

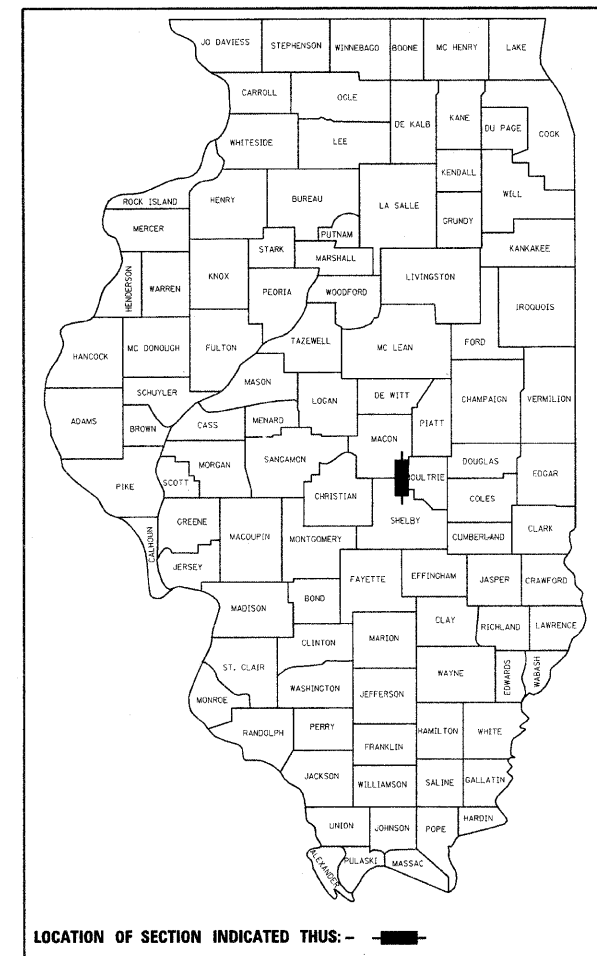
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PROPOSED
 HIGHWAY PLANS**

FAP ROUTE 770 (IL 128)
 SECTION (116B1)B-1, (116BR1)BR
 PROJECT: ACBRF-ACBHF-0770(013)
 BRIDGE REPLACEMENT AND SUPERSTRUCTURE REPLACEMENT
 MOULTRIE COUNTY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
770	(116B1)B-1, (116BR1)BR	MOULTRIE	46	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 74183	

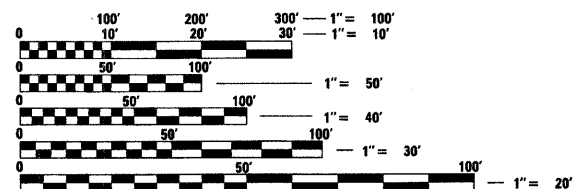
D-97-056-06



FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATION EQUATION:
 STA 842+04.92BK=STA 842+13.00AH

ADT 2007 = 2,350

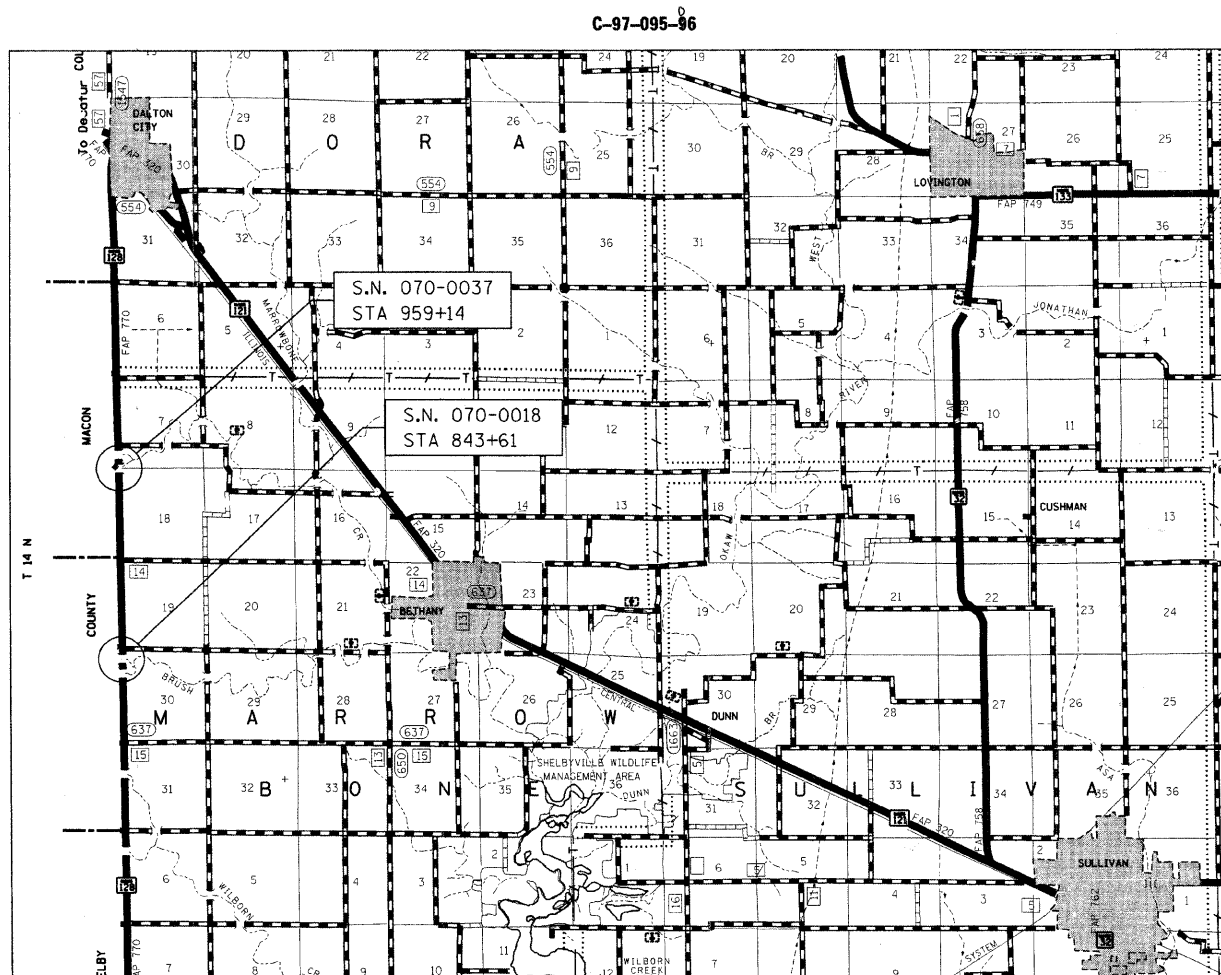


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: MARK DAUGHERTY
 PROJECT MANAGER: BRIAN J. BIERMAN

CONTRACT NO. 74183



GROSS LENGTH = 12,317 FT. = 2.33 MILE
 NET LENGTH = 1,407 FT. = 0.27 MILE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED August 19, 2008

Ronald D. Quikell
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
 October 3, 2008

Eric E. Harms
 INTERIM ENGINEER OF DESIGN AND ENVIRONMENT
 October 3, 2008

Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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 OF THE STATE OF ILLINOIS**

GENERAL NOTES

PERIMETER EROSION BARRIER IS FOR PLACEMENT AT THE TOE OF THE PROPOSED FILL SLOPE ALONG THE TOTAL LENGTH OF THE PROJECT.

THE PROCESS OF REMOVAL OF UNSUITABLE MATERIAL AND REPLACING WITH ROCK FILL SHALL BE A CONTINUOUS OPERATION AND CLOSELY MONITORED BY THE CONTRACTOR. ANY UNSUITABLE MATERIAL REMOVED DURING THE COURSE OF A DAY SHALL BE REPLACED WITH ROCK FILL THAT SAME DAY. THE SLOPE STABILITY OF THE NEW CULVERT CUT DEPENDS ON THIS MATERIAL BEING IN PLACE.

TEMPORARY TAPE SHALL BE USED ON THE BINDER AND SURFACE COURSE AND PAINT SHALL BE USED ON MILLED SURFACE.

THE TOTAL QUANTITY OF PAINT PAVEMENT MARKING-LINE 4 INCH CONSISTS OF 419 FEET OF YELLOW AND OF 2423 FEET OF WHITE.

THE TOTAL QUANTITY OF RAISED REFLECTIVE PAVEMENT MARKERS IS 13 TWO-WAY AMBER.

THE MATERIAL USED FOR AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE OR RAP.

ALL EARTHWORK AND SUB-GRADE REMOVAL NECESSARY TO FACILITATE THE REMOVAL OF THE EXISTING BRIDGE STRUCTURE WHILE MAINTAINING SLOPE STABILITY (1:1 MINIMUM) SHALL BE INCLUDED IN THE COST OF THE PAY ITEM REMOVAL OF EXISTING STRUCTURES. ALL PAVEMENT REMOVAL IN THIS AREA WILL BE PAID FOR AS PAVEMENT REMOVAL.

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

BITUMINOUS MATERIALS (PRIME COAT) SHALL BE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-1HP.

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

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE: SURFACE COURSE * 1 1/2 INCH
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
 MIXTURE COMPOSITION: IL-9.5
 FRICTION AGGREGATE: MIXTURE C

MIXTURE USE: BINDER COURSE * 1 1/2 INCH
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
 MIXTURE COMPOSITION: IL-19.0
 FRICTION AGGREGATE: N/A

MIXTURE USE: INCIDENTAL SURFACE MIX
 PG GRADE: PG 64-22
 RAP %: 15% MAX
 DESIGN AIR VOIDS: 4.0% @ NDESIGN = 50
 MIXTURE COMPOSITION: IL-9.5
 FRICTION AGGREGATE: MIXTURE C

INDEX OF SHEETS

SHEET NO	TITLE
1	COVER SHEET
2	GENERAL NOTES, INDEX OF SHEETS, LIST OF HIGHWAY STANDARDS
3-4	SUMMARY OF QUANTITIES
5	SCHEDULES
6-7	SN 070-0037 PLAN & PROFILE
8-9	SN 070-0037 STAGE CONSTRUCTION
10-20	SN 070-0037 BRIDGE PLANS
21	SN 070-0018 TYPICAL SECTIONS
22	SN 070-0037 ROADWAY DETAILS
23-24	SN 070-0018 STAGE CONSTRUCTION
25-31	SN 070-0018 BRIDGE PLANS
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34-46	SN 070-0018 CROSS SECTIONS

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

STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
420001-07	PAVEMENT JOINTS
420101-04	24' JOINTED PCC PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
630001-08	STEEL PLATE BEAM GUARDRAIL
630101-08	GUARDRAIL MOUNTED ON EXISTING CULVERTS
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631032-04	TRAFFIC BARRIER TERMINAL, TYPE 6A
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
667101-01	PERMANENT SURVEY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS, DAY ONLY, FOR SPEEDS >= 45 MPH
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS-DAY ONLY
701321-10	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-03	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS
B.L.R. 22-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO-LANE TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)

FILE NAME = c:\projects\74183d\shscover_74183.dgn	USER NAME = stoffenk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND INDEX OF SHEETS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		770	(116B)B-1,(116BR)BR	MOULTRIE	46	2				
		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 74183				
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
PLOT SCALE = 20,0000' / IN.													
PLOT DATE = 8/19/2008													

Rev.

SUMMARY OF QUANTITIES			80% FED 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		X028-2A SN 070-0018	X020-2A SN 070-0037
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	59	59	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	129	129	
20200100	EARTH EXCAVATION	CU YD	117	117	
20200500	EARTH EXCAVATION (WIDENING)	CU YD	99	60	39
20400800	FURNISHED EXCAVATION	CU YD	312	312	
25001000	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.3	0.3	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	30	30	
28000400	PERIMETER EROSION BARRIER	FOOT	832	832	
28100107	STONE RIPRAP, CLASS A4	SQ YD	138	102	36
28200200	FILTER FABRIC	SQ YD	138	102	36
31101000	SUB-BASE GRANULAR MATERIAL, TYPE B	TON	97	97	
35650500	BASE COURSE WIDENING 10"	SQ YD	396	214	182
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	449		449
40600300	AGGREGATE (PRIME COAT)	TON	9		9
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	173		173
40600990	TEMPORARY RAMP	SQ YD	178		178
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	157		157
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	220		220
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	4		4
42000500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	434	434	
44000100	PAVEMENT REMOVAL	SQ YD	226	226	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2616		2616
48101200	AGGREGATE SHOULDERS, TYPE B	TON	334	311	23
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR STRUCTURES	CU YD	395	395	
50300225	CONCRETE STRUCTURES	CU YD	6.5		6.5
50300260	BRIDGE DECK GROOVING	SQ YD	208		208
50300300	PROTECTIVE COAT	SQ YD	208		208
50400405	PRECAST PRESTRESSED CONCRETE DECK BEAMS (21" DEPTH)	SQ FT	1793		1793
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	68,880	65,610	3270
50800515	BAR SPLICERS	EACH	287	220	67
50901050	STEEL RAILING, TYPE SM	FOOT	109		109

SUMMARY OF QUANTITIES			80% FED 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		X028-2A SN 070-0018	X020-2A SN 070-0037
51205200	TEMPORARY SHEET PILING	SQ FT	725	725	
51500100	NAME PLATES	EACH	2	1	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	38		38
54003000	CONCRETE BOX CULVERTS	CU YD	270	270	
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	285	285	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	876	401	475
* 63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	74	74	
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4		4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	8	4	4
63200310	GUARDRAIL REMOVAL	FOOT	1076	586	490
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1		1
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	6	3	3
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	0.5	0.5
70101835	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22	L SUM	1	1	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2	1	1
70106700	TEMPORARY RUMBLE STRIP	EACH	12	6	6
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	337		337
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2842	884	1958
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1436	748	688
70400100	TEMPORARY CONCRETE BARRIER	FOOT	625	375	250
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	625	375	250
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2842	884	1958
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	13	2	11
* 78100300	REPLACEMENT REFLECTOR	EACH	8	8	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	22	10	12
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	4	4
78300500	PAINT PAVEMENT MARKING REMOVAL	SQ FT	527	289	238
X0322050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	19	10	9
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	330	330	

*Specialty Items

PAVING SCHEDULE

STATION TO STATION	LENGTH	PAVEMENT WIDTH	AREA	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE PRIME COAT	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	HOT-MIX ASPHALT BINDER COURSE, IL-19, N70	BASE COURSE WIDENING, 10"	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	AGGREGATE SHOULDERS, TYPE B	TEMPORARY RAMP	PORTLAND CEMENT CONCRETE PAVEMENT 10"
839+66.0 TO 843+20.0	354	26	1023	-	-	-	-	124.3	-	-	136.0	-	-
843+20.0 TO 844+35.0	115	26	332	-	-	-	-	3.7	-	-	154.1	-	434
844+35.0 TO 847+44.0	309	26	893	-	-	-	-	86.5	-	-	20.5	-	-
954+50.0 TO 957+63.0	313	26	904	129.1	2.6	76.0	32.5	-	86.7	904.2	5.2	14.4	-
957+63.0 TO 957+66.0	3	29	10	1.9	0.0	0.8	0.8	2.0	-	9.7	0.1	-	-
957+66.0 TO 958+92.0	126	32	448	89.6	1.8	37.6	37.6	84.0	-	448.0	1.4	42.7	-
958+92.0 TO 959+10.0	18	32	32	6.4	0.1	2.7	2.7	6.0	-	32.0	-	32.0	-
959+10.0 TO 959+49.0	-	-	-	-	-	-	-	-	-	-	-	-	-
959+49.0 TO 959+68.0	19	32	34	6.8	0.1	2.8	2.8	6.3	-	33.8	-	42.7	-
959+68.0 TO 960+93.0	125	32	444	88.9	1.8	37.3	37.3	83.3	-	444.4	1.7	32.0	-
960+93.0 TO 960+97.0	4	29	13	2.6	0.1	1.1	1.1	-	86.7	12.9	0.1	-	-
960+97.0 TO 963+50.0	253	26	731	123.4	2.5	61.4	42.2	-	-	730.9	14.7	14.4	-
TOTALS:				449	9	220	157	396	173	2616	334	178	434

GUARDRAIL SCHEDULE

STATION TO STATION	STEEL PLATE BEAM GUARDRAIL, TYPE A	GUARDRAIL REMOVAL	TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)	GUARDRAIL MARKER, TYPE A	TERMINAL MARKER, DIRECT APPLIED	TRAFFIC BARRIER TERMINAL, TYPE 6A	STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES
LT 841+76.4 TO LT 842+04.9	-	-	1.0	0.0	1.0	0.0	-
RT 840+81.4 TO RT 842+04.9	73.5	92.0	1.0	2.0	1.0	0.0	-
LT 842+13 TO LT 845+41	194.5	293.0	1.0	4.0	1.0	0.0	43
RT 842+13 TO RT 844+40	132.5	201.0	1.0	3.0	1.0	0.0	31.4
RT 956+68 TO RT 959+12	150.0	154.0	1.0	3.0	1.0	1.0	-
LT 957+50 TO LT 958+94	50.0	92.0	1.0	2.0	1.0	1.0	-
LT 958+94 TO LT 959+48	-	-	-	1.0	-	0.0	-
RT 959+12 TO RT 959+66	-	-	-	1.0	-	0.0	-
LT 959+48 TO LT 962+29.5	187.5	153.0	1.0	4.0	1.0	1.0	-
RT 959+66 TO RT 961+47.5	87.5	91.0	1.0	2.0	1.0	1.0	-
TOTALS:	876	1076	8	22	8	4	74

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION (cut) CU YD	EARTH EXC ADJ. FOR SHRINKAGE CU YD	EMBANKMENT (fill) CU YD	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CU YD
STA 840+25 TO STA 840+71	4.10	3.07	7.73	-4.66
STA 840+71 TO STA 840+75	0.47	0.35	1.33	-0.98
STA 840+75 TO STA 841+00	2.87	2.15	9.66	-7.51
STA 841+00 TO STA 841+22	10.37	7.78	19.43	-11.65
STA 841+22 TO STA 841+50	15.27	11.45	41.27	-29.82
STA 841+50 TO STA 841+66	5.75	4.31	22.97	-18.66
STA 841+66 TO STA 841+75	3.45	2.59	11.69	-9.10
STA 841+75 TO STA 842+00	7.20	5.40	32.69	-27.29
STA 842+00 TO STA 842+25	7.02	5.26	28.50	-23.23
STA 842+25 TO STA 842+50	7.44	5.58	22.23	-16.65
STA 842+50 TO STA 842+75	7.89	5.92	16.56	-10.64
STA 842+75 TO STA 843+00	8.14	6.11	13.82	-7.72
STA 843+00 TO STA 843+20	5.59	4.20	15.63	-11.43
STA 843+20 TO STA 843+25	1.15	0.87	5.42	-4.56
STA 843+25 TO STA 843+56	6.38	4.78	44.45	-39.67
STA 843+56 TO STA 843+99	BRIDGE OMISSION			
STA 843+99 TO STA 844+35	5.52	4.14	36.34	-32.20
STA 844+35 TO STA 844+50	3.57	2.68	17.74	-15.06
STA 844+50 TO STA 844+75	3.75	2.81	21.44	-18.64
STA 844+75 TO STA 845+00	3.47	2.60	16.17	-13.57
STA 845+00 TO STA 845+25	4.35	3.26	10.80	-7.53
STA 845+25 TO STA 845+50	2.51	1.88	3.51	-1.63
STA 845+50 TO STA 845+75	0.00	0.00	0.00	0.00
TOTAL =	117.0	87.8	399.4	-311.6
PAY ITEMS:	FURNISHED EXCAVATION		312	CU YD
	EARTH EXCAVATION		117	CU YD

TREE REMOVAL

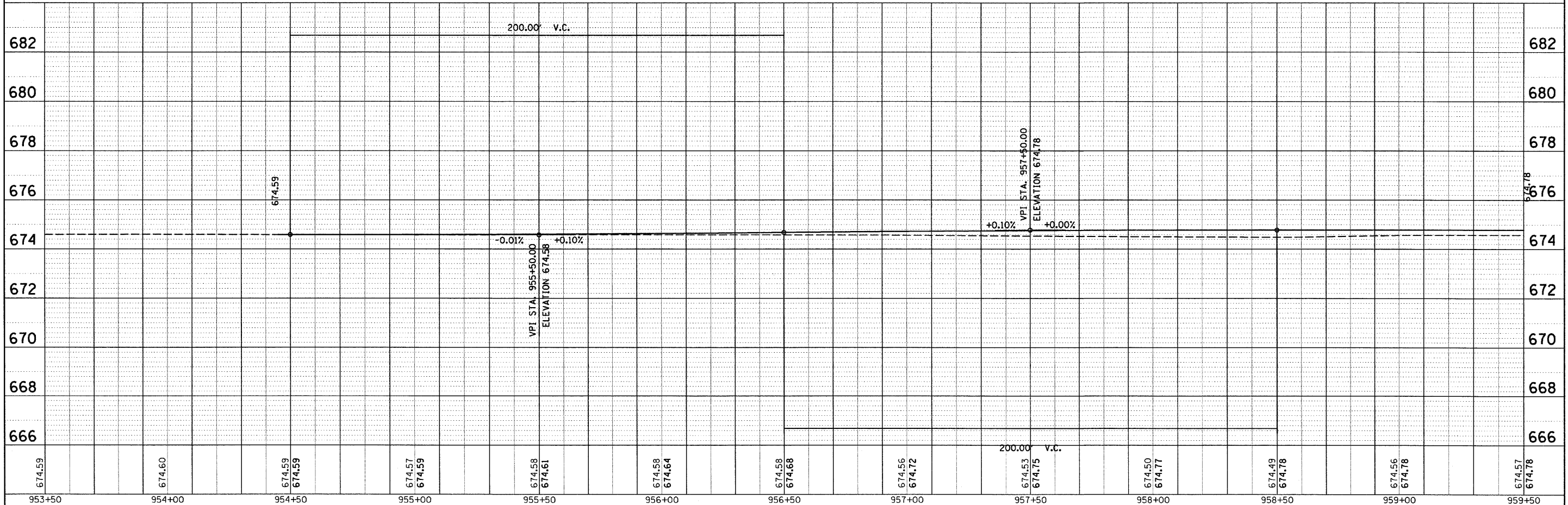
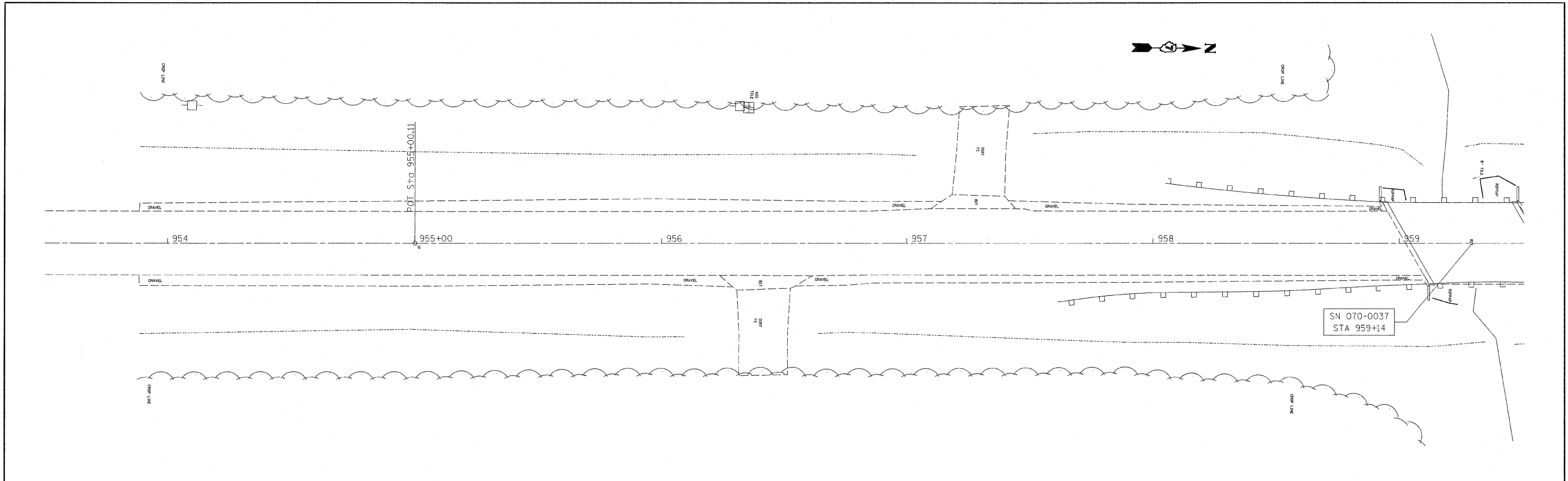
	UNIT	UNIT
STA 840+90 RT 75'	8	
STA 840+91 RT 75'	7	
STA 840+92 RT 75'		21
STA 841+00 RT 40'		17
STA 841+08 RT 53'	6	
STA 841+15 RT 55'		18
STA 841+35 RT 50'		35
STA 841+43 RT 47'	6	
STA 841+45 RT 50'	10	
STA 841+57 RT 65'		38
STA 842+25 RT 35'	8	
STA 842+33 RT 35'	7	
STA 842+35 RT 35'	7	
TOTALS:	59	129

PAVEMENT MARKING SCHEDULE

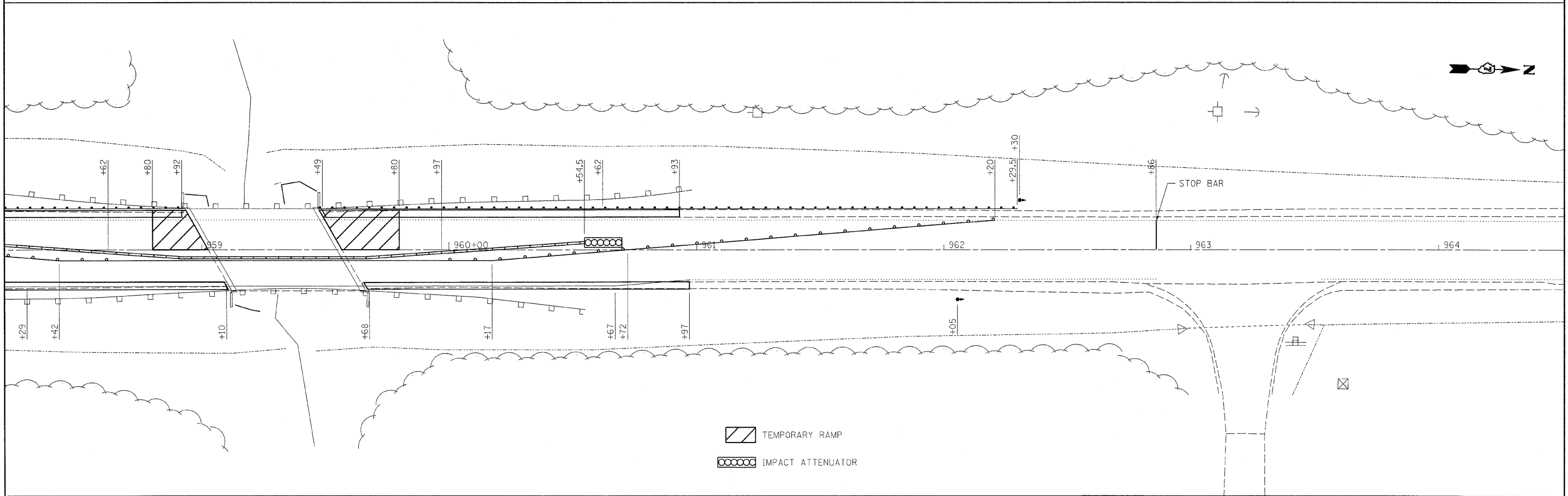
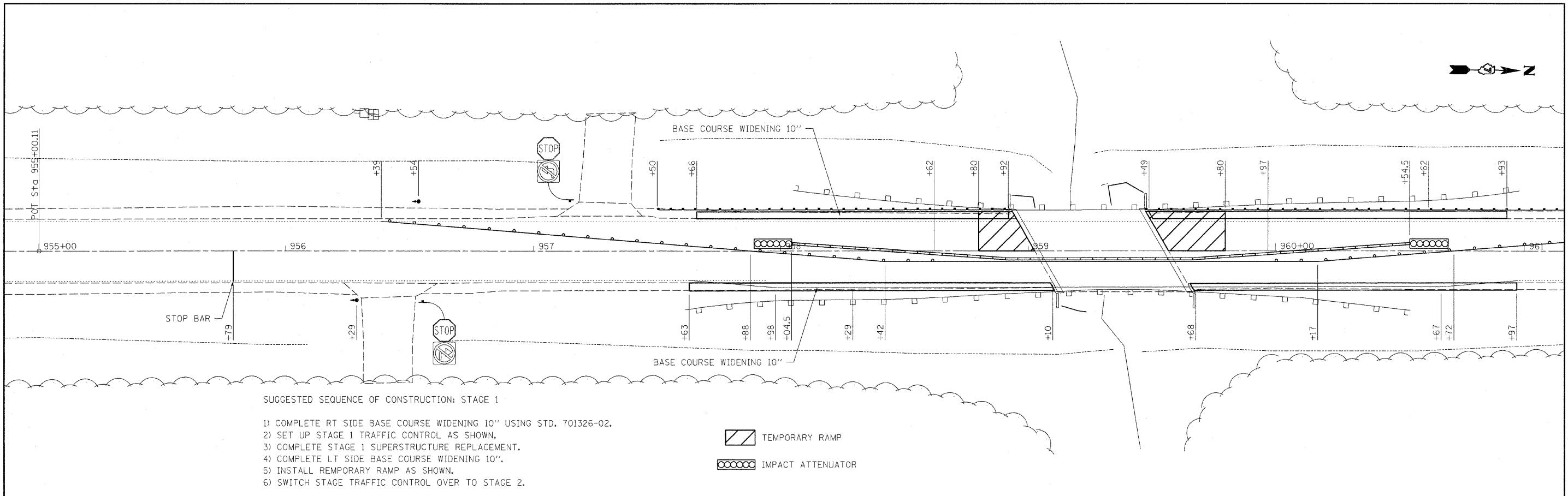
STATION TO STATION	SHORT-TERM PAVEMENT MARKING	PAINT PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING - LINE 4"	WORK ZONE PAVEMENT MARKING REMOVAL	PAINT PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKERS	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	REPLACEMENT REFLECTOR
839+66.0 TO 843+20.0	-	377.5	377.5	285.7	119.8	-	4.4	4.4
843+20.0 TO 844+35.0	-	258.8	258.8	153.3	86.3	1.4	1.4	-
844+35.0 TO 847+44.0	-	248.3	248.3	309.0	82.8	-	3.9	3.9
954+50.0 TO 959+01.0	180.4	1014.8	1014.8	284.1	97.2	5.6	4.0	-
959+01.0 TO 959+58.0	-	128.3	128.3	77.9	42.8	0.7	0.7	-
959+58.0 TO 963+50.0	156.8	815.0	815.0	284.4	98.0	4.9	4.1	-
TOTALS:	337	2842	2842	1394	527	13	19	8

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED / CHECKED		
	BY / DATE		
	BY / DATE		
	BY / DATE		

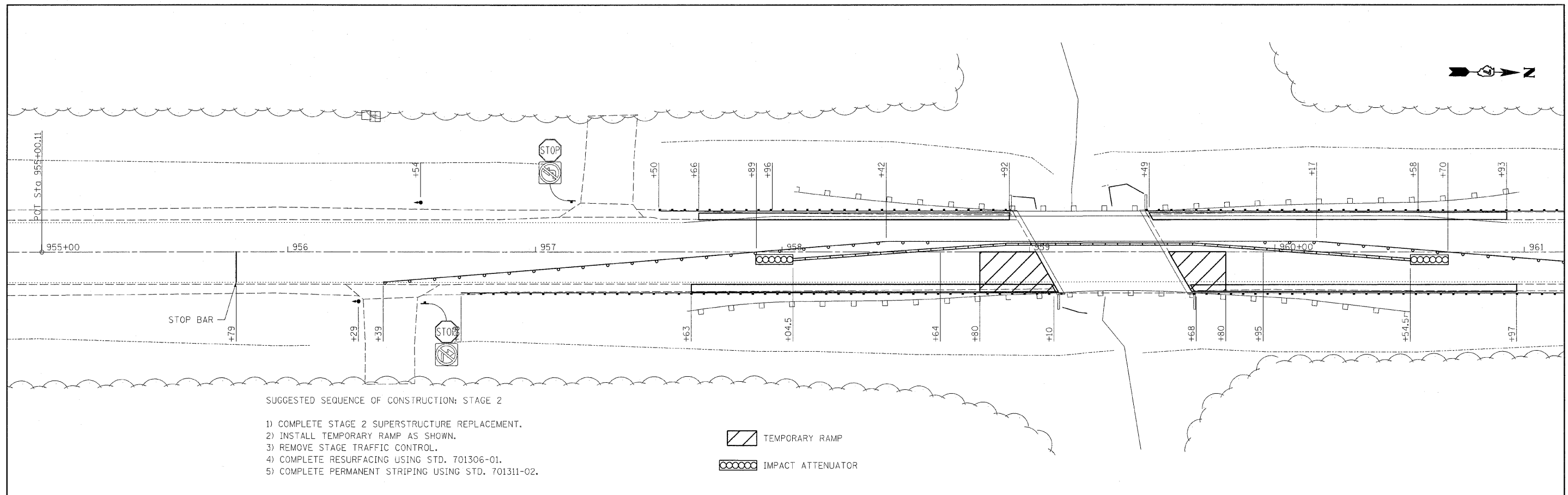
PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED / CHECKED		
	BY / DATE		
	BY / DATE		
	BY / DATE		



FILE NAME =	USER NAME = staffennk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE SN 070-0037				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\projects\74183d\shp8p0700037_74183.dgn		DRAWN -	REVISED -						770	(11681)B-1,(116BR)BR	MOULTRIE	46	6
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -						CONTRACT NO. 74183				
PLOT DATE = 8/19/2008		DATE -	REVISED -						ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.				





