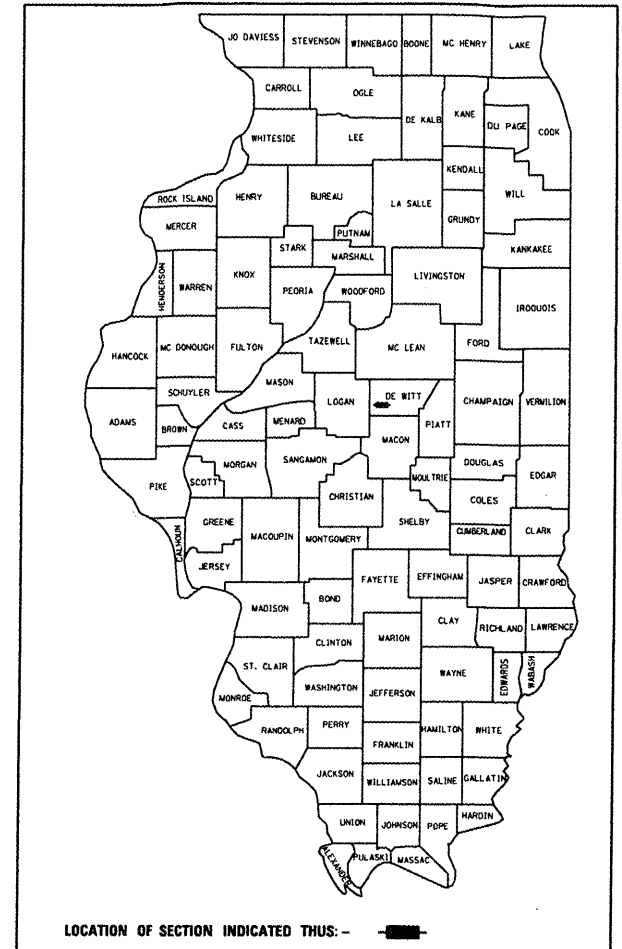


90932

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	1
FED. ROAD DIST. NO. 5 ILLINOIS			FED. AID PROJECT	

D-95-025-98



ADT = 1,800 (1999)
 %SU = 6.1
 %MU = 4.3
 TOWNSHIP: BARNETT
 FUNCTIONAL CLASSIFICATION:
 MINOR ARTERIAL

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED 12/20 2009
Paul K. Cooper
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 4, 2009
Charles J. Ingersoll
 ENGINEER OF DESIGN AND ENVIRONMENT

December 4, 2009
Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY**
F.A.P. ROUTE 717 (IL. RTE. 10)
SECTION 110BR
PROJECT NO. ACF-0717(031)
BRIDGE REPLACEMENT
DEWITT COUNTY

C-95-025-98

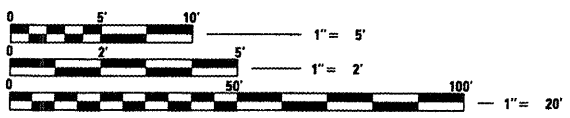
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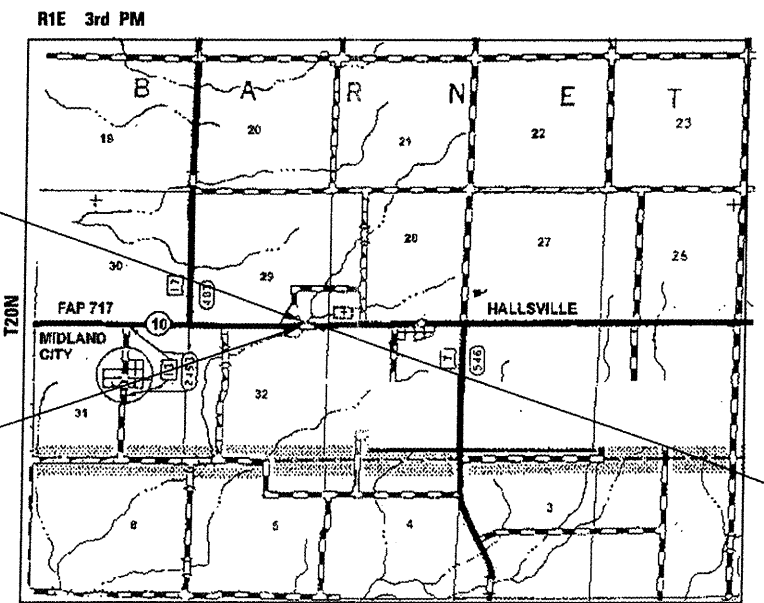
SCALE



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

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

PROPOSED
 STRUCTURE No. 020-0061
 STA. 738 + 60
 1 SPAN PPC I-BEAM 53'-0"
 BK TO BK ABUTMENTS
 IL 10 OVER UN-NAMED CREEK
 BRIDGE REPLACEMENT



LOCATION MAP

BEGIN SECTION 110BR
 STA. 736 + 00.00

END SECTION 110BR
 STA. 741 + 00.00

TOTAL AND NET LENGTH OF PROJECT = 500' (0.095 MILE)



M. Silvester 07-14-09
 MARTIN SILVESTER, P.E.
 LICENSE EXP. DATE 11-30-09

PROJECT ENGINEER: NANCY FASIG (217) 4654181
 CONSULTANT LIAISON CONTACT: JASON STULTS
 CONSULTANT: THE UPCHURCH GROUP, INC.
 05/0012-011-001-5-10-09

CONTRACT NO. 90932

GENERAL NOTES

G.N.-100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

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 OR 811.

G.N.-201 (SPL)
THE PAY ITEM FOR TREE REMOVAL ACRES IS TO PROVIDE THE CONTRACTOR MINIMAL ACCESS TO THE SITE AND IS NOT FOR THE REMOVAL OF ALL TREES LOCATED WITH THE SECTION. ANY TREE NOT CONFLICTING WITH PROVIDING ACCESS SHALL BE LEFT IN PLACE.

G.N.-250C (SPL)
TEMPORARY SEEDING FOR EROSION CONTROL IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY SEEDING FOR EROSION CONTROL WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.

G.N.-281
THE RIPRAP GRADATION SHALL BE IN ACCORDANCE WITH THE GRADATION SPECIFIED IN THE PLANS OR, WITH APPROVAL OF THE ENGINEER, A RIPRAP GRADATION MEETING A D50 GREATER THAN OR EQUAL TO 0.60 FEET. D50 IS DEFINED AS THE MEAN ROCK SIZE AS DESCRIBED IN THE FHWA HYDRAULIC ENGINEERING CIRCULARS (HEC 11, HEC 14 AND HEC 15). IF GRAVEL IS USED FOR THE BEDDING MATERIAL UNDER RIPRAP, THE GRAVEL SHALL BE CRUSHED AS ALLOWED UNDER ARTICLE 1005.01.

G.N.-406
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406.05b
ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

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

G.N. -406H
MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION (S):	IL. RTE 10	IL. RTE 10	IL. RTE 10
MIXTURE USE (S):	HMA SURFACE COURSE	LEVELING BINDER	CLASS D PATCHES HMA BASE COURSE OPTION FLEX. CONN.
AC/PG:	PG 64-22	PG 64-22	PG 64-22
RAP %: (MAX)**	15%	25%	25%
DESIGN AIR VOIDS:	4.0% @ 50 GYRATIONS	4.0% @ 50 GYRATIONS	4.0% @ 50 GYRATIONS
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5	IL-9.5	IL-19.0
FRICTION AGGREGATE:	MIX C	N/A	N/A

G.N.-631
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.

G.N.-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).

G.N.-1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

G.N.-2003B
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 ON THIS PROJECT.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	2
STA.		TO STA.		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 90932

STATION TO STATION	EARTHWORK SUMMARY		EARTH EXCAVATION (WIDENING) CU YD
	EARTH EXCAVATION CU YD	EMBANKMENT CU YD	
LT.&RT. 736+00 738+33.5	75	4	38
LT.&RT. 738+86.5 741+00	70	9	17
STRUCTURE EXCAVATION (*FROM BRIDGE PLANS)	269		
TOTALS	414	26	55
FURNISHED EXCAVATION = EMBANKMENT - (EXCAVATION X 0.75)			
= 26 - 469 x 0.75 = -332 CU YD (WASTE)			

LOCATION	PAVEMENT MARKING SCHEDULE				
	PVMT MARKING REMOVAL		SHORT TERM PVMT MARKING LINE - 4"	PAINT PVMT MARKING LINE - 4"	
	SOLID WHITE (SQ. FT.)	YELLOW SKIP DASH & NO PASSING (SQ. FT.)	YELLOW (FOOT)	SOLID WHITE (FOOT)	YELLOW SKIP DASH & NO PASSING (FOOT)
* STA C 734+50 TO 742+30			156		
STA RT 736+85 TO 740+40				355	
STA LT 736+45 TO 740+80				435	
STA C 734+50 TO 742+30					210
STA LT 736+45 TO 740+80	145				
STA C 734+50 TO 741+30		70			
STA RT 736+85 TO 737+98	38				
STA RT 739+22 TO 740+40	39				
TOTAL	222	70	156	790	210

* TWO APPLICATIONS

WORK ZONE PAVEMENT MARKING REMOVAL SCHEDULE	
LOCATION STATION TO STATION	WORK ZONE PVMT. MARKING REMOVAL (SQ. FT.)
STAGE I	
STA. 736+45 TO STA. 740+80 LT	145
STA. 734+90 TO STA. 741+70 RT	227
STAGE II	
STA. 734+50 RT	26
STA. 742+30 LT	26
STA. 735+82 TO STA. 742+20 LT	213
STA. 736+85 TO STA. 740+40 RT	117
SHORT TERM C	
STA. 734+50 TO STA. 742+30	39
TOTAL	793

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES
ILL. RTE. 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
DEWITT COUNTY

SCALE: N.T.S. DRAWN BY: GEW
DATE: MAY 2009 CHECKED BY: MJS

TUG PROJ. # 8909106
PLOT DATE = 10/15/2009 8:10AM
FILE NAME = 0710.D

SUMMARY OF QUANTITIES

**80% FEDERAL 20% STATE
CONSTRUCTION CODE X081-2A**

CODE No.	ITEM	UNIT	TOTAL QUANTITY
20100500	TREE REMOVAL, ACRES	ACRE	0.3
20200100	EARTH EXCAVATION	CU YD	145
20200500	EARTH EXCAVATION (WIDENING)	CU YD	55
20300100	CHANNEL EXCAVATION	CU YD	16
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	105
* 25000200	SEEDING, CLASS 2	ACRE	0.2
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	18
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	18
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	18
25100115	MULCH, METHOD 2	ACRE	0.2
25100630	EROSION CONTROL BLANKET	SQ YD	500
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50
28000305	TEMPORARY DITCH CHECKS	FOOT	40
28000400	PERIMETER EROSION BARRIER	FOOT	1000
28100107	STONE RIPRAP, CLASS A4	SQ YD	415
28200200	FILTER FABRIC	SQ YD	415
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	31
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	6
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	194
40600990	TEMPORARY RAMP	SQ YD	103
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50	TON	31
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	222
42001300	PROTECTIVE COAT	SQ YD	222
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	48
44000100	PAVEMENT REMOVAL	SQ YD	270
44004250	PAVED SHOULDER REMOVAL	SQ YD	72
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	24
48101200	AGGREGATE SHOULDERS, TYPE B	TON	5
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	269
50300225	CONCRETE STRUCTURES	CU YD	30.4
50300255	CONCRETE SUPERSTRUCTURE	CU YD	77.3
50300260	BRIDGE DECK GROOVING	SQ YD	177
50300300	PROTECTIVE COAT	SQ YD	234
50400805	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 36 IN.	FOOT	312
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	18770
50800515	BAR SPLICERS	EACH	246
51200957	FURNISHING METAL SHELL PILES 12" x 0.250"	FOOT	636
51202305	DRIVING PILES	FOOT	636

**80% FEDERAL 20% STATE
CONSTRUCTION CODE X081-2A**

CODE No.	ITEM	UNIT	TOTAL QUANTITY
51203200	TEST PILE METAL SHELLS	EACH	1
51205200	TEMPORARY SHEET PILING	SQ FT	668
51500100	NAME PLATES	EACH	1
54215547	METAL END SECTIONS 12"	EACH	2
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	60
60100945	PIPE DRAINS 12"	FOOT	40
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	110
60900115	TYPE B INLET BOX, STANDARD 609001	EACH	2
60900515	CONCRETE THRUST BLOCKS	EACH	2
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	412.5
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) TANGENT	EACH	4
63200310	GUARDRAIL REMOVAL	FOOT	619
66101150	HOT-MIX ASPHALT SHOULDER CURB	FOOT	27
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	6
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	156
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1000
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	793
70400100	TEMPORARY CONCRETE BARRIER	FOOT	400
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	400
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1000
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	8
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
78300100	PAVEMENT MARKING REMOVAL	SQ FT	292
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	4
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1
Z0002900	BASE COURSE (OPTION)	SQ YD	372
Z0013798	CONSTRUCTION LAYOUT	L SUM	1
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0037300	PAVEMENT GROOVING	SQ YD	200
Z0038700	PERMANENT BENCH MARKS	EACH	1

* SPECIALTY ITEM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	3
STA. 736+00	TO STA. 741+00			
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 90932

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUMMARY OF QUANTITIES
ILL. RTE. 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
DEWITT COUNTY

SCALE: N.T.S.
DATE: MAY 2009

DRAWN BY: JAU
CHECKED BY: MJS

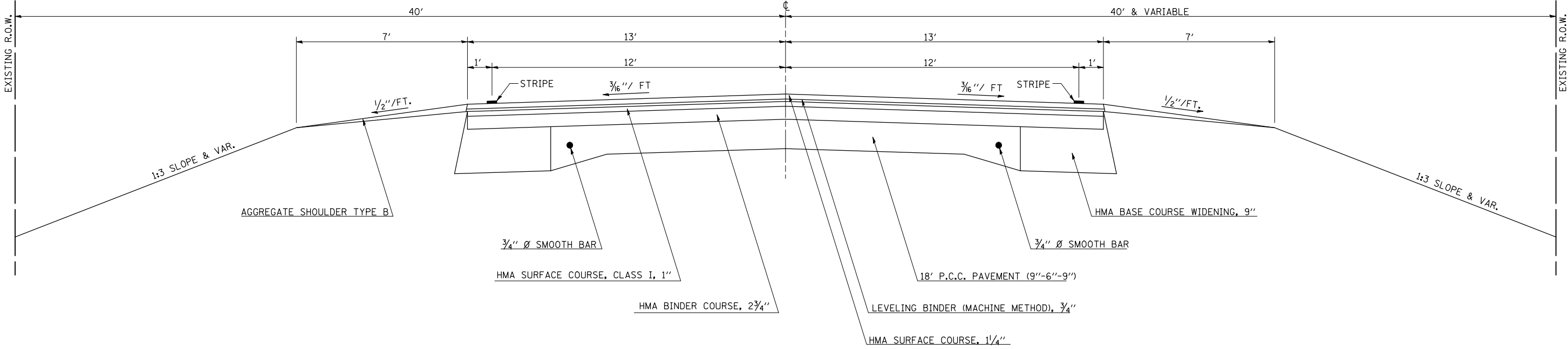
TUG PRODUCTION
PLOT DATE: 05/27/09
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	4
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 90932

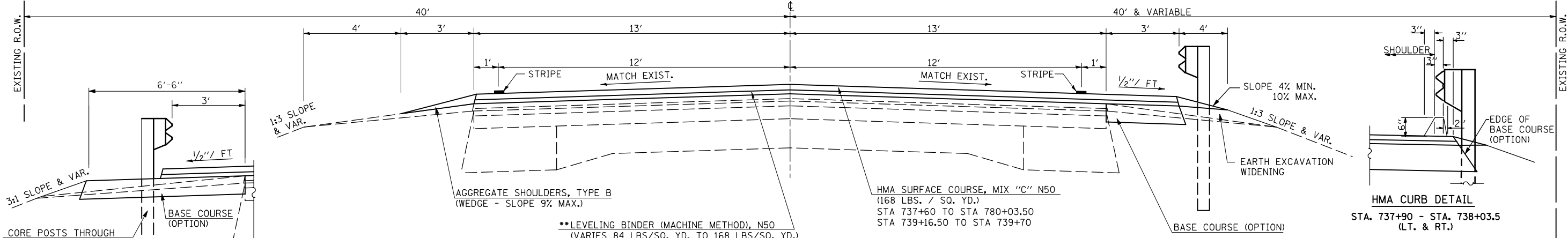
EXISTING TYPICAL CROSS SECTION

STA. 736+00 - STA. 738+44 (BRIDGE OMISSION)
 STA. 738+76 - STA. 741+00



PROPOSED TYPICAL CROSS SECTION

STA. 736+00 - STA. 738+33.5 (BRIDGE OMISSION)
 STA. 738+86.5 - STA. 741+00



**LEVELING BINDER (MACHINE METHOD), N50
 (VARIES 84 LBS./SQ. YD. TO 168 LBS./SQ. YD.)

** VARIABLE DEPTH LEVELING BINDER

STA	YIELD LBS./S.Y.	THICKNESS (IN)		
		LT. EOP	CL	RT. EOP
739+16.5	168	1.50	1.50	1.50
739+35.0	84	0.75	0.75	0.75

CORE POSTS THROUGH
 BASE COURSE OPTION
 LT STA 737+46.6 TO
 STA 737+90
 LT STA 739+22 TO
 STA 740+11

BASE COURSE OPTION

WITHOUT GUARDRAIL

WITH GUARDRAIL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL CROSS SECTIONS
 IL. ROUTE 10 OVER UN-NAMED CREEK
 FAP RTE. 717 SECTION 110BR
 DEWITT COUNTY

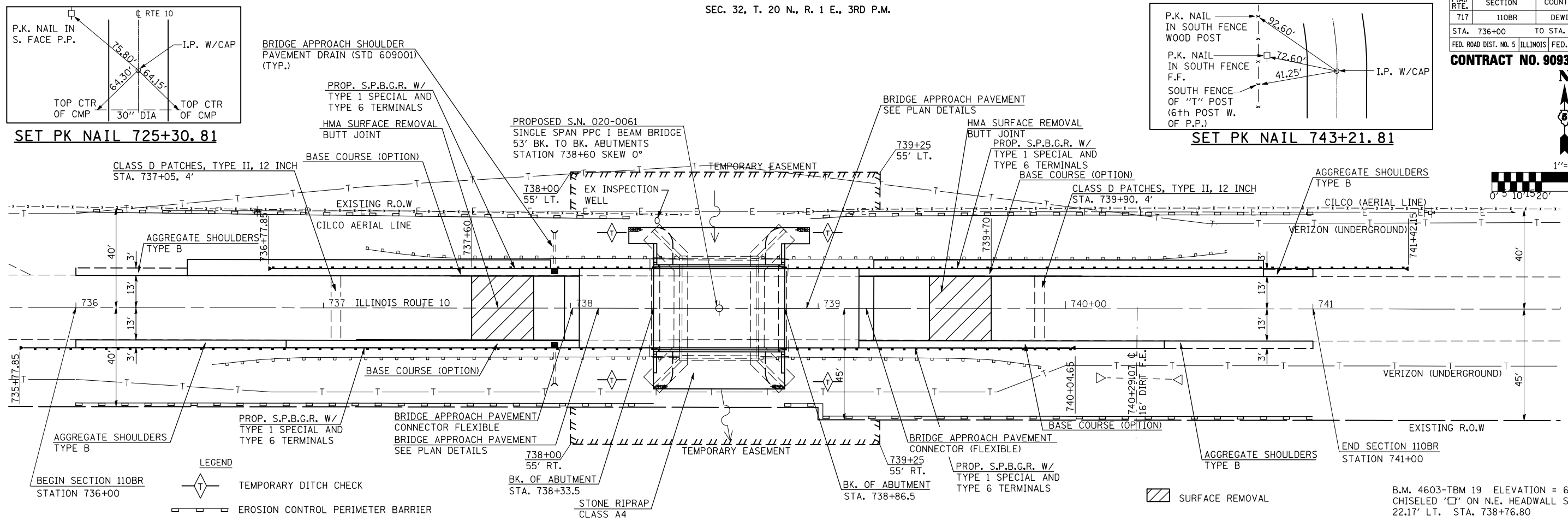
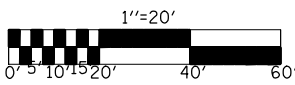
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 DATE: MAY 2009 CHECKED BY MJS

TUG PROJ. # 090932
 PLOT DATE = 10/15/2009
 FILE NAME = 090932

SEC. 32, T. 20 N., R. 1 E., 3RD P.M.

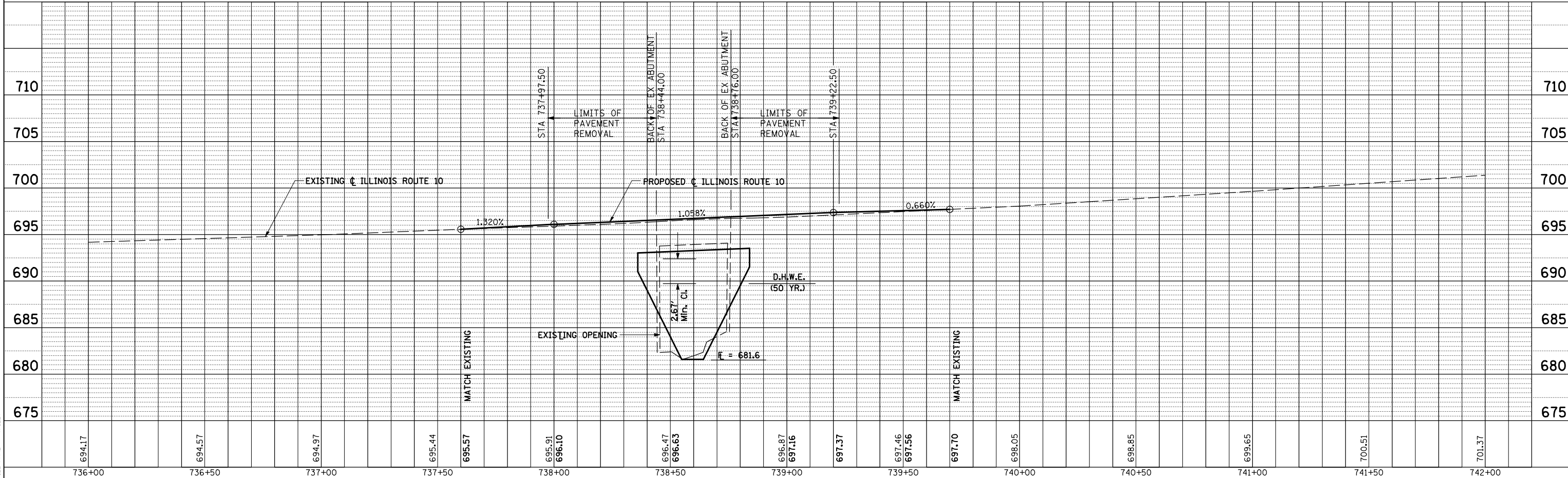
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	5
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 90932



PLAN	DATE

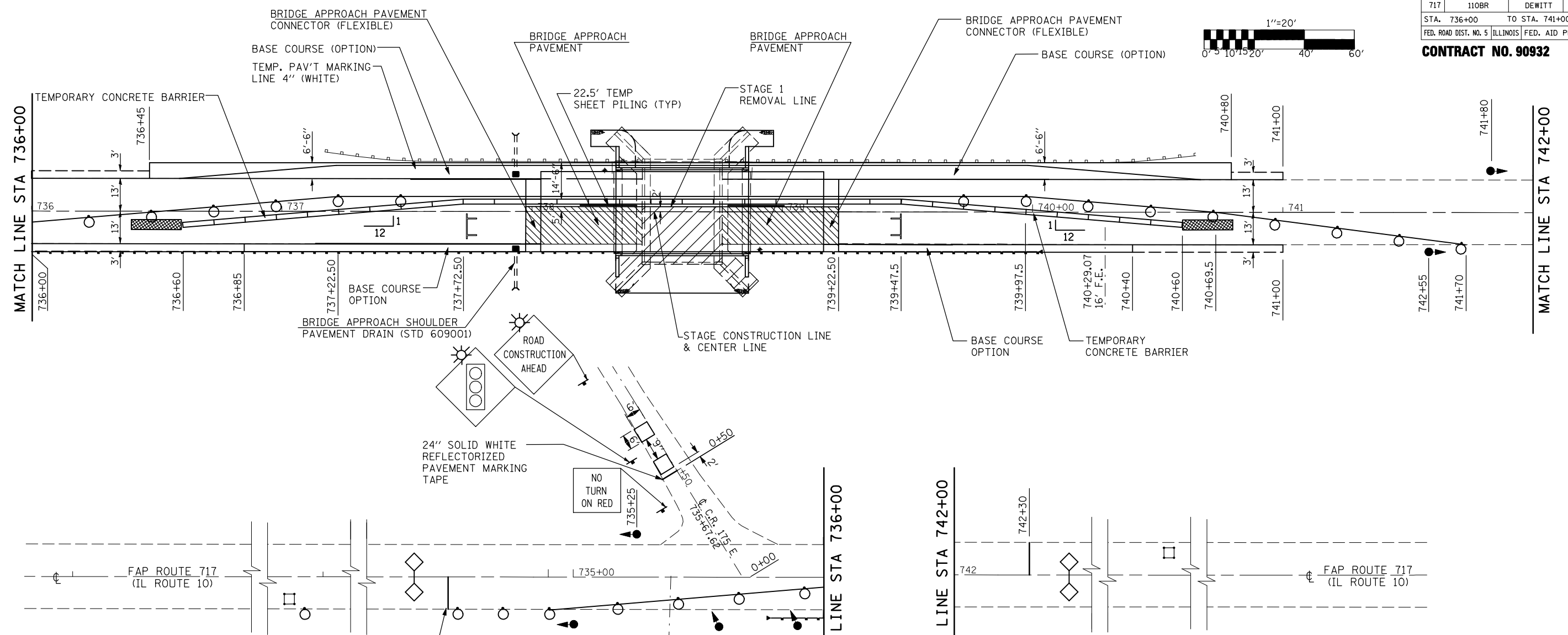
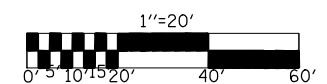
PROFILE	DATE



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 PLOT DATE = 10/15/2009 8:15 AM
 FILE NAME = #FILE#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	6
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 90932



LEGEND

- BRIDGE DECK AND SUBSTRUCTURE REMOVAL
- PAVEMENT REMOVAL
- IMPACT ATTENUATOR
- TYPE III BARRICADE WITH FLASHING LIGHT
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- INDUCTION LOOP DETECTOR
- TEMPORARY CONCRETE BARRIER

TRAFFIC BARRIER TERMINAL, TYPE 6

STATION	TO STATION	EACH
RT. 737+90.35	RT. 738+33.50	1
RT. 738+86.50	RT. 739+29.65	1
TOTAL		2

TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)

STATION	TO STATION	EACH
RT. 735+77.85	RT. 736+27.85	1
RT. 739+54.65	RT. 740+04.65	1
TOTAL		2

STEEL PLATE BEAM GUARDRAIL, TYPE A

STATION	TO STATION	FOOT
RT. 736+27.85	RT. 737+90.35	162.5
RT. 739+29.65	RT. 739+54.65	25.0
TOTAL		187.5

PAVEMENT REMOVAL

STATION	TO STATION	SQ. YD.
RT. 737+97.50	RT. 738+44.00	78
RT. 738+76.00	RT. 739+22.50	78
TOTAL		156

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

STATION	TO STATION	SQ. YD.
RT. 737+97.50	RT. 738+03.50	11
RT. 739+16.50	RT. 739+22.50	11
TOTAL		22

BRIDGE APPROACH PAVEMENT

STATION	TO STATION	SQ. YD.
RT. 738+03.50	RT. 738+33.50	55.5
RT. 738+86.50	RT. 739+16.50	55.5
TOTAL		111

AGGREGATE SHOULDER

STATION	TO STATION	TION
RT. 736+00	RT. 736+85	2
RT. 740+40	RT. 741+00	1
TOTAL		3

GUARDRAIL REMOVAL

STATION	TO STATION	FOOT
RT. 736+55.08	RT. 738+44.00	188.92
RT. 738+76.00	RT. 739+90.14	114.14
TOTAL		303.06

BASE COURSE (OPTION)

STATION	TO STATION	SQ. YD.
LT. 736+45.00	LT. 738+44.00	144
LT. 738+76.00	LT. 740+80.00	147
RT. 736+85.00	RT. 737+97.50	38
RT. 739+22.50	RT. 740+40.00	39
RT. 737+91.50	RT. 737+97.5	4
TOTAL		372

