

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED  
BRIDGE REHABILITATION PROJECT  
F.A.U. ROUTE 5148 (PERRYVILLE ROAD)  
COUNTY HIGHWAY 11  
OVER NORTH BRANCH KISHWAUKEE RIVER**

**SECTION 06-00387-00-BR  
WINNEBAGO COUNTY  
PROJECT BHM-5099 (67)  
JOB NUMBER - C-92-082-06**

PROJECT NO.	DISTRICT	COUNTY	SHEET	TOTAL SHEETS
F.A.U. 5148	*	WINNEBAGO	15	1

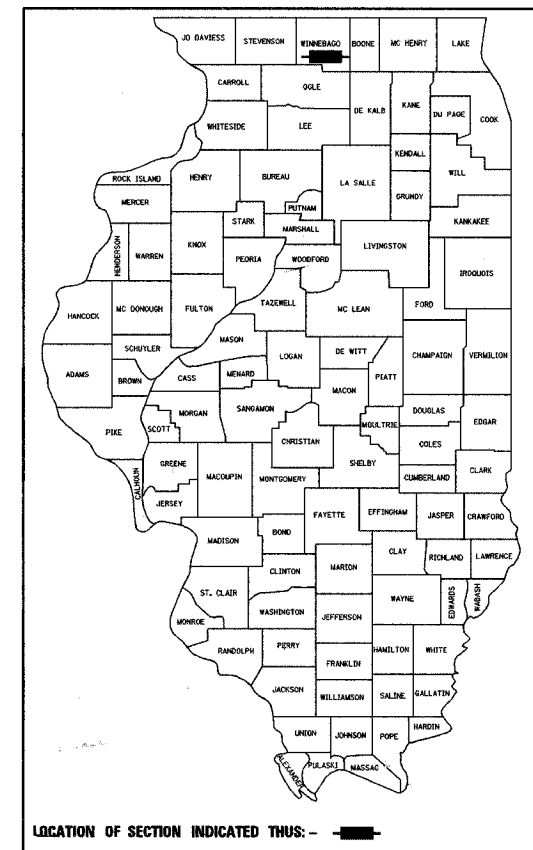
\* 06-00387-00-BR  
85405

INDEX OF SHEETS

1. TITLE SHEET
2. GENERAL NOTES & SUMMARY OF QUANTITIES
3. DETOUR PLAN
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6. SUPERSTRUCTURE
7. PREFORMED JOINT STRIP SEAL
8. STEEL BRIDGE RAIL, TYPE SM
9. BEAM ELEVATION
- 10.-11. BEARING DETAILS
12. ABUTMENTS
13. SCOUR COUNTERMEASURES - PLAN
14. PIER 1 - DETAILS
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LIST OF STANDARDS

- 515001-02 NAME PLATE FOR BRIDGES  
630001-06 STEEL PLATE BEAM GUARDRAIL  
631031-06 TRAFFIC BARRIER TERMINAL, TYPE 6  
631032-03 TRAFFIC BARRIER TERMINAL, TYPE 6A  
702001-06 TRAFFIC CONTROL DEVICES  
720001 SIGN PANEL MOUNTING DETAILS  
720006-01 SIGN PANEL ERECTION DETAILS  
720011 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS  
728001 TELESCOPING STEEL SIGN SUPPORT  
729001 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)  
BLR 21-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES

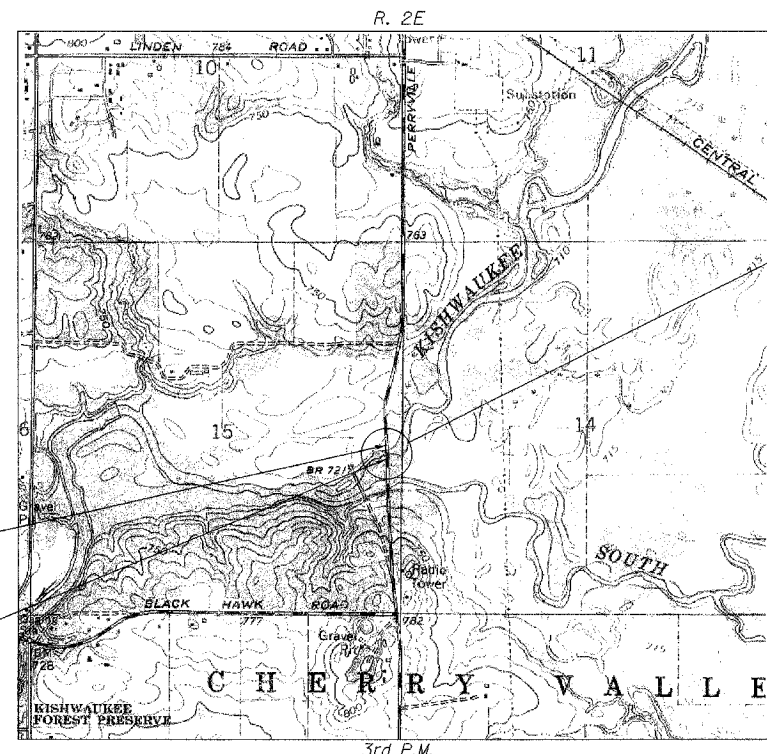


**TOLL FREE**

JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS  
(J.U.L.I.E.) TELEPHONE NUMBER  
1-800-892-0123

**UTILITY NOTE**

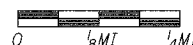
THE LOCATIONS OF THOSE BURIED AND ABOVEGROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVEGROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED AMONG THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS, ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR.



IMPROVEMENT BEGINS  
STATION 39+25

IMPROVEMENT ENDS  
STATION 43+25

LOCATION PLAN



SCALE OF LAYOUT

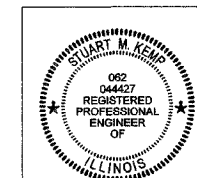
NET LENGTH = 400 FEET (0.076 MI)

TRAFFIC DATA

HIGHWAY CLASSIFICATION: MINOR ARTERIAL (URBAN)  
2004 ADT: 4,850 1% TRUCKS  
DESIGN SPEED: 55 MPH  
POSTED SPEED: 55 MPH

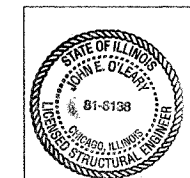
PROPOSED IMPROVEMENTS

CONCRETE BRIDGE DECK REPLACEMENT,  
REPLACEMENT OF EXPANSION JOINTS,  
REPLACEMENT OF ABUTMENT BACK WALLS,  
REPLACEMENT OF ABUTMENT BEARINGS,  
CONCRETE SLOPE WALL REPAIRS AND  
SCOUR REMEDIATION. EXISTING AND NEW  
STRUCTURE NUMBER 101-3063.



Signature: *Stuart M. Kemp*  
DATE: 1/31/07  
LIC. EXP. DATE: 11/30/2007

Sheets 1 to 3



Signature: *Joe Crowe*  
DATE: 2/08/07  
LIC. EXP. DATE: 3/01/2008

Sheets 13 to 15

APPROVED *Jan 31 2007*  
COUNTY ENGINEER

PASSED *February 8 2007*  
DISTRICT ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW *February 8 2007*  
DEPUTY DIRECTOR OF HIGHWAYS/REGION 2 ENGINEER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Corporate License Number 184-001-084

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JOB NO. 06R1568

DATE 2/1/07

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LAYOUT 11/10/06  
DRAWN 11/27/06  
REVIEWED SKM

**CONTRACT NO. - 85405**

**GENERAL NOTES**

1. CONTRACTORS BIDDING THIS PROJECT SHALL VISIT THE SITE BEFORE BIDDING.
2. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DISCREPANCY IMMEDIATELY.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.
4. ALL SECTIONS, DETAILS, AND NOTES SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE, UNLESS OTHERWISE SHOWN.
5. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS.
6. ALL ELEVATIONS, STATIONS, AND OFFSETS SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
7. ALL PAVEMENT TO BE REMOVED SHALL BE SAW CUT FULL DEPTH AT THE LIMITS OF REMOVAL. PAYMENT FOR THE SAW CUT SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
8. ALL WARNING SIGNS FOR TRAFFIC CONTROL AND PROTECTION SHALL BE 48-IN. SIZE AND FLOURESCENT ORANGE.

**UTILITY CONTACTS**

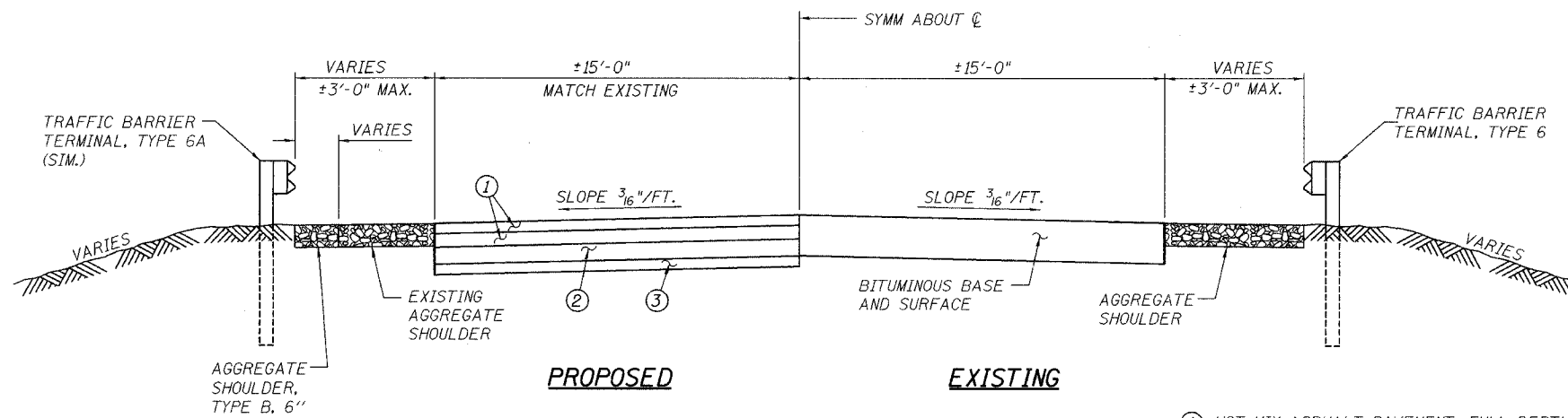
UTILITY NAME	TYPE	CONTACT	PHONE NUMBER
COMMONWEALTH EDISON CO. 123 ENERGY AVENUE ROCKFORD, ILLINOIS 61109	ELECTRICAL	DAVE SCHACHT	(815) 490-3261
INSIGHT COMMUNICATIONS 4450 KISHWAUKEE STREET ROCKFORD, ILLINOIS 61109	TV	MIKE OWENS	(815) 395-8977 (815) 395-7876 (CELL)
AT&T LONG DISTANCE NETWORK SERVICES 866 ROCK CREEK ROAD PLANO, ILLINOIS 60545	COMMUNICATIONS	CARL DONAHUE	(847) 420-9115
SBC 2404 8TH AVENUE ROCKFORD, ILLINOIS 61108	COMMUNICATIONS	FRANK ROSE	(815) 394-7276
NICOR GAS 4651 LINDEN ROAD ROCKFORD, ILLINOIS 61109	GAS	STAN JANUSZ	(815) 965-5416 EXT. 211

**SUMMARY OF QUANTITIES**  
CONSTRUCTION TYPE CODE: X071-2A

CODE PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY
* 20300300	CHANNEL EXCAVATION (SPECIAL)	CU. YD.	705
* 20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU. YD.	42
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	583
* 28200200	FILTER FABRIC	SQ. YD.	153
* XX000000	CHANNEL SURVEY	L. SUM	1
* 50104800	REMOVAL OF EXISTING CONCRETE DECK	L. SUM	1
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	1816
50300260	BRIDGE DECK GROOVING	SQ. YD.	690
50300300	PROTECTIVE COAT	SQ. YD.	735
50500405	FURNISHING AND ERECTING STURCTURAL STEEL	L. SUM	1
50500505	STUD SHEAR CONNECTORS	EACH	2850
* 50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	10
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	50710
50901005	STEEL BRIDGE RAIL, TYPE SM	FOOT	418
51500100	NAME PLATES	EACH	1
* 51500200	RELOCATING NAME PLATES	EACH	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	64
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	5
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	5
52100520	ANCHOR BOLTS, 1"	EACH	20
* 63300115	REMOVAL AND REINSTALLATION OF EXISTING STEEL PLATE BEAM GUARDRAIL, SINGLE RAIL	FOOT	100
* 63300315	REMOVAL AND REINSTALLATION OF EXISTING TERMINAL SECTION, SINGLE RAIL	EACH	4
* 67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL. MO.	4
67100100	MOBILIZATION	L. SUM	1
* 70103700	TRAFFIC CONTROL COMPLETE	L. SUM	1
Δ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	80
Δ 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	836
* X0323491	SLOPE WALL CRACK SEALING	FOOT	120
* X0656300	PAVEMENT REMOVAL AND REPLACEMENT	SQ. YD.	71
* XX002053	LANDSCAPE RESTORATION	L. SUM	1
* 20013798	CONSTRUCTION LAYOUT	L. SUM	1
* 20018905	DRILL AND GROUT BARS	EACH	140

\* SEE SPECIAL PROVISIONS, HIGHWAY STANDARDS, GENERAL NOTES, AND/OR DETAILS IN PLANS  
Δ SPECIALTY ITEM

BITUMINOUS PAVEMENT DESIGN		
LOCATIONS:	PERRYVILLE ROAD, WINNEBAGO CO., IL	
MIXTURE USE(S):	8" BINDER COURSE	2" SURFACE COURSE
PG:	PG58-28	PG58-28
DESIGN AIR VOIDS:	4% @ N50	4% @ N50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 19.0	IL 9.5 OR IL 12.5
FRICTION AGGREGATE:	N/A	MIXTURE E
MIXTURE WEIGHT:	112 LB/SQ YD/IN	112 LB/SQ YD/IN



**PROPOSED**                      **EXISTING**

**TYPICAL APPROACH ROADWAY SECTION**

STA. 39+75.46 TO STA. 39+85.46  
STA. 41+94.54 TO STA. 42+04.54

- ① HOT MIX ASPHALT PAVEMENT, FULL DEPTH, 10"
- ② SUB-BASE GRANULAR MATERIAL, TYPE A, 8"
- ③ SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.U. 5148	*	WINNEBAGO	15	2
FED. ROAD DIST. NO. 7				
S.A.M.B. FED. AID PROJECT BHM-5099(67)				

85405

40346 PM 12/23/07  
 01/31/07, 04/03 PM  
 1/06 (REVISED) 06/15/07  
 S:\02-Notes\Quantities-V.B.dgn  
 LAYOUT: SMK 12/23/07  
 DRAWN: MCM 01/02/07  
 REVIEWED: SMK

Corporate License Number 184-001-084

**GENERAL NOTES & QUANTITIES**

**PERRYVILLE ROAD BRIDGE  
OVER NORTH BRANCH KISHWAUKEE RIVER  
F.A.U. ROUTE 5148  
SECTION 06-00387-00-BR  
WINNEBAGO COUNTY  
STRUCTURE NUMBER 101-3063  
STATION 40+90**