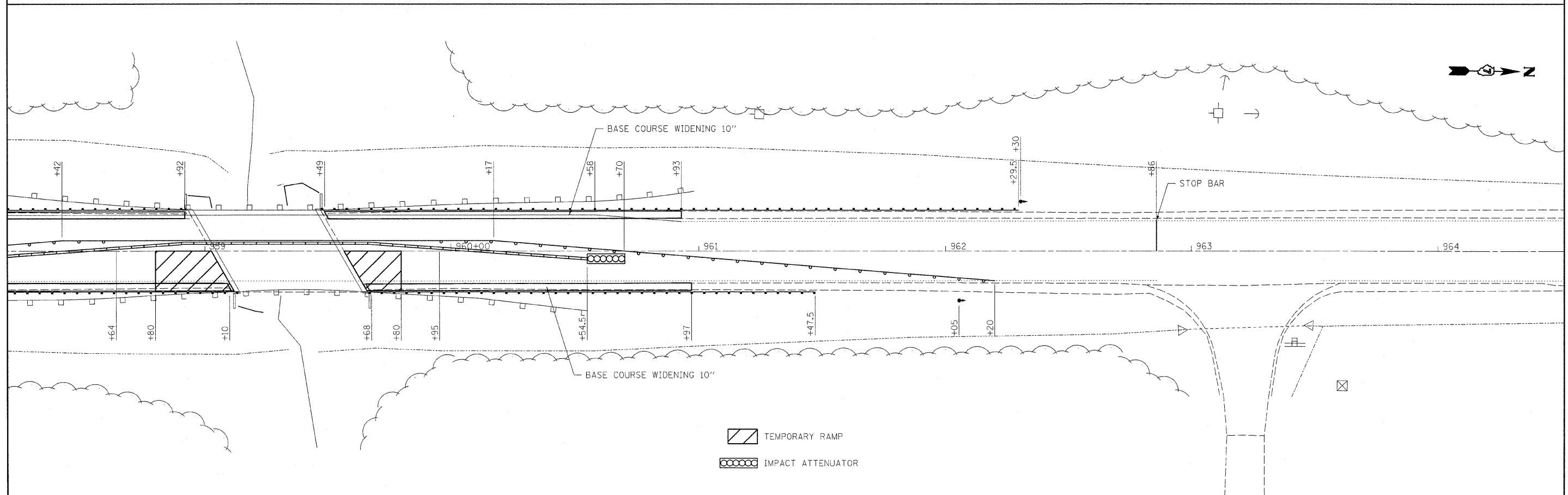
FILE NAME = c:\pro\jects\74183d\stststage1.74183.dgn	USER NAME = stafffernk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	S.N. 070-0037 STAGE 1 CONSTRUCTION			F.A.P. RTE. 770	SECTION (116B1)B-1,(116BR)BR	COUNTY MOULTRIE	TOTAL SHEETS 46	SHEET NO. 8
	PLOT SCALE = 20,000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 8/19/2008	CHECKED -	REVISED -									
		DATE -	REVISED -									





SUGGESTED SEQUENCE OF CONSTRUCTION: STAGE 2

- 1) COMPLETE STAGE 2 SUPERSTRUCTURE REPLACEMENT.
- 2) INSTALL TEMPORARY RAMP AS SHOWN.
- 3) REMOVE STAGE TRAFFIC CONTROL.
- 4) COMPLETE RESURFACING USING STD. 701306-01.
- 5) COMPLETE PERMANENT STRIPING USING STD. 701311-02.

 TEMPORARY RAMP
 IMPACT ATTENUATOR



 TEMPORARY RAMP
 IMPACT ATTENUATOR

FILE NAME = c:\projects\74183d\shsta\stage2_74183.dgn	USER NAME = staffernk	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	S.N. 070-0037 STAGE 2 CONSTRUCTION			F.A.P. RTE. 770	SECTION (116B1)B-1,(116BR)BR	COUNTY MOULTRIE	TOTAL SHEETS 46	SHEET NO. 9
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 74183	
PLOT DATE = 8/19/2006		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

Benchmark: BM 4647-68, Chiseled square on top of NE wingwall at NE corner of bridge - Elev. 674.68

Existing Structure: No. 070-0037, built as F.H.P. Rte 170 at Sta. 959+14 in 1980. Single Span, 58'-0" Back to Back Abutments, 33'-0" Out to Out Existing. 21" x 36" PPC Deck Beams and Metal Rail shall be removed and replaced with 21" x 36" PPC Deck Beams, 5" Concrete Wearing Surface, and Type SM Steel Rail.

Salvage: None

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS	SHEET NO.
FAP 770	116 BR-1	Moultrie	46	10	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #74183

INDEX OF SHEETS

1. General Plan & Elevation
2. General Notes and Total Bill of Material
3. Stage Construction
4. Temporary Concrete Barrier
5. Deck Cross Section, Section Thru Abutments
6. 21" x 36" PPC Dk. Beams
7. 21" x 36" PPC Dk. Beams Details
8. Rail Post Spacing, Concrete Wearing Surface
9. Steel Railing Type SM
10. Expansion Joint Details
11. Bar Splicer Details

DESIGN SPECIFICATIONS

2004 AASHTO LRFD Bridge Design Specifications with 2005 and 2006 Interims

LOADING HL-93

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

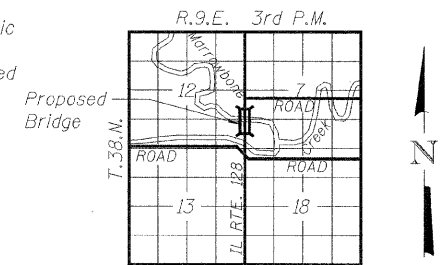
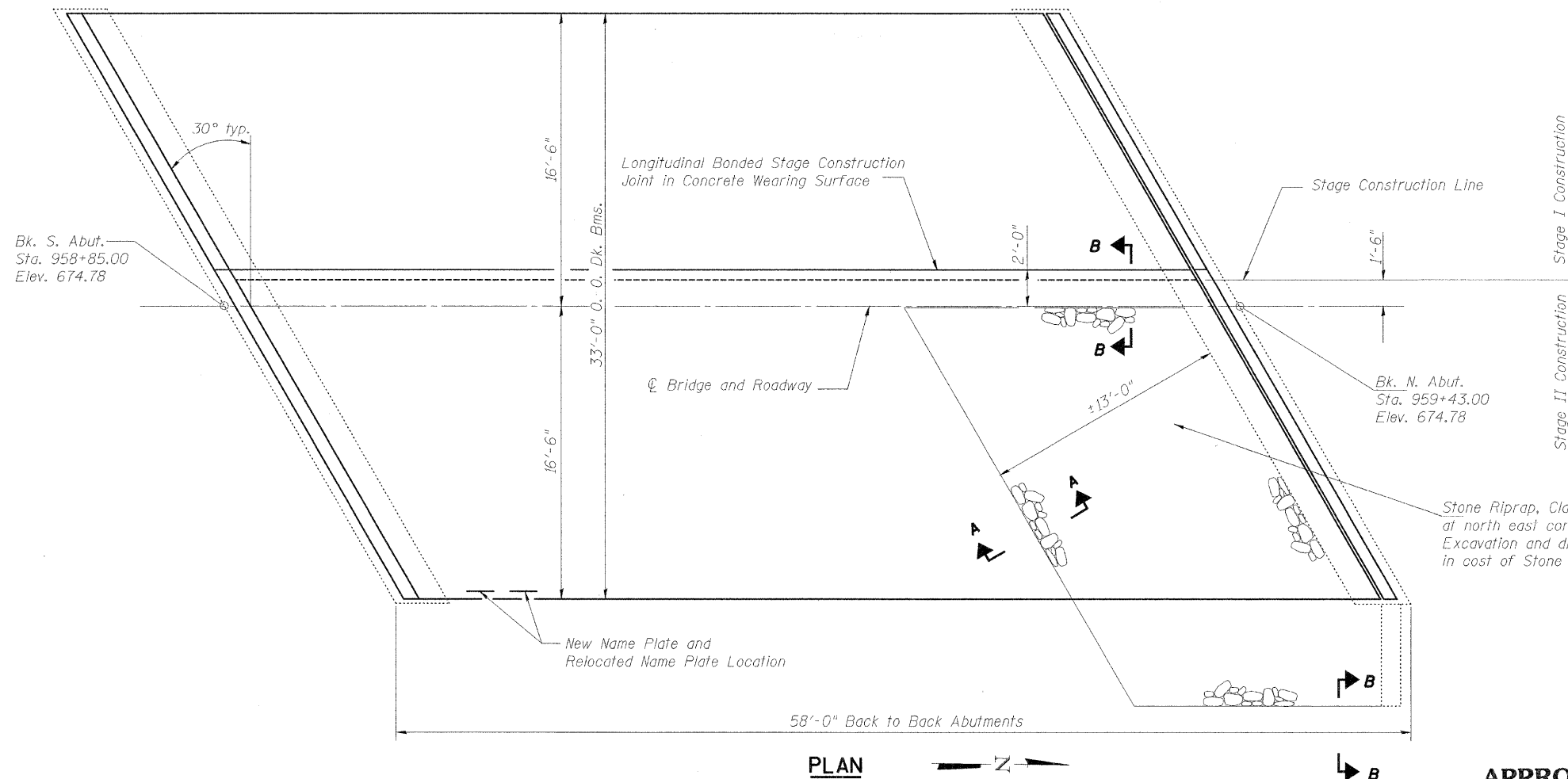
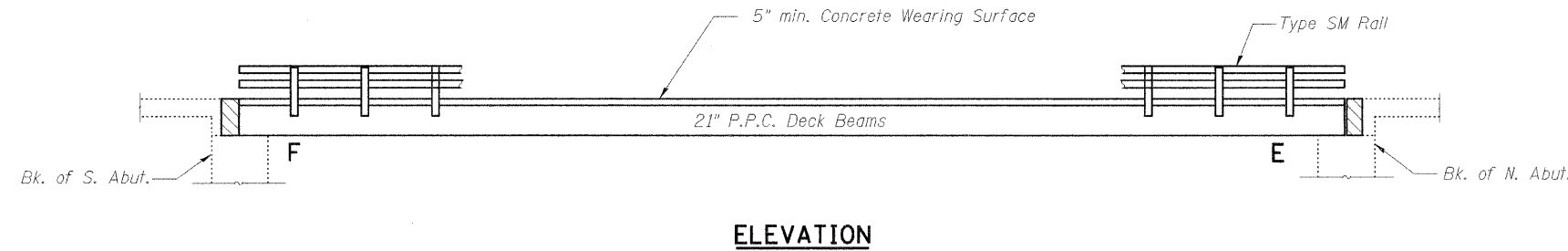
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

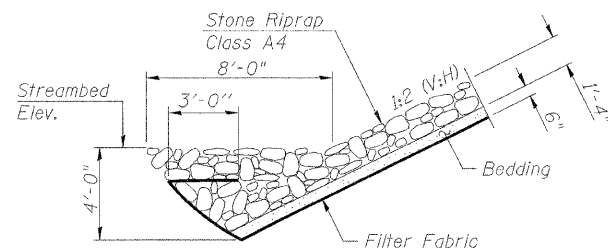
PRECAST PRESTRESSED UNITS

$f'_c = 6,000$ psi
 $f'_c = 5,000$ psi
 $f'_s = 270,000$ psi (1/2" ϕ low lax strands)
 $f'_{si} = 201,960$ psi (1/2" ϕ low lax strands)

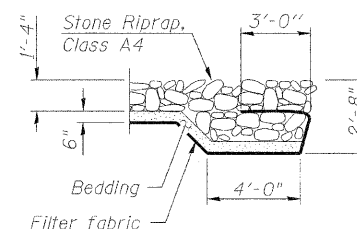


LOCATION SKETCH

DESIGNED	DDB
CHECKED	LLV
DRAWN	MJY
CHECKED	LLV



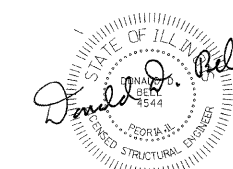
SECTION A-A



SECTION B-B

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Robert Anderson
ENGINEER OF BRIDGES AND STRUCTURES



License Expires: 11/30/08
Date Signed: 1-19-08

GENERAL PLAN & ELEVATION
F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
STRUCTURE NO. 070-0037

STS | AECOM

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FAX(309)676-5445
IL Design Firm Reg.
No. 184-001518
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAP 770	116 BR-1	Moultrie	46	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract #74183

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

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

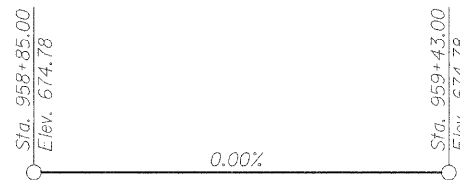
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

The minimum thickness of the Concrete Wearing Surface shall be 5" and varies as required to adjust for the profile grade and beam camber.

The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedure for existing beam removal or placement of new beams involves placement of heavy equipment on the new or existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Superstructures.

No instream work shall be allowed.



PROFILE GRADE

STATION 959+14.00
REBUILT 200_ BY
STATE OF ILLINOIS
F.A.P. 770 SEC. 116-BR-1
LOADING HL-93
STR. NO. 070-0037

NAME PLATE

See Std. 515001

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		36	36
Filter Fabric	Sq. Yd.		36	36
Removal of Existing Superstructures	Each	1		1
Concrete Structures	Cu. Yd.		6.5	6.5
Bridge Deck Grooving	Sq. Yd.	208		208
Protective Coat	Sq. Yd.	208		208
Concrete Wearing Surface, 5"	Sq. Yd.	199		199
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	1793		1793
Reinforcement Bars, Epoxy Coated	Pound	3270		3270
Bar Splicers	Each	67		67
Steel Railing, Type SM	Foot	109		109
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	38		38
Asbestos Bearing Pad Removal	Each	24		24

DESIGNED	DDB
CHECKED	LLV
DRAWN	MJY
CHECKED	LLV

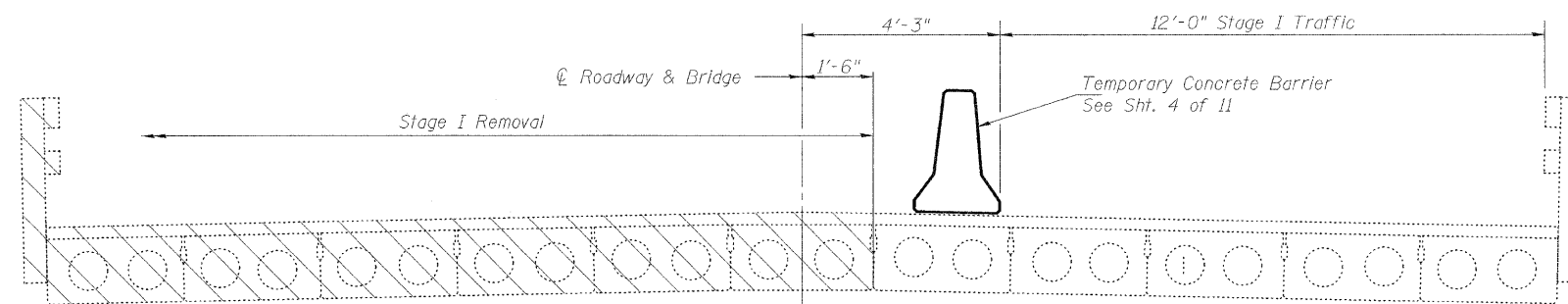
**GENERAL NOTES AND
TOTAL BILL OF MATERIAL
F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
STRUCTURE NO. 070-0037**

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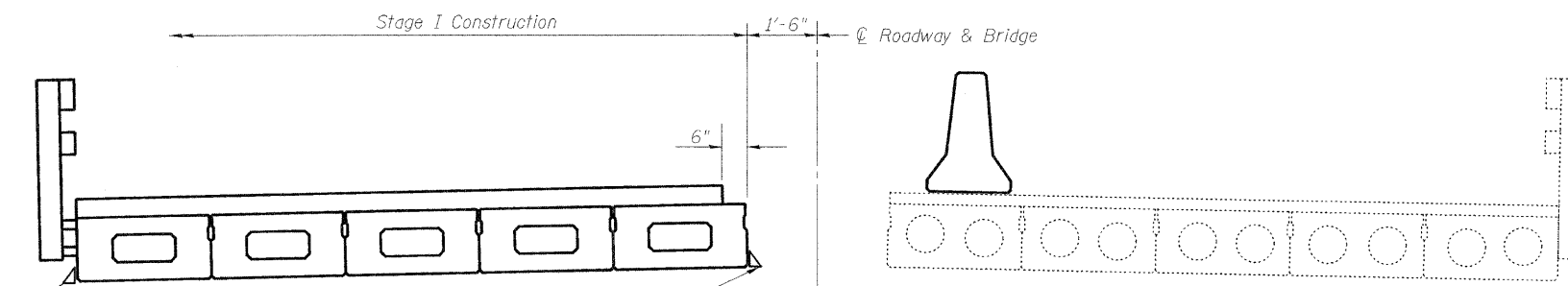
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET NO. 3
FAP 770	116 BR-1	Moultrie	46	12	11 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	Contract #74183		



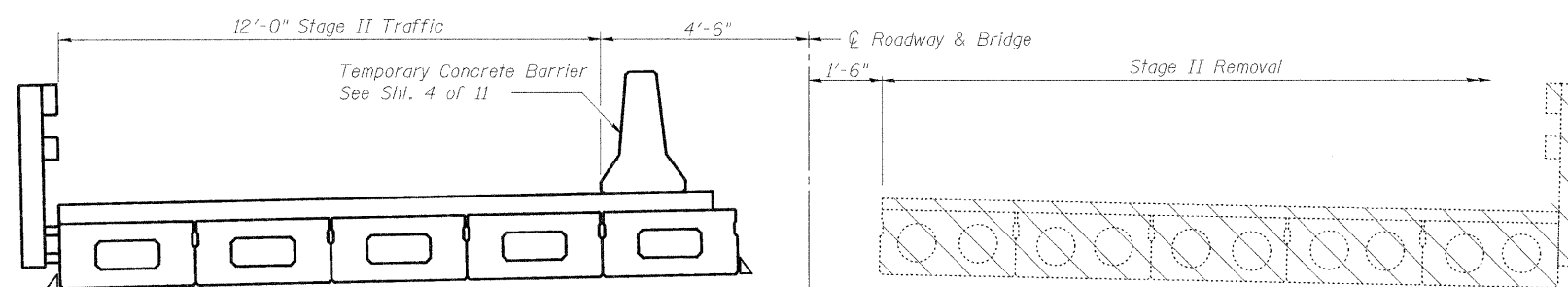
STAGE I REMOVAL

Looking North



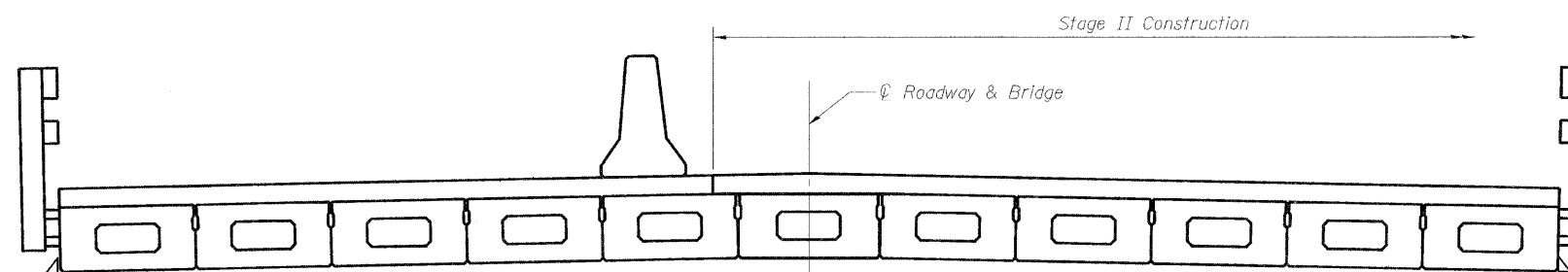
STAGE I CONSTRUCTION

Looking North



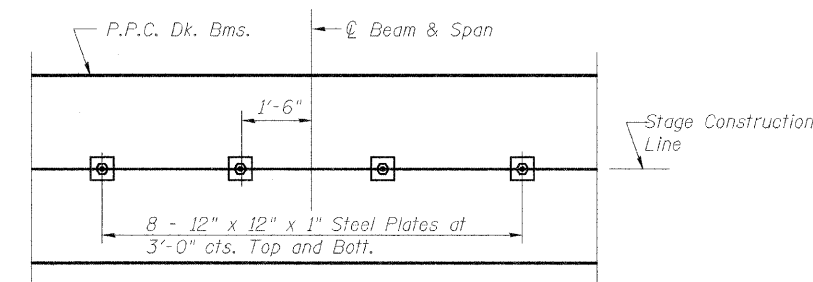
STAGE II REMOVAL

Looking North

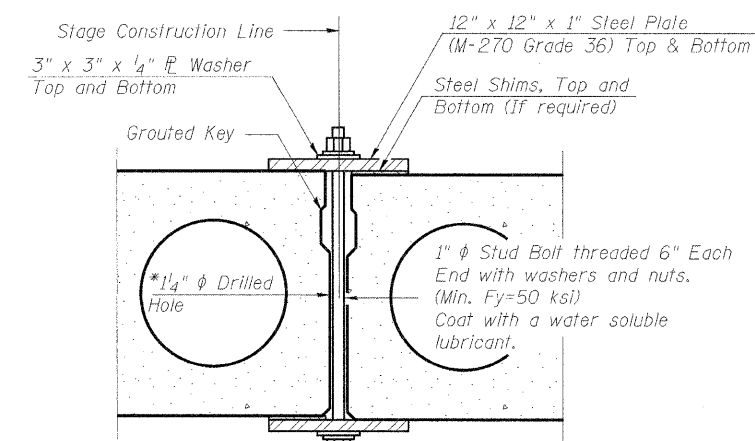


STAGE II CONSTRUCTION

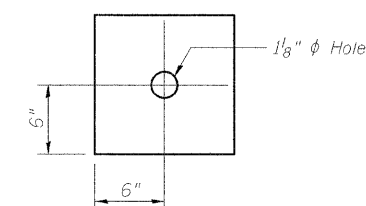
Looking North



PLAN



SECTION



CLAMPING PLATE

SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

1. See Standard Specifications for Stage Construction of Precast Prestressed Concrete Deck Beams.
2. Cost Included with Precast Prestressed Concrete Deck Beams, 21" Depth.

As an alternate to the drilled holes, the Contractor may request the Fabricator to cast 2" diameter semi-circular recesses in the sides of each beam adjacent to the stage construction line. These recesses should align to form a hole at the appropriate locations for the clamping device bolts. If the Contractor elects to use this alternate, the details shall be identified on the shop drawings.

STAGE CONSTRUCTION
F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
STRUCTURE NO. 070-0037

DESIGNED	DDB
CHECKED	LLV
DRAWN	MJY
CHECKED	LLV

Notes:
All staging cross sections are looking north.
For quantity of Temporary Concrete Barrier see roadway plans.
Hatched area indicates Removal of Existing Superstructures.

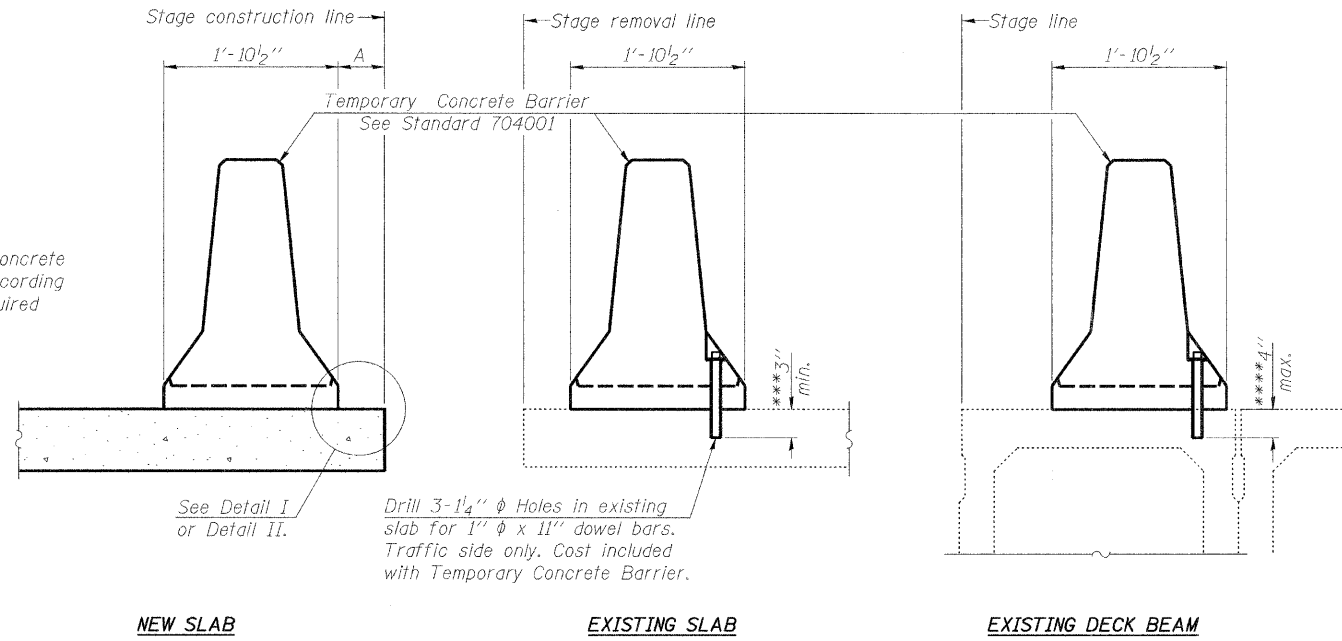
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 11 SHEETS
FAP 770	116 BR-1	Moultrie	46	13	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #74183



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

NOTES

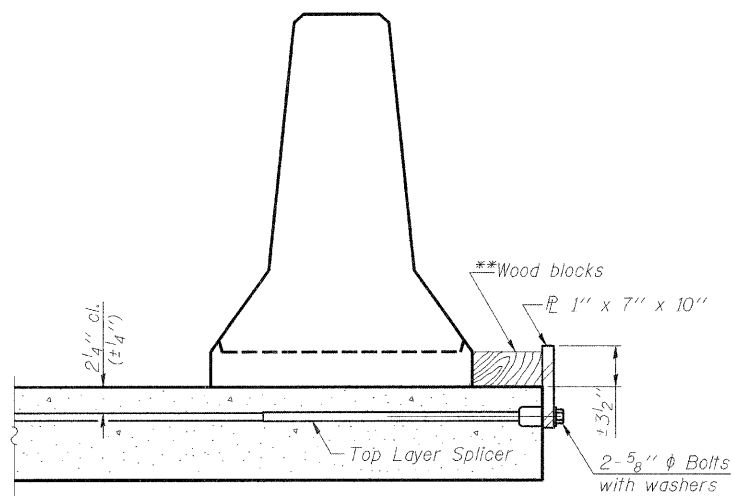
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel PL 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 C of each barrier panel.