NOTE: SEE STANDARD 701321 FOR ADDITIONAL INFORMATION

REVISIONS	
NAME	DATE

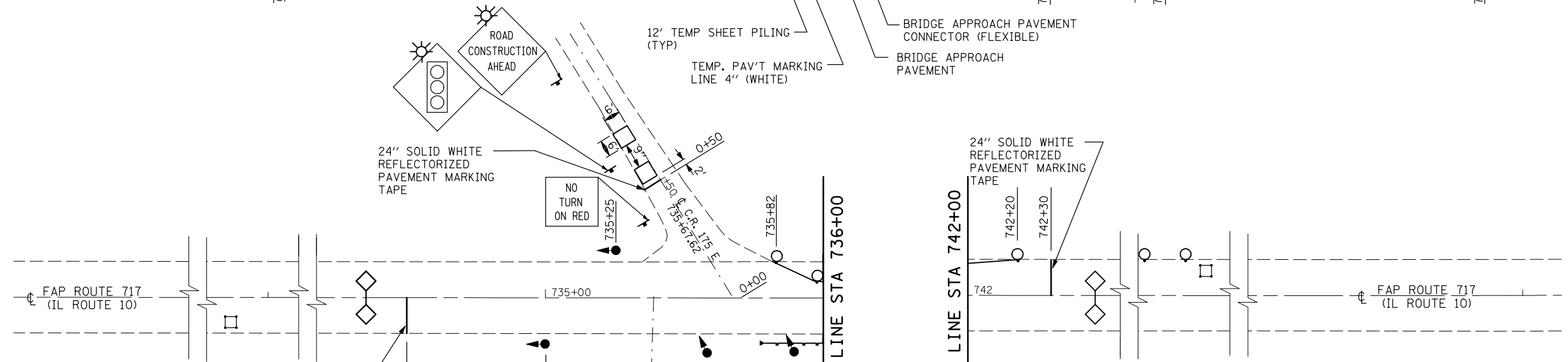
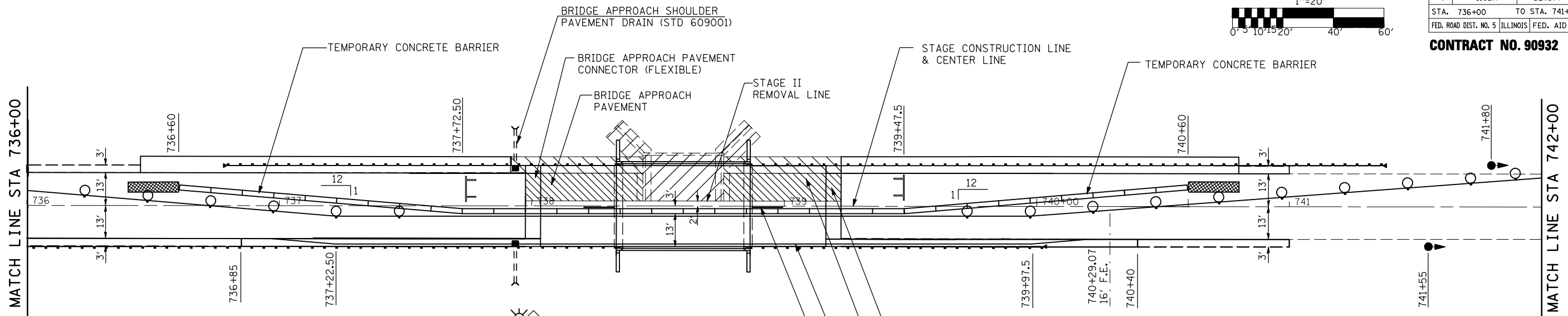
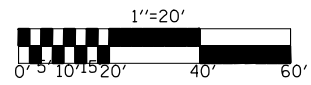
ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE I CONSTRUCTION PLAN
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
DEWITT COUNTY

SCALE: 1" = 20'
DATE: MAY 2009
DRAWN BY: RMH
CHECKED BY: MJS

TUG PROJ. # 10/15/2009 8TIME\$
PLOT DATE = 10/15/2009 8TIME\$
FILE NAME = #FILE\$

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	7
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 90932



LEGEND

- BRIDGE DECK AND SUBSTRUCTURE REMOVAL
- PAVEMENT REMOVAL
- SHOULDER REMOVAL
- IMPACT ATTENUATOR
- TYPE III BARRICADE WITH FLASHING LIGHT
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- INDUCTION LOOP DETECTOR
- TEMPORARY CONCRETE BARRIER

TRAFFIC BARRIER TERMINAL, TYPE 6		
STATION	TO STATION	EACH
LT. 737+90.35	LT. 738+33.50	1
LT. 738+86.50	LT. 739+29.65	1
TOTAL		2

PAVEMENT REMOVAL			
STATION	TO STATION	STATION	SQ. YD.
LT. 737+97.50	LT. 738+44		57
LT. 738+76.00	LT. 739+22.50		57
TOTAL			114

BRIDGE APPROACH PAVEMENT			
STATION	TO STATION	STATION	SQ. YD.
LT. 738+03.50	LT. 738+33.50		55.5
LT. 738+86.50	LT. 739+16.50		55.5
TOTAL			111

TEMPORARY RAMP			
STATION	TO STATION	STATION	SQ. YD.
LT. 737+90.8	LT. 737+97.5		10
LT. 739+22.5	LT. 739+32.5		15
RT. 737+90.8	RT. 737+97.5		10
RT. 739+22.5	RT. 739+32.5		15
RT. 737+85	RT. 738+02		17
737+60	737+65		18
739+65	739+70		18
TOTAL			103

PAVED SHOULDER REMOVAL			
STATION	TO STATION	STATION	SQ. YD.
LT. 737+92	LT. 738+44		38
LT. 738+76	LT. 739+22.5		34
TOTAL			72

TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)		
STATION	TO STATION	EACH
LT. 736+77.85	LT. 737+27.85	1
LT. 740+92.15	LT. 741+42.15	1
TOTAL		2

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)			
STATION	TO STATION	STATION	SQ. YD.
LT. 737+97.50	LT. 738+03.50		15
LT. 739+16.50	LT. 739+22.50		11
TOTAL			26

AGGREGATE SHOULDER			
STATION	TO STATION	TON	
LT. 736+00	LT. 736+45	1	
LT. 740+80	LT. 741+00	1	
TOTAL		2	

GUARDRAIL REMOVAL			
STATION	TO STATION	FOOT	
LT. 737+17.24	LT. 738+44.00	126.76	
LT. 738+76.00	LT. 740+65.22	189.22	
TOTAL		315.98	

STEEL PLATE BEAM GUARDRAIL, TYPE A		
STATION	TO STATION	FOOT
LT. 737+27.85	LT. 737+90.35	62.5
LT. 739+29.65	LT. 740+92.15	162.5
TOTAL		225.0

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE II CONSTRUCTION PLAN
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
DEWITT COUNTY

SCALE: 1" = 20'
DATE: MAY 2009
DRAWN BY: RMH
CHECKED BY: MJS

TUG PROJ. # 090932
PLOT DATE = 10/15/2009 8:11 AM
FILE NAME = 090932.DWG

BENCHMARK:
chiseled "□" on N.E. Headwall of SN 020-0006 Elev=696.36

EXISTING STRUCTURE: S.N. 020-0006 to be removed. Built in 1931 as SBI 120, Section 110, at Station 738+60. Single span, Reinforced Concrete Slab, 32'-0" back to back of abutments, 39'-0" deck width. Reinforced Concrete Closed Abutments on Timber Piles. Bridge approaches to be removed.

One lane of traffic to be maintained utilizing Temporary Signals and Stage Construction.

No salvage.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	8
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
SHEET 1 OF 14 SHEETS				

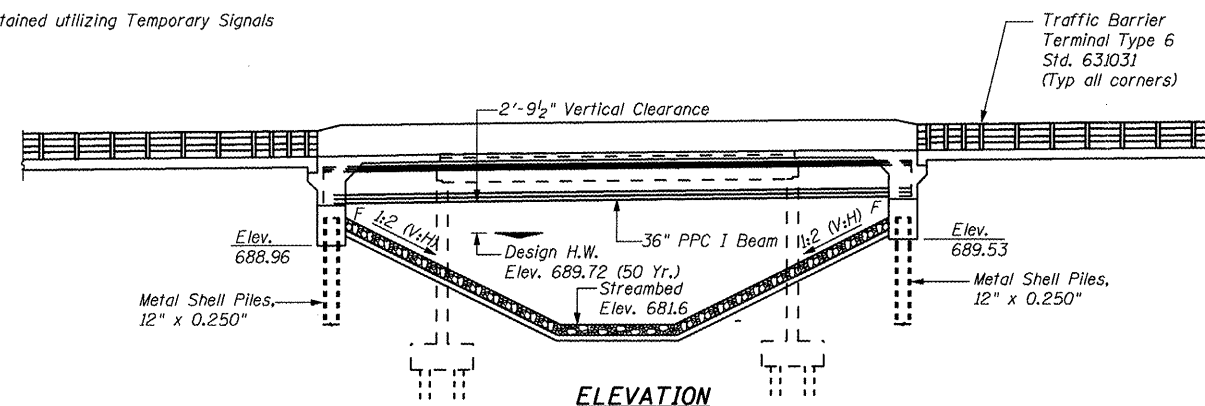
CONTRACT NO. 90932

INDEX OF SHEETS

- 1 General Plan and Elevation
- 2 Stage Construction Details
- 3 Temporary Concrete Barrier for Stage Construction
- 4 Top of Slab Elevations
- 5 Deck Details
- 6 Superstructure Details
- 7 Framing Plan
- 8 36" PPC I-Beam
- 9 36" PPC I-Beam Details
- 10 Abutment Details
- 11 Bar Splicer Assembly Details
- 12 Concrete Piles
- 13-14 Soil Boring Logs

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A706, Grade 60. See Special Provisions.
2. Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
3. The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
4. Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage 1 removal to ensure the remaining portion will not be prematurely damaged.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Slip forming of the parapets is not allowed.
7. Saw cut grooving of the approach pavement is required. See Roadway Plan



ELEVATION

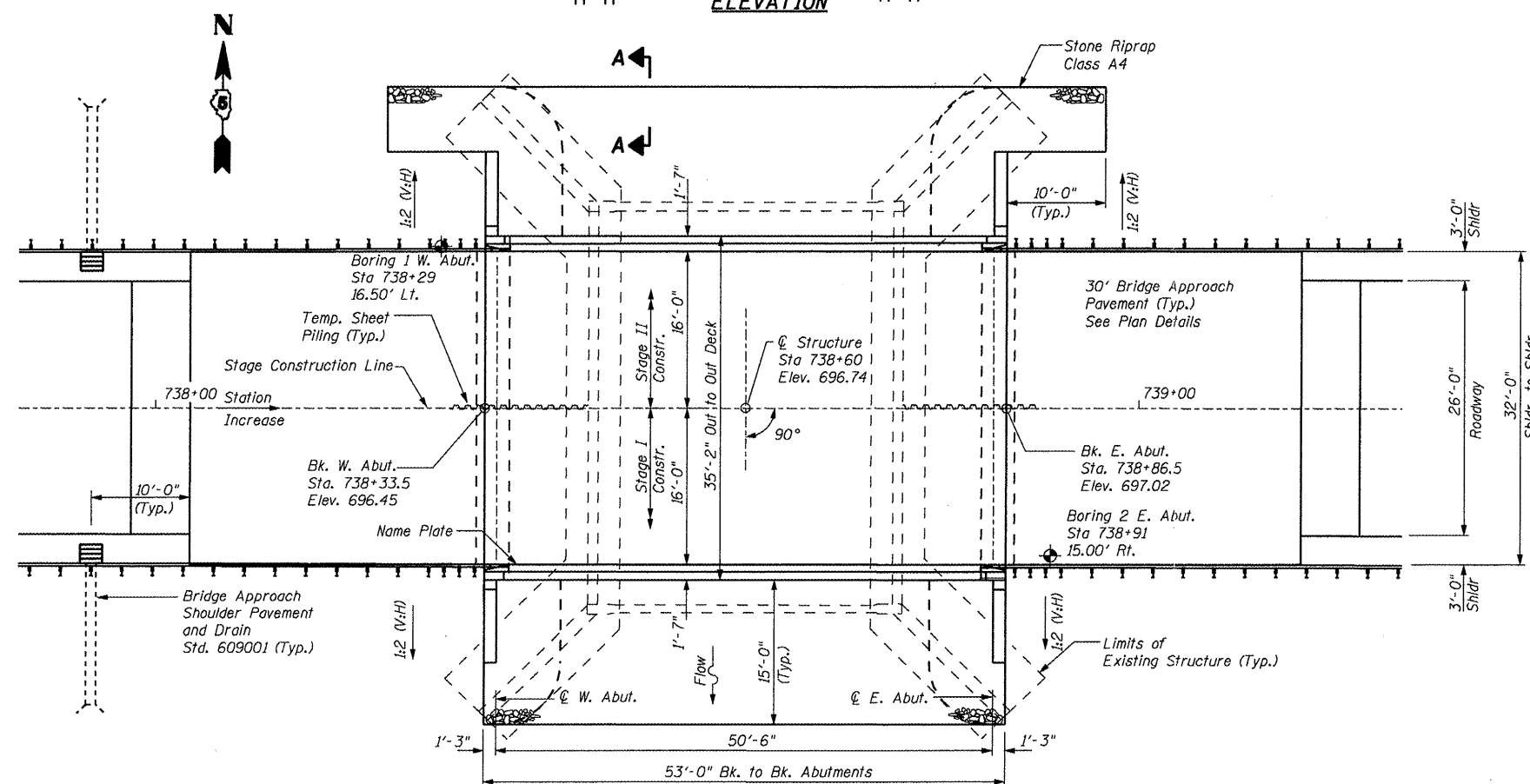
STATION 738+60
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 717 SEC. 110BR
LOADING HS20
STR. NO. 020-0061

NAME PLATE

See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu.Yd.		105	105
Stone Riprap, Class A4	Sq.Yd.		415	415
Filter Fabric	Sq.Yd.		415	415
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu.Yd.		269	269
Bridge Deck Grooving	Sq.Yd.	177		177
Protective Coat	Sq.Yd.	234		234
Concrete Structures	Cu.Yd.		30.4	30.4
Concrete Superstructure	Cu.Yd.	77.3		77.3
Furnishing and Erecting Precast Prestressed Concrete I-beams, 36 inch	Foot	312		312
Reinforcement Bars, Epoxy Coated	Lb	14060	4710	18770
Furnishing Metal Shell Piles 12"x0.250"	Foot		636	636
Driving Piles	Foot		636	636
Test Pile Metal Shells	Each		1	1
Temporary Sheet Piling	Sq.Ft.		668	668
Name Plates	Each		1	1
Bar Splicers	Each	224	22	246
Geocomposite Wall Drain	Sq.Yd.		60	60
Pipe Underdrains for Structures 4"	Foot		110	110



PLAN

(For Section A-A see Sheet 2 of 14)

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	E. Abut.
	688.96	689.53

SEISMIC DATA

SPC = A
A = 0.047g
S = 1.0

LOADING HS 20-44

Allow 50 Lb/Sq. Ft. for future wearing surface.

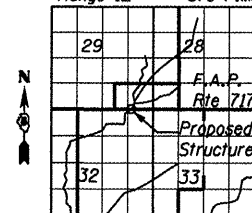
DESIGN SPECIFICATIONS

AASHTO 1996 with 1997, thru 2002 Interim Specifications

WATERWAY INFORMATION

Drainage Area = 3.80 sq mi		Low Grade Elev. 694.17		Sta. 736+00		
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft.	Headwater Elev. - Ft.
			Exist. Prop.	Exist. Prop.	Exist. Prop.	Exist. Prop.
Design	50	1148	195 211	689.72 0.12	.00	689.84 689.64
Base	100	1335	205 227	690.09 0.30	.08	690.39 690.17
Overtopping						
Max. Calc.	500	1788	229 263	690.90 0.74	.49	691.64 691.39

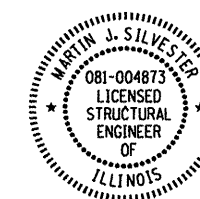
Range 1E 3rd P.M.



LOCATION SKETCH

APPROVED
For Structural Adequacy Only

Ralph E. Anderson (TS)
Engineer of Bridges & Structures



M. Silvester 07-14-09

MARTIN J. SILVESTER
STRUCTURAL ENGINEER
LICENSE EXP. DATE 11-30-10

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN AND ELEVATION
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
STA. 738+60
DEWITT COUNTY STR. No. 020-0061

SCALE: DRAWN BY LP
DATE: MAY 2009 CHECKED BY MJS

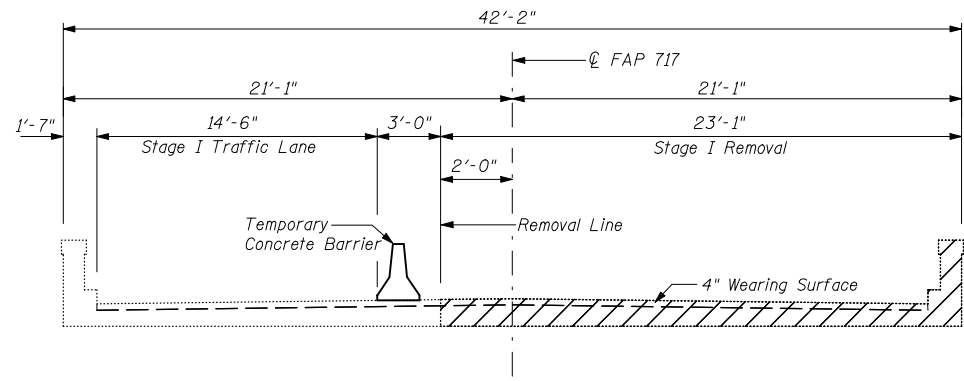
REVISIONS	
NAME	DATE

THE UPCHURCH GROUP, INC.
 2166970-00
 PLOT DATE = 7/13/2009
 FILE NAME = \\s2288661-0032-001-001-001.dgn

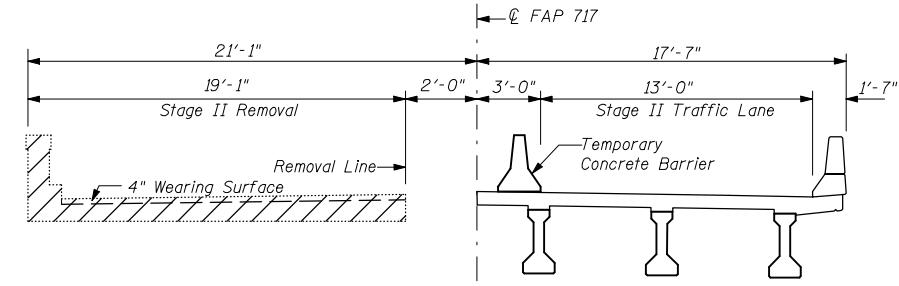
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	9
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		
SHEET 2 OF 14 SHEETS				

CONTRACT NO. 90932

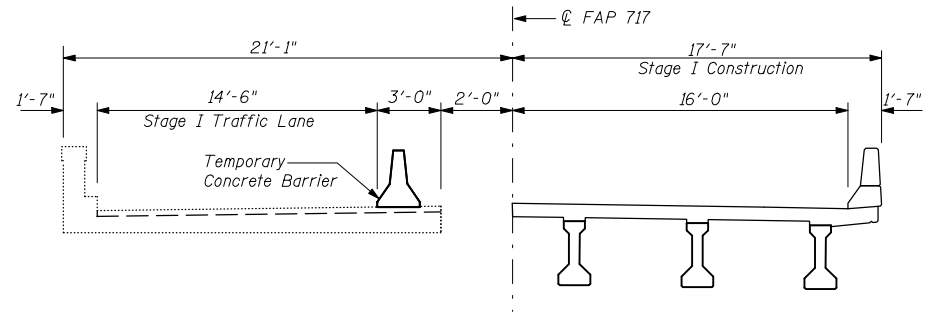
- Notes:
1. For the quantity of Temporary Concrete Barrier, see Roadway Plans.
 2. For details of Temporary Concrete Barrier, see Sheet 3 of 14.



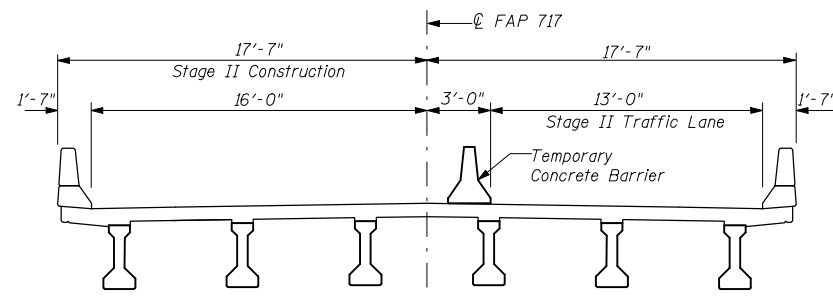
STAGE I STRUCTURE REMOVAL
(Looking East)



STAGE II STRUCTURE REMOVAL
(Looking East)



STAGE I CONSTRUCTION
(Looking East)

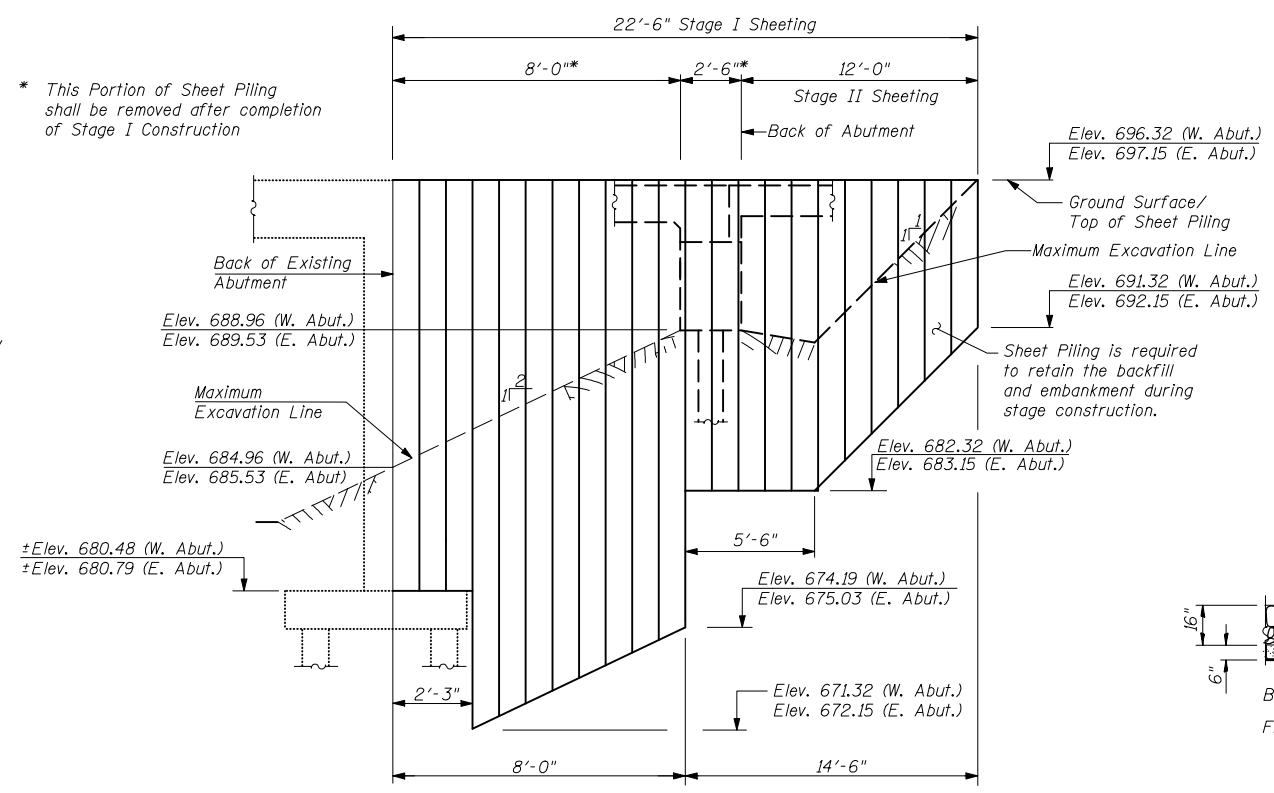


STAGE II CONSTRUCTION
(Looking East)

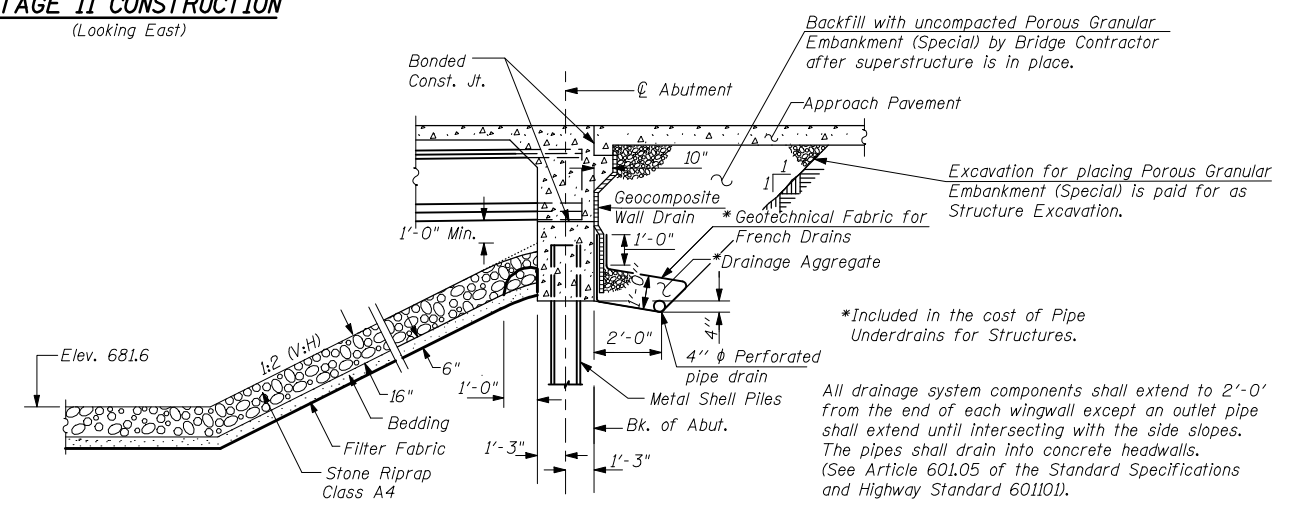
Sheet Piling Notes:

1. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, then full design submittals including plan details and calculations with the required seals will be required for review and acceptance by the Engineer.
2. Minimum section modulus of temporary sheet piling shall be 18.9 in³ per foot. Fy= 38,500 p.s.i.
3. The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

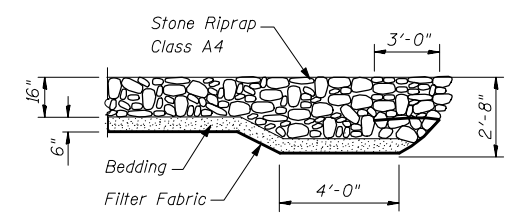
* This Portion of Sheet Piling shall be removed after completion of Stage I Construction



TEMPORARY SHEET PILING



SECTION THRU INTEGRAL ABUTMENT
(At Rt. L's)



SECTION A-A

BILL OF MATERIAL

Item	Unit	Qty
Temporary Sheet Piling	Sq. Ft.	668

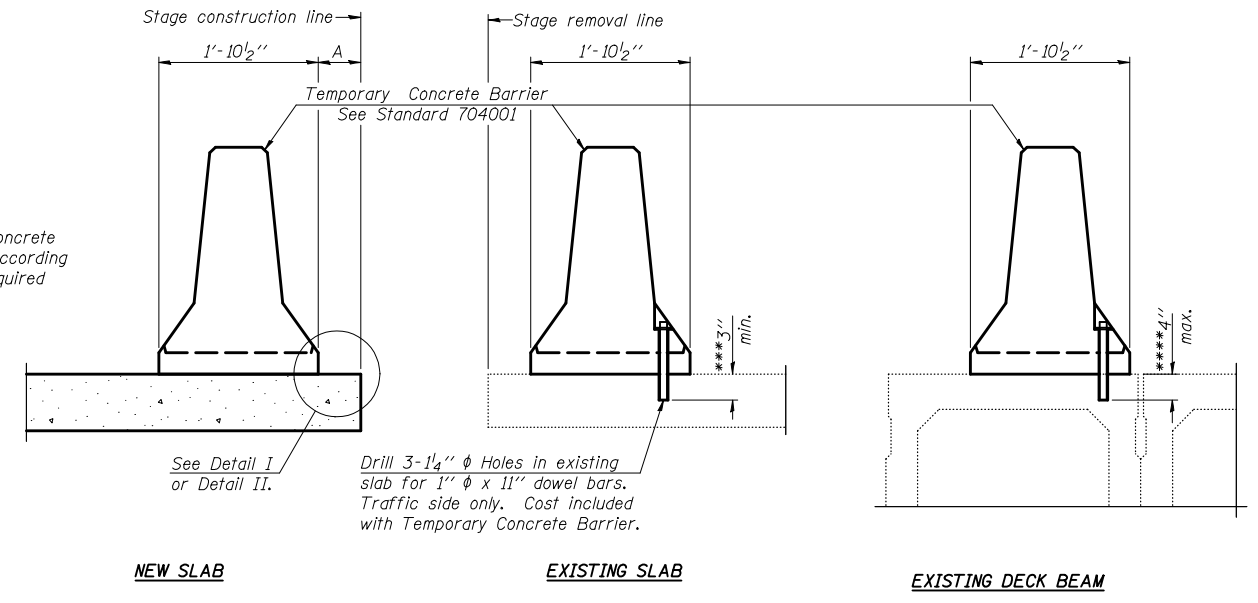
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STAGE CONSTRUCTION DETAILS
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
STA. 738+60
DEWITT COUNTY STR. No. 020-0061
 SCALE: N.T.S. DRAWN BY: GEW
 DATE: MAY 2009 CHECKED BY: MUS

TUG PROJ. # 09010003
 PLOT DATE = 10/15/2009
 FILE NAME = 09FILE9

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	10
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		
SHEET 3 OF 14 SHEETS				

CONTRACT NO. 90932



SECTIONS THRU SLAB OR DECK BEAM

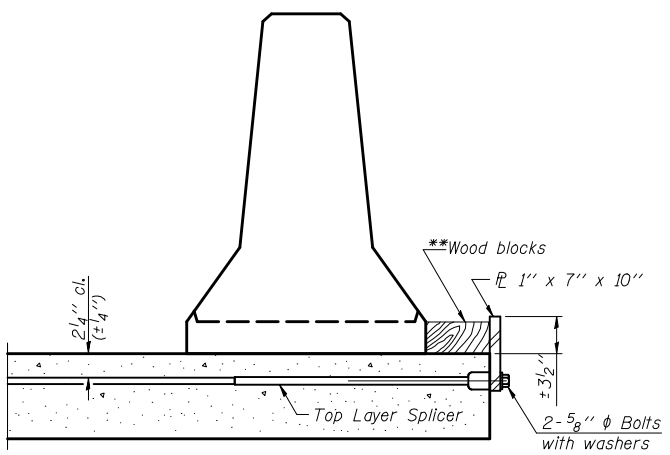
NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{r} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate ϕ of each barrier panel.

