

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

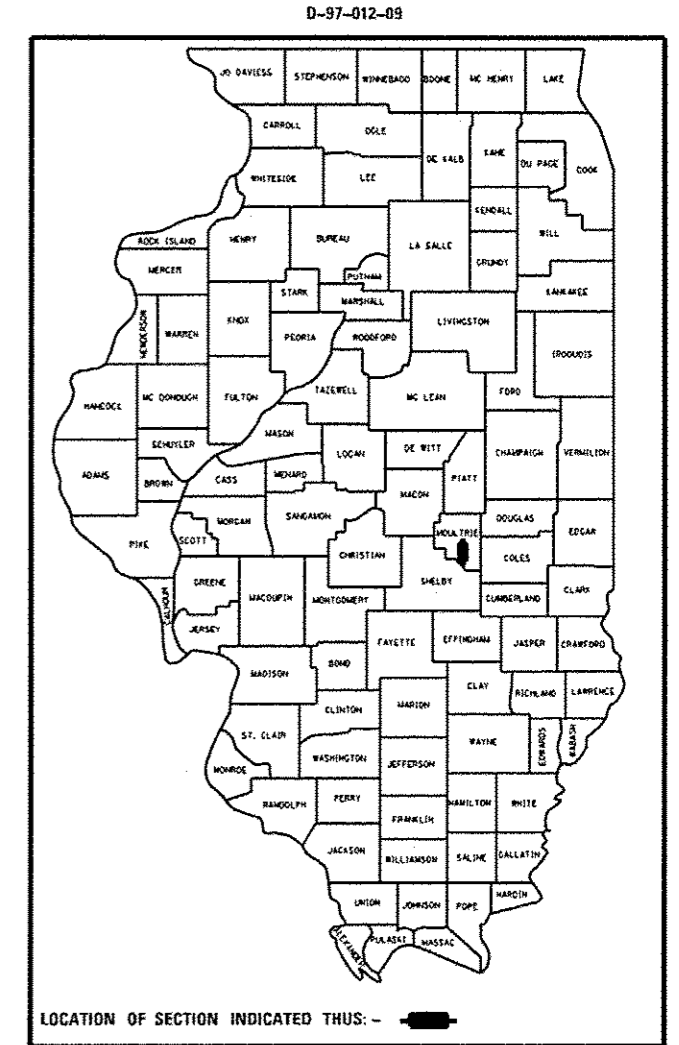
**PROPOSED
HIGHWAY PLANS**

F.A.P. ROUTE 762 (IL. RTE. 32)
SECTION (2BR)BR-1
PROJECT ACF - 0762 (008)
BRIDGE DECK
MOULTRIE COUNTY

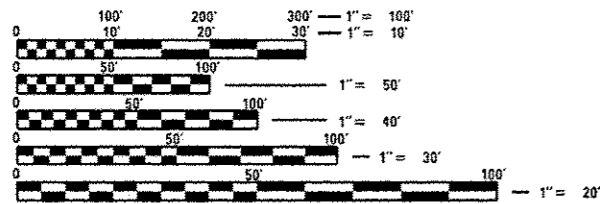
C-97-035-09

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	1
ILLINOIS			CONTRACT NO. 74357	

FOR INDEX OF SHEETS, SEE SHEET NO. 2



MINOR ARTERIAL (NON-URBAN)
ADT = 4200 (2013)

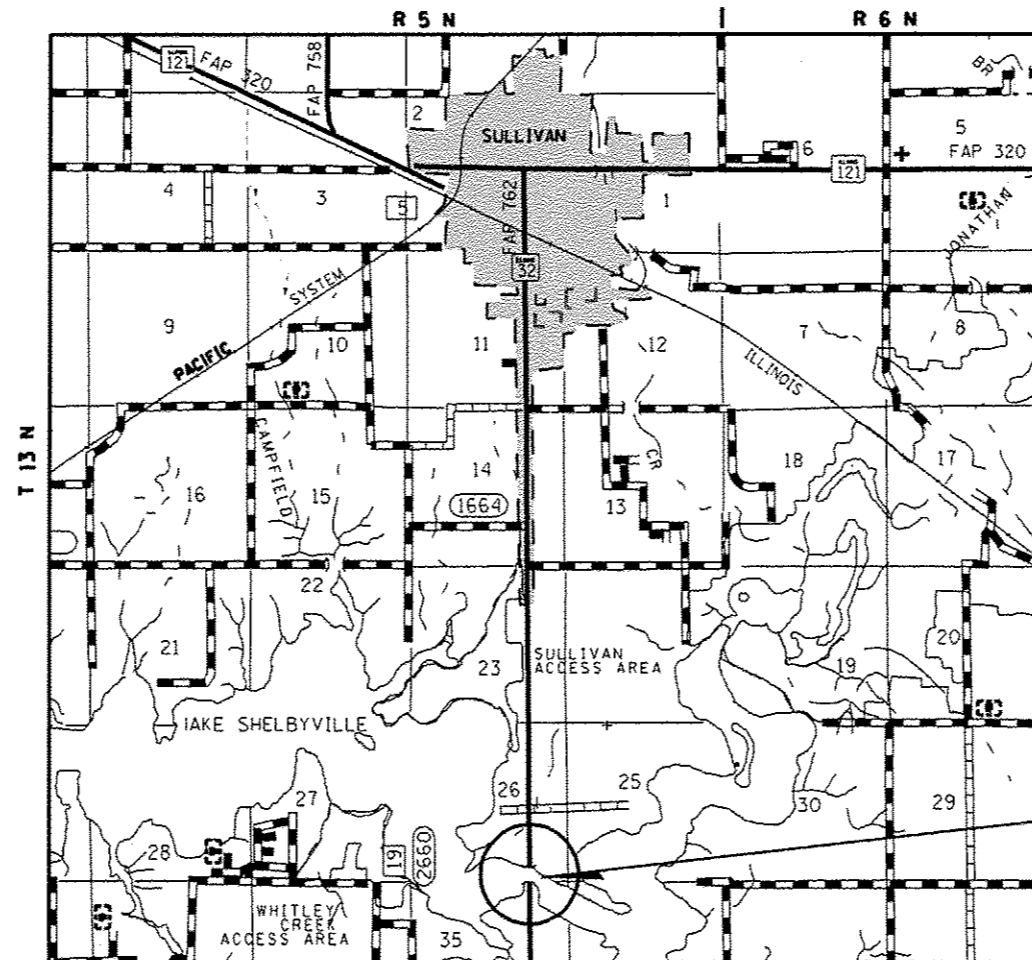


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: ROB MACKLIN
PROJECT MANAGER: LYNN McCLELLAN/
NEIL SANDSCHAFER

PHONE: (217)-342-8245
CONTRACT NO. 74357



PROPOSED SN 070-0015
@ STA. 235+82.75
648'-6" BK-BK ABUTMENTS
SKEW = 0°
DECK ROADWAY WIDTH = 36'-0"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 15, 2014
Roger L. Oriskany
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Oct 17, 2014
John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Oct 17, 2014
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

GROSS LENGTH = 1325.0 FT. = 0.25 MILE
NET LENGTH = 1325.0 FT. = 0.25 MILE

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" INDICATED ON THE CHECK SHEET, AND "THE SPECIAL PROVISIONS" INCLUDED IN THE PROPOSAL.

THE WORK INCLUDED IN THIS SECTION CONSISTS OF A COMPLETE DECK REPLACEMENT OF EXISTING STRUCTURE 070-0015, APPROACH PAVEMENTS AND PAVEMENT CONNECTORS, GUARDRAIL AND OTHER WORK NECESSARY TO COMPLETE THE PROJECT.

FIELD MARKINGS OF UNDERGROUND UTILITIES 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.

THE TOTAL QUANTITY OF PAINT PAVEMENT MARKING - LINE 4" CONSISTS OF 385 FEET OF YELLOW AND 2650 FEET OF WHITE.

TEMPORARY PORTABLE TRAFFIC SIGNALS WILL ONLY BE ALLOWED FROM MARCH 1 TO NOVEMBER 1, UNLESS APPROVED BY THE ENGINEER.

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 WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICES FOR OTHER ITEMS IN THE CONTRACT.

IT WILL BE THE RESPONSIBILITY OF FRONTIER COMMUNICATIONS TO PROVIDE SUPPORT AND PROTECTION OF ITS FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY FRONTIER COMMUNICATIONS AT LEAST TWO WEEKS PRIOR TO BEGINNING WORK.

FRONTIER COMMUNICATIONS
112 S. MAIN ST.
SULLIVAN, IL 61591
PH: 217-821-6725
EMAIL: dave.love@ftr.com

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

SURFACE COURSE
APPLICATION: HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70
PG GRADE: PG 64-22
DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
MIXTURE COMPOSITION: IL-9.5
FRICTION AGGREGATE: MIXTURE C

BINDER COURSE (4 1/2")
APPLICATION: HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
PG GRADE: PG 64-22
DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
MIXTURE COMPOSITION: IL-19.0
FRICTION AGGREGATE: N/A

BASE COURSE WIDENING
APPLICATION: HOT-MIX ASPHALT BASE COURSE WIDENING
PG GRADE: PG 64-22
DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
MIXTURE COMPOSITION: IL-19.0
FRICTION AGGREGATE: N/A

HMA SHOULDERS (BOTTOM LEFT)
APPLICATION: HOT-MIX ASPHALT SHOULDERS
PG GRADE: PG 64-22
DESIGN AIR VOIDS: 4.0% @ NDESIGN = 30
MIXTURE COMPOSITION: IL-19.0L
FRICTION AGGREGATE: N/A

HMA SHOULDERS (TOP LEFT)
APPLICATION: HOT-MIX ASPHALT SHOULDERS
PG GRADE: PG 64-22
DESIGN AIR VOIDS: 4.0% @ NDESIGN = 30
MIXTURE COMPOSITION: IL-9.5L
FRICTION AGGREGATE: N/A

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS & GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6-8	TYPICALS
9-10	SCHEDULES
11-13	PLAN & PROFILE
14-15	STAGE CONSTRUCTION
16-20	PAVING TRANSITION DETAILS & PAVEMENT MARKING DETAILS
21-48	STRUCTURE PLAN SHEETS

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 48 :

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND A FOOT
420401-10	BRIDGE APPROACH PAVEMENT CONNECTOR
428001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATES
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE1 (SPECIAL) GUARDRAIL TERMINALS
631032-08	TRAFFIC BARRIER TERMINAL, TYPE 6A
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
643001-02	SAND MODULE IMPACT ATTENUATORS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS, DAY ONLY FOR SPEEDS >= 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS, DAY ONLY
701321-13	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH
701901-03	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIERS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		INDEX OF SHEETS AND GENERAL NOTES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
o:\pwork\pvidot\steffen\234885\0	74357-ahc-index.dgn	DRAWN	REVISED			SCALE: N/A SHEET 1 OF SHEETS STA. TO STA.		762	(28)BR-1	MOULTRIE	48	2
Default	PLOT SCALE = 1/8" = 1' @ 1/8"	CHECKED	REVISED					CONTRACT NO. 74357				
	PLOT DATE = 0/15/2014	DATE	REVISED					ILLINOIS FED. AID PROJECT				

80/20 FED/STATE

80/20 FED/STATE

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0014		
20200500	EARTH EXCAVATION (WIDENING)	CU YD	131	131		
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	7	7		
31102100	SUBBASE GRANULAR MATERIAL, TYPE C 4"	SQ YD	362	362		
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	474	474		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1022	1022		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	429	429		
40600990	TEMPORARY RAMP	SQ YD	54	54		
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	127	127		
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	160	160		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	48	48		
44000100	PAVEMENT REMOVAL	SQ YD	86	86		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	129	129		
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	280	280		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	89	89		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0014		
50102400	CONCRETE REMOVAL	CU YD	23.8	23.8		
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1	1		
50157300	PROTECTIVE SHIELD	SQ YD	2576	2576		
50200100	STRUCTURE EXCAVATION	CU YD	54	54		
50300225	CONCRETE STRUCTURES	CU YD	33.7	33.7		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	757.8	757.8		
50300260	BRIDGE DECK GROOVING	SQ YD	2664	2664		
50300300	PROTECTIVE COAT	SQ YD	3044	3044		
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	9930	9930		
50500505	STUD SHEAR CONNECTORS	EACH	864	864		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	183530	183530		
50800515	BAR SPLICERS	EACH	2076	2076		
50901050	STEEL RAILING, TYPE SM	FOOT	1364	1364		
51500100	NAME PLATES	EACH	1	1		

80/20 FED/STATE

80/20 FED/STATE

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0014		
52000110	PREFORMED JOINT STRIP SEAL	FOOT	72	72		
52000212	FINGER PLATE EXPANSION JOINT, 4"	FOOT	36	36		
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	40	40		
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	24	24		
52100505	ANCHOR BOLTS, 5/8"	EACH	48	48		
58700300	CONCRETE SEALER	50 FT	368	368		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1225	1225		
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
63200310	GUARDRAIL REMOVAL	FOOT	1507	1507		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9		
67100100	MOBILIZATION	L SUM	1	1		
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1		
12						

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0014		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	6	6		
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	260	260		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	50 FT	1543	1543		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	938	938		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	938	938		
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
70600350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
11						

* SPECIALTY ITEM

80/20 FED/STATE

80/20 FED/STATE

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0014		
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	3035	3035		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8		
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	8	8		
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	22	22		
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
78300100	PAVEMENT MARKING REMOVAL	SO FT	436	436		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8	8		
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	53	53		
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	28	28		
X7810400	TEMPORARY RAISED PAVEMENT MARKER	EACH	14	14		
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	24	24		
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	6260	6260		
Z0004552	APPROACH SLAB REMOVAL	SO YD	107	107		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0014		
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	112	112		
Z0026407	TEMPORARY SHEET PILING	SO FT	373	373		

* SPECIALTY ITEM

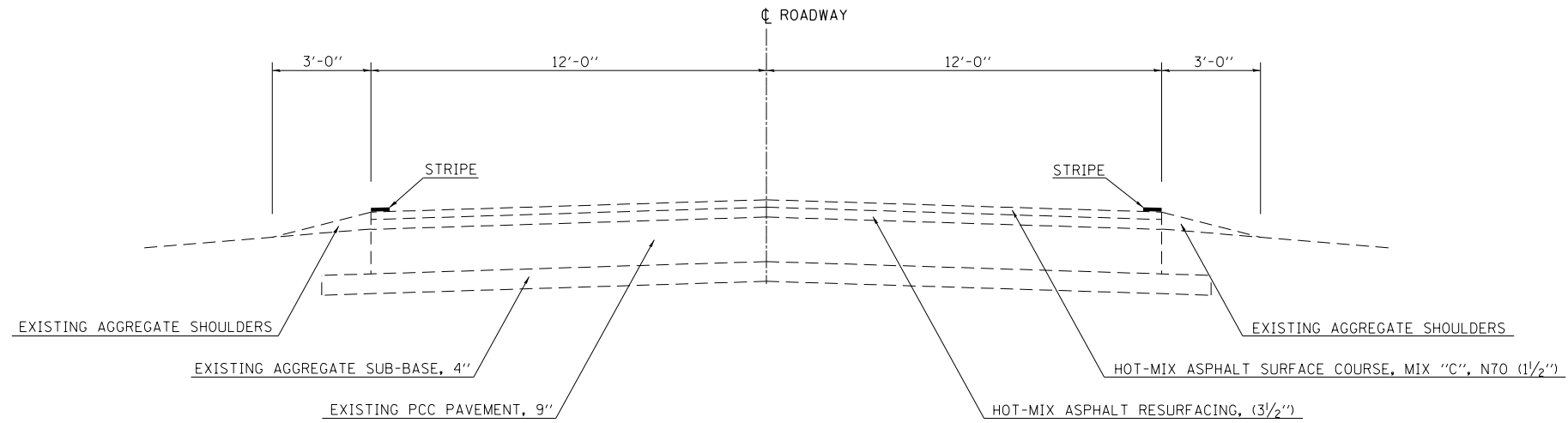
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

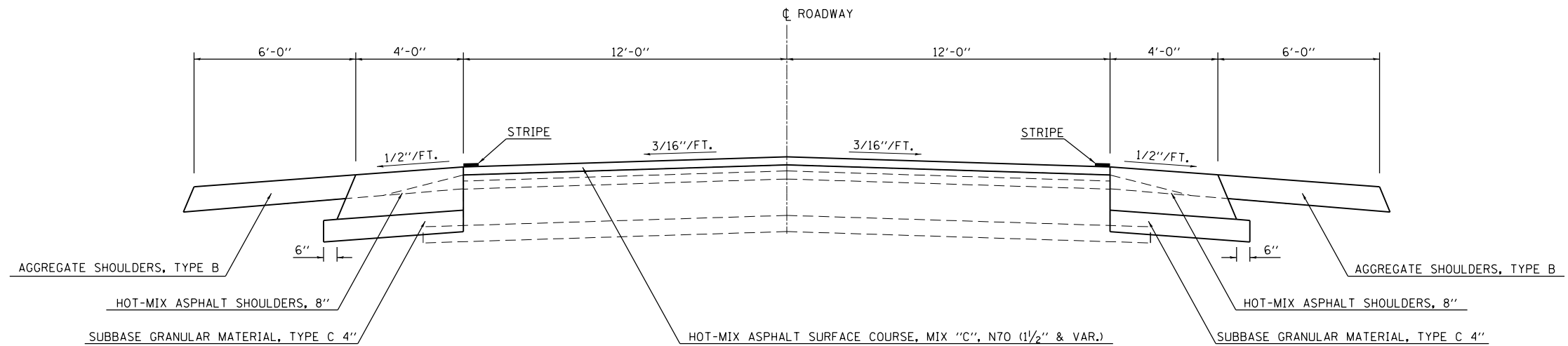
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	I28R18R-1	MOULTRIE	48	5
CONTRACT NO. 74357				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL CROSS SECTION

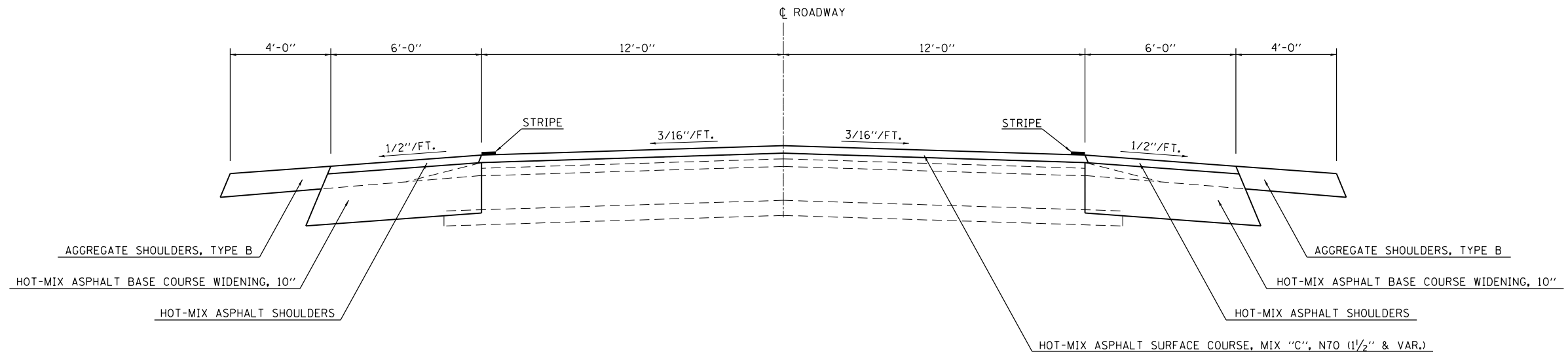
STATION 230+00 TO STATION 232+23
STATION 239+42.5 TO STATION 243+25



PROPOSED TYPICAL CROSS SECTION

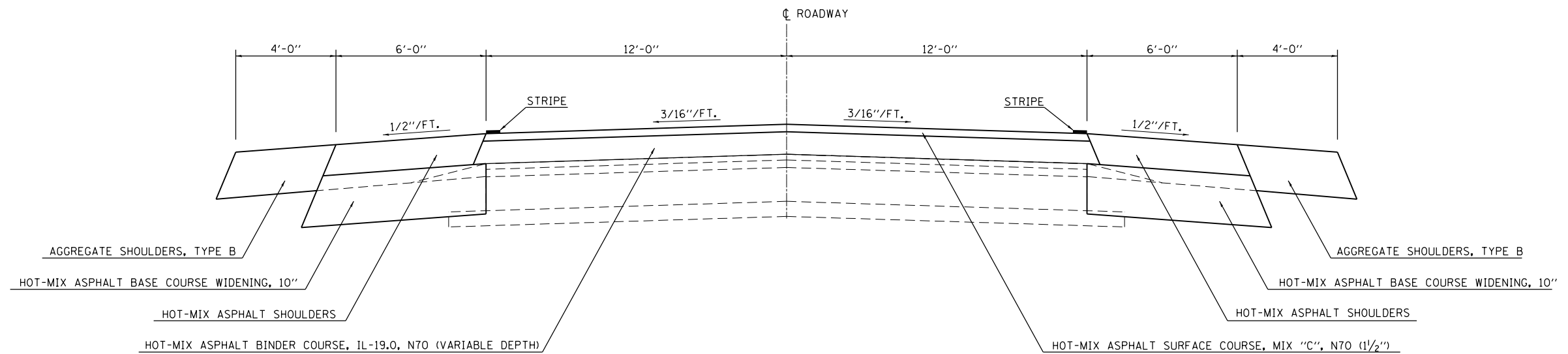
STATION 230+00 TO STATION 230+80
STATION 242+02 TO STATION 243+25

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\dot\steffenmk\d0234885\07	74357-sht-typicals.dgn	DRAWN -	REVISED -		762	(2BR)BR-1	Moultrie	48	6			
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.			CONTRACT NO. 74357				
	PLOT DATE = 8/15/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



PROPOSED TYPICAL CROSS SECTION

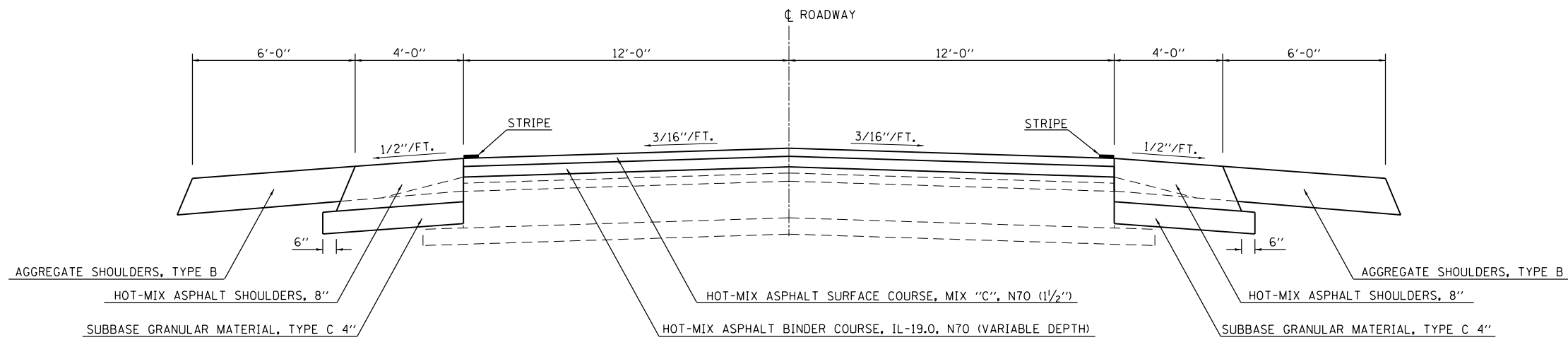
STATION 230+80 TO STATION 232+23



PROPOSED TYPICAL CROSS SECTION

STATION 239+42.5 TO STATION 240+90

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -									CONTRACT NO. 74357	
	PLOT DATE = 8/15/2014	DATE -	REVISED -									ILLINOIS FED. AID PROJECT	



PROPOSED TYPICAL CROSS SECTION

STATION 240+90 TO STATION 242+02

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -					CONTRACT NO. 74357					
	PLOT DATE = 8/15/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

BUTT JOINT SCHEDULE					
STATION TO STATION		LENGTH (FOOT)	WIDTH (FOOT)	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SQ YD)	TEMPORARY RAMP (SQ YD)
230+00.0	230+62.0	62	24	165	13.3
232+23.5	232+28.5	5	24	0	13.3
239+37.0	239+42.0	5	24	0	13.3
242+26.0	243+25.0	99	24	264	13.3
TOTALS				429	53.2

GUARDRAIL SCHEDULE								
	STATION TO STATION		(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(FOOT)
LT	230+07.0	232+58.5	150	1	1	4	1	251.5
RT	230+07.0	232+58.5	150	1	1	4	1	251.5
LT	239+07.0	243+34.0	462.5	1	1	7	1	427.0
RT	239+07.0	244+84.0	462.5	1	1	7	1	577.0
TOTALS			1225	4	4	22	4	1507.0

TEMPORARY TRAFFIC CONTROL						
	STATION TO STATION		(FOOT)	(FOOT)	(EACH)	(EACH)
STAGE 1	231+08.0	240+58.0	937.5	0	2	0
STAGE 2	231+08.0	240+58.0	0	937.5	0	2
TOTALS			937.5	937.5	2	2

SHOULDER SCHEDULE						
STATION TO STATION		LENGTH (FOOT)	HOT-MIX ASPHALT SHOULDERS, 6" (SQ YD)	HOT-MIX ASPHALT SHOULDERS (TON)	AGGREGATE SHOULDERS, TY B (TON)	EXCAVATING AND GRADING EXISTING SHOULDERS (UNIT)
230+00.0	230+80.0	80	71.2	0	10.6	1.6
230+80.0	232+29.0	149	0	28.8	22.8	0
239+37.0	240+90.0	153	0	59.8	44.8	0
240+90.0	243+25.0	235	208.8	0	50.4	4.7
TOTALS			280.0	88.6	128.6	6.3

WIDENING SCHEDULE						
	STATION TO STATION		LENGTH (FOOT)	WIDTH (FOOT)	EARTH EXCAVATION (WIDENING) (CU YD)	HOT-MIX ASPHALT BASE COURSE WIDENING, 10" (SQ YD)
LT	230+80.0	232+23.0	143	6.5	28.6	103.3
RT	230+80.0	232+60.0	180	6.5	36.0	130.0
RT	239+05.0	240+90.0	185	6.5	37.0	133.6
LT	239+43.0	240+90.0	147	6.5	29.5	106.5
TOTALS					131.1	473.4

PAVEMENT MARKING SCHEDULE					
STATION TO STATION			LENGTH (FOOT)	MODIFIED URETHANE PAVEMENT MARKING LINE 4" (FOOT)	SHORT TERM PAVEMENT MARKING (FOOT)
229+61.0	245+00.0	C. L.	1539	385	153.9
230+00.0	243+25.0	EDGE	1325	2650	106.0
TOTAL				3035	259.9

YELLOW
WHITE

RRPM SCHEDULE		RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	TEMPORARY RAISED PAVEMENT MARKER
STATION TO STATION	LENGTH (FOOT)	(EACH)	(EACH)	(EACH)	(EACH)
230+00.0	232+28.0	228	3	0	3
232+58.0	239+07.0	649	0	8	0
239+37.0	243+25.0	388	5	0	5
TOTALS			8	8	8

PAVEMENT MARKING REMOVAL				PAVEMENT MARKING REMOVAL
	STATION TO STATION		LENGTH (FOOT)	(SQ FT)
STAGE 1	229+28.0	231+25.0	C. L.	197
	240+00.0	242+37.0	C. L.	237
	231+25.0	240+40.0	EDGE	915
STAGE 2	230+87.0	232+23.0	EDGE	136
	239+36.0	240+82.0	EDGE	146
TOTAL				435.1

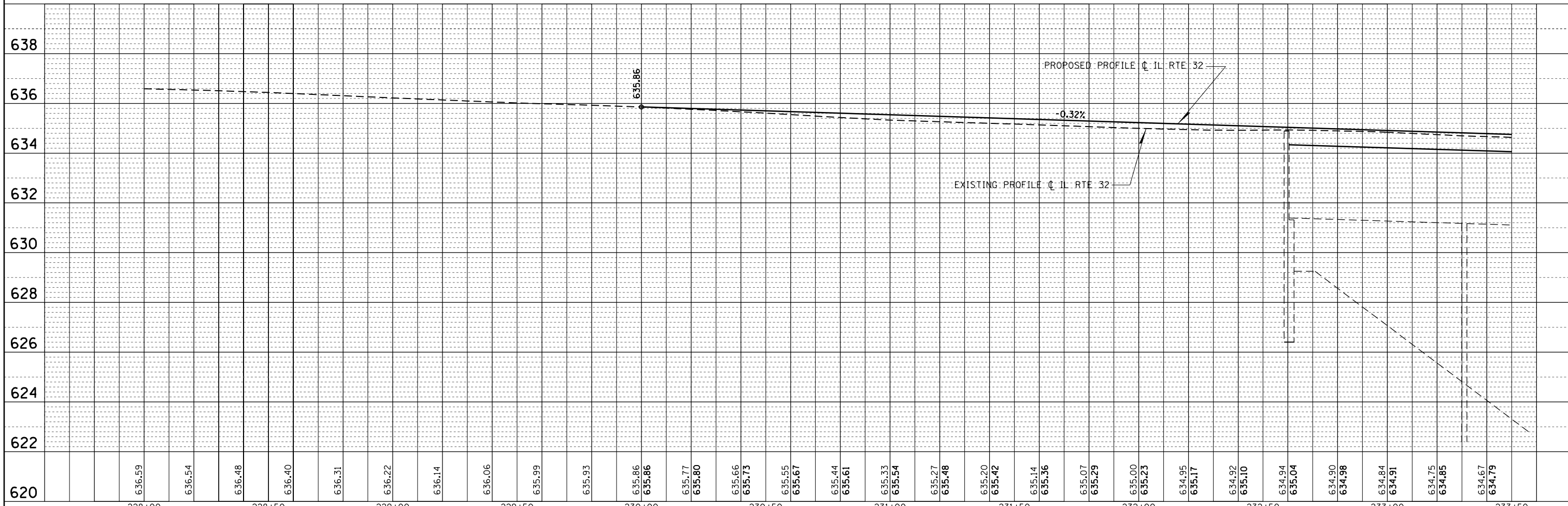
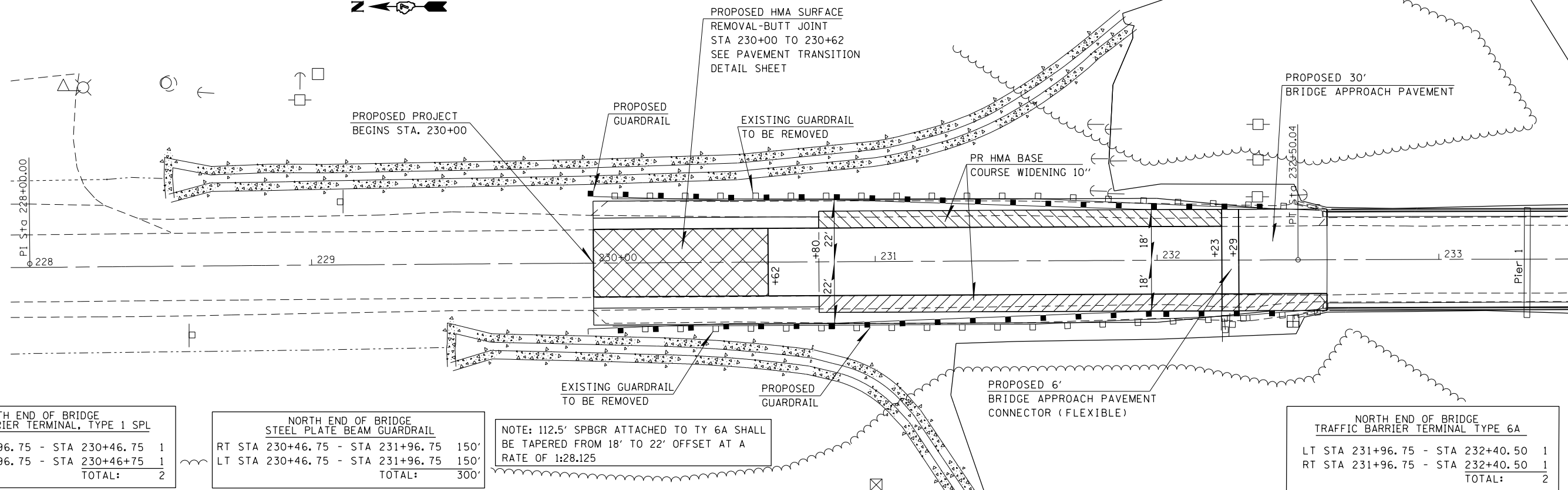
HMA PAVING SCHEDULE		HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
STATION TO STATION	LENGTH (FOOT)	(TON)	(TON)
230+00.0	232+23.0	223	73.7
239+37.0	239+43.0	6	1.2
239+43.0	242+02.0	259	56.1
242+02.0	243+25.0	123	28.2
TOTALS		159.2	126.9

WORK ZONE PAVEMENT MARKING REMOVAL			WORK ZONE PAVEMENT MARKING REMOVAL
	STATION TO STATION	LENGTH (FOOT)	(SQ FT)
STAGE 1	229+88.0	242+22.0	1234
	231+25.0	240+40.0	915
STAGE 2	229+44.0	241+77.0	1233
	230+86.0	240+81.0	995
SHORT TERM	229+61.0	245+00.0	1539
	230+00.0	243+25.0	1325
TOTAL			1545.6

PAVEMENT REMOVAL SCHEDULE				PAVEMENT REMOVAL
STATION TO STATION	LENGTH (FOOT)	WIDTH (FOOT)	(SQ YD)	
232+22.5	232+28.5	16	24	
239+37.0	239+43.0	16	24	
TOTAL			85.3	

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		

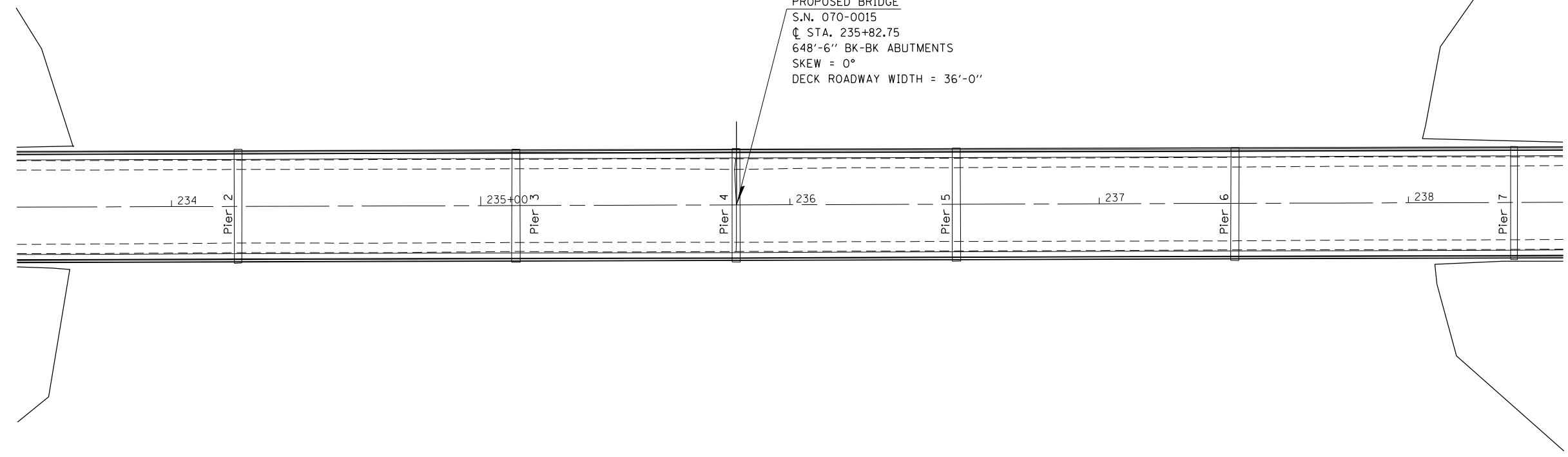
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	NO.		
	STRUCTURE		
	NOTATIONS		



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SN 070-0015 PLAN & PROFILE	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\stefjenmk\d0234885\077	357-sht-plan.dgn	DRAWN -	REVISED -			762	(2BR)BR-1	Moultrie	48	11
Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 74357				
	PLOT DATE = 8/15/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

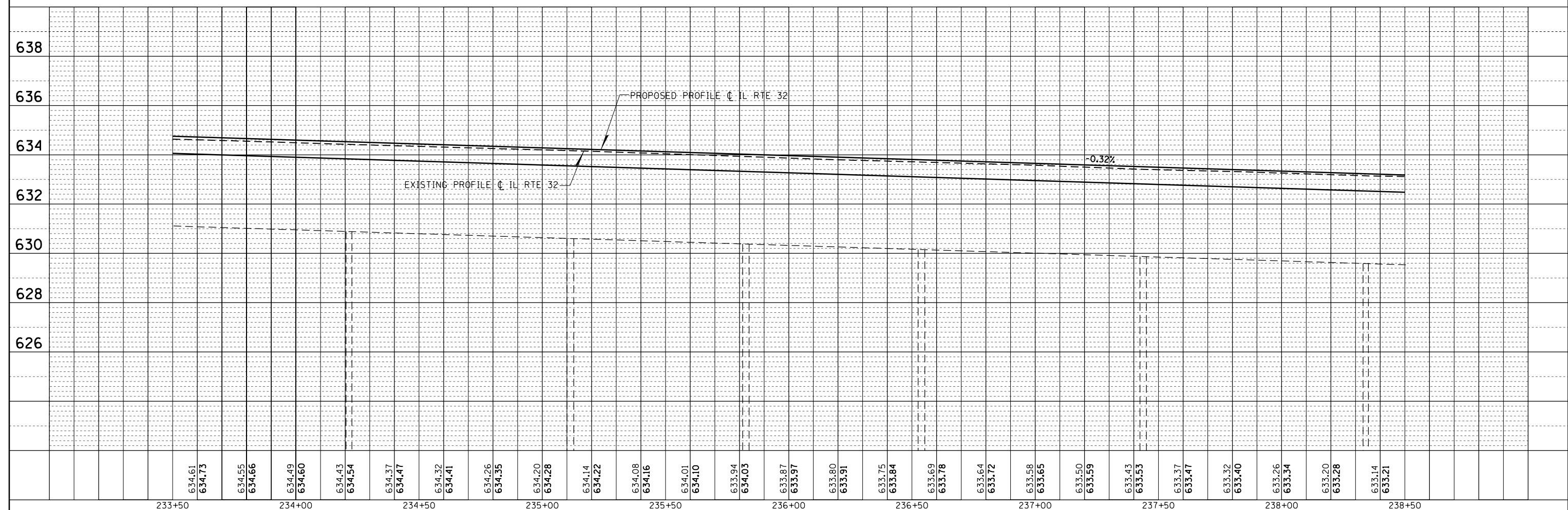


PROPOSED BRIDGE
 S.N. 070-0015
 CL STA. 235+82.75
 648'-6" BK-BK ABUTMENTS
 SKEW = 0°
 DECK ROADWAY WIDTH = 36'-0"



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

PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	BY
	STRUCTURE NOTATIONS CHECKED	



FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SN 070-0015 PLAN & PROFILE		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwidot\stefjenmk\d0234885\077357-sht-plan.dgn		DRAWN -	REVISED -		762	(2BR)BR-1	Moultrie	48	12		
Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET 2 OF 3 SHEETS STA. 233+50 TO STA. 238+50		CONTRACT NO. 74357		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 8/15/2014	DATE -	REVISED -								



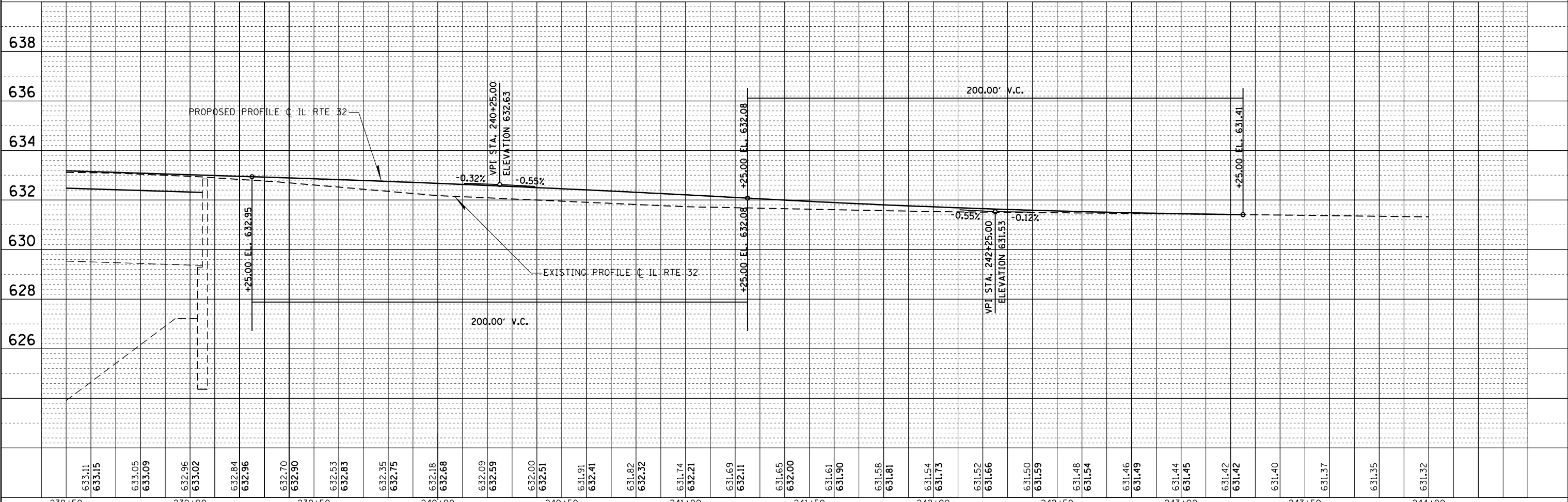
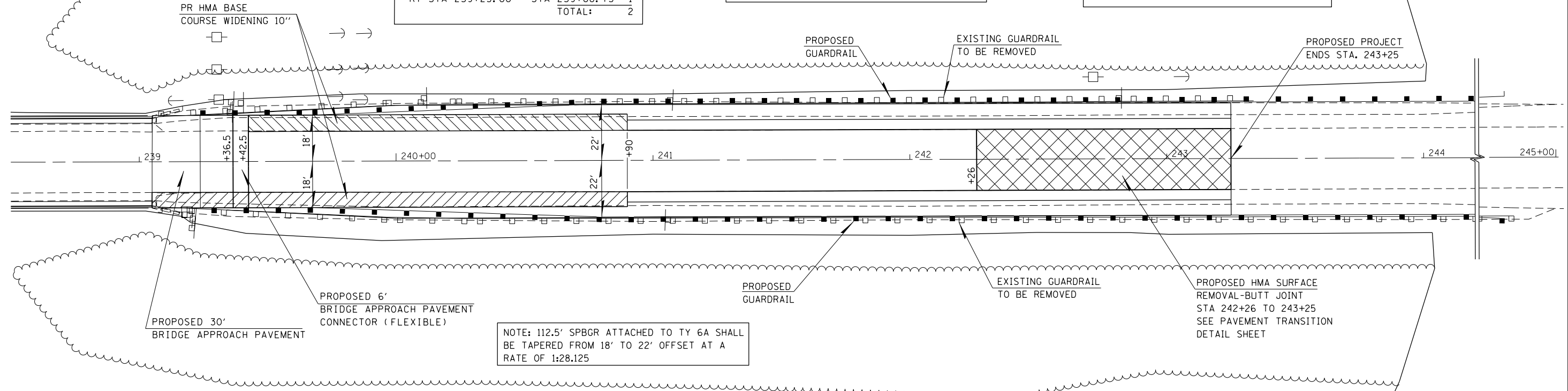
SOUTH END OF BRIDGE TRAFFIC BARRIER TERMINAL TYPE 6A		
LT STA 239+25.00 - STA 239+68.75	1	
RT STA 239+25.00 - STA 239+68.75	1	
TOTAL:	2	

SOUTH END OF BRIDGE STEEL PLATE BEAM GUARDRAIL		
RT STA 239+68.75 - STA 244+31.25	462.5'	
LT STA 239+68.75 - STA 244+31.25	462.5'	
TOTAL:	925'	

SOUTH END OF BRIDGE TRAFFIC BARRIER TERMINAL, TYPE 1 SPL		
LT STA 244+31.25 - STA 244+81.25	1	
RT STA 244+31.25 - STA 244+81.25	1	
TOTAL:	2	

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
NOTE BOOK NO.	CARD FILE NAME	

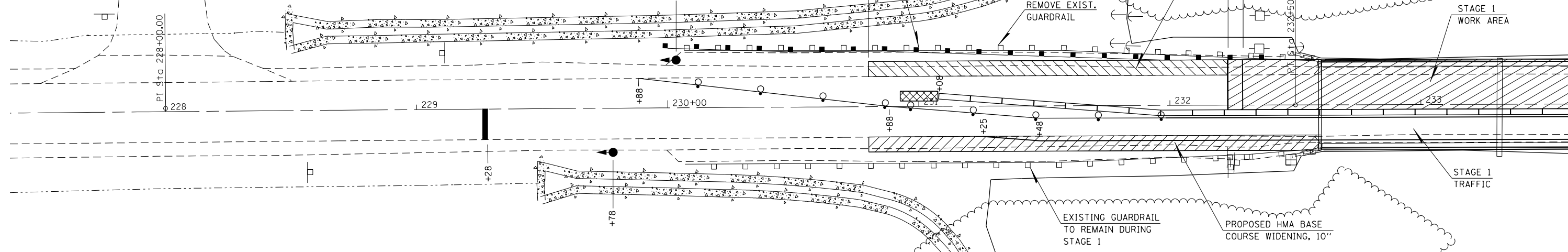
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	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.		



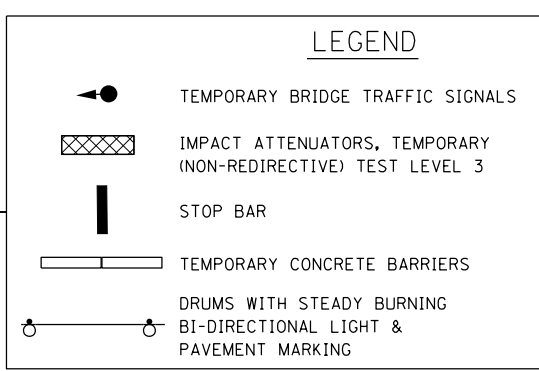
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c:\pwork\pwork\stefjenmk\d0234885\077357-sht-plan.dgn	PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -			762	(2BR)BR-1	Moultrie	48	13
Default	PLOT DATE = 8/15/2014	CHECKED -	REVISED -			CONTRACT NO. 74357				
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

SCALE: SHEET 3 OF 3 SHEETS STA. 238+50 TO STA. 245+00

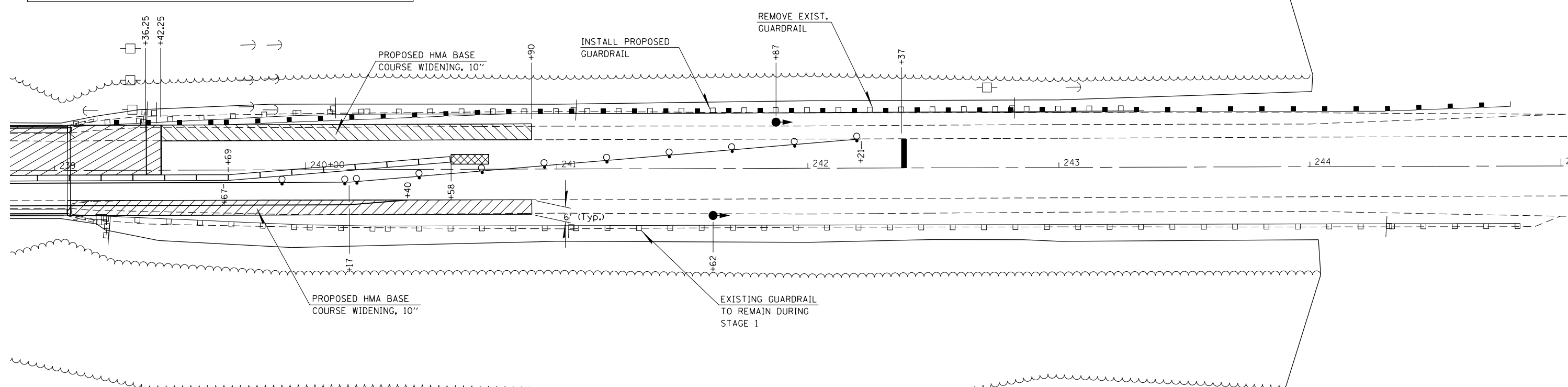
EXIST. CURVE C1
 PI STA. = 228+00.00
 $\Delta = 0^\circ 40' 08''$ (RT)
 $D = 0^\circ 04' 27''$
 $R = 77,109.25'$
 $T = 450.05'$
 $L = 900.09'$
 $E = 1.31'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 223+49.95'$
 $P.T. STA. = 232+50.04'$



- SUGGESTED STAGE 1 TRAFFIC**
1. SET UP TEMPORARY TRAFFIC CONTROL UTILIZING THESE PLANS IN CONJUNCTION WITH TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
 2. INSTALL TEMPORARY TRAFFIC SIGNALS AND LOOP DETECTORS AT LOCATIONS IN ACCORDANCE WITH THESE PLANS AND STANDARD 701321.
 3. PLACE TEMPORARY CONCRETE BARRIERS AND PAVEMENT MARKING IN ACCORDANCE WITH THESE PLANS AND STANDARD 701321.
 4. REMOVE ANY CONFLICTING PAVEMENT MARKINGS.
 5. CHANNEL ALL TRAFFIC TO THE WEST SIDE OF STRUCTURE.



- SUGGESTED STAGE 1 CONSTRUCTION**
1. STAGE 1 CONSTRUCTION SHALL INCLUDE THE REMOVAL AND REPLACEMENT OF THE EAST SIDE OF THE EXISTING BRIDGE DECK FOR SN 070-0015.
 2. STAGE 1 CONSTRUCTION SHALL INCLUDE THE REMOVAL OF THE EXISTING GUARDRAIL, THE INSTALLATION OF THE PROPOSED GUARDRAIL AND THE CONSTRUCTION OF TEMPORARY RAMPS ON THE ENDS OF THE APPROACH SLABS OF THE PROPOSED STRUCTURE.



