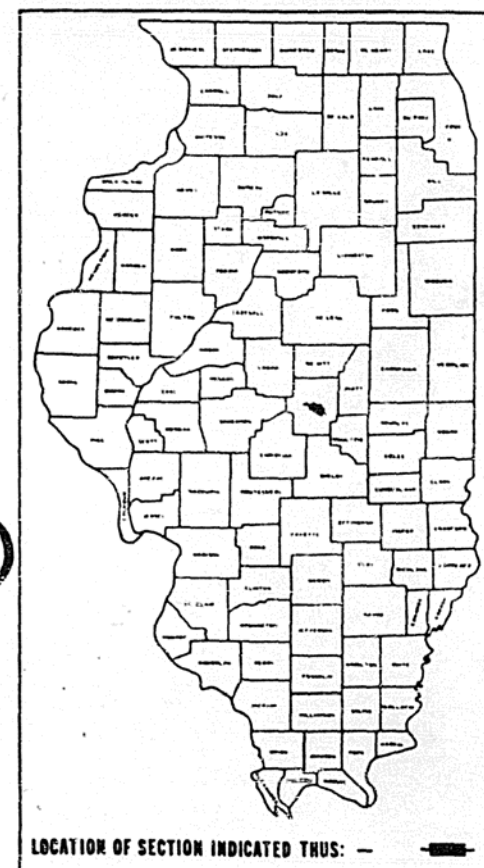


AS BUILT

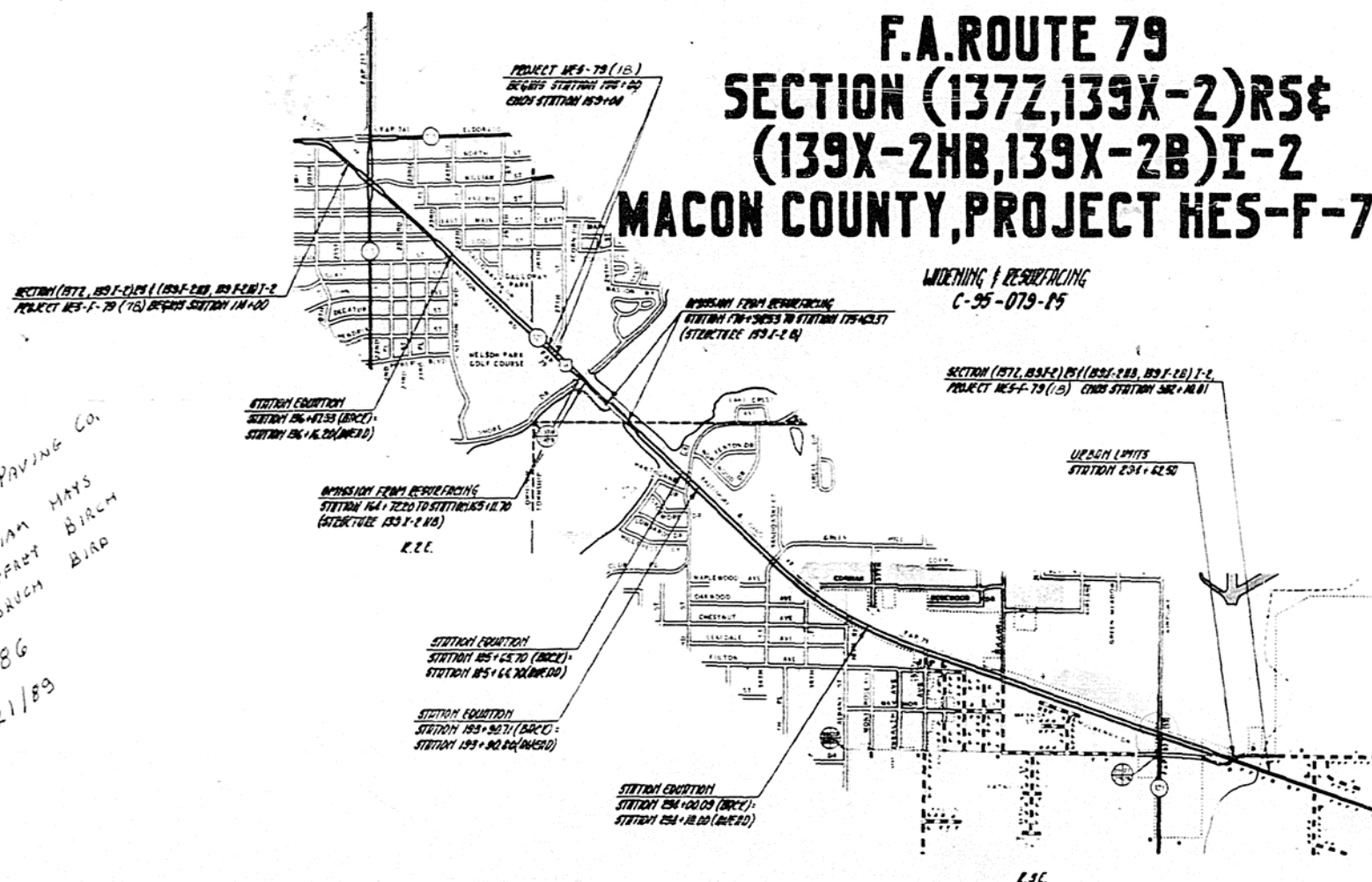
PLAN 1" = 20'
 PROFILE HORIZ. 1" = 20'
 PROFILE VERT. 1" = 8' ~
 CROSS SECTIONS 1" = 5' HORIZ. , 1" = 8' VERT.

RYE	SECTION	COUNTY	TOTAL SHEETS	SHEETS USED
FA 79	#	MARCON	409	1

T. AND A. WEBB
 116 E. WILSON
 PROJECT
 A-95-004-15
 4/5/79 (1947-2) PG 4/ (1947-2) PG 1947-2) T-2



WIDENING & RESURFACING
C-95-079-P5



"AS BUILT" PLANS
CONTRACTOR: ILLINOIS VALLEY PAVING CO.
RESIDENT ENGINEERS: (1) WILLIAM MAYS
(2) JEFFREY BIRCH
(3) BRUGH BIRD
START DATE: 8/20/86
COMPLETION DATE: 3/21/89

7775 (06) MAJOR 643 (COMP-22)

TOTAL LENGTH OF SECTION (1972, 1991-2) P4 (1991-240, 1991-25) I-2	10,704.14	FEET	9950	PILES
TOTAL LENGTH OF PROJECT (1951-F-79) (10)	10,704.14	FEET	9950	PILES
NET LENGTH OF SECTION (1972, 1991-2) P4 (1991-240, 1991-25) I-2	10,704.14	FEET	9950	PILES
NET LENGTH OF PROJECT (1951-F-79) (10)	10,704.14	FEET	9950	PILES

