

FOR INDEX OF SHEETS, SEE SHEET NO. 3

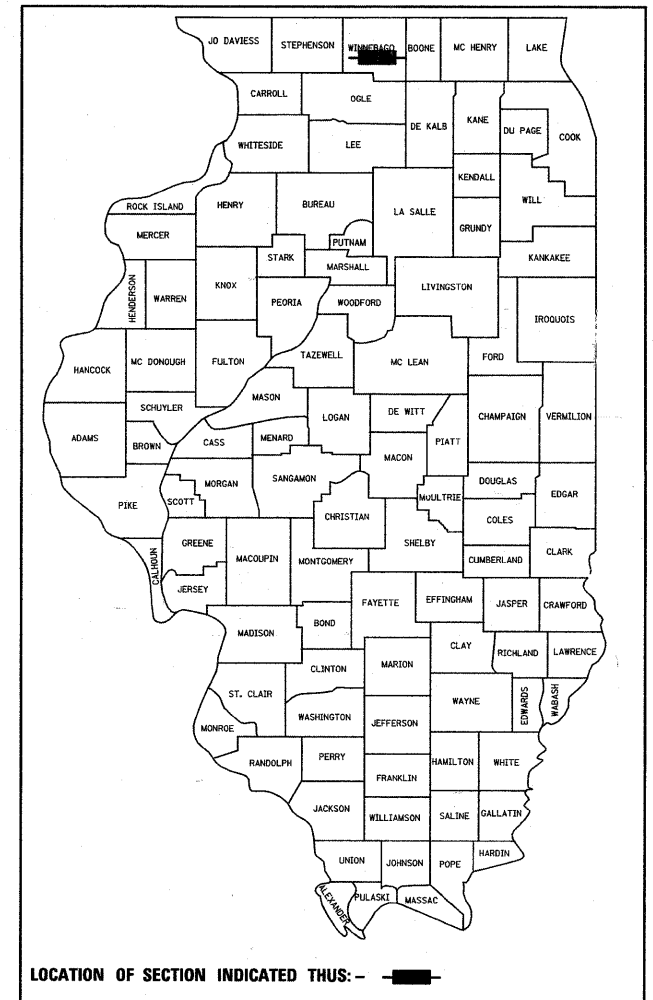
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
**PROPOSED  
HIGHWAY PLANS**

FAP ROUTE 301 (US 20)  
SECTION D2 BRIDGE PAINTING 2008-3  
WINNEBAGO COUNTY  
C-92-029-08

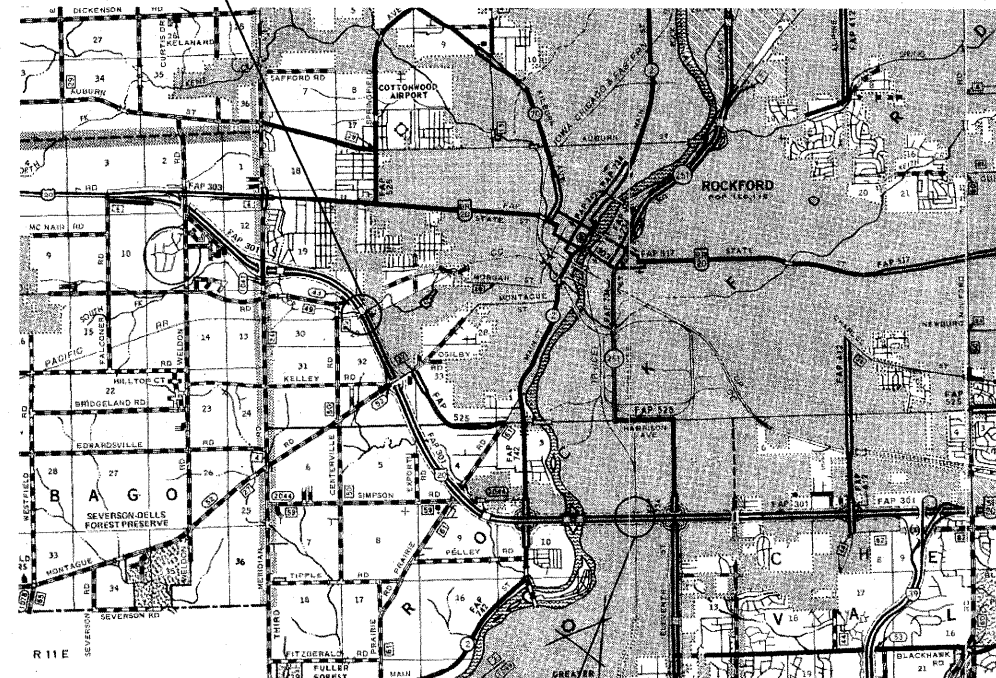
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301		Winnebago	19	1
FEED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 64D91		

D2 Bridge Painting 2008-3

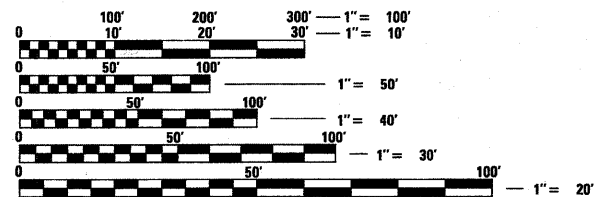
D-92-027-08



Structure Numbers  
101-0049 & 101-0050



Structure Numbers  
101-0063 & 101-0064



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

DISTRICT 2 BRIDGE MAINTENANCE ENGINEER: MAHMOUD ETEMADI 815/284-5393  
DISTRICT 2 BRIDGE PAINT TECHNICIAN: DAN LINK 815/284-5416

CONTRACT NO. 64D91

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED 1-25 20 08  
George F. Ryan  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 21, 20 08  
Eric E. Harn  
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

March 21, 20 08  
Christine M. Reed  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS



# GENERAL NOTES

The SSPC-QP1 and SSPC-QP2 Painting Contractor Certifications will be required for this project.

A minimum of 2 air monitors will be required to monitor abrasive blasting operations at Location 2, see special provision for "Containment and Disposal of Lead Paint Cleaning Residues".

# STANDARDS

701101-01 Off-Road Operations, Multilane, 4.5 m (15') to 600 mm (24 9/32 ) From Pavement Edge  
 701400-02 Approach to Lane Closure, Freeway/Expressway  
 701406-04 Lane Closure, Freeway/Expressway, Day Operations Only  
 701411-04 Lane Closure, Multilane, at Entrance or Exit Ramp, for Speeds > 45 MPH  
 701901 Traffic Control Devices

# INDEX OF SHEETS

1. Cover Sheet
2. Summary of Quantities
3. General Notes, Standards, Index of Sheets
4. -9. Existing Bridge Plans Structures 101-0049 & 101-0050
10. -19. Existing Bridge Plans Structures 101-0063 & 101-0064

• D2 BRIDGE PAINTING 2008-3

FILE NAME = F:\PAINTING\64D91\paint2008-3.dgn	USER NAME = 1inkdj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES &amp; STANDARDS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					301	*	WINNEBAGO	19	3
		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 64D91				
		DATE -	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

BENCHMARK: B.M. - Chiseled square on Southeast wingwall from Bridge Plans. Elevation 245.559 m.

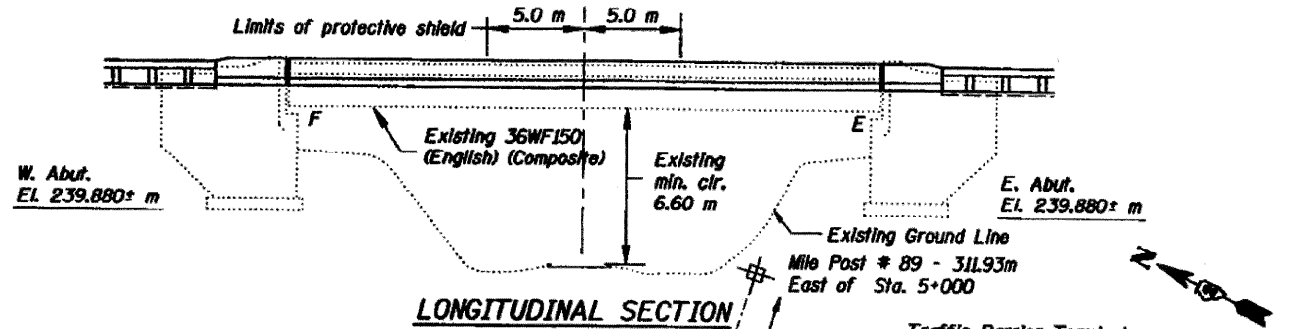
EXISTING STRUCTURE: S.N. 101-0049 (EB) and 101-0050 (WB) built as FA 194, Sec. 1-VB in 1964. Each structure is a single span wide flange beam bridge, 25.75 m Bk.-Bk.abutments and 11.89 m O.-O. deck. Skewed at 18° 20'. The deck is a 178 mm reinforced concrete slab with a wearing surface. Traffic will be maintained by using median crossover.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

# FOR INFORMATION ONLY

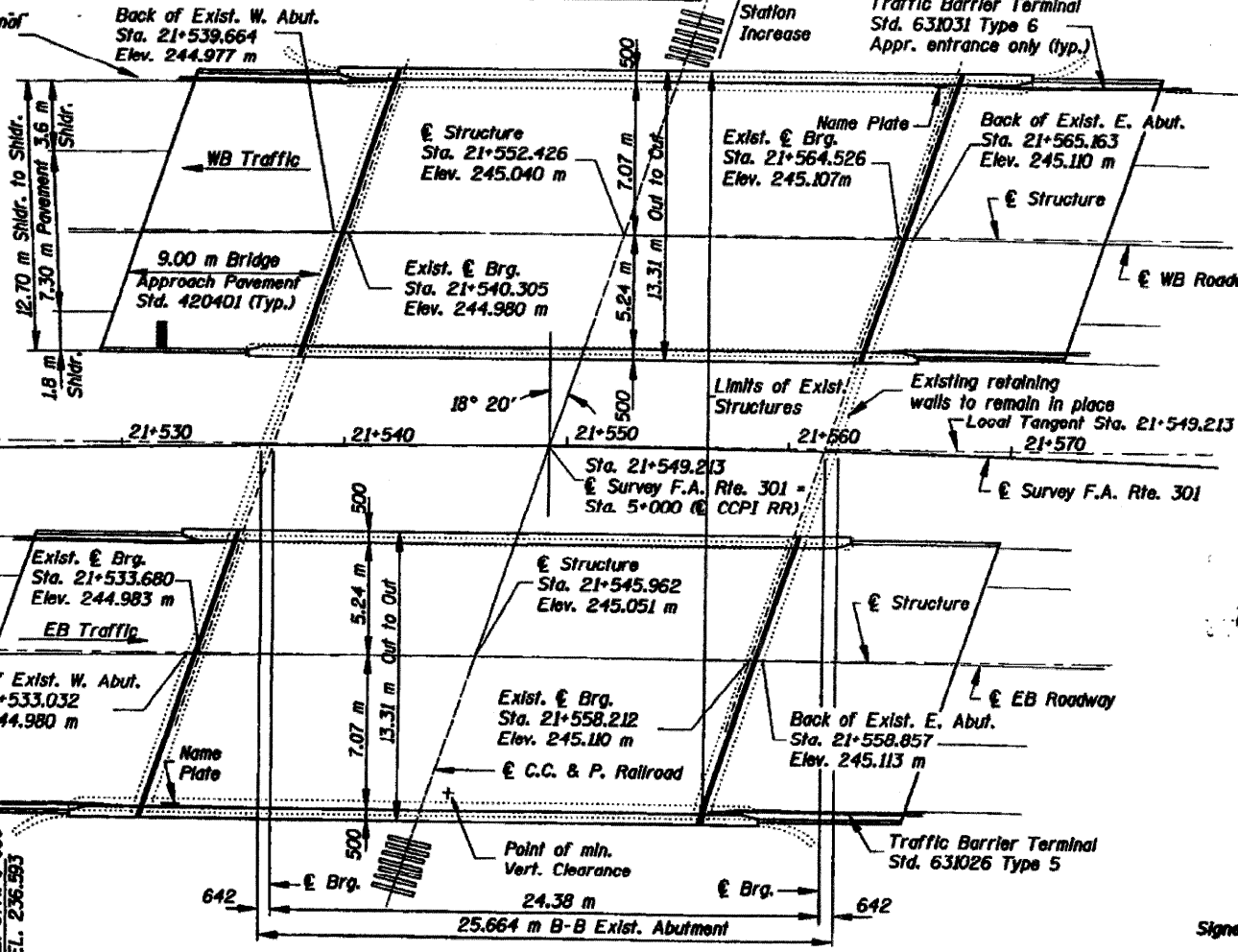
Note: All dimensions are in millimeters (mm) except as noted.