FILE NAME =	USER NAME = steffenk	DESIGNED -	REVISED -
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	PLOT DATE = 8/15/2014	DATE -	REVISED -

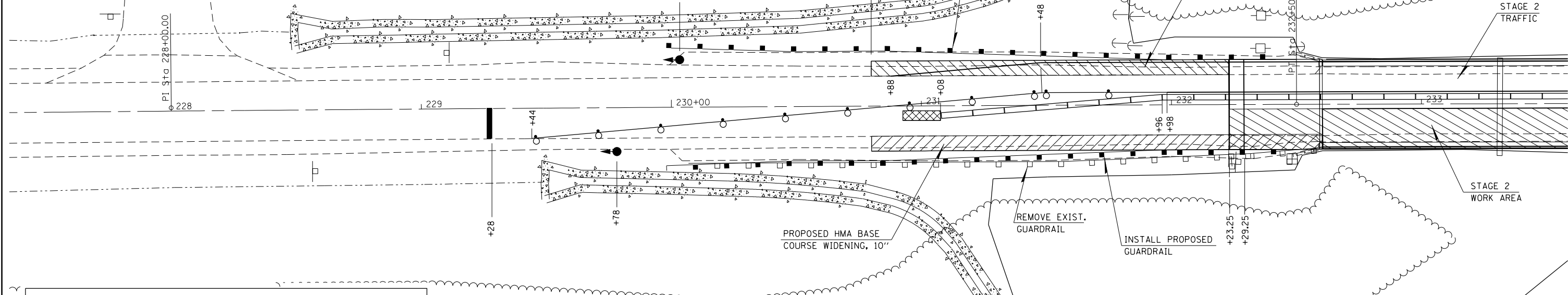
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SN-070-0015
 STAGE 1 CONSTRUCTION**

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T62	(2BR)BR-1	Moultrie	48	14
CONTRACT NO. 74357			ILLINOIS FED. AID PROJECT	

EXIST. CURVE C1
 PI STA. = 228+00.00
 $\Delta = 0^\circ 40' 08''$ (RT)
 $D = 0^\circ 04' 27''$
 $R = 77,109.25'$
 $T = 450.05'$
 $L = 900.09'$
 $E = 1.31'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 223+49.95$
 $P.T. STA. = 232+50.04$



SUGGESTED STAGE 2 TRAFFIC

1. SET UP TEMPORARY TRAFFIC CONTROL UTILIZING THESE PLANS IN CONJUNCTION WITH TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.
2. RELOCATE TEMPORARY CONCRETE BARRIERS AND PAVEMENT MARKING IN ACCORDANCE WITH THESE PLANS AND STANDARD 701321.
3. REMOVE ANY CONFLICTING PAVEMENT MARKINGS.
4. CHANNEL ALL TRAFFIC TO THE EAST SIDE OF STRUCTURE.

SUGGESTED STAGE 2 CONSTRUCTION

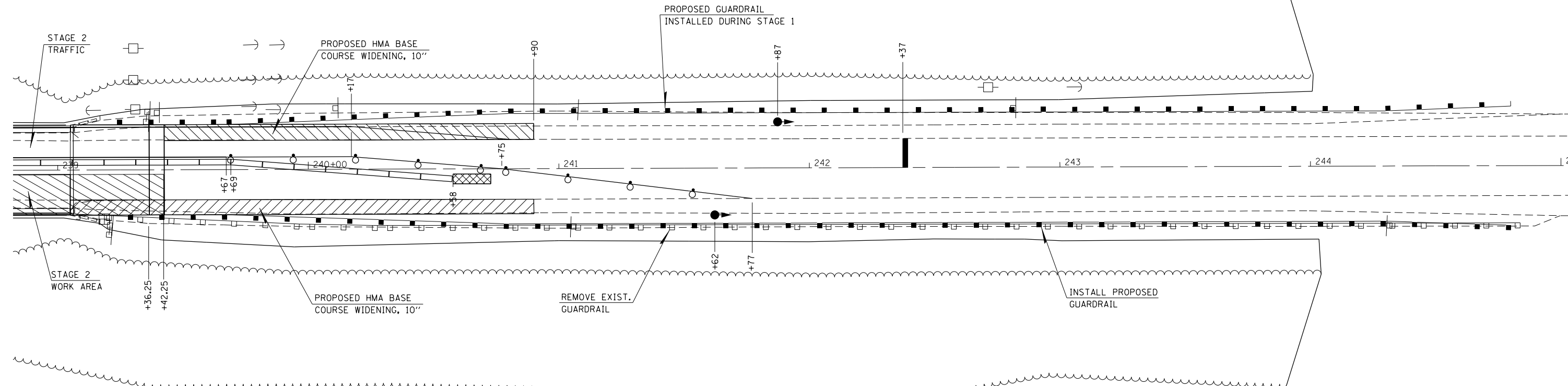
1. STAGE 2 CONSTRUCTION SHALL INCLUDE THE REMOVAL AND REPLACEMENT OF THE WEST SIDE OF THE EXISTING BRIDGE DECK FOR SN 070-0015.
2. STAGE 2 CONSTRUCTION SHALL INCLUDE THE REMOVAL OF THE EXISTING GUARDRAIL, THE INSTALLATION OF THE PROPOSED GUARDRAIL AND THE CONSTRUCTION OF TEMPORARY RAMPS ON THE ENDS OF THE APPROACH SLABS OF THE PROPOSED STRUCTURE.

SUGGESTED POST-STAGE TRAFFIC

1. REMOVE TEMPORARY TRAFFIC SIGNALS AND TEMPORARY CONCRETE BARRIERS.
2. SHIFT TRAFFIC AS NEEDED TO MILL PAVEMENT AND RESURFACE TO FINAL GRADE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701306.

SUGGESTED POST-STAGE CONSTRUCTION

1. FOLLOWING COMPLETION OF STAGE 2, MILLING, TEMPORARY RAMPS INSTALLATION AND REMOVAL, FINAL HMA SURFACE COURSE AND FINAL STRIPING SHALL BE CONSTRUCTED.



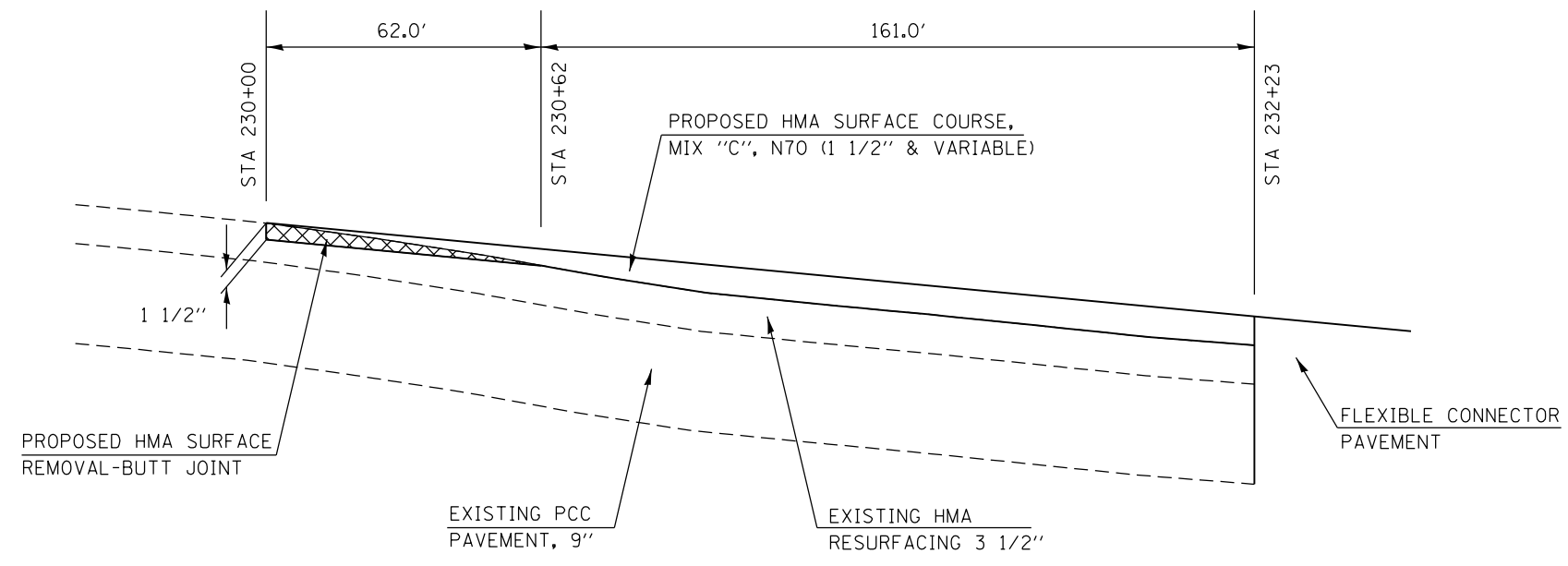
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	PLOT DATE = 8/15/2014	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

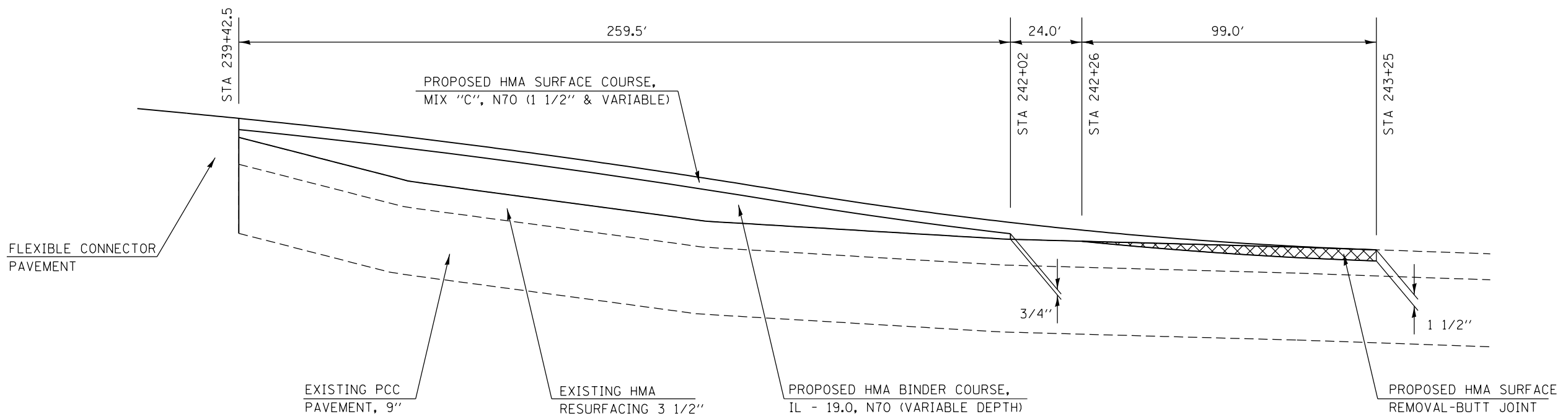
**SN 070-0015
 STAGE 2 CONSTRUCTION**

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	Moultrie	48	15
CONTRACT NO. 74357			ILLINOIS FED. AID PROJECT	

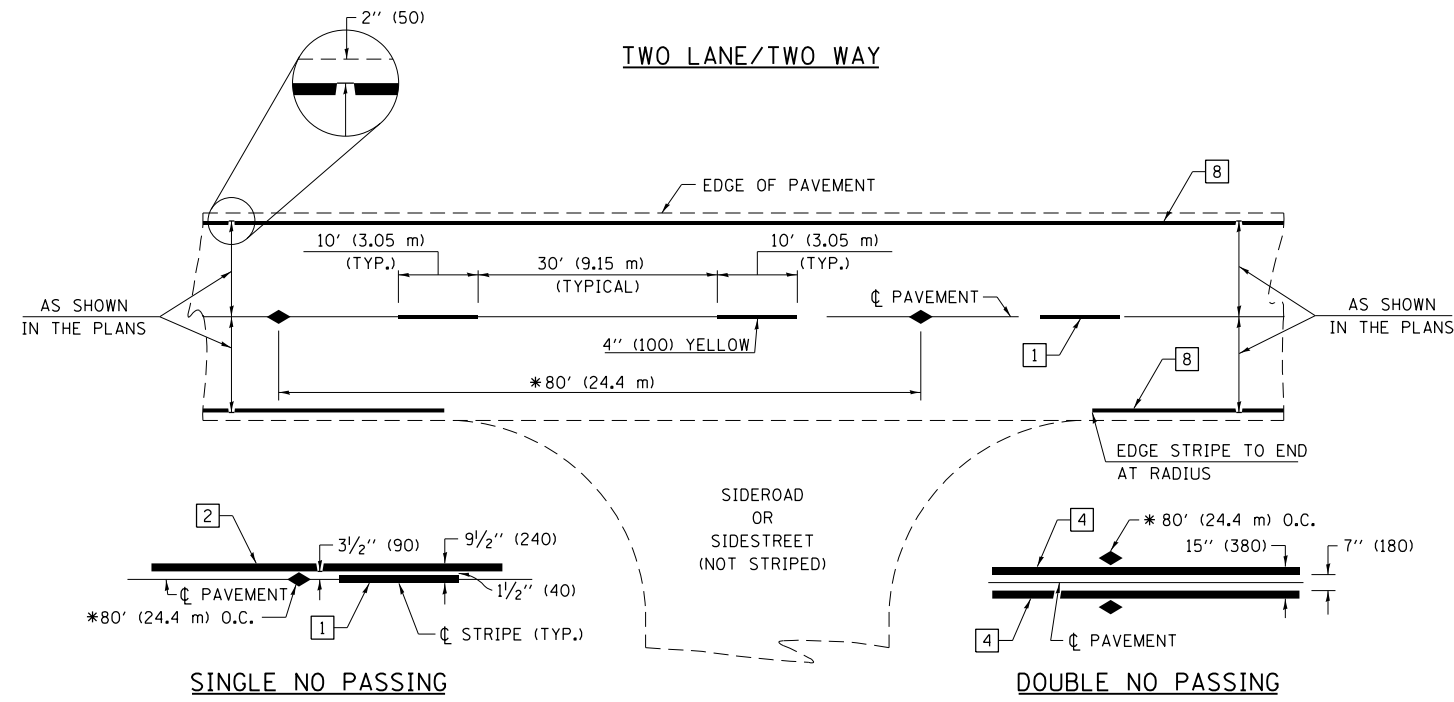


NORTH END OF BRIDGE



SOUTH END OF BRIDGE

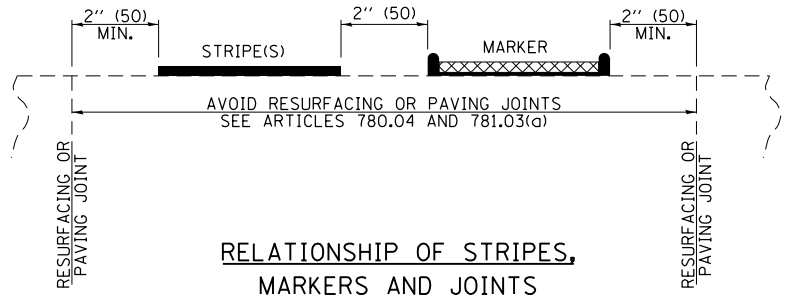
FILE NAME = c:\pwork\pwork\steffenmk\d0234885\074357-sht-details.dgn	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVING TRANSITION DETAILS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -						762	(2BR)BR-1	Moultrie	48	16
Default	PLOT DATE = 8/15/2014	DATE -	REVISED -	SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 74357		



PAVEMENT MARKING LEGEND

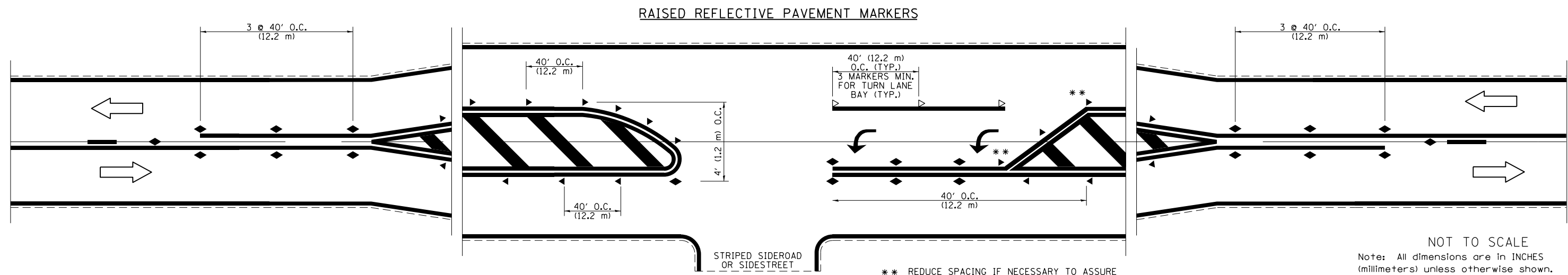
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 12" (300) SOLID WHITE
- 6 RESERVED
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP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

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



TYPICAL PAVEMENT MARKERS LEGEND

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



NOT TO SCALE
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

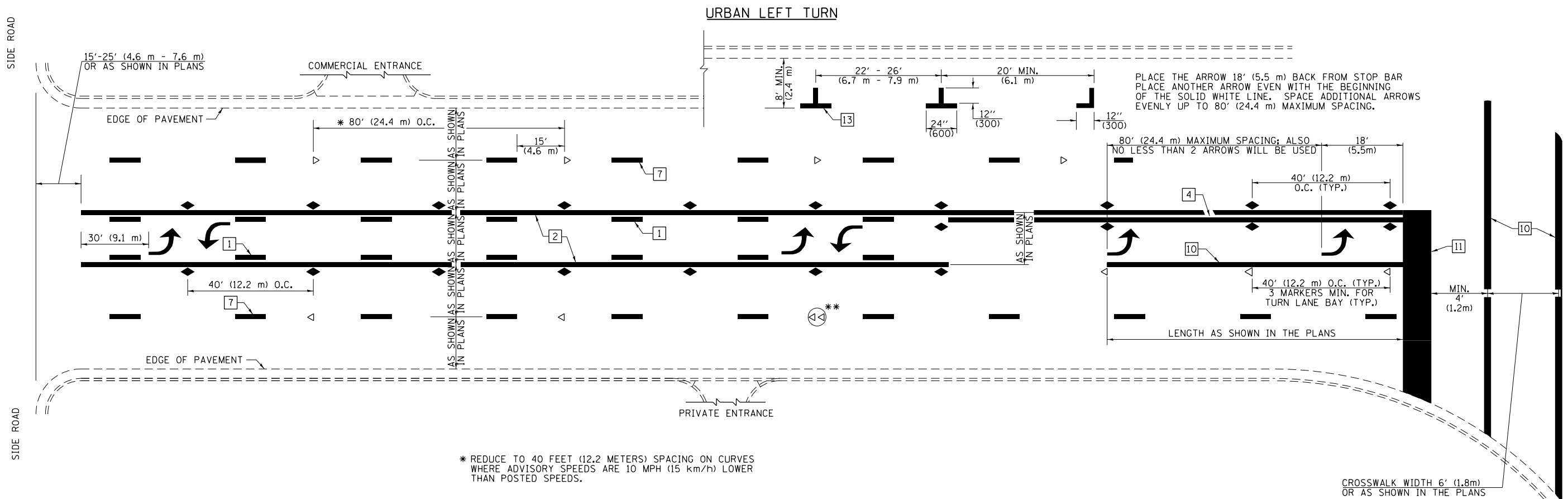
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ei:\pw\work\p\idot\stevfenmk\d0234885\074357-sht-pavement markings.dgn		DRAWN -	REVISED -
	PLOT SCALE = 2.0000" / in.	CHECKED -	REVISED -
	PLOT DATE = 8/15/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

DISTRICT 7 DETAIL NO. 78000001				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
T62	(2BR)BR-1	Moutrie	48	17
			CONTRACT NO. 74357	
ILLINOIS FED. AID PROJECT				



PLACE THE ARROW 18' (5.5 m) BACK FROM STOP BAR
 PLACE ANOTHER ARROW EVEN WITH THE BEGINNING
 OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS
 EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING.

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

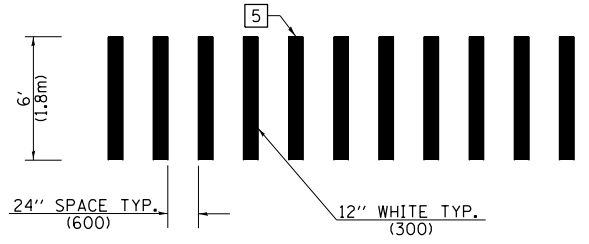
** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED
 AND SPACED AS SHOWN IN HIGHWAY STANDARD
 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED
 HIGHWAYS.

PAVEMENT MARKING LEGEND

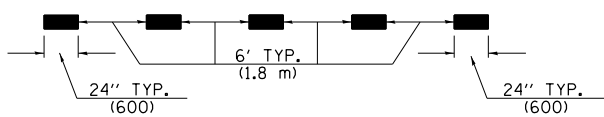
- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 12" (300) SOLID WHITE
- 6 RESERVED
- 7 6" (150) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP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

GENERAL NOTES

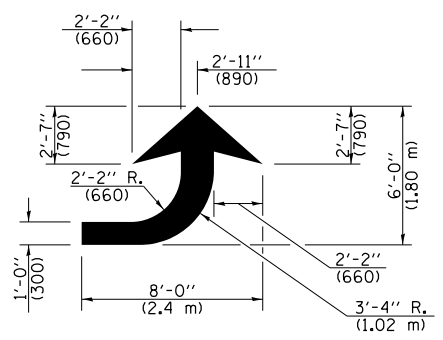
1. TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE. USE A MINIMUM OF TWO PAIRS PER BLOCK.
2. THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
3. THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER.
4. USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)
5. LANE LINE EXTENSIONS SHALL BE THE SAME COLOR AND WIDTH AS THE LANE LINE BEING EXTENDED.



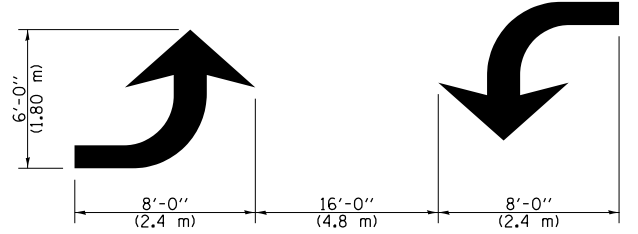
**CROSSWALK DETAIL
 (DECATUR CITY LIMITS ONLY)**



LANE LINE EXTENSIONS



LEFT ARROW
 REVERSE FOR RIGHT ARROW
 AREA = 15.6 SQ. FT. (1.47 m²)
 (WHITE)



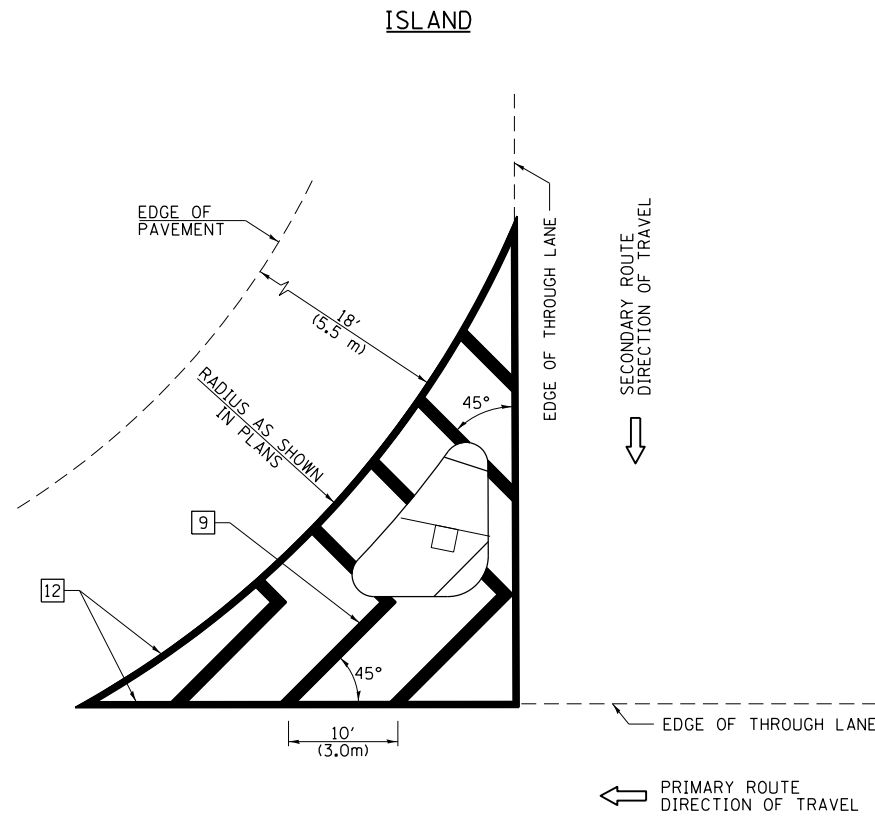
**TYPICAL DOUBLE
 TURN ARROWS (WHITE)**

NOT TO SCALE

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

DISTRICT 7 DETAIL NO. 7800001

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pw\work\p\idot\stevfenmk\d0234885\074357-sht-pavement markings.dgn	PLOT SCALE = 2.0000' / in.	DRAWN -	REVISED -			762	(2BR)BR-1	Moultrie	48	18	
	PLOT DATE = 8/15/2014	CHECKED -	REVISED -			CONTRACT NO. 74357					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

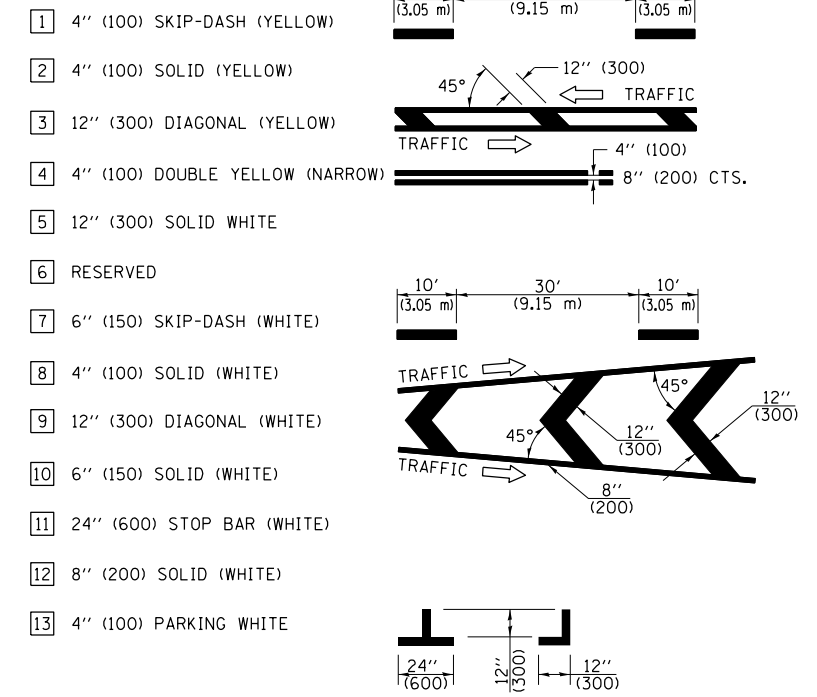


GENERAL NOTES

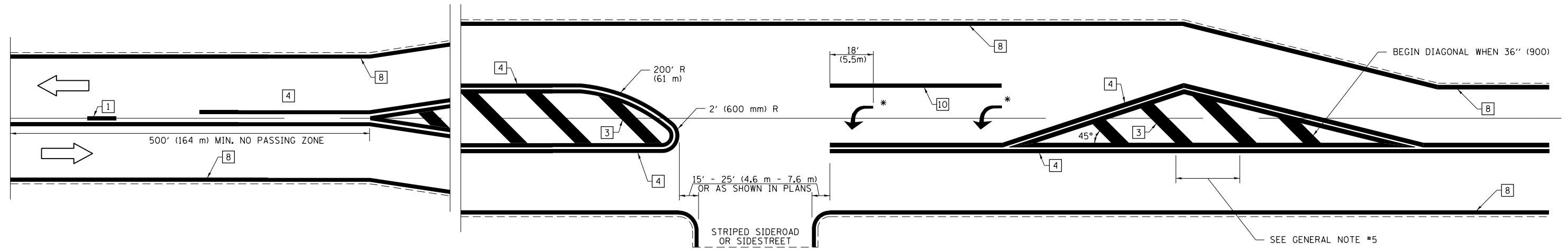
1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2] IF PRESENT.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
5. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING:

< 30 MPH (< 50 km/h)	15' (4.5 m)
30-45 MPH (50-75 km/h)	20' (6.0 m)
>45 MPH (>75 km/h)	30' (9.0 m)

PAVEMENT MARKING LEGEND



RURAL LEFT TURN STRIPING



* PLACE AN ARROW 18' (5.5 m) BACK FROM STOP BAR. PLACE ANOTHER ARROW EVEN WITH THE BEGINNING OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING. USE MINIMUM OF 2 ARROWS.

NOT TO SCALE
 Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 7800001

FILE NAME =	USER NAME = steffenmk	DESIGNED -	REVISED -
ei:\pwork\pwork\stevfenmk\d0234885\074357-sht-pavement markings.dgn		DRAWN -	REVISED -
	PLOT SCALE = 2.0000" / in.	CHECKED -	REVISED -
	PLOT DATE = 8/15/2014	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	Moultrie	48	19
CONTRACT NO. 74357			ILLINOIS FED. AID PROJECT	

Benchmarks: Cut square, bottom step, SW wingwall; Sta. 239+26, 19.5' W. of IL 32, Elev. 634.277
 Cut square, bottom step, NE wingwall; Sta. 232+61, 20.0' E. of IL 32, Elev. 636.534

Existing structure: S.H. 070-0015 built in 1967 as SBI 32, Section 2BR at Sta. 235+82.75. The existing structure consists of two four-span continuous steel WF36 superstructure units with composite reinforced concrete deck in the positive moment regions and bituminous wearing surface supported by concrete abutments founded on steel H-piles and concrete hammerhead piers founded on either spread footings or pile supported footings. The back-to-back abutment length is 648'-6" and the out-to-out deck width is 36'-0". The existing deck and bearings at the expansion joints are to be removed and replaced. Traffic is to be maintained using stage construction.

Salvage: None

DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications

LOADING HS20-44
 No future wearing surface.

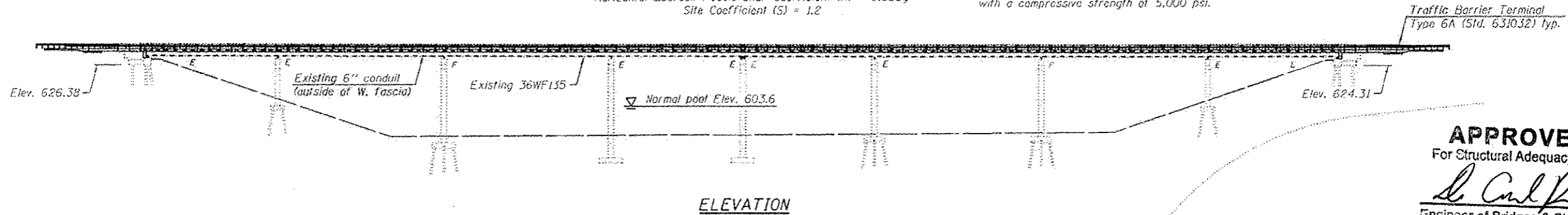
SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Horizontal Bedrock Acceleration Coefficient (A) = 0.053g
 Site Coefficient (S) = 1.2

DESIGN STRESSES

FIELD UNITS (New Construction)
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

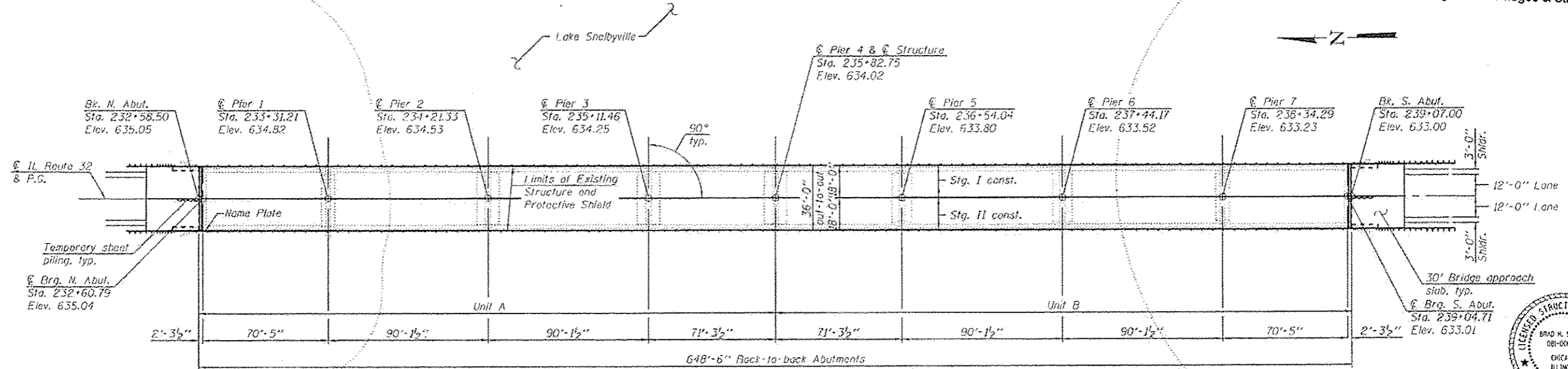
FIELD UNITS (Existing Construction)
 $f'_c = 3,500$ psi
 $f_y = 40,000$ psi (Reinforcement)
 $f_y = 56,000$ psi (Structural steel)

Superstructure concrete shall have a 28-day mix design with a compressive strength of 5,000 psi.



APPROVED
 For Structural Adequacy Only

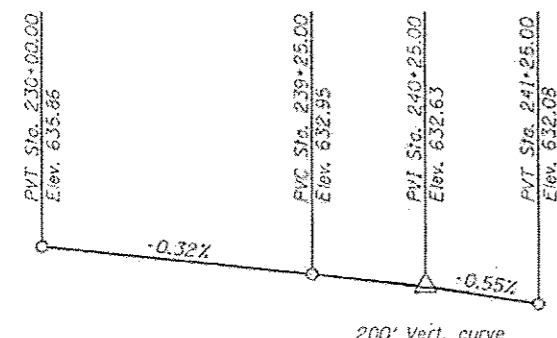
Brad H. Sayers
 Engineer of Bridges & Structures



PLAN

SCOPE OF WORK

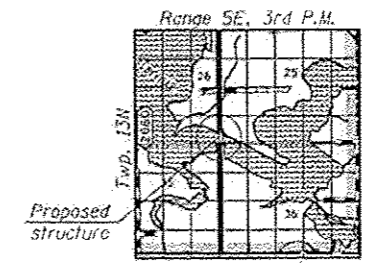
- Remove and replace existing 7" concrete deck (composite in positive moment areas) with new 8" concrete deck (composite in positive moment areas).
- Remove and replace the existing steel rocker bearings with elastomeric bearings at the Abutments and Pier 4 only.
- Remove and replace the existing expansion joints. Replace the existing diaphragms at the expansion joints.
- Beam end repairs shall be completed at locations specified by the District as provided in this plan set. Remaining beam end conditions shall be verified by the District during construction.
- Remove and replace the existing backwalls and approach pavements. Existing abutment wingwalls shall be removed as required for construction of the new backwalls and approach pavements.
- Structural Repair of Concrete at Pier 4.
- Bridge will be painted on a separate paint only contract.



PROFILE GRADE
 (Along IL Route 32)

CURVE DATA

P.I. Sta. = 228+00.00
 $\Delta = 0^\circ 40' 08''$ Rt.
 $D = 0^\circ 04' 27''$
 $R = 77,109.25'$
 $T = 450.05'$
 $L = 900.09'$
 $E = 1.31'$
 P.C. Sta. = 225+49.95
 P.T. Sta. = 232+50.04



LOCATION SKETCH



Brad H. Sayers
 BRAD H. SAYERS, S.E.
 IL. LIC. NO. 081-006267
 EXP 11-30-2014
 DATE 8-29-2014

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 32 OVER
LAKE SHELBYVILLE
F.A.P. RTE. 762 - SEC. (2BR)BR-1
MOULTRIE COUNTY
STATION 235+82.75
STRUCTURE NO. 070-0015



USER NAME = bsayers	DESIGNED - JSR	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 8/29/2014	DRAWN - MJB	REVISED -
	CHECKED - BPS	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
 STRUCTURE NO. 070-0015
 SHEET NO. 51 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	21

CONTRACT NO. 74357
 ILLINOIS TOLL FREE AID PROJECT

INDEX OF SHEETS

- S1. General Plan & Elevation
- S2. General Notes, Index of Sheets & Total Bill of Material
- S3. Stage Construction Details
- S4. Temporary Concrete Barrier for Stage Construction
- S5. Top of Deck Elevations
- S6. Top of Deck Elevations - Unit A
- S7. Top of Deck Elevations - Unit A
- S8. Top of Deck Elevations - Unit B
- S9. Top of Deck Elevations - Unit B
- S10. Top of Approach Slab Elevations
- S11. Deck Plan and Section
- S12. Deck Details
- S13. Steel Railing, Type SM
- S14. Preformed Joint Strip Seal
- S15. Finger Plate Expansion Joint
- S16. Finger Plate Expansion Joint Details
- S17. Bridge Approach Slab
- S18. Bridge Approach Slab Section and Details
- S19. Structural Steel Details (1 of 2)
- S20. Structural Steel Details (2 of 2)
- S21. Bearing Details
- S22. Abutment Backwall Reconstruction Details
- S23. Pier 4 Repair
- S24. Bar Splicer Assembly
- S25. Existing Bridge Plans
- S26. Existing Bridge Plans
- S27. Existing Bridge Plans
- S28. Existing Bridge Plans

GENERAL NOTES

1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{4}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
2. No field welding is permitted except as specified in the contract documents.
3. The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
6. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that can not be removed by grinding $\frac{1}{4}$ in. deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
7. 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.
8. Concrete Sealer shall be applied to the top and front face of the new backwalls.
9. Cleaning and field painting of structural steel shall be done under a separate painting contract.
10. Existing structural steel shall only be cleaned and painted as required by the Special Provision for "Cleaning and Painting Contact Surface Areas of Existing Steel Structures."
11. All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.
12. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
13. The concrete superstructure shall be class BS concrete, except as follows, when the Steel Railing, Type SM is used in conjunction with concrete superstructure, the 14 day mix design shall be replaced by a 28 day mix design with a compressive strength of 5000 psi and a flexural strength of 800 psi prior to opening to traffic.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		23.8	23.8
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq. Yd.	2576		2576
Structure Excavation	Cu. Yd.		54	54
Concrete Structures	Cu. Yd.		33.7	33.7
Concrete Superstructure	Cu. Yd.	757.8		757.8
Bridge Deck Grooving	Sq. Yd.	2664		2664
Protective Coat	Sq. Yd.	3044		3044
Furnishing and Erecting Structural Steel	Pound	9930		9930
Stud Shear Connectors	Each	864		864
Reinforcement Bars, Epoxy Coated	Pound	177,580	5,950	183,530
Bar Splicers	Each	1976	100	2076
Steel Railing, Type SM	Foot	1364		1364
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	72.0		72.0
Finger Plate Expansion Joint, 4"	Foot	36.0		36.0
Fabric Reinforced Elastomeric Trough	Foot	40.0		40.0
Elastomeric Bearing Assembly, Type II	Each	24		24
Anchor Bolts, 5/8"	Each	48		48
Concrete Sealer	Sq. Ft.	368		368
Granular Backfill for Structures	Cu. Yd.		53	53
Jack and Remove Existing Bearings	Each	24		24
Structural Steel Removal	Pound	6260		6260
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.		112	112
Temporary Sheef Piling	Sq. Ft.		373	373

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STATION 235+82.75
REBUILT 20 BY
STATE OF ILLINOIS
F.A.P. RTE. 762 SEC. (2BR)BR-1
LOADING HS-20
STRUCTURE NO. 070-0015

NAME PLATE
See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.
See Sheet S1 for Name Plate location.



USER NAME = jerojas	DESIGNED - JSR	REVISED -
	CHECKED - BHS	REVISED -
PLOT SCALE = N/A	DRAWN - MJB	REVISED -
PLOT DATE = 9/16/2014	CHECKED - BPS	REVISED -

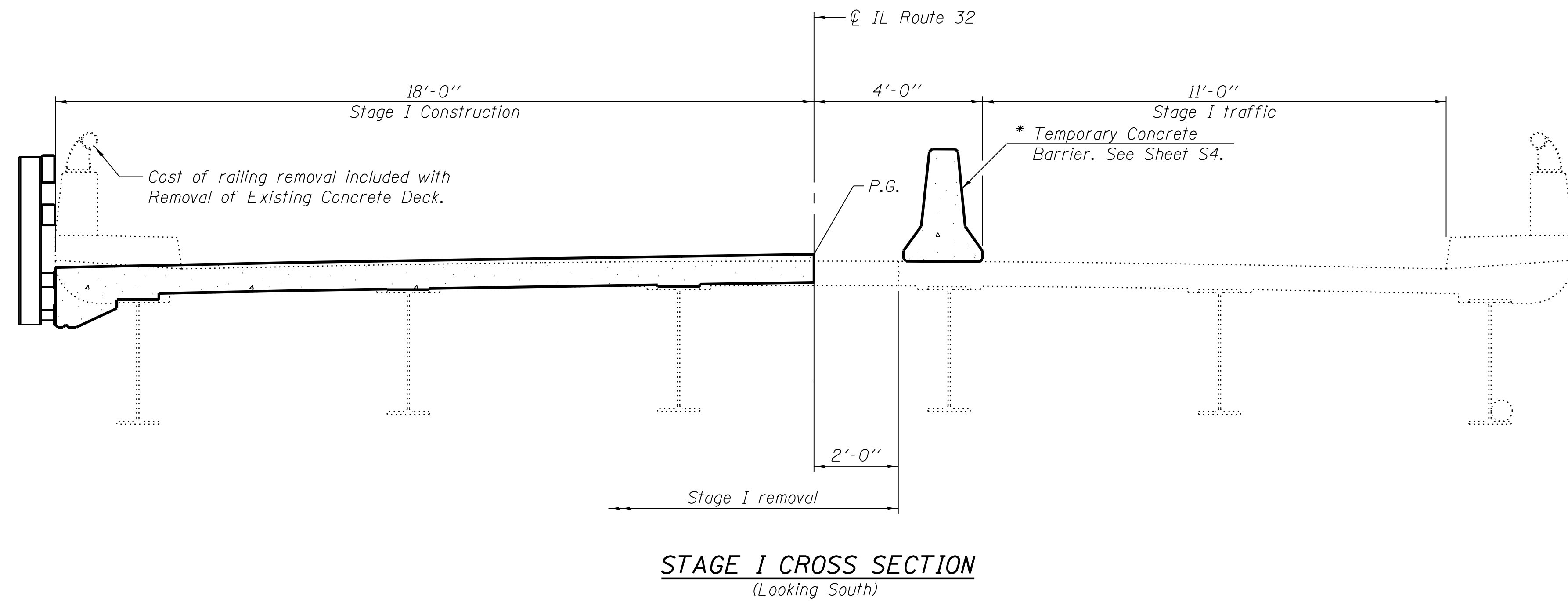
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, INDEX OF SHEETS & TOTAL BILL OF MATERIAL
STRUCTURE NO. 070-0015**

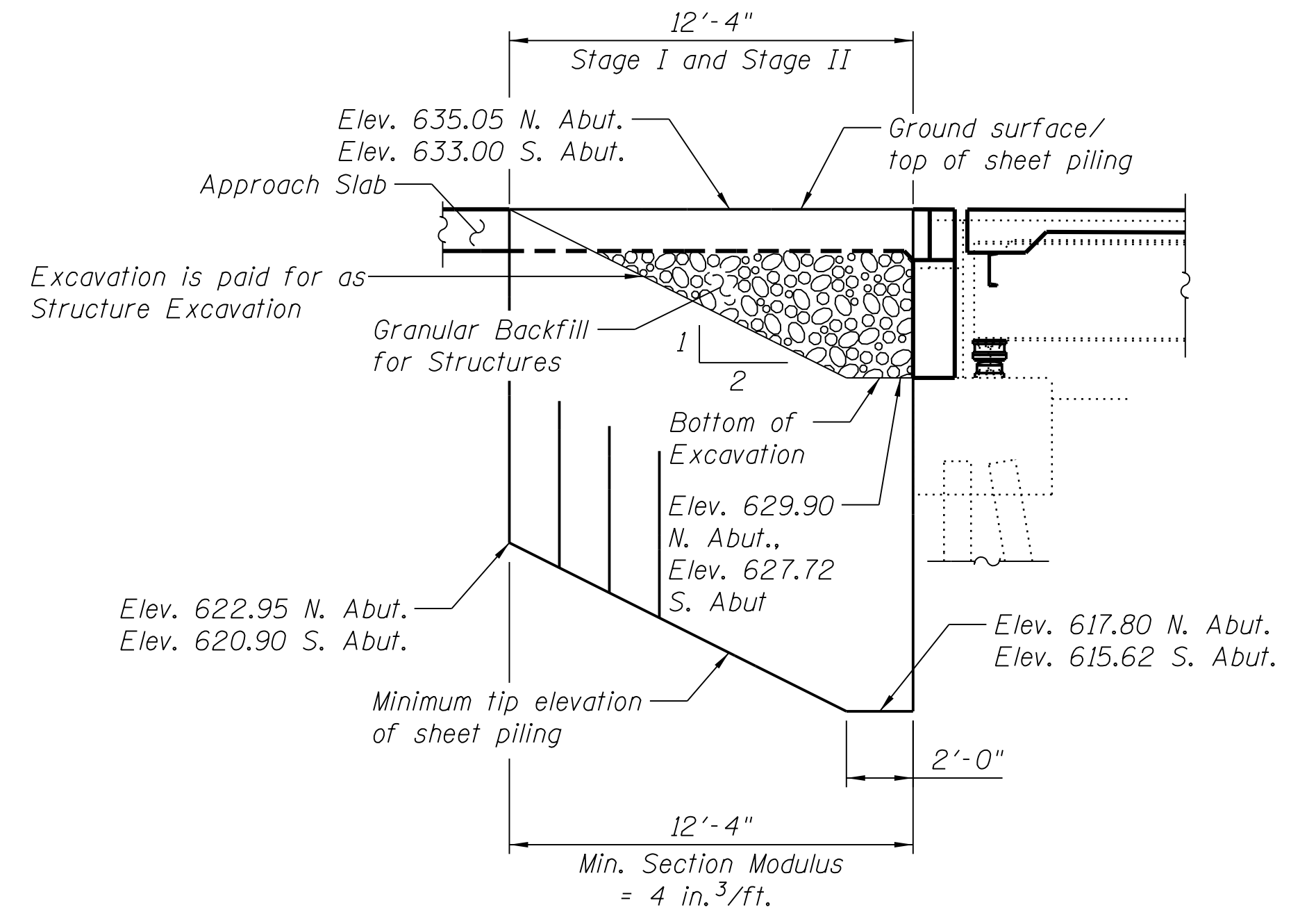
SHEET NO. S2 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	22
CONTRACT NO. 74357				
ILLINOIS FED. AID PROJECT				

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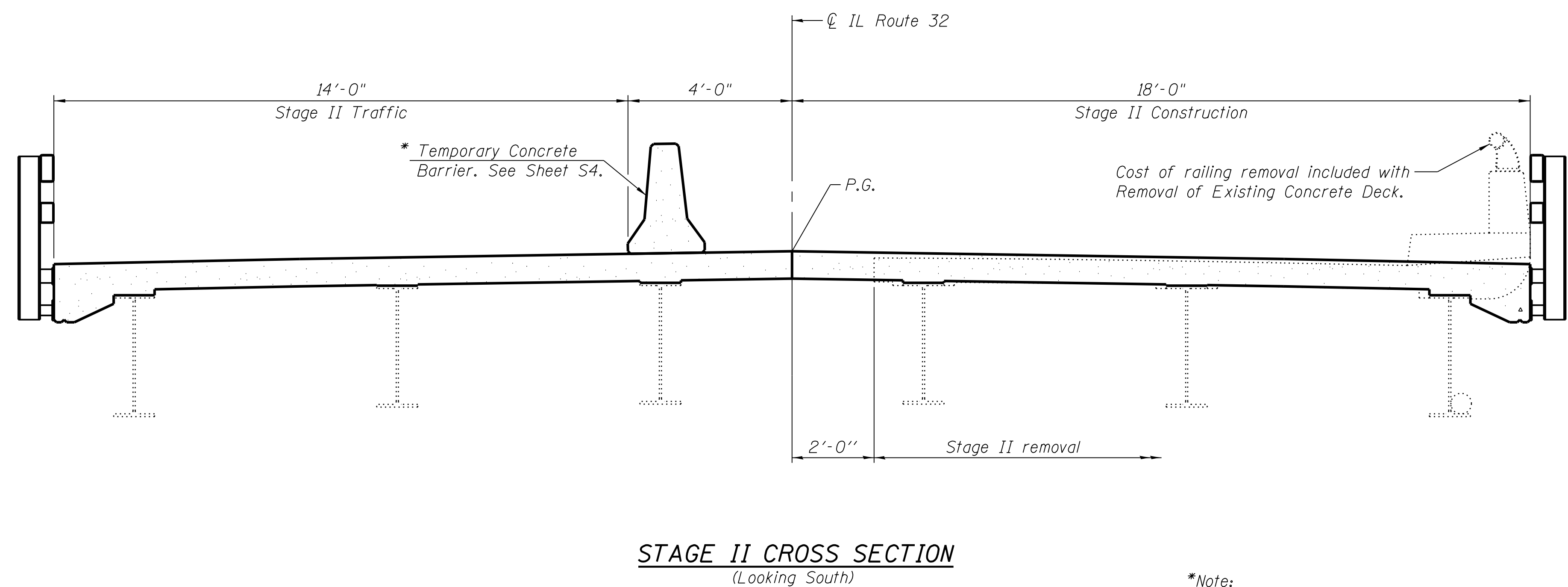
STAGE I CROSS SECTION
(Looking South)



TEMPORARY SHEET PILE

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

Granular Backfill for Structures shall extend parallel to the abutment back wall until it intersects the wingwalls.



STAGE II CROSS SECTION
(Looking South)

*Note:
For quantity of Temporary Concrete Barrier, see Roadway Plans.



