

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 709 (US 136)
SECTION (105BR, BR-2)I

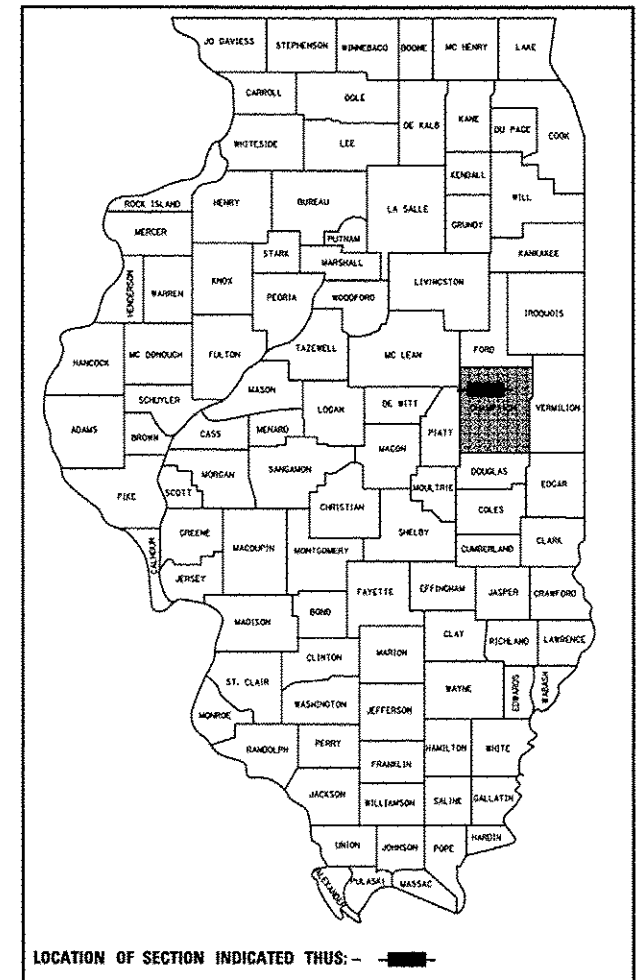
(B-SMART) THIN CONCRETE OVERLAY
CHAMPAIGN COUNTY

C-95-007-13

SANGAMON RIVER & OWL CREEK EAST OF FISHER

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2)I	Champaign	56	1
		ILLINOIS	CONTRACT NO. 70A21	

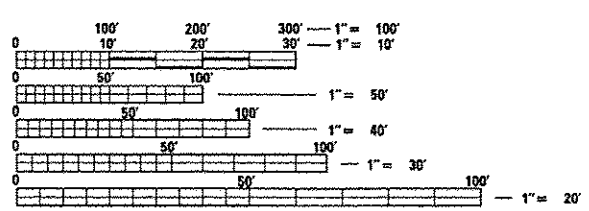
D-95-007-13



FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES SEE SHEET NO(S) 4-5

CURRENT ADT	
2014 ADT	2,700
2034 ADT	2,950
2034 DHV	270
PV + PC%	85.8
SU%	5.6
MU%	8.6

DESIGN DESIGNATION
MINOR ARTERIAL

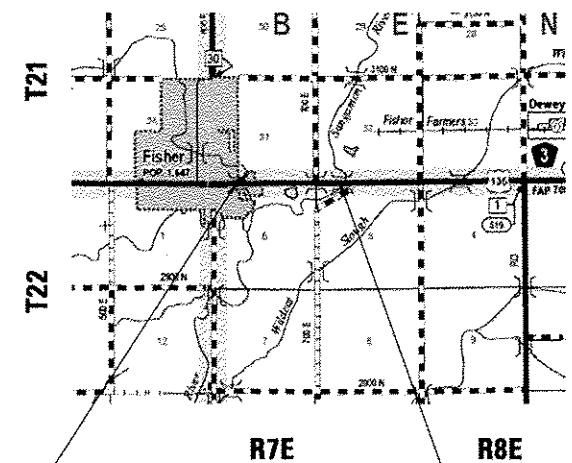


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: TIM BRANDENBURG
PROJECT MANAGER: JEFF M. SHERER

CONTRACT NO. 70A21



STA. 1780+02.00
S.N. 010-00212
THIN CONCRETE OVERLAY

STA. 1833+94.00
S.N. 010-0214
THIN CONCRETE OVERLAY

GROSS LENGTH = 395.160 FT. = 0.0750 MILE
NET LENGTH = 395.160 FT. = 0.0750 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED DECEMBER 1 2014

Kenneth A. Garnett
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Jan 30 2015
John D. Baranzelli PE/SE
ENGINEER OF DESIGN AND ENVIRONMENT

Jan 30 2015
Omer Osman PE/SE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	INDEX OF SHEETS/ HIGHWAY STANDARDS
3	GENERAL NOTES
4-5	SUMMARY OF QUANTITIES
6-22	S. N. 010-0212 REPAIR PLANS
23-51	S. N. 010-0214 REPAIR PLANS
52-56	DESIGN DETAILS

LIST OF STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
442201-03	CLASS C & D PATCHES
701001-02	OFF RD OPERATIONS, 2L, 2W, 15' FROM PAVEMENT EDGE
701006-05	OFF RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF RD MOVING OPERATION, 2L, 2W, DAY ONLY
701201-04	LANE CLOSURE, 2L 2W, DAY ONLY FOR SPEEDS 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATION
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATION
701321-14	LANE CLOSURE, 2L 2W - BRIDGE REPAIR + BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
701901-04	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER

FILE NAME =	USER NAME = shorer_jm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS/HIGHWAY STANDARDS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
o:\pwwork\psidok\shorer_jm\0398972\0570A21-ehtrgenmate.dgn	DRAWN - JMS	REVISED -	709			(105BR, BR-21)	Champaign	56	2	
PLOT SCALE = 40.0000' / 1"	CHECKED -	REVISED -	CONTRACT NO. 70A21							
MODELNAME#	DATE - 090214	REVISED -	SCALE: None			SHEET 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

G. N. -100

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

G. N. -100A

ELECTRONIC FILES AND/OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.

G. N. -105.09A

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

G. N. -406

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

G. N. 406H Mixture Requirements

Location	US 136	US 136
Mixture Use	* Class D Patch Bottom 6 1/2" HMA Shoulder	Surface Top 1 1/2" HMA Shoulder
AC/PG	PG 64-22	PG 64-22
Design Air Voids	4.0% @ Ndes=50	4.0% @ Ndes=50
Mix Comp(Gradation)	IL 19.0 FG	IL 9.5
Friction Aggregate	N. A.	Mix C
Mixture Weight	112	112
Quality Management Program	QC/QA	QC/QA
Sublot Size	N. A.	N. A.

* Surface mix may be used at Contractor's option. Lift thickness will be limited to 2 1/2" if surface mix option is chosen.

G. N. -703A

SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

THE PLACEMENT AND REMOVAL OF SHORT TERM PAVEMENT MARKING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR PAINT PAVEMENT MARKING OF TYPE AND SIZE SPECIFIED.

G. N. -1004.01

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

THERE ARE NO COMMITMENTS ASSOCIATED WITH THIS PROJECT

FILE NAME *	USER NAME *	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
0:\pwork\pwork\sharer\sharer\0305072\0305072.dgn	sharer	DRAWN -	REVISED -			709	(05BR, BR-21)	Champaign	56	3	
MODELNAME*	PLT SCALE = 48,0000' / in.	CHECKED -	REVISED -			SCALE: None SHEET 1 OF 1 SHEETS STA. TO STA.					
	PLT DATE = 11/20/2014	DATE = 090214	REVISED -			ILLINOIS FED. AID PROJECT CONTRACT NO. 70A21					

CONSTRUCTION CODE	
CHAMPAIGN COUNTY STRUCTURE IMPROVEMENT F. A. P. 709 S. N. 010-0212 STA. 1780+02.00 100% STATE	CHAMPAIGN COUNTY STRUCTURE IMPROVEMENT F. A. P. 709 S. N. 010-0214 STA. 1833+94.00 100% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0014 RURAL	0014 RURAL
20200100	EARTH EXCAVATION	CU YD	183.0	93.0	90.0
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	264.0	176.0	88.0
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	59.0	39.0	20.0
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	588.0	392.0	196.0
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	30.0	20.0	10.0
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	820.0	418.0	402.0
50102400	CONCRETE REMOVAL	CU YD	8.1	0.0	8.1
50300100	FLOOR DRAINS	EACH	38.0	14.0	24.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	8.3	0.0	8.3
50300260	BRIDGE DECK GROOVING	SQ YD	1,386.0	541.0	845.0
50300300	PROTECTIVE COAT	SQ YD	1,472.0	568.0	904.0
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,090.0	0.0	1,090.0
50800515	BAR SPLICERS	EACH	14.0	0.0	14.0
52000110	PREFORMED JOINT STRIP SEAL	FOOT	96.0	0.0	96.0
67100100	MOBILIZATION	L SUM	1.0	0.5	0.5
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2.0	1.0	1.0

* SPECIALTY ITEM

FILE NAME *	USER NAME = sherarjn	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
61\pvc\work\pvc\sherarjn\08395972\0570021-xhts-500.dgn	PLOT SCALE = 48.0000 "/ in.	DRAWN - JMS	REVISED -		709	1105BR-BR-211	Champaign	56	4				
MODELNAME	PLOT DATE = 11/21/2014	CHECKED -	REVISED -		SCALE: None	SHEET 1	OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 70A21			
		DATE - 090214	REVISED -							ILLINOIS FED. AID PROJECT			

CHAMPAIGN COUNTY
STRUCTURE
IMPROVEMENT
F. A. P. 709
S. N. 010-0212
STA. 1780+02.00
100% STATE

CHAMPAIGN COUNTY
STRUCTURE
IMPROVEMENT
F. A. P. 709
S. N. 010-0214
STA. 1833+94.00
100% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0014 RURAL	0014 RURAL
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0	0.5	0.5
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2.0	1.0	1.0
70400100	TEMPORARY CONCRETE BARRIER	FOOT	937.5	437.5	500.0
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	887.5	412.5	475.0
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4.0	2.0	2.0
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4.0	2.0	2.0
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	283.0	134.0	149.0
X0325743	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES), SPECIAL	SQ FT	43.0	0.0	43.0
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1.0	0.5	0.5
Z0004556	HOT-MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	1,460.0	568.0	892.0
Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	1,450.0	563.0	887.0
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,460.0	568.0	892.0
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	24.0	11.0	13.0
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	47.0	0.0	47.0
Z0041895	POLYMER CONCRETE	CU FT	6.0	6.0	0.0

* SPECIALTY ITEM

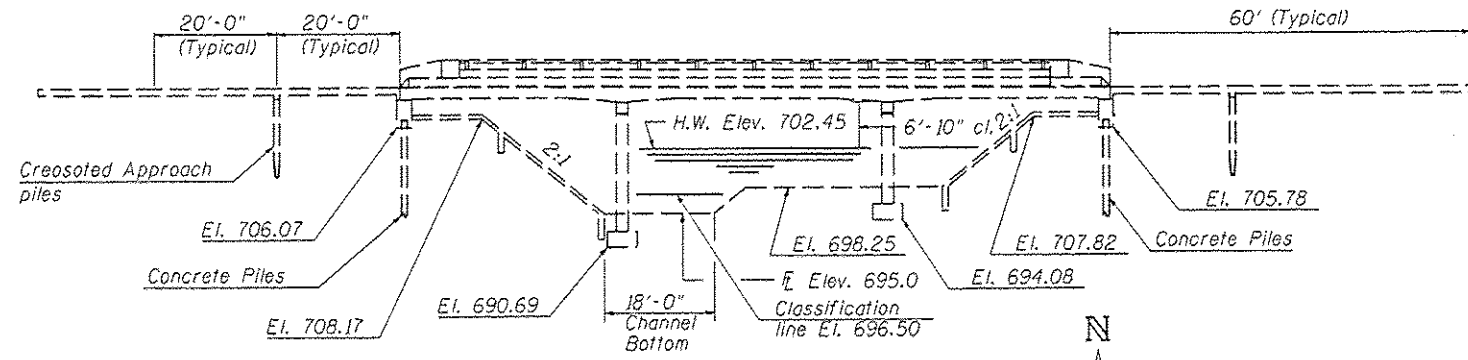
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es:\p\work\p1010\shoran_jn\0395972\0570A21-akt-500.dgn		DRAWN - JMS	REVISED -		709	(105BR, BR-21)	Champaign	56	5				
PLOT SCALE = 48.0000" / in.		CHECKED -	REVISED -		SCALE: None SHEET 2 OF 2 SHEETS STA. TO STA.				CONTRACT NO. 70A21				
PLOT DATE = 12/4/2014		DATE - 090214	REVISED -		ILLINOIS FED. AID PROJECT								

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STRUCTURE 010-0212 WAS ORIGINALLY BUILT IN 1972 AS SBI ROUTE 119, SECTION 105BR-2 AT STATION 1780+02.00 BY THE STATE OF ILLINOIS.

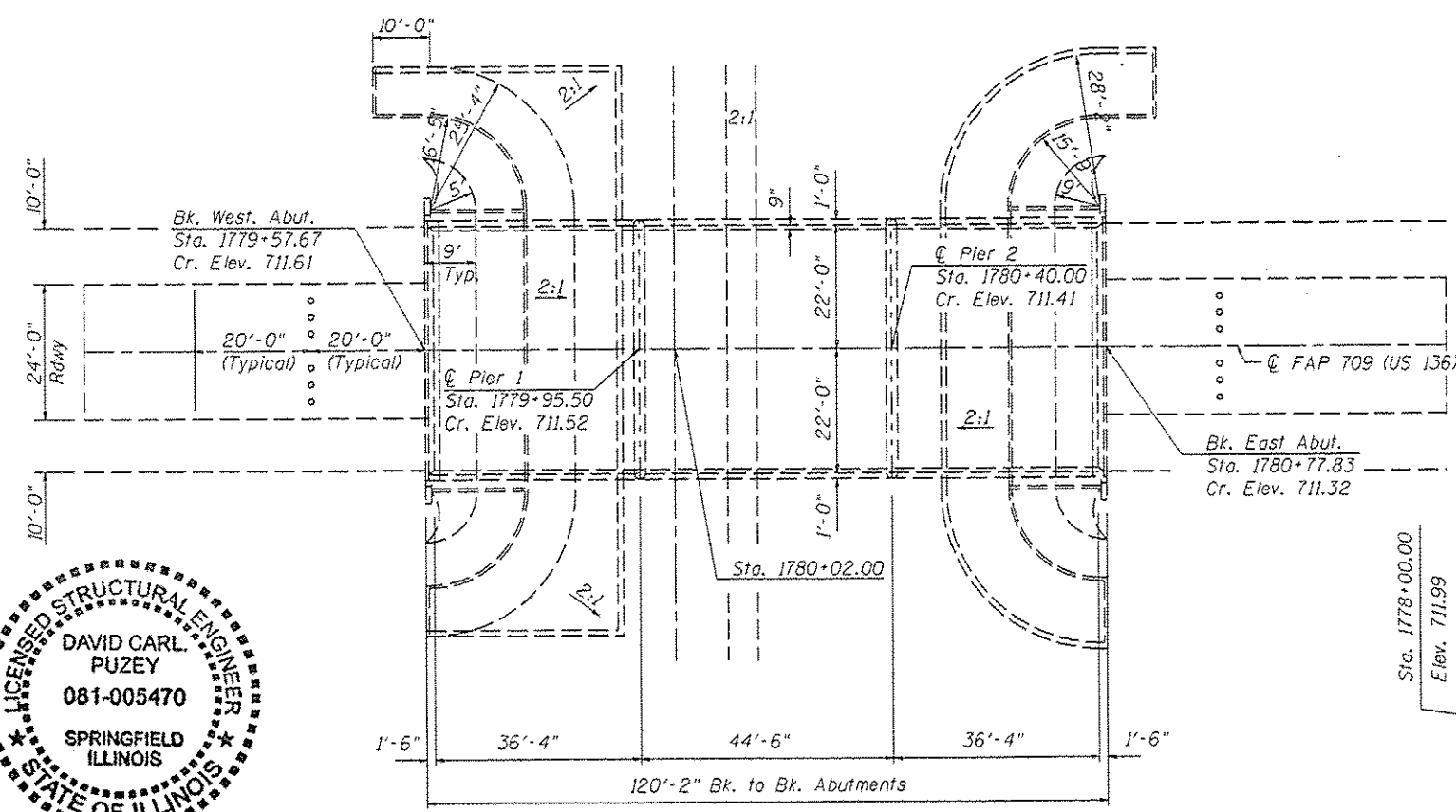
THE EXISTING STRUCTURE IS A THREE SPAN STRUCTURE WITH A BACK-TO-BACK OF ABUTMENT LENGTH OF 120'-2". THE STRUCTURE MEASURES 44'-0" FROM FACE-TO-FACE OF PARAPETAND HAS AN OUT-TO-OUT WIDTH OF 46'-0". THE SUPERSTRUCTURE CONSISTS OF A CAST-IN-PLACE REINFORCED CONCRETE SLAB-DECK APPROX. 16.5" IN THICKNESS. THE SUPERSTRUCTURE IS SUPPORTED BY PILE ABUTMENTS AND SPREAD FOOTING PIERS. THE SLOPES ARE PROTECTED WITH CONCRETE SLOPE WALLS. THE STRUCTURE RECEIVED A BITUMINOUS WEARING SURFACE IN 1986.

METHOD OF CONSTRUCTION: STAGE CONSTRUCTION



ELEVATION

ELEVATIONS TAKEN FROM AS-BUILT PLANS AND ARE SHOWN FOR PERSPECTIVE ONLY.

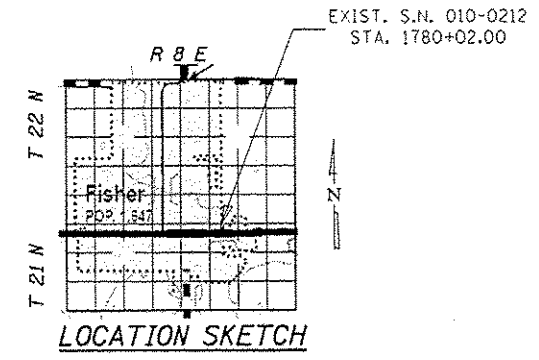


PLAN

PROFILE FAP 709

PROPOSED WORK

1. Remove Existing Waterproofing Membrane System and H.M.A. Wearing Surface from bridge deck and approach pavements.
2. Perform Bridge Deck Scarification 3#4".
3. Remove select deck drains, replace select deck drains.
4. Deck Slab Repair (Full depth)
5. Place Polymer Concrete.
6. Place Bridge Deck Latex Concrete overlay on Bridge Deck.
7. Place Hot-Mix Asphalt Surface Course, Mix "C", N50 on approach pavements..



LOCATION SKETCH

GENERAL NOTES

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.

This structure has been determined through testing, not to involve asbestos in the bituminous deck wearing surface or waterproofing membrane.

INDEX OF SHEETS

1. General Plan and Elevation
2. Deck Cross Sections
- 3.-4. Typical Staging Construction Detail
- 5.-6. Wearing Surface Plan
- 7.-8. Bridge Deck Patching Detail
9. Details of Floor Drains
10. Temporary Concrete Barrier for Stage Construction

* Synthetic fibers shall be included in the overlay mix. See special provision.

TOTAL BILL OF MATERIAL

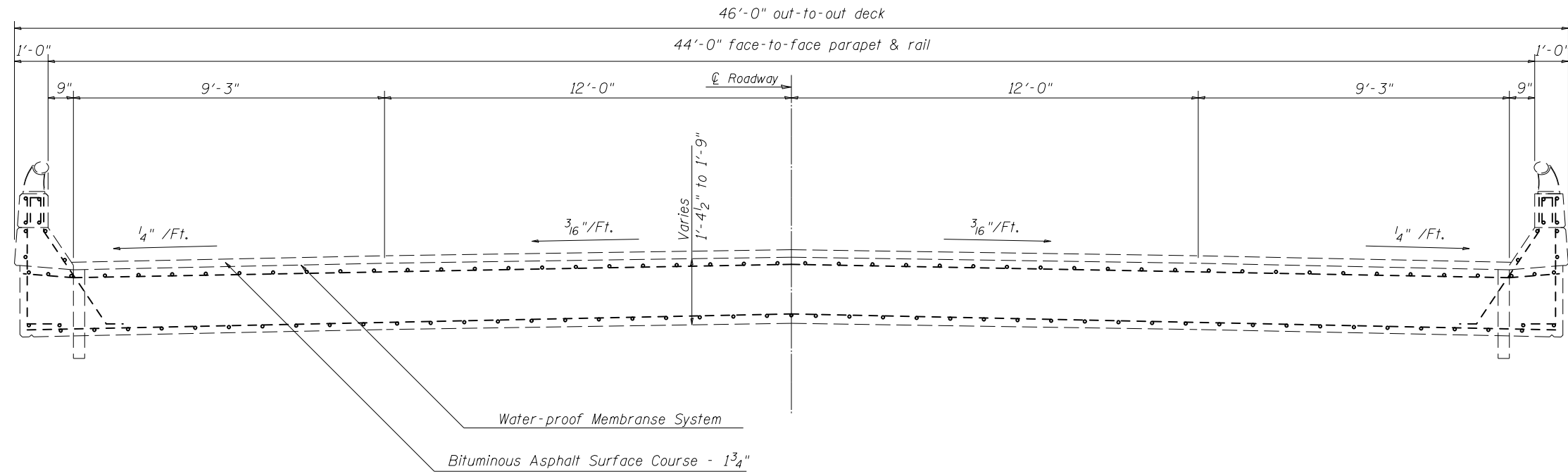
ITEM	UNIT	TOTAL
Floor Drains	Each	14.0
Protective Coat	Sq. Yd.	568.0
Bridge Deck Grooving	Sq. Yd.	541.0
Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	568.0
Bridge Deck Scarification 3/4"	Sq. Yd.	568.0
* Bridge Deck Latex Conc. Overlay 2 1/2"	Sq. Yd.	563.0
Deck slab Repair Full Depth Type 1	Sq. Yd.	11.0
Polymer Concrete	Cu. Ft.	6.0



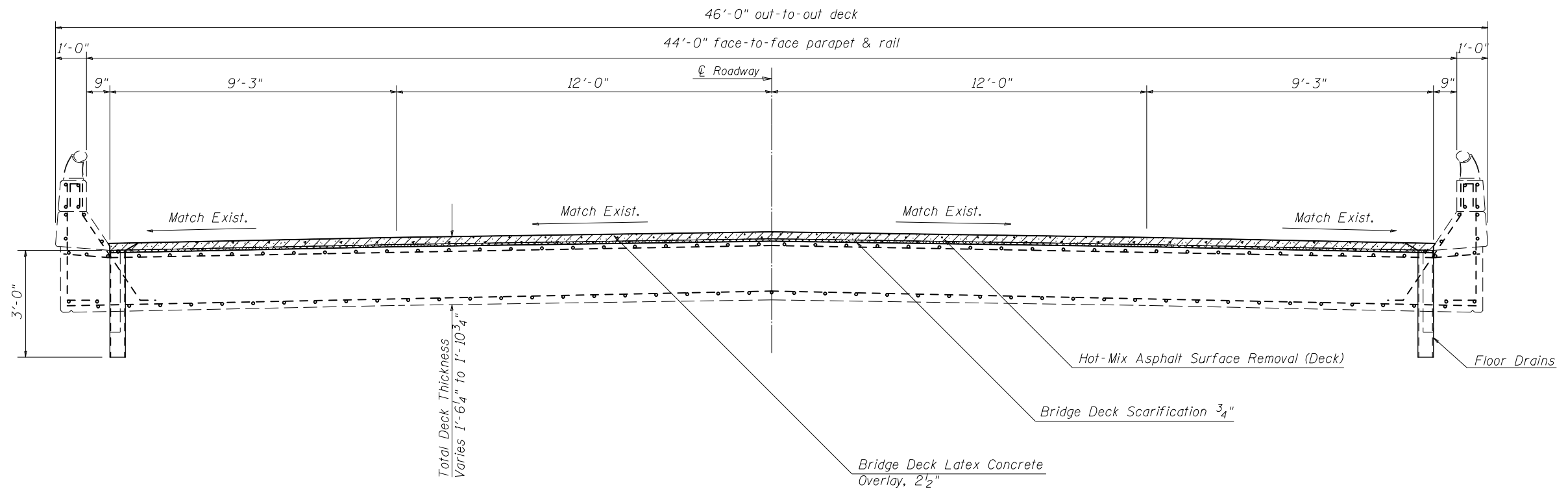
David Carl Puzey 1/21/15
Exp. mes 11/30/16

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PLOT SCALE: 1/40,000	CHECKED:	DATE: 060514	REVISIONS:		SCALE: None	SHEET NO. 1 OF 10 SHEETS	STA. TO STA.	CONTRACT NO. 70A21				
PLOT DATE: 12/4/2014	DATE:	DATE:	REVISIONS:		ILLINOIS FED. AID PROJECT							

EXISTING TYPICAL CROSS SECTION

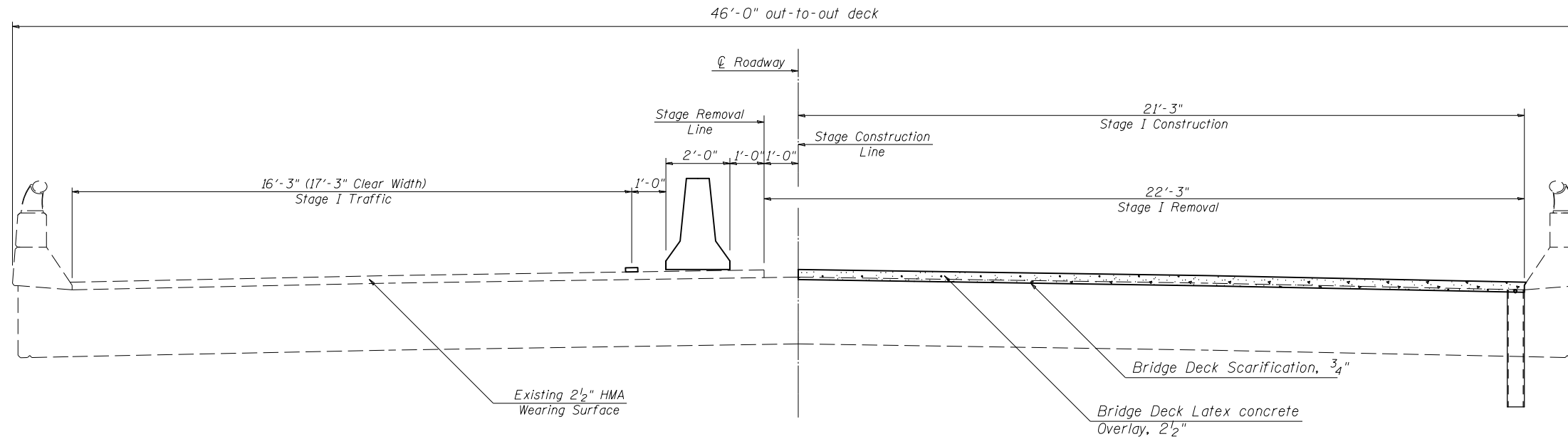


PROPOSED TYPICAL CROSS SECTION

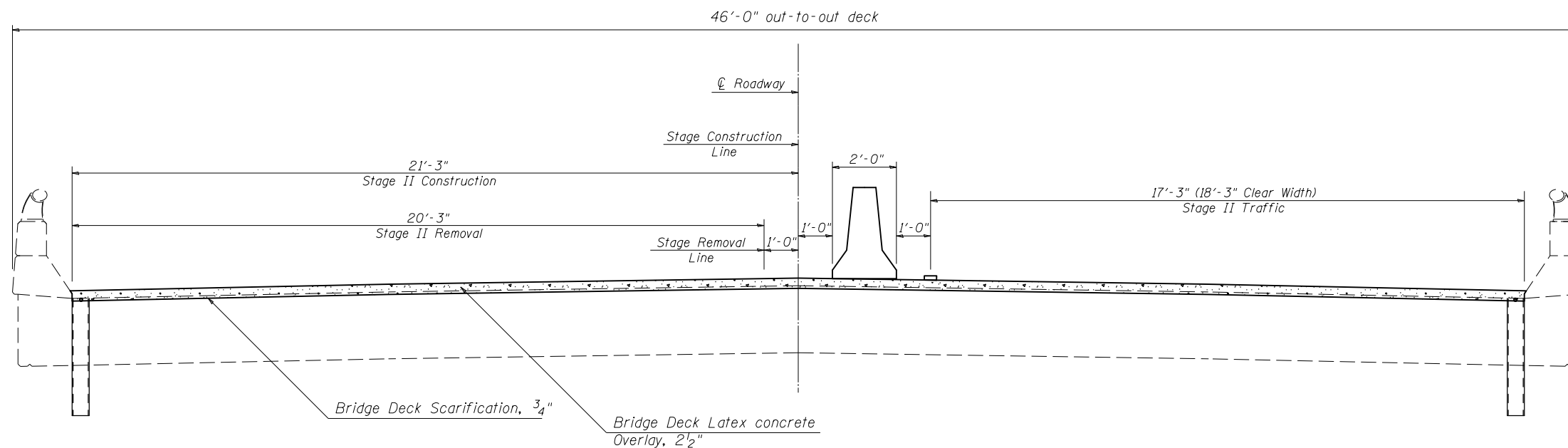


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PLOT SCALE = 48.0000' / in.	CHECKED -	REVISIED -	REVISIED -		CONTRACT NO. 70A21			ILLINOIS FED. AID PROJECT				
PLOT DATE = 11/20/2014	DATE - 060514	REVISIED -	REVISIED -		SCALE: None	SHEET NO. 2 OF 10 SHEETS	STA.	TO STA.				

STAGE I CONSTRUCTION DETAIL



STAGE II CONSTRUCTION DETAIL






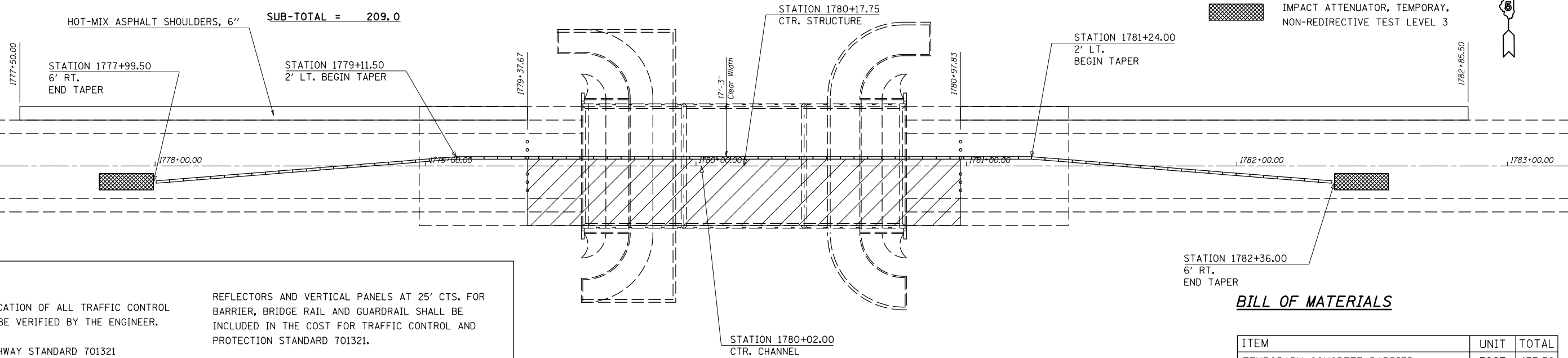
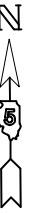
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et:\pwork\pwork\shererjm\d0395972\057	PA21-010-0212.dgn	DRAWN - JMS	REVISED -		S.N. 010-0212	709	(105BR, BR-2)I	Champaign	56	8		
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE: None	SHEET NO. 3 OF 10 SHEETS	STA.	TO STA.	CONTRACT NO. 70A21			
	PLOT DATE = 11/20/2014	DATE - 060514	REVISED -		ILLINOIS FED. AID PROJECT							

48203029 HOT-MIX ASPHALT SHOULDERS, 8"

STATION	TO	STATION	LENGTH	WIDTH	SQ YD
LT 1777+50.00		LT 1779+37.67	187.7	5.0	104.3
LT 1780+97.83		LT 1782+85.50	187.7	5.0	104.3

STAGE I TEMPORARY CONCRETE BARRIER LAYOUT

-  TEMPORARY CONCRETE BARRIER
-  PROPOSED WORK AREA
-  IMPACT ATTENUATOR, TEMPORARY, NON-REDIRECTIVE TEST LEVEL 3



NOTES:

THE FINAL LOCATION OF ALL TRAFFIC CONTROL ITEMS SHALL BE VERIFIED BY THE ENGINEER.

REFER TO HIGHWAY STANDARD 701321 FOR ADDITIONAL STAGING DETAILS.

SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS ASSOCIATED WITH TEMPORARY CONCRETE BARRIER.

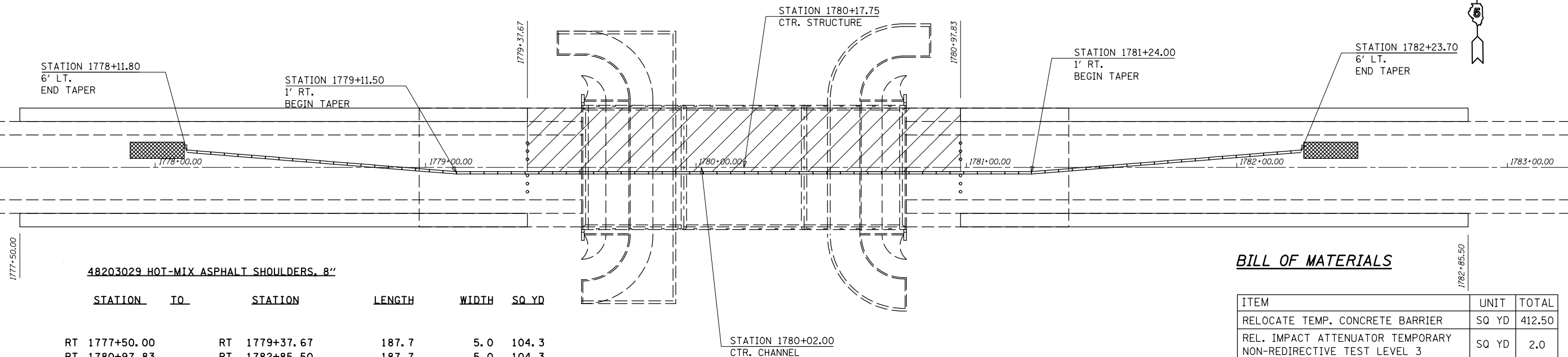
REFLECTORS AND VERTICAL PANELS AT 25' CTS. FOR BARRIER, BRIDGE RAIL AND GUARDRAIL SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

EXISTING OR TEMPORARY PAVEMENT MARKINGS SHALL BE ON BOTH SIDES OF THE OPEN LANE FROM STOP BAR TO STOP BAR. PAVEMENT MARKINGS THAT CONFLICT WITH STAGED TRAFFIC MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
TEMPORARY CONCRETE BARRIER	FOOT	437.50
IMPACT ATTENUATOR TEMPORARY NON-REDIRECTIVE TEST LEVEL 3	EACH	2.0
HMA SHOULDERS, 8"	SQ YD	209.0

STAGE II TEMPORARY CONCRETE BARRIER LAYOUT



48203029 HOT-MIX ASPHALT SHOULDERS, 8"

STATION	TO	STATION	LENGTH	WIDTH	SQ YD
RT 1777+50.00		RT 1779+37.67	187.7	5.0	104.3
RT 1780+97.83		RT 1782+85.50	187.7	5.0	104.3

SUB-TOTAL = 209.0

BILL OF MATERIALS

ITEM	UNIT	TOTAL
RELOCATE TEMP. CONCRETE BARRIER	SQ YD	412.50
REL. IMPACT ATTENUATOR TEMPORARY NON-REDIRECTIVE TEST LEVEL 3	SQ YD	2.0
HMA SHOULDERS, 8"	SQ YD	209.0

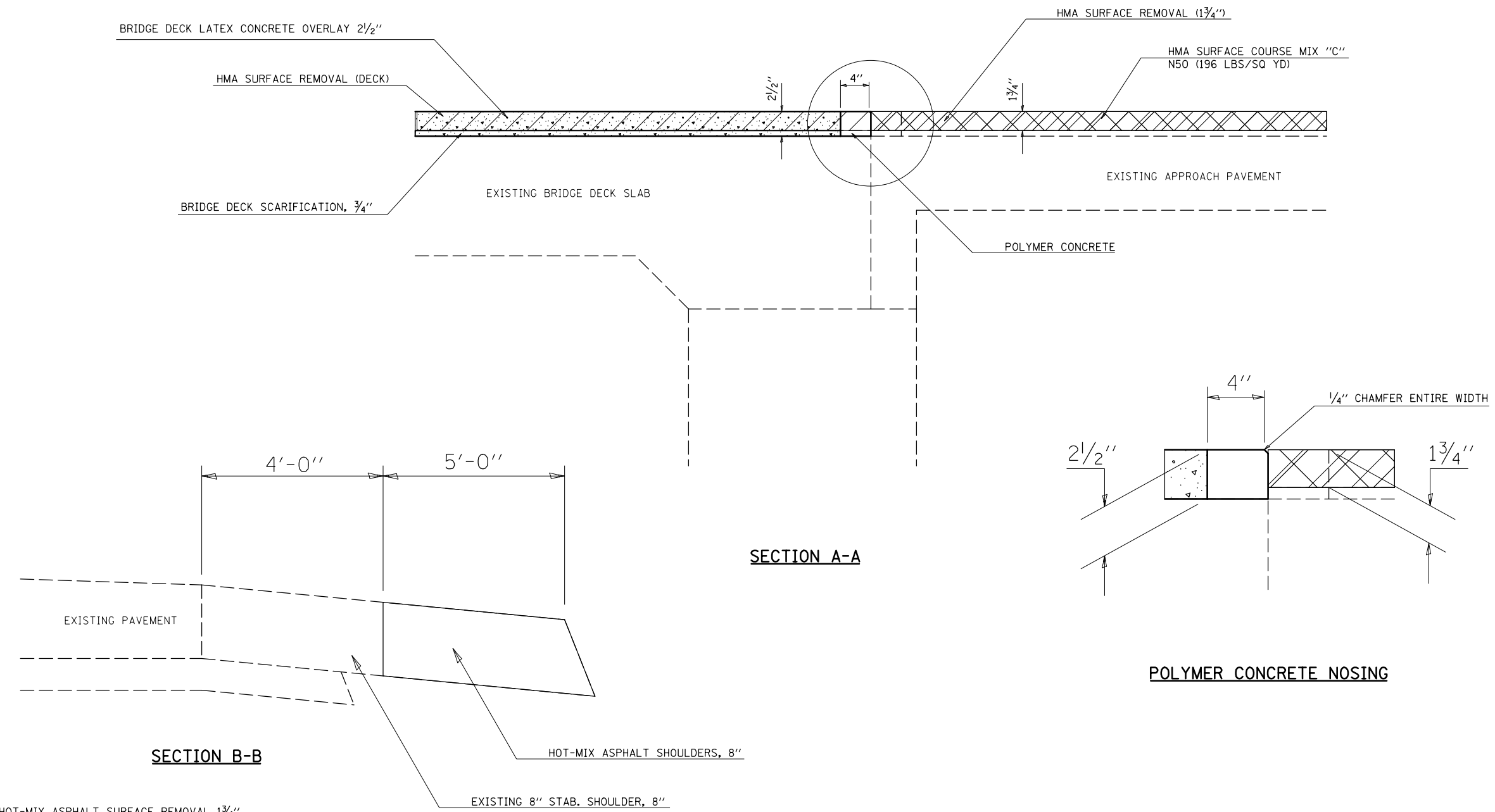
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PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -
PLOT DATE = 11/20/2014		DATE - 060514	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL STAGING CONSTRUCTION DETAIL
S.N. 010-0212

SCALE: None SHEET NO. 4 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2)I	Champaign	56	9
CONTRACT NO. 70A21			ILLINOIS FED. AID PROJECT	



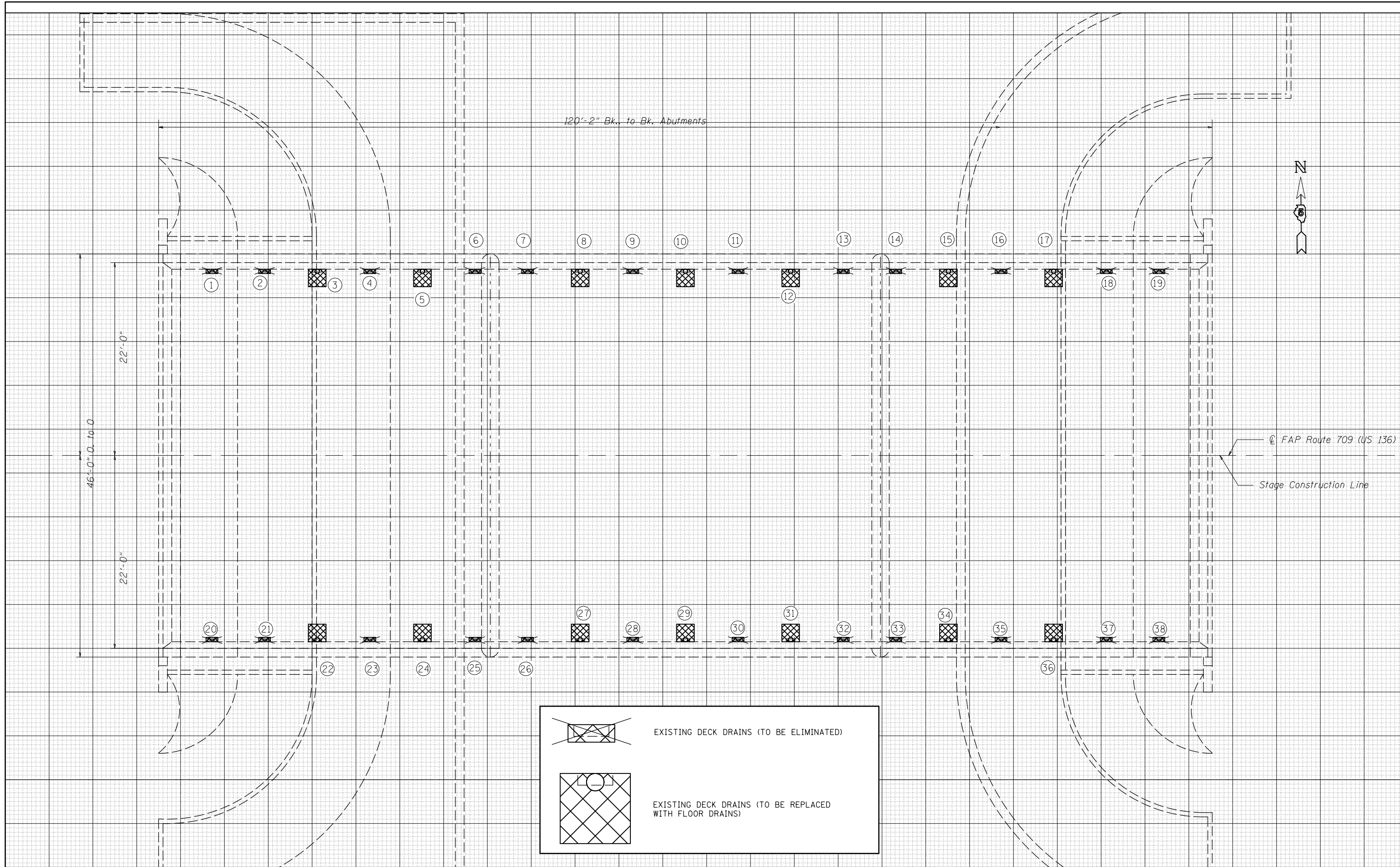
- HOT-MIX ASPHALT SURFACE REMOVAL 1 3/4"
- HOT-MIX ASPHALT SURFACE REMOVAL (DECK)
- BRIDGE DECK SCARIFICATION 3/4"
- BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2"
- HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1 3/4")