TOLL FREE J.U.L.I.E. TELEPHONE NO
1-800-892-0123
DECATUR & LONG CREEK TOWNSHIP

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 6 1956
J. B. Berman
DISTRICT ENGINEER

DESIGNED 3-14 1956
J. B. Berman
DISTRICT ENGINEER

PAKED 3-14 1956
J. B. Berman
DISTRICT ENGINEER

APPROVED 3-14 1956
J. B. Berman
DISTRICT ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED	
DIVISION ADMINISTRATOR	DATE

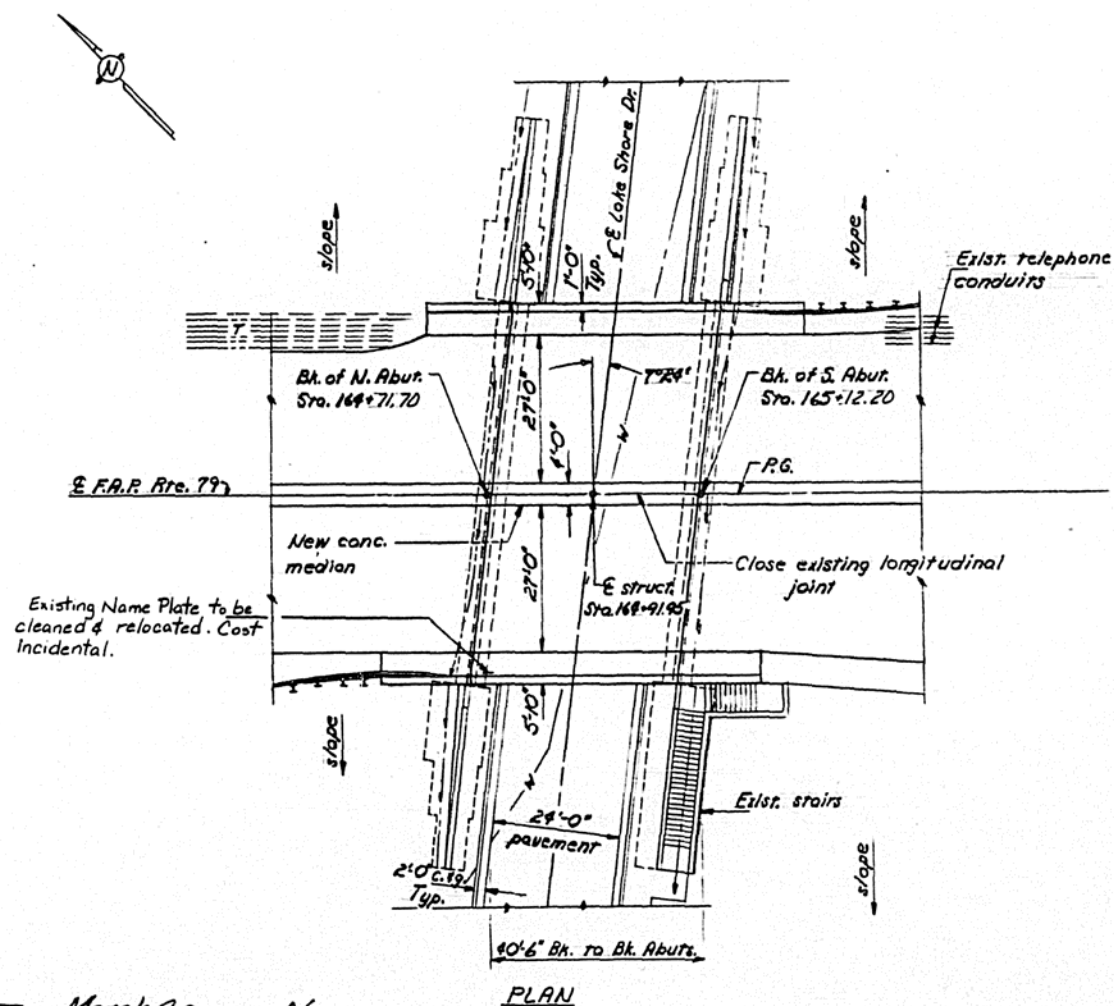
CONTRACT NO. 40717

REPORT NO.	SECTION	SUBJECT	TOTAL SHEETS	SHEET NO.
221	1372	MACON	409	333
2219	245			

SHEET NO. 333
5 SHEETS

GENERAL NOTES

Protective Coat shall not be applied to surface to which Waterproofing Membrane System is applied.

[illegible]

Range 3E-3rd.P.M.

