F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	1
	ILLINOIS	CONTRACT NO. 64D17		

11-18-11 LETTING ITEM 008

INDEX OF SHEETS

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

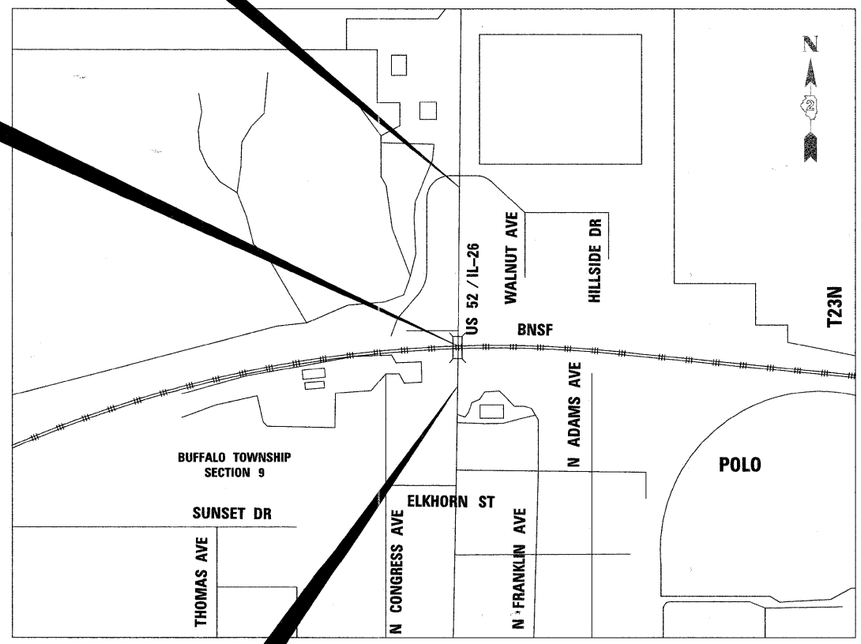
PROPOSED HIGHWAY PLANS

FAP ROUTE 316 US 52 / IL-26
SECTION 4VBR-1
PROJECT : ACNHF-0316(037)
BRIDGE REPLACEMENT
OGLE COUNTY

C-92-079-07

SECTION / IMPROVEMENT BEGINS
STA. 385 + 01.84
(US 52 / IL-26)

BRIDGE REPLACEMENT
STA. 391 + 55.05
EXISTING STRUCTURE #071-0010
PROPOSED STRUCTURE #071-0096



SECTION ENDS STA. 395 + 00.00
IMPROVEMENT ENDS STA. 398 + 19.27
(US 52 / IL-26)

LOCATION MAP
NOT TO SCALE

D-92-057-07

LOCATION OF SECTION INDICATED THUS: -

FUNCTIONAL CLASSIFICATION
OTHER PRINCIPAL ARTERIAL
2032 ADT - 4975
P.V. = 88.4% S.U. = 7.0% M.U. = 4.6%

ANDREW K. KASSAY
062-50806
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXP. 11/30/11
Andrew K. Kassay 8/18/11
SHEETS 1-44

STATE OF ILLINOIS
COLLEEN M. MALONE
081-005754
EXP. 11/30/11
LICENSED STRUCTURAL ENGINEER
CHICAGO, ILLINOIS
Colleen Malone
SHEETS 45-64, 68-73

STATE OF ILLINOIS
GHULAM M. KAMAL
081-006622
BLOOMINGDALE, ILLINOIS
LICENSED STRUCTURAL ENGINEER
EXP. 11/30/2012
8/18/11
SHEETS 65-67

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 19, 20 11
Eric S. Vidaurri
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
October 14 20 11
Scott E. Stitt P.E. by
acting ENGINEER OF DESIGN AND ENVIRONMENT
October 14 20 11
Christine M. Reed by
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

0 100' 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: MASOOD AHMAD
PROJECT MANAGER: MADAN CHAND (815) 284-5359
HW LOCHNER: COLLEEN MALONE (312) 372-3011

GROSS LENGTH = 998.16 FT. = 0.189 MILE
NET LENGTH = 998.16 FT. = 0.189 MILE

LOCHNER
H.W. LOCHNER, INC.
CONSULTING ENGINEERS & PLANNERS
20 NORTH WACKER DRIVE SUITE 1200
CHICAGO, IL 60606

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 64D17 F.A.P. 316 (US 52 / IL 26) SECTION 4VBR-1 OGLE COUNTY

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
602401-03	MANHOLE, TYPE A
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
610001-05	SHOULDER INLET WITH CURB
630001-09	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-09	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT OF WAY MARKERS
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" 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 OPERATIONS - DAY ONLY
701321-11	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

COMMITMENTS

1. ACCESS FOR ONE VEHICLE SHALL BE PROVIDED DURING CONSTRUCTION TO THE EXISTING CITY OF POLO WATER FACILITY THAT IS LOCATED UNDER THE EAST SIDE OF THE BRIDGE. THE CONTRACTOR WILL PROVIDE 48 HOURS NOTICE TO THE CITY OF POLO FOR ANY TEMPORARY CLOSURES.