246 m
245 m
244 m
243 m
242 m
241 m
240 m
239 m
238 m
237 m



**CURVE DATA**

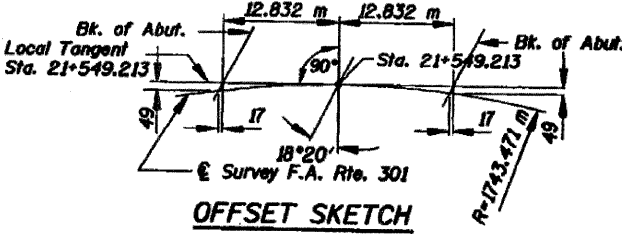
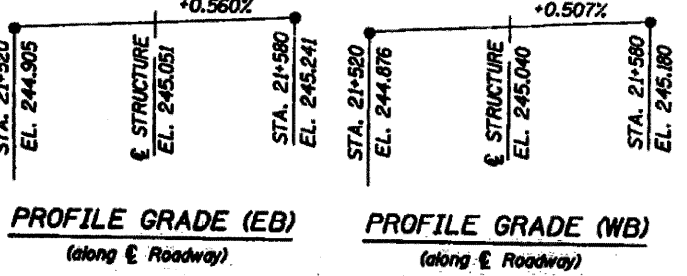
P.I. STA = 20+766.250  
 $\Delta = 66^\circ 37' 17''$   
 $R = 1,743.471$  m  
 $T = 1,145.710$  m  
 $L = 2,027.240$  m  
 $E = 342.756$  m  
 $PC = 19+620.539$   
 $PT = 21+647.779$   
 $S.E. = 3.2\%$



**TOP OF RAIL ELEVATION**  
(C.C. & P. Railroad)

**SHIVE HATTERY**

DESIGNED	D. FENDER
CHECKED	M. WALTERS
DRAWN	D. FENDER
CHECKED	M. WALTERS
DATE	10-31-02



**SEISMIC DATA**

Seismic Performance Category (SPC) = A  
 Bedrock Acceleration Coefficient (A) = 0.033  
 Site Coefficient (s) = 1.0

**DESIGN SPECIFICATIONS**

AASHTO 1997, 1998, 1999, 2000 & 2002 Interims

**LOADING MS 18**

Allow 1.2 kN/m<sup>2</sup> for future wearing surface.

**DESIGN STRESSES**

**New Construction**  
 $f'_c = 24$  MPa  
 $f_y = 400$  MPa (reinf.)  
 $f_y = 250$  MPa (M270 Grade 250)

**Existing Construction**  
 $f'_c = 17$  MPa  
 $f_y = 250$  MPa (reinf.)  
 $f_y = 250$  MPa (structural steel)

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Concrete Deck	each	2		2
Concrete Removal	m <sup>3</sup>	22.4		22.4
Concrete Superstructure	m <sup>3</sup>	177.2		177.2
Concrete Structures	m <sup>3</sup>	23.1	5.5	28.6
Protective Coat	m <sup>2</sup>	747		747
Furnishing & Erecting Structural Steel	kg	1890		1890
Reinforcement Bars, Epoxy Coated	kg	25070	610	25680
Elastomeric Bearing Assembly, Type 1	each	18		18
Name Plates	each	2		2
Bar Splicers	each	180		180
Bridge Deck Grooving	m <sup>2</sup>	601		601
Jack and Remove Existing Bearings	each	20		20
Jacking Existing Superstructure	L.S.	1		1
High Performance Shotcrete	m <sup>2</sup>		23.2	23.2
Epoxy Crack Sealing	m		7	7
Removal of Existing Bearings	each	16		16
Bridge Joint System (Expansion), 40 mm	m	26.6		26.6
Bridge Joint System (Fixed)	m	26.6		26.6
Protective Shield	m <sup>2</sup>			280

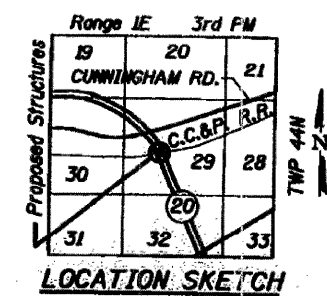
**GENERAL NOTES**

- Fasteners shall be high strength bolts. Bolts M20, open holes 22mm  $\phi$ , unless otherwise noted.
- Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.
- Reinforcement bars shall conform to the requirements of AASHTO M 31M, M 42M or M 53M Grade 400.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field 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 the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04.
- All existing construction accessories welded to the top flange over the pier(s) between the quarter points of the beams or girder shall be removed. The remaining weld shall be ground smooth and inspected for cracks using magnetic particle testing. Any cracks that cannot be removed by grinding approximately 6 mm deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of this work will be for according to Article 109.04.
- The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
- All new structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M 300, Type 1. Field painting of structural steel shall be done under a separate painting contract.
- Existing structural steel shall only be cleaned and painted as required by the special provision "Cleaning and Painting Adjacent Areas of Existing Steel Structures".
- The existing beams are composite. The existing shear studs shall be reincorporated into the new deck. Any studs damaged during the removal of the existing deck shall be replaced at the Contractor's own expense.

STATION 21+549.213  
 BUILT 20 BY  
 STATE OF ILLINOIS  
 F.A. RTE. 301 - SEC. 1-VBR  
 F.A. PROJ.  
 LOADING MS18  
 STR. NO. 101-0049 (EB)  
 STR. NO. 101-0050 (WB)  
**NAME PLATE (2)**  
 See Sid. 515001

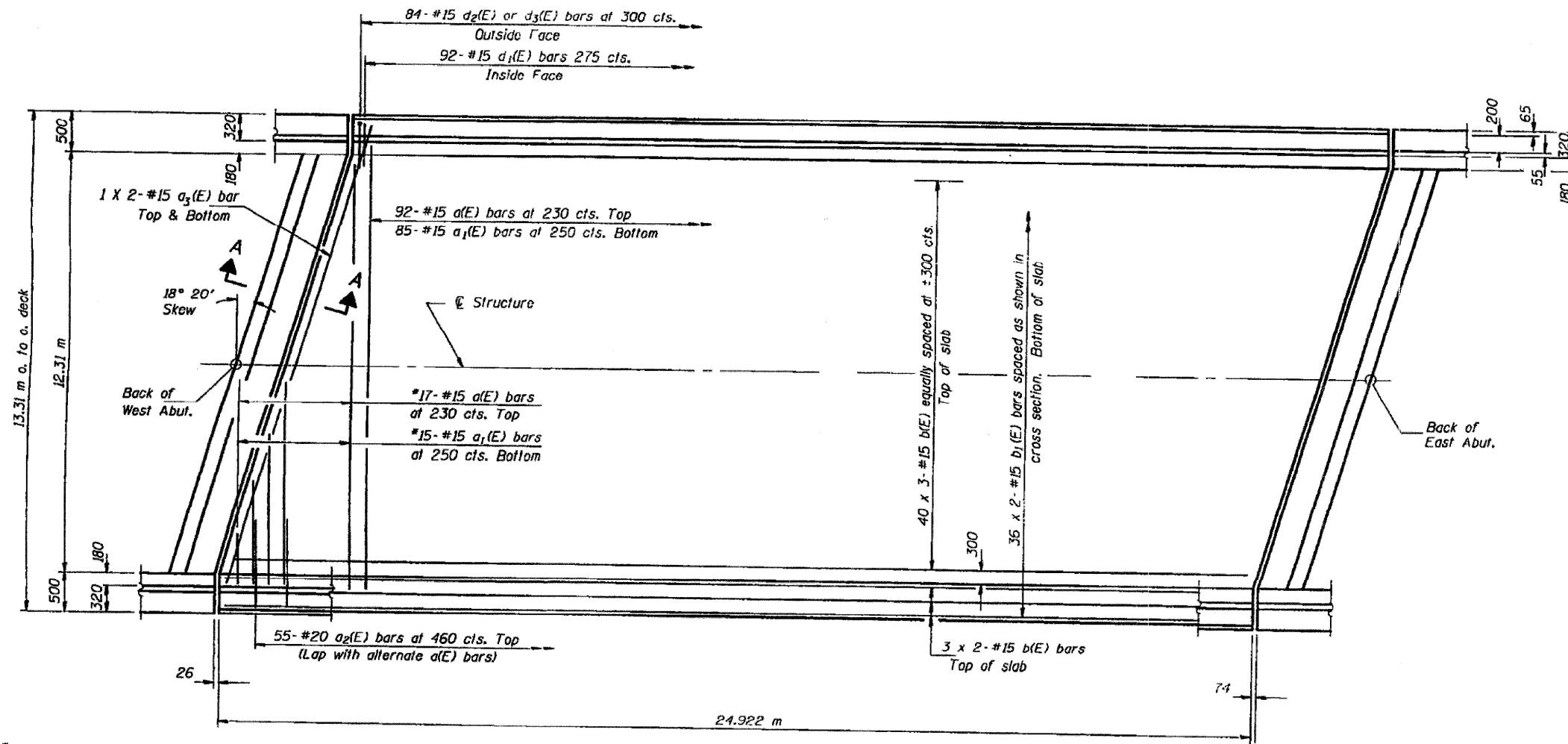


Signed *Franklin M. Walters* 081-004817 11/20/04  
 IL License No. Expires  
 Date 11-15-02



**GENERAL PLAN**  
 US 20 OVER C.C. & P. RAILROAD  
 F.A. ROUTE 301 - SEC. 1-VBR  
 WINNEBAGO COUNTY  
 STATION 21+549.213  
 STRUCTURE NO. 101-0049 & 101-0050

# FOR INFORMATION ONLY



Min. Bar Laps  
#15 = 510

\* Order a(E) & a1(E) bars full length.  
Cut to fill skew and use remainder  
of bars in opposite end.

**PLAN EB STRUCTURE**  
(WB Structure Similar)

Notes: See Sheet #7 of 17 for superstructure details  
and Bill of Material.  
Reinforcement bars designated (E) shall be  
epoxy coated.  
Bars indicated thus 20 x 3-#15 etc. indicates  
20 lines of bars with 3 lengths per line.  
See Sheet #7 of 17 for parapet reinforcement.  
All dimensions are in millimeters (mm) except  
as noted.