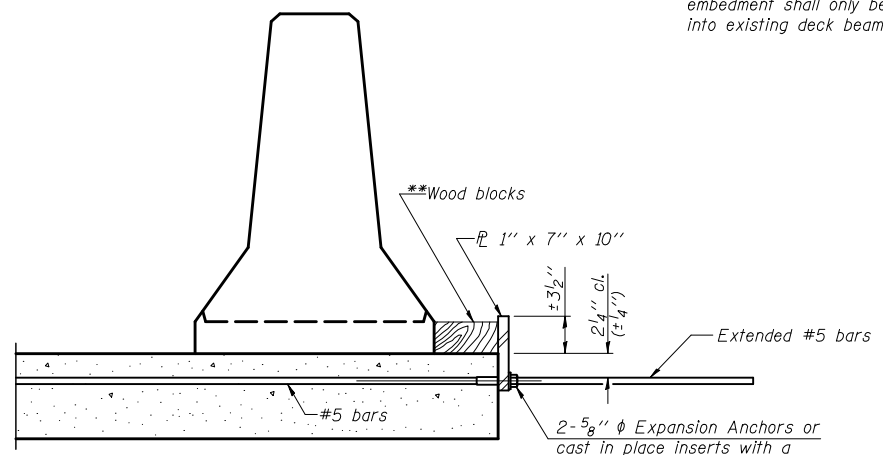
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{r} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ϕ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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".



DETAIL I

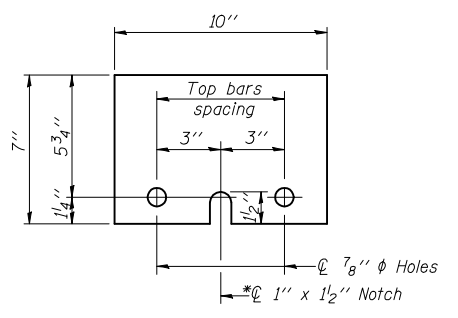


DETAIL II

*** 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.

**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.



STEEL RETAINER \bar{r} 1" x 7" x 10"
* Required only with Detail II

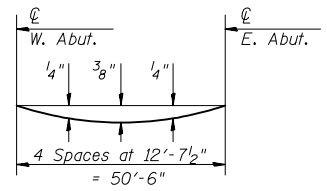
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMP. CONC. BARRIER FOR STAGE CONST.
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
STA. 738+60
DEWITT COUNTY STR. No. 020-0061
SCALE: N.T.S. DRAWN BY LP
DATE: MAY 2009 CHECKED BY MJS

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 PLOT DATE = 10/15/2009 4TIME*
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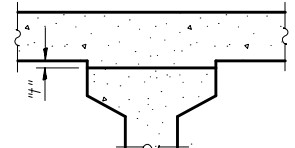
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	11
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		
SHEET 4 OF 14 SHEETS				

CONTRACT NO. 90932



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete, excluding beams).

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.



To determine "h": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" minus slab thickness, equals the fillet heights "h" above top flanges of beams.

FILLET HEIGHTS

RDWY, P.G. AND STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	738+33.50	0.0	696.45	696.45
℄ W. Abut.	738+34.75	0.0	696.47	696.47
A	738+44.75	0.0	696.57	696.59
B	738+54.75	0.0	696.68	696.71
C	738+64.75	0.0	696.79	696.81
D	738+74.75	0.0	696.89	696.91
℄ E. Abut.	738+85.25	0.0	697.00	697.00
Bk. of E. Abut.	738+86.50	0.0	697.02	697.02

BEAMS 1 AND 6

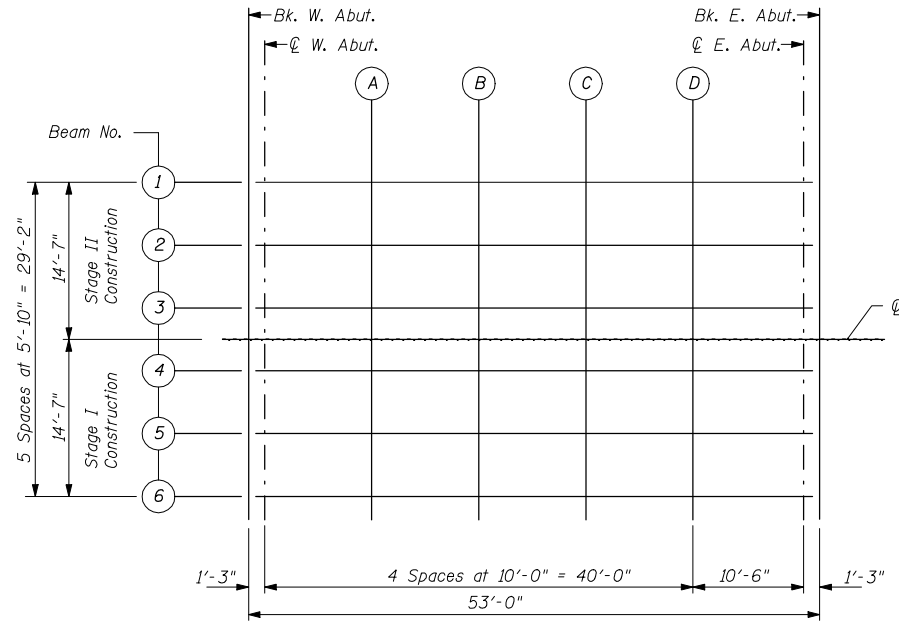
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	738+33.50	14.58	696.21	696.21
℄ W. Abut.	738+34.75	14.58	696.23	696.23
A	738+44.75	14.58	696.33	696.35
B	738+54.75	14.58	696.44	696.47
C	738+64.75	14.58	696.54	696.57
D	738+74.75	14.58	696.65	696.67
℄ E. Abut.	738+85.25	14.58	696.76	696.76
Bk. of E. Abut.	738+86.50	14.58	696.77	696.77

BEAMS 2 AND 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	738+33.50	8.75	696.32	696.32
℄ W. Abut.	738+34.75	8.75	696.33	696.33
A	738+44.75	8.75	696.44	696.45
B	738+54.75	8.75	696.54	696.57
C	738+64.75	8.75	696.65	696.68
D	738+74.75	8.75	696.75	696.77
℄ E. Abut.	738+85.25	8.75	696.87	696.87
Bk. of E. Abut.	738+86.50	8.75	696.88	696.88

BEAMS 3 AND 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	738+33.50	2.92	696.41	696.41
℄ W. Abut.	738+34.75	2.92	696.42	696.42
A	738+44.75	2.92	696.53	696.55
B	738+54.75	2.92	696.63	696.66
C	738+64.75	2.92	696.74	696.77
D	738+74.75	2.92	696.85	696.86
℄ E. Abut.	738+85.25	2.92	696.96	696.96
Bk. of E. Abut.	738+86.50	2.92	696.97	696.97



FRAMING PLAN

Note: All Elevations and Offsets are in feet

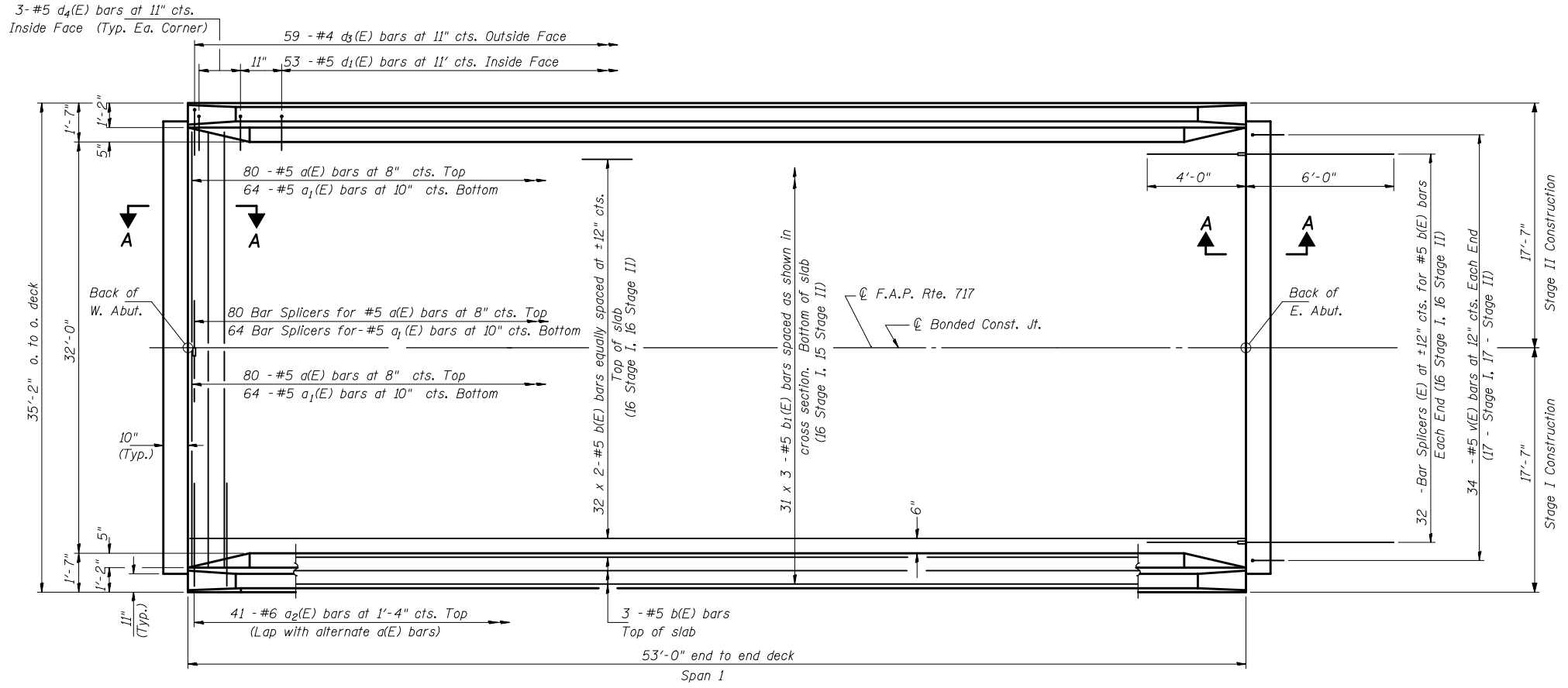
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
STA. 738+60
DEWITT COUNTY STR. No. 020-0061
 SCALE: N.T.S. DRAWN BY
 DATE: MAY 2009 CHECKED BY: MJS

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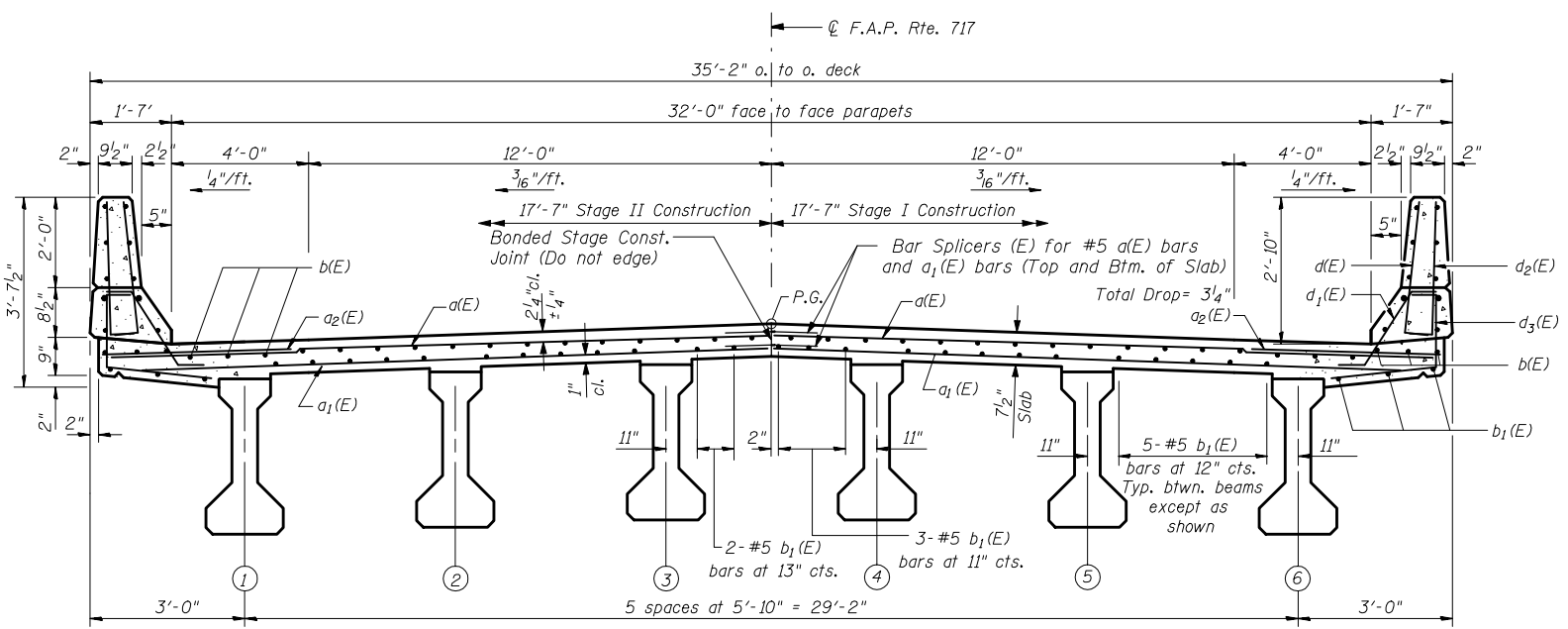
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	12
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		
SHEET 5 OF 14 SHEETS				

CONTRACT NO. 90932



PLAN

- Notes:
1. See Sheet # 6 of 14 for Superstructure Details, Parapet Reinforcement, Section A-A, Bill of Material and Sections at Abutments.
 2. Bars indicated thus 31X3-#5 etc, indicates 31 lines of bars with 3 lengths per line.
 3. See sheet 11 of 14 for Bar Splicer Details.



CROSS SECTION
(Looking Upstation)

MIN. BAR LAP
#5 Bar = 1'-8"

REVISIONS	
NAME	DATE

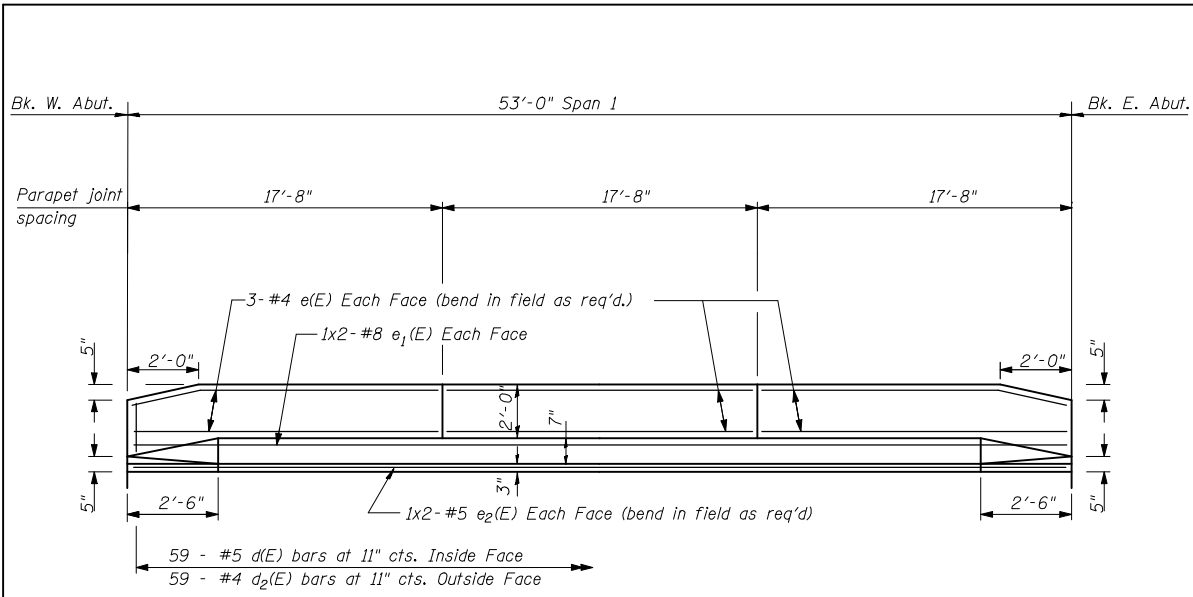
ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK DETAILS
 IL. ROUTE 10 OVER UN-NAMED CREEK
 FAP RTE. 717 SECTION 110BR
 STA. 738+60
 DEWITT COUNTY STR. No. 020-0061
 SCALE: N.T.S. DRAWN BY
 DATE: MAY 2009 CHECKED BY: MJS

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 PLOT DATE = 10/15/2009
 FILE NAME = 09FILE9

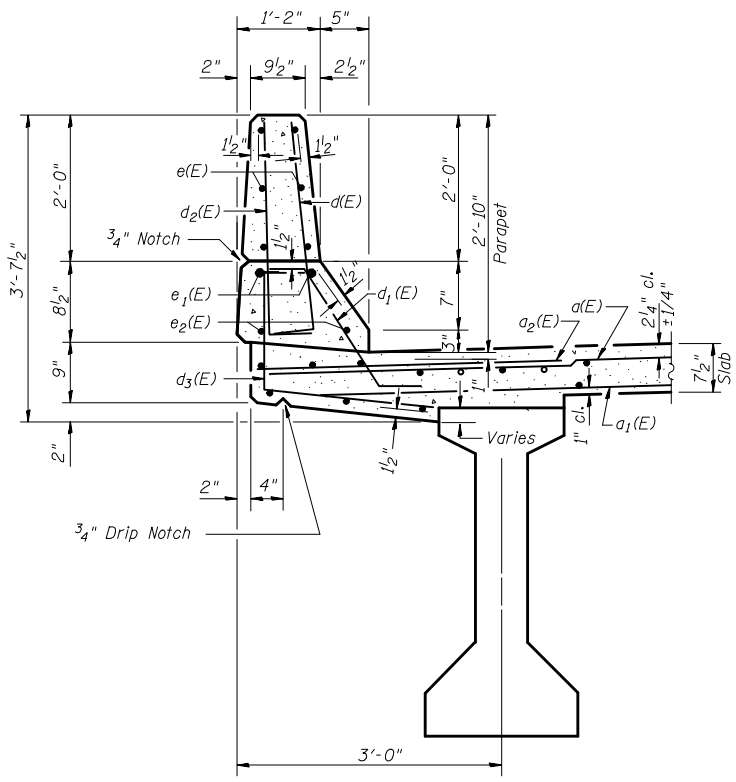
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	13
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 90932

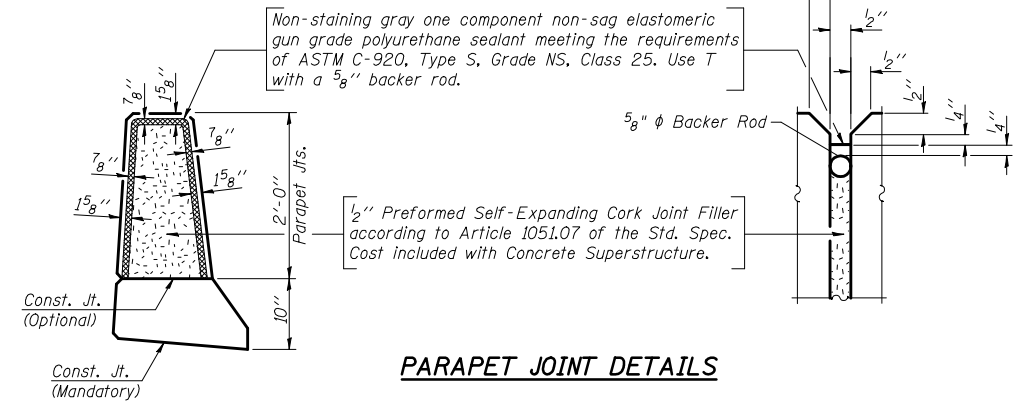
SHEET 6 OF 14 SHEETS



INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET



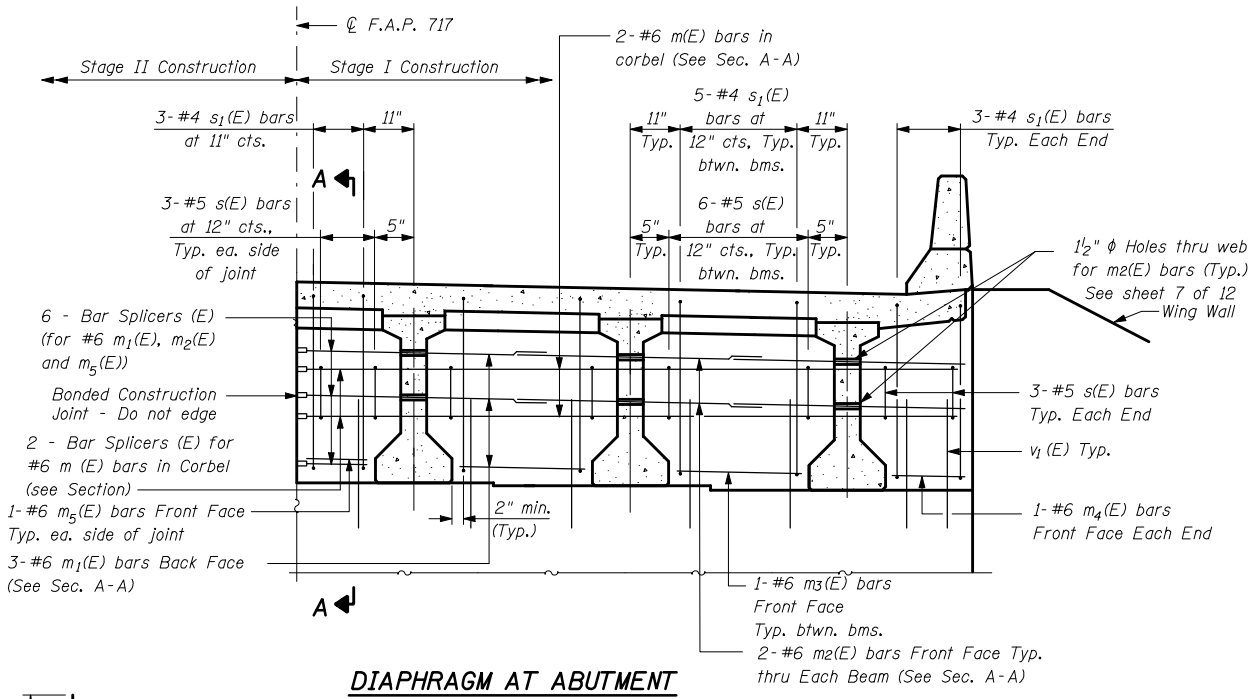
PARAPET JOINT DETAILS

SUPERSTRUCTURE BILL OF MATERIAL

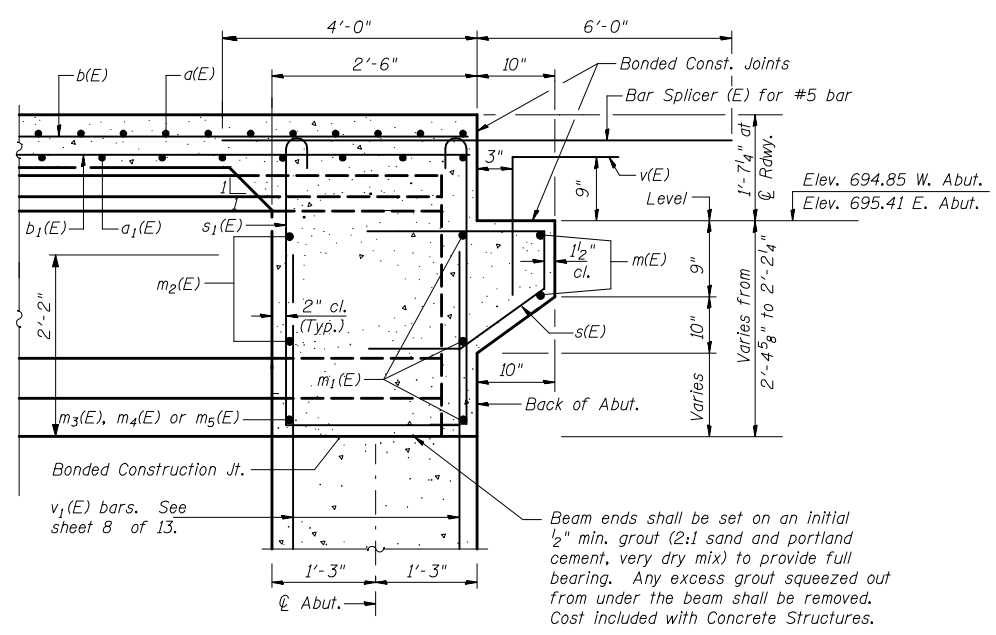
Bar	No.	Size	Length (ft)	Shape
d(E)	160	#5	17'-3"	—
a1(E)	128	#5	16'-6"	—
a2(E)	82	#6	6'-0"	—
b(E)	76	#5	27'-2"	—
b1(E)	93	#5	18'-8"	—
d(E)	118	#5	3'-0"	—
d1(E)	106	#5	2'-5"	—
d2(E)	118	#4	3'-0"	—
d3(E)	118	#4	3'-9"	—
d4(E)	12	#5	2'-2"	—
e(E)	36	#4	17'-5"	—
e1(E)	8	#8	28'-1"	—
e2(E)	8	#5	27'-2"	—
m(E)	8	#6	16'-4"	—
m1(E)	12	#6	17'-3"	—
m2(E)	24	#6	7'-6"	—
m3(E)	8	#6	4'-0"	—
m4(E)	4	#6	1'-11"	—
m5(E)	4	#6	1'-10"	—
s(E)	72	#5	4'-9"	—
s1(E)	62	#4	9'-8"	—
v(E)	68	#5	3'-2"	—
Reinforcement Bars		Lb	13880	
Epoxy Coated				
Concrete Superstructure		Cu Yd	77.3	

MIN. BAR LAPS

- #4 bar = 1'-4"
- #5 bar = 1'-8"
- #6 bar = 2'-9"
- #8 bar = 3'-5"



DIAPHRAGM AT ABUTMENT



SECTION A-A

Notes:
 Reinforcement bars in diaphragm are billed with superstructure.
 Concrete in diaphragm is included with Concrete Superstructure.
 Bars indicated thus 1x2-#5 etc. indicates 1 line of bar with 2 lengths per line.

REVISIONS	
NAME	DATE

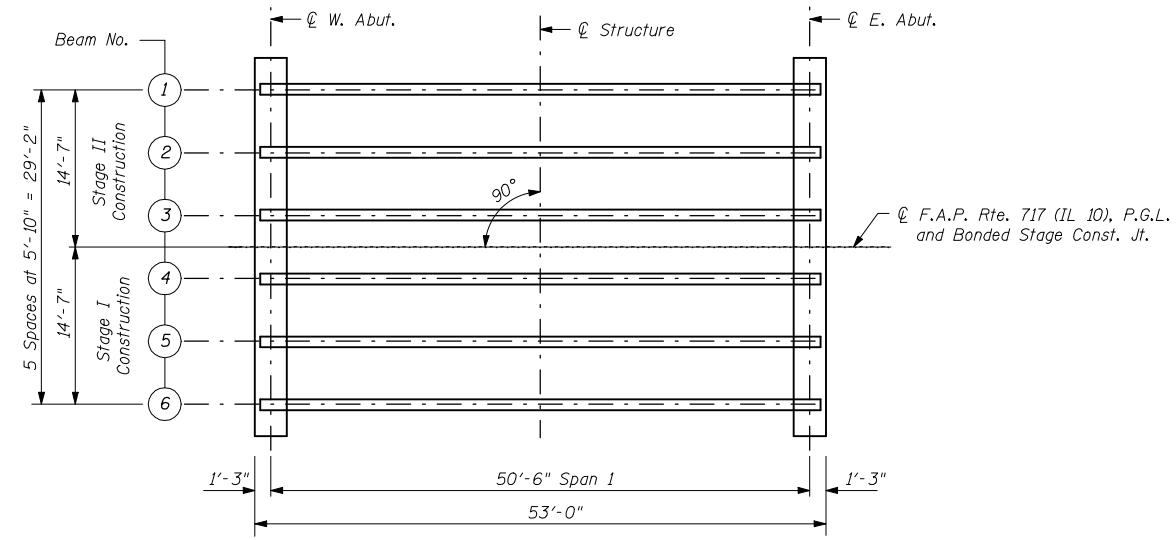
ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUPERSTRUCTURE DETAILS
 IL. ROUTE 10 OVER UN-NAMED CREEK
 FAP RTE. 717 SECTION 110BR
 STA. 738+60
 DEWITT COUNTY STR. No. 020-0061
 SCALE: N.T.S. DRAWN BY
 DATE MAY 2009 CHECKED BY MJS

TUG P001 - *APPROXIMATE*
 PLOT DATE = 10/15/2009 *TIME*
 FILE NAME = #FILE#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	14
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 90932

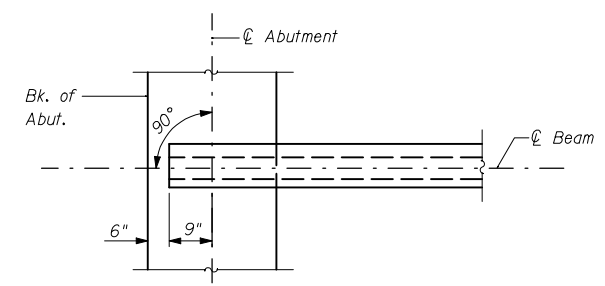
SHEET 7 OF 14 SHEETS



FRAMING PLAN

	0.5 Sp. #1
I	(in ⁴) 48648
I'	(in ⁴) 162797
S_b	(in ³) 3165
S_b'	(in ³) 5759
S_t	(in ³) 2358
S_t'	(in ³) 21060
\bar{D}	(ft. k) 0.932
$M\bar{D}$	(ft. k) 297
$s\bar{D}$	(ft. k) 0.409
$M_s\bar{D}$	(ft. k) 130
$M\bar{L}$	(ft. k) 338
M (Imp)	(ft. k) 96

I and I' are the moment of inertia and composite moment of inertia of the beam section.
 S_b and S_b' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.
 S_t and S_t' are the non-composite and composite section modulus for the top fiber of the prestressed beam.
 $M\bar{D}$ is the moment due to dead loads on the non-composite prestressed beam. It is conservatively calculated at 0.5 of the span.
 $M_s\bar{D}$ is the moment due to dead loads on the composite section.
 $M\bar{L}$ is the moment due to live load on the composite section.
 M (Imp) is the moment due to live load impact on the composite section.