USER NAME = jerojas	DESIGNED - JSR	REVISED -
	CHECKED - BHS	REVISED -
PLOT SCALE = N/A	DRAWN - MJB	REVISED -
PLOT DATE = 9/16/2014	CHECKED - BPS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

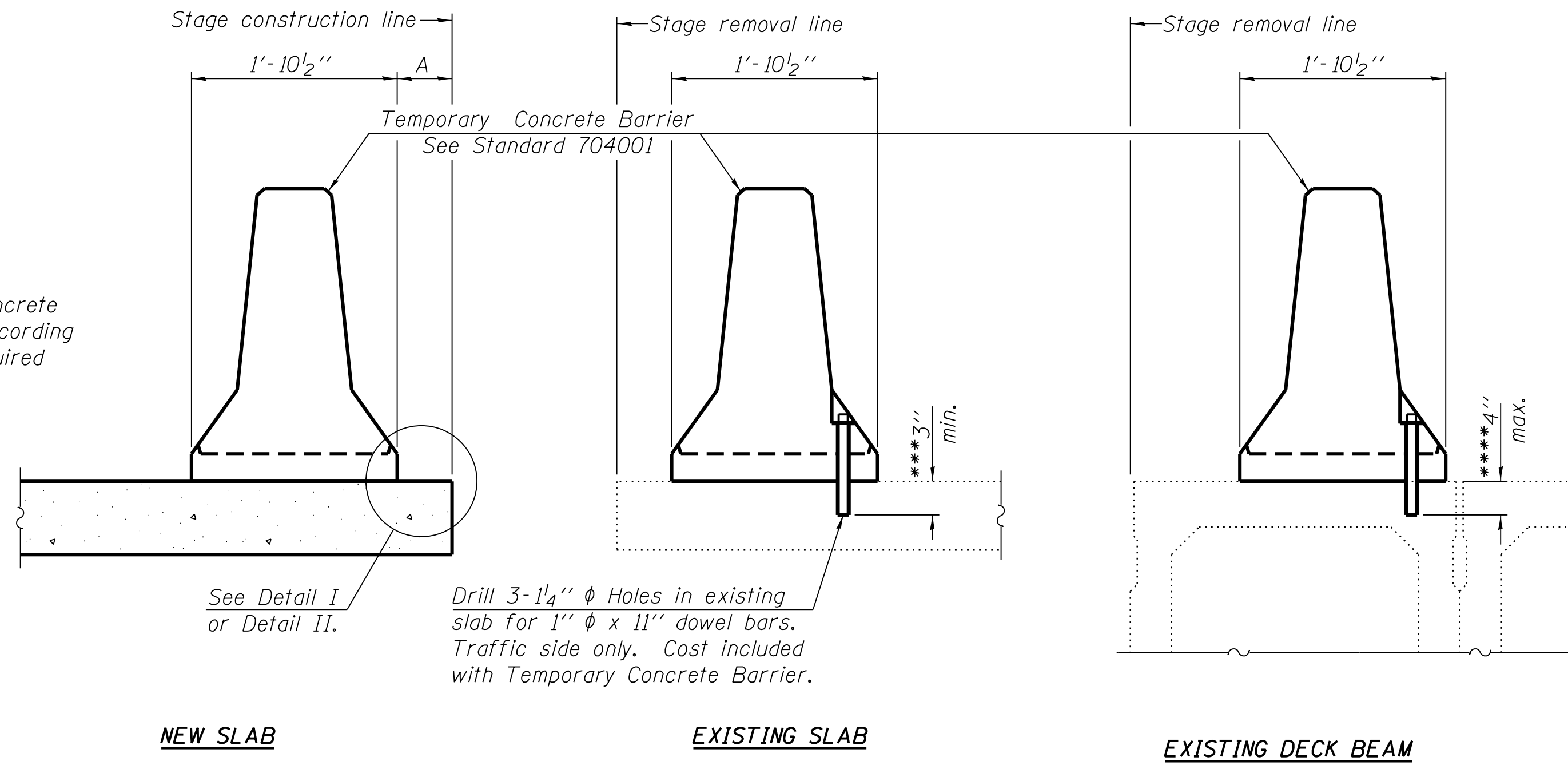
**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 070-0015**

SHEET NO. 53 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	23
CONTRACT NO. 74357				

ILLINOIS FED. AID PROJECT

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

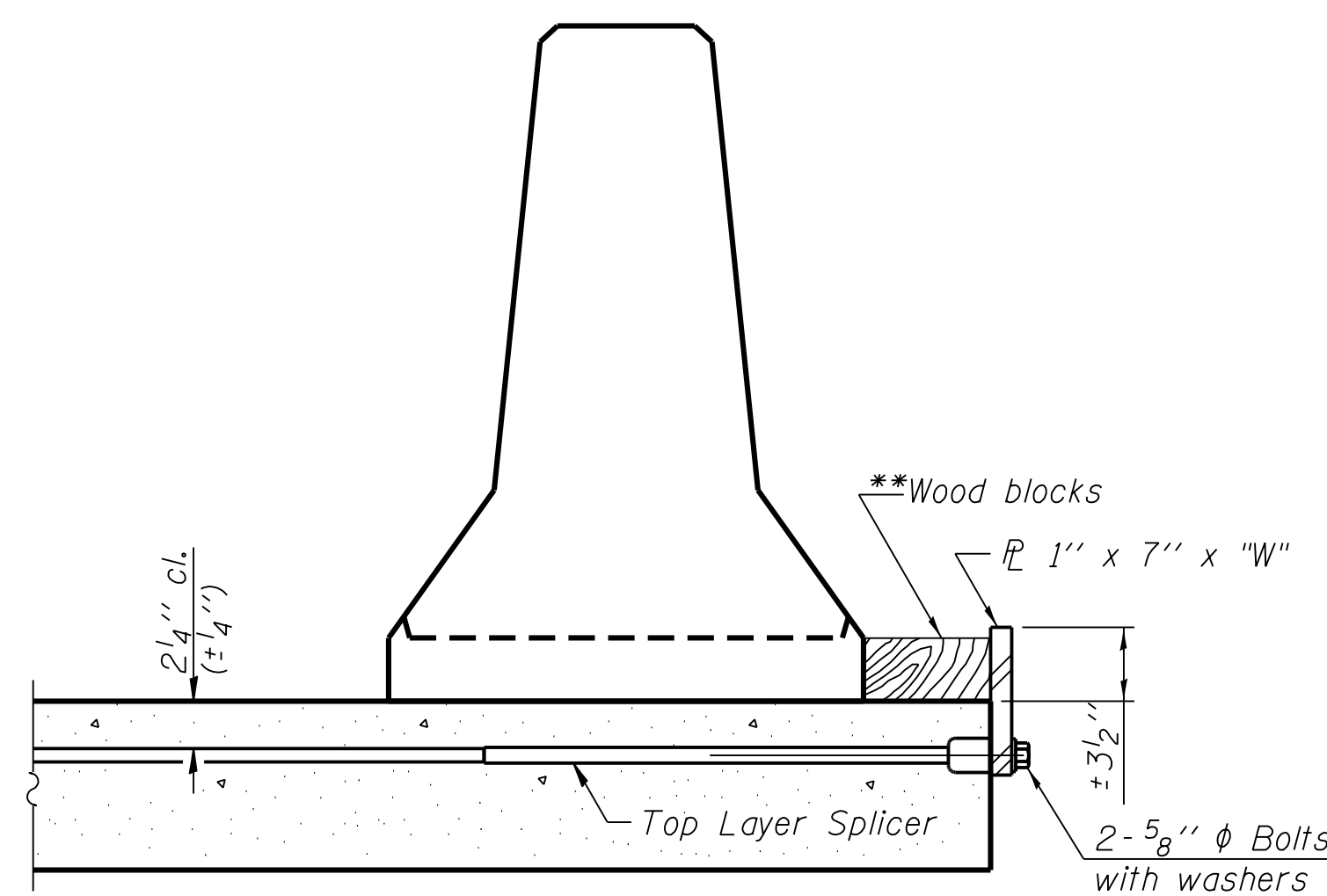
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" 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.

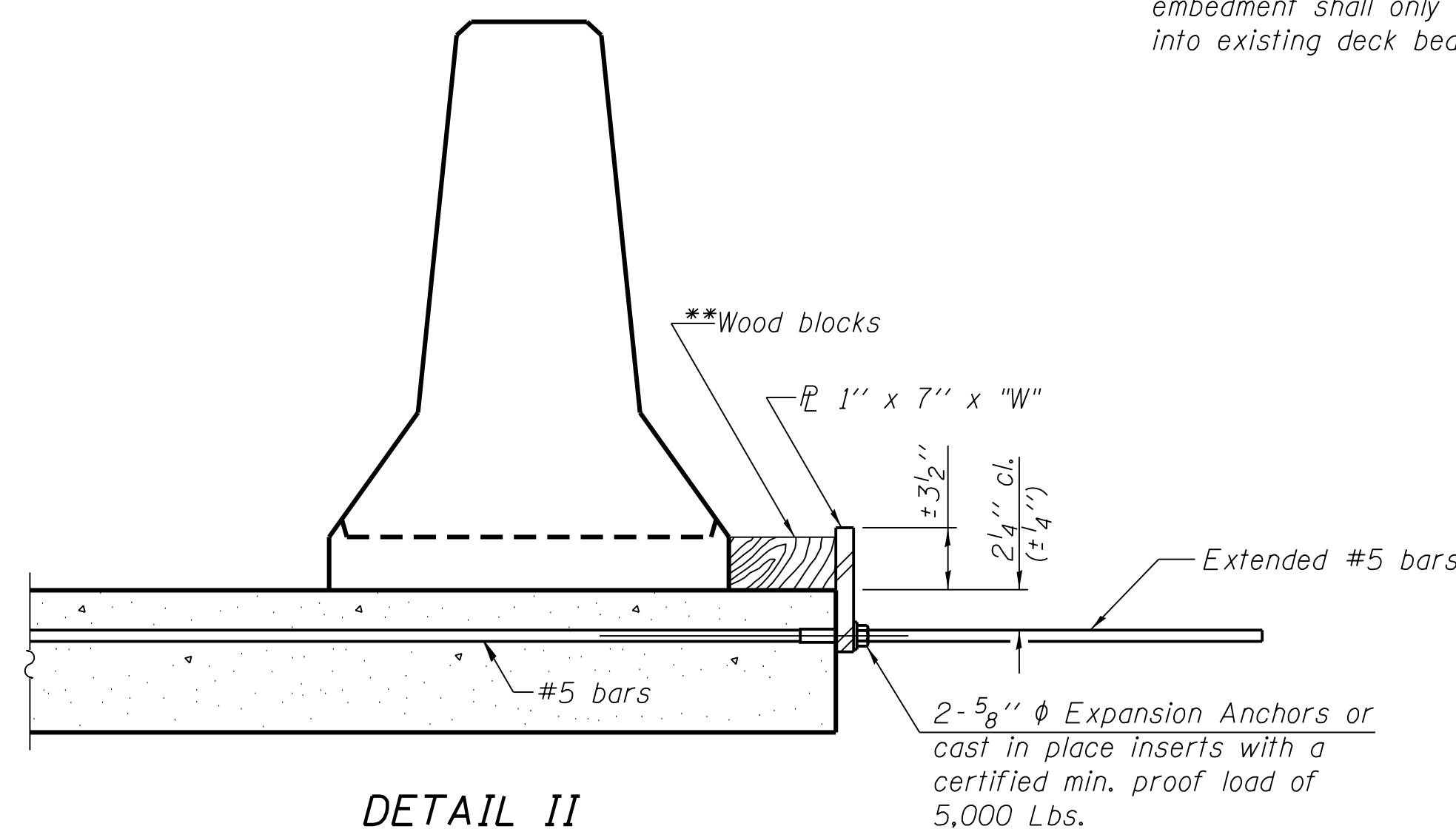
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

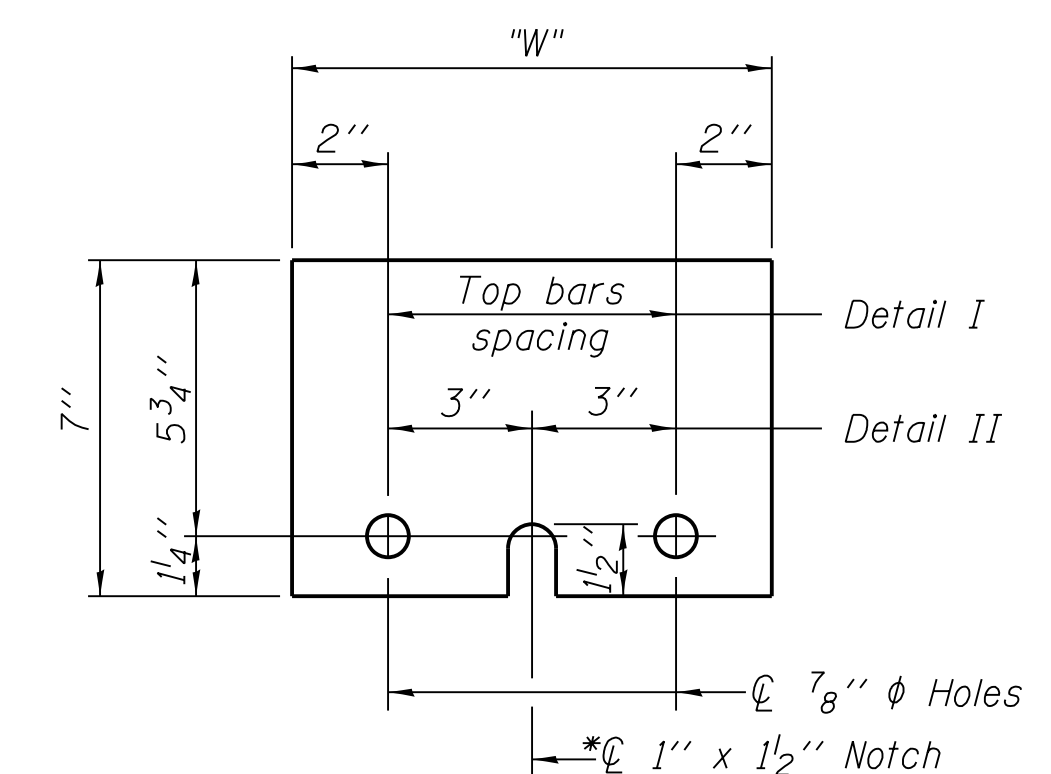
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

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

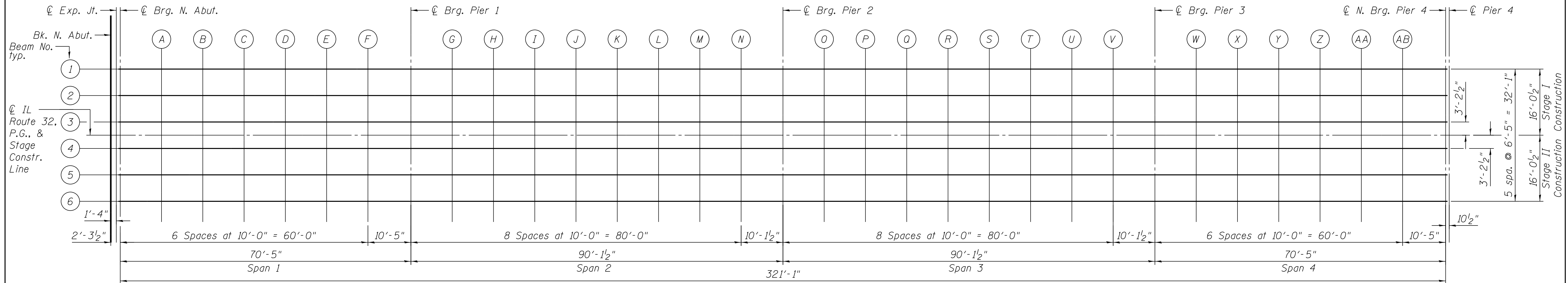
"W" = Top bars spacing + 4"

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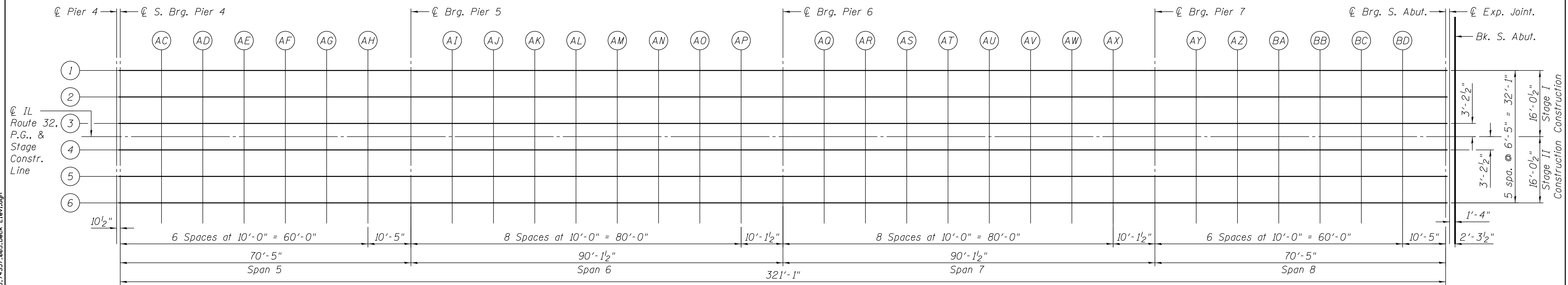
R-27 7-1-10

	USER NAME = jerojas	DESIGNED - JSR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 070-0015	F.A.P. RTE. = 762	SECTION = (2BR)BR-1	COUNTY = MOULTRIE	TOTAL SHEETS = 48	SHEET NO. = 24
	PLOT SCALE = N/A	DRAWN - MJB	REVISED -			SHEET NO. = 24	CONTRACT NO. 74357			
	PLOT DATE = 9/16/2014	CHECKED - BPS	REVISED -		SHEET NO. S4 OF 28 SHEETS	ILLINOIS FED. AID PROJECT				

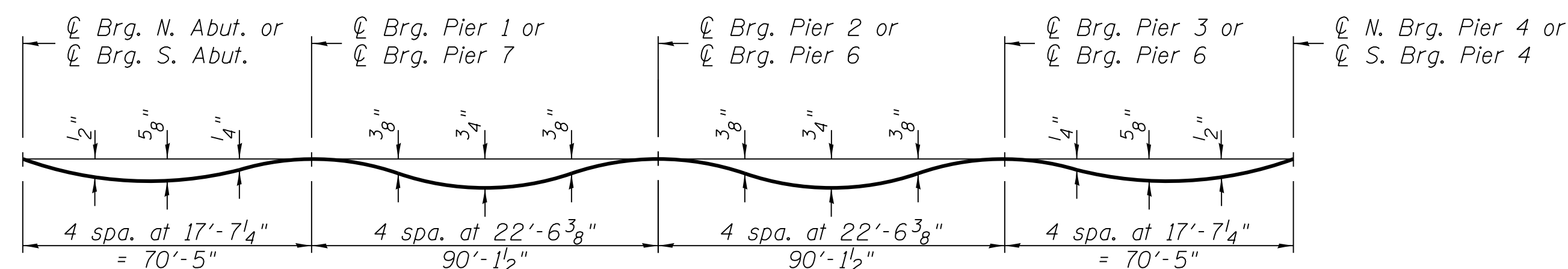
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PLAN - UNIT A



PLAN - UNIT B

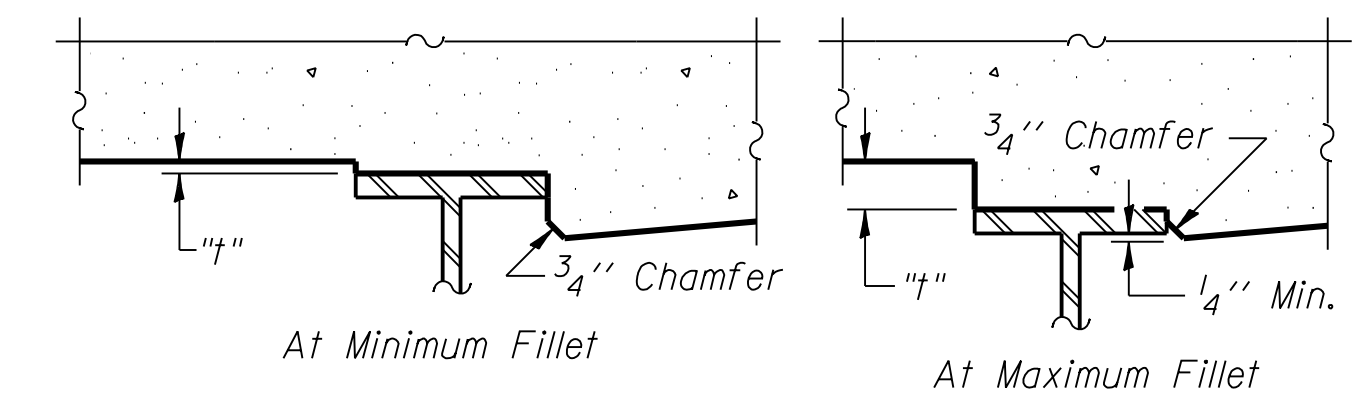


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete and rail only.)

Note:

The deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown in Sheets S6 thru S9.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown in Sheets S6 thru S9, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



USER NAME = jerojas	DESIGNED - JSR	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
	CHECKED - BPS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS
STRUCTURE NO. 070-0015**

SHEET NO. S5 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	25
CONTRACT NO. 74357				
ILLINOIS FED. AID PROJECT				

BEAM 1

BEAM 2

BEAM 3

IL ROUTE 32, P.G., & STAGE CONSTR. LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	232+58.50	-16.04	634.77	634.77
Exp. Jt.	232+59.83	-16.04	634.77	634.77
Brg. N. Abut.	232+60.79	-16.04	634.77	634.77
A	232+70.79	-16.04	634.74	634.76
B	232+80.79	-16.04	634.70	634.76
C	232+90.79	-16.04	634.67	634.73
D	233+00.79	-16.04	634.64	634.69
E	233+10.79	-16.04	634.61	634.64
F	233+20.79	-16.04	634.58	634.59
Brg. Pier 1	233+31.21	-16.04	634.54	634.54
G	233+41.21	-16.04	634.51	634.52
H	233+51.21	-16.04	634.48	634.51
I	233+61.21	-16.04	634.45	634.50
J	233+71.21	-16.04	634.42	634.48
K	233+81.21	-16.04	634.39	634.45
L	233+91.21	-16.04	634.36	634.40
M	234+01.21	-16.04	634.32	634.35
N	234+11.21	-16.04	634.29	634.30
Brg. Pier 2	234+21.33	-16.04	634.26	634.26
O	234+31.33	-16.04	634.23	634.24
P	234+41.33	-16.04	634.20	634.22
Q	234+51.33	-16.04	634.17	634.21
R	234+61.33	-16.04	634.13	634.20
S	234+71.33	-16.04	634.10	634.17
T	234+81.33	-16.04	634.07	634.12
U	234+91.33	-16.04	634.04	634.07
V	235+01.33	-16.04	634.01	634.02
Brg. Pier 3	235+11.46	-16.04	633.98	633.98
W	235+21.46	-16.04	633.95	633.95
X	235+31.46	-16.04	633.91	633.94
Y	235+41.46	-16.04	633.88	633.93
Z	235+51.46	-16.04	633.85	633.91
AA	235+61.46	-16.04	633.82	633.87
AB	235+71.46	-16.04	633.79	633.82
N. Brg. Pier 4	235+81.88	-16.04	633.75	633.75
Pier 4	235+82.75	-16.04	633.75	633.75

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	232+58.50	-9.63	634.90	634.90
Exp. Jt.	232+59.83	-9.63	634.89	634.89
Brg. N. Abut.	232+60.79	-9.63	634.89	634.89
A	232+70.79	-9.63	634.86	634.88
B	232+80.79	-9.63	634.82	634.88
C	232+90.79	-9.63	634.79	634.85
D	233+00.79	-9.63	634.76	634.81
E	233+10.79	-9.63	634.73	634.76
F	233+20.79	-9.63	634.70	634.71
Brg. Pier 1	233+31.21	-9.63	634.67	634.67
G	233+41.21	-9.63	634.63	634.64
H	233+51.21	-9.63	634.60	634.63
I	233+61.21	-9.63	634.57	634.62
J	233+71.21	-9.63	634.54	634.60
K	233+81.21	-9.63	634.51	634.57
L	233+91.21	-9.63	634.48	634.52
M	234+01.21	-9.63	634.45	634.47
N	234+11.21	-9.63	634.41	634.42
Brg. Pier 2	234+21.33	-9.63	634.38	634.38
O	234+31.33	-9.63	634.35	634.36
P	234+41.33	-9.63	634.32	634.35
Q	234+51.33	-9.63	634.29	634.34
R	234+61.33	-9.63	634.26	634.32
S	234+71.33	-9.63	634.22	634.29
T	234+81.33	-9.63	634.19	634.24
U	234+91.33	-9.63	634.16	634.19
V	235+01.33	-9.63	634.13	634.14
Brg. Pier 3	235+11.46	-9.63	634.10	634.10
W	235+21.46	-9.63	634.07	634.07
X	235+31.46	-9.63	634.03	634.06
Y	235+41.46	-9.63	634.00	634.05
Z	235+51.46	-9.63	633.97	634.03
AA	235+61.46	-9.63	633.94	633.99
AB	235+71.46	-9.63	633.91	633.94
N. Brg. Pier 4	235+81.88	-9.63	633.88	633.88
Pier 4	235+82.75	-9.63	633.87	633.87

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	232+58.50	-3.21	635.00	635.00
Exp. Jt.	232+59.83	-3.21	634.99	634.99
Brg. N. Abut.	232+60.79	-3.21	634.99	634.99
A	232+70.79	-3.21	634.96	634.99
B	232+80.79	-3.21	634.93	634.98
C	232+90.79	-3.21	634.89	634.95
D	233+00.79	-3.21	634.86	634.91
E	233+10.79	-3.21	634.83	634.86
F	233+20.79	-3.21	634.80	634.81
Brg. Pier 1	233+31.21	-3.21	634.77	634.77
G	233+41.21	-3.21	634.73	634.74
H	233+51.21	-3.21	634.70	634.73
I	233+61.21	-3.21	634.67	634.72
J	233+71.21	-3.21	634.64	634.70
K	233+81.21	-3.21	634.61	634.67
L	233+91.21	-3.21	634.58	634.63
M	234+01.21	-3.21	634.55	634.57
N	234+11.21	-3.21	634.51	634.52
Brg. Pier 2	234+21.33	-3.21	634.48	634.48
O	234+31.33	-3.21	634.45	634.46
P	234+41.33	-3.21	634.42	634.45
Q	234+51.33	-3.21	634.39	634.44
R	234+61.33	-3.21	634.36	634.42
S	234+71.33	-3.21	634.32	634.39
T	234+81.33	-3.21	634.29	634.34
U	234+91.33	-3.21	634.26	634.29
V	235+01.33	-3.21	634.23	634.24
Brg. Pier 3	235+11.46	-3.21	634.20	634.20
W	235+21.46	-3.21	634.17	634.17
X	235+31.46	-3.21	634.14	634.16
Y	235+41.46	-3.21	634.10	634.15
Z	235+51.46	-3.21	634.07	634.13
AA	235+61.46	-3.21	634.04	634.09
AB	235+71.46	-3.21	634.01	634.04
N. Brg. Pier 4	235+81.88	-3.21	633.98	633.98
Pier 4	235+82.75	-3.21	633.97	633.97

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	232+58.50	0.00	635.05	635.05
Exp. Jt.	232+59.83	0.00	635.04	635.04
Brg. N. Abut.	232+60.79	0.00	635.04	635.04
A	232+70.79	0.00	635.01	635.04
B	232+80.79	0.00	634.98	635.03
C	232+90.79	0.00	634.94	635.00
D	233+00.79	0.00	634.91	634.96
E	233+10.79	0.00	634.88	634.91
F	233+20.79	0.00	634.85	634.86
Brg. Pier 1	233+31.21	0.00	634.82	634.82
G	233+41.21	0.00	634.78	634.79
H	233+51.21	0.00	634.75	634.78
I	233+61.21	0.00	634.72	634.77
J	233+71.21	0.00	634.69	634.75
K	233+81.21	0.00	634.66	634.72
L	233+91.21	0.00	634.63	634.68
M	234+01.21	0.00	634.60	634.62
N	234+11.21	0.00	634.56	634.57
Brg. Pier 2	234+21.33	0.00	634.53	634.53
O	234+31.33	0.00	634.50	634.51
P	234+41.33	0.00	634.47	634.50
Q	234+51.33	0.00	634.44	634.49
R	234+61.33	0.00	634.41	634.47
S	234+71.33	0.00	634.37	634.44
T	234+81.33	0.00	634.34	634.39
U	234+91.33	0.00	634.31	634.34
V	235+01.33	0.00	634.28	634.29
Brg. Pier 3	235+11.46	0.00	634.25	634.25
W	235+21.46	0.00	634.22	634.22
X	235+31.46	0.00	634.19	634.21
Y	235+41.46	0.00	634.15	634.20
Z	235+51.46	0.00	634.12	634.18
AA	235+61.46	0.00	634.09	634.14
AB	235+71.46	0.00	634.06	634.09
N. Brg. Pier 4	235+81.88	0.00	634.03	634.03
Pier 4	235+82.75	0.00	634.02	634.02

FILE NAME = V:\1736\active\173630093\DOT_IL_32_cover_LakeShelby\11a\structural\ndr\wing_0700015_74357_006_Deck_Elev2.dgn

	USER NAME = jerojas	DESIGNED - JSR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF DECK ELEVATIONS - UNIT A STRUCTURE NO. 070-0015	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = N/A	CHECKED - BHS	REVISED -			762	(2BR)BR-1	MOULTRIE	48	26
	PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -			CONTRACT NO. 74357				
		CHECKED - BPS	REVISED -			ILLINOIS FED. AID PROJECT				

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	232+58.50	3.21	635.00	635.00
⊕ Exp. Jt.	232+59.83	3.21	634.99	634.99
⊕ Brg. N. Abut.	232+60.79	3.21	634.99	634.99
A	232+70.79	3.21	634.96	634.99
B	232+80.79	3.21	634.93	634.98
C	232+90.79	3.21	634.89	634.95
D	233+00.79	3.21	634.86	634.91
E	233+10.79	3.21	634.83	634.86
F	233+20.79	3.21	634.80	634.81
⊕ Brg. Pier 1	233+31.21	3.21	634.77	634.77
G	233+41.21	3.21	634.73	634.74
H	233+51.21	3.21	634.70	634.73
I	233+61.21	3.21	634.67	634.72
J	233+71.21	3.21	634.64	634.70
K	233+81.21	3.21	634.61	634.67
L	233+91.21	3.21	634.58	634.63
M	234+01.21	3.21	634.55	634.57
N	234+11.21	3.21	634.51	634.52
⊕ Brg. Pier 2	234+21.33	3.21	634.48	634.48
O	234+31.33	3.21	634.45	634.46
P	234+41.33	3.21	634.42	634.45
Q	234+51.33	3.21	634.39	634.44
R	234+61.33	3.21	634.36	634.42
S	234+71.33	3.21	634.32	634.39
T	234+81.33	3.21	634.29	634.34
U	234+91.33	3.21	634.26	634.29
V	235+01.33	3.21	634.23	634.24
⊕ Brg. Pier 3	235+11.46	3.21	634.20	634.20
W	235+21.46	3.21	634.17	634.17
X	235+31.46	3.21	634.14	634.16
Y	235+41.46	3.21	634.10	634.15
Z	235+51.46	3.21	634.07	634.13
AA	235+61.46	3.21	634.04	634.09
AB	235+71.46	3.21	634.01	634.04
⊕ N. Brg. Pier 4	235+81.88	3.21	633.98	633.98
⊕ Pier 4	235+82.75	3.21	633.97	633.97

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	232+58.50	9.63	634.90	634.90
⊕ Exp. Jt.	232+59.83	9.63	634.89	634.89
⊕ Brg. N. Abut.	232+60.79	9.63	634.89	634.89
A	232+70.79	9.63	634.86	634.88
B	232+80.79	9.63	634.82	634.88
C	232+90.79	9.63	634.79	634.85
D	233+00.79	9.63	634.76	634.81
E	233+10.79	9.63	634.73	634.76
F	233+20.79	9.63	634.70	634.71
⊕ Brg. Pier 1	233+31.21	9.63	634.67	634.67
G	233+41.21	9.63	634.63	634.64
H	233+51.21	9.63	634.60	634.63
I	233+61.21	9.63	634.57	634.62
J	233+71.21	9.63	634.54	634.60
K	233+81.21	9.63	634.51	634.57
L	233+91.21	9.63	634.48	634.52
M	234+01.21	9.63	634.45	634.47
N	234+11.21	9.63	634.41	634.42
⊕ Brg. Pier 2	234+21.33	9.63	634.38	634.38
O	234+31.33	9.63	634.35	634.36
P	234+41.33	9.63	634.32	634.35
Q	234+51.33	9.63	634.29	634.34
R	234+61.33	9.63	634.26	634.32
S	234+71.33	9.63	634.22	634.29
T	234+81.33	9.63	634.19	634.24
U	234+91.33	9.63	634.16	634.19
V	235+01.33	9.63	634.13	634.14
⊕ Brg. Pier 3	235+11.46	9.63	634.10	634.10
W	235+21.46	9.63	634.07	634.07
X	235+31.46	9.63	634.03	634.06
Y	235+41.46	9.63	634.00	634.05
Z	235+51.46	9.63	633.97	634.03
AA	235+61.46	9.63	633.94	633.99
AB	235+71.46	9.63	633.91	633.94
⊕ N. Brg. Pier 4	235+81.88	9.63	633.88	633.88
⊕ Pier 4	235+82.75	9.63	633.87	633.87

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	232+58.50	16.04	634.77	634.77
⊕ Exp. Jt.	232+59.83	16.04	634.77	634.77
⊕ Brg. N. Abut.	232+60.79	16.04	634.77	634.77
A	232+70.79	16.04	634.74	634.76
B	232+80.79	16.04	634.70	634.76
C	232+90.79	16.04	634.67	634.73
D	233+00.79	16.04	634.64	634.69
E	233+10.79	16.04	634.61	634.64
F	233+20.79	16.04	634.58	634.59
⊕ Brg. Pier 1	233+31.21	16.04	634.54	634.54
G	233+41.21	16.04	634.51	634.52
H	233+51.21	16.04	634.48	634.51
I	233+61.21	16.04	634.45	634.50
J	233+71.21	16.04	634.42	634.48
K	233+81.21	16.04	634.39	634.45
L	233+91.21	16.04	634.36	634.40
M	234+01.21	16.04	634.32	634.35
N	234+11.21	16.04	634.29	634.30
⊕ Brg. Pier 2	234+21.33	16.04	634.26	634.26
O	234+31.33	16.04	634.23	634.24
P	234+41.33	16.04	634.20	634.22
Q	234+51.33	16.04	634.17	634.21
R	234+61.33	16.04	634.13	634.20
S	234+71.33	16.04	634.10	634.17
T	234+81.33	16.04	634.07	634.12
U	234+91.33	16.04	634.04	634.07
V	235+01.33	16.04	634.01	634.02
⊕ Brg. Pier 3	235+11.46	16.04	633.98	633.98
W	235+21.46	16.04	633.95	633.95
X	235+31.46	16.04	633.91	633.94
Y	235+41.46	16.04	633.88	633.93
Z	235+51.46	16.04	633.85	633.91
AA	235+61.46	16.04	633.82	633.87
AB	235+71.46	16.04	633.79	633.82
⊕ N. Brg. Pier 4	235+81.88	16.04	633.75	633.75
⊕ Pier 4	235+82.75	16.04	633.75	633.75

FILE NAME = V:\1736\active\17363009_1.DOT_IL32_cover_LakeShelby\11a\structural\drw\0700015_74357_007_Deck_Elev_3.dwg



USER NAME = jerojas	DESIGNED - JSR	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
	CHECKED - BPS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS - UNIT A
STRUCTURE NO. 070-0015**

SHEET NO. 57 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	27
CONTRACT NO. 74357				
ILLINOIS FED. AID PROJECT				

BEAM 1

BEAM 2

BEAM 3

IL ROUTE 32, P.G., & STAGE CONSTR. LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 4	235+82.75	-16.04	633.75	633.75
☉ S. Brg. Pier 4	235+83.63	-16.04	633.75	633.75
AC	235+93.63	-16.04	633.72	633.75
AD	236+03.63	-16.04	633.69	633.73
AE	236+13.63	-16.04	633.65	633.71
AF	236+23.63	-16.04	633.62	633.67
AG	236+33.63	-16.04	633.59	633.62
AH	236+43.63	-16.04	633.56	633.57
☉ Brg. Pier 5	236+54.04	-16.04	633.53	633.53
AI	236+64.04	-16.04	633.50	633.51
AJ	236+74.04	-16.04	633.46	633.49
AK	236+84.04	-16.04	633.43	633.48
AL	236+94.04	-16.04	633.40	633.46
AM	237+04.04	-16.04	633.37	633.43
AN	237+14.04	-16.04	633.34	633.39
AO	237+24.04	-16.04	633.31	633.33
AP	237+34.04	-16.04	633.28	633.28
☉ Brg. Pier 6	237+44.17	-16.04	633.24	633.24
AQ	237+54.17	-16.04	633.21	633.22
AR	237+64.17	-16.04	633.18	633.21
AS	237+74.17	-16.04	633.15	633.20
AT	237+84.17	-16.04	633.12	633.18
AU	237+94.17	-16.04	633.09	633.15
AV	238+04.17	-16.04	633.05	633.10
AW	238+14.17	-16.04	633.02	633.05
AX	238+24.17	-16.04	632.99	633.00
☉ Brg. Pier 7	238+34.29	-16.04	632.96	632.96
AY	238+44.29	-16.04	632.93	632.94
AZ	238+54.29	-16.04	632.90	632.92
BA	238+64.29	-16.04	632.86	632.91
BB	238+74.29	-16.04	632.83	632.89
BC	238+84.29	-16.04	632.80	632.86
BD	238+94.29	-16.04	632.77	632.80
☉ Brg. S. Abut.	239+04.71	-16.04	632.74	632.74
☉ Exp. Jt.	239+05.67	-16.04	632.73	632.73
Bk. S. Abut.	239+07.00	-16.04	632.73	632.73

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 4	235+82.75	-9.63	633.87	633.87
☉ S. Brg. Pier 4	235+83.63	-9.63	633.87	633.87
AC	235+93.63	-9.63	633.84	633.87
AD	236+03.63	-9.63	633.81	633.86
AE	236+13.63	-9.63	633.78	633.83
AF	236+23.63	-9.63	633.74	633.79
AG	236+33.63	-9.63	633.71	633.74
AH	236+43.63	-9.63	633.68	633.69
☉ Brg. Pier 5	236+54.04	-9.63	633.65	633.65
AI	236+64.04	-9.63	633.62	633.63
AJ	236+74.04	-9.63	633.59	633.62
AK	236+84.04	-9.63	633.55	633.60
AL	236+94.04	-9.63	633.52	633.58
AM	237+04.04	-9.63	633.49	633.55
AN	237+14.04	-9.63	633.46	633.51
AO	237+24.04	-9.63	633.43	633.46
AP	237+34.04	-9.63	633.40	633.41
☉ Brg. Pier 6	237+44.17	-9.63	633.36	633.36
AQ	237+54.17	-9.63	633.33	633.34
AR	237+64.17	-9.63	633.30	633.33
AS	237+74.17	-9.63	633.27	633.32
AT	237+84.17	-9.63	633.24	633.30
AU	237+94.17	-9.63	633.21	633.27
AV	238+04.17	-9.63	633.18	633.23
AW	238+14.17	-9.63	633.14	633.17
AX	238+24.17	-9.63	633.11	633.12
☉ Brg. Pier 7	238+34.29	-9.63	633.08	633.08
AY	238+44.29	-9.63	633.05	633.06
AZ	238+54.29	-9.63	633.02	633.04
BA	238+64.29	-9.63	632.99	633.03
BB	238+74.29	-9.63	632.95	633.01
BC	238+84.29	-9.63	632.92	632.98
BD	238+94.29	-9.63	632.89	632.92
☉ Brg. S. Abut.	239+04.71	-9.63	632.86	632.86
☉ Exp. Jt.	239+05.67	-9.63	632.86	632.86
Bk. S. Abut.	239+07.00	-9.63	632.85	632.85

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 4	235+82.75	-3.21	633.97	633.97
☉ S. Brg. Pier 4	235+83.63	-3.21	633.97	633.97
AC	235+93.63	-3.21	633.94	633.97
AD	236+03.63	-3.21	633.91	633.96
AE	236+13.63	-3.21	633.88	633.93
AF	236+23.63	-3.21	633.84	633.89
AG	236+33.63	-3.21	633.81	633.84
AH	236+43.63	-3.21	633.78	633.79
☉ Brg. Pier 5	236+54.04	-3.21	633.75	633.75
AI	236+64.04	-3.21	633.72	633.73
AJ	236+74.04	-3.21	633.69	633.72
AK	236+84.04	-3.21	633.65	633.70
AL	236+94.04	-3.21	633.62	633.69
AM	237+04.04	-3.21	633.59	633.65
AN	237+14.04	-3.21	633.56	633.61
AO	237+24.04	-3.21	633.53	633.56
AP	237+34.04	-3.21	633.50	633.51
☉ Brg. Pier 6	237+44.17	-3.21	633.47	633.47
AQ	237+54.17	-3.21	633.43	633.44
AR	237+64.17	-3.21	633.40	633.43
AS	237+74.17	-3.21	633.37	633.42
AT	237+84.17	-3.21	633.34	633.40
AU	237+94.17	-3.21	633.31	633.37
AV	238+04.17	-3.21	633.28	633.33
AW	238+14.17	-3.21	633.24	633.27
AX	238+24.17	-3.21	633.21	633.22
☉ Brg. Pier 7	238+34.29	-3.21	633.18	633.18
AY	238+44.29	-3.21	633.15	633.16
AZ	238+54.29	-3.21	633.12	633.14
BA	238+64.29	-3.21	633.09	633.13
BB	238+74.29	-3.21	633.05	633.11
BC	238+84.29	-3.21	633.02	633.08
BD	238+94.29	-3.21	632.99	633.02
☉ Brg. S. Abut.	239+04.71	-3.21	632.96	632.96
☉ Exp. Jt.	239+05.67	-3.21	632.96	632.96
Bk. S. Abut.	239+07.00	-3.21	632.95	632.95

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 4	235+82.75	0.00	634.02	634.02
☉ S. Brg. Pier 4	235+83.63	0.00	634.02	634.02
AC	235+93.63	0.00	633.99	634.02
AD	236+03.63	0.00	633.96	634.01
AE	236+13.63	0.00	633.93	633.98
AF	236+23.63	0.00	633.89	633.94
AG	236+33.63	0.00	633.86	633.89
AH	236+43.63	0.00	633.83	633.84
☉ Brg. Pier 5	236+54.04	0.00	633.80	633.80
AI	236+64.04	0.00	633.77	633.78
AJ	236+74.04	0.00	633.74	633.77
AK	236+84.04	0.00	633.70	633.75
AL	236+94.04	0.00	633.67	633.74
AM	237+04.04	0.00	633.64	633.70
AN	237+14.04	0.00	633.61	633.66
AO	237+24.04	0.00	633.58	633.61
AP	237+34.04	0.00	633.55	633.56
☉ Brg. Pier 6	237+44.17	0.00	633.52	633.52
AQ	237+54.17	0.00	633.48	633.49
AR	237+64.17	0.00	633.45	633.48
AS	237+74.17	0.00	633.42	633.47
AT	237+84.17	0.00	633.39	633.45
AU	237+94.17	0.00	633.36	633.42
AV	238+04.17	0.00	633.33	633.38
AW	238+14.17	0.00	633.29	633.32
AX	238+24.17	0.00	633.26	633.27
☉ Brg. Pier 7	238+34.29	0.00	633.23	633.23
AY	238+44.29	0.00	633.20	633.21
AZ	238+54.29	0.00	633.17	633.19
BA	238+64.29	0.00	633.14	633.18
BB	238+74.29	0.00	633.11	633.16
BC	238+84.29	0.00	633.07	633.13
BD	238+94.29	0.00	633.04	633.07
☉ Brg. S. Abut.	239+04.71	0.00	633.01	633.01
☉ Exp. Jt.	239+05.67	0.00	633.01	633.01
Bk. S. Abut.	239+07.00	0.00	633.00	633.00

FILE NAME = V:\1736\active\173630009\DDT_IL_32_cover_LakeShelby\11a\structural\ndr\wing_0700015_74357_008_Deck_Elev.dgn

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 4	235+82.75	3.21	633.97	633.97
☉ S. Brg. Pier 4	235+83.63	3.21	633.97	633.97
AC	235+93.63	3.21	633.94	633.97
AD	236+03.63	3.21	633.91	633.96
AE	236+13.63	3.21	633.88	633.93
AF	236+23.63	3.21	633.84	633.89
AG	236+33.63	3.21	633.81	633.84
AH	236+43.63	3.21	633.78	633.79
☉ Brg. Pier 5	236+54.04	3.21	633.75	633.75
AI	236+64.04	3.21	633.72	633.73
AJ	236+74.04	3.21	633.69	633.72
AK	236+84.04	3.21	633.65	633.70
AL	236+94.04	3.21	633.62	633.69
AM	237+04.04	3.21	633.59	633.65
AN	237+14.04	3.21	633.56	633.61
AO	237+24.04	3.21	633.53	633.56
AP	237+34.04	3.21	633.50	633.51
☉ Brg. Pier 6	237+44.17	3.21	633.47	633.47
AQ	237+54.17	3.21	633.43	633.44
AR	237+64.17	3.21	633.40	633.43
AS	237+74.17	3.21	633.37	633.42
AT	237+84.17	3.21	633.34	633.40
AU	237+94.17	3.21	633.31	633.37
AV	238+04.17	3.21	633.28	633.33
AW	238+14.17	3.21	633.24	633.27
AX	238+24.17	3.21	633.21	633.22
☉ Brg. Pier 7	238+34.29	3.21	633.18	633.18
AY	238+44.29	3.21	633.15	633.16
AZ	238+54.29	3.21	633.12	633.14
BA	238+64.29	3.21	633.09	633.13
BB	238+74.29	3.21	633.05	633.11
BC	238+84.29	3.21	633.02	633.08
BD	238+94.29	3.21	632.99	633.02
☉ Brg. S. Abut.	239+04.71	3.21	632.96	632.96
☉ Exp. Jt.	239+05.67	3.21	632.96	632.96
Bk. S. Abut.	239+07.00	3.21	632.95	632.95

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 4	235+82.75	9.63	633.87	633.87
☉ S. Brg. Pier 4	235+83.63	9.63	633.87	633.87
AC	235+93.63	9.63	633.84	633.87
AD	236+03.63	9.63	633.81	633.86
AE	236+13.63	9.63	633.78	633.83
AF	236+23.63	9.63	633.74	633.79
AG	236+33.63	9.63	633.71	633.74
AH	236+43.63	9.63	633.68	633.69
☉ Brg. Pier 5	236+54.04	9.63	633.65	633.65
AI	236+64.04	9.63	633.62	633.63
AJ	236+74.04	9.63	633.59	633.62
AK	236+84.04	9.63	633.55	633.60
AL	236+94.04	9.63	633.52	633.58
AM	237+04.04	9.63	633.49	633.55
AN	237+14.04	9.63	633.46	633.51
AO	237+24.04	9.63	633.43	633.46
AP	237+34.04	9.63	633.40	633.41
☉ Brg. Pier 6	237+44.17	9.63	633.36	633.36
AQ	237+54.17	9.63	633.33	633.34
AR	237+64.17	9.63	633.30	633.33
AS	237+74.17	9.63	633.27	633.32
AT	237+84.17	9.63	633.24	633.30
AU	237+94.17	9.63	633.21	633.27
AV	238+04.17	9.63	633.18	633.23
AW	238+14.17	9.63	633.14	633.17
AX	238+24.17	9.63	633.11	633.12
☉ Brg. Pier 7	238+34.29	9.63	633.08	633.08
AY	238+44.29	9.63	633.05	633.06
AZ	238+54.29	9.63	633.02	633.04
BA	238+64.29	9.63	632.99	633.03
BB	238+74.29	9.63	632.95	633.01
BC	238+84.29	9.63	632.92	632.98
BD	238+94.29	9.63	632.89	632.92
☉ Brg. S. Abut.	239+04.71	9.63	632.86	632.86
☉ Exp. Jt.	239+05.67	9.63	632.86	632.86
Bk. S. Abut.	239+07.00	9.63	632.85	632.85

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 4	235+82.75	16.04	633.75	633.75
☉ S. Brg. Pier 4	235+83.63	16.04	633.75	633.75
AC	235+93.63	16.04	633.72	633.75
AD	236+03.63	16.04	633.69	633.73
AE	236+13.63	16.04	633.65	633.71
AF	236+23.63	16.04	633.62	633.67
AG	236+33.63	16.04	633.59	633.62
AH	236+43.63	16.04	633.56	633.57
☉ Brg. Pier 5	236+54.04	16.04	633.53	633.53
AI	236+64.04	16.04	633.50	633.51
AJ	236+74.04	16.04	633.46	633.49
AK	236+84.04	16.04	633.43	633.48
AL	236+94.04	16.04	633.40	633.46
AM	237+04.04	16.04	633.37	633.43
AN	237+14.04	16.04	633.34	633.39
AO	237+24.04	16.04	633.31	633.33
AP	237+34.04	16.04	633.28	633.28
☉ Brg. Pier 6	237+44.17	16.04	633.24	633.24
AQ	237+54.17	16.04	633.21	633.22
AR	237+64.17	16.04	633.18	633.21
AS	237+74.17	16.04	633.15	633.20
AT	237+84.17	16.04	633.12	633.18
AU	237+94.17	16.04	633.09	633.15
AV	238+04.17	16.04	633.05	633.10
AW	238+14.17	16.04	633.02	633.05
AX	238+24.17	16.04	632.99	633.00
☉ Brg. Pier 7	238+34.29	16.04	632.96	632.96
AY	238+44.29	16.04	632.93	632.94
AZ	238+54.29	16.04	632.90	632.92
BA	238+64.29	16.04	632.86	632.91
BB	238+74.29	16.04	632.83	632.89
BC	238+84.29	16.04	632.80	632.86
BD	238+94.29	16.04	632.77	632.80
☉ Brg. S. Abut.	239+04.71	16.04	632.74	632.74
☉ Exp. Jt.	239+05.67	16.04	632.73	632.73
Bk. S. Abut.	239+07.00	16.04	632.73	632.73

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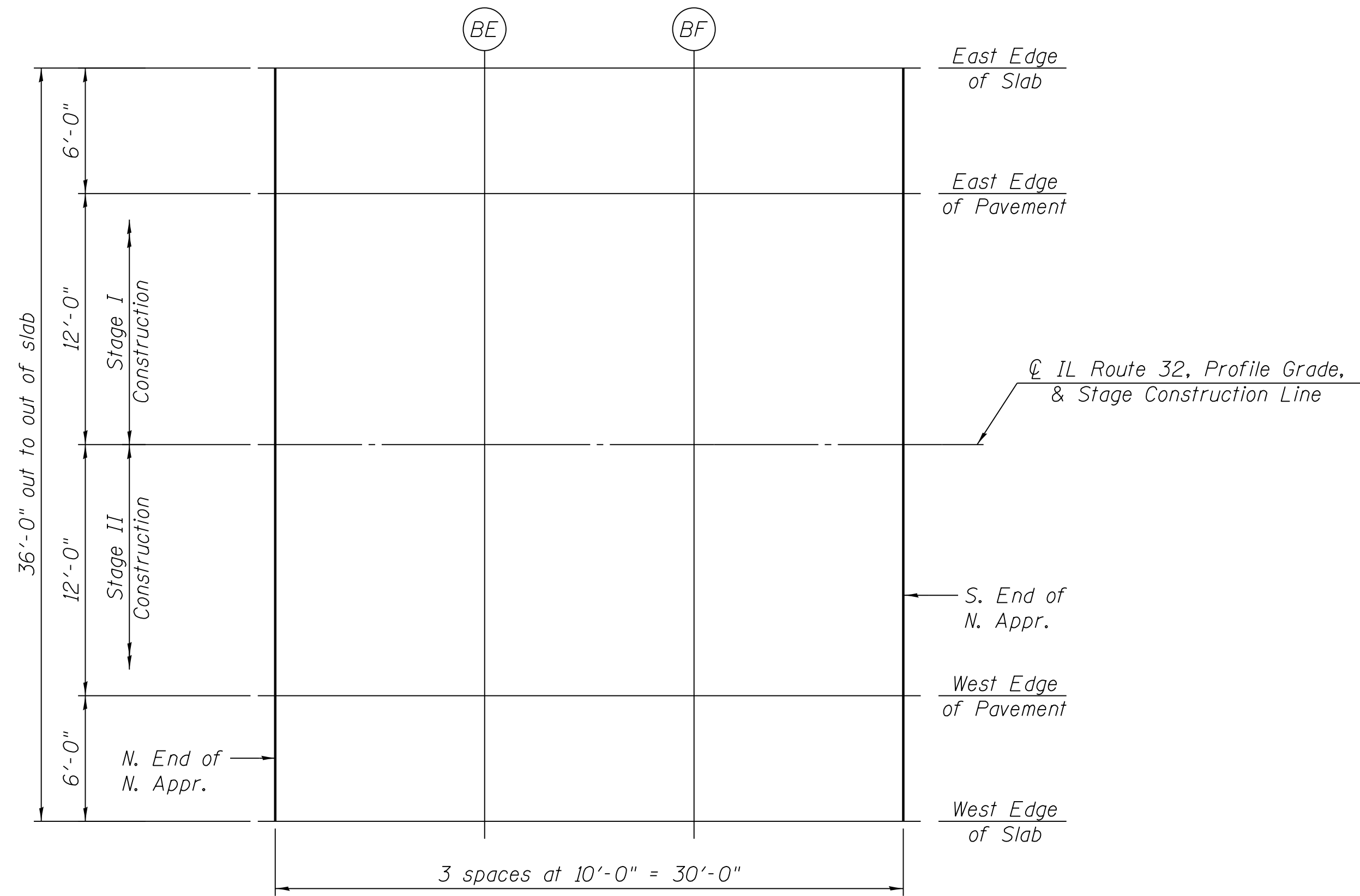