BILL OF MATERIALS

ITEM	UNIT	TOTAL
BRIDGE DECK GROOVING	SQ YD	541.0
H.M.A. SURFACE REMOVAL (DECK)	SQ YD	568.0
BRIDGE DECK SCARIFICATION 3/4"	SQ YD	568.0
BRDG. DECK LATEX CONC. OVERLAY 2 1/2"	SQ YD	563.0
POLYMER CONCRETE	SQ FT	6.0

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

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



FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -
c:\pw_work\pwidot\shererjm\d0395972\0570A21-010-0212.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
MODELNAME	PLOT DATE = 11/20/2014		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE DECK PATCHING DETAIL
S.N. 010-0212

SCALE: 1" = 5' SHEET 7 OF 10 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2)I	Champaign	56	12
			CONTRACT NO. 70A21	
ILLINOIS FED. AID PROJECT				

PATCH NO.	SIZE		DECK SLAB REPAIR (FULL DEPTH T1)	DECK SLAB REPAIR (FULL DEPTH T2)
	LENGTH (FT)	WIDTH (FT)	SQ YD	SQ YD
1	1.33	0.5	0.1	
2	1.33	0.5	0.1	
3	2	2	0.6	
4	1.33	0.5	0.1	
5	2	2	0.6	
6	1.33	0.5	0.1	
7	1.33	0.5	0.1	
8	2	2	0.6	
9	1.33	0.5	0.1	
10	2	2	0.6	
11	1.33	0.5	0.1	
12	2	2	0.6	
13	1.33	0.5	0.1	
14	1.33	0.5	0.1	
15	2	2	0.6	
16	1.33	0.5	0.1	
17	2	2	0.6	

SUB-TOTAL = 5.2

PATCH NO.	SIZE		DECK SLAB REPAIR (FULL DEPTH T1)	DECK SLAB REPAIR (FULL DEPTH T2)
	LENGTH (FT)	WIDTH (FT)	SQ YD	SQ YD
19	1.33	0.5	0.1	
20	1.33	0.5	0.1	
21	1.33	0.5	0.1	
22	2	2	0.6	
23	1.33	0.5	0.1	
24	2	2	0.6	
25	1.33	0.5	0.1	
26	1.33	0.5	0.1	
27	2	2	0.6	
28	1.33	0.5	0.1	
29	2	2	0.6	
30	1.33	0.5	0.1	
31	2	2	0.6	
32	1.33	0.5	0.1	
33	1.33	0.5	0.1	
34	2	2	0.6	
35	1.33	0.5	0.1	

SUB-TOTAL = 4.7

PATCH NO.	SIZE		DECK SLAB REPAIR (FULL DEPTH T1)	DECK SLAB REPAIR (FULL DEPTH T2)
	LENGTH (FT)	WIDTH (FT)	SQ YD	SQ YD
36	2	2	0.6	
37	1.33	0.5	0.1	
38	1.33	0.5	0.1	

SUB-TOTAL = 0.8

TOTAL = 10.7

USE = 11.0

NOTES:

AREA OF DECK SLAB REPAIR HAVE BEEN ESTIMATED FROM MAY, 2014 DECK SURVEY. THE ACTUAL QUANTITY AND LOCATIONS SHALL BE DETERMINED BY THE ENGINEER AFTER THE EXISTING H.M.A. WEARING SURFACE AND WATERPROOFING MEMBRANE ARE REMOVED. THE ENGINEER SHALL SHOW THE ACTUAL LOCATIONS OF THE DECK REPAIRS ON THIS SHEET.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	11.0

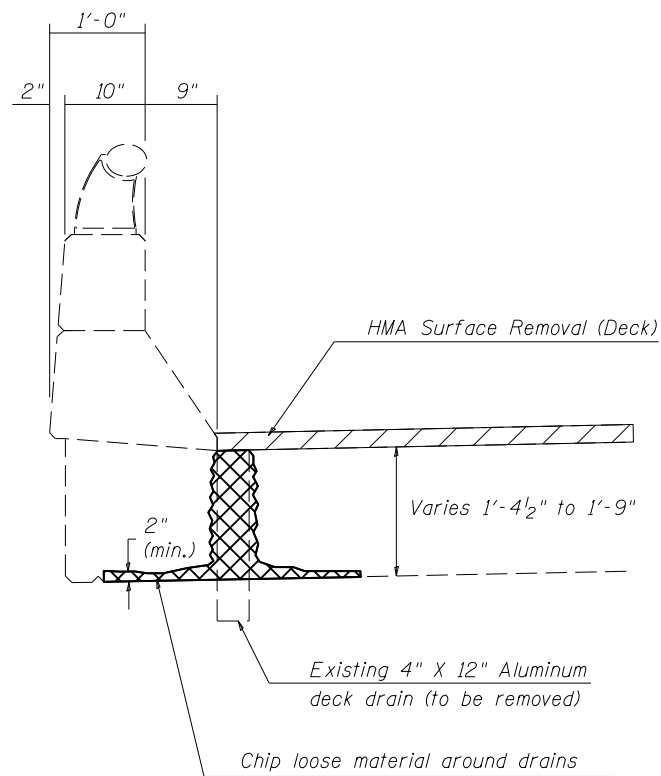
FILE NAME = c:\pwork\pwork\shererjm\10395972\0570A21-010-0212.dgn	USER NAME = shererjm	DESIGNED - JMS	REVISED -
		DRAWN - JMS	REVISED -
		CHECKED -	REVISED -
		DATE - 060514	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

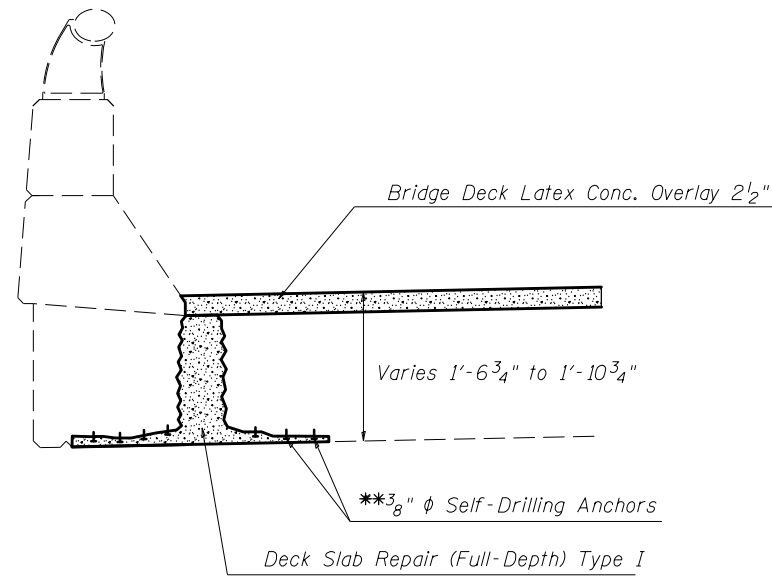
**SCHEDULES OF DECK SLAB REPAIR
S.N. 010-0212**

SCALE: None SHEET NO. 8 OF 10 SHEETS STA. TO STA.

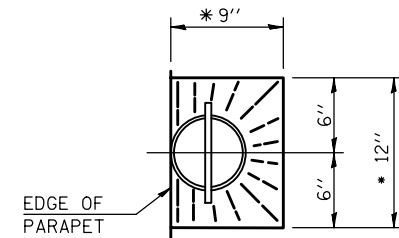
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2I)	Champaign	56	13
			CONTRACT NO. 70A21	
ILLINOIS FED. AID PROJECT				



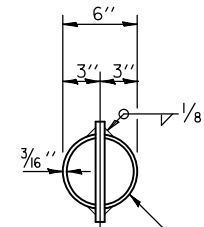
SECTION AT EXISTING DRAIN REMOVAL ONLY



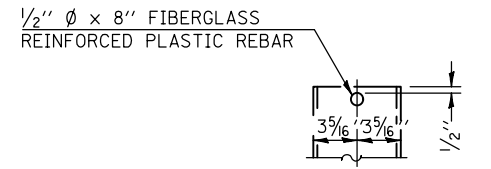
SECTION AT PROPOSED DRAIN FULL-DEPTH PATCH



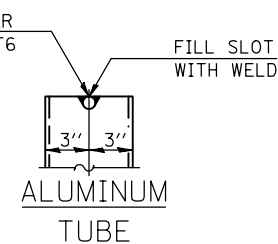
TOP PLAN
* SLOPE TO DRAIN



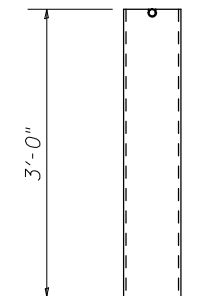
TOP PLAN
(ALUMINUM TUBE SHOWN)



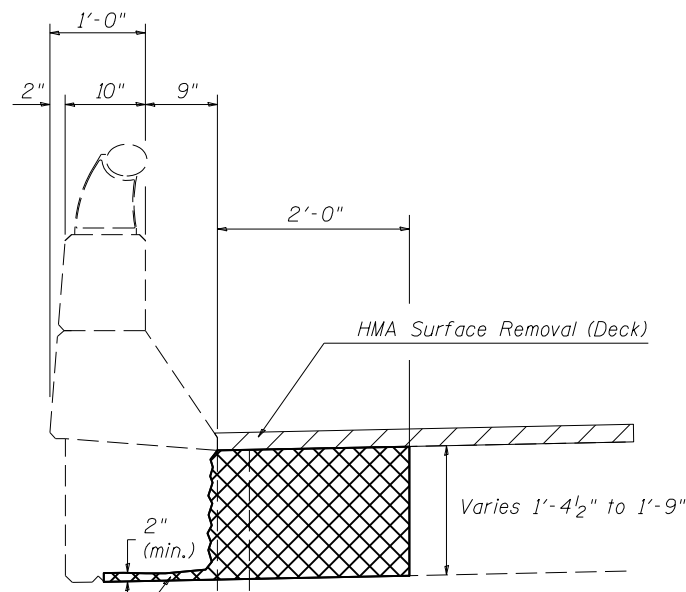
FIBERGLASS/ PVC PIPE



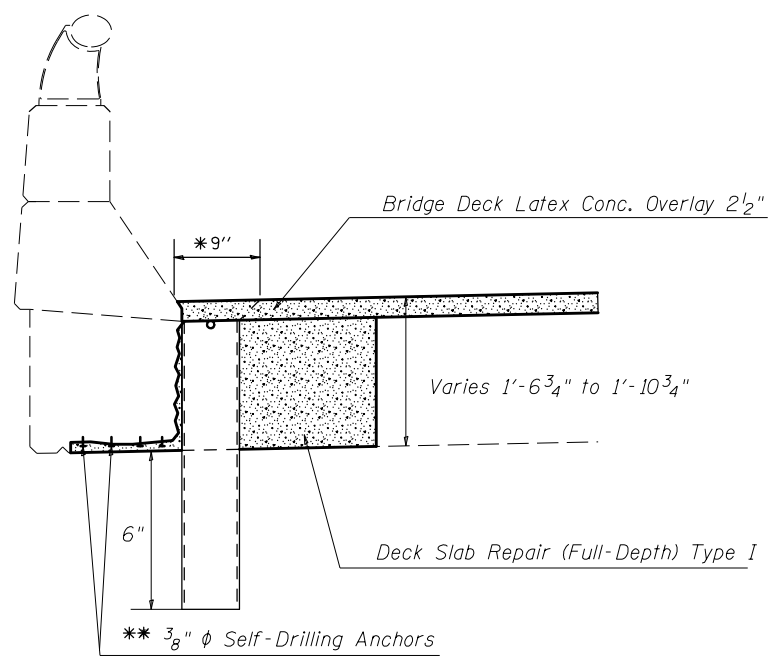
ALUMINUM TUBE



DRAIN



SECTION AT EXISTING DRAIN REPLACEMENT



SECTION AT PROPOSED DRAIN

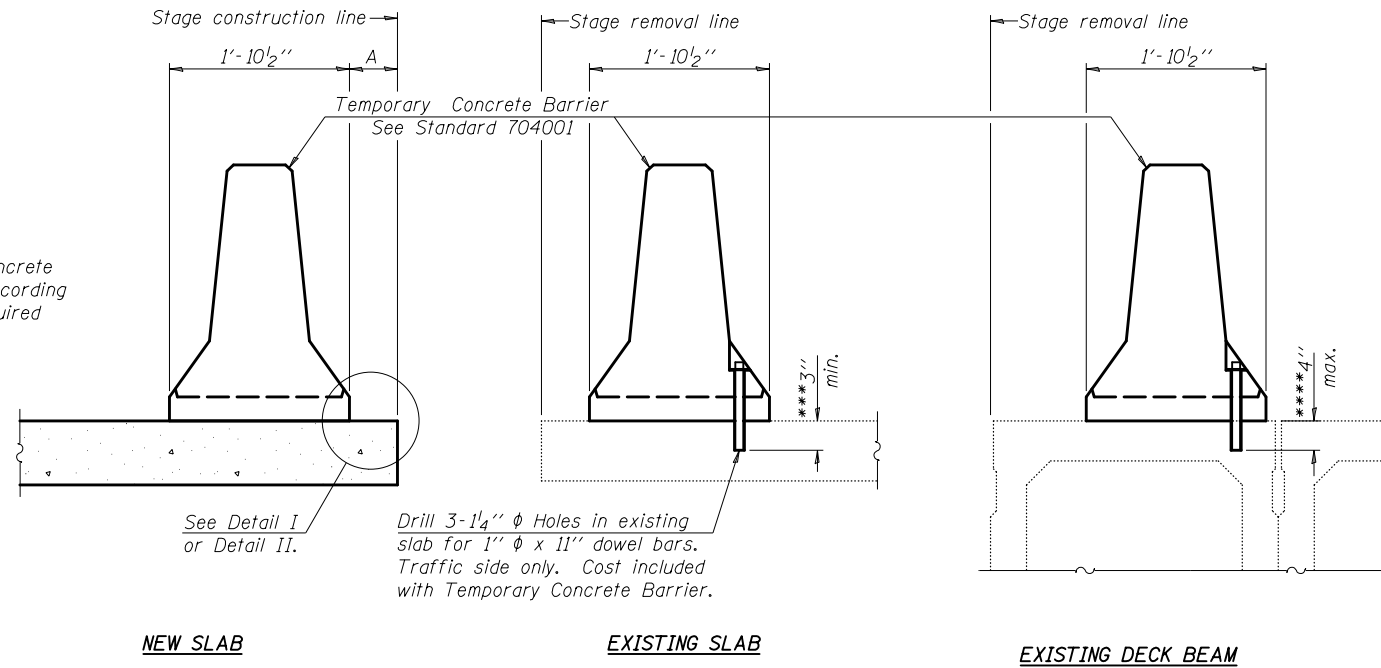
NOTES:

- FLOOR DRAINS NEED NOT BE PAINTED.
- FIBERGLASS PIPE SHALL CONFORM TO ASTM D 2996, WITH SHORT-TIME RUPTURE STRENGTH HOOP TENSILE STRESS OF 30,000 P.S.I. MINIMUM.
- ALL DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO ORDERING OF MATERIALS.
- COST OF REMOVAL OF EXISTING DRAINS IS INCLUDED IN DECK SLAB REPAIR.
- ** 3/8" Ø SELF-DRILLING ANCHORS TO BE USED AT LOCATIONS DETERMINED BY ENGINEER. COST INCLUDED WITH DECK SLAB REPAIR OF THE TYPE SPECIFIED.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
FLOOR DRAINS	EACH	14.0

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

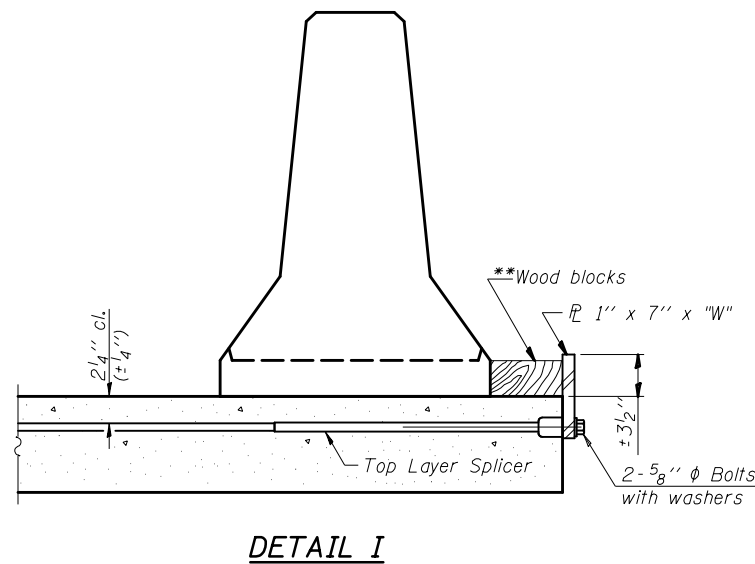
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

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.

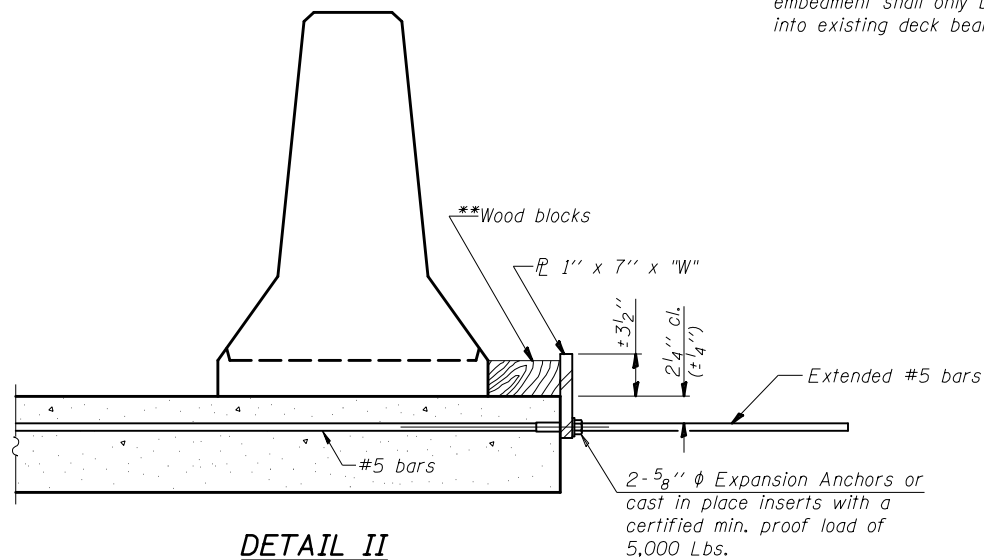
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** 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.

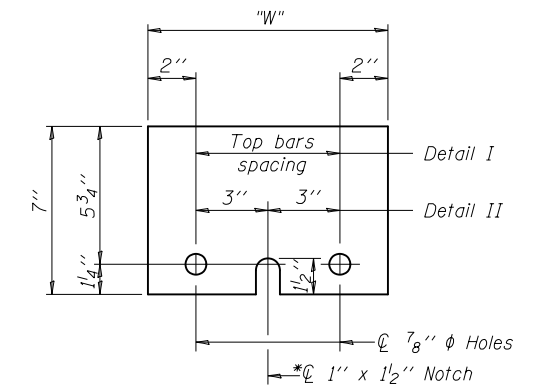
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



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"

R-27

7-1-10

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION S.N. 010-0212			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\midot\shererjm\d0395972\057	PA21-010-0212.dgn	DRAWN -	REVISED -					709	(105BR, BR-21)		56	15
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -					CONTRACT NO. 70A21				
	PLOT DATE = 11/20/2014	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
					SCALE: None	SHEET 10	OF 10 SHEETS	STA.	TO STA.			

B.M. Chiseled "C" on top of NW Wing of Existing Bridge
Sta 1780+00.2 Elev 709.12
Existing Structure: Single Span R.C. Deck Girder
24'-8" wide by 33'-0" long R.C. Closed Abutts
on Piles, Built 1924. Section 40C-15D Route SA 10-8A
To be removed by Bridge Contractor
No Salvage, Temporary Bridge Req'd.

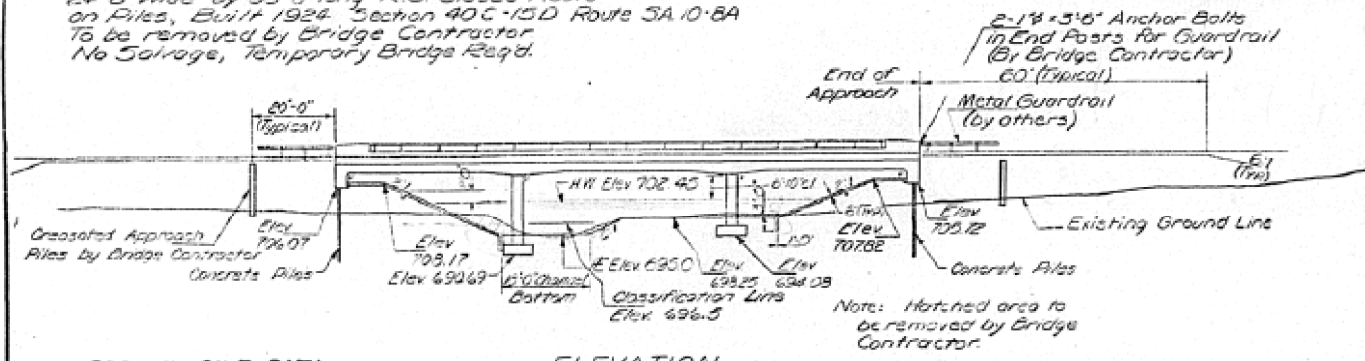
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DATE	BY	CHKD	APP'D	SHEET NO.
10/28/14	JMS	JMS	JMS	1

8 SHEETS

GENERAL NOTES

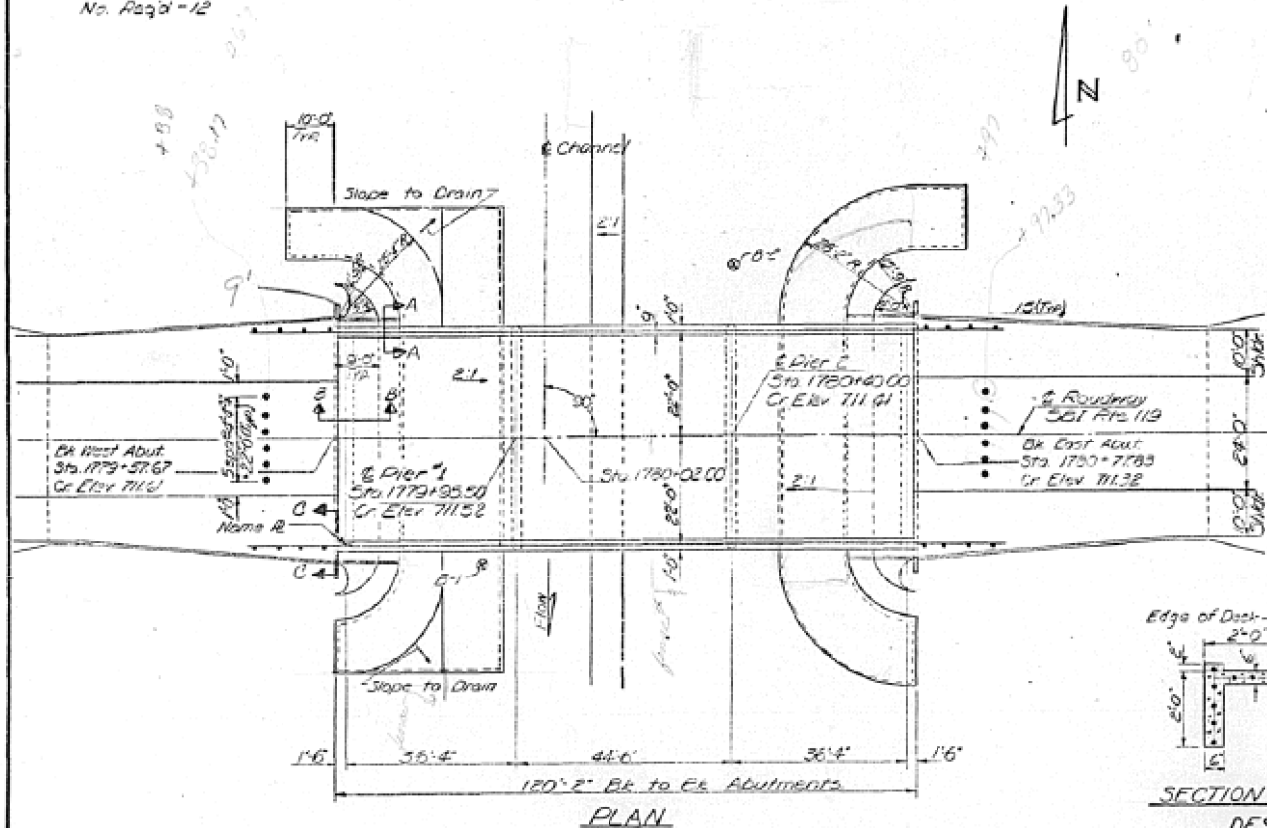
All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
Slope wall shall be reinforced with welded wire fabric 6" x 6" mesh, weighing 58# per 100 sq. ft.
Layout of slope walls may be varied in the field to suit ground conditions as directed by the Engineer.
Class A Excavation for structures includes excavation for slope wall.
The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection.
The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.
The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.
The Contractor shall drive one test pile (concrete) in permanent location at East Abutment as directed by Engineer before ordering the remainder of piles.



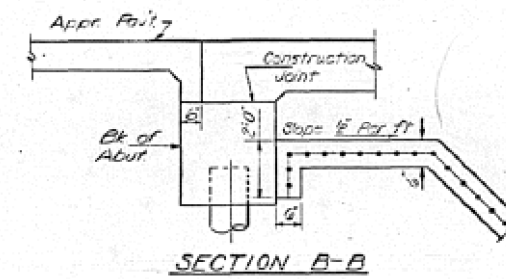
APPROACH PILE DATA

Type - Crossed
Height Length - 14'-0"
No. Pile - 12

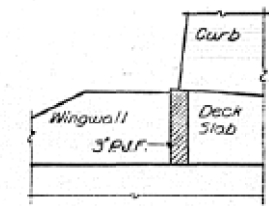
ELEVATION



PLAN



SECTION B-B

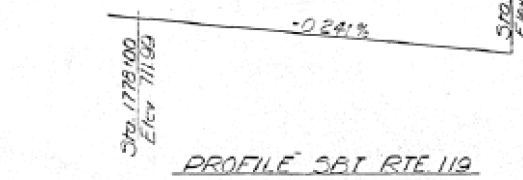


SECTION C-C

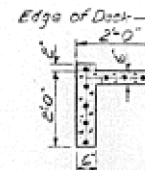
STATION 1780+02
BUILT 197 BY
STATE OF ILLINOIS
S.O.I. RT 116 SEC 105BR
FA PROJ. F-219(29)
LOADING H520-44
NAME PLATE
Std 2113-1

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Channel Excavation	Cu Yds		40	40
Removal of Existing Structure	Each			1
Class A Earth for Struc	Cu Yds		106	106
Class B Earth for Struc	Cu Yds		72	72
Protective Coat	Sq Yds	656		656
Class I Concrete	Cu Yds	319.3	1663	1982.3
Aluminum Forming	Lin Ft	193		193
Reinforcement Bars	Lbs	32780	9230	32010
Crossed Pile (concrete)	Lin Ft		156	156
Concrete Piles	Lin Ft		230	230
Test Piles (Concrete)	Each		1	1
Name Plates	Each		1	1
Slope Wall (6)	Sq Yds		720	720
Temporary Bridge (Double)	Each			1



PROFILE SBI RTE 119



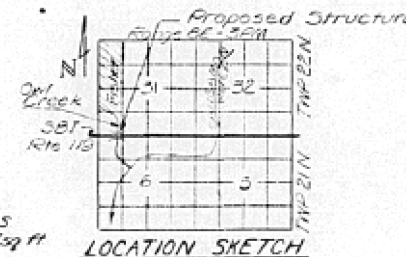
SECTION A-A

DESIGN STRESSES

$f_c = 1400$ p.s.i.
 $f_s = 20,000$ p.s.i. A.M.F.
 $w_c = 75$ p.s.i. f.f.g.
 $n = 10$

Provided 25% for future WS
max f.f.g. pressure = 4,400 lbs / sq ft

LOADING H520-44



LOCATION SKETCH

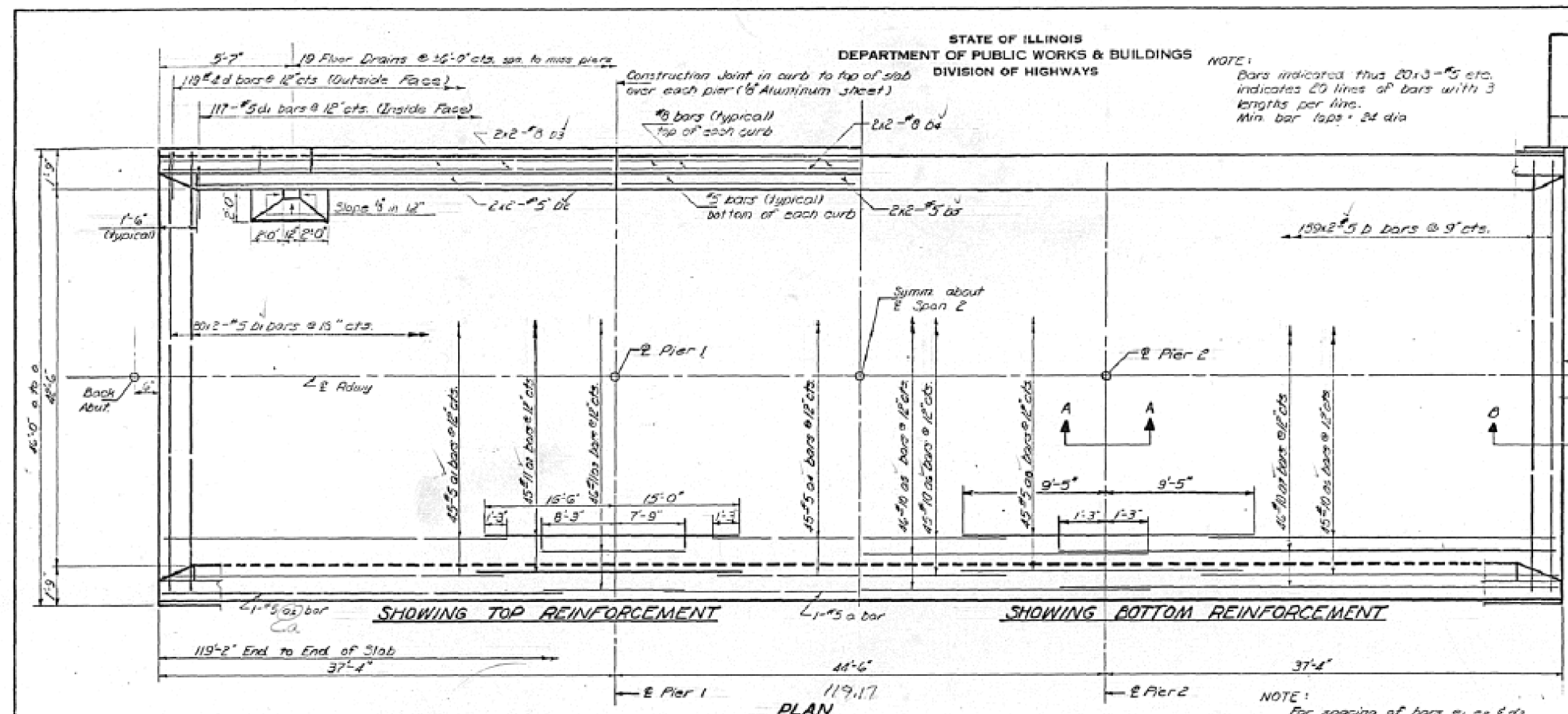
DESIGNED	JMS	EXAMINED	JMS
CHECKED	JMS	PASSED	JMS
DRAWN	JMS	APPROVED	JMS
CHECKED	JMS		

WATERWAY INFORMATION

Drainage Area 5120 Acres
Character Cultivated
Required Opening (30yr) 350 Sq Ft
Existing Opening 163 Sq Ft
Proposed Opening 350 Sq Ft
Q (30) 1730 cfs
Created Head 0.55 Ft

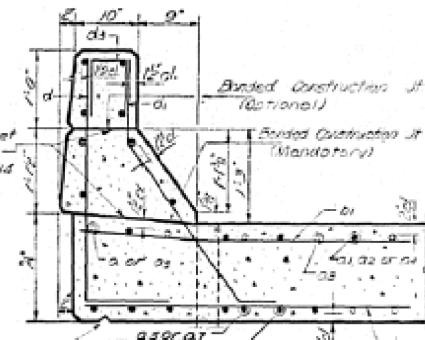
PROJECT F-219(29)
OWL CREEK
SBI RTE 119
SECTION 105BR
CHAMPAIGN COUNTY
STA. 1780+02

JOHN W. ROBERTSON & ASSOCIATES, INC. 11/10/14



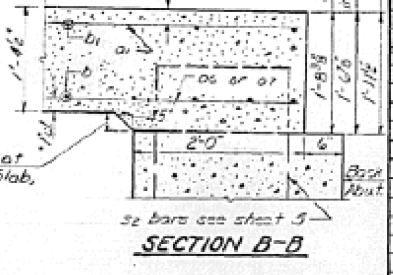
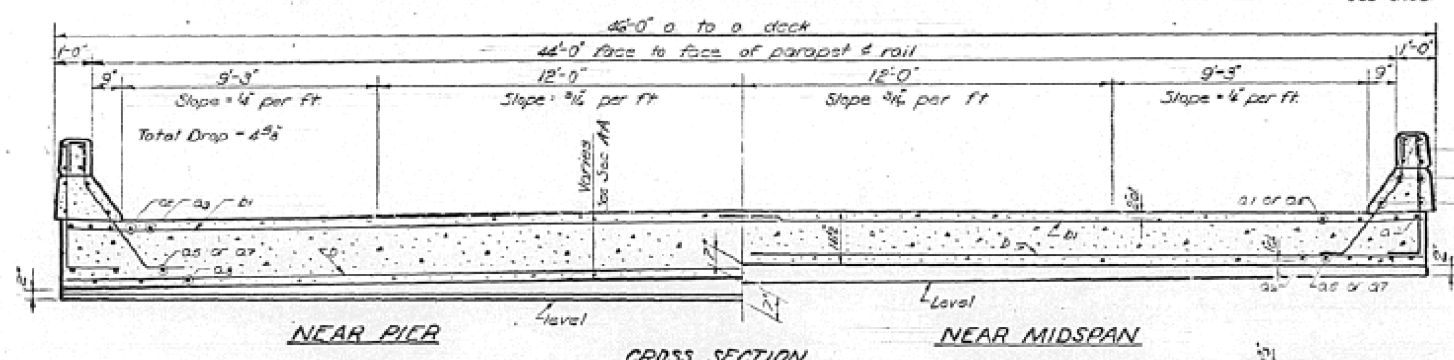
DATE	ISSUED	BY	TOTAL SHEETS	SHEET NO.
11/10/14	105BR	C. RAMSDELL	127	81B
SHEET NO. 2 OF 8 SHEETS				

NOTE:
Bars indicated thus 20x3-5 etc. indicates 20 lines of bars with 3 lengths per line.
Min bar laps = 24 dia



Cost of Aluminum sheets shall be incidental to Class X Concrete

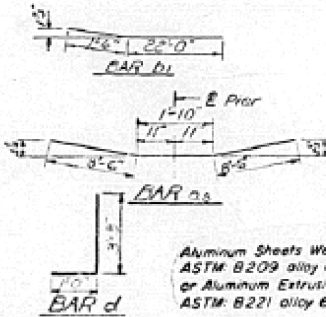
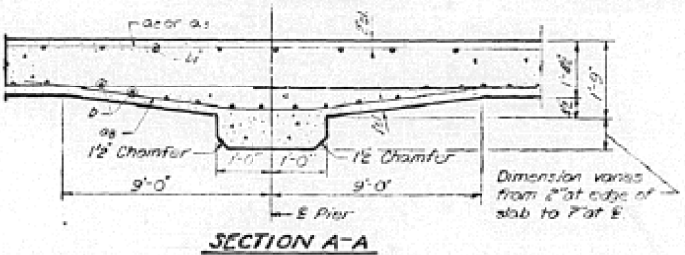
Location	Dimension A
Front Face about to haunch	1'-6 1/2"
Haunch portion	1'-3" to 1'-0 1/2"
Face of Pier	1'-0 1/2"



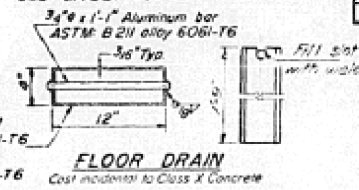
BILL OF MATERIAL

Bar No.	Size	Length	Quantity
a	#6	30'-0"	1
a1	#3	22'-0"	1
a2	#3	31'-6"	1
a3	#3	16'-0"	1
a4	#5	17'-0"	1
a5	#6	27'-0"	1
a6	#3	30'-0"	1
a7	#3	18'-0"	1
a8	#3	18'-0"	1
b	#3	23'-6"	1
b1	#3	13'-3"	1
b2	#3	13'-0"	1
b3	#3	23'-3"	1
b4	#3	22'-0"	1
d	#4	2'-3"	1
d1	#5	2'-2"	1

Reinforcement See 412 31500
Class X Concrete 2186 310.2



The lengths and quantities of longitudinal reinforcement and Class X Concrete in parapets are not included in above quantities. See sheet 3.

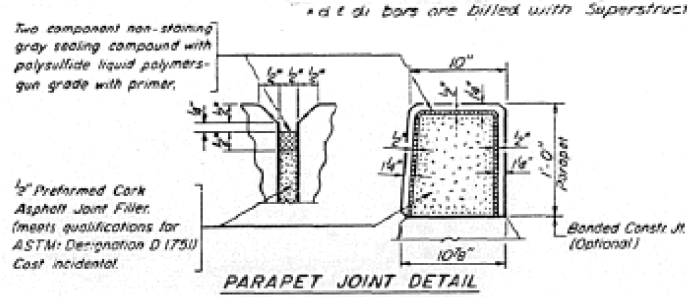
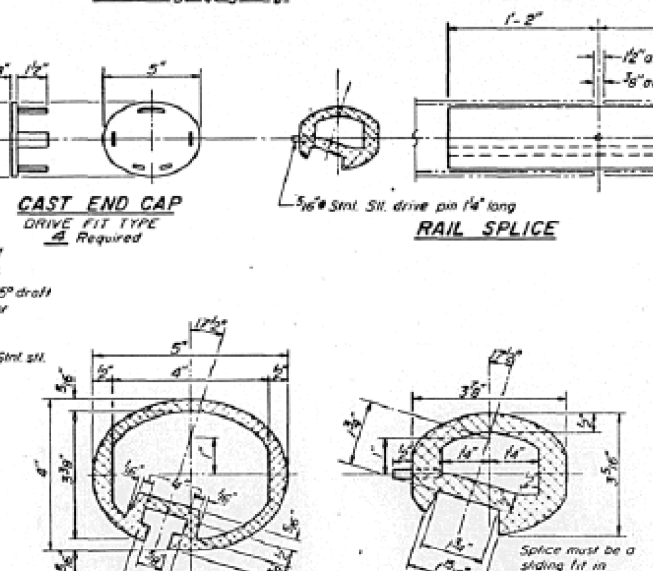
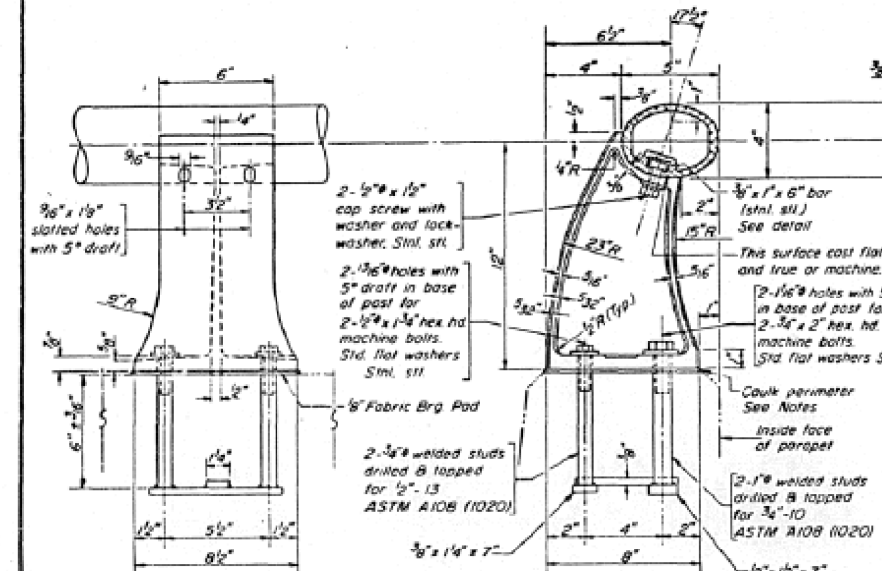
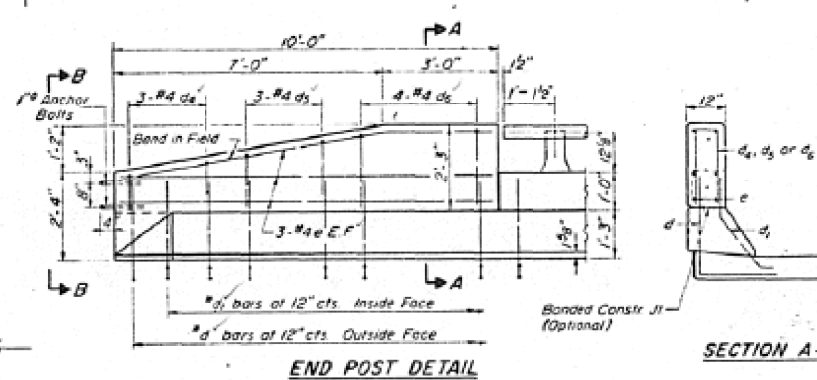
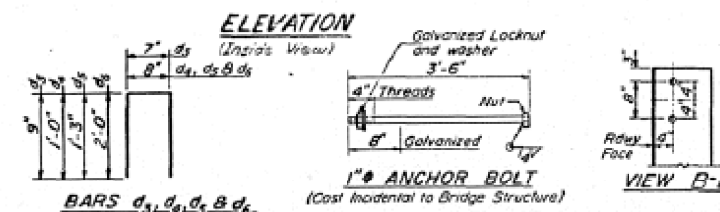
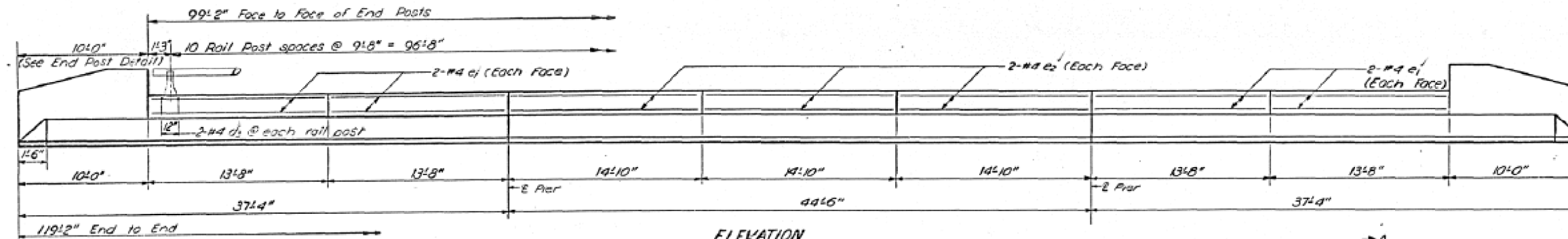


DESIGNED	APRIL 28 1970
CHECKED	
DRAWN	
CHECKED	

SUPERSTRUCTURE
SBI RT 119 SEC 105BR
CHAMPAIGN COUNTY
SIA 1780 + 02

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

PROJECT NO.	SECTION	DATE	SHEET NO.
105BR	CHAMPAIGN	127	51C
			8 SHEETS



**PARAPETS & RAILS
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d3	44	#4	2'1"	□
d4	12	#4	2'8"	□
d5	12	#4	3'2"	□
d6	15	#4	4'8"	□
B	24	#4	9'9"	—
A	32	#4	13'5"	—
Q2	24	#4	14'7"	—
Reinforcement Bars		Lbs		540
Class X Concrete		Cu Yds		51
Aluminum Railing		Lbs Ft		105

RAIL POST DETAILS

DESIGNED: J.M.S. 11/11/10
CHECKED: H.H. 11/11/10
DRAWN: C.E. 11/11/10
CHECKED: J.S. 11/11/10

EXAMINED: [Signature] 11/11/10
PASSED: [Signature] 11/11/10
APPROVED: [Signature] 11/11/10

SEC. THRU ELLIPTICAL RAIL SECTION

SEC. THRU SPLICE

CLAMP BAR

NOTES:

All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 50 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a maximum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.

