04-25-14 LETTING ITEM 028

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	1
	ILLINOIS	CONTRACT NO. 64J52		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP 742 ROUTE IL 2
SECTION D2 BRIDGE PAINTING 2014–1

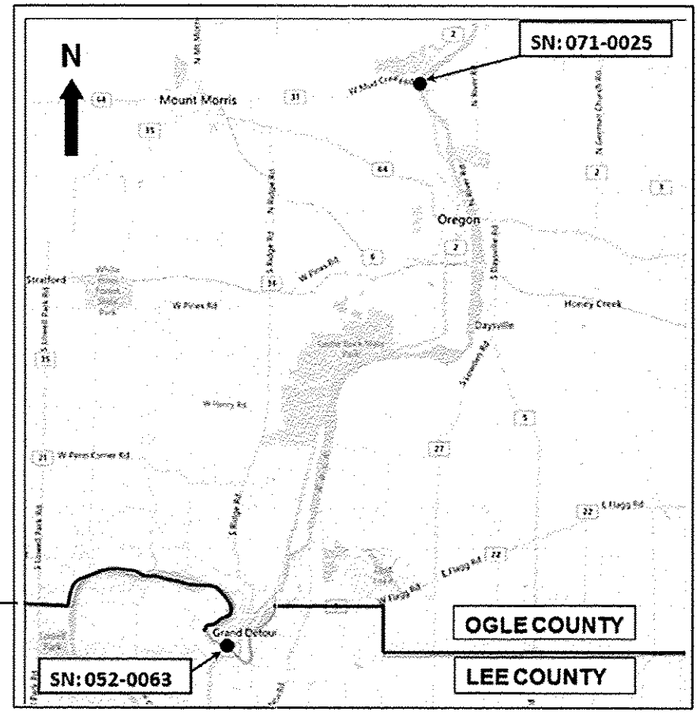
TYPE of IMPROVEMENT
PARTIAL CLEANING AND PAINTING
ON SN: 052–0063 AND SN: 071–0025
LEE /OGLE

C–92–074–13

R–10–E

T–24–N

T–22–N



R–9–E

D–92–032–13

LOCATION OF SECTION INDICATED THUS:– ■

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

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

PROJECT ENGINEER:
MAHMOUD ETEMADI (815)–284–5393

DIXON TOWNSHIP, SECTION 13, 14
ROCKVALE TOWNSHIP, SECTION 28

CONTRACT NO. 64J52

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED ~~Jan.~~ March 22nd 20 14
Paul E. Wagner
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 21 20 14
John D. Baranzelli, P.E. for
~~actng~~ ENGINEER OF DESIGN AND ENVIRONMENT
March 21 20 14
Omer Osman, P.E. for
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL NOTES

INDEX OF SHEETS

STATE STANDARDS

701001–02 Off–Road Operations, 2L, 2W, More than 4.5 m (15') Away
701006-05 OFF–Road Operations, 2L,2W,15' (5.5 m)TO 24" (600 mm) from pavement edge
701201–04 Lane Closure, 2L, 2W, Day Only, for speeds > 45 mph
701301–04 Lane Closure, 2L,2W, Short Time Operations
701311–03 Lane Closure, 2L,2W, Moving Operation–Day Only
701331–04 Lane Closure,2L,2W, with Run–Around, For Speeds > 45 mph
701701-09 Urban Lane Closure, Multilane Intersection
701901-03 Traffic Control Devices
704001–07 Temporary Concrete Barrier
720011–01 Metal Posts for Signs, Markers & Delineators
728001–01 Telescoping Steel Sign Support
729001–01 Applications for Types A & B Metal Posts (For Signs and Markers)

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 2A shall be used. This work will be included in the contract unit price per LUMP SUM for CLEANING AND PAINTING STEEL BRIDGE NO. 1 and CLEANING AND PAINTING STEEL BRIDGE NO. 2

Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. This work shall be included in the cost of CLEANING AND PAINTING STEEL BRIDGE NO. 1 and in the cost of CLEANING AND PAINTING STEEL BRIDGE NO. 2.

Mulch Method II shall be applied over all seeded areas. This shall be included in the cost of the CLEANING AND PAINTING STEEL BRIDGE No.1 AND CLEANING AND PAINTING STEEL BRIDGE No. 2

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

Temporary Impact Attenuators will be measured as each for each attenuator supplied on the job as specified in the plans,and shall include the cost of renting/owning the attenuator for the time required on the job plus hauling to and from the project site,as well as one placement and removal from the roadway. This shall be paid for at the contract unit price per Each for IMPACT ATTENUATORS, TEMPORARY of the type specified.

Relocate Temporary Impact Attenuators will be paid for as Each and will be paid for each time the attenuator is required by staging to be picked up and moved to a different location on the project, whether it is to another location on the roadway or to a storage/staging location for the project. This shall be paid for at the contract unit price per Each for IMPACT ATTENUATORS, RELOCATE of the type specified.

This work shall be done in accordance with Section 704 of the Standard Specifications. Temporary Concrete Barrier will be measured in feet along the centerline of the barrier and shall include the cost of renting/owning the barrier for the time required on the job plus hauling to and fromthe project site, as well as one placement and removal from the roadway in accordance with Section 704 of the Standard Specification. This shall be paid for at the contract unit price per Foot for TEMPORARY CONCRETE BARRIER.

Relocate Temporary Concrete Barrier will be paid for in Feet along the centerline of the barrier, and will be paid for each time the barrier is required by staging to be picked up and moved to a different location on the project, whether it is to another location on the roadway or to a storage/staging location for the project. This shall be paid for at the contract unit price per Foot for RELOCATE TEMPORARY CONCRETE BARRIER.

The SSPC QP1 Contract certifications will be Requires for this Contract.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non–emergency work. The JULIE number is 800–892–0123.

IDOT is not a member of JULIE. If you are near any overhead lighting, intersection lighting or traffic signals, contact the IDOT Traffic Office at 815/284–5469 at least 48 hours prior to work.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non–emergency work. The JULIE number is 800–892–0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

COMPANY/TYPE	TELEPHONE/CENTURYLINK
CONTACT INFO.	Mr. BRAD STOCKHAM (309)–477–0363 OR (800)892–0123
ADDRESS	RIVERWAY BUSINESS PARK/200 ENTERPRISE DRIVE, PEKIN, IL 61554
COMPANY/TYPE	ELECTRIC/COMMONWEALTH EDISON COMPANY
CONTACT INFO.	MS. NORA FERNANDEZ (815)490–2869 OR (800)892–0123
ADDRESS	123 ENERGY AVENUE, ROCKFORD IL, 61109
COMPANY/TYPE	TELEPHONE/FRONTIER
CONTACT INFO.	Mr. KALIN HINSHAW (815)895–1515 OR (800)892–0123
ADDRESS	112 W. ELM STREET, SYCAMORE, IL. 60178
COMPANY/TYPE	GAS/NICOR GAS CO.
CONTACT INFO.	Ms. CONSTANCE LANE (630)983–8676 OR (800)892–0123
ADDRESS	1844 FERRY ROAD, NAPERVILLE, IL. 60563–9600
COMPANY/TYPE	TELEPHONE/WINDSTREAM
CONTACT INFO.	Mr. PAUL BAUMANN (630)925–4751 OR (800)892–0123
ADDRESS	1815 S. MEYERS ROAD, SUITE 900, OAK BROOK TERRACE, IL. 60181

	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	INDEX OF SHEETS, STATE STANDARDS, GENERAL NOTES
	CHECKED -	REVISED -	
	DATE -	REVISED -	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	2
		CONTRACT NO. 64J52		
	ILLINOIS			

SUMMARY OF QUANTITIES

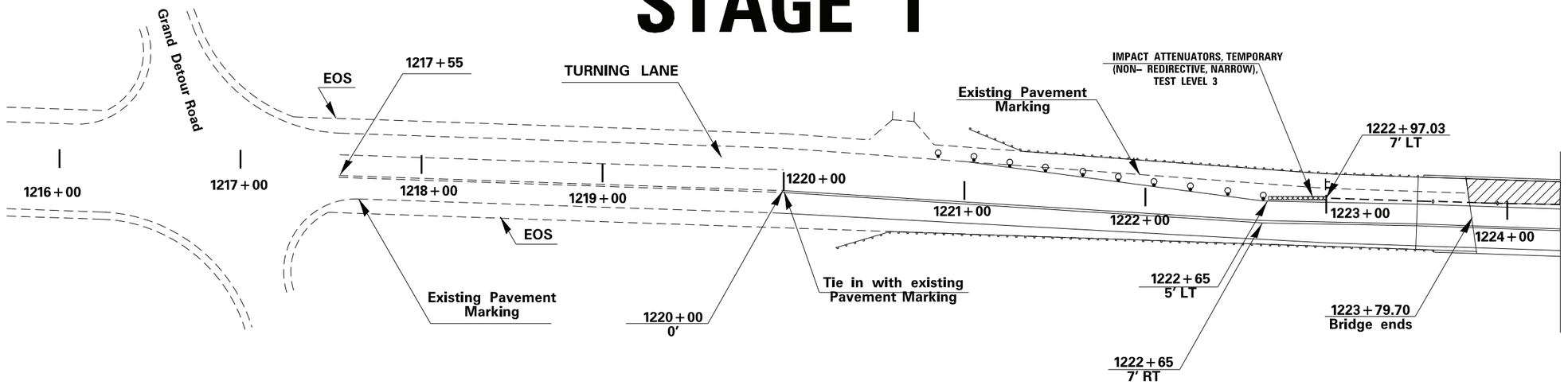
	Pay Item No.	Description	Units	Lee	Ogle	100% State Funds 0014 Total Quantity
	67100100	MOBILIZATION	L SUM	0.5	0.5	1
	70100200	TRAFFIC CONTROL AND PROTECTION, STANDARD 701331	EACH	1	1	2
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	0.5	0.5	1
	70300220	TEMPORARY PAVEMENT MARKING – LINE 4"	FOOT	14,860	10,040	24,900
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	4,953	3,347	8,300
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,152.97		1,152.97
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,152.97		1,152.97
	70600251	IMPACT ATTENUATORS, TEMPORARY (NON– REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1		1
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1		1
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1		1
	70600352	IMPACT ATTENUATORS, RELOCATE (NON– REDIRECTIVE,NARROW), TEST LEVEL 3	EACH	1		1
*	78001100	PAINT PAVEMENT MARKING – LETTERS AND SYMBOLS	SQ FT		124.8	124.8
*	78001110	PAINT PAVEMENT MARKING – LINE 4"	FOOT	14,800	7,200	22,000
*	78001140	PAINT PAVEMENT MARKING – LINE 8"	FOOT		1000	1000
*	78001150	PAINT PAVEMENT MARKING – LINE 12"	FOOT		600	600
*	78001180	PAINT PAVEMENT MARKING – LINE 24"	FOOT		20	20
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	2,467	2,740	5,207
	Z0007114	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES	L SUM	0.5	0.5	1
	Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1
	Z0010502	CLEANING AND PAINTING STEEL BRIDGE NO. 2	L SUM		1	1

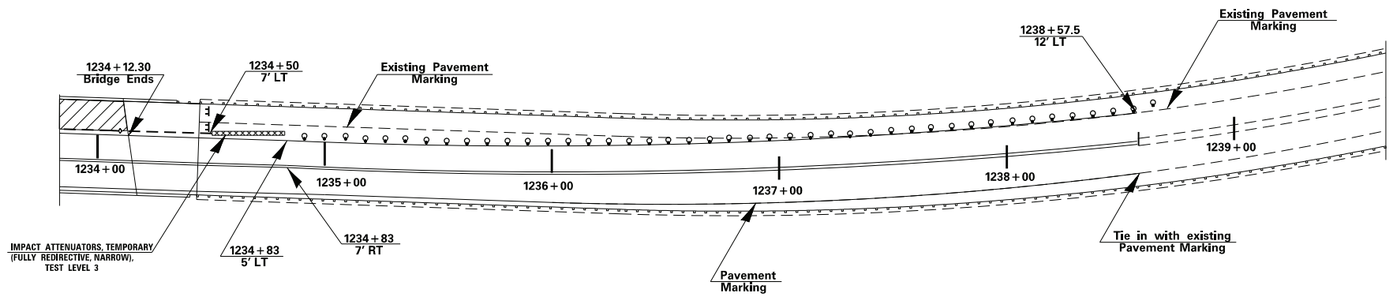
*Specialty Items

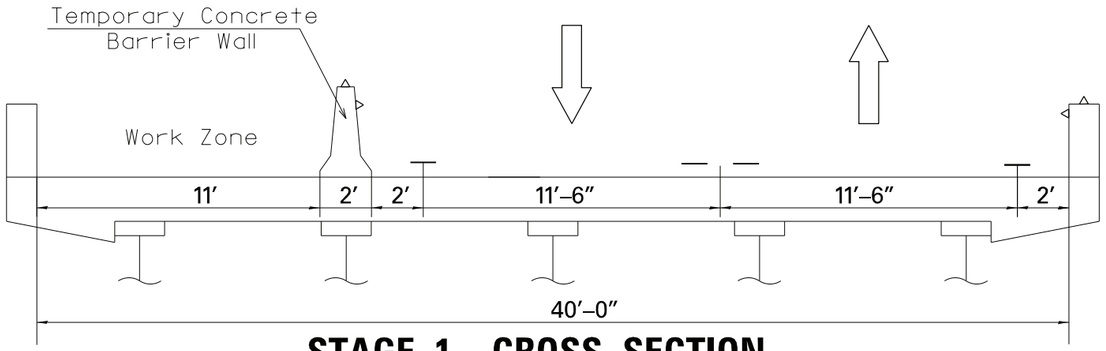
	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	SUMMARY OF QUANTITIES
	CHECKED -	REVISED -	
	DATE -	REVISED -	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	3
		CONTRACT NO. 64J52		
	ILLINOIS			

STAGE 1







STAGE 1 CROSS–SECTION

Notes:

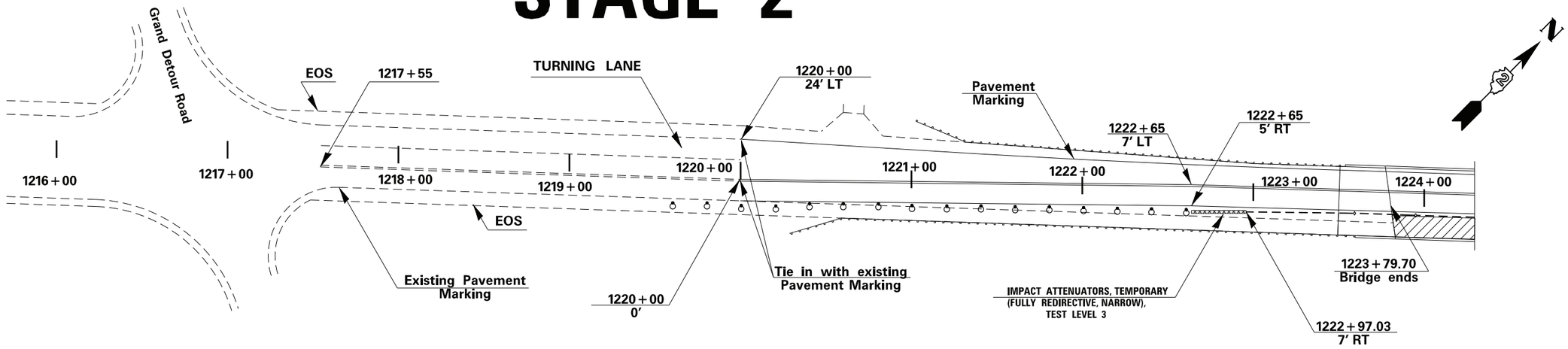
- Barrier wall offsets are to the traffic side of the wall
- See Standard 701331 for additional information
- Place type III barricades in nonworking hours

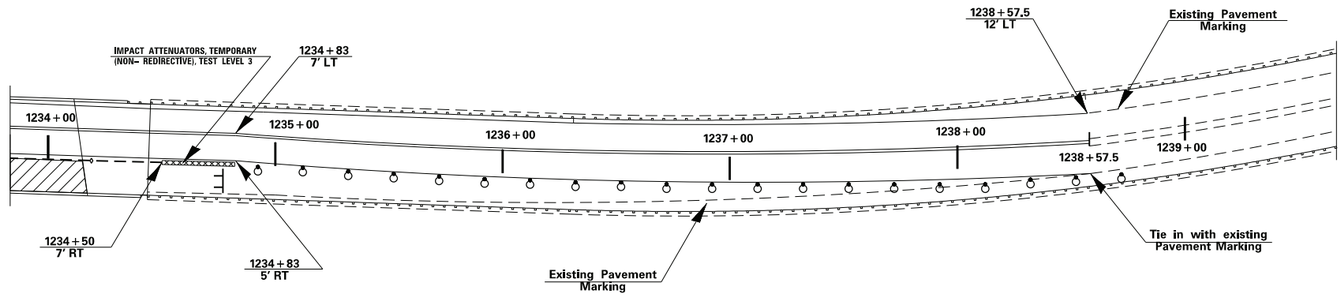
LEGEND

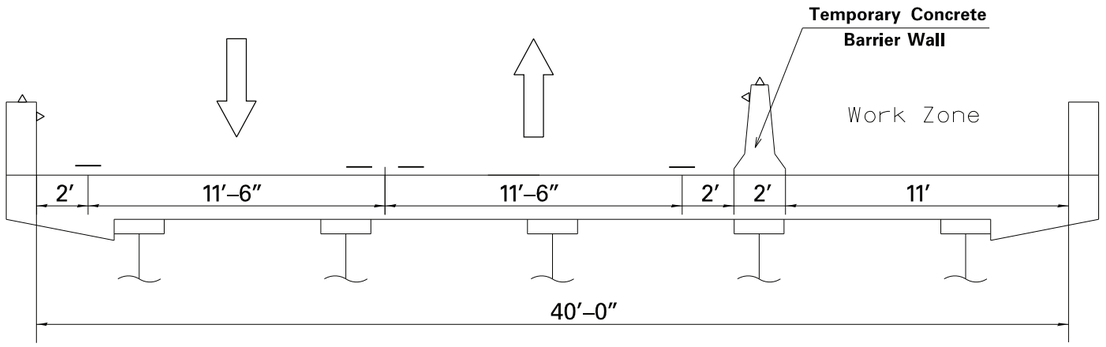
- Work area
- Type III barricade
- Temporary concrete barrier
- Type C Monodirectional reflector
- Impact attenuator

	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL STAGE 1 Bridge No.1 SN: 052–0063	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -			IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	4
	CHECKED -	REVISED -						CONTRACT NO. 64J52	
	DATE -	REVISED -					ILLINOIS		

STAGE 2







STAGE 2 CROSS–SECTION

Notes:
- Barrier wall offsets are to the traffic side of the wall
- See Standard 701331 for additional information
- Place type III barricades in nonworking hours

LEGEND

- Work area
- Type III barricade
- Temporary concrete barrier
- Type C Monodirectional reflector
- Impact attenuator

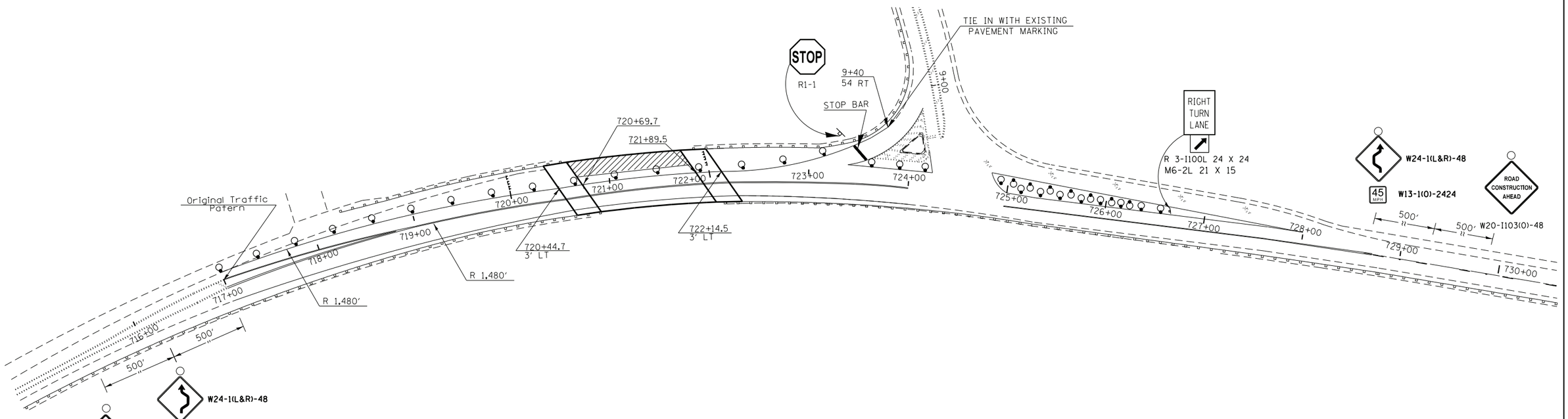
DESIGNED -	REVISED -	
DRAWN -	REVISED -	
CHECKED -	REVISED -	
DATE -	REVISED -	

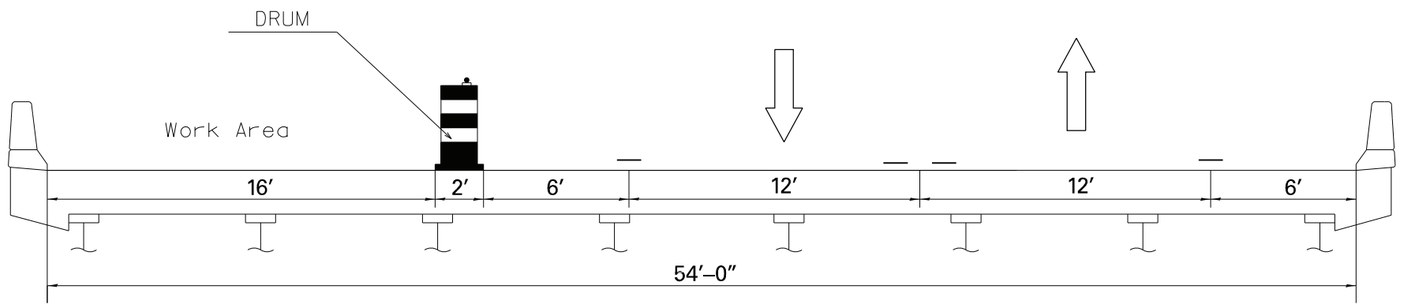
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL STAGE 2
Bridge No. 1 SN: 052–0063

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	02 BRIDGE PAINTING 2014-1	LEE / OGLE	25	5
		CONTRACT NO. 64J52		
	ILLINOIS			

STAGE 1





STAGE 1 CROSS–SECTION

NOTES:

Type III barricade to
be placed when no work
is being performed.

