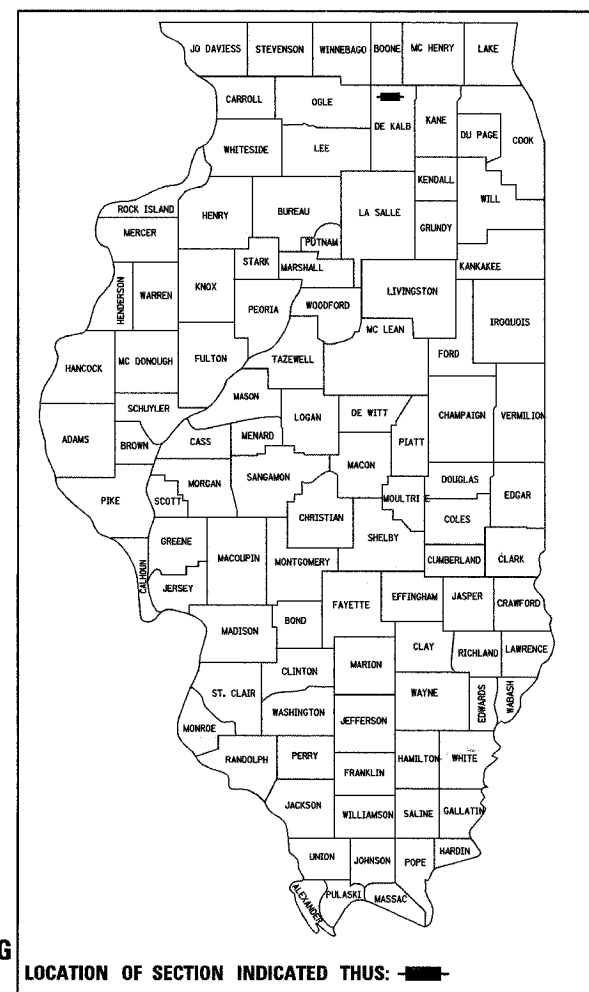


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	1

+1
56

D-92-010-03



LOCATION OF SECTION INDICATED THUS: [Black Box]

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANS FOR PROPOSED FEDERAL AID HIGHWAY FAP ROUTE 553 (IL 72) SECTION 125VBR-1 OVER IOWA CHICAGO AND EASTERN RAILROAD DEKALB COUNTY PROJECT NO. BRF-0553(149)

PROJECT ENGINEER
BOB WAGNER

INDEX OF SHEETS

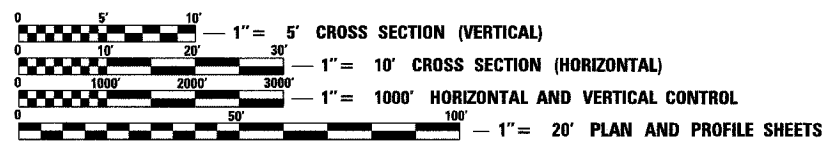
1. COVER SHEET
2. GENERAL NOTES
3. SUMMARY OF QUANTITIES
4. TYPICAL SECTIONS
5. - 6. HORIZONTAL AND VERTICAL CONTROL
7. - 8. SCHEDULE OF QUANTITIES
9. - 10. PLAN AND PROFILE IL 72
11. PLAN AND PROFILE IOWA CHICAGO & EASTERN RAILROAD
12. - 14. PLAN AND PROFILE IRENE & QUARRY ROADS
15. TRAFFIC CONTROL PLAN
16. - 30. STRUCTURAL PLANS - 30A SLIPFORM PARAPET DETAIL
31. - 35. STRUCTURE BORINGS
36. - 42. EXISTING BRIDGE PLANS (FOR INFORMATION ONLY)
43. CONCRETE HEADWALLS FOR PIPE DRAINS (27.4)
WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II (38.4)
EROSION CONTROL DETAILS FOR SILT FENCE (29.2)
44. TYPICAL APPLICATION FOR ROAD CLOSURE (40.1)
45. TOWNSHIP ROAD ENTRANCE DETAIL
46. - 55. CROSS SECTIONS

HIGHWAY STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001	AREA OF REINFORCEMENT BARS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420001-06	PAVEMENT JOINTS
420401-05	BRIDGE APPROACH PAVEMENT
421001-01	BAR REINFORCEMENT FOR CRC PAVEMENT
515001-02	NAME PLATE FOR BRIDGES
601101	CONCRETE HEADWALL FOR PIPE DRAIN
630001-06	STEEL PLATE BEAM GUARDRAIL
631031-05	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
667101	PERMANENT SURVEY MARKERS
701306-01	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
702001-06	TRAFFIC CONTROL DEVICES
720011	METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

SENIOR SQUAD LEADER
MICHAEL A. YUSEF
815-284-5354

TRAFFIC DATA
HIGHWAY CLASSIFICATION: RURAL MINOR ARTERIAL
2008 ADT = 2850
DESIGN SPEED 55 MPH
POSTED SPEED 55 MPH



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.

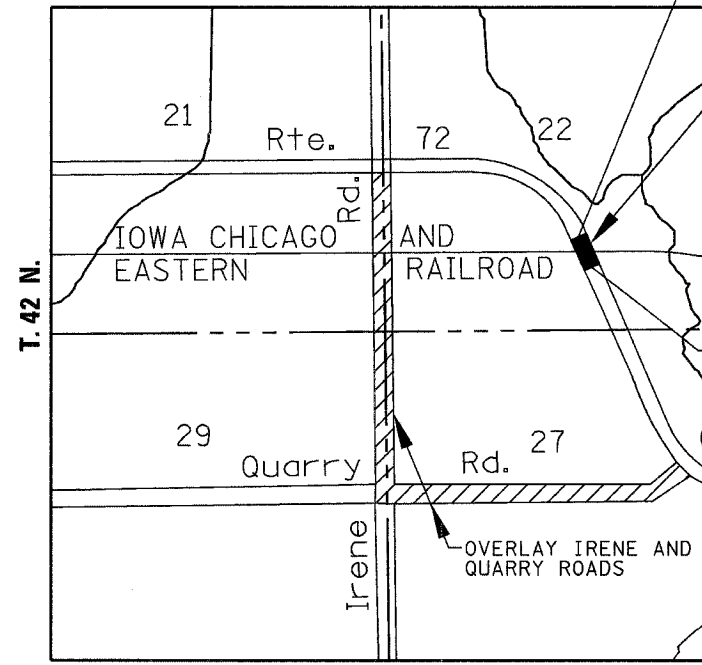
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

CONTRACT NO. 64858

JAMES K. CLINARD
CHAMLIN & ASSOCIATES
815-223-3344

C-92-114-06
R. 3 E. 3 P.M.

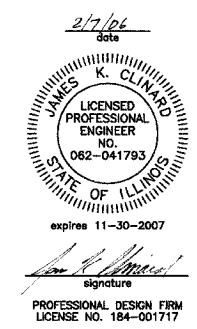
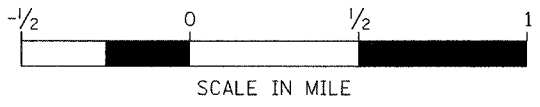
BEGIN PROJECT
STA. 142 + 00



SECTION 125VBR-1 INCLUDES THE REMOVAL OF EXISTING STRUCTURE NO. 019-0029 AND CONSTRUCTION OF THE NEW STRUCTURE NO. 019-0047, A THREE SPAN COMPOSITE STEEL BEAM BRIDGE OVER THE IOWA CHICAGO AND EASTERN RAILROAD AT STA. 144 + 14.40, 163'-6 1/2" BK TO BK OF ABUTMENT.

END PROJECT
STA. 146 + 75

NET LENGTH OF SECTION 475 FEET (0.090 miles)
GROSS LENGTH OF SECTION 475 FEET (0.090 miles)



CHAMLIN & ASSOCIATES
PERU ILLINOIS MORRIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED FEB 9 20 06

Gregory L. Monte
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 24 20 06
Mike Hine
ENGINEER OF DESIGN AND ENVIRONMENT

March 24 20 06
Milton R. See
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

DISTRICT 2 DIXON IL.
PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	2
STA.		TO STA.		
FED. ROAD DIST. NO. - ILLINOIS		FED. AID PROJECT		

GENERAL NOTES

- THE REMOVAL OF BITUMINOUS SURFACING NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.
- THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS.
- IT IS ESTIMATED THAT 4 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.
- THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 6 (MODIFIED) SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1 (MODIFIED). CLASS 6 (MODIFIED) SHALL BE USED ON FRONT SLOPES AND DITCH BOT TOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION.
- FERTILIZER SHALL BE APPLIED TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SEEDING OR PLACEMENT OF SOD AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- MULCH METHOD 2 SHALL BE APPLIED OVER ALL SEEDED AREAS. THIS SHALL BE INCLUDED IN THE COST OF THE EARTH EXCAVATION.
- SUBBASE DRAINS AND UNDERDRAIN SPECIALS SHALL BE FULLY INSTALLED, OPERATIONAL, AND OUTLETED PRIOR TO THE PLACEMENT OF ANY RELATED PAVEMENT STRUCTURE.
- PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A" OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.
- EXCEPT FOR THE TOP 75 MM (3"), ALL AGGREGATE BASES AND SUBBASES 300 MM (12") IN THICKNESS SHALL BE CONSTRUCTED OF AGGREGATE GRADATION CA-2. IF THE SPECIFIED THICKNESS EXCEEDS 300 MM (12"), THE BASES OR SUBBASES SHALL BE CONSTRUCTED OF TOPSIZE 150 MM (6") BREAKER-RUN CRUSHED STONE WITH 70% TO 90% BY WEIGHT, PASSING THE 4" SIEVE AND 15% TO 40% BY WEIGHT, PASSING THE 50 MM (2") SIZE SIEVE, EXCEPT FOR THE TOP 75 MM (3"). THE BREAKER-RUN CRUSHED STONE SHALL BE REASONABLY UNIFORMLY GRADED FROM COARSE TO FINE AND BE TAKEN FROM A QUARRY LEDGE CAPABLE OF PRODUCING CLASS "B" QUALITY AGGREGATE. THE TOP 75 MM (3") SHALL BE GRADATION CA-6 OR CA-10 REGARDLESS OF THICKNESS. THE WATER NECESSARY TO ACHIEVE COMPACTION IN ALL BUT THE TOP 75 MM (3") LAYER MAY BE ADDED AFTER THE SUBBASE OR BASE COURSE IS PLACED ON THE GRADE.

10. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USES(S)	SURFACE - IL 72	BIT. MIX. COMP. IRENE & QUARRY	LEVEL BINDER - IL 72	TOP SHLD. - IL 72	BOTTOM SHLD. - IL 72
PG:	PG 64-22	PG 58-22	PG 64-22	PG 58-22	PG 58-22
RAP% (MAX)	15	15	25	30	30
DESIGN AIR VOIDS	4.2 @ N50	3.0 @ N50	4.2 @ N50	3.0 @ N50	2.0 @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 9.5 OR 12.5	IL 9.5	IL 9.5 OR 12.5	BAM
FRICTION AGGREGATE	D	C	N/A	C	N/A
20 YEAR ESAL	1.5	---	1.5	N/A	N/A

- THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 1/2" HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2-LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.
- THE NEW NUMBER FOR THIS STRUCTURE WILL BE 019-0047.
- THE CONTRACTOR SHALL SUBMIT FOUR COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2300 SOUTH DIRKSEN PARKWAY, SPRINGFIELD, IL 62764. AFTER APPROVAL OF INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO ERIC HARM, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT (8) SETS OF SHOP DRAWINGS TO BE DISTRIBUTED TO:
 - DISTRICT 2 DISTRICT ENGINEER (1)
 - FABRICATOR (1)
 - CONTRACTOR (2)
 - RESIDENT ENGINEER (2)
 - DISTRICT 2 BUREAU OF MATERIALS (2)

- THE THICKNESS FOR THE BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) ADJACENT TO EXISTING PAVEMENT SHALL BE A MINIMUM OF 12". THE MATERIAL SHALL BE 2" BITUMINOUS CONCRETE SURFACE COURSE MIXTURE D, AND THE REMAINING THICKNESS SHALL BE BITUMINOUS BINDER COURSE.
- THE CURB IS REQUIRED ON THE BRIDGE APPROACH PAVEMENT AS SHOWN ON STANDARD 420401.
- ALL FRAMES AND GRATES OF DRAINAGE STRUCTURES TO BE REMOVED OR FILLED SHALL BE CAREFULLY SALVAGED AND SHALL REMAIN THE PROPERTY OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION - MAINTENANCE YARD (SYCAMORE).
- WHERE FIELD TILE IS ENCOUNTERED, STORM SEWER OR PIPE DRAIN WILL BE USED IN ACCORDANCE WITH SECTION 611. THE MINIMUM SIZE FOR REPLACEMENT WILL BE 150 MM (6") FOR PIPE DRAINS AND 200 MM (8") FOR STORM SEWER, BUT THE SIZE MUST BE AT LEAST 50 MM (2") LARGER THAN THE ADJOINING TILE. A FIELD TILE JUNCTION VAULT WILL BE CONSTRUCTED AT THE RIGHT OF WAY TO CONNECT THE TILE AND STORM SEWER.
- PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
 - ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
 - ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
 - THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8", NOT 7" AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
- PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1MILE OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 1 EACH.
- PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON HIGHWAY STANDARD 667101.
- THE CONTRACTOR SHALL PLACE A PERMANENT SURVEY MARKER, TYPE II, USING THE USGS TABLE PROVIDED AT THE LOCATION DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

UTILITIES

Commonwealth Edison Co.	Electric
Verizon	Telephone
NICOR Gas Co.	Gas
IDOT-District 2	Govt.

FOLLOWING ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS WHICH ARE NOT MEMBERS OF JULIE AND SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR:

UTILITIES

Iowa, Chicago & Eastern Railroad

24. THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATION SHALL APPLY EXCEPT FOR THE FOLLOWING: THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE VERTICAL DEPTHS OF THE UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS. THIS WORK WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE ITEM OF CONSTRUCTION INVOLVED.

PER SB 699 (90 DAY UTILITY RELOCATION LAW), ONCE RIGHT-OF-WAY IS CLEAR TO AWARD THE PROJECT, A NOTICE WILL BE SENT TO THE UTILITY COMPANIES INSTRUCTING THEM TO HAVE THEIR FACILITIES RELOCATED WITHIN 90 DAYS. ESTIMATED DATE RELOCATION COMPLETE = LETTING DATE + 135 DAYS.

25. CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.

COMMITMENTS:

- THE TWO WETLANDS AREAS, AS SHOWN ON THE PROJECT PLANS IN THE DESIGN REPORT, LOCATED APPROXIMATELY LEFT STA. 146+50 TO 150+00 AND RIGHT STA. 147+25 TO STA. 150+00 WILL BE SHOWN ON THE CONTRACT PLANS.
- NO FILL WILL BE PLACED BEYOND THE CONSTRUCTION LIMITS AS SHOWN ON THE PROJECT PLANS IN THE DESIGN REPORT. THEREFORE, THIS PROJECT WILL HAVE NO IMPACTS TO ADJOINING WETLANDS DESCRIBED IN COMMITMENT #1.
- AT THE BEGINNING OF CONSTRUCTION, TEMPORARY FENCING WILL BE INSTALLED ALONG THE WETLANDS DESCRIBED IN COMMITMENT #1.
- ALL CONSTRUCTION EQUIPMENT, VEHICLES, AND PERSONNEL WILL NOT BE ALLOWED TO ENTER, PARK OR BE STORED IN THE WETLANDS AREAS AS DESCRIBED IN COMMITMENT #1.

PLOT DATE = 12/95
 FILE NAME = GENERAL
 USER NAME = CHINS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES FAP 553 (IL 72) SECTION 125VBR-1 DEKALB COUNTY
SCALE:	VERT. HORIZ. DATE 11/05	DRAWN BY NET CHECKED BY JKC

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	3
STA.		TO STA.		
FED. ROAD DIST. NO. -		ILLINOIS	FED. AID PROJECT	

Item No.	Item	Unit	Total QUANTITY	80% FED 20% STATE	
				1000 ROADWAY	X171-58 BRIDGE
20101000	TEMPORARY FENCING	FOOT	680	680	--
20200100	EARTH EXCAVATION	CU YD	23	23	--
20400800	FURNISHED EXCAVATION	CU YD	4	4	--
20700400	POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD	110	--	110
28000400	PERIMETER EROSION BARRIER	FOOT	400	400	--
28100105	STONE RIPRAP, CLASS A3	SQ YD	112	112	--
35100100	AGGREGATE BASE COURSE, TYPE A	TON	20	20	--
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	12	12	--
40500300	BITUMINOUS MIXTURE COMPLETE	TON	1974	1974	--
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	7.4	7.4	--
40600300	AGGREGATE (PRIME COAT)	TON	47	47	--
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	0.2	0.2	--
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	638	638	--
40800040	INCIDENTAL BITUMINOUS SURFACING	TON	4	4	--
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	222	222	--
42001300	PROTECTIVE COAT	SQ YD	222	222	--
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	44	44	--
44000100	PAVEMENT REMOVAL	SQ YD	97	97	--
44000700	APPROACH SLAB REMOVAL	SQ YD	106	106	--
48101200	AGGREGATE SHOULDERS, TYPE B	TON	321	321	--
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	--	1
50200100	STRUCTURE EXCAVATION	CU YD	78	--	78
50300100	FLOOR DRAINS	EACH	12	--	12
50300225	CONCRETE STRUCTURES	CU YD	143.3	--	143.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	198.3	--	198.3
50300260	BRIDGE DECK GROOVING	SQ YD	545	--	545
50300300	PROTECTIVE COAT	SQ YD	718	--	718
50500305	ERECTING STRUCTURAL STEEL	L SUM	1	--	1
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	170	--	170
50500505	STUD SHEAR CONNECTORS	EACH	1674	--	1674
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	51970	--	51970
51100100	SLOPE WALL, 4 INCH	SQ YD	66	--	66
51100500	BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SQ YD	553	--	553
51201100	FURNISHING METAL PILE SHELLS 14"	FOOT	464	--	464
51201600	FURNISHING STEEL PILES HP 12X53	FOOT	895	--	895
51202600	DRIVING AND FILLING SHELLS	FOOT	464	--	464
51202700	DRIVING STEEL PILES	FOOT	895	--	895
51203200	TEST PILE METAL SHELLS	EACH	1	--	1
51203600	TEST PILE STEEL HP 12X53	EACH	1	--	1
51500100	NAME PLATES	EACH	1	--	1
54205893	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL EQUIVALENT ROUND SIZE 18"	FOOT	9	9	--
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	61	--	61
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	128	--	128
60500060	REMOVING INLETS	EACH	4	4	--
* 63000005	STEEL PLATE BEAM GUARD RAIL, TYPE B	FOOT	100	100	--
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	--
* 63200310	GUARDRAIL REMOVAL	FOOT	200	200	--
* 63301000	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL	FOOT	487.5	487.5	--
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1	--
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3	--
67100100	MOBILIZATION	L SUM	1	1	--
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	--
* 78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	122	122	--
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	4480	4480	--
* 78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	112	112	--
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	5	5	--
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2	2	--
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	2	2	--
78200520	BARRIER WALL MARKERS, TYPE B	EACH	2	2	--
X4066424	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	TON	57	57	--
X4066765	LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N50	TON	71	71	--
X7013015	TRAFFIC CONTROL FOR ROAD CLOSURE	L SUM	1	1	--
Z0002600	BAR SPLICERS	EACH	64	--	64
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	--
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	--	1

* SPECIAL

REVISIONS	
NAME	DATE
ARR	2/7/06
ARR	3/2/06

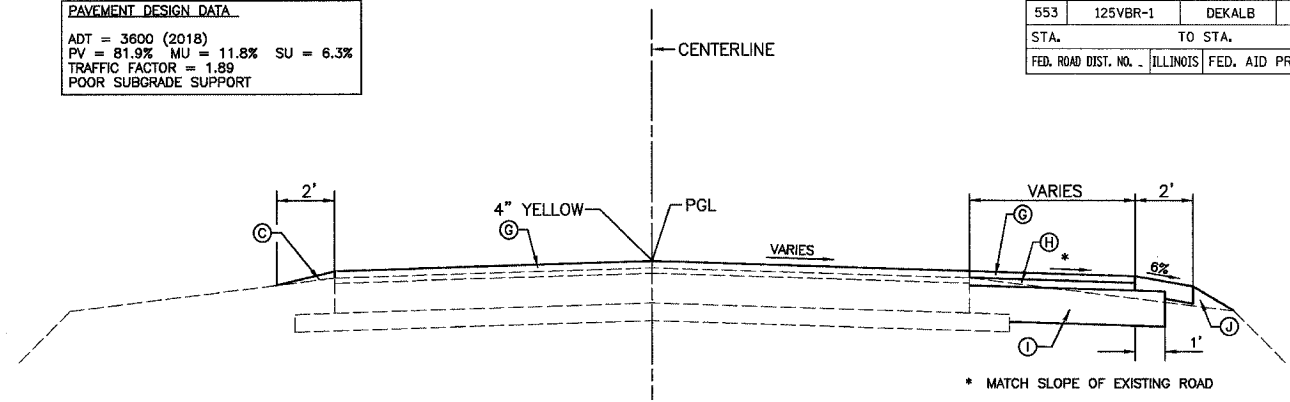
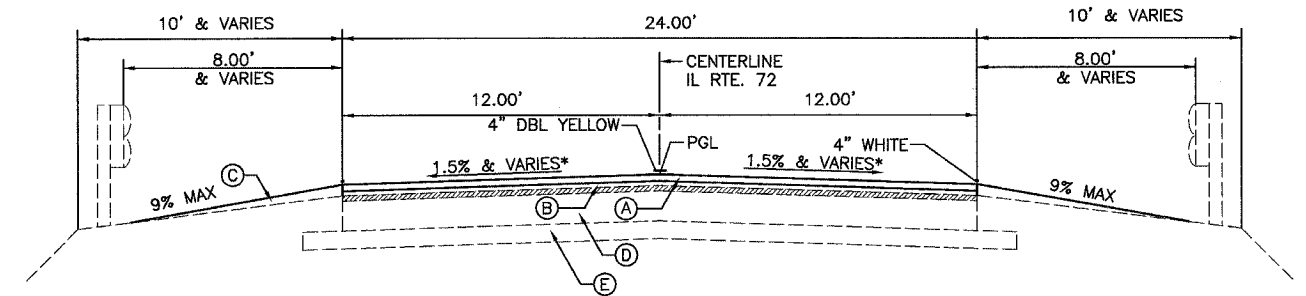
ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUMMARY OF QUANTITIES
 FAP 553 (IL 72)
 SECTION 125VBR-1
 DEKALB COUNTY

SCALE: VERT.
 HORIZ.
 DATE 11/05

DRAWN BY NQ
 CHECKED BY JKC

CONTRACT NO. 64858			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
553	125VBR-1	DEKALB	55
SHEET NO. 4			
STA. TO STA.			
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			

PAVEMENT DESIGN DATA
 ADT = 3600 (2018)
 PV = 81.9% MU = 11.8% SU = 6.3%
 TRAFFIC FACTOR = 1.89
 POOR SUBGRADE SUPPORT



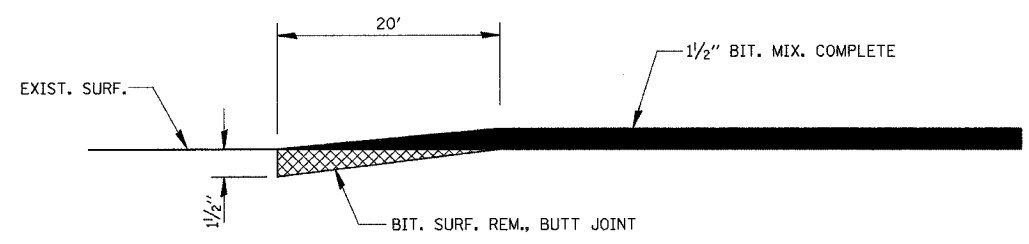
THE EXISTING 4' BITUMINOUS SHOULDERS LEFT STA. 142+62.2 TO STA. 143+01.6 AND LEFT STA. 145+37.2 TO STA. 145+62.2 SHALL BE OVERLAYED WITH THE SAME MATERIALS AS THE ROADWAY.

TYPICAL SECTION
 (BUTT JOINTS STA. 142+00 TO STA. 142+60 AND STA. 145+70 TO STA. 146+75)

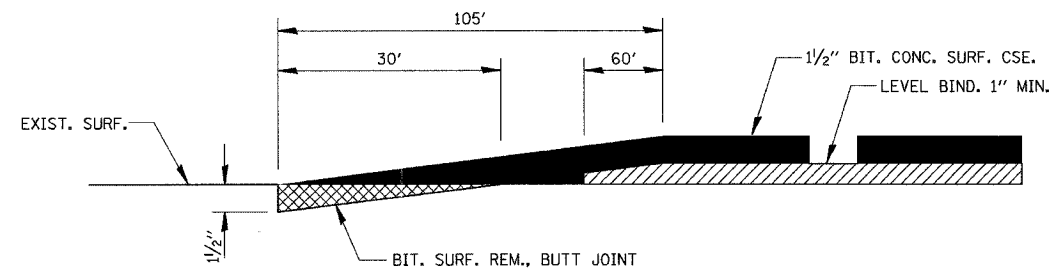
TYPICAL SECTION
 (WIDENING FOR IRENE AND QUARRY ROAD INTERSECTION)

* MATCH EXISTING PAVEMENT CROSS SLOPE. EXISTING SUPERELEVATION TRANSITION STA. 141+21.88 TO STA. 143+21.88. TRANSITION FROM EXISTING PAVEMENT TO 1.5% IN BRIDGE APPROACH PAVEMENT.

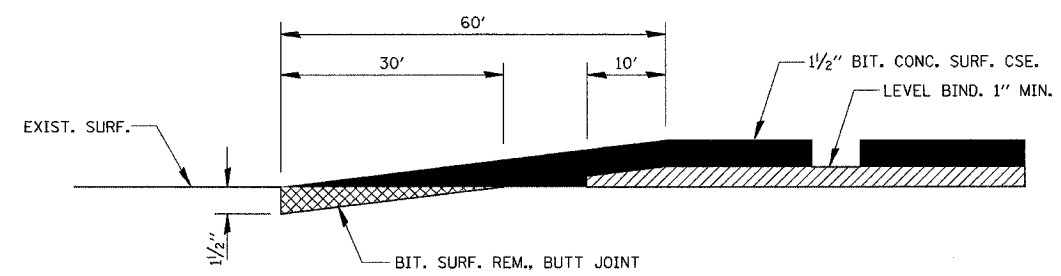
- (A) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N 50, 1 1/2"
- (B) LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N 50, 1" MIN. & VARIES
- (C) AGGREGATE SHOULDERS, TYPE B
- (D) EXISTING P.C.C. PAVEMENT, 8" WITH 2 1/2" BITUMINOUS OVERLAY
- (E) EXISTING STABILIZED SUB-BASE
- (F) NOT USED
- (G) BITUMINOUS MIXTURE COMPLETE, 1 1/2"
- (H) BITUMINOUS MIXTURE COMPLETE, 1 3/4"
- (I) AGGREGATE BASE COURSE, TYPE A, 8"
- (J) AGGREGATE SHOULDERS, TYPE B, 6" (BITUMINOUS 112 LBS / SQ YD - IN)



BUTT JOINT DETAIL
 IRENE AND QUARRY ROADS



BUTT JOINT DETAIL
 STA. 145+70 TO STA. 146+75



BUTT JOINT DETAIL
 STA. 142+00 TO STA. 142+60

REVISIONS	
NAME	DATE
NOE	02/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS
 FAP 553 (IL 72)
 SECTION 125VBR-1
 DEKALB COUNTY

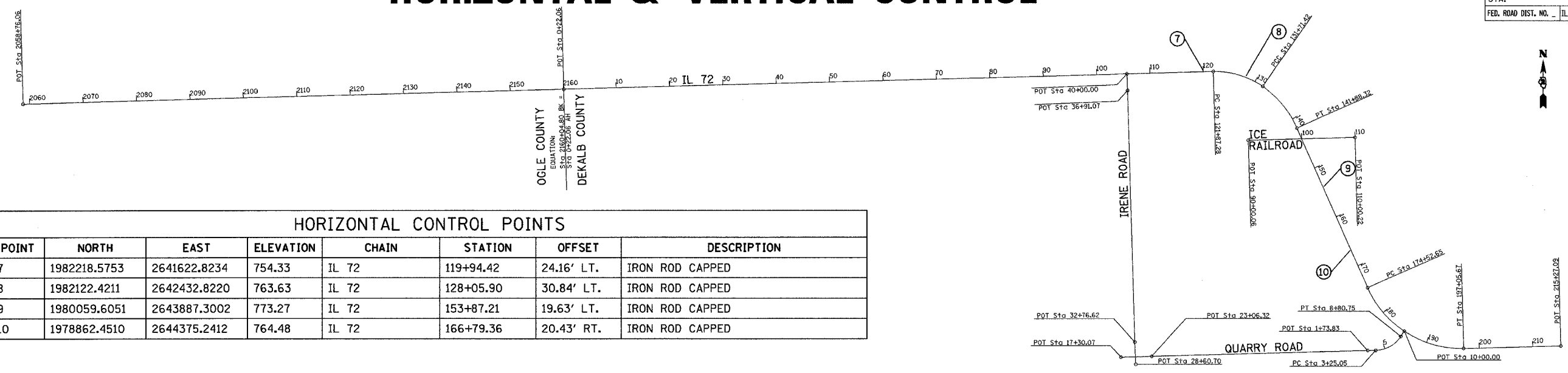
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 DATE 11/05

DRAWN BY NET
 CHECKED BY JKC

PLOT DATE = 12/05
 FILE NAME = TYPICAL
 USER NAME = CHANG

HORIZONTAL & VERTICAL CONTROL

CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	5
STA.		TO STA.		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		



POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
7	1982218.5753	2641622.8234	754.33	IL 72	119+94.42	24.16' LT.	IRON ROD CAPPED
8	1982122.4211	2642432.8220	763.63	IL 72	128+05.90	30.84' LT.	IRON ROD CAPPED
9	1980059.6051	2643887.3002	773.27	IL 72	153+87.21	19.63' LT.	IRON ROD CAPPED
10	1978862.4510	2644375.2412	764.48	IL 72	166+79.36	20.43' RT.	IRON ROD CAPPED

Chain IL72 contains:
1000 1001 CUR 200 CUR 210 CUR 220 1002

Beginning chain IL72 description
=====

Point 1000 N 1,981,608.1985 E 2,619,530.1330 Sta 2058+76.06
Course from 1000 to 1001 N 88° 28' 48.28" E Dist 10,128.7440
End Region 1

Equation: Sta 2160+04.80 (BK) = Sta 0+22.06 (AH)
Begin Region 2

Point 1001 N 1,981,876.8586 E 2,629,655.3133 Sta 0+22.06
Course from 1001 to PC 200 N 88° 28' 48.28" E Dist 12,165.2203

Curve Data
-----*

Curve 200
P.I. Station 126+96.58 N 1,982,213.0444 E 2,642,325.3810
Delta = 36° 23' 25.66" (RT)
Degree = 3° 41' 51.70"
Tangent = 509.3067
Length = 984.1391
Radius = 1,549.5000
External = 81.5560
Long Chord = 967.6808
Mid. Ord. = 77.4780
P.C. Station 121+87.28 N 1,982,199.5353 E 2,641,816.2535
P.T. Station 131+71.42 N 1,981,921.8615 E 2,642,743.2397
C.C. N 1,980,650.5805 E 2,641,857.3532
Back = N 88° 28' 48.29" E
Ahead = S 55° 07' 46.05" E
Chord Bear = S 73° 19' 28.88" E

Course from PT 200 to PC 210 N 34° 52' 07.44" E Dist 0.0000

Curve Data
-----*

Curve 210
P.I. Station 136+92.80 N 1,981,623.7750 E 2,643,171.0052
Delta = 31° 10' 42.35" (RT)
Degree = 3° 03' 57.66"
Tangent = 521.3817
Length = 1,016.9039
Radius = 1,868.7375
External = 71.3704
Long Chord = 1,004.4035
Mid. Ord. = 68.7449
P.C. Station 131+71.42 N 1,981,921.8615 E 2,642,743.2397
P.T. Station 141+88.32 N 1,981,147.2880 E 2,643,382.6631
C.C. N 1,980,388.6634 E 2,641,674.8375
Back = S 55° 07' 46.06" E
Ahead = S 23° 57' 03.71" E
Chord Bear = S 39° 32' 24.88" E

Course from PT 210 to PC 220 S 23° 57' 03.71" E Dist 3,264.3347

Curve Data
-----*

Curve 220
P.I. Station 187+30.73 N 1,976,996.0163 E 2,645,226.6788
Delta = 67° 32' 42.86" (LT)
Degree = 2° 59' 52.79"
Tangent = 1,278.0711
Length = 2,253.0116
Radius = 1,911.1348
External = 387.9741
Long Chord = 2,124.7937
Mid. Ord. = 322.5036
P.C. Station 174+52.65 N 1,978,164.0362 E 2,644,707.8385
P.T. Station 197+05.67 N 1,977,029.3892 E 2,646,504.3141
C.C. N 1,978,939.8724 E 2,646,454.4107
Back = S 23° 57' 03.72" E
Ahead = N 88° 30' 13.42" E
Chord Bear = S 57° 43' 25.15" E

Course from PT 220 to 1002 N 88° 30' 13.42" E Dist 1,821.4210

Point 1002 N 1,977,076.9500 E 2,648,325.1140 Sta 215+27.09

Ending chain IL72 description
=====

Chain IRENE contains:
1003 1004

Beginning chain IRENE description
=====

Point 1003 N 1,981,847.9460 E 2,640,211.8560 Sta 36+91.07
Course from 1003 to 1004 N 2° 08' 49.52" W Dist 308.9282

Point 1004 N 1,982,156.6573 E 2,640,200.2820 Sta 40+00.00

Ending chain IRENE description
=====

Chain IRENES contains:
1005 1006

Beginning chain IRENES description
=====

Point 1005 N 1,976,728.6180 E 2,640,364.7290 Sta 28+60.70
Course from 1005 to 1006 N 2° 14' 34.17" W Dist 415.9226

Point 1006 N 1,977,144.2220 E 2,640,348.4520 Sta 32+76.62

Ending chain IRENES description
=====

Chain QUARRYE contains:
1009 CUR 230 1010

Beginning chain QUARRYE description
=====

Point 1009 N 1,976,989.0630 E 2,644,709.2320 Sta 1+73.83
Course from 1009 to PC 230 N 88° 47' 31.58" E Dist 151.2227

Curve Data
-----*

Curve 230
P.I. Station 6+26.77 N 1,976,998.6109 E 2,645,162.0677
Delta = 55° 22' 50.44" (LT)
Degree = 9° 57' 57.43"
Tangent = 301.7136
Length = 555.6988
Radius = 574.9153
External = 74.3602
Long Chord = 534.3179
Mid. Ord. = 65.8439
P.C. Station 3+25.05 N 1,976,992.2508 E 2,644,860.4211
P.T. Station 8+80.75 N 1,977,250.4627 E 2,645,328.2055
C.C. N 1,977,567.0383 E 2,644,848.3019
Back = N 88° 47' 31.62" E
Ahead = N 33° 24' 41.18" E
Chord Bear = N 61° 06' 06.40" E

Course from PT 230 to 1010 N 33° 24' 41.29" E Dist 119.2467

Point 1010 N 1,977,350.0024 E 2,645,393.8684 Sta 10+00.00

Ending chain QUARRYE description
=====

Chain QUARRYW contains:
1007 1008

Beginning chain QUARRYW description
=====

Point 1007 N 1,976,860.0930 E 2,640,089.4600 Sta 17+30.07
Course from 1007 to 1008 N 88° 21' 40.65" E Dist 576.2497

Point 1008 N 1,976,876.5720 E 2,640,665.4740 Sta 23+06.32

Ending chain QUARRYW description
=====

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PLOT DATE = 1-1-85
OPERATOR = ARR
REF =
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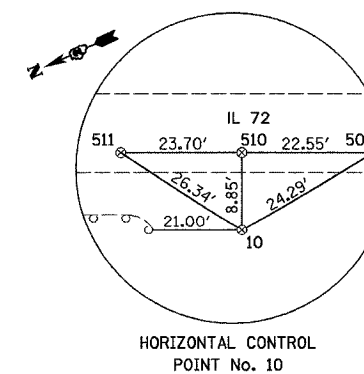
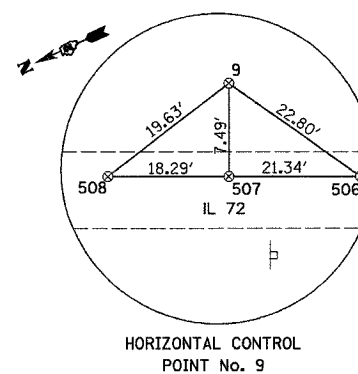
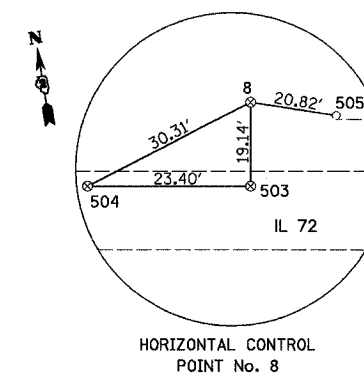
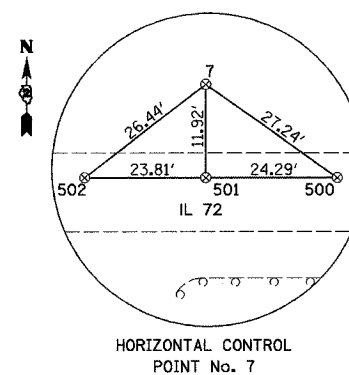
HORIZONTAL & VERTICAL CONTROL

CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
406	1981021.2765	2643457.6878	788.87	IL 72	143+33.94	17.41' LT	CHISELED SQUARE ON N.E. WINGWALL
407	1982239.4518	2641811.1642	755.83	IL 72	121+83.25	40.04' LT	BRASS PLUG

CURVE POINT NUMBERS				
CURVE	PI	CC	PC	PT
200	200	201	202	203
210	210	211	212	213
220	220	221	222	223
230	230	231	232	233

REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	IL 72	120+18.84	12.27' LT.	SURVEY NAIL
501	IL 72	119+94.57	12.29' LT.	SURVEY NAIL
502	IL 72	119+70.76	12.29' LT.	SURVEY NAIL
503	IL 72	128+06.01	11.69' LT.	SURVEY NAIL
504	IL 72	127+82.78	11.61' LT.	SURVEY NAIL
505	IL 72	128+23.99	20.83' LT.	SURVEY NAIL
506	IL 72	154+08.69	12.15' LT.	SURVEY NAIL
507	IL 72	153+87.37	12.14' LT.	SURVEY NAIL
508	IL 72	153+69.09	12.08' LT.	SURVEY NAIL
509	IL 72	167+01.93	11.61' RT.	SURVEY NAIL
510	IL 72	166+79.36	11.63' RT.	SURVEY NAIL
511	IL 72	166+55.66	11.58' RT.	SURVEY NAIL



FILE NAME = 010824C.DGN
 LEVELS =
 PLOT SCALE = 1/8"=1'-0"
 PLOT DATE = 1-96
 OPERATOR = ARR
 REF =
 REF =

20101000	
TEMPORARY FENCE	
LOCATION	FOOT
STA. 146+85, 90' LT. - STA. 150+25, 83.8' LT.	348
STA. 147+25, 87.9' RT. - STA. 150+25, 77.2' RT.	332
TOTAL	680

20200100				
EARTHWORK QUANTITIES				
LOCATION	THEORETICAL		SHORTAGE (-) OR EXCESS (+)	REMARKS
	CUT	FILL		
	CU YD	CU YD	CU YD	
			[(A)0.75]-(B)	
	(A)	(B)	(C)	
IL 72	9	0	7	UNAVAILABLE FOR USE AT IRENE ROAD
IRENE ROAD (ESTIMATE)	14	14	-4	FURNISHED EXCAVATION REQUIRED
				20400800
TOTAL	23	14	3	
	PAY ITEM	FOR INFO ONLY		

28000400	
PERIMETER EROSION BARRIER	
LOCATION	FOOT
AS DIRECTED BY ENGINEER	400
TOTAL	400

28100105	
STONE RIPRAP, CLASS A3	
LOCATION	SQ YD
STA. 140+43, RT.	19
STA. 141+25, RT.	20
STA. 143+24, LT.	4
STA. 145+23, LT.	2
STA. 146+75, LT.	34
STA. 147+00, RT.	33
TOTAL	112

PAVEMENT SCHEDULE											
LOCATION (STA. TO STA.)	35100100 AGGREGATE TYPE A	40200800 AGGREGATE TYPE B *	40500300 BITUMINOUS MIXTURE COMPLETE	40800200 BITUMINOUS MATERIAL (PRIME COAT)	40800300 AGGREGATE (PRIME COAT)	40800400 MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	40800980 BITUMINOUS SURFACE REMOVAL - BUTT JOINT	48101200 AGGREGATE SHOULDER TYPE B	X4066424 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	X4066765 LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N50	40800040 INCIDENTAL BITUMINOUS SURFACING **
STA 142+00 - STA 142+96.68				0.1			80		24		
STA 142+00 - STA 142+99								7			
STA 142+30 - STA 142+96.68						0.1				12	
STA 145+32.22 - STA. 146+45						0.1				59	
STA 145+32.22 - STA. 146+75				0.1			80		33		
STA 145+49.1 - STA. 146+75								26			
IRENE ROAD	20	6	981	3.6	23		300	146			4
QUARRY ROAD		6	993	3.6	24		133	142			
IRENE ROAD ENTRANCES							45				
TOTAL	20	12	1974	7.4	47	0.2	638	321	57	71	4