All joints in rail shall be spliced per detail.

Provide 1-1/8" and 2-1/8" Aluminum Shims for 25% of the Posts. Rail element shall be parallel to Grade - high spots shall be ground and low spots shimmed.

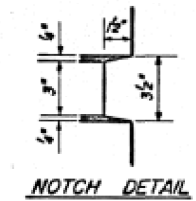
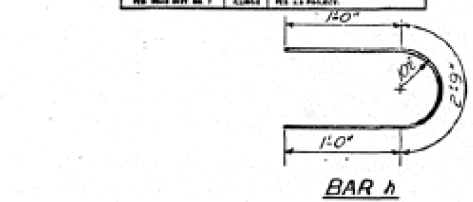
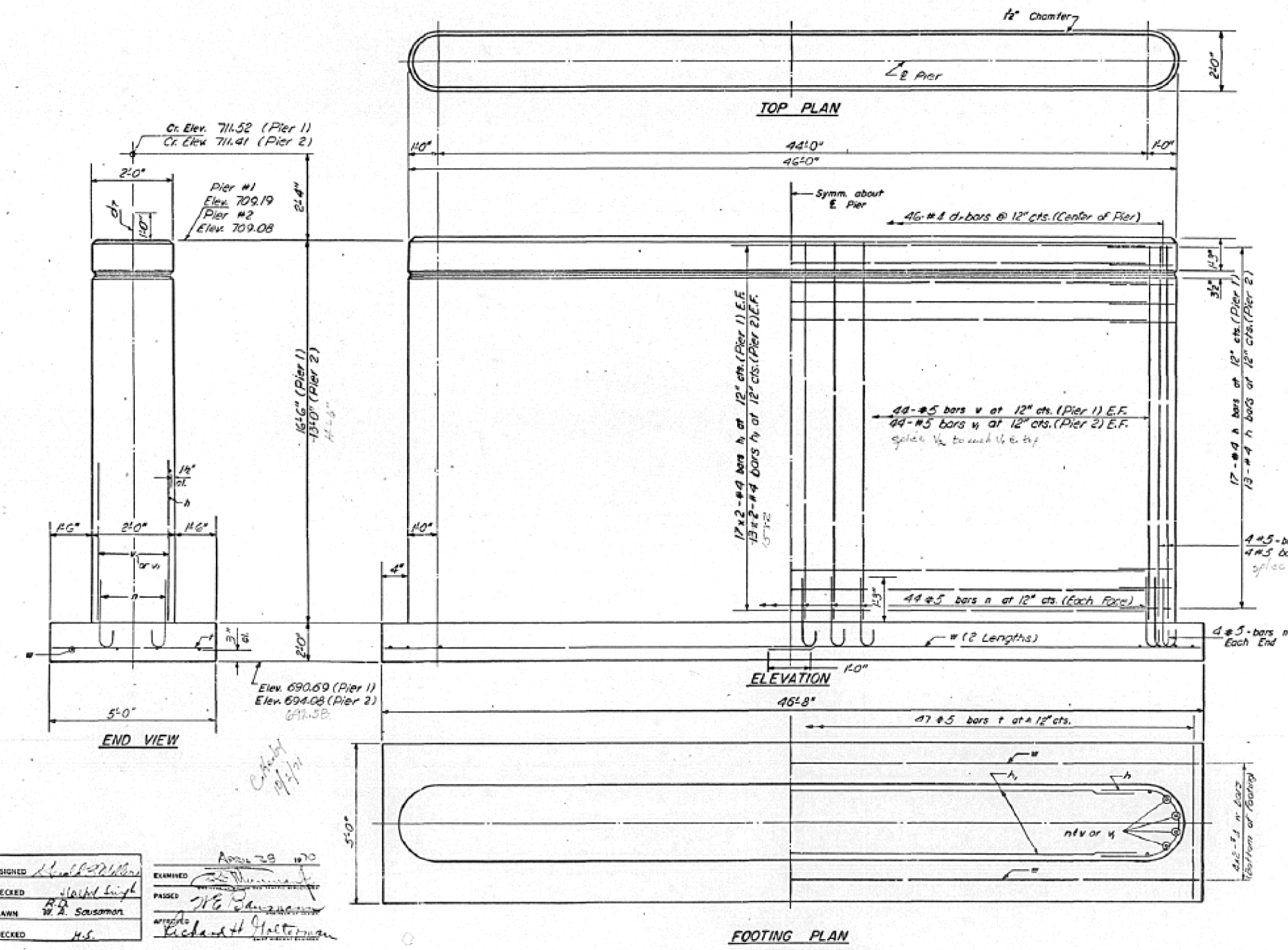
Seal perimeter of base of post to parapet with two component non-staining gray sealing compound with polysulfide liquid polymers, gun grade with primer. Fabric Bearing Pad shall have same dimensions as base of post.

Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min yield 35 ksi, min tensile 38 ksi, and elongation of 10% in 2 inches.

**ALUMINUM RAILING
SBI. RTE. 119 SEC. 105 BR
CHAMPAIGN COUNTY
STA. 1780+02**

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

DATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10/5/80	CHAMPAIGN	127	810	8 SHEETS



TWO PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d	92	#4	2'-0"	U
h	60	#4	4'-9"	U
h	120	#4	20'-4"	U
n	192	#5	3'-7"	C
t	94	#5	4'-9"	—
v	96	#5	12'-3"	—
v	96	#5	12'-9"	—
v	96	#5	11'-9"	—
w	16	#4	23'-10"	—
Class Y Concrete Cu. Yds.				133.4
Reinforcement Bars Lbs.				6,410

PIERS
S.B.I. RTE. 119 SEC. 105 BR
CHAMPAIGN COUNTY
STA. 1780+02

DESIGNED: *[Signature]*
CHECKED: *[Signature]*
DRAWN: *[Signature]*
CHECKED: *[Signature]*

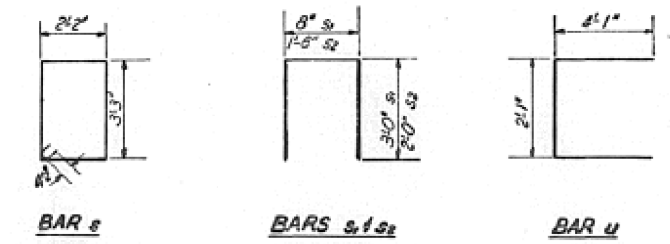
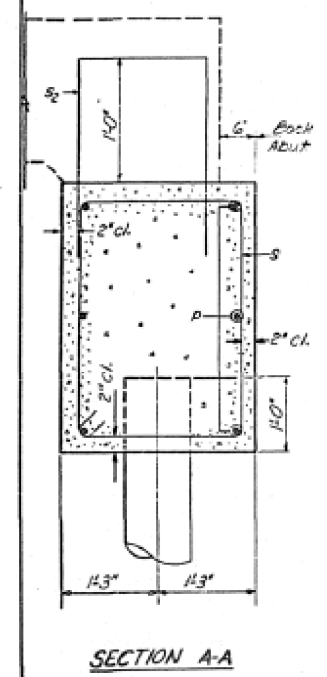
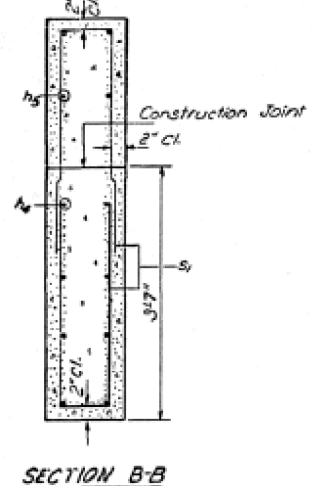
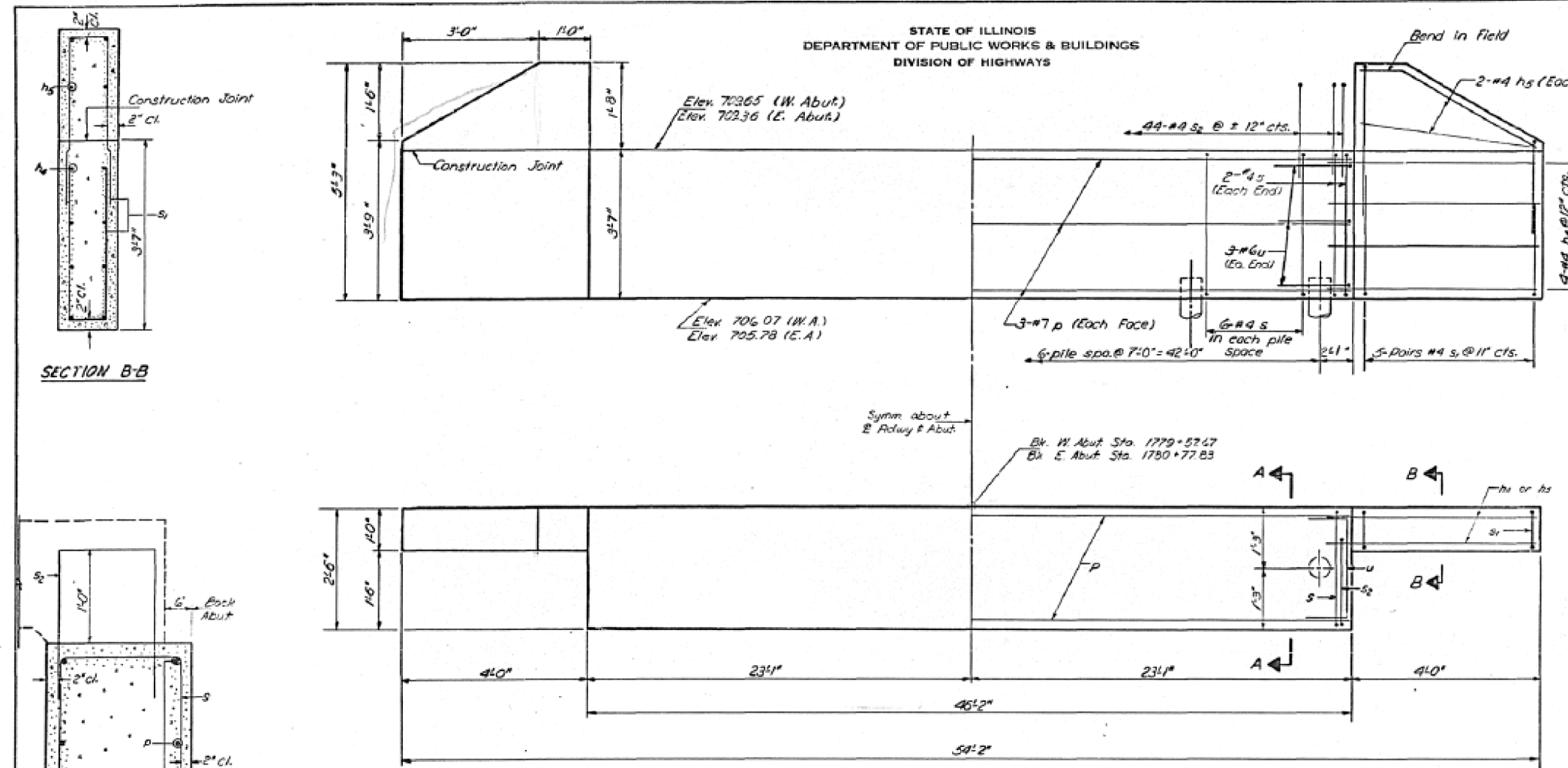
EXAMINED: *[Signature]*
PASSED: *[Signature]*
DATE: *[Signature]*

APPROVED: *[Signature]*

P-1 Re-drawn 7-21-59 Rev. 11-25-59

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

PROJECT NO.	SECTION	DATE	TOTAL SHEETS	SHEET NO.
A.S.T. 119	105 BR	C. HARRADIN	127	81 E
SHEET NO. 5 8 SHEETS				



PILE DATA
Type - Concrete Piles
Capacity - 20 Tons
Est. Length - 20'-0" W.A. ; 25'-0" E.A.
No. Req'd - 13 plus 1 test pile @ East Abutment.

1780+77.83
1779+52.67
120.16

**TWO ABUTMENTS
BILL OF MATERIAL**

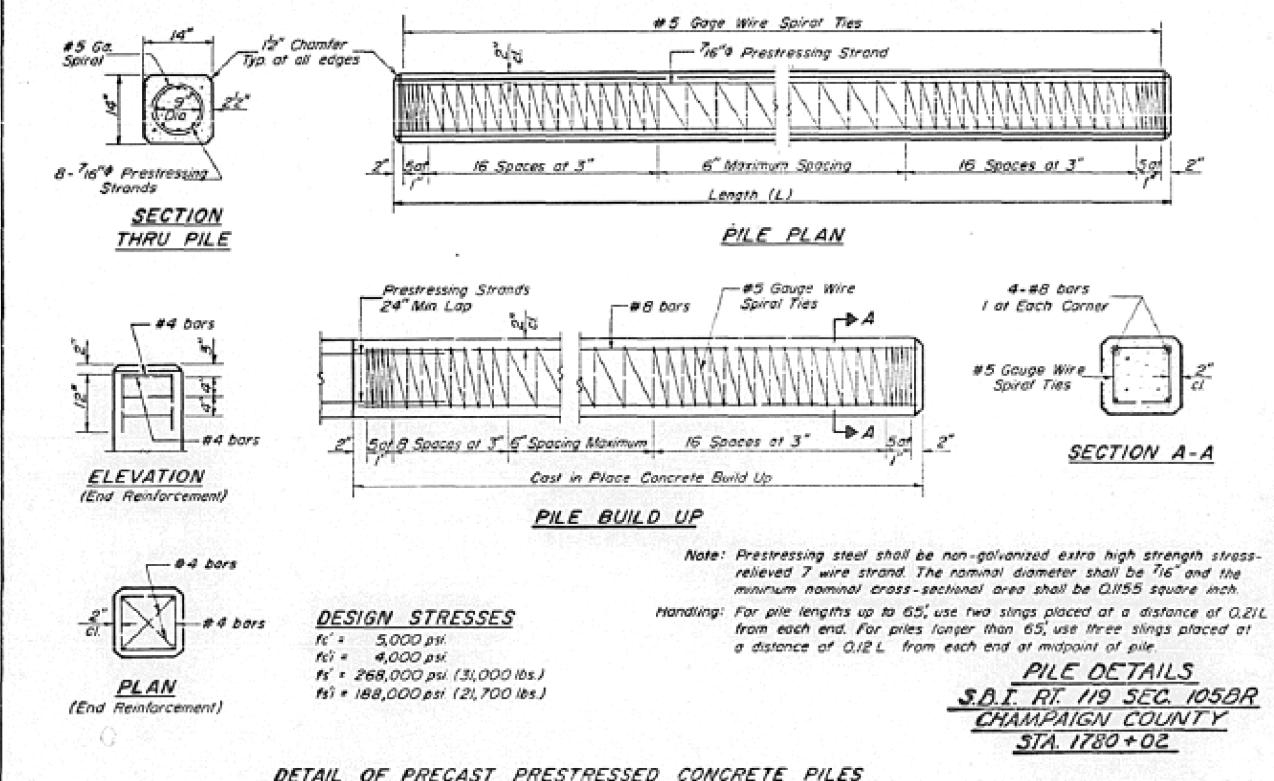
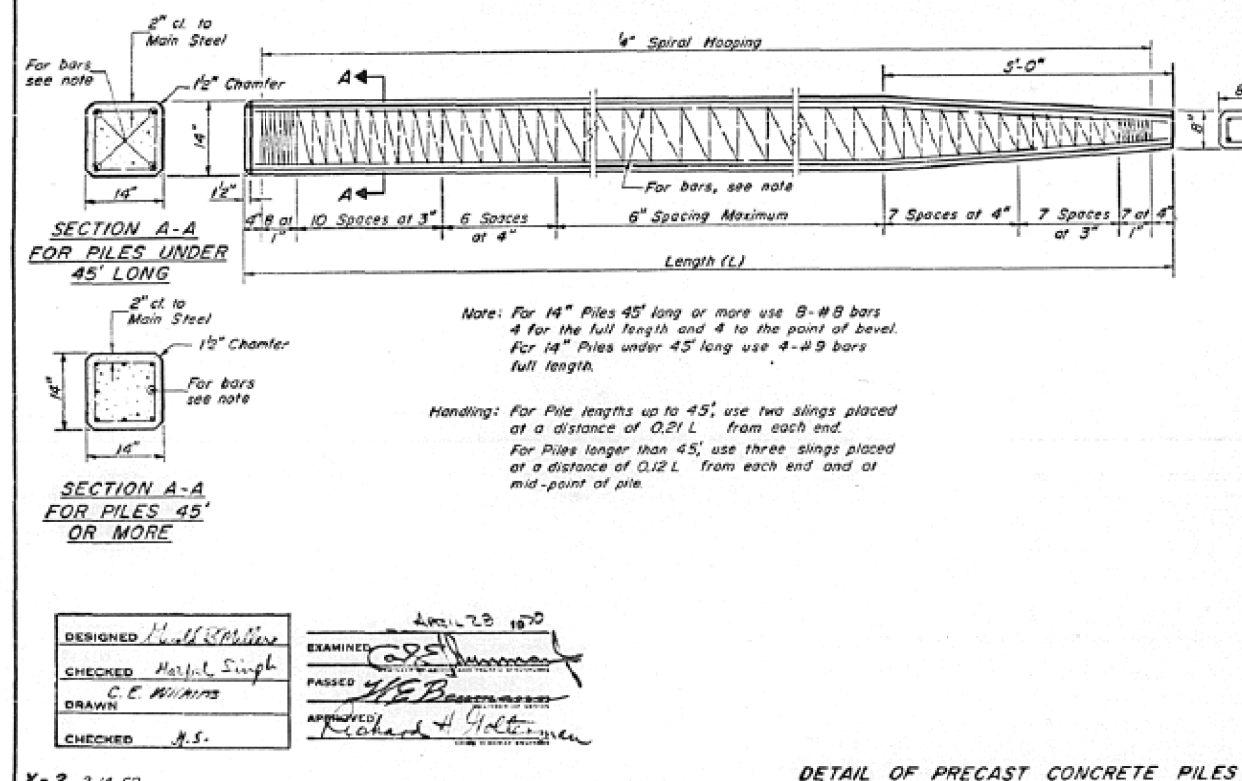
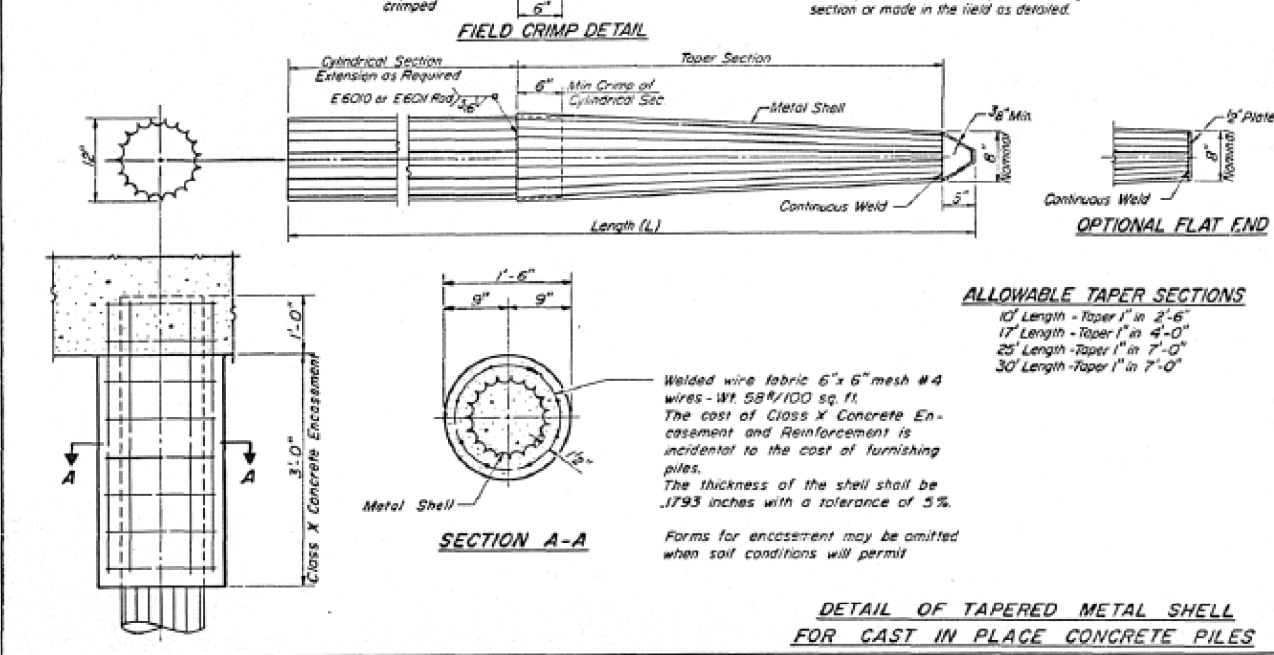
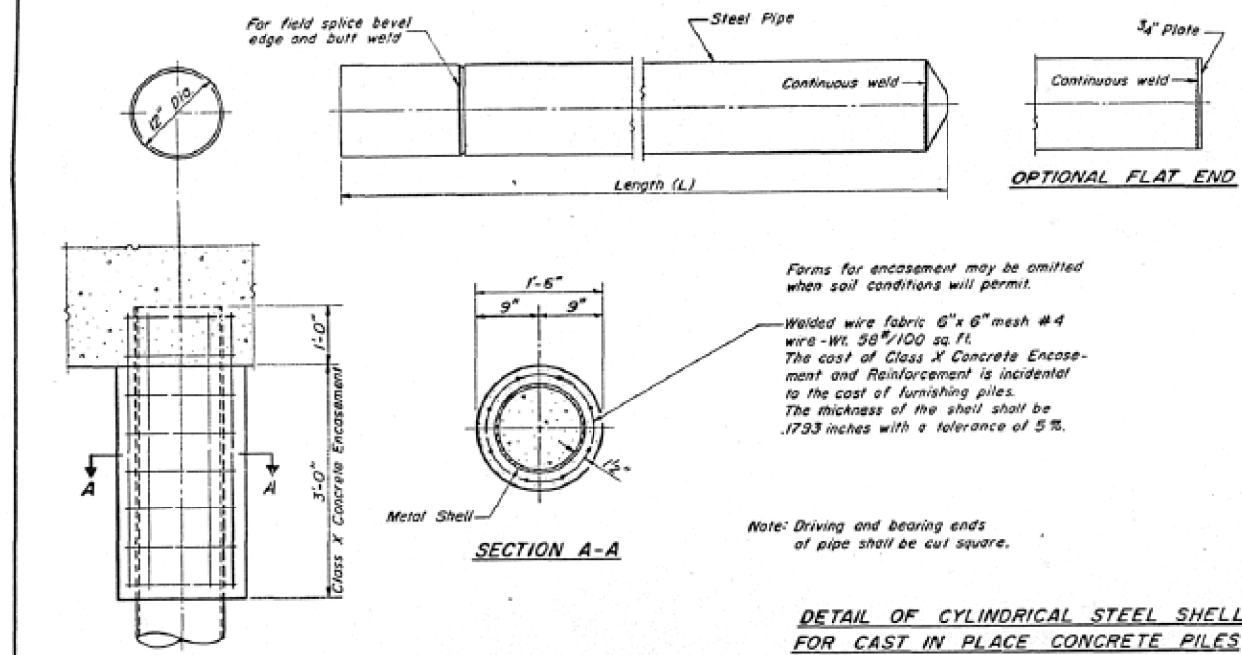
Bar	No.	Size	Length	Shape
s ₁	32	#4	51.0'	—
hs	10	#4	3'-10"	—
p	12	#7	49'-10"	—
s	80	#4	11'-7"	□
s ₂	40	#4	6'-8"	□
s ₃	88	#4	3'-8"	□
u	12	#6	10'-3"	□
Reinforcement Bars				Lbs. 2590
Class II Concrete				Cu Yds. 22.5
Concrete Piles				Lin Ft. 290
Test Piles (Concrete)				Each 1

**ABUTMENTS
S.B.I. RTE. 119 SEC. 105 BR
CHAMPAIGN COUNTY
STA. 1780+02**

DESIGNED: *Neil Miller*
CHECKED: *Harold Singh*
DRAWN: *G.E. Wilkins*
CHECKED: *R. Doty*
APPROVED: *Richard J. Halterman*
DATE: April 20, 1970

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

PROJECT NO.	SECTION	DATE	SCALE	SHEET NO.
105 BR	CHAMPAIGN	127	81G	8 SHEETS



DESIGNED: *Mark R. Miller*
 CHECKED: *Harold Singh*
 DRAWN: *C. C. Williams*
 EXAMINED: *Richard H. Holtzman*
 PASSED: *Richard H. Holtzman*
 APPROVED: *Richard H. Holtzman*

X-2 2-14-63

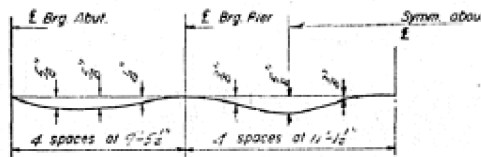
DETAIL OF PRECAST CONCRETE PILES

DETAIL OF PRECAST PRESTRESSED CONCRETE PILES

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

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
105BR	105BR	CHAMPAIGN	127	814

SHEET NO. 8
8 SHEETS



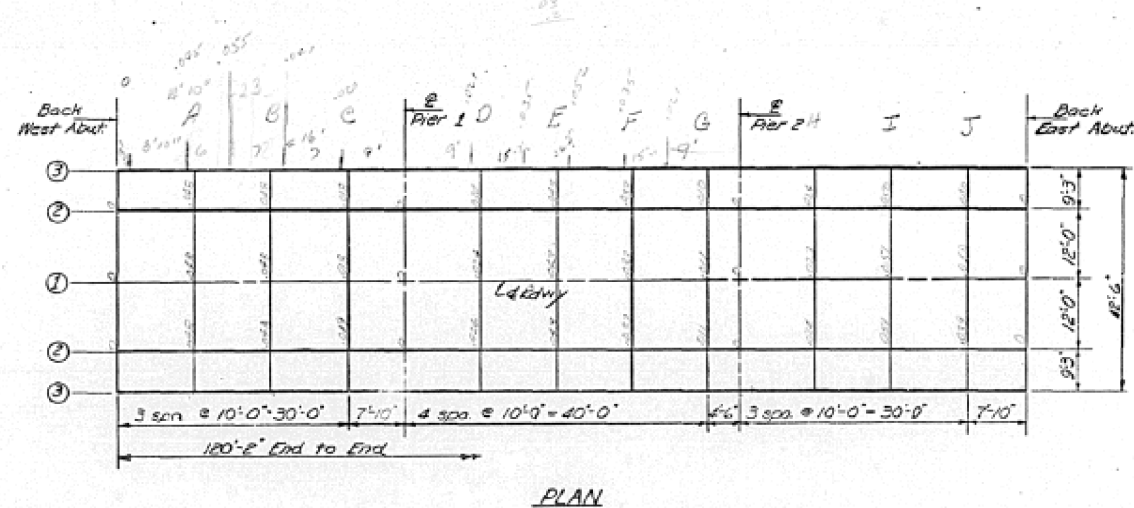
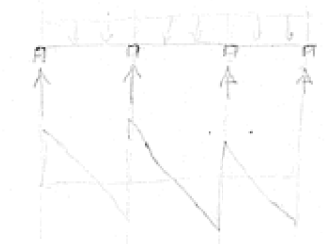
DEAD LOAD DEFLECTION DIAGRAM

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

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk West Abut	177957.470	0.0	711.610	711.610
A	177967.670	0.0	711.586	711.634
B	177977.870	0.0	711.562	711.612
C	177987.070	0.0	711.538	711.552
E Pier 1	177995.500	0.0	711.510	711.510
D	178005.500	0.0	711.458	711.510
E	178015.500	0.0	711.431	711.510
F	178025.500	0.0	711.467	711.600
G	178035.500	0.0	711.522	711.522
E Pier 2	178040.000	0.0	711.512	711.512
H	178050.000	0.0	711.388	711.611
I	178060.000	0.0	711.363	711.611
J	178070.000	0.0	711.339	711.379
Bk East Abut	178077.830	0.0	711.320	711.320

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk West Abut	177957.470	12.000	711.923	711.923
A	177967.670	12.000	711.399	711.399
B	177977.870	12.000	711.374	711.322
C	177987.070	12.000	711.350	711.350
E Pier 1	177995.500	12.000	711.331	711.331
D	178005.500	12.000	711.307	711.331
E	178015.500	12.000	711.283	711.324
F	178025.500	12.000	711.259	711.292
G	178035.500	12.000	711.235	711.290
E Pier 2	178040.000	12.000	711.224	711.224
H	178050.000	12.000	711.200	711.224
I	178060.000	12.000	711.176	711.227
J	178070.000	12.000	711.152	711.191
Bk East Abut	178077.830	12.000	711.133	711.133

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk West Abut	177957.470	21.250	711.230	711.230
A	177967.670	21.250	711.209	711.254
B	177977.870	21.250	711.182	711.280
C	177987.070	21.250	711.159	711.176
E Pier 1	177995.500	21.250	711.139	711.139
D	178005.500	21.250	711.115	711.139
E	178015.500	21.250	711.091	711.136
F	178025.500	21.250	711.067	711.100
G	178035.500	21.250	711.043	711.053
E Pier 2	178040.000	21.250	711.022	711.032
H	178050.000	21.250	711.000	711.032
I	178060.000	21.250	710.984	711.034
J	178070.000	21.250	710.959	710.929
Bk East Abut	178077.830	21.250	710.941	710.941



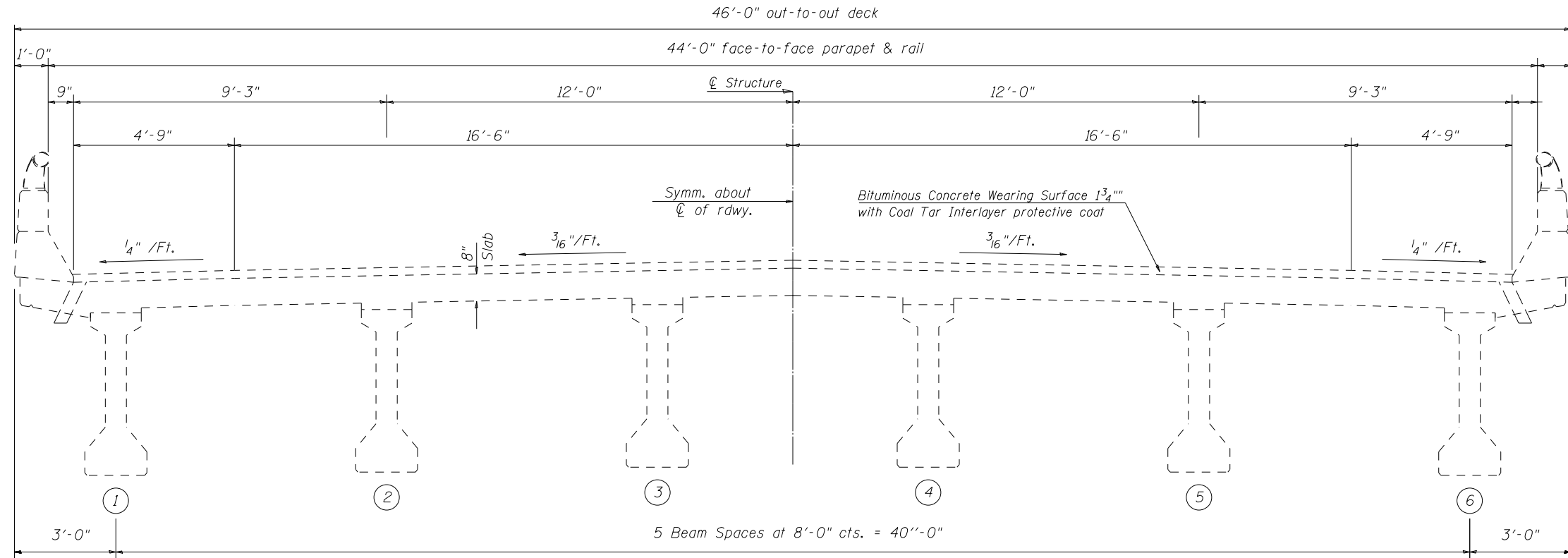
DESIGNED: *Leif Miller*
CHECKED: *Robert Smith*
DRAWN: *PG Barnet C.S.W.*
CHECKED: *M.S.*
E-5 8-1-65

APPROVED: *Richard H. Pottersman*
DATE: April 20 1970

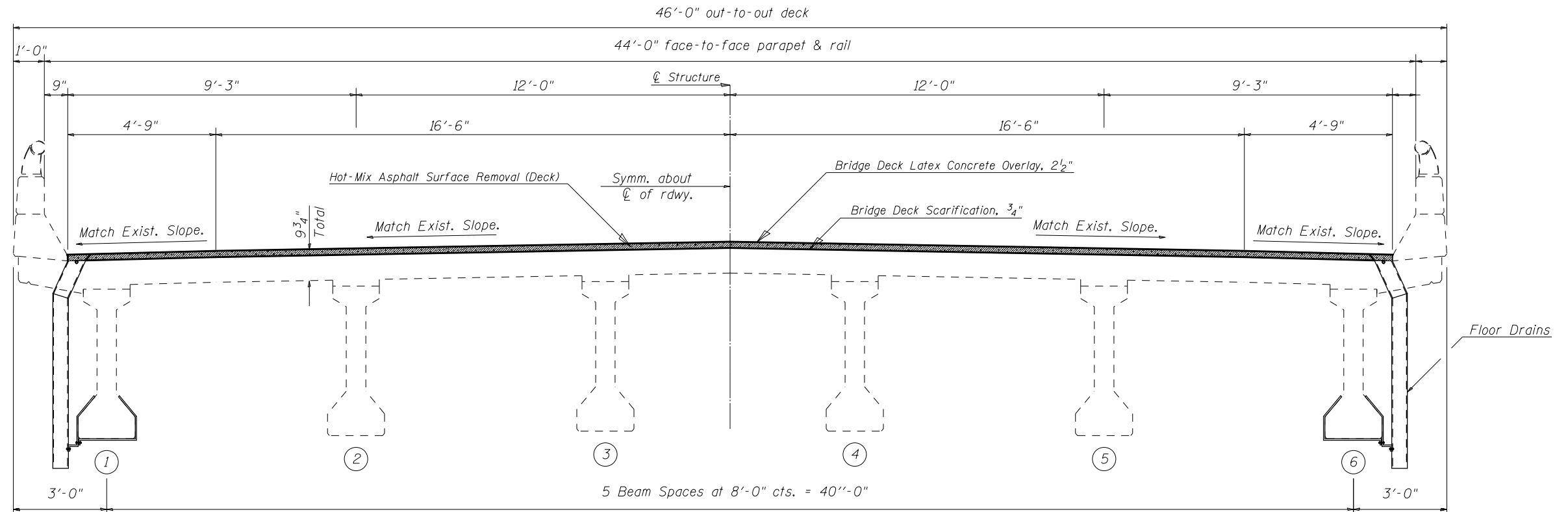
TOP OF SLAB ELEVATIONS
S.B.T. RT. 119 SEC. 105BR
CHAMPAIGN COUNTY
STA. 1780+02

281 119 119 Sec. 105BR Champaign Co. Dist. 2

EXISTING TYPICAL CROSS SECTION

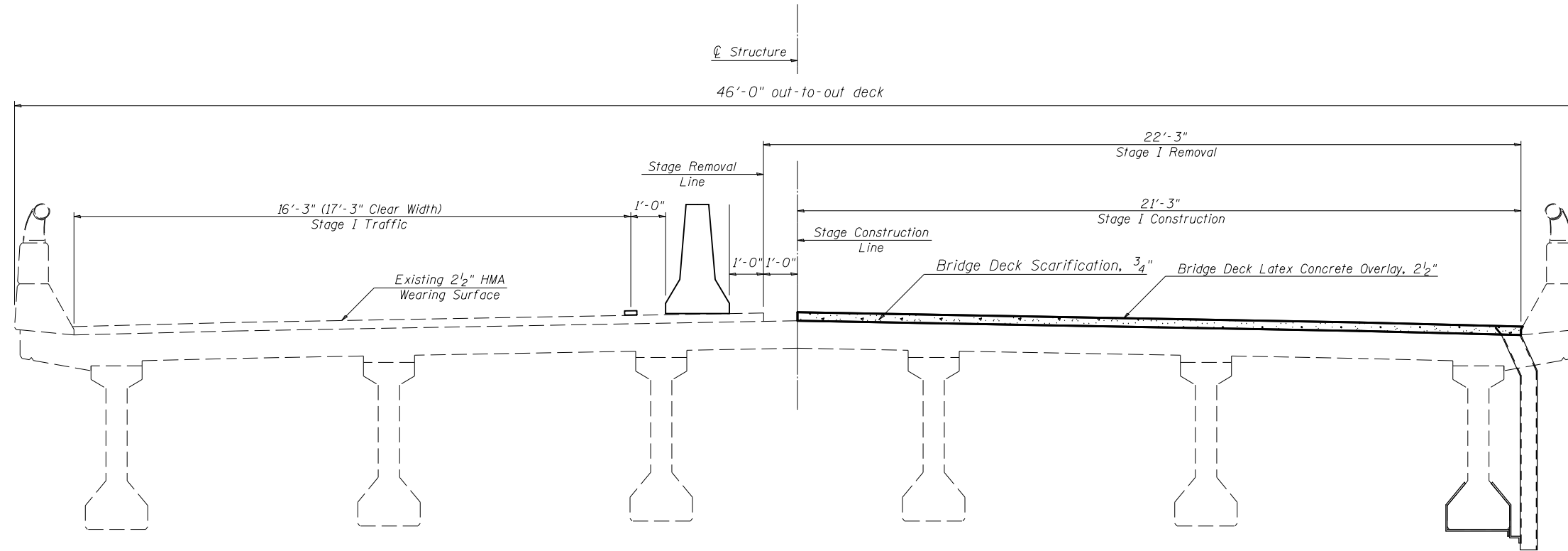


PROPOSED TYPICAL CROSS SECTION

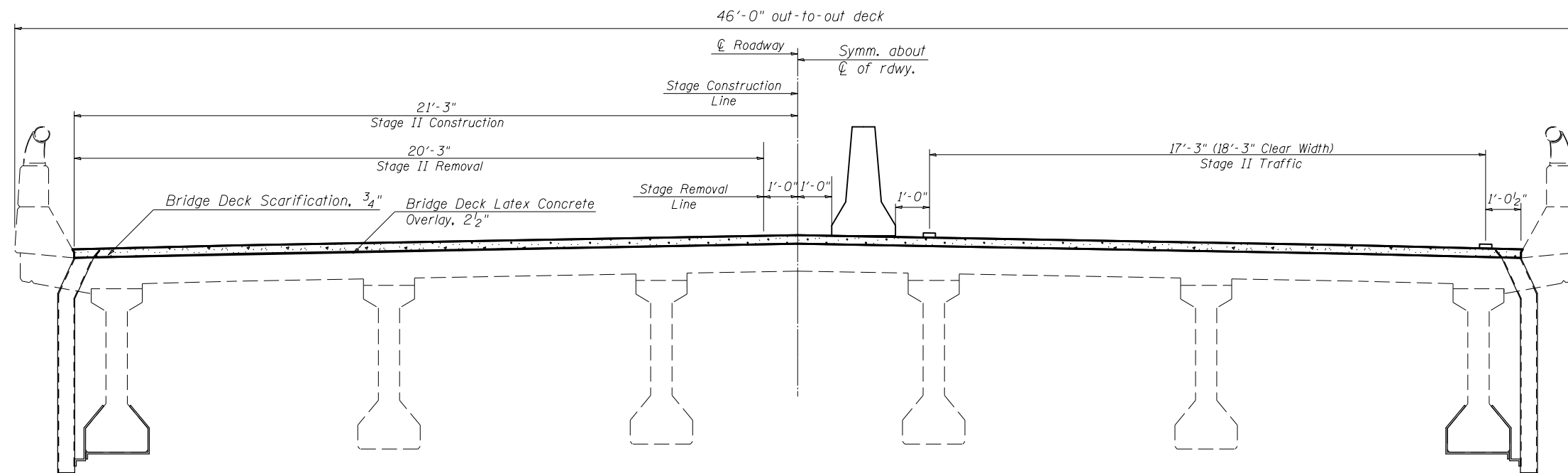


FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK CROSS SECTIONS S.N. 010-0214			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\id\shererjm\d0395972\0570A21-010-0212.dgn		DRAWN - JMS	REVISED -		709	(105BR, BR-2)I	Champaign	56	24			
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 70A21							
PLOT DATE = 11/20/2014		DATE - 060514	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE: None	SHEET NO. 2 OF 17 SHEETS	STA.	TO STA.					

STAGE I CONSTRUCTION DETAIL

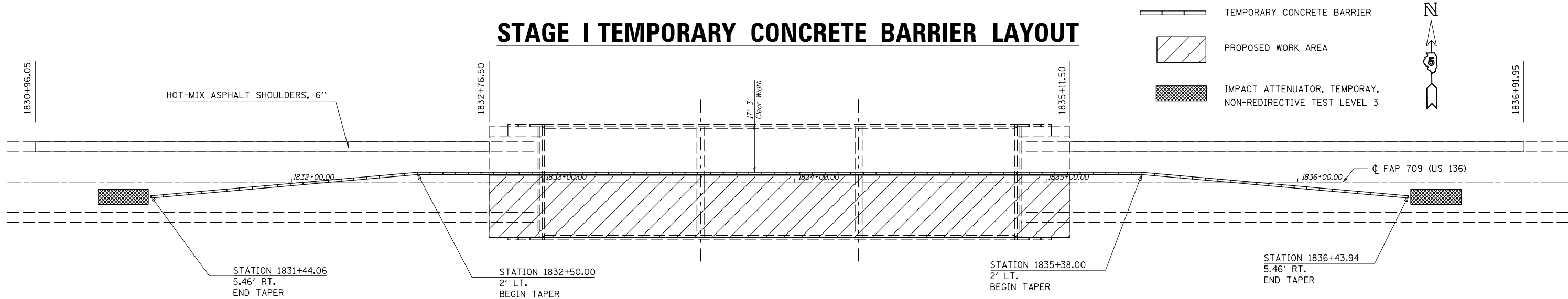


STAGE II CONSTRUCTION DETAIL



FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL STAGING CONSTRUCTION DETAIL			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE: None	SHEET NO. 3 OF 17 SHEETS	STA.	TO STA.	CONTRACT NO. 70A21			
	PLOT DATE = 11/20/2014	DATE - 060514	REVISED -		ILLINOIS FED. AID PROJECT							

STAGE I TEMPORARY CONCRETE BARRIER LAYOUT



TEMPORARY CONCRETE BARRIER
 PROPOSED WORK AREA
 IMPACT ATTENUATOR, TEMPORAY, NON-REDIRECTIVE TEST LEVEL 3

NOTES:

THE FINAL LOCATION OF ALL TRAFFIC CONTROL ITEMS SHALL BE VERIFIED BY THE ENGINEER.