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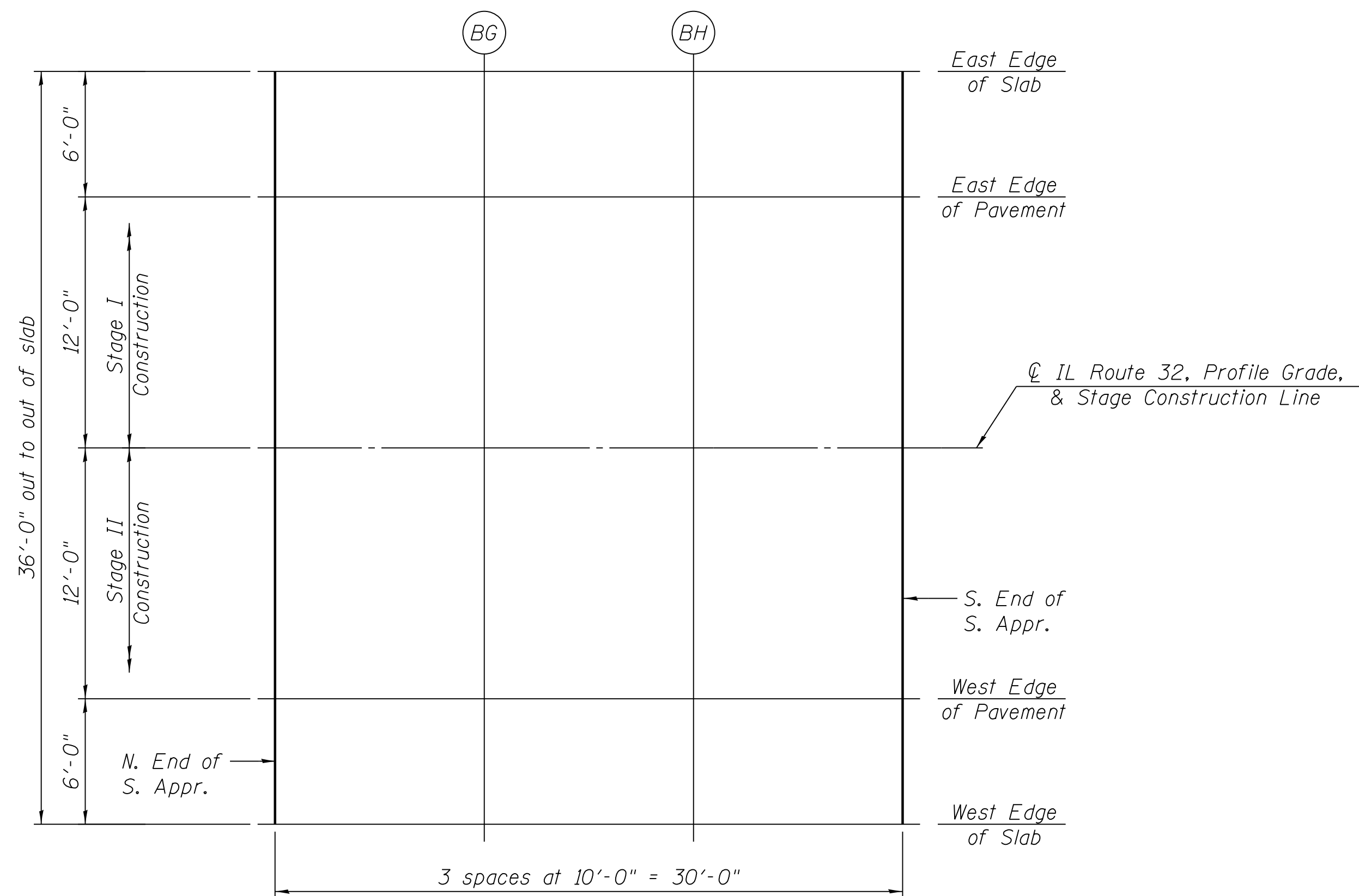
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS - UNIT B
STRUCTURE NO. 070-0015**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	29
CONTRACT NO. 74357				
ILLINOIS FED. AID PROJECT				



PLAN NORTH APPROACH



PLAN SOUTH APPROACH

EAST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	232+29.00	-18.00	634.83
BE	232+39.00	-18.00	634.79
BF	232+49.00	-18.00	634.76
S. End of N. Appr.	232+59.00	-18.00	634.73
N. End of S. Appr.	239+06.50	-18.00	632.69
BG	239+16.50	-18.00	632.66
BH	239+26.50	-18.00	632.63
S. End of S. Appr.	239+36.50	-18.00	632.60

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	232+29.00	-12.00	634.95
BE	232+39.00	-12.00	634.92
BF	232+49.00	-12.00	634.89
S. End of N. Appr.	232+59.00	-12.00	634.86
N. End of S. Appr.	239+06.50	-12.00	632.82
BG	239+16.50	-12.00	632.78
BH	239+26.50	-12.00	632.75
S. End of S. Appr.	239+36.50	-12.00	632.72

IL ROUTE 32, PROFILE GRADE, & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	232+29.00	0.00	635.14
BE	232+39.00	0.00	635.11
BF	232+49.00	0.00	635.08
S. End of N. Appr.	232+59.00	0.00	635.04
N. End of S. Appr.	239+06.50	0.00	633.00
BG	239+16.50	0.00	632.97
BH	239+26.50	0.00	632.94
S. End of S. Appr.	239+36.50	0.00	632.91

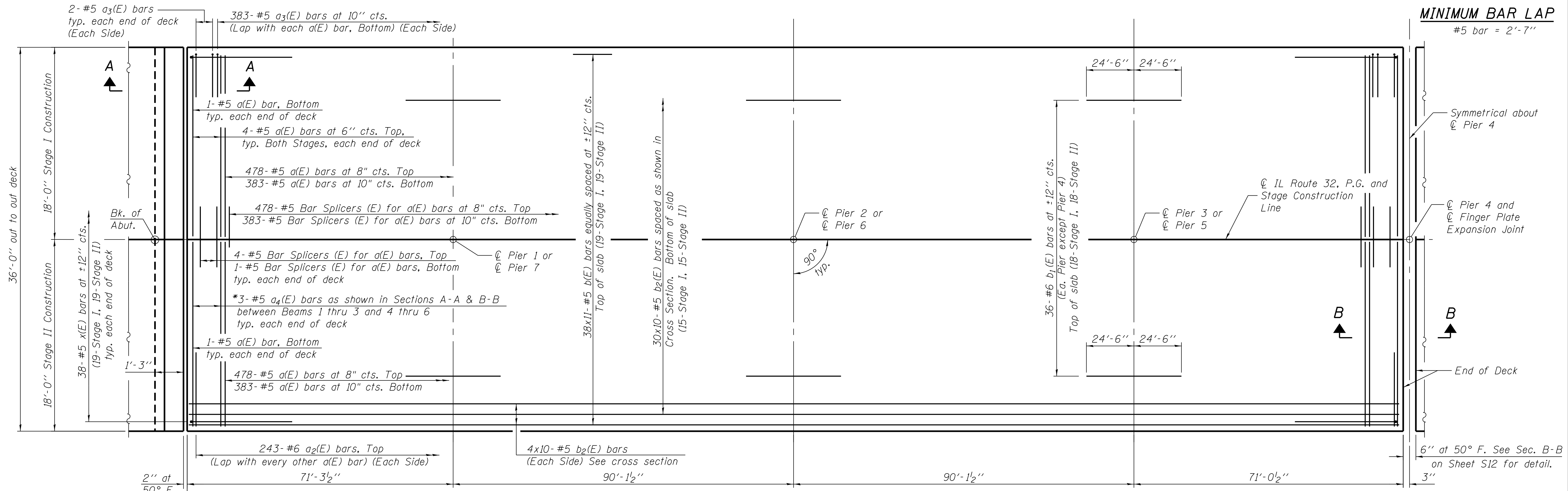
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	232+29.00	12.00	634.95
BE	232+39.00	12.00	634.92
BF	232+49.00	12.00	634.89
S. End of N. Appr.	232+59.00	12.00	634.86
N. End of S. Appr.	239+06.50	12.00	632.82
BG	239+16.50	12.00	632.78
BH	239+26.50	12.00	632.75
S. End of S. Appr.	239+36.50	12.00	632.72

WEST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	232+29.00	18.00	634.83
BE	232+39.00	18.00	634.79
BF	232+49.00	18.00	634.76
S. End of N. Appr.	232+59.00	18.00	634.73
N. End of S. Appr.	239+06.50	18.00	632.69
BG	239+16.50	18.00	632.66
BH	239+26.50	18.00	632.63
S. End of S. Appr.	239+36.50	18.00	632.60

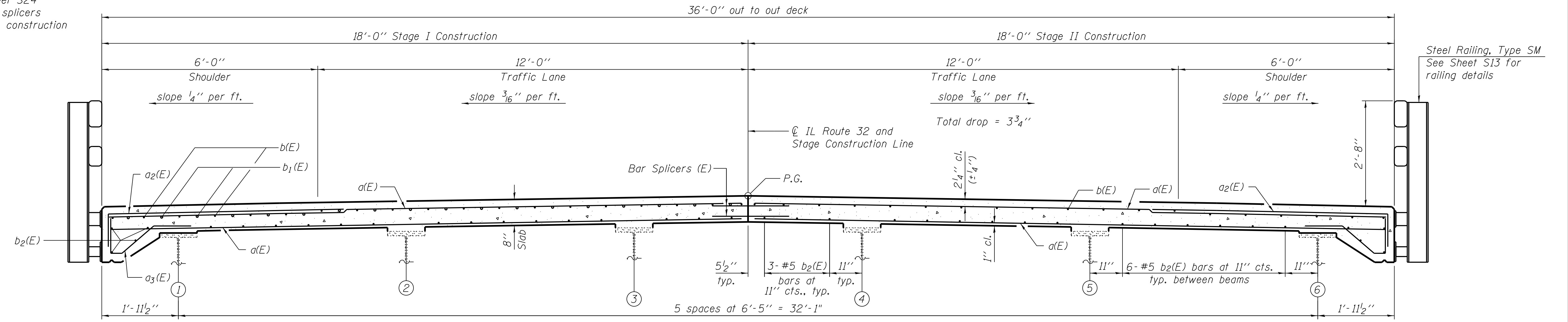
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PARTIAL PLAN
(Unit A as shown, Unit B similar)

Notes:
 See Sheet S12 for superstructure details and Bill of Material.
 Bars indicated thus 26x4-#5 etc. indicates 26 lines of bars with 4 lengths per line.
 See Sheet S12 for edge of deck reinforcement.
 The deck joint opening dimension at the Abutments is based on a Rolled Rail Strip Seal Joint.
 If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet EJ-SSJ.

* See Sheet S24 for bar splicers at stage construction line.



CROSS SECTION
(Looking South)

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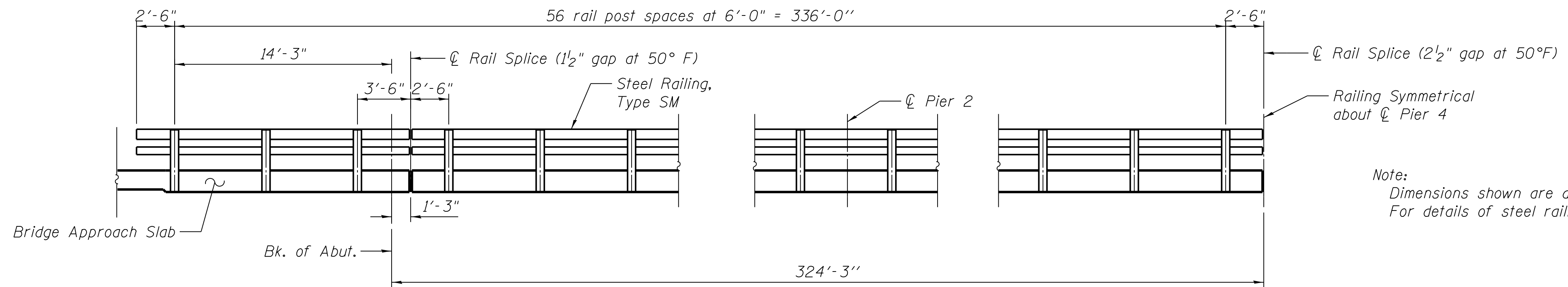
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PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
	CHECKED - BPS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN AND SECTION
STRUCTURE NO. 070-0015**

SHEET NO. S11 OF 28 SHEETS

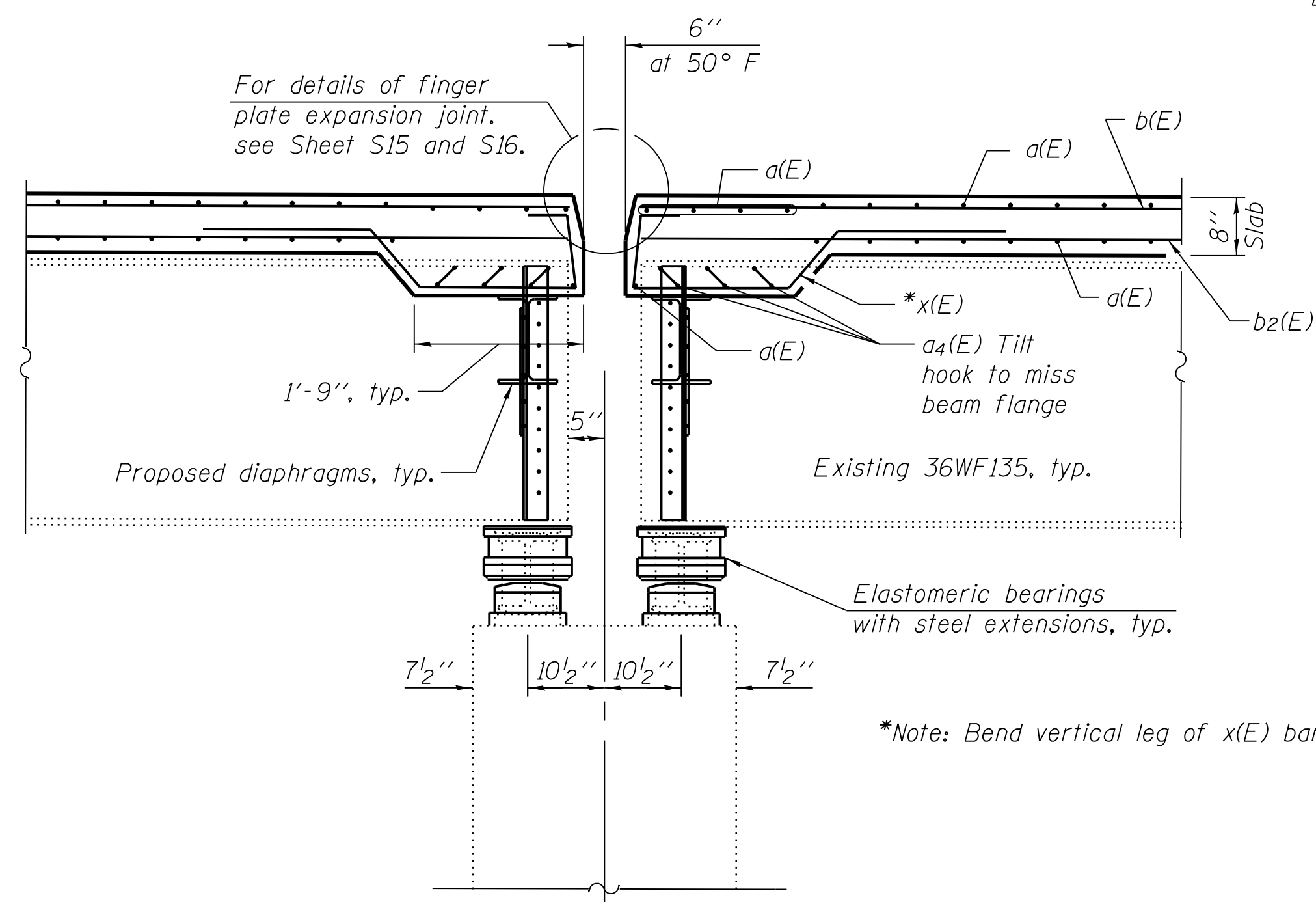
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	31
CONTRACT NO. 74357				
ILLINOIS FED. AID PROJECT				



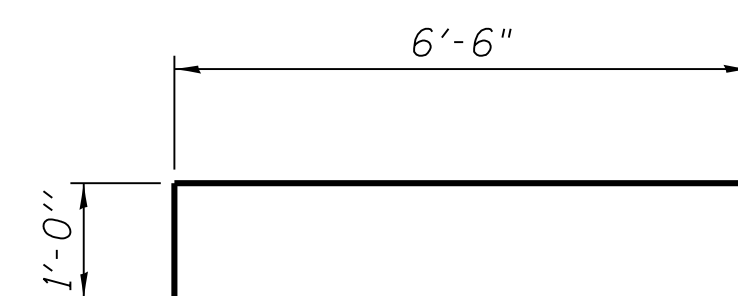
BRIDGE RAILING ELEVATION
(Looking toward bridge)

TWO SUPERSTRUCTURE UNITS
BILL OF MATERIAL

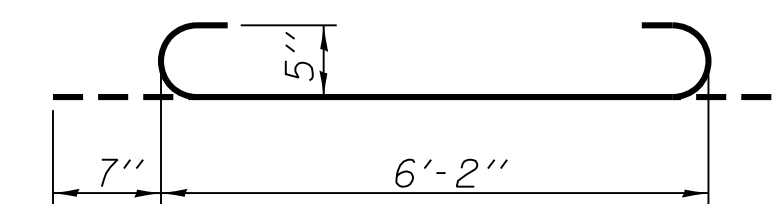
Bar	No.	Size	Length	Shape
a(E)	3484	#5	17'-8"	—
a ₂ (E)	972	#6	7'-6"	—
a ₃ (E)	1548	#5	3'-10"	—
a ₄ (E)	48	#5	7'-4"	—
b(E)	836	#5	31'-8"	—
b ₁ (E)	216	#6	49'-0"	—
b ₂ (E)	760	#5	34'-7"	—
x(E)	152	#5	6'-5"	—
Reinforcement Bars, Epoxy Coated			Pound	153,640
Concrete Superstructure			Cu. Yd.	648.4



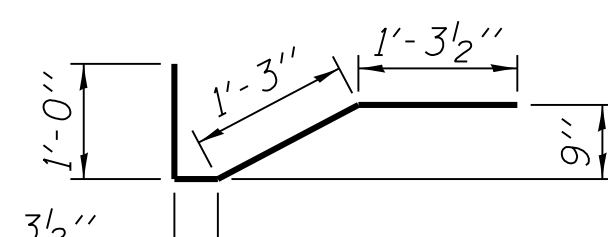
SECTION B-B



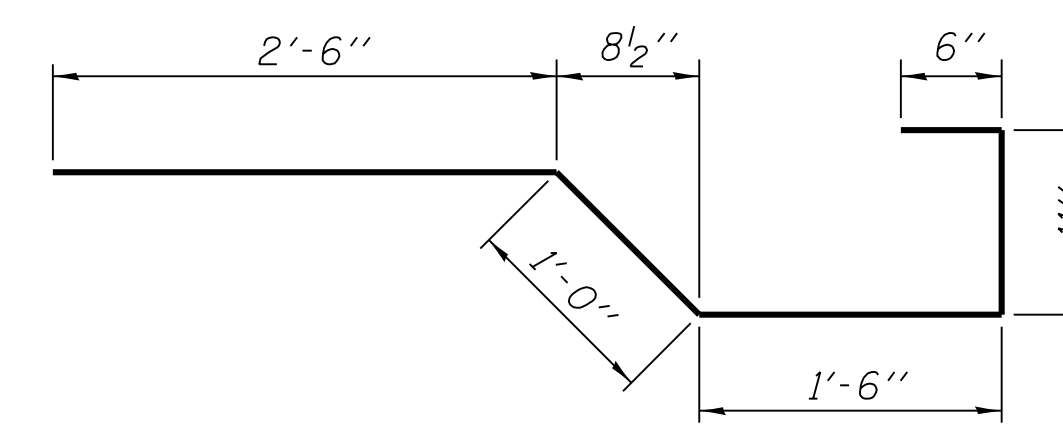
a₂(E) BAR



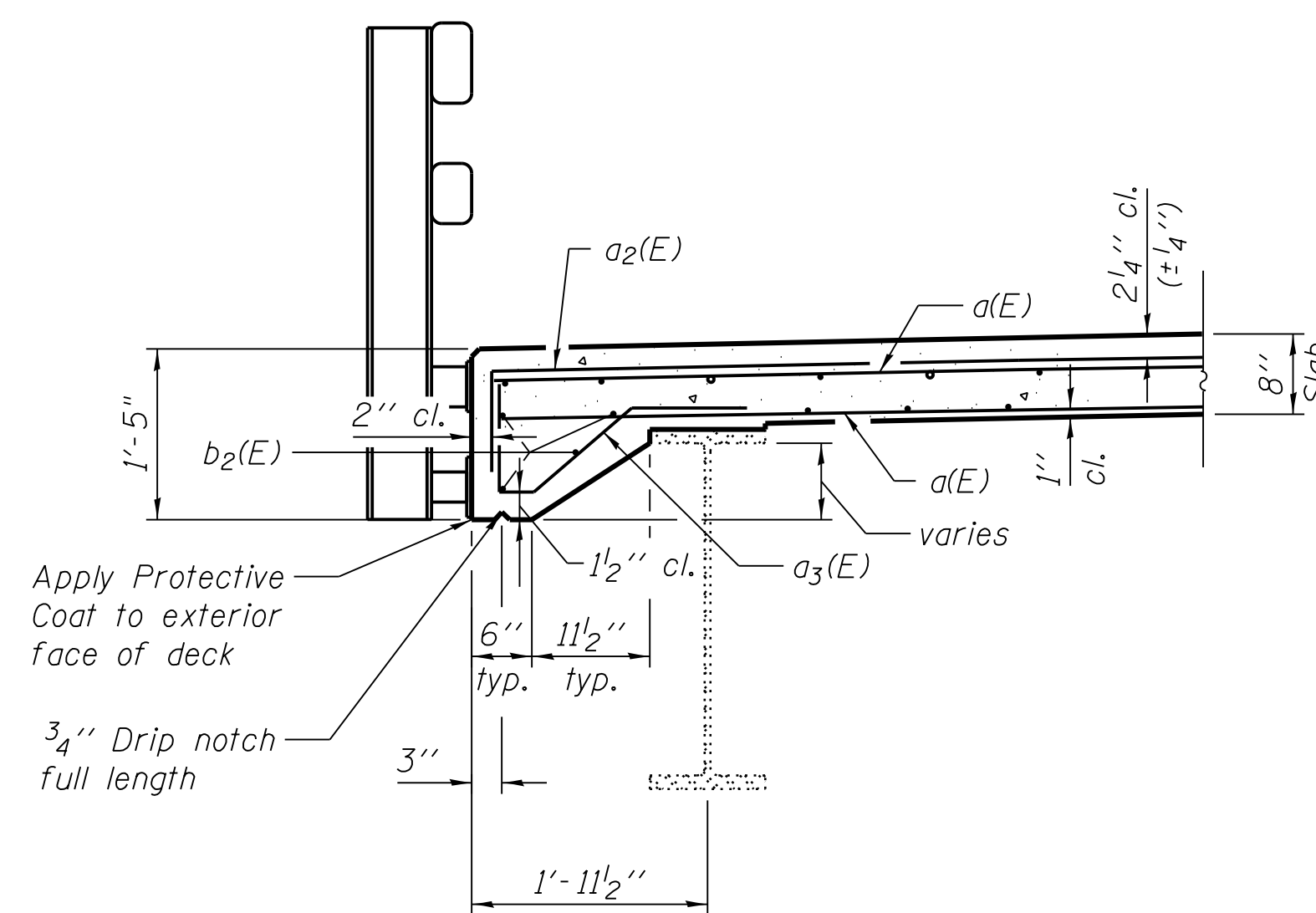
a₄(E) BAR



a₃(E) BAR

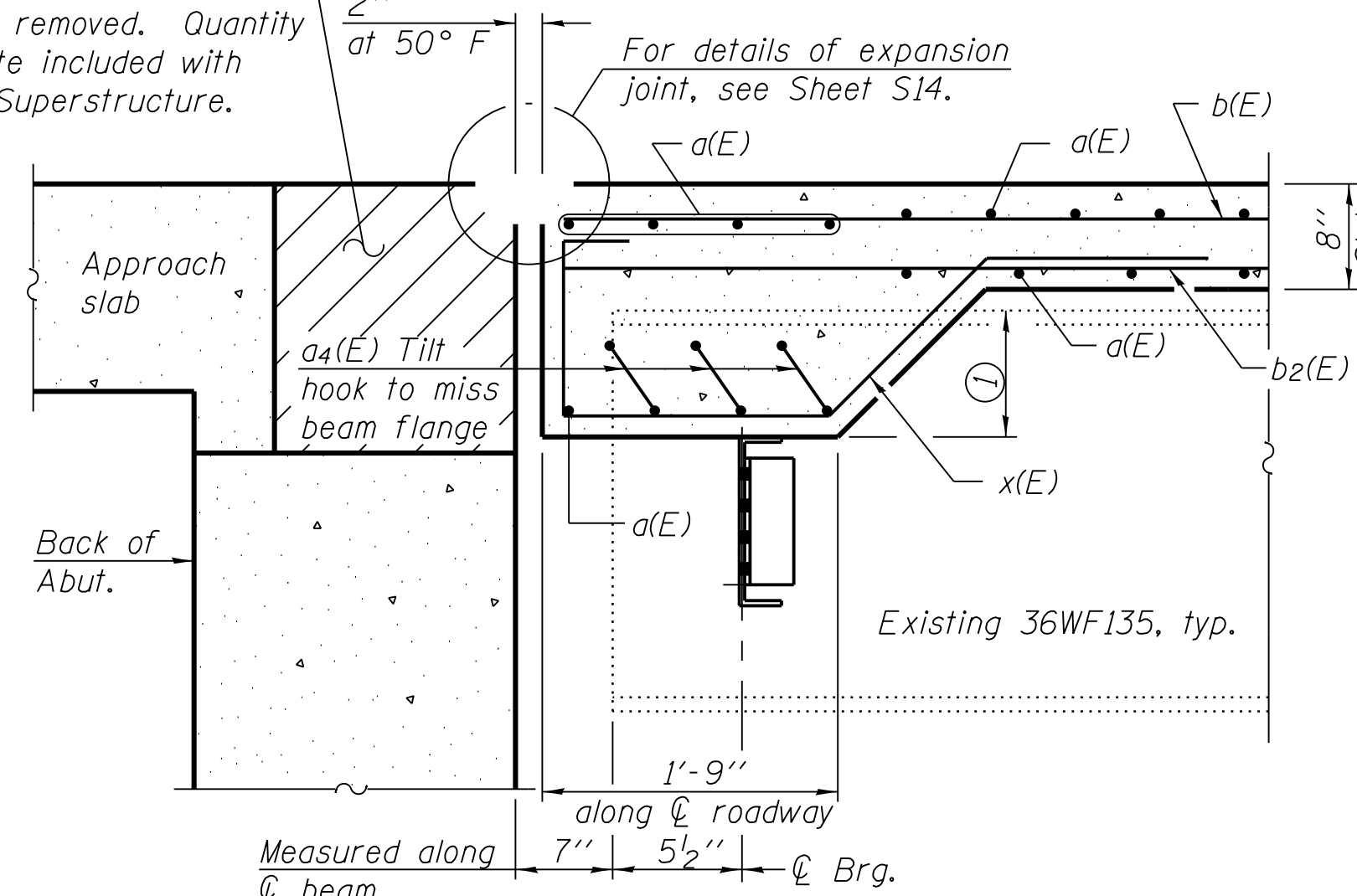


x(E) BAR



SECTION THRU EDGE OF DECK

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



SECTION A-A

Notation:
① 5" at Beam 1 and 6. Diaphragm is level across width of bridge.

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PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
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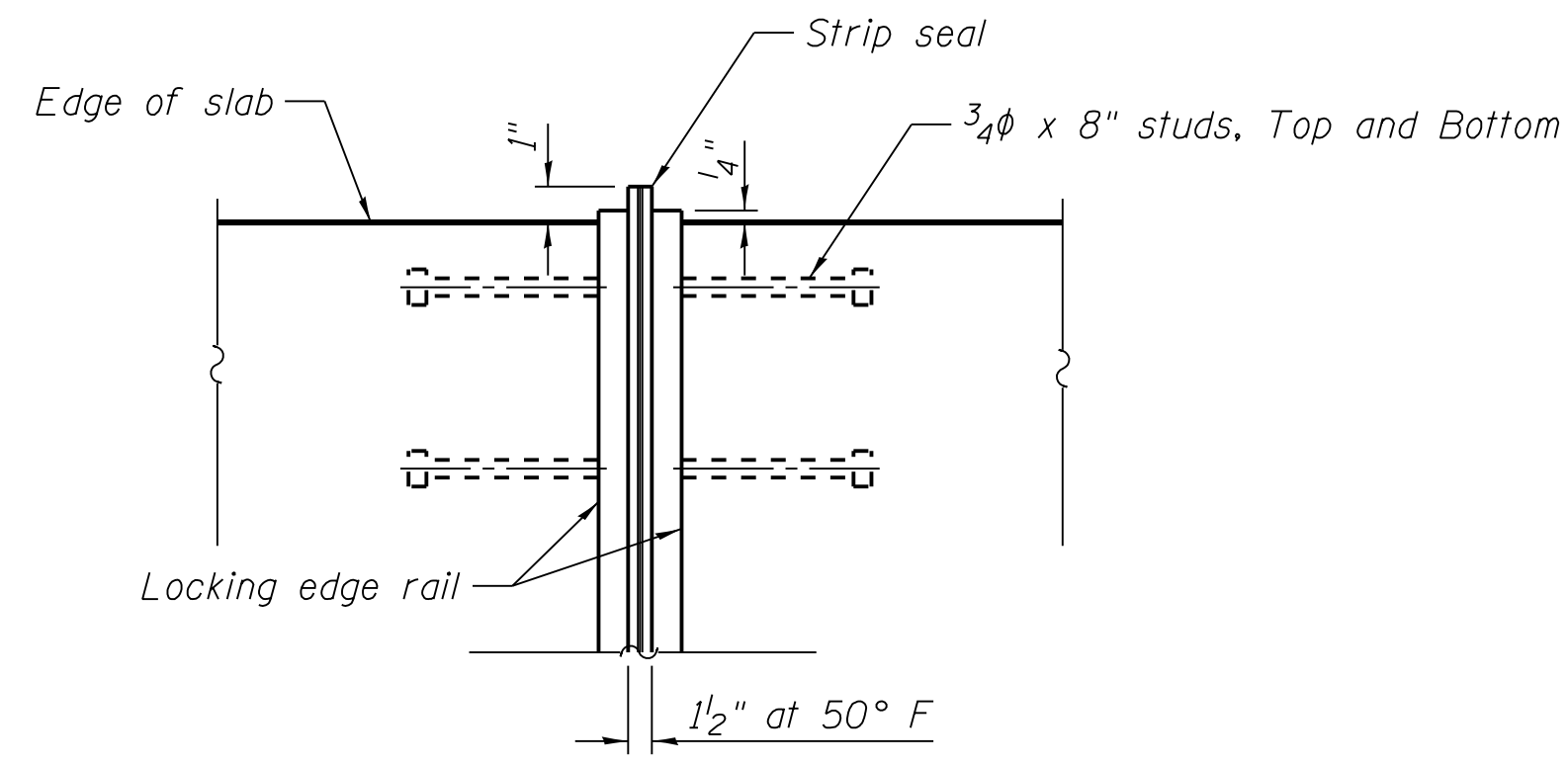
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK DETAILS
STRUCTURE NO. 070-0015

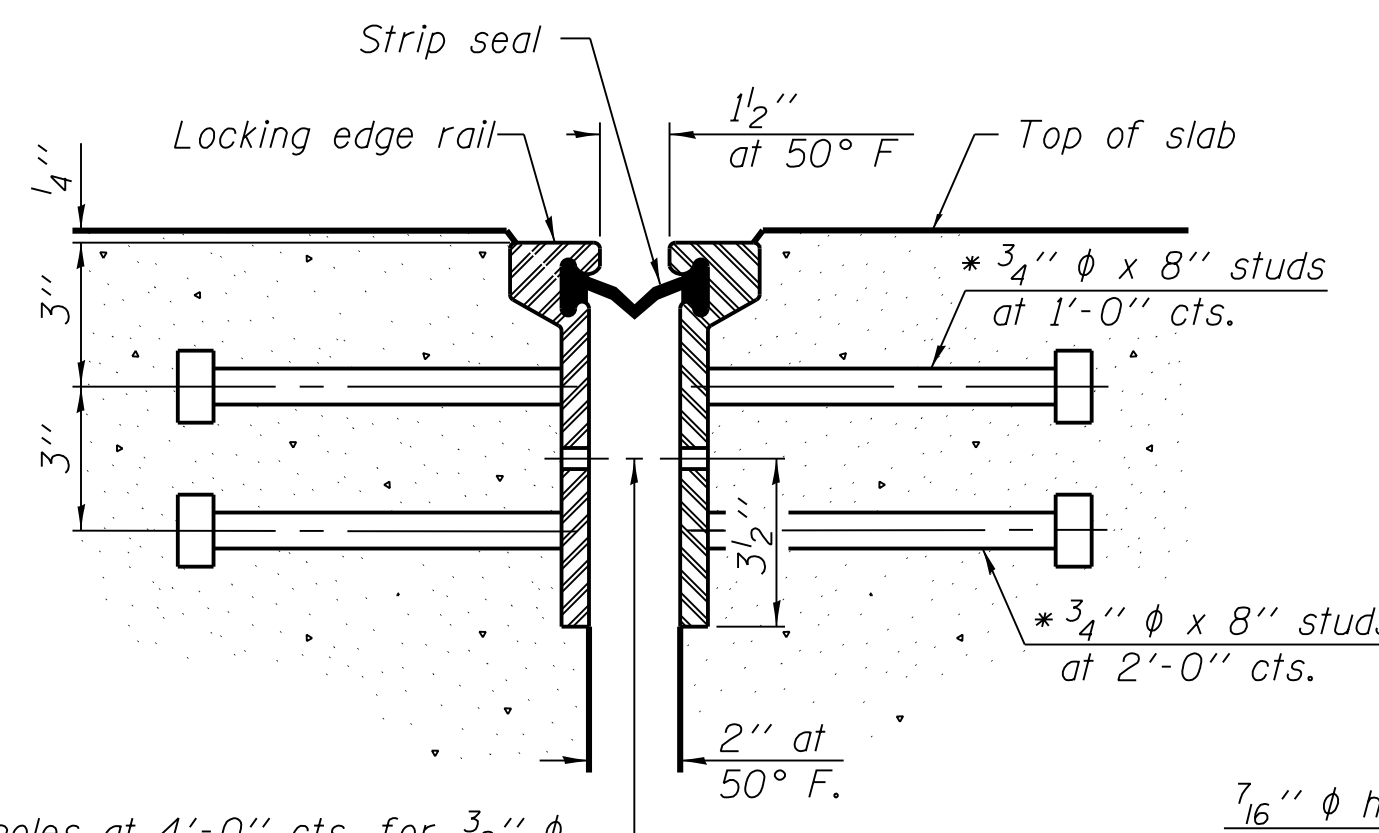
SHEET NO. S12 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	32
CONTRACT NO. 74357				

ILLINOIS FED. AID PROJECT

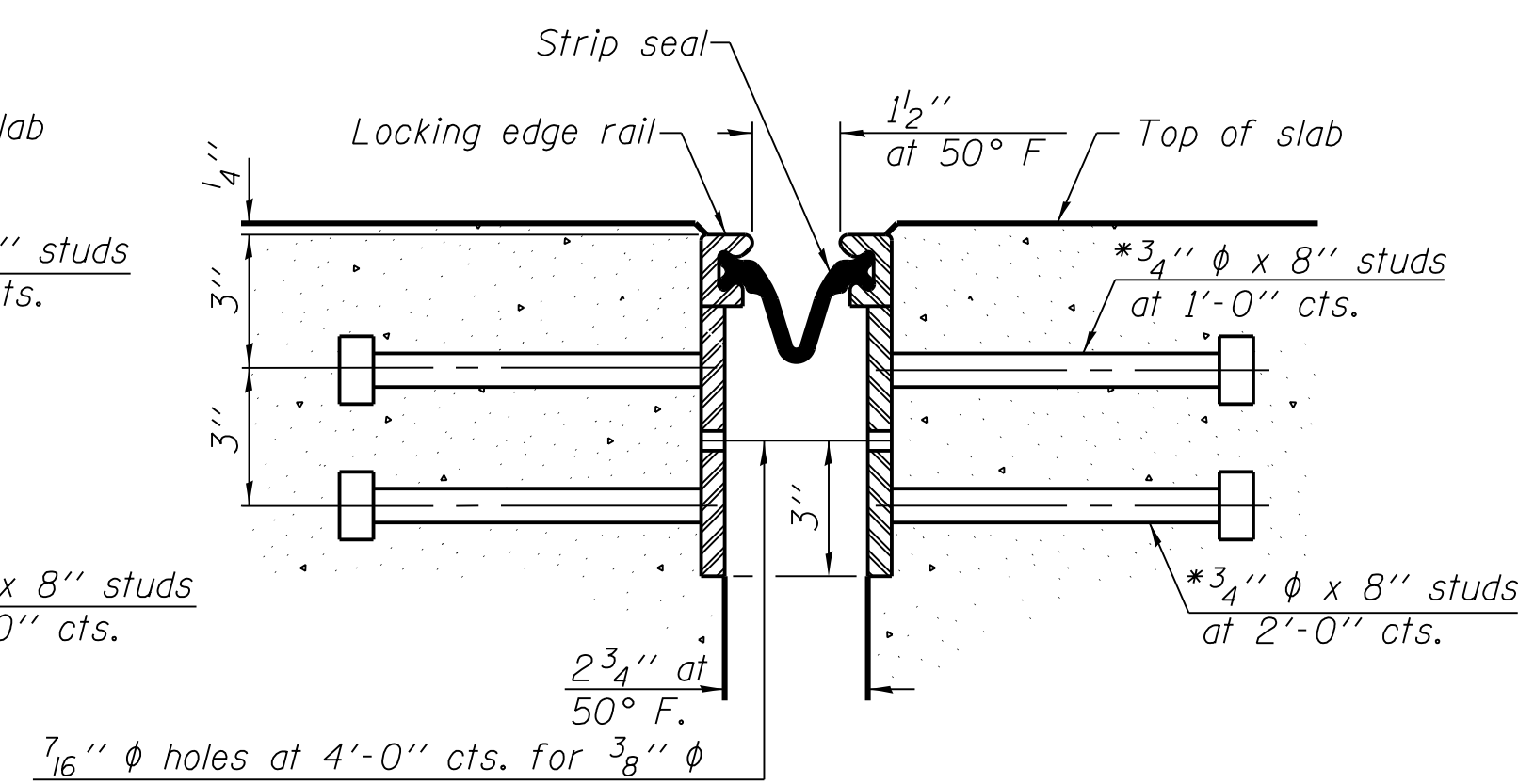


END TREATMENT - PLAN



SECTION THRU ROLLED RAIL JOINT

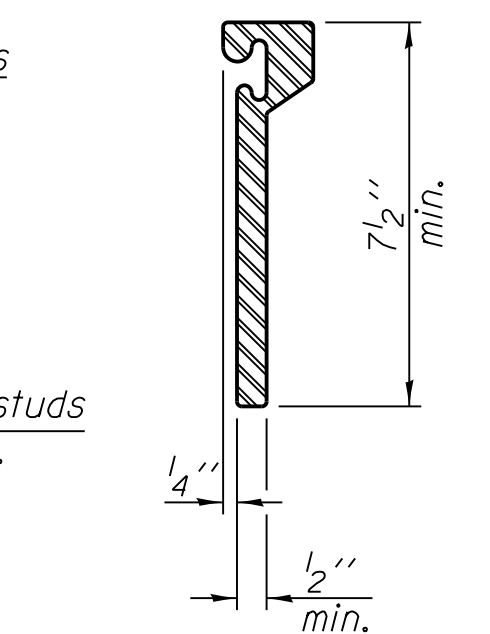
7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.



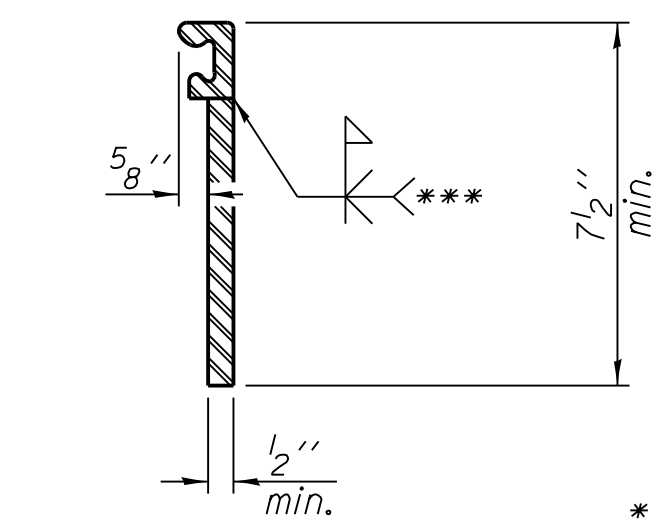
SECTION THRU WELDED RAIL JOINT

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.

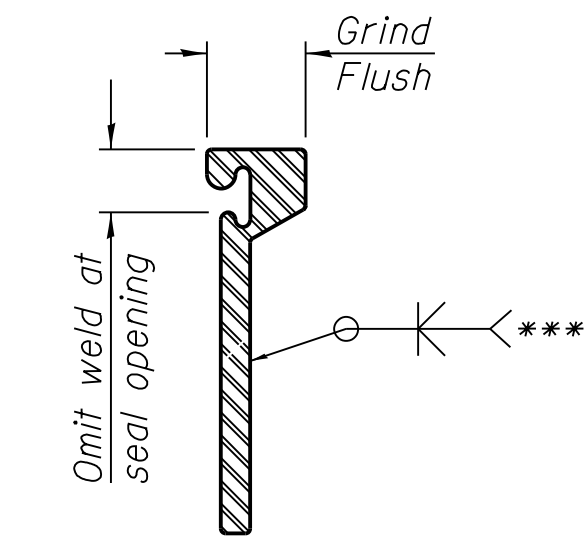
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED EXTRUDED RAIL



WELDED RAIL



LOCKING EDGE RAIL SPLICE

*** Back gauge not required if complete joint penetration is verified by mock-up.

The inside of the locking edge rail groove shall be free of weld residue.
Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	72.0

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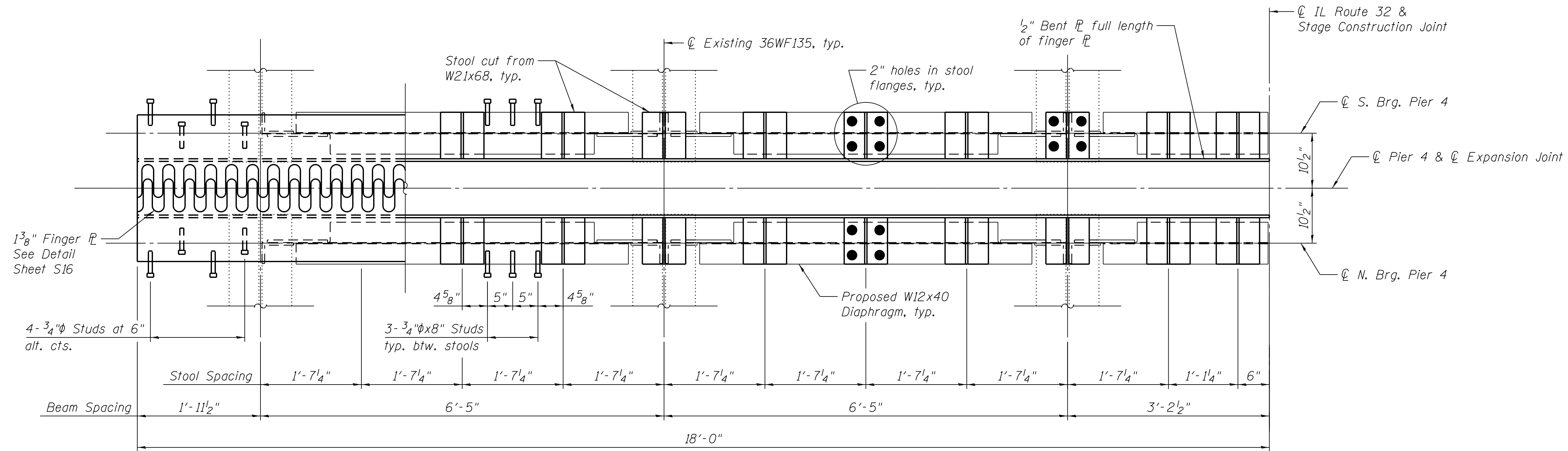
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PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

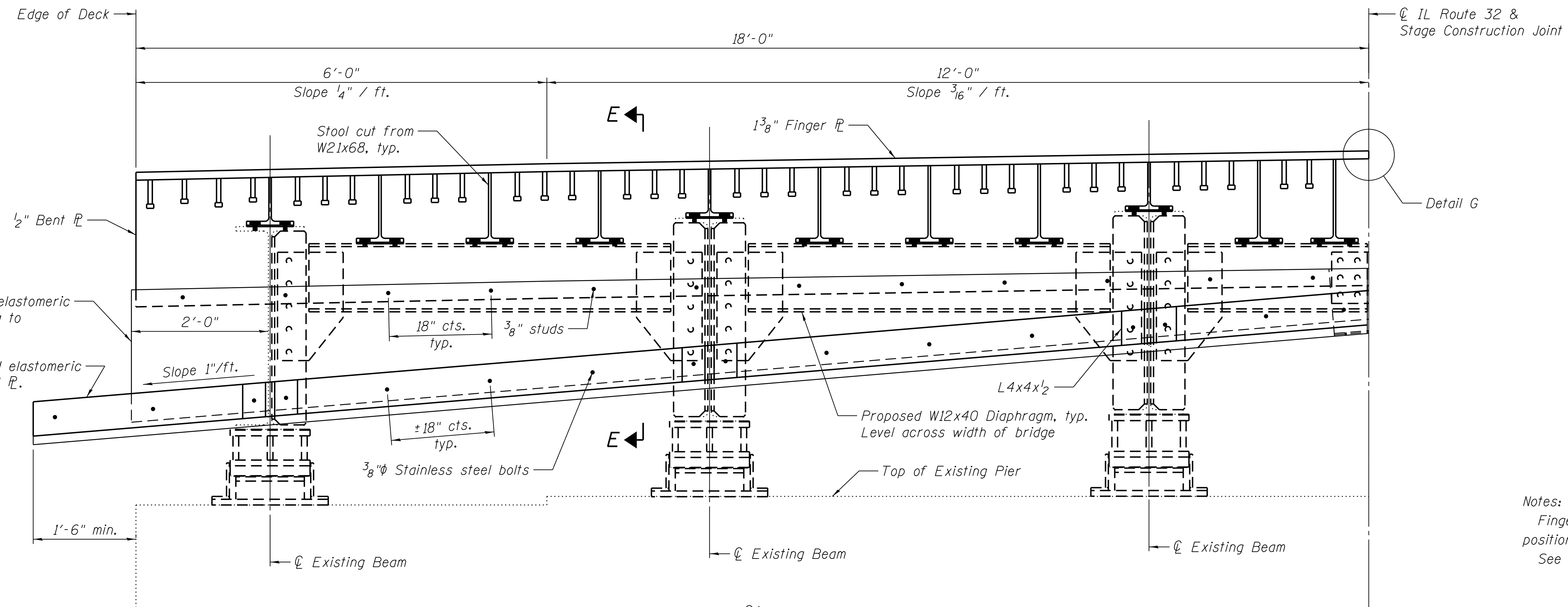
**PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 070-0015**

SHEET NO. S14 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	34
CONTRACT NO. 74357				
ILLINOIS FED. AID PROJECT				



PARTIAL PLAN OF FINGER PLATE
(joint symmetric about CL IL Route 32)



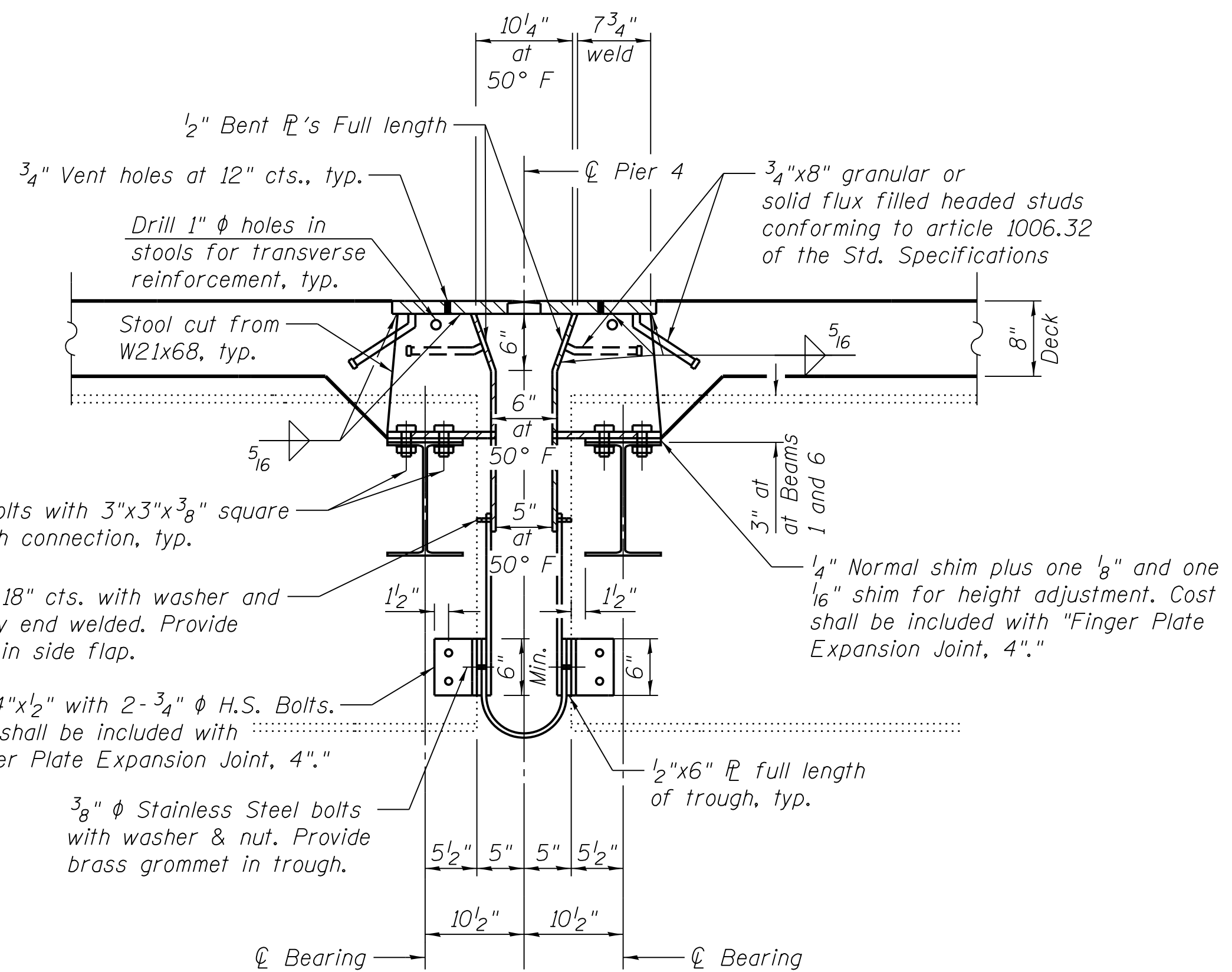
PARTIAL ELEVATION OF FINGER PLATE
(joint symmetric about CL IL Route 32)

Notes:
Finger plate expansion joint shall be assembled in its final relative position with the ends in place for shop inspection and acceptance. See Sheet S16 for Section E-E and Detail G

