









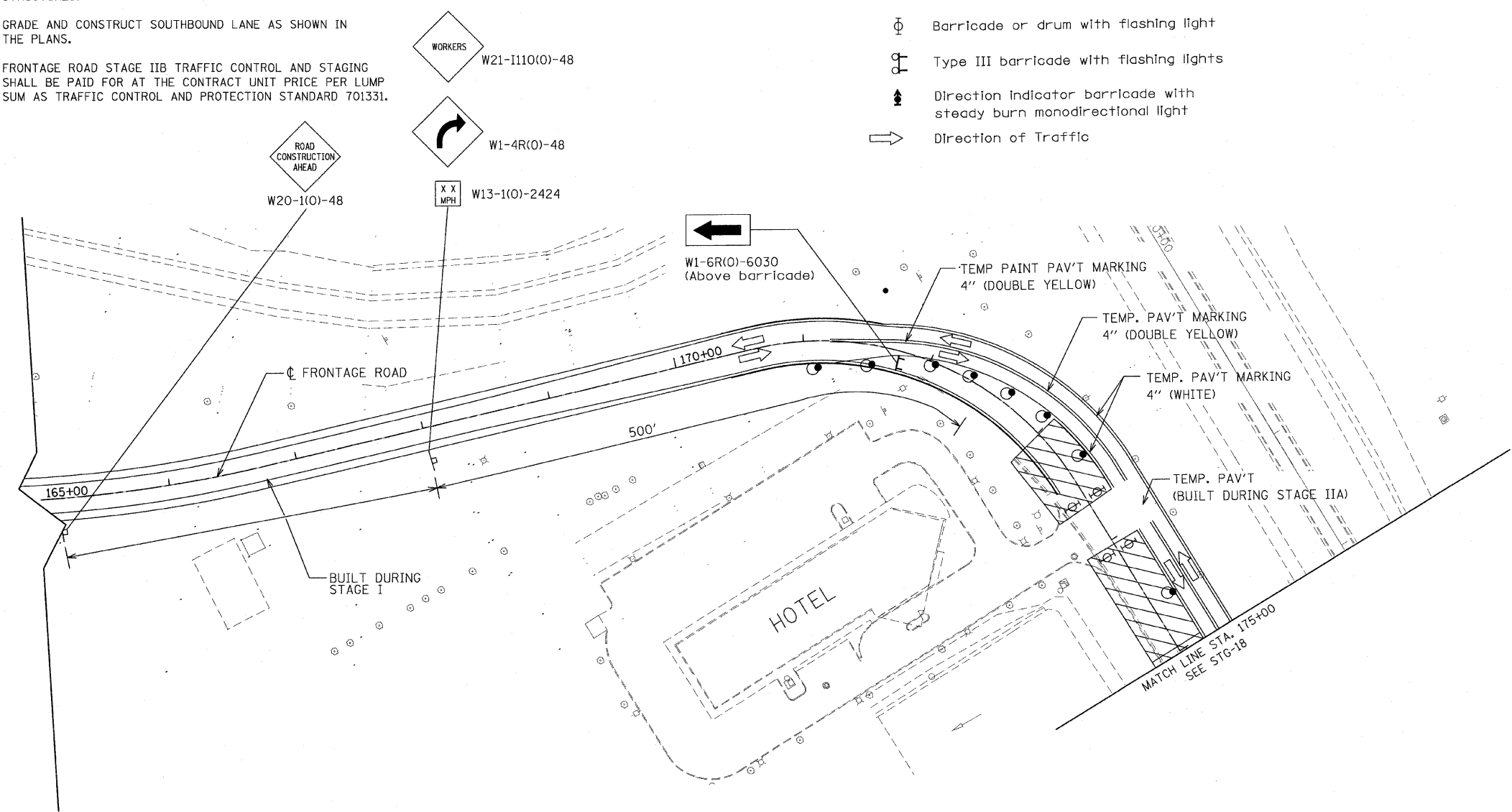
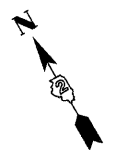
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	101
STA. 165+00	TO STA. 175+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02			STG-16 OF 23	
CONTRACT #64799				

STAGE IIB NOTES:

1. RELOCATE TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS AND SIGNAGE AS SHOWN ON PLANS AND STANDARDS.
2. SHIFT TRAFFIC TO TEMPORARY PAVEMENT AND FAR EAST LANE OF EXISTING PAVEMENT.
3. REMOVE EXISTING SOUTHBOUND PAVEMENT AND CURB & GUTTER.
4. INSTALL DRAINAGE STRUCTURES AS SHOWN IN THE PLANS. PROTECT EXISTING UNDERGROUND SANITARY SEWER AND STRUCTURES.
5. GRADE AND CONSTRUCT SOUTHBOUND LANE AS SHOWN IN THE PLANS.
6. FRONTAGE ROAD STAGE IIB TRAFFIC CONTROL AND STAGING SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM AS TRAFFIC CONTROL AND PROTECTION STANDARD 701331.

LEGEND

-  Work area
-  Drums with steady burning mono-directional lights at 50' C-C in tapers and 100' C-C in tangents
-  Sign on portable or permanent support
-  Flagger with traffic control sign
-  Barricade or drum with flashing light
-  Type III barricade with flashing lights
-  Direction Indicator barricade with steady burn monodirectional light
-  Direction of Traffic



STAGE IIB

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26

SUGGESTED TRAFFIC CONTROL AND STAGING PLANS
 FRONTAGE ROAD









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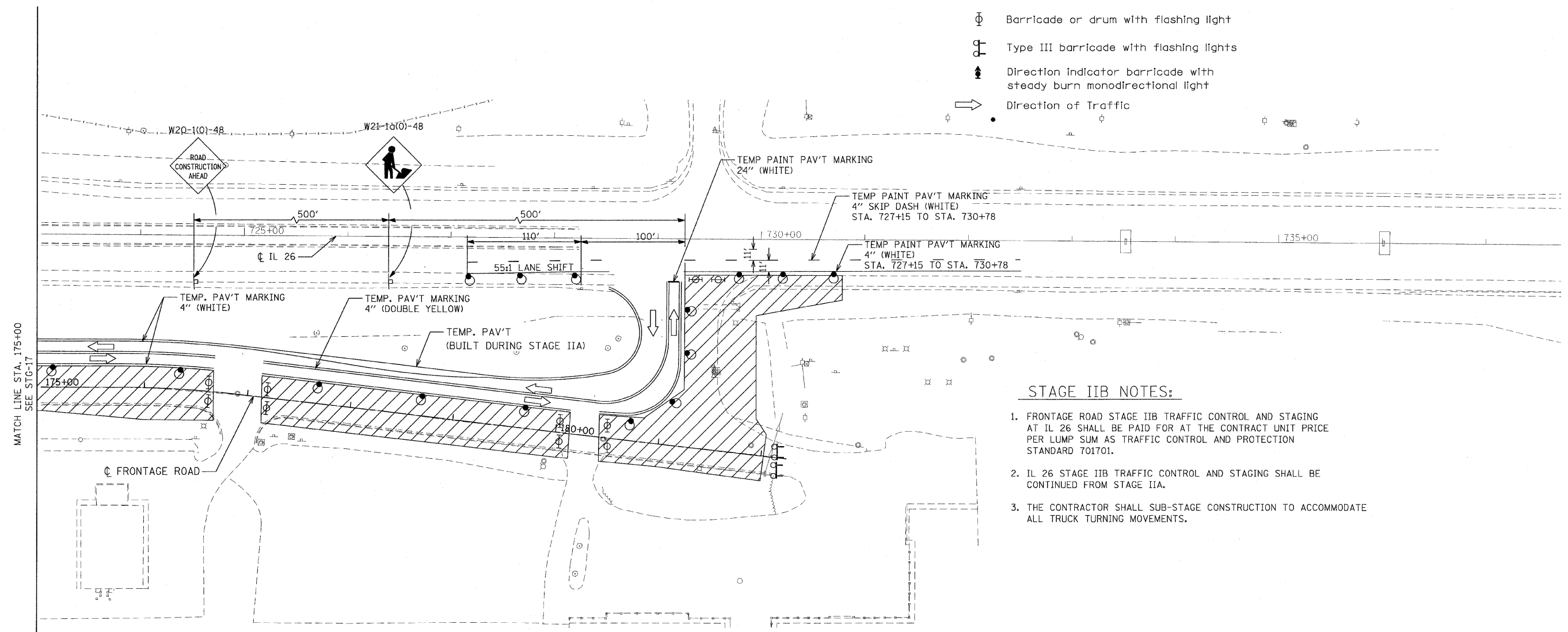
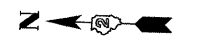
DRAWN BY SJV
 CHECKED BY RMH



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	102
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02				STG-17 OF 23
CONTRACT #64799				

LEGEND

-  Work area
-  Drums with steady burning mono-directional lights at 50' C-C in tapers and 100' C-C in tangents
-  Sign on portable or permanent support
-  Flagger with traffic control sign
-  Barricade or drum with flashing light
-  Type III barricade with flashing lights
-  Direction indicator barricade with steady burn monodirectional light
-  Direction of Traffic



STAGE IIB NOTES:

1. FRONTAGE ROAD STAGE IIB TRAFFIC CONTROL AND STAGING AT IL 26 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM AS TRAFFIC CONTROL AND PROTECTION STANDARD 701701.
2. IL 26 STAGE IIB TRAFFIC CONTROL AND STAGING SHALL BE CONTINUED FROM STAGE IIA.
3. THE CONTRACTOR SHALL SUB-STAGE CONSTRUCTION TO ACCOMMODATE ALL TRUCK TURNING MOVEMENTS.

MATCH LINE STA. 175+00 SEE STG-17

STAGE IIB

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26

**SUGGESTED TRAFFIC CONTROL AND STAGING PLANS
 FRONTAGE ROAD**

SCALE: 1"=50'
 DATE: 01-22-10

DRAWN BY SJV
 CHECKED BY RMH











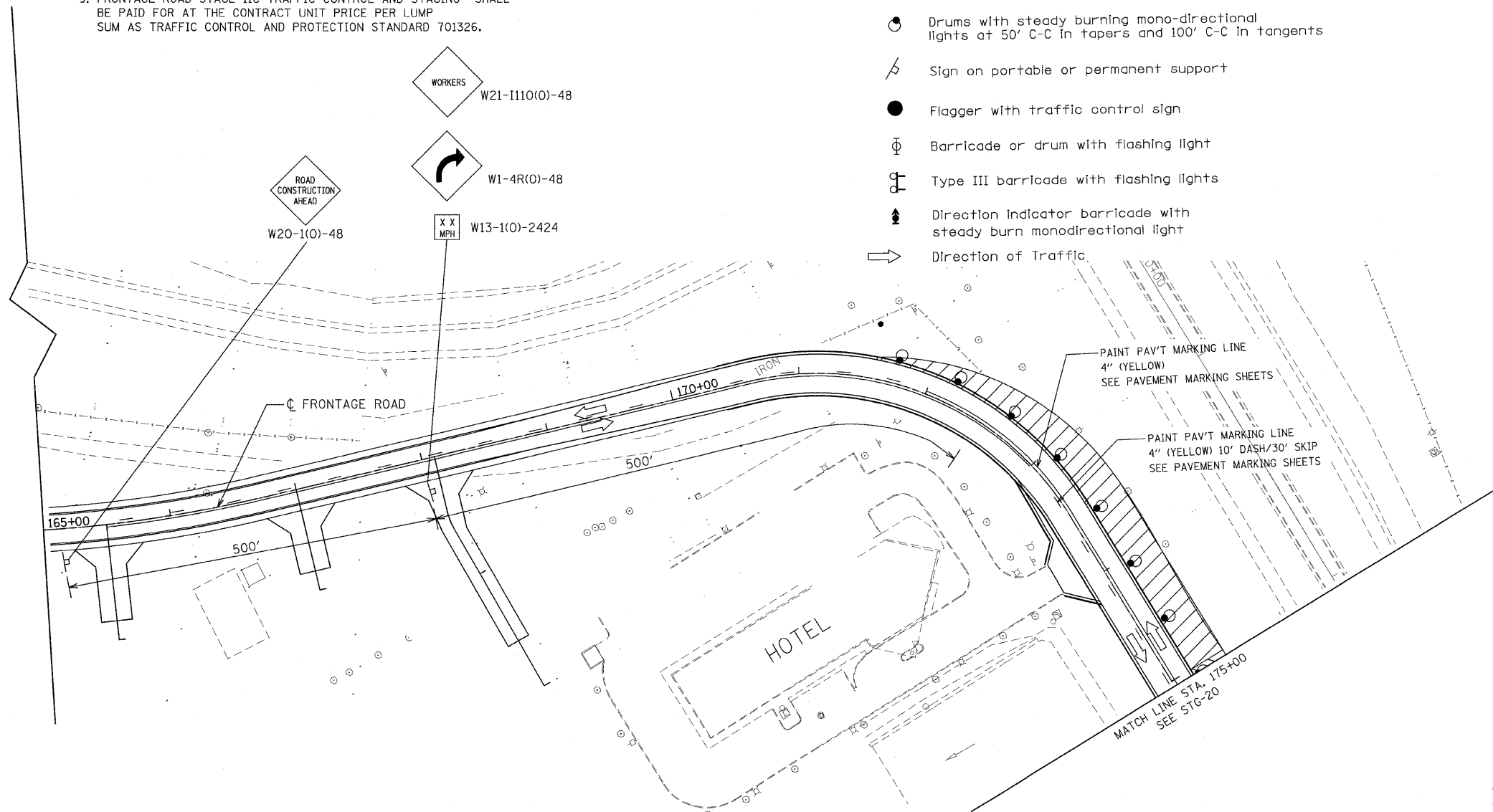
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	103
STA.	165+00	TO STA.	175+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02 CONTRACT #64799			STG-18 OF 23	

STAGE IIC NOTES:

1. RELOCATE TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS AND SIGNAGE AS SHOWN ON PLANS AND STANDARDS.
2. SHIFT SOUTHBOUND TRAFFIC TO NEW PAVEMENT.
3. SAWCUT AND REMOVE THE WEST 3' OF TEMPORARY PAVEMENT. REMOVE EXISTING NORTHBOUND PAVEMENT.
4. INSTALL DRAINAGE STRUCTURES AS SHOWN. PROTECT EXISTING UNDERGROUND SANITARY SEWER AND STRUCTURES.
5. GRADE AND CONSTRUCT NORTHBOUND LANE AS SHOWN.
6. INSTALL PERMANENT PAVEMENT MARKINGS ALONG FRONTAGE ROAD AS SHOWN.
7. SHIFT TRAFFIC TO PERMANENT PAVEMENT MARKINGS.
8. SAWCUT AND REMOVE THE REMAINING TEMPORARY PAVEMENT. GRADE THE AREA BETWEEN FRONTAGE ROAD AND THE BIKE PATH AS SHOWN. PAVE THE BIKE PATH.
9. FRONTAGE ROAD STAGE IIC TRAFFIC CONTROL AND STAGING SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM AS TRAFFIC CONTROL AND PROTECTION STANDARD 701326.

LEGEND

-  Work area
-  Drums with steady burning mono-directional lights at 50' C-C in tapers and 100' C-C in tangents
-  Sign on portable or permanent support
-  Flagger with traffic control sign
-  Barricade or drum with flashing light
-  Type III barricade with flashing lights
-  Direction indicator barricade with steady burn monodirectional light
-  Direction of Traffic.



STAGE IIC

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26

SUGGESTED TRAFFIC CONTROL
AND STAGING PLANS
FRONTAGE ROAD









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DATE: 01-22-10

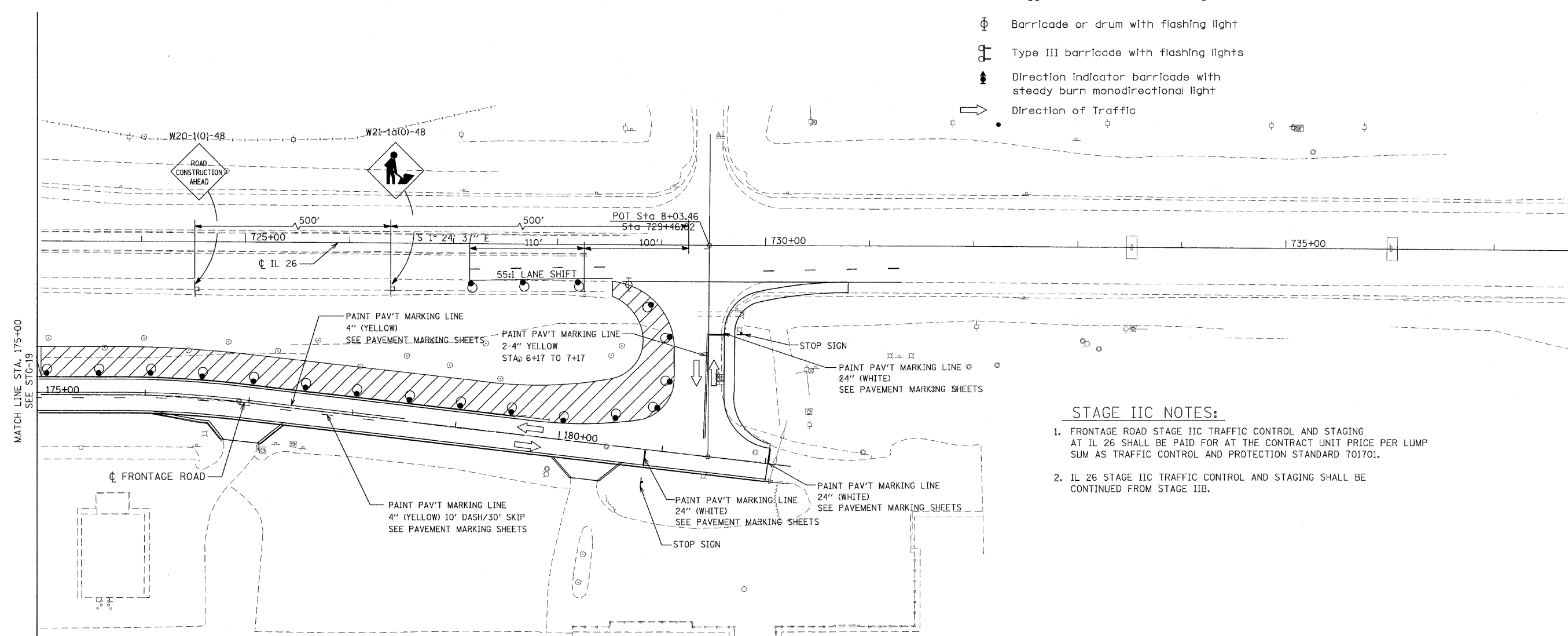
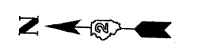
DRAWN BY SJV
CHECKED BY RMH



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	104
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02				STG-19 OF 23
CONTRACT #64799				

LEGEND

-  Work area
-  Drums with steady burning mono-directional lights at 50' C-C in tapers and 100' C-C in tangents
-  Sign on portable or permanent support
-  Flagger with traffic control sign
-  Barricade or drum with flashing light
-  Type III barricade with flashing lights
-  Direction indicator barricade with steady burn monodirectional light
-  Direction of Traffic



STAGE IIC NOTES:

1. FRONTAGE ROAD STAGE IIC TRAFFIC CONTROL AND STAGING AT IL 26 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM AS TRAFFIC CONTROL AND PROTECTION STANDARD 701701.
2. IL 26 STAGE IIC TRAFFIC CONTROL AND STAGING SHALL BE CONTINUED FROM STAGE IIB.

MATCH LINE STA. 175+00
SEE STG-19

STAGE IIC

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26
 SUGGESTED TRAFFIC CONTROL
 AND STAGING PLANS
 FRONTAGE ROAD










SCALE: 1"=50'
 DATE: 01-22-10

DRAWN BY SJV
 CHECKED BY RMH



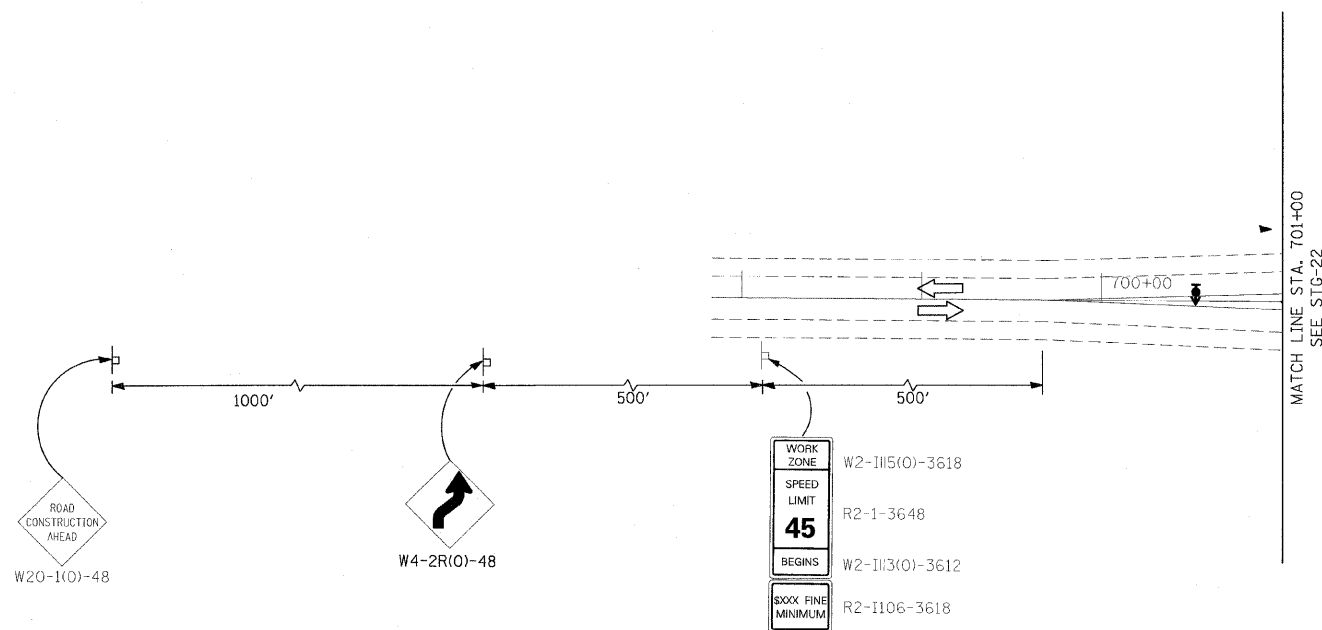
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	105
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
P-92-029-02				STG-20 OF 23
CONTRACT #64799				

LEGEND

-  Arrow Board
-  Work area
-  Drums with steady burning mono-directional lights at 50' C-C in tapers and 100' C-C in tangents
-  Sign on portable or permanent support
-  Flagger with traffic control sign
-  Barricade or drum with flashing light
-  Type III barricade with flashing lights
-  Direction indicator barricade with steady burn monodirectional light
-  Direction of Traffic

STAGE III NOTES:

1. REMOVE EXISTING PAVEMENT MARKINGS. INSTALL TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS AND SIGNAGE AS SHOWN ON PLANS AND STANDARDS.
2. CLOSE ONE NORTHBOUND AND SOUTHBOUND LANE ALONG THE MEDIAN.
3. REMOVE EXISTING MEDIAN, PAVEMENT AND CURB & GUTTER AS SHOWN.
4. CONSTRUCT PROPOSED CURB & GUTTER, MEDIAN AND PAVEMENT AS SHOWN.
5. INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN.
6. OPEN LANES AND SHIFT TRAFFIC TO PERMANENT PAVEMENT MARKINGS.
7. IL 26 STAGE III TRAFFIC CONTROL AND STAGING SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM AS TRAFFIC CONTROL AND PROTECTION STANDARDS 701422 AND 701602.



STAGE III

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26
 SUGGESTED TRAFFIC CONTROL
 AND STAGING PLANS
 IL 26

SCALE: 1"=50'
 DATE: 01-22-10
 DRAWN BY SJV
 CHECKED BY RMH












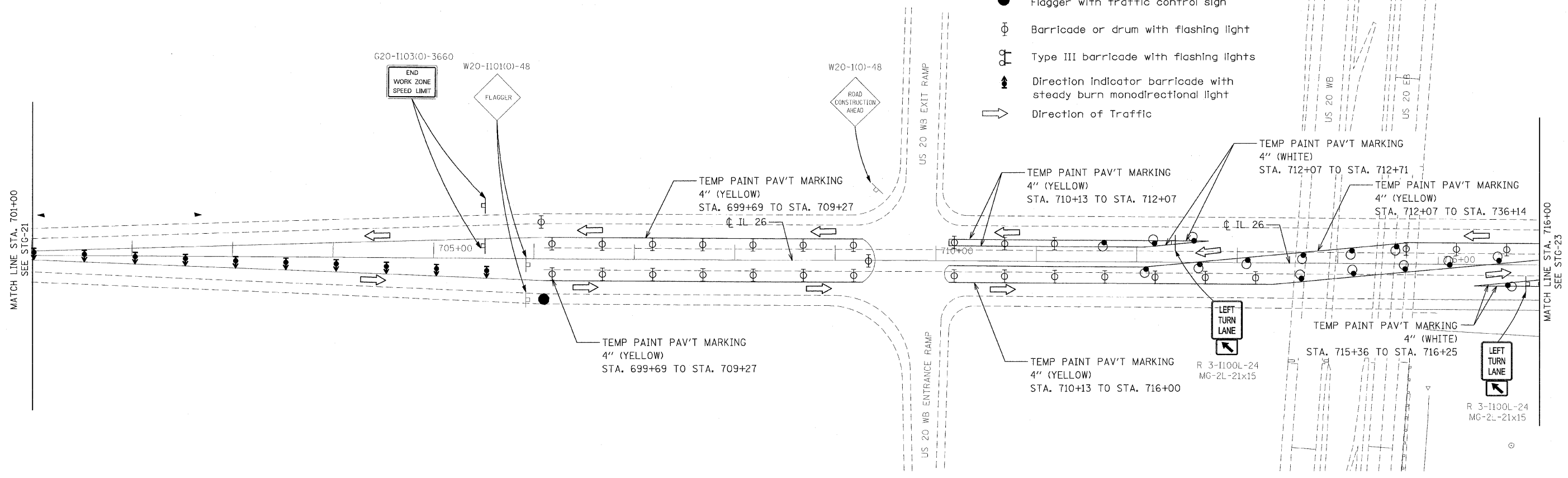
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	106
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
P-92-029-02				STG-21 OF 23
CONTRACT #64799				

STAGE III NOTES:

1. REMOVE EXISTING PAVEMENT MARKINGS. INSTALL TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS AND SIGNAGE AS SHOWN ON PLANS AND STANDARDS.
2. CLOSE ONE NORTHBOUND AND SOUTHBOUND LANE ALONG THE MEDIAN.
3. REMOVE EXISTING MEDIAN, PAVEMENT AND CURB & GUTTER AS SHOWN.
4. CONSTRUCT PROPOSED CURB & GUTTER, MEDIAN AND PAVEMENT AS SHOWN.
5. INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN.
6. OPEN LANES AND SHIFT TRAFFIC TO PERMANENT PAVEMENT MARKINGS.
7. IL 26 STAGE III TRAFFIC CONTROL AND STAGING ACCORDING TO DISTRICT DETAIL 94.2 SHALL NOT BE PAID FOR SEPERATELY, BUT INCLUDED IN THE COST OF 701422.

LEGEND

-  Arrow Board
-  Work area
-  Drums with steady burning mono-directional lights at 50' C-C in tapers and 100' C-C in tangents
-  Sign on portable or permanent support
-  Flagger with traffic control sign
-  Barricade or drum with flashing light
-  Type III barricade with flashing lights
-  Direction indicator barricade with steady burn monodirectional light
-  Direction of Traffic



STAGE III

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26
 SUGGESTED TRAFFIC CONTROL
 AND STAGING PLANS
 IL 26



SCALE: 1"=50'
 DATE: 01-22-10
 DRAWN BY SJV
 CHECKED BY RMH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	107
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02		STG-22 OF 23		
CONTRACT #64799				

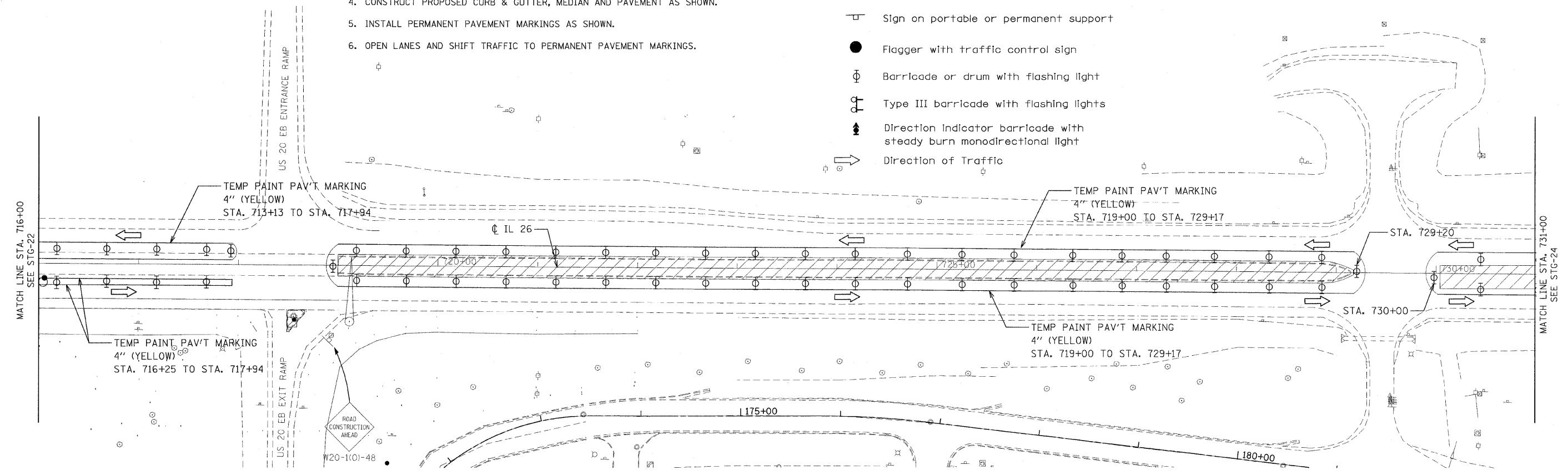


STAGE III NOTES:

1. REMOVE EXISTING PAVEMENT MARKINGS. INSTALL TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS AND SIGNAGE AS SHOWN ON PLANS AND STANDARDS.
2. CLOSE ONE NORTHBOUND AND SOUTHBOUND LANE ALONG THE MEDIAN.
3. REMOVE EXISTING MEDIAN, PAVEMENT AND CURB & GUTTER AS SHOWN.
4. CONSTRUCT PROPOSED CURB & GUTTER, MEDIAN AND PAVEMENT AS SHOWN.
5. INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN.
6. OPEN LANES AND SHIFT TRAFFIC TO PERMANENT PAVEMENT MARKINGS.

LEGEND

- Arrow Board
- Work area
- Drums with steady burning mono-directional lights at 50' C-C in tapers and 100' C-C in tangents
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights
- Direction Indicator barricade with steady burn monodirectional light
- Direction of Traffic



STAGE III

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26
 SUGGESTED TRAFFIC CONTROL
 AND STAGING PLANS
 IL 26

SCALE: 1"=50'
 DATE: 01-22-10

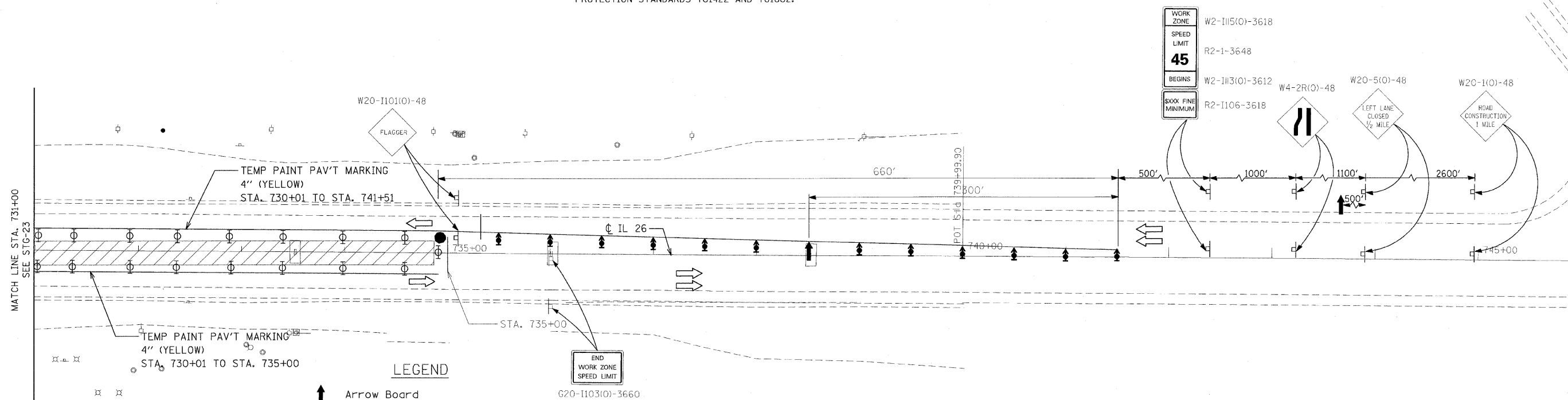
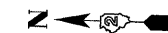
DRAWN BY SJV
 CHECKED BY RMH



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	108
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02		STG-23 OF 23		
CONTRACT #64799				

STAGE III NOTES:

1. REMOVE EXISTING PAVEMENT MARKINGS. INSTALL TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS AND SIGNAGE AS SHOWN ON PLANS AND STANDARDS.
2. CLOSE ONE NORTHBOUND AND SOUTHBOUND LANE ALONG THE MEDIAN.
3. REMOVE EXISTING MEDIAN, PAVEMENT AND CURB & GUTTER AS SHOWN.
4. CONSTRUCT PROPOSED CURB & GUTTER, MEDIAN AND PAVEMENT AS SHOWN.
5. INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN.
6. OPEN LANES AND SHIFT TRAFFIC TO PERMANENT PAVEMENT MARKINGS.
7. IL 26 STAGE III TRAFFIC CONTROL AND STAGING SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM AS TRAFFIC CONTROL AND PROTECTION STANDARDS 701422 AND 701602.



LEGEND

- Arrow Board
- Work area
- Drums with steady burning mono-directional lights at 50' C-C in tapers and 100' C-C in tangents
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights
- Direction indicator barricade with steady burn monodirectional light
- Direction of Traffic

STAGE III

REVISIONS	
NAME	DATE

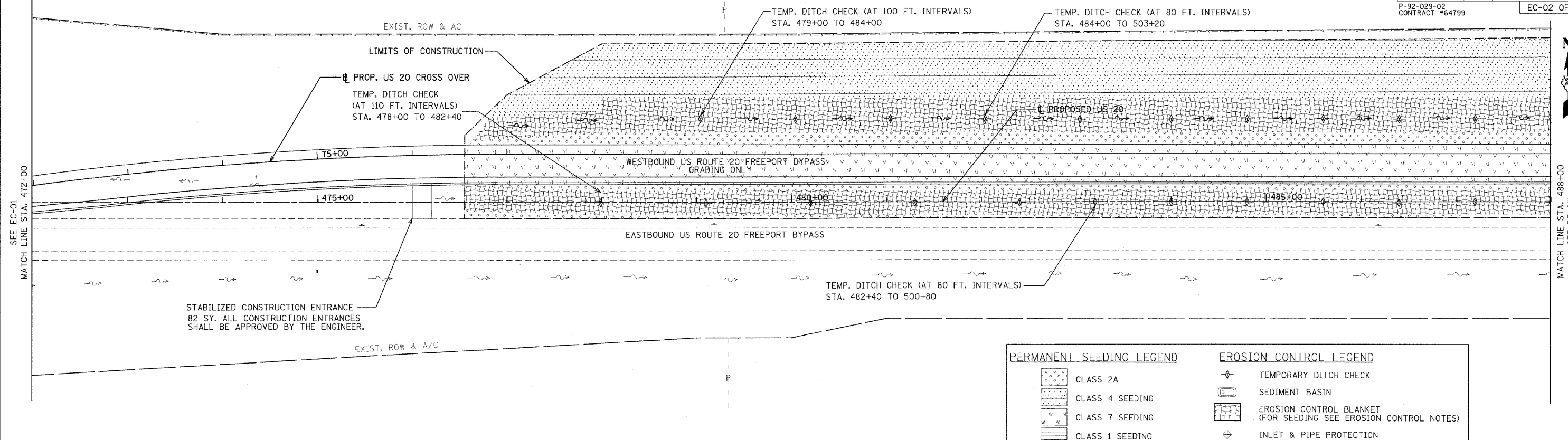
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26
**SUGGESTED TRAFFIC CONTROL
AND STAGING PLANS
IL 26**

SCALE: 1"=50'
DATE: 01-22-10

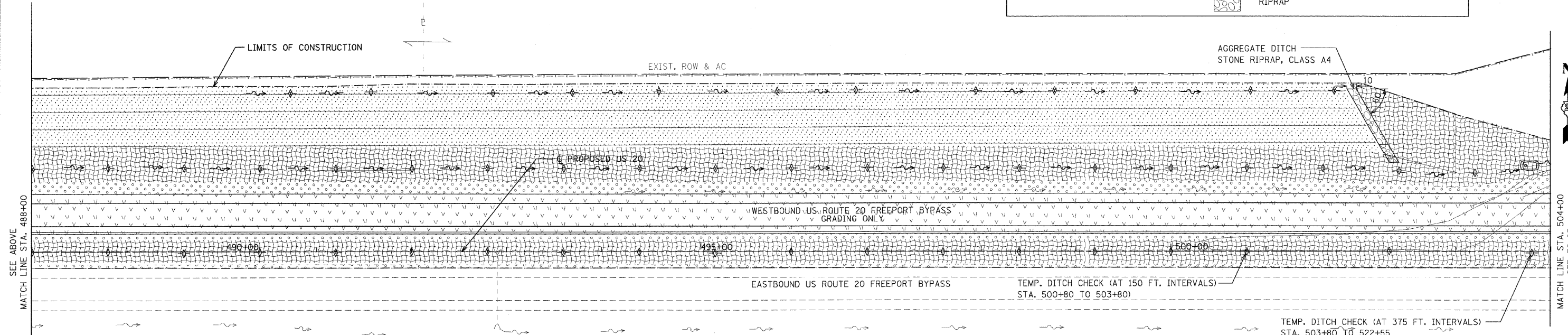
DRAWN BY SJV
CHECKED BY RMH



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	110
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
P-92-029-02		CONTRACT #64799		
				EC-02 OF 11



PERMANENT SEEDING LEGEND		EROSION CONTROL LEGEND	
	CLASS 2A		TEMPORARY DITCH CHECK
	CLASS 4 SEEDING		SEDIMENT BASIN
	CLASS 7 SEEDING		EROSION CONTROL BLANKET (FOR SEEDING SEE EROSION CONTROL NOTES)
	CLASS 1 SEEDING		INLET & PIPE PROTECTION
			PERIMETER EROSION BARRIER
			TREE REMOVAL
			RIPRAP

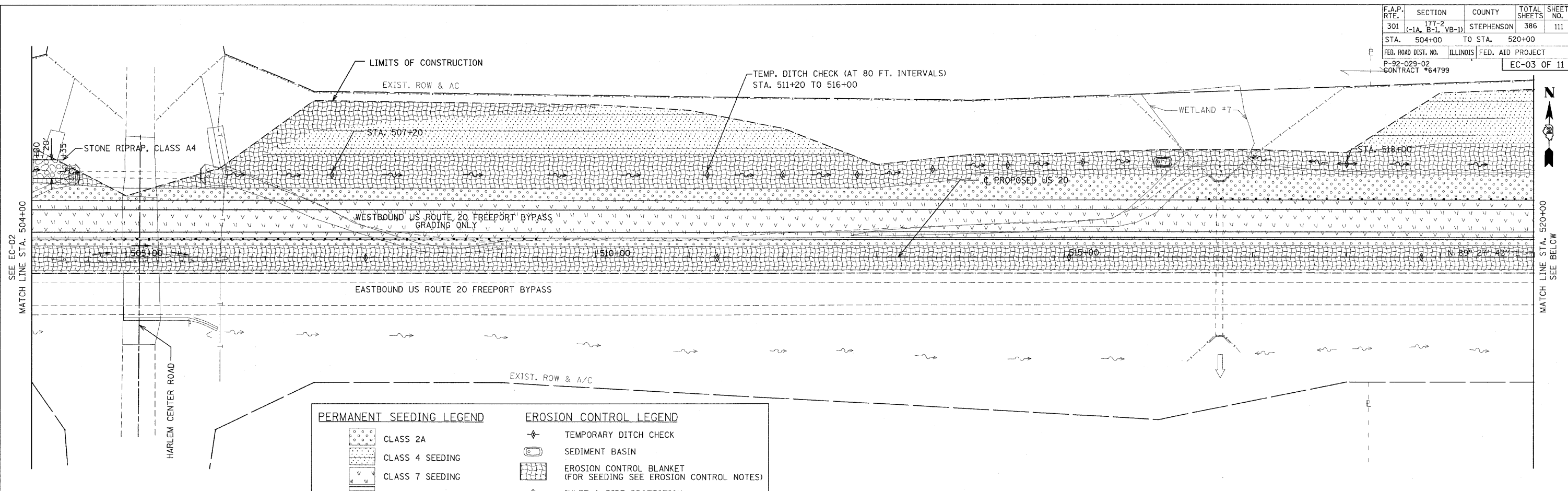


REVISIONS	
NAME	DATE

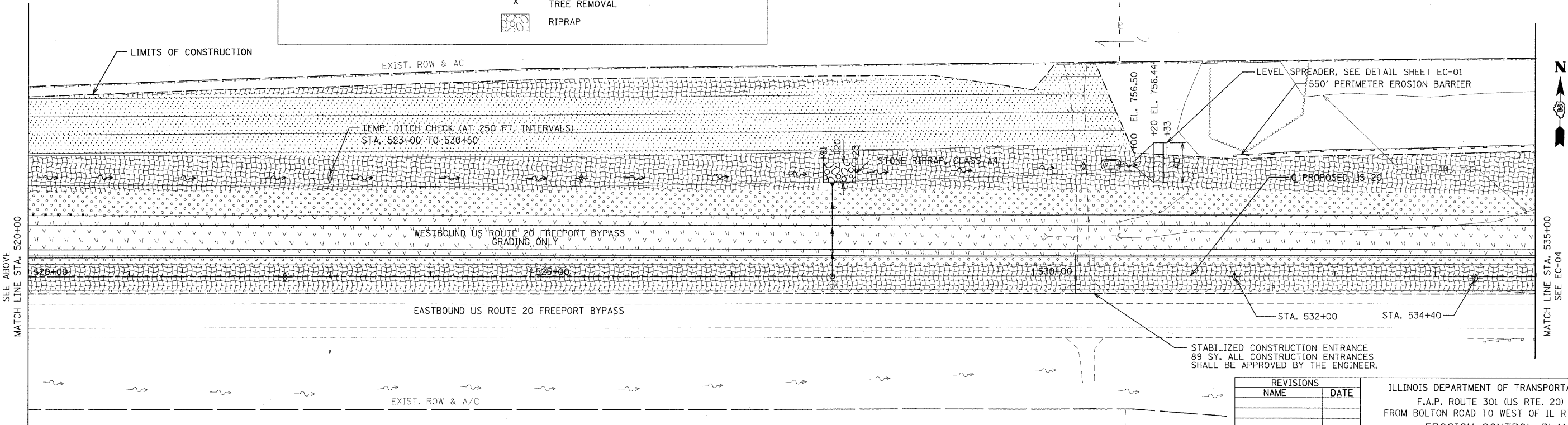
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26
 EROSION CONTROL PLAN
 WESTBOUND U.S. ROUTE 20



SCALE: 1"=50'
 DATE: 01-22-10
 DRAWN BY MH
 CHECKED BY SJV



PERMANENT SEEDING LEGEND		EROSION CONTROL LEGEND	
	CLASS 2A		TEMPORARY DITCH CHECK
	CLASS 4 SEEDING		SEDIMENT BASIN
	CLASS 7 SEEDING		EROSION CONTROL BLANKET (FOR SEEDING SEE EROSION CONTROL NOTES)
	CLASS 1 SEEDING		INLET & PIPE PROTECTION
			PERIMETER EROSION BARRIER
			TREE REMOVAL
			RIPRAP



STABILIZED CONSTRUCTION ENTRANCE
89 SY. ALL CONSTRUCTION ENTRANCES
SHALL BE APPROVED BY THE ENGINEER.

REVISIONS	
NAME	DATE

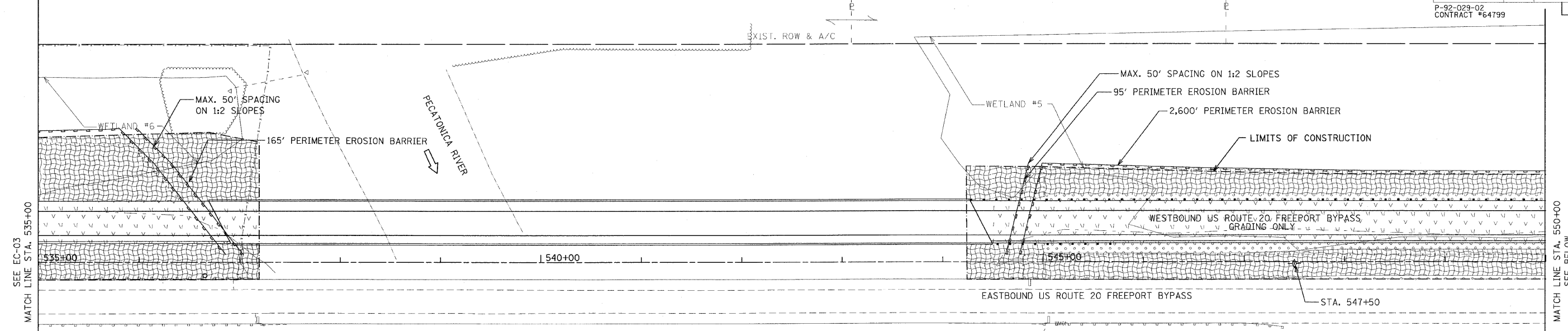
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26
EROSION CONTROL PLAN
WESTBOUND U.S. ROUTE 20

SCALE: 1"=50'
DATE: 01-22-10

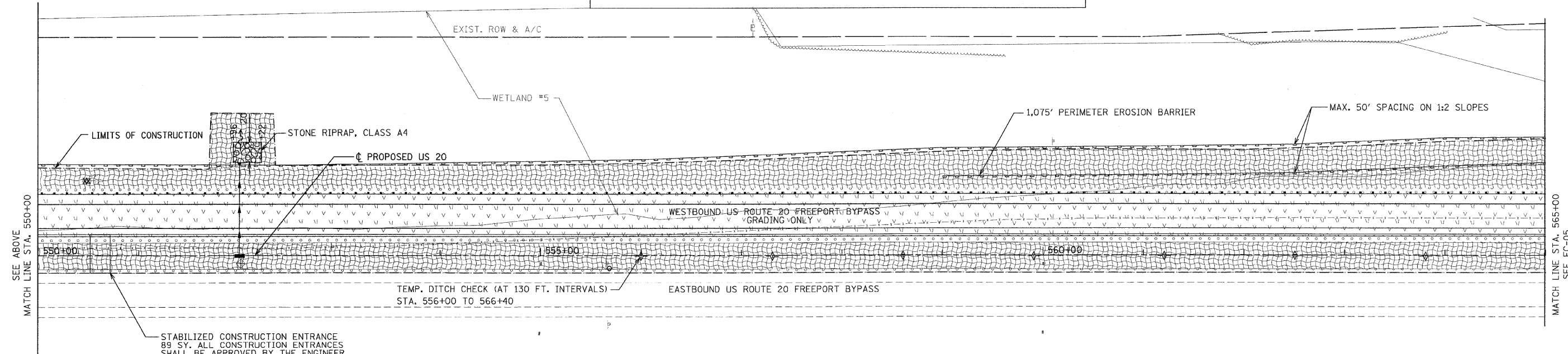
DRAWN BY SJV
CHECKED BY RMH



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VR-1)	STEPHENSON	386	112
STA. 535+00	TO STA. 550+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02				
CONTRACT #64799			EC-04 OF 11	



PERMANENT SEEDING LEGEND		EROSION CONTROL LEGEND	
	CLASS 2A		TEMPORARY DITCH CHECK
	CLASS 4 SEEDING		SEDIMENT BASIN
	CLASS 7 SEEDING		EROSION CONTROL BLANKET (FOR SEEDING SEE EROSION CONTROL NOTES)
	CLASS 1 SEEDING		INLET & PIPE PROTECTION
			PERIMETER EROSION BARRIER
			TREE REMOVAL
			RIPRAP



STABILIZED CONSTRUCTION ENTRANCE
89 SY. ALL CONSTRUCTION ENTRANCES
SHALL BE APPROVED BY THE ENGINEER.

REVISIONS	
NAME	DATE

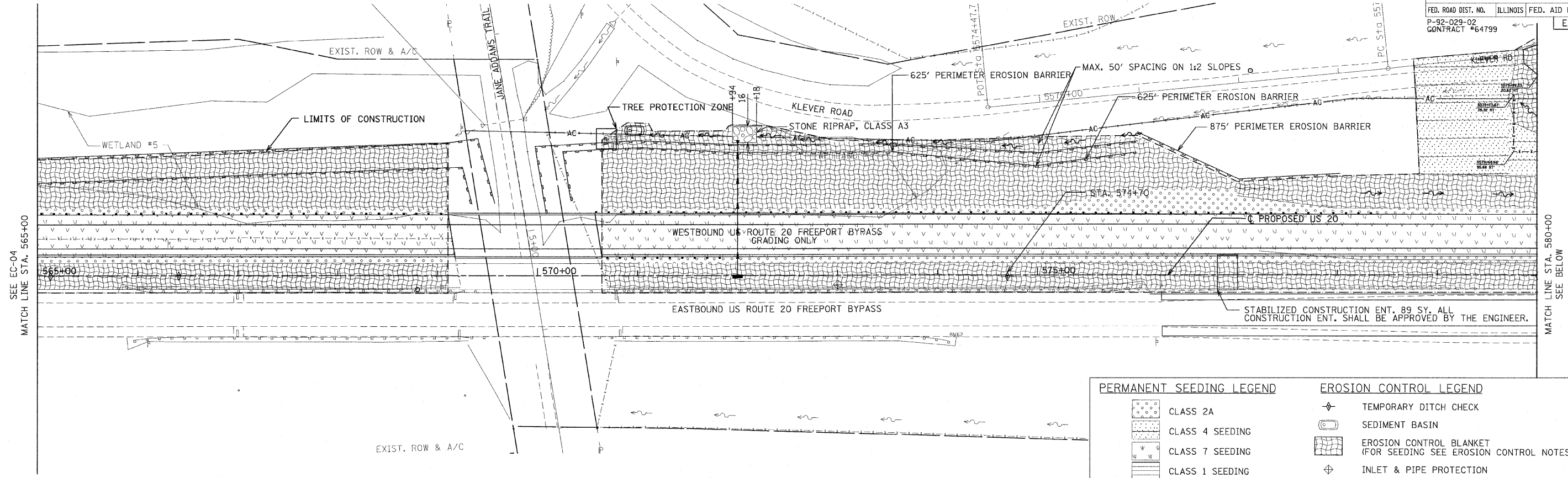
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26
EROSION CONTROL PLAN
WESTBOUND U.S. ROUTE 20

SCALE: 1"=50'
DATE: 01-22-10

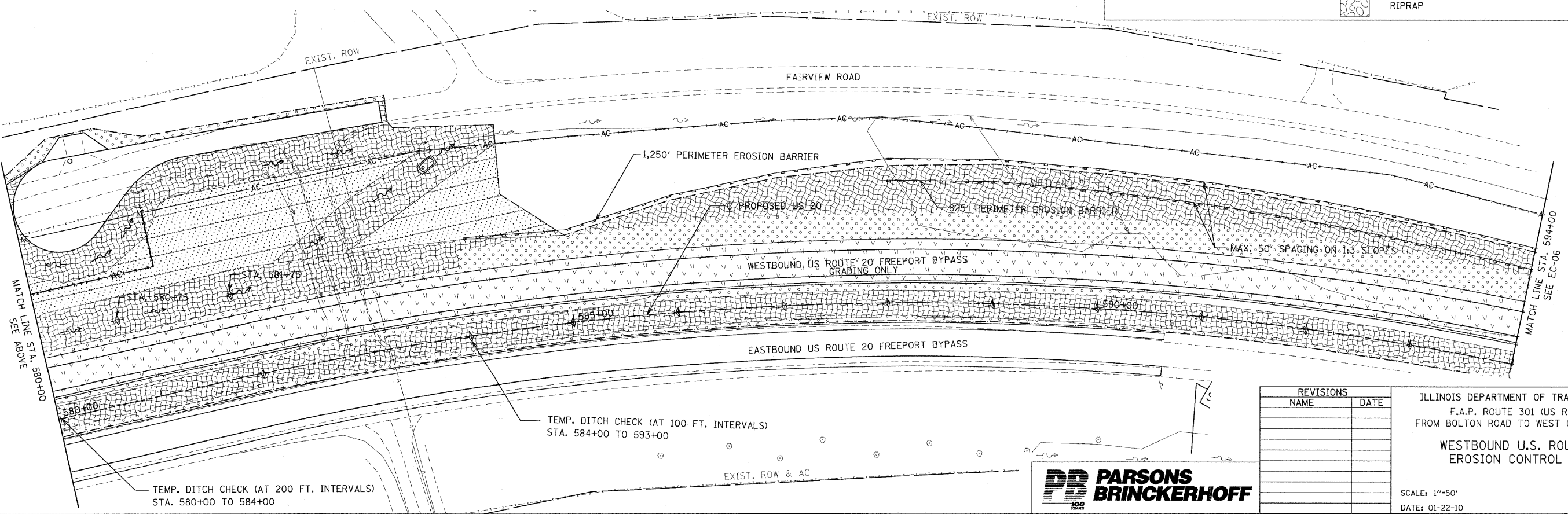
DRAWN BY MH
CHECKED BY SJV



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	113
STA.	565+00	TO STA.	580+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02		CONTRACT #64799		EC-05 OF 11



PERMANENT SEEDING LEGEND		EROSION CONTROL LEGEND	
	CLASS 2A		TEMPORARY DITCH CHECK
	CLASS 4 SEEDING		SEDIMENT BASIN
	CLASS 7 SEEDING		EROSION CONTROL BLANKET (FOR SEEDING SEE EROSION CONTROL NOTES)
	CLASS 1 SEEDING		INLET & PIPE PROTECTION
			PERIMETER EROSION BARRIER
			TREE REMOVAL
			RIPRAP



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26

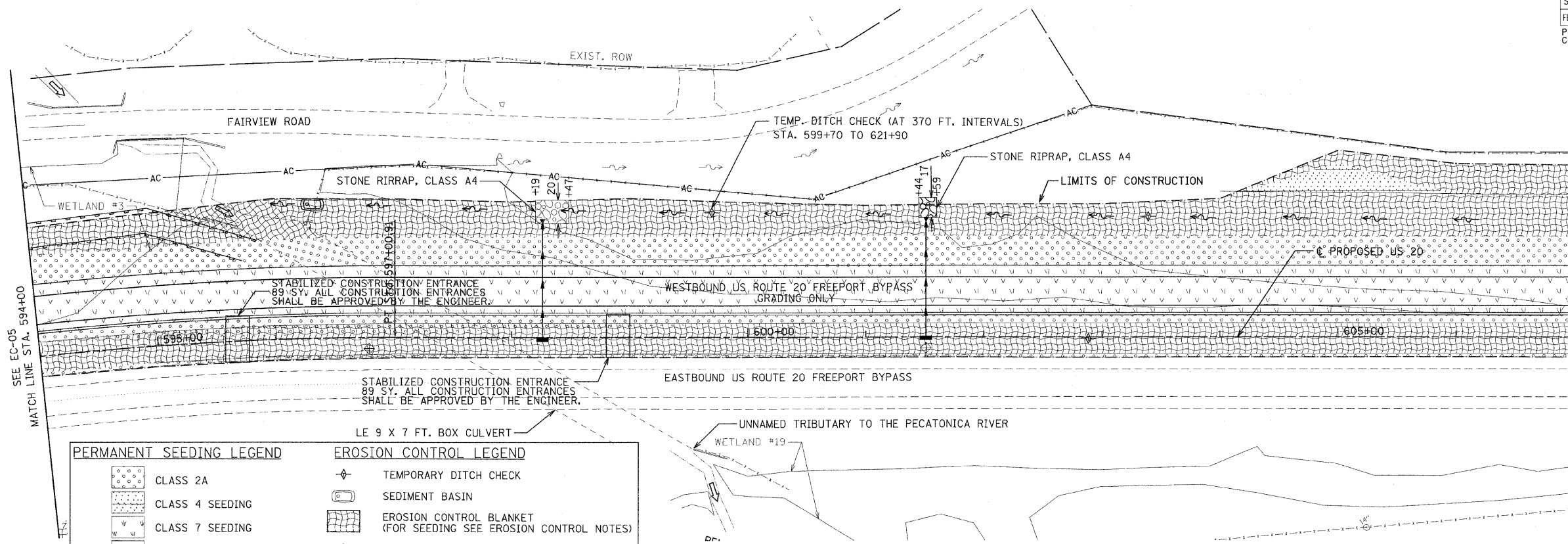
**WESTBOUND U.S. ROUTE 20
 EROSION CONTROL PLAN**

SCALE: 1"=50'
 DATE: 01-22-10

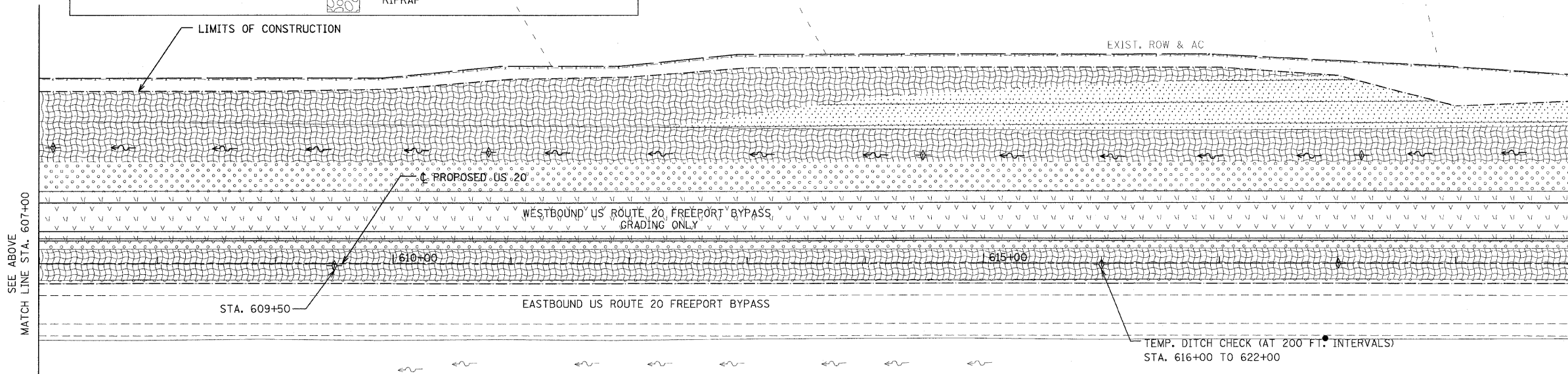
DRAWN BY MH
 CHECKED BY SJV



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	114
STA. 594+00	TO STA. 607+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02 CONTRACT #64799			EC-06 OF 11	



PERMANENT SEEDING LEGEND		EROSION CONTROL LEGEND	
	CLASS 2A		TEMPORARY DITCH CHECK
	CLASS 4 SEEDING		SEDIMENT BASIN
	CLASS 7 SEEDING		EROSION CONTROL BLANKET (FOR SEEDING SEE EROSION CONTROL NOTES)
	CLASS 1 SEEDING		INLET & PIPE PROTECTION
			PERIMETER EROSION BARRIER
			TREE REMOVAL
			RIPRAP



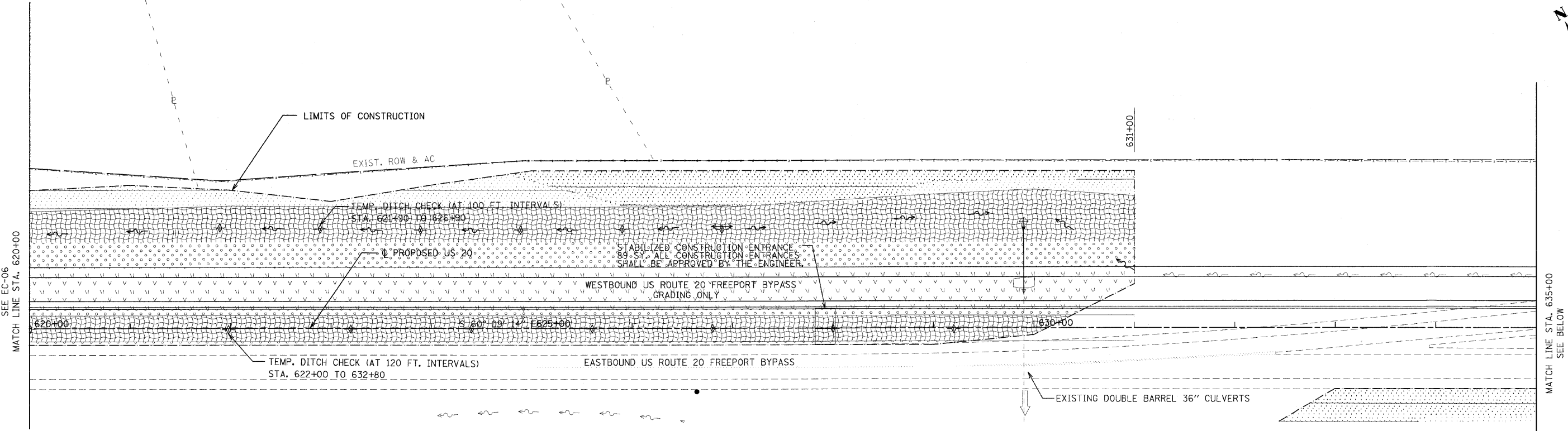
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26
 EROSION CONTROL PLAN
 WESTBOUND U.S. ROUTE 20

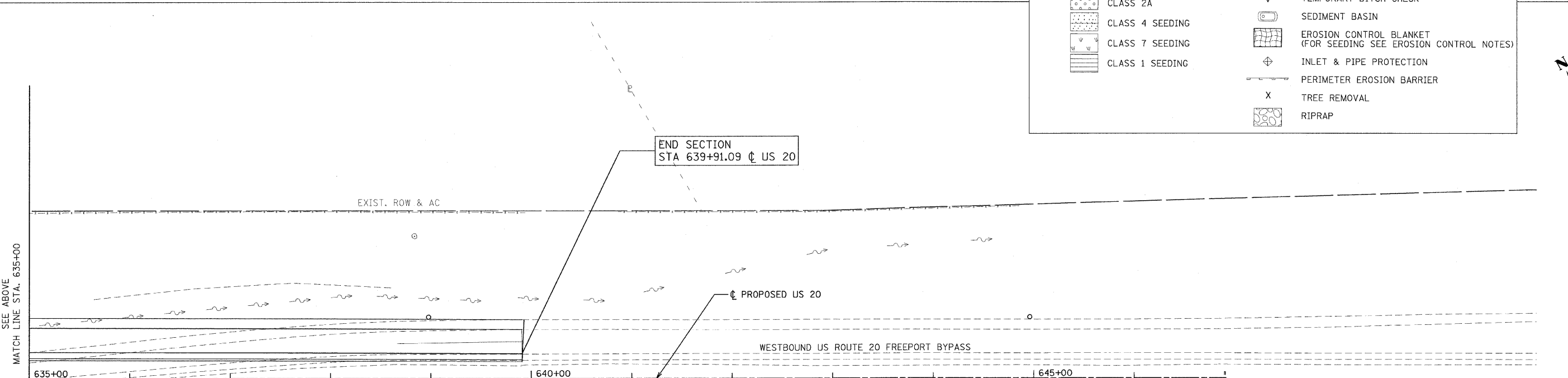


SCALE: 1"=50'
 DATE: 01-22-10
 DRAWN BY MH
 CHECKED BY SJV

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	115
STA. 620+00	TO STA. 635+00			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
P-92-029-02	CONTRACT #64799		EC-07 OF 11	



PERMANENT SEEDING LEGEND		EROSION CONTROL LEGEND	
	CLASS 2A		TEMPORARY DITCH CHECK
	CLASS 4 SEEDING		SEDIMENT BASIN
	CLASS 7 SEEDING		EROSION CONTROL BLANKET (FOR SEEDING SEE EROSION CONTROL NOTES)
	CLASS 1 SEEDING		INLET & PIPE PROTECTION
			PERIMETER EROSION BARRIER
			TREE REMOVAL
			RIPRAP



END SECTION
STA 639+91.09 @ US 20

REVISIONS	
NAME	DATE

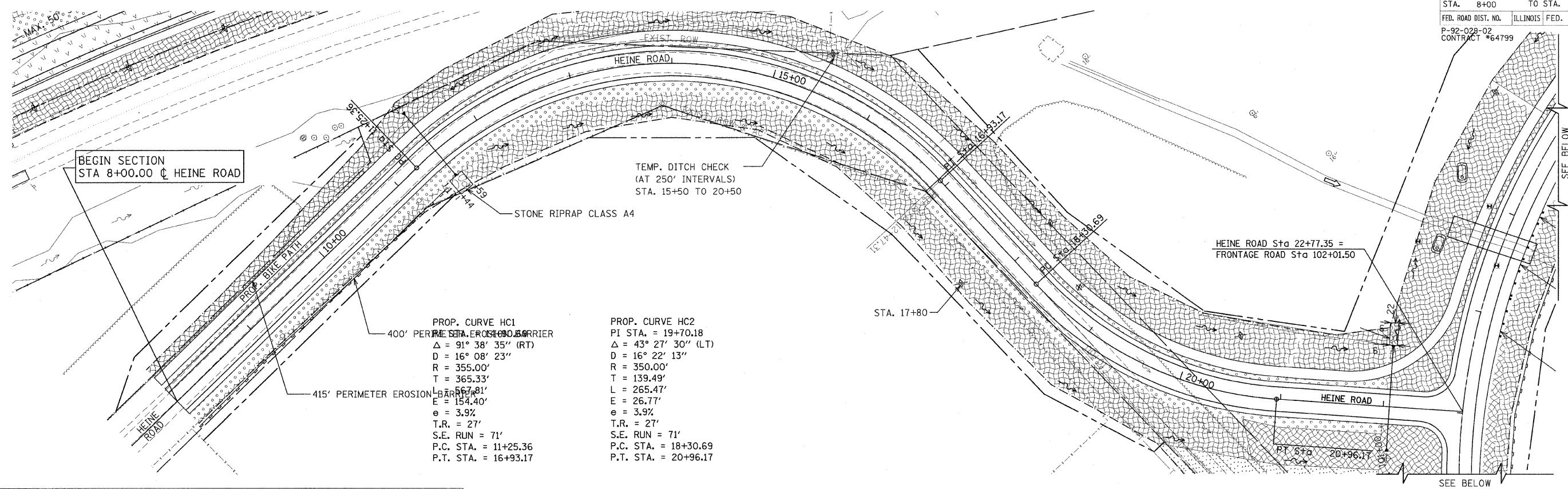
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26
EROSION CONTROL PLAN
WESTBOUND U.S. ROUTE 20

SCALE: 1"=50'
DATE: 01-22-10
DRAWN BY MH
CHECKED BY SJV



TEMP. DITCH CHECK (AT 100 FT. INTERVALS) STA. 134+85 TO 136+85
TEMP. DITCH CHECK (AT 150 FT. INTERVALS) STA. 138+50 TO 144+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	116
STA.	8+00	TO STA.	22+77.35	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
P-92-028-02 CONTRACT #64799				EC-08 OF 11



BEGIN SECTION
STA 8+00.00 ϕ HEINE ROAD

TEMP. DITCH CHECK
(AT 250' INTERVALS)
STA. 15+50 TO 20+50

STONE RIPRAP CLASS A4

HEINE ROAD Sta 22+77.35 =
FRONTAGE ROAD Sta 102+01.50

PROP. CURVE HC1
PI STA. = 19+70.18
 $\Delta = 91^\circ 38' 35''$ (RT)
D = 16° 08' 23"
R = 355.00'
T = 365.33'
L = 267.81'
E = 154.40'
e = 3.9%
T.R. = 27'
S.E. RUN = 71'
P.C. STA. = 11+25.36
P.T. STA. = 16+93.17

PROP. CURVE HC2
PI STA. = 19+70.18
 $\Delta = 43^\circ 27' 30''$ (LT)
D = 16° 22' 13"
R = 350.00'
T = 139.49'
L = 265.47'
E = 26.77'
e = 3.9%
T.R. = 27'
S.E. RUN = 71'
P.C. STA. = 18+30.69
P.T. STA. = 20+96.17

PERMANENT SEEDING LEGEND

- CLASS 2A
- CLASS 4 SEEDING
- CLASS 7 SEEDING
- CLASS 1 SEEDING

EROSION CONTROL LEGEND

- TEMPORARY DITCH CHECK
- SEDIMENT BASIN
- EROSION CONTROL BLANKET
(FOR SEEDING SEE EROSION CONTROL NOTES)
- INLET & PIPE PROTECTION
- PERIMETER EROSION BARRIER
- TREE REMOVAL
- RIPRAP

STABILIZED CONSTRUCTION
ENTRANCE 144 SY. ALL
CONSTRUCTION ENTRANCES
SHALL BE APPROVED BY
THE ENGINEER.

