

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	1
FED. ROAD DIST. NO. 5	ILLINOIS	CONTRACT NO. 70609		

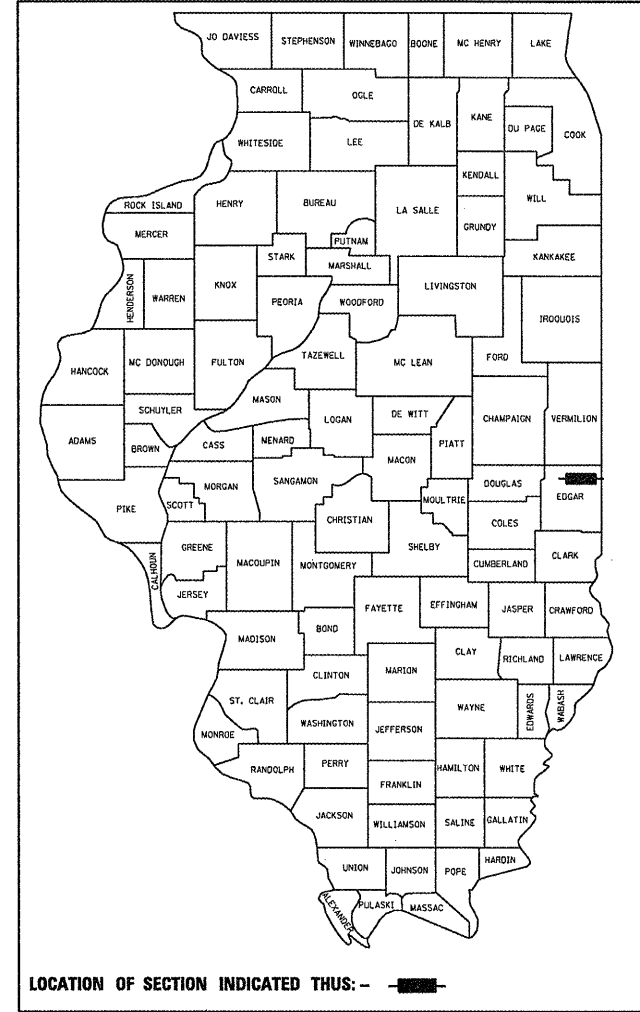
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 323 (US 36)
SECTION 150BR-1
PROJECT ACNHF-0323(029)
BRIDGE REHABILITATION
EDGAR COUNTY

SALT FORK CREEK 3.0 MI. W. OF INDIANA STATE LINE
C-95-123-06

D-95-123-06



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 8/9 20 11
Jessie A. Coe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Oct 14 20 11
Scott E. Stult P.E.
actg ENGINEER OF DESIGN AND ENVIRONMENT

Oct 14 20 11
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

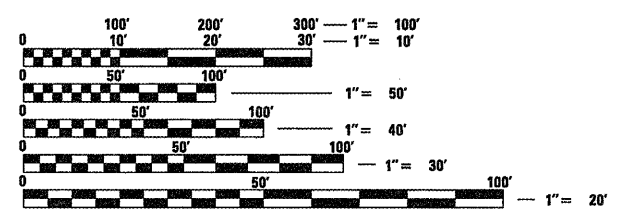
BLANK, WESSELINK, COOK & ASSOCIATES
ENGINEERS - CONSULTANTS
DECATUR, ILLINOIS



Charles W. Guthrie, Jr.
CHARLES W. GUTHRIE, JR., P.E.
DATE July 7 20 11
EXPIRES NOVEMBER 30, 2011

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OF THE STATE OF ILLINOIS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 3



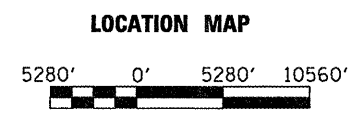
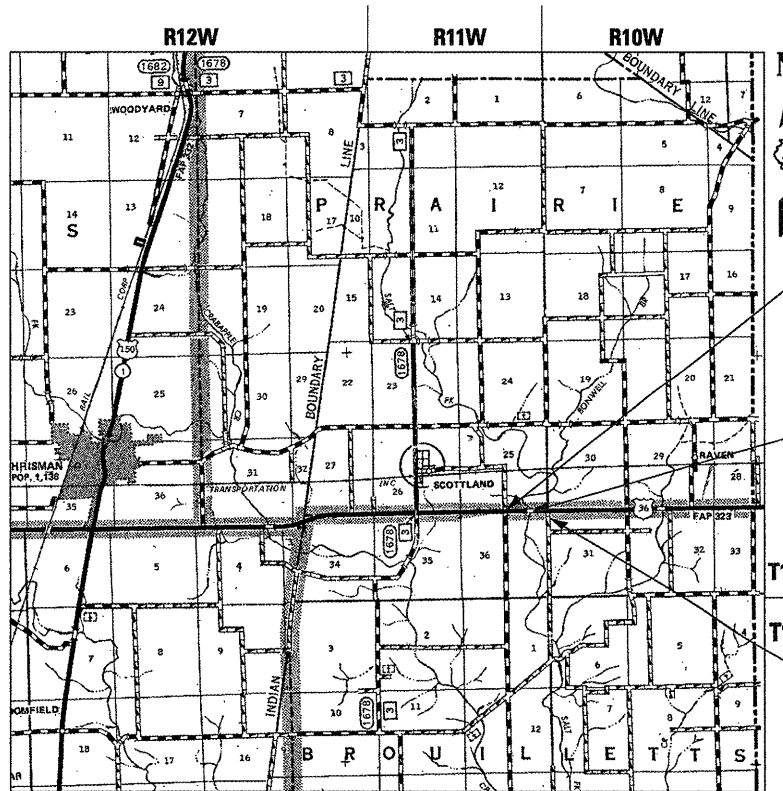
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

OTHER PRINCIPAL ARTERIAL
ADT = 950 (2010)
SU = 6.1%, MU = 16.6%
PC = 77.3%

J.U.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123 PRAIRIE, BROUILLETTS TWP. - EDGAR CO.
OR 811

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

CONTRACT NO. 70609



GROSS/NET LENGTH = 331.39 FT. = .063 MILE

PROPOSED IMPROVEMENT BEGINS
STA. 1944 + 11.11

PROPOSED SUPERSTRUCTURE REPLACEMENT
SN 023-0025
STATION 1945 + 28.00 (US 36)
3-SPANS @ 130'-1" B-B ABUTS.
33'-0" REINF. CONC. DECK
SKEW = 0 DEGREES

PROPOSED IMPROVEMENT ENDS
STA. 1947 + 42.50

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

INDEX OF SHEETS

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HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 482011-03 HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
- 515001-03 NAME PLATE FOR BRIDGES
- 630001-09 STEEL PLATE BEAM GUARDRAIL
- 630301-05 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631032-06 TRAFFIC BARRIER TERMINAL, TYPE 6A
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 667101-01 PERMANENT SURVEY MARKERS
- 701006-03 OFF-ROAD OPERATIONS, 2L, 2W, 4.5M (15') TO 600MM (24") FROM PAVEMENT EDGE
- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701321-11 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-06 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

1. 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.
2. G.N. 100A
ELECTRONIC FILES AND/OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.
3. G.N. 105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN DATUM OF 1988 (NAVD 88).
4. 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.
5. 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.
6. G.N. 280
TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED DISTURBED EARTH 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 AT THE TIME OF THEIR COMPLETION.
7. 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.
8. G.N.-406F
THIS JOB INCLUDES LEVELING BINDER OF 1-1/4 INCHES OR GREATER THICKNESS. LOCATIONS OF LEVELING BINDER EQUAL TO OR GREATER THAN 1-1/4 INCHES IN THICKNESS ARE AS FOLLOWS:

MAINLINE

THE ABOVE LIST MAY NOT BE ALL INCLUSIVE DUE TO CONSTRUCTION VARIATIONS, VARIATIONS BETWEEN PLOTTED CROSS-SECTIONS, OR OTHER REASONS. ALL APPLICABLE REQUIREMENTS OF SECTION 406 OF THE STANDARD SPECIFICATIONS WILL BE ENFORCED FOR ALL LEVELING BINDER CONSTRUCTED 1-1/4 INCHES OR THICKER.
9. GN. 406H
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

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

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

11. G.N.-609
PRIOR TO ROUTING TRAFFIC ONTO THE SHOULDERS AS SHOWN IN THE STAGING PLANS, THE CONTRACTOR SHALL SECURE THE GRATINGS ON SHOULDER INLETS AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.
12. G.N.-703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).
13. 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).
14. G.N. 1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.
15. G.N. 70038
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

THERE ARE NO COMMITMENTS FOR THIS PROJECT.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES			
SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	2
CONTRACT NO. 70609				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY RURAL TWO-LANE ROADWAY 80% FEDERAL 20% STATE 0014
20100100	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	214
20200100	EARTH EXCAVATION	CU YD	20
20300100	CHANNEL EXCAVATION	CU YD	45
20400800	FURNISHED EXCAVATION	CU YD	460
25000210	SEEDING, CLASS 2A	ACRE	0.50
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	45
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45
25100630	EROSION CONTROL BLANKET	SQ YD	1288
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50
28000400	PERIMETER EROSION BARRIER	FOOT	990
28100107	STONE RIPRAP, CLASS A4	SQ YD	431
28200200	FILTER FABRIC	SQ YD	431
3101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	134
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	107
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	28
40600990	TEMPORARY RAMP	SQ YD	91
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	46
44004250	PAVED SHOULDER REMOVAL	SQ YD	476
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	57
48203100	HOT-MIX ASPHALT SHOULDERS	TON	32
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1
50102400	CONCRETE REMOVAL	CU YD	3.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	4.5
50300260	BRIDGE DECK GROOVING	SQ YD	472
50300300	PROTECTIVE COAT	SQ YD	485
50400405	PRECAST PRESTRESSED CONCRETE DECK BEAMS (21" DEPTH)	SQ FT	4179
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	6560
50800515	BAR SPLICERS	EACH	136
50901050	STEEL RAILING, TYPE SM	FOOT	254
51500100	NAME PLATES	EACH	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	73
52100520	ANCHOR BOLTS, 1"	EACH	10
58700300	CONCRETE SEALER	SQ FT	634
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	25
60500305	FILLING INLETS	EACH	2

PAY CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY RURAL TWO-LANE ROADWAY 80% FEDERAL 20% STATE 0014
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	525.0
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) TANGENT	EACH	4
63200310	GUARDRAIL REMOVAL	FOOT	885
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	5
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	32
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	742
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1053
70400100	TEMPORARY CONCRETE BARRIER	FOOT	437.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	437.5
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	742
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	3
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	13
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
78300100	PAVEMENT MARKING REMOVAL	SQ FT	236
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	5
X0323586	PIPE DRAIN REMOVAL	FOOT	68
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	197
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	465
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	44
Z0002900	BASE COURSE (OPTION)	SO YD	132
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	33
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SO FT	4
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SO YD	472
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0038700	PERMANENT BENCH MARKS	EACH	1

* DENOTES SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

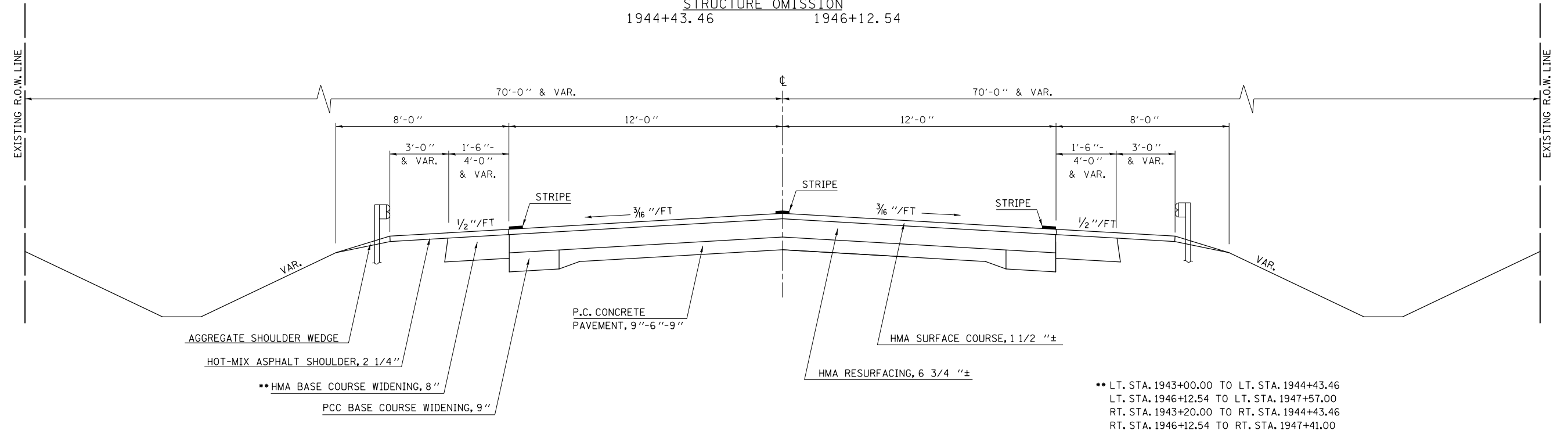
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	3
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70609	

EXISTING TYPICAL CROSS SECTION

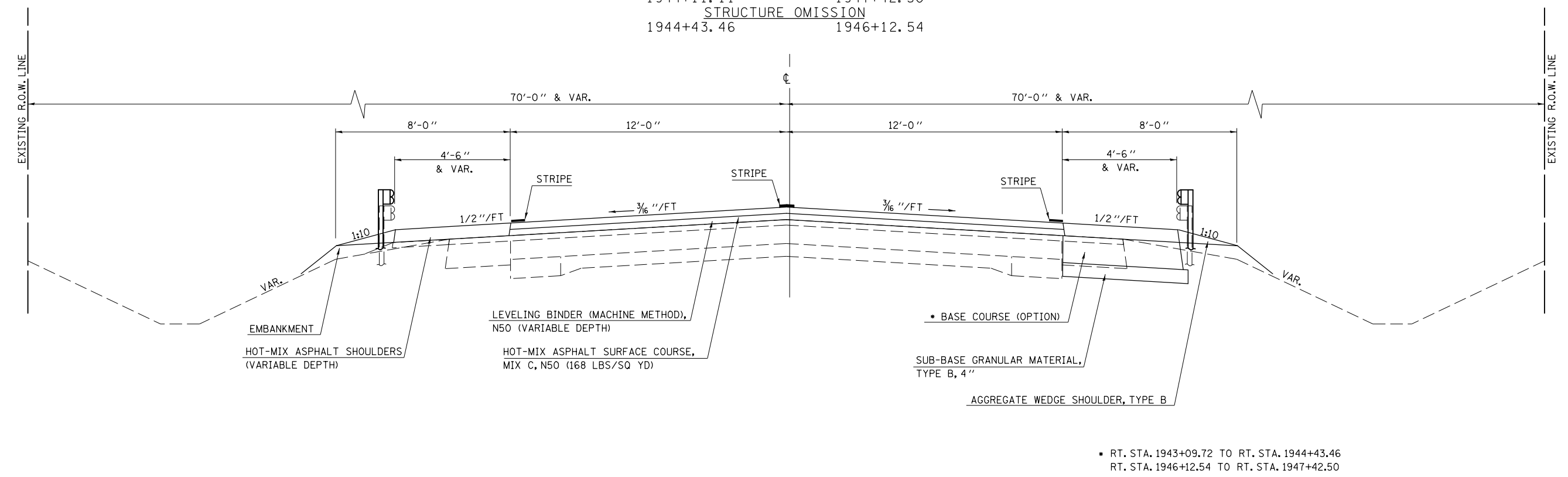
STATION TO STATION
 1942+00.00 1947+59.50
 STRUCTURE OMISSION
 1944+43.46 1946+12.54



•• LT. STA. 1943+00.00 TO LT. STA. 1944+43.46
 LT. STA. 1946+12.54 TO LT. STA. 1947+57.00
 RT. STA. 1943+20.00 TO RT. STA. 1944+43.46
 RT. STA. 1946+12.54 TO RT. STA. 1947+41.00

PROPOSED TYPICAL CROSS SECTION

STATION TO STATION
 1944+11.11 1947+42.50
 STRUCTURE OMISSION
 1944+43.46 1946+12.54



• RT. STA. 1943+09.72 TO RT. STA. 1944+43.46
 RT. STA. 1946+12.54 TO RT. STA. 1947+42.50

DECATUR, ILLINOIS

ENGINEERS - CONSULTANTS

BLANK, WESSELINK, COOK & ASSOCIATES

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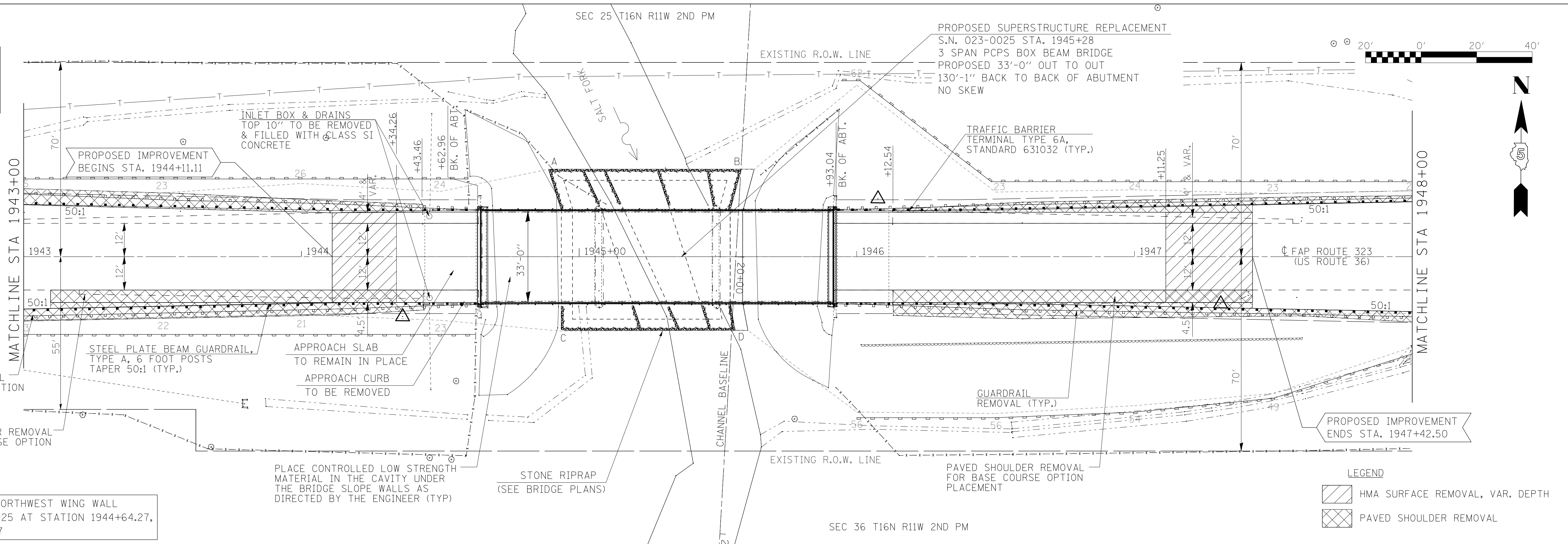
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EXISTING AND PROPOSED TYPICAL SECTION			
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	4
CONTRACT NO. 70609				
ILLINOIS FED. AID PROJECT				

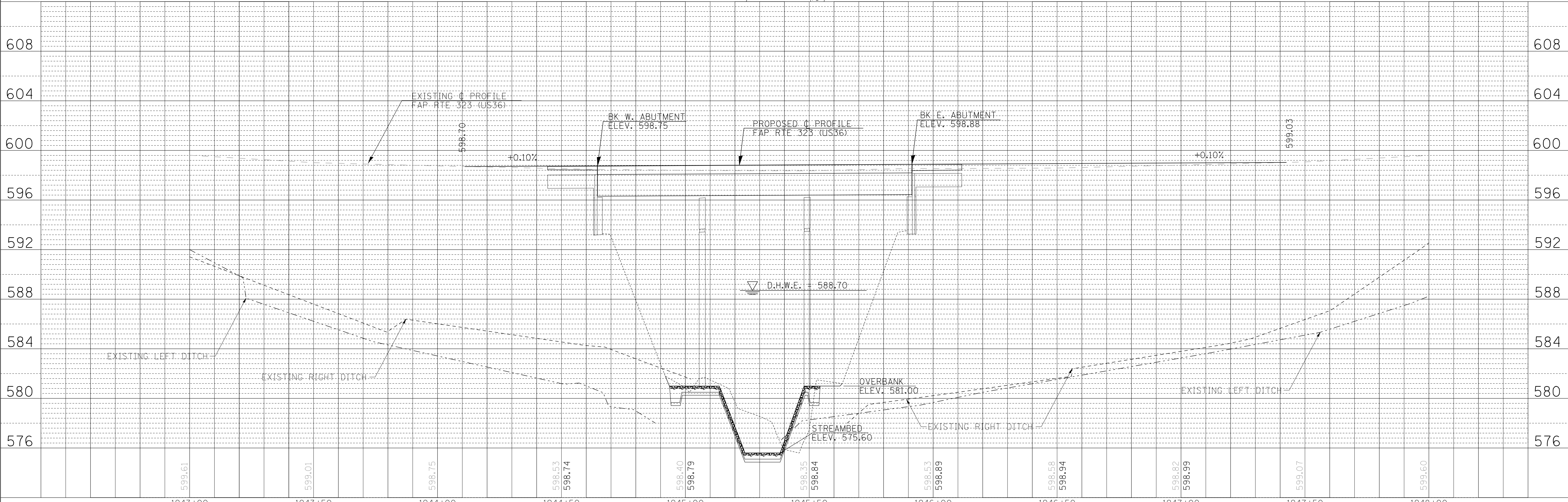
RIPRAP LAYOUT

LOCATION	STATION	OFFSET
A	1944+89	31.5' LT
B	1945+58	31.5' LT
C	1944+94	26.5' RT
D	1945+56	26.5' RT



DATE	BY	SURVEYED	PLANNED
		NOTED	NOTED
		CHECKED	CHECKED
		FILED	FILED

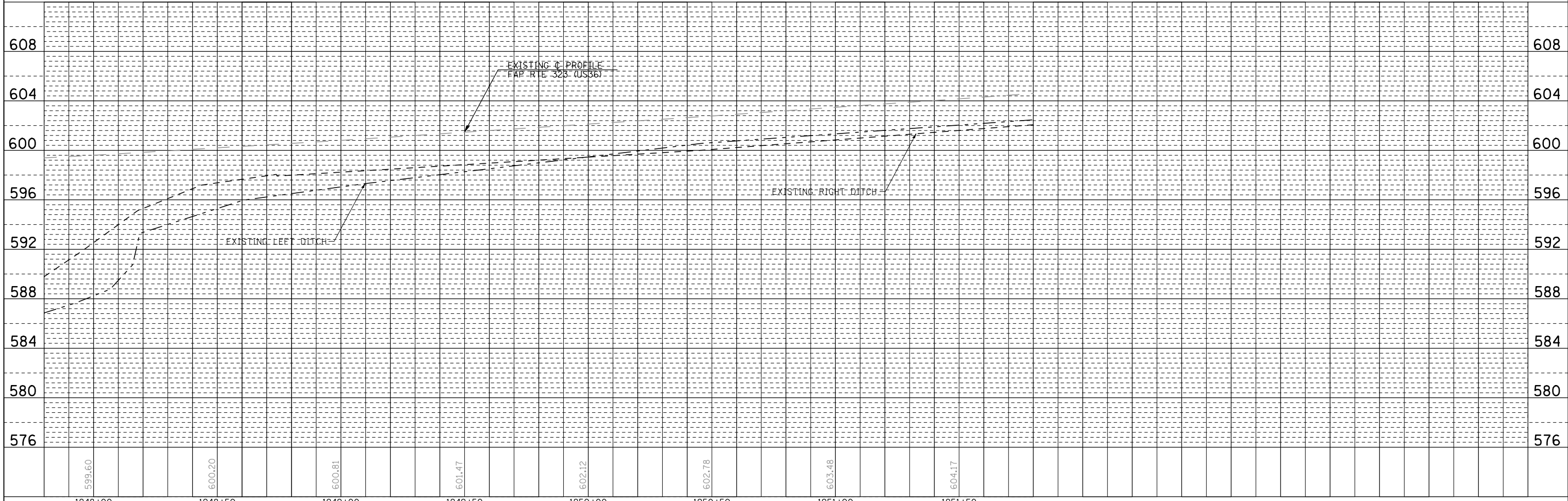
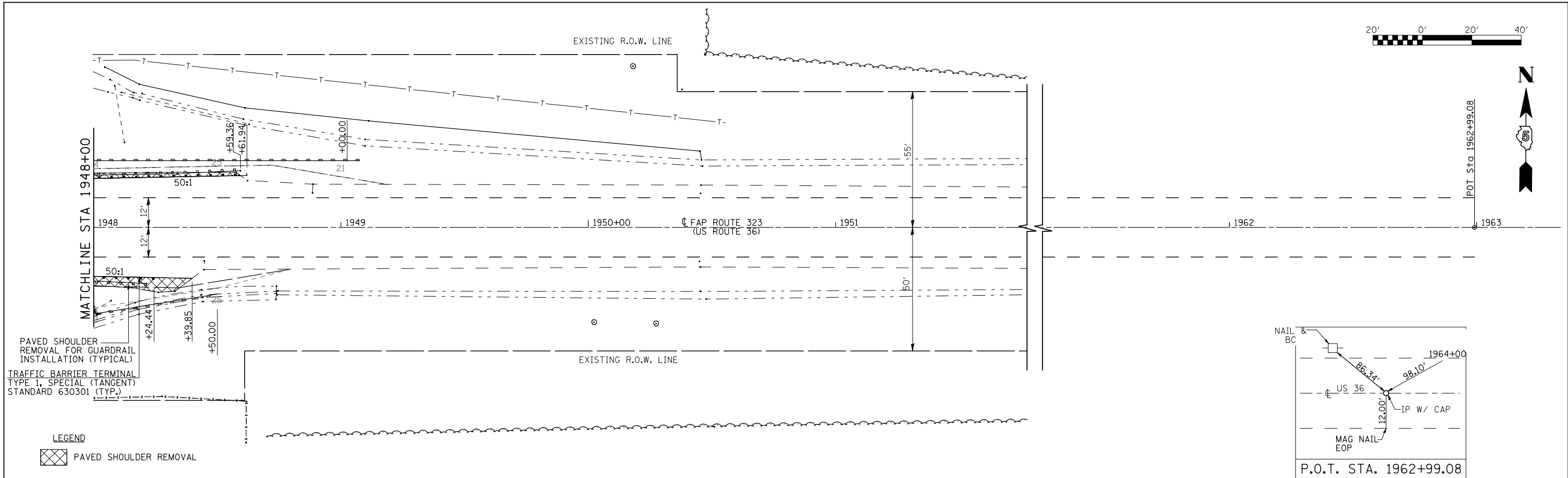
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		NOTED	NOTED
		CHECKED	CHECKED
		FILED	FILED



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		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
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	NOTE BOOK NO.		
	CADD FILE NAME		



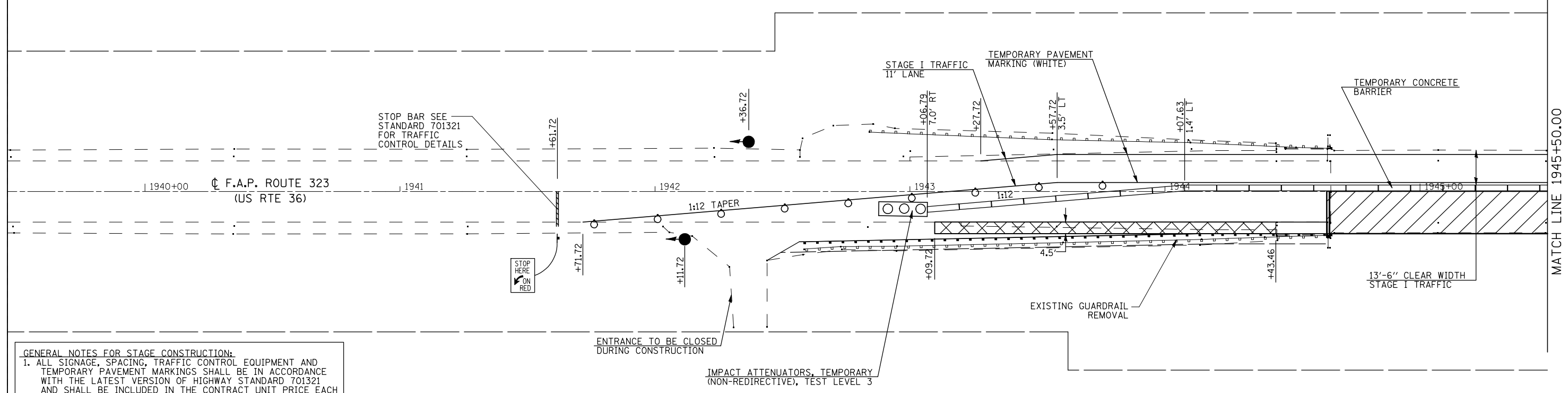
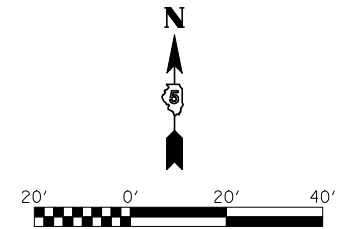
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		CHECKED -	REVISED -			CONTRACT NO. 70609				
		DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

SCALE: SHEET NO. 3 OF 3 SHEETS STA. 1948+00 TO STA. 1953+50

STAGE I TRAFFIC CONTROL

STAGE I NOTES

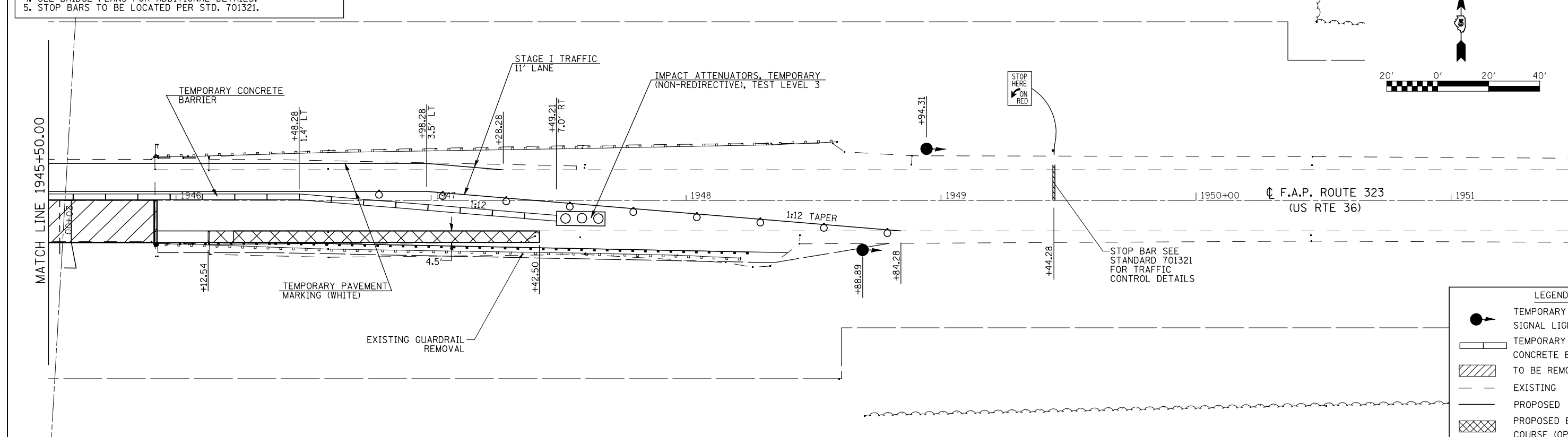
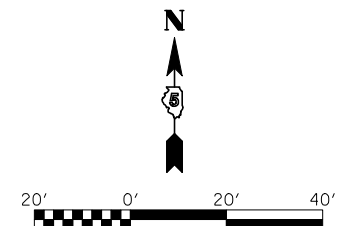
1. ERECT SIGNS, TRAFFIC SIGNALS, TEMPORARY BARRIERS, ETC. ACCORDING TO TRAFFIC CONTROL STANDARD 701321.
2. PLACE TEMPORARY PAVEMENT MARKING LINE TO ALLOW FOR A 11'-0" TRAFFIC LANE. REMOVE ANY CONFLICTING STRIPING.
3. REMOVE THE STAGE I PORTION OF THE EXISTING STRUCTURE, PAVEMENT AND GUARDRAIL.
4. CONSTRUCT THE STAGE I PORTION OF THE NEW BRIDGE AND TEMPORARY RAMPS.
5. CONSTRUCT BASE COURSE (OPTION) FOR STAGE II TRAFFIC.
6. CONSTRUCT EARTH EMBANKMENT, PLACE AGGREGATE SHOULDER, AND INSTALL GUARDRAIL.