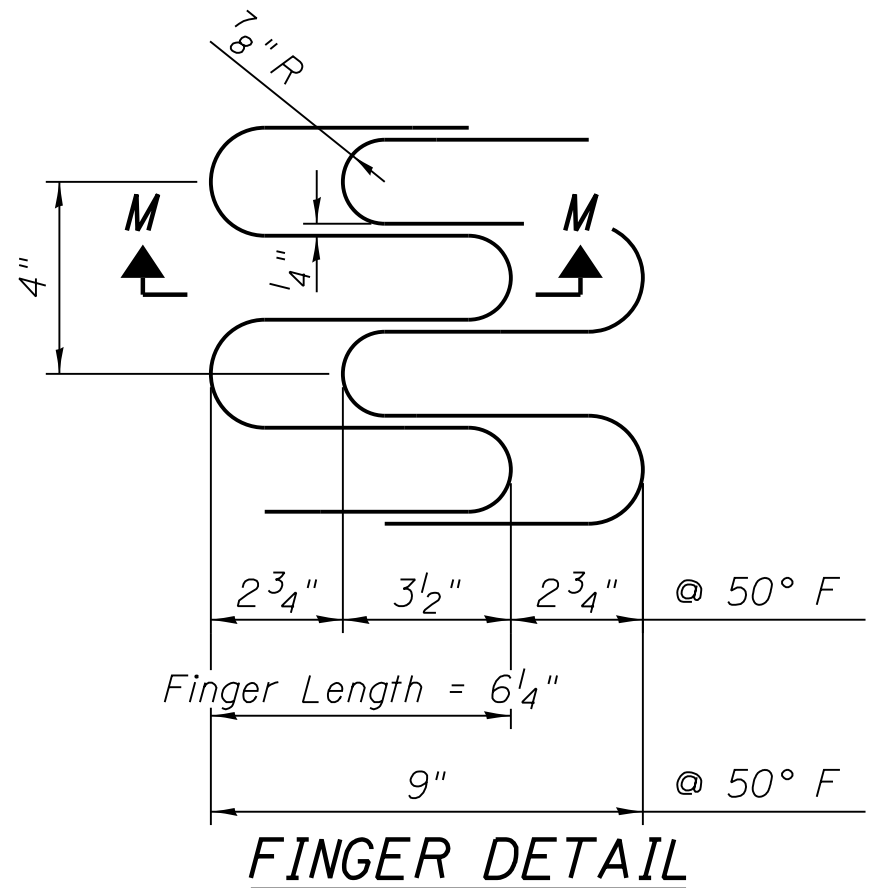
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	USER NAME = jerojas	DESIGNED - JSR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FINGER PLATE EXPANSION JOINT STRUCTURE NO. 070-0015	F.A.P. RTE. = 762	SECTION = (2BR)BR-1	COUNTY = MOULTRIE	TOTAL SHEETS = 48	SHEET NO. = 35	
	PLOT SCALE = N/A	DRAWN - MJB	REVISED -			CONTRACT NO. 74357					
	PLOT DATE = 9/16/2014	CHECKED - BPS	REVISED -			SHEET NO. S15 OF 28 SHEETS					
						ILLINOIS FED. AID PROJECT					

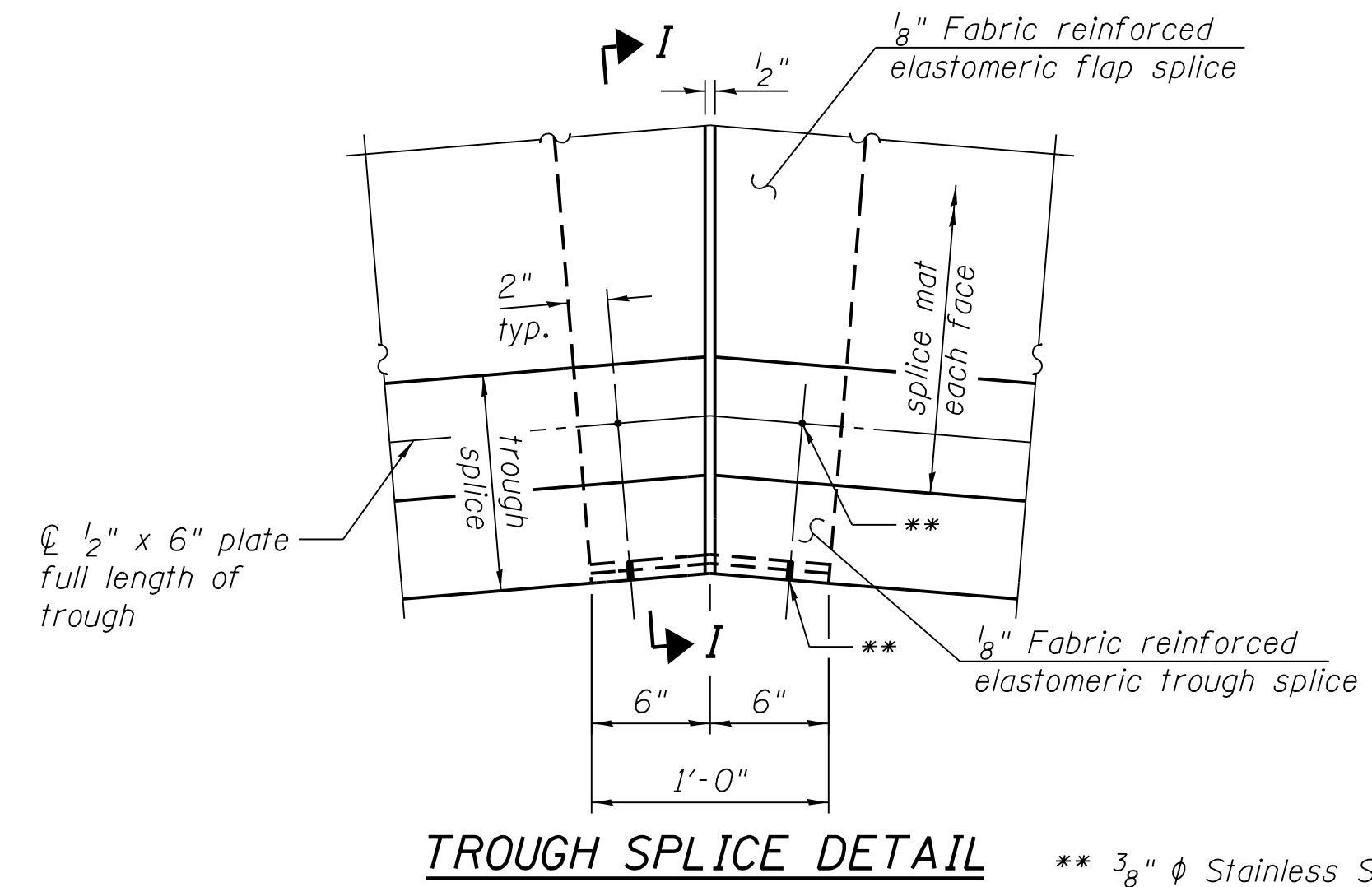
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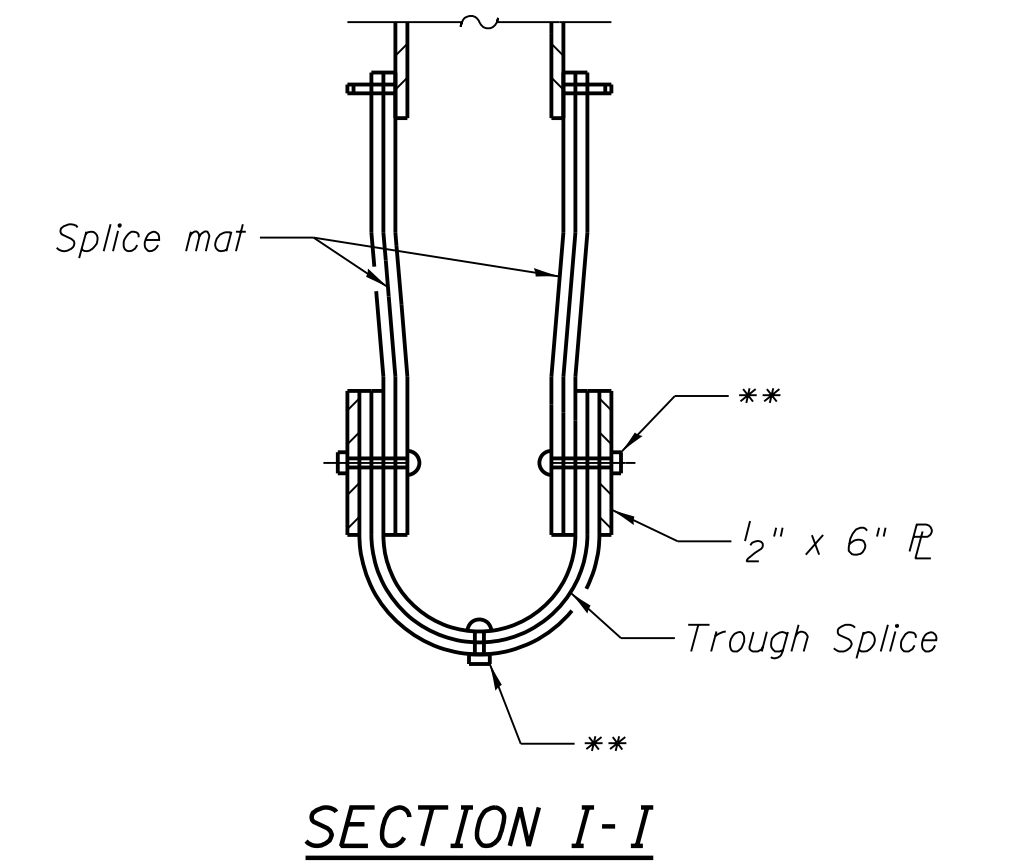
SECTION E-E



FINGER DETAIL

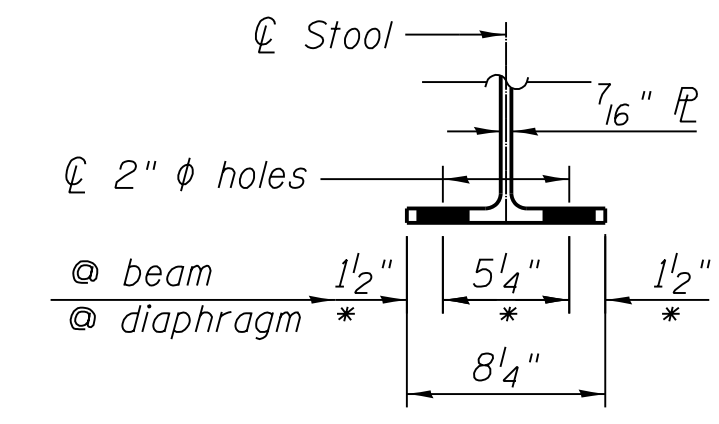


TROUGH SPLICE DETAIL

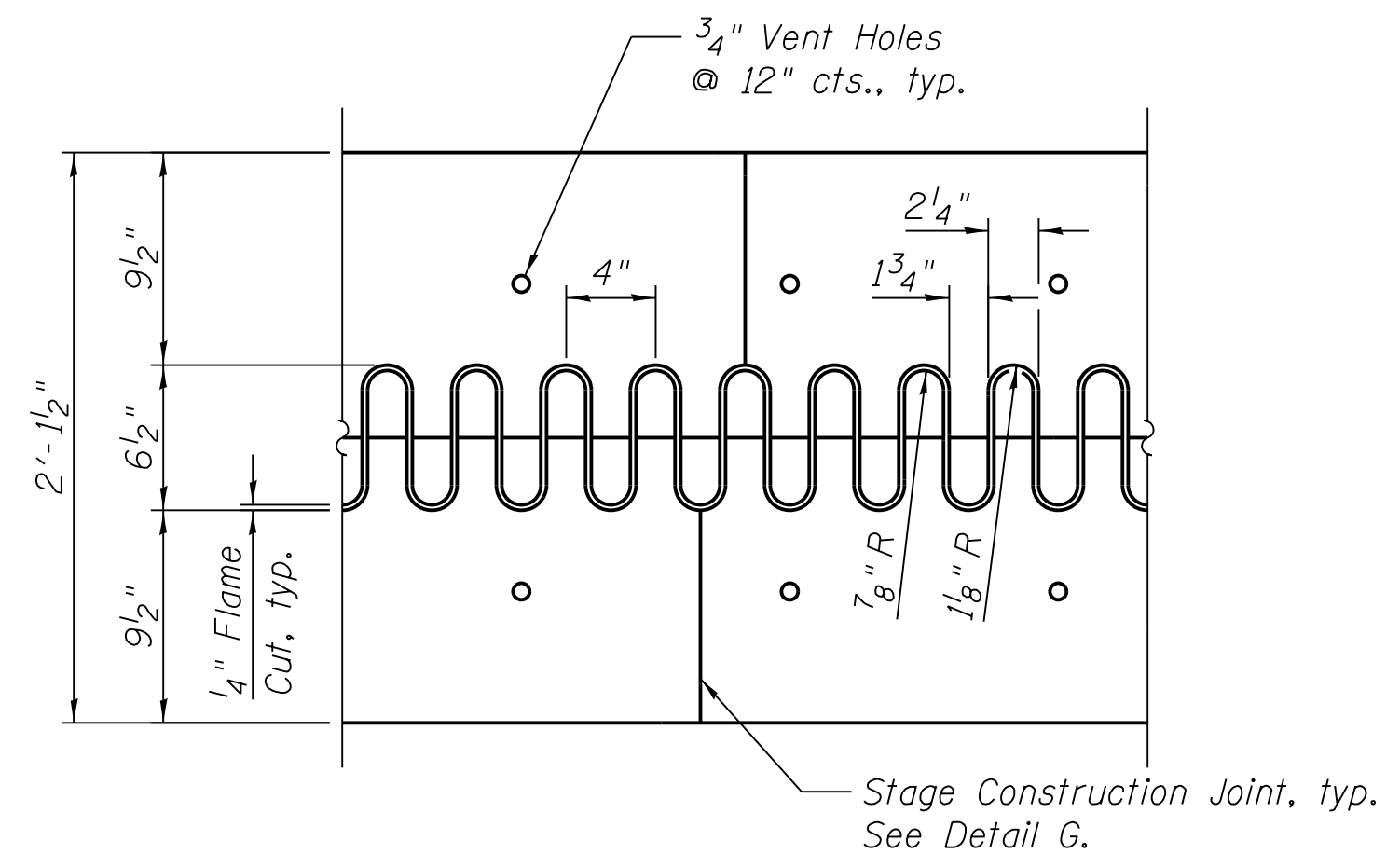


SECTION I-I

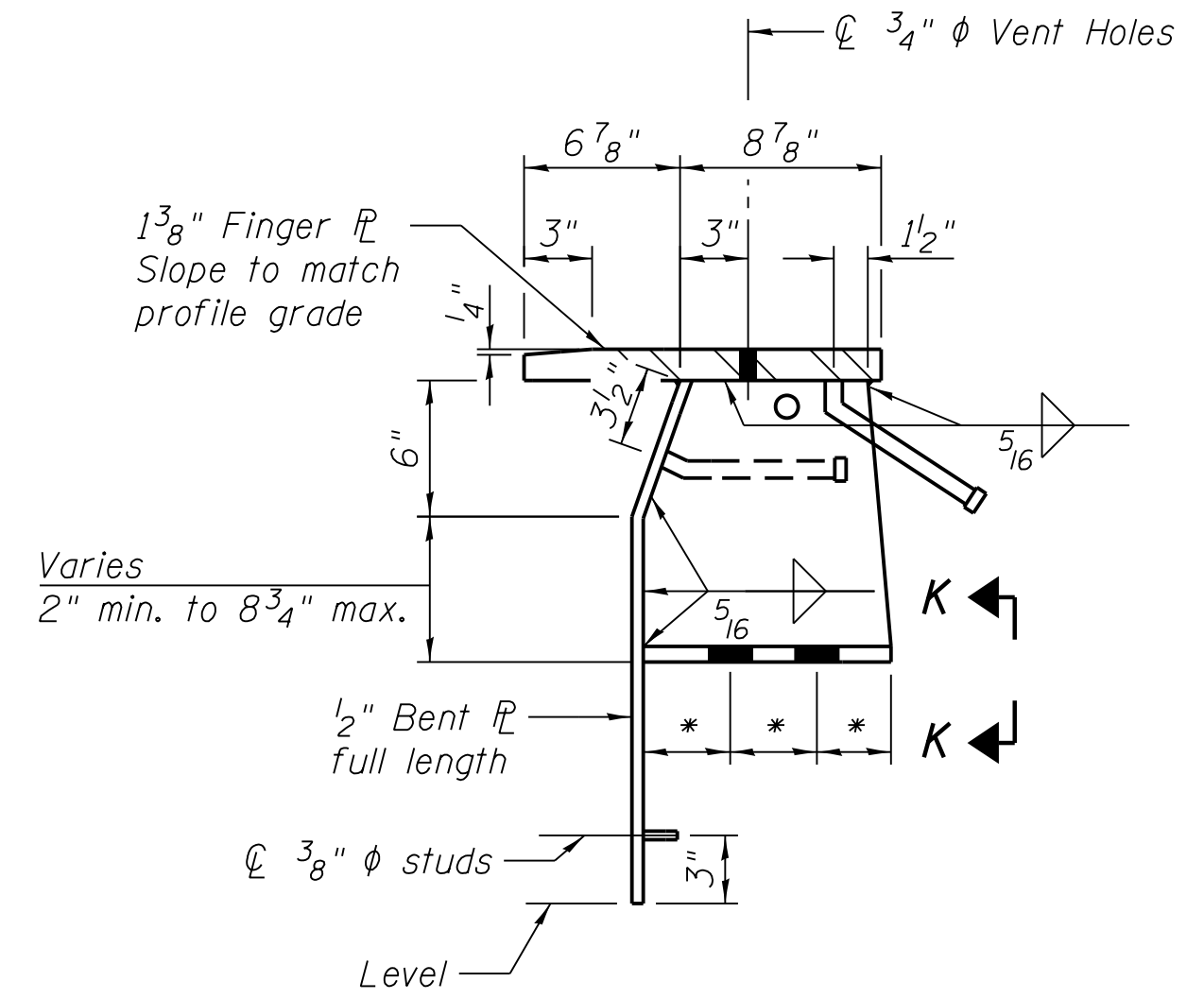
** 3/8" ϕ Stainless Steel bolts with washers & nuts. Provide brass grommet in trough.



VIEW K-K

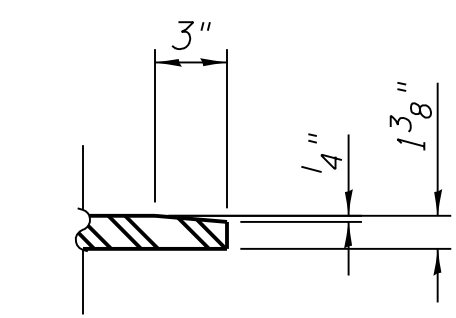


FLAME CUTTING DIAGRAM
Cut from \bar{F} 1 3/8" x 2'-1 1/2" x 36'-0" (M270 Grade 50)

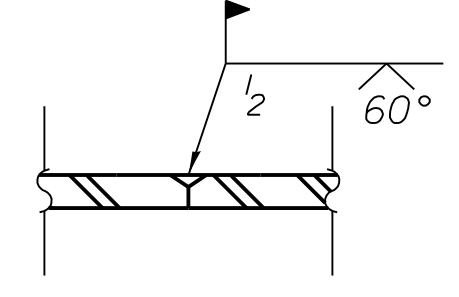


STOOL DETAIL

* Holes to be spaced to miss stiffeners on beam mounted stools.



SECTION M-M



DETAIL G
Stage Construction Joint

BILL OF MATERIAL

Item	Unit	Total
Finger Plate Expansion Joint, 4"	Foot	36.0
Fabric Reinforced Elastomeric Trough	Foot	40.0



USER NAME = jerojas	DESIGNED - JSR	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
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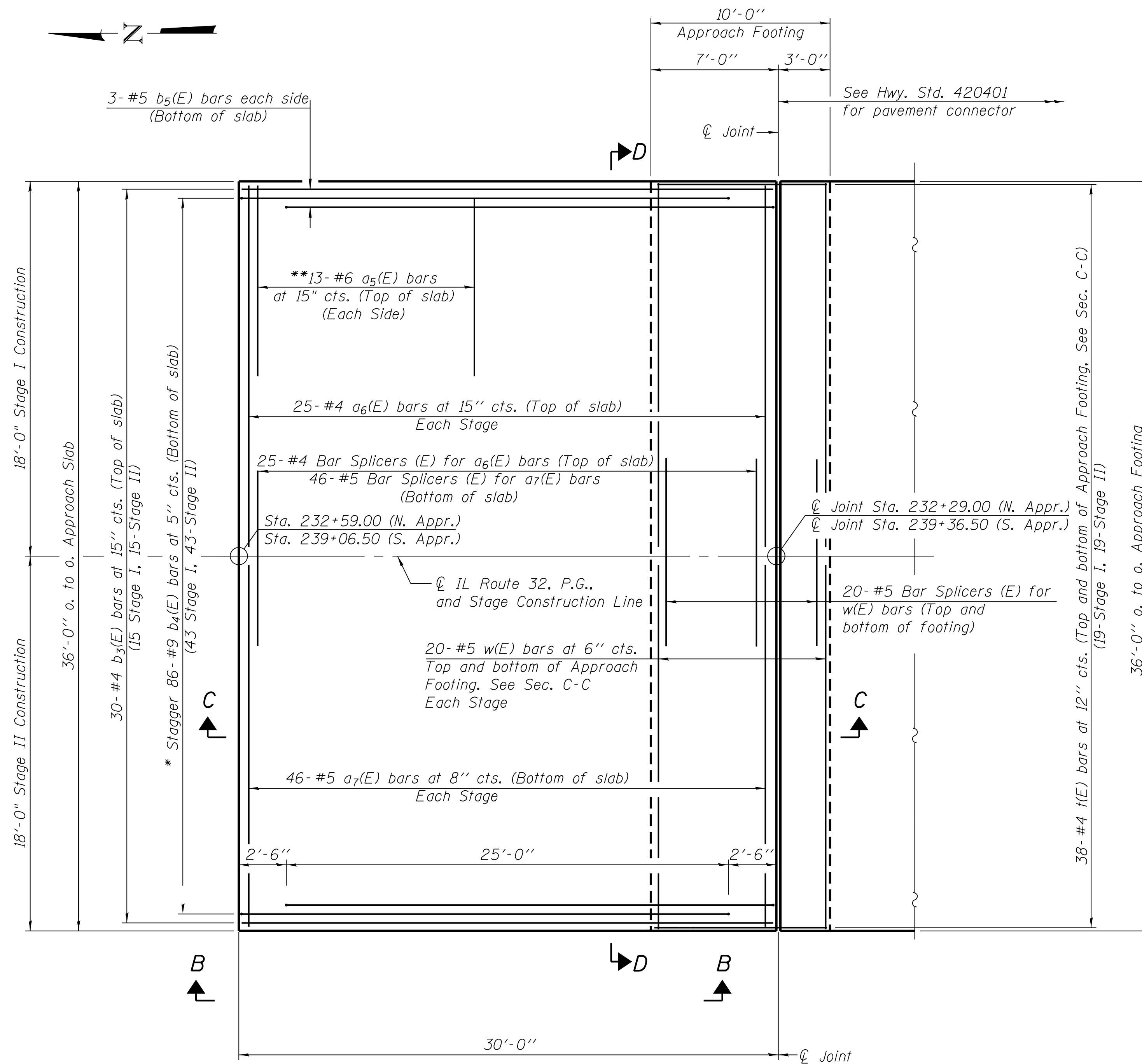
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINGER PLATE EXPANSION JOINT DETAILS
STRUCTURE NO. 070-0015

SHEET NO. S16 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	36
CONTRACT NO. 74357				
ILLINOIS FED. AID PROJECT				

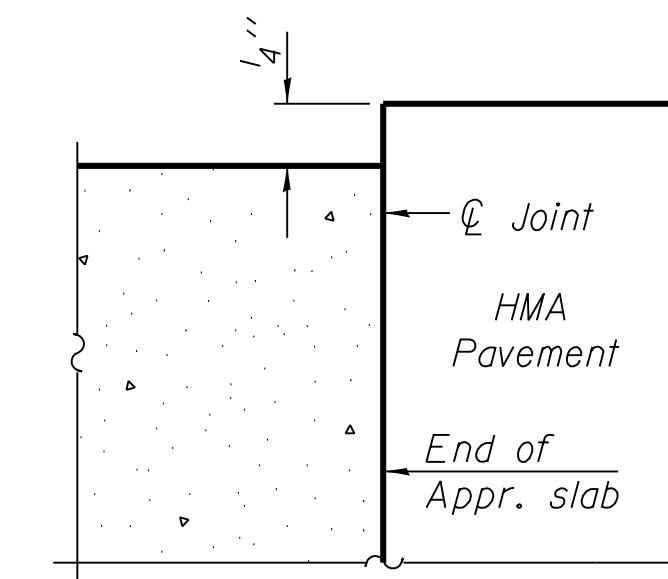
Notes:
 See Sheet S18 of 28 for Sections C-C and D-D.
 $a_6(E)$ and $a_7(E)$ bar spacings measured along \varnothing Rdwy.
 See Sheet S12 of 28 for steel railing post locations.



PLAN

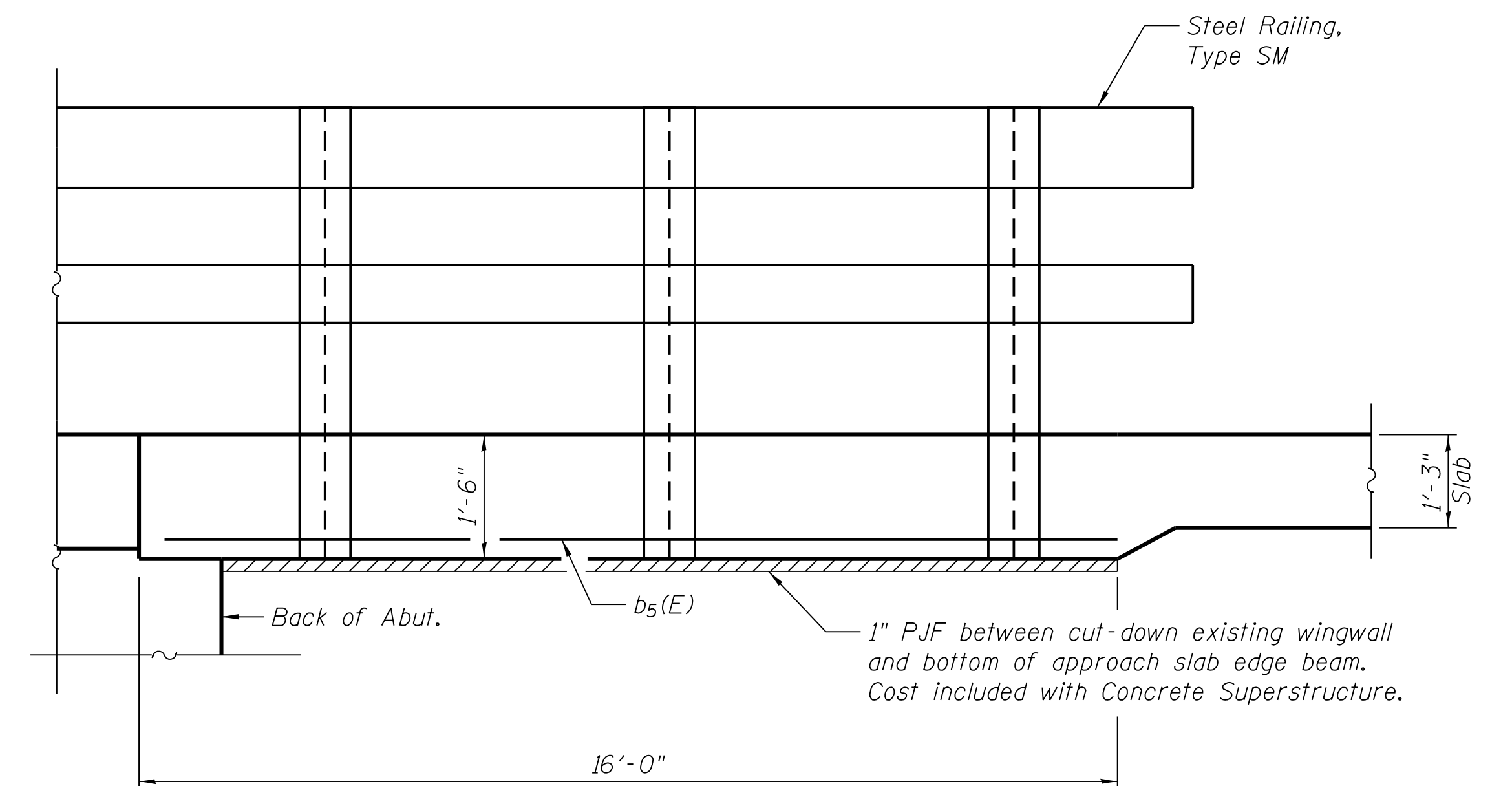
(South Approach Slab Shown, North Approach Similar)

- * Tilt #9 $b_4(E)$ bars as required to maintain clearance.
- ** Space between $a_6(E)$ bars, typ. each edge in thickened slab.



FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B

FILE NAME = \\N1736\active\173630093_1\DOT_IL_32_cover_LakeShelby\11a\structural\Drawings\0700015_74357_017_Approach.dgn



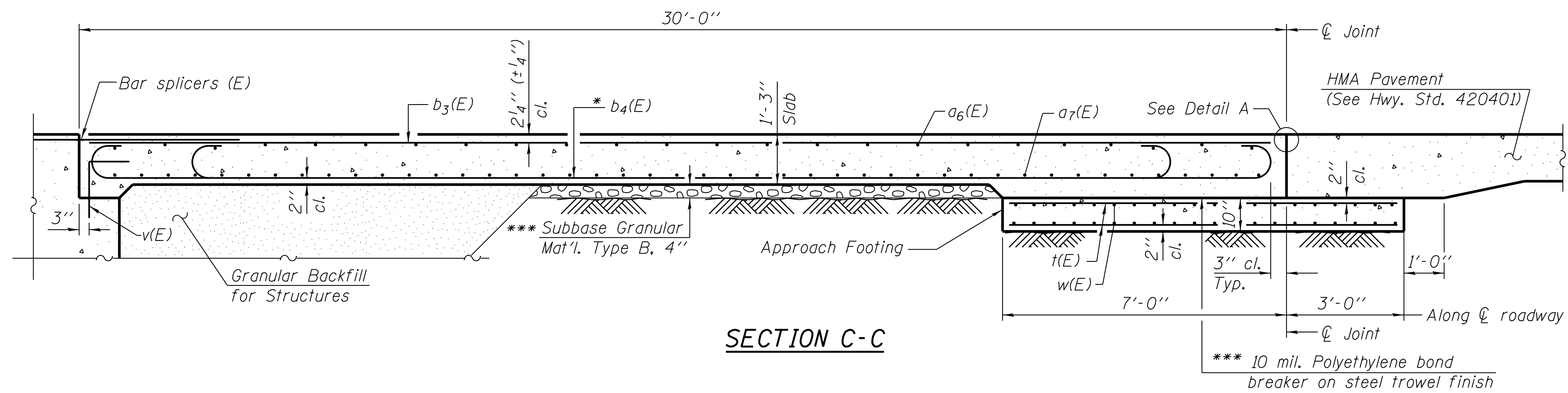
USER NAME = jerojas	DESIGNED - JSR	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
	CHECKED - BPS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

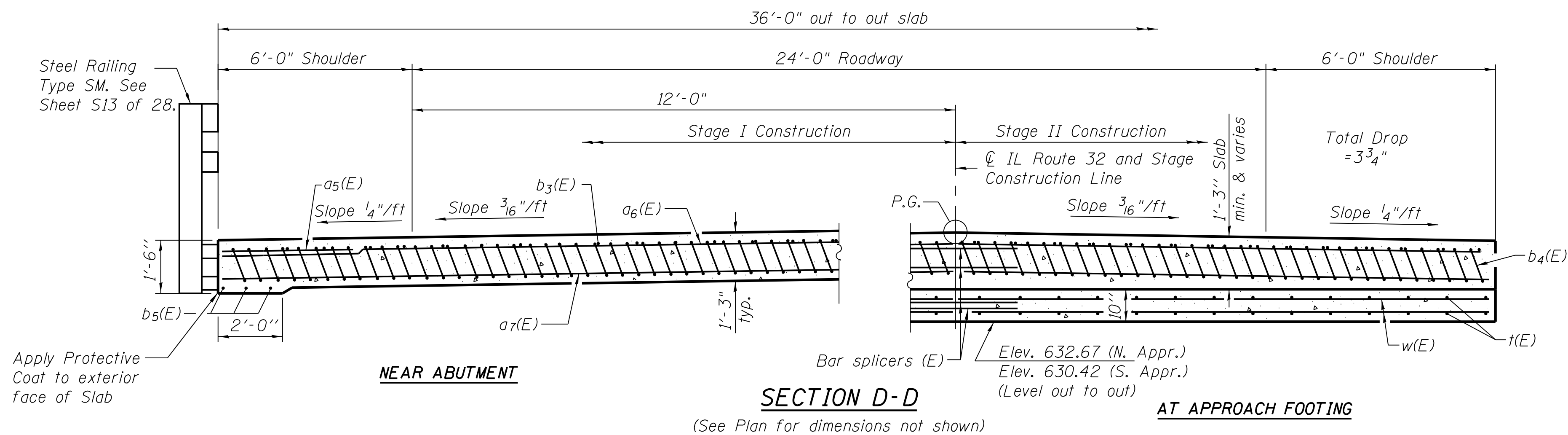
**BRIDGE APPROACH SLAB
 STRUCTURE NO. 070-0015**

SHEET NO. S17 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	37
CONTRACT NO. 74357				
ILLINOIS FED. AID PROJECT				



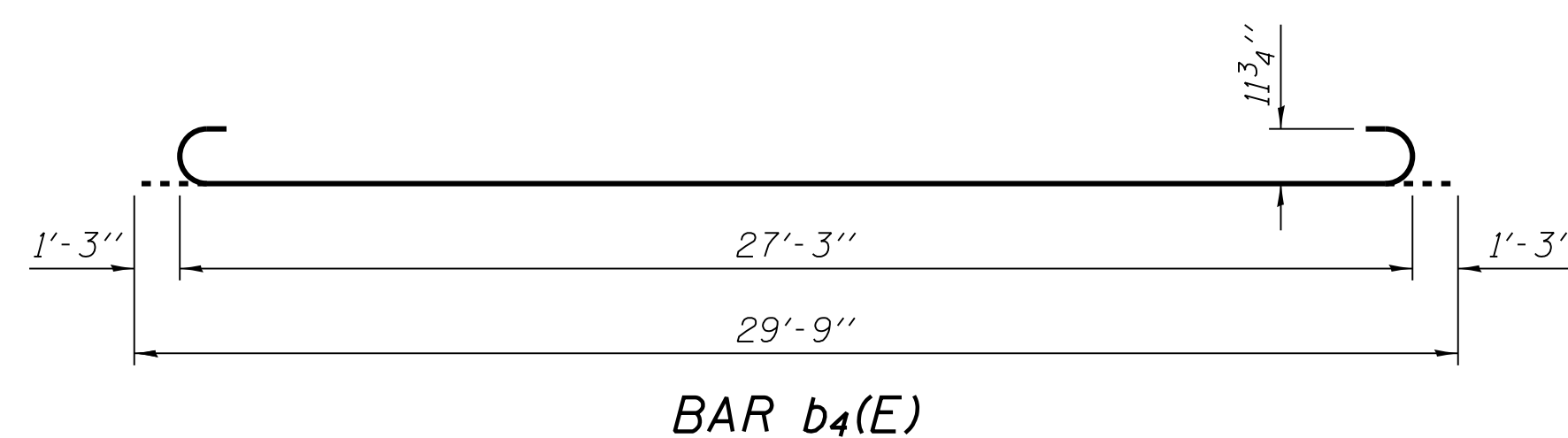
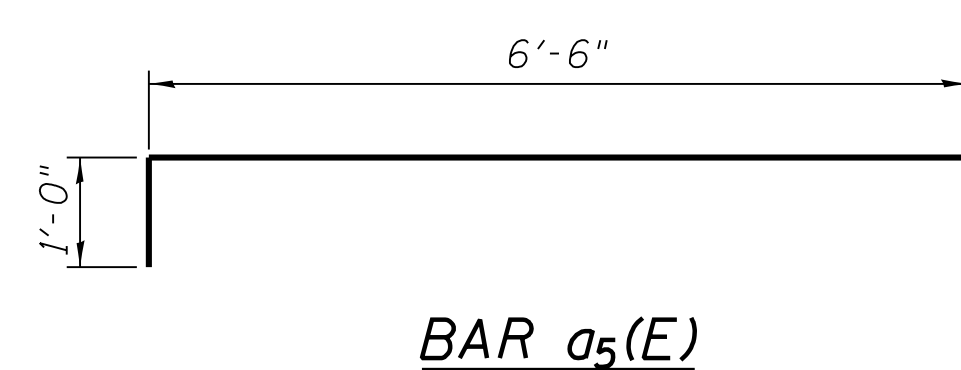
Notes:
 See sheet S17 of 28 for Detail A.
 Approach slab shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see Sheet S22 of 28.
 The approach footing maximum applied service bearing pressure (Omax) = 2.0 ksf.
 For bar splicer details, see Sheet S24 of 28.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures, see Sheet S3 of 28.



* Tilt #9 b4(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

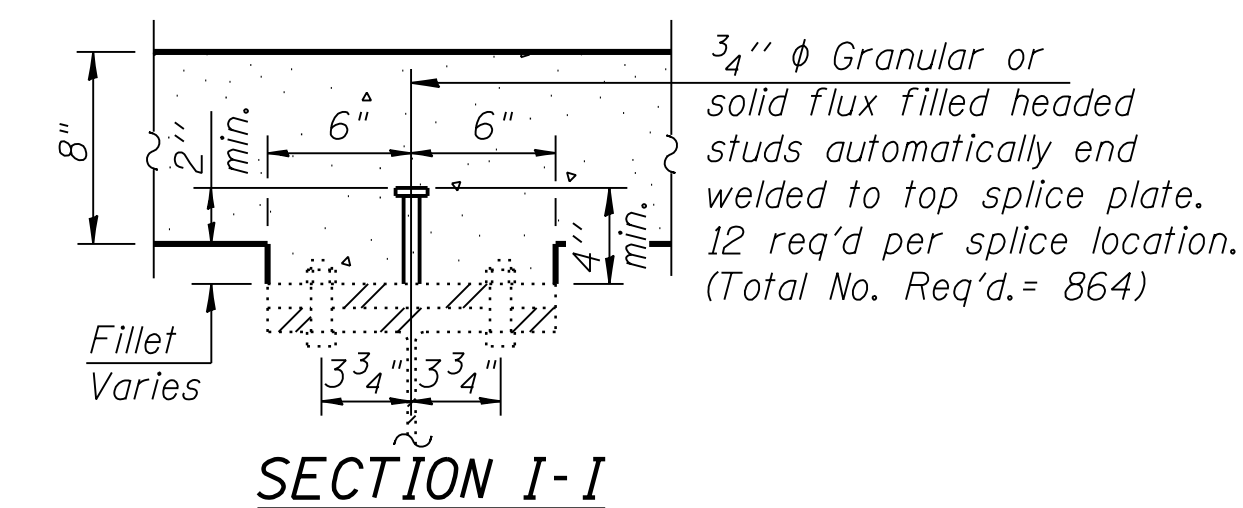
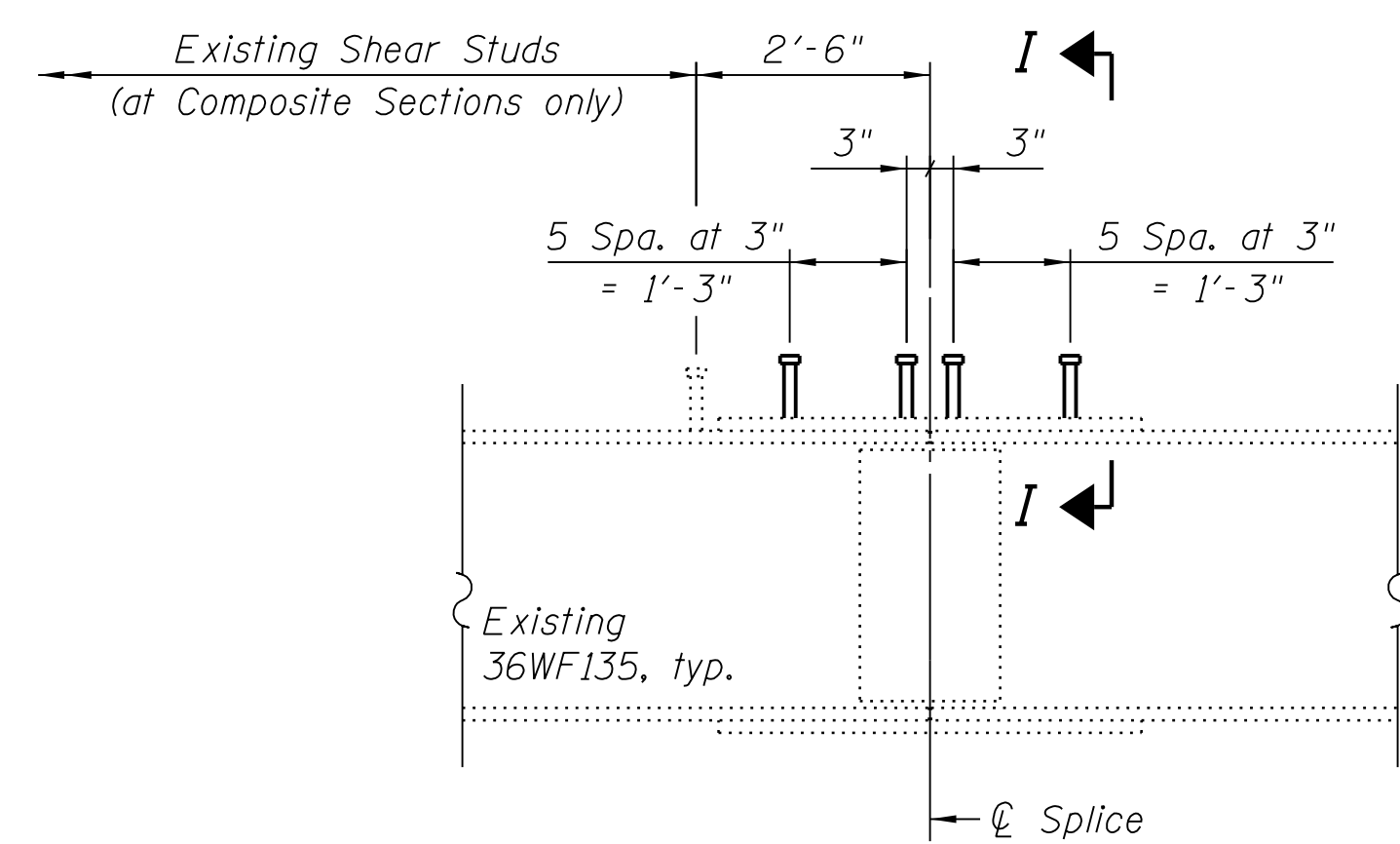
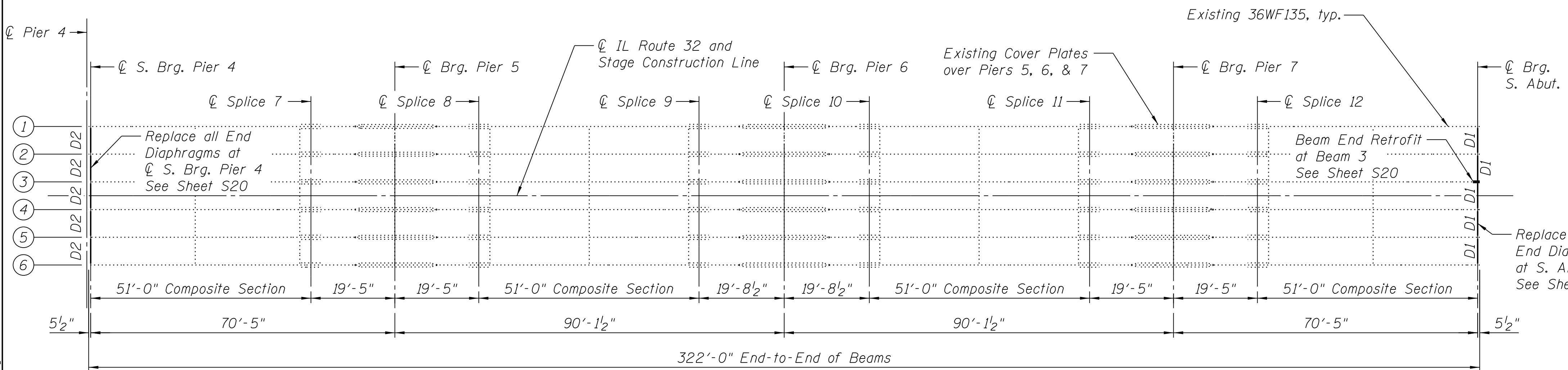
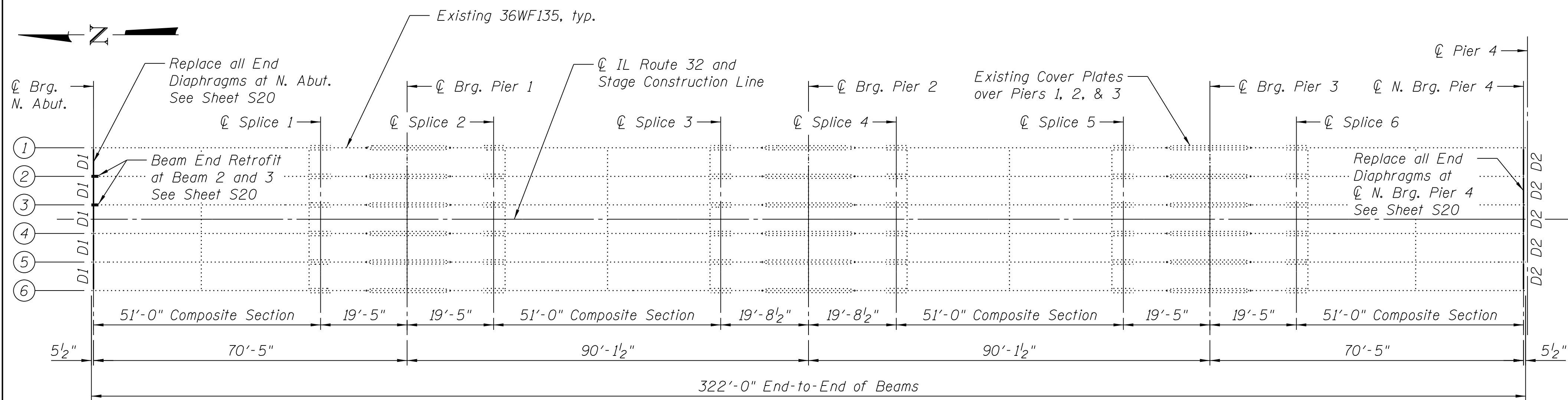
**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a5(E)	52	#6	7'-6"	┌───┐
a6(E)	100	#4	17'-8"	───
a7(E)	184	#5	17'-8"	───
b3(E)	60	#4	29'-8"	───
b4(E)	172	#9	29'-9"	┌───┐
b5(E)	12	#5	15'-8"	───
t(E)	152	#4	9'-8"	───
w(E)	160	#5	17'-8"	───
Concrete Superstructure			Cu. Yd.	106.0
Concrete Structures			Cu. Yd.	22.2
Reinforcement Bars, Epoxy Coated			Pound	27,870



FILE NAME = V:\1736\active\173630093_1.DOT_IL32.cover_LakeShelby\11a\structure\drawing\0700015_74357_018_Approach_Detail.dgn

FILE NAME = \\N1736\active\173630009_1.D01_IL32_cover_LakeShelby\11a\structural\Ndr\drwg\0700015_74357_019_Steel.dgn

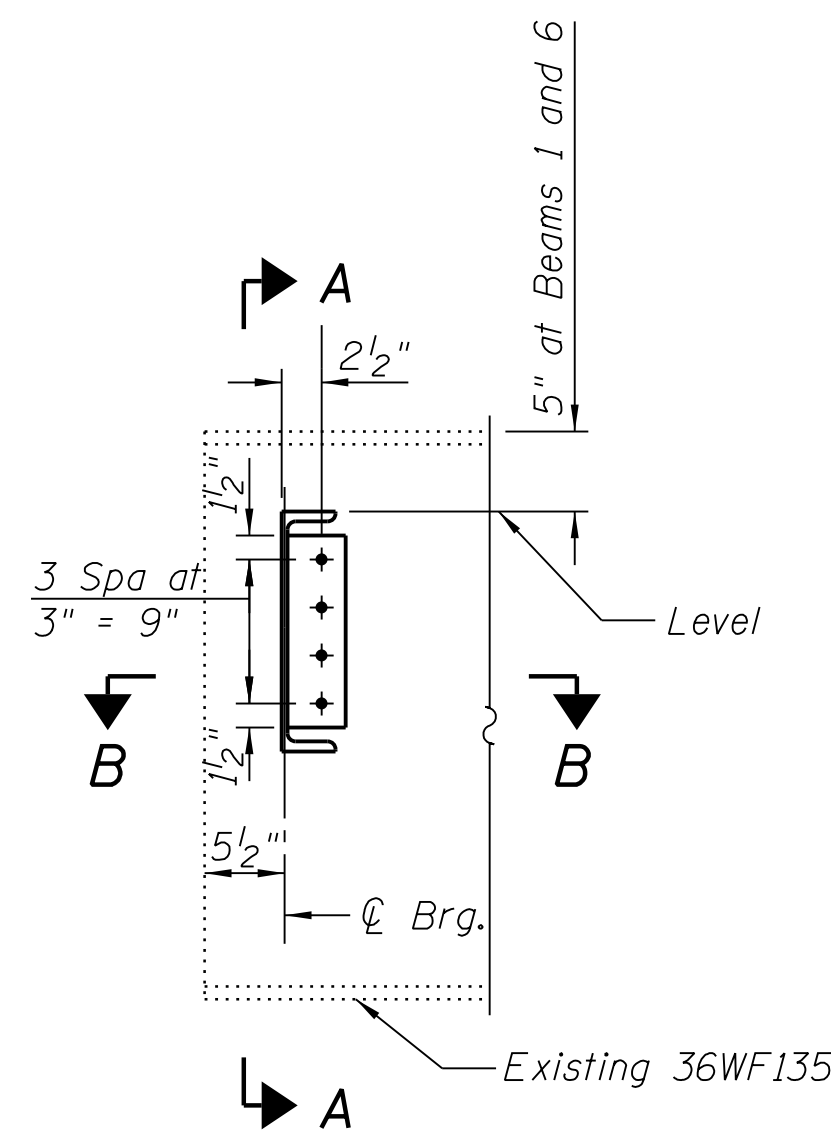


	0.4 Sp. 1 0.6 Sp. 4 0.4 Sp. 5 0.6 Sp. 8	Pier 1 Pier 3 Pier 5 Pier 7	0.5 Sp. 2 0.5 Sp. 3 0.5 Sp. 6 0.5 Sp. 7	Pier 2 Pier 6	
I_s	(in ⁴)	7800	11835	7800	13236
$I_c(n)$	(in ⁴)	20605		20605	
$I_c(3n)$	(in ⁴)	15456		15456	
S_s	(in ³)	439	645	439	715
$S_c(n)$	(in ³)	638		638	
$S_c(3n)$	(in ³)	581		581	
Z	(in ³)		509		509
Q	(k/')	0.886	0.913	0.886	0.913
M_Q	(k)	284	627	270	677
s_Q	(k/')	0.027		0.027	
M_{sQ}	(k)	9		10	
M_L	(k)	485	386	526	437
M_I	(k)	124	94	122	101
$M_3 [M_L + I]$	(k)	1018	802	1082	899
M_a	(k)	1705	1858	1771	2049
M_u	(k)	3076		3076	
$f_s \text{ } \emptyset \text{ non-comp}$	(ksi)	7.8	11.7	7.4	11.4
$f_s \text{ } \emptyset \text{ (comp)}$	(ksi)	0.2		0.2	
$f_s \text{ } \emptyset_3 [M_L + M_I]$	(ksi)	19.2	14.9	20.4	15.1
$f_s \text{ (Overload)}$	(ksi)	27.1	26.6	27.9	26.5
$f_s \text{ (Total)}$	(ksi)		34.5		34.4
VR	(k)	41.2	58.7	41.2	57.0

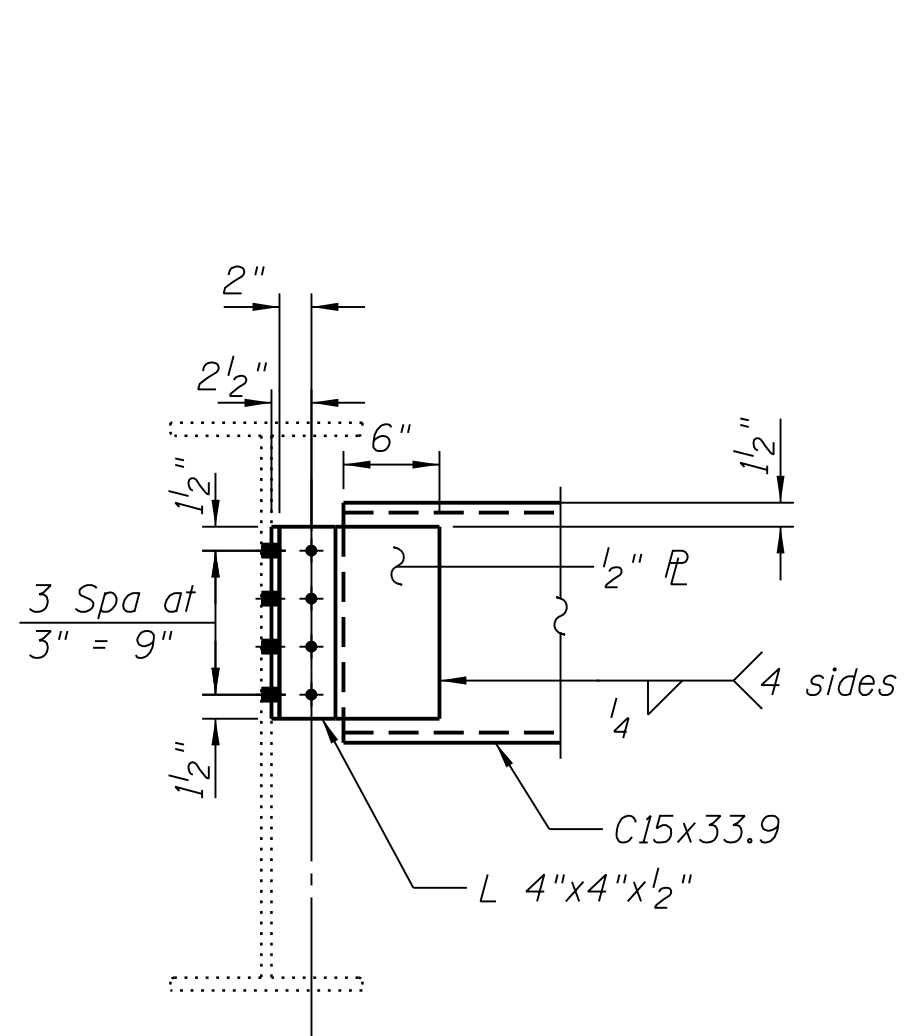
	Abutments or Pier 4	Pier 1, Pier 3, Pier 5 or Pier 7	Pier 2 or Pier 6	
R_Q	(k)	24.0	82.6	84.9
R_L	(k)	39.8	47.7	49.8
R_I	(k)	10.2	11.6	11.6
R_{Total}	(k)	74.0	141.9	146.3

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

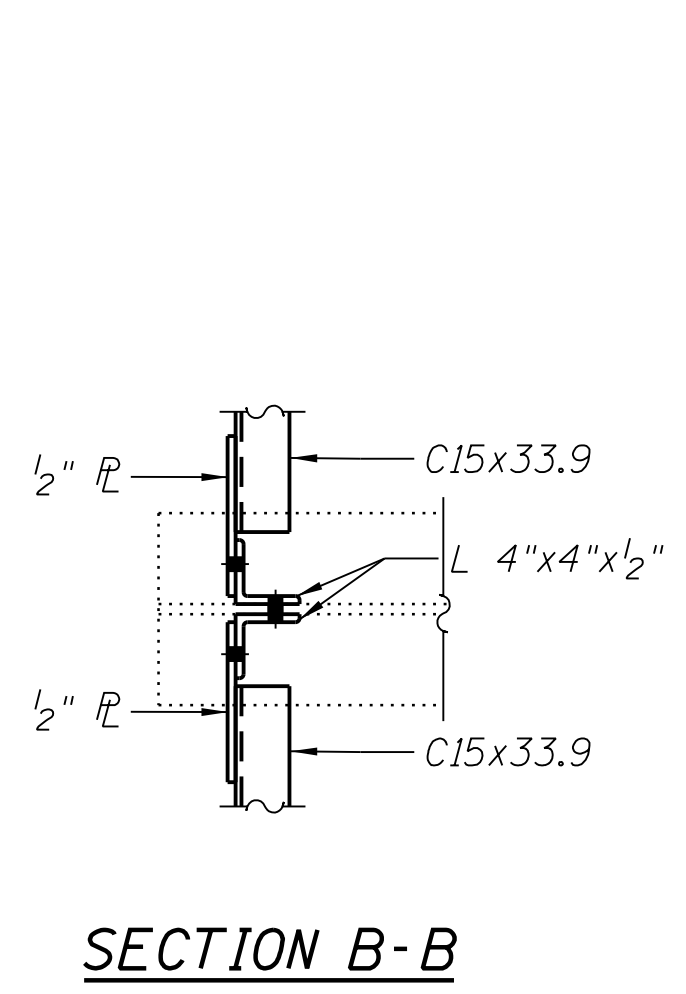
I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).
 Z : Plastic Section Modulus of the steel section in non-composite areas (in³).
 Q : Un-factored non-composite dead load (kips/ft.).
 M_Q : Un-factored moment due to non-composite dead load (kip-ft.).
 s_Q : Un-factored long-term composite (superimposed) dead load (kips/ft.).
 M_{sQ} : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_L : Un-factored live load moment (kip-ft.).
 M_I : Un-factored moment due to impact (kip-ft.).
 M_a : Factored design moment (kip-ft.).
 $1.3 [M_Q + M_{sQ} + \frac{5}{3} (M_L + M_I)]$
 M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
 $f_s \text{ (Overload)}$: Sum of stresses as computed from the moments below (ksi).
 $M_Q + M_{sQ} + \frac{5}{3} (M_L + M_I)$
 $f_s \text{ (Total)}$: Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M_Q + M_{sQ} + \frac{5}{3} (M_L + M_I)]$
 VR: Maximum $L +$ impact shear range within the composite portion of the span for stud shear connector design (kips).



