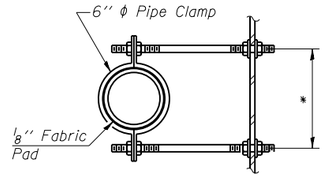
TOP PLAN
(Showing Aluminum Tube)



FIBERGLASS PIPE



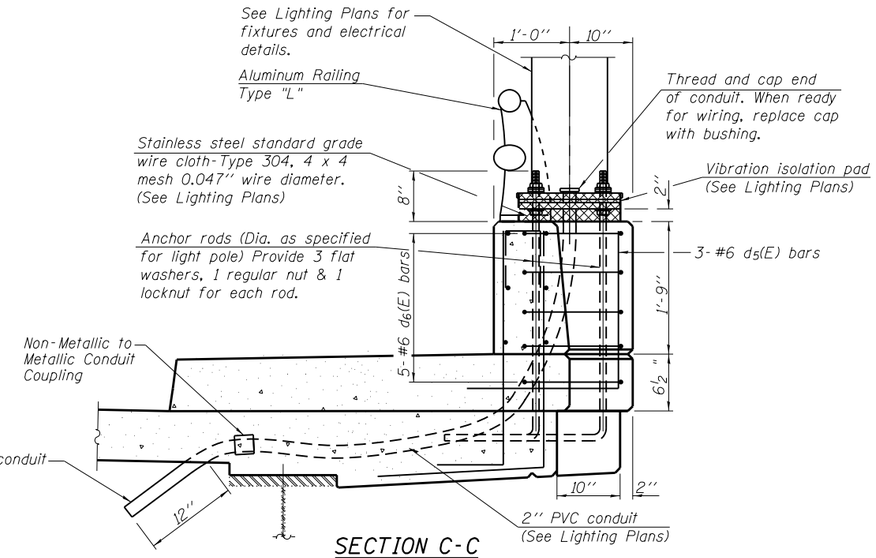
ALUMINUM TUBE



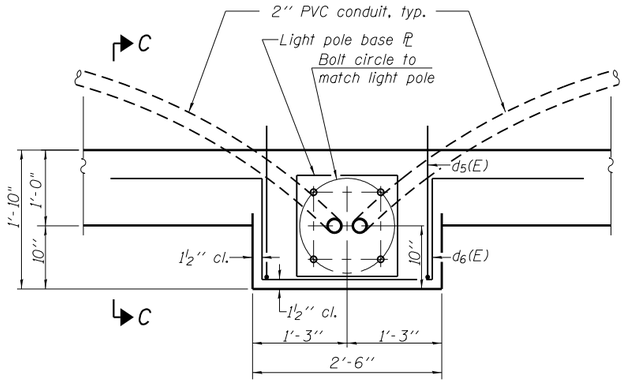
SECTION THRU PIPE CLAMP
*Dimension as required by Pipe Clamp

FLOOR DRAIN DETAILS

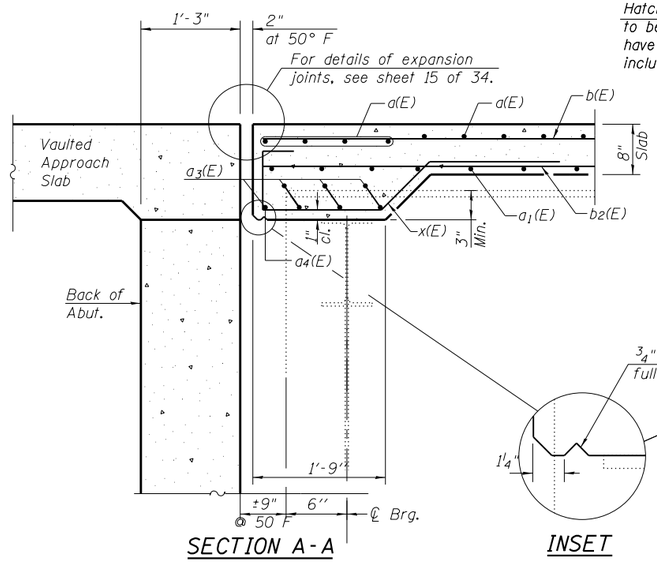
Notes:
Drains shall be located clear of all cross frames.
Floor drains need not be painted.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232.
Cost of clamping device and galvanizing included with floor drains.



SECTION C-C



LIGHT PEDESTAL PLAN

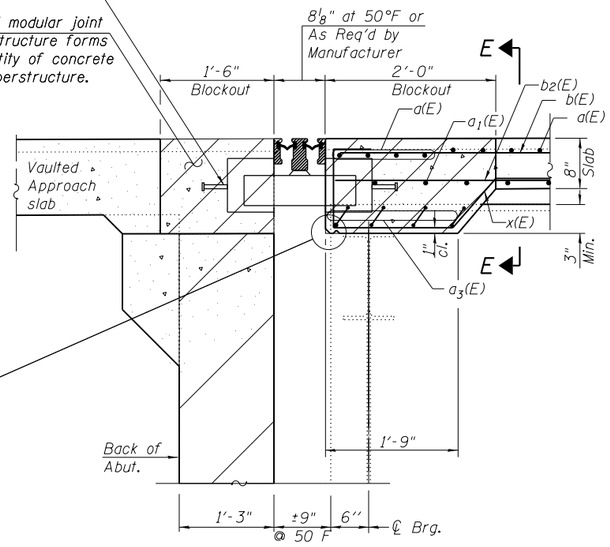


SECTION A-A

INSET

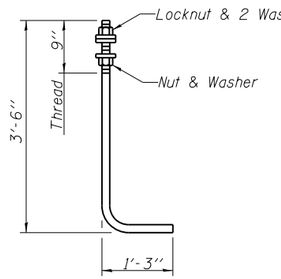
Modular Expansion Joint 6"
See Sheet 16 of 34 for details

Hatched area each side of modular joint to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.



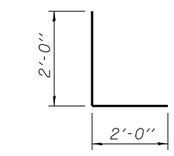
SECTION B-B

Note:
See Sheet 16 of 34 for Section E-E.

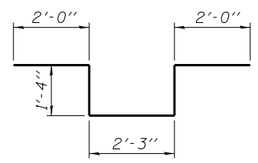


ANCHOR ROD
Diameter as specified for light poles. (ASTM F 1554 Grade 105) Full length hot dipped galvanized

Note:
Cost of anchor rods is included with Concrete Superstructure.
See lighting plans for conduit details & quantities.



BAR d5(E)



BAR d6(E)

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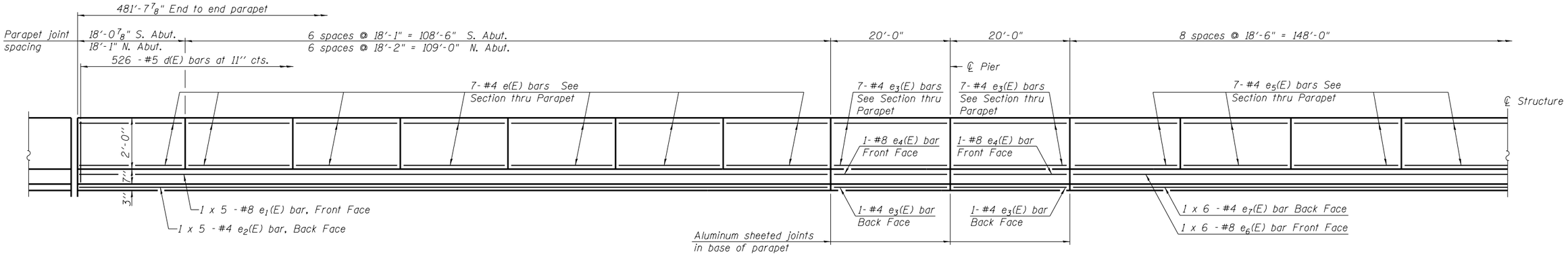
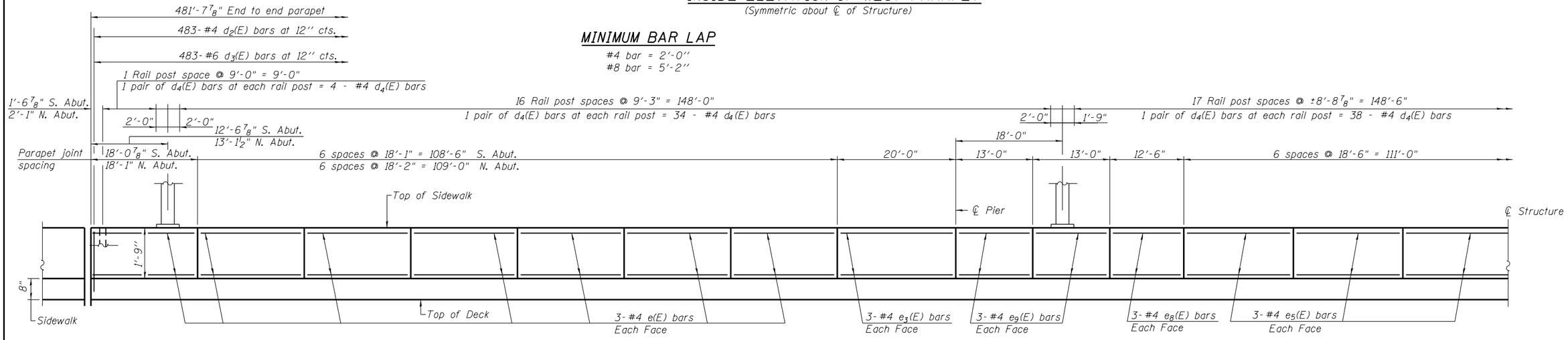
FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 058-0010	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED MCB	REVISED -			710	(48X-B-2)BR & (48BR)BR	MACON	144	86
	PLOT SCALE =	DRAWN MLO	REVISED -						CONTRACT NO. 74438	
	PLOT DATE =	CHECKED PBB/MCB	REVISED -		SHEET NO. 9 OF 34 SHEETS			ILLINOIS	FED. AID PROJECT	



INSIDE ELEVATION OF WEST PARAPET

(Symmetric about ℄ of Structure)

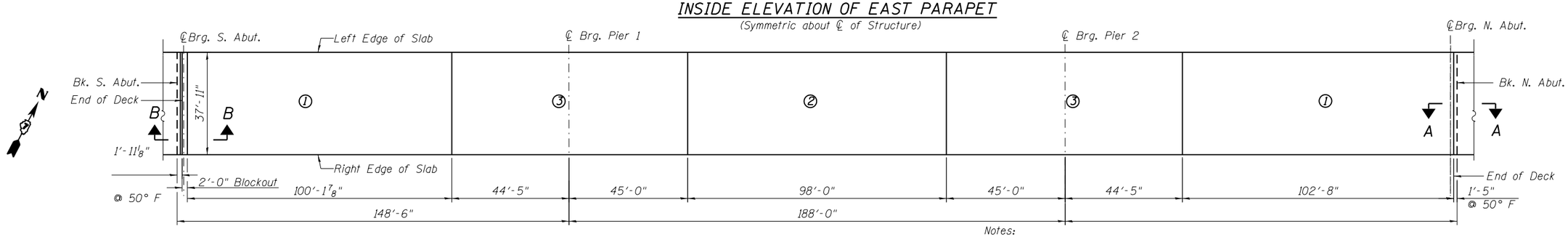


MINIMUM BAR LAP

#4 bar = 2'-0"
#8 bar = 5'-2"

INSIDE ELEVATION OF EAST PARAPET

(Symmetric about ℄ of Structure)



DECK POURING SEQUENCE

Legend

① Deck Pouring Sequence Number

Notes:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1. At least 72 hours shall have elapsed from the end of the previous pour.
2. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

Contractor may deviate from the Deck Pouring Sequence shown upon approval of the Engineer. All deck concrete in the positive moment regions shall be placed and cured per Note 1 prior to pouring the deck concrete in the negative moment regions.

Expansion Joint Blockouts to be poured following pour ③, the approach spans and the sidewalk pour. See Sheet 9 of 34 for blockout details.

See Sheet 9 of 34 for Sections A-A & B-B.

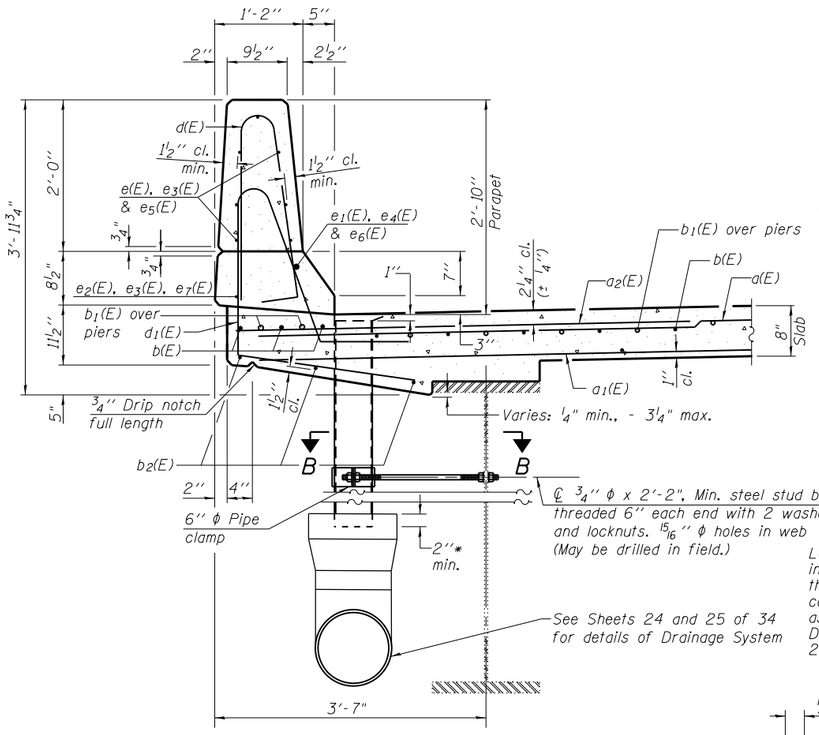
BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-0010
SHEET NO. 10 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	87
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