BEGIN SECTION
STA 95+50.00 ϕ FRONTAGE ROAD

TEMP. DITCH CHECK
EVERY 100 FT.
STA. 105+00 TO 107+00

1700' PERIMETER EROSION BARRIER

HEINE ROAD Sta 22+77.35 =
FRONTAGE ROAD Sta 102+01.50

REVISIONS	
NAME	DATE

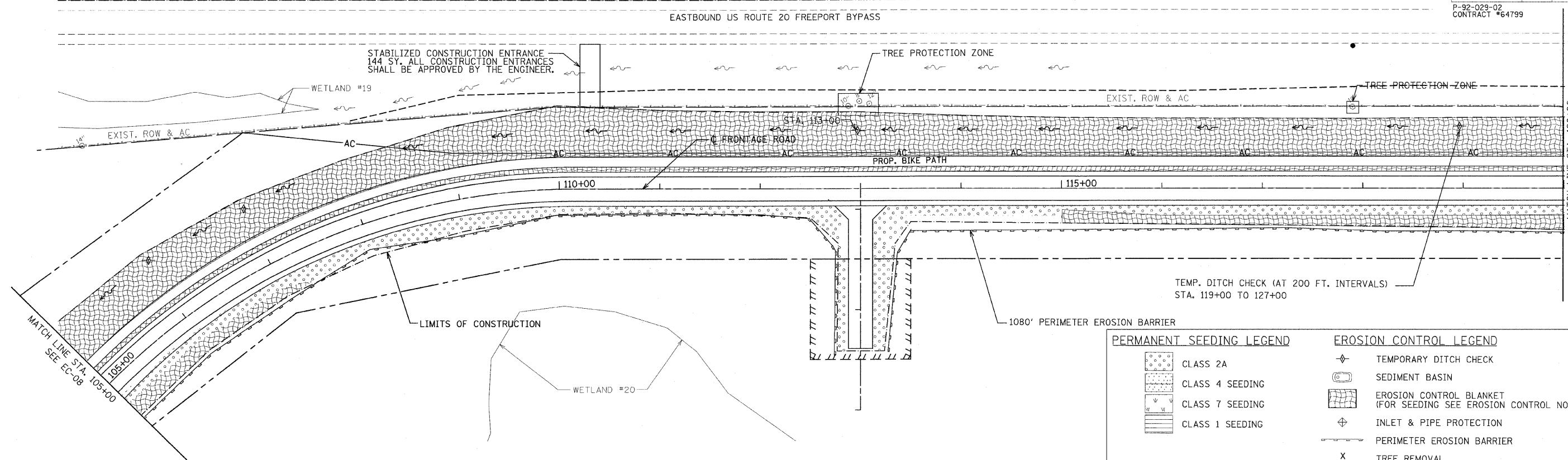
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26
EROSION CONTROL PLAN
HEINE ROAD AND FRONTAGE ROAD

SCALE: 1"=50'
DATE: 01-22-10

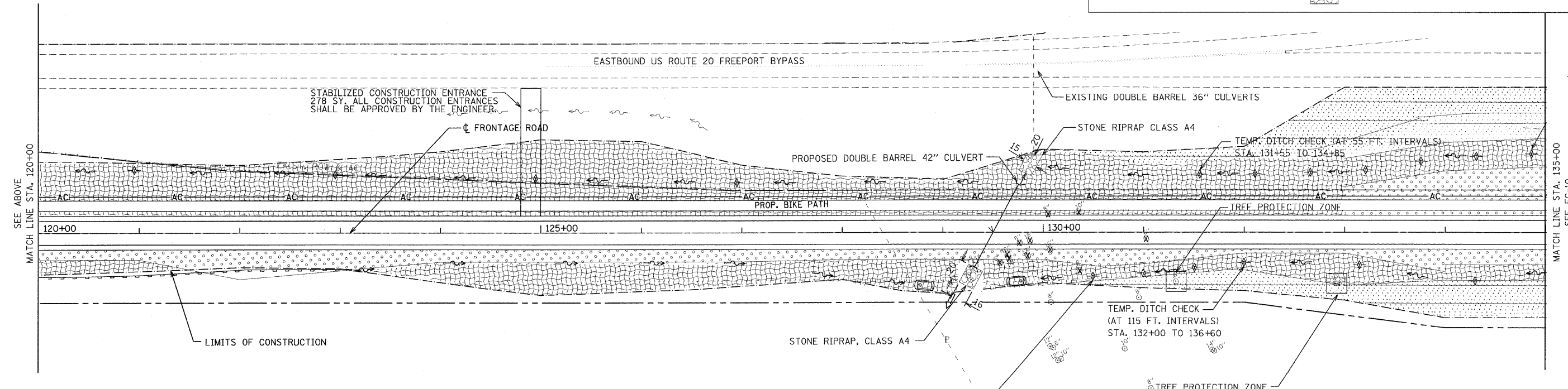
DRAWN BY MH
CHECKED BY SJV



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	117
STA.	TO STA.		120+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02			CONTRACT #64799	
				EC-09 OF 11



PERMANENT SEEDING LEGEND		EROSION CONTROL LEGEND	
	CLASS 2A		TEMPORARY DITCH CHECK
	CLASS 4 SEEDING		SEDIMENT BASIN
	CLASS 7 SEEDING		EROSION CONTROL BLANKET (FOR SEEDING SEE EROSION CONTROL NOTES)
	CLASS 1 SEEDING		INLET & PIPE PROTECTION
			PERIMETER EROSION BARRIER
			TREE REMOVAL
			RIPRAP



REVISIONS	
NAME	DATE
M. MCGHEE	10-17-08

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26

EROSION CONTROL PLAN
FRONTAGE ROAD

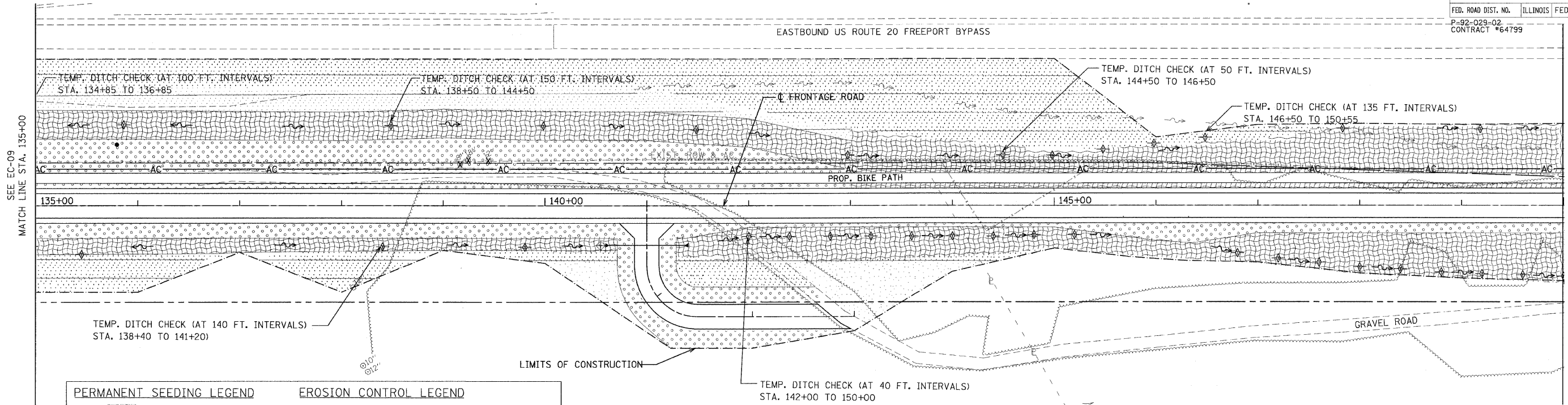


SCALE: 1"=50'
 DATE: 01-22-10

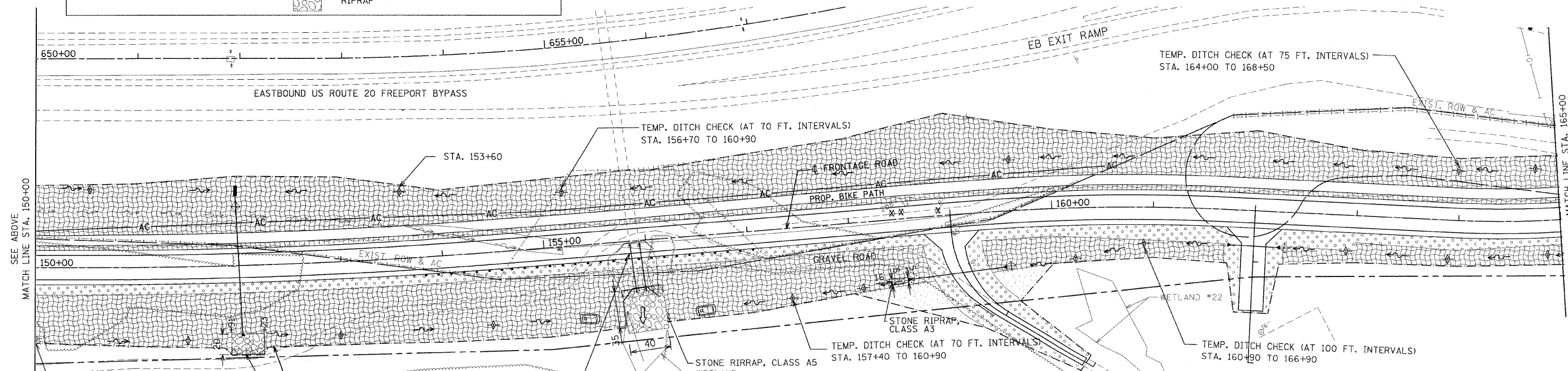
DRAWN BY SJV
 CHECKED BY RMH

SEE PLN-13 FOR US ROUTE 20

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	118
STA.	135+00	TO STA.	150+00	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
P-92-029-02 CONTRACT #64799			EC-10 OF 11	



PERMANENT SEEDING LEGEND		EROSION CONTROL LEGEND	
	CLASS 2A		TEMPORARY DITCH CHECK
	CLASS 4 SEEDING		SEDIMENT BASIN
	CLASS 7 SEEDING		EROSION CONTROL BLANKET (FOR SEEDING SEE EROSION CONTROL NOTES)
	CLASS 1 SEEDING		INLET & PIPE PROTECTION
			PERIMETER EROSION BARRIER
			TREE REMOVAL
			RIPRAP



REVISIONS	
NAME	DATE
M. MCGHEE	10-17-08

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26

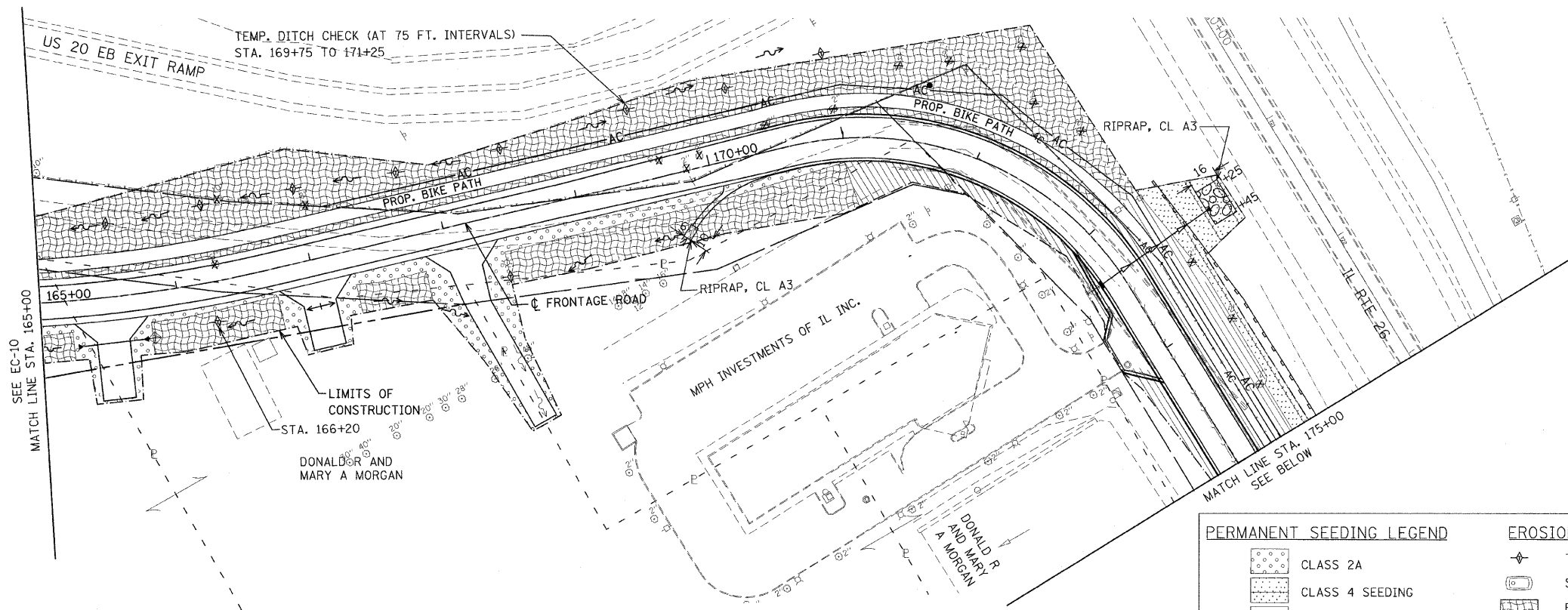
EROSION CONTROL PLAN
FRONTAGE ROAD

SCALE: 1"=50'
 DATE: 01-22-10

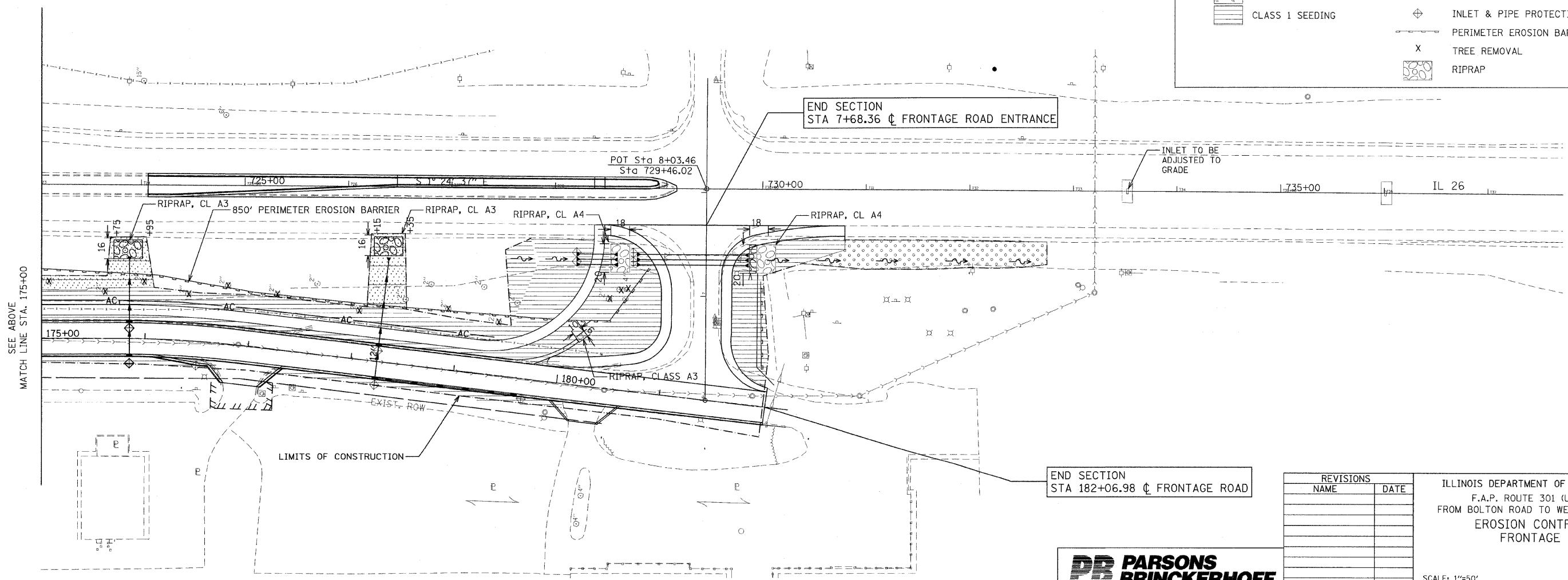
DRAWN BY MH
 CHECKED BY SJV



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	119
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02				EC-11 OF 11
CONTRACT #64799				



PERMANENT SEEDING LEGEND		EROSION CONTROL LEGEND	
	CLASS 2A		TEMPORARY DITCH CHECK
	CLASS 4 SEEDING		SEDIMENT BASIN
	CLASS 7 SEEDING		EROSION CONTROL BLANKET (FOR SEEDING SEE EROSION CONTROL NOTES)
	CLASS 1 SEEDING		INLET & PIPE PROTECTION
			PERIMETER EROSION BARRIER
			TREE REMOVAL
			RIPRAP

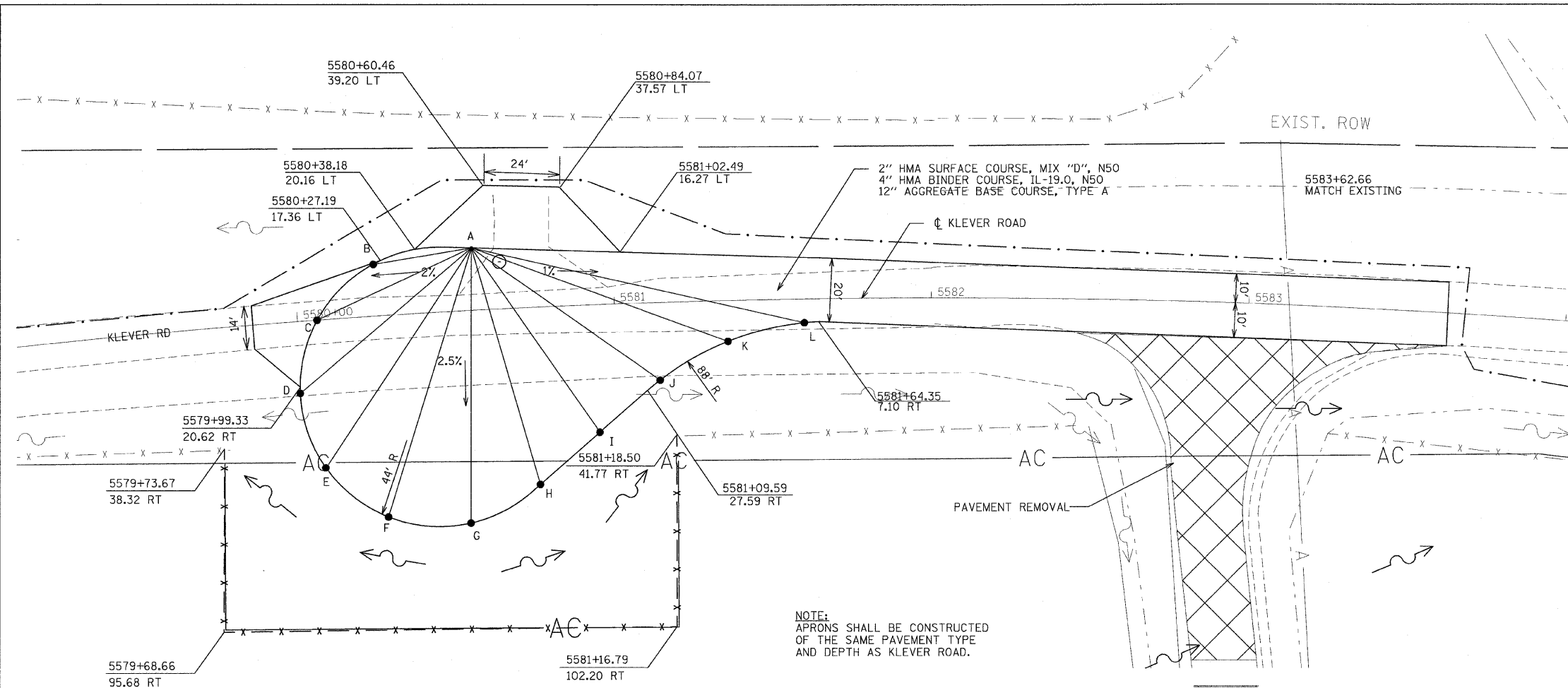


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26
 EROSION CONTROL PLAN
 FRONTAGE ROAD

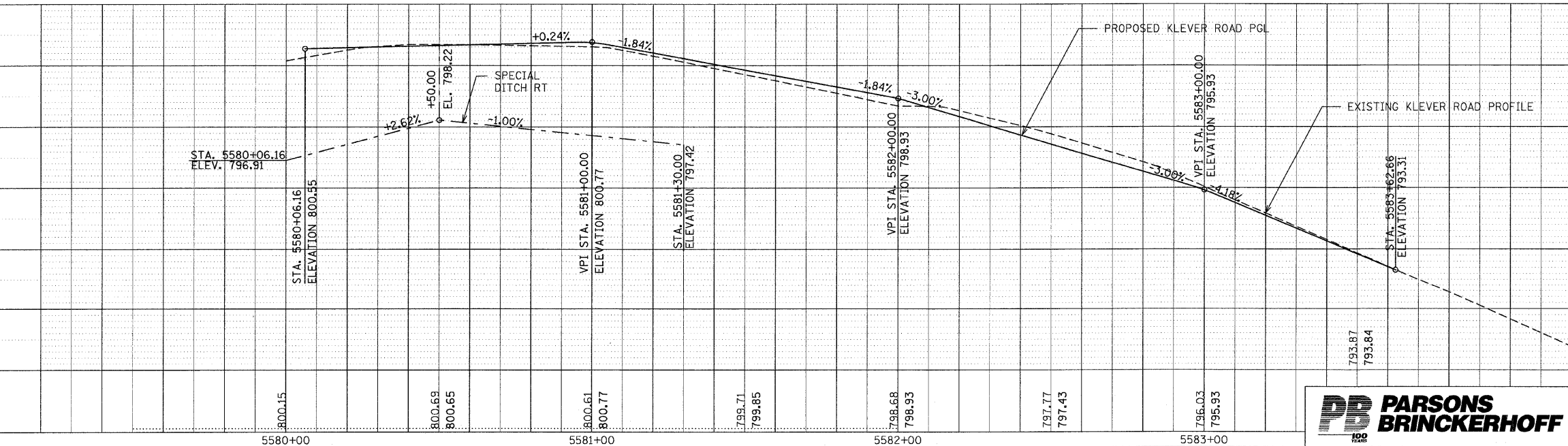
SCALE: 1"=50'
 DATE: 01-22-10
 DRAWN BY MH
 CHECKED BY SJV





KLEVER ROAD CUL DE SAC PAVEMENT ELEVATIONS

OUTSIDE EDGE OF CUL DE SAC PAVEMENT				
LABEL	STATION	SLOPE FROM PT	ELEVATIONS	OFFSET FROM CL
A	5580+55.86		801.62	19.63
B	5580+24.93	-2.00%	801.00	16.27
C	5580+06.16	-2.00%	800.55	0.02
D	5580+00.00	-2.25%	800.03	22.61
E	5580+05.69	-2.25%	799.75	46.71
F	5580+24.62	-2.50%	799.41	63.40
G	5580+51.09	-2.50%	799.45	66.91
H	5580+74.07	-2.50%	799.68	55.90
I	5580+93.90	-2.50%	799.85	40.21
J	5581+13.74	-2.25%	799.99	24.43
K	5581+35.59	-2.25%	799.68	12.77
L	5581+59.83	-2.00%	799.47	7.36



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26

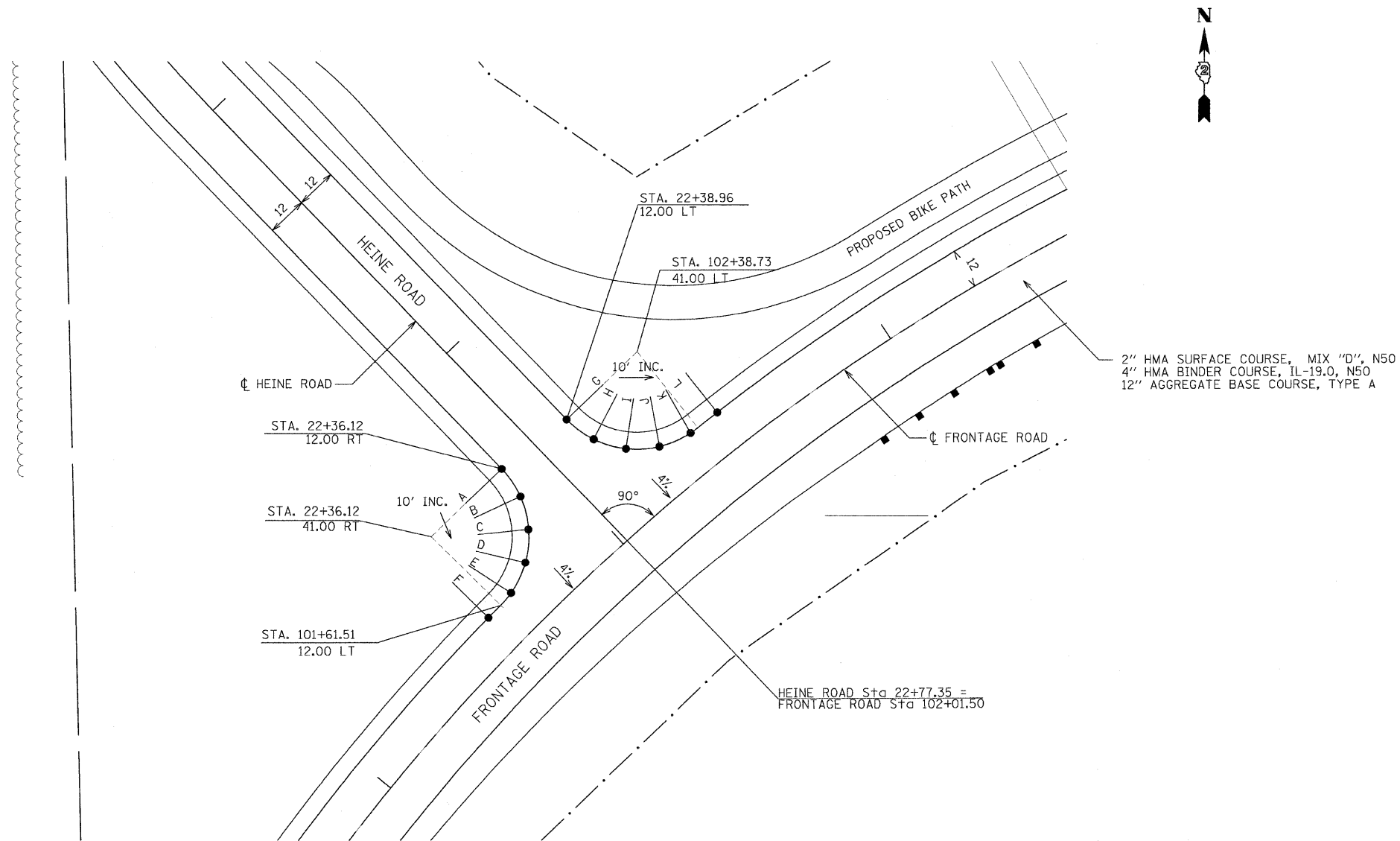
PAVEMENT ELEVATION DETAILS
 KLEVER ROAD CUL DE SAC

SCALE: VERT. 1"=20'
 HORIZ. 1"=20'
 DATE: 01-22-10

DRAWN BY _____
 CHECKED BY _____



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	121
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
P-92-029-02			DET-2 OF 4	
CONTRACT #64799				



LEFT SIDE EDGE OF PAVEMENT					LEFT SIDE EDGE OF PAVEMENT				
LABEL	STATION	SLOPE FROM CL	ELEVATION	OFFSET FROM CL	LABEL	STATION	SLOPE FROM CL	ELEVATION	OFFSET FROM CL
G	22+38.96	-1.50%	765.00	12.00	A	22+36.12	-1.50%	765.06	12.00
H	22+48.78	-1.50%	764.99	13.73	B	22+45.94	-1.50%	765.00	13.71
I	22+57.45	-0.43%	765.10	18.65	C	22+54.57	-1.50%	764.91	18.74
J	22+63.92	-0.08%	765.25	26.22	D	22+61.09	-0.61%	765.01	26.24
K	102+36.13	4.00%	765.36	12.12	E	101+66.19	4.00%	765.03	12.41
L	102+45.95	4.00%	765.41	12.00	F	101+56.40	4.00%	764.97	12.00

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26

PAVEMENT ELEVATION DETAILS
 INTERSECTION OF HEINE ROAD
 AND FRONTAGE ROAD

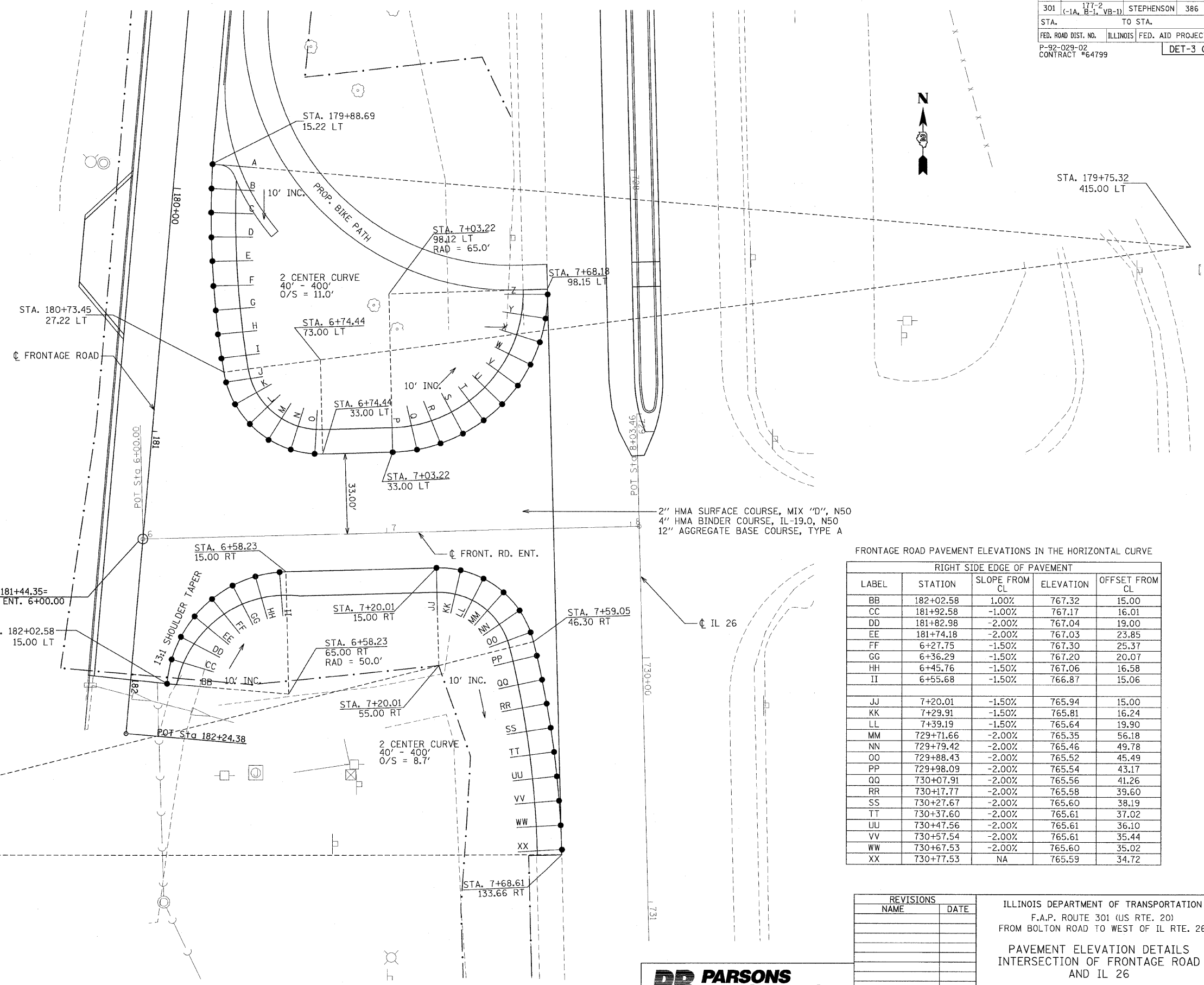
SCALE: 1"=20'
 DATE: 01-22-10

DRAWN BY SJV
 CHECKED BY RMH



FRONTAGE ROAD PAVEMENT ELEVATIONS IN THE HORIZONTAL CURVE

LEFT SIDE EDGE OF PAVEMENT				
LABEL	STATION	SLOPE FROM CL	ELEVATION	OFFSET FROM CL
A	179+88.79	-1.94%	769.06	15.23
B	179+98.78	-2.01%	768.94	15.69
C	180+08.74	-1.99%	768.83	16.40
D	180+18.76	-2.01%	768.71	17.32
E	180+28.46	-2.00%	768.59	18.57
F	180+38.48	-2.65%	768.33	20.02
G	180+48.26	-3.15%	768.08	21.71
H	180+58.02	-3.59%	767.83	23.34
I	180+67.73	-3.84%	767.58	25.82
J	180+77.33	-4.03%	767.33	28.42
K	180+86.19	-3.96%	767.08	32.97
L	180+93.66	-3.75%	766.83	39.57
M	6+52.48	-1.50%	766.57	39.57
N	6+61.42	-1.50%	766.45	35.17
O	6+71.24	-1.50%	766.28	33.13
P	7+03.20	-1.50%	765.87	33.00
Q	7+13.19	-1.50%	765.74	33.77
R	7+22.90	-1.50%	765.59	36.05
S	7+32.20	-1.50%	765.43	39.81
T	7+40.84	-1.50%	765.25	44.97
U	728+94.58	-2.87%	765.42	54.95
V	728+87.08	-3.23%	765.59	48.35
W	728+78.65	-3.81%	765.76	42.97
X	728+69.49	-4.41%	765.93	38.94
Y	728+59.83	-3.10%	766.10	36.36
Z	728+49.90	NA	766.26	35.29



FRONTAGE ROAD PAVEMENT ELEVATIONS IN THE HORIZONTAL CURVE

RIGHT SIDE EDGE OF PAVEMENT				
LABEL	STATION	SLOPE FROM CL	ELEVATION	OFFSET FROM CL
BB	182+02.58	1.00%	767.32	15.00
CC	181+92.58	-1.00%	767.17	16.01
DD	181+82.98	-2.00%	767.04	19.00
EE	181+74.18	-2.00%	767.03	23.85
FF	6+27.75	-1.50%	767.30	25.37
GG	6+36.29	-1.50%	767.20	20.07
HH	6+45.76	-1.50%	767.06	16.58
II	6+55.68	-1.50%	766.87	15.06
JJ	7+20.01	-1.50%	765.94	15.00
KK	7+29.91	-1.50%	765.81	16.24
LL	7+39.19	-1.50%	765.64	19.90
MM	729+71.66	-2.00%	765.35	56.18
NN	729+79.42	-2.00%	765.46	49.78
OO	729+88.43	-2.00%	765.52	45.49
PP	729+98.09	-2.00%	765.54	43.17
QQ	730+07.91	-2.00%	765.56	41.26
RR	730+17.77	-2.00%	765.58	39.60
SS	730+27.67	-2.00%	765.60	38.19
TT	730+37.60	-2.00%	765.61	37.02
UU	730+47.56	-2.00%	765.61	36.10
VV	730+57.54	-2.00%	765.61	35.44
WW	730+67.53	-2.00%	765.60	35.02
XX	730+77.53	NA	765.59	34.72

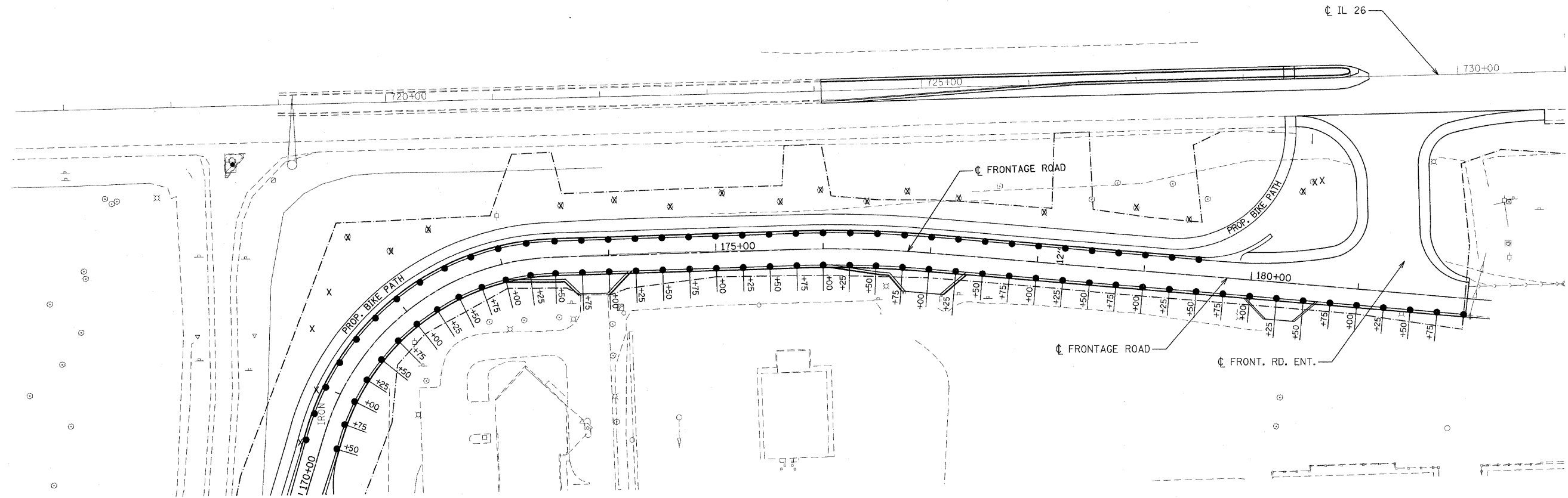
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26
 PAVEMENT ELEVATION DETAILS
 INTERSECTION OF FRONTAGE ROAD
 AND IL 26

SCALE: 1"=20'
 DATE: 01-22-10
 DRAWN BY JUV
 CHECKED BY RMH



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	123
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02 CONTRACT #64799				DET-4 OF 4



FRONTAGE ROAD PAVEMENT ELEVATIONS

STATION	LEFT SIDE EDGE OF PAVEMENT			RIGHT SIDE EDGE OF PAVEMENT		
	OFFSET FROM CL	SLOPE FROM CL	ELEVATIONS	OFFSET FROM CL	SLOPE FROM CL	ELEVATIONS
170+50	-15.0	2.0%	784.53	15.0	-2.0%	783.93
170+75	-15.0	4.0%	785.40	15.0	-4.0%	784.20
171+00	-15.0	4.0%	785.97	15.0	-4.0%	784.77
171+25	-15.0	4.0%	786.44	15.0	-4.0%	785.24
171+50	-15.0	4.0%	786.73	15.0	-4.0%	785.53
171+75	-15.0	4.0%	786.83	15.0	-4.0%	785.63
172+00	-15.0	4.0%	786.74	15.0	-4.0%	785.54
172+25	-15.0	4.0%	786.47	15.0	-4.0%	785.27
172+50	-15.0	4.0%	786.01	15.0	-4.0%	784.81
172+75	-15.0	4.0%	785.36	15.0	-4.0%	784.16
173+00	-15.0	4.0%	784.52	15.0	-4.0%	783.32
173+25	-15.0	4.0%	783.58	15.0	-4.0%	782.38
173+50	-15.0	2.6%	782.44	15.0	-2.6%	781.66
173+75	-15.0	1.1%	781.28	15.0	-1.5%	780.90
174+00	-15.0	-0.5%	780.12	15.0	-1.5%	779.96
174+25	-15.0	-1.5%	779.03	15.0	-1.5%	779.03
174+50	-15.0	-1.5%	778.10	15.0	-1.5%	778.10
174+75	-15.0	-1.5%	777.17	15.0	-1.5%	777.17
175+00	-15.0	-1.5%	776.26	15.0	-1.5%	776.26
175+25	-15.0	-1.5%	775.43	15.0	-1.5%	775.43
175+50	-15.0	-1.5%	774.69	15.0	-1.5%	774.69
175+75	-15.0	-1.5%	774.03	15.0	-1.5%	774.03
176+00	-15.0	-1.5%	773.46	15.0	-1.5%	773.46
176+25	-15.0	-1.5%	772.97	15.0	-1.5%	772.97

FRONTAGE ROAD PAVEMENT ELEVATIONS

STATION	LEFT SIDE EDGE OF PAVEMENT			RIGHT SIDE EDGE OF PAVEMENT		
	OFFSET FROM CL	SLOPE FROM CL	ELEVATIONS	OFFSET FROM CL	SLOPE FROM CL	ELEVATIONS
176+50	-15.0	-1.5%	772.57	15.0	-1.5%	772.57
176+75	-15.0	-1.5%	772.25	15.0	-1.5%	772.25
177+00	-15.0	-1.5%	772.00	15.0	-1.5%	772.00
177+25	-15.0	-1.5%	771.75	15.0	-1.5%	771.75
177+50	-15.0	-1.5%	771.50	15.0	-1.5%	771.50
177+75	-15.0	-1.5%	771.26	15.0	-1.5%	771.26
178+00	-15.0	-1.5%	771.01	15.0	-1.5%	771.01
178+25	-15.0	-1.5%	770.76	15.0	-1.5%	770.76
178+50	-15.0	-1.5%	770.51	15.0	-1.5%	770.51
178+75	-15.0	-1.5%	770.26	15.0	-1.5%	770.26
179+00	-15.0	-1.5%	770.01	15.0	-1.5%	770.01
179+25	-15.0	-1.5%	769.76	15.0	-1.5%	769.76
179+50	-15.0	-1.5%	769.52	15.0	-1.5%	769.52
179+75				15.0	-1.5%	769.27
180+00				15.0	-1.5%	769.02
180+25				15.0	-1.5%	768.77
180+50				15.0	-1.5%	768.52
180+75				15.0	-1.5%	768.27
181+00				15.0	-1.5%	768.02
181+25				15.0	-1.5%	767.78
181+50				15.0	-1.5%	767.53
181+75				15.0	-1.5%	767.28
182+00				15.0	-1.5%	767.03

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26
 PAVEMENT ELEVATION DETAILS
 FRONTAGE ROAD

SCALE: 1"=50'
 DATE: 01-22-10

DRAWN BY SJV
 CHECKED BY RMH



U.S. ROUTE 20 CURVE C201

U.S. ROUTE 20 CURVE C201 (CONTINUED)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	124
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
P-92-029-02				
CONTRACT #64799				

STATION	DISTANCE FROM NORMAL CROWN	LEFT E.O.S.		LEFT E.O.P.		CENTERLINE ELEVATION (FT)	RIGHT E.O.P.		RIGHT E.O.S.	
		CROSS SLOPE (%)	ELEVATION (FT)	CROSS SLOPE (%)	ELEVATION (FT)		CROSS SLOPE (%)	ELEVATION (FT)	CROSS SLOPE (%)	ELEVATION (FT)
580+02.79	0.00	-4.00	795.77	-1.50	795.93	796.11	-1.50	795.93	-4.00	795.77
580+25.00	22.21	-4.00	795.63	-0.89	795.79	795.90	-1.50	795.72	-4.00	795.56
580+50.00	47.21	-4.00	795.45	-0.21	795.61	795.64	-1.50	795.46	-4.00	795.30
580+57.79	55.00	-4.00	795.40	0.00	795.56	795.56	-1.50	795.38	-4.00	795.22
580+75.00	72.21	-4.00	795.26	0.47	795.42	795.37	-1.50	795.19	-4.00	795.03
581+00.00	97.21	-4.00	795.06	1.16	795.22	795.08	-1.50	794.90	-4.00	794.74
581+12.31	109.52	-4.00	794.95	1.50	795.11	794.93	-1.50	794.75	-4.00	794.59
581+25.00	122.21	-4.00	794.84	1.85	795.00	794.77	-1.85	794.55	-4.00	794.39
581+50.00	147.21	-4.00	794.60	2.54	794.76	794.46	-2.54	794.15	-4.00	793.99
581+75.00	172.21	-4.00	794.35	3.22	794.51	794.12	-3.22	793.73	-4.00	793.57
582+00.00	197.21	-4.00	794.08	3.91	794.24	793.77	-3.91	793.30	-4.00	793.14
582+25.00	222.21	-3.40	793.82	4.60	793.96	793.41	-4.60	792.85	-4.00	792.69
582+50.00	247.21	-2.71	793.55	5.29	793.66	793.02	-5.29	792.39	-4.00	792.23
582+57.70	254.91	-2.50	793.46	5.50	793.56	792.90	-5.50	792.24	-4.00	792.08
582+75.00		-2.50	793.19	5.50	793.29	792.63	-5.50	791.97	-4.00	791.81
583+00.00		-2.50	792.78	5.50	792.88	792.22	-5.50	791.56	-4.00	791.40
583+25.00		-2.50	792.35	5.50	792.45	791.79	-5.50	791.13	-4.00	790.97
583+50.00		-2.50	791.91	5.50	792.01	791.35	-5.50	790.69	-4.00	790.53
583+75.00		-2.50	791.45	5.50	791.55	790.89	-5.50	790.23	-4.00	790.07
584+00.00		-2.50	790.98	5.50	791.08	790.42	-5.50	789.76	-4.00	789.60
584+25.00		-2.50	790.49	5.50	790.59	789.93	-5.50	789.27	-4.00	789.11
584+50.00		-2.50	789.98	5.50	790.08	789.42	-5.50	788.76	-4.00	788.60
584+75.00		-2.50	789.46	5.50	789.56	788.90	-5.50	788.24	-4.00	788.08
585+00.00		-2.50	788.93	5.50	789.03	788.37	-5.50	787.71	-4.00	787.55
585+25.00		-2.50	788.40	5.50	788.50	787.84	-5.50	787.18	-4.00	787.02
585+50.00		-2.50	787.86	5.50	787.96	787.30	-5.50	786.64	-4.00	786.48
585+75.00		-2.50	787.33	5.50	787.43	786.77	-5.50	786.11	-4.00	785.95
586+00.00		-2.50	786.80	5.50	786.90	786.24	-5.50	785.58	-4.00	785.42
586+25.00		-2.50	786.26	5.50	786.36	785.70	-5.50	785.04	-4.00	784.88
586+50.00		-2.50	785.73	5.50	785.83	785.17	-5.50	784.51	-4.00	784.35
586+75.00		-2.50	785.20	5.50	785.30	784.64	-5.50	783.98	-4.00	783.82
587+00.00		-2.50	784.66	5.50	784.76	784.10	-5.50	783.44	-4.00	783.28
587+25.00		-2.50	784.13	5.50	784.23	783.57	-5.50	782.91	-4.00	782.75
587+50.00		-2.50	783.59	5.50	783.69	783.03	-5.50	782.37	-4.00	782.21
587+75.00		-2.50	783.06	5.50	783.16	782.50	-5.50	781.84	-4.00	781.68
588+00.00		-2.50	782.53	5.50	782.63	781.97	-5.50	781.31	-4.00	781.15
588+25.00		-2.50	781.99	5.50	782.09	781.43	-5.50	780.77	-4.00	780.61
588+50.00		-2.50	781.46	5.50	781.56	780.90	-5.50	780.24	-4.00	780.08
588+75.00		-2.50	780.93	5.50	781.03	780.37	-5.50	779.71	-4.00	779.55
589+00.00		-2.50	780.39	5.50	780.49	779.83	-5.50	779.17	-4.00	779.01
589+25.00		-2.50	779.86	5.50	779.96	779.30	-5.50	778.64	-4.00	778.48
589+50.00		-2.50	779.32	5.50	779.42	778.76	-5.50	778.10	-4.00	777.94

STATION	DISTANCE FROM NORMAL CROWN	LEFT E.O.S.		LEFT E.O.P.		CENTERLINE ELEVATION (FT)	RIGHT E.O.P.		RIGHT E.O.S.	
		CROSS SLOPE (%)	ELEVATION (FT)	CROSS SLOPE (%)	ELEVATION (FT)		CROSS SLOPE (%)	ELEVATION (FT)	CROSS SLOPE (%)	ELEVATION (FT)
589+75.00		-2.50	778.79	5.50	778.89	778.23	-5.50	777.57	-4.00	777.41
590+00.00		-2.50	778.26	5.50	778.36	777.70	-5.50	777.04	-4.00	776.88
590+25.00		-2.50	777.72	5.50	777.82	777.16	-5.50	776.50	-4.00	776.34
590+50.00		-2.50	777.19	5.50	777.29	776.63	-5.50	775.97	-4.00	775.81
590+75.00		-2.50	776.66	5.50	776.76	776.10	-5.50	775.44	-4.00	775.28
591+00.00		-2.50	776.14	5.50	776.24	775.58	-5.50	774.92	-4.00	774.76
591+25.00		-2.50	775.64	5.50	775.74	775.08	-5.50	774.42	-4.00	774.26
591+50.00		-2.50	775.16	5.50	775.26	774.60	-5.50	773.94	-4.00	773.78
591+75.00		-2.50	774.71	5.50	774.81	774.15	-5.50	773.49	-4.00	773.33
592+00.00		-2.50	774.28	5.50	774.38	773.72	-5.50	773.06	-4.00	772.90
592+25.00		-2.50	773.86	5.50	773.96	773.30	-5.50	772.64	-4.00	772.48
592+50.00		-2.50	773.47	5.50	773.57	772.91	-5.50	772.25	-4.00	772.09
592+75.00		-2.50	773.10	5.50	773.20	772.54	-5.50	771.88	-4.00	771.72
593+00.00		-2.50	772.75	5.50	772.85	772.19	-5.50	771.53	-4.00	771.37
593+25.00		-2.50	772.42	5.50	772.52	771.86	-5.50	771.20	-4.00	771.04
593+50.00		-2.50	772.11	5.50	772.21	771.55	-5.50	770.89	-4.00	770.73
593+75.00		-2.50	771.82	5.50	771.92	771.26	-5.50	770.60	-4.00	770.44
594+00.00		-2.50	771.55	5.50	771.65	770.99	-5.50	770.33	-4.00	770.17
594+25.00		-2.50	771.30	5.50	771.40	770.74	-5.50	770.08	-4.00	769.92
594+50.00		-2.50	771.08	5.50	771.18	770.52	-5.50	769.86	-4.00	769.70
594+75.00		-2.50	770.87	5.50	770.97	770.31	-5.50	769.65	-4.00	769.49
595+00.00		-2.50	770.69	5.50	770.79	770.13	-5.50	769.47	-4.00	769.31
595+25.00		-2.50	770.52	5.50	770.62	769.96	-5.50	769.30	-4.00	769.14
595+50.00		-2.50	770.38	5.50	770.48	769.82	-5.50	769.16	-4.00	769.00
595+75.00		-2.50	770.26	5.50	770.36	769.70	-5.50	769.04	-4.00	768.88
596+00.00		-2.50	770.16	5.50	770.26	769.60	-5.50	768.94	-4.00	768.78
596+25.00		-2.50	770.08	5.50	770.18	769.52	-5.50	768.86	-4.00	768.70
596+34.24	255.00	-2.50	770.05	5.50	770.15	769.49	-5.50	768.83	-4.00	768.67
596+50.00	239.24	-2.93	769.95	5.07	770.07	769.46	-5.07	768.85	-4.00	768.69
596+75.00	214.24	-3.62	769.80	4.38	769.95	769.42	-4.38	768.89	-4.00	768.73
597+00.00	189.24	-4.00	769.69	3.69	769.85	769.40	-3.69	768.96	-4.00	768.80
597+25.00	164.24	-4.00	769.61	3.00	769.77	769.41	-3.00	769.04	-4.00	768.88
597+50.00	139.24	-4.00	769.55	2.32	769.71	769.43	-2.32	769.15	-4.00	768.99
597+75.00	114.24	-4.00	769.51	1.63	769.67	769.47	-1.63	769.28	-4.00	769.12
597+79.69	109.55	-4.00	769.50	1.50	769.66	769.48	-1.50	769.30	-4.00	769.14
598+00.00	89.24	-4.00	769.48	0.94	769.64	769.53	-1.50	769.35	-4.00	769.19
598+25.00	64.24	-4.00	769.45	0.25	769.61	769.58	-1.50	769.40	-4.00	769.24
598+34.24	55.00	-4.00	769.44	0.00	769.60	769.60	-1.50	769.42	-4.00	769.26
598+50.00	39.24	-4.00	769.42	-0.43	769.58	769.63	-1.50	769.45	-4.00	769.29
598+75.00	14.24	-4.00	769.39	-1.11	769.55	769.68	-1.50	769.50	-4.00	769.34
598+89.24	0.00	-4.00	769.37	-1.50	769.53	769.71	-1.50	769.53	-4.00	769.37

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26

SUPERELEVATION
 DETAILS
 U.S. ROUTE 20 CURVE C201

SCALE: NONE
 DATE: 01-22-10
 DRAWN BY SJV
 CHECKED BY RMH



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	125
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
P-92-029-02 CONTRACT #64799				

HEINE ROAD CURVE HC1

HEINE ROAD CURVE HC2

STATION	DISTANCE FROM NORMAL CROWN	LEFT E.O.S.		LEFT E.O.P.		CENTERLINE ELEVATION (FT)	RIGHT E.O.P.		RIGHT E.O.S.	
		CROSS SLOPE (%)	ELEVATION (FT)	CROSS SLOPE (%)	ELEVATION (FT)		CROSS SLOPE (%)	ELEVATION (FT)	CROSS SLOPE (%)	ELEVATION (FT)
		10+51.06	0.00	-4.00	764.53		-1.50	764.69	764.87	-1.50
10+75.00	23.94	-4.00	764.76	-0.17	764.92	764.94	-1.50	764.76	-4.00	764.60
10+78.06	27.00	-4.00	764.79	0.00	764.95	764.95	-1.50	764.77	-4.00	764.61
11+00.00	48.94	-4.00	765.00	1.21	765.16	765.02	-1.50	764.84	-4.00	764.68
11+05.37	54.31	-4.00	765.05	1.50	765.21	765.03	-1.50	764.85	-4.00	764.69
11+25.00	73.94	-4.00	765.24	2.58	765.40	765.09	-2.58	764.78	-4.00	764.62
11+49.06	98.00	-4.00	765.47	3.90	765.63	765.17	-3.90	764.70	-4.00	764.54
11+50.00		-4.00	765.48	3.90	765.64	765.17	-3.90	764.70	-4.00	764.54
11+75.00		-4.00	765.55	3.90	765.71	765.24	-3.90	764.78	-4.00	764.62
12+00.00		-4.00	765.63	3.90	765.79	765.32	-3.90	764.85	-4.00	764.69
12+25.00		-4.00	765.68	3.90	765.84	765.37	-3.90	764.91	-4.00	764.75
12+50.00		-4.00	765.70	3.90	765.86	765.39	-3.90	764.93	-4.00	764.77
12+75.00		-4.00	765.68	3.90	765.84	765.37	-3.90	764.91	-4.00	764.75
13+00.00		-4.00	765.63	3.90	765.79	765.32	-3.90	764.85	-4.00	764.69
13+25.00		-4.00	765.55	3.90	765.71	765.24	-3.90	764.78	-4.00	764.62
13+50.00		-4.00	765.48	3.90	765.64	765.17	-3.90	764.70	-4.00	764.54
13+75.00		-4.00	765.40	3.90	765.56	765.09	-3.90	764.63	-4.00	764.47
14+00.00		-4.00	765.33	3.90	765.49	765.02	-3.90	764.55	-4.00	764.39
14+25.00		-4.00	765.25	3.90	765.41	764.94	-3.90	764.48	-4.00	764.32
14+50.00		-4.00	765.18	3.90	765.34	764.87	-3.90	764.40	-4.00	764.24
14+75.00		-4.00	765.10	3.90	765.26	764.79	-3.90	764.33	-4.00	764.17
15+00.00		-4.00	765.03	3.90	765.19	764.72	-3.90	764.25	-4.00	764.09
15+25.00		-4.00	764.97	3.90	765.13	764.66	-3.90	764.19	-4.00	764.03
15+50.00		-4.00	764.95	3.90	765.11	764.64	-3.90	764.18	-4.00	764.02
15+75.00		-4.00	764.97	3.90	765.13	764.66	-3.90	764.20	-4.00	764.04
16+00.00		-4.00	765.03	3.90	765.19	764.72	-3.90	764.25	-4.00	764.09
16+25.00		-4.00	765.11	3.90	765.27	764.80	-3.90	764.33	-4.00	764.17
16+50.00		-4.00	765.18	3.90	765.34	764.88	-3.90	764.41	-4.00	764.25
16+69.47	98.00	-4.00	765.24	3.90	765.40	764.94	-3.90	764.47	-4.00	764.31
16+75.00	92.47	-4.00	765.22	3.60	765.38	764.95	-3.60	764.52	-4.00	764.36
17+00.00	67.47	-4.00	765.14	2.22	765.30	765.03	-2.22	764.76	-4.00	764.60
17+13.16	54.31	-4.00	765.09	1.50	765.25	765.07	-1.50	764.89	-4.00	764.73
17+25.00	42.47	-4.00	765.05	0.85	765.21	765.11	-1.50	764.93	-4.00	764.77
17+40.47	27.00	-4.00	764.99	0.00	765.15	765.15	-1.50	764.97	-4.00	764.81
17+50.00	17.47	-4.00	764.96	-0.53	765.12	765.18	-1.50	765.00	-4.00	764.84
17+67.47	0.00	-4.00	764.90	-1.50	765.06	765.24	-1.50	765.06	-4.00	764.90

STATION	DISTANCE FROM NORMAL CROWN	LEFT E.O.S.		LEFT E.O.P.		CENTERLINE ELEVATION (FT)	RIGHT E.O.P.		RIGHT E.O.S.	
		CROSS SLOPE (%)	ELEVATION (FT)	CROSS SLOPE (%)	ELEVATION (FT)		CROSS SLOPE (%)	ELEVATION (FT)	CROSS SLOPE (%)	ELEVATION (FT)
		17+56.39	0.00	-4.00	764.86		-1.50	765.02	765.20	-1.50
17+75.00	18.61	-4.00	764.92	-1.50	765.08	765.26	-0.47	765.20	-4.00	765.04
17+83.39	27.00	-4.00	764.94	-1.50	765.10	765.28	0.00	765.28	-4.00	765.12
18+00.00	43.61	-4.00	765.00	-1.50	765.16	765.34	0.91	765.44	-4.00	765.28
18+10.70	54.31	-4.00	765.03	-1.50	765.19	765.37	1.50	765.55	-4.00	765.39
18+25.00	68.61	-4.00	764.98	-2.29	765.14	765.41	2.29	765.69	-4.00	765.53
18+50.00	93.61	-4.00	764.89	-3.66	765.05	765.49	3.66	765.93	-4.00	765.77
18+54.39	98.00	-4.00	764.87	-3.90	765.03	765.50	3.90	765.97	-4.00	765.81
18+75.00		-4.00	764.94	-3.90	765.10	765.57	3.90	766.03	-4.00	765.87
19+00.00		-4.00	765.01	-3.90	765.17	765.64	3.90	766.11	-4.00	765.95
19+25.00		-4.00	765.09	-3.90	765.25	765.72	3.90	766.19	-4.00	766.03
19+50.00		-4.00	765.17	-3.90	765.33	765.80	3.90	766.26	-4.00	766.10
19+75.00		-4.00	765.23	-3.90	765.39	765.85	3.90	766.32	-4.00	766.16
20+00.00		-4.00	765.25	-3.90	765.41	765.87	3.90	766.34	-4.00	766.18
20+25.00		-4.00	765.23	-3.90	765.39	765.85	3.90	766.32	-4.00	766.16
20+50.00		-4.00	765.17	-3.90	765.33	765.80	3.90	766.27	-4.00	766.11
20+72.47	98.00	-4.00	765.10	-3.90	765.26	765.73	3.90	766.20	-4.00	766.04
20+75.00	95.47	-4.00	765.11	-3.76	765.27	765.72	3.76	766.18	-4.00	766.02
21+00.00	70.47	-4.00	765.20	-2.39	765.36	765.65	2.39	765.94	-4.00	765.78
21+16.16	54.31	-4.00	765.26	-1.50	765.42	765.60	1.50	765.78	-4.00	765.62
21+25.00	45.47	-4.00	765.23	-1.50	765.39	765.57	1.01	765.70	-4.00	765.54
21+43.47	27.00	-4.00	765.18	-1.50	765.34	765.52	0.00	765.52	-4.00	765.36
21+50.00	20.47	-4.00	765.16	-1.50	765.32	765.50	-0.36	765.46	-4.00	765.30
21+70.47	0.00	-4.00	765.10	-1.50	765.26	765.44	-1.50	765.26	-4.00	765.10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26

**SUPERELEVATION
 DETAILS**
 HEINE ROAD CURVE HC1 AND HC2

SCALE: NONE
 DATE: 01-22-10

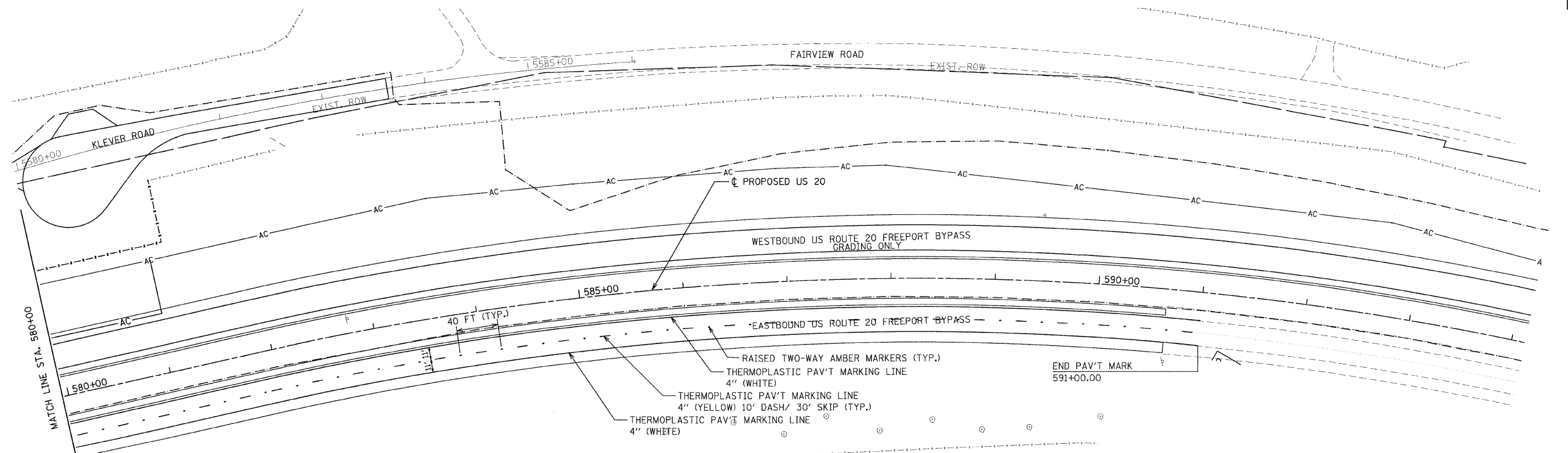
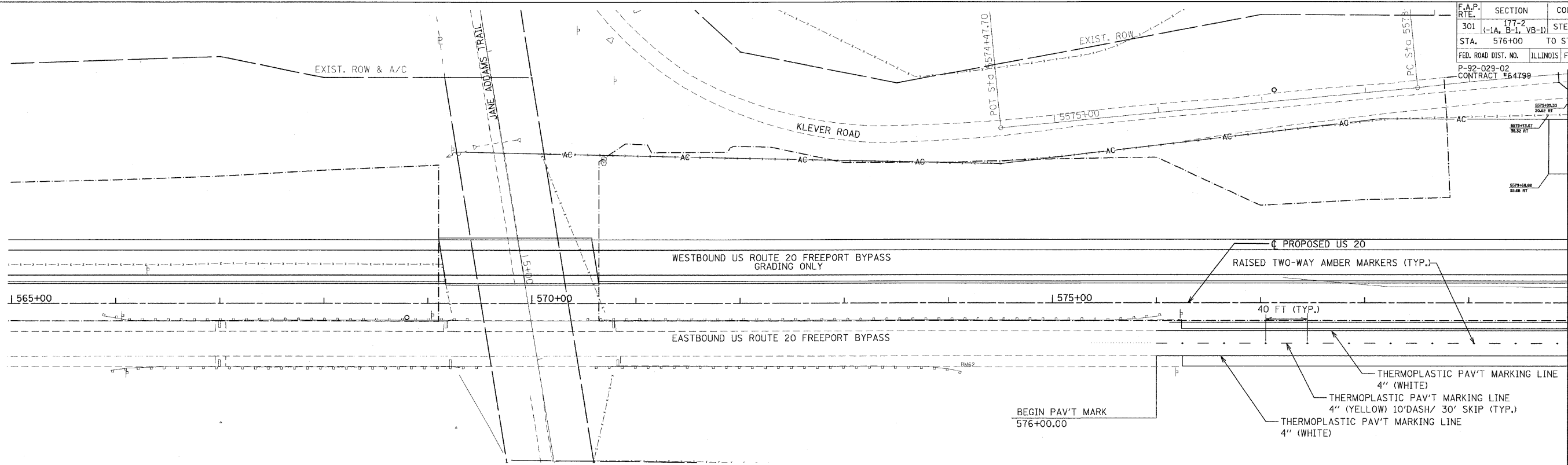
DRAWN BY SJV
 CHECKED BY RMH



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	128
STA.	TO STA.			
576+00	591+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02 CONTRACT #64799	PVMRK-01 OF 07			



MATCH LINE STA 580+00



NOTE:
ALL PERMANENT SIGNING SHALL BE FURNISHED AND INSTALLED BY IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PAVEMENT MARKING WORK AS SHOWN IN THE PLANS.

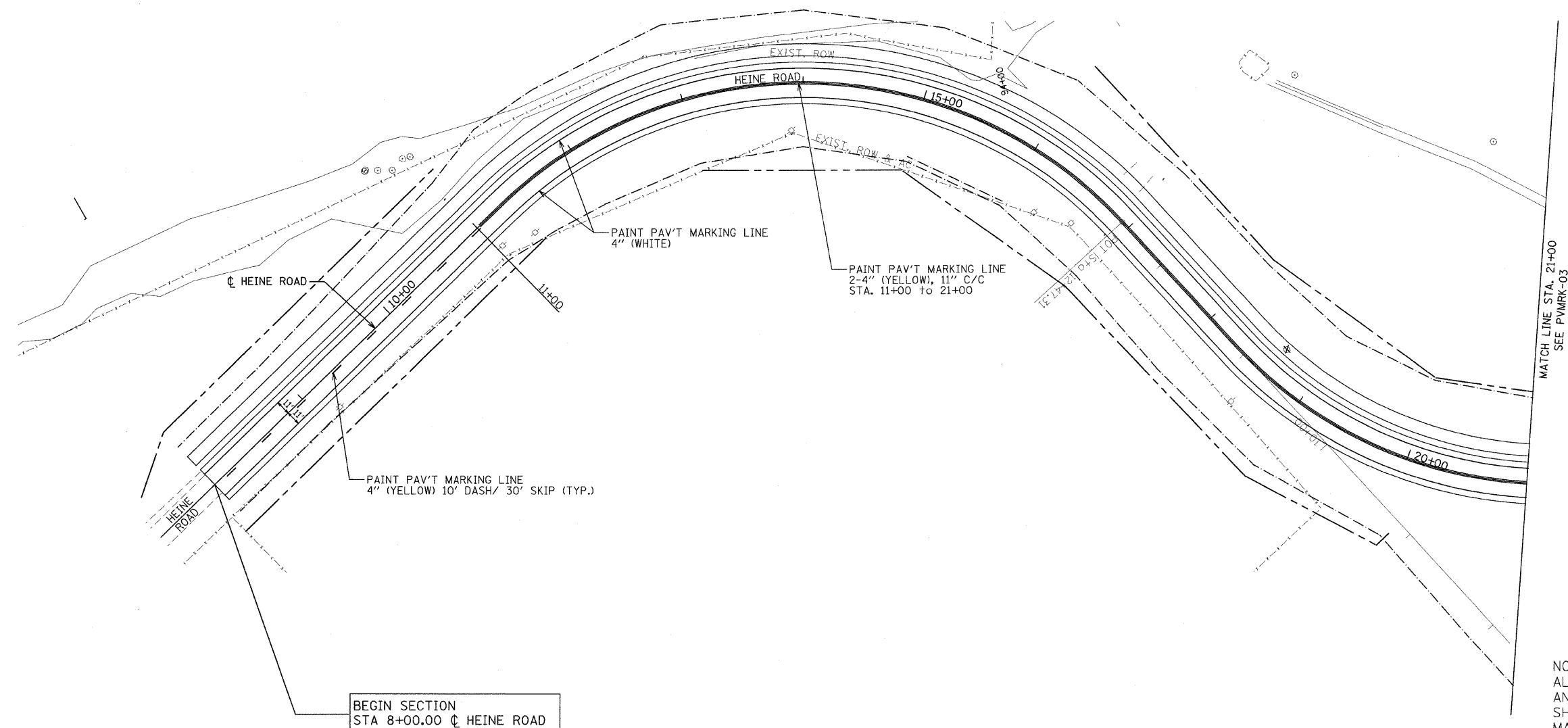
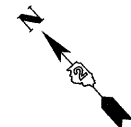


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26
PAVEMENT MARKING PLANS
U.S. ROUTE 20

SCALE: 1"=50'
DATE: 01-22-10
DRAWN BY SJV
CHECKED BY RMH

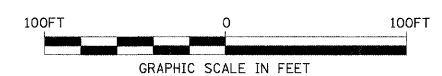
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	129
STA.	8+00	TO STA.	21+00	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
P-92-029-02 CONTRACT #64799			PVMRK-02 OF 07	



BEGIN SECTION
STA 8+00.00 C HEINE ROAD

MATCH LINE STA. 21+00
SEE PVMRK-03

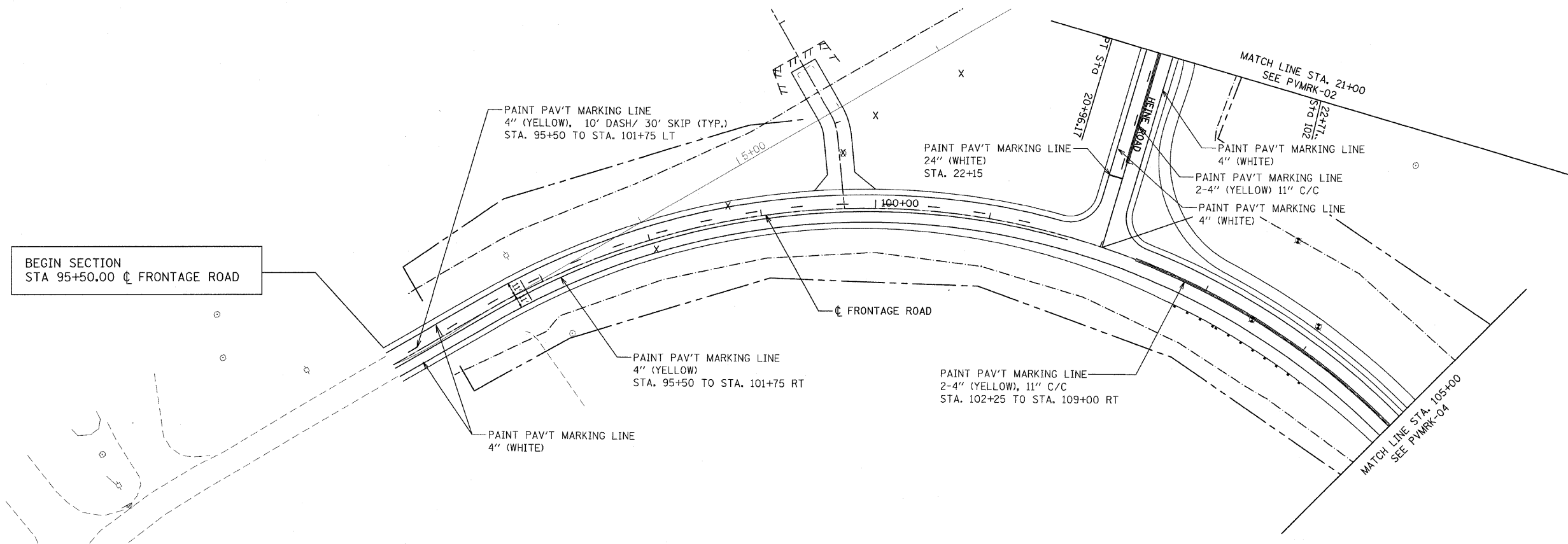
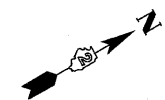
NOTE:
ALL PERMANENT SIGNING SHALL BE FURNISHED AND INSTALLED BY IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PAVEMENT MARKING WORK AS SHOWN IN THE PLANS.



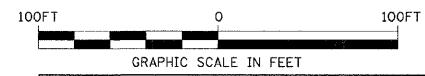
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26
PAVEMENT MARKING PLANS
HEINE ROAD
SCALE: 1"=50'
DATE: 01-22-10
DRAWN BY SJV
CHECKED BY RMH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	130
STA. 94+00	TO STA. 105+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02 CONTRACT #64799			PVMRK-03 OF 07	



NOTE:
ALL PERMANENT SIGNING SHALL BE FURNISHED AND INSTALLED BY IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PAVEMENT MARKING WORK AS SHOWN IN THE PLANS.

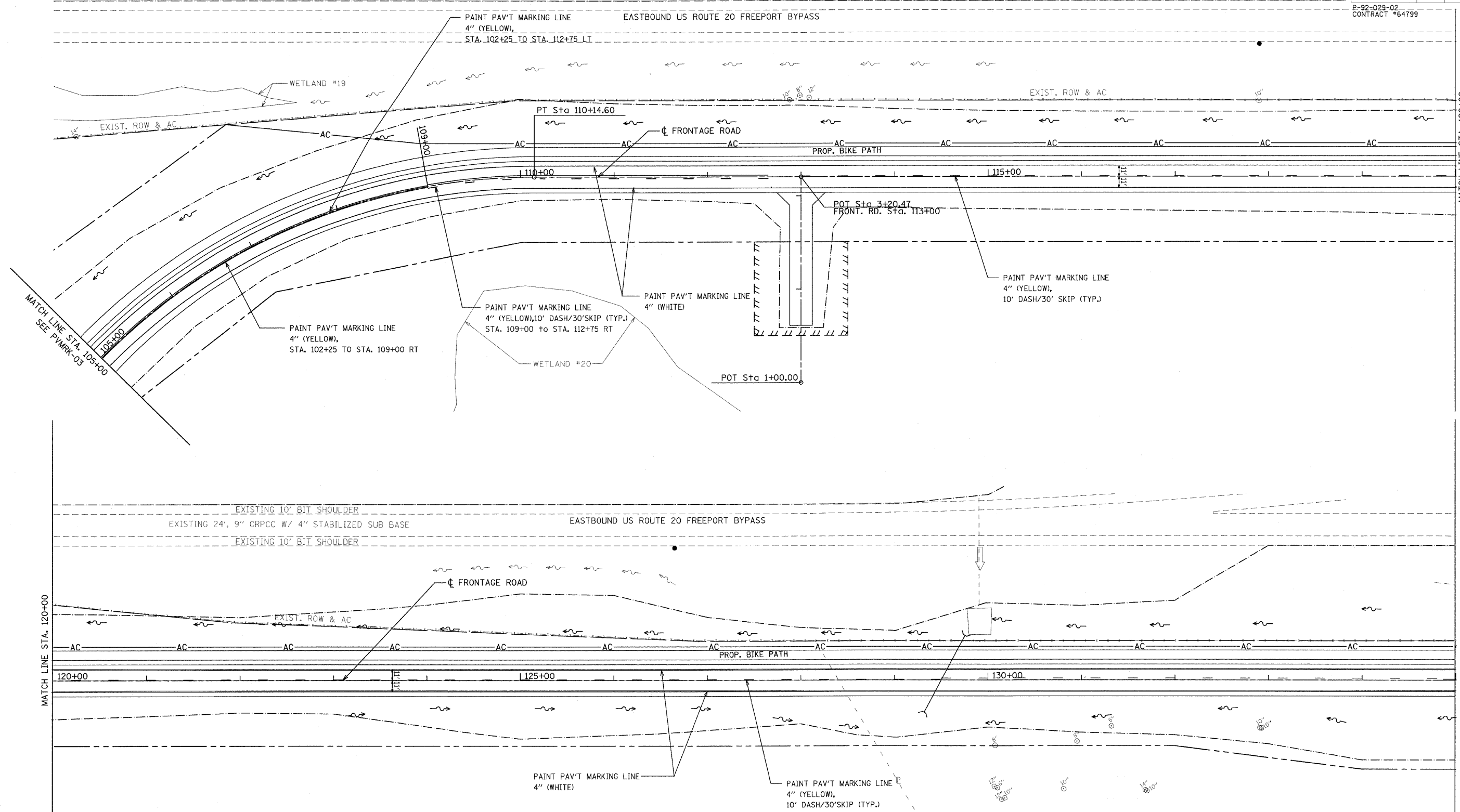


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26
PAVEMENT MARKING PLANS
HEINE ROAD AND FRONTAGE ROAD

SCALE: 1"=50'
DATE: 01-22-10
DRAWN BY SJV
CHECKED BY RMH

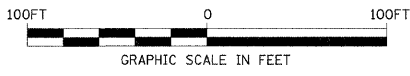
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	131
STA. 105+00	TO STA. 135+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02 CONTRACT #64799			PVMRK-04 OF 07	



MATCH LINE STA. 120+00
SEE PVMRK-03

MATCH LINE STA. 135+00
SEE PVMRK-05

NOTE:
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REVISIONS	
NAME	DATE

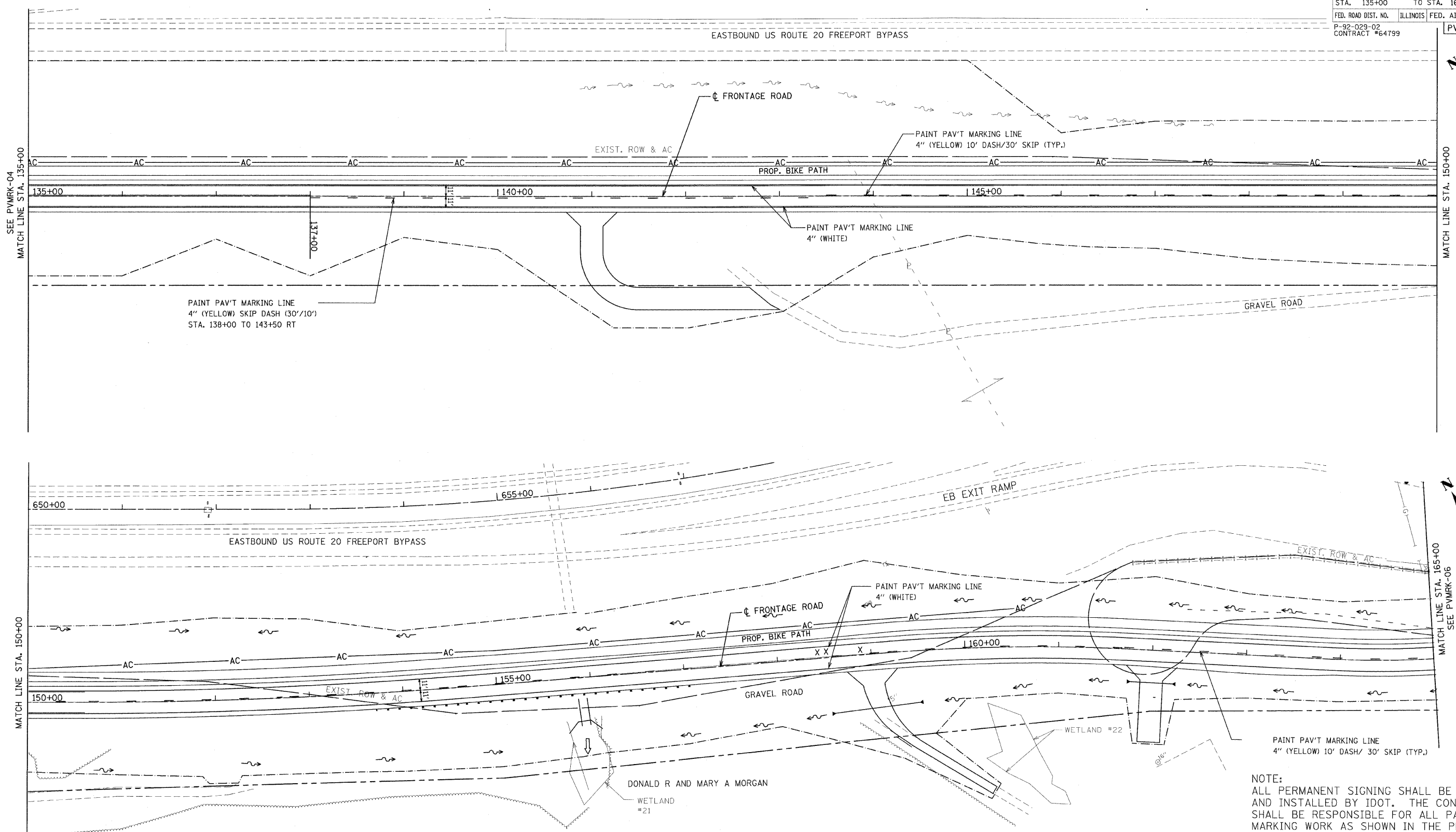
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26

**PAVEMENT MARKING PLANS
FRONTAGE ROAD**

SCALE: 1"=50'
DATE: 01-22-10

DRAWN BY SJV
CHECKED BY RMH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	132
STA. 135+00	TO STA. 165+00			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
P-92-029-02	CONTRACT #64799		PVMRK-05 OF 07	



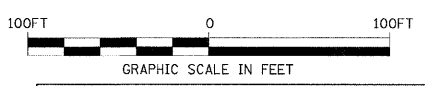
SEE PVMRK-04
MATCH LINE STA. 135+00

MATCH LINE STA. 150+00

MATCH LINE STA. 150+00

MATCH LINE STA. 165+00
SEE PVMRK-06

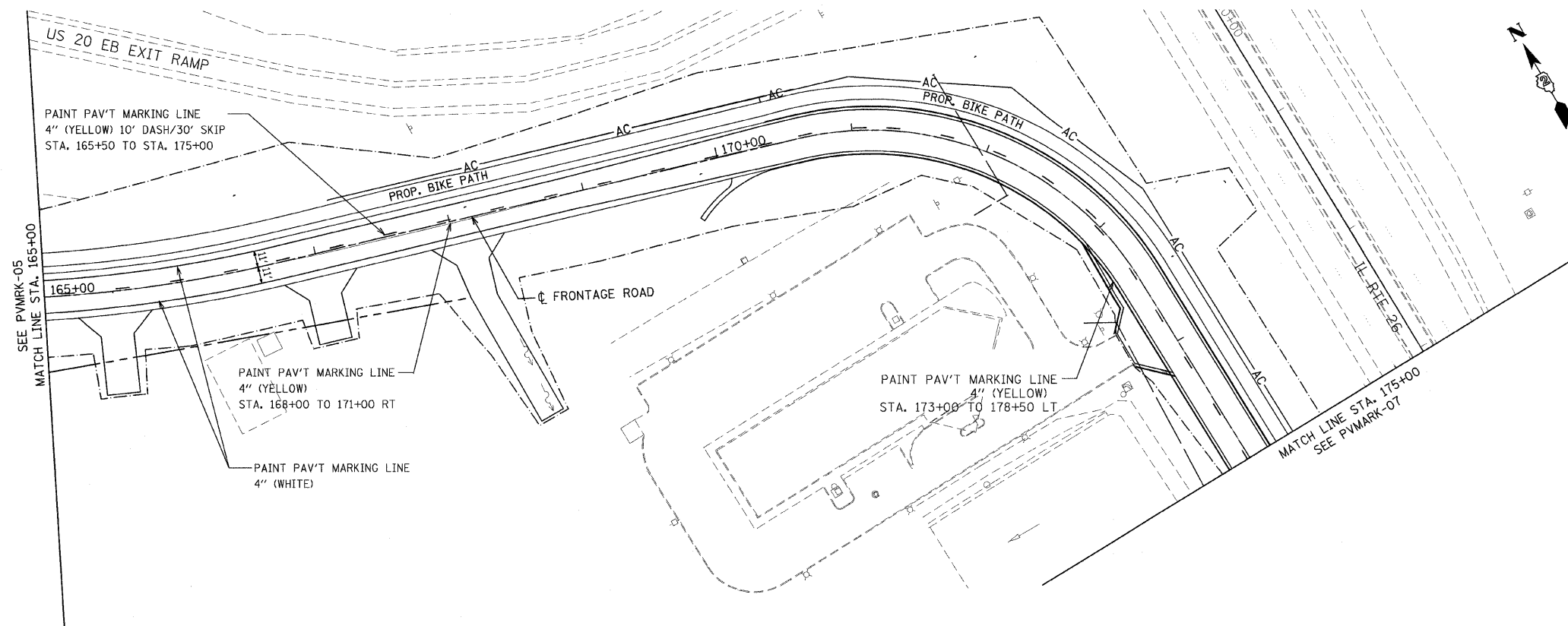
NOTE:
ALL PERMANENT SIGNING SHALL BE FURNISHED AND INSTALLED BY IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PAVEMENT MARKING WORK AS SHOWN IN THE PLANS.



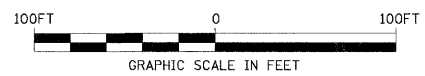
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26
PAVEMENT MARKING PLANS
FRONTAGE ROAD
SCALE: 1"=50'
DATE: 01-22-10
DRAWN BY: SJV
CHECKED BY: RMH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	133
STA.	STA.	TO STA.	STA.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02				PVMRK-06 OF 07
CONTRACT #64799				



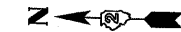
NOTE:
 ALL PERMANENT SIGNING SHALL BE FURNISHED AND INSTALLED BY IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PAVEMENT MARKING WORK AS SHOWN IN THE PLANS.



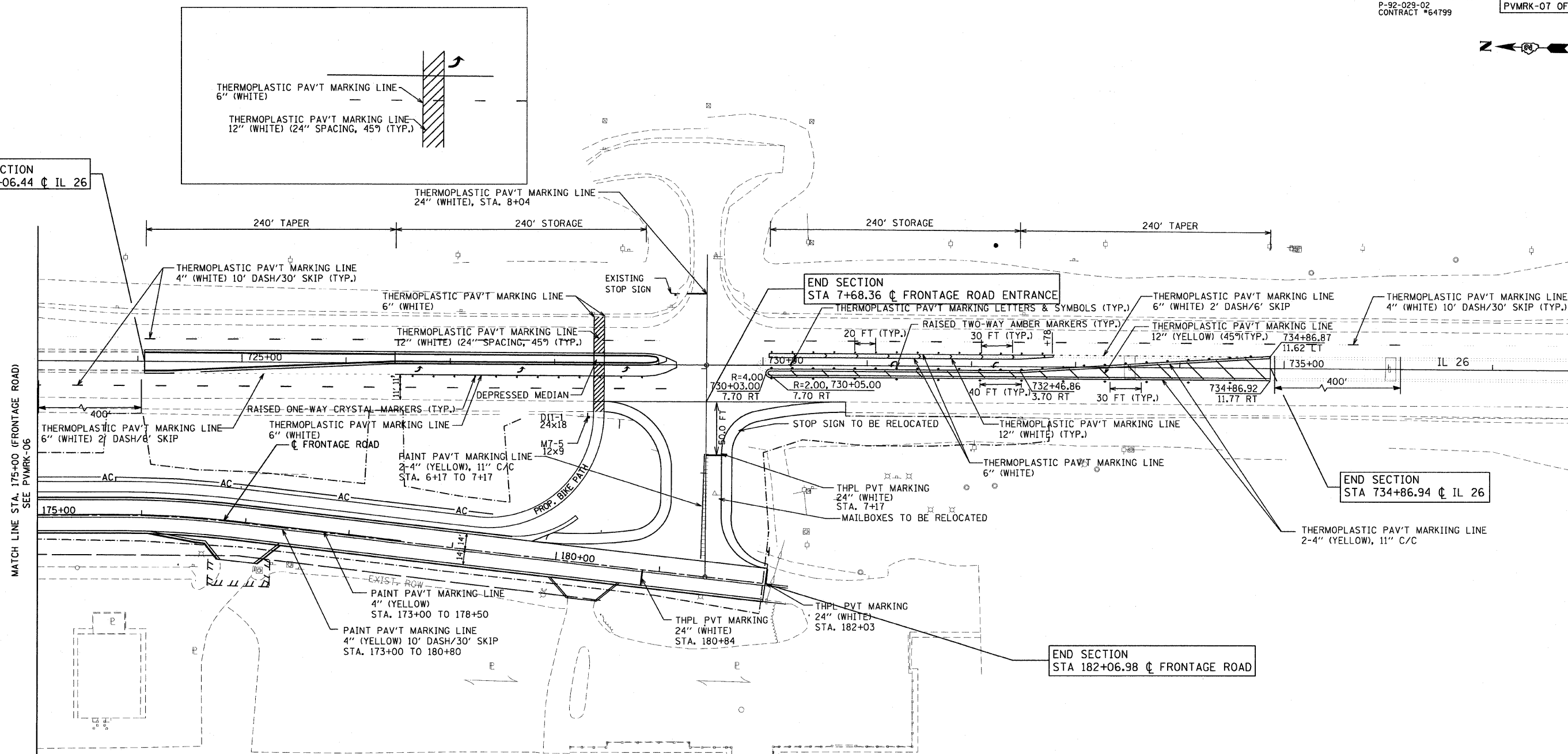
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.P. ROUTE 301 (US RTE. 20)
 FROM BOLTON ROAD TO WEST OF IL RTE. 26
PAVEMENT MARKING PLANS
FRONTAGE ROAD
 SCALE: 1"=50'
 DATE: 01-22-10
 DRAWN BY: SJV
 CHECKED BY: RMH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	177-2 (-1A, B-1, VB-1)	STEPHENSON	386	134
STA.	175+00	TO STA.	STA.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
P-92-029-02				PVMRK-07 OF 07
CONTRACT #64799				



BEGIN SECTION
STA 724+06.44 C IL 26



END SECTION
STA 734+86.94 C IL 26

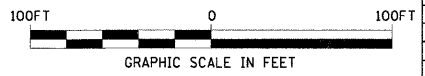
END SECTION
STA 182+06.98 C FRONTAGE ROAD

NOTE:
ALL PERMANENT SIGNING SHALL BE FURNISHED AND INSTALLED BY IDOT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PAVEMENT MARKING WORK AS SHOWN IN THE PLANS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.P. ROUTE 301 (US RTE. 20)
FROM BOLTON ROAD TO WEST OF IL RTE. 26

PAVEMENT MARKING PLANS
FRONTAGE ROAD AND IL ROUTE 26



SCALE: 1"=50'
DATE: 01-22-10
DRAWN BY SJV
CHECKED BY RMH

B.M. #64 -
 Iron rod in cap, Station 609+99.89, Elevation 770.97, Offset 119.64 Right,
 North = 2062752.54, East = 2435617.51

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	135
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 1
5 SHEETS

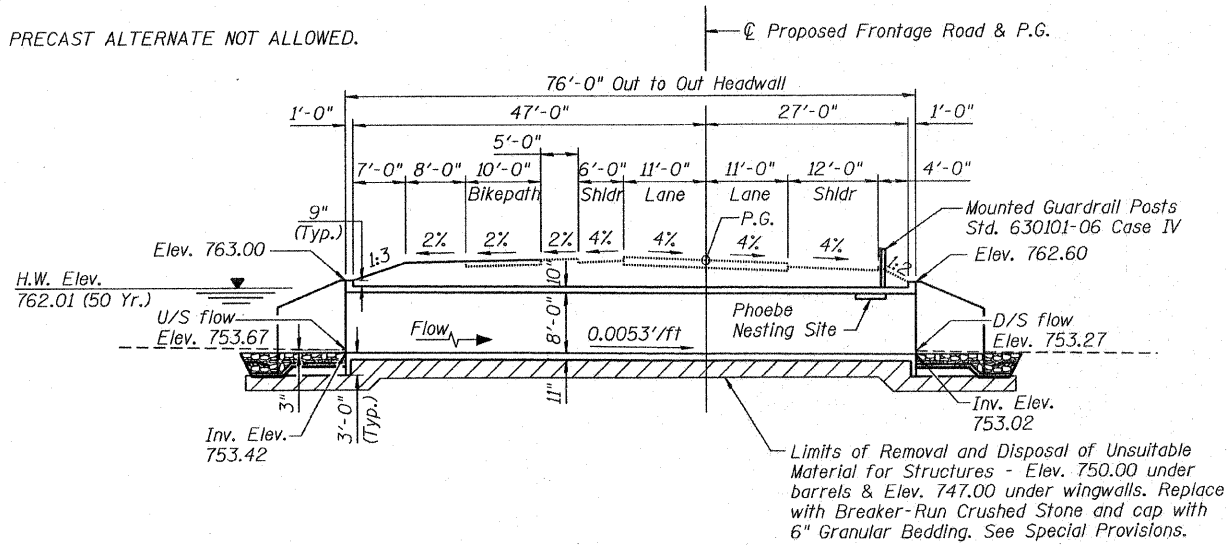
Contract No. 64799

Existing Structure: None

Staging: None

No Salvage

Note: PRECAST ALTERNATE NOT ALLOWED.