2. THE DRIVEWAY TO THE POLO ROOM BANQUET AND EVENT HALL WILL REMAIN OPEN DURING CONSTRUCTION.

GENERAL NOTES

1. THE FINAL TOP 4 INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS.

2. IT IS ESTIMATED THAT 135 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.

3. 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.

4. THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.

5. FERTILIZER NUTRIENTS SHALL BE APPLIED AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICTIONS. THIS SHALL BE INCLUDED IN THE COST OF THE SEEDING.

6. BITUMINOUS AND AGGREGATE PRIME COAT SHALL BE PLACED IN ACCORDANCE WITH SECTION 406 OF THE STANDARD SPECIFICATIONS. THE COST OF THE PRIME COATS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 & HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50.

7. PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A" OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.

8. EXCEPT FOR THE TOP 75 MM (3"), ALL AGGREGATE BASES AND SUBBASES 300 MM (12") IN THICKNESS SHALL BE CONSTRUCTED OF AGGREGATE GRADATION CA-2.

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

MIXTURE USE(S):	SURFACE COURSE	LEVEL BINDER	BINDER	TOP SHOULDER	BOTTOM SHOULDER
PG:	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 58-22
DESIGN AIR VOIDS	4.0 @ N50	4.0 @ N50	4.0 @ N50	3 @ N50	2 @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 9.5	IL 19.0	IL 9.5 or 12.5	BAM
FRICTION AGGREGATE	C	N/A	N/A	C	N/A
20 YEAR ESAL	1.5	1.5	1.5	N/A	N/A
MIX UNIT WEIGHT	112 LBS/SY/IN			112 LBS/SY/IN	

10. THE AREA TO BE PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAYS PRODUCTIVITY, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER.

11. A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.

12. THE NEW NUMBER FOR THIS STRUCTURE WILL BE S.N. 071-0096.

13. THE THICKNESS FOR THE BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) ADJACENT TO EXISTING PAVEMENT SHALL BE A MINIMUM OF 300 MM (12"). THE MATERIAL SHALL BE 50 MM (2") HOT-MIX ASPHALT SURFACE COURSE, AND THE REMAINING THICKNESS SHALL BE HOT-MIX ASPHALT BINDER COURSE.

14. REFLECTOR MARKERS TYPE B SHALL BE INSTALLED ON THE TOP OF BRIDGE PARAPET WALLS. THE MARKERS SHALL BE ACCORDING TO STANDARD 635011 AND THE COLOR AND SPACING ACCORDING TO STANDARD 635006, EXCEPT THE MINIMUM IS 2 PER SIDE.

15. CULVERT & BRIDGE FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOW SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOBSITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.

16. THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.

17. THE OFFSETS FROM CENTERLINE TO INLETS, SPECIAL ARE TO THE FACE OF INLET. THE RIM ELEVATIONS ARE TO THE EDGE OF GRATE CLOSEST TO THE EDGE OF PAVEMENT.

18. THE OFFSETS FROM CENTERLINE AND RIM ELEVATIONS TO INLET BOXES OF THE TYPE SPECIFIED ARE TO THE EDGE OF SHOULDER (AT FLOW LINE OF CURB).

19. THE OFFSETS FROM CENTERLINE AND RIM ELEVATION FOR MANHOLES ARE TO THE CENTER OF STRUCTURE (CONCENTRIC STRUCTURE ASSUMED FOR CALCULATION OF RIM ELEVATION).

20. THE NEW MANHOLE LIDS ON THIS PROJECT SHALL HAVE THE WORD "STORM", "SANITARY", OR "WATER" ON THE LID. THE WORD TO BE USED IS NOTED ON THE PLANS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE WORD TO BE USED ON OTHER LIDS NOT NOTED ON THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.

21. ALL PROPOSED MANHOLES ON THIS PROJECT SHALL BE CAST IN PLACE OR PRECAST. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MANHOLE OF THE TYPE AND SIZE SPECIFIED.

22. THE CONTRACTOR SHALL DETERMINE FLOWLINES OF EXISTING SEWER LINES WHICH ARE SHOWN ON THE PLANS AS ESTIMATED OR UNKNOWN. THIS INFORMATION IS NECESSARY BEFORE ORDERING INLETS AND MANHOLES.

23. EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR FURNISHED EXCAVATION.

24. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) OR TRAFFIC BARRIER TERMINAL TYPE I SPECIAL (FLARED).

25. ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE I SPECIALS.

26. DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180* AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF A CULVERT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

27. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

    1. ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
    2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
    3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.

28. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1.6 KM (1 MILE) OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 1 EACH.

29. PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2. OPTION 2 WOULD BE TO INSTALL A VAULTED STYLE MONUMENT AS DESCRIBED BY NGS AS A 3D MONUMENT (TOP SECURITY SLEEVE ROD MONUMENT), WITH INSTALLATION INSTRUCTIONS PROVIDED BY THE DISTRICT CHIEF OF SURVEYS. IF POURED IN PLACE, THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.