TYPICAL BEAM SEATING DETAIL

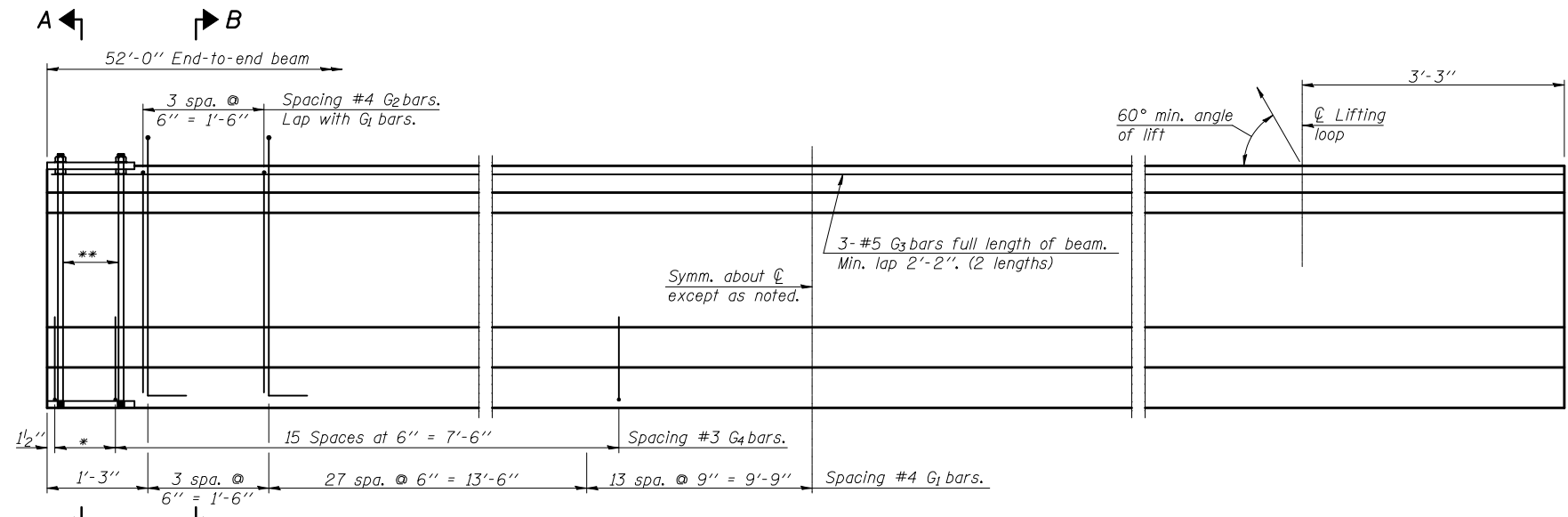
	Abut.
$R\bar{D}$	(k) 24
$R_s\bar{D}$	(k) 10
$R\bar{L}$	(k) 31
Imp.	(k) 9
R (Total)	(k) 74

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FRAMING PLAN
 IL. ROUTE 10 OVER UN-NAMED CREEK
 FAP RTE. 717 SECTION 110BR
 STA. 738+60
 DEWITT COUNTY STR. No. 020-0061
 SCALE: N.T.S. DRAWN BY
 DATE MAY 2009 CHECKED BY MJS

TUG PROJ. * #PRJND*
 PLOT DATE = 10/15/2009 #TIME*
 FILE NAME = #FILE*

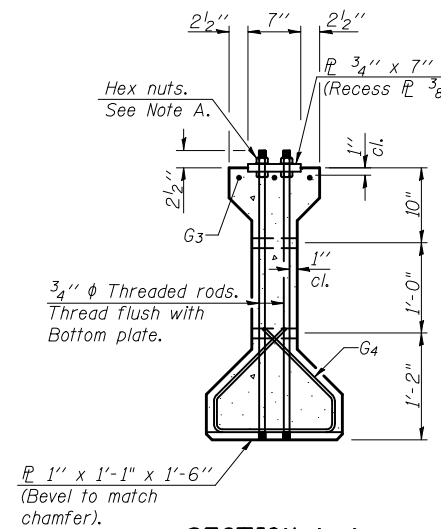
CONTRACT NO. 90932



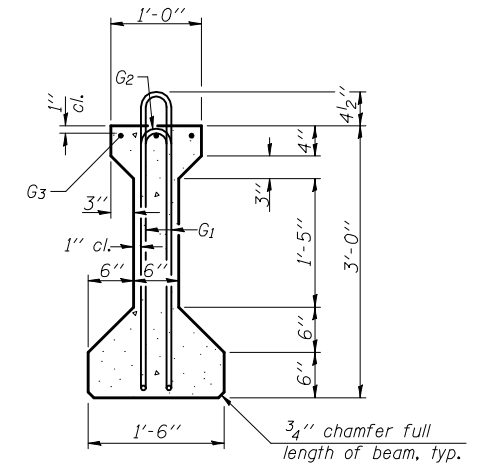
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

* 3 spaces at 3" = 9".
** 4-3/4" φ threaded dowel rods at 3" cts., Each Face

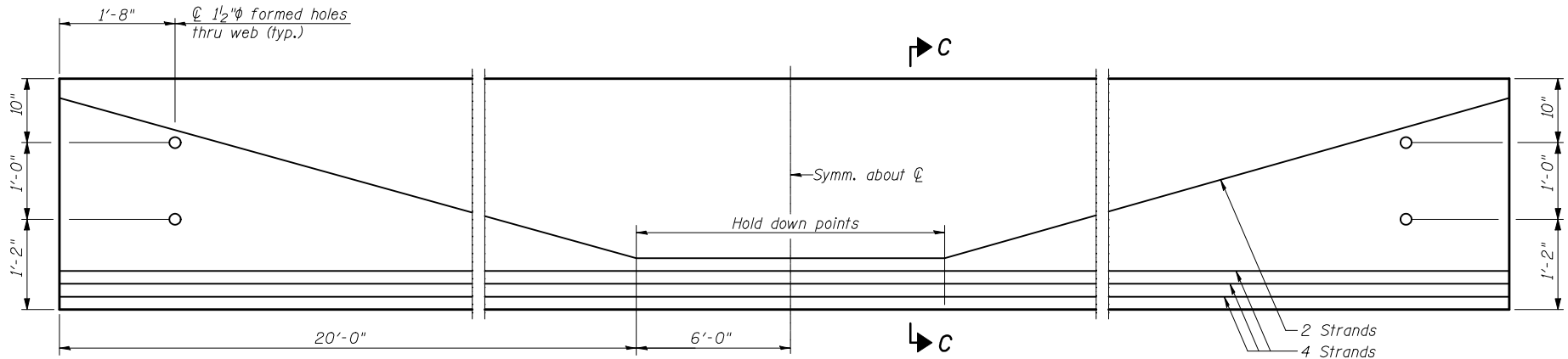
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



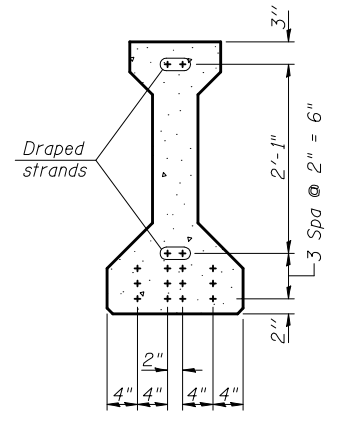
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G1	87	#4	7'-5"	∩L
G2	8	#4	5'-8"	∩
G3	6	#5	27'-0"	—
G4	38	#3	4'-1"	∩

***For information only

Notes:
See sheet 9 of 14 for additional details and Bill of Material.
Required release strength, f'ci, shall be 5000 psi.

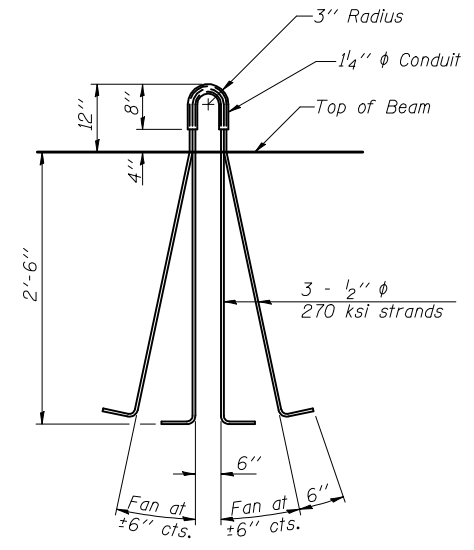
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
36" PPC I-BEAM
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
STA. 738+60
DEWITT COUNTY STR. No. 020-0061
SCALE: N.T.S. DRAWN BY
DATE MAY 2009 CHECKED BY MJS

TUG PROJ. # PRJ010
PLOT DATE = 10/15/2009 8:15 AM
FILE NAME = #FILE#

PI-4-36 10-1-08

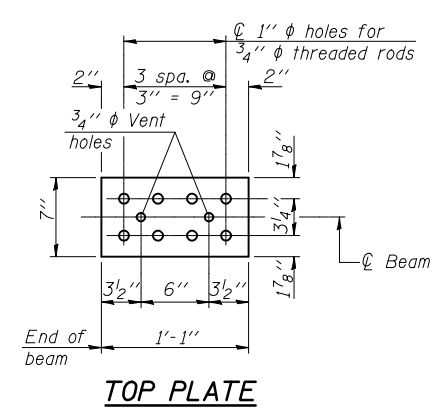
CONTRACT NO. 90932



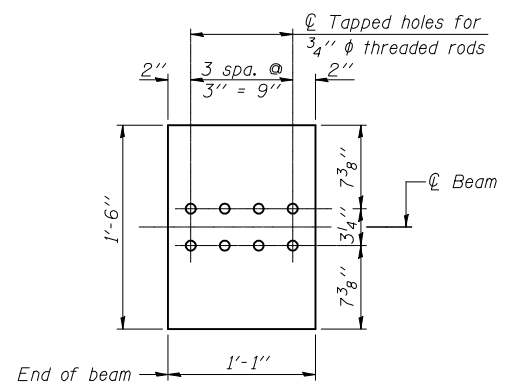
LIFTING LOOP DETAIL

NOTES

Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
 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.
 Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).
 A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling.
 Tilt G₆ bars when necessary to maintain 1 1/2" clearance.
 The top and bottom plates shall be AASHTO M270 Grade 50.
 The bottom plates and studs shall be galvanized according to AASHTO M111.
 Threaded rods shall be ASTM F 1554 Grade 55.

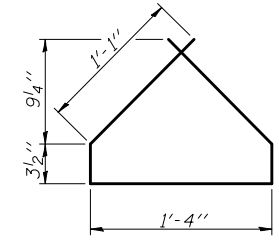


TOP PLATE

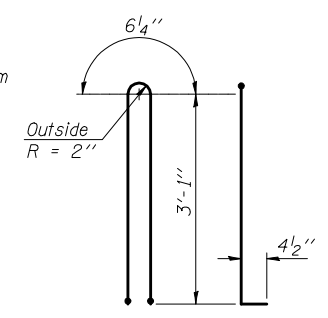


BOTTOM PLATE

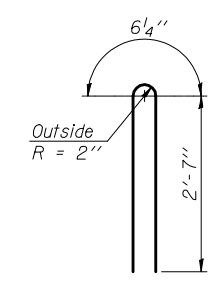
See bearing details for pintle hole locations when required.



BAR G4



BAR G1



BAR G2

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Foot	312

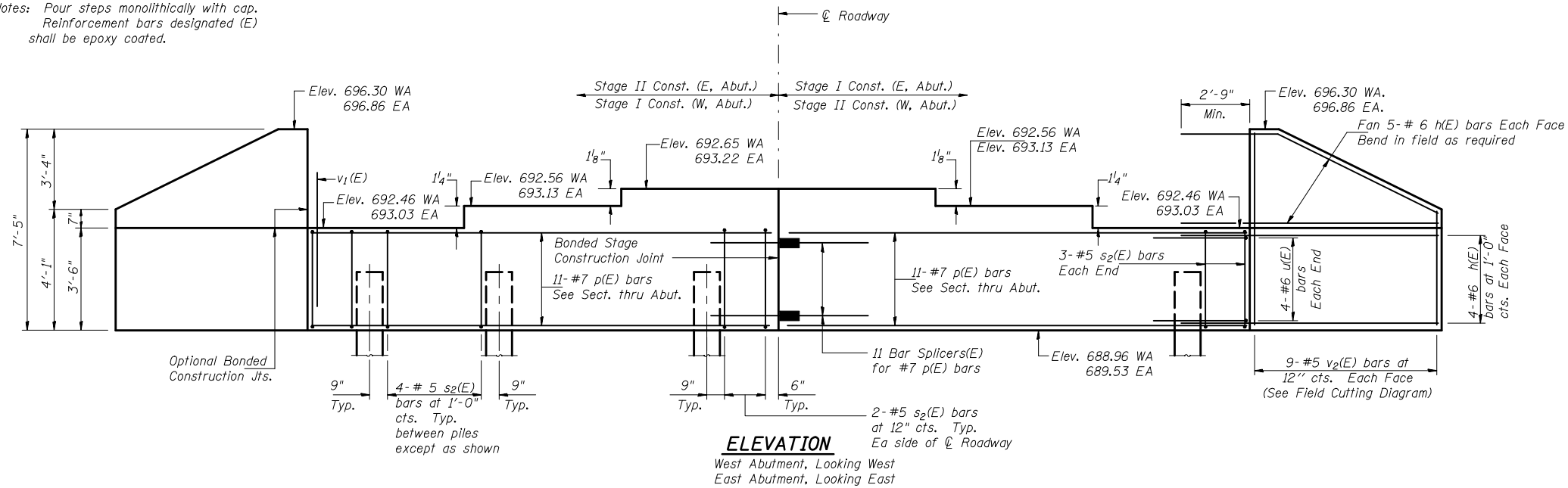
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
36" PPC I-BEAM DETAILS
 IL. ROUTE 10 OVER UN-NAMED CREEK
 FAP RTE. 717 SECTION 110BR
 STA. 738+60
 DEWITT COUNTY STR. No. 020-0061
 SCALE: N.T.S. DRAWN BY
 DATE: MAY 2009 CHECKED BY: MJS

TUG PROJ. # PRJUN08
 PLOT DATE = 10/15/2009 8:15 AM
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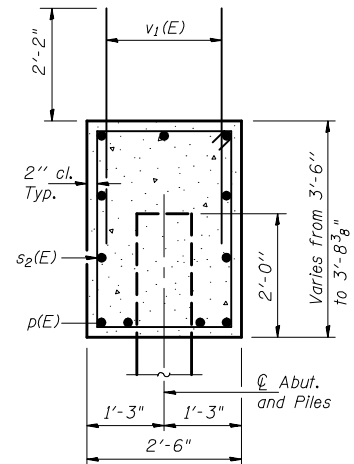
CONTRACT NO. 90932

Notes: Four steps monolithically with cap.
Reinforcement bars designated (E)
shall be epoxy coated.



ELEVATION

West Abutment, Looking West
East Abutment, Looking East



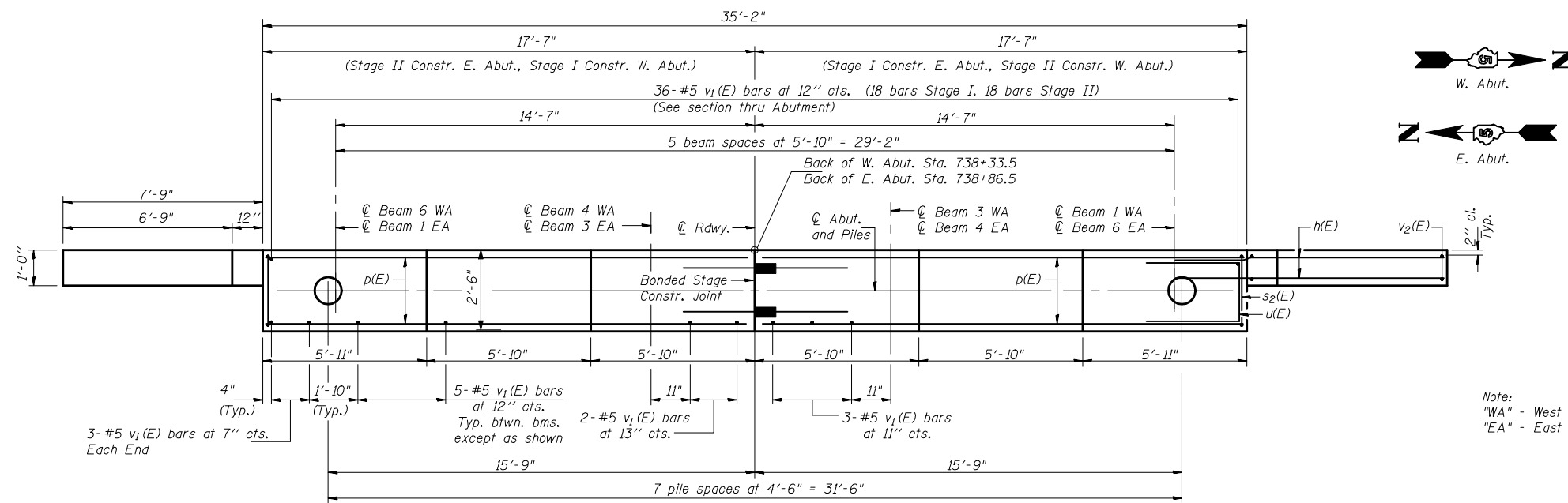
SEC. THRU ABUT.

(at Rt. L's)

PILE DATA

Type	Metal Shell Piles, 12" x 0.250"
No Required	7+1 Test Pile @ East Abut.
Allowable Resistance Available	8 @ West Abut.
Nominal Required Bearing	240 Kips
Est. Length	41' W. Abut., 44' E. Abut.

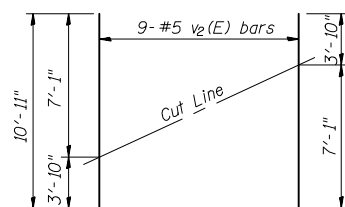
The Metal Shell Piles shall be according to ASTM A252 Grade 3.



PLAN

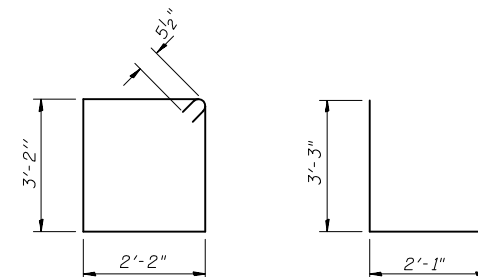
3-#5 v1(E) bars at 7" cts. Each End

Note:
"WA" - West Abutment
"EA" - East Abutment



FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s2(E)

BAR u(E)

TWO ABUTMENTS BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	72	#6	10'-4"	—
p(E)	44	#7	17'-3"	—
s2(E)	68	#5	11'-7"	□
u(E)	16	#6	8'-7"	U
v1(E)	134	#5	4'-4"	—
v2(E)	36	#5	10'-11"	—
Item		Unit	Qty	
Concrete Structures		Cu Yd	30.4	
Reinforcement Bars Epoxy Coated		Lb	4710	
Structure Excavation		Cu Yd	269	
Furnishing Metal Shell Piles 12"x0.250"		Foot	636	
Driving Piles		Foot	636	
Test Pile Metal Shells		Each	1	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ABUTMENT DETAILS
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
STA. 738+60
DEWITT COUNTY STR. No. 020-0061
SCALE: N.T.S. DRAWN BY
DATE MAY 2009 CHECKED BY MJS

CONTRACT NO. 90932

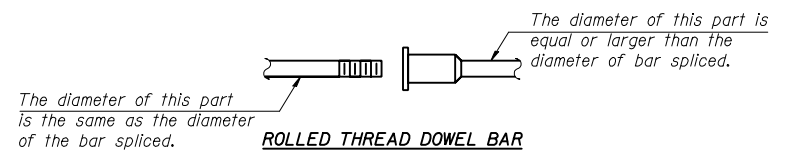
SHEET 11 OF 14 SHEETS

NOTES

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

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

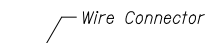
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



ROLLED THREAD DOWEL BAR



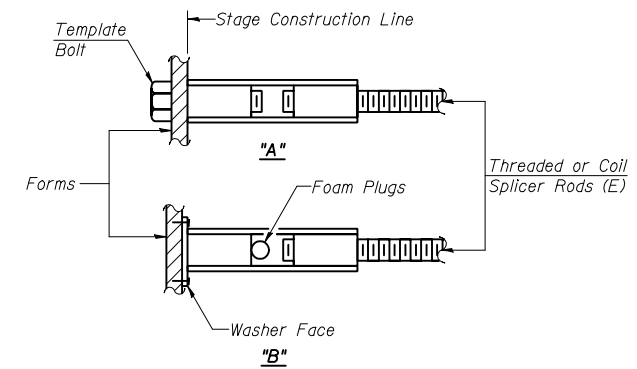
**** ONE PIECE**



WELDED SECTIONS

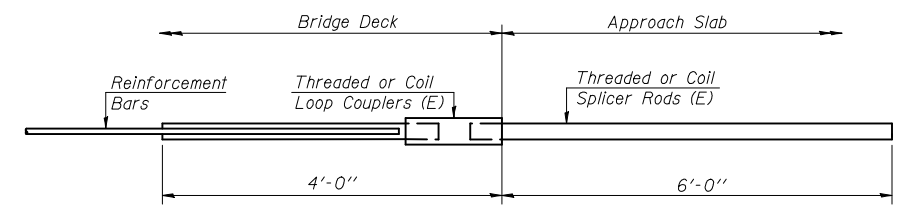
BAR SPLICER ASSEMBLY ALTERNATIVES

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



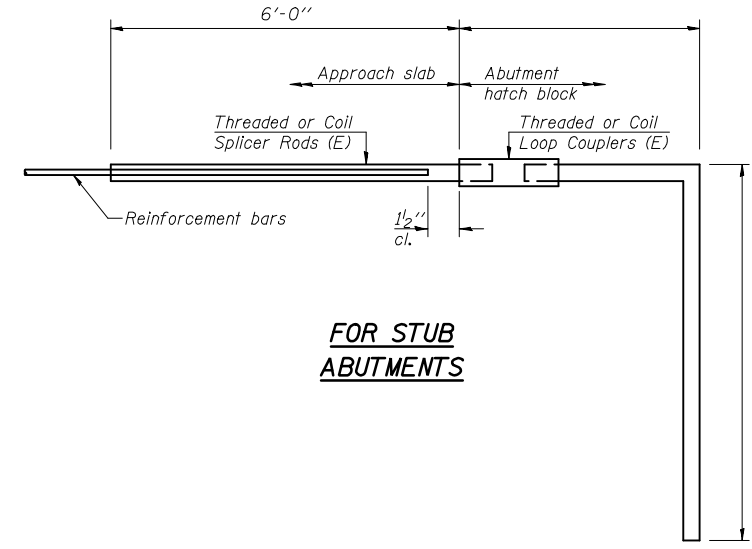
INSTALLATION AND SETTING METHODS

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



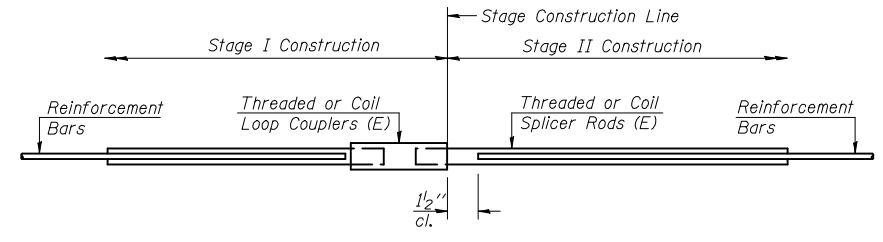
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 64



FOR STUB ABUTMENTS

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



STANDARD

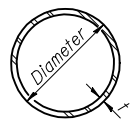
Bar Size	No. Assemblies Required	Location
#5	144	Deck Slab
#6	16	Diaphragms
#7	22	Abutments

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BAR SPLICER ASSEMBLY DETAILS
 IL. ROUTE 10 OVER UN-NAMED CREEK
 FAP RTE. 717 SECTION 110BR
 STA. 738+60
 DEWITT COUNTY STR. No. 020-0061
 SCALE: N.T.S. DRAWN BY LP
 DATE MAY 2009 CHECKED BY MJS

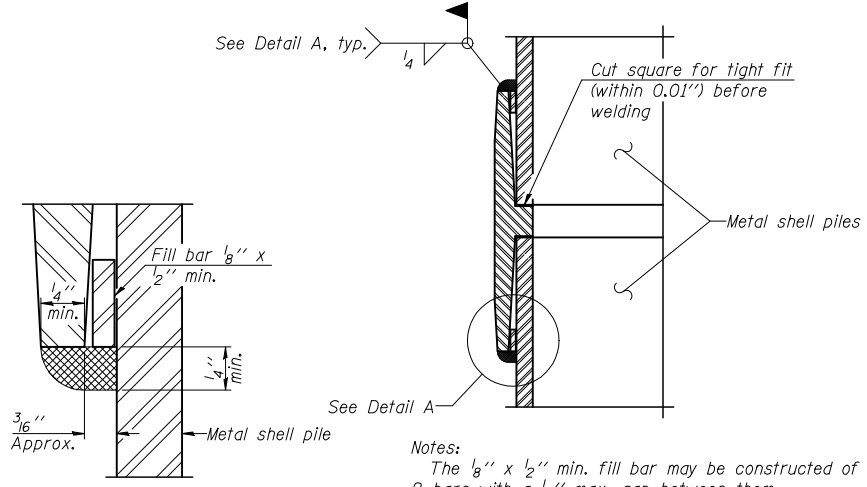
TUG PROJ. * #PRJNO# *
 PLOT DATE = 10/15/2009 *TIME#
 FILE NAME = #FILE#

CONTRACT NO. 90932



METAL SHELL PILE TABLE

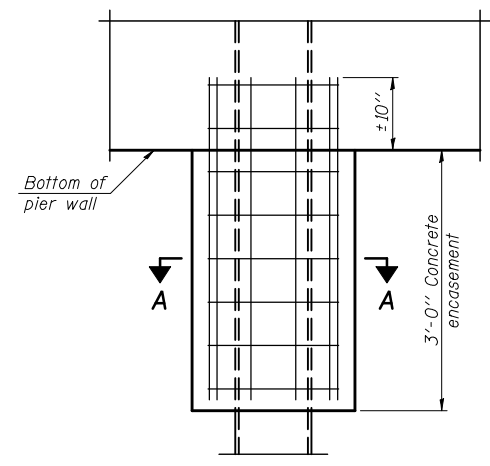
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



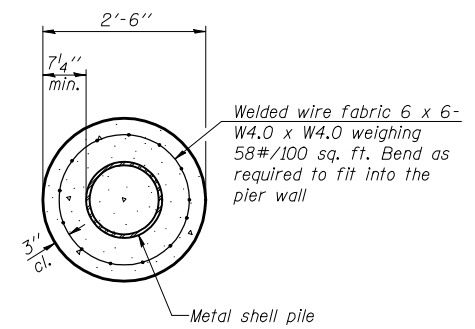
DETAIL A

Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



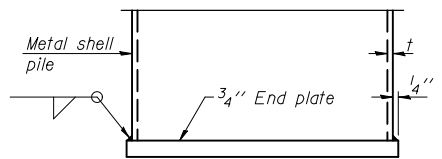
ELEVATION



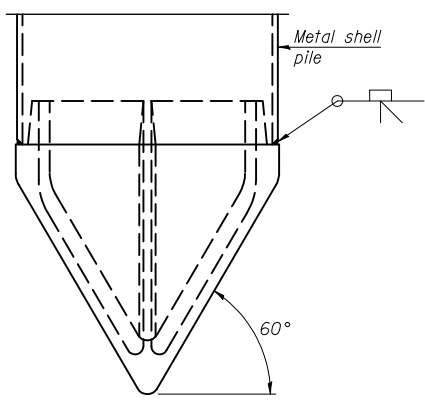
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS



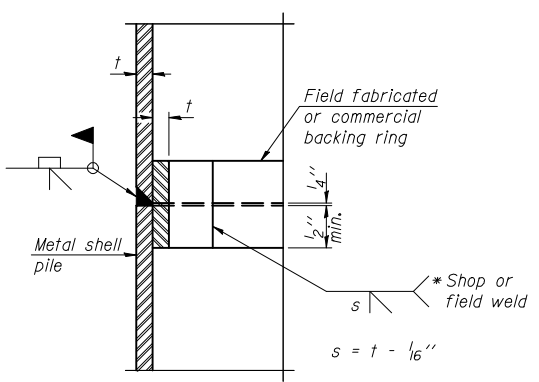
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

(See Note A)

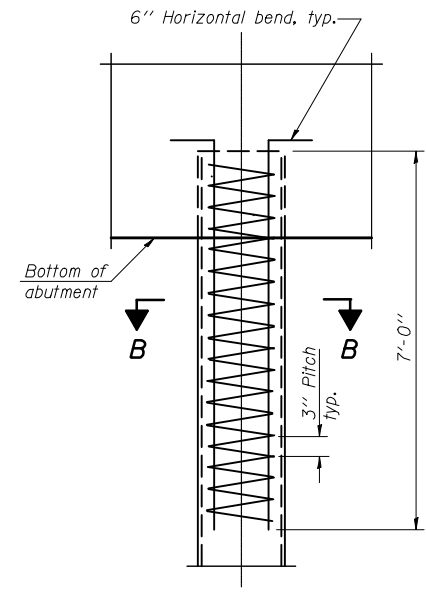
Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over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



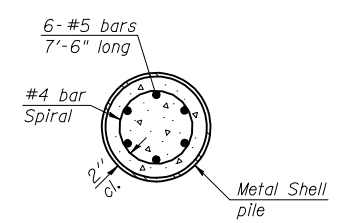
COMPLETE PENETRATION WELD SPLICE

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

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



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CONCRETE PILES
 IL. ROUTE 10 OVER UN-NAMED CREEK
 FAP RTE. 717 SECTION 110BR
 STA. 738+60
 DEWITT COUNTY STR. No. 020-0061
 SCALE: N.T.S. DRAWN BY
 DATE MAY 2009 CHECKED BY MJS

