

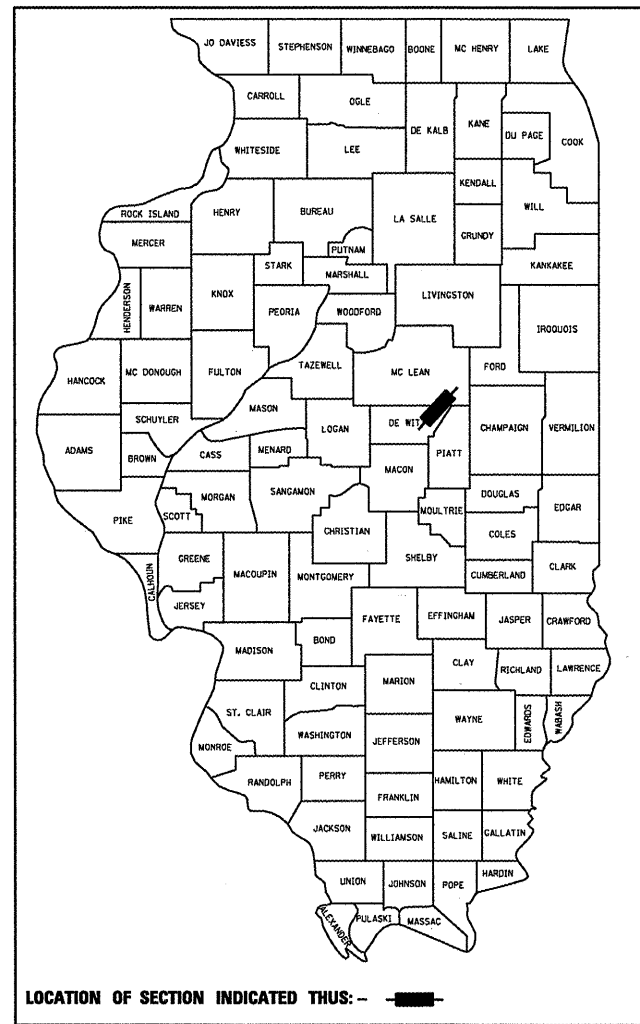
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	1
FED. ROAD DIST. NO. 5		ILLINOIS	CONTRACT NO. 70429	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

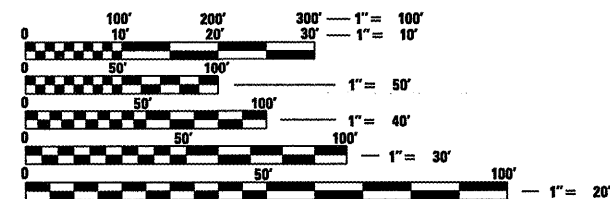
FAP ROUTE 71 (IL 54)
SECTION (121BR)BR
PROJECT ACBRF-0071(117)
BRIDGE REPLACEMENT
SALT CREEK 3 MILES NE OF FARMER CITY
DEWITT COUNTY
C-95-073-04

D-95-070-04



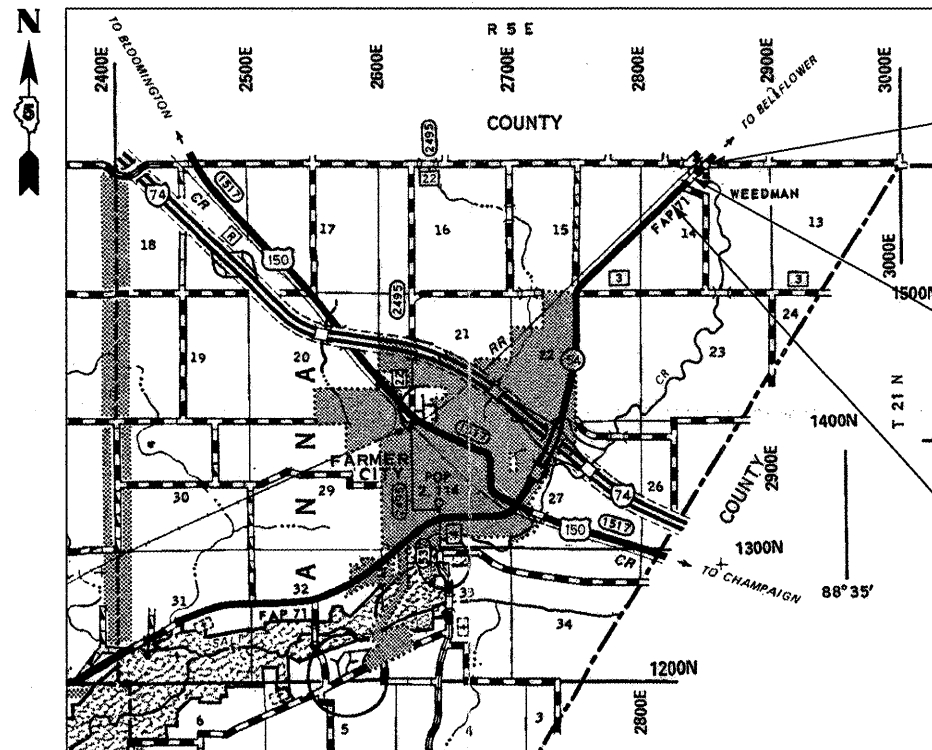
FOR INDEX OF SHEETS, SEE SHEET NO. 2

RURAL MINOR ARTERIAL
ADT = 1600 (2008)
SU = 8.6%, MU = 11.4%
PC = 80.0%



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 SANTA ANNA TWP. - DEWITT CO.
OR 811 WEST TWP. - MCLEAN CO.



LOCATION MAP



GROSSNET LENGTH = 900 FT. = 0.170 MILE

PROPOSED IMPROVEMENT ENDS
Sta. 147 + 00.00

PROPOSED SN 020-0064
STATION 141 + 78.00 (IL RTE 54)
2-SPANS @ 86'-4 1/4", 32'-0" DECK
36" STEEL I-BEAMS W/REINF. CONC. DECK
SKEW = 0 DEGREES

PROPOSED IMPROVEMENT BEGINS
Sta. 138 + 00.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 8/17 20 09

Joseph R. Rowe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 2, 20 09
Charles G. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

October 2, 20 09
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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



Charles W. Guthrie, Jr.
CHARLES W. GUTHRIE, JR., P.E.
DATE August 11 20 09
EXPIRES NOVEMBER 30, 2009

PROJECT ENGINEER: NANCY FASIG
CONSULTANT LIAISON: JASON STULTS
DISTRICT 5 PHONE NUMBER: (217) 465-4181

CONTRACT NO. 70429

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420401-07	BRIDGE APPROACH PAVEMENT CONNECTOR
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-03	NAME PLATE FOR BRIDGES
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
630001-08	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-05	TRAFFIC BARRIER TERMINAL, TYPE 2
631031-07	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
667101-01	PERMANENT SURVEY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5M (15') AWAY
701006-03	OFF-ROAD OPERATIONS, 2L, 2W, 4.5M (15') TO 600MM (24") FROM PAVEMENT EDGE
701011-02	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-10	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

GENERAL NOTES

- G.N. 100**
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.
- G.N. 105.09A**
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN DATUM OF 1988 (NAVD 88).
- G.N. 107.12**
THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE LOCAL RAILROAD CONTACT IS:

MR. HARDY TAYLOR
1907 MARION AVE
MATTOON, IL 61938
(217) 238-2443

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

MR. TOM TUCKER
2800 LIVERNOIS RD
TROY, MI 48083
(248) 740-6227
- G.N. 107.31**
UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.

UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800) 892-0123.
- G.N. 201**
TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.
- G.N. 205**
BENCHING PROCEDURES SHALL BE USED IN AREAS WHERE EXISTING EMBANKMENTS ARE WIDENED FOR THE PROPOSED PAVEMENT. STEPS SHALL BE CUT INTO THE EXISTING EMBANKMENT SLOPES AND SHALL HAVE THE FOLLOWING DIMENSIONS:
HORIZONTAL: VARIABLE
VERTICAL: 2 FEET
- G.N. 250C-SPL**
TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.
- G.N. 281**
THE RIPRAP GRADATION SHALL BE IN ACCORDANCE WITH THE GRADATION SPECIFIED IN THE PLANS OR, WITH APPROVAL OF THE ENGINEER, A RIPRAP GRADATION MEETING A D50 GREATER THAN OR EQUAL TO 0.70 FEET. D50 IS DEFINED AS THE MEAN ROCK SIZE AS DESCRIBED IN THE FHWA HYDRAULIC ENGINEERING CIRCULARS (HEC 11, HEC 14 AND HEC 15).

IF GRAVEL IS USED FOR THE BEDDING MATERIAL UNDER RIPRAP, THE GRAVEL SHALL BE CRUSHED AS ALLOWED UNDER ARTICLE 1005.01.
- G.N. 406**
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.
- G.N. 406.05B**
ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

LOCATION(S):	MAINLINE PAVEMENT
MIXTURE USE(S):	SURFACE COURSE & INCIDENTAL SURFACE
AC/PG:	PG 64-22
RAP % (MAX)	15
DESIGN AIR VOIDS:	4.0% @ NDES=50
MIX COMP: (GRADATION)	IL 9.5
FRICITION AGGREGATE:	MIX "C"

LOCATION(S):	MAINLINE PAVEMENT
MIXTURE USE(S):	BINDER COURSE, FLEXIBLE CONNECTOR, BASE COURSE (OPTION)
AC/PG:	PG 64-22
RAP % (MAX)	25
DESIGN AIR VOIDS:	4.0% @ NDES=50
MIX COMP: (GRADATION)	IL 19.0
FRICITION AGGREGATE:	N/A

- G.N. 631**
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.
- G.N. 667**
THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS (PC'S, PT'S, AND PI'S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR SETTING THESE MARKERS.
- G.N. 781**
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9M) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).
- G.N. 1004.01**
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.
- G.N. 20038**
AN ALUMINUM TABLET OF THE TYPE SHOWN ON STANDARD 667101 SHALL BE PLACED ON THE PROPOSED STRUCTURE AS DIRECTED BY THE ENGINEER. THE BENCH MARK ELEVATION WILL BE ESTABLISHED AND MARKED BY THE DEPARTMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR PERMANENT BENCH MARKS.

COMMITMENTS

PARCEL 5368003TE: THE PROPERTY OWNER WOULD LIKE TO BE CONTACTED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. THE PROPERTY OWNER IS INTERESTED IN ANY EXCESS EARTH FROM THE PROJECT AND CAN BE CONTACTED AT (217)-280-8319.

PARCEL 5368001TE: THE PROPERTY OWNER HAS BEEN COMPENSATED FOR FENCE REPLACEMENT. THE RESIDENT ENGINEER SHOULD CONTACT THE PROPERTY OWNER PRIOR TO REMOVAL OF THE FENCE, IF REMOVAL IS NEEDED.

FILE NAME =	USER NAME = stults,jw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\PMIDOT\STULTS\JW\d0158664\05	0429-sh1-gennote.dgn	DRAWN -	REVISED -			71	(121BR)BR	DEWITT	75	2	
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED -			SCALE:		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.
	PLOT DATE = 8/14/2009	DATE -	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 70429	

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY RURAL TWO-LANE ROADWAY 80% FEDERAL 20% STATE X071-2A
2010010	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	105
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	166
20200100	EARTH EXCAVATION	CU YD	1860
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	134
* 25000210	SEEDING, CLASS 2A	ACRE	1.00
* 25000300	SEEDING, CLASS 3	ACRE	1.50
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	225
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	225
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	225
* 25100115	MULCH, METHOD 2	ACRE	2.50
* 25100630	EROSION CONTROL BLANKET	SQ YD	1635
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	250
28000300	TEMPORARY DITCH CHECKS	EACH	7
28000400	PERIMETER EROSION BARRIER	FOOT	1760
28100107	STONE RIPRAP, CLASS A4	SQ YD	512
28200200	FILTER FABRIC	SQ YD	512
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	377
40600300	AGGREGATE (PRIME COAT)	TON	8
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	633
40600990	TEMPORARY RAMP	SQ YD	159
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	279
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N50	TON	199
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	48
40800030	AGGREGATE (PRIME COAT)	TON	1
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	73
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	42
44000100	PAVEMENT REMOVAL	SQ YD	94
44000196	HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	104
44000700	APPROACH SLAB REMOVAL	SQ YD	182
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	464
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50102400	CONCRETE REMOVAL	CU YD	33.6
50200100	STRUCTURE EXCAVATION	CU YD	245
50300100	FLOOR DRAINS	EACH	20
50300225	CONCRETE STRUCTURES	CU YD	100.7

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY RURAL TWO-LANE ROADWAY 80% FEDERAL 20% STATE X071-2A
50300255	CONCRETE SUPERSTRUCTURE	CU YD	336.9
50300260	BRIDGE DECK GROOVING	SQ YD	776
50300280	CONCRETE ENCASEMENT	CU YD	12.1
50300300	PROTECTIVE COAT	SQ YD	1005
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	2232
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	84780
50800515	BAR SPLICERS	EACH	873
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	839
51202305	DRIVING PILES	FOOT	839
51203200	TEST PILE METAL SHELLS	EACH	3
51205200	TEMPORARY SHEET PILING	SQ FT	1172
51500100	NAME PLATES	EACH	1
52100520	ANCHOR BOLTS, 1"	EACH	36
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	77
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	145
* 63000001	STEEL PLATE BEAM GUARDRAIL , TYPE A, 6 FOOT POSTS	FOOT	375.0
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) TANGENT	EACH	3
63200310	GUARDRAIL REMOVAL	FOOT	921
* 63300725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	50.0
66503400	BARBED WIRE FENCE REMOVAL	FOOT	515
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	7
67100100	MOBILIZATION	L SUM	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	90
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2030
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	855
70400100	TEMPORARY CONCRETE BARRIER	FOOT	512.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	437.5

* DENOTES SPECIALTY ITEM

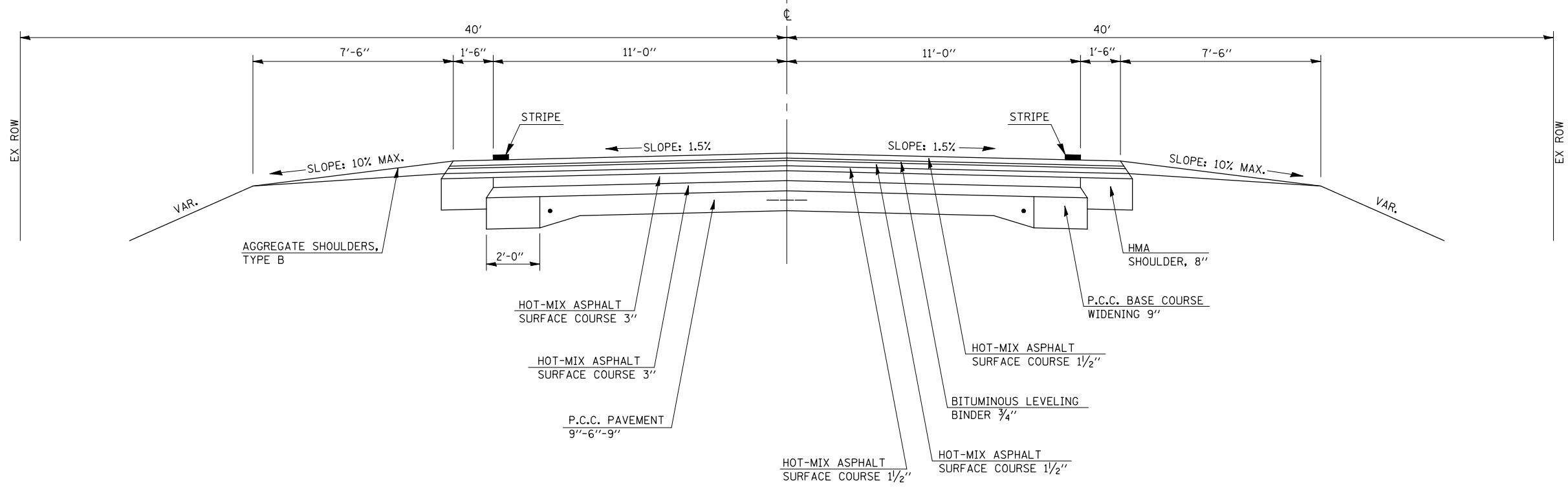
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	PLOT DATE = 8/17/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

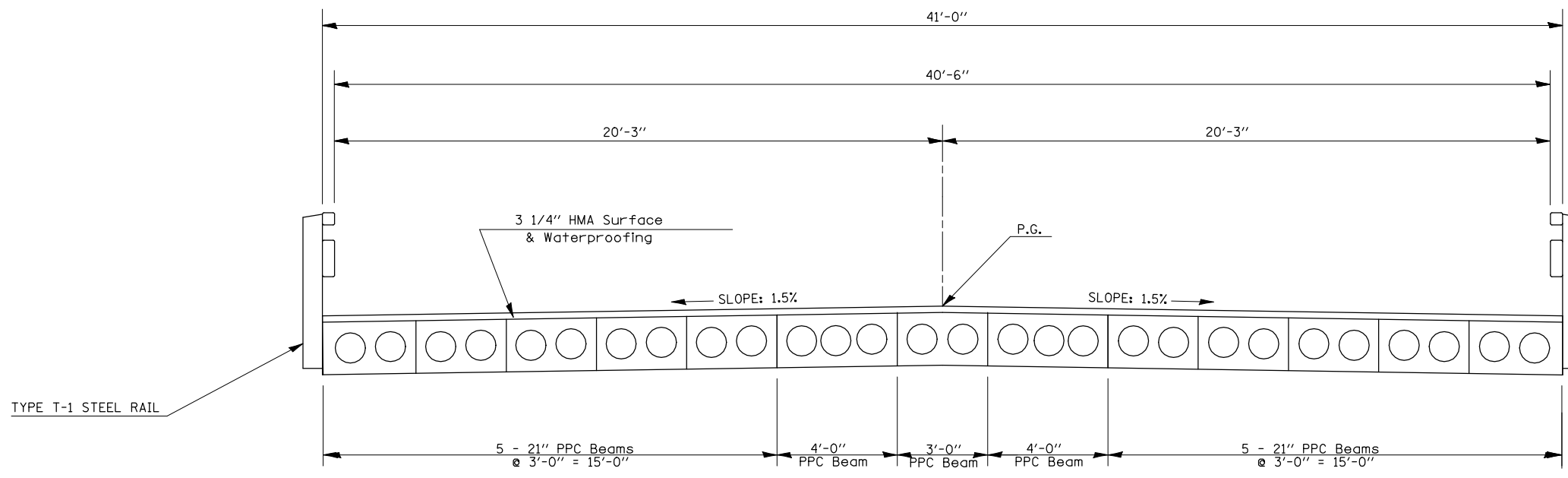
SUMMARY OF QUANTITIES

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

F.A.P. RTE. 71	SECTION (121B)R	COUNTY DEWITT	TOTAL SHEETS 75	SHEET NO. 3
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429	

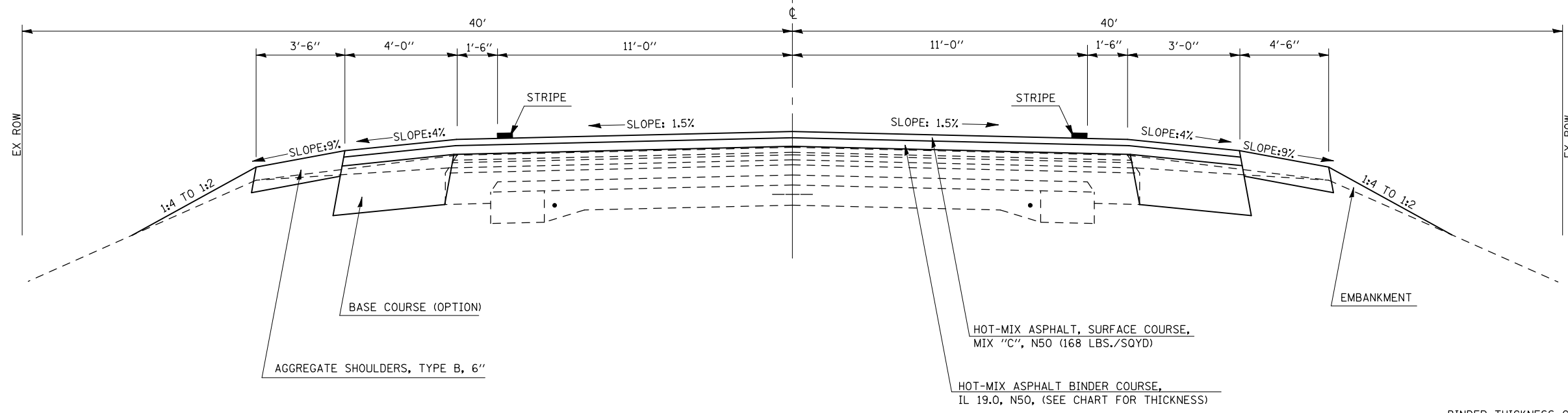


EXISTING TYPICAL CROSS SECTIONS
 STA. 138+00.00 TO 140+78.40
 STA. 142+77.60 TO 147+00.00



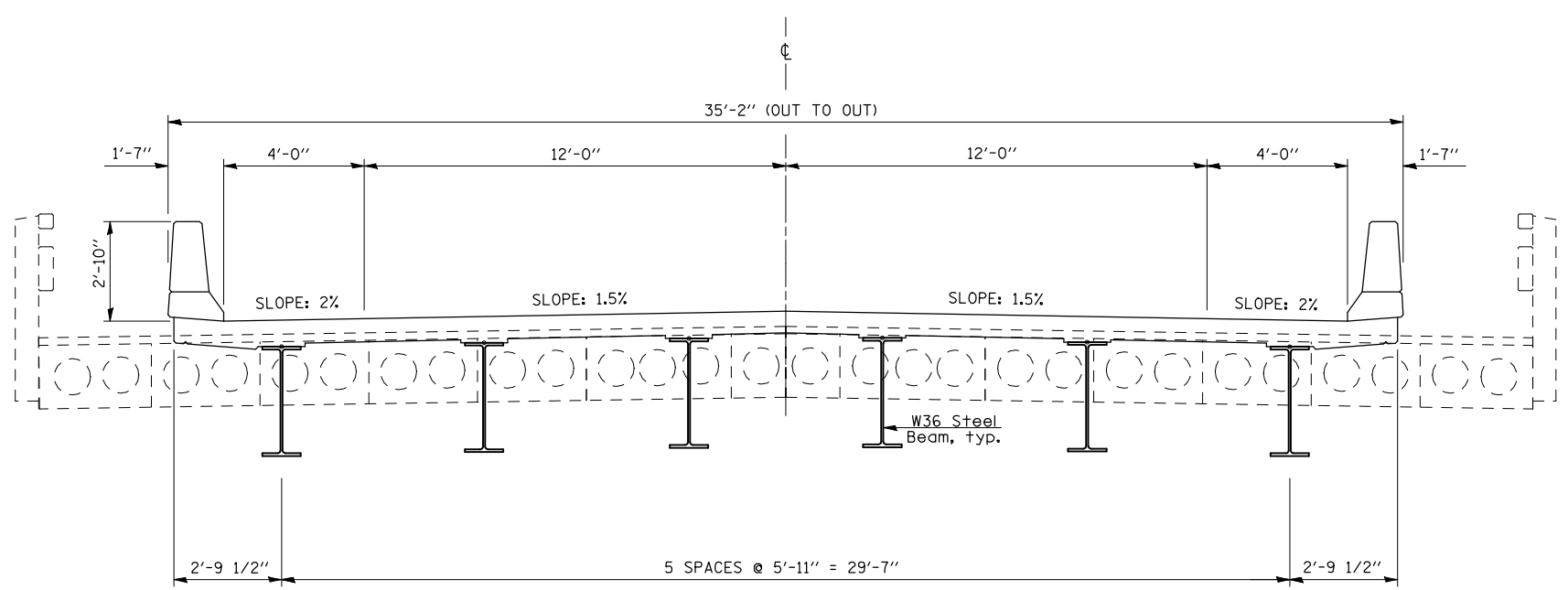
EXISTING TYPICAL CROSS SECTIONS
 EXISTING STRUCTURE: STA. 140+98.40 TO 142+57.60
 APPROACH PAVEMENT: STA. 140+78.40 TO 140+98.40 STA. 142+57.60 TO STA. 142+77.60

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et\pwwork\pwwid\STULTSJW\d0158664\0570429-shr-typical.dgn	PLOT SCALE = 40.0000' / IN.	DRAWN -	REVISED -				71	(121BR)BR	DEWITT	75	5
PLOT DATE = 8/14/2009	DATE -	CHECKED -	REVISED -		CONTRACT NO. 70429						
		DATE -	REVISED -		SCALE: SHEET NO. 1 OF 2 SHEETS			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



BINDER THICKNESS CHART
 STA. 139+94.00 TO STA. 140+61.65 = 3/4" TO 4 1/2"
 STA. 142+94.35 TO STA. 146+21.00 = 6 3/4" TO 3/4"

PROPOSED TYPICAL CROSS SECTIONS
 STA.138+00.00 TO 140+61.65
 STA.142+94.35 TO 147+00.00



PROPOSED TYPICAL CROSS SECTIONS
PROPOSED STRUCTURE: STA.140+91.65 TO 142+64.35
 TWO SPAN, STEEL BEAM W/ PCC DECK ON INTEGRAL ABUTMENTS
 APPROACH PAVEMENT: STA.140+61.65 TO 140+91.65 STA. 142+64.35 TO 142+94.35

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-54 OVER SALT CREEK NE OF FARMER CITY	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et\pwork\pwidot\stultsjw\d0158664\0570429-sh-typical.dgn	PLOT SCALE = 40.0000' / IN.	DRAWN -	REVISED -			71	(121BR)BR	DEWITT	75	6	
PLOT DATE = 8/14/2009	DATE -	CHECKED -	REVISED -			CONTRACT NO. 70429					
		DATE -	REVISED -			FED. ROAD DIST. NO.	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 54 RT	66	50	211	-161
IL 54 LT	78	59	182	-123
OLD TOWNSHIP RD	1715	1286	31	1255
TOTAL	1859			971
EARTH EXCAVATION	1860			

*AN EARTH SHRINKAGE FACTOR OF 0.25 IS APPLIED

TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION	OFFSET	UNITS
45+42.92	23.0' RT	6
45+56.35	24.7' RT	12
45+74.66	16.4' RT	12
46+55.38	20.0' RT	12
48+14.48	13.7' RT	6
48+14.75	13.1' RT	6
48+16.02	14.0' RT	6
48+16.86	14.2' RT	6
48+41.59	17.0' RT	8
48+41.97	16.2' RT	8
48+43.63	16.7' RT	14
48+47.83	20.2' RT	9
TOTAL		105

TREE REMOVAL (OVER 15 UNITS DIAMETER)

STATION	OFFSET	UNITS
43+18.08	20.2' RT	18
43+91.03	21.4' RT	18
45+48.09	21.2' RT	24
45+52.81	20.2' RT	24
46+18.94	19.9' RT	18
47+89.68	11.7' RT	28
48+14.83	2.9' RT	18
48+16.18	12.7' RT	18
TOTAL		166

EROSION CONTROL BLANKET

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 54	139+21.00	140+91.65	LT	341
IL 54	138+96.00	140+91.65	RT	391
IL 54	142+64.35	145+00.00	LT	524
IL 54	142+64.35	144+35.10	RT	379
TOTAL				1635

TEMPORARY DITCH CHECKS

STATION	OFFSET	EACH
138+50	LT	1
138+90	LT	1
144+00	RT	1
42+00	LT	1
42+00	RT	1
48+00	LT	1
48+00	RT	1
TOTAL		7

PERIMETER EROSION BARRIER

LOCATION	STATION TO	STATION	OFFSET	FOOT
OLD TOWNSHIP RD	41+75.00	46+25.00	LT	450
	41+50.00	46+50.00	RT	500
IL 54	139+00.00	140+90.00	RT	190
	140+00.00	141+00.00	LT	100
	142+65.00	145+00.00	LT	235
	142+65.00	144+50.00	RT	185
	145+00.00	146+00.00	RT	100
TOTAL				1760

SEEDING, FERTILIZERS AND MULCH

STATION TO	STATION	OFFSET	SEEDING CLASS 2A (ACRE)	SEEDING CLASS 3 (ACRE)	NITROGEN FERTILIZER NUTRIENT (POUND)	PHOSPHORUS FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	MULCH, METHOD 2 (ACRE)	TEMPORARY EROSION CONTROL SEEDING (POUND)
138+00.00	147+00.00	RT	0.50	-	45	45	45	0.50	50
138+00.00	147+00.00	LT	0.50	-	45	45	45	0.50	50
41+50.00	48+75.00	LT&RT	-	1.50	135	135	135	1.50	150
TOTAL			1.00	1.50	225	225	225	2.50	250

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	STATION TO	STATION	OFFSET	GALLON
IL 54	139+94.00	140+61.65	LT&RT	24
IL 54	142+94.35	146+21.00	LT&RT	116
IL 54	138+00.00	140+61.65	LT&RT	93
IL 54	142+94.35	147+00.00	LT&RT	144
TOTAL				377

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	STATION TO	STATION	SQ YD
IL 54	138+00.00	139+76.00	489
IL 54	146+48.00	147+00.00	144
TOTAL			633

HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50

LOCATION	STATION TO	STATION	OFFSET	TON
IL 54	139+94.00	140+61.65	LT&RT	35
IL 54	142+94.35	146+21.00	LT&RT	244
TOTAL				279

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	STATION	OFFSET	GALLON
IL 54	138+55.50	RT	9
IL 54	145+10.86	RT	6
IL 54	145+51.87	LT	17
IL 54	146+19.40	RT	16
TOTAL			48

PRIME COAT FOR ENTRANCES

INCIDENTAL HOT-MIX ASPHALT SURFACING

LOCATION	STATION	OFFSET	TON
IL 54	138+55.50	RT	10.7
IL 54	145+10.86	RT	20.7
IL 54	145+51.87	LT	21.8
IL 54	146+19.40	RT	19.7
TOTAL			73

HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL

LOCATION	STATION	OFFSET	SQ YD
IL 54	138+55.50	RT	10
IL 54	145+10.86	RT	17
IL 54	145+51.87	LT	21
IL 54	146+19.40	RT	56
TOTAL			104

AGGREGATE (PRIME COAT)

LOCATION	STATION TO	STATION	OFFSET	TON
IL 54	139+94.00	140+61.65	LT&RT	0.5
IL 54	142+94.35	146+21.00	LT&RT	2.5
IL 54	138+00.00	140+61.65	LT&RT	2.0
IL 54	142+94.35	147+00.00	LT&RT	3.0
TOTAL				8

TEMPORARY RAMP

LOCATION	STATION TO	STATION	SQ YD
IL 54	140+45.29	140+61.65	58
IL 54	142+94.35	143+22.64	101
TOTAL			159

HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50

LOCATION	STATION TO	STATION	OFFSET	TON
IL 54	138+00.00	140+61.65	LT&RT	78
IL 54	142+94.35	147+00.00	LT&RT	121
TOTAL				199

AGGREGATE (PRIME COAT)

LOCATION	STATION	OFFSET	TON
IL 54	138+55.50	RT	0.17
IL 54	145+10.86	RT	0.12
IL 54	145+51.87	LT	0.35
IL 54	146+19.40	RT	0.31
TOTAL			1

PRIME COAT FOR ENTRANCES

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 54	140+55.65	140+61.65	LT&RT	21
IL 54	142+94.35	143+00.35	LT&RT	21
TOTAL				42

APPROACH SLAB REMOVAL

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 54	140+78.40	140+98.40	LT&RT	91
IL 54	142+57.60	142+77.60	LT&RT	91
TOTAL				182

PAVEMENT REMOVAL

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 54	140+61.65	140+78.40	LT&RT	47
IL 54	142+77.60	142+94.35	LT&RT	47
TOTAL				94

AGGREGATE SHOULDERS, TYPE B 6"

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 54	138+00.00	140+61.65	LT	102
IL 54	142+94.35	145+05.00	LT	82
IL 54	145+90.00	147+00.00	LT	49
IL 54	138+00.00	138+30.00	RT	15
IL 54	138+80.00	140+61.65	RT	91
IL 54	142+94.35	144+69.00	RT	87
IL 54	145+10.00	145+72.00	RT	21
IL 54	146+50.00	147+00.00	RT	17
TOTAL				464

CONCRETE REMOVAL

LOCATION	STATION TO	STATION	OFFSET	CU YD
TR 276	46+32.00	46+62.00	LT	15.2
TR 276	46+54.00	46+62.00	RT	8.4
TR 276	47+50.00	47+62.00	LT	5.8
TR 276	47+50.00	47+63.00	RT	4.2
TOTAL				33.6

CONCRETE HEADWALL FOR PIPE DRAINS

LOCATION	STATION	OFFSET	EACH
IL 54	140+89.65	LT	1
IL 54	140+89.65	RT	1
IL 54	142+66.35	LT	1
IL 54	142+66.35	RT	1
TOTAL			4

STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 54	139+71.00	140+33.50	LT	62.5
IL 54	139+46.00	140+33.50	RT	87.5
IL 54	143+22.50	144+85.00	LT	162.5
IL 54	143+22.50	143+85.00	RT	62.5
TOTAL				375.0

TRAFFIC BARRIER TERMINAL, TYPE 2

LOCATION	STATION TO	STATION	OFFSET	EACH
CR 3400 N	39+25.95	39+38.45	RT	1

TRAFFIC BARRIER TERMINAL, TYPE 6

LOCATION	STATION TO	STATION	OFFSET	EACH
IL 54	140+33.50	140+76.65	LT	1
IL 54	140+33.50	140+76.65	RT	1
IL 54	142+79.35	143+22.50	LT	1
IL 54	142+79.35	143+22.50	RT	1
TOTAL				4

TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT

LOCATION	STATION TO	STATION	OFFSET	EACH
IL 54	139+21.00	139+71.00	LT	1
IL 54	138+96.00	139+46.00	RT	1
IL 54	143+85.00	144+35.00	RT	1
TOTAL				3

GUARD RAIL REMOVAL

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 54	139+72.45	140+99.19	LT	127
IL 54	139+22.39	140+98.77	RT	176
IL 54	142+57.17	144+95.18	LT	238
IL 54	144+95.18	39+25.38	LT	64
IL 54	142+58.13	144+45.24	RT	187
IL 54	144+45.24	144+66.92	RT	27
IL 54	144+95.79	145+87.14	RT	102
TOTAL				921

STEEL PLATE BEAM GUARD RAIL (SHORT RADIUS)

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 54	144+85.00	39+45.50	LT	50.0

BARBED WIRE FENCE REMOVAL

LOCATION	STATION TO	STATION	OFFSET	FOOT
OLD TOWNSHIP RD	41+50.00	46+33.00	LT	483
IL54	140+97.80	141+01.08	LT	18
	142+57.00	142+58.00	LT	14
TOTAL				515

SHORT TERM PAVEMENT MARKING

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 54	138+00.00	147+00.00	CL	90

TEMPORARY PAVEMENT MARKING - LINE 4"

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 54	138+00.00	147+00.00	RT	900
IL 54	138+00.00	147+00.00	CL	230
IL 54	138+00.00	147+00.00	LT	900
TOTAL				2030

WORKZONE PAVEMENT MARKING REMOVAL

LOCATION	STATION TO	STATION	OFFSET	SQ FT
IL 54 (STAGE I)	137+65.10	145+71.57	LT&RT	435
IL 54 (STAGE II)	137+95.00	145+04.50	LT&RT	390
IL 54 (SHT TRM)	138+00.00	147+00.00	CL	30
TOTAL				855

TEMPORARY CONCRETE BARRIER

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 54	139+18.82	144+37.18	LT&RT	512.5

RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 54	139+56.70	143+99.30	LT&RT	437.5

PAINT PAVEMENT MARKING - LINE 4"

LOCATION	STATION TO	STATION	OFFSET	FOOT
IL 54	138+00.00	147+00.00	RT	900
IL 54	138+00.00	147+00.00	CL	230
IL 54	138+00.00	147+00.00	LT	900
TOTAL				2030

PAVEMENT MARKING REMOVAL

LOCATION	STATION TO	STATION	OFFSET	SQ FT
IL 54 (STAGE I)	139+25.00	144+25.00	LT	167
IL 54 (STAGE II)	139+50.00	144+00.00	RT	150
TOTAL				317

RAISED REFLECTIVE PAVEMENT MARKER

LOCATION	STATION TO	STATION	OFFSET	TWO WAY AMBER
IL 54	138+00.00	146+80.00	-	12

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION	STATION TO	STATION	OFFSET	TWO WAY AMBER
IL 54	138+00.00	146+80.00	-	12

GUARDRAIL MARKERS

STATION TO	OFFSET	GUARDRAIL MARKERS	BARRIER WALL MARKERS
IL 54			
BEGIN STA.	138+96.00	RT	
END STA.	144+35.00	RT	4
			2
BEGIN STA.	139+21.00	LT	
END STA.	39+25.95	LT	4
			3
TOTAL		8	5

TERMINAL MARKER - DIRECT APPLIED

LOCATION	STATION	OFFSET	EACH
IL 54	138+96.00	RT	1
IL 54	139+21.00	LT	1
IL 54	144+35.00	RT	1
CR 3400N	39+25.95	RT	1
TOTAL			4

SURVEY MARKER, TYPE 1 (SPECIAL)

STATION	OFFSET	EACH
144+95.35	-	1

BASE COURSE (OPTION)

LOCATION	STATION TO	STATION	OFFSET	SQ YD
IL 54	138+00.00	140+79.24	LT	124
IL 54	142+79.92	145+08.25	LT	101
IL 54	138+00.00	140+61.65	RT	87
IL 54	142+94.35	145+10.00	RT	72
TOTAL				384

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

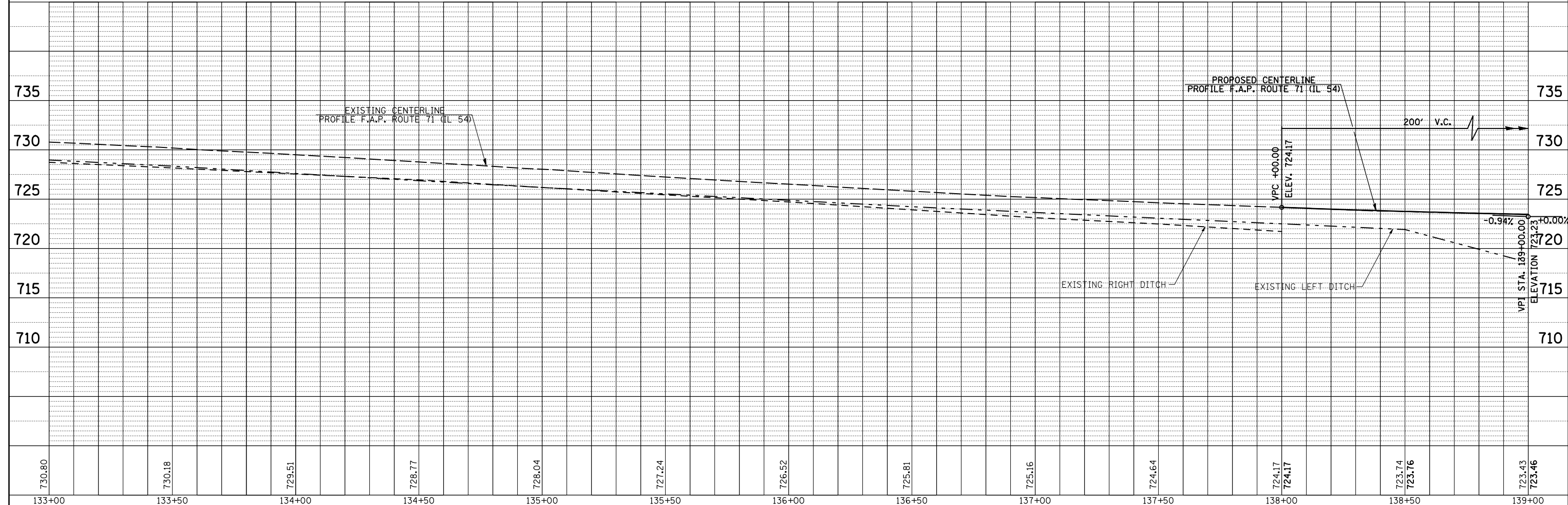
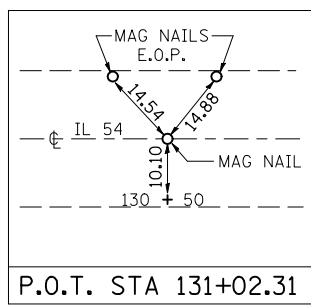
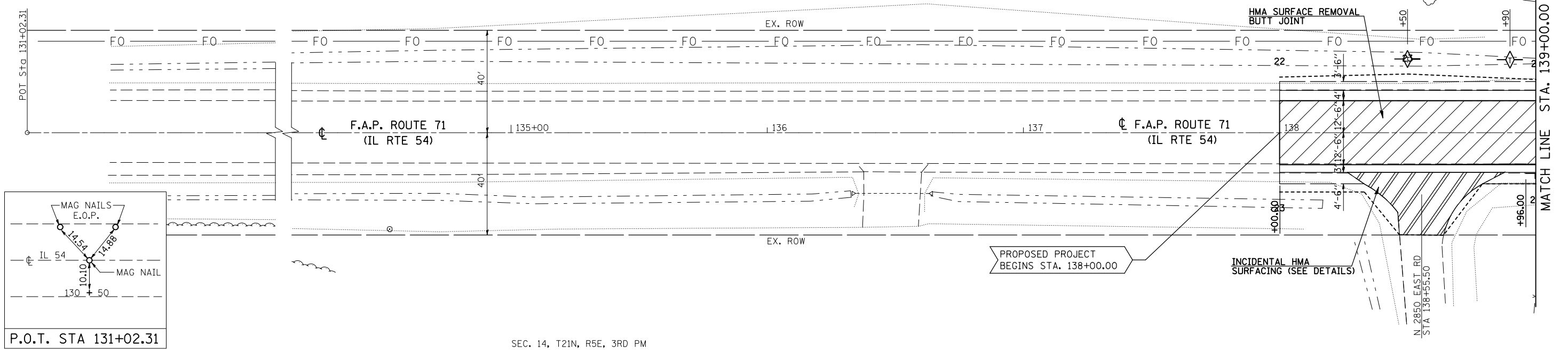
LOCATION	STATION	OFFSET	EACH
IL 54	139+18.82	5.5' RT	1
IL 54	144+37.18	5.5' RT	1
TOTAL			2

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

LOCATION	STATION	OFFSET	EACH
IL 54	139+56.70	5.1' LT	1
IL 54	143+99.30	5.1' LT	1
TOTAL			2

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	PLOTTED		
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	NO.		

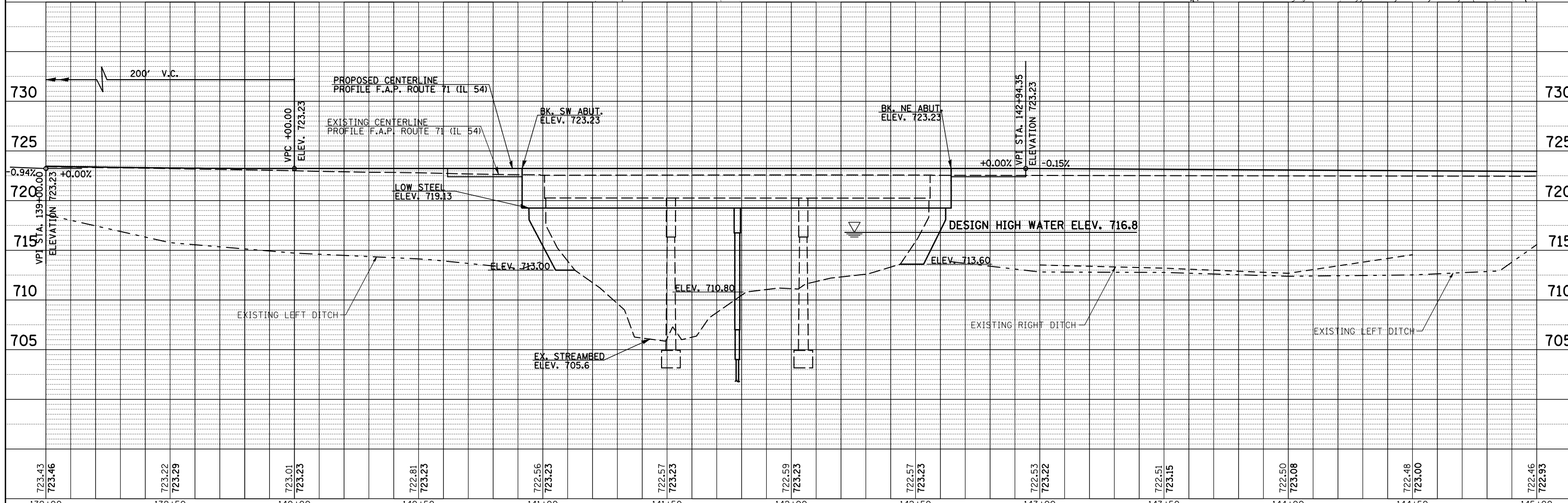
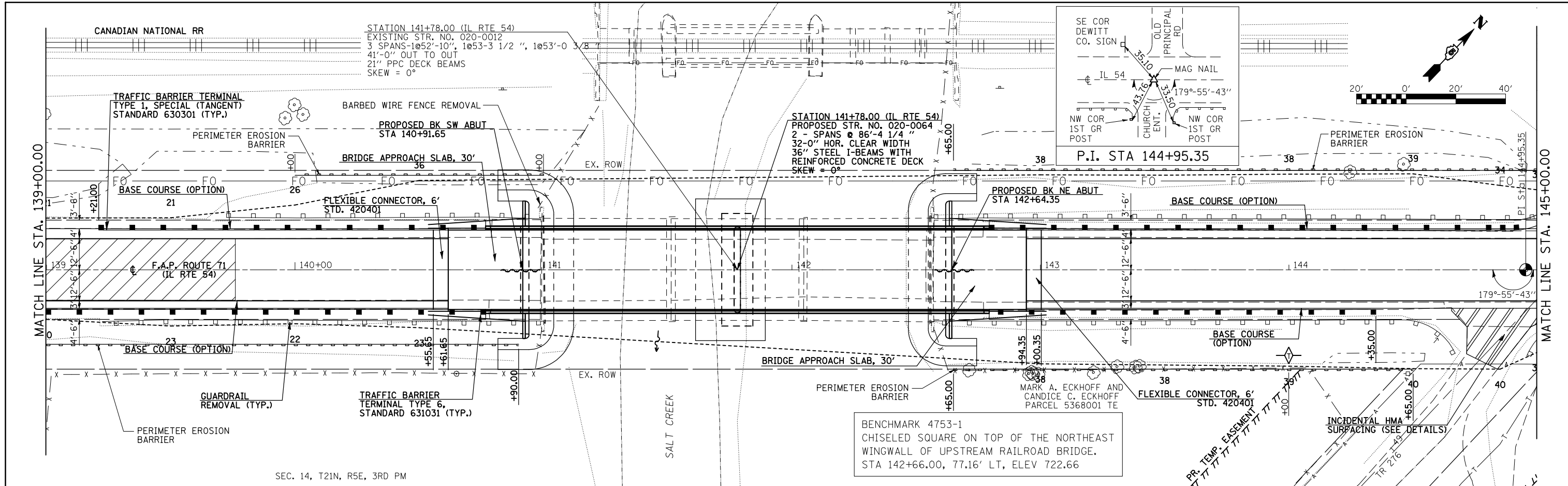
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PLOT DATE = 8/17/2009	DATE - 06-11-09	REVIS	REVIS			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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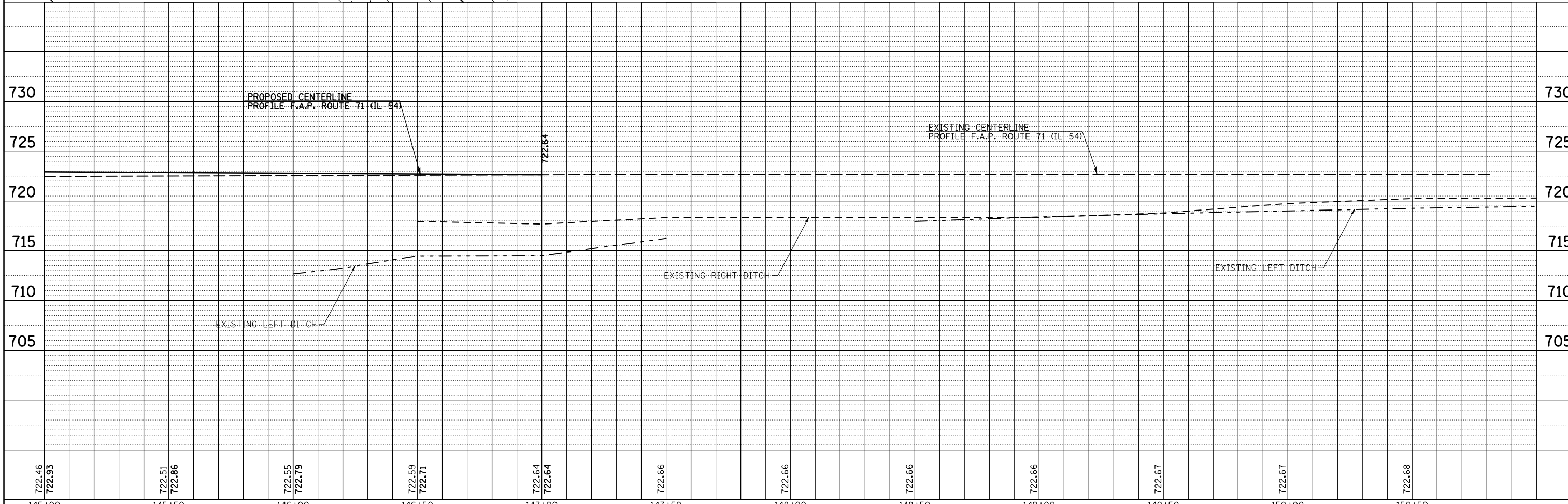
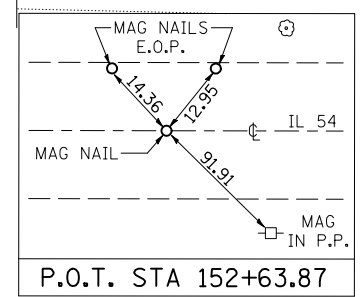
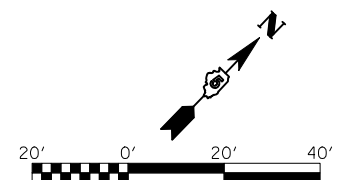
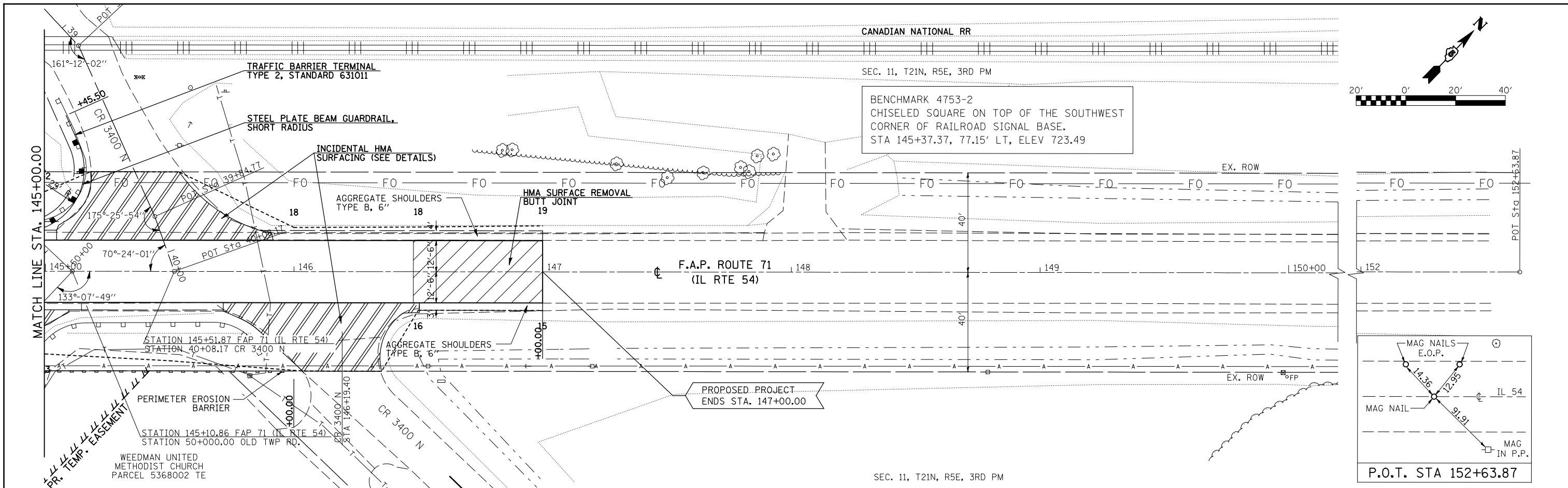
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	GRADES CHECKED		
	STRUCTURE		
	NOTATION		
	CHRD		
	NO.		