DECATUR

LAKE

LAKE

CONCORD BRIDGE

DECATUR BRIDGE

LOST BRIDGE

13

24

19

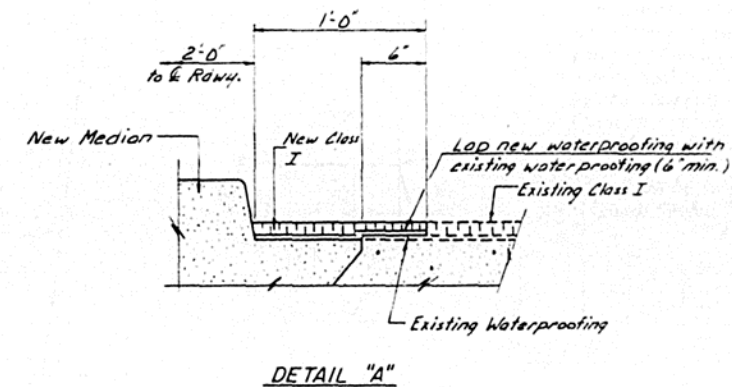
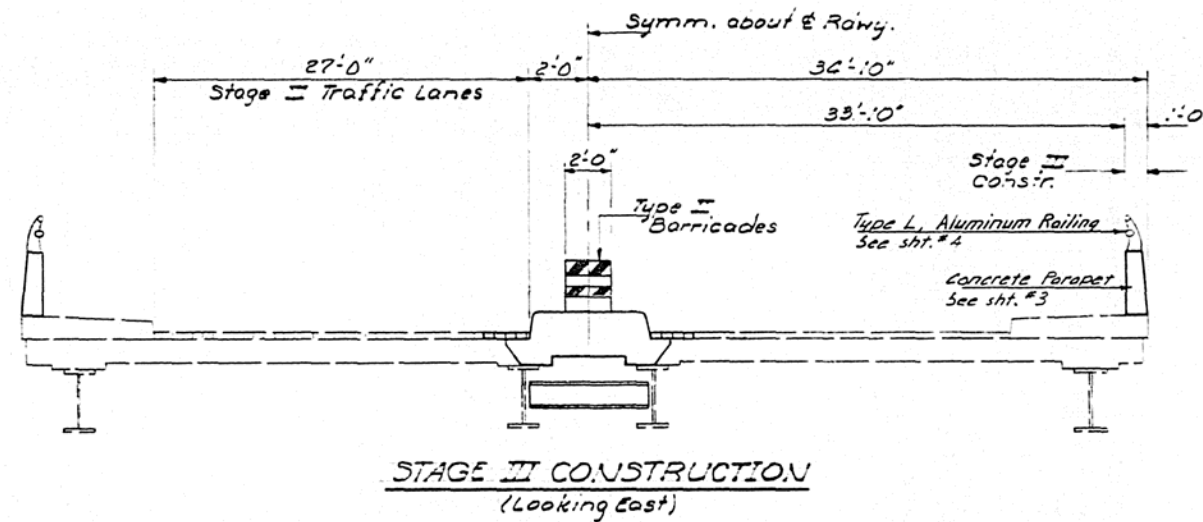
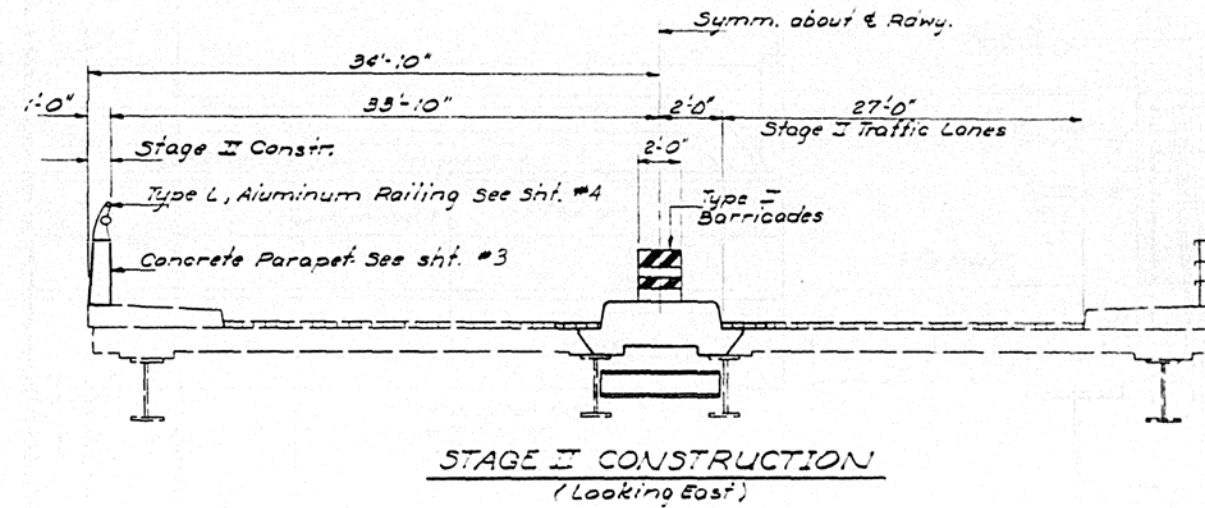
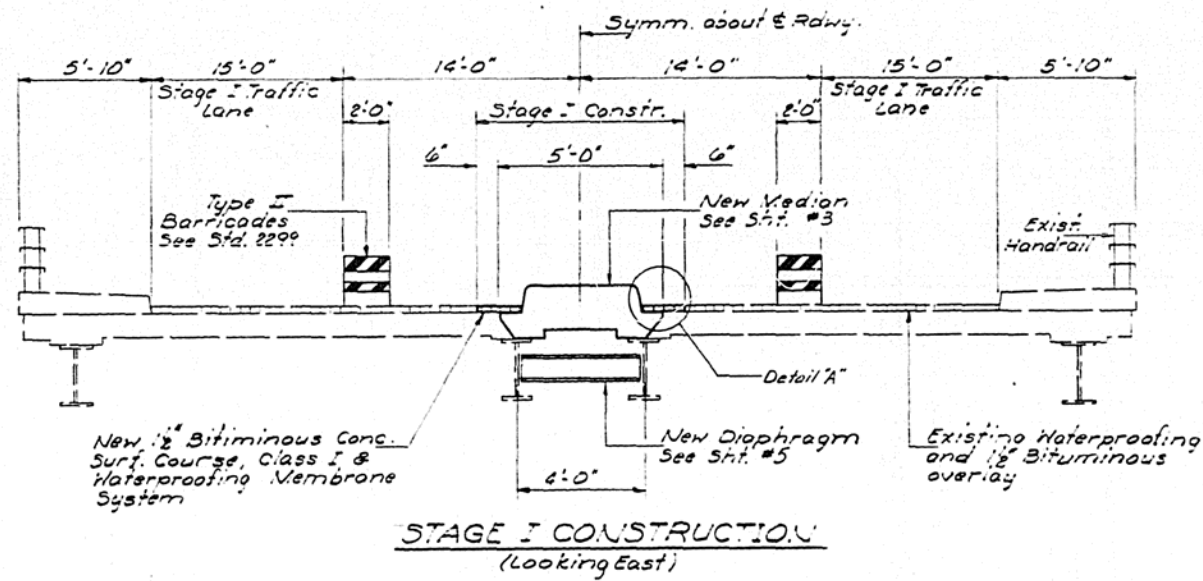
LOCATION SKETCH

GENERAL PLAN
U.S. ROUTE 36 OVER LAKE SHORE DRIVE
F.A.R. ROUTE 79 SECTION 139A-2HB
MACON COUNTY
STATION 164+91.95
STRUCTURE NUMBER Q58-0019

DESIGNED <i>Helen R. Abandi</i>	March 20 1986
CHECKED <i>D. DKM m. Mulla</i>	EXAMINED <i>Greg J. Kaspar</i> CHIEF ENGINEER DESIGN
DRAWN <i>Ron Sommer</i>	PASSED <i>James J. Kuehn</i> CHIEF ENGINEER INSPECTION
CHECKED <i>GRO DKM</i>	APPROVED _____ DIRECTOR OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	PROJECT	DATE	SHEET NO.	SHEETS
157A	1-1E	MACON	409	234	5 SHEETS
FOR ROAD DIST. NO. 1					



Notes:
Cost of the removal of existing handrail and existing Class I is incidental to "Concrete Removal".
Quantity for Type II Barricades included in Roadway Plans.