TUG PROJ. # PRJ010
 PLOT DATE = 10/15/2009
 FILE NAME = #FILE#

CONTRACT NO. 90932



Illinois Department of Transportation
Division of Highways
District 5 - Paris

SOIL BORING LOG

Page 1 of 4
Date 10/19/00

ROUTE F.A.P. 717 DESCRIPTION NORTH END WEST ABUTMENT LOGGED BY KWW
SECTION 110BR LOCATION SE 1/4, SEC. 29, TWP. 20 N, RNG. 1 E, 3rd PM
COUNTY DEWITT DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 020-0006 DEPT H N Qu T SURFACE WATER Elev. 682.2 ft
Station 738+29 Stream Bed Elev. 681.96 ft
BORING NO. 1 W. ABUT. Groundwater Elev.:
Station 738+07 First Encounter 686.2 ft
Offset 16.50ft LT Upon Completion PLUGGED ft
Ground Surface Elev. 695.96 ft After Hrs. ft

DEPTH (ft)	SPT (blows)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	SPT (blows)	UCS (tsf)	MOISTURE (%)
0				MIXED BROWN SILTY CLAY EMBANKMENT	0			
4	1.6	22.2			12	3.7	12.4	
5	1.2	23.2						
5	1.2	22.9		GRAY SANDY CLAY LOAM TILL (continued)	9	2.9	12.6	
3	-			GRAY LOAM				
3	1.0	17.2		BROWN GRAY MOTTLE SANDY CLAY LOAM TILL	11	3.1	13.1	
8	1.6	14.9		GRAY SANDY CLAY LOAM TILL				
10	3.1	16.1			14	2.9	13.9	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
District 5 - Paris

SOIL BORING LOG

Page 2 of 4
Date 10/19/00

ROUTE F.A.P. 717 DESCRIPTION NORTH END WEST ABUTMENT LOGGED BY KWW
SECTION 110BR LOCATION SE 1/4, SEC. 29, TWP. 20 N, RNG. 1 E, 3rd PM
COUNTY DEWITT DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 020-0006 DEPT H N Qu T SURFACE WATER Elev. 682.2 ft
Station 738+29 Stream Bed Elev. 681.96 ft
BORING NO. 1 W. ABUT. Groundwater Elev.:
Station 738+07 First Encounter 686.2 ft
Offset 16.50ft LT Upon Completion PLUGGED ft
Ground Surface Elev. 695.96 ft After Hrs. ft

DEPTH (ft)	SPT (blows)	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	SPT (blows)	UCS (tsf)	MOISTURE (%)
				GRAY SANDY CLAY LOAM TILL (continued)				
					11	3.3	12.7	
				BROWN SILT LOAM	32	5.0	49.7	
				End of Boring				
				GRAY SANDY CLAY LOAM TILL (continued)				
					10	2.5	13	
					11	3.1		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
STA. 738+60
DEWITT COUNTY STR. No. 020-0061
SCALE: N.T.S. DRAWN BY JAU
DATE MAY 2009 CHECKED BY MJS

TUG PROJ. * #PRJNO*
PLOT DATE = 10/15/2009 #TIME*
FILE NAME = #FILE*

CONTRACT NO. 90932



Illinois Department of Transportation
Division of Highways
District 5 - Paris

SOIL BORING LOG

Page 3 of 4
Date 10/19/00

ROUTE F.A.P. 717 DESCRIPTION SOUTH END EAST ABUTMENT LOGGED BY KWW
SECTION 110BR LOCATION SE 1/4, SEC. 29, TWP. 20 N, RNG. 1 E, 3rd PM
COUNTY DEWITT DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 020-0006 DEPT SUCMO
Station 738+91 T H N Qu T
BORING NO. 2 E. ABUT. H N Qu T
Station 738+69 H N Qu T
Offset 15.00ft RT H N Qu T
Ground Surface Elev. 696.26 ft (ft) (/12") (tsf) (%)

Soil Description	Depth (ft)	SPT (blows/12")	UCS (tsf)	MOISTURE (%)
FINE BROWN SAND	674.26			
MIXED BROWN SILTY CLAY EMBANKMENT	5	1.8	18.8	
GRAY LOAM TO SAND LOAM	25			
GRAYISH BROWN SILTY CLAY SAND LENS	3	.9	23.3	
GRAY SILT LOAM	8	1.2	18.9	
BROWN GRAY SILT LOAM	6	1.9	17.8	
	17			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
District 5 - Paris

SOIL BORING LOG

Page 4 of 4
Date 10/19/00

ROUTE F.A.P. 717 DESCRIPTION SOUTH END EAST ABUTMENT LOGGED BY KWW
SECTION 110BR LOCATION SE 1/4, SEC. 29, TWP. 20 N, RNG. 1 E, 3rd PM
COUNTY DEWITT DRILLING METHOD HOLLOW STEM AUGER HAMMER TYPE AUTOMATIC

STRUCT. NO. 020-0006 DEPT SUCMO
Station 738+60 T H N Qu T
BORING NO. 2 E. ABUT. H N Qu T
Station 738+91 H N Qu T
Offset 15.00ft RT H N Qu T
Ground Surface Elev. 696.26 ft (ft) (/12") (tsf) (%)

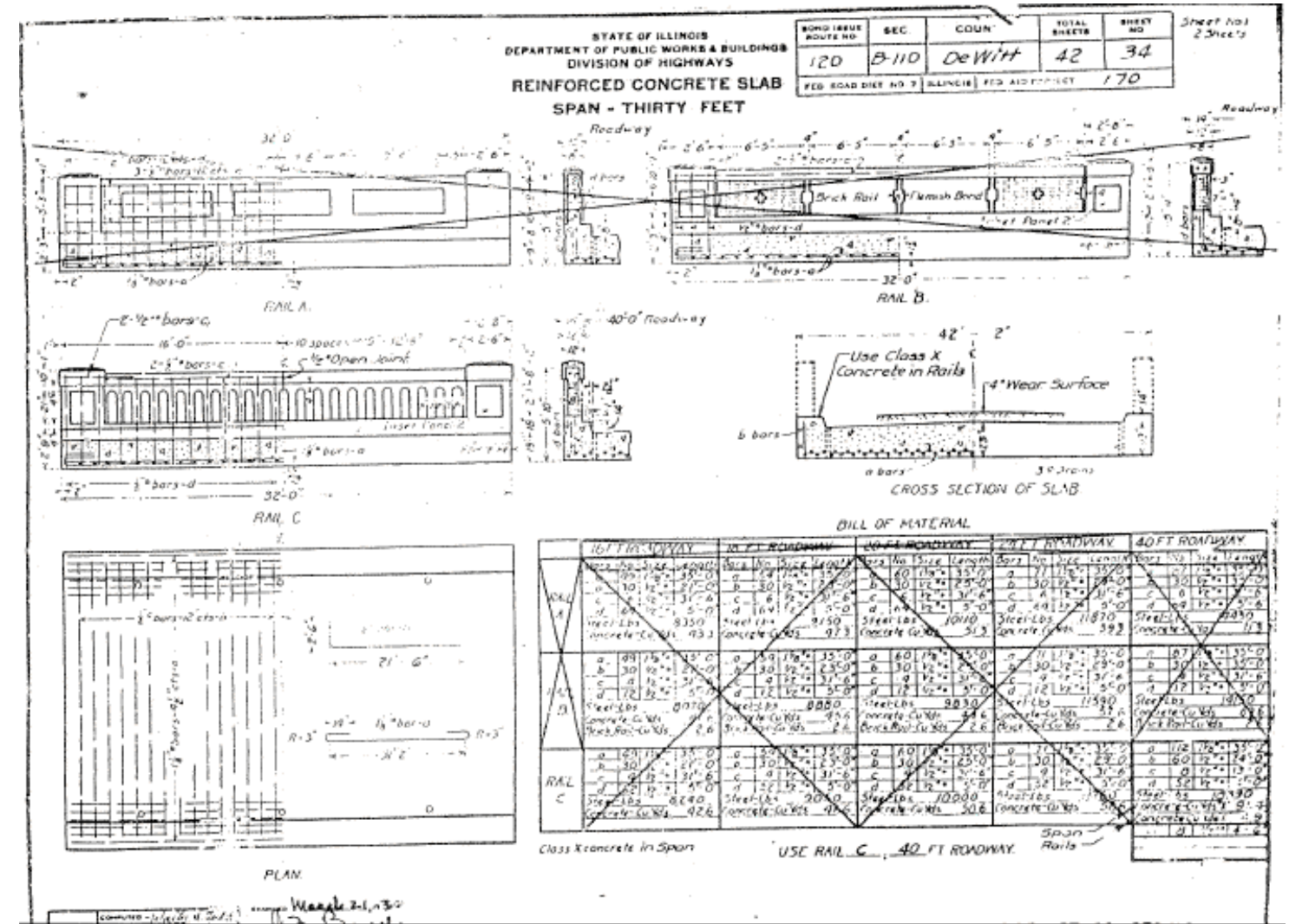
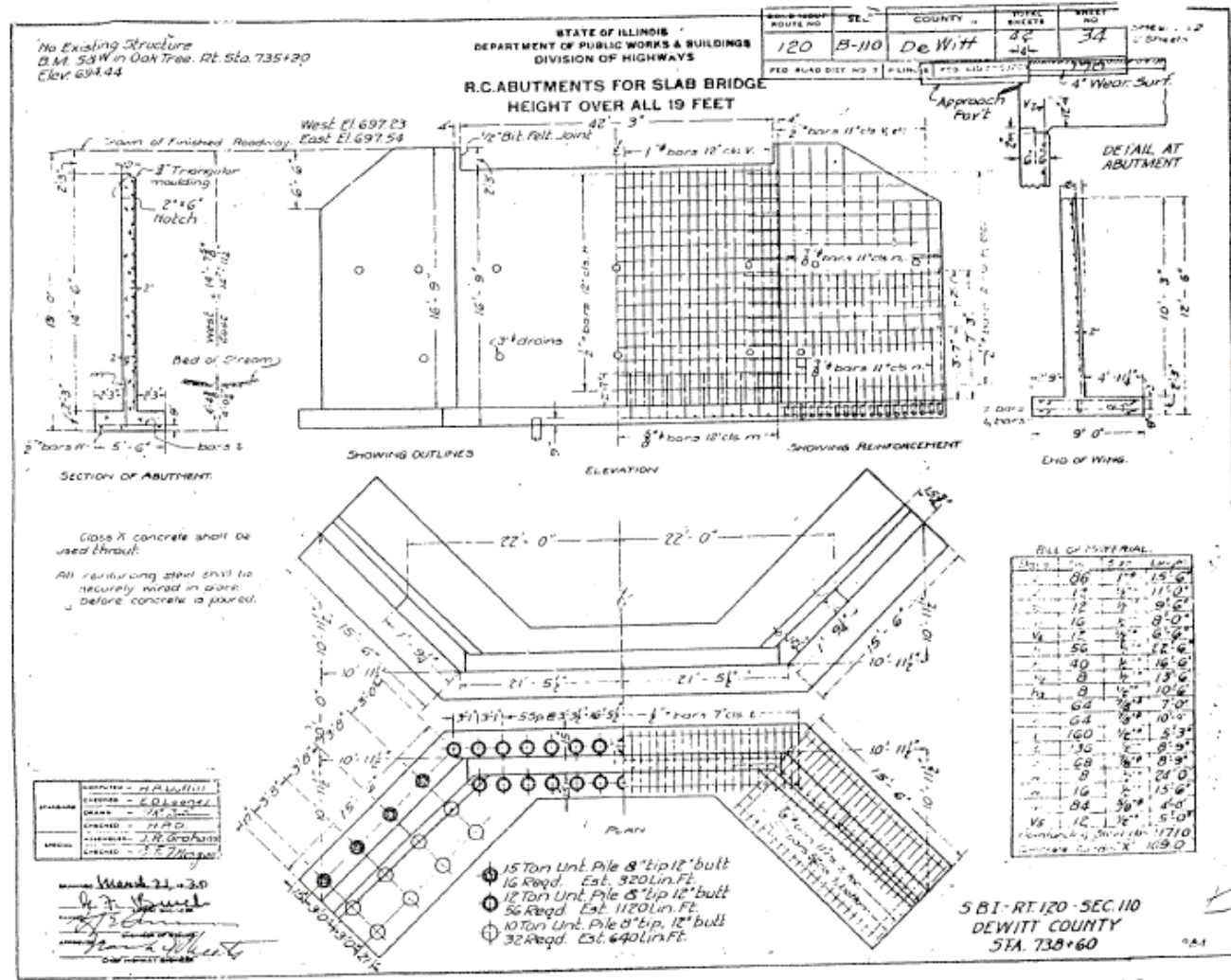
Soil Description	Depth (ft)	SPT (blows/12")	UCS (tsf)	MOISTURE (%)
GRAY SANDY CLAY LOAM TILL (continued)	634.26			
GRAY SANDY CLAY LOAM TILL	14	3.1	13.3	
BROWN SILT LOAM	25	2.3	39.7	
COARSE GRAY SAND	21			
GRAY SANDY CLAY LOAM TILL	12	2.7	13.2	
	14	3.1	14	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

TUG PROJ. * #PRJNO*
PLOT DATE = 10/15/2009 #TIME*
FILE NAME = #FILE*

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORING LOGS
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
STA. 738+60
DEWITT COUNTY STR. No. 020-0061
SCALE: N.T.S. DRAWN BY JAU
DATE MAY 2009 CHECKED BY MJS



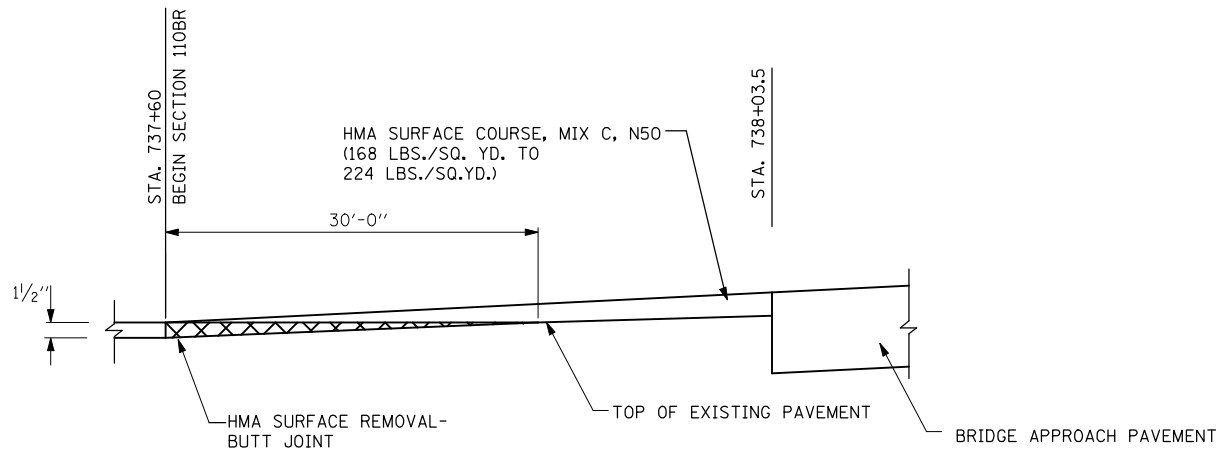
FOR INFORMATION ONLY

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		EXISTING STRUCTURE IL. ROUTE 10 OVER NAMED CREEK FAP RTE. 717 SECTION 110BR DEWITT COUNTY

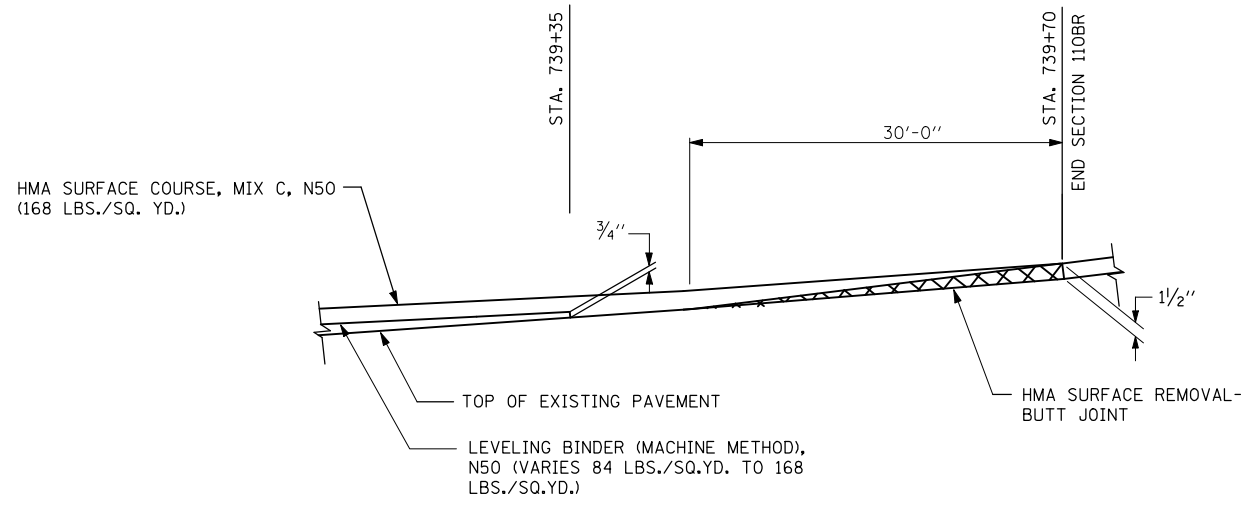
SCALE: N.T.S. DRAWN BY: GEW
DATE: JUNE 2009 CHECKED BY: MJS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	23
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 90932



BUTT JOINT DETAIL
(AT START OF SECTION 110BR)

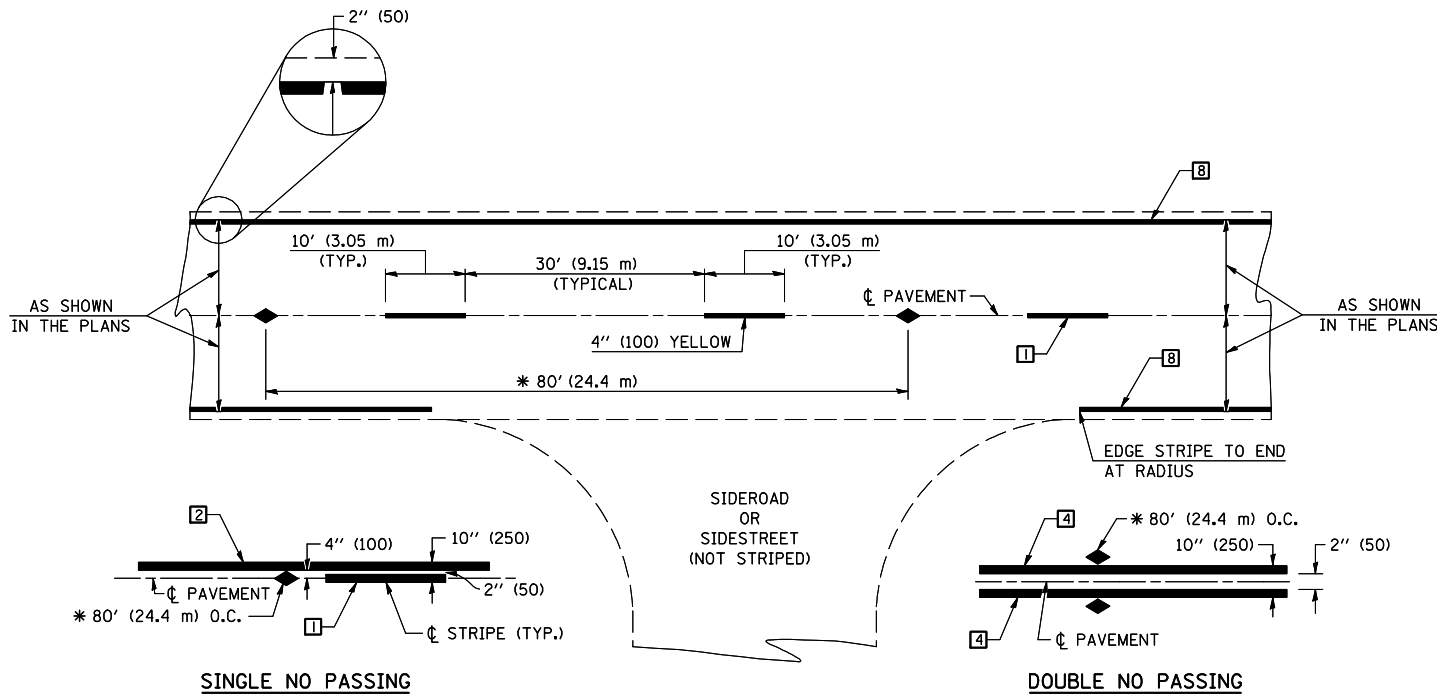


BUTT JOINT DETAIL
(AT END OF SECTION 110BR)

TUG PROJ. * #PRJNO# *
PLOT DATE = 10/15/2009 @TIME#
FILE NAME = #FILE#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BUTT JOINT DETAIL
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
DEWITT COUNTY
SCALE: 1" = 20'
DATE MAY 2009
DRAWN BY PBB
CHECKED BY MJS



* 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

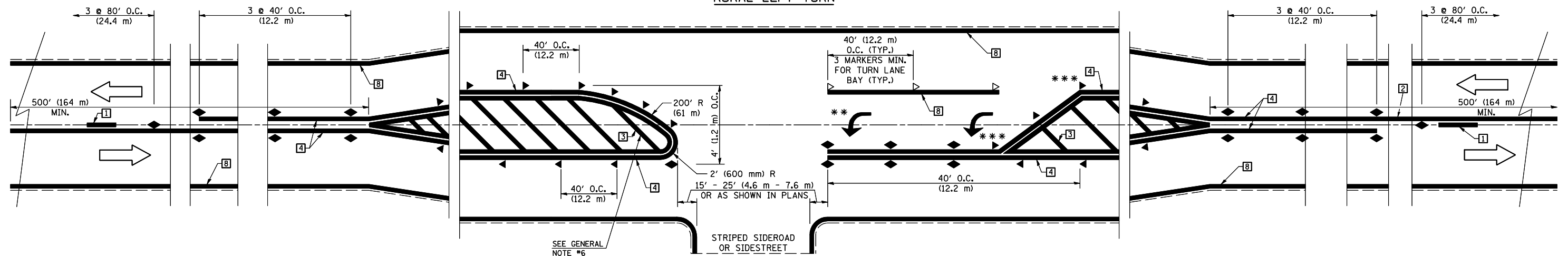
TYPICAL PAVEMENT MARKING LEGEND

- 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.

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 11/06
et:\pw\work\PWIDOT\STULTSJW\d0153845\050932-shr-78000000.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/15/2009	DATE -	REVISED -

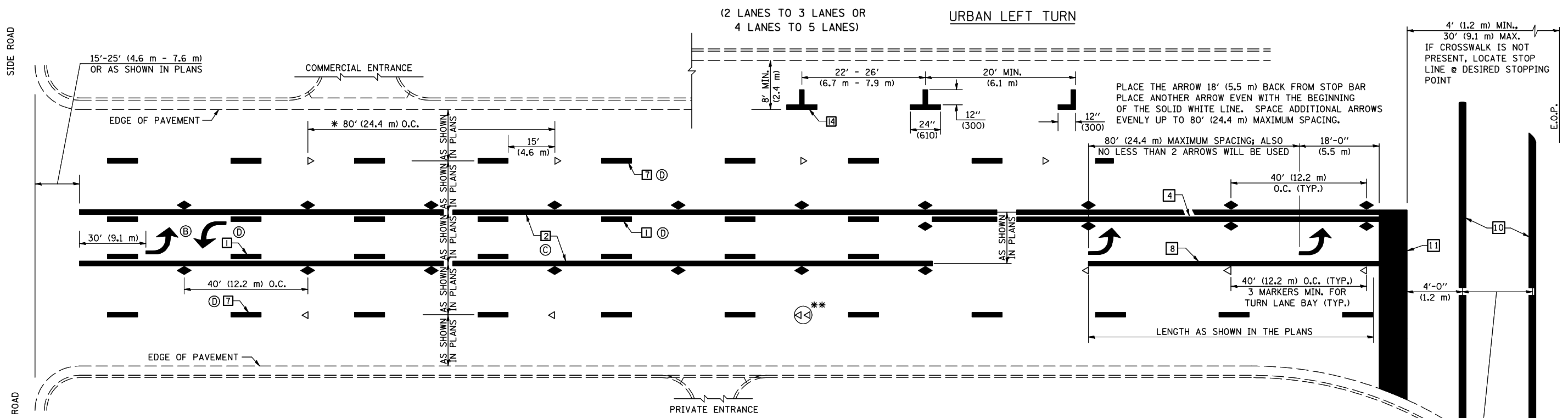
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

DISTRICT 5 DETAIL NO. 7800AAAA

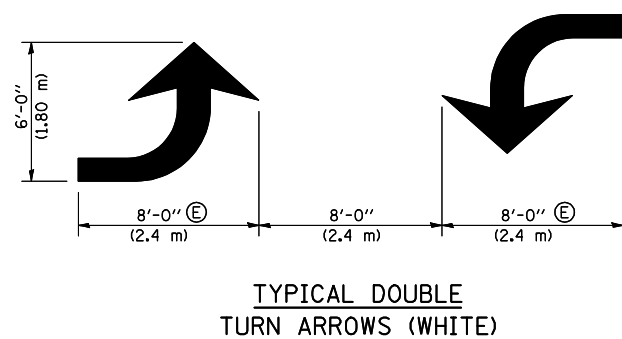
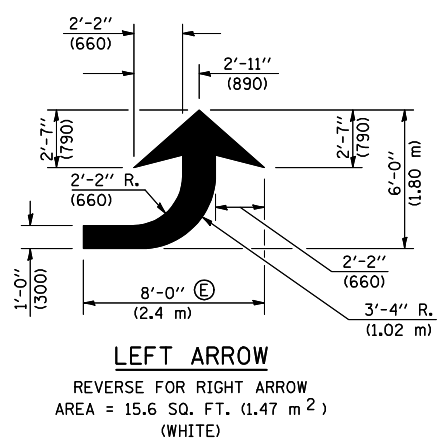
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	24
CONTRACT NO. 90932				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



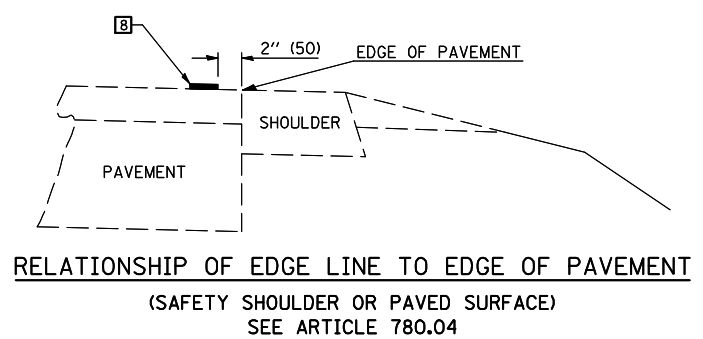
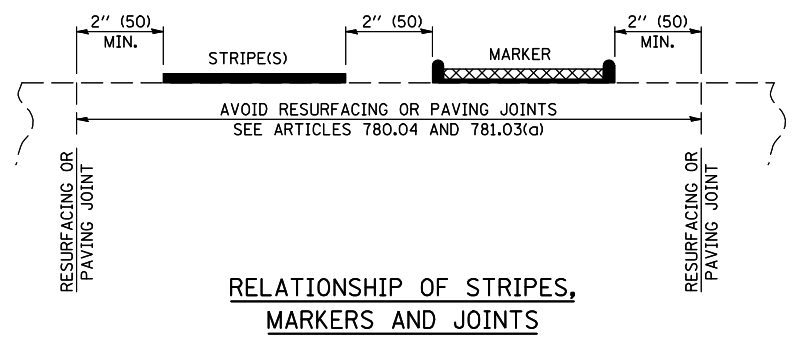
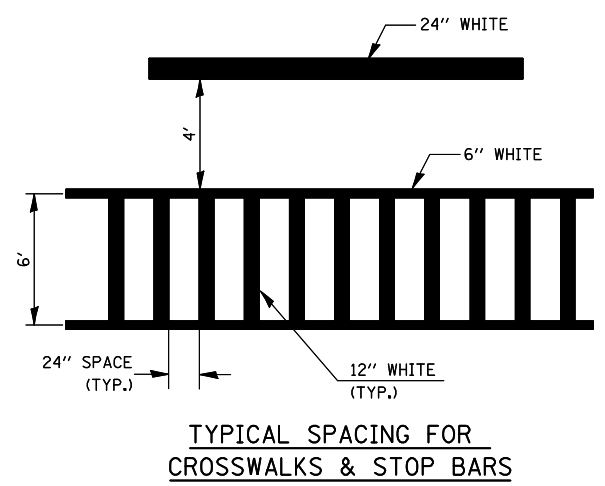
* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