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139+00	139+50	140+00	140+50	141+00	141+50	142+00	142+50	143+00	143+50	144+00	144+50	145+00

PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	ALIGNED	
	FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	STRUCTURE	
	NOTATION	
	CHNO	
	NO.	



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PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 8/17/2009		DATE - 06-11-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

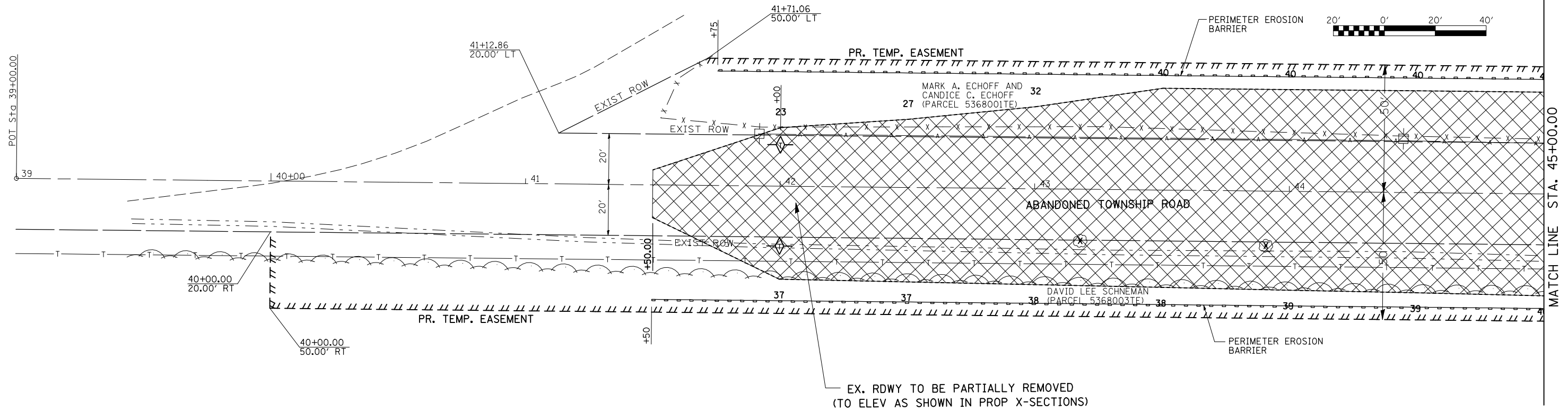
IL-54 OVER SALT CREEK

SCALE: SHEET NO. 3 OF 3 SHEETS STA. 145+00 TO STA. 150+50

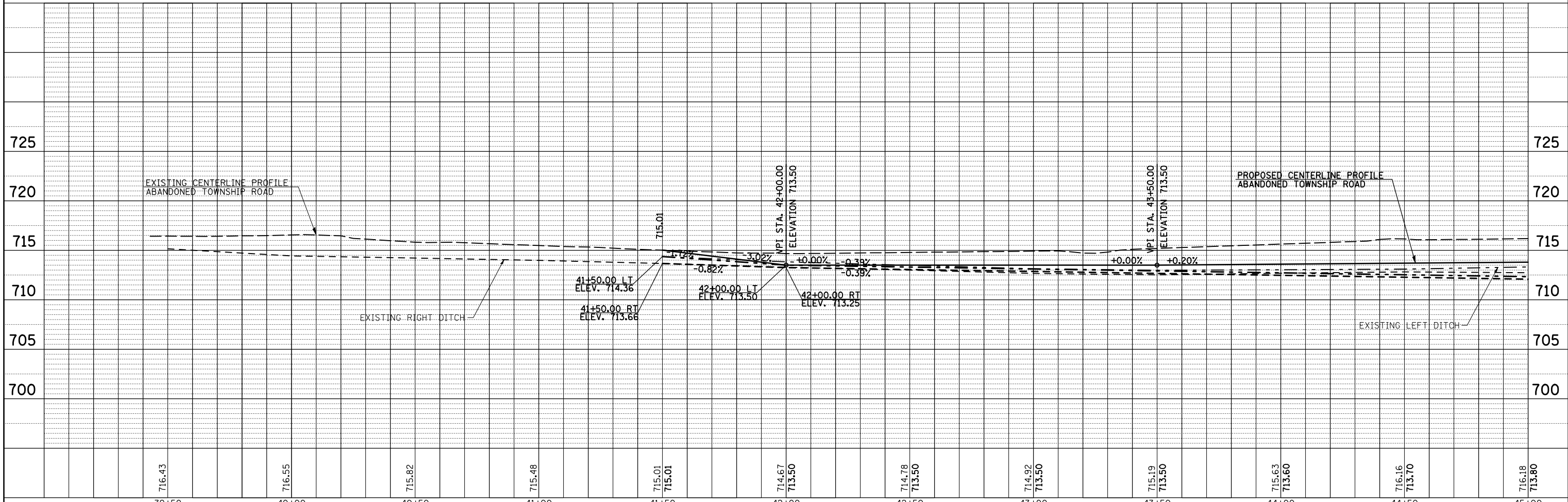
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	11
CONTRACT NO. 70429				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



PLAN	SURVEYED	BY	DATE
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PROFILE	SURVEYED	BY	DATE
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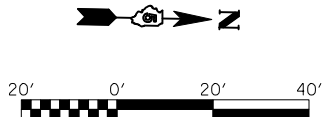
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL-54 OVER SALT CREEK - TWP. RD. REMOVAL

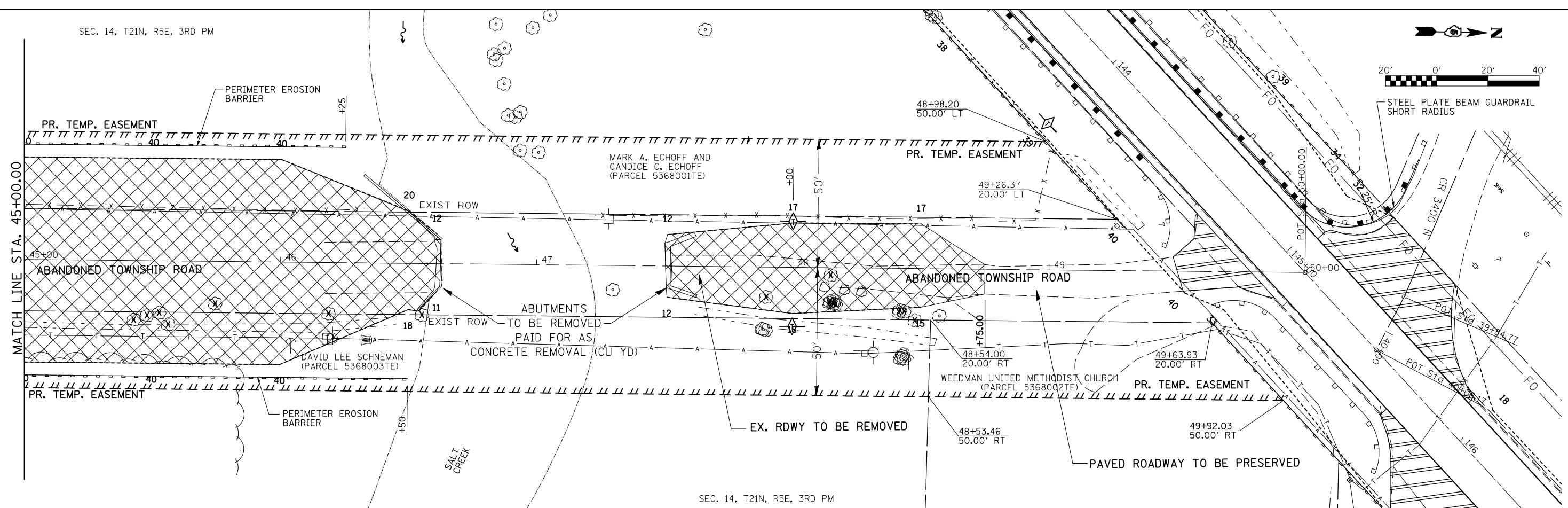
SCALE: SHEET NO. 1 OF 2 SHEETS STA. 39+00.00 TO STA. 45+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	12
CONTRACT NO. 70429				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SEC. 14, T21N, R5E, 3RD PM

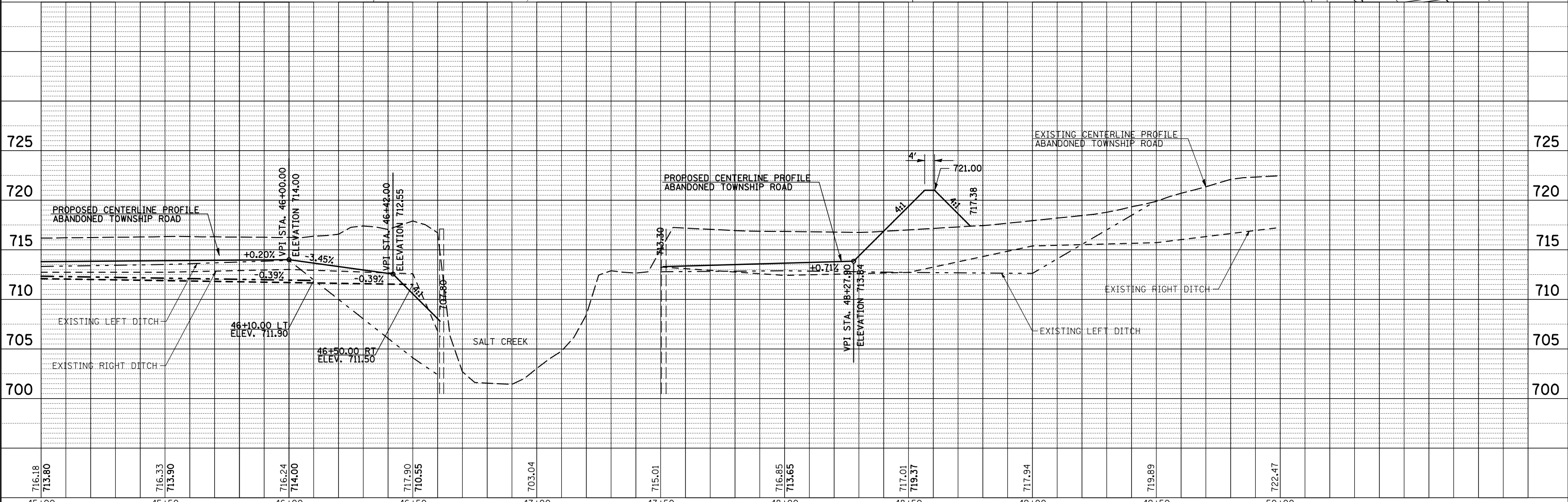


DATE	BY



SEC. 14, T21N, R5E, 3RD PM

DATE	BY



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		CHECKED -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL-54 OVER SALT CREEK - TWP. RD. REMOVAL

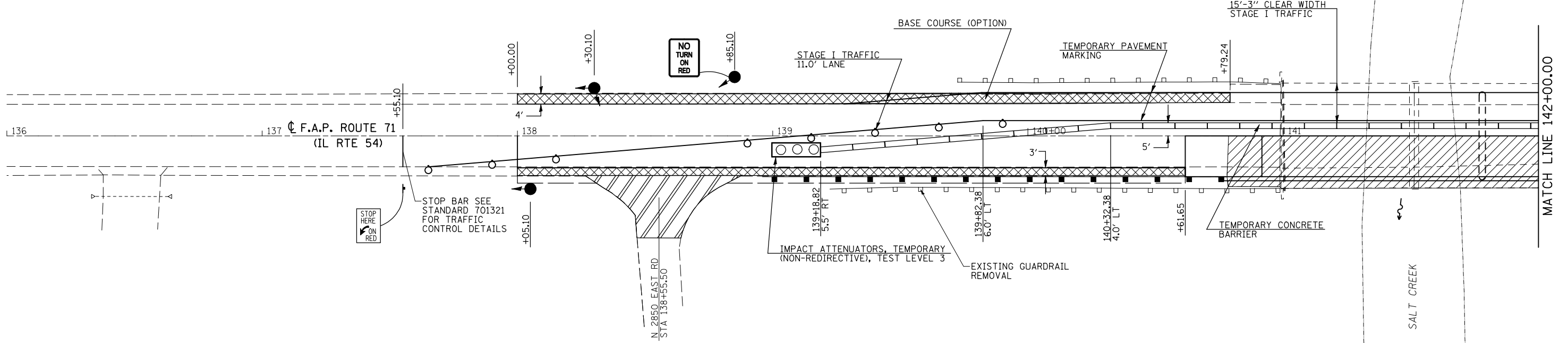
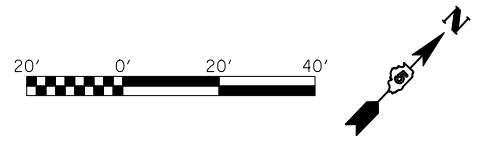
SCALE: SHEET NO. 2 OF 2 SHEETS STA. 45+00.00 TO STA. 50+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	13
CONTRACT NO. 70429				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STAGE I TRAFFIC CONTROL

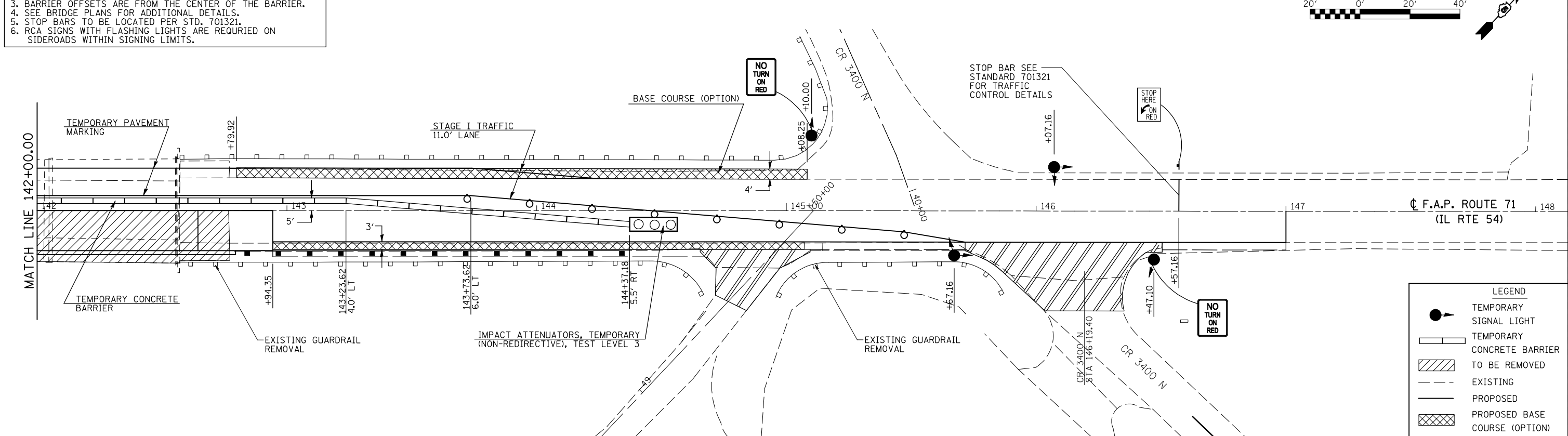
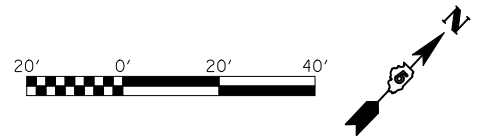
STAGE I NOTES

1. CONSTRUCT BASE COURSE (OPTION) FOR STAGE I AND STAGE II TRAFFIC USING TRAFFIC CONTROL STANDARD 701201.
2. ERECT SIGNS, TRAFFIC SIGNALS, TEMPORARY BARRIERS, ETC. ACCORDING TO TRAFFIC CONTROL STANDARD 701321.
3. PLACE TEMPORARY PAVEMENT MARKING LINE TO ALLOW FOR AN 11 FOOT TRAFFIC LANE.
4. REMOVE THE STAGE I PORTION OF THE EXISTING STRUCTURE, PAVEMENT AND GUARDRAIL
5. CONSTRUCT THE STAGE I PORTION OF THE NEW BRIDGE AND TEMPORARY RAMPS.
6. CONSTRUCT SEEDING AND MULCH.



- 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 701321 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
 2. ALL TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONSTRUCTION WILL BE MEASURED AS 1 (ONE) UNIT.
 3. BARRIER OFFSETS ARE FROM THE CENTER OF THE BARRIER.
 4. SEE BRIDGE PLANS FOR ADDITIONAL DETAILS.
 5. STOP BARS TO BE LOCATED PER STD. 701321.
 6. RCA SIGNS WITH FLASHING LIGHTS ARE REQUIRED ON SIDEROADS WITHIN SIGNING LIMITS.

STAGE I TRAFFIC CONTROL



LEGEND

- TEMPORARY SIGNAL LIGHT
- TEMPORARY CONCRETE BARRIER
- TO BE REMOVED
- EXISTING
- PROPOSED
- PROPOSED BASE COURSE (OPTION)

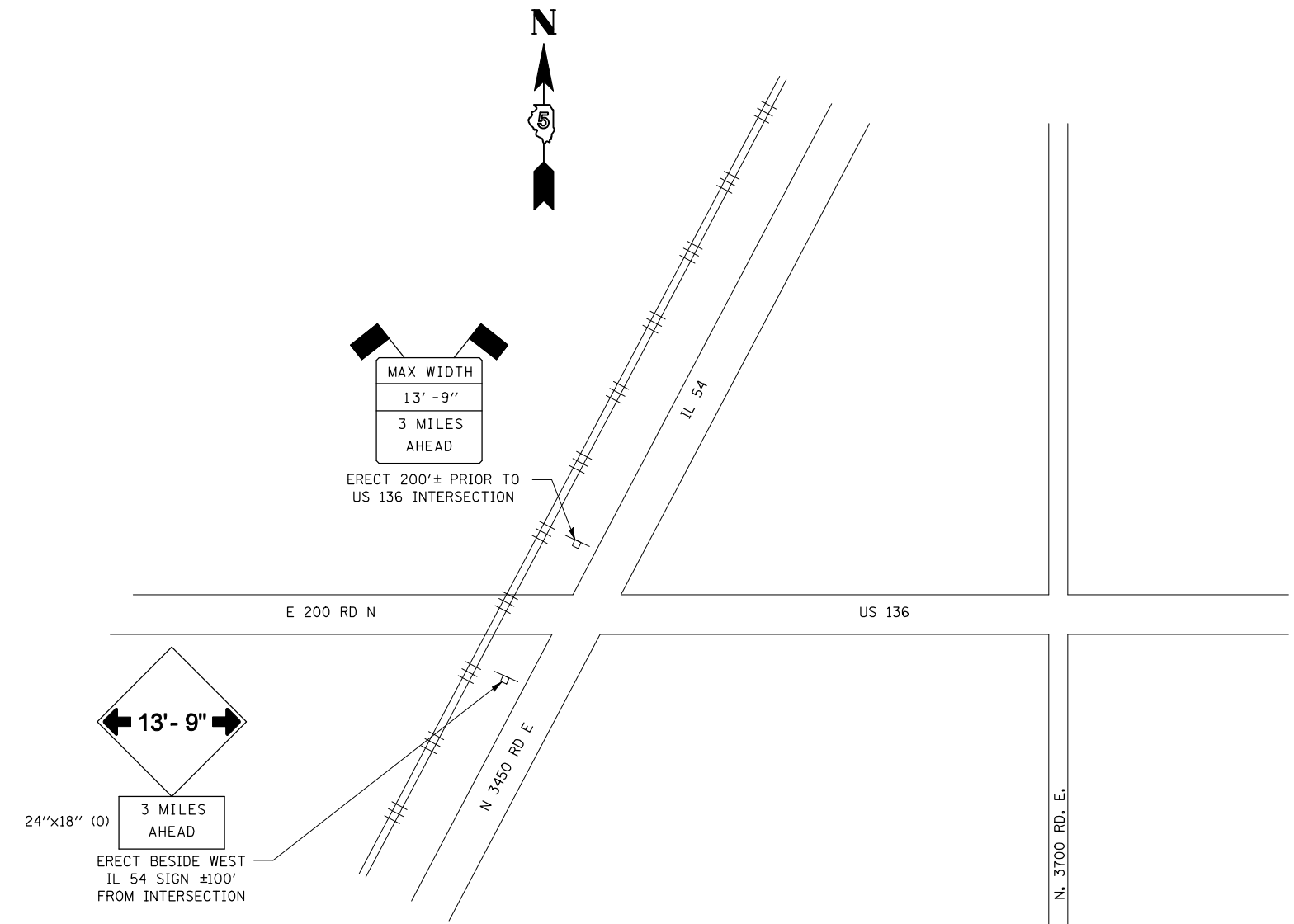
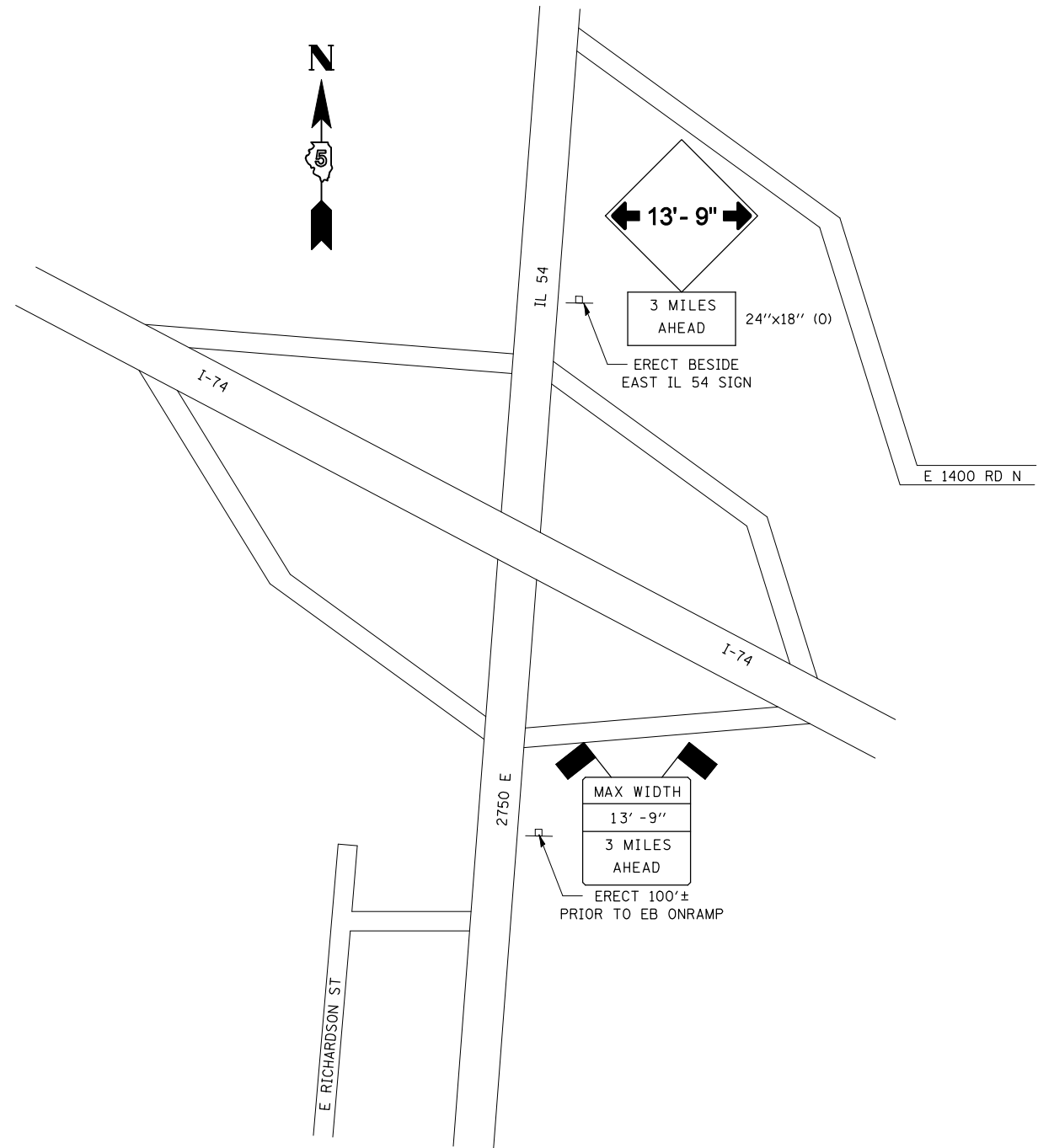
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		CHECKED -	REVISED -
		DATE - 06-15-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE I CONSTRUCTION

SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. 136+00.00 TO STA. 148+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	14
CONTRACT NO. 70429			ILLINOIS FED. AID PROJECT	



NOTE: STAGE II SIGNS POSTED 12'-2"

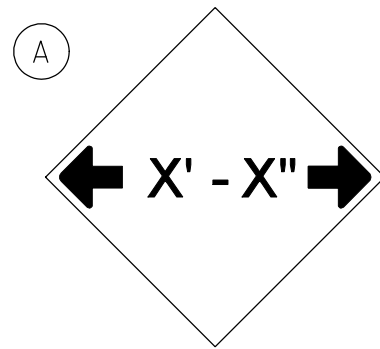
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	PLOT DATE = 8/17/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WIDTH RESTRICTION SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	16
CONTRACT NO. 70429				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

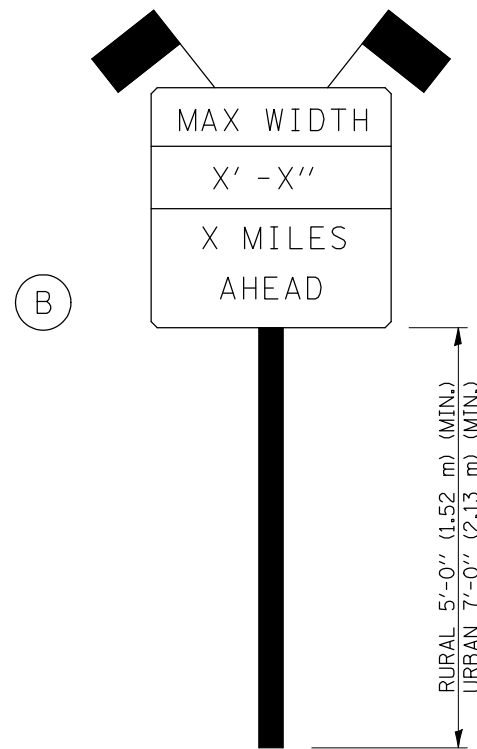


W12-2(0)-48"x48"(1200x1200)

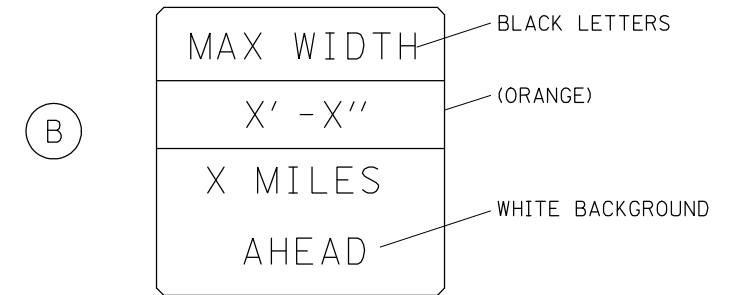
STAGE I 13' -9"
STAGE II 12' -2"

SIGN (A) 2 SIGNS - W12-2(0)-48"x48"(1200x1200) ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

SIGN (B) 2 SIGNS - (SIGN PANEL, TYPE II) AS SHOWN ARE TO BE PLACED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.



SIGN PANEL, TYPE II



W12-I103(0)-48"x48"(1200x1200)
"D" LETTERS/NUMBERS

STAGE I 13' -9"
STAGE II 12' -2"

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.
5. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.
6. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.

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

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 11/06
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	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED - 10/08 - KJT
	PLOT DATE = 8/17/2009	DATE -	REVISED - 7/09 - KJT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

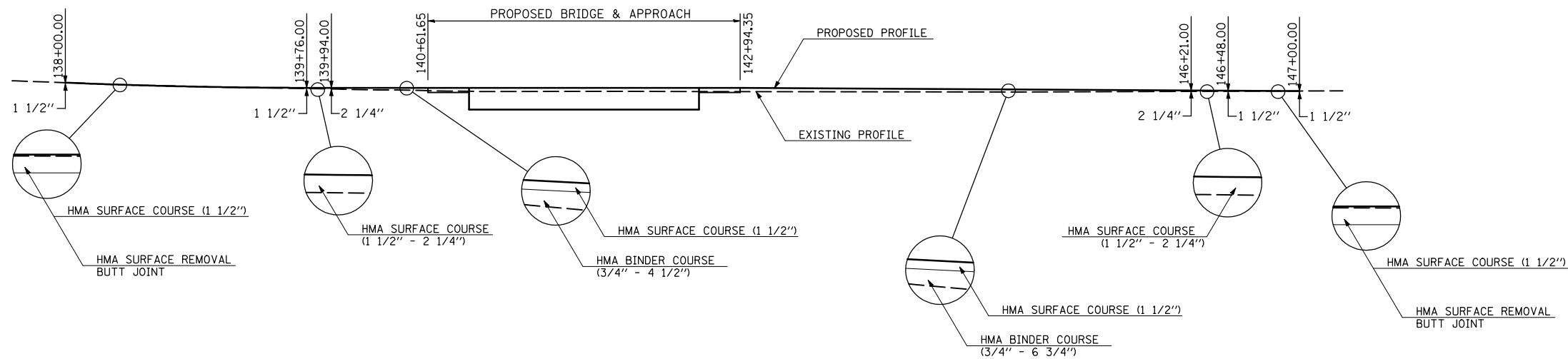
WIDTH RESTRICTION SIGNING

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

DISTRICT 5 DETAIL NO. X7200201

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	17
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429	

DETAIL OF PROFILE CHANGE, IL 54



FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED -
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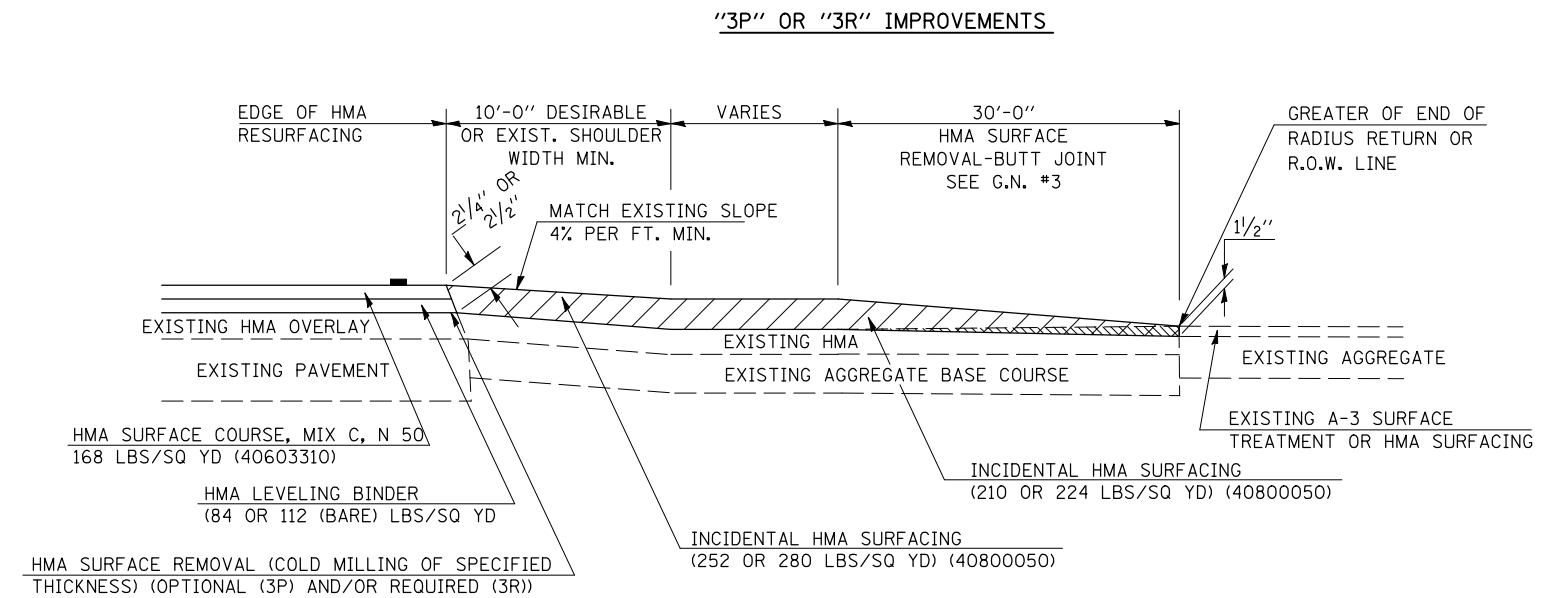
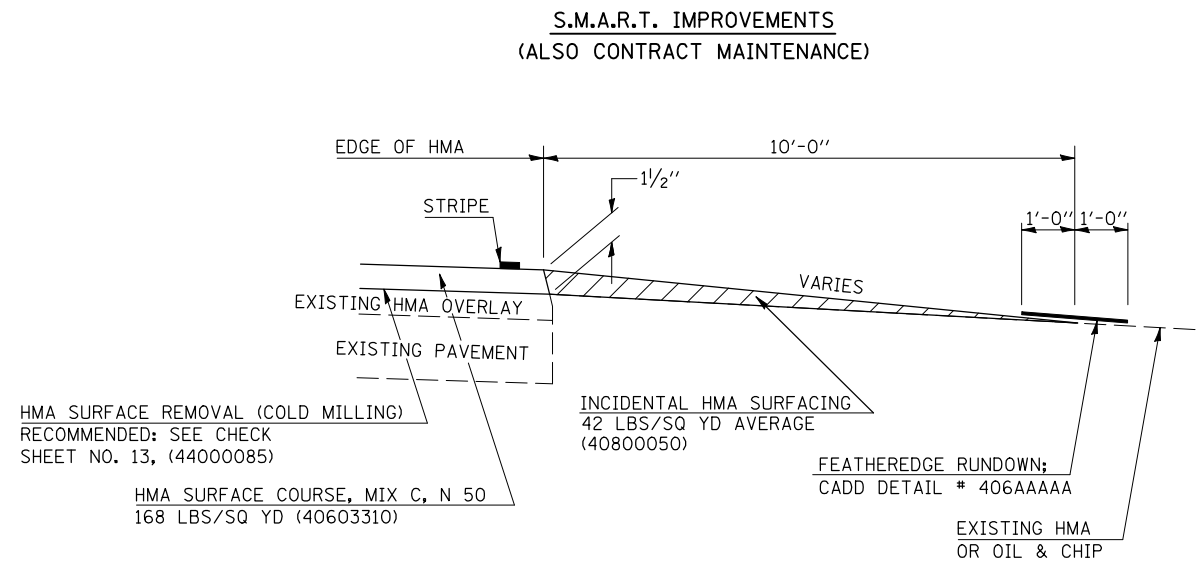
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY DETAILS

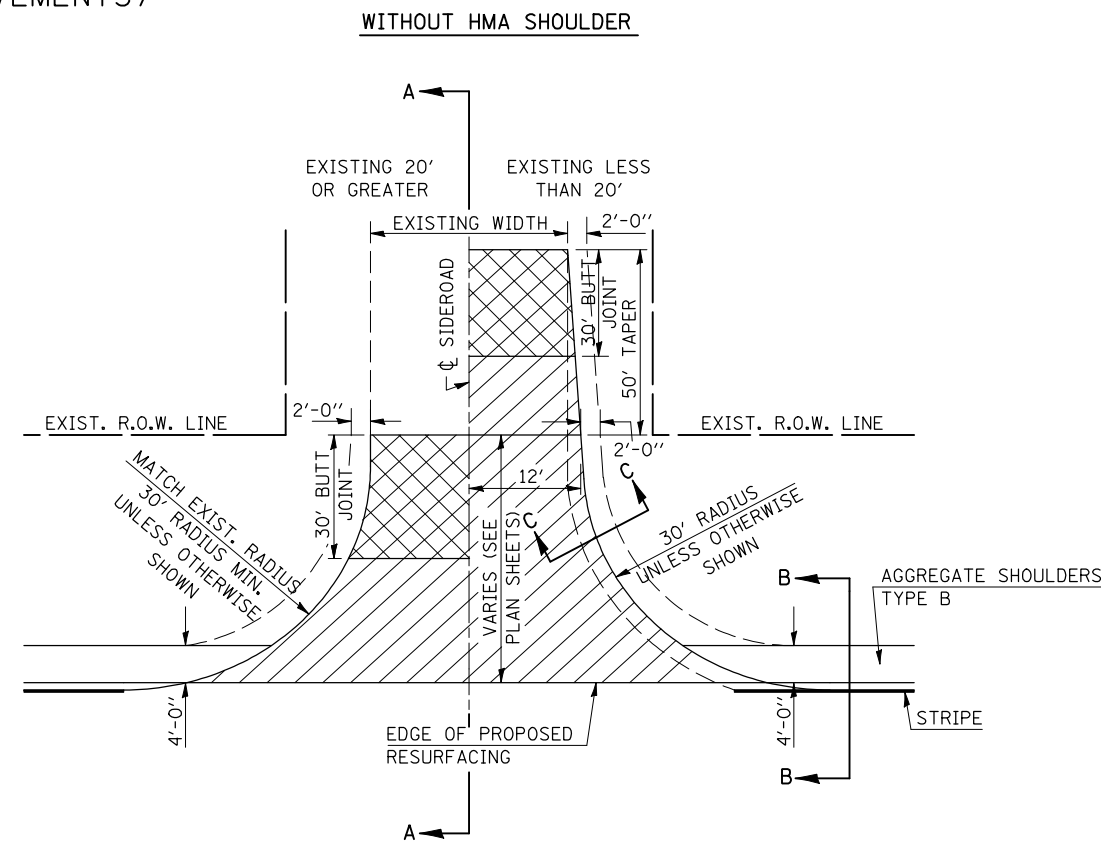
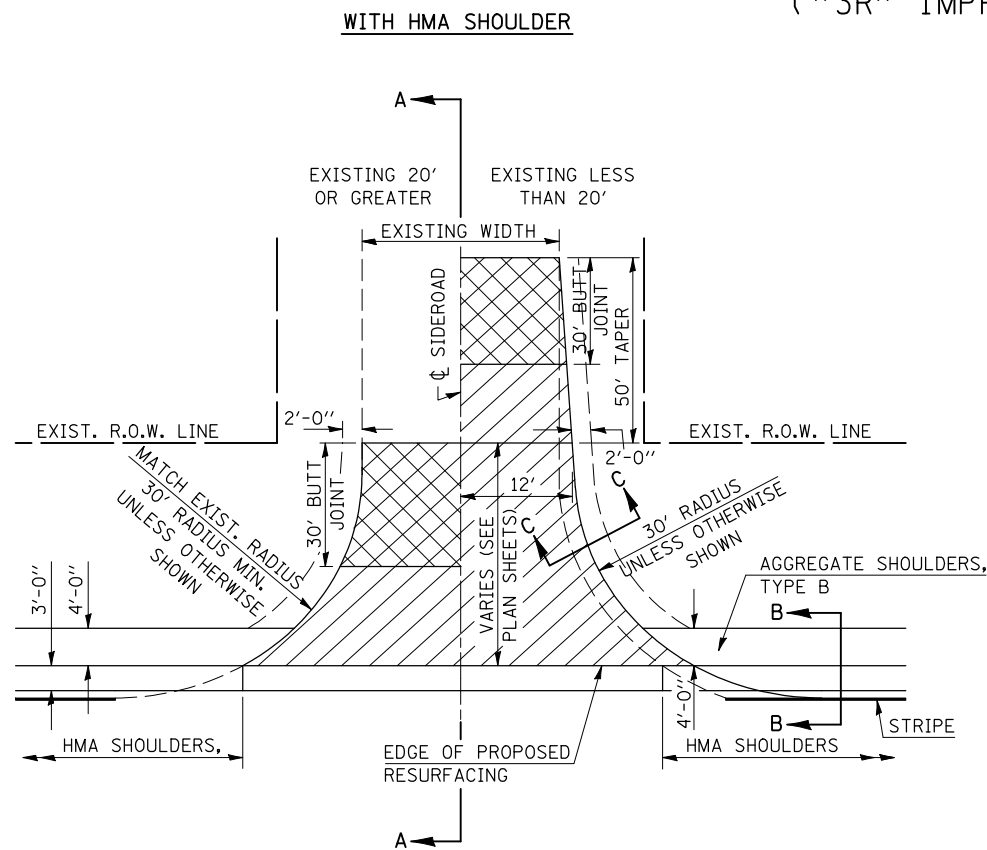
SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	18
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429	

PROJECTS WITHOUT RECONSTRUCTION



PROJECTS WITH RECONSTRUCTION ("3R" IMPROVEMENTS)



GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS
2. PROPOSED SIDEROAD GRADES SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. MAJOR SIDEROAD/SIDESTREETS (>400 ADT) SHALL HAVE "BUTT JOINTS" CONSTRUCTED WHETHER THE EXISTING ENTRANCE IS HMA OR PCC. MINOR SIDEROAD/SIDESTREETS (<400 ADT) SHALL HAVE "FEATHEREDGE RUNDOWNS".
4. AGGREGATE BASE COURSE, TYPE B OF THE THICKNESS SPECIFIED IN THE PLANS 6" MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT 6" EXISTING BASE MATERIAL FOR THE PROPOSED SIDEROAD RETURNS. THIS MATERIAL SHALL BE USED TO WIDEN SIDEROAD RETURNS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 1' WIDER THAN THE SURFACE DIMENSIONS.
6. AGGREGATE SHOULDERS, TYPE B WILL BE WRAPPED AROUND THE SIDEROAD RETURNS. TAPER WIDTH FROM 4' ALONG MAINLINE TO 2' AT BACK OF RETURN.

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

DISTRICT 5 DETAIL NO. 408000AA

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 12/13/06 TJB
et:\pw\work\PWID01\STULTSJW\d0158664\0570429-shr\sideroad-details.dgn		DRAWN -	REVISED - 09/21/07 KAG
		CHECKED -	REVISED -
		DATE -	REVISED -

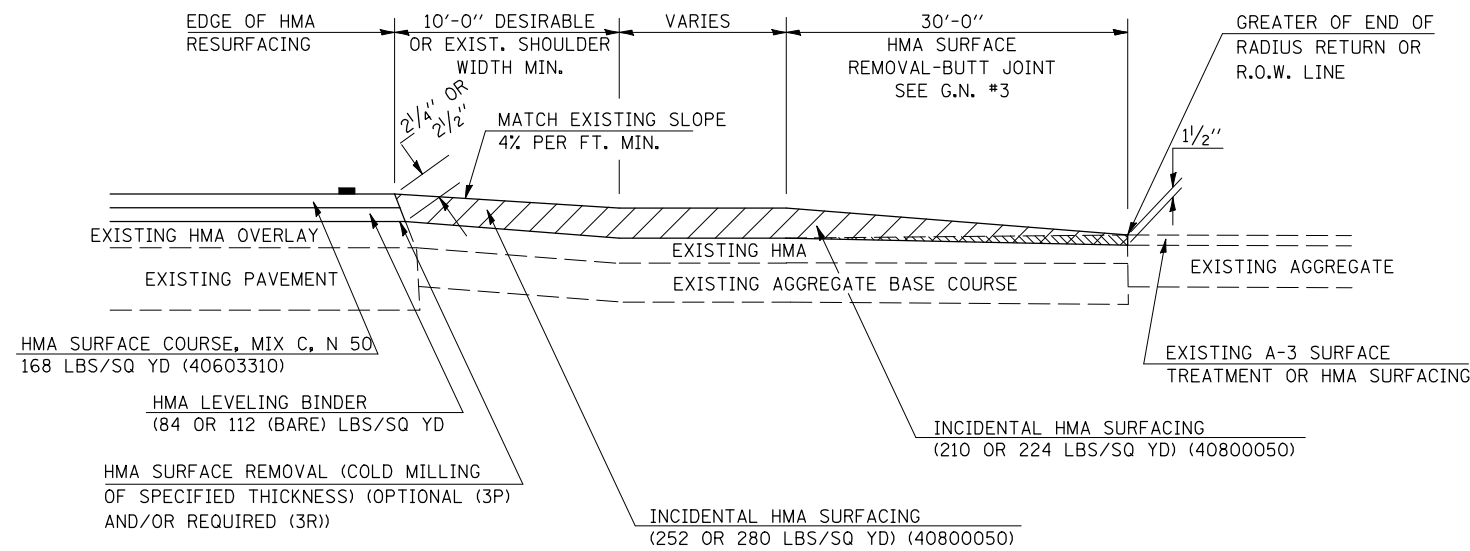
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEROADS & SIDESTREETS (RURAL)

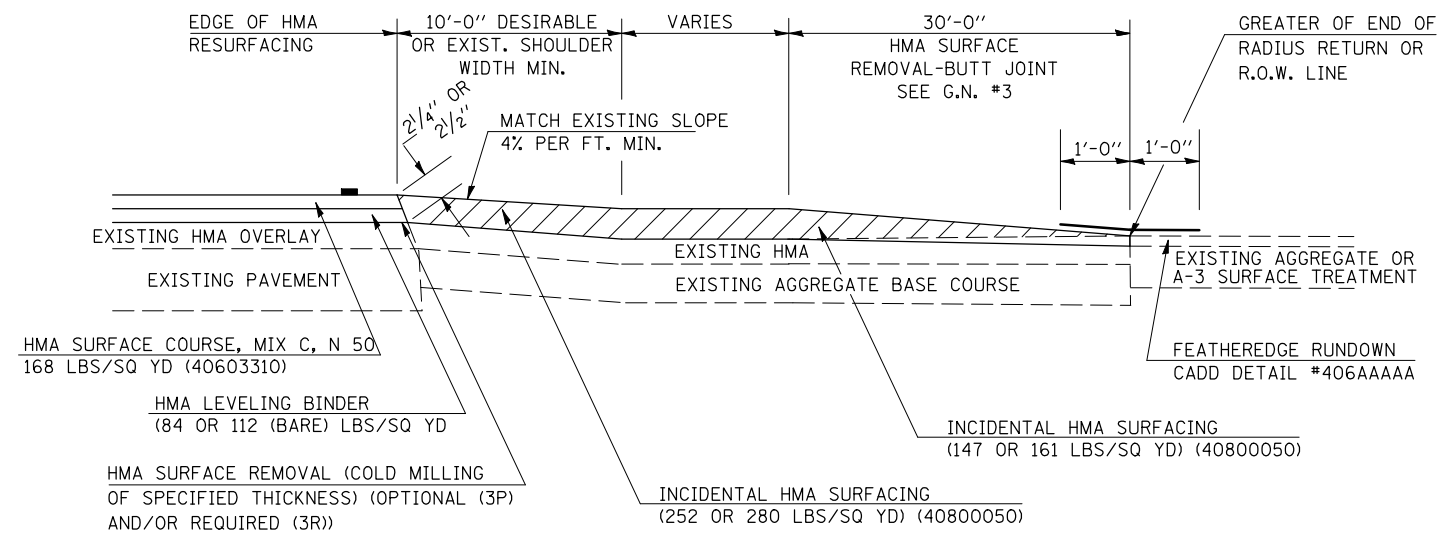
SCALE: NA SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	19
CONTRACT NO. 70429				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

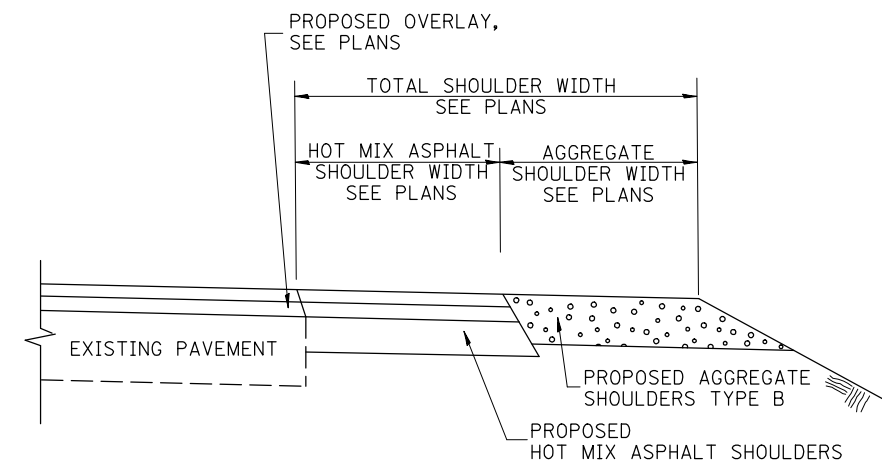
SECTION A-A
EXISTING HMA OR PCC SIDEROAD (>400 ADT)



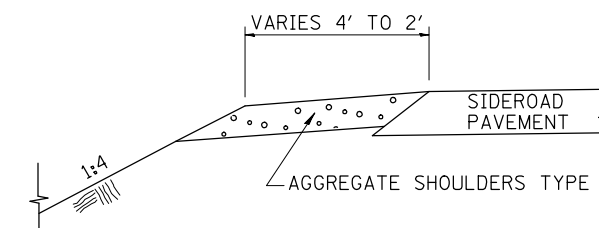
SECTION A-A
EXISTING AGGREGATE OR SEAL COAT SIDEROAD (<400 ADT)



RURAL SIDEROAD DESIGN STANDARDS (PPM 40-06)									
DESIGN ELEMENT	New Construction & 3R (Existing Width Less Than 20 ft)			3R (Existing Width 20 ft or Greater) & 3P			SMART & Contract Maintenance		
	min.	des.	max.	min.	des.	max.	min.	des.	max.
SURFACE WIDTH (FT); (measured at end of radius or row line; greatest distance from edge of traveled way)	24	24	Coordinate with Geometrics Engineer	resurface existing configuration to completion of radius return or row line; greatest distance from edge of traveled way; major sideroads (> 400 adt) shall have "butt joints" constructed whether the entrance is hma or pcc; minor sideroads (< 400 adt) shall have "featheredge rundown" as shown in district cadd detail 406AAAAA					
RADIUS (FT)	30	30							
SHOULDER WIDTH (FT)	4	8	10	resurface existing configuration with the completion of a 10 ft. featheredge rundown for ALL sideroads as shown in district cadd detail 406AAAAA					
SHOULDER SLOPE (%)	2	4	12						
ENTRANCE GRADE (%)	1	1 to 4	4						
BREAKOVER (%)	0	5	10						
SIDE SLOPE	1:10	1:6	1:4						
INTERSECTION ANGLE	60	75 to 90							
SURFACE TYPE									
INCIDENTAL HMA SURFACING (INCH)	4			taper from 2 1/4" to 1 1/2" or featheredge			taper from 1 1/2" to featheredge		
AGGREGATE BASE COURSE, TYPE A (INCH)	8	4		if applicable use item: 35800100 Preparation of Base					
PCC PAVEMENT (INCH)		8							



SECTION B-B
MAINLINE SHOULDER TREATMENT



SECTION C-C
SIDEROAD SHOULDER TREATMENT

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

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 12/13/06 TJB
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEROADS & SIDESTREETS (RURAL)