BRIDGE APPROACH PAVEMENT SCHEDULE			
LOCATION (STA. TO STA.)	42001165 BRIDGE APPROACH PAVEMENT	42001300 PROTECTIVE COAT	42001430 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
STA. 142+96.68 - STA. 143+02.68			22
STA. 143+02.68 - STA. 143+32.68	111	111	
STA. 144+96.22 - STA. 145+26.22	111	111	
STA. 145+26.22 - STA. 145+32.22			22
TOTAL	222	222	44

44000100	
PAVEMENT REMOVAL	
LOCATION	SQ YD
STA. 142+96.68 - STA. 143+27.97	48
STA. 145+00.92 - STA. 145+32.22	49
TOTAL	97

4000700	
APPROACH SLAB REMOVAL	
LOCATION	SQ YD
STA. 143+07.97 - STA. 143+27.97	53
STA. 145+00.92 - STA. 145+20.92	53
TOTAL	106

* ESTIMATED QUANTITY FOR AGGREGATE ENTRANCES
 ** ESTIMATED QUANTITY FOR BITUMINOUS ENTRANCES

REVISIONS	
NAME	DATE
NOE	02/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF
 QUANTITIES
 FAP 553 (IL 72)
 SECTION 125VBR-1
 DEKALB COUNTY
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____
 DRAWN BY NO _____
 CHECKED BY JKC

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	8
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT _____		

54205893

PIPE CULVERTS, TYPE 1, CORRUGATED STEEL, EQUIVALENT ROUND- SIZE 18"	
LOCATION	FOOT
INTERSECTION OF IRENE AND QUARRY	9
TOTAL	9

63000005

STEEL PLATE BEAM GUARD RAIL, TY. B	
LOCATION	FOOT
STA. 142+70, RT. - STA. 142+95, RT.	25'
STA. 142+84, LT. - STA. 143+09, LT.	25'
STA. 145+20, RT. - STA. 145+45, RT.	25'
STA. 145+34, LT. - STA. 145+59, LT.	25'
TOTAL	100'

LOCATION	PAINT PAVEMENT MARKING			
	78001110 4" YELLOW	78001110 4" WHITE	78001180 24" WHITE	78001100 LETTERS & SYMBOLS
	FOOT	FOOT	FOOT	SQ. FT.
STA. 142+00 - STA. 146+75	950	950		
IRENE ROAD	1310			
QUARRY ROAD	1270			
INTERSECTION IRENE & RT. 72			12	
INTERSECTION OF IRENE & QUARRY			33	
INTERSECTION OF QUARRY & RT. 72			27	
IRENE ROAD RAILROAD CROSSING			40	122
TOTAL	4480		112	122

60500060

REMOVING INLETS	
LOCATION	EACH
STA. 143+10.14, RT.	1
STA. 143+23.75, LT.	1
STA. 145+09.37, RT.	1
STA. 145+19.24, LT.	1
TOTAL	4

63100085

TRAFFIC BARRIER TERMINAL, TY. 6	
LOCATION	EACH
STA. 142+95, RT. - STA. 143+26, RT.	1
STA. 143+09, LT. - STA. 143+40, LT.	1
STA. 144+89, RT. - STA. 145+20, RT.	1
STA. 144+03, LT. - STA. 145+34, LT.	1
TOTAL	4

78100100

RAISED REFLECTIVE PAVEMENT MARKER	
LOCATION	EACH
STA. 142+00 - STA. 143+33	2
STA. 145+01 - STA. 146+75	3
TOTAL	5

63200310

GUARDRAIL REMOVAL	
LOCATION	FOOT
STA. 142+70, RT. - STA. 143+20, RT.	50'
STA. 142+84, LT. - STA. 143+34, LT.	50'
STA. 144+95, RT. - STA. 145+45, RT.	50'
STA. 145+09, LT. - STA. 145+59, LT.	50'
TOTAL	200'

78100105

RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	
LOCATION	EACH
STA. 143+33 - STA. 145+01	2
TOTAL	2

63301000

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL *	
LOCATION	FOOT
RT. STA. 140+43	18.75
RT. STA. 141+25	18.75
LT. STA. 141+96.50 TO STA. 142+84	87.50
RT. STA. 141+95 TO STA. 142+70	75.00
RT. STA. 144+45 TO STA. 147+07.5	162.50
LT. STA. 145+59 TO STA. 146+84	125.00
TOTAL	487.50

78200520

BARRIER WALL MARKERS, TYPE B	
LOCATION	EACH
STA. 142+84, LT. - STA. 145+59, LT.	1
STA. 142+70, RT. - STA. 145+45, RT.	1
TOTAL	2

78200410

GUARDRAIL MARKER, TYPE A	
LOCATION	EACH
STA. 142+84, LT. - STA. 145+59, LT.	1
STA. 142+70, RT. - STA. 145+45, RT.	1
TOTAL	2

* SEE SPECIAL PROVISIONS

PLOT DATE = 12/05
FILE NAME = SCHED
PLOT SCALE = NONE
USER NAME = CHMS

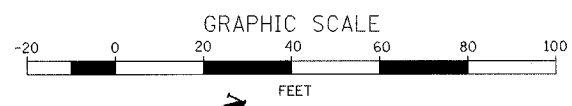
REVISIONS	
NAME	DATE
NOE	02/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF
QUANTITIES
FAP 553 (IL 72)
SECTION 125VBR-1
DEKALB COUNTY

SCALE: VERT. _____
 HORIZ. _____
DATE: _____

DRAWN BY NO _____
CHECKED BY JKC

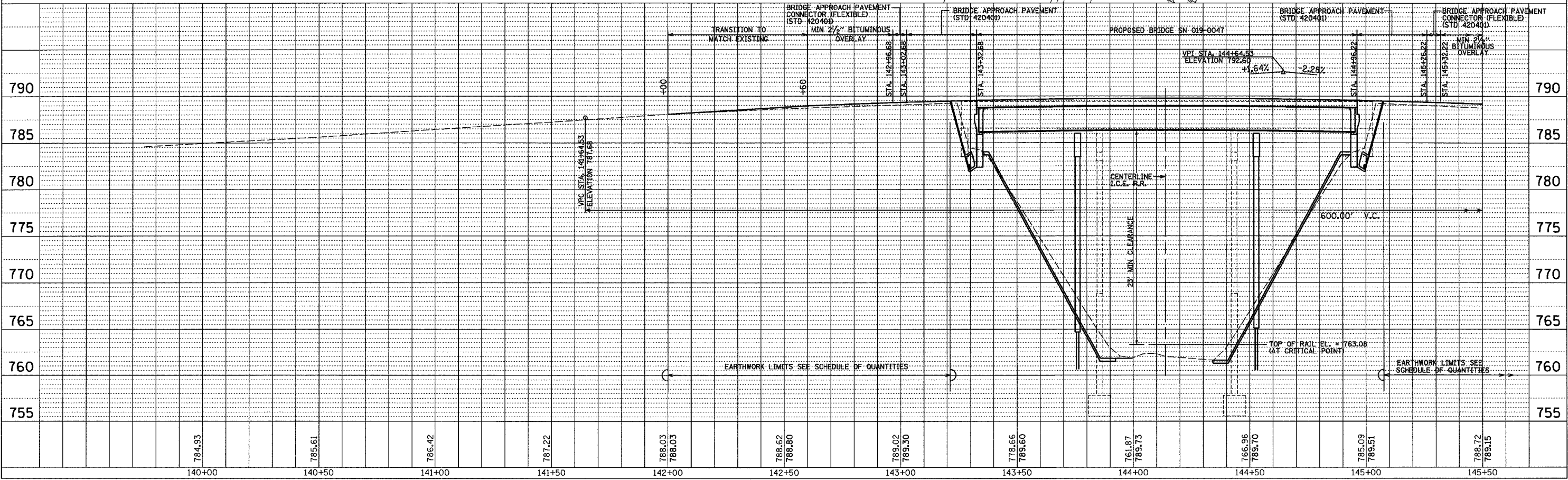
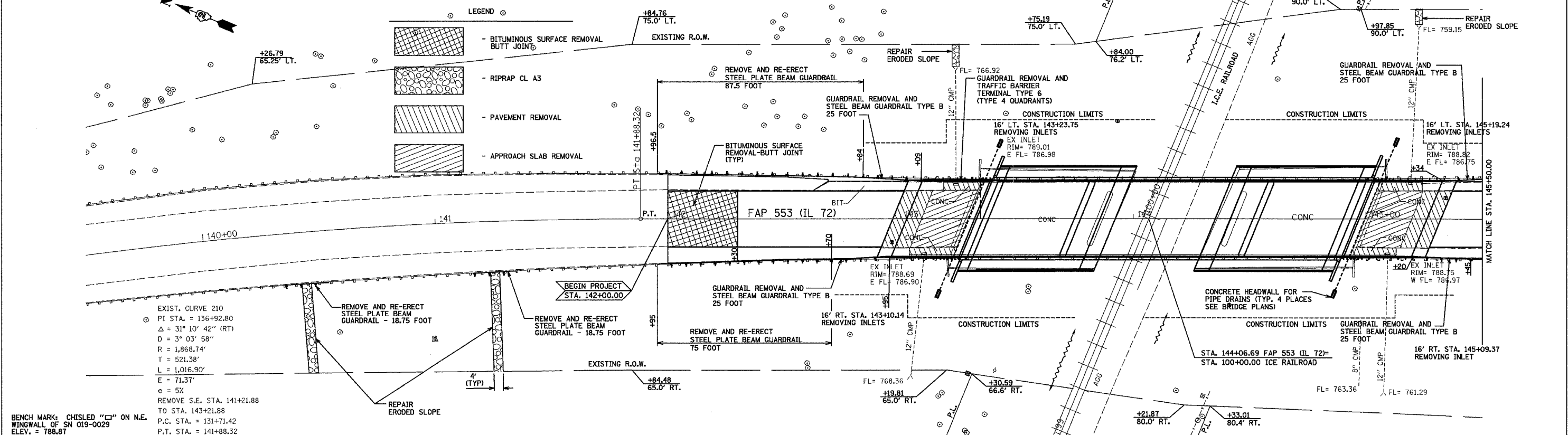
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	9
STA. 139+50 TO STA. 145+50		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT		



DATE	BY	DATE	BY
	CHAMLIN		CHAMLIN
	LM		LM
	JKC		JKC
	JKC		JKC
	JKC		JKC

DATE	BY	DATE	BY
	CHAMLIN		CHAMLIN
	LM		LM
	JKC		JKC
	JKC		JKC
	JKC		JKC

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 PLOT SCALE = 1" = 20'
 USER NAME = CHAMLIN

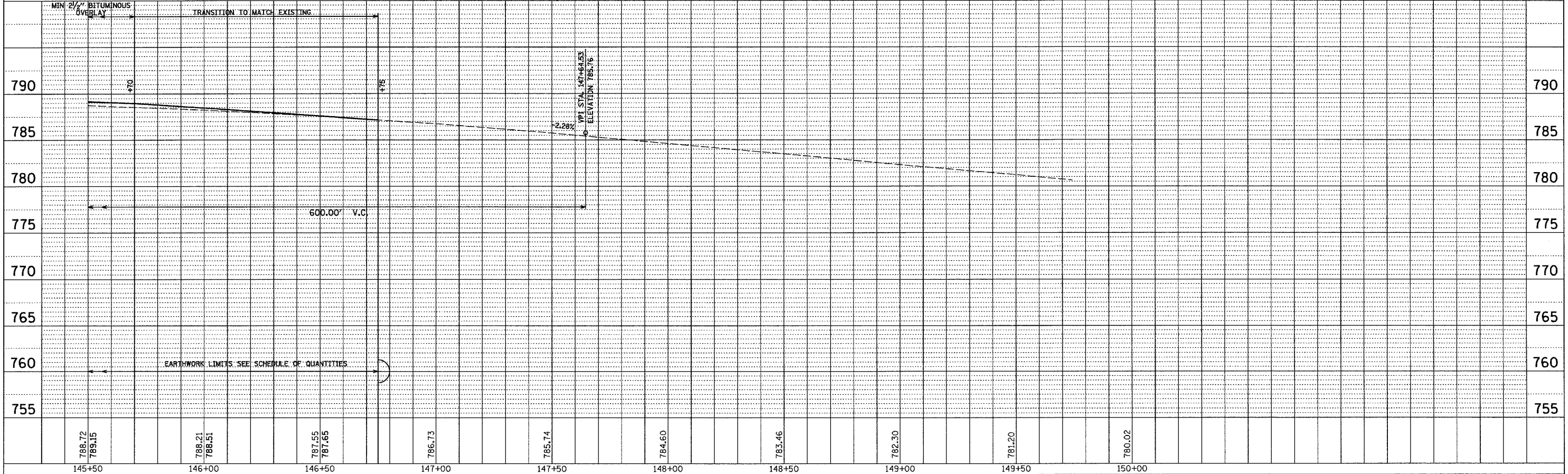
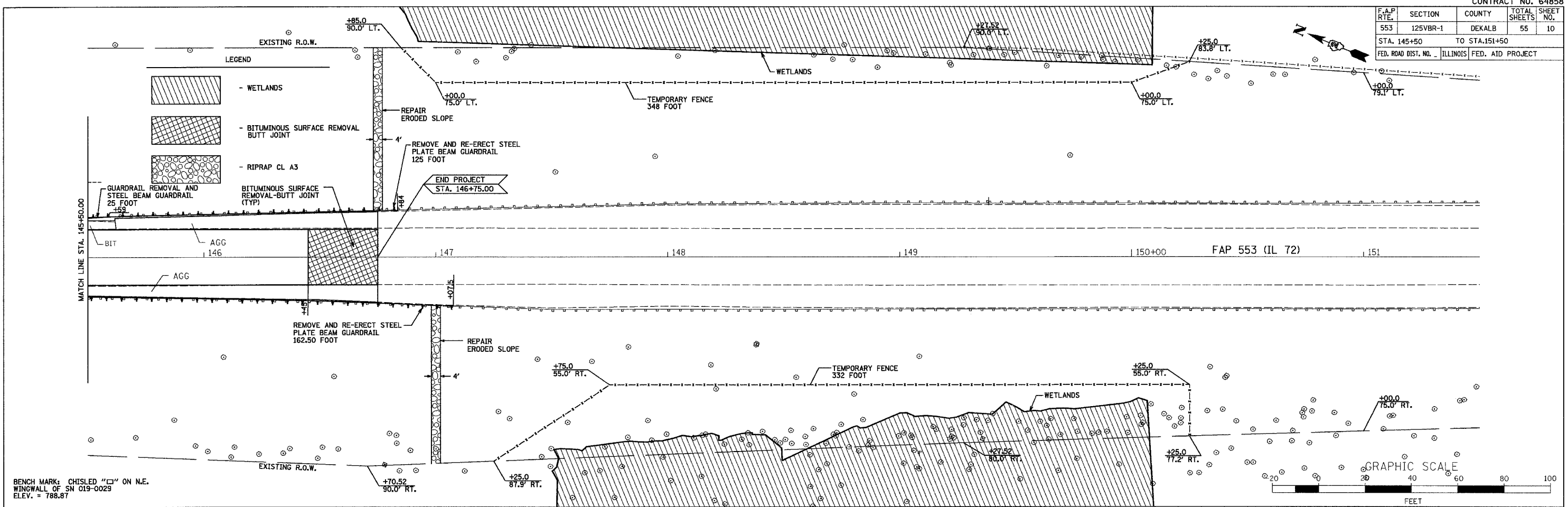


CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	10
STA. 145+50		TO STA. 151+50		
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

DATE	BY	DATE
	CHAMLIN	
PLANNED	LAG	
NOTED	LAG	
NO. _____	NO. _____	

DATE	BY	DATE
	CHAMLIN	
PLANNED	LAG	
NOTED	LAG	
NO. _____	NO. _____	

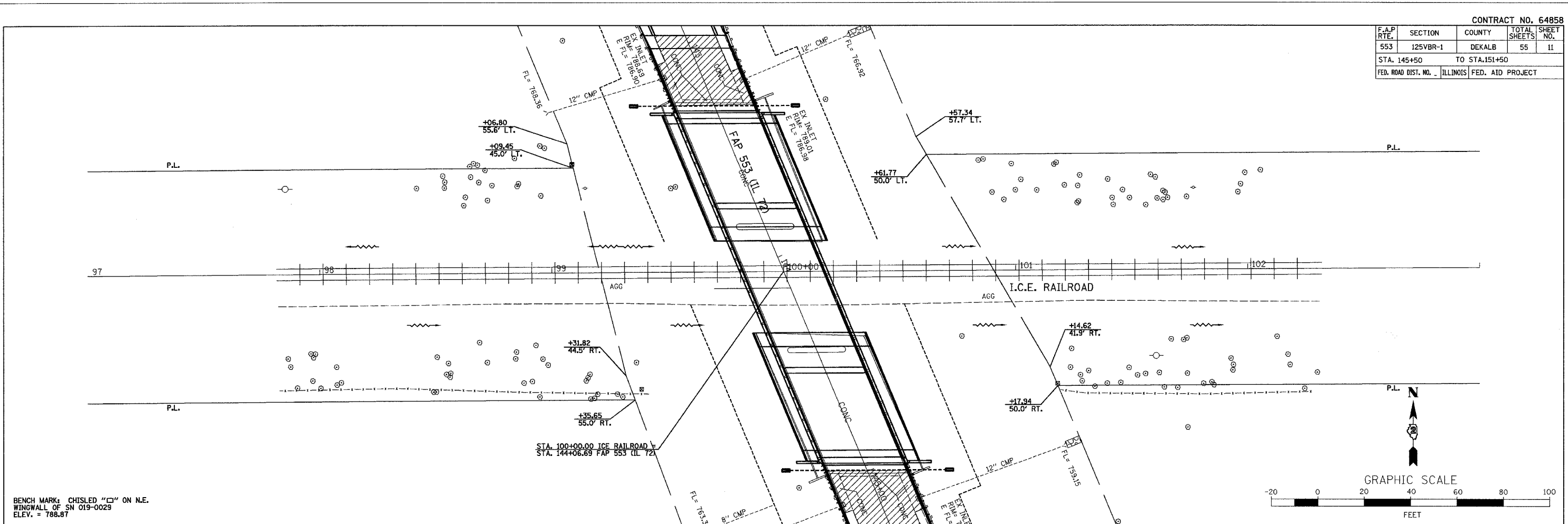
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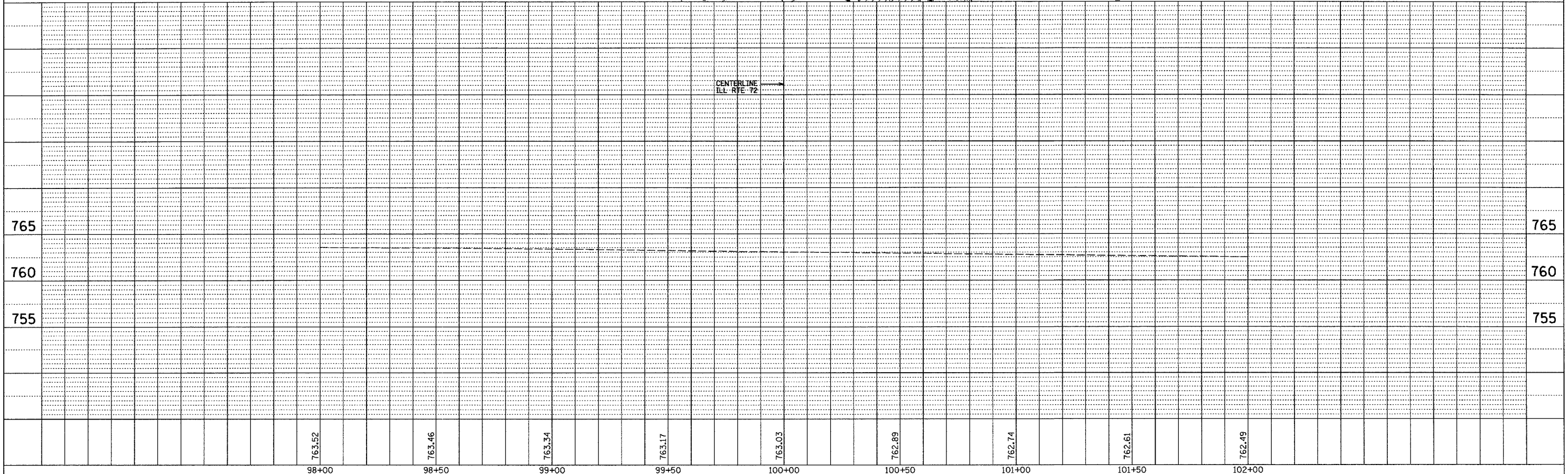
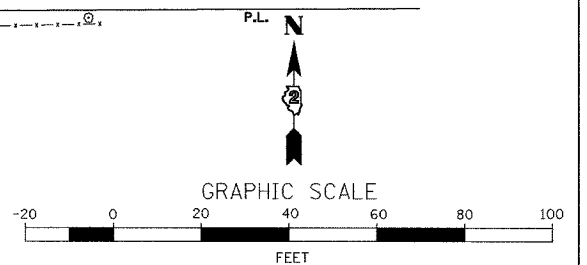
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	11
STA. 145+50		TO STA. 151+50		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	DATE
BY	DATE
CHAMLIN	
LAB.	
NO.	
NO.	
NO.	

PROFILE	DATE
BY	DATE
CHAMLIN	
LAB.	
NO.	
NO.	
NO.	



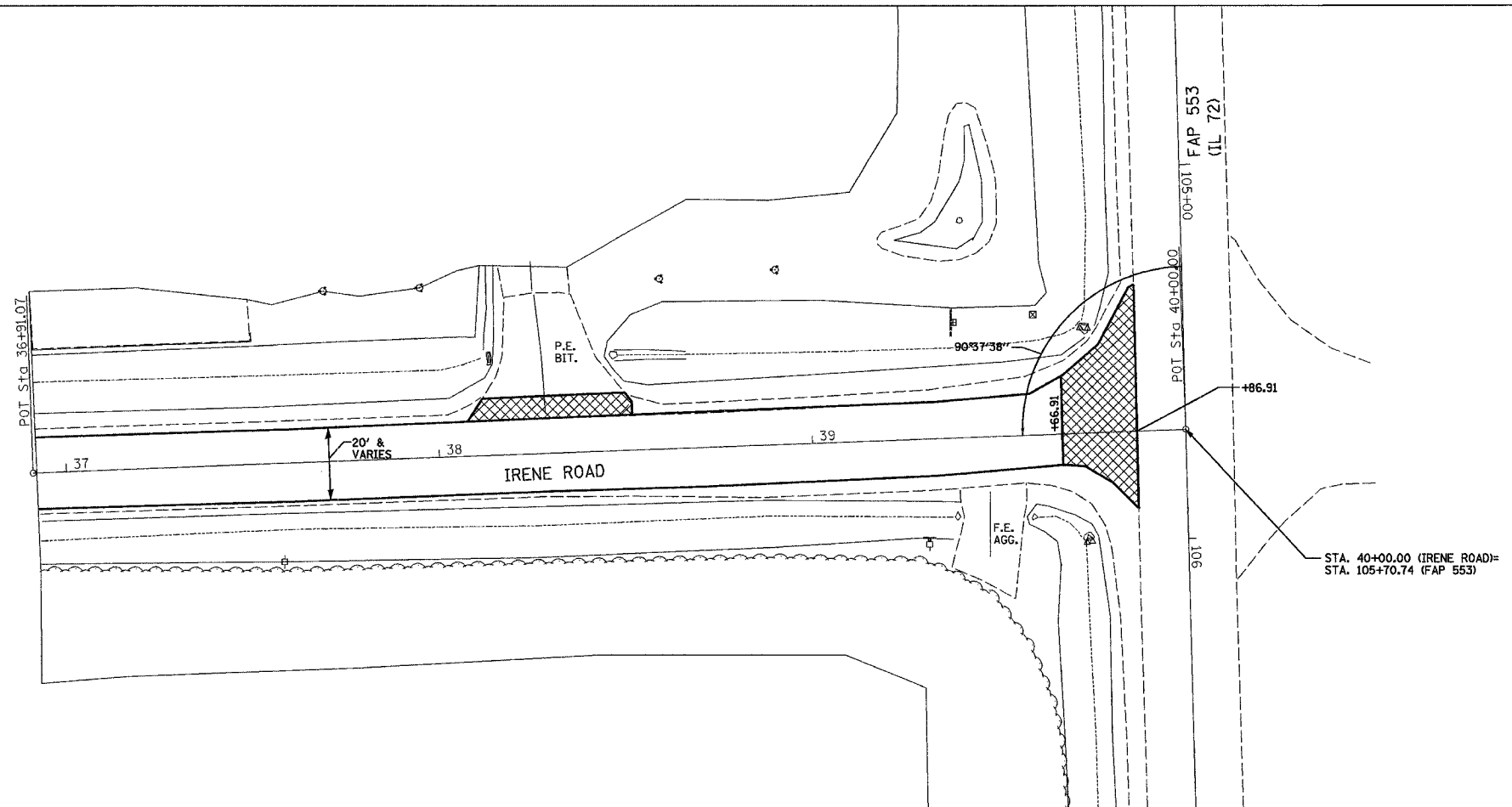
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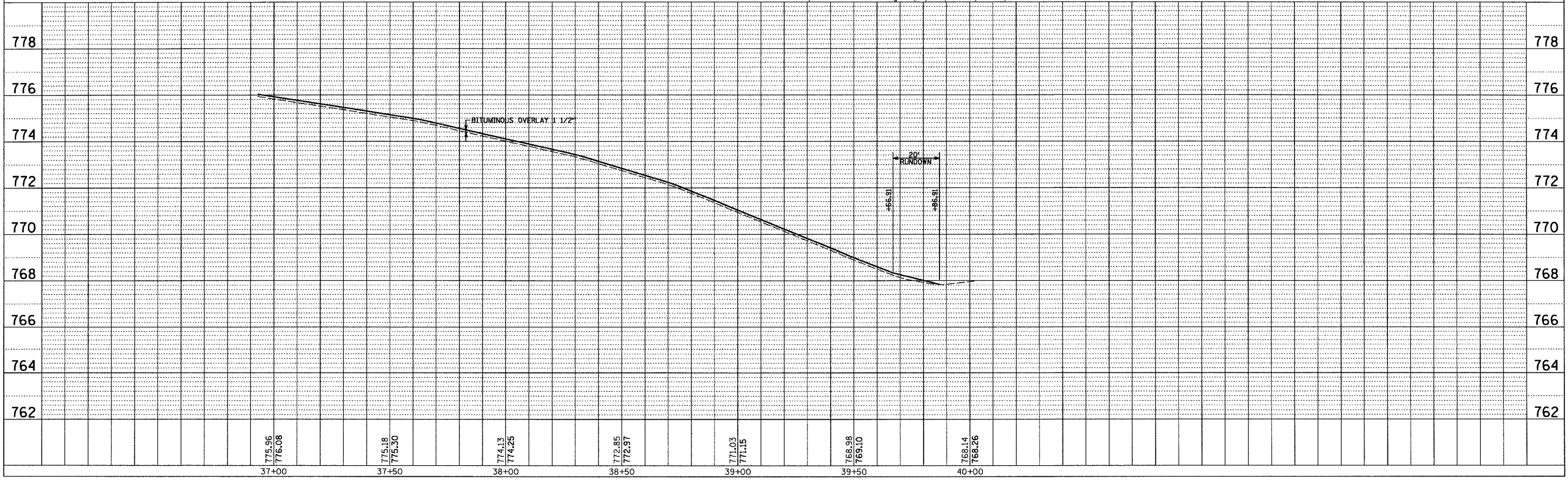
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PLOT SCALE = 1" = 20'
USER NAME = CHAMLIN

CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	12
STA. 36+91.07		TO STA. 40+00.00		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

PLAN	DATE
BY	
REVIEWED	
DATE	
NOTED	
DATE	
BY	
DATE	



PROFILE	DATE
BY	
REVIEWED	
DATE	
NOTED	
DATE	
BY	
DATE	



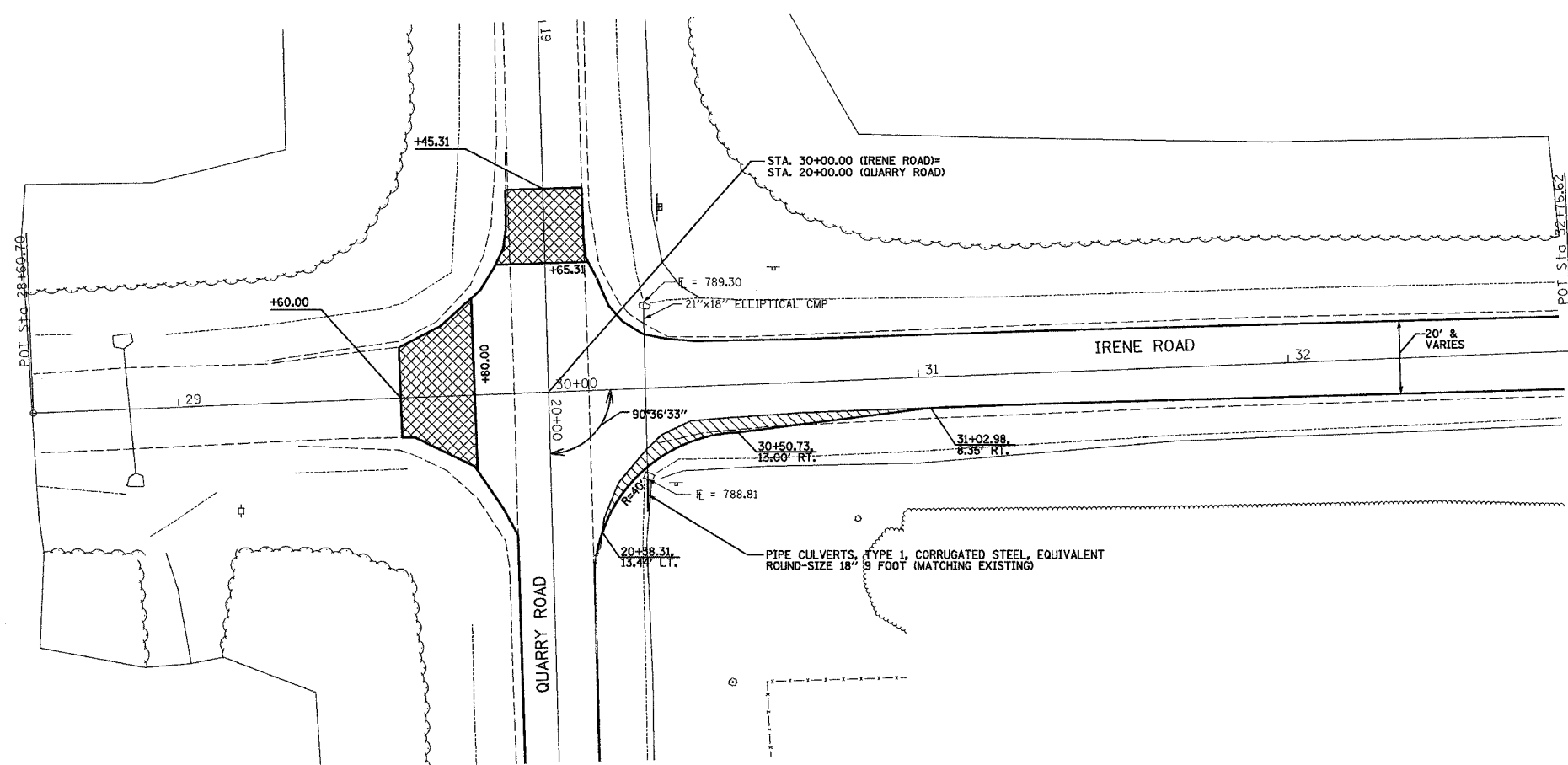
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 USER NAME = CHANS

CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	13
STA. 29+00		TO STA. 32+76.62		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

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	PLOTTED	
	CHECKED	
	BY	
	DATE	

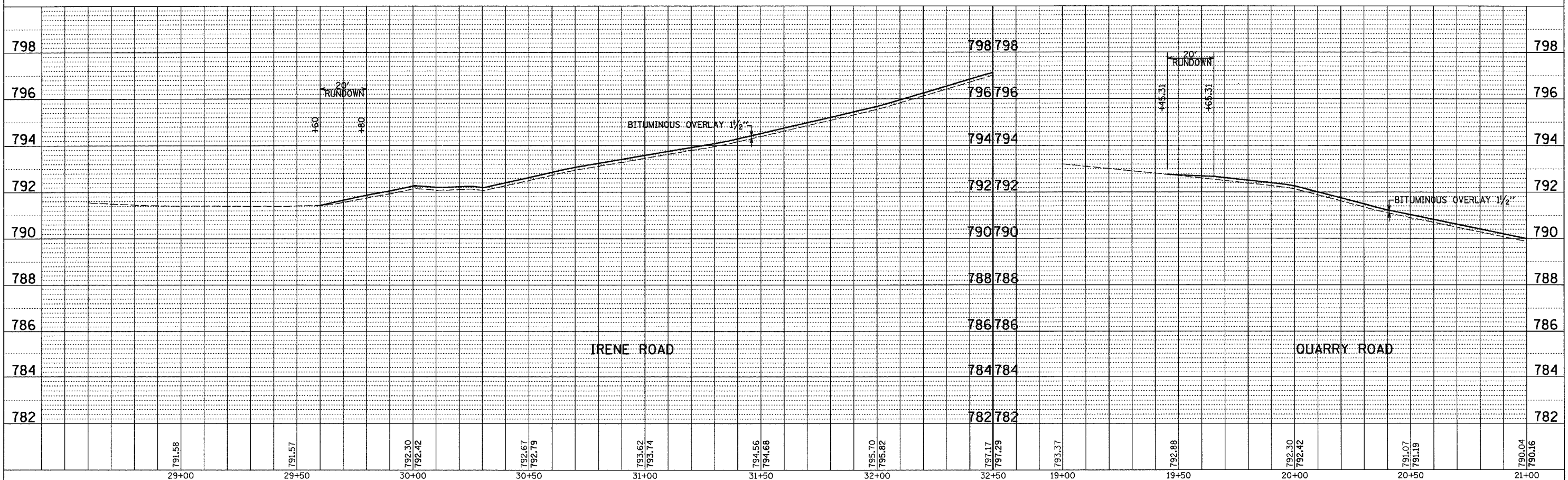
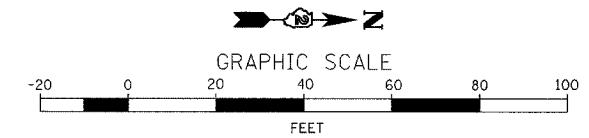
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	DATE	

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 PLOT SCALE = 1" = 20'
 USER NAME = CHMS



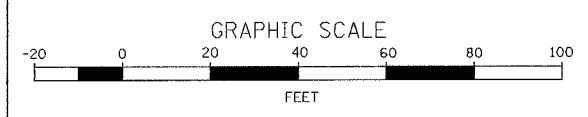
LEGEND

	- BITUMINOUS SURFACE REMOVAL BUTT JOINT
	- PAVEMENT WIDENING SEE DETAIL ON SHEET 4

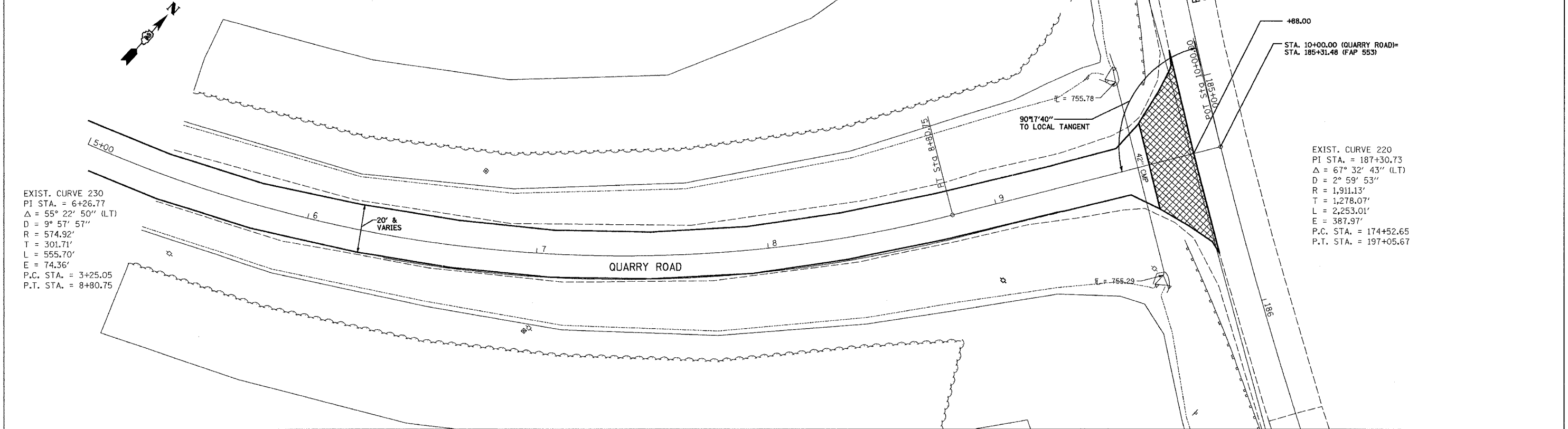


QUARRY ROAD AND IRENE ROAD

CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	14
STA. 5+00		TO STA. 10+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



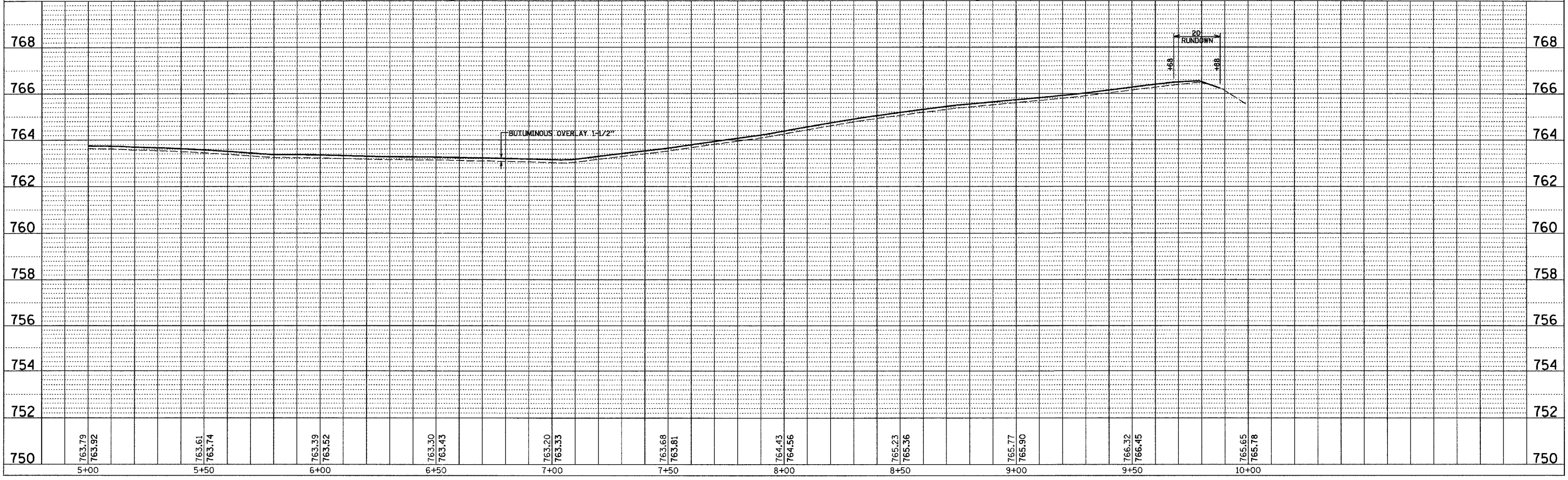
LEGEND
 - BITUMINOUS SURFACE REMOVAL BUTT JOINT



PLAN	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO.	