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

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



BLOOMINGTON-NORMAL CITY LIMITS ONLY

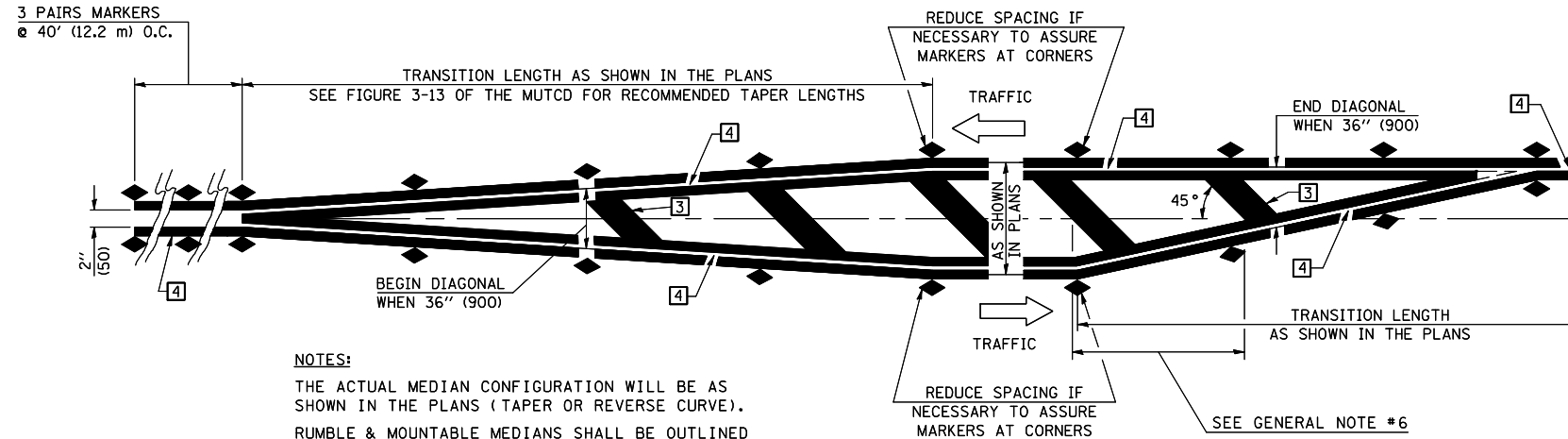


4' (1.2 m) MIN., 30' (9.1 m) MAX. IF CROSSWALK IS NOT PRESENT, LOCATE STOP LINE @ DESIRED STOPPING POINT

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

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

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et\pw\work\PWIDOT\STULTSJW\d0153845\050932-shr-7800000.dgn		DRAWN -	REVISED -			717	110BR	DEWITT	40	25
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 90932				
PLOT DATE = 10/15/2009		DATE -	REVISED -			FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

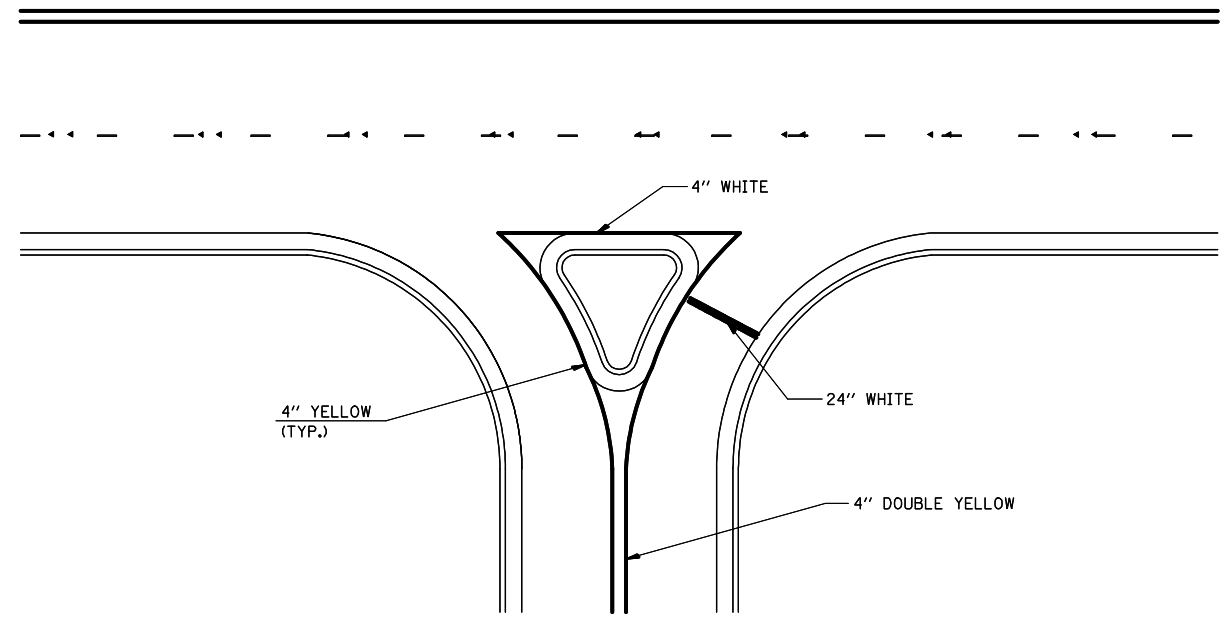


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

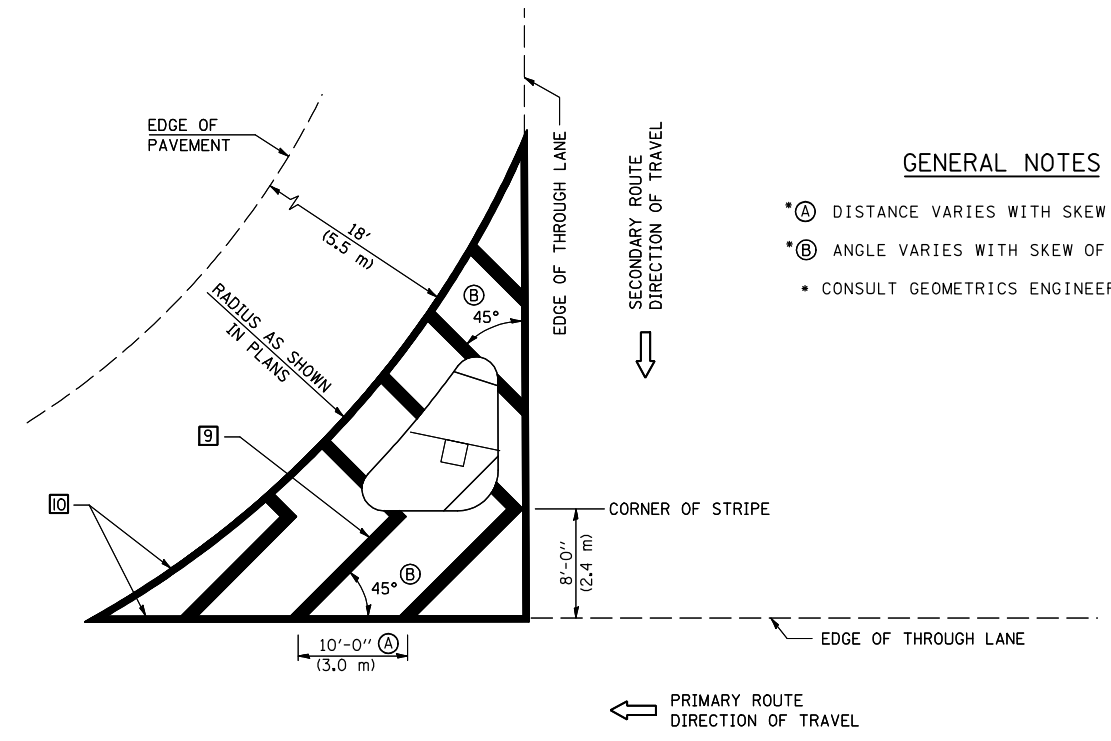
TYPICAL MEDIAN TRANSITIONS

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.

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 11/06
et:\pw\work\PWIDOT\STULTSJW\d0153845\050932-shr-78000000.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
THE UPCHURCH GROUP, INC.	PLOT DATE = 10/15/2009	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

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

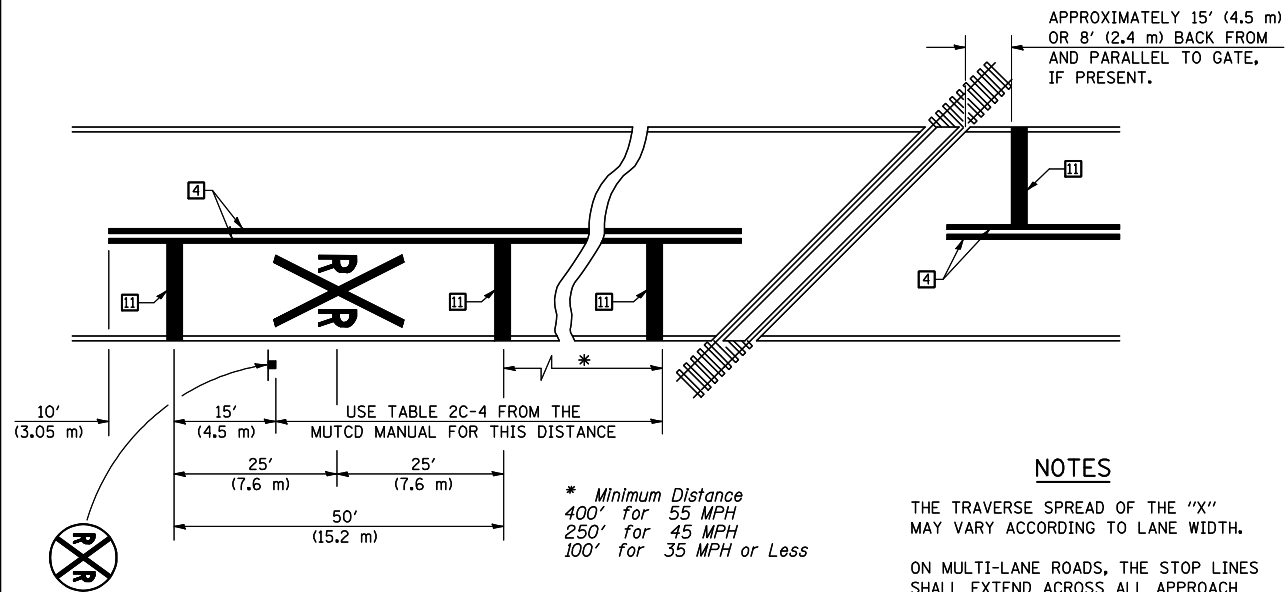
DISTRICT 5 DETAIL NO. 7800AAAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	26
CONTRACT NO. 90932				

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

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



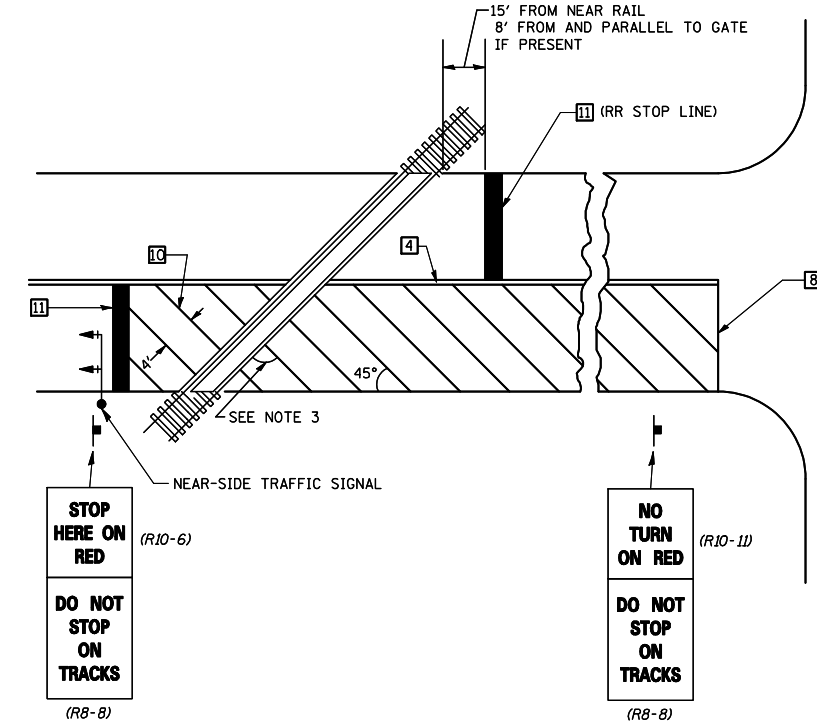
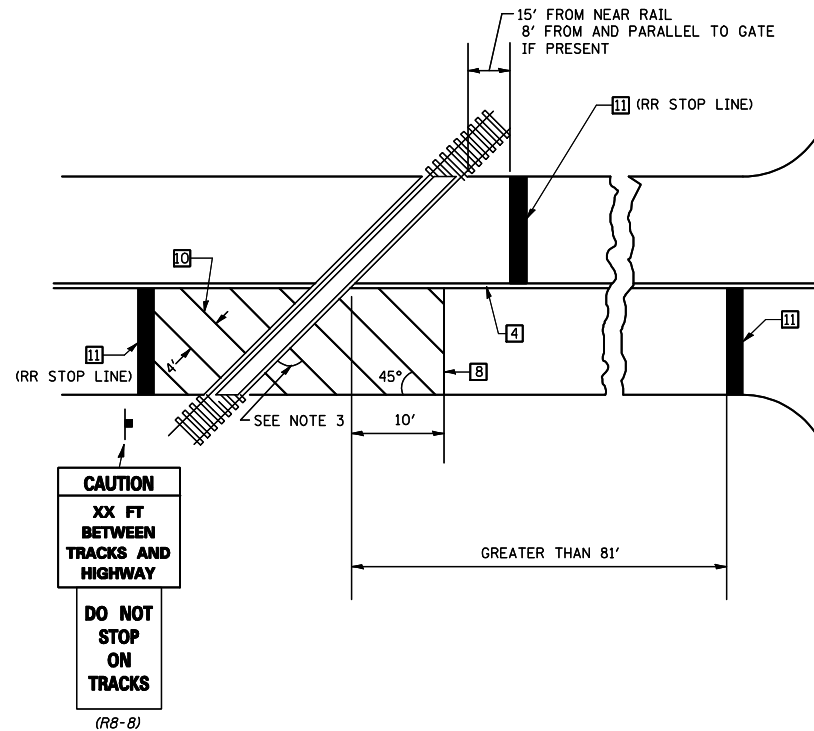
PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

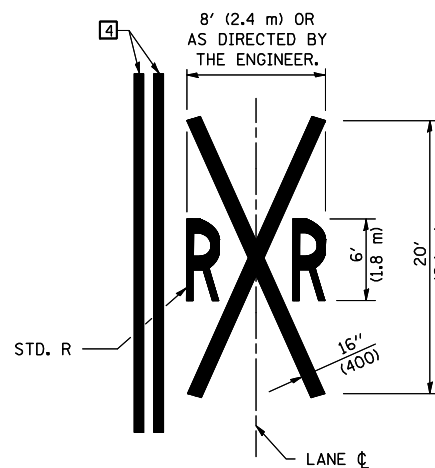
THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

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

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



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.

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 11/06
ce:\pw\work\PIWIDOT\STULTSJW\d0153845\05\0932-shr-7800a.dgn		DRAWN -	REVISED -
	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/15/2009	DATE -	REVISED -

THE UPCHURCH GROUP, INC.

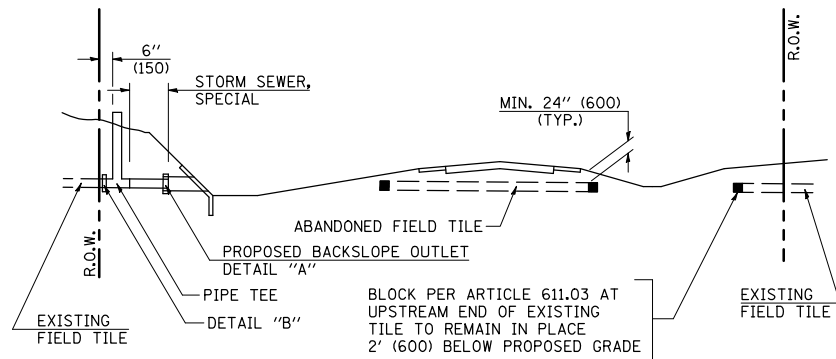
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

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

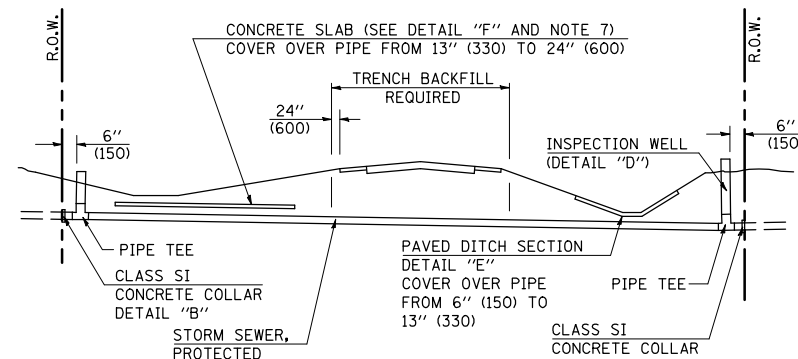
DISTRICT 5 DETAIL NO. 7800AAAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	27
CONTRACT NO. 90932				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



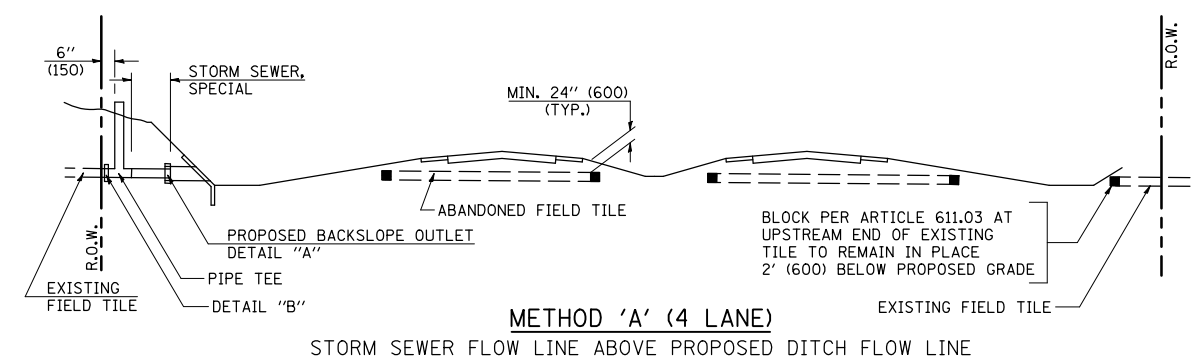
METHOD 'A' (2 LANE)

STORM SEWER FLOW LINE ABOVE PROPOSED DITCH FLOW LINE



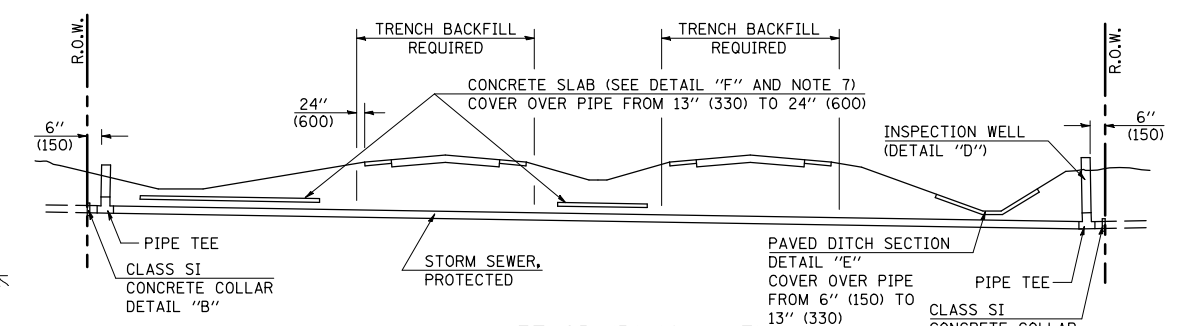
METHOD 'B' (2 LANE)

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



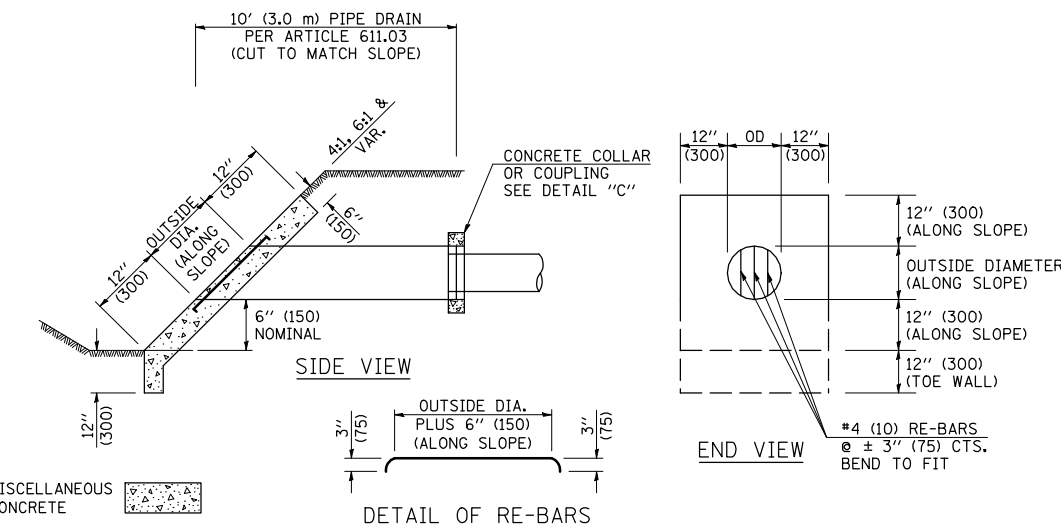
METHOD 'A' (4 LANE)

STORM SEWER FLOW LINE ABOVE PROPOSED DITCH FLOW LINE

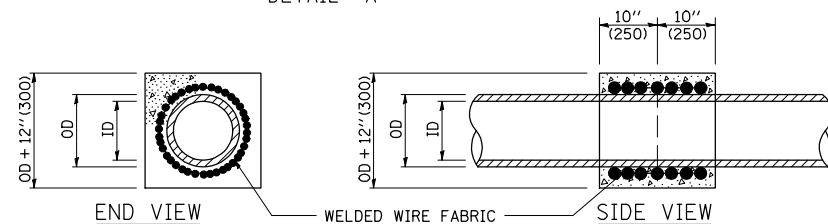


METHOD 'B' (4 LANE)

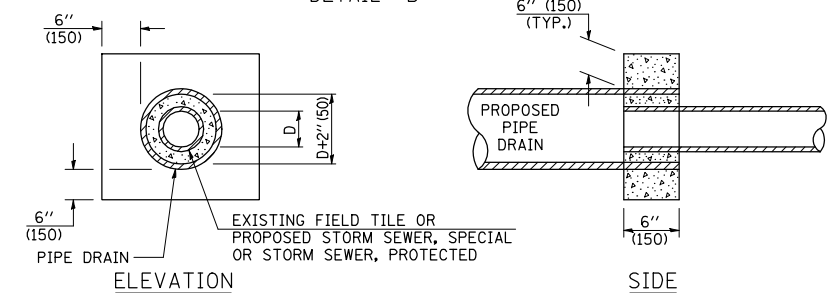
STORM SEWER LESS THAN 2' (600 mm) BELOW DITCH FLOW LINE AND STORM SEWERS CROSSING UNDER PAVEMENTS AND PAVED DITCHES



HEADWALL FOR BACKSLOPE OUTLET DETAIL 'A'



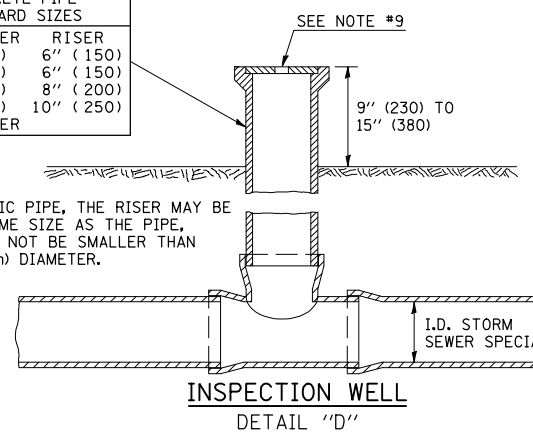
CONCRETE COLLAR DETAIL 'B'



CLASS SI COLLAR DETAIL 'C'

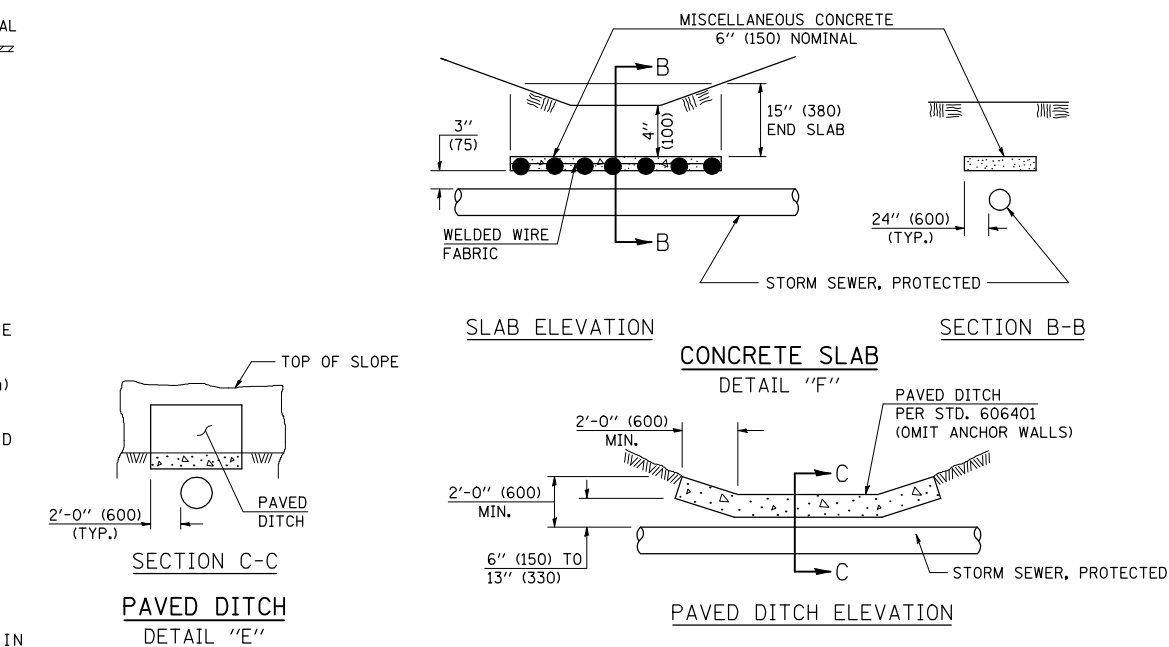
CONCRETE PIPE STANDARD SIZES	
STORM SEWER	RISER
6" (150)	6" (150)
8" (200)	6" (150)
10" (250)	8" (200)
12" (300)	10" (250)
OR GREATER	

FOR PLASTIC PIPE, THE RISER MAY BE OF THE SAME SIZE AS THE PIPE, BUT SHALL NOT BE SMALLER THAN 4" (100 mm) DIAMETER.



GENERAL NOTES

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



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

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 11/06
et\pwwork\pwwid01\STULTSJW\d0153845\050932-shd-61101011a.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

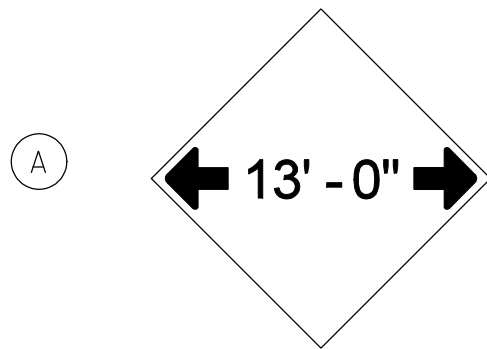
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FIELD TILE SYSTEMS (TREATMENT OF EXISTING)

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

DISTRICT 5 DETAIL NO. 61101011A

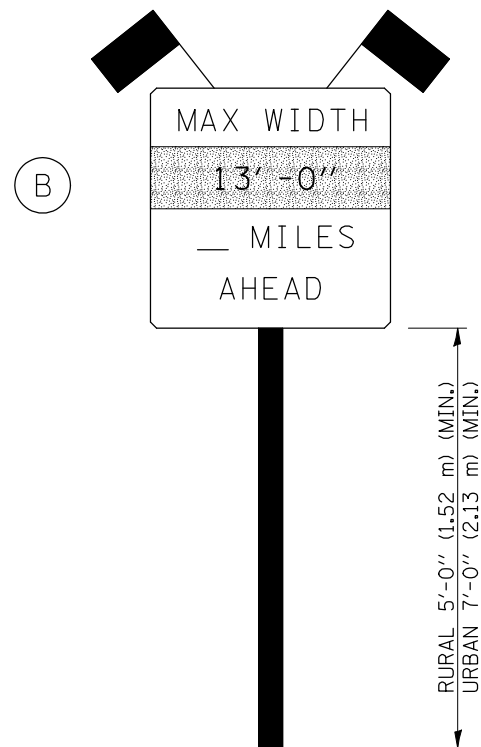
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	28
CONTRACT NO. 90932				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



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

SIGN (A) 2 SIGNS - W12-2(0)-48"x48"(1200x1200) ARE TO BE PLACED AT EACH END OF THE REPAIR IN EACH DIRECTION ALONG ROUTE 10.

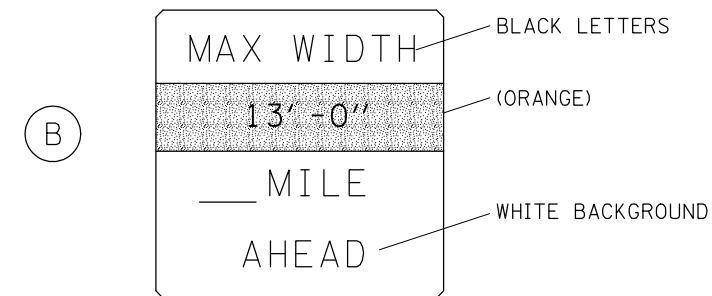
SIGN (B) 2 SIGNS - (SIGN PANEL, TYPE II) AS SHOWN ARE TO BE PLACED APPROXIMATELY 1 MILE EACH SIDE OF THE PROJECT ON ROUTE 10.