REFER TO HIGHWAY STANDARD 701321 FOR ADDITIONAL STAGING DETAILS.

SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS ASSOCIATED WITH TEMPORARY CONCRETE BARRIER.

REFLECTORS AND VERTICAL PANELS AT 25' CTS. FOR BARRIER, BRIDGE RAIL AND GUARDRAIL SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

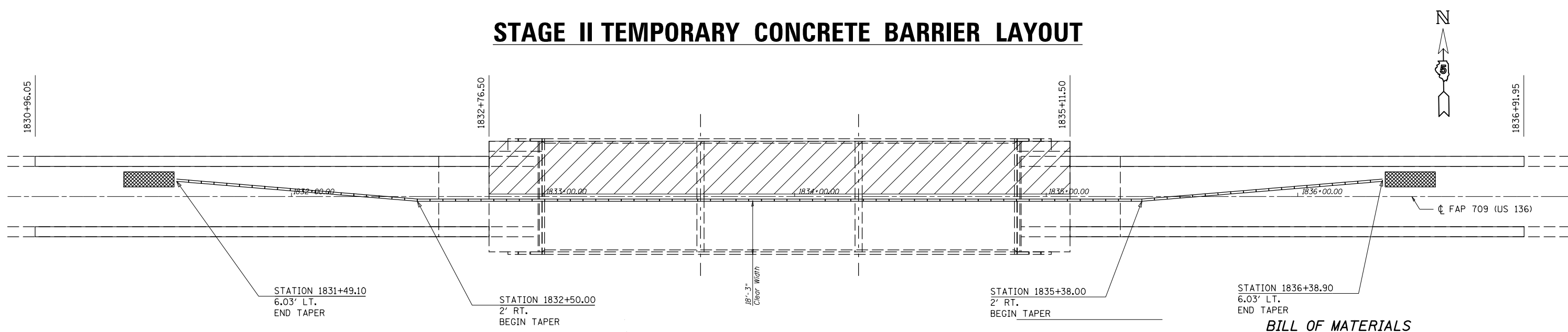
EXISTING OR TEMPORARY PAVEMENT MARKINGS SHALL BE ON BOTH SIDES OF THE OPEN LANE FROM STOP BAR TO STOP BAR. PAVEMENT MARKINGS THAT CONFLICT WITH STAGED TRAFFIC MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

48203029 HOT-MIX ASPHALT SHOULDERS, 8"

STATION	TO	STATION	LENGTH	WIDTH	SQ YD
LT 1830+96.05		LT 1832+76.50	180.5	5.0	100.3
LT 1835+11.50		LT 1836+91.95	180.5	5.0	100.3
SUB-TOTAL =					201.0

ITEM	UNIT	TOTAL
TEMPORARY CONCRETE BARRIER	FOOT	500.0
IMPACT ATTENUATOR TEMPORARY NON-REDIRECTIVE TEST LEVEL 3	EACH	2.0
HMA SHOULDERS, 8"	SQ YD	201.0

STAGE II TEMPORARY CONCRETE BARRIER LAYOUT





48203029 HOT-MIX ASPHALT SHOULDERS, 8"

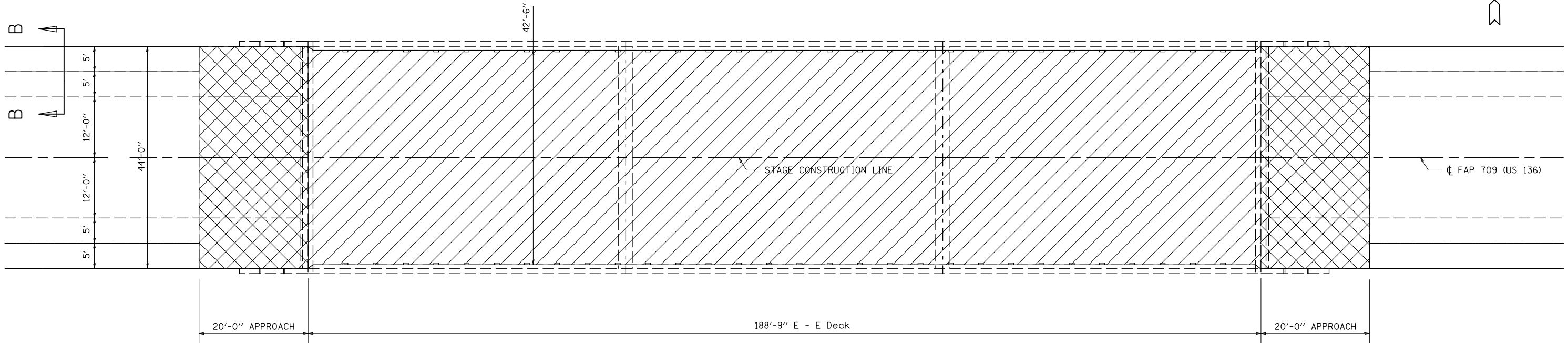
STATION	TO	STATION	LENGTH	WIDTH	SQ YD
RT 1830+96.05		RT 1832+76.50	180.5	5.0	100.3
RT 1835+11.50		RT 1836+91.95	180.5	5.0	100.3
SUB-TOTAL =					201.0

BILL OF MATERIALS




ITEM	UNIT	TOTAL
RELOCATE TEMP. CONCRETE BARRIER	SQ YD	475.0
REL. IMPACT ATTENUATOR TEMPORARY NON-REDIRECTIVE TEST LEVEL 3	SQ YD	2.0
HMA SHOULDERS, 8"	SQ YD	201.0

-  HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"
-  HOT-MIX ASPHALT SURFACE REMOVAL (DECK)

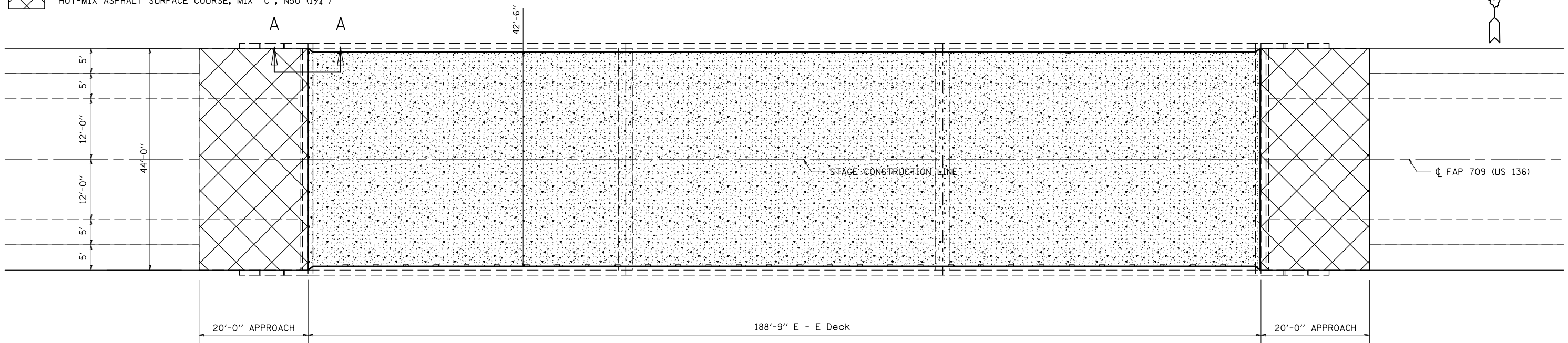
WEARING SURFACE REMOVAL PLAN



PLAN VIEW

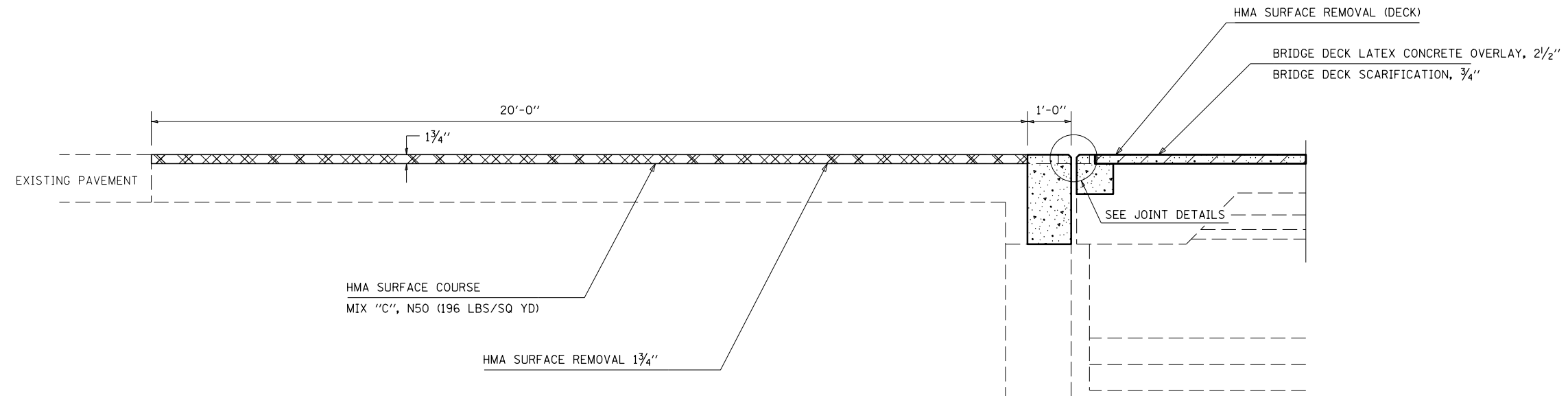
-  BRIDGE DECK SCARIFICATION, 3/4"
-  BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2"
-  HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1 3/4")

WEARING SURFACE PLACEMENT PLAN

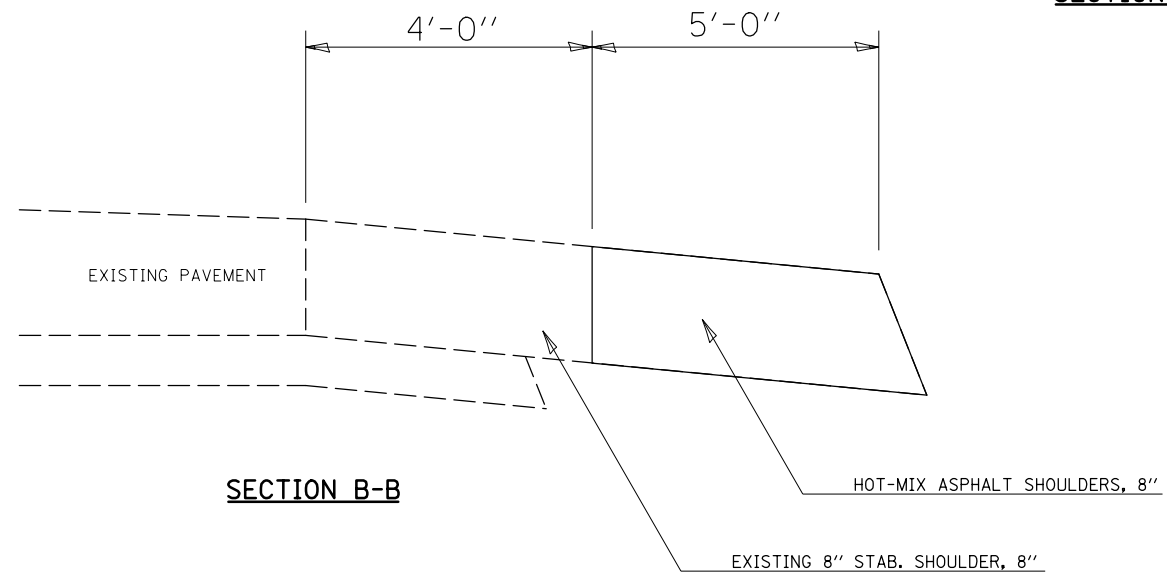


PLAN VIEW






FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEARING SURFACE PLAN S.N. 010-0214			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\p\idot\shererjm\d0395972\0570A21-010-0212.dgn	BA21-010-0212.dgn	DRAWN - JMS	REVISED -		709	(105BR, BR-2)I	Champaign	56	27			
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISIED -			CONTRACT NO. 70A21			ILLINOIS FED. AID PROJECT				
PLOT DATE = 11/20/2014	DATE - 060514	REVISIED -			SCALE: None	SHEET NO. 5 OF 17 SHEETS	STA.	TO STA.				



SECTION A-A



SECTION B-B

-  HOT-MIX ASPHALT SURFACE REMOVAL 1 3/4"
-  HOT-MIX ASPHALT SURFACE REMOVAL (DECK)
-  BRIDGE DECK SCARIFICATION 3/4"
-  BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2"
-  HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1 3/4")

BILL OF MATERIALS

ITEM	UNIT	TOTAL
H.M.A. SURFACE REMOVAL (DECK)	SQ YD	892.0
BRIDGE DECK SCARIFICATION, 3/4"	SQ YD	892.0
BRIDGE DECK LATEX CONC. OVLY, 2 1/2"	TON	887.0
BRIDGE DECK GROOVING	SQ YD	845.0

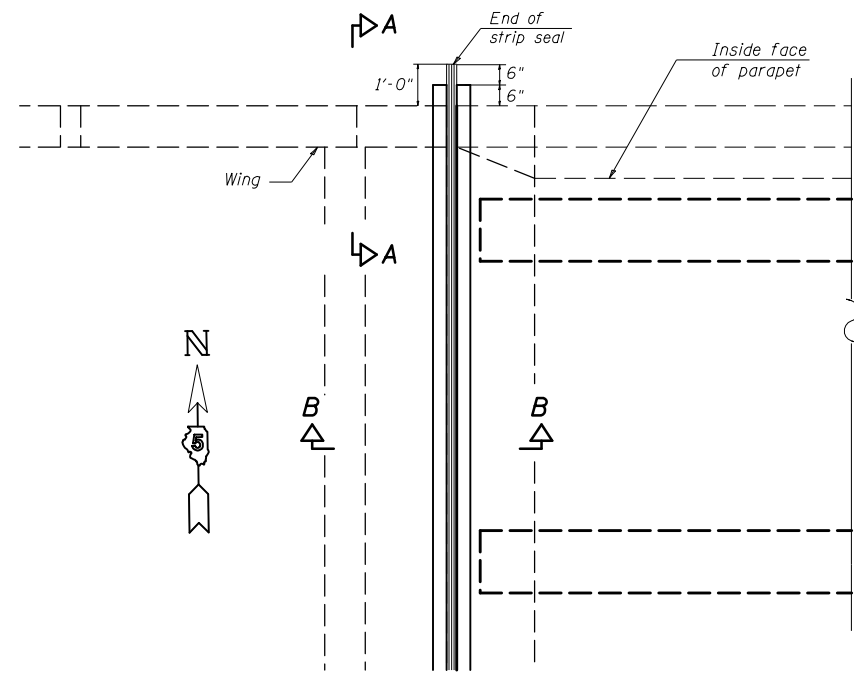
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	PLOT DATE = 11/20/2014	DATE - 060514	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

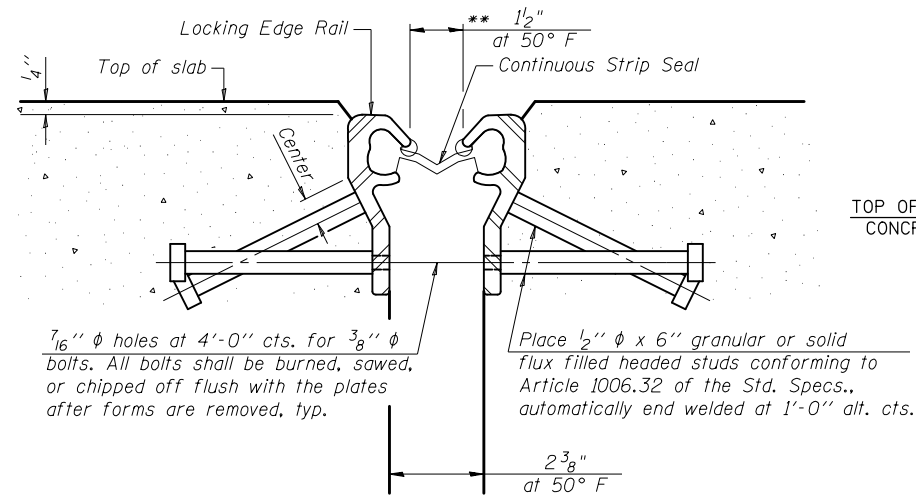
**WEARING SURFACE PLAN
S.N. 010-0214**

SCALE: None SHEET NO. 6 OF 17 SHEETS STA. TO STA.

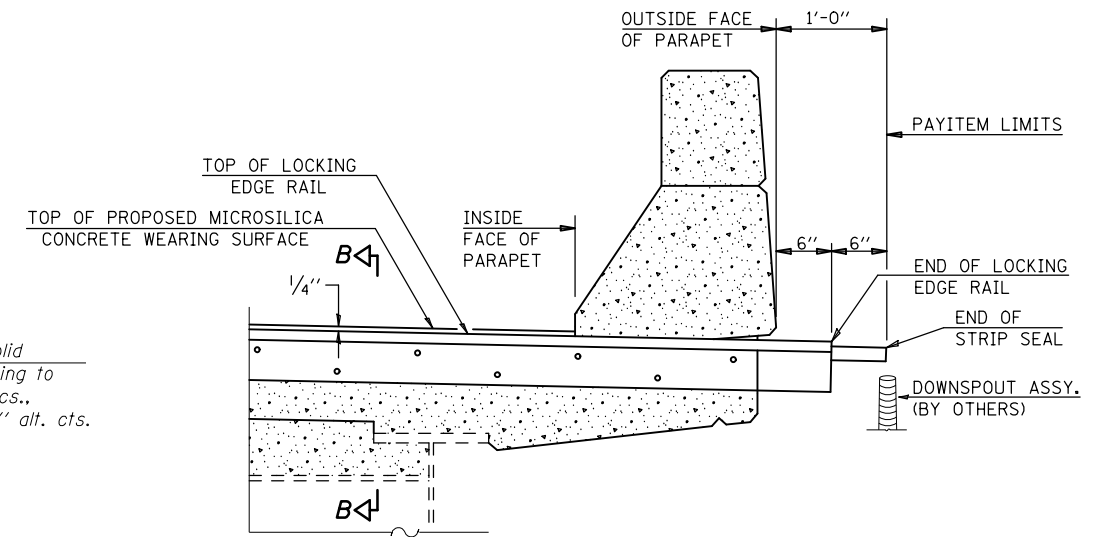
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2)I	Champaign	56	28
CONTRACT NO. 70A21			ILLINOIS FED. AID PROJECT	



PLAN VIEW AT PARAPET STRIP SEAL JOINT

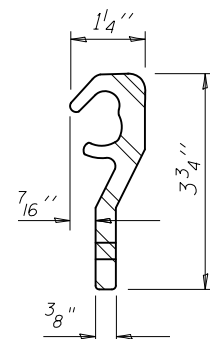


SECTION THRU EXPANSION STRIP SEAL JOINT

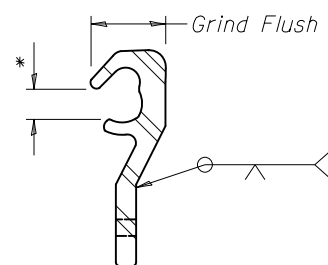


SECTION A-A

- * OMIT WELD AT SEAL OPENING.
- ** THE MINIMUM DIMENSION SHALL BE 1/2" FOR INSTALLATION PURPOSES.



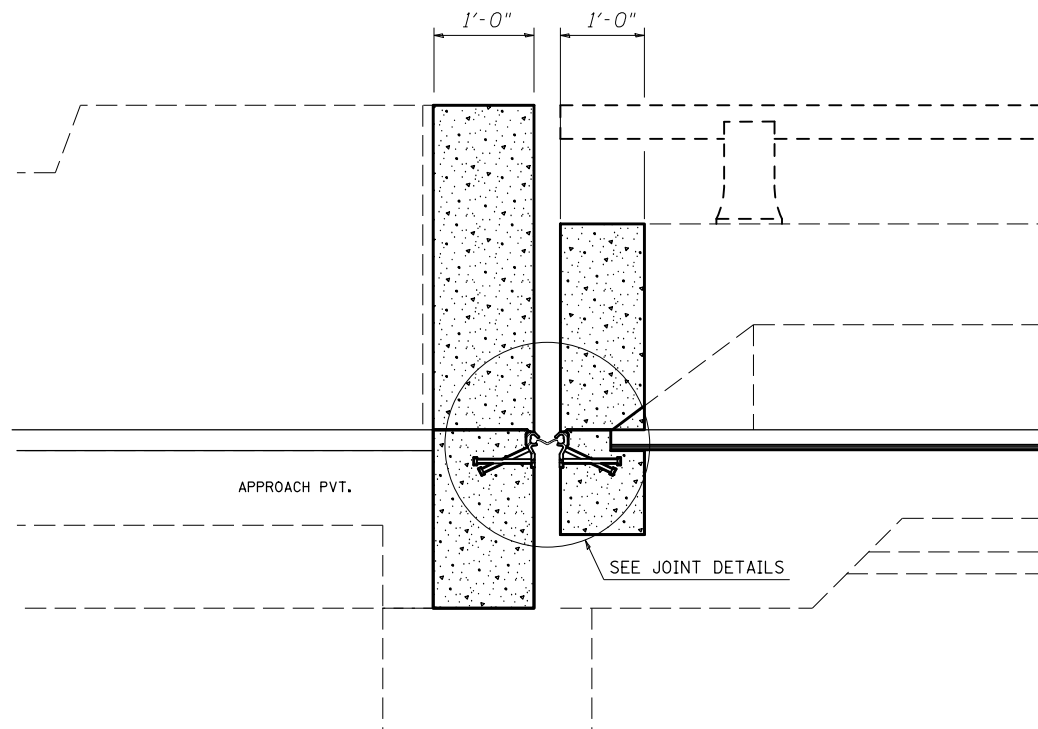
ROLLED (EXTRUDED) RAIL



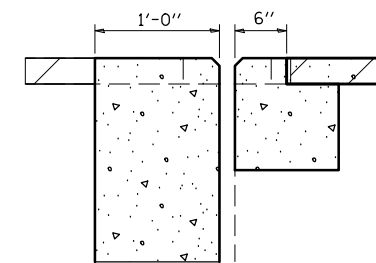
LOCKING EDGE RAIL SPLICE

NOTES:

- The strip seal shall be made continuous and shall have a minimum thickness of 1/4".
- The configuration of the strip seal shall match the configuration of the Locking Edge Rails.
- The Height and thickness of the Locking Edge Rails are minimum dimensions.
- The actual configuration of the Locking edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.
- The inside of the Locking edge Rail groove shall be free of weld residue.
- Locking edge Rails may be spliced at slope discontinuities and stage construction joints.
- The manufacturer's recommended installation methods shall be followed.
- All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
- Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.



SECTION B-B



JOINT DETAIL

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	96.0

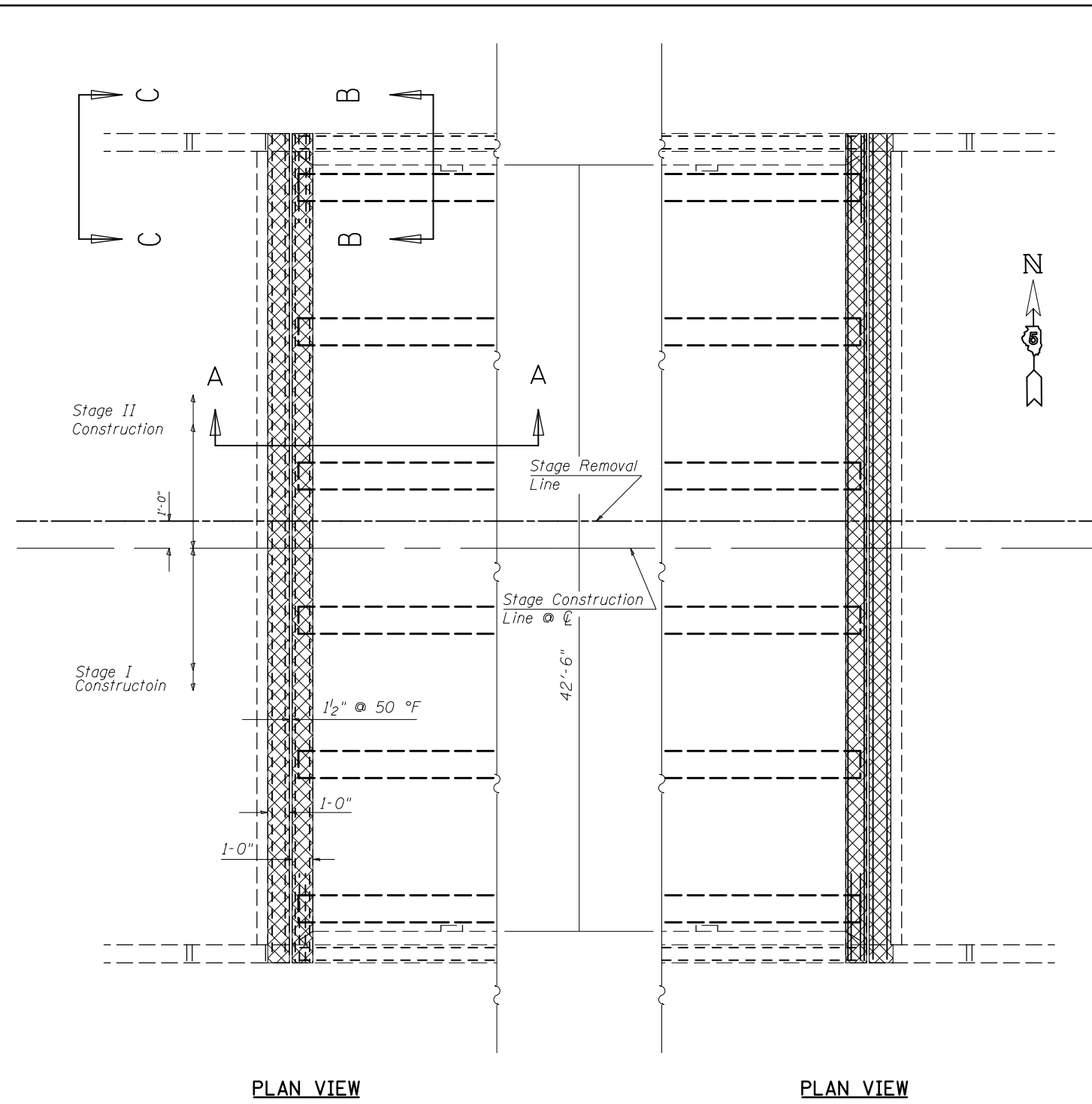
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	PLOT SCALE = 40.0000' / in.	CHECKED - TJB	REVISED -
	PLOT DATE = 11/20/2014	DATE - 060514	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL DETAIL
S.N. 010-0214

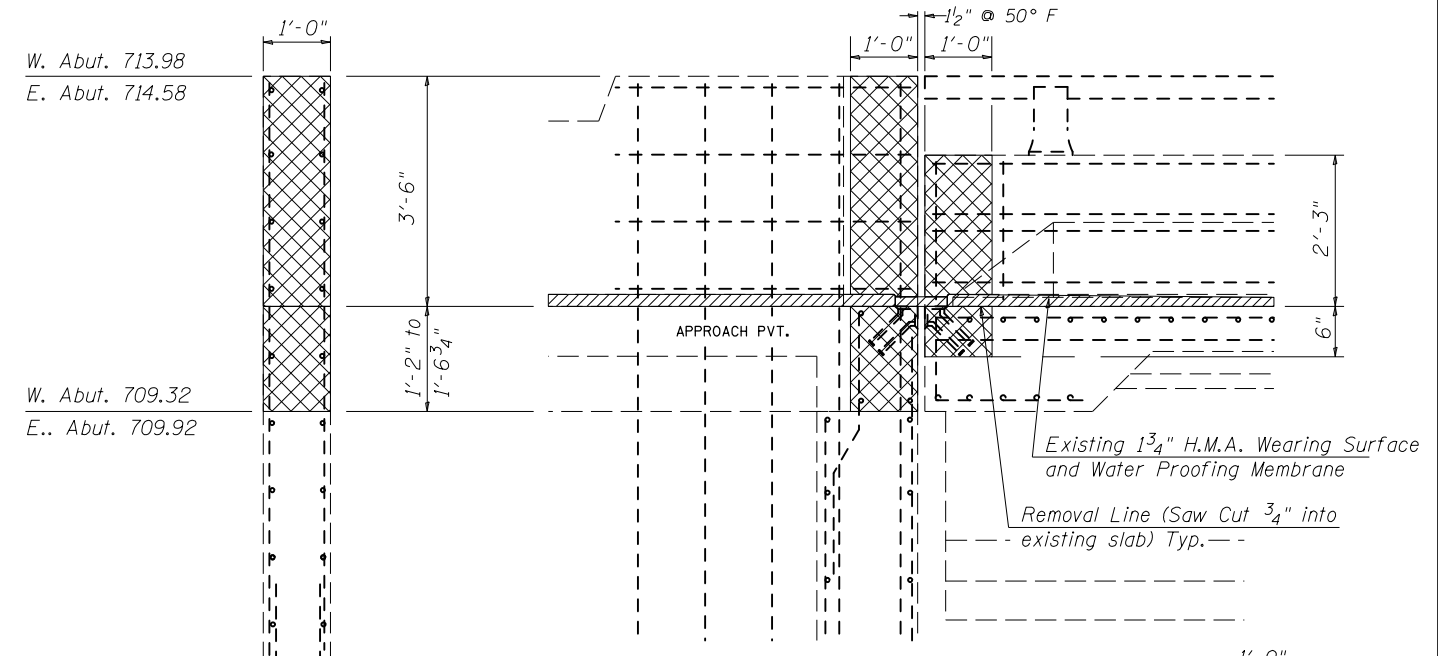
SCALE: None SHEET 7 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-21)	Champaign	56	29
				CONTRACT NO. 70A21
ILLINOIS FED. AID PROJECT				



PLAN VIEW

PLAN VIEW



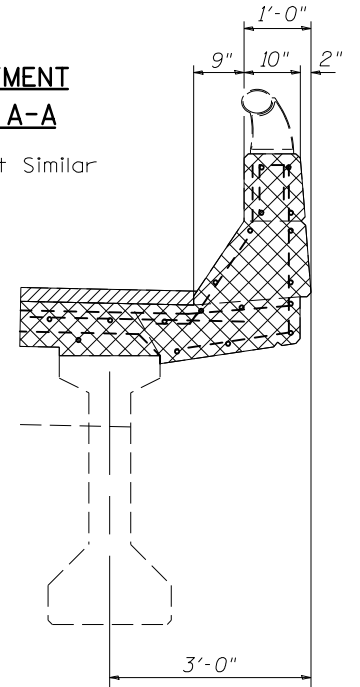
W. Abut. 709.32
E.. Abut. 709.92

SECTION C-C

Showing Concrete Removal Limits at Hatch Blocks and Wings

WEST ABUTMENT SECTION A-A

East Abutment Similar



SECTION B-B

Showing Concrete Removal Limits at Parapets and Deck Ends

Concrete Removal

HMA Surface Removal (Deck)

BILL OF MATERIALS

ITEM	UNIT	TOTAL
CONCRETE REMOVAL	CU YD	8.1

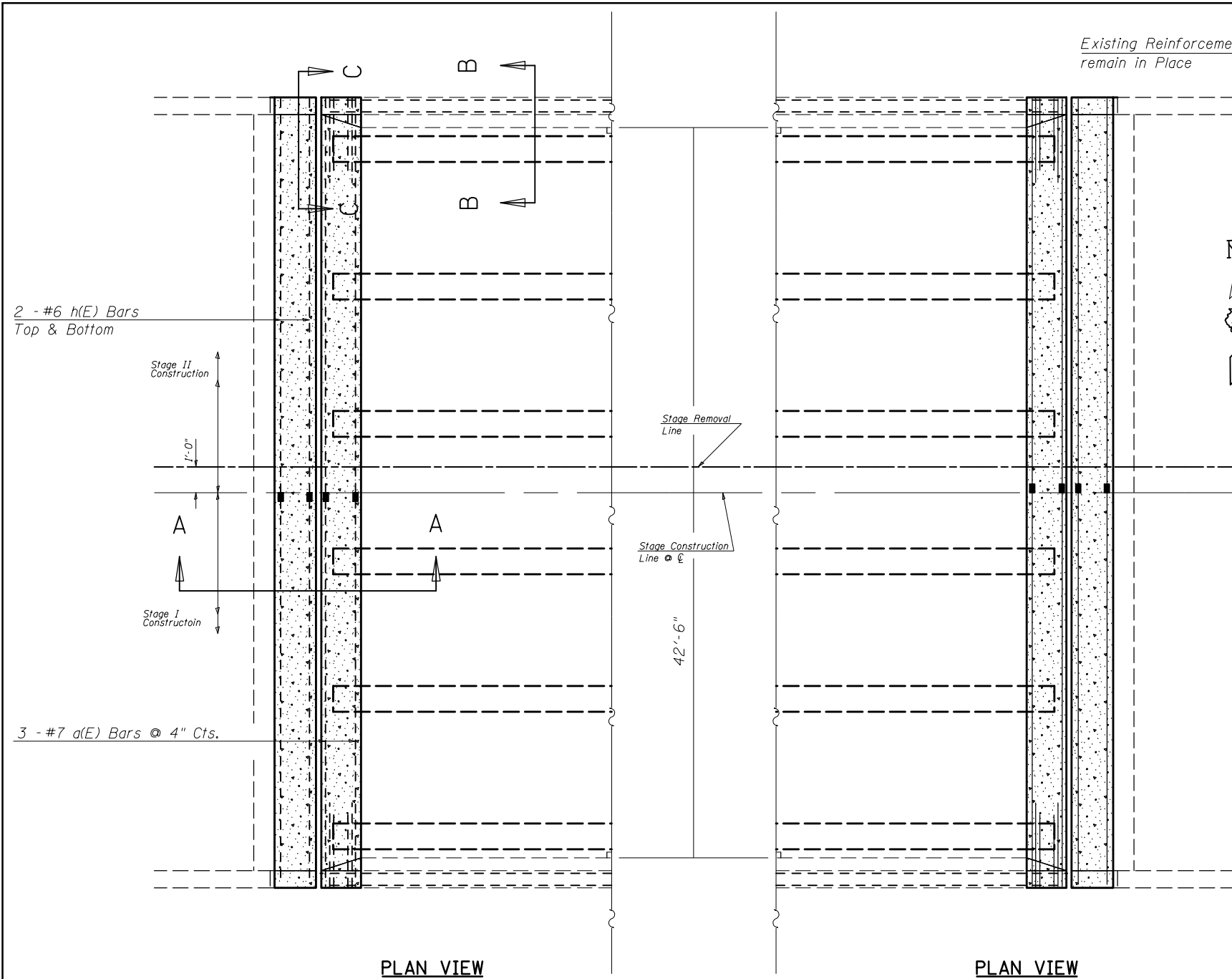
FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
		DRAWN - JMS	REVISED -
		CHECKED -	REVISED -
		DATE - 060514	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE PLAN - CONCRETE REMOVAL
S.N. 010-0214

SCALE: None SHEET NO. 8 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2)I	Champaign	56	30
CONTRACT NO. 70A21			ILLINOIS FED. AID PROJECT	



PLAN VIEW

PLAN VIEW

2 - #6 h(E) Bars
Top & Bottom

Stage II
Construction

1'-0"

Stage I
Construction

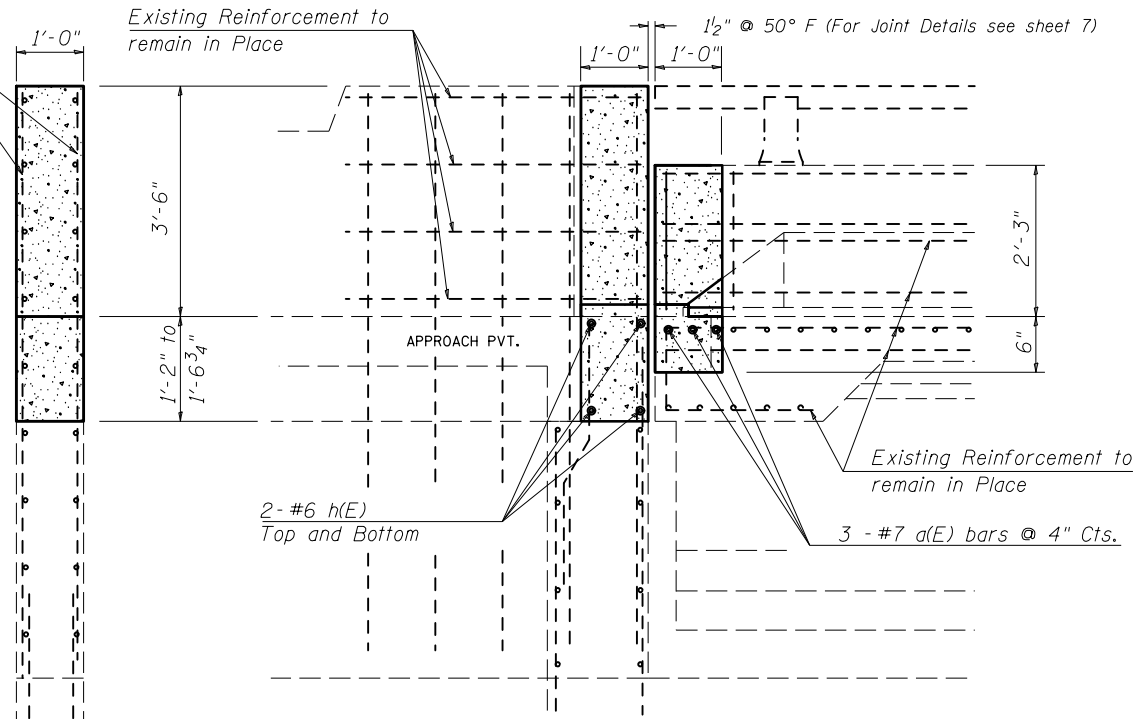
3 - #7 a(E) Bars @ 4" Cts.

Stage Removal
Line

Stage Construction
Line

42'-6"

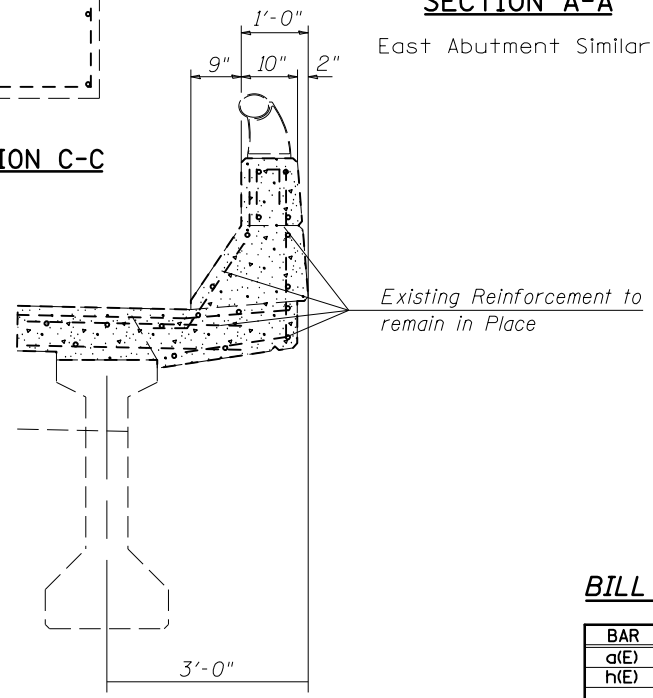
Existing Reinforcement to
remain in Place



WEST ABUTMENT
SECTION A-A

East Abutment Similar

SECTION C-C



SECTION B-B

NOTES

All Existing Reinforcement to remain in place.

Existing Reinforcement Bars Extending into the Removal area Shall be Cleaned, Straightened and Incorporated into the new Construction. Any Reinforcement Bars that are Damaged during Concrete Removal shall be Replaced with an Approved Bar Splicer or Anchorage System. Cost included with Concrete Removal.

The existing expansion joint systems shall be removed completely along with any foreign material that has accumulated or placed in the joint openings. The cost for this work shall be included in Concrete Removal and no additional compensation will be allowed.

The guardrail attached to the end of the parapets shall be unbolted to allow for the removal and replacement of the parapet ends. The existing anchor bolts are 3'-6" in length with only 4" +/- exposed. Care shall be taken to protect the existing anchor bolts during concrete removal so that they may be reused. If the anchor bolts are damaged or determined unusable by the Engineer, They shall be replaced at the contractor's expense. Following completion of the parapet ends, The guardrail shall be re-attached. The cost of this work shall be included in Concrete Removal & Concrete Superstructures.

BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE	
a(E)	12	#7	22'-0"	—	
h(E)	16	#6	22'-9"	—	
REINFORCEMENT BARS (EPOXY COATED)				POUND	1090.0
CONCRETE SUPERSTRUCTURE				CU YD	8.3
BAR SPLICERS				EACH	14.0
PROTECTIVE COAT				SQ YD	904.0

FILE NAME =	USER NAME = shererjm	DESIGNED - JMS	REVISED -
c:\pw\work\p1dot\shererjm\d0395972\057	0A21-010-0212.dgn	DRAWN - JMS	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/20/2014	DATE - 060514	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

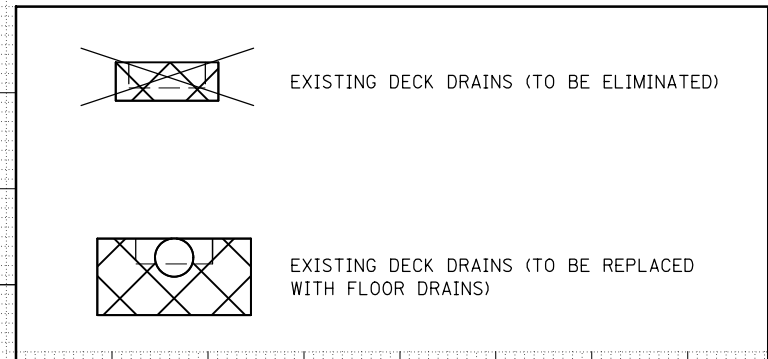
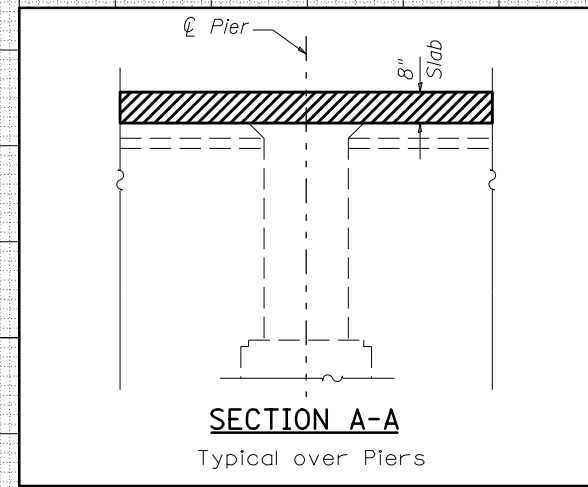
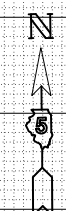
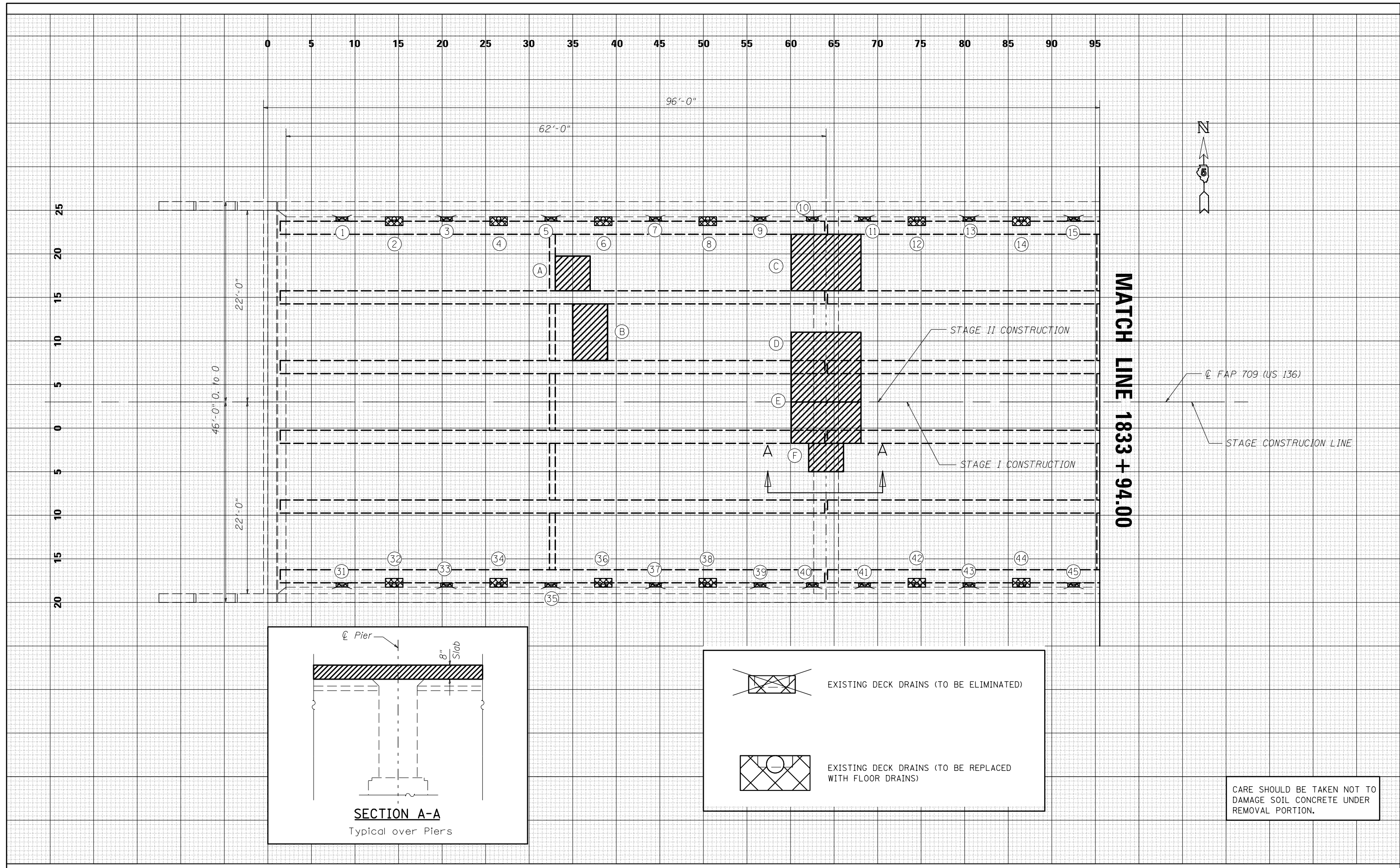
SUPERSTRUCTURE REPAIR PLAN
S.N. 010-0214

SCALE: None SHEET NO. 9 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-21)	Champaign	56	31
				CONTRACT NO. 70A21
ILLINOIS FED. AID PROJECT				

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

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



CARE SHOULD BE TAKEN NOT TO DAMAGE SOIL CONCRETE UNDER REMOVAL PORTION.

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE DECK PATCHING DETAIL S.N. 010-0214	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\shererjm\d0395972\0570A21-010-0212.dgn	DRAWN - JMS	REVISED -	709			(105BR, BR-2)I	Champaign	56	32	
PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 70A21							
PLOT DATE = 11/20/2014	DATE - 060514	REVISED -	ILLINOIS FED. AID PROJECT							
MODELNAME				SCALE: 1" = 5' SHEET 10 OF 17 SHEETS STA. TO STA.						

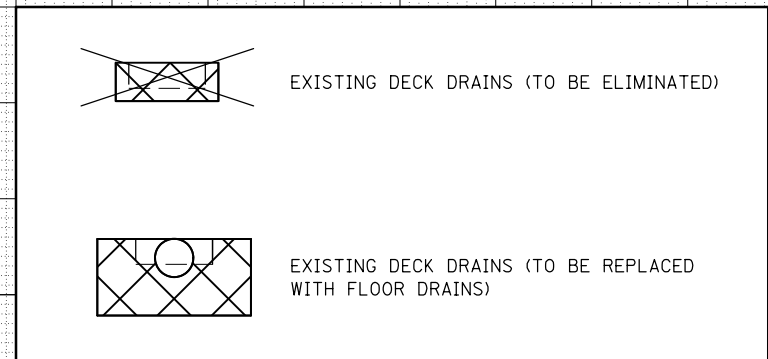
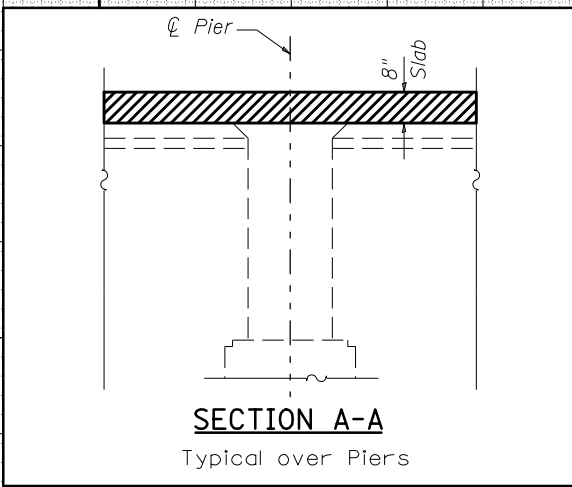
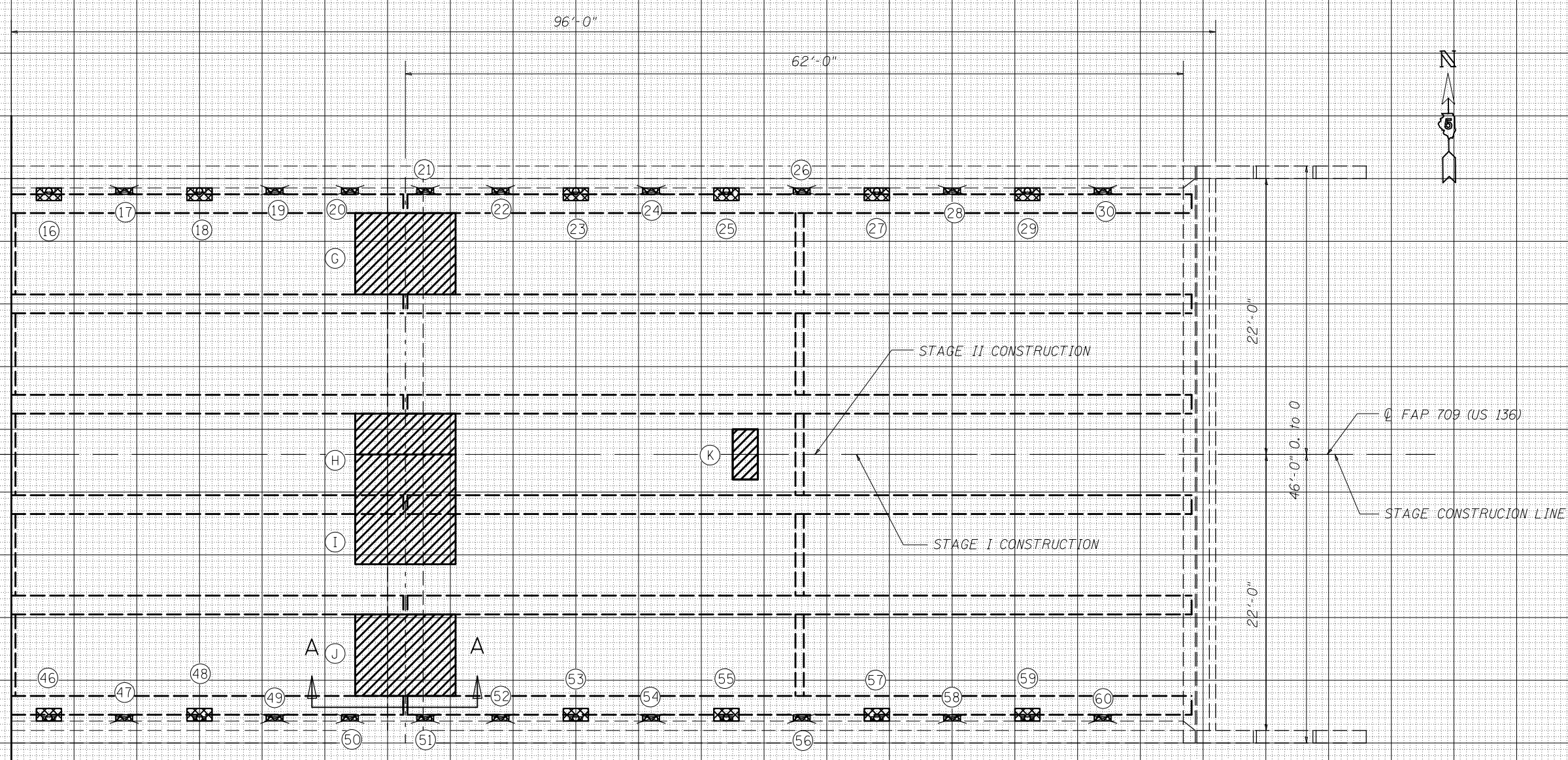
DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

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

0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105

25
20
15
10
5
0
5
10
15
20

MATCH LINE 1833 + 94.00



CARE SHOULD BE TAKEN NOT TO DAMAGE SOIL CONCRETE UNDER REMOVAL PORTION.

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -
c:\pw_work\pwidot\shererjm\d0395972\0570A21-010-0212.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE - 060514	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE DECK PATCHING DETAIL
S.N. 010-0214

SCALE: 1" = 5' SHEET 11 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2)I	Champaign	56	33
			CONTRACT NO. 70A21	

ILLINOIS FED. AID PROJECT

PATCH NO.	SIZE		DECK SLAB REPAIR (FULL DEPTH T1)	DECK SLAB REPAIR (FULL DEPTH T2)
	LENGTH (FT)	WIDTH (FT)	SQ YD	SQ YD
1	1.33	0.5	0.1	
2	2	1	0.4	
3	1.33	0.5	0.1	
4	2	1	0.4	
5	1.33	0.5	0.1	
6	2	1	0.4	
7	1.33	0.5	0.1	
8	2	1	0.4	
9	1.33	0.5	0.1	
10	1.33	0.5	0.1	
11	1.33	0.5	0.1	
12	2	1	0.4	
13	1.33	0.5	0.1	
14	2	1	0.4	
15	1.33	0.5	0.1	
16	2	1	0.4	
17	1.33	0.5	0.1	

SUB-TOTAL = 3.9

PATCH NO.	SIZE		DECK SLAB REPAIR (FULL DEPTH T1)	DECK SLAB REPAIR (FULL DEPTH T2)
	LENGTH (FT)	WIDTH (FT)	SQ YD	SQ YD
19	1.33	0.5	0.1	
20	1.33	0.5	0.1	
21	1.33	0.5	0.1	
22	1.33	0.5	0.1	
23	2	1	0.4	
24	1.33	0.5	0.1	
25	2	1	0.4	
26	1.33	0.5	0.1	
27	2	1	0.4	
28	1.33	0.5	0.1	
29	2	1	0.4	
30	1.33	0.5	0.1	
31	1.33	0.5	0.1	
32	2	1	0.4	
33	1.33	0.5	0.1	
34	2	1	0.4	
35	1.33	0.5	0.1	

SUB-TOTAL = 3.5

PATCH NO.	SIZE		DECK SLAB REPAIR (FULL DEPTH T1)	DECK SLAB REPAIR (FULL DEPTH T2)
	LENGTH (FT)	WIDTH (FT)	SQ YD	SQ YD
36	2	1	0.4	
37	1.33	0.5	0.1	
38	2	1	0.4	
39	1.33	0.5	0.1	
40	1.33	0.5	0.1	
41	1.33	0.5	0.1	
42	2	1	0.4	
43	1.33	0.5	0.1	
44	2	1	0.4	
45	1.33	0.5	0.1	
46	2	1	0.4	
47	1.33	0.5	0.1	
48	2	1	0.4	
49	1.33	0.5	0.1	
50	1.33	0.5	0.1	
51	1.33	0.5	0.1	
52	1.33	0.5	0.1	

SUB-TOTAL = 3.5

PATCH NO.	SIZE		DECK SLAB REPAIR (FULL DEPTH T1)	DECK SLAB REPAIR (FULL DEPTH T2)
	LENGTH (FT)	WIDTH (FT)	SQ YD	SQ YD
53	2	1	0.4	
54	1.33	0.5	0.1	
55	2	1	0.4	
56	1.33	0.5	0.1	
57	2	1	0.4	
58	1.33	0.5	0.1	
59	2	1	0.4	
60	1.33	0.5	0.1	
A	4	4		1.8
B	4	6.5		2.9
C	8	6.5		5.8
D	8	8		7.1
E	8	4.75		4.2
F	4	3.25		1.4
G	8	6.5		5.8
H	8	3.75		3.3
I	8	8.75		7.8
J	8	6.5		5.8
K	2	4		0.9

SUB-TOTAL = 2.1 46.8

TOTAL = 13.0 46.8

USE = 13.0 47.0

NOTES:

AREA OF DECK SLAB REPAIR HAVE BEEN ESTIMATED. THE ACTUAL QUANTITY AND LOCATIONS SHALL BE DETERMINED BY THE ENGINEER AFTER THE EXISTING H.M.A. WEARING SURFACE AND WATERPROOFING MEMBRANE ARE REMOVED. THE ENGINEER SHALL SHOW THE ACTUAL LOCATIONS OF THE DECK REPAIRS ON THIS SHEET.

CONTRACTOR MUST EXERCISE EXTREME CARE NOT TO DAMAGE PPCI-BEAMS WHILE COMPLETING FULL-DEPTH PATCHES. ANY DAMAGE IS TO BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	13.0
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	43.0

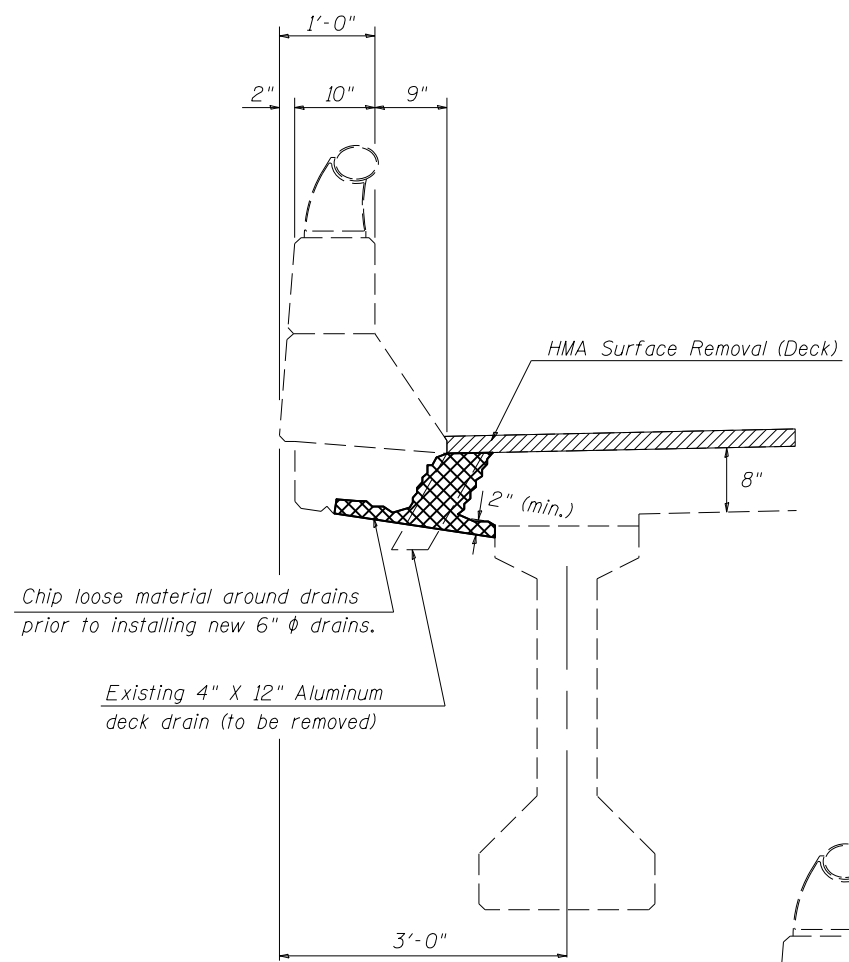
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	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 11/20/2014	DATE - 060514	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

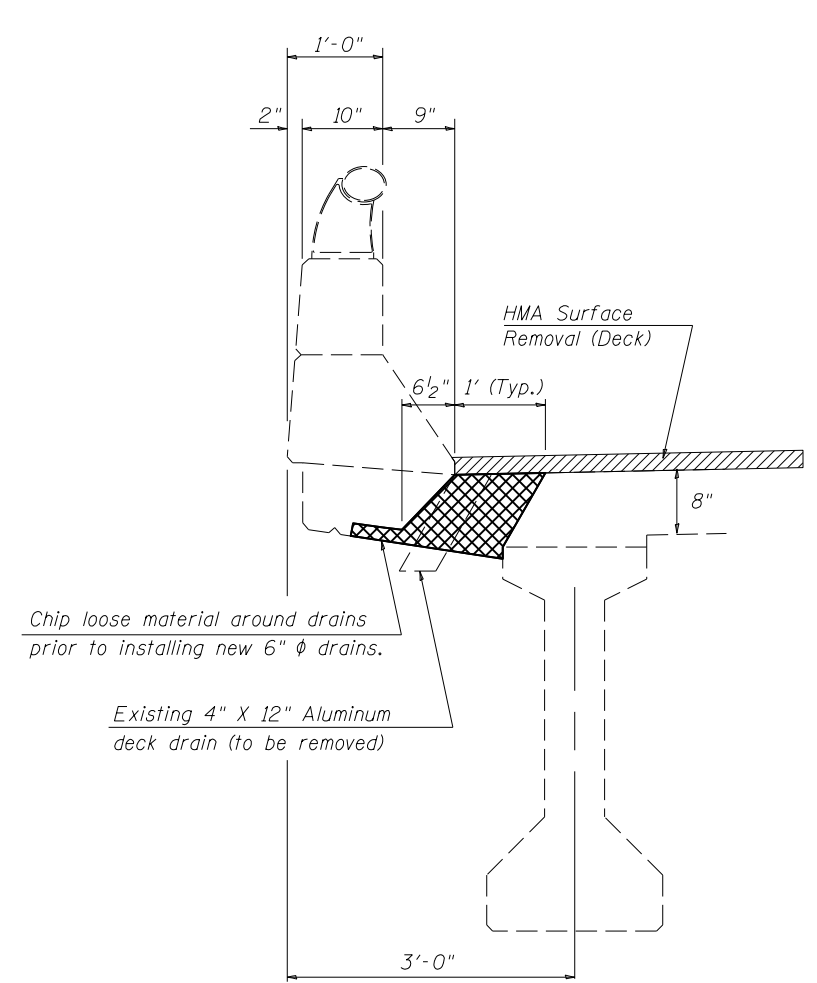
**SCHEDULES OF DECK SLAB REPAIR
S.N. 010-0214**

SCALE: None SHEET NO. 12 OF 17 SHEETS STA. TO STA.

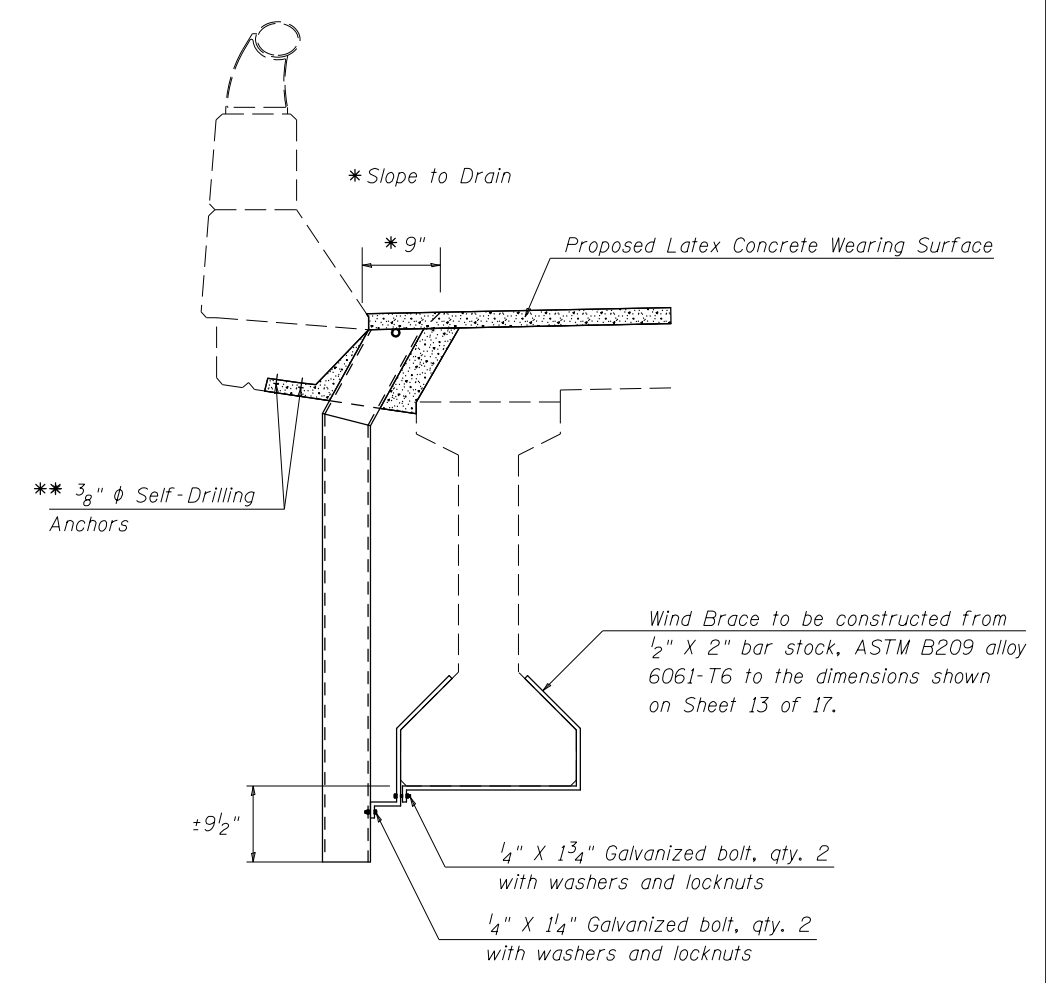
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2)I	Champaign	56	34
			CONTRACT NO. 70A21	
ILLINOIS FED. AID PROJECT				



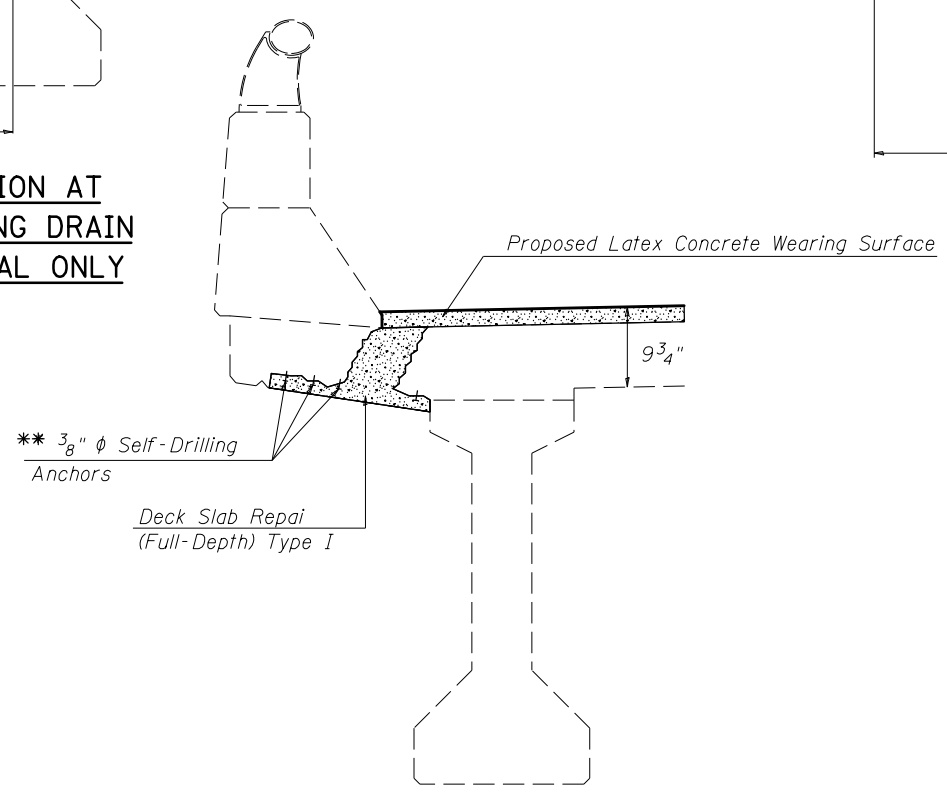
SECTION AT EXISTING DRAIN REMOVAL ONLY



SECTION AT EXISTING DRAIN REPLACEMENT



SECTION AT PROPOSED DRAIN



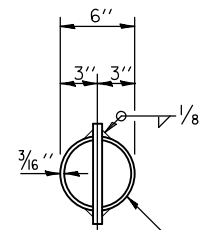
SECTION AT PROPOSED DRAIN FULL-DEPTH PATCH

NOTES:

- FLOOR DRAINS NEED NOT BE PAINTED.
- FIBERGLASS PIPE SHALL CONFORM TO ASTM D 2996, WITH SHORT-TIME RUPTURE STRENGTH HOOP TENSILE STRESS OF 30,000 P.S.I. MINIMUM.
- ALL DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO ORDERING OF MATERIALS.
- ** 3/8" Ø SELF-DRILLING ANCHORS TO BE USED AT LOCATIONS DETERMINED BY ENGINEER. COST INCLUDED WITH DECK SLAB REPAIR OF THE TYPE SPECIFIED.
- COST OF REMOVAL OF EXISTING DRAINS IS INCLUDED IN DECK SLAB REPAIR.

BILL OF MATERIALS

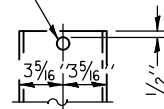
ITEM	UNIT	TOTAL
FLOOR DRAINS	EACH	24.0



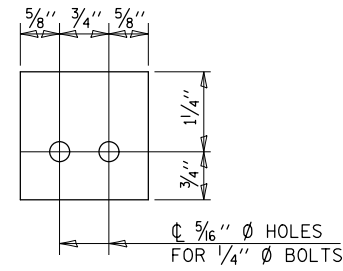
6" O.D. ALUMINUM TUBE ALLOY
6061-T6, 6" Ø FIBERGLASS
OR 6" Ø PVC

TOP PLAN
(ALUMINUM TUBE SHOWN)

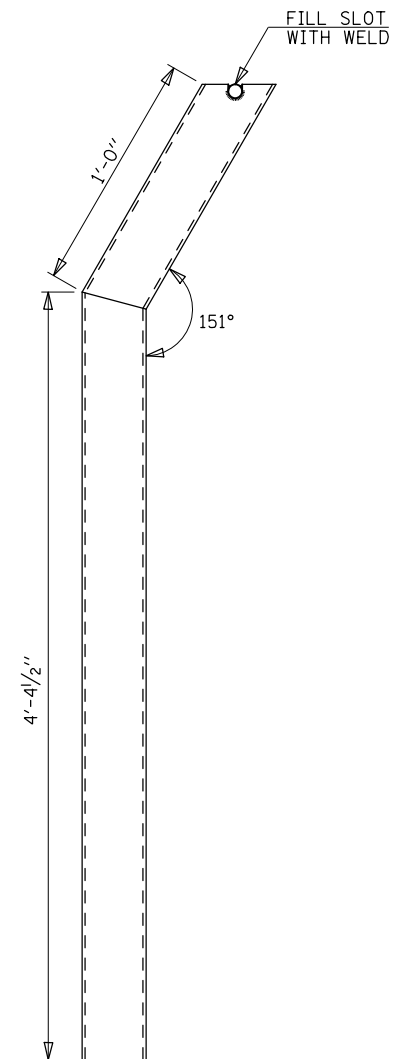
1/2" Ø x 8" FIBERGLASS
REINFORCED PLASTIC REBAR



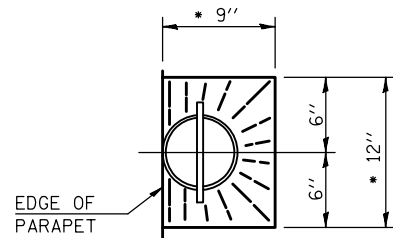
FIBERGLASS/ PVC
PIPE



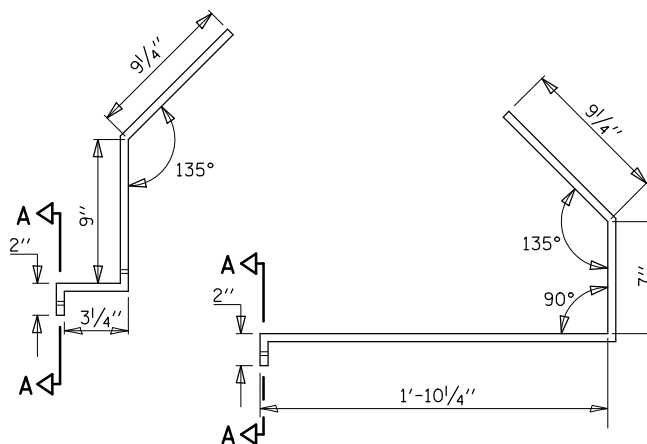
SECTION A-A



DRAIN



TOP PLAN
* SLOPE TO DRAIN



WIND BRACE DETAILS

1/2" Ø x 8" ALUMINUM BAR
ASTM B 211 ALLOY 6061-T6

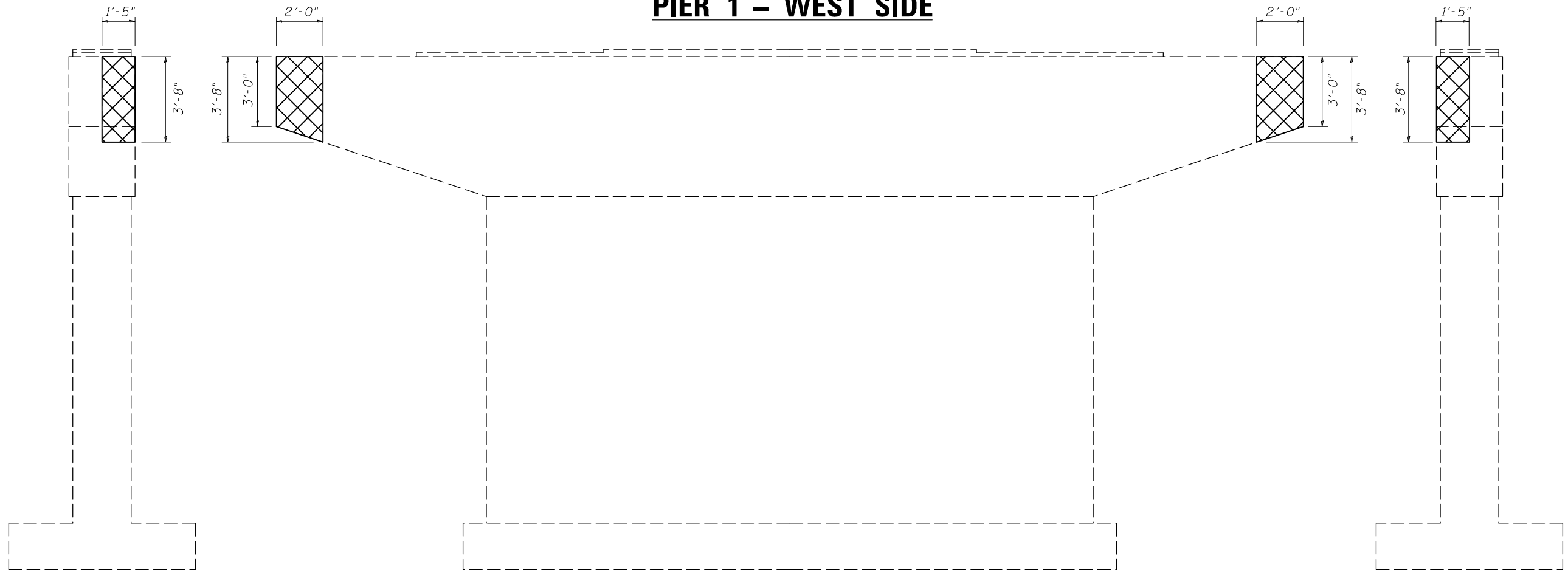
FILL SLOT
WITH WELD



ALUMINUM
TUBE

FILE NAME = c:\pwork\pwork\shererjm\d0395972\d057	USER NAME = shererjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS OF FLOOR DRAINS REMOVAL/REPLACEMENT S.N. 010-0214			F.A.P. RTE. 709	SECTION (105BR, BR-2)I	COUNTY Champaign	TOTAL SHEETS 56	SHEET NO. 36
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE: None	SHEET NO. 14 OF 17 SHEETS	STA.	TO STA.	CONTRACT NO. 70A21			
	PLOT DATE = 11/20/2014	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		060514										

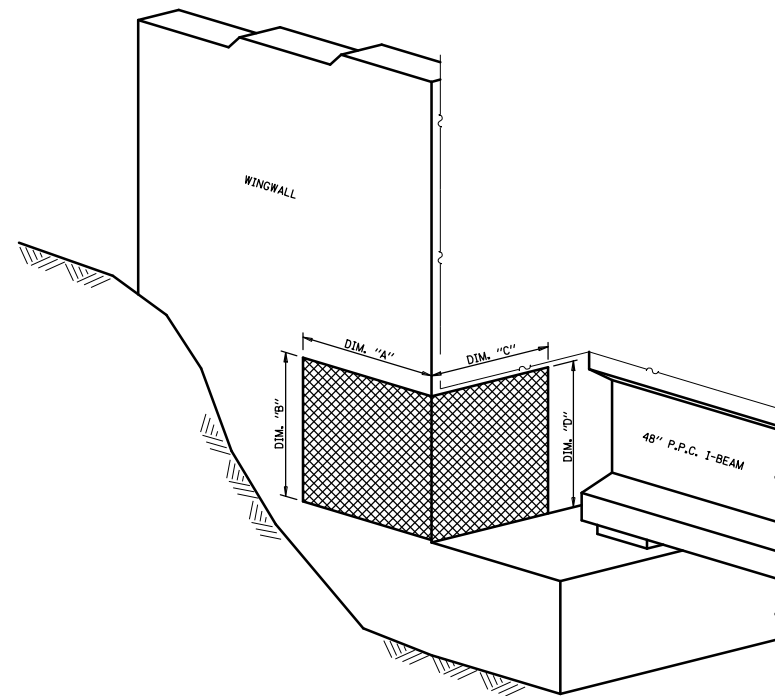
PIER 1 – WEST SIDE



**NORTH
END VIEW**

ELEVATION VIEW

**SOUTH
END VIEW**



ISOMETRIC VIEW AT ABUTMENT CORNER

TABLE FOR STRUCTURAL REPAIR OF CONCRETE

PIER 1	REPAIR AREA DIMENSIONS		REPAIR AREA SQ. FT.
	PIER FACE	PIER SIDE	
NW FACE	SEE ABOVE	SEE ABOVE	12.5
SW FACE	SEE ABOVE	SEE ABOVE	12.5

TABLE FOR STRUCTURAL REPAIR OF CONCRETE

ABUTMENT CORNER	REPAIR AREA DIMENSIONS				REPAIR AREA SQ. FT.
	WINGWALL		BACKWALL		
	A	B	C	D	
SOUTHWEST	1'-0"	1'-0"	1'-0"	1'-0"	2.0
SOUTHEAST	2'-0"	4'-0"	2'-0"	4'-0"	16.0

LEGEND

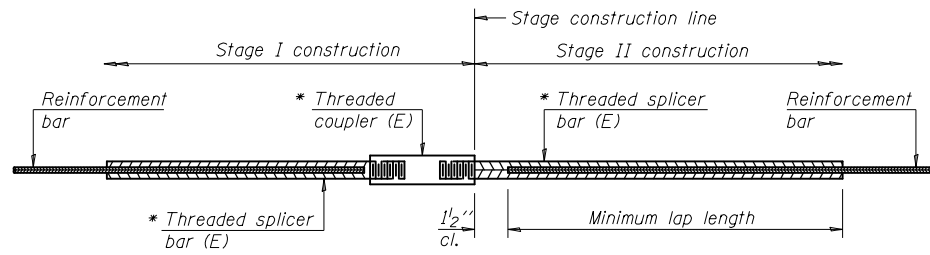
STRUCTURAL REPAIR OF CONCRETE, DEPTH EQUAL TO OR LESS THAN 5"

NOTE:

BILL OF MATERIALS

ITEM	UNIT	TOTAL
STRUCTURAL REPAIR OF CONCRETE, DEPTH EQUAL TO OR LESS THAN 5"	SQ FT	43.0

SEE SPECIAL PROVISION FOR STRUCTURAL REPAIR OF CONCRETE.