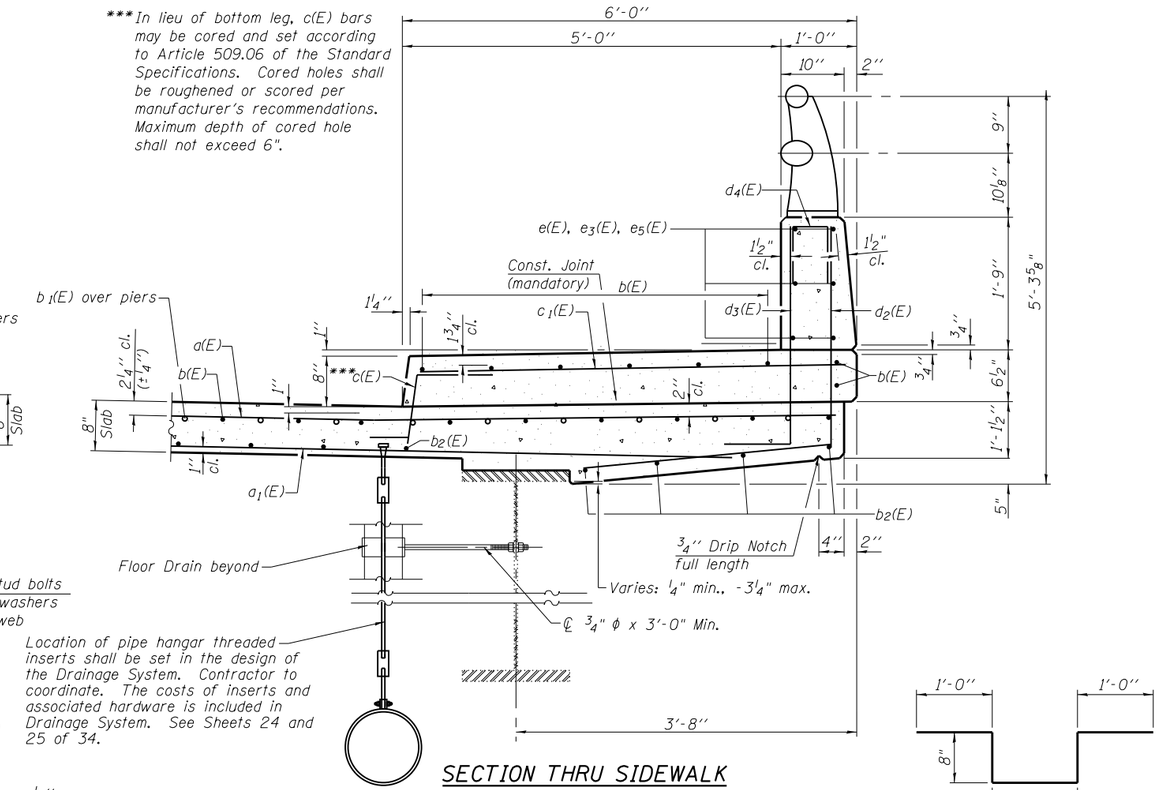


SECTION THRU PARAPET

(Looking North)

*See Sheet 9 of 34 for Floor Drain details. Length of Floor Drain pipes shall be set in the design of the Drainage System. Contractor to coordinate.

***In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".



SECTION THRU SIDEWALK

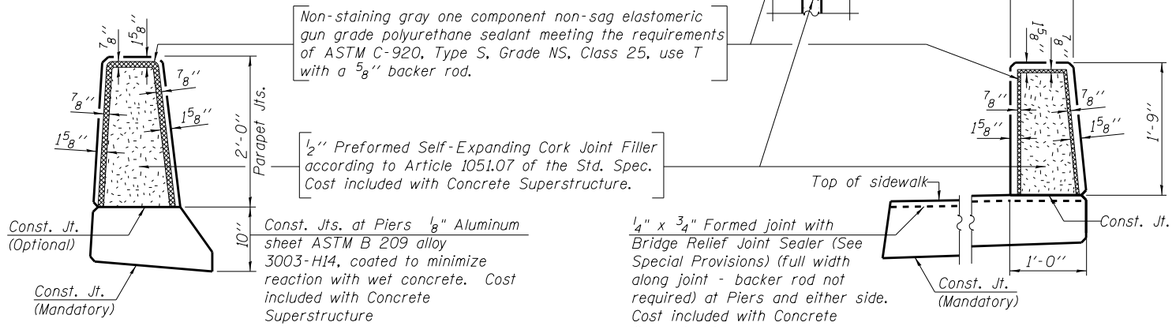
(Looking North)

BAR $a_7(E)$**

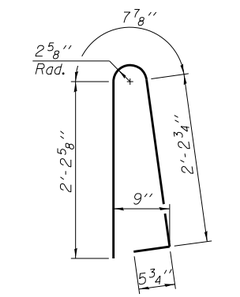
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1051	#6	37'-5"	
$a_1(E)$	827	#5	36'-3"	
$a_2(E)$	526	#6	6'-6"	
$a_3(E)$	21	#7	10'-6"	
$a_4(E)$	1	#7	36'-3"	
$a_7(E)$	596	#4	4'-6"	
b(E)	912	#5	27'-10"	
$b_1(E)$	114	#6	33'-7"	
$b_2(E)$	810	#5	29'-3"	
$b_7(E)$	32	#4	39'-0"	
c(E)	483	#5	2'-4"	
$c_1(E)$	483	#5	5'-8"	
d(E)	526	#5	5'-7"	
$d_1(E)$	526	#5	8'-3"	
$d_2(E)$	483	#4	5'-9"	
$d_3(E)$	483	#6	3'-9"	
$d_4(E)$	114	#4	2'-0"	
$d_5(E)$	12	#6	4'-0"	
$d_6(E)$	20	#6	8'-11"	
e(E)	182	#4	17'-10"	
$e_1(E)$	10	#8	29'-7"	
$e_2(E)$	10	#4	27'-1"	
$e_3(E)$	44	#4	19'-9"	
$e_4(E)$	4	#8	19'-9"	
$e_5(E)$	92	#4	18'-3"	
$e_6(E)$	6	#8	29'-0"	
$e_7(E)$	6	#4	26'-4"	
$e_8(E)$	12	#4	12'-3"	
$e_9(E)$	24	#4	12'-9"	
x(E)	78	#5	6'-1"	
Reinforcement Bars, Epoxy Coated			Pound	178,670
Concrete Superstructure			Cu. Yd.	691.7
Floor Drains			Each	60

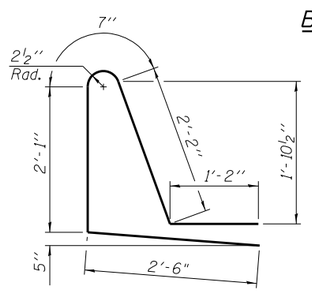
**See sheet 17 of 34 for fillet reinforcement details.



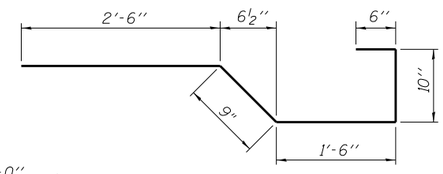
PARAPET JOINT DETAILS



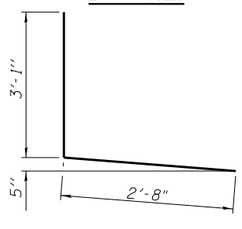
BAR d(E)



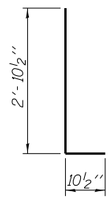
BAR $d_1(E)$



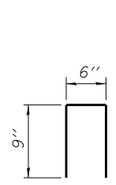
BAR x(E)



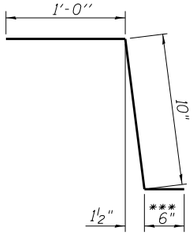
BAR $d_2(E)$



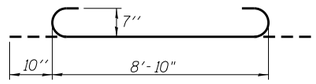
BAR $d_3(E)$



BAR $d_4(E)$



BAR c(E)



$a_3(E)$ BAR

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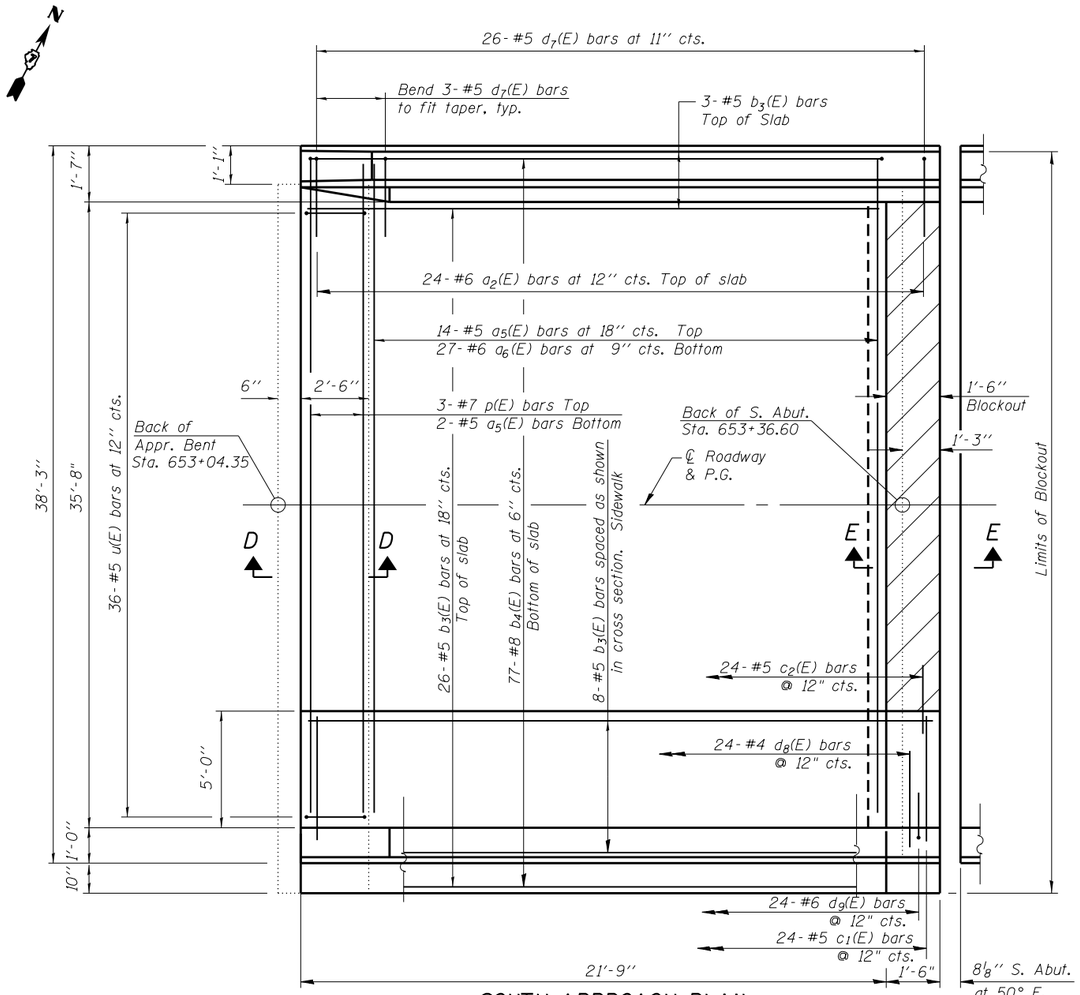
FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

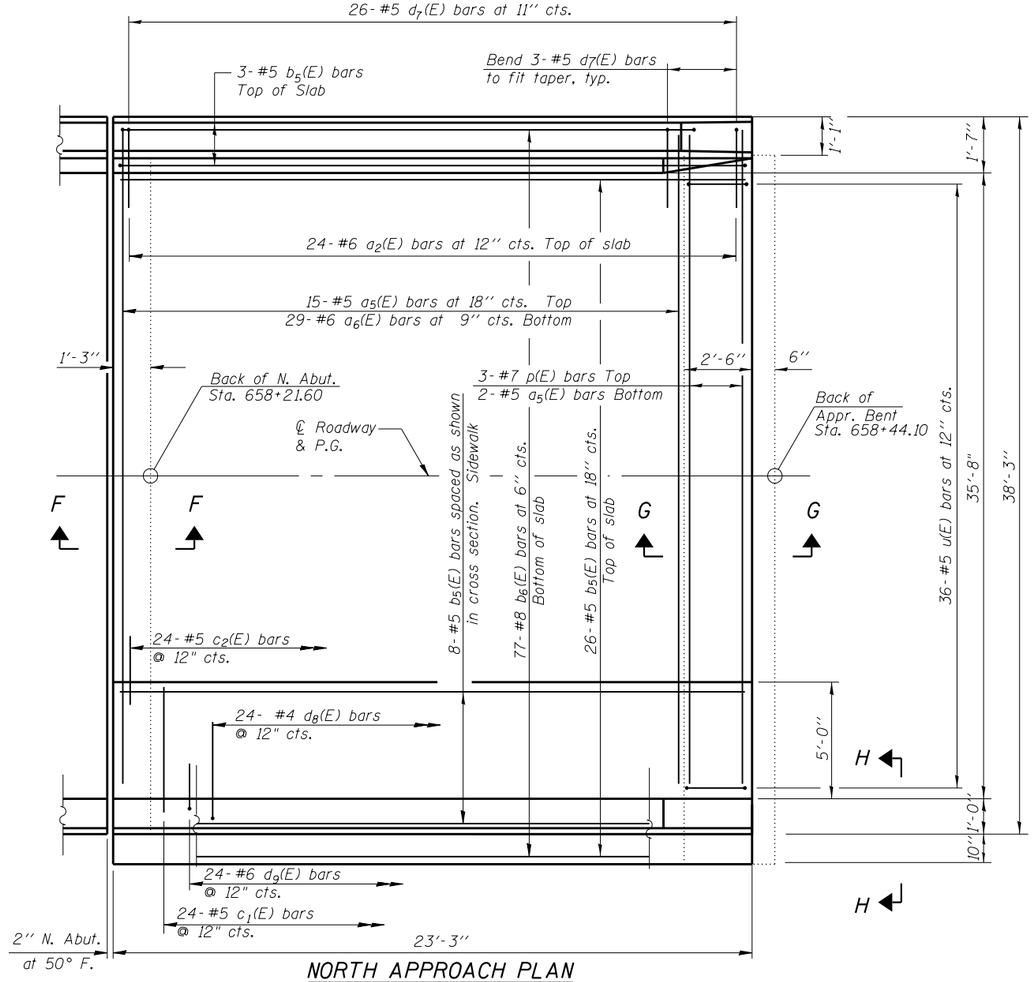
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 058-0010
SHEET NO. 11 OF 34 SHEETS

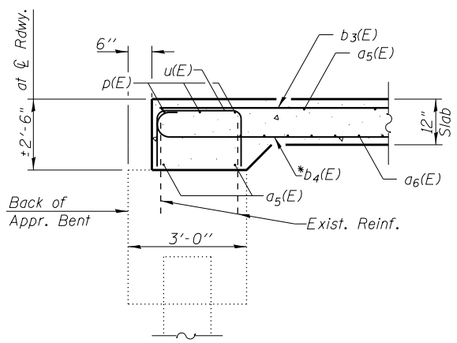
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	88
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



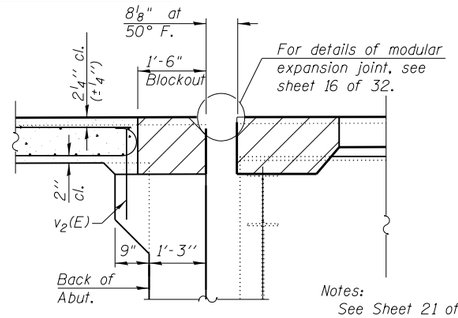
SOUTH APPROACH PLAN



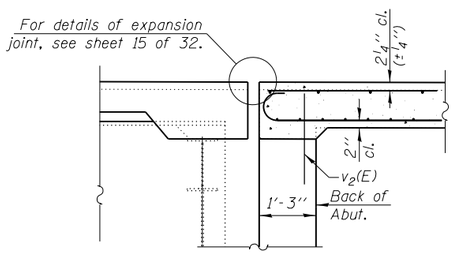
NORTH APPROACH PLAN



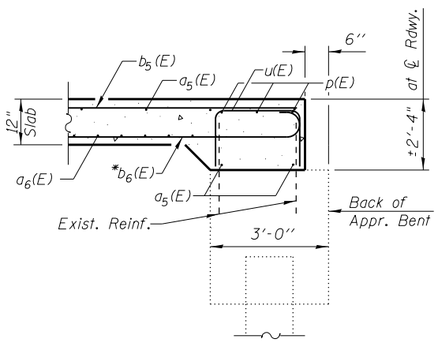
SECTION D-D



SECTION E-E



SECTION F-F



SECTION G-G

Notes:
See Sheet 21 of 34 for Concrete Removal Details.
Existing reinforcement extending into new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
See Sheet 22 of 34 for additional blockout details.
See Sheet 13 of 34 for View H-H.