DESIGNED *Sharon R. Gresham*
CHECKED *David K. M. Mullen*
DRAWN *J. SCHNELLER*
CHECKED *GPA DKM*

EXAMINED *Prof. J. K. Kasper*
PASSED *J. J. Kasper*
APPROVED *J. J. Kasper*

MARCH 20, 1986

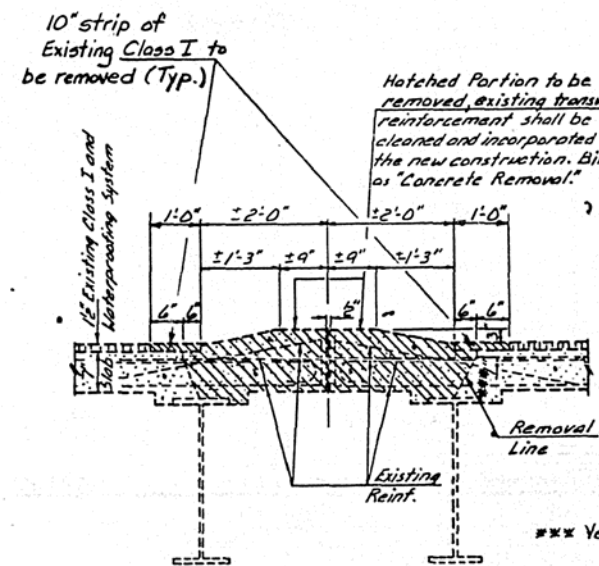
DIRECTOR OF HIGHWAYS

STAGE CONSTRUCTION DETAILS
F.A.P. RT. 79 SEC. 139X-2HB
MACON COUNTY
STA. 164+91.95

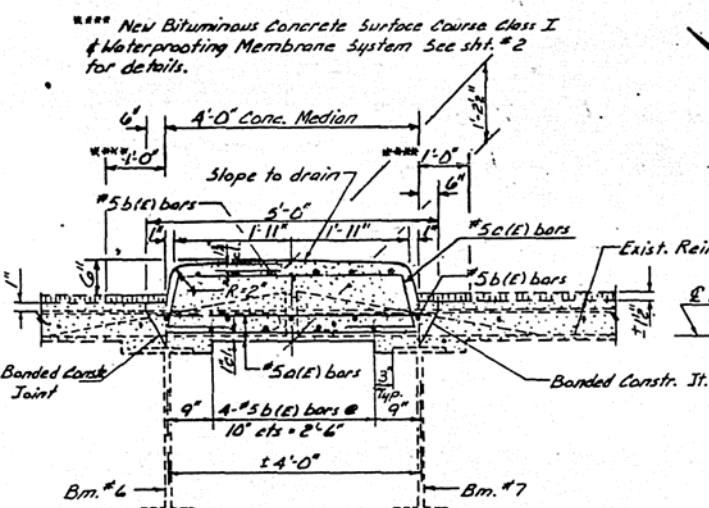
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SHEET NO.	SECTION	DATE	BY	CHECKED	APPROVED
139-248	409	MACON	235			
139-248	409	MACON	235			

SHEET NO. 3
5 SHEETS

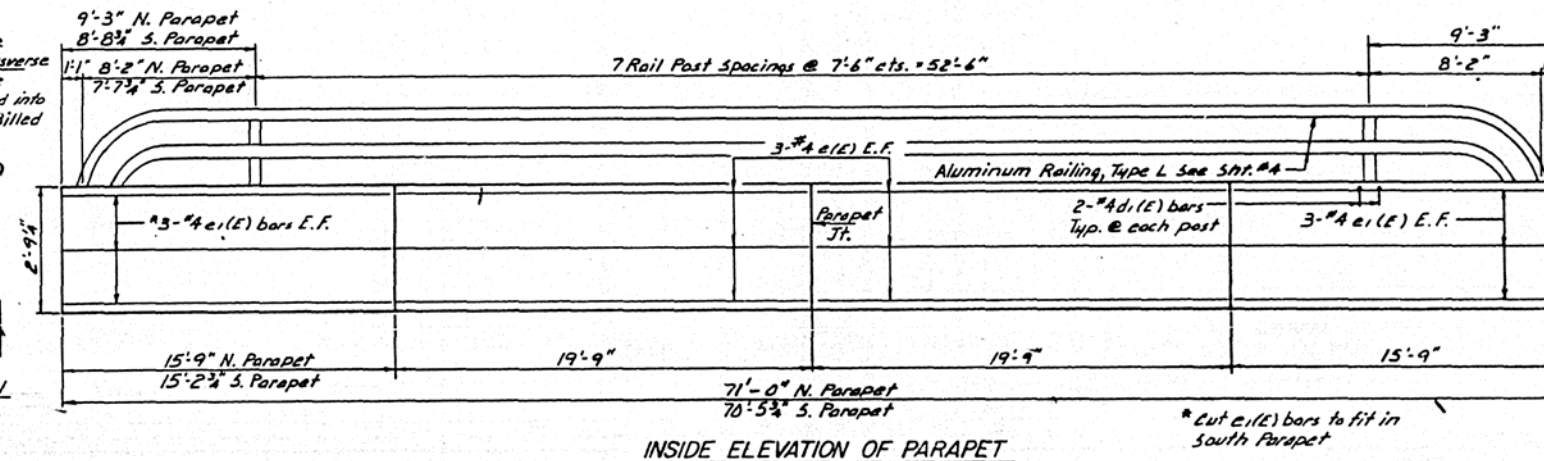


EXISTING LONGITUDINAL JOINT CROSS SECTION

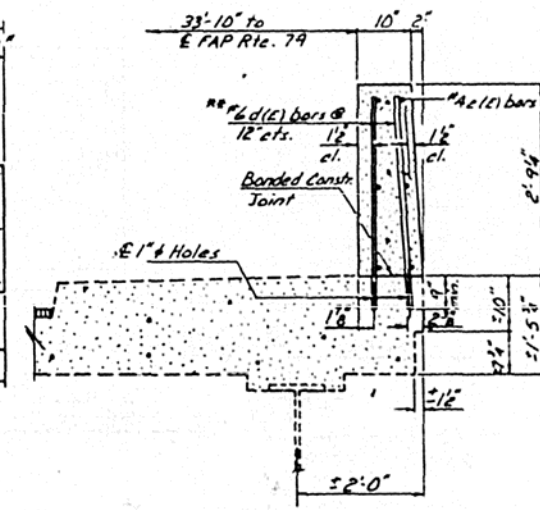


RECONSTRUCTED LONGITUDINAL JOINT AND MEDIAN

Removal Line and Bonded Construction Joint shall be made with a 1" vertical saw cut into the existing slab. Then remove concrete vertically to a point 1" below the existing top reinforcement bars and continue concrete removal as shown in the Existing Longitudinal Joint Cross Section.