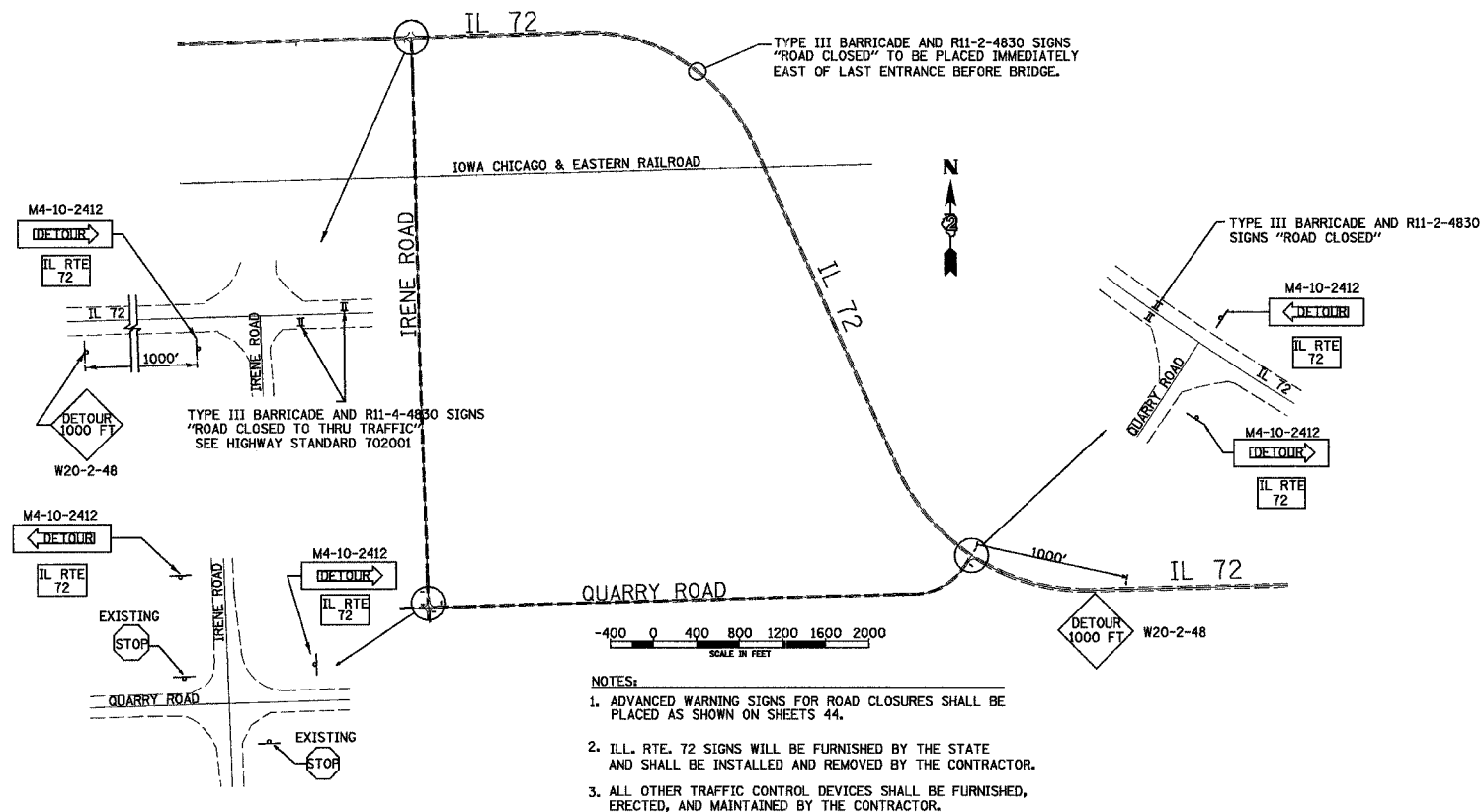
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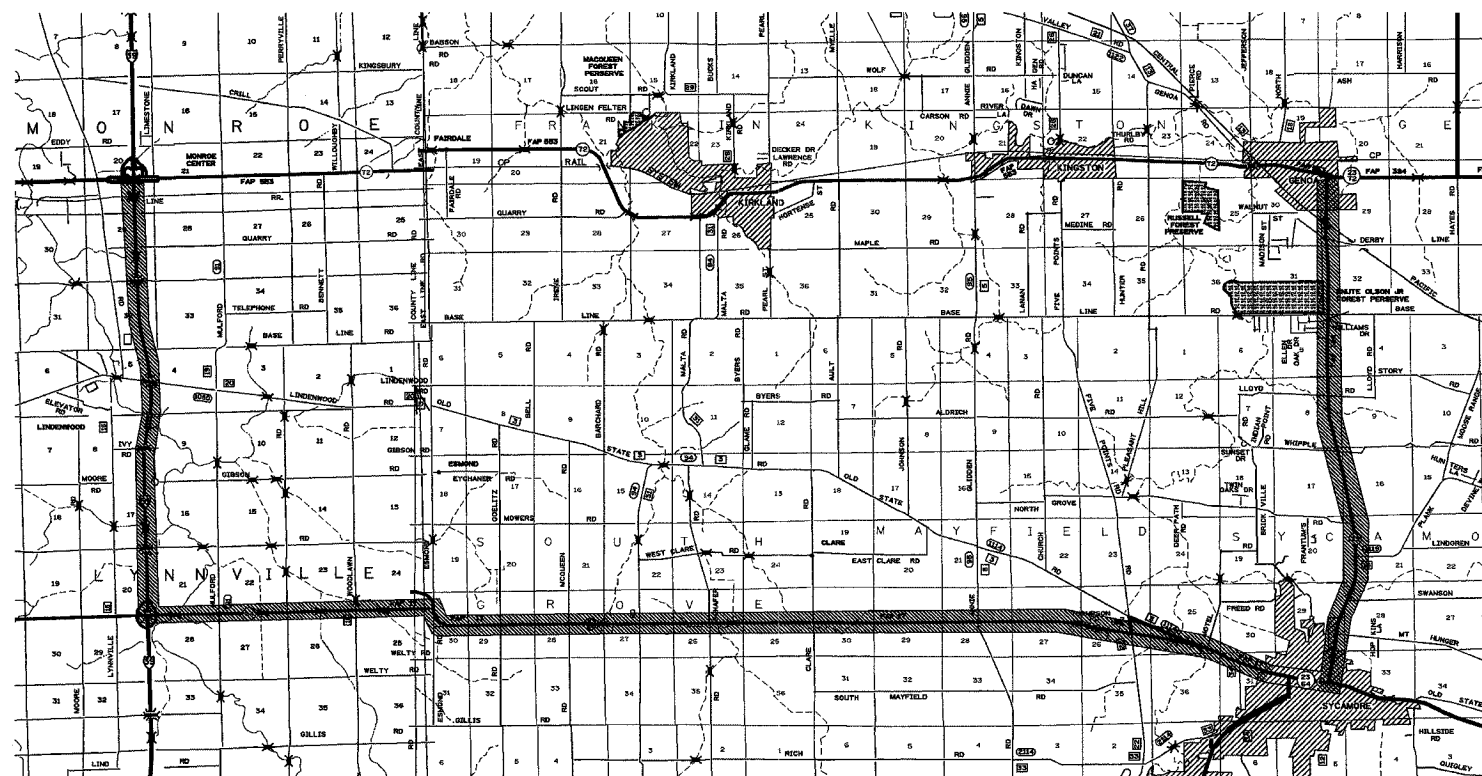
QUARRY ROAD

CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	15
STA.		TO STA.		
FED. ROAD DIST. NO. - ILLINOIS		FED. AID PROJECT		

LOCAL TRAFFIC DETOUR ROUTE



MULTIPLE TRAFFIC DETOUR ROUTE



NOTES:

THE MULTIPLE UNIT DETOUR ROUTE WILL BE SET BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2 – THIS ROUTE WILL UTILIZE I-39, ILLINOIS 64, ILLINOIS 23 FOR THE MULTIPLE UNIT TRAFFIC.

THE LOCAL TRAFFIC DETOUR ROUTE WILL ALSO BE SET BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 2 – THIS ROUTE WILL UTILIZE QUARRY ROAD FROM IL ROUTE 72 WEST TO IRENE ROAD AND IRENE ROAD FROM IL ROUTE 72 SOUTH TO QUARRY ROAD.

THE CONTRACTOR SHALL NOTIFY THE TRAFFIC OPERATIONS SECTION OF THE BUREAU OF OPERATIONS BY FAX (815) 284-5489 AND THE BUREAU OF PROJECT IMPLEMENTATION (815) 284-5348 IN WRITING BY MEANS OF FAX (TO THE NUMBERS PROVIDED) AND ALSO BY LETTER TO THE DISTRICT OFFICE. THE REQUEST SHALL BE SUBMITTED A MINIMUM OF THREE WEEKS (21 DAYS) PRIOR TO THE ANTICIPATED CLOSURE DATE TO ALLOW THE STATE ADEQUATE TIME TO SET THE DETOUR ROUTE.

SIGNING AND DEVICES REQUIRED TO CLOSE THE ROAD, ACCORDING TO THE TRAFFIC CONTROL FOR ROAD CLOSURE DETAIL AND CONTAINED HEREIN, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. DETOUR SIGNING REQUIRED TO DETOUR TRAFFIC TO ALTERNATE ROUTES SHALL BE THE RESPONSIBILITY OF THE DEPARTMENT. THE DAY THE DETOUR SIGNING BEGINS, THE DETOUR WILL BE IN EFFECT AT 1:00 P.M. NO DETOUR SHALL BE ERECTED ON MONDAY OR FRIDAY.

PLOT DATE = 2/06
FILE NAME = TRAFF
SCALE = 1" = 1000'
USER NAME = CHANS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	TRAFFIC CONTROL PLAN	
		FAP 553 (IL 72)	
		SECTION 125VBR-1	
		DEKALB COUNTY	
		SCALE: VERT. 1" = 1000'	DRAWN BY ARR
		HORIZ. 1" = 1000'	CHECKED BY JKC
		DATE 2/06	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2 20 SHEETS
FAP 553	125 VBR-1	DEKALB	55	17	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #64858

General Notes

- Fasteners shall be high strength bolts AASHTO M 164, Type 3 in unpainted areas and mechanically galvanized AASHTO M 164, Type 1 or 2 in painted areas. Bolts 7/8" ϕ , open holes 13/16" ϕ , unless otherwise noted. (FOR INFORMATION ONLY)
- Calculated weight of Structural Steel = 121,060 pounds (ERECTING STRUCTURAL STEEL)
- All structural steel shall be AASHTO M 270 Grade 50W. (FOR INFORMATION ONLY)
- Field welding of construction accessories will not be permitted to beams or girders.
- Anchor bolts shall be set before bolting diaphragms over supports.
- The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates. (FOR INFORMATION ONLY)
- Reinforcement bars shall conform to the requirements of AASHTO M31, or M322 Grade 60.
- Slope wall shall be reinforced with welded wire fabric, 6" x 6" -W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. (Adjusting shims Furnished by others)
- The contractor shall drive one (1) metal shell test pile in a permanent location at the south abutment as directed by the Engineer before ordering the remainder of metal shell piles.
- The contractor shall drive one steel test pile in a permanent location at Pier 1 as directed by the Engineer before ordering the remainder of steel piles.
- AASHTO M270 Grade 50W structural steel shall only be painted, at the ends of beams, for a distance equal to the depths of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with an inorganic zinc rich primer per AASTHO M 300, Type 1. No field painting shall be required. All structural steel shall be cleaned as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel". (FOR INFORMATION ONLY)
- All construction joints shall be bonded.
- Earth excavation necessary to grade and shape slopes for bituminous coated aggregate slopewall shall be considered included in the cost for bituminous coated aggregate slopewall 6".

TOTAL BILL OF MATERIALS				
ITEM	UNIT	SUPER	SUB	TOTAL
REMOVAL OF EXISTING STRUCTURES	EACH	--	--	1
STRUCTURE EXCAVATION	CU YD	--	78	78
FLOOR DRAINS	EACH	12	--	12
CONCRETE STRUCTURES	CU YD	--	143.3	143.3
CONCRETE SUPERSTRUCTURE	CU YD	198.3	--	198.3
BRIDGE DECK GROOVING	SQ YD	545	--	545
PROTECTIVE COAT	SQ YD	718	--	718
ERECTING STRUCTURAL STEEL	L SUM	1	--	1
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	170	--	170
STUD SHEAR CONNECTORS	EACH	1674	--	1674
REINFORCEMENT BARS, EPOXY COATED	POUND	43310	8660	51970
SLOPE WALL 4 INCH	SQ YD	--	66	66
BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SQ YD	--	553	553
FURNISHING METAL PILE SHELLS 14"	FOOT	--	464	464
FURNISHING STEEL PILES HP 12X53	FOOT	--	895	895
DRIVING AND FILLING SHELLS	FOOT	--	464	464
DRIVING STEEL PILES	FOOT	--	895	895
TEST PILE METAL SHELLS	EACH	--	1	1
TEST PILE STEEL HP 12X53	EACH	--	1	1
NAME PLATES	EACH	--	1	1
BAR SPLICERS	EACH	64	--	64
POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD	--	110	110
GEOCOMPOSITE WALL DRAIN	SQ YD	--	61	61
PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	--	128	128

Index of Bridge Plans

- General Plan
- General Notes and Bill of Materials
- Deck Elevations
- Superstructure Plan and Section
- 5-6. Superstructure Details
- Framing Plan
- Framing Details
- Bearing Details
- North Abutment
- South Abutment
- Pier #1 & #2
- Anchor Bolt Details for Bearings
- Bar Splicer Assembly Details
- Concrete Pile Details
- 16-20. Soil Borings

GENERAL NOTES AND BILL OF MATERIALS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

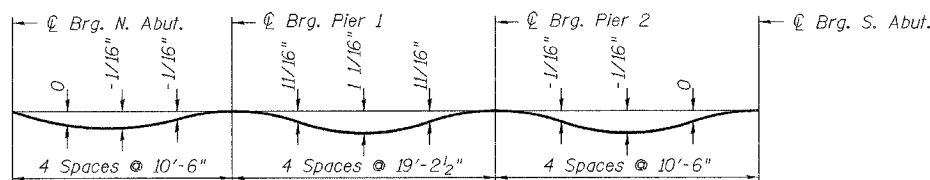
REVISED 03-02-06

DESIGNED	-
CHECKED	-
DRAWN	ARR
CHECKED	JKC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	POST MILE	SHEET NO.
FAP 553	125 VBR-1	DEKALB	55	18
FED. ROAD DIST. NO. 7		CLASSIFICATION	FED. AID PROJECT-	

Contract #64858



DEAD LOAD DEFLECTION DIAGRAM

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.

SCREED ELEVATION FOR BEAM BM1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKNAB	143+38.78	14.79	789.2998	789.2998
BRNAB	143+40.13	14.79	789.3066	789.3066
A	143+50.13	14.79	789.3526	789.3526
B	143+60.13	14.79	789.3889	789.3889
C	143+70.13	14.79	789.4250	789.4181
PIER 1	143+82.13	14.79	789.4559	789.4559
D	143+92.13	14.79	789.4744	789.5012
E	144+02.13	14.79	789.4865	789.5450
F	144+12.13	14.79	789.4920	789.5745
G	144+22.13	14.79	789.4910	789.5796
H	144+32.13	14.79	789.4834	789.5594
I	144+42.13	14.79	789.4693	789.5182
J	144+52.13	14.79	789.4487	789.4658
PIER 2	144+58.96	14.79	789.4308	789.4308
K	144+68.96	14.79	789.3992	789.3922
L	144+78.96	14.79	789.3610	789.3570
M	144+88.96	14.79	789.3163	789.3160
BRSAB	145+00.96	14.79	789.2541	789.2541
BKSAB	145+02.32	14.79	789.2464	789.2464

SCREED ELEVATION FOR BEAM BM2				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKNAB	143+36.34	8.87	789.3944	789.3944
BRNAB	143+37.69	8.87	789.4013	789.4013
A	143+47.69	8.87	789.4489	789.4489
B	143+57.69	8.87	789.4900	789.4869
C	143+67.69	8.87	789.5245	789.5176
PIER 1	143+79.69	8.87	789.5574	789.5574
D	143+89.69	8.87	789.5775	789.6043
E	143+99.69	8.87	789.5911	789.6496
F	144+09.69	8.87	789.5982	789.6807
G	144+19.69	8.87	789.5988	789.6874
H	144+29.69	8.87	789.5928	789.6688
I	144+39.69	8.87	789.5803	789.6292
J	144+49.69	8.87	789.5613	789.5784
PIER 2	144+56.52	8.87	789.5445	789.5445
K	144+66.52	8.87	789.5145	789.5075
L	144+76.52	8.87	789.4779	789.4739
M	144+86.52	8.87	789.4348	789.4345
BRSAB	144+98.52	8.87	789.3745	789.3745
BKSAB	144+99.88	8.87	789.3671	789.3671

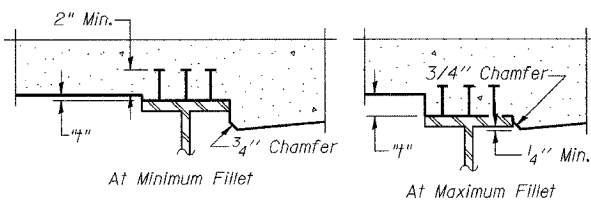
SCREED ELEVATION FOR PGL				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKNAB	143+32.68	0.00	789.5140	789.5140
BRNAB	143+34.03	0.00	789.5213	789.5213
A	143+44.03	0.00	789.5713	789.5713
B	143+54.03	0.00	789.6147	789.6116
C	143+64.03	0.00	789.6517	789.6448
PIER 1	143+76.03	0.00	789.6873	789.6873
D	143+86.03	0.00	789.7099	789.7367
E	143+96.03	0.00	789.7259	789.7844
F	144+06.03	0.00	789.7354	789.8179
G	144+16.03	0.00	789.7384	789.8270
H	144+26.03	0.00	789.7348	789.8108
I	144+36.03	0.00	789.7247	789.7736
J	144+46.03	0.00	789.7080	789.7251
PIER 2	144+52.86	0.00	789.6929	789.6929
K	144+62.86	0.00	789.6653	789.6583
L	144+72.86	0.00	789.6311	789.6271
M	144+82.86	0.00	789.5904	789.5901
BRSAB	144+94.86	0.00	789.5329	789.5329
BKSAB	144+96.22	0.00	789.5258	789.5258

SCREED ELEVATION FOR BEAM BM5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKNAB	143+29.02	-8.87	789.3548	789.3548
BRNAB	143+30.37	-8.87	789.3623	789.3623
A	143+40.37	-8.87	789.4147	789.4147
B	143+50.37	-8.87	789.4606	789.4575
C	143+60.37	-8.87	789.4999	789.4930
PIER 1	143+72.37	-8.87	789.5385	789.5385
D	143+82.37	-8.87	789.5634	789.5902
E	143+92.37	-8.87	789.5818	789.6403
F	144+02.37	-8.87	789.5937	789.6762
G	144+12.37	-8.87	789.5990	789.6876
H	144+22.37	-8.87	789.5978	789.6738
I	144+32.37	-8.87	789.5901	789.6390
J	144+42.37	-8.87	789.5759	789.5930
PIER 2	144+49.20	-8.87	789.5624	789.5624
K	144+59.20	-8.87	789.5371	789.5301
L	144+69.20	-8.87	789.5053	789.5013
M	144+79.20	-8.87	789.4670	789.4667
BRSAB	144+91.20	-8.87	789.4124	789.4124
BKSAB	144+92.56	-8.87	789.4056	789.4056

SCREED ELEVATION FOR BEAM BM3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKNAB	143+33.90	2.96	789.4746	789.4746
BRNAB	143+35.25	2.96	789.4817	789.4817
A	143+45.25	2.96	789.5309	789.5309
B	143+55.25	2.96	789.5736	789.5705
C	143+65.25	2.96	789.6097	789.6028
PIER 1	143+77.25	2.96	789.6444	789.6444
D	143+87.25	2.96	789.6662	789.6930
E	143+97.25	2.96	789.6814	789.7399
F	144+07.25	2.96	789.6901	789.7726
G	144+17.25	2.96	789.6923	789.7809
H	144+27.25	2.96	789.6879	789.7639
I	144+37.25	2.96	789.6770	789.7259
J	144+47.25	2.96	789.6595	789.6766
PIER 2	144+54.08	2.96	789.6439	789.6439
K	144+64.08	2.96	789.6154	789.6084
L	144+74.08	2.96	789.5805	789.5765
M	144+84.08	2.96	789.5390	789.5387
BRSAB	144+96.08	2.96	789.4805	789.4805
BKSAB	144+97.44	2.96	789.4733	789.4733

SCREED ELEVATION FOR BEAM BM4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKNAB	143+31.46	-2.96	789.4614	789.4614
BRNAB	143+32.81	-2.96	789.4687	789.4687
A	143+42.81	-2.96	789.5195	789.5195
B	143+52.81	-2.96	789.5638	789.5607
C	143+62.81	-2.96	789.6015	789.5946
PIER 1	143+74.81	-2.96	789.6381	789.6381
D	143+84.81	-2.96	789.6615	789.6883
E	143+94.81	-2.96	789.6783	789.7368
F	144+04.81	-2.96	789.6886	789.7711
G	144+14.81	-2.96	789.6923	789.7809
H	144+24.81	-2.96	789.6896	789.7656
I	144+34.81	-2.96	789.6803	789.7292
J	144+44.81	-2.96	789.6644	789.6815
PIER 2	144+51.64	-2.96	789.6498	789.6498
K	144+61.64	-2.96	789.6230	789.6160
L	144+71.64	-2.96	789.5896	789.5856
M	144+81.64	-2.96	789.5497	789.5494
BRSAB	144+93.64	-2.96	789.4932	789.4932
BKSAB	144+95.00	-2.96	789.4862	789.4862

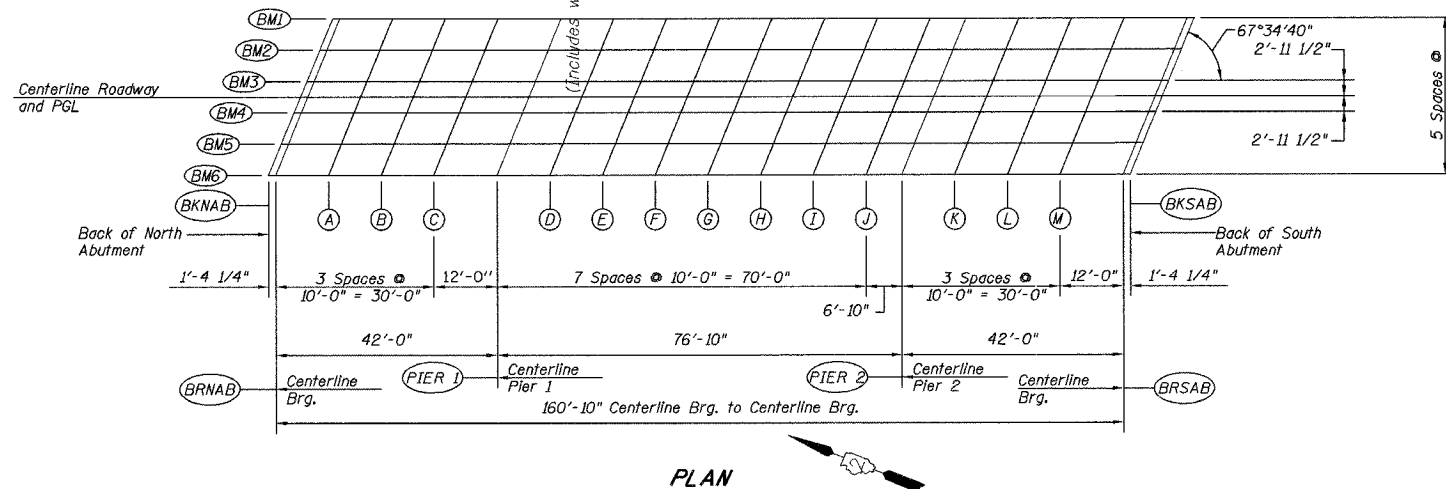
SCREED ELEVATION FOR BEAM BM6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BKNAB	143+26.58	-14.79	789.2338	789.2338
BRNAB	143+27.93	-14.79	789.2416	789.2416
A	143+37.93	-14.79	789.2956	789.2956
B	143+47.93	-14.79	789.3430	789.3399
C	143+57.93	-14.79	789.3839	789.3770
PIER 1	143+69.93	-14.79	789.4244	789.4244
D	143+79.93	-14.79	789.4509	789.4777
E	143+89.93	-14.79	789.4709	789.5294
F	143+99.93	-14.79	789.4844	789.5669
G	144+09.93	-14.79	789.4913	789.5799
H	144+19.93	-14.79	789.4917	789.5675
I	144+29.93	-14.79	789.4856	789.5345
J	144+39.93	-14.79	789.4730	789.4901
PIER 2	144+46.76	-14.79	789.4605	789.4605
K	144+56.76	-14.79	789.4369	789.4299
L	144+66.76	-14.79	789.4067	789.4027
M	144+76.76	-14.79	789.3700	789.3697
BRSAB	144+88.76	-14.79	789.3173	789.3173
BKSAB	144+90.12	-14.79	789.3107	789.3107



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

FILLET HEIGHTS

DESIGNED	JKC
CHECKED	JDA
DRAWN	ARR
CHECKED	JKC

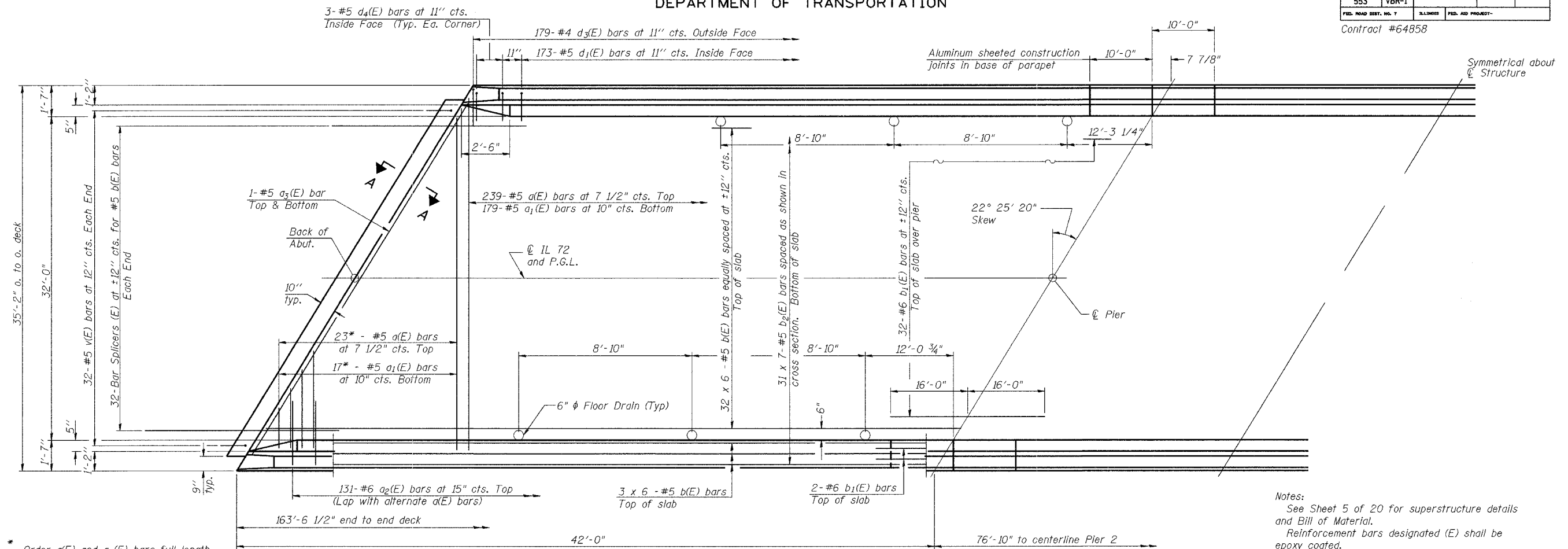


DECK ELEVATIONS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STA.	SHEET	SHEET NO. 4 20 SHEETS
FAP 553	125 VBR-1	DEKALB	55	19	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

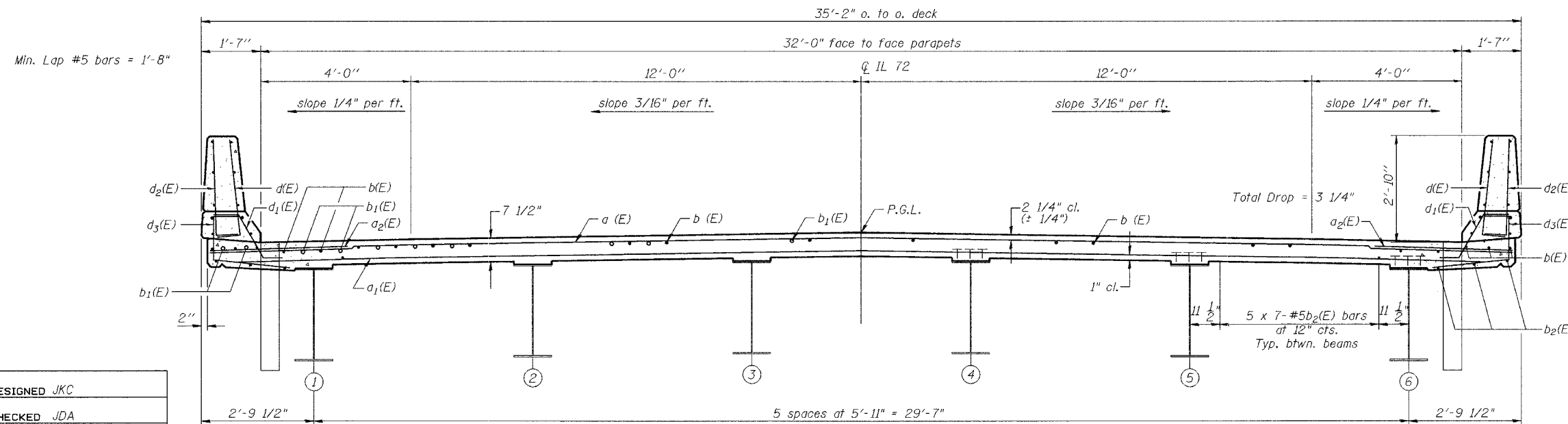
Contract #64858



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

Notes:
See Sheet 5 of 20 for superstructure details and Bill of Material.
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 5 of 20 for parapet reinforcement.

HALF PLAN



SUPERSTRUCTURE PLAN AND SECTION
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

DESIGNED	JKC
CHECKED	JDA
DRAWN	ARR
CHECKED	JKC

SI-2-L

10-22-04

NEAR PIER

CROSS SECTION

(Looking South)

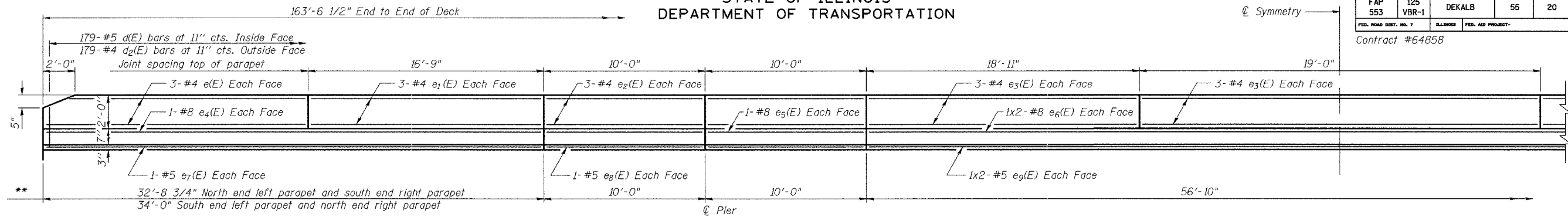
NEAR MIDSPAN

Note: Composite Span 2 only

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.
FAP 553	125 VBR-1	DEKALB	55 20	20
FED. ROAD DIST. NO. 7	BLINDERS	FED. AID PROJECT-		

Contract #64858



** Aluminum sheeted joint spacing in base of parapet

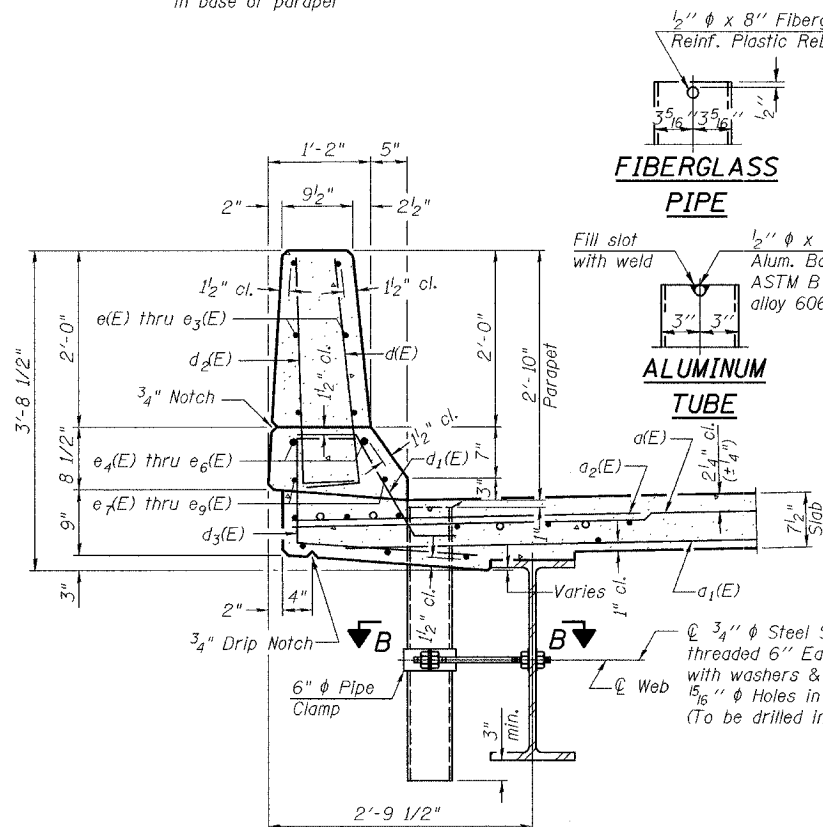
INSIDE ELEVATION OF PARAPET

min lap #5 bar = 1'-8"
min lap #8 bar = 3'-8"

SUPERSTRUCTURE
BILL OF MATERIAL

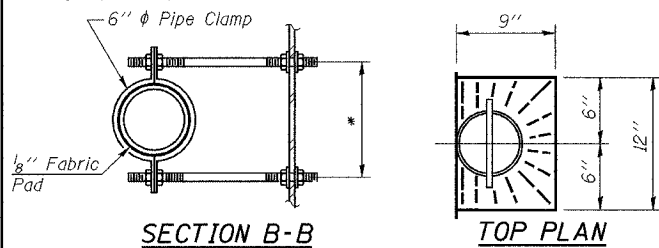
Bar	No.	Size	Length	Shape
d(E)	262	#5	34'-7"	—
a1(E)	196	#5	32'-7"	—
a2(E)	262	#6	4'-6"	—
a3(E)	4	#5	37'-8"	—
b(E)	228	#5	28'-8"	—
b1(E)	72	#6	32'-0"	—
b2(E)	217	#5	24'-10"	—
d(E)	358	#5	3'-0"	┌
d1(E)	346	#5	2'-5"	┌
d2(E)	358	#4	3'-0"	┌
d3(E)	358	#4	3'-7"	┌
d4(E)	12	#5	2'-4"	┌
e(E)	24	#4	16'-9"	—
e1(E)	24	#4	16'-6"	—
e2(E)	48	#4	9'-9"	—
e3(E)	36	#4	18'-8"	—
e4(E)	8	#8	33'-9"	—
e5(E)	16	#8	9'-9"	—
e6(E)	8	#8	30'-6"	—
e7(E)	8	#5	33'-9"	—
e8(E)	16	#5	9'-9"	—
e9(E)	8	#5	29'-2"	—
m(E)	4	#6	36'-2"	—
m1(E)	6	#6	37'-5"	—
m2(E)	24	#6	8'-7"	—
m3(E)	10	#6	6'-1"	—
m4(E)	4	#6	2'-9"	—
s(E)	62	#5	6'-4"	┌
s1(E)	62	#4	9'-2"	┌
v(E)	64	#5	3'-7"	┌
Reinforcement Bars, Epoxy Coated		Pound		43310
Concrete Superstructure		Cu. Yds.		198.3

Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.



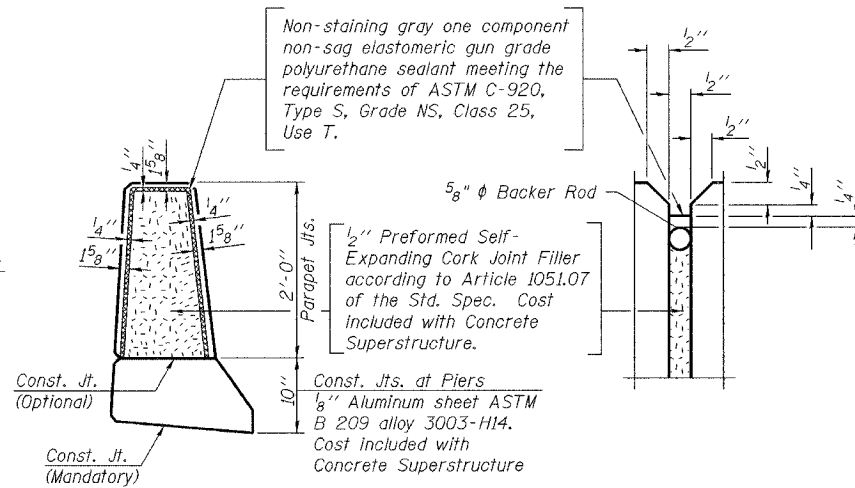
SECTION THRU PARAPET

* Dimension as required by Pipe Clamp



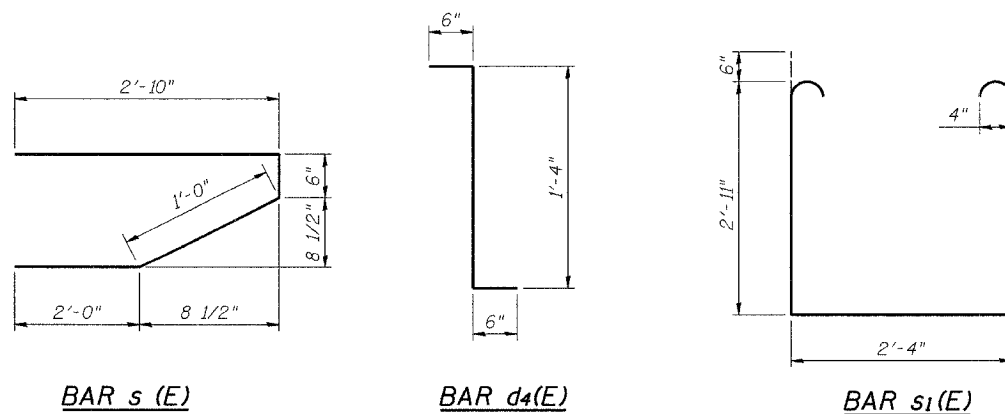
SECTION B-B

TOP PLAN



PARAPET JOINT DETAILS

Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SPI prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



BAR s (E)

BAR d4(E)

BAR s1(E)

BAR v(E)

REVISED 03-02-06

DESIGNED	JKC
CHECKED	JDA
DRAWN	ARR
CHECKED	JKC

S-1-D

10-22-04

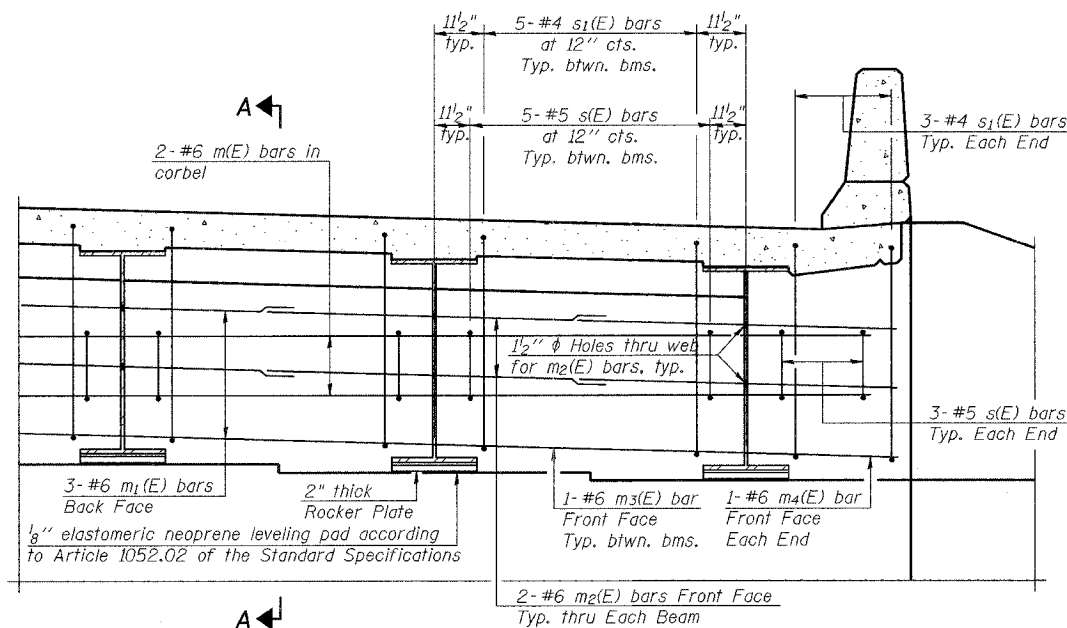
SUPERSTRUCTURE DETAILS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
FAP 553	125 VBR-1	DEKALB	55	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract #64858

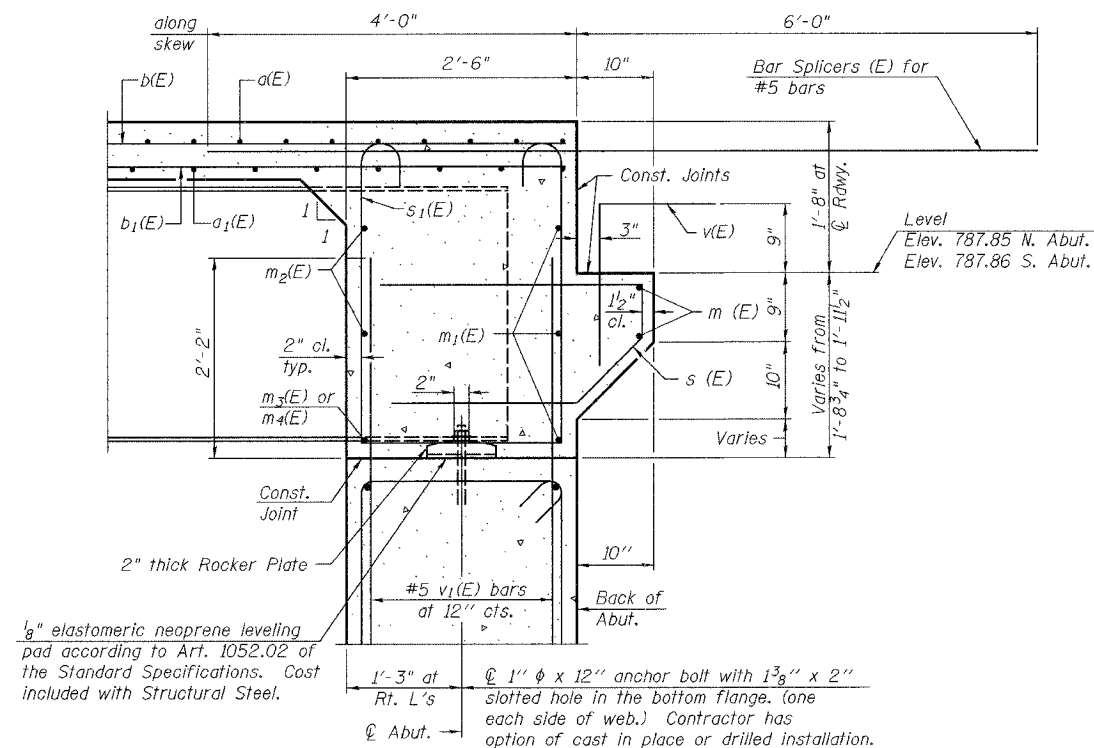
SHEET NO. 6
20 SHEETS



DIAPHRAGM ELEVATION AT ABUTMENT

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 5 of 20.
Concrete in diaphragm is included with Concrete Superstructure on sheet 5 of 20.
For details of bars s(E) & s₁(E) see sheet 5 of 20.
The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
For anchor bolt details see sheet 13 of 20.