*Tilt bars to maintain clearance

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FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VAULTED APPROACH SLAB
STRUCTURE NO. 058-0010
SHEET NO. 12 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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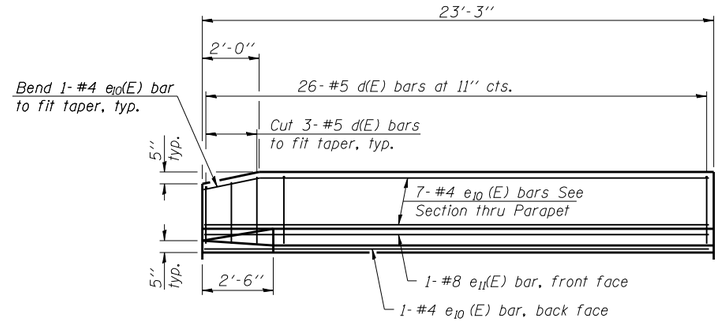
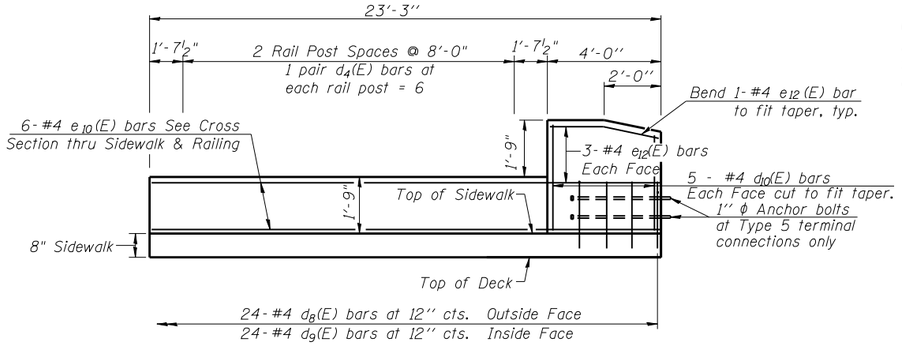
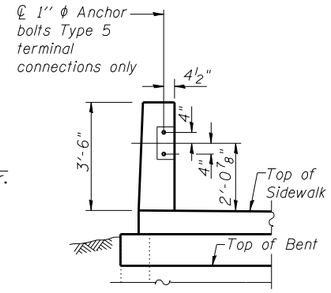
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



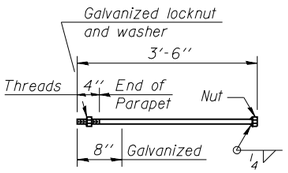
INSIDE ELEVATION OF PARAPET



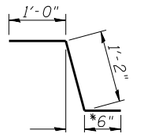
INSIDE ELEVATION OF PARAPET SIDEWALK AND PARAPET



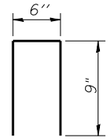
VIEW H-H



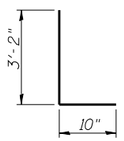
1" ϕ ANCHOR BOLT
(Cost included with Concrete Superstructure)



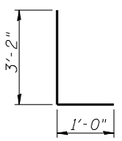
BAR c2(E)



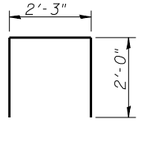
BAR d4(E)



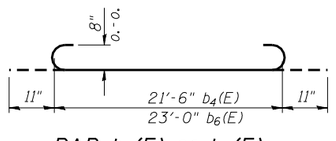
BAR d8(E)



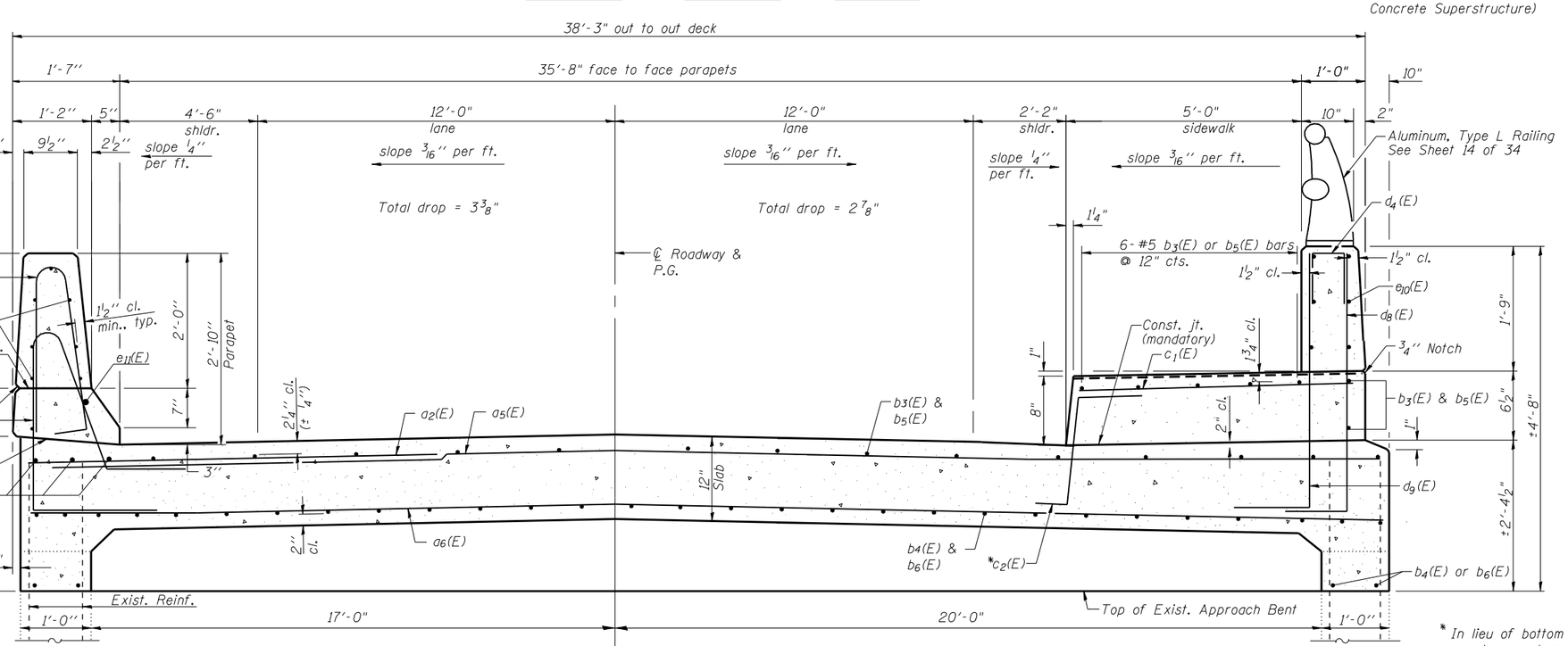
BAR d9(E)



BAR u(E)



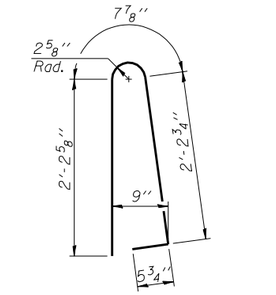
BAR b4(E) or b6(E)



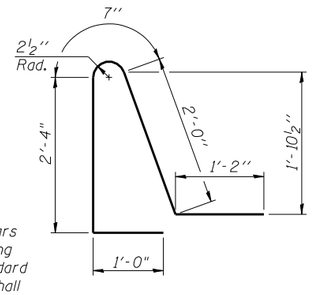
NEAR APPR. BENT

CROSS SECTION

NEAR ABUTMENT



BAR d(E)



BAR d7(E)

* In lieu of bottom leg, c2(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".

TWO APPROACH SLABS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a5(E)	33	#5	37'-9"	—
a6(E)	56	#6	37'-9"	—
b3(E)	37	#5	21'-6"	—
b4(E)	77	#8	23'-4"	⊂ ⊃
b5(E)	37	#5	23'-0"	—
b6(E)	77	#8	24'-10"	⊂ ⊃
c1(E)	48	#5	5'-8"	—
c2(E)	48	#5	2'-8"	⌐
d(E)	52	#5	5'-7"	⌂
d4(E)	12	#4	2'-0"	⊓
d7(E)	52	#5	7'-1"	⌐
d8(E)	48	#4	4'-0"	L
d9(E)	48	#6	4'-2"	L
d10(E)	20	#4	4'-3"	—
e10(E)	28	#4	23'-0"	—
e11(E)	2	#8	23'-0"	—
e12(E)	12	#4	3'-9"	—
p(E)	6	#7	37'-9"	—
u(E)	72	#5	6'-3"	⊓
Reinforcement Bars, Epoxy Coated		Pound	19,690	
Concrete Superstructure		Cu. Yd.	101.9	

BLANK, WESSELINK, COOK & ASSOCIATES DECATUR, ILLINOIS ENGINEERS - CONSULTANTS DESIGN FIRM NO. 184000894

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	PLOT DATE =	CHECKED PBB/MCB	REVISED -

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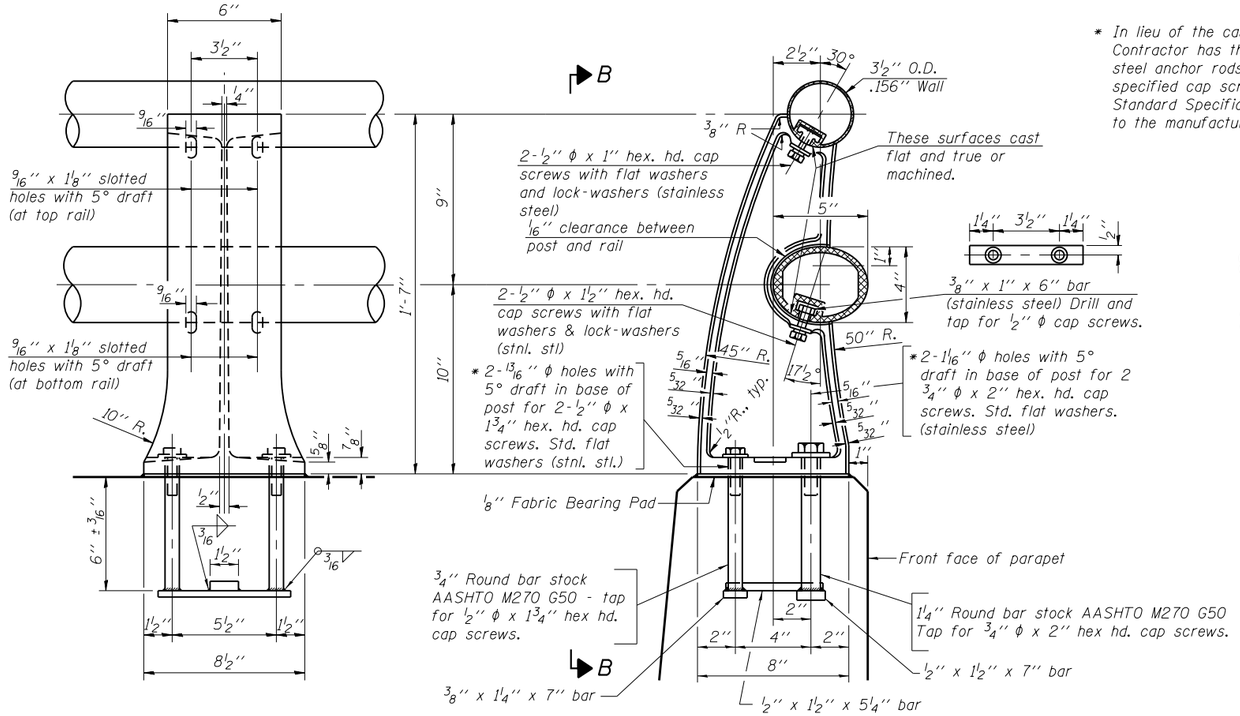
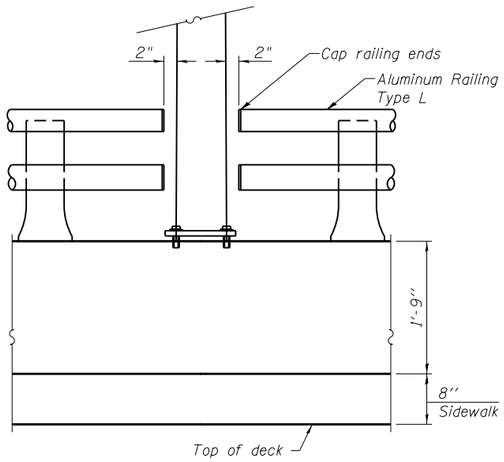
DEPARTMENT OF TRANSPORTATION