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.

STAGE I TRAFFIC CONTROL



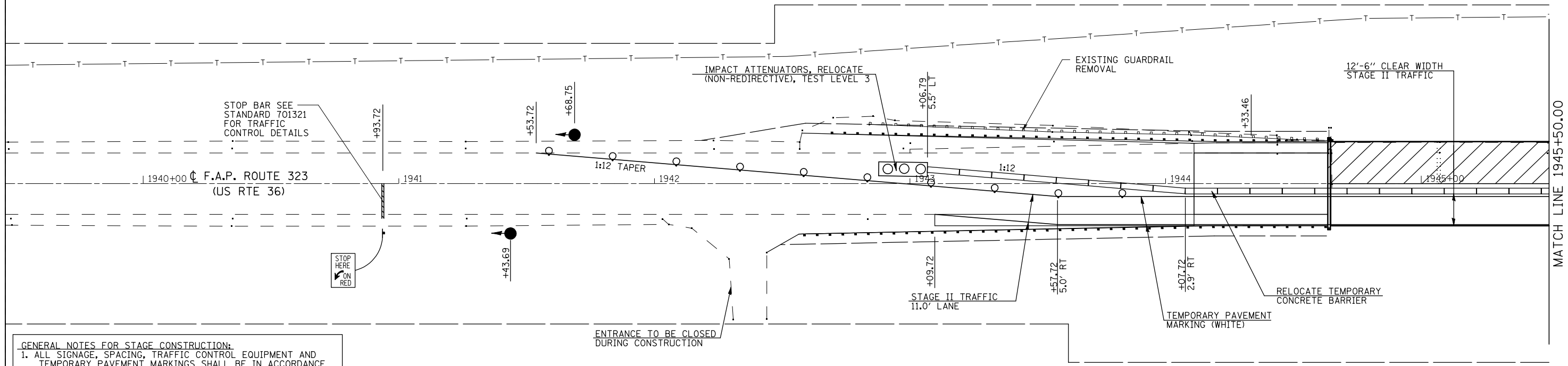
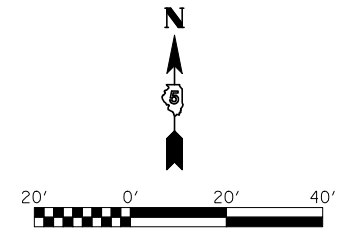
LEGEND	
	TEMPORARY SIGNAL LIGHT
	TEMPORARY CONCRETE BARRIER
	TO BE REMOVED
	EXISTING
	PROPOSED
	PROPOSED BASE COURSE (OPTION)

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I CONSTRUCTION			F.A.P. RTE. 323	SECTION 150BR-1	COUNTY EDGAR	TOTAL SHEETS 48	SHEET NO. 9
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 70609			
	PLOT DATE = #DATE#	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

STAGE II TRAFFIC CONTROL

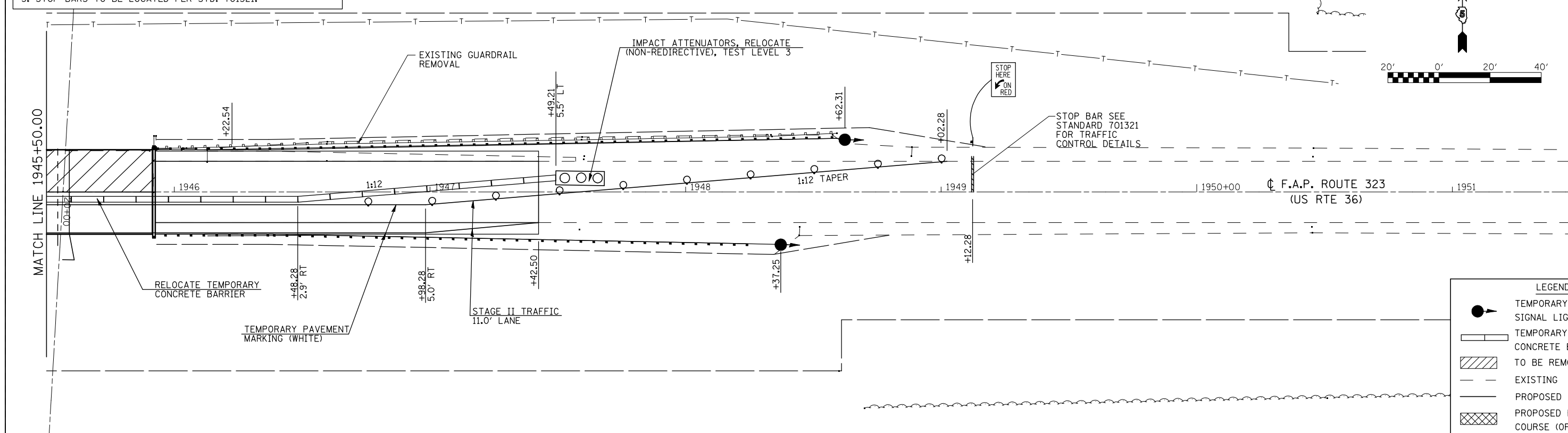
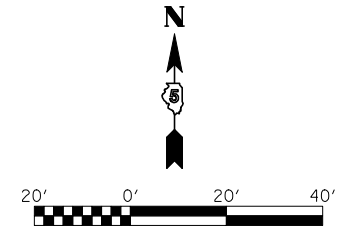
STAGE II NOTES

1. RELOCATE SIGNS, TEMPORARY BARRIERS, ETC IN ACCORDANCE WITH TRAFFIC CONTROL STANDARD 701321 AND AS SHOWN ON THIS PLAN.
2. PLACE TEMPORARY PAVEMENT MARKING LINE TO ALLOW FOR A 11'-0" DRIVING LANE. REMOVE ANY CONFLICTING STRIPING.
3. REMOVE THE STAGE II PORTION OF THE EXISTING STRUCTURE, PAVEMENT, GUARDRAIL AND PAVED SHOULDER.
4. CONSTRUCT THE STAGE II PORTION OF THE NEW BRIDGE AND TEMPORARY RAMPS.
5. CONSTRUCT EARTH EMBANKMENT, PLACE AGGREGATE SHOULDER, AND INSTALL GUARDRAIL.
6. REMOVE TEMPORARY BARRIERS, SIGNALS, WORK ZONE PAVEMENT MARKING, AND SIGNS ASSOCIATED WITH TRAFFIC CONTROL STANDARD 701321.
7. RESURFACE ROADWAY UTILIZING TRAFFIC CONTROL STANDARD 701201.
8. PLACE SEEDING.



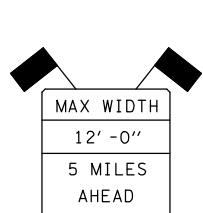
- GENERAL NOTES FOR STAGE CONSTRUCTION:**
1. ALL SIGNAGE, SPACING, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF HIGHWAY STANDARD 701321 AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
 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.

STAGE II TRAFFIC CONTROL

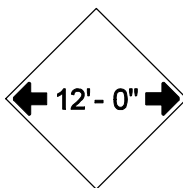


LEGEND	
	TEMPORARY SIGNAL LIGHT
	TEMPORARY CONCRETE BARRIER
	TO BE REMOVED
	EXISTING
	PROPOSED
	PROPOSED BASE COURSE (OPTION)

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II CONSTRUCTION			F.A.P. RTE. 323	SECTION 150BR-1	COUNTY EDGAR	TOTAL SHEETS 48	SHEET NO. 10
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 70609	
	PLOT DATE = #DATE#	CHECKED -	REVISED -									
		DATE -	REVISED -									



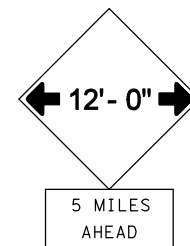
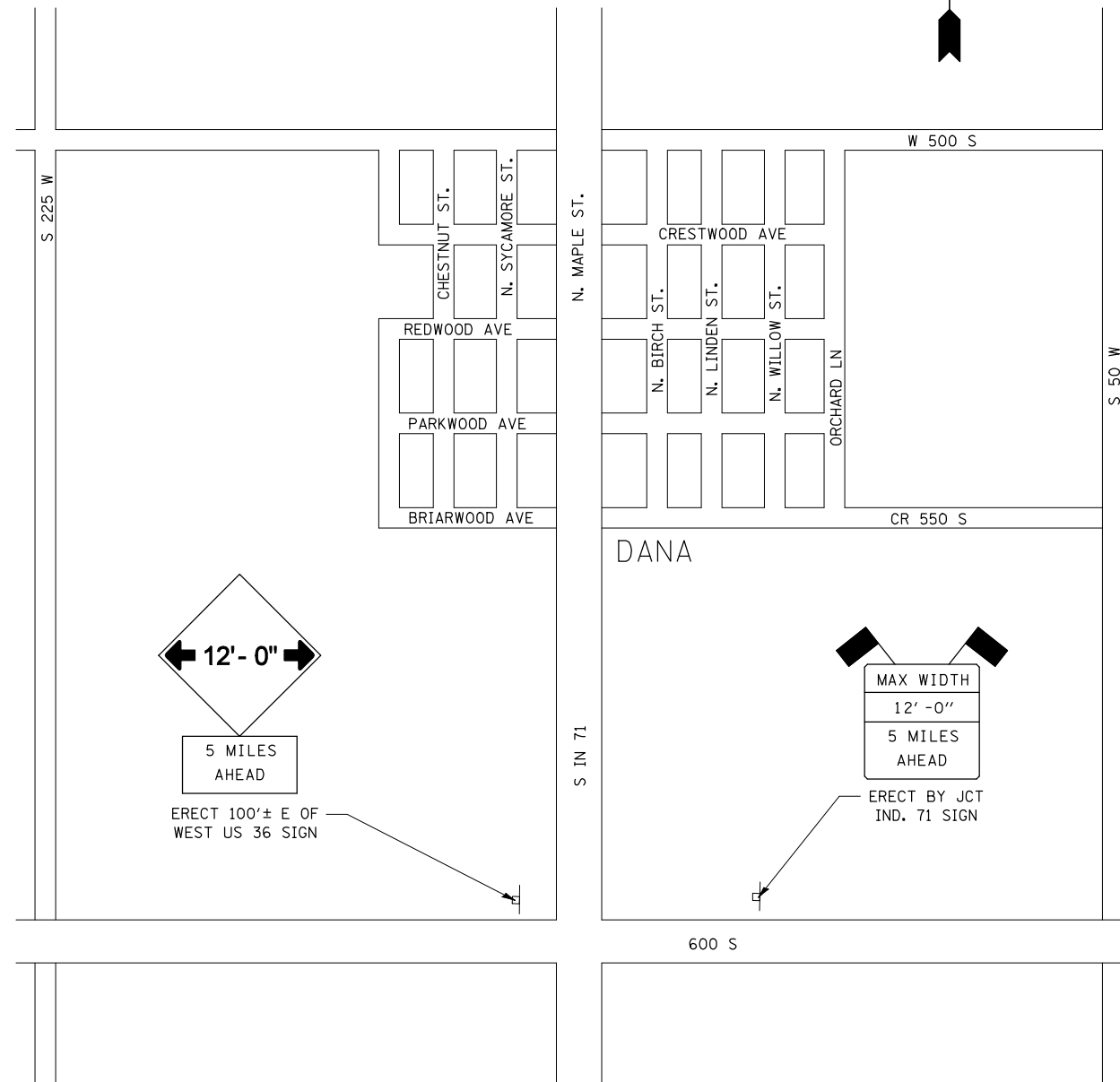
ERECT BY JCT
US 150/ILL 1 SIGNS



5 MILES
AHEAD

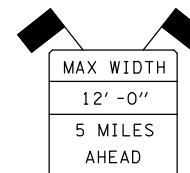
ERECT BESIDE
EAST US 36 SIGN

NOTE: STAGE II SIGNS POSTED 11'-0"



5 MILES
AHEAD

ERECT 100'± E OF
WEST US 36 SIGN



ERECT BY JCT
IND. 71 SIGN

CONTRACTOR TO CONTACT INDIANA DEPARTMENT OF
TRANSPORTATION PRIOR TO THE ERECTION OF
MAXIMUM WIDTH SIGNS.

DEBBIE CALDER
PUBLIC INFORMATION DIRECTOR
CRAWFORDSVILLE DISTRICT
765-361-5236

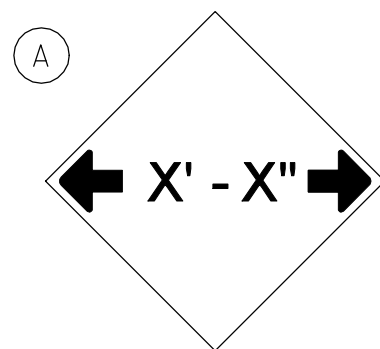
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		DRAWN -	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

**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.
323	150BR-1	EDGAR	48	11
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70609	

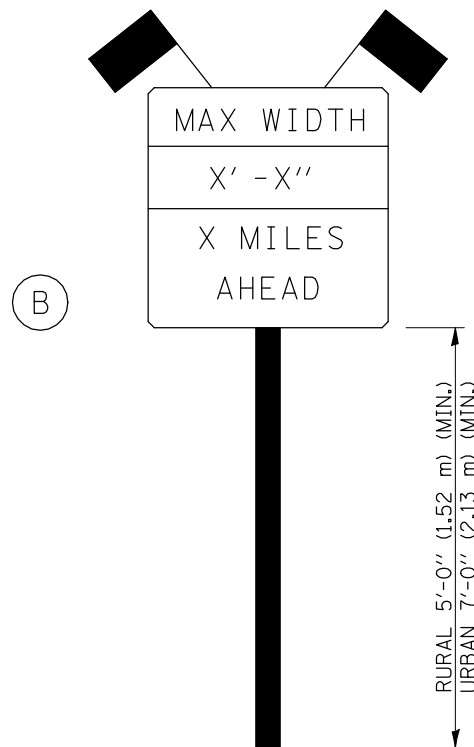


W12-2(0)-48"x48"(1200x1200)

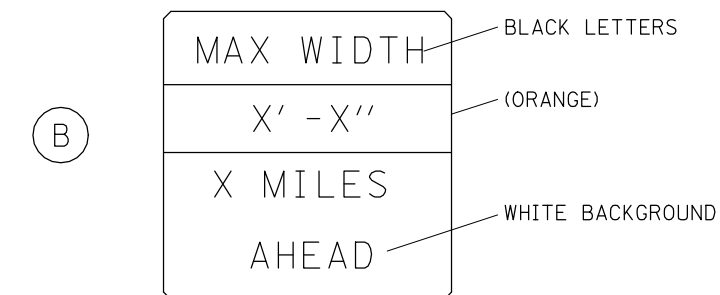
STAGE I 12'-0"
STAGE II 11'-0"

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 12'-0"
STAGE II 11'-0"

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 = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED - 11/06
		DRAWN -	REVISED - 05/08
	PLOT SCALE = *SCALE*	CHECKED -	REVISED - 10/08 - KJT
	PLOT DATE = *DATE*	DATE -	REVISED - 7/09 - KJT

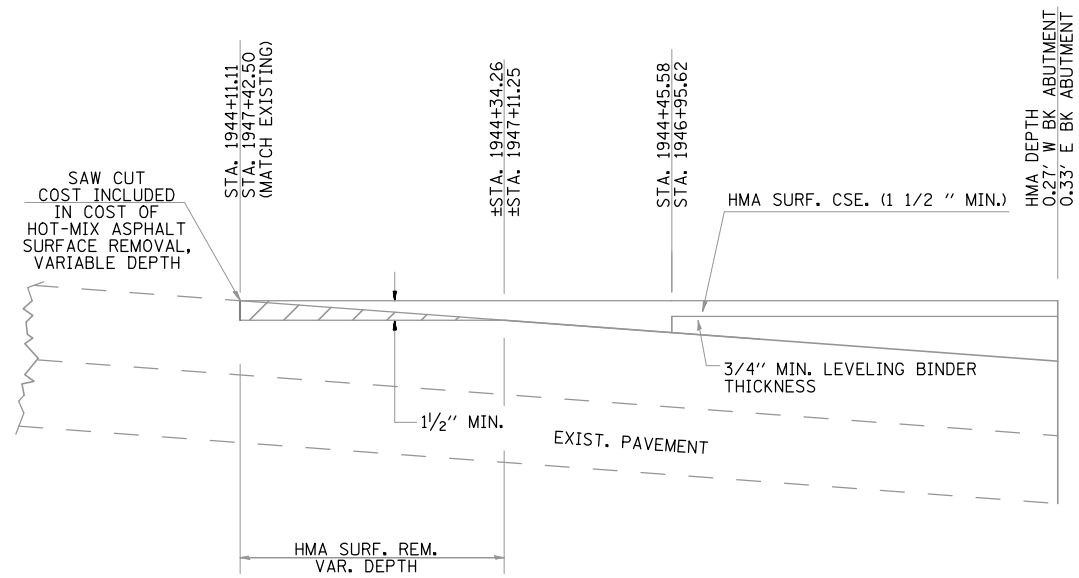
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WIDTH RESTRICTION SIGNING

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

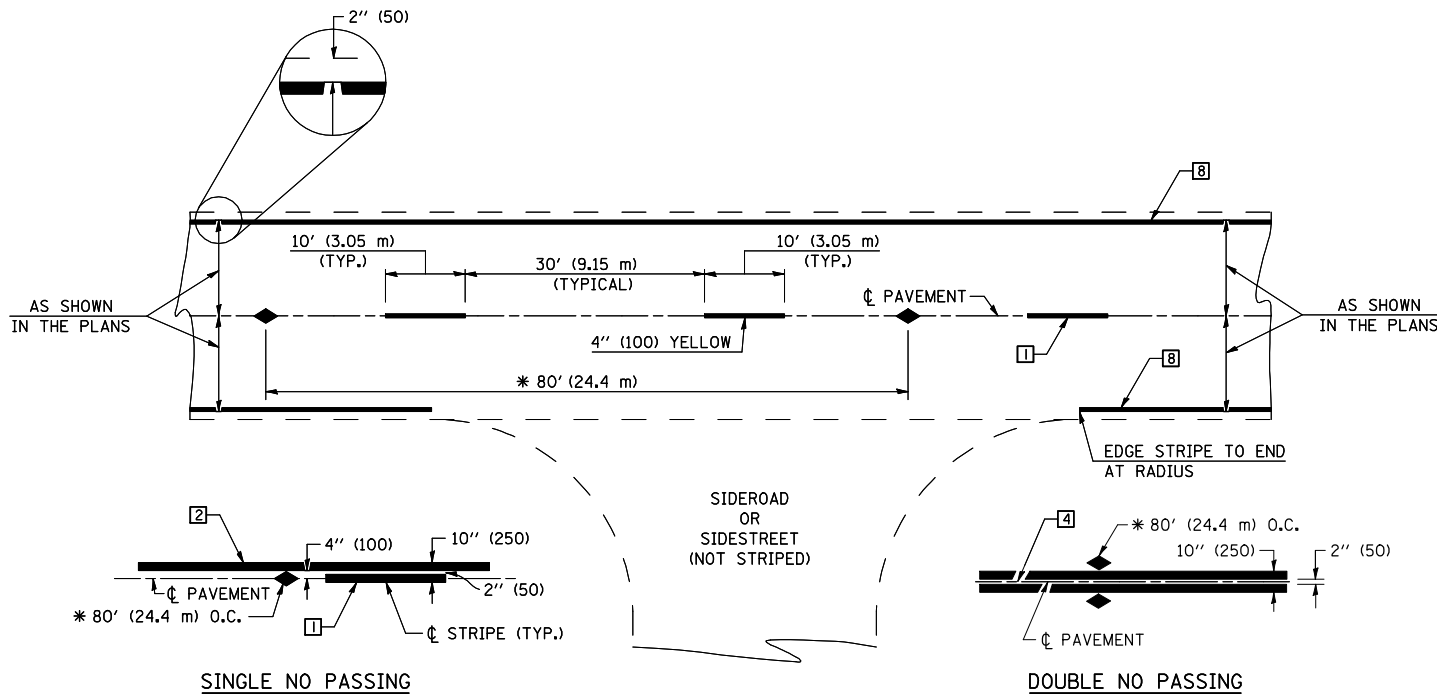
DISTRICT 5 DETAIL NO. X7200201

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	12
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70609	



HMA SURFACE REMOVAL – VARIABLE DEPTH

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -					323	150BR-1	EDGAR	48	13	
	PLOT DATE = *DATE*	DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 70609				
								FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				



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

TWO LANE/TWO WAY

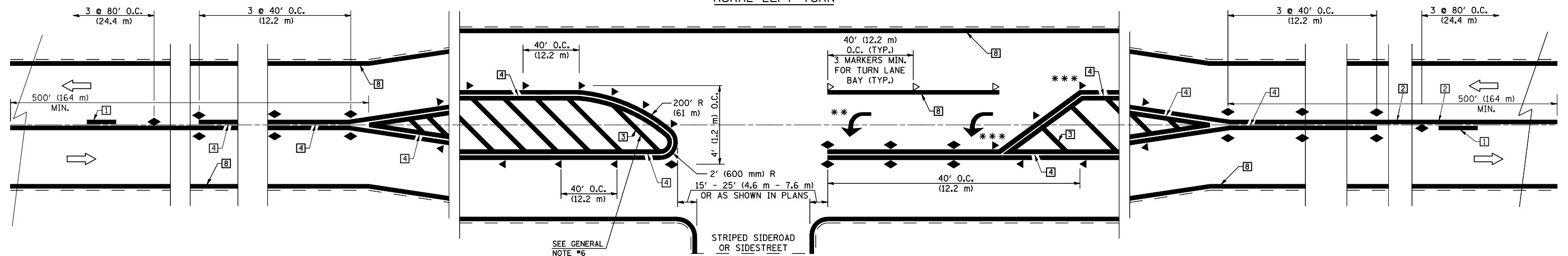
TYPICAL PAVEMENT MARKING LEGEND

- 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

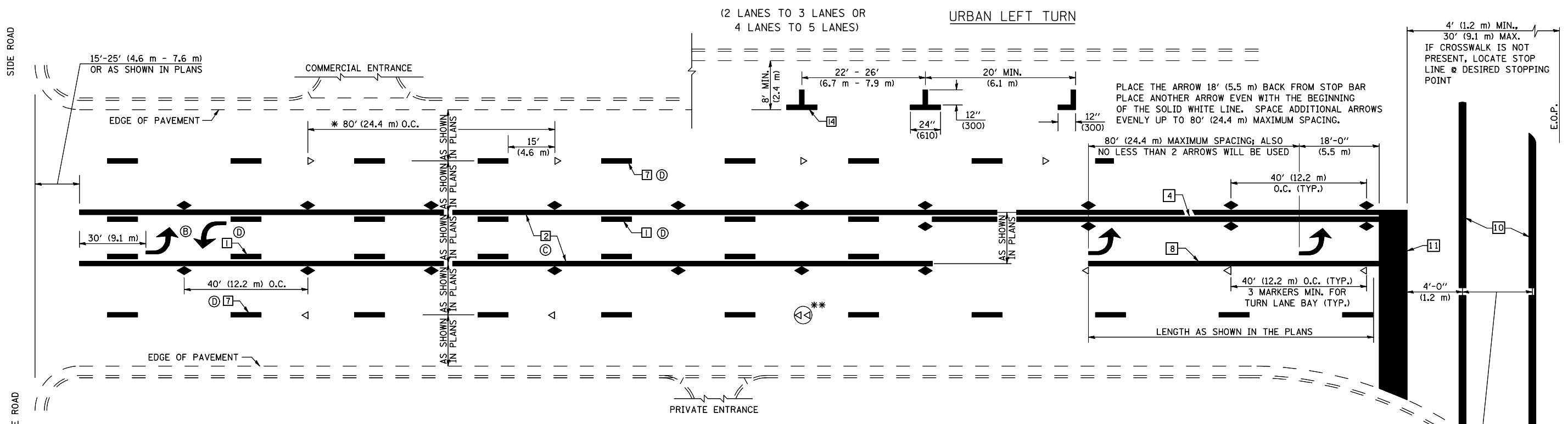
FILE NAME =	USER NAME = #USER*	DESIGNED -	REVISED -
#FILE#		DRAWN -	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

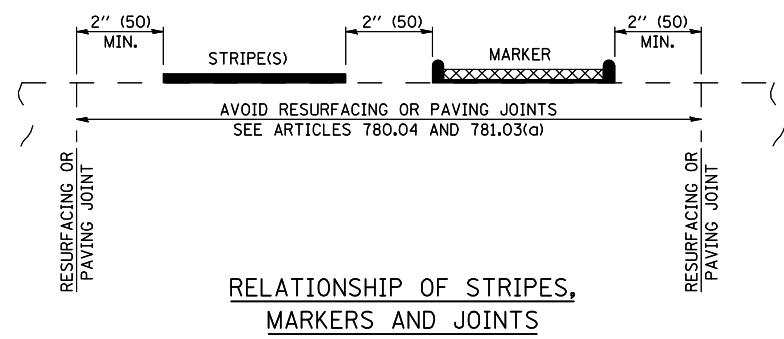
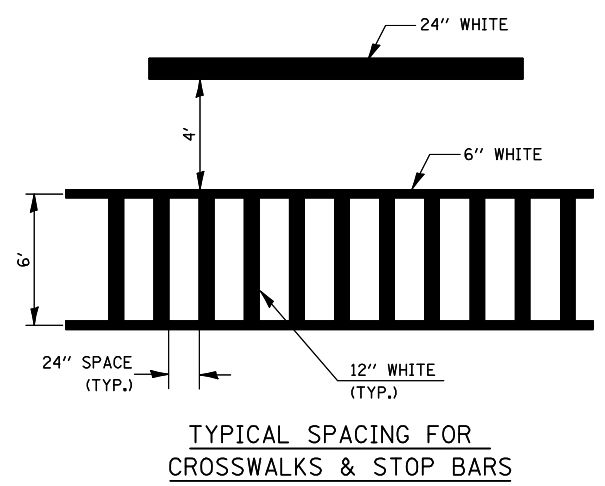
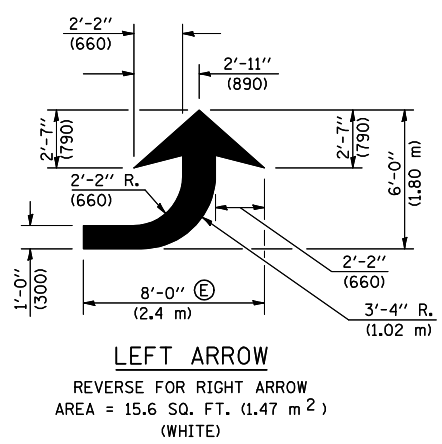
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	14
CONTRACT NO. 70609				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



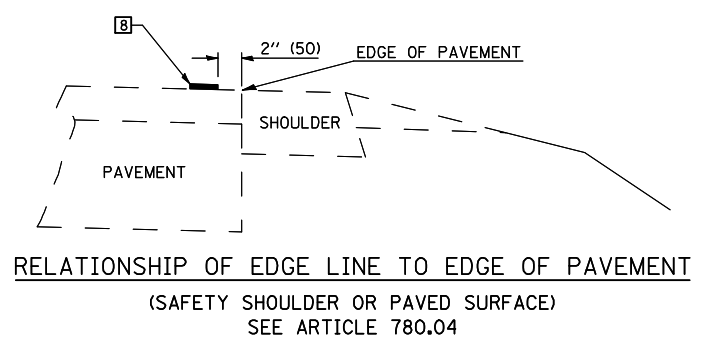
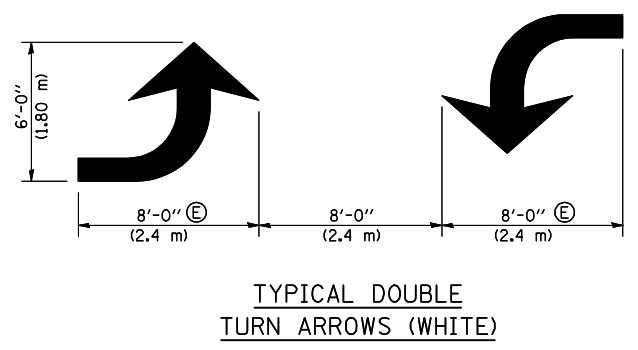
* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

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

BLOOMINGTON-NORMAL CITY LIMITS ONLY



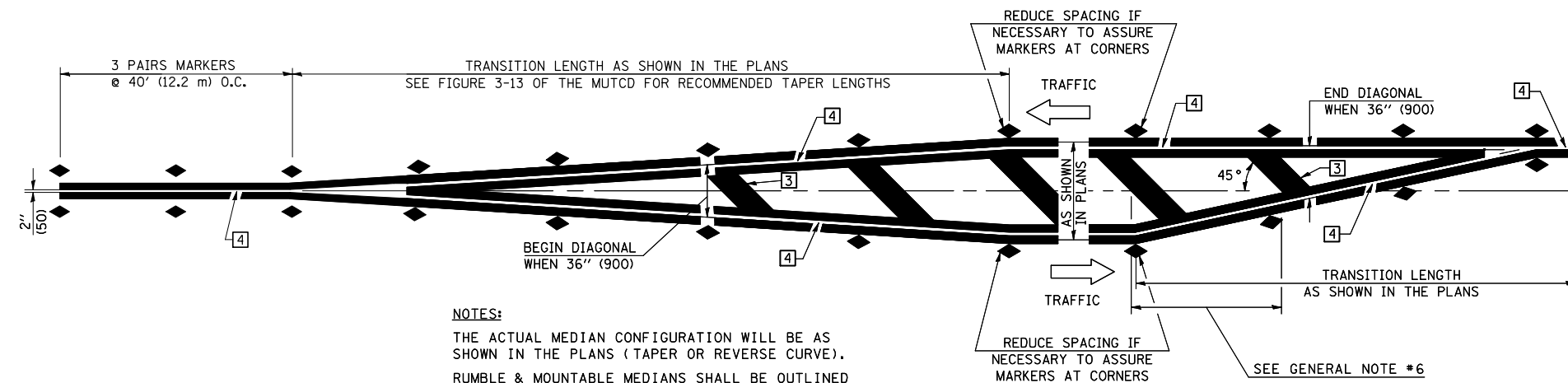
- GENERAL NOTES:**
- (B) TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
 - (C) THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
 - (D) 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.
 - (E) USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



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

DISTRICT 5 DETAIL NO. 7800AAA

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -					323	150BR-1	EDGAR	48	15
	PLOT DATE = #DATE#	CHECKED -	REVISED -					CONTRACT NO. 70609				
		DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