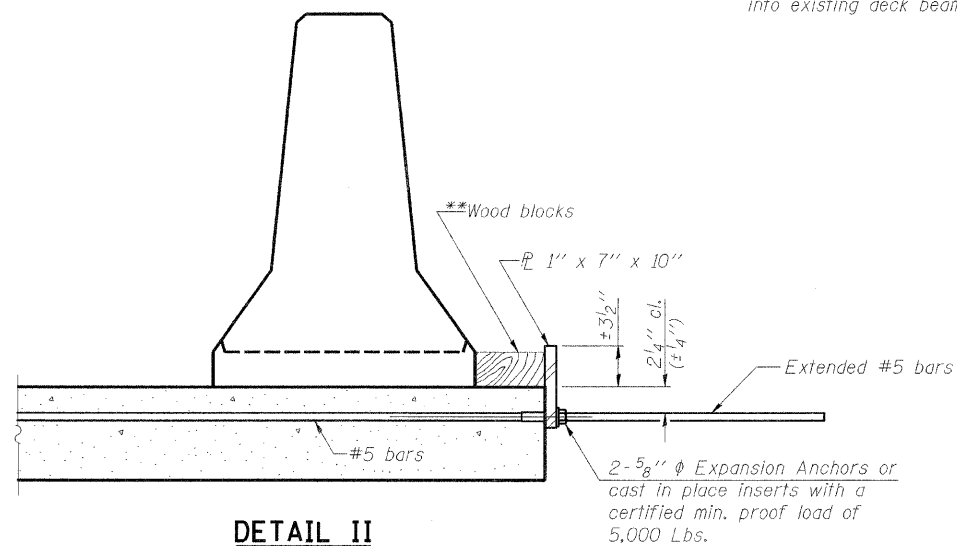
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

SECTIONS THRU SLAB OR DECK BEAM

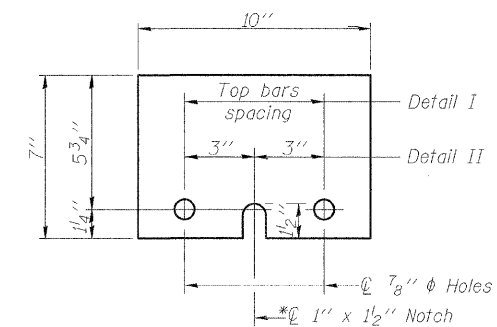
***Dimension shown is minimum required embedment into concrete.
If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.
***If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not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



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x 10"

*Required only with Detail II

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

TEMPORARY CONCRETE BARRIER
F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
STRUCTURE NO. 070-0037

DESIGNED	DDB
CHECKED	LLV
DRAWN	MJY
CHECKED	LLV

R-27

5-16-08

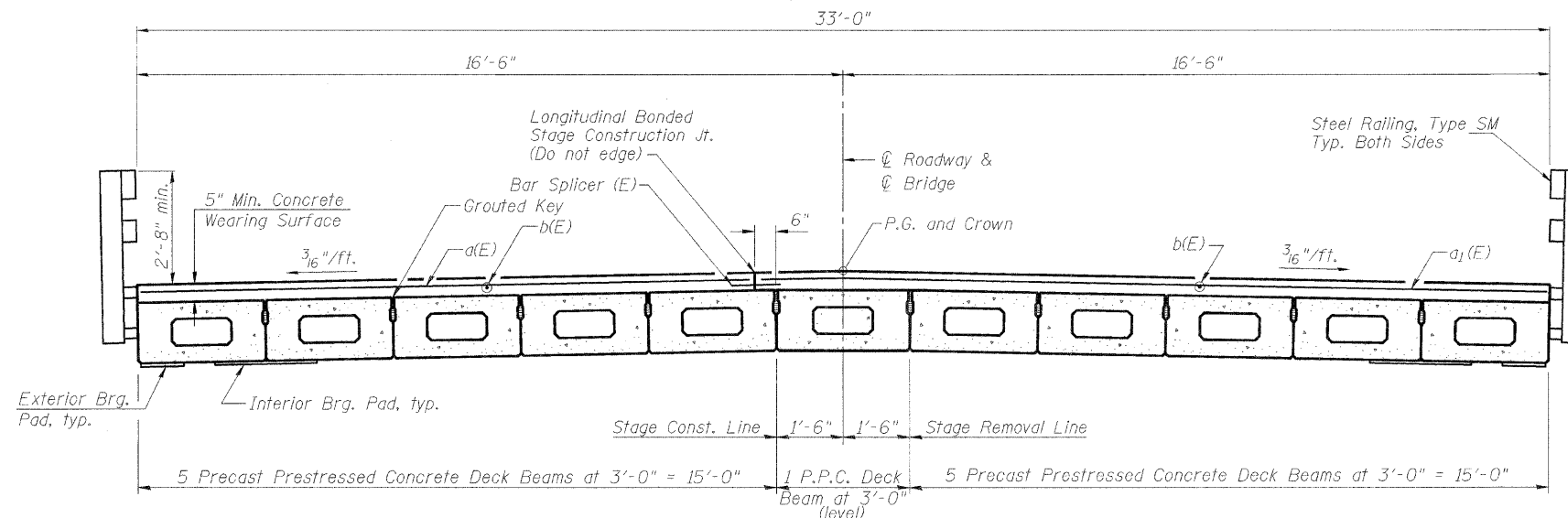
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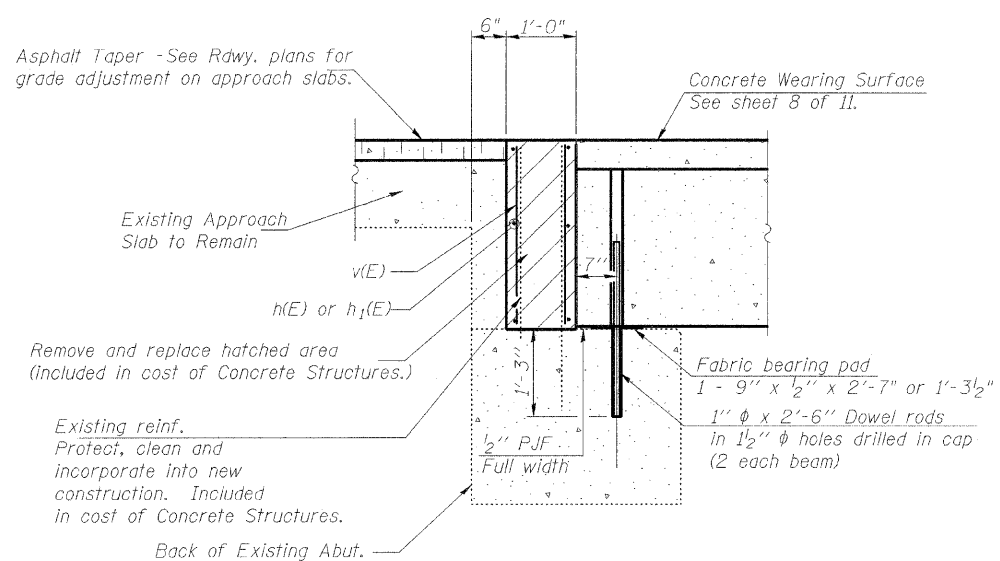
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
FAP 770	116 BR-1	Moultrie	46	14	11 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

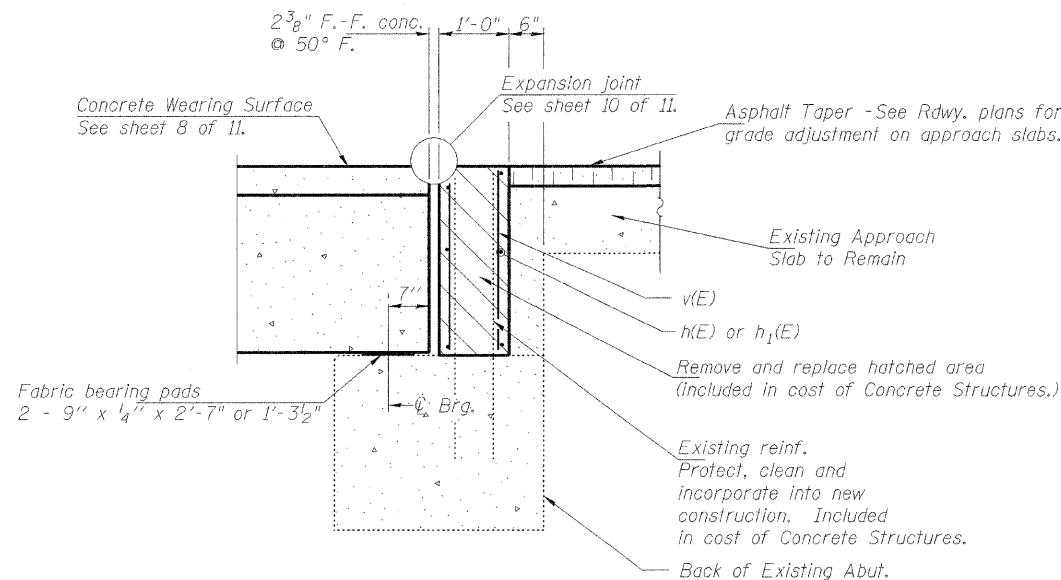
Contract #74183



CROSS SECTION
(Looking North)



SECTION THRU SOUTH ABUTMENT
(Fixed)



SECTION THRU NORTH ABUTMENT
(Expansion)

Notes:

1. After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
2. All horizontal dimensions are at right angles to beam ends and abutments.
3. See Sht. 7 of 11 for bearing pad details.
4. Existing dowel rods shall be burned off flush with the top of the abutment or pier.
5. Hatched area to be poured after concrete wearing surface is in place.

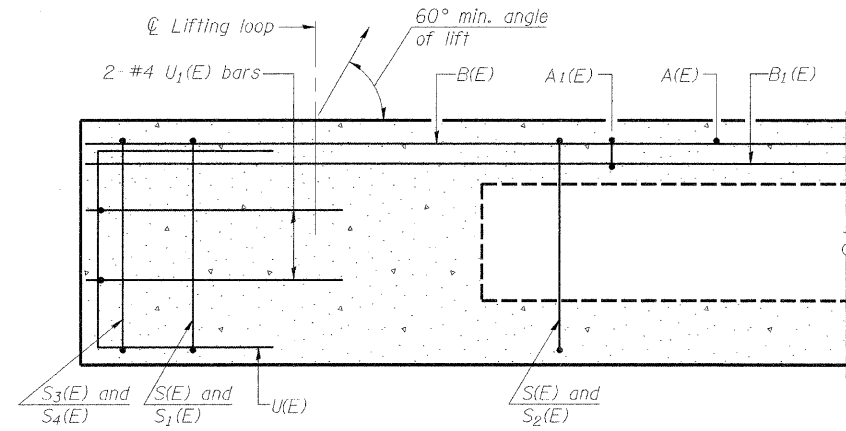
DESIGNED	DDB
CHECKED	LLV
DRAWN	MJY
CHECKED	LLV

DECK CROSS SECTION, SECTIONS THRU ABUTMENTS
F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
STRUCTURE NO. 070-0037

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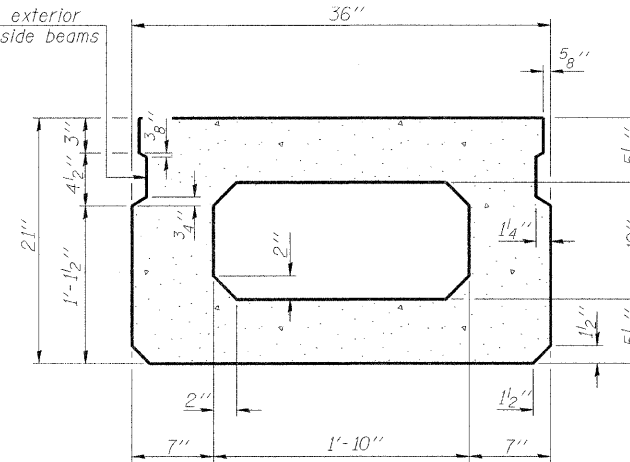
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Contract #74183

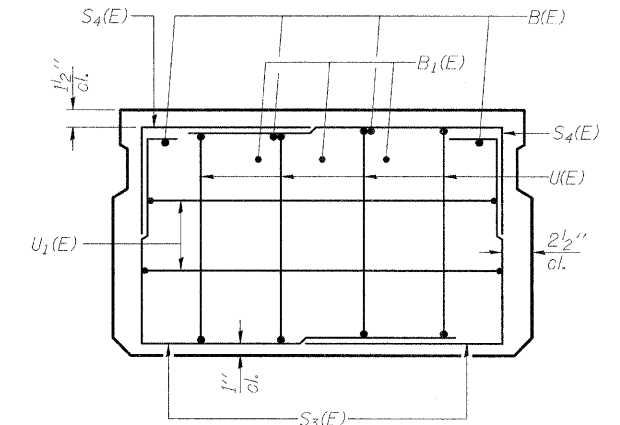


SECTION C-C

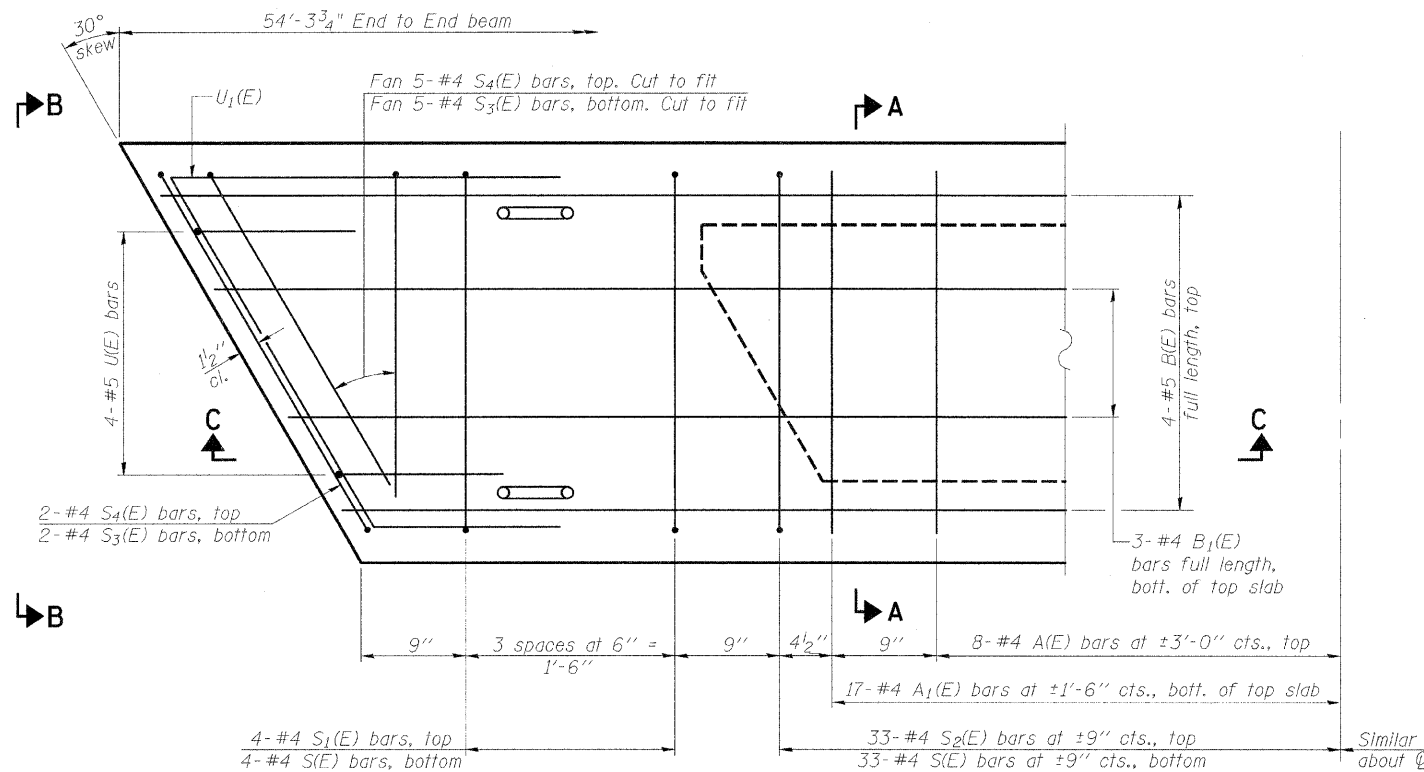
Omit key on exterior
Face of outside beams



SECTION A-A
(Showing dimensions)



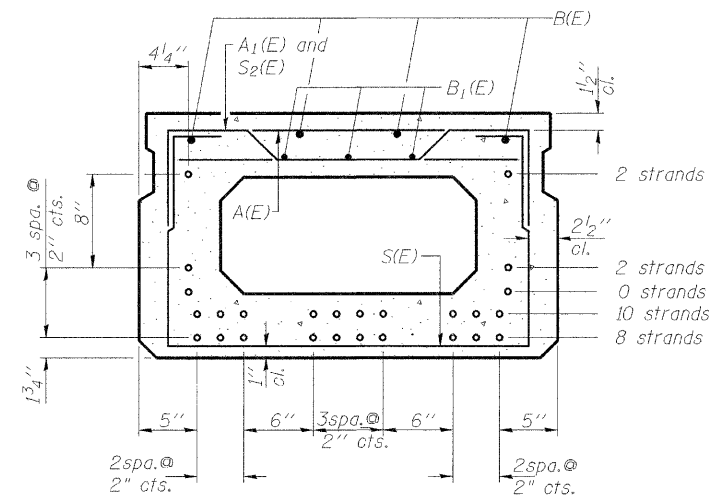
VIEW B-B



PLAN VIEW

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

DESIGNED	DDB
CHECKED	LLV
DRAWN	MJY
CHECKED	LLV



SECTION A-A

(Showing reinforcement and permissible strand locations)

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

BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	15	#4	2'-7"	U
A1(E)	33	#4	2'-11"	U
B(E)	4	#5	54'-0"	U
B1(E)	3	#4	54'-0"	U
S(E)	74	#4	6'-5"	U
S1(E)	8	#4	4'-11"	U
S2(E)	66	#4	5'-2"	U
S3(E)	14	#4	4'-11"	U
S4(E)	14	#4	4'-6"	U
U(E)	8	#5	4'-0"	U
U1(E)	4	#4	6'-10"	U

Note: See sheet 7 of 11 for additional details and Bill of Material.

21" x 36" P.P.C. DECK BEAMS
F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
STRUCTURE NO. 070-0037

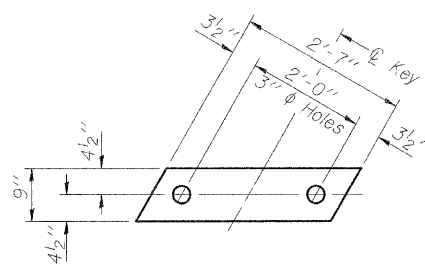
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

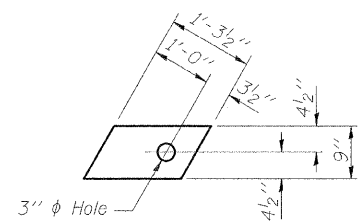
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7
FAP 770	116 BR-1	Moultrie	46	16	11 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #74183



FABRIC BEARING PAD

(Interior)

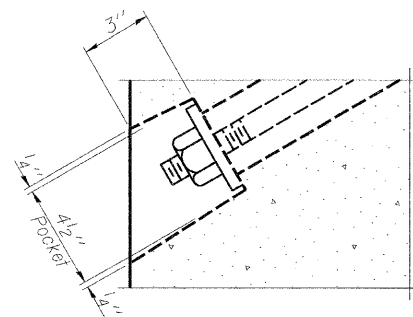


FABRIC BEARING PAD

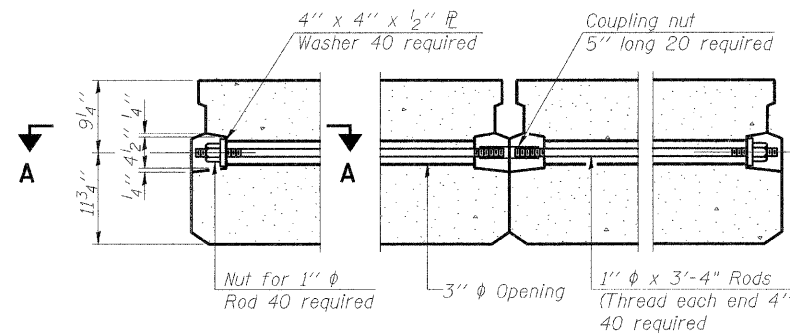
(Exterior)

FIXED

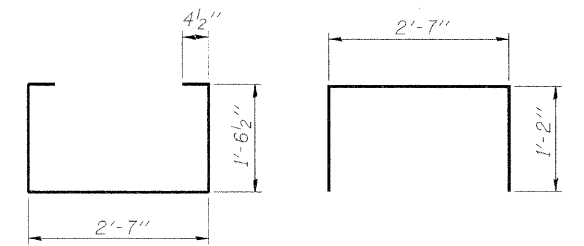
Note: Omit holes when using expansion bearings.



SECTION A-A

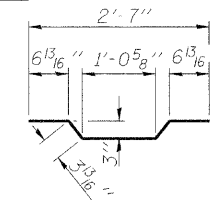


TYPICAL TRANSVERSE TIE ASSEMBLY

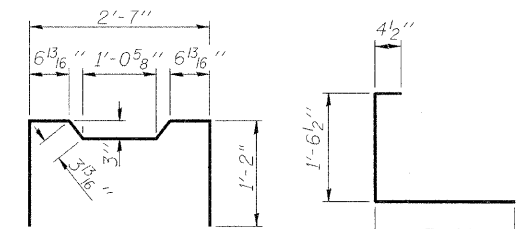


BAR S(E)

BAR S1(E)

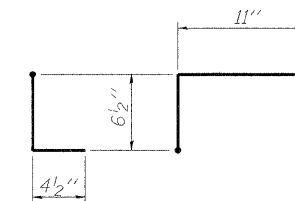


BAR A1(E)

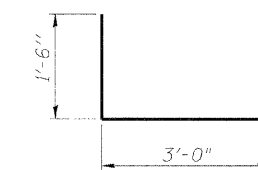


BAR S2(E)

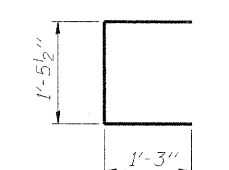
BAR S3(E)



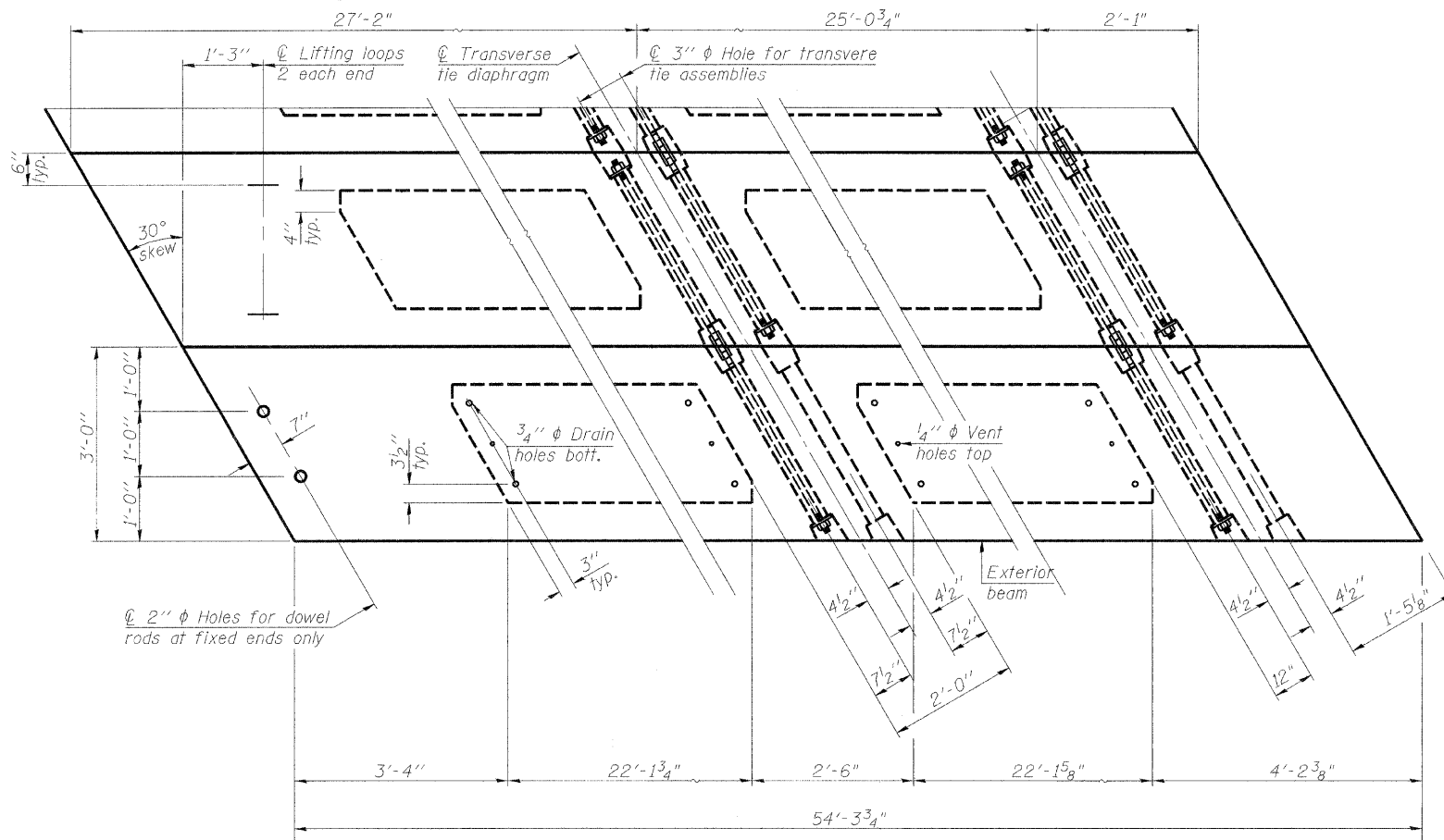
BAR D(E)



BAR S4(E)



BAR U(E)



PLAN VIEW

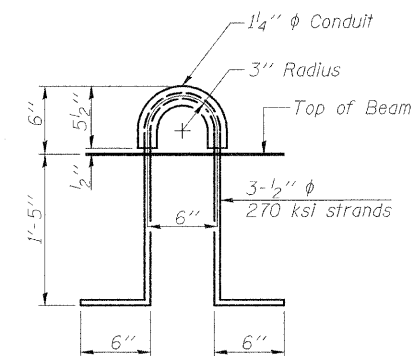
Note: Connect beams in pairs with the transverse tie configuration shown.

BILL OF MATERIAL

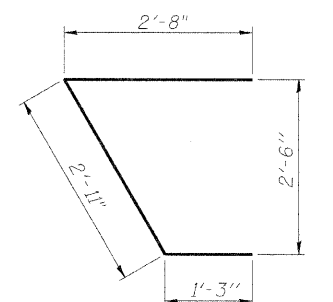
Precast Prestressed Conc. Deck Bms. (21" depth)	Sq. Ft.	1793
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NOTES

1. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
2. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
3. The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.
4. Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions)
5. Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.
6. A minimum 2 1/2" diameter lifting pin shall be used to engage the lifting loops during handling.
7. Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
8. Compressive strength of prestressed concrete, f'c, shall be 6000 psi.
9. Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.
10. See sheets 8 and 9 of 11 for D(E) bars and rail post anchor devices cast into outside beams.