VAULTED APPROACH SLAB DETAILS
STRUCTURE NO. 058-0010
SHEET NO. 13 OF 34 SHEETS

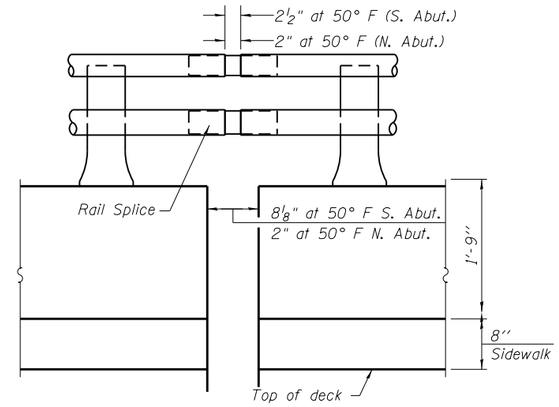
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	90
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



RAIL TREATMENT @ LIGHT POST

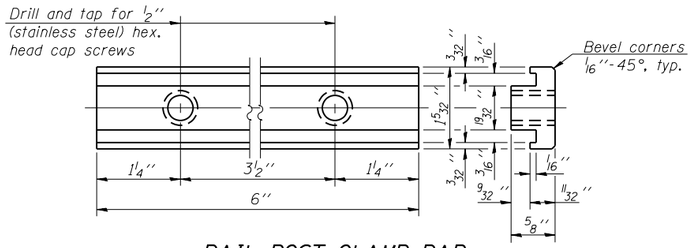


RAIL TREATMENT @ MODULAR EXPANSION JOINT

VIEW B-B

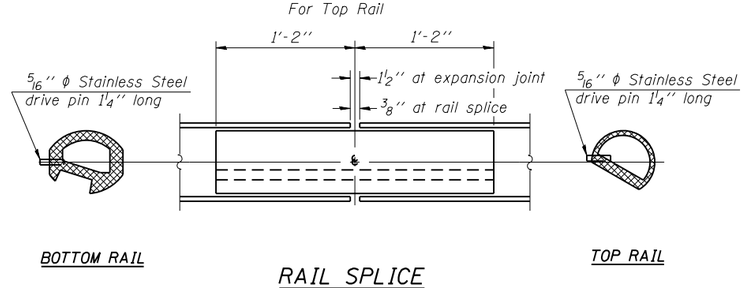
SECTION A-A

RAIL POST DETAILS

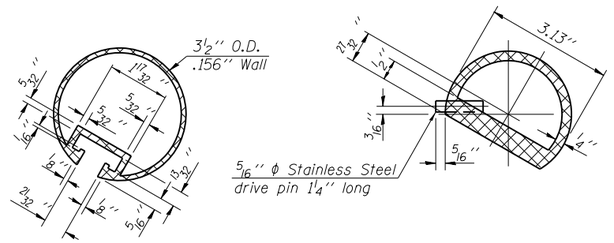


RAIL POST CLAMP BAR

For Top Rail



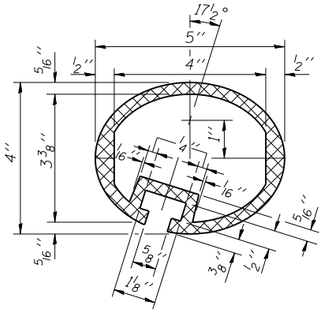
RAIL SPLICE



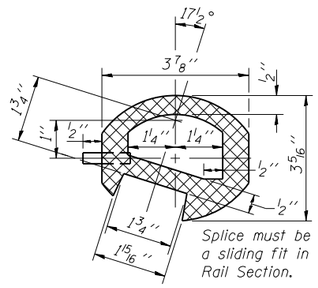
SECTION THRU TOP RAIL

SECTION THRU SPLICE

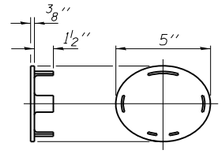
For Top Rail



SEC. THRU ELLIPTICAL RAIL SECTION

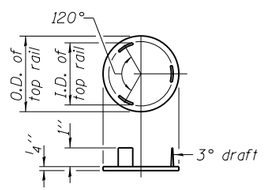


SEC. THRU SPLICE



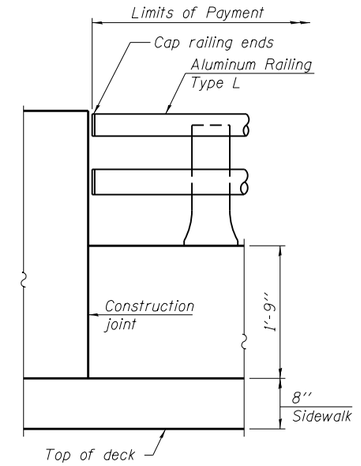
CAST END CAP

For bottom rail
DRIVE FIT TYPE



CAST END CAP

For top rail



RAIL END TREATMENT AT APPROACH SPAN PARAPET

Notes:
All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
All exposed rail ends shall be capped per detail.
Provide 1- ⅛" and 2- 1/16" Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
See sheet 10 & 13 of 34 for rail post spacing.

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	507

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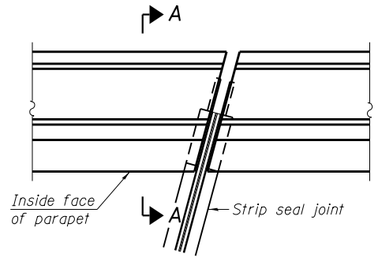
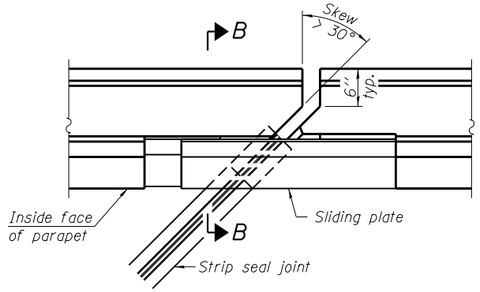
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALUMNINUM RAILING, TYPE L
STRUCTURE NO. 058-0010
SHEET NO. 14 OF 34 SHEETS

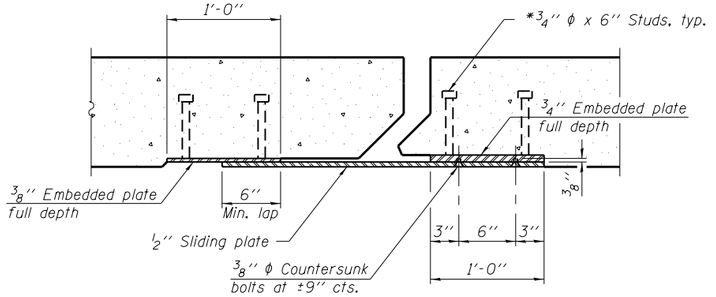
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	91
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



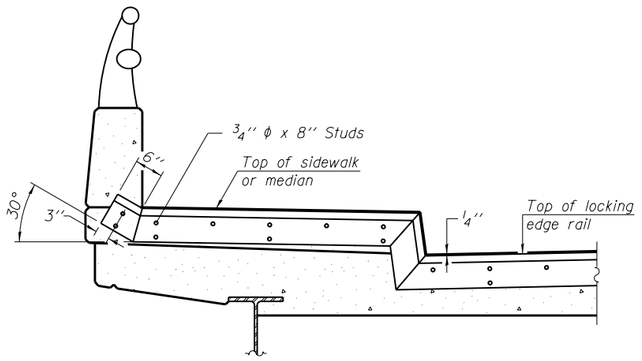
PLAN
(For skews ≤ 30°)



PLAN
(For skews > 30°)
Showing point block

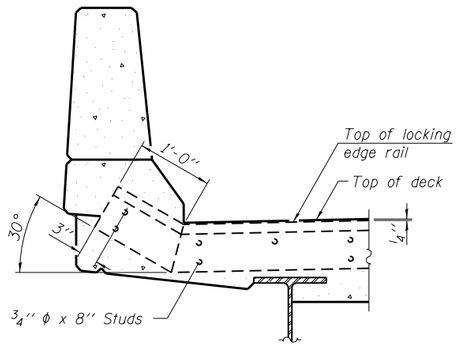


SECTION C-C

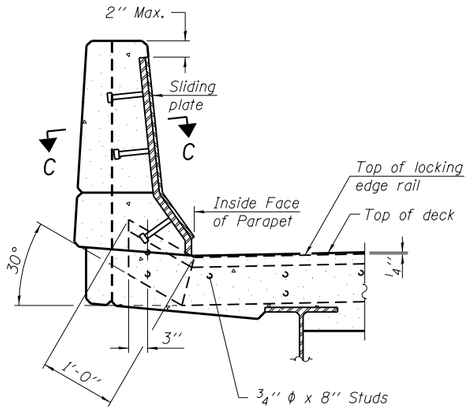


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

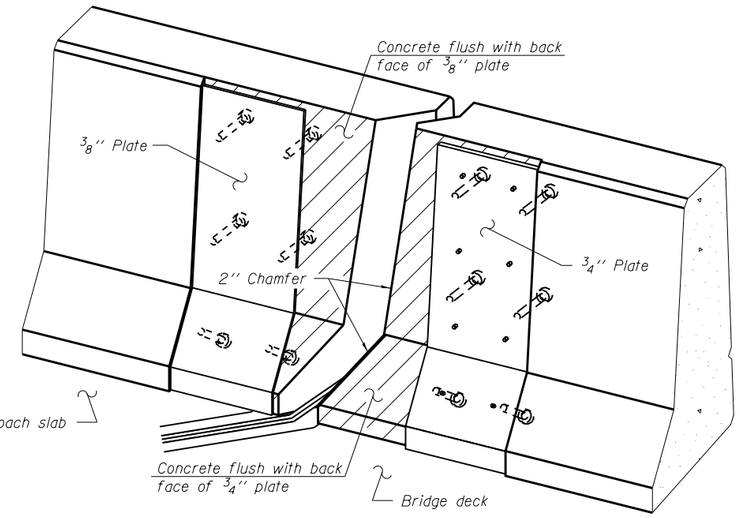
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



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.

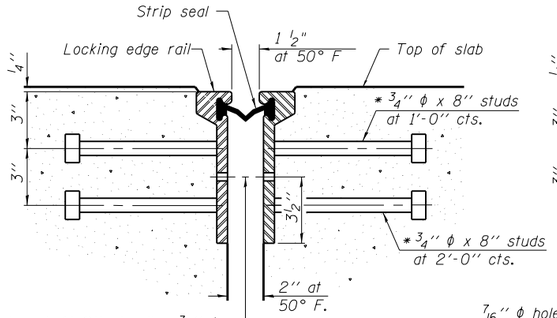
The manufacturer's recommended installation methods shall be followed.

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.

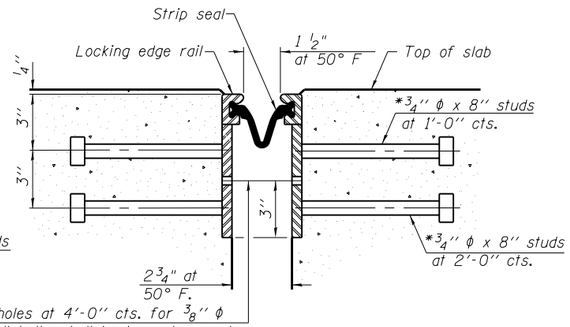
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

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.

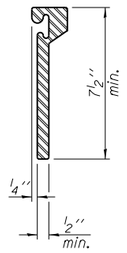
SECTION THRU ROLLED RAIL JOINT



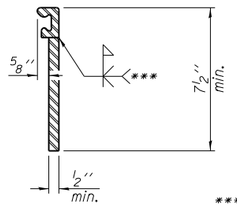
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

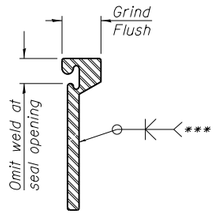
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



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.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	38

LOCKING EDGE RAILS

EJ-SSJ 1-27-12

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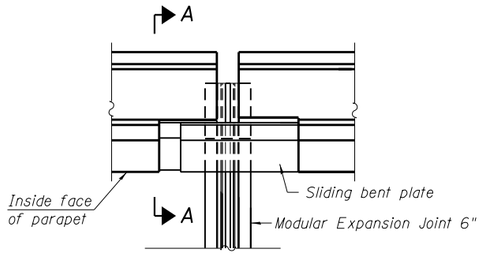
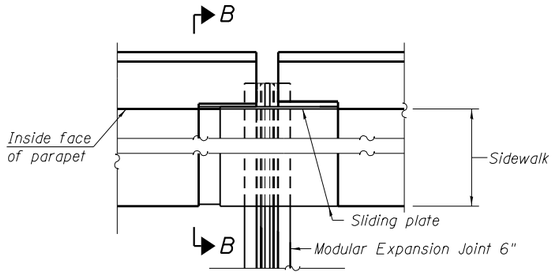
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 058-0010
SHEET NO. 15 OF 34 SHEETS

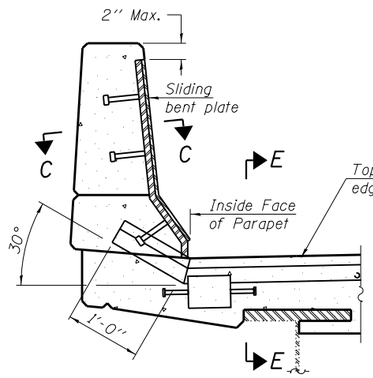
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	92
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