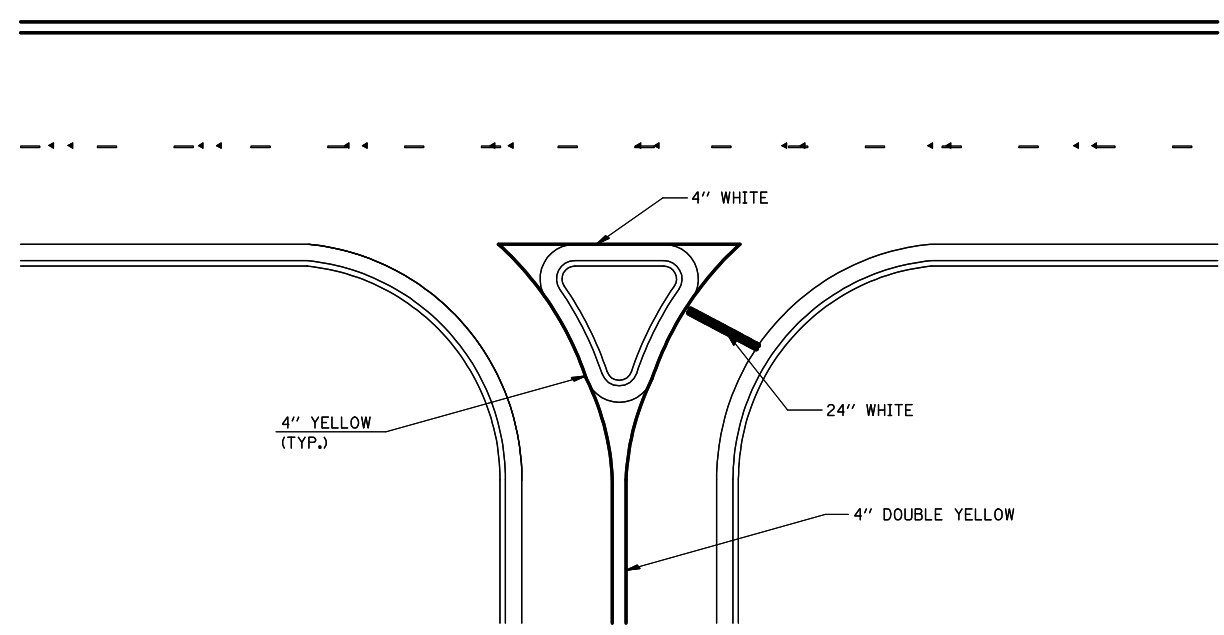


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

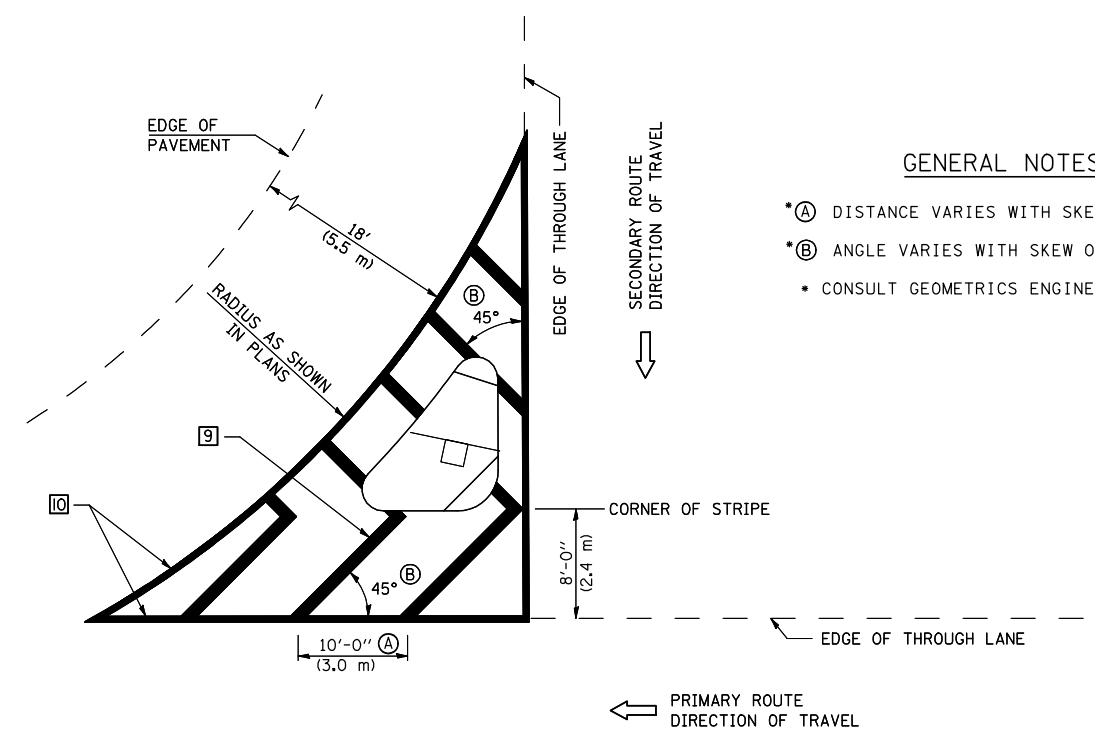
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

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



RIGHT IN - RIGHT OUT ACCESS



GENERAL NOTES

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

ISLAND

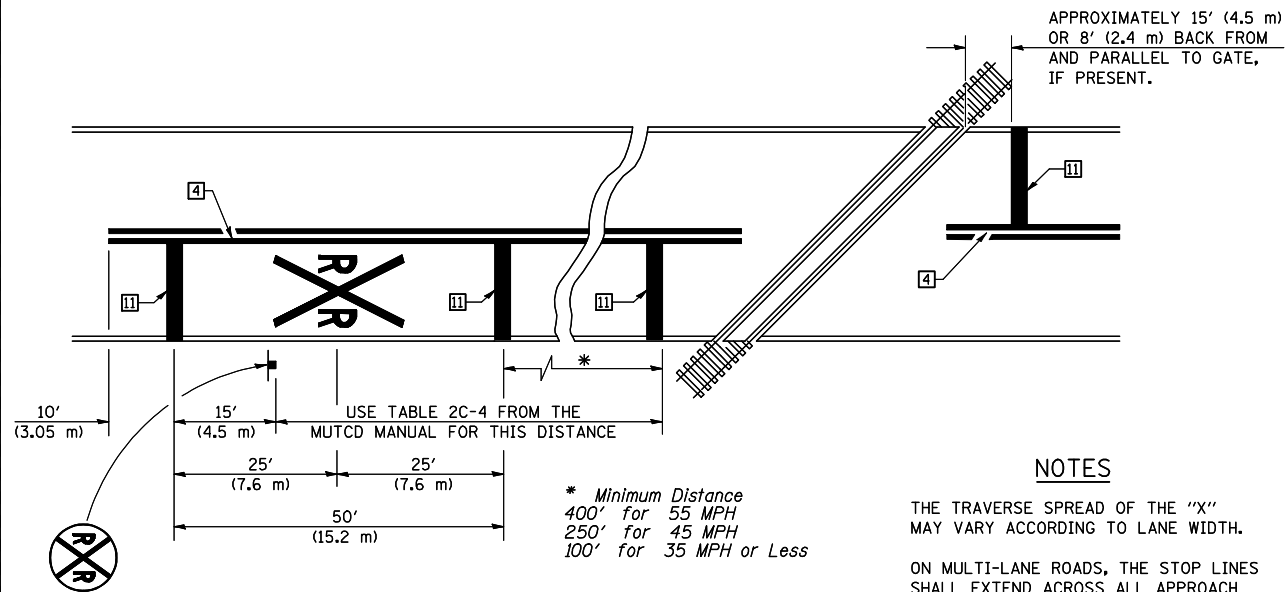
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 5 DETAIL NO. 7800AAA

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)		F.A.P. RTE. 323	SECTION 150BR-1	COUNTY EDGAR	TOTAL SHEETS 48	SHEET NO. 16	
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		SCALE:	SHEET NO. 3 OF 4 SHEETS	STA.	TO STA.		CONTRACT NO. 70609		
	PLOT DATE = #DATE#	DATE -	REVISED -		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

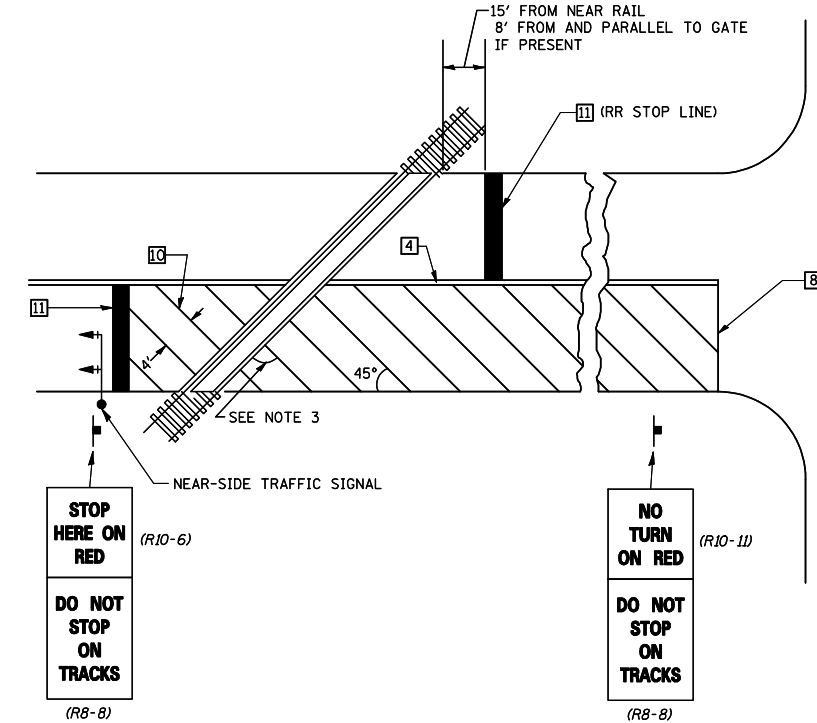
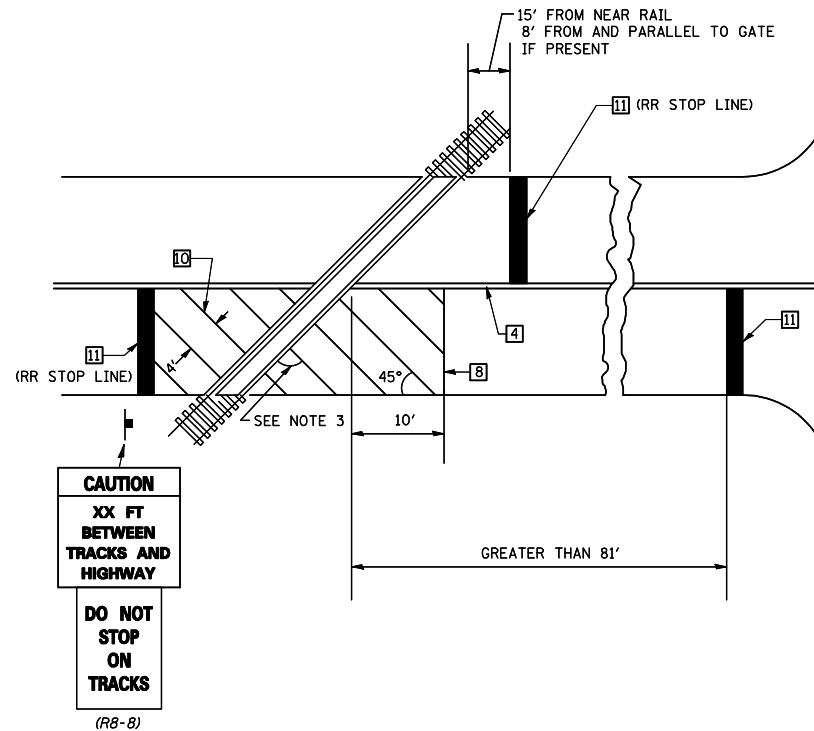
APPROXIMATELY 15' (4.5 m) OR 8' (2.4 m) BACK FROM AND PARALLEL TO GATE, IF PRESENT.

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

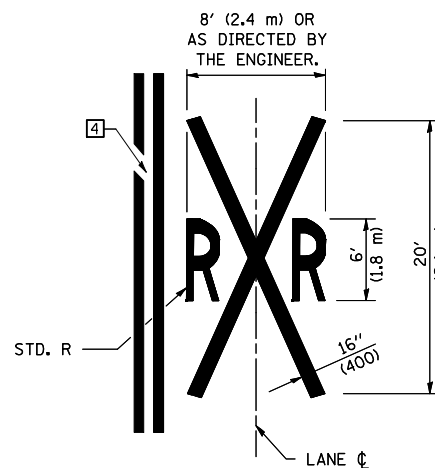
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

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.

DISTRICT 5 DETAIL NO. 7800AAAA

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	17
CONTRACT NO. 70609				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Bench Mark: B.M. 4833-1 Disk on Northwest wingwall of SN. 023-0025. Sta. 1944+64.27, 17.29'Lt. Elevation = 598.27

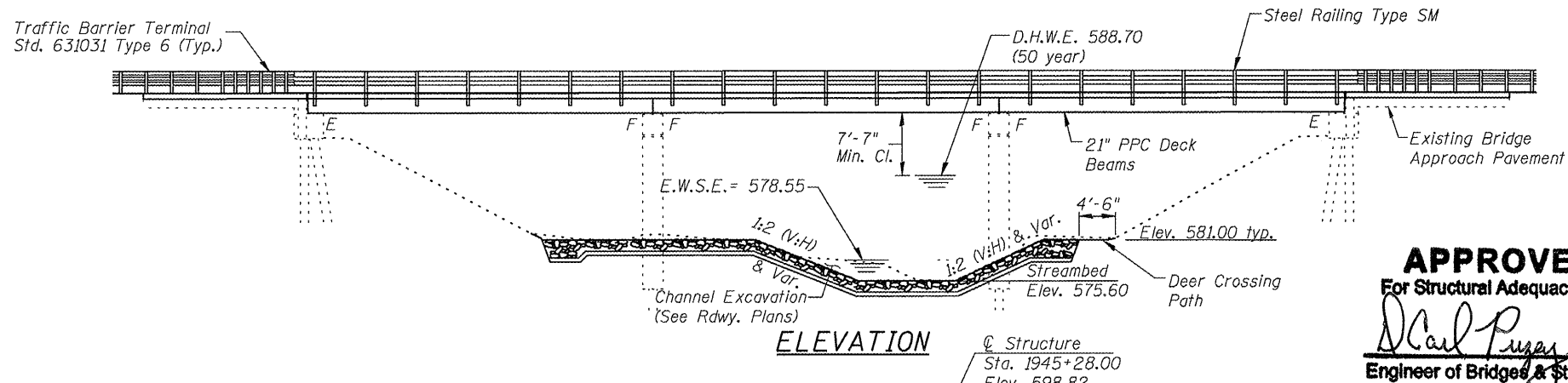
Existing Structure: S.N. 023-0025 built in 1981 as F.A.P. 79 Section 150-BR at Station 1945+28.00. The three simple span superstructure consists of P.P.C. deck beams with H.M.A. wearing surface. The substructures consists of open stub abutments supported on steel piles and solid encased pile bent piers supported on steel piles. The structure length measures 130'-1" bk-to-bk of abutments and 34'-0" out-to-out of deck with no skew. Existing deck beams shall be removed and replaced with precast prestressed concrete deck beams, a concrete wearing surface, and type SM steel railing. Existing piers shall be repaired.

Traffic to be maintained under stage construction.

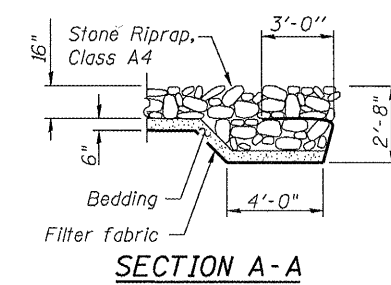
The existing steel beam bracing and connection plates supporting Beam 10 (Span 2) and Beam 1 (Span 3) shall be salvaged and transported to District 5 operations. Burn existing anchor bolts flush with existing concrete surface. Grind bolts smooth and seal with epoxy. Cost included in Removal of Existing Superstructure. Contact Carl Phillips at (217) 465-4181 two weeks prior to removal.

INDEX OF SHEETS

- 1 General Plan
- 2 General Data
- 3 Modified Temporary Concrete Barrier for Stage Construction
- 4 Superstructure
- 5 Superstructure and Expansion Joint Details
- 6 Steel Railing, Type SM (with Concrete Wearing Surface)
- 7 21x36 PPC Deck Beam
- 8 21x36 PPC Deck Beam Details
- 9 Abutment and Retainer Details
- 10 Pier Concrete Repair Details
- 11 Bar Splicer Assembly and Mech. Splicer Details
- 12-15 Existing Bridge Plans



APPROVED
For Structural Adequacy Only
Carl Puzay (TOP)
Engineer of Bridges & Structures



LOADING HL-93 (New Const.)
Loading HS20-44 (Existing Const.)
Allow 20 psf. for future wearing surface.

DESIGN SPECIFICATIONS (New Const.)
2010 AASHTO LRFD Bridge Design Specifications
1995 Seismic Retrofit Manual

DESIGN STRESSES
FIELD UNITS (NEW CONST.)
f'c = 3,500 psi
f'ci = 5,000 psi (C.W.S.)
fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS
f'c = 6,000 psi
f'ci = 5,000 psi
fpu = 270,000 psi (1/2" Low Lax Strands)
fpbt = 201,960 psi (1/2" Low Lax Strands)

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

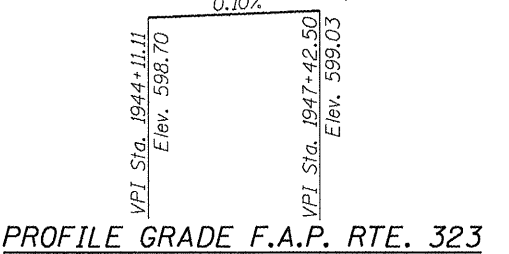
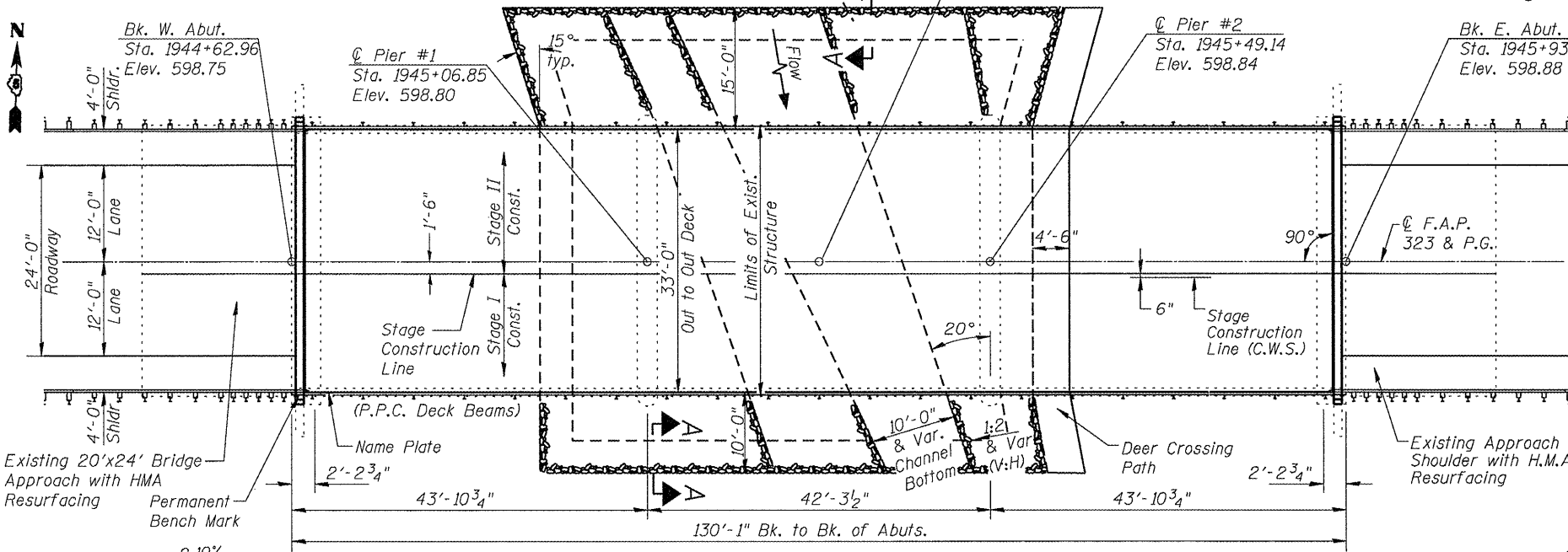
SEISMIC DATA
Seismic Performance Category (SPC)=A
Bedrock acceleration coefficient (A) = 0.05
Site Coefficient (S) = 1.2

STATION 1945+28.00
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. 323 SEC. 150BR-1
LOADING HL93
STR. NO. 023-0025

NAME PLATE
See Std. 515001

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

Permanent Benchmark shall be placed near the Name Plate. See General Note Z0038.



The profile grade shows the final elevations after grinding. Up to 1/4" will be ground off the Concrete Wearing Surface and the abutment backwalls.

BLANK, WESSELINK, COOK & ASSOCIATES

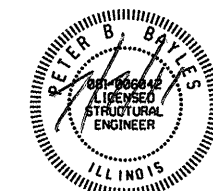
PLAN WATERWAY INFORMATION

Drainage Area = 24.51 SQ. MI. Low Grade Elev. 598.35 @ Sta. 1945+49.65

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	10	2080	571	571	587.0	0.5	0.5	587.5	587.5
Base	50	3330	709	709	588.7	0.8	0.8	589.5	589.5
Max. Calc.	100	3890	761	761	589.3	0.9	0.9	590.2	590.2
	500	5240	886	886	590.7	1.2	1.2	591.9	591.9

10 year velocity through Existing Bridge = 4.25 ft/s
10 year velocity through Proposed Bridge = 4.25 ft/s

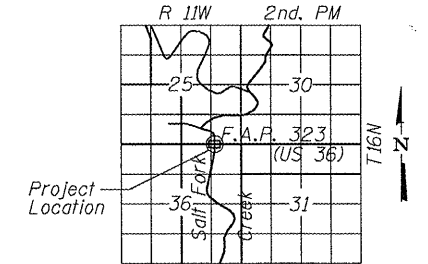
Peter B. Bayles
Peter B. Bayles, P.E., S.E.
Structural Engineer License No. 081-006042
Expiration Date: 11/30/2012



DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.*	Pier 1*	Pier 2*	E. Abut.*
	592.62	574.96	574.96	592.72

*Bottom of Existing Abutments and Piers



LOCATION SKETCH

GENERAL PLAN
US 36 OVER SALT FORK CREEK
F.A.P. 323 - SEC. 150BR-1
EDGAR COUNTY
STATION 1945+28.00
STRUCTURE NO. 023-0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	18

CONTRACT NO. 70609
ILLINOIS FED. AID PROJECT

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A706 Gr 60.

Reinforcement bars designated (E) shall be epoxy coated.

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

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

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 the removal and replacement of the superstructure.

If the Contractor's procedures for existing beam removal or placement of new beams involves placement of heavy equipment on the new or 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.

The cost of removing the existing HMA overlay, curbs, railing and water proofing membrane is included in Removal of Existing Superstructures.

A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" on the underside of the fascia beams.

Current Ratings on File for Existing Structure: As of 8/26/2010

Inventory: HS: 15.8

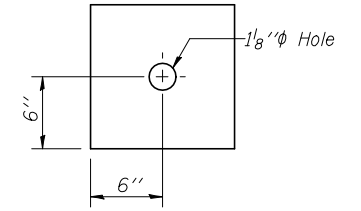
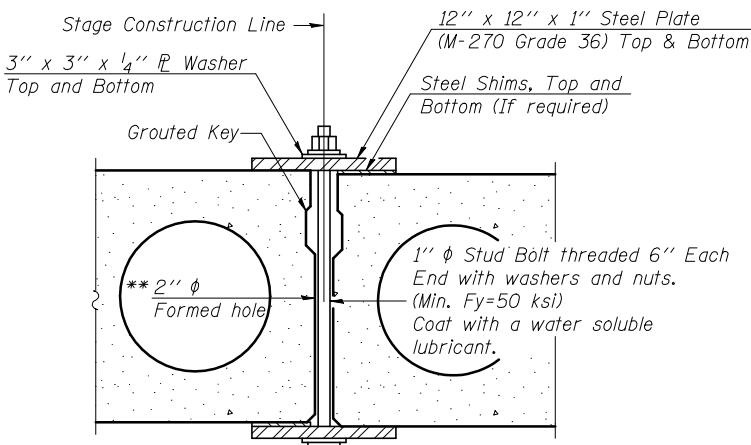
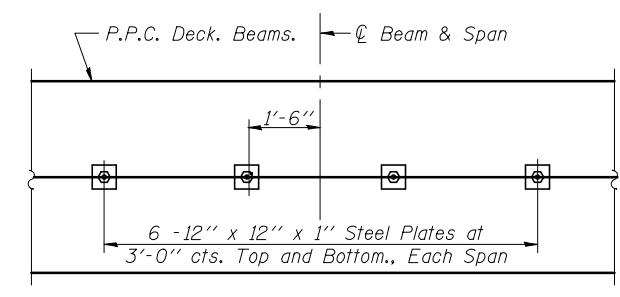
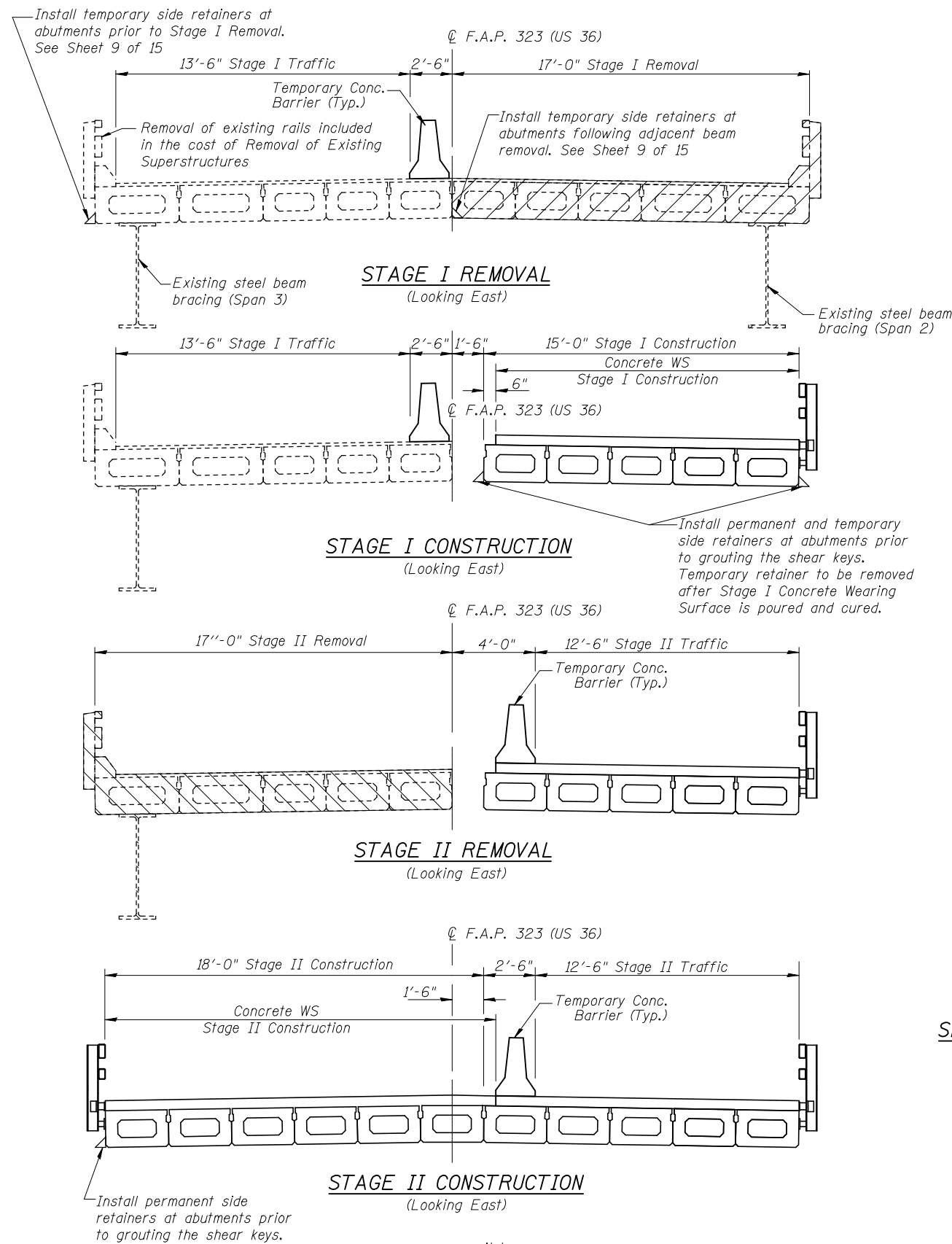
Operating: HS: 25.2

Live Load Restrictions: No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		431	431
Filter Fabric	Sq. Yd.		431	431
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		3.3	3.3
Bridge Deck Grooving	Sq. Yd.	472		472
Protective Coat	Sq. Yd.	485		485
Concrete Wearing Surface, 5"	Sq. Yd.	465		465
Concrete Sealer	Sq. Ft.	634		634
Concrete Superstructure	Cu. Yd.	4.5		4.5
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	4179		4179
Reinforcement Bars, Epoxy Coated	Pound	6560		6560
Bar Splicers	Each	136		136
Steel Railing, Type SM	Foot	254		254
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	73.0		73.0
Diamond Grinding (Bridge Section)	Sq. Yd.	472		472
Structural Repair of Concrete (Depth Equal to or less than 5 inches)	Sq. Ft.		33	33
Structural Repair of Concrete (Depth Greater than 5 inches)	Sq. Ft.		4	4
Asbestos Bearing Pad Removal	Each		44	44
Anchor Bolts, 1"	Each		10	10

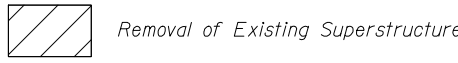


SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

Cost included with Precast Prestressed Concrete Deck Beams. See Stage Construction Details for traffic lanes.

** Cast semicircular recesses in the sides of each beam adjacent to the stage construction line. These recesses should align to form a hole at the appropriate locations for the clamping device bolts.

LEGEND



Notes:
 See roadway plans for quantity of Temporary Concrete Barrier.
 Hatched area indicates Removal of Existing Superstructures.
 The stage line at the abutments matches the Concrete Wearing Surface Stage line.