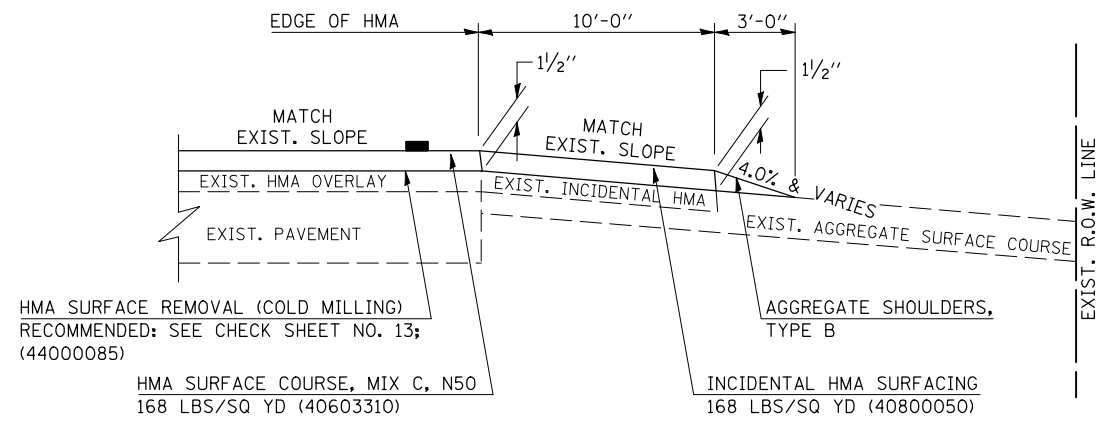
SCALE: NA SHEET NO. 2 OF 2 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 40800AA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	20
CONTRACT NO. 70429				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

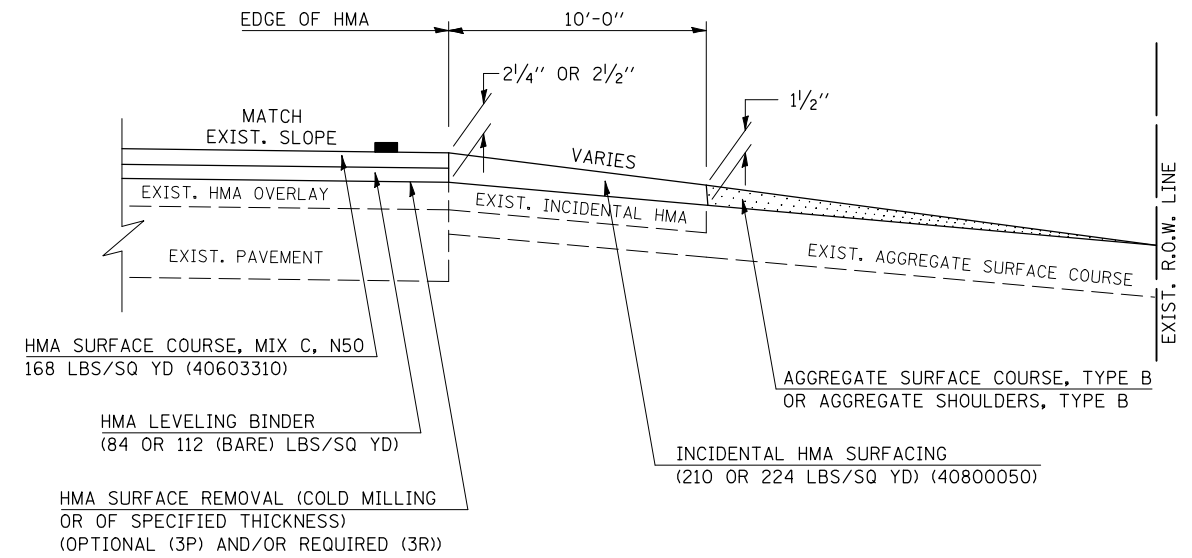
PROJECTS WITHOUT RECONSTRUCTION

S.M.A.R.T. IMPROVEMENTS (POLICY RESURFACING; BDE 53-4.03; 1/2")

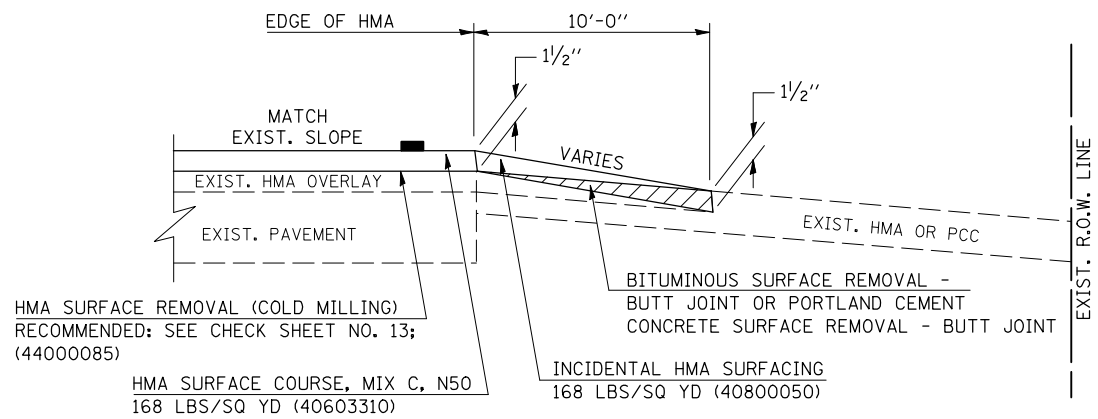


EXISTING AGGREGATE ENTRANCE

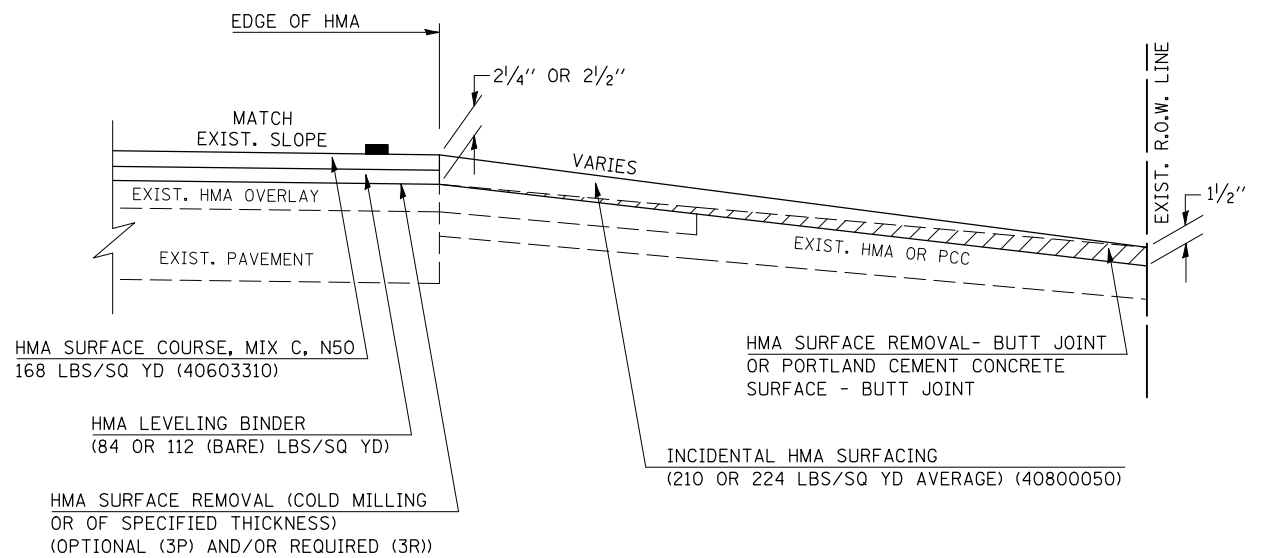
"3P" OR "3R" IMPROVEMENTS (POLICY RESURFACING; BDE 53-4.02; 2 1/4" OR 2 1/2" ON BARE CONCRETE)



EXISTING AGGREGATE ENTRANCE



EXISTING HMA OR PCC ENTRANCE



EXISTING HMA OR PCC ENTRANCE

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

DISTRICT 5 DETAIL NO. 4080050C

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 12/08/06 TJB
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		CHECKED -	REVISED - 05/02/08 KJT
		DATE -	REVISED -

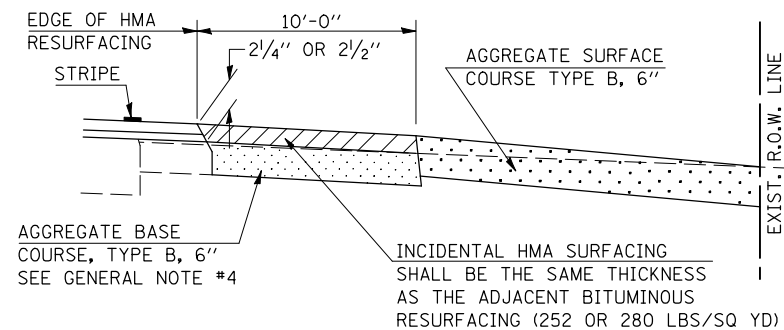
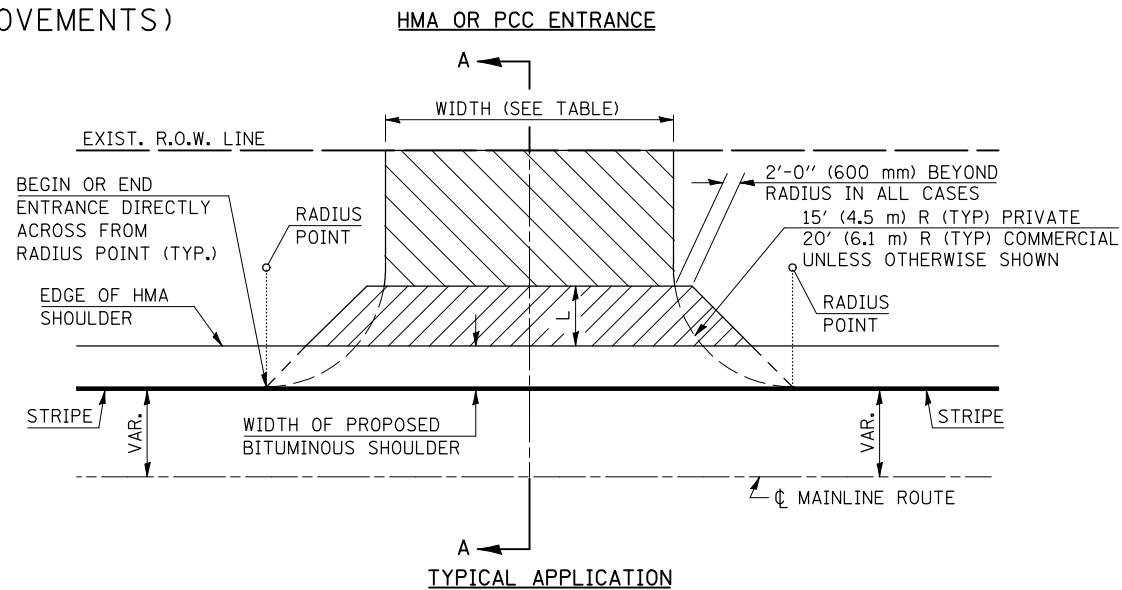
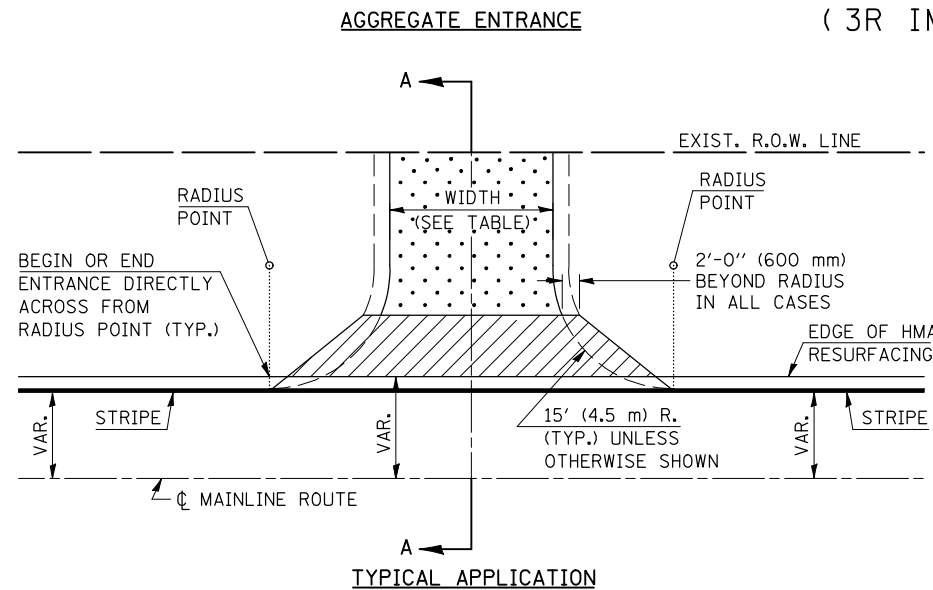
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRIVATE AND COMMERCIAL ENTRANCES (NONCOMMERCIAL AND COMMERCIAL RURAL)			
SCALE: NA	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.

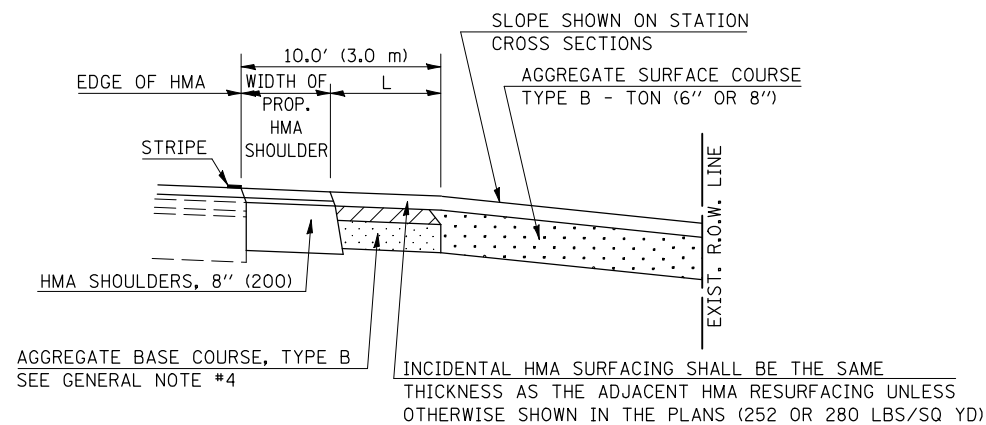
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	21
CONTRACT NO. 70429				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PROJECTS WITH RECONSTRUCTION

(3R IMPROVEMENTS)



SECTION A-A



SECTION A-A
"HMA EXAMPLE"

GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. ANY NECESSARY WORK BEHIND THE HMA SHOULDER OR THE INCIDENTAL HMA SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE.
4. AGGREGATE BASE COURSE, TYPE B, 6" (150 mm) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
5. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 12" (300 mm) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
6. EXISTING FIELD ENTRANCES OF AGGREGATE OR EARTH WITH NO HMA APRON SHALL NOT RECEIVE A NEW HMA APRON WITHOUT PROPER APPROVAL THROUGH THE BUREAU OF OPERATIONS "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS".
7. TO ASSURE APPROPRIATE ACCESS POLICIES ARE FOLLOWED ALL NEW ACCESS SHALL BE APPLIED FOR THROUGH THE BUREAU OF OPERATIONS PERMIT APPLICATION PROCESS. PLAN PREPARATION MEMORANDUMS 40-09 AND 40-11 ALONG WITH DISTRICT CONSTRUCTION MEMORANDUM 03/14 DISCUSS THIS PROCEDURE.

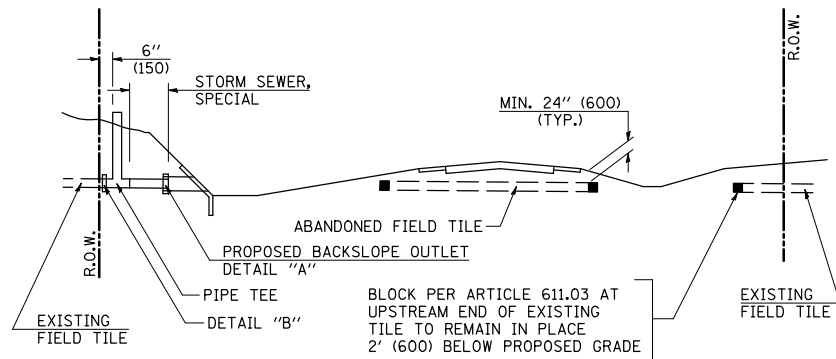
RURAL ENTRANCE DESIGN STANDARDS (PPM 40-09)															
DESIGN ELEMENT	NEW CONSTRUCTION & 3R with RECONSTRUCTION									3R w/out RECONSTRUCTION, 3P, SMART & CM					
	NONCOMMERCIAL						COMMERCIAL			NONCOMMERCIAL			COMMERCIAL		
	PRIVATE & FIELD			FIELD W/ FARM IMPLEMENTS			min.	des.	max.	PRIVATE & FIELD		COMMERCIAL			
	min.	des.	max.	min.	max.	min.	des.	max.	min.	des.	max.	min.	des.	max.	
SURFACE WIDTH (FT)	12 16 24 24 30						1 LANE, 1 WAY			1 LANE, 1 WAY					
							2 LANE, 2 WAY			2 LANE, 2 WAY					
RADIUS (FT)	15	25	40	30		20	30	50	resurface existing configuration; existing hma or pcc entrances shall have "butt joints" constructed; existing aggregate or earth entrances shall have the continuation of aggregate shoulders placed behind them						
SHOULDER WIDTH (FT)	2	2		2		1	3								
SHOULDER SLOPE (%)	2	4	6	4		2	4	6							
ENTRANCE GRADE (%)	0	2 to 5	10 or 12	2 to 5	10 or 12	0	2 to 5	8 or 10							
SIDE SLOPE (FT)	1:10	1:6	1:4	1:6	1:4	1:10	1:6	1:4							
SURFACE TYPE															
INCIDENTAL HMA SURFACING (INCH)		2		2		3 or 4			taper from hma resurfacing thickness (2 1/2", 2 1/4" or 1 1/2") to 1 1/2" for "butt joints" and to minimize aggregate shoulder						
AGGREGATE SURFACE COURSE, TYPE B (INCH)		6		6		8			if applicable use items: Preparation of Base & Aggregate Base Repair; see PPM 30-02						
PCC DRIVEWAY PAVEMENT (INCH)		6							6 or 8						

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

DISTRICT 5 DETAIL NO. 4080050C

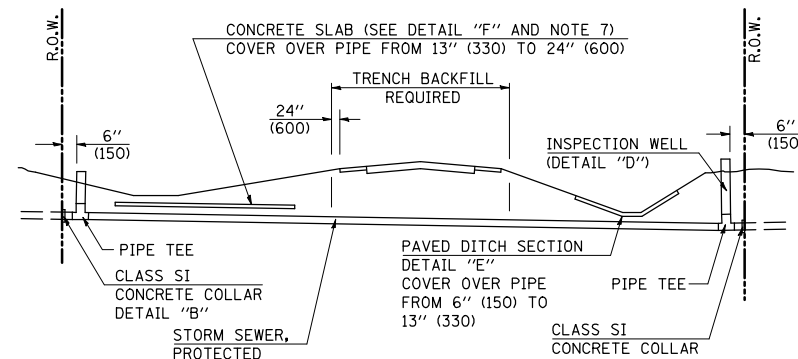
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et:\pw\work\PWID01\STULTSJW\d0158664\0570429-shr-entrance-details.dgn		DRAWN -	REVISED - 09/21/07 KAG			71	(121BR)BR	DEWITT	75	22	
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED - 05/02/08 KJT			CONTRACT NO. 70429					
PLOT DATE = 8/17/2009		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

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



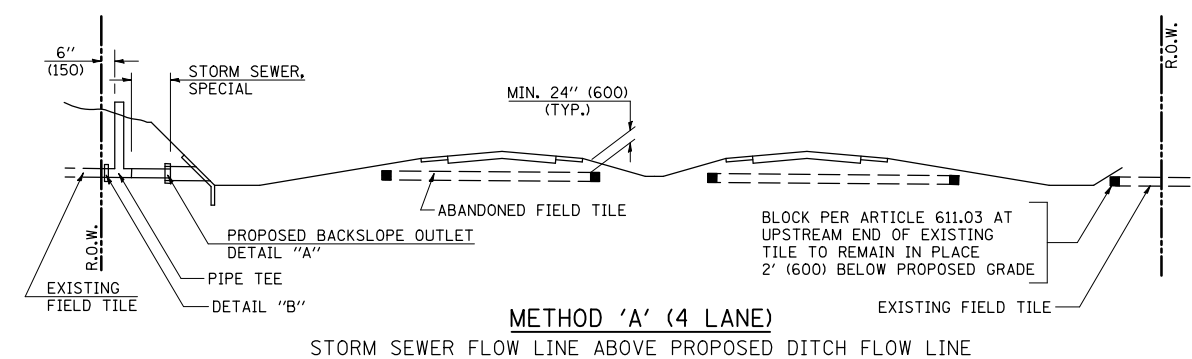
METHOD 'A' (2 LANE)

STORM SEWER FLOW LINE ABOVE PROPOSED DITCH FLOW LINE



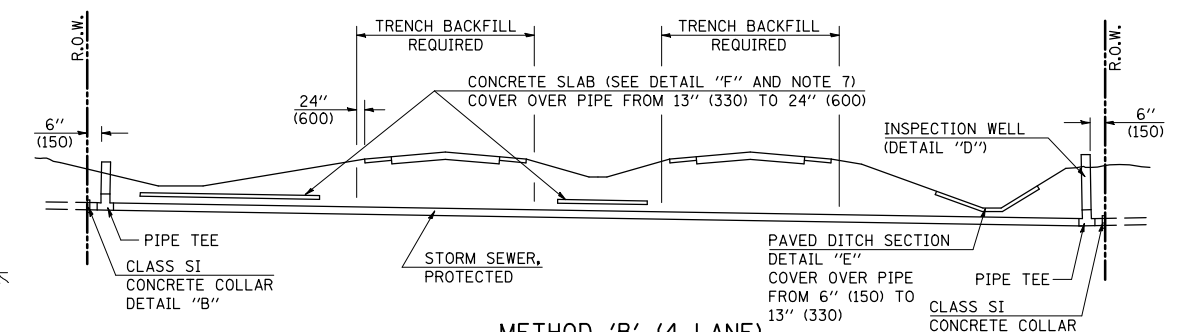
METHOD 'B' (2 LANE)

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



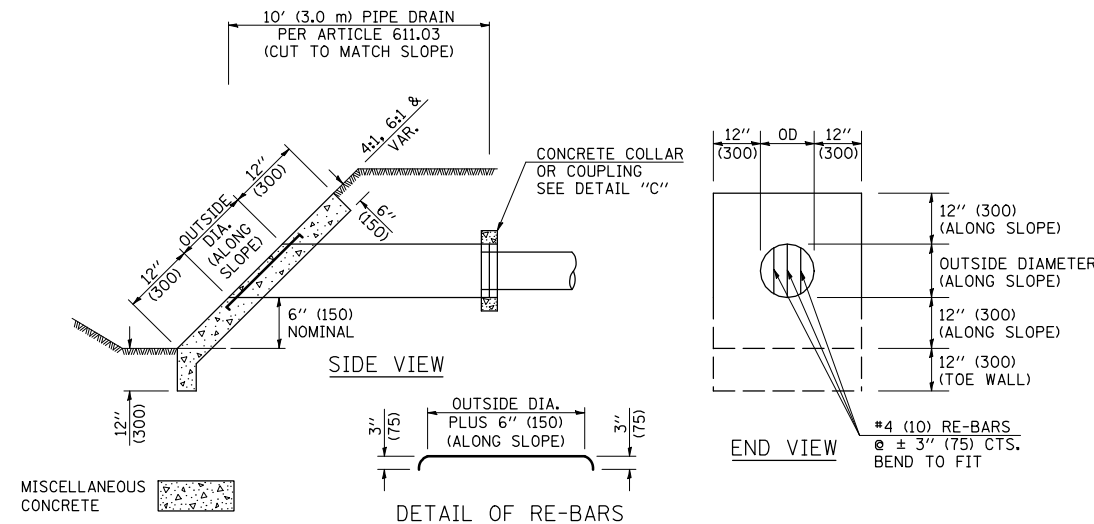
METHOD 'A' (4 LANE)

STORM SEWER FLOW LINE ABOVE PROPOSED DITCH FLOW LINE

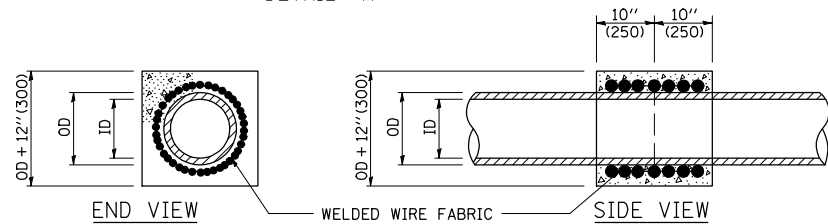


METHOD 'B' (4 LANE)

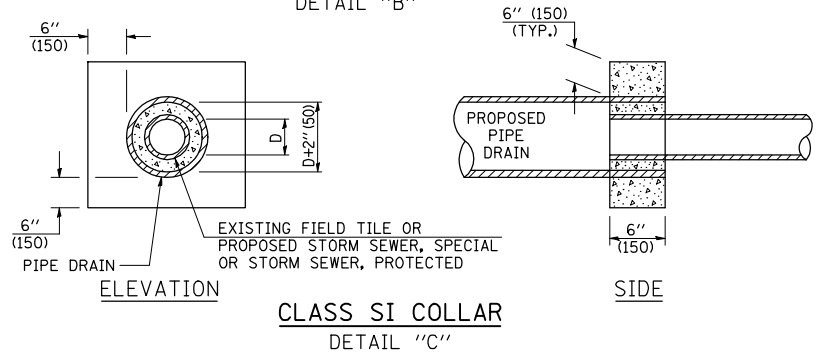
STORM SEWER LESS THAN 2' (600 mm) BELOW DITCH FLOW LINE AND STORM SEWERS CROSSING UNDER PAVEMENTS AND PAVED DITCHES



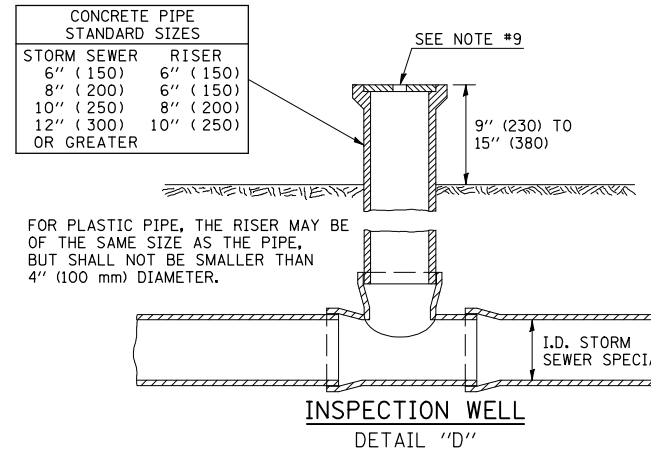
**HEADWALL FOR BACKSLOPE OUTLET
DETAIL "A"**



**CONCRETE COLLAR
DETAIL "B"**



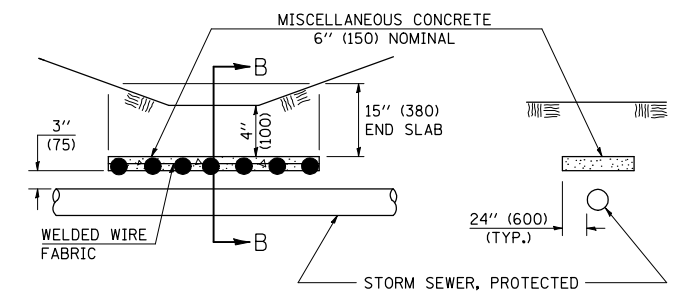
**CLASS SI COLLAR
DETAIL "C"**



**INSPECTION WELL
DETAIL "D"**

GENERAL NOTES

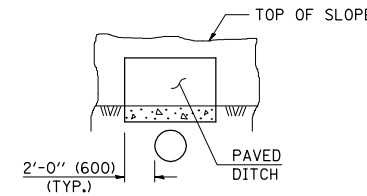
- EXISTING FIELD TILE ENCOUNTERED BY EXPLORATION TRENCH SHALL BE INSPECTED BY THE ENGINEER FOR UNOBSTRUCTED FLOW WITHIN THE LIMITS OF THE RIGHT-OF-WAY.
- ONLY FIELD TILE THAT DOES NOT HAVE SATISFACTORY FLOW AND OR HAS VISIBLE SIGNS OF DETERIORATION (SINK HOLES, ETC.) SHALL BE REPLACED WITHIN THE LIMITS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



SLAB ELEVATION

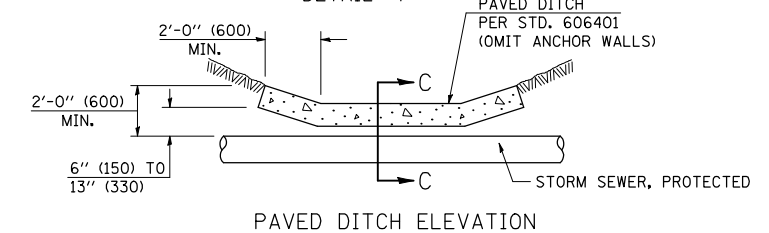
**CONCRETE SLAB
DETAIL "F"**

SECTION B-B



SECTION C-C

**PAVED DITCH
DETAIL "E"**



PAVED DITCH ELEVATION

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

DISTRICT 5 DETAIL NO. 61101011A

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 11/06
et\pw\work\PWID01\STULTSJW\d0158664\0570429-shr-details.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/17/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

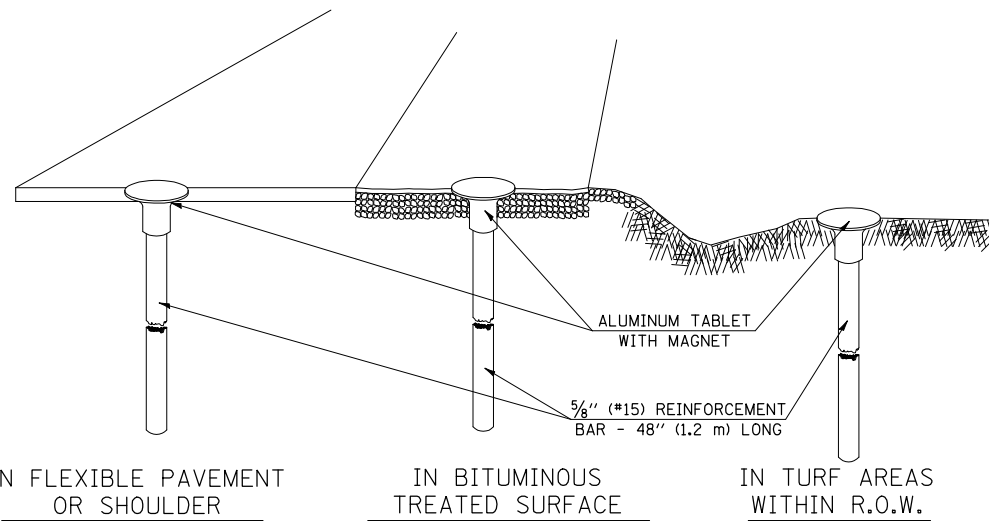
FIELD TILE SYSTEMS (TREATMENT OF EXISTING)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	23
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429	

XZ193300 – SURVEY MARKER, TYPE 1 (SPECIAL)

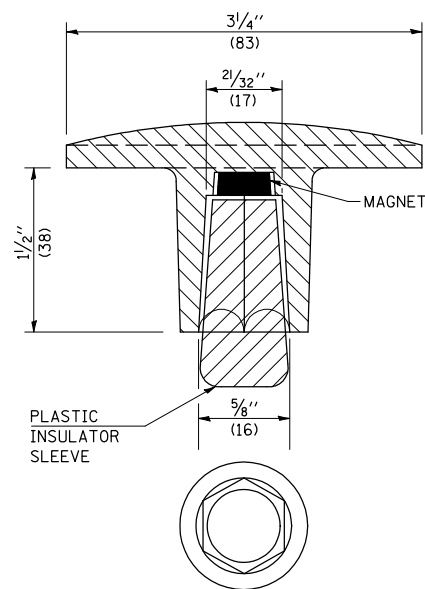
TO BE INSTALLED IN FLEXIBLE PAVEMENT OR SHOULDER, BITUMINOUS TREATED SURFACE AND TURF AREAS WITHIN THE RIGHT-OF-WAY FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S)



IN FLEXIBLE PAVEMENT OR SHOULDER

IN BITUMINOUS TREATED SURFACE

IN TURF AREAS WITHIN R.O.W.



THE DIMENSIONS SHOWN SHALL BE EXACT, OTHERS MAY VARY, BUT SHALL BE SHOWN ON SHOP DRAWINGS.

GENERAL NOTES

1. THE CONTRACT UNIT PRICE, EACH, FOR SURVEY MARKER, TYPE I, (SPECIAL) SHALL BE PAYMENT IN FULL FOR FURNISHING THE SURVEY MARKER.
2. ALL SURVEY MARKERS, TYPE I, (SPECIAL) SHALL BE PLACED $\pm 1/4"$ (6 mm) BELOW THE FINAL SURFACE.
3. WHEN THE TABLET AND REBAR ARE PLACED AS PART OF A SURVEY MARKER VAULT, THEY SHALL BE CONSIDERED AS INCLUDED IN THAT PAY ITEM AND THERE WILL BE NO PAYMENT FOR THE SURVEY MARKER, TYPE I, (SPECIAL).

SPECIFICATIONS FOR ALUMINUM TABLET

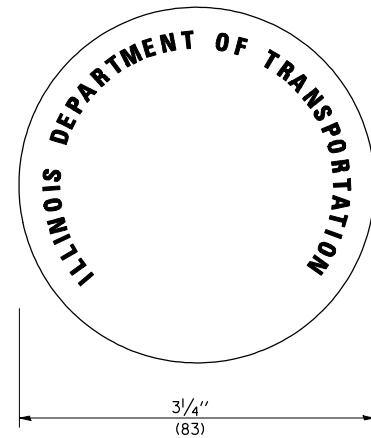
SURVEY CAP FOR REBAR. $3/4"$ (83 mm) CONVEX SURVEY CAP FOR $5/8"$ (15 mm) REBAR WITH ILLINOIS DEPARTMENT OF TRANSPORTATION LOGO. THIS LOGO SHALL PROVIDE LETTERS RECESSED INTO THE SURFACE A MINIMUM OF $1/32"$ (0.8 mm) FOR EASY AND LONG-TERM LEGIBILITY. THE ALUMINUM CAP FOR REBAR SHALL BE PRODUCED BY THE PROCESS OF ORBITAL FORGING TO PRODUCE A HIGH-STRENGTH AND DURABLE MARKER CAP WHICH WILL NOT CHIP OR BREAK AND PROVIDE A SMOOTH FINISH FOR STAMPING OF DATA IN THE FIELD. THE ALUMINUM CAP FOR REBAR SHALL BE TAPERED FOR A PERFECT COMPRESSION FIT. A SPECIAL PLASTIC INSULATOR SHALL BE INSTALLED TO PREVENT DISSIMILAR METAL CONTACT AND CORROSION. THE PLASTIC INSULATOR SHALL FORM READILY TO THE OUTER SHAPE OF THE REBAR AND TO THE INNER SHAPE OF THE ALUMINUM CAP SOCKET. THE PLASTIC INSULATOR SHALL BE LOW DENSITY POLYETHYLENE, A MINIMUM $1/2"$ (38 mm) LONG AND CONFORM TO FEDERAL SPECIFICATION L-P 390.

COMPOSITION: ALUMINUM 98.3-98.7%; OTHER 1.3-1.7%; STRENGTH: YIELD 28 KSI (193 MPa), ULTIMATE 32 KSI (221 MPa). ELONGATION 15% [IN 2" (50 mm)]. SPECIFICATIONS: ALUMINUM ALLOY 6101-0; ASTM B317-83 (EXCEPT TEMPER) AS FORGED. NO EXCEPTIONS.

SPECIFICATIONS FOR REBAR

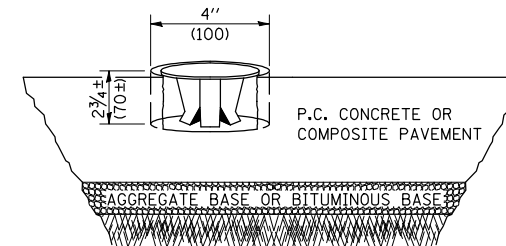
REBAR FOR ALUMINUM TABLET. REINFORCEMENT BAR SHALL BE $5/8"$ (#15) X 48" (1.2 m) (DEFORMED).

INSPECTION OF REINFORCEMENT BAR $5/8"$ (#15) SHALL BE DONE BY DISTRICT PERSONNEL OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS.



XZ193400 – SURVEY MARKER, TYPE 2 (SPECIAL)

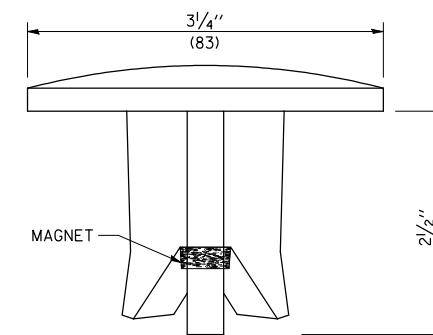
TO BE INSTALLED IN RIGID OR COMPOSITE PAVEMENT FOR PRESERVING PERMANENT SURVEY MARKERS (PI'S, PT'S, PC'S, POC'S, & POT'S)



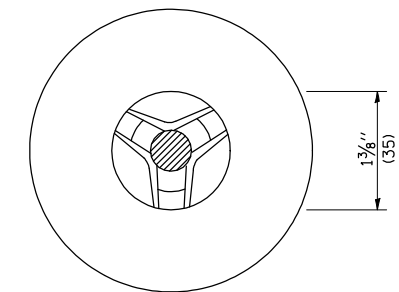
SPECIFICATIONS FOR ALUMINUM TABLET (FORKED)

ALUMINUM TABLET (FORKED) FOR USE WITH "SURVEY MARKER, TYPE 2, (SPECIAL)" SHALL BE AS SHOWN ON THE DETAIL FOR THE $3/4"$ (83 mm) CONVEX SURVEY TABLET WITH ILLINOIS DEPARTMENT OF TRANSPORTATION LOGO. THIS LOGO SHALL PROVIDE FOR LETTERS RECESSED INTO THE SURFACE A MINIMUM OF $1/32"$ (0.8 mm) FOR EASY AND LONG-TERM LEGIBILITY. THE ALUMINUM TABLET SHALL BE PRODUCED BY THE PROCESS OF ORBITAL FORGING TO PRODUCE A HIGH-STRENGTH AND DURABLE MARKER CAP WHICH WILL NOT CHIP OR BREAK AND PROVIDE A SMOOTH FINISH FOR STAMPING OF DATA IN THE FIELD. THE ALUMINUM TABLET SHALL BE DESIGNED NOT TO TURN OR ROTATE. THREE PRONGS ON A $2/2"$ (63 mm) STEM SHALL BE SUCH THAT THE ALUMINUM TABLET CANNOT BE EASILY REMOVED.

COMPOSITION: ALUMINUM 92-93%; MAGNESIUM 6.5-7.5%. STRENGTH: YIELD 19,000-21,000 PSI (131-145 MPa); TENSILE 38,000-44,000 PSI (262-303 MPa); ELONGATION 10-15% [IN 2" (50 mm)]. SPECIFICATIONS: ALLOY 535.0; QQ-A-601ES. NO EXCEPTIONS.



SIDE VIEW



BOTTOM VIEW

THE DIMENSIONS SHOWN SHALL BE EXACT, OTHERS MAY VARY, BUT SHALL BE SHOWN ON SHOP DRAWINGS.

GENERAL NOTES

1. WORK ON THIS ITEM SHALL NOT START UNTIL THE FINAL SURFACE IS COMPLETED.
2. THE ALUMINUM TABLET (FORKED) SHALL REST UPON THE BOTTOM OF THE 4" (100 mm) CORE HOLE. IF THE HOLE IS TOO DEEP, EPOXY GROUT MUST BE USED TO DECREASE THE DEPTH AND ALLOWED TO HARDEN BEFORE PROCEEDING.
3. THE ALUMINUM TABLET SHALL BE ANCHORED IN THE 4" (100 mm) DIAMETER HOLE IN THE NEW PAVEMENT WITH TWO-COMPONENT EPOXY CONFORMING TO APPLICABLE PORTIONS OF ARTICLE 1025.01 OF THE STANDARD SPECIFICATIONS.
4. THE 4" (100 mm) CORE HOLE SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
5. THE CONTRACT PRICE, EACH, FOR SURVEY MARKER, TYPE 2 (SPECIAL) SHALL BE PAYMENT IN FULL FOR FURNISHING THE ALUMINUM TABLET AND ALL LABOR AND MATERIAL TO SET THE MARKER IN PLACE, AS SPECIFIED, INCLUDING CORING THE NEW PAVEMENT.
6. ALL SURVEY MARKERS, TYPE 2 (SPECIAL) SHALL BE PLACED $\pm 1/4"$ (6 mm) BELOW THE FINAL SURFACE.

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

FILE NAME =	USER NAME = stults.jw	DESIGNED -	REVISED - 11/06
et\pwwork\PIWIDOT\STULTS.JW\d0158664\0570429-shr-detail.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/17/2009	DATE -	REVISED -

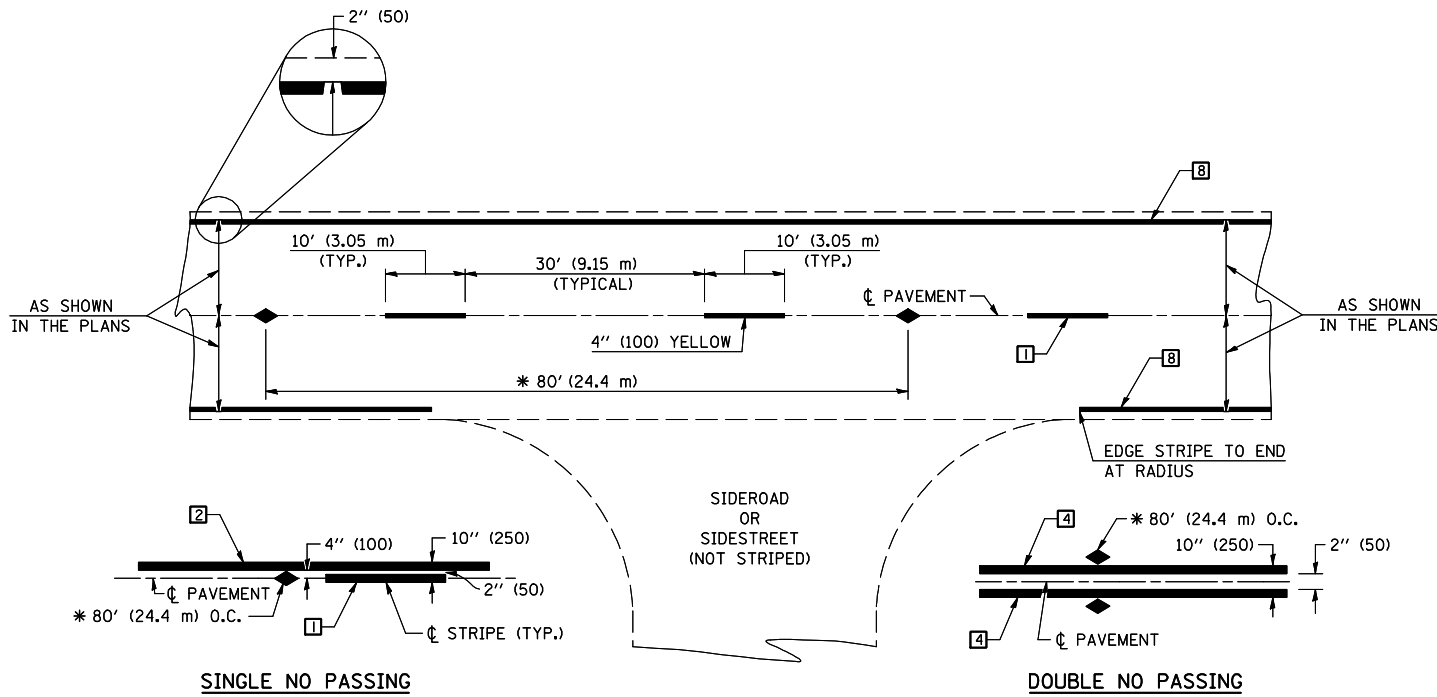
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SURVEY MARKERS TYPE 1 & 2 (SPECIAL)

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

DISTRICT 5 DETAIL NO. XZ193AAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	24
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429	



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

TWO LANE/TWO WAY

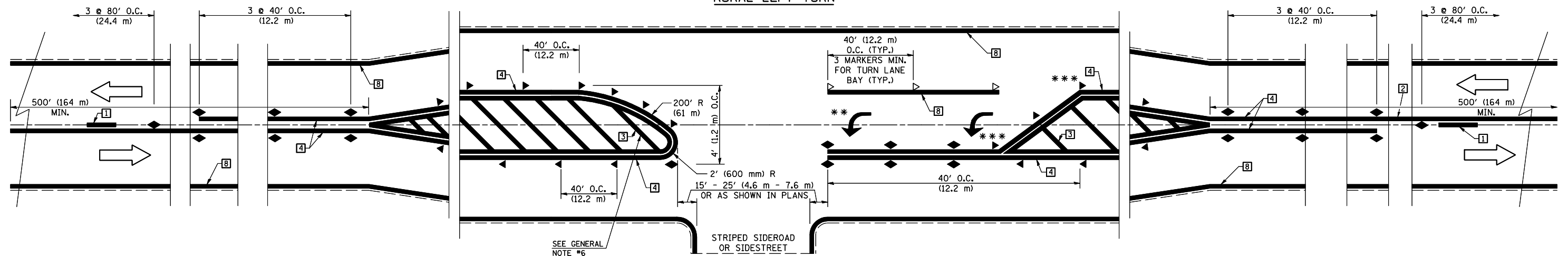
TYPICAL PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)
- 14 4" (100) PARKING WHITE

TYPICAL PAVEMENT MARKERS LEGEND

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

RURAL LEFT TURN



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

** TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

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

DISTRICT 5 DETAIL NO. 7800AAA

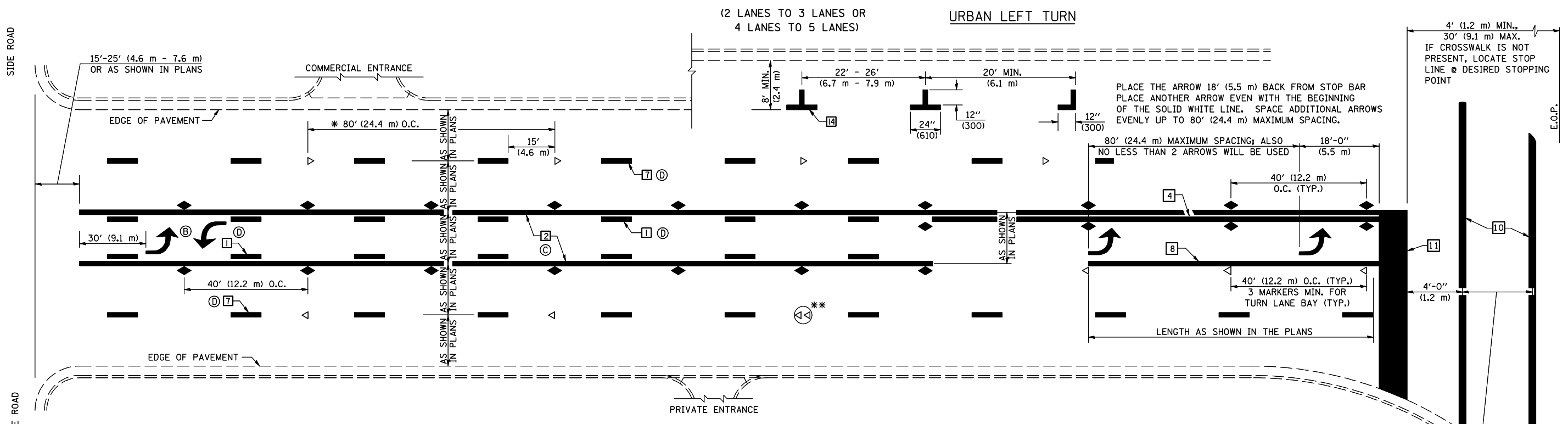
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	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/17/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

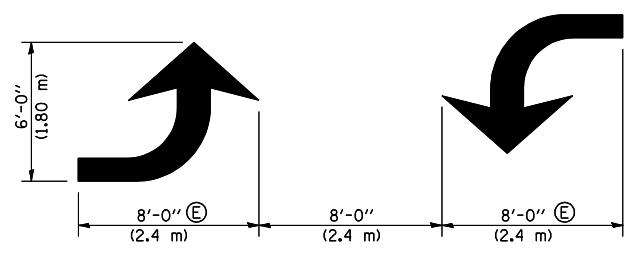
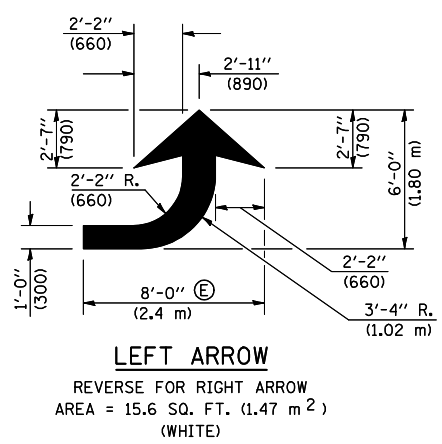
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	25
CONTRACT NO. 70429				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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

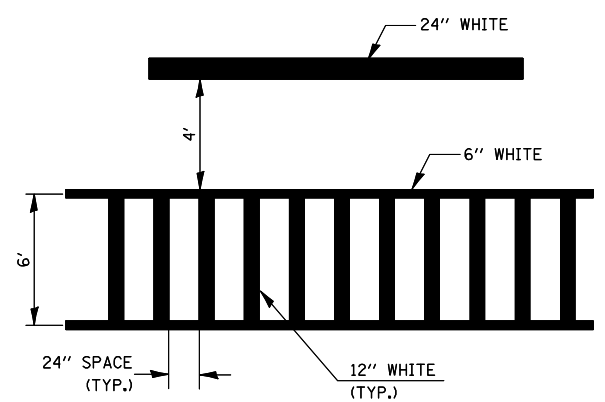
** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

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

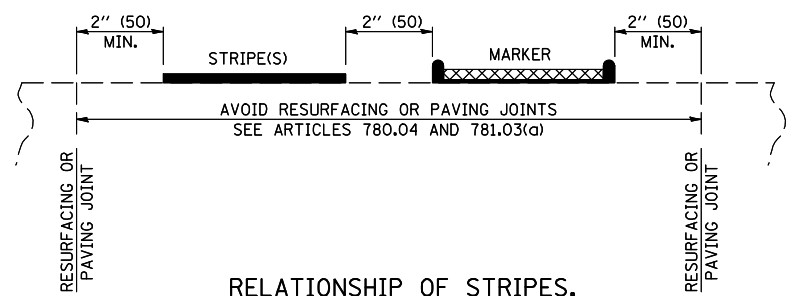


TYPICAL DOUBLE TURN ARROWS (WHITE)