LIFTING LOOP DETAIL



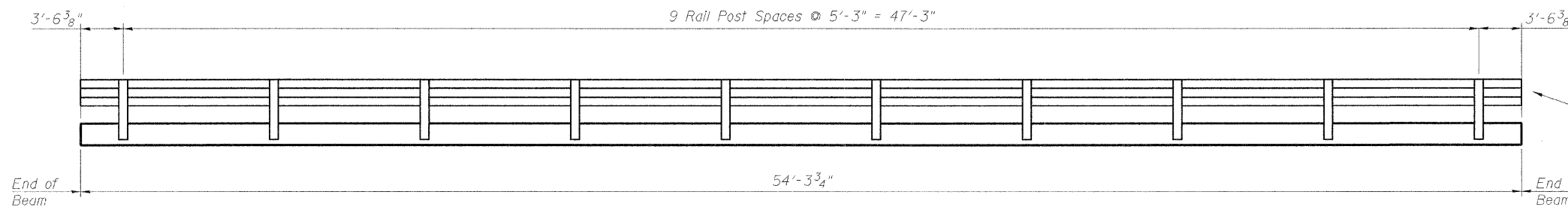
BAR U1(E)

21" x 36" P.P.C. DECK BEAM DETAILS
F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
STRUCTURE NO. 070-0037

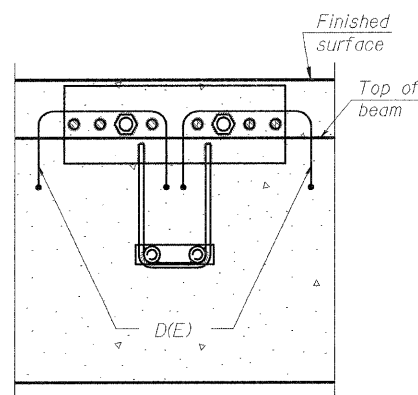
DESIGNED	DOB
CHECKED	LLV
DRAWN	MJY
CHECKED	LLV

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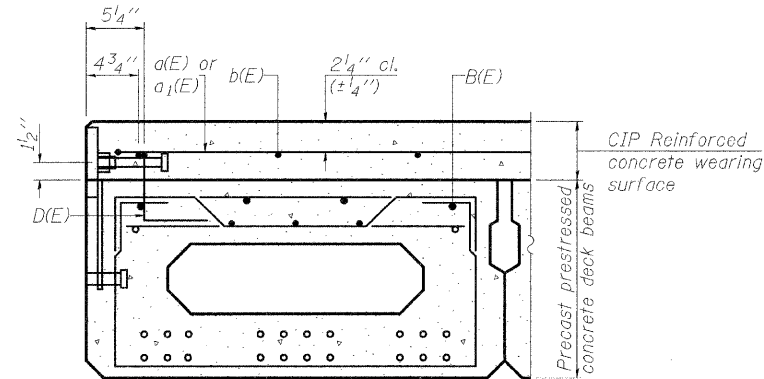
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FAX(309)676-5445
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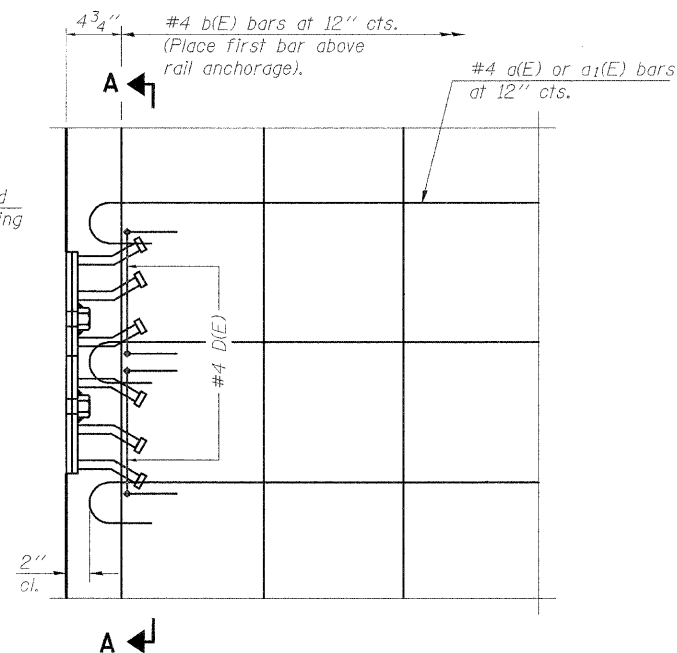
RAIL POST SPACING DETAIL



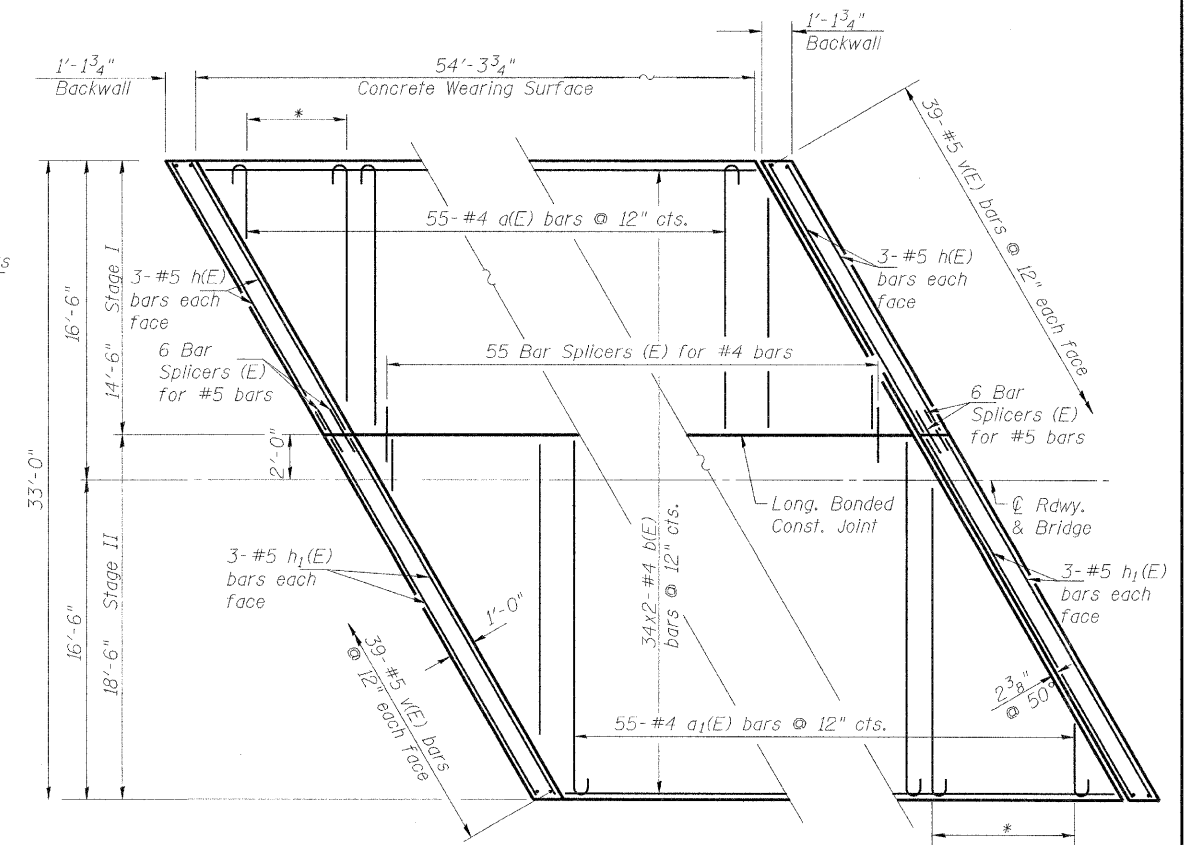
SECTION A-A



CROSS SECTION



PLAN

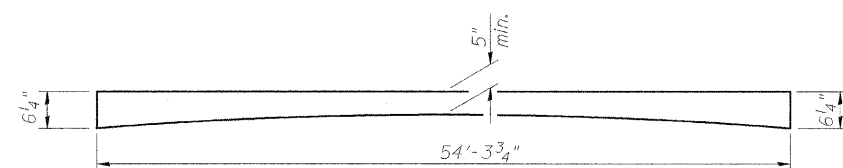


CONCRETE WEARING SURFACE AND BACKWALL PLAN

REINFORCED CONCRETE WEARING SURFACE AND RAILING CONNECTION DETAILS

The rail anchorage and bar D(E) shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the beam. Drilling into the beam will not be permitted.

Backwall paid for as Concrete Structures
* Order bars full length. Cut to fit skew and use remainder of bars at other end of deck. Always place hooked end at outside edge of CWS.



APPROX. REINFORCED CONCRETE WEARING SURFACE PROFILE

Thickness at centerline roadway and bridge will be 1/4" greater than shown above.

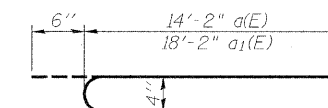
DESIGNED	DDB
CHECKED	LLV
DRAWN	MJY
CHECKED	LLV

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	55	#4	14'-8"	U
a1(E)	55	#4	18'-8"	U
b(E)	68	#4	27'-10"	U
h(E)	12	#5	16'-5"	U
h1(E)	12	#5	21'-0"	U
v(E)	156	#5	1'-11"	U
		Reinforcement Bars, Epoxy Coated	Pound	3270
		Concrete Structures	Cu. Yd.	6.5
		Concrete Wearing Surface, 5"	Sq. Yd.	199

MIN. BAR LAPS

#4 bars = 1'-8"

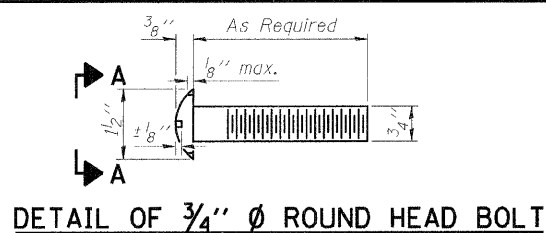


a(E) & a1(E) BAR

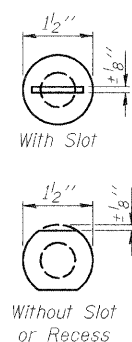
**RAIL POST SPACING
CONCRETE WEARING SURFACE
F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
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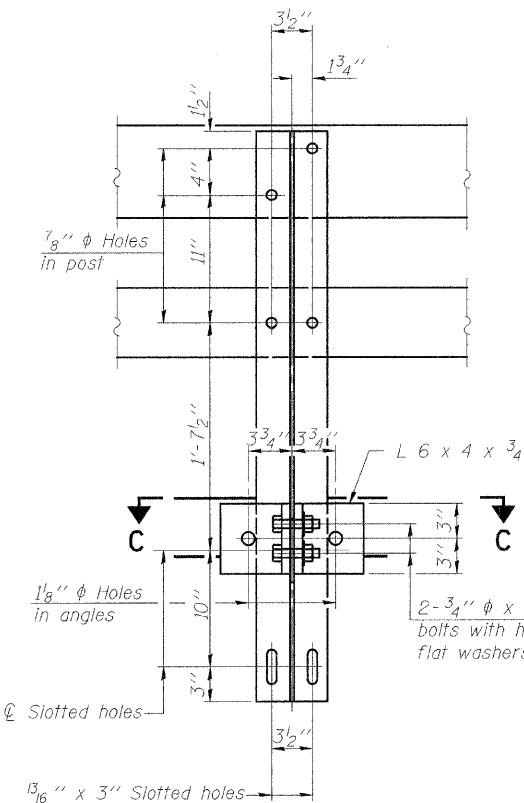


DETAIL OF 3/4" Ø ROUND HEAD BOLT



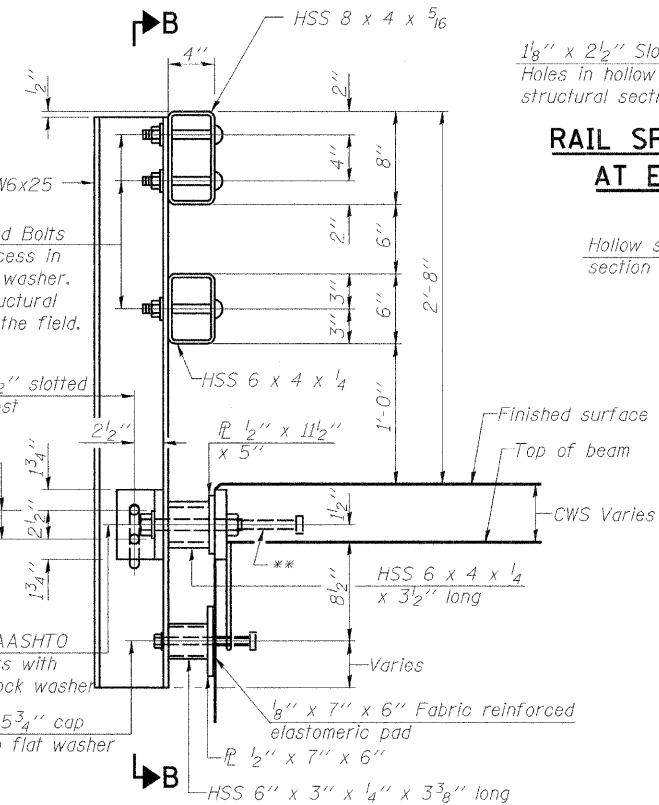
VIEW A-A

4-3/4" Ø x 6" Round Head Bolts (With slot or approved recess in head) with locknut & flat washer. 7/8" Ø holes in hollow structural section may be drilled in the field.

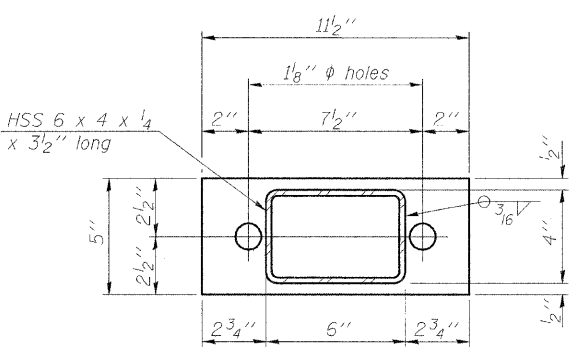


SECTION B-B

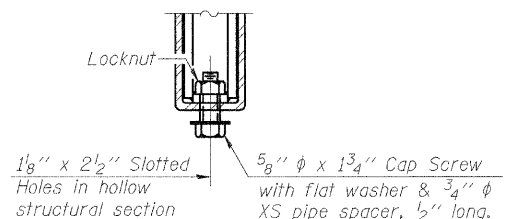
SECTION C-C



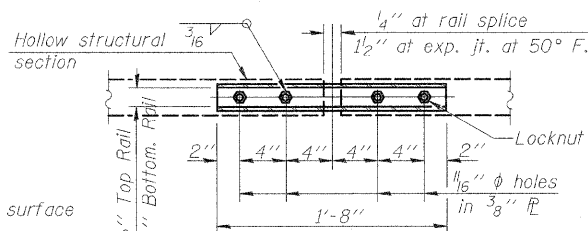
SECTION AT RAIL POST



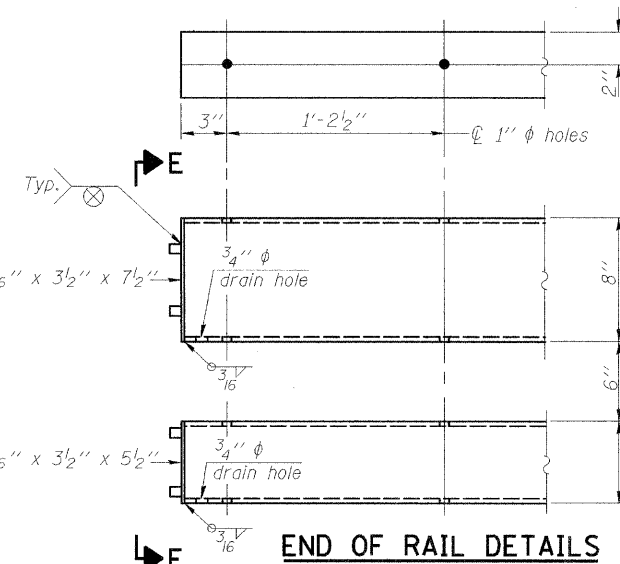
PLAN-BOTTOM SPLICE P TYPICAL



RAIL SPLICE CONNECTION AT EXPANSION JT.

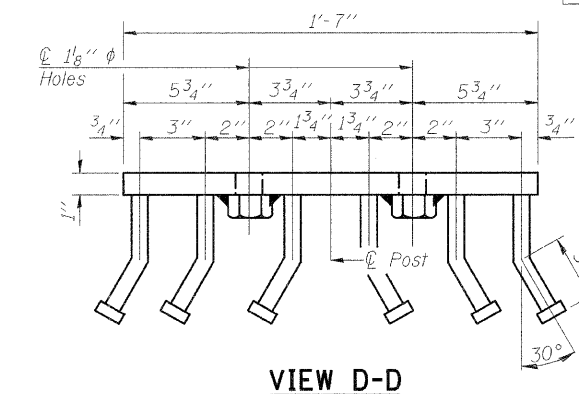
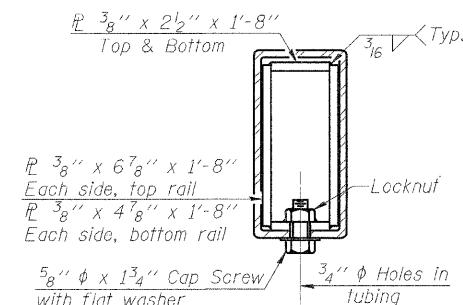


SECTION AT RAIL SPLICE

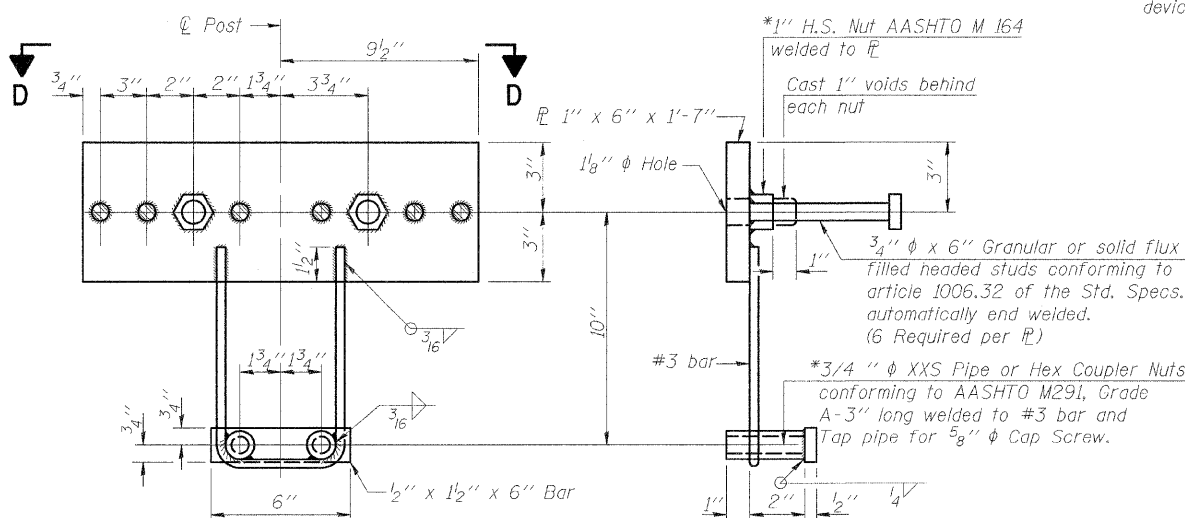


END OF RAIL DETAILS

1/2" x 2 1/2" Slotted Holes in hollow structural section with locknut & flat washer. 5/8" Ø x 1 3/4" Cap Screw with flat washer & 3/4" Ø XS pipe spacer, 1/2" long.



VIEW D-D



ANCHOR DEVICE

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

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	109

STEEL RAILING, TYPE SM

F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
STRUCTURE NO. 070-0037

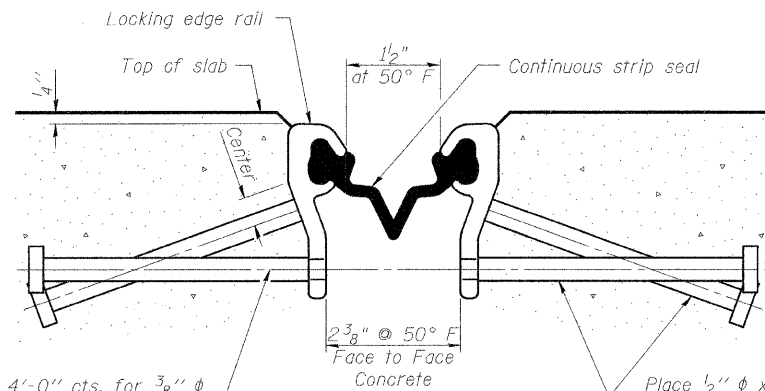
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DESIGNED DDB
CHECKED LLV
DRAWN MJY
CHECKED LLV

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

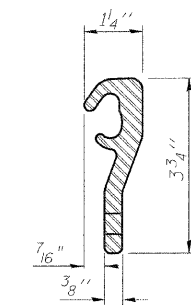
Contract #74183



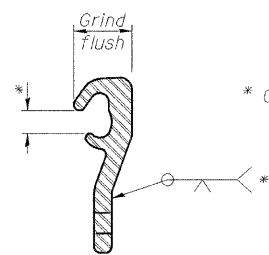
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS

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



LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

Notes:

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

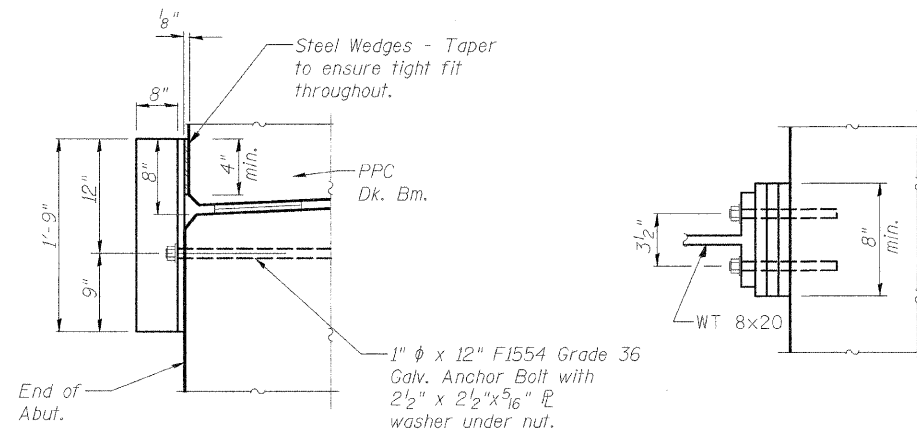
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

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

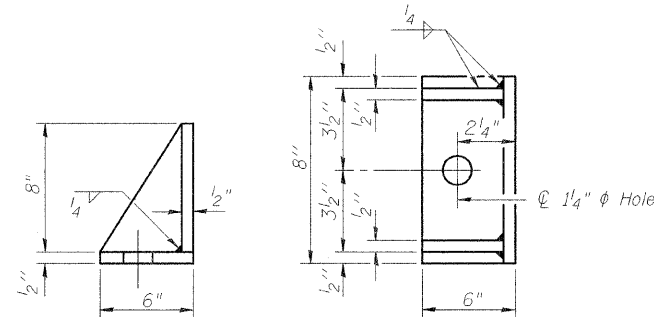
Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

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

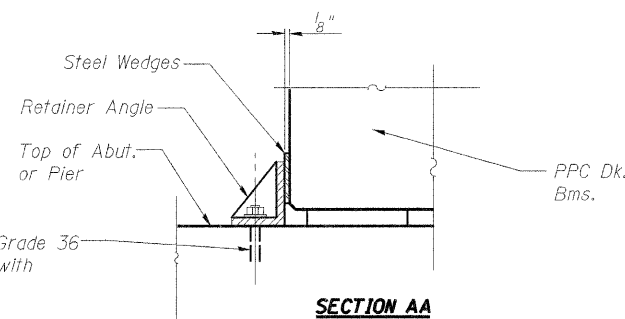


ALTERNATE RETAINER

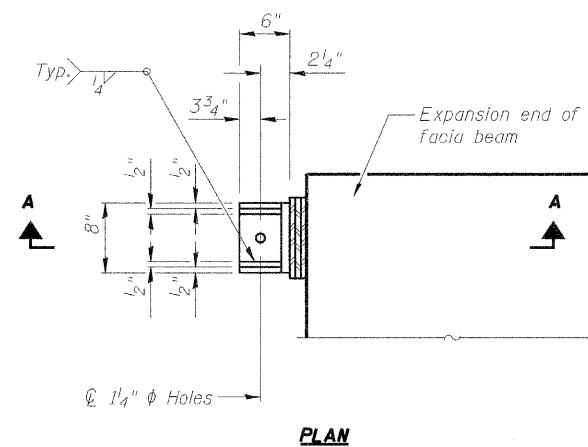


RETAINER ANGLE

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



SECTION AA



PLAN

PERMANENT AND TEMPORARY RETAINER ANGLES

Retainer Angle Notes:

Permanent side retainers shall be provided outside the fascia beams at the expansion ends of all spans.

Temporary side retainers shall be provided outside the fascia beams at the expansion ends of all spans at the stage construction line.

All retainers and anchor bolts are included in the cost of Precast Prestressed Concrete Deck Beams of the applicable depth.

After the Concrete Wearing Surface has been poured and cured the temporary retainer angles and anchor bolts shall be removed. Anchor bolts shall be cut off flush, ground smooth, and sealed with epoxy.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material), Grade 36 of the diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

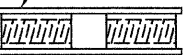
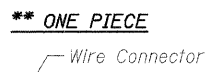
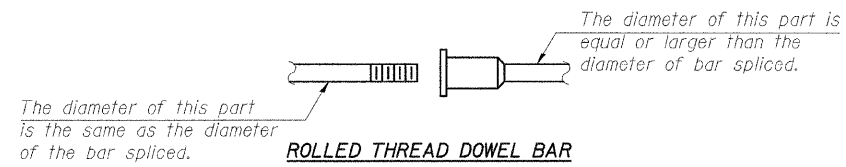
Retainers shall be shimmed tight until the concrete wearing is poured and cured. The shims shall then be removed from the permanent retainers and the retainers left in place.