BLANK, WESSELINK, COOK & ASSOCIATES

ENGINEERS - CONSULTANTS DECATUR, ILLINOIS

DESIGN FIRM NO. 18400894

FILE NAME =	USER NAME =	DESIGNED <i>PBB</i>	REVISED -
	CHECKED <i>RJC/SAL</i>	REVISIONS	
PLOT SCALE =	DRAWN <i>MLO</i>	REVISIONS	
PLOT DATE =	CHECKED <i>PBB</i>	REVISIONS	

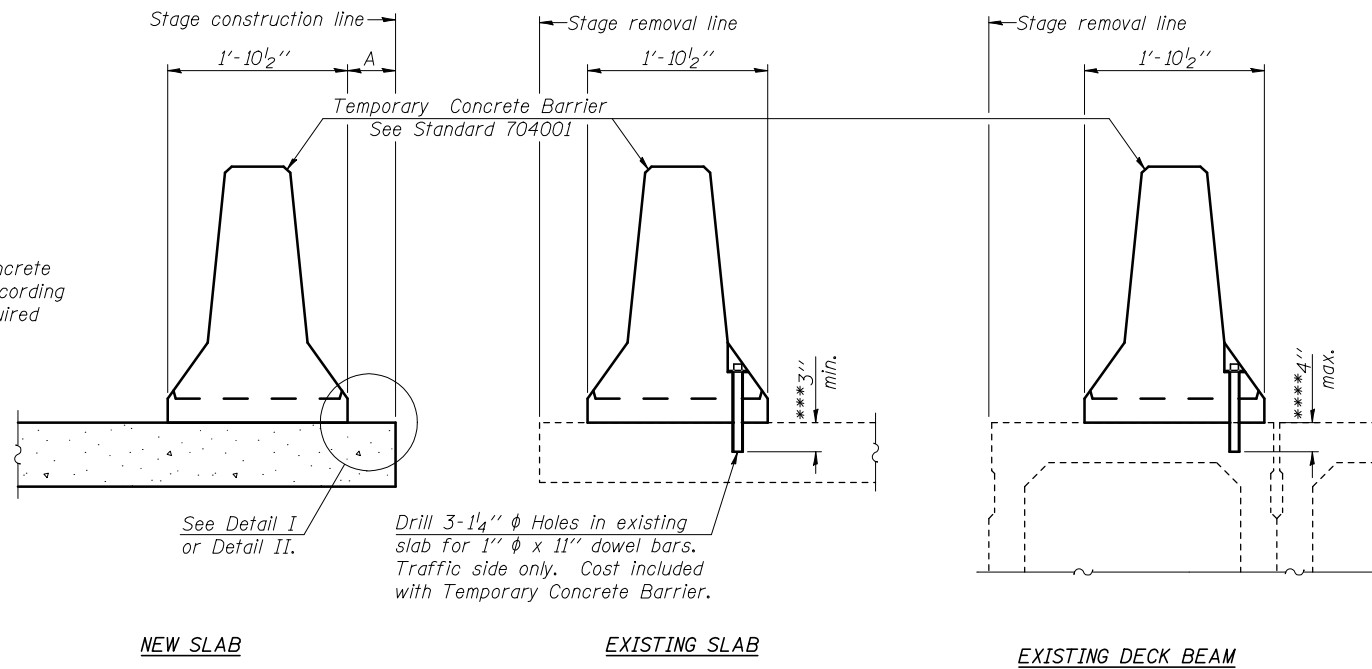
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL DATA STRUCTURE NO. 023-0025

SHEET NO. 2 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	19
CONTRACT NO. 70609				
ILLINOIS FED. AID PROJECT				

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".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

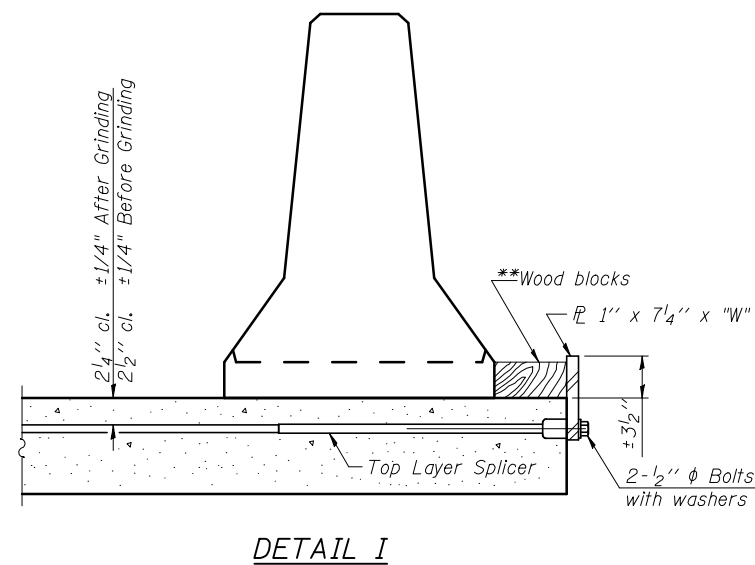
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7/4" x "W" steel \bar{L} to the top layer of couplers with 2-1/2" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7/4" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2-1/2" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

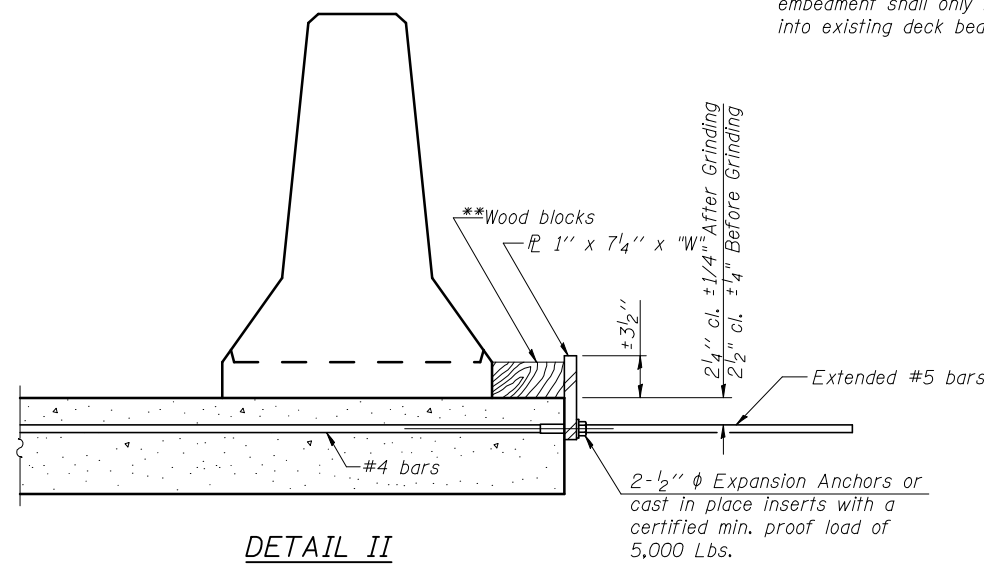
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7/4" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

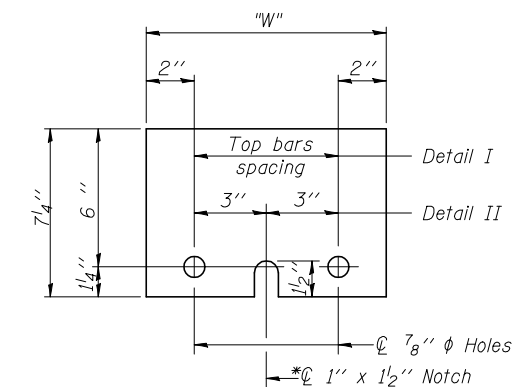
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER 1" x 7/4" x "W"

* Required only with Detail II

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

"W" = Top bars spacing + 4"

BLANK, WESSELINK, COOK & ASSOCIATES

ENGINEERS - CONSULTANTS

DECATUR, ILLINOIS

DESIGN FIRM NO. 18400894

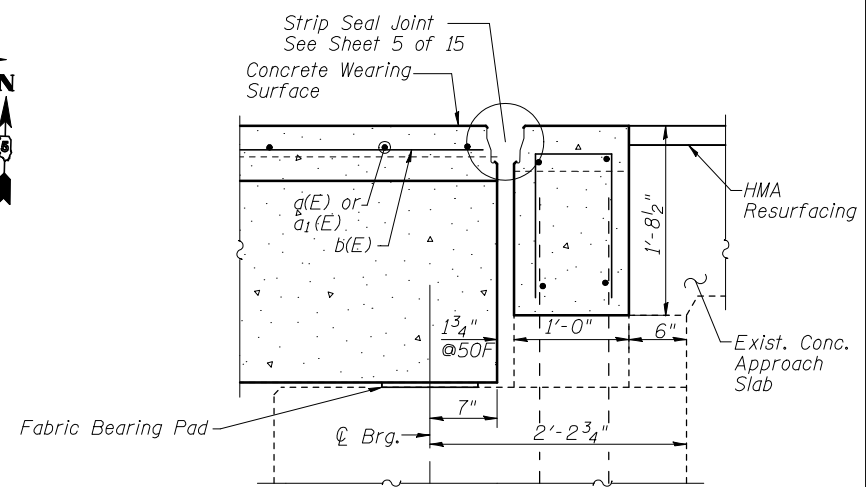
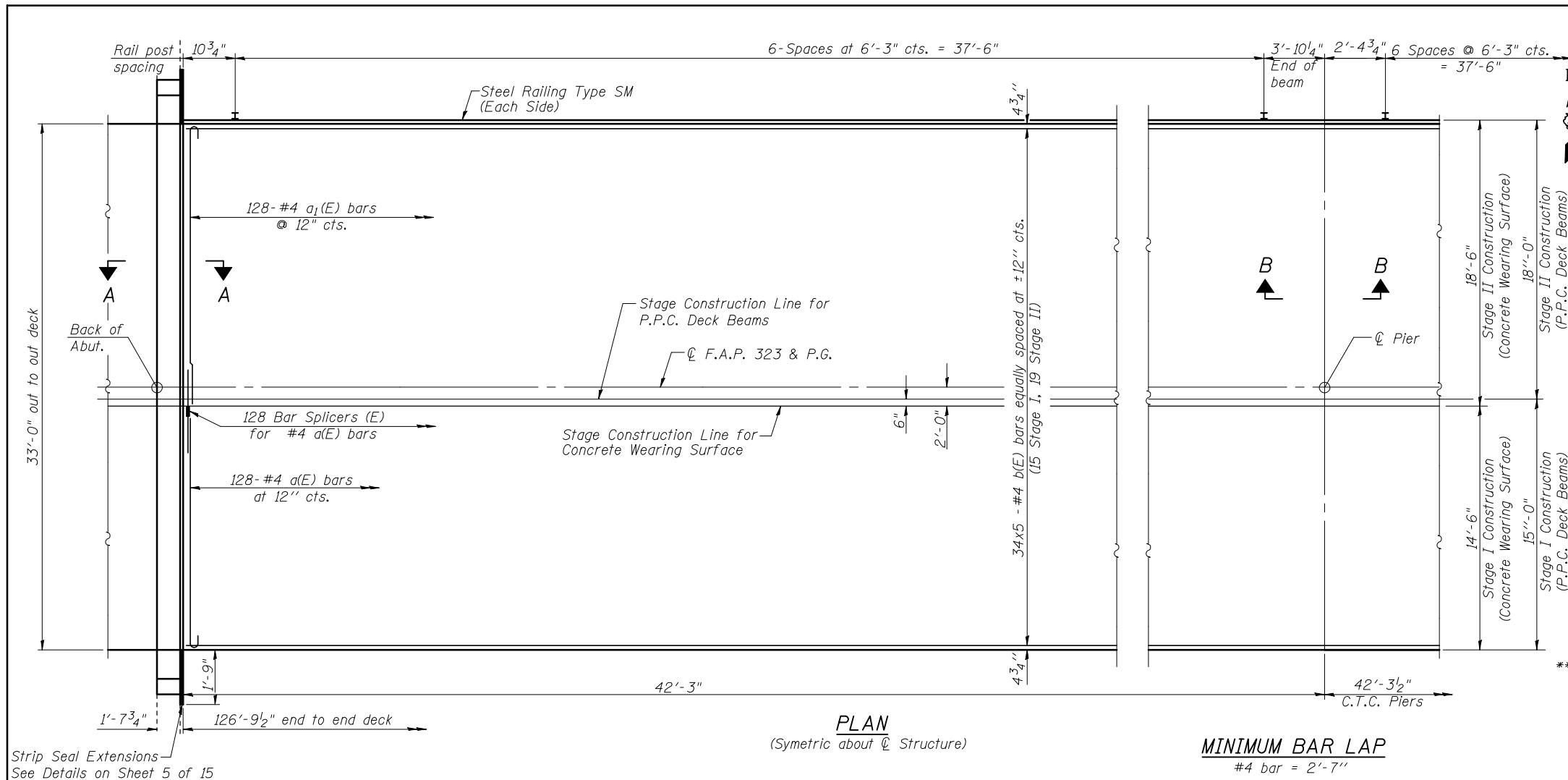
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		CHECKED <i>RJC/SAL</i>	REVISED -
		DRAWN <i>MLO</i>	REVISED -
		CHECKED <i>PBB</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

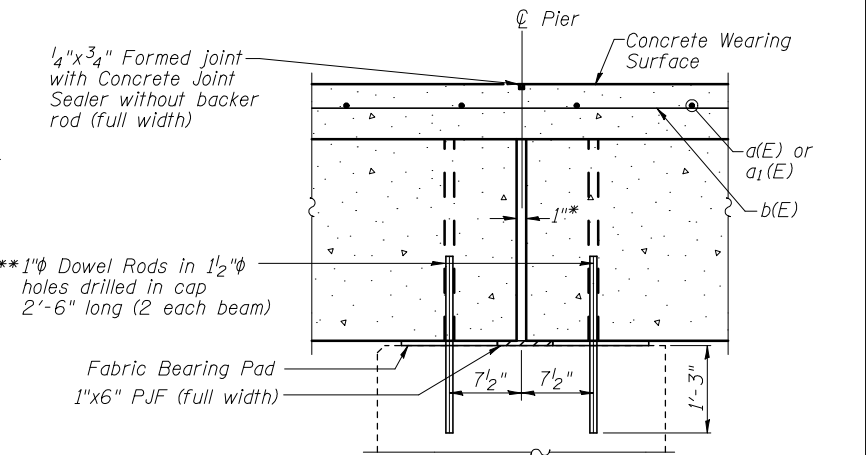
**MODIFIED TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 023-0025**

SHEET NO. 3 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	20
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70609	



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

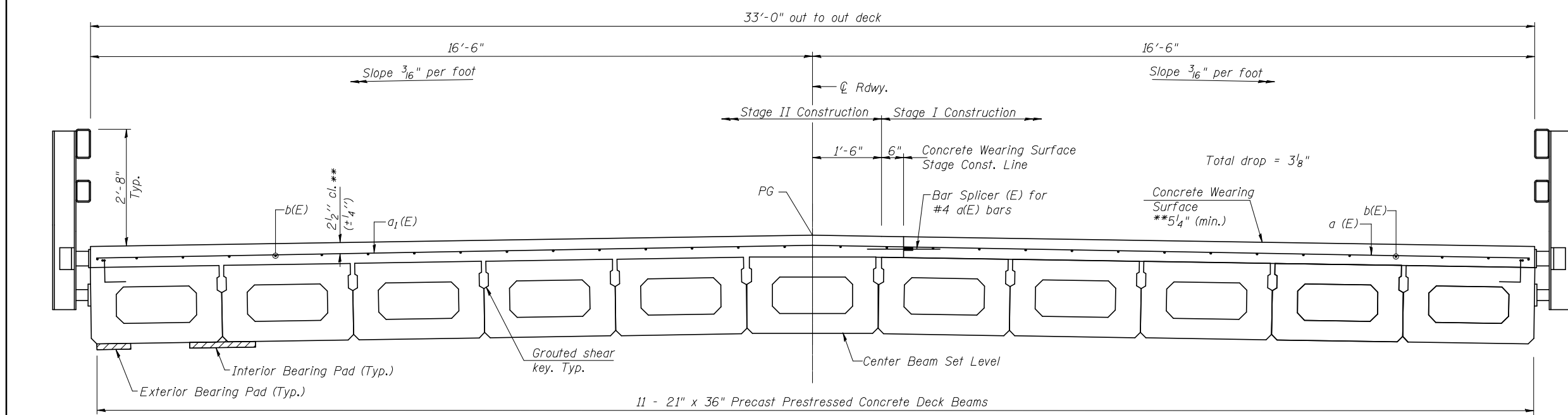


SECTION B-B

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

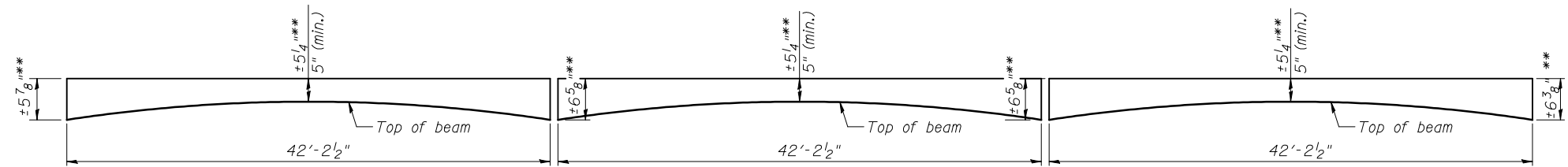
**Prior to Grinding

***Existing dowel rods shall be cut off and ground flush to the top of the existing cap. Cost included with Removal of Existing Superstructure.



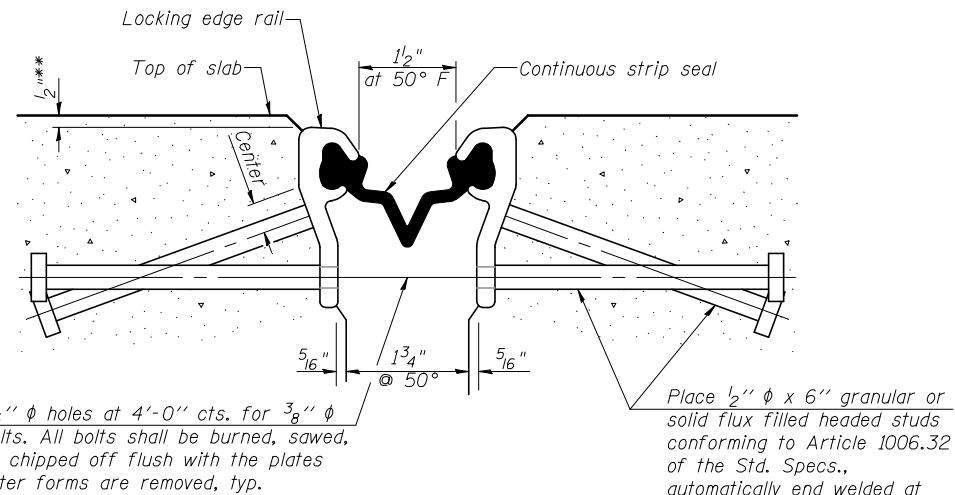
Notes:
See sheet 5 of 15 for Superstructure Details and Bill of Material.
Bars indicated thus 34 x 5-#4 etc. indicates 34 lines of bars with 5 lengths per line.
All concrete wearing surfaces shall be placed prior to casting hatch block.
See sheet 8 of 15 for fabric bearing pad details.
See sheet 6 of 15 for Steel Railing Details.

*Omit weld at seal opening.
**Prior to Grinding



ANTICIPATED CONCRETE WEARING SURFACE PROFILE
(For information only)

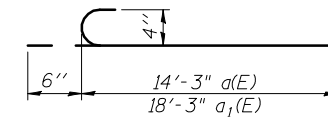
** Prior to Grinding



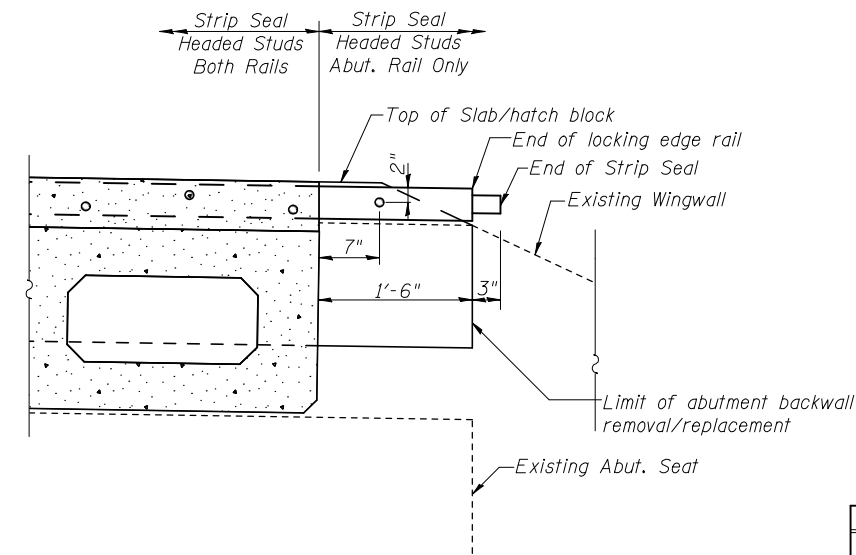
SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS

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

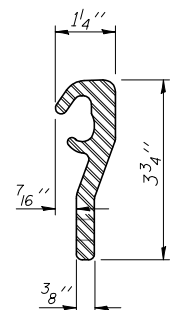
Place 1/2" φ x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.



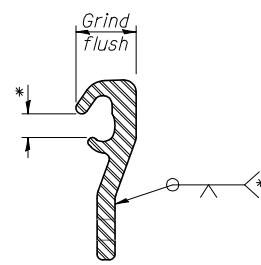
BAR a(E) & a1(E)



STRIP SEAL EXTENSIONS



LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	128	#4	14'-9"	C
a1(E)	128	#4	18'-9"	C
b(E)	170	#4	27'-6"	—
Preformed Joint Strip Seal		Foot	73.0	
Reinforcement Bars, Epoxy Coated		Pound	5990	
Concrete Wearing Surface, 5"		Sq. Yd.	465	

Notes:

Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the beam.

BLANK, WESSELINK, COOK & ASSOCIATES

ENGINEERS - CONSULTANTS

DECATUR, ILLINOIS

DESIGN FIRM NO. 184000894

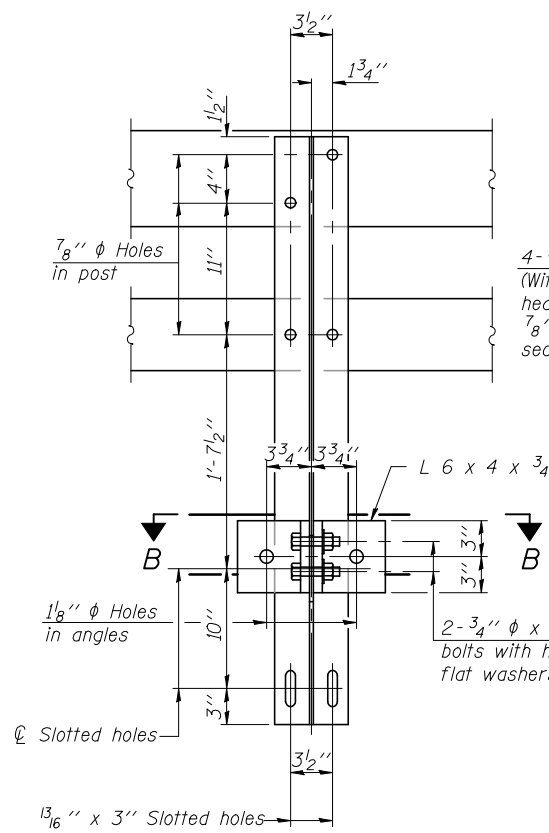
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

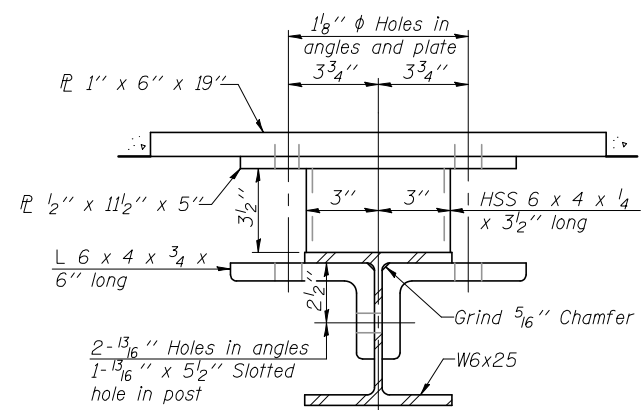
**SUPERSTRUCTURE & EXPANSION JOINT DETAILS
STRUCTURE NO. 023-0025**

SHEET NO. 5 OF 15 SHEETS

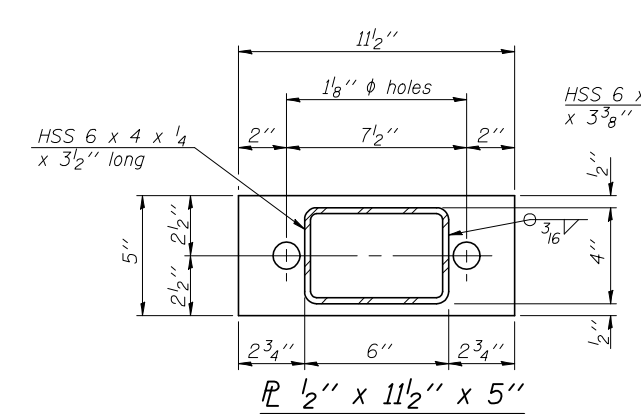
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	22
CONTRACT NO. 70609				
ILLINOIS FED. AID PROJECT				



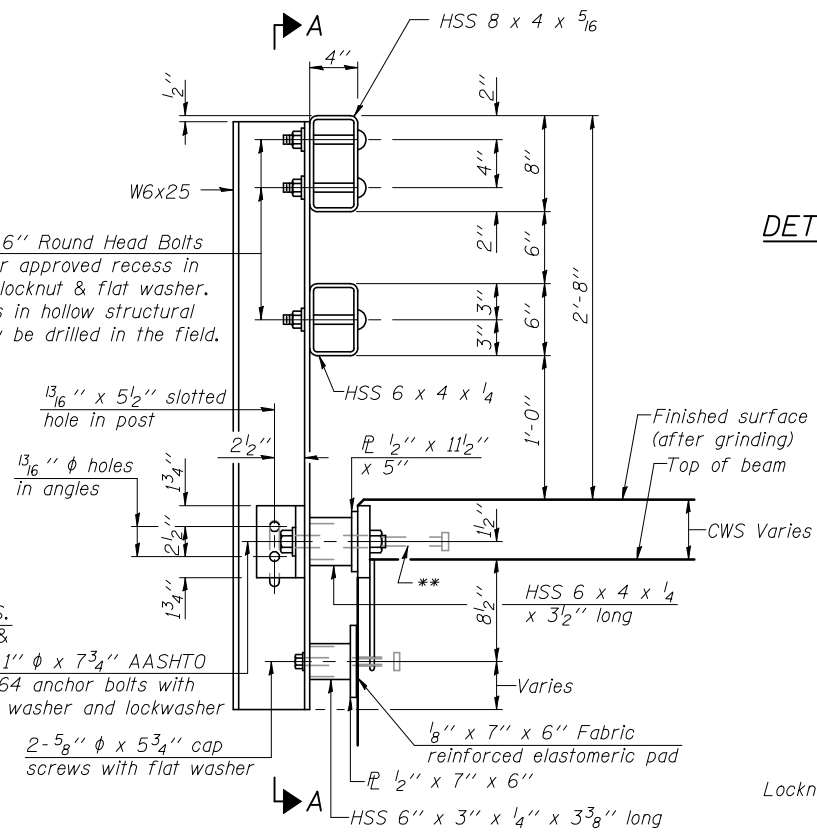
SECTION A-A



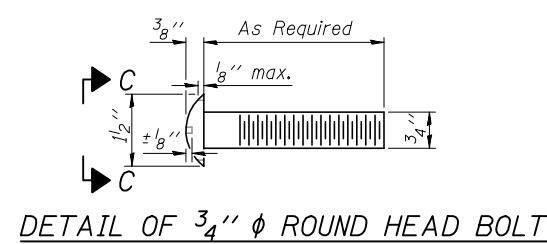
SECTION B-B



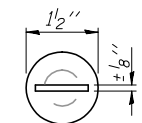
SECTION C-C



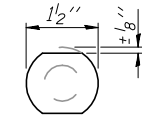
SECTION AT RAIL POST



DETAIL OF 3/4" ϕ ROUND HEAD BOLT

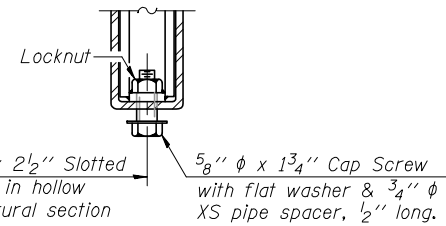


With Slot

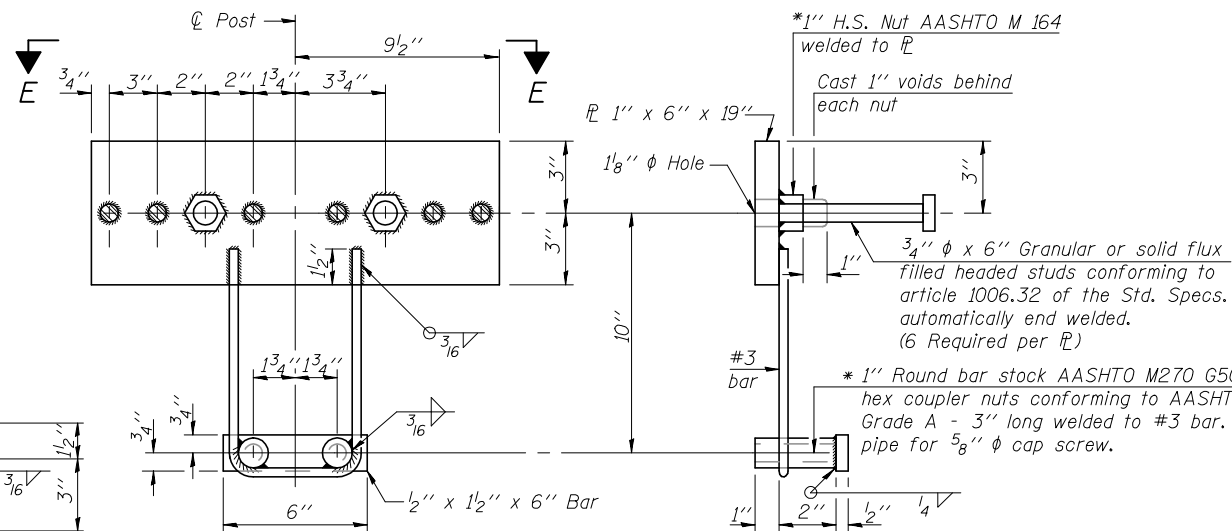


Without Slot or Recess

VIEW C-C

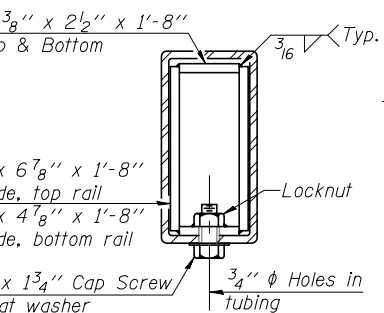


RAIL SPLICE CONNECTION AT EXPANSION JT.

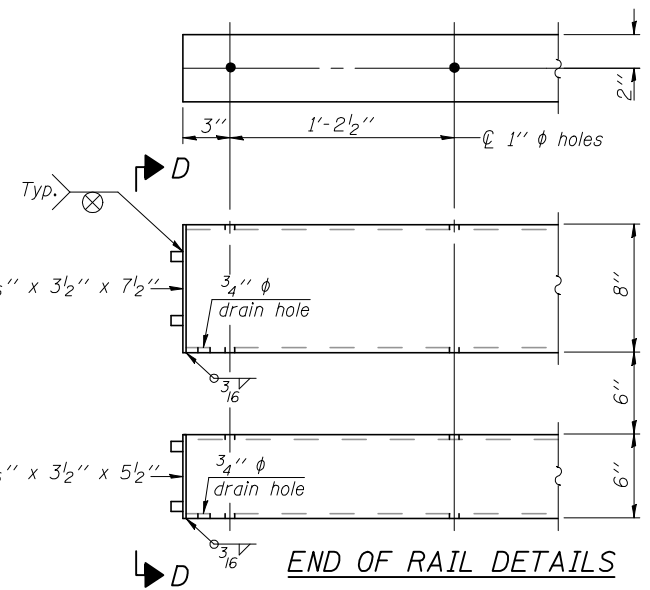


ANCHOR DEVICE

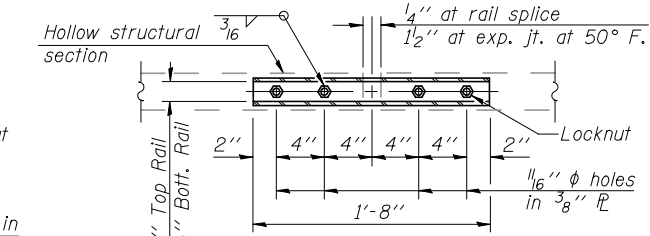
*Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.