STANDARD BAR SPLICER ASSEMBLY

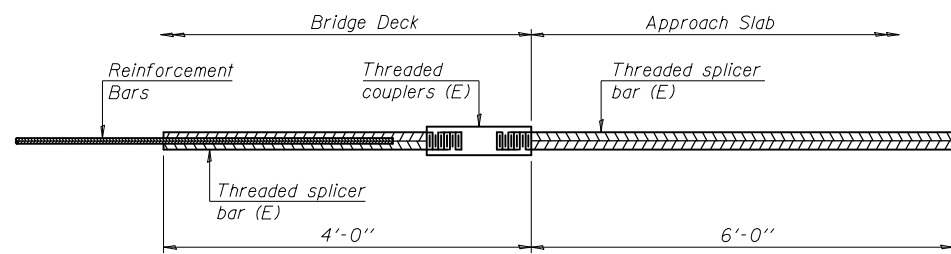
Bar size to be spliced	Minimum Lap Lengths					
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

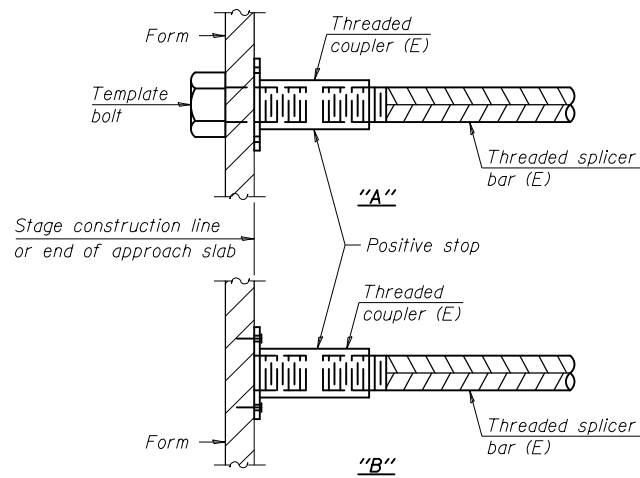
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Structure No.	Location	Bar size	No. assemblies required	Table for minimum lap length
010-0214	Deck Ends	6	6	3
	Hatch Blocks	6	4	3



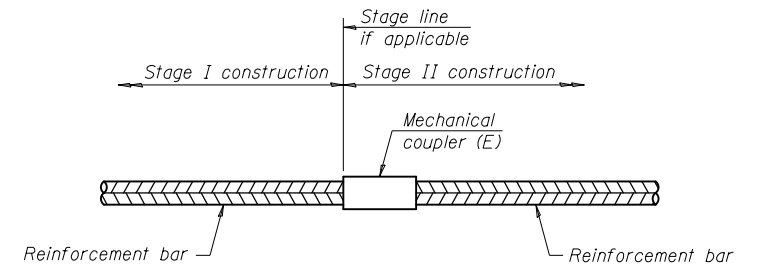
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



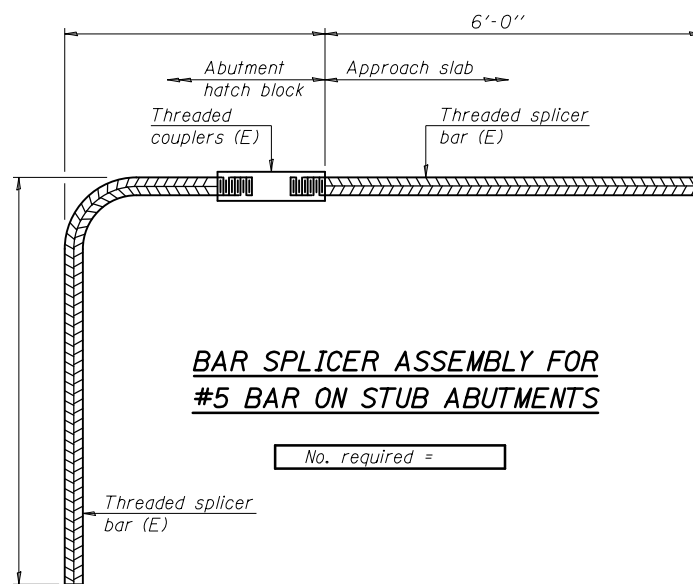
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1 1-27-12

FILE NAME =	USER NAME = sherer_jm	DESIGNED - JMS	REVISED ESS
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	PLOT DATE = 11/20/2014	DATE - 060514	REVISED -

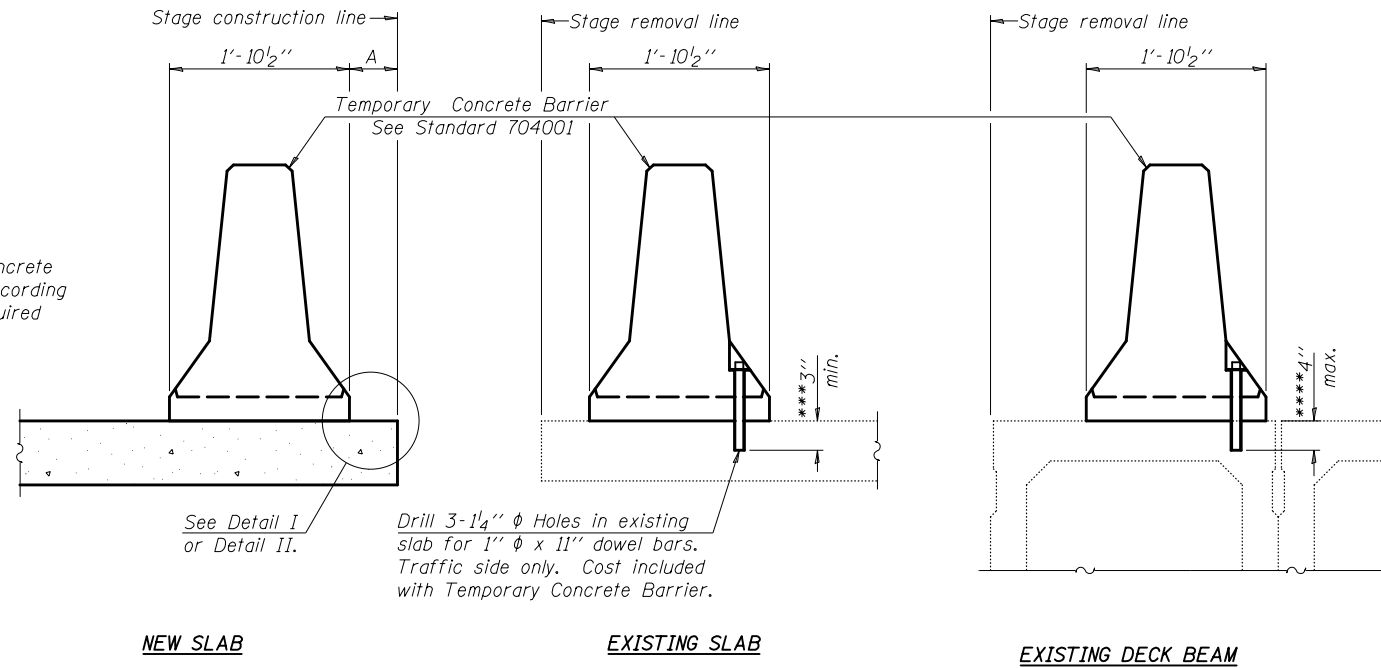
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER DETAIL
S.N. 010-0214

SCALE: None SHEET 16 OF 17 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BRBR-2)I	Champaign	56	38
				CONTRACT NO. 70A21
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

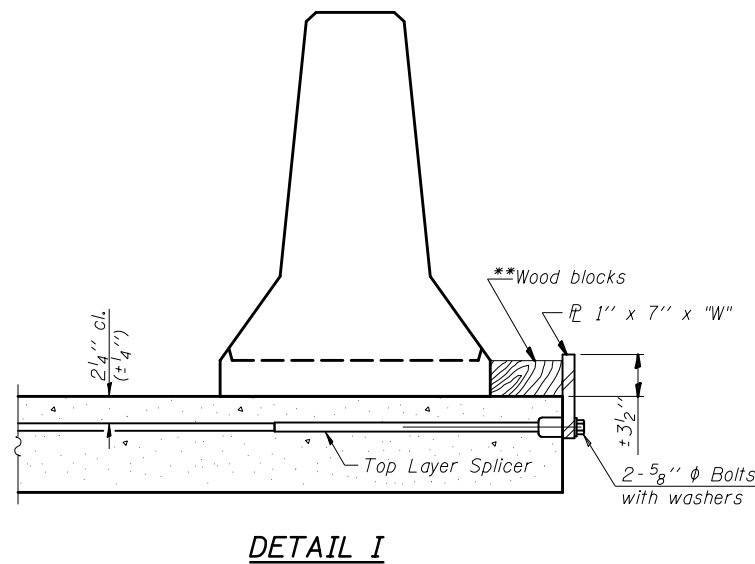
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2- $\frac{5}{8}$ " ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2- $\frac{5}{8}$ " ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

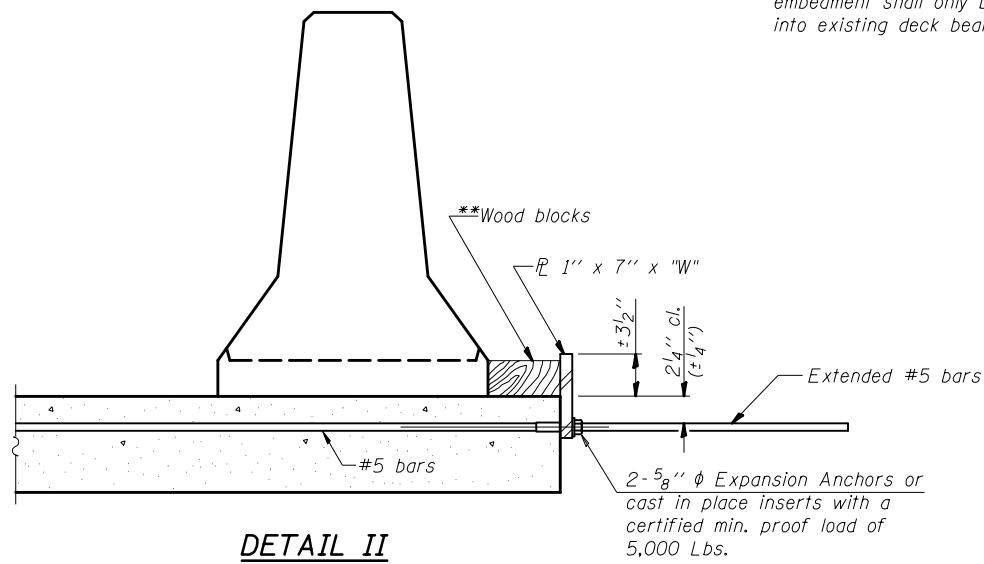
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** 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.

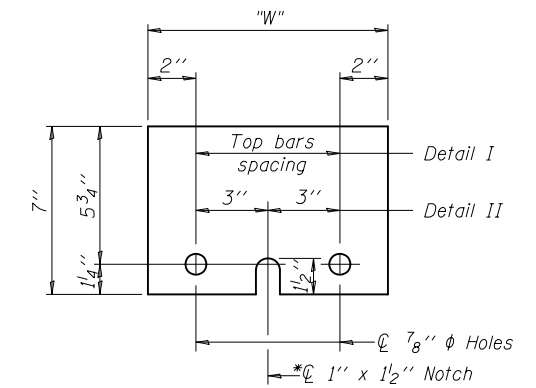
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 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"

R-27

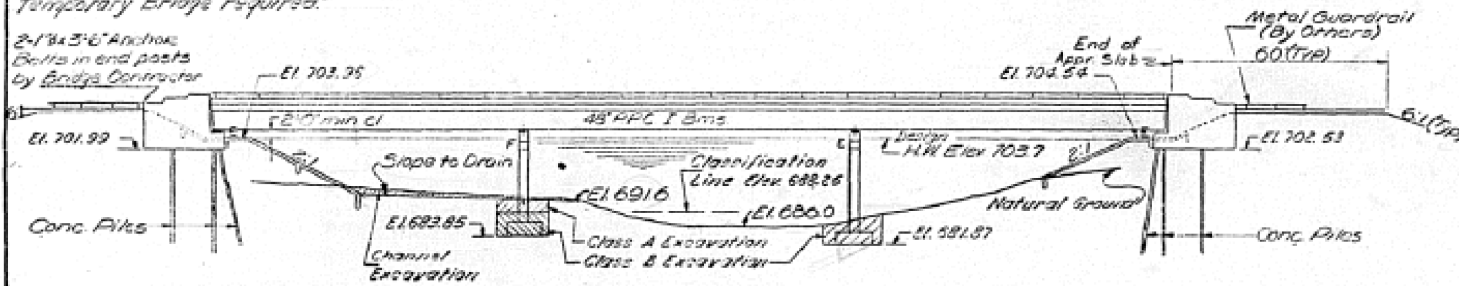
7-1-10

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION S.N. 010-0214			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\shererjm\d0395972\0570A21-010-0212.dgn	BA21-010-0212.dgn	DRAWN -	REVISED -					709	(105BR, BR-21)		56	39
PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -					CONTRACT NO. 70A21			ILLINOIS FED. AID PROJECT	
PLOT DATE = 11/20/2014		DATE -	REVISED -					SCALE: None	SHEET 17	OF 17 SHEETS		

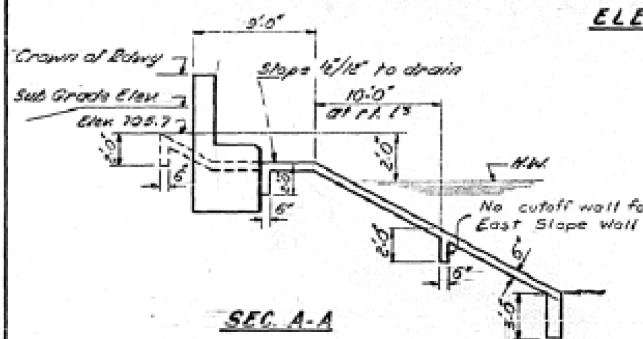
B.M.'s Intop of NE Wing of Bridge Sta 1833+89.20 Elev 708.05
 Existing Structures: Built as S.B.I. Rte 119, Sec 105 B-C, Built 1933
 by State of Illinois, Single Span thru-truss 180' x 21' on R.C.
 Closed Abut Existing Structure to be removed by Bridge Contr.
 Salvage to Contractor. Salvage value shall be reflected in unit price bid.
 Temporary Bridge required.

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

DATE	BY	PROJECT	SHEET NO.	TOTAL SHEETS
10/28/14	JMS	CHAMPAIGN	127	83A

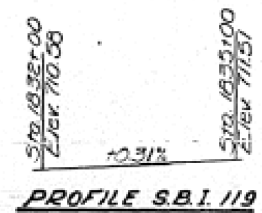


ELEVATION

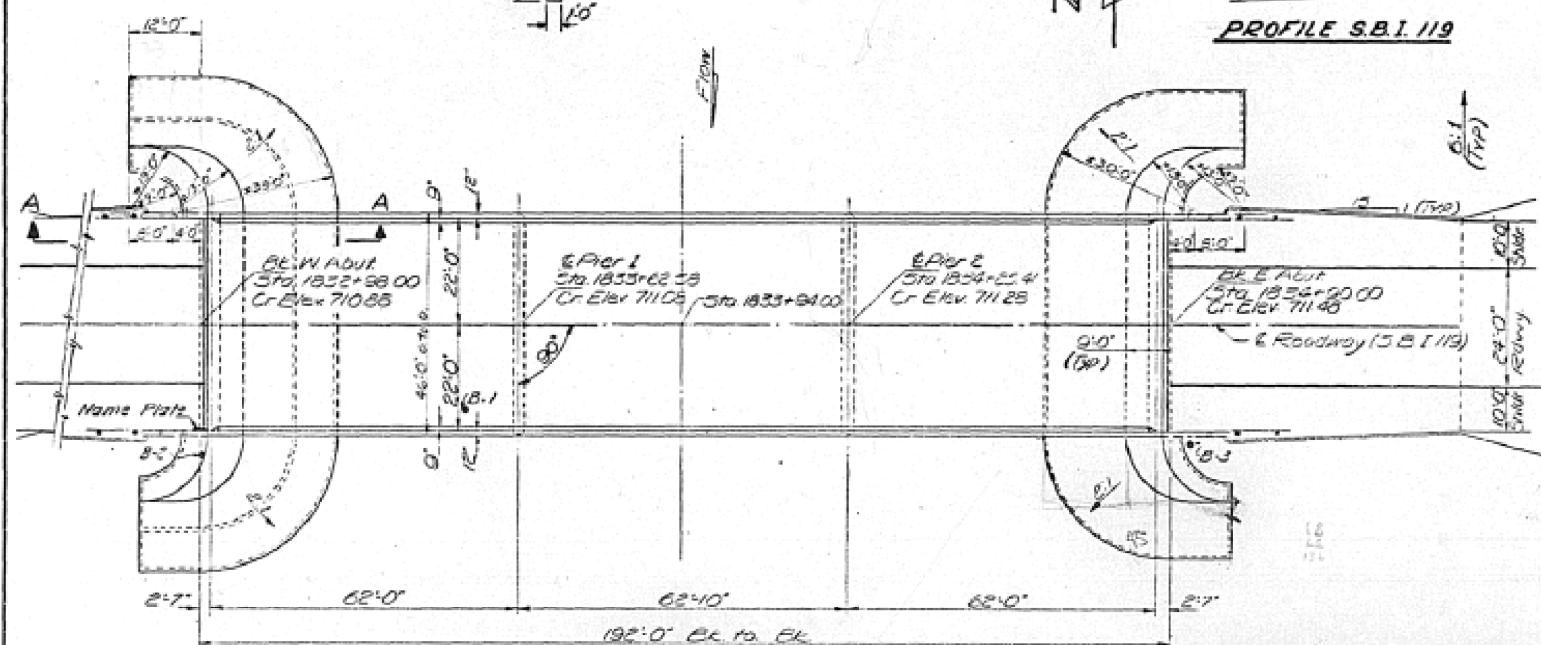


SEC. A-A

STATION 1833+89.14
 BUILT 1971 BY
 STATE OF ILLINOIS
 S.B.I. RT. 119 SEC. 105 BR-2
 PROJ. F-219 (29)
 LOADING HS 20
NAME PLATE
 (See Std. 2113-1)



PROFILE S.B.I. 119



PLAN

DESIGNED	JMS	EXAMINED	JMS
CHECKED	JMS	PASSED	JMS
DRAWN	JMS	APPROVED	JMS
CHECKED	JMS		

DESIGN STRESSES
PRECAST PRESTRESSED & FIELD UNITS
 P: 3000 psi R: 1200 psi Deck Slab
 F: 4000 psi R: 1400 psi Curb, Pier, Sub
 F: 245000 psi (Strands) R: 20000 psi Reinft Struct
 F: 173,000 psi (Strands) R: 10,000 psi Rigs
 n = 10

LOADING HS 20-44

WATERWAY INFORMATION
 Drainage Area 2436 Sq. M.
 Character Curr. Grad. Level
 Existing Opening 2267 Sq. Ft (below 704.3)
 Req'd Opening (total) 3240 Sq. Ft
 Provided Opening 1976 Sq. Ft
 Overflow (Sec. 105 BR-1) 1290 Sq. Ft
 Design H.W. Elev. 703.7
 All Time H.W. Elev. 704.3
 Q(60) 7648 cfs
 Q(60) 4132 cfs (Sec. 105 BR-1)
 Created Head 0.3 ft

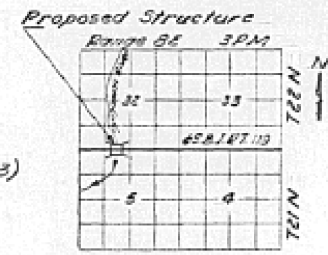
GENERAL NOTES

- All reinforcement bars shall be lapped 24 diameters unless otherwise shown.
- Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 53 Lb per 100 sq ft.
- Layout of slope walls may be varied in the field to suit ground conditions as directed by the Engineer.
- The Contractor shall drive one concrete test pile at the East abutment in a permanent location as directed by the Engineer before ordering the remainder of piles.
- Class A Excavation for structures includes excavation for slope wall.
- An alternate strand pattern using Extra High Strength Prestressing strand (270 K.S.I.) is permitted.
- The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of abutments.
- The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregate shall conform to the requirements of Standard Concrete.
- Structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint.

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Removal of Existing Structures	Sq. Yds			1
Class A Excavation for Structures	Cu. Yds			60
Class B Excavation for Structures	Cu. Yds			130
Protective Coat	Sq. Yds	1055		1055
Class X Concrete	Cu. Yds	3018	266.7	557.5
Precast Prestressed Conc. T.B.M. (R)	Lin. Ft	1115		1115
Aluminum Bailing	Lin. Ft	278		278
Reinforcement Bars	Lbs.	65340	12590	84930
Concrete Piles	Lin. Ft		678	678
Test Piles (Concrete)	Sq.			1
Name Plates	Sq.			1
Slope Wall (6")	Sq. Yds			1020
Temporary Bridge Complete	Sq.			1
Bridge Seal Sealant	L.S.			1
Structural Steel	Lbs.	2450		2450

* At Abutments Only

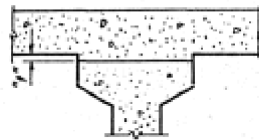


LOCATION PLAN

GENERAL PLAN & ELEVATION
 PROJ. F-219 (29)
 S.B.I. RT. 119 OVER SANGAMON RIVER
 S.B.I. PT. 119 SEC. 105 BR-2
 CHAMPAIGN COUNTY
 STATION 1833+94.00

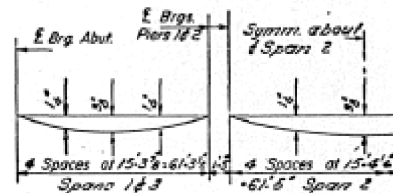
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

DATE	PROJECT	SECTION	SHEET NO.	TOTAL SHEETS
6-1-19	105BR-2	CHAMPAIGN	127	128
SHEET NO. 2				



To determine "f": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted algebraically from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "f". A positive value of "f" equals the fillet height above the top of the beam. A negative value of "f", not to exceed 2", equals the embedment of the beam above the theoretical bottom of slab elevation.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete slab only)

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

Beams 1+6

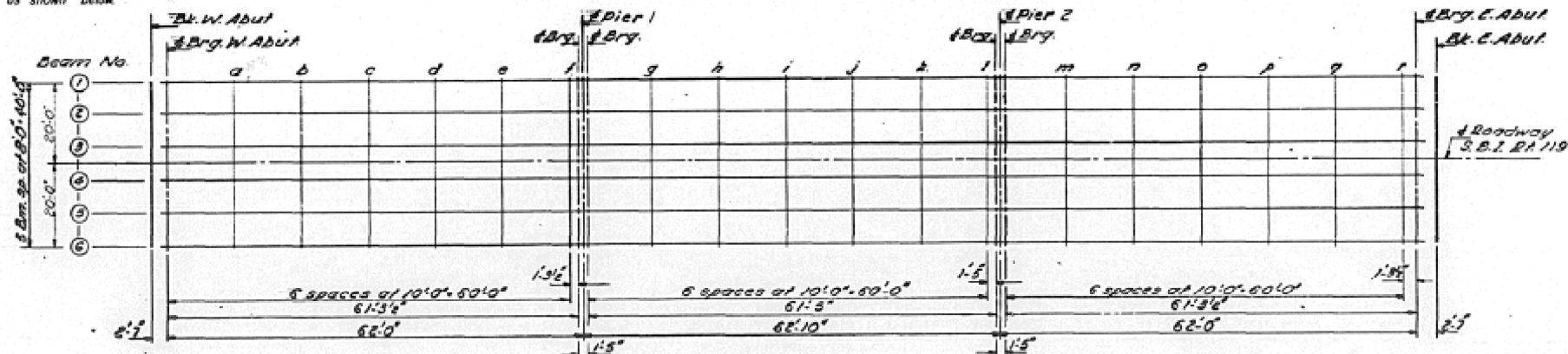
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
1/2 Brg. W. Abut	183300.543	26.000	710.538	710.538
1/2 Brg. Pier 1	183310.543	26.000	710.569	710.569
	183320.543	26.000	710.600	710.600
	183330.543	26.000	710.631	710.631
	183340.543	26.000	710.662	710.662
	183350.543	26.000	710.693	710.693
	183360.543	26.000	710.724	710.724
1/2 Brg. Pier 2	183370.543	26.000	710.755	710.755
1/2 Brg. E. Abut	183380.543	26.000	710.786	710.786

Beams 2+5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
1/2 Brg. W. Abut	183300.583	22.000	710.734	710.734
1/2 Brg. Pier 1	183310.583	22.000	710.735	710.731
	183320.583	22.000	710.736	710.733
	183330.583	22.000	710.737	710.730
	183340.583	22.000	710.738	710.727
	183350.583	22.000	710.739	710.724
	183360.583	22.000	710.740	710.721
1/2 Brg. Pier 2	183370.583	22.000	710.741	710.718
1/2 Brg. E. Abut	183380.583	22.000	710.742	710.719

Beams 3+4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
1/2 Brg. W. Abut	183300.583	4.000	710.829	710.829
1/2 Brg. Pier 1	183310.583	4.000	710.830	710.826
	183320.583	4.000	710.831	710.827
	183330.583	4.000	710.832	710.828
	183340.583	4.000	710.833	710.829
	183350.583	4.000	710.834	710.830
	183360.583	4.000	710.835	710.831
1/2 Brg. Pier 2	183370.583	4.000	710.836	710.832
1/2 Brg. E. Abut	183380.583	4.000	710.837	710.833



PLAN

DESIGNED	JMS	EXAMINED	JMS
CHECKED	JMS	PASSED	JMS
DRAWN	JMS	APPROVED	JMS
CHECKED	JMS		

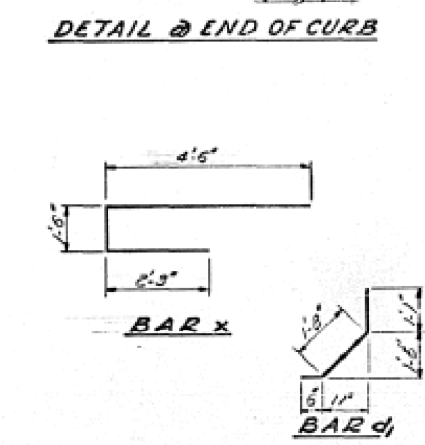
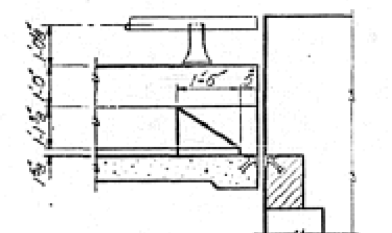
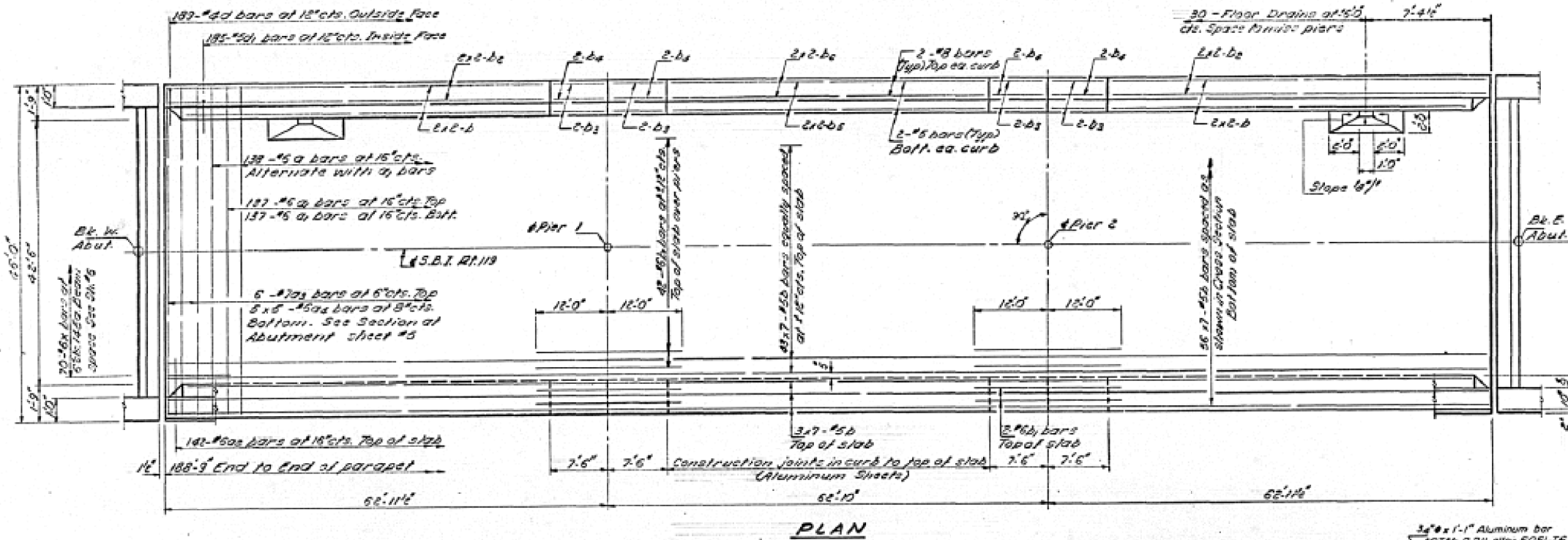
DATE: 060514

TOP OF SLAB ELEVATIONS
S&I RT 119 SEC. 105 BR-2
CHAMPAIGN COUNTY
STATION 1833+94.00

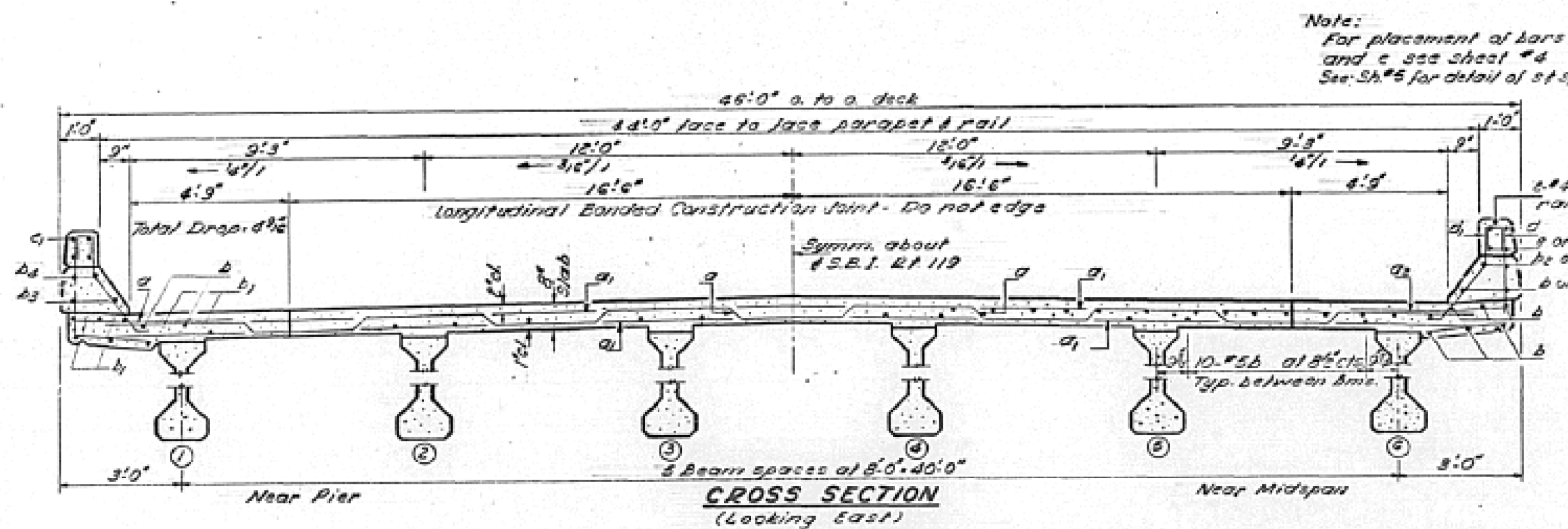
Note: Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line. Min. bar laps = 24 dia

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

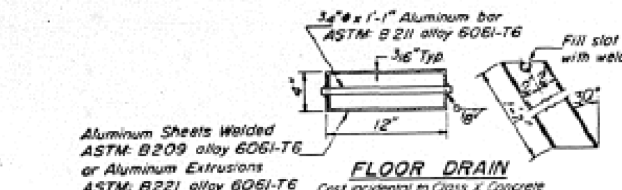
DATE	SECTION	NO.	TOTAL SHEETS	SHEET NO.
10/26/14	105BR-2	CHAMPAIGN	127	83C
SHEET NO. 3 OF 12 SHEETS				



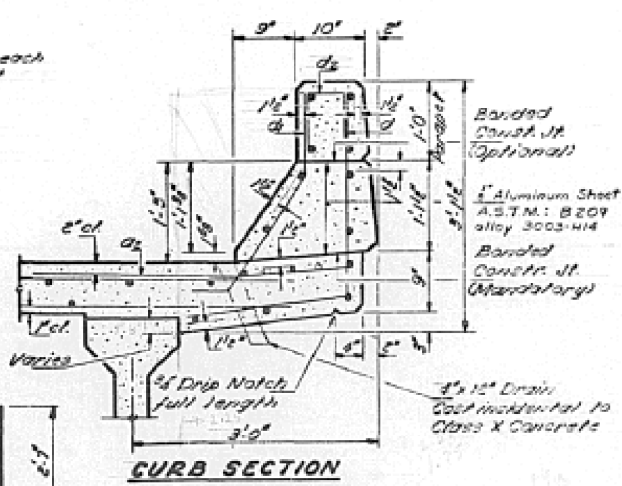
PLAN



CROSS SECTION
(Looking East)



FLOOR DRAIN

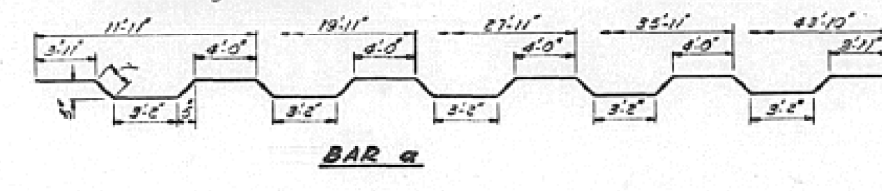


CURB SECTION

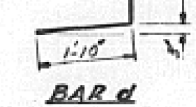
BILL OF MATERIAL

Bar	No.	Size	Length	Qty
a	138	4.8	45'0"	
a ₁	276	4.8	45'0"	
a ₂	284	4.8	4'0"	
a ₃	12	4.7	44'0"	
a ₄	50	4.6	7'0"	
b	751	4.8	23'0"	
b ₁	92	4.8	24'0"	
b ₂	15	4.8	28'6"	
b ₃	15	4.8	7'3"	
b ₄	15	4.8	7'3"	
b ₅	8	4.8	25'6"	
b ₆	8	4.8	25'0"	
m	70	4.4	7'0"	
m ₁	30	4.4	6'9"	
m ₂	20	4.0	6'9"	
d	378	4.4	4'5"	
d ₁	370	4.4	2'9"	
s	60	4.4	11'4"	
s ₁	20	4.4	9'0"	
x	140	4.6	8'9"	
Reinforcement Bars				485
Class X Concrete				Cu Yd. 259.6

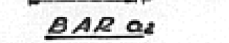
DESIGNED	JMS	EXAMINED	JMS
CHECKED	JMS	PASSED	JMS
DRAWN	JMS	DATE	06/05/14
CHECKED	JMS		



BAR a

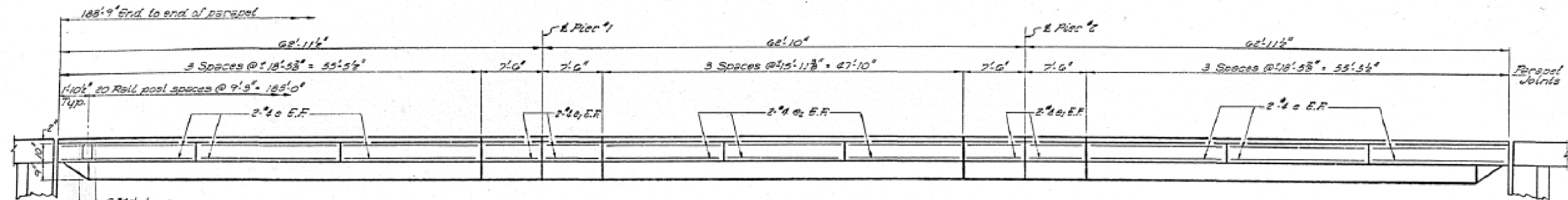


BAR d

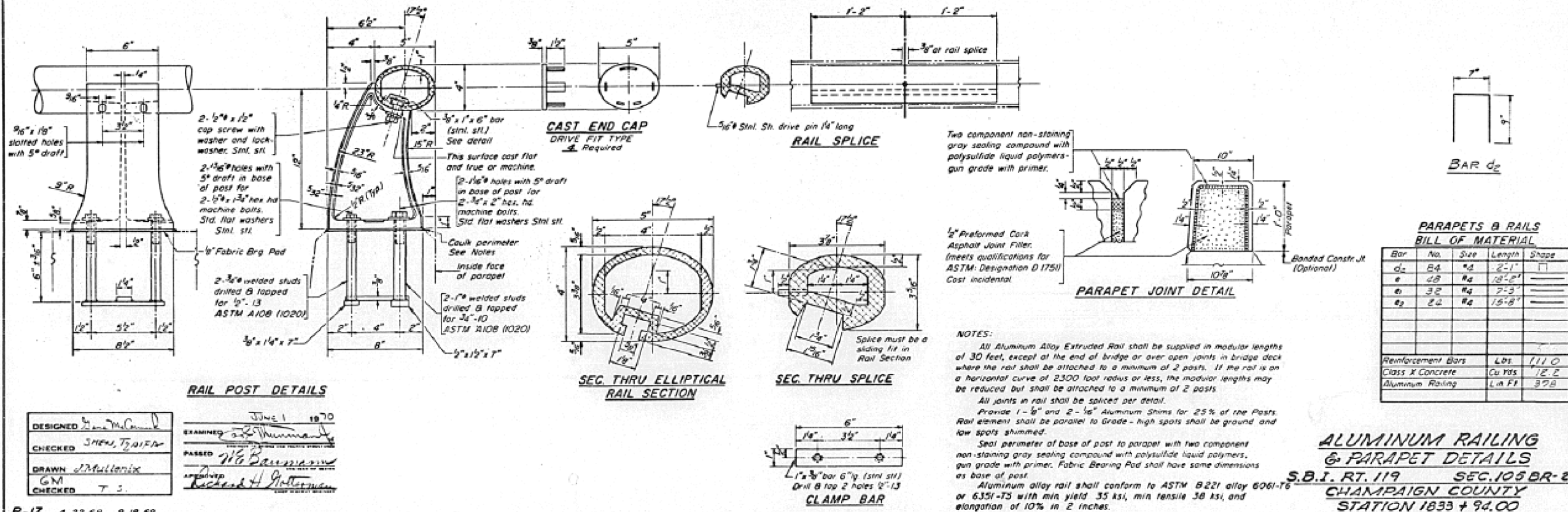


BAR c₂

SUPERSTRUCTURE DETAILS
S.B.I. RT. 119 SEC. 105 BR-2
CHAMPAIGN COUNTY
STATION 1833+94.00



PLAN OF NORTH PARAPET
South parapet similar by rotation thru 180°



DESIGNED: J. Mullinix
CHECKED: SHERMAN, T. S.
DRAWN: J. Mullinix
GM CHECKED: T. S.

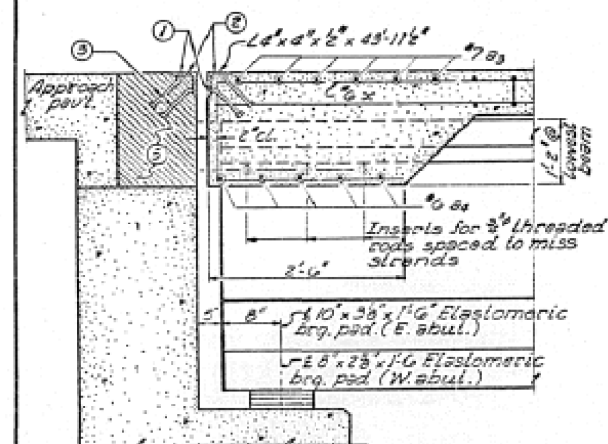
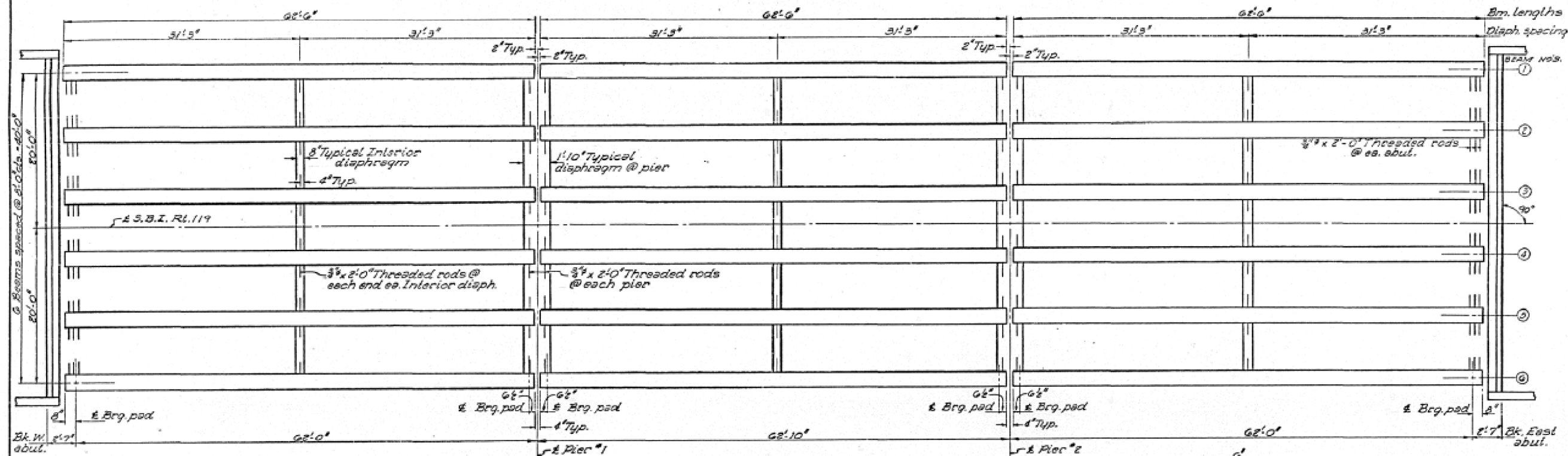
EXAMINED: J. H. Baumann
PASSED: J. H. Baumann
Richard H. Patterson

JUNE 1 1970

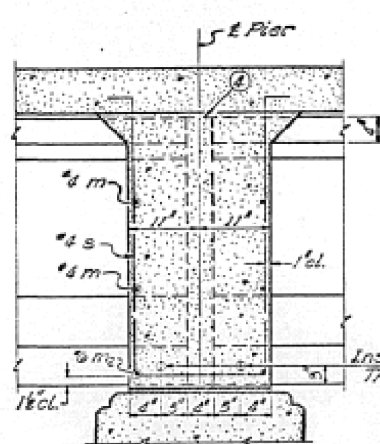
R-17 4-22-68 9-18-69

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

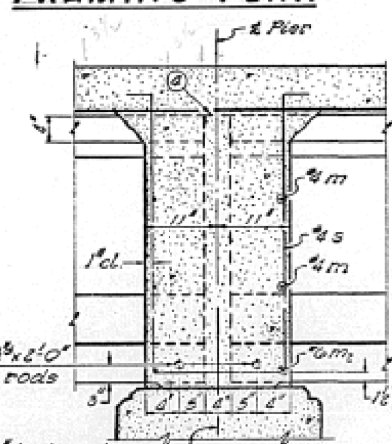
DATE	DESIGNED	CHECKED	TOTAL SHEETS	SHEET NO.	SHEETS
10/10/13	JMS	JMS	127	83E	12



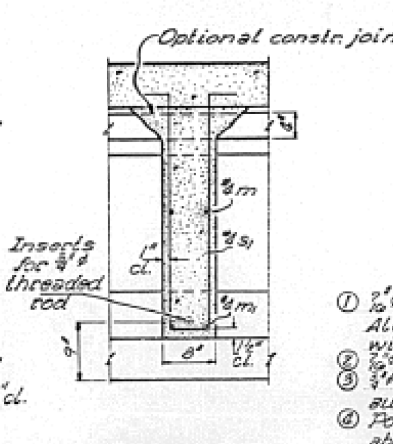
SECTION AT ABUTMENT
(See sheet 'a' for brg. pad detail)



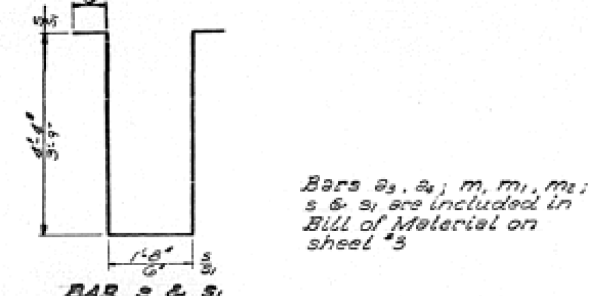
PIER 2



PIER 1



SEC. AT INT. DIAPHRAGM



BAR S & S1

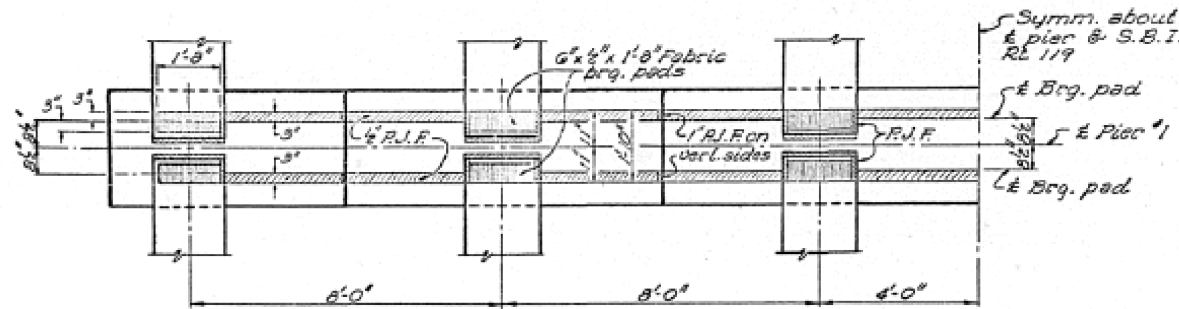
- 1/2" Holes at 12" cts. for 3/8" bolts set on normal gage line. All bolts shall be burned, sawed, or chipped off flush with the back of angles after forms are removed.
- 1/2" Vent holes at 12" cts. set on 1 1/2" gage line.
- 3/4" x 8" CR1020 ST granular or solid flux filled headed studs, automatically end welded. (alternate at 1'-0" cts. 44 required.)
- Pour diaphragm flush with top of beam. Concrete in slab above this line shall be placed not less than 45 minutes, nor more than 90 minutes after diaphragm has been poured.
- Halched area to be poured after superstructure forms have been removed. Quantity of class X concrete included with superstructure.

DESIGNED	JMS	EXAMINED	JMS
CHECKED	JMS	PASSED	JMS
DRAWN	JMS	APPROVED	JMS
CHECKED	JMS		

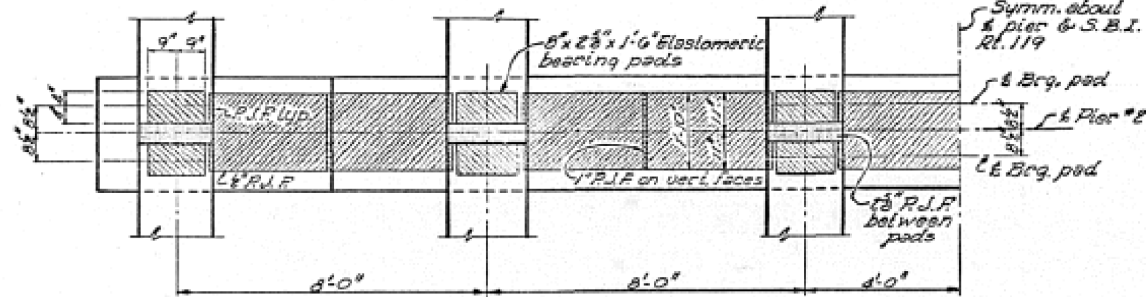
FRAMING PLAN & DETAILS
S.B.I. RT. 119 SEC. 105 BR-2
CHAMPAIGN COUNTY
STATION 1833 + 94.00

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

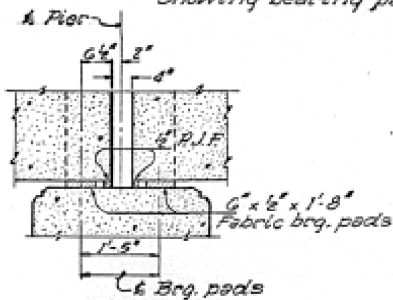
DATE	DESIGNER	CHECKER	TOTAL SHEETS	SHEET NO.	SHEET NO.
10/1/70	JMS	JMS	127	33F	12 SHEETS



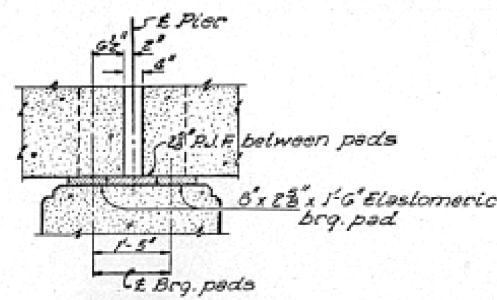
HALF PLAN-PIER 1
Showing bearing pads & R.J.F.