LONGITUDINAL SECTION

All Horiz. Dimensions are at Rt. Angle's to Local Tangent to Proposed Frontage Road at Sta. 103+72.00 (Looking Northeast)

WATERWAY INFORMATION

Existing Low Grade Elev. = N/A

Drainage Area = 4.3 sq. miles Proposed Low Grade Elev. (Heine Rd.) = 764.54 ft
 @ Sta. 9+30.96

Flood	Freq. Year	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater EL.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Ten-Year	10	888	--	240	762.00	--	0.55	--	762.55
Design	50	1366	--	240	762.01	--	1.26	--	763.27
Base	100	1566	--	240	762.01	--	1.63	--	763.64
Overtopping	--	--	--	--	--	--	--	--	--

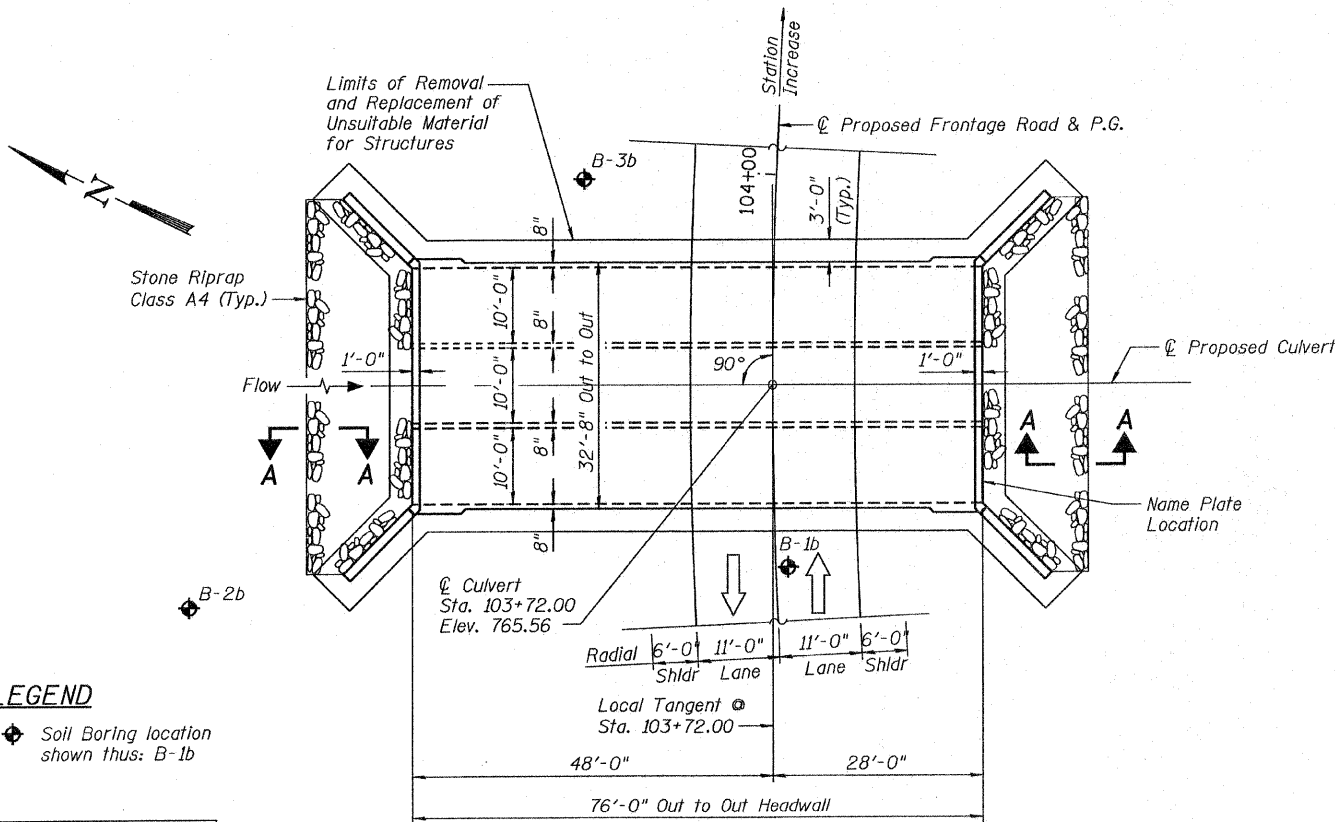
10 Year Velocity through Exist. Culvert = N/A 10 Year Velocity through Proposed Culvert = 3.70 fps

CURVE DATA

P.I. STA. = 107+82.77
 $\Delta = 120^\circ 19' 19''$ (RT)
 $D = 8^\circ 48' 53''$
 $R = 650.00'$
 $T = 1133.17'$
 $L = 1365.01'$
 $E = 656.36'$
 $e = 4.0\%$
 $T.R. = 31'$
 $S.E. RUN = 82'$
 $P.C. STA. = 96+49.59$
 $P.T. STA. = 110+14.60$

DESIGN SPECIFICATIONS

2002 AASHTO
LOADING HS20-44
 Allow 50#/sq. ft. for future wearing surface
DESIGN STRESSES
FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinf.)
SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.032g
 Site Coefficient (S) = 1.0



PLAN

LEGEND

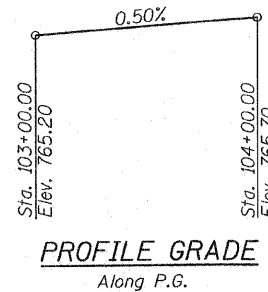
◆ Soil Boring location shown thus: B-1b

DESIGNED	M. SHAIKH
CHECKED	J. GRAINAWI
DRAWN	M. SHAIKH
CHECKED	J. GRAINAWI

Note:

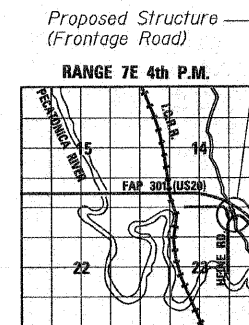
1. For Section A-A, see Sheet 2 of 5.

CURVE DATA



PROFILE GRADE

Along P.G.



LOCATION SKETCH

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

Rafael E. Anderson (TS)
 ENGINEER OF BRIDGES AND STRUCTURES



Signed Jamal I. Grainawi
 Jamal I. Grainawi, S.E., IL. Lic. No. 081-005161
 Expires 11-30-2010
 Date 1/25/2010

GENERAL PLAN
FRONTAGE ROAD OVER
WESTERN TRIBUTARY TO
PECATONICA RIVER
F.A.P. ROUTE 301 SECTION 177-2-1A
STEPHENSON COUNTY
STATION 103+72.00
STRUCTURE NO. 089-2018



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	136
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

GENERAL NOTES

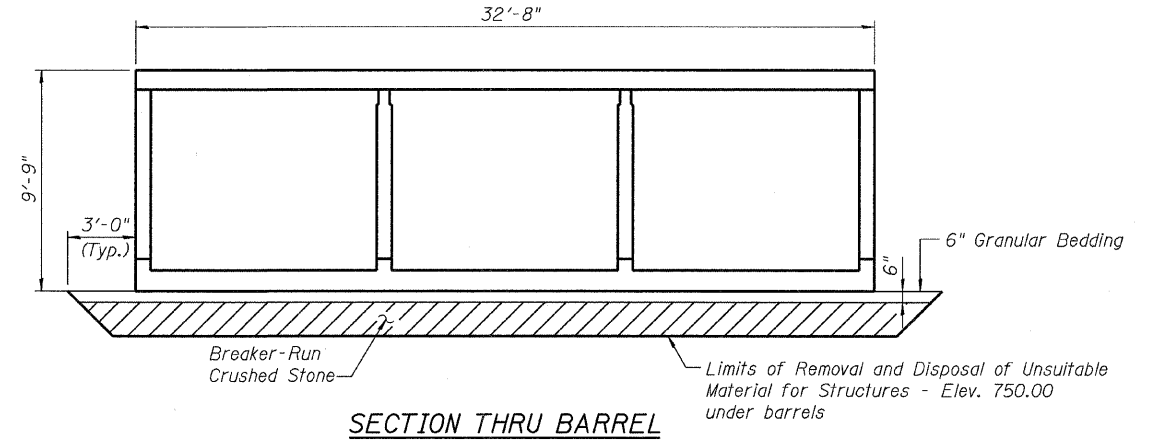
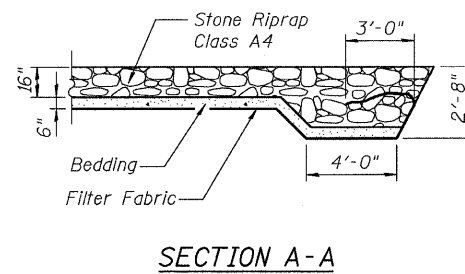
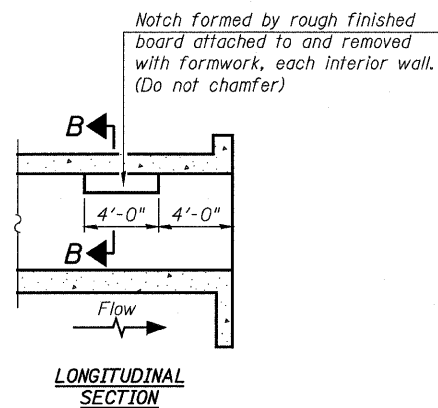
1. The Contractor shall be responsible for diverting the water flow from the construction area using a method meeting the approval of the Engineer. The cost of diverting the water flow shall be considered as included in the contract unit price bid for the box culvert being constructed and no additional compensation will be allowed.
2. Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60. See Special Provisions.
3. A distance of half the length of the wingwall, but not less than 6'-6" of the barrel shall be poured monolithically with the wingwalls.
4. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
5. Precast alternate is not allowed.
6. All construction joints shall be bonded.

SHEET INDEX

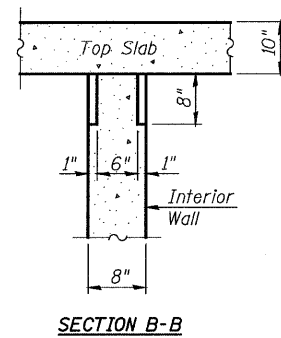
- 1 General Plan
- 2 General Data
- 3-4 Culvert Details
- 5 Boring Logs

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	282
Stone Riprap, Class A4	Sq. Yd.	139
Filter Fabric	Sq. Yd.	139
Reinforcement Bars	Pound	52,500
Name Plates	Each	1
Concrete Box Culverts	Cu. Yd.	257
Breaker-Run Crushed Stone	Ton	194



The limits and quantities of removal and disposal are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface encountered in the field.



**PHOEBE NESTING
SITE DETAILS**
(Downstream End Only)

STATION 103+72.00
BUILT BY
STATE OF ILLINOIS
F.A.P. RT. 301 SEC. 177-2-1A
LOADING HS20-44
STR. NO. 089-2018

NAME PLATE
See Std. 515001

DESIGNED	B. GILHOUSEN
CHECKED	S. GAGE
DRAWN	N. LINT
CHECKED	B. GILHOUSEN

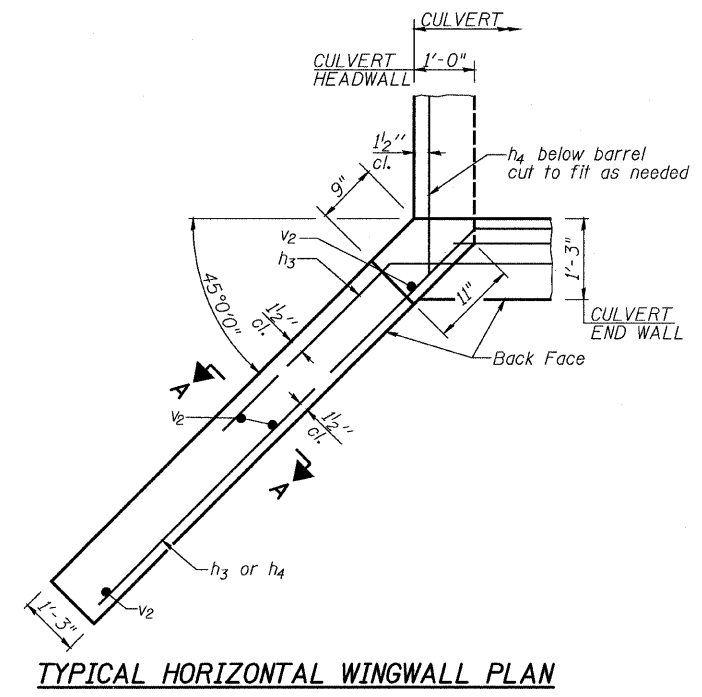
GENERAL DATA
F.A.P. ROUTE 301 SECTION 177-2-1A
STEPHENSON COUNTY
STATION 103+72.00
STRUCTURE NO. 089-2018



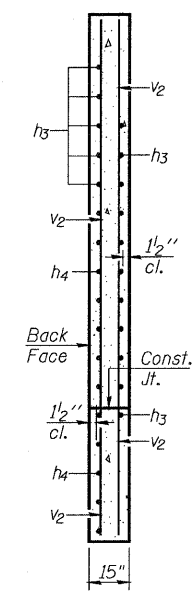
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
FAP 301	177-2	STEPHENSON	386	138	5 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

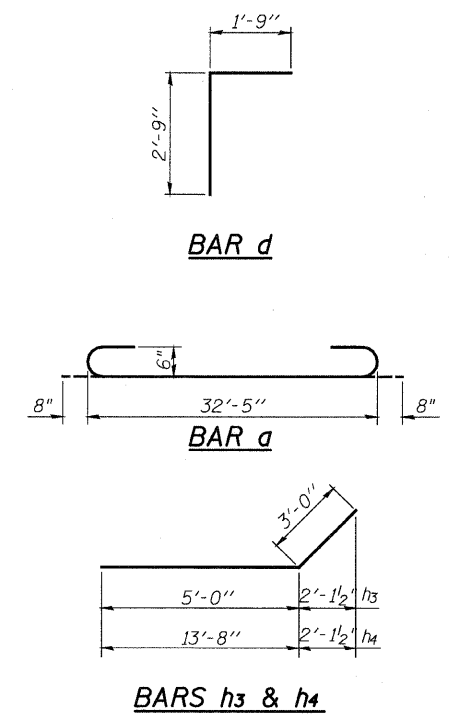
Contract No. 64799



TYPICAL HORIZONTAL WINGWALL PLAN

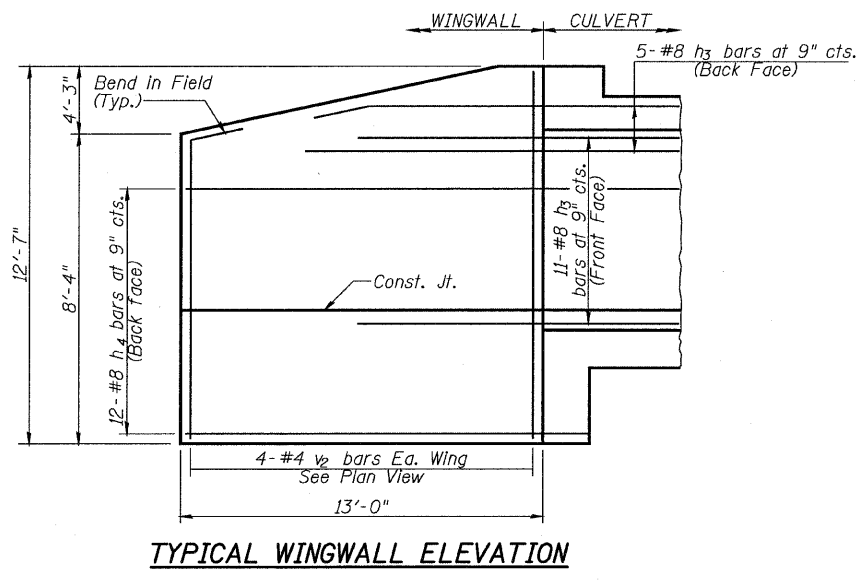


SECTION A-A

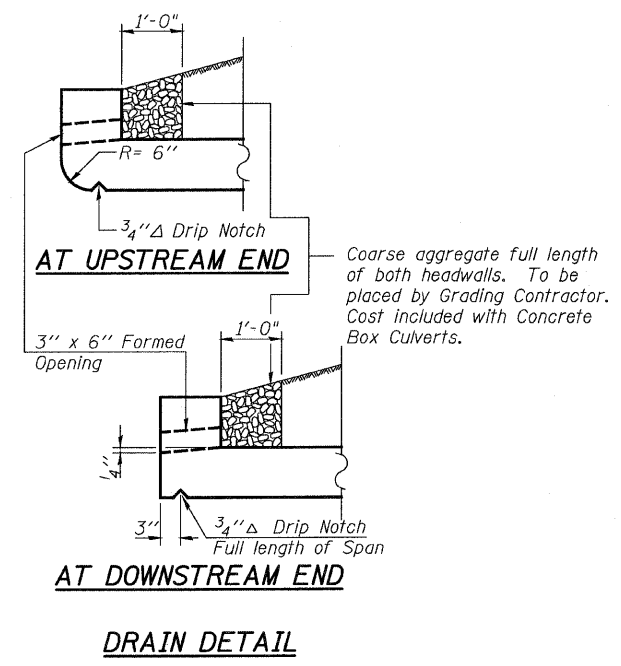


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	304	#6	33'-9"	U
a1	304	#7	21'-4"	U
a2	152	#4	6'-11"	U
d	66	#4	4'-6"	U
h	198	#5	26'-4"	U
h1	198	#5	26'-4"	U
h2	108	#6	26'-8"	U
h3	64	#8	8'-0"	U
h4	48	#8	16'-8"	U
h5	10	#6	32'-5"	U
v	312	#5	8'-1"	U
v1	312	#5	3'-0"	U
v2	16	#4	12'-4"	U
Concrete Box Culverts		Cu. Yd.	257	
Reinforcement Bars		Pound	52,500	



TYPICAL WINGWALL ELEVATION



DRAIN DETAIL

Note:
1. Work this sheet with Sheet 3 of 5.

DESIGNED	B. GILHOUSEN
CHECKED	S. GAGE
DRAWN	N. LINT
CHECKED	B. GILHOUSEN



CULVERT DETAILS II
F.A.P. ROUTE 301 SECTION 177-2-1A
STEPHENSON COUNTY
STATION 103+72.00
STRUCTURE NO. 089-2018

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	139
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract No. 64799

BORING B-1b

BORING B-2b

BORING B-3b

Illinois Department of Transportation
Division of Highways
District 2, Dixon

SOIL BORING LOG

Page 1 of 1
Date 9/15/03

ROUTE US 20 Freepoint Bypass DESCRIPTION P92-029-02 Frontage Road culverts proposed between Heine Road and IL 26 LOGGED BY C. Jenkins

SECTION 177-3HB-3 LOCATION Harlem Twp. - NE, SEC. 23, TWP. 27N, RNG. 7E

COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	DEPT H	BLOW S	UCS Qu	MOIST	Surface Water Elev.	DEPT H	BLOW S	UCS Qu	MOIST
Station	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
BORING NO. B-1b					756.4				
Station 103+13					755.7				
Offset 32.00R Rt CL									
Ground Surface Elev. 760.8									
MEDIUM black SILTY LOAM			0.7 P	35					
					738.80				
MEDIUM black SILTY LOAM with 10% ORGANICS		3	0.6 P	44					
					736.30				
SOFT gray SANDY SILT		2	0.4 S	22					
					733.80				
LOOSE gray fine dirty SAND		1							
					731.80				
MEDIUM gray SAND & GRAVEL over gray LIMESTONE		5							
					729.30				
MEDIUM tan SAND with some GRAVEL		8							
					726.80				
Same as above		3							
					724.30				
LOOSE tan fine SAND		4							
					721.80				
Wash VERY STIFF gray CLAY		5	2.5 P	26					
					719.30				
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)

Illinois Department of Transportation
Division of Highways
District 2, Dixon

SOIL BORING LOG

Page 1 of 1
Date 9/16/03

ROUTE US 20 Freepoint Bypass DESCRIPTION P92-029-02 Frontage Road proposed culvert between Heine Road and IL 26 LOGGED BY C. Jenkins

SECTION 177-3HB-3 LOCATION Harlem Twp. - NE, SEC. 23, TWP. 27N, RNG. 7E

COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	DEPT H	BLOW S	UCS Qu	MOIST	Surface Water Elev.	DEPT H	BLOW S	UCS Qu	MOIST
Station	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
BORING NO. B-2b					3.5				
Station 103+13					4.2				
Offset 48.00R Lt CL									
Ground Surface Elev. 760.8									
MEDIUM black SILTY LOAM			1.3 P	31					
					739.30				
MEDIUM black SILTY CLAY with 12% ORGANICS		4	1.0 B	42					
					736.80				
STIFF black SILTY CLAY		2	1.4 P	28					
					733.80				
SOFT gray SILTY LOAM with a SAND Lens with 13% ORGANICS		1	0.3 S	48					
					731.80				
MEDIUM gray/tan weathered LIMESTONE with CHERT		15							
					729.30				
LOOSE tan fine SAND with some GRAVEL		4							
					726.80				
MEDIUM tan fine SAND with some GRAVEL		2							
					724.30				
Same as above		5							
					721.80				
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)

Illinois Department of Transportation
Division of Highways
District 2, Dixon

SOIL BORING LOG

Page 1 of 1
Date 9/16/03

ROUTE US 20 Freepoint Bypass DESCRIPTION P92-029-02 Frontage Road proposed culvert between Heine Road & IL 26 LOGGED BY C. Jenkins

SECTION 177-3HB-3 LOCATION Harlem Twp. - NE, SEC. 23, TWP. 27N, RNG. 7E

COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	DEPT H	BLOW S	UCS Qu	MOIST	Surface Water Elev.	DEPT H	BLOW S	UCS Qu	MOIST
Station	(ft)	(/6")	(tsf)	(%)	ft	(ft)	(/6")	(tsf)	(%)
BORING NO. B-3b					3.4				
Station 103+67					4.1				
Offset 6.00R Rt CL									
Ground Surface Elev. 761.7									
MEDIUM black SILTY CLAY			1.3 P	33					
					739.70				
VERY STIFF black SILTY CLAY		3	2.3 S	30					
					737.20				
SOFT gray/blue CLAY		1	0.4 P	27					
					734.70				
LOOSE gray fine to medium SAND		2							
					732.70				
MEDIUM tan SAND with some GRAVEL		6							
					730.20				
MEDIUM tan SAND & GRAVEL		7							
					727.70				
LOOSE tan SAND & GRAVEL		2							
					725.20				
LOOSE tan fine SAND		2							
					722.70				
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)

DESIGNED	B. GILHOUSEN
CHECKED	S. GAGE
DRAWN	N. LINT
CHECKED	B. GILHOUSEN



BORING LOGS
F.A.P. ROUTE 301 SECTION 177-2-1A
STEPHENSON COUNTY
STATION 103+72.00
STRUCTURE NO. 089-2018

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B.M. #66 -
 Iron rod in cap, Station 657+58.33, Elevation 785.36, Offset 97.73' Right
 North = 2060436.56, East = 2439790.59

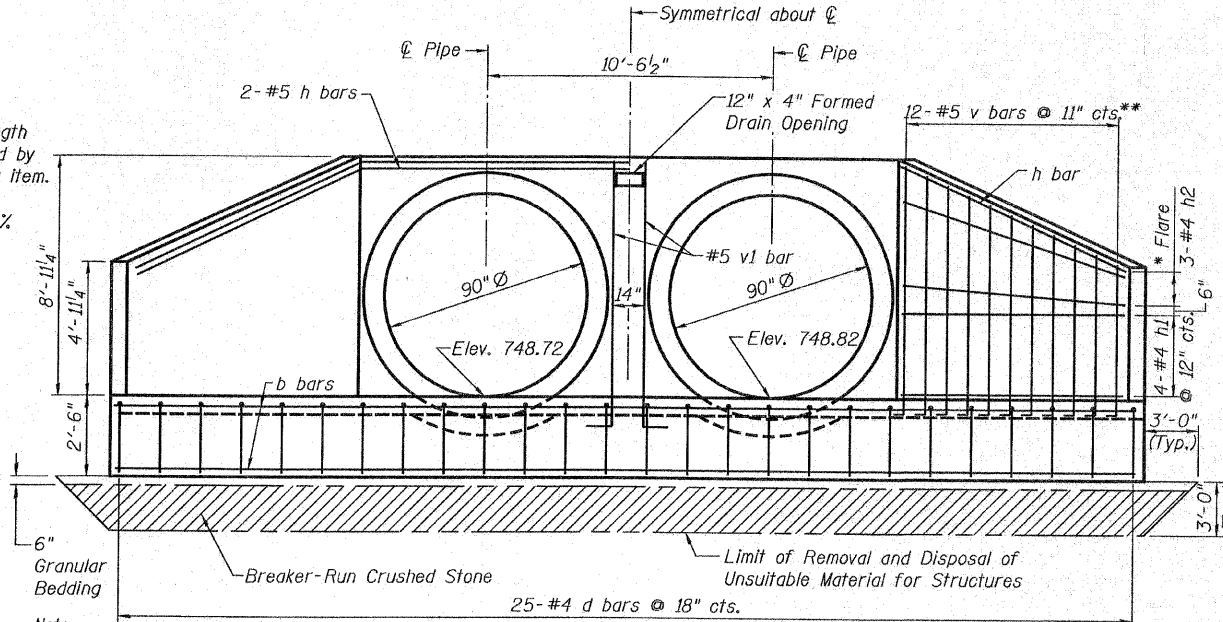
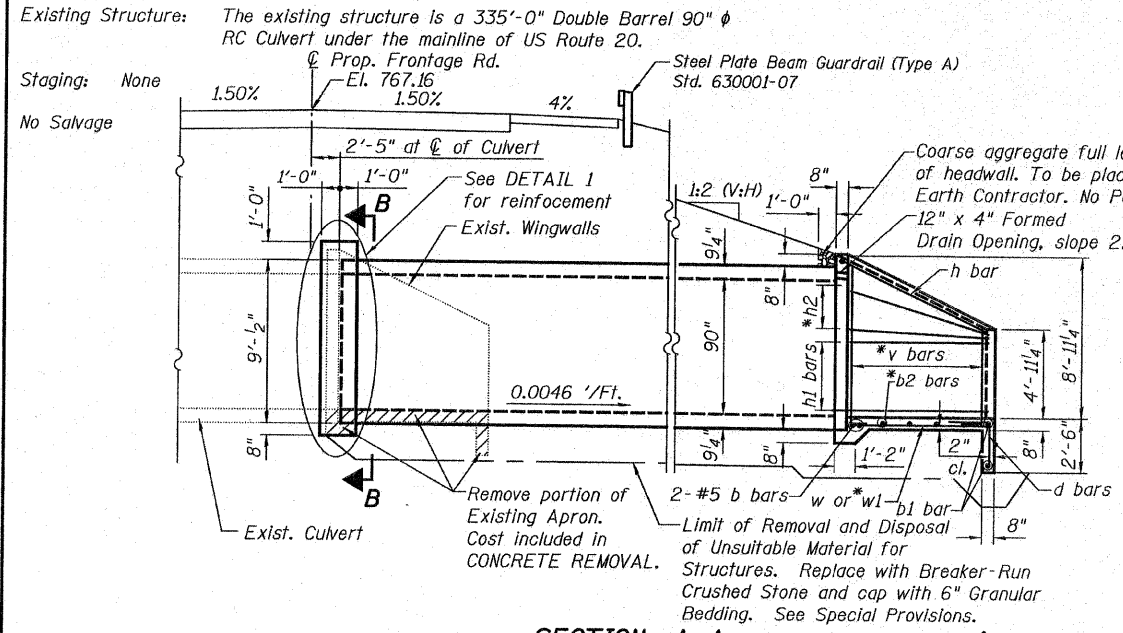
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	140
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

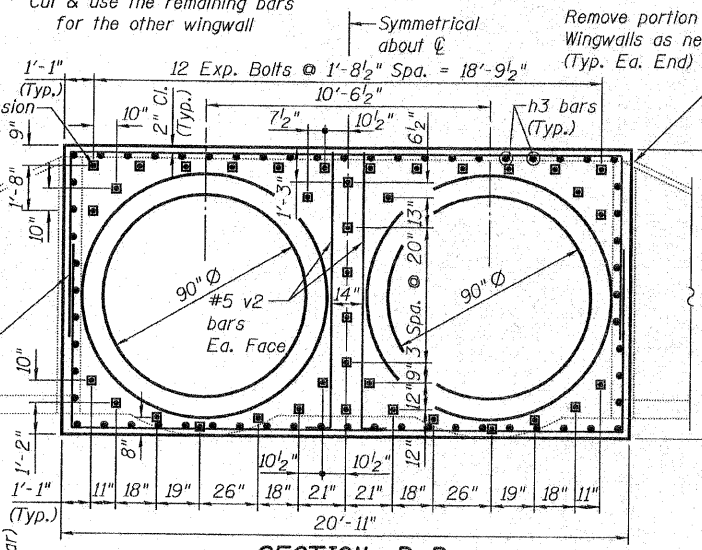
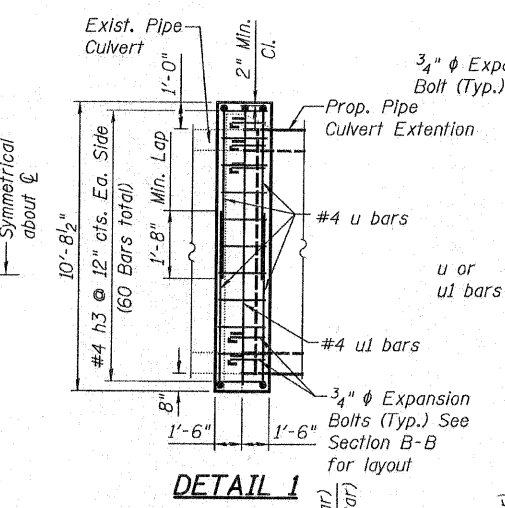
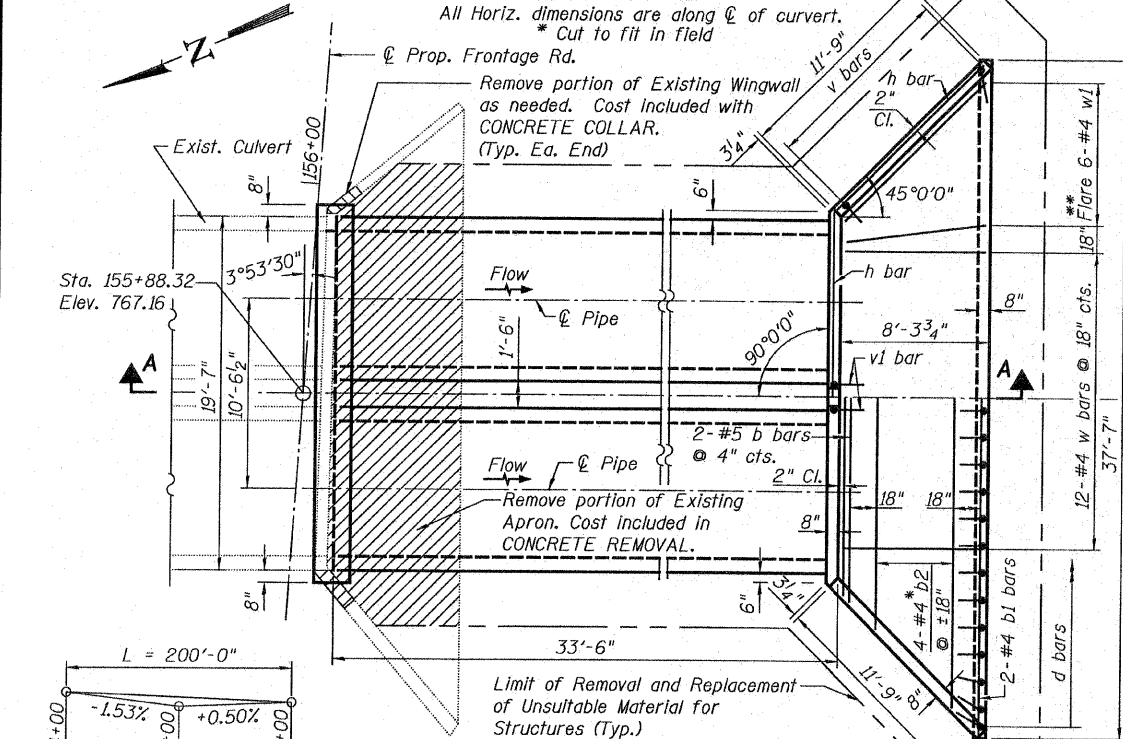
GENERAL NOTES:

- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- The Contractor shall be responsible for diverting the water flow from the construction area using a method meeting the approval of the Engineer. The cost of diverting the water flow shall be considered as included in the contract unit price bid for the culvert being constructed and no additional compensation will be allowed. Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer. The concrete for the collar will be paid for CONCRETE COLLAR (Cu.Yd.).
- Expansion bolts will be paid for EXPANSION BOLTS of the size indicated. The price shall include furnishing, drilling holes, and installing the expansion bolts complete in place. These bolts shall extend at least 8 inches into the new concrete.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60. See Special Provisions.



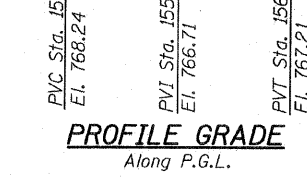
Note: The limits and quantities of removal and disposal are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface encountered in the field.

END ELEVATION
 (Downstream Face, Looking Upstream)



Note: Adjust Exp. bolts spacing to clear reinforcement bars. Reinforcement bar spacing not shown for clarity. See DETAIL 1 for bar spacing.

SECTION B-B

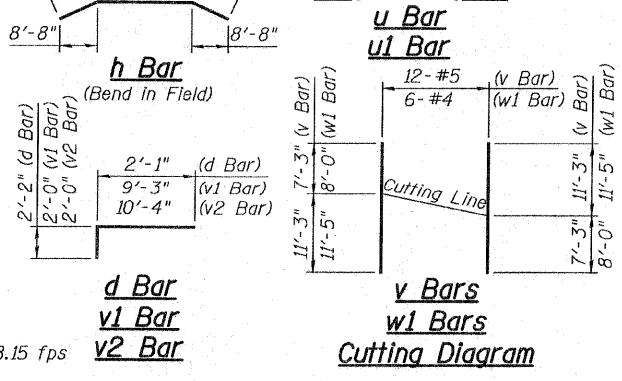


WATERWAY INFORMATION
 Exist. Low Grade El. (US20) = 774.7 ft. at Sta. 652+10
 Drainage Area = 1.95 sq. miles
 Prop. Low Grade El. (Frontage Rd.) = 766.91 ft. at Sta. 155+51

Flood	Freq. Year	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft. Exist. Prop.	Headwater EL. Exist. Prop.
Ten-Year	10	720	44	761.71	2.12 2.22	763.83 763.93
Design	50	1136	44	763.40	2.14 2.23	765.54 765.63
Base	100	1313	44	765.30	2.15 2.24	767.45 767.54
Overtopping	>500					

DESIGNED	J.ZUO/S.CHELBIAN
CHECKED	J.GRAINAWI
DRAWN	J.ZUO/S.CHELBIAN
CHECKED	J.GRAINAWI

10 Year Velocity through Exist. Culvert = 8.15 fps 10 Year Velocity through Proposed Culvert = 8.15 fps



DESIGN SPECIFICATIONS

2002 AASHTO
 LOADING HS20-44
 DESIGN STRESSES

FIELD UNITS
 f'c = 3,500 psi
 fy = 60,000 psi (Reinf.)



Signed: *Jamal I. Grainawi*
 Jamal I. Grainawi, S.E., IL. Lic. No. 81-5161
 Expires 11-30-2010
 Date: 1/25/2010



TOTAL BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b	2	5	21'-9"	
b1	2	4	37'-3"	
b2	4	4	34'-3"	
d	25	4	4'-3"	
h	2	5	45'-0"	
h1	8	4	11'-9"	
h2	6	4	12'-3"	
h3	60	4	1'-8"	
u	4	4	32'-7"	
u1	1	4	41'-3"	
v	12	5	18'-6"	
v1	2	5	11'-3"	
v2	4	5	12'-4"	
w	12	4	7'-11"	
w1	6	4	19'-5"	

Item	Unit	Quantity
Removal and Disposal of Unsuitable Material for Structures	Cu.Yd.	146
Concrete Removal	Cu.Yd.	6.2
Concrete Structures	Cu.Yd.	14.2
Reinforcement Bars	Pound	1,020
Expansion Bolts, 3/4"	Each	38
Concrete Collar	Cu.Yd.	7.1
Pipe Culvert, Class C, Type 3 90"	Foot	67
Breaker-Run Crushed Stone	Ton	89

CULVERT EXTENSION
 FRONTAGE ROAD OVER
 EASTERN TRIBUTARY TO
 PECATONICA RIVER
 F.A.P. ROUTE 301 SECTION 177-2-1A
 STEPHENSON COUNTY
 STATION 155+88.32
 STRUCTURE NO. 089-2025

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 25-JAN-2010 14:33

B.M. #61 -
Iron rod in cap, Station 545+17.14, Elevation 770.77, Offset 65.08' Right.
Northing: 2063761.44, Easting: 2429432.89.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	DISTRICT	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	141
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 1
47 SHEETS

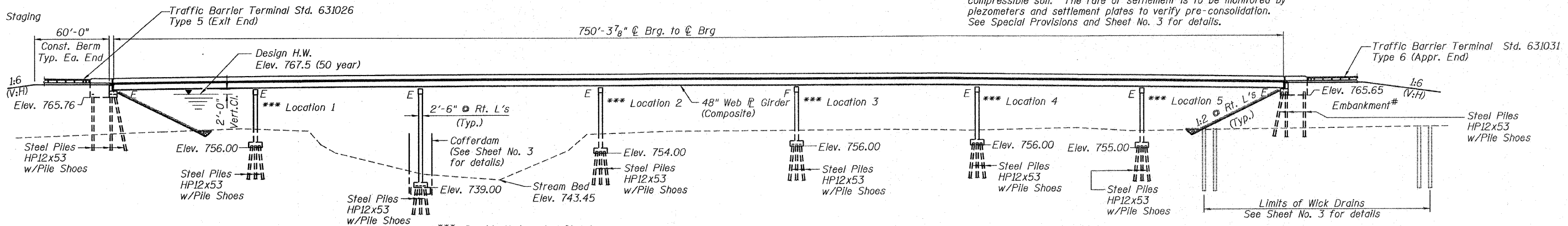
Contract No. 64799

Existing Structure: There is no existing structure. The existing adjacent structure (SN 089-0045) will become eastbound only.

* Embankment plus 3 feet of surcharge is to be placed three (3) months minimum prior to pile installation and abutment construction to allow for at least 95% consolidation of the compressible soil. The rate of settlement is to be monitored by piezometers and settlement plates to verify pre-consolidation. See Special Provisions and Sheet No. 3 for details.

No Salvage

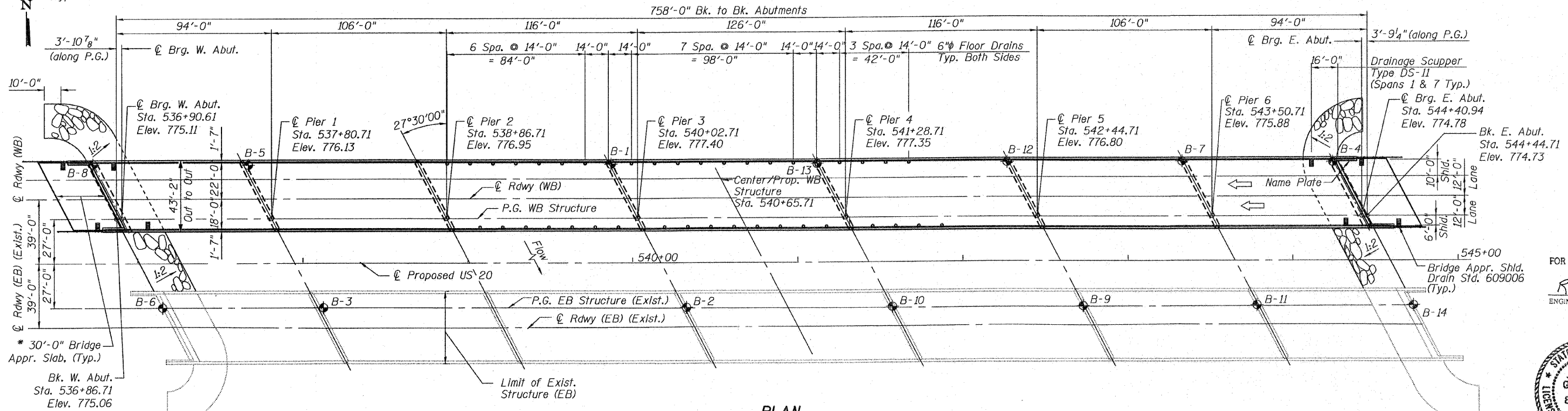
No Staging



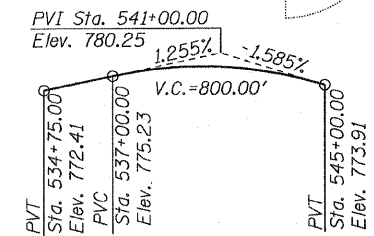
ELEVATION

* Bridge Appr. Slabs By Others (Typ. Ea. End)

*** Provide Underwater Structure Excavation Protection at these piers. See Special Provisions.



PLAN



PROFILE GRADE
Along P.G. (Proposed WB)

WATERWAY INFORMATION TABLE

		Exist. Low Grade Elev. 767.9 @ Sta. 551+00				Low Grade Elev. 768.1 @ Sta. 528+00			
		Drainage Area = 1296 sq. miles							
	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Exist.	Prop.	Exist.	Prop.
Design	50	20700	6381	6381	766.8	0.7	0.7	767.5	767.5
Base	100	24800	7345	7345	768.4	0.7	0.8	769.1	769.2
Overtopping	68	22200	6769	6769	767.4	0.7	0.7	768.1	768.1

10 Year Velocity through Exist. Bridge = 2.5 fps 10 Year Velocity through Prop. Bridge = 2.5 fps

DESIGN SPECIFICATIONS

2002 AASHTO

LOADING HS20-44

Allow 50#/sq. ft. for future wearing surface

DESIGN STRESSES

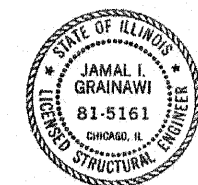
FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (AASHTO M270, GR. 50W)

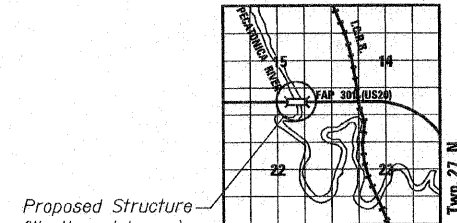
SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.032g
Site Coefficient (S) = 1.0

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson (PE)
ENGINEER OF BRIDGES AND STRUCTURES



RANGE 7E 4th P.M.



LOCATION SKETCH

DESIGNED	J.ZUO/S.CHELBIAN
CHECKED	A.HAMMAD
DRAWN	J.ZUO/S.CHELBIAN
CHECKED	J.GRAINAWI

LEGEND

1975 Soil Boring location shown thus: B-1

Signed *Jamal Grainawi*
Jamal I. Grainawi, S.E. IL. Lic. No. 081-005161
Expires 11-30-2010
Date 1/25/2010

GENERAL PLAN & ELEVATION
U.S. ROUTE 20 OVER
PECATONICA RIVER
PUBLIC WATER
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



GENERAL NOTES:

- Fasteners shall be AASHTO M164 Type 1, Mechanically Galvanized Bolts in painted areas and M164 Type 3 in unpainted areas. Bolts 7/8" φ, open holes 15/16" φ, unless otherwise noted.
- Calculated weight of Structural Steel = 980,460 Pounds, Gr. 50W.
- All structural steel shall be AASHTO M270 Grade 50W except expansion joints which shall be AASHTO M270 Grade 50. All structural steel shall be cleaned as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel".
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8" (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearing.
- Concrete sealer shall be applied to the seat area of both abutments.
- All structural steel and exposed surfaces of bearings within a distance of 10 ft. each way from the deck joints shall be painted as specified in the special provision for "Surface Preparation and Painting Requirements for Weathering Steel".
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- The Contractor shall drive one test pile in a permanent location at each pier and abutment as directed by the Engineer before ordering the remainder of piles. The test piles shall be driven to 110 percent of the Nominal Required Bearing indicated in the pile data information.
- The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.
- Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
- When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50W.
- All construction joints shall be bonded, unless otherwise noted.
- At bridge expansion joints, if temporary expansion joint bulkheads are attached to adjacent deck slabs or abutments for support, the Contractor shall cut the attachments as soon as the concrete has set to prevent joint damage due to horizontal contraction or expansion.
- Bridge approach slabs will be constructed in a future contract. Drawings for the top of approach slab elevations and bridge approach slab details are included for information only. See Sheet Nos. 9-10 and 16-17.

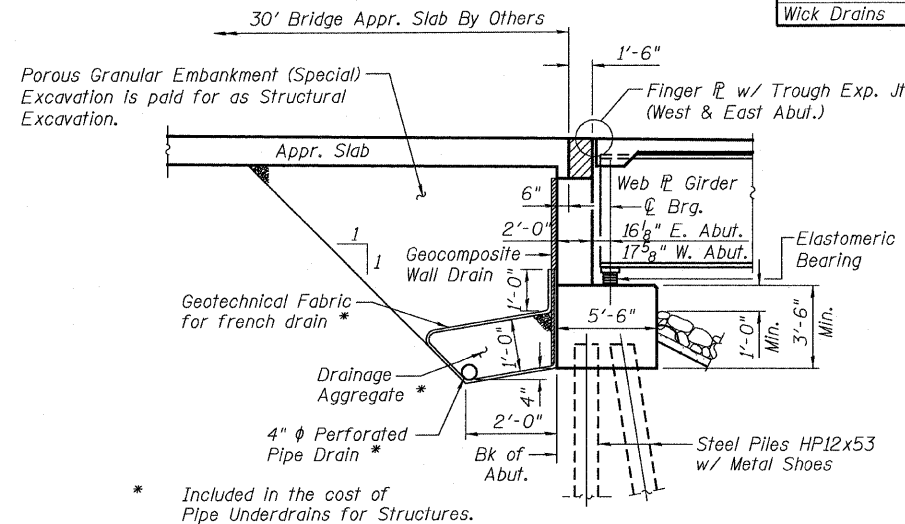
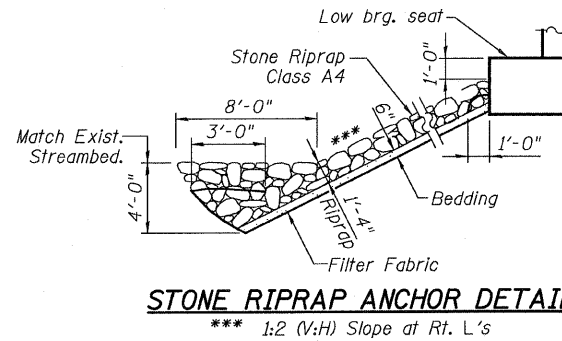
DESIGNED	S.CHELBIAN
CHECKED	A.HAMMAD
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET INDEX

- General Plan & Elevation
- General Data
- Footing Layout
- Top of Slab Elevations
- Top of Approach Slab Elevations**
- Superstructure
- Superstructure Details I
- Bridge Approach Slab Details**
- Expansion Joints
- Drainage Scupper, DS-11
- Framing Plan
- Framing Details
- Elastomeric Bearing Assemblies
- Abutments
- Piers
- Bar Splicer Assembly and Mechanical Splicer Details
- HP Pile Details
- Concrete Parapet Slipforming Option
- Boring Logs

** FOR INFORMATION ONLY



SECTION THROUGH ABUTMENT
(Horizontal Dimensions @ Rt. L's)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	142
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		165	165
Stone Riprap, Class A4	Sq. Yd.		883	883
Filter Fabric	Sq. Yd.		883	883
Structure Excavation	Cu. Yd.		1,020	1,020
Cofferdam Excavation	Cu. Yd.		204	204
Cofferdams	Each		1	1
Floor Drains	Each	38		38
Concrete Structures	Cu. Yd.		838.7	838.7
Concrete Superstructure	Cu. Yd.	962.7		962.7
Bridge Deck Grooving	Sq. Yd.	3,178		3,178
Seal Coat Concrete	Cu. Yd.		103.9	103.9
Concrete Encasement	Cu. Yd.		9.2	9.2
Protective Coat	Sq. Yd.	3,995		3,995
Elastomeric Bearing Assembly, Type I	Each		12	12
Elastomeric Bearing Assembly, Type II	Each		18	18
Elastomeric Bearing Assembly, Type III	Each		12	12
Furnishing and Erecting Structural Steel	L.S.		1	1
Stud Shear Connectors	Each	10,188		10,188
Reinforcement Bars, Epoxy Coated	Pound	258,350	89,030	347,380
Bar Splicers	Each		92	92
Furnishing Steel Piles HP12X53	Foot		8,822	8,822
Driving Piles	Foot		8,822	8,822
Test Pile Steel HP12X53	Each		8	8
Pile Shoes	Each		156	156
Name Plates	Each		1	1
Finger Plate Expansion Joint, 3"	Foot		45.1	45.1
Finger Plate Expansion Joint, 4"	Foot		45.1	45.1
Fabric Reinforced Elastomeric Trough	Foot		90.2	90.2
Anchor Bolts, 1"	Each		24	24
Anchor Bolts, 1 1/4"	Each		12	12
Anchor Bolts, 1 1/2"	Each		60	60
Concrete Sealer	Sq. Ft.		346	346
Geocomposite Wall Drain	Sq. Yd.		76	76
Pipe Underdrain for Structures, 4" φ	Foot		106	106
Drainage Scupper, DS-11	Each	4		4
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1
Underwater Structure Excavation Protection - Location 3	Each		1	1
Underwater Structure Excavation Protection - Location 4	Each		1	1
Underwater Structure Excavation Protection - Location 5	Each		1	1
Wick Drains	Foot		8,000	8,000

STATION 540+65.71
BUILT BY
STATE OF ILLINOIS
F.A.P. RT. 301 SEC. 117-2B-1
LOADING HS20
STR. NO. 089-0082

NAME PLATE
See Std. 515001

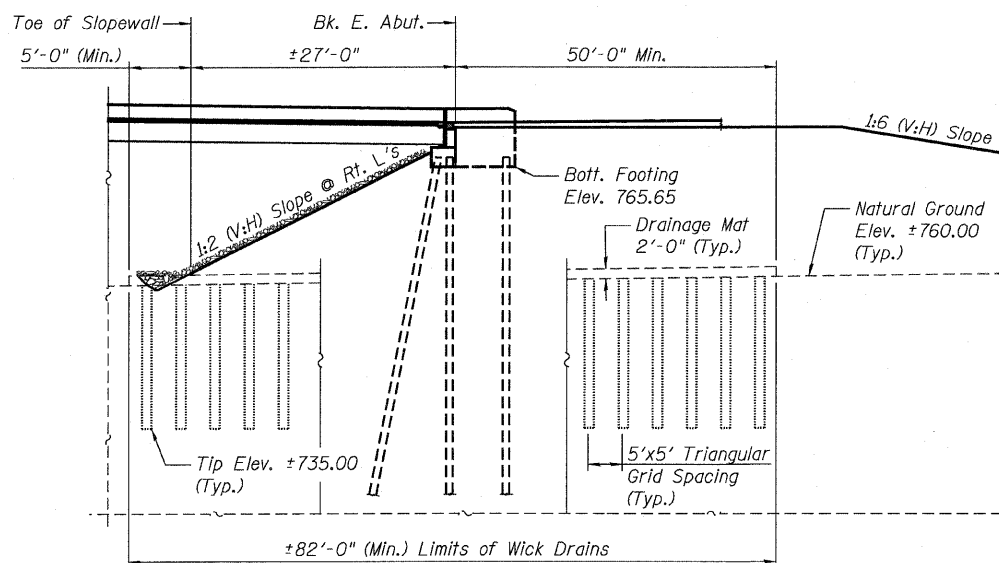
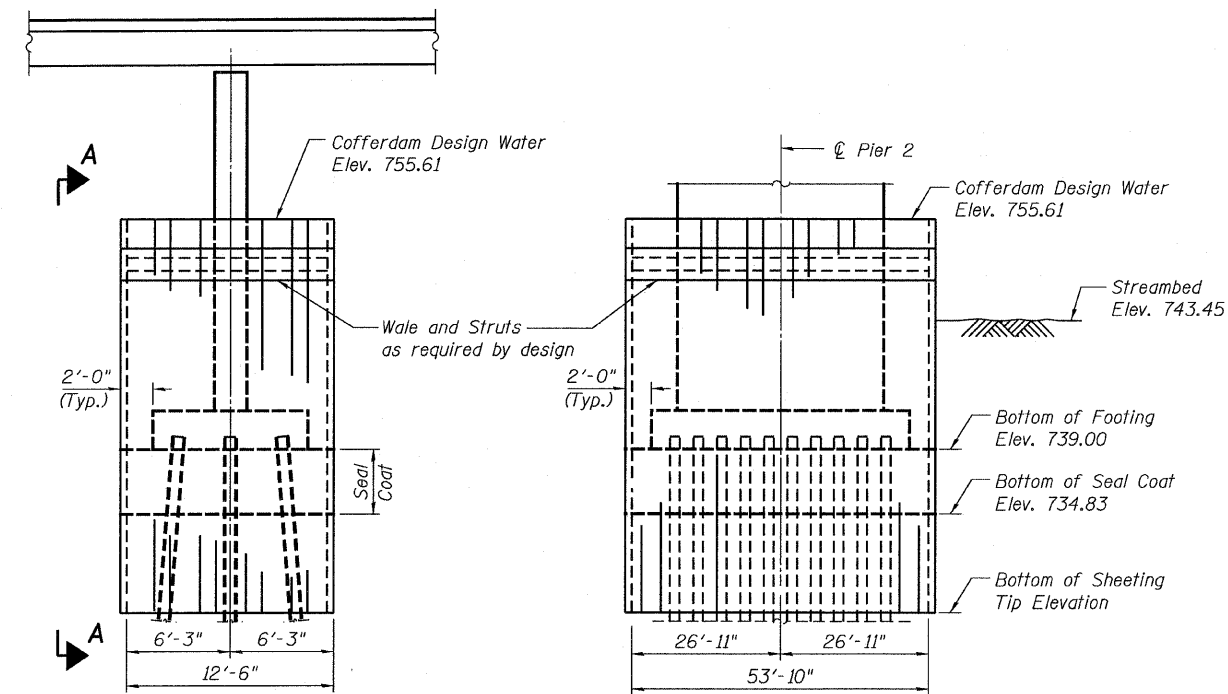
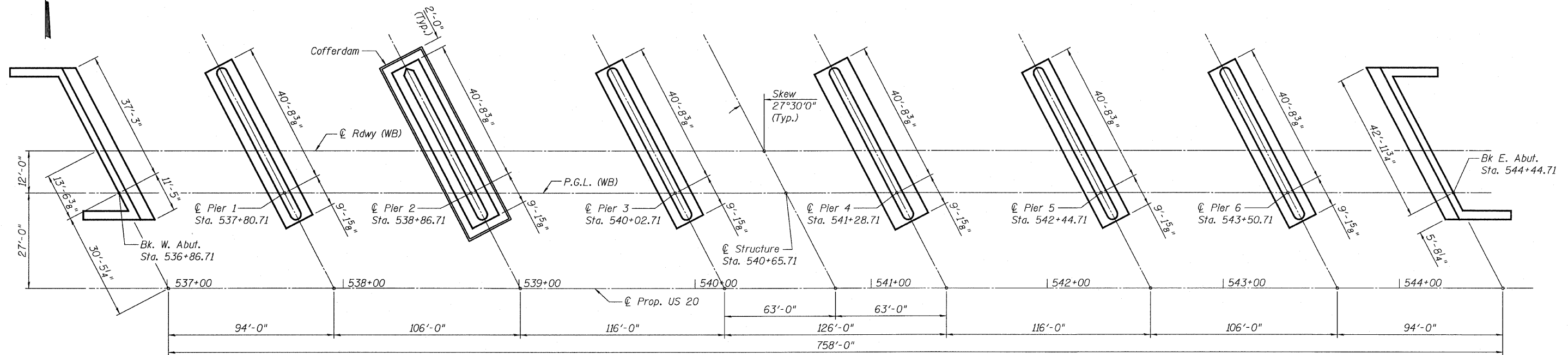
GENERAL DATA
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



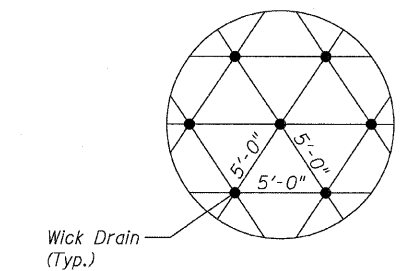
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	143
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 3
47 SHEETS
Contract No. 64799



- Notes:
1. Transverse limits of Wick Drain shall extend 5'-0" min. beyond the limits of the proposed embankment or as directed by the Engineer.
 2. Longitudinal limits of Wick Drains are shown in the "East Abutment Elevation" view.



- Notes:
1. The estimated tip elevation for the sheet piling used to construct the cofferdam at Pier 2 is not shown due to the opinion that a cantilevered design is not feasible and a Wale Restraint System will likely be required based on the soil conditions.
 2. The information shown for the cofferdam at Pier 2 is estimated. The Contractor is required to retain an Illinois Licensed Structural Engineer to design the cofferdam, cofferdam bracing, redesign the thickness of the seal coat, and all associated members. The plans and computations shall be submitted to the Bureau of Bridges and Structures for review and approval before any temporary construction work commences.
 3. The seal coat shall be Class SC Concrete tremied underwater after the foundation piles have been driven.

DESIGNED	S.CHELBIAN
CHECKED	A.HAMMAD
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Cofferdam Excavation	Cu. Yd.	204
Cofferdams	Each	1
Wick Drains	Foot	8,000

WICK DRAIN DETAILS

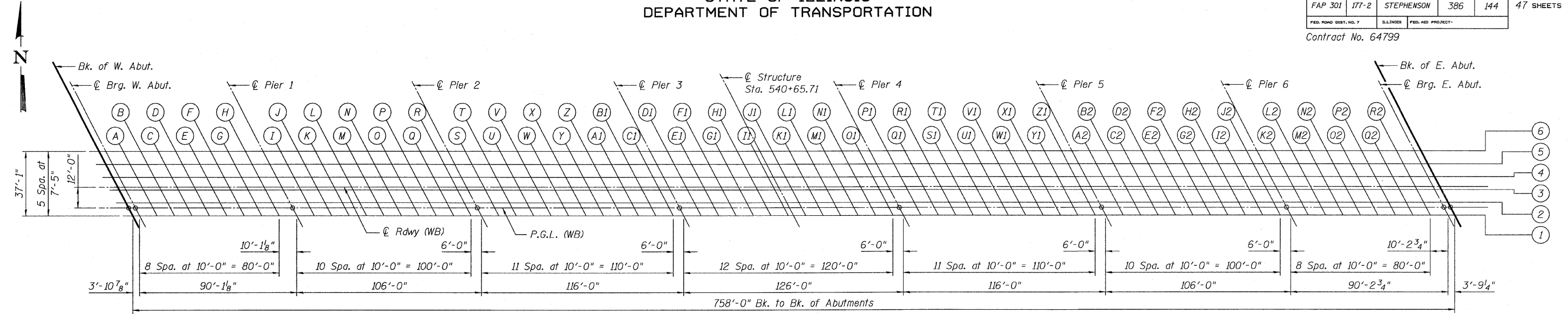
FOOTING LAYOUT
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	I77-2	STEPHENSON	386	144
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799



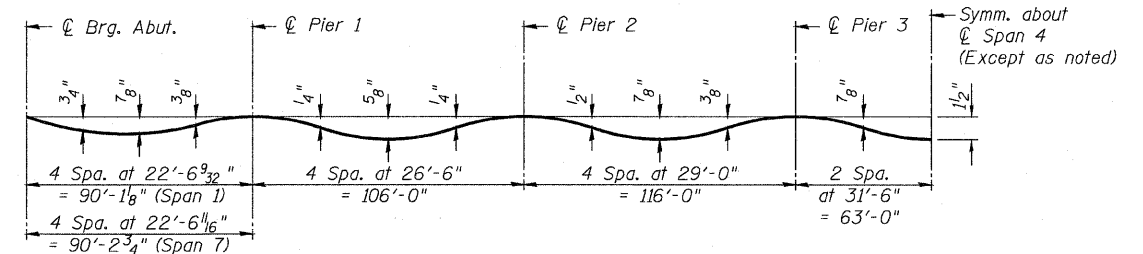
PLAN

GIRDER NO. 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+89.074	4.542	774.998	774.998
CL. Brg. W. Abut.	536+92.978	4.542	775.047	775.047
A	537+02.978	4.542	775.173	775.203
B	537+12.978	4.542	775.295	775.349
C	537+22.978	4.542	775.414	775.483
D	537+32.978	4.542	775.530	775.602
E	537+42.978	4.542	775.642	775.707
F	537+52.978	4.542	775.750	775.800
G	537+62.978	4.542	775.855	775.885
H	537+72.978	4.542	775.957	775.968
CL. Pier 1	537+83.074	4.542	776.055	776.055
I	537+93.074	4.542	776.150	776.153
J	538+03.074	4.542	776.240	776.256
K	538+13.074	4.542	776.328	776.357
L	538+23.074	4.542	776.411	776.453
M	538+33.074	4.542	776.491	776.539
N	538+43.074	4.542	776.568	776.613
O	538+53.074	4.542	776.641	776.678
P	538+63.074	4.542	776.710	776.734
Q	538+73.074	4.542	776.776	776.787
R	538+83.074	4.542	776.838	776.840
CL. Pier 2	538+89.074	4.542	776.874	776.874
S	538+99.074	4.542	776.930	776.941
T	539+09.074	4.542	776.983	777.012
U	539+19.074	4.542	777.033	777.081
V	539+29.074	4.542	777.079	777.144
W	539+39.074	4.542	777.121	777.195
X	539+49.074	4.542	777.160	777.235
Y	539+59.074	4.542	777.195	777.262
Z	539+69.074	4.542	777.227	777.277
A1	539+79.074	4.542	777.255	777.285
B1	539+89.074	4.542	777.280	777.293
C1	539+99.074	4.542	777.301	777.304
CL. Pier 3	540+05.074	4.542	777.312	777.312
D1	540+15.074	4.542	777.327	777.342
E1	540+25.074	4.542	777.339	777.376
F1	540+35.074	4.542	777.348	777.411
G1	540+45.074	4.542	777.352	777.442
H1	540+55.074	4.542	777.354	777.464
I1	540+65.074	4.542	777.351	777.469
J1	540+75.074	4.542	777.345	777.460

GIRDER NO. 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
K1	540+85.074	4.542	777.336	777.437
L1	540+95.074	4.542	777.323	777.403
M1	541+05.074	4.542	777.307	777.359
N1	541+15.074	4.542	777.286	777.313
O1	541+25.074	4.542	777.263	777.271
CL. Pier 4	541+31.074	4.542	777.247	777.247
P1	541+41.074	4.542	777.218	777.222
Q1	541+51.074	4.542	777.185	777.204
R1	541+61.074	4.542	777.148	777.187
S1	541+71.074	4.542	777.108	777.165
T1	541+81.074	4.542	777.065	777.135
U1	541+91.074	4.542	777.018	777.094
V1	542+01.074	4.542	776.967	777.040
W1	542+11.074	4.542	776.913	776.973
X1	542+21.074	4.542	776.855	776.896
Y1	542+31.074	4.542	776.794	776.815
Z1	542+41.074	4.542	776.729	776.736
CL. Pier 5	542+47.074	4.542	776.689	776.689
A2	542+57.074	4.542	776.618	776.622
B2	542+67.074	4.542	776.544	776.560
C2	542+77.074	4.542	776.467	776.497
D2	542+87.074	4.542	776.386	776.427
E2	542+97.074	4.542	776.301	776.348
F2	543+07.074	4.542	776.213	776.258
G2	543+17.074	4.542	776.121	776.158
H2	543+27.074	4.542	776.025	776.049
I2	543+37.074	4.542	775.927	775.937
J2	543+47.074	4.542	775.824	775.826
CL. Pier 6	543+53.074	4.542	775.761	775.761
K2	543+63.074	4.542	775.653	775.664
L2	543+73.074	4.542	775.541	775.571
M2	543+83.074	4.542	775.426	775.476
N2	543+93.074	4.542	775.307	775.373
O2	544+03.074	4.542	775.185	775.258
P2	544+13.074	4.542	775.059	775.129
Q2	544+23.074	4.542	774.930	774.984
R2	544+33.074	4.542	774.797	774.827
CL. Brg. E. Abut.	544+43.304	4.542	774.657	774.657
Bk. E. Abut.	544+47.074	4.542	774.605	774.605

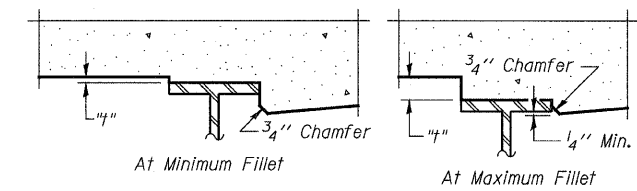


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

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



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

Note:

1. Work this sheet with Sheet Nos. 5, 6, 7, & 8.

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

TOP OF SLAB ELEVATION LAYOUT
F.A.P. ROUTE 301 SECTION I77-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



T:\16814A\Struct\Cadd\Prefinal\US20 Bridge 089-0082 (Pecatonica River Bridge)\000000-64799-000-004.dgn 25-JAN-2010 13:46

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	145
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract No. 64799

GIRDER NO. 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+85.213	-2.875	775.089	775.089
CL. Brg. W. Abut.	536+89.117	-2.875	775.138	775.138
A	536+99.117	-2.875	775.264	775.294
B	537+09.117	-2.875	775.388	775.442
C	537+19.117	-2.875	775.508	775.577
D	537+29.117	-2.875	775.625	775.698
E	537+39.117	-2.875	775.739	775.804
F	537+49.117	-2.875	775.849	775.898
G	537+59.117	-2.875	775.955	775.985
H	537+69.117	-2.875	776.058	776.069
CL. Pier 1	537+79.213	-2.875	776.158	776.158
I	537+89.213	-2.875	776.253	776.257
J	537+99.213	-2.875	776.345	776.361
K	538+09.213	-2.875	776.434	776.464
L	538+19.213	-2.875	776.519	776.560
M	538+29.213	-2.875	776.600	776.648
N	538+39.213	-2.875	776.678	776.724
O	538+49.213	-2.875	776.752	776.790
P	538+59.213	-2.875	776.823	776.847
Q	538+69.213	-2.875	776.890	776.901
R	538+79.213	-2.875	776.954	776.956
CL. Pier 2	538+85.213	-2.875	776.990	776.990
S	538+95.213	-2.875	777.048	777.059
T	539+05.213	-2.875	777.103	777.132
U	539+15.213	-2.875	777.154	777.202
V	539+25.213	-2.875	777.201	777.266
W	539+35.213	-2.875	777.245	777.319
X	539+45.213	-2.875	777.285	777.360
Y	539+55.213	-2.875	777.322	777.388
Z	539+65.213	-2.875	777.355	777.405
A1	539+75.213	-2.875	777.384	777.415
B1	539+85.213	-2.875	777.410	777.423
C1	539+95.213	-2.875	777.433	777.436
CL. Pier 3	540+01.213	-2.875	777.445	777.445
D1	540+11.213	-2.875	777.461	777.476
E1	540+21.213	-2.875	777.475	777.512
F1	540+31.213	-2.875	777.484	777.548
G1	540+41.213	-2.875	777.491	777.580
H1	540+51.213	-2.875	777.493	777.603
I1	540+61.213	-2.875	777.492	777.610
J1	540+71.213	-2.875	777.488	777.602
K1	540+81.213	-2.875	777.480	777.581
L1	540+91.213	-2.875	777.468	777.548
M1	541+01.213	-2.875	777.453	777.505
N1	541+11.213	-2.875	777.434	777.461
O1	541+21.213	-2.875	777.412	777.420
CL. Pier 4	541+27.213	-2.875	777.397	777.397
P1	541+37.213	-2.875	777.369	777.374
Q1	541+47.213	-2.875	777.337	777.357
R1	541+57.213	-2.875	777.302	777.341
S1	541+67.213	-2.875	777.264	777.320

GIRDER NO. 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+77.213	-2.875	777.222	777.292
U1	541+87.213	-2.875	777.176	777.252
V1	541+97.213	-2.875	777.127	777.199
W1	542+07.213	-2.875	777.074	777.134
X1	542+17.213	-2.875	777.018	777.058
Y1	542+27.213	-2.875	776.958	776.979
Z1	542+37.213	-2.875	776.894	776.901
CL. Pier 5	542+43.213	-2.875	776.855	776.855
A2	542+53.213	-2.875	776.785	776.789
B2	542+63.213	-2.875	776.713	776.729
C2	542+73.213	-2.875	776.637	776.667
D2	542+83.213	-2.875	776.557	776.598
E2	542+93.213	-2.875	776.473	776.521
F2	543+03.213	-2.875	776.387	776.432
G2	543+13.213	-2.875	776.296	776.333
H2	543+23.213	-2.875	776.202	776.226
I2	543+33.213	-2.875	776.105	776.115
J2	543+43.213	-2.875	776.004	776.006
CL. Pier 6	543+49.213	-2.875	775.941	775.941
K2	543+59.213	-2.875	775.835	775.846
L2	543+69.213	-2.875	775.724	775.754
M2	543+79.213	-2.875	775.610	775.660
N2	543+89.213	-2.875	775.493	775.559
O2	543+99.213	-2.875	775.372	775.445
P2	544+09.213	-2.875	775.248	775.317
Q2	544+19.213	-2.875	775.120	775.174
R2	544+29.213	-2.875	774.988	775.019
CL. Brg. E. Abut.	544+39.443	-2.875	774.850	774.850
Bk. E. Abut.	544+43.213	-2.875	774.798	774.798

GIRDER NO. 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+81.353	-10.292	775.157	775.157
CL. Brg. W. Abut.	536+85.256	-10.292	775.206	775.206
A	536+95.256	-10.292	775.331	775.361
B	537+05.256	-10.292	775.456	775.510
C	537+15.256	-10.292	775.578	775.647
D	537+25.256	-10.292	775.696	775.769
E	537+35.256	-10.292	775.811	775.877
F	537+45.256	-10.292	775.922	775.972
G	537+55.256	-10.292	776.030	776.060
H	537+65.256	-10.292	776.134	776.145
CL. Pier 1	537+75.353	-10.292	776.236	776.236
I	537+85.353	-10.292	776.333	776.336
J	537+95.353	-10.292	776.426	776.441
K	538+05.353	-10.292	776.516	776.546
L	538+15.353	-10.292	776.602	776.644
M	538+25.353	-10.292	776.685	776.732
N	538+35.353	-10.292	776.764	776.810
O	538+45.353	-10.292	776.840	776.877
P	538+55.353	-10.292	776.912	776.936
Q	538+65.353	-10.292	776.981	776.991
R	538+75.353	-10.292	777.046	777.048
CL. Pier 2	538+81.353	-10.292	777.083	777.083
S	538+91.353	-10.292	777.142	777.153
T	539+01.353	-10.292	777.198	777.227
U	539+11.353	-10.292	777.250	777.299
V	539+21.353	-10.292	777.299	777.364
W	539+31.353	-10.292	777.344	777.418
X	539+41.353	-10.292	777.386	777.461
Y	539+51.353	-10.292	777.424	777.490
Z	539+61.353	-10.292	777.458	777.508
A1	539+71.353	-10.292	777.489	777.519
B1	539+81.353	-10.292	777.517	777.529
C1	539+91.353	-10.292	777.541	777.543
CL. Pier 3	539+97.353	-10.292	777.553	777.553
D1	540+07.353	-10.292	777.571	777.585
E1	540+17.353	-10.292	777.586	777.623
F1	540+27.353	-10.292	777.597	777.660
G1	540+37.353	-10.292	777.605	777.694
H1	540+47.353	-10.292	777.608	777.718
I1	540+57.353	-10.292	777.609	777.726
J1	540+67.353	-10.292	777.606	777.720
K1	540+77.353	-10.292	777.599	777.700
L1	540+87.353	-10.292	777.589	777.669
M1	540+97.353	-10.292	777.575	777.627
N1	541+07.353	-10.292	777.558	777.584
O1	541+17.353	-10.292	777.537	777.545
CL. Pier 4	541+23.353	-10.292	777.523	777.523
P1	541+33.353	-10.292	777.496	777.501
Q1	541+43.353	-10.292	777.466	777.485
R1	541+53.353	-10.292	777.432	777.470
S1	541+63.353	-10.292	777.395	777.451

GIRDER NO. 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+73.353	-10.292	777.354	777.424
U1	541+83.353	-10.292	777.310	777.386
V1	541+93.353	-10.292	777.262	777.335
W1	542+03.353	-10.292	777.211	777.270
X1	542+13.353	-10.292	777.156	777.196
Y1	542+23.353	-10.292	777.097	777.118
Z1	542+33.353	-10.292	777.035	777.042
CL. Pier 5	542+39.353	-10.292	776.996	776.996
A2	542+49.353	-10.292	776.928	776.932
B2	542+59.353	-10.292	776.857	776.873
C2	542+69.353	-10.292	776.782	776.812
D2	542+79.353	-10.292	776.704	776.746
E2	542+89.353	-10.292	776.622	776.669
F2	542+99.353	-10.292	776.536	776.582
G2	543+09.353	-10.292	776.447	776.484
H2	543+19.353	-10.292	776.355	776.379
I2	543+29.353	-10.292	776.259	776.269
J2	543+39.353	-10.292	776.159	776.161
CL. Pier 6	543+45.353	-10.292	776.097	776.097
K2	543+55.353	-10.292	775.992	776.003
L2	543+65.353	-10.292	775.883	775.913
M2	543+75.353	-10.292	775.771	775.821
N2	543+85.353	-10.292	775.655	775.720
O2	543+95.353	-10.292	775.535	775.608
P2	544+05.353	-10.292	775.412	775.481
Q2	544+15.353	-10.292	775.285	775.340
R2	544+25.353	-10.292	775.155	775.186
CL. Brg. E. Abut.	544+35.582	-10.292	775.018	775.018
Bk. E. Abut.	544+39.353	-10.292	774.967	774.967

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Note:

1. Work this sheet with Sheet Nos. 4, 6, 7, & 8.

TOP OF SLAB ELEVATIONS I
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	146
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

☉ ROADWAY (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+80.463	-12.000	775.172	775.172
CL. Brg. W. Abut.				
A	536+84.367	-12.000	775.221	775.221
B	536+94.367	-12.000	775.347	775.377
C	537+04.367	-12.000	775.472	775.526
D	537+14.367	-12.000	775.594	775.663
E	537+24.367	-12.000	775.713	775.785
F	537+34.367	-12.000	775.828	775.893
G	537+44.367	-12.000	775.939	775.989
H	537+54.367	-12.000	776.047	776.077
	537+64.367	-12.000	776.152	776.163
CL. Pier 1				
I	537+74.463	-12.000	776.254	776.254
J	537+84.463	-12.000	776.351	776.354
K	537+94.463	-12.000	776.445	776.460
L	538+04.463	-12.000	776.535	776.564
M	538+14.463	-12.000	776.621	776.663
N	538+24.463	-12.000	776.705	776.752
O	538+34.463	-12.000	776.784	776.830
P	538+44.463	-12.000	776.860	776.897
Q	538+54.463	-12.000	776.933	776.957
R	538+64.463	-12.000	777.001	777.012
	538+74.463	-12.000	777.067	777.069
CL. Pier 2				
S	538+80.463	-12.000	777.104	777.104
T	538+90.463	-12.000	777.164	777.175
U	539+00.463	-12.000	777.220	777.249
V	539+10.463	-12.000	777.273	777.321
W	539+20.463	-12.000	777.322	777.386
X	539+30.463	-12.000	777.367	777.441
Y	539+40.463	-12.000	777.409	777.484
Z	539+50.463	-12.000	777.447	777.514
A1	539+60.463	-12.000	777.482	777.532
B1	539+70.463	-12.000	777.513	777.544
C1	539+80.463	-12.000	777.541	777.554
	539+90.463	-12.000	777.565	777.568
CL. Pier 3				
D1	539+96.463	-12.000	777.578	777.578
E1	540+06.463	-12.000	777.597	777.611
F1	540+16.463	-12.000	777.611	777.648
G1	540+26.463	-12.000	777.623	777.686
H1	540+36.463	-12.000	777.631	777.720
I1	540+46.463	-12.000	777.635	777.745
J1	540+56.463	-12.000	777.636	777.753
K1	540+66.463	-12.000	777.633	777.747
L1	540+76.463	-12.000	777.627	777.728
M1	540+86.463	-12.000	777.617	777.696
N1	540+96.463	-12.000	777.603	777.655
O1	541+06.463	-12.000	777.586	777.613
	541+16.463	-12.000	777.566	777.574
CL. Pier 4				
P1	541+22.463	-12.000	777.551	777.551
Q1	541+32.463	-12.000	777.525	777.530
R1	541+42.463	-12.000	777.495	777.515
	541+52.463	-12.000	777.462	777.500
S1	541+62.463	-12.000	777.425	777.482