DESIGNED	D. FENDER
CHECKED	M. WALTERS
DRAWN	D. FENDER
CHECKED	M. WALTERS

FILE NAME =	USER NAME = jsmkdj	DESIGNED -	REVISED -
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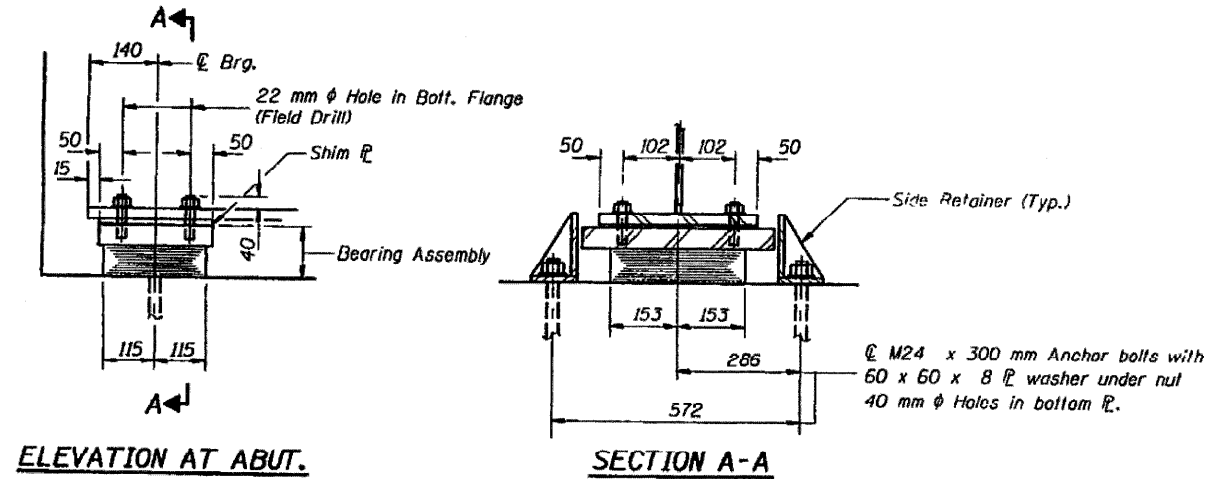
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

• D2 Bridge Painting 2008-3  
LOCATION 1 STRUCTURES 101-0049 & 101-0050

EXISTING BRIDGE PLANS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE:	SHEET NO. OF SHEETS	301	•	WINNEBAGO	19	5
STA. TO STA.		CONTRACT NO. 64D91		ILLINOIS FED. AID PROJECT		

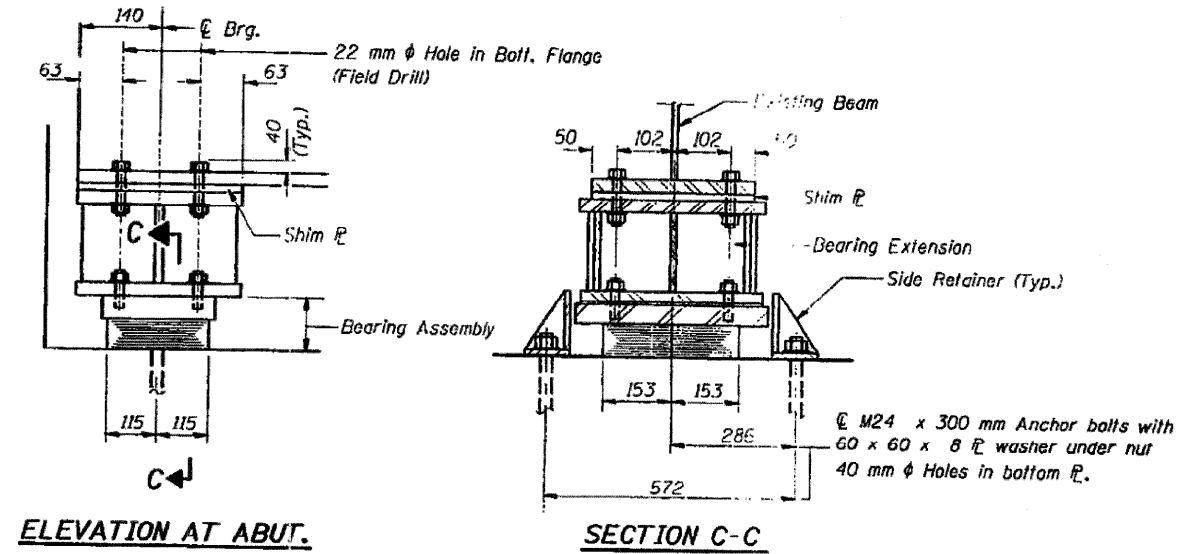
**SUPERSTRUCTURE PLAN**  
**US 20 OVER C.C. & P. RAILROAD**  
**F.A. ROUTE 301 - SEC. 1-VBR**  
**WINNEBAGO COUNTY**  
**STATION 21+549.213**  
**STRUCTURE NO. 101-0049 & 101-0050**



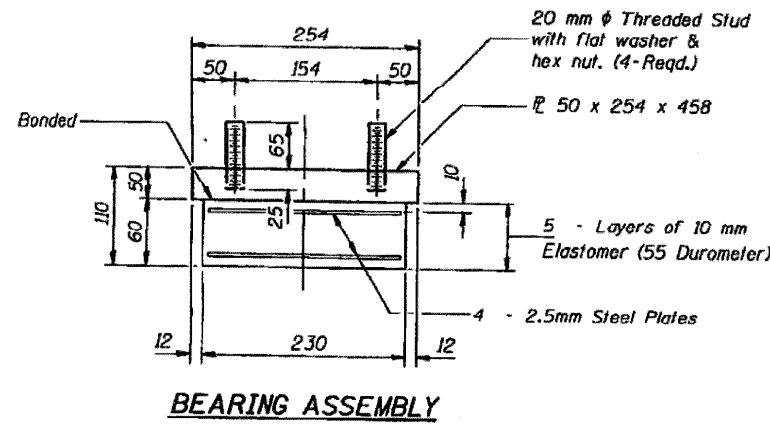


**TYPE I ELASTOMERIC EXP. BRG.**  
(No extensions beams 6 thru 9)  
East Abut.

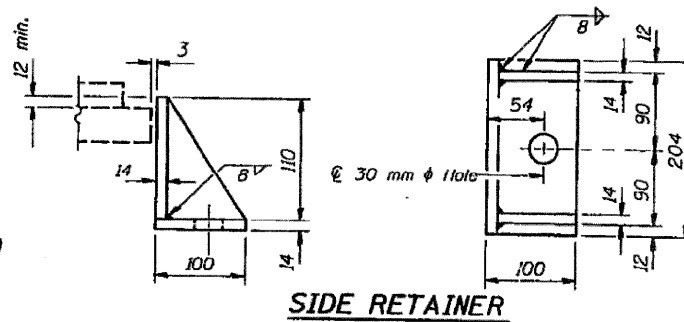
Notes: Anchor bolts at fixed bearings may be built into the masonry.  
See sheet #14 for Anchor Bolt installation.  
All dimensions are in millimeters (mm) except as noted.  
Cost of field drilling for bearings is included with Furnish and Erecting Structural Steel.



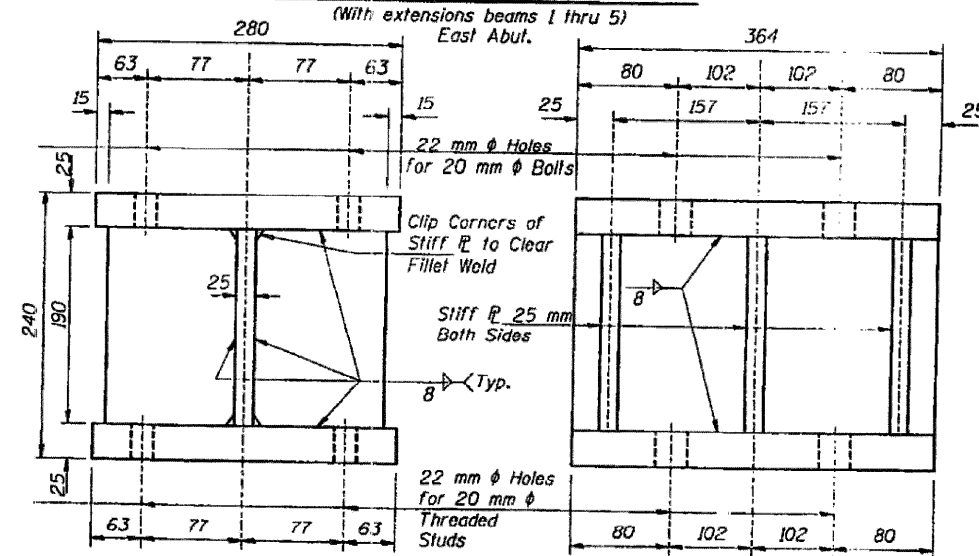
**TYPE I ELASTOMERIC EXP. BRG.**  
(With extensions beams 1 thru 5)  
East Abut.



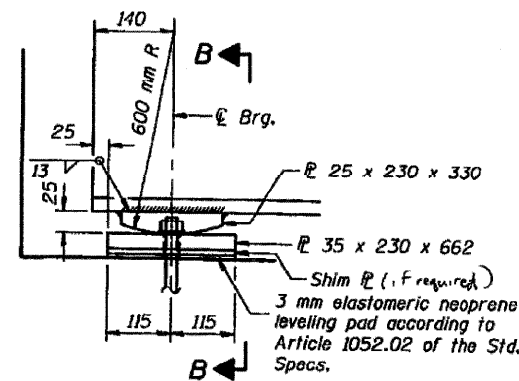
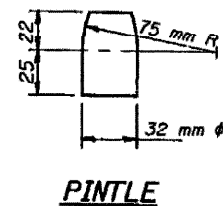
Note: Shim plates shall not be placed under Bearing Assembly.



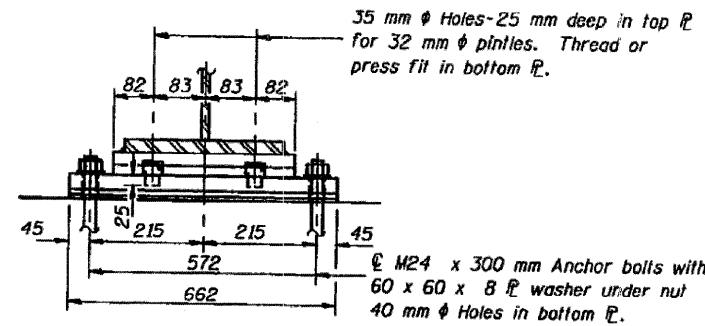
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.



Note: Prior to ordering any materials the Contractor shall verify in the field all bearing heights and dimensions.



**FIXED BEARING**  
(No. Required = 18)



Note: All dimensions are in millimeters (mm) except as noted.

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Furnishing and Erecting Structural Steel	kg	1,890
Jack and Remove Existing Bearings	Each	20
Removal of Existing Bearings	Each	16

**BEARINGS**  
US 20 OVER C.C. & P. RAILROAD  
F.A. ROUTE 301 - SEC. 1-VBR  
WINNEBAGO COUNTY  
STATION 21+549.213  
STRUCTURE NO. 101-0049 & 101-0050