30. THE PERMANENT SURVEY MARKERS, IF POSSIBLE, SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT.

31. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED USING AN ELECTRONIC LEVEL. THE META DATA, SUCH AS THE GEOID USED, (NGS ADJUSTMENT IE: 97 HARN, 03, 07), AND THE BASE POINT(S) NAME OR NUMBER SHALL BE SUBMITTED ALONG WITH A COMPLETE COLLECTION LOG. IF COLLECTED USING RTK METHOD, IT WILL REQUIRE EITHER 3 COLLECTIONS (AVERAGED) FROM 2 DIFFERENT BASES, OR A MINIMUM OF 3 COLLECTIONS (AVERAGED), AT LEAST 2 HOURS APART, FROM THE SAME BASE.
IF USING A CORS TYPE NETWORK, THE COLLECTION PROCEDURE SHALL INCLUDE LOCALIZING WITH CHECK SHOTS ON AT LEAST 2 DIFFERENT HARN MONUMENTS BOTH BEFORE AND AFTER COLLECTION. THE LEVEL CIRCUIT SHALL BE RUN FROM FURNISHED MARK TO FURNISHED MARK AND THEN ADJUSTED.
THE ERROR OF CLOSURE SHALL BE SUBMITTED WITH THE ELECTRONIC LEVEL NOTES IN A RECOGNIZED FORMAT APPROVED BY THE ENGINEER AND/OR THE CHIEF OF SURVEYS.
THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE DISTRICT CHIEF OF SURVEYS

FILE NAME = tz\5015-phase1_1l-2&1l-26\civil\IL-26\CADD Sheets\D264D17-sht-GenNotes.dgn	USER NAME = _USER_	DESIGNED - AKK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52 /IL-26 OVER THE BNSF RAILROAD GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = $SCALE$	DRAWN - AKK	REVISED -			316	4VBR-1	OGLE	73	2
	PLOT DATE = 8/18/2011	CHECKED -	REVISED -					CONTRACT NO. 64D17		
		DATE - 8/2/2011	REVISED -		SCALE: SHEET NO. 2 OF 73 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

GENERAL NOTES

31. TREE PLANTING LAYOUT SHALL BE PERFORMED BY THE DISTRICT LANDSCAPE ARCHITECT. MULCH SHALL BE PLACED 4" THICK AND TO THE DIAMETER AROUND THE TREE AS SHOWN ON DISTRICT STANDARD 92.1. THE MULCH SHALL BE HARDWOOD WOOD CHIPS PLACED ON WEED BARRIER FABRIC. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TREE.

32. RIGHT-OF-WAY MARKERS WILL BE ERECTED PER HIGHWAY STANDARD 666001 WITH THE BACK FACE OF THE MARKER ON THE RIGHT-OF-WAY LINE UNLESS THE NEW RIGHT-OF-WAY LINE HAS BEEN SURVEYED AND PINNED, IN WHICH INSTANCE THE RIGHT-OF-WAY MARKERS WILL BE ERECTED 300 MM (12 INCHES) INSIDE THE NEW RIGHT-OF-WAY LINE. THE METHOD OF INSTALLATION SHALL BE APPROVED BY THE ENGINEER.

33. 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:

MR. MICHAEL LENOX
COMMONWEALTH EDISON COMPANY
123 ENERGY AVENUE
ROCKFORD, ILLINOIS, 61109
(815) 490-2869

MR. MICHAEL OWENS
COMCAST CABLE
4450 KISHWAUKEE STREET
ROCKFORD, ILLINOIS, 61109
(815) 395-8977

MS. CONSTANCE LANE
NICOR GAS CO.
1844 FERRY ROAD
NAPERVILLE, ILLINOIS, 60563-9600
(630) 983-8676

MR. DAVID DAY
FRONTIER / CITIZENS
P.O. BOX 12
684 NORTH BROAD STREET
LANARK, ILLINOIS, 61046
(815) 493-1101

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

BNSF RAILWAY
MR. FRENCH THOMPSON
3611 W. 38TH STREET
CHICAGO, ILLINOIS 60632
773-579-5092

MR. CRAIG TELSCHAW
VILLAGE OF POLO
115 S. FRANKLIN STREET
POLO, ILLINOIS, 61064
(815) 946-3154

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

PER SB 699 (90 DAY UTILITY RELOCATION LAW), ONCE RIGHT-OF-WAY IS CLEAR TO AWARD THE PROJECT, A NOTICE WILL BE SENT TO THE UTILITY COMPANIES INSTRUCTING THEM TO HAVE THEIR FACILITIES RELOCATED WITHIN 90 DAYS. ESTIMATED DATE RELOCATION COMPLETE = AWARD DATE + 100 DAYS.

35. TIE BARS SHALL BE INSTALLED TO TIE PCC APPURTENANCE TO ADJACENT EXISTING CONCRETE PAVEMENT.

TIE THE FOLLOWING TO THE EXISTING CONCRETE PAVEMENT	LENGTH, SIZE, AND SPACING OF TIE BARS
GUTTER OR CURB & GUTTER STD. 606001	24" LONG NO. 6 @ 24" CENTERS

TIE BARS TO BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 420.05(B) OF THE STANDARD SPECIFICATIONS. SEE HIGHWAY STANDARD 420001 FOR DETAIL ON LONGITUDINAL CONSTRUCTION JOINT GROUTED IN PLACE TIE BAR. THE COST OF THE TIE BARS TO BE INCLUDED IN THE COST OF THE PCC APPURTENANCE ADJACENT TO THE EXISTING PAVEMENT.