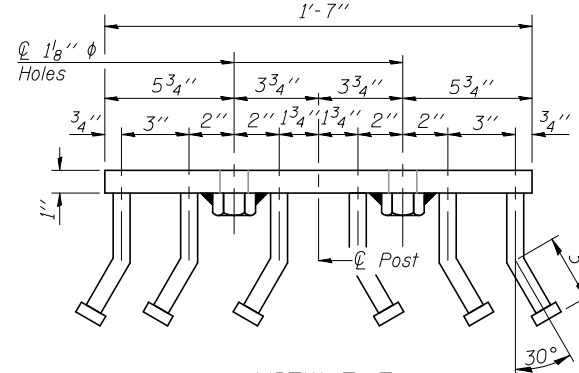
SECTION AT RAIL SPLICE



END OF RAIL DETAILS



PLAN-BOTT. SPLICE R TYPICAL



VIEW E-E

Notes:
 All field drilled holes shall be coated with an approved zinc rich paint before erection.
 For multi-span bridges, sufficient 1/4 inch x 6 inch x 1-2 inch galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Railing, Type SM.
 Steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
 ** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	254

R-34CWS
 BLANK, WESSELINK, COOK & ASSOCIATES

7-1-10

ENGINEERS - CONSULTANTS
 DECATUR, ILLINOIS

DESIGN FIRM NO. 18400894

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

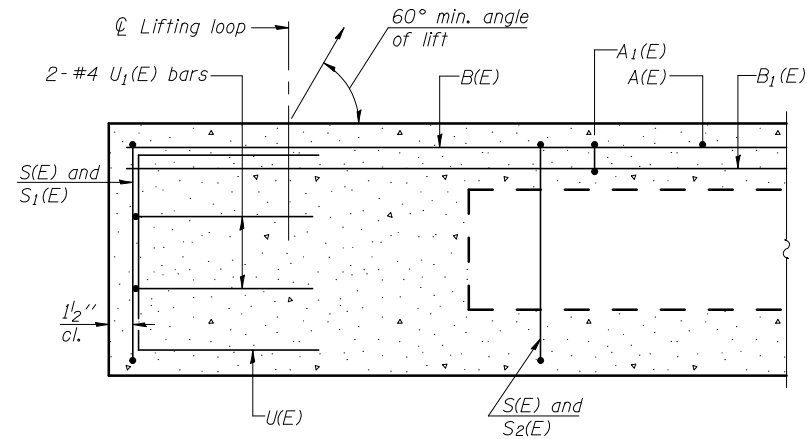
STEEL RAILING, TYPE SM WITH CONCRETE WEARING SURFACE
 STRUCTURE NO. 023-0025

SHEET NO. 6 OF 15 SHEETS

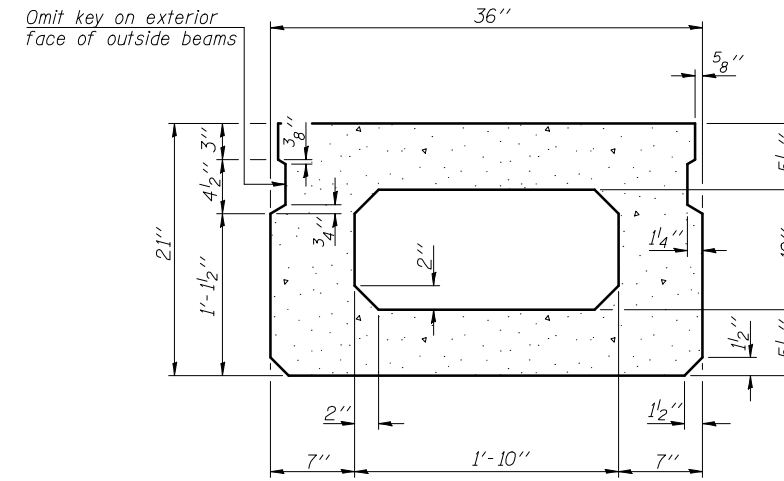
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	23
CONTRACT NO. 70609				

ILLINOIS FED. AID PROJECT

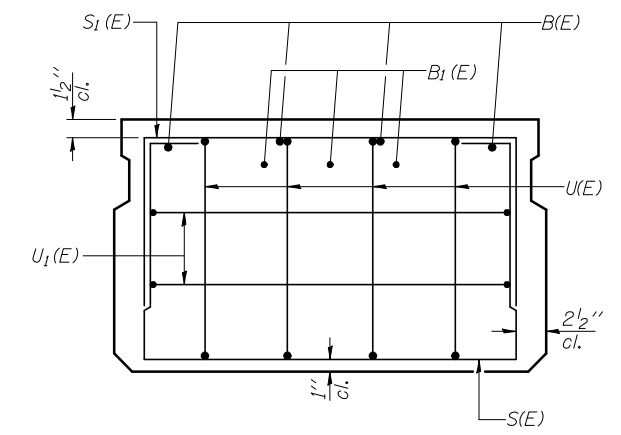
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		PBB	-



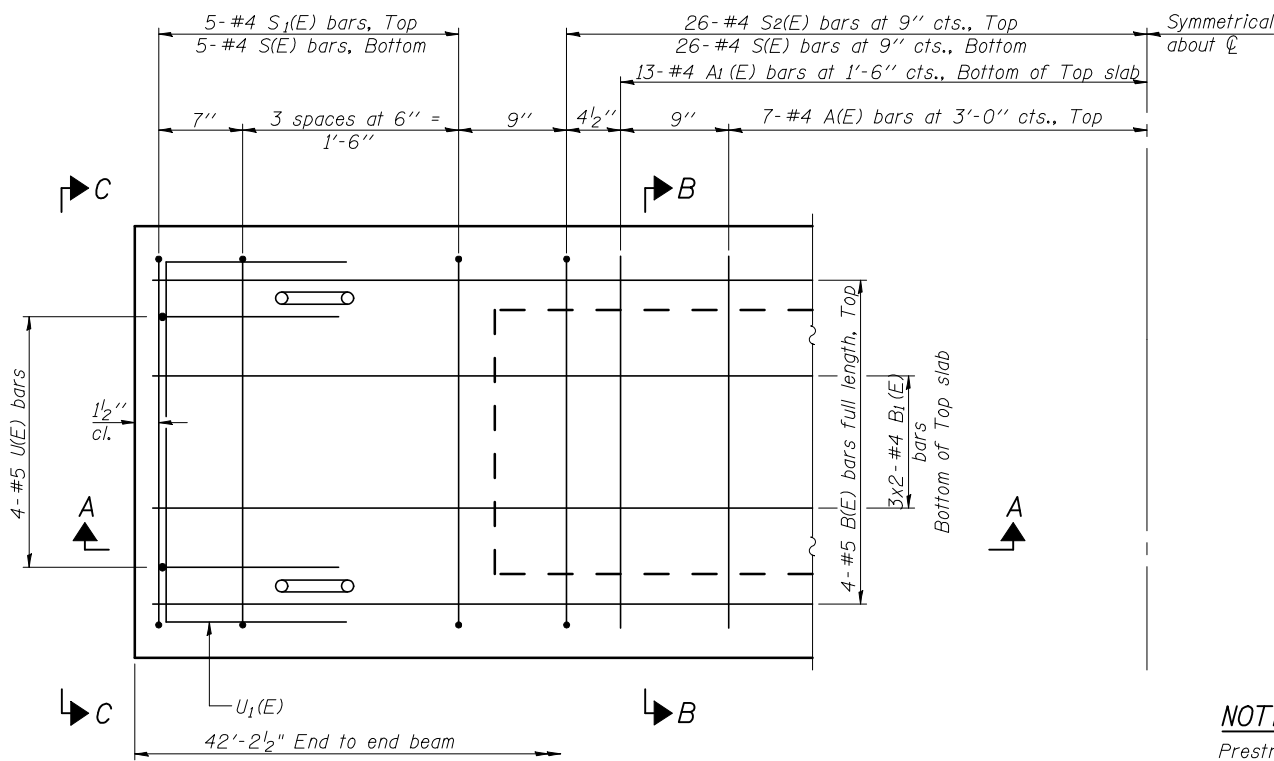
SECTION A-A



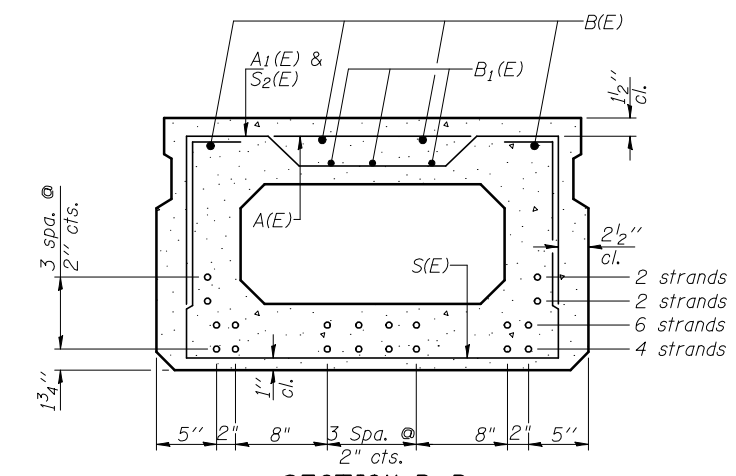
SECTION B-B
(Showing dimensions)



VIEW C-C

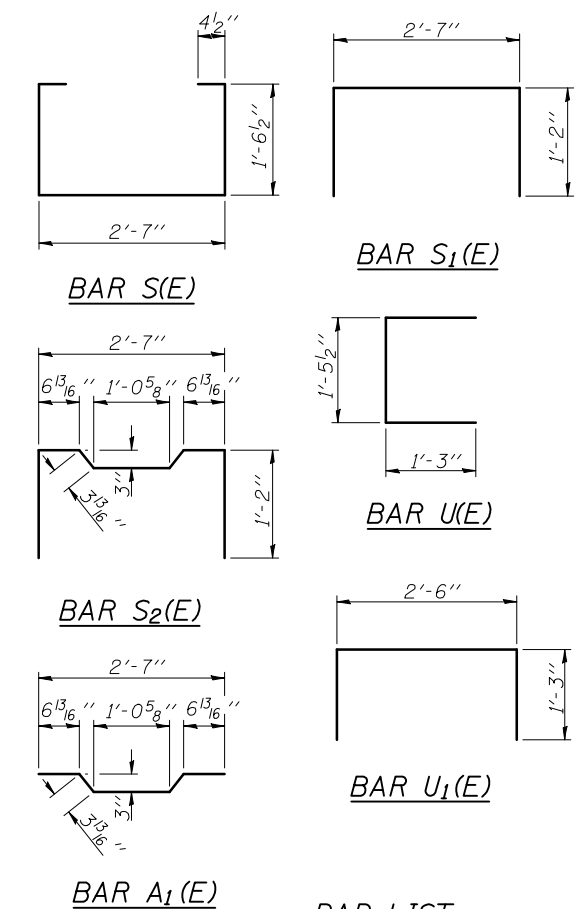


PLAN VIEW



SECTION B-B
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.



BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	13	#4	2'-7"	—
A1(E)	25	#4	2'-10"	—
B(E)	4	#5	41'-11"	—
B1(E)	6	#4	22'-0"	—
D(E)	84	#4	2'-9"	□
S(E)	61	#4	6'-5"	□
S1(E)	10	#4	4'-11"	□
S2(E)	51	#4	5'-2"	□
U(E)	8	#5	4'-0"	□
U1(E)	4	#4	5'-0"	□

Notes: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.

Bars indicated thus 3x2-#4 cts. indicates 3 lines of bars with 2 lengths per line.

MINIMUM BAR LAP
#4 bar = 2'-0"
#5 bar = 2'-6"

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. The 1" φ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place. Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. A minimum 2 1/2" φ lifting pin shall be used to engage the lifting loops during handling. Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams. Compressive strength of prestressed concrete, f'c, shall be 6000 psi. Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi. Pier dowel rod spacings adjusted to miss existing anchor rods. See sheet 8 of 15 for additional details and Bill of Material. See sheet 8 of 15 for detail and location of D(E)

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

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	PLOT SCALE =	DRAWN <i>MLO</i>	REVISED -
	PLOT DATE =	CHECKED <i>PBB</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**21x36 PPC DECK BEAM
STRUCTURE NO. 023-0025**

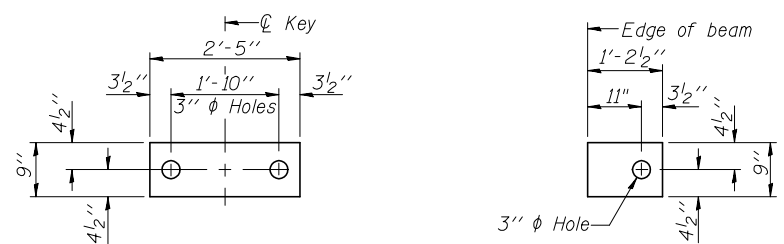
SHEET NO. 7 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	24
CONTRACT NO. 70609				
ILLINOIS FED. AID PROJECT				



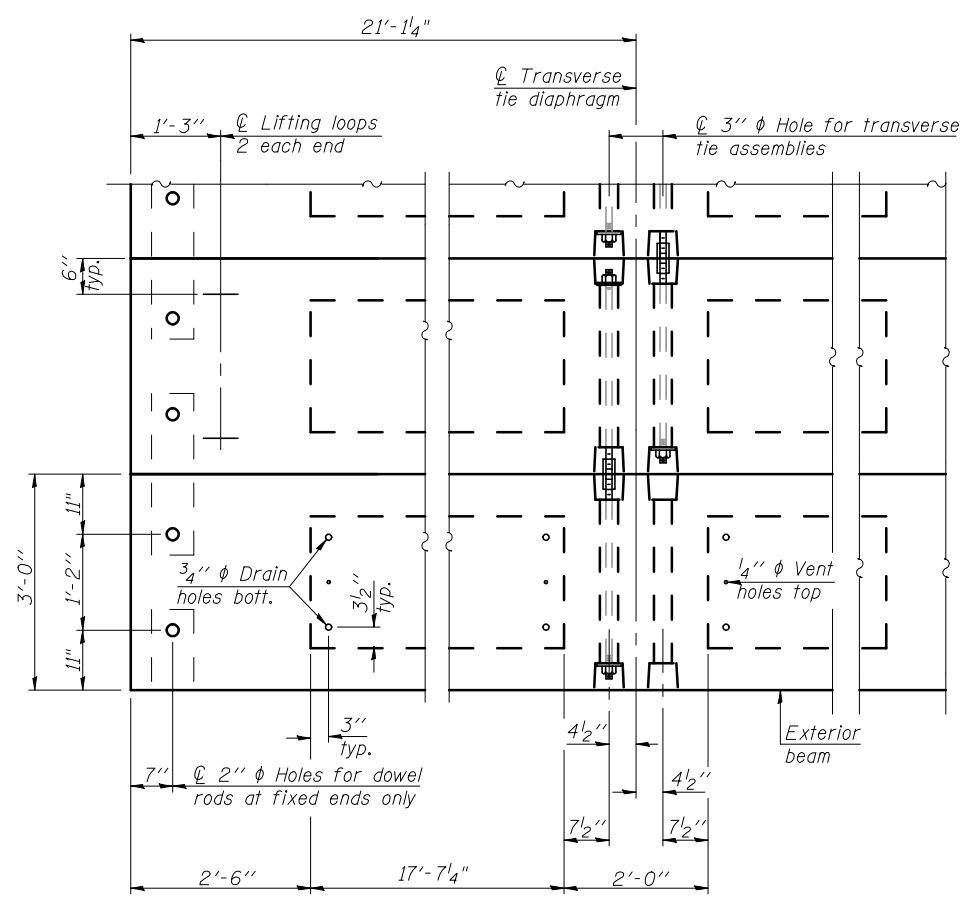
FABRIC BEARING PAD (Interior Abutment) **FABRIC BEARING PAD** (Exterior Abutment)
EXPANSION

Notes:
All bearing pads shall be 1" thick.
Expansion bearing pad shall be bonded to the substructure.



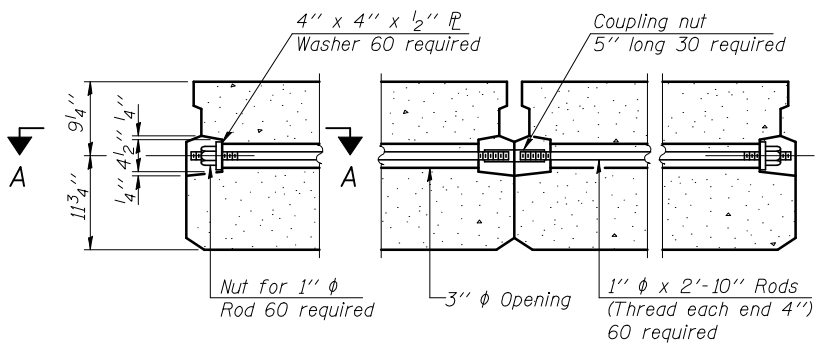
FABRIC BEARING PAD (Interior) **FABRIC BEARING PAD** (Exterior)
FIXED

Notes:
All bearing pads shall be 1" thick.

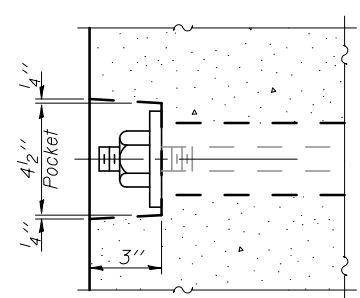


PLAN VIEW

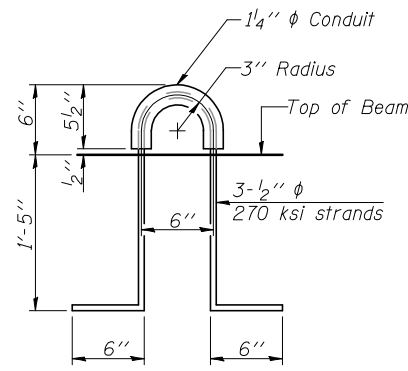
Note: Connect beams in pairs with the transverse tie configuration shown.



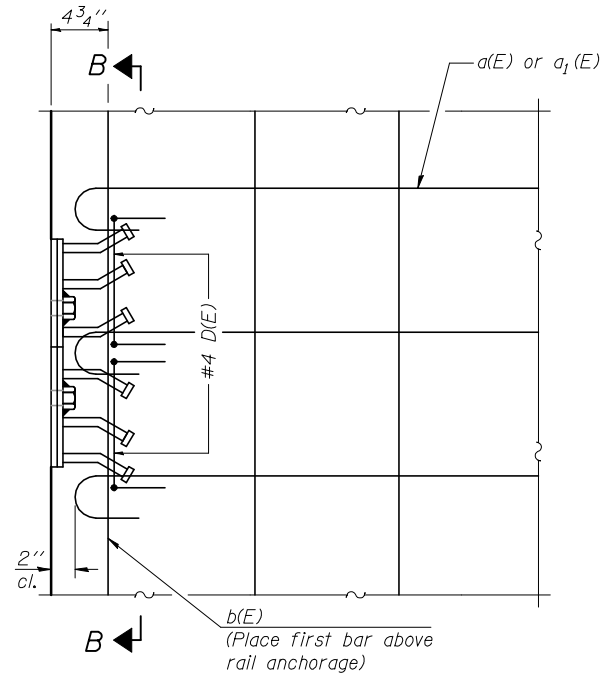
TYPICAL TRANSVERSE TIE ASSEMBLY



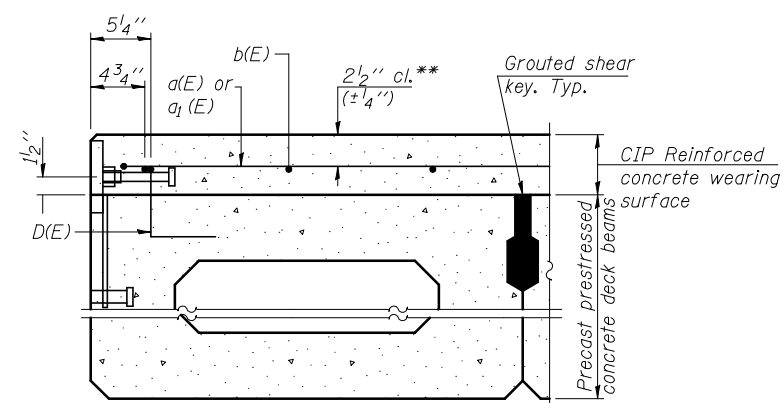
SECTION A-A



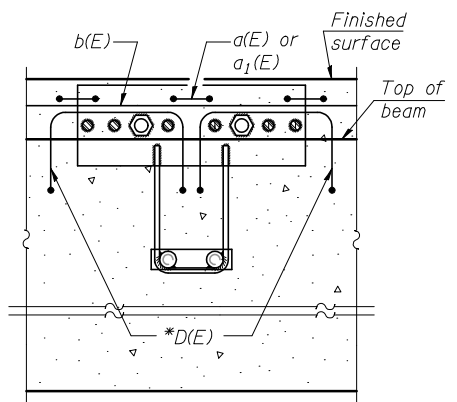
LIFTING LOOP DETAIL



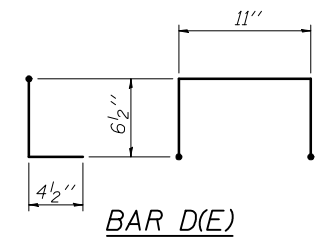
PLAN



SECTION THRU FASCIA BEAM



SECTION B-B



BAR D(E)

* Place 2-#4 D(E) bars in beam at each post location as shown. D(E) bar included in cost of beam.

** Prior to Grinding

Note:
Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the beam. Drilling into the beam will not be permitted.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (21" depth)	Sq. Ft.	4179
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BLANK, WESSELINK, COOK & ASSOCIATES ENGINEERS - CONSULTANTS DECATUR, ILLINOIS DESIGN FIRM NO. 18400894

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	PLOT DATE =	CHECKED <i>PBB</i>	REVISED -

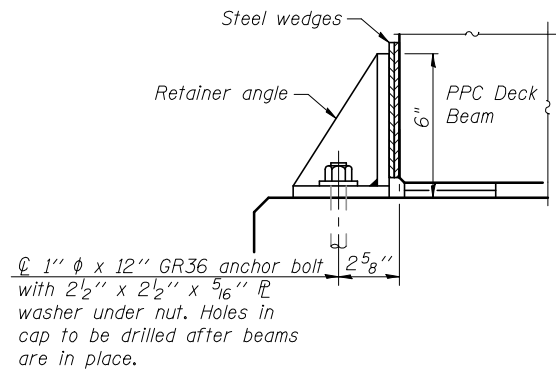
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

21" x 36" PPC DECK BEAM DETAILS
STRUCTURE NO. 023-0025

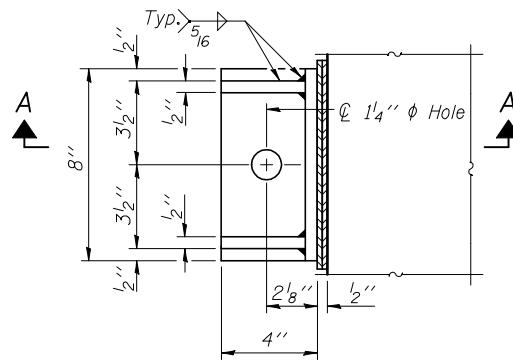
SHEET NO. 8 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	25
CONTRACT NO. 70609				

ILLINOIS FED. AID PROJECT



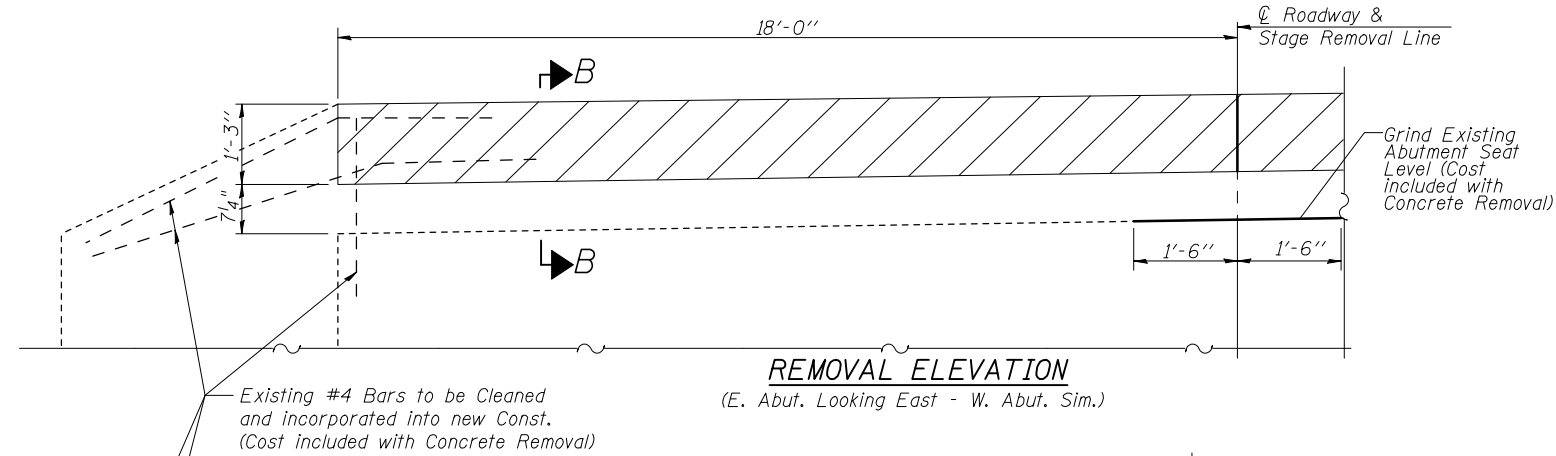
SECTION A-A



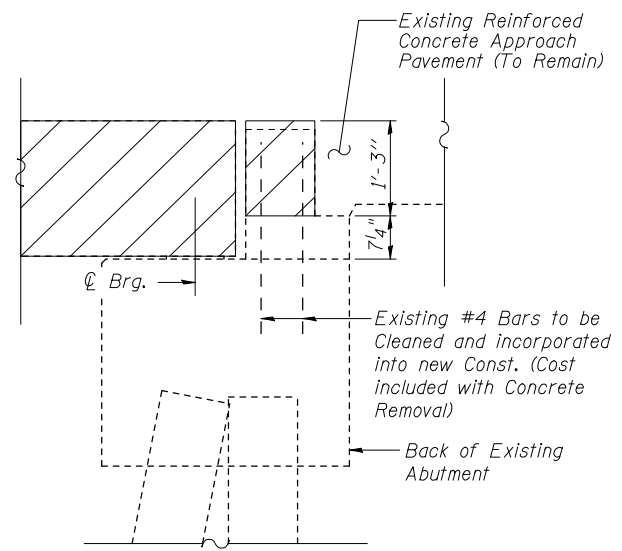
PLAN

Notes:
 Cost of retainer, accessories and temporary retainer removal are included with Precast Prestressed Concrete Deck Beams.
 Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.
 The side retainers shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM 385.
 Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolts smooth and seal with epoxy. Cost included in Removal of Existing Superstructure.
 Anchor bolts and plate washers shall be galvanized according to AASHTO M 232.
 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.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 After the concrete overlay is poured and cured, the steel wedges shall be removed

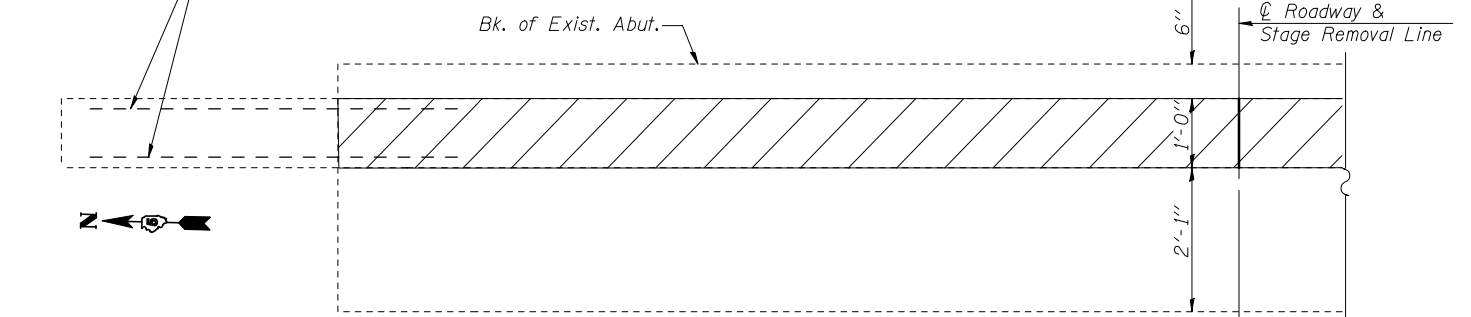
PERMANENT AND TEMPORARY SIDE RETAINERS AT ABUTMENTS



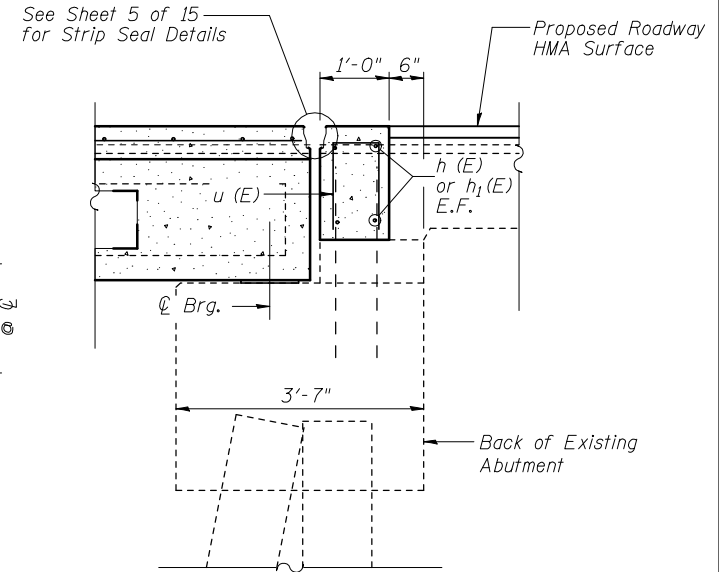
REMOVAL ELEVATION
(E. Abut. Looking East - W. Abut. Sim.)



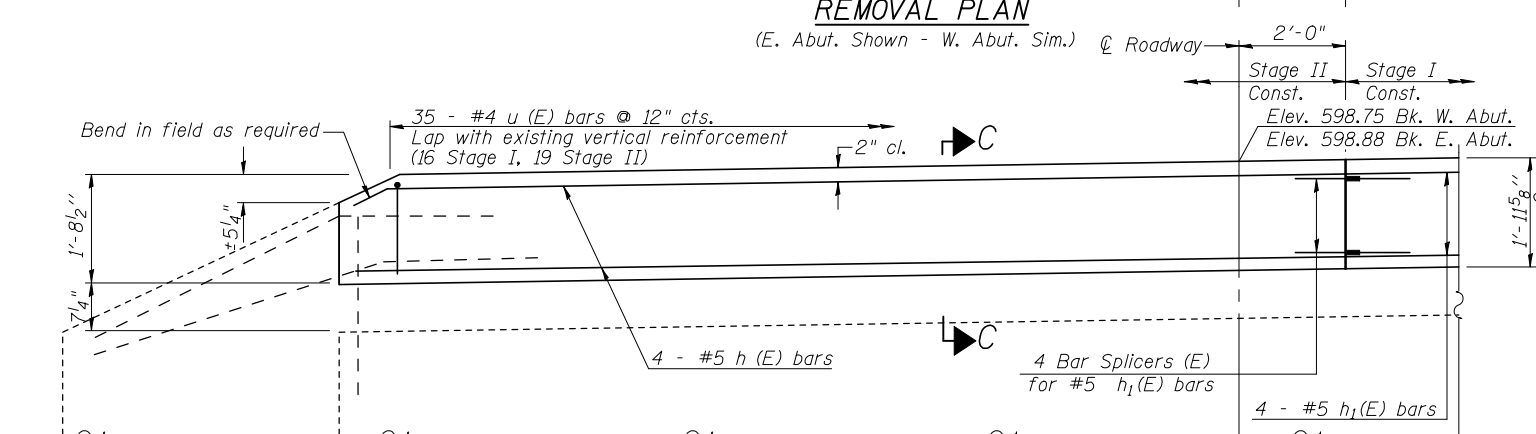
SECTION B-B



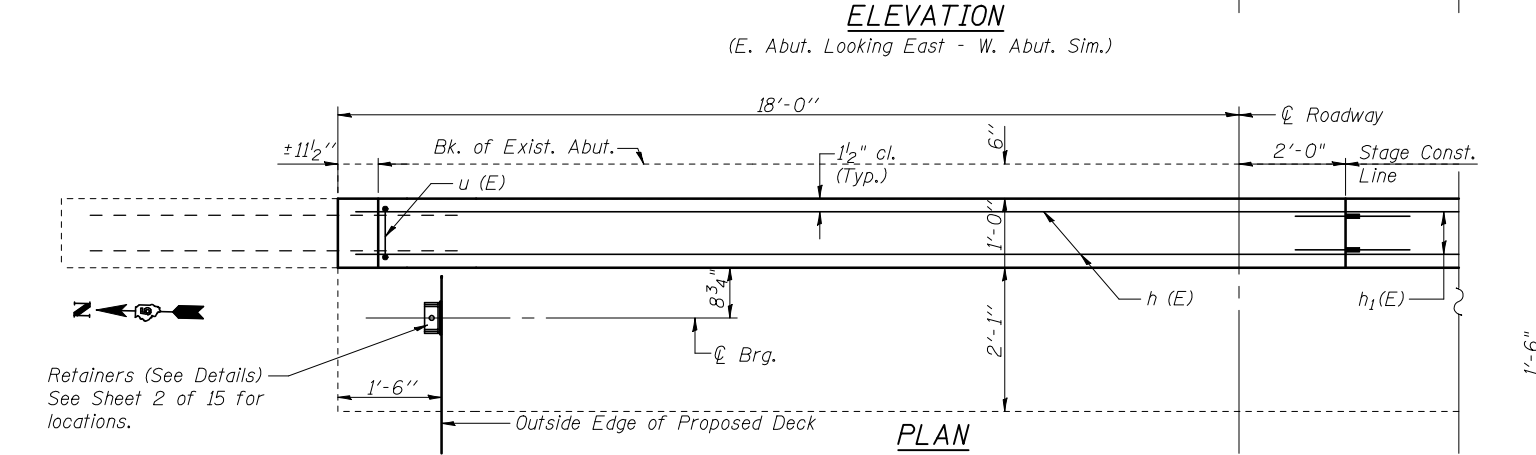
REMOVAL PLAN
(E. Abut. Shown - W. Abut. Sim.)



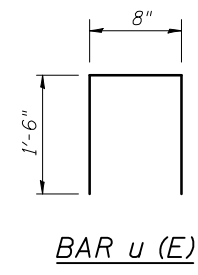
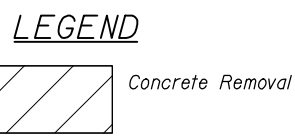
SECTION C-C



ELEVATION
(E. Abut. Looking East - W. Abut. Sim.)



PLAN
(E. Abut. Shown - W. Abut. Sim.)



SUBSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	8	#5	19'-9"	—
h1(E)	8	#5	15'-9"	—
u(E)	70	#5	3'-8"	□
Concrete Removal			Cu. Yd.	3.3
Reinforcement Bars, Epoxy Coated			Pound	570
Bar Splicers			Each	8
Concrete Superstructure			Cu. Yd.	4.5
Anchor Bolts 1"			Each	10

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

DESIGNED PBB
 CHECKED RJC/SAL
 DRAWN MLO
 CHECKED PBB

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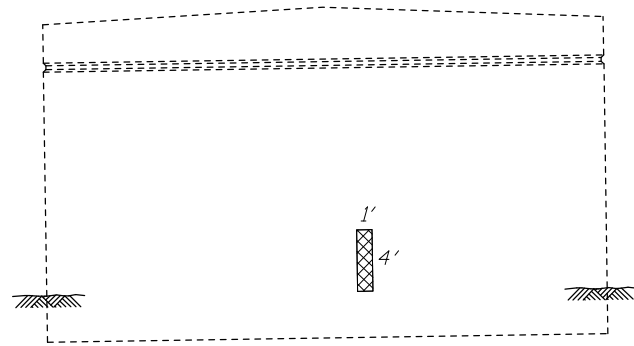
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ABUTMENT AND RETAINER DETAILS STRUCTURE NO. 023-0025

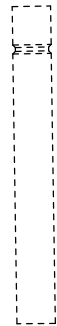
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	26

SHEET NO. 9 OF 15 SHEETS

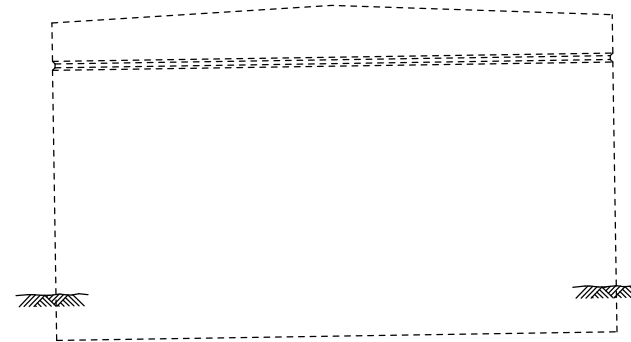
CONTRACT NO. 70609 ILLINOIS FED. AID PROJECT



WEST FACE PIER 1



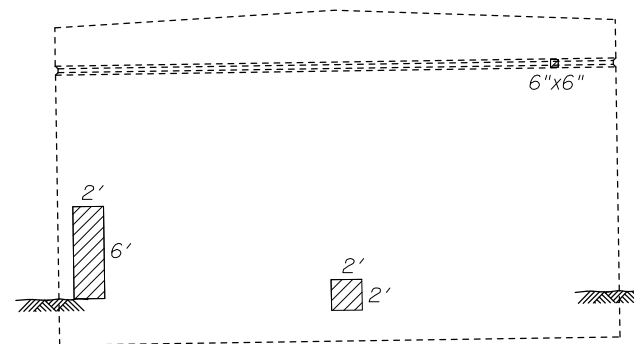
SOUTH FACE



EAST FACE PIER 1



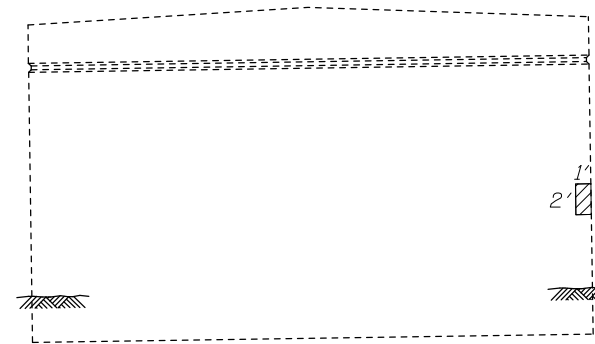
NORTH FACE



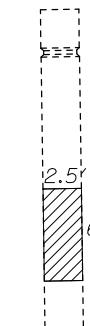
WEST FACE PIER 2



SOUTH FACE



EAST FACE PIER 2



NORTH FACE

LEGEND

- Structural Repair of Concrete (Depth Equal To or Less Than 5")
- Structural Repair of Concrete (Depth Greater Than 5")

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	33
Structural Repair of Concrete (Depth Greater Than 5")	Sq. Ft.	4

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

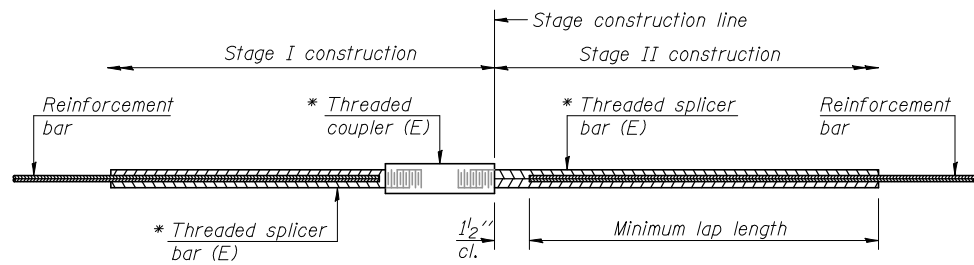
FILE NAME =	USER NAME =	DESIGNED <i>PBB</i>	REVISED -
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	PLOT SCALE =	DRAWN <i>MLO</i>	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER CONCRETE REPAIR DETAILS
STRUCTURE NO. 023-0025**

SHEET NO. 10 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	27
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70609	



STANDARD BAR SPLICER ASSEMBLY

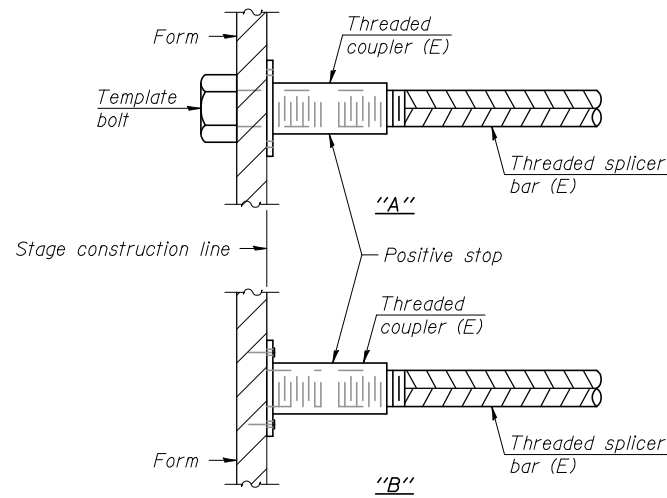
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

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

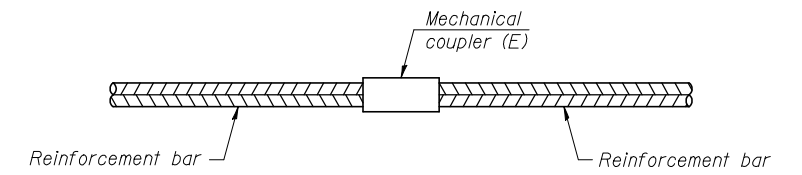
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck C.W.S.	#4	128	3
Abutments	#5	8	3



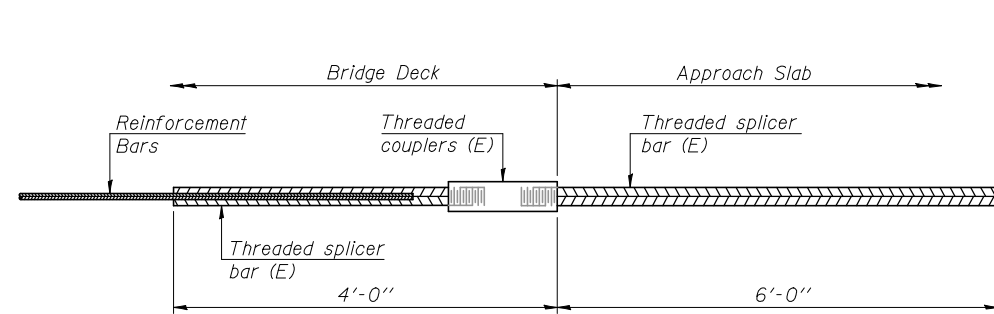
INSTALLATION AND SETTING METHODS

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



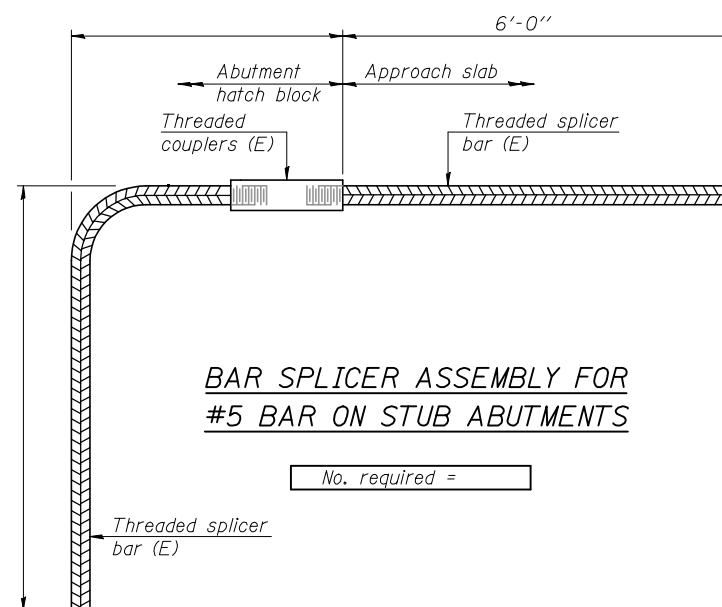
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1

7-1-10

BLANK, WESSELINK, COOK & ASSOCIATES

ENGINEERS - CONSULTANTS

DECATUR, ILLINOIS

DESIGN FIRM NO. 184000894

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	PLOT DATE =	CHECKED <i>PBB</i>	REVISED -

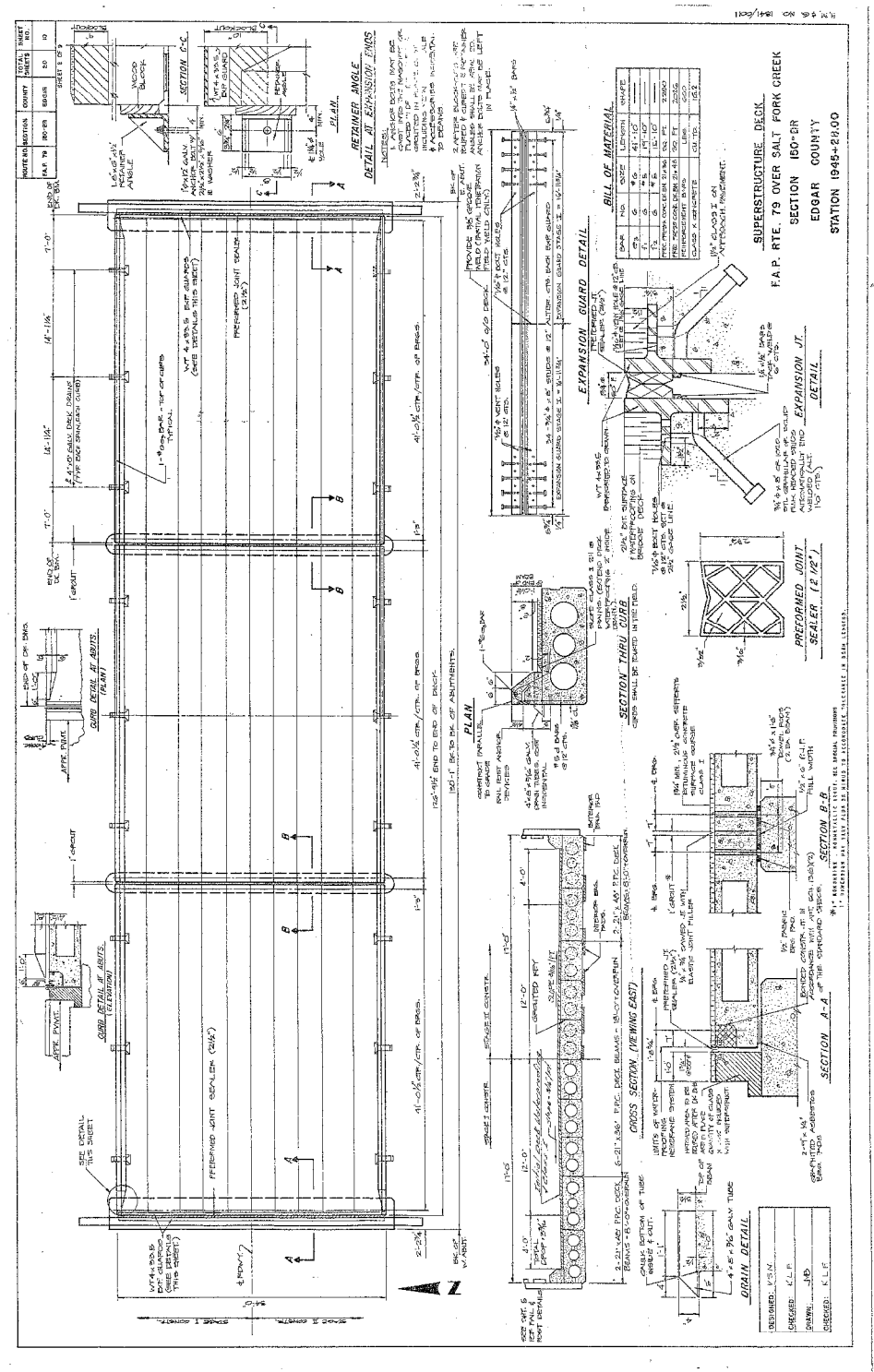
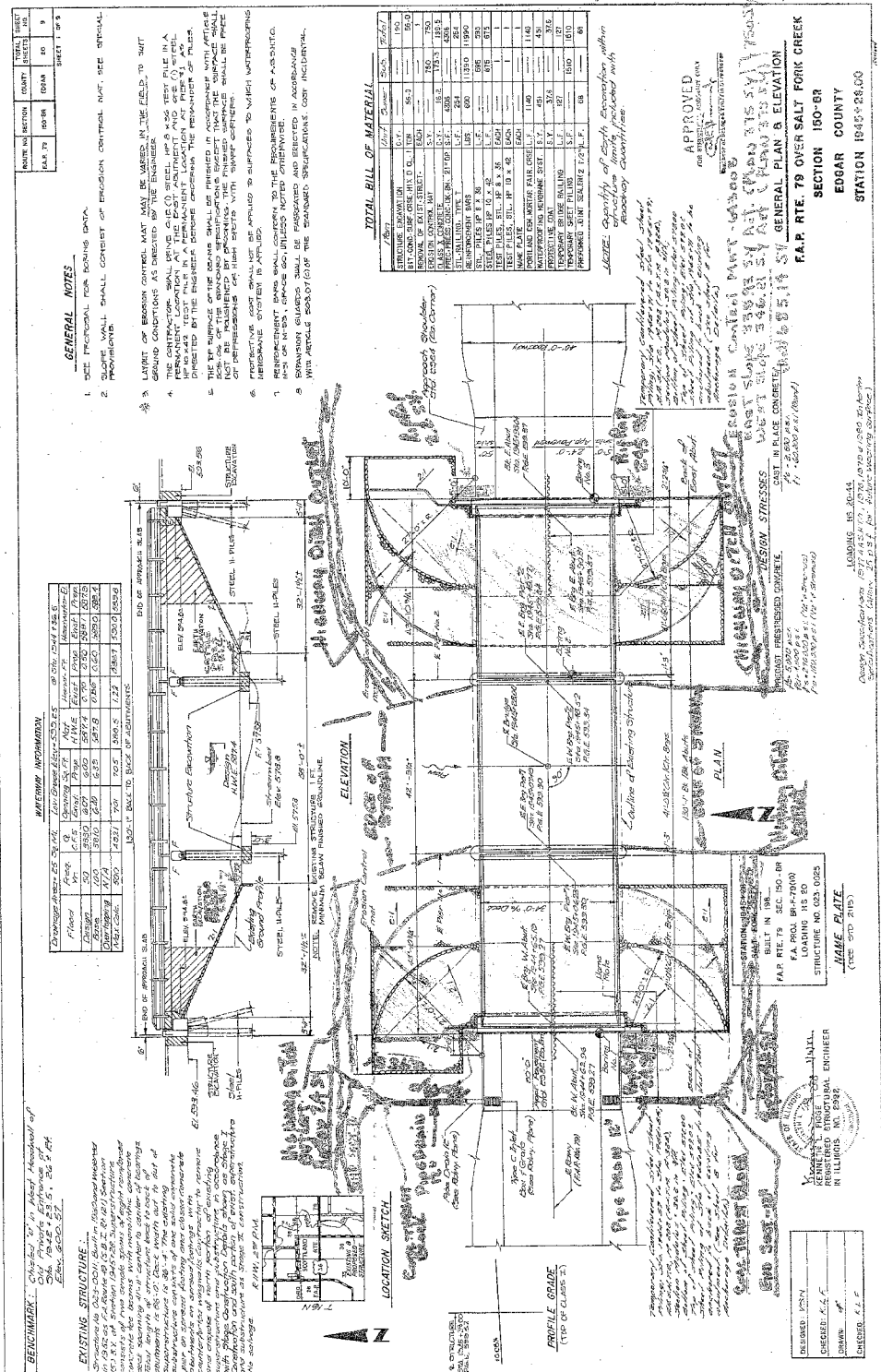
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 023-0025**

SHEET NO. 11 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	28
CONTRACT NO. 70609				

ILLINOIS FED. AID PROJECT



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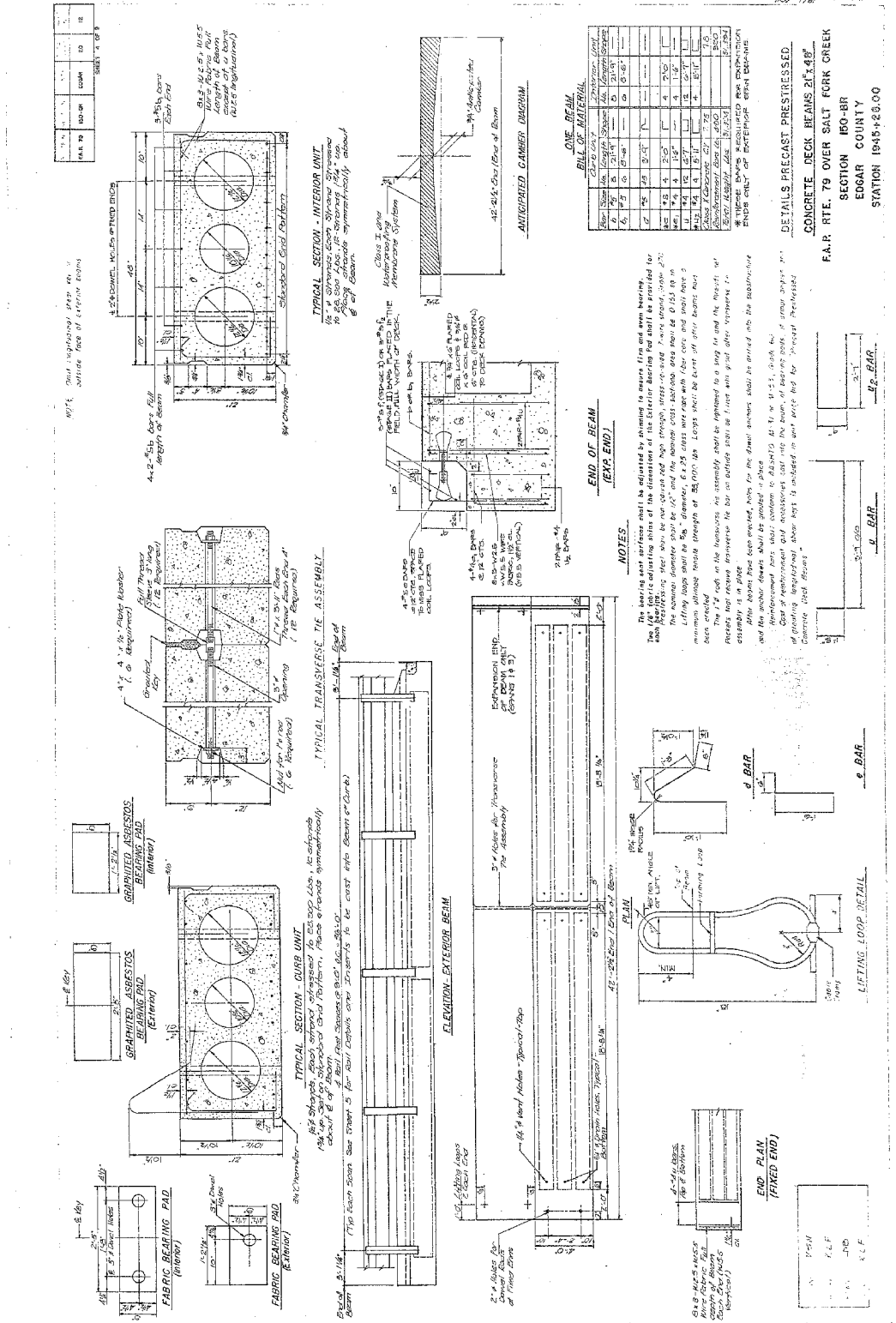
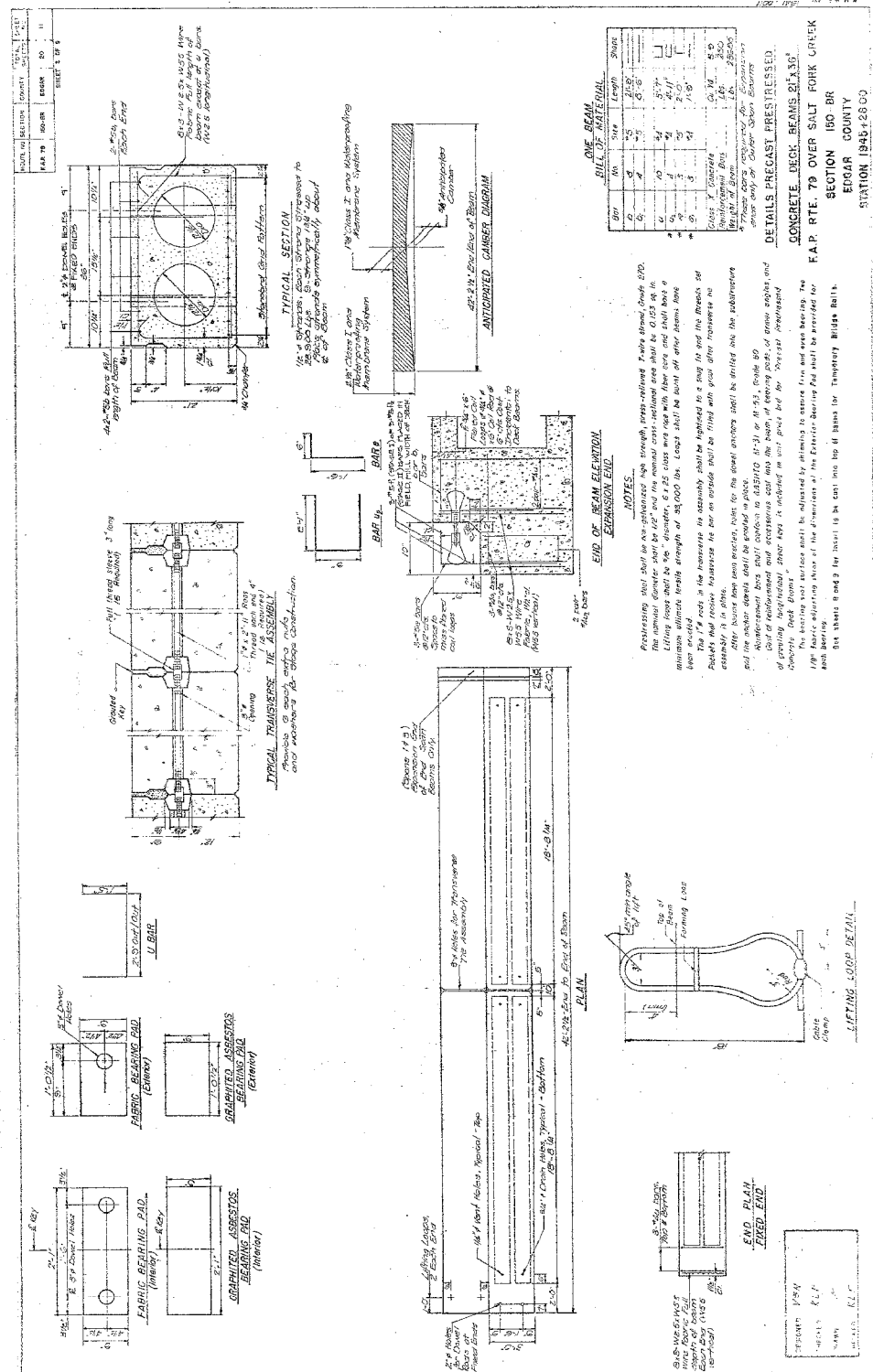
DESIGN FIRM NO. 18400894

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

SHEET NO. 12 OF 15 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	29
CONTRACT NO. 70609				
ILLINOIS FED. AID PROJECT				



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DECATUR, ILLINOIS

DESIGN FIRM NO. 18400894

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

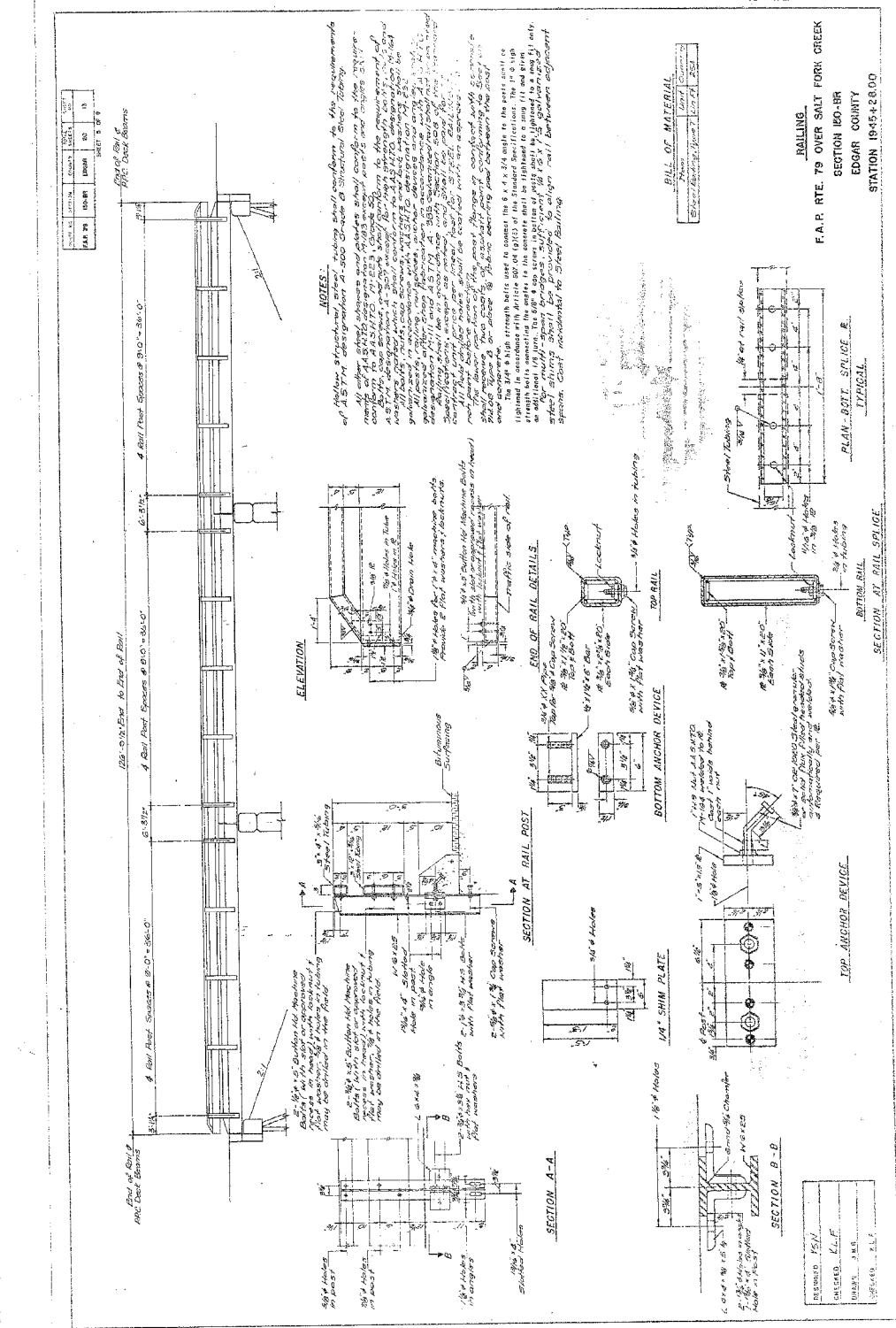
EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

SHEET NO. 13 OF 15 SHEETS

FILE NAME =	USER NAME =	DESIGNED <i>PBB</i>	REVISED -
		CHECKED <i>RJC/SAL</i>	REVISED -
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DESIGNED	<i>PBB</i>	REVISED	-
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	30
			CONTRACT NO. 70609	
ILLINOIS FED. AID PROJECT				

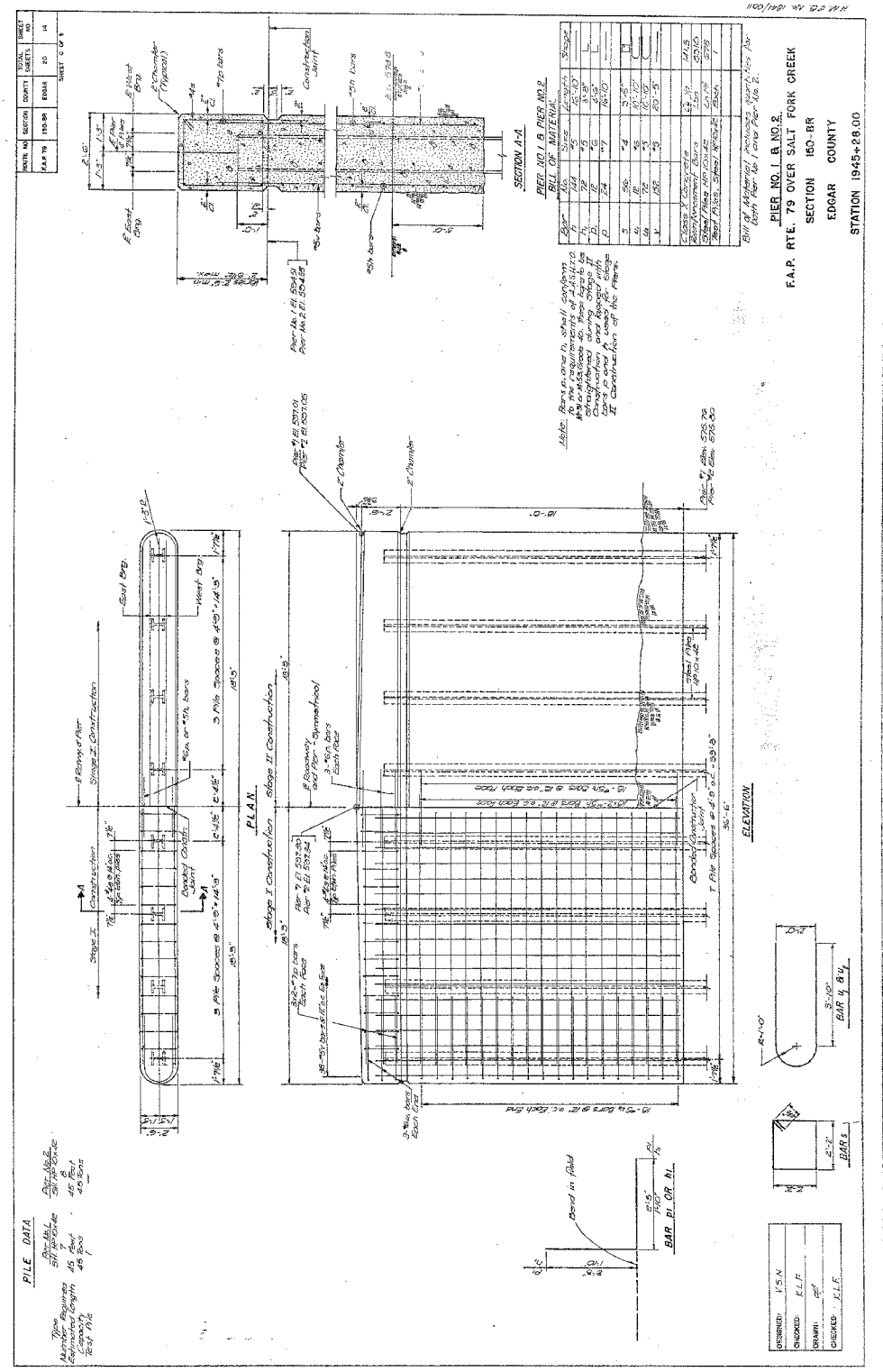


NOTES:
 1. All steel work shall conform to the requirements of A.S.T.M. designation A-500 Grade B Structural Steel tubing.
 2. All steel work shall be galvanized to the requirements of A.S.T.M. designation G-90.
 3. All steel work shall be painted with a minimum of two coats of a high quality exterior paint.
 4. The railing shall be installed in accordance with the specifications and drawings.
 5. The railing shall be installed in accordance with the specifications and drawings.
 6. The railing shall be installed in accordance with the specifications and drawings.
 7. The railing shall be installed in accordance with the specifications and drawings.
 8. The railing shall be installed in accordance with the specifications and drawings.
 9. The railing shall be installed in accordance with the specifications and drawings.
 10. The railing shall be installed in accordance with the specifications and drawings.

RAILING
 F.A.P. RTE. 79 OVER SALT FORK CREEK
 SECTION 150-BR
 EDGAR COUNTY
 STATION 1945+28.00

BILL OF MATERIAL

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
1	1/2\"/>		
2	1/2\"/>		
3	1/2\"/>		
4	1/2\"/>		
5	1/2\"/>		
6	1/2\"/>		
7	1/2\"/>		
8	1/2\"/>		
9	1/2\"/>		
10	1/2\"/>		



NOTES:
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 10. The railing shall be installed in accordance with the specifications and drawings.