INSIDE ELEVATION OF PARAPET



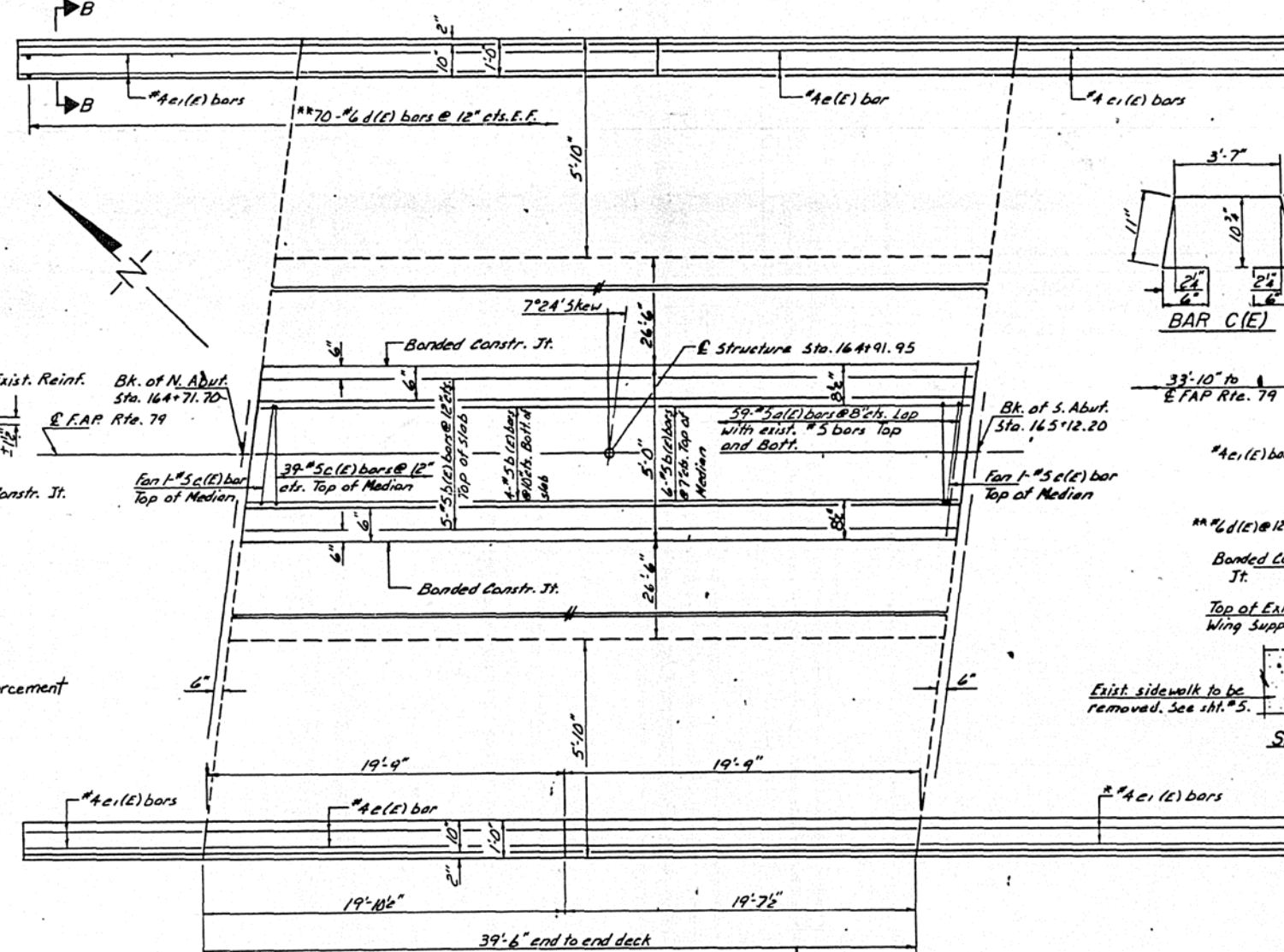
PARAPET SECTION

** Drill 1" hole epoxy grout d (E) bars (9" min). See Special Provisions. The Contractor shall test 10% of the d (E) bars in the front face of the new parapet (7 bars min. each side of bridge) to meet a min. certified pull out load of 13.3k. For every bar that fails to meet the pull out load of 13.3k, the Contractor shall test two additional bars and re-grout an additional d (E) bar 1/4" either side of the failed bar. Cost of testing and additional bars shall be incidental to "Reinforcement Bars 6" (Epoxy Coated)".

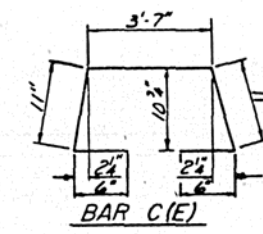
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a (E)	118	#5	4'-0"	—
b (E)	15	#5	39'-3"	—
c (E)	41	#5	6'-5"	□
d (E)	280	#6	3'-4"	—
d (E)	32	#4	2'-0"	□
e (E)	24	#4	19'-6"	—
e (E)	24	#4	15'-6"	—
Class X Concrete		Cu. Yd.	20.5	
Reinforcement Bars (Epoxy Coated)		Lbs.	3390	
Concrete Removal		Cu. Yd.	6.0	

Reinforcement bars designated (E) shall be epoxy coated. See sheet #4 for Parapet Joint Detail. Cost of the removal of existing Class I and existing railing is incidental to "Concrete Removal".

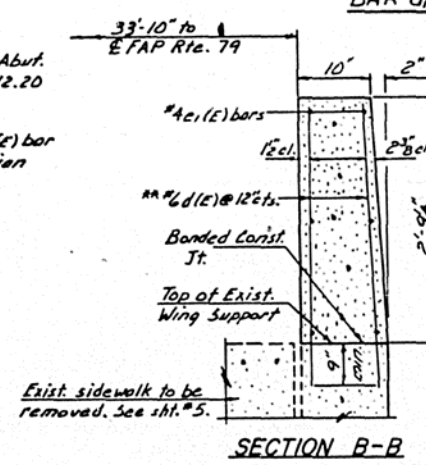


PLAN



BAR C (E)

BAR d (E)



SECTION B-B

DESIGNED <i>Shelton R. R. R.</i>	EXAMINED <i>Greg J. Kasper</i>
CHECKED <i>Quinn M. M.</i>	PASSED <i>James J. R.</i>
DRAWN <i>R. Sammer</i>	APPROVED <i>James J. R.</i>
CHECKED <i>GRA DKM</i>	