MIN. BAR LAP
#6 bar = 2'-9"



SECTION A-A

Dimensions at right angles to abutment, except as shown.

SUPERSTRUCTURE DETAILS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

DESIGNED	JKC
CHECKED	JDA
DRAWN	ARR
CHECKED	JKC

SI-DSI

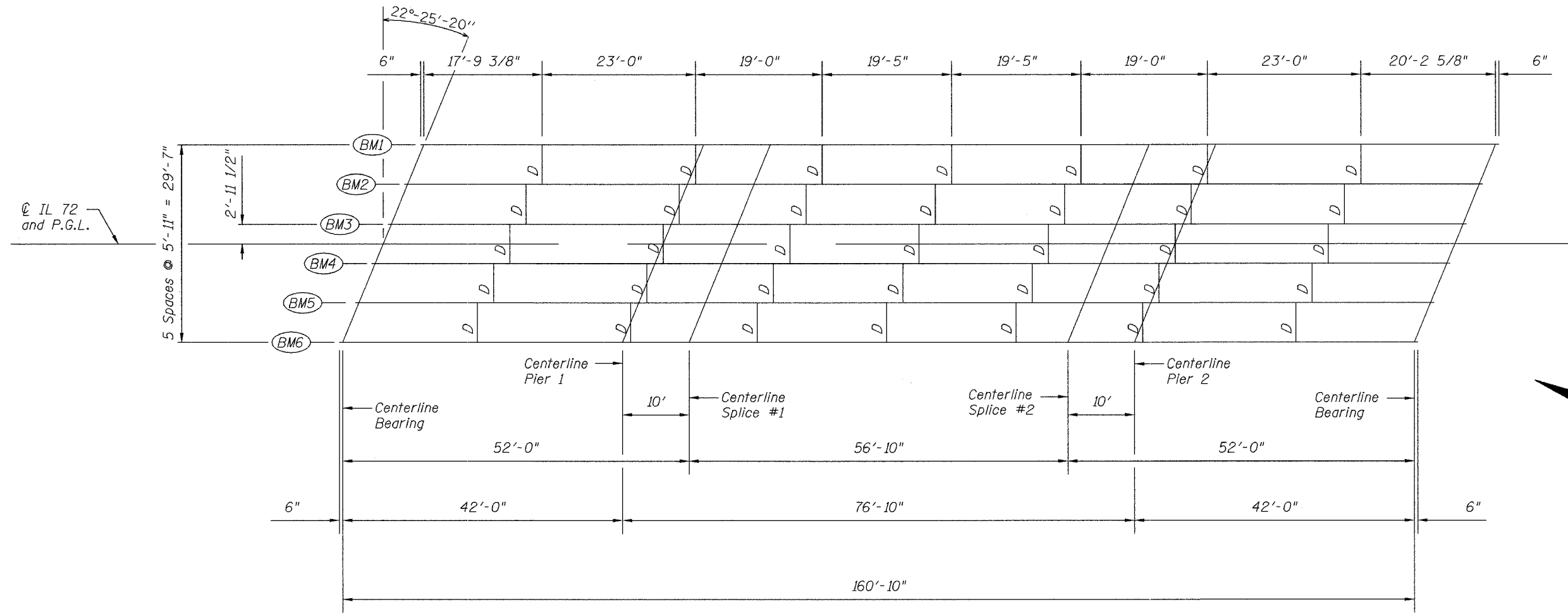
10-22-04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 553	125 VBR-1	DEKALB	55	22
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract #64858

Legend
D= W16x36



FRAMING PLAN

	0.4 Sp. 1	Pier	0.5 Sp. 2
I_s (in^4)	4470	4470	4470
$I_c (n)$ (in^4)	-	-	12534
$I_c (3n)$ (in^4)	-	-	9163
S_s (in^3)	299.0	299.0	299.0
$S_c (n)$ (in^3)	-	-	454.5
$S_c (3n)$ (in^3)	-	-	408.9
Z (in^3)	-	-	-
ϕ (k')	1.11	1.11	0.69
$M\phi$ (k)	58.8	437.9	218.1
$s\phi$ (k')	-	-	0.42
$M_s\phi$ (k)	-	-	158.7
$M\phi$ (k)	213.5	214.6	418.0
M (Imp) (k)	64.0	53.6	104.5
$5_s[M\phi + M(Imp)]$ (k)	462.5	447	870.8
$M\phi$ (k)	677.7	1150.4	1621.9
M_u (k)	-	-	1878.6
$F_s\phi$ (non-comp) (ksi)	2.36	17.57	8.75
$F_s\phi$ (comp) (ksi)	-	-	4.66
$F_s\phi_3(4 + Imp)$ (ksi)	18.56	17.94	22.99
F_s (Overload) (ksi)	20.92	35.51	36.40
F_s (Total) (ksi)	27.2	46.17	-
V_R (k)	48.4	-	51.1

	Abut.	Pier 1 & 2
$R\phi$ (k)	12.8	76.1
$R\phi$ (k)	32.6	41.3
$Imp.$ (k)	9.8	8.5
R (Total) (k)	55.2	125.9

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).
 $I_c (n)$ and $S_c (n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.
 $I_c (3n)$ and $S_c (3n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)
 V_R is the maximum Live Load + Impact shear range in span.
 Z is the plastic section modulus used to determine the fully plastic moments in the non-composite areas.
 $M\phi$ (Applied Moment) = $1.3[M\phi + M_s\phi + 5_3(M\phi + M(Imp))]$.
 The Plastic Moment capacity (M_u) is computed according to AASHTO 10.48.1 and 10.50.1.1.
 f_s (Overload) is the sum of the stresses due to $M\phi + M_s\phi + 5_3(M\phi + M(Imp))$.
 f_s (Total) (Non-compact section) is the sum of the stresses due to $1.3[M\phi + M_s\phi + 5_3(M\phi + M(Imp))]$.

Note:
All beams and splice plates shall be NTR (notch toughness-zone 2) and M270 Grade 50W.

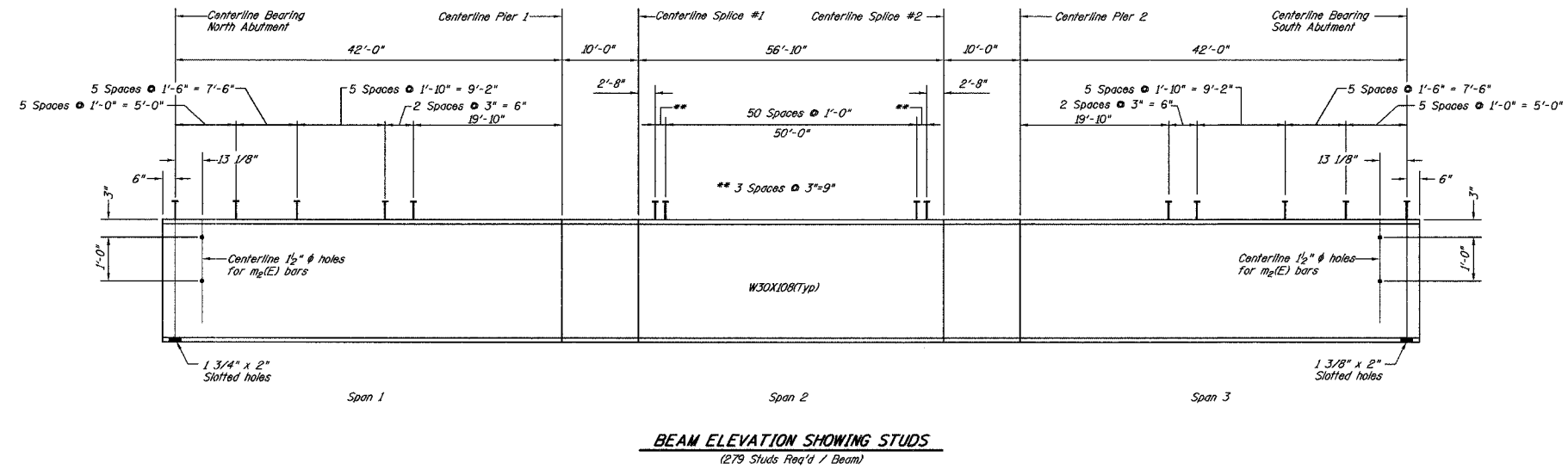
FRAMING PLAN
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

DESIGNED	JKC
CHECKED	JLS
DRAWN	ARR
CHECKED	JKC

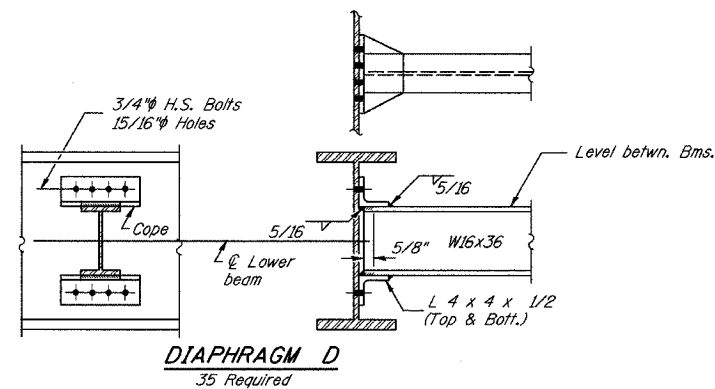
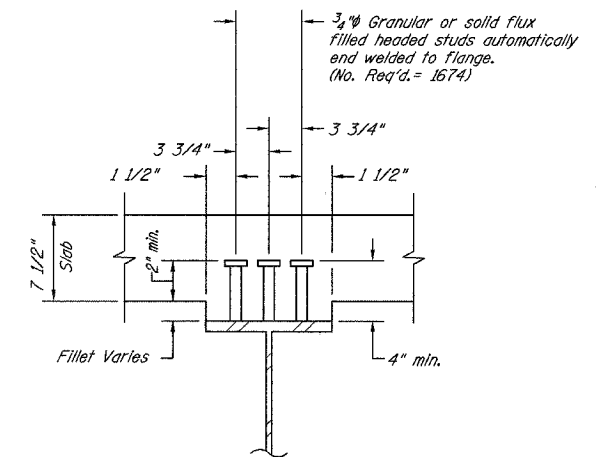
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8
FAP 553	125 VBR-1	DEKALB	55	23	20 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

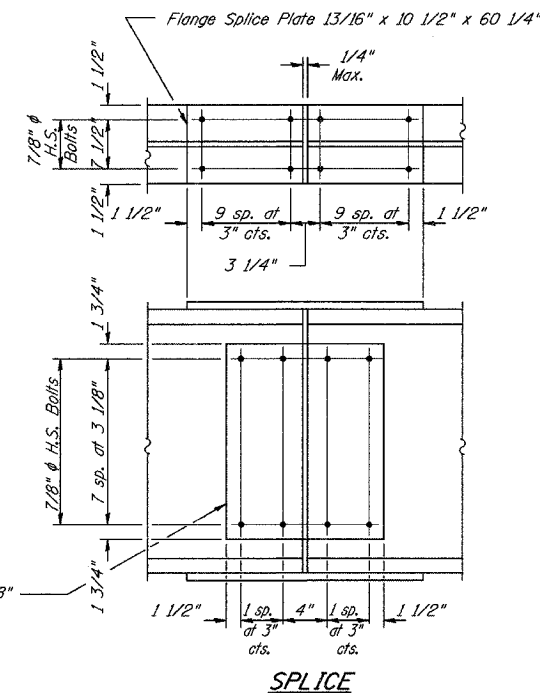
Contract #64858



TOP OF BEAM ELEVATION (FOR FABRICATION ONLY)						
Beam	Centerline Brg. N. Abut.	Centerline Pier 1	Centerline Splice 1	Centerline Splice 2	Centerline Pier 2	Centerline Brg. S. Abut.
1	788.62	788.72	788.75	788.73	788.70	788.57
2	788.71	788.82	788.85	788.84	788.81	788.69
3	788.79	788.91	788.94	788.94	788.91	788.79
4	788.78	788.90	788.93	788.94	788.91	788.81
5	788.67	788.80	788.83	788.85	788.83	788.72
6	788.55	788.69	788.72	788.75	788.73	788.63



Note: Two hardened washers shall be required over all oversize holes for diaphragms.



Note:
All beams and splice plates shall be NTR (notch toughness - zone 2) and M270 Grade 50W.

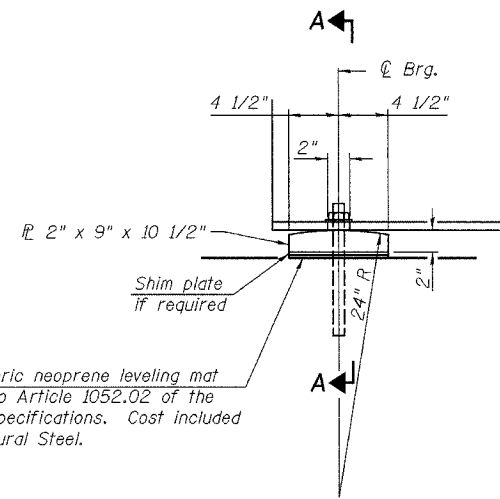
FRAMING DETAILS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

DESIGNED	JKC
CHECKED	JLS
DRAWN	ARR
CHECKED	JKC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
FAP 553	125 VBR-1	DEKALB	55	24	20 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT-		

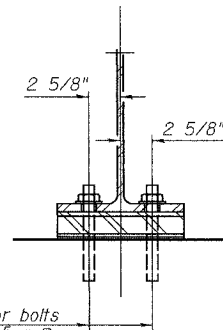
Contract #64858



ELEVATION AT ABUTMENT

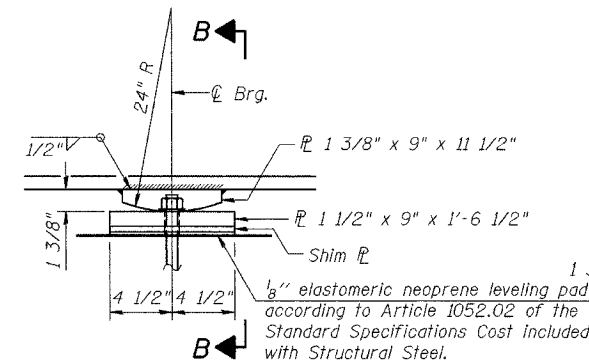
FIXED BEARING
AT ABUTMENT

1/8" elastomeric neoprene leveling mat according to Article 1052.02 of the Standard Specifications. Cost included with Structural Steel.



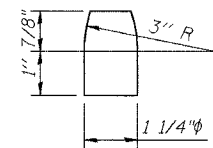
SECTION A-A

Notes:
Anchor bolts at fixed bearings may be built into the masonry.
See sheet 13 of 20 for Anchor Bolt installation.

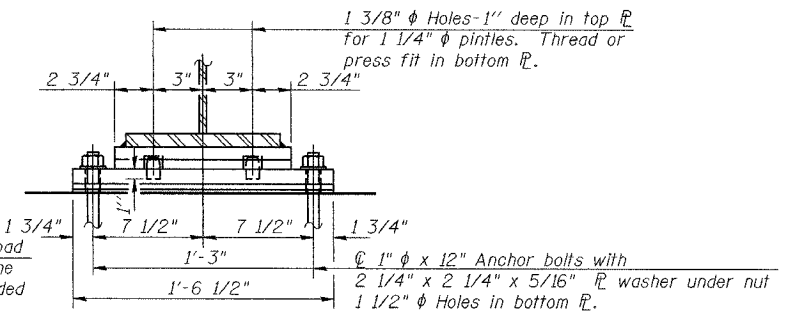


ELEVATION AT PIER

FIXED BEARING
AT PIER



PINTLE



SECTION B-B

DESIGNED	JKC
CHECKED	JDA
DRAWN	ARR
CHECKED	JKC

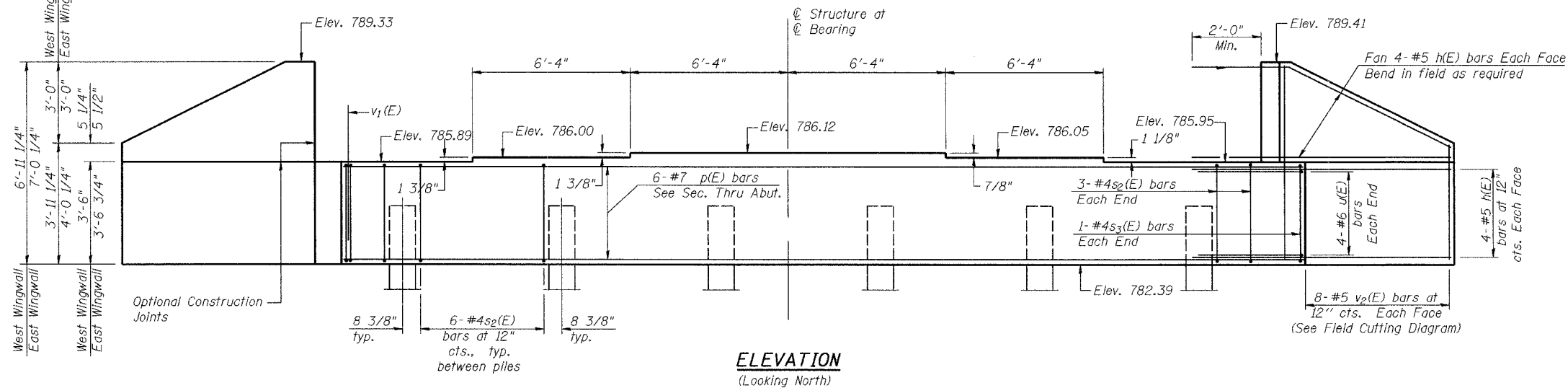
BEARING DETAILS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

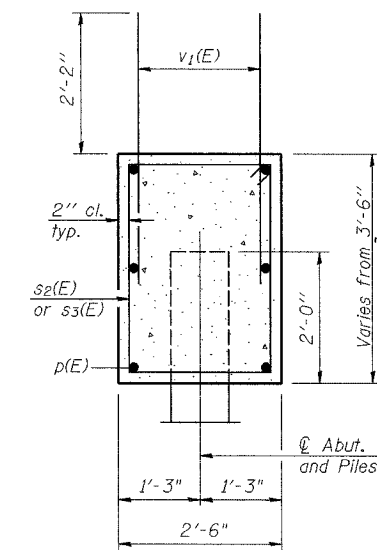
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 553	VBR-1	DEKALB	55	25
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract #64858

Notes: Four steps monolithically with cap.
Reinforcement bars designated (E)
shall be epoxy coated.

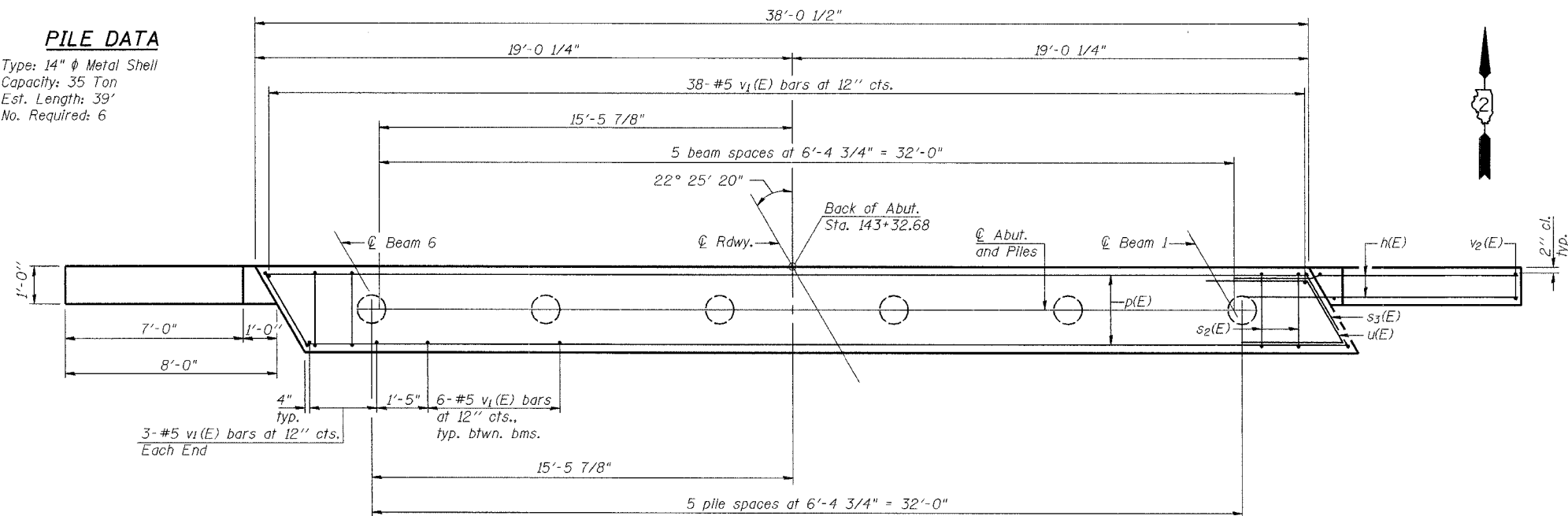


ELEVATION
(Looking North)



SEC. THRU ABUT.

PILE DATA
Type: 14" ϕ Metal Shell
Capacity: 35 Ton
Est. Length: 39'
No. Required: 6



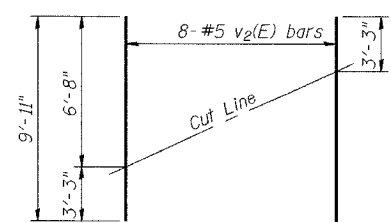
PLAN

BILL OF MATERIAL

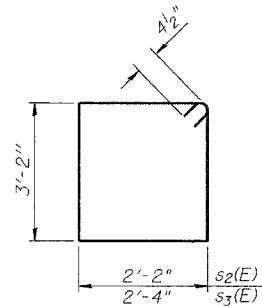
Bar	No.	Size	Length	Shape
h(E)	32	#5	9'-9"	—
p(E)	6	#7	37'-9"	—
s2(E)	36	#4	11'-5"	□
s3(E)	2	#4	11'-9"	□
u(E)	8	#6	9'-3"	∩
v1(E)	74	#5	4'-4"	—
v2(E)	16	#5	9'-11"	—
Concrete Structures		Cu. Yd.	15.6	
Reinforcement Bars, Epoxy Coated		Pound	1690	
Structure Excavation		Cu. Yd.	29	
Furnishing Metal Pile Shells 14 Inch		Foot	234	
Driving and Filling Shells		Foot	234	

DESIGNED	JDA
CHECKED	JKC
DRAWN	ARR
CHECKED	JKC

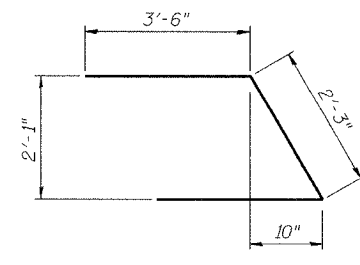
AI-L 10-22-04



FIELD CUTTING DIAGRAM
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s2(E) & s3(E)



BAR u(E)

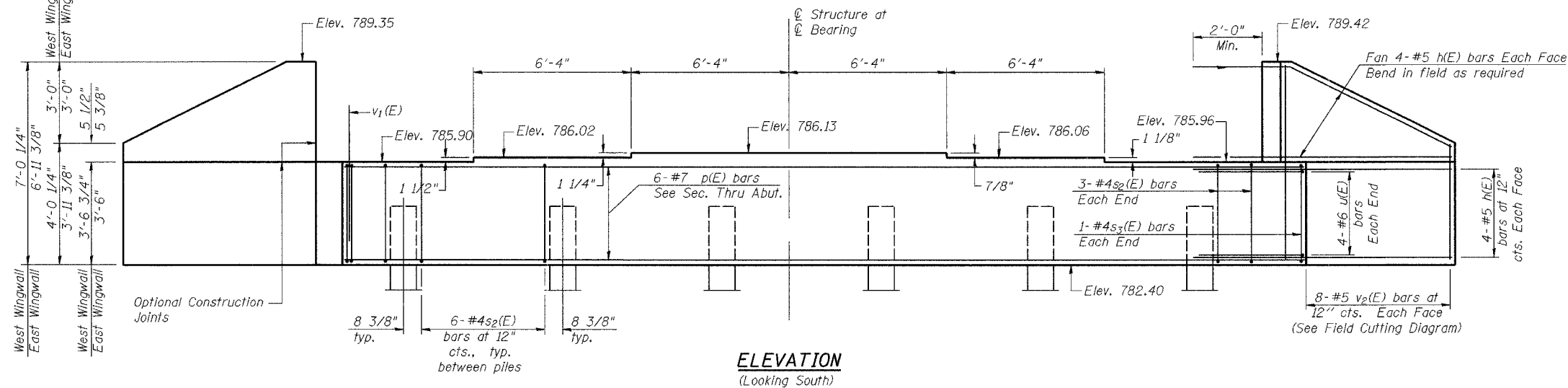
NORTH ABUTMENT
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

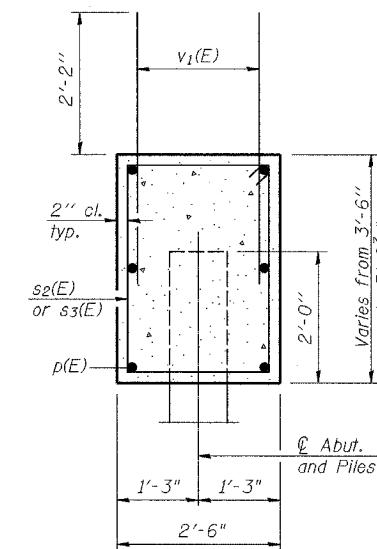
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
FAP 553	125 VBR-1	DEKALB	55	26	20 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #64858

Notes: Pour steps monolithically with cap.
Reinforcement bars designated (E)
shall be epoxy coated.



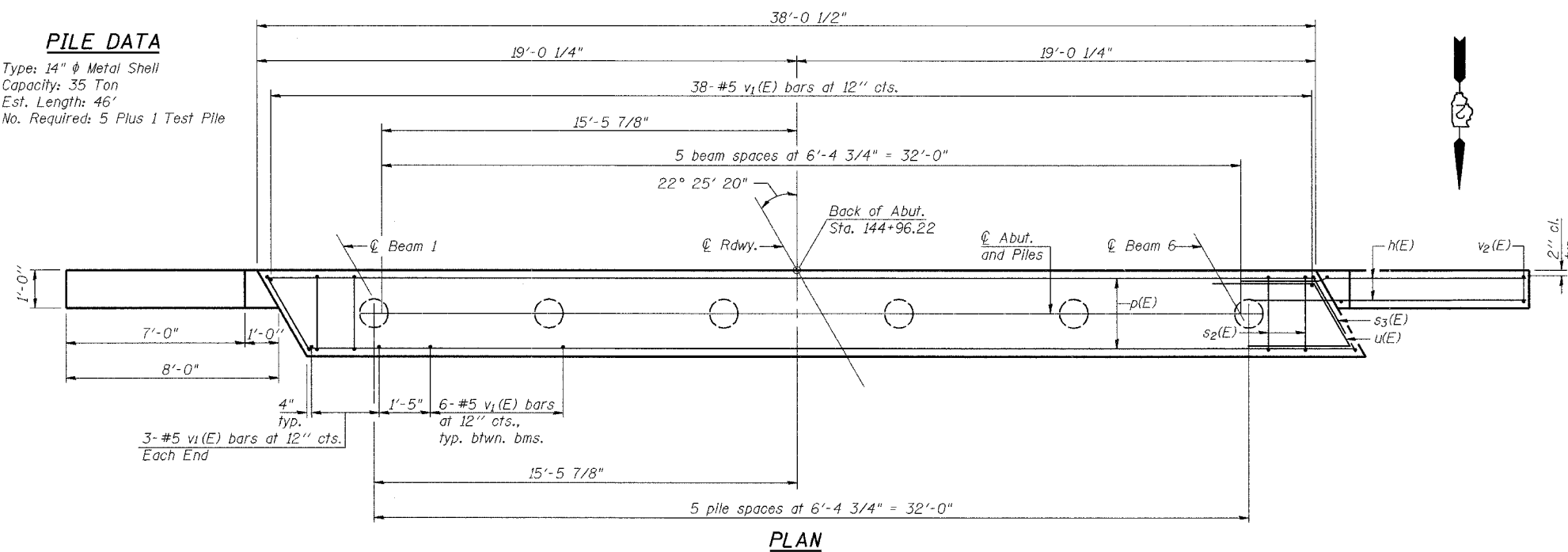
ELEVATION
(Looking South)



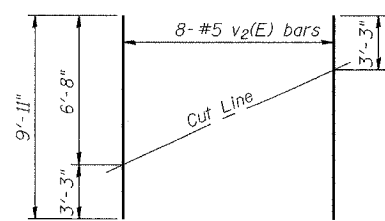
SEC. THRU ABUT.

PILE DATA

Type: 14" ϕ Metal Shell
Capacity: 35 Ton
Est. Length: 46'
No. Required: 5 Plus 1 Test Pile

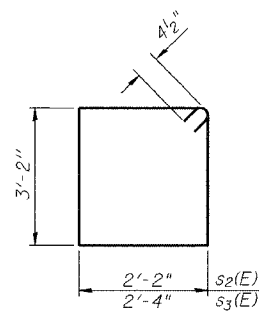


PLAN

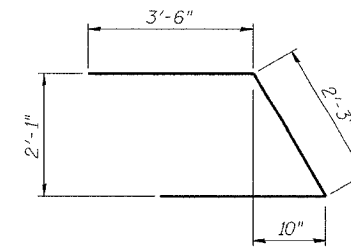


FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s2(E) & s3(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#5	9'-9"	—
p(E)	6	#7	37'-9"	—
s2(E)	36	#4	11'-5"	□
s3(E)	2	#4	11'-9"	□
u(E)	8	#6	9'-3"	∩
v1(E)	74	#5	4'-4"	—
v2(E)	16	#5	9'-11"	—
Concrete Structures		Cu. Yd.	15.6	
Reinforcement Bars, Epoxy Coated		Pound	1690	
Structure Excavation		Cu. Yd.	31	
Furnishing Metal Pile Shells 14 Inch		Foot	230	
Driving and Filling Shells		Foot	230	
Test Pile Metal Shells		Each	1	

SOUTH ABUTMENT
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

DESIGNED	JDA
CHECKED	JKC
DRAWN	ARR
CHECKED	JKC

AI-L 10-22-04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.
FAP 553	125 VBR-1	DEKALB	55 27	20 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract #64858

Notes: Space reinforcement in cap to miss anchor balls.
Four steps monolithically with cap.

PILE DATA

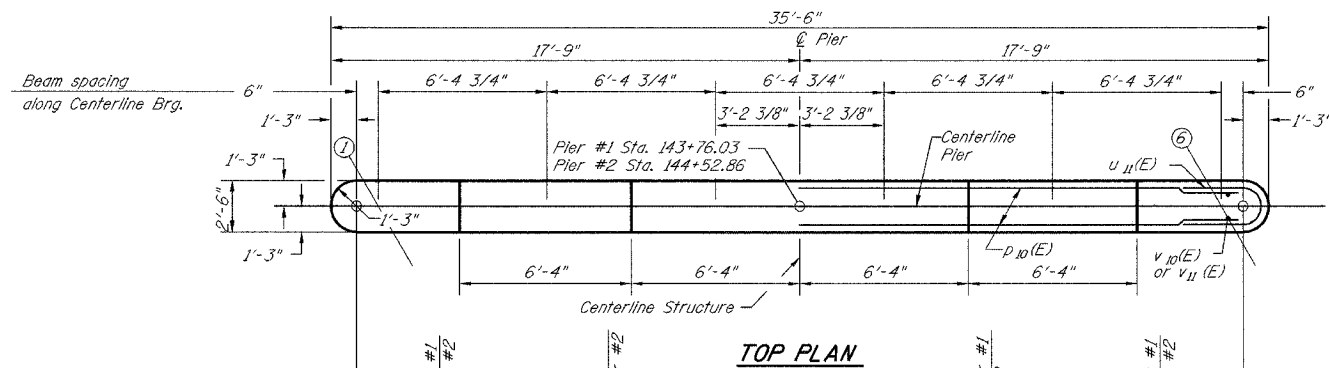
Type: HP12x53
Required Bearing: 104 Tons
Design Capacity: 69 Tons
Est. Length: 83'
No. Req'd: 5 Plus 1 Test Pile

Pier #1

PILE DATA

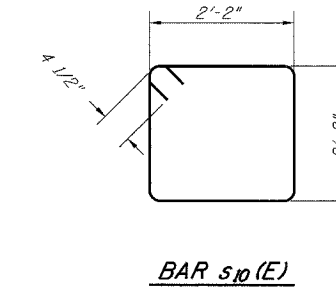
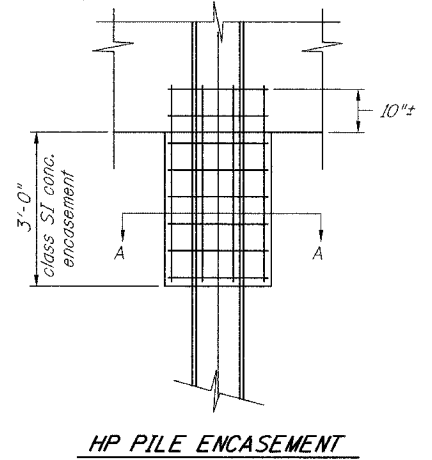
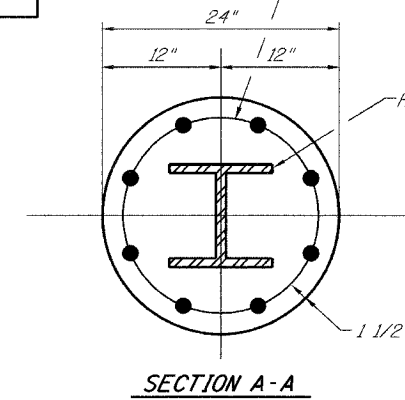
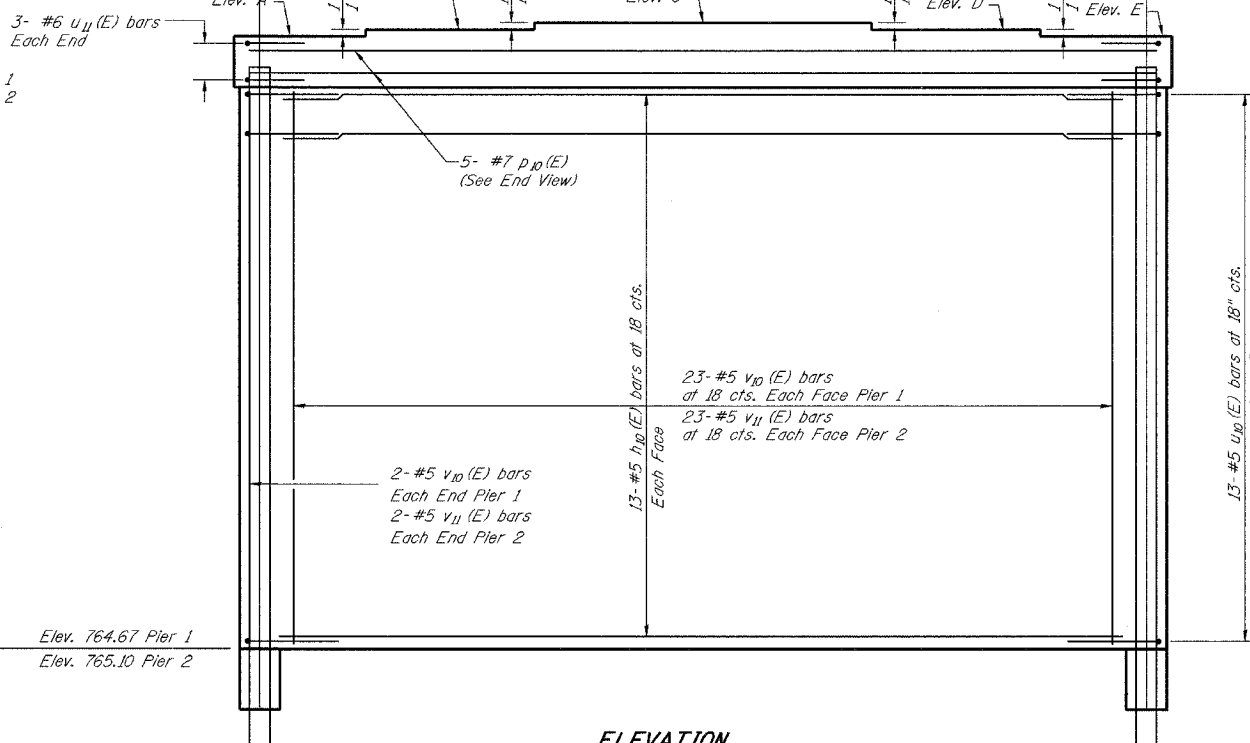
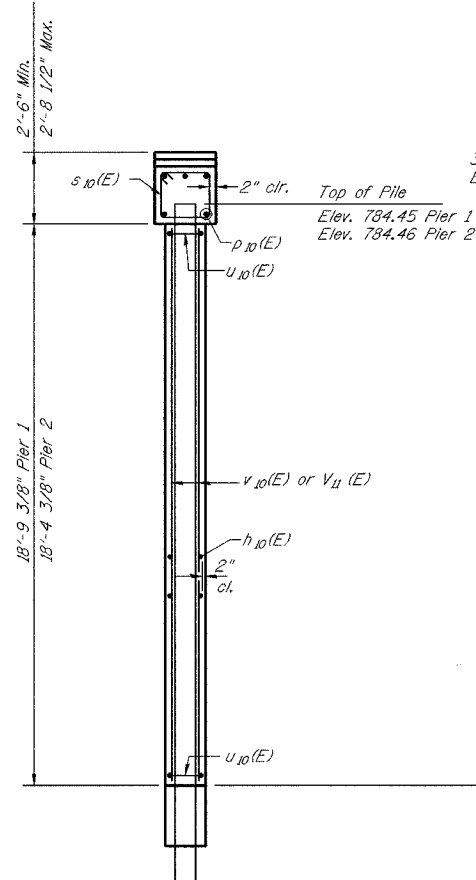
Type: HP12x53
Required Bearing: 104 Tons
Design Capacity: 69 Tons
Est. Length: 80'
No. Req'd: 6

Pier #2



Loc.	Pier 1	Pier 2
A	785.98	785.96
B	786.08	786.06
C	786.16	786.17
D	786.06	786.08
E	785.95	785.98

Welded wire fabric 6 x 6-W4.0 x W4.0 with a weight of 58#/100 sq. ft. The cost of Excavation, Class SI Concrete Encasement and Reinforcement is included in the cost of furnishing piles. Forms for encasement may be omitted when soil conditions permit.



BILL OF MATERIAL - 2 PIERS

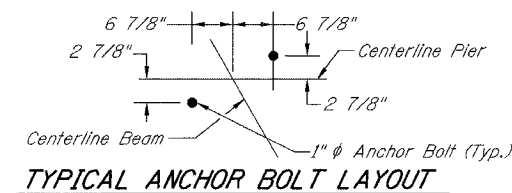
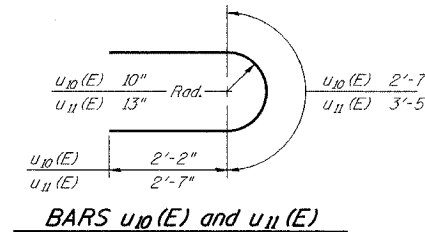
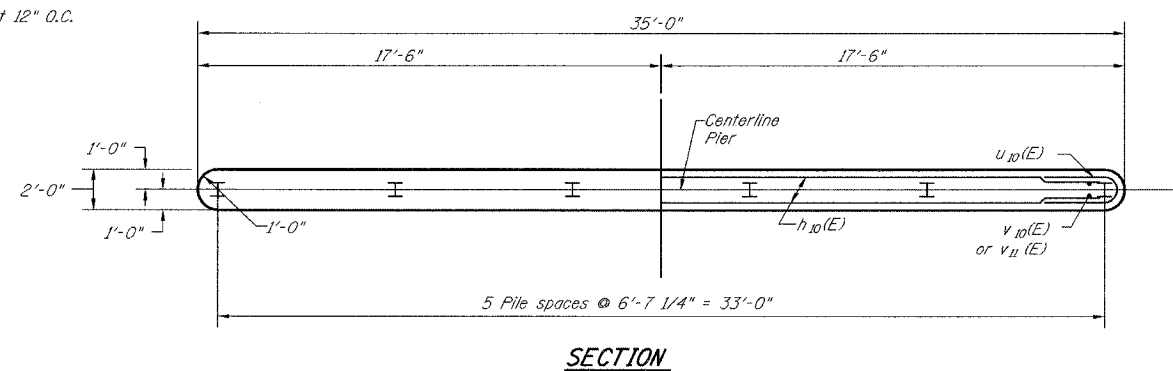
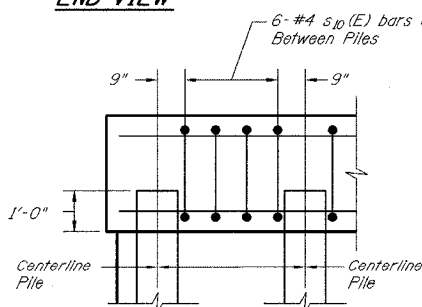
Bar	No.	Size	Length	Shape
$h_{10}(E)$	52	#5	33'-0"	—
$p_{10}(E)$	10	#7	33'-0"	—
$s_{10}(E)$	60	#4	9'-5"	□
$u_{10}(E)$	52	#5	6'-11"	U
$u_{11}(E)$	12	#6	8'-7"	U
$v_{10}(E)$	50	#5	18'-6"	—
$v_{11}(E)$	50	#5	18'-0"	—
Concrete Structures		Cu Yd	112.1	
Reinforcement Bars, Epoxy Coated		Pound	5280	
Test Pile Steel HP12x53		Each	1	
Furnishing Steel Piles HP12x53		Foot	895	
Driving Steel Piles		Foot	895	
Structure Excavation		Cu Yd	18.0	

* 9 Cu Yd Pier 1
9 Cu Yd Pier 2

Reinforcement Bars designated (E) shall be epoxy coated.