PIER
 F.A.P. RTE. 79 OVER SALT FORK CREEK
 SECTION 150-BR
 EDGAR COUNTY
 STATION 1945+28.00

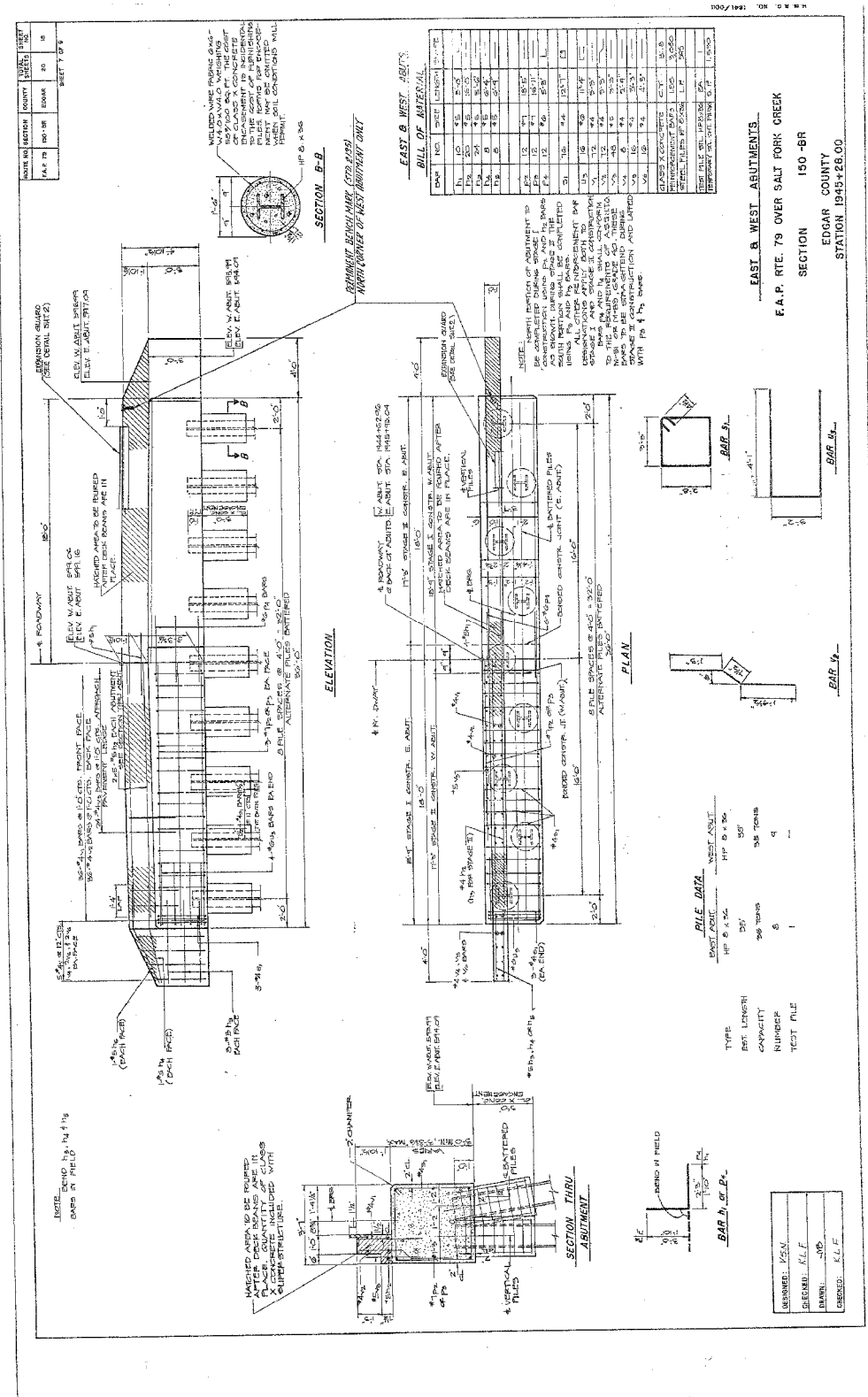
BILL OF MATERIAL

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
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FILE NAME =	USER NAME =	DESIGNED <i>PBB</i>	REVISED -
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DESIGNED	<i>PBB</i>	REVISED	-
CHECKED	<i>RJC/SAL</i>	REVISED	-
DRAWN	<i>MLO</i>	REVISED	-
CHECKED	<i>PBB</i>	REVISED	-

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	31
CONTRACT NO. 70609				
ILLINOIS FED. AID PROJECT				



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		DRAWN <i>MLO</i>	REVISED -
		CHECKED <i>PBB</i>	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
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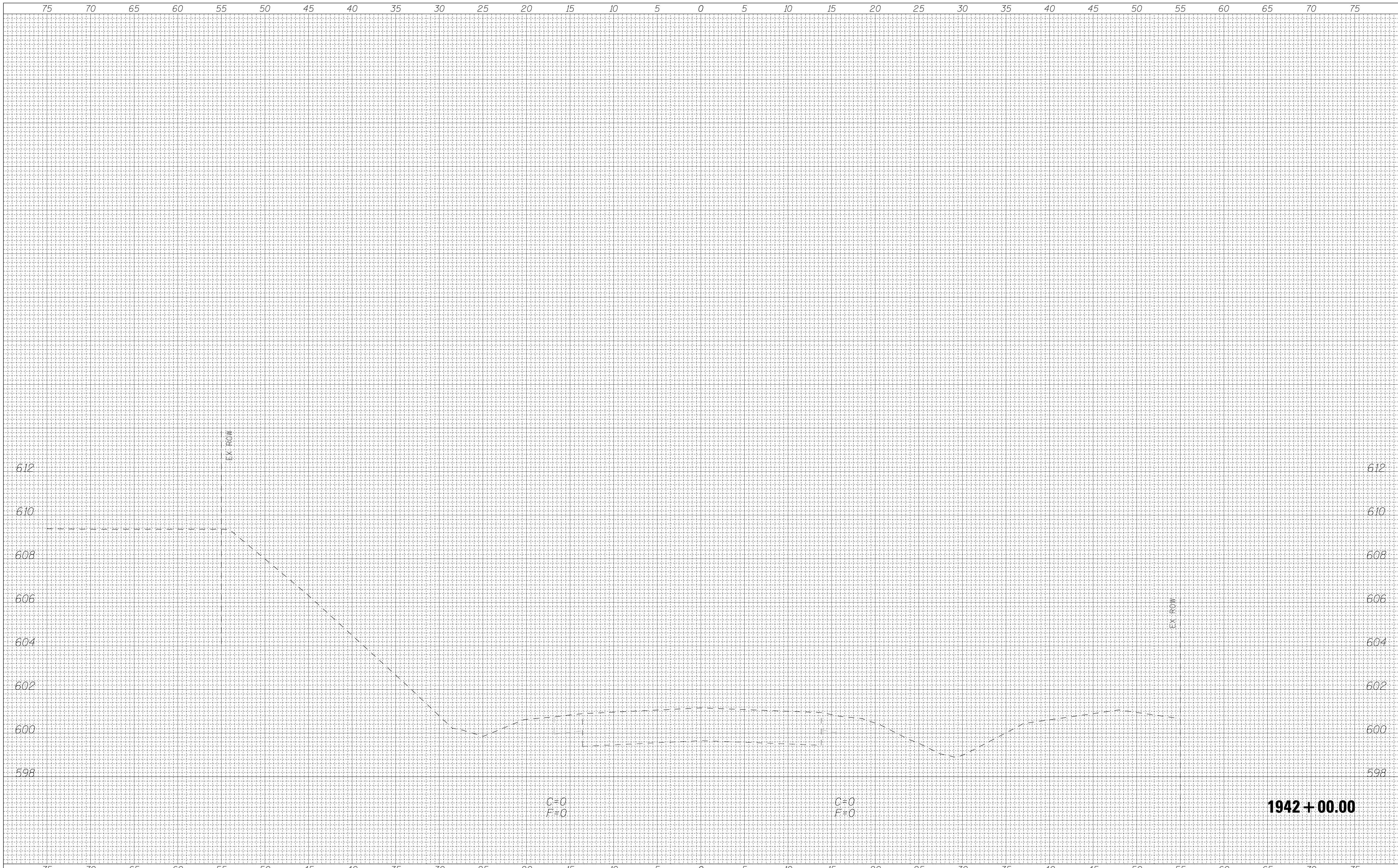
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	32
CONTRACT NO. 70609				

SHEET NO. 15 OF 15 SHEETS

ILLINOIS FED. AID PROJECT

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

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

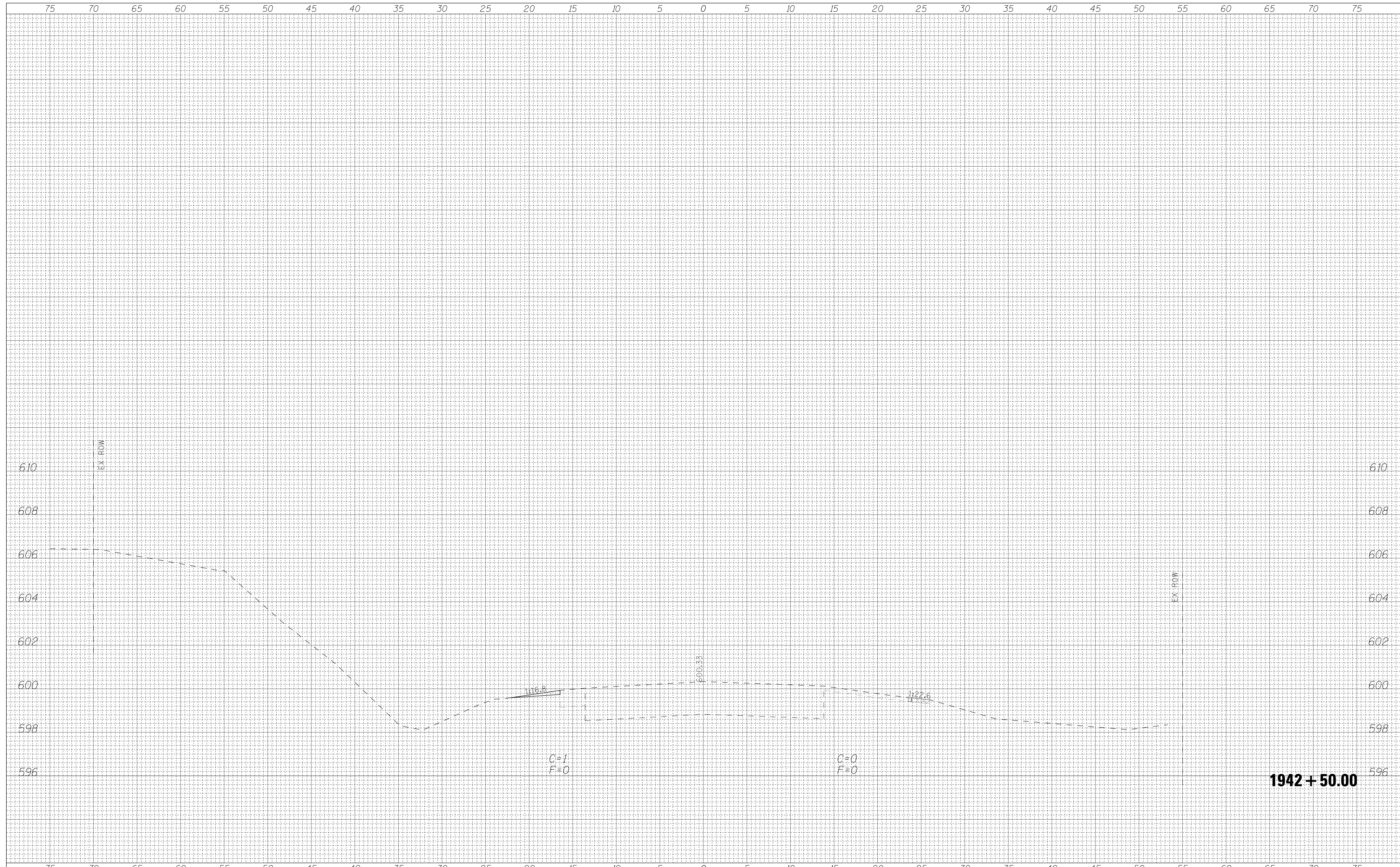


1942+00.00

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISIED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">US 36 CROSS SECTIONS</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISIED -		323	150BR-1	EDGAR	48	33
		CHECKED -	REVISIED -		CONTRACT NO. 70609				
		DATE -	REVISIED -		ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO. 1 OF 14 SHEETS	STA. 1942+00.00 TO STA. 1942+00.00			

DATE	BY	SURVEYED
		PLOTTED
		TEMPLATE
		AREAS
		CHECKED
NO.		

DATE	BY	SURVEYED
		PLOTTED
		TEMPLATE
		AREAS
		CHECKED
NO.		



FILE NAME =
\$FILEL\$

USER NAME = \$USER\$
DESIGNED -
DRAWN -
PLOT SCALE = \$SCALE\$
CHECKED -
PLOT DATE = \$DATE\$
DATE -

REVISD -
REVISD -
REVISD -
REVISD -

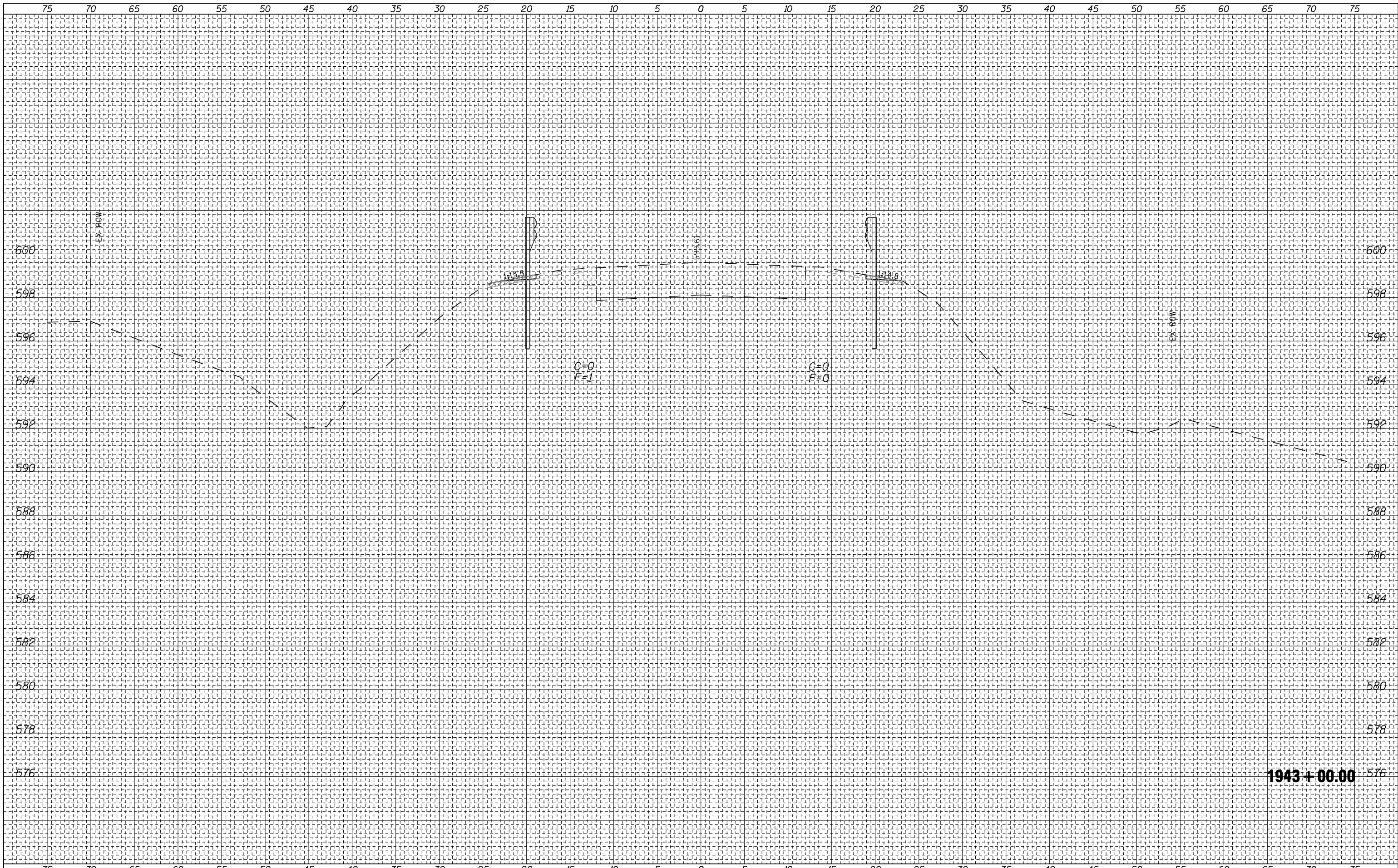
REVISD -
REVISD -
REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 36
CROSS SECTIONS**

SCALE: SHEET NO. 2 OF 14 SHEETS STA. 1942+50.00 TO STA. 1942+50.00

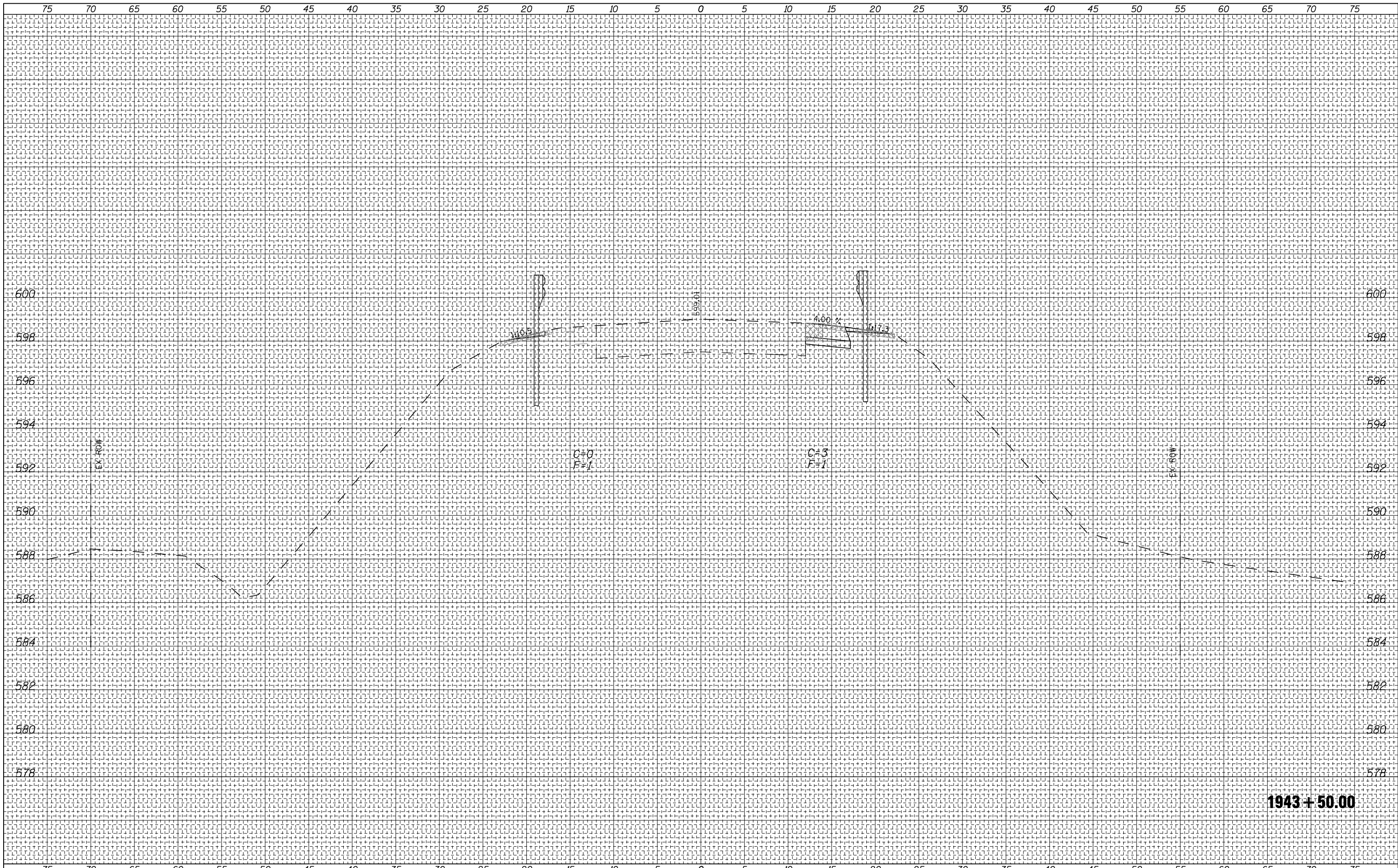
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	150BR-1	EDGAR	48	34
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70609	



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

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

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 36 CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FILEL		DRAWN -	REVISED -			323	150BR-1	EDGAR	48	35	
		CHECKED -	REVISED -			CONTRACT NO. 70609					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
PLOT SCALE = *SCALE*				SCALE:		SHEET NO. 3 OF 14 SHEETS		STA. 1943+00.00 TO STA. 1943+00.00			

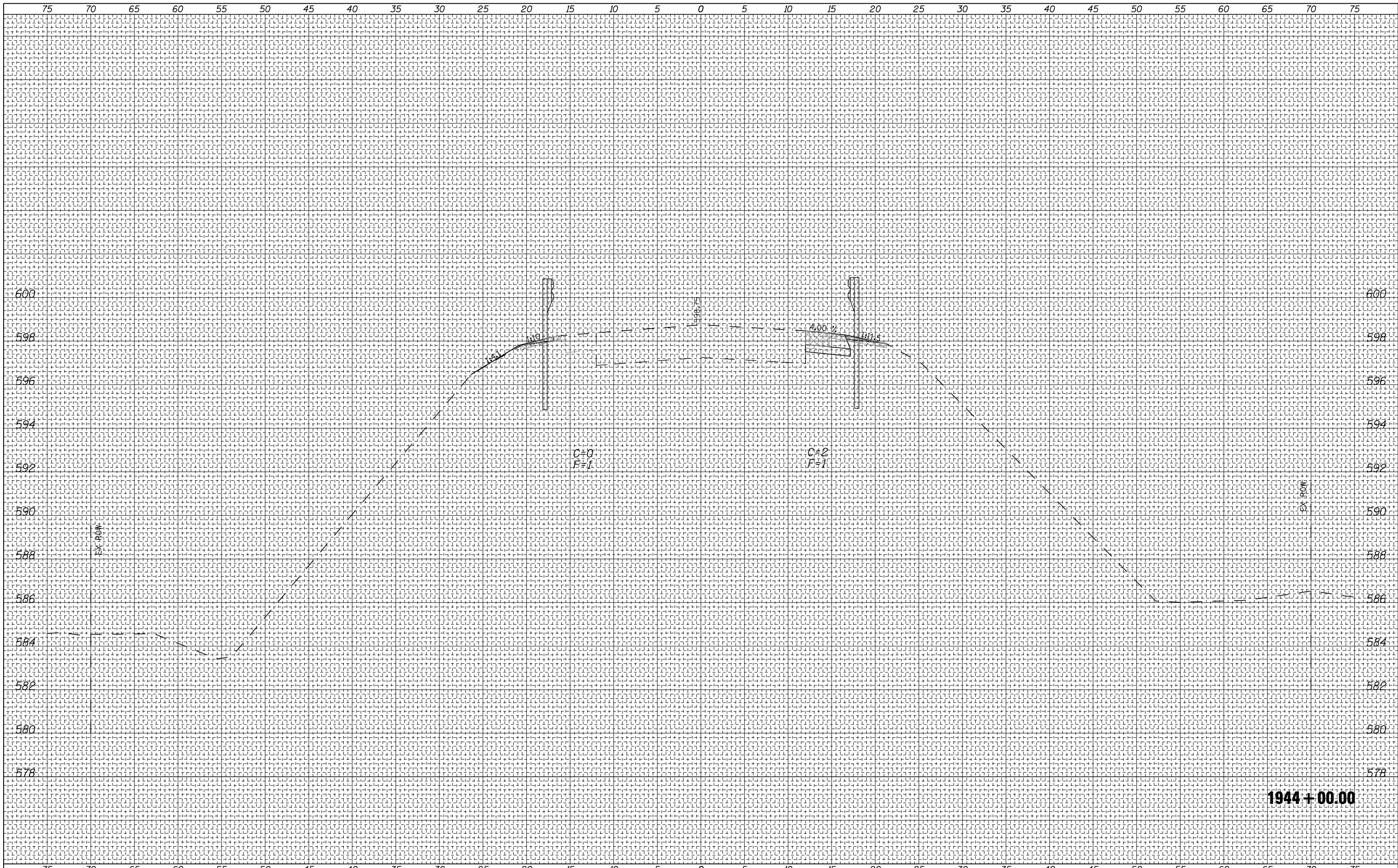


DATE	
BY	
ORIGINAL SURVEY NO.	
SURVEYED PLOTTED	
TEMPLATE AREAS CHECKED	
NOTE BOOK AREAS CHECKED	

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

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 36 CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FILEL		DRAWN -	REVISED -			323	150BR-1	EDGAR	48	36	
PLOT SCALE = *SCALE*		CHECKED -	REVISED -			CONTRACT NO. 70609					
PLOT DATE = *DATE*		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE:		SHEET NO. 4 OF 14 SHEETS		STA. 1943+50.00 TO STA. 1943+50.00							

1943+50.00



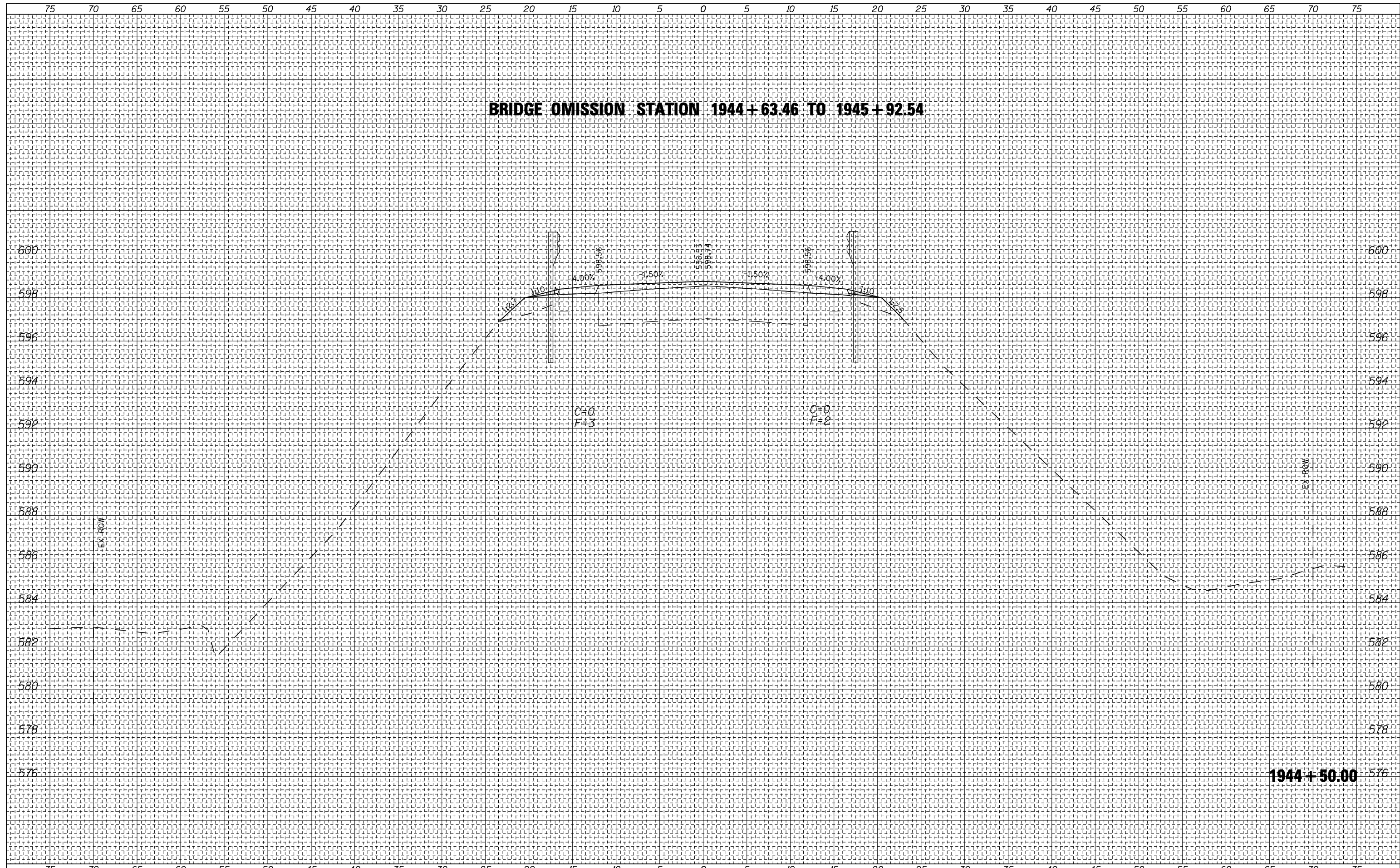
BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

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

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 36 CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL*		DRAWN -	REVISED -			323	150BR-1	EDGAR	48	37	
		CHECKED -	REVISED -			CONTRACT NO. 70609					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
PLOT SCALE = \$SCALE*				SCALE:		SHEET NO. 5 OF 14 SHEETS		STA. 1944+00.00 TO STA. 1944+00.00			