☉ ROADWAY (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+72.463	-12.000	777.385	777.455
U1	541+82.463	-12.000	777.341	777.417
V1	541+92.463	-12.000	777.293	777.366
W1	542+02.463	-12.000	777.242	777.302
X1	542+12.463	-12.000	777.187	777.228
Y1	542+22.463	-12.000	777.129	777.151
Z1	542+32.463	-12.000	777.067	777.074
CL. Pier 5				
A2	542+38.463	-12.000	777.029	777.029
B2	542+48.463	-12.000	776.961	776.965
C2	542+58.463	-12.000	776.890	776.906
D2	542+68.463	-12.000	776.816	776.846
E2	542+78.463	-12.000	776.738	776.779
F2	542+88.463	-12.000	776.656	776.703
G2	542+98.463	-12.000	776.571	776.616
H2	543+08.463	-12.000	776.482	776.519
I2	543+18.463	-12.000	776.390	776.414
J2	543+28.463	-12.000	776.294	776.304
	543+38.463	-12.000	776.195	776.197
CL. Pier 6				
K2	543+44.463	-12.000	776.133	776.133
L2	543+54.463	-12.000	776.028	776.039
M2	543+64.463	-12.000	775.920	775.949
N2	543+74.463	-12.000	775.808	775.857
O2	543+84.463	-12.000	775.692	775.757
P2	543+94.463	-12.000	775.573	775.646
Q2	544+04.463	-12.000	775.450	775.519
R2	544+14.463	-12.000	775.323	775.378
	544+24.463	-12.000	775.193	775.224
CL. Brg. E. Abut.	544+34.693	-12.000	775.057	775.057
Bk. E. Abut.	544+38.463	-12.000	775.006	775.006

GIRDER NO. 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+77.492	-17.708	775.046	775.046
CL. Brg. W. Abut.				
A	536+81.395	-17.708	775.095	775.095
B	536+91.395	-17.708	775.220	775.250
C	537+01.395	-17.708	775.346	775.400
D	537+11.395	-17.708	775.469	775.538
E	537+21.395	-17.708	775.589	775.661
F	537+31.395	-17.708	775.705	775.770
G	537+41.395	-17.708	775.817	775.867
H	537+51.395	-17.708	775.926	775.956
	537+61.395	-17.708	776.032	776.043
CL. Pier 1				
I	537+71.492	-17.708	776.135	776.135
J	537+81.492	-17.708	776.233	776.237
K	537+91.492	-17.708	776.328	776.343
L	538+01.492	-17.708	776.419	776.449
M	538+11.492	-17.708	776.507	776.548
N	538+21.492	-17.708	776.591	776.638
O	538+31.492	-17.708	776.672	776.717
P	538+41.492	-17.708	776.749	776.786
Q	538+51.492	-17.708	776.822	776.846
R	538+61.492	-17.708	776.892	776.903
	538+71.492	-17.708	776.959	776.961
CL. Pier 2				
S	538+77.492	-17.708	776.997	776.997
T	538+87.492	-17.708	777.057	777.068
U	538+97.492	-17.708	777.115	777.144
V	539+07.492	-17.708	777.168	777.217
W	539+17.492	-17.708	777.218	777.283
X	539+27.492	-17.708	777.265	777.339
Y	539+37.492	-17.708	777.308	777.382
Z	539+47.492	-17.708	777.347	777.413
A1	539+57.492	-17.708	777.383	777.433
B1	539+67.492	-17.708	777.415	777.445
C1	539+77.492	-17.708	777.444	777.457
	539+87.492	-17.708	777.469	777.472
CL. Pier 3				
D1	539+93.492	-17.708	777.483	777.483
E1	540+03.492	-17.708	777.502	777.516
F1	540+13.492	-17.708	777.518	777.555
G1	540+23.492	-17.708	777.531	777.594
H1	540+33.492	-17.708	777.540	777.629
I1	540+43.492	-17.708	777.545	777.655
J1	540+53.492	-17.708	777.547	777.664
K1	540+63.492	-17.708	777.545	777.659
L1	540+73.492	-17.708	777.540	777.641
M1	540+83.492	-17.708	777.531	777.610
N1	540+93.492	-17.708	777.518	777.571
O1	541+03.492	-17.708	777.502	777.529
	541+13.492	-17.708	777.483	777.491
CL. Pier 4				
P1	541+19.492	-17.708	777.469	777.469
Q1	541+29.492	-17.708	777.444	777.449
R1	541+39.492	-17.708	777.415	777.435
	541+49.492	-17.708	777.383	777.421
S1	541+59.492	-17.708	777.347	777.404

GIRDER NO. 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+69.492	-17.708	777.308	777.378
U1	541+79.492	-17.708	777.265	777.341
V1	541+89.492	-17.708	777.218	777.291
W1	541+99.492	-17.708	777.168	777.228
X1	542+09.492	-17.708	777.115	777.156
Y1	542+19.492	-17.708	777.058	777.079
Z1	542+29.492	-17.708	776.997	777.004
CL. Pier 5				
A2	542+35.492	-17.708	776.959	776.959
B2	542+45.492	-17.708	776.893	776.896
C2	542+55.492	-17.708	776.823	776.838
D2	542+65.492	-17.708	776.749	776.779
E2	542+75.492	-17.708	776.672	776.714
F2	542+85.492	-17.708	776.592	776.639
G2	542+95.492	-17.708	776.507	776.553
H2	543+05.492	-17.708	776.420	776.457
I2	543+15.492	-17.708	776.328	776.352
J2	543+25.492	-17.708	776.234	776.244
	543+35.492	-17.708	776.135	776.137
CL. Pier 6				
K2	543+41.492	-17.708	776.075	776.075
L2	543+51.492	-17.708	775.971	775.982
M2	543+61.492	-17.708	775.863	775.893
N2	543+71.492	-17.708	775.752	775.802
O2	543+81.492	-17.708	775.637	775.703
P2	543+91.492	-17.708	775.519	775.592
Q2	544+01.492	-17.708	775.397	775.467
R2	544+11.492	-17.708	775.272	775.327
	544+21.492	-17.708	775.143	775.174
CL. Brg. E. Abut.	544+31.721	-17.708	775.008	775.008
Bk. E. Abut.	544+35.492	-17.708	774.957	774.957

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Note:

1. Work this sheet with Sheet Nos. 4, 5, 7, & 8.

TOP OF SLAB ELEVATIONS II
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	147
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

GIRDER NO. 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+73.631	-25.125	774.876	774.876
CL. Brg. W. Abut.	536+77.534	-25.125	774.925	774.925
A	536+87.534	-25.125	775.050	775.080
B	536+97.534	-25.125	775.176	775.230
C	537+07.534	-25.125	775.300	775.369
D	537+17.534	-25.125	775.421	775.494
E	537+27.534	-25.125	775.539	775.604
F	537+37.534	-25.125	775.653	775.702
G	537+47.534	-25.125	775.763	775.793
H	537+57.534	-25.125	775.870	775.881
CL. Pier 1	537+67.631	-25.125	775.974	775.974
I	537+77.631	-25.125	776.074	776.077
J	537+87.631	-25.125	776.170	776.185
K	537+97.631	-25.125	776.263	776.292
L	538+07.631	-25.125	776.352	776.393
M	538+17.631	-25.125	776.437	776.485
N	538+27.631	-25.125	776.519	776.565
O	538+37.631	-25.125	776.598	776.635
P	538+47.631	-25.125	776.672	776.697
Q	538+57.631	-25.125	776.744	776.755
R	538+67.631	-25.125	776.812	776.814
CL. Pier 2	538+73.631	-25.125	776.851	776.851
S	538+83.631	-25.125	776.913	776.924
T	538+93.631	-25.125	776.971	777.000
U	539+03.631	-25.125	777.026	777.075
V	539+13.631	-25.125	777.078	777.142
W	539+23.631	-25.125	777.125	777.200
X	539+33.631	-25.125	777.170	777.245
Y	539+43.631	-25.125	777.211	777.277
Z	539+53.631	-25.125	777.248	777.297
A1	539+63.631	-25.125	777.281	777.312
B1	539+73.631	-25.125	777.312	777.324
C1	539+83.631	-25.125	777.338	777.341
CL. Pier 3	539+89.631	-25.125	777.352	777.352
D1	539+99.631	-25.125	777.373	777.388
E1	540+09.631	-25.125	777.391	777.428
F1	540+19.631	-25.125	777.405	777.468
G1	540+29.631	-25.125	777.415	777.504
H1	540+39.631	-25.125	777.421	777.531
I1	540+49.631	-25.125	777.425	777.542
J1	540+59.631	-25.125	777.424	777.539
K1	540+69.631	-25.125	777.420	777.522
L1	540+79.631	-25.125	777.413	777.493
M1	540+89.631	-25.125	777.402	777.454
N1	540+99.631	-25.125	777.387	777.414
O1	541+09.631	-25.125	777.369	777.378
CL. Pier 4	541+15.631	-25.125	777.356	777.356
P1	541+25.631	-25.125	777.333	777.337
Q1	541+35.631	-25.125	777.305	777.325
R1	541+45.631	-25.125	777.274	777.312
S1	541+55.631	-25.125	777.240	777.296

GIRDER NO. 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+65.631	-25.125	777.202	777.272
U1	541+75.631	-25.125	777.160	777.236
V1	541+85.631	-25.125	777.115	777.188
W1	541+95.631	-25.125	777.066	777.126
X1	542+05.631	-25.125	777.014	777.055
Y1	542+15.631	-25.125	776.958	776.980
Z1	542+25.631	-25.125	776.899	776.906
CL. Pier 5	542+31.631	-25.125	776.862	776.862
A2	542+41.631	-25.125	776.797	776.801
B2	542+51.631	-25.125	776.728	776.744
C2	542+61.631	-25.125	776.656	776.686
D2	542+71.631	-25.125	776.581	776.622
E2	542+81.631	-25.125	776.501	776.549
F2	542+91.631	-25.125	776.419	776.464
G2	543+01.631	-25.125	776.332	776.369
H2	543+11.631	-25.125	776.242	776.266
I2	543+21.631	-25.125	776.149	776.159
J2	543+31.631	-25.125	776.052	776.054
CL. Pier 6	543+37.631	-25.125	775.992	775.992
K2	543+47.631	-25.125	775.890	775.900
L2	543+57.631	-25.125	775.783	775.813
M2	543+67.631	-25.125	775.674	775.723
N2	543+77.631	-25.125	775.560	775.626
O2	543+87.631	-25.125	775.443	775.516
P2	543+97.631	-25.125	775.323	775.393
Q2	544+07.631	-25.125	775.199	775.254
R2	544+17.631	-25.125	775.072	775.102
CL. Brg. E. Abut.	544+27.860	-25.125	774.938	774.938
Bk. E. Abut.	544+31.631	-25.125	774.887	774.887

P.G.L. (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+86.710	0.000	775.063	775.063
CL. Brg. W. Abut.	536+90.614	0.000	775.112	775.112
A	537+00.614	0.000	775.238	775.268
B	537+10.614	0.000	775.361	775.415
C	537+20.614	0.000	775.481	775.550
D	537+30.614	0.000	775.598	775.670
E	537+40.614	0.000	775.710	775.776
F	537+50.614	0.000	775.820	775.869
G	537+60.614	0.000	775.925	775.955
H	537+70.614	0.000	776.028	776.039
CL. Pier 1	537+80.710	0.000	776.127	776.127
I	537+90.710	0.000	776.222	776.226
J	538+00.710	0.000	776.314	776.329
K	538+10.710	0.000	776.402	776.432
L	538+20.710	0.000	776.486	776.528
M	538+30.710	0.000	776.567	776.615
N	538+40.710	0.000	776.644	776.690
O	538+50.710	0.000	776.718	776.756
P	538+60.710	0.000	776.788	776.813
Q	538+70.710	0.000	776.855	776.866
R	538+80.710	0.000	776.918	776.921
CL. Pier 2	538+86.710	0.000	776.954	776.954
S	538+96.710	0.000	777.012	777.023
T	539+06.710	0.000	777.066	777.095
U	539+16.710	0.000	777.116	777.165
V	539+26.710	0.000	777.163	777.228
W	539+36.710	0.000	777.206	777.280
X	539+46.710	0.000	777.246	777.321
Y	539+56.710	0.000	777.282	777.348
Z	539+66.710	0.000	777.315	777.364
A1	539+76.710	0.000	777.344	777.374
B1	539+86.710	0.000	777.369	777.382
C1	539+96.710	0.000	777.391	777.394
CL. Pier 3	540+02.710	0.000	777.403	777.403
D1	540+12.710	0.000	777.419	777.433
E1	540+22.710	0.000	777.431	777.468
F1	540+32.710	0.000	777.441	777.504
G1	540+42.710	0.000	777.446	777.535
H1	540+52.710	0.000	777.448	777.558
I1	540+62.710	0.000	777.447	777.564
J1	540+72.710	0.000	777.442	777.556
K1	540+82.710	0.000	777.433	777.534
L1	540+92.710	0.000	777.421	777.501
M1	541+02.710	0.000	777.405	777.458
N1	541+12.710	0.000	777.386	777.413
O1	541+22.710	0.000	777.363	777.372
CL. Pier 4	541+28.710	0.000	777.348	777.348
P1	541+38.710	0.000	777.320	777.324
Q1	541+48.710	0.000	777.288	777.307
R1	541+58.710	0.000	777.252	777.290
S1	541+68.710	0.000	777.213	777.269

P.G.L. (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+78.710	0.000	777.170	777.240
U1	541+88.710	0.000	777.124	777.200
V1	541+98.710	0.000	777.074	777.147
W1	542+08.710	0.000	777.021	777.080
X1	542+18.710	0.000	776.964	777.005
Y1	542+28.710	0.000	776.904	776.925
Z1	542+38.710	0.000	776.840	776.846
CL. Pier 5	542+44.710	0.000	776.800	776.800
A2	542+54.710	0.000	776.730	776.734
B2	542+64.710	0.000	776.657	776.672
C2	542+74.710	0.000	776.580	776.610
D2	542+84.710	0.000	776.500	776.541
E2	542+94.710	0.000	776.416	776.463
F2	543+04.710	0.000	776.328	776.374
G2	543+14.710	0.000	776.237	776.274
H2	543+24.710	0.000	776.143	776.167
I2	543+34.710	0.000	776.045	776.055
J2	543+44.710	0.000	775.943	775.945
CL. Pier 6	543+50.710	0.000	775.881	775.881
K2	543+60.710	0.000	775.773	775.784
L2	543+70.710	0.000	775.663	775.692
M2	543+80.710	0.000	775.548	775.598
N2	543+90.710	0.000	775.430	775.496
O2	544+00.710	0.000	775.309	775.382
P2	544+10.710	0.000	775.184	775.253
Q2	544+20.710	0.000	775.055	775.110
R2	544+30.710	0.000	774.923	774.954
CL. Brg. E. Abut.	544+40.939	0.000	774.784	774.784
Bk. E. Abut.	544+44.710	0.000	774.732	774.732

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Note:

1. Work this sheet with Sheet Nos. 4, 5, 6, & 8.

TOP OF SLAB ELEVATIONS III
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	148
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 8
47 SHEETS

Contract No. 64799

GIRDER NO. 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	536+69.769	-32.542	774.673	774.673
CL. Brg. W. Abut.				
A	536+73.673	-32.542	774.722	774.722
B	536+83.673	-32.542	774.847	774.877
C	536+93.673	-32.542	774.973	775.027
D	537+03.673	-32.542	775.098	775.167
E	537+13.673	-32.542	775.220	775.293
F	537+23.673	-32.542	775.339	775.405
G	537+33.673	-32.542	775.455	775.504
H	537+43.673	-32.542	775.566	775.596
	537+53.673	-32.542	775.675	775.686
CL. Pier 1				
I	537+63.769	-32.542	775.780	775.780
J	537+73.769	-32.542	775.881	775.885
K	537+83.769	-32.542	775.979	775.994
L	537+93.769	-32.542	776.073	776.102
M	538+03.769	-32.542	776.163	776.205
N	538+13.769	-32.542	776.250	776.297
O	538+23.769	-32.542	776.333	776.379
P	538+33.769	-32.542	776.413	776.451
Q	538+43.769	-32.542	776.489	776.514
R	538+53.769	-32.542	776.562	776.573
	538+63.769	-32.542	776.631	776.634
CL. Pier 2				
S	538+69.769	-32.542	776.671	776.671
T	538+79.769	-32.542	776.735	776.745
U	538+89.769	-32.542	776.794	776.823
V	538+99.769	-32.542	776.851	776.899
W	539+09.769	-32.542	776.904	776.968
X	539+19.769	-32.542	776.953	777.027
Y	539+29.769	-32.542	776.999	777.073
Z	539+39.769	-32.542	777.041	777.107
AA	539+49.769	-32.542	777.079	777.129
AB	539+59.769	-32.542	777.114	777.145
AC	539+69.769	-32.542	777.146	777.159
AD	539+79.769	-32.542	777.174	777.177
CL. Pier 3				
AE	539+85.769	-32.542	777.189	777.189
AF	539+95.769	-32.542	777.211	777.225
AG	540+05.769	-32.542	777.230	777.267
AH	540+15.769	-32.542	777.245	777.308
AI	540+25.769	-32.542	777.257	777.346
AJ	540+35.769	-32.542	777.265	777.375
AK	540+45.769	-32.542	777.269	777.387
AL	540+55.769	-32.542	777.270	777.385
AM	540+65.769	-32.542	777.268	777.369
AN	540+75.769	-32.542	777.262	777.341
AO	540+85.769	-32.542	777.252	777.304
AP	540+95.769	-32.542	777.239	777.265
AQ	541+05.769	-32.542	777.222	777.230
CL. Pier 4				
AR	541+11.769	-32.542	777.210	777.210
AS	541+21.769	-32.542	777.188	777.192
AT	541+31.769	-32.542	777.162	777.181
AV	541+41.769	-32.542	777.132	777.170
AW	541+51.769	-32.542	777.099	777.155

GIRDER NO. 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
T1	541+61.769	-32.542	777.062	777.132
U1	541+71.769	-32.542	777.022	777.098
V1	541+81.769	-32.542	776.978	777.051
W1	541+91.769	-32.542	776.931	776.991
X1	542+01.769	-32.542	776.880	776.921
Y1	542+11.769	-32.542	776.826	776.847
Z1	542+21.769	-32.542	776.768	776.775
CL. Pier 5				
A2	542+27.769	-32.542	776.731	776.731
B2	542+37.769	-32.542	776.668	776.672
C2	542+47.769	-32.542	776.601	776.616
D2	542+57.769	-32.542	776.530	776.560
E2	542+67.769	-32.542	776.456	776.497
F2	542+77.769	-32.542	776.378	776.425
G2	542+87.769	-32.542	776.296	776.342
H2	542+97.769	-32.542	776.211	776.248
I2	543+07.769	-32.542	776.123	776.147
J2	543+17.769	-32.542	776.031	776.041
	543+27.769	-32.542	775.935	775.937
CL. Pier 6				
K2	543+33.769	-32.542	775.876	775.876
L2	543+43.769	-32.542	775.775	775.786
M2	543+53.769	-32.542	775.670	775.700
N2	543+63.769	-32.542	775.562	775.612
O2	543+73.769	-32.542	775.450	775.516
P2	543+83.769	-32.542	775.335	775.407
Q2	543+93.769	-32.542	775.216	775.285
R2	544+03.769	-32.542	775.093	775.148
	544+13.769	-32.542	774.967	774.998
CL. Brg. E. Abut.	544+23.999	-32.542	774.834	774.834
Bk. E. Abut.	544+27.769	-32.542	774.784	774.784

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Note:

1. Work this sheet with Sheet Nos. 4, 5, 6, & 7.

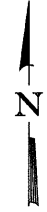
TOP OF SLAB ELEVATIONS IV
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 301	177-2	STEPHENSON	386	149
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT-		

Contract No. 64799



NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	536+39.36	-34.42	774.25
A	536+49.36	-34.42	774.38
B	536+59.57	-34.00	774.51
E. End of West Appr. Slab	536+69.57	-34.00	774.64

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	536+44.78	-24.00	774.54
A	536+54.78	-24.00	774.66
B	536+64.78	-24.00	774.79
E. End of West Appr. Slab	536+74.78	-24.00	774.91

☉ ROADWAY (WB)

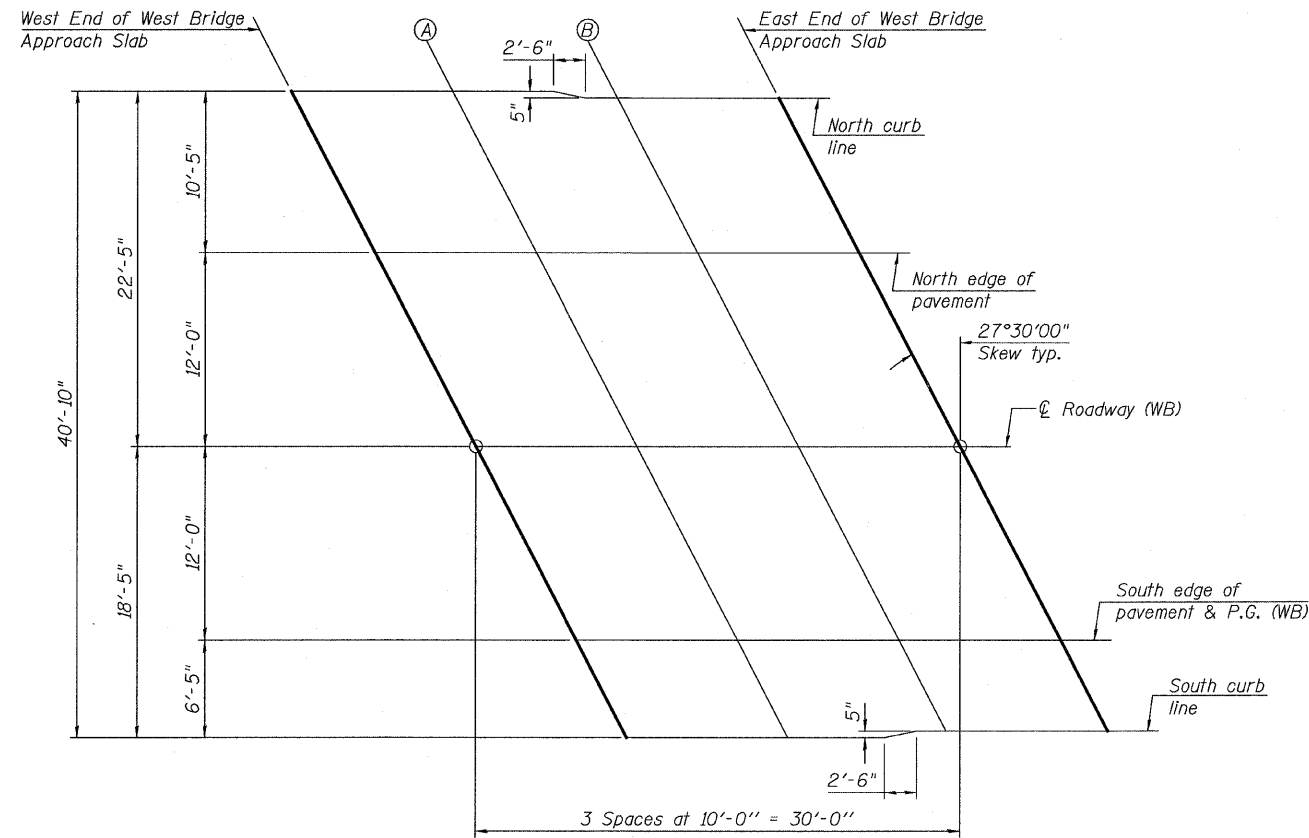
Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	536+51.03	-12.00	774.80
A	536+61.03	-12.00	774.93
B	536+71.03	-12.00	775.05
E. End of West Appr. Slab	536+81.03	-12.00	775.18

SOUTH EDGE OF PAVEMENT & P.G. (WB)

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	536+57.27	0.00	774.69
A	536+67.27	0.00	774.82
B	536+77.27	0.00	774.94
E. End of West Appr. Slab	536+87.27	0.00	775.07

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	536+60.64	6.42	774.60
A	536+70.64	6.42	774.73
B	536+80.42	6.00	774.86
E. End of West Appr. Slab	536+90.42	6.00	774.98



PLAN

(West Bridge Approach Slab)

DESIGNED	H.ALKHAJIB
CHECKED	S.CHELBIAN
DRAWN	H.ALKHAJIB
CHECKED	J.GRAINAWI

**TOP OF WEST APPROACH
SLAB ELEVATIONS**
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 10
FAP 301	177-2	STEPHENSON	386	150	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799



NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	544+26.45	-34.00	774.77
A	544+36.45	-34.00	774.64
B	544+46.23	-34.42	774.49
E. End of East Appr. Slab	544+56.23	-34.42	774.35

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	544+31.65	-24.00	774.91
A	544+41.65	-24.00	774.77
B	544+51.65	-24.00	774.63
E. End of East Appr. Slab	544+61.65	-24.00	774.49

☉ ROADWAY (WB)

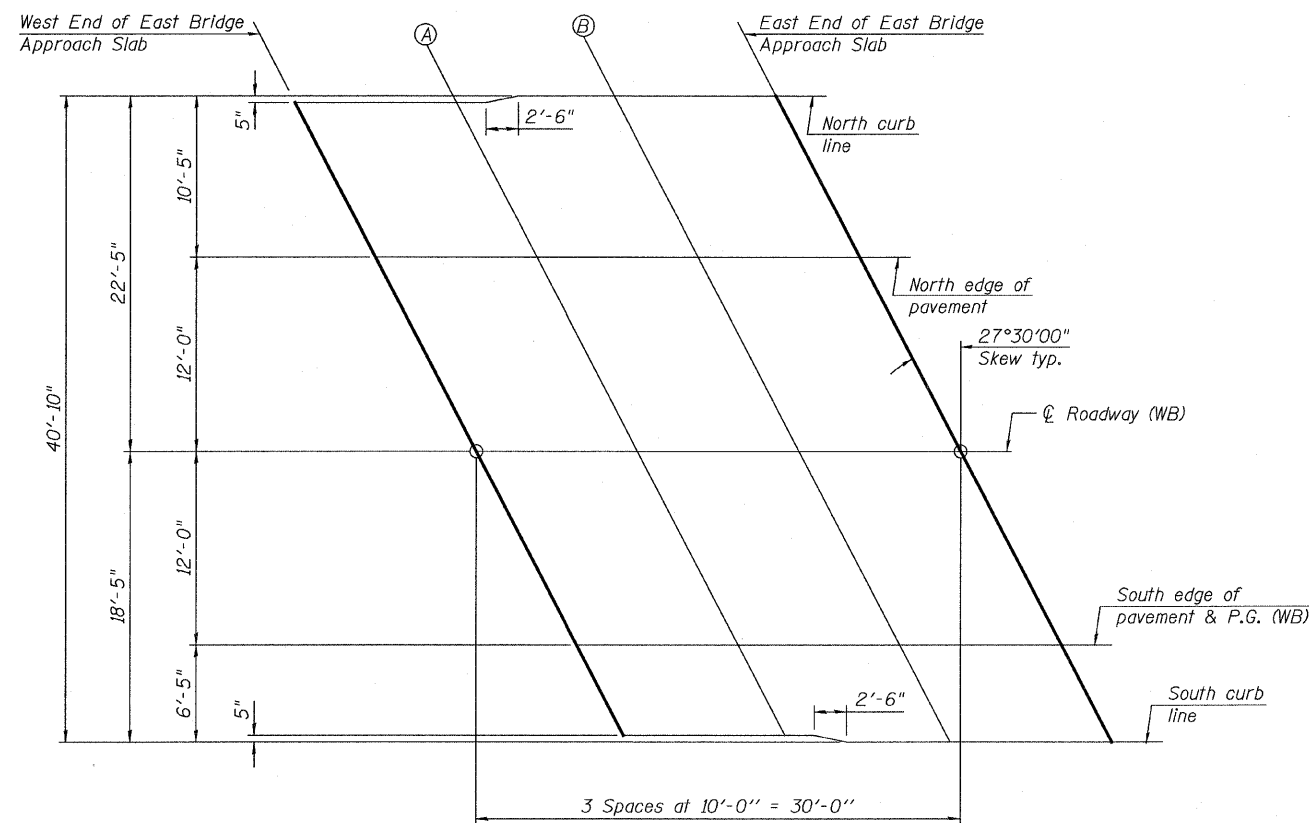
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	544+37.90	-12.00	775.01
A	544+47.90	-12.00	774.88
B	544+57.90	-12.00	774.73
E. End of East Appr. Slab	544+67.90	-12.00	774.59

SOUTH EDGE OF PAVEMENT & P.G. (WB)

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	544+44.15	0.00	774.74
A	544+54.15	0.00	774.60
B	544+64.15	0.00	774.46
E. End of East Appr. Slab	544+74.15	0.00	774.31

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	544+47.27	6.00	774.57
A	544+57.27	6.00	774.43
B	544+67.49	6.42	774.27
E. End of East Appr. Slab	544+77.49	6.42	774.12



PLAN

(East Bridge Approach Slab)

DESIGNED	H.ALKHATIB
CHECKED	S.CHELBIAN
DRAWN	H.ALKHATIB
CHECKED	J.GRAINAWI

**TOP OF EAST APPROACH
SLAB ELEVATIONS**
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

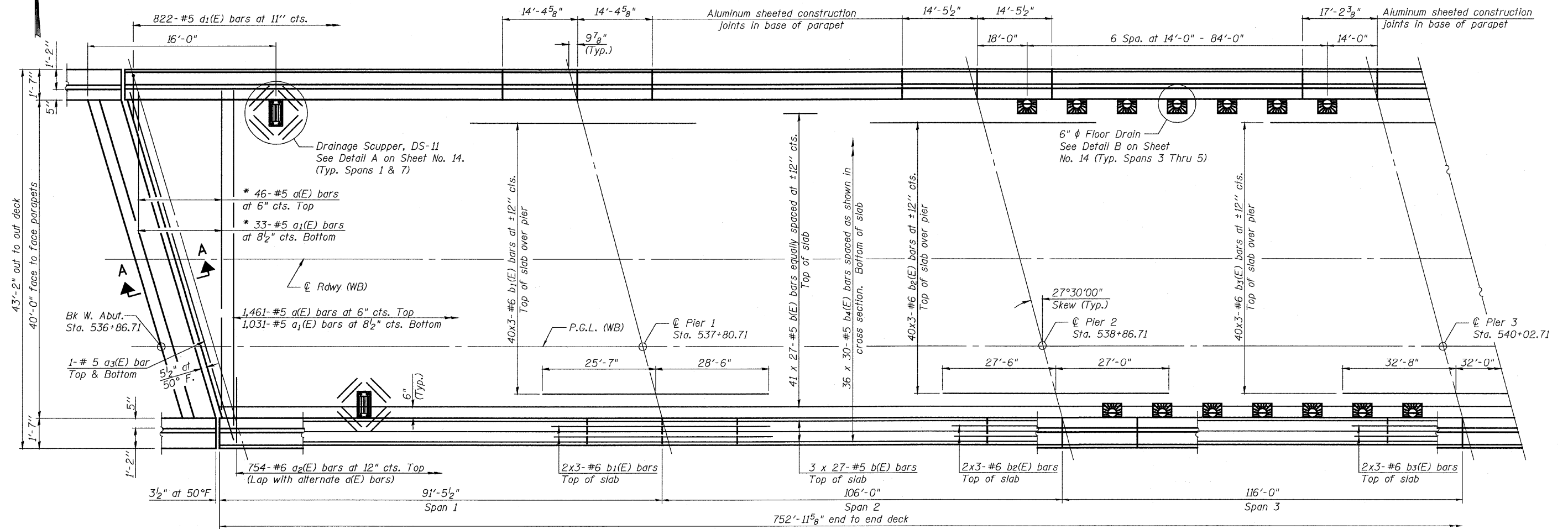


FOR INFORMATION ONLY

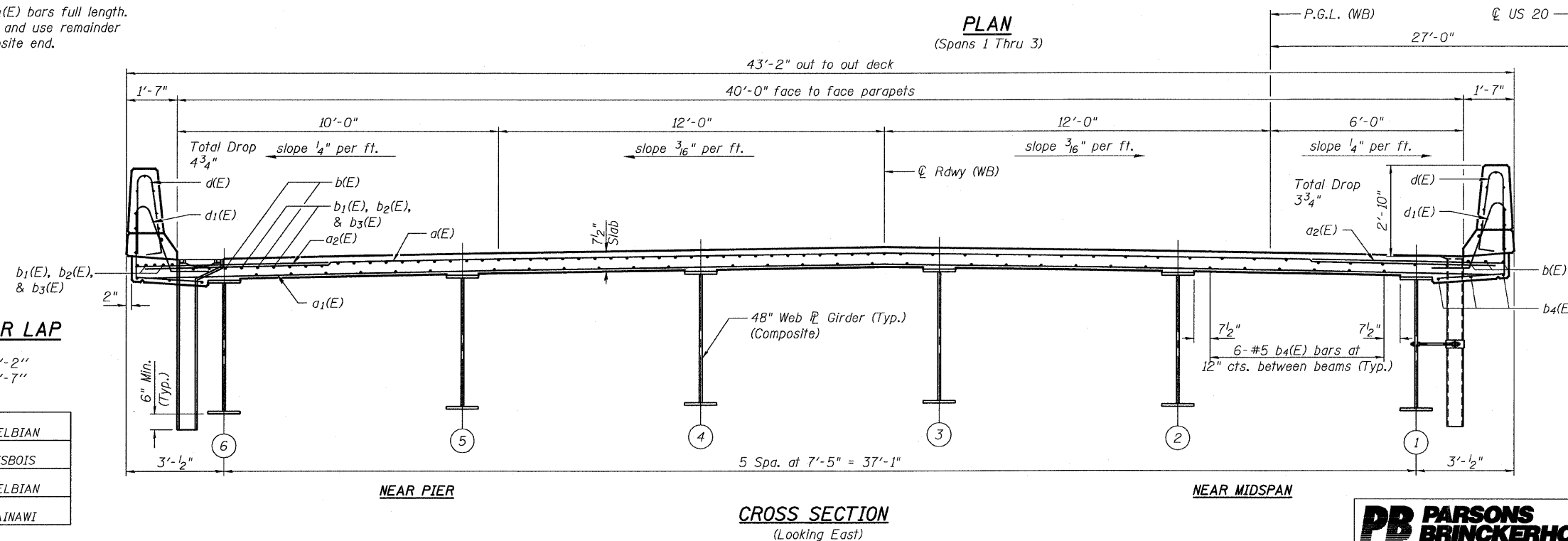
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11
FAP 301	177-2	STEPHENSON	386	151	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799



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



Notes:

1. See Sheet Nos. 14 & 15 for superstructure details and Bill of Material.
2. See Sheet No. 15 for parapet reinforcement.
3. See Sheet No. 14 for Detail A, Detail B, & Section A-A.
4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
5. Cut longitudinal reinforcement to clear Drainage Scuppers & Floor Drains.
6. Work this sheet with Sheet Nos. 12, 13, 14, & 15.

MINIMUM BAR LAP (Deck)

#5 bar = 2'-2"
#6 bar = 2'-7"

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

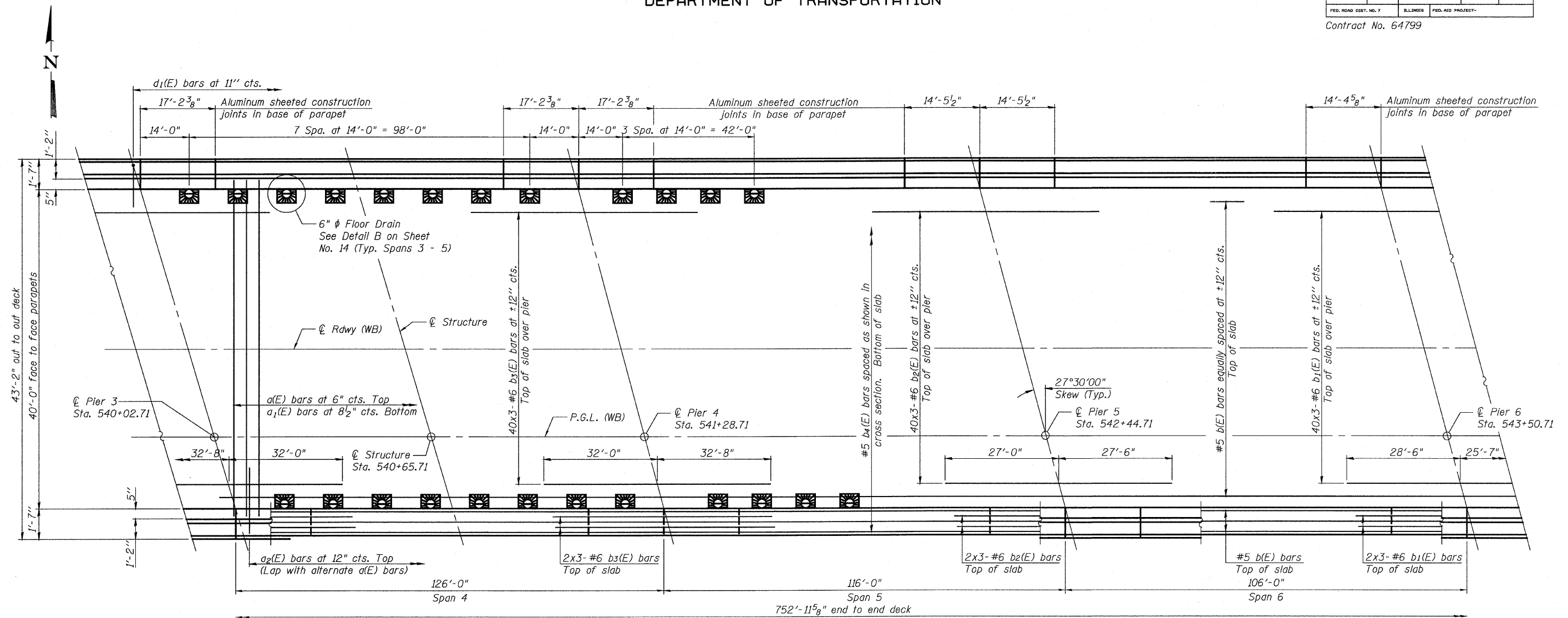
SUPERSTRUCTURE I
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 12
FAP 301	177-2	STEPHENSON	386	152	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799



PLAN
(Spans 4 Thru 6)

Notes:

- See Sheet Nos. 14 & 15 for superstructure details and Bill of Material.
- See Sheet No. 15 for parapet reinforcement.
- See Sheet No. 14 for Detail B.
- Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
- Cut longitudinal reinforcement to clear Drainage Scuppers & Floor Drains.
- Work this sheet with Sheet Nos. 11, 13, 14, & 15.

MINIMUM BAR LAP

(Deck)
#5 bar = 2'-2"
#6 bar = 2'-7"

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

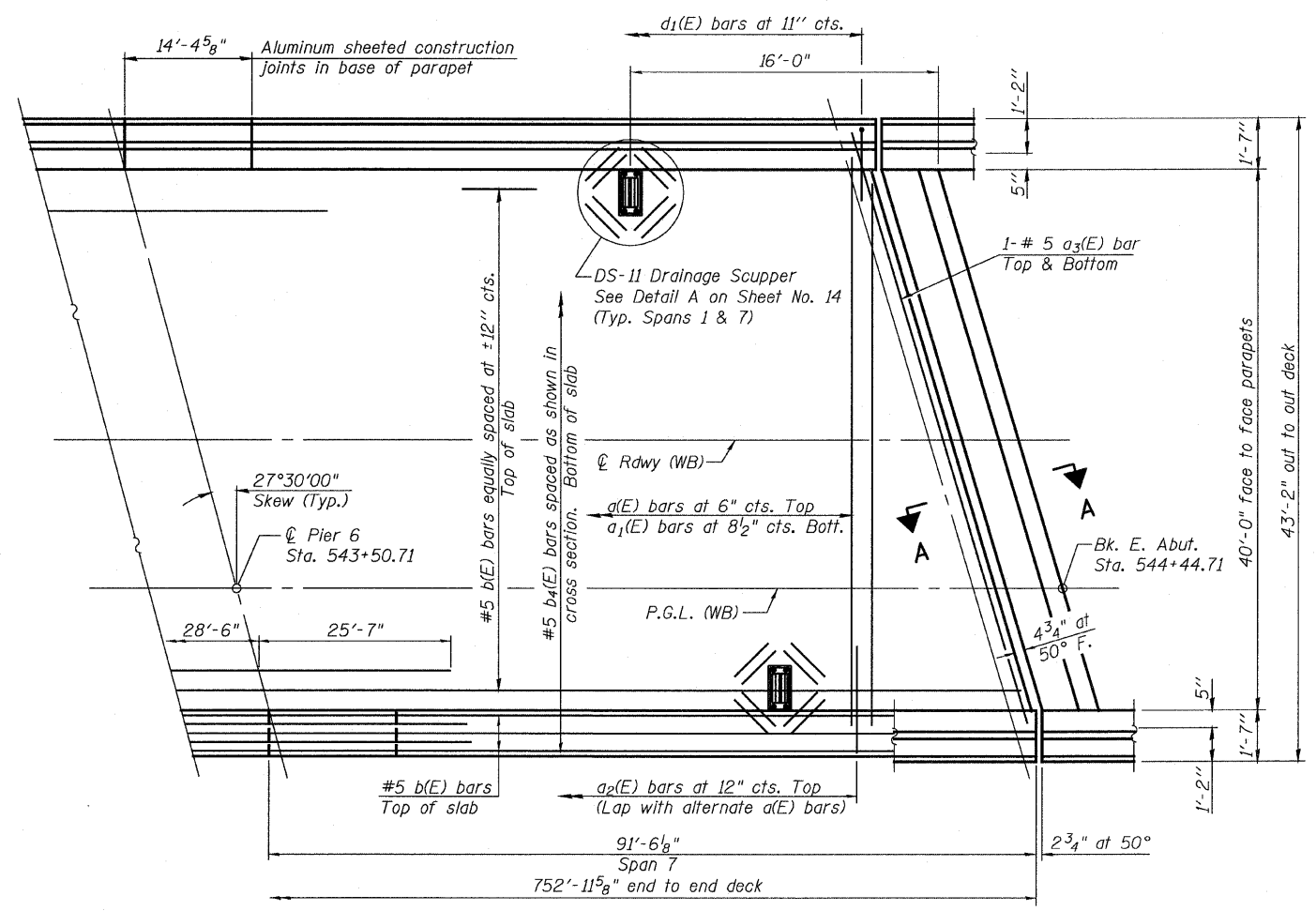
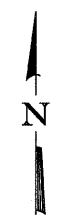


SUPERSTRUCTURE II
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

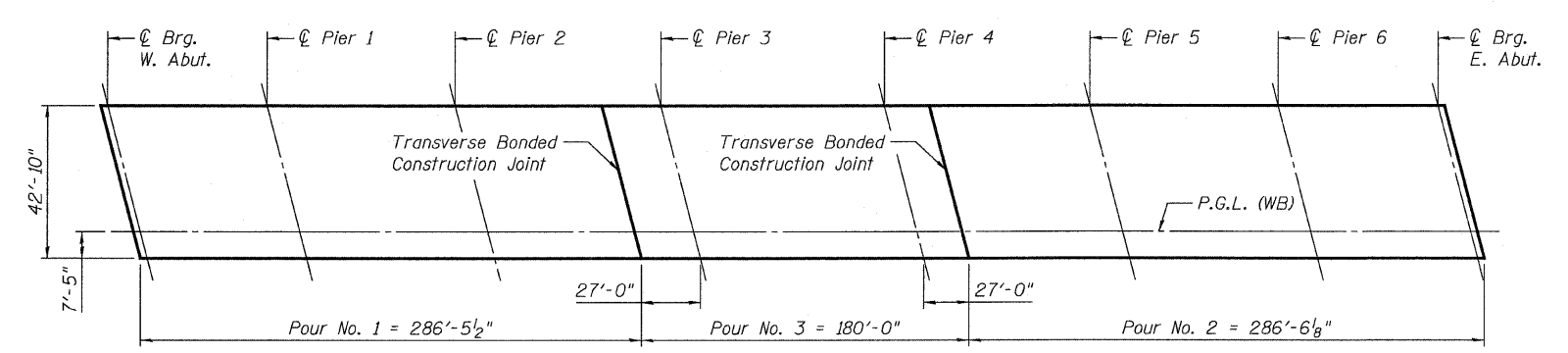
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	153
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 13
47 SHEETS
Contract No. 64799



PLAN
(Span 7)



DECK POUR SEQUENCE PLAN

Notes:

1. See Sheet Nos. 14 & 15 for superstructure details and Bill of Material.
2. See Sheet No. 15 for parapet reinforcement.
3. See Sheet No. 14 for Detail A & Section A-A.
4. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
5. Cut longitudinal reinforcement to clear Drainage Scuppers & Floor Drains.
6. Work this sheet with Sheet Nos. 11, 12, 14, & 15.

MINIMUM BAR LAP
(Deck)
#5 bar = 2'-2"
#6 bar = 2'-7"

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI



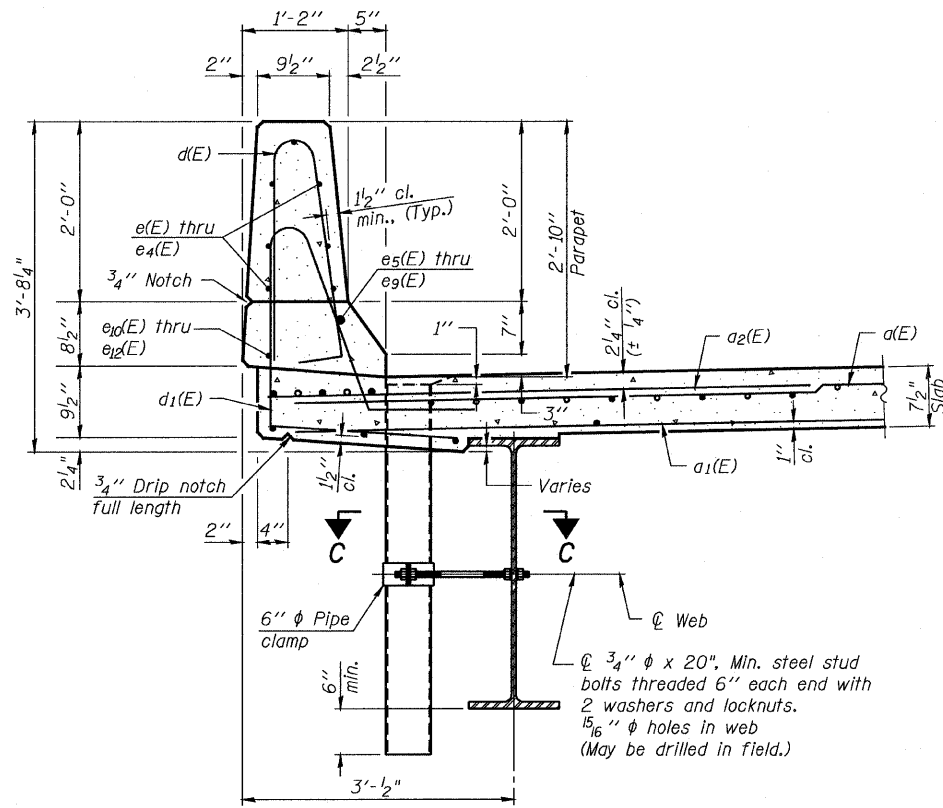
SUPERSTRUCTURE III
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

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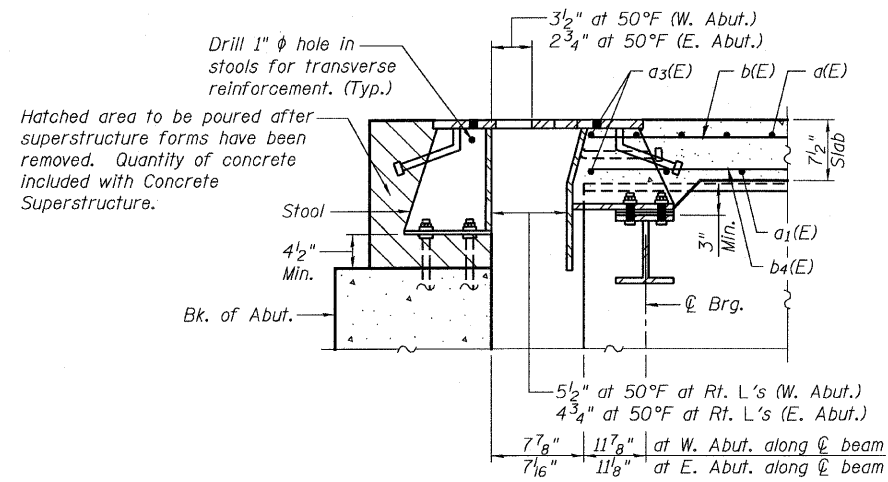
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	154
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-

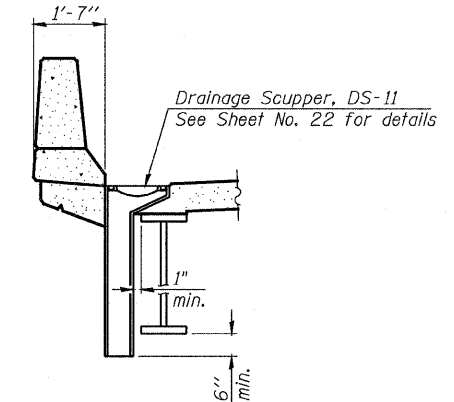
Contract No. 64799



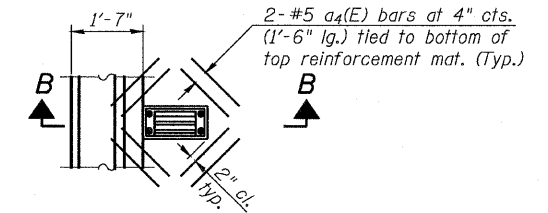
SECTION THRU PARAPET
(6" ϕ Floor Drain in Spans 3 Thru 5 Only)



SECTION A-A

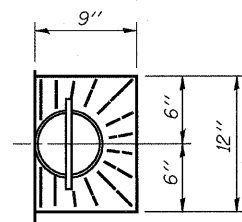


SECTION B-B

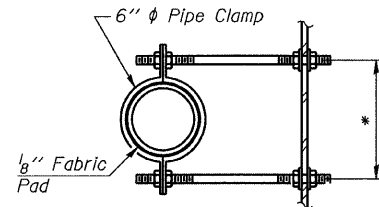


DETAIL A

Note:
Cut longitudinal reinforcement to clear drainage scuppers.

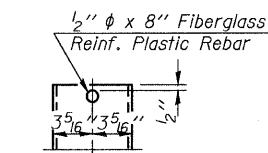


DETAIL B

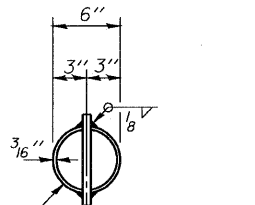


SECTION C-C

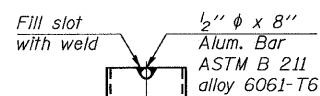
* Dimension as required by Pipe Clamp



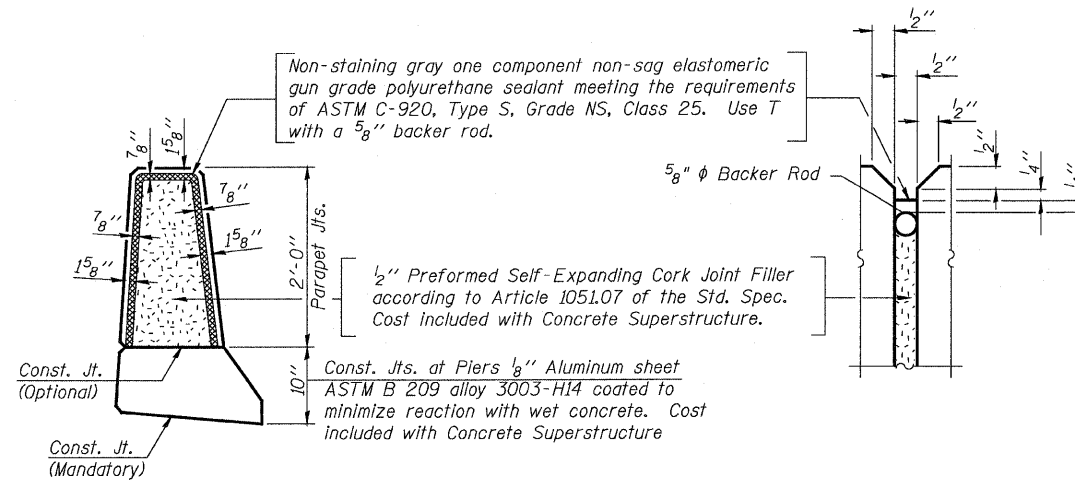
FIBERGLASS PIPE



TOP PLAN
(Showing Aluminum Tube)



ALUMINUM TUBE



PARAPET JOINT DETAILS

Notes:

- Drains shall be located clear of all diaphragms.
- 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 Society of Protective Coatings' Spec. SSPC-SP1 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.
- Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI



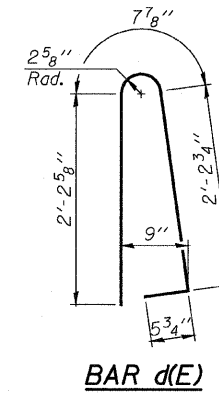
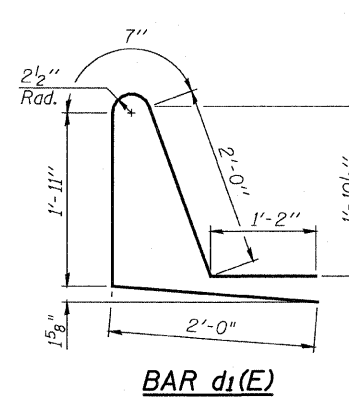
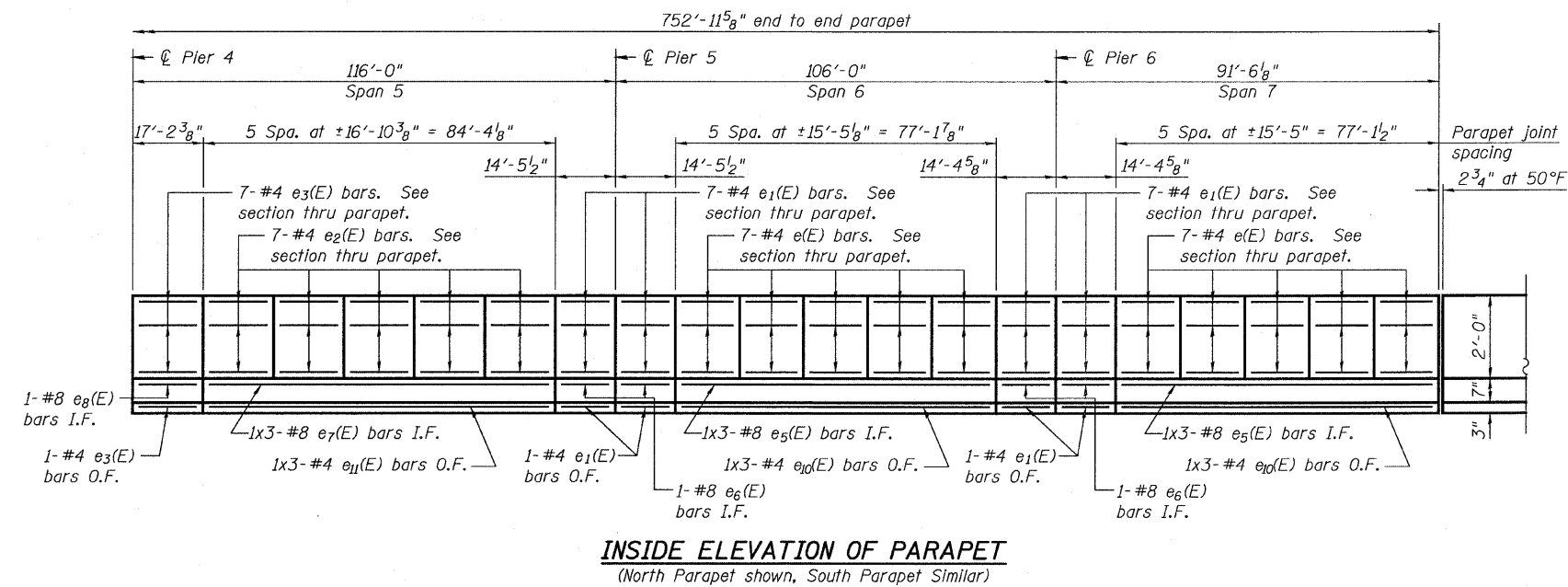
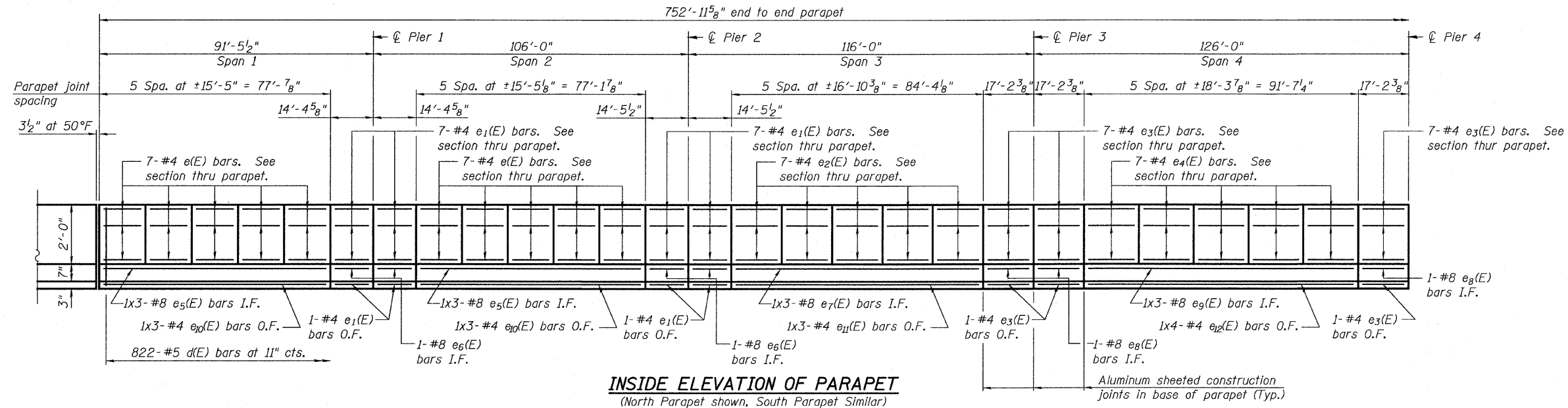
SUPERSTRUCTURE DETAILS I
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	155
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

SHEET NO. 15
47 SHEETS



**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	1,507	#5	42'-7"	
a1(E)	1,064	#5	42'-7"	
a2(E)	1,508	#6	6'-0"	
a3(E)	4	#5	46'-6"	
a4(E)	32	#5	1'-6"	
b(E)	1,269	#5	30'-0"	
b1(E)	264	#6	19'-9"	
b2(E)	264	#6	19'-11"	
b3(E)	264	#6	23'-4"	
b4(E)	1,080	#5	27'-3"	
d(E)	1,644	#5	5'-7"	
d1(E)	1,644	#5	7'-8"	
e(E)	280	#4	15'-2"	
e1(E)	128	#4	14'-2"	
e2(E)	140	#4	16'-7"	
e3(E)	64	#4	16'-11"	
e4(E)	70	#4	18'-1"	
e5(E)	24	#8	28'-0"	
e6(E)	16	#8	14'-2"	
e7(E)	12	#8	30'-5"	
e8(E)	8	#8	16'-11"	
e9(E)	6	#8	32'-10"	
e10(E)	24	#4	26'-7"	
e11(E)	12	#4	29'-0"	
e12(E)	8	#4	23'-11"	
Reinforcement Bars, Epoxy Coated	Pound		258,350	
Concrete Superstructure	Cu. Yds.		962.7	
Floor Drains	Each		38	
Bridge Deck Grooving	Sq. Yd.		3,178	
Protective Coat	Sq. Yd.		3,995	

MINIMUM BAR LAP

(Parapet)
#4 bar = 1'-4"
#5 bar = 2'-2"
#8 bar = 3'-5"

Notes:

- Bars indicated thus 1x3-#4 ect. indicate 1 line of bars with 3 lengths per line.
- See Sheet No. 14 for Section Thru Parapet & Parapet Joint Details.
- Work this sheet with Sheet Nos. 11, 12, 13, & 14.
- I.F. denotes "Inside Face".
- O.F. denotes "Outside Face".
- E.F. denotes "Each Face".

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI



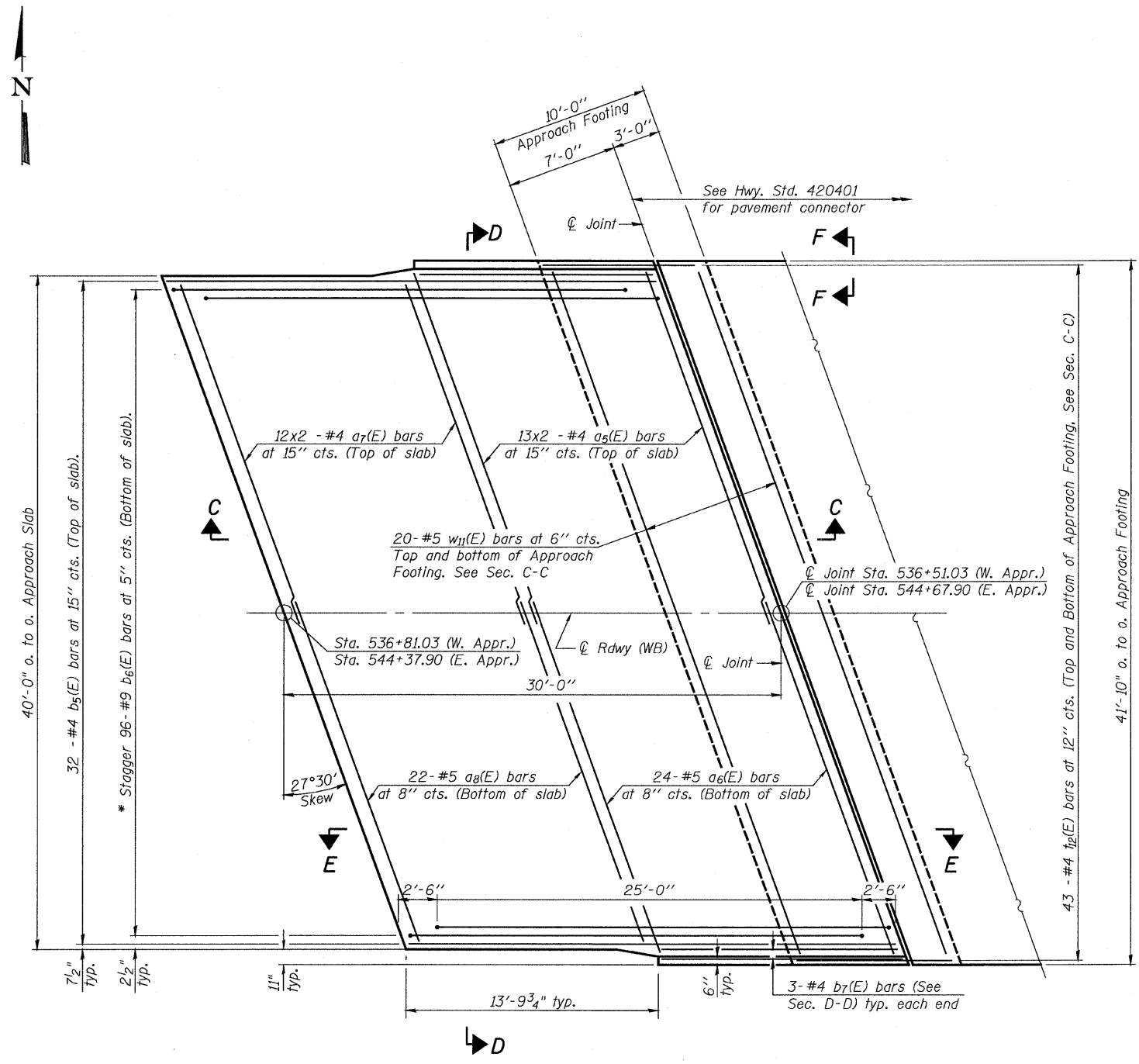
SUPERSTRUCTURE DETAILS II
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 16
FAP 301	177-2	STEPHENSON	386	156	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799



* Tilt #9 b₆(E) bars as required to maintain clearance.

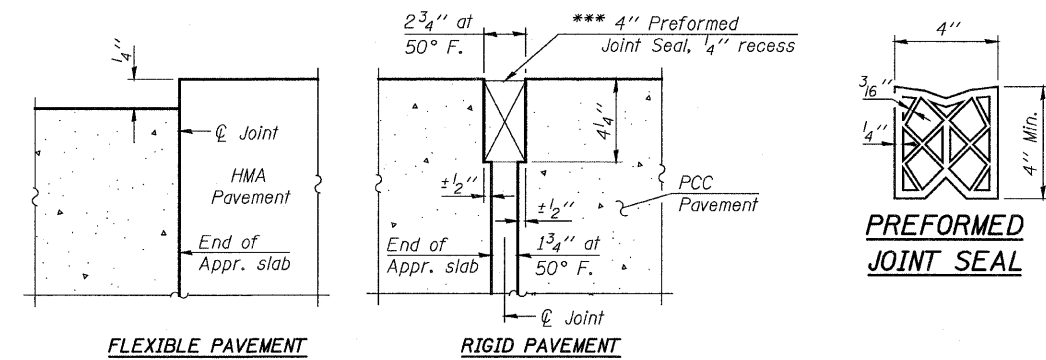
Notes:

1. See Sheet No. 17 for Sections C-C & D-D.
2. See Sheet No. 1 for bridge approach pavement drain locations and Standard 609006 for drain details. See Roadway Plans for quantities.
3. a₅(E) thru a₈(E) bar spacings measured along ϕ Rdwy.
4. Bars indicated thus 12 x 2 - #4 etc. indicates 12 lines of bars with 2 lengths per line.
5. Field cut reinforcement to clear approach pavement drains.

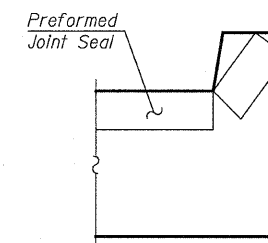
MINIMUM BAR LAP

#4 Bars = 1'-8"

*** Cost included with Concrete Superstructure.



DETAIL A



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

DESIGNED	H.ALKHATIB
CHECKED	S.CHELBIAN
DRAWN	H.ALKHATIB
CHECKED	J.GRAINAWI



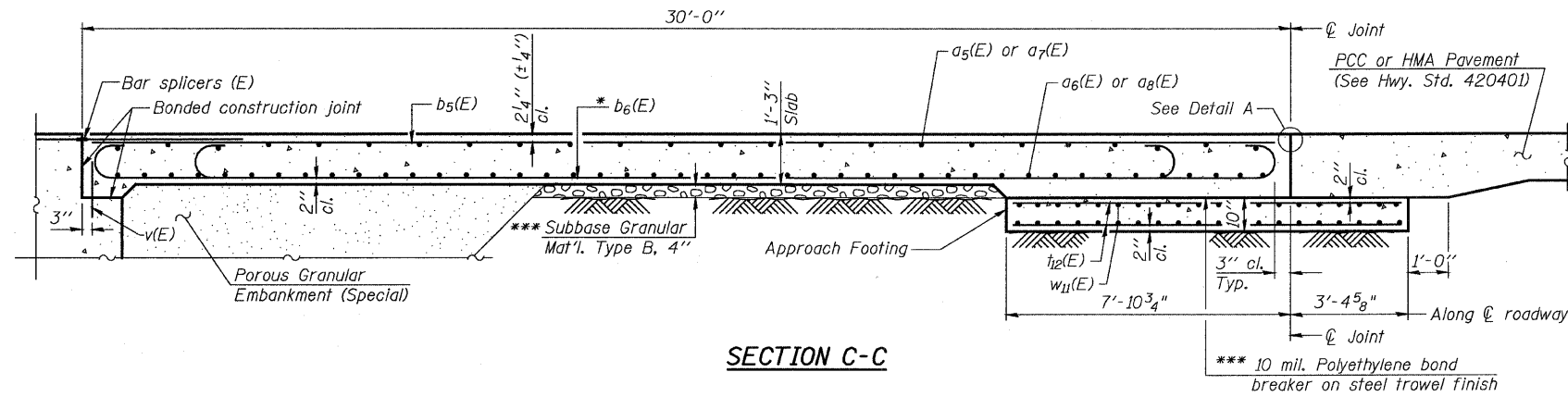
**BRIDGE APPROACH SLAB
DETAILS I**
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

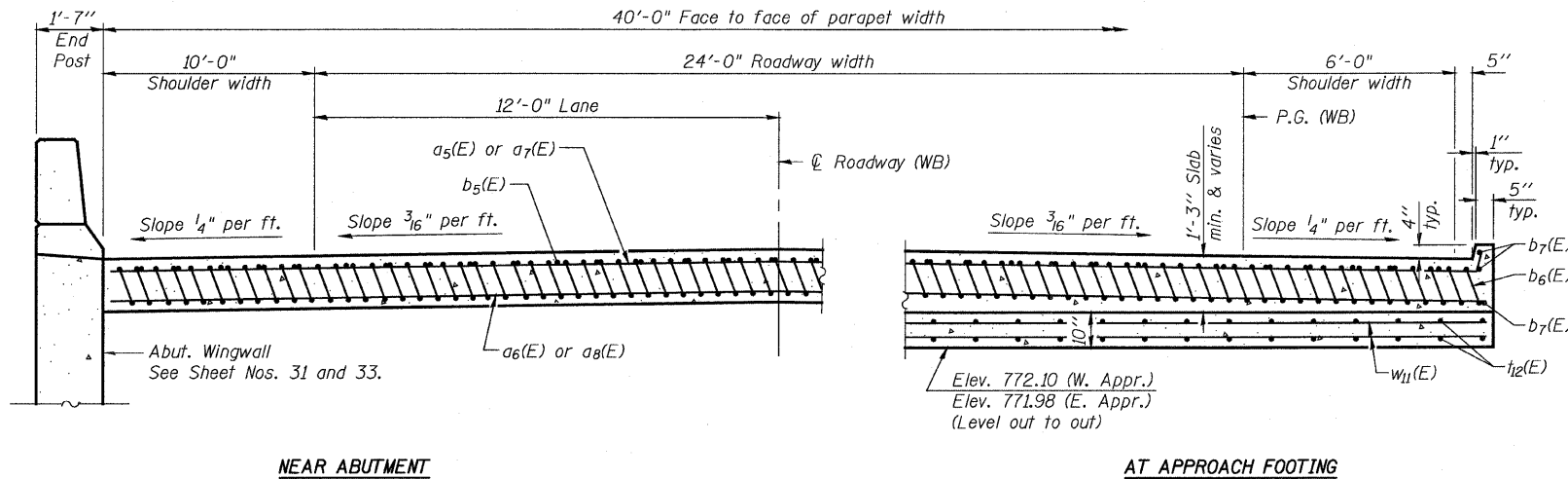
ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. 17
FAP 301	177-2	STEPHENSON	386	157	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract No. 64799



Notes:

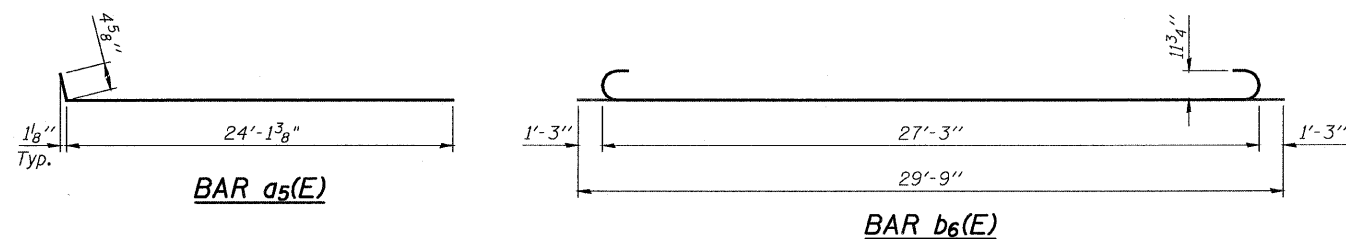
- See Sheet No. 16 for Detail A and View B-B.
- Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
- Approach footing concrete shall be paid for as Concrete Structures.
- Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- For $v(E)$ bar details, see Sheet Nos. 31 and 33.
- The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
- For bar splicer details, see Sheet No. 40.
- Cost of excavation for approach footing included with Concrete Structures.
- For Porous Granular Embankment (Special) and drainage treatment details, see Sheet No. 2.
- For additional parapet details, see Sheet Nos. 31 and 33.



* Tilt #9 $b_1(E)$ bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_5(E)$	52	#4	24'-6"	—
$a_6(E)$	48	#5	46'-9"	—
$a_7(E)$	48	#4	23'-3"	—
$a_8(E)$	44	#5	44'-9"	—
$b_5(E)$	64	#4	29'-8"	—
$b_6(E)$	192	#9	29'-9"	—
$b_7(E)$	12	#4	15'-9"	—
$i_{12}(E)$	172	#4	10'-11"	—
$w_{11}(E)$	80	#5	46'-9"	—
Bridge Deck Grooving		Sq. Yd.	257	
Protective Coat		Sq. Yd.	276	
Concrete Superstructure		Cu. Yd.	125.6	
Concrete Structures		Cu. Yd.	29.1	
Reinforcement Bars, Epoxy Coated		Pound	32730	



DESIGNED	H. ALKHATIB
CHECKED	S. CHELBAN
DRAWN	H. ALKHATIB
CHECKED	J. GRAINAWI



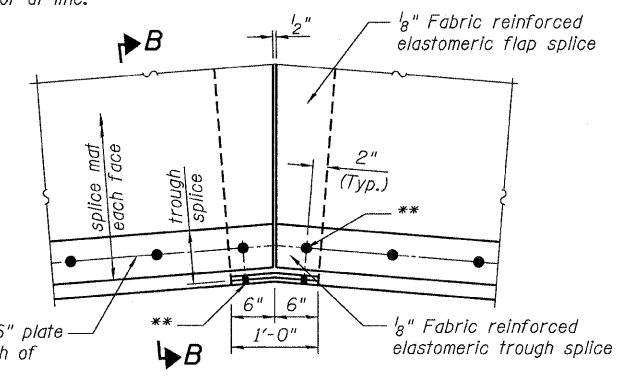
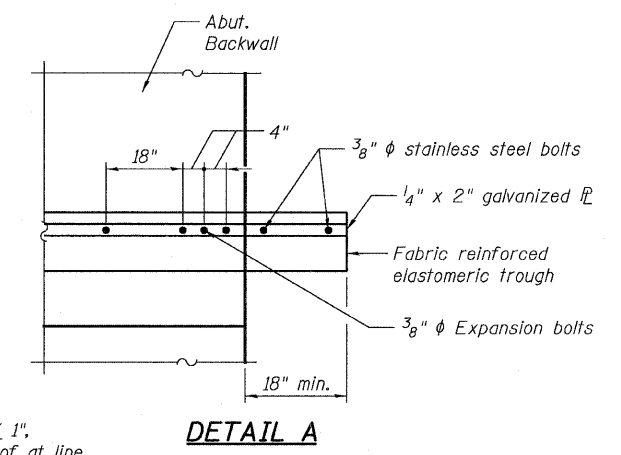
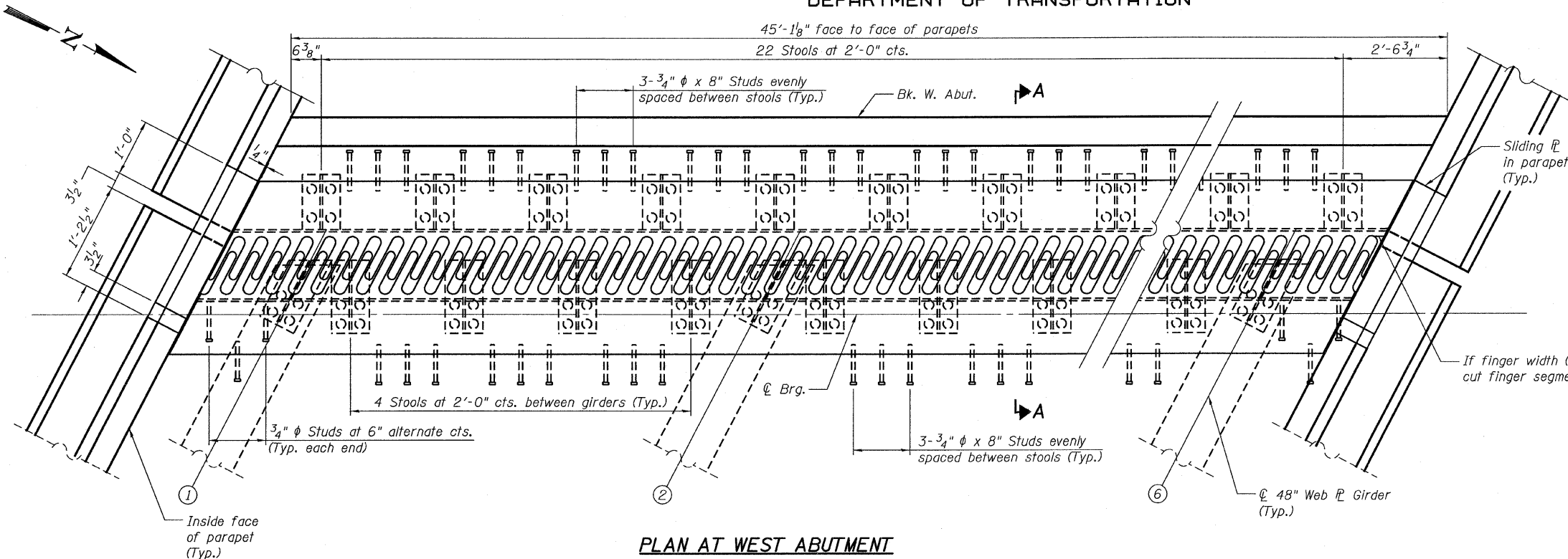
BRIDGE APPROACH SLAB
DETAILS II
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

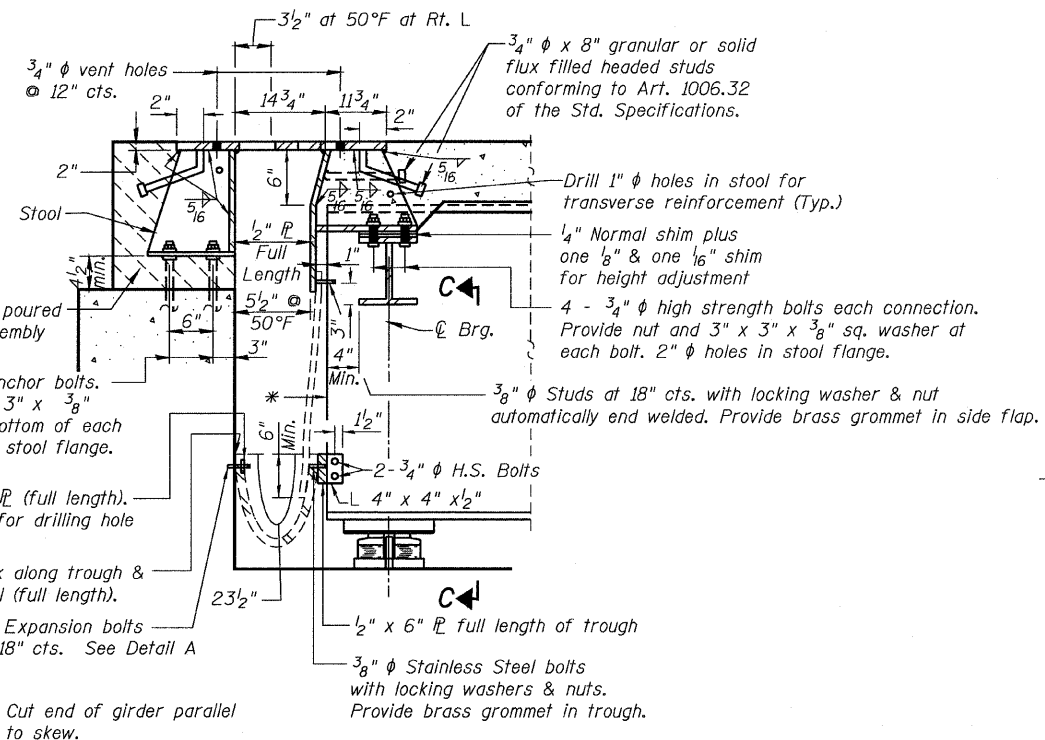
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799



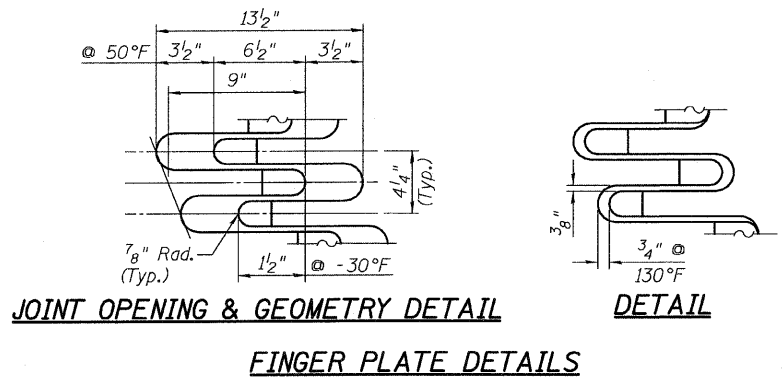
TROUGH SPLICE DETAIL

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

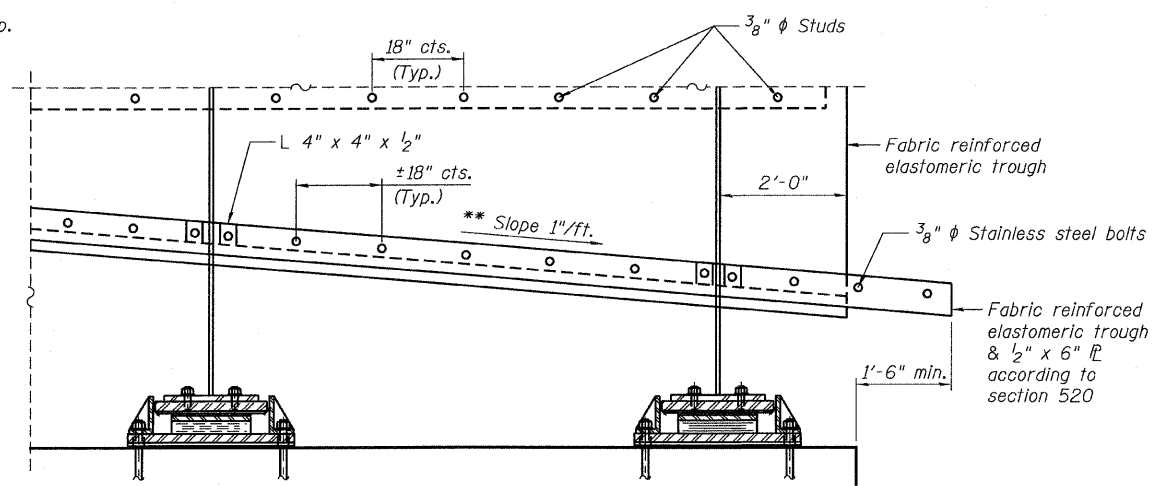


SECTION A-A

- Notes:
- All structural steel used for finger plates, stools, and troughs shall be AASHTO M270, Gr. 50.
 - Finger plate expansion joints shall be assembled in their relative final position with the ends in place for shop inspection and acceptance.