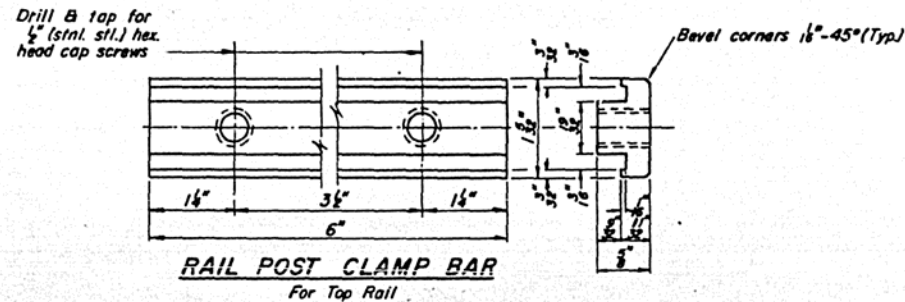
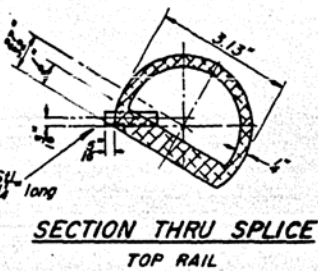
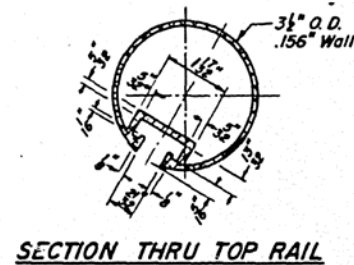
March 20 1986

SUPERSTRUCTURE
F.A.P. RTE. 79 SEC. 139 X-2HB
MACON COUNTY
STA. 164+91.95

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

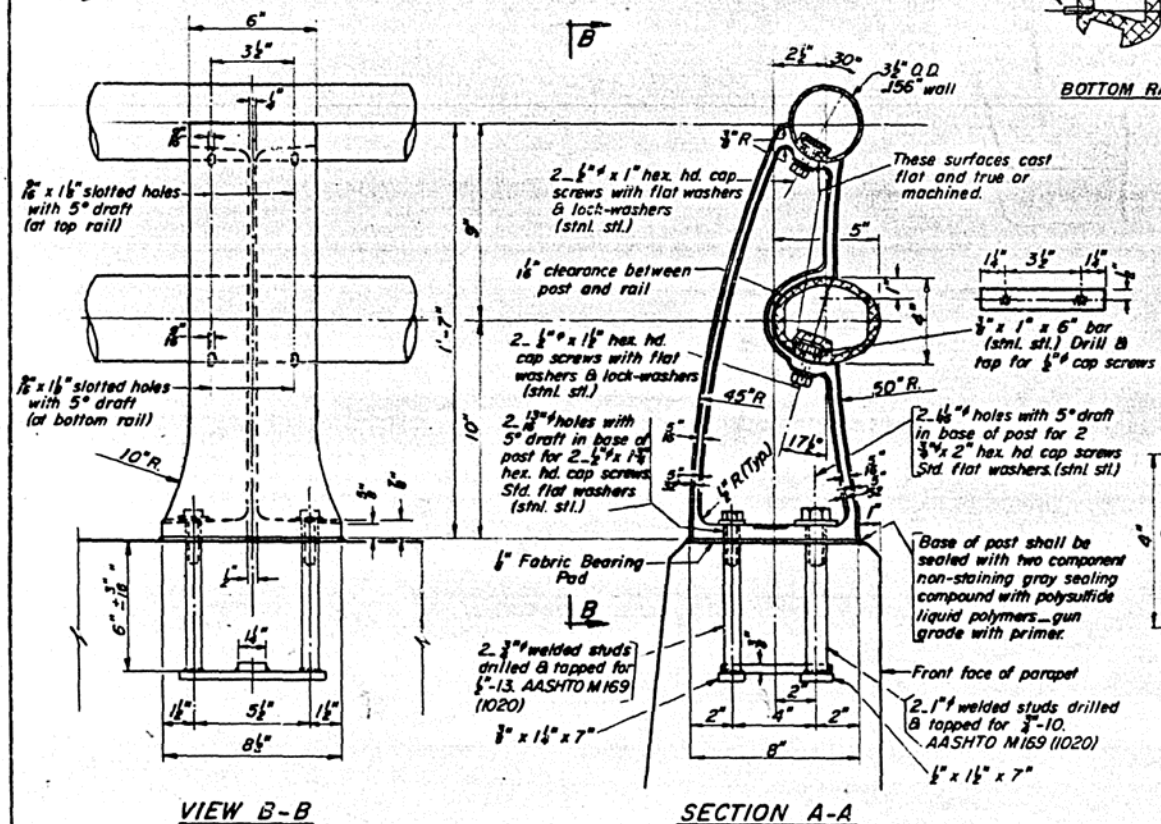
PROJECT NO.	SHEET NO.	PROJECT NAME	DATE	BY	CHECKED
139X-2HB	409	MACON	236		
DESIGNED BY	DRAWN BY	CHECKED BY	APPROVED BY	DATE	