1944+00.00

BRIDGE OMISSION STATION 1944+63.46 TO 1945+92.54

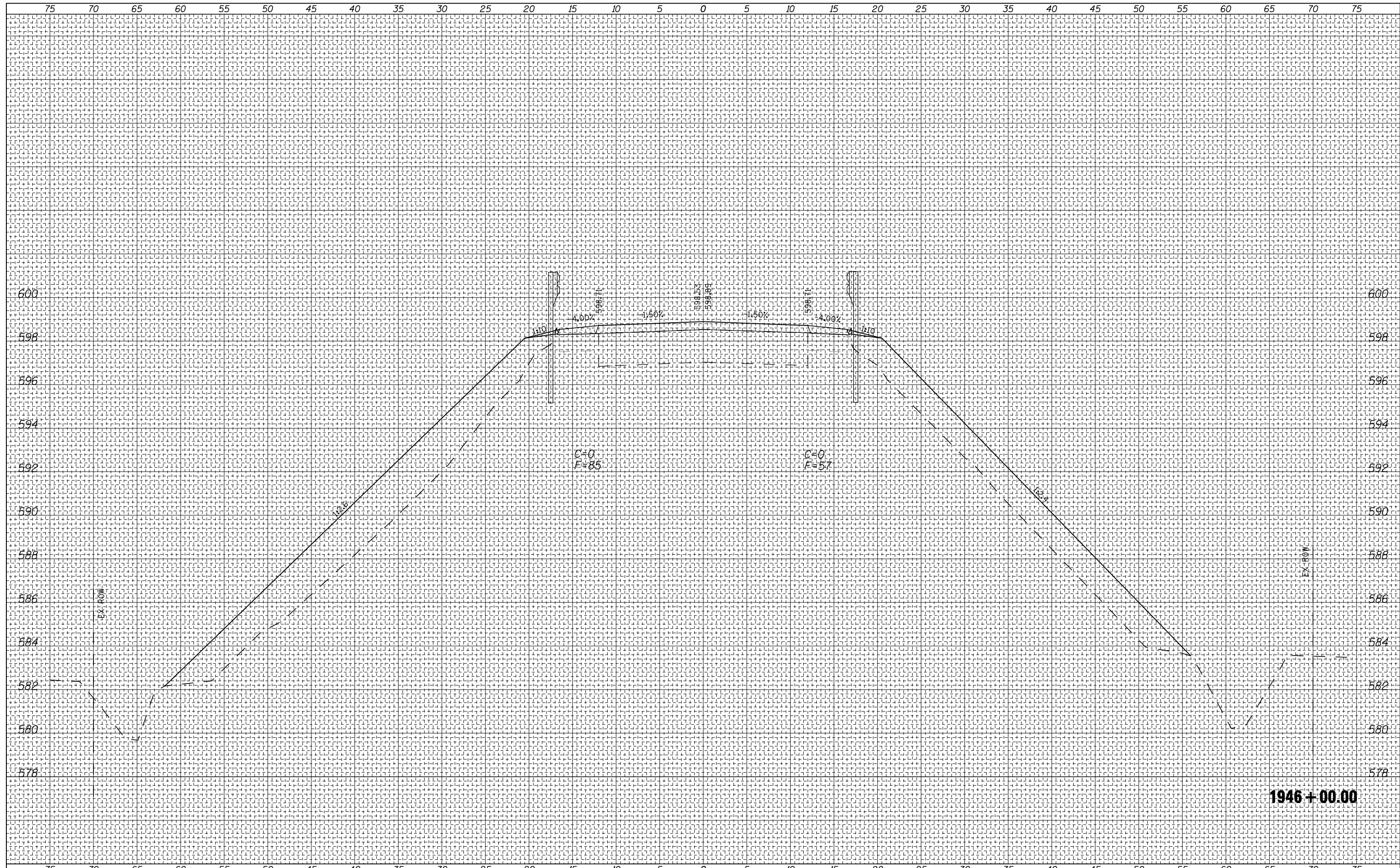


BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

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

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

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

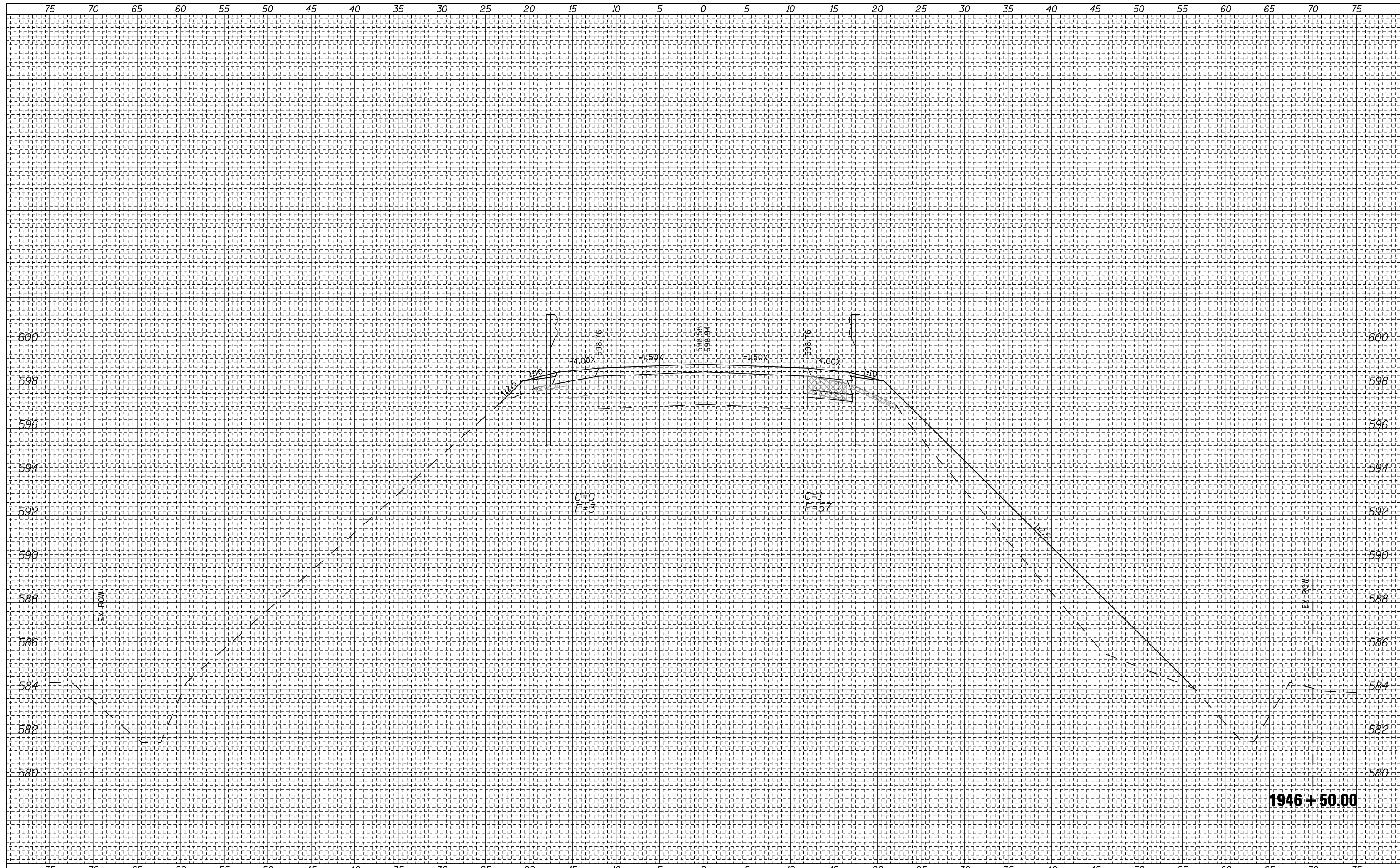


1946+00.00

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">US 36 CROSS SECTIONS</p> <p>SCALE: SHEET NO. 7 OF 14 SHEETS STA. 1946+00.00 TO STA. 1946+00.00</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN -	REVISED -		323	150BR-1	EDGAR	48	39
		CHECKED -	REVISED -		CONTRACT NO. 70609				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT				

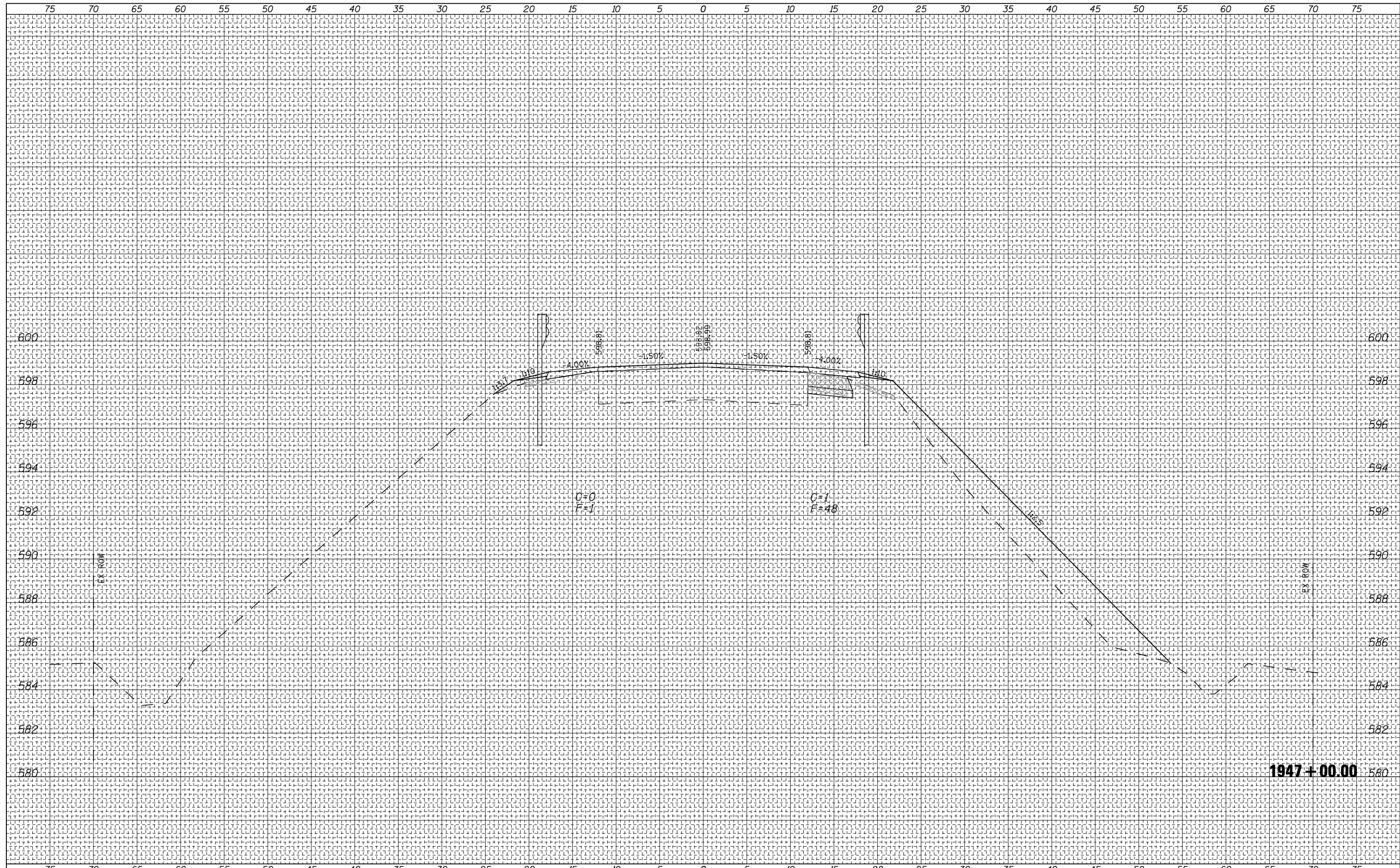
BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

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



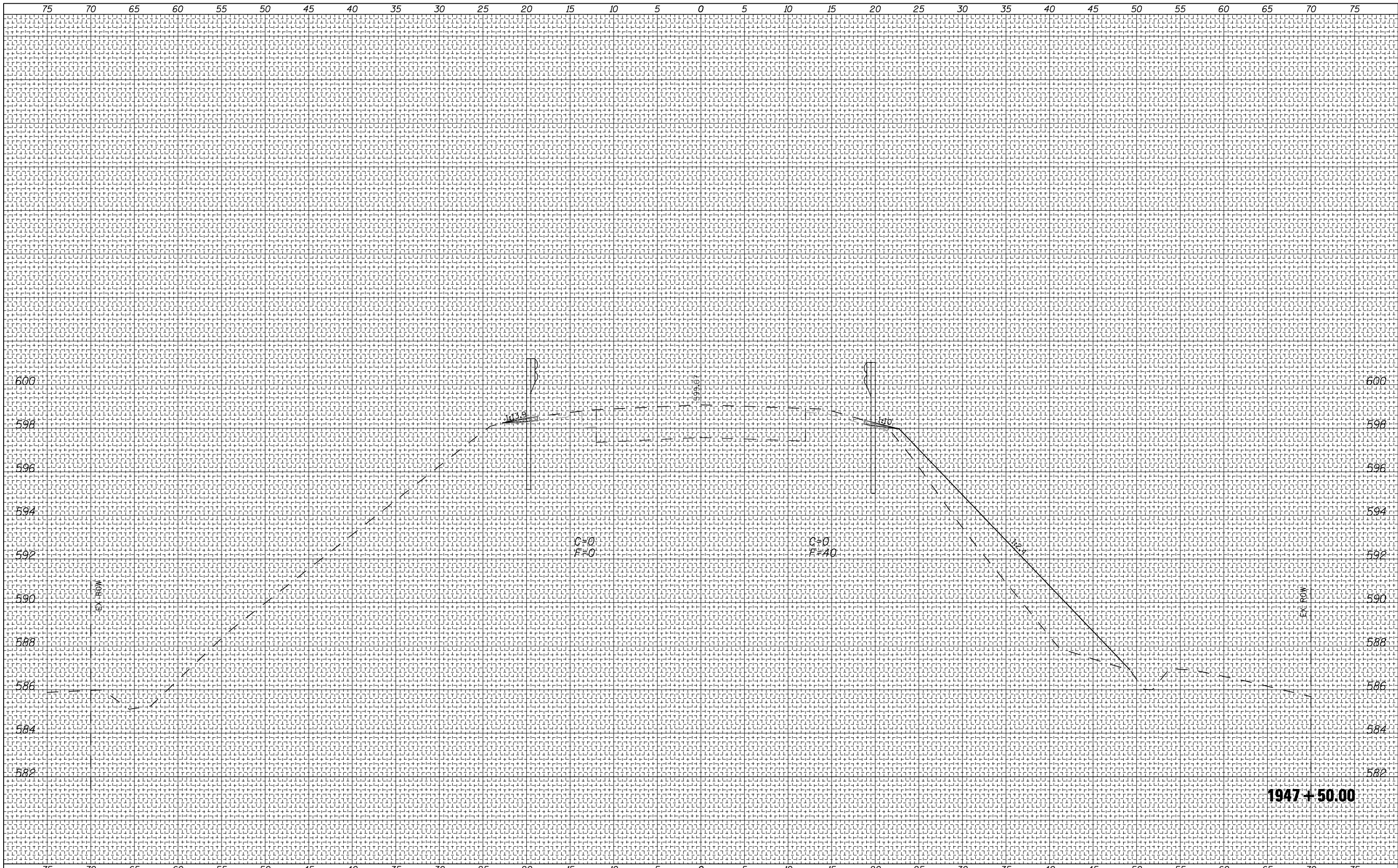
1946+50.00

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">US 36 CROSS SECTIONS</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		323	150BR-1	EDGAR	48	40
		CHECKED -	REVISED -		CONTRACT NO. 70609				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT				
PLOT SCALE = #SCALE#				SCALE:	SHEET NO. 8 OF 14 SHEETS		STA. 1946+50.00 TO STA. 1946+50.00		
PLOT DATE = #DATE#									



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

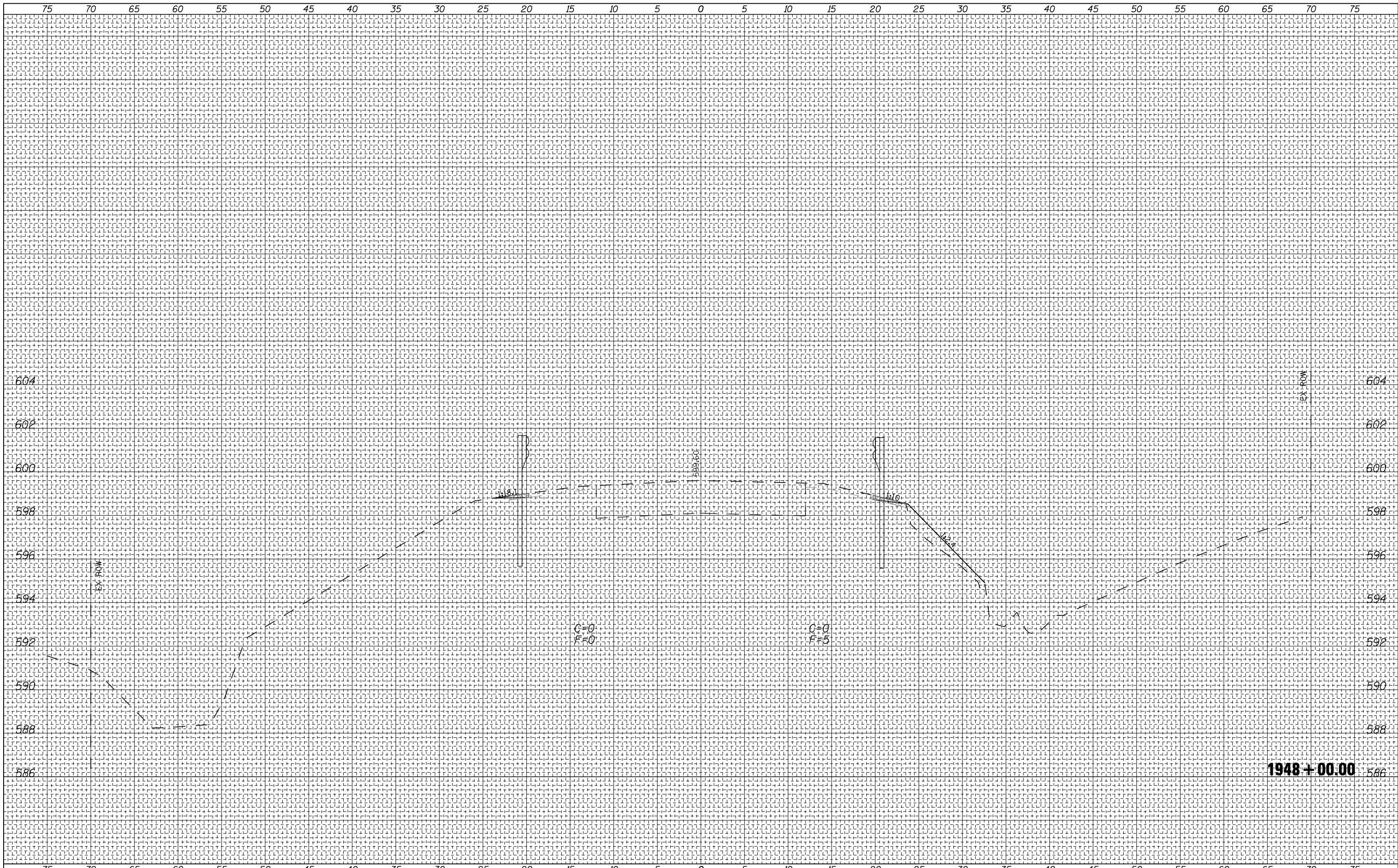
BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK NO.	PLOTTED TEMPLATE AREAS CHECKED



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

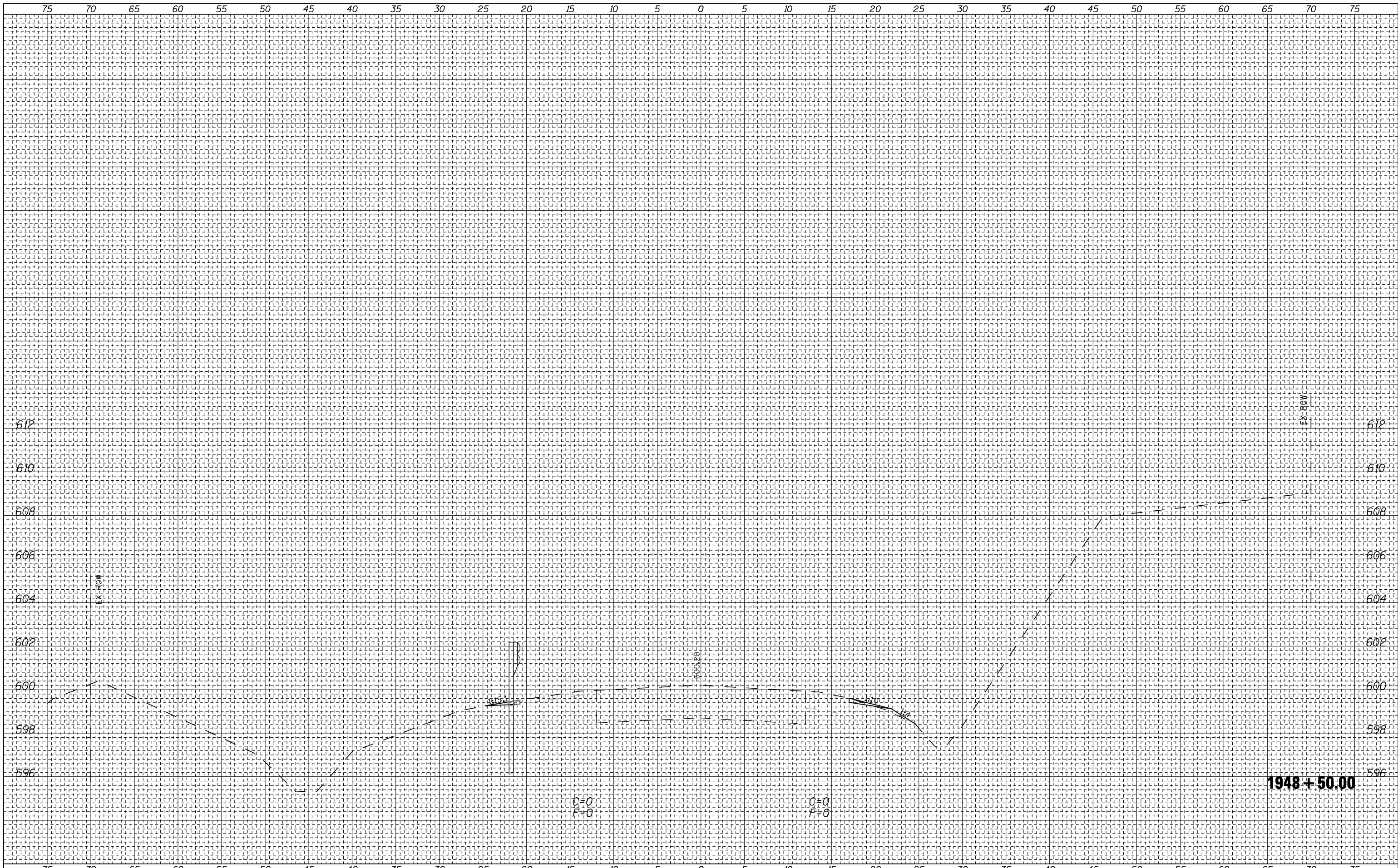
BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 36 CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FILEL		DRAWN -	REVISED -			323	150BR-1	EDGAR	48	42	
		CHECKED -	REVISED -			CONTRACT NO. 70609					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
SCALE:				SHEET NO. 10 OF 14 SHEETS		STA. 1947+50.00 TO STA. 1947+50.00					



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

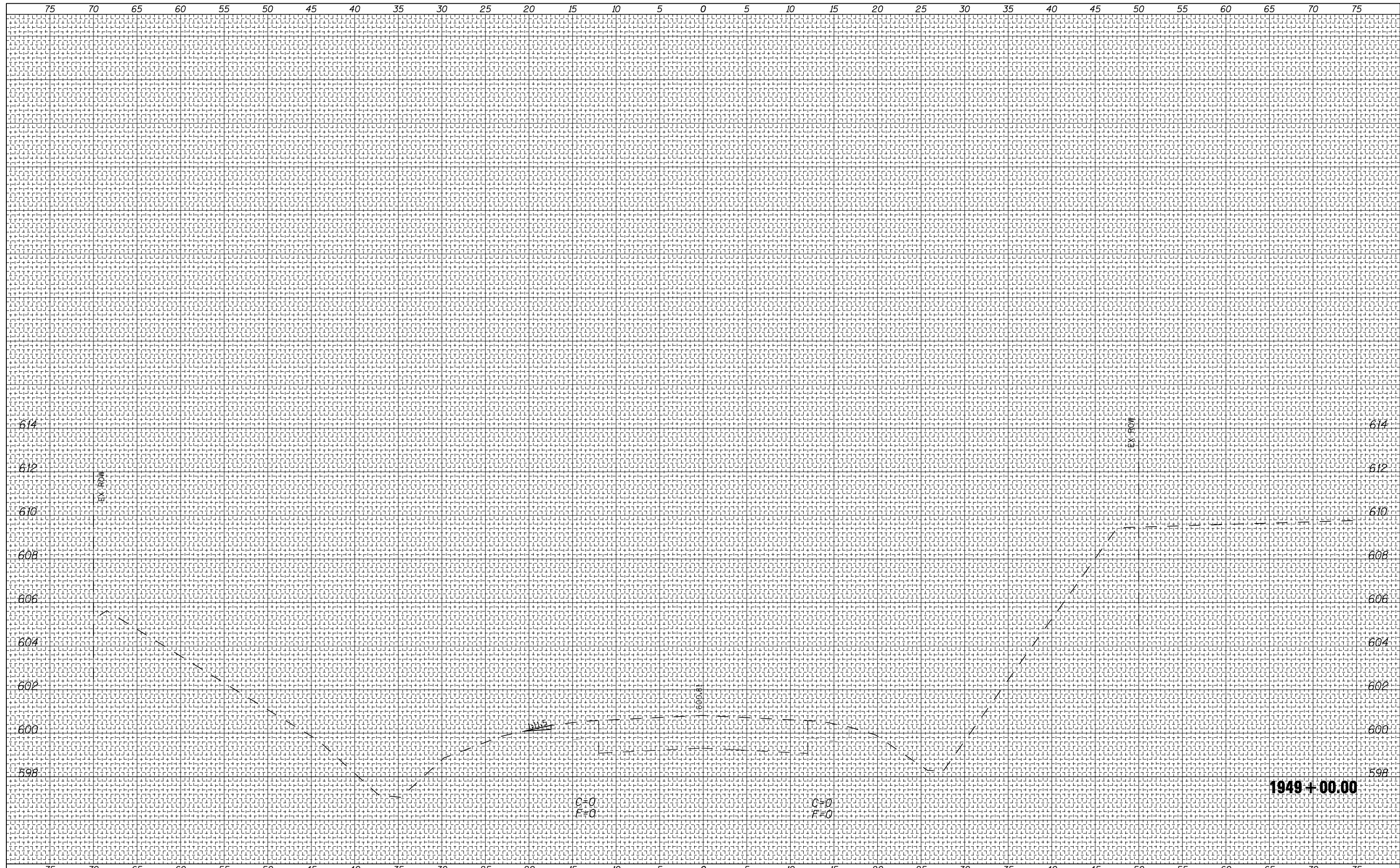
BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



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

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

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">US 36 CROSS SECTIONS</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		323	150BR-1	EDGAR	48	44
		CHECKED -	REVISED -		CONTRACT NO. 70609				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT				
PLOT SCALE = #SCALE#					SCALE:	SHEET NO. 12 OF 14 SHEETS		STA. 1948+50.00 TO STA. 1948+50.00	



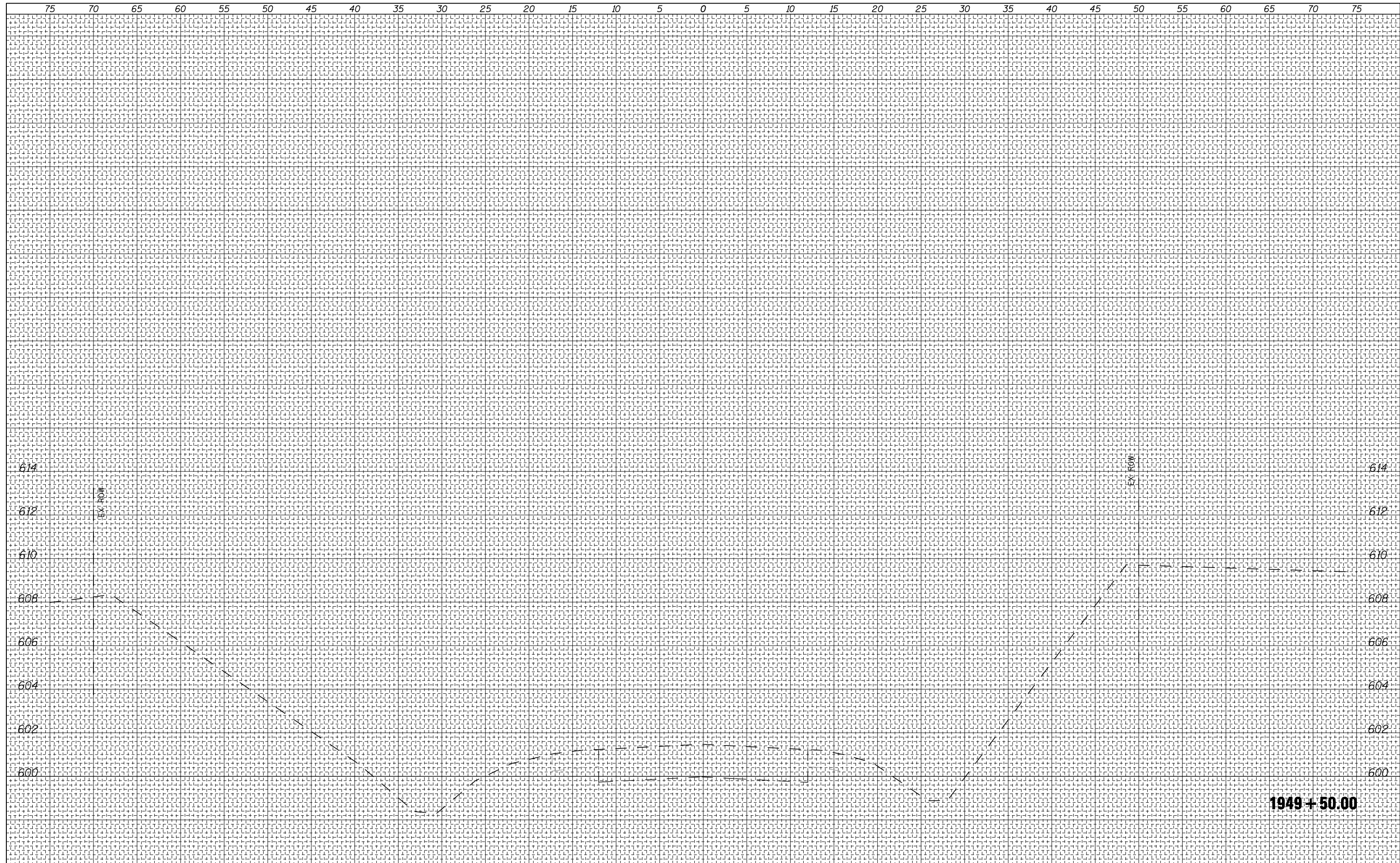
BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

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

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 36 CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -			323	150BR-1	EDGAR	48	45
PLOT SCALE = #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 70609				
PLOT DATE = #DATE#		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE:		SHEET NO. 13 OF 14 SHEETS		STA. 1949+00.00 TO STA. 1949+00.00						

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

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



1949 + 50.00

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">US 36 CROSS SECTIONS</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN -	REVISED -		323	150BR-1	EDGAR	48	46
		CHECKED -	REVISED -		CONTRACT NO. 70609				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 14 OF 14 SHEETS STA. 1949+50.00 TO STA. 1949+50.00

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

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



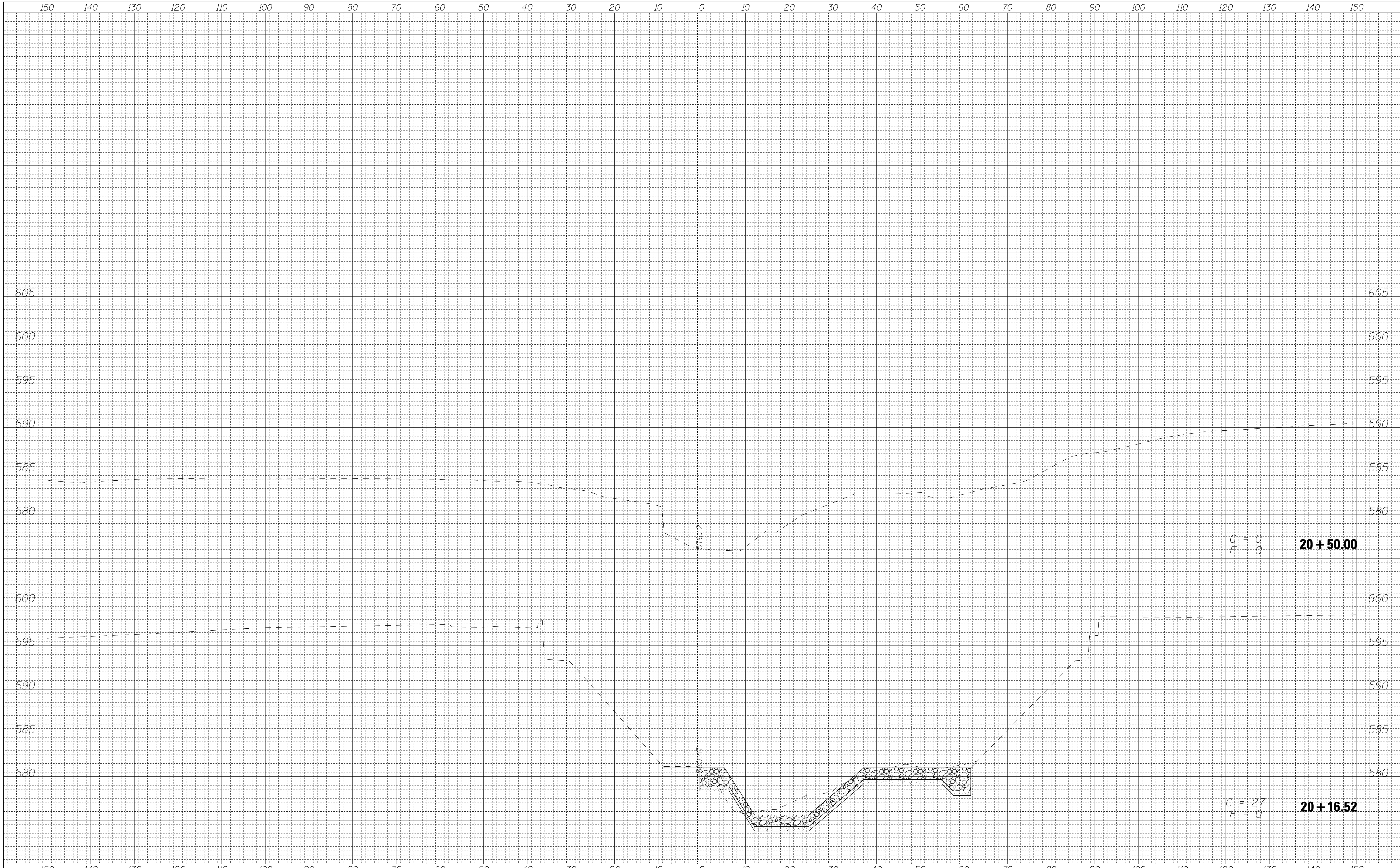
C = 24
F = 0
19 + 83.47

C = 0
F = 0
19 + 50.00

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CHANNEL CROSS SECTIONS SALT FORK CREEK		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISED -				323	150BR-1	EDGAR	48	47
		CHECKED -	REVISED -		CONTRACT NO. 70609						
		DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA. 19+50.00	TO STA. 19+83.47		ILLINOIS FED. AID PROJECT	

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

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



FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISIED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">CHANNEL CROSS SECTIONS SALT FORK CREEK</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISIED -		323	150BR-1	EDGAR	48	48
		CHECKED -	REVISIED -		CONTRACT NO. 70609				
		DATE -	REVISIED -		ILLINOIS FED. AID PROJECT				
		PLOT SCALE = \$SCALE\$		SCALE:	SHEET NO. 2 OF 2 SHEETS	STA. 20+16.52	TO STA. 20+50.00		