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

37. 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.

38. 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 FROM THE 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.

39. 33 TONS OF INCIDENTAL SURFACING, 265 SQ YD OF AGGREGATE BASE COURSE, TYPE B 8", AND 265 SQ YD OF PAVEMENT REMOVAL HAS BEEN PROVIDED FOR RESTORING THE ACCESS ROAD UNDER IL-26 BRIDGE.

40. 3.0 TONS OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER FOR SHOULDER REPAIR DURING RESURFACING OF SHOULDERS.

41. THE CONTRACTOR SHALL CONTACT THE DEPARTMENT FOR THE REMOVAL OF ALL EXISTING HIGHWAY SIGNS AND SUPPORTS IMPACTED BY THE CONTRACTOR'S OPERATIONS. THE DEPARTMENT WILL REMOVE ALL AFFECTED HIGHWAY SIGNS AND SUPPORTS PRIOR TO THE START OF THE CONTRACTOR'S WORK AND RE-INSTALL AFTER THE CONTRACTOR'S WORK IS COMPLETE. ALL HIGHWAY SIGNS AND SUPPORTS DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

42. IN ADDITION TO ANCHORING THE FIRST AND LAST SECTION OF TEMPORARY CONCRETE BARRIER AND ON THE BRIDGE DECK, THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE PAVEMENT WITH 6 ANCHORS PER SECTION AT THE FOLLOWING LOCATIONS:

STA. 388+00.00 TO STA. 394+75.00

FILE NAME = t:\5015-phase1\1-2&1-26\civil\IL-26\CADD Sheets\D264D17-sht-GenNotes.dgn	USER NAME = _USER_	DESIGNED - AKK	REVISED -
		DRAWN - AKK	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52\1L-26 OVER THE BNSF RAILROAD
GENERAL NOTES

SCALE: | SHEET NO. 3 OF 73 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	3
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	80% FED./20% STATE TOTAL QUANTITY	ROADWAY 0004 RURAL	BRIDGE 0011 S.N. 071-0096
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	38	38	
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	24	24	
	20200100	EARTH EXCAVATION	CU YD	225	225	
	20400800	FURNISHED EXCAVATION	CU YD	165	165	
	20800150	TRENCH BACKFILL	CU YD	4	4	
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2648	2648	
*	25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25	
*	25000310	SEEDING, CLASS 4	ACRE	0.75	0.75	
**	25000750	MOWING	ACRE	0.25	0.25	
*	25100115	MULCH, METHOD 2	ACRE	1	1	
	25100630	EROSION CONTROL BLANKET	SQ YD	139	139	
	25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	3039	3039	
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	132	132	
	28000305	TEMPORARY DITCH CHECKS	FOOT	70	70	
	28000400	PERIMETER EROSION BARRIER	FOOT	1922	1922	
	28100105	STONE RIPRAP, CLASS A3	SQ YD	398	398	
	28100107	STONE RIPRAP, CLASS A4	SQ YD	27	27	
	28200200	FILTER FABRIC	SQ YD	27	27	
	31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	392	392	
	31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	70	70	
	35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	265	265	
	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	62	62	
	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	169	169	
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	33	33	
	42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	365	365	
	44000100	PAVEMENT REMOVAL	SQ YD	605	605	
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	1001	1001	
	44000300	CURB REMOVAL	FOOT	991	991	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	385	385	
	48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	343	343	
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
	50157300	PROTECTIVE SHIELD	SQ YD	248		248

* SPECIALTY ITEM
** 100% STATE FUNDING

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	PLOT DATE = 8/18/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US52 /IL-26 OVER THE BNSF RAILROAD
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 4 OF 73 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	4
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	80% FED./20% STATE TOTAL QUANTITY	ROADWAY 0004 RURAL	BRIDGE 0011 S.N. 071-0096
50200100	STRUCTURE EXCAVATION	CU YD	292.9		292.9
50300100	FLOOR DRAINS	EACH	6		6
50300225	CONCRETE STRUCTURES	CU YD	450.2		450.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	621.3		621.3
50300260	BRIDGE DECK GROOVING	SQ YD	1726		1726
50300280	CONCRETE ENCASEMENT	CU YD	23.1		23.1
50300300	PROTECTIVE COAT	SQ YD	2098		2098
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	6102		6102
50800105	REINFORCEMENT BARS	POUND	60	60	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	191620		191620
50800515	BAR SPLICERS	EACH	1653		1653
51100100	SLOPE WALL 4 INCH	SQ YD	39		39
51201800	FURNISHING STEEL PILES HP14X73	FOOT	2410		2410
51202305	DRIVING PILES	FOOT	2410		2410
51203800	TEST PILE STEEL HP14X73	EACH	5		5
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	60		60
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1	
54215547	METAL END SECTIONS 12"	EACH	6	6	
54248510	CONCRETE COLLAR	CU YD	1.3	1.3	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	3	3	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	12	12	
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	24	24	
55100500	STORM SEWER REMOVAL 12"	FOOT	173	173	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	86		86
60100945	PIPE DRAINS 12"	FOOT	362	362	
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
60500040	REMOVING MANHOLES	EACH	1	1	
60500060	REMOVING INLETS	EACH	4	4	
60600605	CONCRETE CURB, TYPE B	FOOT	868	868	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	320	320	