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

**HANSON**

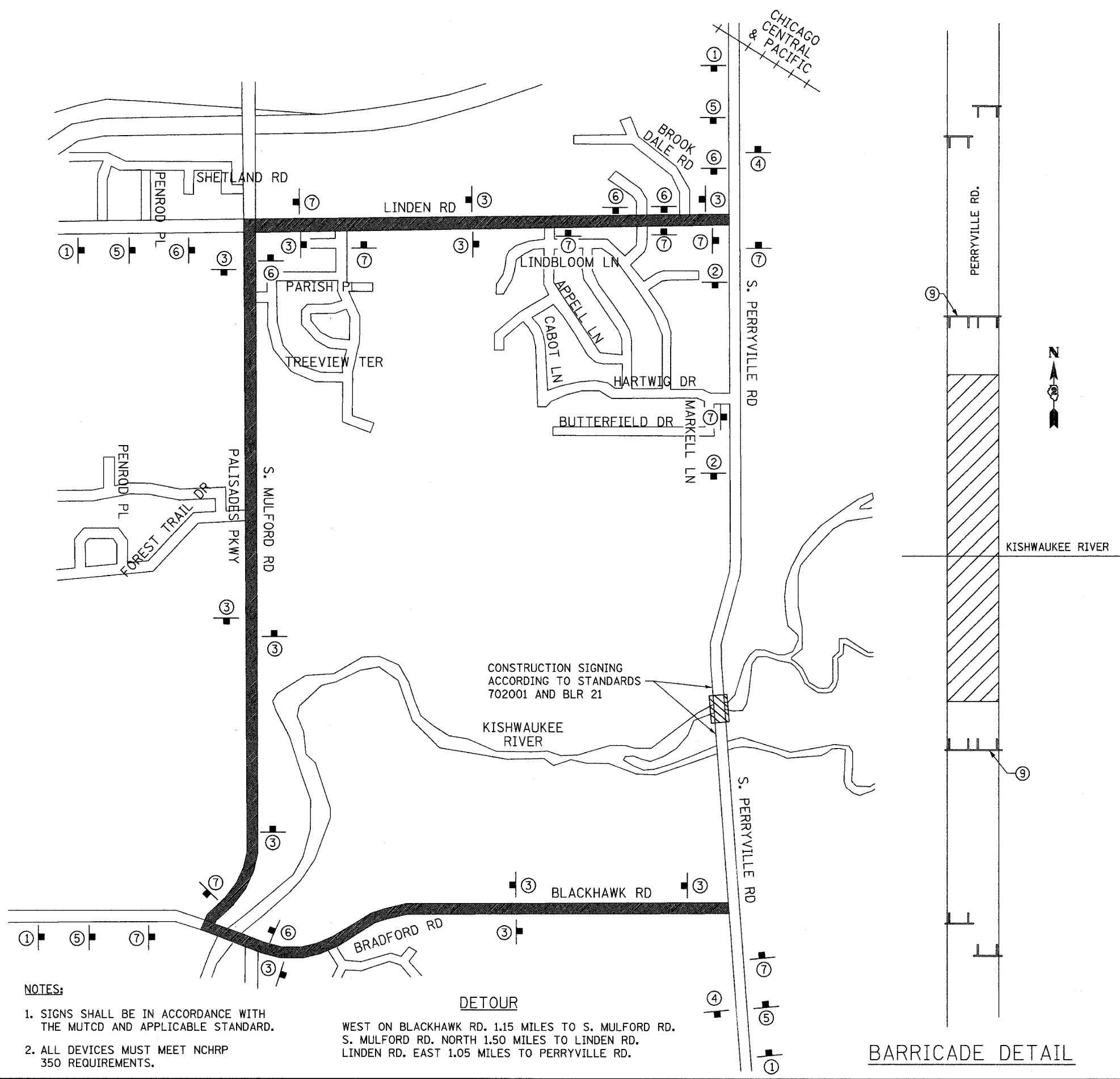
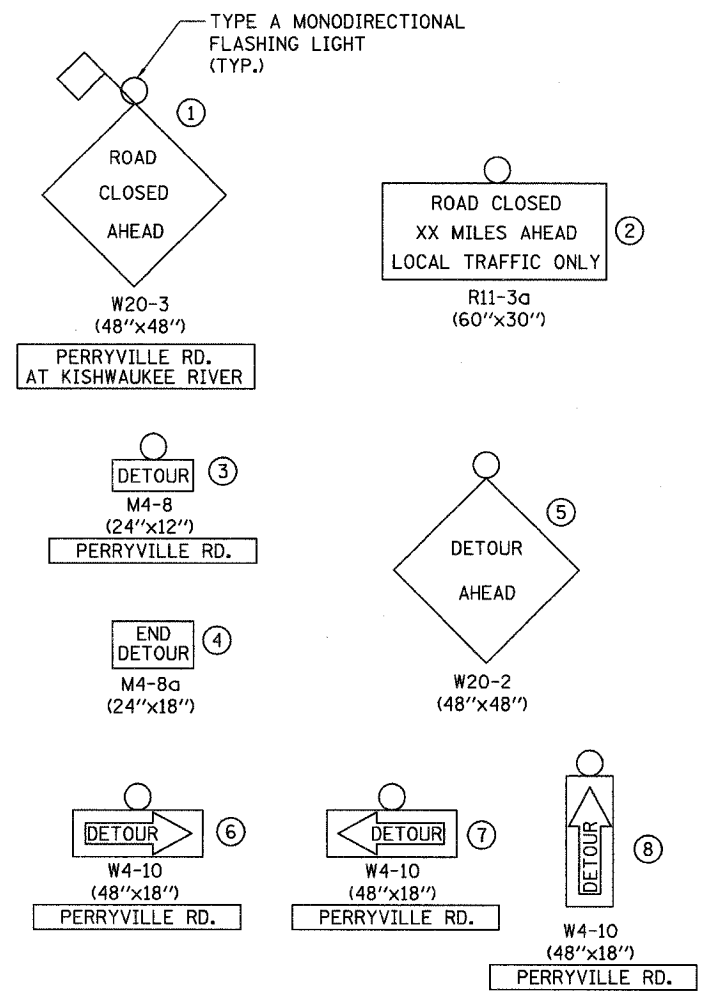
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DATE 2/1/07

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 5148		WINNEBAGO	15	3
SHEETS		SHEETS		
SHEETS		SHEETS		

85405

**LEGEND**

-  DETOUR ROUTE
-  PROJECT LOCATION
-  SIGN LOCATION
-  SIGN BARRICADE TYPE III LOCATION



**BARRICADE DETAIL**

Corporate License Number 184-001-084

**DETOUR PLAN**

PERRYVILLE ROAD BRIDGE  
OVER NORTH BRANCH KISHWAUKEE RIVER  
F.A.U. ROUTE 5148  
SECTION 06-00387-00-BR  
WINNEBAGO COUNTY  
STRUCTURE NUMBER 101-3063  
STATION 40+90

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JOB NO. 06R1568  
DATE 2/1/07

- NOTES:**
- SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND APPLICABLE STANDARD.
  - ALL DEVICES MUST MEET NCHRP 350 REQUIREMENTS.

**DETOUR**

WEST ON BLACKHAWK RD. 1.15 MILES TO S. MULFORD RD.  
S. MULFORD RD. NORTH 1.50 MILES TO LINDEN RD.  
LINDEN RD. EAST 1.05 MILES TO PERRYVILLE RD.

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 LAYOUT: SMK 11/27/06  
 DRAWN: MAM 07/03/07  
 REVIEWED: SMK 10/10/07

B.M. - Top of West end of Pier 1. Elevation = 718.89

Existing Structure - S.N. 101-3063 consists of a three span continuous steel beam reinforced concrete deck superstructure on solid reinforced concrete piers and spill-thru abutments. The existing bridge is 209'-1" long and 32'-0" wide. The bridge was built in 1969 under Section 144-B-CF.

Salvage - None

ROUTE NO.	SECTION	COUNTY	SHEET	TOTAL SHEETS
5148		WINNEBAGO	15	4
FED. ROAD DIST. NO. 7				
ALLIANCE PROJECT BHM-5099(67)				
* 06-00387-00-BR				

**KISHWAUKEE RIVER  
RE-BUILT 200\_ BY  
WINNEBAGO COUNTY  
SEC. 06-00387-00-BR  
F.A.U. RT. 5148 STA. 40+90  
STR. NO. 101-3063 LOADING HS20-44**

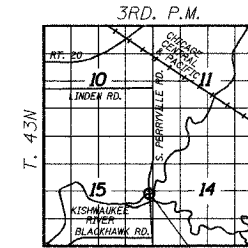
**TOTAL BILL OF MATERIAL**

Sheet 1 of 12

Item	Unit	Super	Sub. Abuts.	Total
Removal of Existing Concrete Deck	L. Sum.	1	---	1
Concrete Superstructure	Cu. Yd.	178.8	2.8	181.6
Bridge Deck Grooving	Sq. Yd.	690	---	690
Protective Coat	Sq. Yd.	735	---	735
Furnishing & Erecting Structural Steel	L. Sum	1	---	1
Stud Shear Connectors	Each	2850	---	2850
Jack and Remove Existing Bearings	Each	10	---	10
Reinforcement Bars, Epoxy Coated	Lbs.	50,180	530	50,710
Steel Bridge Railing, Type SM	Foot	418	---	418
Name Plates	Each	1	---	1
Relocating Name Plate	Each	1	---	1
Preformed Joint Strip Seal	Foot	64	---	64
Elastomeric Bearing Assembly, Type I	Each	5	---	5
Elastomeric Bearing Assembly, Type II	Each	5	---	5
Anchor Bolts, 1"	Each	---	20	20
Drill and Grout Bars	Each	---	140	140

**LETTERING FOR NAME PLATE**

Locate Name Plate at Corner of Bridge  
(See Std. 515001-02)



**LOCATION SKETCH**

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications - 17th ed.

**LOADING HS20-44**

Allow 25#/sq. ft. for future wearing surface.

**GENERAL NOTES**

1. Calculated weight of Structural Steel = 1,940 lbs.
2. No field welding is permitted except as specified in the contract documents.
3. Reinforcement bars shall conform to the requirements of ASTM A 706, Grade 60 (IL Modified). See Special Provisions.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete deck.
6. Plan dimensions and details relative to existing plans are subject to routine variation. 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 scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price for the work.
7. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
8. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources, if required, 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 permit number as shown in the contract plans.
9. The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
10. Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
11. All embedded and separate bearing plates, side retainers, steel extensions, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 (as applicable).
12. H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.

Corporate License Number 184-001-084

**GENERAL PLAN AND ELEVATION**

**PERRYVILLE ROAD BRIDGE  
OVER NORTH BRANCH KISHWAUKEE RIVER  
F.A.U. ROUTE 5148  
SECTION 06-00387-00-BR  
WINNEBAGO COUNTY  
STRUCTURE NUMBER 101-3063  
STATION 40+90**

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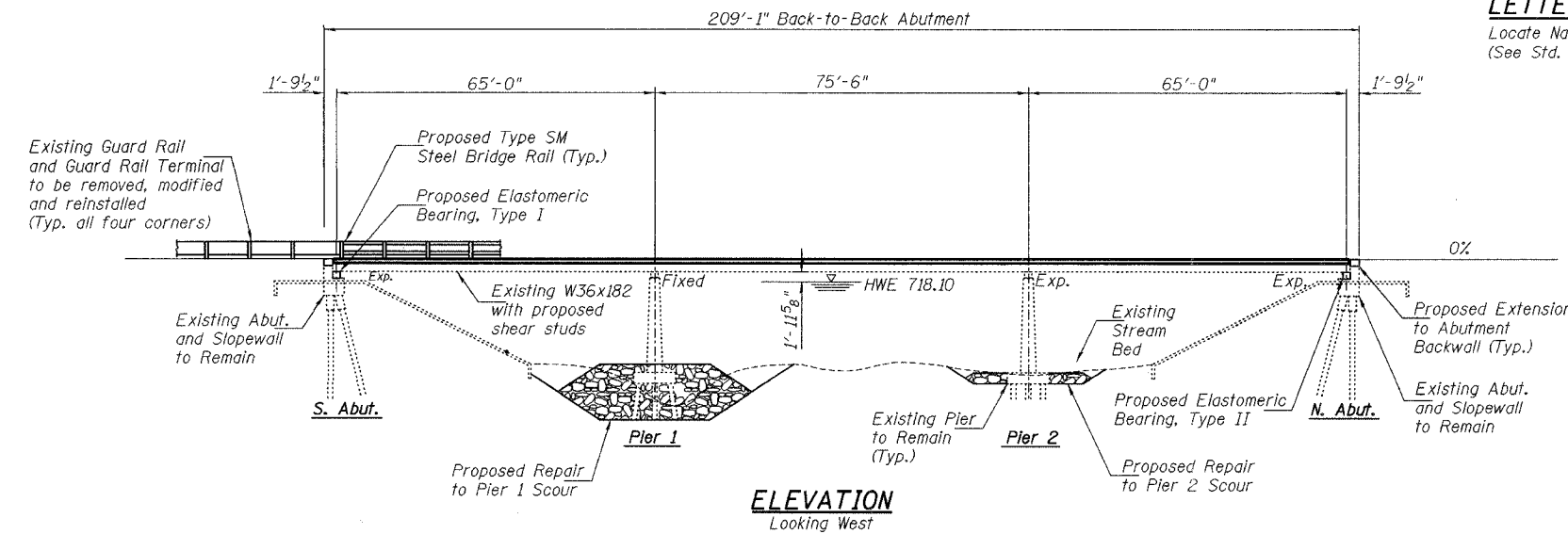