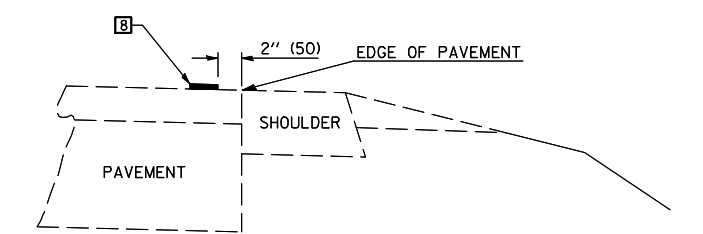
BLOOMINGTON-NORMAL CITY LIMITS ONLY



TYPICAL SPACING FOR CROSSWALKS & STOP BARS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS



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

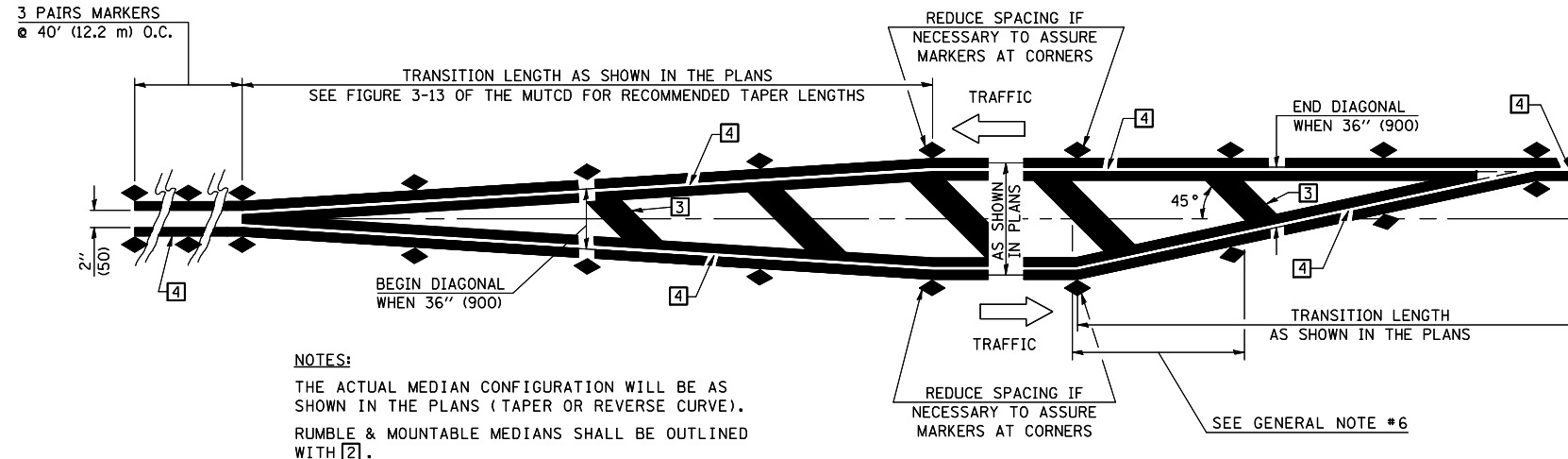
CROSSWALK WIDTH 6'-0" (1.8 m) OR AS SHOWN IN THE PLANS

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

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et\pwork\pwork\STULTSJW\d0158664\d0158664-01.dwg	0429-shr-PvmtMkg-detail.dgn	DRAWN -	REVISED -			71	(121BR)BR	DEWITT	75	26
PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -	REVISED -			CONTRACT NO. 70429				
PLOT DATE = 8/17/2009	DATE -	REVISED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DISTRICT 5 DETAIL NO. 7800AAA

SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

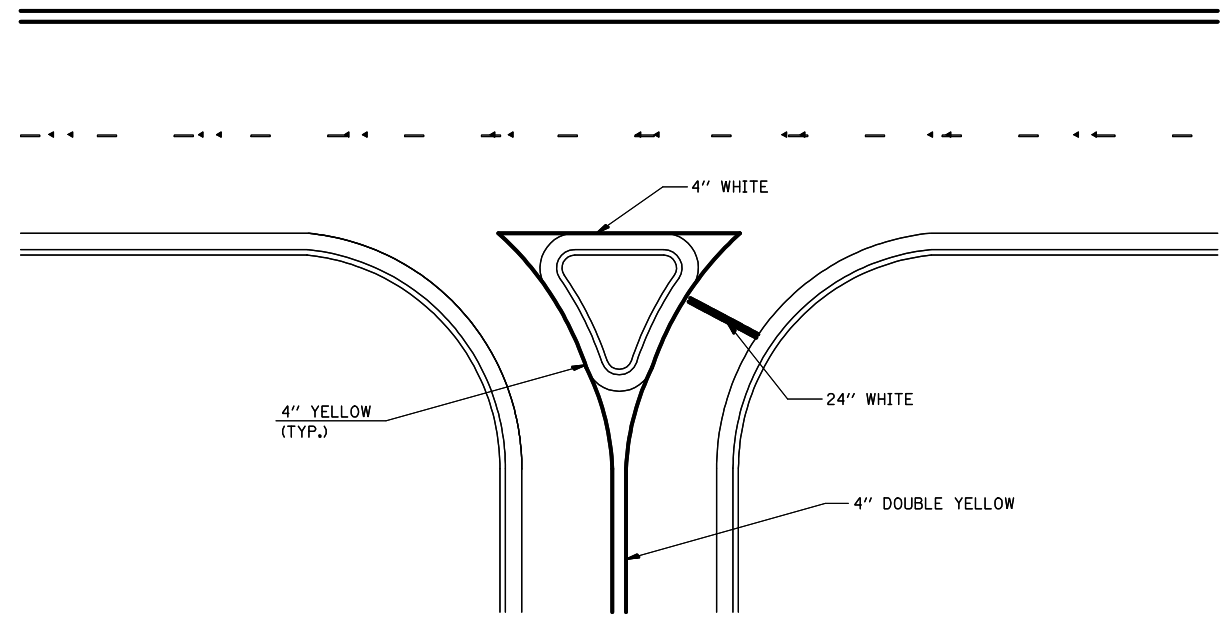


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

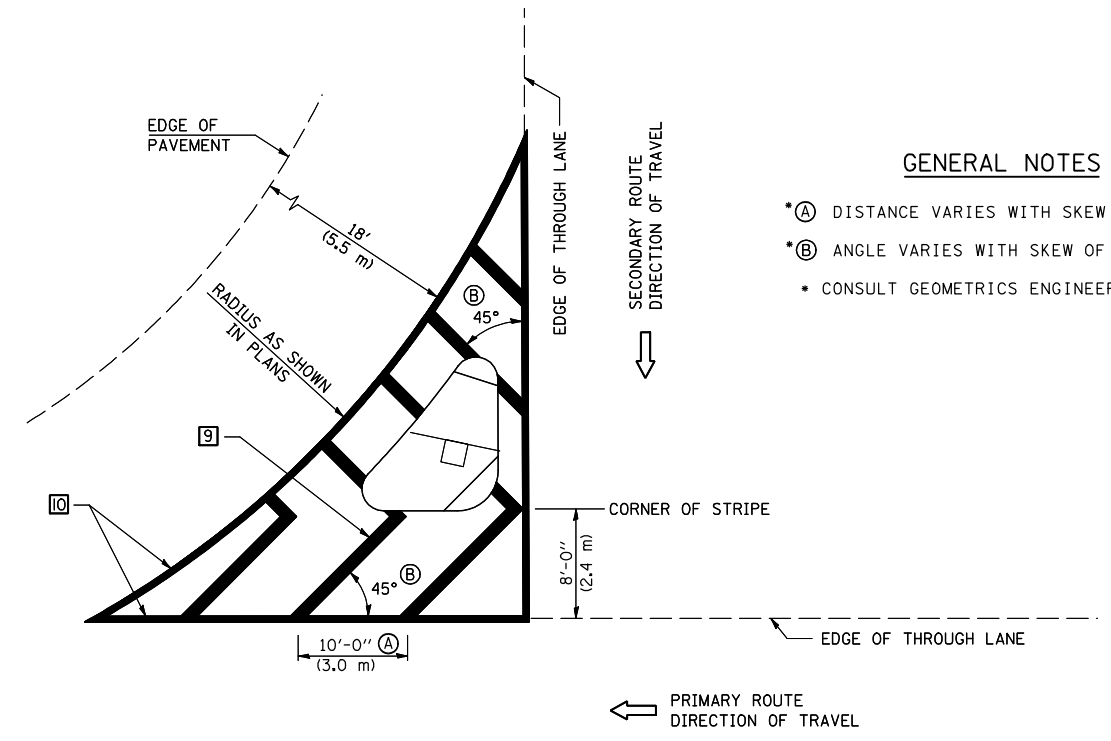
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

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



RIGHT IN - RIGHT OUT ACCESS



ISLAND

GENERAL NOTES

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

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

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 11/06
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	PLOT DATE = 8/17/2009	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

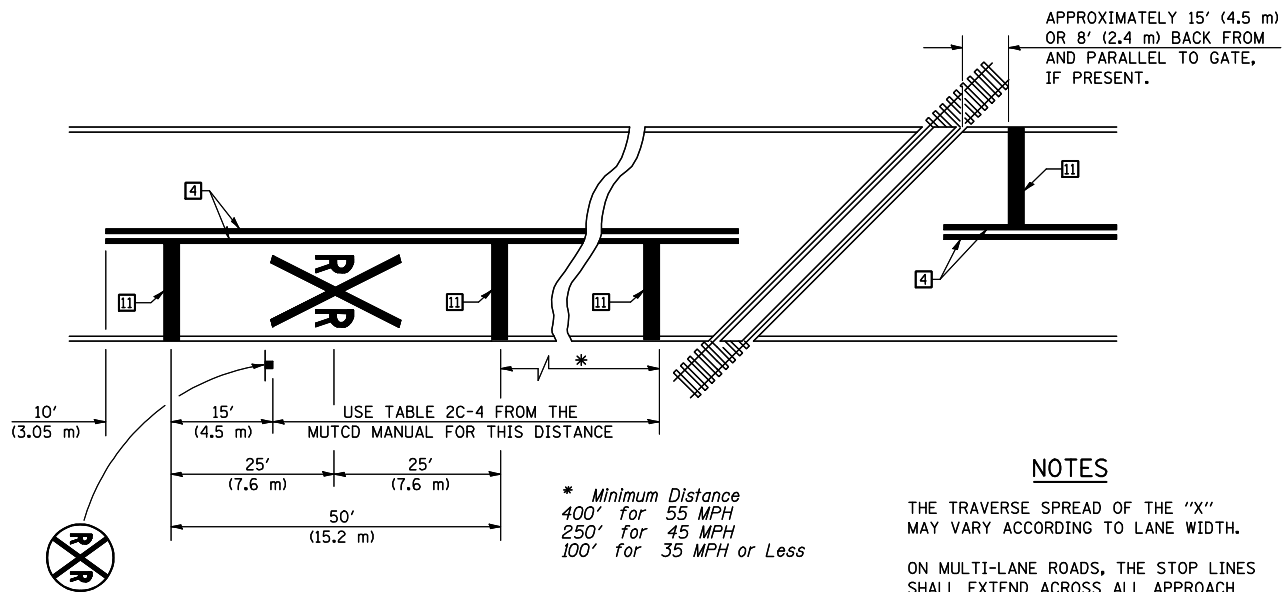
SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	27
CONTRACT NO. 70429				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

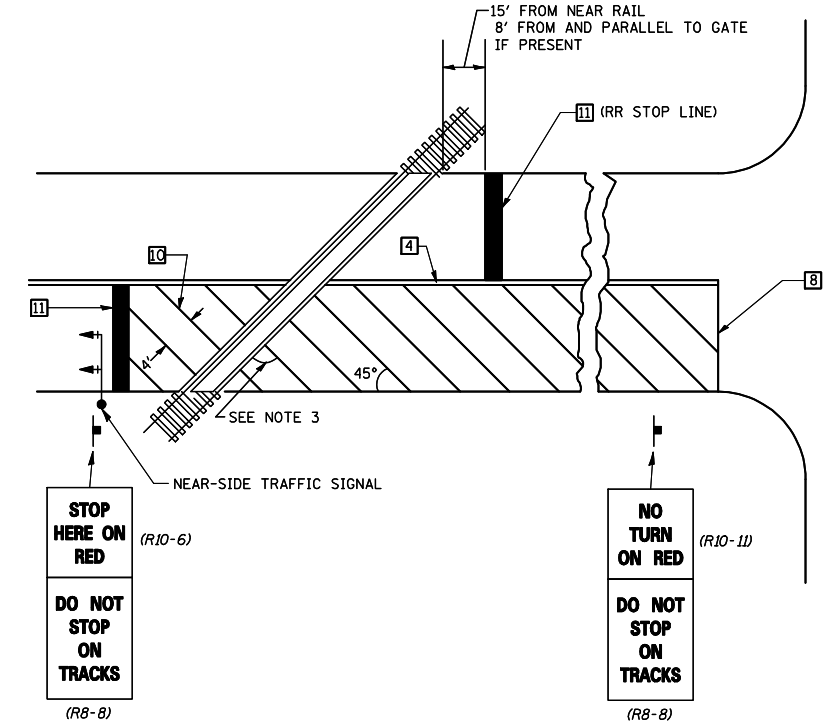
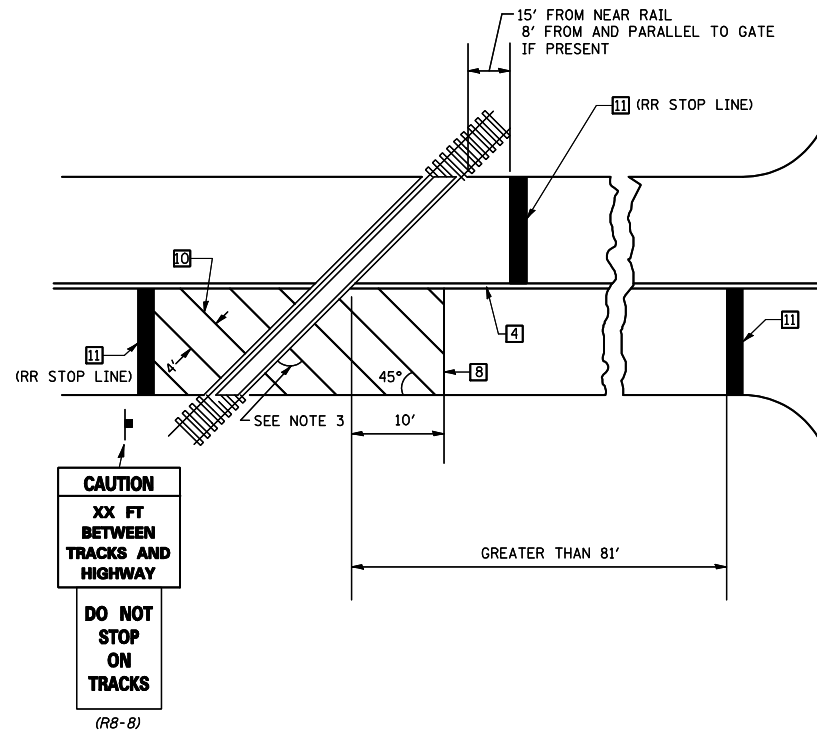
APPROXIMATELY 15' (4.5 m) OR 8' (2.4 m) BACK FROM AND PARALLEL TO GATE, IF PRESENT.

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

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

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

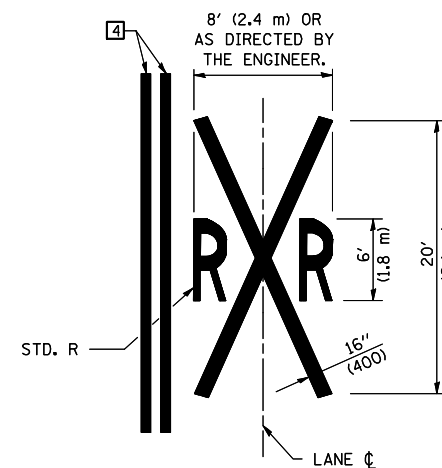
* Minimum Distance
400' for 55 MPH
250' for 45 MPH
100' for 35 MPH or Less



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

GENERAL NOTES

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



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

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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

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

DISTRICT 5 DETAIL NO. 7800AAAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	28
CONTRACT NO. 70429				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

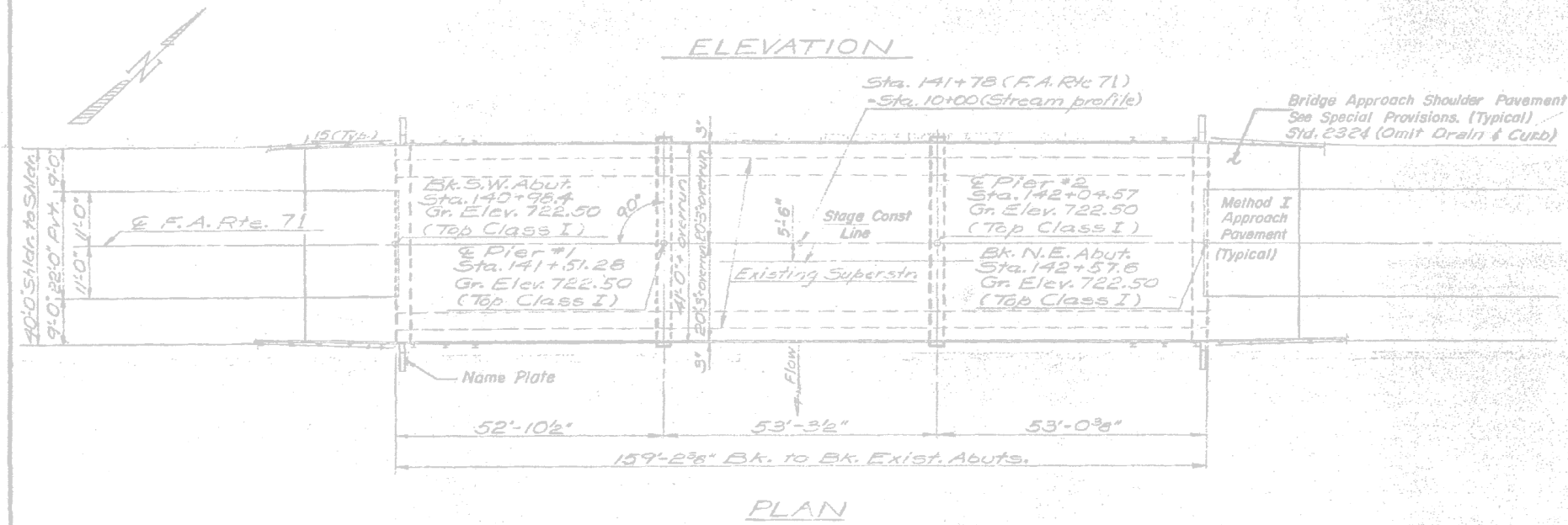
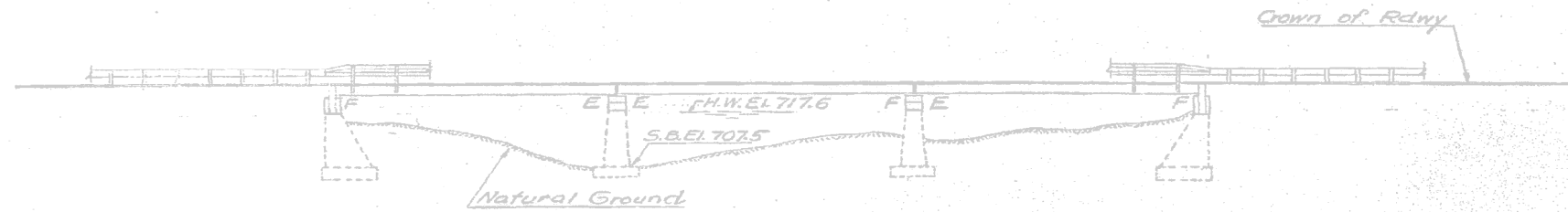
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	121BR	DEWITT	19	12
SHEET NO. 1 6 SHEETS				

B.M.: T.B.M. #2 chiseled square south west corner Bridge on Hubguard 15.0' Rt. Sta. 140+96.5 Elev. 722.27.
Existing Structure: @ Sta. 141+76 Built in 1928 as S.B.I. Rte. 48 Sec. 121R-B, Widened in 1951. Existing superstructure to be removed and replaced a portion at a time by contractor utilizing stage construction. Existing Abuts. and Piers to be widened to accommodate the new portion of the superstructure. No Salvage.

GENERAL NOTES

Expansion guards which are not cast in the precast unit shall be fabricated and erected in accordance with Article 503.07 (c) of the Standard Specifications and are included in quantity of structural steel.
The basic lead silico chromate paint system shall be used for shop painting of Structural Steel.
Expansion bolts shall consist of self drilling expansion anchors and 3/4" x 12" hooked bolts.
It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.
The top surface of the beams shall be finished in accordance with Article 505.06 of the Standard Specifications except that the surface shall not be roughened by brooming. The finished surface shall be free of depressions or high spots with sharp corners.



STATION 141+78
REBUILT 197 BY
STATE OF ILLINOIS
F.A. RTE. 71 - SEC. 121 BR
PROJECT BR-T-71(18)
LOADING HS20
STR. NO.

Structure Number to be Supplied by District.

NAME PLATE
See Standard 2113
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each			1
Concrete Removal	Cu.Yds.		10	10
Bituminous Concrete Surface Course, C.I.	Tons	71		71
Waterproofing Membrane System	Sq.Yds.	722		722
Expansion Bolts 3/4"	Each		148	148
Class X Concrete	Cu.Yds.	3.7	58.4	62.1
P.P.C. Deck Beams (21")	Sq. Ft.	6476		6476
Steel Railing (Type N)	Lin. Ft.	316		316
Reinforcement Bars	Lbs.	560	6090	6650
Name Plates	Each			1
Portland Cement Mortar Fairing Course	Lin. Ft.	1895		1895
Preformed Joint Sealer (2 1/2")	Lin. Ft.	82		82
Temporary Guard Rail	Lin. Ft.	160		160
Structural Steel	Lbs.	4590		4590

PRESTRESSED UNITS

f_c = 5000 psi
 f_{ci} = 4100 psi (36" Beam), 4200 psi (48" Beam)
 f_s = 27000 psi (8 Strands)
 f_{si} = 180,000 psi (8 Strands)

FIELD UNITS

f_c = 1400 psi (sub)
 f_s = 20000 psi (Reinf.)
 n = 10

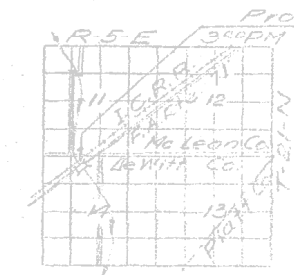
New Constr. Loading HS20-44
Design Specifications 1969 A.A.S.H.T.O. and 1970 & 1971 Interim Specifications.
Allow 25% safety factor for future w.s.

WATERWAY INFORMATION

Drainage Area 71.75 sq. mi.
Character: level, cultivated
Required Clearing (Reinforced) 960 Sq. Ft.
Present Clearing 915 Sq. Ft.
Proposed Opening 960 Sq. Ft.
Ordinary Water El. 706.7
(50 Yr.) Design Water El. 717.2
(100 Yr.) W. El. 717.5
Q_{max} = 3427 cfs

PROPOSED PROFILE F.A. RTE 71

DESIGNED	Sub. F. Adams	EXAMINED	10/71
CHECKED	John J. Adams	PASSED	
DRAWN	P. Barnett	APPROVED	
CHECKED	John J. Adams	DIRECTOR OF HIGHWAYS	



LOCATION SKETCH

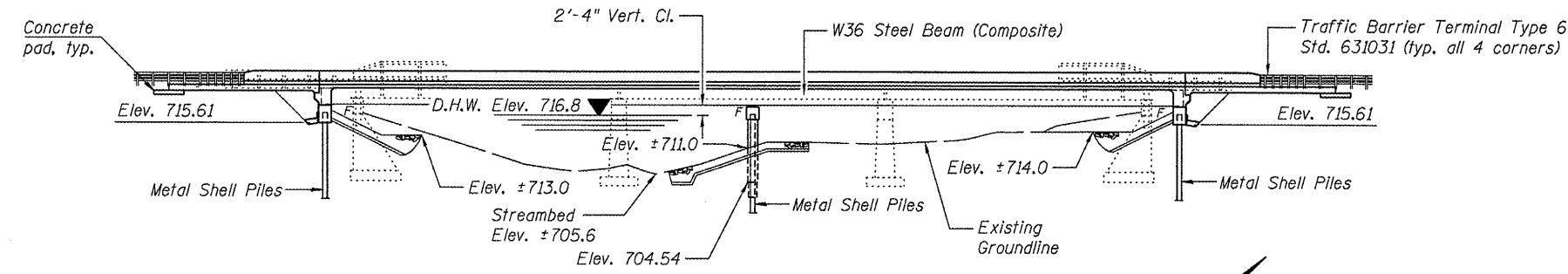
GENERAL PLAN & ELEVATION
F.A. RTE. 71 (S.B.I. RTE. 48) OVER
SALT CREEK
F.A. RTE. 71 SECTION 121 BR
DE WITT COUNTY
STA. 141+78.00

Bench Mark: 4753-1 Chiseled square on top of the Northeast wingwall of upstream railroad bridge.
Station 142+66.00 Lt. 77.16' Elevation = 722.66

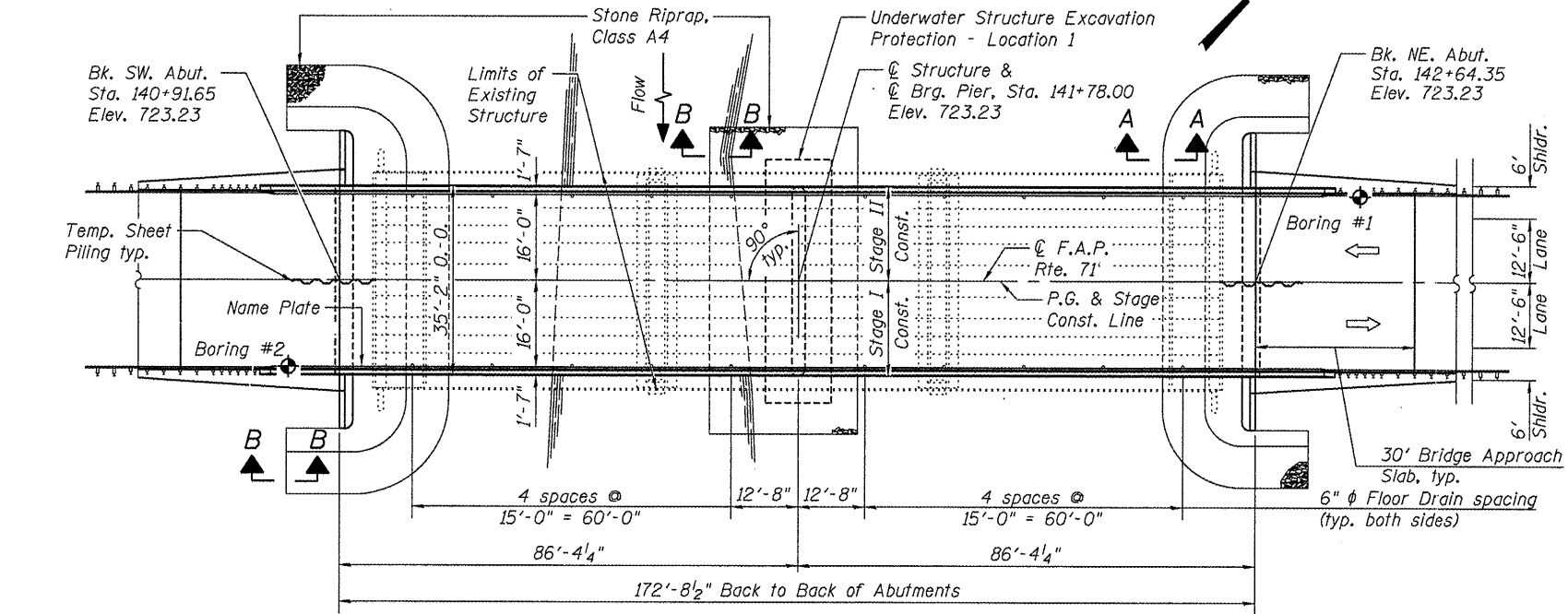
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Existing Structure: S.N. 020-0012 was built in 1928 as S.B.I. Rt. 48 Section 121 R.B. and widened in 1951. In 1979 the bridge was widened and the superstructure was replaced with 3 simple span PPC deck beams added under F.A. Rt. 71 Section 121BR. The substructure consists of spill-through abutments and solid piers founded on timber piles. The Bk. to Bk. dimension measures 159'-2 5/8" while the out-to-out, width measures 41'-0". The structure is to be replaced using stage construction.

No Salvage.

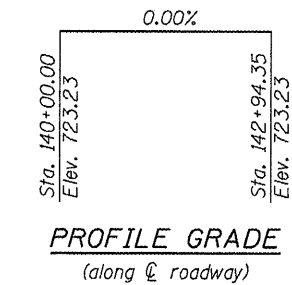


ELEVATION
(Looking Northwest)



PLAN

Note: See Sheet 2 of 29 for Sections A-A and B-B



PROFILE GRADE
(along centerline roadway)

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	SW. Abut.	Pier	NE. Abut.
	715.5	701.0	715.5

WATERWAY INFORMATION

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	4502	903	942	716.8	1.4	0.6	718.2	717.4
Base	100	5220	963	1006	717.2	1.5	0.7	718.7	717.9
Overtopping									
Max. Calc.	500	6954	1098	1153	718.1	2.1	0.9	720.2	719.0

INDEX OF SHEETS

1. General Plan & Elevation
2. General Notes
3. Stage Construction Details
4. Temporary Concrete Barrier for Stage Construction
5. Top of Slab Plan
6. Top of Slab Elevations
7. Top of SW Approach Slab Elevations
8. Top of NE Approach Slab Elevations
9. Bridge Approach Slab Details (Sheet 1 of 2)
10. Bridge Approach Slab Details (Sheet 2 of 2)
11. Superstructure
12. Superstructure Details
13. Integral Abutment Diaphragm Details
14. Steel Framing Plan & Details
15. Steel Details
16. Southwest Abutment Details
17. Northeast Abutment Details
18. Pier Details
19. Metal Shell Pile Details
20. Bar Splicer Assembly Details
21. Soil Boring Logs (Sheet 1 of 2)
22. Soil Boring Logs (Sheet 2 of 2)

STATION 141+78.00
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RTE 71 SEC. (121BR)BR
LOADING HL-93
STRUCTURE NO. 020-0064

NAME PLATE
See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		134	134
Stone Riprap, Class A4	Sq. Yd.		512	512
Filter Fabric	Sq. Yd.		512	512
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		245	245
Floor Drains	Each	20		20
* Concrete Structures	Cu. Yd.	20.9	79.8	100.7
* Concrete Superstructure	Cu. Yd.	336.9		336.9
* Bridge Deck Grooving	Sq. Yd.	776		776
Concrete Encasement	Cu. Yd.		12.1	12.1
* Protective Coat	Sq. Yd.	1,005		1,005
Furnishing and Erecting Structural Steel	L. Sum			1
Stud Shear Connectors	Each	2,232		2,232
* Reinforcement Bars, Epoxy Coated	Pound	73,560	11,220	84,780
* Bar Splicers	Each	739	134	873
Furnishing Metal Shell Piles 14"φ x 0.312"	Foot		839	839
Driving Piles	Foot		839	839
Test Pile, Metal Shell	Each		3	3
Temporary Sheet Piling	Sq. Ft.		1,172	1,172
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	36		36
Geocomposite Wall Drain	Sq. Yd.		77	77
Pipe Underdrains for Structures, 4"	Foot		145	145
* Diamond Grinding (Bridge Section)	Sq. Yd.	724		724
Underwater Structure Excavation Protection - Location 1	Each		1	1
Asbestos Bearing Pad Removal	Each			39
Permanent Bench Marks	Each			1

* Quantity includes Approach Slab

APPROVED
For Structural Adequacy Only

Ralph E. Anderson
Engineer of Bridges & Structures

LOADING HL-93

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

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 Interims

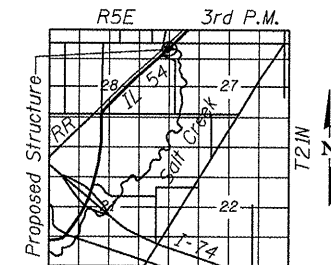
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{0.1}) = 0.13g
Design Spectral Acceleration at 0.2 sec. (S_{0.2}) = 0.22g
Soil Site Class = D



LOCATION SKETCH

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 54 OVER
SALT CREEK
F.A.P. RTE. 71 - SEC. (121BR)BR
DEWITT COUNTY
STATION 141+78.00
STRUCTURE NO. 020-0064

DESIGNED	SMM
CHECKED	SLD
DRAWN	SMM
CHECKED	KMS



Sean Marziano
Structural Engineer
Clark Dietz, Inc.
DATE: 7/7/09
License Expires 11-30-2010

CLARK DIETZ, INC.

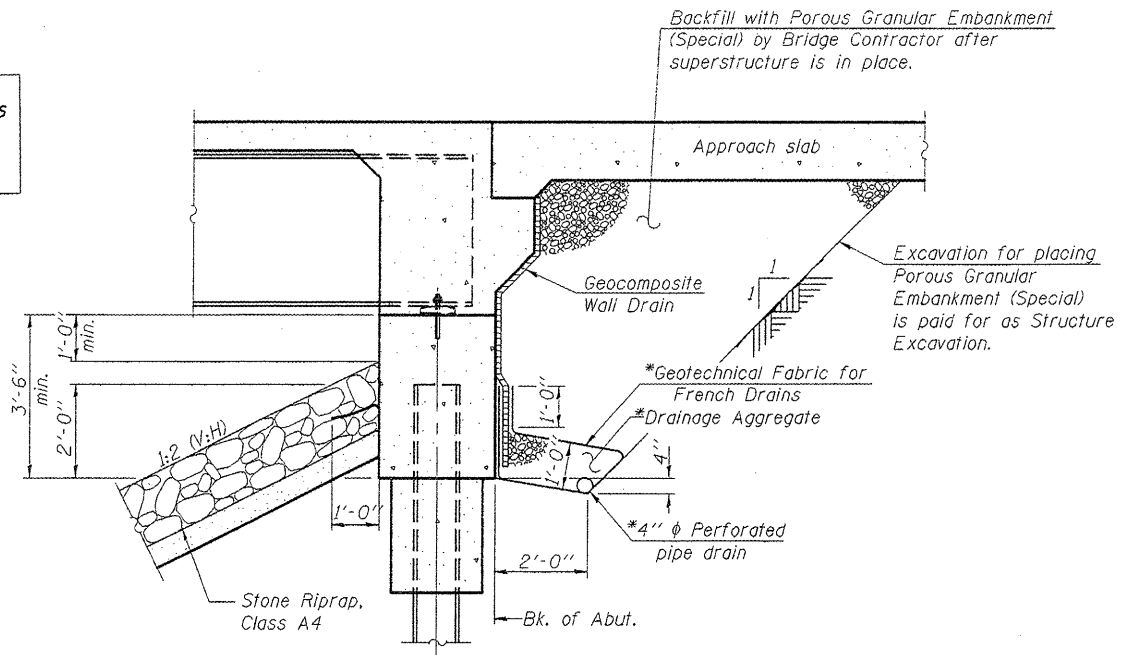
SHEET NO. 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	30
22 SHEETS			CONTRACT NO. 70429		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

1. Fasteners shall be AASHTO M 164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
2. Calculated weight of Structural Steel = 179,420 pounds.
3. All structural steel shall be AASHTO M270 Grade 50W.
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions.
6. Reinforcement bars designated (E) shall be epoxy coated.
7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
8. Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 in. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the Special Provision for Surface Preparation and Painting Requirements for Weathering Steel.
9. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
10. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
11. The Contractor is advised that the existing PPC Deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure. Cost included with Removal of Existing Structures.
12. If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.
13. Slipforming of the parapets will not be allowed.

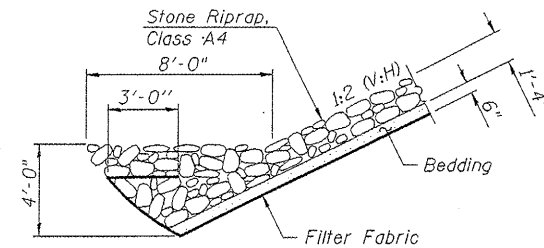
All structural bolting shall be done utilizing Load Indicating Washers according to Article 505.04(f)(2)(a) of the Standard Specifications unless noted otherwise. See Special Provisions.



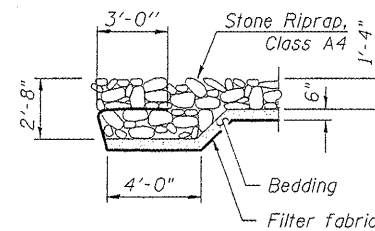
SECTION THRU INTEGRAL ABUTMENT

*Included in the cost of Pipe Underdrains for Structures.

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



SECTION A-A



SECTION B-B

Note: See Sheet 1 of 22 for location of Section A-A and B-B

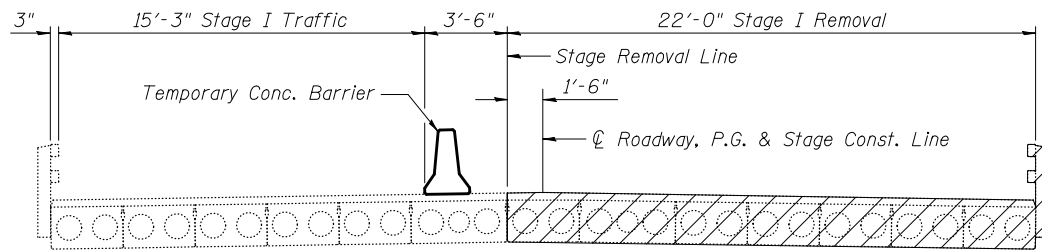
GENERAL NOTES
STRUCTURE NO. 020-0064

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CHECKED	KMS
DRAWN	SMM
CHECKED	KMS

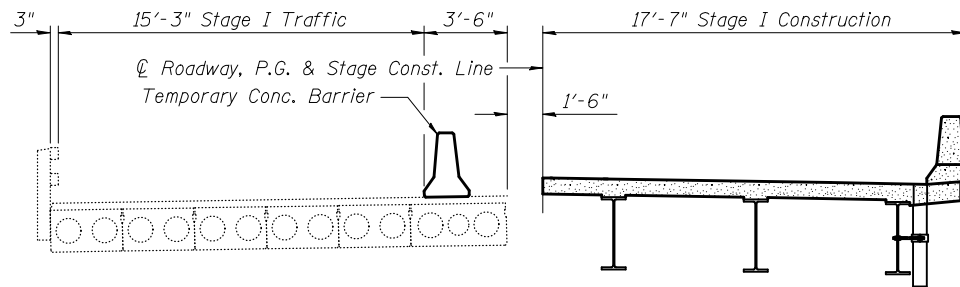
SHEET NO. 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	31
22 SHEETS	CONTRACT NO. 70429				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

CLARK DIETZ, INC.

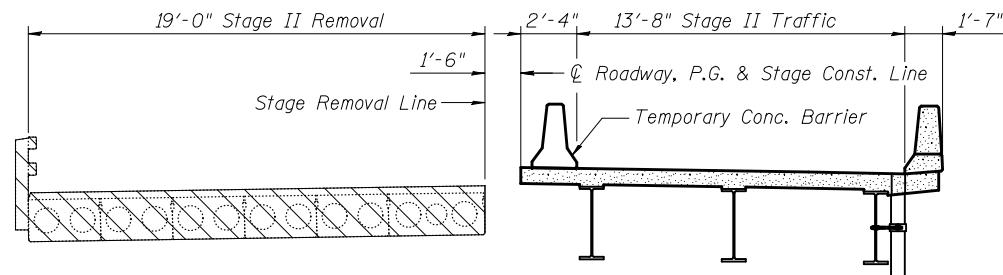
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



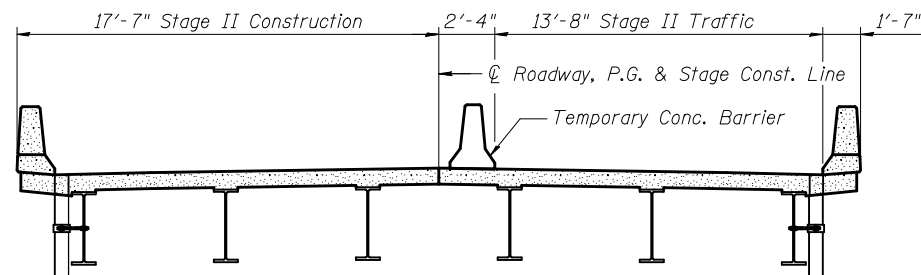
STAGE I REMOVAL
(Looking Northeast)



STAGE I CONSTRUCTION
(Looking Northeast)



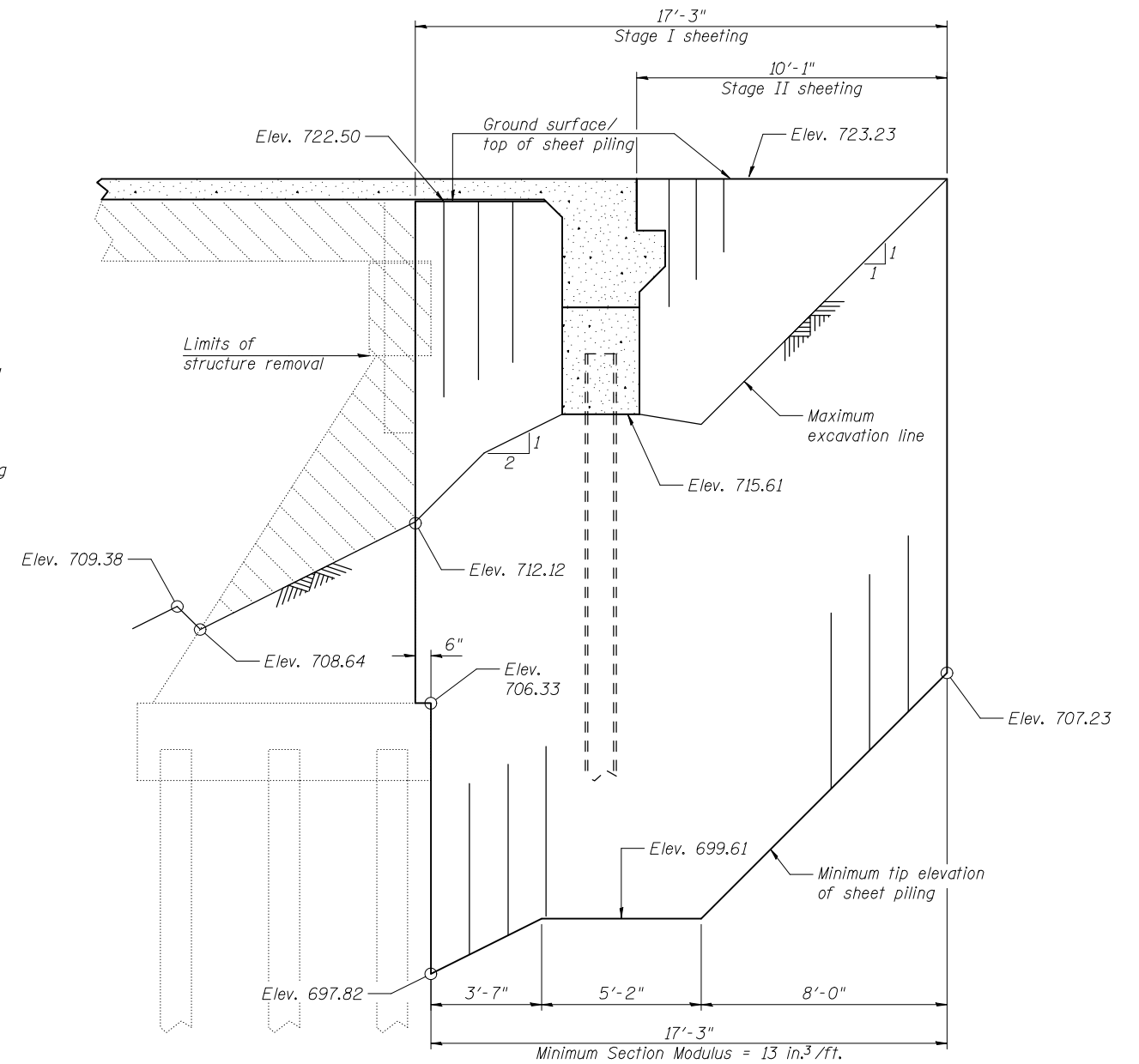
STAGE II REMOVAL
(Looking Northeast)



STAGE II CONSTRUCTION
(Looking Northeast)

Notes:
Hatched area indicates removal of existing structures. Removal of existing bridge railing and bituminous wearing surface is included in Removal of Existing Structures. Existing piers shall be removed in stages along the Stage Removal Line. The existing abutments shall be removed in stages along a line offset 1'-3" to the southeast of the Stage Removal Line. Portions of existing substructure not interfering with new construction shall be removed per Standard Specifications.
Asbestos Bearing Pads are located at the end of each existing deck beam bearing on the southwest pier (26 total) and at the southwest end of each end span deck beam bearing on the northeast pier (13 total). See Special Provisions.

For Quantities of Temporary Concrete Barrier see Roadway Plans. See Sheet 4 of 22 for Temporary Concrete Barrier Details.



**TEMPORARY SHEET PILING AND
ABUTMENT REMOVAL DETAILS**

(Southwest and Northeast Abutments)

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

DESIGNED	KMS
CHECKED	SMM
DRAWN	KMS
CHECKED	SMM

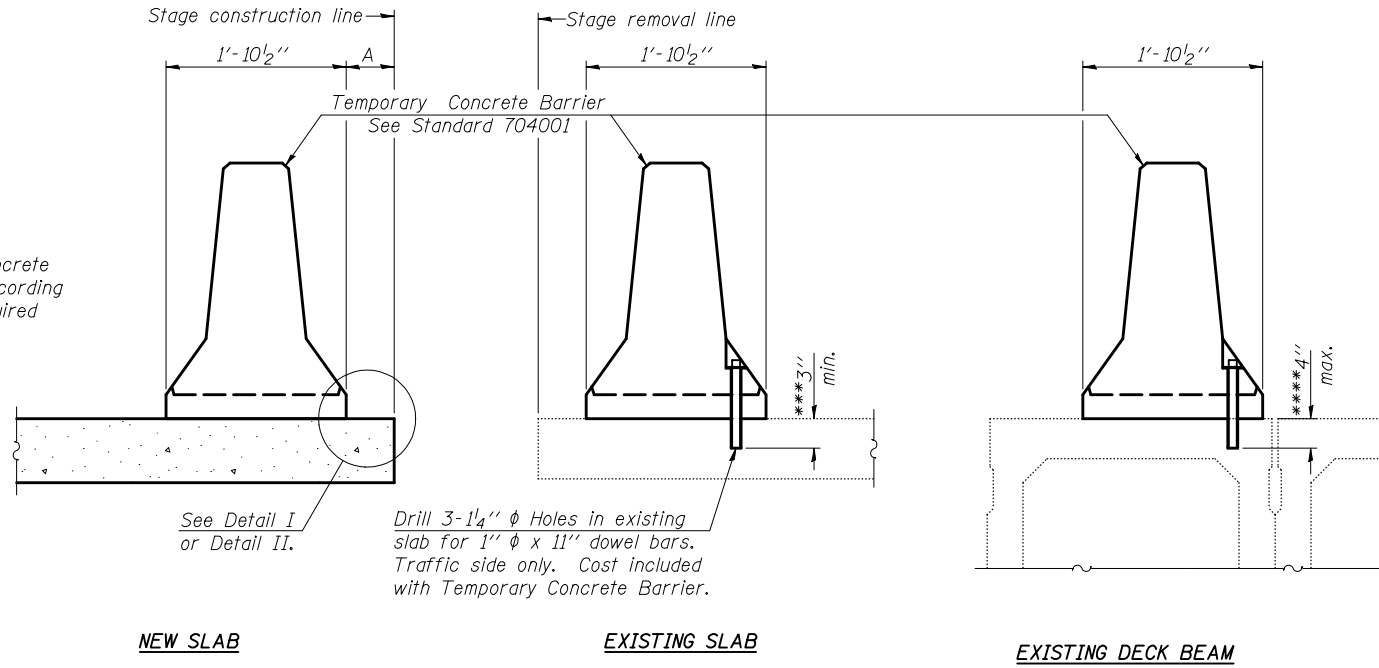
**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 020-0064**

CLARK DIETZ, INC.

SHEET NO. 3 22 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	32
			CONTRACT NO. 70429		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

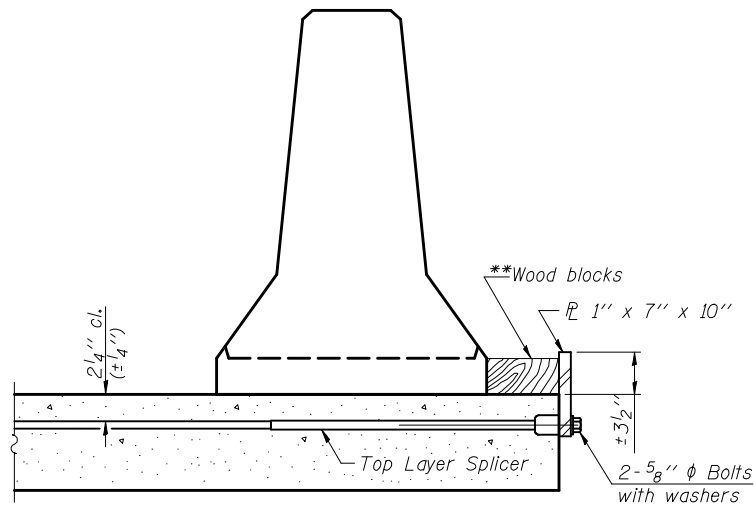


NOTES

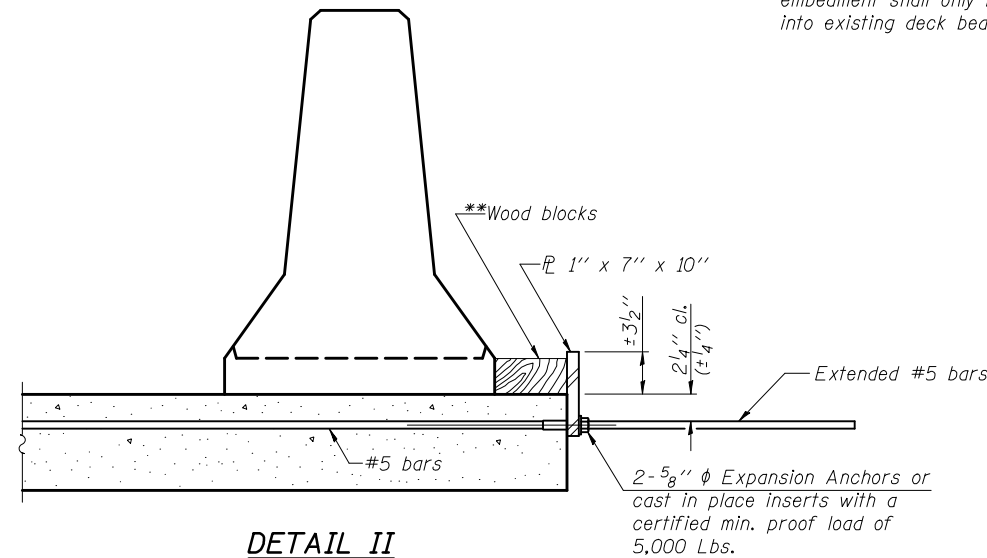
- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.
- Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

SECTIONS THRU SLAB OR DECK BEAM

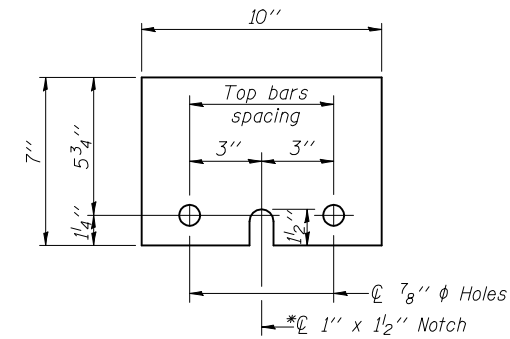
- *** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.
- **** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x 10"

* Required only with Detail II

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

DESIGNED	KMS
CHECKED	SMM
DRAWN	KMS
CHECKED	SMM

R-27

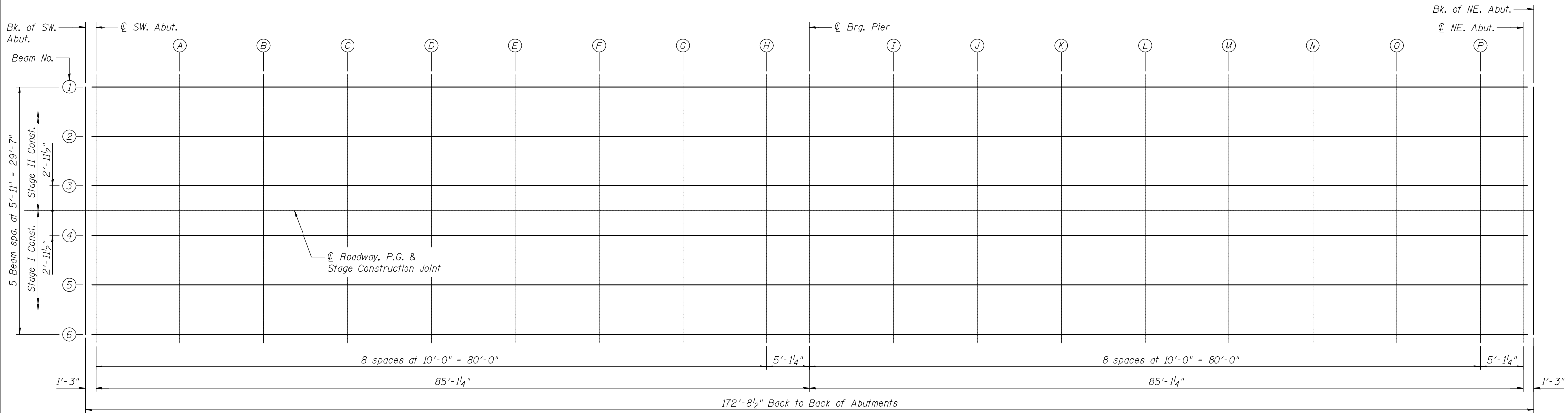
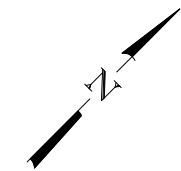
10-1-08

CLARK DIETZ, INC.