* SPECIALTY ITEM
** 100% STATE FUNDING

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52/IL-26 OVER THE BNSF RAILROAD
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 5 OF 73 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	5
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	80% FED./20% STATE TOTAL QUANTITY	ROADWAY 0004 RURAL	BRIDGE 0011 S.N. 071-0096
	60900515	CONCRETE THRUST BLOCKS	EACH	6	6	
	61000225	TYPE F INLET BOX, STANDARD 610001	EACH	6	6	
*	63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	900	900	
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	
*	63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	2	2	
	63200310	GUARDRAIL REMOVAL	FOOT	1307	1307	
	63500105	DELINEATORS	EACH	4	4	
	66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	11	11	
	66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1	
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9	
	67100100	MOBILIZATION	L SUM	1	1	
	70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30	
	70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
	70106700	TEMPORARY RUMBLE STRIP	EACH	3	3	
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	4027	4027	
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	24	24	
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1367	1367	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	675	675	
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	662.5	662.5	
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	5930	5930	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8	
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	22	22	
*	78200520	BARRIER WALL MARKERS, TYPE B	EACH	8	8	
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	989	989	
	Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	150		150
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0026407	TEMPORARY SHEET PILING	SQ FT	1116		1116
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	

* SPECIALTY ITEM
** 100% STATE FUNDING

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL-26 OVER THE BNSF RAILROAD
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 6 OF 73 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	6
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	80% FED./20% STATE TOTAL QUANTITY	ROADWAY 0004 RURAL	BRIDGE 0011 S.N. 071-0096
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
	Z0041700	PLUG EXISTING STORM SEWERS	EACH	2	2	
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	144		144
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
	Z0065704	BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SQ YD	723		723
	Z0073500	TEMPORARY SUPPORT SYSTEM	L SUM	1		1
*	A2C05605	TREE, QUERCUS MACROCARPA (BURR OAK), CONTAINER GROWN, 5-GALLON	EACH	5	5	
	X0301852	DEWATERING STRUCTURE NO. 1	EACH	1		1
	X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	158		158
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	471	471	
	~~X5020501~~	~~UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1~~	~~EACH~~	~~1~~		~~1~~
	X6024240	INLETS, SPECIAL	EACH	2	2	

* SPECIALTY ITEM
** 100% STATE FUNDING

Rev.

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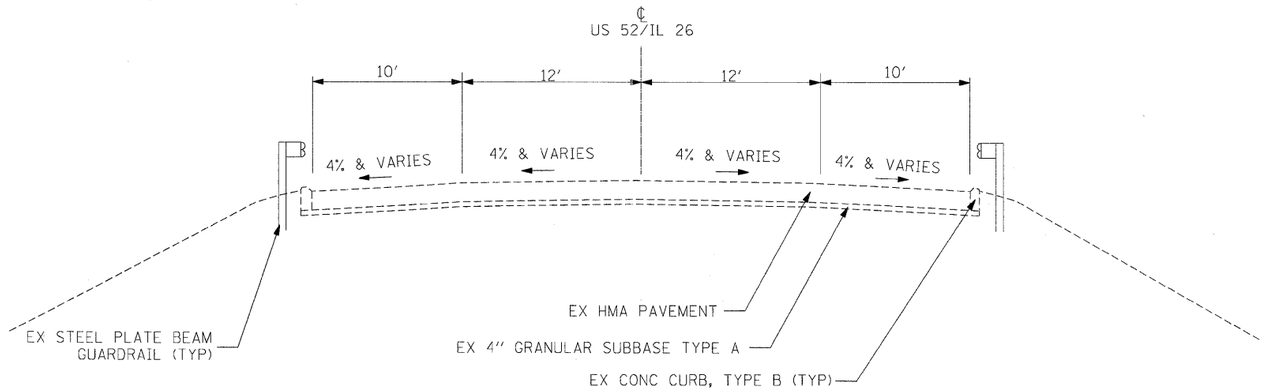
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL-26 OVER THE BNSF RAILROAD
SUMMARY OF QUANTITIES