Remove conflicting pavement marking

LEGEND:

- Drum with steady burning bi-directional light to be spaced at 40 ft
- Sign with flashing light
- Work area
- Sign
- Type III barricade

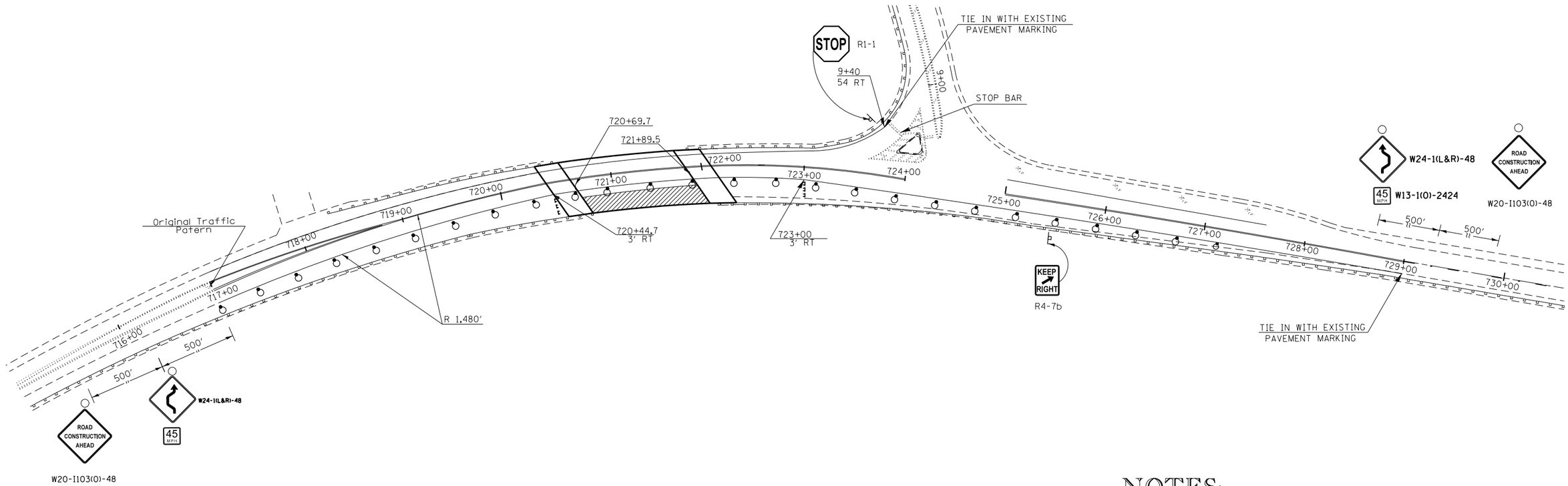
	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
	DATE -	REVISED -	

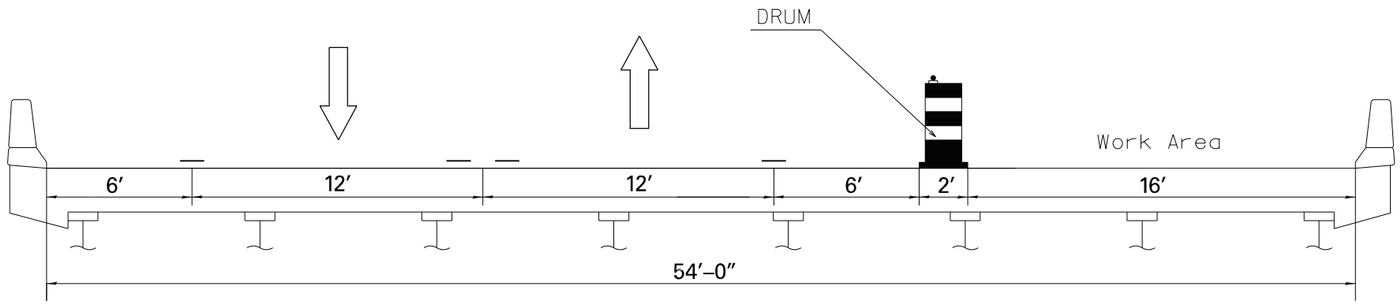
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL STAGE 1
Bridge No. 2 SN: 071–0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	6
		CONTRACT NO. 64J52		
	ILLINOIS			

STAGE 2





STAGE 2 CROSS–SECTION

NOTES:

Type III barricade to
be placed when no work
is being performed.

Remove conflicting pavement marking

LEGEND:

- Drum with steady burning bi-directional light to be spaced at 40 ft
- Sign with flashing light
- Work area
- Sign
- Type III barricade

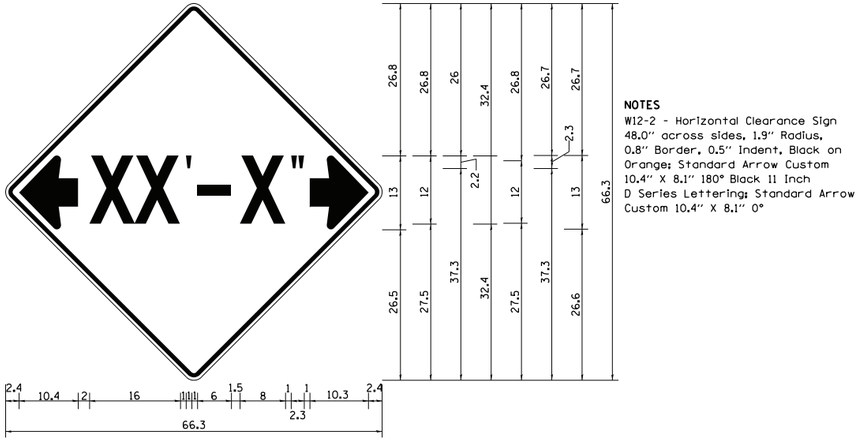
	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL STAGE 2
Bridge No. 2 SN: 071–0025

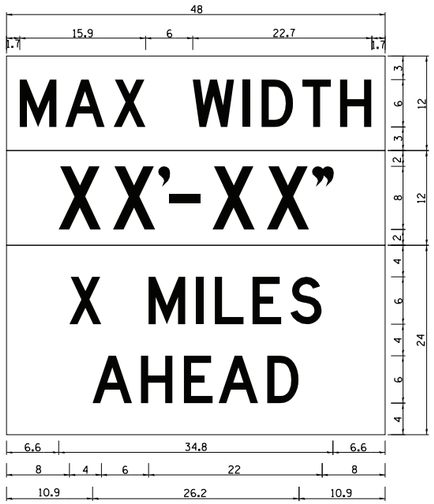
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	02 BRIDGE PAINTING 2014-1	LEE / OGLE	25	7
		CONTRACT NO. 64J52		
	ILLINOIS			

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



NOTES

W12-2 - Horizontal Clearance Sign
48.0" across sides, 1.9" Radius,
0.8" Border, 0.5" Indent, Black on
Orange; Standard Arrow Custom
10.4" X 8.1" 180° Black 11 Inch
D Series Lettering; Standard Arrow
Custom 10.4" X 8.1" 0°



W12-1103 (Width is 8D);
No border, Black on White;
[MAX WIDTH] D;

No border, Black on Orange;
[XX'-XX"] D;

No border, Black on White;
[X MILES] D; [AHEAD] D;

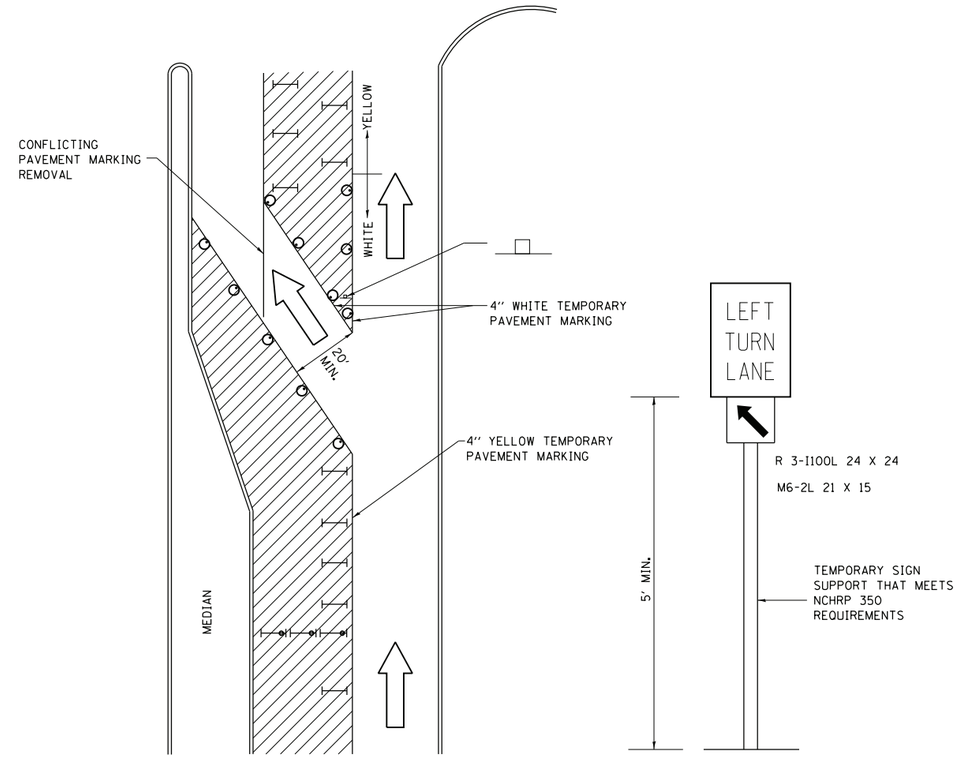
All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 5-15-09

INFORMATIONAL WARNING SIGNS (FOR NARROW TRAVEL LANES) 39.2

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)



LEGEND

WORK AREA

LANE OPEN TO TRAFFIC

TYPE I OR II BARRICADE OR DRUM WITH FLASHING BURNING LIGHT

DRUM OR BARRICADE WITH STEADY BURN LIGHT

SIGN (SEE DETAIL)

TYPE I OR II CHECK BARRICADE WITH STEADY LIGHT BURN

GENERAL NOTES

CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 IN HEIGHT.

STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.

TEMPORARY PAVEMENT MARKING SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.

THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 X 24 AND M6-2R 21 X 15 SHALL BE USED.

THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-14-11

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) 94.2

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT
STANDARDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	8
		CONTRACT NO. 64J52		
	ILLINOIS			

OS2-0063

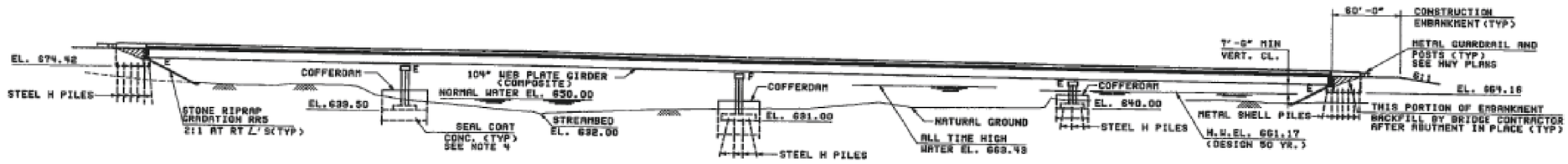
SHEET NO. 1 OF 30

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. 742	39RB-1	LEE & OGLE	86	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

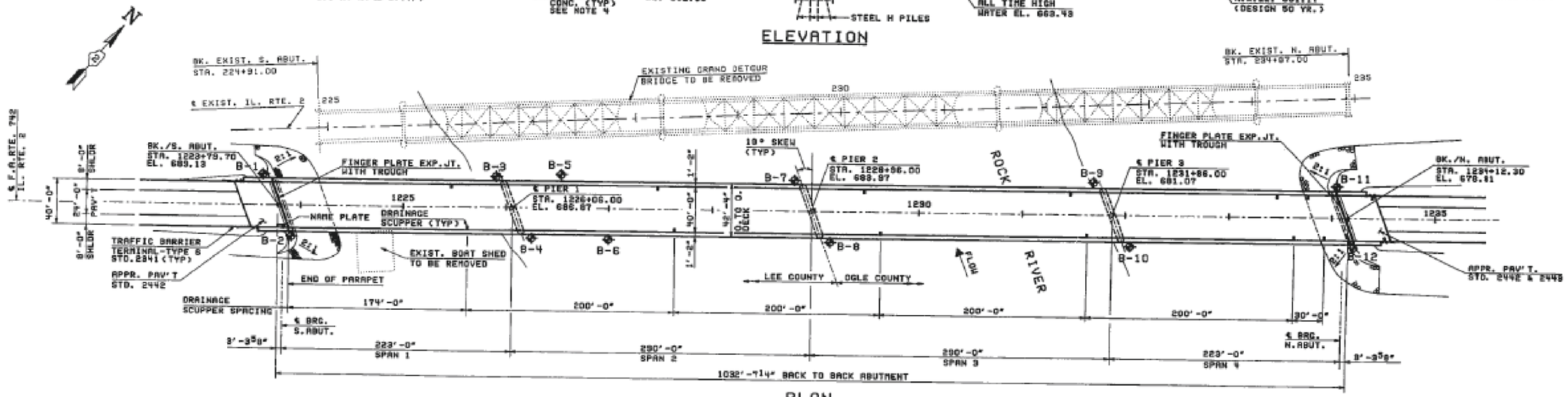
STPP-BRF-742(25)

FOR INFORMATION ONLY

BENCH MARK:
CHISELED SQUARE, EAST END OF EXISTING SOUTH ABUTMENT AT STA. 224+90 (ALONG EXIST. ℄) 20' RT. ELEV. 680.47.



ELEVATION



PLAN

EXISTING STRUCTURE

STRUCTURE NO. 052-0036 SECTION 39RB-1
GRAND DETOUR BRIDGE ON IL. RTE. 2 AT STA. 228+88 (ALONG EXIST. ℄). BUILT IN 1947.

SUPERSTRUCTURE: 8 TIED ARCH SPANS & 2 PLATE GIRDER APPROACH SPANS WITH CONCRETE FILLED GRATING DECK.

SUBSTRUCTURE: 4 PIERS WITH WEBWALL CONNECTING TWO OUTSIDE COLUMNS AND ABUTMENTS WITH WALL CONNECTING THREE COLUMNS.

EXISTING BRIDGE TO BE REMOVED AFTER NEW BRIDGE IS OPEN TO TRAFFIC.

DESIGN STRESSES

STRUCTURAL STEEL: LOAD FACTOR DESIGN
f_y = 50,000 PSI - M270 GRADE 50
f_y = 36,000 PSI - M270 GRADE 36

CONCRETE: LOAD FACTOR DESIGN
f'_c = 3,500 PSI
f_y = 60,000 PSI (REINFORCEMENT)

STATION 1228+86
BUILT 199_ BY
STATE OF ILLINOIS
F.A. RT. 742 SEC. 39RB-1
LOADING HS20
STR. NO. 052-0063

NAME PLATE

(SEE STANDARD 2113)

DESIGN SPECIFICATIONS

1989 AASHTO, 1990 & 1991 INTERIM SPECIFICATIONS

LOADING: HS 20-44
ALLOW 25 LB/SQ.FT. FOR FUTURE WEARING SURFACE

DESIGN FORCES FOR SEISMIC PERFORMANCE CATEGORY - A

FATIGUE : 500,000 CYCLES (TRUCK LOADING)
100,000 CYCLES (LANE LOADING)

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Engineer of Bridges and Structures

KISHOR R. PATEL
STRUCTURAL PROJECT ENGINEER
EXPIRES 11/30/94

NOTES:

1. FOR GENERAL NOTES, INDEX OF DRAWINGS, TOTAL BILL OF MATERIAL AND STONE RIPRAP DETAILS SEE DWG. NO. GD-02.
2. FOR BORING LOGS SEE DWG. NOS. GD-03, GD-04 & GD-05.
3. FOR REMOVAL AND REPLACEMENT OF UNSUITABLE SOIL AT NORTH ABUTMENT SEE ROADWAY DRAWINGS.
4. SEAL COAT CONCRETE IS DESIGNED FOR WATER ELEVATION (661.17 + 662)/2 = 655.5 CONTRACTOR SHALL CHECK THE SEAL COAT CONCRETE THICKNESS IN ACCORDANCE WITH ARTICLE 502.07 OF THE CONSTRUCTION MANUAL.