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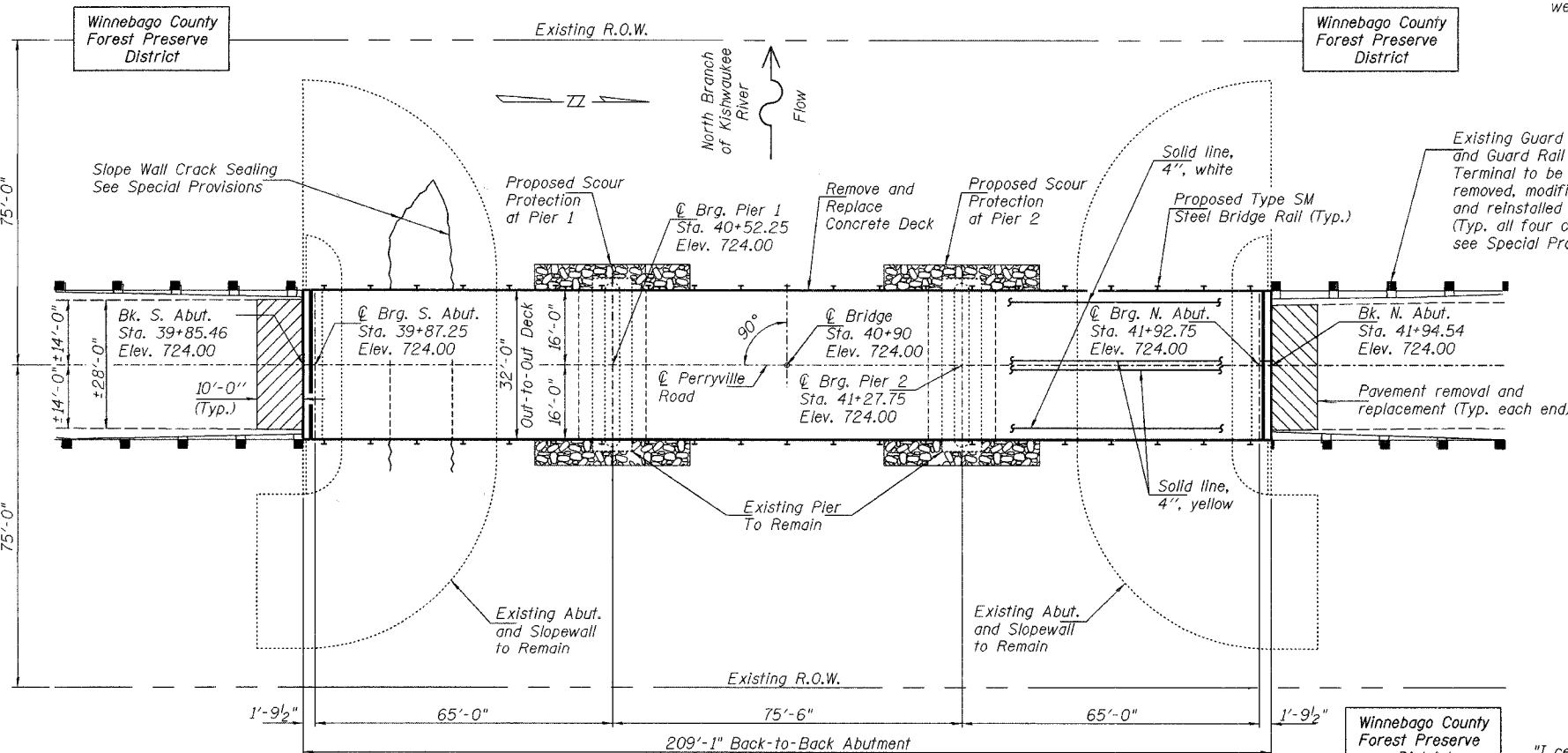
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DATE

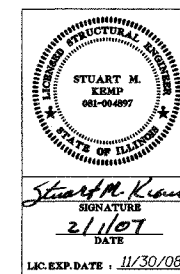
2/1/07



**ELEVATION**  
Looking West



**PLAN**



Stuart M. Kemp  
SIGNATURE  
2/1/07  
DATE

LIC. EXP. DATE: 11/30/08

Shts. 4-12

"I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current 'AASHTO Standard Specifications for Highway Bridges.'"

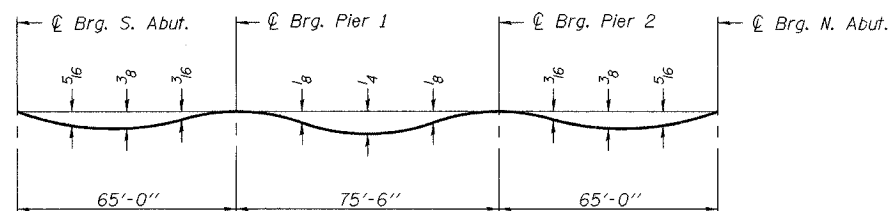
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LAYOUT	11/30/06
DRAWN	07/03/07
REVIEWED	07/10/07

ROUTE NO.	SECTION	COUNTY	SHEETS	"OF"
5148		WINNEBAGO	15	5
F.A.U. 5148		ILLINOIS ROAD PROJECT BHM-5899(67)		
FED. ROAD DIST. NO. 7		06-00387-00-BR		

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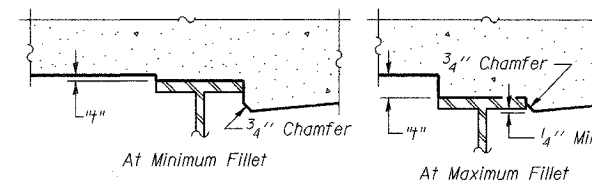
Sheet 2 of 12



**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**

**BEAMS 1 AND 5**

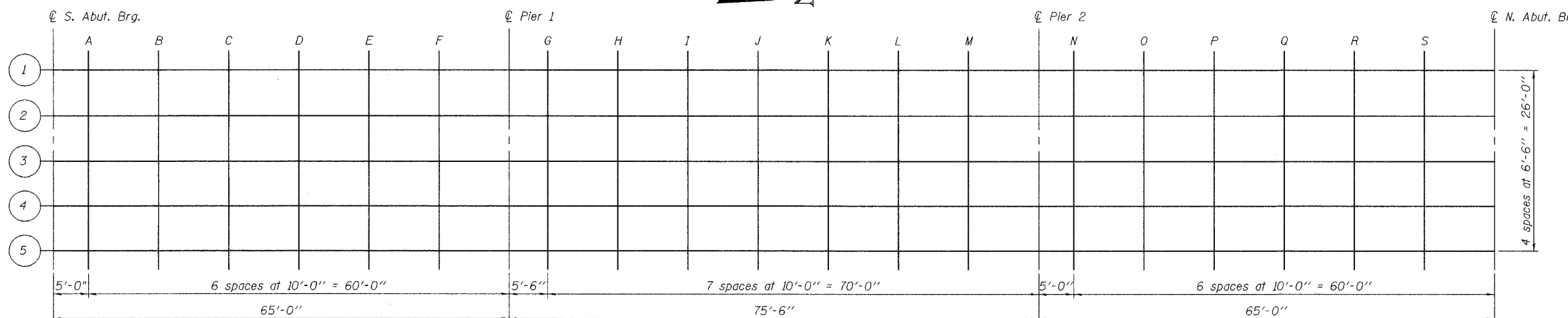
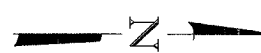
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. S. Abut.	39+87.25	13.0	723.797	723.797
A	39+92.25	13.0	723.797	723.806
B	40+02.25	13.0	723.797	723.820
C	40+12.25	13.0	723.797	723.827
D	40+22.25	13.0	723.797	723.825
E	40+32.25	13.0	723.797	723.816
F	40+42.25	13.0	723.797	723.805
CL S. Pier	40+52.25	13.0	723.797	723.797
G	40+57.75	13.0	723.797	723.798
H	40+67.75	13.0	723.797	723.806
I	40+77.75	13.0	723.797	723.814
J	40+87.75	13.0	723.797	723.818
K	40+97.75	13.0	723.797	723.816
L	41+07.75	13.0	723.797	723.810
M	41+17.75	13.0	723.797	723.801
CL N. Pier	41+27.75	13.0	723.797	723.797
N	41+32.75	13.0	723.797	723.800
O	41+42.75	13.0	723.797	723.811
P	41+52.75	13.0	723.797	723.821
Q	41+62.75	13.0	723.797	723.827
R	41+72.75	13.0	723.797	723.824
S	41+82.75	13.0	723.797	723.813
CL Brg. N. Abut.	41+92.75	13.0	723.797	723.797

**BEAMS 2 AND 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. S. Abut.	39+87.25	6.5	723.898	723.898
A	39+92.25	6.5	723.898	723.907
B	40+02.25	6.5	723.898	723.921
C	40+12.25	6.5	723.898	723.928
D	40+22.25	6.5	723.898	723.926
E	40+32.25	6.5	723.898	723.917
F	40+42.25	6.5	723.898	723.906
CL S. Pier	40+52.25	6.5	723.898	723.898
G	40+57.75	6.5	723.898	723.899
H	40+67.75	6.5	723.898	723.907
I	40+77.75	6.5	723.898	723.915
J	40+87.75	6.5	723.898	723.919
K	40+97.75	6.5	723.898	723.917
L	41+07.75	6.5	723.898	723.911
M	41+17.75	6.5	723.898	723.902
CL N. Pier	41+27.75	6.5	723.898	723.898
N	41+32.75	6.5	723.898	723.901
O	41+42.75	6.5	723.898	723.912
P	41+52.75	6.5	723.898	723.922
Q	41+62.75	6.5	723.898	723.928
R	41+72.75	6.5	723.898	723.925
S	41+82.75	6.5	723.898	723.914
CL Brg. N. Abut.	41+92.75	6.5	723.898	723.898

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
CL Brg. S. Abut.	39+87.25	0.0	724.000	724.000
A	39+92.25	0.0	724.000	724.009
B	40+02.25	0.0	724.000	724.023
C	40+12.25	0.0	724.000	724.030
D	40+22.25	0.0	724.000	724.028
E	40+32.25	0.0	724.000	724.019
F	40+42.25	0.0	724.000	724.008
CL S. Pier	40+52.25	0.0	724.000	724.000
G	40+57.75	0.0	724.000	724.001
H	40+67.75	0.0	724.000	724.009
I	40+77.75	0.0	724.000	724.017
J	40+87.75	0.0	724.000	724.021
K	40+97.75	0.0	724.000	724.019
L	41+07.75	0.0	724.000	724.013
M	41+17.75	0.0	724.000	724.004
CL N. Pier	41+27.75	0.0	724.000	724.000
N	41+32.75	0.0	724.000	724.003
O	41+42.75	0.0	724.000	724.014
P	41+52.75	0.0	724.000	724.024
Q	41+62.75	0.0	724.000	724.030
R	41+72.75	0.0	724.000	724.027
S	41+82.75	0.0	724.000	724.016
CL Brg. N. Abut.	41+92.75	0.0	724.000	724.000



**DIAGRAMMATIC PLAN - TOP OF CONCRETE ELEVATIONS**

Corporate License Number 184-001-084

**TOP OF SLAB ELEVATIONS**

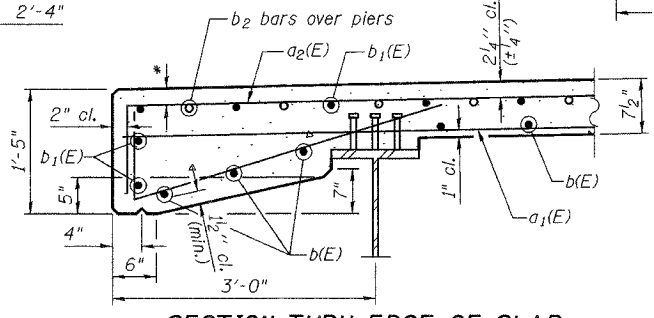
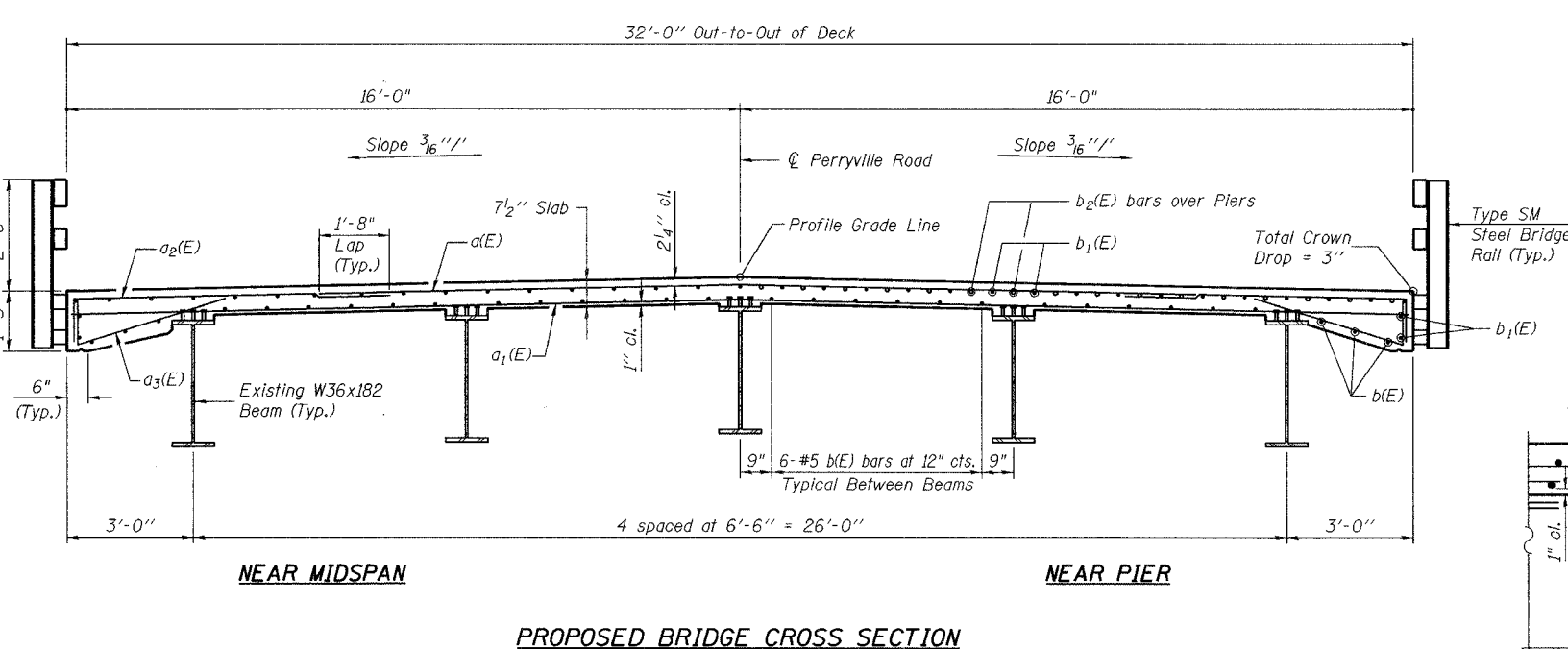
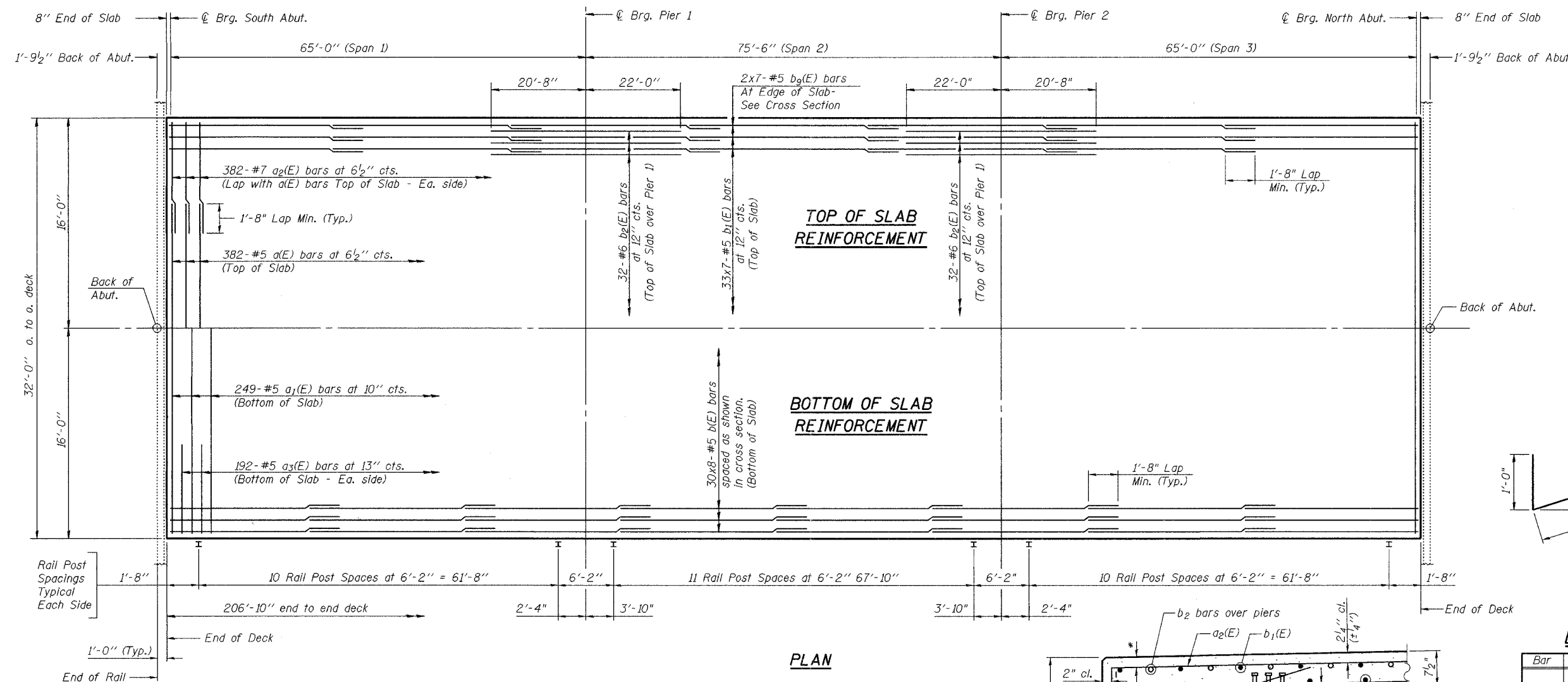
**PERRYVILLE ROAD BRIDGE**  
OVER NORTH BRANCH KISHWAUKEE RIVER  
F.A.U. ROUTE 5148  
SECTION 06-00387-00-BR  
WINNEBAGO COUNTY  
STRUCTURE NUMBER 101-3063  
STATION 40+90