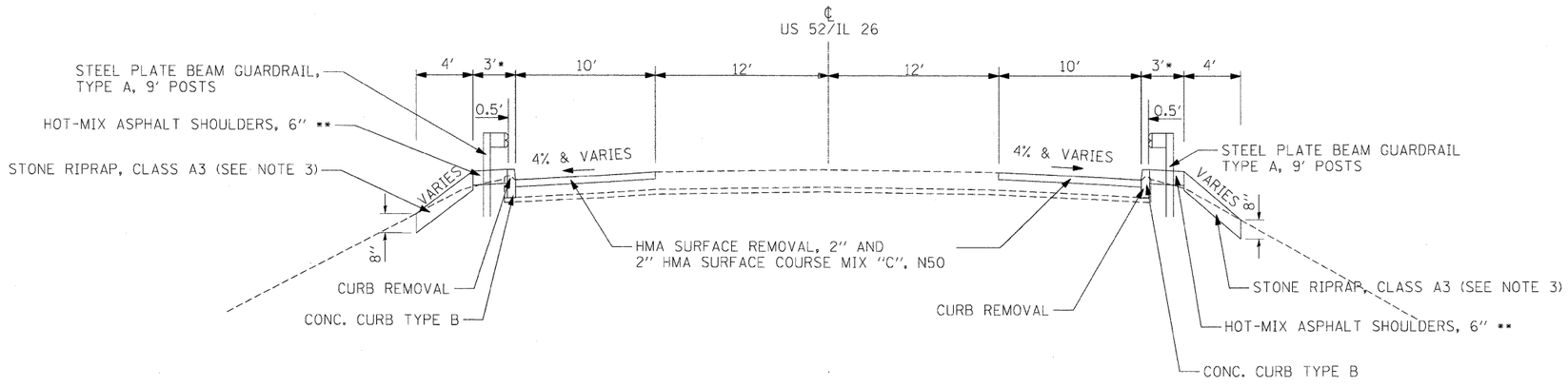
SCALE: | SHEET NO. 6 OF 73 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	7
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS



EXISTING TYPICAL SECTION



TYPICAL SECTION

STA. 385+01.84 TO STA. 389+50.00

NOTES:
1. SEE ROADWAY PLANS FOR LIMITS OF GUARDRAIL REMOVAL
2. SEE ROADWAY PLANS FOR LIMITS OF PROPOSED GUARDRAIL
3. INSTALL STONE RIPRAP FROM STA. 385+01.84 TO STA. 389+50.00

* VARIES 13.78' TO 3' FOR WIDENING AT GUARDRAIL TERMINALS, STA. 385+01.84 TO STA. 385+54.77 LT & RT

** STA. 385+01.84 TO STA. 389+85.42 LT & RT

SEE GENERAL NOTES FOR HOT-MIX ASPHALT PAVEMENT MIX DESIGN

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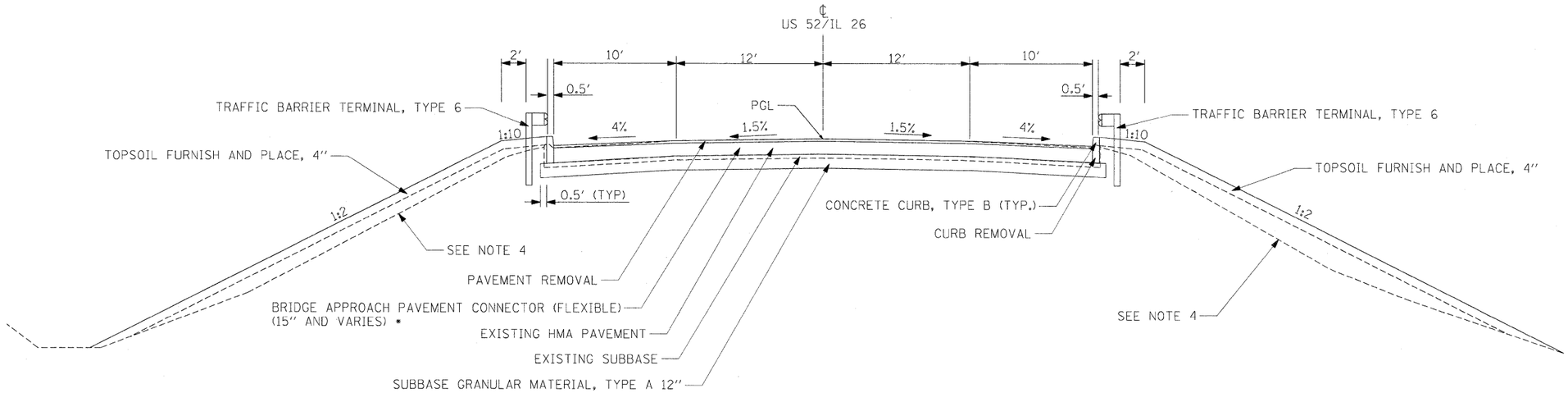
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
TYPICAL SECTIONS

SCALE: | SHEET NO. 8 OF 73 SHEETS | STA. | TO STA.