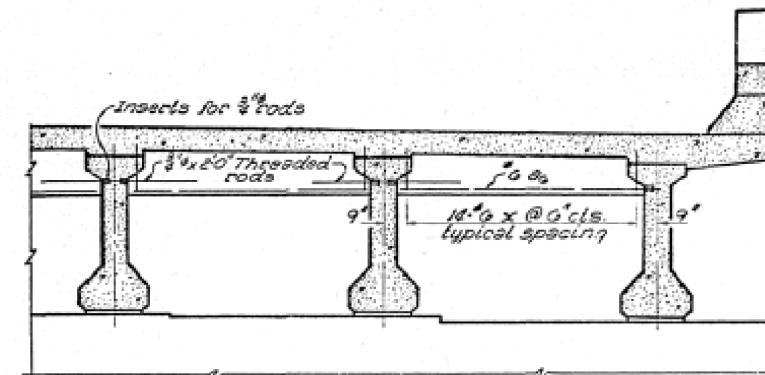
HALF PLAN-PIER 2
Showing bearing pads & R.J.F.



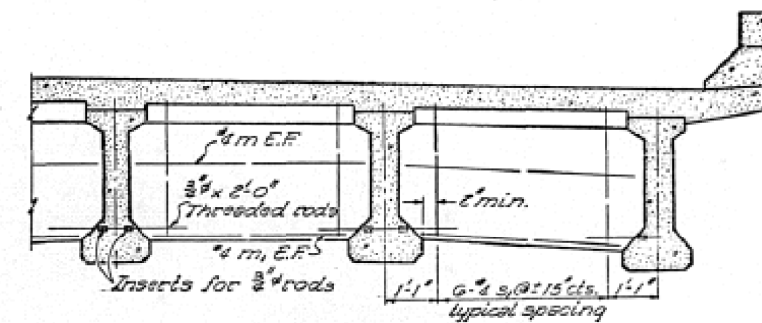
PIER 1
Dimensions along & beam



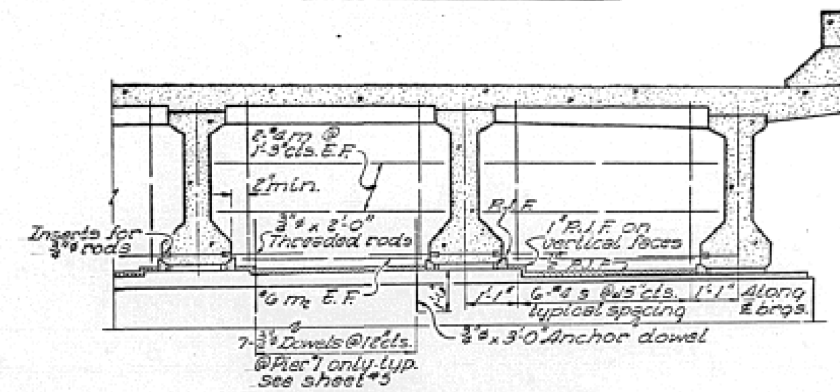
PIER 2
Dimensions along & beam



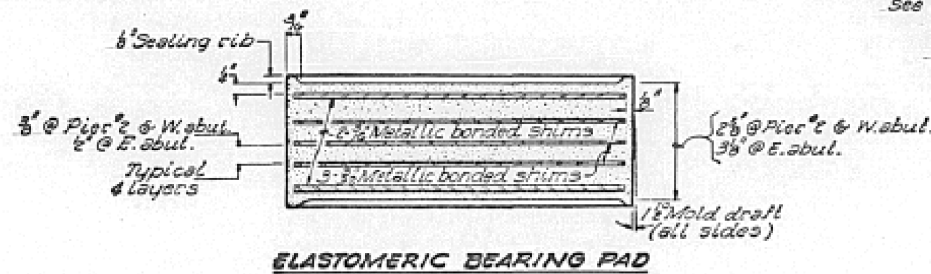
DIAPHRAGM AT ABUTMENTS



INTERIOR DIAPHRAGMS



DIAPHRAGMS AT PIERS



ELASTOMERIC BEARING PAD

DESIGNED	JMS	EXAMINED	JMS
CHECKED	JMS	PASSED	JMS
DRAWN	JMS	DATE	060514
CHECKED	JMS		

BEARING & DIAPHRAGM DETAILS
S.B.I. RT. 119 SEC. 105 BR-2
CHAMPAIGN COUNTY
STATION 1833 + 94.00

FILE NAME	USER NAME	DESIGNED	REVISED
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PLOT SCALE	DRAWN	JMS	REVISED
48.0000' / in.	JMS	-	-
PLOT DATE	CHECKED	-	REVISED
9/18/2014	-	-	-
	DATE	060514	REVISED
	-	-	-

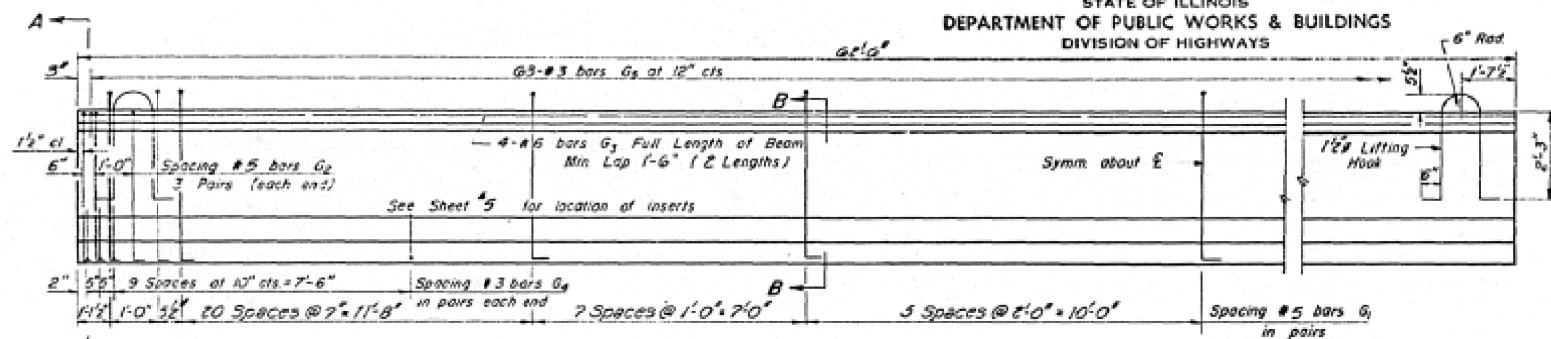
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILT PLANS (INFORMATION ONLY)	
SCALE: None	SHEET NO. 6 OF 12 SHEETS
STA.	TO STA.

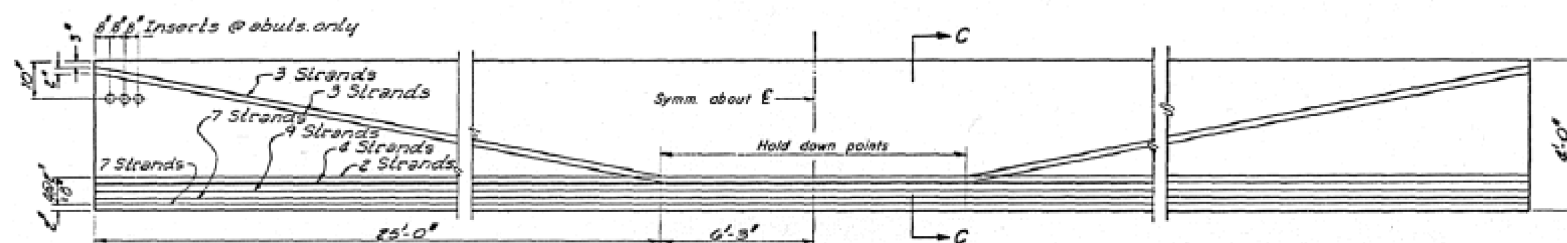
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2I)	Champaign	56	45
CONTRACT NO. 70A21			ILLINOIS FED. AID PROJECT	

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

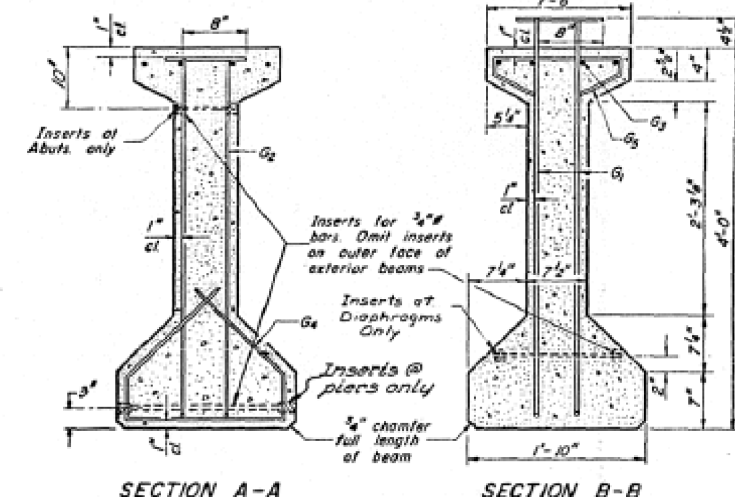
PROJECT NO.	SECTION	COUNTY	STATION	SHEET NO.
119	105BR	CHAMPAIGN	127	B3G
SHEET NO. 7				12 SHEETS



ELEVATION OF BEAMS
Showing Reinforcement & Dimensions

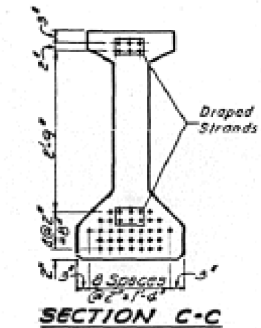


ELEVATION OF BEAMS
Showing Prestressing Steel

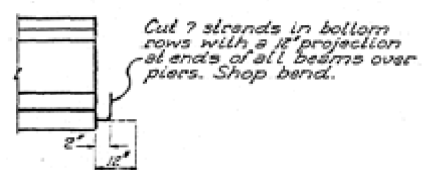


SECTION A-A

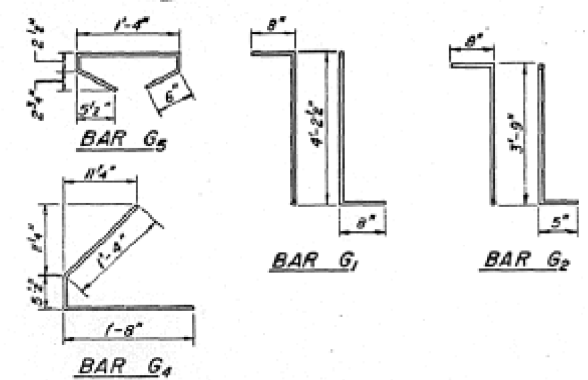
SECTION B-B



SECTION C-C



DETAIL AT END OF BEAMS OVER PIERS



***BAR LIST**

Bar	No.	Size	Length	Shape
G1	130	#5	5'-6 1/2"	TL
G2	12	#5	4'-10"	TL
G3	8	#6	32'-0"	
G4	48	#3	3'-5 1/2"	L
G5	63	#3	2'-9"	O

*For one beam only.

BILL OF MATERIAL

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beams, 48"	Lin. Ft.	1,125

NOTES

All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per linear foot of "Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 in." Steel for lifting hooks shall conform to ASTM A-306, Grade 70-80.

Prestressing Steel shall have a nominal diameter of 7/8". Inserts for 3/4" threaded rods are to be two strut, coil type for interior I-Beams and single coil, flared loop type for exterior I-Beams.

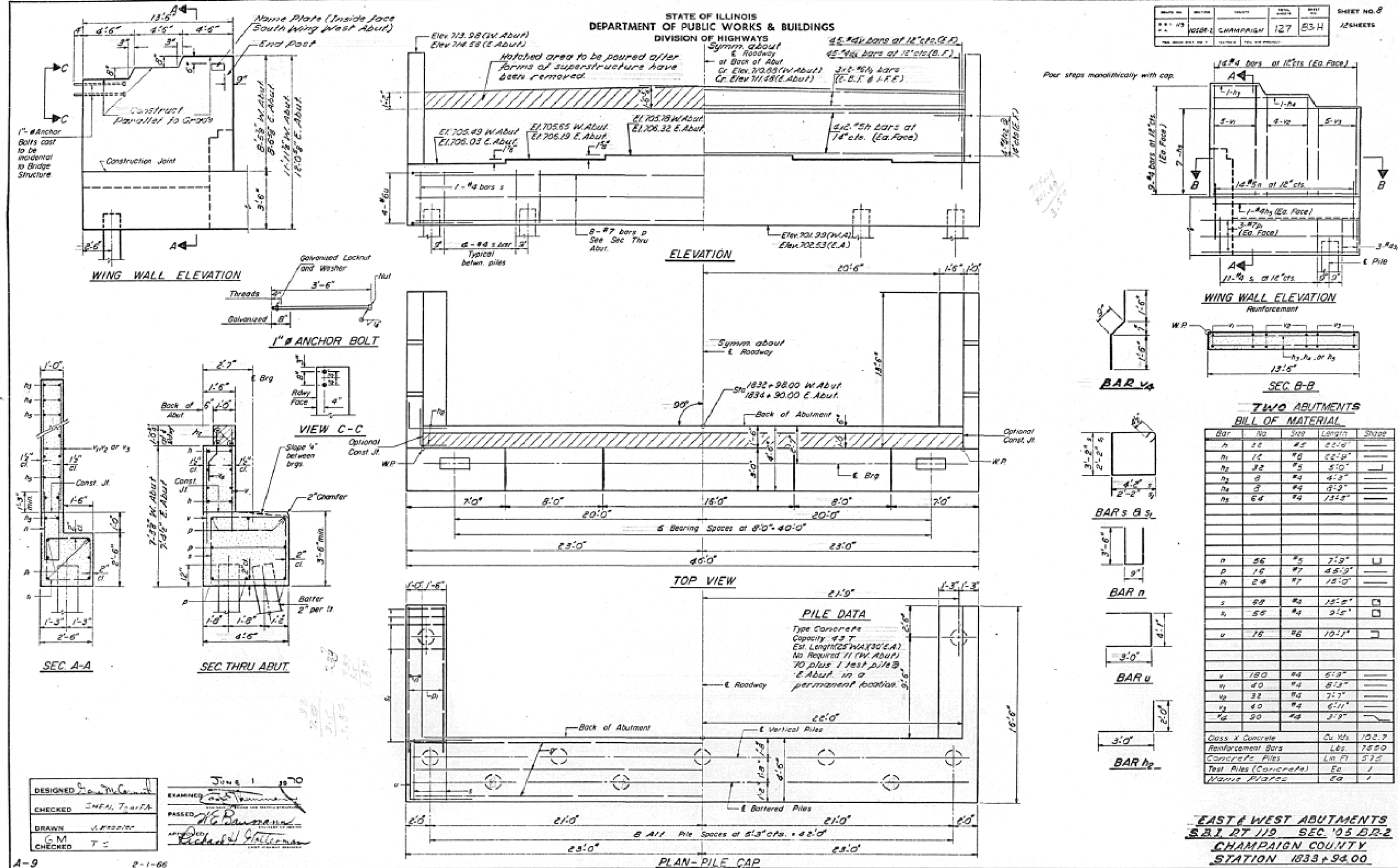
DESIGNED: [Signature]
CHECKED: [Signature]
IN CHARGE: Thomas B Fuller
GM
T.S.
June 1 1970
EXAMINED: [Signature]
PASSED: [Signature]
Richard H. [Signature]

PI-4-485 8-1-63 Rev. 1-2-64 Rev. 1-27-66 Rev. 5-20-68

BEAM DETAILS
S.B.I. RT. 119 SEC. 105 BR-2
CHAMPAIGN COUNTY
STATION 1833 + 94.00

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

DATE	REVISION	BY	CHKD	HEET NO.
105BR-2	CHAMPAIGN	127	53-H	12 SHEETS



DESIGNED *Richard J. Haller*

EXAMINED *Richard J. Haller* JUN 1 1970

CHECKED *INFA T. FA*

PASSED *Richard J. Haller*

DRAWN *J. H. HALLER*

G.M. CHECKED *T.S.*

Richard J. Haller
CHIEF ENGINEER

A-9 2-1-66

FILE NAME :	USER NAME :	DESIGNED :	REVISED :
ci:\pw\work\p1dot\shererjm\10395972\057	shererjm	JMS	-
0A21-010-0214.dgn		JMS	-
PLOT SCALE = 48.0000' / in.	CHECKED :	-	-
PLOT DATE = 9/18/2014	DATE :	060514	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILT PLANS
(INFORMATION ONLY)

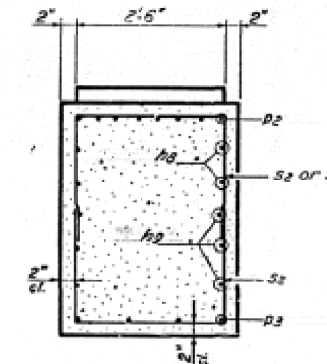
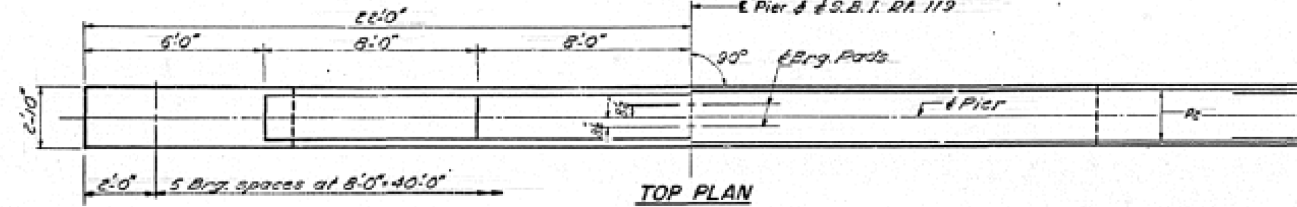
SCALE: None SHEET NO. 8 OF 12 SHEETS STA. TO STA.

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2I)	Champaign	56	47
CONTRACT NO. 70A21			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS
Symm about
E Pier & S.B.I. RA 119

NO. OF SHEETS	NO. OF SHEETS	NO. OF SHEETS	TOTAL SHEETS	SHEET NO.	SHEETS
127	83	I	127	83	I

Note:
Space reinforcement in cap to miss flows/s 11.
Minimum bar laps = 24 dia unless otherwise noted.
All edges shall have standard 3/4" chamfers except as noted.
Four steps monolithically with cap.



Max. Fly. Pressure = 3.3 TSP

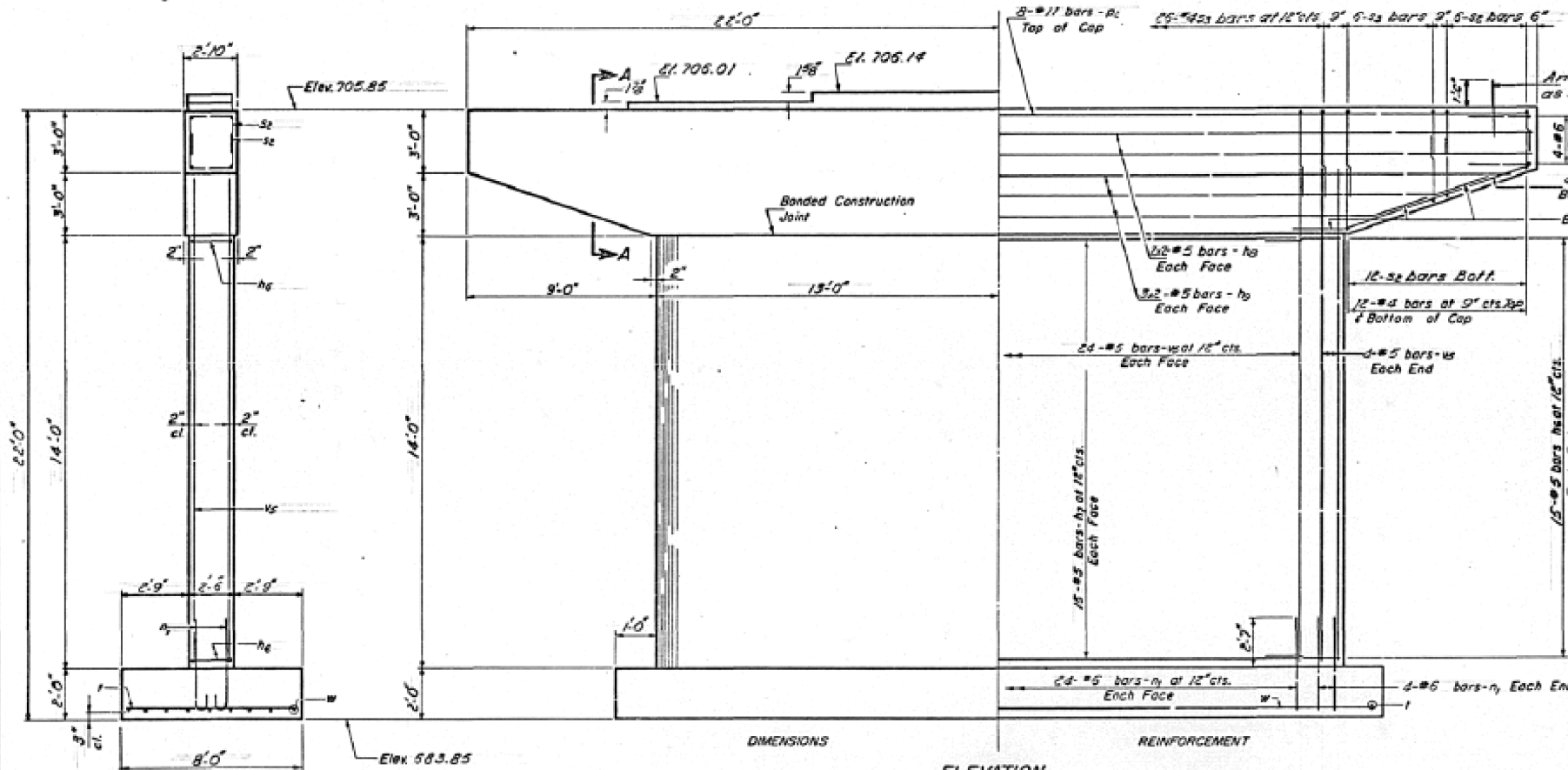
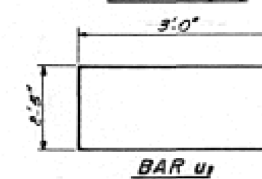


ABB DIMENSIONS

Bar	A	B
u1	2'-6"	2'-9"
u2	2'-6"	4'-3"

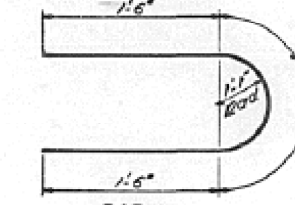
BARS u2 & u3



BAR u1



BAR u2



BAR u3

PIER 1
BILL OF MATERIAL

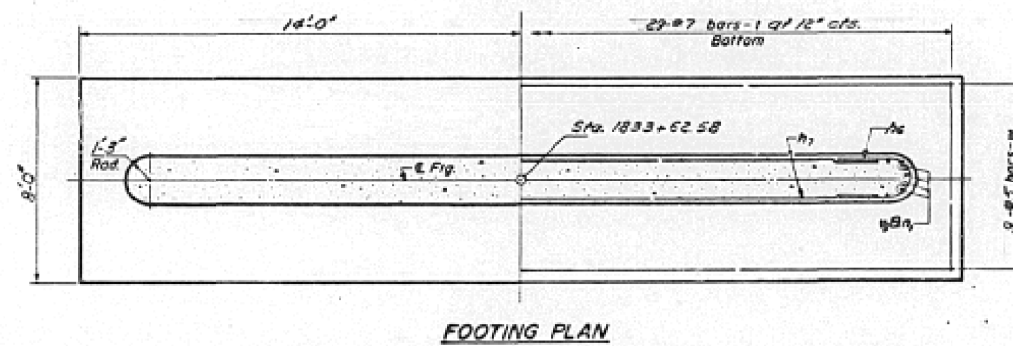
Bar	No.	Size	Length	Shape
u1	30	#5	8'-5"	U
u2	30	#5	23'-8"	U
u3	8	#5	22'-6"	U
u4	16	#5	21'-0"	U
u5	56	#6	8'-0"	U
u6	8	#11	43'-9"	U
u7	8	#5	11'-0"	U
u8	36	#4	8'-0"	U
u9	36	#4	11'-0"	U
u10	28	#7	7'-0"	U
u11	8	#6	8'-5"	U
u12	56	#5	16'-6"	U
u13	8	#5	27'-8"	U
u14	29	#7	12'-0"	U
u15	29	#7	12'-0"	U
u16	29	#7	12'-0"	U
u17	29	#7	12'-0"	U
u18	29	#7	12'-0"	U
u19	29	#7	12'-0"	U
u20	29	#7	12'-0"	U
u21	29	#7	12'-0"	U
u22	29	#7	12'-0"	U
u23	29	#7	12'-0"	U
u24	29	#7	12'-0"	U
u25	29	#7	12'-0"	U
u26	29	#7	12'-0"	U
u27	29	#7	12'-0"	U
u28	29	#7	12'-0"	U
u29	29	#7	12'-0"	U
u30	29	#7	12'-0"	U
u31	29	#7	12'-0"	U
u32	29	#7	12'-0"	U
u33	29	#7	12'-0"	U
u34	29	#7	12'-0"	U
u35	29	#7	12'-0"	U
u36	29	#7	12'-0"	U
u37	29	#7	12'-0"	U
u38	29	#7	12'-0"	U
u39	29	#7	12'-0"	U
u40	29	#7	12'-0"	U
u41	29	#7	12'-0"	U
u42	29	#7	12'-0"	U
u43	29	#7	12'-0"	U
u44	29	#7	12'-0"	U
u45	29	#7	12'-0"	U
u46	29	#7	12'-0"	U
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u52	29	#7	12'-0"	U
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u59	29	#7	12'-0"	U
u60	29	#7	12'-0"	U
u61	29	#7	12'-0"	U
u62	29	#7	12'-0"	U
u63	29	#7	12'-0"	U
u64	29	#7	12'-0"	U
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u95	29	#7	12'-0"	U
u96	29	#7	12'-0"	U
u97	29	#7	12'-0"	U
u98	29	#7	12'-0"	U
u99	29	#7	12'-0"	U
u100	29	#7	12'-0"	U

PIER 1
S.B.I. RT 119 SEC. 105 BR-2
CHAMPAIGN COUNTY
STATION 1833+94.00

DESIGNED: JMS
CHECKED: JMS
DRAWN: JMS
GM: JMS
CHECKED: JMS

EXAMINED: JMS
PASSED: JMS
DATE: June 1, 1970

P-10, 1/20 5-20-68



FOOTING PLAN

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

Symm. about
L Pier & S.B.T. RA 119

DATE	NO.	BY	REVISION	SHEET NO.
10.2.04		AMPAIGN	127	83J
				12 SHEETS

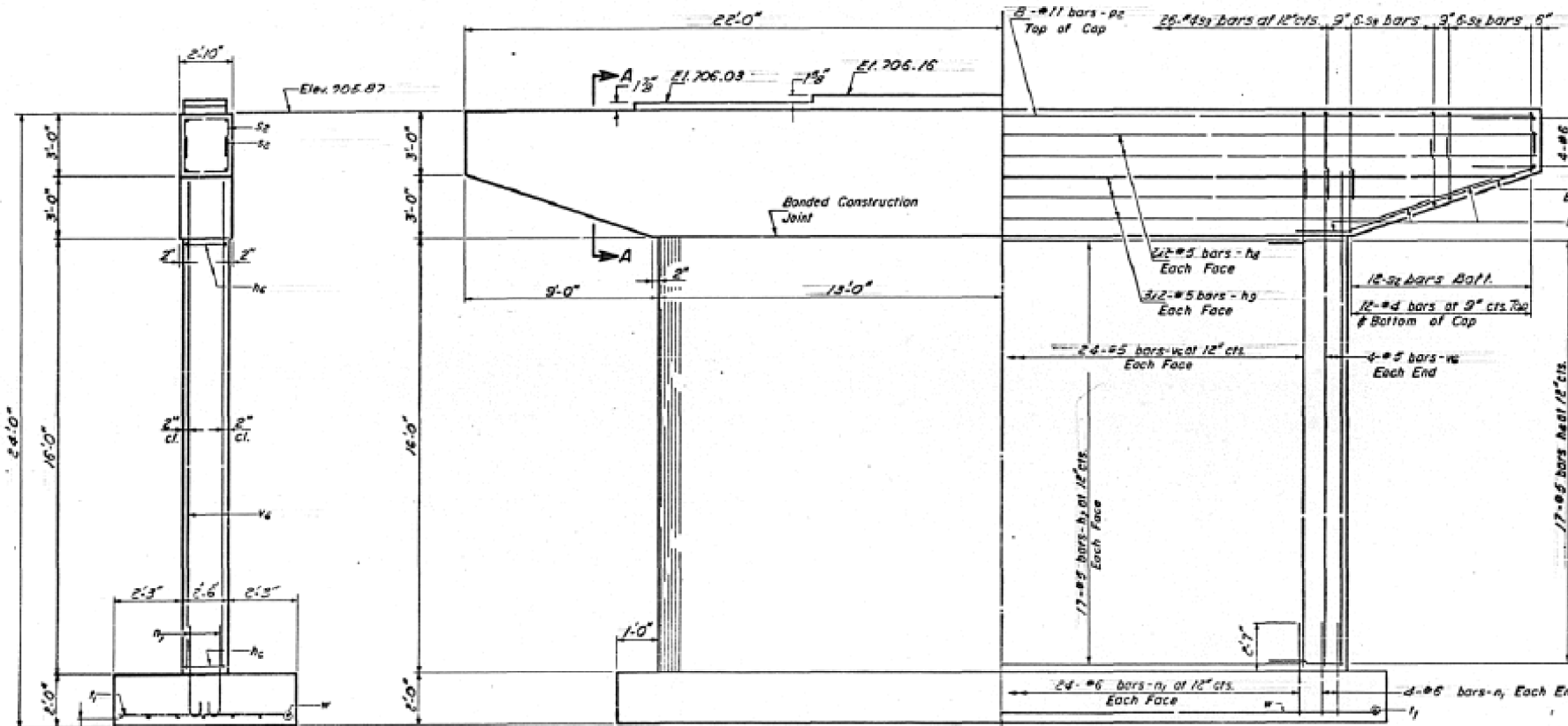
Note:

Minimum bar laps = 2d dia
unless otherwise noted.
All edges shall have standard
3/4" chamfers except as noted.
Four steps monolithically
with cap.

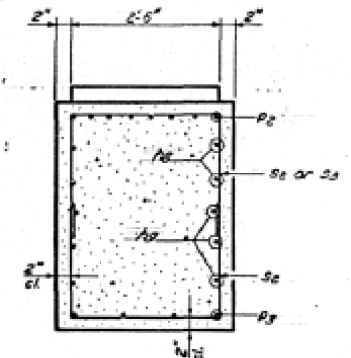


TOP PLAN

Max. Hg. Pressure = 3 T.S.F.



ELEVATION

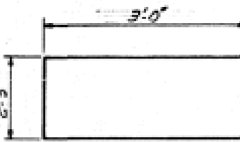


SECTION A-A

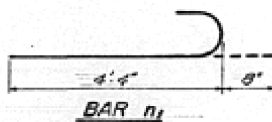
A & B DIMENSIONS

Bar	A	B
s2	2'-0"	2'-9"
s3	2'-6"	4'-3"

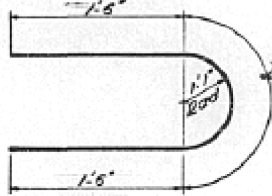
BARS s2 & s3



BAR u1



BAR n1



BAR n6

PIER 2
BILL OF MATERIAL

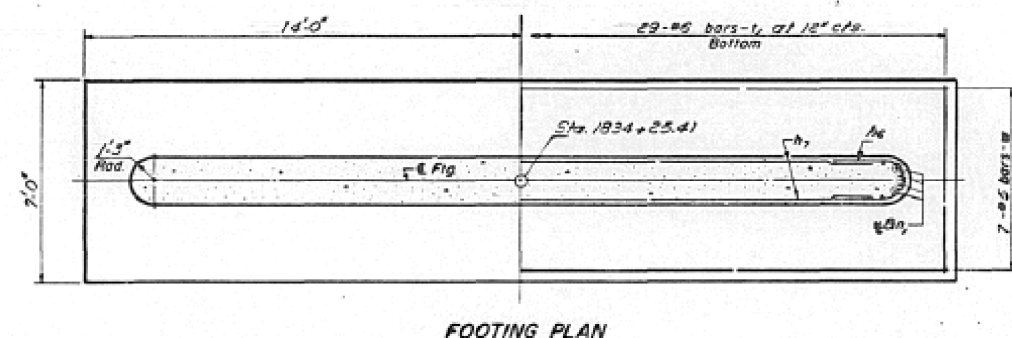
Bar	No.	Size	Length	Shape
h6	34	#5	6'-5"	U
h7	34	#5	53'-5"	—
h8	8	#5	22'-6"	—
h9	18	#5	21'-0"	—
n1	56	#6	5'-0"	U
n2	8	#11	43'-0"	—
n3	8	#5	11'-0"	—
s2	36	#4	8'-0"	U
s3	36	#4	11'-0"	U
u1	29	#6	6'-0"	—
u2	8	#6	8'-5"	U
u3	56	#5	18'-6"	—
w	7	#5	27'-9"	—
Class X Concrete				Cu. Yds. 77.8
Reinforcement Bars				Lbs. 6030

PIER 2
S.B.T. RT 119 SEC. 105 BR-2
CHAMPAIGN COUNTY
STATION 1833 + 94.00

DESIGNED	J.M.C.
CHECKED	J.P.H., T.S.P.
DRAWN	J.K.
G.M. CHECKED	T.S.

EXAMINED	June 1 1970
PASSED	Richard H. Holten

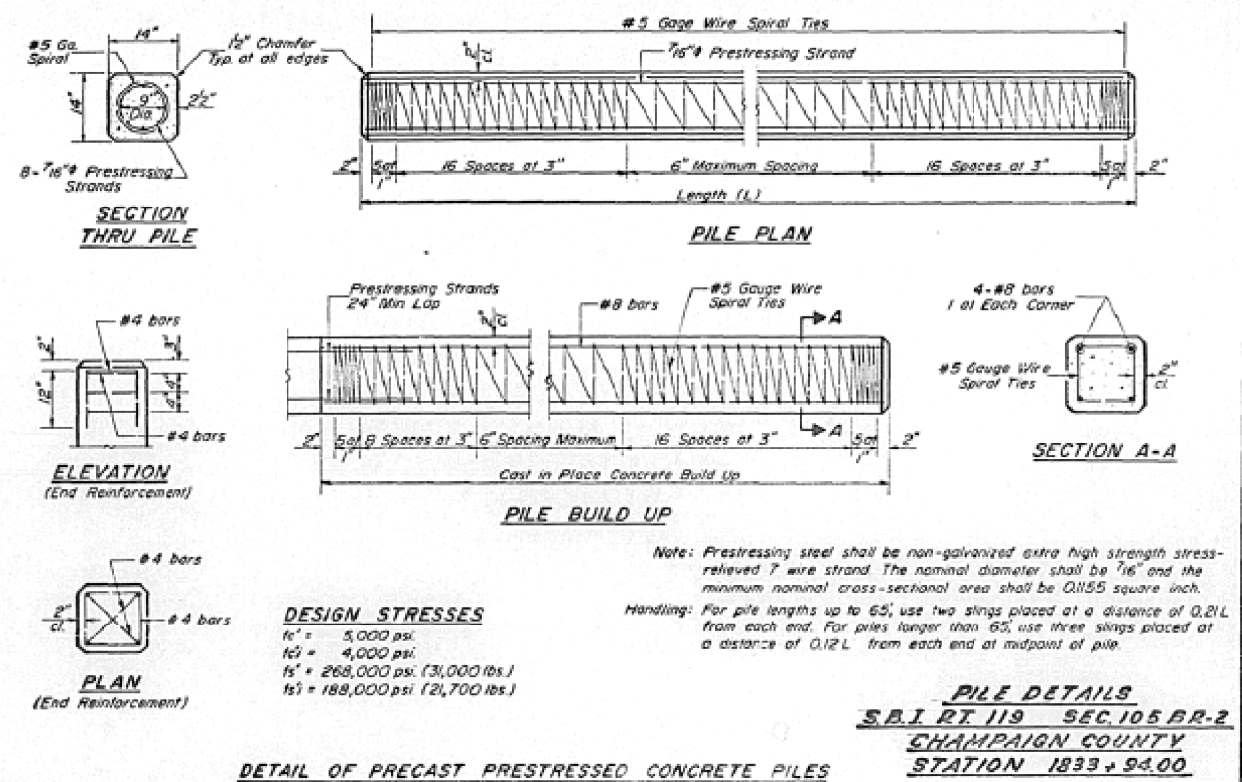
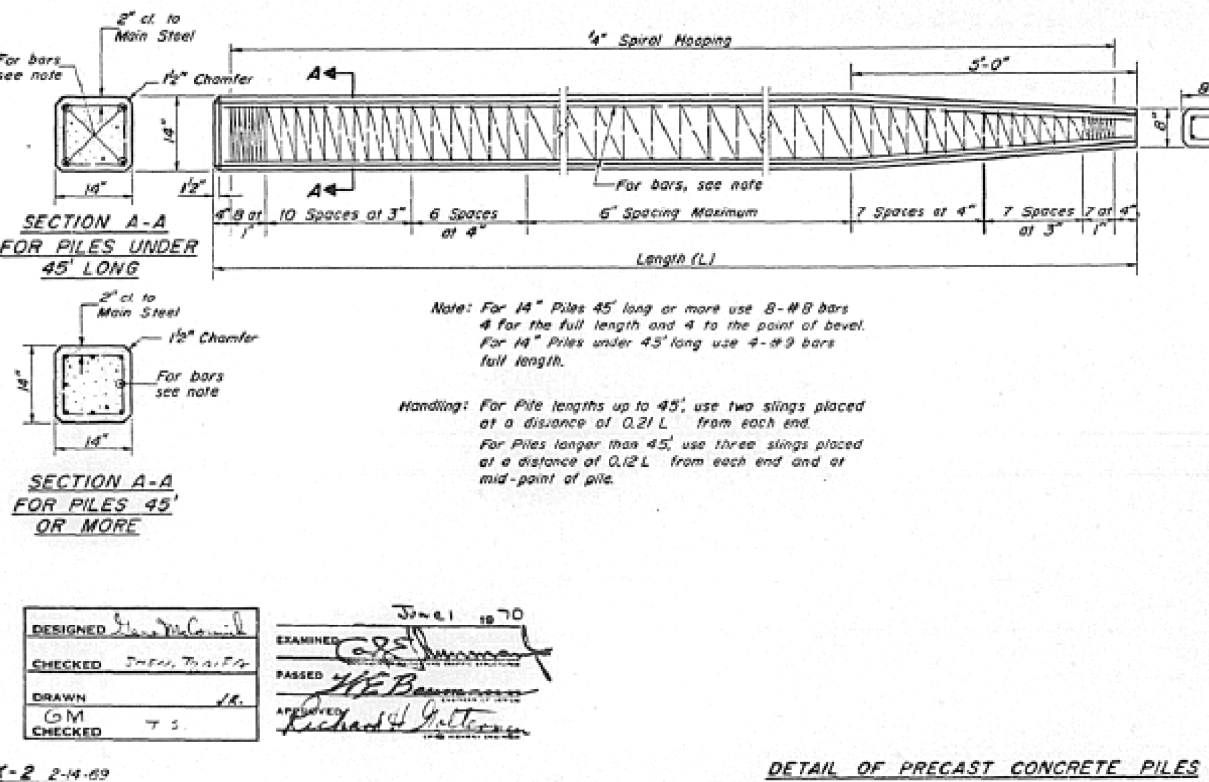
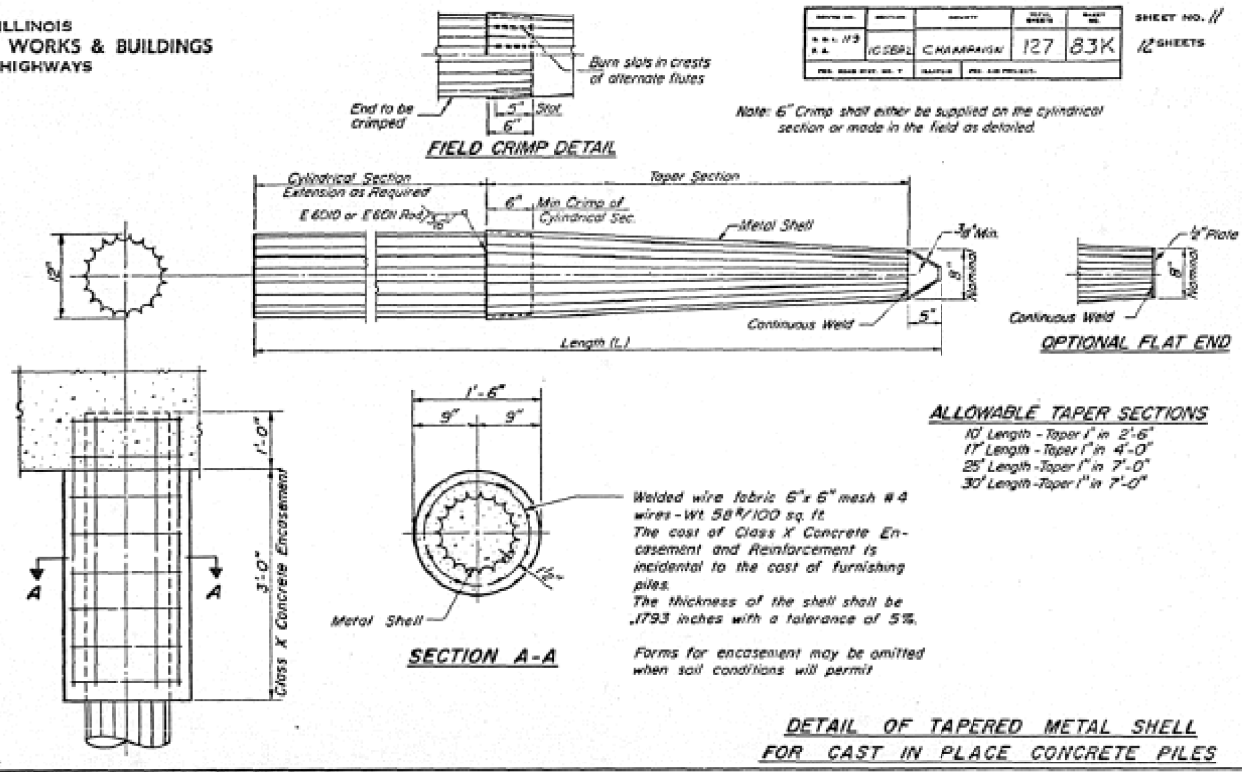
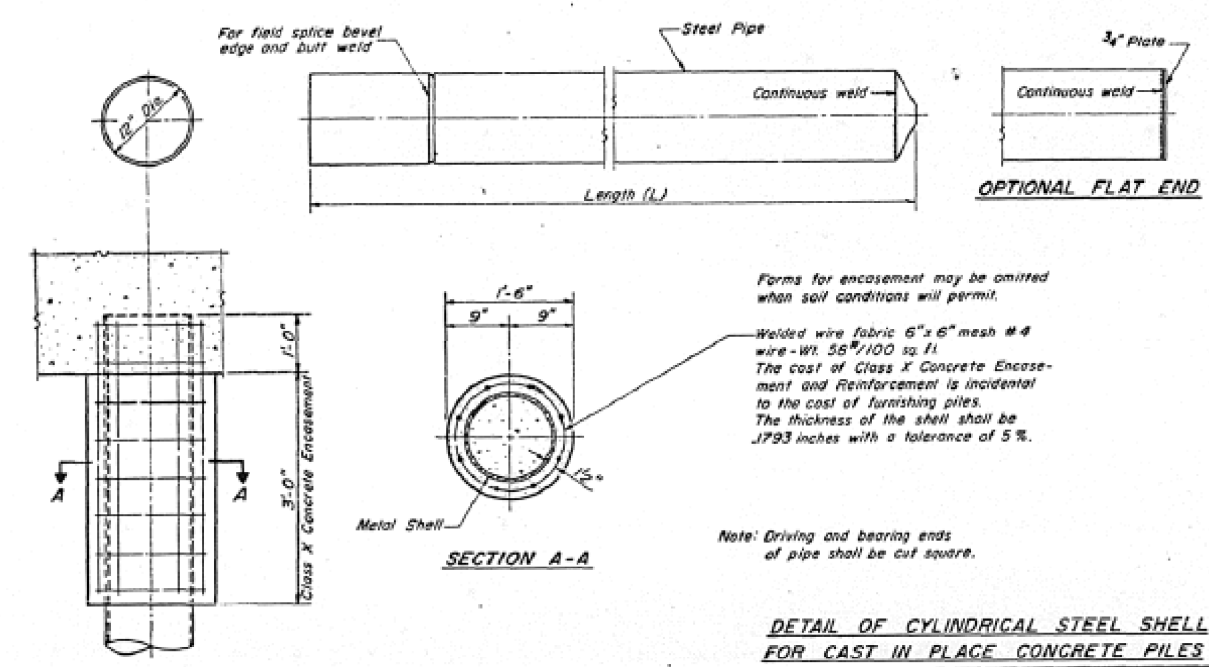
P-10, V-20 5-20-68