DESIGNED	JDA
CHECKED	JKC
DRAWN	ARR
CHECKED	JKC

PARTIAL ELEVATION



PIER #1 & #2
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

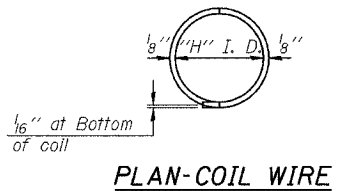
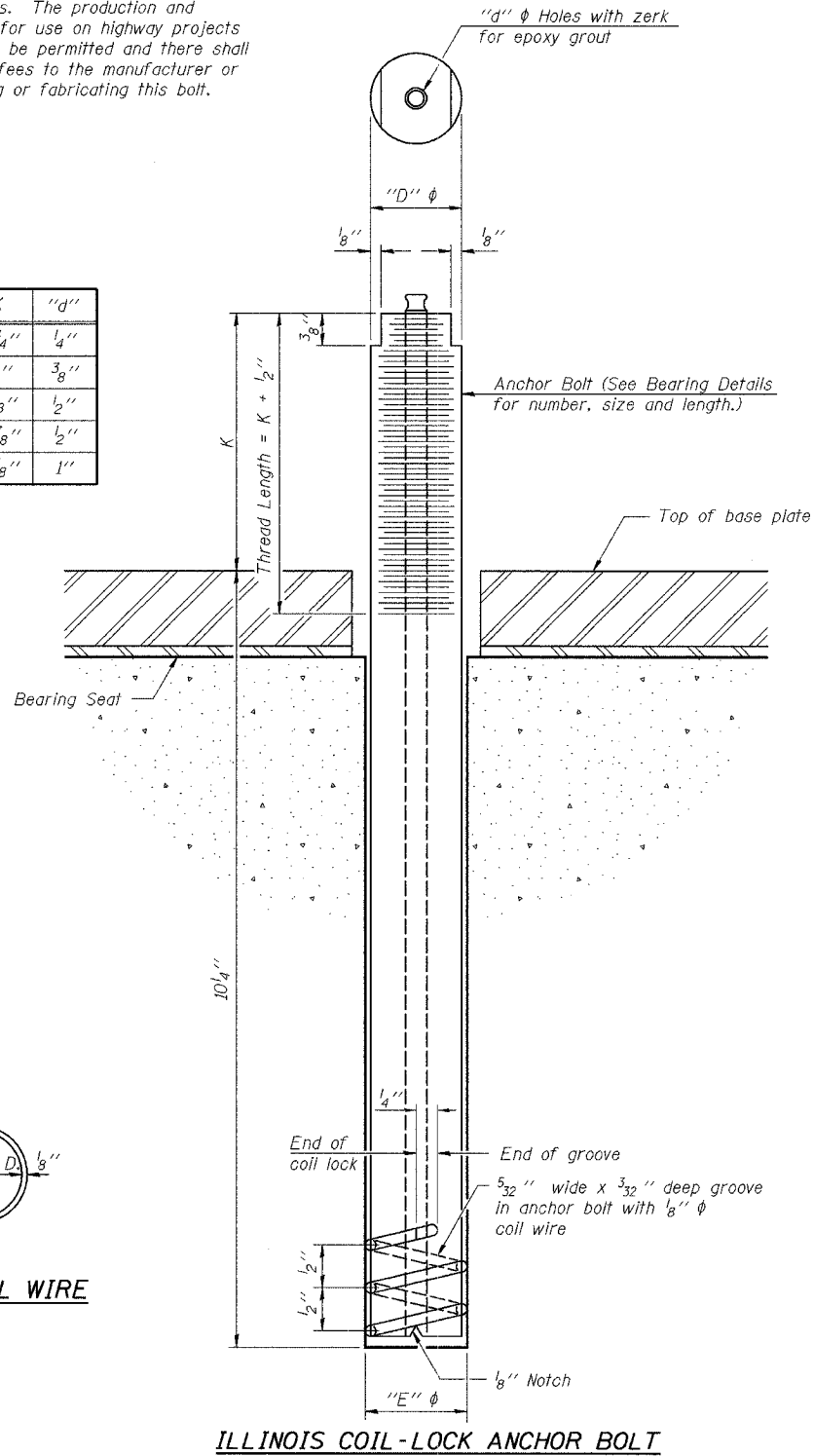
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 13 20 SHEETS
FAP 553	125 VBR-1	DEKALB	55	28	
FED. ROAD DIST. NO. T	ILLINOIS	FED. AID PROJECT-			

Contract #64858

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
ABUTS	A307
PIERS	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

ANCHOR BOLT DETAILS FOR BEARINGS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

DESIGNED	JKC
CHECKED	JDA
DRAWN	ARR
CHECKED	JKC
ABB-1	

10-22-04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAP 553	125 VBR-1	DEKALB	55	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract #64858

NOTES

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

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times f_{s_{allow}} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

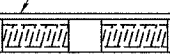
The diameter of this part is equal or larger than the diameter of bar spliced.

ROLLED THREAD DOWEL BAR



**** ONE PIECE**

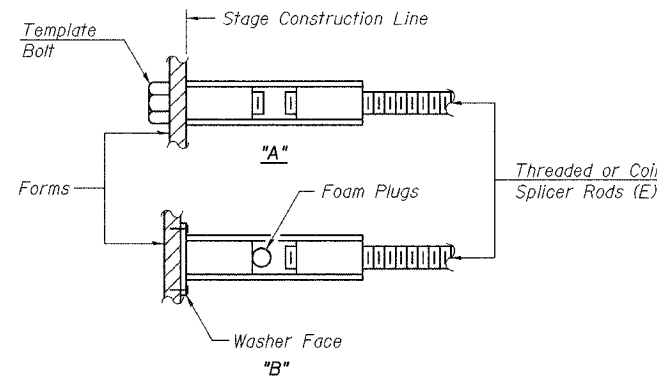
Wire Connector



WELDED SECTIONS

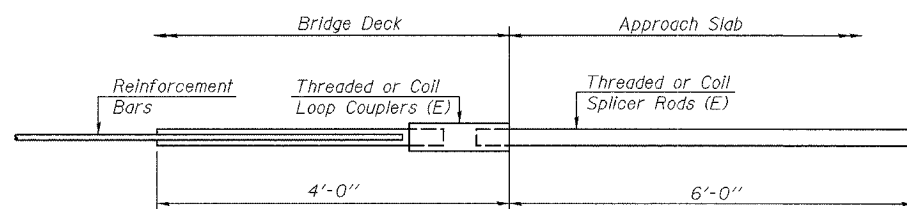
BAR SPLICER ASSEMBLY ALTERNATIVES

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



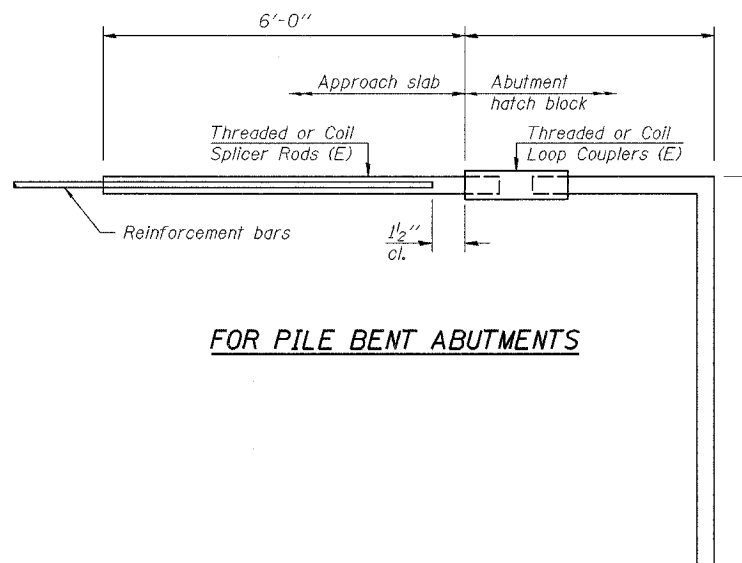
INSTALLATION AND SETTING METHODS

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



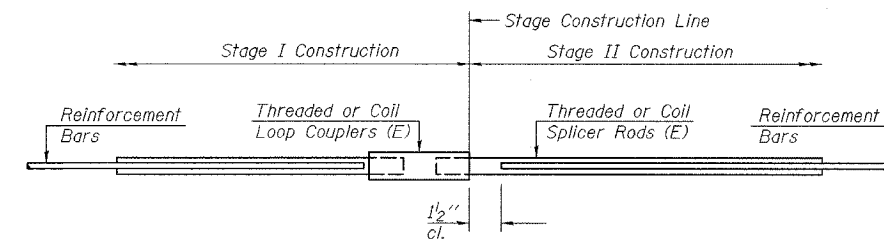
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 64



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location

BAR SPLICER ASSEMBLY DETAILS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

DESIGNED	JKC
CHECKED	JLS
DRAWN	ARR
CHECKED	JKC

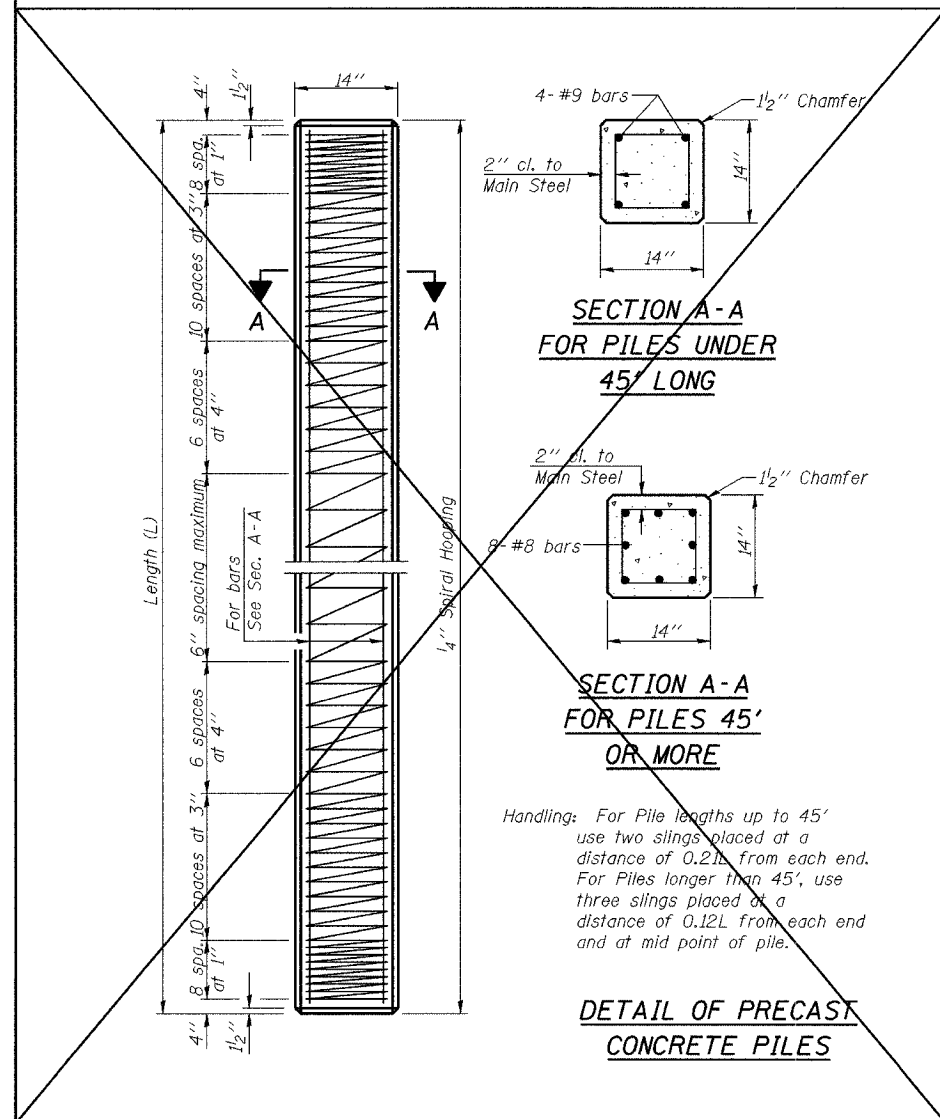
BSD-1

10-22-04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

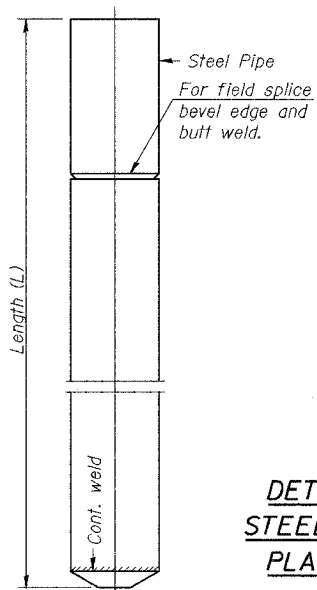
ROUTE NO.	SECTION	COUNTY	STATE SHEETS	SHEET NO.	SHEET NO. 15
FAP 553	125 VBR-1	DEKALB	55	30	20 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #64858

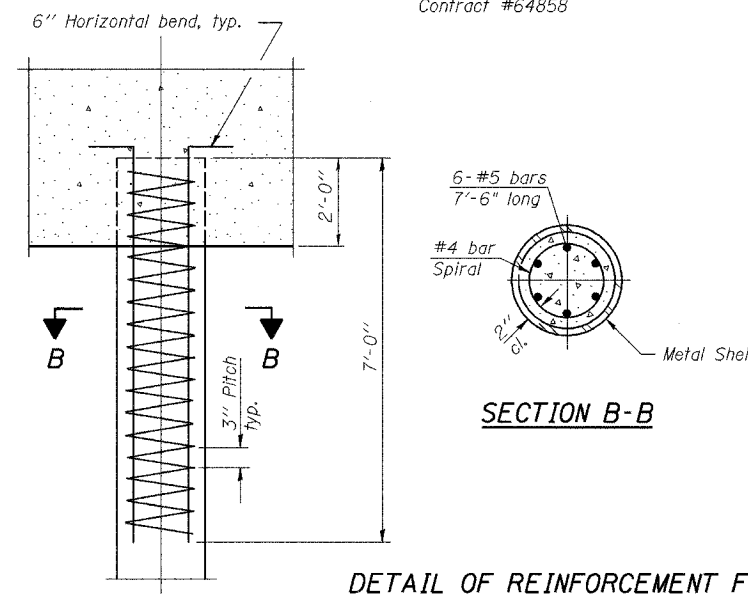
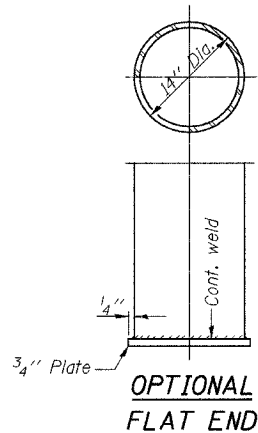


DETAIL OF PRECAST CONCRETE PILES

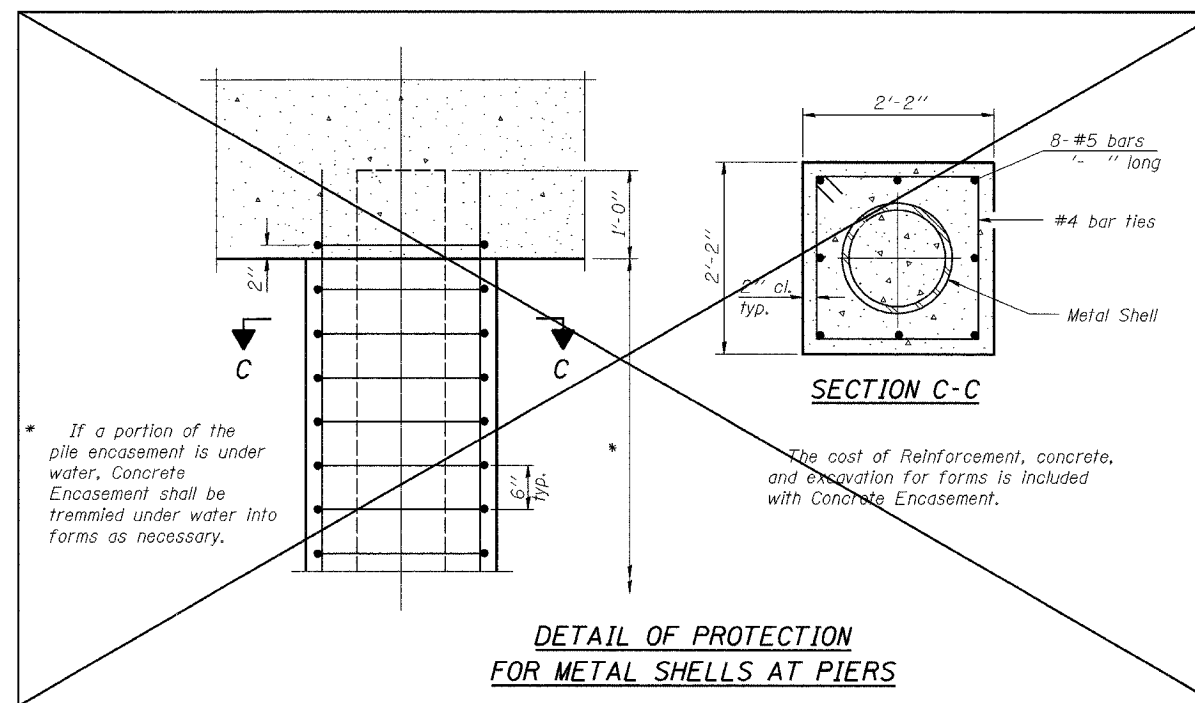
Notes:
Driving and bearing ends of pipe shall be cut square. The thickness of the shell shall be 0.250 inches with a tolerance of 5%. The shell shall be according to Article 1006.05(a) of the Standard Specifications.



DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES



DETAIL OF REINFORCEMENT FOR METAL SHELLS AT ABUTMENTS



DETAIL OF PROTECTION FOR METAL SHELLS AT PIERS

DESIGNED	JDA
CHECKED	JKC
DRAWN	ARR
CHECKED	JKC

X-PB

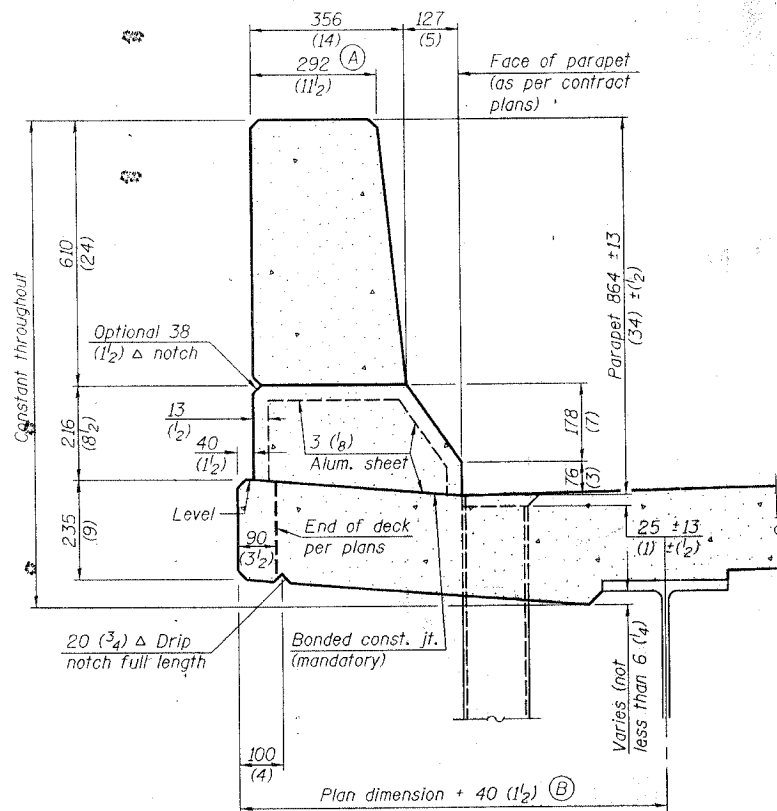
10-22-04

CONCRETE PILE DETAILS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

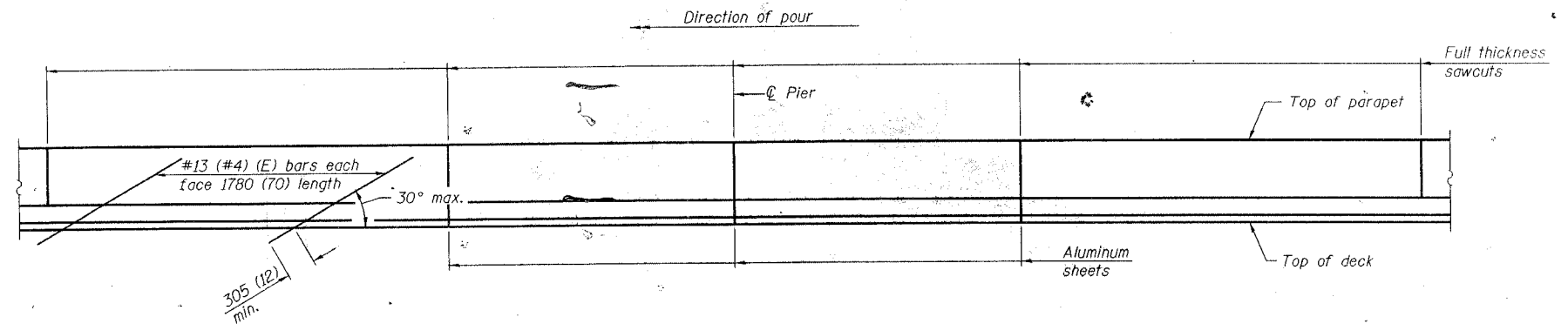
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DIST.	SHEET NO.	SHEET NO.
FAP 553	125 VBR-1	DEKALB	55	30A	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

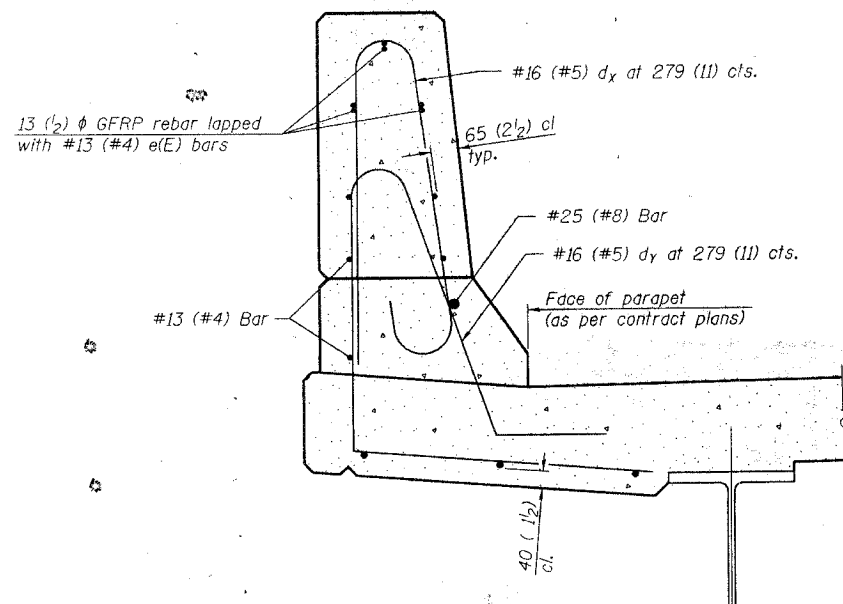
Contract #



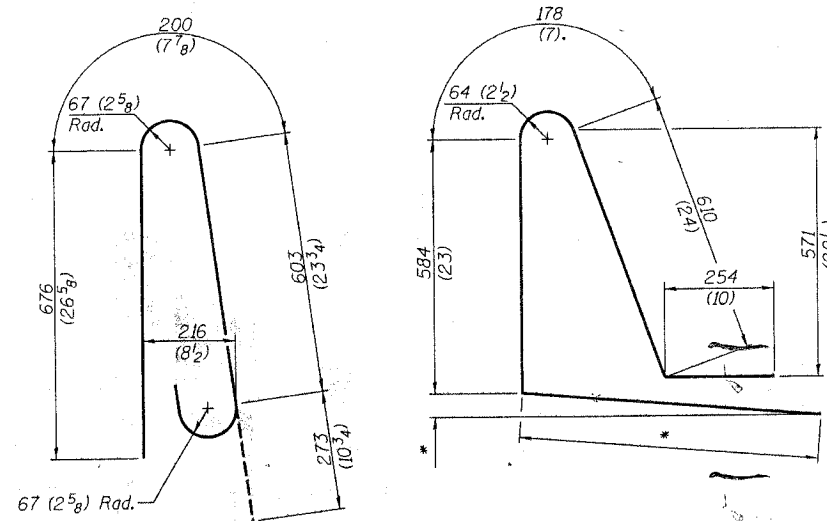
SECTION
(Showing dimensions)



ELEVATION
(Showing parapet joints and typical stiffening reinforcement between joints)

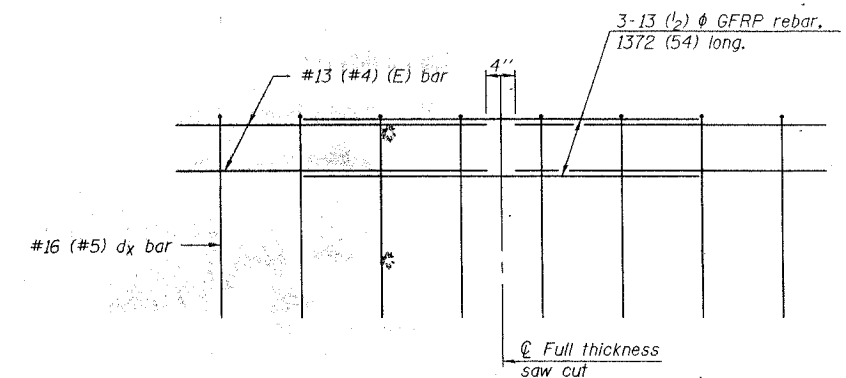


SECTION
(Showing required reinforcement)



BAR dx(e)

BAR dx(e)
* Per contract plans



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section)

GENERAL NOTES

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0422 m³/m (0.165 cu. yds./ft.) of parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all other locations. Adjust/add joint locations to maintain 3 to 6 meter (10 to 20 foot) spacing.

**CONCRETE PARAPET
SLIPFORMING OPTION**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 3
Date 1/21/03

ROUTE FAP 553 DESCRIPTION P92-010-03 1.5 m. W. of Kirkland, IL 72 over the IC & E RR LOGGED BY C. Jenkins

SECTION 125-VBR-1 LOCATION Franklin Twp. - 21SE, SEC., TWP. 42N, RNG. 3E

COUNTY DeKalb DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 019-0029
Station 144+14

BORING NO. B-1
Station 142+96
Offset 10.00ft Rt CL
Ground Surface Elev. 788.6 ft

SOIL DESCRIPTION	D (ft)	B (/6")	U (tsf)	M (%)	Surface Water Elev.		Stream Bed Elev.		D (ft)	B (/6")	U (tsf)	M (%)
					None	ft	None	ft				
Asphalt Concrete												
MEDIUM brown SILTY LOAM with GRAVEL			1.2	13					2			
			P						3	1.9	26	
									5	P		
	785.60							766.10				
MEDIUM brown SANDY LOAM with GRAVEL		5							4			
		5	0.8	16					4			
	784.10		S					764.10	8			
	-5							-25				
VERY STIFF brown/gray SILTY CLAY with SAND lens		4							13			
		4	3.3	16					23			
		7	S						33			
	781.10							761.60				
LOOSE brown dirty SAND with GRAVEL		3							7			
		3							5			
		2							7			
	778.60	-10						758.60	-30			
VERY STIFF brown/black SILTY CLAY with GRAVEL		3							7			
		3	2.5	18					11	1.3	11	
		6	S						10	P		
	776.60							756.60				
VERY STIFF brown SILTY CLAY		3							5			
		6	3.3	20					7	2.5	12	
		8	B						10	B		
	774.10							754.10				
	-15							-35				
STIFF brown/black SILTY CLAY		3							4			
		5	1.6	25					8	2.5	12	
		6	B						11	B		
	771.60							751.60				
VERY STIFF black SILTY LOAM		3							4			
		5	2.2	23					7	2.1	11	
		7	P						10	S		
	769.10							749.10				
	-30							-40				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 3
Date 1/21/03

ROUTE FAP 553 DESCRIPTION P92-010-03 1.5 m. W. of Kirkland, IL 72 over the IC & E RR LOGGED BY C. Jenkins

SECTION 125-VBR-1 LOCATION Franklin Twp. - 21SE, SEC., TWP. 42N, RNG. 3E

COUNTY DeKalb DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 019-0029
Station 144+14

BORING NO. B-1
Station 142+96
Offset 10.00ft Rt CL
Ground Surface Elev. 788.6 ft

SOIL DESCRIPTION	D (ft)	B (/6")	U (tsf)	M (%)	Surface Water Elev.		Stream Bed Elev.		D (ft)	B (/6")	U (tsf)	M (%)
					None	ft	None	ft				
VERY STIFF brown SILTY LOAM TILL		5							5			
		6	2.1	11					8	2.9	11	
		10	S						13	S		
	746.60							726.60				
VERY STIFF gray SILTY LOAM TILL		3							5			
		6	2.6	11					7	2.9	11	
		9	S						12	B		
	744.10							724.10				
	-45							-65				
VERY STIFF Mauve SILTY LOAM TILL		6							4			
		8	2.4	11					9	3.5	12	
		10	S						12	B		
	741.60							721.60				
VERY STIFF mauve SILTY LOAM TILL with a SAND lens		5							6			
		7	2.3	11					8	3.3	12	
		9	B						13	B		
	739.10							719.10				
	-80							-70				
VERY STIFF Mauve SILTY LOAM TILL		3							5			
		5	2.7	11					9	4.1	11	
		8	B						14	S		
	736.60							716.60				
HARD mauve SILTY LOAM TILL		3							9			
		6	4.5	10					12	4.1	12	
		11	B						16	B		
	734.10							713.60				
	-55							-75				
VERY STIFF brown SILTY LOAM TILL		5							1			
		8	3.5	11					3			
		11	B						7			
	731.60							711.60				
VERY STIFF brown SILTY CLAY TILL		4							15			
		8	2.9	11					16			
		11	B						17			
	729.10							709.10				
	-60							-80				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

SOIL BORINGS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 553	125 VBR-1	DEKALB	55	32
FED. ROAD DIST. NO. 7		BLINDS	FED. AID PROJECT	

Contract #64858

SOIL BORING LOG

Page 3 of 3
Date 1/21/03

ROUTE FAP 553 DESCRIPTION P92-010-03 1.5 m. W. of Kirkland, IL 72 over the IC & E RR LOGGED BY C. Jenkins
 SECTION 125-VBR-1 LOCATION Franklin Twp. - 21SE, SEC., TWP. 42N, RNG. 3E
 COUNTY DeKalb DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	D	B	U	M					
Station	E	L	C	O	Surface Water Elev.				
	P	O	S	I	Stream Bed Elev.				
BORING NO.	T	W	Qu	T					
Station	H	S	TSF	%	Groundwater Elev.:				
Offset					First Encounter	ft	▼		
Ground Surface Elev.					Upon Completion	ft	Wash		
					After	Hrs.	ft	▽	
DENSE tan fine well-cemented SAND with some GRAVEL		17							
		24							
	706.60	26							
VERY DENSE tan fine well-cemented SAND with a CLAY lens		15							
		23							
	701.60	45							
End of Boring									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

SOIL BORING LOG

Page 1 of 2
Date 2/10/03

ROUTE FAP 553 DESCRIPTION P92-010-03 1.5 m. W. of Kirkland, IL 72 over IC&E RR LOGGED BY C. Jenkins
 SECTION 125-VBR-1 LOCATION Franklin Twp. - 21SE, SEC., TWP. 42N, RNG. 3E
 COUNTY DeKalb DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	D	B	U	M						
Station	E	L	C	O	Surface Water Elev.					
	P	O	S	I	Stream Bed Elev.					
BORING NO.	T	W	Qu	T						
Station	H	S	TSF	%	Groundwater Elev.:					
Offset					First Encounter	ft	▼			
Ground Surface Elev.					Upon Completion	ft	Wash			
					After	Hrs.	ft	▽		
MEDIUM black SILTY LOAM with GRAVEL			0.9	17	746.90			7	1.1	12
			P						B	
VERY STIFF brown SILTY LOAM	765.90		8					6		
			6	2.1	19			8	1.3	12
VERY STIFF brown SILTY CLAY with GRAVEL	764.40		7					9	B	
			4					3		
STIFF brown/pink SILTY CLAY with a SAND lens	761.90		6	2.9	19			4	1.4	12
			6	S				7	S	
STIFF brown SILTY LOAM TILL			3					3		
			4	1.6	10			6	1.7	11
	759.40		5	S				7	S	
STIFF brown SILTY LOAM with SAND lenses			3					9		
			4	1.1	15			8	1.8	12
	756.90		12	B				12	S	
STIFF brown/pink SILTY CLAY with a SAND lens			2					3		
			3	1.6	21			6	1.8	12
	754.40		5	B				10	S	
STIFF brown/pink SILTY CLAY TILL			3					3		
			3	2.0	14			6	2.0	11
	751.90		6	B				8	S	
STIFF brown/pink SILTY CLAY TILL with a SAND lens			4					5		
			4	1.7	12			7	2.9	12
	749.40		6	B				10	B	
STIFF gray SILTY CLAY TILL			3					3		
			4					8		
	747.90									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

SOIL BORINGS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAP 553	SECTION 125 VBR-1	COUNTY DEKALB	TOTAL SHEETS 55	SHEET NO. 33
FED. ROAD DIST. NO. 7				
ILLINOIS FED. AID PROJECT-				

Contract #64858

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2
Date 2/10/03

ROUTE FAP 553 DESCRIPTION P92-010-03 1.5 m. W. of Kirkland, IL 72 over IC&E RR LOGGED BY C. Jenkins

SECTION 125-VBR-1 LOCATION Franklin Twp. - 21SE, SEC., TWP. 42N, RNG. 3E

COUNTY DeKalb DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diodrich Automatic

STRUCT. NO. 019-0029
Station 144+14

BORING NO. B-2
Station 143+93
Offset 42.00R Lt CL
Ground Surface Elev. 767.4 ft

Description	Elev. (ft)	D (ft)	B (/6")	U (tsf)	M (%)	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev. ft	First Encounter ft	Upon Completion Wash ft	After Hrs. ft	D (ft)	B (/6")	U (tsf)	M (%)
Same as above (continued)	726.90	10	2.9	12											
VERY STIFF brown SILTY CLAY TILL	724.40	6	9	2.3	12										
Same as above	721.90	5	8	2.7	12										
Same as above	718.90	6	8	2.9	12										
LOOSE tan SAND & GRAVEL with LIMESTONE fragments	716.90	1	1												
MEDIUM tan SAND & GRAVEL	714.40	9	12												
Same as above	711.90	13	12												
Begin Wash VERY DENSE tan medium	708.40	9	20												

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2
Date 2/13/03

ROUTE FAP 553 DESCRIPTION P92-010-03 1.5 m. W. of Kirkland, IL 72 over IC&E RR LOGGED BY C. Jenkins

SECTION 125-VBR-1 LOCATION Franklin Twp. - 21SE, SEC., TWP. 42N, RNG. 3E

COUNTY DeKalb DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diodrich Automatic

STRUCT. NO. 019-0029
Station 144+14

BORING NO. B-3
Station 144+14
Offset 37.00R Rt CL
Ground Surface Elev. 764.5 ft

Description	Elev. (ft)	D (ft)	B (/6")	U (tsf)	M (%)	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev. ft	First Encounter ft	Upon Completion Wash ft	After Hrs. ft	D (ft)	B (/6")	U (tsf)	M (%)
VERY STIFF brown SILTY LOAM with GRAVEL	743.00	2.4	21												
VERY STIFF brown SANDY CLAY TILL	740.50	3	6	2.7	21										
STIFF brown SILTY LOAM	738.00	4	4	1.2	11										
STIFF brown/pink SANDY LOAM TILL	735.50	2	4	1.0	12										
VERY STIFF brown/pink SANDY LOAM TILL	733.00	4	4	2.3	12										
VERY STIFF tan SILTY CLAY TILL	730.50	4	5	2.7	12										
VERY STIFF brown SILTY CLAY TILL	728.00	6	7	3.5	12										
Same as above	725.50	4	5	2.9	11										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)


BBS, from 137 (Rev. 8-99)

SOIL BORINGS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 19
FAP 553	125 VBR-1	DEKALB	55	34	20 SHEETS
FED. ROAD DIST. NO. 7	BLINDS	FED. AID PROJECT			

Contract #64858

 Illinois Department of Transportation Division of Highways IDOT		SOIL BORING LOG		Page <u>2</u> of <u>2</u>	
ROUTE <u>FAP 553</u> DESCRIPTION <u>P92-010-03 1.5 m. W. of Kirkland, IL 72 over IC&E RR</u>		LOCATION <u>Franklin Twp. - 21SE, SEC. , TWP. 42N, RNG. 3E</u>		Date <u>2/13/03</u>	
SECTION <u>125-VBR-1</u>		COUNTY <u>DeKalb</u>		DRILLING METHOD <u>Hollow Stem Auger</u> HAMMER TYPE <u>B-53 Diodrich Automatic</u>	
STRUCT. NO. <u>019-0029</u> Station <u>144+14</u>		D E L C O I P O S S T W S H S Qu T		Surface Water Elev. <u>None</u> ft Stream Bed Elev. <u>None</u> ft Groundwater Elev.: First Encounter <u>722.0</u> ft Upon Completion <u>Wash</u> ft After <u>Hrs.</u>	
BORING NO. <u>B-3</u> Station <u>144+14.1</u> Offset <u>37.00R R1 CL</u> Ground Surface Elev. <u>764.5</u> ft		(ft) (6") (tsf) (%)		(ft) (6") (tsf) (%)	
VERY STIFF brown SILTY CLAY TILL		3 7 9		14 2.3 B	
722.50		9		14 709.00	
MEDIUM tan SAND & GRAVEL		5 14 16		720.50	
MEDIUM gray SAND & GRAVEL		-45 5 9 10		718.00	
715.50		-50 13 16 19		713.00	
DENSE tan coarse grained SAND		5 13 21		708.00	
705.50		-40		-80	
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)					

BBS, from 137 (Rev. 8-99)

 Illinois Department of Transportation Division of Highways IDOT		SOIL BORING LOG		Page <u>1</u> of <u>3</u>	
ROUTE <u>FAP 553</u> DESCRIPTION <u>P92-010-03 1.5 m. W. of Kirkland, IL 72 over IC&E RR</u>		LOCATION <u>Franklin Twp. - 21SE, SEC. , TWP. 42N, RNG. 3E</u>		Date <u>2/18/03</u>	
SECTION <u>125-VBR-1</u>		COUNTY <u>DeKalb</u>		DRILLING METHOD <u>Hollow Stem Auger</u> HAMMER TYPE <u>B-53 Diodrich Automatic</u>	
STRUCT. NO. <u>019-0029</u> Station <u>144+14</u>		D E L C O I P O S S T W S H S Qu T		Surface Water Elev. <u>None</u> ft Stream Bed Elev. <u>None</u> ft Groundwater Elev.: First Encounter <u>728.2</u> ft Upon Completion <u>Wash</u> ft After <u>Hrs.</u>	
BORING NO. <u>B-4</u> Station <u>145+34</u> Offset <u>9.00R L1 CL</u> Ground Surface Elev. <u>788.7</u> ft		(ft) (6") (tsf) (%)		(ft) (6") (tsf) (%)	
Asphalt Concrete Road Rock		1.2 P		18	
STIFF gray/black SILTY LOAM with GRAVEL		4 5 5		1.8 P	
766.70		785.70		764.20	
STIFF green/black SILTY CLAY TILL		7 8 9		1.9 B	
784.20		-5		-25	
STIFF black SILTY LOAM TILL		2 4 4		1.1 B	
781.20		3 3 3		1.5 P	
LOOSE dirty brown SAND & GRAVEL		2 2 3		1.1 P	
776.70		-15		-30	
STIFF gray/tan SILTY LOAM TILL		2 3 5		1.1 S	
774.20		-15		-35	
STIFF tan/gray SANDY LOAM TILL		2 3 4		1.4 B	
771.70		3 2 4		1.3 B	
769.20		-20		-40	
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)					

BBS, from 137 (Rev. 8-99)

SOIL BORINGS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. FAP 553	SECTION VBR-1	COUNTY DEKALB	SHEET NO. 55	SHEET TOTAL 35
SHEET NO. 20 20 SHEETS				
FED. ROAD DIST. NO. 7		BILLING	FED. AID PROJECT-	
Contract #64858				

Illinois Department of Transportation
 Division of Highways
 IDOT

Page 2 of 3

SOIL BORING LOG

Date 2/18/03

ROUTE FAP 553 DESCRIPTION P92-010-03 1.5 m. W. of Kirkland, IL 72 over IC&E RR LOGGED BY C. Jenkins
 SECTION 125-VBR-1 LOCATION Franklin Twp. - 21SE, SEC. , TWP. 42N, RNG. 3E
 COUNTY DeKalb DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diodrich Automatic

STRUCT. NO. 019-0029
 Station 144+14
 BORING NO. B-4
 Station 145+34
 Offset 9.00R L4 CL
 Ground Surface Elev. 788.7 ft