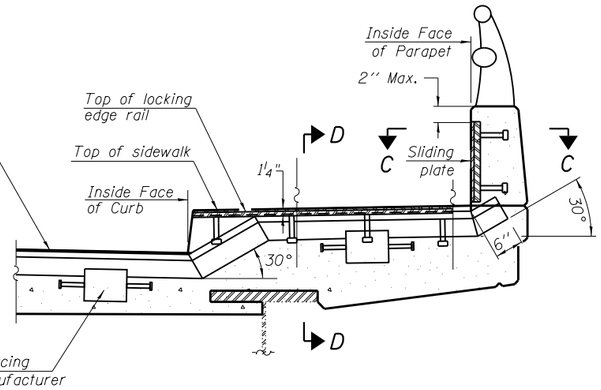
PLAN



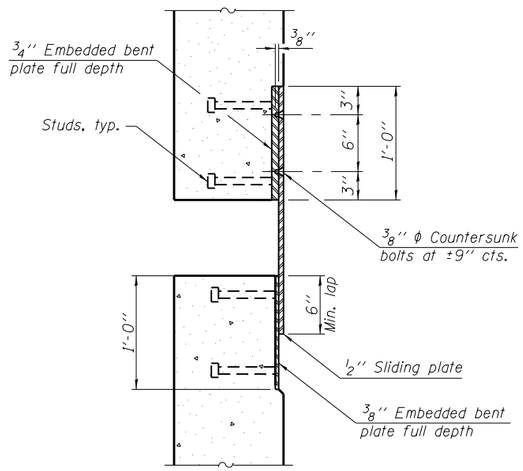
PLAN



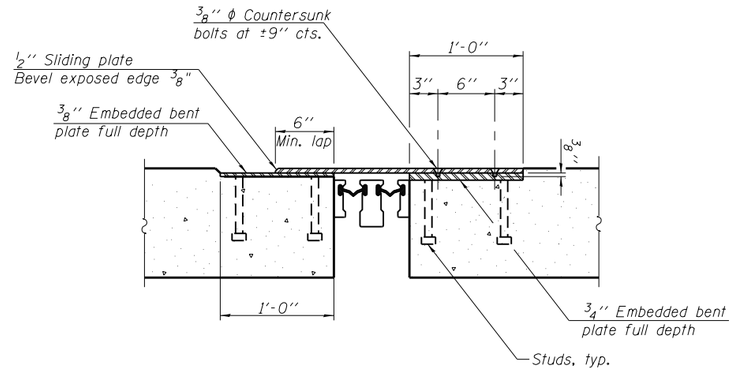
SECTION A-A



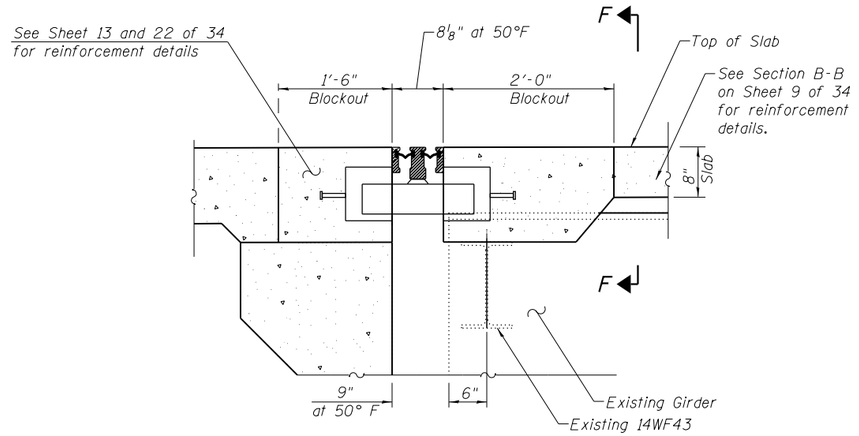
SECTION B-B



SECTION C-C



SECTION D-D



SECTION E-E

Notes:

Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

The manufacturer's recommended installation and fabrication methods shall be followed as approved by the Engineer.

Parapet plates, Sidewalk plates, shims, stools, brackets, anchorage studs, hardware and any additional reinforcement are included in the cost of Modular Expansion Joint 6".

The modular expansion joint system shall be capable of handling 2½" of longintudinal movement either direction from 50°F (5" total).

Support boxes shall be rigidly attached to diaphragms and backwall by adjustable brackets, stools or shims.

Prior to ordering stools or shims, the Contractor shall verify in the field all top of steel elevations.

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

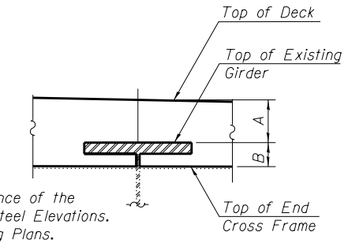
See Guide Bridge Special Provision for Modular Expansion Joint.

Girder Number	Dim. A	Dim. B
1	10"	3¾"
2	9⅞"	5⅝"
3	10"	5⅜"
4	10"	3⅜"

Notes:

Dim. A is the theoretical difference of the Proposed Deck Elev. and Top of Steel Elevations.

Dim. B is from the 1960 Existing Plans.



SECTION F-F

BILL OF MATERIAL

Item	Unit	Total
Modular Expansion Joint 6"	Foot	38

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	PLOT SCALE =	DRAWN MLO	REVISED -
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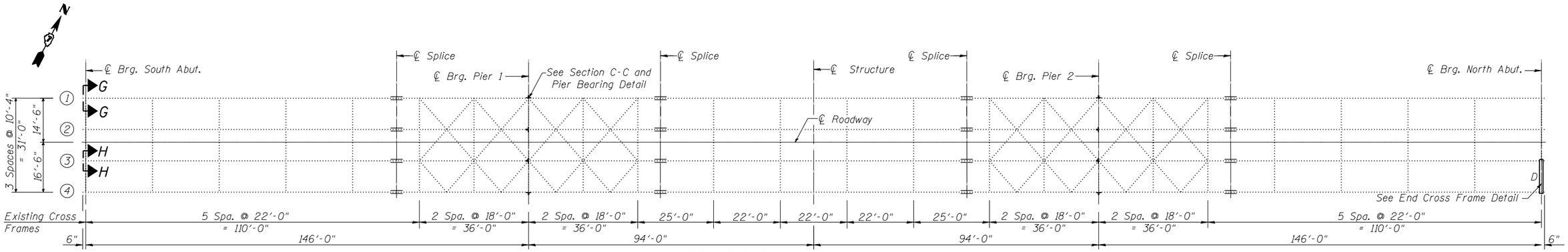
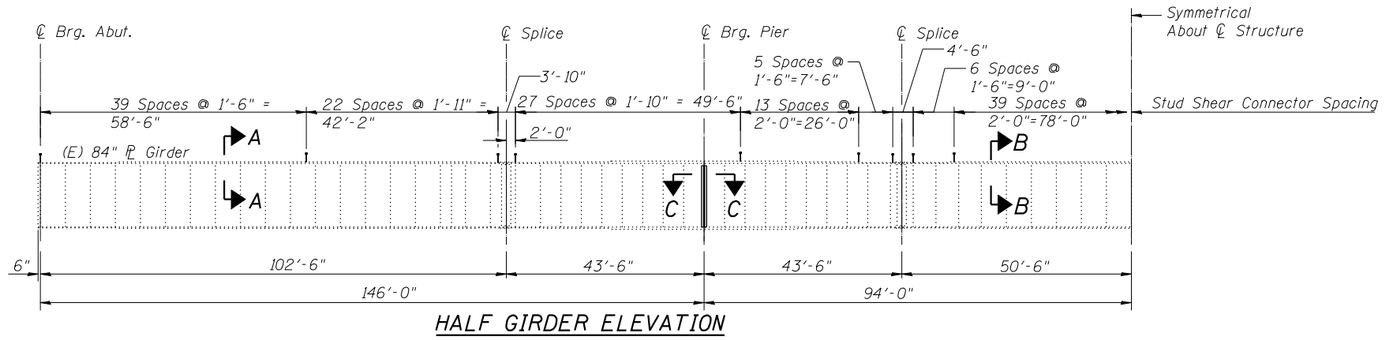
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT
STRUCTURE NO. 058-0010
SHEET NO. 16 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	93
		CONTRACT NO. 74438		
		ILLINOIS	FED. AID PROJECT	



FRAMING PLAN

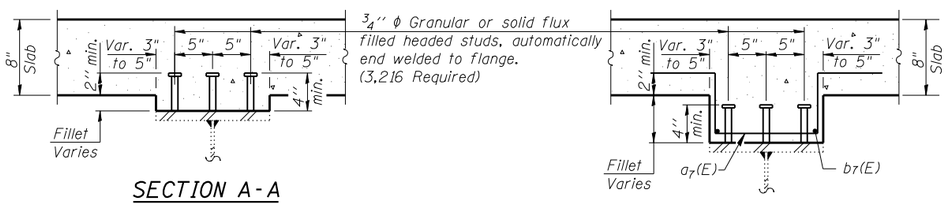


HALF GIRDER ELEVATION

BILL OF MATERIAL

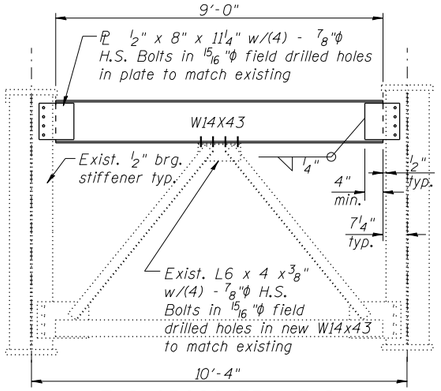
Item	Unit	Quantity
Structural Steel Repair	Pound	434

Note:
See sheet 18 of 34 for Section C-C, Section G-G and Section H-H.



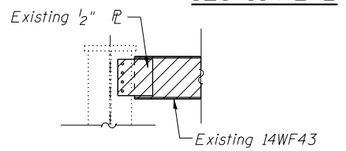
SECTION A-A

SECTION B-B



END CROSS FRAME D

(1 location)



END CROSS FRAME D

(Showing Removal)

CONSTRUCTION SEQUENCE

The bearings and noted portion of End Cross Frame D shall be removed and replaced following the concrete deck removal and before the proposed deck is constructed.

Note:
Existing 14WF43 and 1/2" connection plates to be removed. Cost included with Structural Steel Repair.
Cost of field drilling is included with Structural Steel Repair.

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s(Total and Overload) 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 and Overload) 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 and Overload) 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})

$\mathcal{D}$: Un-factored non-composite dead load (kips/ft.).

$M_{\mathcal{D}}$: Un-factored moment due to non-composite dead load (kip-ft.).

$s_{\mathcal{D}}$: Un-factored long-term composite (superimposed) dead load (kips/ft.)

$M_{s\mathcal{D}}$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L: Un-factored live load moment (kip-ft.).

M_I: Un-factored moment due to impact (kip-ft.).

M_a: Factored design moment (kip-ft.).
1.3 [$M_{\mathcal{D}} + M_{s\mathcal{D}} + \frac{5}{3}(M_L + M_I)$]

M_u: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
$M_{\mathcal{D}} + M_{s\mathcal{D}} + \frac{5}{3}(M_L + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.3 [$M_{\mathcal{D}} + M_{s\mathcal{D}} + \frac{5}{3}(M_L + M_I)$]

VR: Maximum M_L + impact shear range within the composite portion of the span for stud shear connector design (kips).

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp.1/ 0.6 Sp.3	Pier 1 & 2	0.5 Sp. 2
I_s	(in^4)	134088	251856	134088
$I_c(n)$	(in^4)	251081	401211	251081
$I_c(3n)$	(in^4)	190661	317108	190661
$I_c(cr)$	(in^4)		274650	
S_s	(in^3)	3065	5596	3065
$S_c(n)$	(in^3)	3752	6358	3752
$S_c(3n)$	(in^3)	3469	5993	3469
$S_c(cr)$	(in^3)		5748	
$\mathcal{D}$	(k/')	1.495	1.714	1.495
$M_{\mathcal{D}}$	('k)	1875	4884	1879
$s_{\mathcal{D}}$	(k/')	0.535	0.535	0.535
$M_{s\mathcal{D}}$	('k)	769	1536	855
M_L	('k)	1809	2444	1964
M_{IM}	('k)	335	420	313
$\frac{5}{3}[M_L + I]$	('k)	3573	4773	3795
M_a	('k)	8083	14551	8488
* M_u	('k)	9667		9666
f_s $\mathcal{D}$ non-comp	(ksi)	7.3	10.5	7.4
f_s $\mathcal{D}$ (comp)	(ksi)	2.7	3.1	3.0
f_s $\frac{5}{3}[M_L + M_I]$	(ksi)	11.4	9.0	12.1
f_s (Overload)	(ksi)	21.4	22.6	22.5
** f_s (Total)	(ksi)		29.3	
VR	(k)	87.9	111.3	92.2

* Compact section
** Braced non-compact and partially braced section

INTERIOR GIRDER REACTION TABLE			
		Abuts.	Piers
$R_{\mathcal{D}}$	(k)	104.7	386.9
R_L	(k)	63.9	142.8
R_I	(k)	11.8	15.6
R_{Total}	(k)	180.4	545.3

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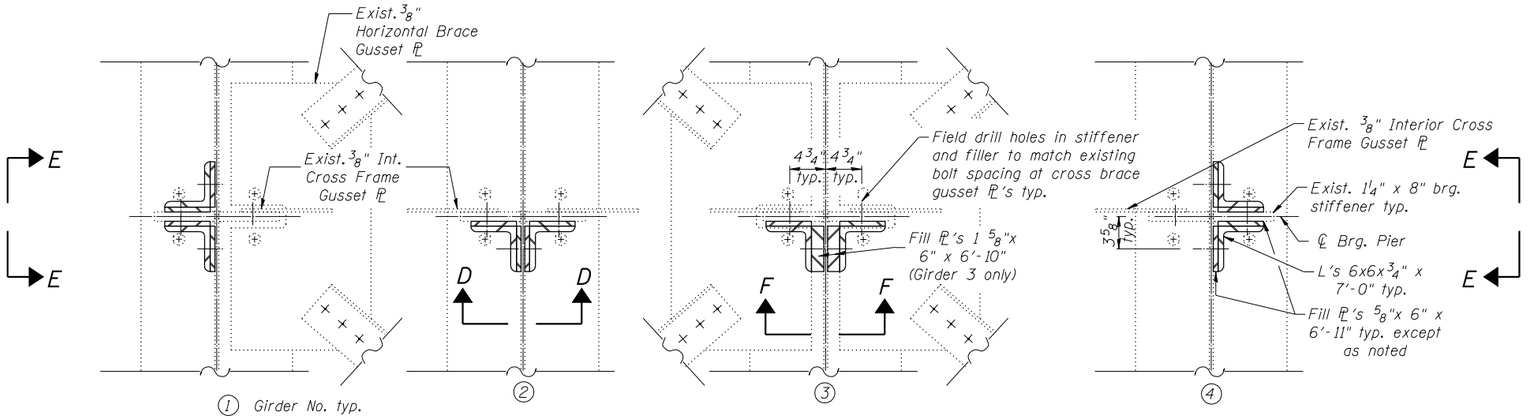
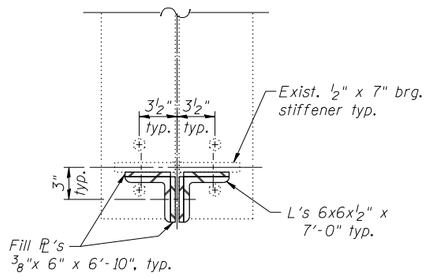
		CHECKED MCB	REVISED -
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 058-0010
SHEET NO. 17 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	94
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			





PLAN AT ABUTMENT ENDS

(Sec. G-G & H-H)

Note:
Cost of field drilling included with Structural Steel Repair.
Structural Steel Repair is typical at both Piers.
See Sheet 17 of 34 for location of Section G-G & Section H-H.