**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 020-0064**

SHEET NO. 4 22 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	33
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



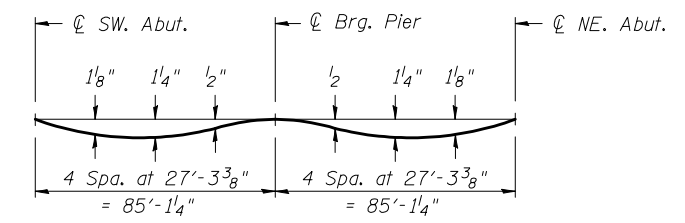
PLAN

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. SW. Abut.	140+91.65	-14.79	722.98	723.01
☉ SW. Abut.	140+92.90	-14.79	722.98	723.01
A	141+02.90	-14.79	722.98	723.07
B	141+12.90	-14.79	722.98	723.12
C	141+22.90	-14.79	722.98	723.14
D	141+32.90	-14.79	722.98	723.14
E	141+42.90	-14.79	722.98	723.12
F	141+52.90	-14.79	722.98	723.08
G	141+62.90	-14.79	722.98	723.04
H	141+72.90	-14.79	722.98	723.01
☉ Brg. Pier	141+78.00	-14.79	722.98	723.01
I	141+88.00	-14.79	722.98	723.02
J	141+98.00	-14.79	722.98	723.06
K	142+08.00	-14.79	722.98	723.10
L	142+18.00	-14.79	722.98	723.13
M	142+28.00	-14.79	722.98	723.14
N	142+38.00	-14.79	722.98	723.13
O	142+48.00	-14.79	722.98	723.09
P	142+58.00	-14.79	722.98	723.04
☉ NE. Abut.	142+63.10	-14.79	722.98	723.01
Bk. NE. Abut.	142+64.35	-14.79	722.98	723.01

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. SW. Abut.	140+91.65	-8.88	723.09	723.11
☉ SW. Abut.	140+92.90	-8.88	723.09	723.11
A	141+02.90	-8.88	723.09	723.17
B	141+12.90	-8.88	723.09	723.22
C	141+22.90	-8.88	723.09	723.25
D	141+32.90	-8.88	723.09	723.24
E	141+42.90	-8.88	723.09	723.22
F	141+52.90	-8.88	723.09	723.18
G	141+62.90	-8.88	723.09	723.14
H	141+72.90	-8.88	723.09	723.12
☉ Brg. Pier	141+78.00	-8.88	723.09	723.11
I	141+88.00	-8.88	723.09	723.13
J	141+98.00	-8.88	723.09	723.16
K	142+08.00	-8.88	723.09	723.20
L	142+18.00	-8.88	723.09	723.23
M	142+28.00	-8.88	723.09	723.25
N	142+38.00	-8.88	723.09	723.24
O	142+48.00	-8.88	723.09	723.20
P	142+58.00	-8.88	723.09	723.14
☉ NE. Abut.	142+63.10	-8.88	723.09	723.11
Bk. NE. Abut.	142+64.35	-8.88	723.09	723.11



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on Sheets 5 - 6 of 22.

DESIGNED	SMM
CHECKED	KMS
DRAWN	KMS
CHECKED	SMM

TOP OF SLAB PLAN
STRUCTURE NO. 020-0064

SHEET NO. 5 22 SHEETS	F.A.P. RTE. 71	SECTION (121BR)BR	COUNTY DEWITT	TOTAL SHEETS 75	SHEET NO. 34
	CONTRACT NO. 70429				

CLARK DIETZ, INC.

FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. SW. Abut.	140+91.65	-2.96	723.18	723.20
☉ SW. Abut.	140+92.90	-2.96	723.18	723.20
A	141+02.90	-2.96	723.18	723.27
B	141+12.90	-2.96	723.18	723.31
C	141+22.90	-2.96	723.18	723.34
D	141+32.90	-2.96	723.18	723.34
E	141+42.90	-2.96	723.18	723.31
F	141+52.90	-2.96	723.18	723.28
G	141+62.90	-2.96	723.18	723.24
H	141+72.90	-2.96	723.18	723.21
☉ Brg. Pier	141+78.00	-2.96	723.18	723.20
I	141+88.00	-2.96	723.18	723.22
J	141+98.00	-2.96	723.18	723.26
K	142+08.00	-2.96	723.18	723.30
L	142+18.00	-2.96	723.18	723.33
M	142+28.00	-2.96	723.18	723.34
N	142+38.00	-2.96	723.18	723.33
O	142+48.00	-2.96	723.18	723.29
P	142+58.00	-2.96	723.18	723.24
☉ NE. Abut.	142+63.10	-2.96	723.18	723.20
Bk. NE. Abut.	142+64.35	-2.96	723.18	723.20

☉ ROADWAY, P.G. & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. SW. Abut.	140+91.65	0.00	723.23	723.25
☉ SW. Abut.	140+92.90	0.00	723.23	723.25
A	141+02.90	0.00	723.23	723.31
B	141+12.90	0.00	723.23	723.36
C	141+22.90	0.00	723.23	723.38
D	141+32.90	0.00	723.23	723.38
E	141+42.90	0.00	723.23	723.36
F	141+52.90	0.00	723.23	723.32
G	141+62.90	0.00	723.23	723.28
H	141+72.90	0.00	723.23	723.26
☉ Brg. Pier	141+78.00	0.00	723.23	723.25
I	141+88.00	0.00	723.23	723.27
J	141+98.00	0.00	723.23	723.30
K	142+08.00	0.00	723.23	723.34
L	142+18.00	0.00	723.23	723.37
M	142+28.00	0.00	723.23	723.39
N	142+38.00	0.00	723.23	723.37
O	142+48.00	0.00	723.23	723.34
P	142+58.00	0.00	723.23	723.28
☉ NE. Abut.	142+63.10	0.00	723.23	723.25
Bk. NE. Abut.	142+64.35	0.00	723.23	723.25

BEAM 4

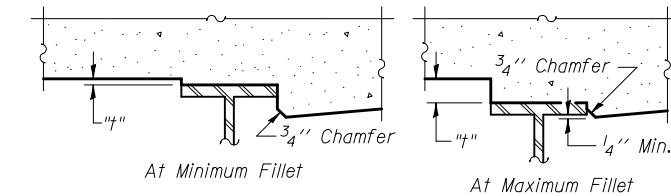
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. SW. Abut.	140+91.65	2.96	723.18	723.20
☉ SW. Abut.	140+92.90	2.96	723.18	723.20
A	141+02.90	2.96	723.18	723.27
B	141+12.90	2.96	723.18	723.31
C	141+22.90	2.96	723.18	723.34
D	141+32.90	2.96	723.18	723.34
E	141+42.90	2.96	723.18	723.31
F	141+52.90	2.96	723.18	723.28
G	141+62.90	2.96	723.18	723.24
H	141+72.90	2.96	723.18	723.21
☉ Brg. Pier	141+78.00	2.96	723.18	723.20
I	141+88.00	2.96	723.18	723.22
J	141+98.00	2.96	723.18	723.26
K	142+08.00	2.96	723.18	723.30
L	142+18.00	2.96	723.18	723.33
M	142+28.00	2.96	723.18	723.34
N	142+38.00	2.96	723.18	723.33
O	142+48.00	2.96	723.18	723.29
P	142+58.00	2.96	723.18	723.24
☉ NE. Abut.	142+63.10	2.96	723.18	723.20
Bk. NE. Abut.	142+64.35	2.96	723.18	723.20

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. SW. Abut.	140+91.65	8.88	723.09	723.11
☉ SW. Abut.	140+92.90	8.88	723.09	723.11
A	141+02.90	8.88	723.09	723.17
B	141+12.90	8.88	723.09	723.22
C	141+22.90	8.88	723.09	723.25
D	141+32.90	8.88	723.09	723.24
E	141+42.90	8.88	723.09	723.22
F	141+52.90	8.88	723.09	723.18
G	141+62.90	8.88	723.09	723.14
H	141+72.90	8.88	723.09	723.12
☉ Brg. Pier	141+78.00	8.88	723.09	723.11
I	141+88.00	8.88	723.09	723.13
J	141+98.00	8.88	723.09	723.16
K	142+08.00	8.88	723.09	723.20
L	142+18.00	8.88	723.09	723.23
M	142+28.00	8.88	723.09	723.25
N	142+38.00	8.88	723.09	723.24
O	142+48.00	8.88	723.09	723.20
P	142+58.00	8.88	723.09	723.14
☉ NE. Abut.	142+63.10	8.88	723.09	723.11
Bk. NE. Abut.	142+64.35	8.88	723.09	723.11

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. SW. Abut.	140+91.65	14.79	722.98	723.01
☉ Brg. SW. Abut.	140+92.90	14.79	722.98	723.01
A	141+02.90	14.79	722.98	723.07
B	141+12.90	14.79	722.98	723.12
C	141+22.90	14.79	722.98	723.14
D	141+32.90	14.79	722.98	723.14
E	141+42.90	14.79	722.98	723.12
F	141+52.90	14.79	722.98	723.08
G	141+62.90	14.79	722.98	723.04
H	141+72.90	14.79	722.98	723.01
☉ Brg. Pier	141+78.00	14.79	722.98	723.01
I	141+88.00	14.79	722.98	723.02
J	141+98.00	14.79	722.98	723.06
K	142+08.00	14.79	722.98	723.10
L	142+18.00	14.79	722.98	723.13
M	142+28.00	14.79	722.98	723.14
N	142+38.00	14.79	722.98	723.13
O	142+48.00	14.79	722.98	723.09
P	142+58.00	14.79	722.98	723.04
☉ NE. Abut.	142+63.10	14.79	722.98	723.01
Bk. NE. Abut.	142+64.35	14.79	722.98	723.01



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 and Grinding" shown on Sheets 5 - 6 of 22, minus slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on Sheets 5 - 6 of 22. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

DESIGNED	SMM
CHECKED	KMS
DRAWN	KMS
CHECKED	SMM

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 020-0064**

SHEET NO. 6	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	35
22 SHEETS	CONTRACT NO. 70429				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

CLARK DIETZ, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTHWEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
SW. End of SW. Approach Slab	140+61.65	-16.00	722.96	722.98
Q	140+71.65	-16.00	722.96	722.98
R	140+81.65	-16.00	722.96	722.98
NE. End of SW. Approach Slab	140+91.65	-16.00	722.96	722.98

NORTHWEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
SW. End of SW. Approach Slab	140+61.65	-12.00	723.04	723.06
Q	140+71.65	-12.00	723.04	723.06
R	140+81.65	-12.00	723.04	723.06
NE. End of SW. Approach Slab	140+91.65	-12.00	723.04	723.06

☉ ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

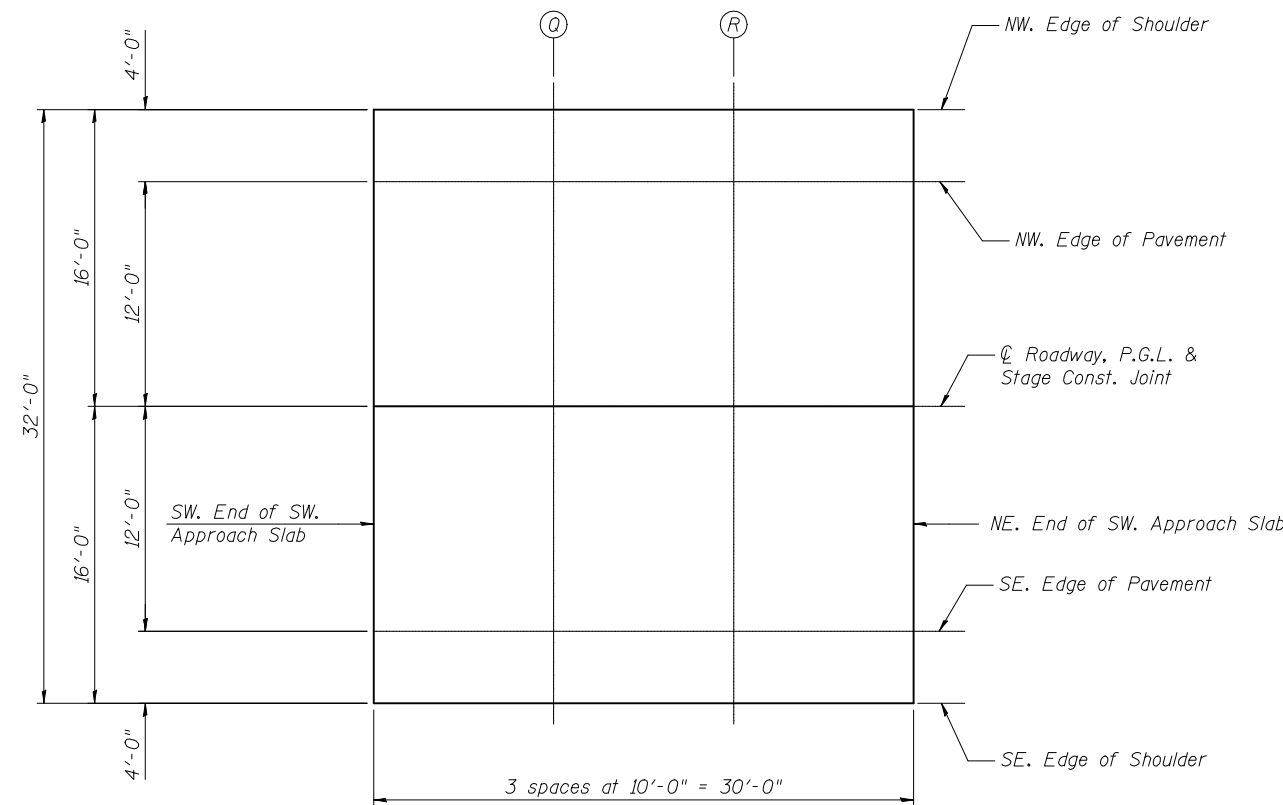
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
SW. End of SW. Approach Slab	140+61.65	0.00	723.23	723.25
Q	140+71.65	0.00	723.23	723.25
R	140+81.65	0.00	723.23	723.25
NE. End of SW. Approach Slab	140+91.65	0.00	723.23	723.25

SOUTHEAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
SW. End of SW. Approach Slab	140+61.65	12.00	723.04	723.06
Q	140+71.65	12.00	723.04	723.06
R	140+81.65	12.00	723.04	723.06
NE. End of SW. Approach Slab	140+91.65	12.00	723.04	723.06

SOUTHEAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
SW. End of SW. Approach Slab	140+61.65	16.00	722.96	722.98
Q	140+71.65	16.00	722.96	722.98
R	140+81.65	16.00	722.96	722.98
NE. End of SW. Approach Slab	140+91.65	16.00	722.96	722.98



PLAN

DESIGNED	SMM
CHECKED	KMS
DRAWN	KMS
CHECKED	SMM

TOP OF SW APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 020-0064

SHEET NO. 7	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	36
22 SHEETS	CONTRACT NO. 70429				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

CLARK DIETZ, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTHWEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
SW. End of NE. Approach Slab	142+64.35	-16.00	722.96	722.98
S	142+74.35	-16.00	722.96	722.98
T	142+84.35	-16.00	722.96	722.98
NE. End of NE. Approach Slab	142+94.35	-16.00	722.96	722.98

NORTHWEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
SW. End of NE. Approach Slab	142+64.35	-12.00	723.04	723.06
S	142+74.35	-12.00	723.04	723.06
T	142+84.35	-12.00	723.04	723.06
NE. End of NE. Approach Slab	142+94.35	-12.00	723.04	723.06

☉ ROADWAY, P.G.L. & STAGE CONSTRUCTION JOINT

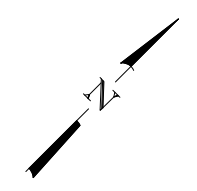
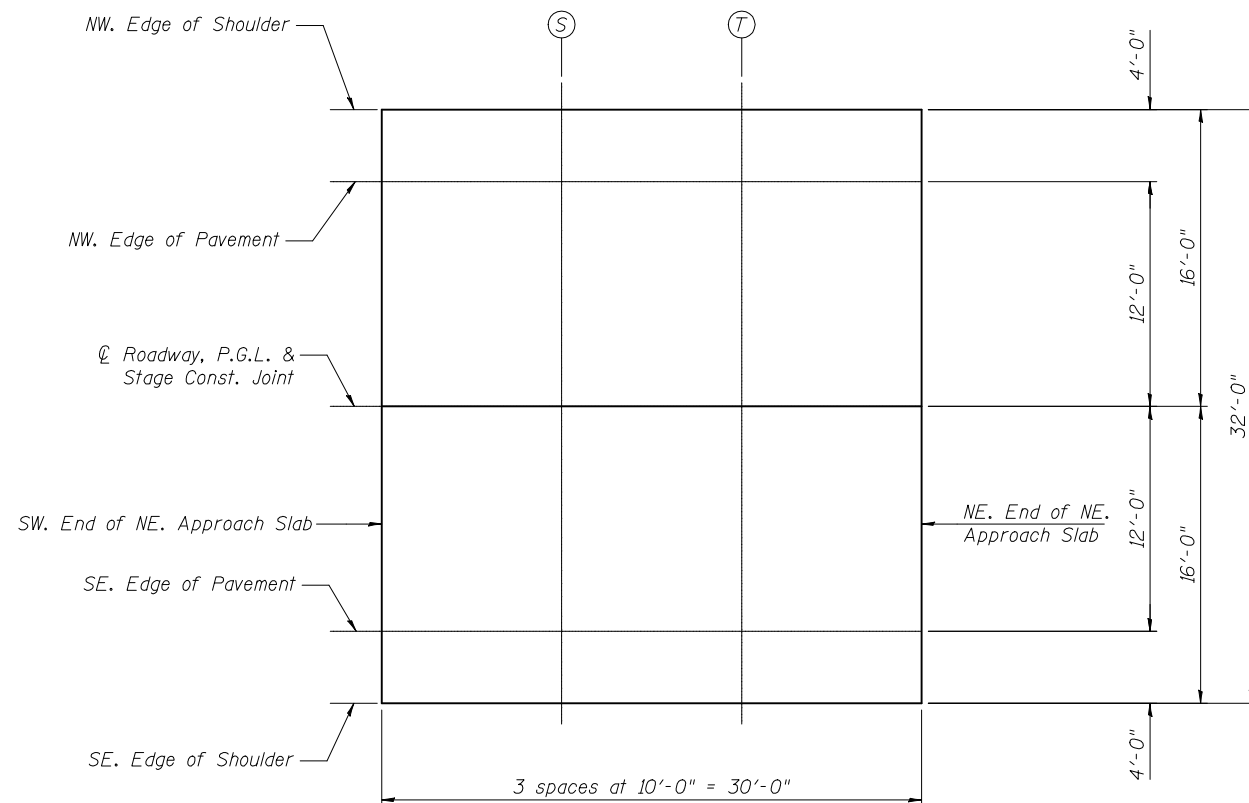
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
SW. End of NE. Approach Slab	142+64.35	0.00	723.23	723.25
S	142+74.35	0.00	723.23	723.25
T	142+84.35	0.00	723.23	723.25
NE. End of NE. Approach Slab	142+94.35	0.00	723.23	723.25

SOUTHEAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
SW. End of NE. Approach Slab	142+64.35	12.00	723.04	723.06
S	142+74.35	12.00	723.04	723.06
T	142+84.35	12.00	723.04	723.06
NE. End of NE. Approach Slab	142+94.35	12.00	723.04	723.06

SOUTHEAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
SW. End of NE. Approach Slab	142+64.35	16.00	722.96	722.98
S	142+74.35	16.00	722.96	722.98
T	142+84.35	16.00	722.96	722.98
NE. End of NE. Approach Slab	142+94.35	16.00	722.96	722.98



PLAN

TOP OF NE APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 020-0064

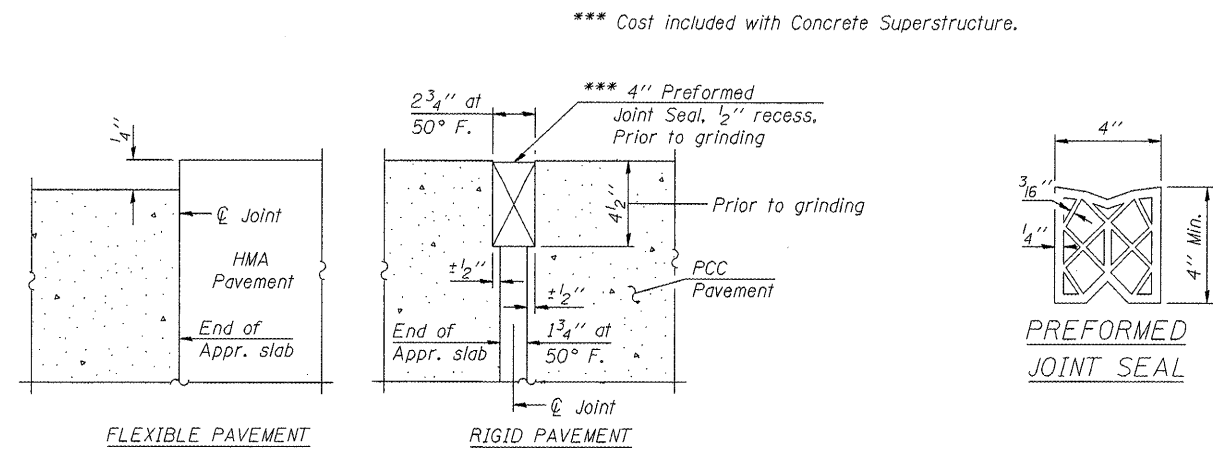
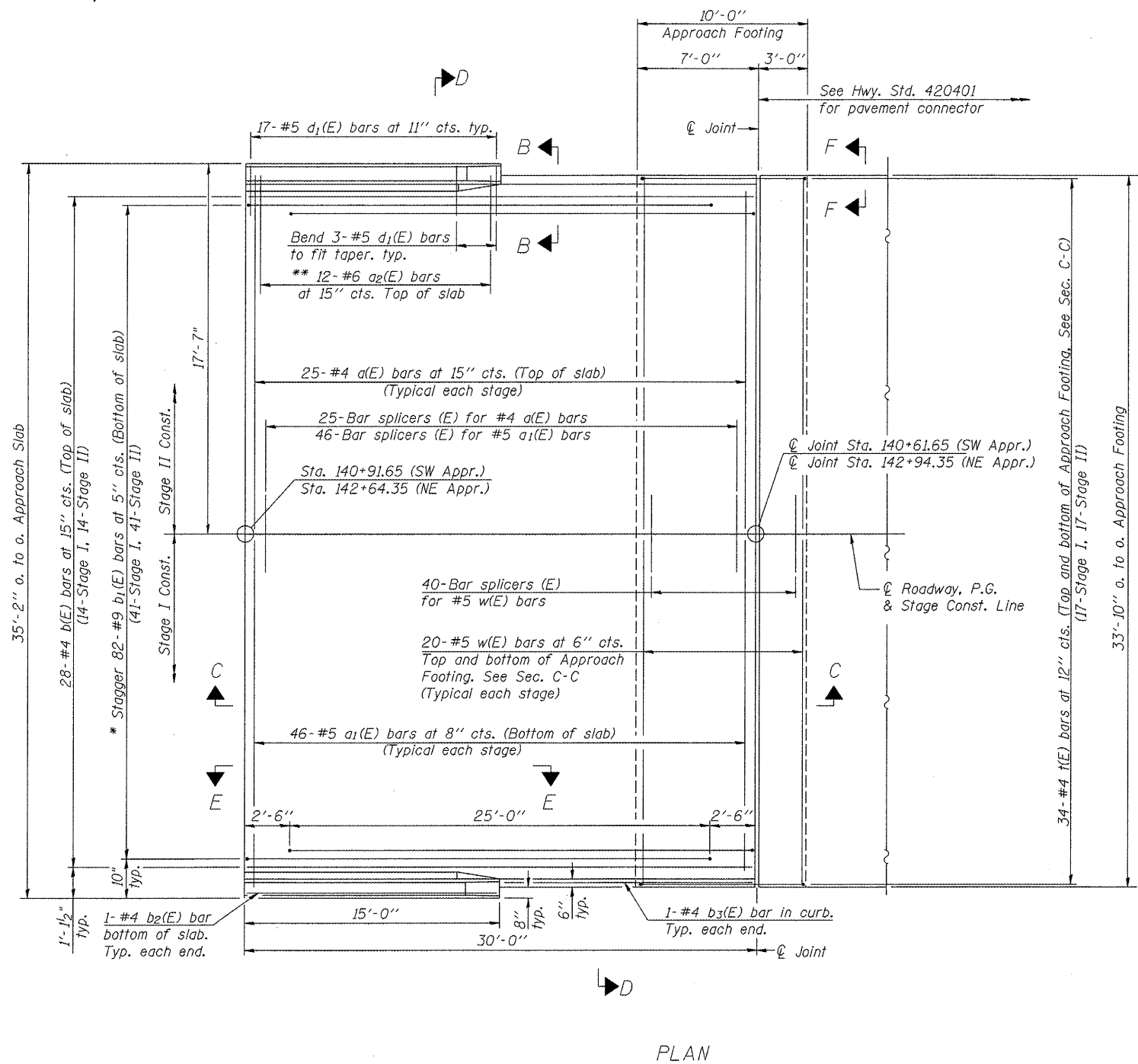
DESIGNED	SMM
CHECKED	KMS
DRAWN	KMS
CHECKED	SMM

SHEET NO. 8 22 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	37
			CONTRACT NO. 70429		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

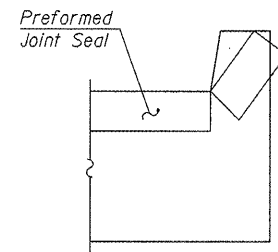
CLARK DIETZ, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 10 of 22 for Sections C-C & D-D and View E-E.
a(E), a₁(E), and w(E) bar spacings measured perpendicular to C Rdwy.

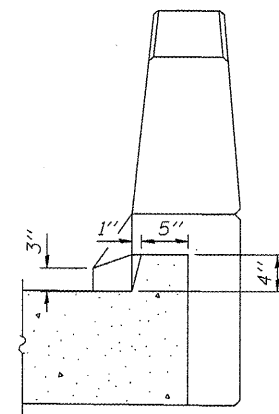


DETAIL A



VIEW F-F

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



VIEW B-B

* Tilt #9 b₁(E) bars as required to maintain clearance.
** Alternate with a(E) bars, typ. ea. parapet.

DESIGNED	KMS
CHECKED	SMM
DRAWN	KMS
CHECKED	SMM

(Sheet 1 of 2)

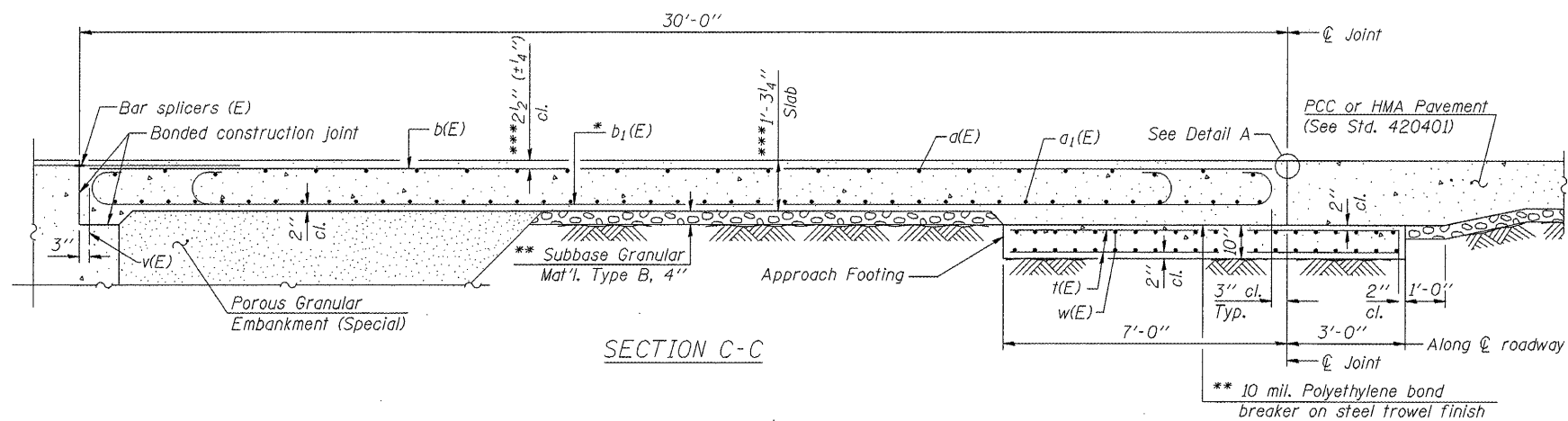
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 020-0064

SHEET NO. 9 22 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	38
FED. ROAD DIST. NO. 5 ILLINOIS			FED. AID PROJECT		
CONTRACT NO. 70429					

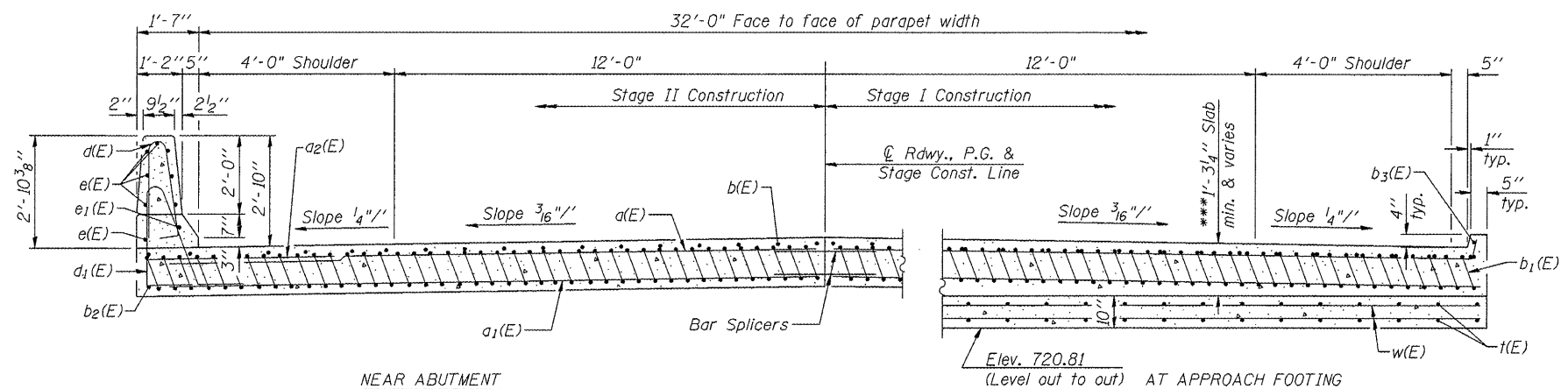
CLARK DIETZ, INC.

D-95-070-04, P-95-035-04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

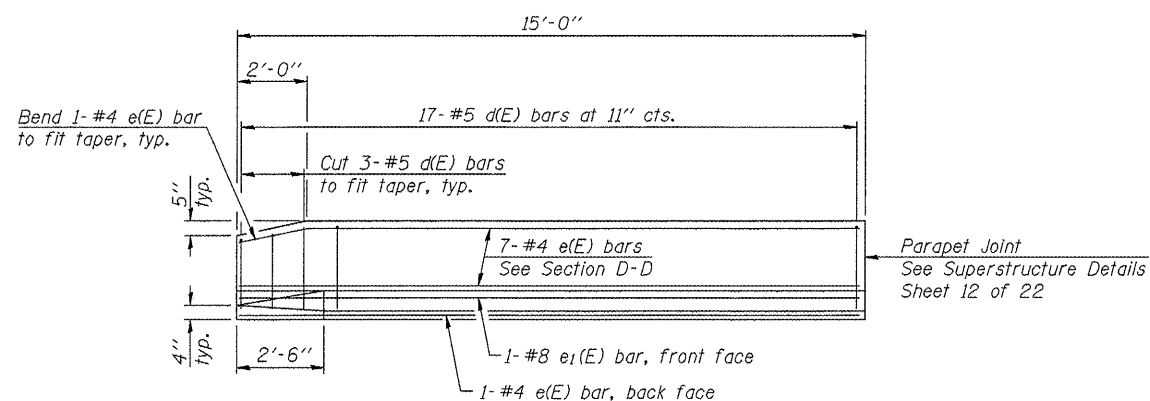


SECTION C-C

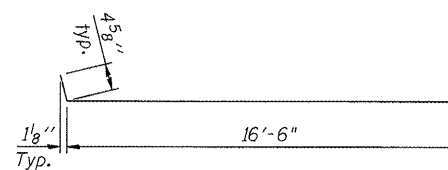


NEAR ABUTMENT

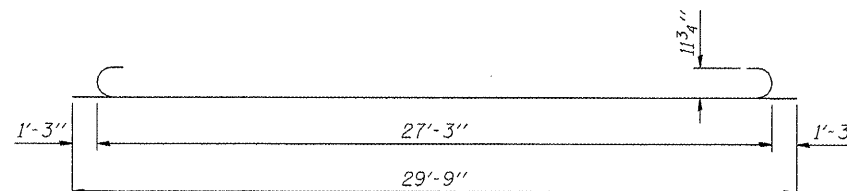
SECTION D-D
(See Plan for dimensions not shown)



VIEW E-E



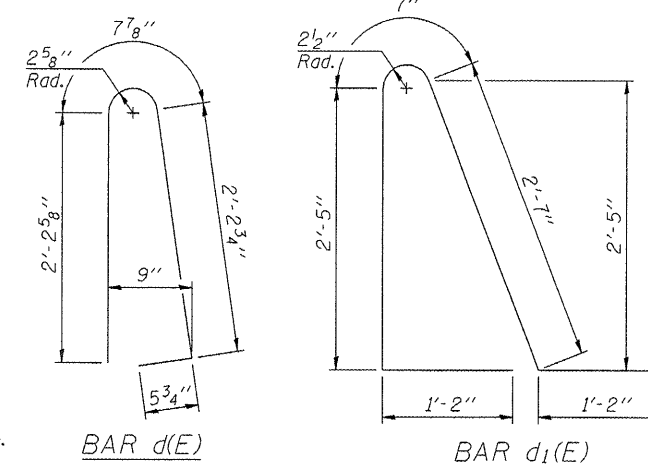
BAR a(E)



BAR b1(E)

Notes:

- See sheet 9 of 22 for Detail A and View B-B.
- Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
- Approach footing concrete shall be paid for as Concrete Structures.
- Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- For v(E) bar details, see sheet 12 of 22.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- For bar splicer details, see sheet 20 of 22.
- Cost of excavation for approach footing included with Concrete Structures.
- For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 22.



BAR d(E)

BAR d1(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	100	#4	16'-11"	—
a1(E)	184	#5	16'-7"	—
a2(E)	48	#6	6'-0"	—
b(E)	56	#4	29'-8"	—
b1(E)	164	#9	29'-9"	—
b2(E)	4	#4	14'-8"	—
b3(E)	4	#4	14'-5"	—
d(E)	68	#5	5'-7"	⌒
d1(E)	68	#5	7'-11"	⌒
e(E)	32	#4	14'-8"	—
e1(E)	4	#8	14'-8"	—
t(E)	68	#4	9'-8"	—
w(E)	160	#5	16'-7"	—
Concrete Superstructure			Cu. Yd.	107.8
Concrete Structures			Cu. Yd.	20.9
Reinforcement Bars, Epoxy Coated			Pound	27,160

(Sheet 2 of 2)

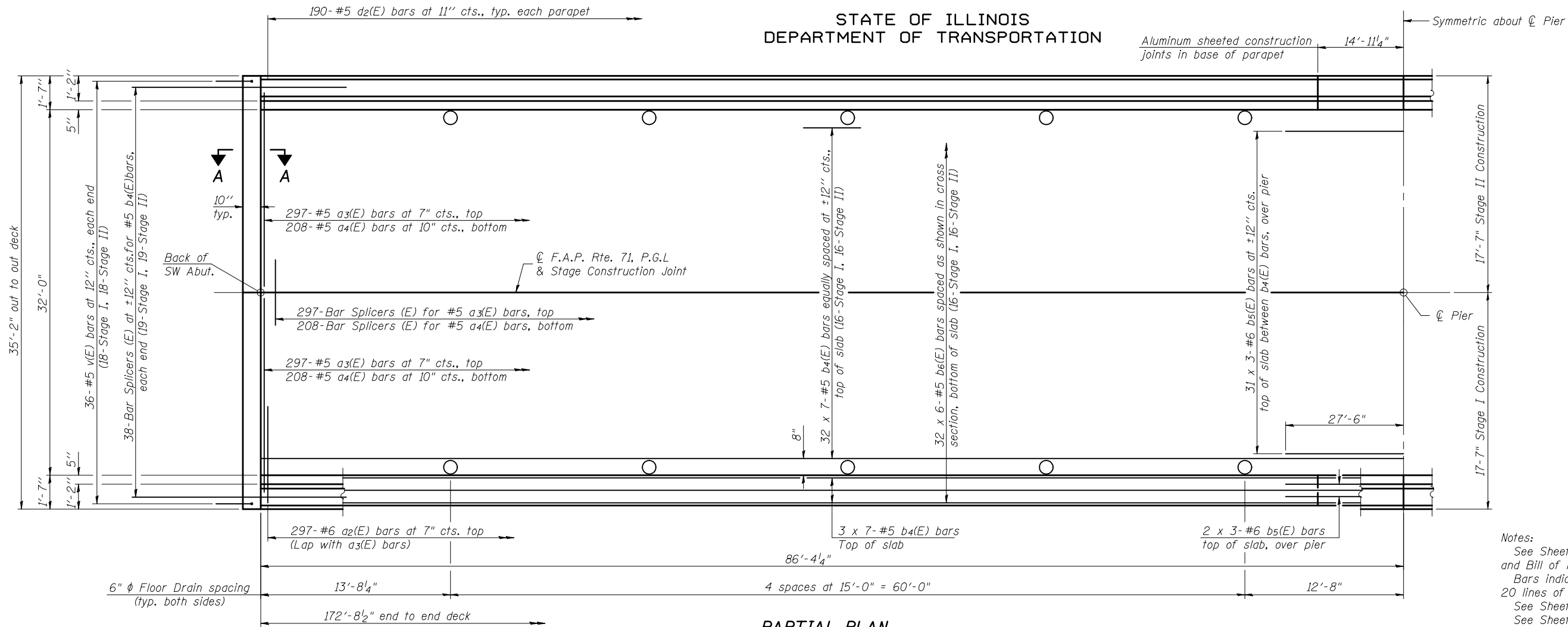
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 020-0064

DESIGNED	KMS
CHECKED	SMM
DRAWN	KMS
CHECKED	SMM

SHEET NO. 10 22 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	39
CONTRACT NO. 70429					
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

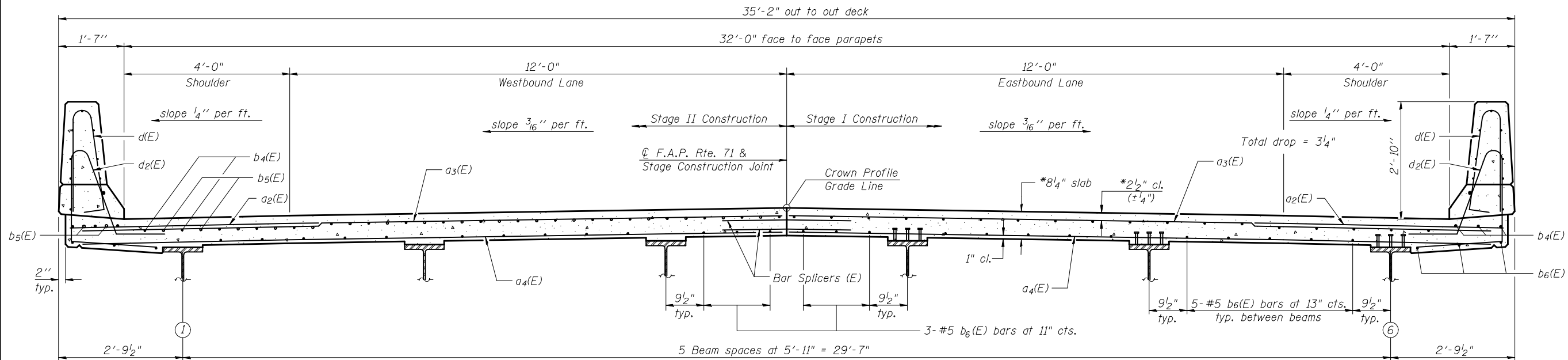
CLARK DIETZ, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PARTIAL PLAN

Notes:
See Sheet 12 of 22 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 12 of 22 for parapet reinforcement.
See Sheet 20 of 22 for Bar Splicer details.
See Sheet 13 of 22 for Section A-A and diaphragm details.



CROSS SECTION
(Looking Northeast)

MIN. BAR LAP

#5 bars = 1'-8"
#6 bars = 2'-0"

**SUPERSTRUCTURE
STRUCTURE NO. 020-0064**

DESIGNED	KMS
CHECKED	SMM
DRAWN	KMS
CHECKED	SMM

NEAR PIER

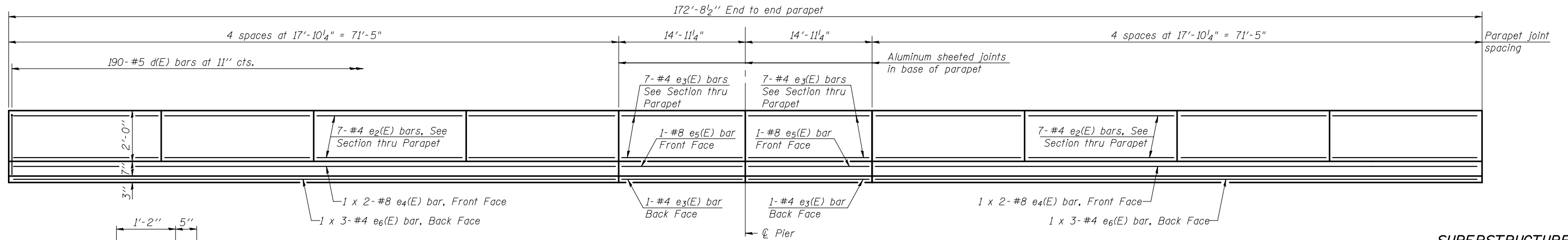
NEAR MIDSPAN

*Prior to grinding.

SHEET NO. 11 22 SHEETS	F.A.P. RTE. 71	SECTION (121BR)BR	COUNTY DEWITT	TOTAL SHEETS 75	SHEET NO. 40
	CONTRACT NO. 70429				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

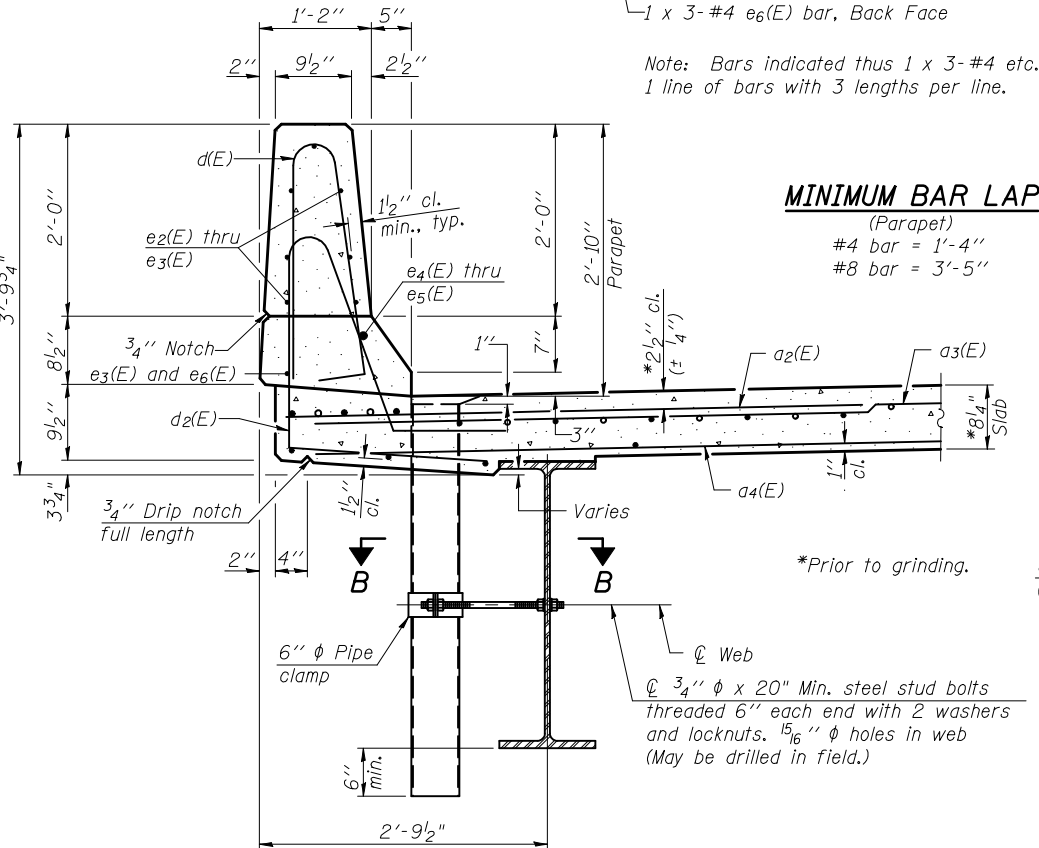
CLARK DIETZ, INC.

STATE OF ILLINOIS
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INSIDE ELEVATION OF PARAPET

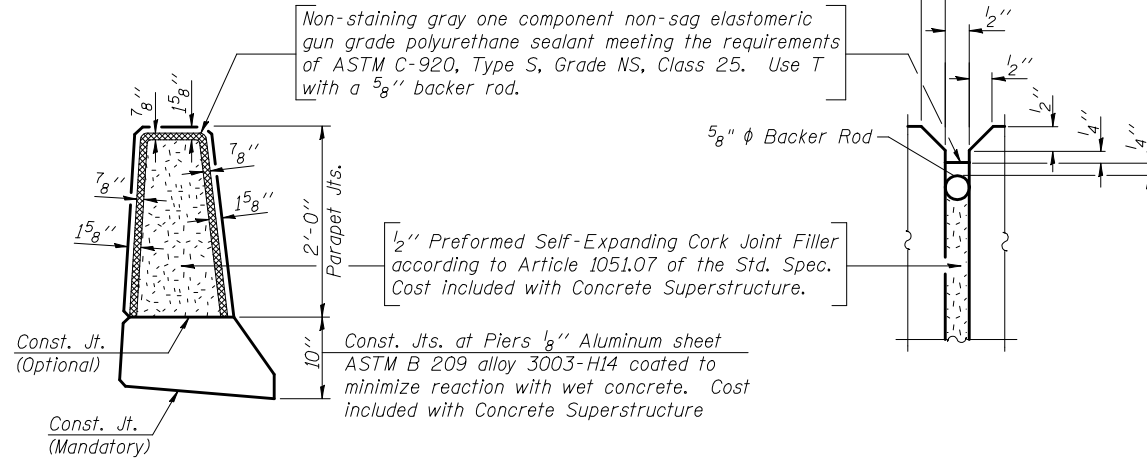
Note: Bars indicated thus 1 x 3-#4 etc. indicates 1 line of bars with 3 lengths per line.