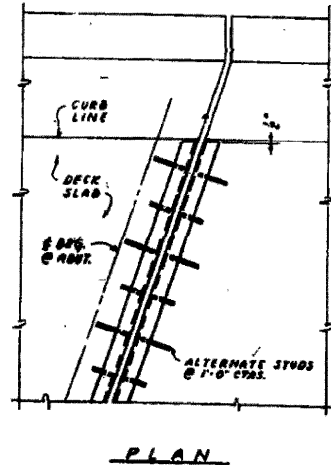
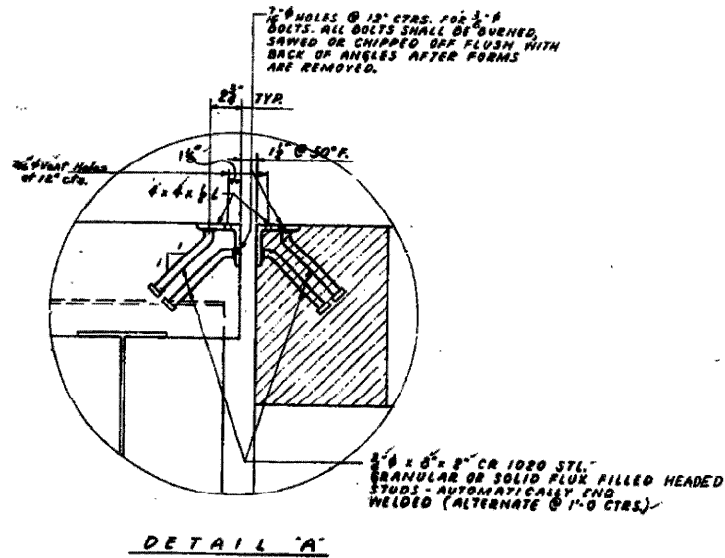
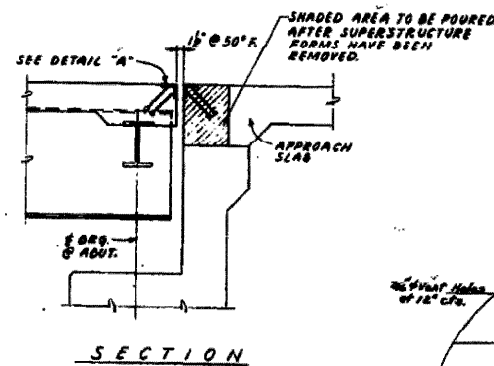
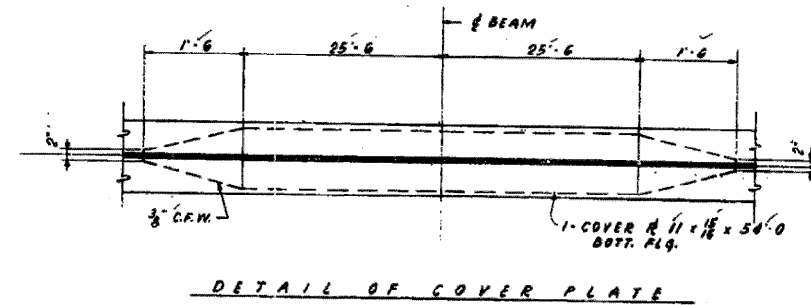
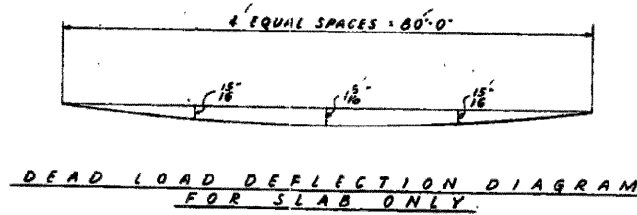
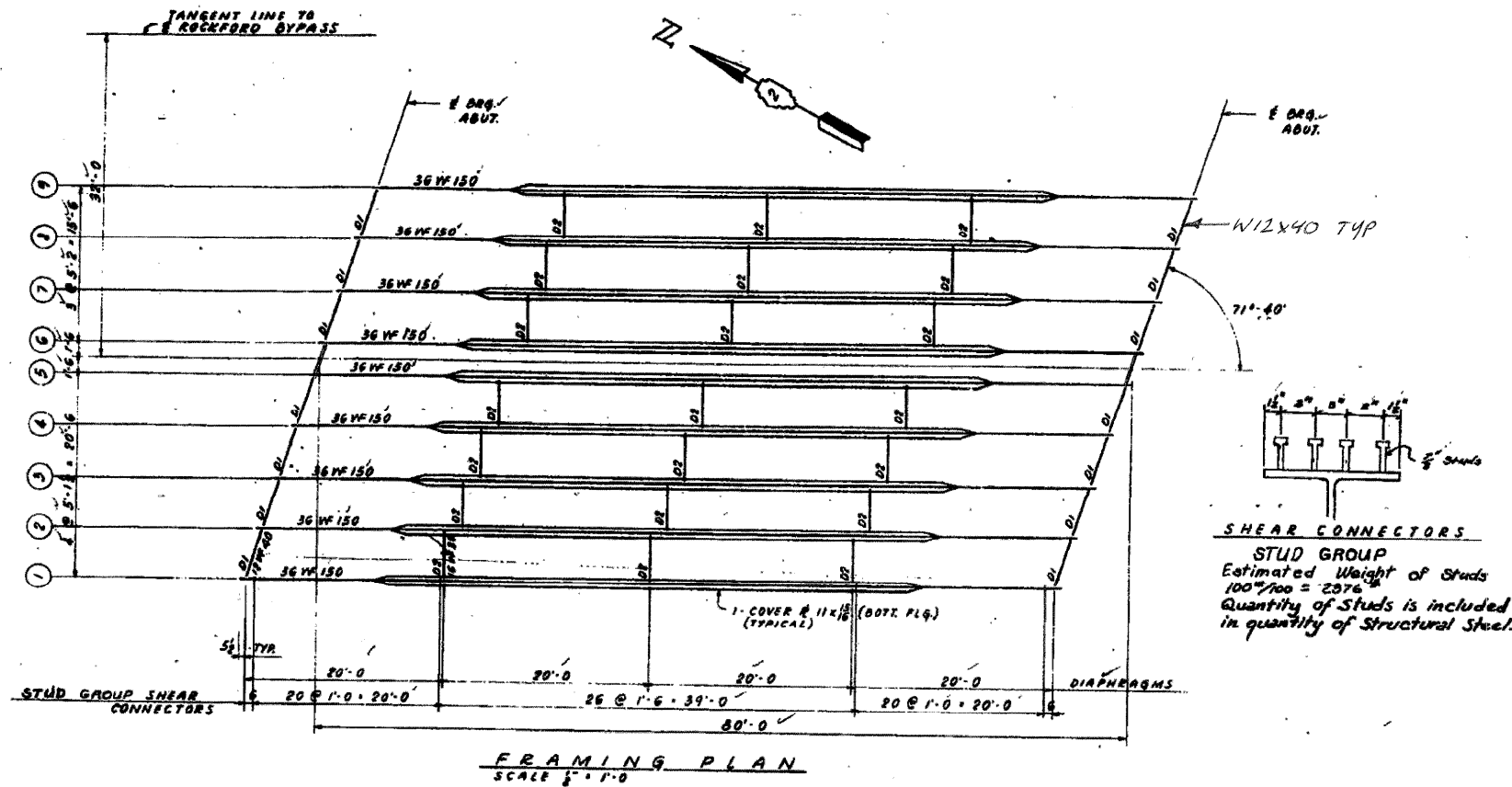
LOCATION 1 STRUCTURES 101-0049 & 101-0050

**SHIVE HATTERY**

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CHECKED	M. WALTERS
DRAWN	D. FENDER
CHECKED	M. WALTERS

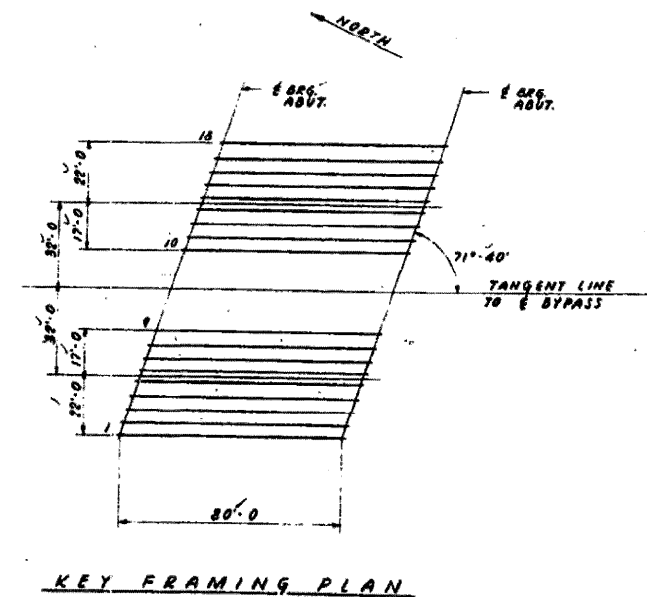
I-2-E1 (M) 4-30-97

# FOR INFORMATION ONLY



**FIXED & EXPANSION JOINT DETAILS**

ELEVATIONS			
BEAM NO.	LOCATION	E. ABUT. H. ABUT.	E. ABUT. S. ABUT.
1	TOP OF SLAB	802.92'	803.33'
	TOP OF BEAM	802.34'	802.75'
2	TOP OF SLAB	802.92'	803.33'
	TOP OF BEAM	802.40'	802.81'
3	TOP OF SLAB	803.04'	803.45'
	TOP OF BEAM	802.45'	802.87'
4	TOP OF SLAB	803.10'	803.51'
	TOP OF BEAM	802.52'	802.93'
5	TOP OF SLAB	803.16'	803.57'
	TOP OF BEAM	802.58'	802.97'
6	TOP OF SLAB	803.20'	803.61'
	TOP OF BEAM	802.62'	803.03'
7	TOP OF SLAB	803.26'	803.67'
	TOP OF BEAM	802.68'	803.09'
8	TOP OF SLAB	803.32'	803.73'
	TOP OF BEAM	802.74'	803.15'
9	TOP OF SLAB	803.34'	803.79'
	TOP OF BEAM	802.80'	803.21'
10	TOP OF SLAB	803.09'	803.50'
	TOP OF BEAM	802.51'	802.92'
11	TOP OF SLAB	803.15'	803.56'
	TOP OF BEAM	802.57'	802.98'
12	TOP OF SLAB	803.21'	803.62'
	TOP OF BEAM	802.63'	803.04'
13	TOP OF SLAB	803.27'	803.68'
	TOP OF BEAM	802.69'	803.10'
14	TOP OF SLAB	803.31'	803.72'
	TOP OF BEAM	802.75'	803.14'
15	TOP OF SLAB	803.37'	803.78'
	TOP OF BEAM	802.79'	803.20'
16	TOP OF SLAB	803.43'	803.84'
	TOP OF BEAM	802.85'	803.26'
17	TOP OF SLAB	803.49'	803.90'
	TOP OF BEAM	802.91'	803.32'
18	TOP OF SLAB	803.55'	803.96'
	TOP OF BEAM	802.97'	803.38'



ILLINOIS DIVISION OF HIGHWAYS  
 ROCKFORD BYPASS  
 F. A. ROUTE 194  
 PROJECT \_\_\_\_\_ SECTION IVB  
 WINNEBAGO COUNTY  
**STEEL FRAMING PLAN**  
 Designed By: \_\_\_\_\_ Drawn By: L.P.K. Checked By: \_\_\_\_\_