BILL OF MATERIAL - TWO PIERS

Item	Unit	Quantity
Structural Steel Repair	Pound	7167

BILL OF MATERIAL - TWO ABUTMENTS

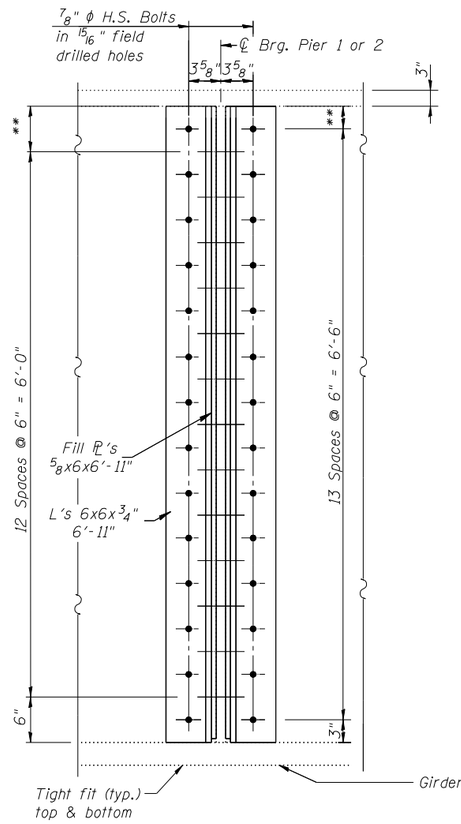
Item	Unit	Quantity
Structural Steel Repair	Pound	4319

SECTION C-C

See Sheet 17 of 34 for location of Section C-C.

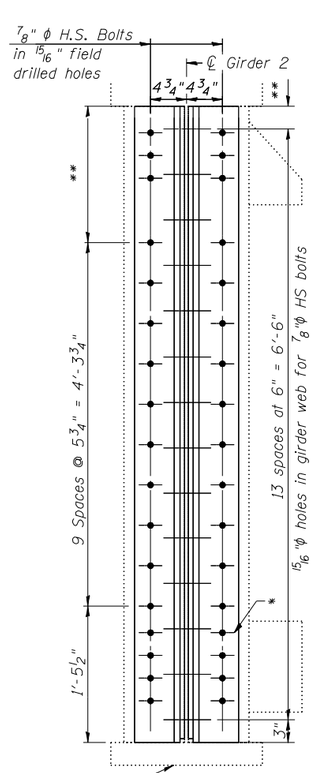
* Field drill holes in stiffener and filler to match existing bolt spacing at cross brace gusset PL's typ. each side Girders 2 & 3 and typ. inside Girders 1 & 4 at Abutments.

** measure in field and cut to fit



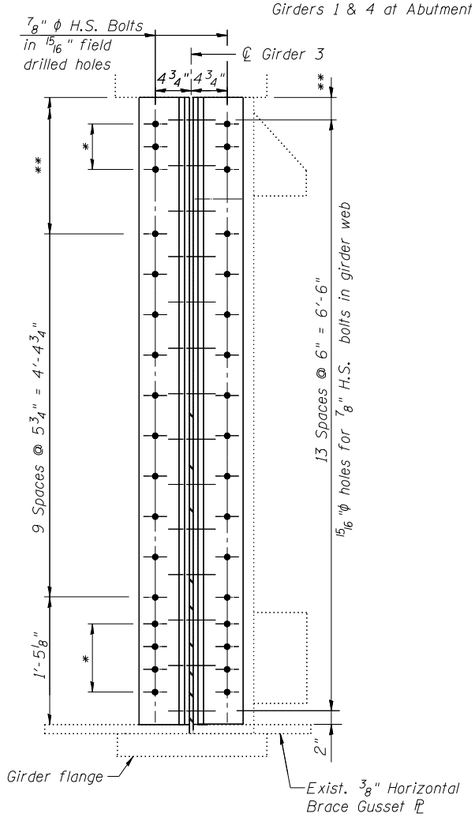
SECTION E-E

(4 locations)



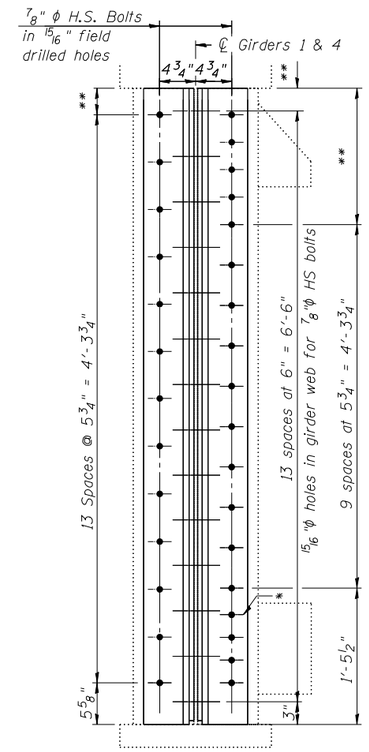
SECTION D-D

(2 locations)



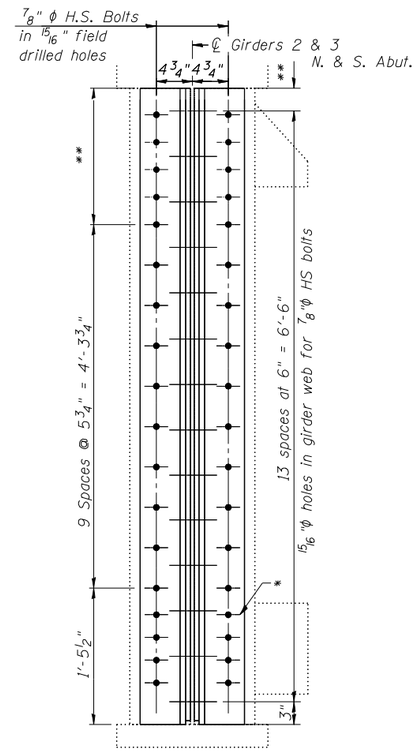
SECTION F-F

(2 locations)



SECTION G-G

(4 locations)
(Girder 1, S. Abut. & Girder 4, N. Abut. shown)
(Girder 1, N. Abut & Girder 4, S. Abut. opposite)



SECTION H-H

(4 locations)

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FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING STIFFENER REPAIR DETAILS STRUCTURE NO. 058-0010
		CHECKED MCB	REVISED -		
	PLOT SCALE =	DRAWN MLO	REVISED -		
	PLOT DATE =	CHECKED PBB/MCB	REVISED -		SHEET NO. 18 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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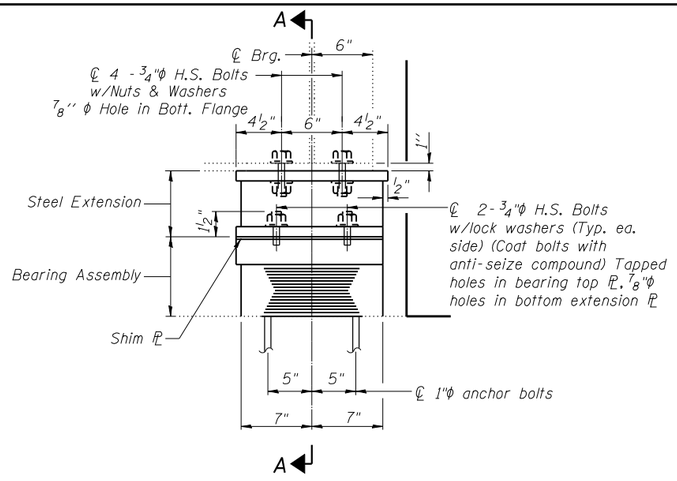
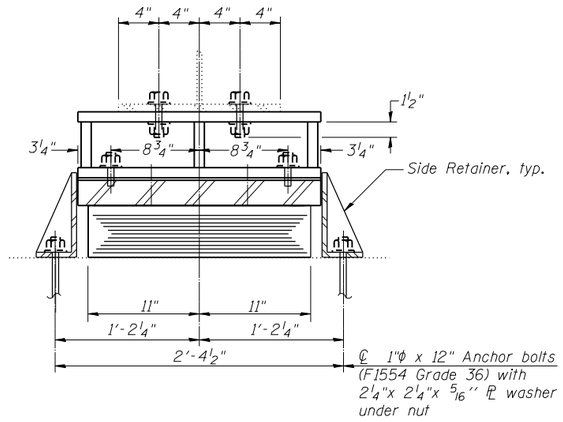
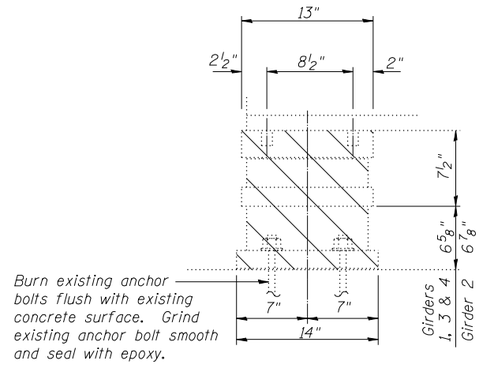
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



ELEVATION AT NORTH ABUT.

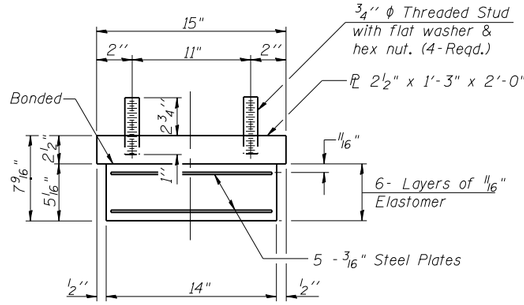


SECTION A-A



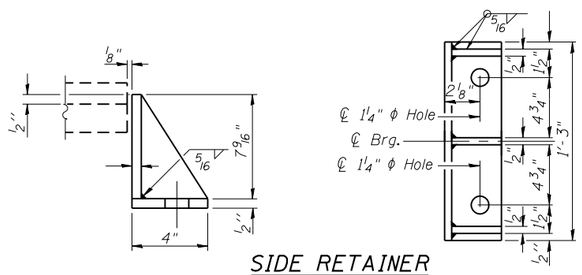
EXISTING BEARING REMOVAL DETAIL

TYPE I ELASTOMERIC EXP. BRG.



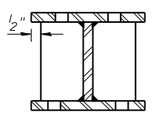
BEARING ASSEMBLY

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



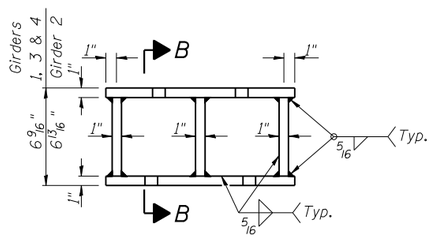
SIDE RETAINER

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



SECTION B-B

PLAN STEEL EXTENSION



ELEVATION STEEL EXTENSION

Jacking Loads per Girder		ABUT.
R ℚ Steel Only	(K)	21
Min. Jack Capacity, Steel Only	(K)	42

PROCEDURE FOR JACKING AND REMOVING EXISTING BEARINGS
(At Abutments)

1. The Contractor shall submit, for approval by the Engineer, plans for jacking and removing the existing bearings at the abutments prior to commencing any work at the abutment bearings.
2. In each stage, jacking and removal of existing bearings shall be done after the existing deck is removed and before new deck is poured.
3. The new bearings and steel extensions shall be in place and the jacks lowered prior to pouring the new concrete deck in each stage. See Special Provision for Jack and Remove Existing Bearings.

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.

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, shims and bolts shall be included in the cost of Furnishing & Erecting Structural Steel.

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.

See Sheets 19 and 20 of 34 for minimum jack capacity.

Cost of field drilling included with Furnishing and Erecting Structural Steel.

Fill the unused existing lower flange bolt holes with silicone sealant suitable for structural steel. Cost included with Jack and Remove Existing Bearings.

Note:
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	4
Anchor Bolts, 1"	Each	16
Furnishing & Erecting Structural Steel	Pound	1,377
Jack and Remove Existing Bearings	Each	4

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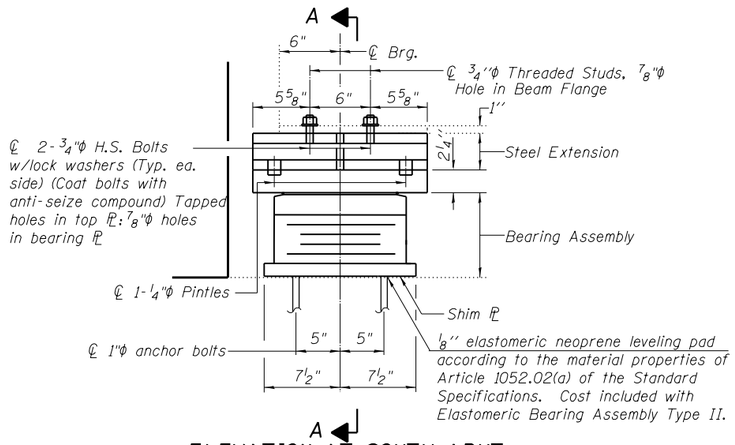
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

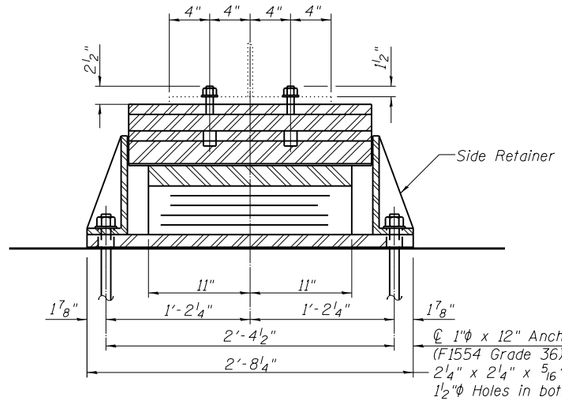
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 058-0010
SHEET NO. 19 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-21BR & (48BR)BR	MACON	144	96
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

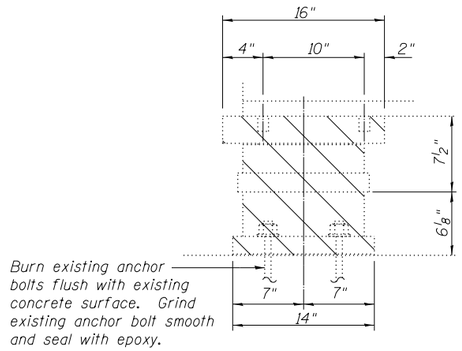


ELEVATION AT SOUTH ABUT.