SOIL DESCRIPTION	D (ft)	B (/6")	U (tsf)	M (%)	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev. ft	First Encounter Upon Completion After Hrs.	D (ft)	B (/6")	U (tsf)	M (%)
MEDIUM gray SANDY LOAM TILL	2				None	None			26			
	3	0.6		13					34	2.4		14
	4	B							37	S		
	746.70								726.70			
STIFF gray SANDY CLAY TILL	2								8			
	4	1.9		12					15	6.6		11
	6	B							21	S		
	744.20								724.20			
	-45								-45			
STIFF gray SANDY CLAY TILL	4								5			
	6	1.1		11					13	6.1		11
	8	S							20	S		
	741.70								721.20			
STIFF gray SILTY CLAY TILL	1								31			
	4	1.9		12					20			
	7	S							18			
	739.20								719.20			
	-50								-70			
Same as above	3								9			
	6	1.5		12					12			
	8	S							10			
	736.70								716.70			
VERY STIFF gray SILTY CLAY TILL	3											
	6	2.1		12								
	8	B										
	734.20								714.20			
	-55								-75			
Same as above	5								8			
	7	2.1		12					8			
	11	B							11			
	731.70								711.70			
VERY STIFF gray SILTY CLAY TILL with a SAND lens	5											
	10	2.9		11								
	14	B										
	729.20								709.20			
	-60								-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
 Division of Highways
 IDOT

Page 3 of 3

SOIL BORING LOG

Date 2/18/03

ROUTE FAP 553 DESCRIPTION P92-010-03 1.5 m. W. of Kirkland, IL 72 over IC&E RR LOGGED BY C. Jenkins
 SECTION 125-VBR-1 LOCATION Franklin Twp. - 21SE, SEC. , TWP. 42N, RNG. 3E
 COUNTY DeKalb DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diodrich Automatic

STRUCT. NO. 019-0029
 Station 144+14
 BORING NO. B-4
 Station 145+34
 Offset 9.00R L4 CL
 Ground Surface Elev. 788.7 ft

SOIL DESCRIPTION	D (ft)	B (/6")	U (tsf)	M (%)	Surface Water Elev. ft	Stream Bed Elev. ft	Groundwater Elev. ft	First Encounter Upon Completion After Hrs.	D (ft)	B (/6")	U (tsf)	M (%)
DENSE gray fine to medium grained SAND	9				None	None						
	13											
	20											
	706.70								704.20			
	-45								-45			
VERY DENSE tan well-cemented fine to medium grained SAND	31											
	34											
	40											
	701.70								701.70			
End of Boring												
	-90								-90			
	-95								-95			
	-100								-100			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

SOIL BORINGS
IL RTE 72 OVER
IOWA CHICAGO & EASTERN RAILROAD
FAP ROUTE 553
SECTION 125VBR-1
DEKALB COUNTY
STA. 144+14.40
SN 019-0047

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

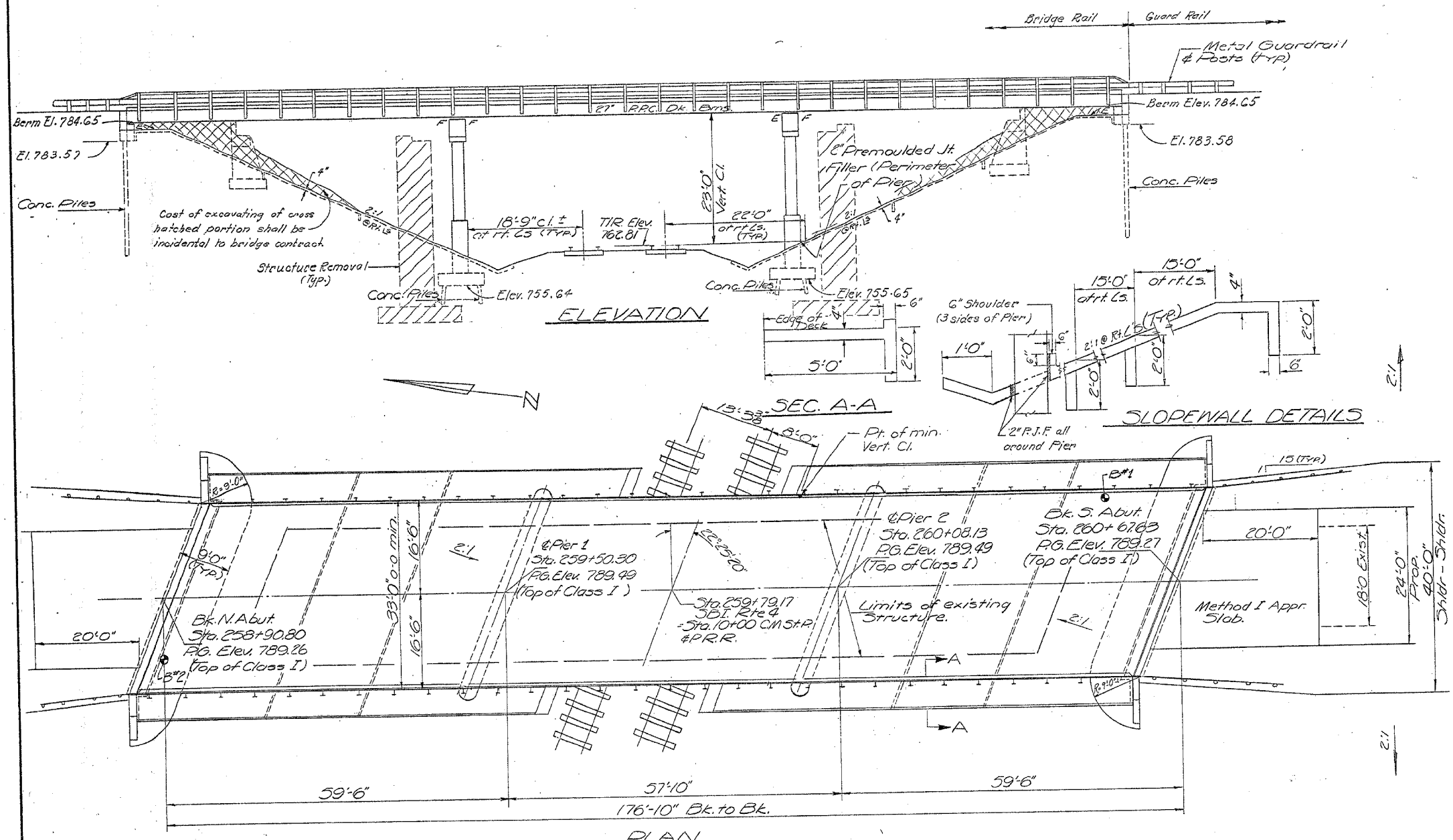
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
FAP 553	125VBR-1	DEKALB	55	36	8 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

B.M. USC #63, B.M. M130 1947 Top of NW Abut. 12.5' rt. Sta. 259+08 Elev. 785.44
Existing Structure: Built as SBI. 72, Sec. 125, Sta. 259+79.17 in 1931
Main Span of 70' is a thru-steel plate girder with a 7 gauge metal plank flooring. Approach spans of 30' on each end consist of RC Slab on steel stringers. RC Pier and Abut. Substr. Existing Bridge to be removed by Contractor prior to new constn. No Salvage.

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 58# per 100 sq. ft.
Expansion guards which are not cast in the precast unit shall be fabricated and erected in accordance with Article 503.07 (c) of the Standard Specifications and are included in quantity of Structural steel.
The Contractor shall drive 2 concrete test piles in a permanent location one at pier #2 and one @ North Abutment.

Protective Coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.
All structural steel shall be shop painted with two coats of basic lead silico chromate paint.
The top surface of the beams shall be finished in accordance with Article 505.06 of the Standard Specifications except that the surface shall not be roughened by brooming. The finished surface shall be free of depressions or high spots with sharp corners.



TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Bituminous Concrete Surface Course, Class I	Tons	80		80
Removal of Existing Structures	Each			1
Class I Concrete	Cu. Yds.	14.5	152.8	167.3
Reinforcement Bars	Lbs.	910	20,190	21,100
Precast Prestressed Concrete Deck Bms. (27)	Sq. Ft.	5,722		5,722
Steel Railing, Type I	Lin. Ft.	348		348
Structural Steel	Lbs.	7,610		7,610
Concrete Piles	Lin. Ft.		1,664	1,664
Test Piles (Concrete)	Each		2	2
Preformed Joint Scaler (2 1/2")	Lin. Ft.	107		107
Name Plates	Each			1
Slope Wall (4")	Sq. Yds.		806	806
Waterproofing Membrane System	Sq. Yds.	598		598
Portland Cement Mortar Foining Course	Lin. Ft.	1734		1734
Protective Coat	Sq. Yds.	58		58
Structure Excavation	Cu. Yds.		86	86

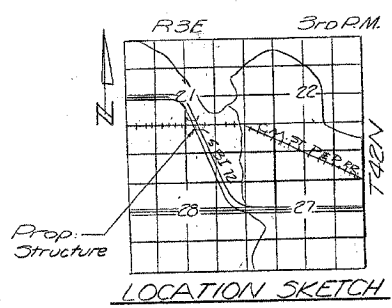
* FOR INFORMATION ONLY

DESIGN STRESSES

FIELD UNITS	PRECAST PRESTRESSED UNITS
$f_c = 4000$ psi	$f_c = 5000$ psi
$f_s = 20000$ psi (Reinf)	$f_s = 4000$ psi
$v_c = 75$ psi (Ftgs)	$f_s = 270000$ psi
$n = 10$	$f_s = 188,700$ psi

STATION 259+79.17
BUILT BY
STATE OF ILLINOIS
S.B.1. RT. 72 SEC. 125 VBR
LOADING H5 20

NAME PLATE
See Std. 2113

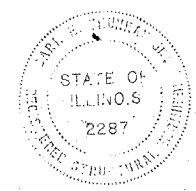


GENERAL PLAN and ELEVATION
SBI. RTE 72 over C.M. ST. P. & P. R.R.
SBI. RTE 72 SEC. 125 VBR
DEKALB COUNTY
STATION 259+79.17

DESIGNED <i>R. M. ...</i>	EXAMINED <i>[Signature]</i>
CHECKED <i>D.A.R. ...</i>	PASSED
DRAWN <i>Ferrando s.k.u.</i>	APPROVED
CHECKED <i>D.A.R. ...</i>	

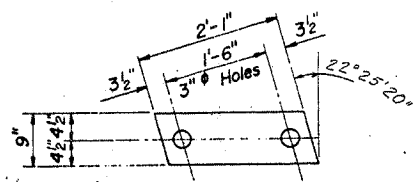
Allow 25#/Sq.Ft. for Fitt. W.S.
Design Specifications 1973 AASHTO
(as applicable)

LOADING H520-44

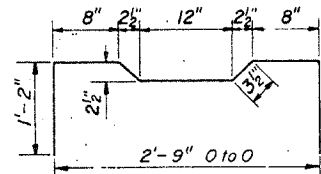


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

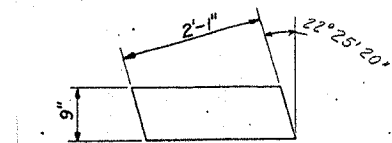
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 553 125VBR-1	DEKALB	55	37	3 SHEETS
PREPARED BY	DESIGNED BY	CHECKED BY	DRAWN BY	DATE



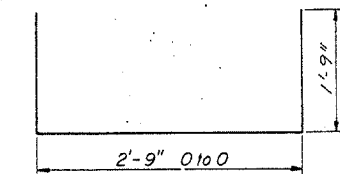
FABRIC BEARING PAD



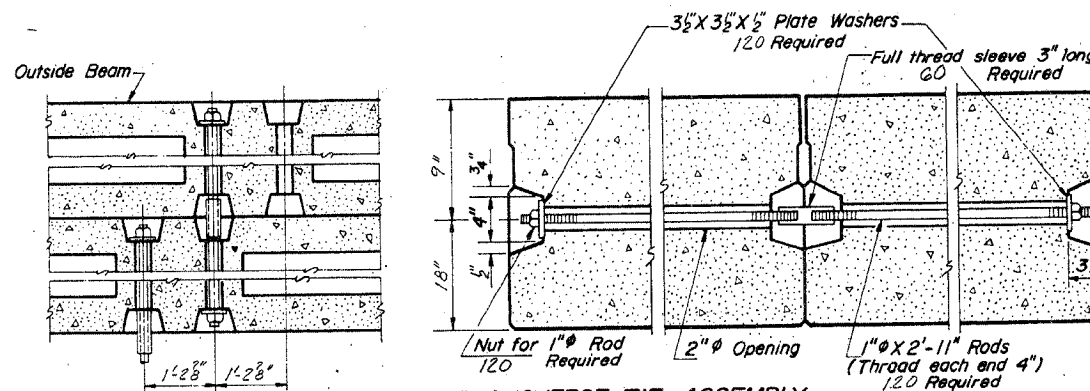
A₁ BAR



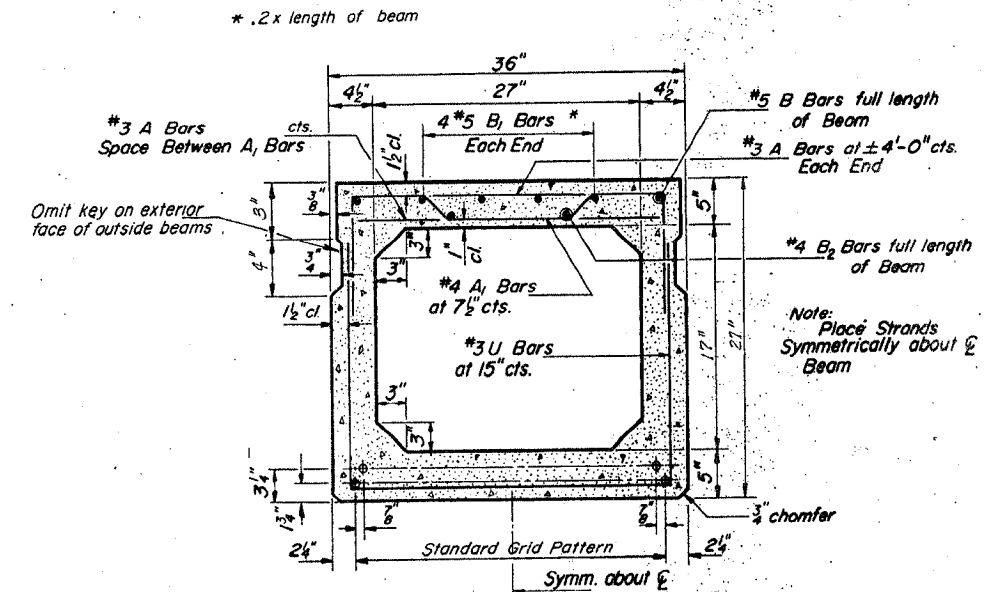
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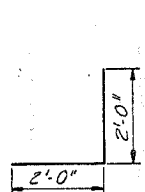
U & U BAR



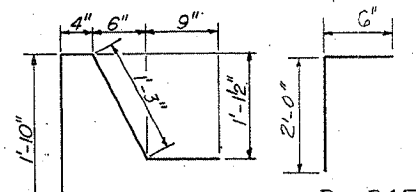
TYPICAL TRANSVERSE TIE ASSEMBLY



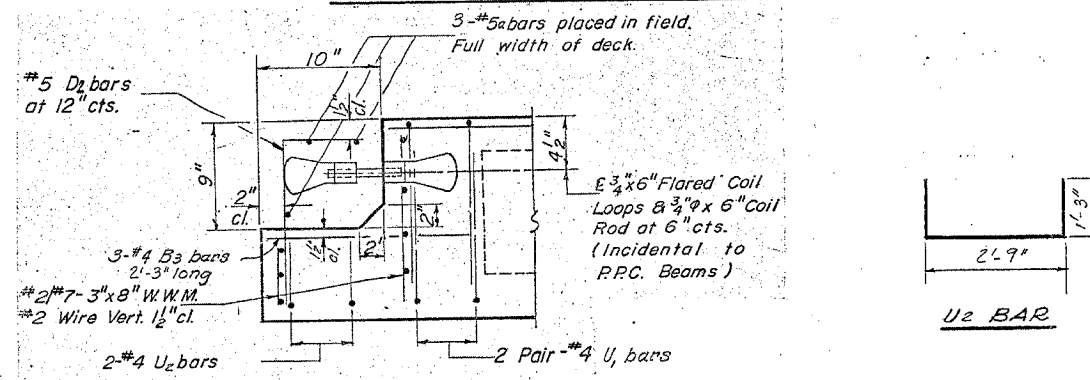
TYPICAL SECTION



D₁ BAR

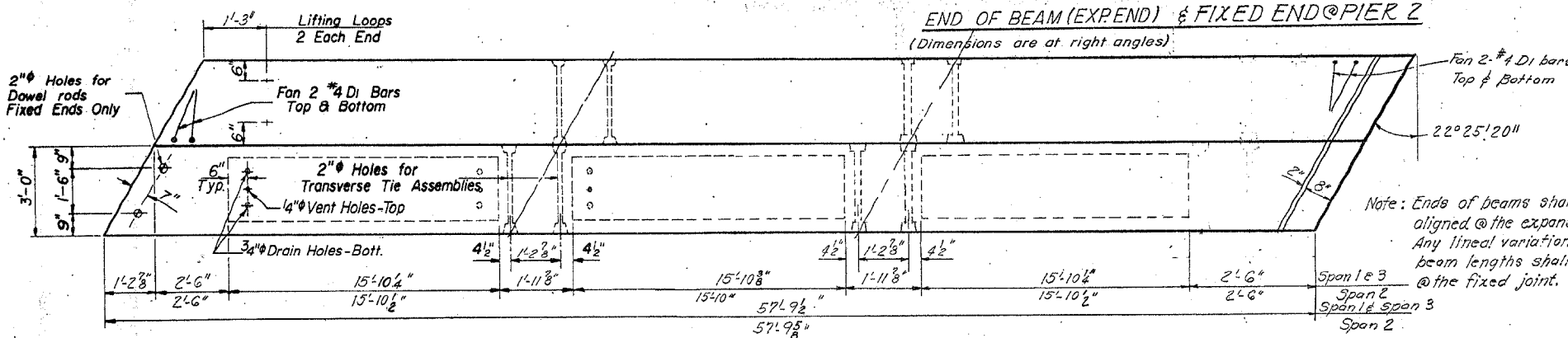


D BAR

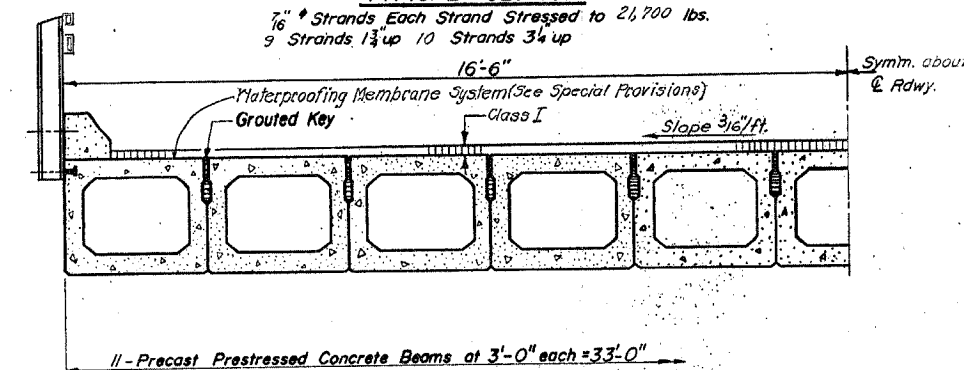


END OF BEAM (EXP. END) & FIXED END @ PIER 2

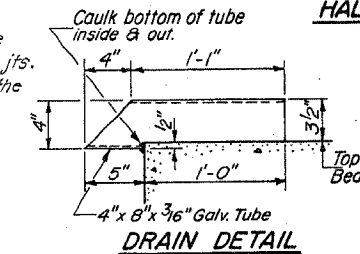
(Dimensions are at right angles)



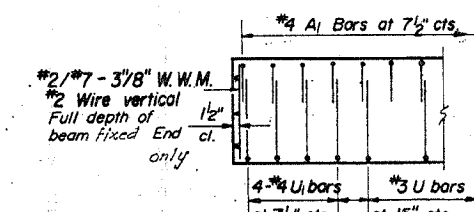
PLAN



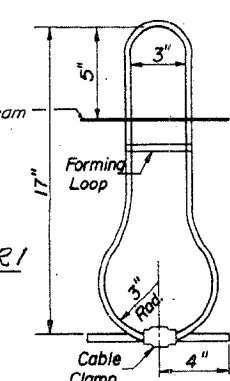
HALF CROSS SECTION



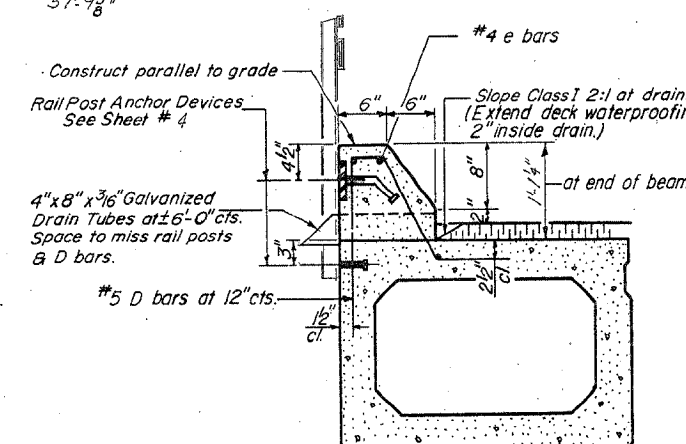
DRAIN DETAIL



END ELEVATION OF BEAMS @ PIER 1



LIFTING LOOP DETAIL



SECTION THRU CURB

Curbs shall be poured in the field. Class X Concrete & e bars for curbs are billed on Sheet # 4.

GENERAL NOTES

Prestressing steel shall be non-galvanized extra high strength, stress-relieved 7 wire strand Gr 270. The nominal diameter shall be 7/8" and the nominal cross-sectional area shall be 0.115 sq. in.. Lifting loops shall be 5/8" diameter, 6 x 19 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 33,000 lbs.

The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside beam shall be filled with grout after transverse tie assembly is in place.

Longitudinal shear keys shall be packed with a very dry mix of 2:1 sand and P.C. mortar. After beams have been erected, holes for the dowel anchors shall be drilled into the sub-structure and the anchor dowels shall be grouted in place.

Dowel rods shall be A.S.T.M. A-306 or A.S.T.M. A-615. Transverse tie rods shall be A.S.T.M. A-306, Grade 70-80.

After fabrication the transverse tie assemblies (tie rods, nuts, washers and sleeves) shall be hot-dipped galvanized in accordance with A.S.T.M. Designation: A153.

Cost of reinforcement and accessories cast into the beam, of bearing pads, of armor angles, and of grouting longitudinal shear keys is included in unit price bid for "Precast Prestressed Concrete Deck Beams."

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	12	#5	35'-4"	
Precast Prestressed Concrete Deck Beams (27")		Sq. Ft.	5,722	
Class X Concrete		Cu. Yds.	3.3	
Reinforcement Bars		Lbs.	440	

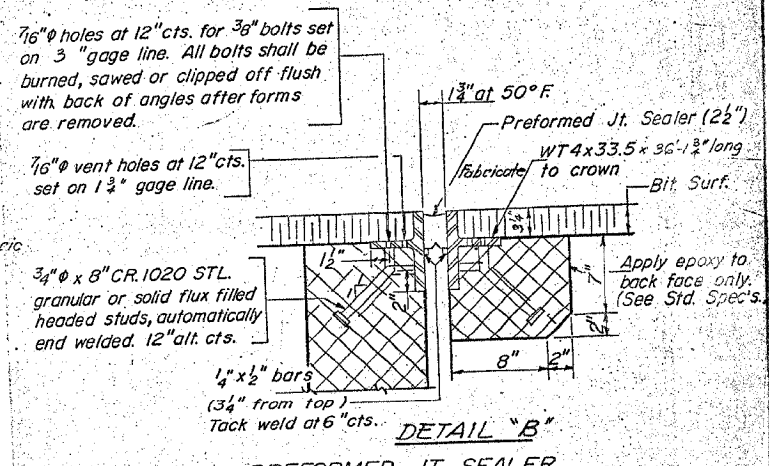
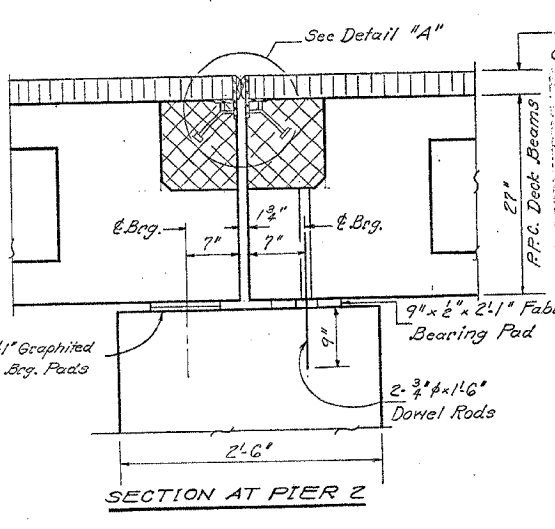
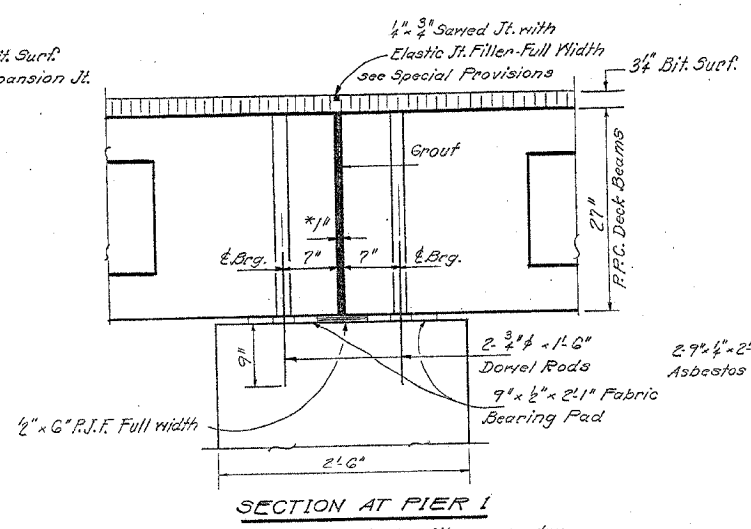
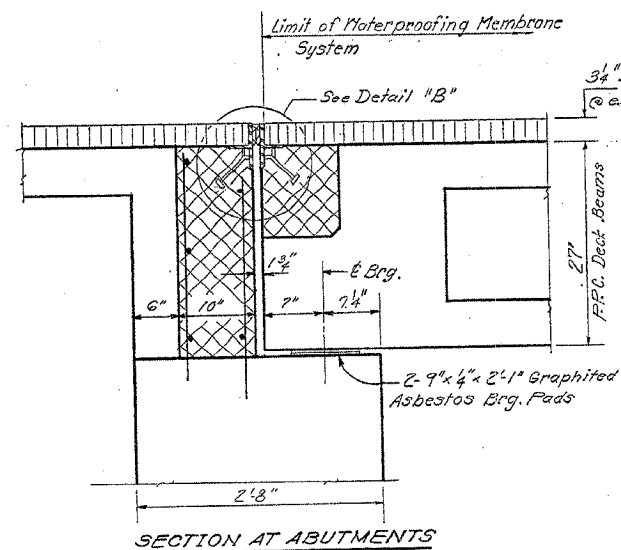
SUPERSTRUCTURE
S.B.I.R.T. 72 SEC. 125 V.B.R.
DEKALB COUNTY
STA. 259+79.17

DESIGNED	R. V. MATTHEW	EXAMINED	JAN 31 1975
CHECKED	D. A. RYAN	PASSED	
DRAWN	S. V. U.	APPROVED	
CHECKED	D. A. RYAN		

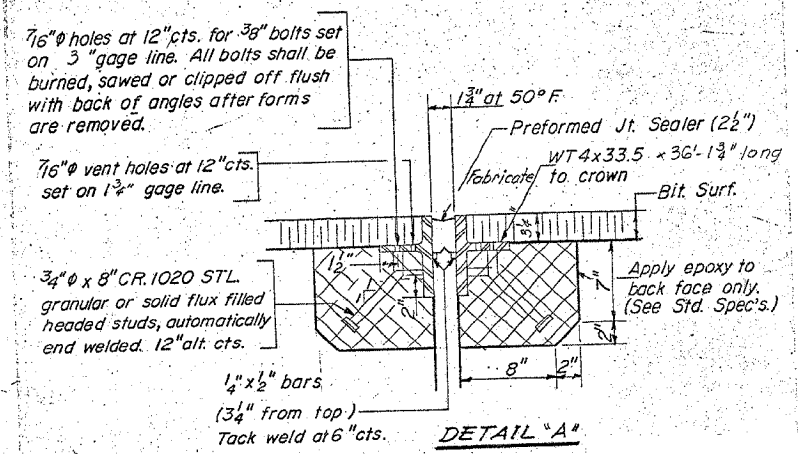
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 553	125VBR-1	DEKALB	55	38
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
8 SHEETS

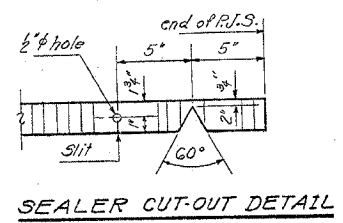
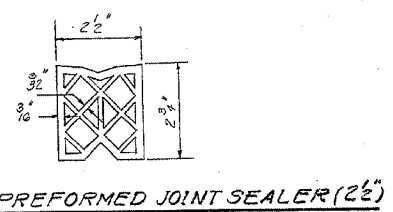
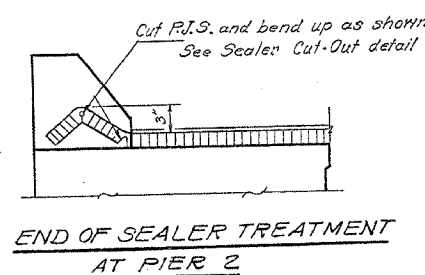


SECTION AT PIER 1
*1\"/>



PREFORMED JT. SEALER

Note: Dimensions are at right angles.
Cross-hatched areas to be poured after beams have been erected and j'ts. grouted.
See end of beam detail for reinf. sheet # 2



* FOR INFORMATION ONLY

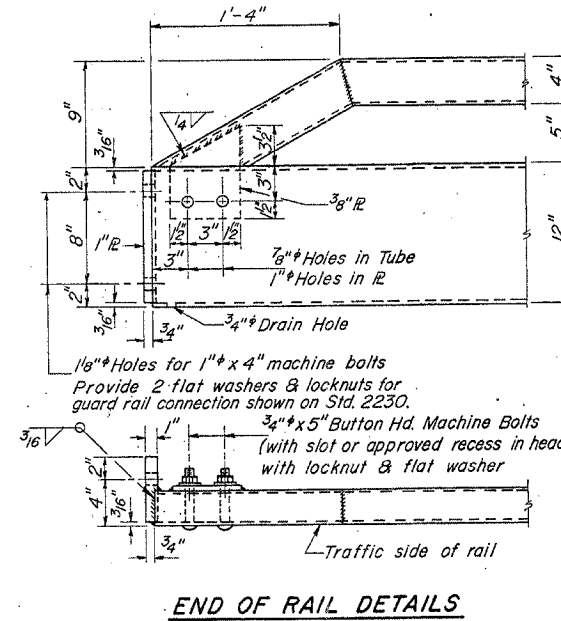
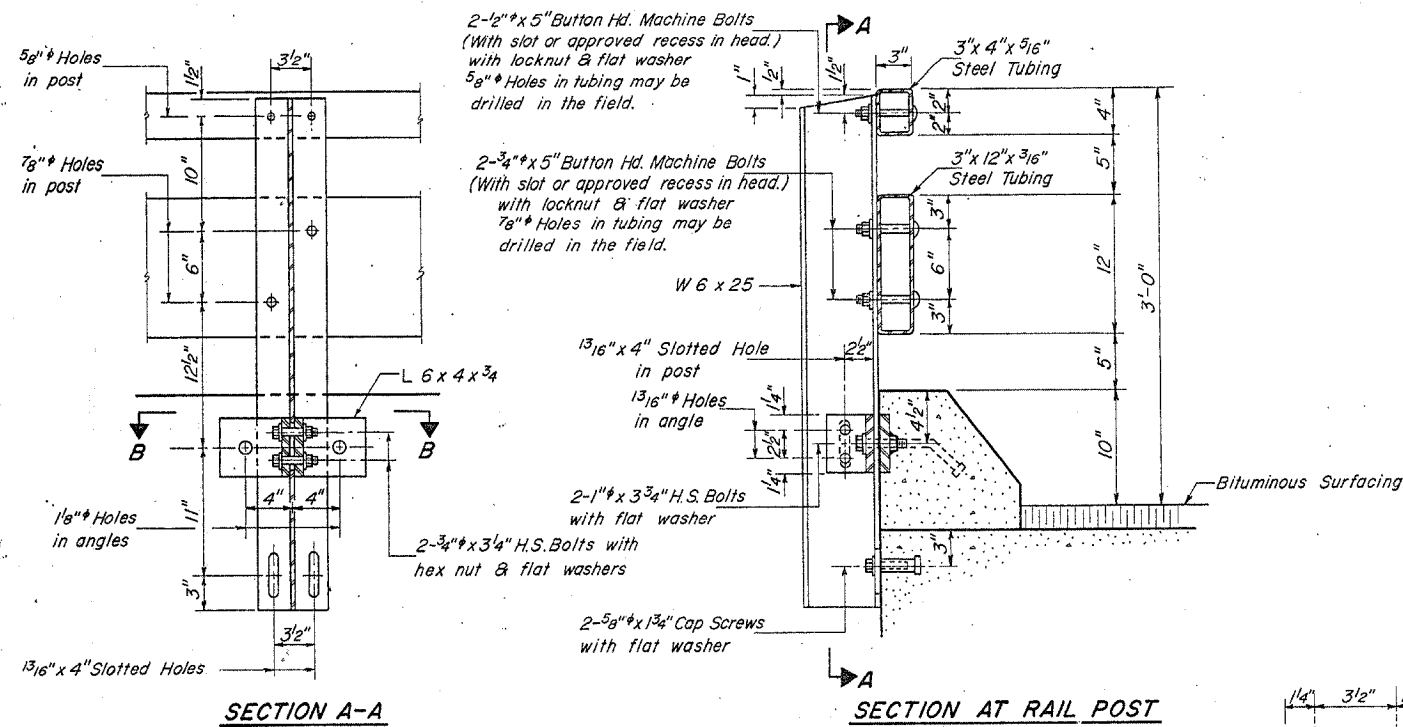
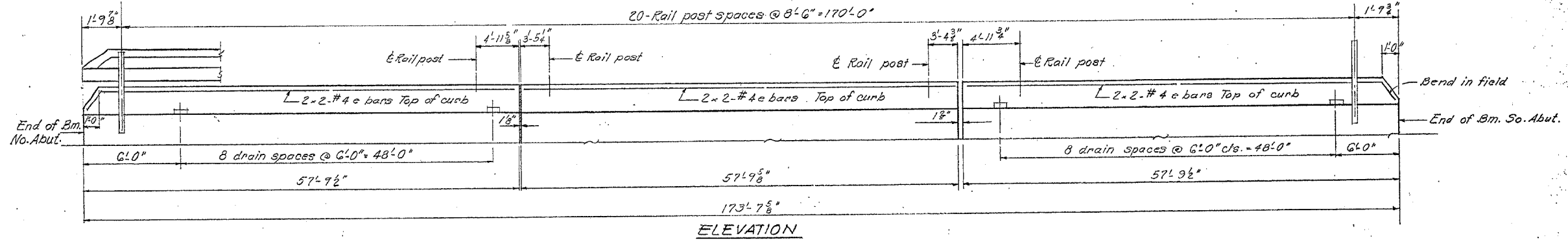
DESIGNED	R. A. Matten	EXAMINED	JANUARY 31 1975
CHECKED	D. A. Rye	PASSED	
DRAWN	S. K. G.	APPROVED	
CHECKED	D. A. Rye	DIRECTOR OF HIGHWAYS	

SUPERSTRUCTURE-DETAILS
S.B.I.R.T. 72 SEC. 125 VBR
DEKALB COUNTY
STA. 259+79.17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNT	TOTAL SHEETS	SHEET NO.
FAP 553	125VBR-1	DEKALB	55	39
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4
8 SHEETS



NOTES

Hollow structural steel tubing shall conform to the requirements of A.S.T.M. designation A-500 Grade B or A-501-Structural Steel Tubing.

All other steel shapes and plates shall conform to the requirements of A.S.T.M. designation A-36 except posts shall conform to A.S.T.M. A-441.

Bolts, cap screws, and nuts shall conform to the requirement of A.S.T.M. designation A-307 except for high strength bolts, nuts and washers noted which shall conform to A.S.T.M. designation A-325.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with A.S.T.M. designation A-153.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with A.S.T.M. designation A-123 and A-385. Galvanized rail shall not be painted.

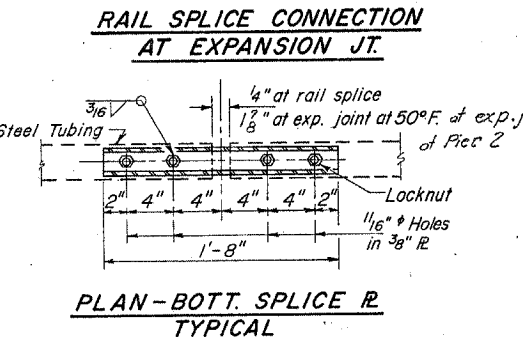
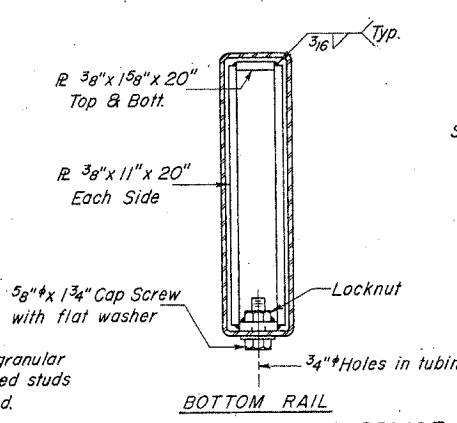
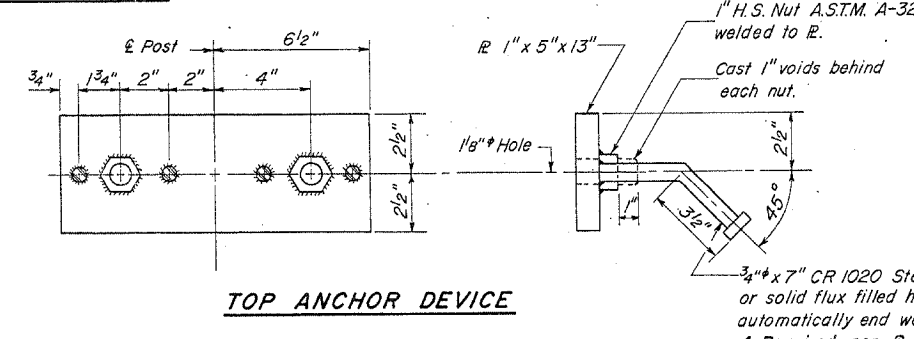
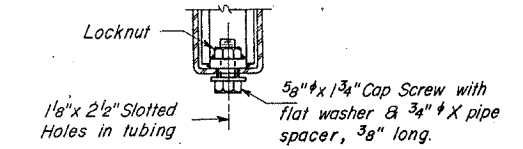
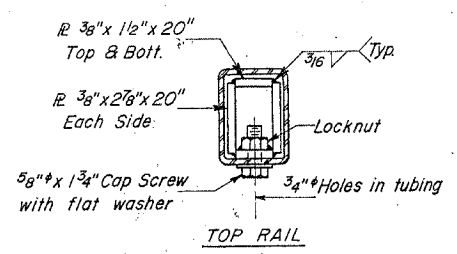
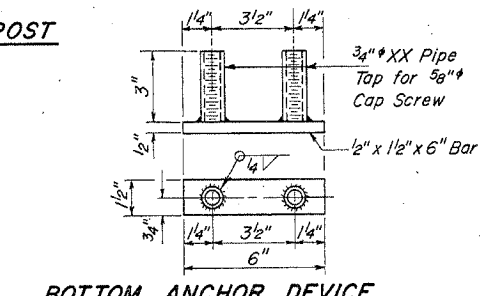
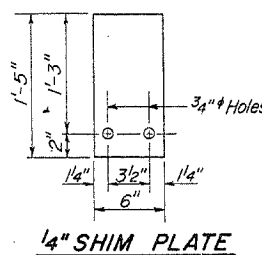
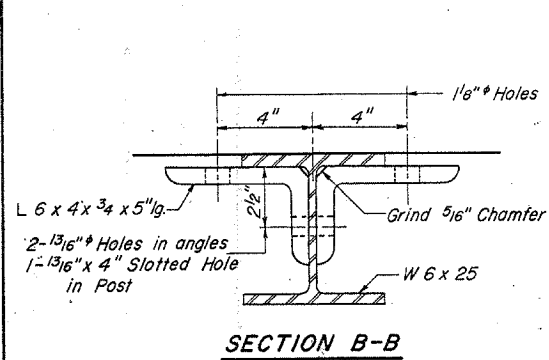
Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per linear foot for STEEL RAILING, TYPE T.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/8" fabric bearing pad between the post and concrete.

The 3/4" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn.

For multi-span bridges, sufficient 4" x 6" x 1/5" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to Steel Railing.