EXPANSION JOINT DETAILS
F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
STRUCTURE NO. 070-0037

DESIGNED	DOB
CHECKED	LLV
DRAWN	MJY
CHECKED	LLV

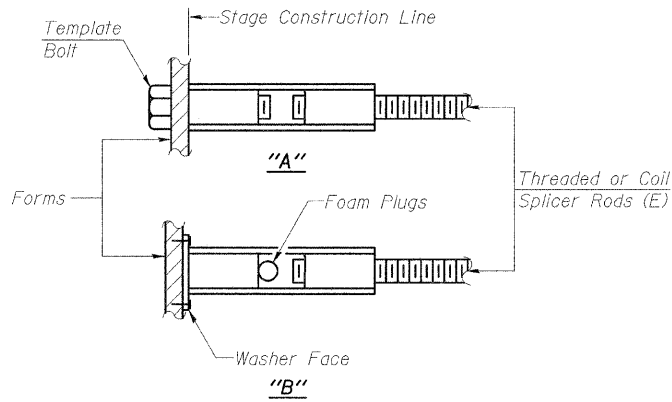
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BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

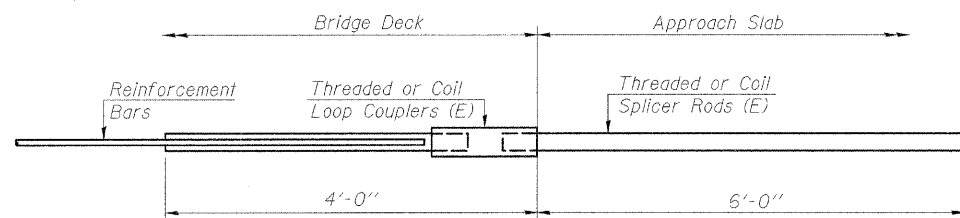
"A": Set bar splicer assembly by means of a template bolt.
"B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

NOTES

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

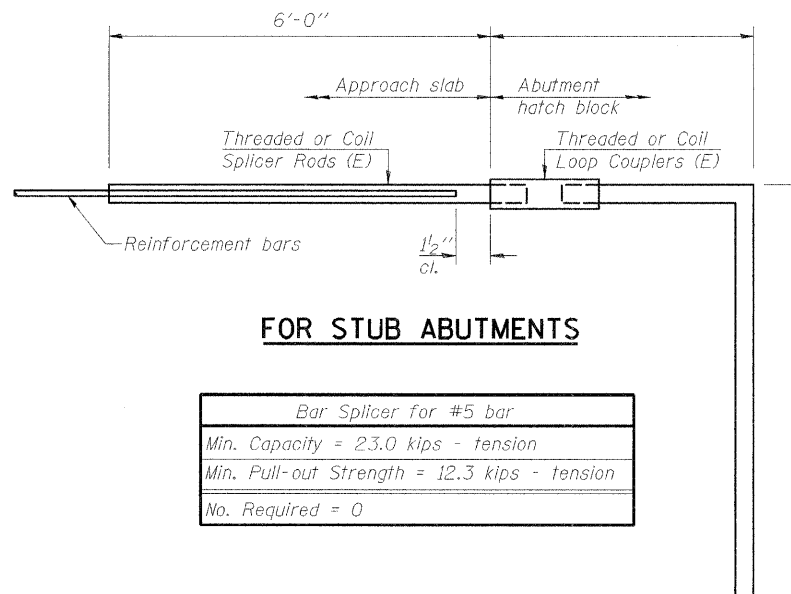
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
 - ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



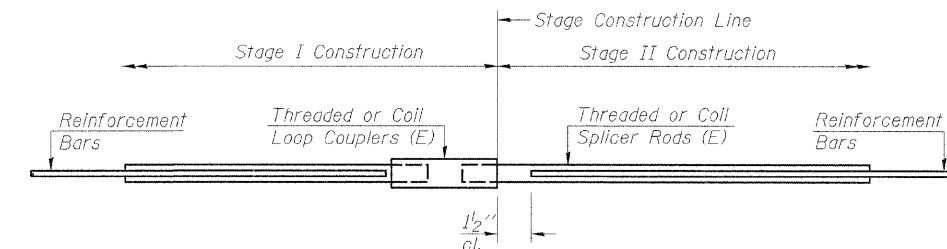
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 0



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 0



STANDARD

Bar Size	No. Assemblies Required	Location
#4	55	Conc. W.S.
#5	12	Backwall

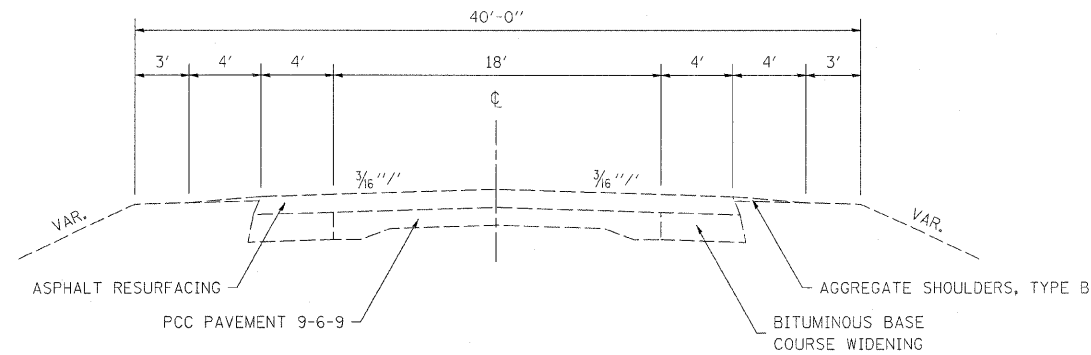
BAR SPLICER DETAILS
F.A.P. 770 (IL RTE. 128)
OVER TRIBUTARY TO MARROWBONE CREEK
SECTION 116-BR-1
MOULTRIE COUNTY STA. 959+14.00
STRUCTURE NO. 070-0037

DESIGNED	DDB
CHECKED	LLV
DRAWN	MJY
CHECKED	LLV

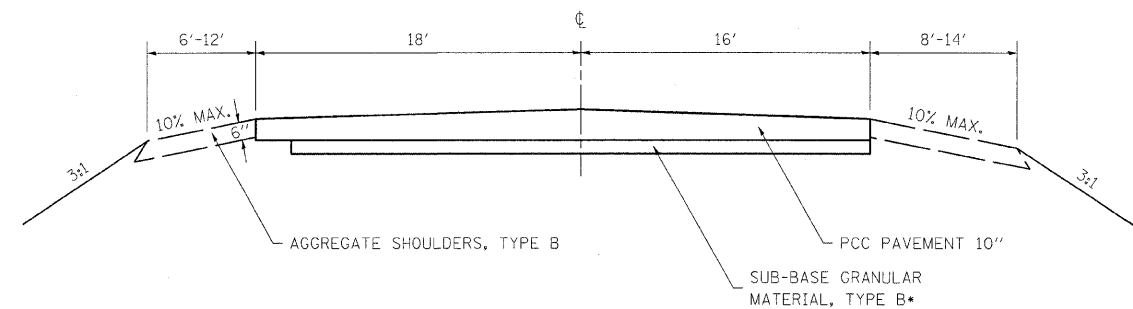
BSD-1 5-16-08

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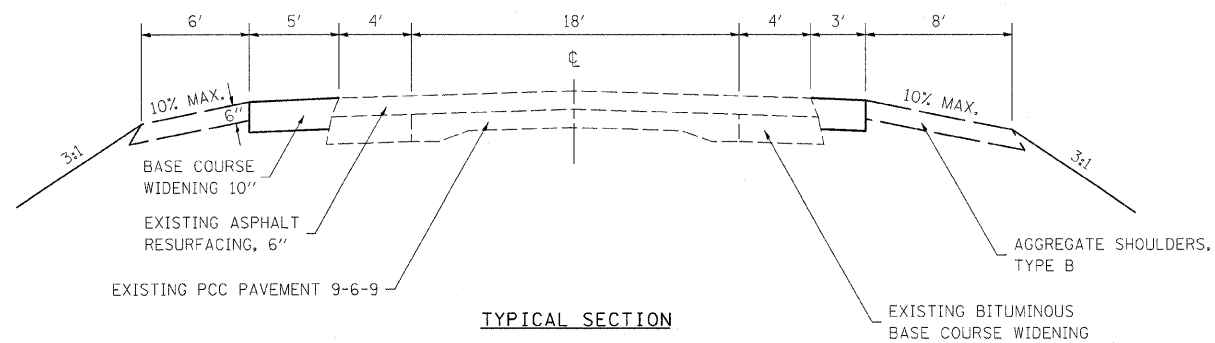
EXISTING ROADWAY



TYPICAL SECTION

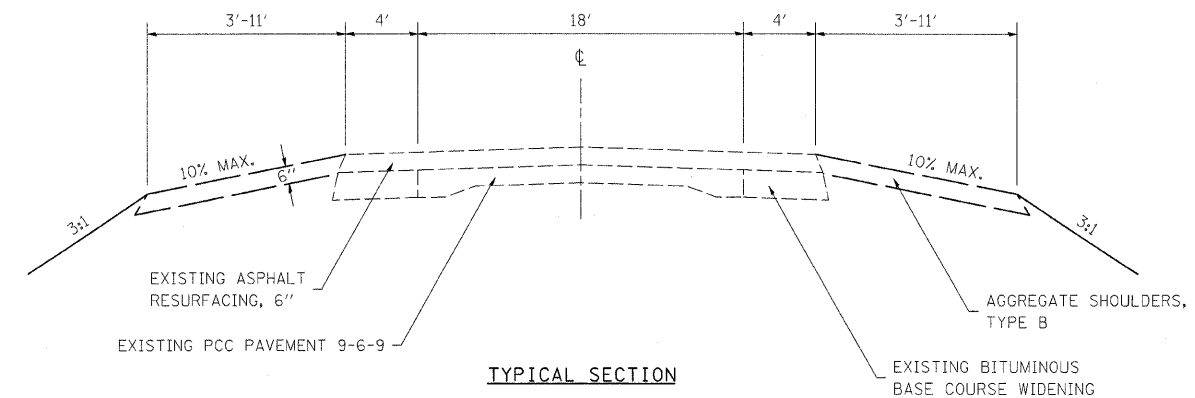
STA 843+20 TO STA 843+56
STA 843+99 TO STA 844+35

* ONCE EXISTING RESURFACING AND PCC PAVEMENT IS REMOVED, PLACE SUB-BASE GRANULAR MATERIAL, TYPE B AS NEEDED TO ALLOW FOR NEW PCC PAVEMENT 10" (3" AVERAGE FOR CALCS). FINISHED GRADE OF NEW PCC PAVEMENT 10" WILL MATCH EXISTING PAVEMENT GRADE.



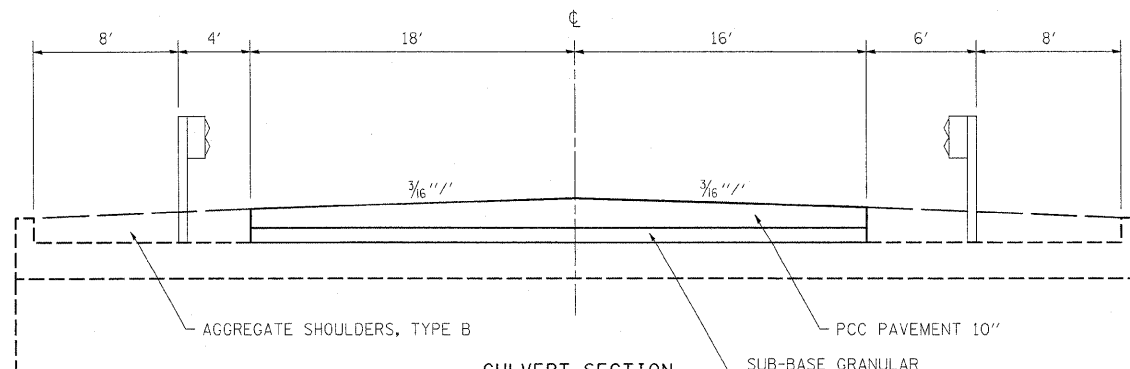
TYPICAL SECTION

STA 841+75 TO STA 843+20



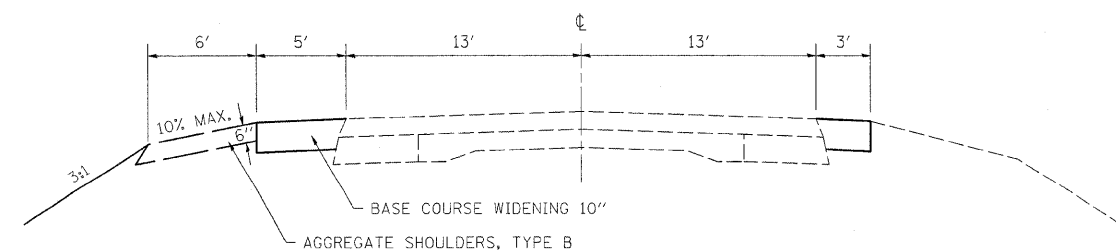
TYPICAL SECTION

STA 840+25 TO STA 841+76



CULVERT SECTION

STA 843+56 TO STA 843+99



TYPICAL SECTION

STA 844+35 TO STA 845+62

FILE NAME = c:\projects\74183d\shhtyp_74183.dgn

USER NAME = steffanik

PLOT SCALE = 20,0000' / IN.
PLOT DATE = 8/19/2008

DESIGNED -
DRAWN -
CHECKED -
DATE -

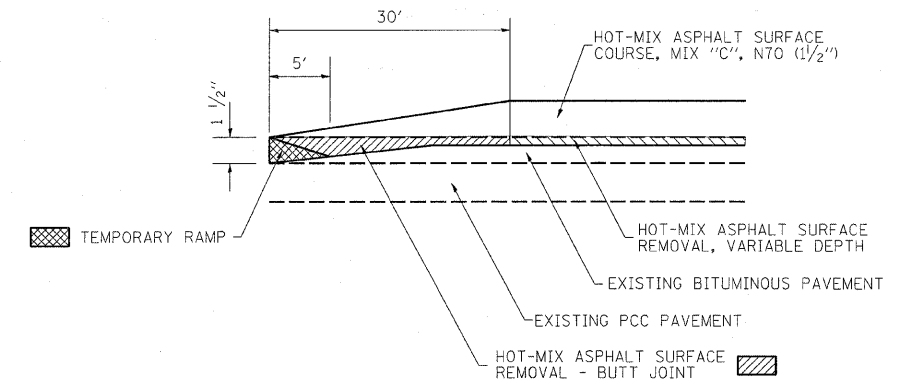
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SN 037-0018
TYPICAL SECTIONS**

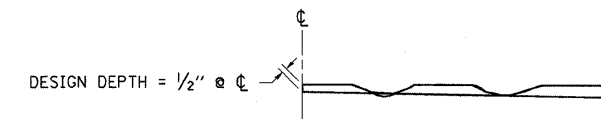
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
770	(116B)B-1,(116B)BR	MOULTRIE	46	21
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74183	



BUTT JOINT DETAIL

STA 954+50 TO STA 954+80
 STA 963+20 TO STA 963+50



NOTES:

1. MILLING SHALL BE DONE TO ATTAIN A 3/16" SLOPE IN CROWN SECTIONS
2. EXISTING S.E. AND S.E. TRANSITIONS SHALL BE MAINTAINED UNLESS OTHERWISE SHOWN ON THE PLANS.
3. MILLING TO THE BOTTOM OF WHEEL RUTS SHALL NOT BE NECESSARY UNLESS REQUIRED TO OBTAIN SLOPE OR THE DESIGN DEPTH AT CENTERLINES.
4. THE AVERAGE DEPTH OF MILLING IS ESTIMATED TO BE 1/2" BUT MAY VARY IN ISOLATED LOCATIONS.

HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) DETAIL

FILE NAME = c:\projects\74183d\shdet.74183.dgn	USER NAME = steffennk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SN 070-0037 DETAILS			F.A.P. RTE. 770	SECTION (116B)B-1,(116B)BR	COUNTY MOULTRIE	TOTAL SHEETS 46	SHEET NO. 22
	PLOT SCALE = 20,000 / 1 IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 8/19/2009	CHECKED -	REVISED -									
		DATE -	REVISED -									

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

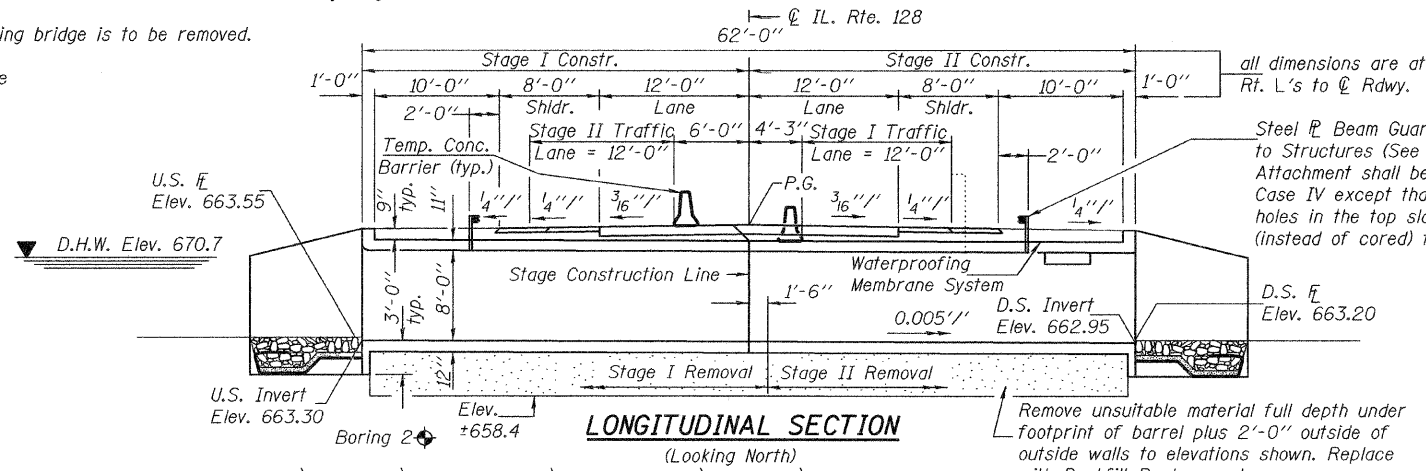
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1 9 SHEETS
FAP 770	#	MOULTRIE	46	25	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #74183 *116BR1B-1 & 116BR1BR		

Bench Mark: Bench Mark #100 Railroad spike in the west face of power pole in N.E. quadrant of intersection 1600th. North Elevation 672.72

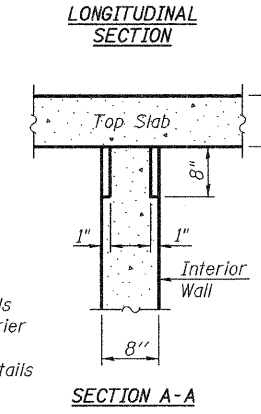
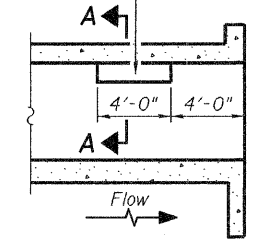
Existing Structure: 070-0018, Built 1928 as SBI Route 169, Section 116BR at Station 843+61.00 as 1-span reinforced concrete slab bridge with closed abutments on untreated timber piles. Superstructure replaced in 1980 with PPC deck beams and bituminous wearing surface. 34'-11" face to face abutments, 33'-0" out to out beams. Traffic to be maintained using stage construction.

The existing bridge is to be removed.

No salvage



Notch formed by rough finished board attached to and removed with formwork, each interior wall. (Do not chamfer).

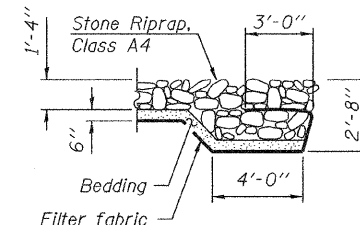


GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
Reinforcement bars designated (E) shall be epoxy coated.
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 I removal to ensure the remaining portion will not be prematurely damaged.
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
Precast alternate is not allowed.

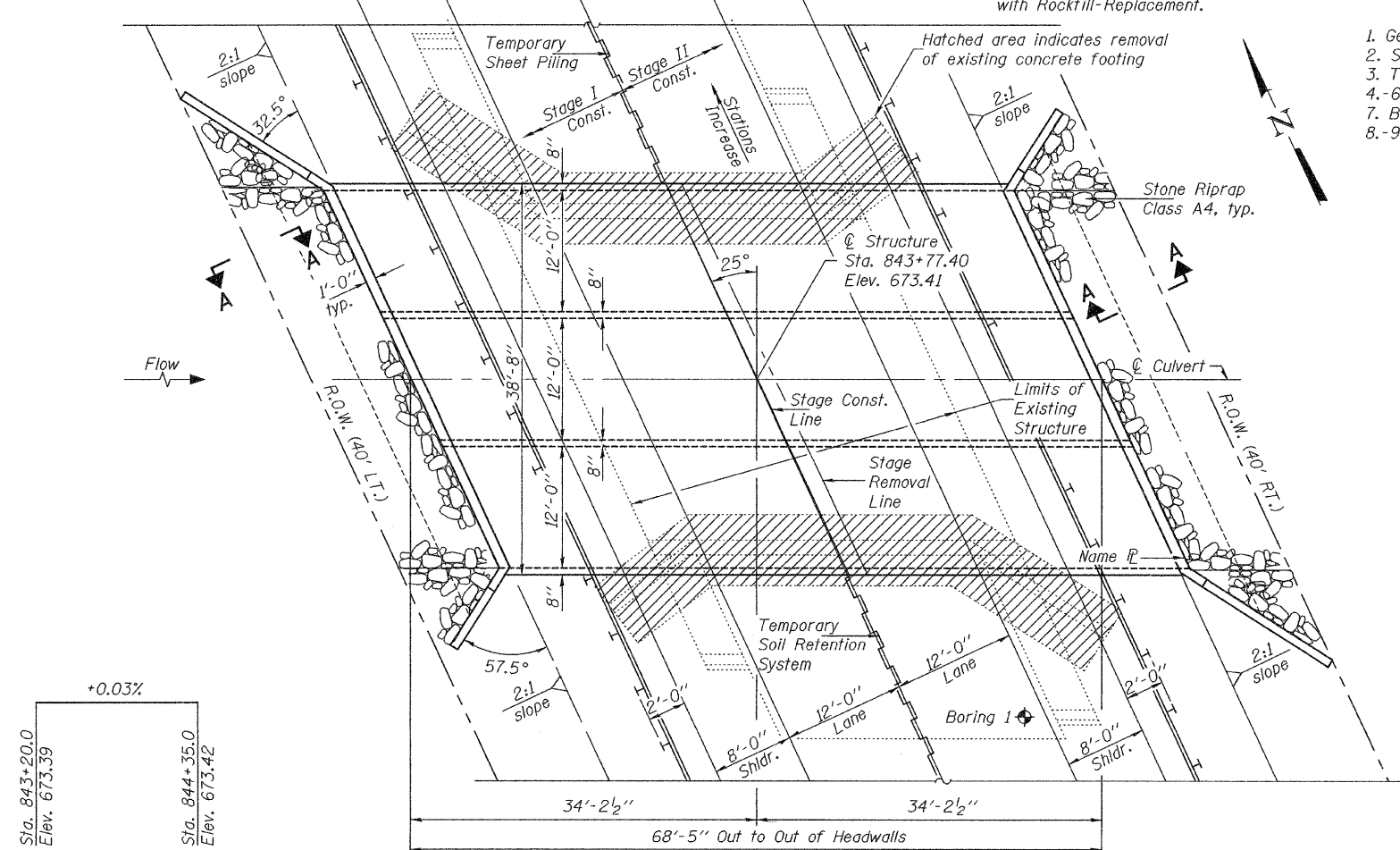
- INDEX OF SHEETS
1. General Plan & Elevation
 2. Stage Construction Details
 3. Temporary Concrete Barrier
 - 4.-6. Culvert Details
 7. Bar Splicer Assembly Details
 - 8.-9. Boring Logs

PHOEBE NESTING
SITE DETAILS
(Downstream End Only)



TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Rockfill-Replacement	Ton	790
Stone Riprap, Class A4	Sq. Yd.	102
Filter Fabric	Sq. Yd.	102
Removal of Existing Structures	Each	1
Removal & Disposal of Unsuitable Material	Cu. Yd.	395
Concrete Box Culverts	Cu. Yd.	270
Reinforcement Bars, Epoxy Coated	Pound	65,610
Bar Splicers	Each	220
Name Plates	Each	1
Waterproofing Membrane System	Sq. Yd.	285
Temporary Sheet Piling	Sq. Ft.	725
Temporary Soil Retention System	Sq. Ft.	330
Steel R Beam Guardrail, Attached to Structures	Foot	74



STATION 843+77.40
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 770 SECTION 116BR1B-1 & 116BR1BR
LOADING HS20
STRUCTURE NO. 070-2019

NAME PLATE
See Std. 515001

LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES
FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	Upstream	Downstream
	660.30	659.95

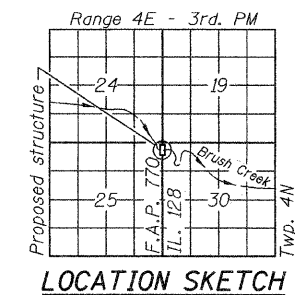
PROFILE GRADE
(along C.F.A.P. Rte. 770)

DESIGNED	Jay D. Edwards
CHECKED	W.D. Collins
DRAWN	W.D. Collins
CHECKED	JDE / NRB

September 16, 2008
EXAMINED
PASSED
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES



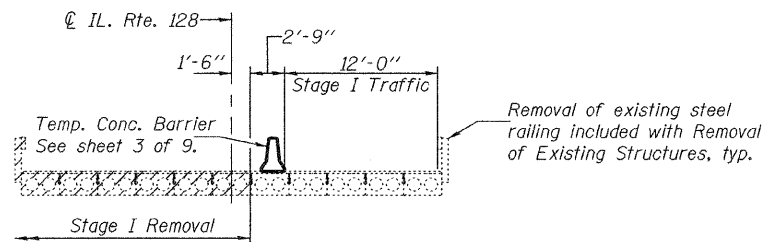
Expires Nov. 30, 2008



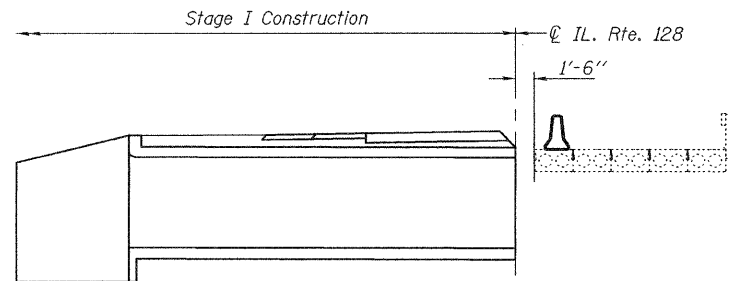
GENERAL PLAN & ELEVATION
IL. RTE. 128 OVER BRUSH CREEK
F.A.P. RTE. 770 -
SEC. 116BR1B-1 & 116BR1BR
MOULTRIE COUNTY
STATION 843+77.40
STRUCTURE NO. 070-2019

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

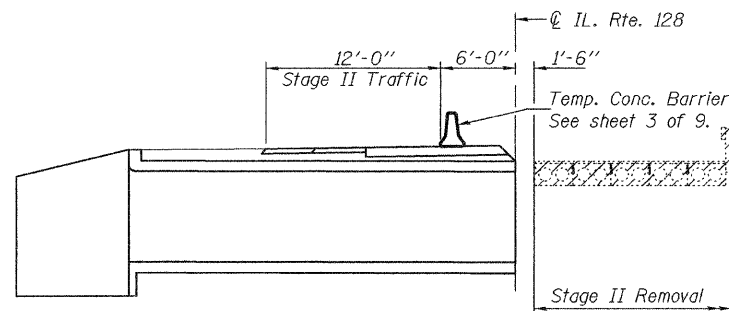
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2 9 SHEETS
FAP 770	#	MOULTRIE	46	26	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT- Contract #74183 * (I16BR)B-1 & (I16BR)BR		



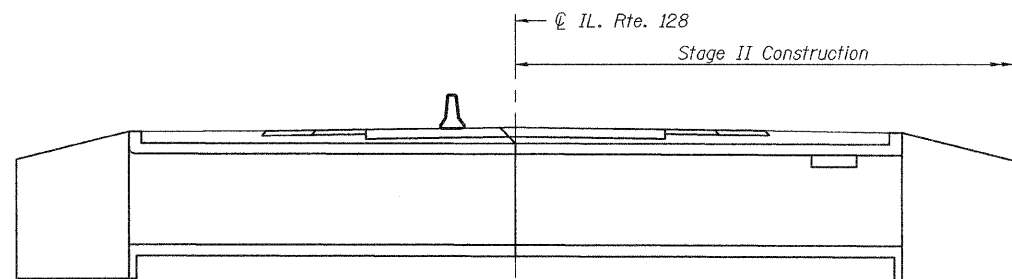
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL



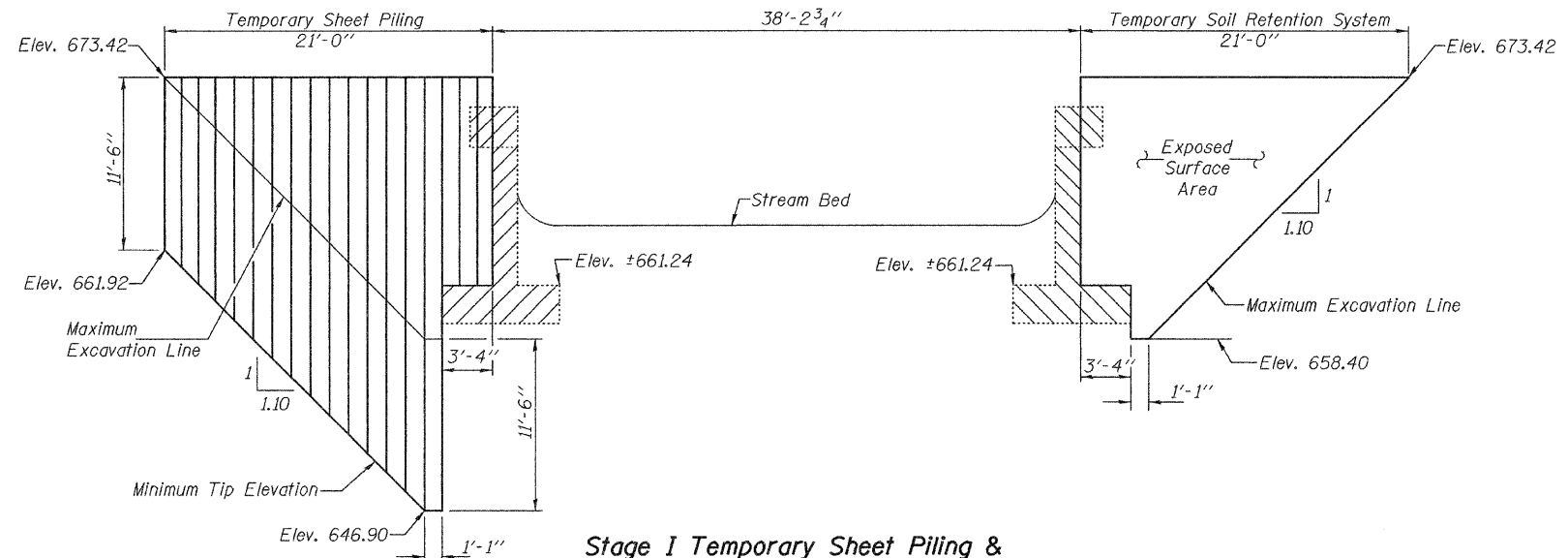
STAGE II CONSTRUCTION

Notes:

Hatched areas indicate removal of existing structures.
All Cross Sections are looking North unless otherwise specified.
For quantity of Temporary Concrete Barrier, see Rdwy. Plans.
All dimensions on the stage removal and construction cross sections are at Rt. L's to \odot Roadway.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements at the North end of Existing Structure as shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

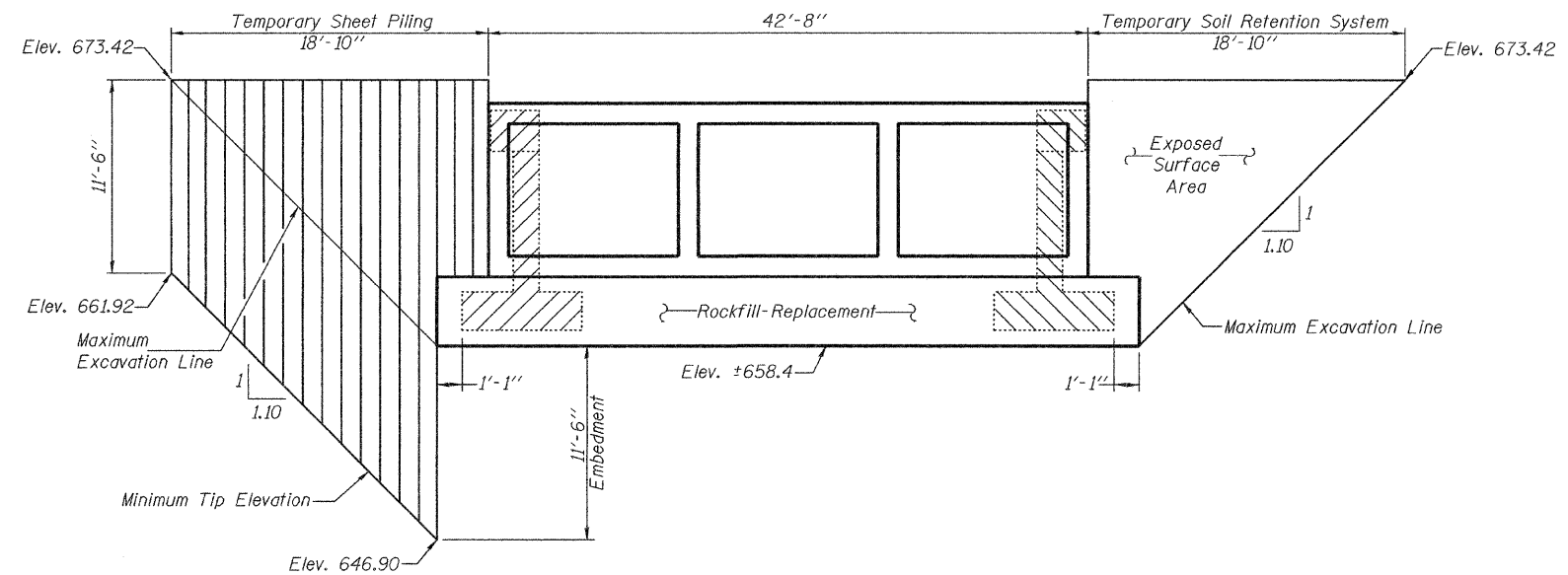
The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



Stage I Temporary Sheet Piling & Temporary Soil Retention System

(Looking East)

Min. Sec. Modulus for Temporary Sheet Piling = 17.6 in.³/ft.