LOCATION 1 STRUCTURES 101-0049 & 101-0050

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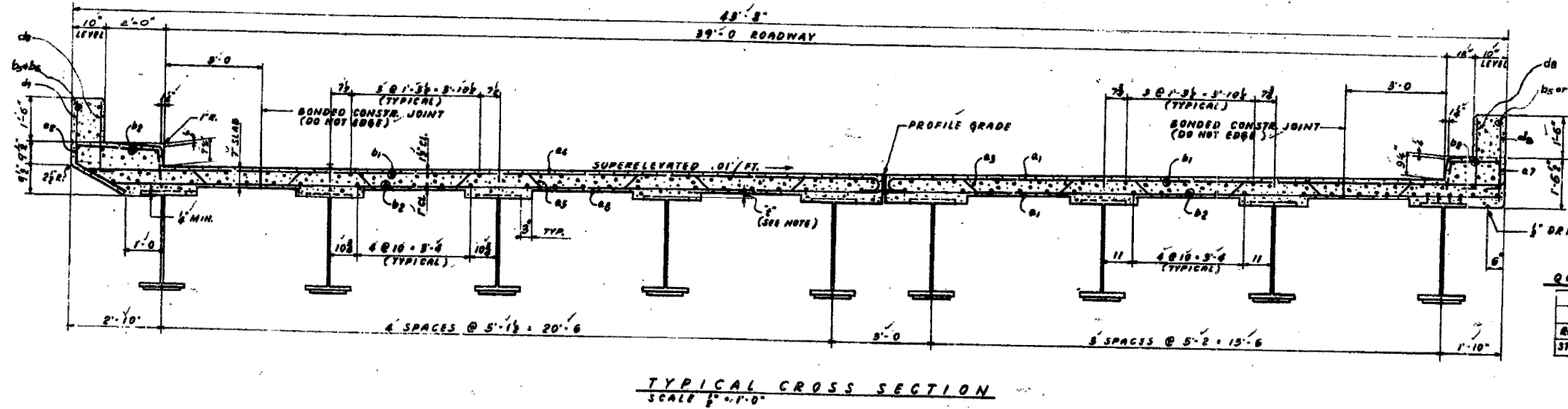
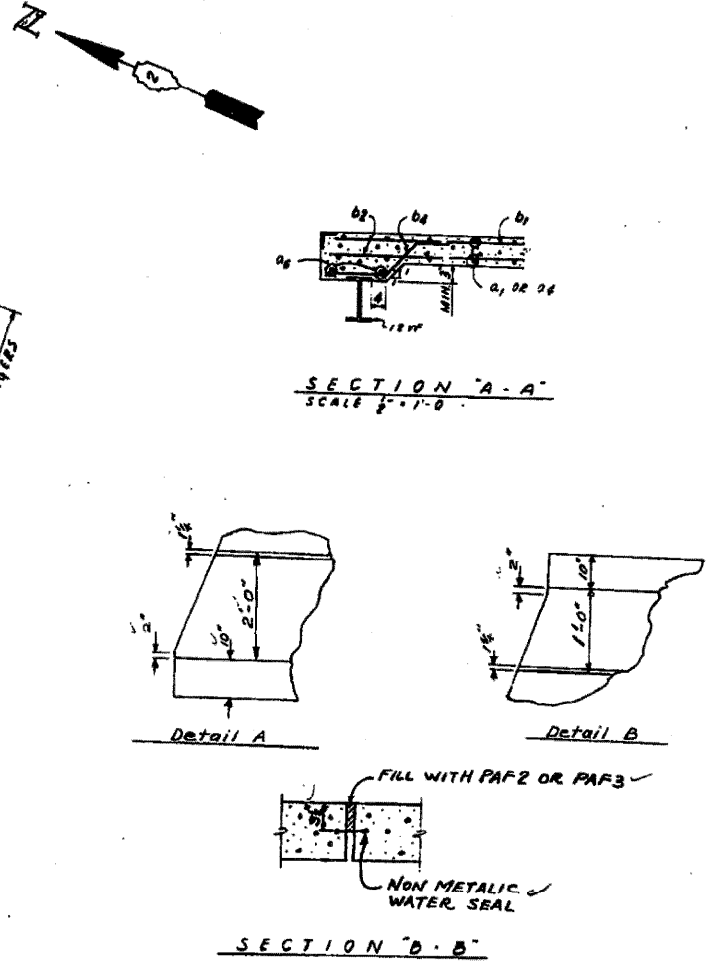
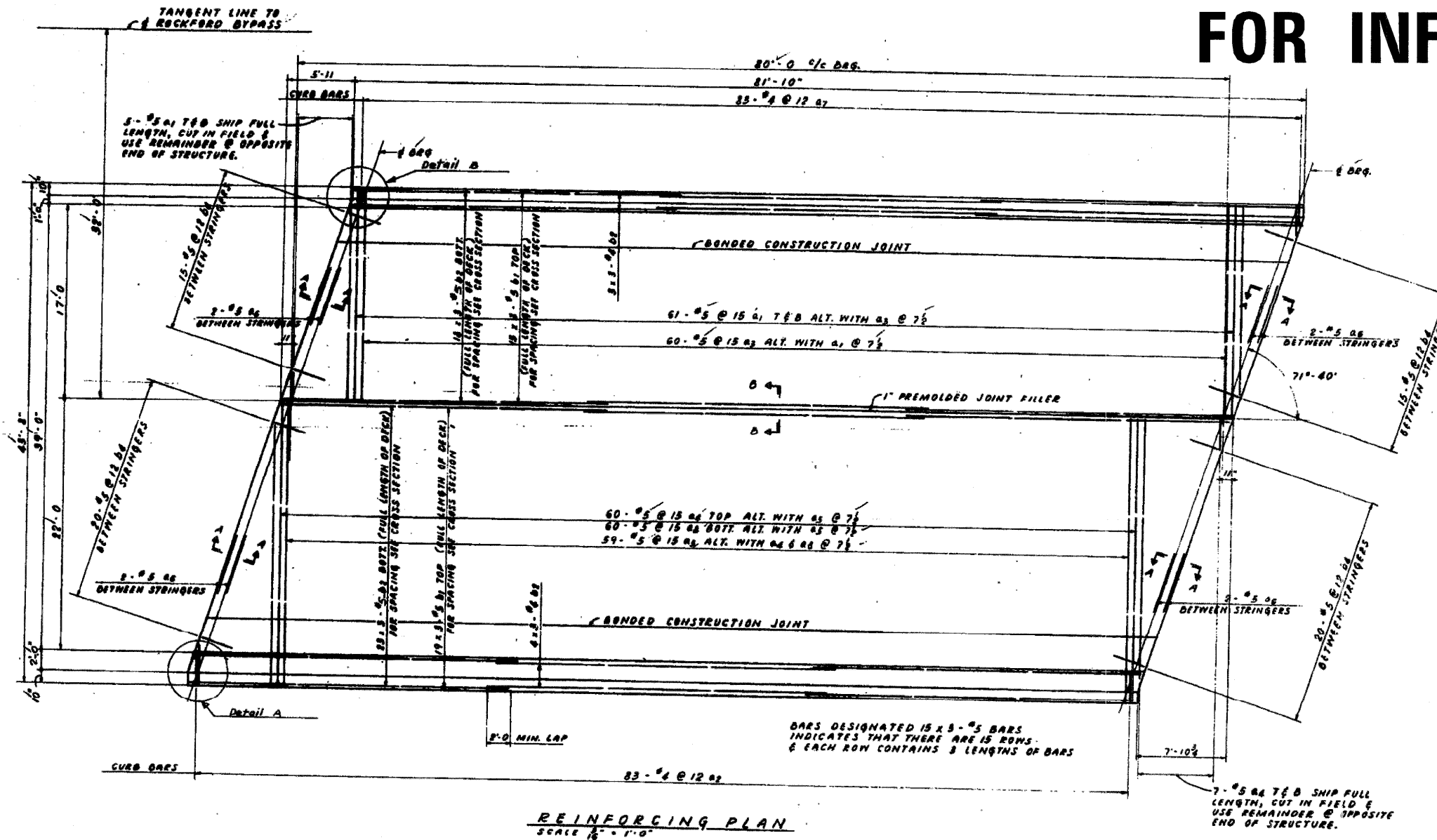
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS			
SCALE:	SHEET NO.	OF SHEETS	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	.	WINNEBAGO	19	8
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 64D91	



# FOR INFORMATION ONLY



**NOTES**

REINFORCING STEEL TO HAVE 1 1/2" COVER UNLESS OTHERWISE NOTED.  
FOR GENERAL NOTES SEE SH. #2A  
METHOD OF DETERMINING PILET HEIGHTS "G"  
AFTER ALL STRUCTURAL STEEL HAS BEEN ERRECTED, ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT INTERVALS NOT TO EXCEED 10 FT. FROM THESE ELEVATIONS SUBTRACT THE INCREMENT OF DEFLECTION FOR THESE POINTS, DETERMINED FROM THE D.L. DEFLECTION DIAGRAM. THE ELEVATIONS SO OBTAINED SUBTRACTED FROM THE THEORETICAL GRADE ELEVATIONS, MINUS SLAB THICKNESS, EQUALS THE PILET HEIGHTS ABOVE TOP OF BEAM.  
FOR REINFORCING SCHEDULE SEE SHEET #33  
FOR PARAPET DETAILS SEE SHEET #32

**QUANTITIES DECK SLABS**

ITEM	UNIT	TOTAL
CONCRETE	CU YDS	199.7
REINFORCING	LBS.	36,890
STRUCTURAL STL.	LBS.	289,201

**ILLINOIS DIVISION OF HIGHWAYS**  
**ROCKFORD BYPASS**  
**F. A. ROUTE 194**  
PROJECT \_\_\_\_\_ SECTION **IVB**  
WINNEBAGO COUNTY  
**DECK PLAN**

LOCATION 1 STRUCTURES 101-0049 & 101-0050

D2 Bridge Painting 2008-3

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	.	WINNEBAGO	19	9

CONTRACT NO. 64D91  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

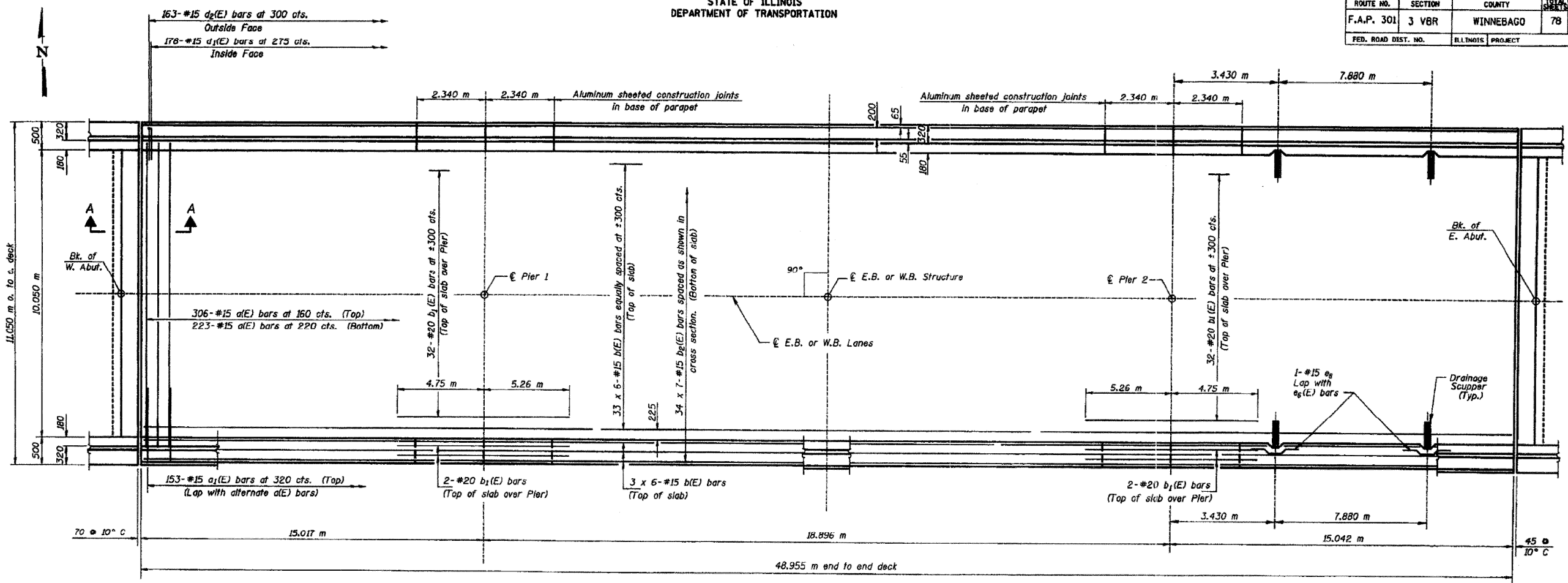
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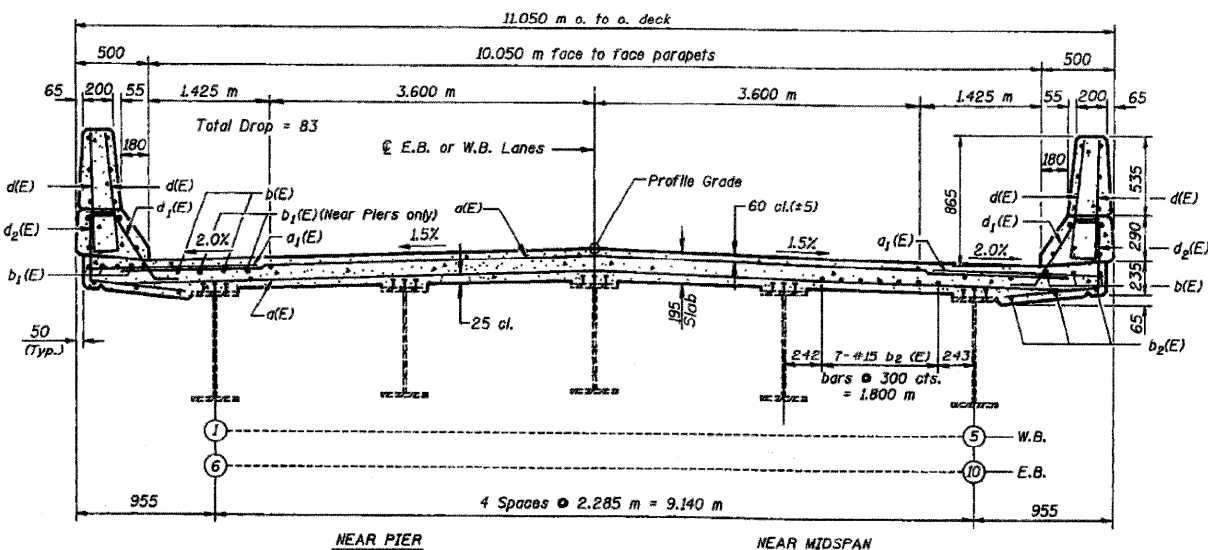
# FOR INFORMATION ONLY