SECTION THRU PARAPET

MINIMUM BAR LAP

(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"

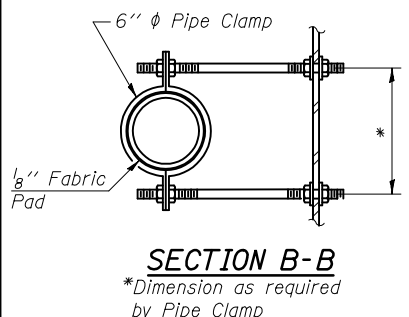
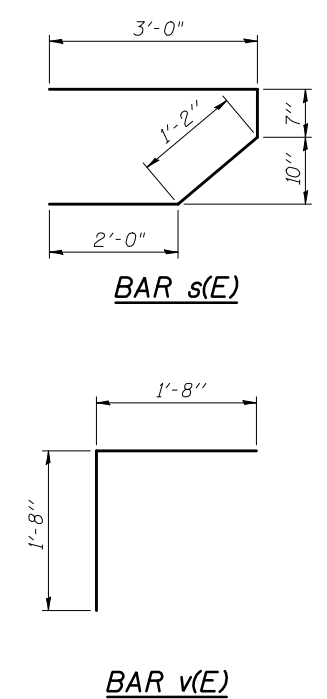


PARAPET JOINT DETAILS

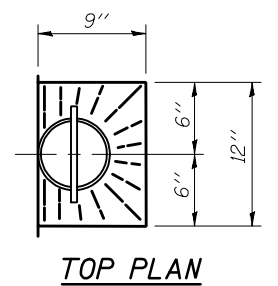
Notes:
Floor drains need not be painted.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

SUPERSTRUCTURE
BILL OF MATERIAL

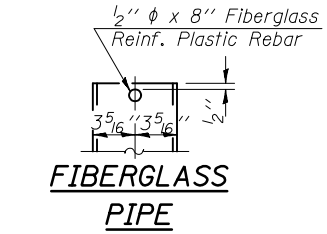
Bar	No.	Size	Length	Shape
a ₂ (E)	594	#6	6'-0"	—
a ₃ (E)	594	#5	17'-2"	—
a ₄ (E)	416	#5	16'-6"	—
b ₄ (E)	266	#5	26'-1"	—
b ₅ (E)	105	#6	19'-8"	—
b ₆ (E)	192	#5	30'-2"	—
d(E)	380	#5	5'-7"	┘
d ₂ (E)	380	#5	7'-6"	┘
e ₂ (E)	112	#4	17'-6"	—
e ₃ (E)	32	#4	14'-7"	—
e ₄ (E)	8	#8	37'-4"	—
e ₅ (E)	4	#8	14'-7"	—
e ₆ (E)	12	#4	24'-8"	—
m(E)	20	#6	17'-4"	—
m ₁ (E)	24	#6	7'-8"	—
m ₂ (E)	8	#6	5'-8"	—
m ₃ (E)	4	#6	2'-6"	—
m ₄ (E)	4	#6	2'-8"	—
s(E)	80	#5	6'-9"	┘
s ₁ (E)	64	#4	9'-10"	┘
v(E)	72	#5	3'-4"	┘
Reinforcement Bars, Epoxy Coated		Pound	49,610	
Concrete Superstructure		Cu. Yds.	229.1	



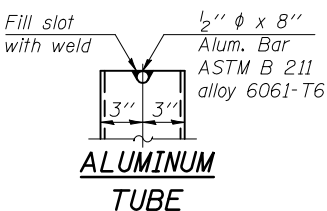
SECTION B-B
*Dimension as required by Pipe Clamp



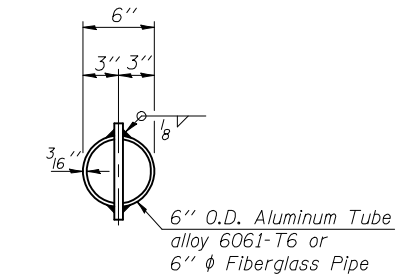
TOP PLAN



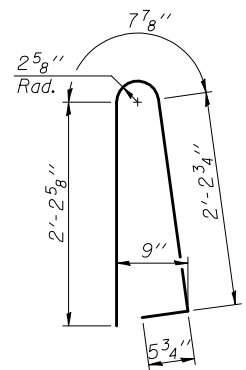
FIBERGLASS PIPE



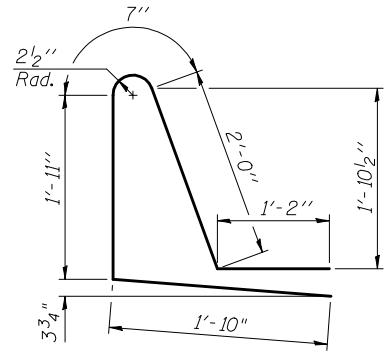
ALUMINUM TUBE



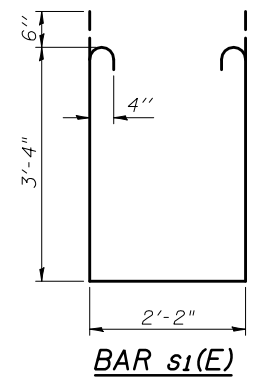
TOP PLAN
(Showing Aluminum Tube)



BAR d(E)



BAR d₂(E)



BAR s₁(E)

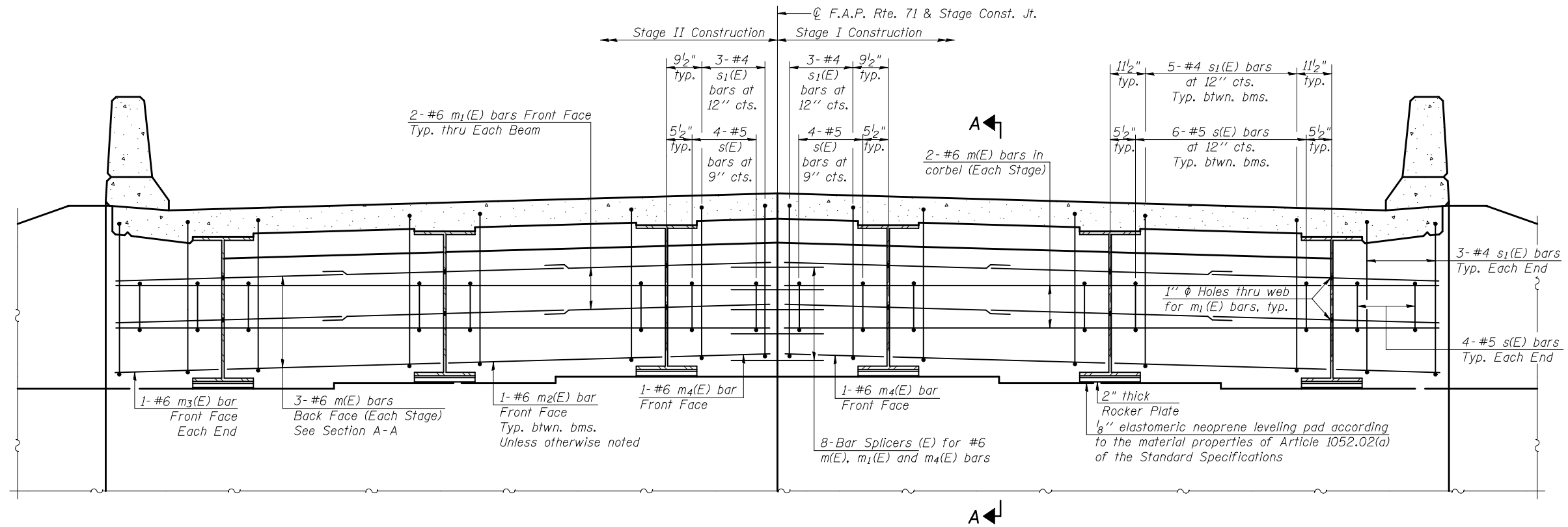
DESIGNED	KMS
CHECKED	SMM
DRAWN	KMS
CHECKED	SMM

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 020-0064

SHEET NO. 12 22 SHEETS	F.A.P. RTE. 71	SECTION (121BR)BR	COUNTY DEWITT	TOTAL SHEETS 75	SHEET NO. 41
	CONTRACT NO. 70429				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

CLARK DIETZ, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DIAPHRAGM ELEVATION AT ABUTMENT

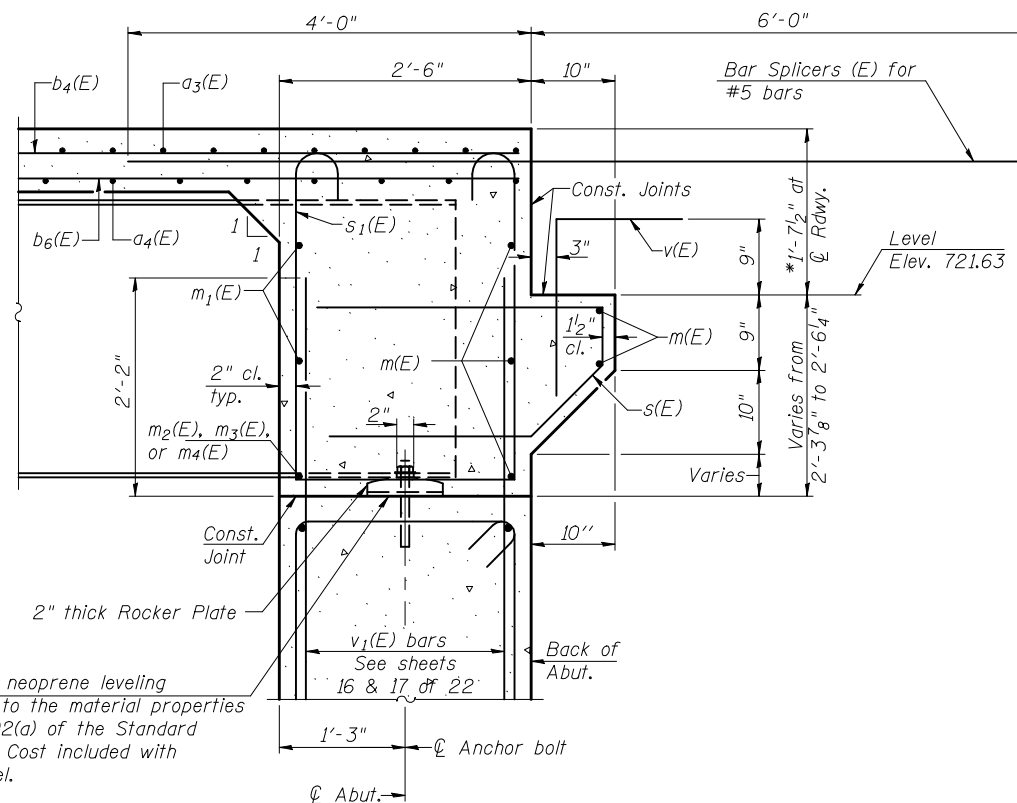
(Looking Northeast)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 12 of 22.
Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 22.
For details of bars s(E) & s1(E) see sheet 12 of 22.

MIN. BAR LAP

#6 bar = 2'-9"

*Prior to grinding.



SECTION A-A

DESIGNED	KMS
CHECKED	SMM
DRAWN	KMS
CHECKED	SMM

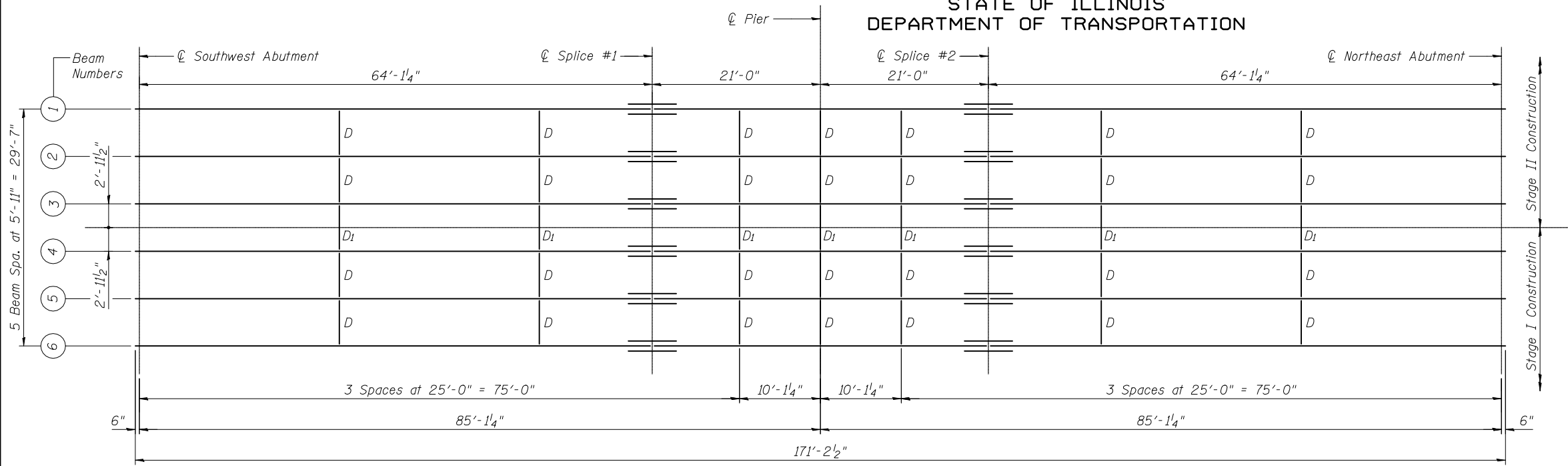
**INTEGRAL ABUTMENT
DIAPHRAGM DETAILS
STRUCTURE NO. 020-0064**

SHEET NO. 13 22 SHEETS	F.A.P. RTE. 71	SECTION (121BR)BR	COUNTY DEWITT	TOTAL SHEETS 75	SHEET NO. 42
	CONTRACT NO. 70429				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

CLARK DIETZ, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

☉ F.A.P. Rte. 71 &
Stage Constr. Line



TOP OF BEAM ELEVATIONS
(For Fabrication only)

LOCATION	BEAM 1	BEAM 2	BEAM 3	BEAM 4	BEAM 5	BEAM 6
☉ SW. Abutment	722.26	722.36	722.45	722.45	722.36	722.26
* Splice #1	722.23	722.34	722.43	722.43	722.34	722.23
☉ Pier	722.23	722.34	722.43	722.43	722.34	722.23
* Splice #2	722.23	722.34	722.43	722.43	722.34	722.23
☉ NE. Abutment	722.26	722.36	722.45	722.45	722.36	722.26

*Elevations are given at top of W36x210.

FRAMING PLAN

INTERIOR BEAM MOMENT TABLE		
	0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	7800	13200
$I_c(n)$	19897	
$I_c(3n)$	14524	
S_s	439	719
$S_c(n)$	637	
$S_c(3n)$	573	
Z		833
DC1	0.789	0.871
M _{DC1}	360	855
DC2	0.150	0.150
M _{DC2}	77	133
DW	0.267	0.267
M _{DW}	138	236
$M_{\ell} + IM$	963	859
M_u (Strength I)	2439	3092
* $\phi_r M_n, \phi_r M_{nc}$	3143	3472
f_s DC1	9.9	14.3
f_s DC2	1.6	2.2
f_s DW	2.9	3.9
f_s 1.3($\ell + IM$)	23.6	18.6
f_s (Service II)	38.0	39.0
V_f	25	

* Compact sections

INTERIOR GIRDER REACTION TABLE		
	Abut.	Pier
R _{DC1}	24.3	88.8
R _{DC2}	4.8	15.8
R _{DW}	8.6	28.2
R $\ell + IM$	71.4	126.4
R _{Total}	109.1	259.2

DESIGNED	KMS
CHECKED	SMM
DRAWN	KMS
CHECKED	SMM

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

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

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to 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).

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

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

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

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

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

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

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

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

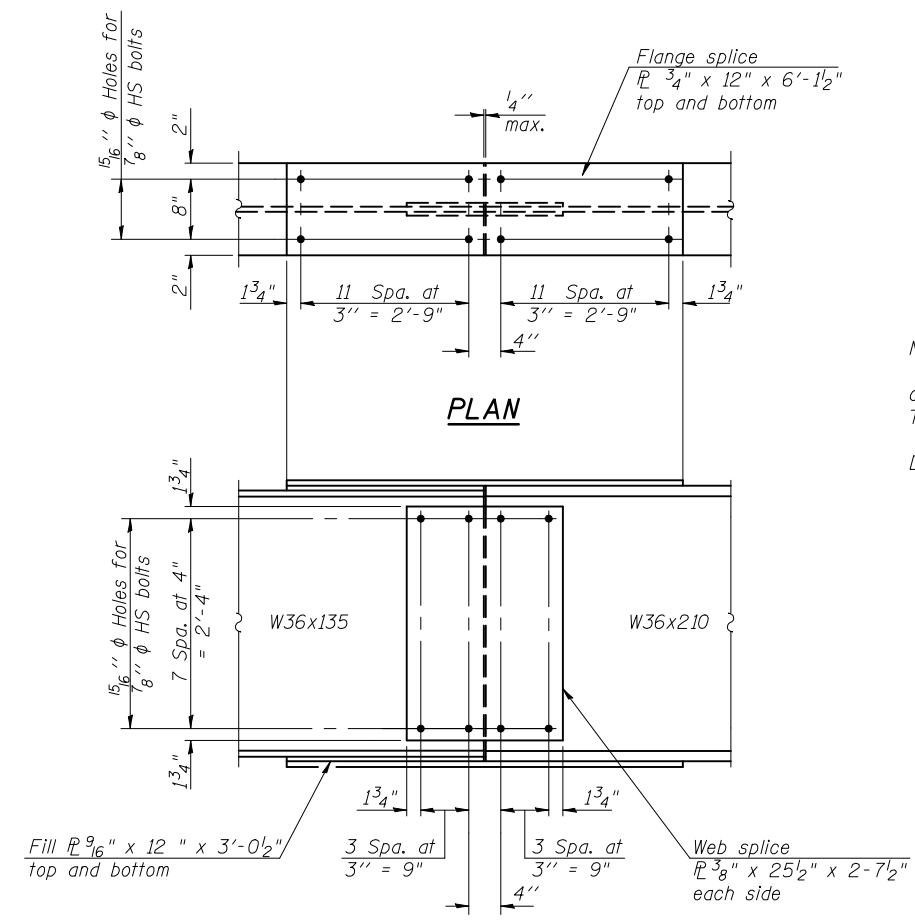
$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_r M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{\ell} + IM$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell} + IM$

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



ELEVATION

SPLICE DETAIL

(12 Required,
Splice #1 Shown)

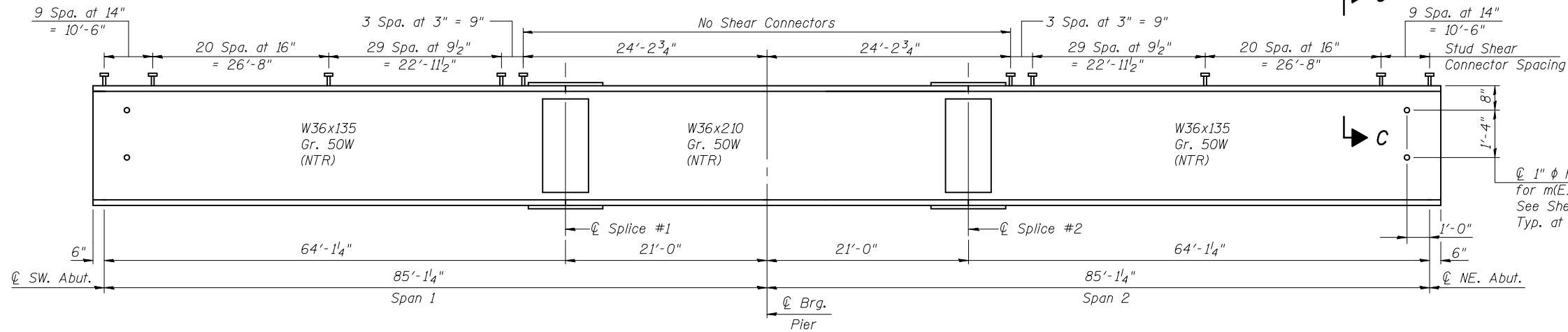
CLARK DIETZ, INC.

Notes:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
See sheet 15 of 22 for Beam Elevation, Diaphragm Details and Stud Shear Connector Details.
All splice plates shall be "NTR" except fill plates.

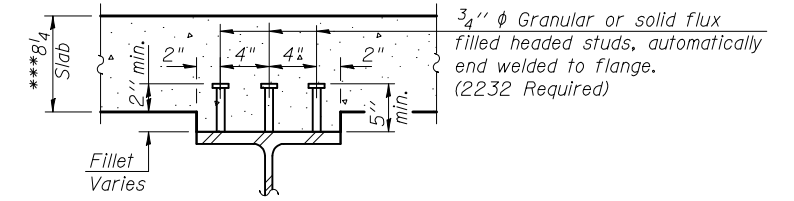
STEEL FRAMING PLAN & DETAILS
STRUCTURE NO. 020-0064

SHEET NO. 14 22 SHEETS	F.A.P. RTE. 71	SECTION (121BR)BR	COUNTY DEWITT	TOTAL SHEETS 75	SHEET NO. 43
	CONTRACT NO. 70429				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

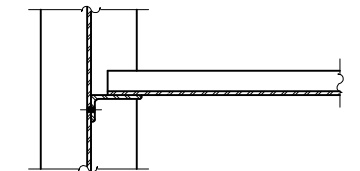
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



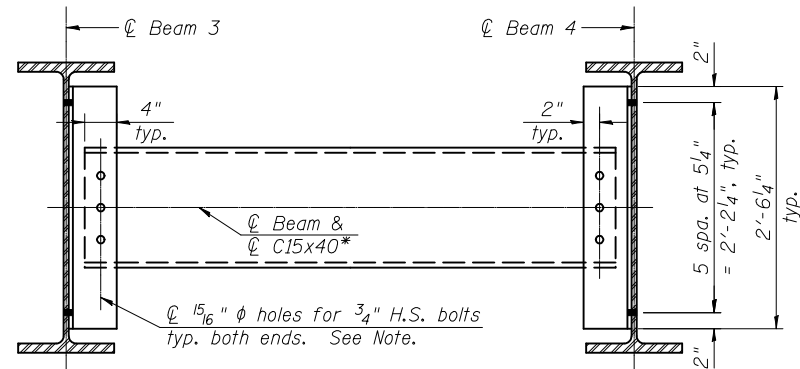
BEAM ELEVATION



SECTION C-C
***Prior to grinding.



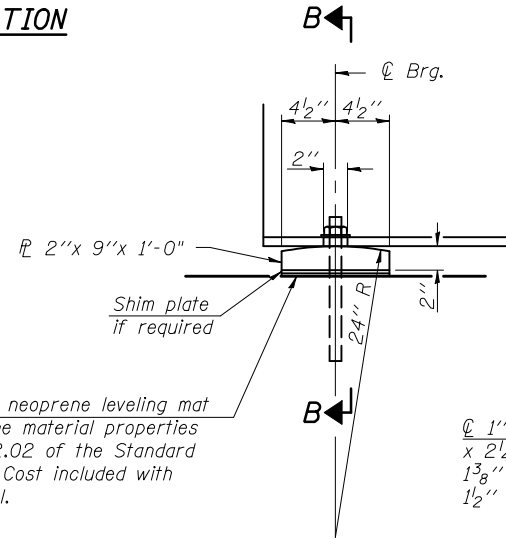
SECTION D-D



INTERIOR DIAPHRAGM D1

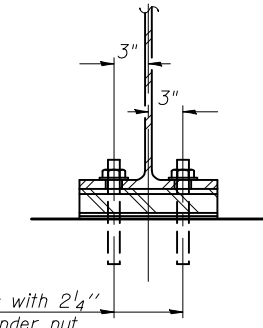
(7 Required)

Note:
Install only the center bolt at each end of Diaphragm D1. The bolts shall be finger tightened prior to deck pour to permit rotation of Diaphragm D1. Install the remaining bolts and fully tighten after stage two deck pour is complete.



1/8" elastomeric neoprene leveling mat according to the material properties of Article 1052.02 of the Standard Specifications. Cost included with Structural Steel.

ELEVATION AT ABUTMENT



SECTION B-B

FIXED BEARING AT ABUTMENTS

(12 Required)

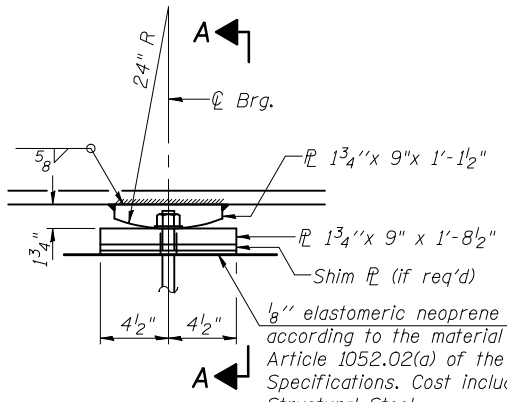
Note:
Cost of bearings is included in the cost of Furnishing and Erecting Structural Steel.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	36

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

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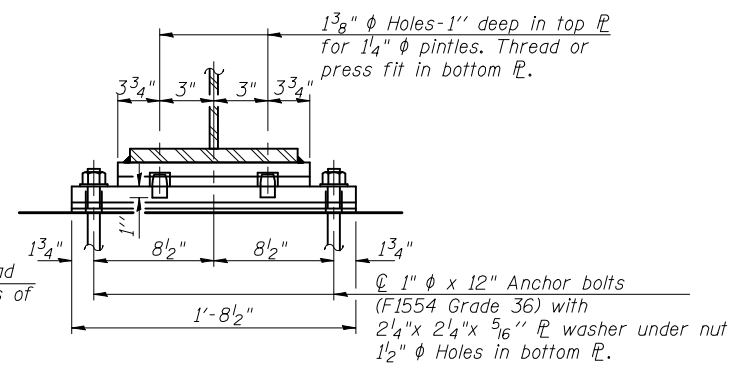


ELEVATION AT PIER

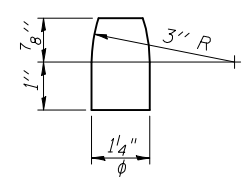
FIXED BEARING AT PIER

(6 Required)

Note:
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.



SECTION A-A



PINTLE

DESIGNED	KMS
CHECKED	SMM
DRAWN	KMS
CHECKED	SMM

INTERIOR DIAPHRAGM D

(28 Required)

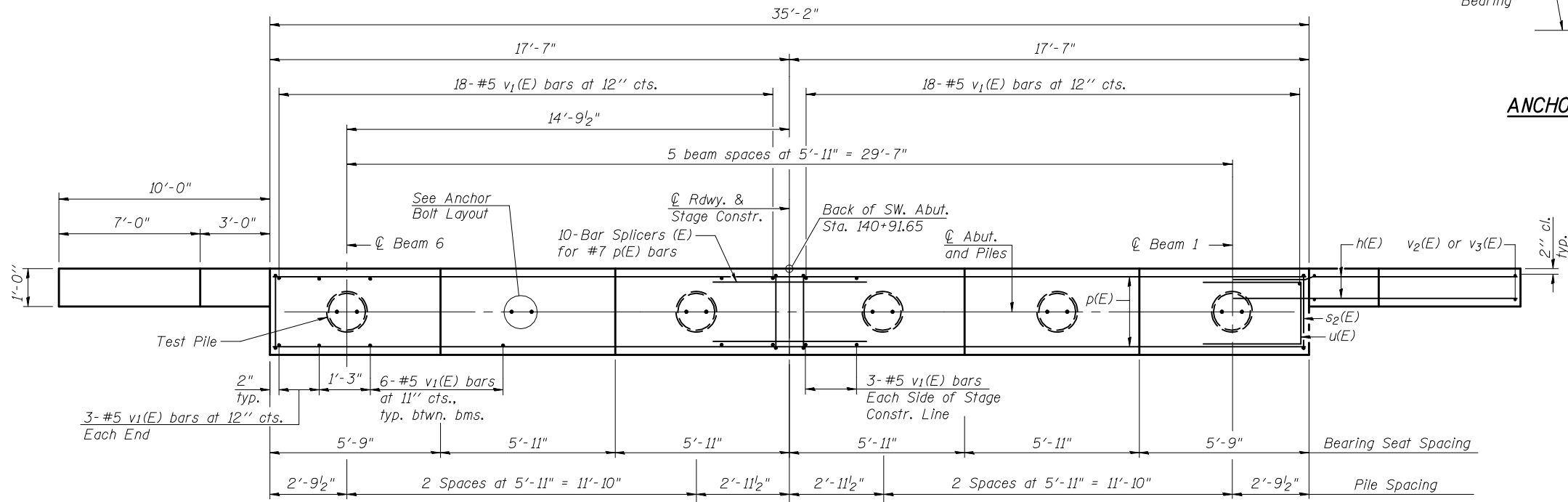
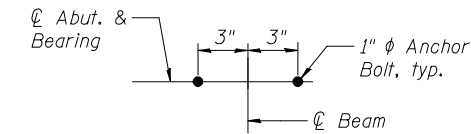
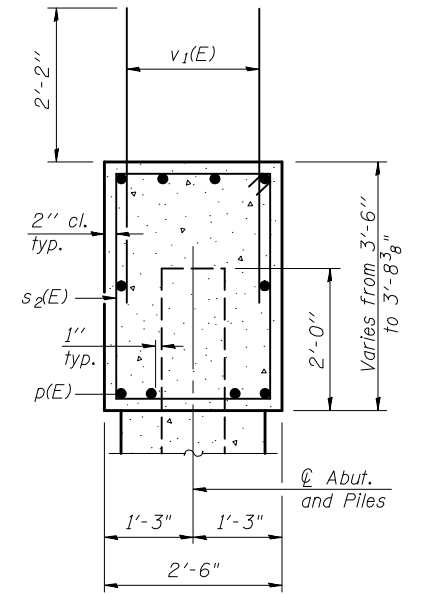
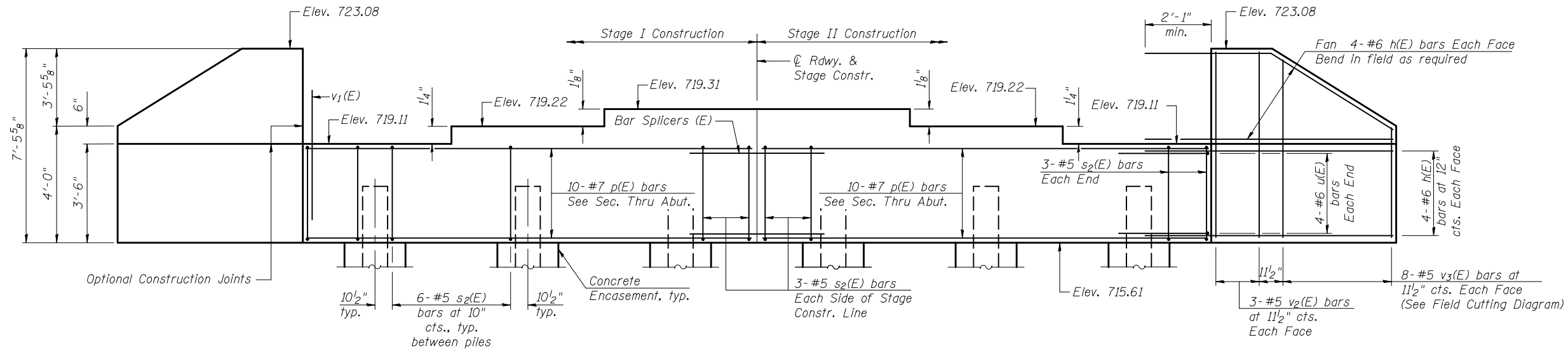
Notes:
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
Two hardened washers required for each set of oversized holes.
*Alternate channel C15x50 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" ∅ HS bolts, 1 5/16" ∅ holes
Work this sheet with Sheet 14 of 22.

STEEL DETAILS
STRUCTURE NO. 020-0064

SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	71	(121BR)BR	DEWITT	75	44
			CONTRACT NO. 70429		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Four steps monolithically with cap.



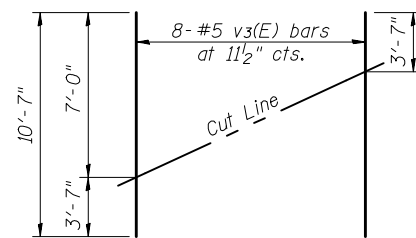
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#6	12'-9"	—
p(E)	20	#7	17'-3"	—
s ₂ (E)	36	#5	11'-6"	□
u(E)	8	#6	7'-2"	□
v ₁ (E)	72	#5	4'-4"	—
v ₂ (E)	12	#5	7'-0"	—
v ₃ (E)	16	#5	10'-7"	—
Structure Excavation		Cu. Yd.		92
Concrete Structures		Cu. Yd.		16.4
Reinforcement Bars, Epoxy Coated		Pound		2,430
Furnishing Metal Shell Piles 14" φ x 0.312"		Foot		210
Driving Piles		Foot		210
Test Pile, Metal Shell		Each		1
Concrete Encasement		Cu. Yd.		3.3

For details of Bar Splicers, see sheet 20 of 22.
For details of piles and Concrete Encasement, see sheet 19 of 22.

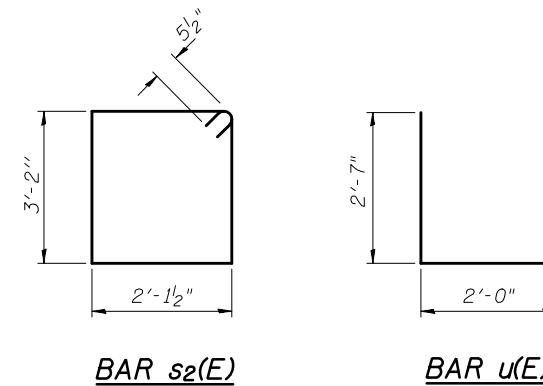
PILE DATA

Type: Metal Shell 14" φ x 0.312"
Nominal Required Bearing: 516 kips
Factored Resistance Available: 258 kips
Est. Length: 42 feet
No. Production Piles: 5
No. Test Piles: 1



FIELD CUTTING DIAGRAM

Order v₃(E) full length. Cut as shown and use remainder of bars in opposite face.



DESIGNED	SMM
CHECKED	KMS
DRAWN	SMM
CHECKED	MTH

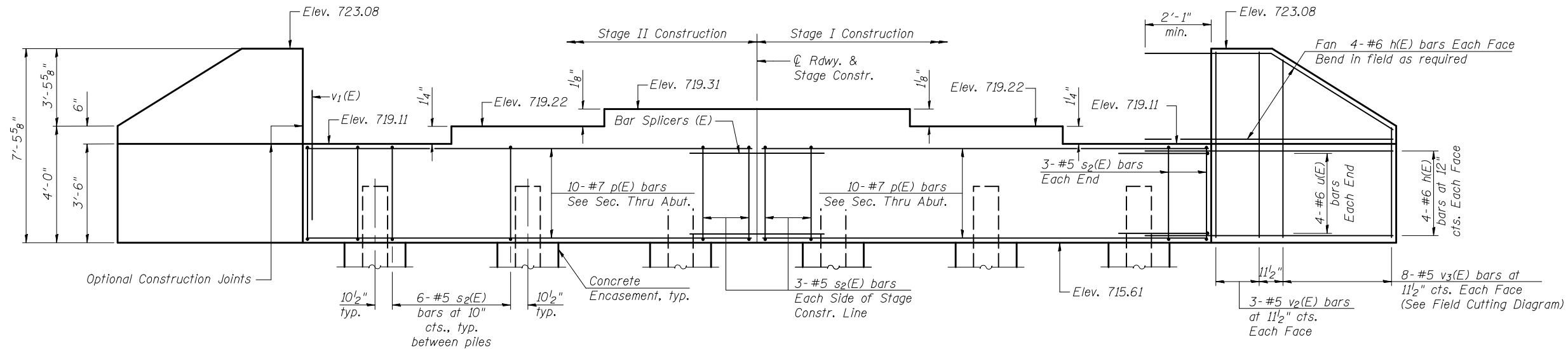
**SOUTHWEST ABUTMENT DETAILS
STRUCTURE NO. 020-0064**

SHEET NO. 16 22 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	45
			CONTRACT NO. 70429		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

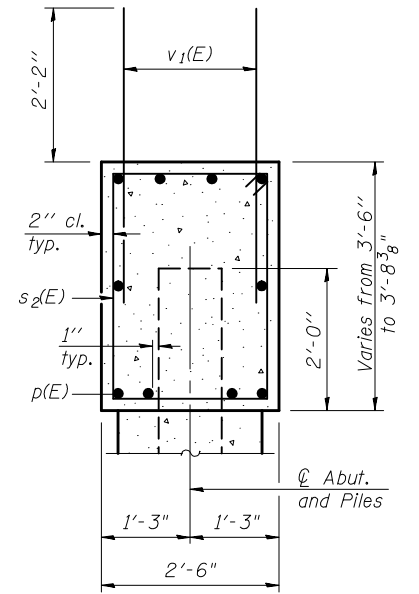
CLARK DIETZ, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

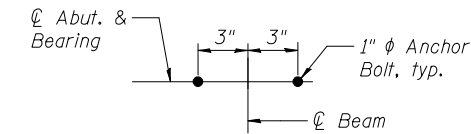
Notes:
Four steps monolithically with cap.



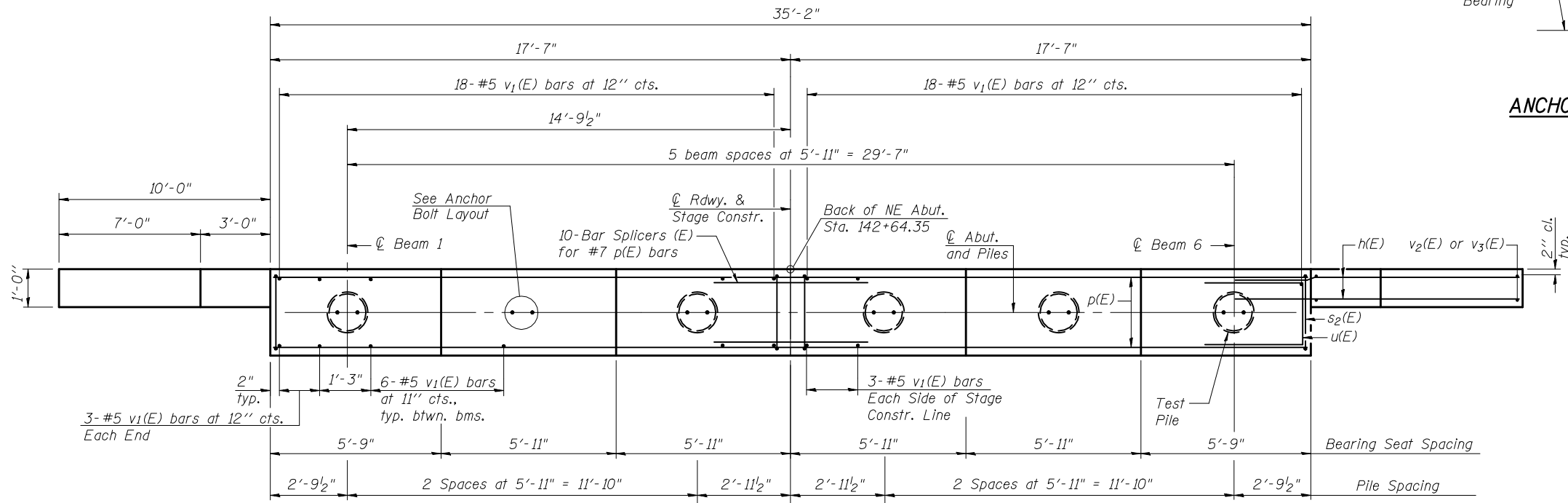
ELEVATION
(Looking Southwest)



SEC. THRU ABUT.



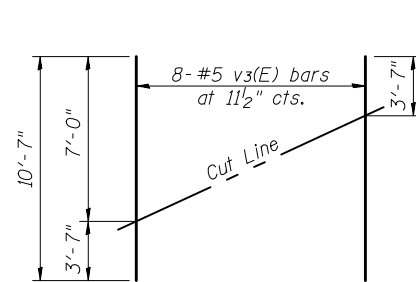
ANCHOR BOLT LAYOUT



PLAN

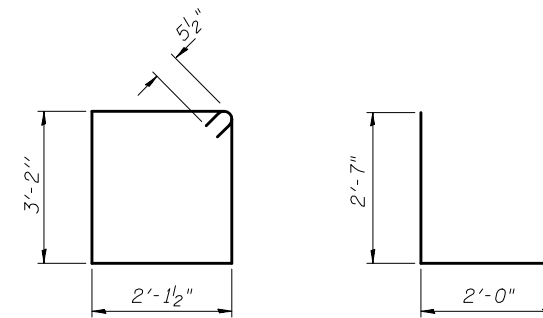
PILE DATA

Type: Metal Shell 14" ϕ x 0.312"
Nominal Required Bearing: 516 kips
Factored Resistance Available: 258 kips
Est. Length: 43 feet
No. Production Piles: 5
No. Test Piles: 1



FIELD CUTTING DIAGRAM

Order v3(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s2(E)

BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#6	12'-9"	—
p(E)	20	#7	17'-3"	—
s2(E)	36	#5	11'-6"	□
u(E)	8	#6	7'-2"	□
v1(E)	72	#5	4'-4"	—
v2(E)	12	#5	7'-0"	—
v3(E)	16	#5	10'-7"	—
Structure Excavation		Cu. Yd.	92	
Concrete Structures		Cu. Yd.	16.4	
Reinforcement Bars, Epoxy Coated		Pound	2,430	
Furnishing Metal Shell Piles 14" ϕ x 0.312"		Foot	215	
Driving Piles		Foot	215	
Test Pile, Metal Shell		Each	1	
Concrete Encasement		Cu. Yd.	3.3	

For details of Bar Splicers, see sheet 20 of 22.
For details of piles and Concrete Encasement, see sheet 19 of 22.

**NORTHEAST ABUTMENT DETAILS
STRUCTURE NO. 020-0064**

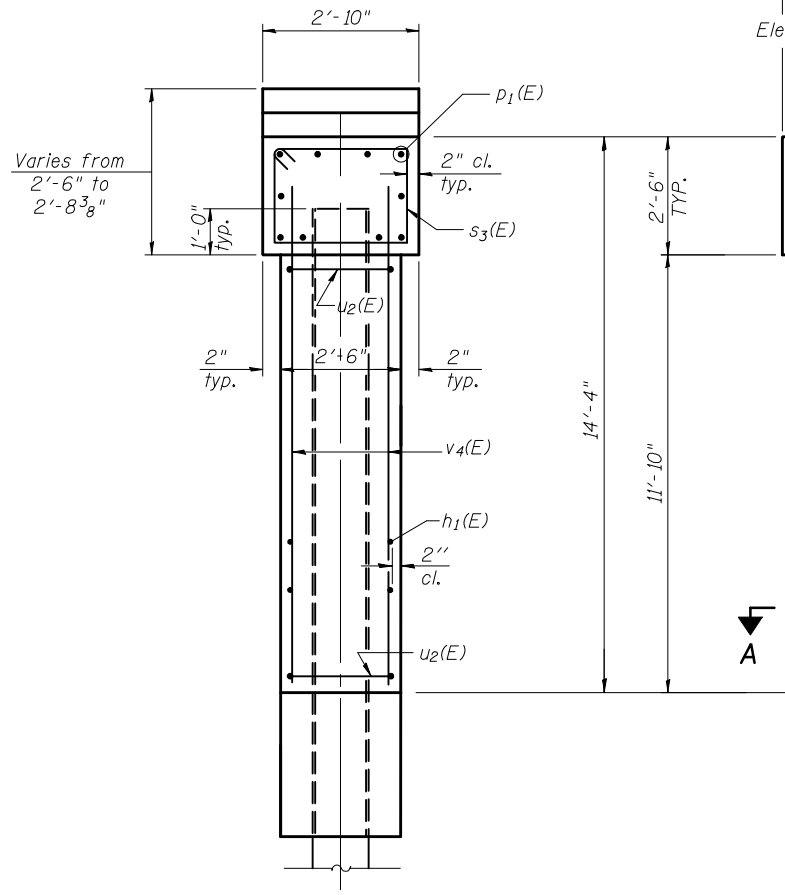
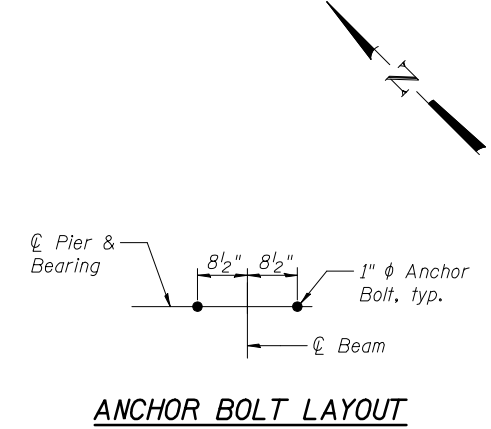
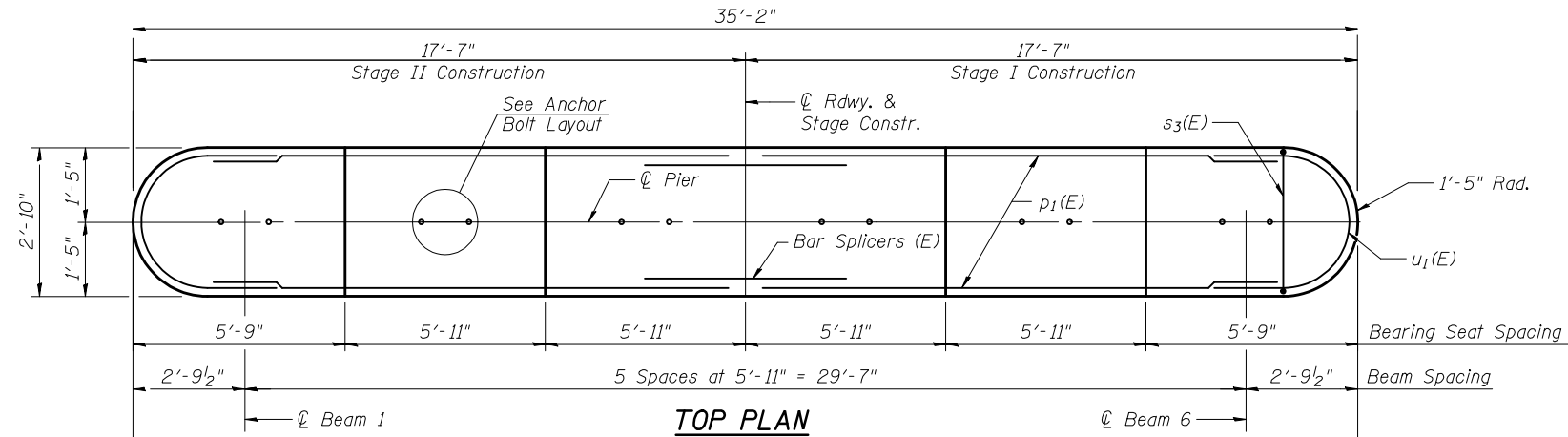
DESIGNED	SMM
CHECKED	KMS
DRAWN	SMM
CHECKED	MTH

SHEET NO. 17 22 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	46
			CONTRACT NO. 70429		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

CLARK DIETZ, INC.

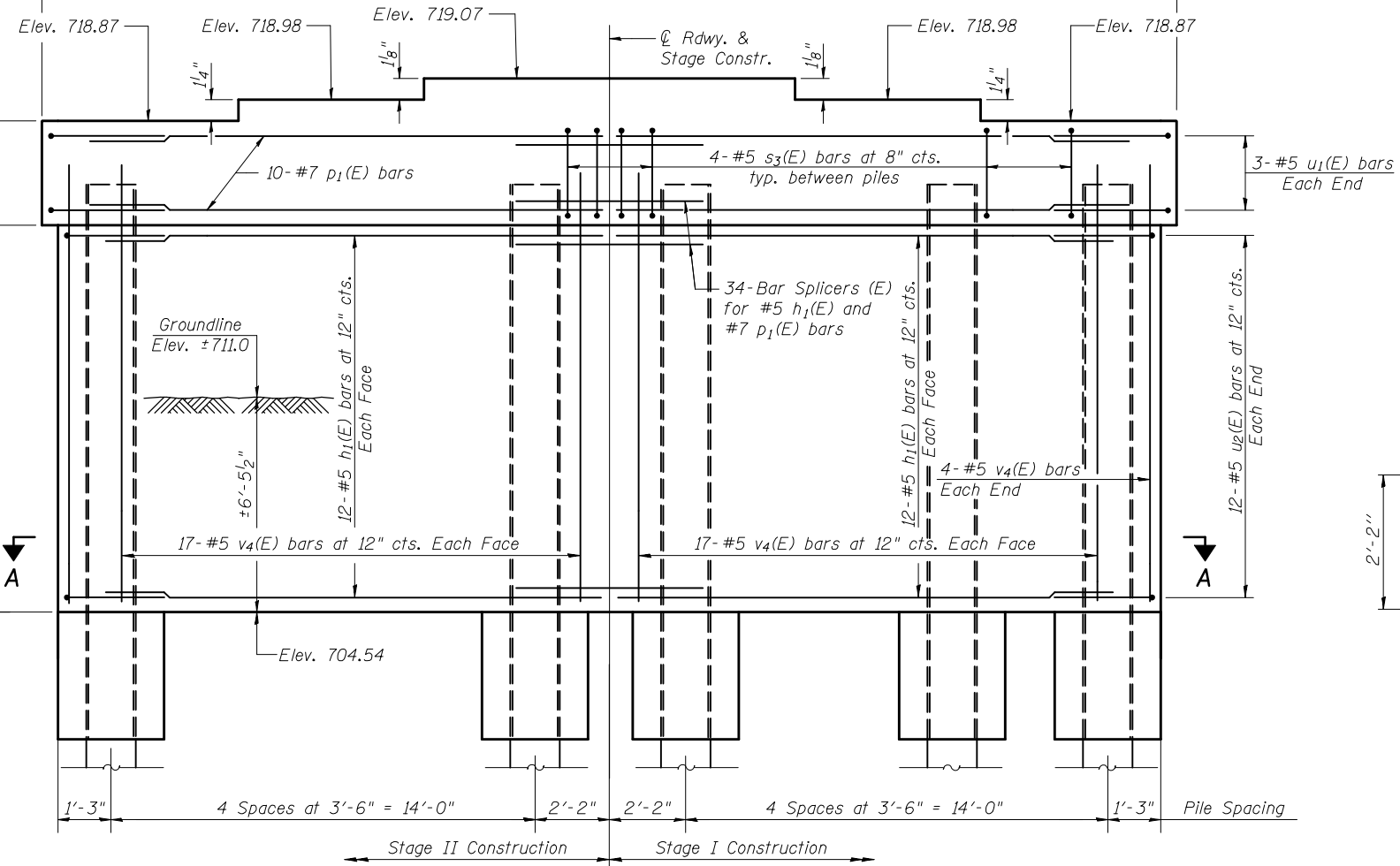
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.