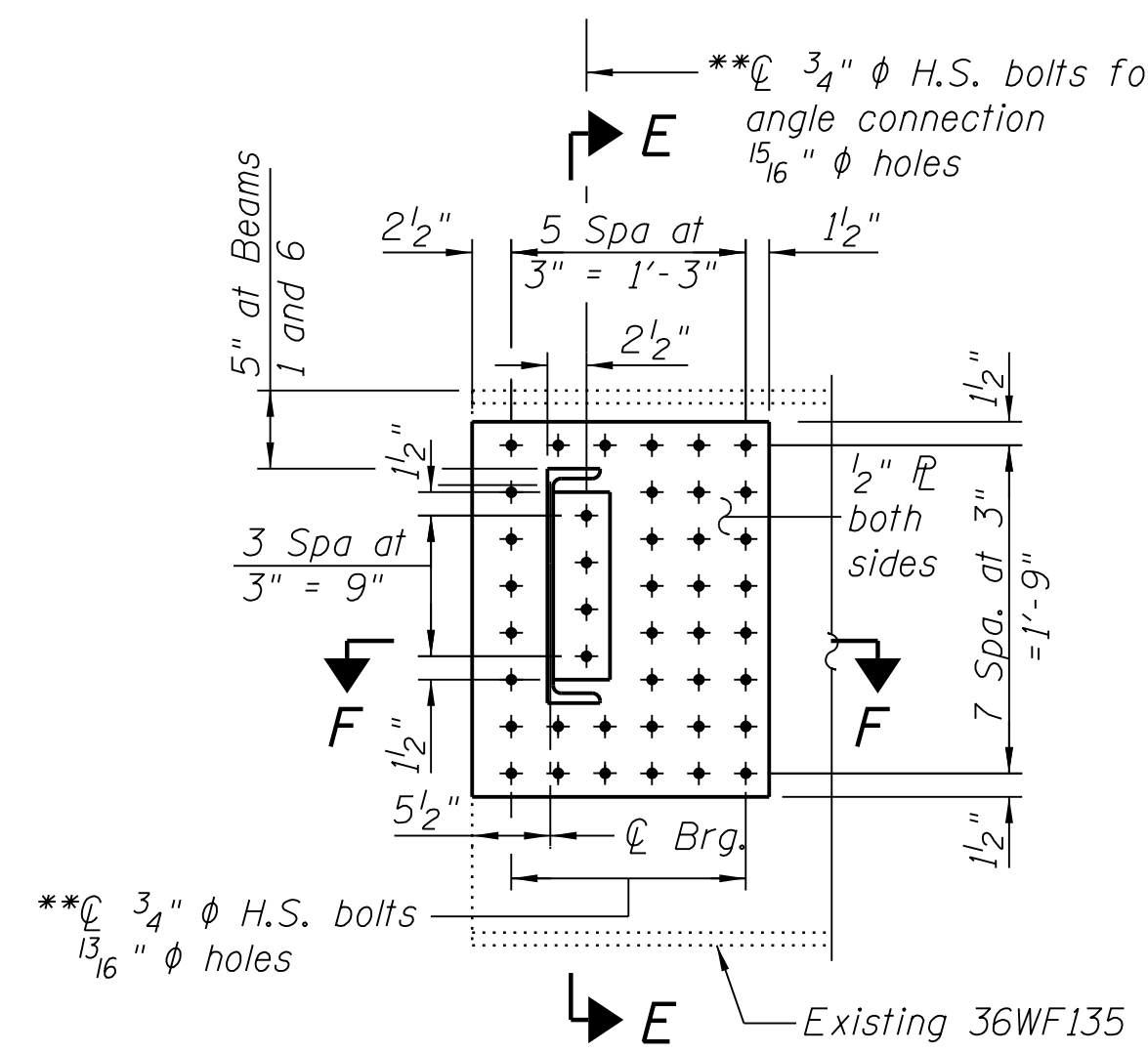
**END DIAPHRAGM D1
AT ABUTMENT**
(Replace all end diaphragms at the North and South Abutments.)
(10 Locations)



SECTION A-A

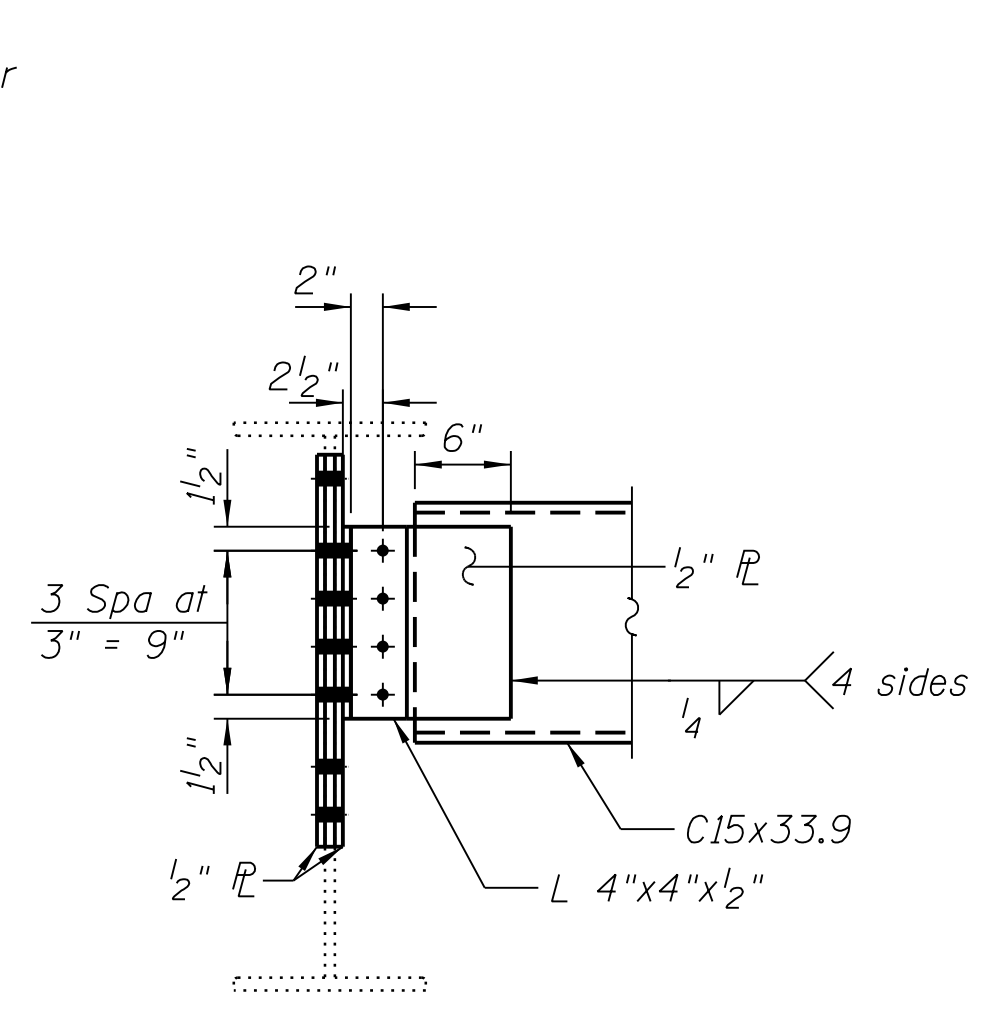


SECTION B-B

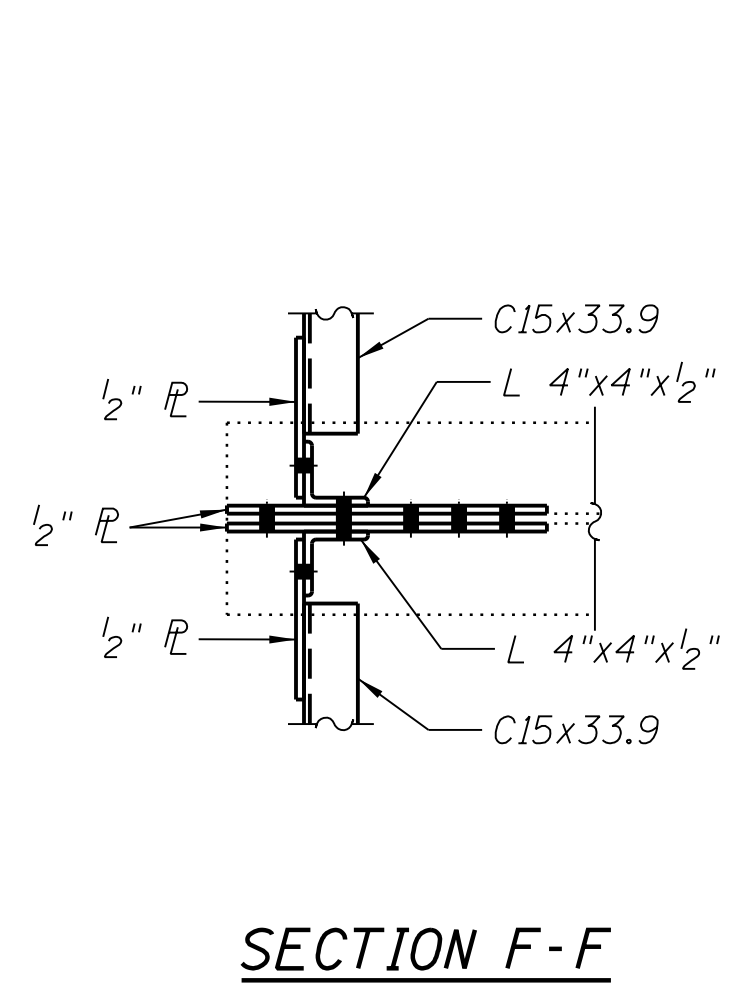


**BEAM END
RETROFIT AT ABUTMENTS**
(3 Required - Beam 3 at South Abutment, Beams 2 and 3 at North Abutment.)

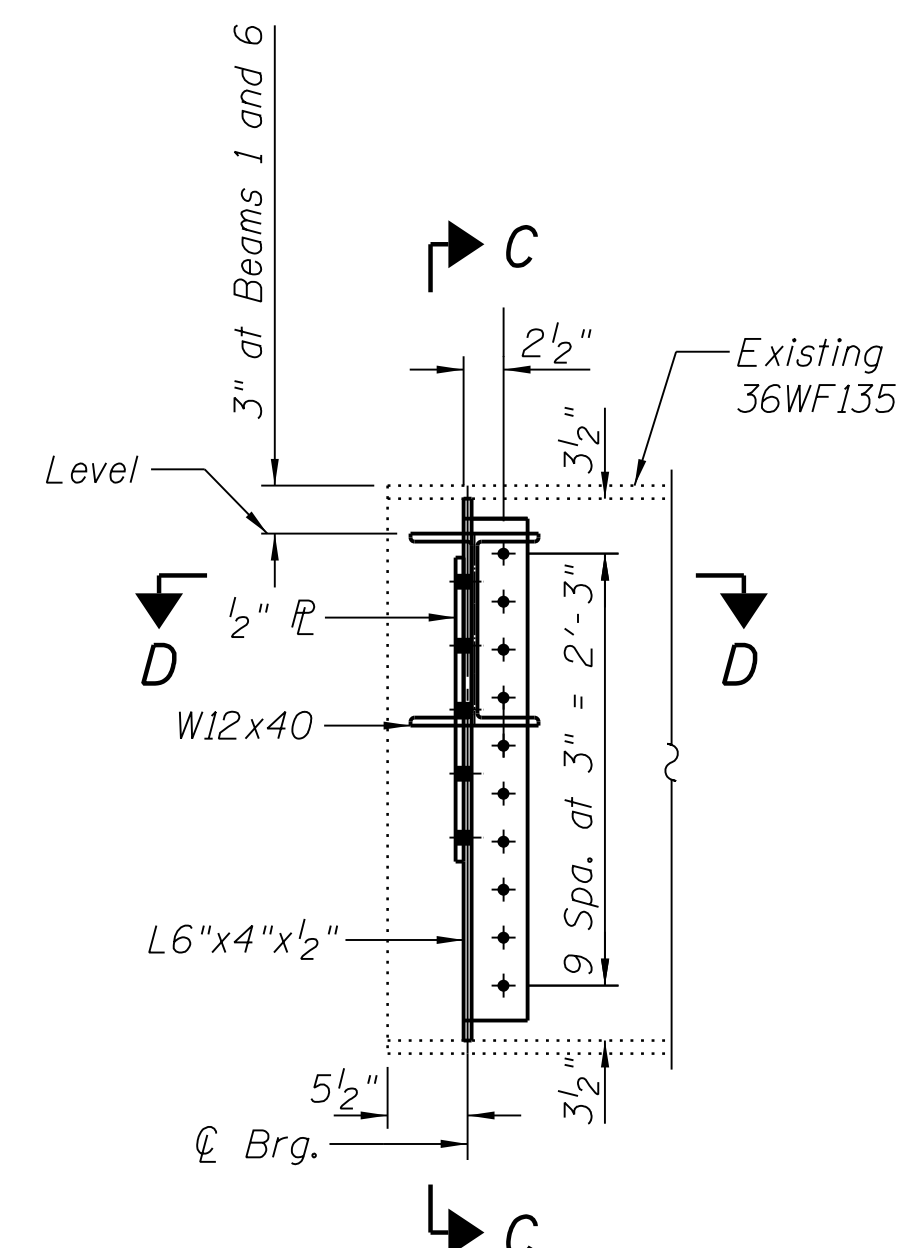
*** Drill holes in proposed plates in shop and use plate as template to drill remaining holes in field. Cost of field drilling included in Furnishing and Erecting Structural Steel.



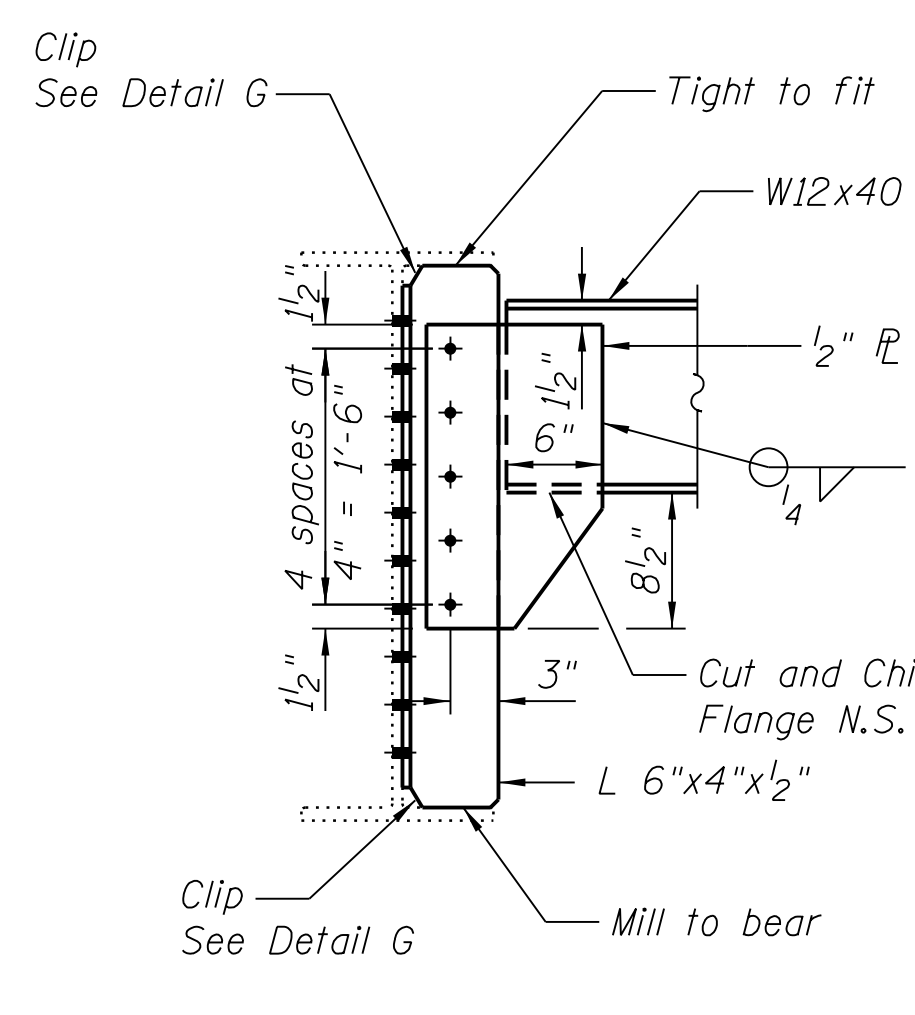
SECTION E-E



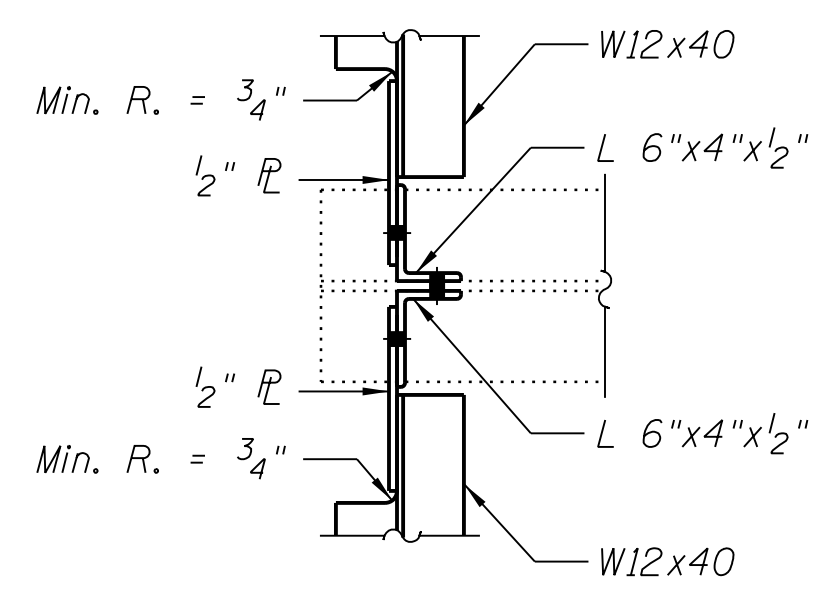
SECTION F-F



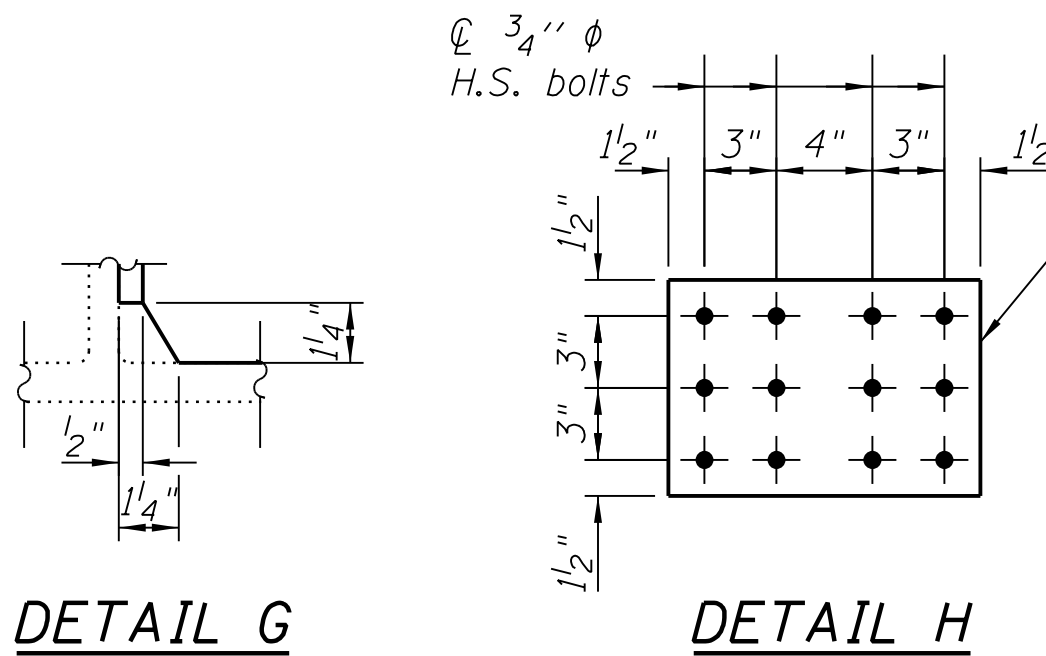
**END DIAPHRAGM D2
AT PIER 4**
(Replace all end diaphragms at Pier 4, each side of joint.)
(10 locations)



SECTION C-C

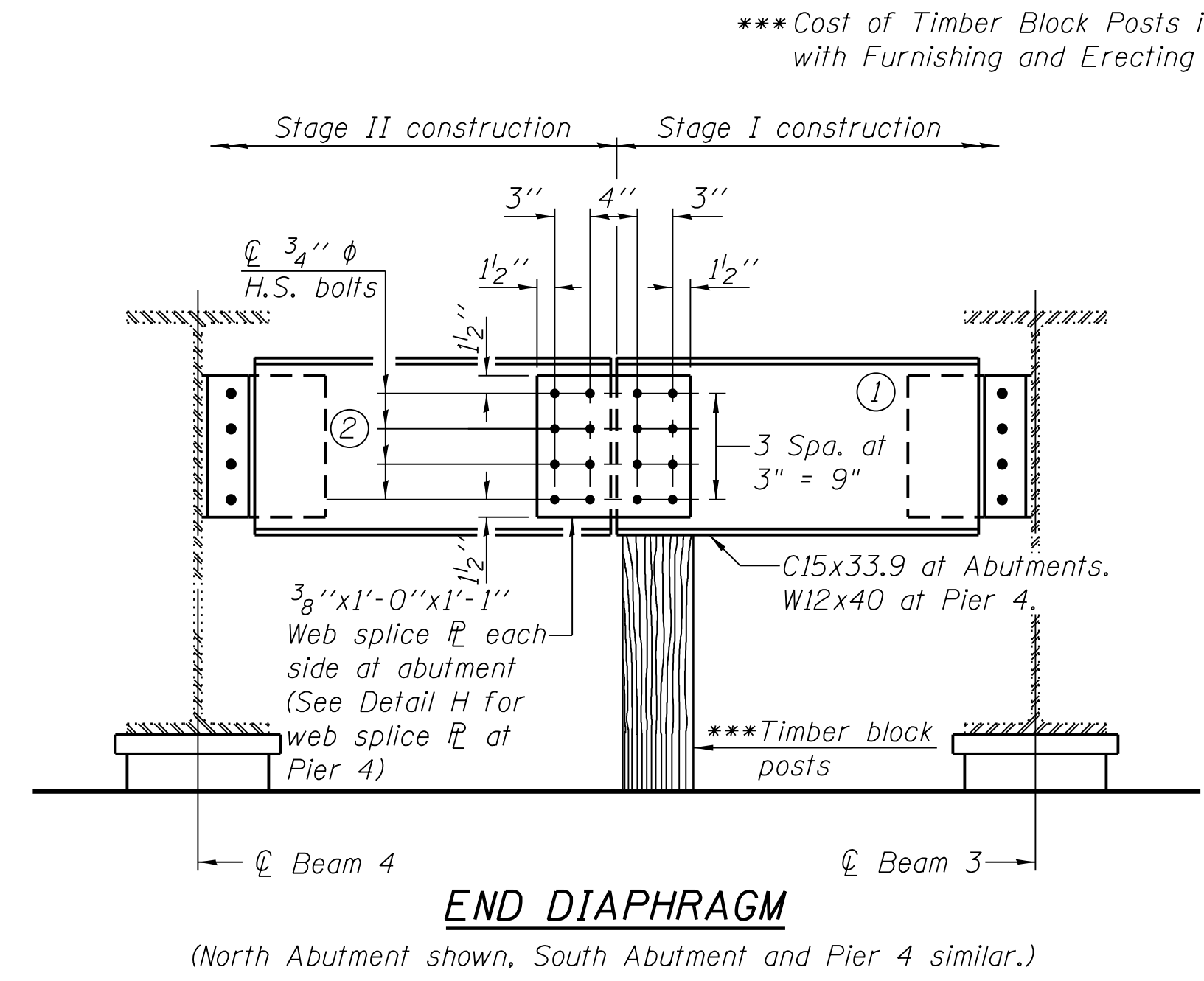


SECTION D-D



DETAIL G

DETAIL H



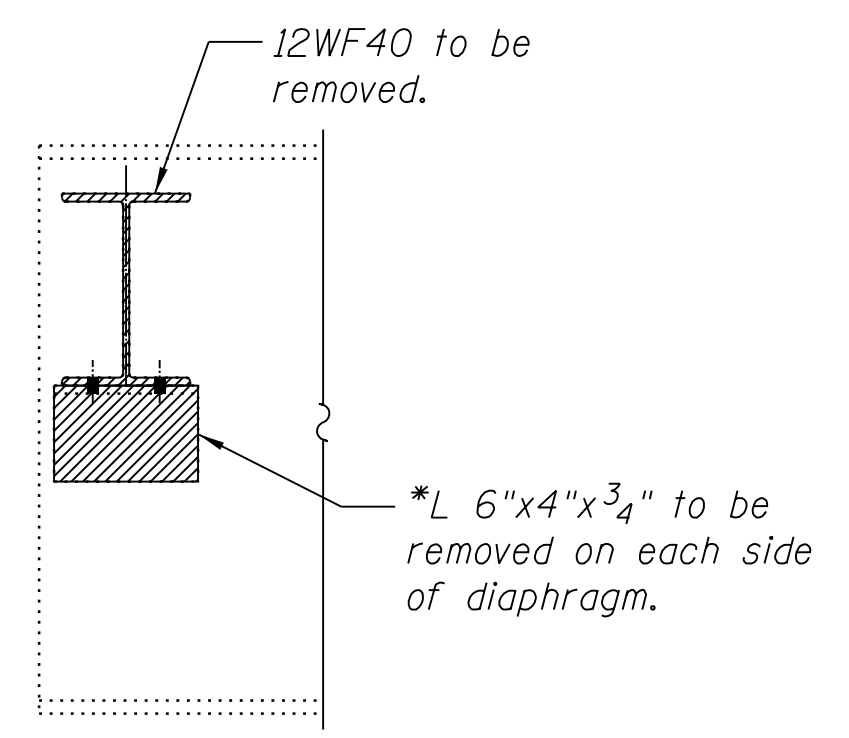
END DIAPHRAGM
(North Abutment shown, South Abutment and Pier 4 similar.)

**END DIAPHRAGM STAGE
CONSTRUCTION SEQUENCE**

- 1.) Order diaphragm in two sections.
- 2.) Attach section ① of diaphragm to Beam 3.
- 3.) Place timber block posts between section ① of diaphragm and bearing section.
- 4.) Attach section ② of diaphragm to both Beam 4 and section ① of diaphragm during stage II construction with splice plates.
- 5.) Remove timber block posts.

***Cost of Timber Block Posts is included with Furnishing and Erecting Structural Steel.

* Welds connecting L 6"x4"x3/4" to 36WF135 are to be ground smooth. Cost included with Structural Steel Removal.



DIAPHRAGM REMOVAL

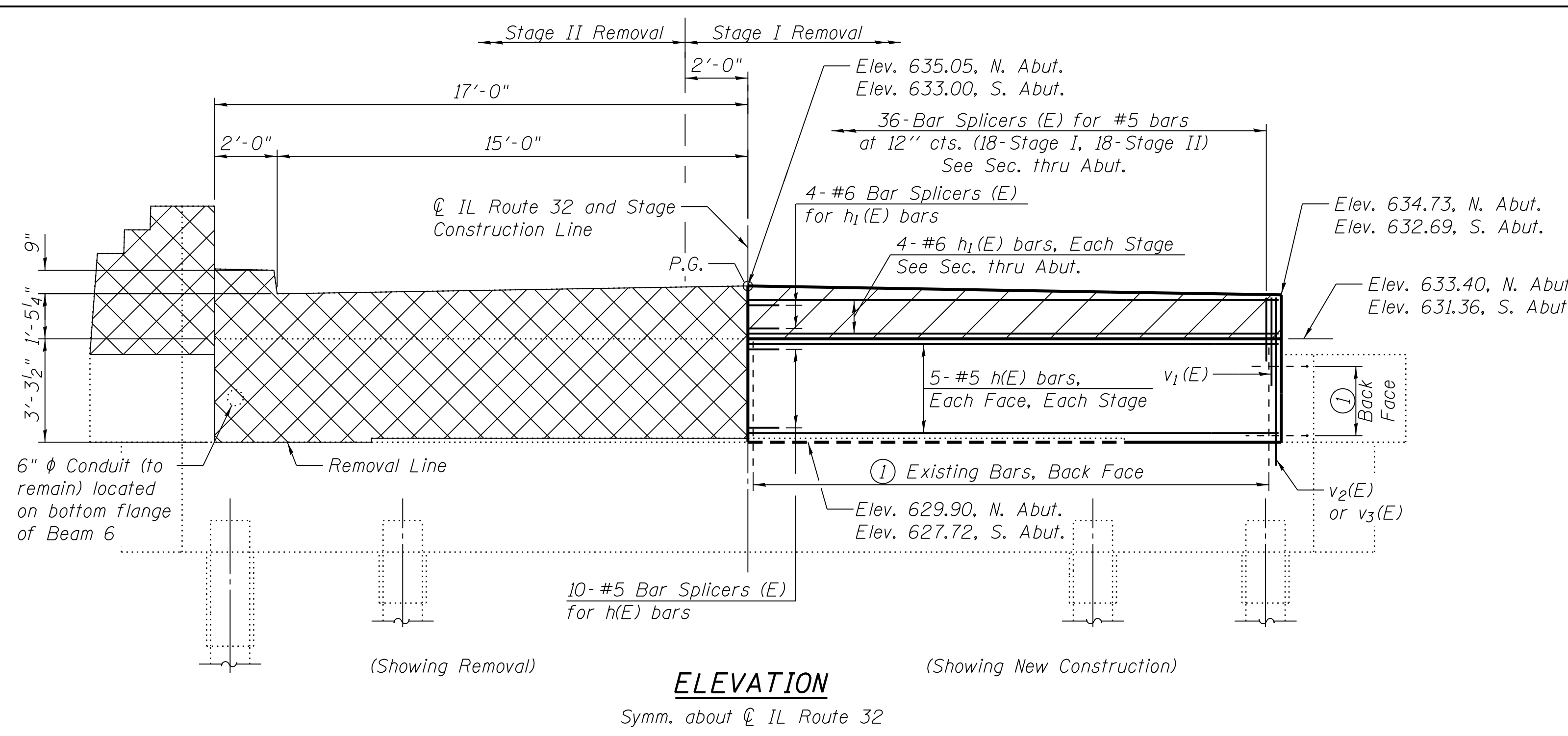
(At N. Abut., S. Abut., and at both bearing lines of Pier 4.)
(20 Locations)

BILL OF MATERIAL

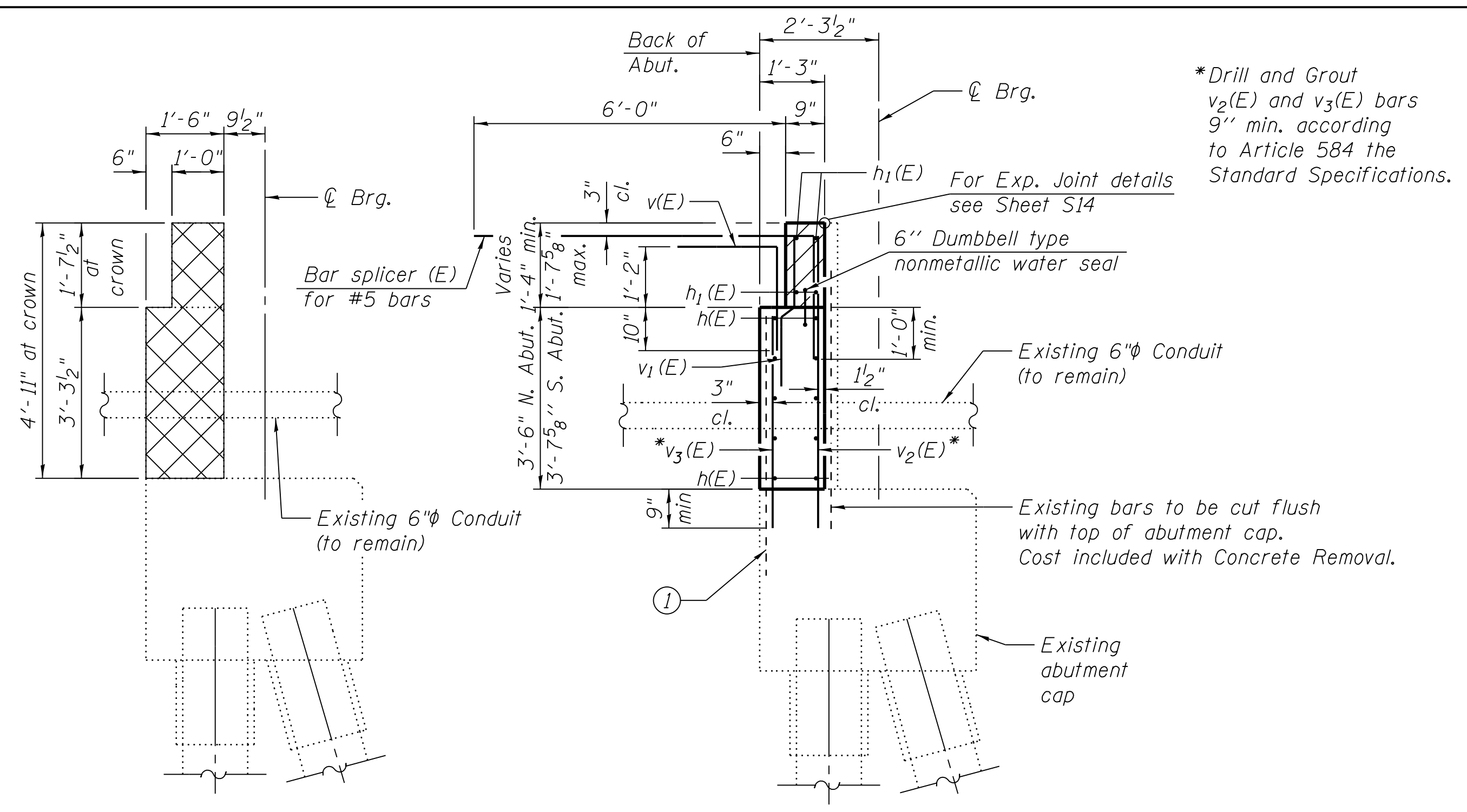
Item	Unit	Total
Furnishing and Erecting Structural Steel	Pound	6,860
Structural Steel Removal	Pound	6,260

FILE NAME = \\N1736\active\173630093_1\DOT_IL32\cover_LakeShelby\11a\structural\drawing\0700015_74357_020_Ssteel2.dgn

Note: Engineer to determine if additional locations of beam end repairs are required. Diaphragm length to be modified to account for beam end repairs.



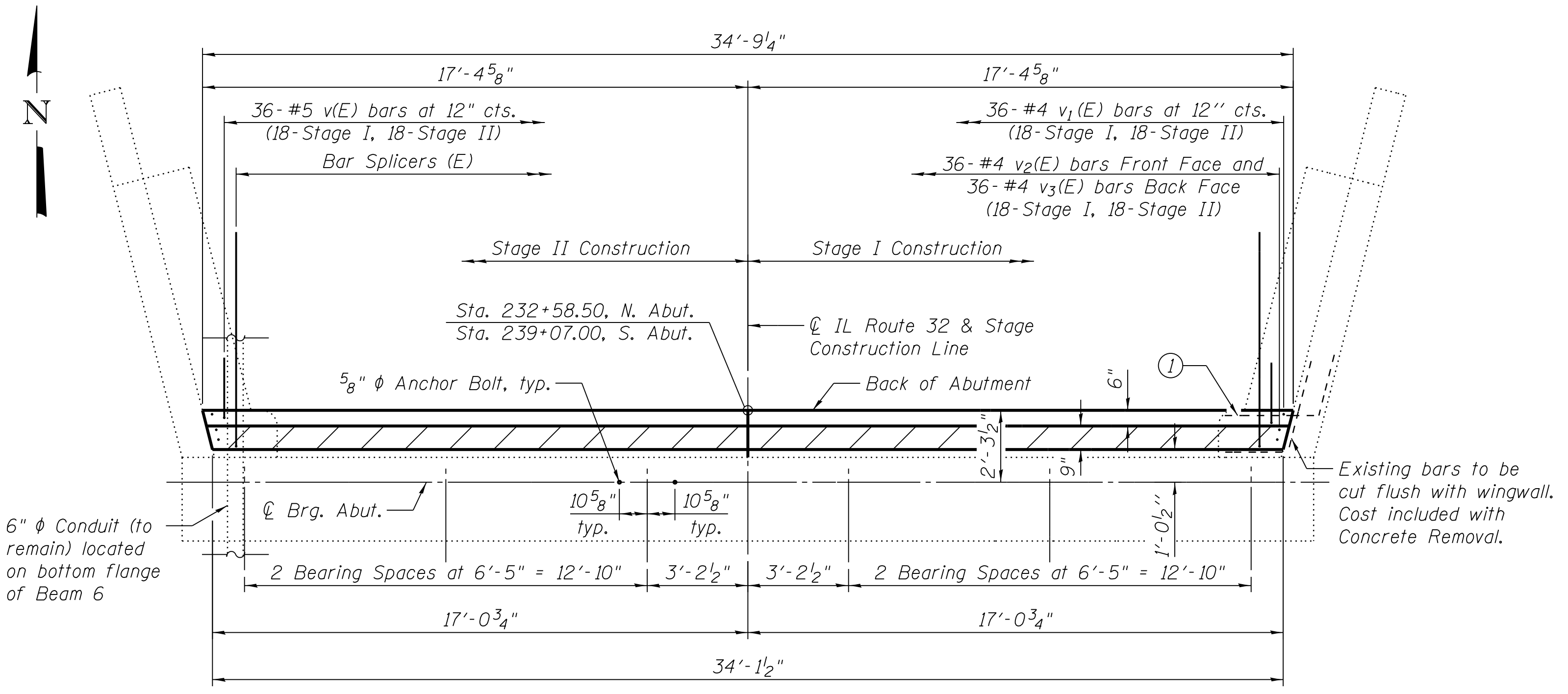
ELEVATION
Symm. about IL Route 32



SEC. THRU ABUT.
(Showing Removal)

SEC. THRU ABUT.
(Showing New Construction)

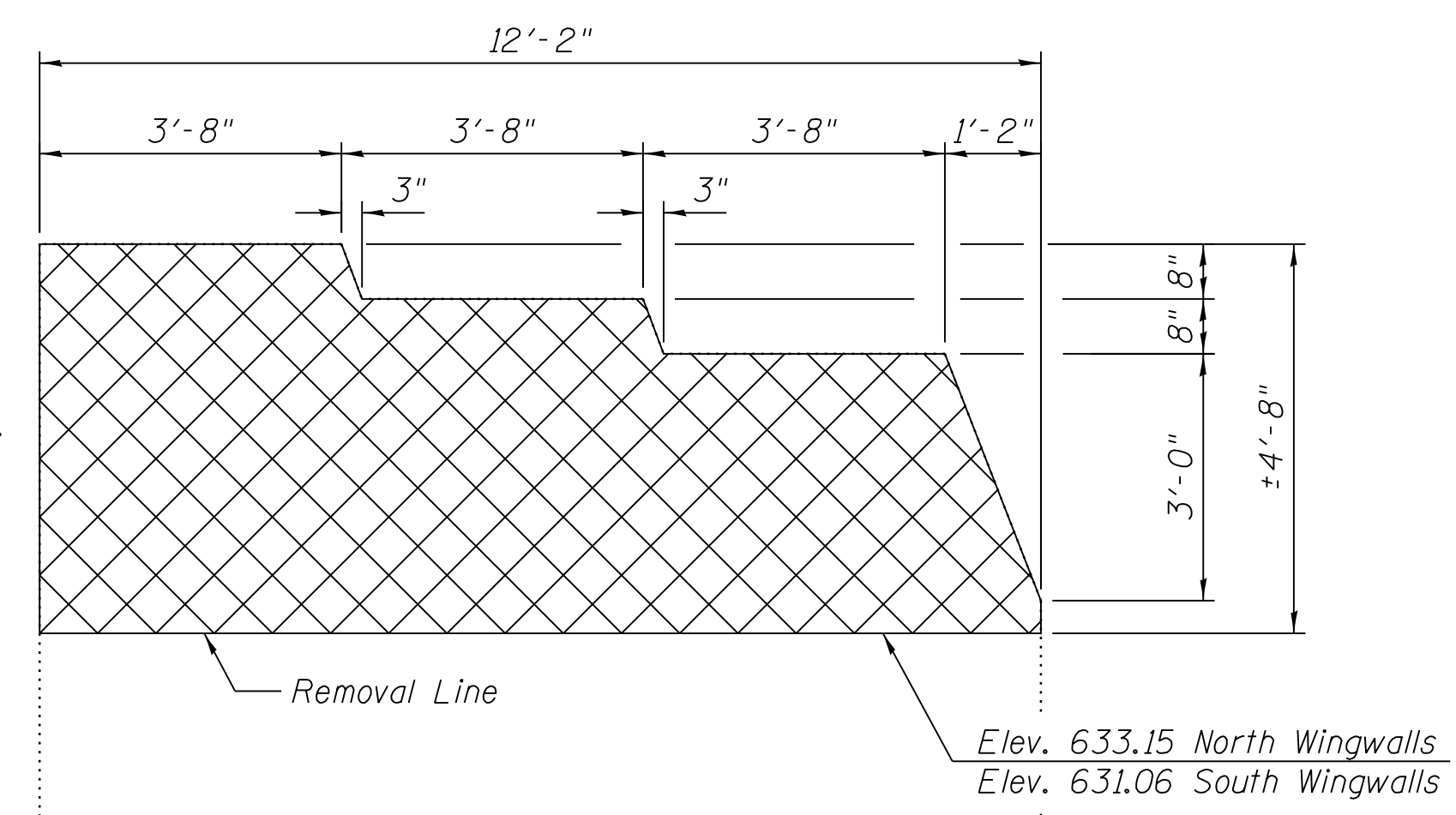
*Drill and Grout
v₂(E) and v₃(E) bars
9" min. according
to Article 584 the
Standard Specifications.



TOP VIEW
(N. Abutment Shown, S. Abutment Similar)

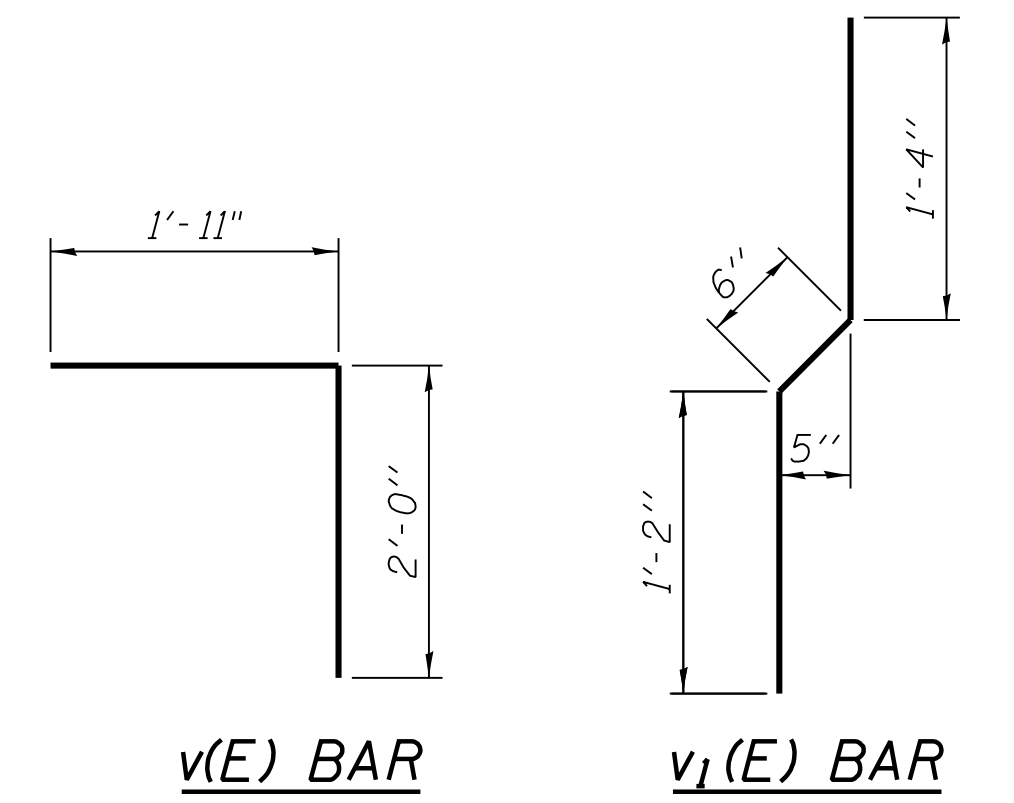
Notation:

① Existing bars to be cleaned
and incorporated into new
construction. Cost included
with Concrete Removal.