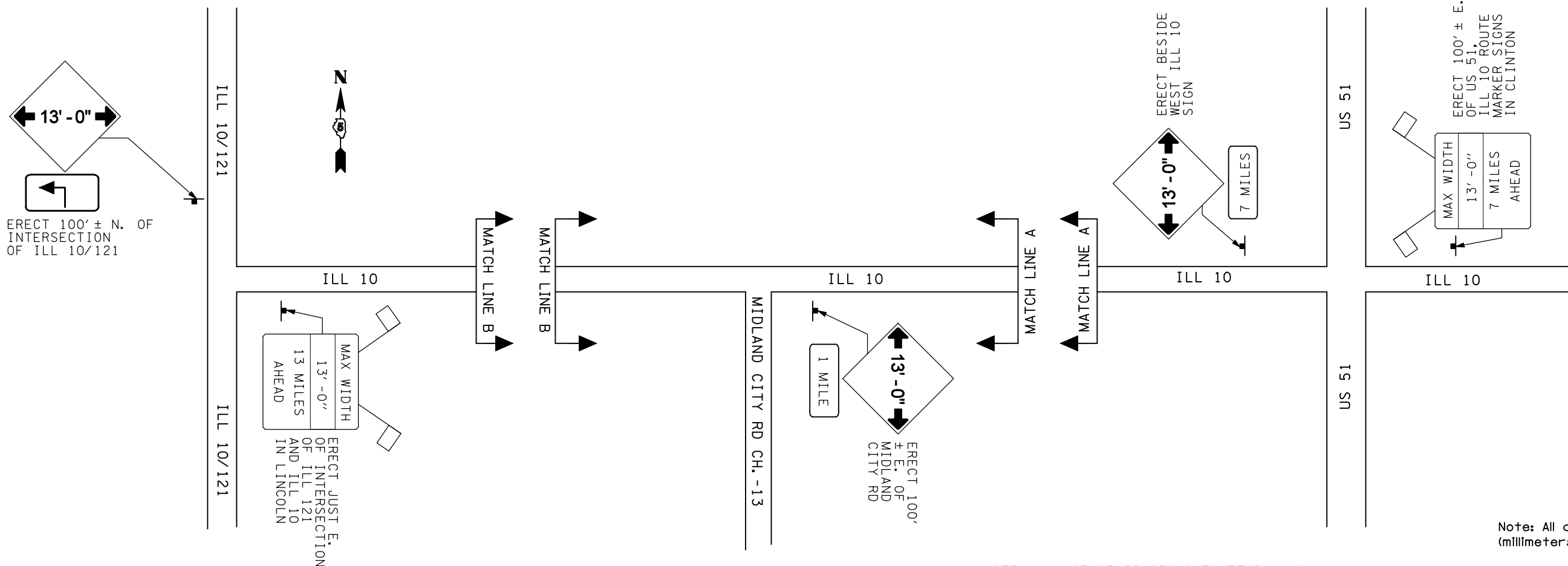
SIGN PANEL, TYPE II

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.



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



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

NOTE: ALL STAGE II SIGNS TO READ 11-6"

FILE NAME =	USER NAME = stultsjw	DESIGNED -	REVISED - 11/06
ce:\pw\work\PIWIDOT\STULTS\JW\d0153845\050932-shr-x7200201.dgn		DRAWN -	REVISED - 05/08
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED - 10/08 - KJT
	PLOT DATE = 10/15/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION SIGNING

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

DISTRICT 5 DETAIL NO. X7200201

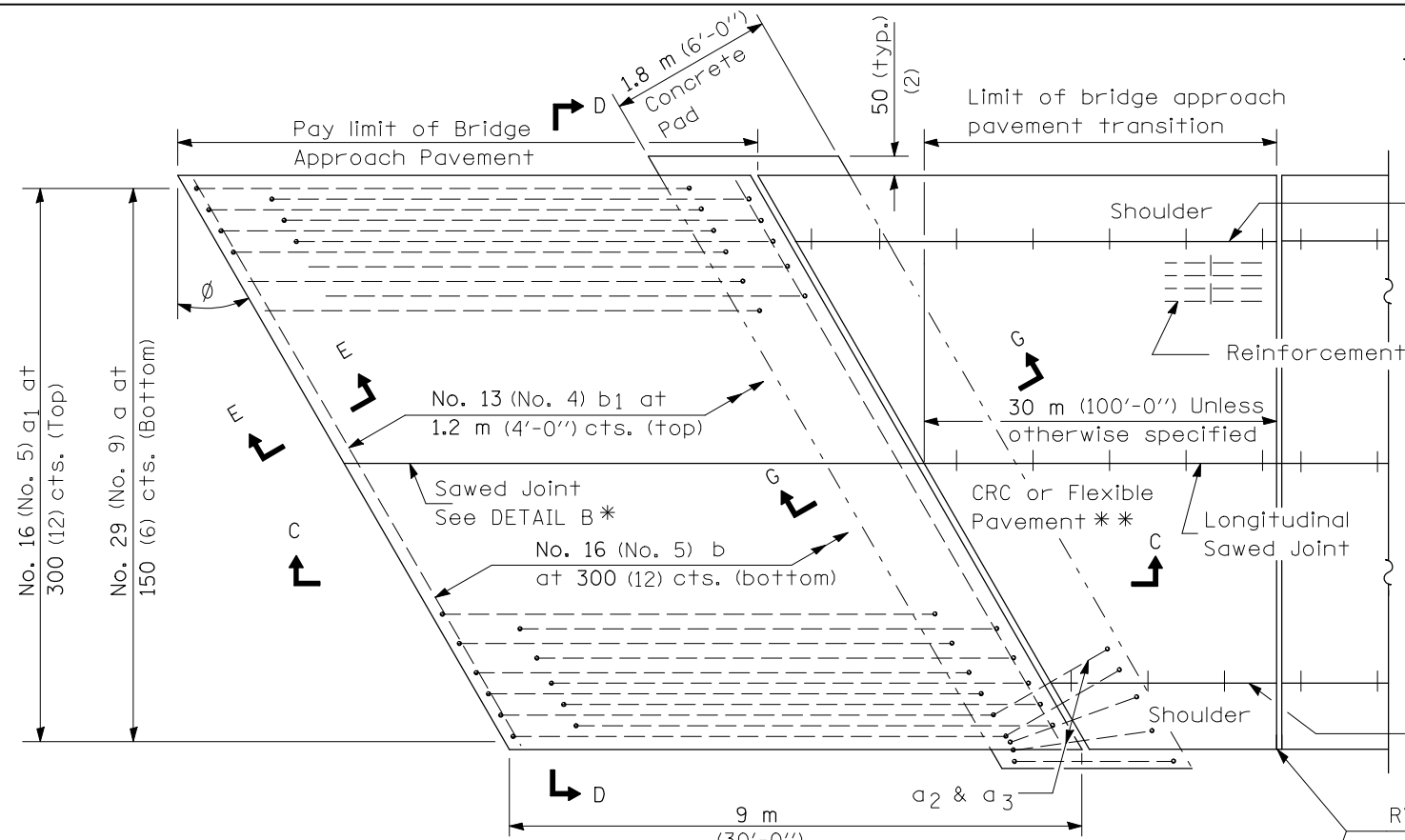
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	29
CONTRACT NO. 90932				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

THE UPCHURCH GROUP, INC.

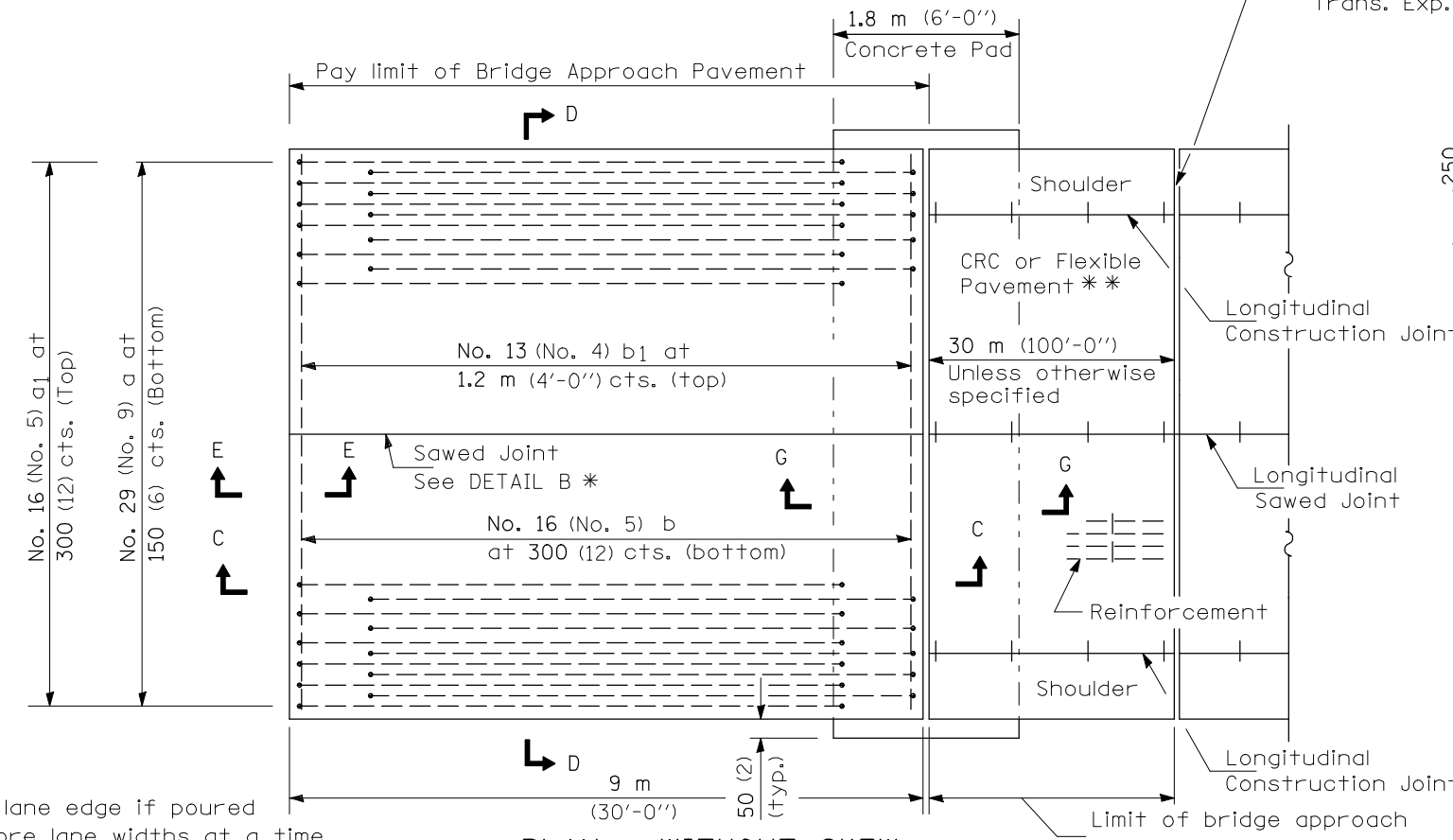
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	30
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 90932

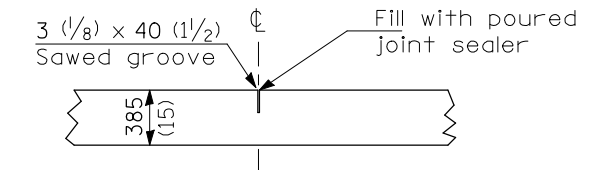
NEW CONSTRUCTION



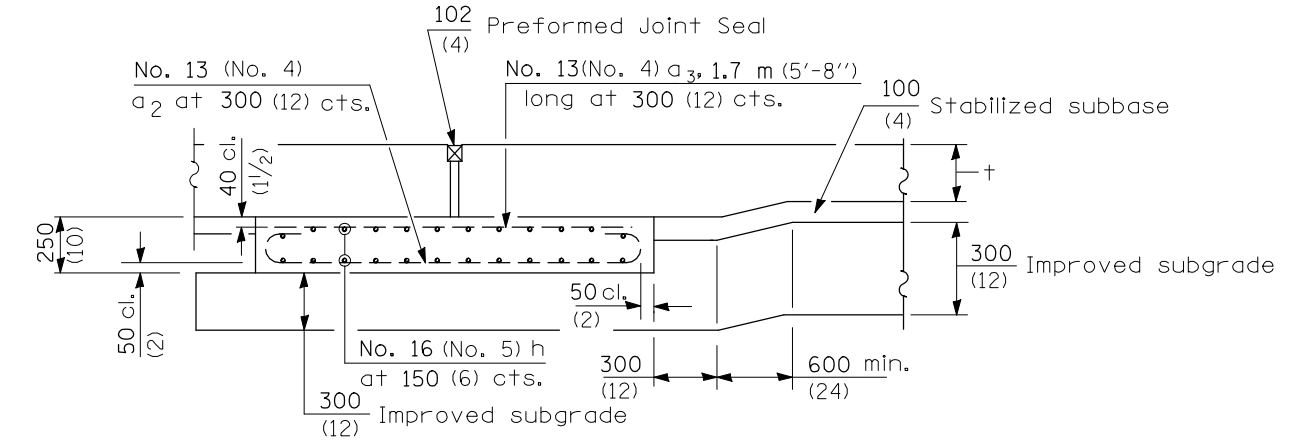
PLAN - WITH SKEW



PLAN - WITHOUT SKEW



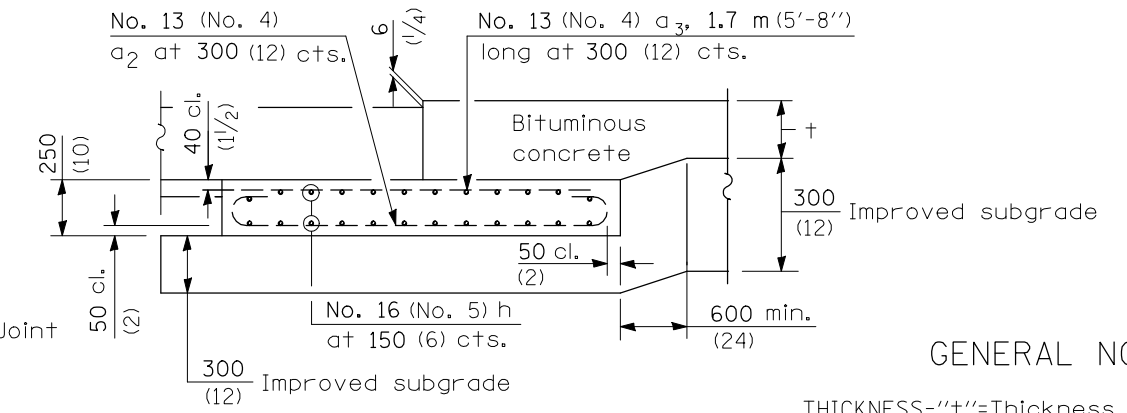
DETAIL B*



SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)

Rigid Pavement only:
Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 50 (2)
Trans. Exp. Joint as detailed on Standard 420001.



SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

GENERAL NOTES

- THICKNESS-''t''=Thickness of Pavement.
- See Standard 421001 for reinforcement details not shown.
- See Standard 420001 for joint details not shown.
- All dimensions are in millimeters (inches) unless otherwise shown.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE APPROACH PAVEMENT (1 OF 4)
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
DEWITT COUNTY

SCALE: 1" = 20'
DATE: MAY 2009

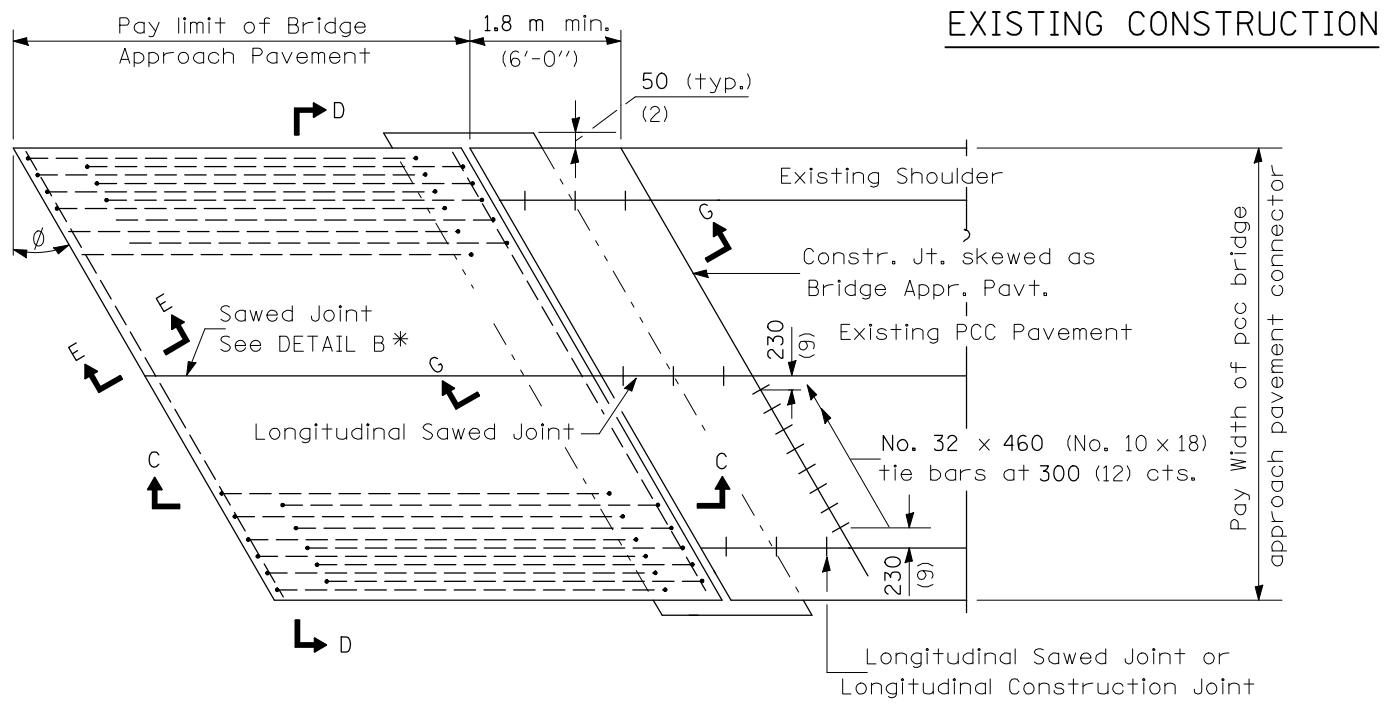
DRAWN BY: RMH
CHECKED BY: MJS

TUG PROJ. # PRJNDG
PLOT DATE = 10/15/2009 8:15 AM
FILE NAME = #FILE#

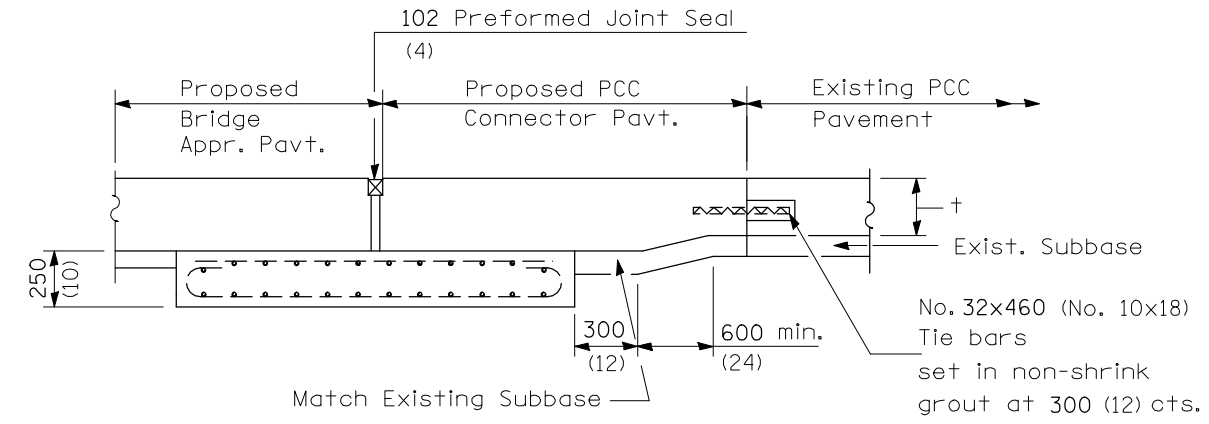
* Saw ϕ or lane edge if poured two or more lane widths at a time.
* * Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	31
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

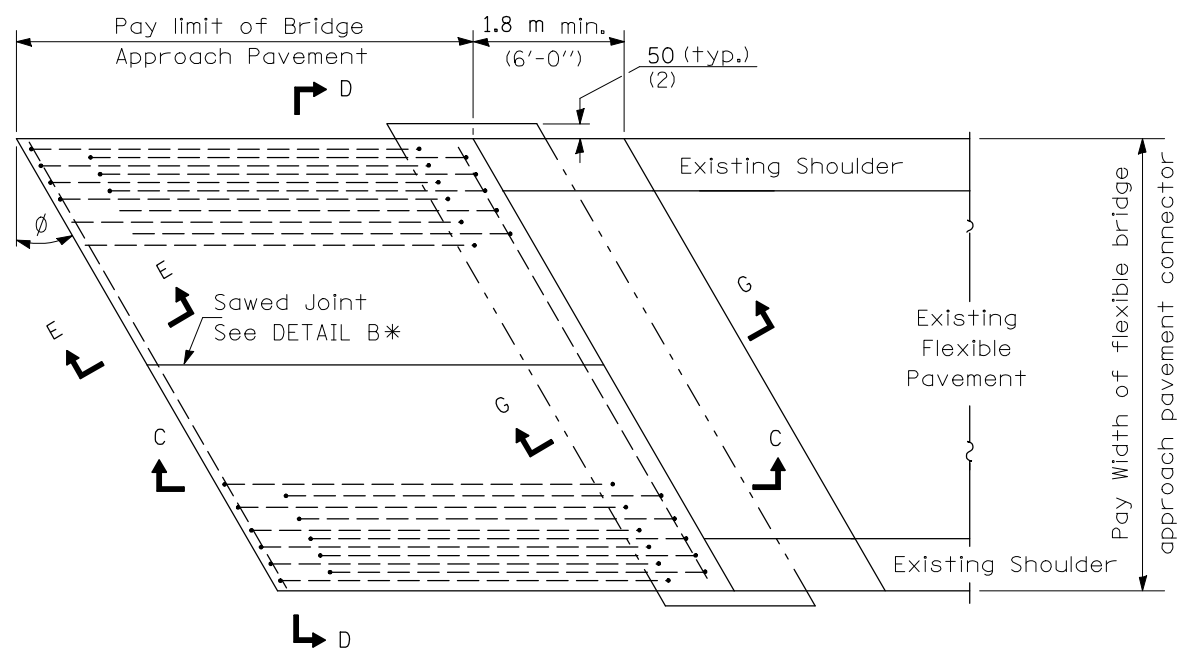
CONTRACT NO. 90932



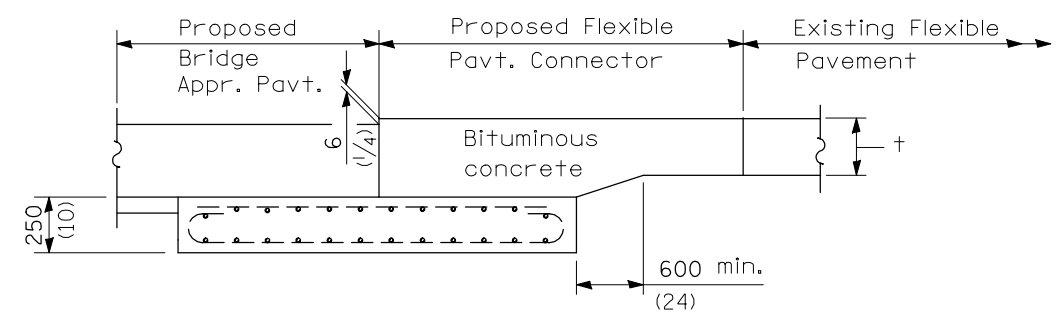
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION G-G - RIGID PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - FLEXIBLE PAVEMENT

All dimensions are in millimeters (inches) unless otherwise shown.

REVISIONS	
NAME	DATE

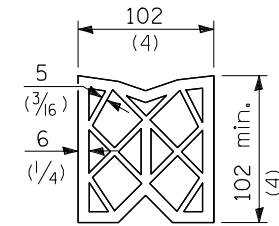
ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE APPROACH PAVEMENT (2 OF 4)
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
DEWITT COUNTY

SCALE: 1" = 20'
DATE: MAY 2009

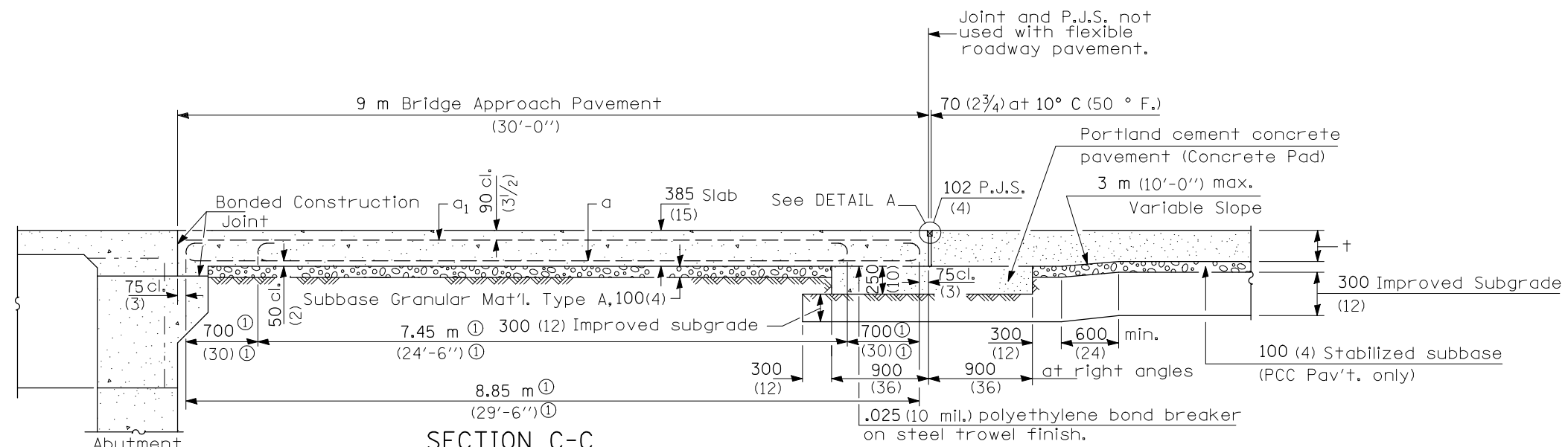
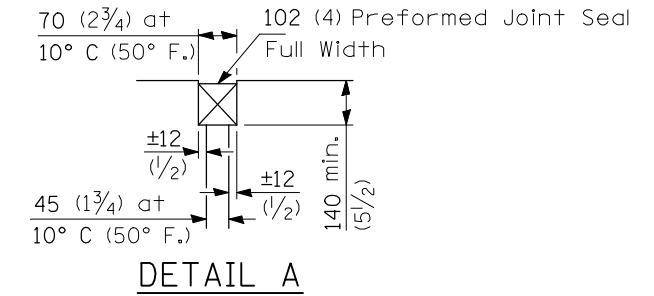
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TUG PROJ. * #PRJNO# *
PLOT DATE = 10/15/2009 *TIME#
FILE NAME = #FILE#

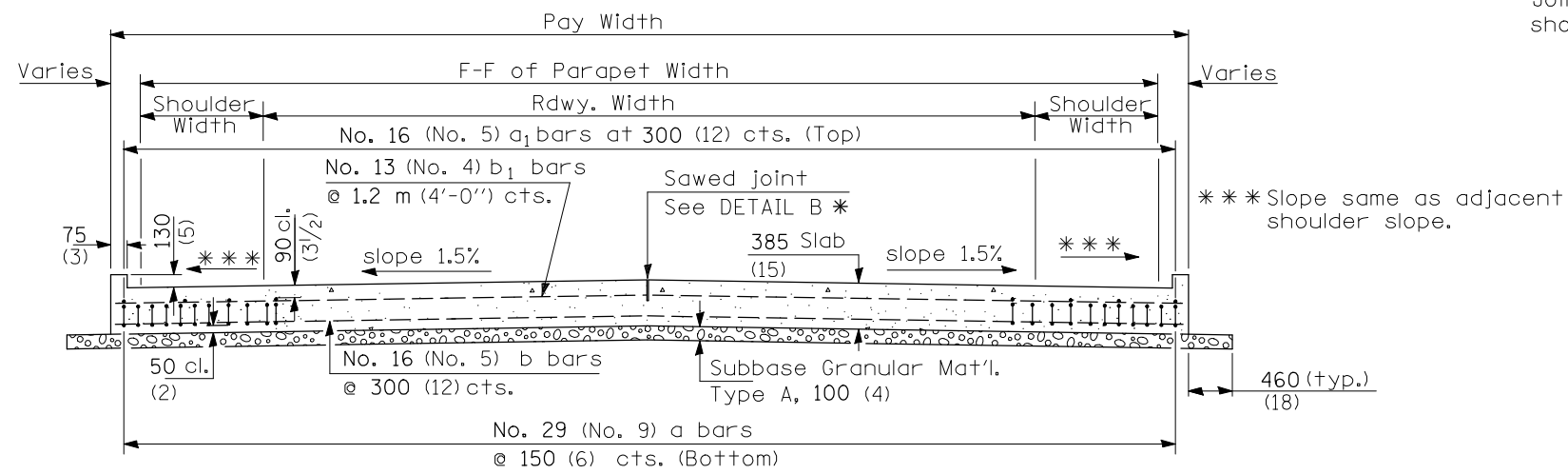
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	32
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 90932				



PREFORMED JOINT SEAL

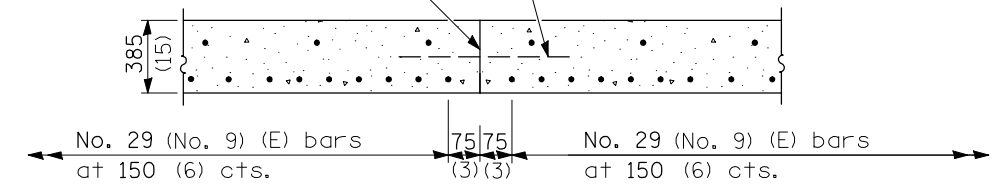


① Stagger No. 29 (No. 9) a bars as shown on plan - full width



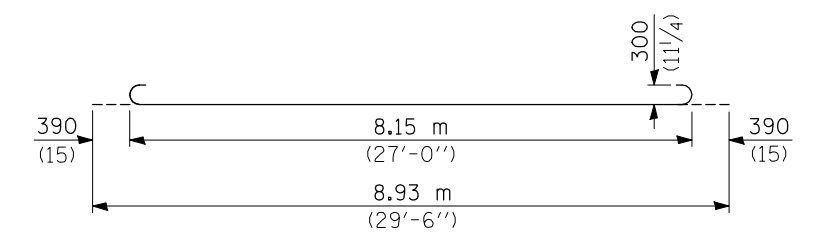
SECTION D-D
(See Plan for Dimensions not shown)
All reinforcement bars shall be epoxy coated.