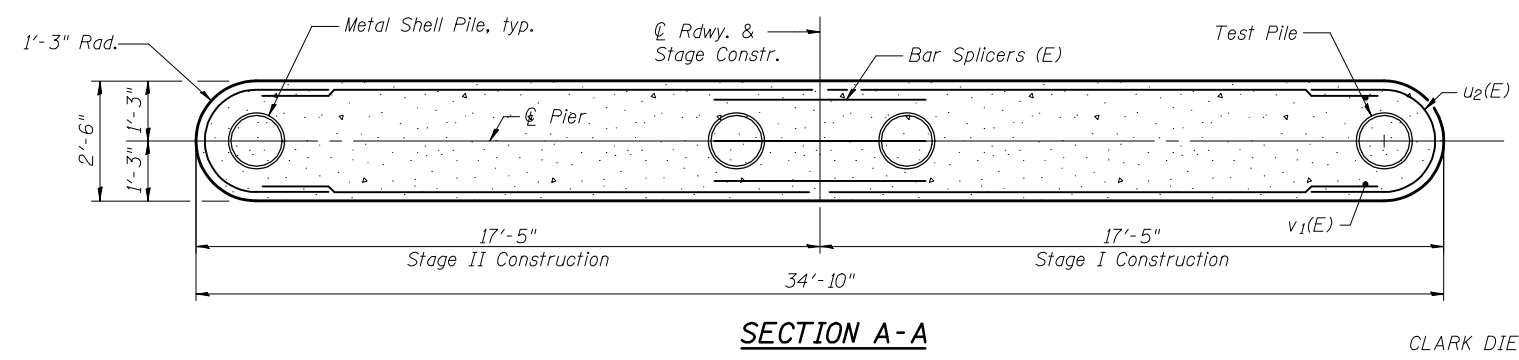
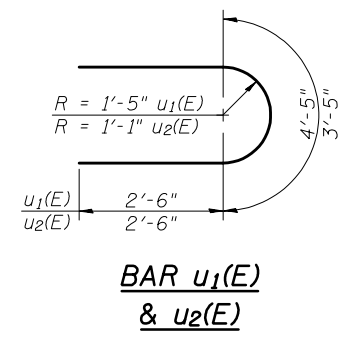
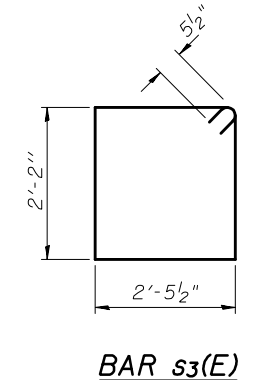
PILE DATA
 Type: Metal Shell 14" ϕ x 0.312"
 Nominal Required Bearing: 516 kips
 Factored Resistance Available: 258 kips
 Est. Length: 46 feet
 No. Production Piles: 9
 No. Test Piles: 1

DESIGNED	SMM
CHECKED	KMS
DRAWN	SMM
CHECKED	MTH



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_1(E)$	48	#5	16'-0"	—
$p_1(E)$	20	#7	16'-2"	—
$s_3(E)$	36	#5	10'-2"	□
$u_1(E)$	6	#5	9'-5"	U
$u_2(E)$	24	#5	8'-5"	U
$v_4(E)$	76	#5	13'-1"	—
Structure Excavation		Cu. Yd.	61	
Concrete Structures		Cu. Yd.	47.0	
Reinforcement Bars, Epoxy Coated		Pound	3,150	
Furnishing Metal Shell Piles 14" ϕ x 0.312"		Foot	414	
Driving Piles		Foot	414	
Test Pile, Metal Shell		Each	1	
Underwater Structure Excavation Protection Location 1		Each	1	
Concrete Encasement		Cu. Yd.	5.5	

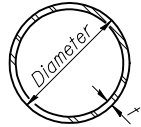


PIER DETAILS
STRUCTURE NO. 020-0064

SHEET NO. 18 22 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	47
			CONTRACT NO. 70429		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

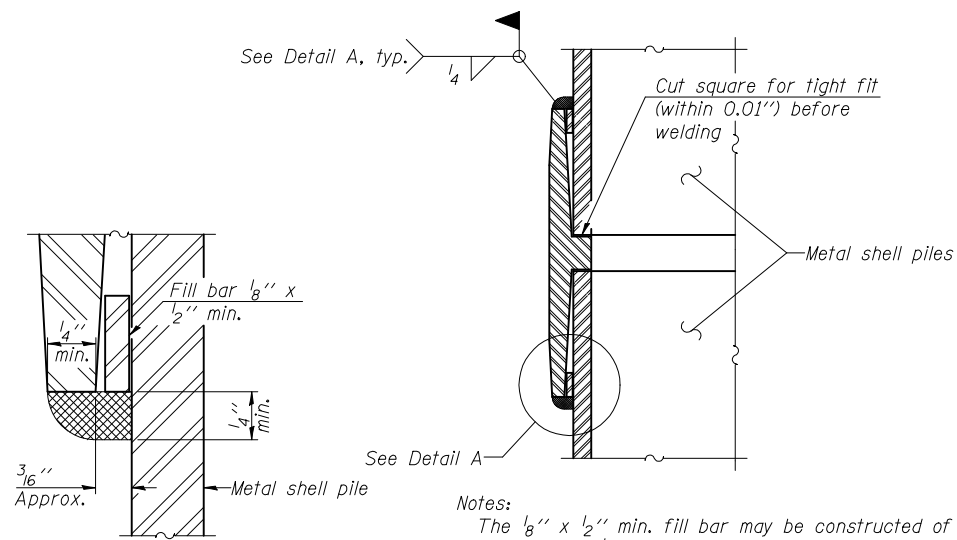
CLARK DIETZ, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



METAL SHELL PILE TABLE

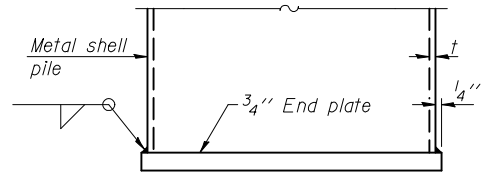
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



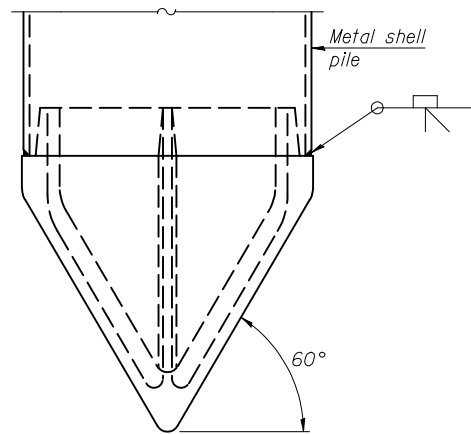
DETAIL A

Notes:
The $\frac{1}{8}'' \times \frac{1}{2}''$ min. fill bar may be constructed of 2 bars with a $\frac{1}{8}''$ max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



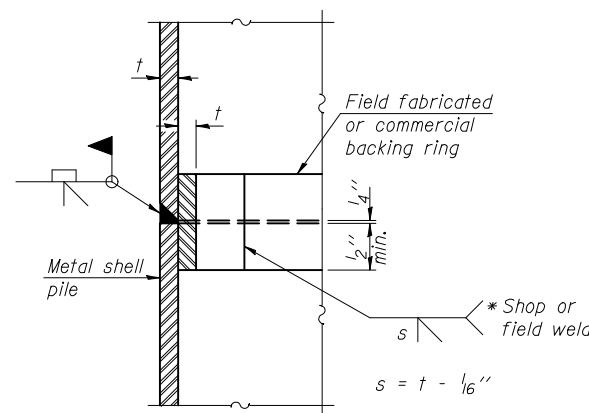
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

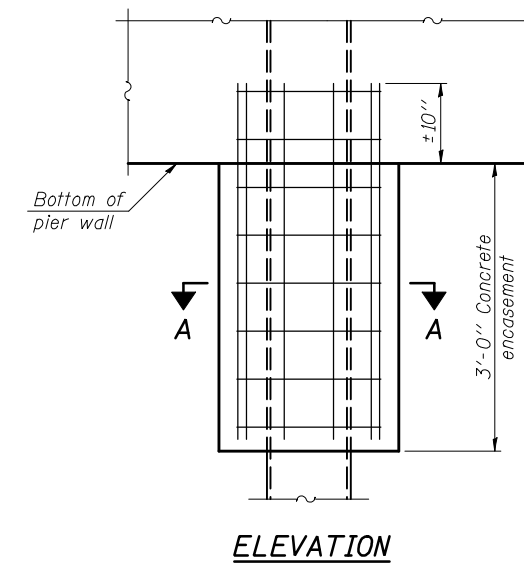
(See Note A)

Note A:
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.



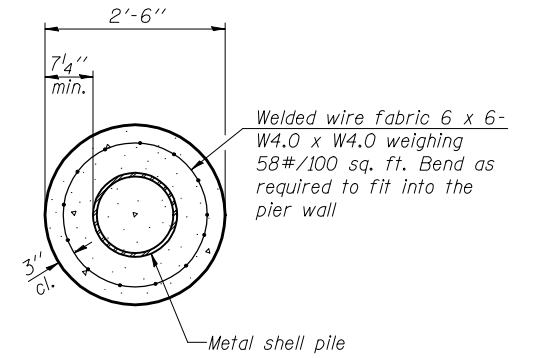
COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



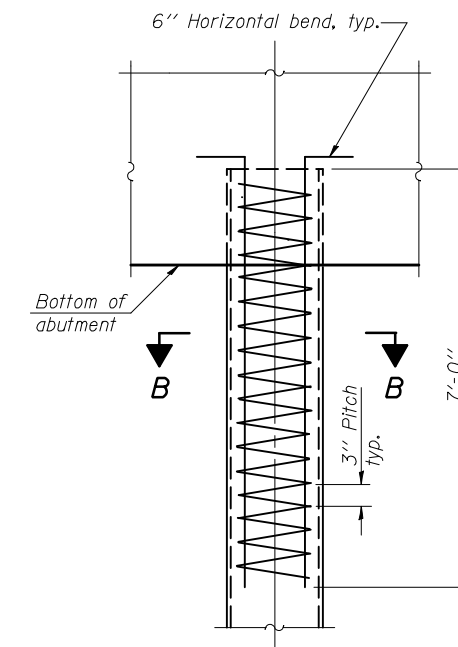
ELEVATION

CONCRETE ENCASEMENT AT PIERS



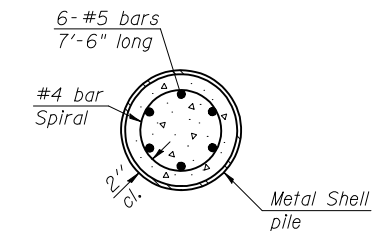
SECTION A-A

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



ELEVATION

METAL SHELL REINFORCEMENT AT ABUTMENTS



SECTION B-B

DESIGNED
CHECKED
DRAWN
CHECKED

F-MS

10-1-08

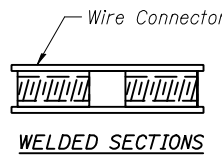
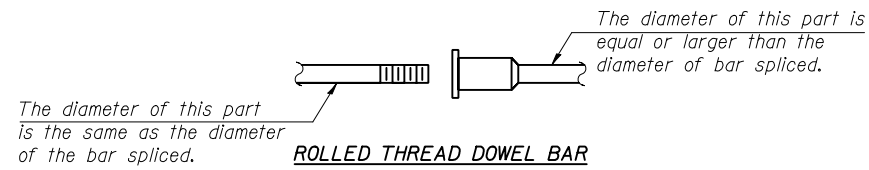
Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

CLARK DIETZ, INC.

SHEET NO. 19 22 SHEETS	F.A.P. RTE. 71	SECTION (121BR)BR	COUNTY DEWITT	TOTAL SHEETS 75	SHEET NO. 48
	CONTRACT NO. 70429				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

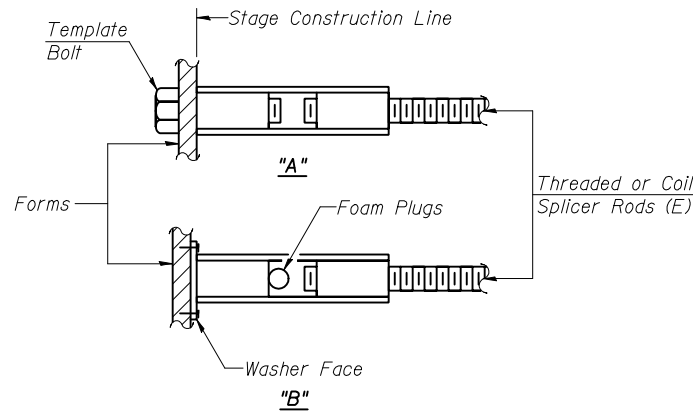
**METAL SHELL PILE DETAILS
STRUCTURE NO. 020-0064**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

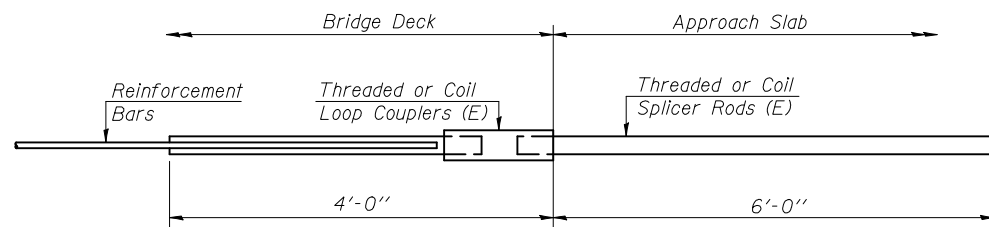
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

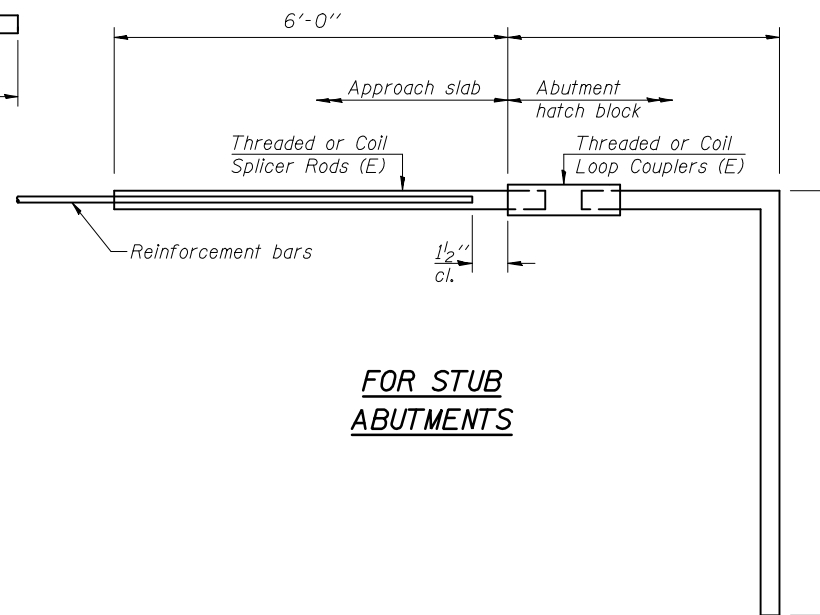
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



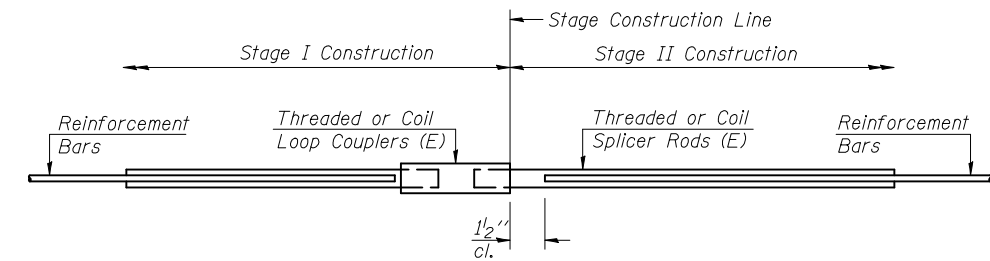
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 76



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#5	505	Deck
#6	16	Diaphragms
#4	50	Approach Slabs
#5	92	Approach Slabs
#5	80	Approach Foundations
#7	10	SW Abutment
#7	10	NE Abutment
#5	24	Pier Wall
#7	10	Pier Wall

DESIGNED	KMS
CHECKED	SMM
DRAWN	KMS
CHECKED	SMM

BSD-1

10-1-08

**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 020-0064**

SHEET NO. 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	71	(121BR)BR	DEWITT	75	49
22 SHEETS	CONTRACT NO. 70429				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

CLARK DIETZ, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Date 2/7/08

ROUTE FAP 71 (IL 54) DESCRIPTION IL 54 over Salt Creek 3 Miles NE of Farmer City LOGGED BY CNA
SECTION (121BR)BR LOCATION NW, SEC. 14, TWP. 21N, RNG. 5E, 3rd PM
COUNTY Dewitt DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H H	B L O W S S	U C S Qu	M O I S T	Soil Description							
					Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After		
BORING NO. Station Offset Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)
020-0064 141+78					714.0	706.0						
1 NW Abut. 142+84 16.0 ft Lt. 722.5					709.0							
Black Gray Silty Clay Loam (Embankment)												
	3		0.8	30								
	3		B									
	3											
	3			30								
715.5	4											
Dark Gray Silty Clay to Silty Clay Loam (Alluvium)												
	2											
	4			21								
	4											
712.0	1											
Gray Sandy Loam to Loam with Sand Seams (Alluvium)												
	1			24								
710.0	1											
Dark Gray to Gray Sand Loam with Gravel (Alluvium)												
	0											
708.0	1			27								
Gray Dirty Coarse Sand & Gravel												
	0											
	5											
	6											
	8											
704.0	5											
Gray Sandy Clay Loam Till												
	4			14								
	3											



SOIL BORING LOG

Date 2/7/08

ROUTE FAP 71 (IL 54) DESCRIPTION IL 54 over Salt Creek 3 Miles NE of Farmer City LOGGED BY CNA
SECTION (121BR)BR LOCATION NW, SEC. 14, TWP. 21N, RNG. 5E, 3rd PM
COUNTY Dewitt DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. Station	D E P T H H	B L O W S S	U C S Qu	M O I S T	Soil Description							
					Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After		
BORING NO. Station Offset Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)	(ft)	(/6")	(tsf)	(%)
020-0064 141+78					714.0	706.0						
1 NW Abut. 142+84 16.0 ft Lt. 722.5					709.0							
Gray Silty Clay Loam Till (continued)												
	3											
	4		4.1	12								
	7		B									
680.5												
Poorly Sorted Angular Coarse Sand & Gravel (Gravel up to 1")												
	3											
	7											
(6' Auger Blow In)												
	5											
	11											
	18											
	20											
712.0	1											
Gray Sandy Loam to Loam with Sand Seams (Alluvium)												
	1			24								
710.0	1											
Dark Gray to Gray Sand Loam with Gravel (Alluvium)												
	0											
708.0	1			27								
Gray Dirty Coarse Sand & Gravel												
	0											
	3											
	4		1.6	30								
	5		B									
667.5												
(6' Auger Blow In)												
	25											
	35											
	40-3"											
End of Boring												

2/11/2008 10:02:59 AM S:\SOILBORING LOGS\DEWITT CNTY\020-0064\PROP.GPJ

2/11/2008 10:02:59 AM S:\SOILBORING LOGS\DEWITT CNTY\020-0064\PROP.GPJ

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

BBS, from 137 (Rev. 8-99)

DESIGNED
CHECKED
DRAWN
CHECKED

(Sheet 1 of 2)
SOIL BORING LOGS
STRUCTURE NO. 020-0064

SHEET NO. 21	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS					
CONTRACT NO. 70429					
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

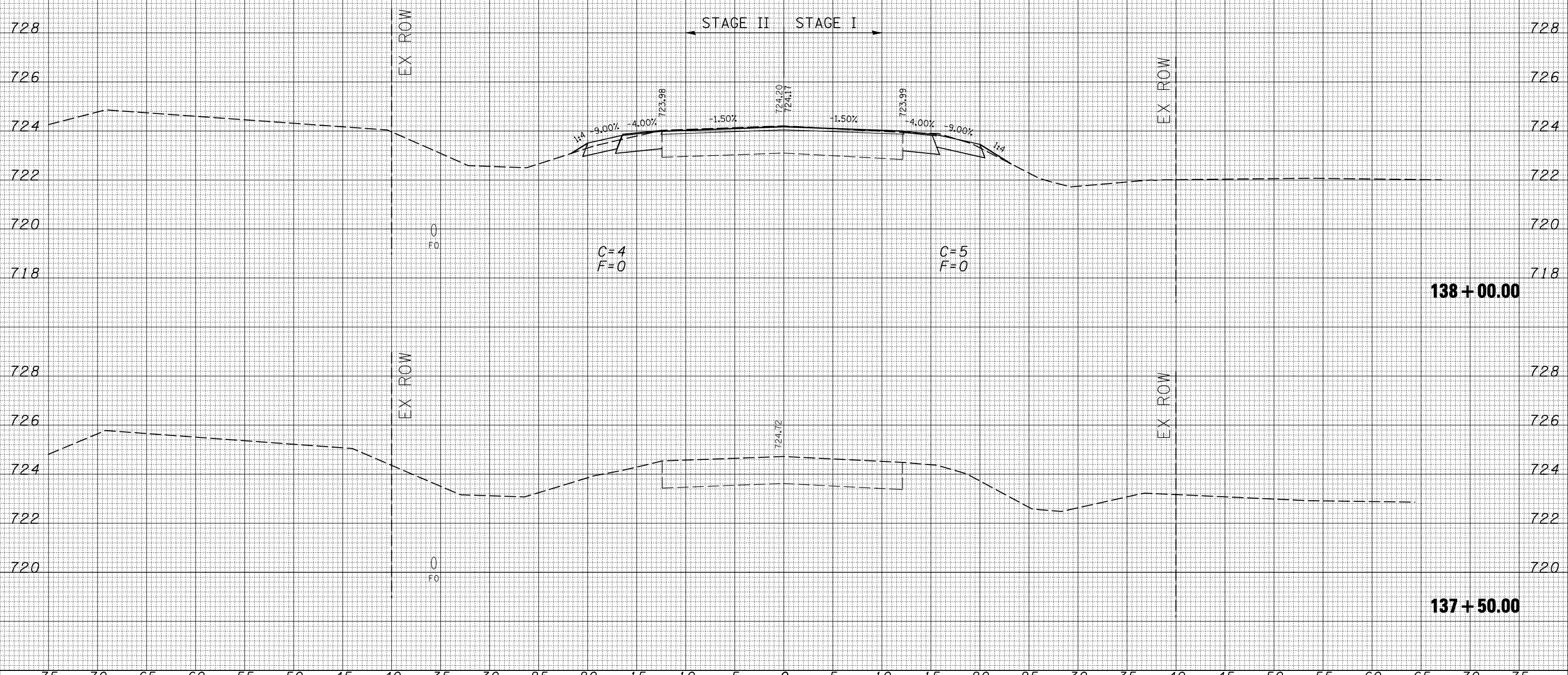
CLARK DIETZ, INC.

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

NOTE: CUTS AND FILLS DONE BY LEFT AND RIGHT SIDE OF IL 54 Q (TYPICAL ALL SHEETS)

DATE	
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TEMPLATE	
AREAS CHECKED	
FINL SURVEY	
NOTE BOOK	
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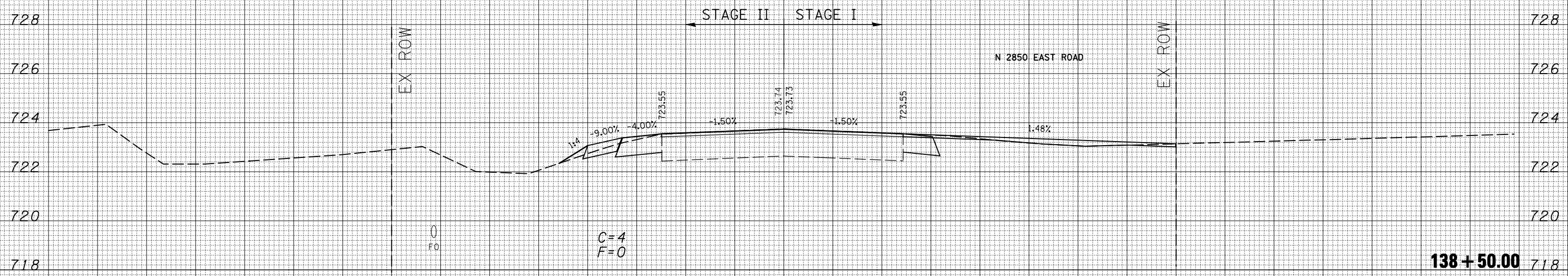
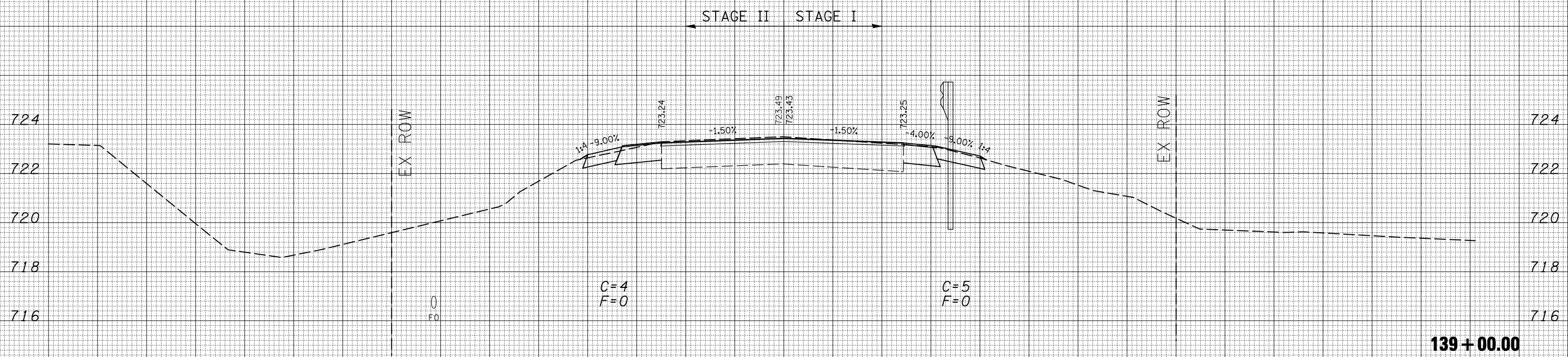
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NOTE BOOK	
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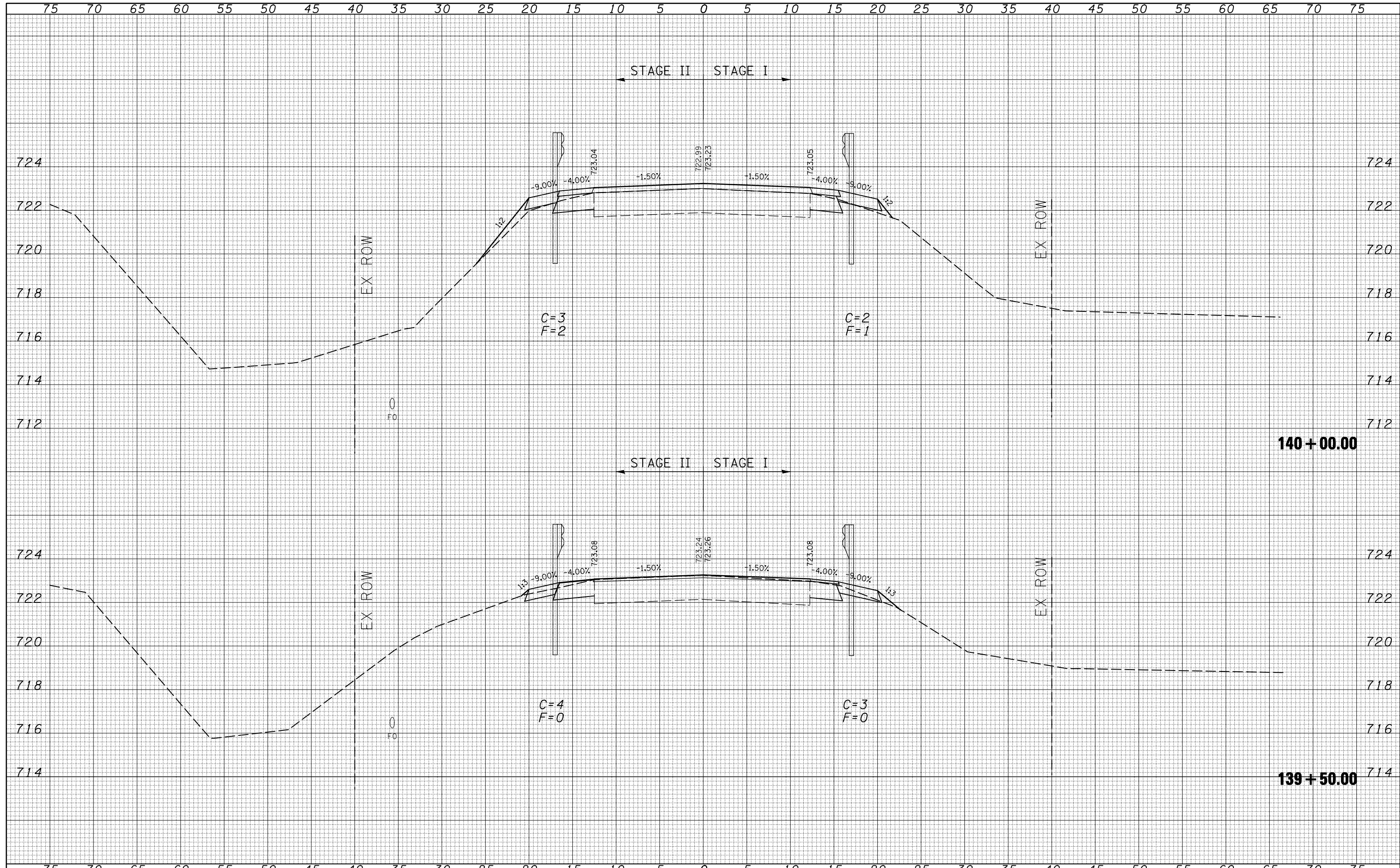
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NOTE BOOK	
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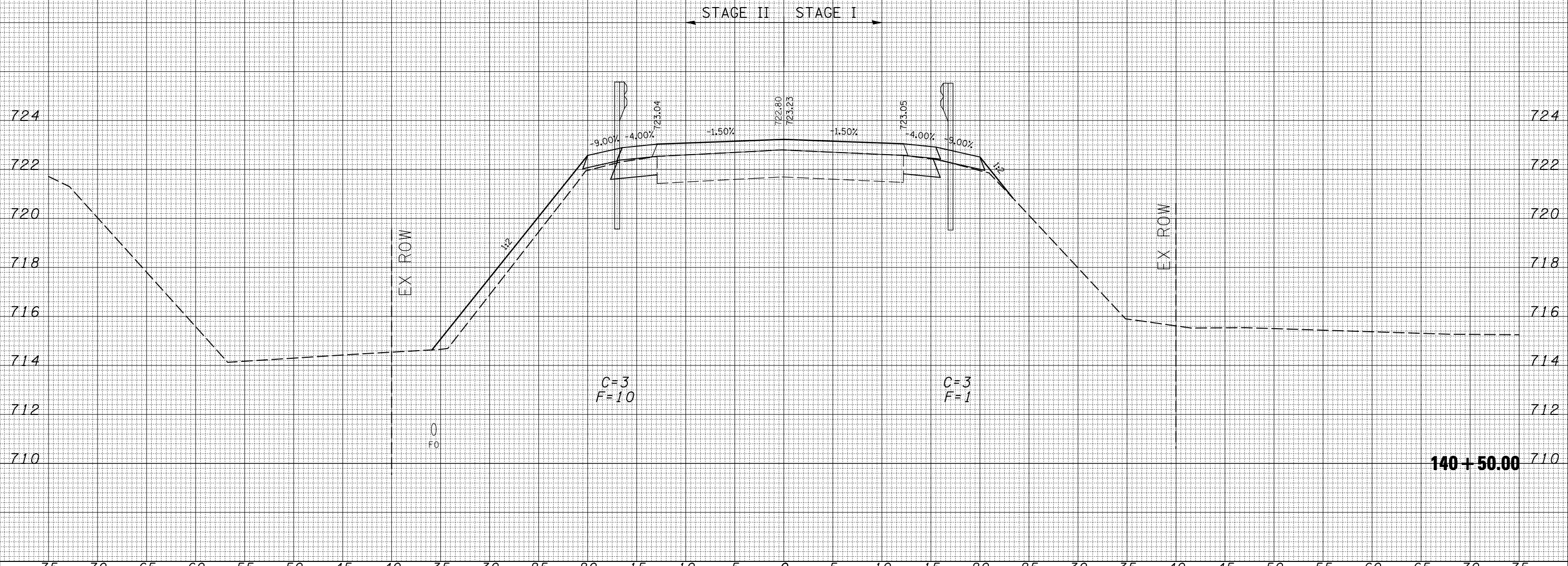


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ca:\pwork\PWIDOT\STULTSJW\d0158664\0570429-sh1-11.54-xssht.dgn	DRAWN -	REVISED -	71			(121BR)BR	DEWITT	75	54	
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PLOT DATE = 8/17/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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

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



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USER NAME = stultsjw
 DESIGNED -
 DRAWN -
 PLOT SCALE = 10.0000 "/>

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL-54 OVER SALT CREEK IN WEEDMAN

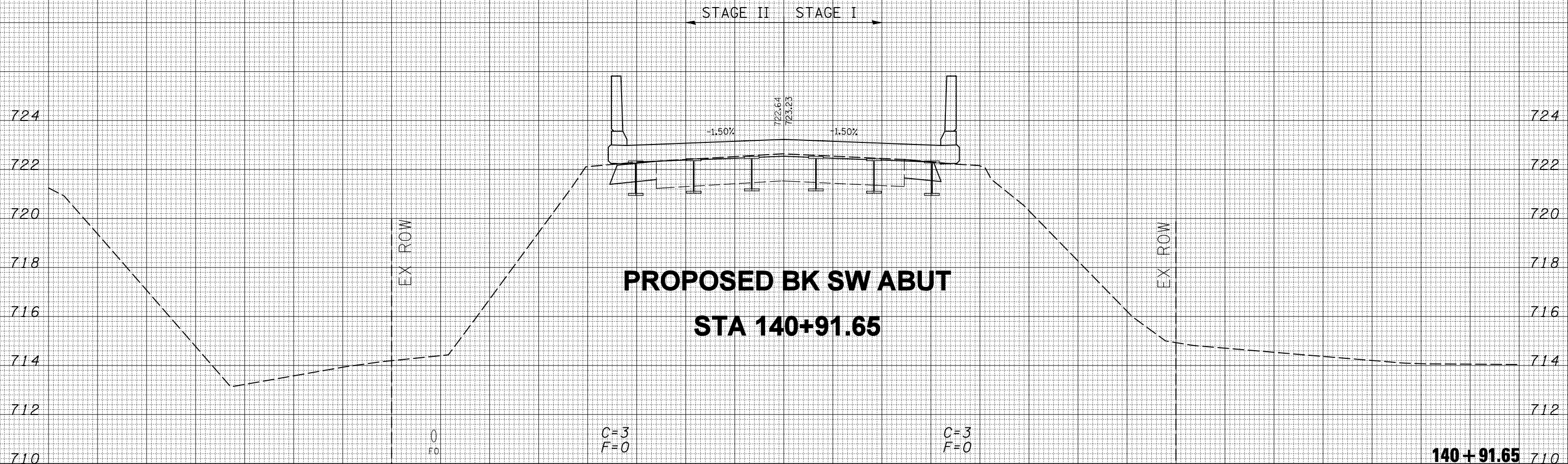
SCALE: SHEET NO. 4 OF 14 SHEETS STA. 140+50.00 TO STA. 140+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	55
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429	

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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FINAL SURVEY	
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NOTE BOOK	
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PLOT SCALE = 10.0000' / IN.
PLOT DATE = 8/17/2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-54 OVER SALT CREEK IN WEEDMAN

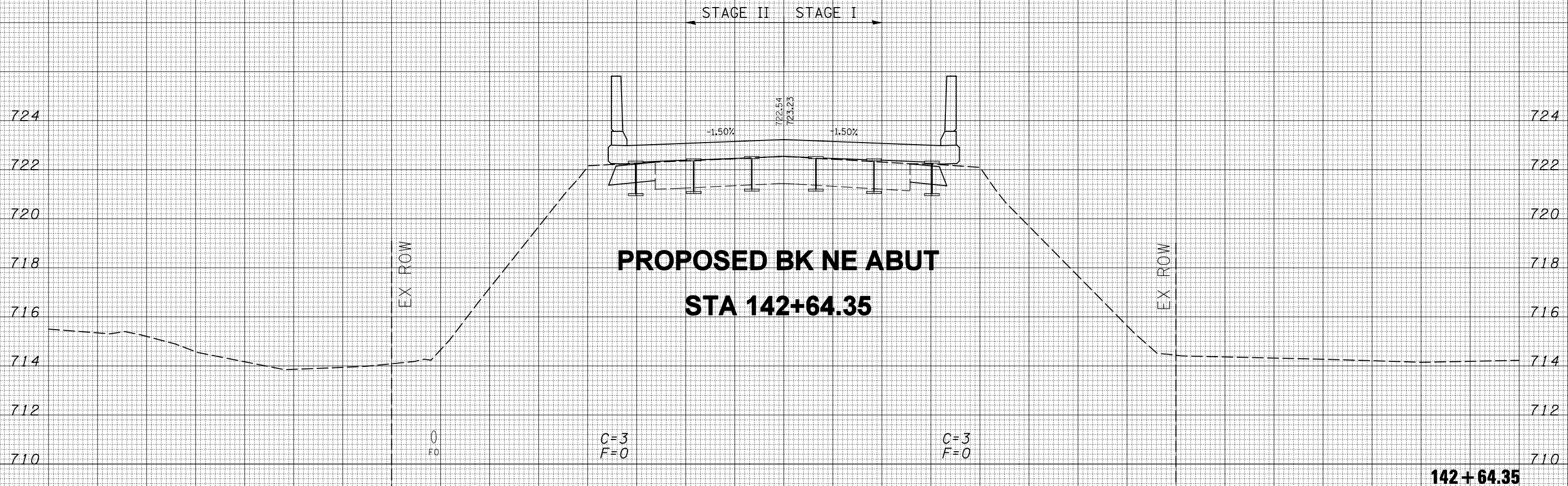
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	56
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429	

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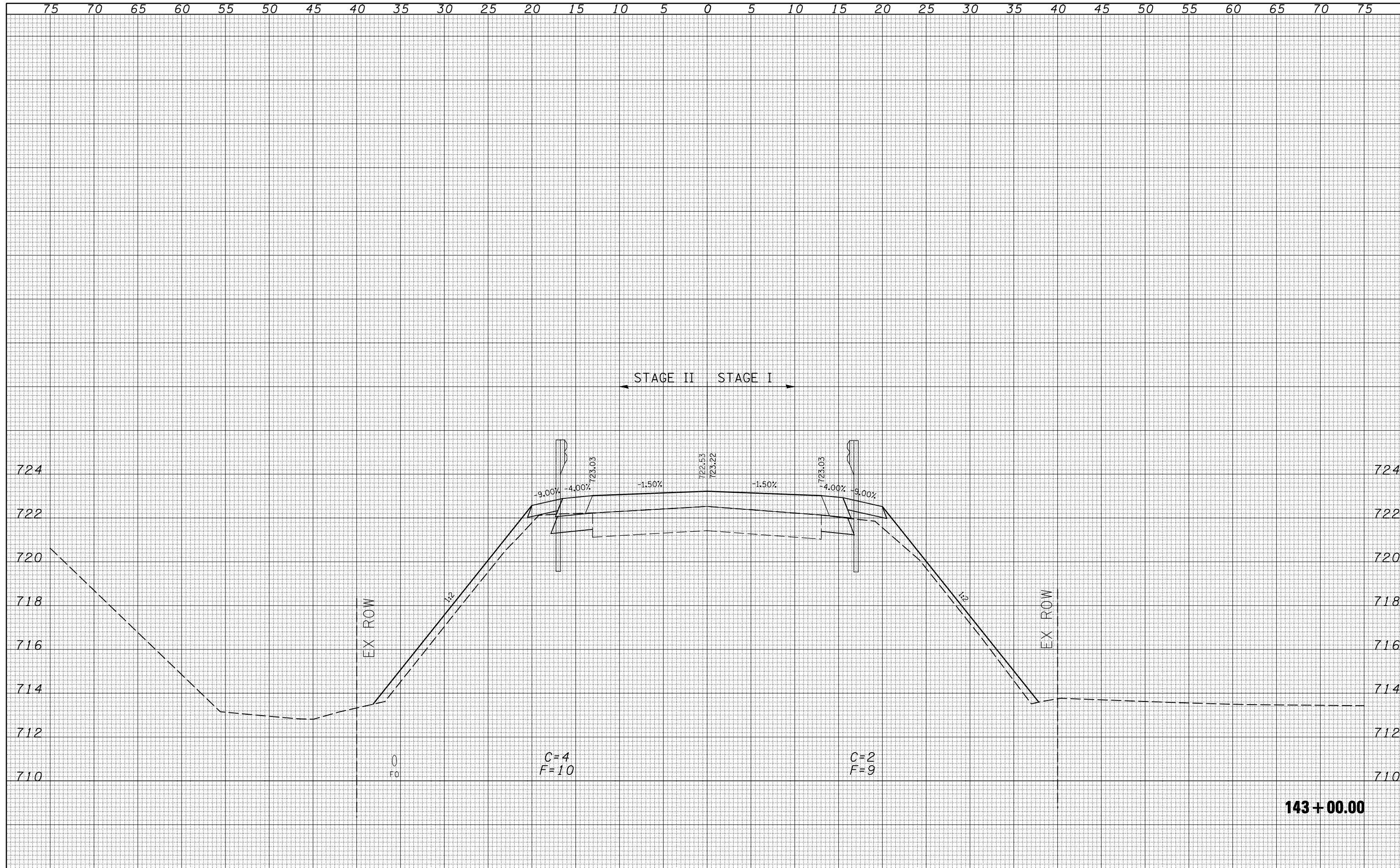
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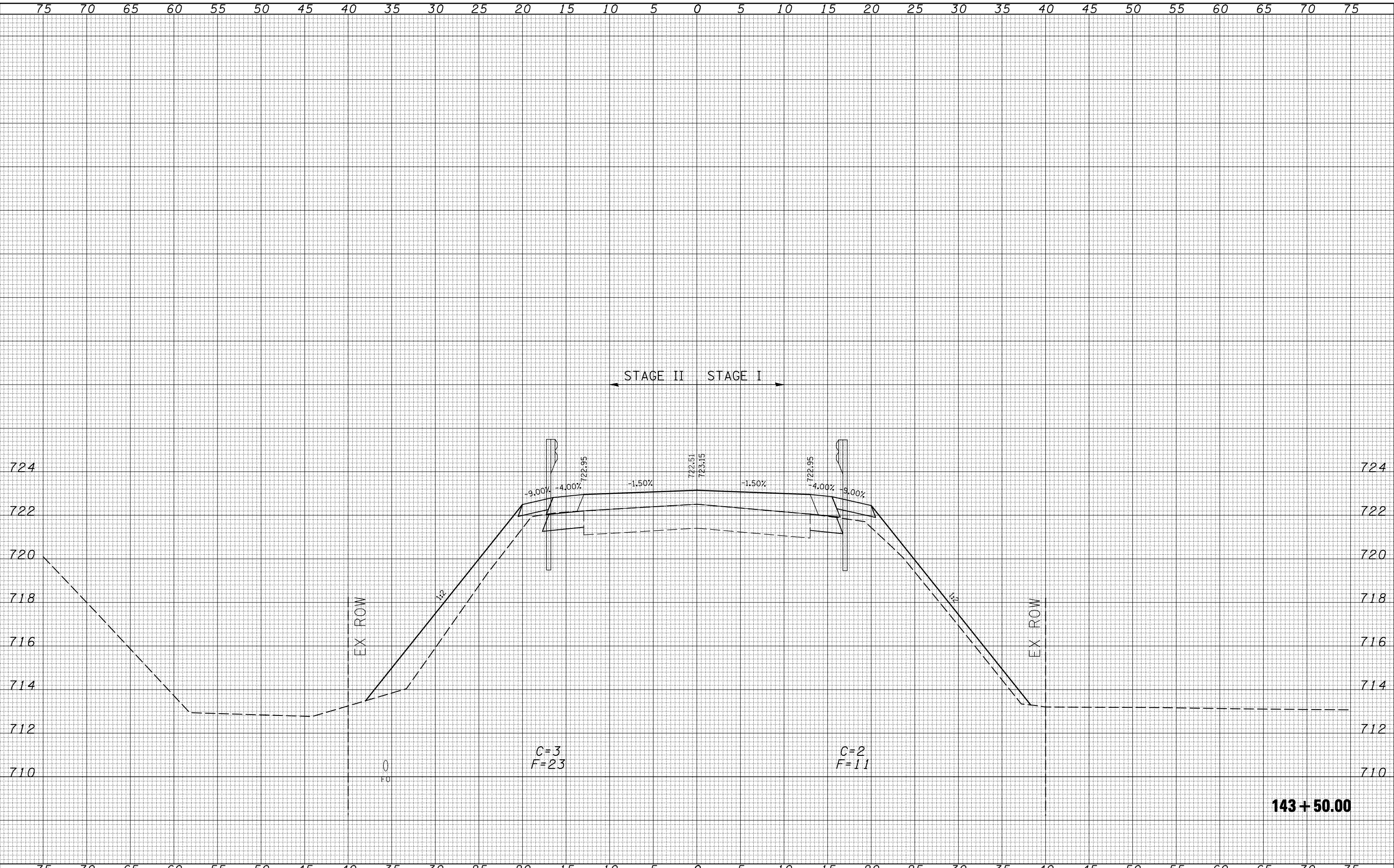
143+00.00

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ca:\pwork\pwork\PWIDOT\STULTS\JW\d0158664\0570429-sh1-11.54-xssht.dgn	DRAWN -	REVISED -	71				(121BR)BR	DEWITT	75	58	
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PLOT DATE = 8/17/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

SCALE: SHEET NO. 7 OF 14 SHEETS STA. 143+00.00 TO STA. 143+00.00

DATE	
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NOTE BOOK	
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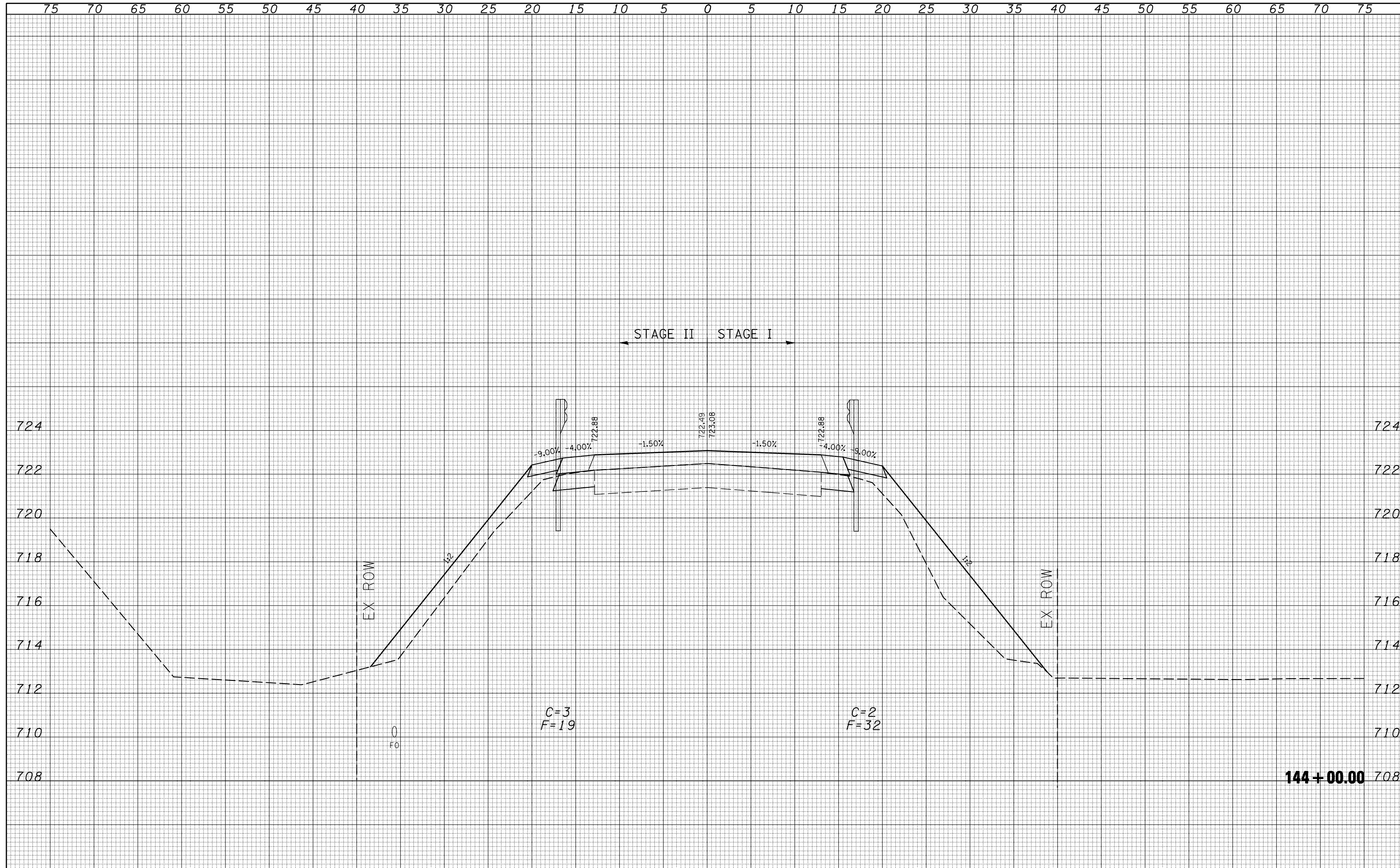
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NOTE BOOK	
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FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-54 OVER SALT CREEK IN WEEDMAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\PWIDOT\STULTSJW\d0158664\0570429-sh1-11.54-xssht.dgn		DRAWN -	REVISED -		71	(121BR)BR	DEWITT	75	59			
PLOT SCALE = 10.0000 "/td> <td></td> <td>CHECKED -</td> <td>REVISED -</td> <td colspan="3">SCALE: SHEET NO. 8 OF 14 SHEETS</td> <td>FED. ROAD DIST. NO.</td> <td>ILLINOIS FED. AID PROJECT</td> <td>CONTRACT NO. 70429</td>		CHECKED -	REVISED -		SCALE: SHEET NO. 8 OF 14 SHEETS			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70429		
PLOT DATE = 8/17/2009		DATE -	REVISED -		STA. 143+50.00 TO STA. 143+50.00							

DATE	
BY	
SURVEYED	
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TEMPLATE	
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FINAL SURVEY	
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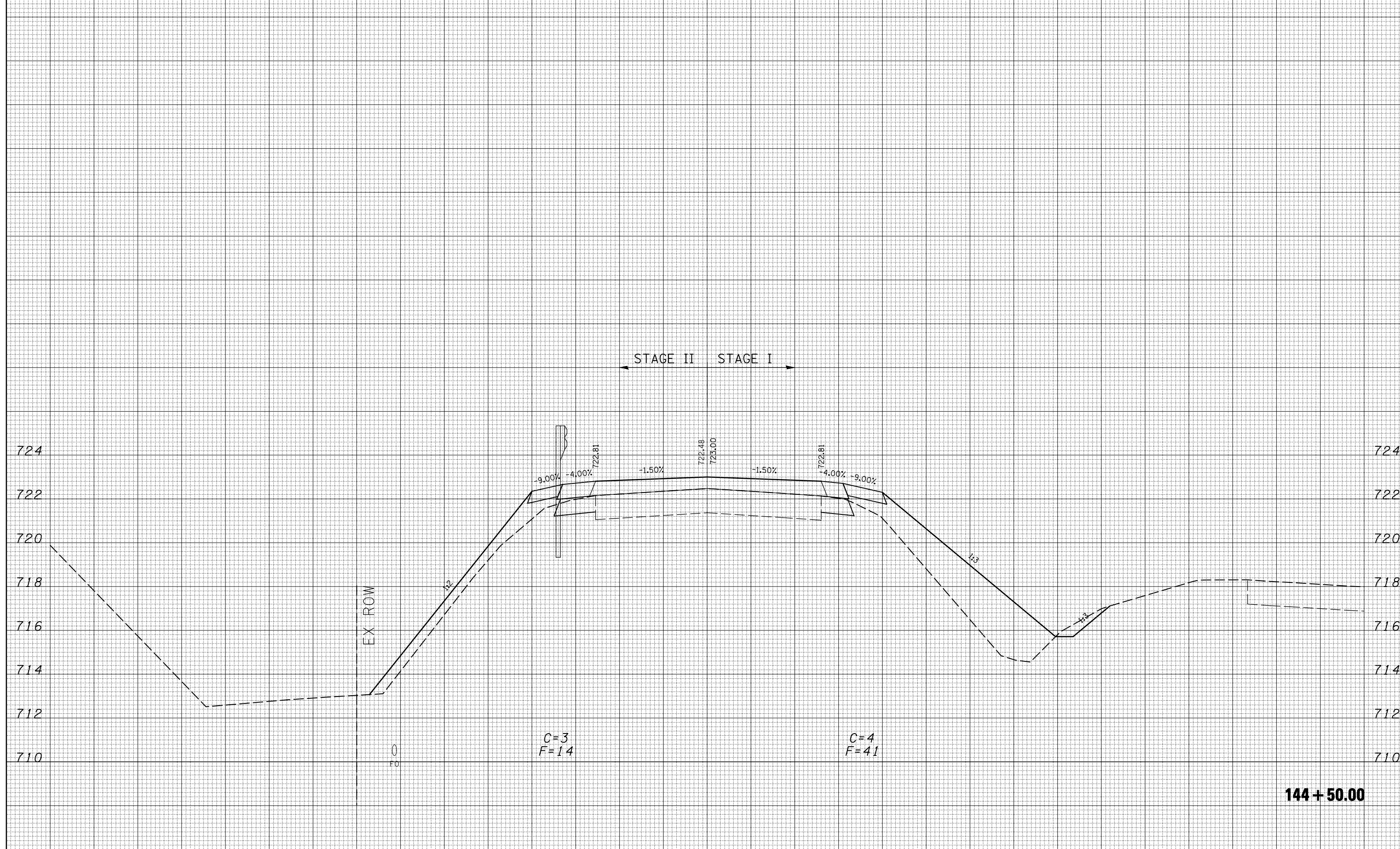


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ca:\pwork\pwork\STULTSJW\d0158664\0570429-sh1-11.54-xssht.dgn	DRAWN -	REVISED -	71			(121BR)BR	DEWITT	75	60	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	CONTRACT NO. 70429							
PLOT DATE = 8/17/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
SCALE:		SHEET NO. 9 OF 14 SHEETS		STA. 144+00.00 TO STA. 144+00.00						