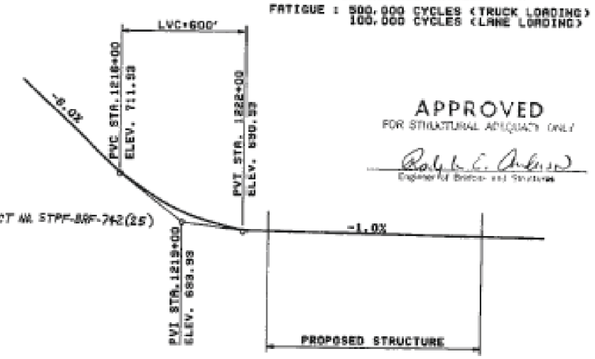
⊕ - BORINGS

WATERWAY INFORMATION

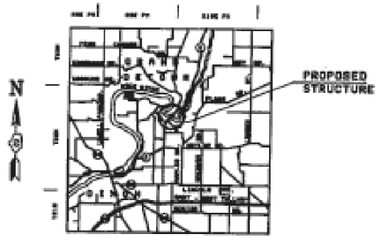
DRAINAGE AREA=8.459 SQ MILES			LOW GRADE ELEV.=667.82 AT STA.285+37.85 ALONG EXISTING IL. RTE. 2						
FLOOD	FREQ. YR.	Q C.F.S.	OPENING SQ.FT.		HAT. H.W.E.	HEAD-FT.		HEADWATER EL.	
			EXIST.	PROP.		EXIST.	PROP.	EXIST.	PROP.
DESIGN	50	54,000	13,220	13,640	661.13	0.01	0.01	661.16	661.17
BASE	100	58,200	13,920	14,370	661.90	0.02	0.01	661.92	661.92
OVERTOPPING	500+		15,340	15,850					
MAX. CALC.	500	70,300			663.41	0.02	0.01	663.43	663.43

PROFILE GRADE

F.A. RTE. 742 (IL. RTE. 2)
(ALONG ℄ ROADWAY)



LOCATION PLAN



REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS
GENERAL PLAN & ELEVATION

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STA. 1228+98 LEE & OGLE COUNTIES
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
GD-01	N.T.S.	4-19-93	25

ESTIMATED BY: | CHECKED BY: | DRAFTED BY: SBA | CHECKED BY: KRP | DESIGNED BY: KRP | CHECKED BY: UG | IN CHARGE: PCW

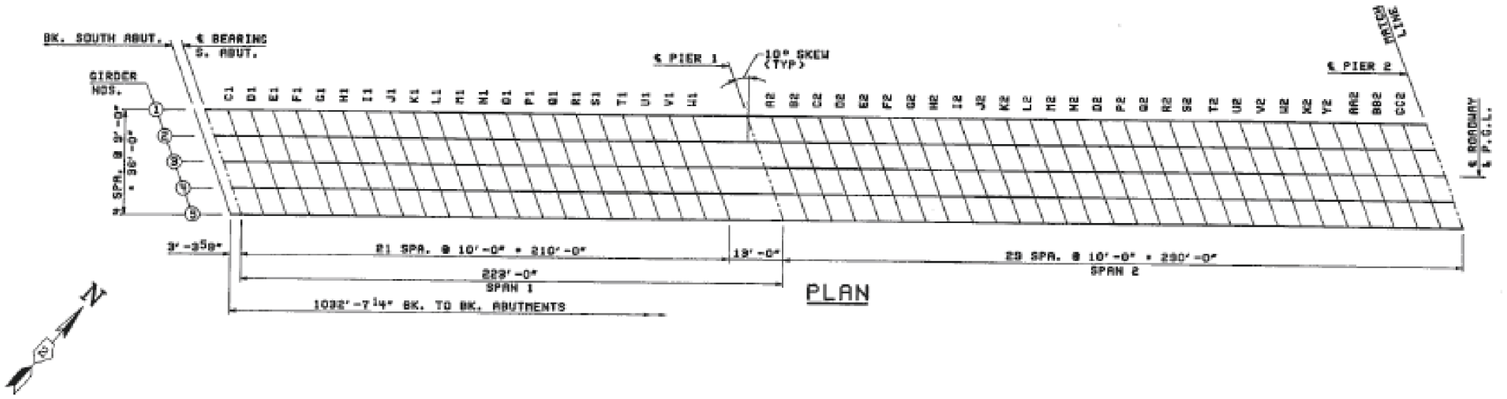
		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS SN: 052-0063
		DRAWN -	REVISED -		
		CHECKED -	REVISED -		
		DATE -	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	02 BRIDGE PAINTING 2014-1	LEE / OGLE	25	9
			CONTRACT NO. 64J52	
		ILLINOIS		

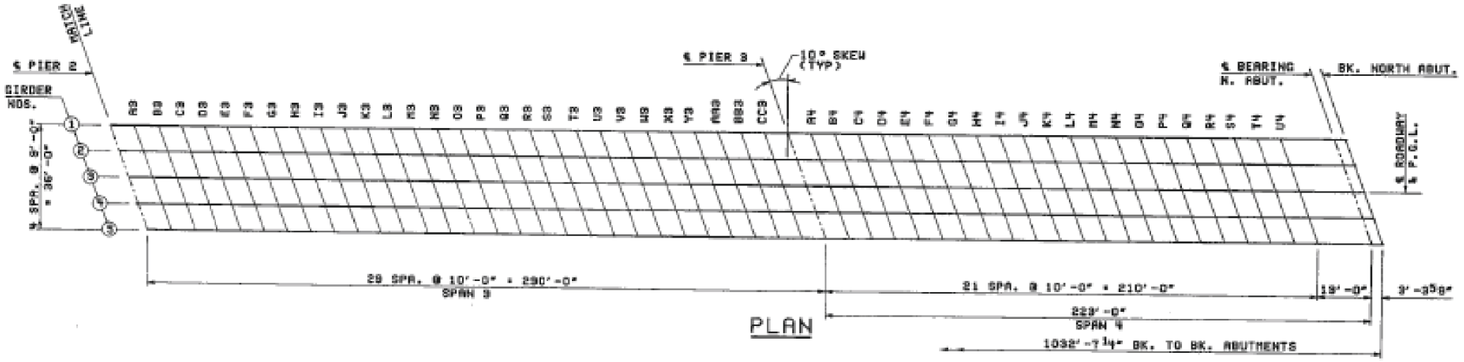
FOR INFORMATION ONLY

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. 742	39RB-1	LEE & OGLE	86	28
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

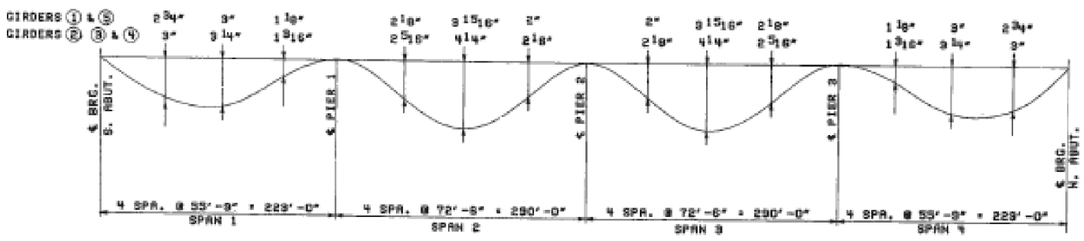
STPF-BRF-742(28)



PLAN



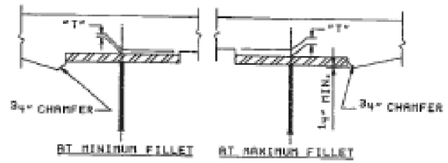
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(INCLUDES WEIGHT OF CONCRETE ONLY)

THE ABOVE DEFLECTIONS ARE NOT TO BE USED IN THE FIELD IF THE ENGINEER IS WORKING FROM THE THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTIONS AS SHOWN ON DWG. NO. GD-07 AND GD-08.



FILLET HEIGHTS

TO DETERMINE "T": AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED, ELEVATIONS OF THE TOP FLANGES OF THE GIRDERS SHALL BE TAKEN AT INTERVALS SHOWN. THESE ELEVATIONS SUBTRACTED FROM THE "THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION" SHOWN, MINUS SLAB THICKNESS, EQUALS THE FILLET HEIGHTS "T" ABOVE TOP FLANGES OF GIRDERS.

NOTE:

1. WORK THIS DWG. WITH DWG. NOS. GD-07 & GD-08.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STA. 1228+96 LEE & OGLE COUNTIES
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
GD-06	N.T.S.	4-19-93	28

ESTIMATED BY:
CHECKED BY:
DRAFTED BY: SBA
CHECKED BY: KRP
DESIGNED BY: RJR
CHECKED BY: RJR

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SN: 052-0063

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	10
			CONTRACT NO. 64J52	
	ILLINOIS			

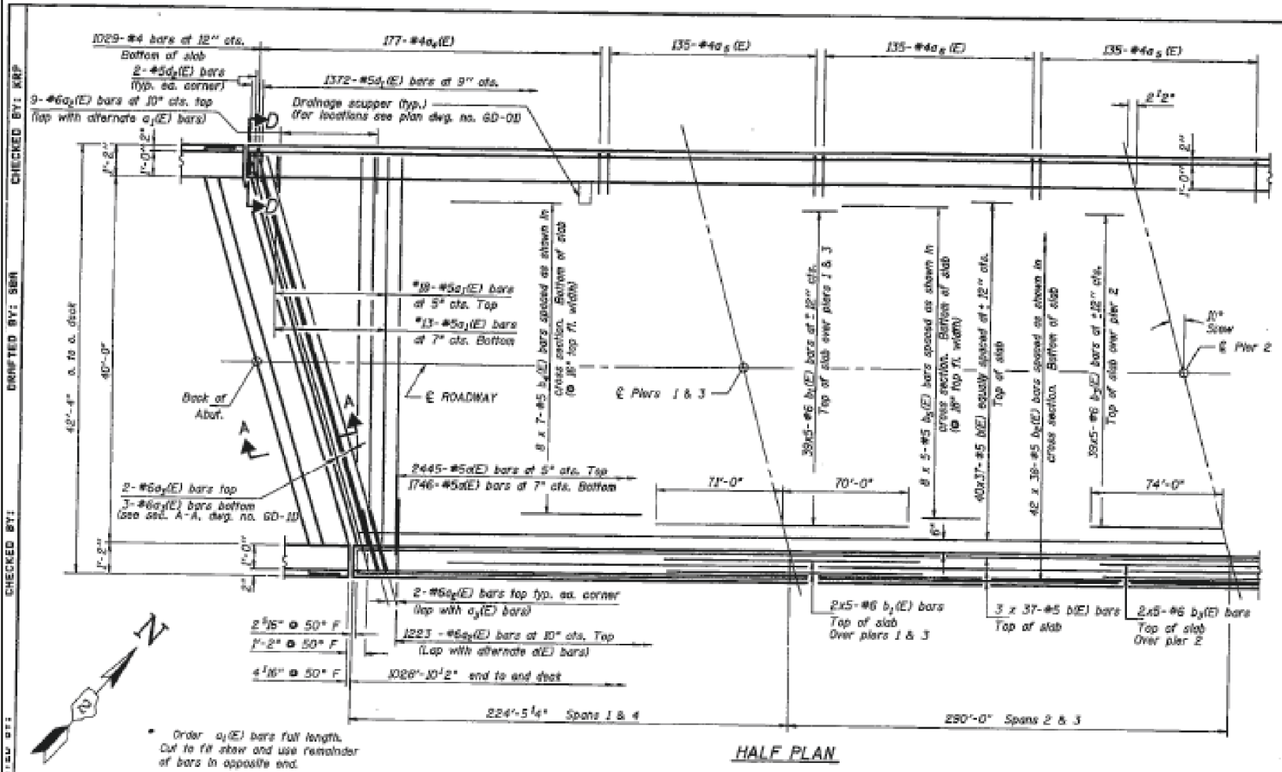
DRAFTED BY: SBA CHECKED BY: KRP CHECKED BY:

FOR INFORMATION ONLY

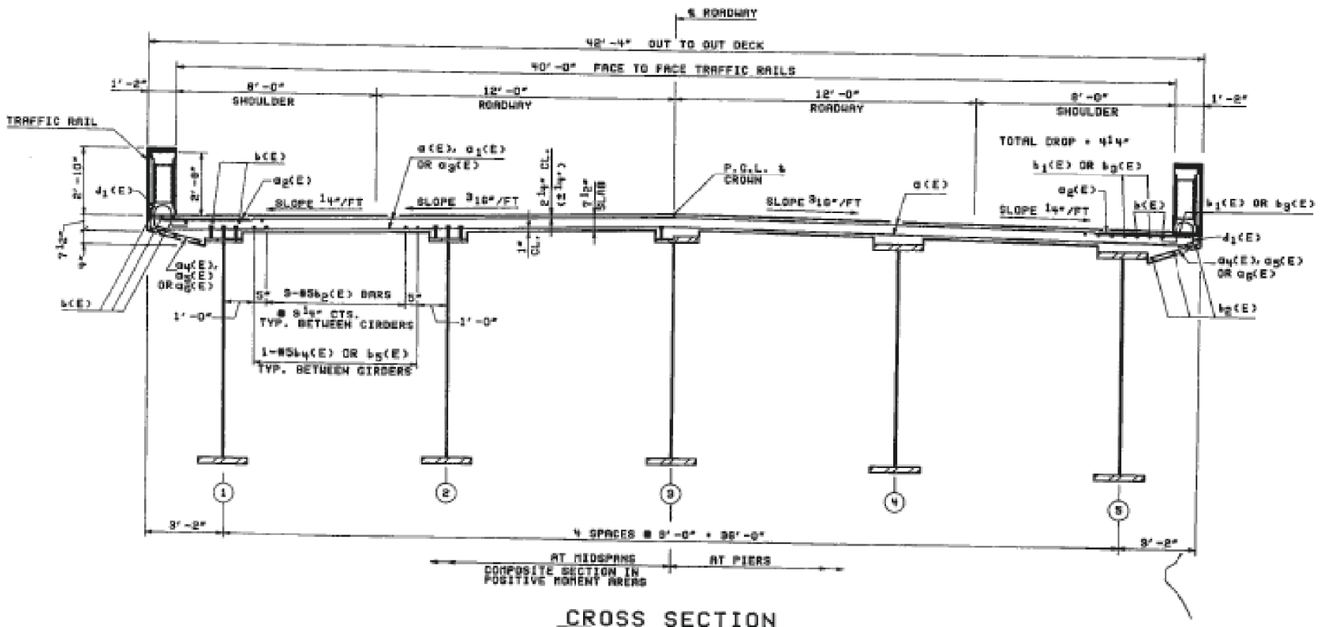
SHEET NO. 7 OF 30

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. RTE. 742	39RB-1	LEE & OGLE	86	31
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

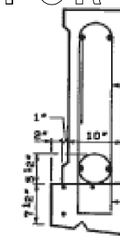
STPF-BRF-742(2F)



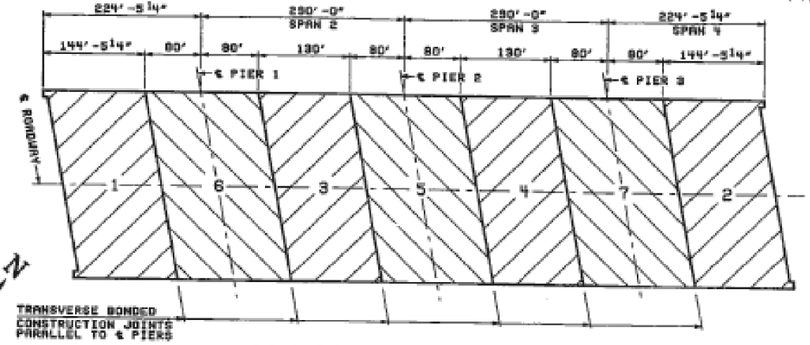
HALF PLAN



CROSS SECTION
(LOOKING UPSTATION)



SECTION D-D



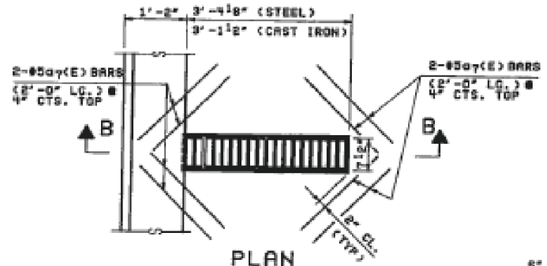
DECK POURING SEQUENCE PLAN

NOTES: (DECK POURING)

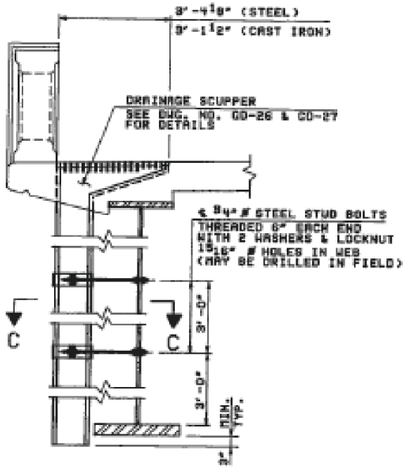
1. POURING SEQUENCES SHALL BE AS SHOWN ABOVE. SEQUENCES 1 & 2 AND 3 & 4 MAY BE CAST SIMULTANEOUSLY.

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:

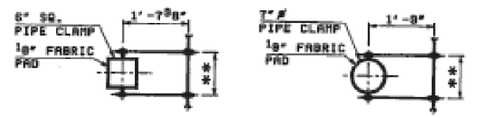
1. AT LEAST 72 HOURS SHALL HAVE LAPSED FROM THE END OF THE PREVIOUS POUR.
2. THE CONCRETE STRENGTH SHALL HAVE ATTAINED A MINIMUM MODULUS OF RUPTURE OF 650 P.S.I. OR A MINIMUM COMPRESSIVE STRENGTH OF 3500 P.S.I.



PLAN



SECTION B-B



STEEL SCUPPER CAST IRON SCUPPER

** DIMENSION AS REQUIRED BY PIPE CLAMP

SECTION C-C

NOTES:

1. REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.
2. BARS INDICATED THUS 20x3-#5 ETC. INDICATES 20 LINES OF BARS WITH 3 LENGTHS PER LINE.
3. FOR TRAFFIC RAIL DETAILS AND BILL OF MATERIAL SEE DWG. NO. GD-10.
4. FOR SECTION A-A & FINGER PLATE EXPANSION JT. DETAILS SEE DWG. NO. GD-11.
5. SCUPPERS SHALL BE LOCATED CLEAR OF ALL CROSS FRAMES AND SHEAR STUDS.

MIN. BAR LAP
#5 BAR = 2'-6"
#6 BAR = 2'-7"

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK DETAILS

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STA. 1228+96 LEE & OGLE COUNTIES
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
GD-09	N.T.S.	4-19-93	31

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SN: 052-0063

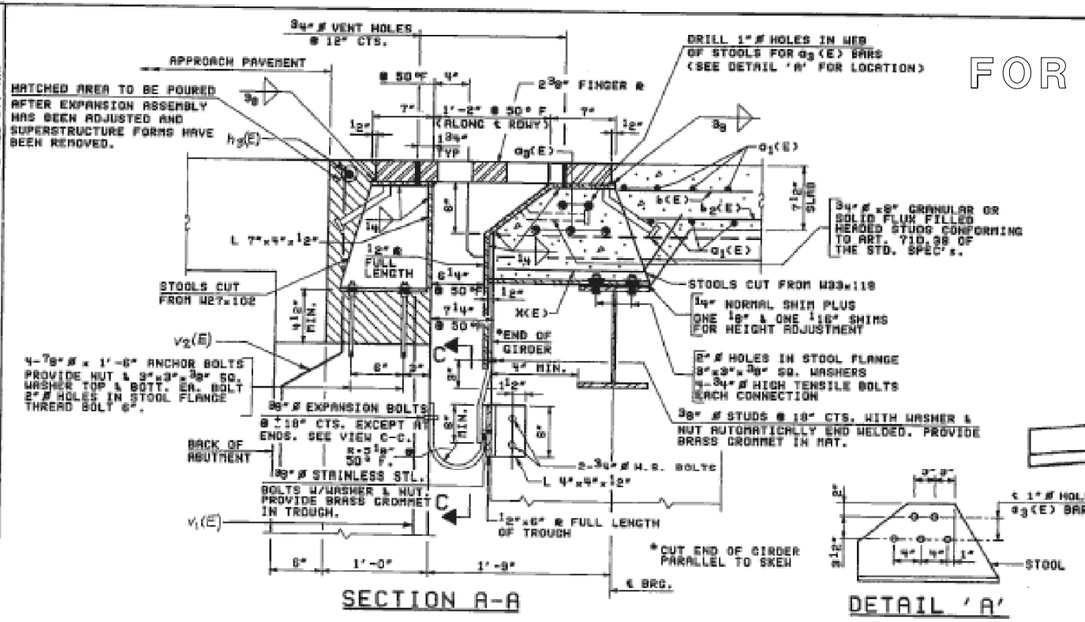
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	02 BRIDGE PAINTING 2014-1	LEE / OGLE	25	11
			CONTRACT NO. 64J52	
	ILLINOIS			

FOR INFORMATION ONLY

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. 742	39RB-1	LEE & OGLE	86	33
FED.ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

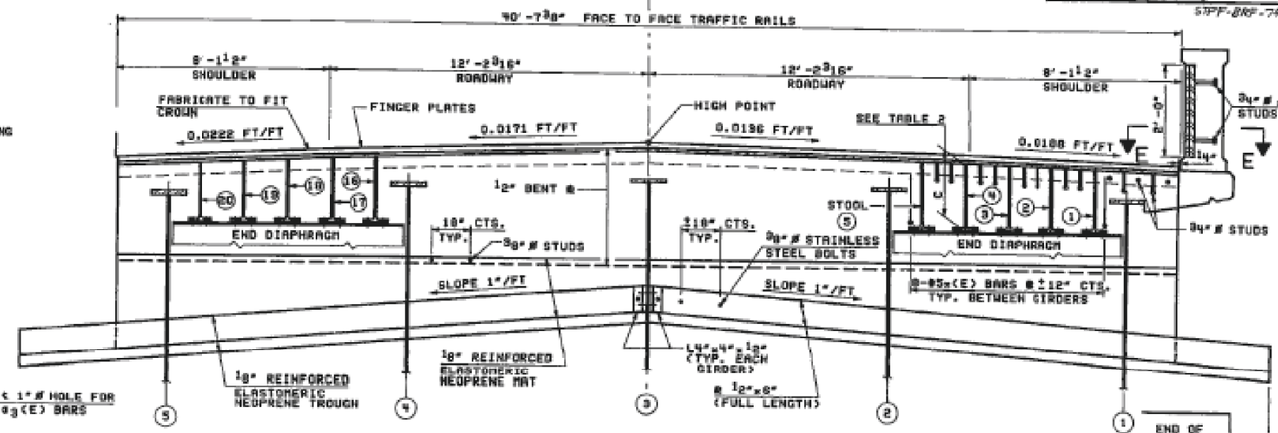
STFF-BRF-742(25)

SHEET NO. 9 OF 86



SECTION A-A

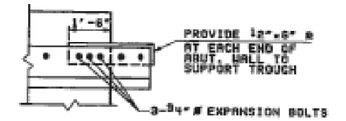
DETAIL 'A'