FINGER PLATE DETAILS



SECTION C-C

** Min. slope 5/8" / ft.

EXPANSION JOINT AT WEST ABUTMENT (DETAILS 1)
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



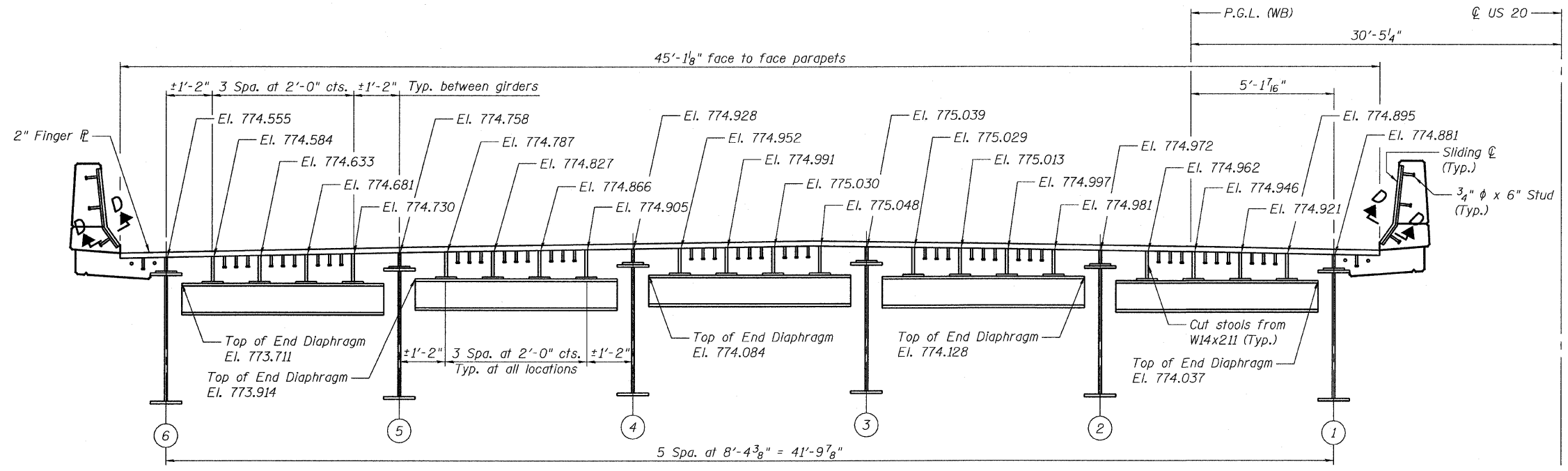
DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

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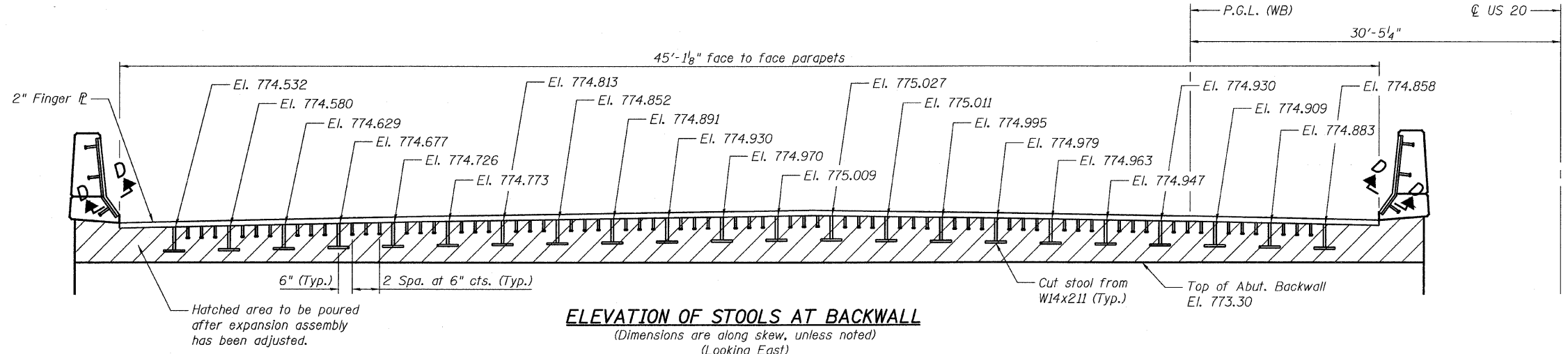
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 301	177-2	STEPHENSON	386	159
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT-		

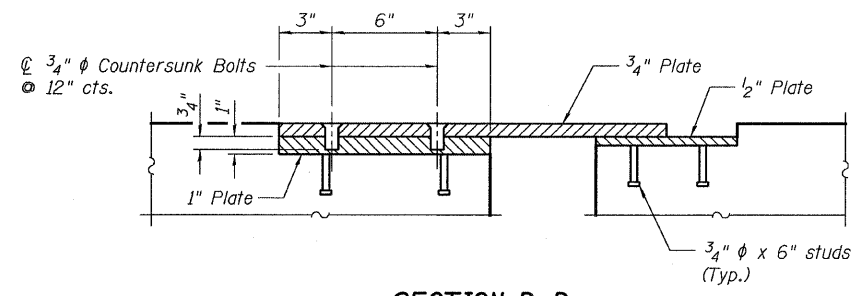
Contract No. 64799



ELEVATION OF STOOLS AT BEAMS
(Dimensions are along skew, unless noted)
(Looking East)



ELEVATION OF STOOLS AT BACKWALL
(Dimensions are along skew, unless noted)
(Looking East)



SECTION D-D

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Finger Plate Expansion Joint, 4"	Foot	45.1
Fabric Reinforced Elastomeric Trough	Foot	45.1

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

**EXPANSION JOINT AT
WEST ABUTMENT (DETAILS II)
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082**

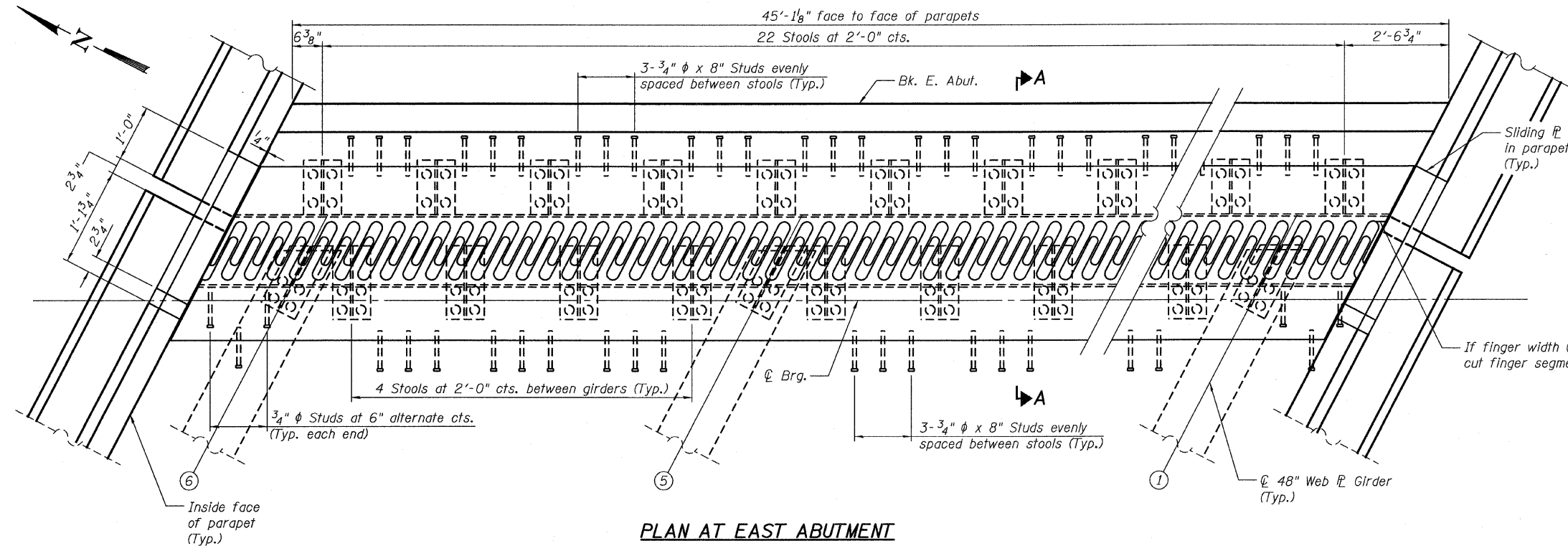


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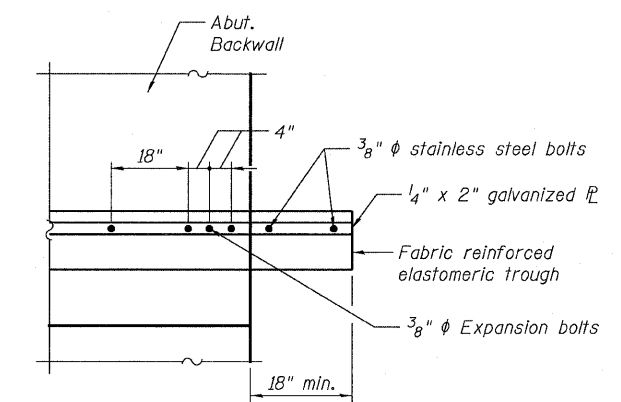
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 20
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

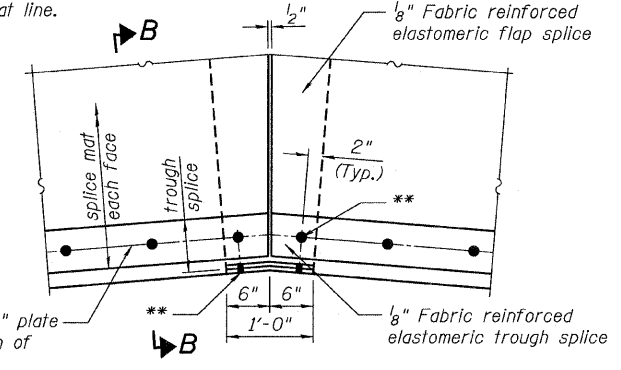
Contract No. 64799



PLAN AT EAST ABUTMENT

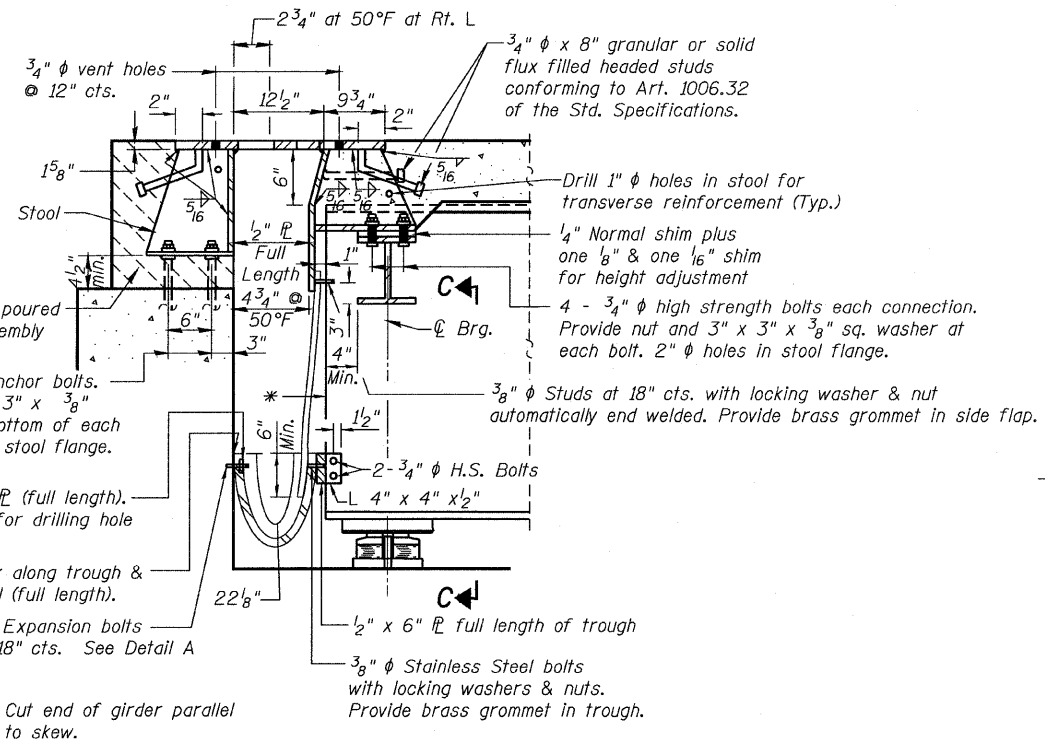


DETAIL A

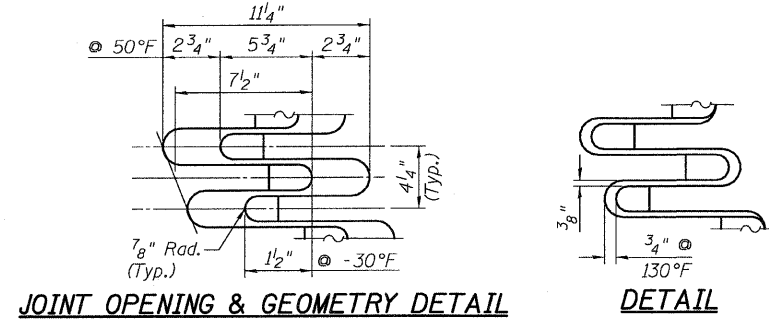


TROUGH SPLICE DETAIL

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

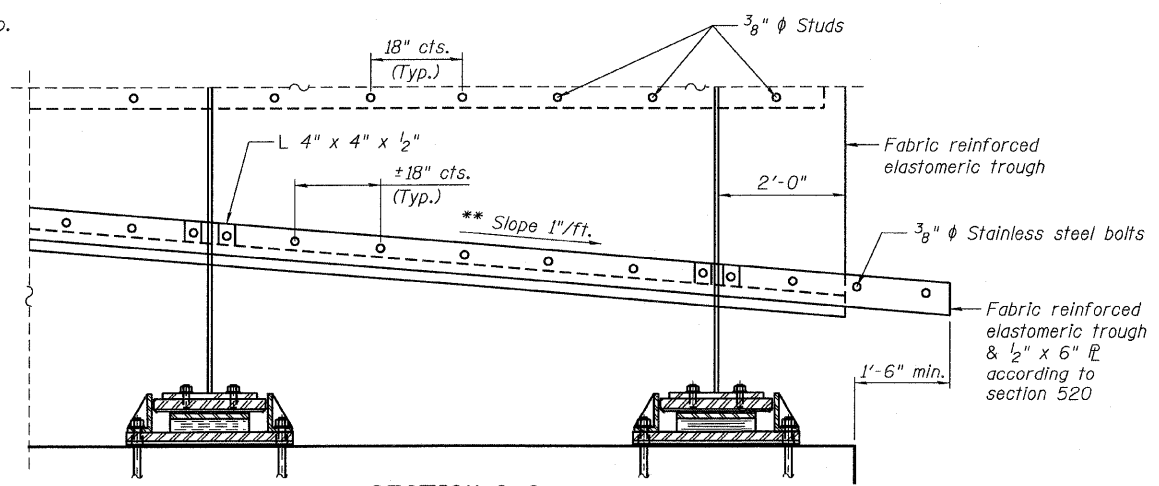


SECTION A-A



JOINT OPENING & GEOMETRY DETAIL

FINGER PLATE DETAILS



SECTION C-C

** Min. slope 5/8"/ft.

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

- Notes:
- All structural steel used for finger plates, stools, and troughs shall be AASHTO M270, Gr. 50.
 - Finger plate expansion joints shall be assembled in their relative final position with the ends in place for shop inspection and acceptance.

EXPANSION JOINT AT
EAST ABUTMENT (DETAILS 1)
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

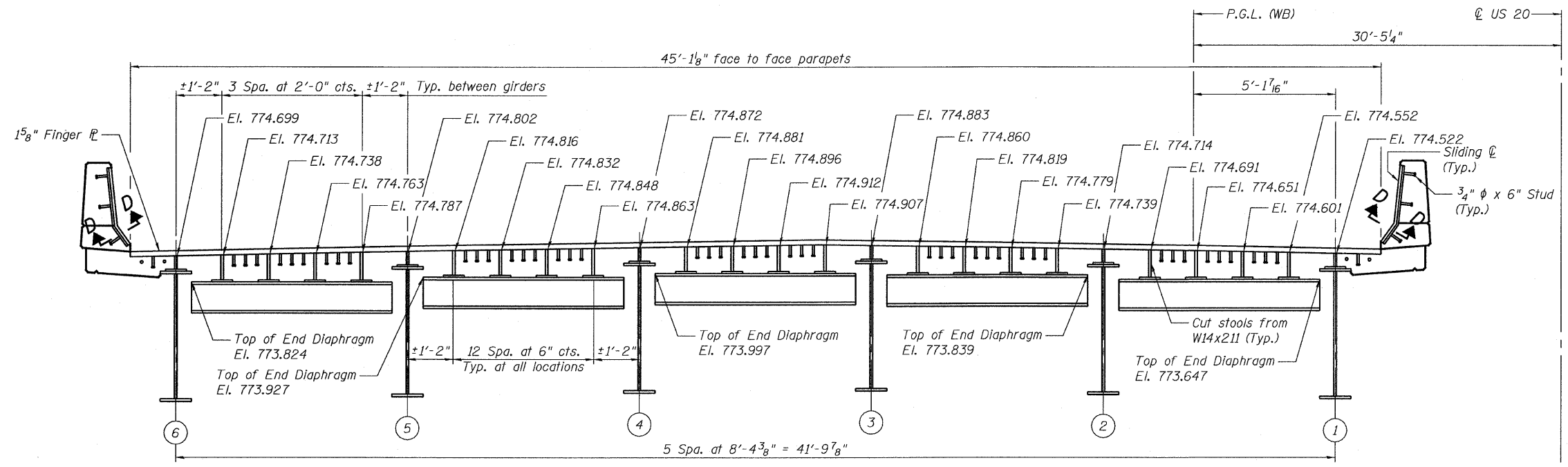


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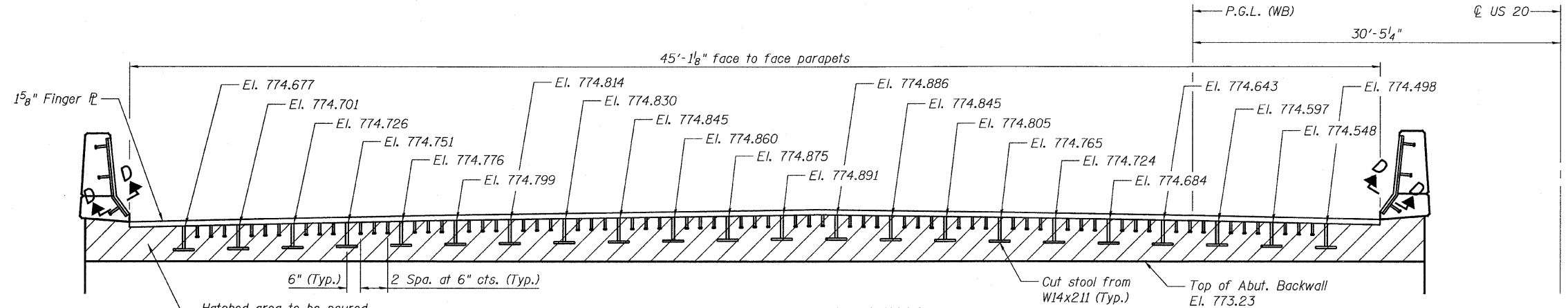
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 21
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

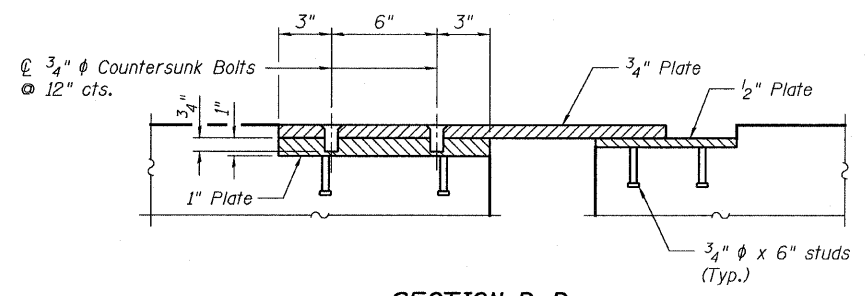
Contract No. 64799



ELEVATION OF STOOLS AT BEAMS
(Dimensions are along skew, unless noted)
(Looking East)



ELEVATION OF STOOLS AT BACKWALL
(Dimensions are along skew, unless noted)
(Looking East)



SECTION D-D

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Finger Plate Expansion Joint, 3"	Foot	45.1
Fabric Reinforced Elastomeric Trough	Foot	45.1

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

**EXPANSION JOINT AT
EAST ABUTMENT (DETAILS II)
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082**

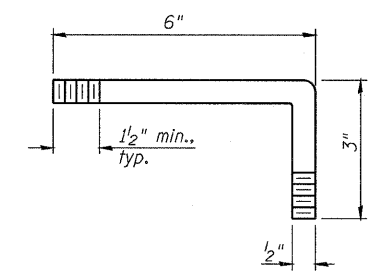
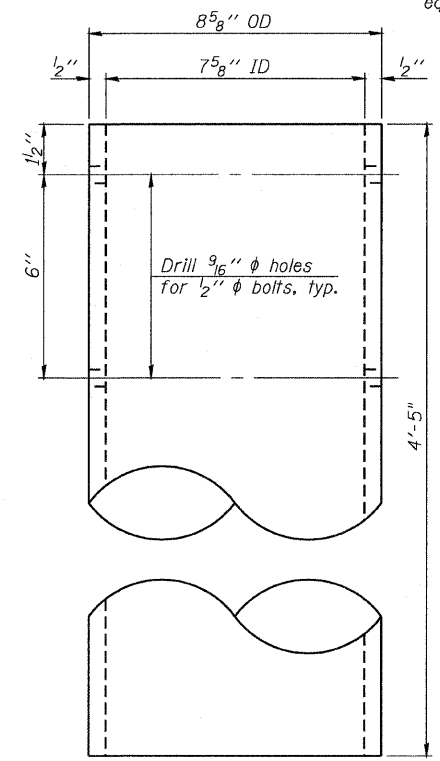
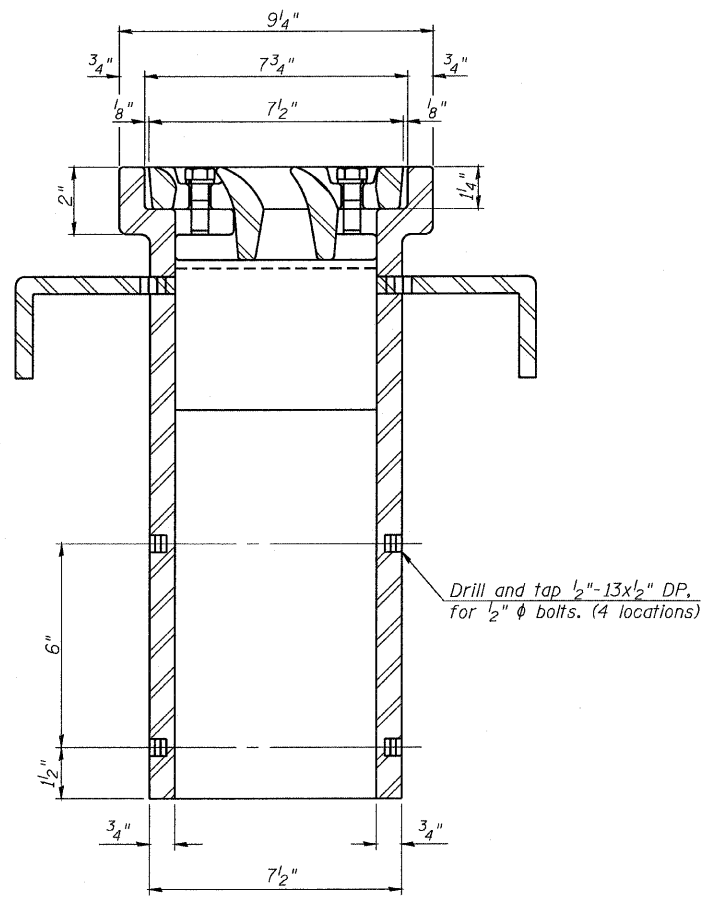
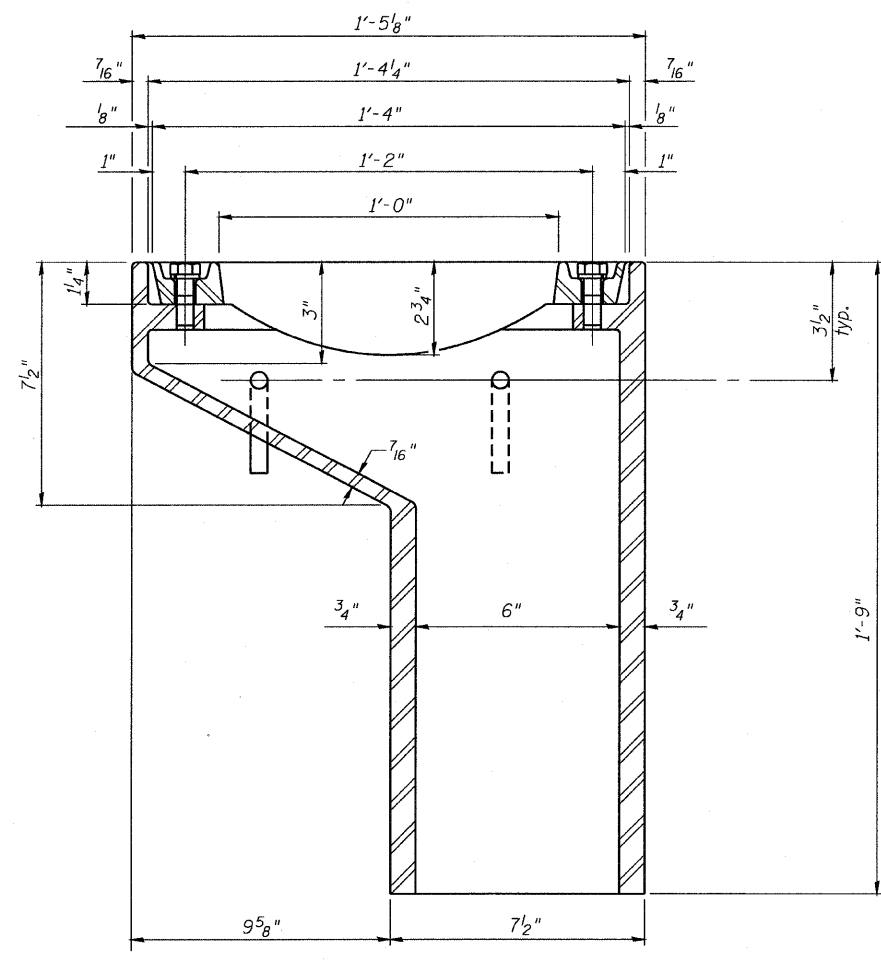
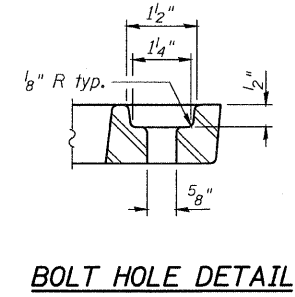
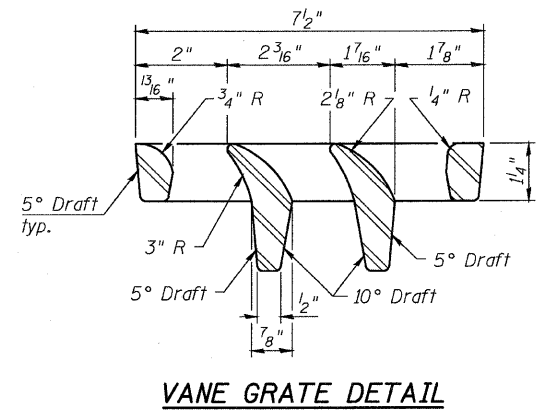
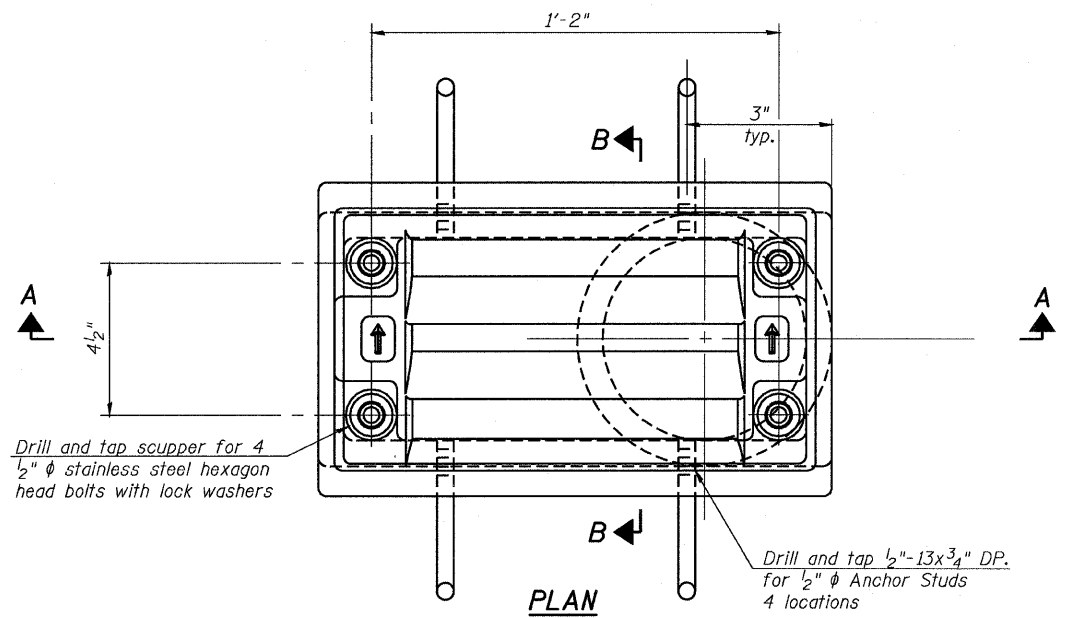


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 22
FAP 301	177-2	STEPHENSON	386	162	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-II	Each	4

- Notes:
- All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 - Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 - Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
 - As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 - Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 - The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 - Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-II.
 - Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

DESIGNED	S.CHELBIAN
CHECKED	A.HAMMAD
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

See Sheet No. 14 for scupper location relative to parapet.

DRAINAGE SCUPPER, DS-II
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

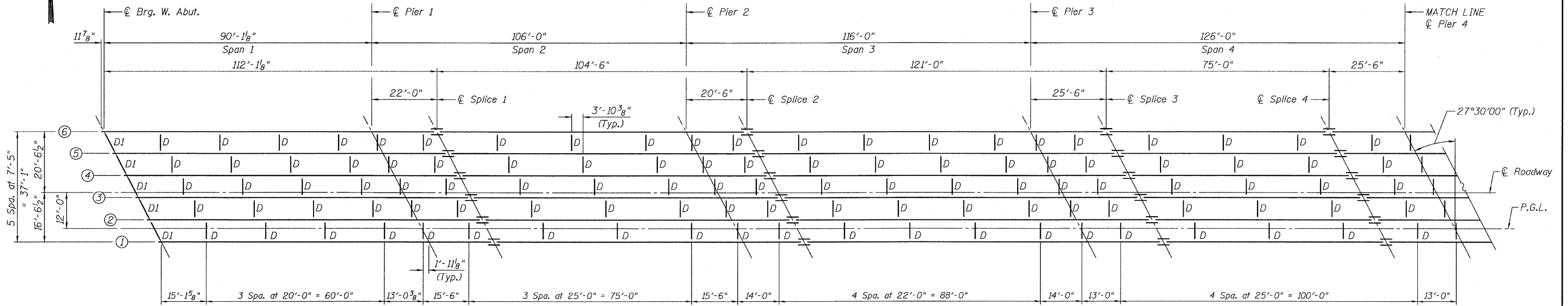


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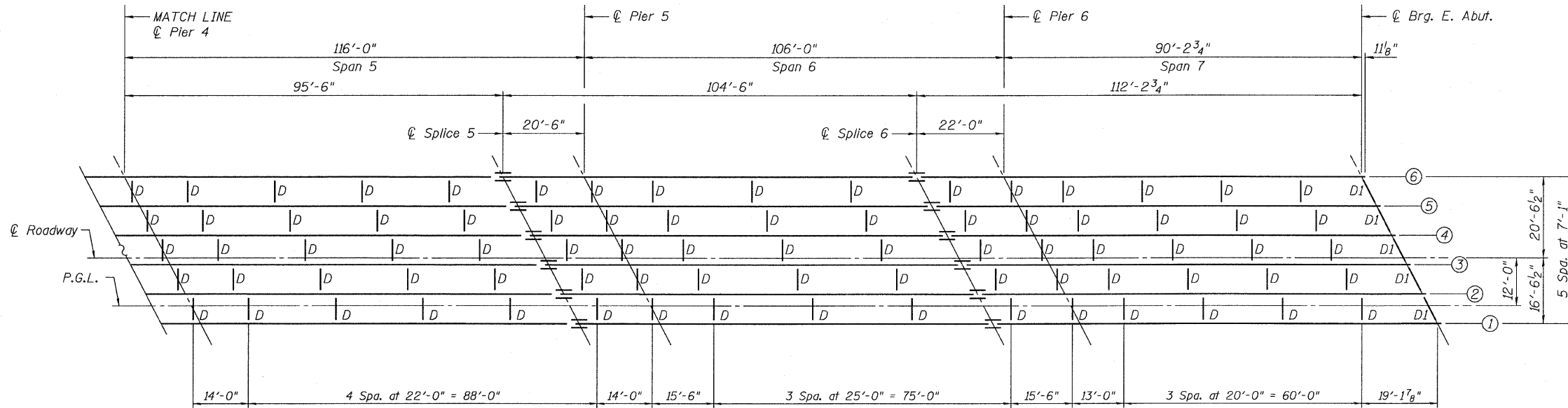
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STAT. SHEETS	SHEET NO.	SHEET NO. 23
FAP 301	177-2	STEPHENSON	386	163	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799



FRAMING PLAN
(Spans 1 thru 4)



FRAMING PLAN
(Spans 5 thru 7)

Notes:

- All diaphragms shall be installed as steel is erected and secured with erection pins and bolts in accordance with the erection plans approved by the Engineer. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- All structural steel shall be AASHTO M270, Gr. 50W.

DESIGNED	A.HAMMAD
CHECKED	J.BRISBOIS
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

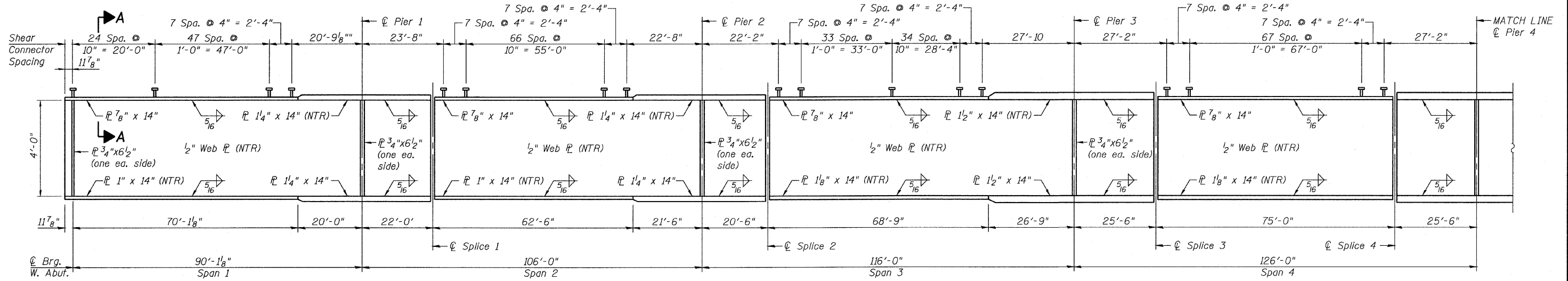


FRAMING PLAN
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

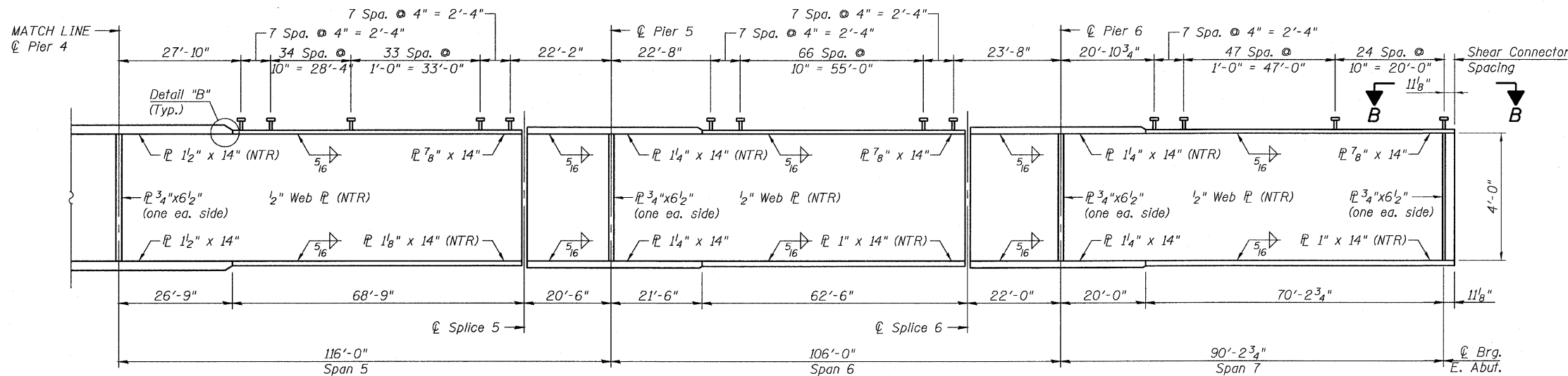
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	164
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

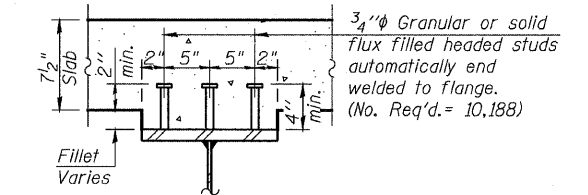
Contract No. 64799



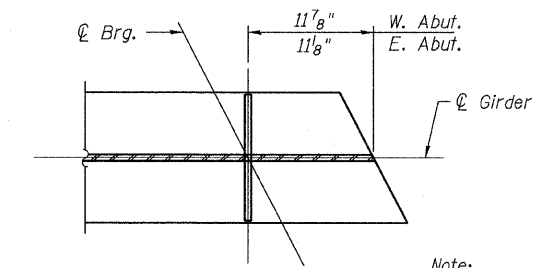
GIRDER ELEVATION
(Spans 1 thru 4)



GIRDER ELEVATION
(Spans 5 thru 7)



SECTION A-A

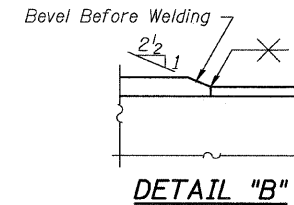


SECTION B-B

Note:
The end of the plate girders shall be cut parallel to skew.

TOP OF WEB ELEVATIONS

	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
⊙ Brg. W. Abut.	774.287	774.378	774.445	774.334	774.164	773.961
⊙ Brg. Pier 1	775.206	775.308	775.386	775.285	775.124	774.930
⊙ Splice 1	775.424	775.529	775.610	775.512	775.354	775.163
⊙ Brg. Pier 2	776.020	776.137	776.229	776.143	775.997	775.817
⊙ Splice 2	776.165	776.285	776.380	776.297	776.153	775.977
⊙ Brg. Pier 3	776.454	776.587	776.695	776.625	776.495	776.331
⊙ Splice 3	776.527	776.664	776.775	776.709	776.582	776.422
⊙ Splice 4	776.489	776.635	776.757	776.701	776.584	776.434
⊙ Brg. Pier 4	776.389	776.539	776.665	776.612	776.499	776.352
⊙ Splice 5	776.002	776.165	776.303	776.263	776.163	776.030
⊙ Brg. Pier 5	775.835	776.001	776.142	776.105	776.008	775.878
⊙ Splice 6	775.152	775.329	775.482	775.456	775.371	775.252
⊙ Brg. Pier 6	774.911	775.092	775.248	775.225	775.143	775.027
⊙ Brg. E. Abut.	773.897	774.089	774.258	774.247	774.177	774.074



Notes:

1. Load carry components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
2. All structural steel shall be AASHTO M270, Gr. 50W.

DESIGNED	A.HAMMAD
CHECKED	J.BRISBOIS
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

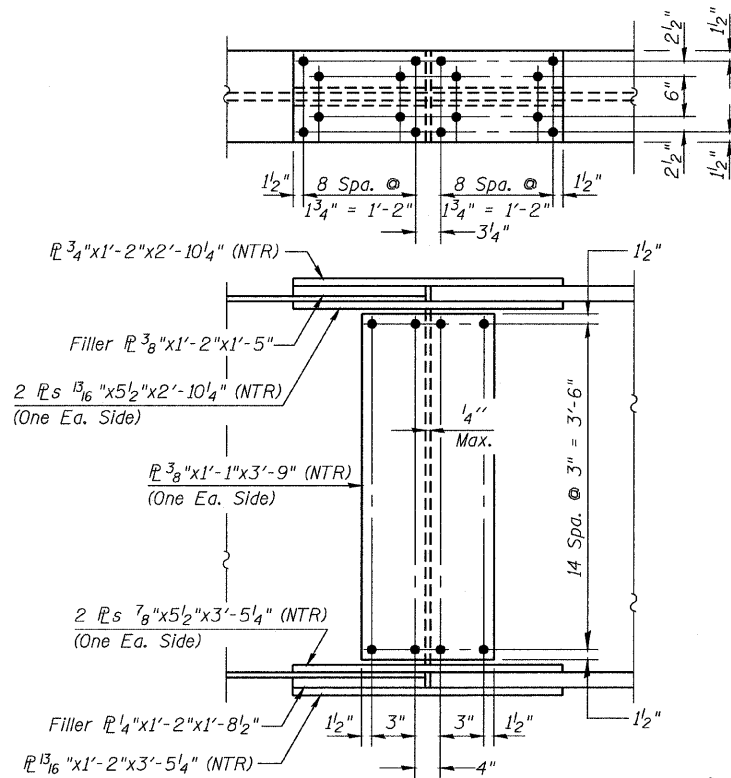


FRAMING DETAILS I
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

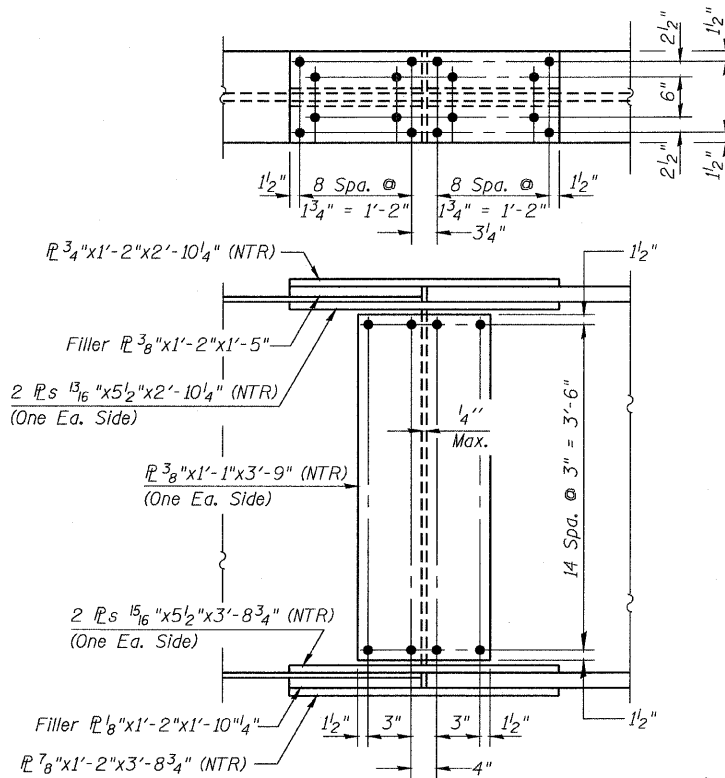
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	EST. SHEETS	SHEET NO.	SHEET NO. 25
FAP 301	177-2	STEPHENSON	386	165	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

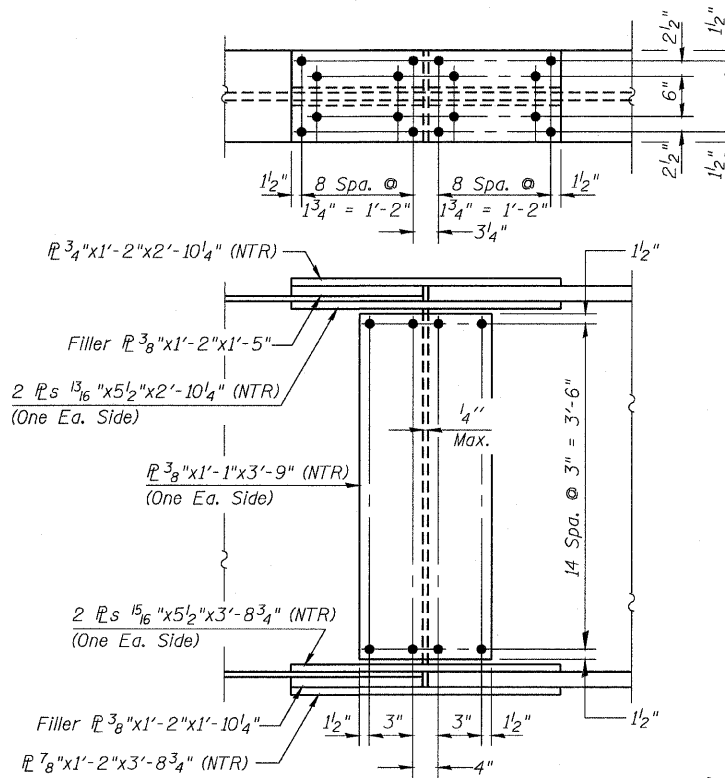
Contract No. 64799



FIELD SPLICES 1 & 6 DETAIL

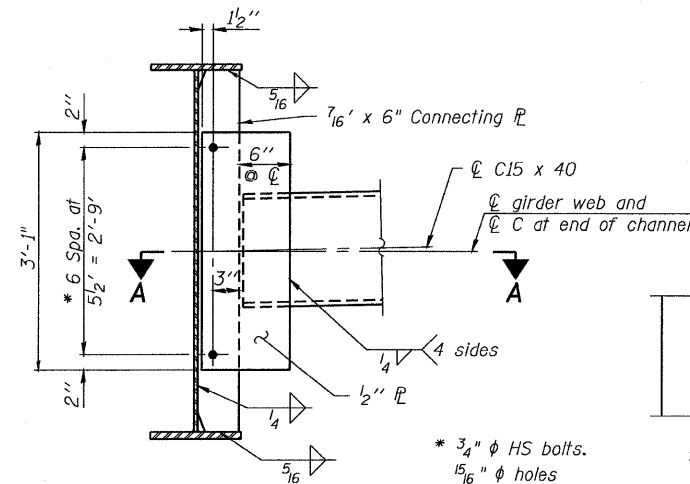
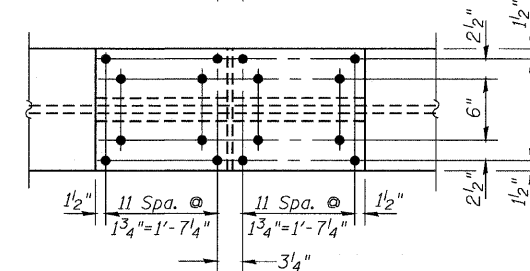
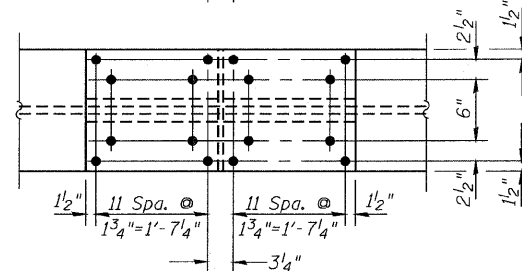
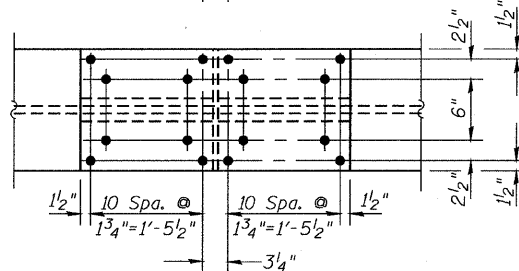


FIELD SPLICES 2 & 5 DETAIL



FIELD SPLICES 3 & 4 DETAIL

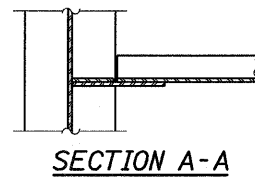
- Notes:
1. Load carry components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
 2. All structural steel shall be AASHTO M270, Gr. 50W.



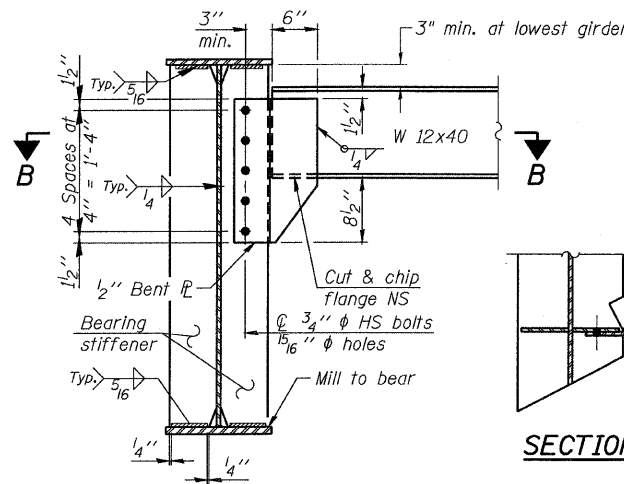
INTERIOR DIAPHRAGM D

(185 Required)

Note:
Two hardened washers required for each set of oversized holes.



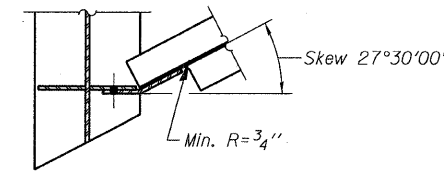
SECTION A-A



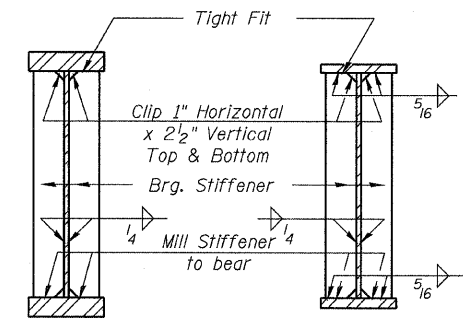
END DIAPHRAGM D1

(10 Required)

Note:
Two hardened washers shall be required over all oversized holes.



SECTION B-B



SECTION AT PIERS

SECTION AT ABUTMENTS

DESIGNED	A.HAMMAD
CHECKED	J.BRISBOIS
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

FRAMING DETAILS II
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	166
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

INTERIOR GIRDER MOMENT TABLE

	0.4 Sp. 1 or 0.6 Sp. 7	Pier 1 or Pier 6	0.5 Sp. 2 or 0.5 Sp. 6	Pier 2 or Pier 5	0.5 Sp. 3 or 0.5 Sp. 5	Pier 3 or Pier 4	0.5 Sp. 4
I_s	(in ⁴)	20291	25836	20291	25836	21281	21281
$I_c(n)$	(in ⁴)	48492		48492		51591	51591
$I_c(3n)$	(in ⁴)	35815		35815		37821	37821
S_s	(in ³)	788	1023	788	1023	801	801
$S_c(n)$	(in ³)	1146		1146		1233	1233
$S_c(3n)$	(in ³)	1048		1048		1128	1128
Z	(in ³)						
Q	(k/')	0.94	1.443	0.94	1.443	0.95	1.463
M_Q	(k)	519	1348	365	1356	464	584
sQ	(k/')	0.473		0.473		0.473	0.473
M_{sQ}	(k)	293		237		290	362
M_L	(k)	753	585	793	681	863	936
M_{Imp}	(k)	175	131	172	144	179	186
$^{5/3}[M_L + M_{Imp}]$	(k)	1547	1193	1607	1375	1736	1870
M_a	(k)	3067	3303	2872	3551	3237	4520
* M_u	(k)	5443		5836		6185	6185
$f_s Q$ non-comp	(ksi)	7.9	15.8	5.6	15.9	6.9	8.7
$f_s Q$ (comp)	(ksi)	3.4		2.7		3.1	3.9
$f_s ^{5/3}[M_L + M_{Imp}]$	(ksi)	23.6	14.0	16.8	16.1	16.9	18.2
f_s (Overload)	(ksi)	34.8	29.8	25.1	32.0	26.9	30.8
** f_s (Total)	(ksi)		38.7		41.6		45.6
VR	(k)	63.4		51.6		51.5	51.4

INTERIOR GIRDER REACTION TABLE

	Abuts.	Pier 1 & 6	Pier 2 & 5	Pier 3 & 4	
R_Q	(k)	47.6	152.1	151.2	175.1
R_L	(k)	47.5	67.6	71.5	77.0
Imp.	(k)	11.0	10.5	10.3	10.5
R_{Total}	(k)	106.1	230.2	233.1	262.6

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

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).

Z : Plastic Section Modulus of the steel section in non-composite areas (in³).

Q : Un-factored non-composite dead load (kips/ft.).

M_Q : Un-factored moment due to non-composite dead load (kip-ft.).

sQ : Un-factored long-term composite (superimposed) dead load (kips/ft.).

M_{sQ} : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L : Un-factored live load moment (kip-ft.).

M_{Imp} : Un-factored moment due to Impact (kip-ft.).

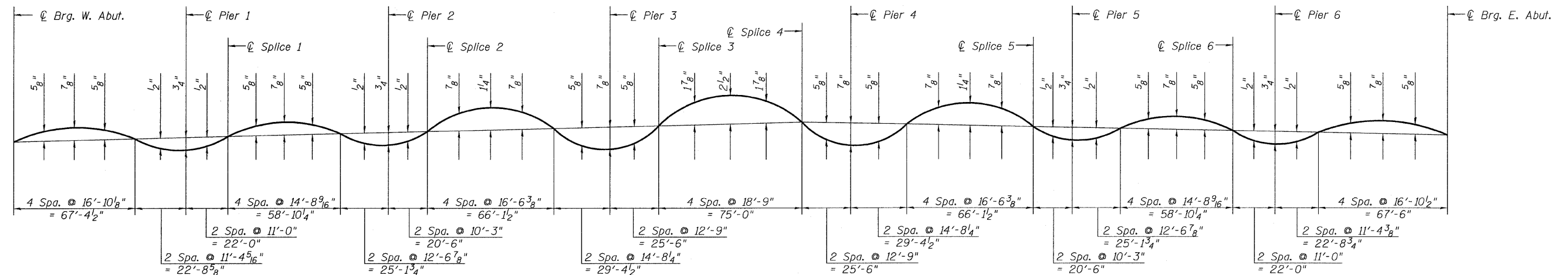
M_a : Factored design moment (kip-ft.).
 $1.3 [M_Q + M_{sQ} + \frac{5}{3} (M_L + M_{Imp})]$

M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M_Q + M_{sQ} + \frac{5}{3} (M_L + M_{Imp})$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M_Q + M_{sQ} + \frac{5}{3} (M_L + M_{Imp})]$

VR: Maximum \pm impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).



CAMBER DIAGRAM

DESIGNED	A.HAMMAD
CHECKED	J.BRISBOIS
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

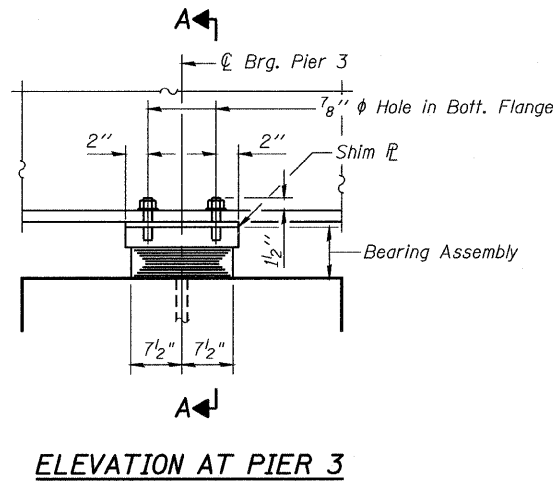
FRAMING DETAILS III
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



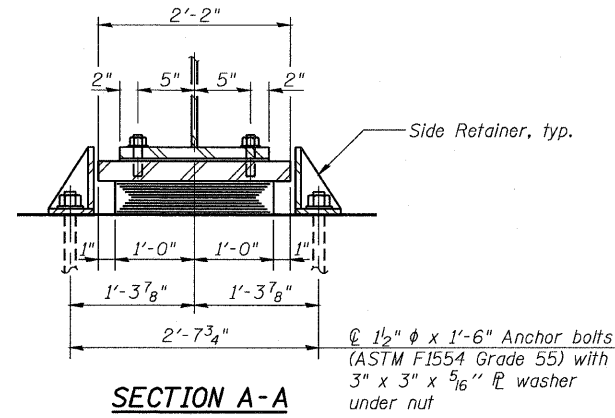
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 27
FAP 301	177-2	STEPHENSON	386	167	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

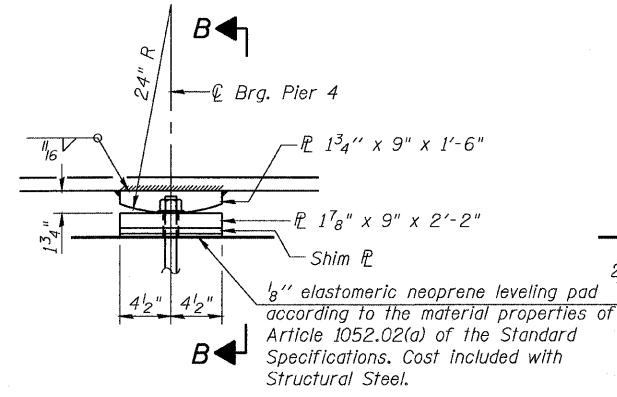
Contract No. 64799



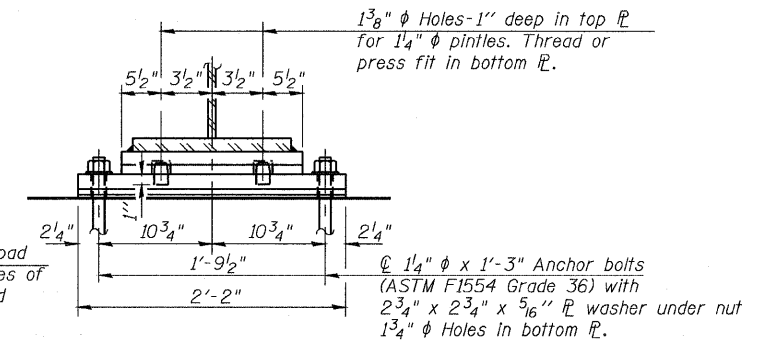
ELEVATION AT PIER 3



SECTION A-A



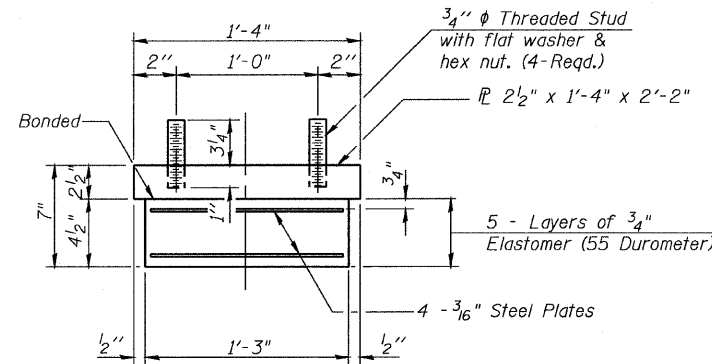
ELEVATION AT PIER 4



SECTION B-B

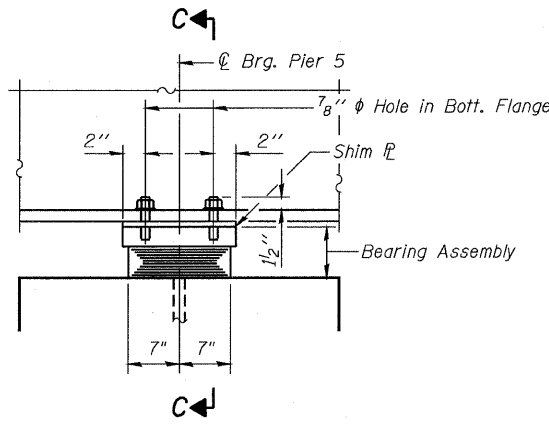
TYPE I ELASTOMERIC EXP. BRG. AT PIER 3
(6 Required)

FIXED BEARING AT PIER 4
(6 Required)

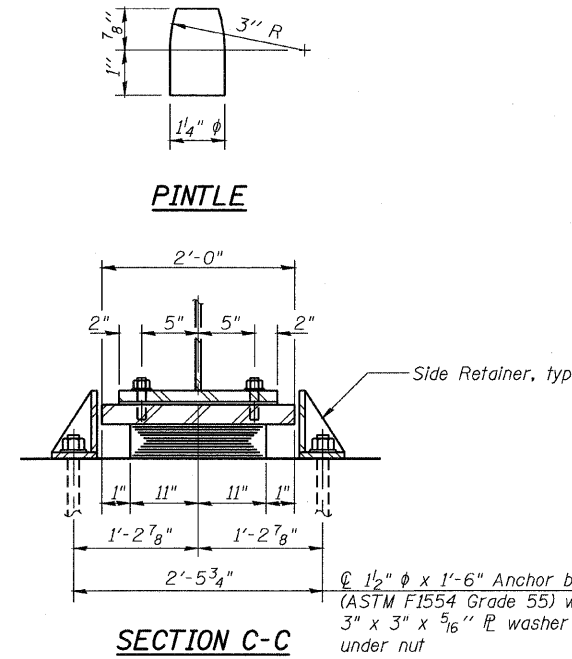


BEARING ASSEMBLY

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

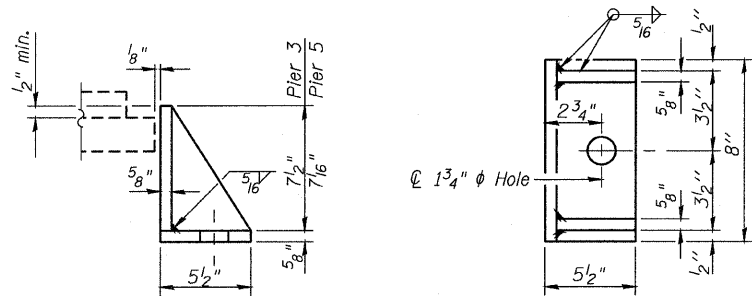


ELEVATION AT PIERS 5



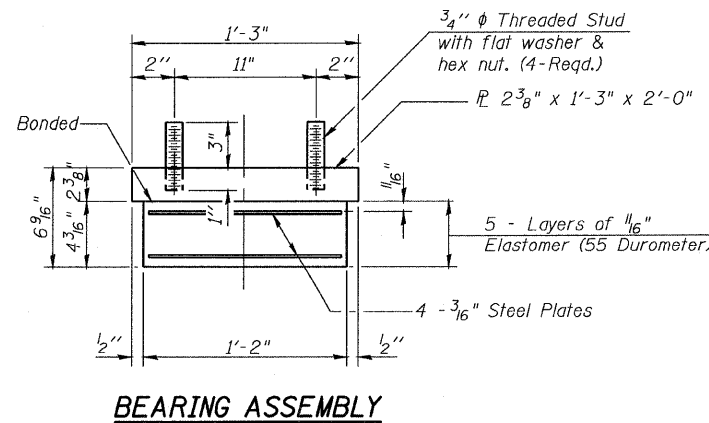
SECTION C-C

TYPE I ELASTOMERIC EXP. BRG. AT PIER 5
(6 Required)



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



BEARING ASSEMBLY

Notes:

- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
- Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts 1 1/4" phi	Each	12
Anchor Bolts 1 1/2" phi	Each	24

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

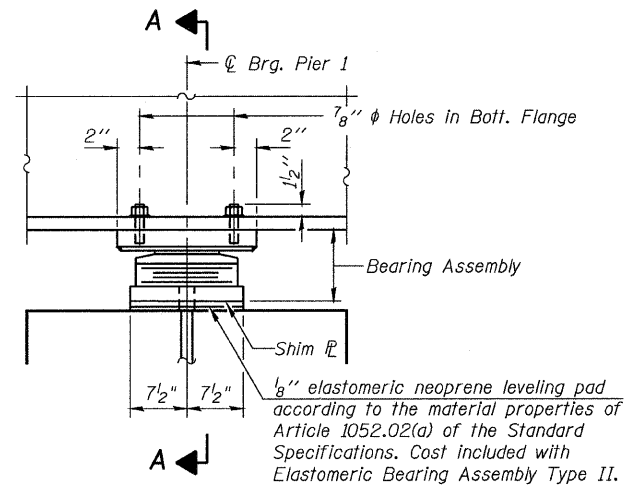
ELASTOMERIC BEARING
ASSEMBLY TYPE I
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

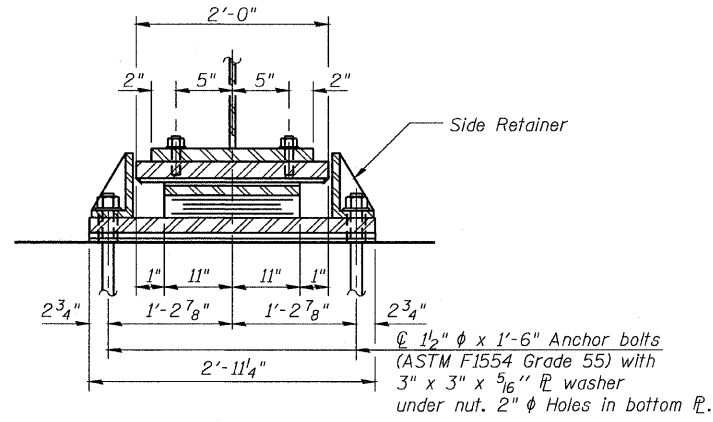
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 28
FAP 301	177-2	STEPHENSON	386	168	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799

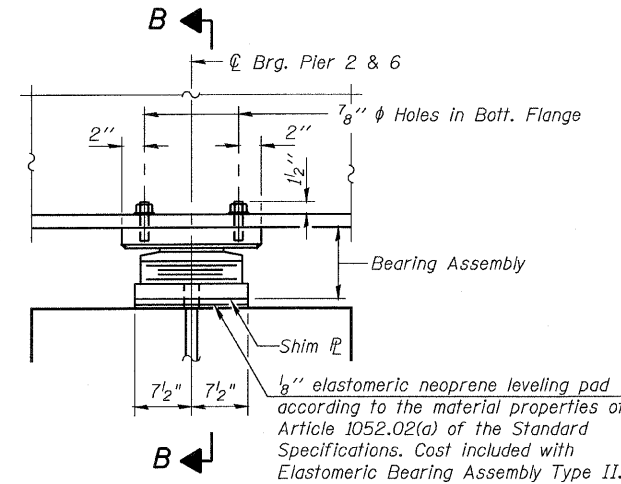


ELEVATION AT PIER 1

TYPE II ELASTOMERIC EXP. BRG. AT PIER 1

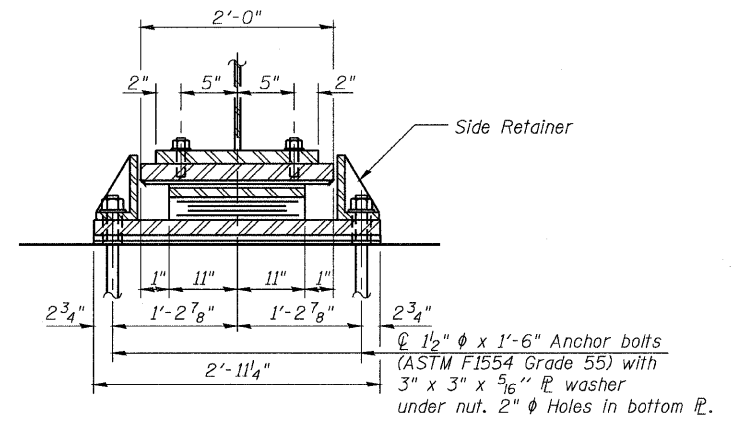


SECTION A-A

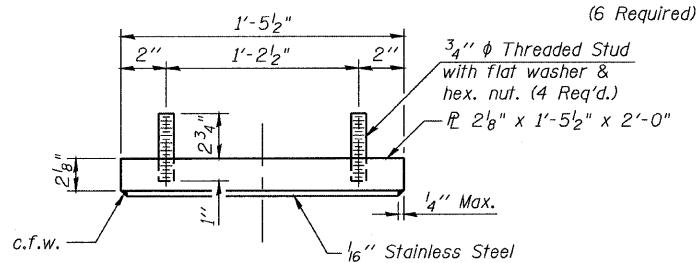


ELEVATION AT PIERS 2 & 6

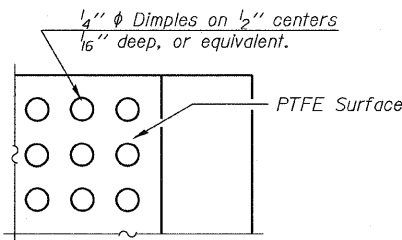
TYPE II ELASTOMERIC EXP. BRG. AT PIERS 2 & 6



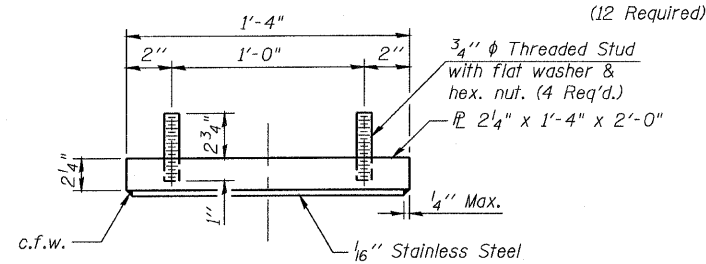
SECTION B-B



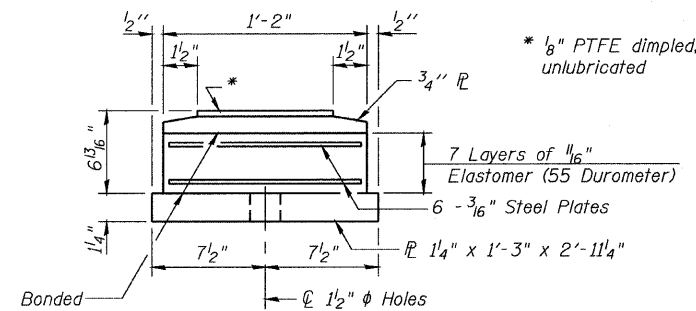
TOP BEARING ASSEMBLY



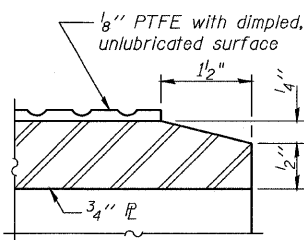
PLAN-PTFE SURFACE



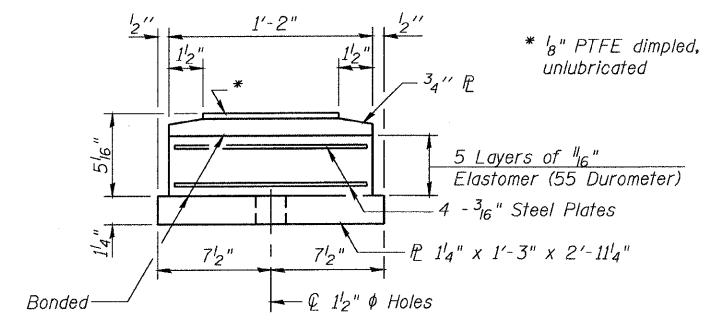
TOP BEARING ASSEMBLY



BOTTOM BEARING ASSEMBLY



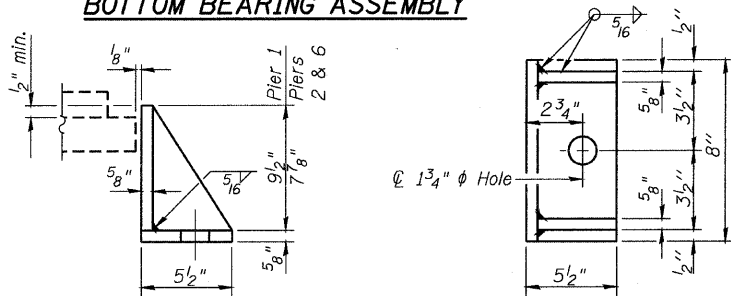
SECTION THRU PTFE



BOTTOM BEARING ASSEMBLY

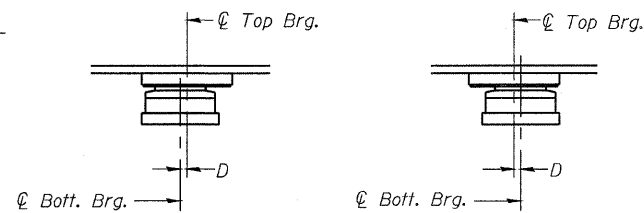
Notes:

- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts for Type II bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.
- The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
- Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	18
Anchor Bolts 1/2" φ	Each	36

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

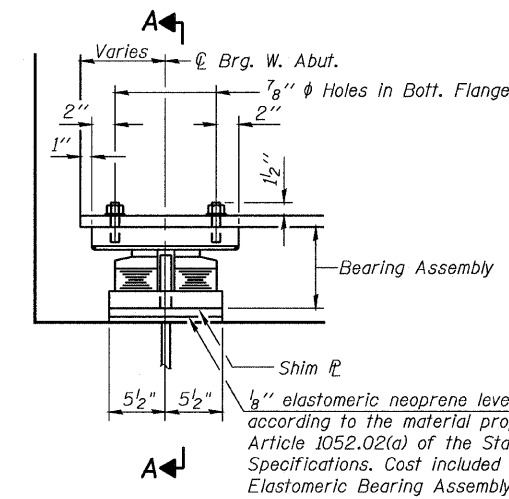
ELASTOMERIC BEARING
ASSEMBLY TYPE II
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

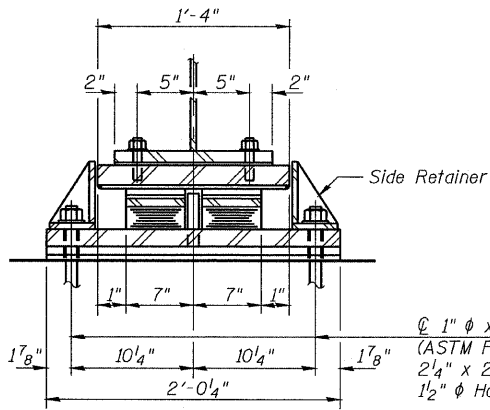
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	169
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 29
47 SHEETS
Contract No. 64799



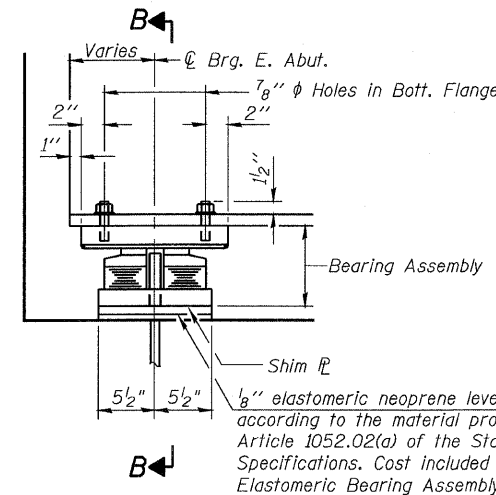
ELEVATION AT W. ABUT.

TYPE III ELASTOMERIC EXP. BRG. WEST ABUTMENT



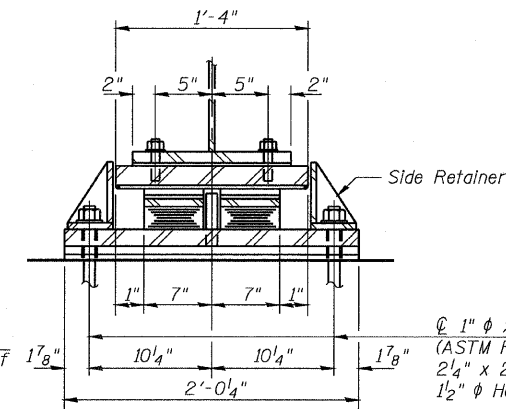
SECTION A-A

1" ϕ x 1'-0" Anchor bolts (ASTM F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/16" PL washer under nut 1/2" ϕ Holes in bottom PL.



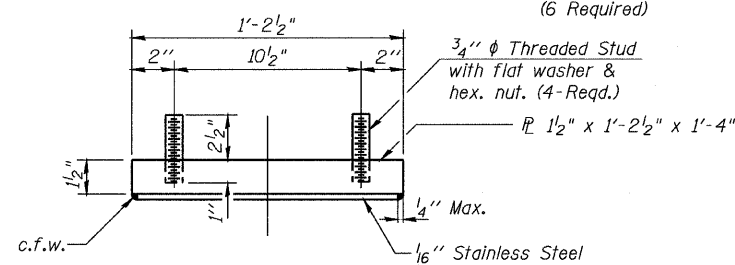
ELEVATION AT E. ABUT.