* FOR INFORMATION ONLY

CURB & RAIL
BILL OF MATERIAL

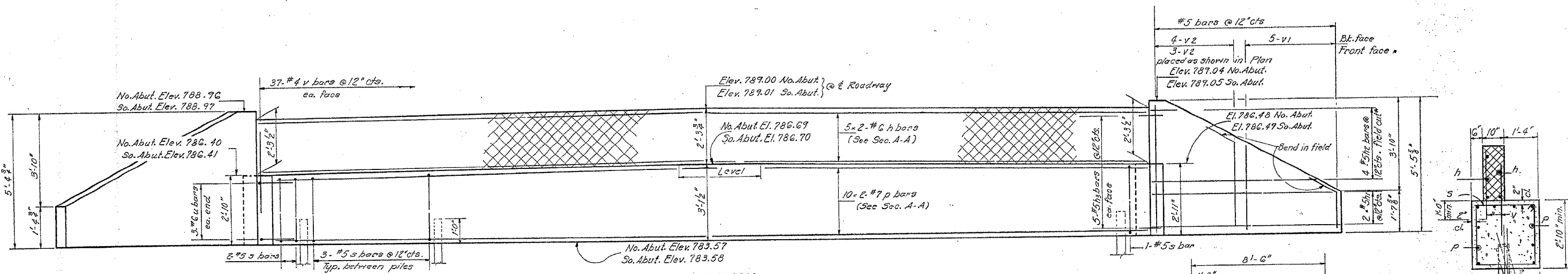
Bar	No.	Size	Length	Shape
e	24	#4	29'-4"	
Reinforcement Bars			Lbs.	470
Class X Concrete			Cu. Yds.	11.2
Steel Railing, Type T			Lin. Ft.	378

TYPE T
STEEL RAILING
S.B.I. RT. 72 SEC. 125 V.B.R.
DEKALB COUNTY
STA. 259+79.17

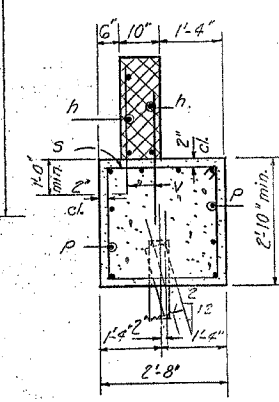
DESIGNED	R. V. Mathews	EXAMINED	JAN. 31 1975
CHECKED	D. A. Rye	PASSED	
DRAWN	S. V. U.	APPROVED	
CHECKED	D. A. Rye		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

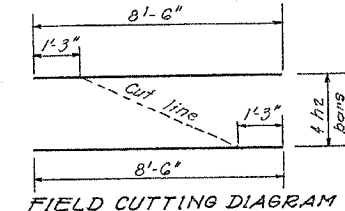
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
FAP 553	125VBR-1	DEKALB	55	40	8 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



ELEVATION



SECTION A-A



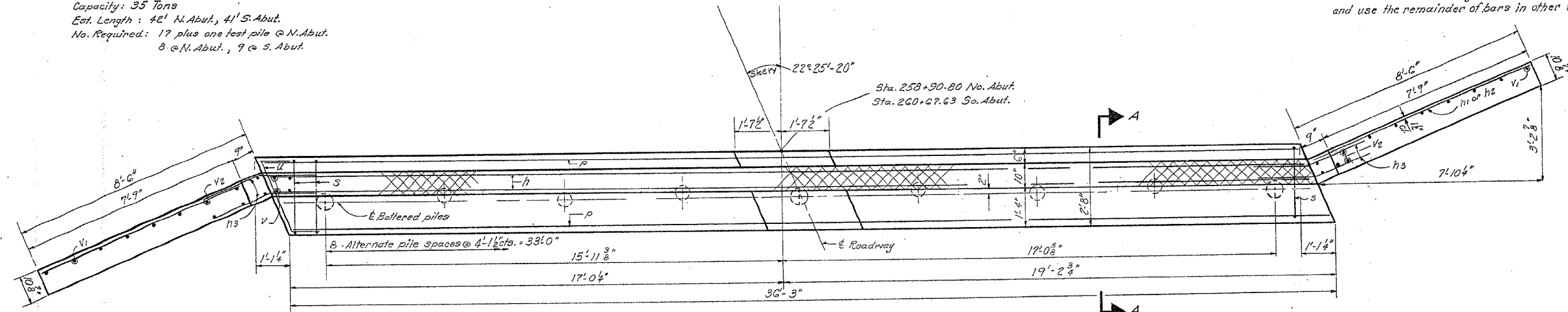
FIELD CUTTING DIAGRAM

PILE DATA

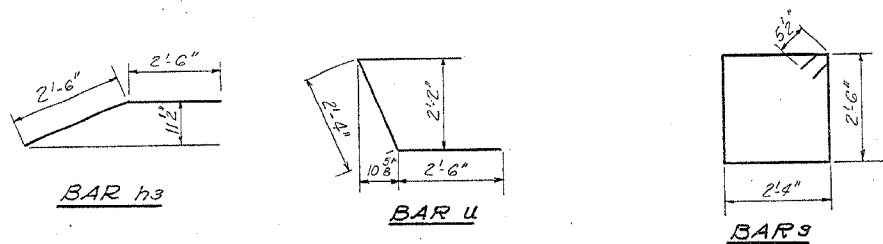
Type: Concrete
Capacity: 35 Tons
Est. Length: 42' N. Abut., 41' S. Abut.
No. Required: 17 plus one test pile @ N. Abut.
8 @ N. Abut., 9 @ S. Abut.

TWO ABUTMENTS
BILL OF MATERIAL

Bar No.	Size	Length	Shape
h	20 #6	19'0"	—
h1	8 #5	8'3"	—
h2	8 #5	8'0"	—
h3	40 #5	5'0"	—
p	40 #7	19'3"	—
s	54 #5	10'7"	□
u	12 #6	7'4"	—
v	148 #4	3'0"	—
v1	20 #5	3'9"	—
v2	28 #5	5'3"	—
Class X Concrete		Cu. Yds.	30.0
Reinforcement Bars		Lbs.	3,750
Concrete Piles		Lin. Ft.	705
Test Piles (Concrete)		Each	1



PLAN



Notes:
Cross hatched portion shall be poured after beams are in place.
Bars indicated thus 10 x 2 #7 etc. indicates 10 lines of bars with 2 lengths per line.
Min. bar laps = 24 dia.

* FOR INFORMATION ONLY

DESIGNED R. V. Mathur
CHECKED D. A. Ryan
DRAWN S. W. U.
CHECKED D. A. Ryan

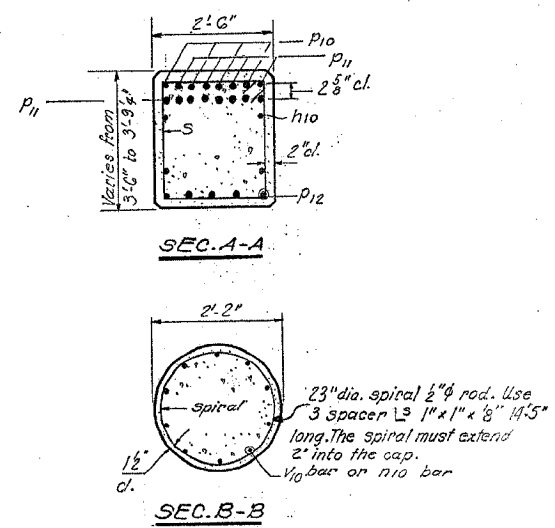
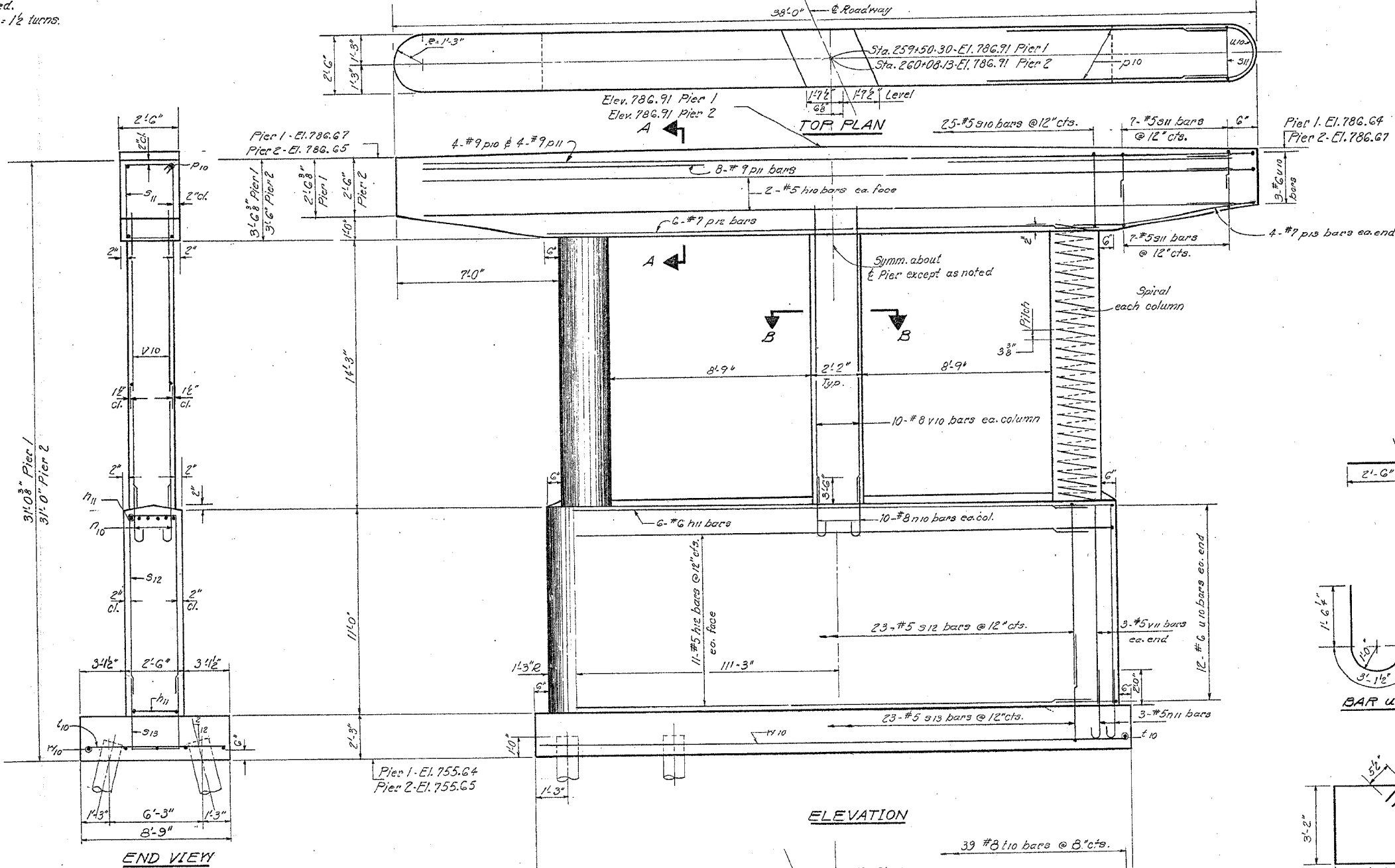
EXAMINED [Signature] JAN. 31 1975
PASSED [Signature]
APPROVED [Signature]
DIRECTOR OF HIGHWAYS

ABUTMENTS
S.B.I.R.T. 72 SEC. 125 VBR
DEKALB COUNTY
STA. 259+79.17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

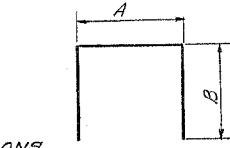
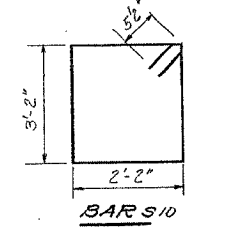
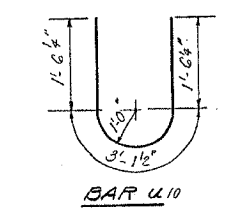
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. G
FAP 553	125VBR-1	DEKALB	55	41	8 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Notes:
All edges shall have standard $\frac{3}{8}$ " chamfers except as noted.
Min. spiral lap = 1 1/2 turns.



TWO PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10	8	#5	35'-6"	—
h11	12	#6	22'-6"	—
h12	44	#5	22'-6"	—
n10	60	#8	7'-11"	U
n11	12	#5	4'-4"	U
p10	8	#9	35'-6"	—
p11	48	#9	12'-0"	—
p12	12	#7	24'-0"	—
p13	16	#7	8'-9"	—
s10	50	#5	11'-7"	□
s11	56	#5	6'-8"	□
s12	46	#5	20'-2"	□
s13	46	#5	12'-2"	□
Spiral	6	#4	14'-5"	WWM
v10	78	#8	8'-6"	—
v11	12	#5	10'-9"	—
v12	16	#5	25'-9"	—
v13	16	#5	25'-9"	—
Class X Concrete		Cu. Yds.	122.8	
Reinforcement Bars		Lbs.	16440	
Concrete Piles		Lm. Ft.	959	
Test Piles (Concrete)		Each	1	



A & B DIMENSIONS

Bar	A	B
s11	2'-2"	2'-3"
s12	2'-2"	7'-0"
s13	2'-2"	5'-0"

FILE DATA

Type: Concrete
Capacity: Pier 1 - 35 Tons, Pier 2 - 35 Tons
Est. Length: Pier 1 - 36' - Pier 2 - 35'
No. Required: 27 - Pier 1 - 14
Pier 2 - 13 plus one test pile

DESIGNED	R. W. Mather
CHECKED	D. A. Ryan
DRAWN	S. V. U.
CHECKED	D. A. Ryan

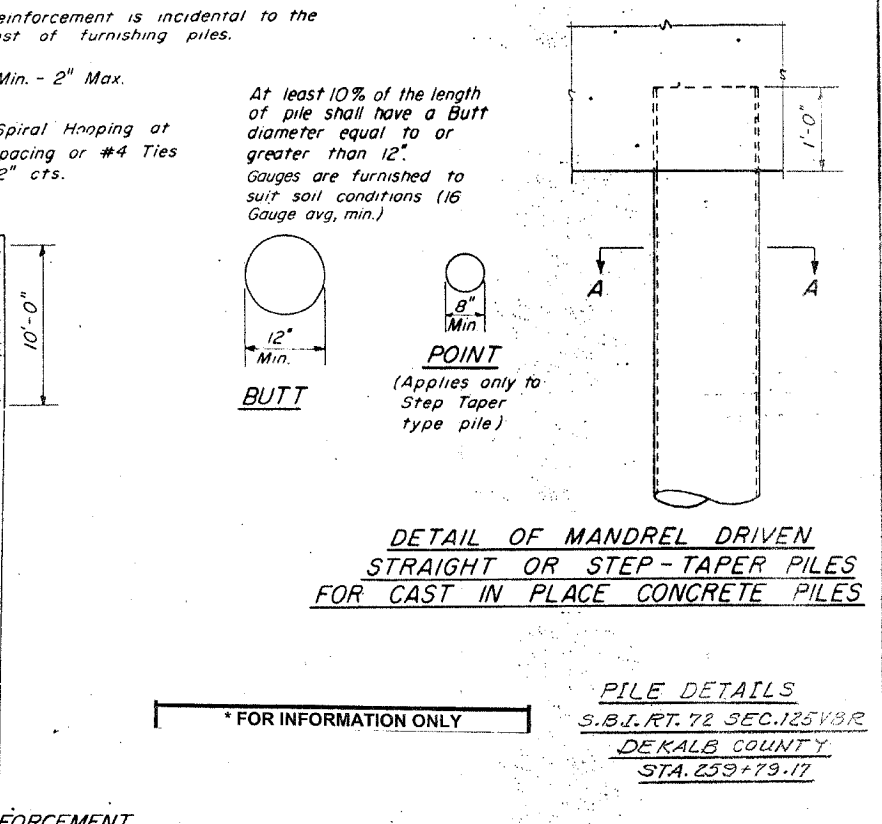
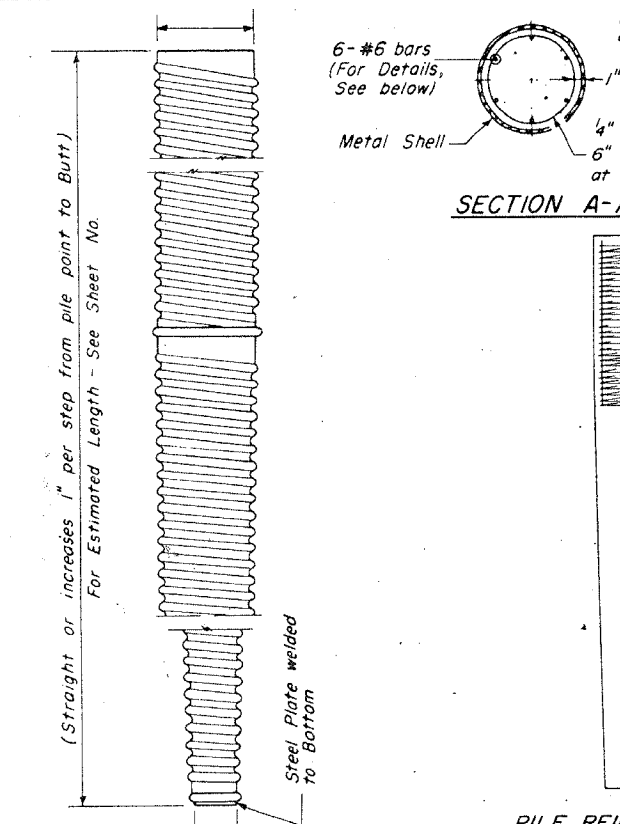
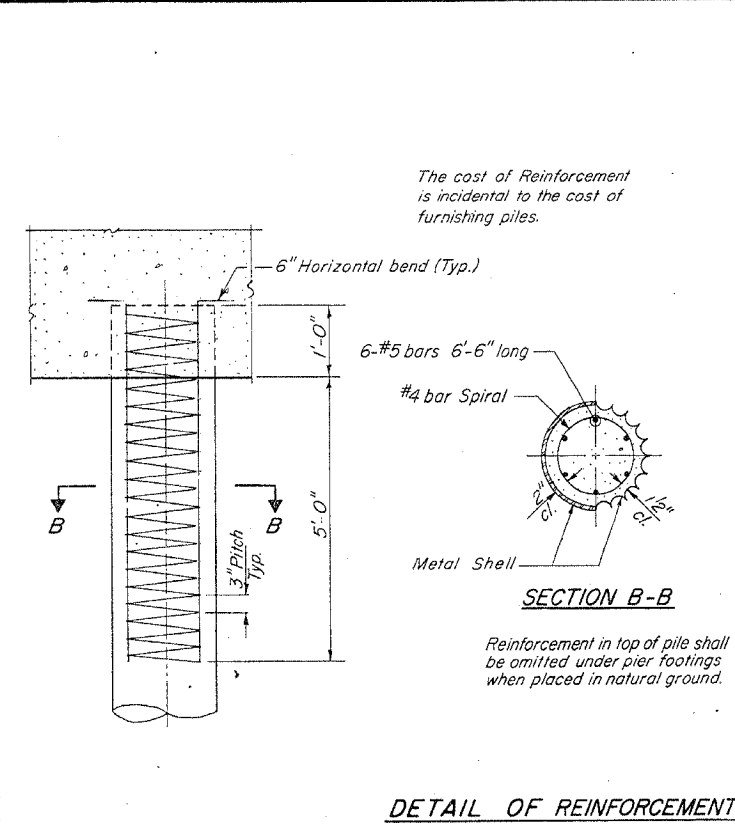
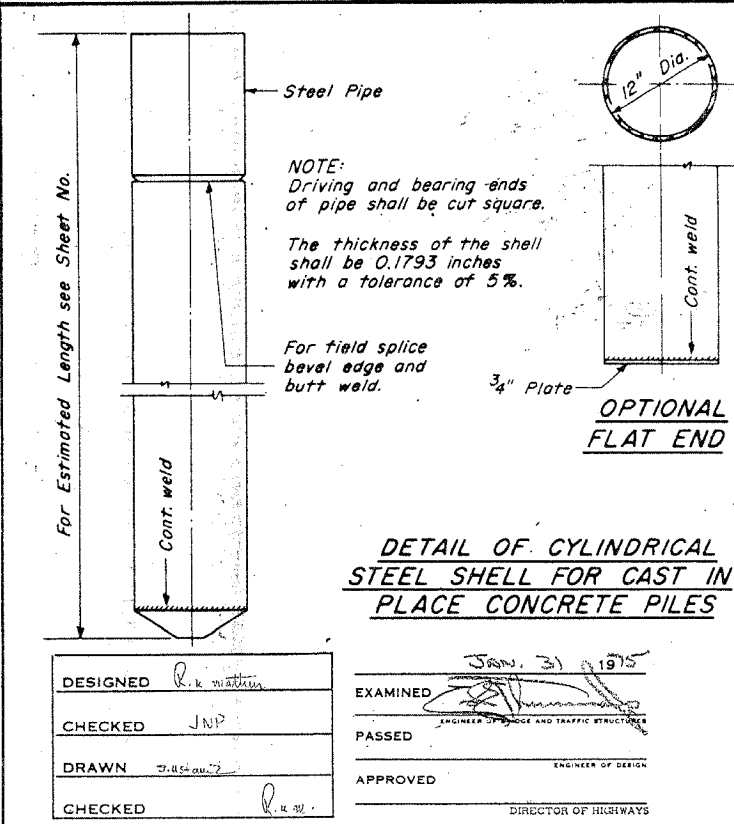
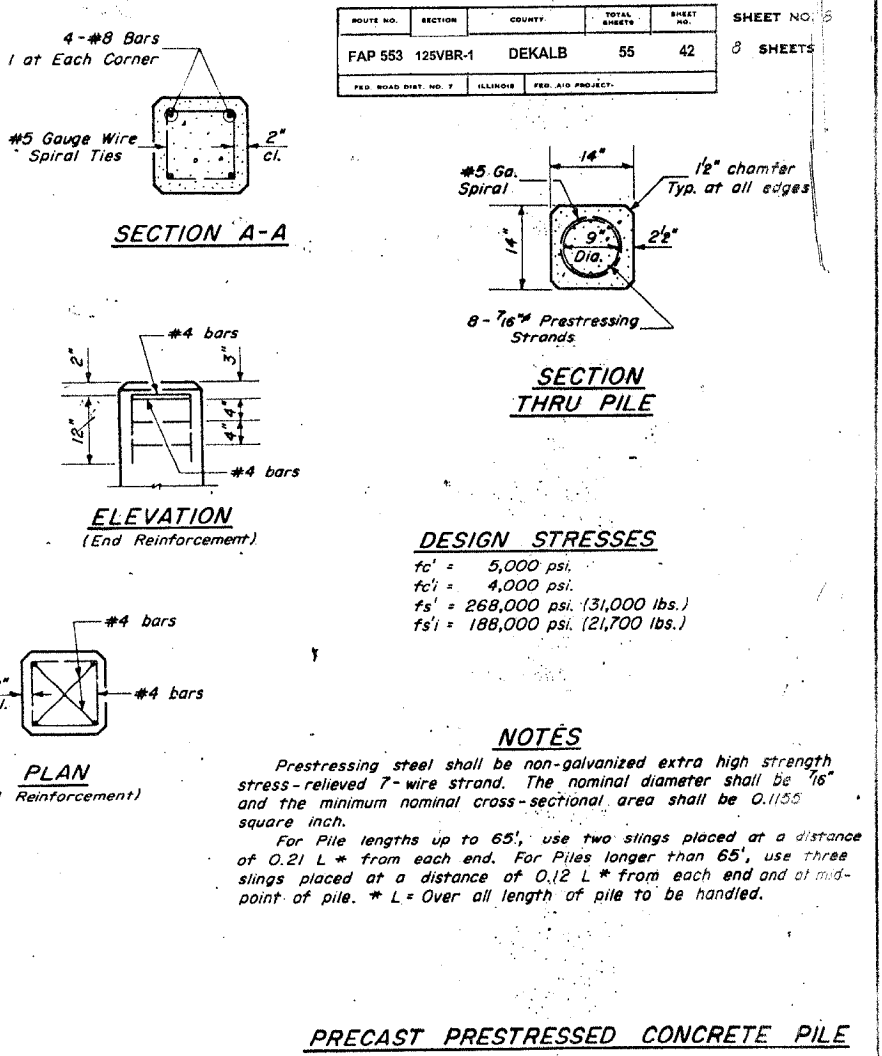
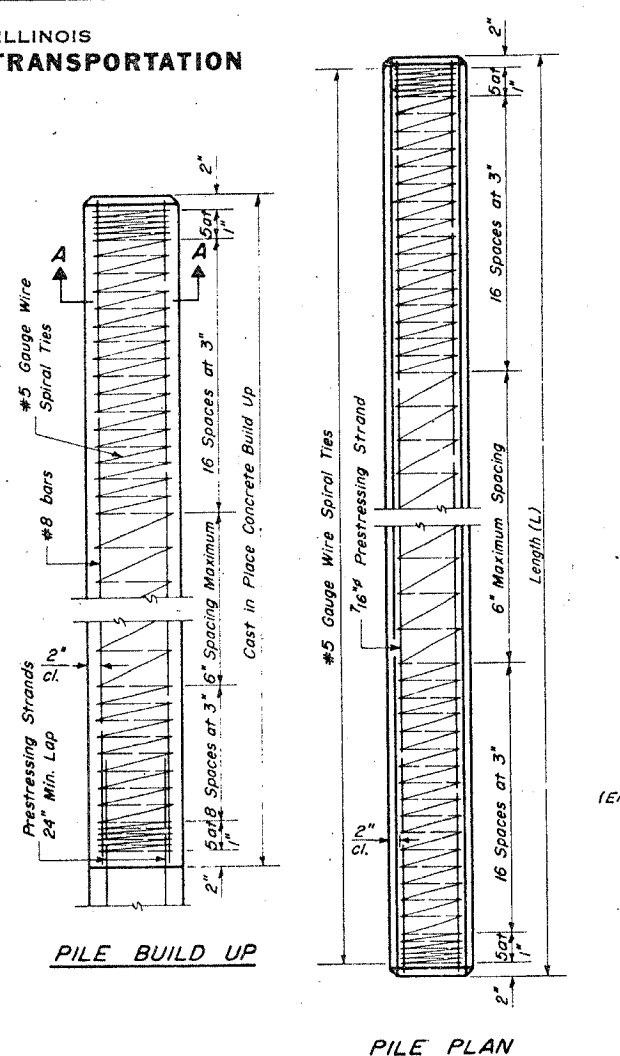
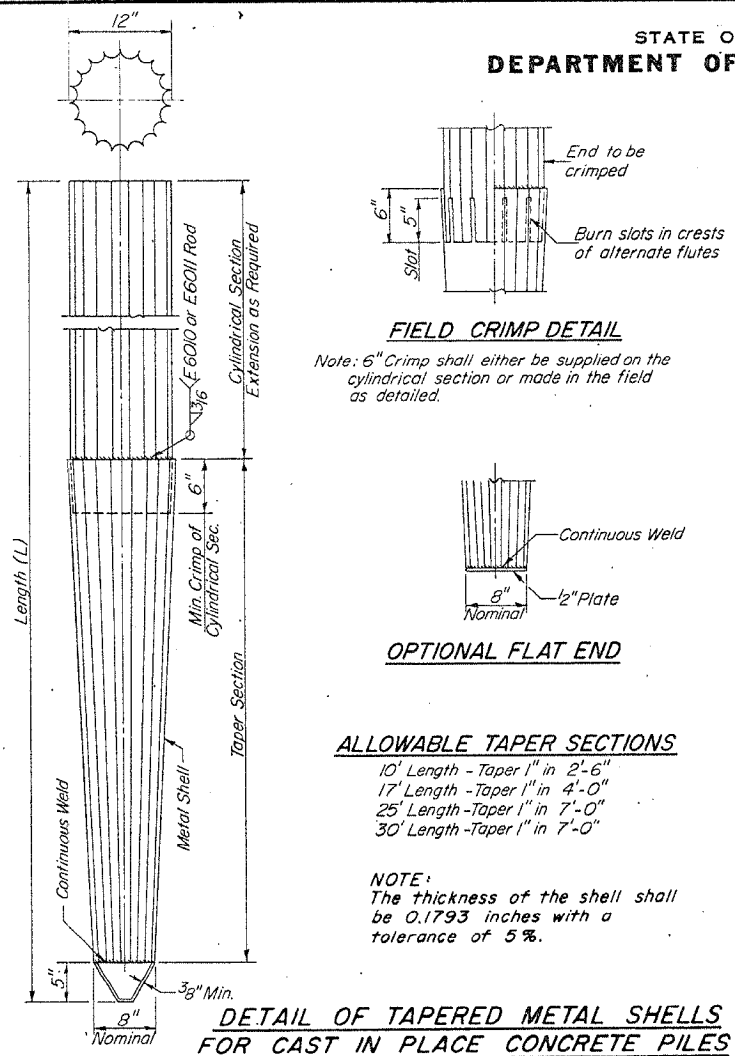
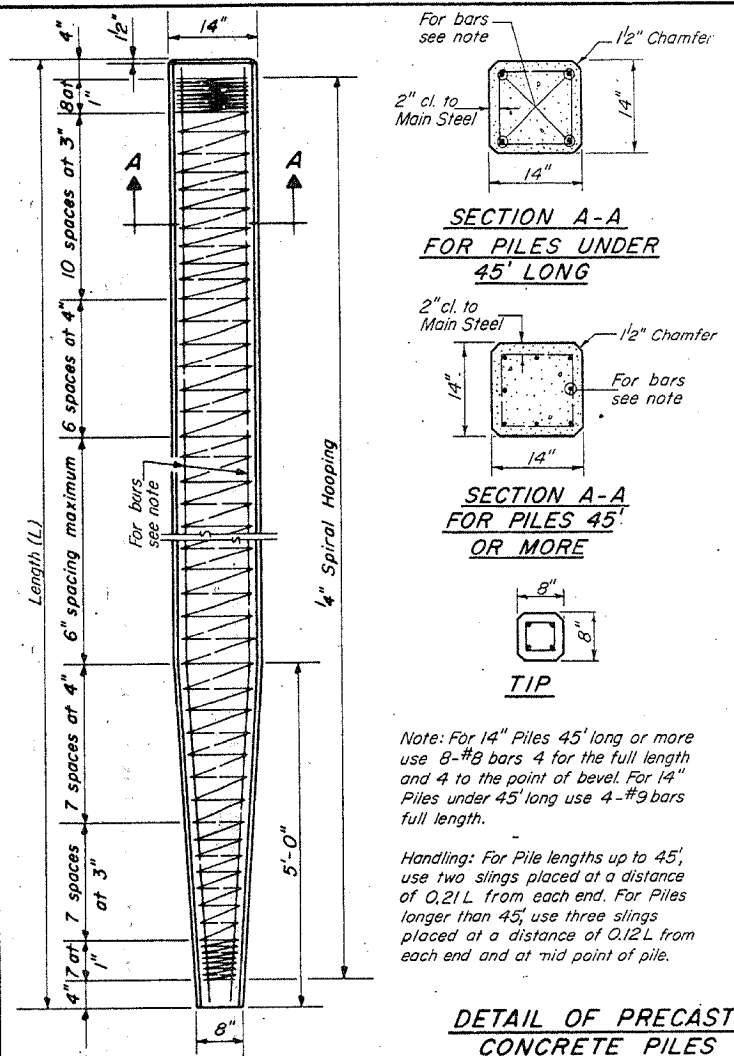
EXAMINED	Jan. 31 1975
PASSED	
APPROVED	
DIRECTOR OF HIGHWAYS	

* FOR INFORMATION ONLY

PIERS 1 & 2
S.B.I. RT. 72 SEC. 125 VBR
DEKALB CO.
STA. 259+79.17

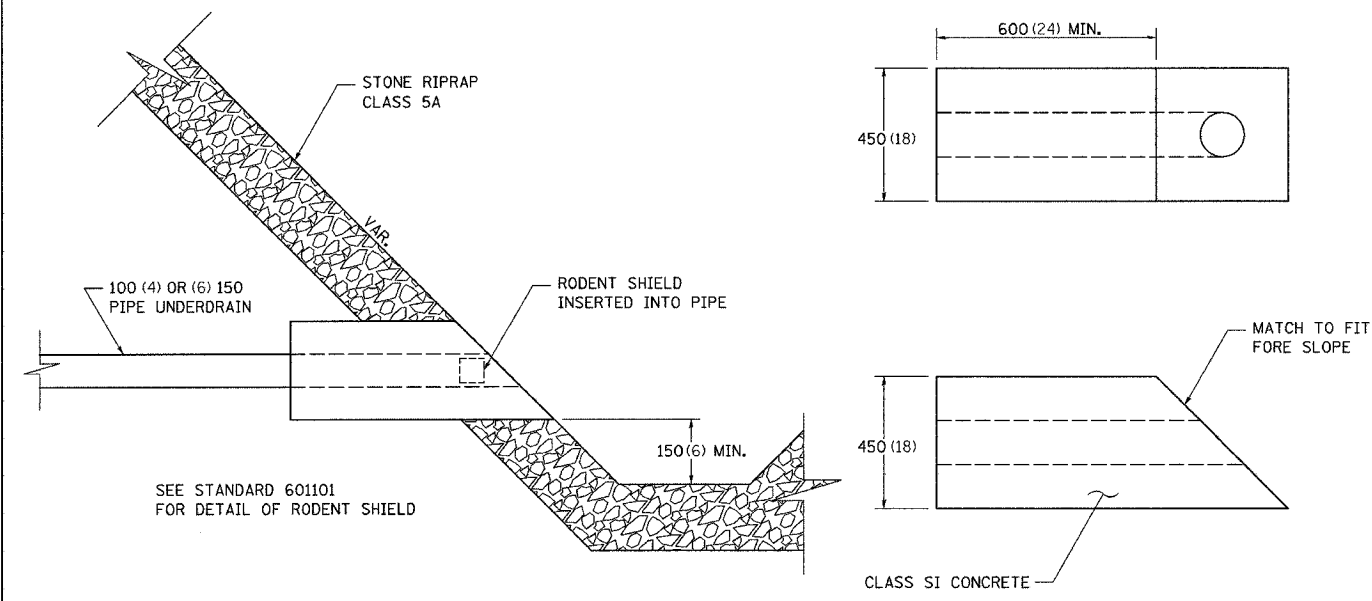
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNT	TOTAL SHEETS	SHEET NO.
FAP 553	125VBR-1	DEKALB	55	42
FED. ROAD DIST. NO. 7		ILLINOIS	SHEETS	



CONTRACT NO. 64858			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
553	125VBR-1	DEKALB	55
STA.	TO STA.		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			

CONCRETE HEADWALLS FOR PIPE DRAINS

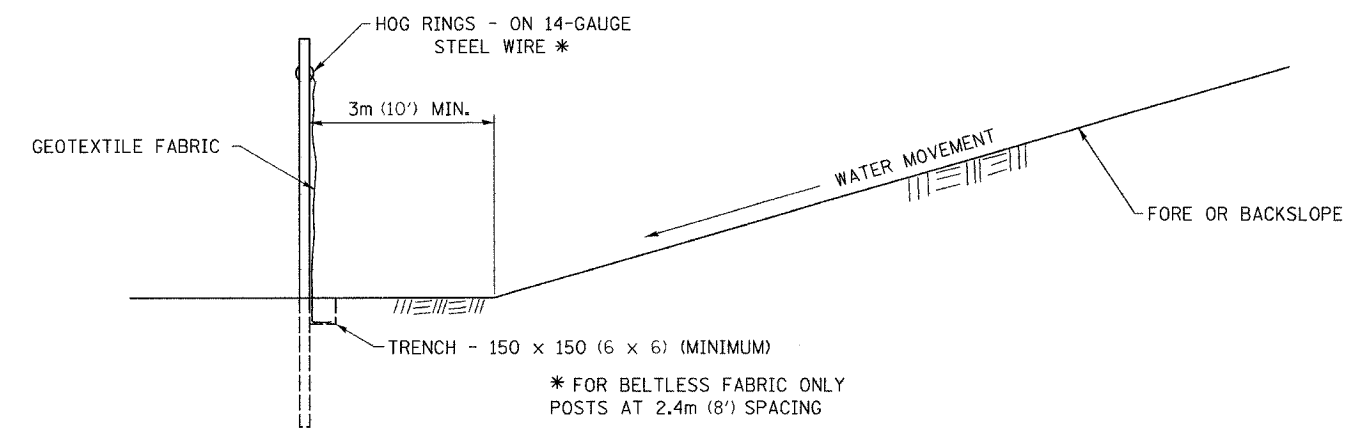
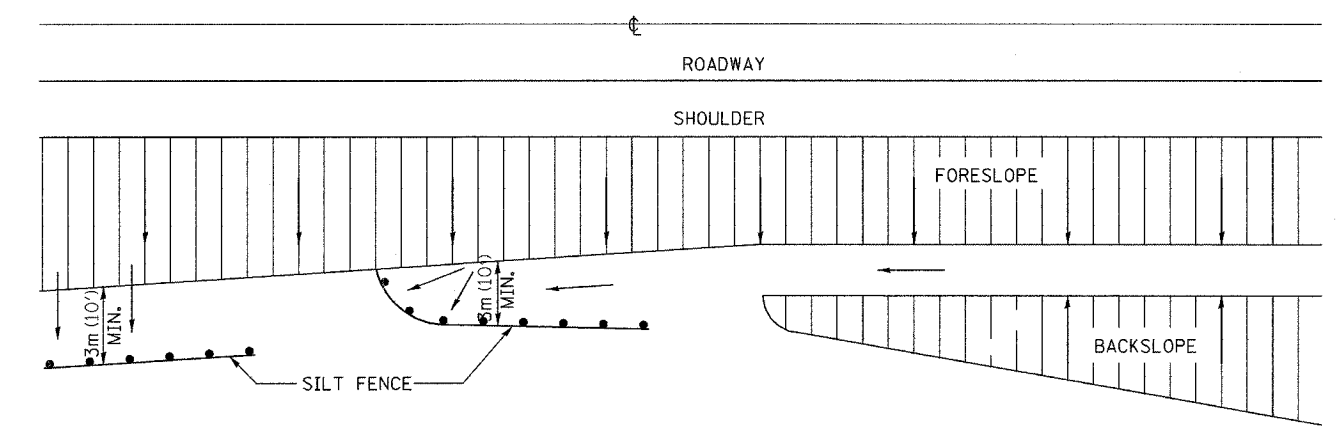


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

CONCRETE HEADWALLS FOR PIPE DRAINS 27.4

REVISED 10-15-04

EROSION CONTROL DETAILS FOR SILT FENCE



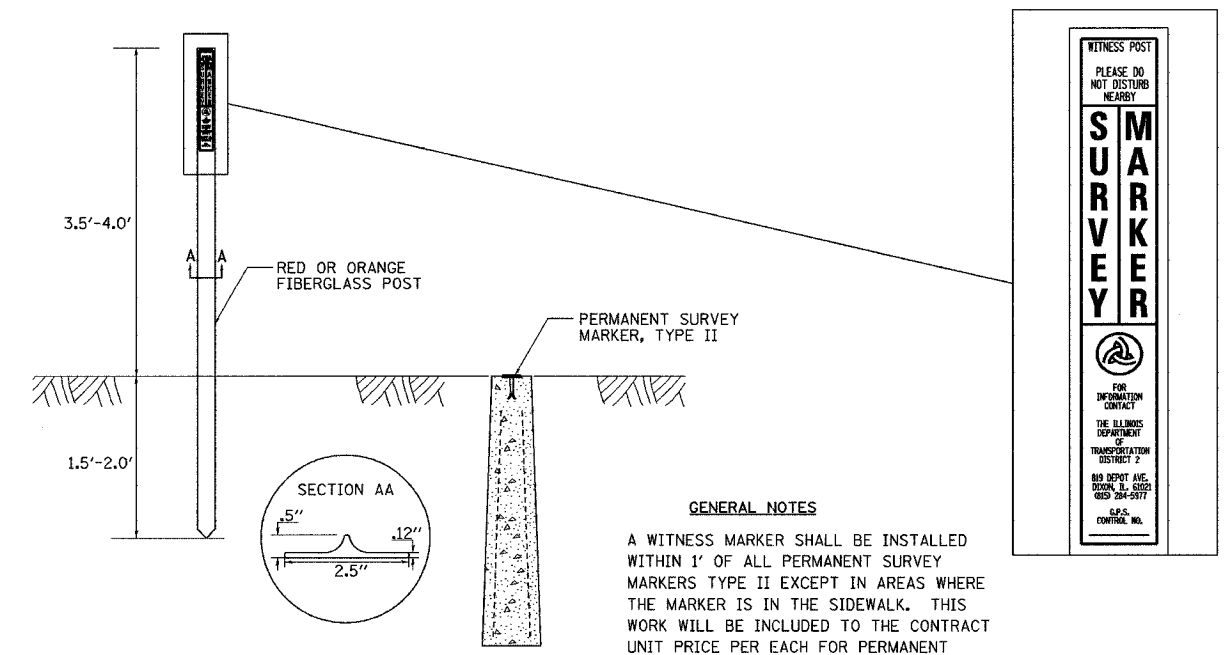
DETAILS OF SILT FENCE

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

EROSION CONTROL DETAILS FOR SILT FENCE 29.2

REVISED 10-22-01

WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II



GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

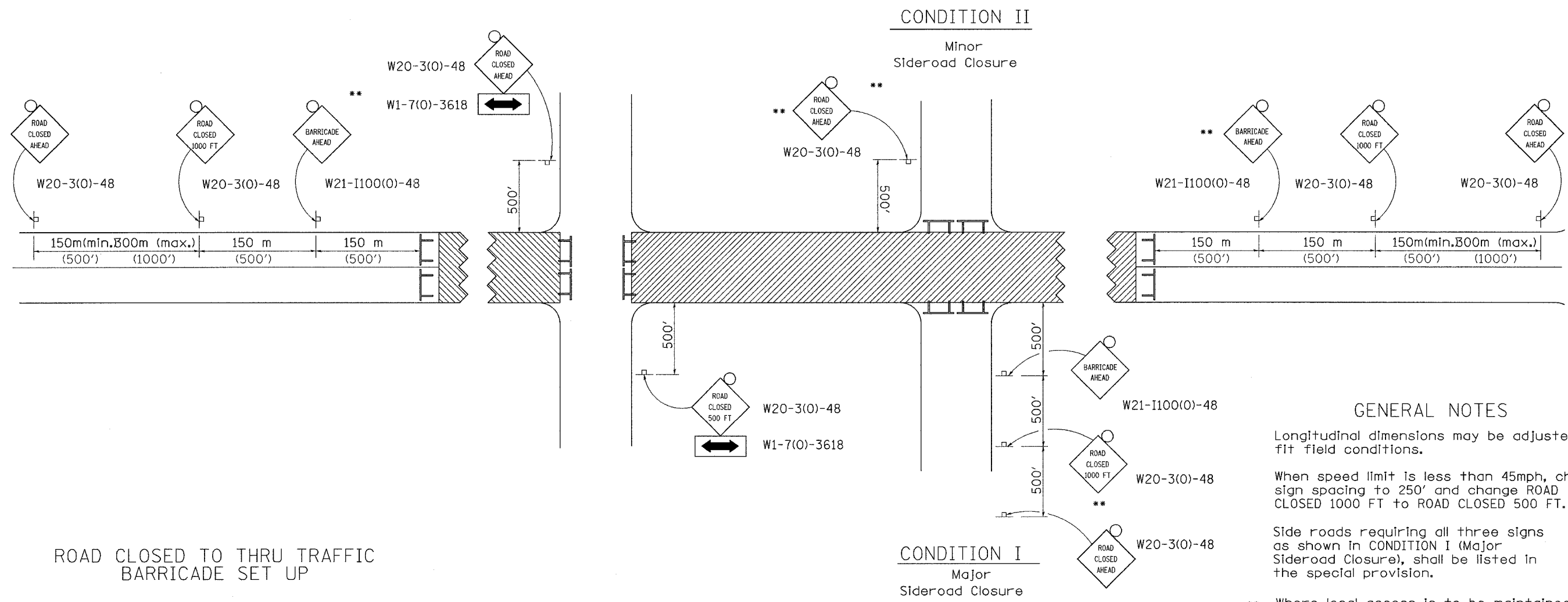
WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II 38.4

REVISED 1-31-00

PLOT DATE =
FILE NAME =
PLOT SCALE =
REFERENCE =

CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	44
STA.		TO STA.		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

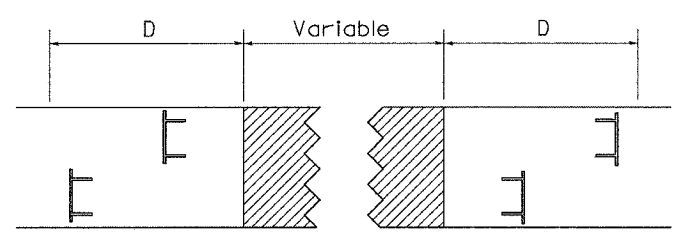
TRAFFIC CONTROL FOR ROAD CLOSURE



GENERAL NOTES

- Longitudinal dimensions may be adjusted to fit field conditions.
- When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.
- Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.
- ** Where local access is to be maintained, barricades are to be set up as shown in Road Closed to thru traffic.
- Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 702001.

ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To All Thru Traffic" detail on Highway Standard 702001. If the distance "D" exceeds 600 m (2000') an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

SYMBOLS

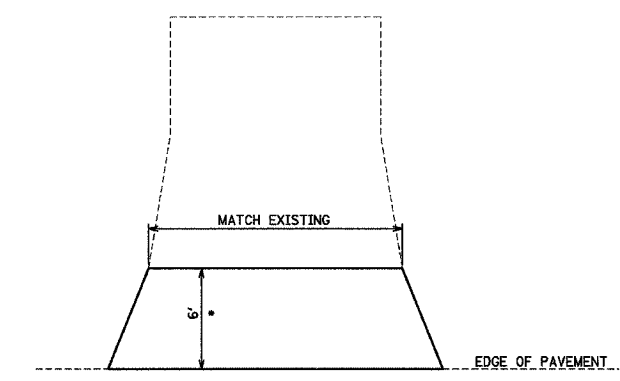
- Work area
- Type III Barricade with Flashers
- Sign with flashing light

All dimensions are in millimeters (inches) unless otherwise shown.

TYPICAL APPLICATION FOR ROAD CLOSURE

PLOT DATE = #DATE#
 FILE NAME = #FILE#
 PLOT SCALE = #SCALE#
 REFERENCE = #REF#

CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	45
STA.		TO STA.		
FED. ROAD DIST. NO. - ILLINOIS		FED. AID PROJECT		



- PLACE AGGREGATE SURFACE COURSE, TYPE B AT AGGREGATE ENTRANCE
- BITUMINOUS SURFACE REMOVAL - BUTT JOINT AND INCIDENTAL SURFACING AT BITUMINOUS ENTRANCES.

TOWNSHIP ROAD ENTRANCE DETAIL
(13 AGGREGATE ENTRANCES/ 3 BITUMINOUS ENTRANCES)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS
 FAP 553 (IL 72)
 SECTION 125VBR-1
 DEKALB COUNTY

SCALE: VERT. _____
 HORIZ. _____
 DATE 11/05

DRAWN BY NET
 CHECKED BY JKC

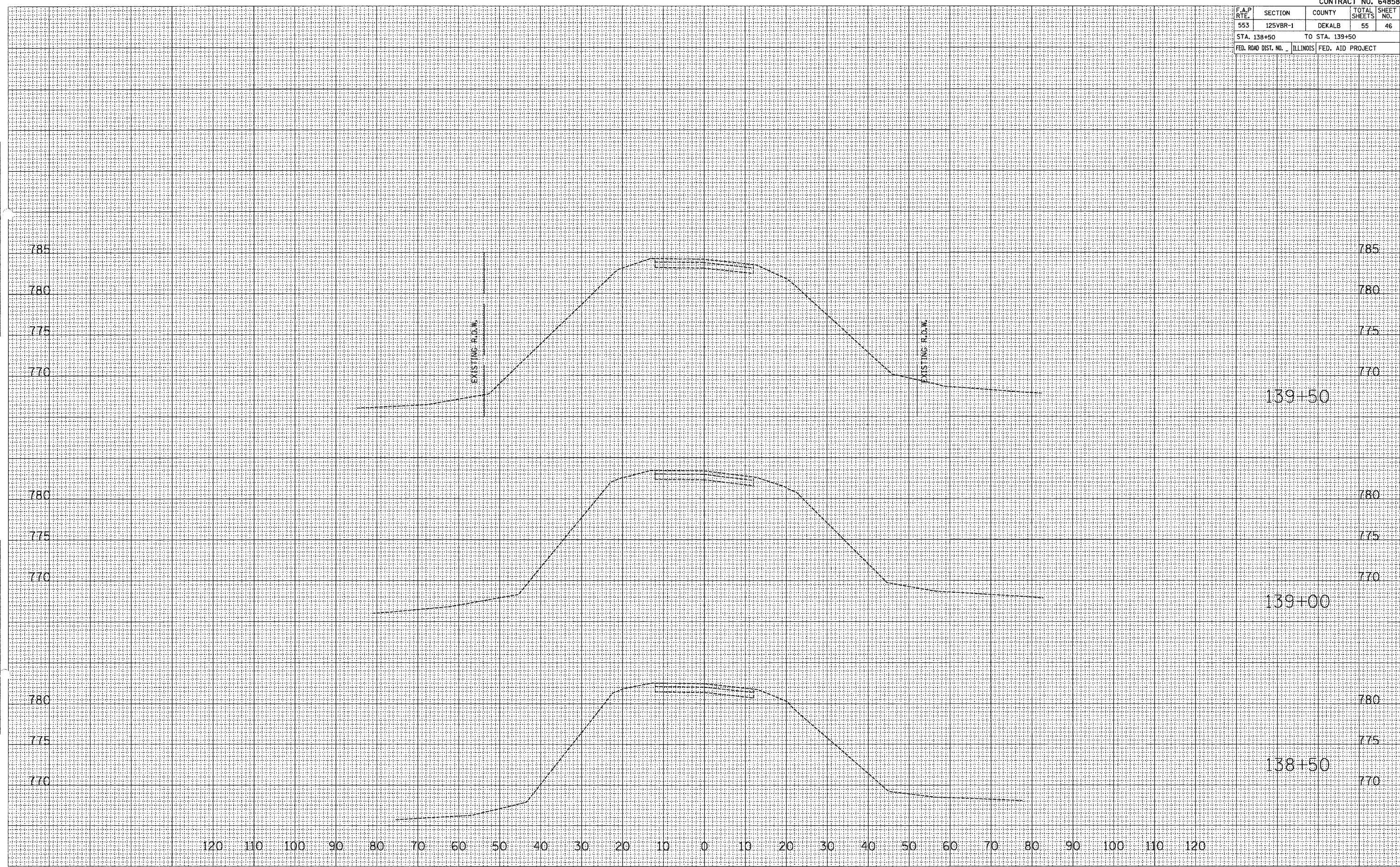
PLOT DATE = 12/05
 FILE NAME = DETAIL
 PLOT SCALE = NONE
 USER NAME = CHRIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	46
STA. 138+50		TO STA. 139+50		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SURVEY SURVEYED
PLOTTED
NOTE BOOK
NO.

SURVEY SURVEYED
PLOTTED
NOTE BOOK
NO.

PLOT DATE = 12/85
FILE NAME = XSRAT
PLOT SCALE = 1" = 20'
USER NAME = CHAMIS

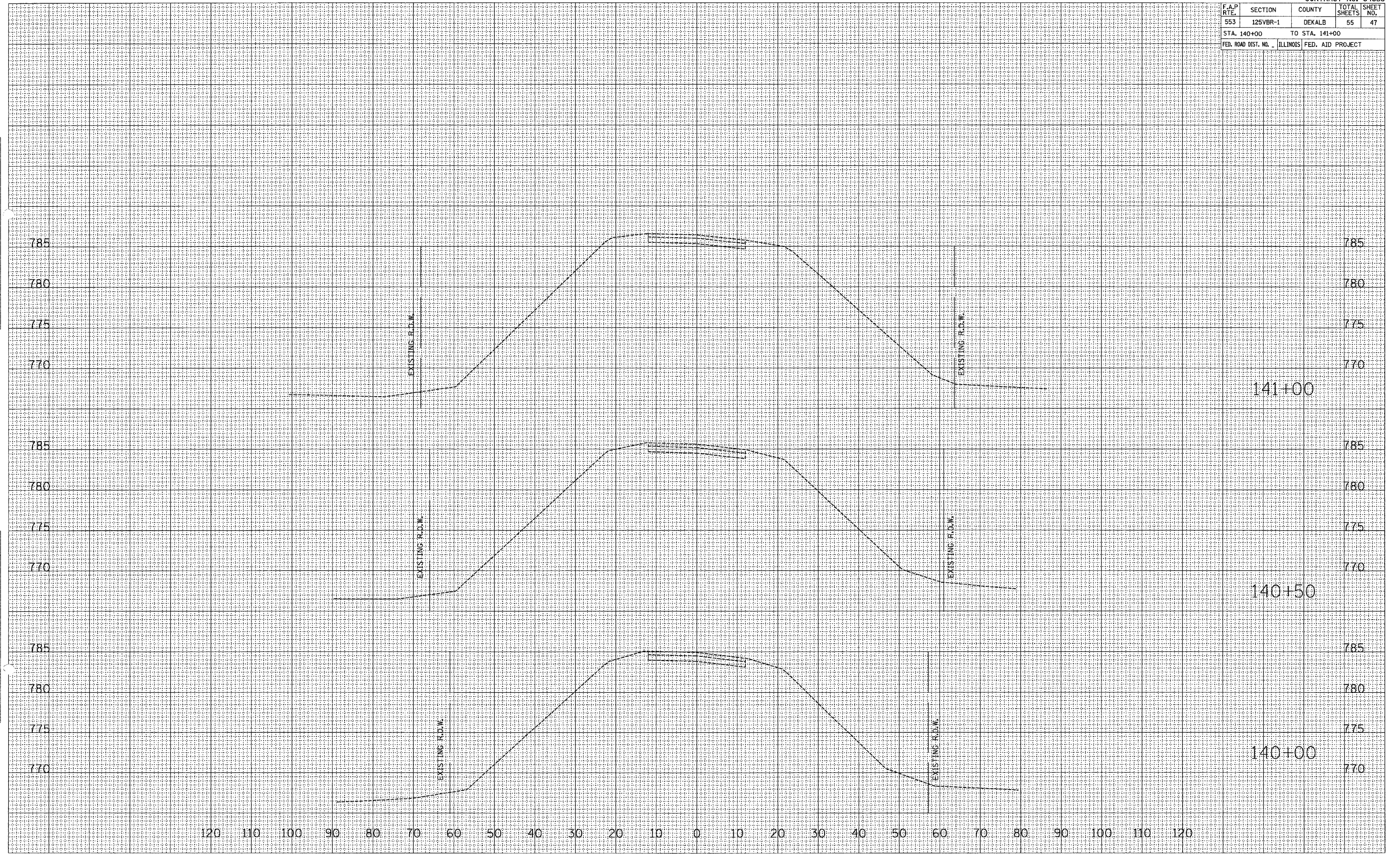


CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	47
STA. 140+00		TO STA. 141+00		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

DATE	LAG
LAG	LAG
LAG	LAG
LAG	LAG

SURVEY	PLOTTED
NOTE BOOK	TEMPLATE
NO.	AREAS CHECKED

DATE	SCALE
SCALE	SCALE
SCALE	SCALE
SCALE	SCALE

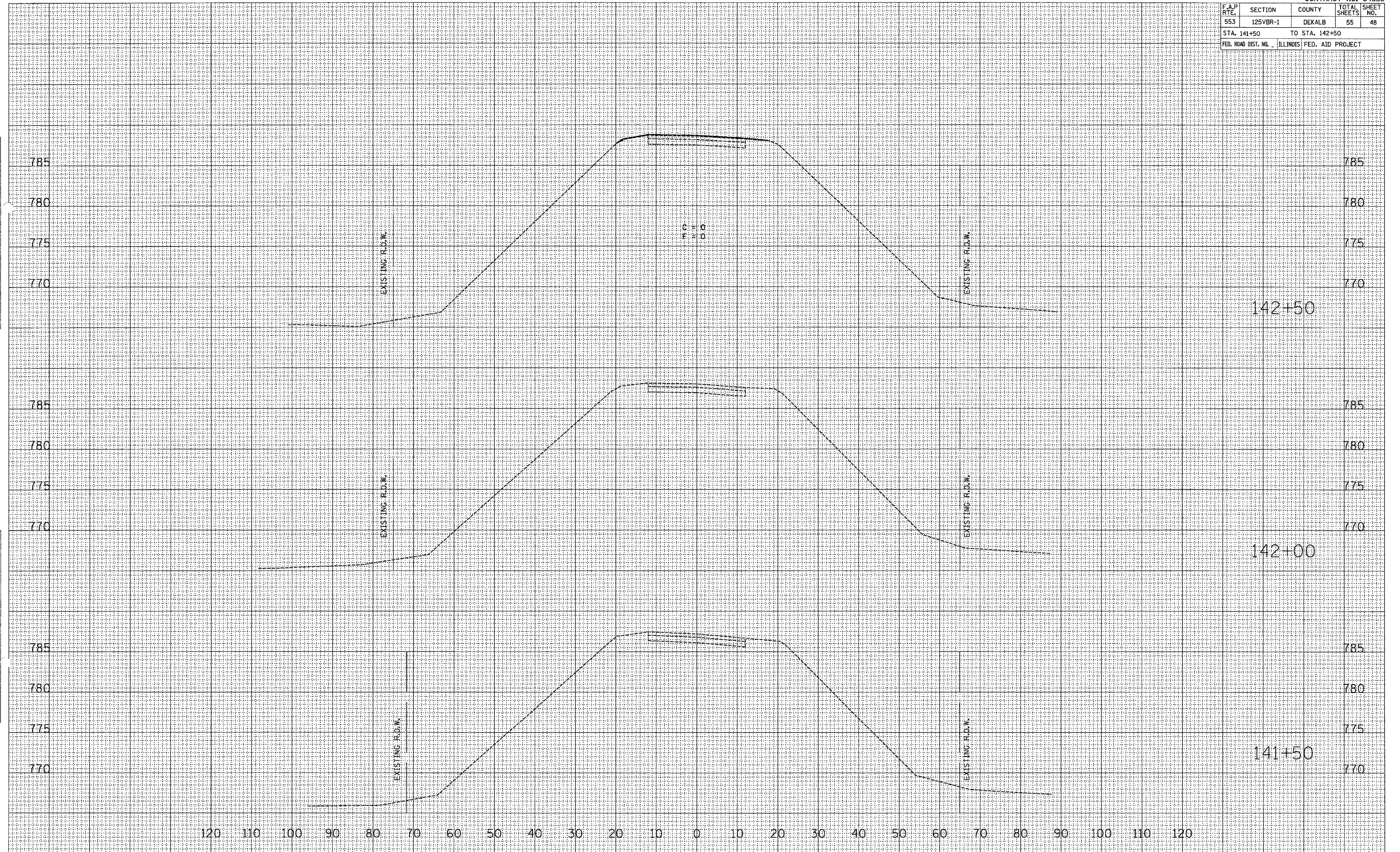


CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	48
STA. 141+50		TO STA. 142+50		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DESIGNED	SURVEYED
LAG	LAG
ARR	ARR
LAG	LAG
NO.	NO.

DESIGNED	SURVEYED
LAG	LAG
ARR	ARR
LAG	LAG
NO.	NO.

DESIGNED	SURVEYED
LAG	LAG
ARR	ARR
LAG	LAG
NO.	NO.

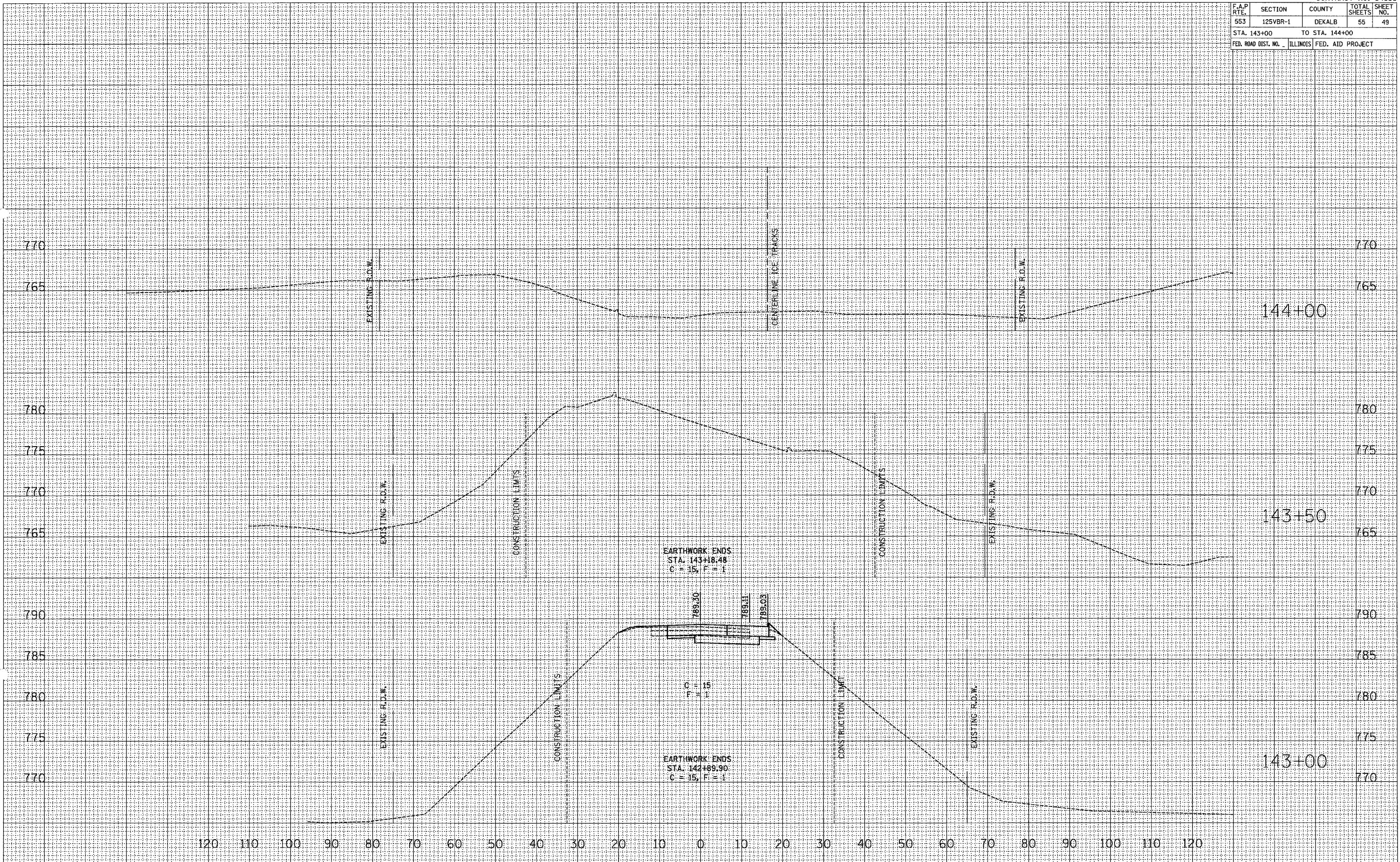


CONTRACT NO. 64858			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
553	125VBR-1	DEKALB	55 49
STA. 143+00		TO STA. 144+00	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

DATE	BY	CHKD.

DATE	BY	CHKD.

PLOT DATE = 12/05
 PLOT SCALE = 1" = 20'
 USER NAME = CHANS

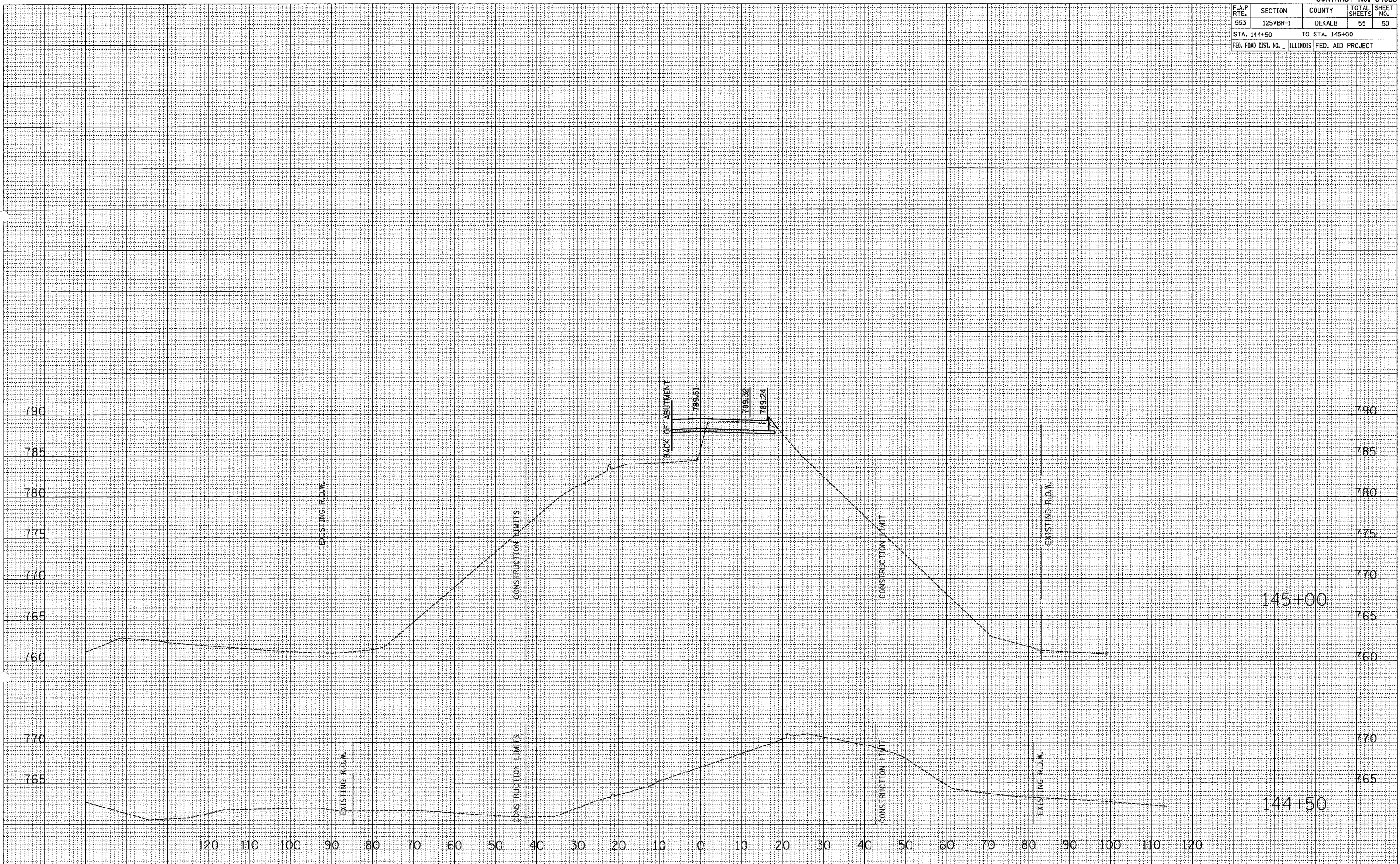


CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	50
STA. 144+50		TO STA. 145+00		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

DESIGNED	SURVEY	SURVEYED
LAG	NO. _____	DATE _____
DATE _____	NO. _____	DATE _____
DATE _____	NO. _____	DATE _____
DATE _____	NO. _____	DATE _____

DESIGNED	SURVEY	SURVEYED
LAG	NO. _____	DATE _____
DATE _____	NO. _____	DATE _____
DATE _____	NO. _____	DATE _____
DATE _____	NO. _____	DATE _____

PLOT DATE = 12/05
 PLOT SCALE = 1" = 20'
 USER NAME = CHANG

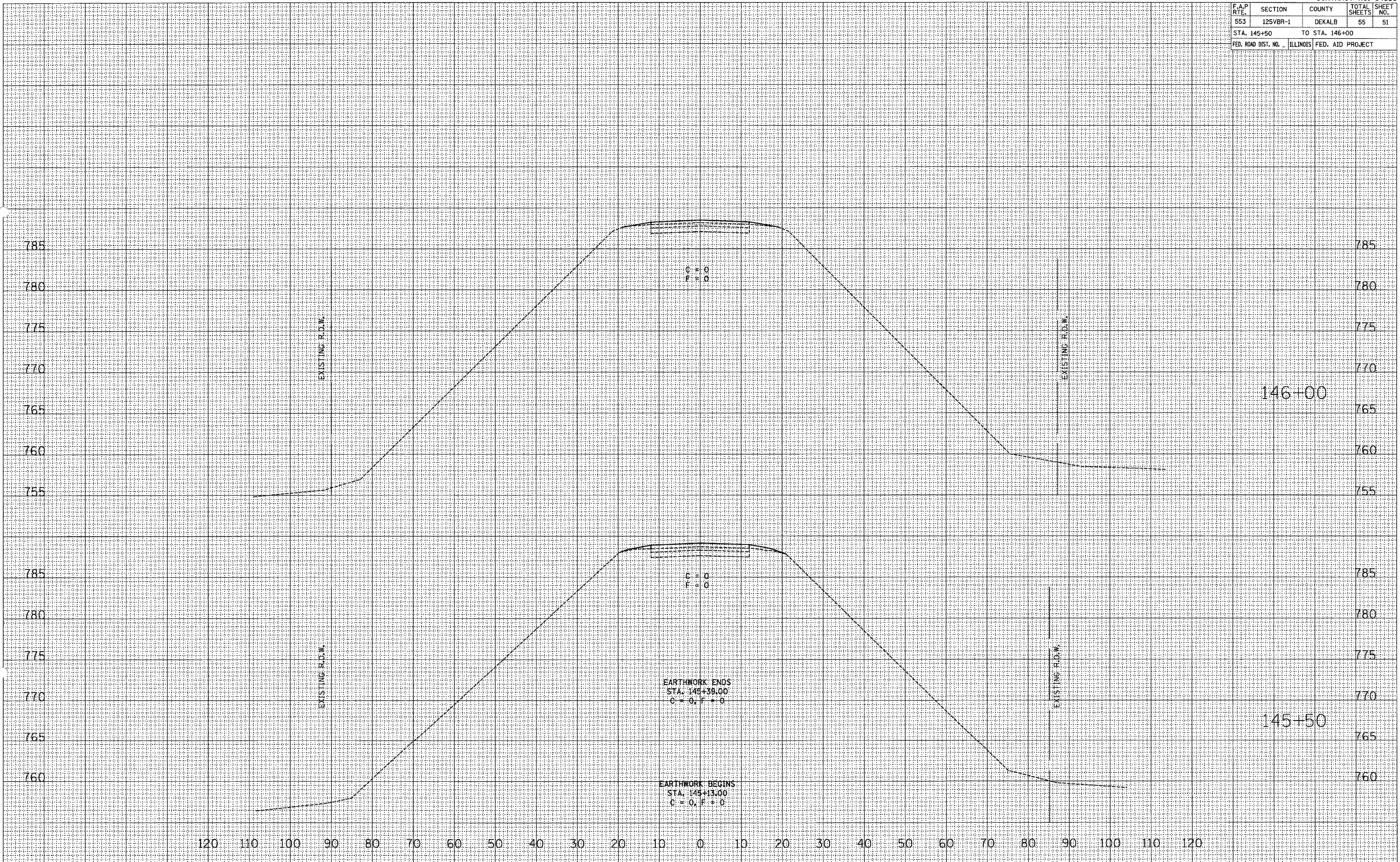


CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	51
STA. 145+50		TO STA. 146+00		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 AREAS CHECKED _____

SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 AREAS CHECKED _____

PLOT DATE = 12/05
 PLOT SCALE = 1" = 20'
 USER NAME = CHANS

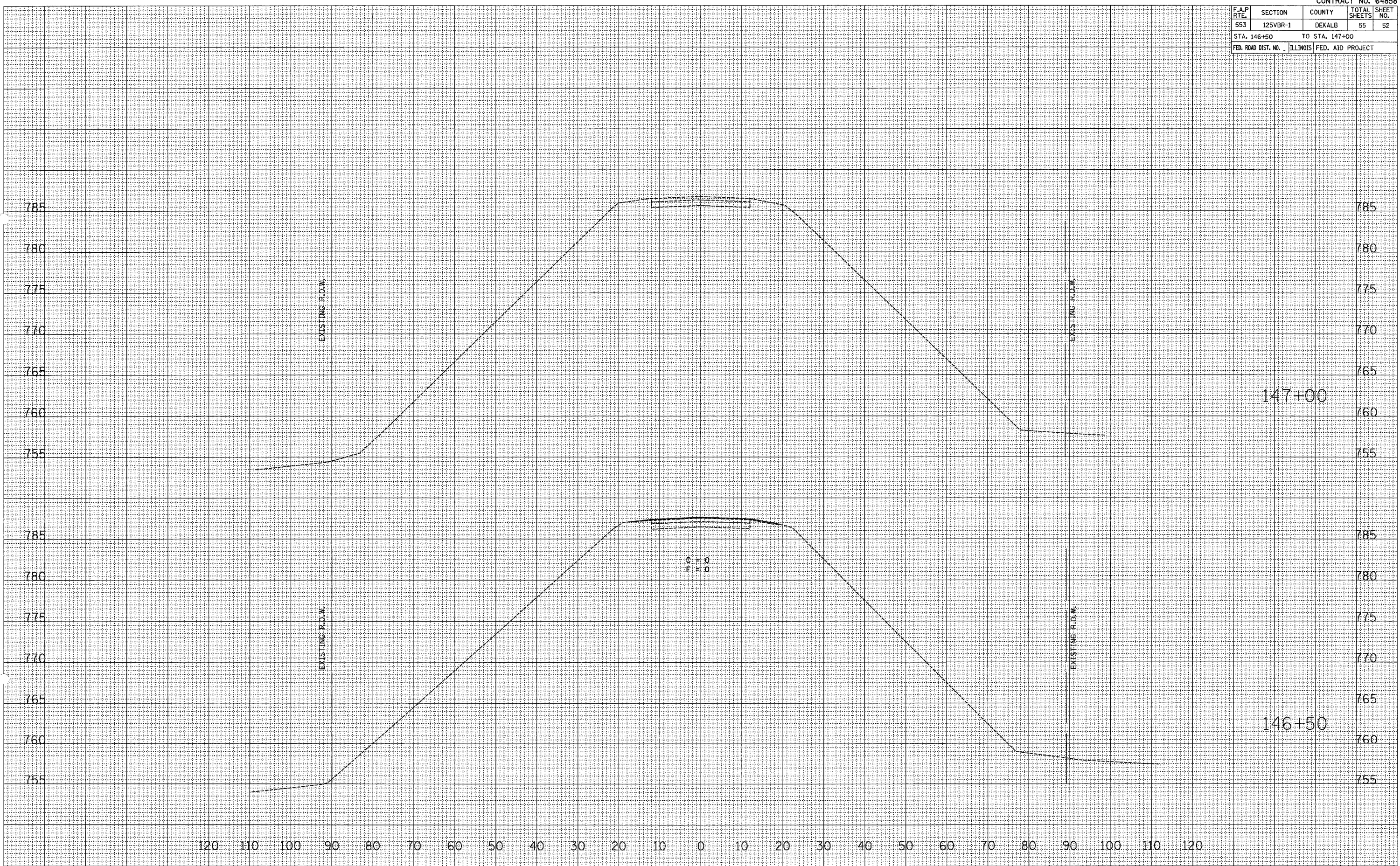


CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	52
STA. 146+50		TO STA. 147+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

UNIVERSITY	SURVEYED	LAG
NO.	NO.	NO.
NO.	NO.	NO.
NO.	NO.	NO.

UNIVERSITY	SURVEYED	LAG
NO.	NO.	NO.
NO.	NO.	NO.
NO.	NO.	NO.

PLOT DATE = 12/05
 PLOT NAME = 125VBR-1
 PLOT NUMBER = 52
 USER NAME = CHANS

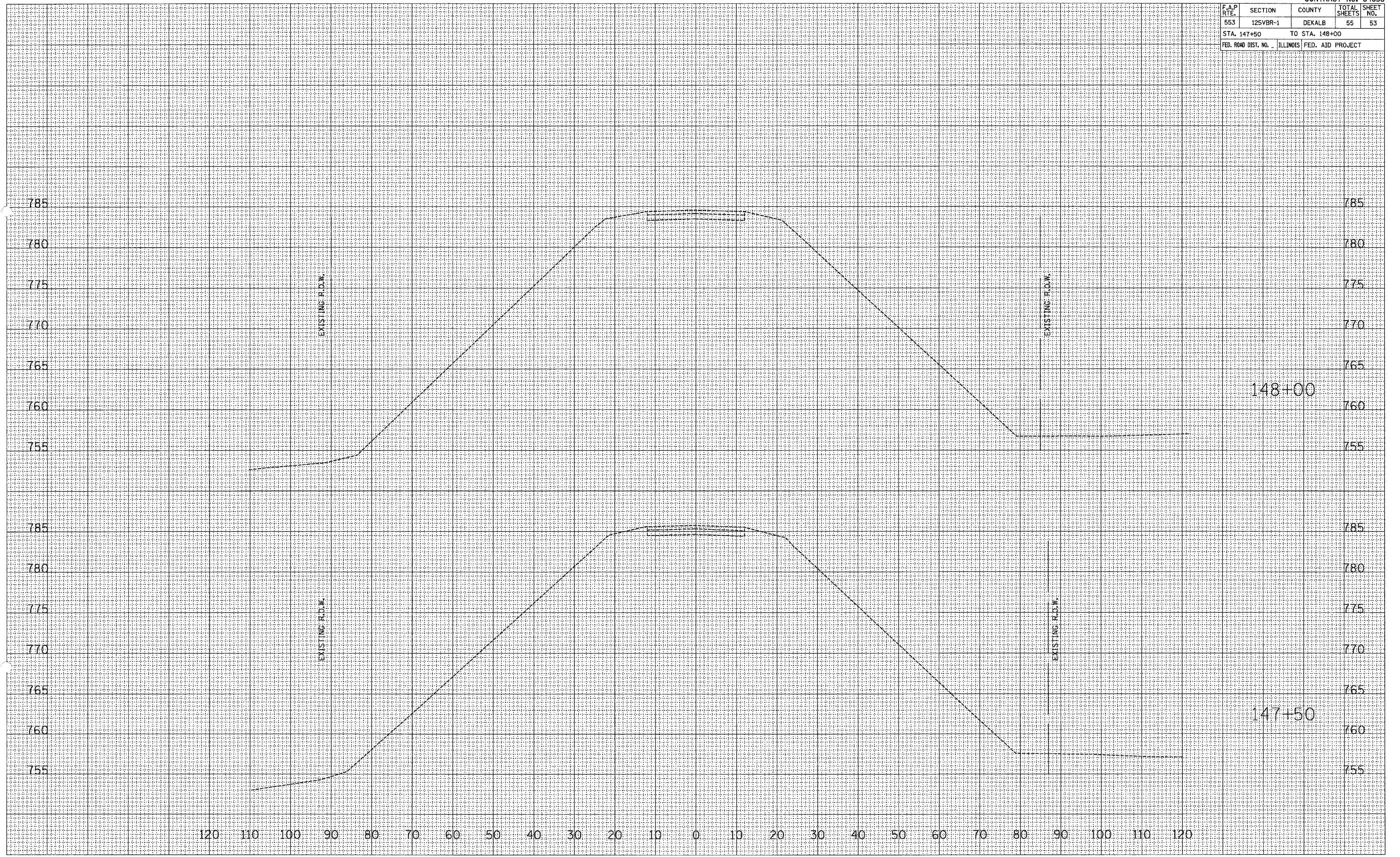


CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	53
STA. 147+50		TO STA. 148+00		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

CHARACTER	SURVEYED	PLOTTED	LAG	LAG
	NOTE BOOK	TEMPLATE	ARR	ARR
NO.		AREAS CHECKED		

CHARACTER	SURVEYED	PLOTTED	LAG	LAG
	NOTE BOOK	TEMPLATE	ARR	ARR
NO.		AREAS CHECKED		

PLOT DATE = 12/85
 PLOT SCALE = 1" = 20'
 USER NAME = CHANS

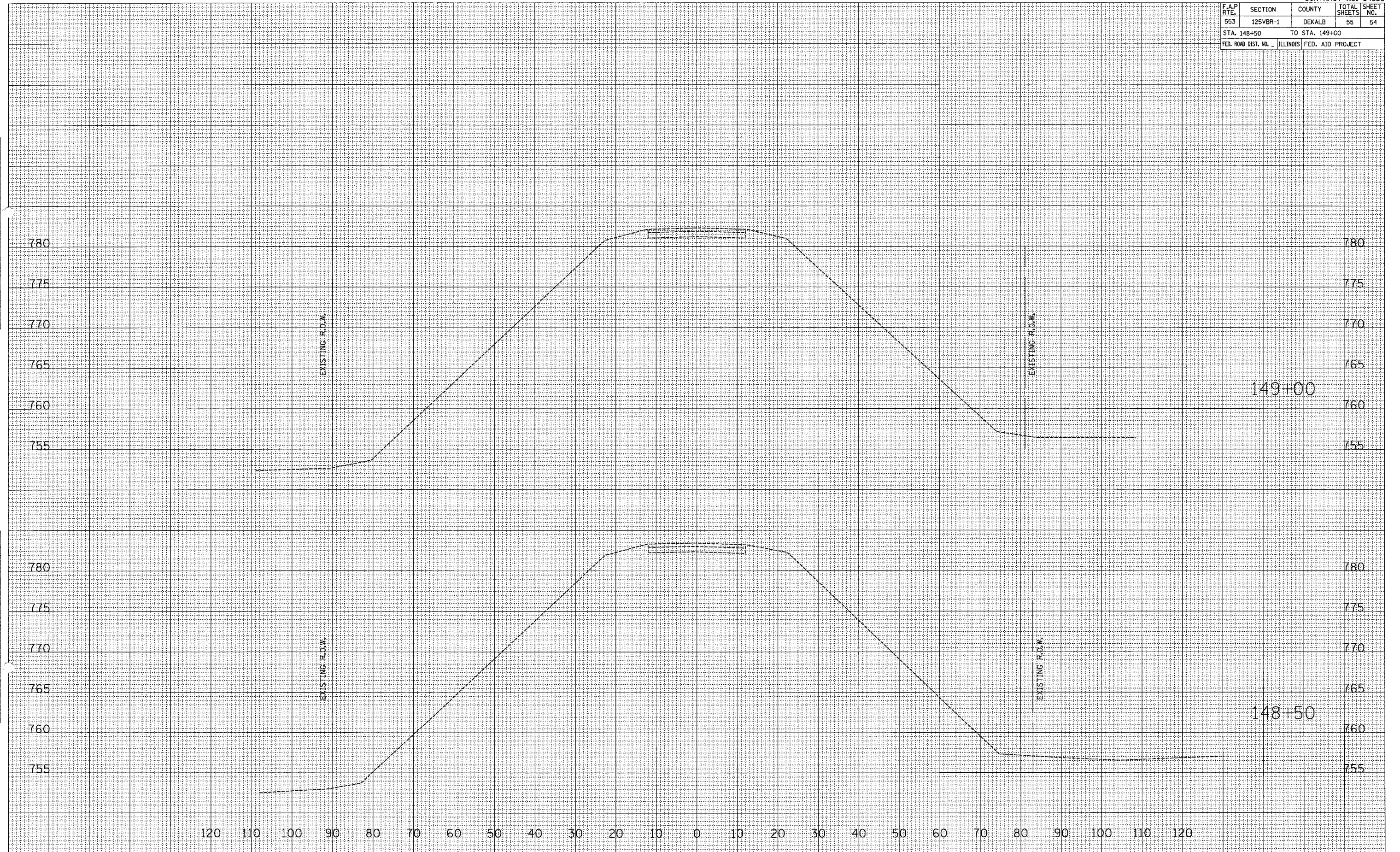


CONTRACT NO. 64858				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125VBR-1	DEKALB	55	54
STA. 148+50		TO STA. 149+00		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

DATE	BY	NO.

DATE	BY	NO.

PLOT DATE = 12/05
 PLOT BY = JSS/DM
 PLOT NO. = 12/05
 USER NAME = CHANS



CONTRACT NO. 64858			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
553	125VBR-1	DEKALB	55 55
STA. 149+50		TO STA. 150+00	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 AREAS CHECKED _____

SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 AREAS CHECKED _____

PLOT DATE = 2/2/85
 PLOT SCALE = 1" = 20'
 USER NAME = CHANS