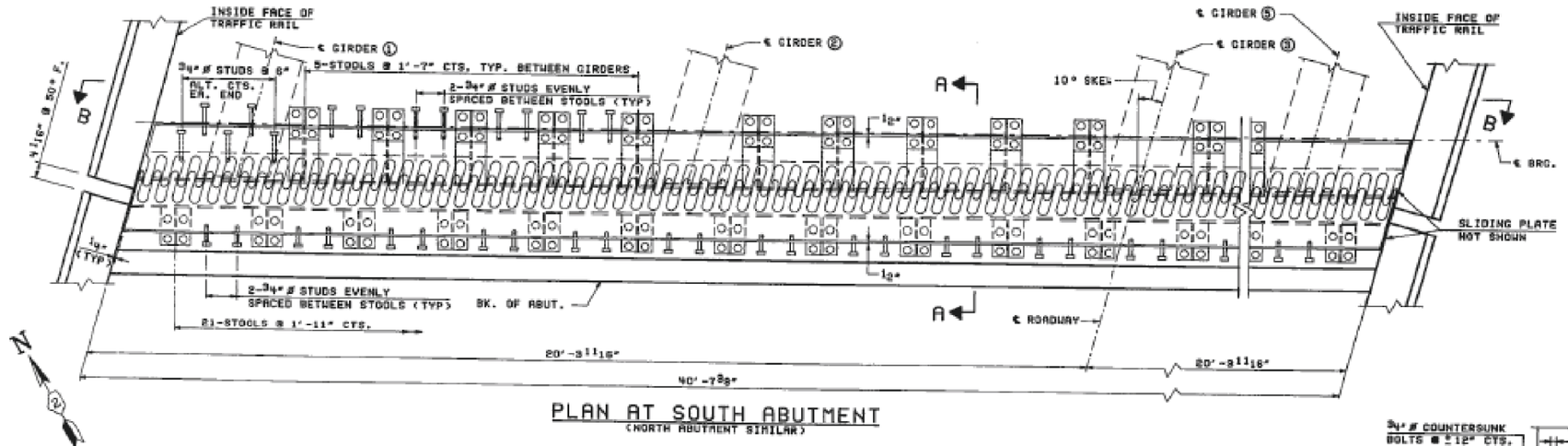
SECTION B-B

TABLE 2

STOOL NO.	STOOL HT. C
1	11 7/8"
2	12 1/8"
3	12 1/2"
4	12 7/8"
5	13 1/8"
6, 14	13 5/8"
7, 13	13 7/8"
8	14 1/8"
9	14 3/8"
10, 11	14 5/8"
12	14 3/4"
15	13 3/4"
16	12 3/4"
17	12 3/8"
18	12"
19	11 1/2"
20	11 1/8"



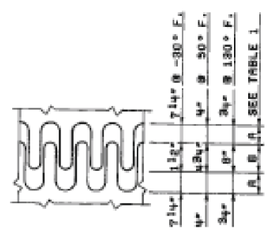
VIEW C-C



PLAN AT SOUTH ABUTMENT
(NORTH ABUTMENT SIMILAR)

BILL OF MATERIAL

ITEM	UNIT	LEE COUNTY	OGLE COUNTY	TOTAL
REINFORCED NEOPRENE EXPANSION JOINT TREATMENT	LIN FT	46	46	92

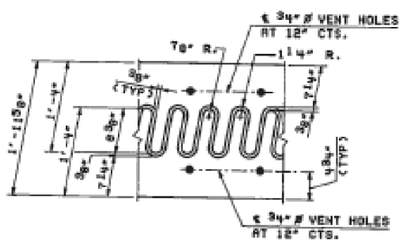


FINGER PLATE SETTING DIAGRAM

TABLE 1

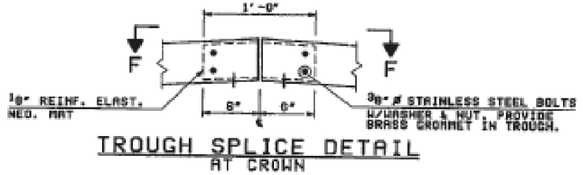
TEMP. °F	DIM. A	DIM. B
-10	6 7/16"	2 5/16"
10	5 5/8"	3 1/8"
30	4 13/16"	3 15/16"
70	3 3/16"	5 3/16"
90	2 3/8"	6 3/8"
110	1 9/16"	7 3/16"

FOR TEMPERATURE OTHER THAN SHOWN IN TABLE 1, INTERPOLATE A & B LINEARLY.

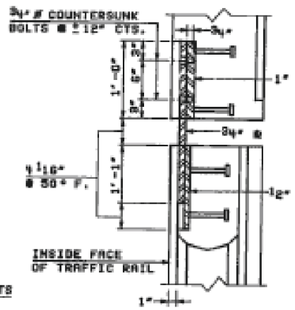


FINGER PLATE CUTTING DETAIL

VIEW F-F



TROUGH SPLICE DETAIL AT CROWN



SECTION E-E

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FINGER PLATE EXP. JT. DETAILS @ ABUTMENTS

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STA.1228+96 LEE & OGLE COUNTIES
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
GD-11	N.T.S.	4-19-93	33

DESIGNED BY: KKP
DRAFTED BY: SBA
CHECKED BY: RJR
CHECKED BY: UG
ESTIMATED BY: KKP

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

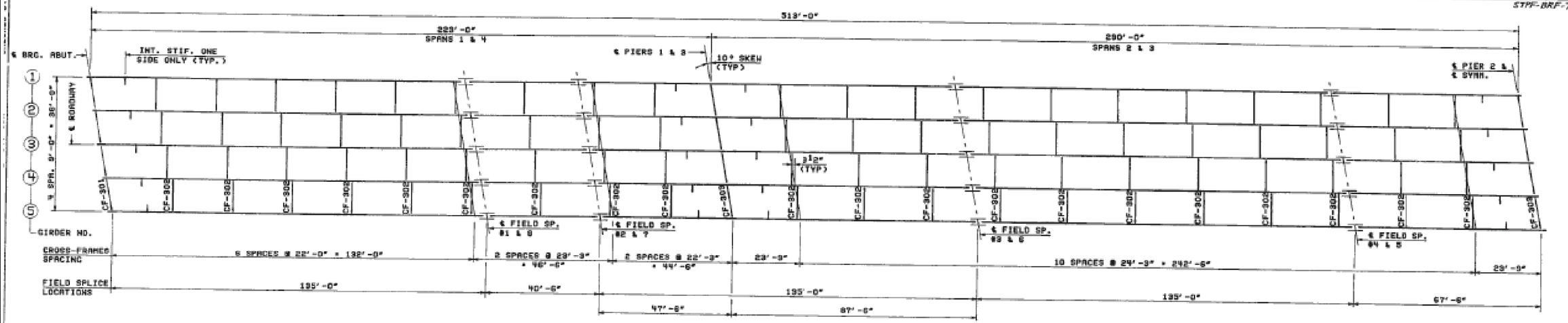
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SN: 052-0063

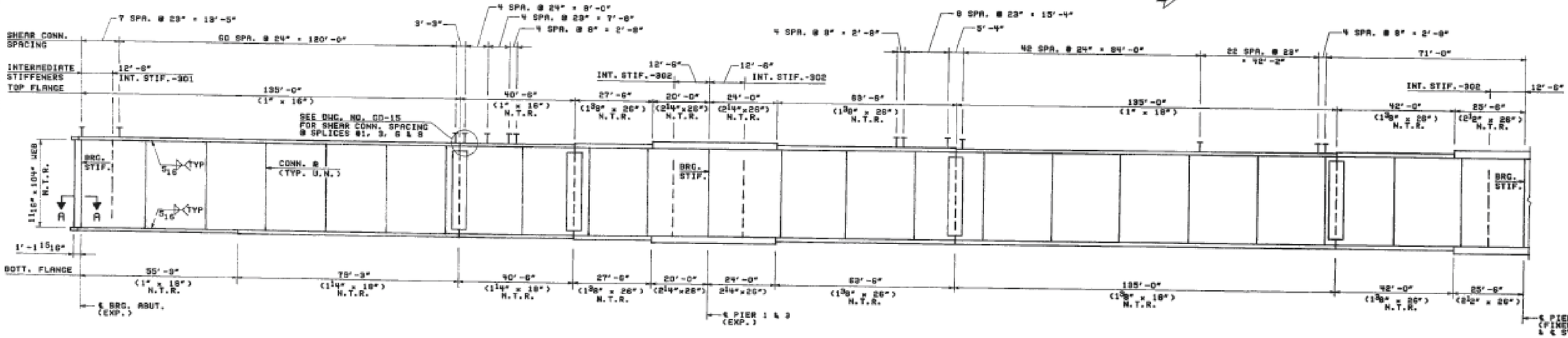
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	02 BRIDGE PAINTING 2014-1	LEE / OGLE	25	12
			CONTRACT NO. 64J52	
		ILLINOIS		

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. 742	39RB-1	LEE & OGLE	86	34
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT STPF-BRF-742(ES)		

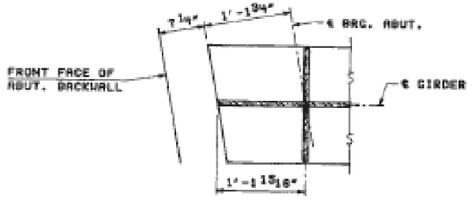
FOR INFORMATION ONLY



HALF FRAMING PLAN



HALF ELEVATION



SECTION A-A

NOTES:

1. FOR GENERAL NOTES SEE DWG. NO. GD-02.
2. ALL DIMENSIONS ARE GIVEN HORIZONTALLY & VERTICALLY AND SHALL BE ADJUSTED FOR VERTICAL PROFILE, CROSS SLOPES & CAMBERS.
3. ALL STRUCTURAL STEEL FOR FLANGES & WEBS OF MAIN GIRDERS, BEARING STIFFENERS & INTERMEDIATE STIFFENERS SHALL BE AASHTO M270 (GRADE 50).
4. N.T.R. DESIGNATES MEMBERS SUBJECT TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS (ZONE 2).
5. FOR ADDITIONAL DETAILS SEE DWG. NOS. GD-13 THRU GD-17.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER FRAMING PLAN & ELEVATION

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STA. 1228+96 LEE & OGLE COUNTIES
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
GD-12	N.T.S.	4-13-93	34

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SN: 052-0063

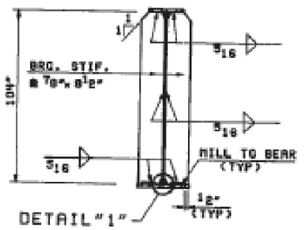
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	13
			CONTRACT NO. 64J52	
	ILLINOIS			

FOR INFORMATION ONLY

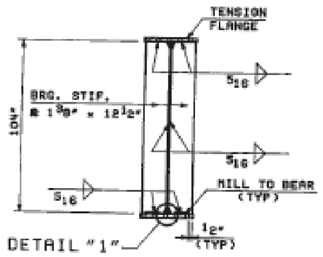
ESTIMATED BY: CHECKED BY: DRAFTED BY: SBA CHECKED BY: KRP

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. 742	39RB-1	LEE & OGLE	86	35
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

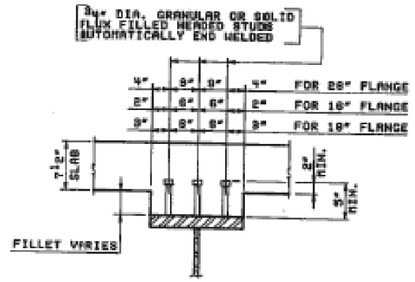
(TFF-BRF-742(28))



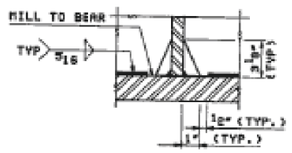
BEARING STIFFENERS
@ S. ABUT. & N. ABUT.
(2x5x10 REQUIRED)



BEARING STIFFENERS
@ PIERS - 1, 2 & 3
(3x5x15 REQUIRED)



SHEAR STUDS
(5x1002=5010 REQUIRED)



DETAIL "1"

MOMENT TABLE
(COMPOSITE IN POSITIVE MOMENT AREA ONLY)

	INTERIOR GIRDER MOMENT TABLE			
	0.4 SP. 1 0.6 SP. 4	PIERS 1 & 3	0.5 SP. 2 & 3	PIER 2
Is (IN^4)	183785	394700	181840	438136
Ic (IN^4) n=8	330024	——	344406	——
Ic (IN^4) n=27	242937	——	255335	——
Ss (IN^3)	3387	7275	3616	7947
Sc (IN^3) n=8	4438	——	4636	——
Sc (IN^3) n=27	3369	——	4187	——
DL (K/FT)	1.355	1.736	1.417	1.787
M DL (FT-K)	3928	12830	4016	14010
SDL (K/FT)	0.350	——	0.350	——
M SDL (FT-K)	1118	——	1143	——
M LL (FT-K)	3372	4858	4152	5357
M IMP (FT-K)	985	810	901	846
5/3 (M LL+I) (FT-K)	6429	8772	7755	10005
(1) Ms (FT-K)	14917	28083	16788	31220
fs DL NON-COMP (KSI)	13.9	21.2	13.3	21.2
fs DL (COMP) (KSI)	3.4	——	3.3	——
fs 5/3 (LL+I) (KSI)	17.4	14.5	20.0	15.1
fs (OVERLOAD) (KSI)	34.7	35.7	36.6	36.3
(2) fs (TOTAL) (KSI)	45.1	46.4	47.6	47.2
VR (K)	99.1	——	101.8	——

INTERIOR GIRDER REACTION TABLE			
	S.ABUT. & N.ABUT.	PIERS 1 & 3	PIER 2
R DL (K)	132.7	500.0	520.7
R LL (K)	78.2	191.4	204.9
IMP. (K)	11.2	25.1	24.7
R TOTAL (K)	222.1	718.5	750.3

(1) Ms (APPLIED MOMENT) = 1.3[M DL + M SDL + 5/3 (M LL+I)]

(2) NON-COMPACT SECTION

Is AND Ss ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE STEEL SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

Ic AND Sc ARE THE MOMENT OF INERTIA AND SECTION MODULUS OF THE COMPOSITE SECTION USED IN COMPUTING fs (TOTAL AND OVERLOAD).

VR IS THE MAXIMUM LL + IMPACT SHEAR RANGE IN SPAN.

fs (TOTAL) IS THE SUM OF THE STRESSES DUE TO 1.3[M DL + M SDL + 5/3 (M LL+I)]

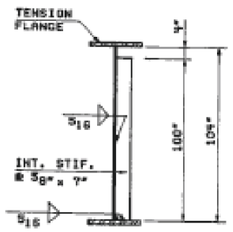
fs (OVERLOAD) IS THE SUM OF THE STRESSES DUE TO M DL + M SDL + 5/3 (M LL + I)

M DL = MOMENT DUE TO DEAD LOADS ON NON-COMPOSITE SECTION.

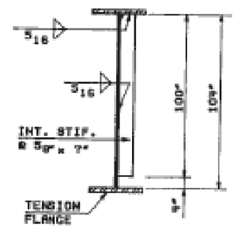
M SDL = MOMENT DUE TO DEAD LOADS ON COMPOSITE SECTION.

M LL = MOMENT DUE TO LIVE LOAD ON NON-COMPOSITE OR COMPOSITE SECTION

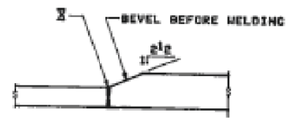
I = LIVE LOAD IMPACT



INTERMEDIATE STIFFENER
INT. STIF. - 302
(6x5x90 REQUIRED)



INTERMEDIATE STIFFENER
INT. STIF. - 301
(2x5x10 REQUIRED)



FLANGE & THICKNESS TRANSITION

NOTES:
1. FOR GENERAL NOTES SEE DWG. NO. GD-02.
2. CLIP ALL STIFFENER PLATES 1" HORIZONTALLY AND 3 1/2" VERTICALLY AT WEB TO FLANGE CONNECTION OF ALL MAIN GIRDERS.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL DETAILS

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STA.1228+96 LEE & OGLE COUNTIES
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
GD-13	N.T.S.	4-19-93	35

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SN: 052-0063

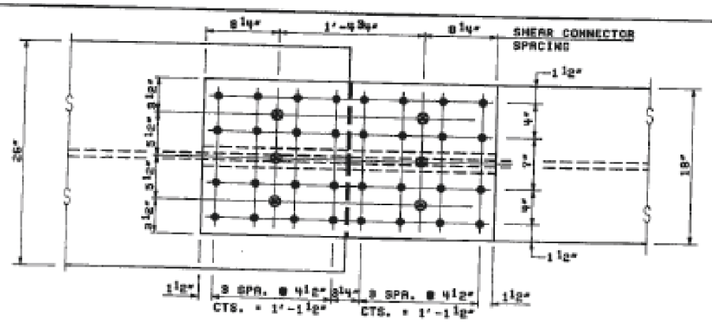
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	02 BRIDGE PAINTING 2014-1	LEE / OGLE	25	14
			CONTRACT NO. 64J52	
	ILLINOIS			

CHECKED BY: MRP

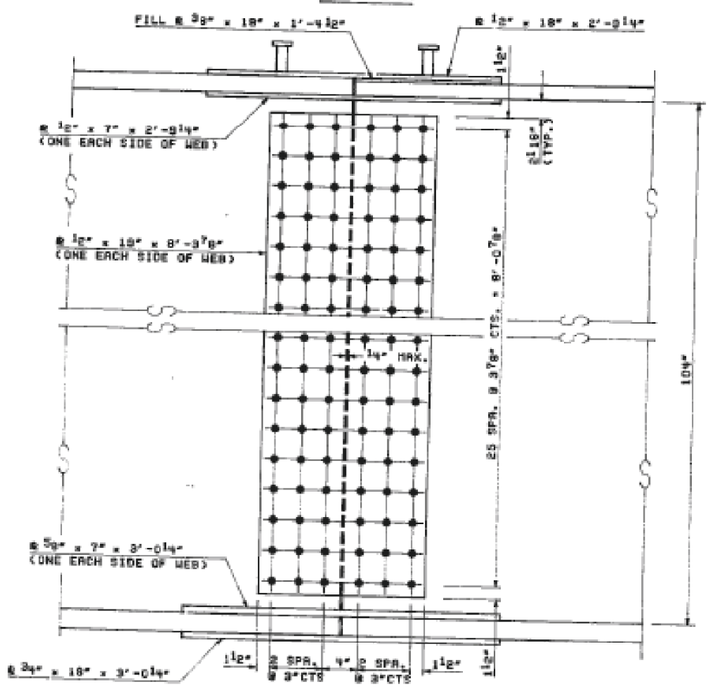
DRAFTED BY: SBA

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. 742	39RB-1	LEE & OGLE	86	37
FED. ROAD DEPT. NO. 7	ILLINOIS	FED. AID PROJECT		

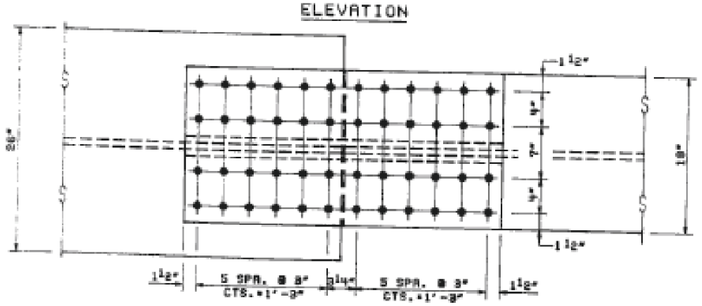
STPP-BRF-742(25)