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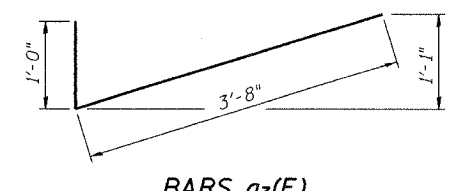
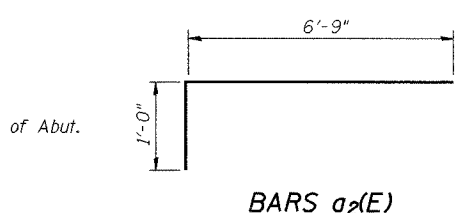
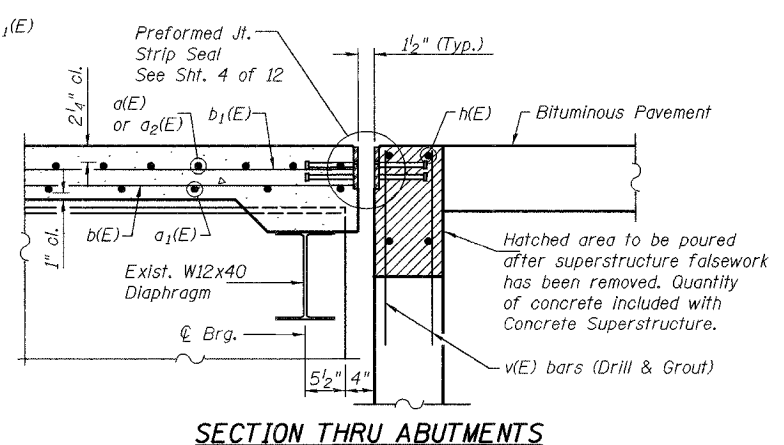
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 DRAWN: MCM 01/03/07  
 REVIEWED: SJK 10/10/07



\* Reinforcement bars in the top deck may be placed with a 1/2 inch minimum clearance in the area of the rail post anchor devices. The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.



**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
a <sub>1</sub> (E)	382	#5	21'-9"	—	
a <sub>2</sub> (E)	249	#5	31'-8"	—	
a <sub>3</sub> (E)	764	#7	7'-9"	—	
a <sub>3</sub> (E)	384	#5	4'-8"	—	
b(E)	240	#5	27'-4"	—	
b <sub>1</sub> (E)	259	#5	31'-0"	—	
b <sub>2</sub> (E)	64	#6	42'-8"	—	
Reinforcement Bars, Epoxy Coated				Pound	50,180
Concrete Superstructure				Cu. Yds.	178.8

Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.

Corporate License Number 184-001-084

**SUPERSTRUCTURE**  
**PERRYVILLE ROAD BRIDGE**  
**OVER NORTH BRANCH KISHWAUKEE RIVER**  
**F.A.U. ROUTE 5148**  
**SECTION 06-00387-00-BR**  
**WINNEBAGO COUNTY**  
**STRUCTURE NUMBER 101-3063**  
**STATION 40+90**

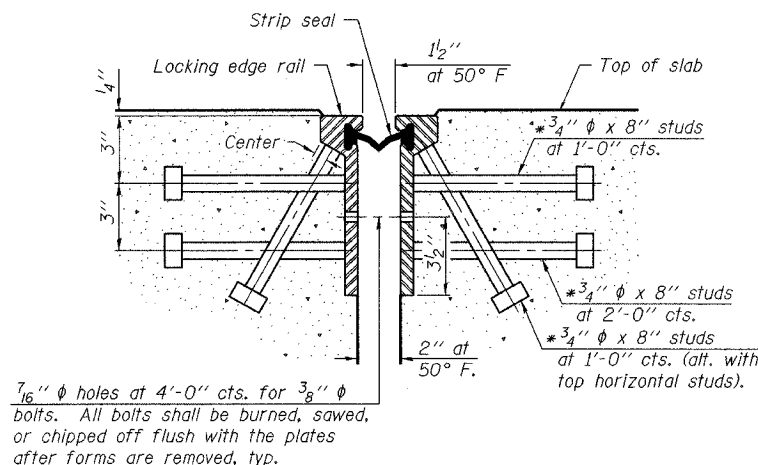
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 01/03/07  
 01/10/07

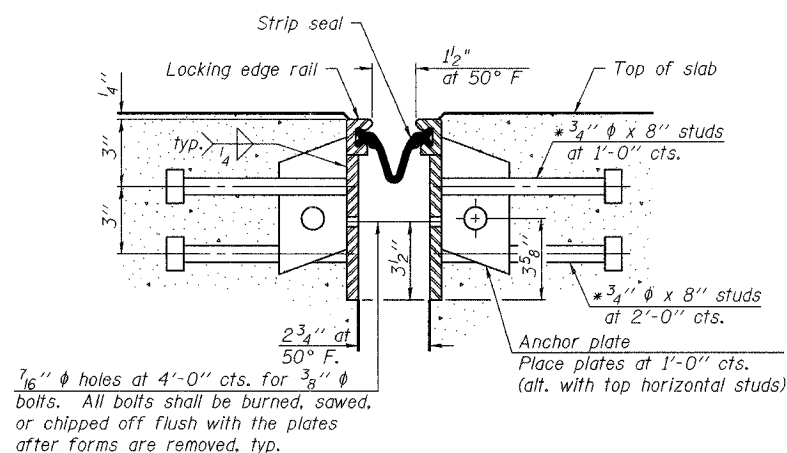
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F.A.U. 5148	*	WINNEBAGO	15	7
FED. ROAD DIST. NO. 7		SLAB NO.	FED. AID PROJECT	BHM-5099(67)

85405 Sheet 4 of 12

\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



**SECTION THRU  
ROLLED RAIL JOINT**



**SECTION THRU  
WELDED RAIL JOINT**

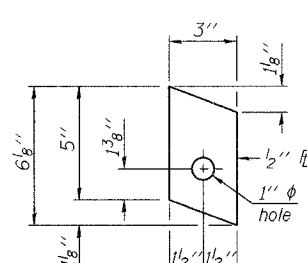
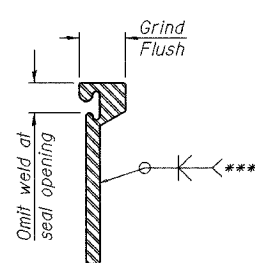
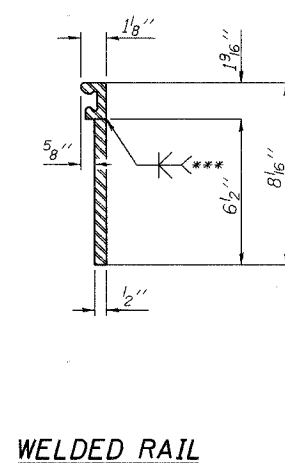
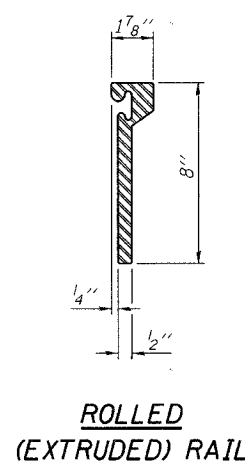
**Notes:**

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

The deck dimensions detailed on Sheet 3 of 12 are based on the use of rolled rail joints. If the Contractor elects to use welded rail joints, the deck dimensions and end rail post spacing shall be modified accordingly.



**ANCHOR PLATE  
(for welded rail)**

\*\*\* Back gouge not required if complete joint penetration is verified by mock-up.

**ROLLED  
(EXTRUDED) RAIL    WELDED RAIL**

**LOCKING EDGE  
RAIL SPLICE**

The inside of the locking edge rail groove shall be free of weld residue.

**LOCKING EDGE RAILS**

**BILL OF MATERIAL**

Item	Unit	Total
Prefomed Joint Strip Seal	Foot	64

Corporate License Number 184-001-084

**PREFORMED JOINT STRIP SEAL**

PERRYVILLE ROAD BRIDGE  
OVER NORTH BRANCH KISHWAUKEE RIVER  
F.A.U. ROUTE 5148  
SECTION 06-00387-00-BR  
WINNEBAGO COUNTY  
STRUCTURE NUMBER 101-3063  
STATION 40+90

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JOB NO.

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DATE

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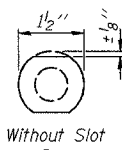
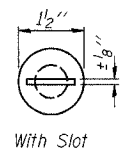
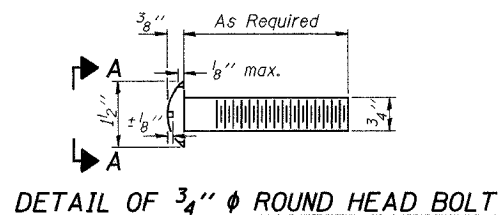
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REVIEWED	SMK	10/10/07



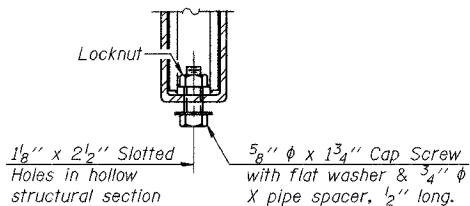
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85405 Sheet 5 of 12

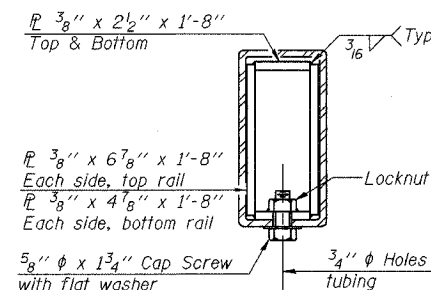


VIEW A-A

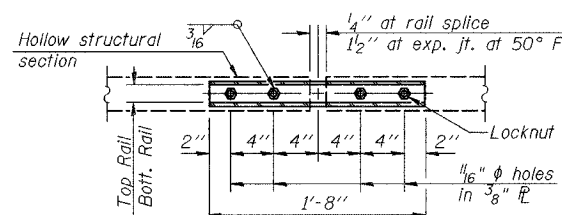
4- 3/4"  $\phi$  x 6" Round Head Bolts (With slot or approved recess in head) with locknut & flat washer. 7/8"  $\phi$  holes in hollow structural section may be drilled in the field.



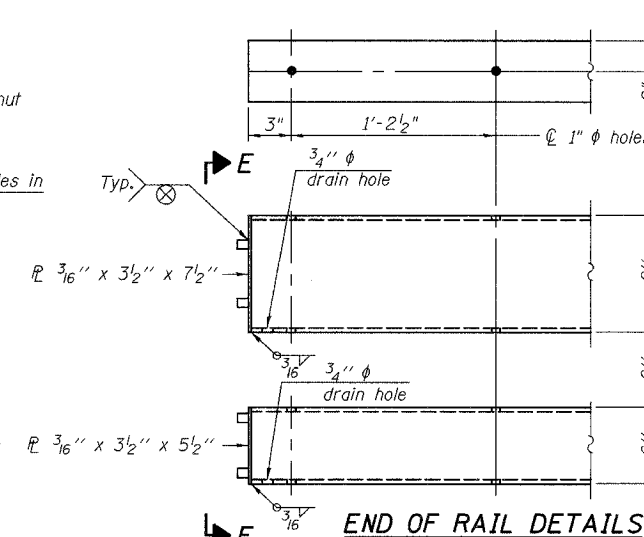
RAIL SPLICE CONNECTION AT EXPANSION JT.