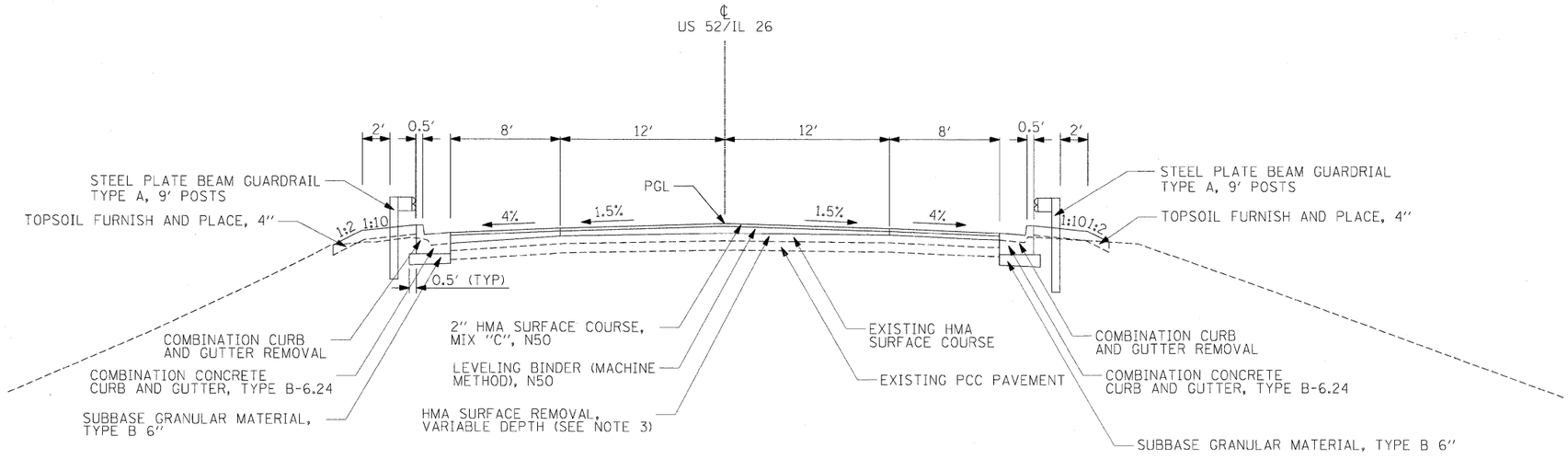
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	8
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS



* 2" HMA SURFACE COURSE, MIX "C", N50
13" HMA BINDER COURSE, IL-19.0, N50
- BOTTOM LIFT 6"
- MIDDLE LIFT 4"
- TOP LIFT 3"

TYPICAL SECTION
STA. 389+50.00 TO STA. 389+70.42
STA. 393+39.70 TO STA. 393+93.90



TYPICAL SECTION
STA. 393+93.90 TO STA. 395+00.00

NOTES:
1. SEE ROADWAY PLANS FOR LIMITS OF GUARDRAIL REMOVAL
2. SEE ROADWAY PLANS FOR LIMITS OF PROPOSED GUARDRAIL
3. SEE ROADWAY PLANS FOR LIMITS OF HMA PAVEMENT REMOVAL
4. EXISTING EMBANKMENT TO BE BENCHED PER DISTRICT STANDARD 50.4 PRIOR TO PLACING NEW EMBANKMENT.

SEE GENERAL NOTES FOR HOT-MIX ASPHALT PAVEMENT MIX DESIGN

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	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
TYPICAL SECTIONS

SCALE: | SHEET NO. 9 OF 73 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	9
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ITEM 20100110
TREE REMOVAL (6 TO 15 UNITS DIAMETER)

LOCATION	STATION	OFFSET	UNIT
US 52/IL 26	389+75.24	75.12 LT	12
US 52/IL 26	389+93.38	90.74 RT	14
US 52/IL 26	393+88.45	25.23 LT	6
US 52/IL 26	394+05.49	22.94 LT	6
TOTAL			38

ITEM 20100210
TREE REMOVAL (OVER 15 UNITS DIAMETER)

LOCATION	STATION	OFFSET	UNIT
US 52/IL 26	389+41.68	89.48 LT	24
TOTAL			24

EARTHWORK SCHEDULE

LOCATION STATION VOLUME (CU YD)	OFFSET	20200100 EARTH EXCAVATION (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD) *	21101615 TOPSOIL FURNISH AND PLACE, 4" (SQ YD)
US 52/IL 26						
385+00.00 395+00.00	LT/RT	144	107	191	-84	2395
387+00.00	LT	19	-	19	-19	59
387+00.00	RT	11	-	11	-11	35
387+72.00	LT	3	-	3	-3	8
388+40.00	LT	24	-	24	-24	76
388+40.00	RT	24	-	24	-24	75
TOTAL		225	107	272	-165	2648

* PAID FOR AS 20400800 FURNISHED EXCAVATION (CU YD)

ITEM 20800150
TRENCH BACKFILL

LOCATION STATION TO STATION	STRUCTURE	VOLUME (CU YD)
US 52/IL 26		
394+65.88 TO 394+43.48	9 TO 13	3
394+68.81 TO 394+65.88	12 TO 9	1
TOTAL		4

STATION	PAVEMENT	SHOULDER			40600625 LEVELING BINDER (MACHINE METHOD), N50	40603310 HOT-MIX ASPHALT SURF CSE MIX "C", N50	40800050 INCIDENTAL HOT-MIX ASPHALT SURFACING	44000157 HOT-MIX ASPHALT SURFACE REMOVAL, 2"	48203021 HOT-MIX ASPHALT SHOULDERS, 6"
	SQ. YD.	WIDTH	LT	RT	TON	TON	TON	SQ YD	SQ YD
385+01.84 TO 389+50.00		10	487			55		487	174
385+03.07 TO 389+50.00		10		514		58		514	169
393+93.90 TO 395+00.00	471				62	53			
ACCESS ROAD	265						33		
SHOULDER REPAIR						3			
TOTAL					62	169	33	1001	343