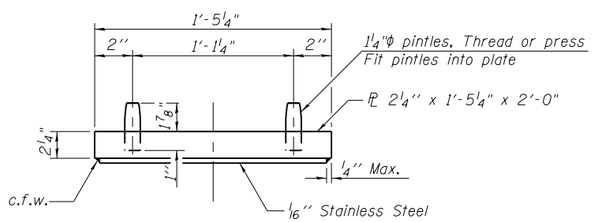


SECTION A-A

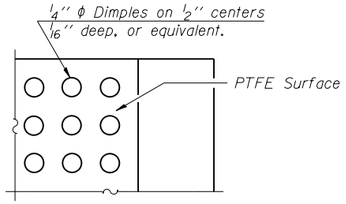
TYPE II ELASTOMERIC EXP. BRG.



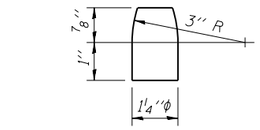
EXISTING BEARING REMOVAL DETAIL



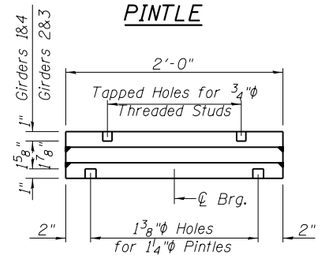
TOP BEARING ASSEMBLY



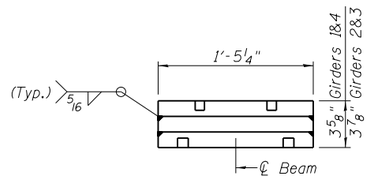
PLAN-PTFE SURFACE



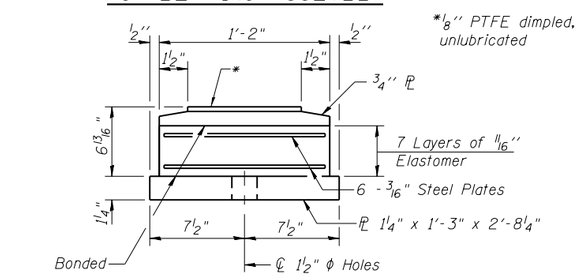
PINTLE



ELEVATION STEEL EXTENSION

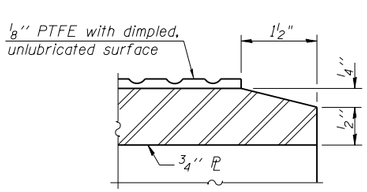


END VIEW STEEL EXTENSION

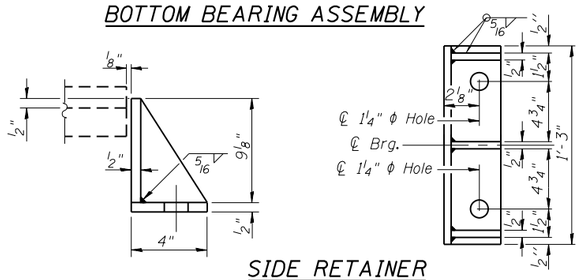


TOP BEARING ASSEMBLY

*1/8" PTFE dimpled, unlubricated



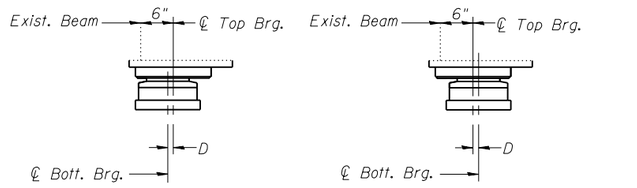
SECTION THRU PTFE



BOTTOM BEARING ASSEMBLY

SIDE RETAINER

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



BELOW 50°F.
(Move bott. brg. away from fixed brg.)

ABOVE 50°F.
(Move bott. brg. toward fixed brg.)

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.

Jacking Loads per Girder		ABUT.
R ℄ Steel Only	(K)	21
Min. Jack Capacity, Steel Only	(K)	42

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	4
Anchor Bolts, 1"	Each	16
Furnishing & Erecting Structural Steel	Pound	1,953
Jack and Remove Existing Bearings	Each	4

PROCEDURE FOR JACKING AND REMOVING EXISTING BEARINGS
(At Abutments)

1. The Contractor shall submit, for approval by the Engineer, plans for jacking and removing the existing bearings at the abutments prior to commencing any work at the abutment bearings.
2. In each stage, jacking and removal of existing bearings shall be done after the existing deck is removed and before new deck is poured.
3. The new bearings and steel extensions shall be in place and the jacks lowered prior to pouring the new concrete deck in each stage. See Special Provision for Jack and Remove Existing Bearings.

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, shims and bolts shall be included in the cost of Furnishing & 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.

See Sheets 19 and 20 of 34 for minimum jack capacity. Cost of field drilling included with Furnishing and Erecting Structural Steel.

Fill the unused existing lower flange bolt holes with silicone sealant suitable for structural steel. Cost included with Jack and Remove Existing Bearings.

Note:
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

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FILE NAME =	USER NAME =	DESIGNED PBB	REVISED -
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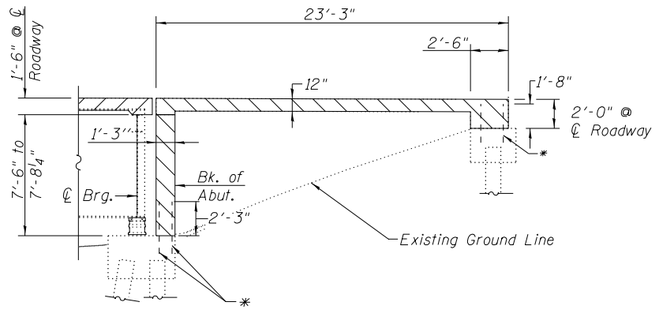
	PLOT SCALE =	DRAWN MLO	REVISED -
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

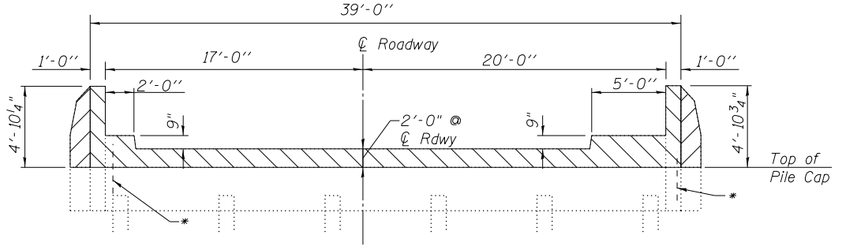
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT BEARING DETAILS
STRUCTURE NO. 058-0010
SHEET NO. 20 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	97
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			

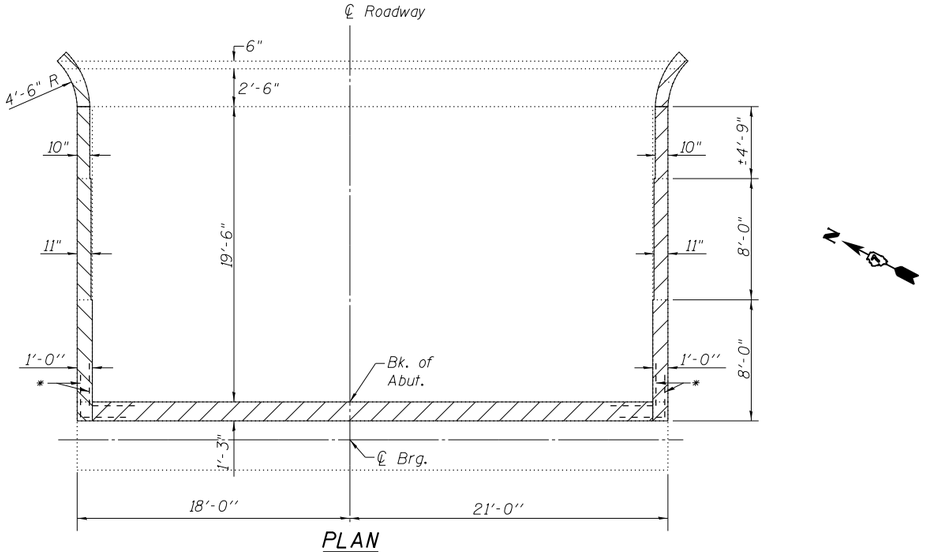


SECTION THRU VAULTED ABUTMENT



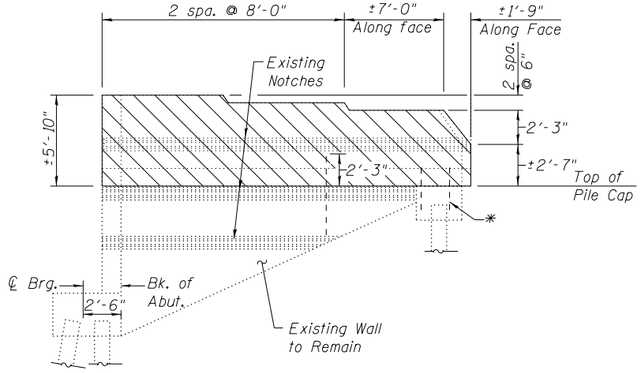
SECTION AT APPROACH BENT

(N. Abut. Looking North - S. Abut. Similiar)

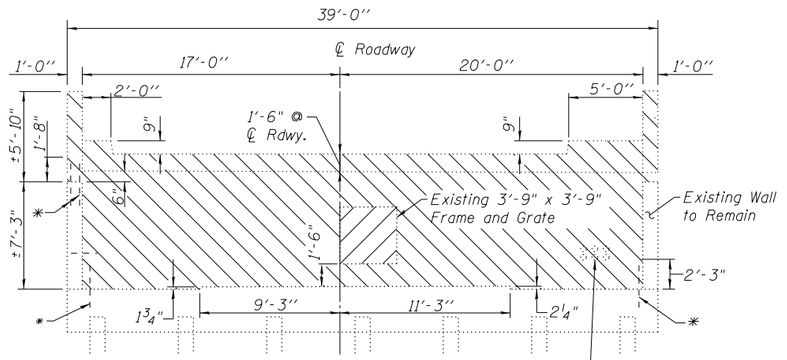


PLAN

(N. Abut. Shown - S. Abut. Similiar)



TYPICAL WING ELEVATION



ELEVATION

(N. Abut. Looking North - S. Abut. Similiar)

Existing conduits and utilities in pipe sleeves shall be supported and protected during construction. Cost included with Concrete Removal.

Notes

Hatched areas indicate Concrete Removal.

* Existing reinforcement extending into new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	125.4

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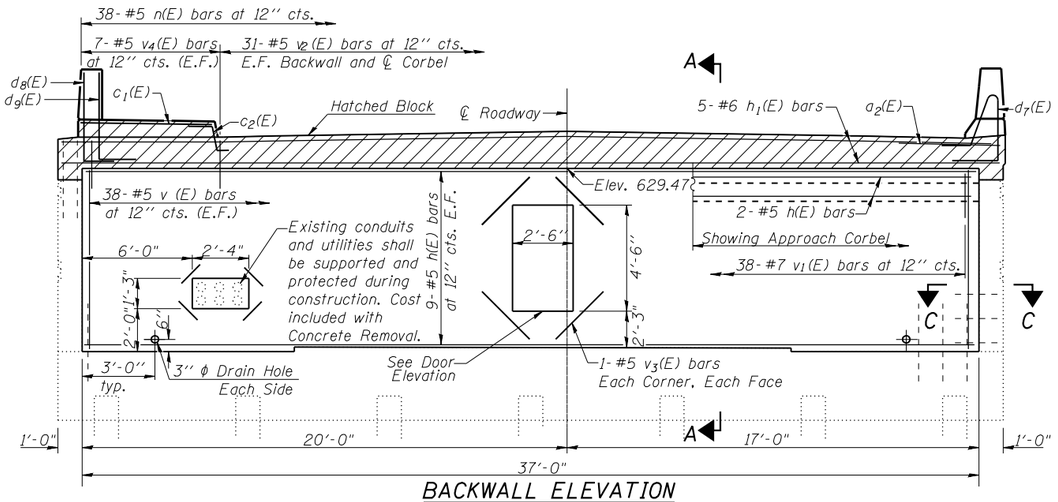
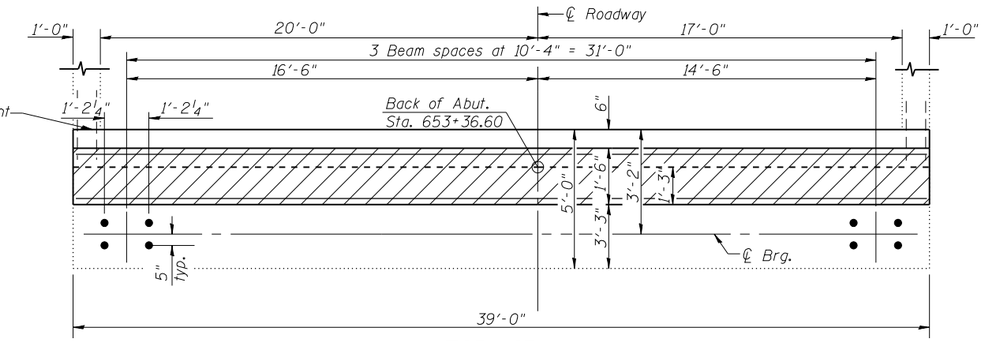
DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL DETAILS
STRUCTURE NO. 058-0010
SHEET NO. 21 OF 34 SHEETS