SECTION AT RAIL SPLICE



PLAN-BOTT. SPLICE R TYPICAL



NOTES

Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F. All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270, Grade 50. Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164. All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232. All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted. Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Steel Bridge Rail, Type SM. All field drilled holes shall be coated with an approved zinc rich paint before erection. For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM. The 3/4"  $\phi$  high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened according to Article 505.04(f)(2) of the Standard Specifications. The 1"  $\phi$  high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8"  $\phi$  cap screws in bottom of posts shall be tightened to a snug fit only.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Bridge Rail, Type SM	Foot	418

Corporate License Number 184-001-084

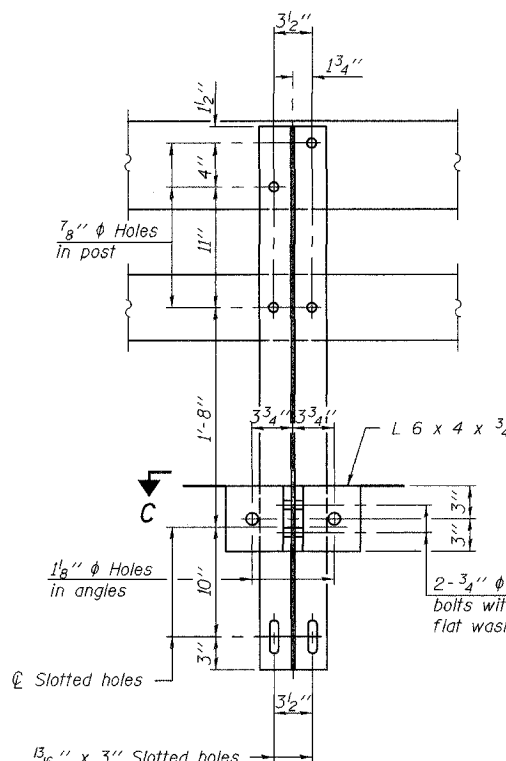
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 PERRYVILLE ROAD BRIDGE  
 OVER NORTH BRANCH KISHWAUKEE RIVER  
 F.A.U. ROUTE 5148  
 SECTION 06-00387-00-BR  
 WINNEBAGO COUNTY  
 STRUCTURE NUMBER 101-3063  
 STATION 40+90

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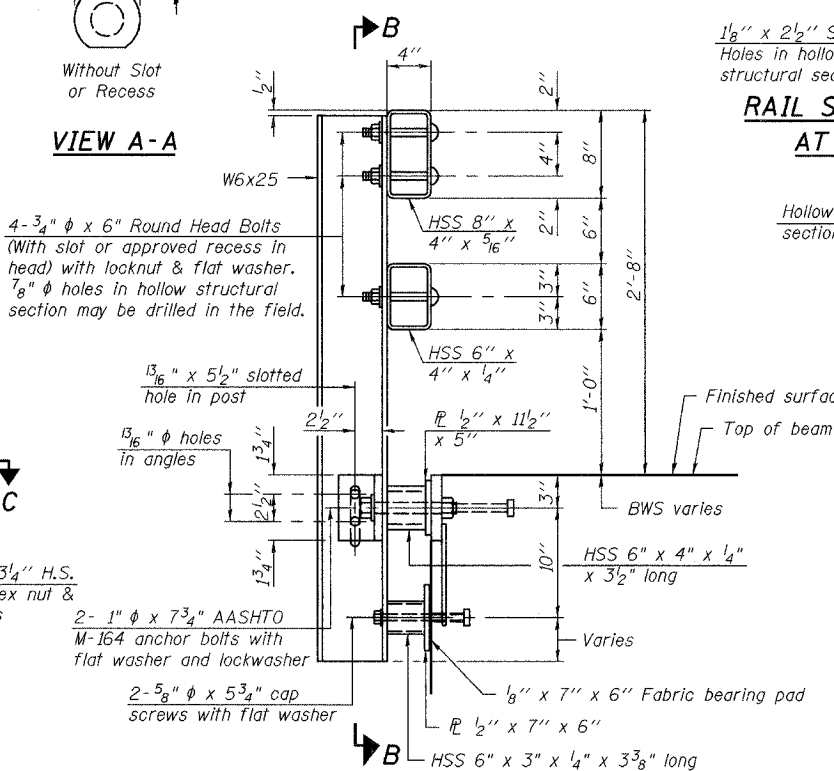


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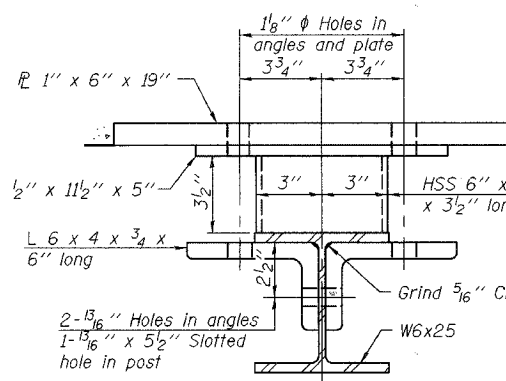
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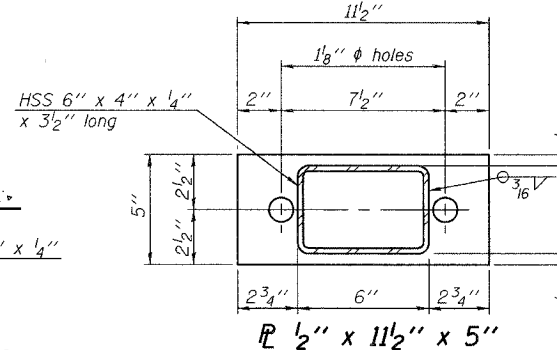
SECTION B-B



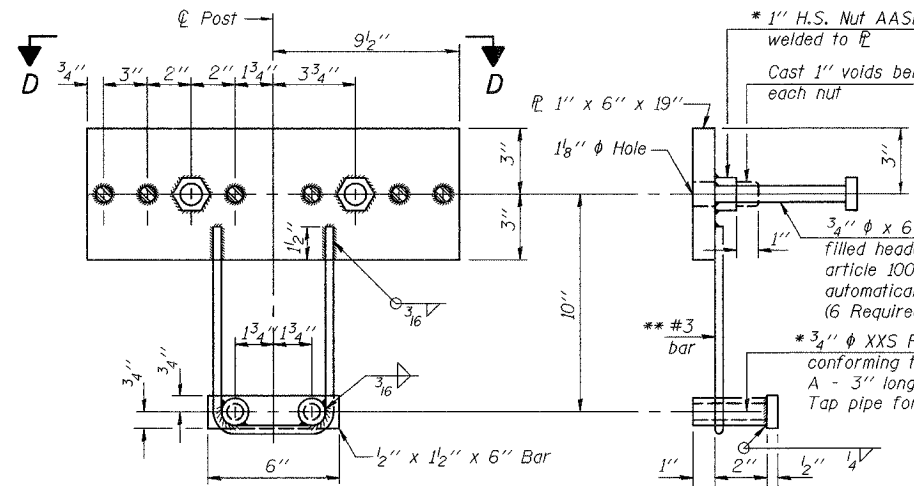
SECTION AT RAIL POST



SECTION C-C



Anchor Device



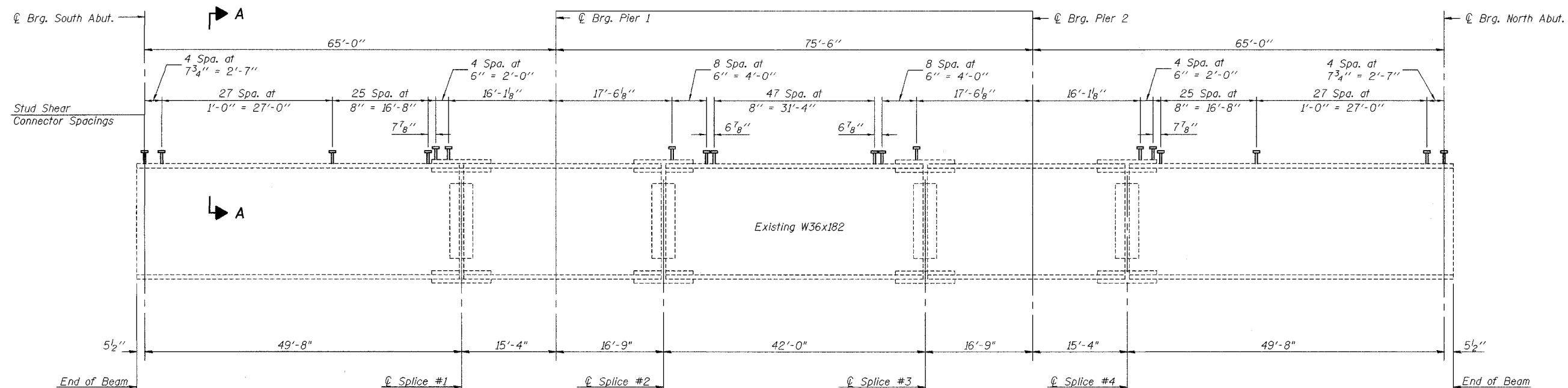
ANCHOR DEVICE

\* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.  
 \*\* Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed 1/2".

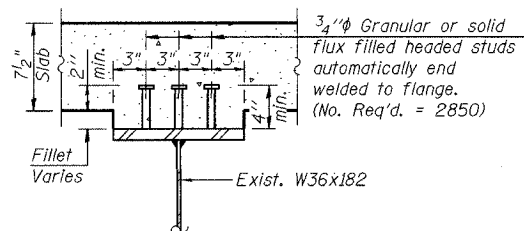


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Sheet 6 of 12



**BEAM ELEVATION**



**SECTION A-A**

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 & 2	0.5 Sp. 2
$I_s$	(in <sup>4</sup> )	11,300	11,300	11,300
$I_c$ (n)	(in <sup>4</sup> )	25,473	-----	25,473
$I_c$ (sn)	(in <sup>4</sup> )	18,680	-----	18,680
$S_s$	(in <sup>3</sup> )	622	622	622
$S_c$ (n)	(in <sup>3</sup> )	847	-----	847
$S_c$ (sn)	(in <sup>3</sup> )	765	-----	765
$\phi$	(k/ft.)	0.84	1.19	0.84
$M\phi$	(k)	258.3	564.7	182.2
$s\phi$	(k/ft.)	0.35	-----	0.35
$M_s\phi$	(k)	115.7	-----	151.8
$M_k$	(k)	452.3	269.7	451.3
$M$ (Imp)	(k)	117.6	70.1	112.8
$s_3[M_k + M(\text{Imp})]$	(k)	949.8	566.3	940.2
$M_a$	(k)	1721.0	1470.3	1656.4
$M_u$	(k)	-----	2132.5	-----
$f_s\phi$ non-comp	(k.s.i.)	4.98	10.90	3.51
$f_s\phi$ (comp)	(k.s.i.)	1.81	-----	1.51
$f_s s_3 (k + \text{Imp})$	(k.s.i.)	13.45	1.48	13.32
$f_s$ (Overload)	(k.s.i.)	20.24	12.38	18.34
$f_s$ (Total)	(k.s.i.)	26.31	-----	23.84
VR	(k)	54	-----	41

$I_s$  and  $S_s$  are the moment of inertia and section modulus of the steel section used in computing  $f_s$  (Total & Overload).  
 $I_c$  and  $S_c$  are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.  
 $I_{c(s)}$  and  $S_{c(s)}$  are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)  
 VR is the maximum Live Load + Impact shear range in span.  
 $M_a$  (Applied Moment) =  $1.3[M\phi + Ms\phi + s_3(M_k + M(\text{Imp}))]$ .  
 The Plastic Moment capacity ( $M_u$ ) is computed according to AASHTO 10.48.1 and 10.50.1.1.  
 $f_s$  (Overload) is the sum of the stresses due to  $M\phi + Ms\phi + s_3(M_k + M(\text{Imp}))$ .  
 $f_s$  (Total) (Non-compact section) is the sum of the stresses due to  $1.3[M\phi + Ms\phi + s_3(M_k + M(\text{Imp}))]$ .

INTERIOR GIRDER REACTION TABLE			
		N. & S. Abuts.	Piers 1 & 2
$R\phi$	(k)	29.77	91.81
$R_k$	(k)	39.96	45.71
Imp.	(k)	10.51	11.71
$R$ (Total)	(k)	80.24	149.23

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

Corporate License Number 184-001-084

**BEAM ELEVATION**  
 PERRYVILLE ROAD BRIDGE  
 OVER NORTH BRANCH KISHWAUKEE RIVER  
 F.A.U. ROUTE 5148  
 SECTION 06-00387-00-BR  
 WINNEBAGO COUNTY  
 STRUCTURE NUMBER 101-3063  
 STATION 40+90

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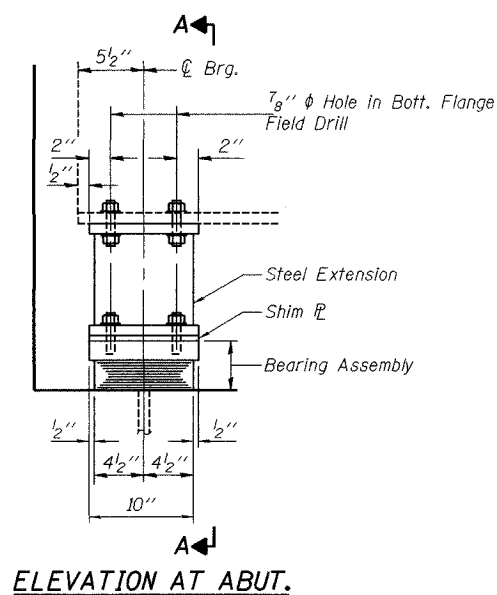
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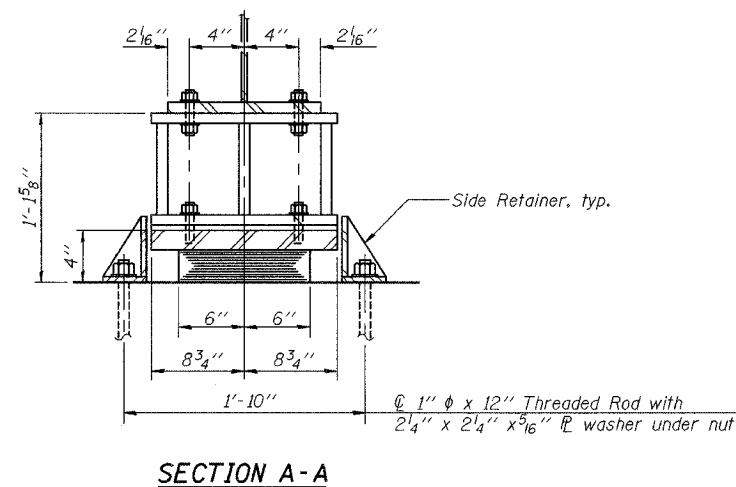
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85405

Sheet 7 of 12

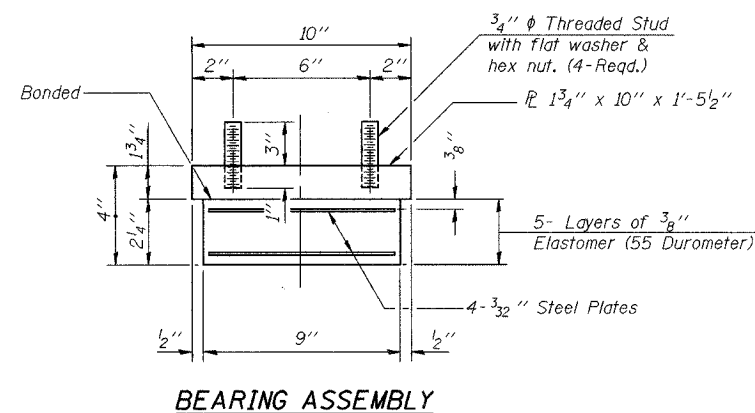


ELEVATION AT ABUT.