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

BY	DATE
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NOTE BOOK	TEMPLATE
NO.	AREAS CHECKED

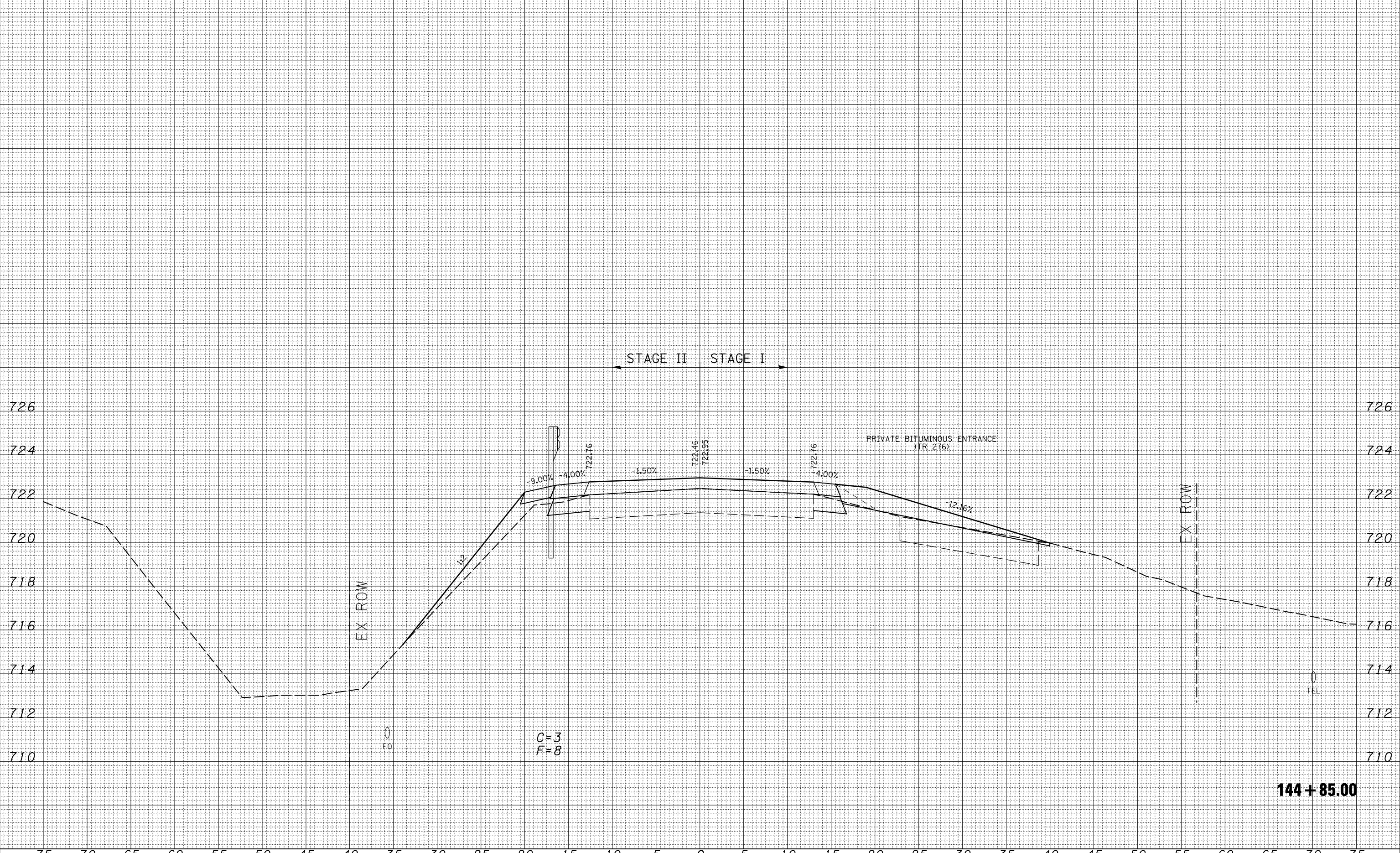
BY	DATE
SURVEYED	PLOTTED
NOTE BOOK	TEMPLATE
NO.	AREAS CHECKED



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

BY	DATE
ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED
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	AREAS CHECKED

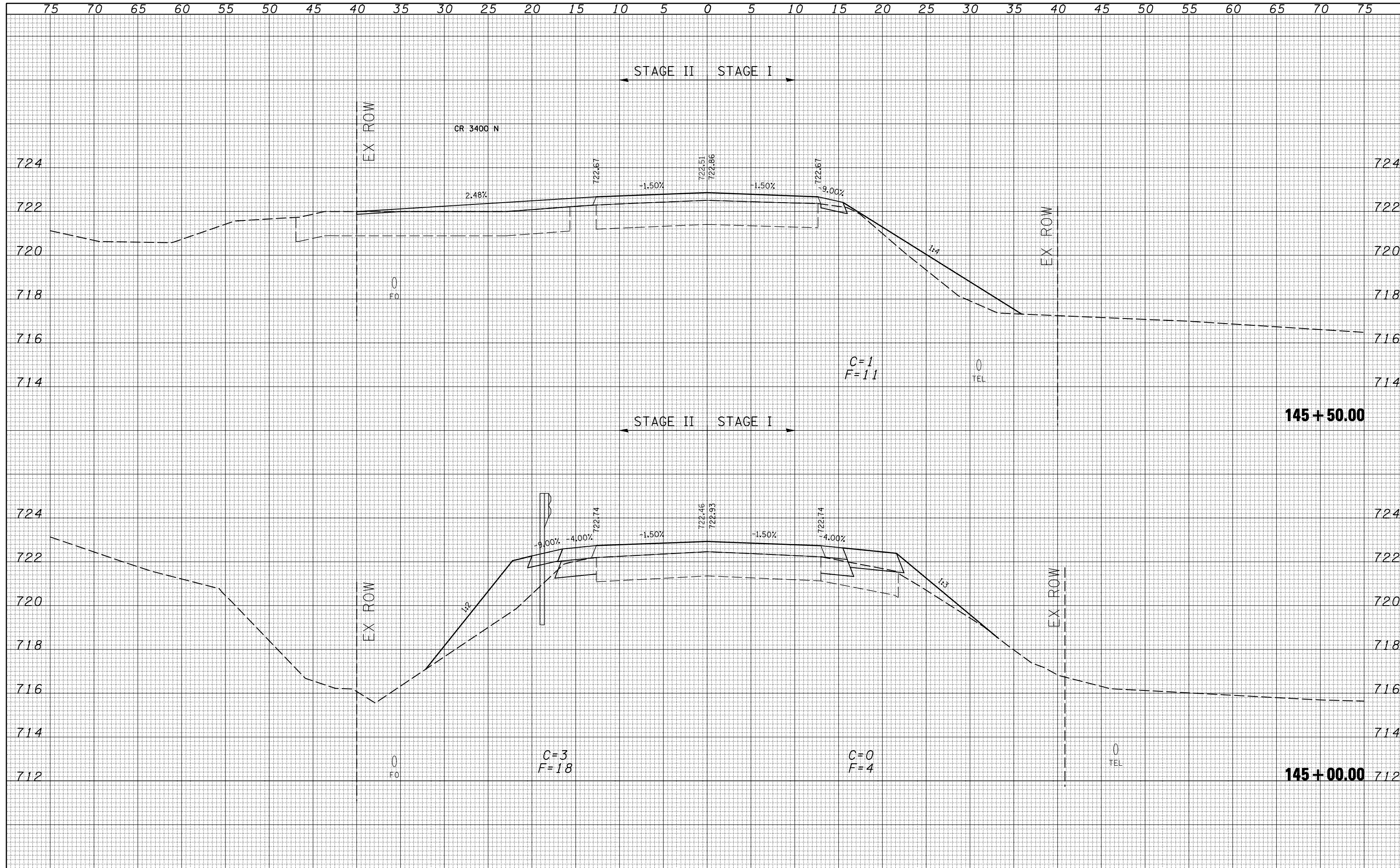


144 + 85.00

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-54 OVER SALT CREEK IN WEEDMAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\PWIDOT\STULTS\JW\d0158664\0570429-sh1-11.54-xssht.dgn		DRAWN -	REVISIED -		71	(121BR)BR	DEWITT	75	62			
PLOT SCALE = 10.0000 ' / IN.		CHECKED -	REVISIED -		SCALE: SHEET NO. 11 OF 14 SHEETS STA. 144+85.00 TO STA. 144+85.00			CONTRACT NO. 70429				
PLOT DATE = 8/17/2009		DATE -	REVISIED -		ILLINOIS FED. AID PROJECT							

DATE	
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FINAL SURVEY	
NOTE BOOK	
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ORIGINAL SURVEY	
NOTE BOOK	
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 PLOT DATE = 8/17/2009

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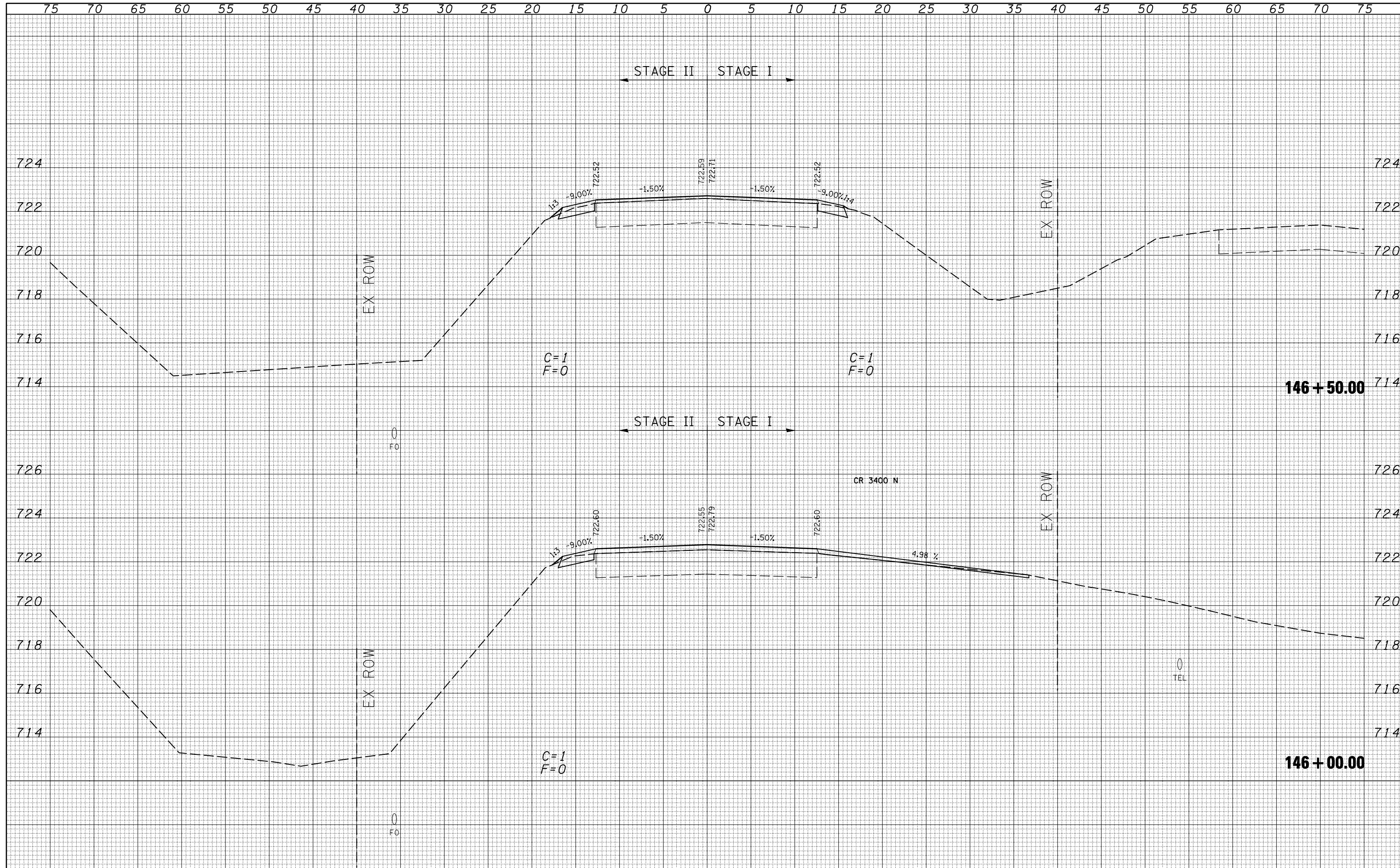
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCALE: SHEET NO. 12 OF 14 SHEETS STA. 145+00.00 TO STA. 145+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	63
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429	

DATE	
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FINAL SURVEY	
NOTE BOOK	
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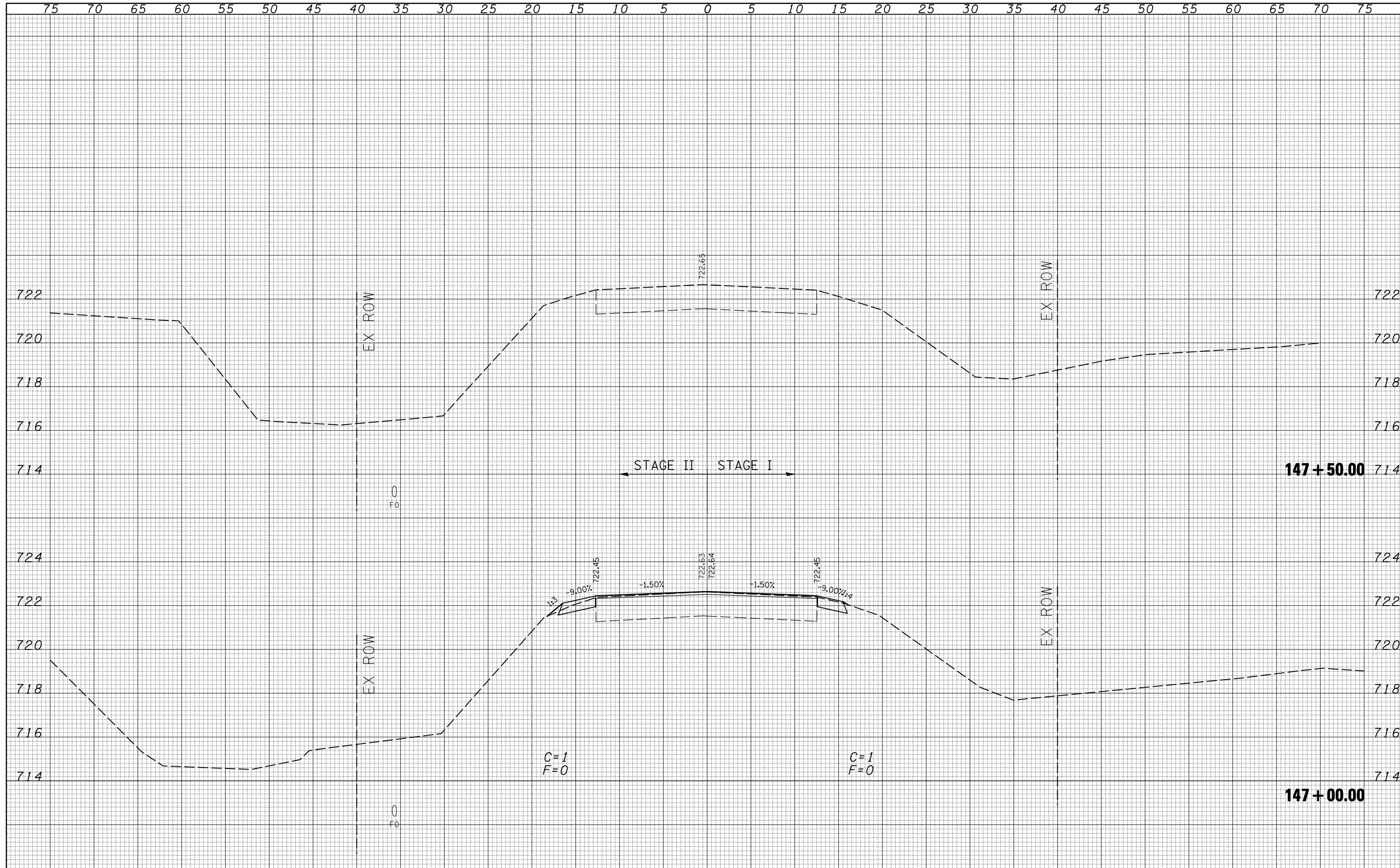
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NOTE BOOK	
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FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-54 OVER SALT CREEK IN WEEDMAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\PWIDOT\STULTSJW\d0158664\0570429-sh1-11.54-xssht.dgn	DRAWN -	REVISED -	71			(121BR)BR	DEWITT	75	64	
PLOT SCALE = 10.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 70429							
PLOT DATE = 8/17/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
SCALE:						SHEET NO. 13 OF 14 SHEETS	STA. 146+00.00	TO STA. 146+50.00		

BY	DATE
FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED

BY	DATE
ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED



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PLOT DATE = 8/17/2009		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

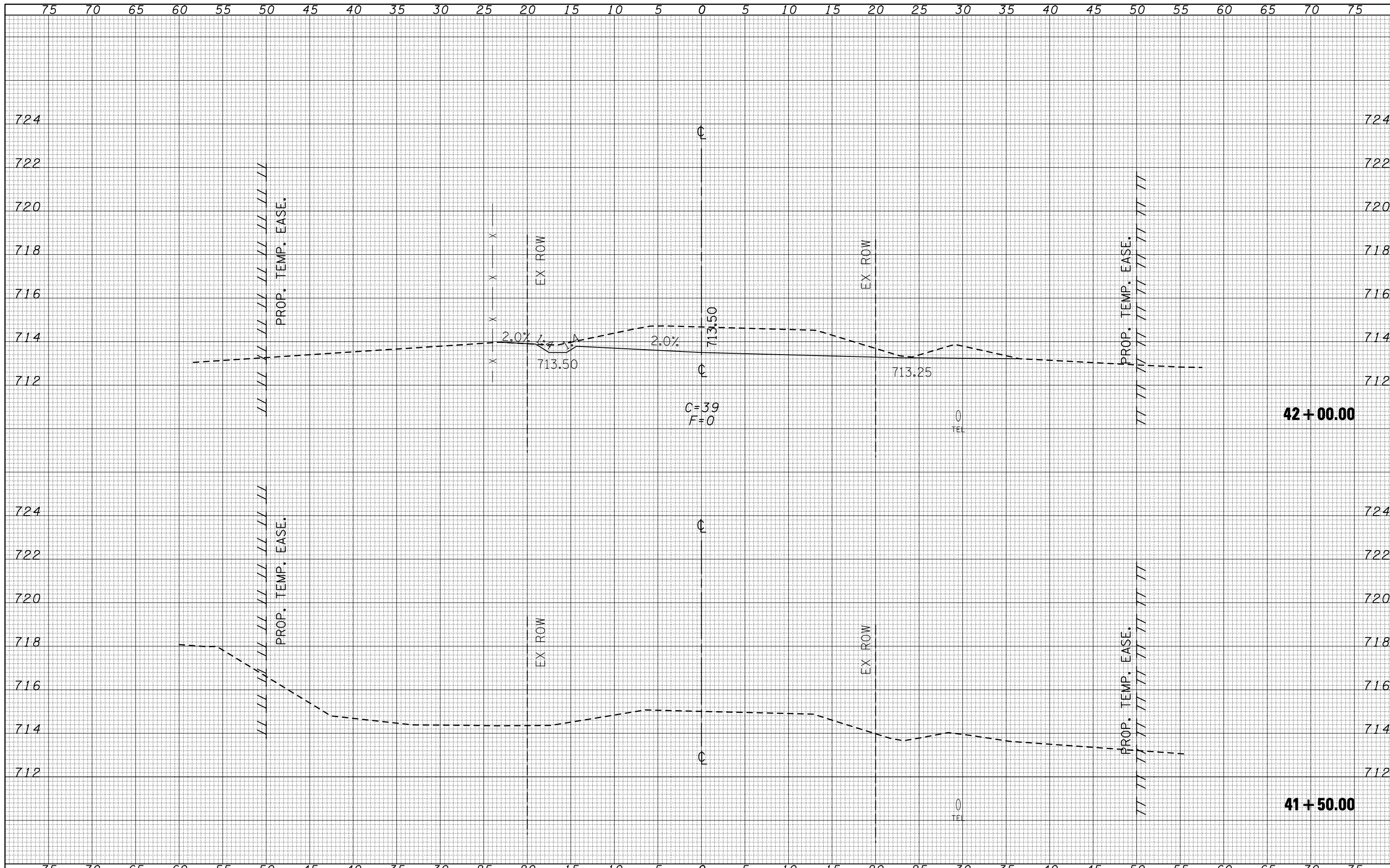
IL-54 OVER SALT CREEK IN WEEDMAN

SCALE: SHEET NO. 14 OF 14 SHEETS STA. 147+00.00 TO STA. 147+50.00

F.A.P. RTE. 71	SECTION (121BR)BR	COUNTY DEWITT	TOTAL SHEETS 75	SHEET NO. 65
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429	

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

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



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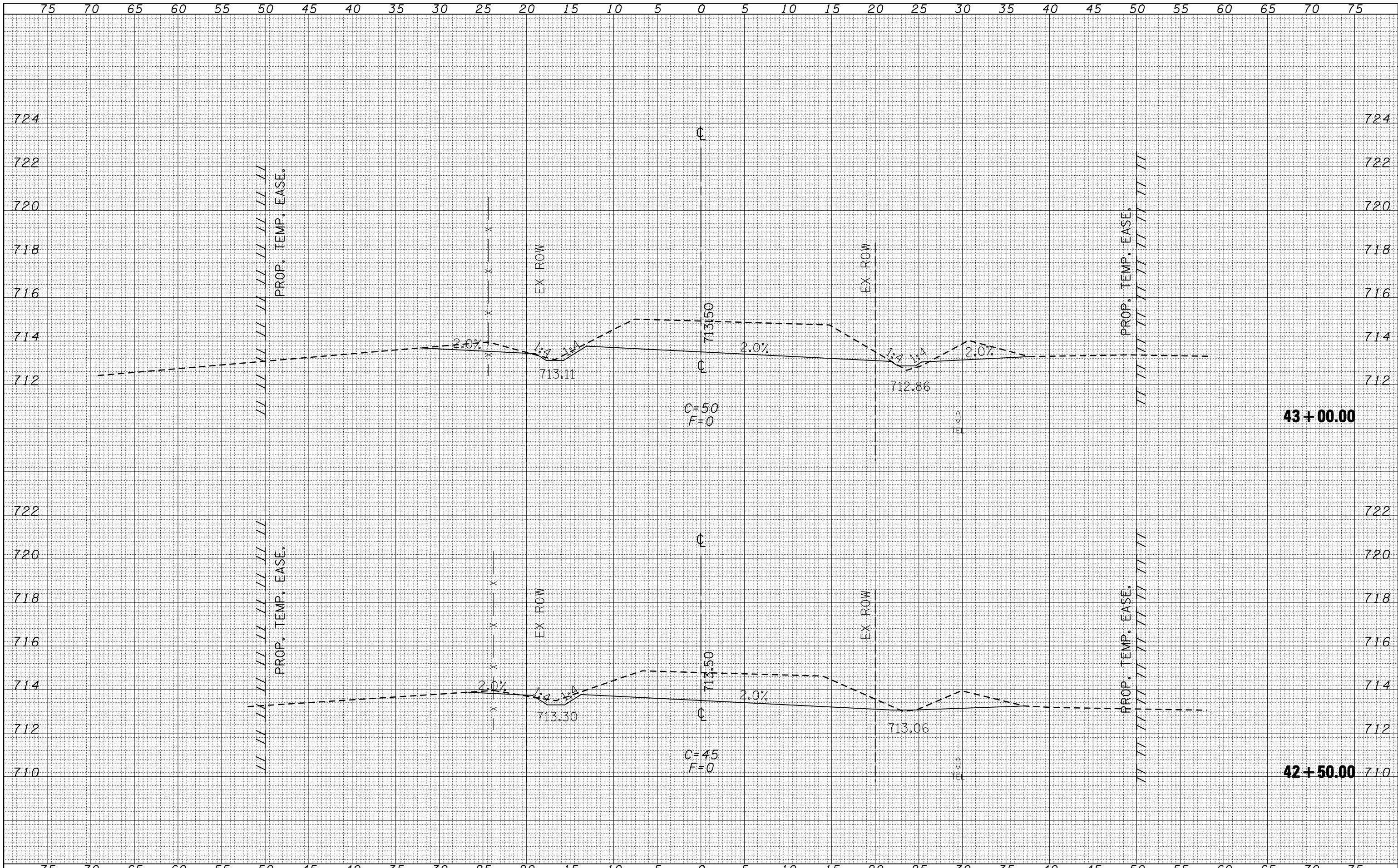
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL-54 OVER SALT CREEK (TOWNSHIP ROAD REMOVAL)

SCALE: SHEET NO. 1 OF 10 SHEETS STA. 41+50.00 TO STA. 42+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	66
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70429	



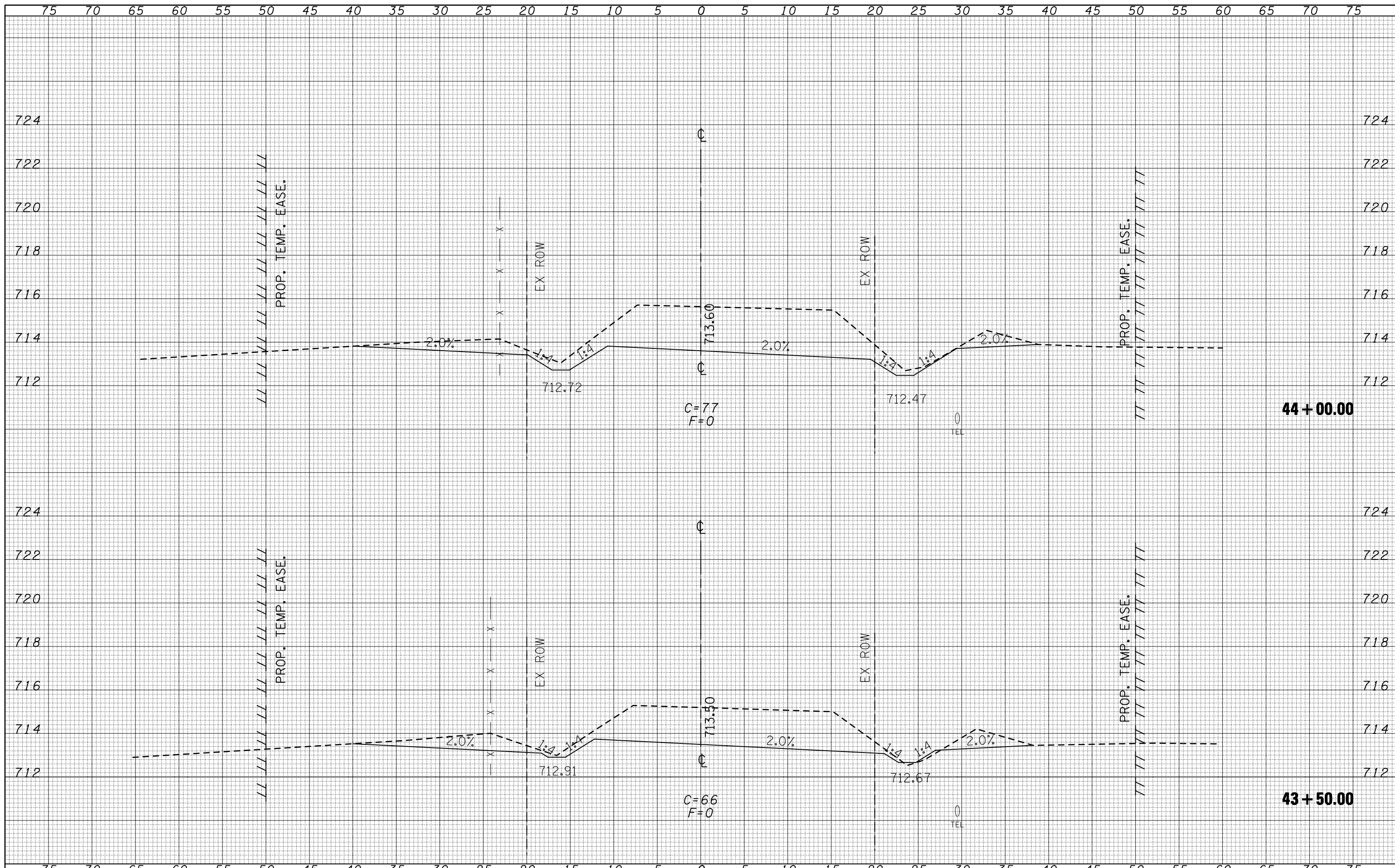
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FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">IL-54 OVER SALT CREEK (TOWNSHIP ROAD REMOVAL)</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\PWIDOT\STULTSJW\d0158664\0570429-shr-TWP_RD-xasht.dgn	DRAWN -	REVISED -	71		(121BR)BR	DEWITT	75	67	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	CONTRACT NO. 70429						
PLOT DATE = 8/17/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
SCALE:			SHEET NO. 2 OF 10 SHEETS		STA. 42+50.00		TO STA. 43+00.00		

BY	DATE
FINL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
	TEMPLATE
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BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
	TEMPLATE
	AREAS
	CHECKED



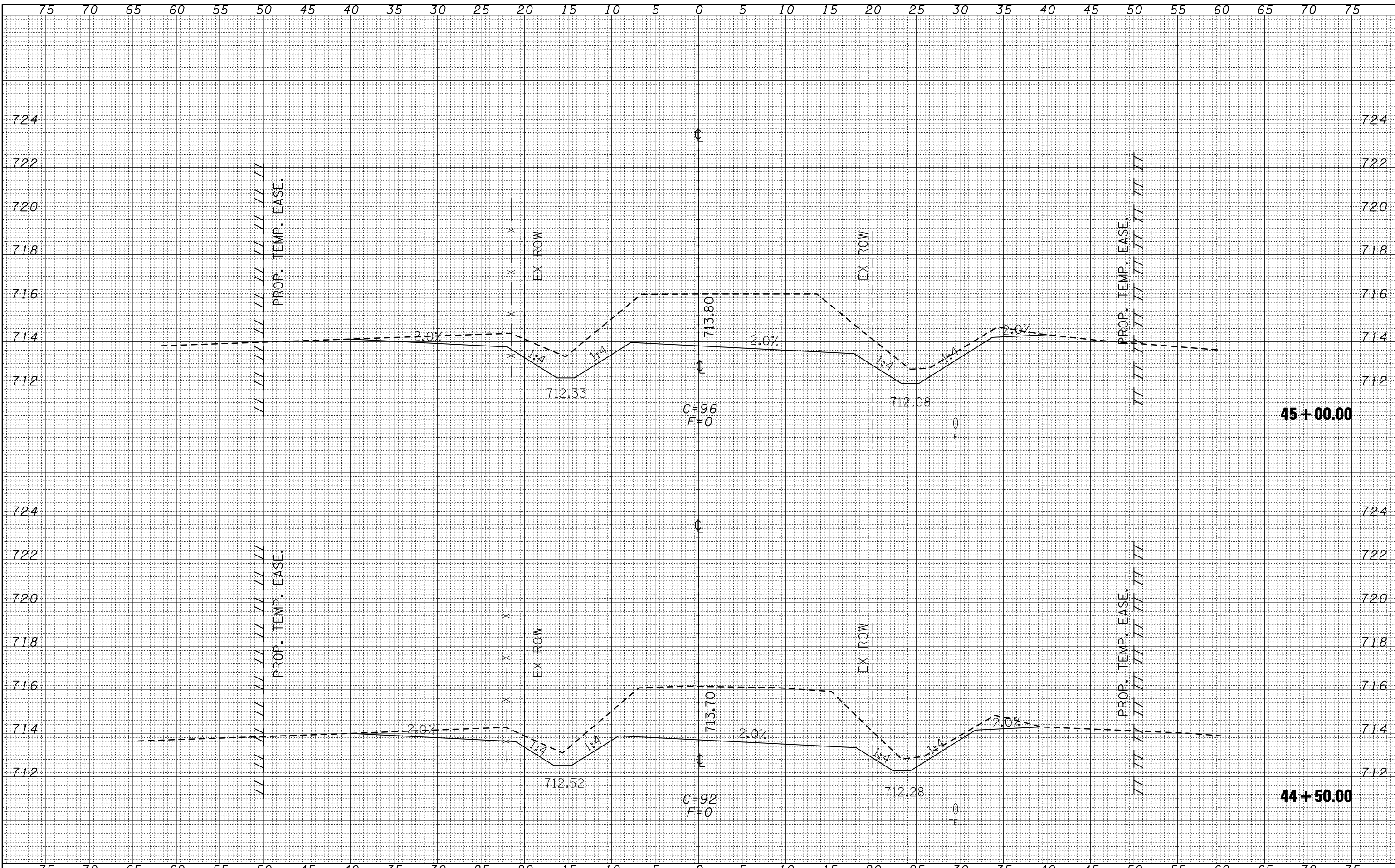
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PLOT DATE = 8/17/2009	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL-54 OVER SALT CREEK (TOWNSHIP ROAD REMOVAL)
SCALE: SHEET NO. 3 OF 10 SHEETS STA. 43+50.00 TO STA. 44+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	68
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70429		



BY	DATE
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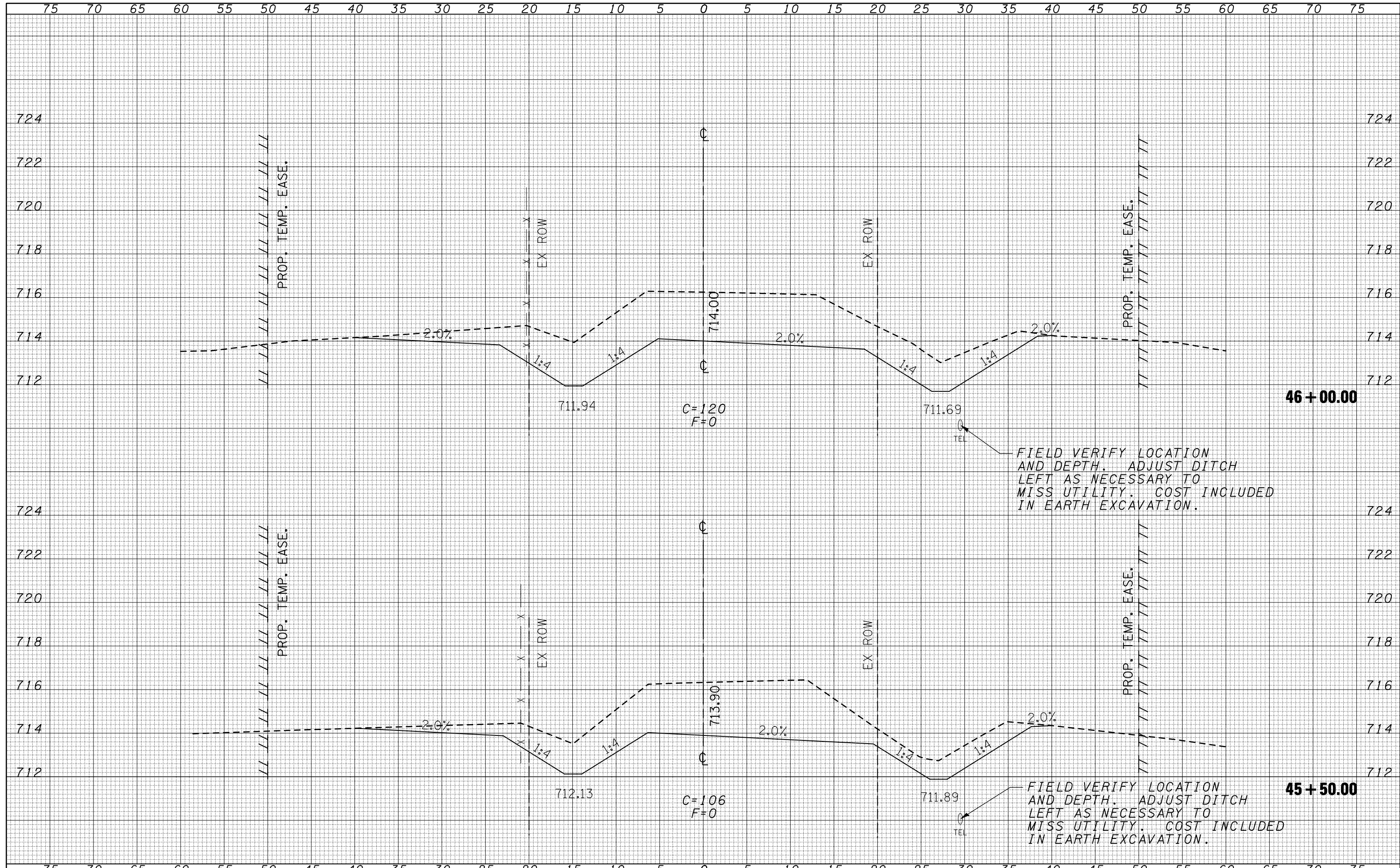
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL-54 OVER SALT CREEK (TOWNSHIP ROAD REMOVAL)
 SCALE: SHEET NO. 4 OF 10 SHEETS STA. 44+50.00 TO STA. 45+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	69
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70429		

DATE	
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FIELD VERIFY LOCATION AND DEPTH. ADJUST DITCH LEFT AS NECESSARY TO MISS UTILITY. COST INCLUDED IN EARTH EXCAVATION.

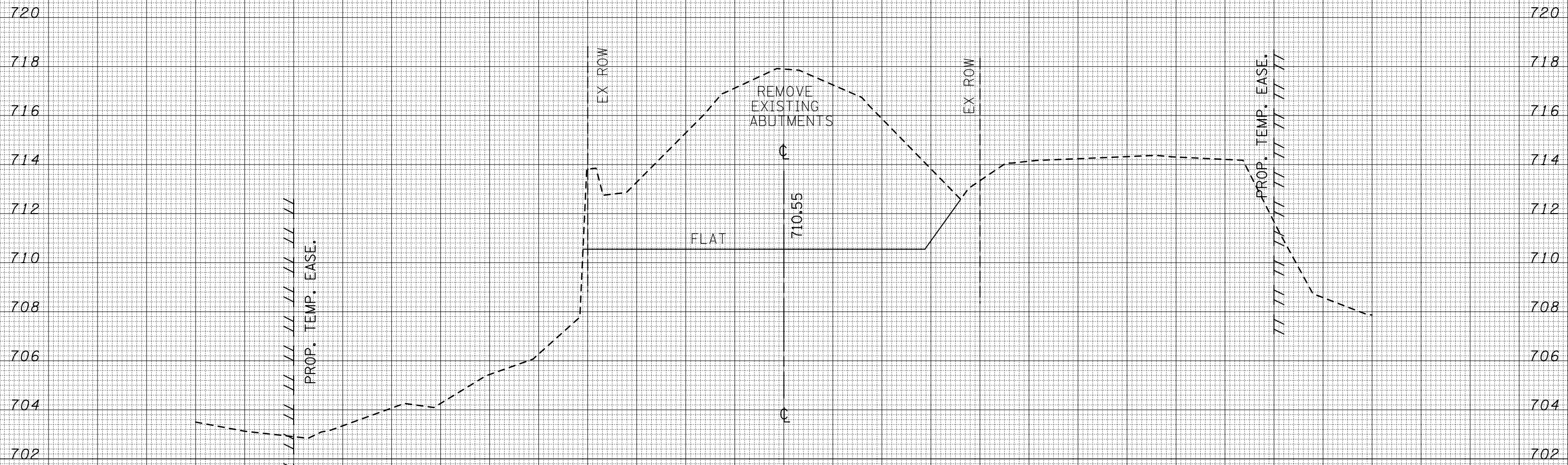
FIELD VERIFY LOCATION AND DEPTH. ADJUST DITCH LEFT AS NECESSARY TO MISS UTILITY. COST INCLUDED IN EARTH EXCAVATION.

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-54 OVER SALT CREEK (TOWNSHIP ROAD REMOVAL)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\PWIDOT\STULTSJW\d0158664\0570429-sh1-TWP_RD-xasht.dgn	DRAWN -	REVISED -	71			(121BR)BR	DEWITT	75	70	
PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -	CONTRACT NO. 70429							
PLOT DATE = 8/17/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
				SCALE:		SHEET NO. 5 OF 10 SHEETS		STA. 45+50.00 TO STA. 46+00.00		

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



46 + 50.00

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 PLOT DATE = 8/17/2009

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL-54 OVER SALT CREEK (TOWNSHIP ROAD REMOVAL)

SCALE: SHEET NO. 6 OF 10 SHEETS STA. 46+50.00 TO STA. 46+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	71
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		CONTRACT NO. 70429	

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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FINAL SURVEY	
NOTE BOOK	
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TEMPLATE	
AREAS CHECKED	
NO.	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	

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PROP. TEMP. EASE.

PROP. TEMP. EASE.

EX ROW

EX ROW

FLAT

REMOVE EXISTING ABUTMENTS

707.80

46+61.00

C=189
F=0

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PLOT DATE = 8/17/2009

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

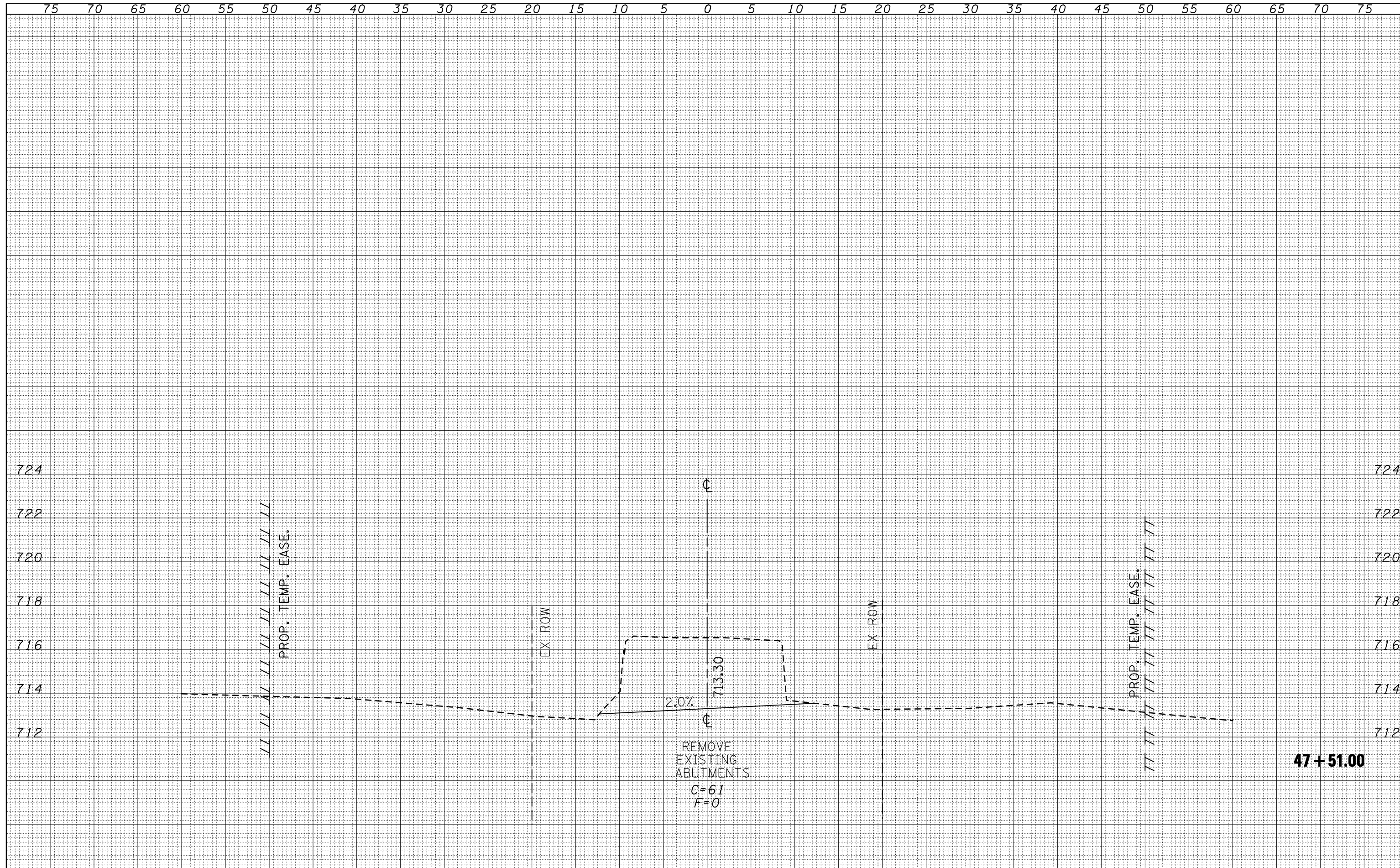
IL-54 OVER SALT CREEK (TOWNSHIP ROAD REMOVAL)

SCALE: SHEET NO. 7 OF 10 SHEETS STA. 46+61.00 TO STA. 46+61.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
71	(121BR)BR	DEWITT	75	72
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		CONTRACT NO. 70429	

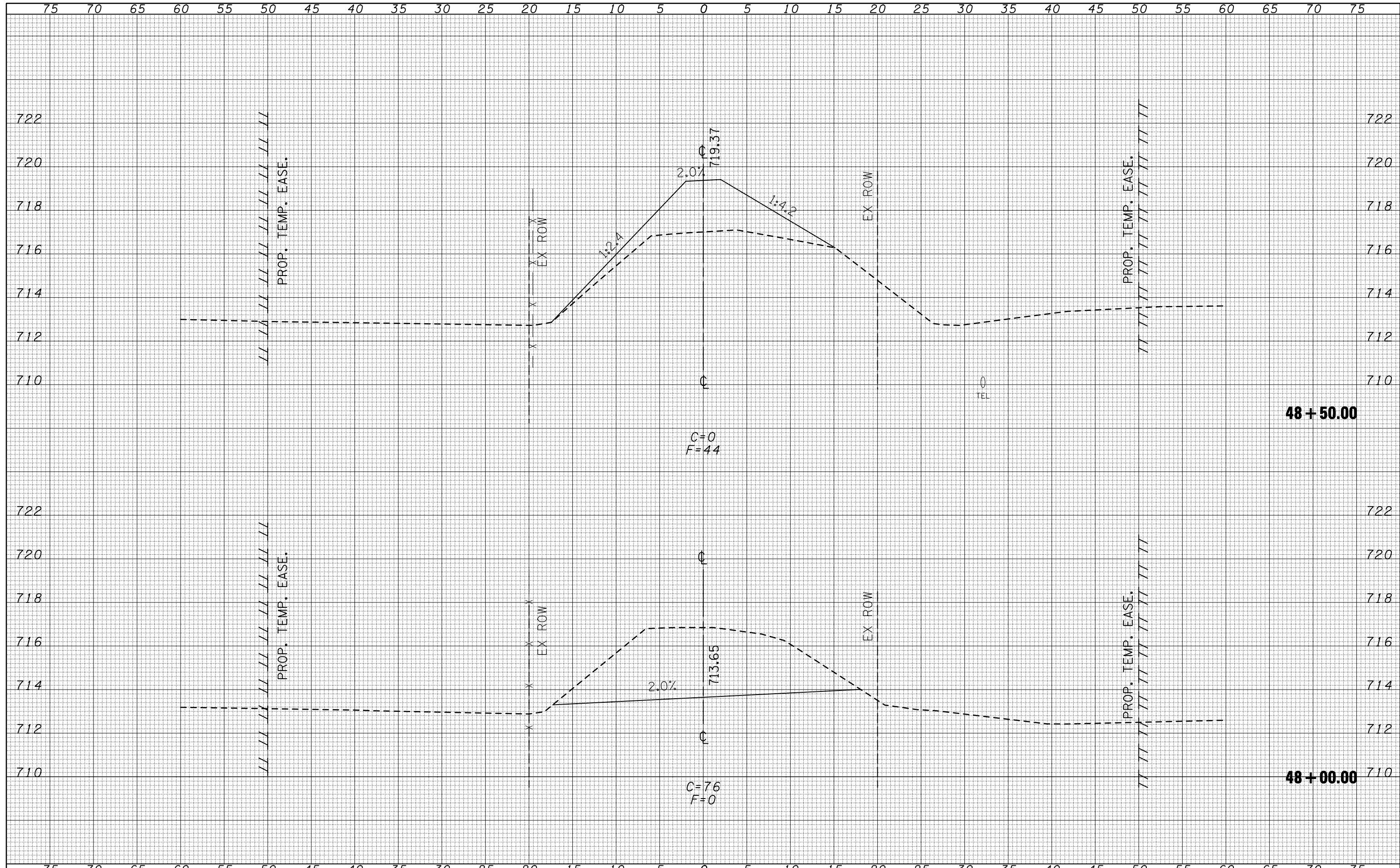
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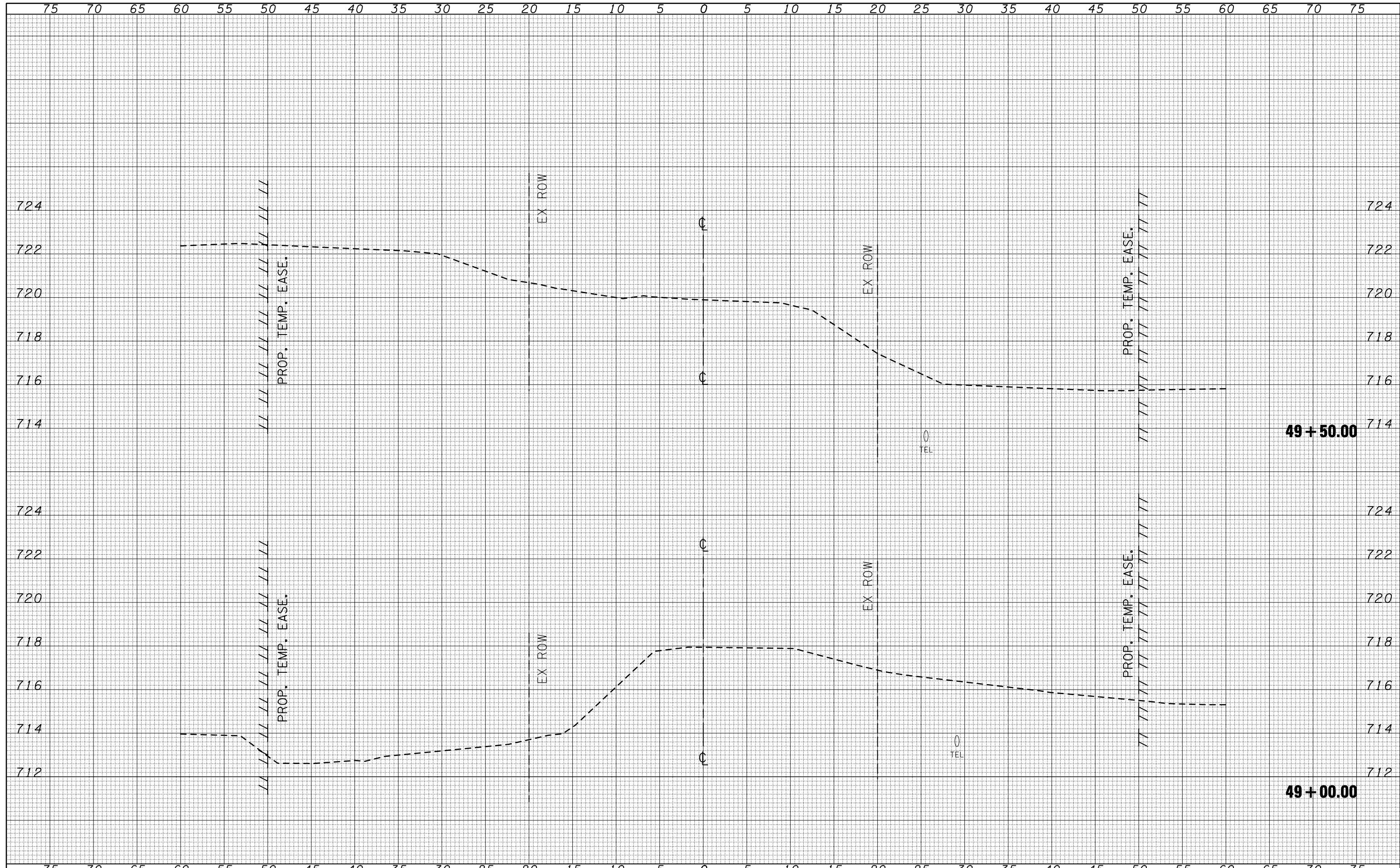


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ca:\pwwork\PWIDOT\STULTS\JW\d0158664\0570429-sh-t-TWP_RD-xsh.t.dgn	DRAWN -	REVISIED -	71			(121BR)BR	DEWITT	75	74	
PLOT SCALE = 10.0000' / IN.	CHECKED -	REVISIED -	CONTRACT NO. 70429							
PLOT DATE = 8/17/2009	DATE -	REVISIED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
SCALE:		SHEET NO. 9 OF 10 SHEETS		STA. 48+00.00 TO STA. 48+50.00						

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

BY	DATE

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FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISD -
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		DATE -	REVISD -
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			
IL-54 OVER SALT CREEK (TOWNSHIP ROAD REMOVAL)		SCALE:	SHEET NO. 10 OF 10 SHEETS
49+00.00		STA. 49+00.00	TO STA. 49+50.00
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
71	(121BR)BR	DEWITT	75
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO.	70429

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75