TOP PLAN

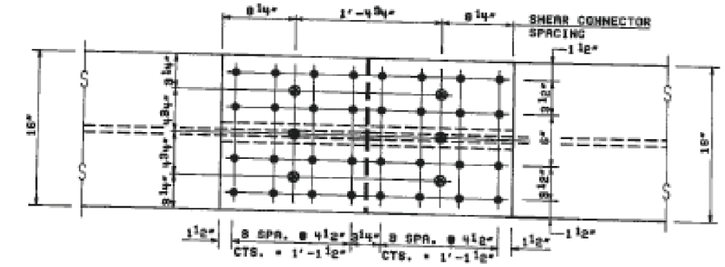


ELEVATION

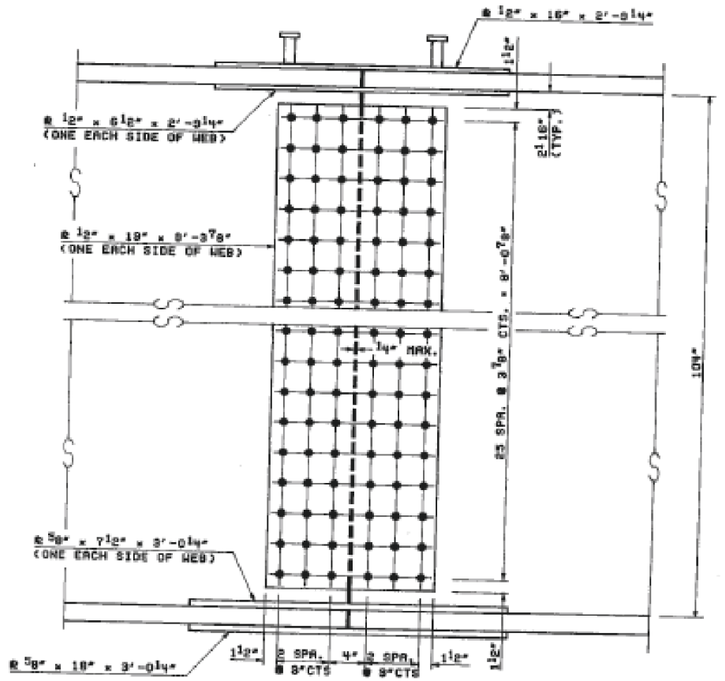


BOTTOM PLAN

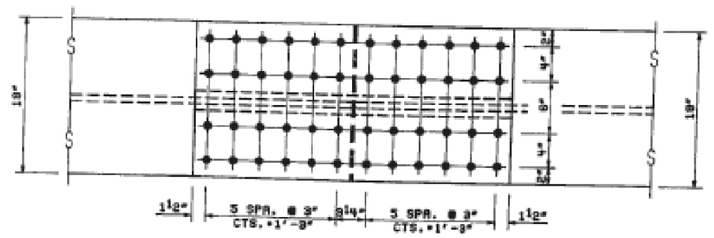
FIELD SPLICES #3 & #6



TOP PLAN

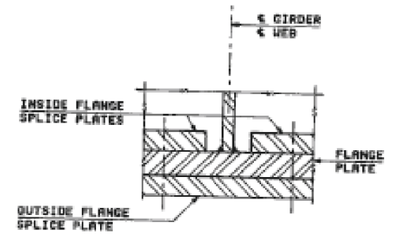


ELEVATION



BOTTOM PLAN

FIELD SPLICES #1 & #8



TYPICAL SPLICE SECTION

NOTES:

1. FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 7/8" DIA., OPEN HOLES 15/16" DIA.
2. ALL SPLICE PLATES SHALL BE AASHTO M270, GRADE 50 AND SHALL CONFORM, EXCEPT FILLER PLATES, TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2.
3. SHEAR CONNECTOR INDICATED BY ⊗ IN TOP PLAN.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIELD SPLICES & DETAILS

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STA. 1228+96 LEE & OGLE COUNTIES
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
GD-15	N.T.S.	4-19-93	37

	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
	DATE -	REVISED -	

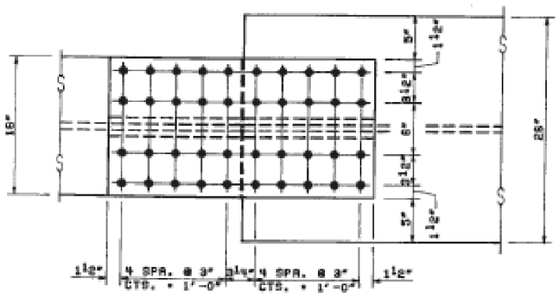
EXISTING BRIDGE PLANS
SN: 052–0063

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	15
		CONTRACT NO. 64J52		
	ILLINOIS			

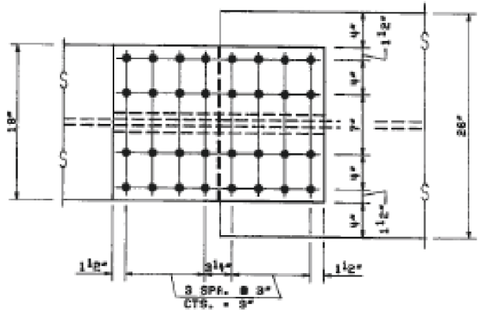
FOR INFORMATION ONLY

ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. 742	39RB-1	LEE & OGLE	86	38
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

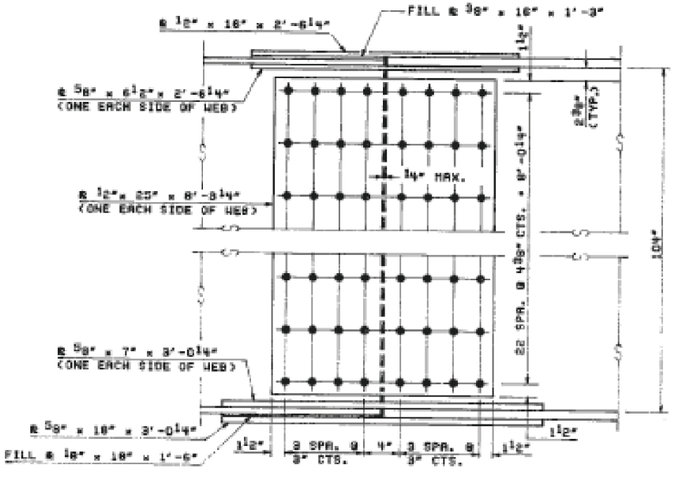
STPP-BRF-742(25)



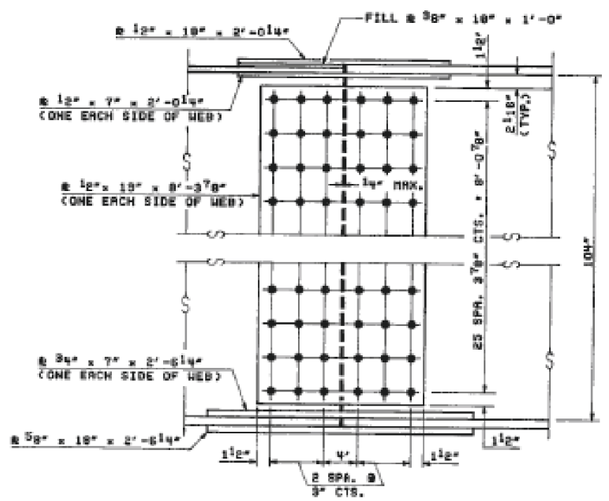
TOP PLAN



TOP PLAN



ELEVATION



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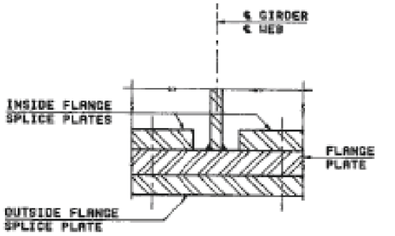
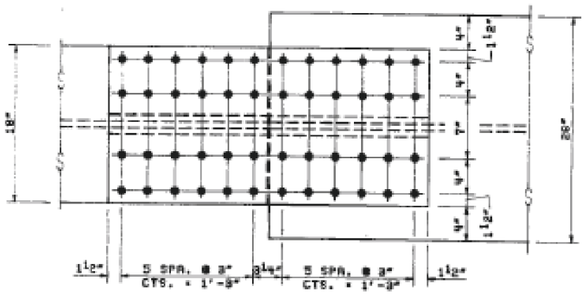
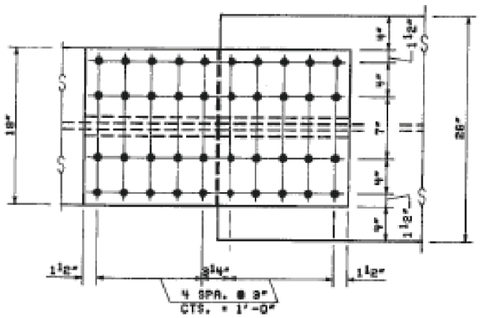


TYPICAL SPLICE SECTION



BOTTOM PLAN

FIELD SPLICES #2 & #7



BOTTOM PLAN

FIELD SPLICES #4 & #5

NOTES:

1. FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS ⅞" DIA., OPEN HOLES $^{15}/_{16}$" DIA.
2. ALL SPLICE PLATES SHALL BE AASHTO M270, GRADE 50 AND SHALL CONFORM, EXCEPT FILLER PLATES, TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FIELD SPLICES & DETAILS

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STA. 1228+96 LEE & OGLE COUNTIES
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
GD-16	N.T.S.	4-19-93	38

DRAFTED BY: SBR CHECKED BY: KRP
CHECKED BY:
DRAFTED BY:
ESTIMATED BY:

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SN: 052–0063

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	02 BRIDGE PAINTING 2014-1	LEE / OGLE	25	16
			CONTRACT NO. 64J52	
	ILLINOIS			

FOR INFORMATION ONLY

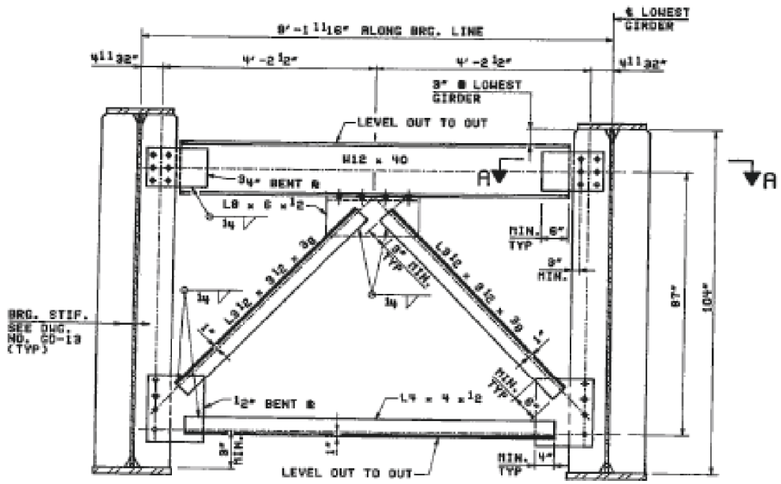
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. 742	39RB-1	LEE & OGLE	86	39
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STPF-BRF-742(85)

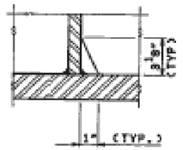
DRAFTED BY: SBA CHECKED BY: KRP

CHECKED BY:

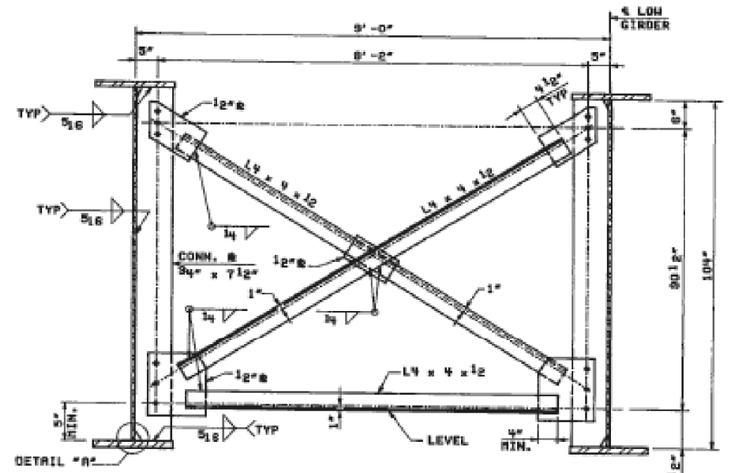
ESTIMATED BY:



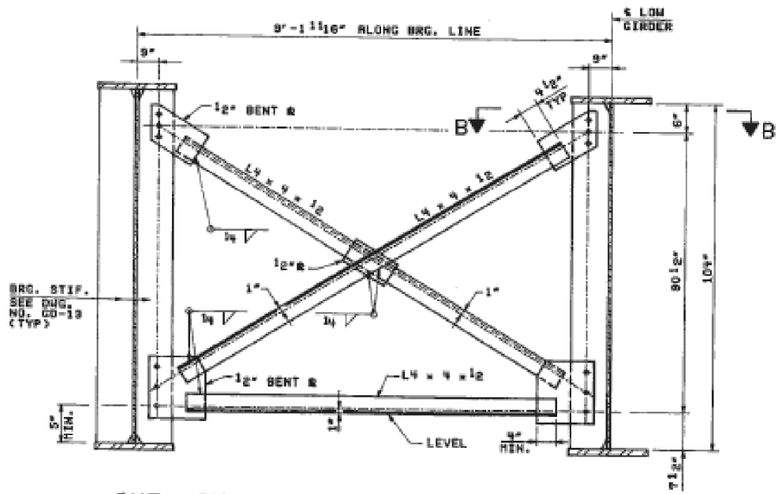
END CROSS FRAME CF - 301
@ S. ABUT. & N. ABUT.
(8 REQUIRED)



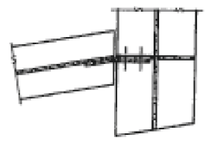
DETAIL "A"



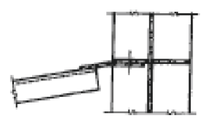
INT. CROSS FRAME CF - 302
(180 REQUIRED)



INT. SUPPORT CROSS FRAME CF - 303
@ PIERS 1, 2 & 3
(12 REQUIRED)



SECTION A-A



SECTION B-B

NOTES:

1. PROVIDE 1 1/16" Ø HOLES FOR ALL 7/8" Ø BOLTS.
2. TWO HARDENED WASHERS SHALL BE REQUIRED OVER ALL OVERSIZE HOLES.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS FRAMES

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STA.1228+96 LEE & OGLE COUNTIES
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
CD-17	N.T.S.	4-19-93	39

	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
	DATE -	REVISED -	

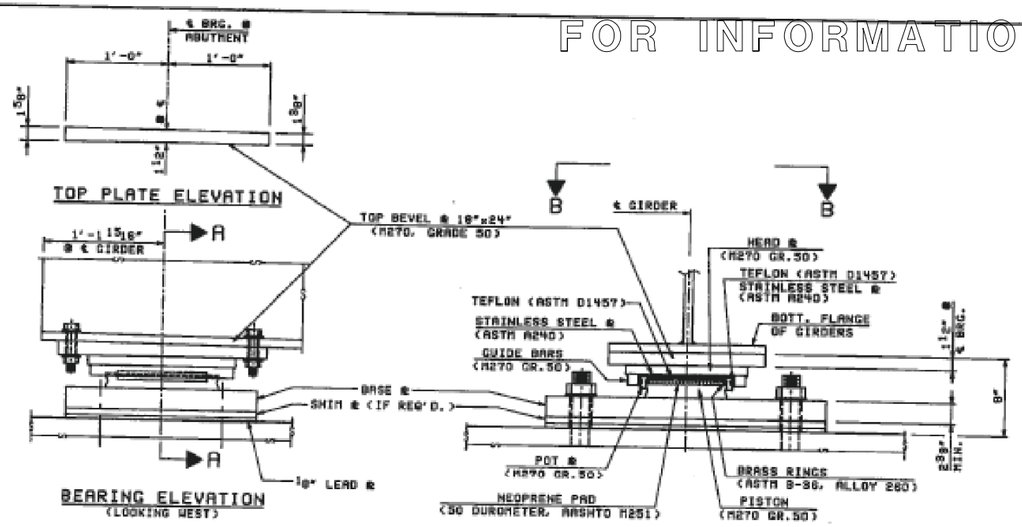
EXISTING BRIDGE PLANS
SN: 052-0063

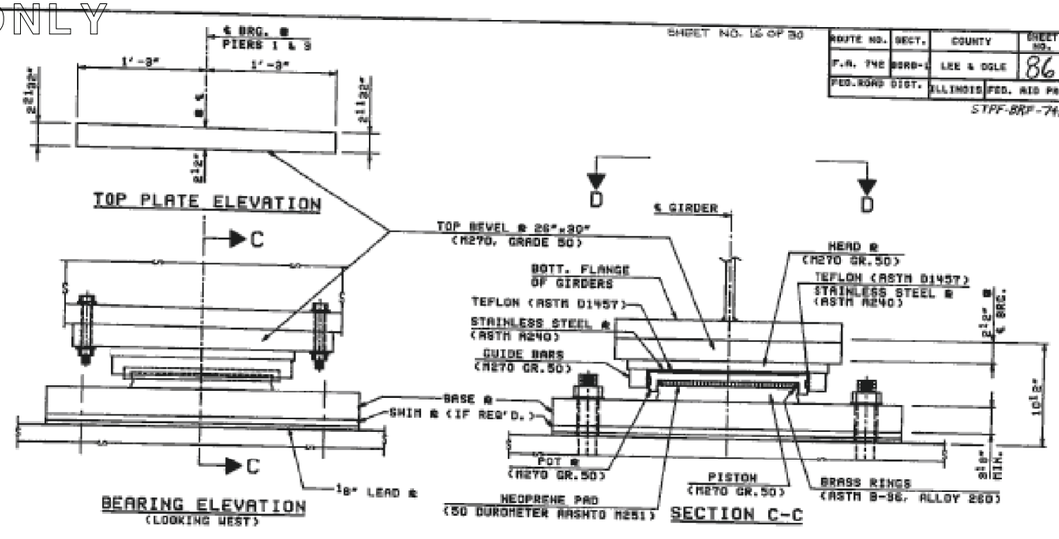
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	02 BRIDGE PAINTING 2014-1	LEE / OGLE	25	17
			CONTRACT NO. 64J52	
		ILLINOIS		

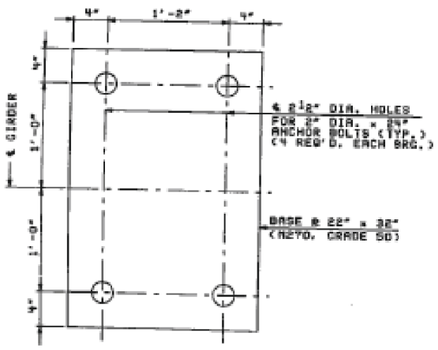
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. 742	39RB-1	LEE & OGLE	86	90
FED.ROAD DIST.	ILLINOIS	FED. AID PROJECT		

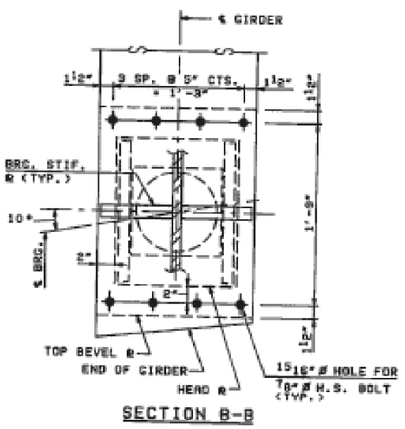
STPP-BRF-742(86)

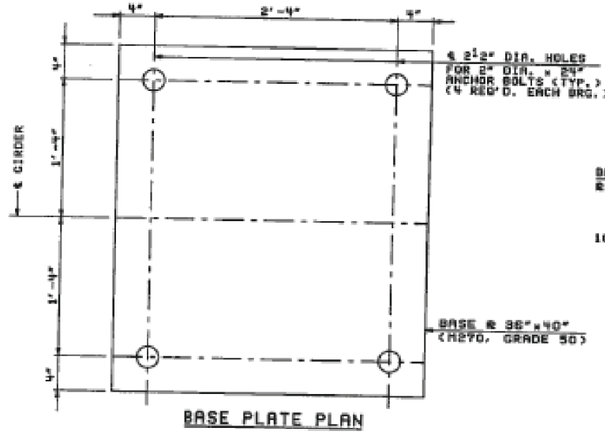
ESTIMATED BY: KMP CHECKED BY: RJR DRAFTED BY: SDA CHECKED BY: RJR

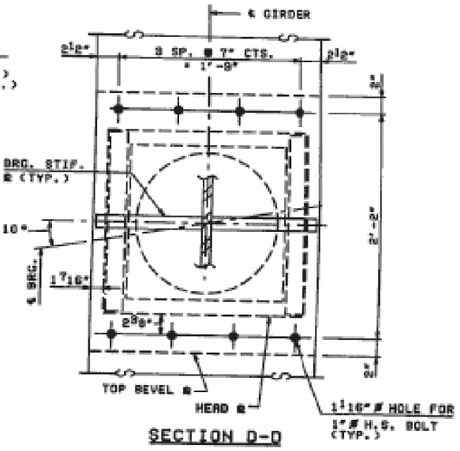












FLOATING BEARINGS - GUIDED EXPANSION @ ABUTMENTS

(FOR ALL GIRDERS - 2-5"x10 REQUIRED)
(S. ABUTMENT SHOWN, SIMILAR AT N. ABUTMENT)

FLOATING BEARINGS - GUIDED EXPANSION @ PIERS 1 & 3

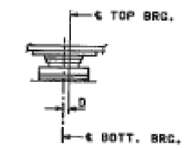
(FOR ALL GIRDERS - 2-5"x10 REQUIRED)

BEARING DATA
N. ABUT. & S. ABUT.