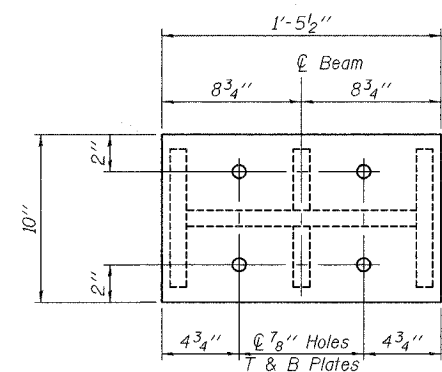
SECTION A-A

**TYPE I ELASTOMERIC EXP. BRG.**

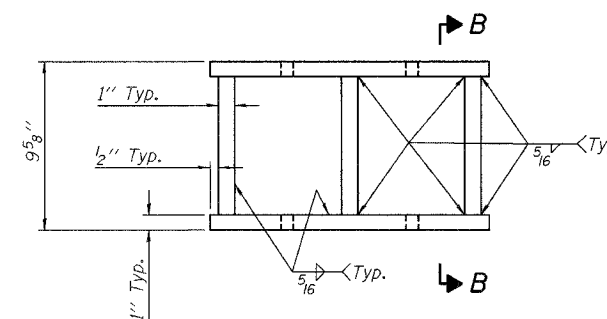


BEARING ASSEMBLY

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



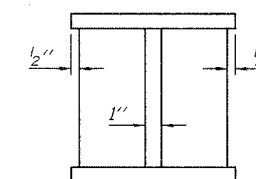
PLAN STEEL EXTENSION



ELEVATION STEEL EXTENSION

Note:  
All steel plates and shapes shall conform to the requirements of AASHTO M270, Grade 50, unless noted.

Steel extensions will be paid for as Structural Steel.



SECTION B-B

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	5

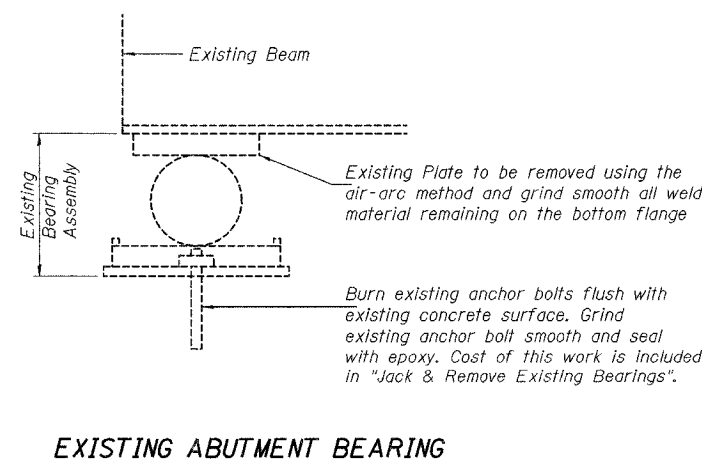
Corporate License Number 184-001-084

**SOUTH ABUTMENT BEARING ASSEMBLY**  
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 OVER NORTH BRANCH KISHWAUKEE RIVER  
 F.A.U. ROUTE 5148  
 SECTION 06-00387-00-BR  
 WINNEBAGO COUNTY  
 STRUCTURE NUMBER 101-3063  
 STATION 40+90

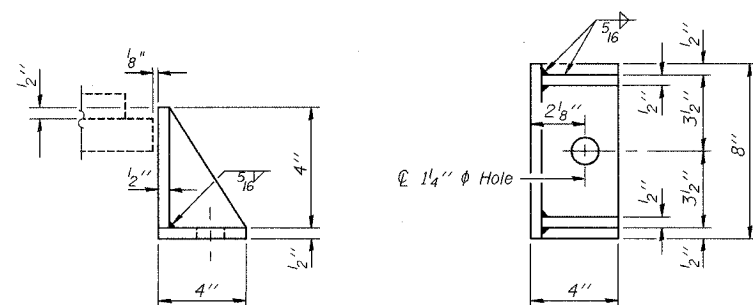
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EXISTING ABUTMENT BEARING

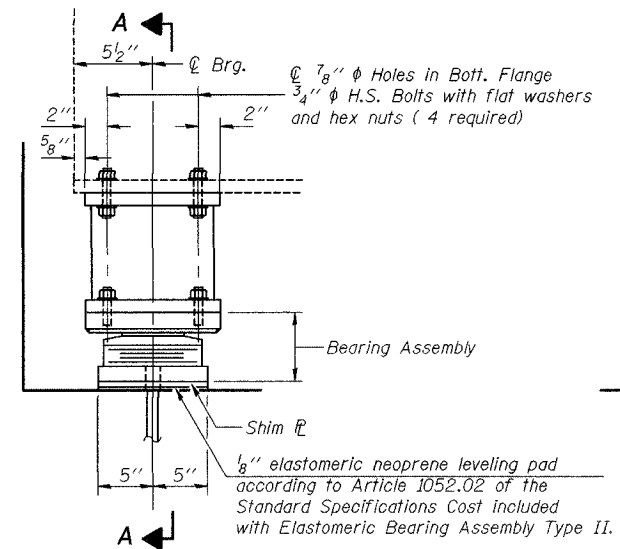


SIDE RETAINER

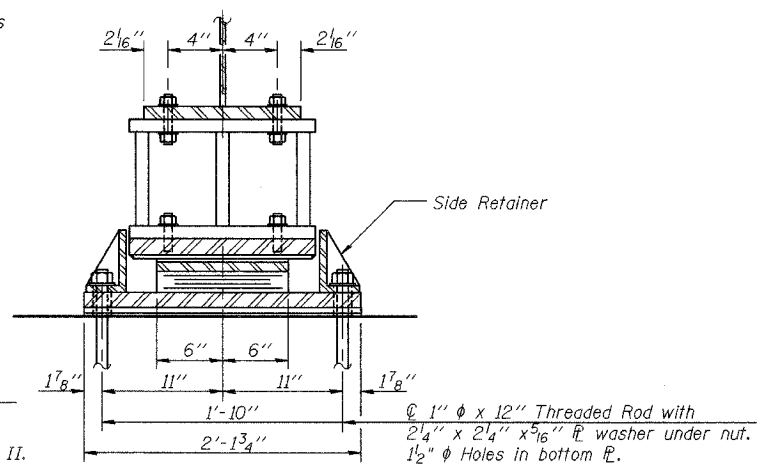
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.

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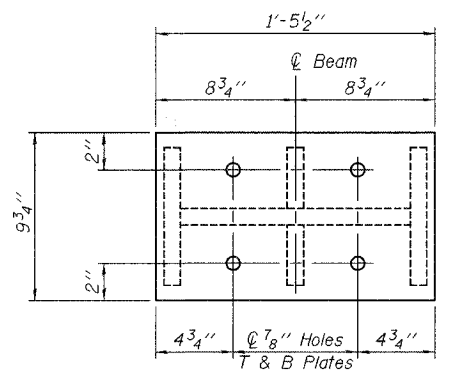
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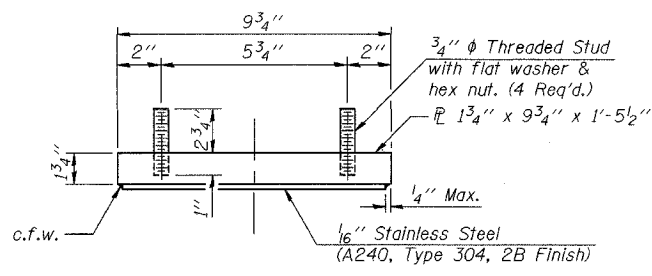
**ELEVATION AT ABUT.**  
**TYPE II ELASTOMERIC EXP. BRG.**



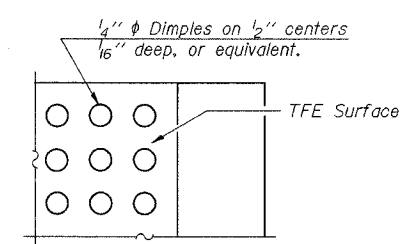
**SECTION A-A**



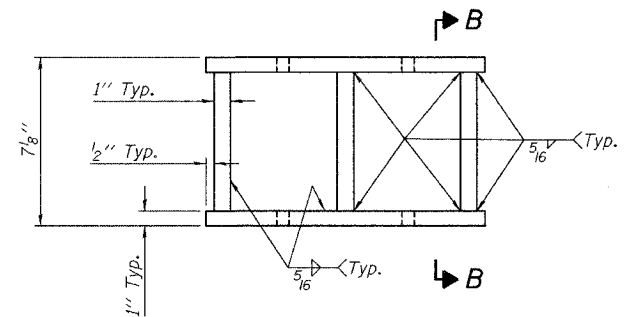
**PLAN STEEL EXTENSION**



**TOP BEARING ASSEMBLY**

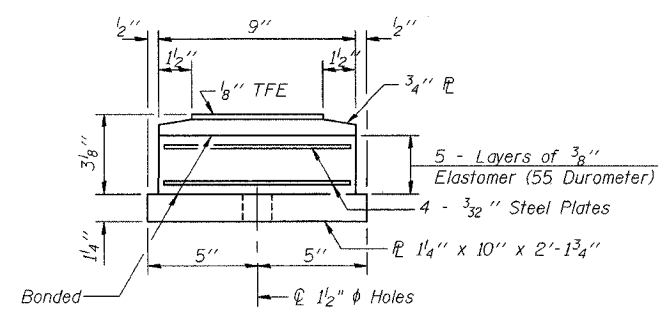


**PLAN-TFE SURFACE**

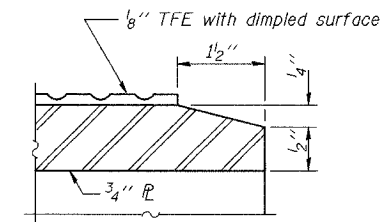


**ELEVATION STEEL EXTENSION**

Notes:  
All steel plates and shapes shall conform to the requirements of AASHTO M270, Grade 50, unless noted.  
Steel extensions will be paid for as Structural Steel.

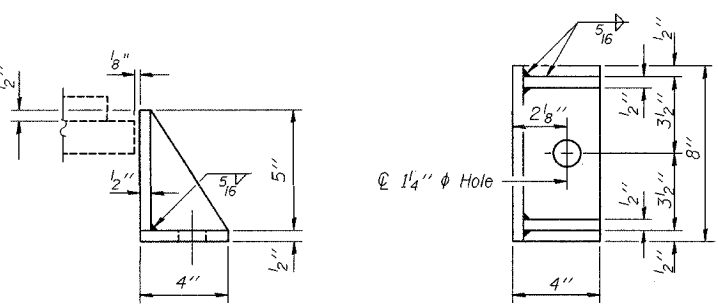


**BOTTOM BEARING ASSEMBLY**



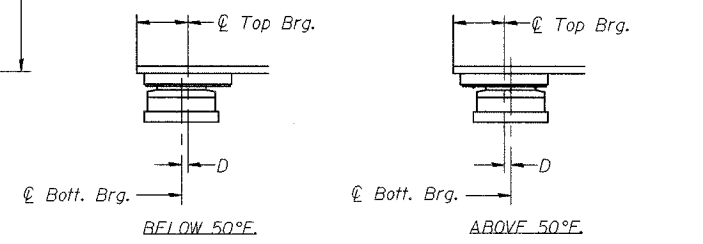
**SECTION THRU TFE**

Notes:  
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" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



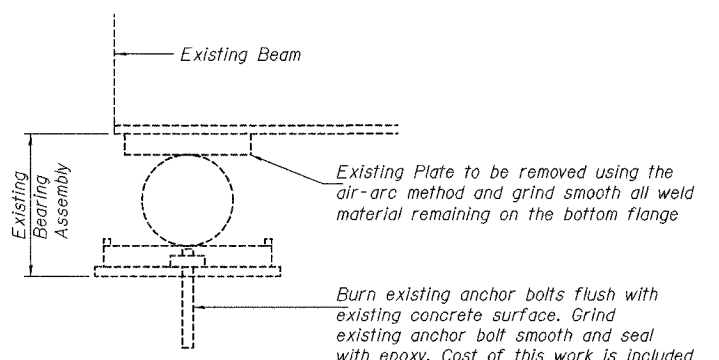
**SIDE RETAINER**

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



**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.



**EXISTING ABUTMENT BEARING**

**SECTION B-B**

**BILL OF MATERIAL**

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	5

Corporate License Number 184-001-084

**NORTH ABUTMENT BEARING ASSEMBLY**  
PERRYVILLE ROAD BRIDGE  
OVER NORTH BRANCH KISHWAUKEE RIVER  
F.A.U. ROUTE 5148  
SECTION 06-00387-00-BR  
WINNEBAGO COUNTY  
STRUCTURE NUMBER 101-3063  
STATION 40+90

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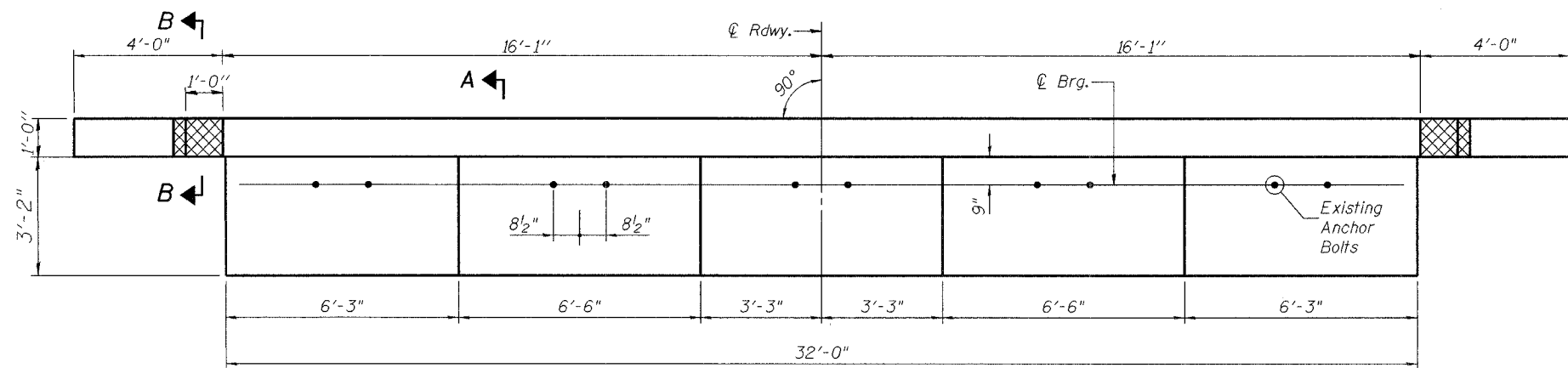


JOB NO. 06R1568

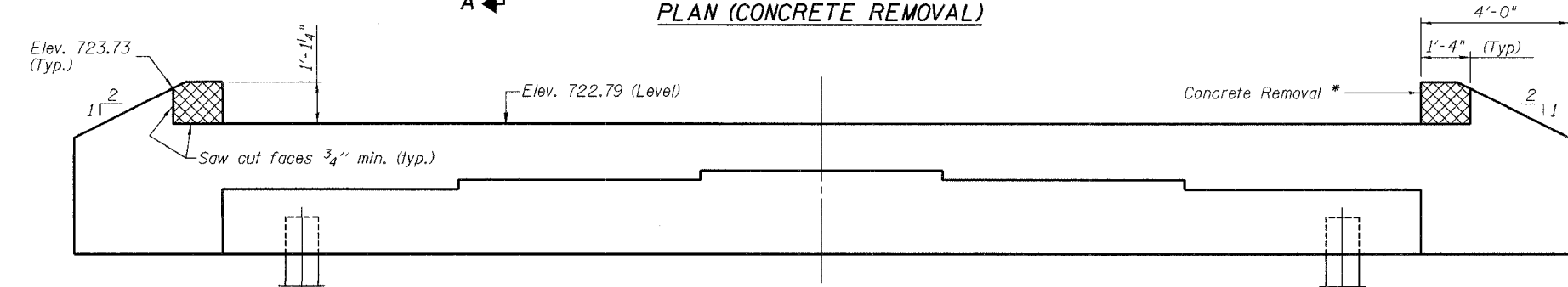
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REVIEWED	SMK	01/10/07