TYPE III ELASTOMERIC EXP. BRG. EAST ABUTMENT

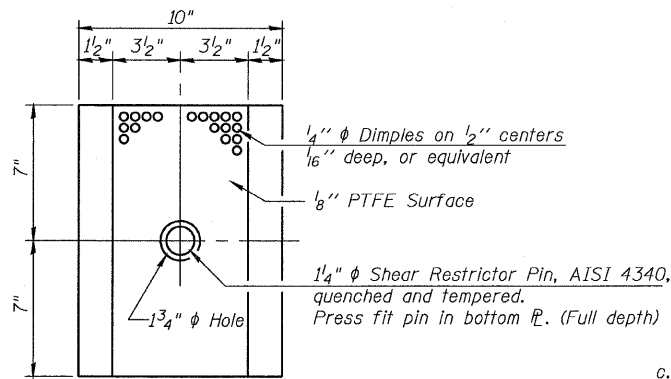


1" ϕ x 1'-0" Anchor bolts (ASTM F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/16" PL washer under nut 1/2" ϕ Holes in bottom PL.

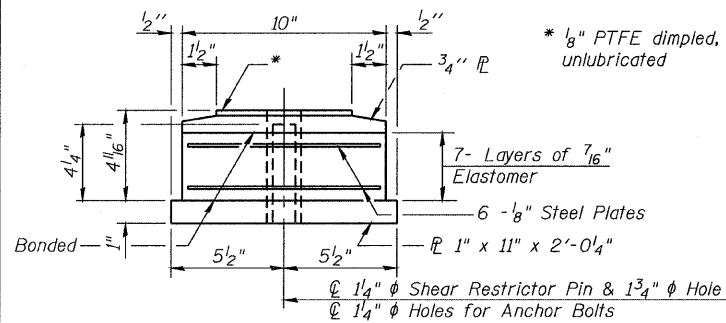
SECTION B-B



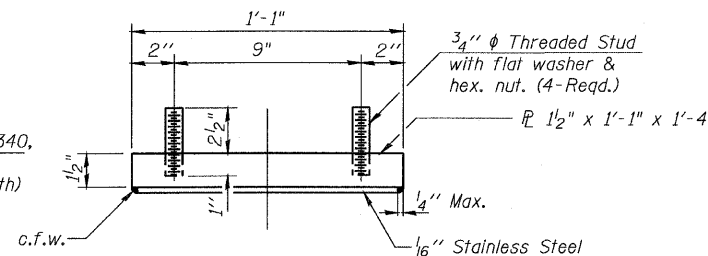
TOP BEARING ASSEMBLY



PLAN-PTFE ELASTOMERIC BRG.



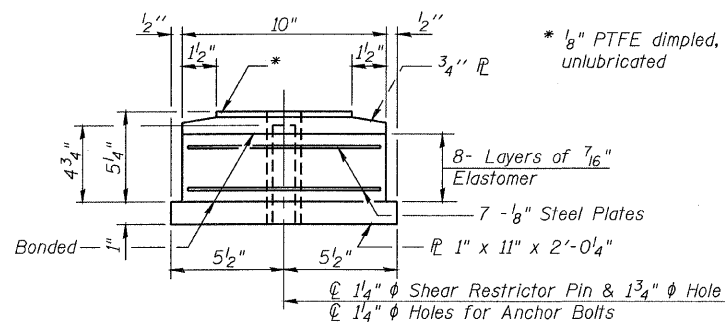
BOTTOM BEARING ASSEMBLY



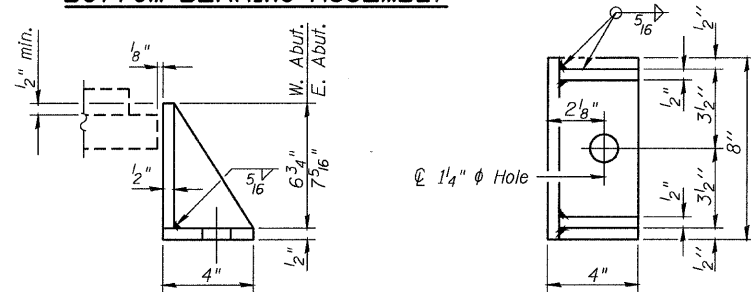
TOP BEARING ASSEMBLY

Notes:

- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts for Type III bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type III.
- The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.
- Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



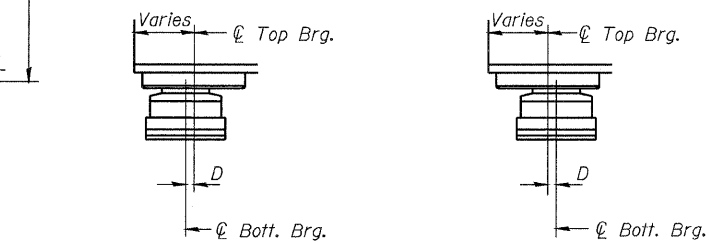
BOTTOM BEARING ASSEMBLY



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI



BELOW 50° F.

(Move bott. brg. away from fixed brg.)

ABOVE 50° F.

(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=3/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type III	Each	12
Anchor Bolts 1" ϕ	Each	24

ELASTOMERIC BEARING
ASSEMBLY TYPE III
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



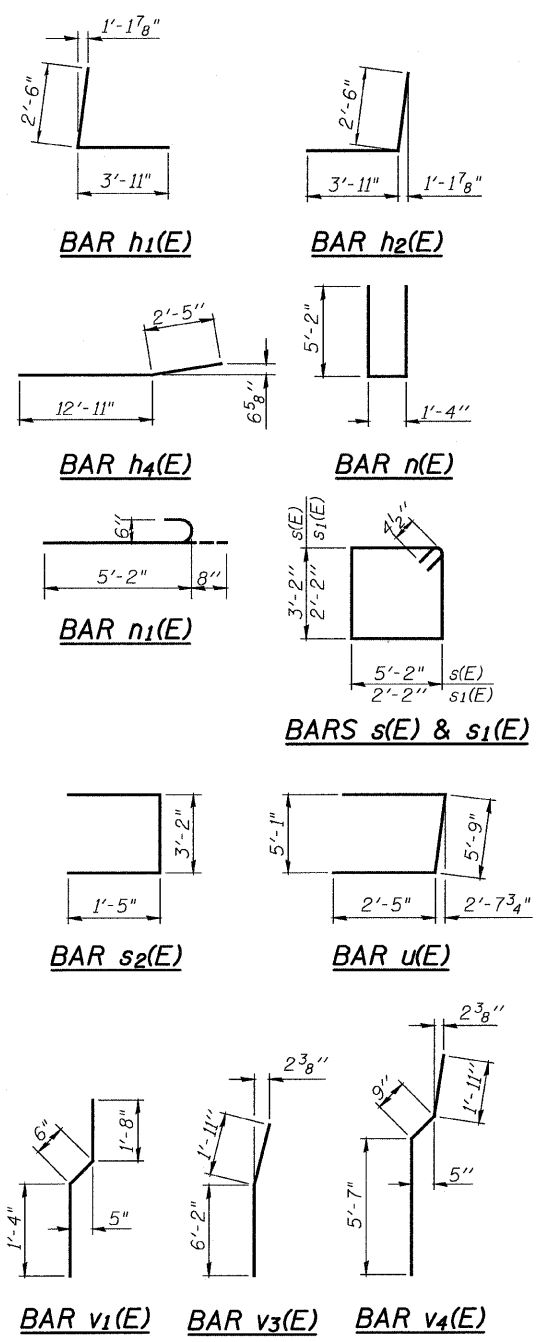
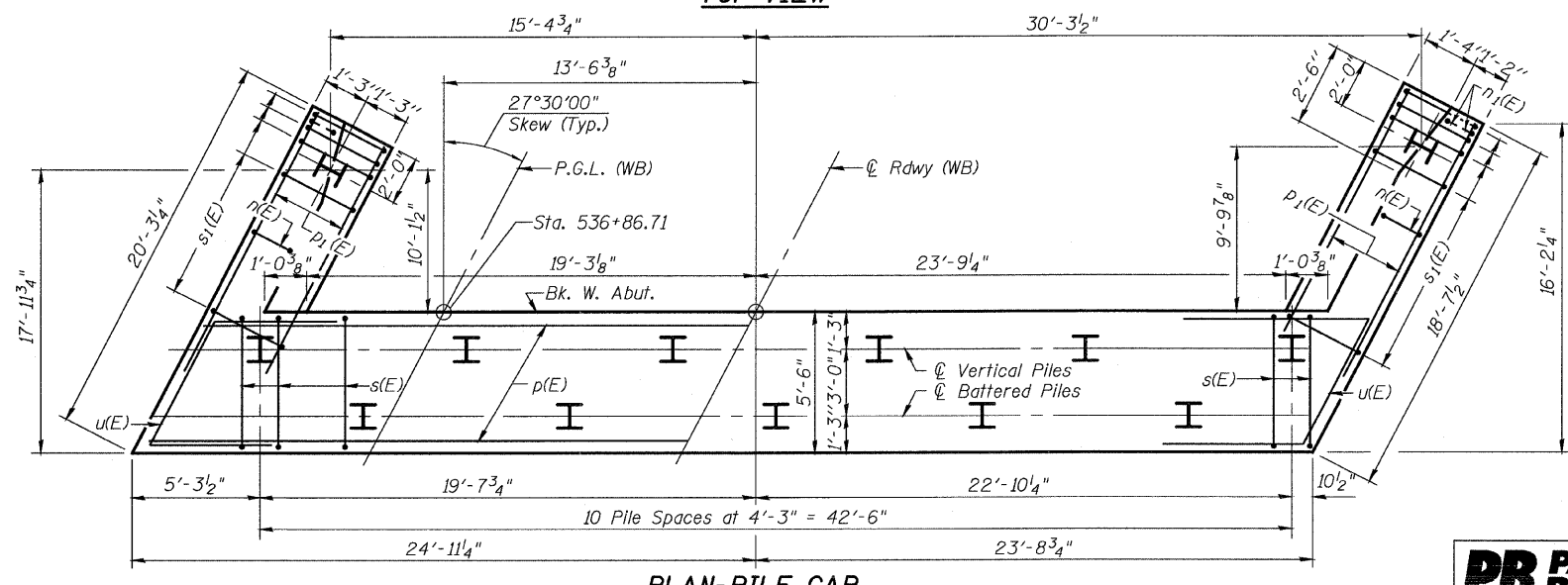
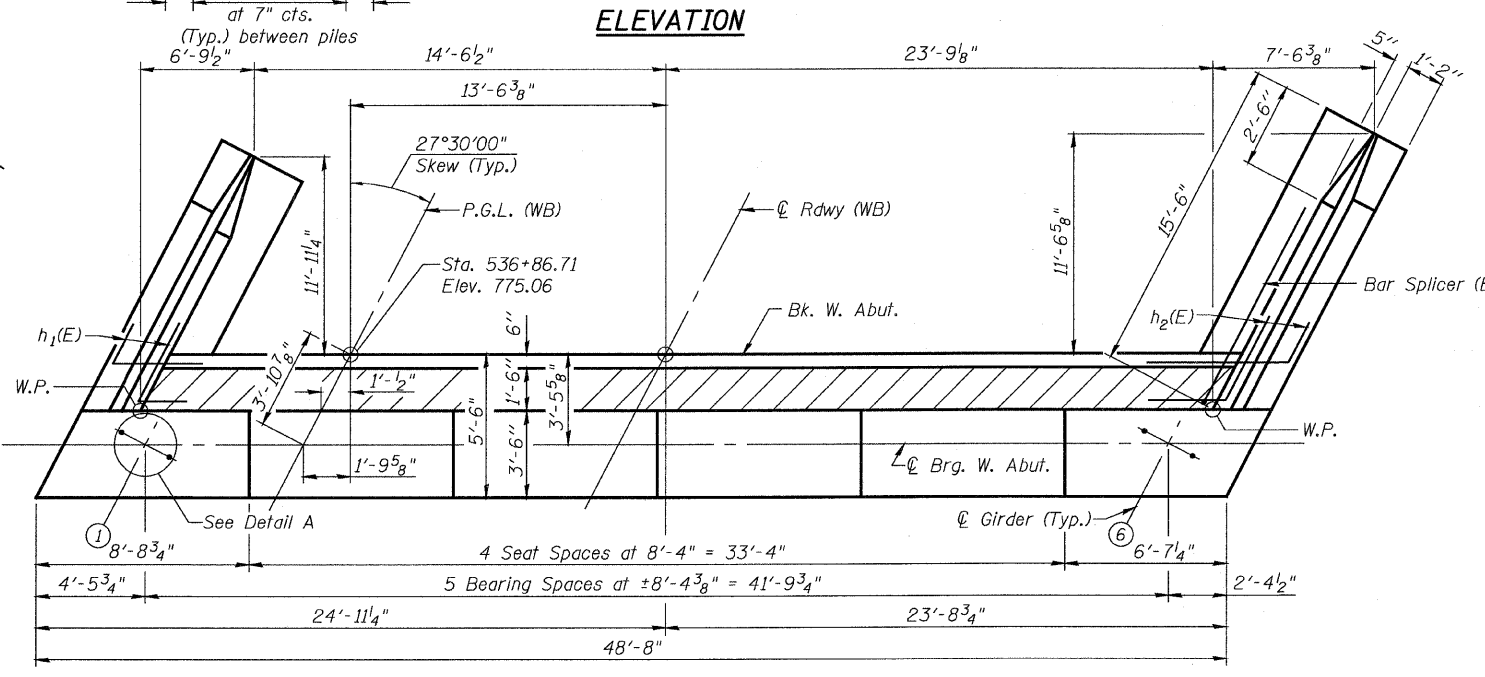
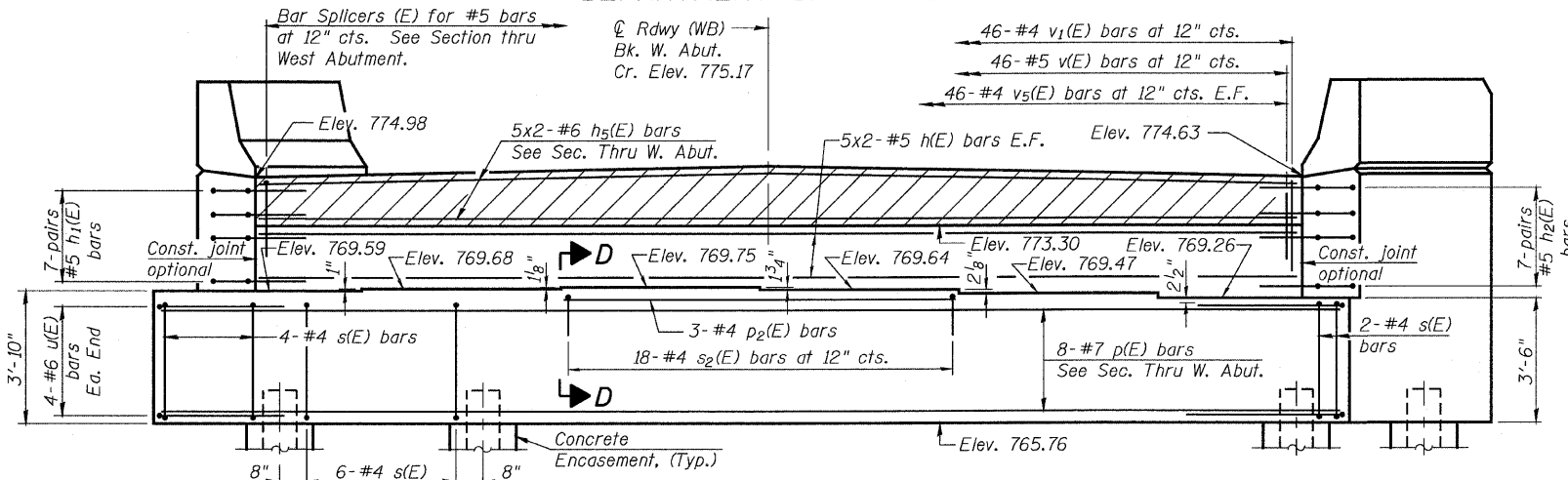
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 30
FAP 301	177-2	STEPHENSON	386	170	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799

WEST ABUTMENT
BILL OF MATERIAL

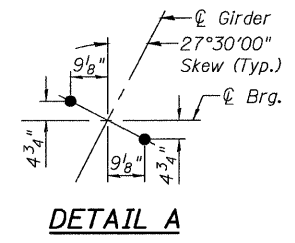
Bar	No.	Size	Length	Shape
h(E)	20	#5	23'-8"	—
h1(E)	14	#5	6'-5"	└
h2(E)	14	#5	6'-5"	└
h3(E)	26	#4	15'-3"	—
h4(E)	18	#4	15'-4"	—
h5(E)	10	#6	23'-10"	—
n(E)	28	#6	11'-8"	—
n1(E)	12	#6	5'-10"	—
p(E)	8	#7	48'-4"	—
p1(E)	12	#7	16'-1"	—
p2(E)	3	#4	16'-5"	—
s(E)	66	#4	17'-5"	—
s1(E)	34	#4	9'-5"	—
s2(E)	18	#4	6'-0"	—
u(E)	8	#6	10'-7"	—
v(E)	46	#5	3'-2"	—
v1(E)	46	#4	3'-6"	—
v2(E)	34	#6	8'-1"	—
v3(E)	6	#6	8'-1"	—
v4(E)	28	#6	8'-3"	—
v5(E)	92	#4	6'-9"	—
Structure Excavation		Cu. Yd.	253	
Concrete Structures		Cu. Yd.	68.3	
Reinforcement Bars, Epoxy Coated		Pound	5,990	
Furnishing Steel Piles, HP12x53		Foot	600	
Driving Piles		Foot	600	
Test Pile, HP12x53		Each	1	
Pile Shoes		Each	12	
Concrete Encasement		Cu. Yd.	4.6	
Concrete Sealer		Sq. Ft.	173	
Porous Granular Embankment, Special		Cu. Yd.	83	
Geocomposite Wall Drain		Sq. Yd.	38	
Pipe Underdrain for Structures, 4" φ		Foot	53	



PILE DATA

Type: Steel HP12x53 w/Pile Shoes
Nominal Required Bearing: 419 Kips
Allowable Resistance Available: 120 Kips
Est. Length: 50 Ft.
No. Production Piles: 12
No. Test Piles: 1

DESIGNED	S.CHELBIAN
CHECKED	R.TINGLEY
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI



Notes:

- For details of Bar Splicers, see Sheet No. 40.
- For details of piles and Concrete Encasement, see Sheet No. 41.
- For details of the Drainage System behind the abutment, see Section Thru Abutment on Sheet No. 2.
- For Section Thru West Abutment & Section D-D, see Sheet No. 31.
- Work this sheet with Sheet No. 31.

MINIMUM BAR LAP

#5 bar = 2'-2"
#6 bar = 2'-7"

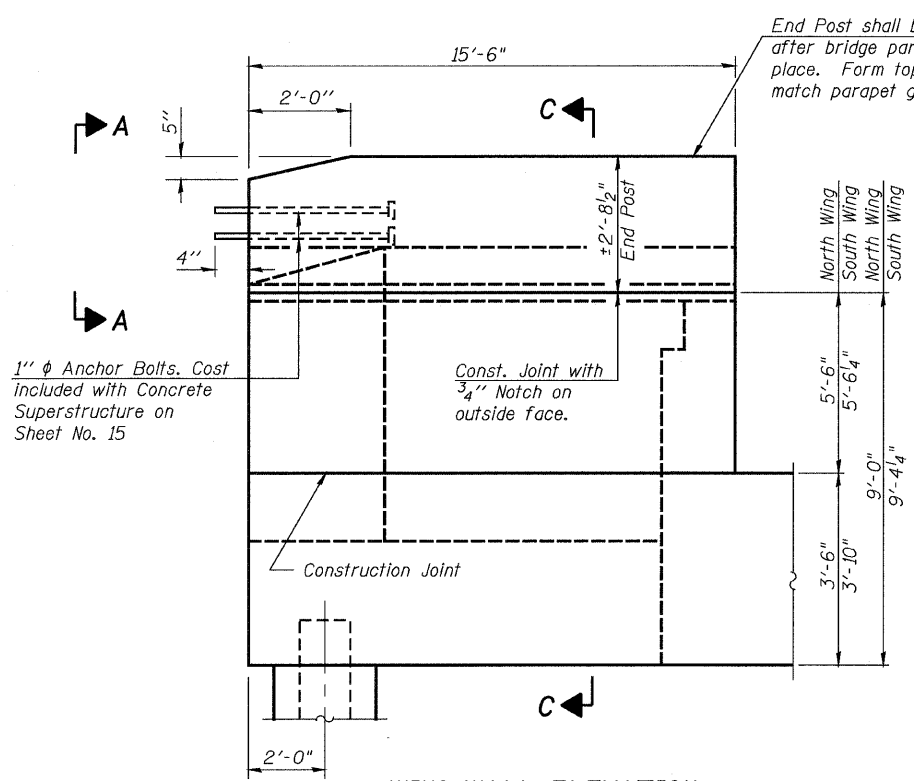
WEST ABUTMENT
E.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



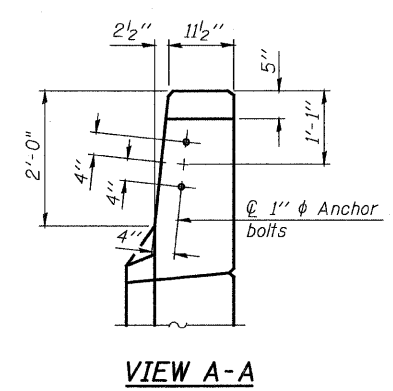
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	171
SHEET NO. 31 47 SHEETS				
Contract No. 64799				



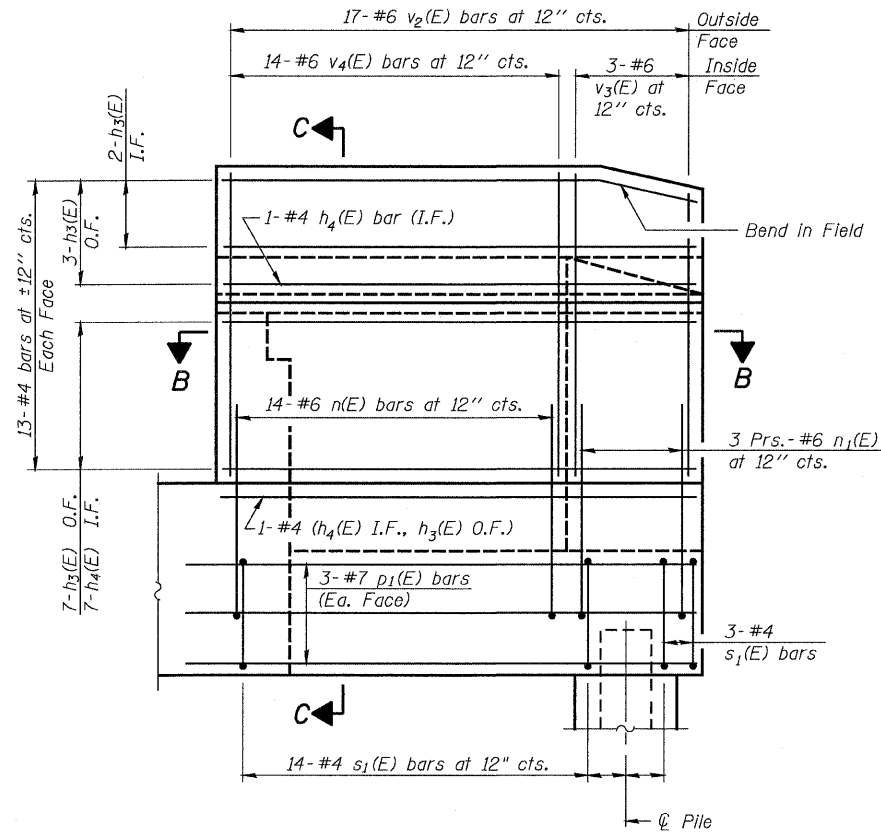
WING WALL ELEVATION
Showing Dimensions



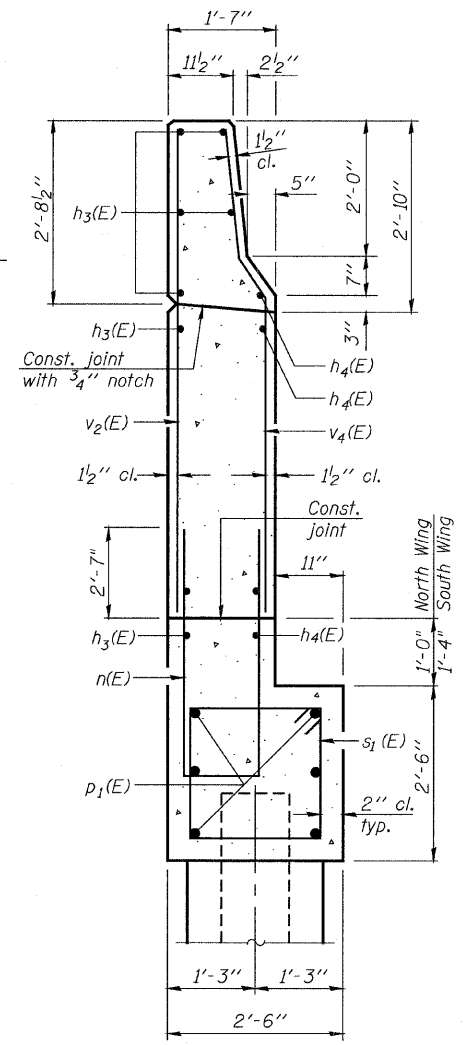
VIEW A-A

1" ϕ Anchor Bolts. Cost included with Concrete Superstructure on Sheet No. 15

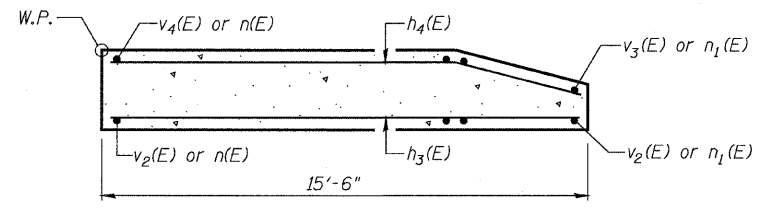
Const. Joint with 3/4" Notch on outside face.



WING WALL ELEVATION
Showing Reinforcement

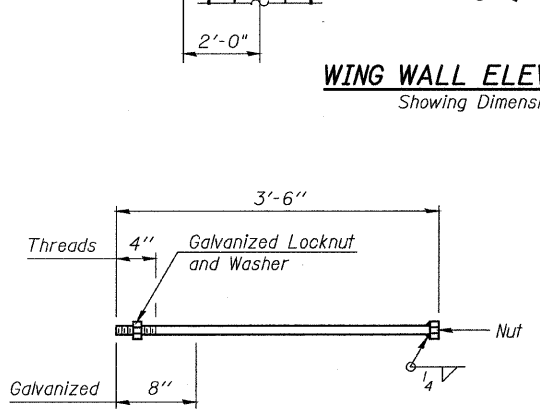


SECTION C-C

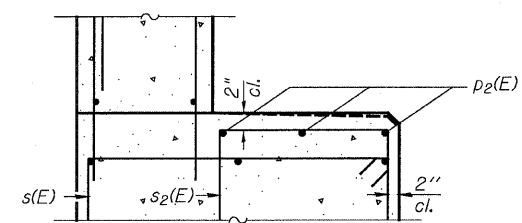


SECTION B-B

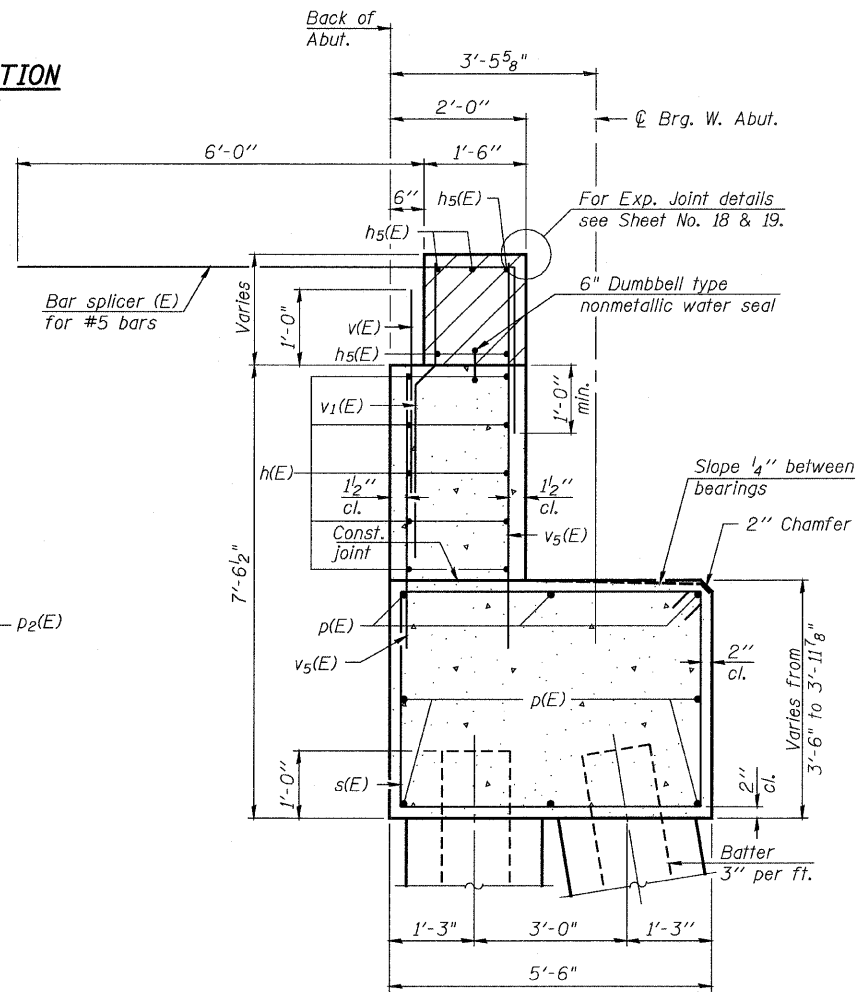
- Notes:
- Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
 - Space reinforcement in cap to miss anchor bolts.
 - Pour steps monolithically with cap.
 - Quantity of concrete in end post included with Concrete Superstructure on Sheet No. 15.
 - For Concrete Encasement details, see Sheet No. 41.



1" ϕ ANCHOR BOLT



SECTION D-D



SECTION THRU WEST ABUTMENT

DESIGNED	S.CHELBIAN
CHECKED	R.TINGLEY
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI



WEST ABUTMENT DETAILS
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

T:\16814A\Struct\Cadd\Prefinal\US20 Bridge 089-0082 (Pecatonica River Bridge)\000000-64799-000-000-031.dgn
25-JAN-2010 13:47

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	172
SHEET NO. 32 47 SHEETS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

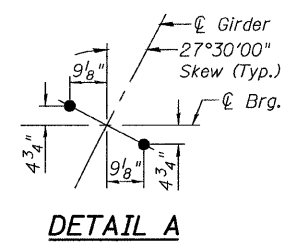
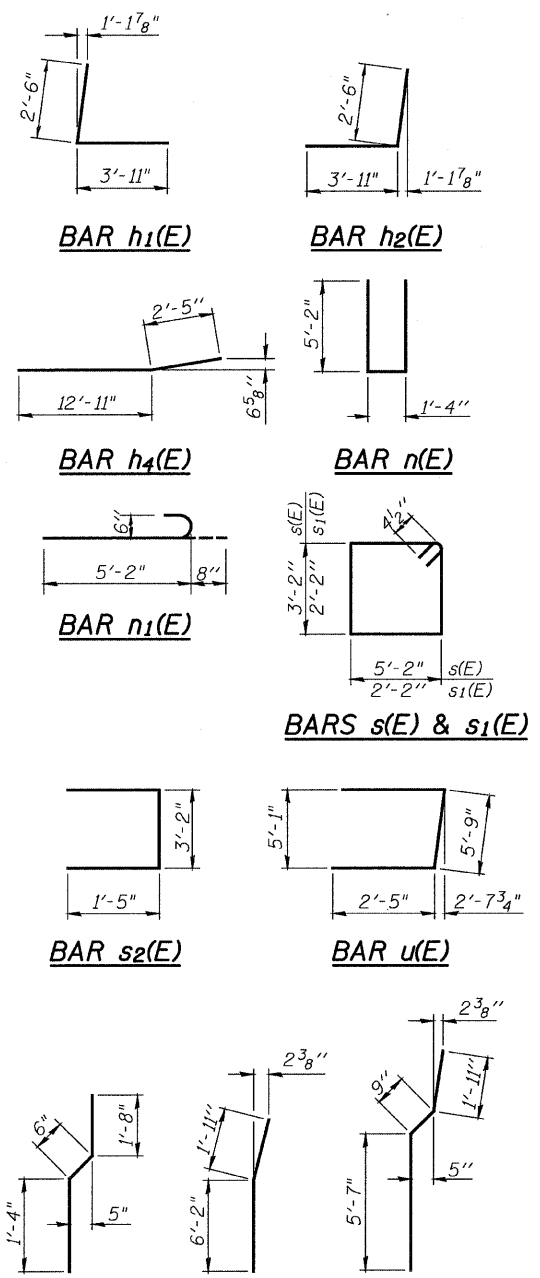
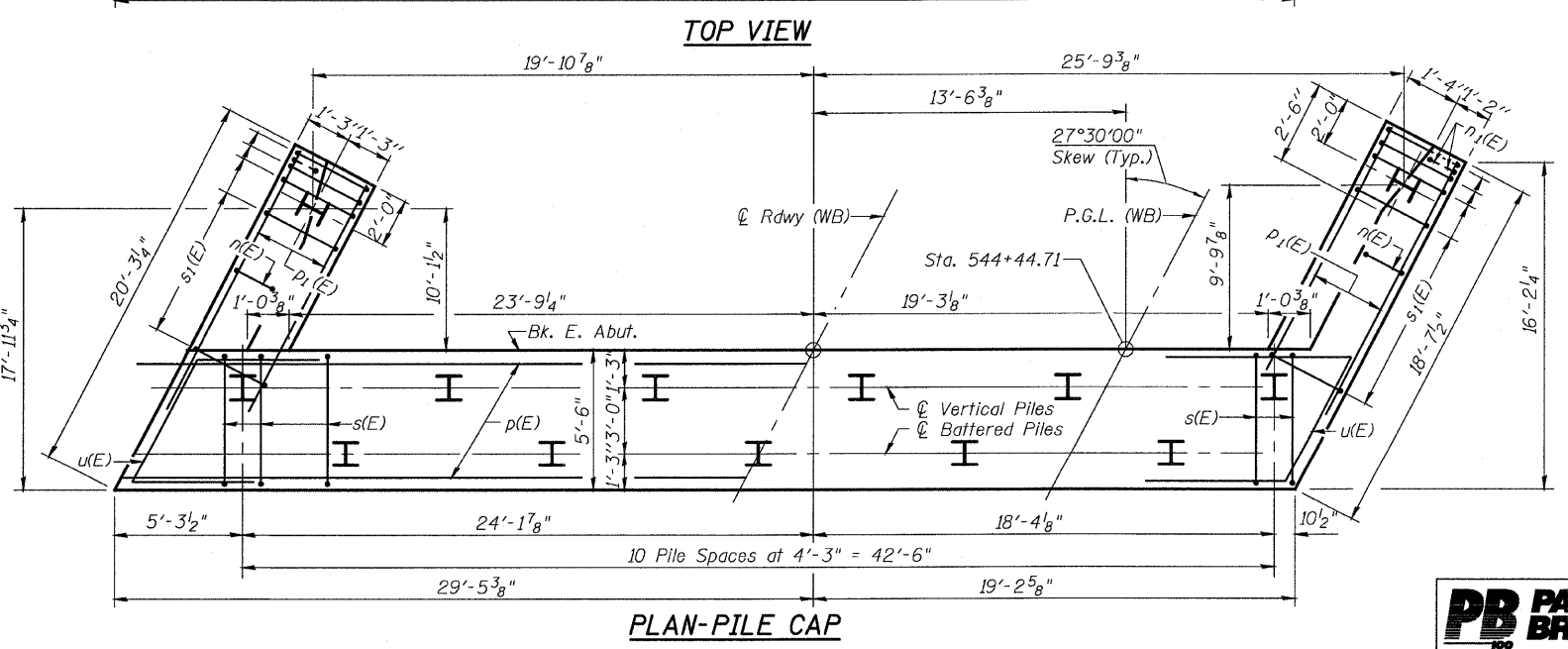
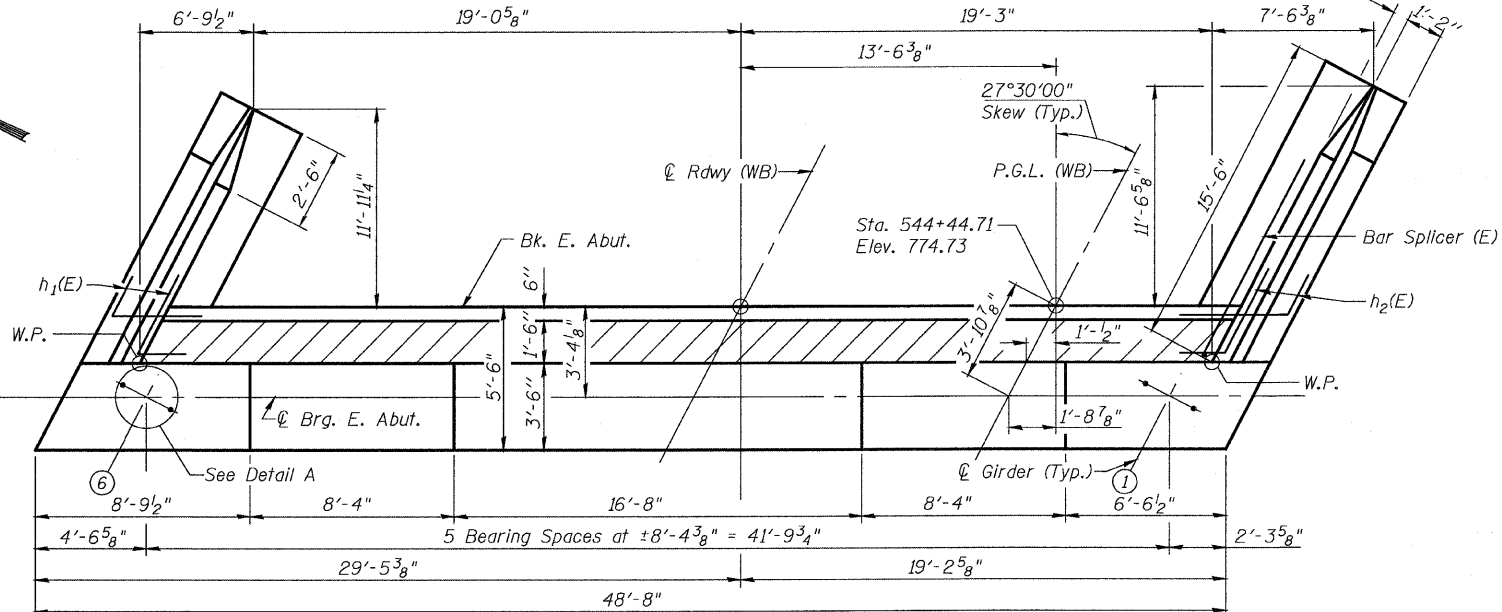
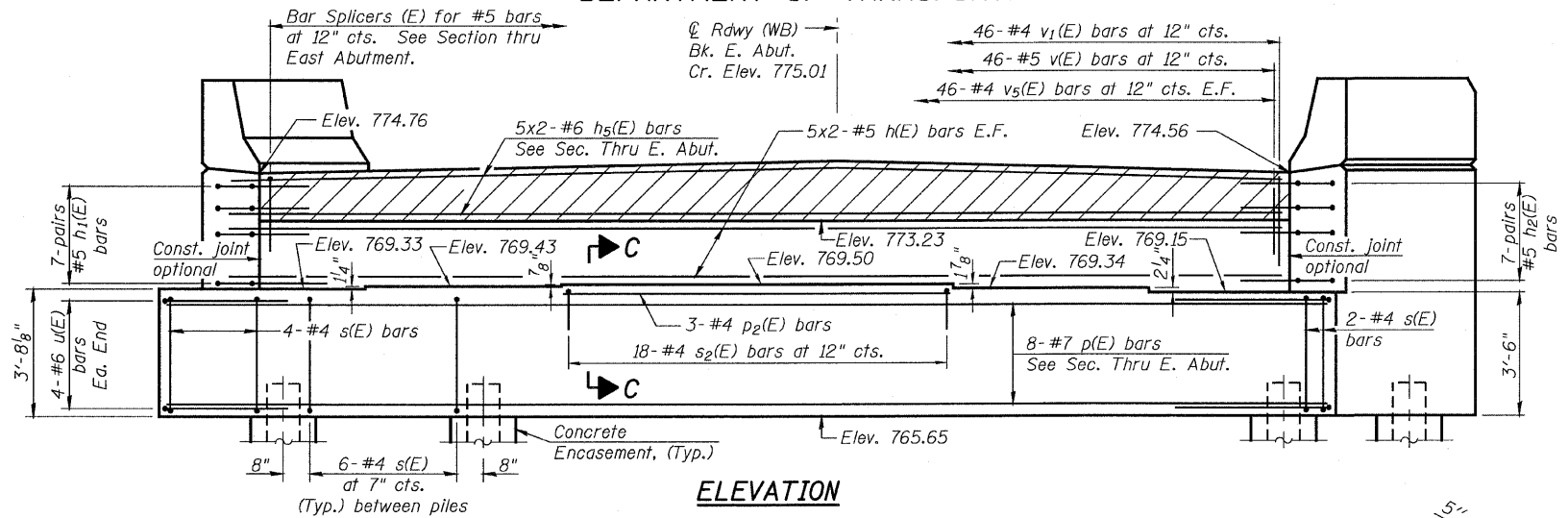
**EAST ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	20	#5	23'-8"	
h1(E)	14	#5	6'-5"	
h2(E)	14	#5	6'-5"	
h3(E)	26	#4	15'-3"	
h4(E)	18	#4	15'-4"	
h5(E)	10	#6	23'-10"	
n(E)	28	#6	11'-8"	
n1(E)	12	#6	5'-10"	
p(E)	8	#7	48'-4"	
p1(E)	12	#7	16'-1"	
p2(E)	3	#4	16'-5"	
s(E)	66	#4	17'-5"	
s1(E)	34	#4	9'-5"	
s2(E)	18	#4	6'-0"	
u(E)	8	#6	10'-7"	
v(E)	46	#5	3'-2"	
v1(E)	46	#4	3'-6"	
v2(E)	34	#6	8'-1"	
v3(E)	6	#6	8'-1"	
v4(E)	28	#6	8'-3"	
v5(E)	92	#4	6'-9"	
Structure Excavation		Cu. Yd.	251	
Concrete Structures		Cu. Yd.	67.7	
Reinforcement Bars, Epoxy Coated		Pound	5,990	
Furnishing Steel Piles, HP12x53		Foot	852	
Driving Piles		Foot	852	
Test Pile, HP12x53		Each	1	
Pile Shoes		Each	12	
Concrete Encasement		Cu. Yd.	4.6	
Concrete Sealer		Sq. Ft.	173	
Porous Granular Embankment, Special		Cu. Yd.	82	
Geocomposite Wall Drain		Sq. Yd.	38	
Pipe Underdrain for Structures, 4" φ		Foot	53	

- Notes:
- For details of Bar Splicers, see Sheet No. 40.
 - For details of piles and Concrete Encasement, see Sheet No. 41.
 - For details of the Drainage System behind the abutment, see Section Thru Abutment on Sheet No. 2.
 - For Section Thru East Abutment & Section C-C, see Sheet No. 33.
 - Work this sheet with Sheet No. 33.

MINIMUM BAR LAP
#5 bar = 2'-2"
#6 bar = 2'-7"

**EAST ABUTMENT
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082**



PILE DATA

Type: Steel HP12x53 w/Pile Shoes
Nominal Required Bearing: 419 Kips
Allowable Resistance Available: 130 Kips
Est. Length: 71 Ft.
No. Production Piles: 12
No. Test Piles: 1

DESIGNED	S.CHELBIAN
CHECKED	R.TINGLEY
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

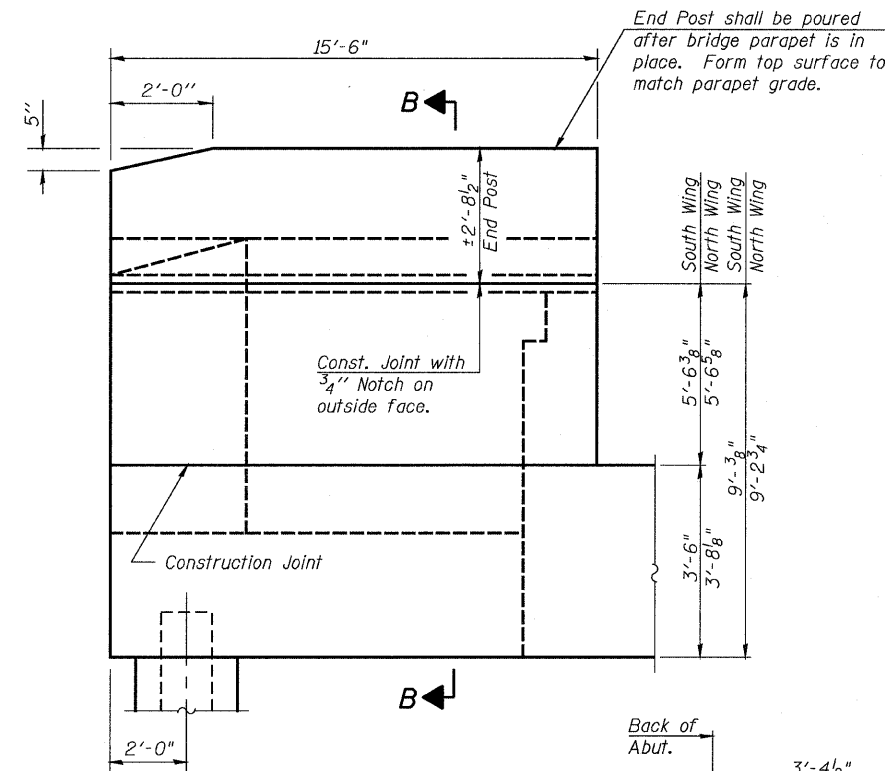
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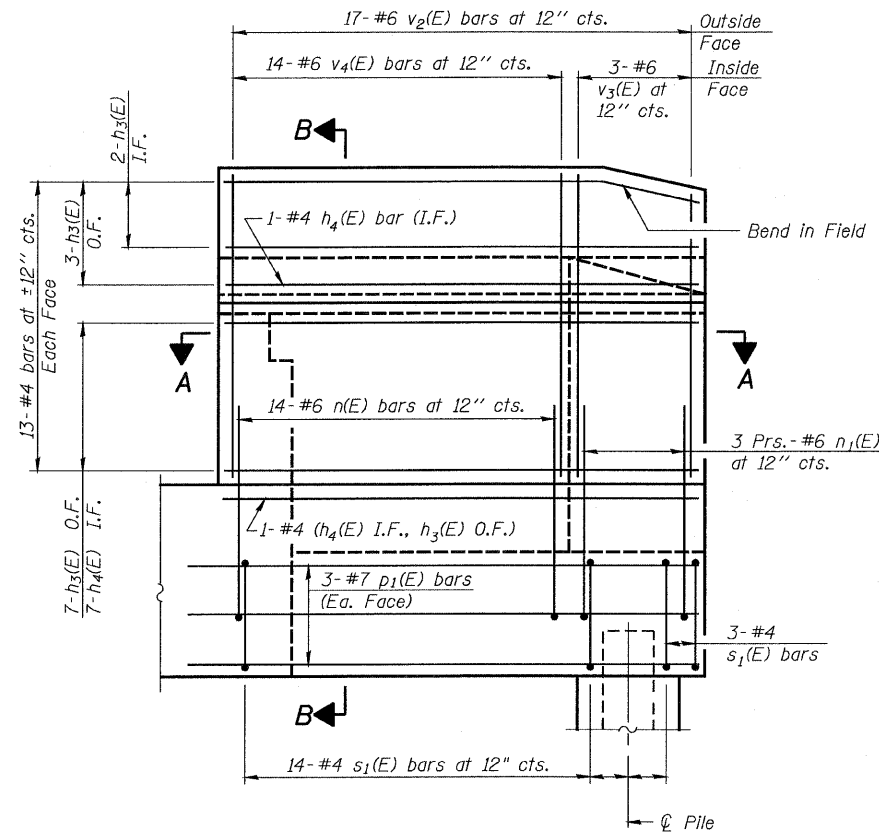
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	173
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

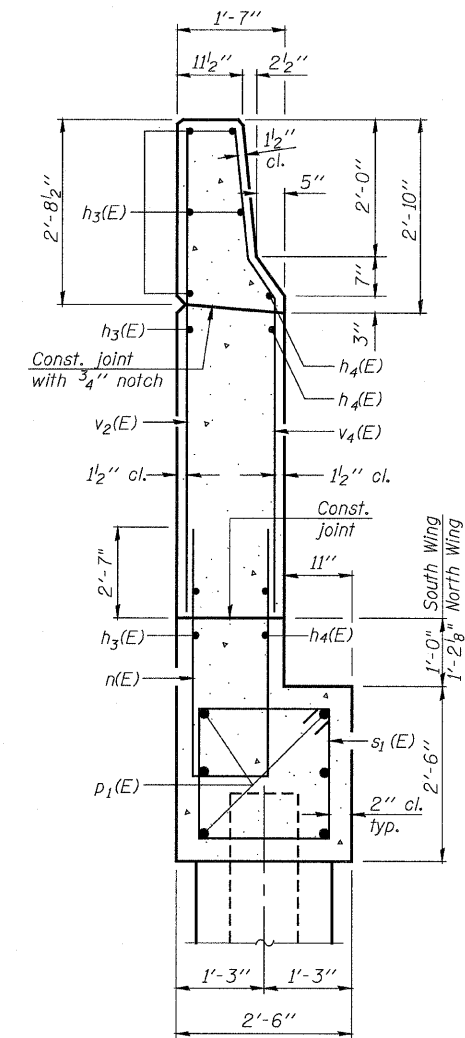
Contract No. 64799



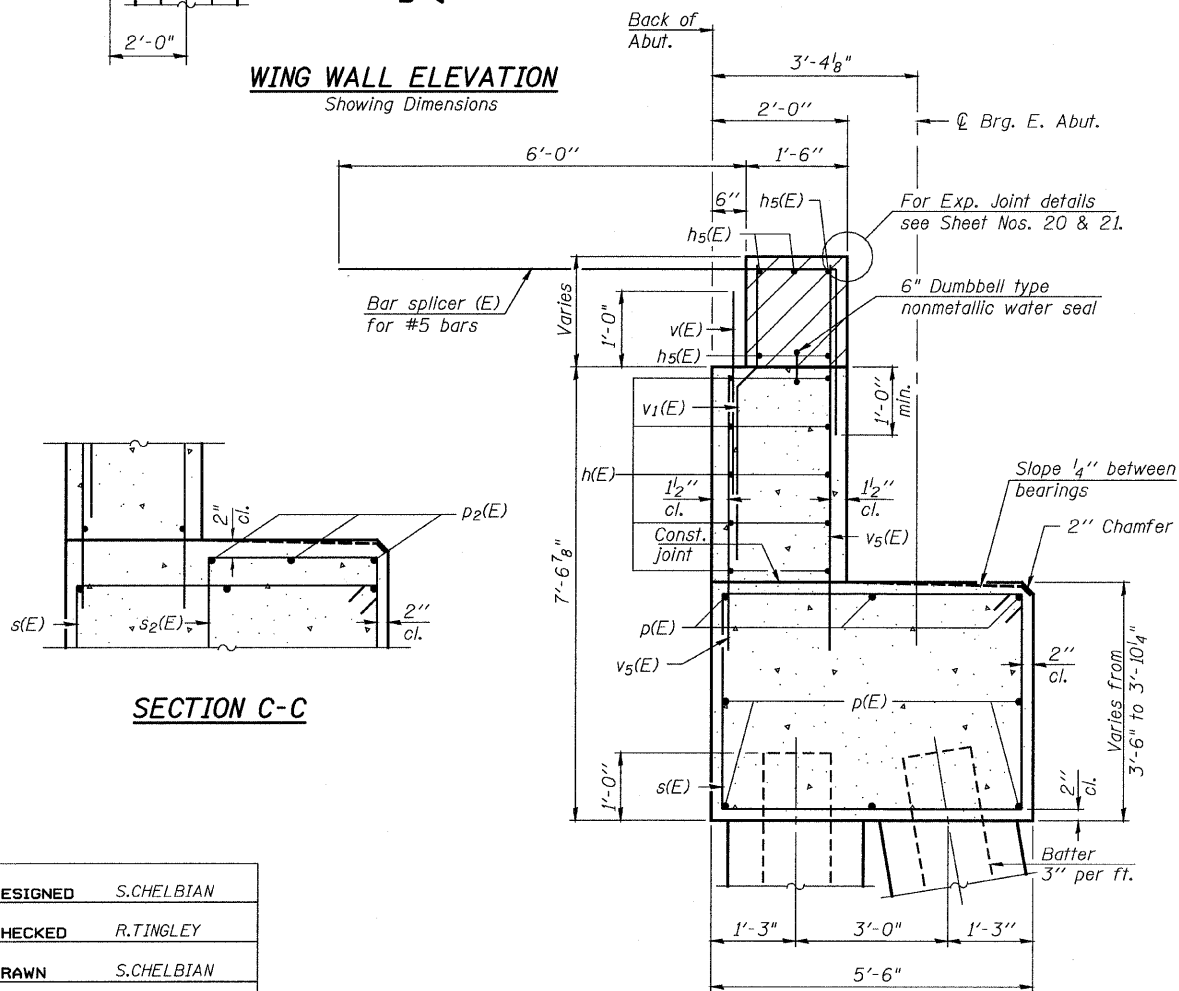
WING WALL ELEVATION
Showing Dimensions



WING WALL ELEVATION
Showing Reinforcement

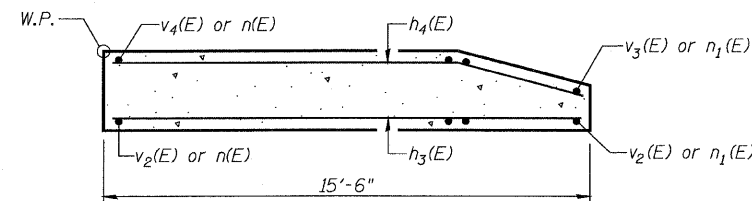


SECTION B-B



SECTION C-C

SECTION THRU EAST ABUTMENT



SECTION A-A

Notes:

- Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
- Space reinforcement in cap to miss anchor bolts.
- Pour steps monolithically with cap.
- Quantity of concrete in end post included with Concrete Superstructure on Sheet No. 15.
- For Concrete Encasement details, see Sheet No. 41.

DESIGNED	S.CHELBIAN
CHECKED	R.TINGLEY
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI



EAST ABUTMENT DETAILS
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

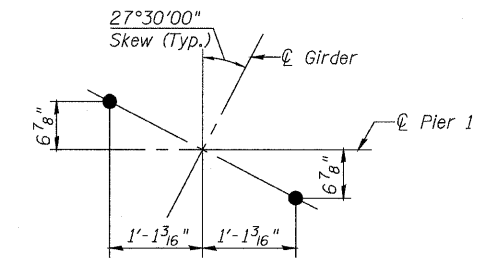
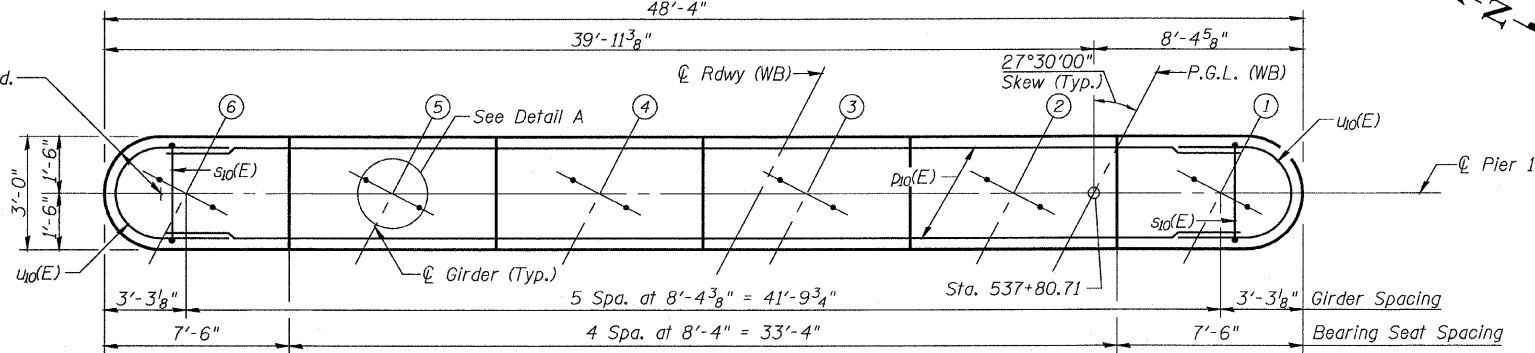
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	174
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

SHEET NO. 34
47 SHEETS

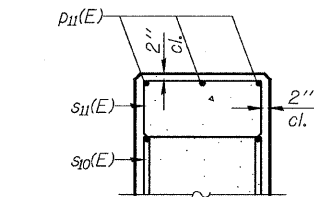
Contract No. 64799

Notes:

- All exposed edges shall have standard $\frac{3}{4}$ " Chamfers.
- Space reinforcement in cap to miss anchor bolts.
- Pour steps monolithically with cap.
- If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremled according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.
- For details of piles, see Sheet No. 41.



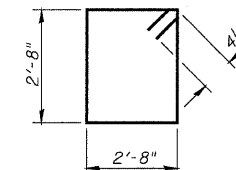
DETAIL A



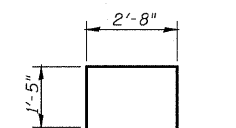
SECTION A-A

TOP PLAN

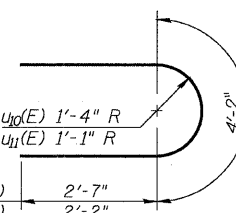
BAR #10(E)



BAR #9(E)



BAR #11(E)



BARS #10(E) & #11(E)

MINIMUM BAR LAP

- #5 bar = 2'-2"
- #6 bar = 2'-7"
- #7 bar = 3'-5"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
#10(E)	36	#5	23'-9"	—
#9(E)	158	#7	6'-9"	U
#10(E)	8	#7	45'-4"	—
#11(E)	3	#4	16'-4"	—
#9(E)	46	#4	11'-5"	□
#11(E)	18	#4	5'-6"	□
#10(E)	66	#6	8'-2"	—
#10(E)	6	#6	9'-4"	U
#11(E)	18	#5	7'-9"	U
#9(E)	158	#7	11'-0"	—
#10(E)	16	#5	26'-0"	—
Structure Excavation	Cu. Yd.	100		
Concrete Structures	Cu. Yd.	96.5		
Reinforcement Bars, Epoxy Coated	Pound	9,290		
Furnishing Steel Piles, HP 12x53	Foot	1,000		
Driving Piles	Foot	1,000		
Test Pile, HP 12x53	Each	1		
Pile Shoes	Each	20		

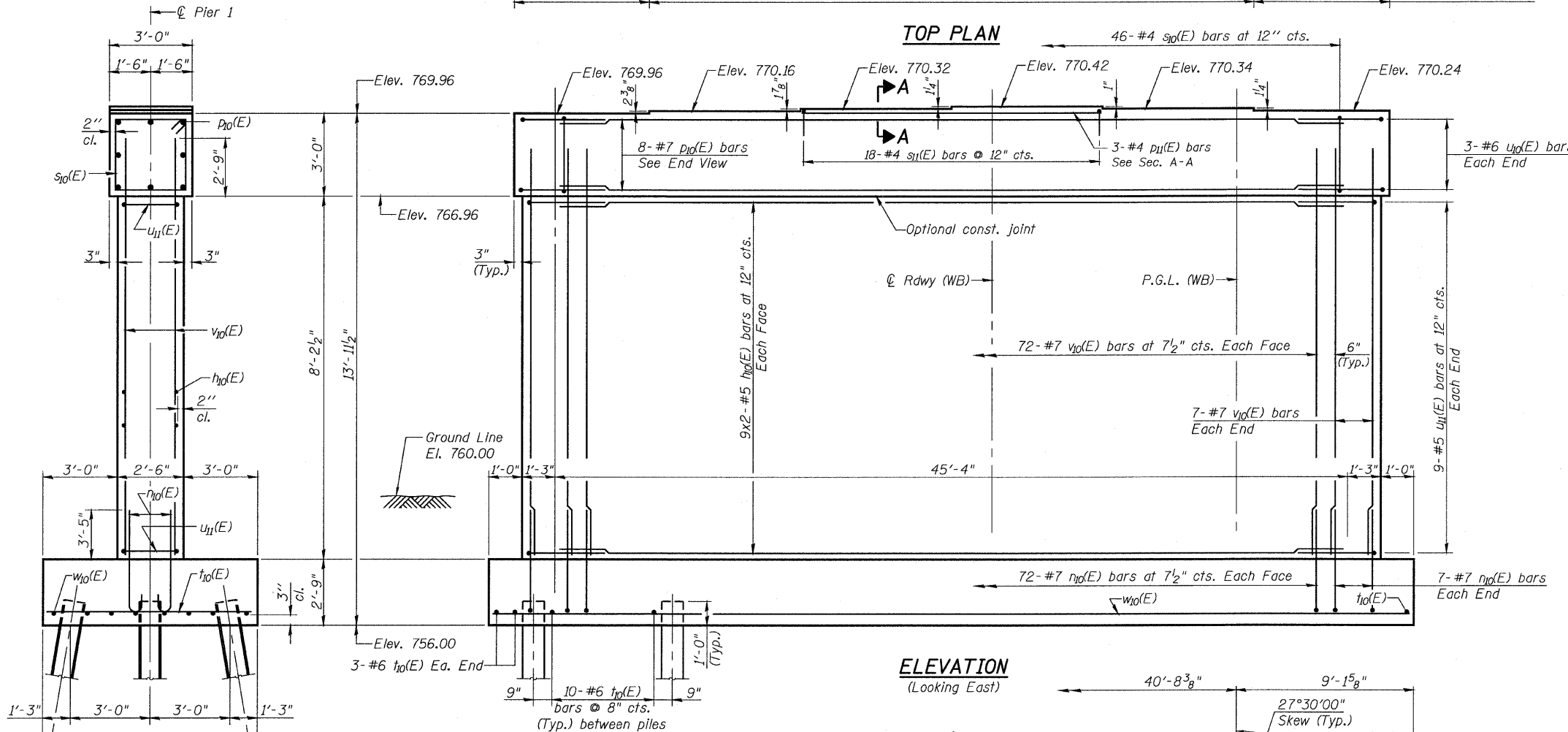
PILE DATA

Type: Steel HP 12x53 w/Pile Shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 120 kips
Est. Length: 50 Ft.
No. Production Piles: 20
No. Test Piles: 1

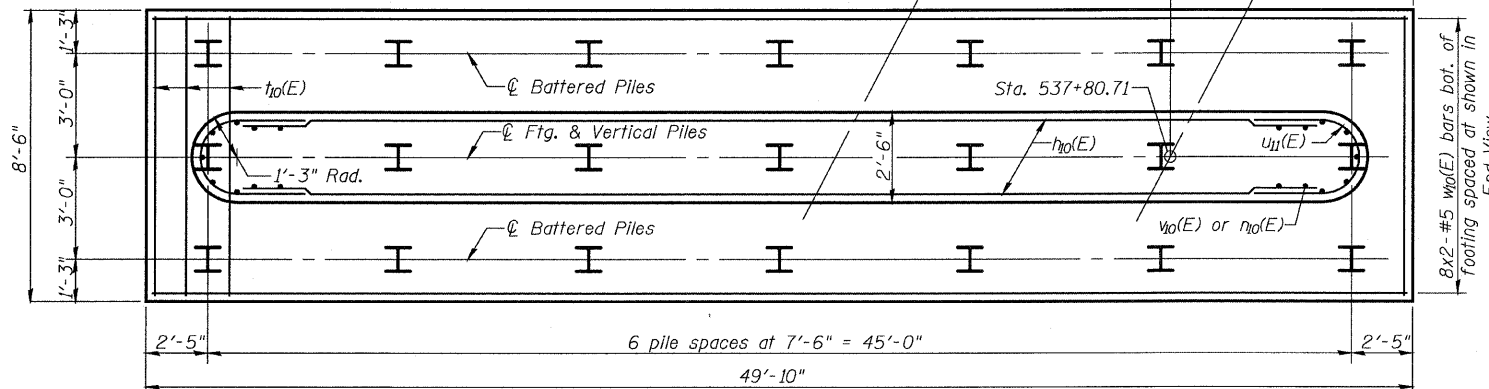
PIER NO. 1

F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

ELEVATION
(Looking East)



FOOTING PLAN



DESIGNED	S.CHELBIAN
CHECKED	R.TINGLEY
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI



Notes:

- All exposed edges shall have standard 3/4" Chamfers.
- Space reinforcement in cap to miss anchor bolts.
- Four steps monolithically with cap.
- For details of piles, see Sheet No. 41.

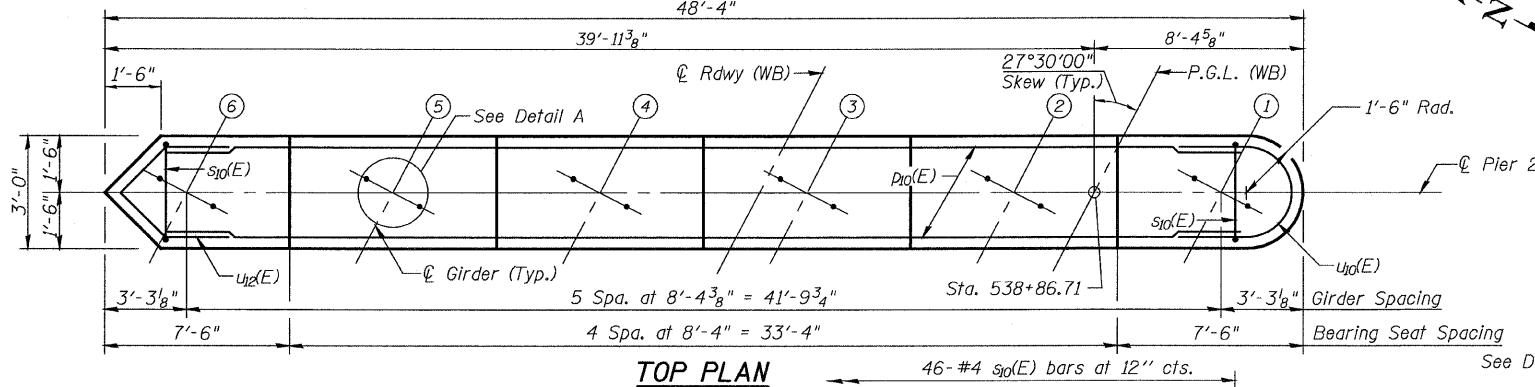
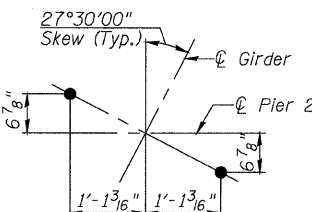
PILE DATA

Type: Steel HP 12x53 w/Pile Shoes
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 120 kips
 Est. Length: 50 Ft.
 No. Production Piles: 29
 No. Test Piles: 1

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

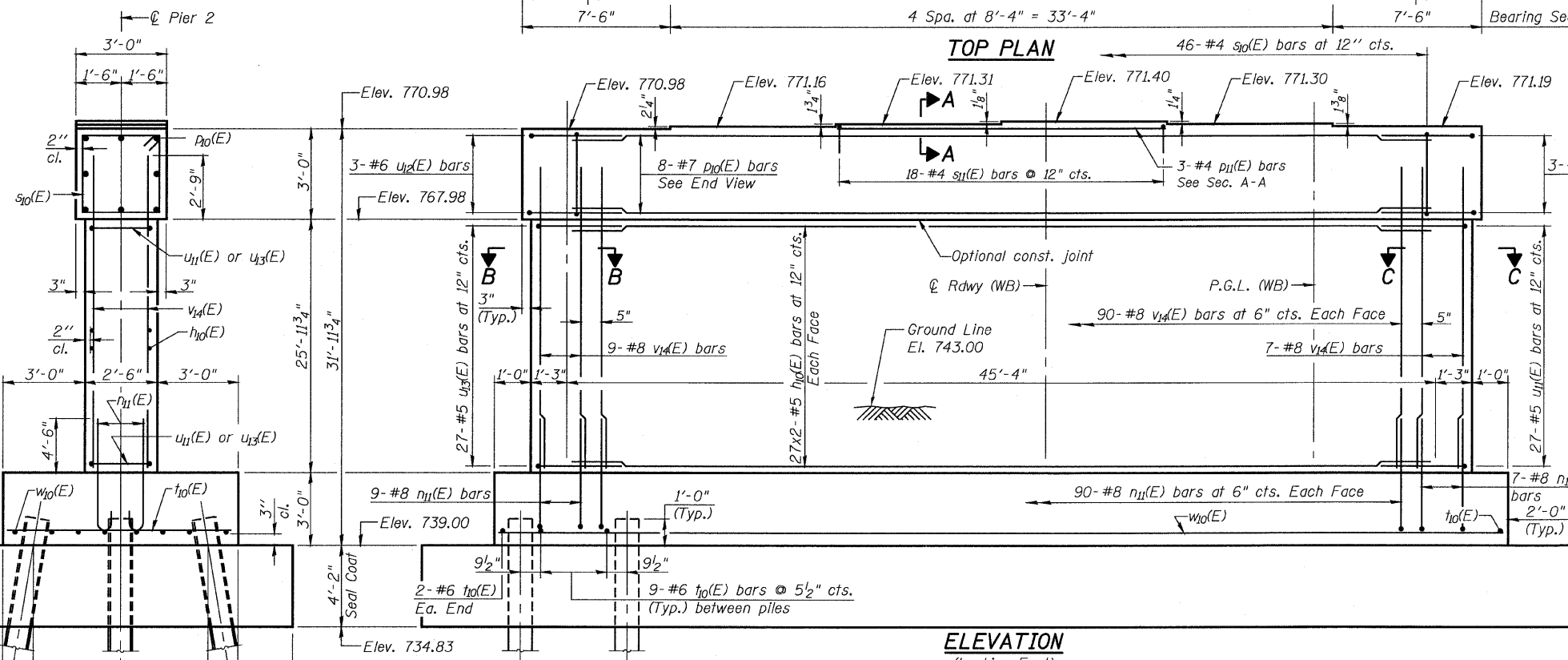
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	175
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract No. 64799

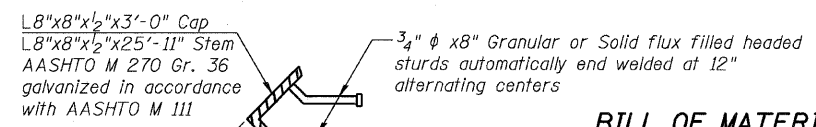


SECTION A-A

DETAIL A

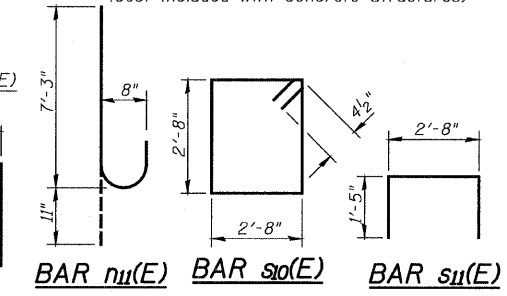


ELEVATION
(Looking East)

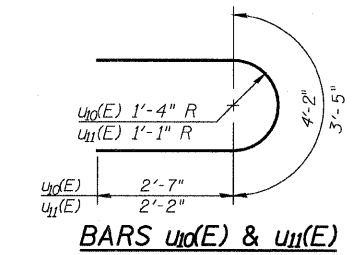


DETAIL B

(Cost included with Concrete Structures)



BARS u1(E), s10(E), s11(E)



BARS u2(E) & u3(E)

BILL OF MATERIAL

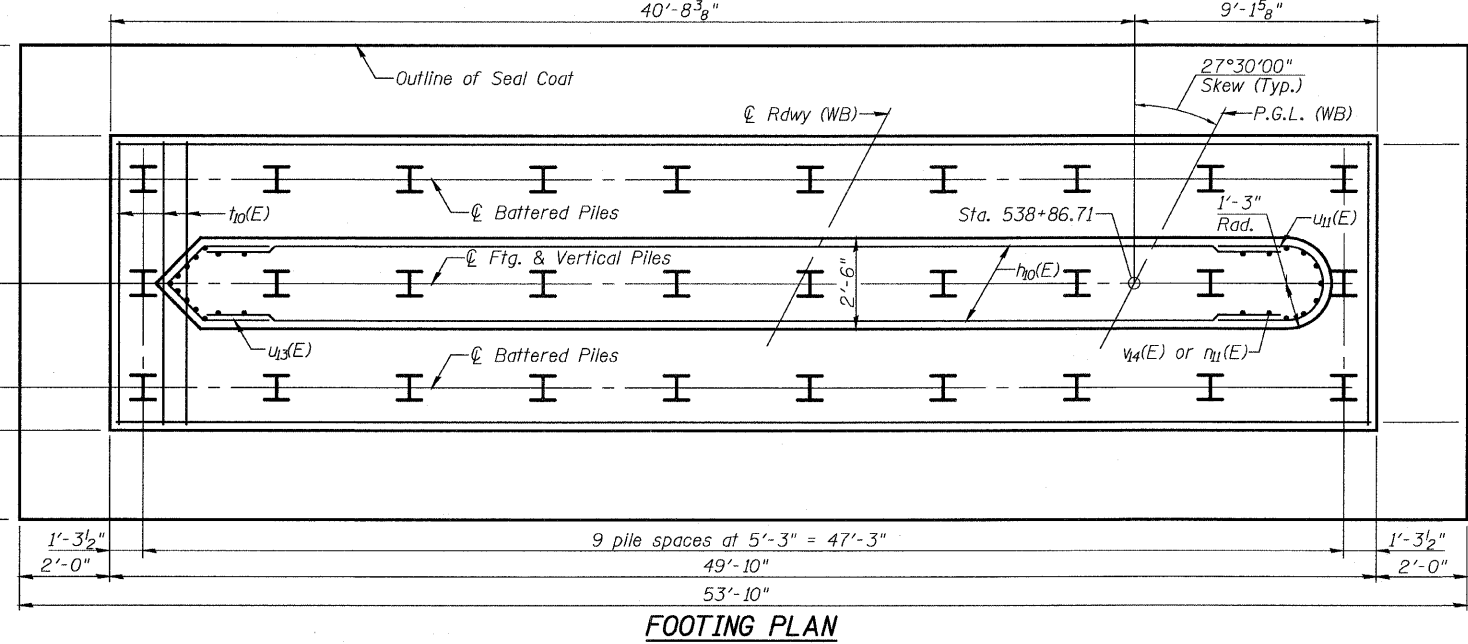
Bar	No.	Size	Length	Shape
h10(E)	108	#5	23'-9"	—
h11(E)	196	#8	8'-2"	U
h10(E)	8	#7	45'-4"	—
h11(E)	3	#4	16'-4"	—
s10(E)	46	#4	11'-5"	□
s11(E)	18	#4	5'-6"	□
h10(E)	85	#6	8'-2"	—
u10(E)	3	#6	9'-4"	U
u11(E)	27	#5	7'-9"	U
u12(E)	3	#6	8'-11"	U
u13(E)	27	#5	7'-5"	U
v14(E)	196	#8	28'-9"	—
w10(E)	16	#5	26'-0"	—
Concrete Structures		Cu. Yd.	177.1	
Reinforcement Bars, Epoxy Coated		Pound	25,180	
Furnishing Steel Piles, HP 12x53		Foot	1,450	
Driving Piles		Foot	1,450	
Test Pile, HP 12x53		Each	1	
Pile Shoes		Each	29	
Seal Coat Concrete		Cu. Yd.	103.9	

END VIEW

MINIMUM BAR LAP

- #5 bar = 2'-2"
- #6 bar = 2'-7"
- #7 bar = 3'-5"
- #8 bar = 4'-6"

DESIGNED	S.CHELBIAN
CHECKED	R.TINGLEY
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI



FOOTING PLAN

PIER NO. 2
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



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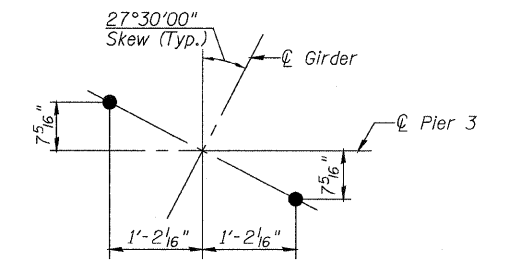
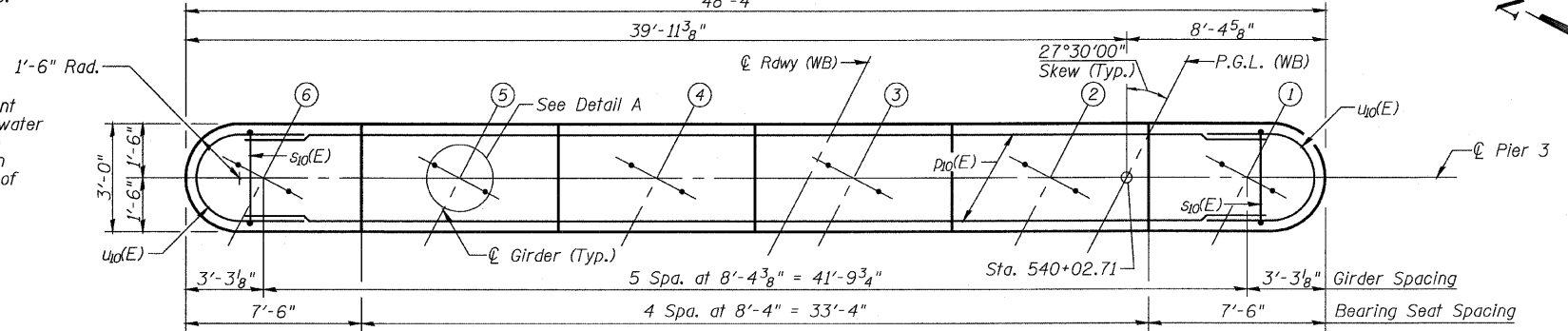
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	176
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT-

SHEET NO. 36
47 SHEETS

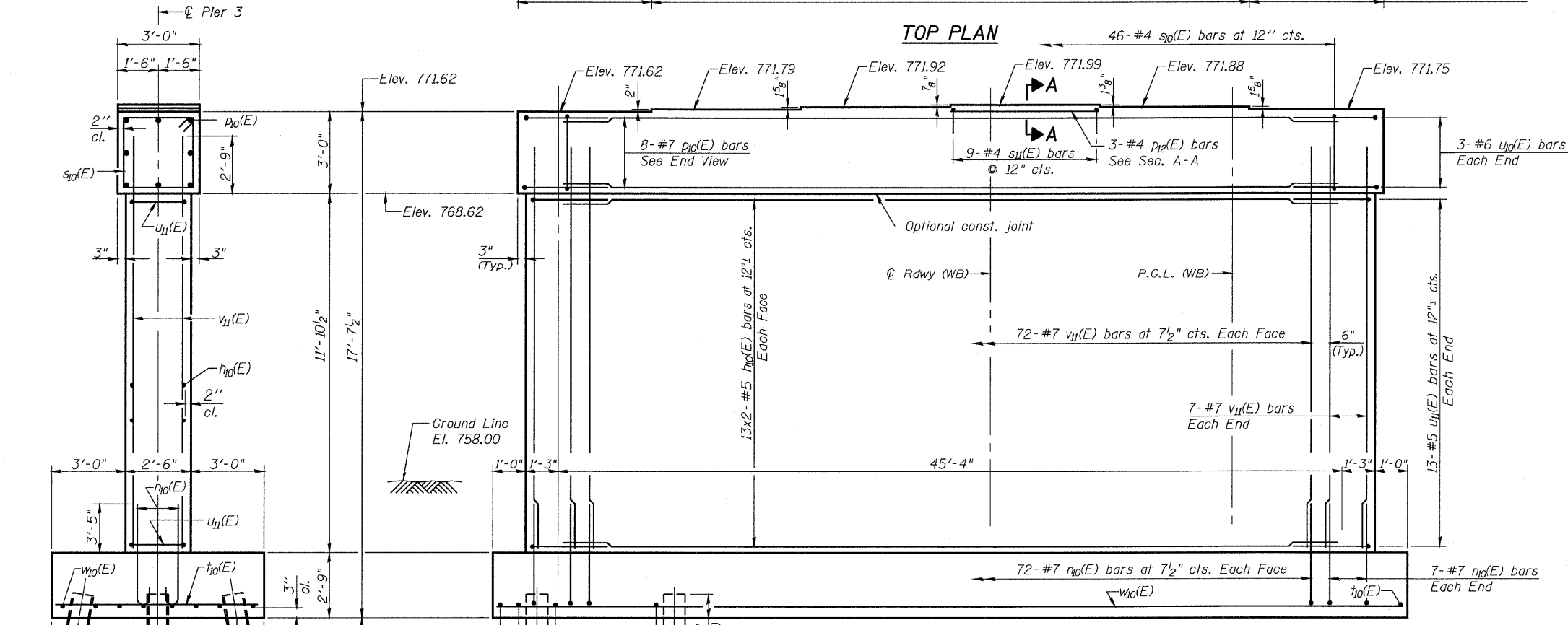
Contract No. 64799

- Notes:
- All exposed edges shall have standard 3/4" Chamfers.
 - Space reinforcement in cap to miss anchor bolts.
 - Four steps monolithically with cap.
 - If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.
 - For details of piles, see Sheet No. 41.