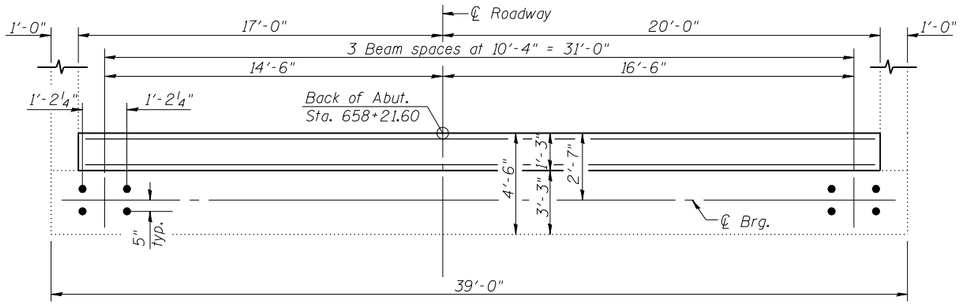
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	98
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		



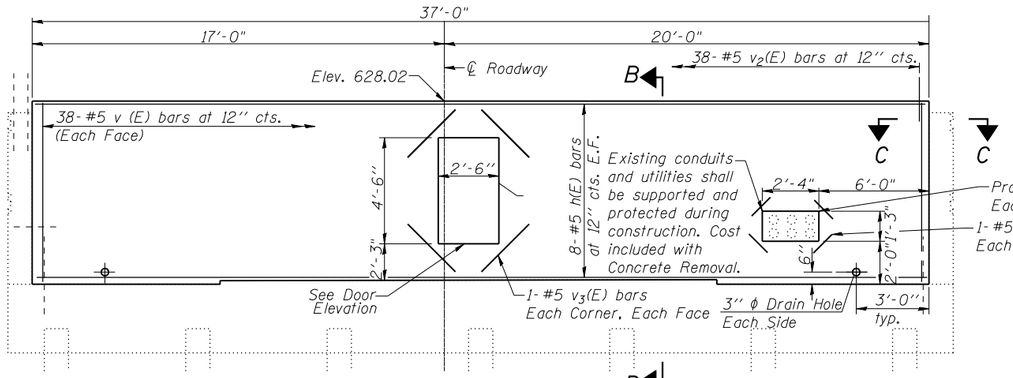
BACKWALL ELEVATION
(S. Abut. Looking South)



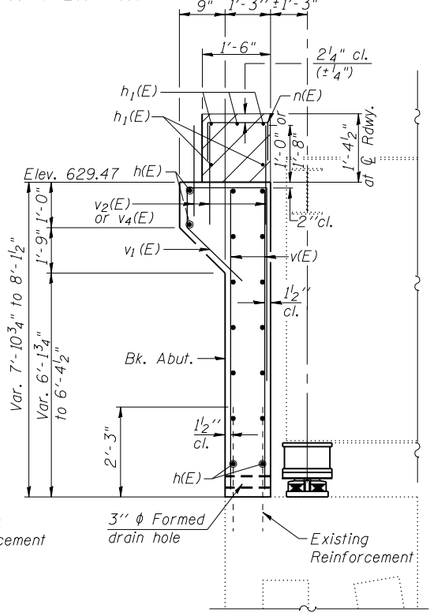
TOP VIEW
(S. Abut.)



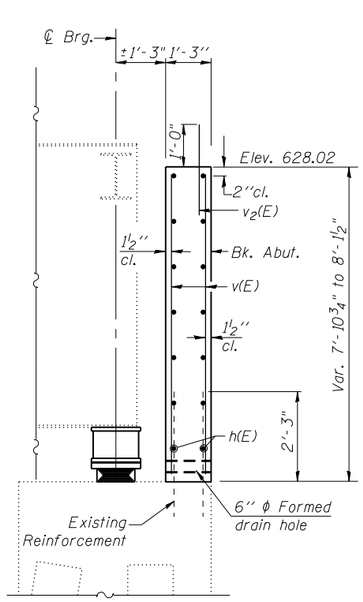
TOP VIEW
(N. Abut.)



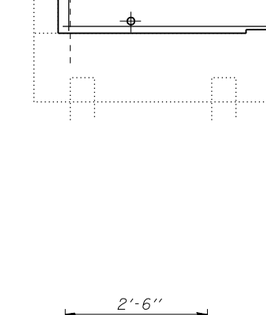
BACKWALL ELEVATION
(N. Abut. Looking North)



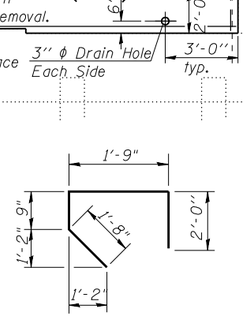
SECTION A-A
(S. Abut.)



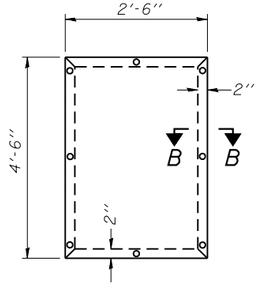
SECTION B-B
(N. Abut.)



BAR n(E)

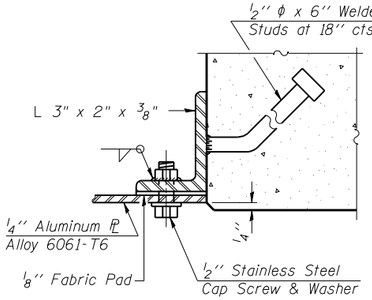


BAR v1(E)

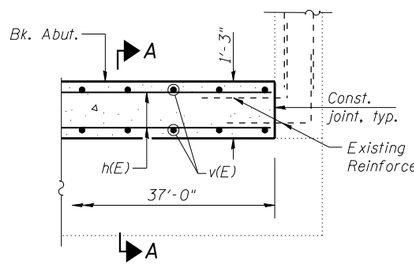


DOOR ELEVATION

Cost of door and frame are included with Concrete Structures.



SECTION B-B



SECTION C-C

Notes:

See Sheets 12 and 13 of 34 for details of $a_2(E)$, $c(E)$, $c_2(E)$ and $d_7(E)$-$d_9(E)$ bars.

The blockout area represented by hatching shall be poured following the installation of the modular expansion joint.

The concrete quantity for the hatch block area is included with Concrete Superstructure on Sheet 11 of 34.

Concrete Sealer shall be applied to the front face of the abutment backwall and hatched block.

Cut v(E) and h(E) bars at openings for door and conduit.

Existing reinforcement extending into new construction shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

TWO ABUTMENT BACKWALLS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	36	#5	36'-8"	——
h_1(E)	5	#6	38'-8"	——
n(E)	38	#5	3'-1"	⊓
v(E)	152	#5	7'-6"	——
v_1 (E)	38	#7	6'-2"	⌐
v_2(E)	131	#5	2'-0"	——
v_3(E)	8	#5	3'-0"	——
v_4(E)	14	#5	2'-8"	——
Reinforcement Bars, Epoxy Coated		Pound	3,810	
Concrete Structures		Cu. Yd.	28.8	
Concrete Sealer		Sq. Ft.	686	
Structure Excavation		Cu. Yd.	1	

(See Note A)

Note A:
420 lbs (Superstr.)
3,390 lbs (Substr.)

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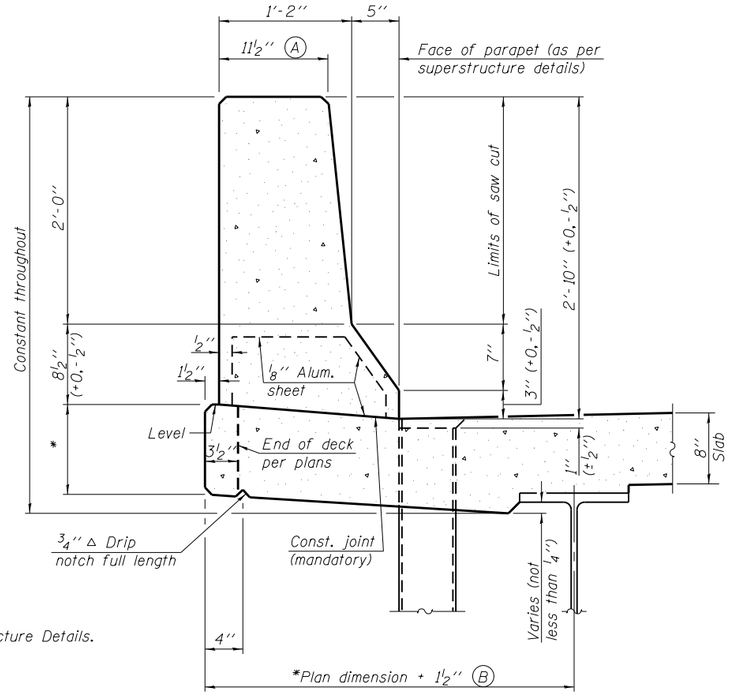
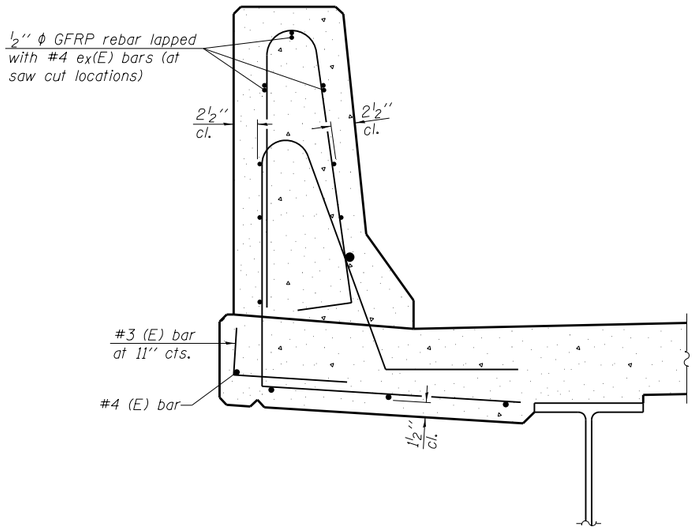
ABUTMENT BACKWALL DETAILS
STRUCTURE NO. 058-0010
SHEET NO. 22 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-21BR & (48BR)BR	MACON	144	99
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			



* See Superstructure Details.

SECTION
(Showing dimensions)



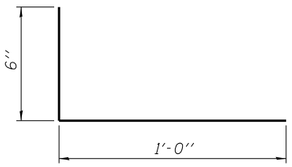
SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

GENERAL NOTES

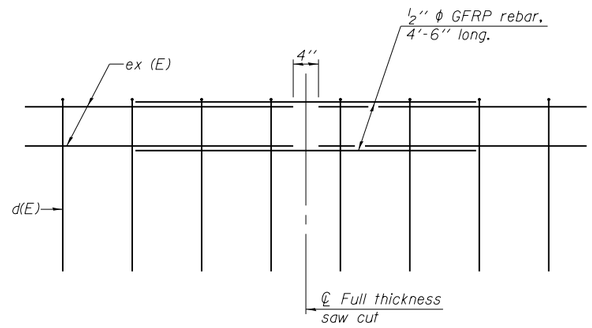
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.

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



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

SFP-34 1-27-12

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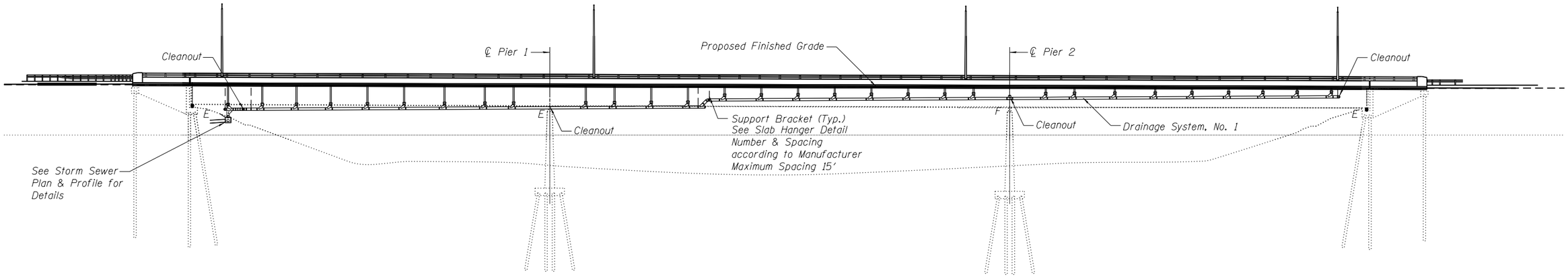
	PLOT DATE =	CHECKED PBB/MCB	REVISED -

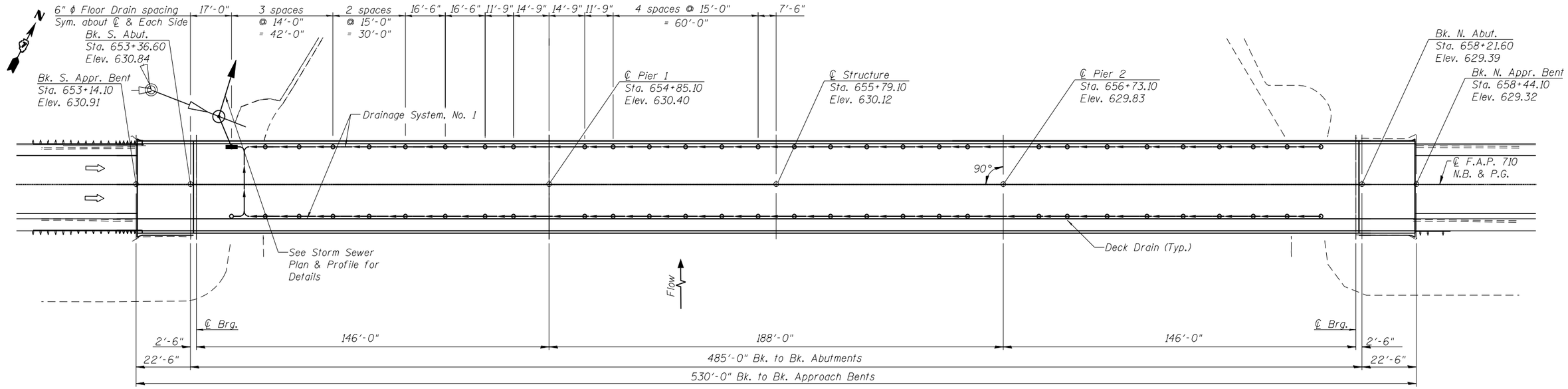
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 058-0010
SHEET NO. 23 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	100
		CONTRACT NO. 74438		
		ILLINOIS FED. AID PROJECT		



ELEVATION



PLAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SYSTEM
STRUCTURE NO. 058-0010
SHEET NO. 24 OF 34 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
710	(48X-B-2)BR & (48BR)BR	MACON	144	101
		CONTRACT NO. 74438		
	ILLINOIS FED. AID PROJECT			