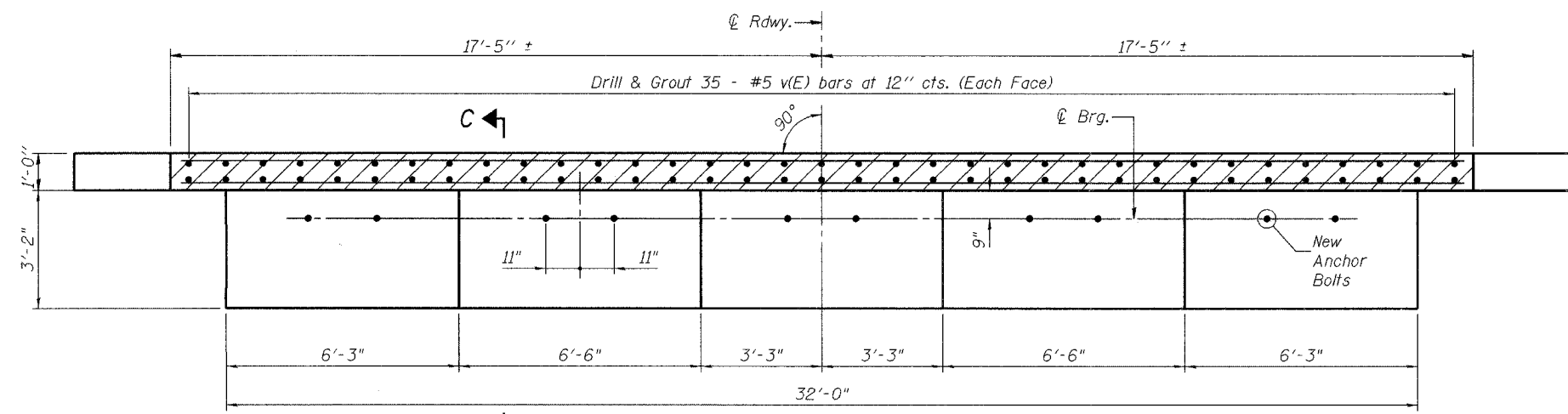


PLAN (CONCRETE REMOVAL)

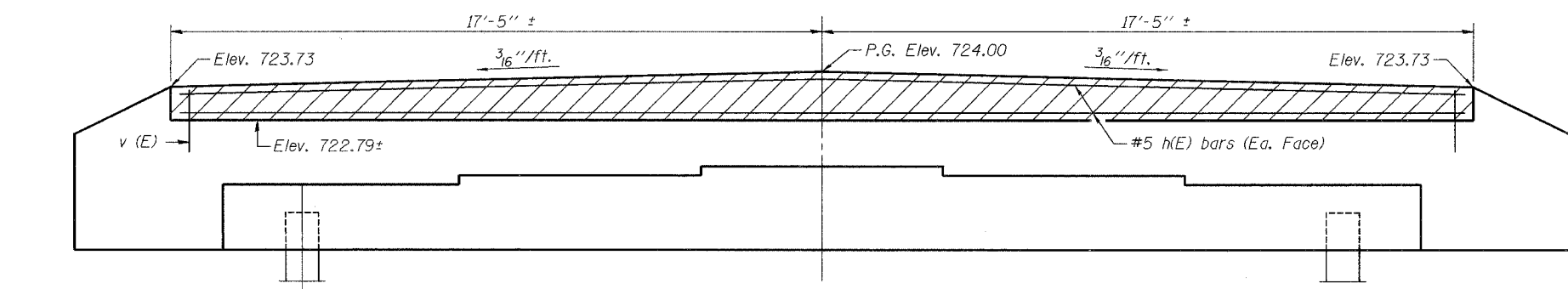


ELEVATION (CONCRETE REMOVAL)

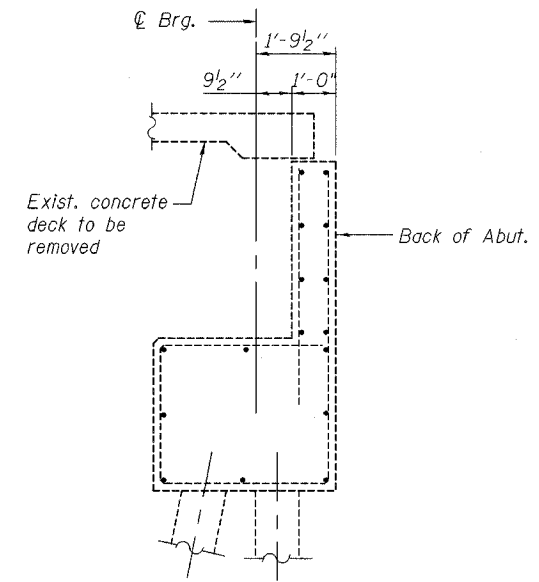
\* Concrete Removal is incidental to Removal of Existing Concrete Deck



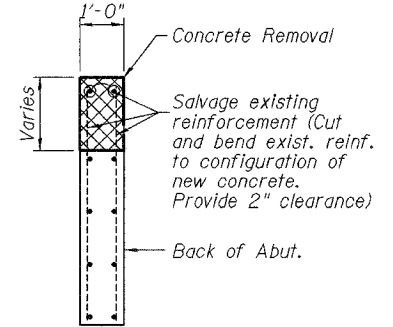
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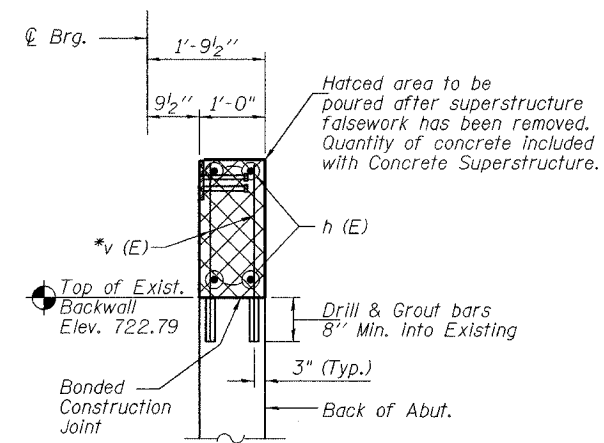
ELEVATION (CONCRETE REPLACEMENT)



SECTION A-A



SECTION B-B



SECTION C-C

**BILL OF MATERIAL**  
(Both Abutments)

Bar	No.	Size	Length	Shape
h(E)	8	#5	34'-7"	—
v(E)	140	#5	1'-8"	—
Concrete Superstructure		Cu. Yd.	2.8	
Reinforcement Bars, Epoxy Coated		Pound	530	
Drill and Grout Bars		Each	140	

Corporate License Number 184-001-084

**ABUTMENTS**

**PERRYVILLE ROAD BRIDGE  
OVER NORTH BRANCH KISHWAUKEE RIVER  
F.A.U. ROUTE 5148  
SECTION 06-00387-00-BR  
WINNEBAGO COUNTY  
STRUCTURE NUMBER 101-3063  
STATION 40+90**

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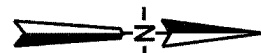
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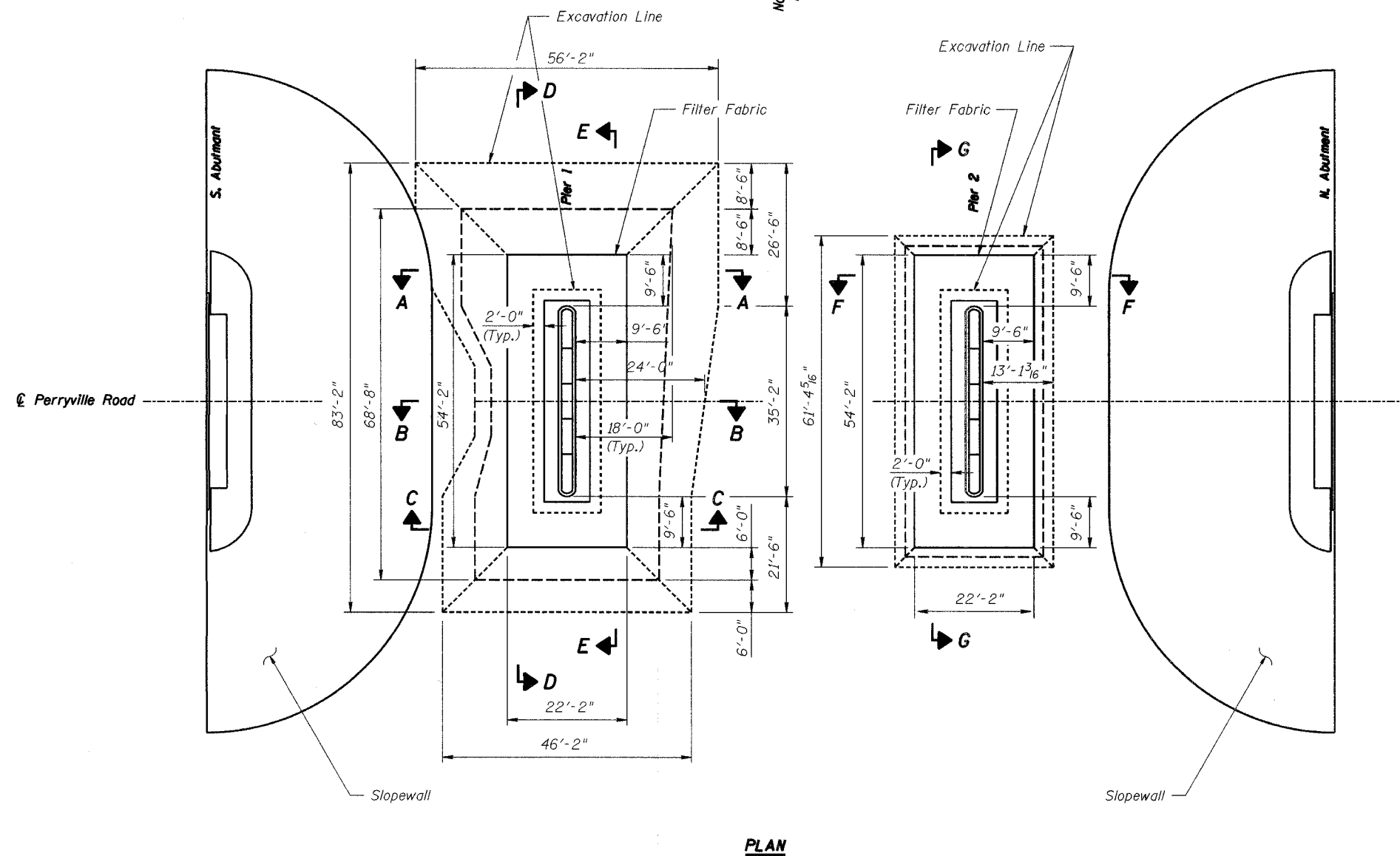
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F.A.U. 5148	*	WINNEBAGO	15	13
FED. ROAD DIST. NO. 7	DISTRICT	FED. AID PROJECT	BHM-5099(67)	
* 06-00387-00-BR				

Sheet 10 of 12

85405



Flow  
North Branch of the  
Kishwaukee River



**PLAN**

**NOTES:**

1. The Contractor shall exercise caution during all countermeasure installation operations to prevent any damage to structural components or utilities not within the scope of these outlined repairs. Structural components or utilities that are not within the scope of these repairs and improvements that are damaged during the repair operations shall be repaired or replaced at the expense of the Contractor to the satisfaction of the Owner.
2. The channel contour shown on this plan is based on a survey conducted on August 31, 2005. To verify the current channel conditions, the Contractor shall perform a survey of the channel bottom conditions surrounding Piers 1 and 2 prior to excavation. Contractor shall verify the actual pier dimensions and existing channel bottom contours, this survey shall be performed by the Contractor to determine the required extent of material to be excavated and the volume of riprap to be placed. Any additional material required as a result of changes to the channel contour shall be paid for at the contract unit price in accordance with the Specifications.
3. The Contractor shall obtain and comply with all federal, state, and local permits prior to beginning construction. The costs associated with obtaining and complying with permits shall be included in the Contractor's Base Bid.
4. Prior to excavation, the Contractor shall be responsible for locating all utilities that could potentially be damaged by construction or construction equipment.
5. After excavation is complete, the Contractor shall dispose of excavated material in accordance with federal, state, and local laws.
6. Prior to placing geotextile, remove all debris that protrudes from the channel bottom that may puncture the geotextile.
7. All construction shall be in accordance with O.S.H.A. requirements.
8. After construction is complete, the jobsite shall be cleaned of all construction related debris to the satisfaction of the Owner.
9. Excavation shall not encroach within 2'-0" of the face of the footings.