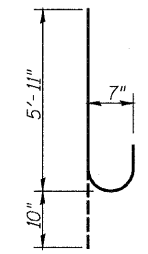


DETAIL A

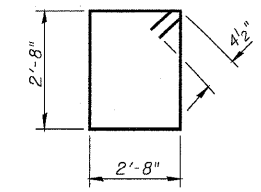
TOP PLAN



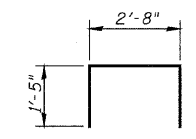
ELEVATION
(Looking East)



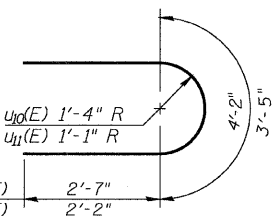
BAR n10(E)



BAR s10(E)



BAR s11(E)



BARS u10(E) & u11(E)

MINIMUM BAR LAP

- #5 bar = 2'-2"
- #6 bar = 2'-7"
- #7 bar = 3'-5"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	52	#5	23'-9"	—
n10(E)	158	#7	6'-9"	U
p10(E)	8	#7	45'-4"	—
p12(E)	3	#4	8'-0"	—
s10(E)	46	#4	11'-5"	□
s11(E)	9	#4	5'-6"	□
t10(E)	66	#6	8'-2"	—
u10(E)	6	#6	9'-4"	U
u11(E)	26	#5	7'-9"	U
v11(E)	158	#7	14'-8"	—
w10(E)	16	#5	26'-0"	—
Structure Excavation		Cu. Yd.	100	
Concrete Structures		Cu. Yd.	112.2	
Reinforcement Bars, Epoxy Coated		Pound	10,890	
Furnishing Steel Piles, HP 12x53		Foot	1,140	
Driving Piles		Foot	1,140	
Test Pile, HP 12x53		Each	1	
Pile Shoes		Each	20	

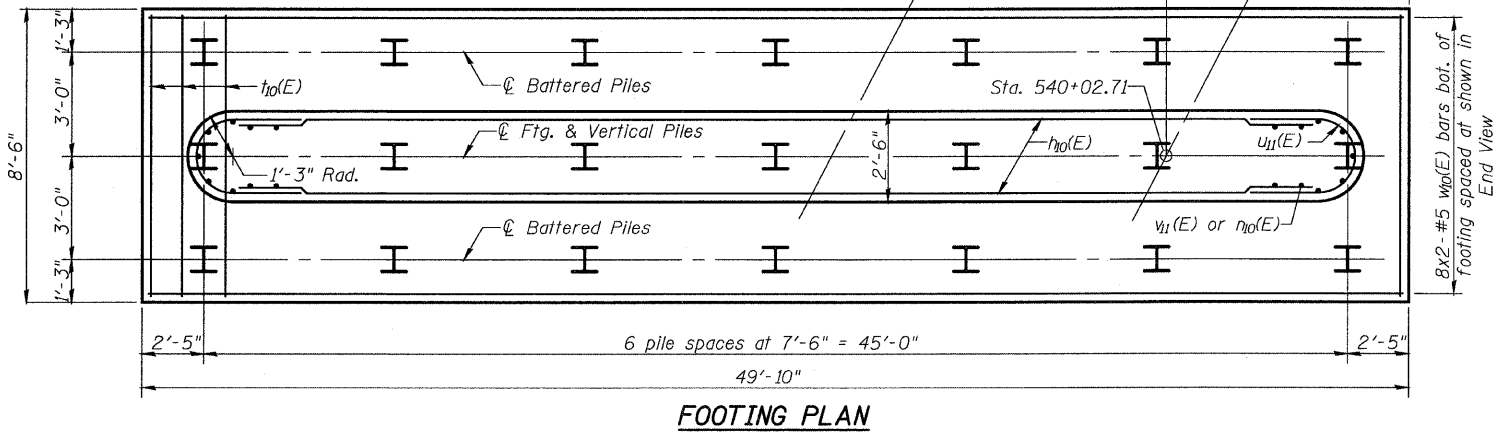
PILE DATA

Type: Steel HP 12x53 w/Pile Shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 120 kips
Est. Length: 57 Ft.
No. Production Piles: 20
No. Test Piles: 1

PIER NO. 3
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



DESIGNED	S.CHELBIAN
CHECKED	R.TINGLEY
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI



FOOTING PLAN

T:\16814A\Struct\Cadd\Prefinal\US20 Bridge 089-0082 (Pecatonica River Bridge)\000000-64799-000-036.dgn
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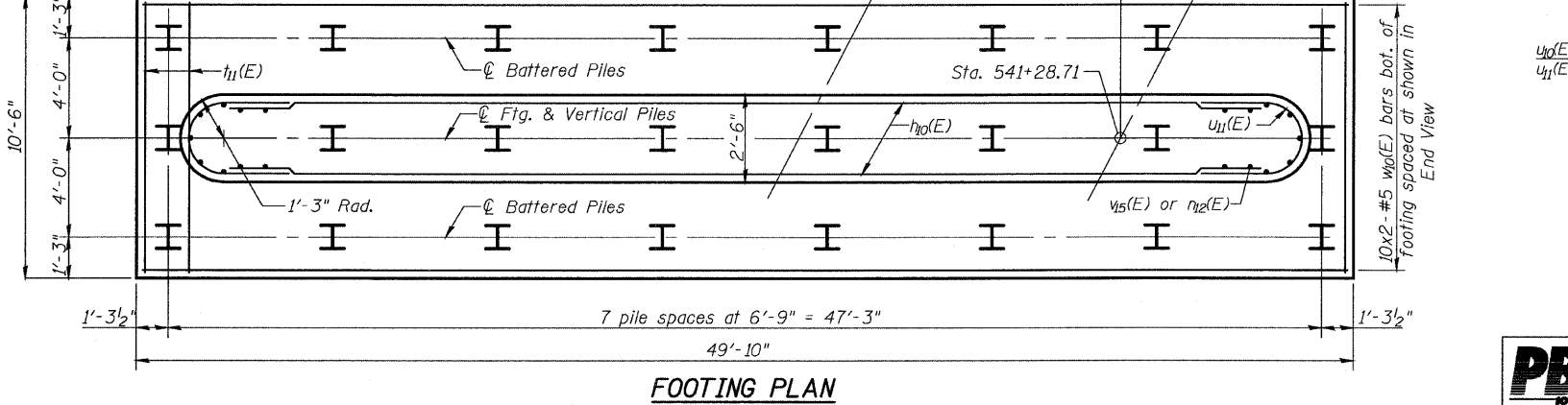
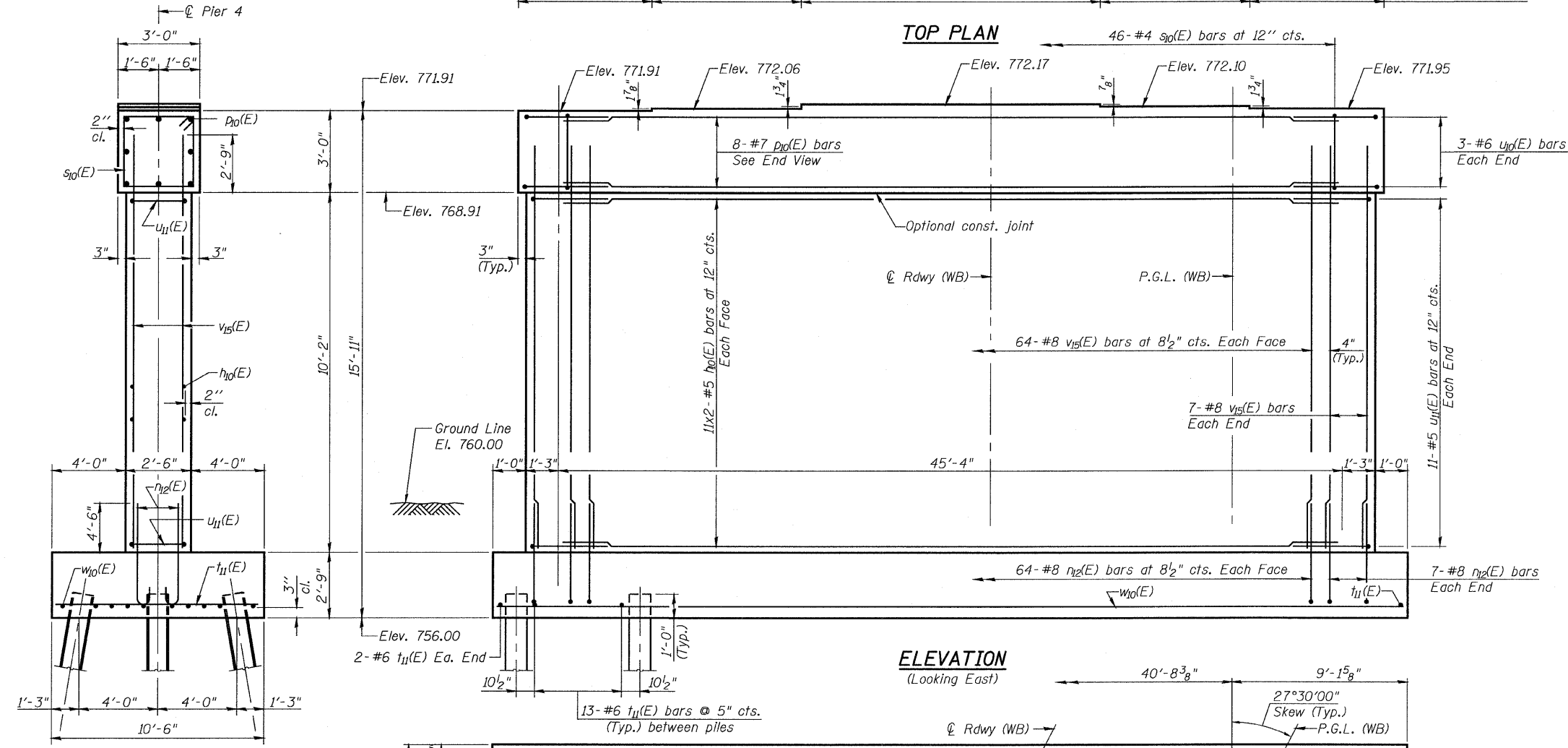
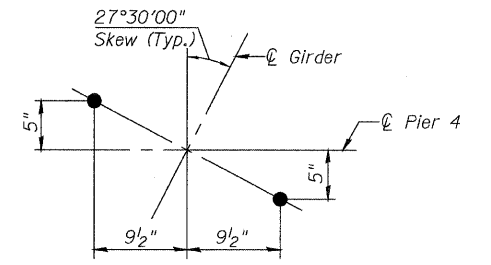
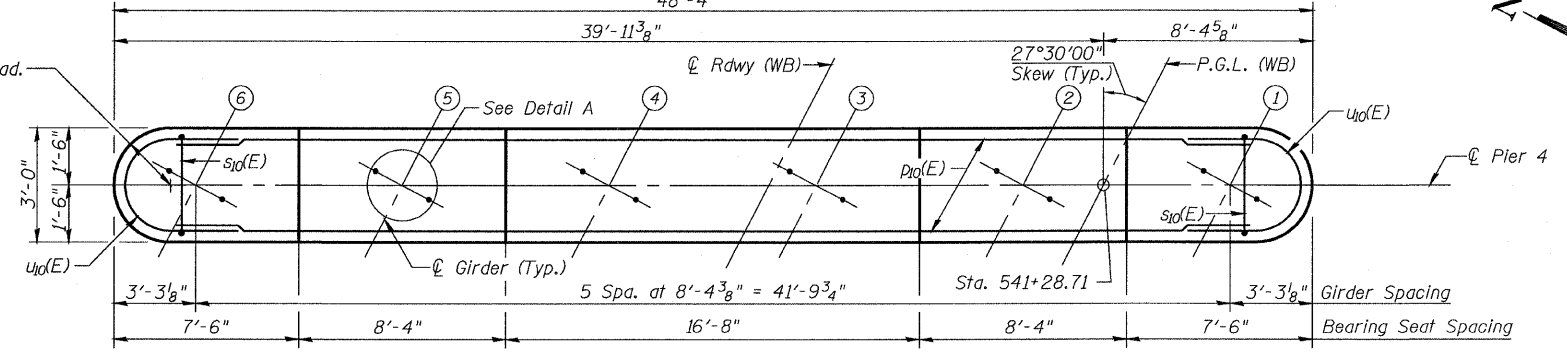
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 301	177-2	STEPHENSON	386	177
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

47 SHEETS

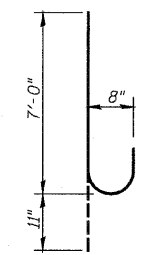
- Notes:
- All exposed edges shall have standard $\frac{3}{4}$ " Chamfers.
 - Space reinforcement in cap to miss anchor bolts.
 - Four steps monolithically with cap.
 - If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.
 - For details of piles, see Sheet No. 41.



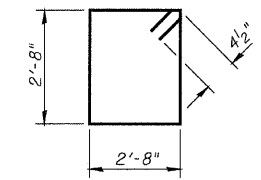
DETAIL A

BILL OF MATERIAL

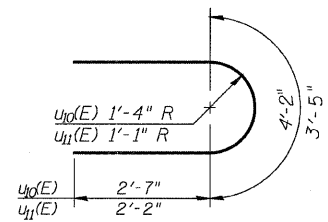
Bar	No.	Size	Length	Shape
h10(E)	44	#5	23'-9"	—
n12(E)	142	#8	7'-11"	U
p10(E)	8	#7	45'-4"	—
s10(E)	46	#4	11'-5"	□
t11(E)	95	#6	10'-2"	—
u10(E)	6	#6	9'-4"	U
u11(E)	22	#5	7'-9"	U
v15(E)	142	#8	12'-11"	—
w10(E)	20	#5	26'-0"	—
Structure Excavation		Cu. Yd.	116	
Concrete Structures		Cu. Yd.	114.7	
Reinforcement Bars, Epoxy Coated		Pound	12,340	
Furnishing Steel Piles, HP 12x53		Foot	1,380	
Driving Piles		Foot	1,380	
Test Pile, HP 12x53		Each	1	
Pile Shoes		Each	23	



BAR n12(E)



BAR s10(E)



BARS u10(E) & u11(E)

MINIMUM BAR LAP

- #5 bar = 2'-2"
- #6 bar = 2'-7"
- #7 bar = 3'-5"
- #8 bar = 4'-6"

PILE DATA

Type: Steel HP 12x53 w/Pile Shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 120 kips
Est. Length: 60 Ft.
No. Production Piles: 23
No. Test Piles: 1

PIER NO. 4
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



DESIGNED	S.CHELBIAN
CHECKED	R.TINGLEY
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

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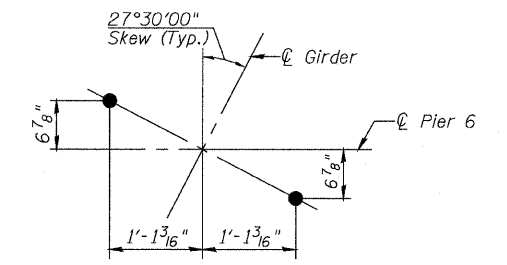
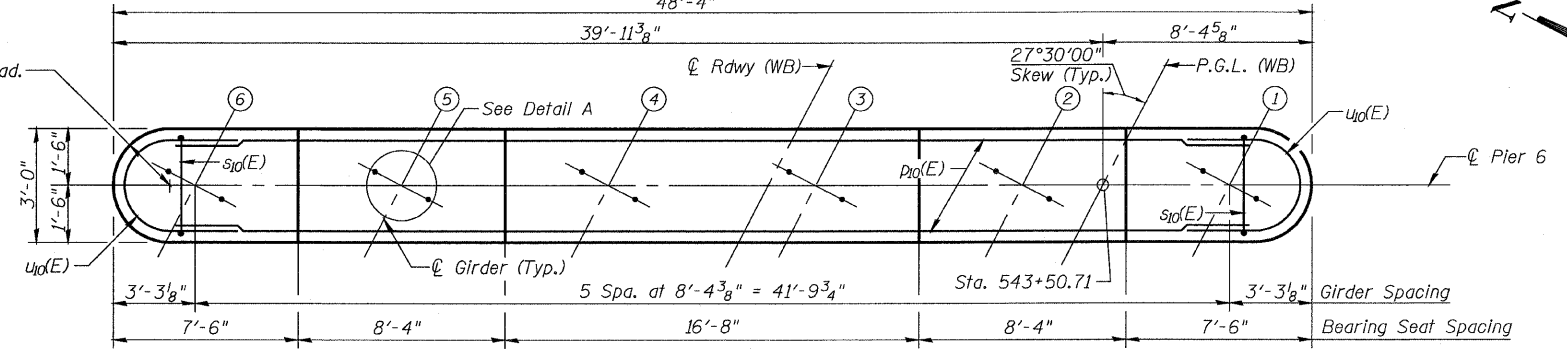
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	179
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 39
47 SHEETS

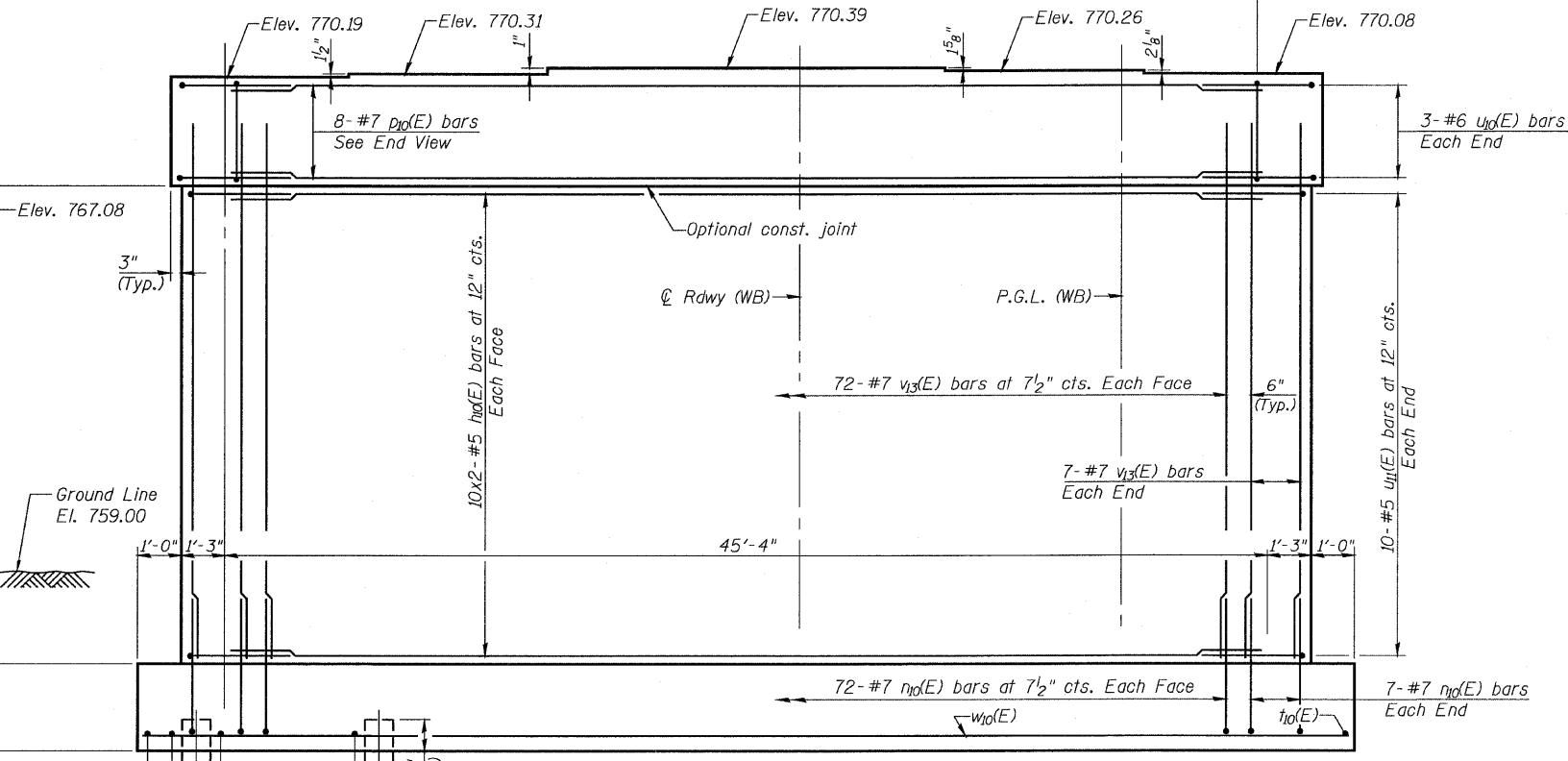
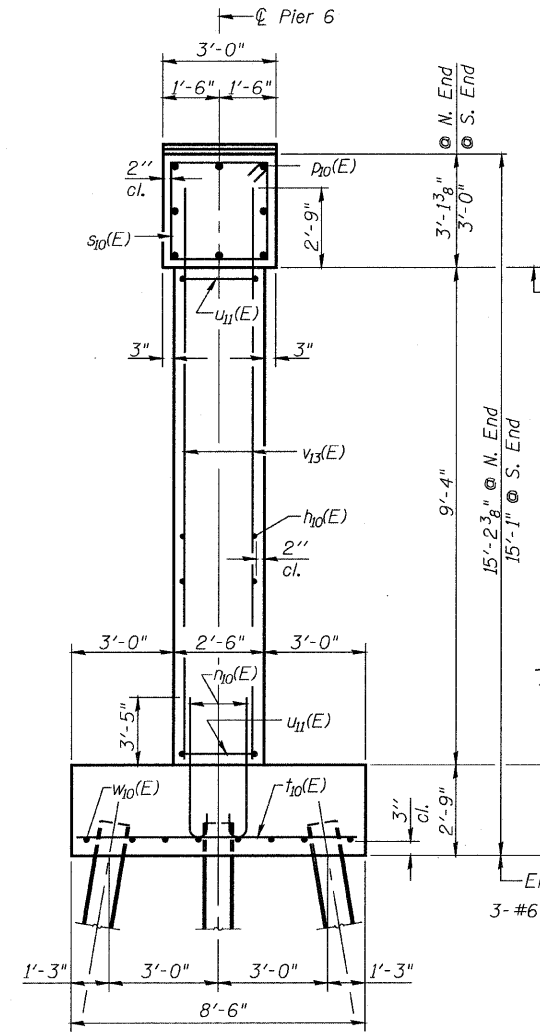
Contract No. 64799

- Notes:
- All exposed edges shall have standard $\frac{3}{4}$ " Chamfers.
 - Space reinforcement in cap to miss anchor bolts.
 - Pour steps monolithically with cap.
 - If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.
 - For details of piles, see Sheet No. 41.

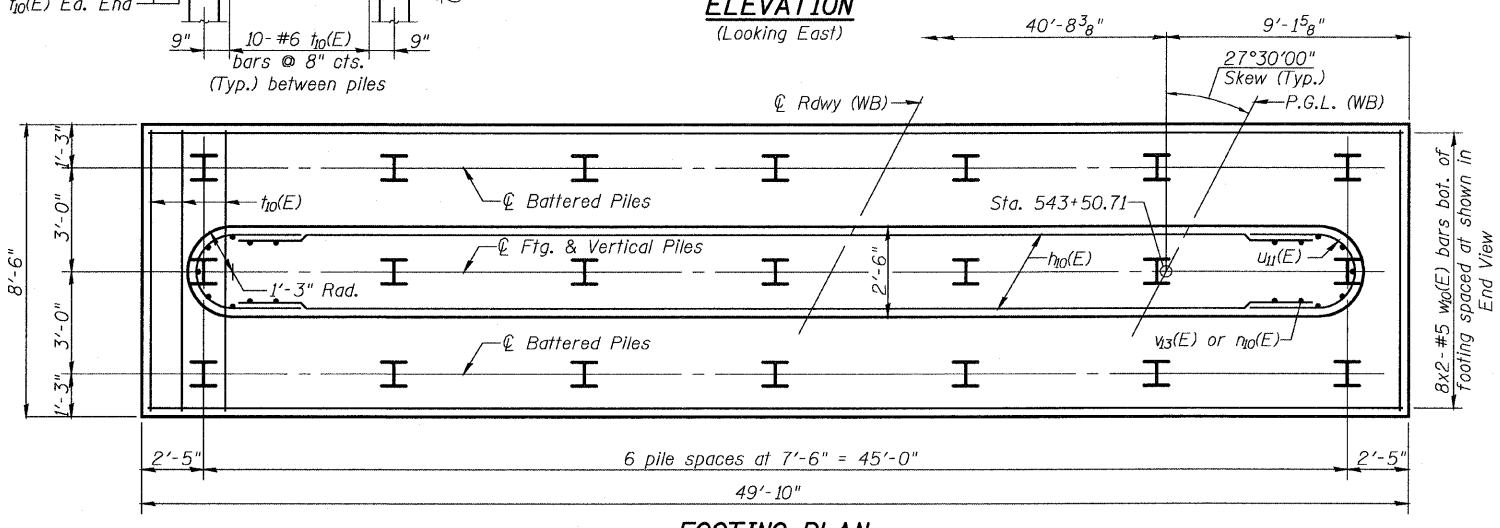


TOP PLAN

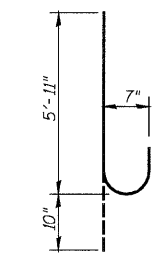
DETAIL A



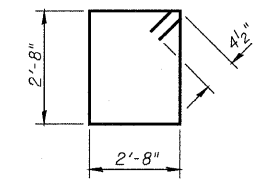
ELEVATION
(Looking East)



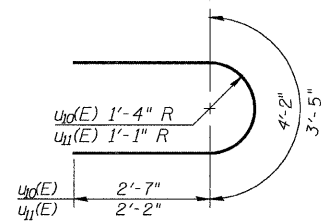
FOOTING PLAN



BAR n10(E)



BAR s10(E)



BARS u10(E) & u11(E)

MINIMUM BAR LAP

- #5 bar = 2'-2"
- #6 bar = 2'-7"
- #7 bar = 3'-5"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n10(E)	40	#5	23'-9"	—
n10(E)	158	#7	6'-9"	—
n10(E)	8	#7	45'-4"	—
s10(E)	46	#4	11'-5"	□
t10(E)	66	#6	8'-2"	—
u10(E)	6	#6	9'-4"	U
u11(E)	20	#5	7'-9"	U
v13(E)	158	#7	12'-1"	—
w10(E)	16	#5	26'-0"	—
Structure Excavation			Cu. Yd.	100
Concrete Structures			Cu. Yd.	101.0
Reinforcement Bars, Epoxy Coated			Pound	9,660
Furnishing Steel Piles, HP 12x53			Foot	1,200
Driving Piles			Foot	1,200
Test Pile, HP 12x53			Each	1
Pile Shoes			Each	20

PILE DATA

Type: Steel HP 12x53 w/Pile Shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 120 kips
Est. Length: 60 Ft.
No. Production Piles: 20
No. Test Piles: 1

PIER NO. 6

F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



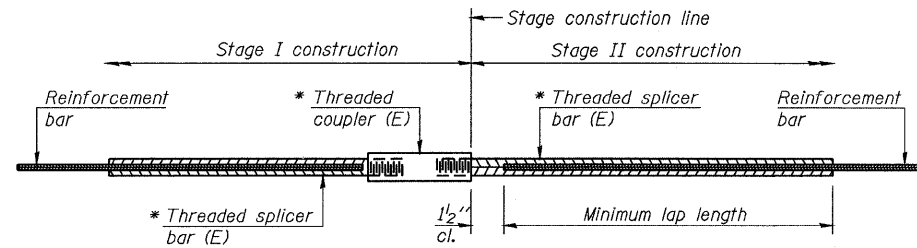
DESIGNED	S.CHELBIAN
CHECKED	R.TINGLEY
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 40
FAP 301	177-2	STEPHENSON	386	180	47 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799



STANDARD BAR SPLICER ASSEMBLY

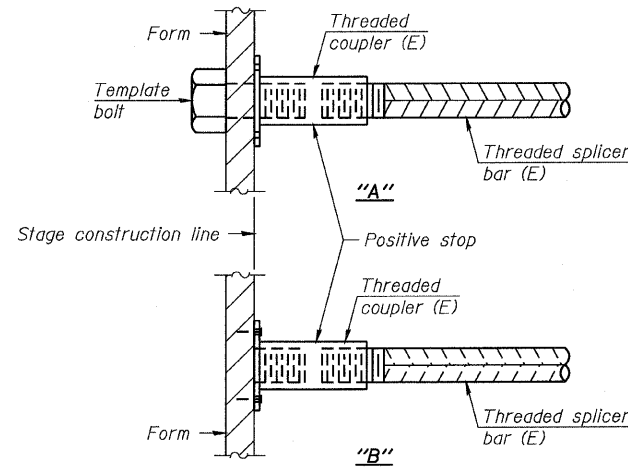
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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

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

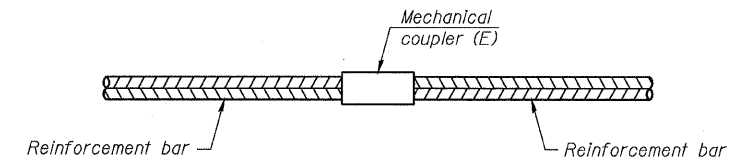
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



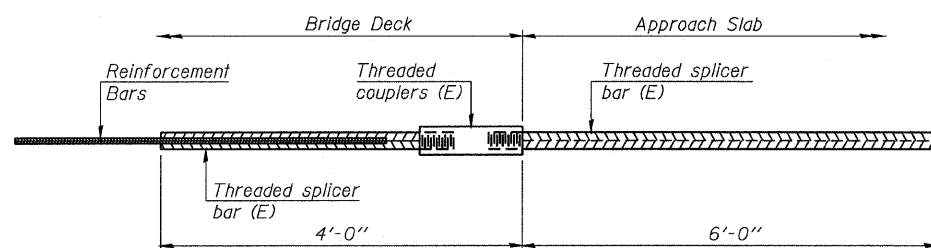
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

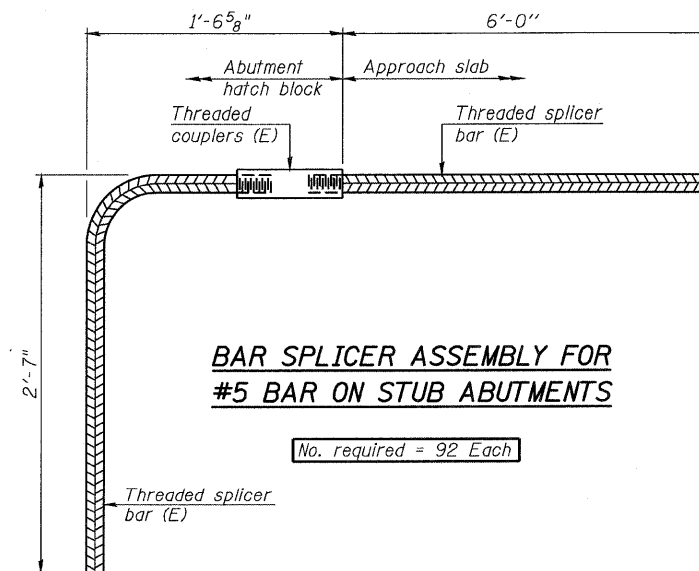
Location	Bar size	No. assemblies required



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

No. required =

DESIGNED	S.CHELBIAN
CHECKED	J.BRISBOIS
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 92 Each

NOTES

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

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

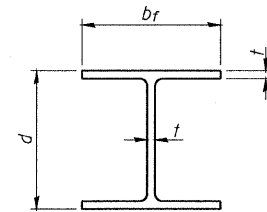


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	181
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

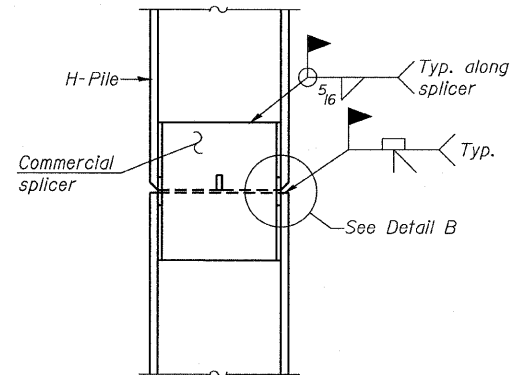
SHEET NO. 41
47 SHEETS

Contract No. 64799

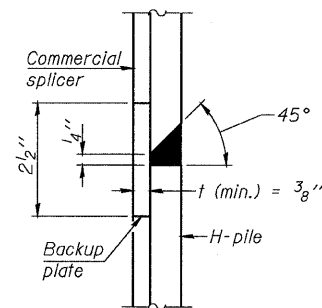


STEEL PILE TABLE

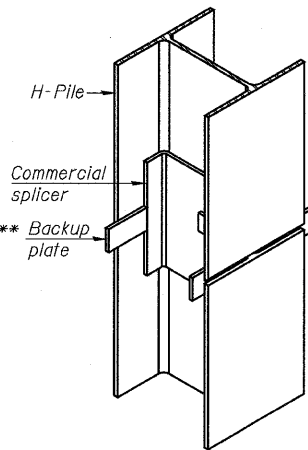
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	3/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 3/8"	7/16"	18"



ELEVATION

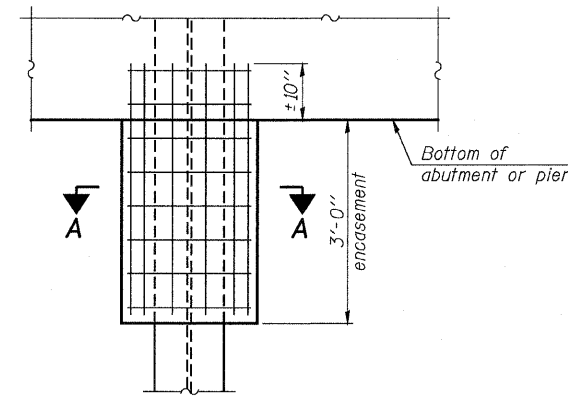


DETAIL "B"



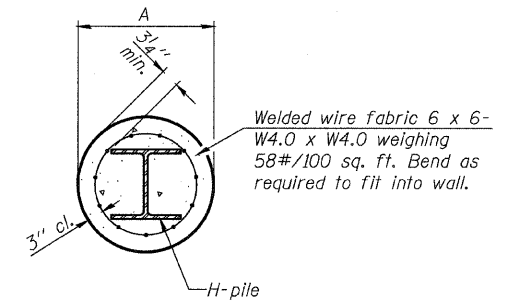
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



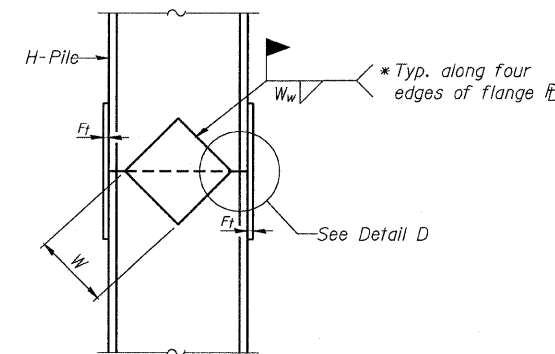
ELEVATION

PILE ENCASEMENT

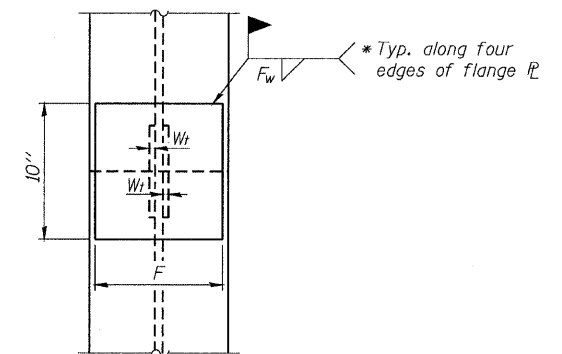


Notes:
Forms for encasement may be omitted when soil conditions permit.

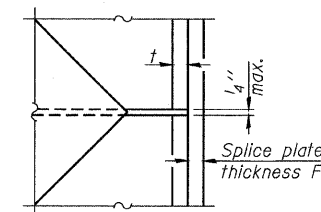
SECTION A-A



ELEVATION



END VIEW



DETAIL D

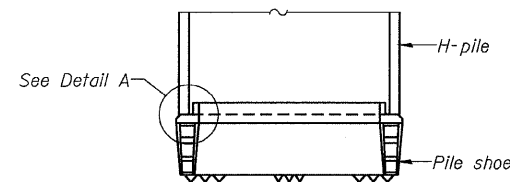
WELDED PLATE FIELD SPLICE

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

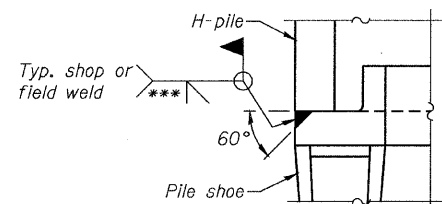
Note:
1. The steel H-piles shall be according to AASHTO M270 Grade 50.



HP PILE DETAILS
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082

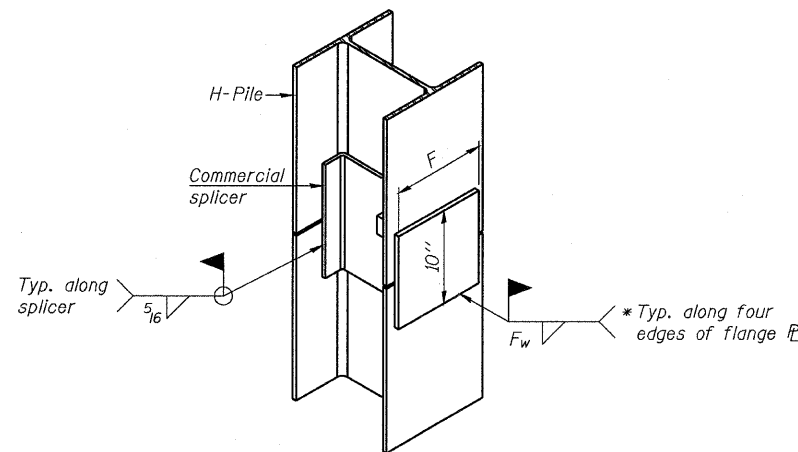


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

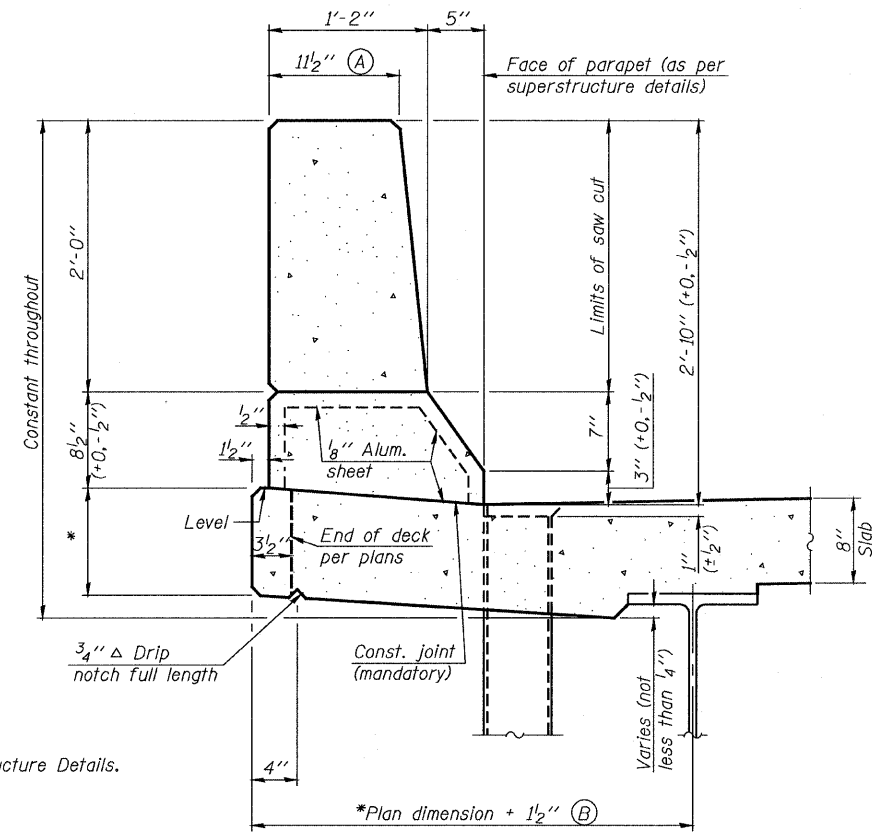
* Interrupt welds 1/4" from end of web and/or each flange.
** Remove portions of backup plates that extend outside the flanges.
*** Weld size per pile shoe manufacturer (5/16" min.).

DESIGNED	S.CHELBIAN
CHECKED	A.HAMMAD
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

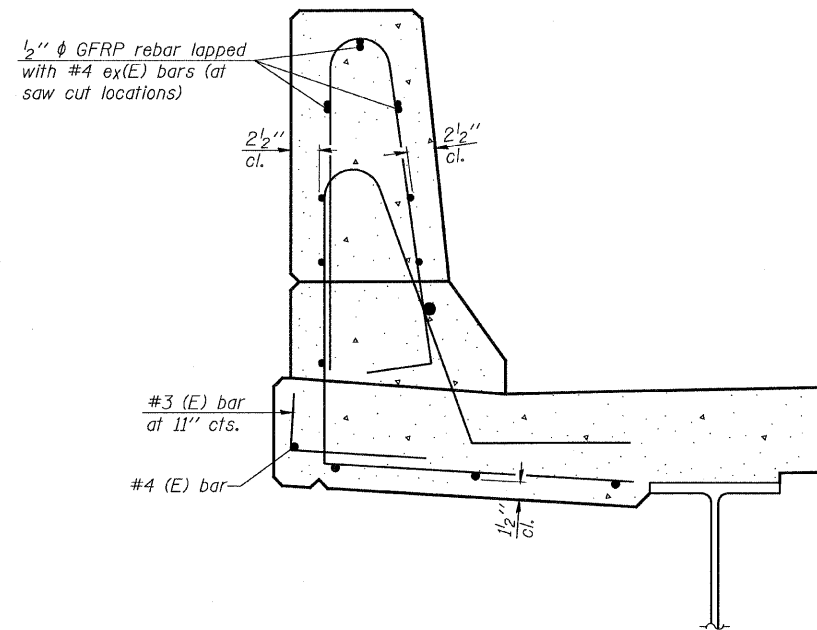
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 42 47 SHEETS
FAP 301	177-2	STEPHENSON	386	182	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract No. 64799

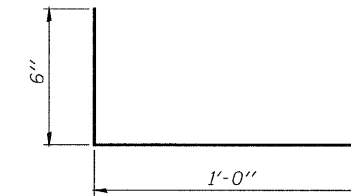


SECTION
(Showing dimensions)

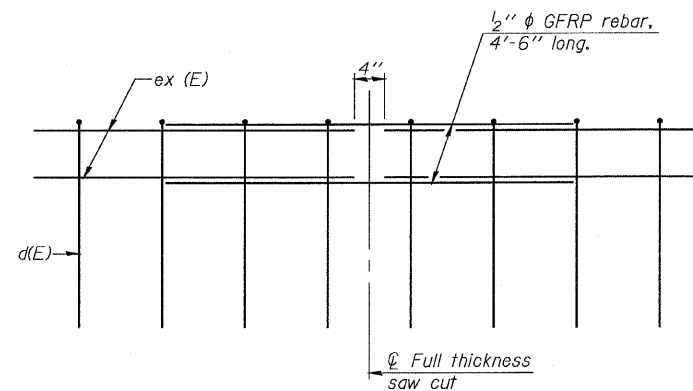


SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

- GENERAL NOTES**
1. All dimensions shall remain the same as shown on superstructure details, 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 = 0.0165 cu. yds./ft. of parapet.
 2. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.
 3. Steel superstructure shown. Other superstructure types similar.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

DESIGNED	S.CHELBIAN
CHECKED	A.HAMMAD
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

CONCRETE PARAPET
SLIPFORMING OPTION
F.A.P. ROUTE 301 SECTION 177-2B-1
STEPHENSON COUNTY
STATION 540+65.71
STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOG B-1

REF 29

BRIDGE FOUNDATION BORING LOG

PROJECT P-02-013-74 BRIDGE Over Peconica River Date 12-11-75
 ROUTE FA 401 Pier #3, E. Bound Bored By R. Burnell
 SEC. 177-2B STA. 539+00 Checked By R. Wildman
 COUNTY Stephenson

Elevation	N	Q _u (t/sf)	Surface Water El.	Groundwater El. at Completion	After Hours	746.0	Elevation	N	Q _u (t/sf)
Ground Surface							728.0		
Soft, Dry, Brown Silty Loam	5	8	Dense, Tan, Sand & Gravel						
Same As Above	11	1.1	Same As Above						
Very Dry, Brown Silty Loam	8	8	Same As Above						
Stiff, Brown Silty Clay Loam	6	1.4	Dense Tan Fine Sand Variable Size Gravel						
Soft, Moist, Dk. Gray Silty Clay Loam Sand Lenses	4	1.4	Same As Above						
Same As Above	2	.2	Fluid Tan Sand				744.0		
Fluid, Gray Sand (clean)	2		Loose Tan Sand (small amount of gravel)						
Same As Above	4		Same As Above						
Medium Gray Sand with Small Gravel	16		Very Dense Sand & Small Gravel						
Ground Surface							45.0		
Medium Gray Silt with Fine Sand Lenses	13	1.1							
Medium Tan Sand	30								
Same As Above	39								
Medium Tan Sand with Silt Lenses	45								
Same As Above	49								
Very Dense Tan Fractured Limestone with small amount of sand	100	1"					701.0		
Same As Above	100	10"					600.0		
End of Boring									

BORING LOG B-2

BRIDGE FOUNDATION BORING LOG

PROJECT P-02-013-74 BRIDGE over Peconica River Date 12-11-75
 ROUTE FA 401 Pier #3, E. Bound Bored By R. Burnell
 SEC. 177-2B STA. 539+00 Checked By R. Wildman
 COUNTY Stephenson

Elevation	N	Q _u (t/sf)	Surface Water El.	Groundwater El. at Completion	After Hours	747.0	Elevation	N	Q _u (t/sf)
Ground Surface							741.0		
Medium Dry Brown Silty Clay Loam	10	.7	Fluid Tan Sand						
Stiff, Brown Silty Clay Loam	10	2.8	Medium Tan Sand with						
Very Stiff, Dry Brown Silty Clay Loam	11	3.1	Same As Above						
Soft, Moist Brown Silty Clay	5	.7	Same As Above						
Soft, Moist Gray Silt	6	.6	Same As Above						
Very Soft, Moist Sandy Silt with Sand Lenses	3	.5	Medium Tan Sand						
Fluid Gray Sand	8		Loose, Tan Sand with Small Amount of Gravel						
Fluid Gray Sand with Small Pea Gravel	3		Same As Above						
Fluid Tan Sand	3		Medium Tan Sand with small amount of gravel						
Ground Surface							45.0		
Medium Tan Sand	23								
Dense Tan Sand with small silt lenses	40								
Dense Tan Sand	31								
Loose, Tan Sand	12								
Medium Tan Sand with Small Amount of Fractured Limestone	21						701.0		
Very Dense Dirty Sand and Gravel with Fractured Limestone	82								
Same As Above	100								

BORING LOG B-3

Sheet 1 of 2

BRIDGE FOUNDATION BORING LOG

PROJECT P-02-013-74 BRIDGE FA 401 over Peconica River Date 12-11-75
 ROUTE FA 401 Pier #3, E. Bound Bored By D. Grov
 SEC. 177-2B STA. Pier #1, E. BL Checked By R. Wildman
 COUNTY Stephenson

Elevation	N	Q _u (t/sf)	Surface Water El.	Groundwater El. at Completion	After Hours	747.0	Elevation	N	Q _u (t/sf)
Ground Surface							750.7		
Stiff, Brown Sandy Clay Loam	6	1.5	Soft, Gray Silty Clay, some sand seams						
Very Stiff, Brown Sandy Clay Loam	10	2.7	Medium Gray Sand & Gravel Dirty						
Soft, Brown Sandy Loam with some clean sand seams	13	.4	Medium Gray Clean Sand Coarse						
Same As Above	6	.3	Dense, Lt. Gray Sand & Gravel Clean				752.0		
Loose Brown Sand	5		Medium Lt. Gray Sand & Gravel Clean						
Same As Above	5		Dense, Lt. Gray Sand & Gravel Clean						
Same As Above	4		Medium Lt. Gray Sand Clean						
Same As Above	4		Dense, Lt. Gray Sand & Gravel Clean						
Loose Gray Sand & Gravel	6		Very Soft Gray Silt						
Ground Surface							45.0		
Medium Gray Sand	85								
Very Dense Limestone Gray to Red Decayed	100								
End of Boring									

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BORING LOGS I
 E.A.P. ROUTE 301 SECTION 177-2B-1
 STEPHENSON COUNTY
 STATION 540+65.71
 STRUCTURE NO. 089-0082

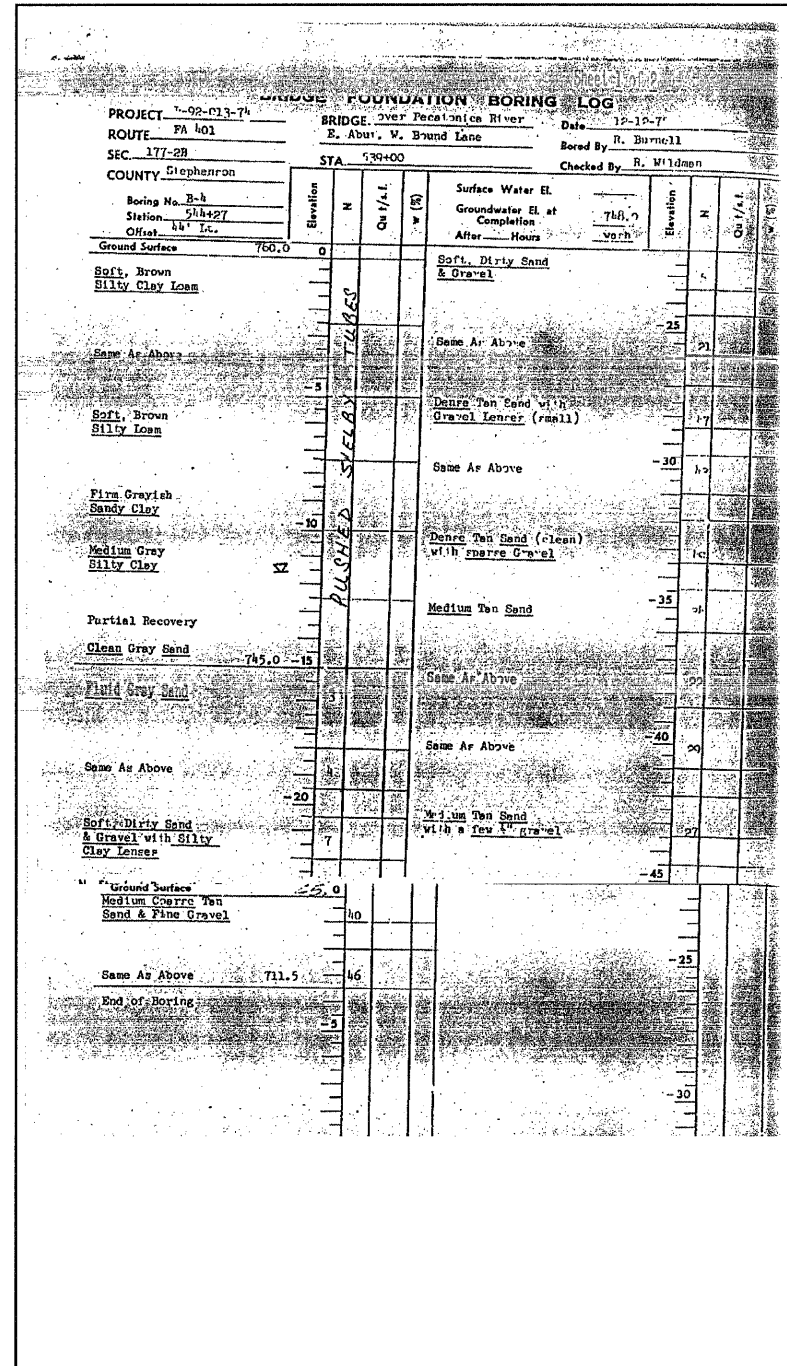


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

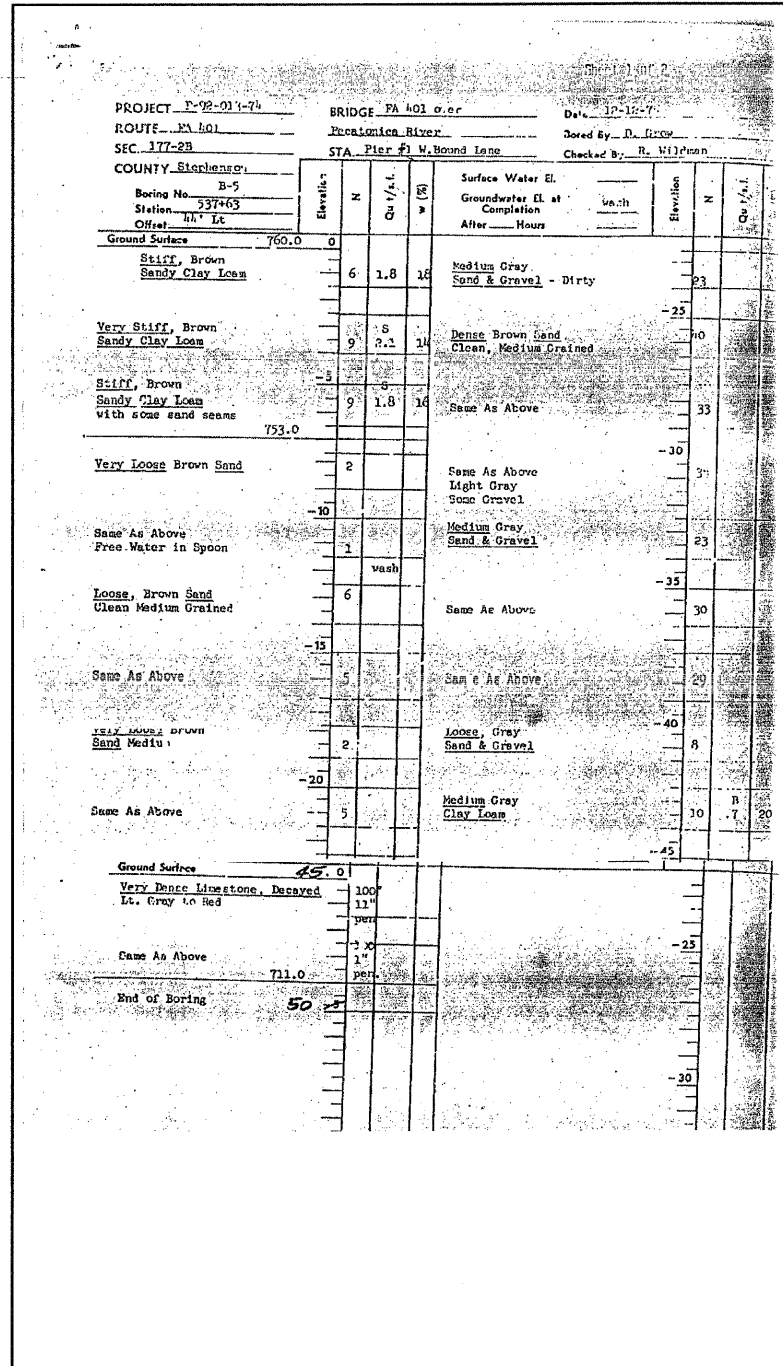
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FAP 301	177-2	STEPHENSON	386	184
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract No. 64799

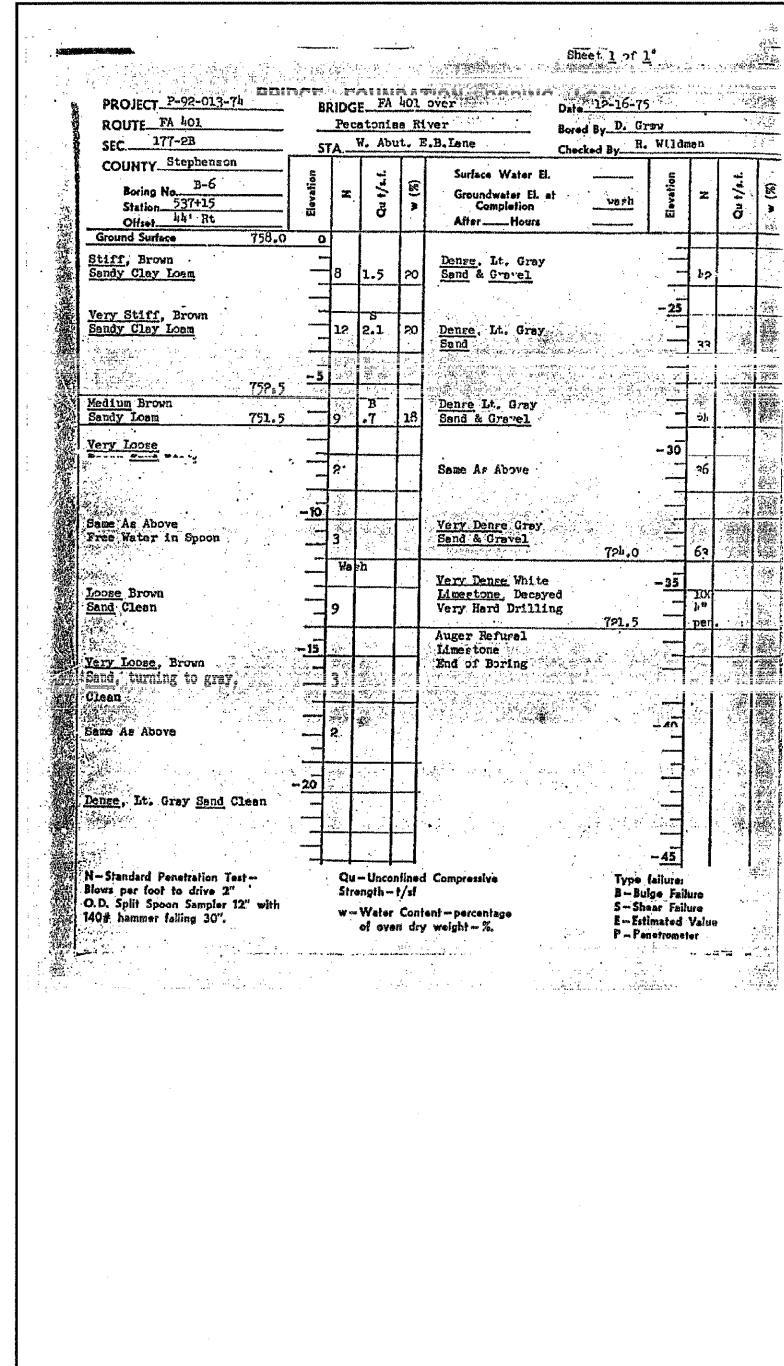
BORING LOG B-4



BORING LOG B-5



BORING LOG B-6



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BORING LOGS II
 F.A.P. ROUTE 301 SECTION 177-2B-1
 STEPHENSON COUNTY
 STATION 540+65.71
 STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
FAP 301	177-2	STEPHENSON	386	186
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract No. 64799

BORING LOG B-10

Sheet 1 of 2

BRIDGE FOUNDATION BORING LOG

PROJECT P-92-013-7h BRIDGE over Pecatonica River Date 12-22-75
 ROUTE PA 401 Pier # 8, Bound Lane Bored By R. Burrell
 SEC 177-2B STA. 539+00 Checked By R. Willson
 COUNTY Stephenson

Elevation	N	Q _u / s.f.	Surface Water El.	Elevation	N	Q _u / s.f.
Ground Surface 751.0	0		Groundwater El. at Completion 751.0			
Medium Brown Silt Loam	8	1.1	After Hours			
Stiff, Brown	8	8				
Same As Above	8	1.7				
Dry, Brown Sand (loose)	4					
Fluid, Brown Sand	1					
Same As Above	2					
Same As Above	1					
Same As Above	1					
Very Loose Brown Sand with Sparse Gravel	3					
Ground Surface 751.0	21					
Medium Tan Sand with Small Gravel	25					
Same As Above	50					
Same As Above	39					
Very Dense, Tan Sand & Gravel (fine)	100	12" pen.				
Same As Above	86					
Very Dense, Tan Sand & Gravel with Fractured Limestone	100	5" pen.	702.0			
	60					

BORING LOG B-11

BRIDGE FOUNDATION BORING LOG

PROJECT P-92-013-7h BRIDGE over Pecatonica River Date 12-22-75
 ROUTE PA 401 Pier # 6 Bored By R. Burrell
 SEC 177-2B STA. Bridge Sta. 539+00 Checked By R. Willson
 COUNTY Stephenson

Elevation	N	Q _u / s.f.	Surface Water El.	Elevation	N	Q _u / s.f.
Ground Surface 701.0	0		Groundwater El. at Completion 751.0			
Medium, Dk. Brown Silt Loam (1' of frost)	15	1.3	After Hours			
Firm, Dk. Brown Silt Loam	27	3.2				
Medium Moist, Dk. Brown Silt Loam (more sand)	37	1.0				
Soft, Dk. Brown, Silt Loam (moist)	4	.3				
Medium, Dk. Brown Silty Clay (sand tracer)	10	1.2				
Same As Above	4	1.0				
Loose, Gray Sand with Silt	5					
Same As Above	4					
Loose, Gray Sand	7					

N-Standard Penetration Test - Blows per foot to drive 2"
 O.D. Split Spoon Sampler 12" with 140# hammer falling 30"
 Qu-Unconfined Compressive Strength - 1/4"
 w-Water Content - percentage of oven dry weight - %
 Type failure:
 B-Bulge Failure
 S-Shear Failure
 E-Estimated Value
 P-Penetrometer

BORING LOG B-12

BRIDGE FOUNDATION BORING LOG

PROJECT P-92-013-7h BRIDGE over Pecatonica River Date 12-22-75
 ROUTE PA 401 Pier # 7 Westbound Bored By R. Burrell
 SEC 177-2B STA. 539+00 Checked By R. Willson
 COUNTY Stephenson

Elevation	N	Q _u / s.f.	Surface Water El.	Elevation	N	Q _u / s.f.
Ground Surface 760.0	0		Groundwater El. at Completion 751.0			
Medium, Dk. Brown Silty Clay Loam (slightly organic)	9	.7	After Hours			
Medium, Moist, Dk. Brown Silty Clay Loam	7	1.0				
Medium Brown Sand Loam	6	.6				
Loose, Dirty Brown Sand (moist)	6					
Same As Above	4					
Same As Above	1					
Same As Above	3					
Same As Above	3					
Ground Surface 45	16					
Medium Tan Sand with Sparse Gravel	27					
Same As Above	50					
Same As Above	36					
Very Dense Tan Sand & Gravel (uniform)	77					
Same As Above	61					
Same As Above	66					
End of Boring	44					

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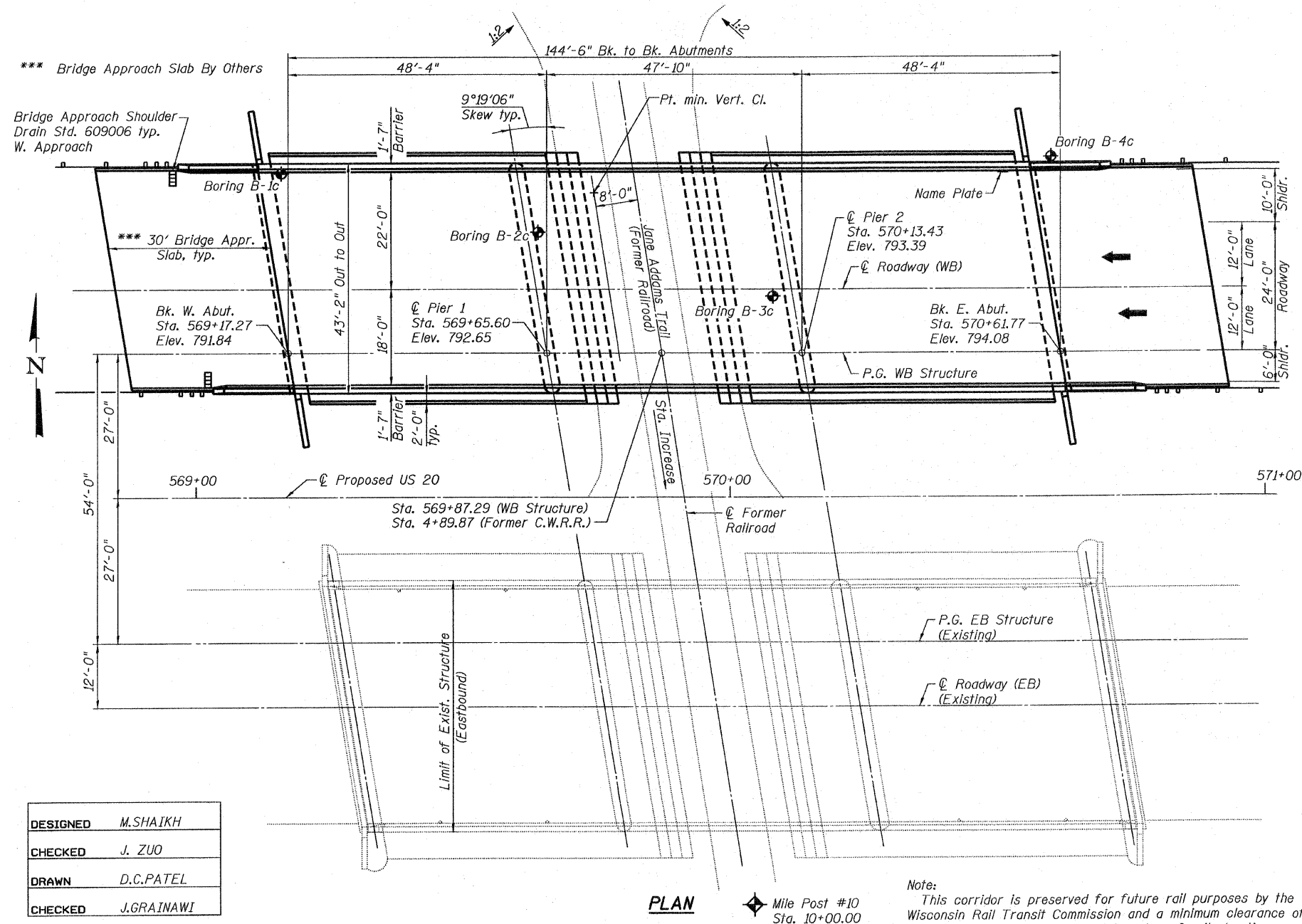
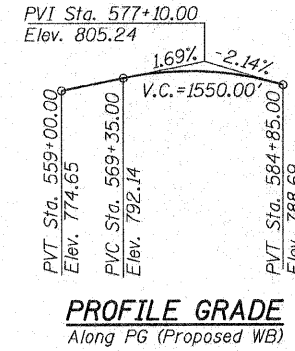
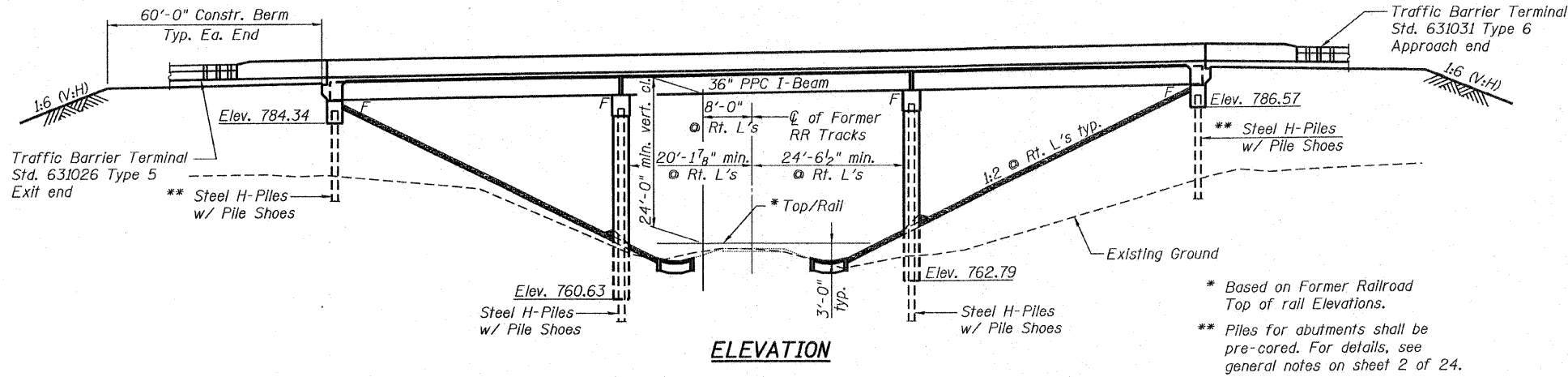
BORING LOGS IV
 F.A.P. ROUTE 301 SECTION 177-2B-1
 STEPHENSON COUNTY
 STATION 540+65.71
 STRUCTURE NO. 089-0082



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	188
24 SHEETS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Bench Mark: Point # 62 Iron rod in cap. Sta. 574+18.79, Elev. 797.29, Offset 63.34 Right.
North = 2063790.44, East = 2432334.40.
Existing Structure: None The existing adjacent structure (SN 089-0055) is Eastbound only.

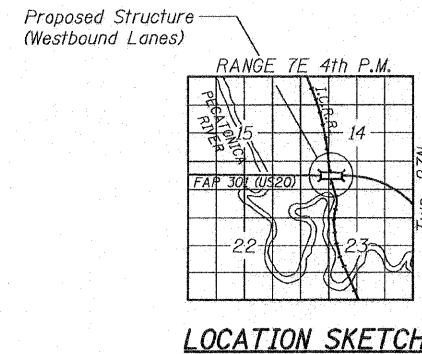


APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Robert E. Anderson (SEIT)
ENGINEER OF BRIDGES AND STRUCTURES



Signed *Jamal Grainawi*
Jamal I. Grainawi, S.E. IL Lic. No. 081-005161
Expires 11-30-2010
Date 1/25/2010



LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface

DESIGN SPECIFICATIONS
2002 AASHTO

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
f'y = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS
f'c = 6,000 psi
f'ci = 5,000 psi
f's = 270,000 psi (1/2" φ. low relaxation strands)
f'si = 201,960 psi (1/2" φ. low relaxation strands)

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.032g
Site Coefficient (S) = 1.0

GENERAL PLAN AND ELEVATION
U.S. ROUTE 20 OVER
JANE ADDAMS TRAIL
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083



DESIGNED	M.SHAIKH
CHECKED	J. ZUO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	189
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract No. 64799

GENERAL NOTES:

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
Reinforcement bars designated (E) shall be epoxy coated.
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
The Steel H-Piles shall be according to AASHTO M270 Grade 50.
The Contractor shall drive test piles to 110% of the nominal required bearing specified in production location at substructures specified or approved by the Engineer before ordering the remainder of piles.
All embedded and separate bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 (as applicable).
Piles for abutments shall be driven through 2'-6" diameter pre-cored holes extending to 10' deep according to article 512.09 (c) of the standard specifications. Cost included in Driving Piles.
Bridge approach slabs will be constructed in a future contract. Drawings for the top of approach slab elevations and bridge approach slab details are included for information only. See sheets 5-6 and 9-10.

INDEX OF SHEETS

- 1 General Plan and Elevation
- 2 General Data
- 3-4 Top of Slab Elevations
- 5-6 Top of Approach Slab Elevations**
- 7 Superstructure
- 8 Superstructure Details
- 9-10 Bridge Approach Slab Details**
- 11 Diaphragm Details
- 12 Framing Plan
- 13-14 36" PPC I-Beam
- 15-16 Abutments
- 17-18 Piers
- 19 HP Pile Details
- 20 Bar Splicer Assembly And Mechanical Splicer Details
- 21 Concrete Parapet Slipforming Option
- 22-24 Soil Boring Logs

** FOR INFORMATION ONLY

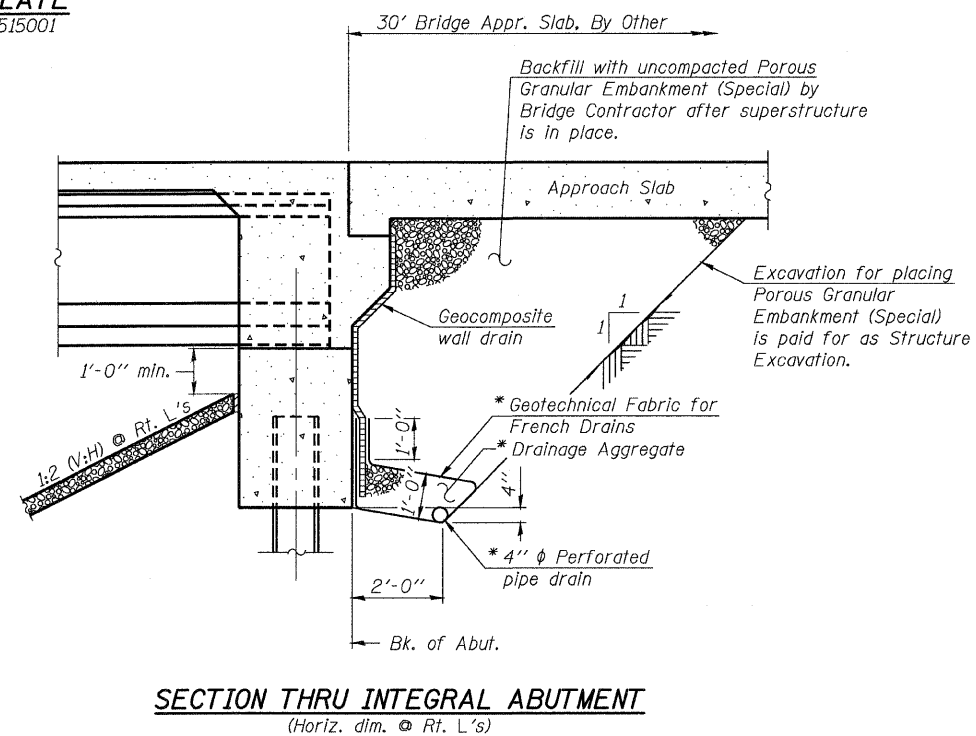
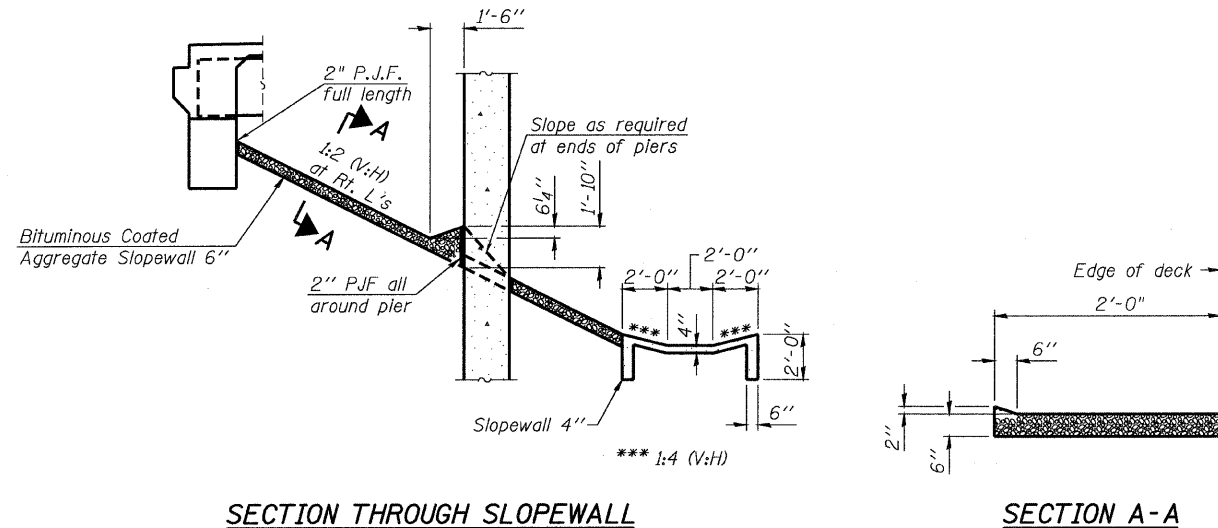
STATION 569+87.29
BUILT BY
STATE OF ILLINOIS
F.A.P. RT. 301 SEC. 117-2VB-1
LOADING HS20
STR. NO. 089-0083

NAME PLATE

See Std. 515001

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		128	128
Structure Excavation	Cu. Yd.		200	200
Concrete Structures	Cu. Yd.		260.7	260.7
Concrete Superstructure	Cu. Yd.	226.5		226.5
Bridge Deck Grooving	Sq. Yd.	611		611
Concrete Encasement	Cu. Yd.		4.2	4.2
Protective Coat	Sq. Yd.	764		764
Furnishing And Erecting Precast Prestressed Concrete I-Beams, 36"	Foot	852		852
Reinforcement Bars, Epoxy Coated	Pound	48290	19700	67990
Bar Splicers	Each	92		92
Slopedwall 4 Inch	Sq. Yd.		65	65
Bituminous Coated Aggregate Slopedwall 6"	Sq. Yd.		566	566
Furnishing Steel Piles HP 10 X 57	Foot		795	795
Furnishing Steel Piles HP 12 X 74	Foot		815	815
Driving Piles	Foot		1610	1610
Test Pile Steel HP 10 X 57	Each		2	2
Test Pile Steel HP 12 X 74	Each		2	2
Pile Shoes	Each		20	20
Name Plates	Each	1		1
Anchor Bolts, 1 1/2 inch	Each	8		8
Geocomposite Wall Drain	Sq. Yd.		90	90
Pipe Underdrains for Structures 4"	Foot		140	140



* Included in the cost of Pipe Underdrains for Structures 4".