Stage II Temporary Sheet Piling & Temporary Soil Retention System

(Looking East)

A cantilevered sheet piling design does not appear feasible at the south end of existing structure and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

DESIGNED	Jay D. Edwards
CHECKED	Nick R. Barnett
DRAWN	BECKY M. LEACH
CHECKED	JDE/NRB

EXAMINED	September 16, 2008
PASSED	Thomas J. Donagallo PRINCIPAL OF CIVIL DESIGN Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

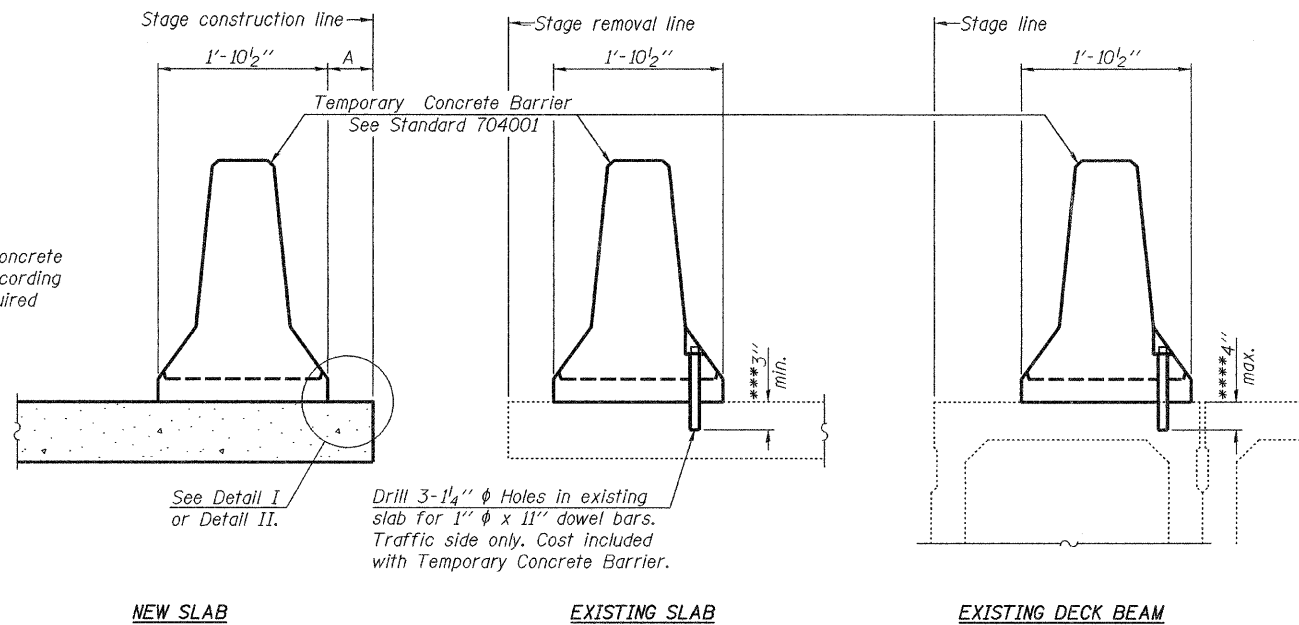
STAGE CONSTRUCTION DETAILS

F.A.P. RTE. 770 -
SEC. (I16BR)B-1 & (I16BR)BR
MOULTRIE COUNTY
STATION 843+77.40
STRUCTURE NO. 070-2019

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 9 SHEETS
FAP 770	#	MOULTRIE	46	27	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		Contract #74183
*(116BR)B-1 & (116BR)BR					

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".



Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

NOTES

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

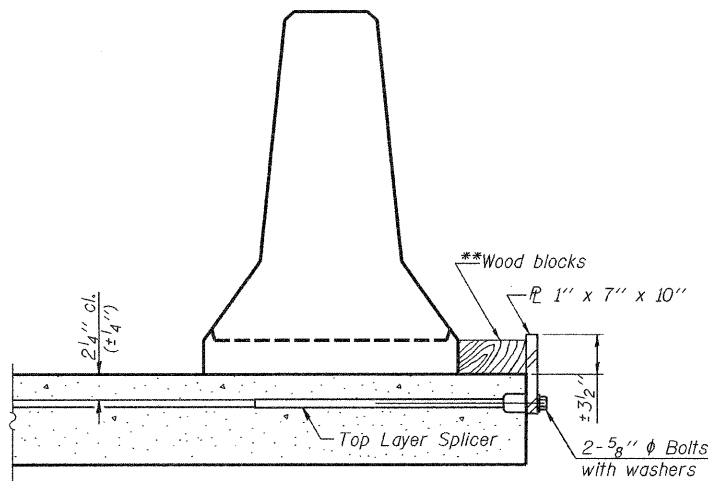
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

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

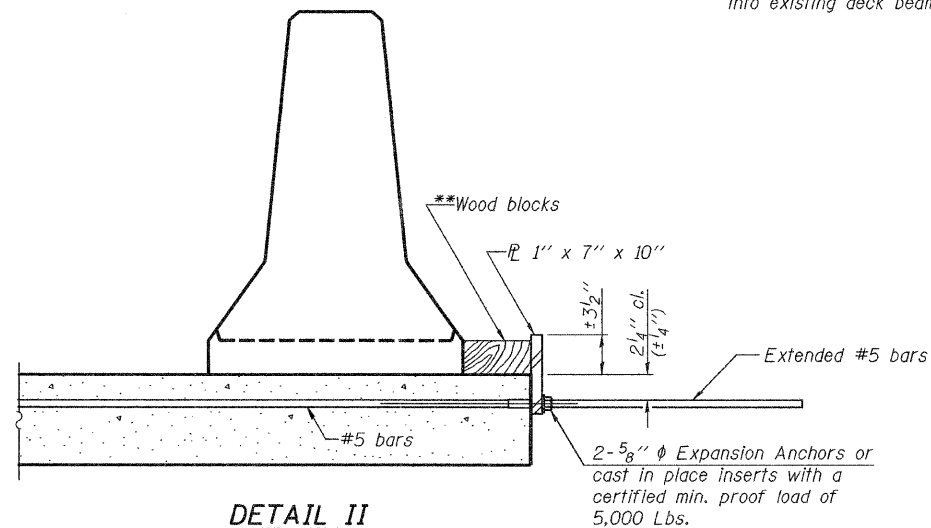
SECTIONS THRU SLAB OR DECK BEAM

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

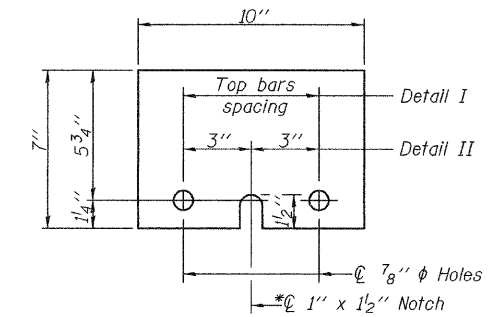
***If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



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

*Required only with Detail II

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

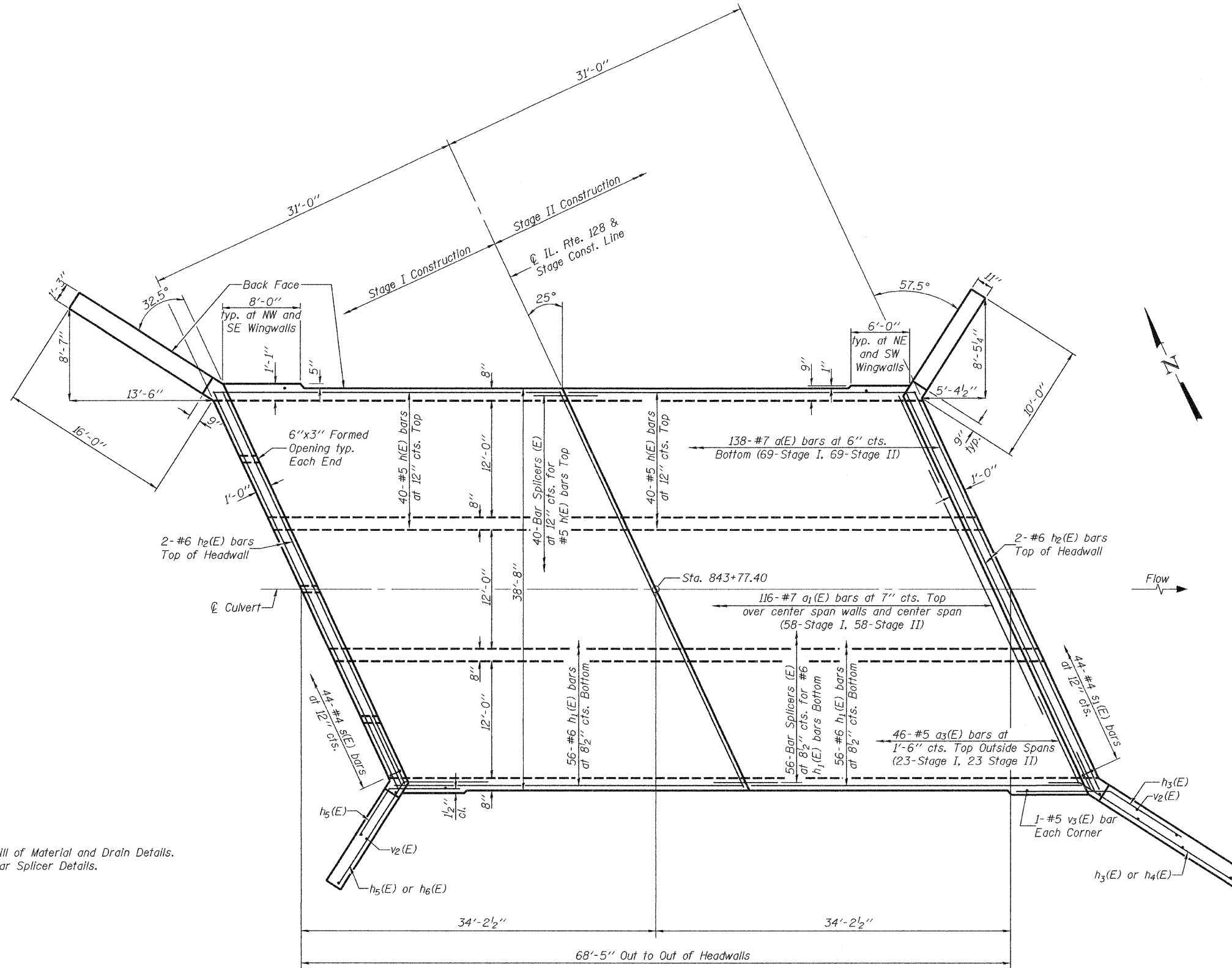
DESIGNED	Jay D. Edwards
CHECKED	Nick R. Barnett
DRAWN	BECKY M. LEACH
CHECKED	JDE/NRB

September 16, 2008
EXAMINED *Thomas J. Donagale*
PASSED *Ralph E. Anderson*

**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. RTE. 770 -
SEC. (116BR)B-1 & (116BR)BR
MOULTRIE COUNTY
STATION 843+77.40
STRUCTURE NO. 070-2019**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4 9 SHEETS
FAP 770	#	MOULTRIE	46	28	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #74183 * (I16BR)B-1 & (I16BR)BR		



MIN. BAR LAP
#5 bars = 2'-2"

Notes:
See sheet 6 of 9 for Bill of Material and Drain Details.
See sheet 7 of 9 for Bar Splicer Details.

DESIGNED	Jay D. Edwards	September 16, 2008
CHECKED	Nick R. Barnett	EXAMINED <i>Thomas J. Domagalak</i>
DRAWN	BECKY M. LEACH	PASSED <i>Ralph E. Anderson</i>
CHECKED	JDE/NRB	ENGINEER OF BRIDGES AND STRUCTURES

**PLAN
TOP SLAB**

CULVERT DETAILS
F.A.P. RTE. 770 -
SEC. (I16BR)B-1 & (I16BR)BR
MOULTRIE COUNTY
STATION 843+77.40
STRUCTURE NO. 070-2019

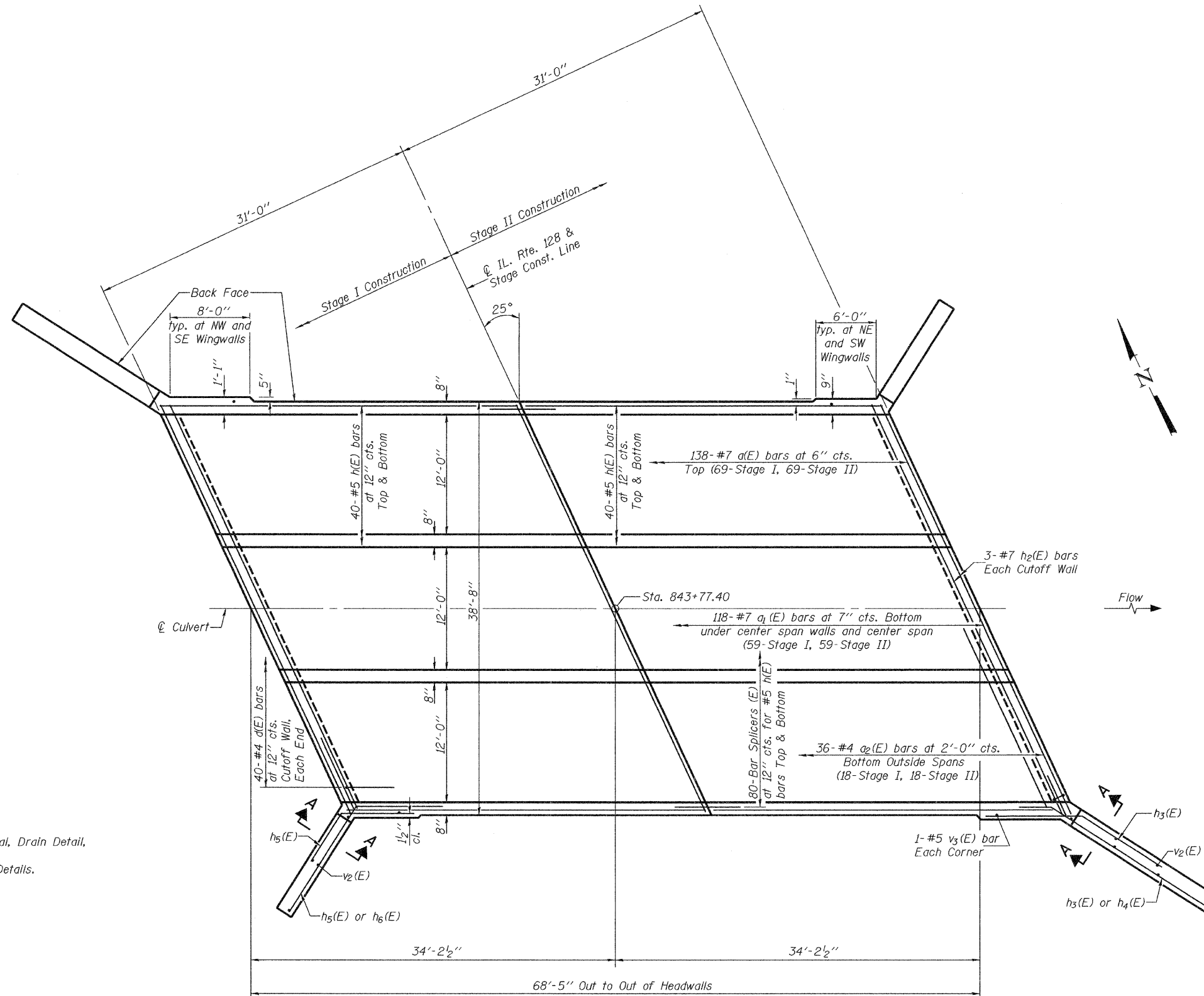
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 770	#	MOULTRIE	46	29
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
		Contract #74183	*(116BR)B-1 & (116BR)DBR	

SHEET NO. 5
9 SHEETS

MIN. BAR LAP

#4 bars = 1'-8"



Notes:
See sheet 6 of 9 for Bill of Material, Drain Detail,
Section A-A.
See sheet 7 of 9 for Bar Splicer Details.

DESIGNED	Jay D. Edwards	September 16, 2008
CHECKED	Nick R. Barnett	EXAMINED <i>Thomas J. Donagalli</i>
DRAWN	BECKY M. LEACH	PASSED <i>Ralph E. Anderson</i>
CHECKED	JDE/NRB	ENGINEER OF BRIDGES AND STRUCTURES

**PLAN
BOTTOM SLAB**

CULVERT DETAILS
F.A.P. RTE. 770 -
SEC. (116BR)B-1 & (116BR)DBR
MOULTRIE COUNTY
STATION 843+77.40
STRUCTURE NO. 070-2019

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

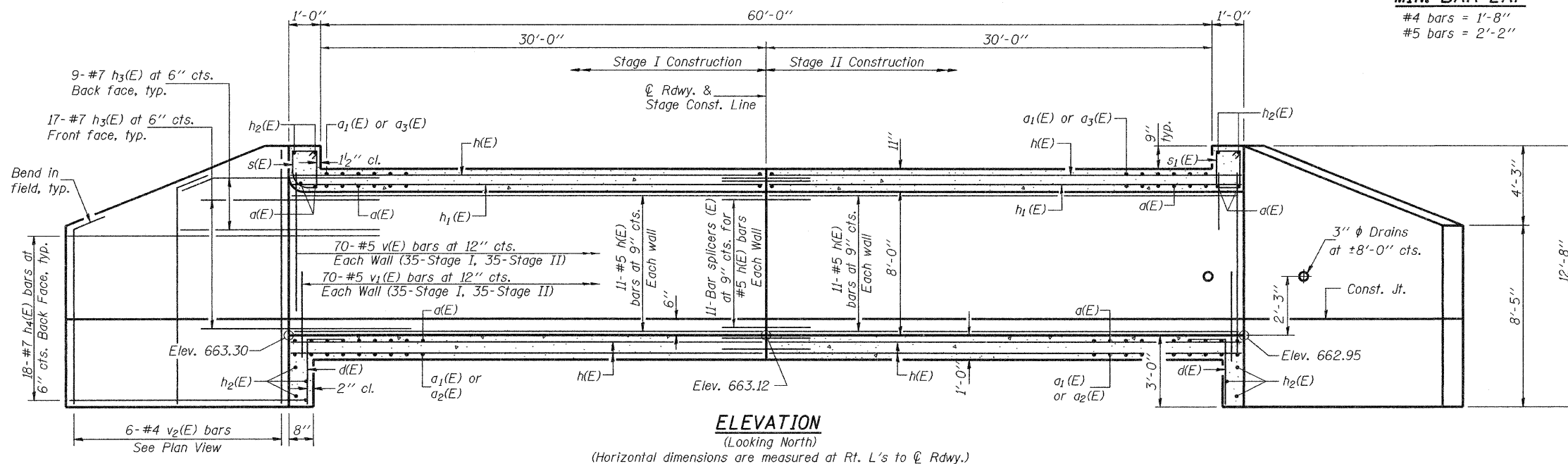
ROUTE NO.	SECTION	COUNTY	15% SHEETS	SHEET NO.
FAP 770	#	MOULTRIE	46	30
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract #74183 * (I16BR)B-1 & (I16BR)BR

SHEET NO. 6
9 SHEETS

MIN. BAR LAP

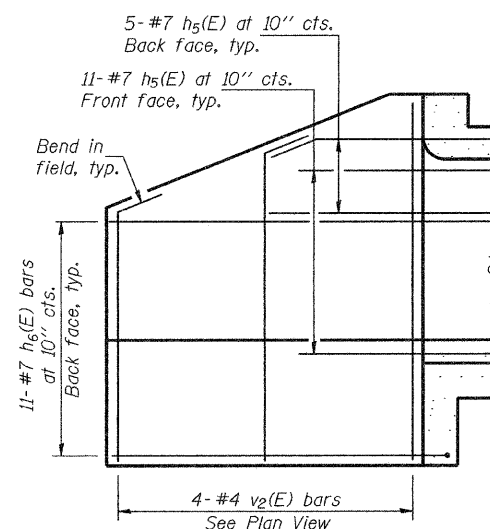
#4 bars = 1'-8"
#5 bars = 2'-2"



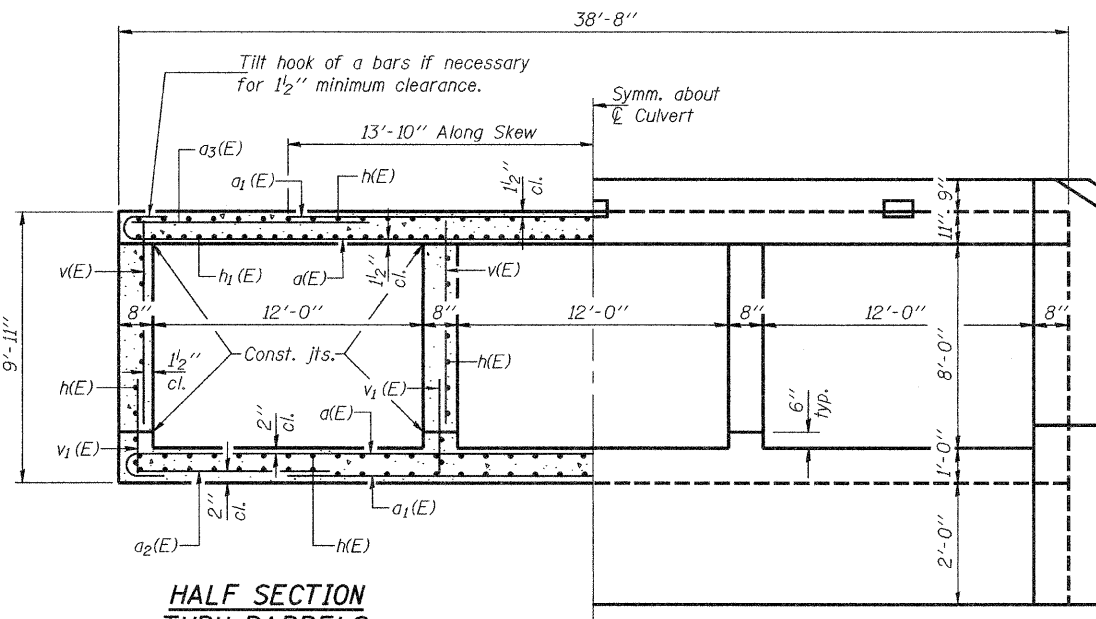
ELEVATION

(Looking North)
(Horizontal dimensions are measured at Rt. L's to \varnothing Rdwy.)

N.W. & S.E. WING WALLS



**ELEVATION VIEW
N.E. & S.W. WING WALL**

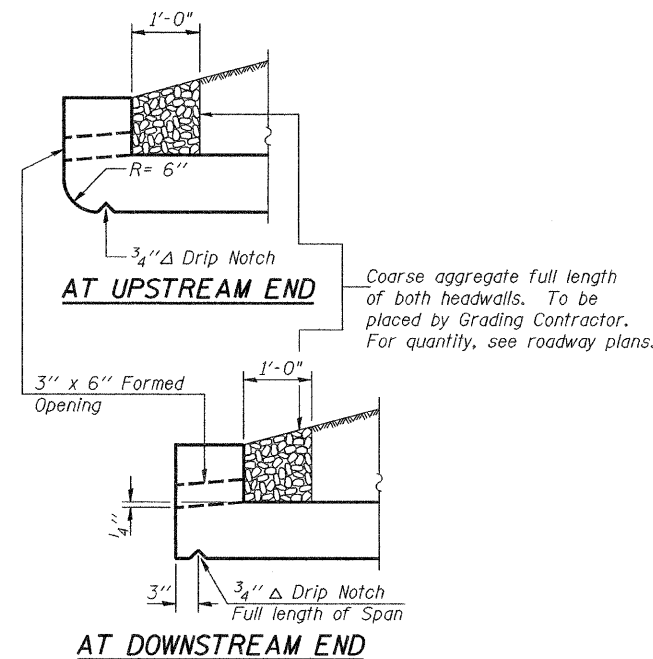


**HALF SECTION
THRU BARRELS**

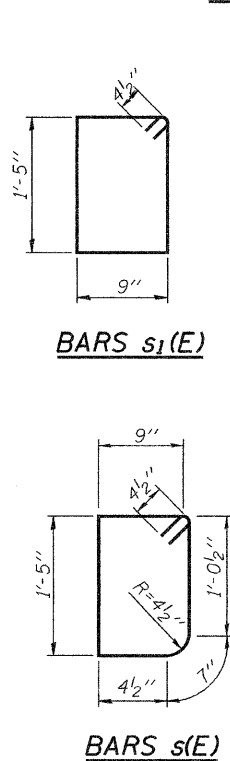
Dims. at Rt. L's to \varnothing culvert unless otherwise noted.

HALF END ELEVATION

Dims. at Rt. L's to \varnothing culvert unless otherwise noted.