Longitudinal Construction Joint in accordance with details shown on Standard 420001.

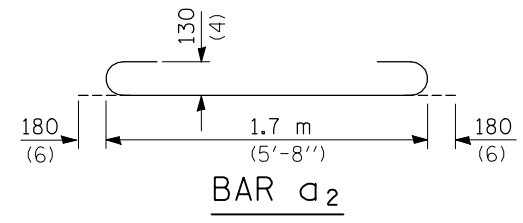


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

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

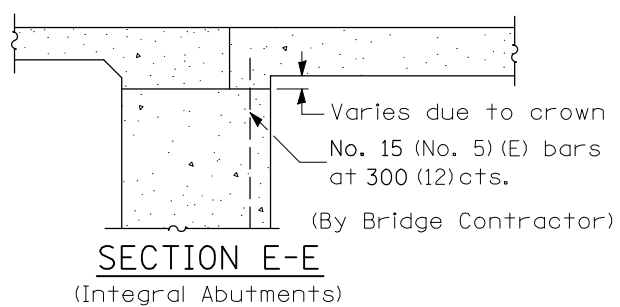


BAR a

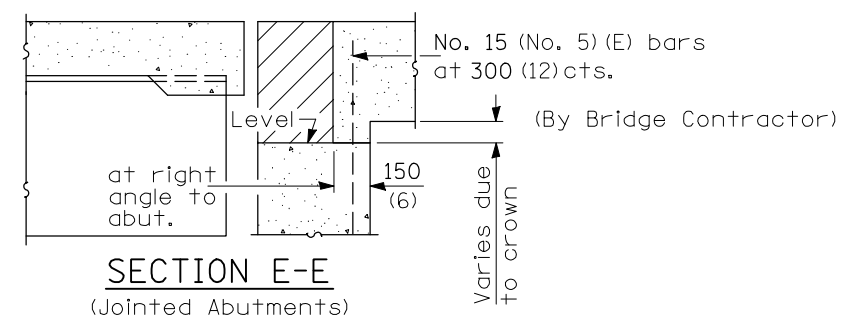


BAR a2

All dimensions are in millimeters (inches) unless otherwise shown.



SECTION E-E
(Integral Abutments)



SECTION E-E
(Jointed Abutments)

DESIGN STRESSES
fy = 400 MPa (60,000 p.s.i.)
f'c = 24 MPa (3,500 p.s.i.)
n = 8.5

REVISIONS	
NAME	DATE

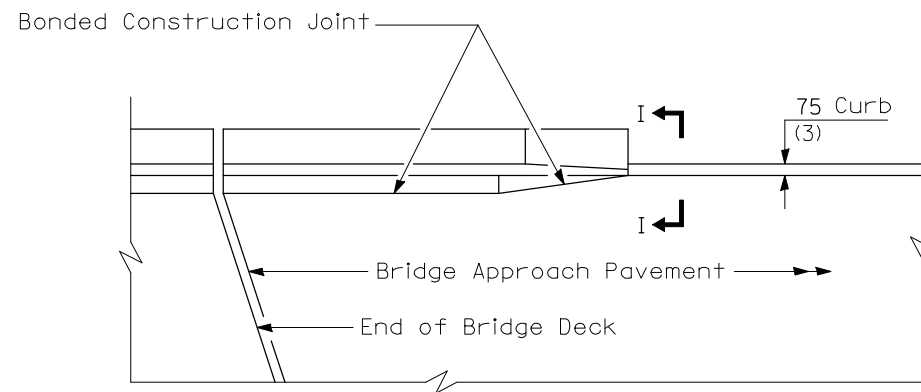
ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE APPROACH PAVEMENT (3 OF 4)
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
DEWITT COUNTY

SCALE: 1" = 20'
DATE: MAY 2009
DRAWN BY: RMH
CHECKED BY: MJS

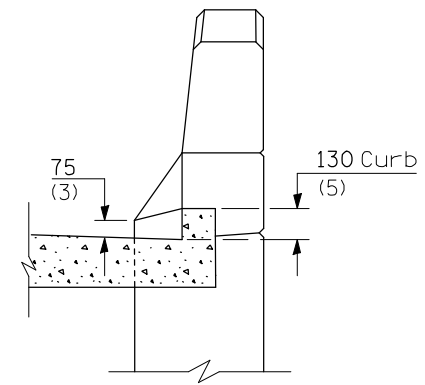
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	33
STA. 736+00		TO STA. 741+00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

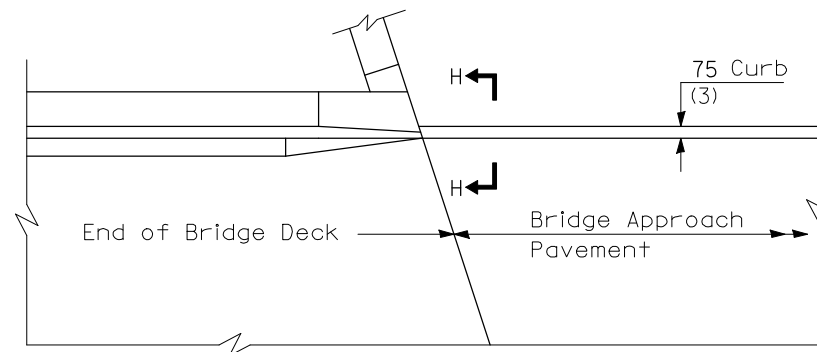
CONTRACT NO. 90932



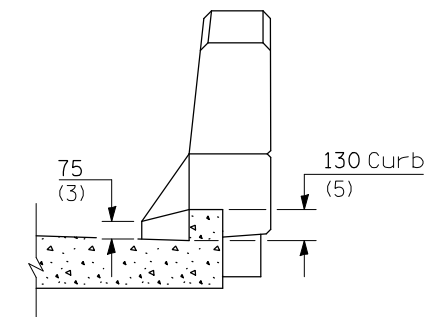
PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT



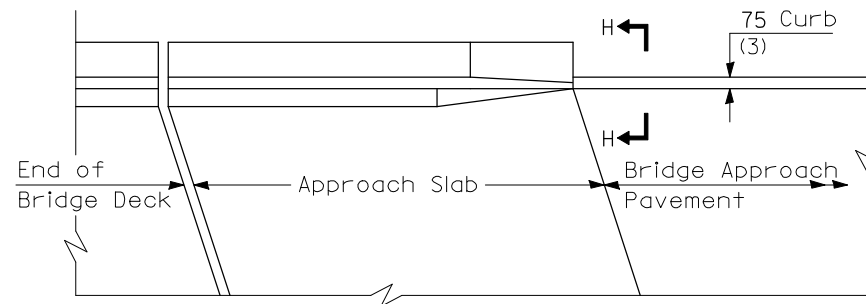
SECTION I - I



PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT



SECTION H - H



PARAPET TO CURB TRANSITION
VAULTED ABUTMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE APPROACH PAVEMENT (4 OF 4)
IL. ROUTE 10 OVER UN-NAMED CREEK
FAP RTE. 717 SECTION 110BR
DEWITT COUNTY

SCALE: 1" = 20'
DATE: MAY 2009
DRAWN BY: RMH
CHECKED BY: MJS

TUG PROJ. * #PRJND*
PLOT DATE = 10/15/2009 #TIME*
FILE NAME = #FILE*

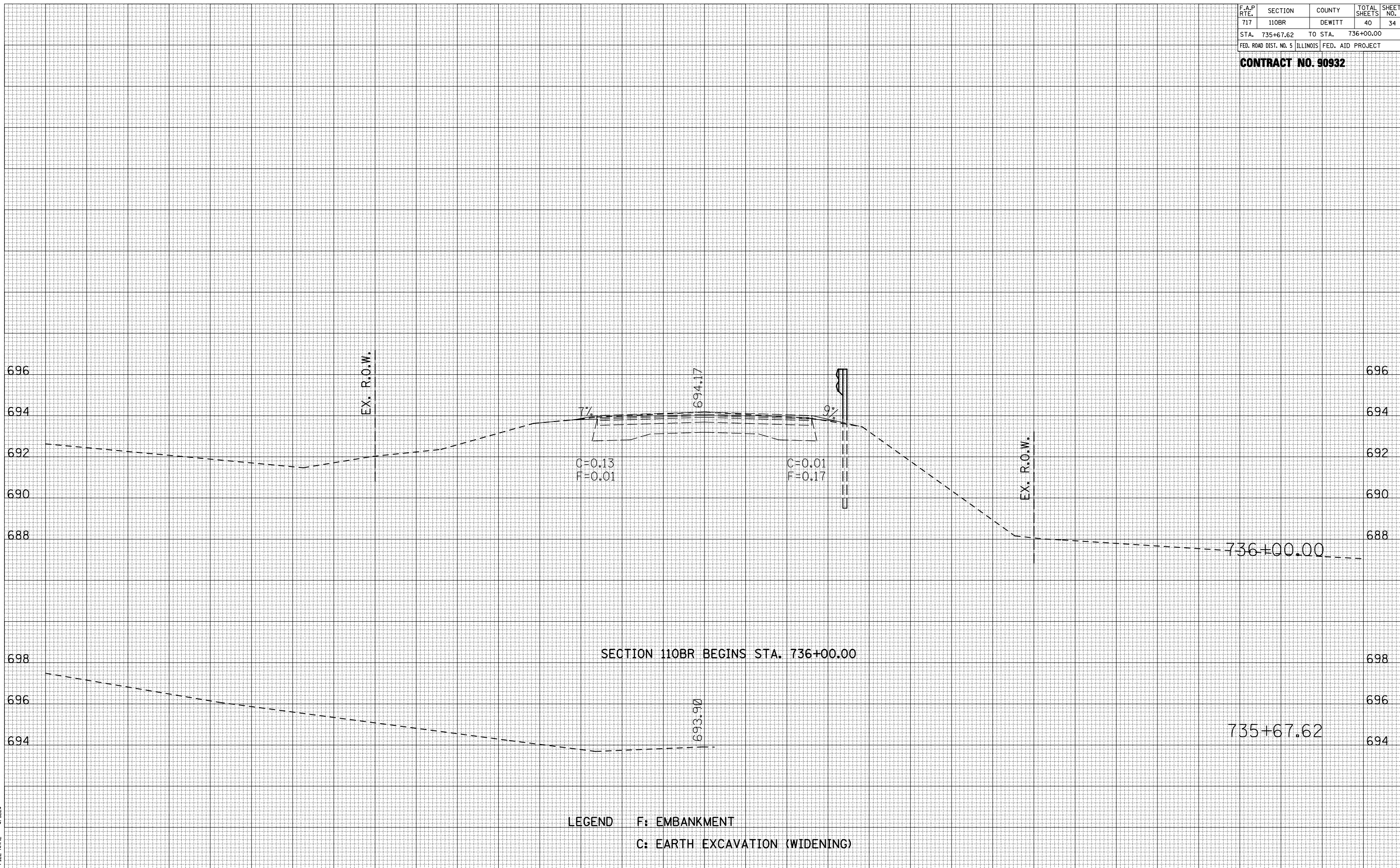
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717	110BR	DEWITT	40	34
STA. 735+67.62		TO STA. 736+00.00		
FED. ROAD DIST. NO. 5		ILLINOIS		FED. AID PROJECT

CONTRACT NO. 90932

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

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

TLS PROJ. # APPROX. PLOT DATE = 10/15/2009 *TIME* FILE NAME = #FILE*



LEGEND F: EMBANKMENT
C: EARTH EXCAVATION (WIDENING)

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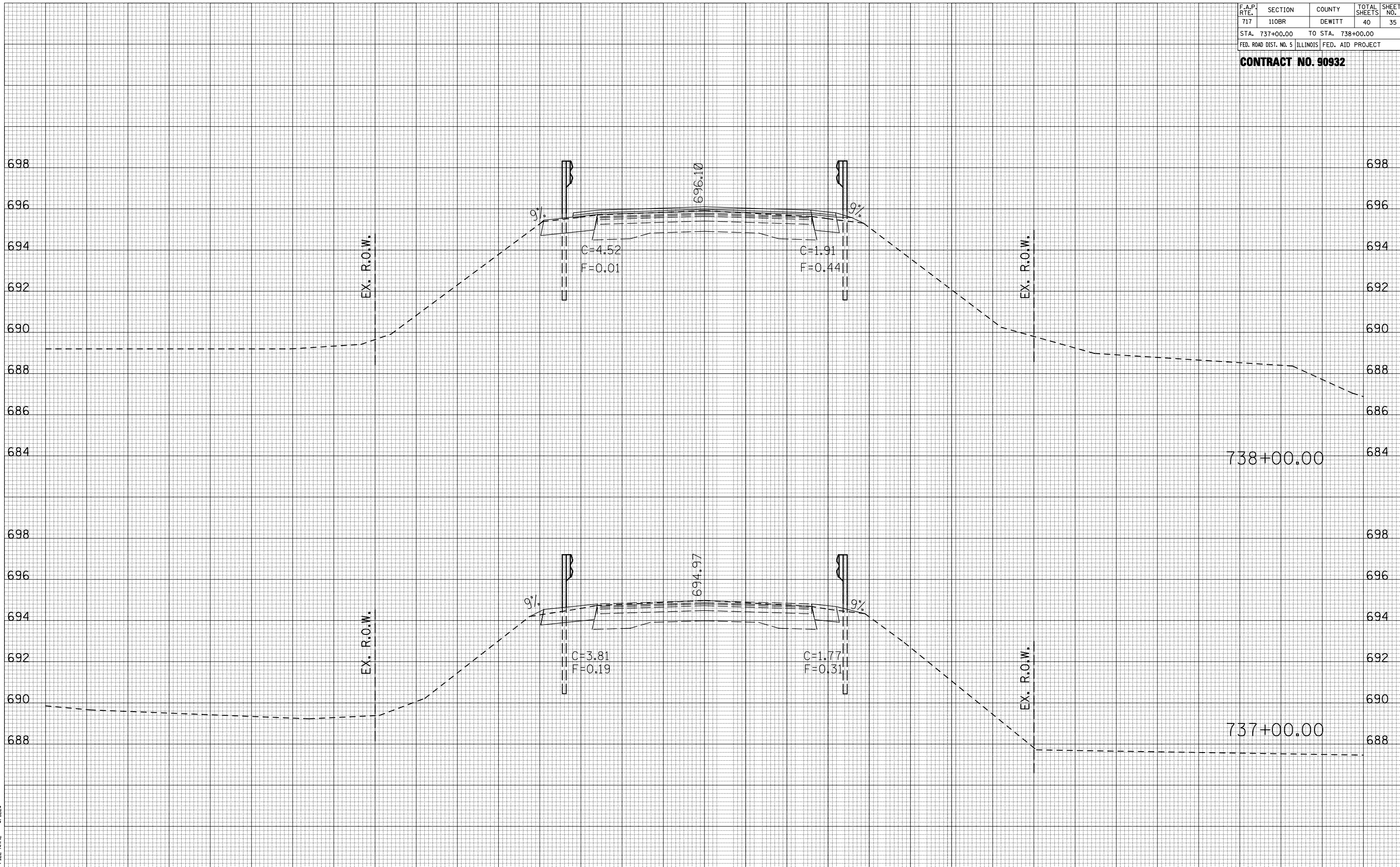
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717	110BR	DEWITT	40	35
STA. 737+00.00		TO STA. 738+00.00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 90932

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

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

TLS PROJ. # APPROV. DATE
 PLOT DATE = 10/15/2009 *TIME*
 FILE NAME = #FILE*



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	36
STA. 738+32.53		TO STA. 738+32.53		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

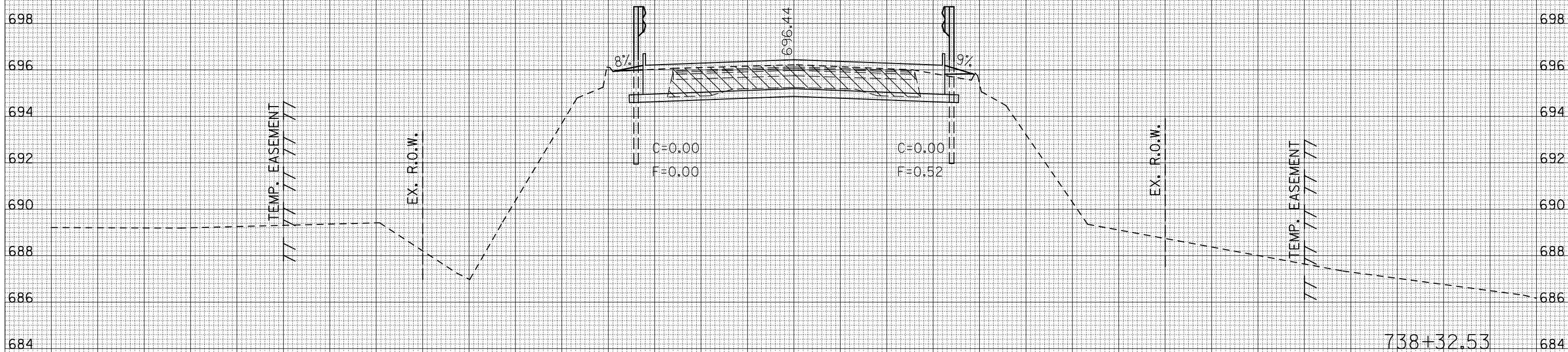
CONTRACT NO. 90932

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

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

TLS PROJ. # APPROV.DWG #
 PLOT DATE = 10/15/2009 *TIME*
 FILE NAME = #FILE#

BRIDGE OMISSION STA. 738+33.5 TO STA. 738+86.5



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

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

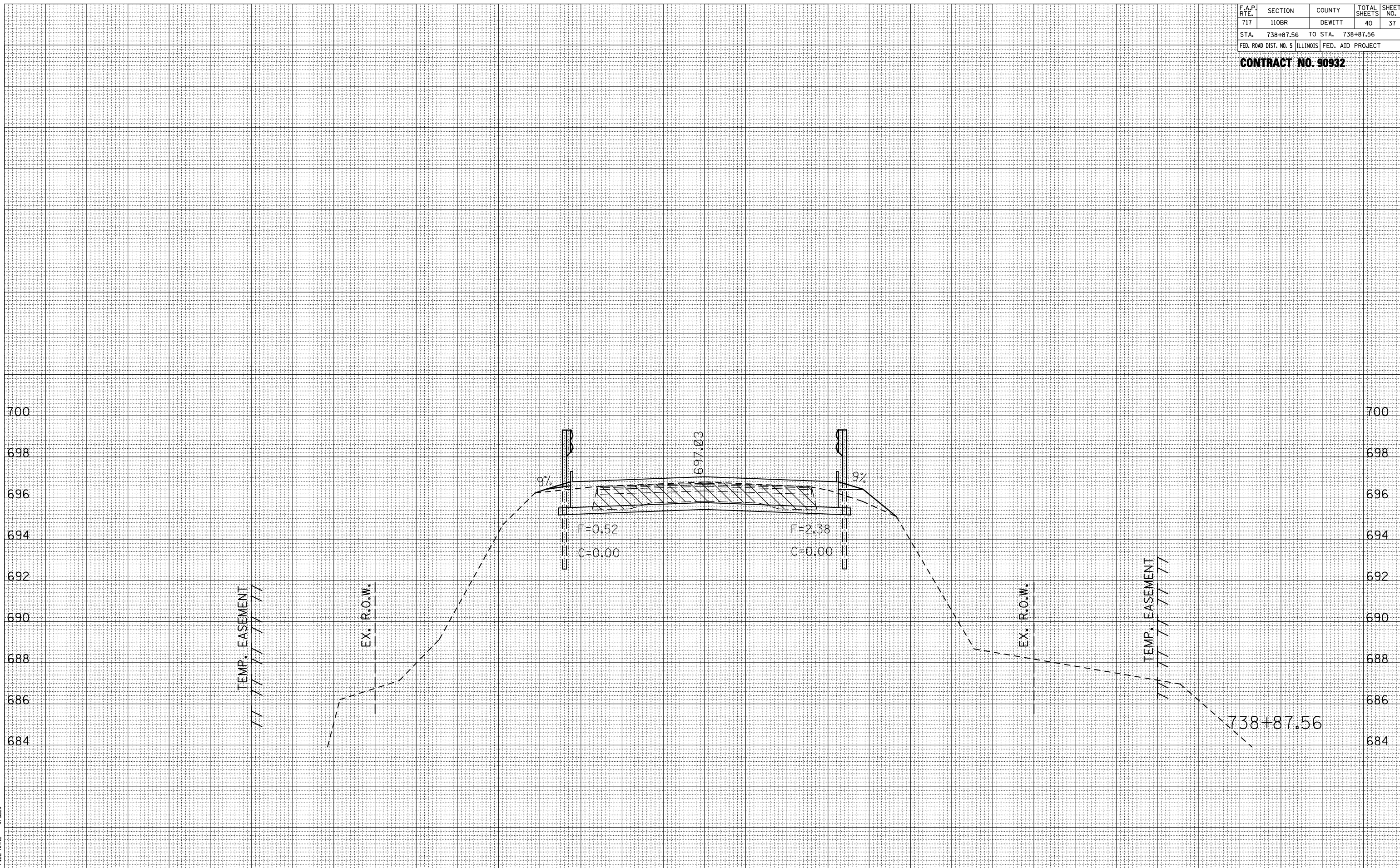
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717	110BR	DEWITT	40	37
STA. 738+87.56		TO STA. 738+87.56		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 90932

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

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

TLS PROJ. # APPROX. #
 PLOT DATE = 10/15/2009 *TIME*
 FILE NAME = #FILE*



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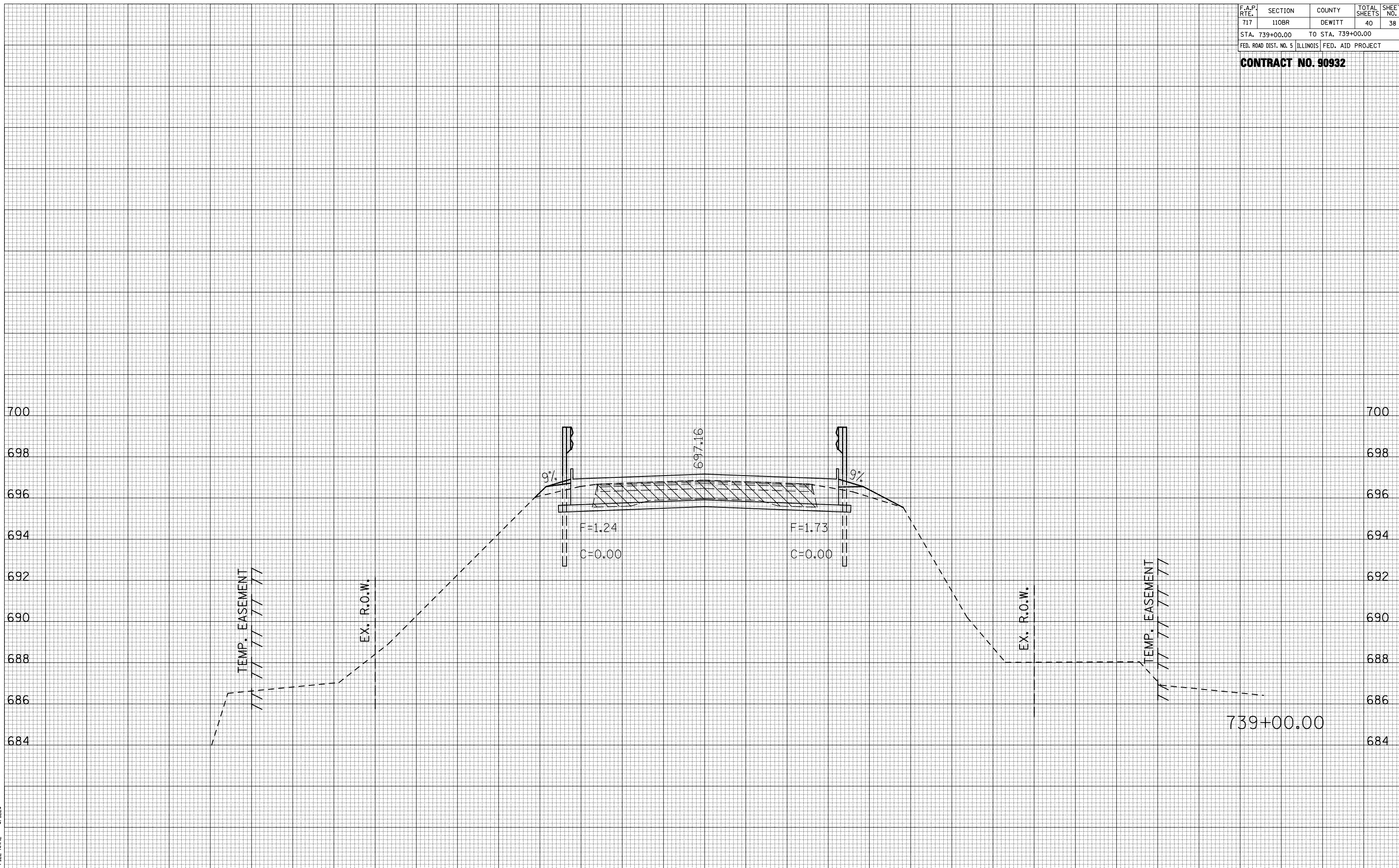
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	38
STA. 739+00.00		TO STA. 739+00.00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 90932

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

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

TLS PROJ. # APPROVAL #
 PLOT DATE = 10/15/2009 *TIME*
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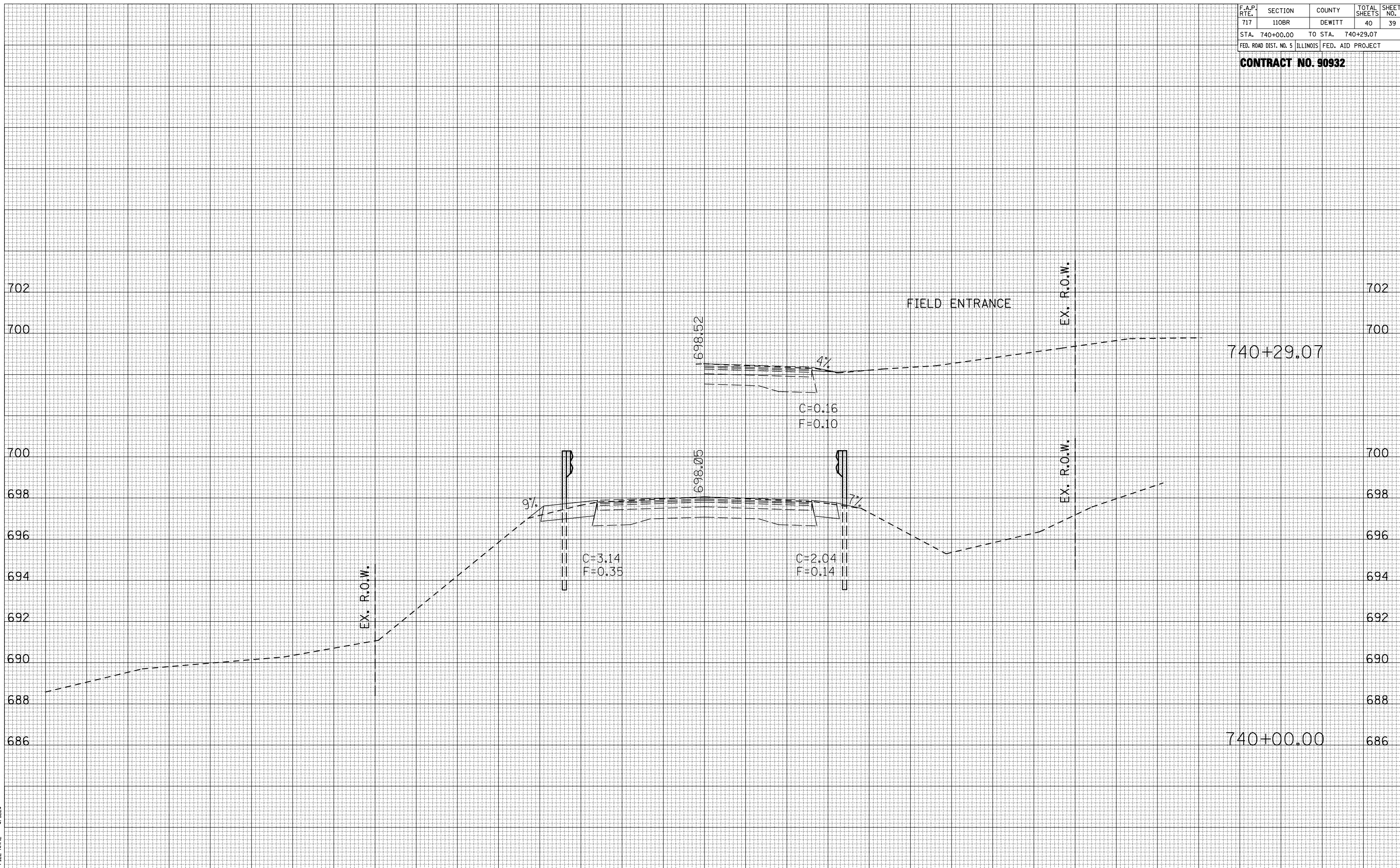
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717	110BR	DEWITT	40	39
STA. 740+00.00		TO STA. 740+29.07		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 90932

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

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

TLS PROJ. # APPROV. #
 PLOT DATE = 10/15/2009 *TIME*
 FILE NAME = #FILE*



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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
717	110BR	DEWITT	40	40
STA. 741+00.00		TO STA. 742+00.00		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 90932

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

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

TLS PROJ. # APPROV.DWG #
 PLOT DATE = 10/15/2009 *TIME*
 FILE NAME = #FILE*