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

DESIGNED	M.SHAIKH
CHECKED	J. ZUO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI



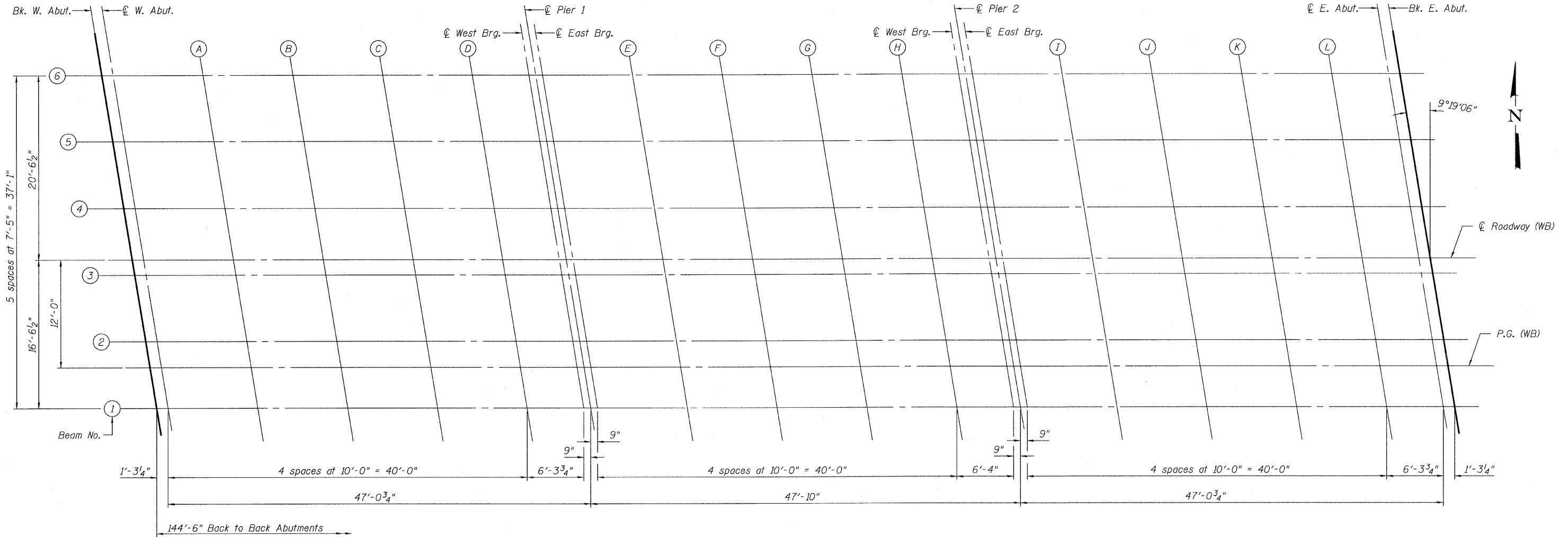
GENERAL DATA
 F.A.P. ROUTE 301 SECTION 177-2VB-1
 STEPHENSON COUNTY
 STATION 569+87.29
 STRUCTURE NO. 089-0083

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	190
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 3
24 SHEETS

Contract No. 64799



PLAN

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+18.02	4.54	791.76	791.76
☉ Brg. W. Abut.	569+19.28	4.54	791.78	791.78
A	569+29.28	4.54	791.95	791.97
B	569+39.28	4.54	792.12	792.15
C	569+49.28	4.54	792.28	792.31
D	569+59.28	4.54	792.45	792.46
☉ W. Brg. Pier 1	569+65.60	4.54	792.55	792.55
☉ Pier 1	569+66.35	4.54	792.56	792.56
☉ E. Brg. Pier 1	569+67.10	4.54	792.58	792.58
E	569+77.10	4.54	792.74	792.75
F	569+87.10	4.54	792.89	792.92
G	569+97.10	4.54	793.05	793.08
H	570+07.10	4.54	793.20	793.22
☉ W. Brg. Pier 2	570+13.43	4.54	793.30	793.30
☉ Pier 2	570+14.18	4.54	793.31	793.31
☉ E. Brg. Pier 2	570+14.93	4.54	793.32	793.32
I	570+24.93	4.54	793.47	793.48
J	570+34.93	4.54	793.61	793.64
K	570+44.93	4.54	793.75	793.78
L	570+54.93	4.54	793.90	793.91
☉ Brg. E. Abut.	570+61.25	4.54	793.98	793.98
Bk. E. Abut.	570+62.52	4.54	794.00	794.00

P.G.L. (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+17.27	0.00	791.84	791.84
☉ Brg. W. Abut.	569+18.54	0.00	791.86	791.86
A	569+28.54	0.00	792.03	792.05
B	569+38.54	0.00	792.20	792.23
C	569+48.54	0.00	792.37	792.39
D	569+58.54	0.00	792.53	792.54
☉ W. Brg. Pier 1	569+64.85	0.00	792.63	792.63
☉ Pier 1	569+65.60	0.00	792.65	792.65
☉ E. Brg. Pier 1	569+66.35	0.00	792.66	792.66
E	569+76.35	0.00	792.82	792.84
F	569+86.35	0.00	792.98	793.01
G	569+96.35	0.00	793.13	793.16
H	570+06.35	0.00	793.28	793.30
☉ W. Brg. Pier 2	570+12.69	0.00	793.38	793.38
☉ Pier 2	570+13.44	0.00	793.39	793.39
☉ E. Brg. Pier 2	570+14.19	0.00	793.40	793.40
I	570+24.19	0.00	793.55	793.57
J	570+34.19	0.00	793.70	793.72
K	570+44.19	0.00	793.84	793.86
L	570+54.19	0.00	793.98	793.99
☉ Brg. E. Abut.	570+60.50	0.00	794.07	794.07
Bk. E. Abut.	570+61.77	0.00	794.08	794.08

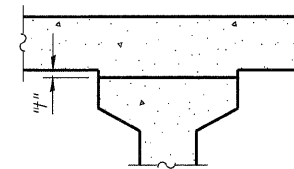
DESIGNED	M.SHAIKH
CHECKED	Z. MORILLO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083



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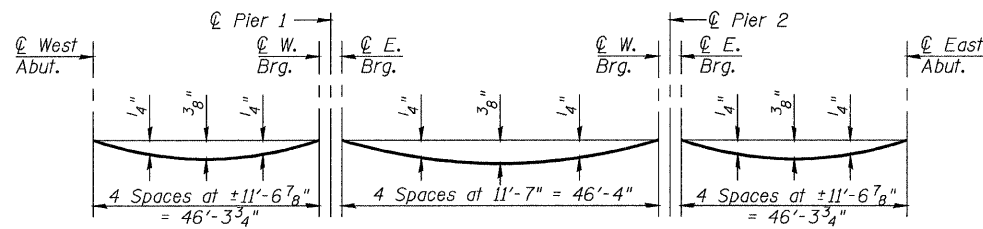
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	191
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		

Contract No. 64799

To determine "h": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 3 of 24. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on sheets 3 and 4 of 24, minus slab thickness, equals the fillet heights "h" above top flanges of beams.



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete, excluding beams).

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 Sheets 3 and 4 of 24.

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+16.80	-2.88	791.88	791.88
W. Brg. Abut.	569+18.06	-2.88	791.90	791.90
A	569+28.06	-2.88	792.07	792.09
B	569+38.06	-2.88	792.24	792.26
C	569+48.06	-2.88	792.40	792.43
D	569+58.06	-2.88	792.57	792.58
W. Brg. Pier 1	569+64.38	-2.88	792.67	792.67
Pier 1	569+65.13	-2.88	792.68	792.68
E. Brg. Pier 1	569+65.88	-2.88	792.70	792.70
E	569+75.88	-2.88	792.86	792.87
F	569+85.88	-2.88	793.01	793.04
G	569+95.88	-2.88	793.17	793.20
H	570+05.88	-2.88	793.32	793.34
W. Brg. Pier 2	570+12.21	-2.88	793.42	793.42
Pier 2	570+12.96	-2.88	793.43	793.43
E. Brg. Pier 2	570+13.71	-2.88	793.44	793.44
I	570+23.71	-2.88	793.59	793.61
J	570+33.71	-2.88	793.73	793.76
K	570+43.71	-2.88	793.88	793.90
L	570+53.71	-2.88	794.02	794.03
Brg. E. Abut.	570+60.03	-2.88	794.11	794.11
Bk. E. Abut.	570+61.30	-2.88	794.12	794.12

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+15.58	-10.29	791.97	791.97
W. Brg. Abut.	569+16.85	-10.29	791.99	791.99
A	569+26.85	-10.29	792.16	792.18
B	569+36.85	-10.29	792.33	792.36
C	569+46.85	-10.29	792.50	792.53
D	569+56.85	-10.29	792.66	792.68
W. Brg. Pier 1	569+63.16	-10.29	792.77	792.77
Pier 1	569+63.91	-10.29	792.78	792.78
E. Brg. Pier 1	569+64.66	-10.29	792.79	792.79
E	569+74.66	-10.29	792.95	792.97
F	569+84.66	-10.29	793.11	793.14
G	569+94.66	-10.29	793.27	793.29
H	570+04.66	-10.29	793.42	793.43
W. Brg. Pier 2	570+11.00	-10.29	793.51	793.51
Pier 2	570+11.75	-10.29	793.53	793.53
E. Brg. Pier 2	570+12.50	-10.29	793.54	793.54
I	570+22.50	-10.29	793.69	793.70
J	570+32.50	-10.29	793.83	793.86
K	570+42.50	-10.29	793.98	794.00
L	570+52.50	-10.29	794.12	794.13
Brg. E. Abut.	570+58.81	-10.29	794.20	794.20
Bk. E. Abut.	570+60.08	-10.29	794.22	794.22

FILLET HEIGHTS

W. ROADWAY (WB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+15.30	-12.00	791.99	791.99
W. Brg. Abut.	569+16.57	-12.00	792.02	792.02
A	569+26.57	-12.00	792.18	792.20
B	569+36.57	-12.00	792.35	792.38
C	569+46.57	-12.00	792.52	792.55
D	569+56.57	-12.00	792.69	792.70
W. Brg. Pier 1	569+62.88	-12.00	792.79	792.79
Pier 1	569+63.63	-12.00	792.80	792.80
E. Brg. Pier 1	569+64.38	-12.00	792.81	792.81
E	569+74.38	-12.00	792.97	792.99
F	569+84.38	-12.00	793.13	793.16
G	569+94.38	-12.00	793.29	793.32
H	570+04.38	-12.00	793.44	793.46
W. Brg. Pier 2	570+10.72	-12.00	793.54	793.54
Pier 2	570+11.47	-12.00	793.55	793.55
E. Brg. Pier 2	570+12.22	-12.00	793.56	793.56
I	570+22.22	-12.00	793.71	793.73
J	570+32.22	-12.00	793.85	793.88
K	570+42.22	-12.00	794.00	794.02
L	570+52.22	-12.00	794.14	794.15
Brg. E. Abut.	570+58.53	-12.00	794.23	794.23
Bk. E. Abut.	570+59.80	-12.00	794.24	794.24

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+14.36	-17.71	791.89	791.89
W. Brg. Abut.	569+15.63	-17.71	791.91	791.91
A	569+25.63	-17.71	792.08	792.10
B	569+35.63	-17.71	792.25	792.28
C	569+45.63	-17.71	792.42	792.44
D	569+55.63	-17.71	792.58	792.60
W. Brg. Pier 1	569+61.95	-17.71	792.68	792.68
Pier 1	569+62.70	-17.71	792.70	792.70
E. Brg. Pier 1	569+63.45	-17.71	792.71	792.71
E	569+73.45	-17.71	792.87	792.89
F	569+83.45	-17.71	793.03	793.06
G	569+93.45	-17.71	793.18	793.21
H	570+03.45	-17.71	793.34	793.35
W. Brg. Pier 2	570+09.78	-17.71	793.43	793.43
Pier 2	570+10.53	-17.71	793.44	793.44
E. Brg. Pier 2	570+11.28	-17.71	793.46	793.46
I	570+21.28	-17.71	793.60	793.62
J	570+31.28	-17.71	793.75	793.78
K	570+41.28	-17.71	793.90	793.92
L	570+51.28	-17.71	794.04	794.05
Brg. E. Abut.	570+57.60	-17.71	794.13	794.13
Bk. E. Abut.	570+58.86	-17.71	794.14	794.14

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+13.15	-25.13	791.75	791.75
W. Brg. Abut.	569+14.41	-25.13	791.77	791.77
A	569+24.41	-25.13	791.94	791.96
B	569+34.41	-25.13	792.11	792.13
C	569+44.41	-25.13	792.27	792.30
D	569+54.41	-25.13	792.44	792.45
W. Brg. Pier 1	569+60.73	-25.13	792.54	792.54
Pier 1	569+61.48	-25.13	792.56	792.56
E. Brg. Pier 1	569+62.23	-25.13	792.57	792.57
E	569+72.23	-25.13	792.73	792.75
F	569+82.23	-25.13	792.89	792.92
G	569+92.23	-25.13	793.04	793.07
H	570+02.23	-25.13	793.20	793.21
W. Brg. Pier 2	570+08.56	-25.13	793.29	793.29
Pier 2	570+09.31	-25.13	793.30	793.30
E. Brg. Pier 2	570+10.06	-25.13	793.32	793.32
I	570+20.06	-25.13	793.47	793.48
J	570+30.06	-25.13	793.61	793.64
K	570+40.06	-25.13	793.76	793.78
L	570+50.06	-25.13	793.90	793.91
Brg. E. Abut.	570+56.38	-25.13	793.99	793.99
Bk. E. Abut.	570+57.65	-25.13	794.00	794.00

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	569+11.93	-32.54	791.57	791.57
W. Brg. Abut.	569+13.20	-32.54	791.59	791.59
A	569+23.20	-32.54	791.76	791.78
B	569+33.20	-32.54	791.93	791.96
C	569+43.20	-32.54	792.10	792.13
D	569+53.20	-32.54	792.27	792.28
W. Brg. Pier 1	569+59.51	-32.54	792.37	792.37
Pier 1	569+60.26	-32.54	792.38	792.38
E. Brg. Pier 1	569+61.01	-32.54	792.39	792.39
E	569+71.01	-32.54	792.55	792.57
F	569+81.01	-32.54	792.71	792.74
G	569+91.01	-32.54	792.87	792.90
H	570+01.01	-32.54	793.02	793.04
W. Brg. Pier 2	570+07.35	-32.54	793.12	793.12
Pier 2	570+08.10	-32.54	793.13	793.13
E. Brg. Pier 2	570+08.85	-32.54	793.14	793.14
I	570+18.85	-32.54	793.29	793.31
J	570+28.85	-32.54	793.44	793.47
K	570+38.85	-32.54	793.58	793.61
L	570+48.85	-32.54	793.73	793.74
Brg. E. Abut.	570+55.16	-32.54	793.82	793.81
Bk. E. Abut.	570+56.43	-32.54	793.83	793.83

DESIGNED	M.SHAIKH
CHECKED	Z. MORILLO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
FAP 301	177-2	STEPHENSON	386	192	24 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract No. 64799

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	568+81.62	-34.42	791.02
A	568+91.62	-34.42	791.19
B	569+01.62	-34.42	791.36
E. End of West Appr. Slab	569+11.62	-34.42	791.53

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	568+83.33	-24.00	791.27
A	568+93.33	-24.00	791.44
B	569+03.33	-24.00	791.60
E. End of West Appr. Slab	569+13.33	-24.00	791.77

☉ ROADWAY (WB)

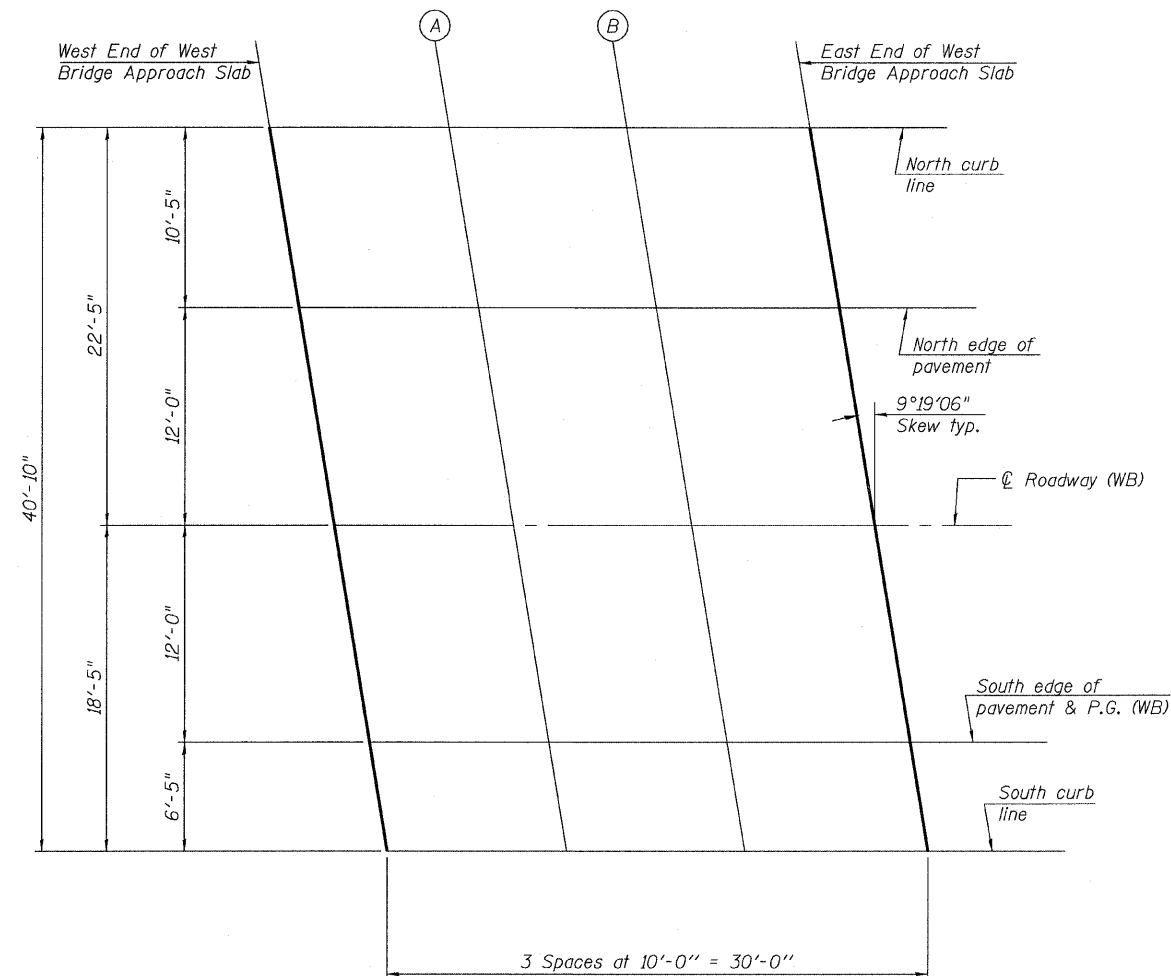
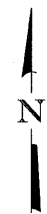
Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	568+85.30	-12.00	791.49
A	568+95.30	-12.00	791.66
B	569+05.30	-12.00	791.82
E. End of West Appr. Slab	569+15.30	-12.00	791.99

SOUTH EDGE OF PAVEMENT & P.G. (WB)

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	568+87.27	0.00	791.33
A	568+97.27	0.00	791.50
B	569+07.27	0.00	791.67
E. End of West Appr. Slab	569+17.27	0.00	791.84

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of West Appr. Slab	568+88.32	6.42	791.22
A	568+98.32	6.42	791.39
B	569+08.32	6.42	791.55
E. End of West Appr. Slab	569+18.32	6.42	791.72



PLAN

(West Bridge Approach Slab)

DESIGNED	H.ALKhatib
CHECKED	S.CHELBIAN
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

TOP OF WEST APPROACH
SLAB ELEVATIONS
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083



FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	193
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Contract No. 64799

SHEET NO. 6
24 SHEETS

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	570+56.12	-34.42	793.79
A	570+66.12	-34.42	793.93
B	570+76.12	-34.42	794.06
E. End of East Appr. Slab	570+86.12	-34.42	794.20

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	570+57.83	-24.00	794.03
A	570+67.83	-24.00	794.17
B	570+77.83	-24.00	794.30
E. End of East Appr. Slab	570+87.83	-24.00	794.44

☉ ROADWAY (WB)

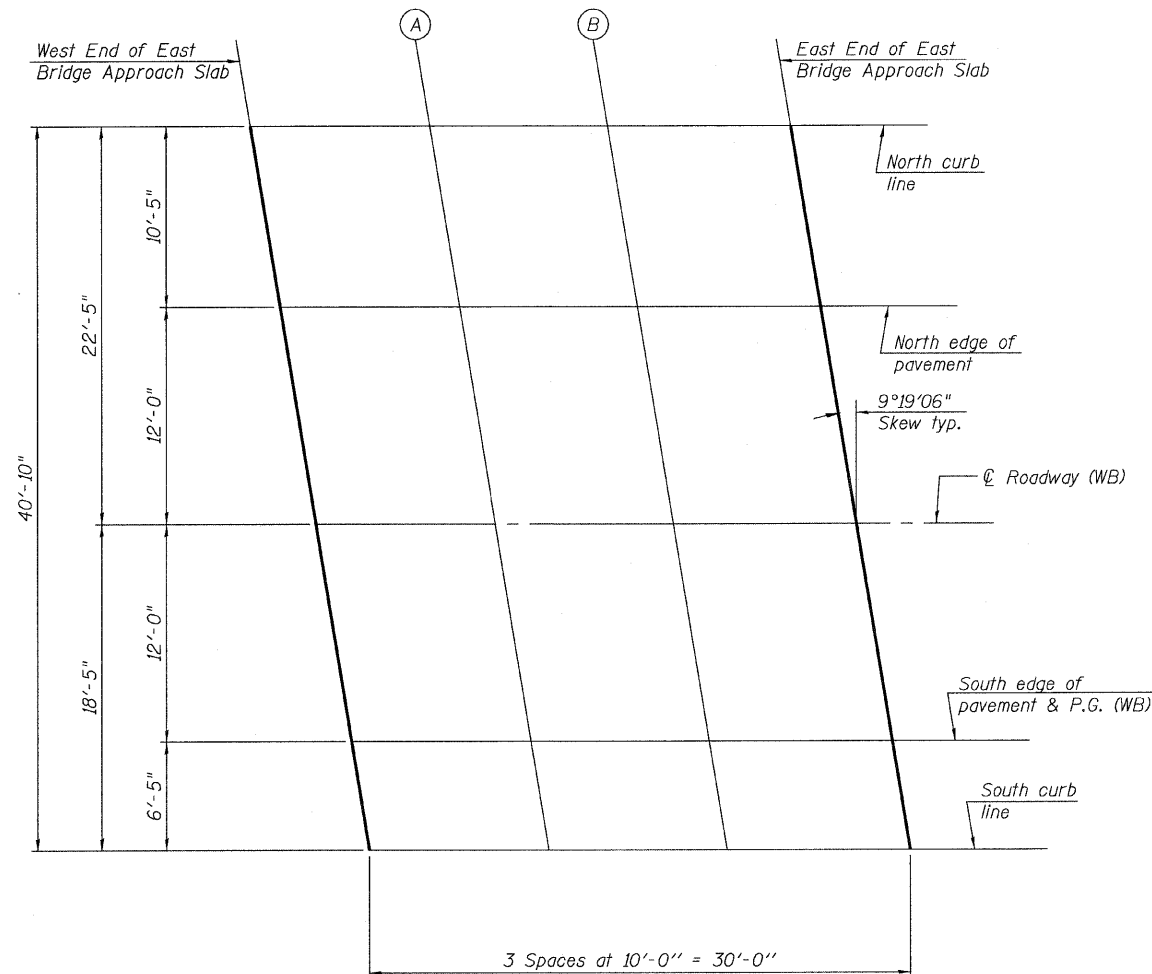
Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	570+59.80	-12.00	794.24
A	570+69.80	-12.00	794.38
B	570+79.80	-12.00	794.52
E. End of East Appr. Slab	570+89.80	-12.00	794.65

SOUTH EDGE OF PAVEMENT & P.G. (WB)

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	570+61.77	0.00	794.08
A	570+71.77	0.00	794.22
B	570+81.77	0.00	794.36
E. End of East Appr. Slab	570+91.77	0.00	794.49

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End of East Appr. Slab	570+62.82	6.42	793.97
A	570+72.82	6.42	794.10
B	570+82.82	6.42	794.24
E. End of East Appr. Slab	570+92.82	6.42	794.37



PLAN

(East Bridge Approach Slab)

DESIGNED	H. ALKHATIB
CHECKED	S. CHELBIAN
DRAWN	D. C. PATEL
CHECKED	J. GRAINAWI

TOP OF EAST APPROACH
SLAB ELEVATIONS
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083



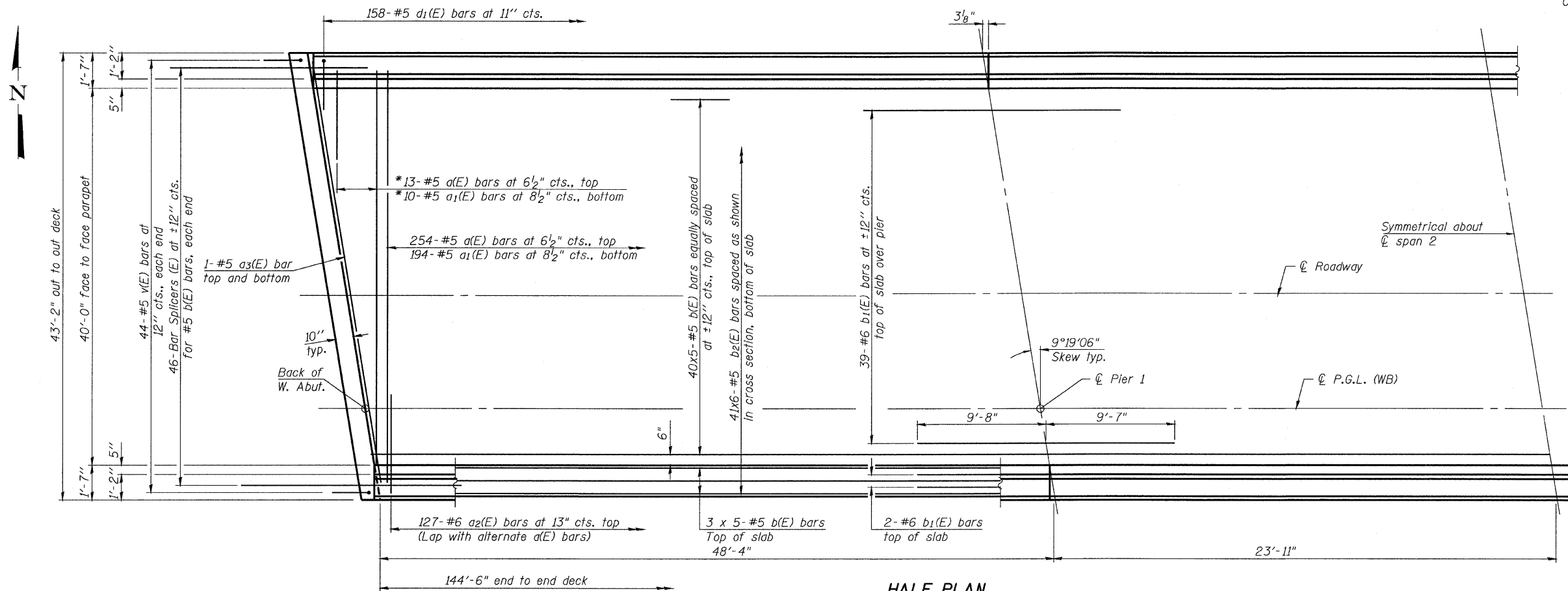
FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 7
FAP 301	177-2	STEPHENSON	386	194	24 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799

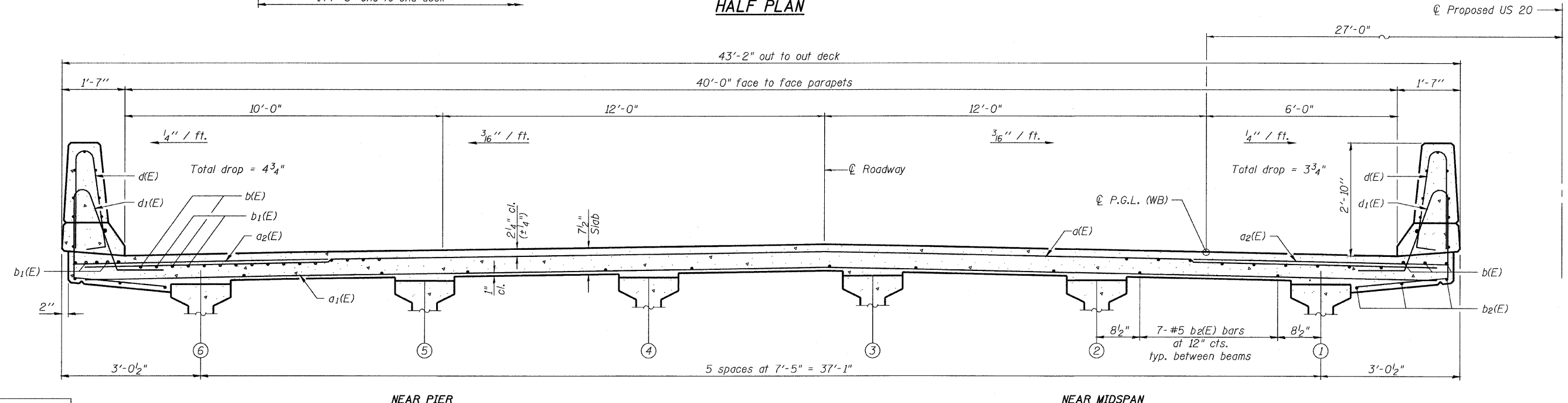
* Order d(E) and a₁(E) bars full length.
Cut to fit skew and use remainder of bars in opposite end.



HALF PLAN

Notes:
See Sheet 8 of 24 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 8 of 24 for parapet reinforcement.

MINIMUM BAR LAP
(Slab)
#5 bar = 1'-8"



CROSS SECTION
(Looking East)

DESIGNED	J.C. MUHAMMAD
CHECKED	Z. MORILLO
DRAWN	D.C. PATEL
CHECKED	J. GRAINAWI

SUPERSTRUCTURE
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083

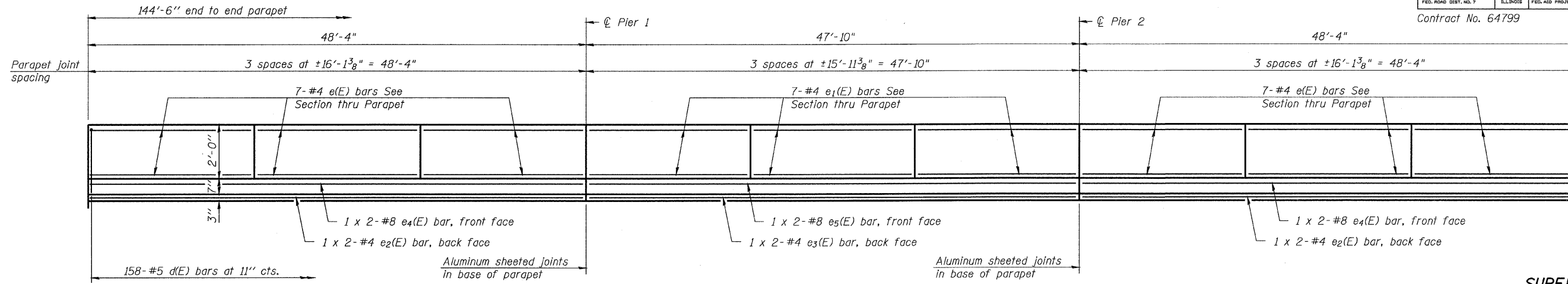


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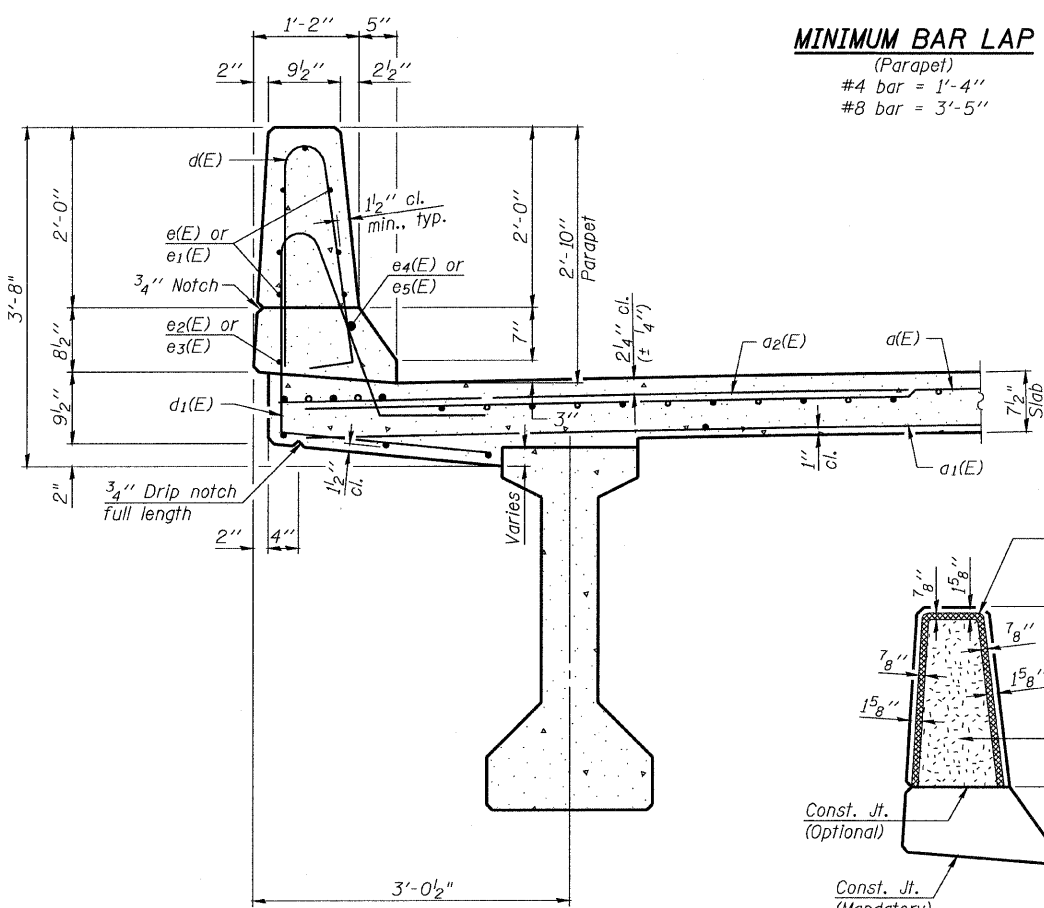
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	195
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

Contract No. 64799

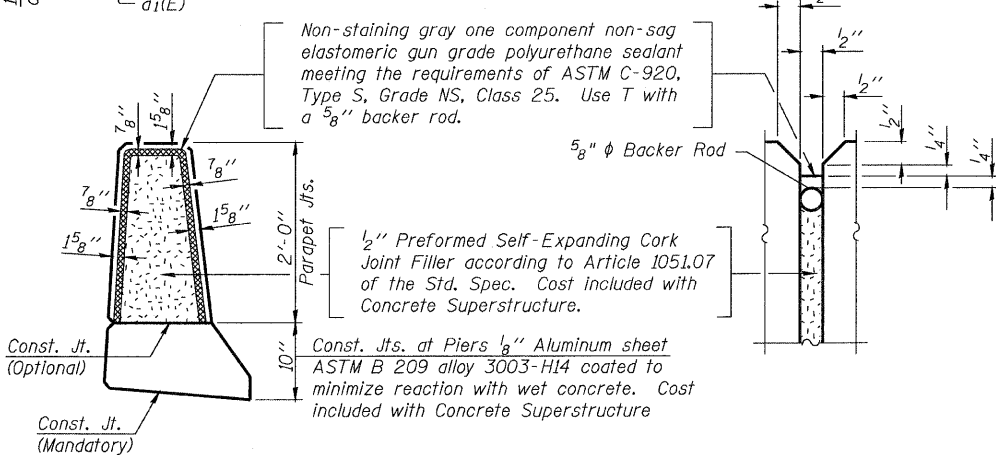


INSIDE ELEVATION OF PARAPET
(Looking North at North parapet)

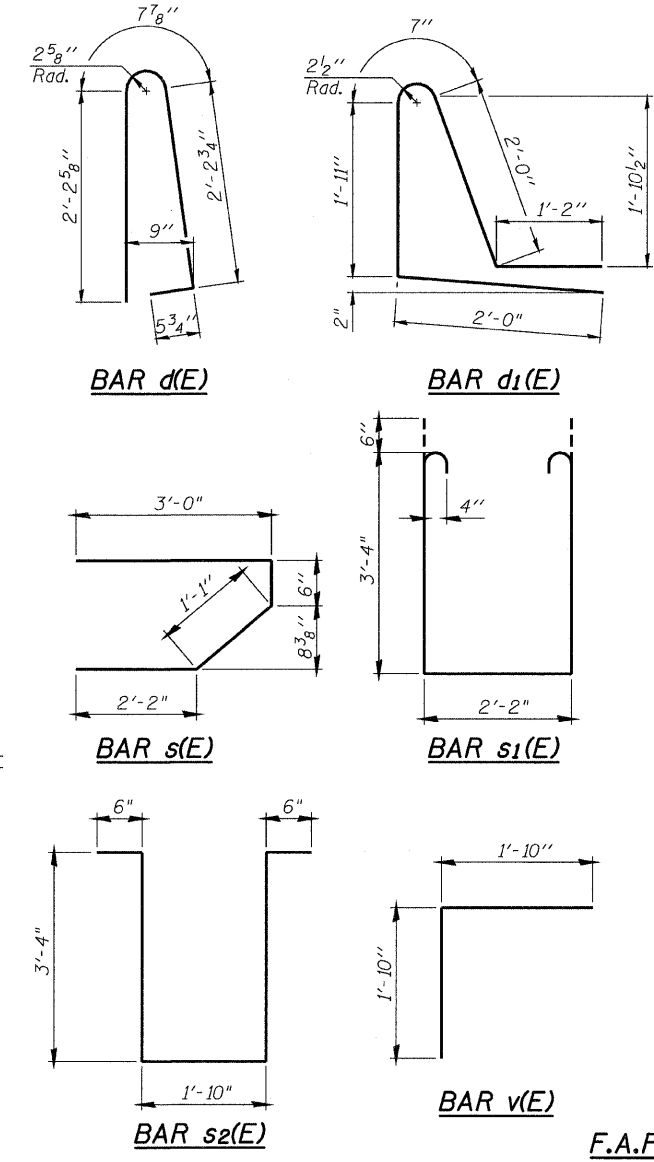


SECTION THRU PARAPET

MINIMUM BAR LAP
(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"



PARAPET JOINT DETAILS



**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	267	#5	42'-6"	—
a1(E)	204	#5	42'-6"	—
a2(E)	127	#6	4'-6"	—
a3(E)	4	#5	43'-0"	—
b(E)	230	#5	30'-2"	—
b1(E)	86	#6	19'-3"	—
b2(E)	246	#5	25'-5"	—
d(E)	316	#5	5'-7"	⌋
d1(E)	316	#5	7'-8"	⌋
e(E)	84	#4	15'-9"	—
e1(E)	42	#4	15'-7"	—
e2(E)	8	#4	24'-8"	—
e3(E)	4	#4	24'-5"	—
e4(E)	8	#8	25'-9"	—
e5(E)	4	#8	25'-6"	—
m(E)	10	#6	43'-5"	—
m1(E)	24	#6	9'-7"	—
m2(E)	30	#6	5'-9"	—
m3(E)	4	#6	2'-0"	—
m4(E)	40	#4	6'-9"	—
m5(E)	12	#8	5'-6"	—
s(E)	82	#5	6'-9"	⌋
s1(E)	72	#4	9'-10"	⌋
s2(E)	60	#4	9'-6"	⌋
v(E)	88	#5	3'-10"	⌋
Reinforcement Bars, Epoxy Coated			Lbs.	48290
Concrete Superstructure			Cu. Yds.	226.5

Bars indicated thus 1 x 2- #5 etc. indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE DETAILS
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083



DESIGNED	J.C.MUHAMMAD
CHECKED	Z. MORILLO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

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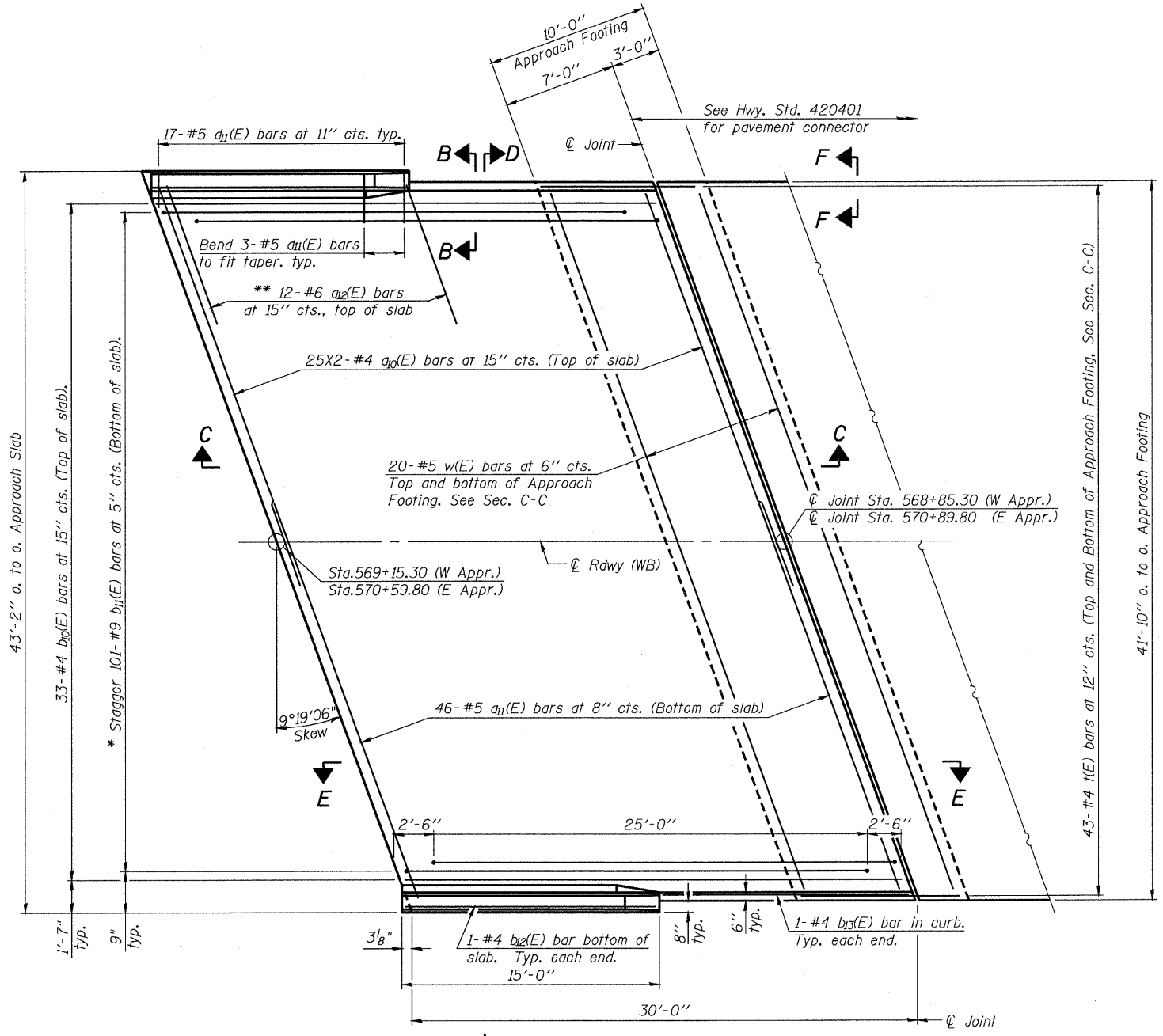
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATE SHEETS	SHEET NO.	SHEET NO. 9
FAP 301	177-2	STEPHENSON	386	196	24 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799



Notes:
See sheet 10 of 24 for Sections C-C & D-D and View E-E.
 $a_{10}(E)$ and $a_{11}(E)$ bar spacings measured along C.Rdwy.
See sheet 1 of 24 for bridge approach pavement drain location and Standard 609006 for drain details. See roadway plans for quantities.
Bars thus indicate 25X2-#4 bars etc. indicates 25 lines of bars with 2 lengths per line.
Field cut reinforcement to clear approach pavement drains.



PLAN

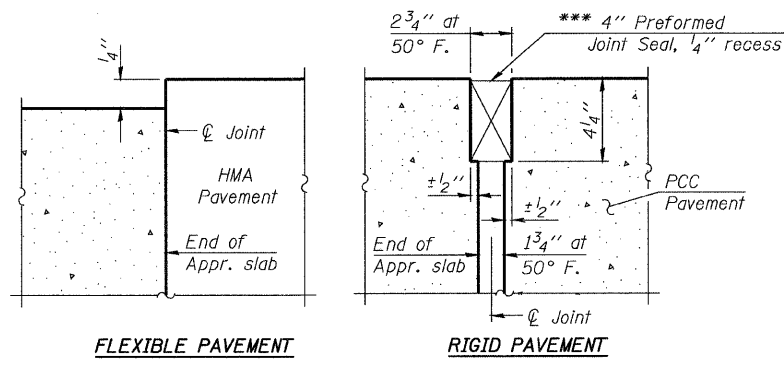
* Tilt #9 $b_{11}(E)$ bars as required to maintain clearance.
** Space between $a_{10}(E)$ bars, typ. each parapet.

MINIMUM BAR LAP
#4 Bars = 1'-8"

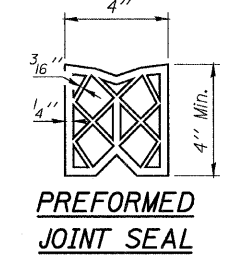
DESIGNED	H.ALKHAJIB
CHECKED	S.CHELBIAN
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

BA-R 11-1-09

*** Cost included with Concrete Superstructure.

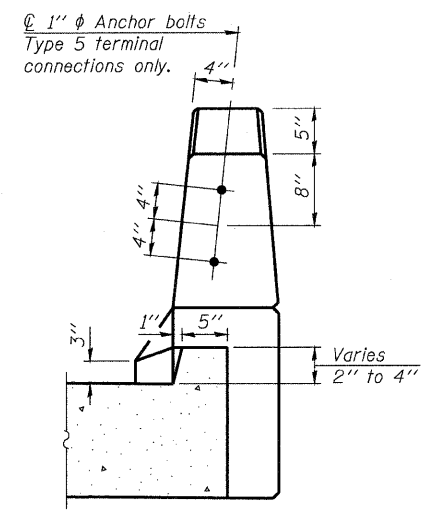


FLEXIBLE PAVEMENT RIGID PAVEMENT

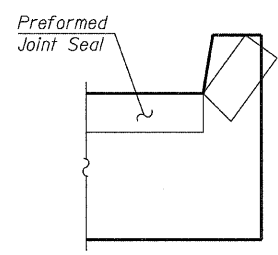


PREFORMED JOINT SEAL

DETAIL A



VIEW B-B



VIEW F-F

Angle Preformed Joint Seal at 45° to curbs when req'd for drainage.

**BRIDGE APPROACH SLAB
DETAILS I**
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083



FOR INFORMATION ONLY

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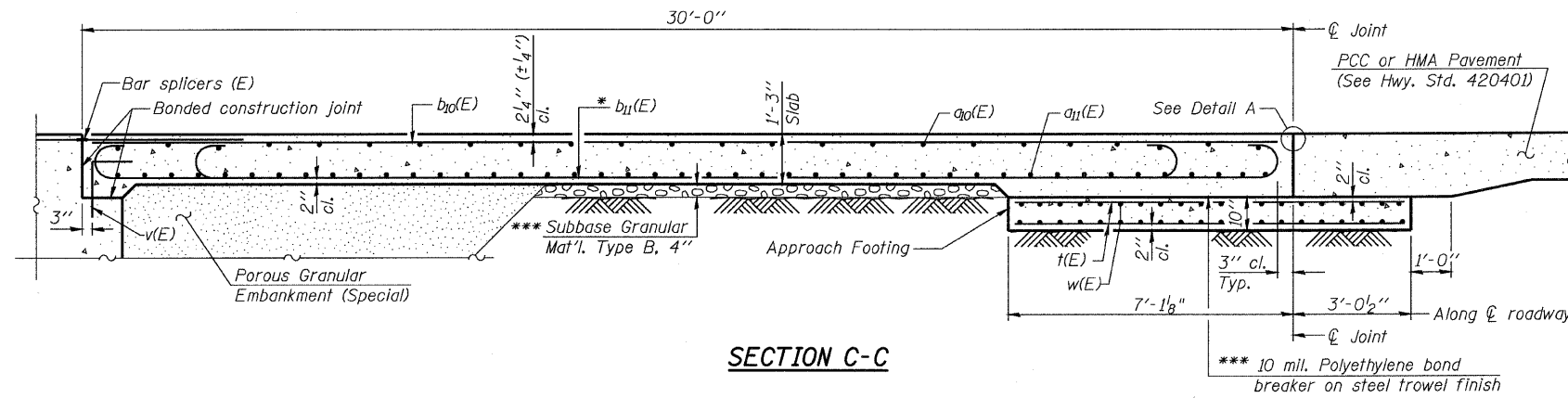
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	197
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

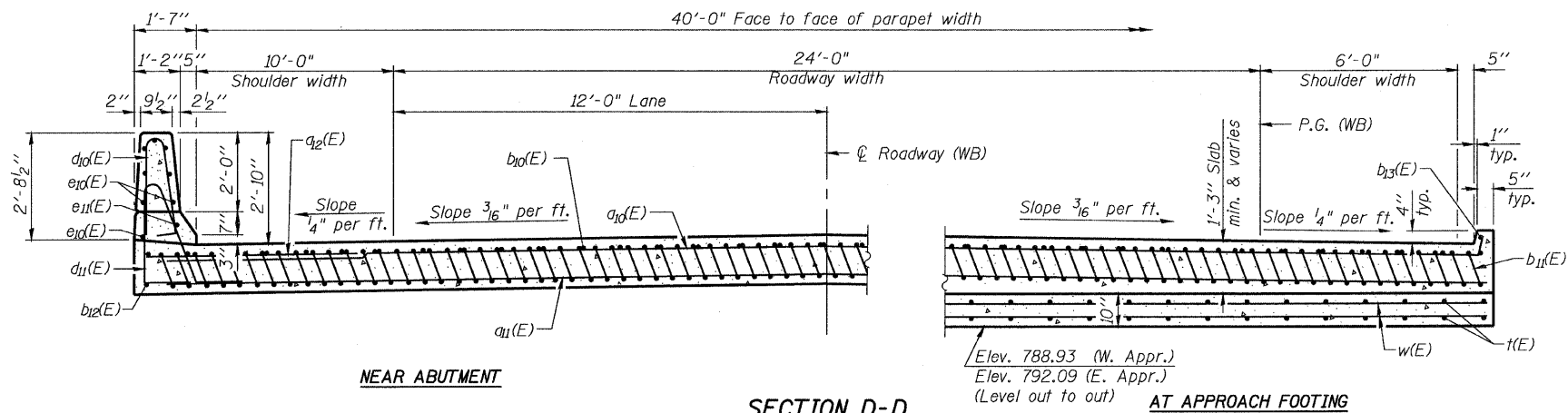
Contract No. 64799

Notes:

See sheet 9 of 24 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 11 of 24.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 20 of 24.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 24.



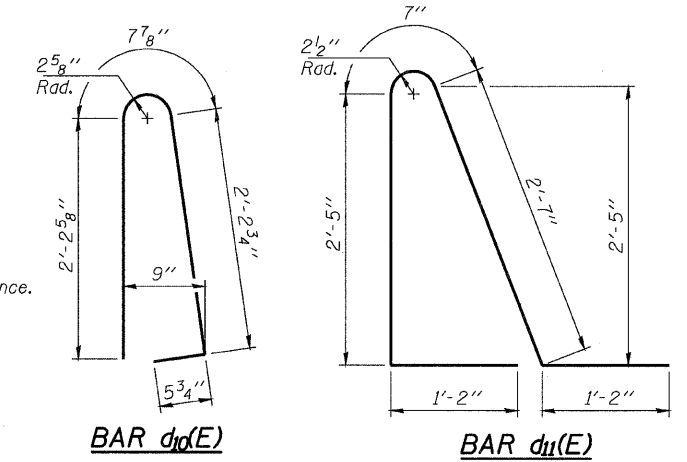
SECTION C-C



SECTION D-D

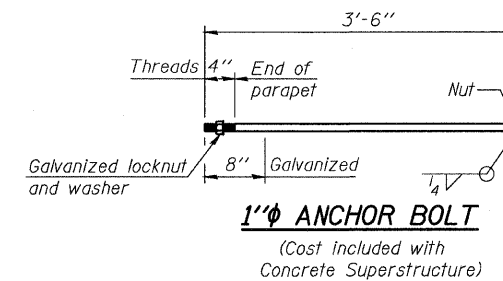
(See Plan for dimensions not shown)

* Tilt #9 b11(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.



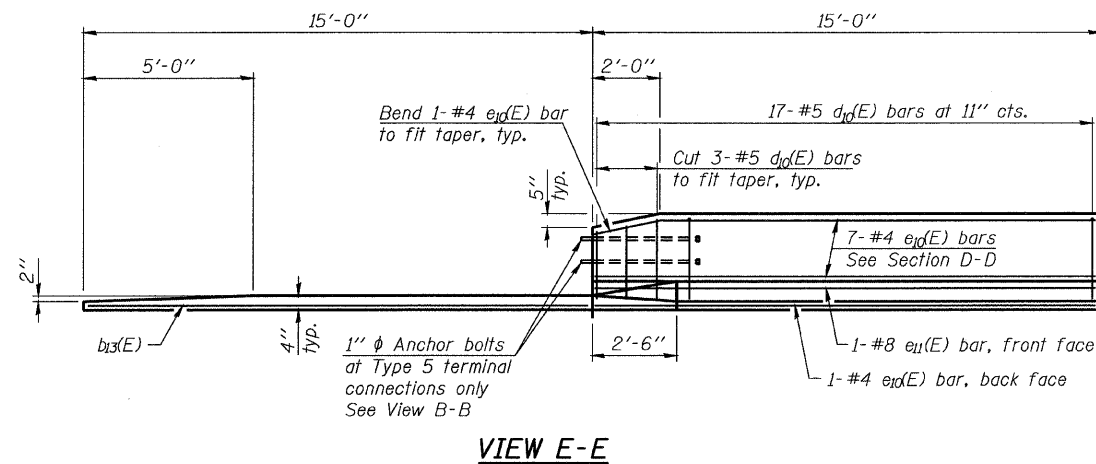
TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	100	#4	22'-2"	U
a11(E)	92	#5	42'-1"	T
a12(E)	48	#6	6'-6"	—
b10(E)	66	#4	29'-8"	—
b11(E)	202	#9	29'-9"	—
b12(E)	4	#4	14'-8"	—
b13(E)	4	#4	14'-10"	—
d10(E)	68	#5	5'-7"	—
d11(E)	68	#5	7'-11"	—
e10(E)	32	#4	14'-8"	—
e11(E)	4	#8	14'-8"	—
t(E)	172	#4	9'-10"	—
w(E)	80	#5	42'-1"	—
Bridge Deck Grooving		Sq. Yd.	257	
Protective Coat		Sq. Yd.	301	
Concrete Superstructure		Cu. Yd.	132.8	
Concrete Structures		Cu. Yd.	26.2	
Reinforcement Bars, Epoxy Coated		Pound	33880	

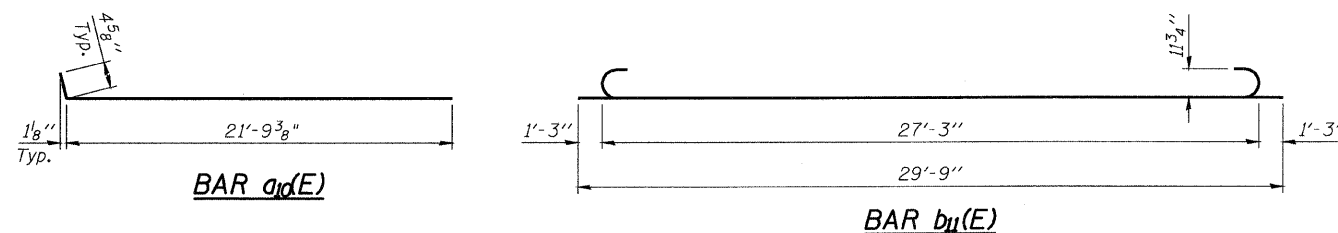


1" ANCHOR BOLT

(Cost included with Concrete Superstructure)



VIEW E-E



BAR a10(E)

BAR b11(E)

DESIGNED	H. ALKHATIB
CHECKED	S. CHELBIAN
DRAWN	D. C. PATEL
CHECKED	J. GRAINAWI

BA-R 11-1-09



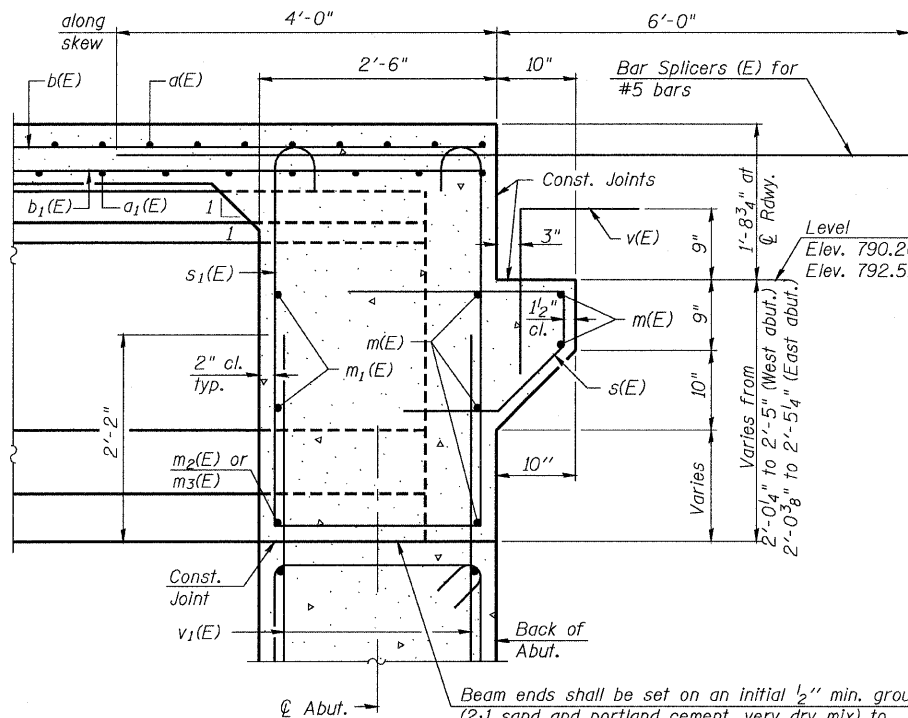
BRIDGE APPROACH SLAB
DETAILS II
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	198
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

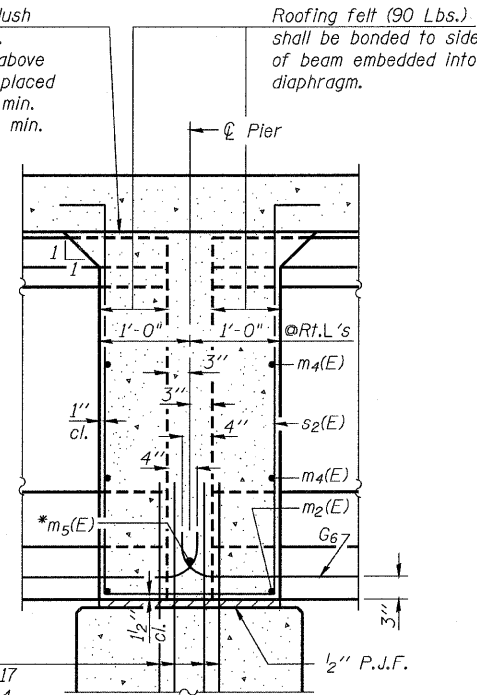
Contract No. 64799



SECTION A-A

Dimensions at right angles to abutment, except as shown.

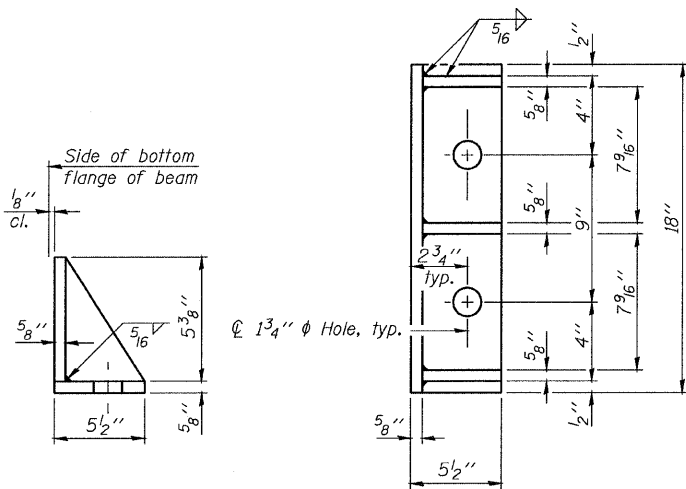
Pour diaphragm flush with bott. of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.



SECTION B-B

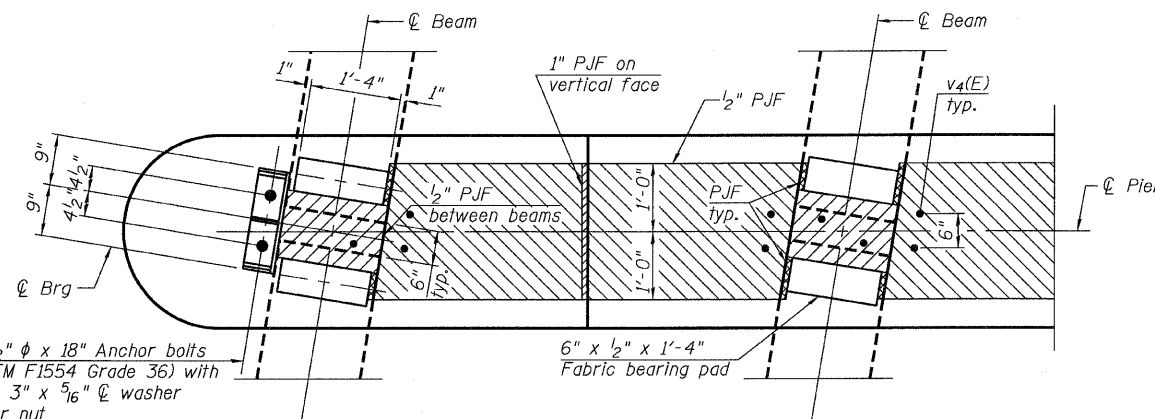
Dimensions along ϕ of beam, except as shown.

* Tightly fasten the #8 bars together with No. 9 wire ties.



SIDE RETAINER

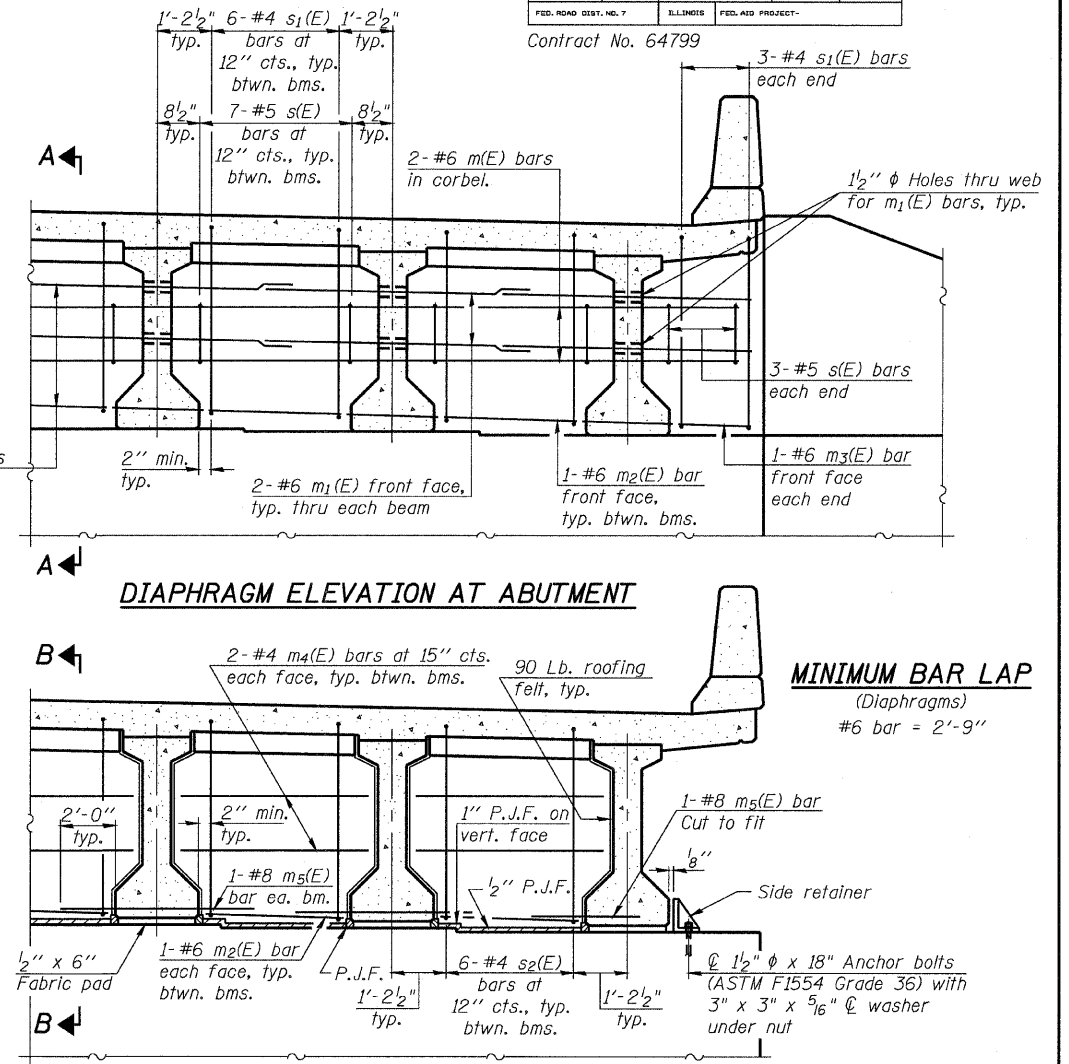
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



PLAN AT PIER

(Showing bearing pad and P.J.F. details)

DESIGNED	M. SHAIKH
CHECKED	J. ZUO
DRAWN	D.C. PATEL
CHECKED	J. GRAINAWI



DIAPHRAGM ELEVATION AT ABUTMENT

DIAPHRAGM AT PIER

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 24.
Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 24.
For details of bars s(E), s1(E) and s2(E) see sheet 8 of 24.
The s(E), s1(E) and s2(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
Cost of 90 lb. roofing felt is included with Concrete Superstructure.
The side retainer shall be galvanized after shop fabrication according to AASHTO M 111.
Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts for side retainers may be either cast in place or installed in holes drilled after the supporting member is in place and prior to pouring the deck.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Cost of side retainer shall be included with Concrete Structures.

MINIMUM BAR LAP
(Diaphragms)
#6 bar = 2'-9"

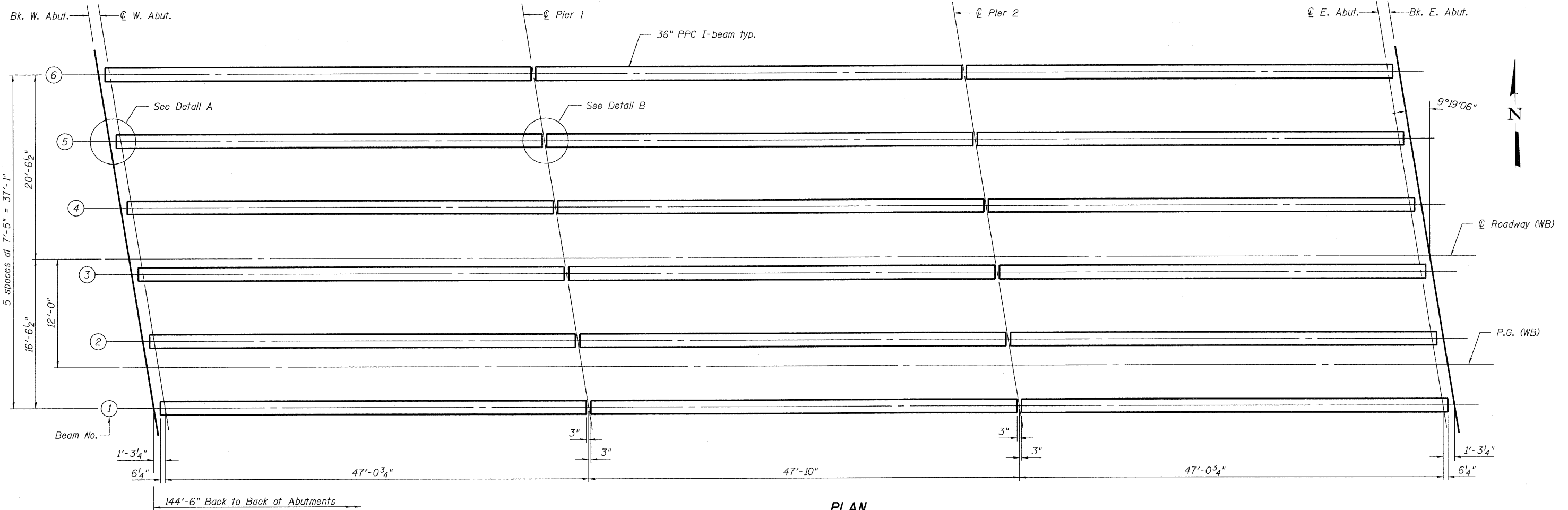
DIAPHRAGM DETAILS
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083



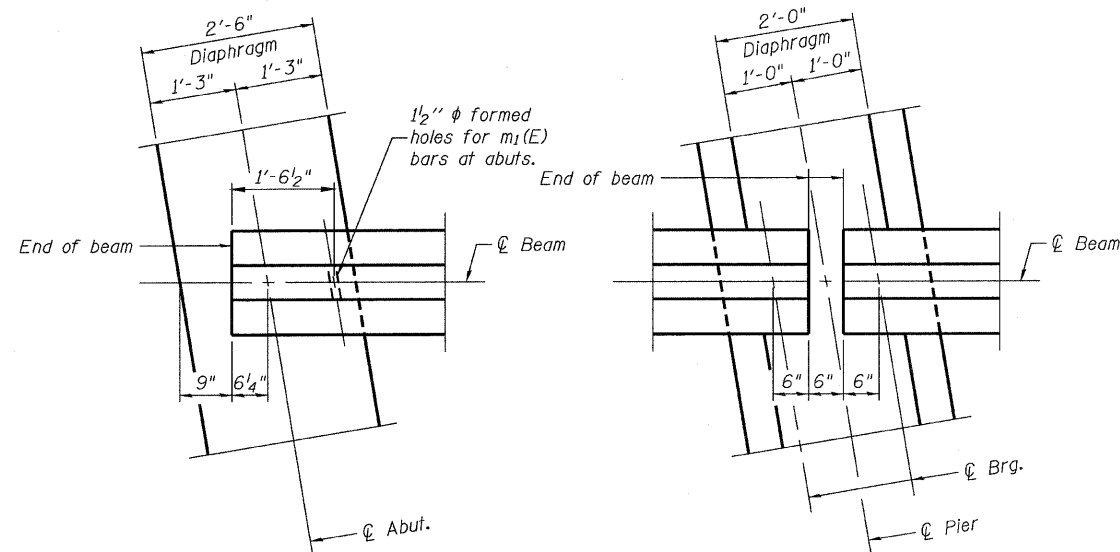
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
FAP 301	177-2	STEPHENSON	386	199	24 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract No. 64799



PLAN



DETAIL A

DETAIL B

DESIGNED	M.SHAIKH
CHECKED	J. ZUO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

	0.4 Sp. 1 0.6 Sp. 3	Pier 1 or 2	0.5 Sp. 2
I	48647.6	-	48647.6
I'	175858	-	175858
S_b	3165.1	-	3165.1
S_b'	5919	-	5919
S_t	2358.1	-	2358.1
S_t'	27958	-	27958
Q	1.088	-	1.088
M_Q	292	-	292
s_Q	0.521	0.521	0.521
$M_s Q$	92	117	32
M_t	304	218	250
M_{Imp}	88	63	73

	Abut.	Pier 1 Span 1 Pier 2 Span 3	Pier 1 Span 2 Pier 2 Span 2
R_Q	25.9	25.9	26.0
$R_s Q$	9.8	13.6	13.6
R_t	44.8	28.1	28.1
$Imp.$	13.0	8.1	8.1
R_{Total}	93.5	75.7	75.8

* The total $R_s Q$, R_t , and impact reactions are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios.

- I : Non-composite moment of inertia of beam section (in^4).
- I' : Composite moment of inertia of beam section (in^4).
- S_b : Non-composite section modulus for the bottom fiber of the prestressed beam (in^3).
- S_b' : Composite section modulus for the bottom fiber of the prestressed beam (in^3).
- S_t : Non-composite section modulus for the top fiber of the prestressed beam (in^3).
- S_t' : Composite section modulus for the top fiber of the prestressed beam (in^3).
- Q : Un-factored non-composite dead load (kips/ft.).
- M_Q : Un-factored moment due to non-composite dead load conservatively taken at 0.5 of the span (kip-ft.).
- s_Q : Un-factored long-term composite (superimposed) dead load (kips/ft.).
- $M_s Q$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- M_t : Un-factored live load moment on the composite section (kip-ft.).
- M_{Imp} : Un-factored moment due to impact on the composite section (kip-ft.).

FRAMING PLAN

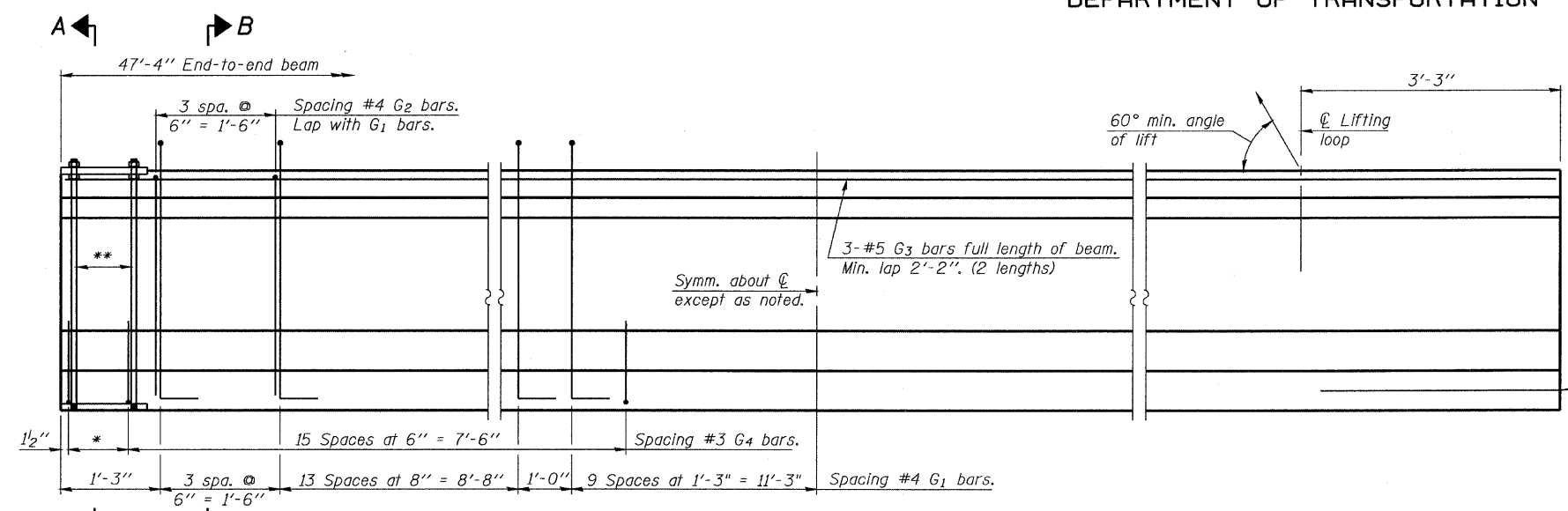
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 301	177-2	STEPHENSON	386	200
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

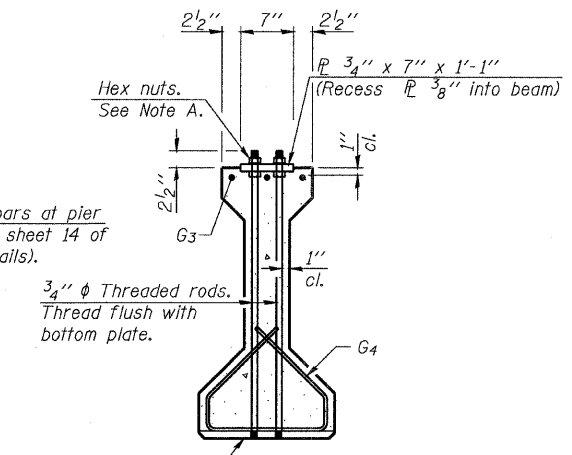
Contract No. 64799



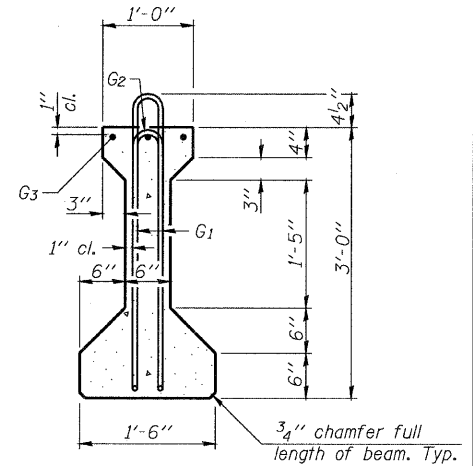
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

* 3 spaces at 3" = 9".
** 4-3/4" φ threaded dowel rods at 3" cts., each face.

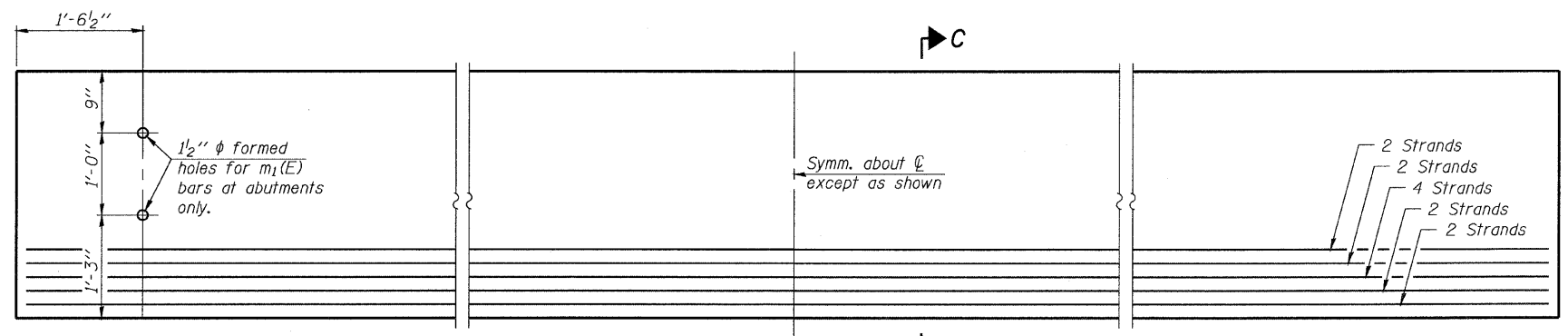
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



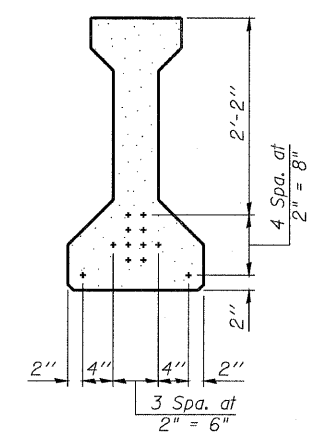
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

***** BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G ₁	53	#4	7'-5"	∩
G ₂	8	#4	5'-8"	∩
G ₃	6	#5	24'-8"	—
G ₄	38	#3	4'-1"	∩
G ₆	**** 2	#8	3'-9"	∩

*** For information only.
**** 4 for middle span beam.

Notes:
See sheet 14 of 24 for additional details and Bill of Material.
Required release strength, f'ci, shall be 5,000 psi.

DESIGNED	M.SHAIKH
CHECKED	J. ZUO
DRAWN	D.C.PATEL
CHECKED	J.GRAINAWI

36" PPC I-BEAM
F.A.P. ROUTE 301 SECTION 177-2VB-1
STEPHENSON COUNTY
STATION 569+87.29
STRUCTURE NO. 089-0083



T:\16814A\Struct\Cadd\Pre\final\US20 Bridge 089-0083 (Jane Addams Trail Bridge)\000000-64799-000-000-013.dgn
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