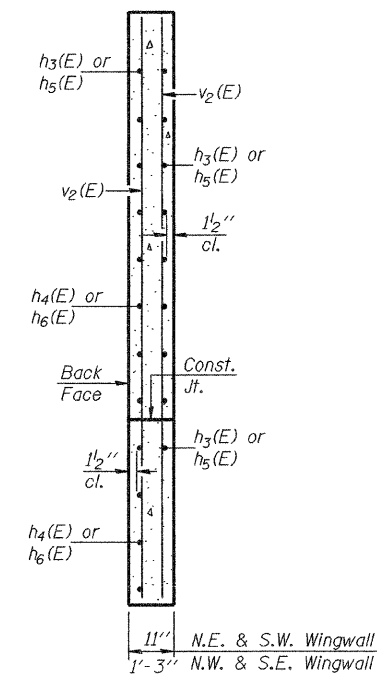


DRAIN DETAIL

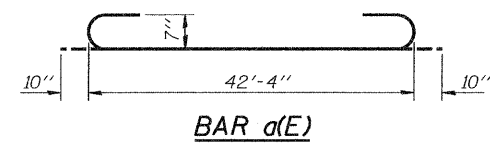


BARS s1(E)

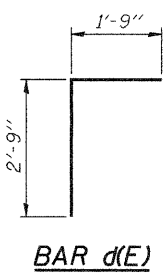
BARS s(E)



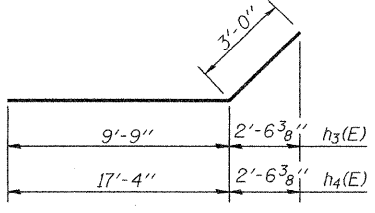
SECTION A-A



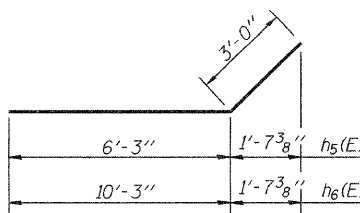
BAR a(E)



BAR d(E)



BARS h3(E) & h4(E)



BARS h5(E) & h6(E)

Notes:

A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	276	#7	44'-0"	C
a1(E)	234	#7	27'-8"	—
a2(E)	72	#4	9'-1"	—
a3(E)	92	#5	9'-7"	—
d(E)	80	#4	4'-6"	—
h(E)	328	#5	33'-11"	—
h1(E)	112	#6	33'-11"	—
h2(E)	10	#6	42'-4"	—
h3(E)	52	#7	12'-9"	—
h4(E)	36	#7	20'-4"	—
h5(E)	32	#7	9'-3"	—
h6(E)	22	#7	13'-3"	—
s(E)	44	#4	4'-11"	D
s1(E)	44	#4	5'-1"	D
v(E)	280	#5	8'-2"	—
v1(E)	280	#5	3'-8"	—
v2(E)	20	#4	12'-5"	—
v3(E)	4	#5	9'-7"	—
Concrete Box Culverts		Cu. Yd.	270	
Reinforcement Bars, Epoxy Coated		Pound	65,610	

CULVERT DETAILS

F.A.P. RTE. 770 -
SEC. (I16BR)B-1 & (I16BR)BR
MOULTRIE COUNTY
STATION 843+77.40
STRUCTURE NO. 070-2019

DESIGNED	Jay D. Edwards
CHECKED	Nick R. Barnett
DRAWN	BECKY M. LEACH
CHECKED	JDE/NRB

September 16, 2008
EXAMINED *Thomas J. Demagala*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

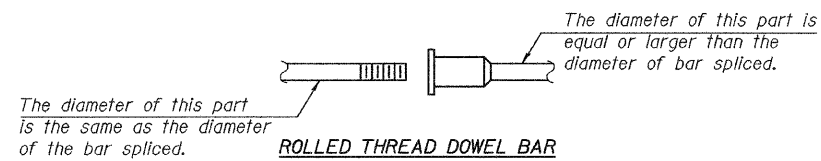
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7 9 SHEETS
FAP 770	#	MOULTRIE	46	31	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-	Contract #74183 * (116BR)B-1 & (116BR)BR		

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

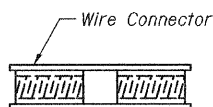
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



ROLLED THREAD DOWEL BAR



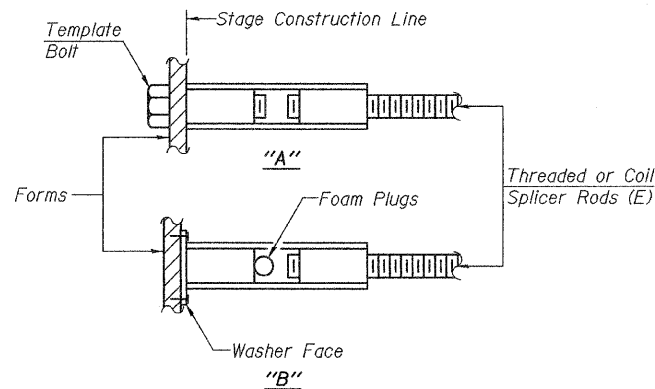
** ONE PIECE



WELDED SECTIONS

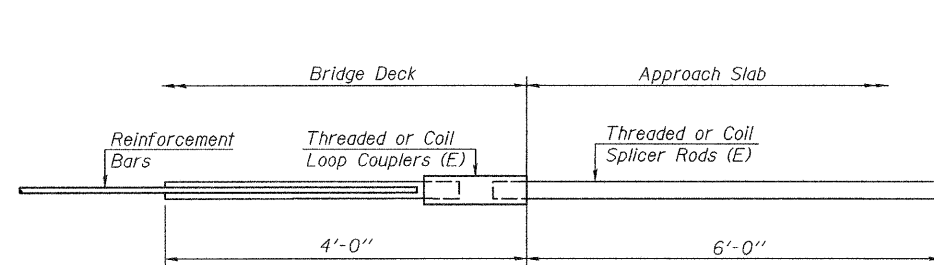
BAR SPLICER ASSEMBLY ALTERNATIVES

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

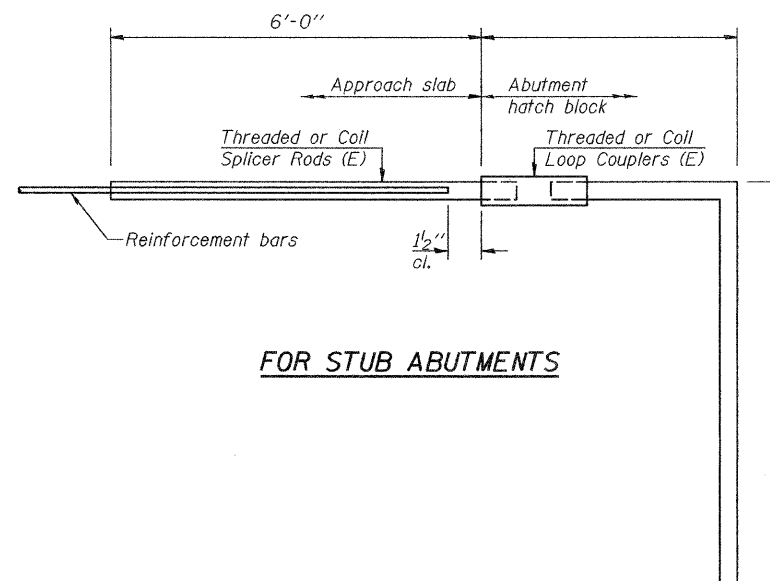


INSTALLATION AND SETTING METHODS

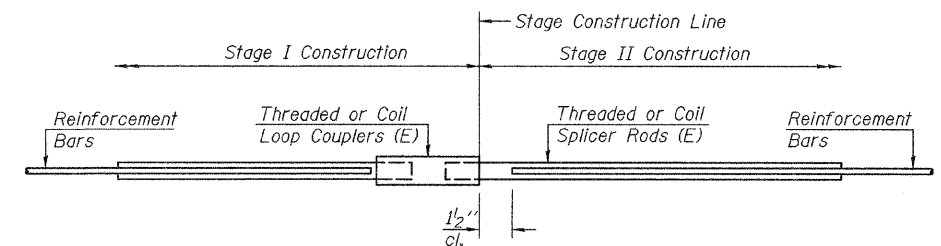
"A" :Set bar splicer assembly by means of a template bolt.
"B" :Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS



FOR STUB ABUTMENTS



STANDARD

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

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

Bar Size	No. Assemblies Required	Location
#5	40	Top Slab
#5	80	Bottom Slab
#5	44	Walls
#6	56	Top Slab

BAR SPLICER ASSEMBLY DETAILS

F.A.P. RTE. 770 -
SEC. (116BR)B-1 & (116BR)BR
MOULTRIE COUNTY
STATION 843+77.40
STRUCTURE NO. 070-2019

DESIGNED	Jay D. Edwards
CHECKED	Nick R. Barnett
DRAWN	DECKY M. LEACH
CHECKED	JDE/NRB

September 16, 2008
EXAMINED <i>Thomas J. Demagala</i> PRINCIPAL ENGINEER
PASSED <i>Ralph E. Carls</i> ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 5-16-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 770	*	MOULTRIE	46	32
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT-				
Contract #74183 *(116BR)B-1 & (116BR)BR				

SHEET NO. 8
9 SHEETS

Illinois Department of Transportation
Division of Highways
District 7 - Moultrie

SOIL BORING LOG

Page 1 of 3 Date 5/17/07

ROUTE FAP 770 (IL 128) DESCRIPTION Moultrie/Shelby Co. Line, Brush Creek LOGGED BY E. Sanduscher
SECTION (116BR)B-1 & (116BR)BR LOCATION NW 1/4, SEC. 30, TWP. 14 N, RNS. 4 E, 3 PW
COUNTY Moultrie DRILLING METHOD Hollow stem auger & soil spoon HAMMER TYPE Auto 140#

STRUCT. NO. 070-0018
Station 843+77.4
BORING NO. 1
Station 843+36
Offset 10,000 ft
Ground Surface Elev. 673.29 ft (M) (1/67) (1st) (2)

DEPTH (ft)	SOIL DESCRIPTION	TESTS	REMARKS
0	15" asphalt pavement.		
0.15	SHY, damp, dark gray, CLAY.		
3			
8			
11			
668.79	Medium, damp, dark gray, SILTY CLAY.		
3			
5			
6			
666.29	Medium to stiff, damp, dark gray, SILTY LOAM.		
3			
5			
9			
662.49	Gray, SANDY LOAM.		
3			
5			
661.29	Stiff, very damp, dark gray, SILTY LOAM w/ trace fine gravel.		
0			
7			
8			
658.79	Hard, very moist, gray, CLAY LOAM TILL.		
6			
11			
18			
6			
11			
14			
6			
633.79			

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)

Illinois Department of Transportation
Division of Highways
District 7 - Moultrie

SOIL BORING LOG

Page 2 of 3 Date 5/17/07

ROUTE FAP 770 (IL 128) DESCRIPTION Moultrie/Shelby Co. Line, Brush Creek LOGGED BY E. Sanduscher
SECTION (116BR)B-1 & (116BR)BR LOCATION NW 1/4, SEC. 30, TWP. 14 N, RNS. 4 E, 3 PW
COUNTY Moultrie DRILLING METHOD Hollow stem auger & soil spoon HAMMER TYPE Auto 140#

STRUCT. NO. 070-0018
Station 843+77.4
BORING NO. 1
Station 843+36
Offset 10,000 ft
Ground Surface Elev. 673.29 ft (M) (1/67) (1st) (2)

DEPTH (ft)	SOIL DESCRIPTION	TESTS	REMARKS
11	Hard, very moist, gray, clay, LOAM TILL. (continued)		
16			
5			
9			
13			
626.79	Very stiff, damp, gray, LOAM TILL.		
2			
5			
11			
7			
620.79	Very dense, wet, gray, fine grained, SAND, 7% passing #200 sieve. (continued)		
50/5"			
50/1"			
50/1"			
613.79	Very dense, moist, red/brown/gray, SANDY LOAM TILL. Very hard drilling.		
27			

* Very dense, moist, gray, SANDSTONE. Very hard drilling.
** 50/5", 50/1", 50/1"
Borehole continued with rock core.

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)

Illinois Department of Transportation
Division of Highways
District 7 - Moultrie

ROCK BORING LOG

Page 3 of 3 Date 5/17/07

ROUTE FAP 770 (IL 128) DESCRIPTION Moultrie/Shelby Co. Line, Brush Creek LOGGED BY E. Sanduscher
SECTION (116BR)B-1 & (116BR)BR LOCATION NW 1/4, SEC. 30, TWP. 14 N, RNS. 4 E, 3 PW
COUNTY Moultrie DRILLING METHOD Rotary, Surf. set diamond bit

STRUCT. NO. 070-0018
Station 843+77.4
BORING NO. 1
Station 843+36
Offset 10,000 ft
Ground Surface Elev. 673.29 ft

DEPTH (ft)	ROCK DESCRIPTION	TESTS	REMARKS
593.39	Gray w/ thin block layering, slightly weathered, SANDSTONE.		
588.39			
587.69			
587.39			
586.39			
583.39			

Rock Core BIA @ 83.4" to 84.0" depth Qu = 137 lbf.
Brown, SANDSTONE.
Gray, CLAY SHALE.
Gray, slightly weathered, SANDSTONE.
Gray, CLAY SHALE.
End of exploration.
Benchmarks: Local Station 844+00 centerline = 673.46' elevation. Provided by Program Development.

Color pictures of the cores Yes
Cores will be stored for examination until 05/17/08
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BORING LOGS
F.A.P. RTE. 770 -
SEC. (116BR)B-1 & (116BR)BR
MOULTRIE COUNTY
STATION 843+77.40
STRUCTURE NO. 070-2019

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
FAP 770	#	MOULTRIE	46	33	9 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	Contract #74183 * (116BR)B-1 & (116BR)BR		

Illinois Department of Transportation
Division of Highways
District 7 - Moultrie

SOIL BORING LOG Page 1 of 2
Date 5/30/07

ROUTE FAP 770 (IL 128) DESCRIPTION Moultrie/Shellby Co Line, Brush Creek LOGGED BY E. Sandoshofer
SECTION (116BR)B-1 & (116BR)BR LOCATION NW 1/4, SEC. 30, TWP. 4 N. R. 16 E. 3 PM

COUNTY Moultrie DRILLING METHOD Hollow stem auger & soil spoon HAMMER TYPE Auto 140#

STRUCT. NO. 070-0018
Station 843+77.4
BORING NO. 2
Station 844+25
Offset 9.00ft LI
Ground Surface Elev. 673.38 ft

SOIL DESCRIPTION	DEPTH (ft)	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev. First Encounter	Groundwater Elev. Upon Completion	Groundwater Elev. After 168 Hrs.
7" asphalt on 9.5" concrete pavement.	0			665.04	663.12	637.4	648.1	665.9
Stiff, damp, dark gray, CLAY w/ trace sil.	0-13							
Hard, damp, gray, CLAY LOAM TILL. (continued)	13-24							
Medium, very damp, gray, SILTY CLAY.	24-27							
Medium, damp, gray, SANDY LOAM CLAY LOAM TILL.	27-30							
Very stiff, damp, gray, LOAM TILL.	30-35							
Hard, damp, gray, CLAY LOAM TILL.	35-49							

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)

Illinois Department of Transportation
Division of Highways
District 7 - Moultrie

SOIL BORING LOG Page 2 of 2
Date 5/30/07

ROUTE FAP 770 (IL 128) DESCRIPTION Moultrie/Shellby Co Line, Brush Creek LOGGED BY E. Sandoshofer
SECTION (116BR)B-1 & (116BR)BR LOCATION NW 1/4, SEC. 30, TWP. 4 N. R. 16 E. 3 PM

COUNTY Moultrie DRILLING METHOD Hollow stem auger & soil spoon HAMMER TYPE Auto 140#

STRUCT. NO. 070-0018
Station 843+77.4
BORING NO. 2
Station 844+25
Offset 9.00ft LI
Ground Surface Elev. 673.38 ft

SOIL DESCRIPTION	DEPTH (ft)	U	M	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev. First Encounter	Groundwater Elev. Upon Completion	Groundwater Elev. After 168 Hrs.
Medium, damp, gray, CLAY LOAM TILL. (continued)	49-50.75							
Very dense, moist, gray, SANDSTONE. (continued)	50.75-52							
Medium, very damp, gray, SANDY LOAM TILL.	52-55							
Medium, damp, gray, SANDY LOAM.	55-62							
Hard, damp, gray, CLAY LOAM TILL.	62-63.88							

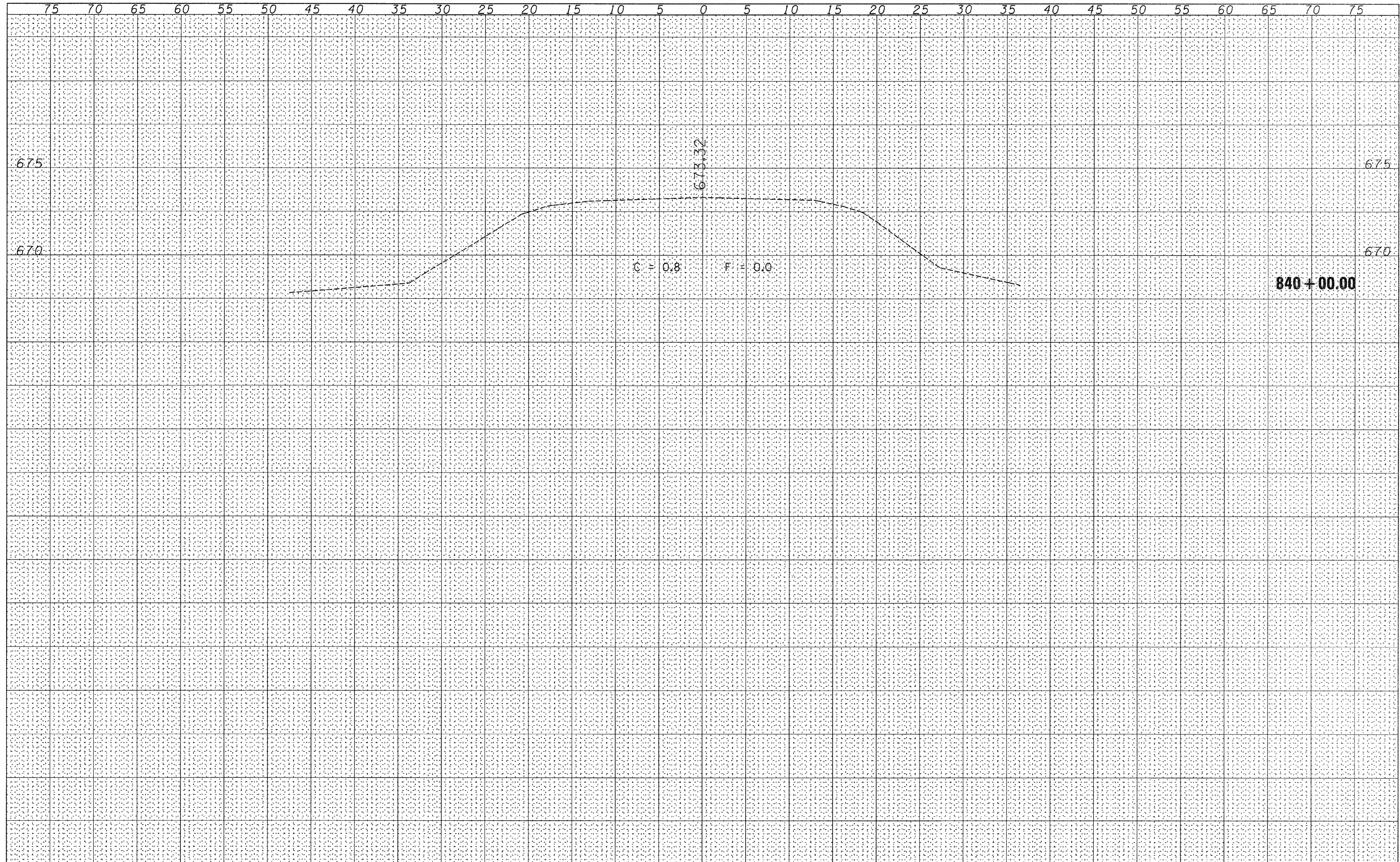
Benchmark: Local Station 844+00
centerline = 673.46' elevation.
Provided by Program Development.

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)

BORING LOGS
F.A.P. RTE. 770 -
SEC. (116BR)B-1 & (116BR)BR
MOULTRIE COUNTY
STATION 843+77.40
STRUCTURE NO. 070-2019

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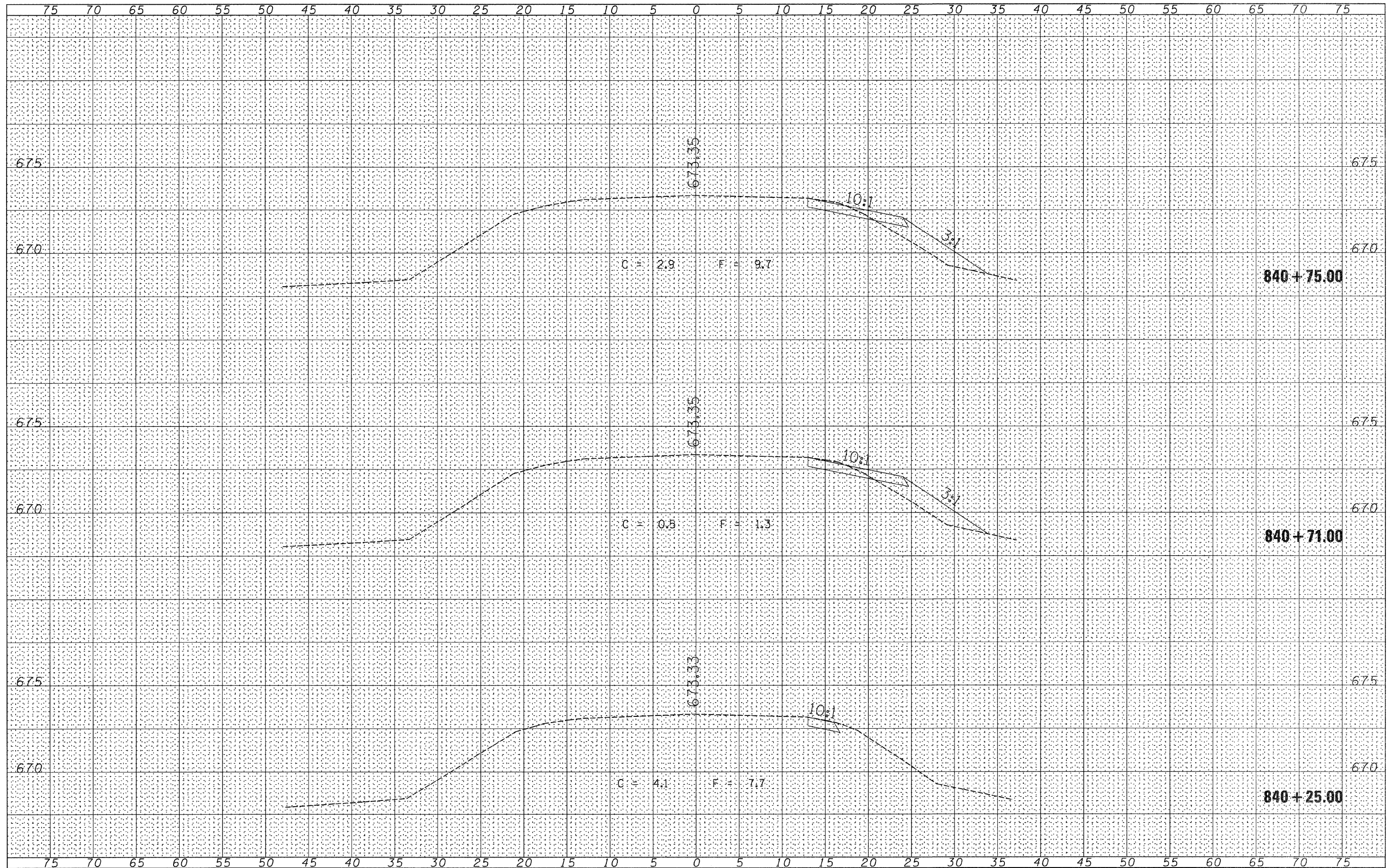
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		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

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#FILEL#		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	770	(116B1)B-1,(116B1)BR	MOULTRIE	46	35
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		DATE -	REVISED -										

840+75.00

840+71.00

840+25.00

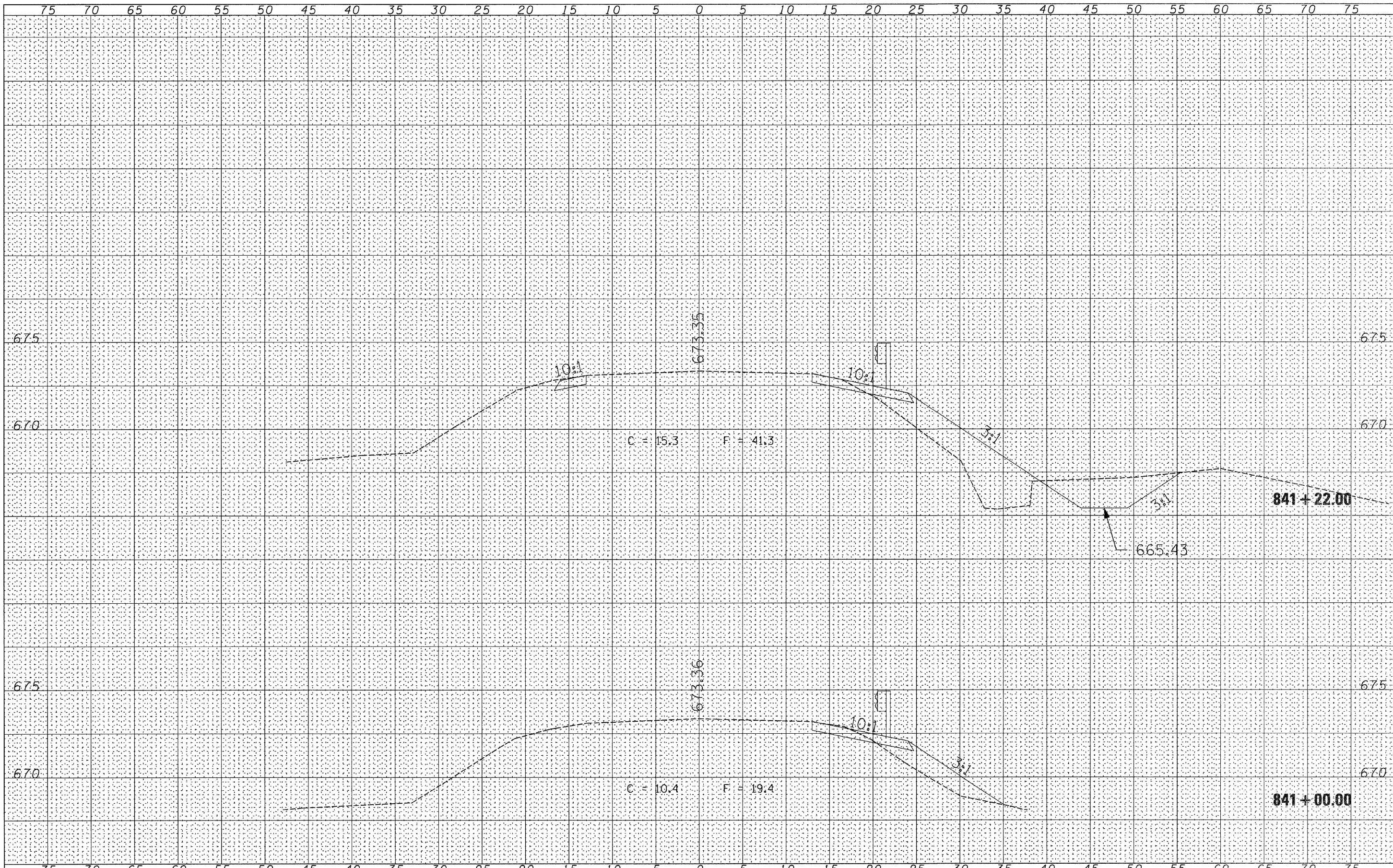
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS-SECTIONS

F.A.P. RTE. 770
SECTION (116B1)B-1,(116B1)BR
COUNTY MOULTRIE
TOTAL SHEETS 46
SHEET NO. 35
CONTRACT NO. 74183
ILLINOIS FED. AID PROJECT

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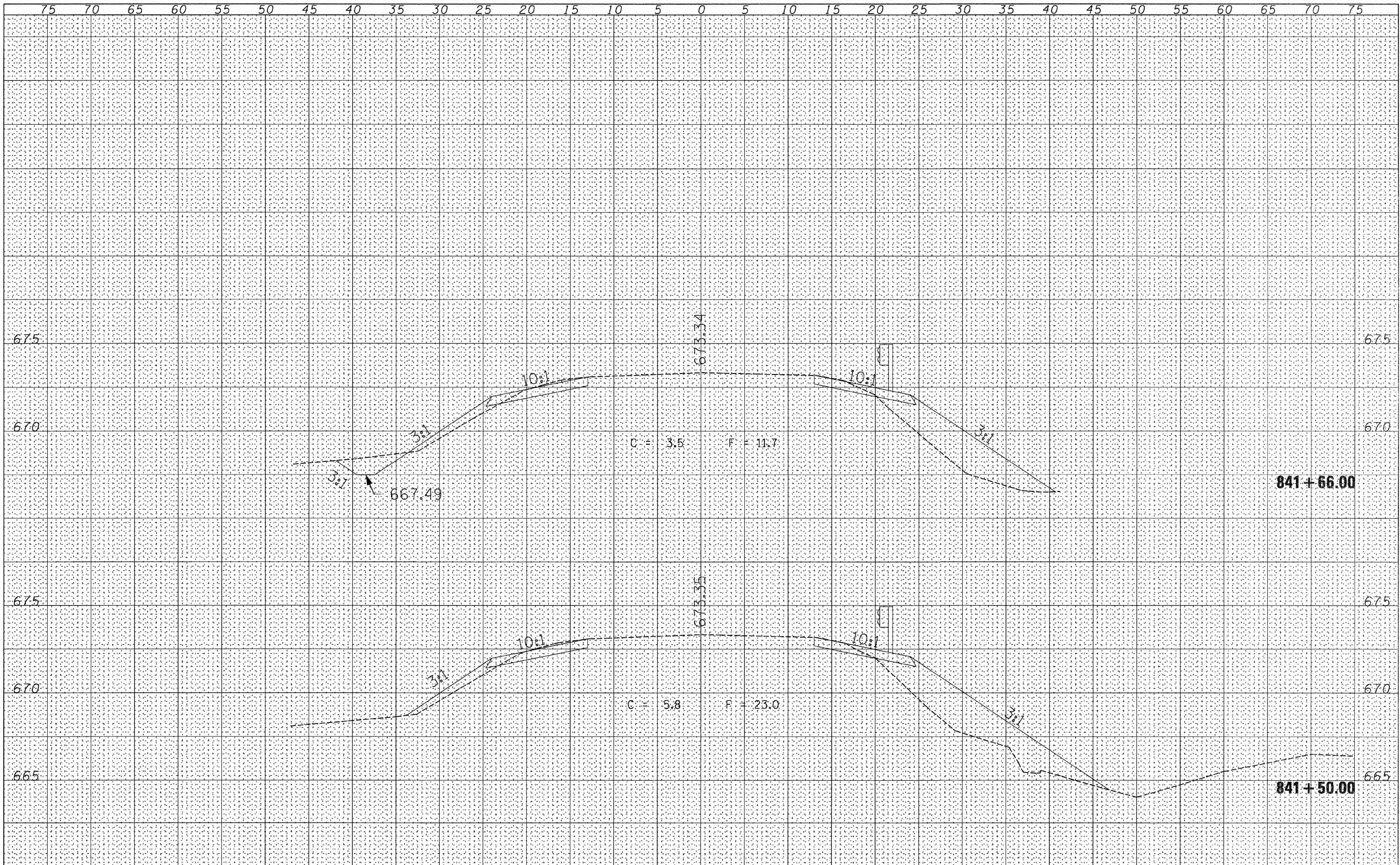
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PLOT DATE = #DATE#		DATE -	REVISED -									