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	3 VBR	WINNEBAGO	78	55
FED. ROAD DIST. NO.	ILLINOIS PROJECT			



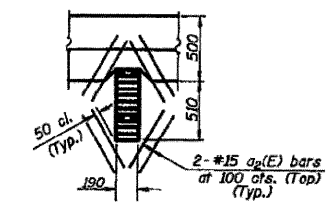
PLAN



CROSS SECTION  
(Looking East)

Min. Bar Lap  
#15 - 510

Notes: See Sheet #8 of 21 for superstructure details and Bill of Material.  
Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 33 x 6-#15 etc. indicates 33 lines of bars with 6 lengths per line.  
See Sheet #9 of 21 for parapet reinforcement.  
All dimensions are in millimeters (mm) except as noted.  
See Sheet #8 of 21 for Section A-A.



REINFORCEMENT AT  
DRAINAGE SCUPPER  
(Cut b1(E) or b2(E) bars as required at Scupper)

SUPERSTRUCTURE			
Date	Designed JMC	ILLINOIS U.S. ROUTE 20 OVER RAILNET RAILROAD	Sheet No.
Revisions	Drawn SRS	F.A.P. RTE. 301 SECTION 3 VBR WINNEBAGO COUNTY	7
	Checked KWB	STA. 16+090.327	of 21
	Approved KWB	STRUCTURES NO. 101-0063 (EB) & 101-0064 (WB)	
Prepared by: WVP CORPORATION		Engineers - Architects - Planners	WVP Job No. DTD00
A Division of URS Greiner		Des Moines - St. Louis - Missouri - Chicago, Illinois	

LOCATION 2 STRUCTURES 101-0063 & 101-0064 • D2 Bridge Painting 2008-3

FILE NAME =	USER NAME = linkdj	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

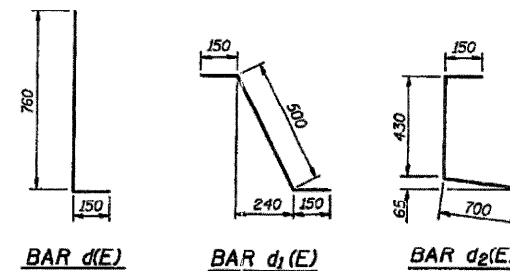
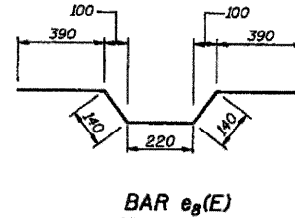
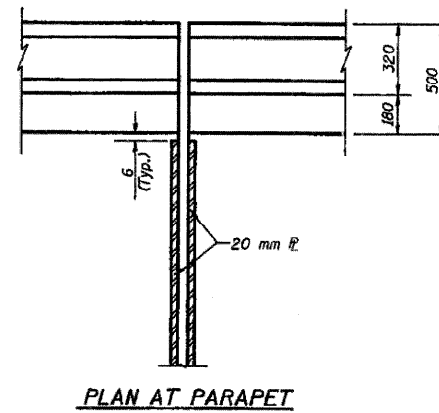
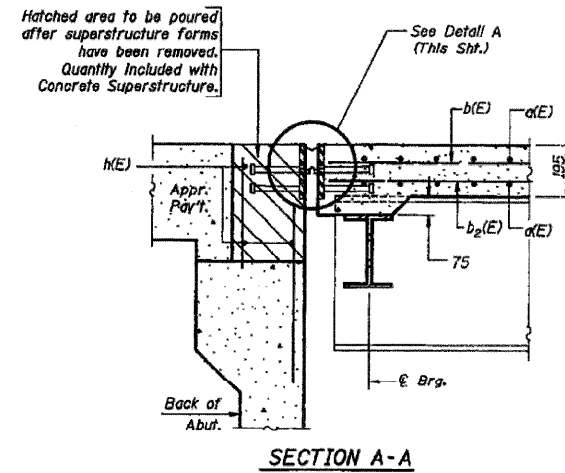
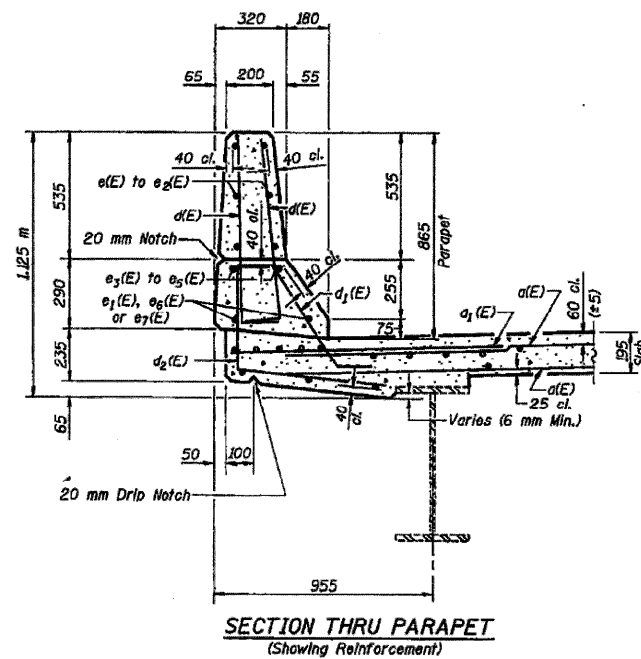
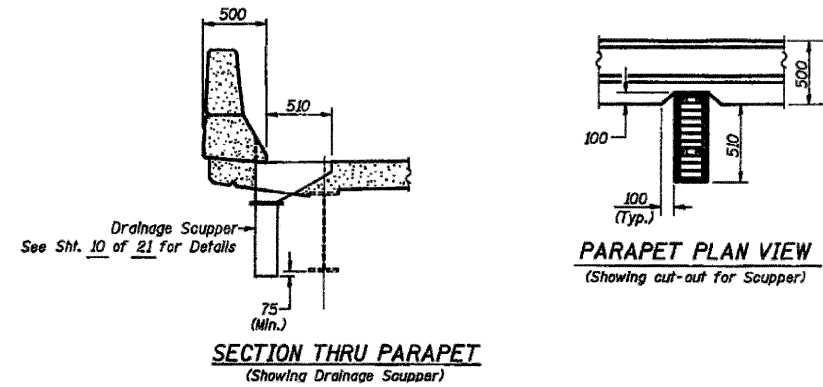
EXISTING BRIDGE PLANS  
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301		WINNEBAGO	19	11
CONTRACT NO. 64D91			ILLINOIS FED. AID PROJECT	

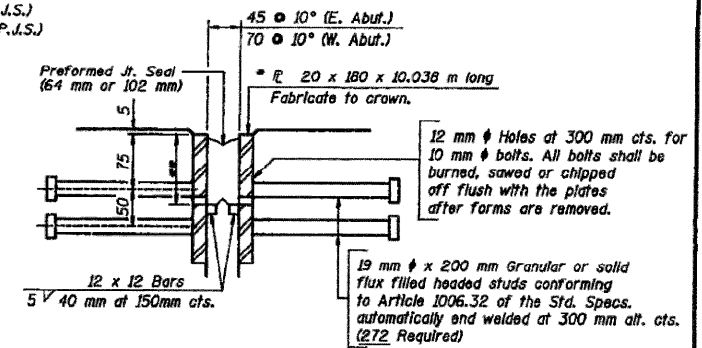
# FOR INFORMATION ONLY

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	3 VBR	WINNEBAGO	78	56
FED. ROAD DIST. NO.	ILLINOIS	PROJECT		



\*\* 85 (64 P.I.S.)  
135 (102 P.I.S.)



\* Furnish in segments of 6 m maximum length. Maximum space between installed segments shall be 5 mm. Seal space with Silicone Sealant suitable for Structural Steel.

Notes: After fabrication all surfaces of the Steel Plates shall be given one shop coat of paint specified for Structural Steel.  
For End of Plate Detail see sheet 3 of 21.

### SUPERSTRUCTURE BILL OF MATERIAL E.B. & W.B. STRUCTURES

Bar No.	Size	Length (m)	Shape
$d(E)$	1058	#15	10.85
$d_1(E)$	612	#20	1.20
$d_2(E)$	64	#15	0.60
$b(E)$	468	#15	8.57
$b_1(E)$	144	#20	10.01
$b_2(E)$	476	#15	7.42
$d(E)$	1364	#15	0.91
$d_1(E)$	712	#15	0.80
$d_2(E)$	652	#15	1.28
$e(E)$	144	#15	4.14
$e_1(E)$	128	#15	2.26
$e_2(E)$	72	#15	4.65
$e_3(E)$	16	#25	12.60
$e_4(E)$	32	#25	2.24
$e_5(E)$	16	#25	7.56
$e_6(E)$	32	#15	6.55
$e_7(E)$	16	#15	7.30
$e_8(E)$	8	#15	1.28
$h(E)$	12	#20	9.97
Reinforcement Bars, Epoxy Coated	kg	43480	
Concrete Superstructures	m <sup>3</sup>	286.4	
Preformed Joint Seal 64 mm	m	22.0	
Preformed Joint Seal 102 mm	m	22.0	
Protective Coat	m <sup>2</sup>	1254	
Bridge Deck Grooving	m <sup>2</sup>	984	

### SUPERSTRUCTURE DETAILS

Date	Designed JMC	ILLINOIS U.S. ROUTE 20 OVER RAILROAD	Sheet No.
Revisions	Drawn SRS	F.A.P. RTE. 301 SECTION 3 VBR	8
	Checked KWB	WINNEBAGO COUNTY	
	Approved KWB	STA. 16+090.327	
		STRUCTURES NO. 101-0063 (EB) & 101-0064 (WB)	of 21
Prepared by:	WVP CORPORATION		WVP Job No.
	A Division of URS Group, Inc.		07000
	Engineers - Architects - Planners		
	Deputy: Illinois - St. Louis, Missouri - Chicago, Illinois		

LOCATION 2 STRUCTURES 101-0063 & 101-0064

D2 Bridge Painting 2008-3

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		CHECKED -	REVISED -
		DATE -	REVISED -

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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301		WINNEBAGO	19	12
CONTRACT NO. 64D91				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



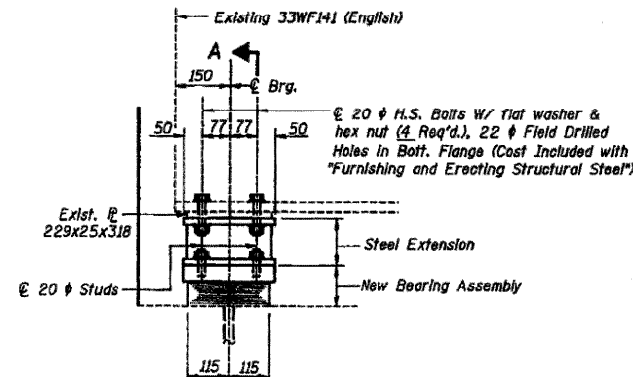




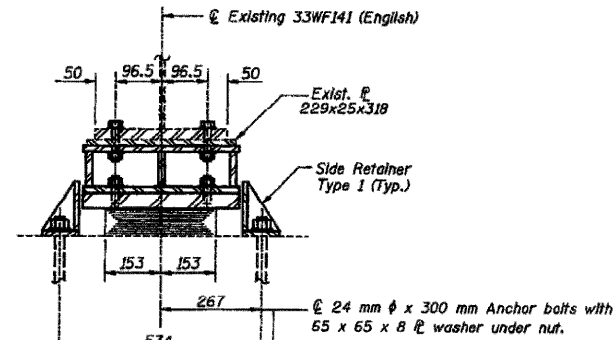
# FOR INFORMATION ONLY

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

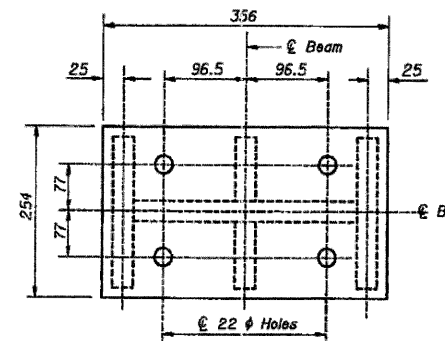
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	3 VBR	WINNEBAGO	78	62
FED. ROAD DIST. NO.	ILLINOIS PROJECT			



ELEVATION AT EAST ABUT.