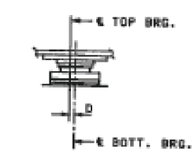
MIN. DEAD LOADS	= 114	KIPS
MAX. DEAD LOADS	= 135	KIPS
LIVE LOAD + IMP	= 95	KIPS
TOTAL - MAXIMUM	= 230	KIPS
TRANSVERSE LOADS-(MAX.)		
WIND	= 14	KIPS
OR EARTHQUAKE	= 27	KIPS
ROTATION	= 0.02	RADIANS
MOVEMENT-(LONGITUDINAL)	= 8.50	INCHES
MOVEMENT-(TRANSVERSE)	= 0.25	INCHES

BEARING DATA
PIERS 1 & 3

MIN. DEAD LOADS	= 485	KIPS
MAX. DEAD LOADS	= 505	KIPS
LIVE LOAD + IMP	= 220	KIPS
TOTAL - MAXIMUM	= 725	KIPS
TRANSVERSE LOADS-(MAX.)		
WIND	= 32	KIPS
OR EARTHQUAKE	= 101	KIPS
ROTATION	= 0.02	RADIANS
MOVEMENT-(LONGITUDINAL)	= 8.75	INCHES
MOVEMENT-(TRANSVERSE)	= 0.25	INCHES



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= 18" PER EACH 100' OF EXPANSION FOR EVERY 15° TEMP. CHANGE FROM THE NORMAL TEMP. OF 50° F.

NOTES:

1. ALL DETAILED DESIGN COMPUTATIONS, DRAWINGS & INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION.
2. SEE DWG. NO. CD-29 FOR ANCHOR BOLT DETAILS.
3. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING DIMENSIONS AS REQUIRED IN THE FIELD FOR THE ACTUAL BEARINGS USED (INCLUDING SEAT ELEVATIONS). DIMENSIONS TO BE ADJUSTED SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION OF BEARINGS.
4. BEARING DIMENSIONS SUCH AS DIAMETER OF BRASS RINGS, PISTON, POT PLATE, HEAD PLATE, GUIDE BARS, NEOPRENE PAD, TEFLON, STAINLESS STEEL PLATE ETC. SHALL BE AS PER MANUFACTURER FOR GIVEN BEARING DESIGN DATA.

BILL OF MATERIAL

ITEM	UNIT	LEE COUNTY S. ABUT. & PIER 1	OGLE COUNTY N. ABUT. & PIER 3	TOTAL
FLOATING BEARINGS, GUIDED EXPANSION (750 KIPS)	EACH	5	5	10
FLOATING BEARINGS, GUIDED EXPANSION (230 KIPS)	EACH	5	5	10

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FLOATING BEARING DETAILS

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
CD-18	N.T.S.	4-19-93	16

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

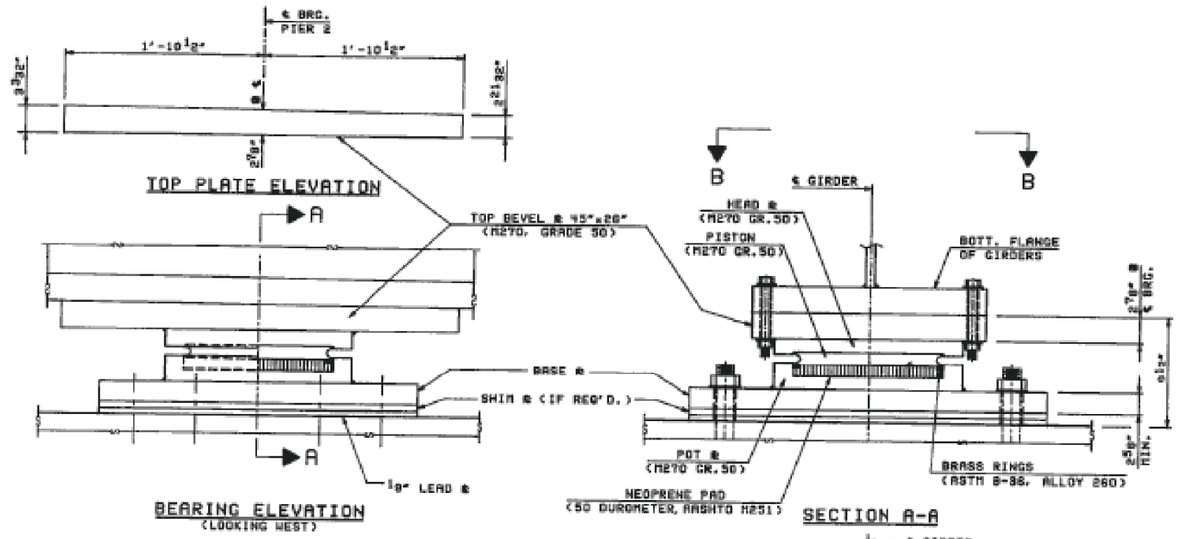
EXISTING BRIDGE PLANS
SN: 052-0063

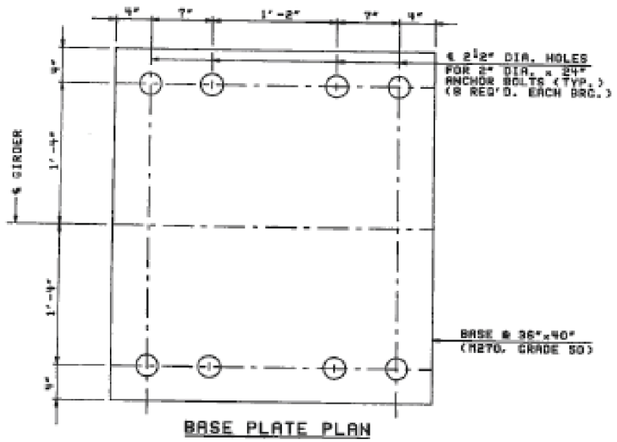
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	18
			CONTRACT NO. 64J52	
		ILLINOIS		

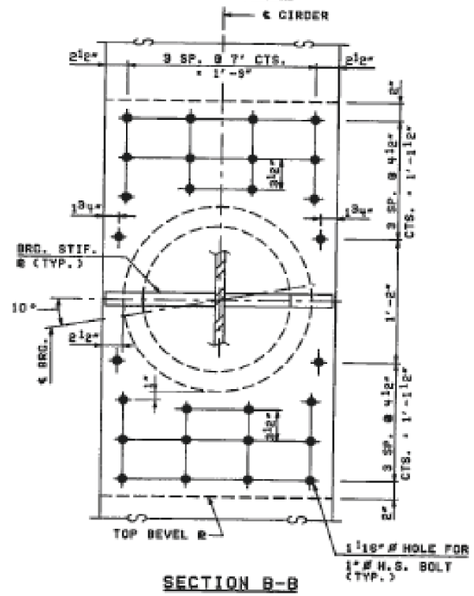
ROUTE NO.	SECT.	COUNTY	SHEET NO.	TOTAL SHEETS
F.A. 742	39RB-1	LEE & OGLE	86	41
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT		

STPF-BRF-742(3E)

FOR INFORMATION ONLY







FLOATING BEARINGS - FIXED @ PIER 2
(FOR ALL GIRDERS - 5 REQUIRED)

BEARING DATA

PIER 2

MIN. DEAD LOADS	=	454 KIPS
MAX. DEAD LOADS	=	525 KIPS
LIVE LOAD + IMP	=	235 KIPS
TOTAL - MAXIMUM	=	760 KIPS
LONGITUDINAL LOADS-(MAX.)		
WIND	=	49 KIPS
OR EARTHQUAKE	=	961 KIPS
OR		
TRANSVERSE LOADS-(MAX.)		
WIND	=	37 KIPS
OR EARTHQUAKE	=	105 KIPS
ROTATION	=	0.02 RADIANS
MOVEMENT-(LONGITUDINAL)	=	— INCHES
MOVEMENT-(TRANSVERSE)	=	0.25 INCHES

BILL OF MATERIAL

ITEM	UNIT	LEE COUNTY PIER 2	OGLE COUNTY PIER 2	TOTAL
FLOATING BEARINGS, FIXED (800 KIPS)	EACH	2.5	2.5	5

NOTES:

1. ALL DETAILED DESIGN COMPUTATIONS, DRAWINGS & INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION.
2. SEE DWG. NO. GD-29 FOR ANCHOR BOLT DETAILS.
3. ANCHOR BOLTS AT FIXED BEARINGS MAY BE BUILT INTO THE MASONRY.
4. CONTRACTOR IS RESPONSIBLE FOR ADJUSTING DIMENSIONS AS REQUIRED IN THE FIELD FOR THE ACTUAL BEARINGS USED (INCLUDING SEAT ELEVATIONS). DIMENSIONS TO BE ADJUSTED SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION OF BEARINGS.
5. BEARING DIMENSIONS SUCH AS DIAMETER OF BRASS RINGS, PISTON, POT PLATE, HEAD PLATE, GUIDE BARS, NEOPRENE PAD, TEFLON, STAINLESS STEEL PLATE ETC. SHALL BE AS PER MANUFACTURER FOR GIVEN BEARING DESIGN DATA.

REVISION	DATE	DESCRIPTION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FLOATING BEARING DETAILS

GRAND DETOUR BRIDGE
OVER ROCK RIVER
F.A. RTE. 742 SECTION 39RB-1
STA. 1228+96 LEE & OGLE COUNTIES
STRUCTURE NUMBER 052-0063

STEINMAN BOYNTON INC.
CONSULTING ENGINEERS - CHICAGO, ILLINOIS

DRAWING NO.	SCALE	DATE	SHEET NO.
GD-19		4-19-93	41

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SN: 052-0063

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	19
		CONTRACT NO. 64J52		
	ILLINOIS			

FOR INFORMATION ONLY

071-0025 rev4

EA. 742	*	OGLE	40	15

SHEET 1
16 SHEETS

* - 37 BR - 3

Benchmark: Chiseled "□" on top of S.E. Wingwall of Existing Structure El. 684.28
Existing Structure: 3-Span R.C. Deck, continuous R.C. arched girder bridge, R.C. pier on concrete footings. ± 28'-0" clear deck width, Gross Structure length = ± 100'-6". Piers to be re-used. Exist. Structure No. 071-0025.
Traffic is to be maintained during construction utilizing Stage Construction

Note: Existing Substructure Removal is indicated by ■
Estimated Abutment Concrete Removed - 50.8 cu. yd.

Profile Grade 0.00%

Natural Ground Line

El. 677.80 (E. end)
El. 679.56 (W. end)

El. 680.1 (E. End)
El. 681.1 (W. End)

W27x94

El. 678.97 (50 Yr. D.H.W.)
Rock River Back Water

2'-5¾"

Normal Pool El. 671.50

22" Riprap

1'-0" min.*

8" Bedding (Typ.)

5'-0"

SB El. 668.0

Class X Concrete Encasement

Filter Fabric for use with Riprap

El. ±659.2 (Typ.)

Steel H Piles HP 10x42

Concrete Piles

Form liner to be placed each abut. (Cost incidental to Class X Concrete see Special Provisions)

* Concrete Removal Limits

ELEVATION

Traffic Barrier Terminal Std. 2341 - Type 6 (All Four Corners)

El. 677.63 (E end)
El. 679.39 (W end)

119'-9" Bk.-Bk. Abuts. along tangent.

40'-10½" | 38'-0" | 40'-10½"

21'-4⅜" | 16'-7⅝"

Sta. 1948+35.00 (Tan.)
Sta. 1948+35.70 ℄ Prop. Rdwy.
Sta. 1948+75.84 (Tan.)
Sta. 1949+13.83 (Tangent)
Sta. 1949+54.08 (Tan.)

9'8"

Tangent at Sta. 1948+97.24

8'8"

30°

Sta. 1948+97.24

℄ Prop. Rdwy.

1'-3¾" | 1'8" | 5⅛" | 1'-2⅝"

4'-2"

℄ Exist Rdwy.

R=1432.40'

Sta. 1948+76.93 ℄ Prop. Rdwy.

Sta. 1949+13.89 ℄ Prop. Rdwy.

Sta. 1949+55.41 ℄ Prop. Rdwy.

Bk. S. Abut

℄ Pier 1

Bk. N. Abut

℄ Pier 2

STRUCTURE LAYOUT

3rd P.M. R.10E. N. T.24 N.

Project Location

LOCATION SKETCH

APPROVED
FOR DIRECTOR OF HIGHWAYS

Highway Engineer

Sta. 1948+00 El. 686.05

Sta. 1950+00 El. 686.05

0.00%

PROFILE GRADE

R=±45'

2:1

Toe of 2:1 Slope (Typ.)

Stone Riprap RR-4 (Typical)

℄ Brg.

℄ Pier 1

Flow Mud Creek

℄ Pier 2

R=±39'

2:1

110'-4"

℄ Brg.

Steel Plate Beam Guardrail Std. 2341 (Typ.)

Boring #2

℄ Rdwy. at Elk. N. Abut Sta. 1949+55.41 El. 686.05

Temp. sheet piling for stage const. at each end of bridge Top El. 686.05 (Typ.) Tip El. 668.00 (Typ.)

1'-4⅜"

23'-6"

20' Approach Pavement Std. 2382 (Typ.) w/o Class I

PC Concrete Bridge Shldr. Approach Pavement Std. 2324-5 w/drains (S.E. & N.E. Corners only)

54'-0" Shldr. to Shldr.

8'-0"

38'-0" Rdwy.

19'-0"

19'-0"

8'-0"

℄ Rdwy. at Elk. S. Abut Sta. 1948+35.70 El. 686.05

27'-0"

22'-0" Stage I Construction

22'-10" Stage II Traffic

2'-7"

1'-1"

23'-6"

2¼"

1'-6¼"

4½"

℄ F.A. Route 742 (IL. Rte. 2)

30"

27'-0"

℄ Rdwy. at ℄ Pier 1 Sta. 1948+97.93 El. 686.05

2'-7"

11'-5" Stage I Traffic

30'-2" Stage II Construction

4'-4"

1'-3"

℄ Rdwy. at ℄ Pier 2 Sta. 1949+13.89 El. 686.05

L=394'-4" Existing Bridge

30"

5'-2" Out-Out Deck

4½"

1'-3"

℄ Rdwy. Exist. Bridge

Local Tangent Sta. 1948+97.24

Name Plate Location

10'-0" min. (Typ.)

3'-6"

3'-3"

1'-7"

2'-6"ϕ Floor Drains Each Span (Typ.)

HORIZONTAL CURVE DATA
P.I. Sta. 1947+61.98
Δ = 43°06'
D = 4°00'00"
T = 565.68'
R = 1432.40'
L = 1077.50'
E = 107.65'
S.E. = .061'

Boring #1

R=±39'

2:1

2'-10½" | 38'-0" | 38'-0" | 38'-0" | 2'-10½"

119'-9" Bk.-Bk. Abuts.

Along Tangent

R=±45'

2:1

VARIES

Returning Wall (See Sheet "16")

A A A A

8" Bedding

5'-0"

7'-6"

SECTION A-A
(Typ. - 4 Corners)

10'-0"

Flow Rock River

ALLEN HENDERSON & ASSOCIATES CONSULTING CIVIL AND STRUCTURAL ENGINEERS SPRINGFIELD, ILL. PHONE: (217) 544-8033

ALLEN P. HENDERSON 3257 ILLINOIS STRUCTURAL ENGINEER STATE OF ILLINOIS

GENERAL PLAN & ELEVATION
IL. ROUTE 2 OVER MUD CREEK
F.A. ROUTE 742
SECTION 37BR-3
S.N. 071-0025
OGLE COUNTY

Allen P. Henderson 11/30/12
Illinois Structural No. 3257 Expiration Date 11/30/12

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

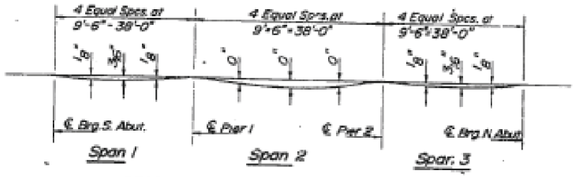
EXISTING BRIDGE PLANS
SN: 071-0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	20
			CONTRACT NO. 64J52	
	ILLINOIS			

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	37BR-3	OGLE	40	18
FED. RTE.	STATE PROJECT			

* - F.A. RTE. 742 (IL. RTE. 2)

Sheet 4
16 Sheets



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete slab only).

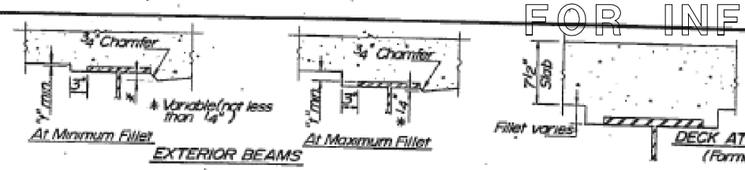
Note: The above deflections are not to used in the field if the engineer is working from the grade elevation adjusted for dead load deflection as shown below.

SCREED INFORMATION FOR BEAM OR GIRDER = 01

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194822.588	25.667	687.590	687.590
BRG SA	194825.398	25.667	687.590	687.590
A	194835.175	25.667	687.590	687.602
B	194844.950	25.667	687.590	687.604
C	194854.723	25.667	687.590	687.598
PIER1	194861.302	25.667	687.590	687.590
D	194871.672	25.667	687.590	687.590
E	194881.441	25.667	687.590	687.590
F	194891.207	25.667	687.590	687.588
PIER2	194898.926	25.667	687.590	687.590
G	194908.749	25.667	687.590	687.588
H	194918.519	25.667	687.590	687.606
I	194926.270	25.667	687.590	687.602
BRG NA	194936.076	25.667	687.590	687.592
BK NA	194938.567	25.667	687.590	687.590

SCREED INFORMATION FOR BEAM OR GIRDER = BND JT

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194824.429	22.000	687.370	687.370
BRG SA	194827.249	22.000	687.370	687.370
A	194837.057	22.000	687.370	687.382
B	194846.863	22.000	687.370	687.384
C	194856.665	22.000	687.370	687.376
PIER1	194863.871	22.000	687.370	687.370
D	194873.673	22.000	687.370	687.370
E	194883.474	22.000	687.370	687.371
F	194893.273	22.000	687.370	687.369
PIER2	194901.077	22.000	687.370	687.370
G	194910.874	22.000	687.370	687.379
H	194920.668	22.000	687.370	687.386
I	194930.461	22.000	687.370	687.382
BRG NA	194938.284	22.000	687.370	687.372
BK NA	194941.737	22.000	687.370	687.370



EXTERIOR BEAMS

METHOD OF DETERMING FILLET HEIGHTS "f"

After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at the station shown on Sheet 4. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheet 4, minus floor thickness equals the fillet heights above top flange of beams.