SHEET NO. 4
5 SHEETS

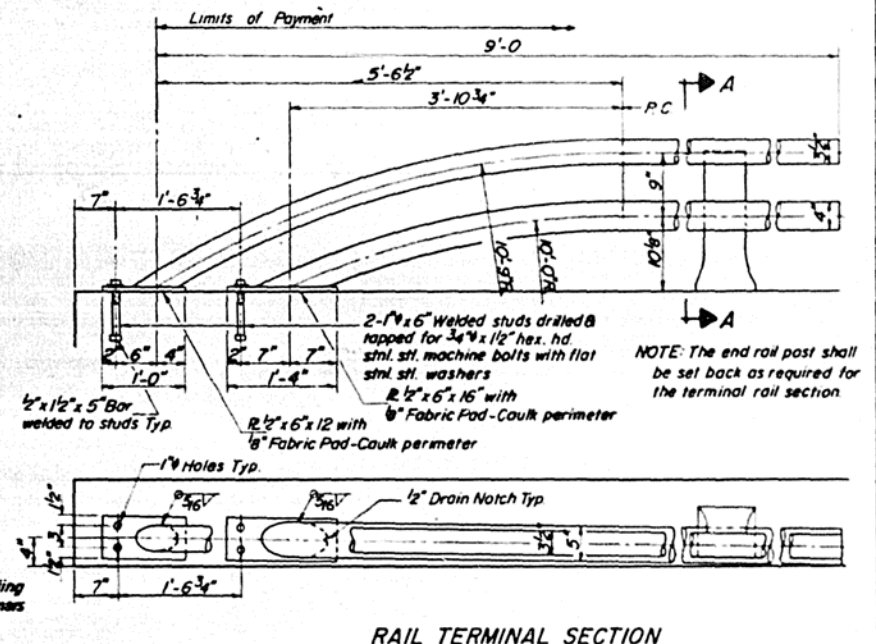
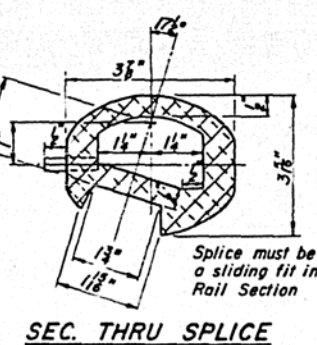
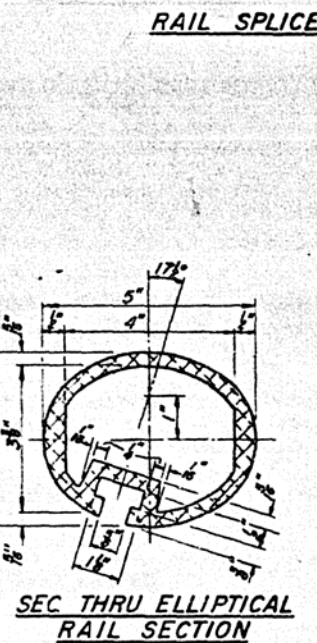
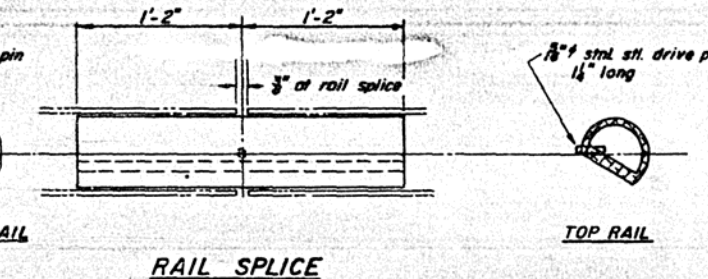


NOTES:

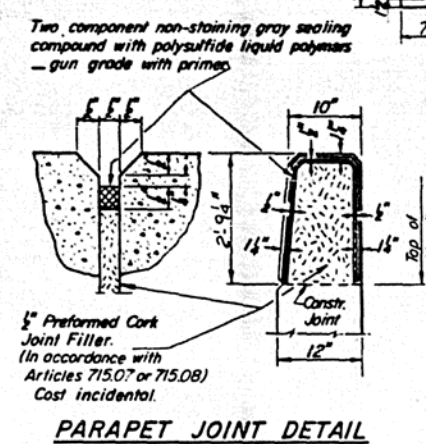
- All Posts shall be normal to parapet.
- All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius 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 1-1/2 inch and 2-1/2 inch Aluminum Shims for 25% of the Posts.
- Rail elements shall be parallel to Grade - high spots shall be ground and low spots shimmed.
- Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per linear foot for ALUMINUM RAILING, TYPE L.
- 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.