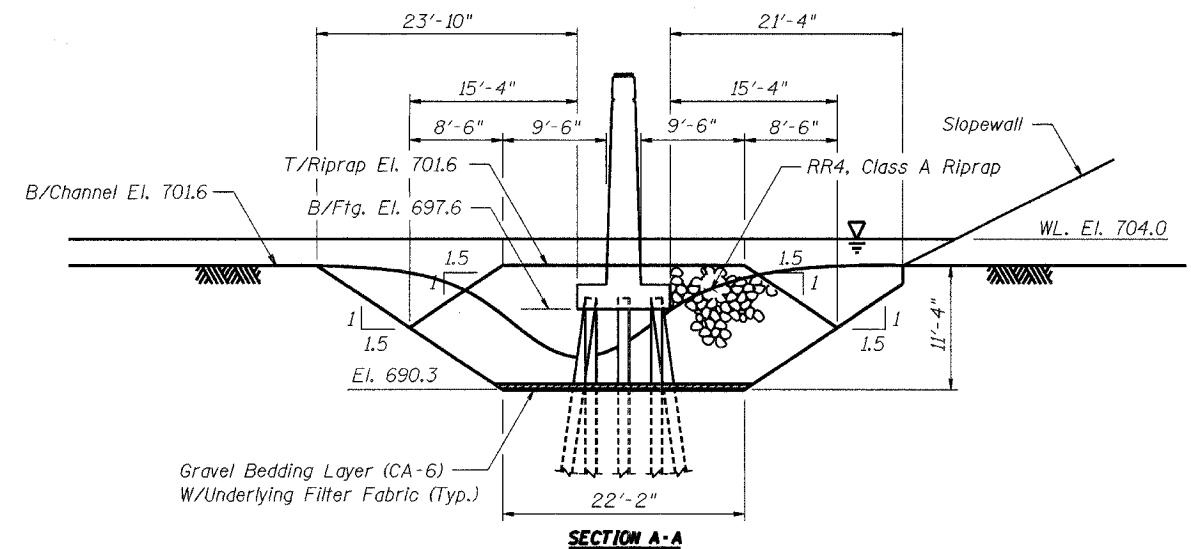
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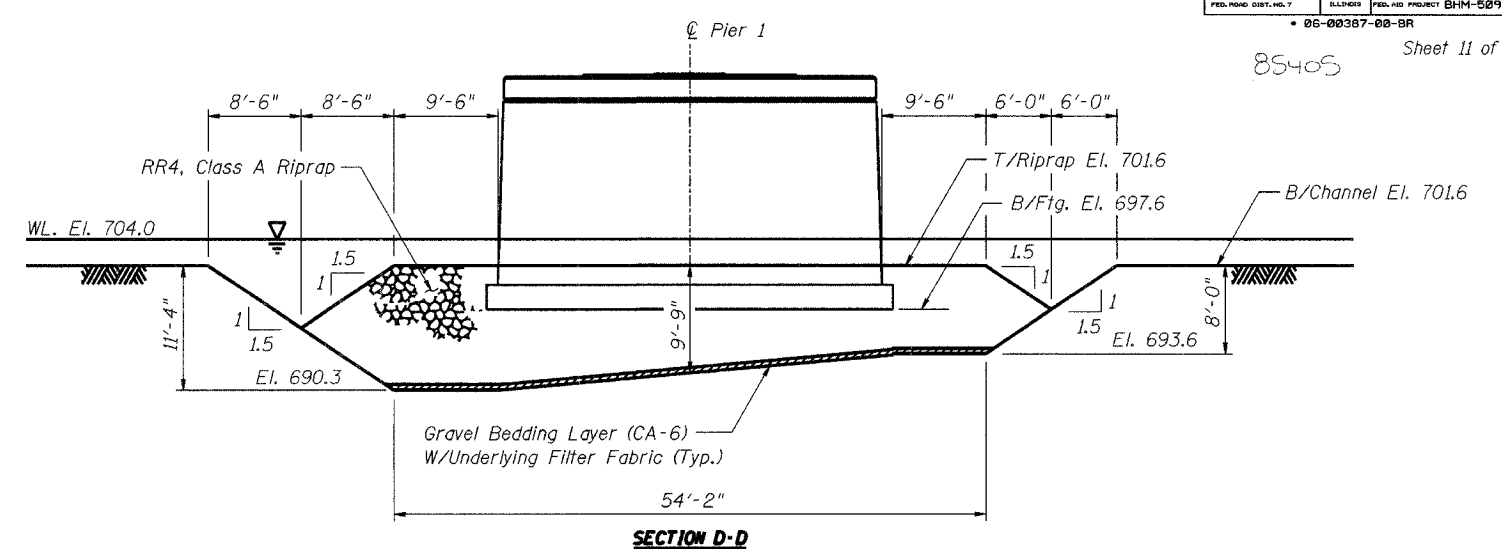
<b>SCOUR COUNTERMEASURES-PLAN</b>	
PERRYVILLE ROAD BRIDGE OVER NORTH BRANCH KISHWAUKEE RIVER F.A.U. ROUTE 5148 SECTION 06-00387-00-BR WINNEBAGO COUNTY STRUCTURE NUMBER 101-3063 SCOUR COUNTERMEASURES-PLAN	
<b>COLLINS ENGINEERS</b> ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993	123 North Wacker Drive Suite 300 Chicago, IL 60606 (312) 704-9300 www.collinsengr.com
JOB NO. 06R1568	DATE 2/1/07

ROUTE NO.	SECTION	COUNTY	SHEETS	"OF"
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FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT BHM-5099(67)	

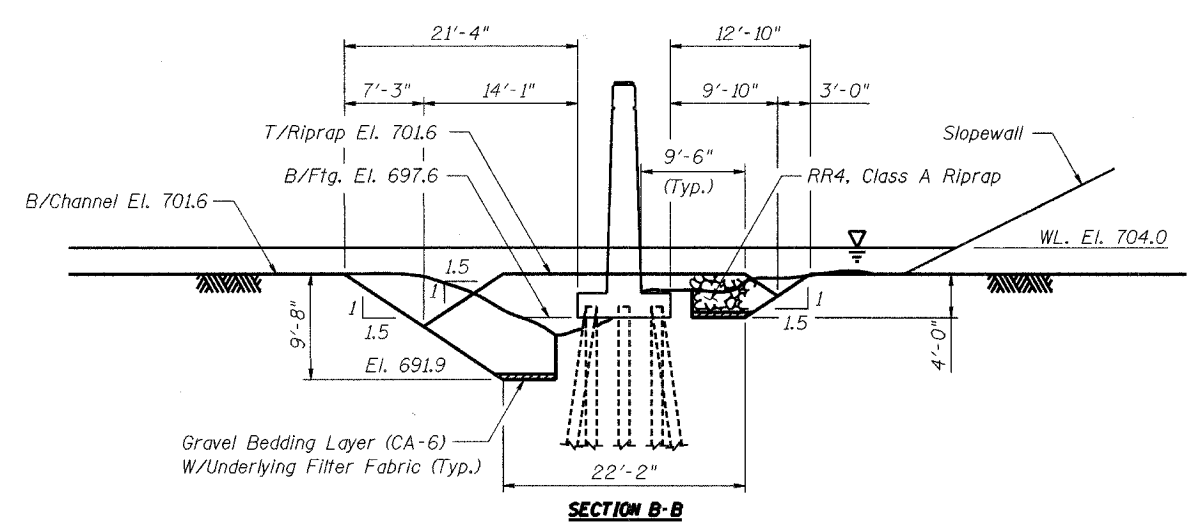
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Sheet 11 of 12



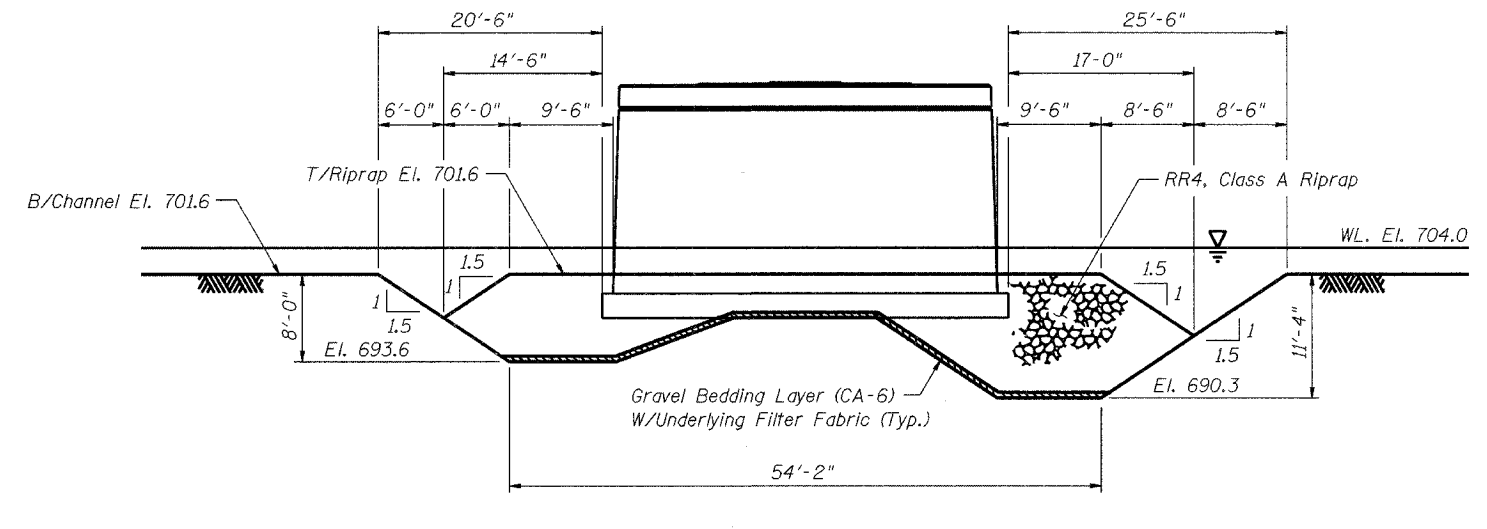
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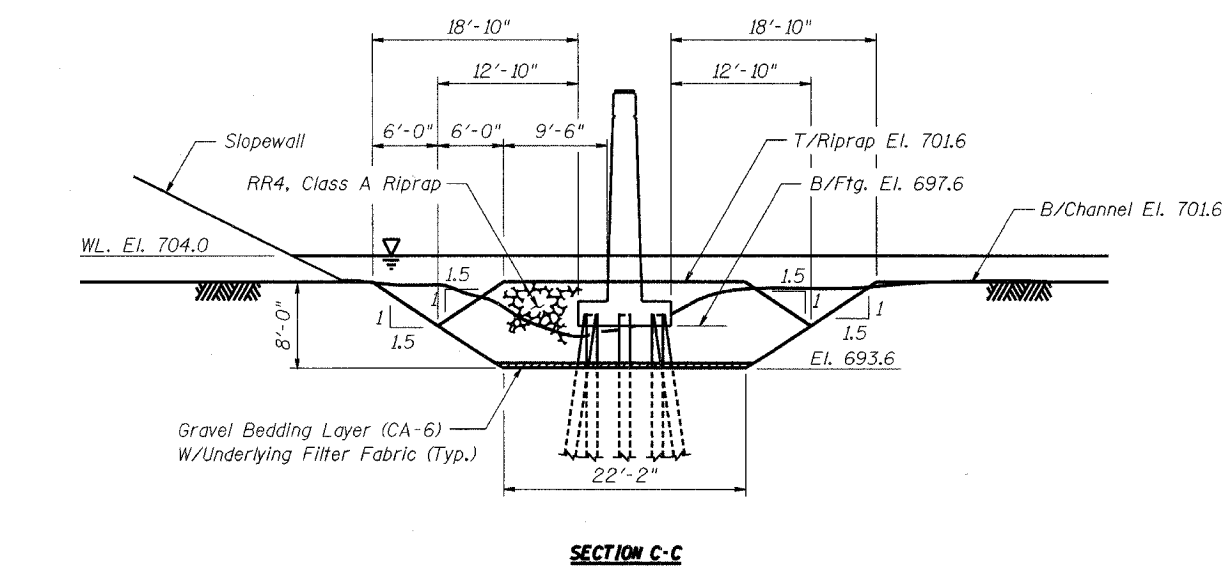
**SECTION D-D**



**SECTION B-B**



**SECTION E-E**



**SECTION C-C**

**PIER 1-DETAILS**  
 PERRYVILLE ROAD BRIDGE  
 OVER NORTH BRANCH KISHWAUKEE RIVER  
 F.A.U. ROUTE 5148  
 SECTION 06-00387-00-BR  
 WINNEBAGO COUNTY  
 STRUCTURE NUMBER 101-3063  
 PIER 1-DETAILS

**COLLINS ENGINEERS**  
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06R1568  
DATE  
2/1/07

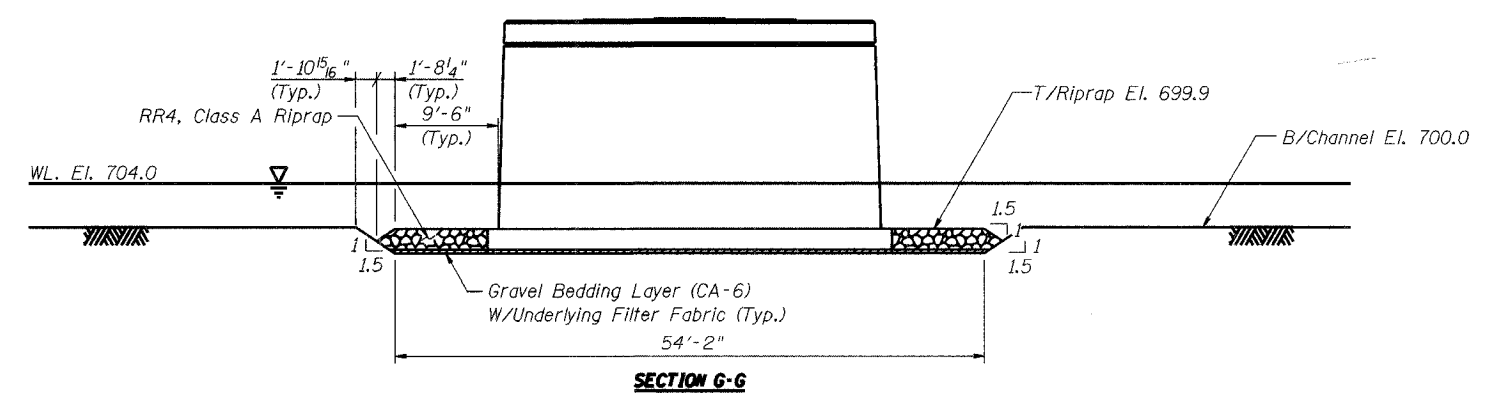
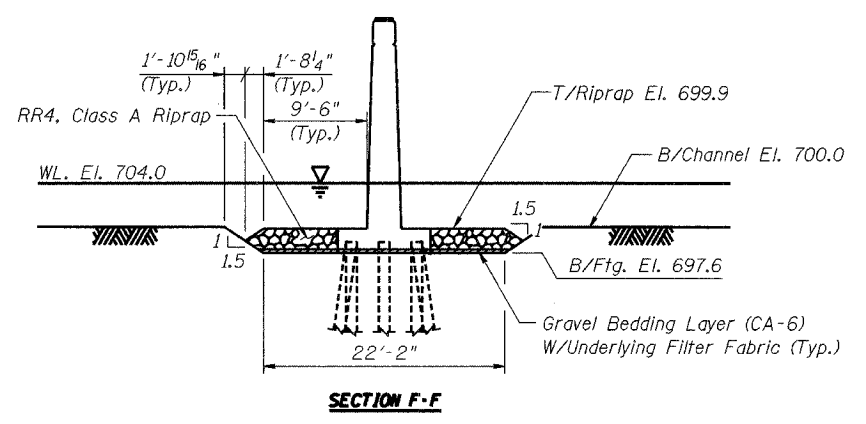
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5148	*	WINNEBAGO	15	15
ILLINOIS PROJECT BHM-5099(67)				
* 06-00387-00-BR				

85405

Sheet 12 of 12



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<b>PIER 2-DETAILS</b> <b>PERRYVILLE ROAD BRIDGE</b> <b>OVER NORTH BRANCH KISHWAUKEE RIVER</b> <b>F.A.U. ROUTE 5148</b> <b>SECTION 06-00387-00-BR</b> <b>WINNEBAGO COUNTY</b> <b>STRUCTURE NUMBER 101-3063</b> <b>PIER 2-DETAILS</b>	
<b>COLLINS ENGINEERS</b> <small>ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-009993</small>	<small>123 North Wacker Drive Suite 300 Chicago, IL 60606 (312) 704-8300 www.collinsengr.com</small> <b>06R1568</b> <small>DATE</small> <b>2/1/07</b>