SCREED INFORMATION FOR BEAM OR GIRDER = 02

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194826.282	18.333	687.150	687.150
BRG SA	194829.111	18.333	687.150	687.150
A	194838.850	18.333	687.150	687.162
B	194848.788	18.333	687.150	687.164
C	194858.625	18.333	687.150	687.156
PIER1	194865.851	18.333	687.150	687.150
D	194875.655	18.333	687.150	687.150
E	194885.519	18.333	687.150	687.151
F	194895.351	18.333	687.150	687.149
PIER2	194903.181	18.333	687.150	687.150
G	194913.011	18.333	687.150	687.159
H	194923.839	18.333	687.150	687.166
I	194932.666	18.333	687.150	687.162
BRG NA	194940.526	18.333	687.150	687.152
BK NA	194943.981	18.333	687.150	687.150

SCREED INFORMATION FOR BEAM OR GIRDER = 03

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194830.015	11.000	686.710	686.710
BRG SA	194832.845	11.000	686.710	686.710
A	194842.758	11.000	686.710	686.722
B	194852.670	11.000	686.710	686.724
C	194862.572	11.000	686.710	686.716
PIER1	194869.648	11.000	686.710	686.710
D	194879.745	11.000	686.710	686.710
E	194889.645	11.000	686.710	686.711
F	194899.543	11.000	686.710	686.709
PIER2	194907.427	11.000	686.710	686.710
G	194917.324	11.000	686.710	686.719
H	194927.220	11.000	686.710	686.726
I	194937.115	11.000	686.710	686.723
BRG NA	194945.031	11.000	686.710	686.711
BK NA	194948.510	11.000	686.710	686.710

SCREED INFORMATION FOR BEAM OR GIRDER = 04

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194830.788	3.667	686.270	686.270
BRG SA	194836.663	3.667	686.270	686.270
A	194846.631	3.667	686.270	686.282
B	194856.598	3.667	686.270	686.284
C	194866.565	3.667	686.270	686.276
PIER1	194873.887	3.667	686.270	686.270
D	194883.853	3.667	686.270	686.270
E	194893.820	3.667	686.270	686.271
F	194903.785	3.667	686.270	686.268
PIER2	194911.724	3.667	686.270	686.270
G	194921.689	3.667	686.270	686.279
H	194931.654	3.667	686.270	686.286
I	194941.619	3.667	686.270	686.282
BRG NA	194949.501	3.667	686.270	686.271
BK NA	194953.094	3.667	686.270	686.270

SCREED INFORMATION FOR BEAM OR GIRDER = CSSEJT

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194834.823	1.500	686.140	686.140
BRG SA	194837.794	1.500	686.140	686.140
A	194847.781	1.500	686.140	686.162
B	194857.767	1.500	686.140	686.164
C	194867.754	1.500	686.140	686.156
PIER1	194875.080	1.500	686.140	686.140
D	194885.077	1.500	686.140	686.140
E	194895.063	1.500	686.140	686.141
F	194905.049	1.500	686.140	686.138
PIER2	194913.003	1.500	686.140	686.140
G	194922.989	1.500	686.140	686.149
H	194932.974	1.500	686.140	686.156
I	194942.960	1.500	686.140	686.152
BRG NA	194950.946	1.500	686.140	686.141
BK NA	194954.460	1.500	686.140	686.140

SCREED INFORMATION FOR BEAM OR GIRDER = CL

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194836.704	.000	686.050	686.050
BRG SA	194838.579	.000	686.050	686.050
A	194848.579	.000	686.050	686.062
B	194858.579	.000	686.050	686.064
C	194868.579	.000	686.050	686.056
PIER1	194876.928	.000	686.050	686.050
D	194886.928	.000	686.050	686.050
E	194896.926	.000	686.050	686.050
F	194906.926	.000	686.050	686.051
PIER2	194913.891	.000	686.050	686.049
G	194923.891	.000	686.050	686.055
H	194933.891	.000	686.050	686.059
I	194943.891	.000	686.050	686.056
BRG NA	194951.891	.000	686.050	686.052
BK NA	194955.406	.000	686.050	686.051

SCREED INFORMATION FOR BEAM OR GIRDER = 05

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194837.622	-3.667	685.830	685.830
BRG SA	194840.506	-3.667	685.830	685.830
A	194850.539	-3.667	685.830	685.842
B	194860.572	-3.667	685.830	685.844
C	194870.605	-3.667	685.830	685.836
PIER1	194877.977	-3.667	685.830	685.830
D	194888.010	-3.667	685.830	685.830
E	194898.045	-3.667	685.830	685.830
F	194908.079	-3.667	685.830	685.831
PIER2	194916.072	-3.667	685.830	685.829
G	194926.107	-3.667	685.830	685.830
H	194936.142	-3.667	685.830	685.839
I	194946.176	-3.667	685.830	685.846
BRG NA	194954.206	-3.667	685.830	685.842
BK NA	194957.735	-3.667	685.830	685.831

SCREED INFORMATION FOR BEAM OR GIRDER = 06

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194841.490	-11.000	685.390	685.390
BRG SA	194844.394	-11.000	685.390	685.390
A	194854.493	-11.000	685.390	685.390
B	194864.593	-11.000	685.390	685.402
C	194874.694	-11.000	685.390	685.404
PIER1	194882.115	-11.000	685.390	685.386
D	194892.217	-11.000	685.390	685.390
E	194902.320	-11.000	685.390	685.390
F	194912.424	-11.000	685.390	685.391
PIER2	194920.473	-11.000	685.390	685.389
G	194930.579	-11.000	685.390	685.390
H	194940.685	-11.000	685.390	685.399
I	194950.792	-11.000	685.390	685.406
BRG NA	194959.579	-11.000	685.390	685.402
BK NA	194962.434	-11.000	685.390	685.390

SCREED INFORMATION FOR BEAM OR GIRDER = 07

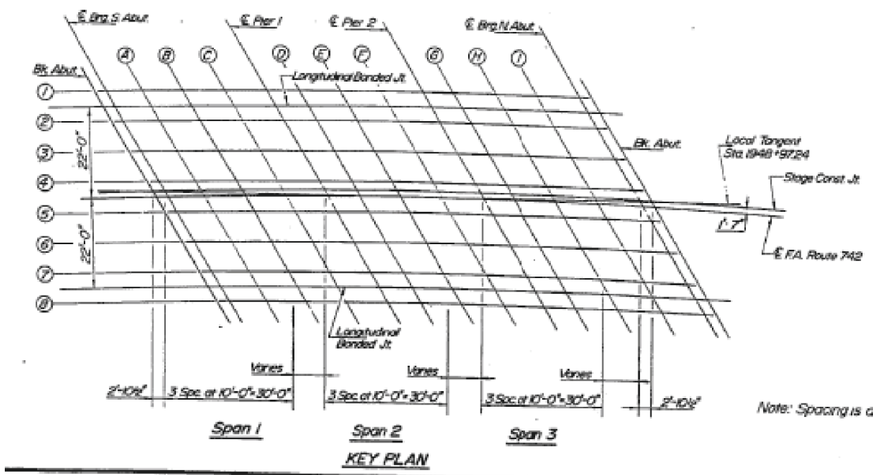
LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194845.405	-18.333	684.950	684.950
BRG SA	194848.327	-18.333	684.950	684.950
A	194858.484	-18.333	684.950	684.962
B	194868.642	-18.333	684.950	684.954
C	194878.832	-18.333	684.950	684.956
PIER1	194886.303	-18.333	684.950	684.950
D	194896.475	-18.333	684.950	684.950
E	194906.648	-18.333	684.950	684.951
F	194916.823	-18.333	684.950	684.949
PIER2	194924.928	-18.333	684.950	684.950
G	194935.106	-18.333	684.950	684.959
H	194945.284	-18.333	684.950	684.955
I	194955.465	-18.333	684.950	684.962
BRG NA	194963.610	-18.333	684.950	684.951
BK NA	194967.191	-18.333	684.950	684.950

SCREED INFORMATION FOR BEAM OR GIRDER = BND JT

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194847.379	-22.000	684.730	684.730
BRG SA	194850.312	-22.000	684.730	684.730
A	194860.513	-22.000	684.730	684.730
B	194870.715	-22.000	684.730	684.730
C	194880.919	-22.000	684.730	684.730
PIER1	194888.417	-22.000	684.730	684.730
D	194898.623	-22.000	684.730	684.730
E	194908.832	-22.000	684.730	684.730
F	194919.042	-22.000	684.730	684.730
PIER2	194927.176	-22.000	684.730	684.730
G	194937.380	-22.000	684.730	684.730
H	194947.605	-22.000	684.730	684.730
I	194957.823	-22.000	684.730	684.730
BRG NA	194966.986	-22.000	684.730	684.730
BK NA	194969.592	-22.000	684.730	684.730

SCREED INFORMATION FOR BEAM OR GIRDER = 08

LINE	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEVATION ADJUSTED FOR DEAD LOAD DEFLECTION
BKSA	194849.369	-25.667	684.510	684.510
BRG SA	194852.308	-25.667	684.510	684.510
A	194862.543	-25.667	684.510	684.522
B	194872.780	-25.667	684.510	684.524
C	194883.019	-25.667	684.510	684.516
PIER1	194890.543	-25.667	684.510	684.510
D	194900.785	-25.667	684.510	684.510
E	194911.029	-25.667	684.510	684.510
F	194921.275	-25.667	684.510	684.511
PIER2	194929.435	-25.667	684.510	684.509
G	194939.689	-25.667	684.510	684.519
H	194949.941	-25.667	684.510	684.526
I	194960.196	-25.667	684.510	684.522
BRG NA	194968.401	-25.667	684.510	684.511
BK NA	194972.008	-25.667	684.510	684.510



KEY PLAN

Note: Spacing is along ℄ beam.

TOP OF SLAB ELEVATIONS
IL. ROUTE 2 OVER MUD CREEK
F.A. ROUTE 742
SECTION 37 BR-3
S.N. 071-0025
OGLE COUNTY

ALLEN HENDERSON & ASSOCIATES CONSULTING CIVIL AND STRUCTURAL ENGINEERS SPRINGFIELD, ILL. PHONE: (217) 544-8033

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

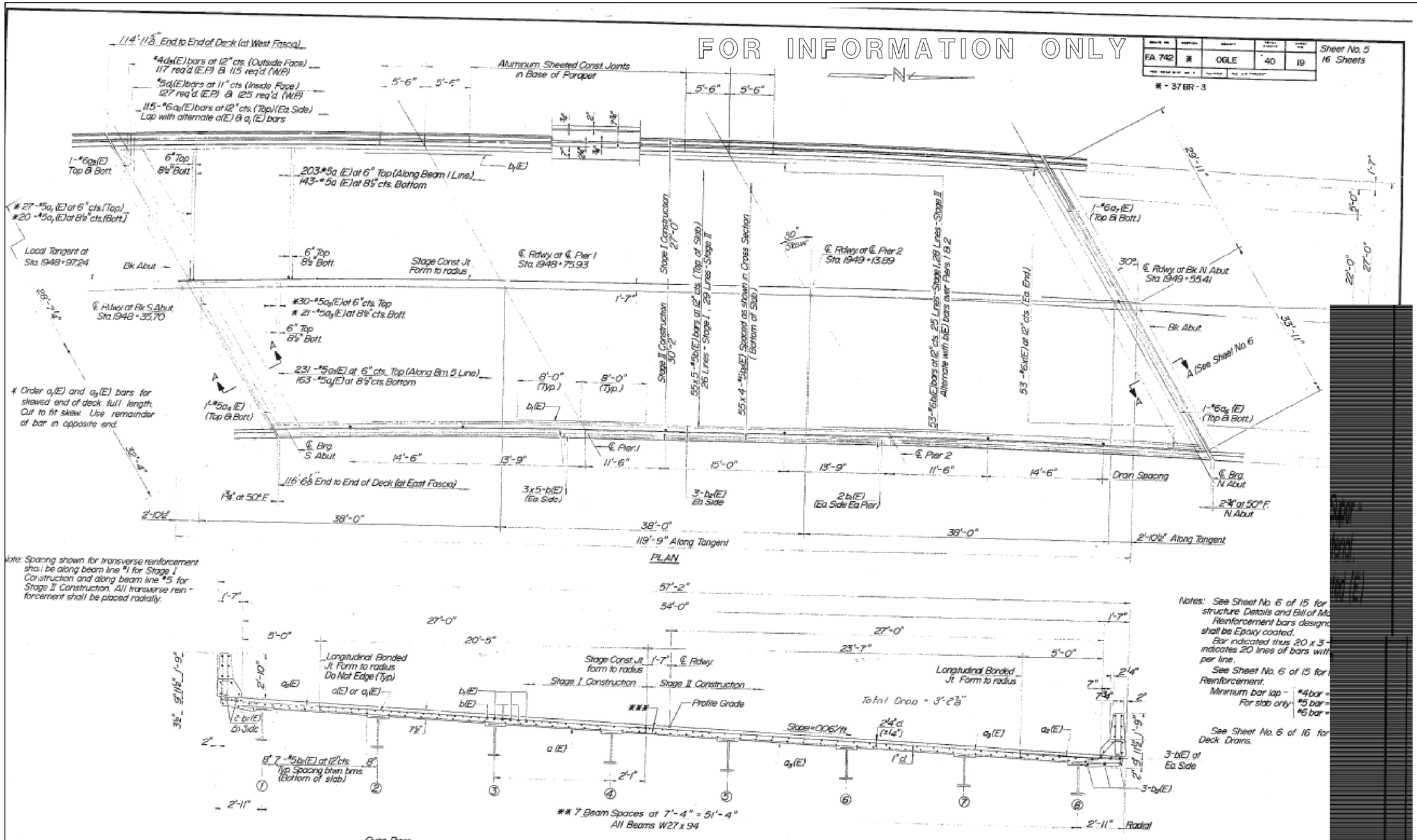
EXISTING BRIDGE PLANS
SN: 071-0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	02 BRIDGE PAINTING 2014-1	LEE / OGLE	25	21
		CONTRACT NO. 64J52		
	ILLINOIS			

FOR INFORMATION ONLY

				Sheet No. 5 16 Sheets
FA. 742	*	OGLE	40	19

* - 37 BR - 3



Note: Reinforcement bars designated (E) shall be epoxy coated.

** Fabricate Beams to Radius

*** Bars at this location shall have double the number of ties normally required.

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	CHECKED -	REVISED -	
	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SN: 071–0025

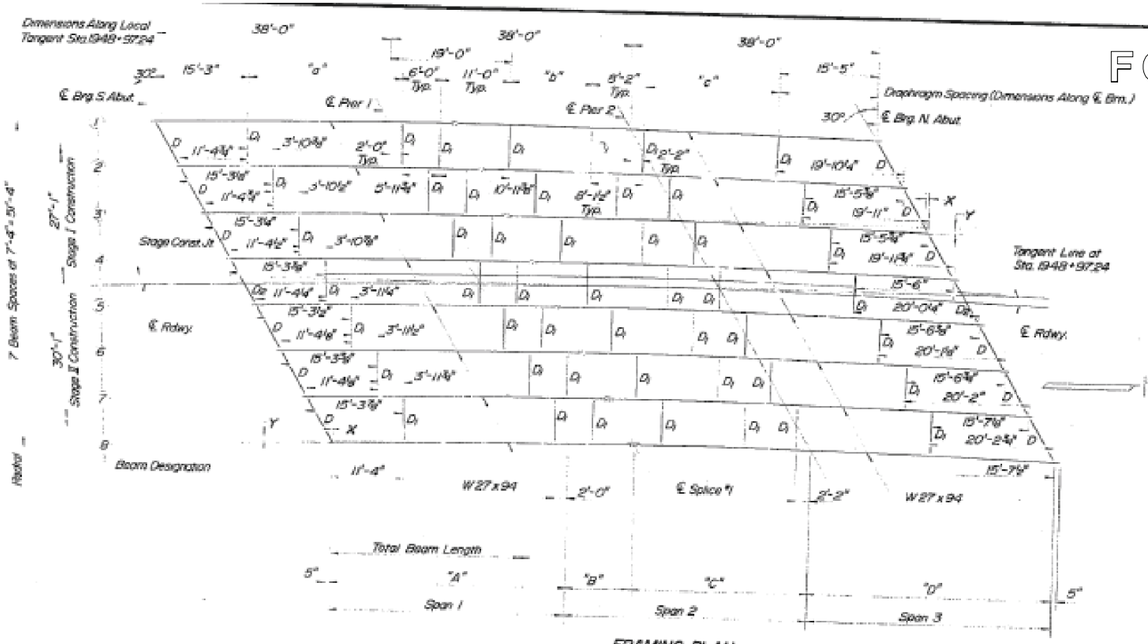
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	22
		CONTRACT NO. 64J52		
	ILLINOIS			

FOR INFORMATION ONLY

FA. 742	37	OGLE	40	22

SHEET 8
16 SHEETS

37 BR - 3

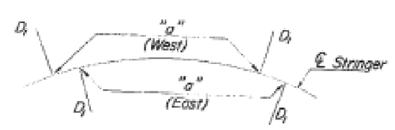


FRAMING PLAN

Note: Notch Toughness Requirements are required for beams 1 thru 8 and all flange and web field splice plates.

TABLE
DIAPHRAGM SPACING

Beam	"a" (East)	"a" (West)	"b" (East)	"b" (West)	"c" (East)	"c" (West)
1	23'-11⅞"	———	12'-9"	———	20'-8⅞"	———
2	24'-0¼"	23'-10⅝"	12'-9⅜"	12'-7⅛"	20'-9⅛"	20'-8⅝"
3	24'-0⅜"	23'-11¼"	12'-10⅝"	12'-7⅝"	20'-9⅜"	20'-8⅝"
4	24'-1¼"	24'-0⅛"	12'-11¼"	12'-9⅝"	20'-10⅜"	20'-8⅝"
5	24'-1⅞"	24'-1⅛"	12'-11⅞"	12'-9¼"	20'-11"	20'-9⅛"
6	24'-2⅝"	24'-1⅞"	13'-0⅜"	12'-9⅜"	20'-11⅞"	20'-9⅛"
7	24'-3¼"	24'-2½"	13'-1⅜"	12'-11"	21'-0"	20'-9⅛"
8	———	24'-3⅜"	———	12'-11⅜"	———	20'-9¼"



LEGEND
Diaphragm Spacing Table

NOTES

All dimensions are along ℄ beam except as noted.

Dimensions X and Y are given from the respective Local Tangent of each beam at Sta. 1948+97.24.

Beams shall be fabricated to their respective radii.

All dimensions are along the curve except as noted.

Work this sheet with sheet nos. 9 & 10.

All diaphragms between Beams 4 & 5 shall be installed during Stage II Construction.

All stringers (W 27 x 94) and splice plates shall be A.A.S.H.T.O. M 223 Grade 50.

All diaphragms, connection angles, plates and bearing plates - A.A.S.H.T.O. M 183.

BEAM DIMENSIONS

Beam	Radius	"A"	"B"	"C"	"D"	TOTAL BEAM LENGTH
1	1458.07'	37'-2⅝"	10'-6"	27'-3"	38'-3⅛"	113'-3⅛"
2	1450.73'	37'-3⅛"	10'-6"	27'-3¾"	38'-4⅝"	113'-5⅝"
3	1443.40'	37'-4"	10'-6"	27'-4⅝"	38'-5⅝"	113'-6"
4	1436.07'	37'-4⅝"	10'-6"	27'-5¼"	38'-6⅜"	113'-10¼"
5	1428.73'	37'-5⅜"	10'-6"	27'-5⅞"	38'-7⅛"	114'-0⅛"
6	1421.40'	37'-6"	10'-6"	27'-6¾"	38'-7⅞"	114'-0⅝"
7	1414.07'	37'-6⅝"	10'-6"	27'-7⅝"	38'-8⅝"	114'-3"
8	1406.73'	37'-7⅜"	10'-6"	27'-8⅜"	38'-10"	114'-7⅜"

LAYOUT DIMENSIONS

Beam	℄ Brg. S. Abut. "X"	℄ Brg. S. Abut. "Y"	℄ Pier 1 "X"	℄ Pier 1 "Y"	℄ Splice 1 "X"	℄ Splice 1 "Y"	℄ Pier 2 "X"	℄ Pier 2 "Y"	℄ Brg. N. Abut. "X"	℄ Brg. N. Abut. "Y"
1	1'-0⅜"	1'-10"	0'-3⅛"	0'-5⅜"	0'-1⅝"	0'-2⅝"	0'-0"	0'-0"	0'-3⅞"	0'-6⅝"
2	0'-11⅝"	1'-9⅞"	0'-2⅝"	0'-4⅝"	0'-1⅛"	0'-1⅝"	0'-0⅛"	0'-0⅝"	0'-4⅜"	0'-8⅛"
3	0'-10⅞"	1'-9⅝"	0'-1⅝"	0'-3⅝"	0'-0⅝"	0'-⅛"	0'-0⅛"	0'-0⅝"	0'-5⅛"	0'-9⅝"
4	0'-9⅞"	1'-9⅝"	0'-1⅝"	0'-2⅝"	0'-0⅛"	0'-0⅜"	0'-0⅛"	0'-0⅝"	0'-5¾"	0'-10⅝"
℄	0'-8½"	1'-9⅜"	0'-1⅛"	0'-1⅝"	0'-0⅛"	0'-0⅜"	0'-0⅛"	0'-0⅝"	0'-6¾"	0'-11⅝"
5	0'-7⅛"	1'-9⅛"	0'-0⅝"	0'-1⅛"	0'-0⅛"	0'-0⅛"	0'-0⅛"	0'-⅛"	0'-7⅝"	1'-0⅝"
6	0'-6⅛"	0'-11⅞"	0'-0⅛"	0'-⅝"	0'-0⅛"	0'-0⅛"	0'-0⅛"	0'-⅛"	0'-8"	1'-1⅝"
7	0'-5⅛"	0'-9⅝"	0'-0⅛"	0'-0⅛"	0'-0"	0'-0"	0'-⅛"	0'-⅛"	0'-9⅛"	1'-2⅝"
8	0'-4⅝"	0'-8⅝"	0'-0⅛"	0'-0⅛"	0'-0"	0'-0⅛"	0'-0⅛"	0'-⅛"	0'-10¼"	1'-3⅝"

SPAN LENGTH TABLE

Beam	Span 1	Span 2	Span 3
1	37'-2⅝"	37'-3⅛"	38'-3⅛"
2	37'-3⅛"	37'-3¾"	38'-4⅝"
3	37'-4"	37'-4⅝"	38'-5⅝"
4	37'-4⅝"	37'-5¼"	38'-6⅜"
5	37'-5⅜"	37'-5⅞"	38'-7⅛"
6	37'-6"	37'-6¾"	38'-7⅞"
7	37'-6⅝"	37'-7⅝"	38'-8⅝"
8	37'-7⅜"	37'-8⅜"	38'-10"

INTERIOR BEAM MOMENT TABLE

	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.4 Span 3
I_S (in^4)	3270	3270	3270	3270	3270
S_S (in^3)	243	243	243	243	243
S_{bl} (in.)	12.4	12.4	12.4	12.4	12.4
℄ (k/')	1.099	1.099	1.099	1.099	1.099
$M_{℄}$ ('k)	124.01	195.02	40.33	164.42	132.60
M_{L} ('k)	213.6	158.8	173.6	162.5	223.9
M_{IMP} ('k)	64.1	47.7	52.7	48.8	67.2
$5/3\,(M_L + I)$ ('k)	462.8	344.2	380.5	352.2	485.2
Ma ('k)	762.9	649.0	547.1	671.6	603.0
M_{bl} ('k)	6.4	1.2	2.0	3.8	8.9
f_S ℄ (ksi)	6.1	7.6	2.0	8.1	6.5
f_W (ksi)	6.19	1.16	1.94	3.68	8.61
$(f_S + f_W$ overload) (ksi)	33.7	25.5	22.3	28.3	37.1
f_S (total) (ksi)	37.67	32.05	27.02	33.17	39.66
f_S (total) + f_W	43.9	33.2	29.0	36.8	48.3
Fb (ksi)	50	47.5	50	47.5	50

INTERIOR BEAM REACTION TABLE

	Abutments	Piers
R℄ (k)	17.1	48.7
R_L (k)	34.2	39.9
Impact (k)	10.3	12.0
Total (k)	61.6	100.6

MOMENT TABLE LEGEND

I_S and S_S are the moment of inertia and section modulus of the section used in computing fs (Total and Overload).