WINGWALL ELEVATION
(Showing Removal)

Concrete Removal



**TWO ABUTMENTS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
h(E)	40	#5	16'-8"	—	
h ₁ (E)	16	#6	16'-8"	—	
v(E)	72	#5	3'-11"	└	
v ₁ (E)	72	#4	3'-0"	└	
v ₂ (E)	72	#4	5'-11"	—	
v ₃ (E)	72	#4	4'-3"	—	
Reinforcement Bars, Epoxy Coated				Pound	2,020
Concrete Superstructure				Cu. Yd.	3.4
Concrete Structures				Cu. Yd.	11.5
Granular Backfill for Structures				Cu. Yd.	53
Concrete Removal				Cu. Yd.	23.8
Concrete Sealer				Sq. Ft.	368
Structure Excavation				Cu. Yd.	19

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure. For details of Bar Splicers, see Sheet S24.

FILE NAME = V:\1736\active\173630009_1.DOT_IL32.cover_LakeShelby\173630009_173630009_0700015_74357_022_abutment.dgn



USER NAME = jerojas	DESIGNED - JSR	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
	CHECKED - BPS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

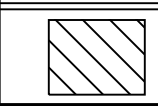
**ABUTMENT BACKWALL RECONSTRUCTION DETAILS
STRUCTURE NO. 070-0015**

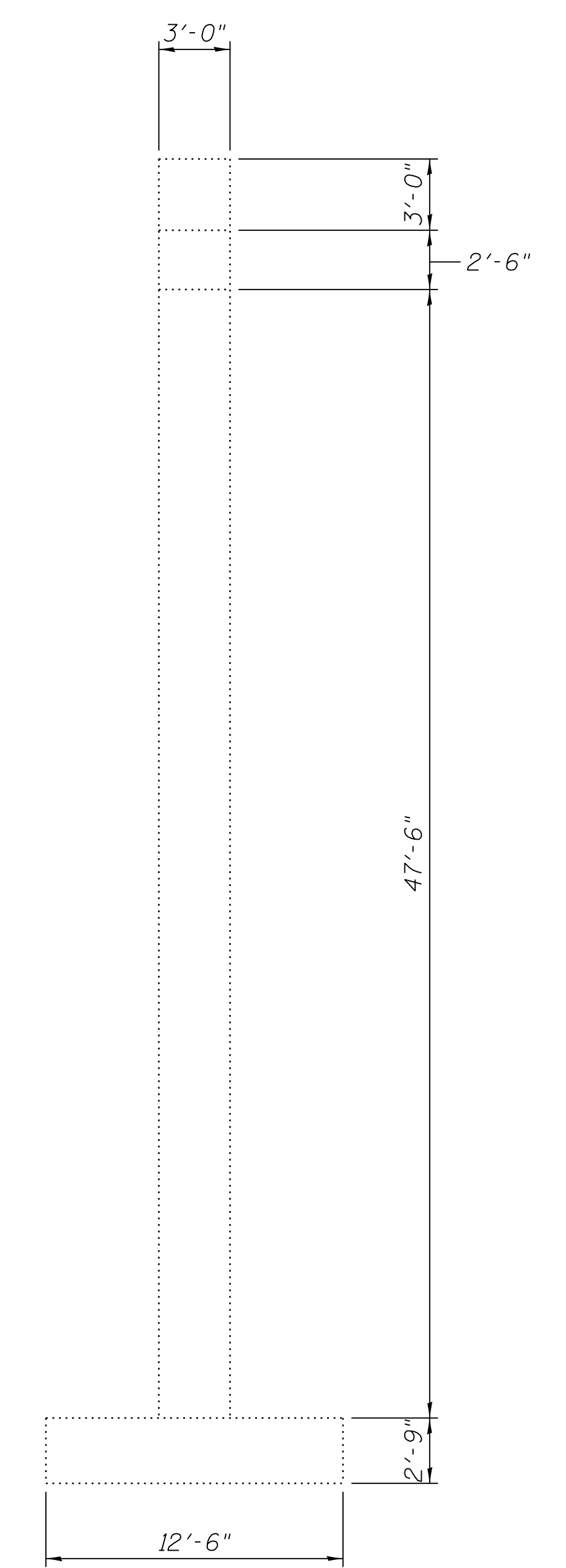
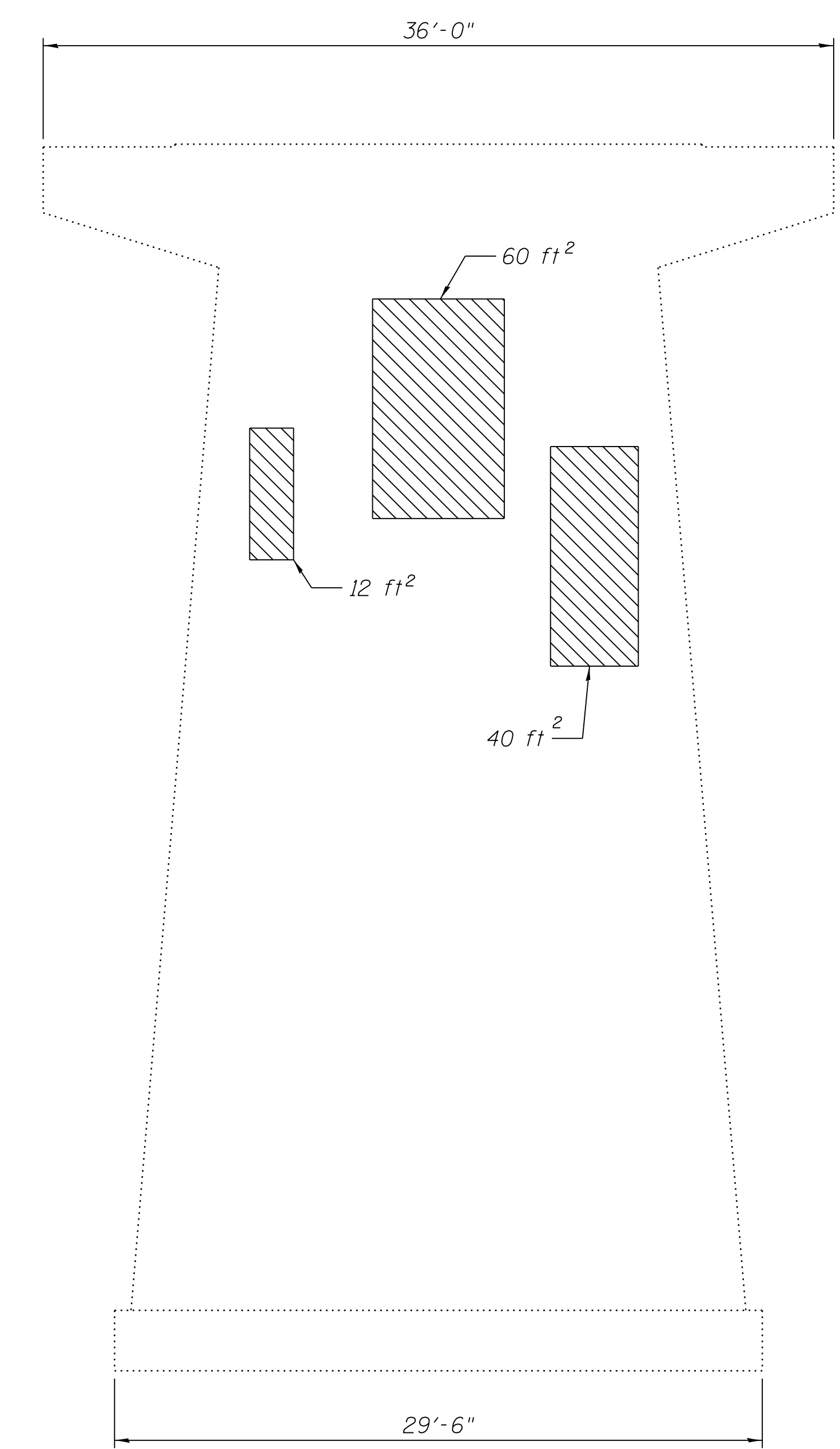
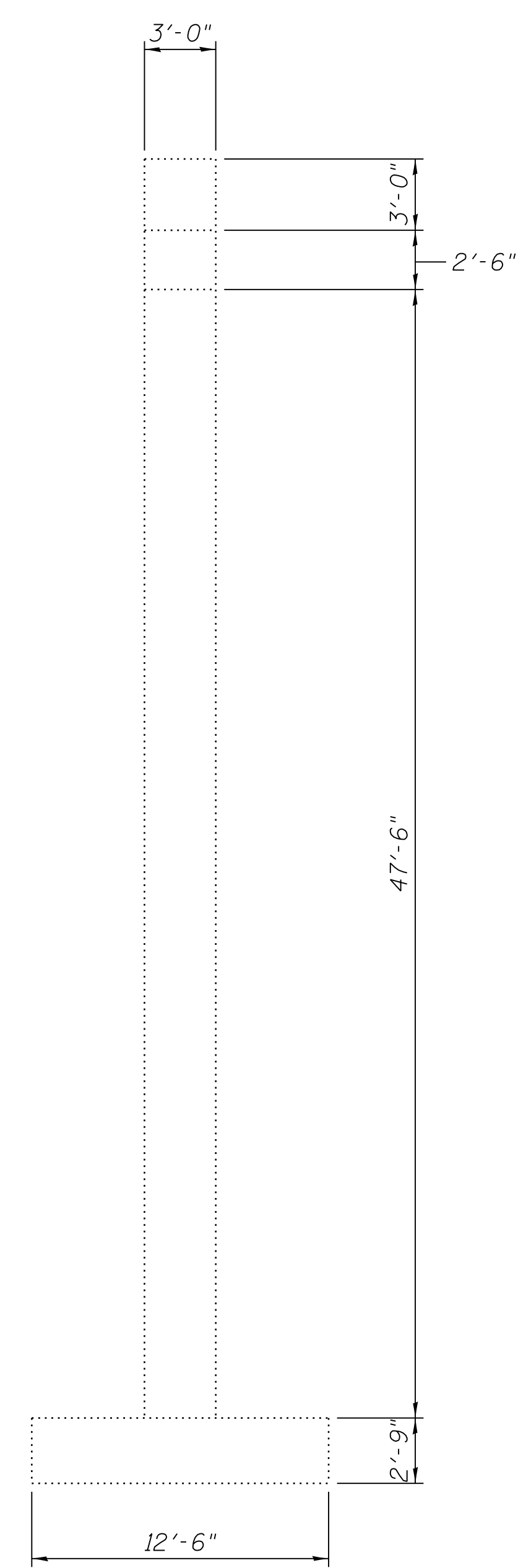
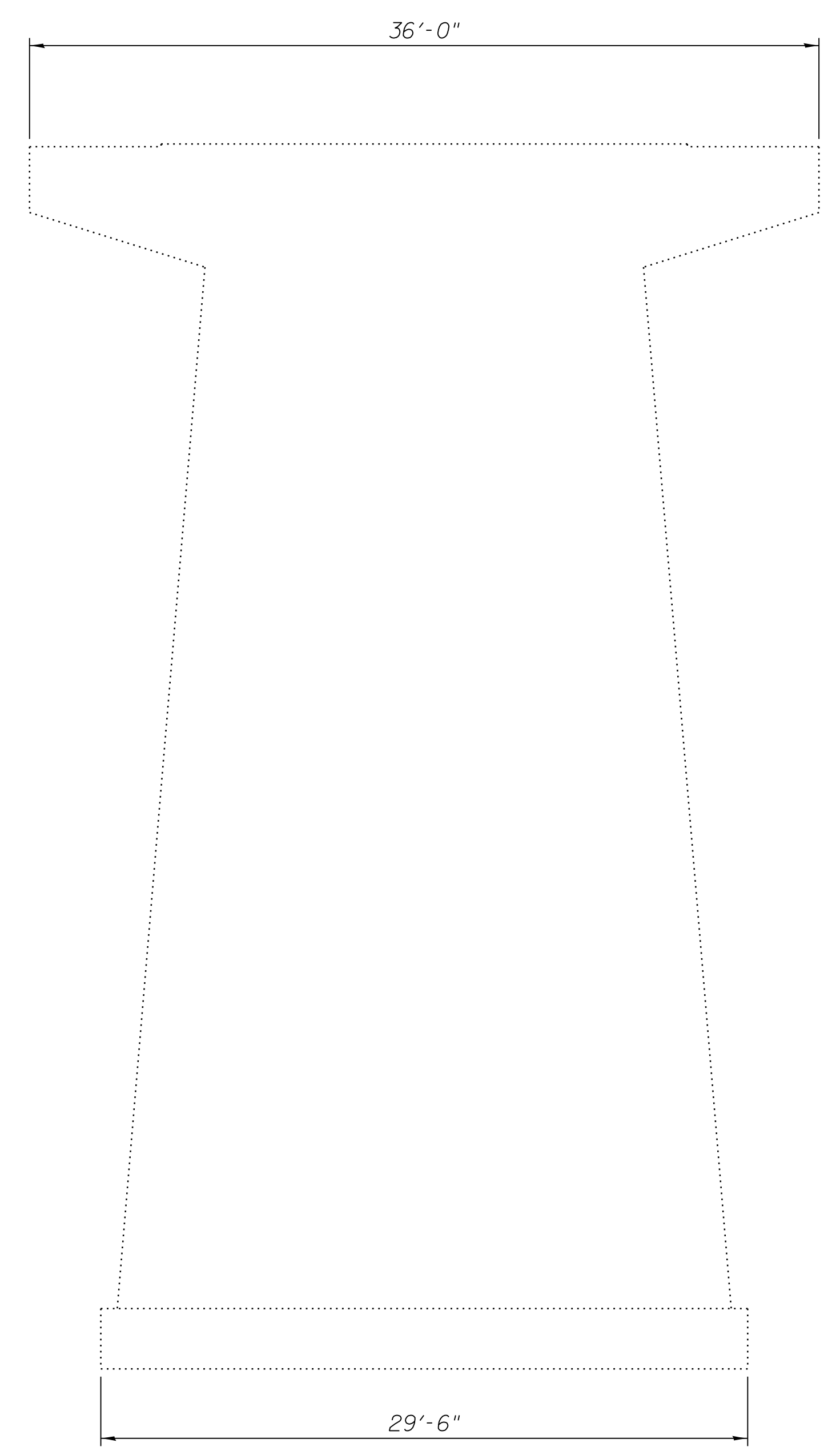
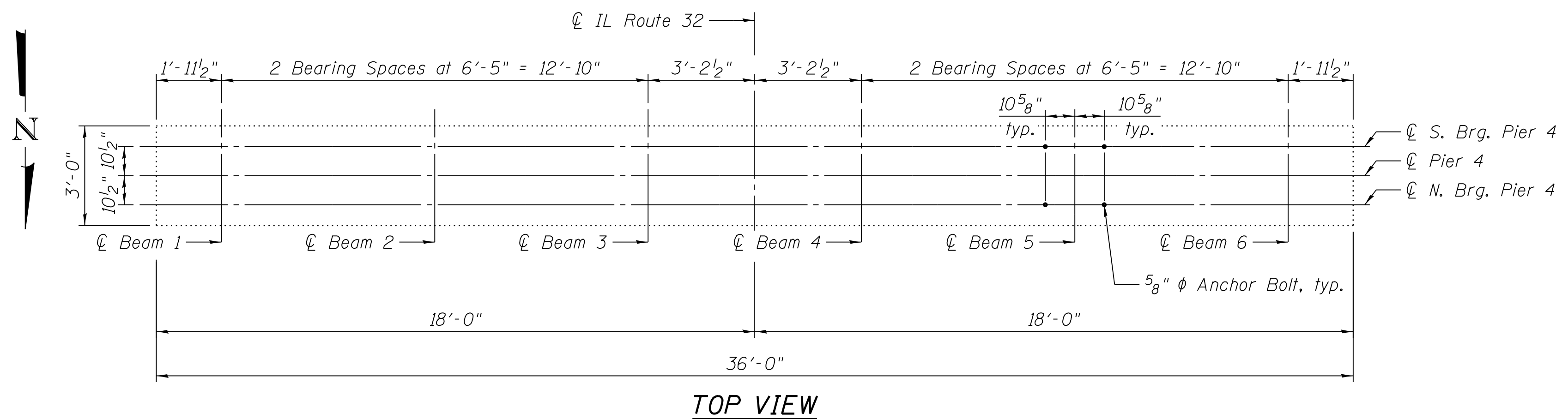
F.A.P. RTE. 762	SECTION (2BR)BR-1	COUNTY MOULTRIE	TOTAL SHEETS 48	SHEET NO. 42
CONTRACT NO. 74357				

SHEET NO. S22 OF 28 SHEETS

ILLINOIS FED. AID PROJECT

BILL OF MATERIAL

	Item Description	Unit	Quantity
	Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	112



FILE NAME = \\N1736\active\17363009\DDT_IL32_cover_LakeShelby\11a\structural\drawing\0700015_74357_023_Pier.dgn



USER NAME = jerojas	DESIGNED - JSR	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
	CHECKED - BPS	REVISED -

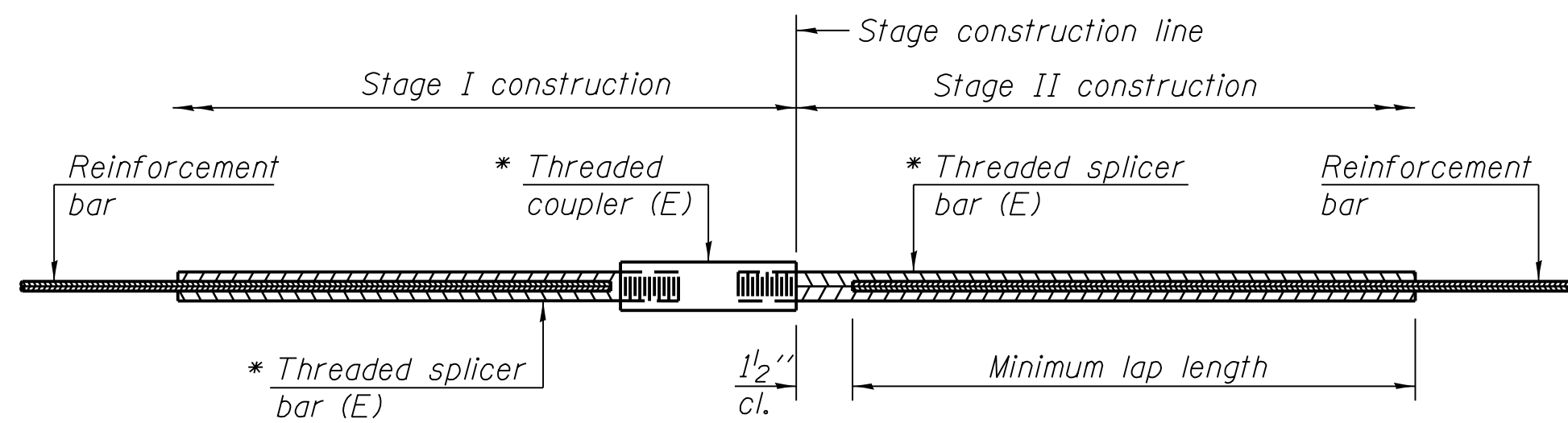
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 4 REPAIR
STRUCTURE NO. 070-0015**

SHEET NO. S23 OF 28 SHEETS

F.A.P. RTE. 762	SECTION (2BR)BR-1	COUNTY MOULTRIE	TOTAL SHEETS 48	SHEET NO. 43
CONTRACT NO. 74357				

ILLINOIS FED. AID PROJECT



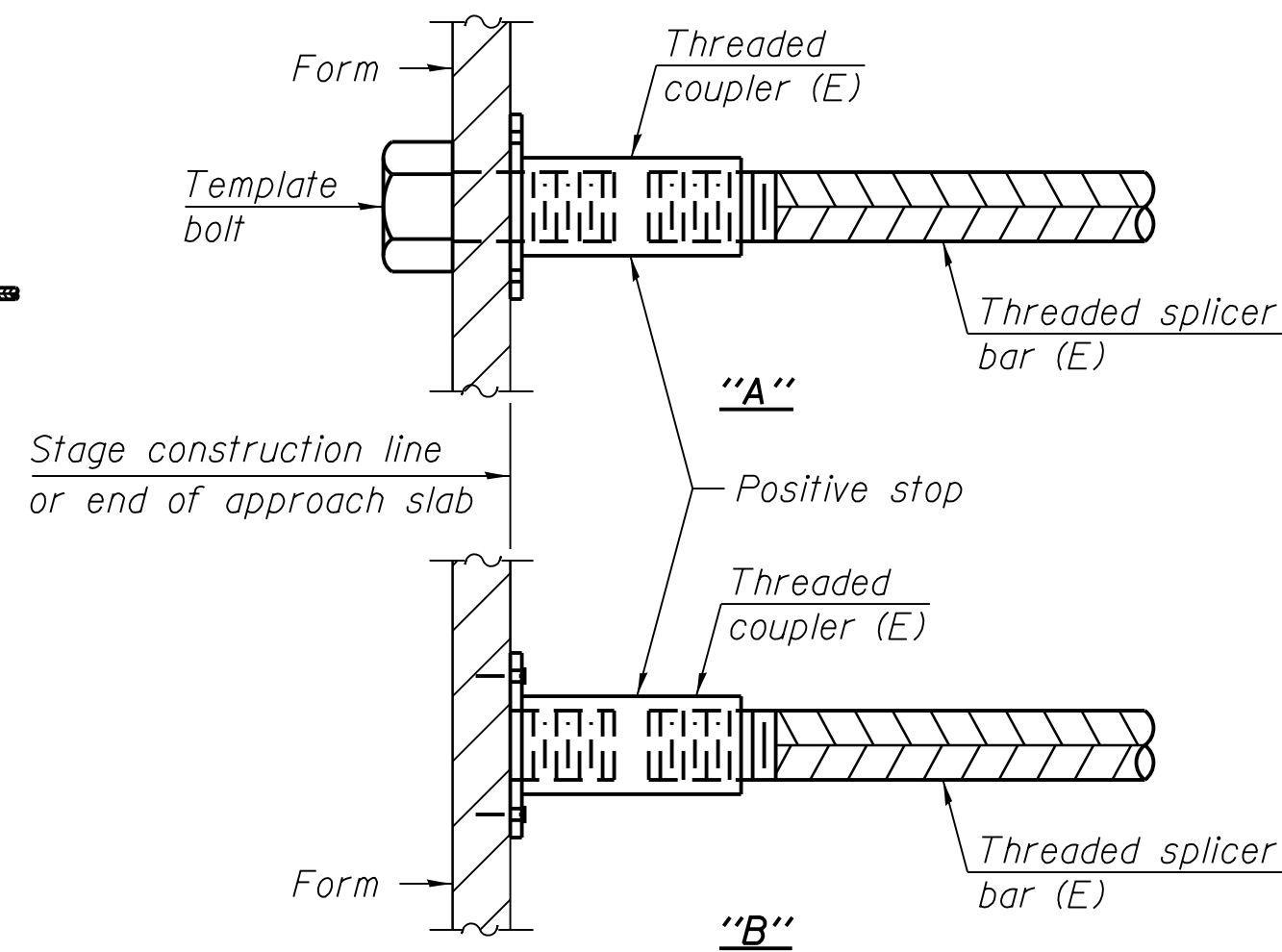
STANDARD BAR SPLICER ASSEMBLY

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

Table 1: Epoxy bar, 0.8 Class C
 Table 2: Epoxy bar, Top bar lap, 0.8 Class C
 Table 3: Epoxy bar, Class C
 Table 4: Epoxy bar, Top bar lap, Class C

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

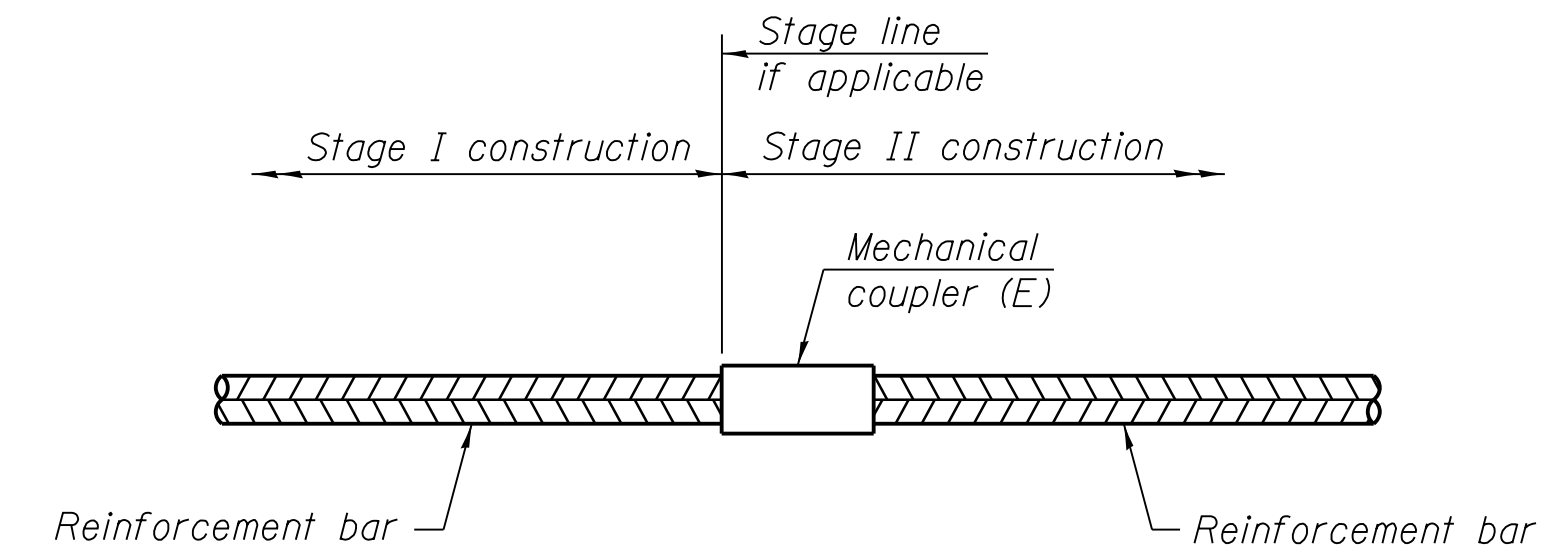
Location	Bar size	No. assemblies required	Table for minimum lap length
Bridge Deck	#5	1742	Table 3
Abutment Backwall	#5	20	Table 4
Abutment Backwall	#6	8	Table 4
Approach Slab	#4	50	Table 4
Approach Slab	#5	92	Table 3
Approach Footings	#5	80	Table 3



INSTALLATION AND SETTING METHODS

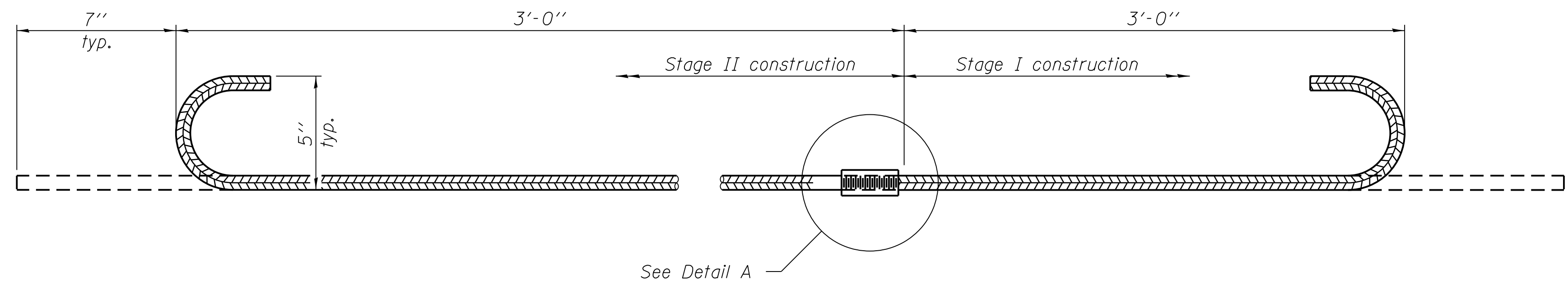
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

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



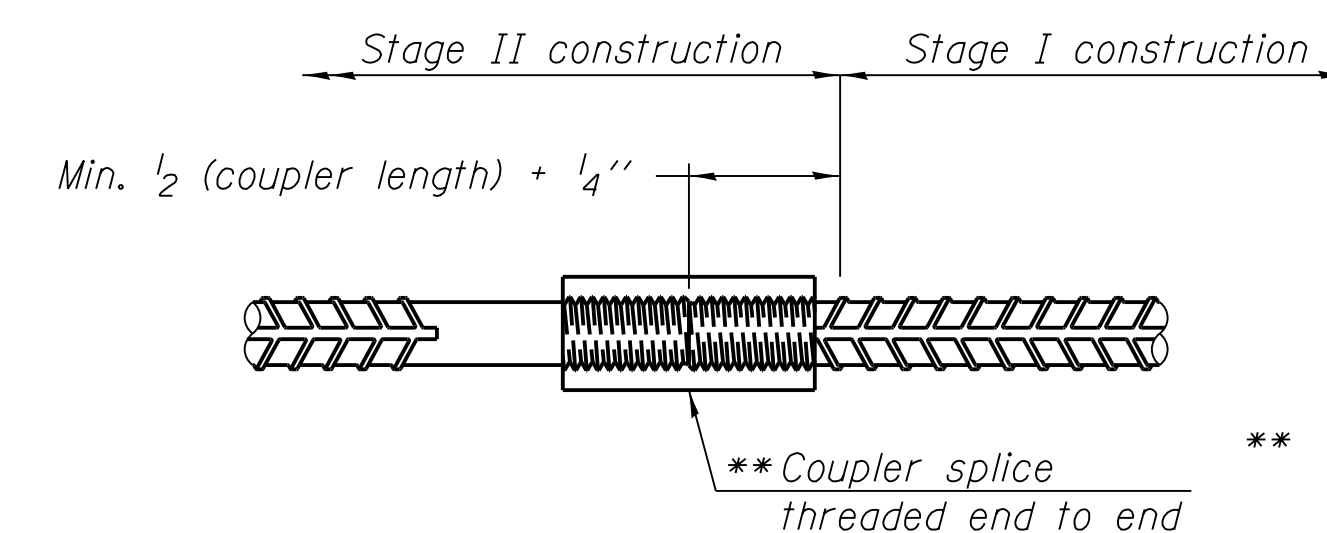
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



#5 #4(E) BAR SPLICER ASSEMBLY FOR EDGE BEAMS AT STAGE CONSTRUCTION JOINT

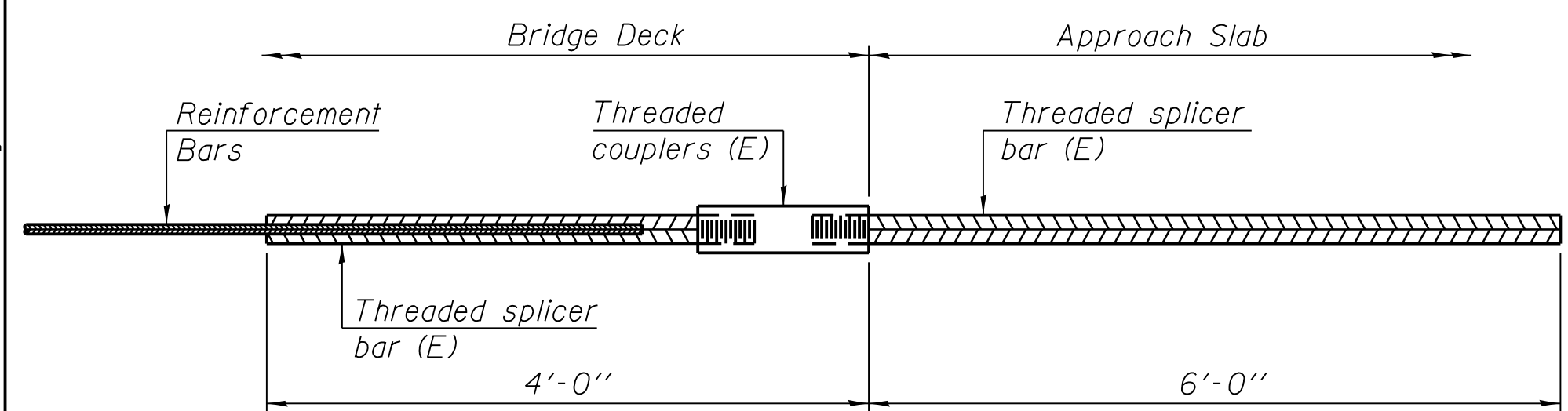
No. required = 12



DETAIL A

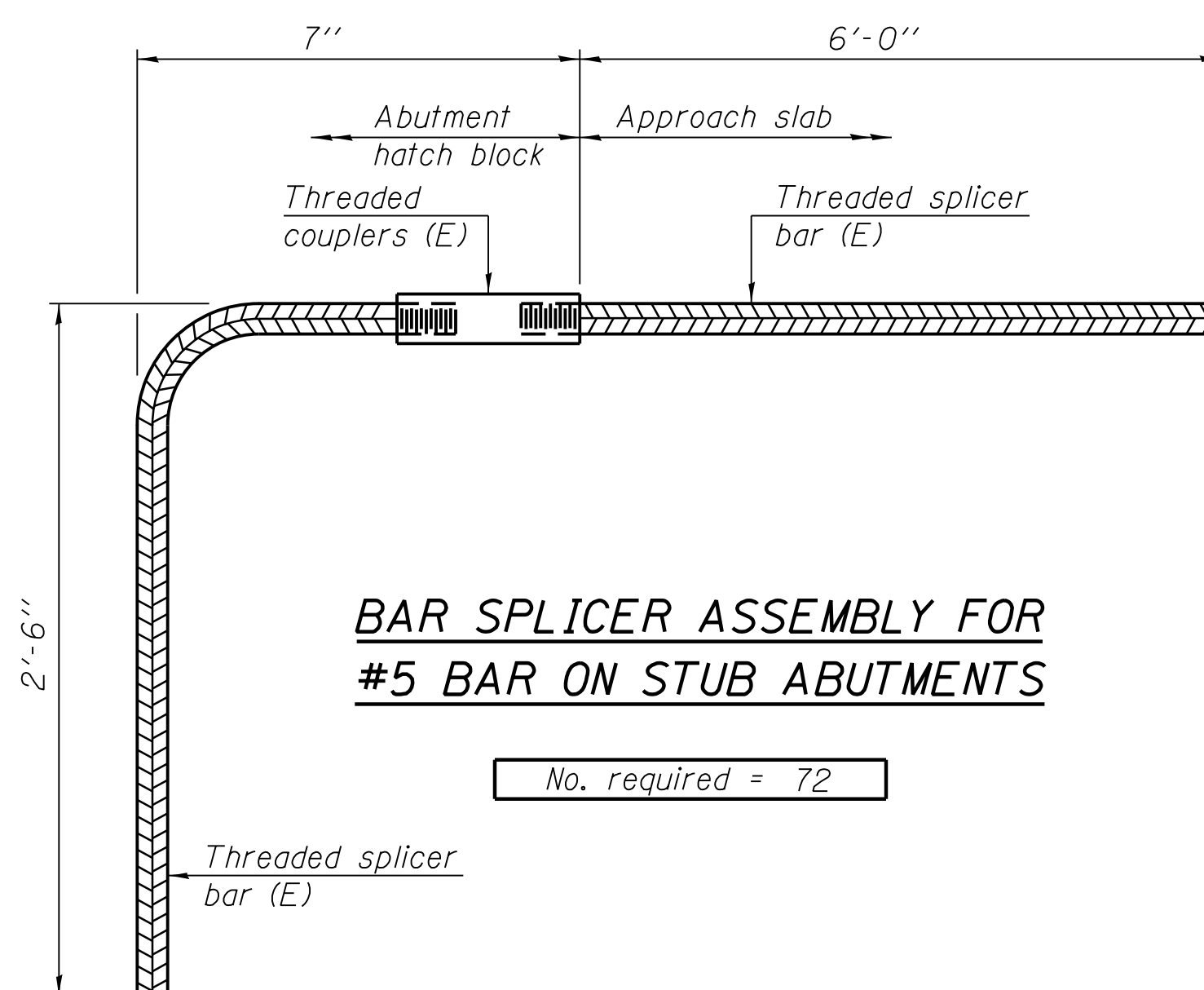
** The bar splicer assembly shall allow completion of the splice without turning of the hook bars. The stage II splice bar shall be threaded such that the entire coupler can be threaded onto the splice bar.

FILE NAME = \\N1736\active\173630009_1\DOT_IL32\over_LakeShelby\11a\structural\Drawng\0700015_74357_024_Splicer.dgn



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

No. required = 0



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 72



USER NAME = jerojas	DESIGNED - JSR	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
	CHECKED - BPS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY
 STRUCTURE NO. 070-0015**

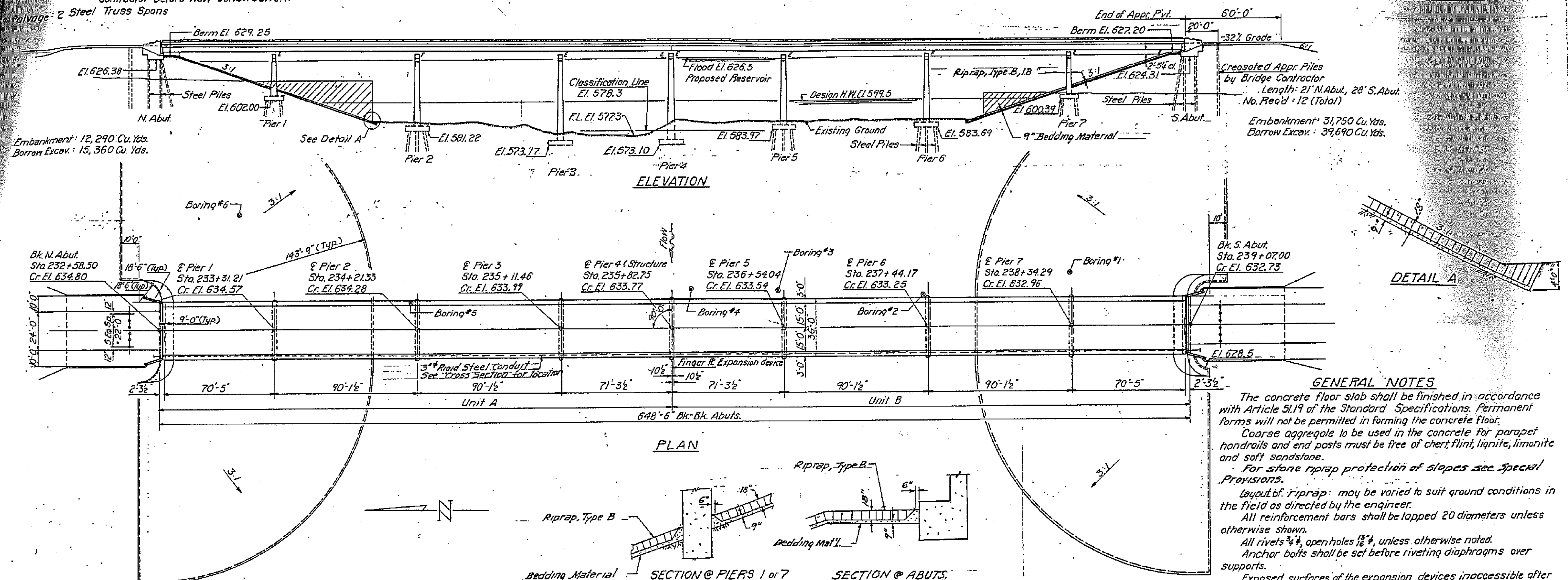
SHEET NO. S24 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	44
CONTRACT NO. 74357				

ILLINOIS FED. AID PROJECT

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

MINI-W. Corner Conc. Bridge rail, Lt. Sta. 233+62, El. 614.34 Hubguard
South end of bridge, Lt. Sta. 237+77.2, El. 603.06
existing Structure: 2 Steel Truss & 4 R.C.D.G. Superstr. to be removed by
Contractor before new construction.
Bridge: 2 Steel Truss Spans



GENERAL NOTES

The concrete floor slab shall be finished in accordance with Article 51.19 of the Standard Specifications. Permanent forms will not be permitted in forming the concrete floor.

Coarse aggregate to be used in the concrete for parapet handrails and end posts must be free of chert, flint, lignite, limonite and soft sandstone.

For stone riprap protection of slopes see Special Provisions.

Layout of riprap may be varied to suit ground conditions in the field as directed by the engineer.

All reinforcement bars shall be lapped 20 diameters unless otherwise shown.

All rivets $\frac{3}{4}$ " open holes $\frac{1}{8}$ " unless otherwise noted.

Anchor bolts shall be set before riveting diaphragms over supports.

Exposed surfaces of the expansion devices inaccessible after erection shall receive two shop coats of red lead paint, other surfaces shall be given one coat of red lead paint. Anchor studs shall not be painted.

Expansion devices are included in the quantity of structural steel. Estimated Weight 7190 lbs.

Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Art. 56.1 to 56.5 inclusive of the Standard Specifications.

All structural steel shall conform to A.S.T.M. A-36 Specifications for structural steel, except as noted.

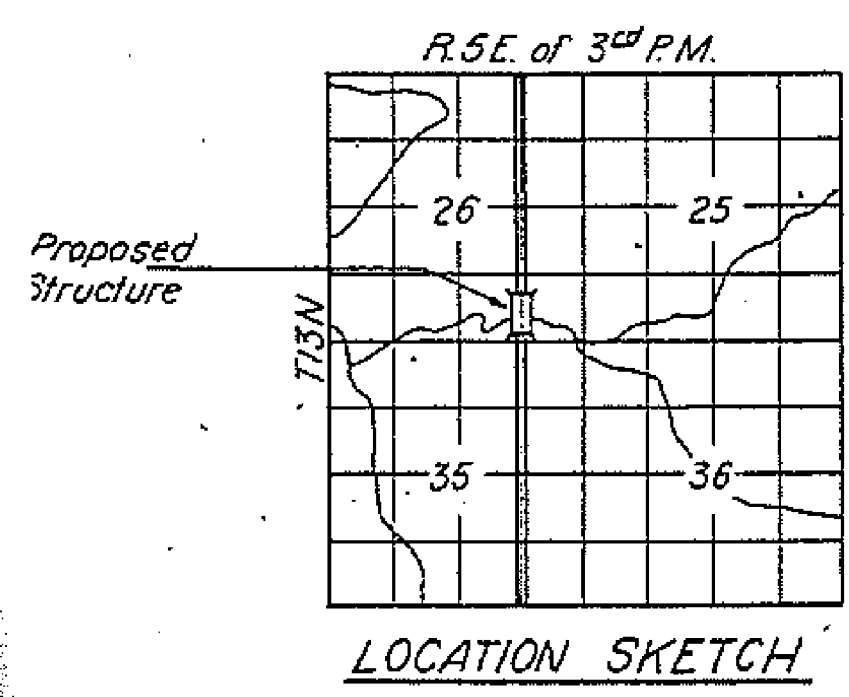
Steel piles through embankment shall be driven in precored holes in accordance with Art. 60.9(c) of the Standard Specifications.

The contractor shall drive steel test piles, one each, at Piers 2, 5 and S. Abut. in permanent locations as directed by the Engineer, before ordering the remaining piles.

Excavation for portions of structures in the embankments shall not be classified.

WATERWAY INFORMATION

Drainage Area	408,691 Acres
Character	Level, Rolling, Cultivated
Required Opening (30Yr.Fl.)	5,800 Sq. Ft.
Present Opening	3,940 Sq. Ft.
Proposed Opening	5,800 Sq. Ft.
Ordinary Water Elev.	579.4
Low Water Elev.	577.3



BRIDGE RA-37 STA. 235+82.75
STATE OF ILLINOIS
S.D.I. RTE. 32 SEC. 2BR
U.S. ARMY
CORPS OF ENGINEERS
ST. LOUIS DISTRICT
BUILT 196 H20-SIG

DESIGN STRESSES

$f_c = 1400$ psi. Super. & Sub.
 $v = 75$ psi. Flgs.
 $f_s = 20,000$ psi. Reinf.
 $f_s = 20,000$ psi. Struct.
 $n = 10$

NAME PLATE
Std. 2113-1 except as shown

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Borrow Excavation	Cu. Yds.			55,050
Removal of Existing Structures	Ea.			1
Class A Excavation for Structures	Cu. Yds.		510	510
Class B Excavation for Structures	Cu. Yds.		200	200
Class X Concrete	Cu. Yds.	712.2	1021.1	1733.3
Protective Coat	Sq. Yds.	2930		2930
Structural Steel	Lbs.	671,610		671,610
Aluminum Handrail	Lin. Ft.	1290		1290
Reinforcement Bars	Lbs.	153,160	72,400	225,560
Creosoted Piles (20.1'-38')	Lin. Ft.			294
Steel Piles (10 BP42)	Lin. Ft.		3,730	3,730
Test Piles Steel (10BP42)	Ea.		3	3
Name Plates	Ea.		1	1
** Bridge Seal Sealant	Jump sum.		1	1
Galv. Steel Conduit, Attached to Bridge 3"	Lin. Ft.	656		656

DESIGNED J. M. Young
CHECKED J. M. Young
DRAWN W. R. Deason
CHECKED J. M. J.