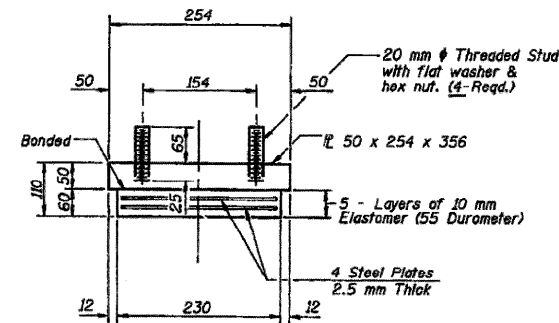


SECTION A-A



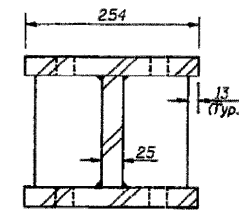
PLAN AT STEEL EXTENSION

Provide 13x254x356 Shim @ Beams 3 and 8

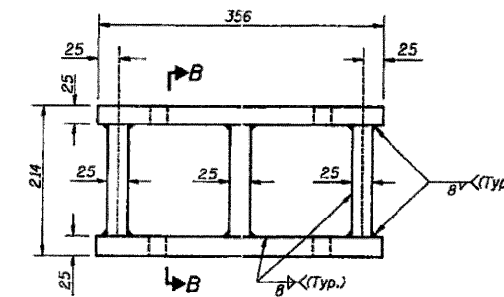


BEARING ASSEMBLY

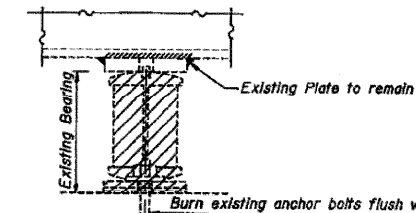
Note: Shim plates shall not be placed under Bearing Assembly.



SECTION B-B



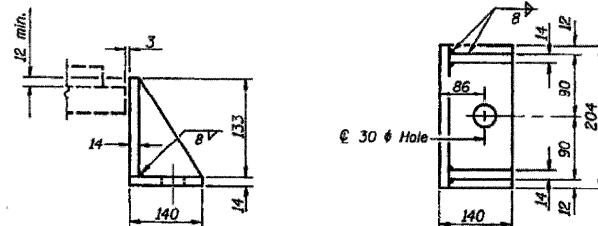
ELEVATION AT STEEL EXTENSION



EXISTING BEARING REMOVAL DETAIL

JACK AND REMOVE EXISTING BEARINGS PROCEDURE

- The Contractor shall submit, for approval by the Engineer, plans for jacking prior to commencing any work at the bearings.
- Jacking and removing existing bearings shall be done after existing deck removal is completed and before the new deck is poured.
- Jacking shall be limited to a maximum of 6/16th.
- The maximum dead load reaction with the deck removed (per bearing) at each abutment is 13.1 kN. The minimum Jack capacity at each abutment (per bearing) shall be 20.0 kN.
- The new bearing and steel extensions shall be in place and the jacks shall be lowered before the new concrete deck is poured.



SIDE RETAINER - TYPE 1

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel. (No. Req'd. = 20)

Notes:  
See sheet #21 of 21 for Anchor Bolt Installation.  
All dimensions are in millimeters (mm) except as noted.  
After beams have been erected, holes at expansion bearings shall be drilled and anchor bolts grouted into place.  
Fabricated Steel Extension shall be paid for in accordance with Article 505 of the Standard Specifications and included in the cost for Furnishing and Erecting Structural Steel.

BILL OF MATERIAL  
E.B. & W.B. STRUCTURES

Item	Unit	Total
Elastomeric Bearing Assembly Type 1	Each	10
Jack and Remove Existing Bearings	Each	10

BEARING DETAILS - EAST ABUTMENT			
Designed JMC	U.S. ROUTE 20 OVER	Sheet No.	
Drawn SRS	ILLINOIS RAILNET RAILROAD	14	
Checked KWB	F.A.P. RTE. 301 SECTION 3 VBR	or 21	
Approved KWB	WINNEBAGO COUNTY		
	STRUCTURES NO. 101-0063 (EB) & 101-0064 (WB)		
WVP CORPORATION Engineers - Architects - Planners FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

LOCATION 2 STRUCTURES 101-0063 & 101-0064

• D2 Bridge Painting 2008-3

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		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

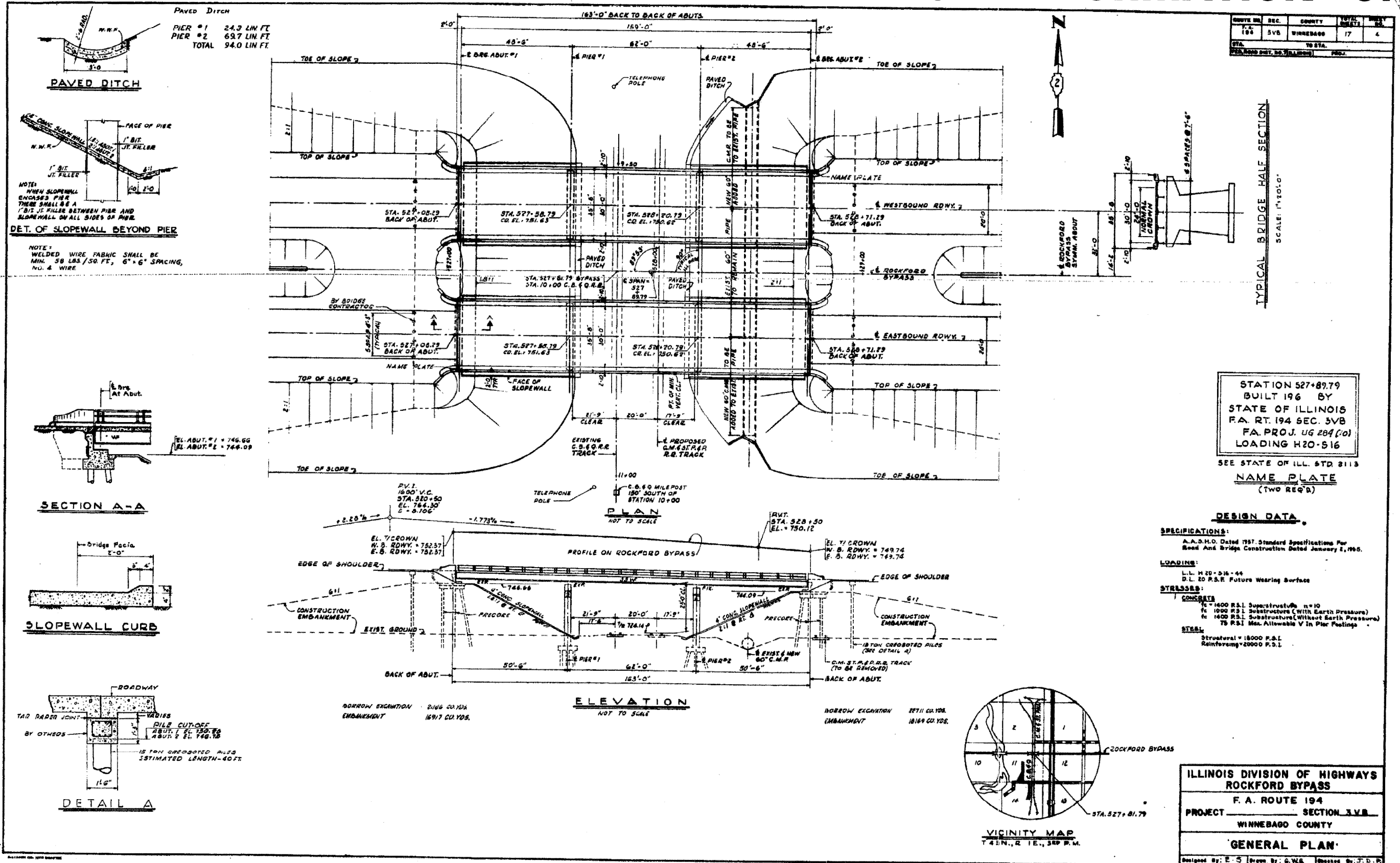
EXISTING BRIDGE PLANS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301		WINNEBAGO	19	16
CONTRACT NO. 64D91				



# FOR INFORMATION ONLY



LOCATION 2 STRUCTURES 101-0063 & 101-0064

D2 Bridge Painting 2008-3

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

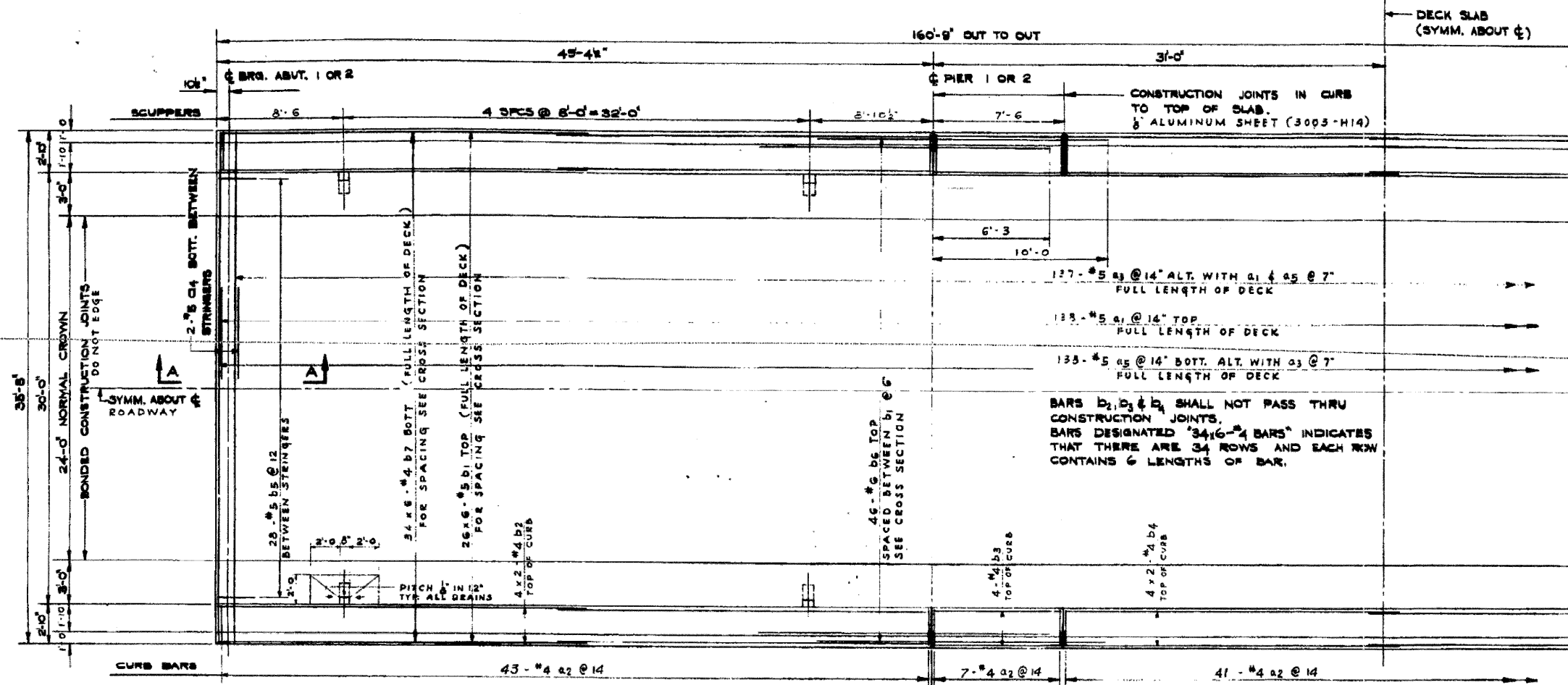
EXISTING BRIDGE PLANS

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

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301		WINNEBAGO	19	17
CONTRACT NO. 64D91				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

# FOR INFORMATION ONLY

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
194	3VB	WINNEBAGO CO.	17	8
STA.	"B" STA.			
FED. ROAD DIST. NO. (ILLINOIS)		PROJ.		