$M_{℄}$ - Moment due to dead loads on section.

M_L - Moment due to live loads on section.

M_{IMP} - Moment due to impact loads on section.

IMP - Live load impact (I).

Ma (Applied Moment) - $1.3\,(M_{℄} + M_S\,℄ + \frac{5}{3}(M_L + I))$.

fs (Total) - Sum of stresses due to $1.3(M_{℄} + M_S\,℄ + \frac{5}{3}(M_L + I))$.

fs (Overload) - Sum of stresses due to $(M_{℄} + M_S\,℄ + \frac{5}{3}(M_L + I))$.

Fb - Maximum allowable stress F_{bu} or F_{by} computed according to A.A.S.H.T.O. [Guide Specifications for Horizontally Curved Highway Bridges Section 2.12 (B) and 2.16.]

$(f_S + f_W)$ (Overload) is the sum of the stress due to $M_{℄} + M_S\,℄ + 5/3\,(M_L + I) + M_{bl}/1.3$

S_{bl} is the section modulus for one flange plate for lateral flange bending.

M_{bl} is the lateral bending moment for flange plate (factored).

f_W is the calculated normal stress at the edge of flange due to lateral bending (factored).

TOP OF BEAM ELEVATIONS *

Loc. / Brm.	℄ Brg. S. Abut.	℄ Pier 1	℄ Splice 1	℄ Pier 2	℄ Brg. N. Abut.
1	686.89	686.89	686.89	686.89	686.89
2	686.45	686.45	686.45	686.45	686.45
3	686.01	686.01	686.01	686.01	686.01
4	685.57	685.57	685.57	685.57	685.57
5	685.13	685.13	685.13	685.13	685.13
6	684.69	684.69	684.69	684.69	684.69
7	684.25	684.25	684.25	684.25	684.25
8	683.81	683.81	683.81	683.81	683.81

* For fabrication only

STRUCTURAL STEEL
IL. ROUTE 2 OVER MUD CREEK
F.A. ROUTE 742
SECTION 37 BR-3
S.N. 071-0025
OGLE COUNTY

(FRAMING PLAN & DETAILS)

ALLEN HENDERSON & ASSOCIATES CONSULTING CIVIL AND STRUCTURAL ENGINEERS SPRINGFIELD, IL.

DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS SN: 071–0025
DRAWN -	REVISED -		
CHECKED -	REVISED -		
DATE -	REVISED -		

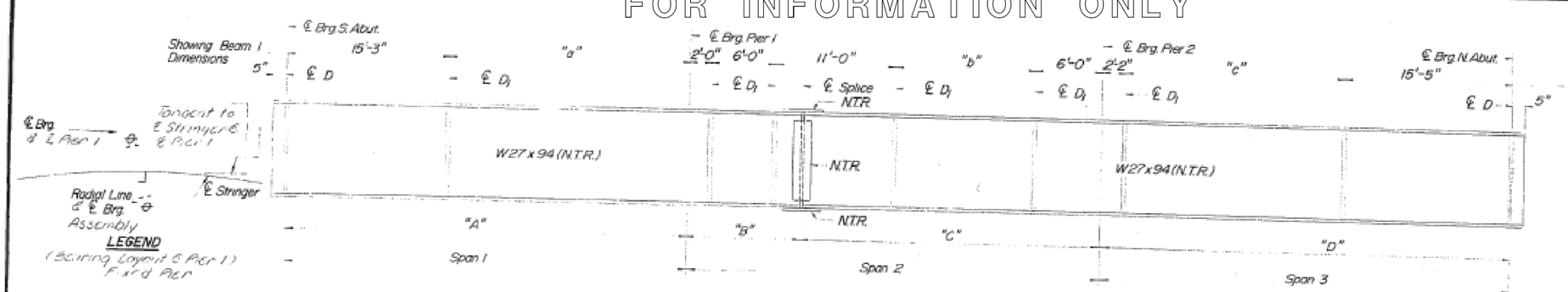
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	23
		CONTRACT NO. 64J52		
	ILLINOIS			

FOR INFORMATION ONLY

FA 742	8	OGLE	40	23

SHEET 9 16 SHEETS

8 - 37 BR - 3



Note: For bearing layout ℄ S. Abut, Pier 2 ℄ N. Abut, See Sheet No. 10 of 16 Sheets

For Dimensions "a", "b" & "c" and Beams 2 thru 8 Dimensions, See Sheet No. 8 of 16 Sheets.

BEAM ELEVATION

For A, B, C & D and Span Dimensions See Sheet No. 8 of 16 Sheets

Members designated N.T.R. shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).

VALUE OF ℄ (BEARING PLACEMENT)

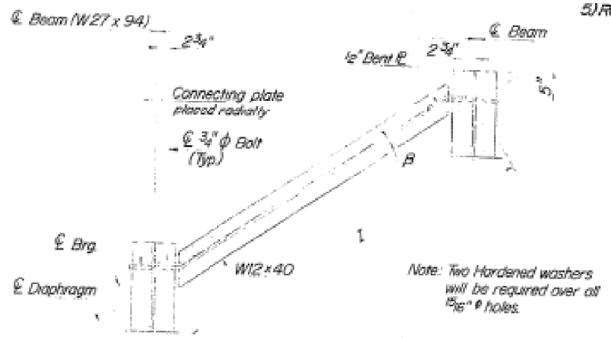
LOC. \ BM.	#1	#2	#3	#4	#5	#6	#7	#8
℄ Brg. N. Abut.	30°04'42"	30°15'02"	30°25'20"	30°35'36"	30°46'17"	30°56'28"	31°07'06"	31°19'06"
℄ Brg. S. Abut.	27°51'18"	28°00'30"	28°09'48"	28°19'12"	28°28'43"	28°38'21"	28°48'06"	28°57'58"
PIER 1	28°40'47"	28°50'15"	28°59'55"	29°09'40"	29°19'31"	29°29'29"	29°39'35"	29°49'47"
PIER 2	29°19'12"	29°29'42"	29°40'08"	29°49'37"	30°00'07"	30°09'24"	30°19'43"	30°30'56"

DIMENSION I

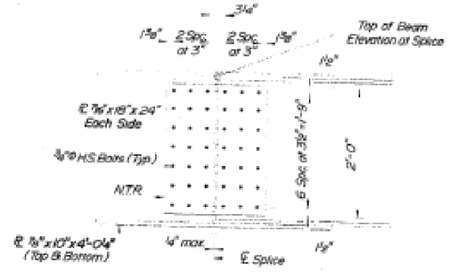
LOC. \ BM.	BTWN. BMS. 1 & 2	BTWN. BMS. 2 & 3	BTWN. BMS. 3 & 4	BTWN. BMS. 4 & 5	BTWN. BMS. 5 & 6	BTWN. BMS. 6 & 7	BTWN. BMS. 7 & 8
℄ Brg. N. Abut.	8'-7 3/4"	8'-7 7/8"	8'-7 3/4"	8'-8"	8'-8 1/4"	8'-8 5/8"	8'-8 3/4"
℄ Brg. S. Abut.	8'-2 1/8"	8'-3 1/4"	8'-3 1/4"	8'-3 5/8"	8'-3 5/8"	8'-3 5/8"	8'-3 3/4"

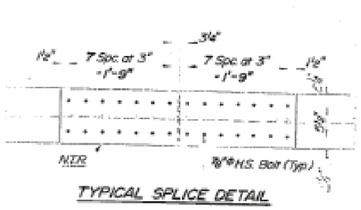
VALUE OF B

LOC. \ BM.	BTWN. 1 & 2	BTWN. 2 & 3	BTWN. 3 & 4	BTWN. 4 & 5	BTWN. 5 & 6	BTWN. 6 & 7	BTWN. 7 & 8
℄ Brg. N. Abut.	3°40'56"	3°41'21"	3°42'08"	3°42'36"	3°43'08"	3°43'57"	3°44'28"
℄ Brg. S. Abut.	3°23'04"	3°23'30"	3°24'12"	3°24'56"	3°25'40"	3°26'24"	3°27'08"

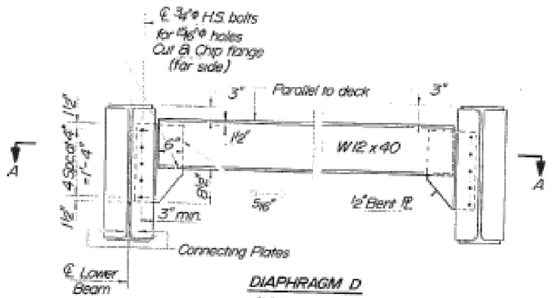


SECTION A-A





TYPICAL SPLICE DETAIL



DIAPHRAGM D

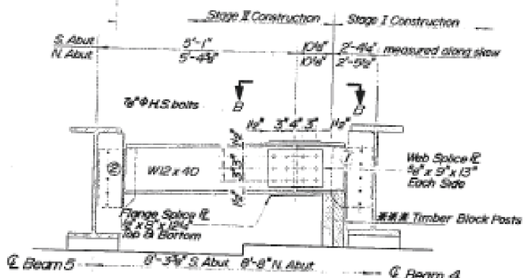
(14 Required)

Note: Omit connecting plate at exterior side of exterior beam.

DIAPHRAGM D_2 CONSTRUCTION SEQUENCE

1.) Order Diaphragm D_2 in two sections with lengths of 4'-6" & 2'-7" - S. Abut. and 5'-1" & 2'-8" N. Abut.
2.) Attach section ① of Diaphragm to Beam #4 and top flange splice ℄ during Stage I Construction.
3.) Place Timber Block Posts between section ① of diaphragm and abutment bearing seat.
4.) Attach section ② of diaphragm to both Beam #5 and section ① of diaphragm during Stage II Construction with splice plates.
5.) Remove Timber Block Posts.

*** Cost of Timber Block Posts are incidental to Structural Steel.

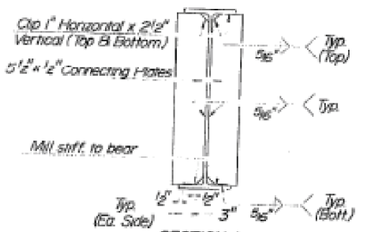


DIAPHRAGM D_2

2 Required

(Looking South)

For details of connections to beams see Diaphragm D



SECTION AT ABUTMENT

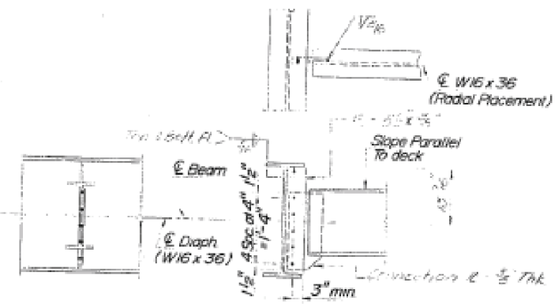
Note: Connecting Plate at Beams 1 & 8 on Inside Face of Web only.

Notes: Work this sheet with Sheet No. 11 & 12 of 16

All connecting holes for Diaphragms shall be 15/16" ϕ. Two hardened washers shall be required over all oversize holes.

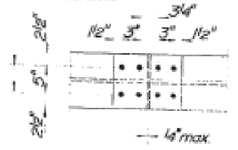
All stringers, flange splice plates, web splice plates - M-223, Grade 50. All Diaphragms and Connection Plates - M-183.

All connecting holes for Diaphragms shall be 15/16" ϕ. Two hardened washers shall be required over all oversize holes. See Sheet No. 8 of 16 Sheets.



DIAPHRAGM D_1

(42 Required)



VIEW B-B

(Of Diaphragm Splice)

STRUCTURAL STEEL
IL. ROUTE 2 OVER MUD CREEK
F.A ROUTE 742
SECTION 37 BR-3
S.N. 071-0025
OGLE COUNTY

ALLEN HENDERSON & ASSOCIATES CONSULTING CIVIL AND STRUCTURAL ENGINEERS SPRINGFIELD, ILL. PHONE: (217) 544-8033

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

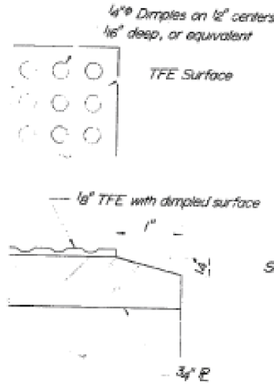
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	24
			CONTRACT NO. 64J52	
		ILLINOIS		

FOR INFORMATION ONLY

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	37 BR-3	OGLE	40	24
F.A.P. RTE.	ILLINOIS	PROJECT		

Sheet 10
16 Sheets

* - F.A. RTE. 742 - (IL. RTE. 2)

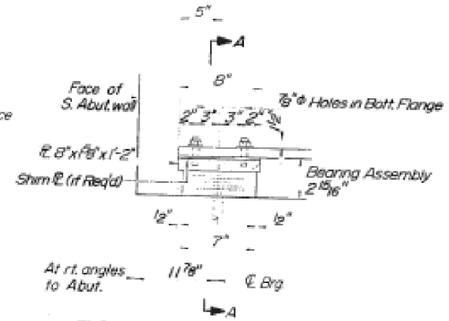


N. ABUT. TFE DETAILS

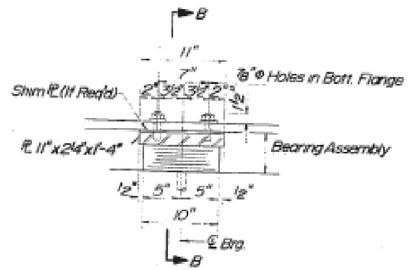
Note: The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces. Bonding of 1/8" T.F.E. sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

New anchor bolts at new bearing may be built into masonry.

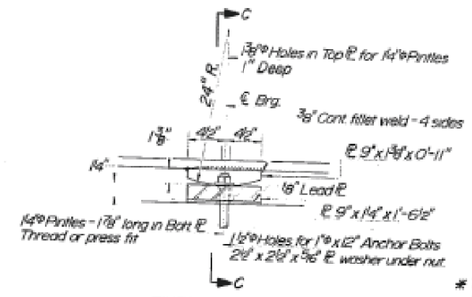
See Sheet No. 15 of 16 for anchor bolt installation.



TYPE I ELASTOMERIC EXPANSION BEARING
S. ABUTMENT

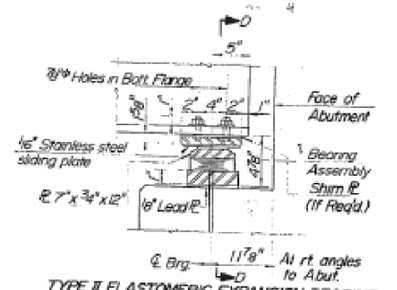


TYPE I ELASTOMERIC EXPANSION BEARING
PIER 2

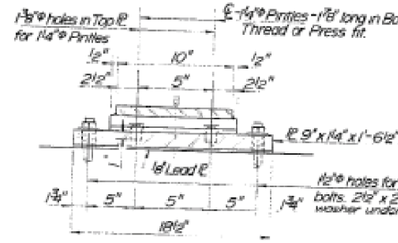


FIXED BEARING PIER 1

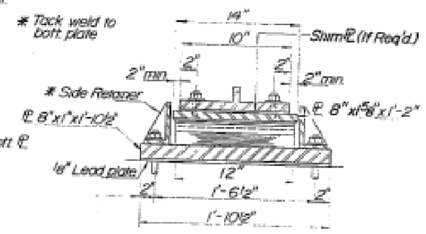
Note: Quantity of Structural Steel for Pier 1 Retainers and bearings included in the lump sum item for Structural Steel. - Est. wt. 1290 lbs.



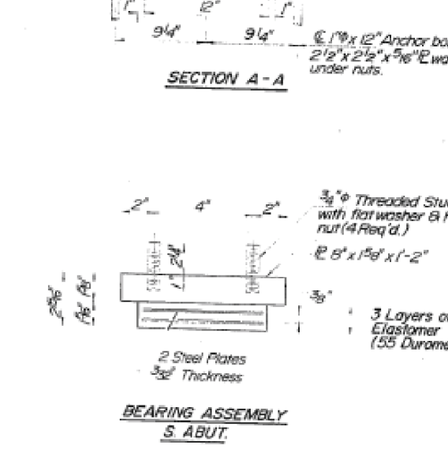
TYPE II ELASTOMERIC EXPANSION BEARING
N. ABUTMENT



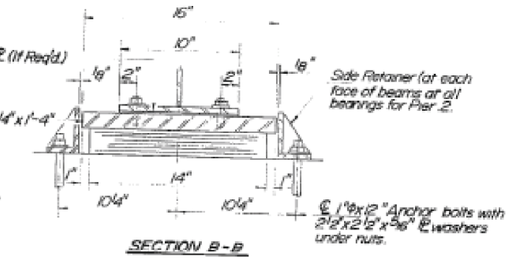
SECTION C-C



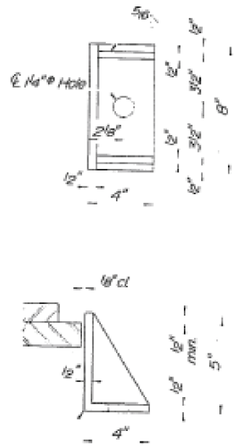
SECTION D-D



SECTION A - A



SECTION B - B



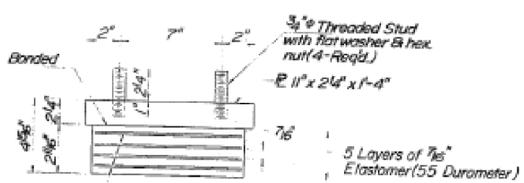
Tack weld to bottom plate at N. Abut.

SIDE RETAINER DETAILS

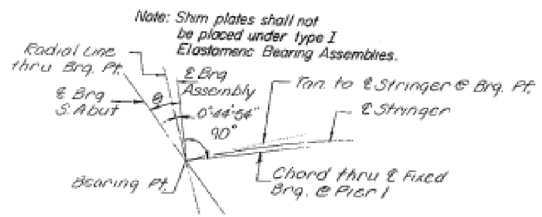
(An equivalent rolled angle with stiffeners will be allowed in lieu of welded plate.)

16 Required at N. Abut.
16 Required at Pier 2
16 Required at S. Abut.

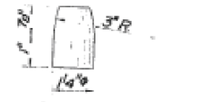
BEARING ASSEMBLY
S. ABUT.



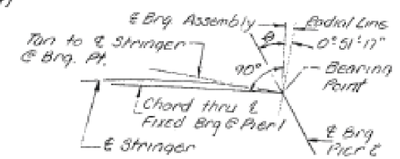
BEARING ASSEMBLY
PIER 2



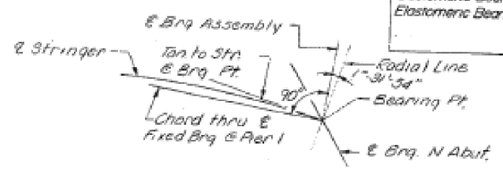
BEARING LAYOUT
S. ABUT



PINTLE



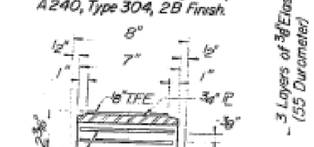
BEARING LAYOUT @ PIER 2



BEARING LAYOUT @ N. ABUT.

NOTE: For values of the angle Θ, see Sheet No. 9 of 16 Sheets.

3/4"ø Threaded stud with flat washer & hex nut (4 Req'd.)



TOP BEARING ASSEMBLY
* 1/16" Stainless Steel Sliding Plate, A 240, Type 304, 2B Finish.

BOTTOM BEARING ASSEMBLY

BILL OF MATERIAL

Item		Quantity
Elastomeric Bearing Assembly, Type I	Each	16
Elastomeric Bearing Assembly, Type II	Each	8

STRUCTURAL STEEL
IL. ROUTE 2 OVER MUD CREEK
F.A. ROUTE 742
SECTION 37BR-3
S.N. 071-0025
OGLE COUNTY

BEARING DETAILS

ALLEN HENDERSON & ASSOCIATES CONSULTING CIVIL AND STRUCTURAL ENGINEERS SPRINGFIELD ILL PHONE (217) 544-2928

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
SN: 071-0025

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 2	D2 BRIDGE PAINTING 2014-1	LEE / OGLE	25	25
			CONTRACT NO. 64J52	
	ILLINOIS			