EXAMINED [Signature]
PASSED [Signature]
APPROVED [Signature]

FEB. 7 1964



USER NAME = jerojas	DESIGNED - JSR	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 9/16/2014	DRAWN - MJB	REVISED -
	CHECKED - BPS	REVISED -

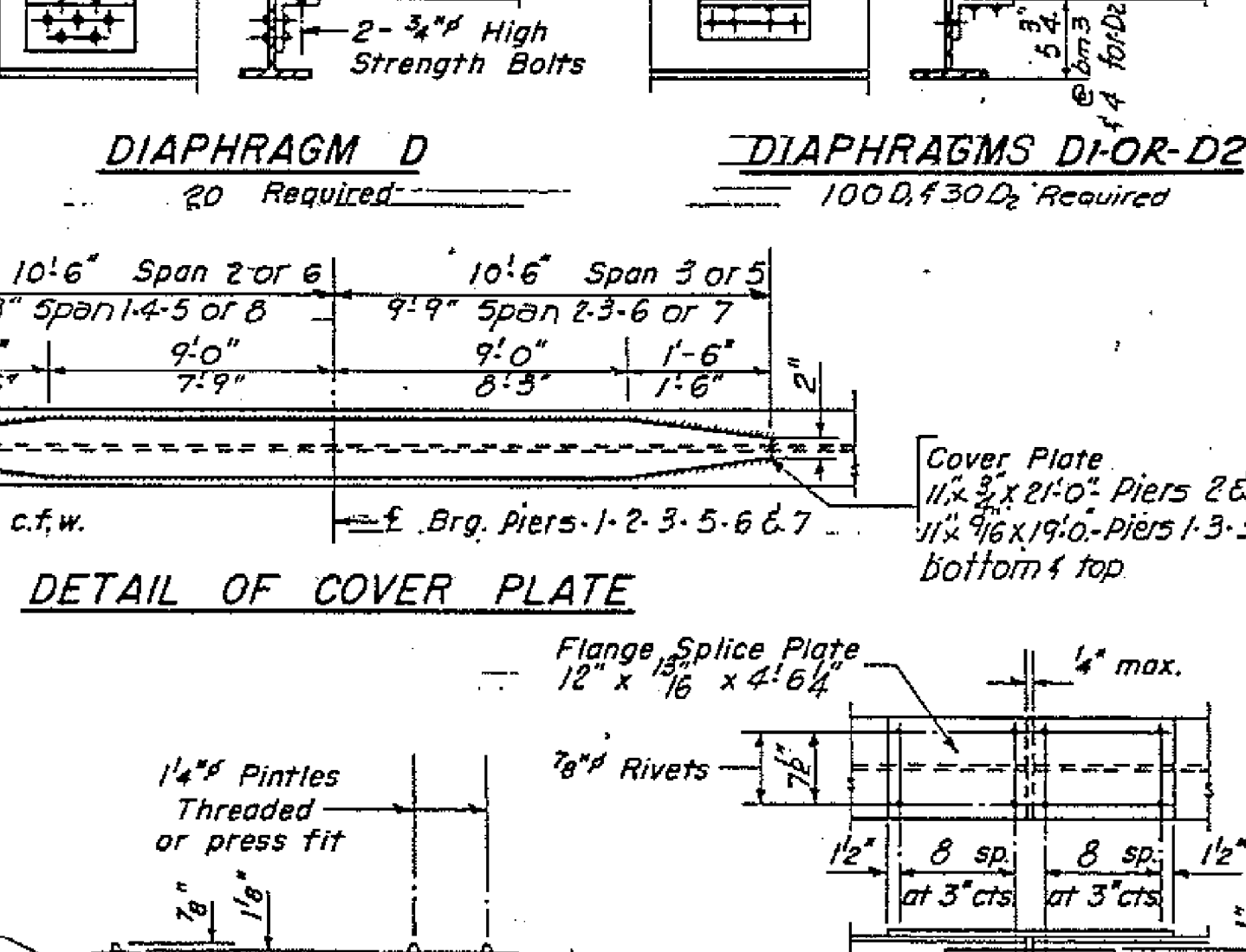
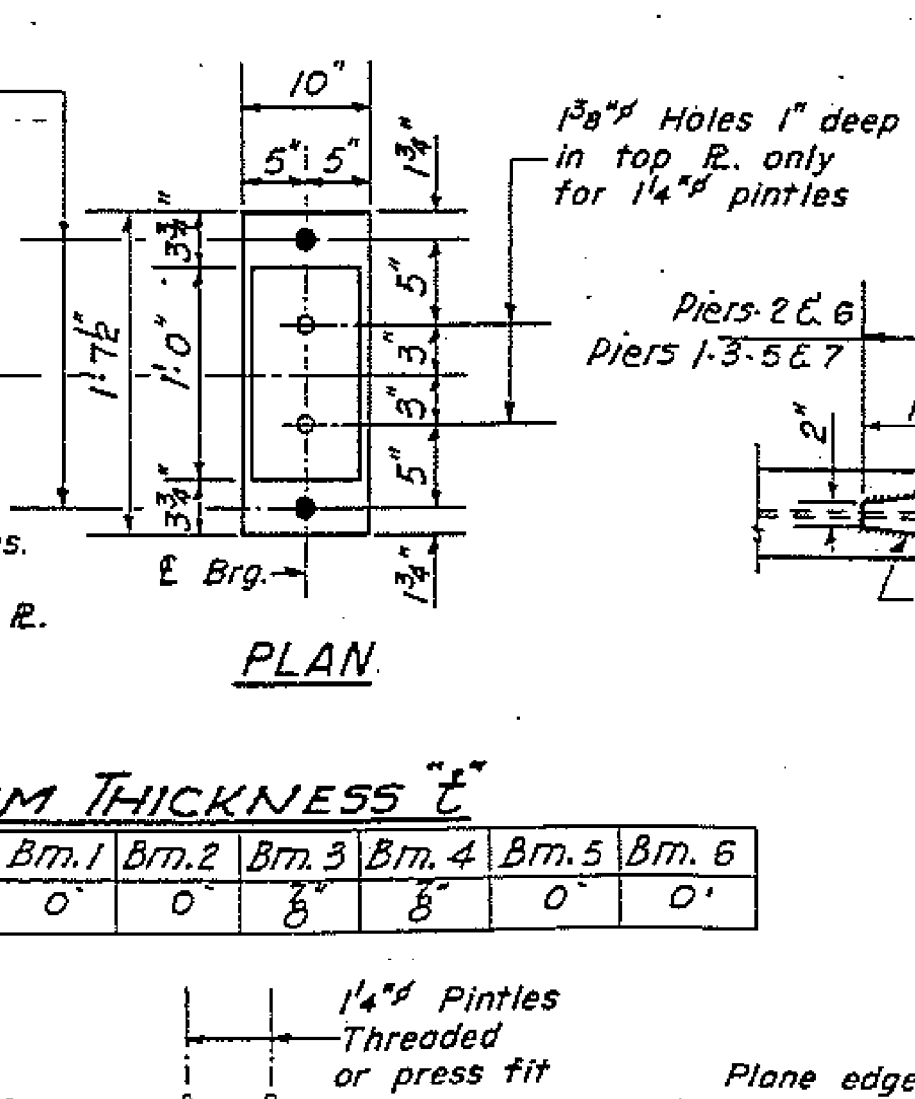
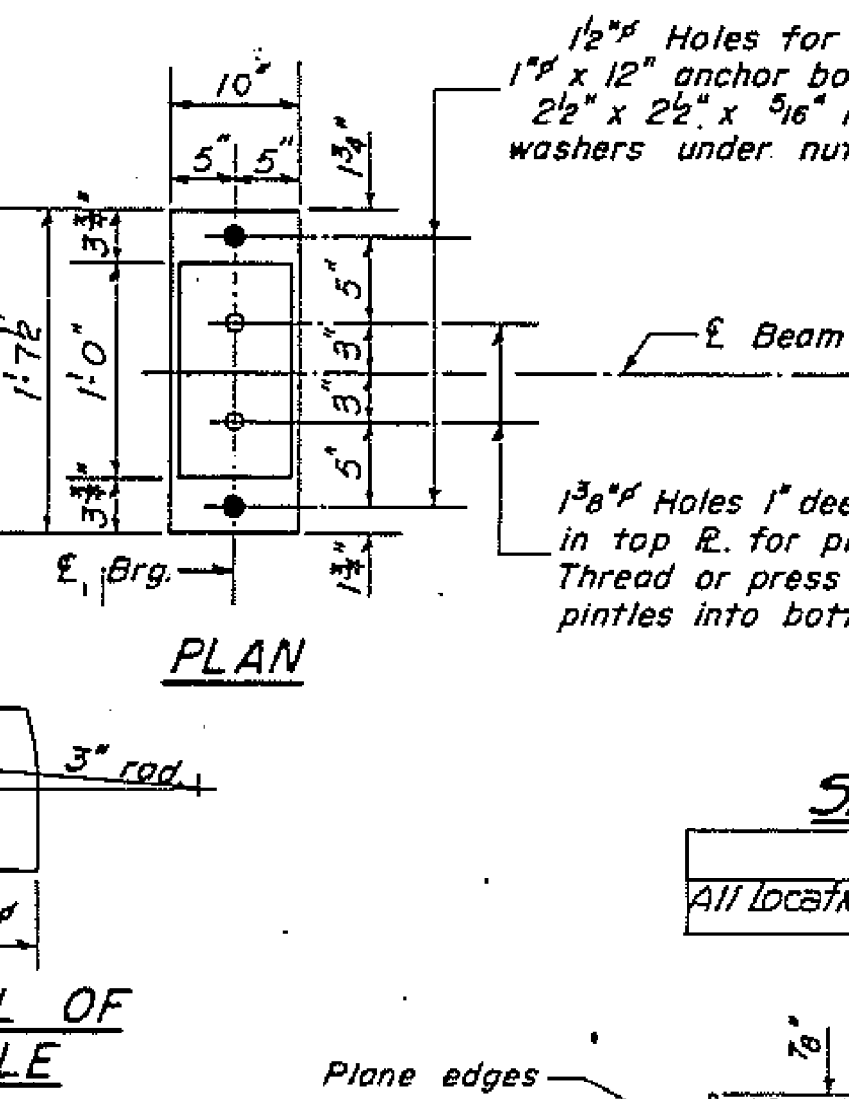
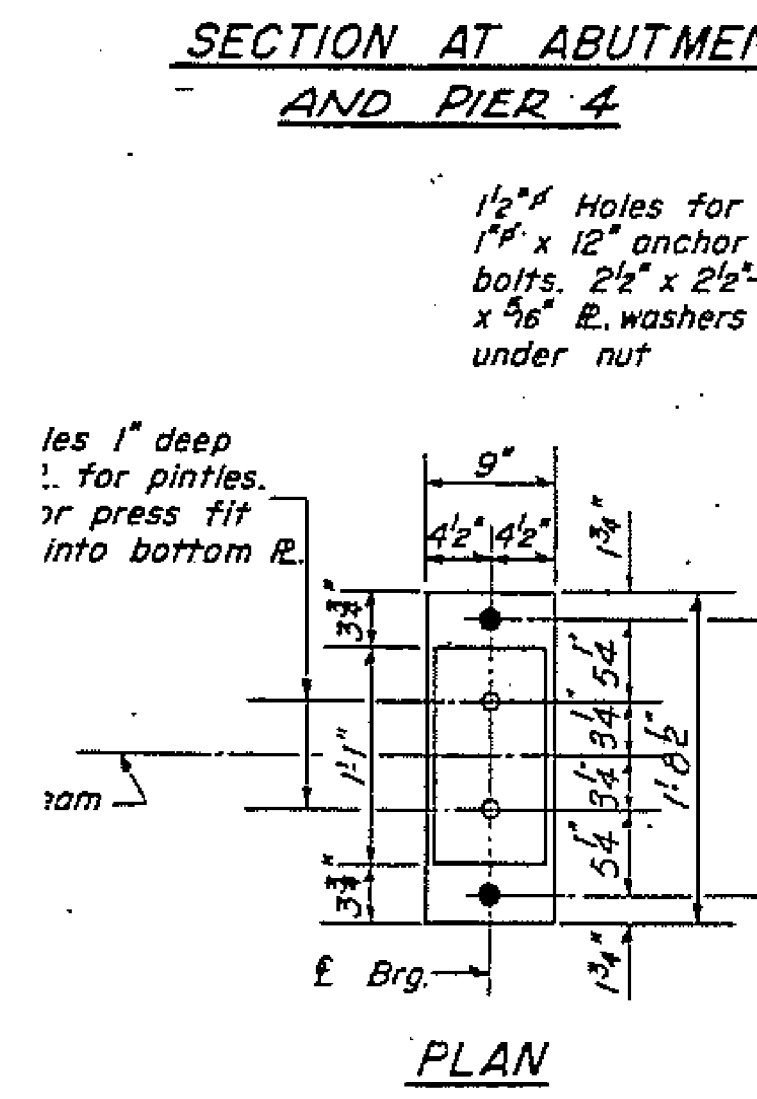
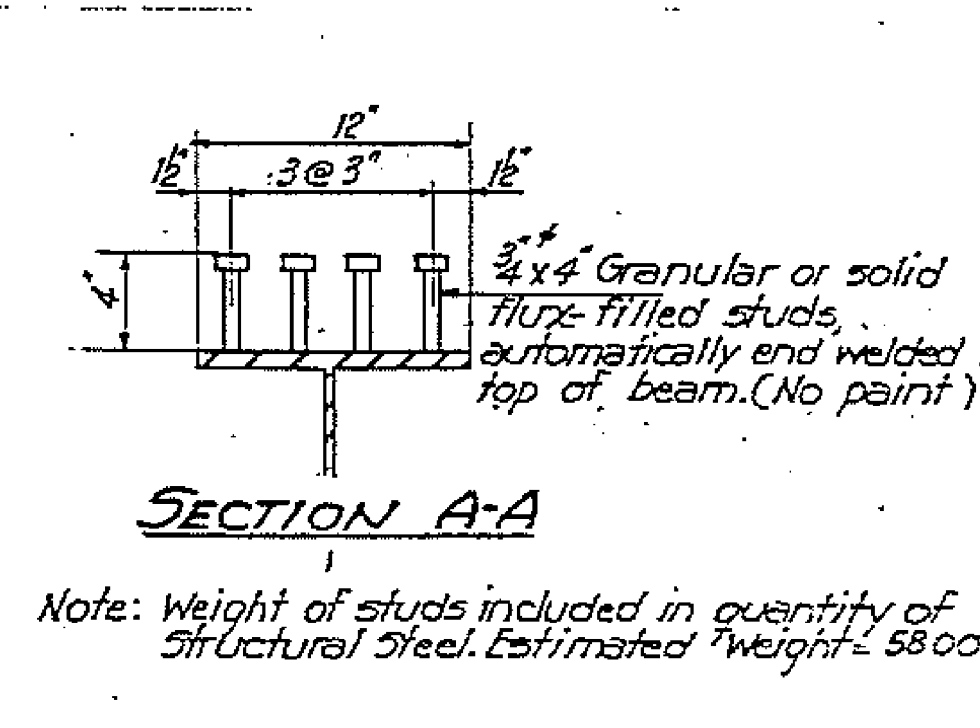
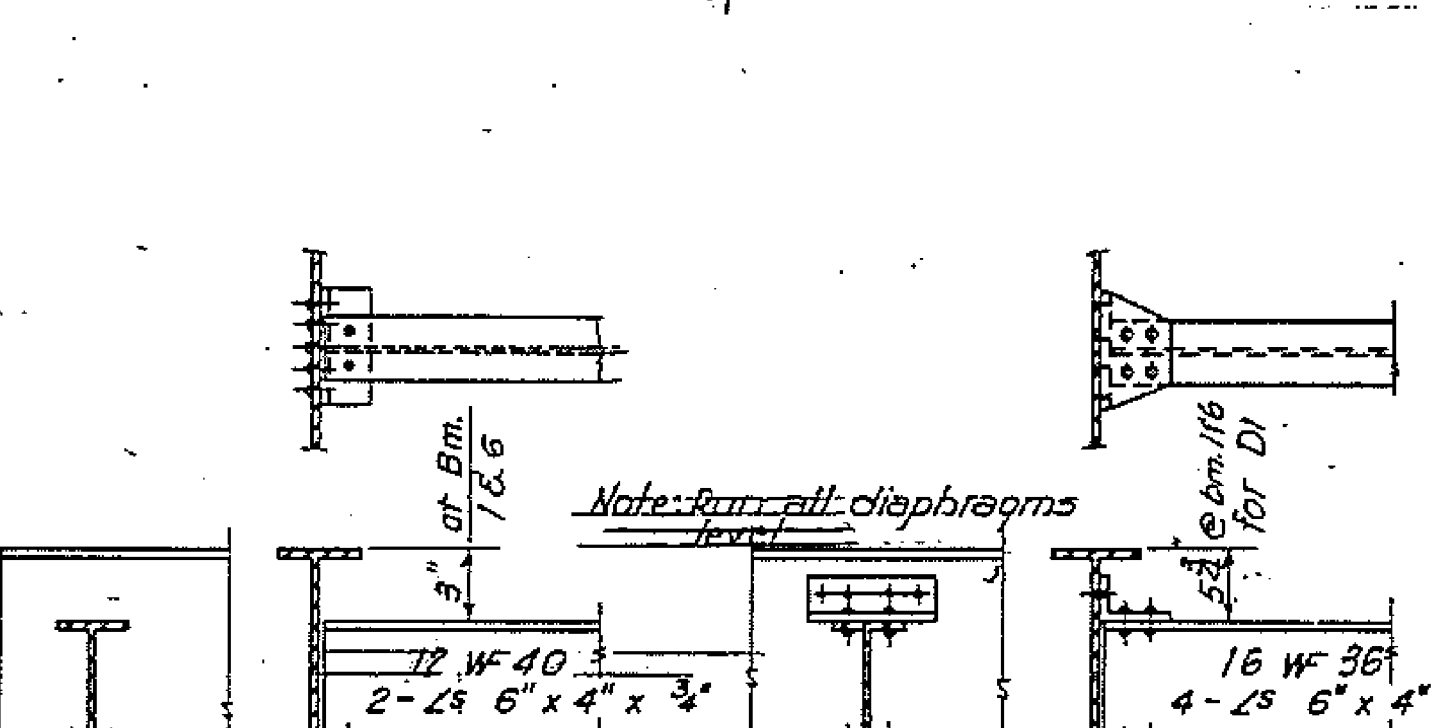
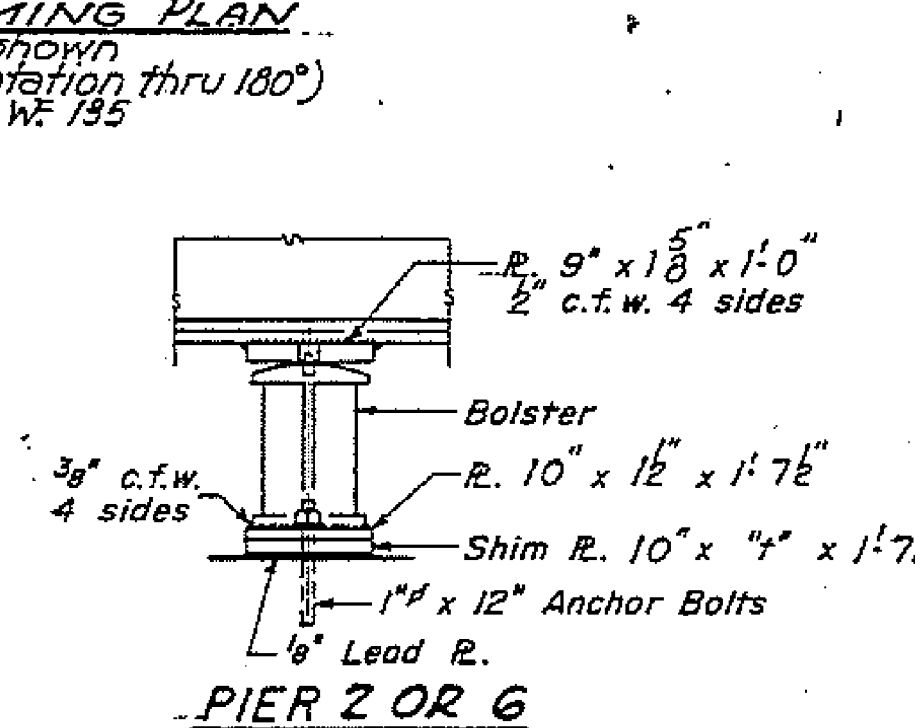
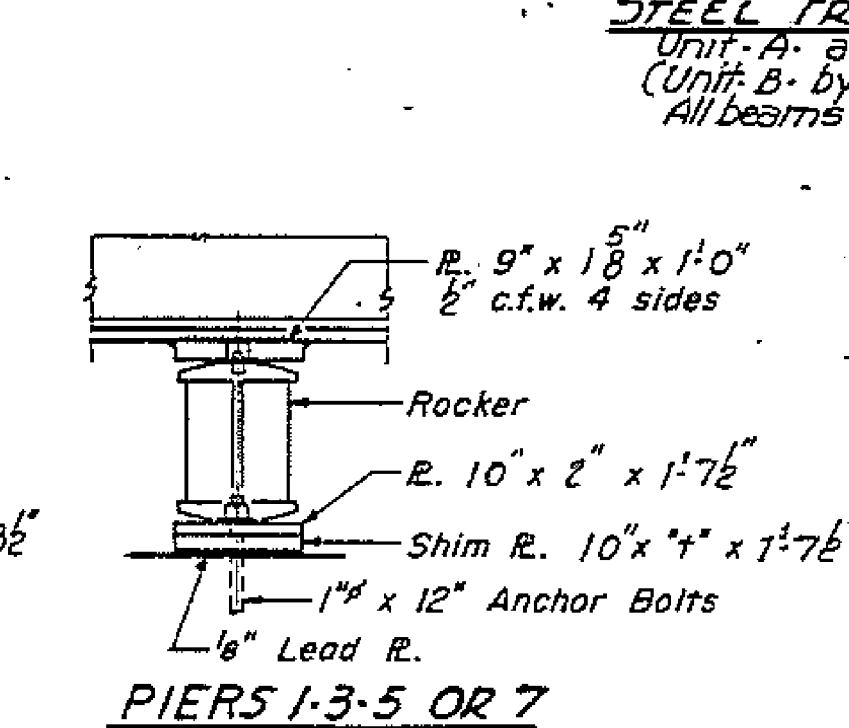
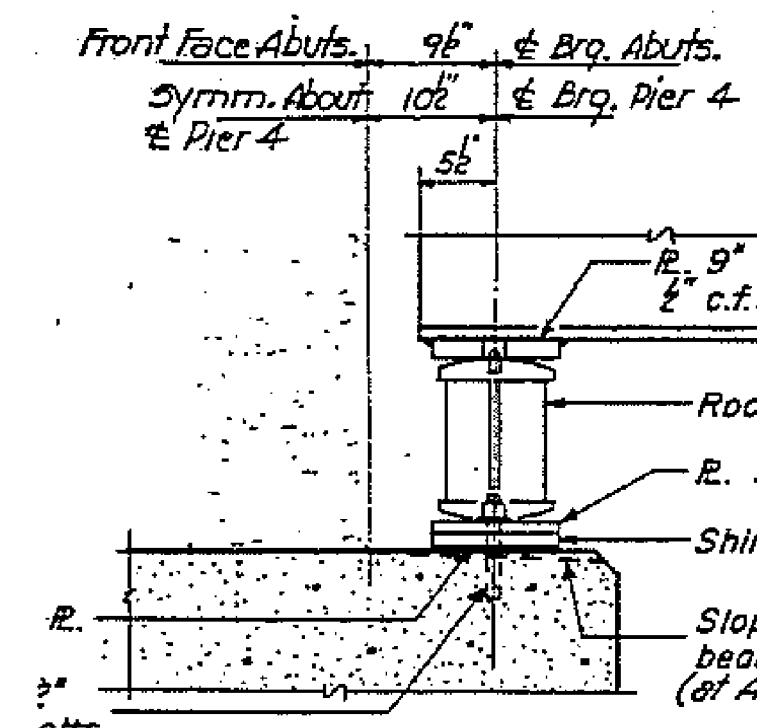
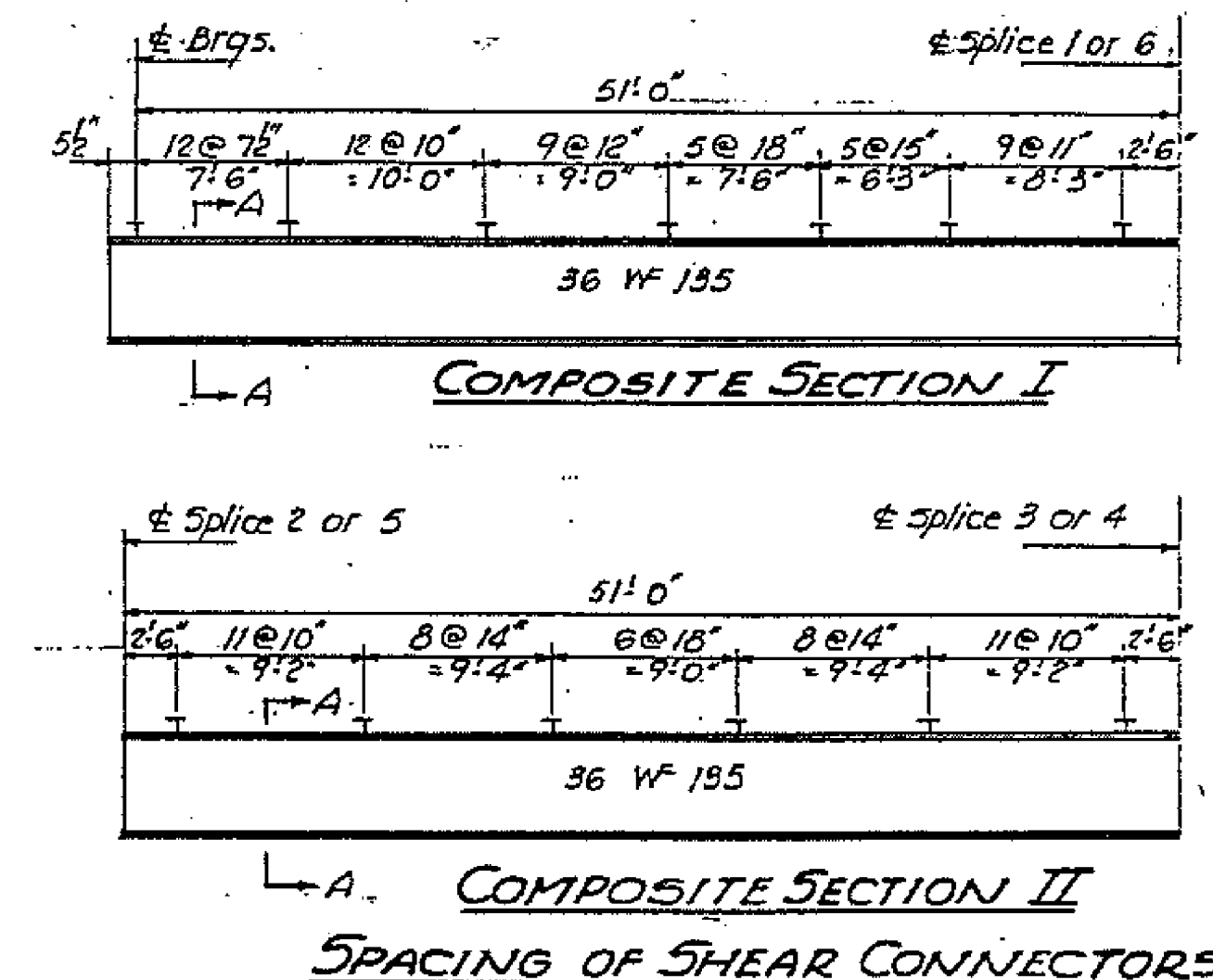
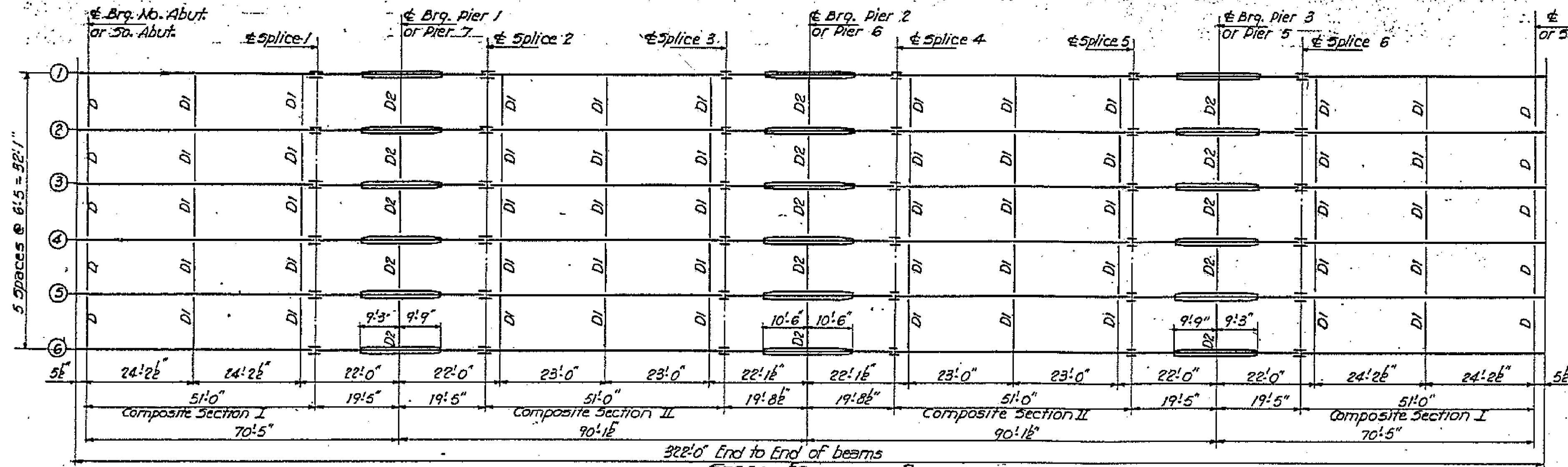
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
STRUCTURE NO. 070-0015

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
762	(2BR)BR-1	MOULTRIE	48	45
CONTRACT NO. 74357				

FOR INFORMATION ONLY

ILLINOIS FED. AID PROJECT



ELEVATION TOP OF WF (for fabrication only)

Location	Bms. 1 & 6	Bms. 2 & 5	Bms. 3 & 4
± Brq. N. Abut.	633.97	634.09	634.16
± Brq. S. Abut.	631.90	632.02	632.09

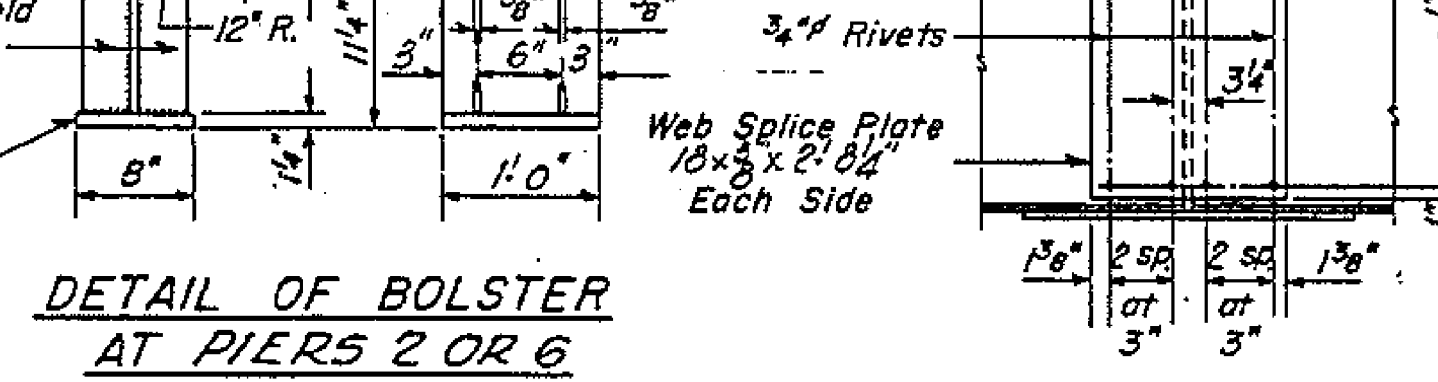
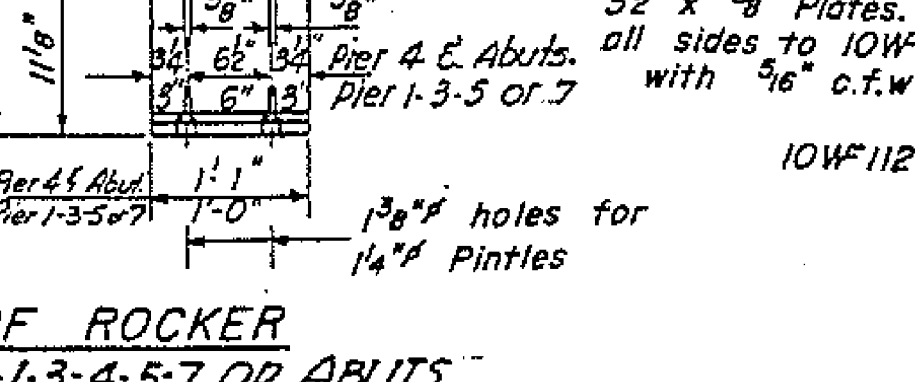
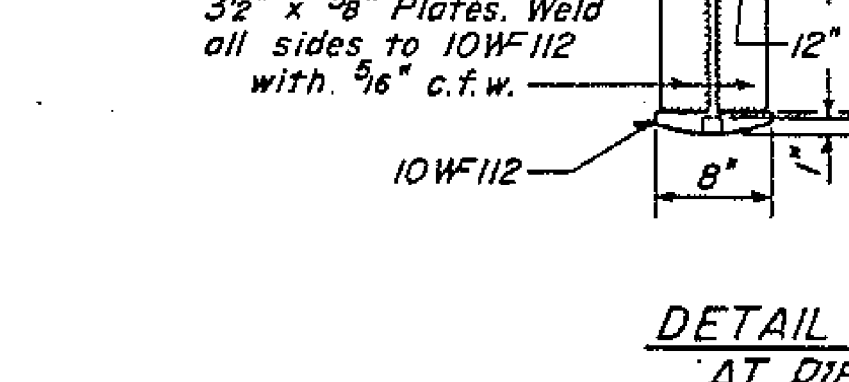
Note: All beams sloped at a constant grade of - 0.32% from ± Brq. No. Abut. to ± Brq. S. Abut.

7-2-62 Rev. 11-9-62

T. M. Spurr
J. M. Spurr
W. A. Sauson Jr.
J. M. J.

EXAMINED
PASSED
APPROVED

FEB 7 1964

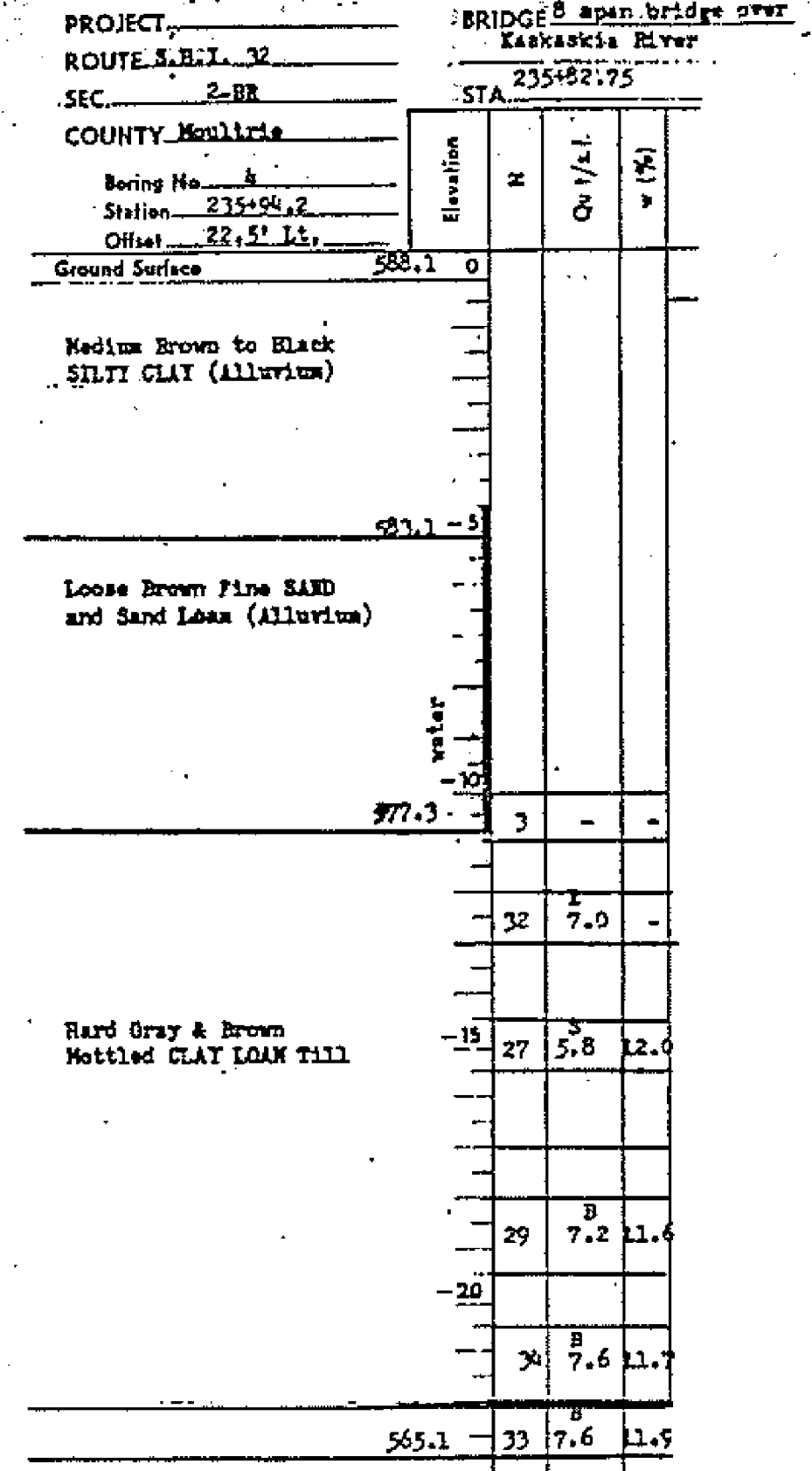
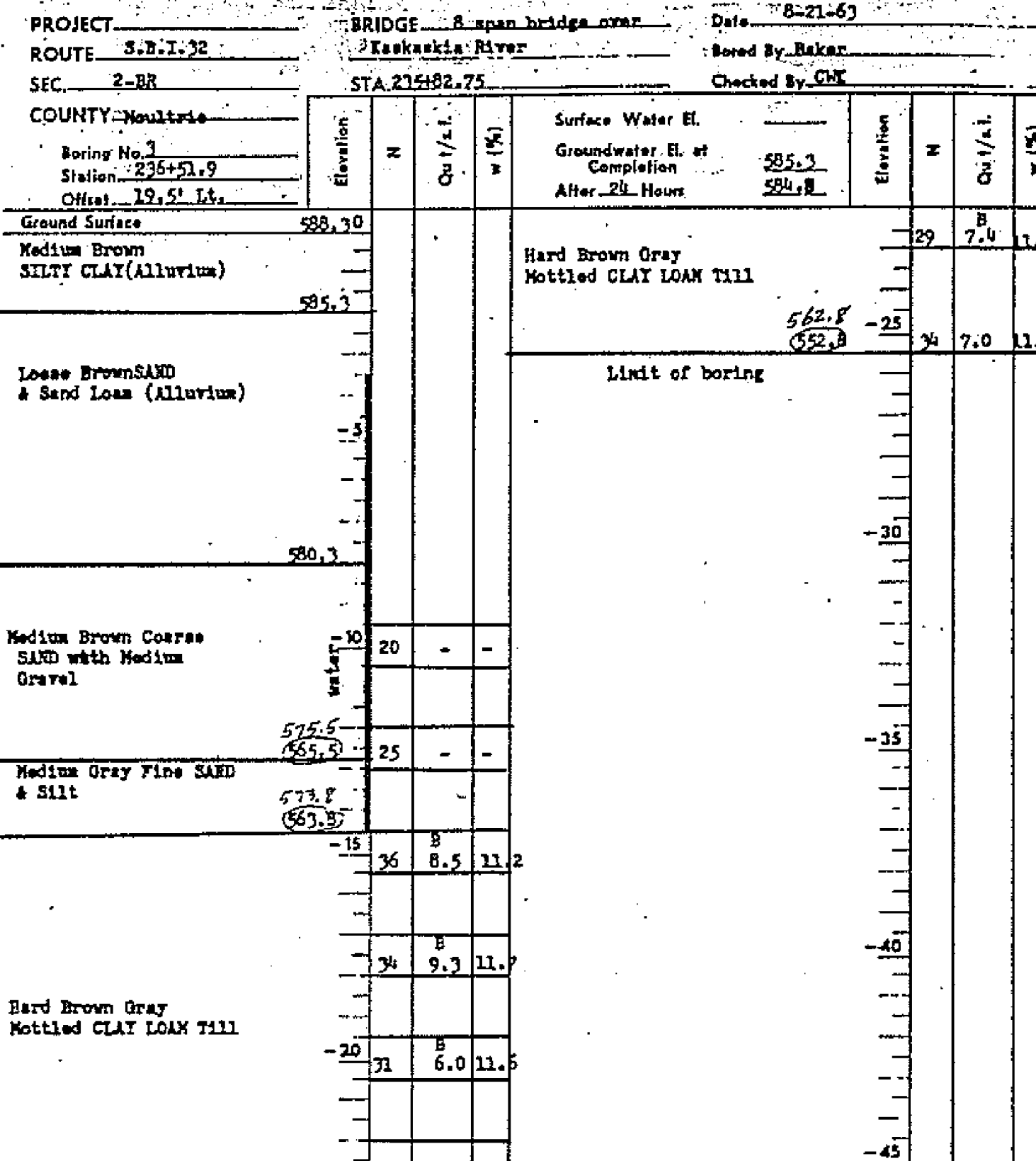
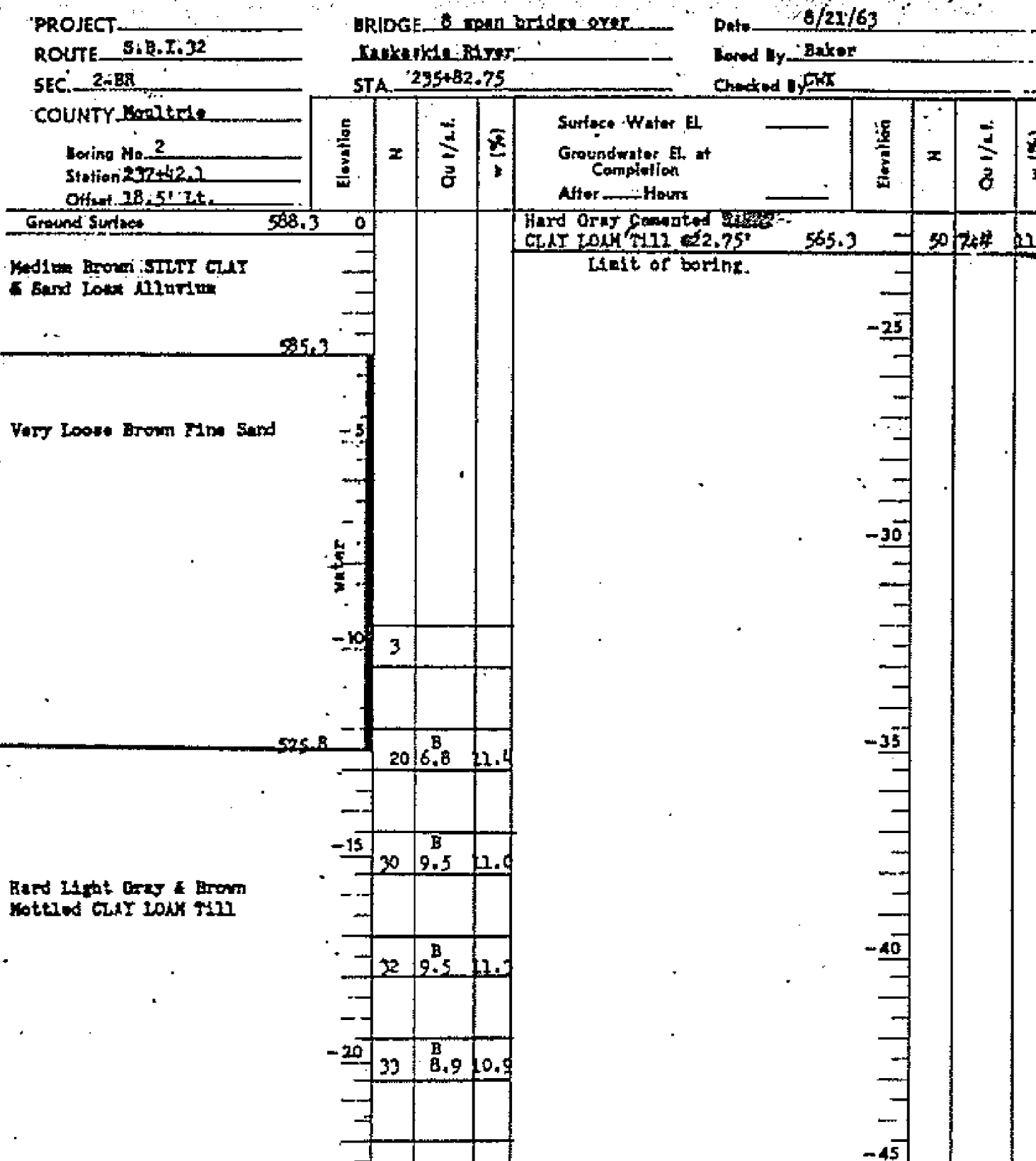
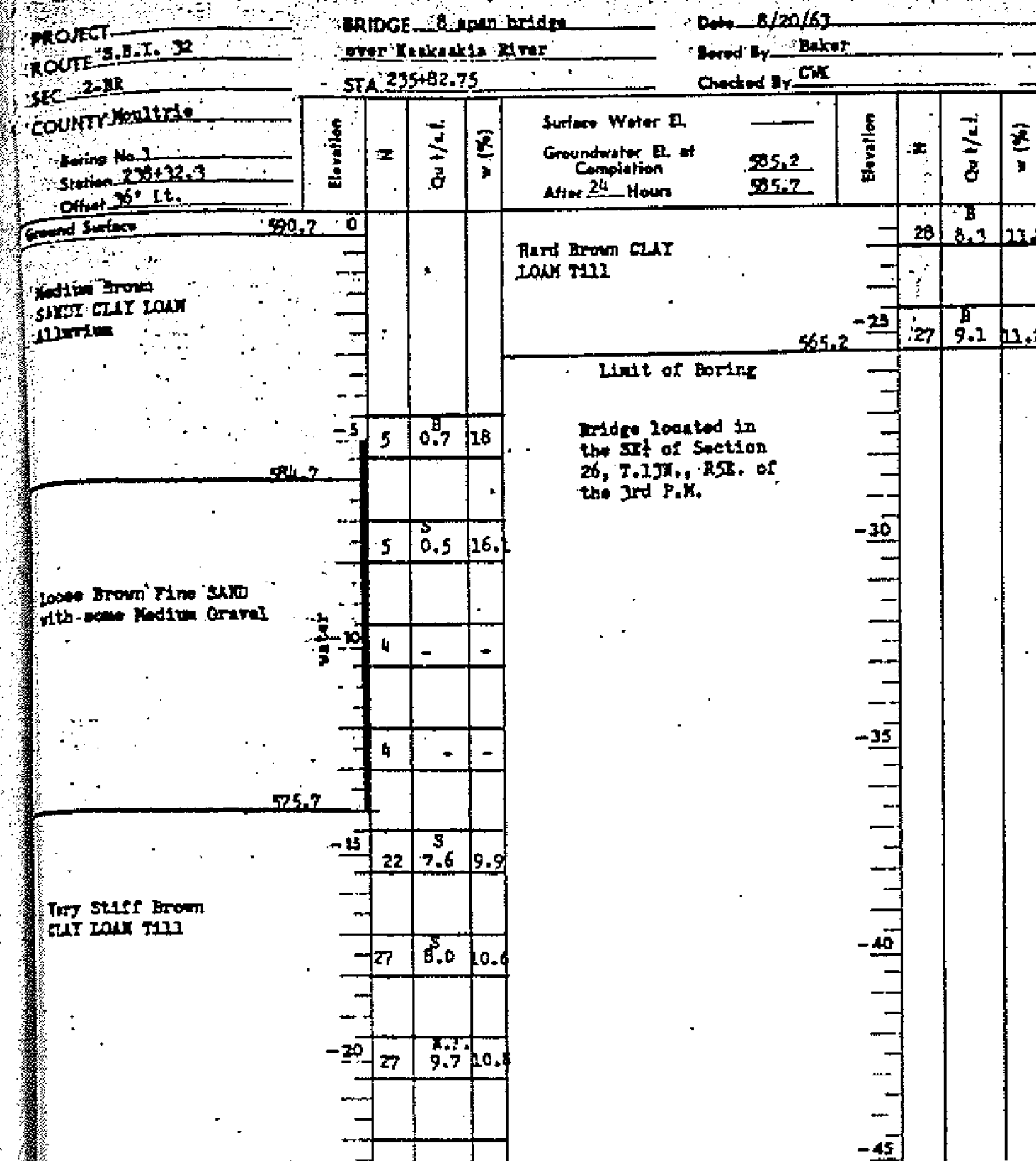


TWO UNITS
STRUCTURAL STEEL
S.B.I. RT. 32-SEC. 2BR
MOULTRIE COUNTY
STATION 235+82.75

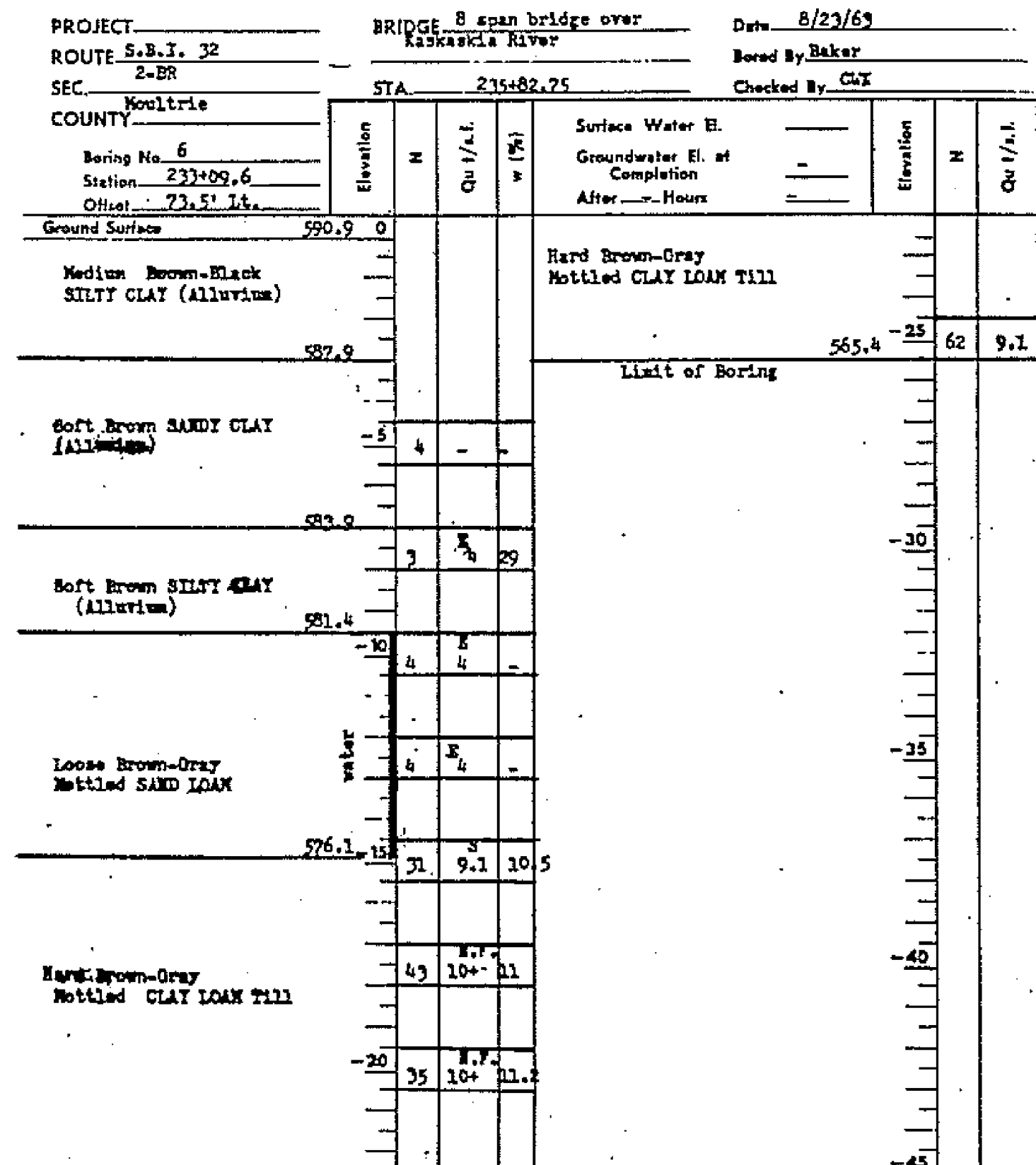
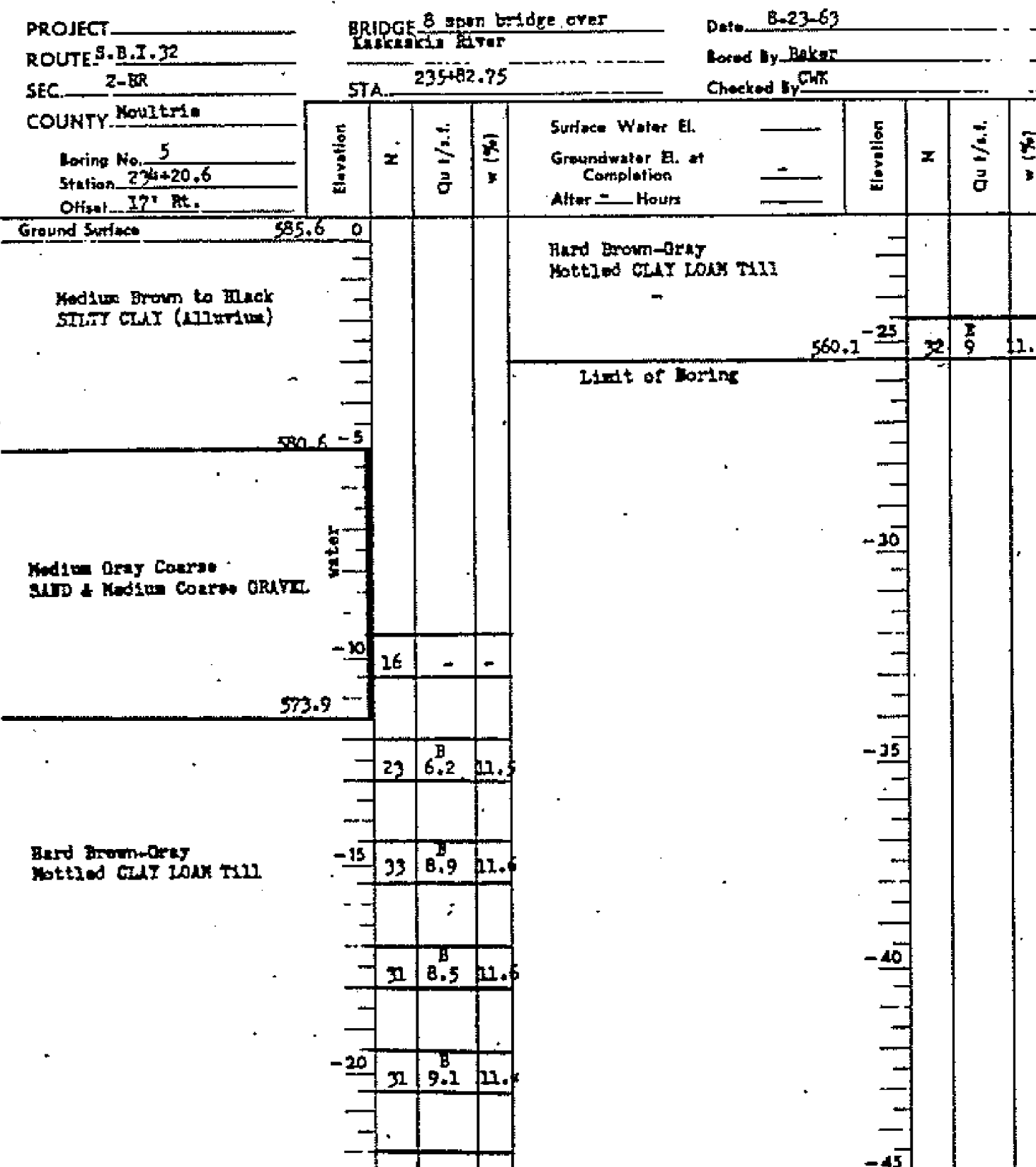
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STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT: BRIDGE 8 span bridge over Kaskaskia River
ROUTE S.B.I. 32
SEC. 2-BR
COUNTY: Moultrie
DATE: 8/23/63
SHEET NO. 16
TOTAL SHEETS: 16



1-Standard Penetration Test - blow per foot to drive 2" 10. Split Spoon Sampler 12" with 10" hammer falling 30".
Cu - Unconfined Compressive Strength - 1/2"
w - Water Content - percentage of oven dry weight - %
Type failure: B - Bulge Failure, S - Shear Failure, E - Estimated Value



DESIGNED: J. M. Grogg
CHECKED: J. M. J. J. J.
DRAWN: J. M. J.
EXAMINED: W. B. Bauman
PASSED: [Signature]
APPROVED: [Signature]

FEB. 7 1964

BORING DATA
S.B.I. Rt. 32 SEC 2BR
MOULTRIE Co.
STA. 235 + 82.75

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