RAIL POST DETAILS



RAIL TERMINAL SECTION



PARAPET JOINT DETAIL

BILL of MATERIALS

Item	Unit	Quantity
ALUMINUM RAILING, TYPE L	Lin F.	137

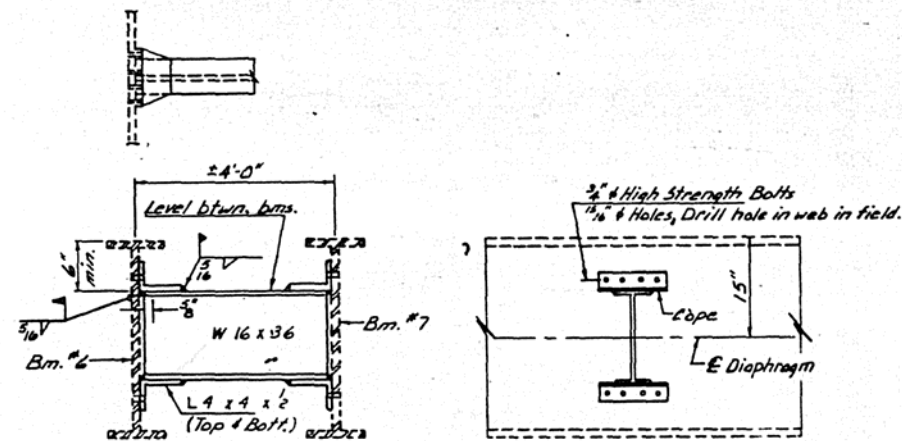
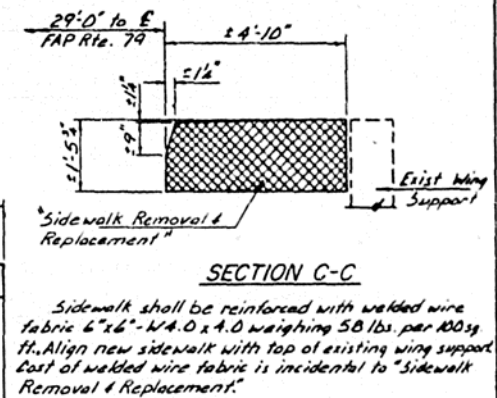
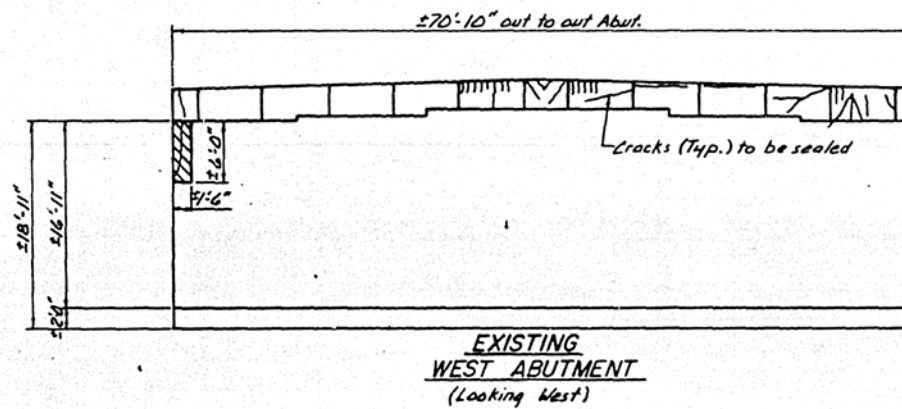
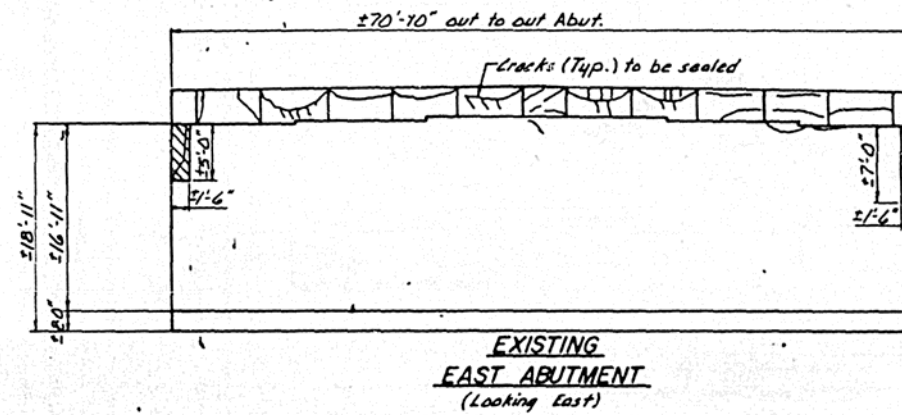
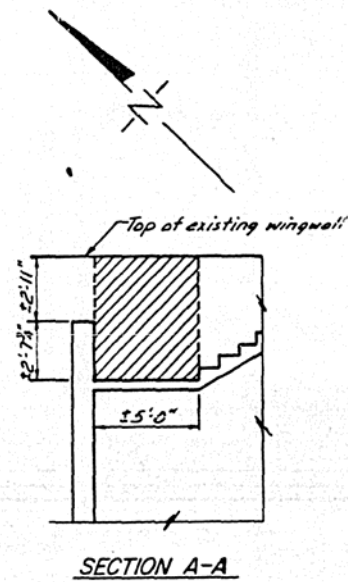
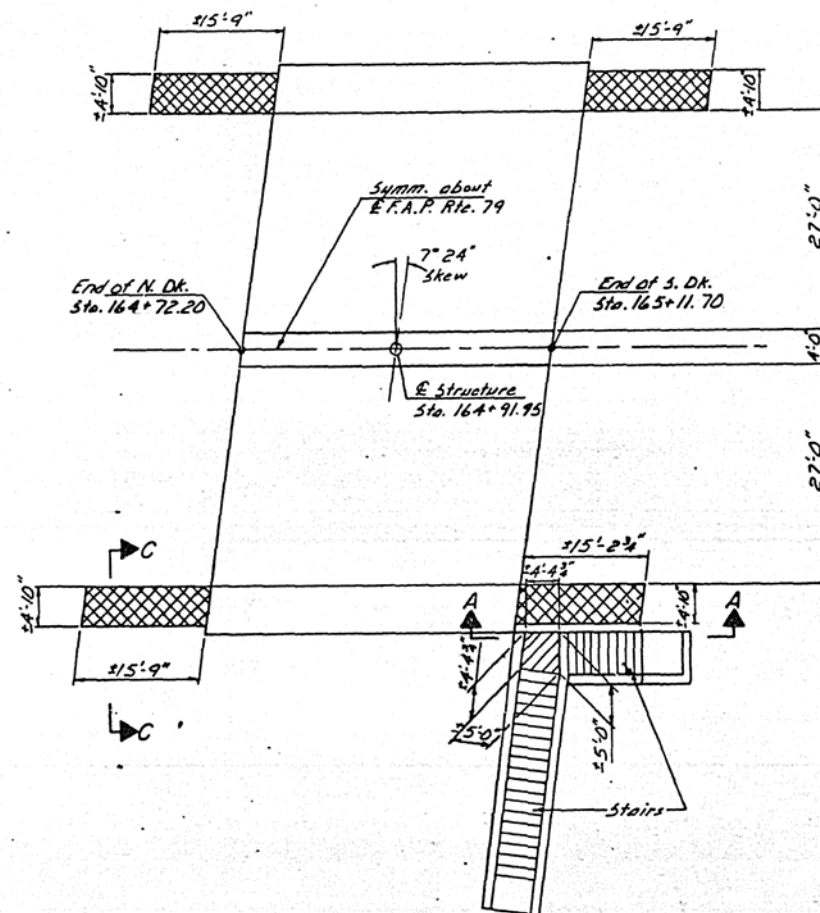
TYPE L
ALUMINUM RAILING
F.A.P. RTE. 79 SEC. 139 X-2HB
MACON COUNTY
STA. 164+91.95

DESIGNED	March 20	1986
CHECKED	Dr. J. J. Kasper	
DRAWN	R. Sommer	
CHECKED	G.R. DKM	
APPROVED	James J. Kasper	
	Director of Highways	

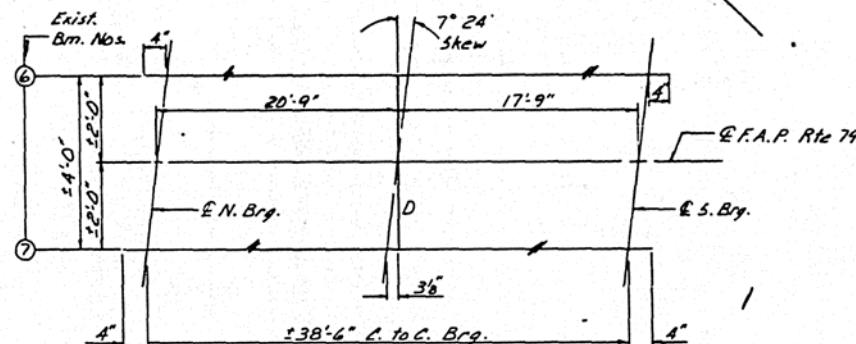
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SHEET NO.	SHEET TOTAL	DATE
139A-2HB	MACON	409	237
FILE NO.	FILE NO.	FILE NO.	FILE NO.

SHEET NO 5
5 SHEETS



DIAPHRAGM D
1 Required



LAYOUT OF STRUCTURAL STEEL DIAPHRAGM

BILL OF MATERIAL

ITEM	UNIT	Quantity
Sidewalk Removal & Replacement	Sq. Ft.	302
Repair Concrete Structures	Sq. Ft.	55
Epoxy Crack Sealing	Lin. Ft.	200

Notes:
Cross hatched areas indicate "Sidewalk Removal and Replacement."
Hatched areas indicate "Repair of Concrete Structure."
Cracks to be repaired by epoxy injection. Billed as "Epoxy Crack Sealing."

DESIGNED	Shalom R. Blum
CHECKED	On DKM
DRAWN	R. Sommer
CHECKED	GRA DKM

EXAMINED	March 20 1986
PASSED	James J. Kuyumcu
APPROVED	

CONCRETE REMOVAL & REPAIR DETAILS
F.A.P. RTE. 79 SEC. 139x-2HB
MACON COUNTY
STA. 164+91.95