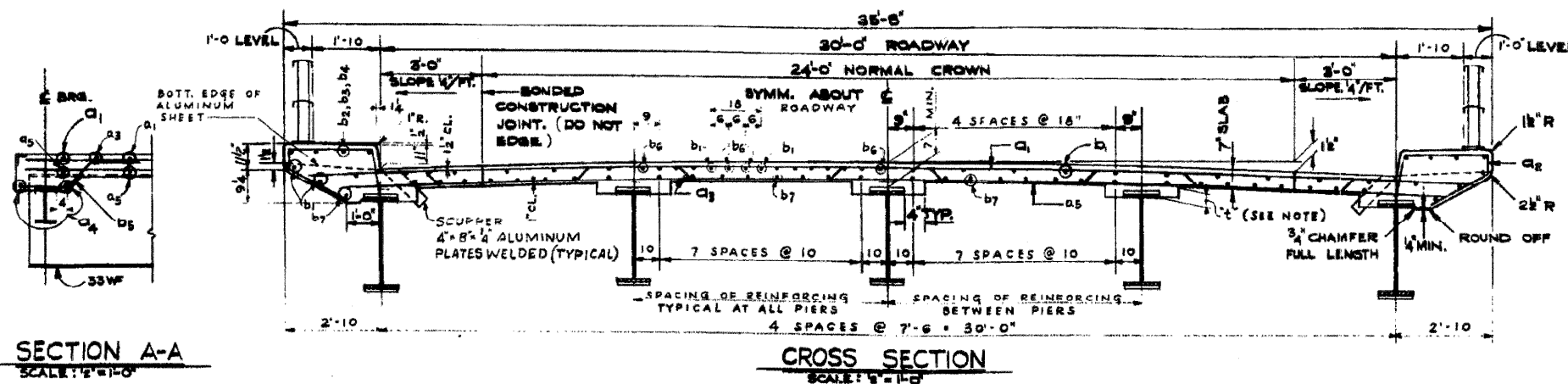


**REINFORCING PLAN**  
SCALE: 1/4" = 1'-0"

**NOTES:** FOR GENERAL NOTES SEE SH. NO. 2.  
**METHOD OF DETERMINING FILLET HEIGHTS:**  
 AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE BEAMS SHALL BE TAKEN AT INTERVALS NOT TO EXCEED 10 FT. FROM THESE ELEVATIONS SUBTRACT THE INCREMENT OF DEFLECTION FOR THESE POINTS, DETERMINED FROM THE D.L. DEFLECTION DIAGRAM. THE ELEVATIONS SO OBTAINED SUBTRACTED FROM THE THEORETICAL GRADE ELEVATIONS, MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS ABOVE TOP OF BEAM.  
 FOR REINFORCING SCHEDULE SEE SH. NO. 12  
 FOR HANDRAIL DETAILS SEE SH. #11

**QUANTITIES FOR DECKS**

ITEM	UNIT	TOTAL
CLASS X CONCRETE	CYDS.	296.9
REINFORCEMENT BARS	LBS.	54,808
STRUCTURAL STEEL	LBS.	276,934



**SECTION A-A**  
SCALE: 1/2" = 1'-0"

**CROSS SECTION**  
SCALE: 1/2" = 1'-0"

ILLINOIS DIVISION OF HIGHWAYS	
ROCKFORD BYPASS	
F. A. ROUTE 194	
PROJECT	SECTION 3VB
WINNEBAGO COUNTY	
<b>DECK PLAN</b>	
Designed By: JWP	Drawn By: JWP
Checked By: L.P.	

Revised Class X Concrete quantity due to change in curb height to 11".

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 PLOT SCALE = 50.0000 "/ IN.  
 PLOT DATE = Thu Jan 24 07:59:42 2008

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

LOCATION 2 STRUCTURES 101-0063 & 101-0064

EXISTING BRIDGE PLANS

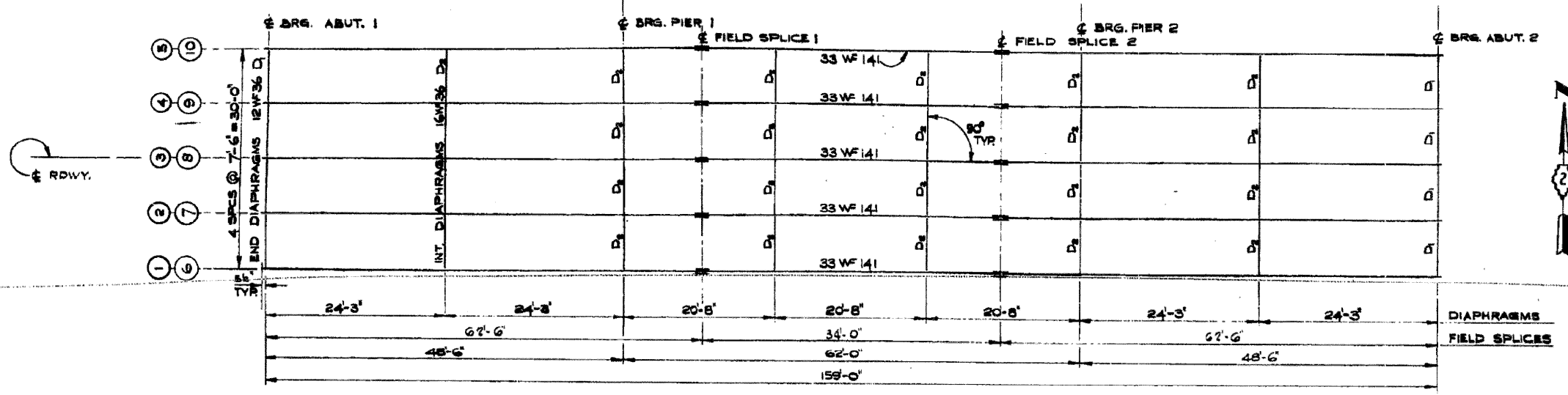
SCALE: SHEET NO. OF SHEETS STA. TO STA.

D2 Bridge Painting 2008-3

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	.	WINNEBAGO	19	18
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 64D91		

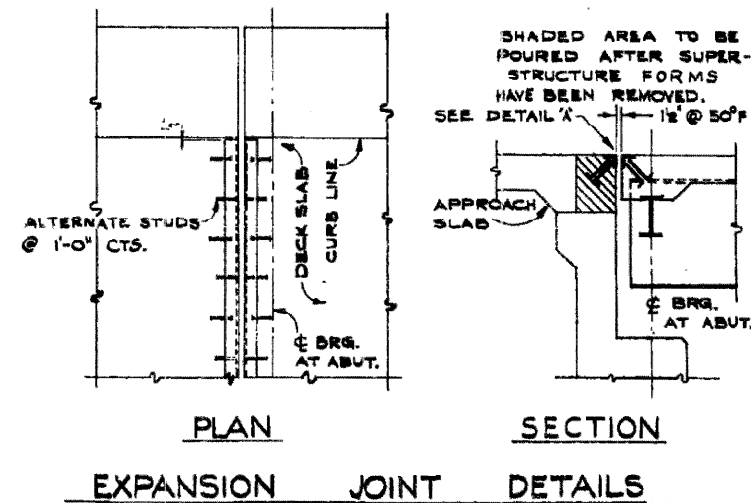
# FOR INFORMATION ONLY

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
EA. 194	3VB	WINNEBAGO	17	9
STA.	+0 STA.			
FED. ROAD DIST. NO.	ILLINOIS	PROJ.		

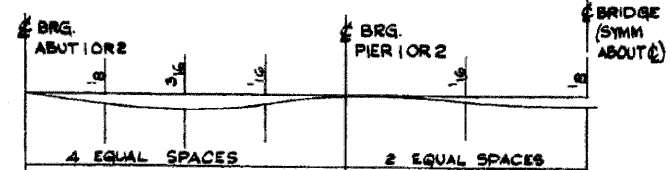
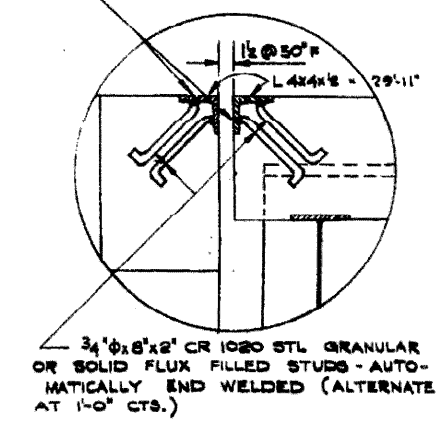


**FRAMING PLAN**  
SCALE 1/8" = 1'-0"

BEAM NO.		LOCATION	¢ BRG. ABUT. 1	¢ BRG. PIER 1	¢ FIELD SPLICE 1	¢ FIELD SPLICE 2	¢ BRG. PIER 2	¢ BRG. ABUT. 2
E.B. RDWY.	W.B. RDWY.							
1 & 5	6 & 10	TOP OF SLAB	752.16	751.44	751.22	750.67	750.42	749.59
		TOP OF BEAM	751.57	750.80	750.58	750.03	749.80	749.00
2 & 4	7 & 9	TOP OF SLAB	752.30	751.58	751.26	750.81	750.57	749.73
		TOP OF BEAM	751.71	750.94	750.71	750.16	749.93	749.14
3	8	TOP OF SLAB	752.35	751.63	751.41	750.86	750.62	749.77
		TOP OF BEAM	751.76	750.99	750.76	750.21	749.98	749.19



7/16"  $\phi$  HOLES @ 12" CTS. FOR 3/8"  $\phi$  BOLTS.  
ALL BOLTS SHALL BE BURNED, SAWED,  
OR CLIPPED OFF FLUSH WITH BACK OF  
ANGLES AFTER FORMS ARE REMOVED.



**DEAD LOAD DEFLECTION DIAGRAM**  
(FOR SLAB ONLY) SAME DEFLECTION FOR ALL BEAMS

FOR STEEL DETAILS SEE SHT. NO. 10.  
ILLINOIS DIVISION OF HIGHWAYS  
ROCKFORD BYPASS  
F. A. ROUTE 194  
PROJECT \_\_\_\_\_ SECTION 3VB  
WINNEBAGO COUNTY  
**STEEL FRAMING PLAN**  
Designed By: JWF Drawn By: JWF Checked By: L.P.