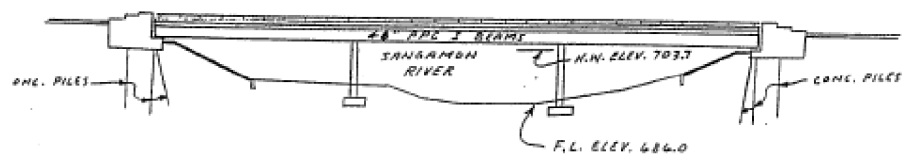
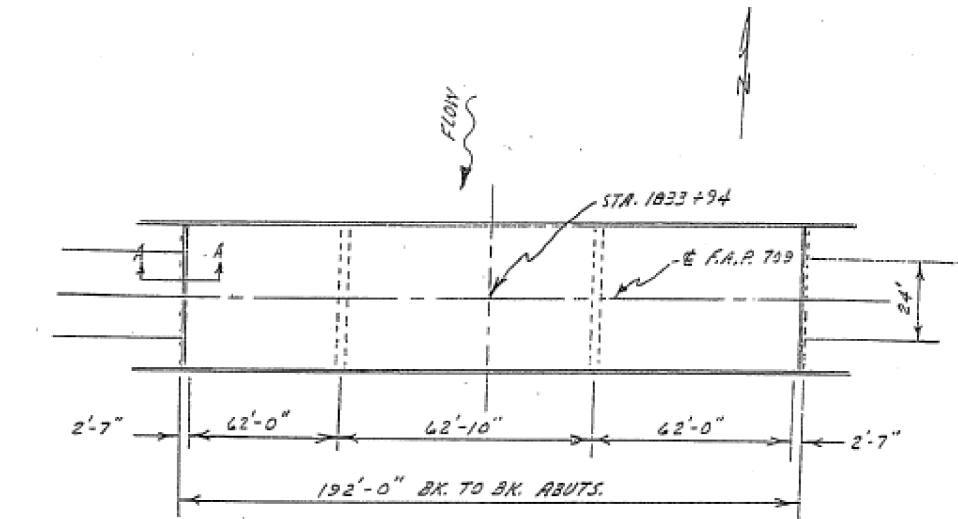


FOOTING PLAN

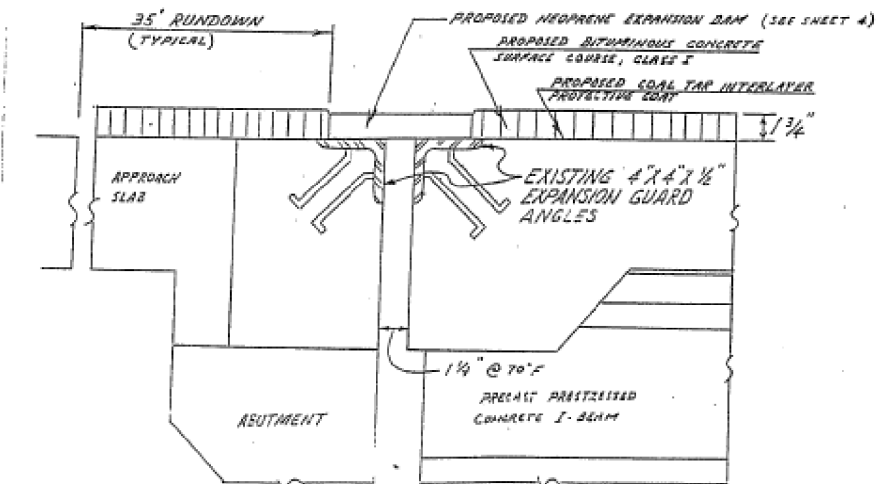
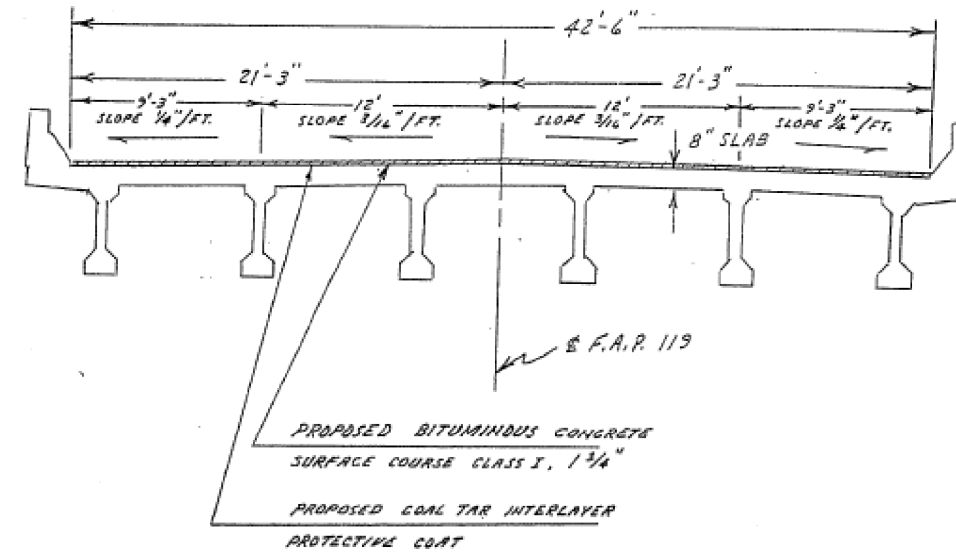
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	105BR-2	CHAMPAIGN	127	83K	SHEET NO. 11
					12 SHEETS





DECK CROSS SECTION



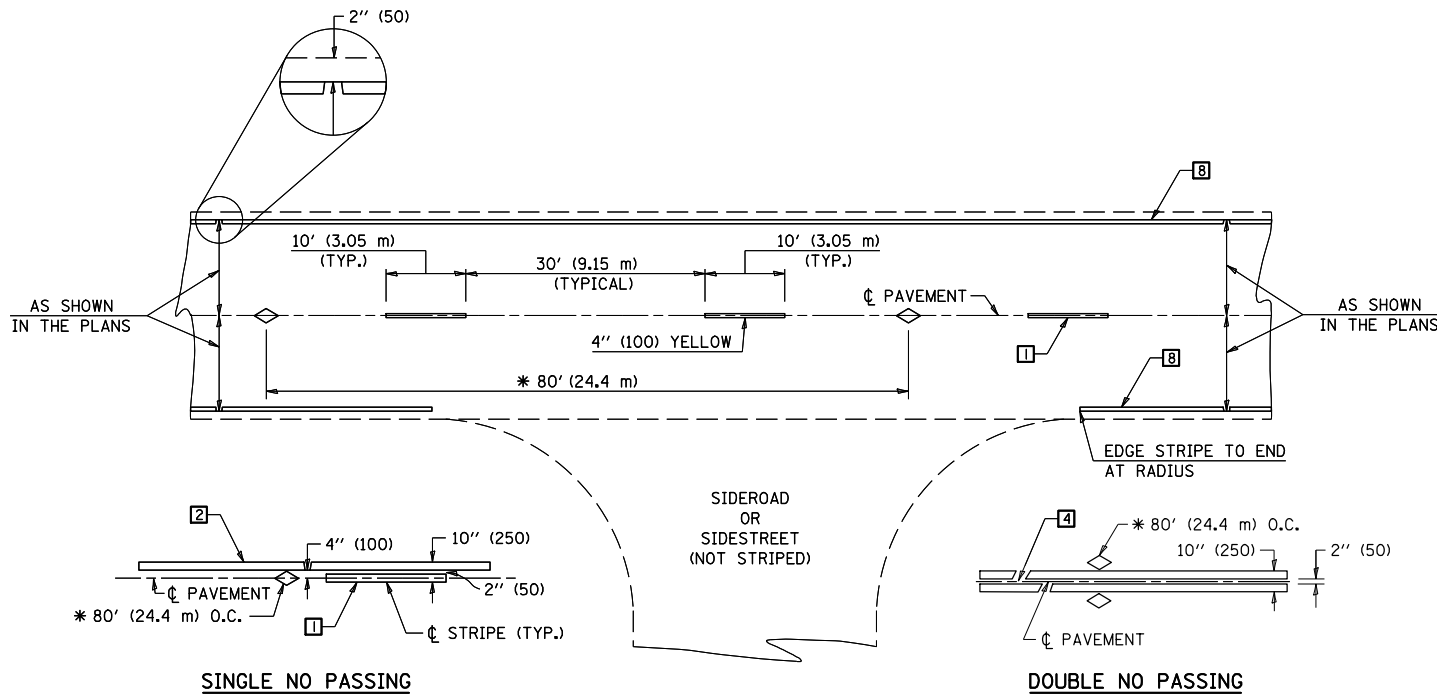
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et:\pw\work\p\dot\shererjm\0395972\057	0A21-010-0214.dgn	DRAWN - JMS	REVISED -
	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/18/2014	DATE - 060514	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILT PLANS
(INFORMATION ONLY)

SCALE: None SHEET NO. 12 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2)I	Champaign	56	51
CONTRACT NO. 70A21			ILLINOIS FED. AID PROJECT	



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

TWO LANE/TWO WAY

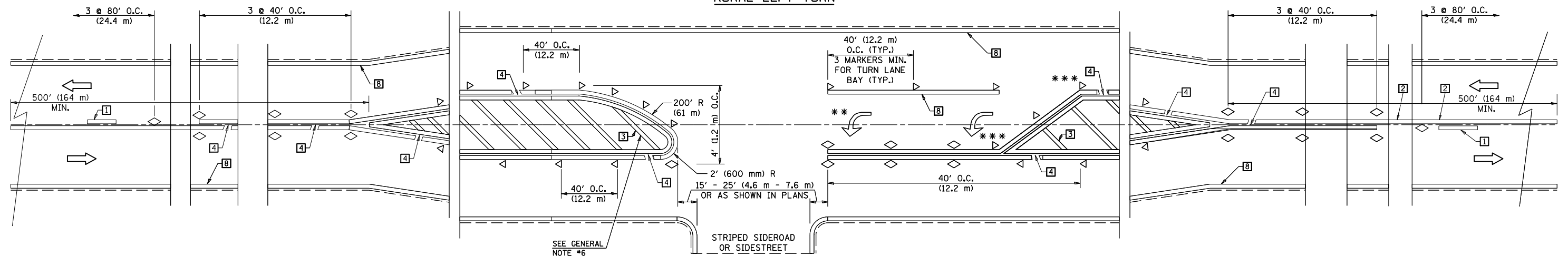
TYPICAL PAVEMENT MARKING LEGEND

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

TYPICAL PAVEMENT MARKERS LEGEND

- ◇ TWO-WAY AMBER MARKER
- ▷ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

RURAL LEFT TURN



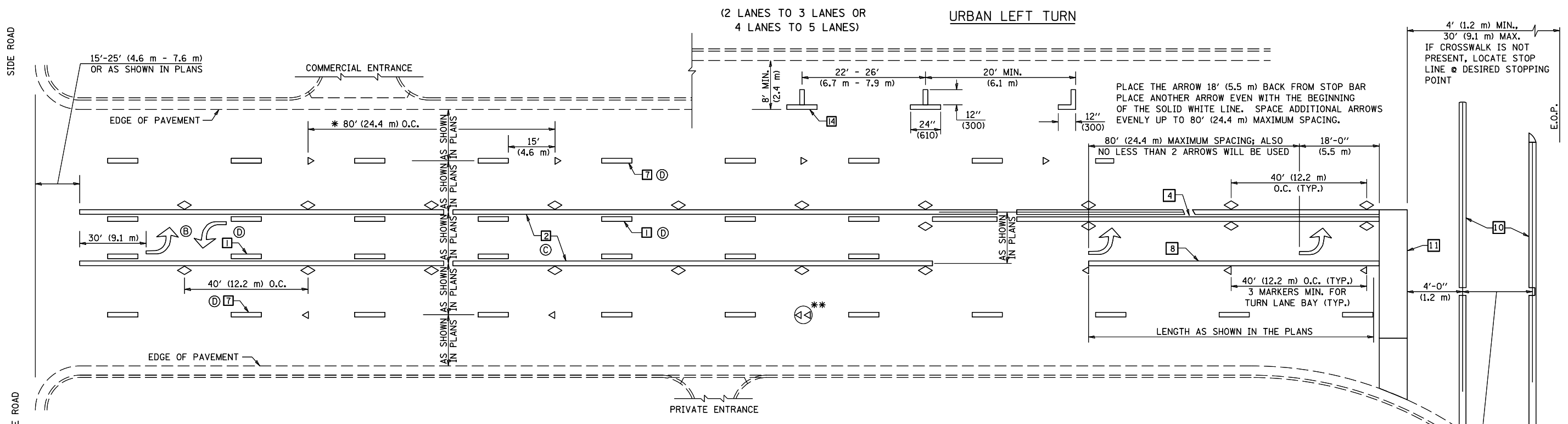
*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

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

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

DISTRICT 5 DETAIL NO. 7800AAA

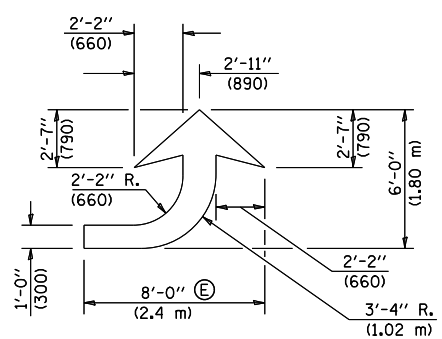
FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pwork\pwork\shererjm\d0395972\0570A21-sht-Details.dgn		DRAWN -	REVISED - 09/2009 - KJI			709	(105BR, BR-2)I	Champaign	56	52
		CHECKED -	REVISED - 04/14 - JLB			CONTRACT NO. 70A21				
		DATE -	REVISED -			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



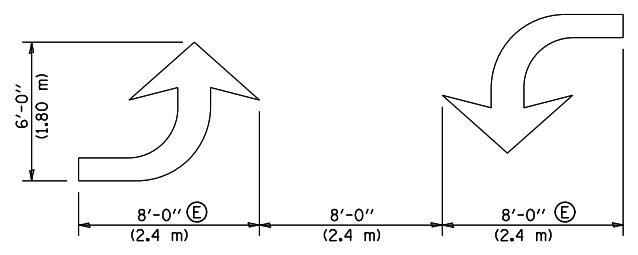
* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

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

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

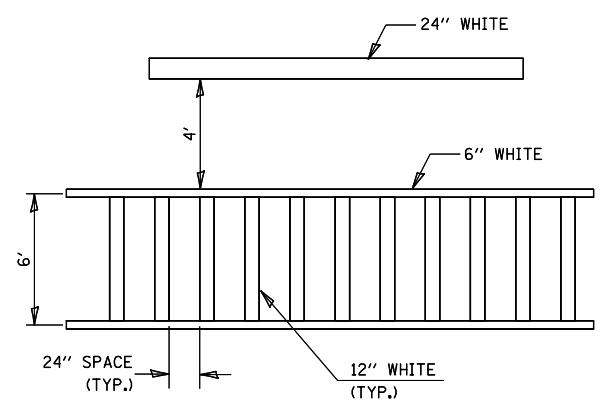


LEFT ARROW
 REVERSE FOR RIGHT ARROW
 AREA = 15.6 SQ. FT. (1.47 m²)
 (WHITE)

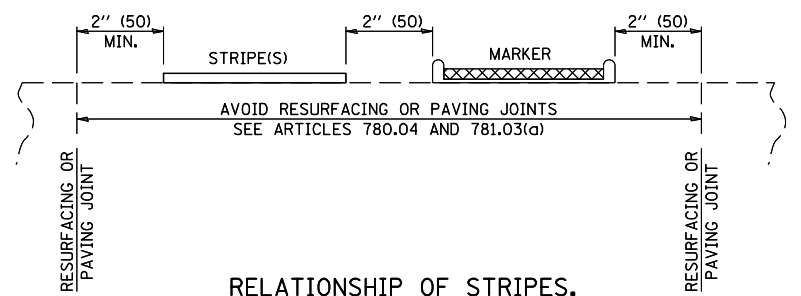


TYPICAL DOUBLE TURN ARROWS (WHITE)

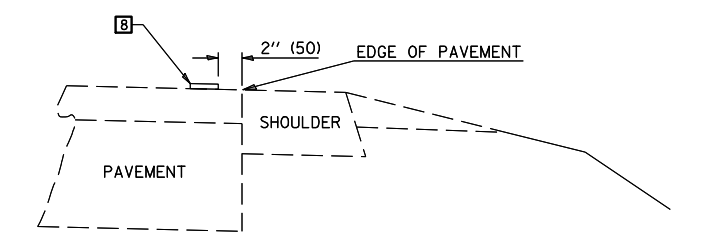
BLOOMINGTON-NORMAL CITY LIMITS ONLY



TYPICAL SPACING FOR CROSSWALKS & STOP BARS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS

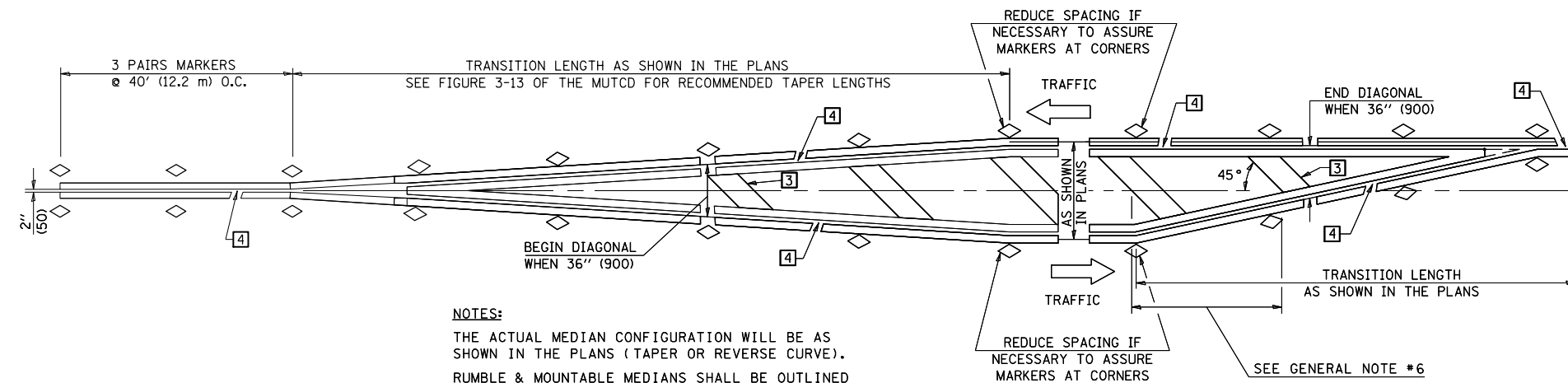


RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT
 (SAFETY SHOULDER OR PAVED SURFACE)
 SEE ARTICLE 780.04

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

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

FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw\work\p\dot\shererjm\d0395972\0570A21-sht-Details.dgn	DRAWN -	REVISED - 09/2009 - KJI	709			(105BR, BR-2)I	Champaign	56	53	
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED - 04/14 - JLB	CONTRACT NO. 70A21							
PLOT DATE = 9/18/2014	DATE -	REVISED -	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							

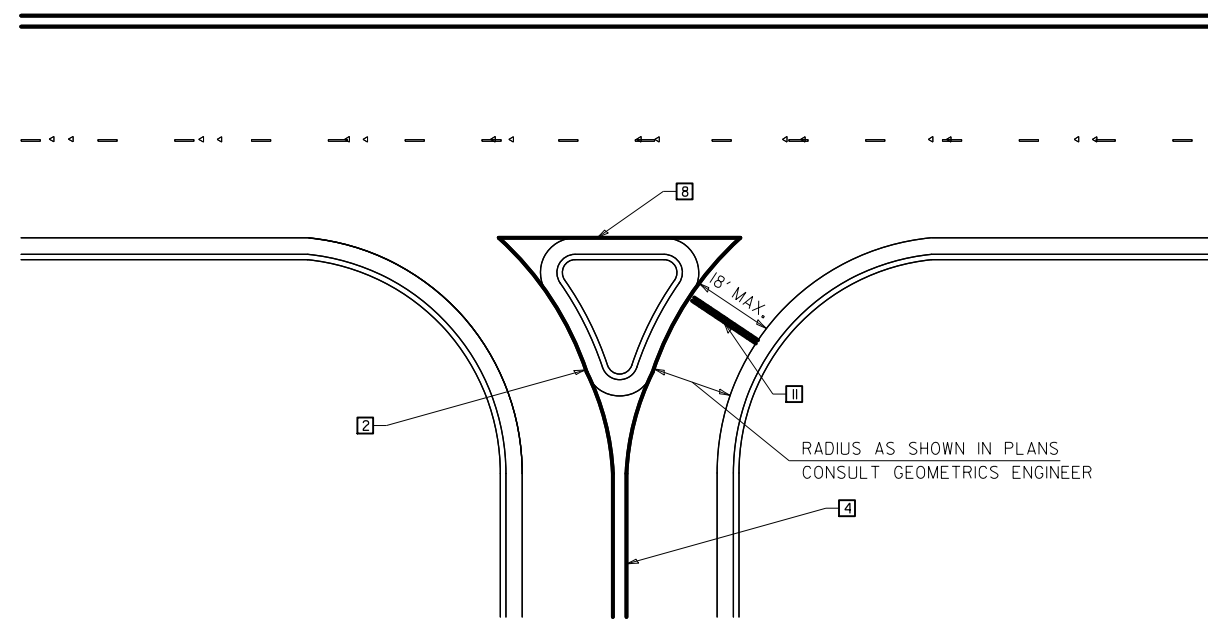


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

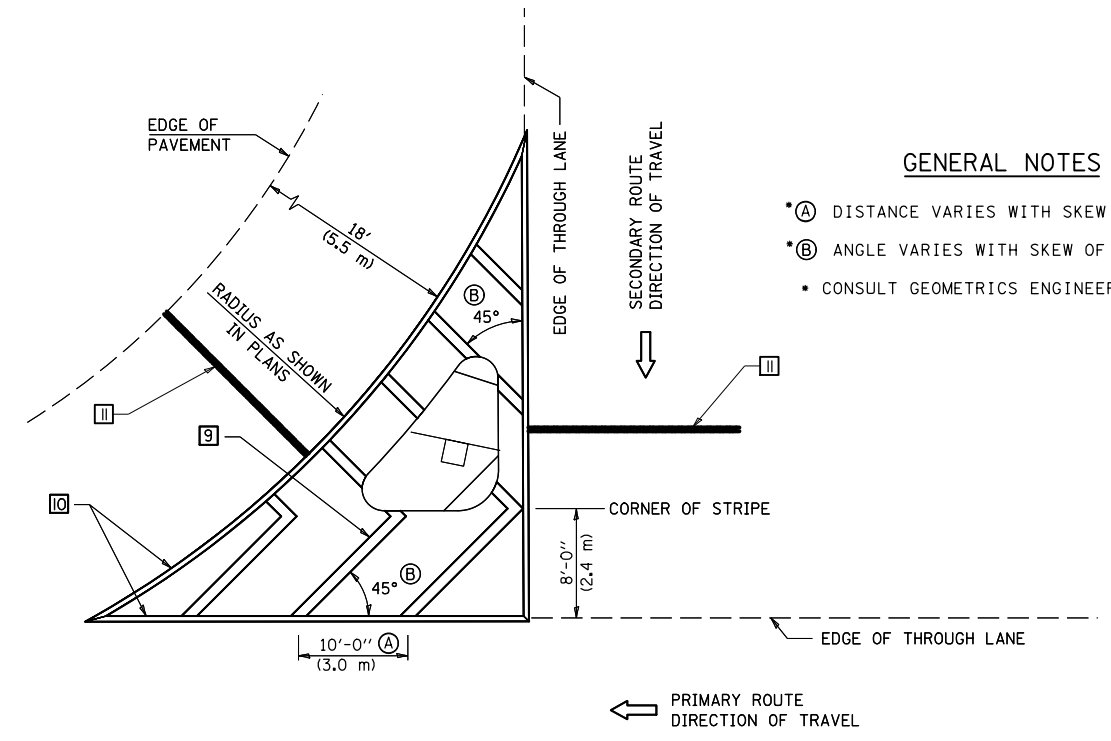
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

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



RIGHT IN - RIGHT OUT ACCESS



ISLAND

GENERAL NOTES

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

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

DISTRICT 5 DETAIL NO. 7800AAAA

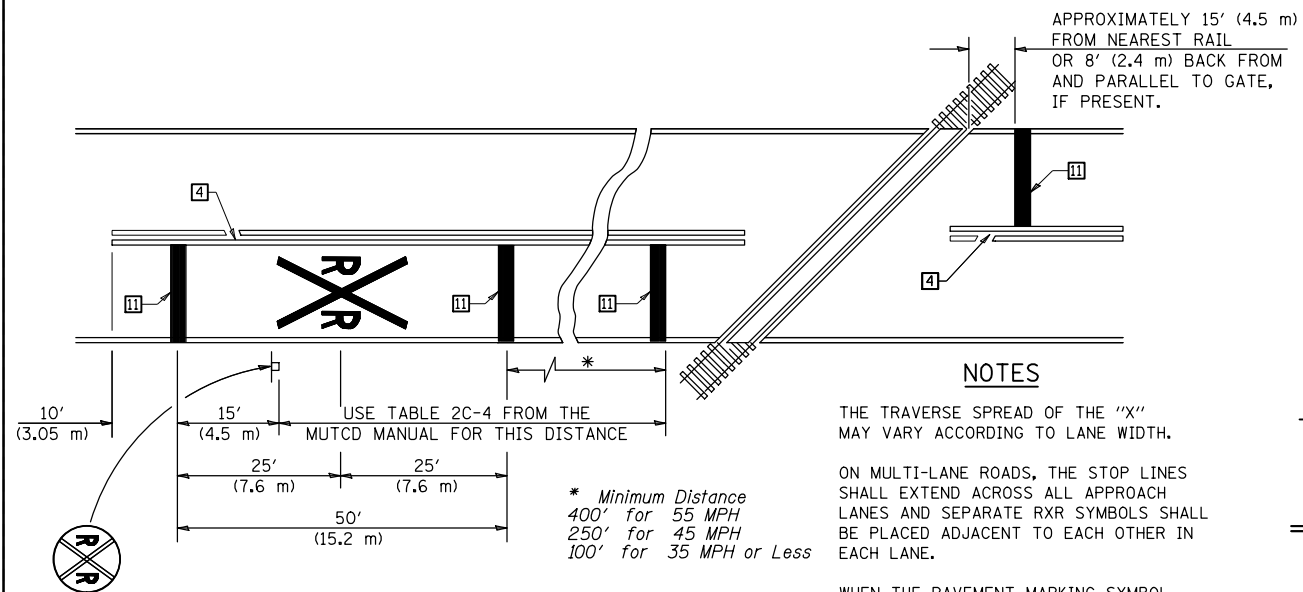
FILE NAME =	USER NAME = shererjm	DESIGNED -	REVISED - 11/06
ei:\pwork\pwork\shererjm\d0395972\0570A21-sht-Details.dgn		DRAWN -	REVISED - 09/2009 - KJI
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED - 04/14 - JLA
	PLOT DATE = 9/18/2014	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2)I	Champaign	56	54
CONTRACT NO. 70A21				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

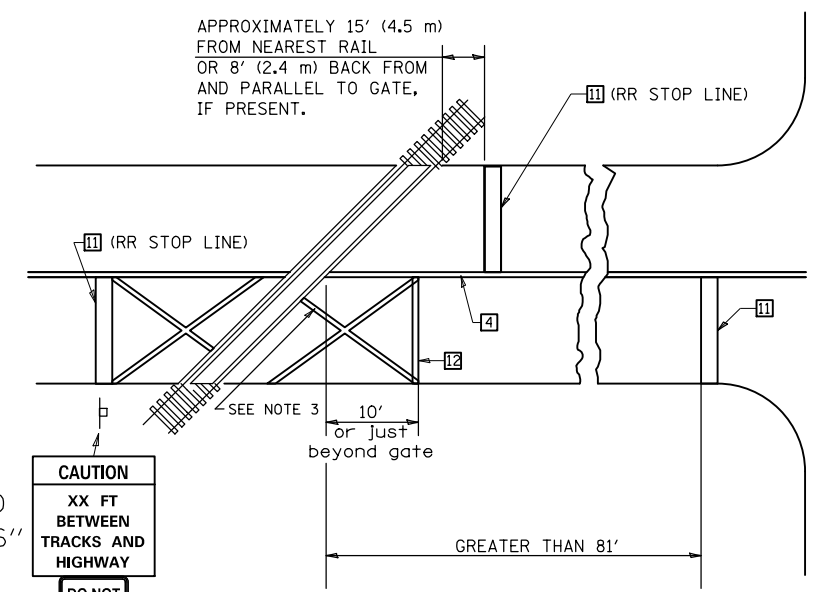
NOTES

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

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

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

RAILROAD CROSSING WITH INTERCONNECT ONLY



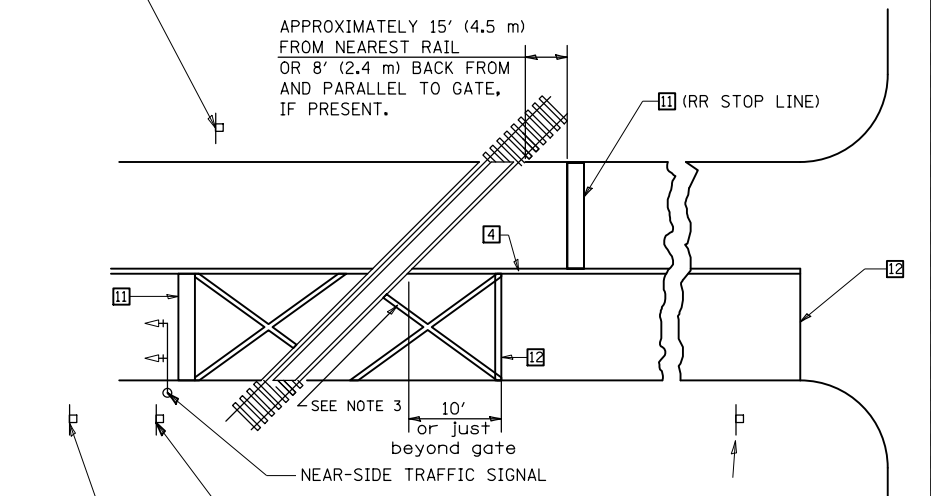
W10-I100
30" X 36"

CAUTION
XX FT BETWEEN TRACKS AND HIGHWAY

DO NOT STOP ON TRACKS

R8-8
24" X 30"

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



DO NOT STOP ON TRACKS (R8-8) 24" X 30"

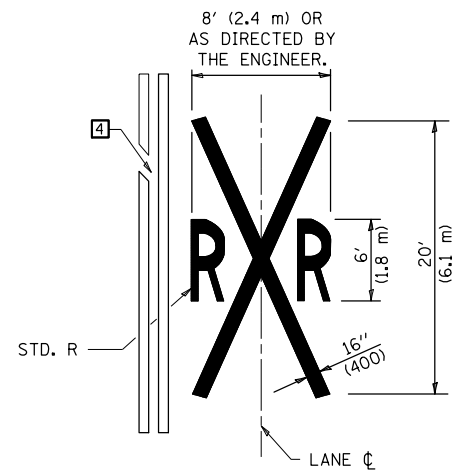
ONLY IF SIGNAL HEAD CANNOT BE LOCATED IN MEDIAN

STOP HERE ON RED (R10-6(L)) 24" X 30" OR STOP HERE ON RED (R10-6(R)) 24" X 30" IF IN MEDIAN

NO TURN ON RED (R10-11) 24" X 30"

DO NOT STOP ON TRACKS (R8-8) 24" X 30"

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING



ALTERNATE SIGNS

STOP HERE ON RED (R10-6a(L)) 24" X 30"

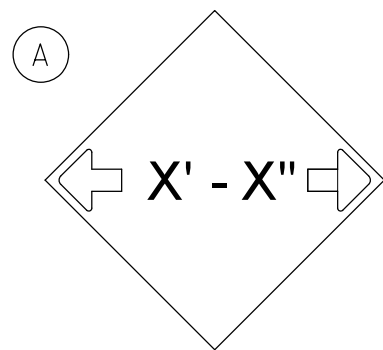
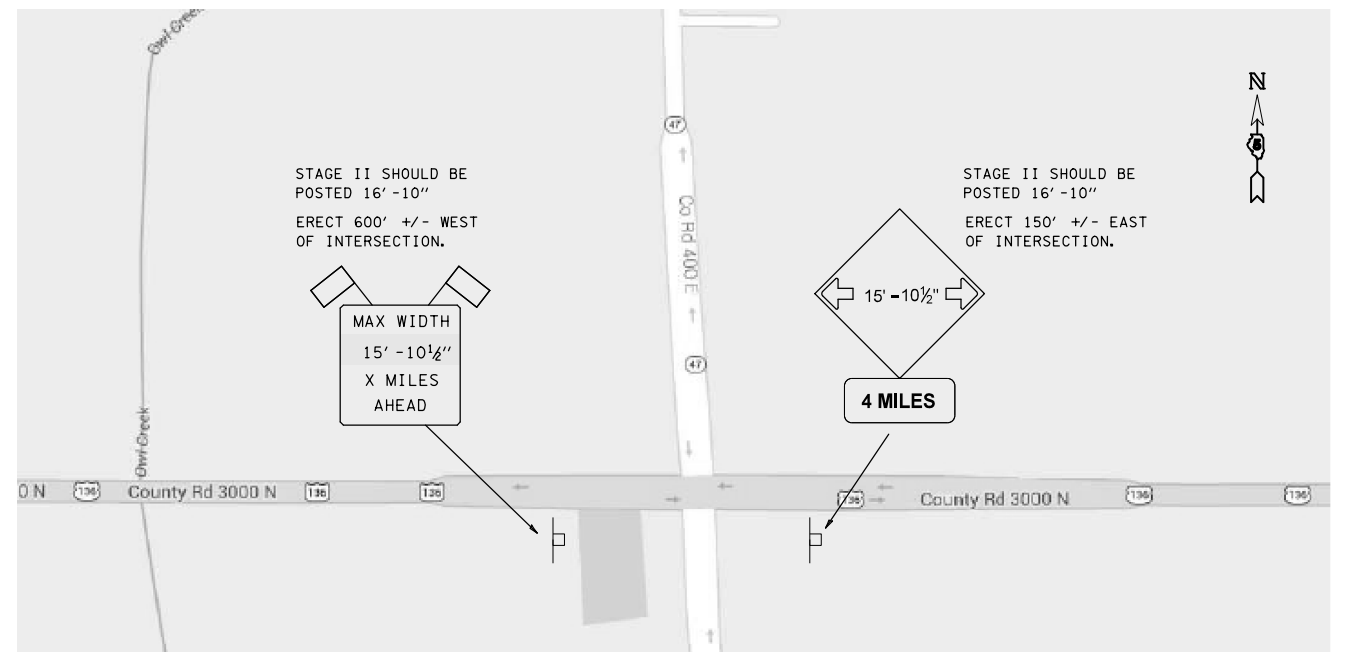
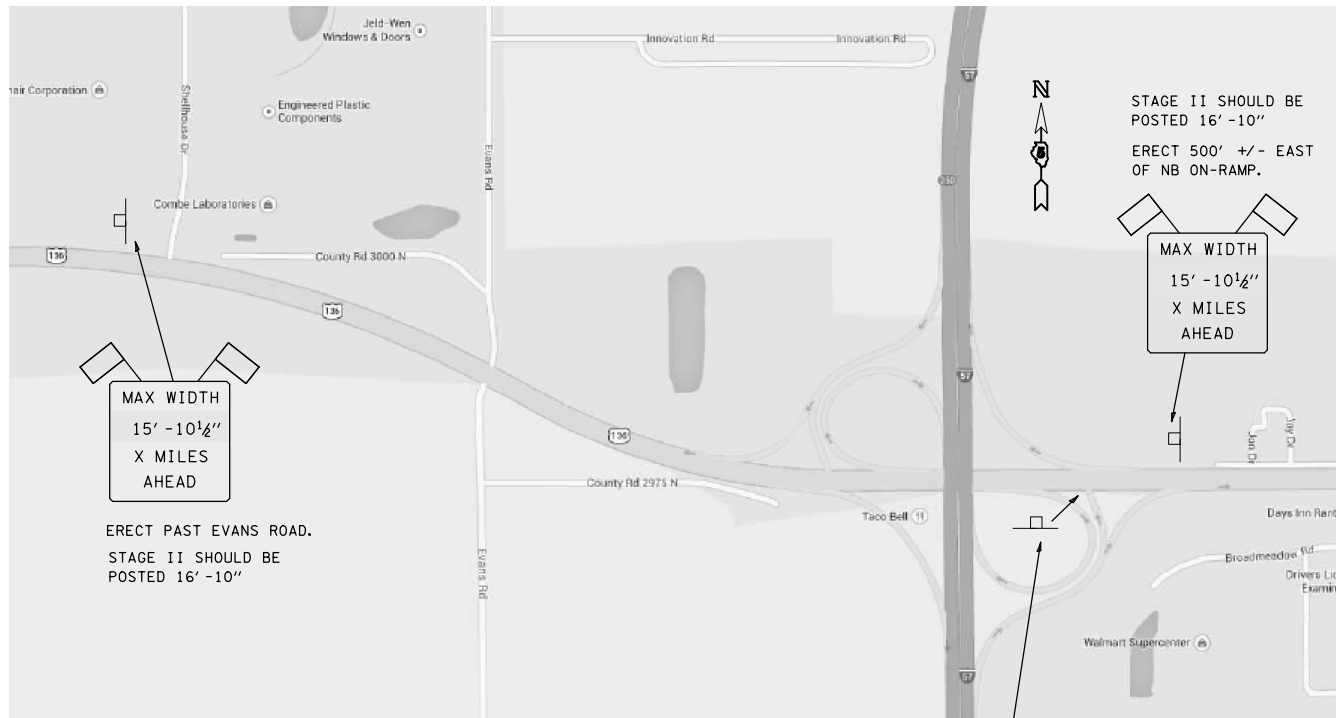
STOP HERE ON RED (R10-6a(R)) 24" X 30"

GENERAL NOTES

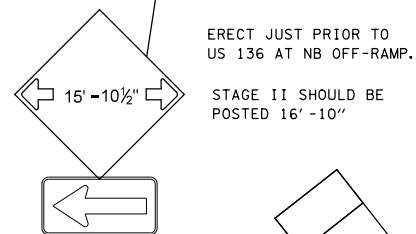
- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- 6" WHITE PAVEMENT MARKINGS AT 45° TO PAVEMENT, 8' CENTER TO CENTER.
- XX DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICH EVER IS CLOSEST, ROUNDED DOWN TO NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTENDED TO THE INTERSECTION.

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

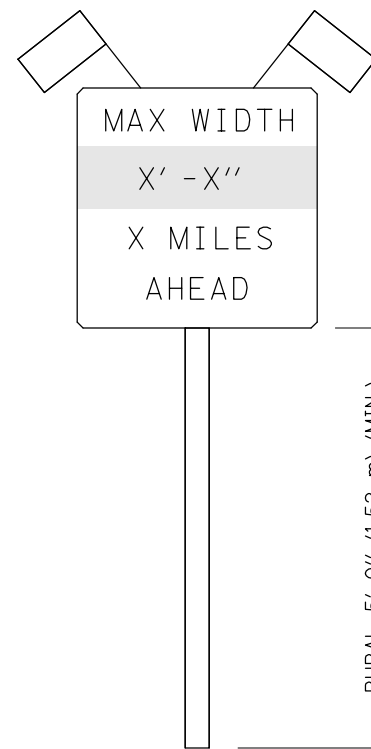
DISTRICT 5 DETAIL NO. 7800AAA



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



ERECT JUST PRIOR TO US 136 AT NB OFF-RAMP.
STAGE II SHOULD BE POSTED 16' - 10"



(B)

RURAL 5'-0" (1.52 m) (MIN.)
URBAN 7'-0" (2.13 m) (MIN.)

SIGN PANEL, TYPE II

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

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

GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.
5. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.
6. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.
7. ALL SIGNS SHOWN SHALL CONSIST OF THE CURRENT RETROREFLECTIVE SHEETING REQUIREMENTS AS OUTLINED IN SECTION 1106.01 OF THE STANDARD SPECIFICATIONS BOOK.

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

FILE NAME =	USER NAME = shererjm	DESIGNED - _____	REVISED - _____
ci:\pw\work\p\id\shererjm\d0395972\0570A21-sht-Details.dgn		DRAWN - _____	REVISED - _____
\$MODELNAME\$	PLOT SCALE = 40.0000 ' / in.	CHECKED - _____	REVISED - _____
	PLOT DATE = 9/18/2014	DATE - _____	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION SIGNING

SCALE: None SHEET 1 OF 1 SHEETS STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
709	(105BR, BR-2)I	Champaign	56	56
CONTRACT NO. 70A21			ILLINOIS FED. AID PROJECT	