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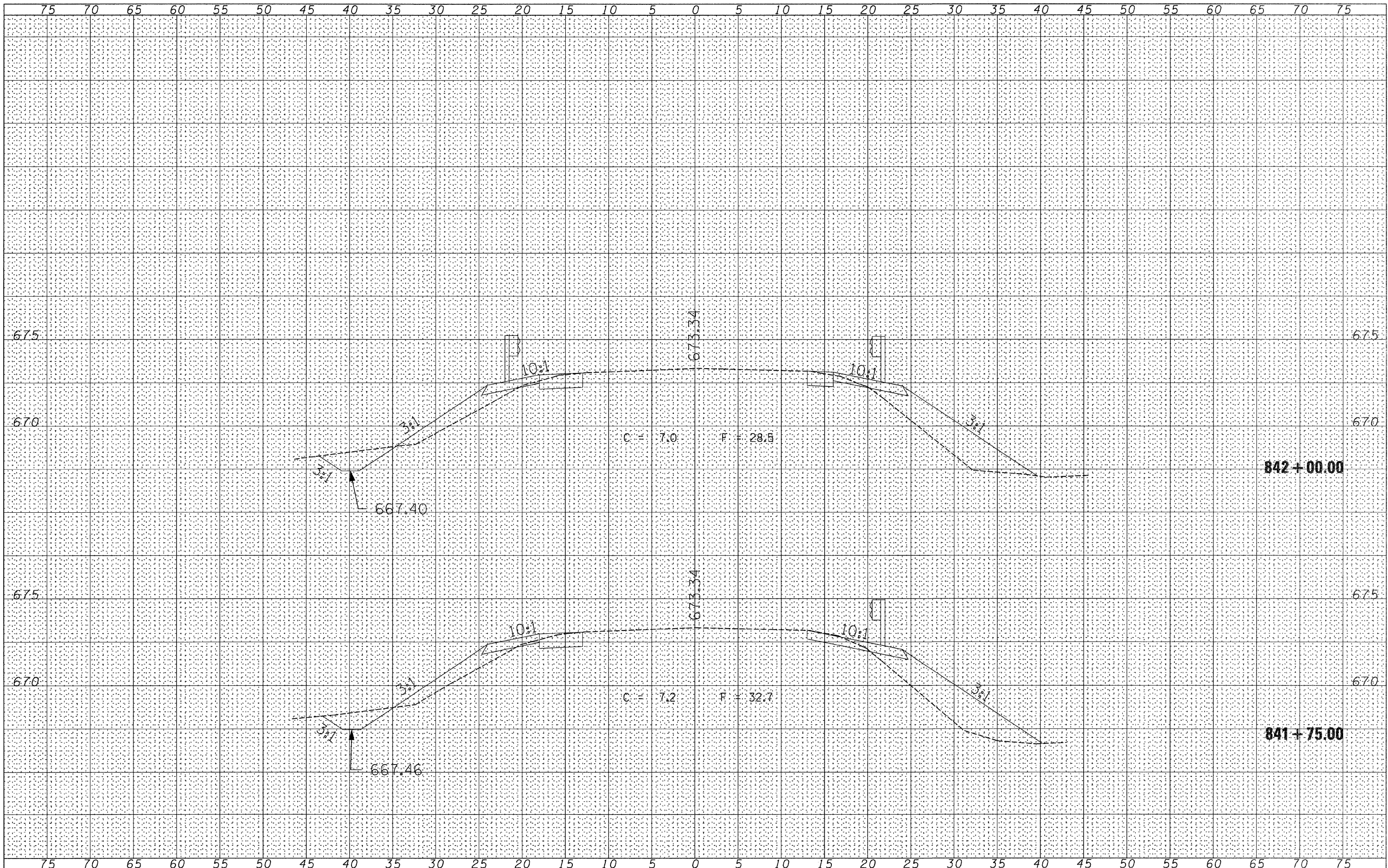
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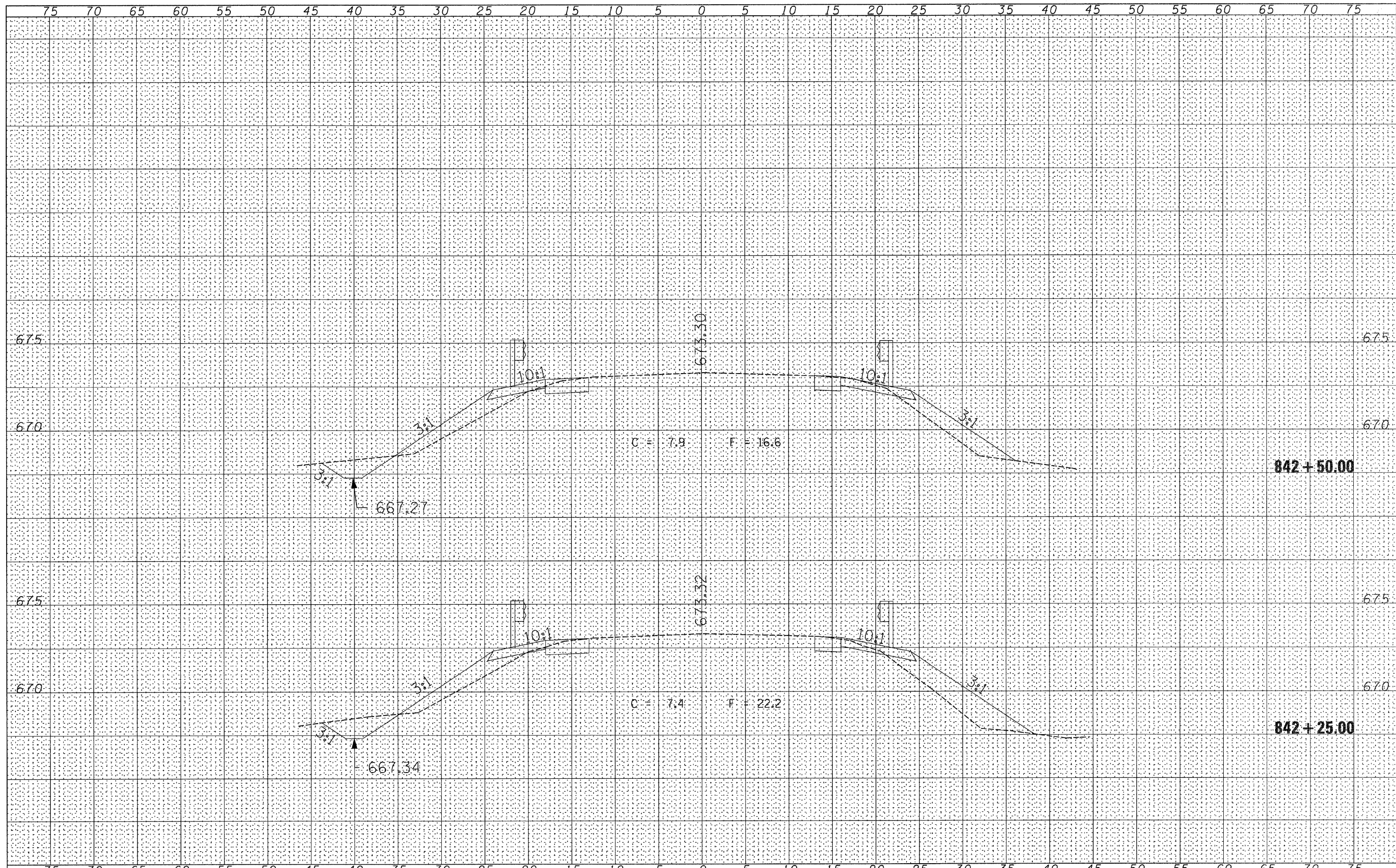
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PLOT DATE = *DATE*		DATE -	REVISED -									

FINAL SURVEY	DATE
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ORIGINAL SURVEY	DATE
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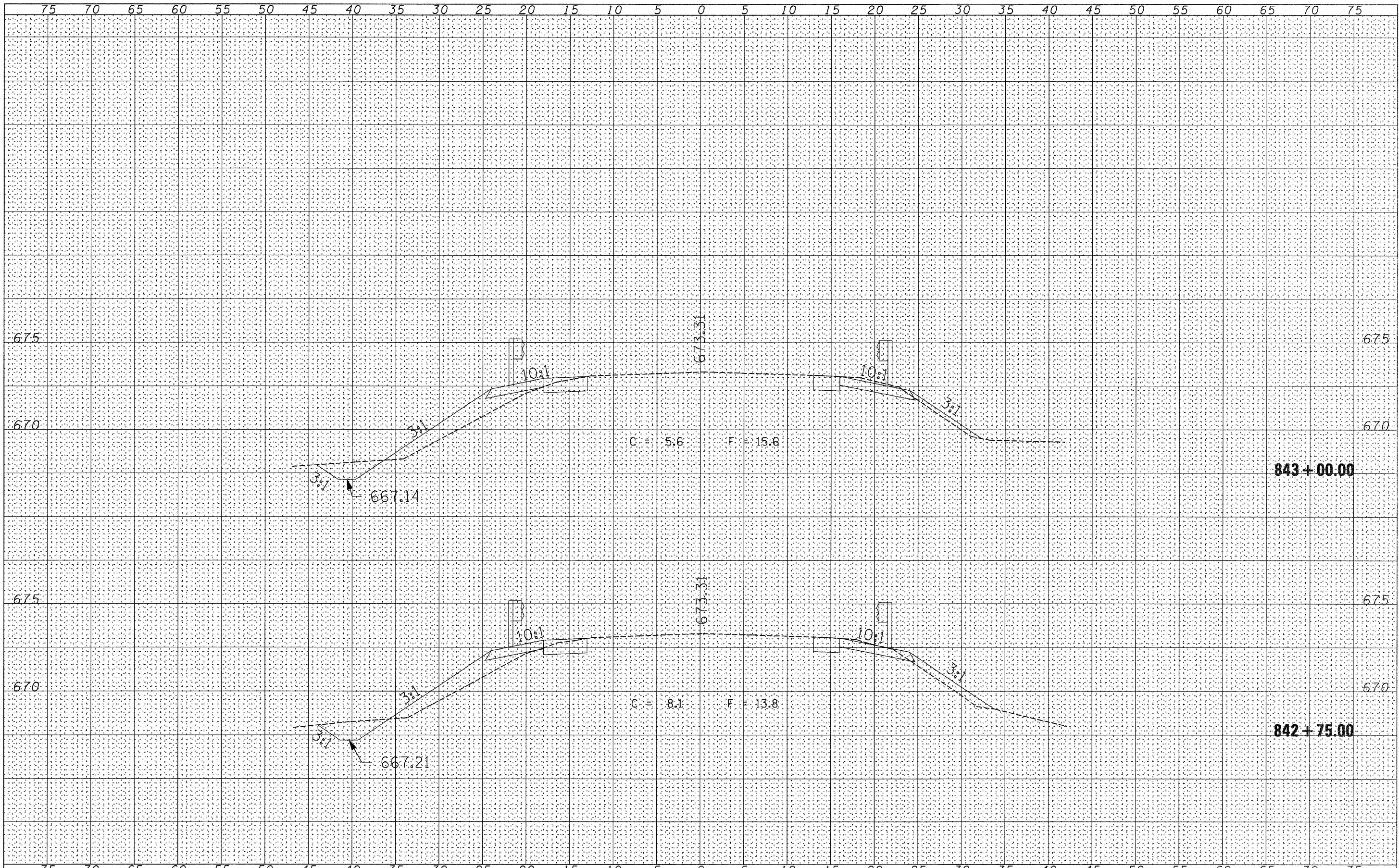
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS-SECTIONS			
SCALE:	SHEET NO.	OF SHEETS	STA. 842+25.00 TO STA. 842+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
770	(116B1)B-1,(116BR1)BR	MOULTRIE	46	39
CONTRACT NO. 74183				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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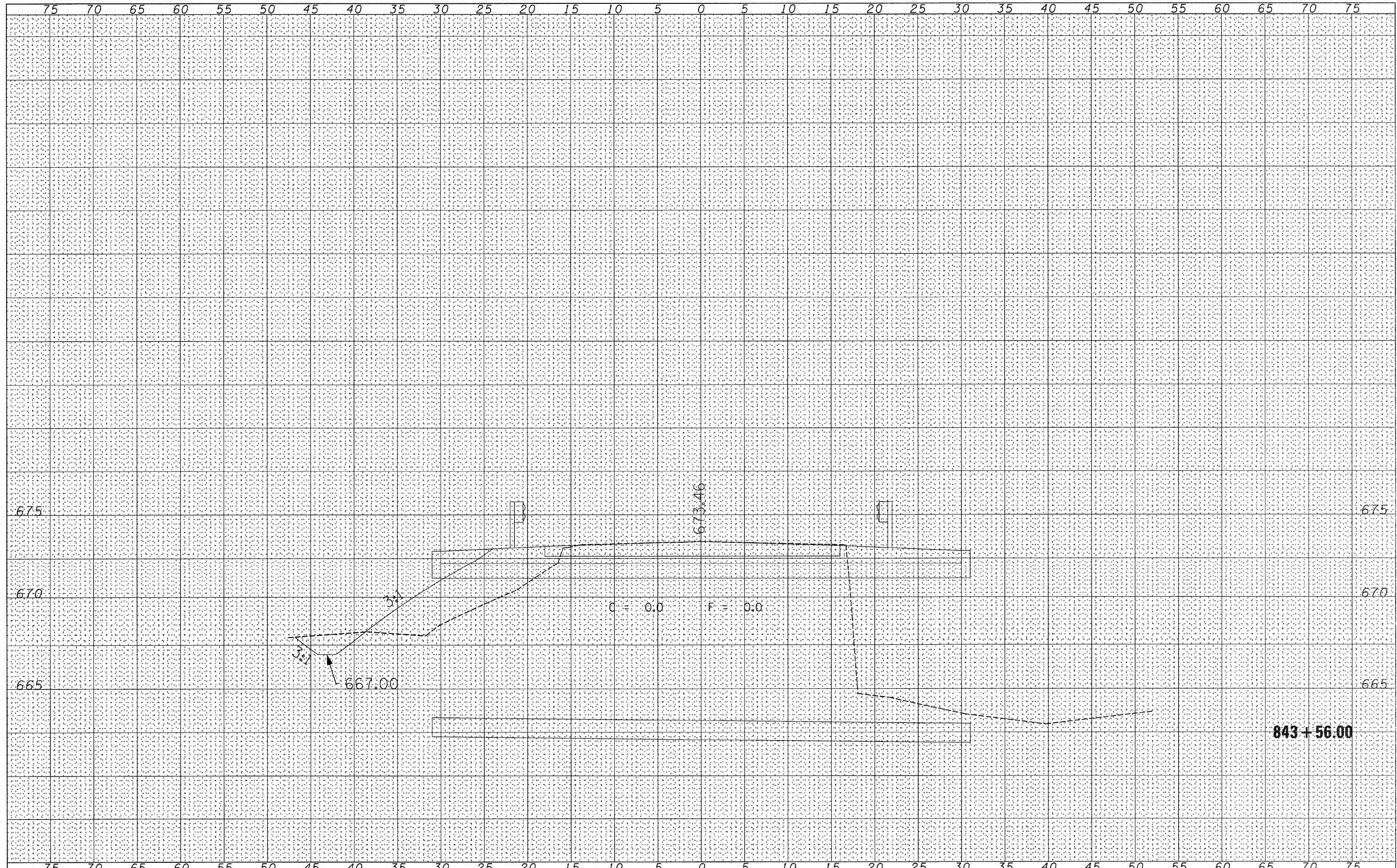
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PLOT DATE = #DATE#		DATE -	REVISED -		CONTRACT NO. 74183							

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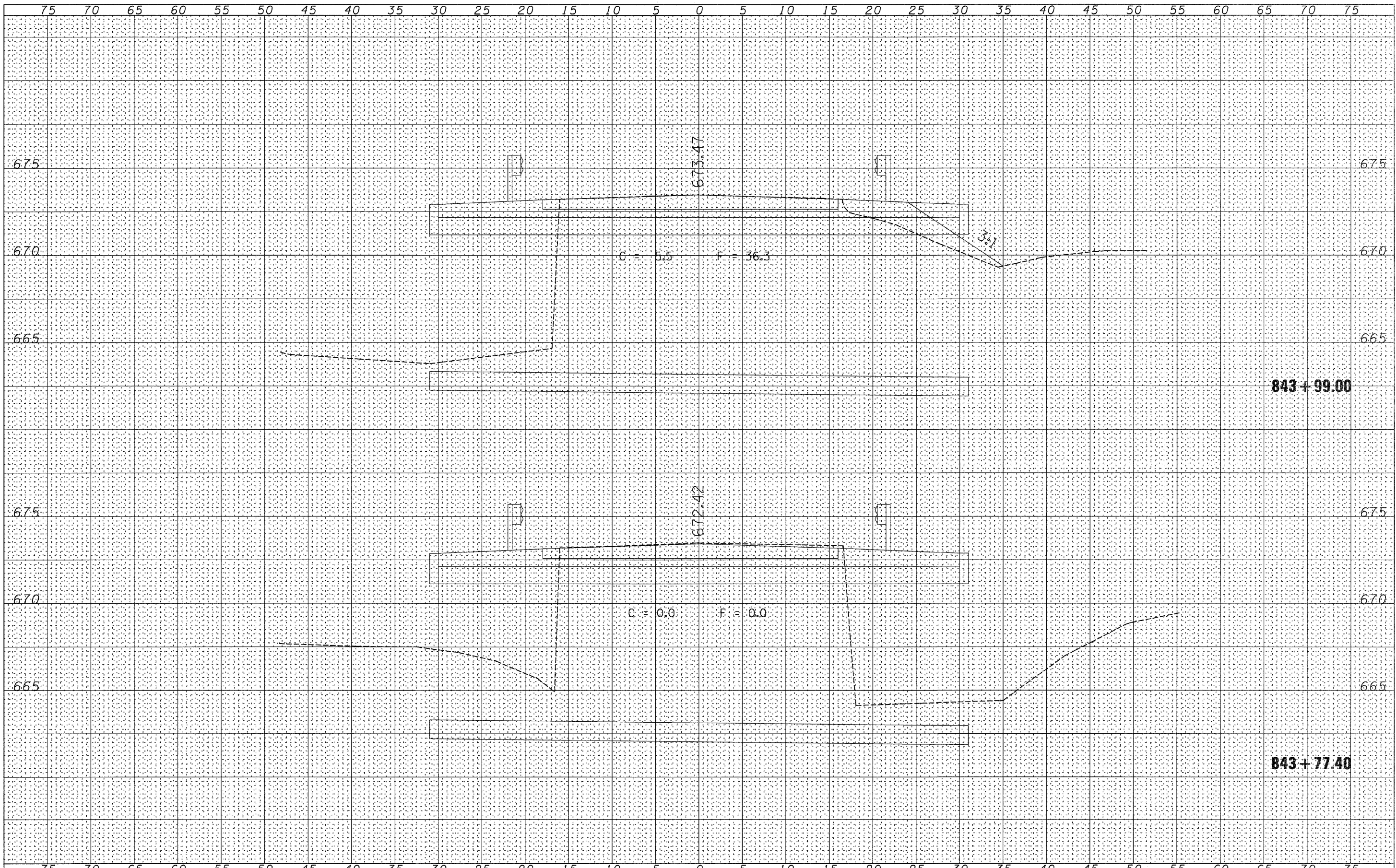
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NOTE BOOK	BY
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		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

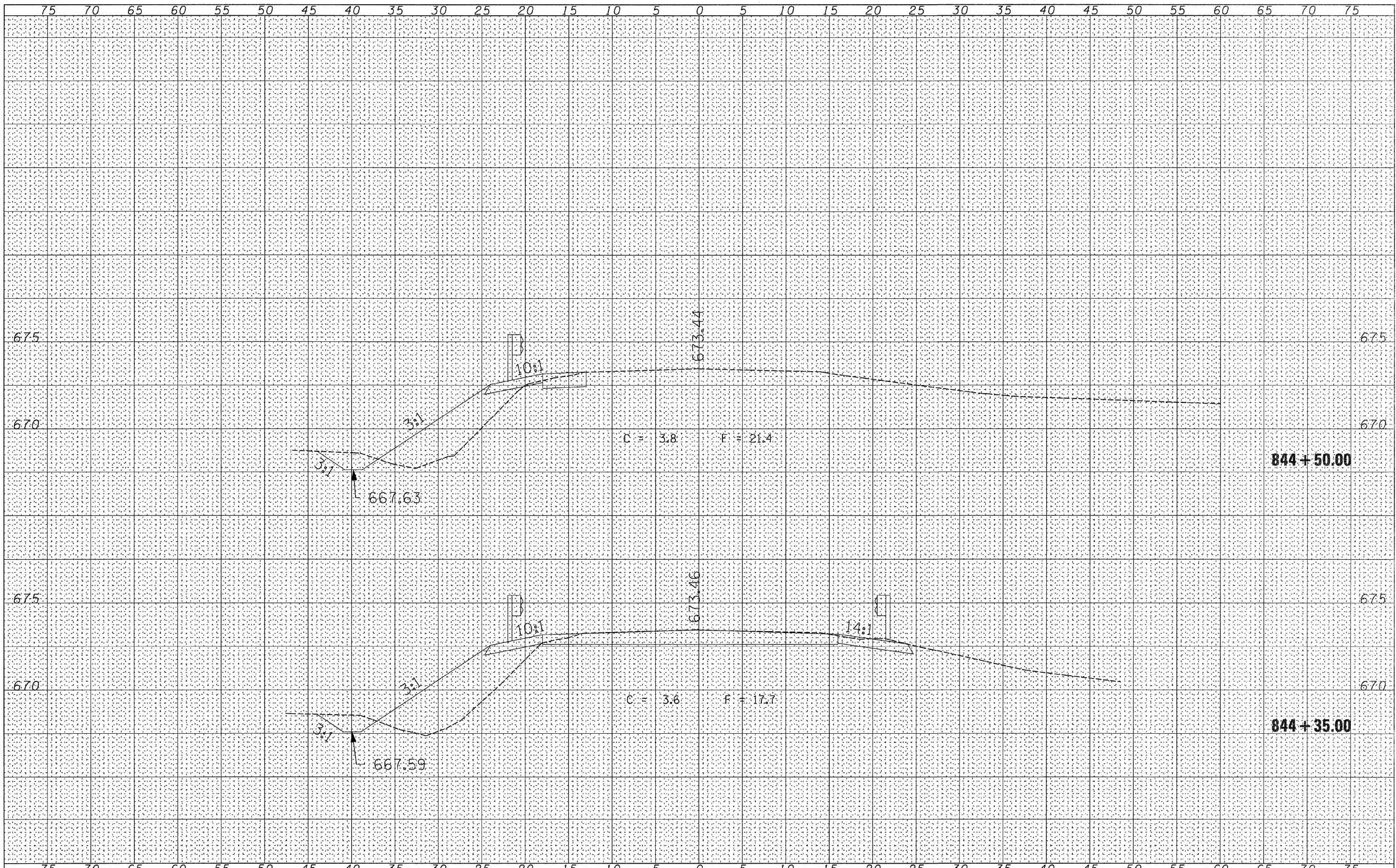
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FINAL SURVEY	DATE
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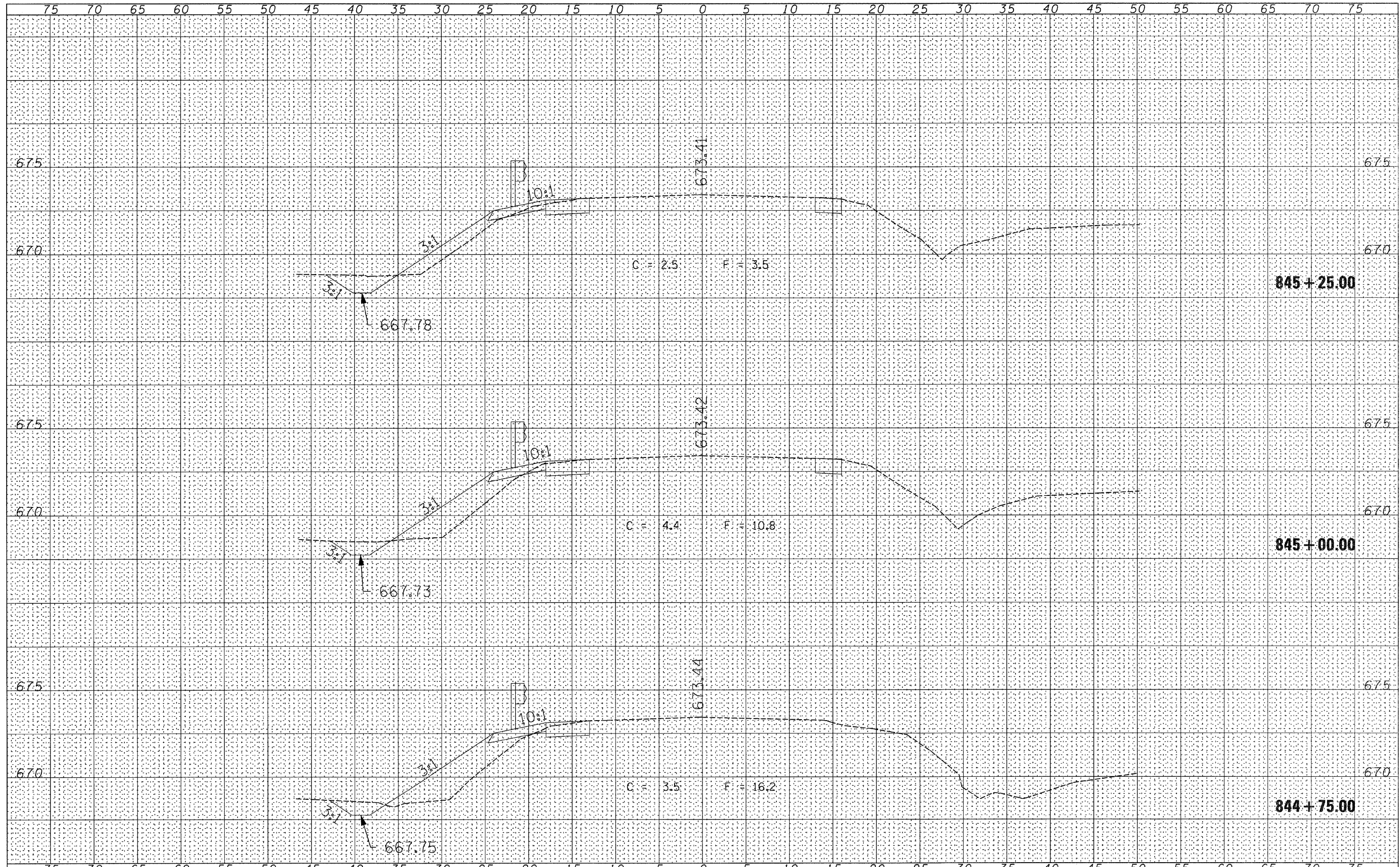
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PLOT DATE = #DATE#		DATE -	REVISED -					ILLINOIS FED. AID PROJECT							

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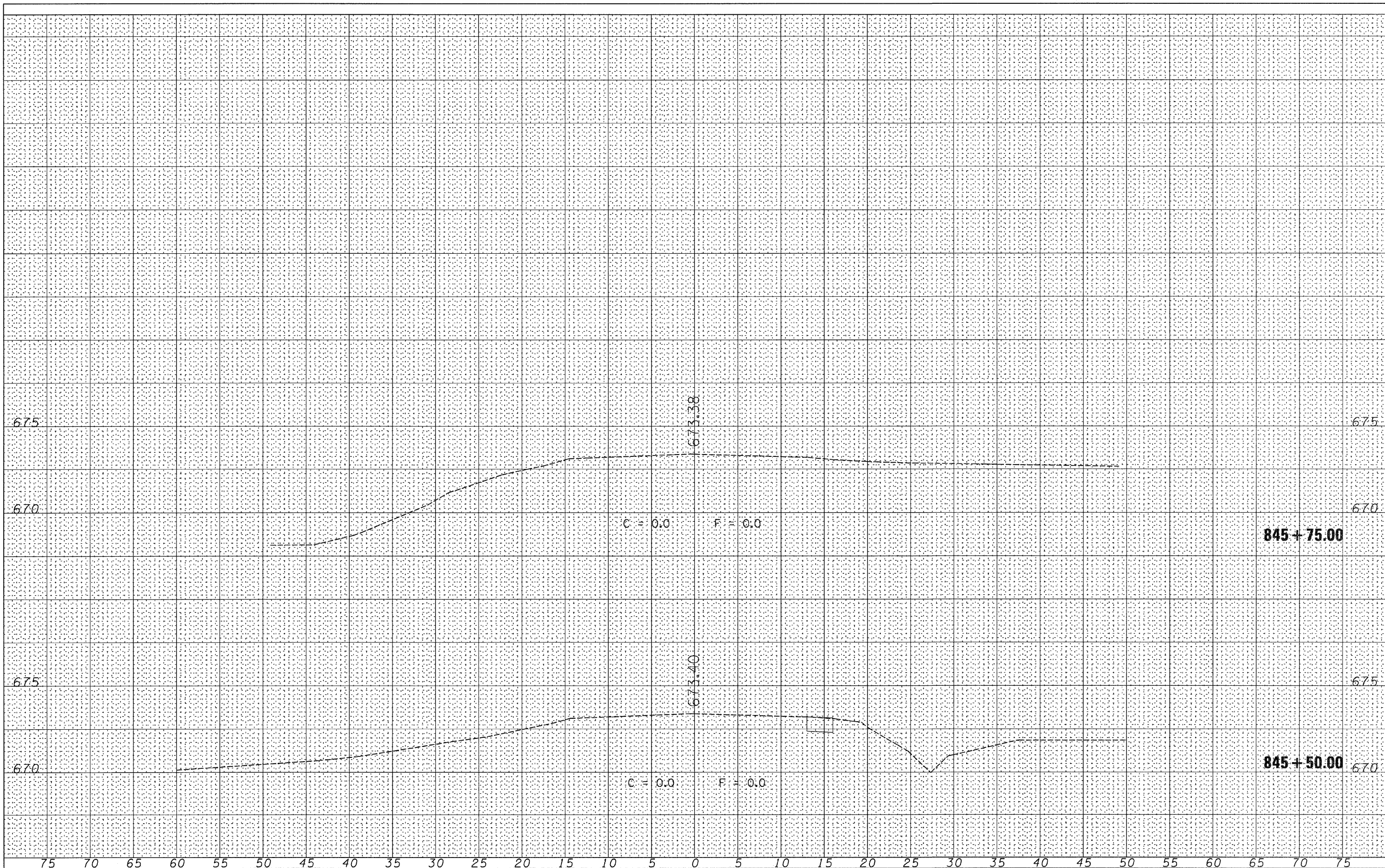
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FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS-SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = #DATE#		DATE -	REVISIONS -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

FINAL	SURVEY	DATE
SURVEY	BOOK	BY
NOTE	BOOK	NO.
PLotted	AREAS	CHECKED
TEMPLATE	AREAS	CHECKED

ORIGINAL	SURVEY	DATE
SURVEY	BOOK	BY
NOTE	BOOK	NO.
PLotted	AREAS	CHECKED
TEMPLATE	AREAS	CHECKED



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PLOT DATE = #DATE#		DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				