LANDSCAPING

LOCATION STATION TO STATION	OFFSET	25000210 SEEDING, CLASS 2A (ACRE)	25000310 SEEDING, CLASS 4 (ACRE)	25000750 MOWING (ACRE)	25100115 MULCH, METHOD 2 (ACRE) *	25100630 EROSION CONTROL BLANKET (SQ YD)	25100635 HEAVY DUTY EROSION CONTROL BLANKET (SQ YD)	28000250 TEMPORARY EROSION CONTROL SEEDING (POUND)	28000400 PERIMETER EROSION BARRIER (FOOT)	28100105 STONE RIPRAP, CLASS A3 (SQ YD)	28100107 STONE RIPRAP, CLASS A4 (SQ YD)	28200200 FILTER FABRIC (SQ YD)
US 52/IL 26												
385+02 TO 391+10	LT/RT		0.65		0.65		2733	113	1297	398	22	22
392+30 TO 395+00	LT/RT	0.25	0.10	0.25	0.35	139	306	19	625		5	5
TOTAL		0.25	0.75	0.25	1.0	139	3039	132	1922	398	27	27

* QUANTITY OF MULCH METHOD 2 PROVIDED
FOR TEMPORARY USE AS DIRECTED BY THE ENGINEER

ITEM 31100910
SUBBASE GRANULAR MATERIAL, TYPE A 12"

LOCATION STATION TO STATION	AREA (SQ YD)
US 52/IL 26	
389+50.00 TO 389+70.42	115
393+39.70 TO 393+93.90	277
TOTAL	392

ITEM 31101400
SUBBASE GRANULAR MATERIAL, TYPE B 6"

LOCATION STATION TO STATION	AREA (SQ YD)
US 52/IL 26	
393+93.90 TO 395+00.00	70
TOTAL	70

ITEM 35102000
AGGREGATE BASE COURSE, TYPE B 8"

LOCATION STATION TO STATION	AREA (SQ YD)
US 52/IL 26 ACCESS RD UNDER BRIDGE	
391+54.92	265
TOTAL	265

ITEM 42001430
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

LOCATION STATION TO STATION	AREA (SQ YD)
US 52/IL 26	
389+50.00 TO 389+70.42	100
393+39.70 TO 393+93.90	265
TOTAL	365

ITEM 44000100
PAVEMENT REMOVAL

LOCATION STATION TO STATION	AREA (SQ YD)
US 52/IL 26	
389+50.00 TO 389+70.42	100
393+39.70 TO 393+93.90	240
391+54.92 ACCESS ROAD UNDER BRIDGE	265
TOTAL	605

ITEM 44000300
CURB REMOVAL

LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)
US 52/IL 26		
385+21.06 TO 389+98.74	LT	478
385+21.52 TO 389+98.86	RT	478
392+91.37 TO 393+08.40	LT	18
392+91.37 TO 393+07.46	RT	17
TOTAL		991

ITEM 44000500
COMBINATION CURB AND GUTTER REMOVAL

LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)
US 52/IL 26		
393+08.40 TO 395+00.00	LT	192
393+07.46 TO 395+00.00	RT	193
TOTAL		385

ITEM 60600605
CONCRETE CURB, TYPE B

LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)
US 52/IL 26		
385+67.27 TO 389+85.42	LT	419
385+67.27 TO 389+85.42	RT	419
393+24.70 TO 393+39.73	LT	15
392+24.70 TO 393+39.73	RT	15
TOTAL		868

ITEM 60605000
CONBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)
US 52/IL 26		
393+39.73 TO 395+00.00	LT	160
393+39.73 TO 395+00.00	RT	160
TOTAL		320

ITEM 63000003
STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS

LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)
US 52/IL 26		
385+67.27 TO 389+42.27	LT	375
385+67.27 TO 389+42.27	RT	375
393+67.85 TO 394+42.85	LT	75
393+67.85 TO 394+42.85	RT	75
TOTAL		900

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US 52 /IL-26 SCHEDULE

SCALE: | SHEET NO. 10 OF 73 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	10
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		

DRAINAGE

LOCATION STATION TO STATION	OFFSET	50800105 REINFORCEMENT BARS (POUND)	54213660 PRC FLAR END SEC 15 (EACH)	54215547 METAL END SECTIONS 12" (EACH)	54248510 CONCRETE COLLAR (CU YD)	550A0050 STORM SEWERS, CLASS A, TYPE 1 12" (FOOT)	550A0340 STORM SEWERS, CLASS A, TYPE 2 12" (FOOT)	550A0360 STORM SEWERS, CLASS A, TYPE 2 15" (FOOT)	55100500 STORM SEWER REMOVAL 12" (FOOT)	60100945 PIPE DRAINS 12" (FOOT)	60221100 MAN, TA 5 DIA T1F CL (EACH)	60500040 REMOVING MANHOLES (EACH)	60500060 REMOVING INLETS (EACH)	60900515 CONCRETE THRUST BLOCKS (EACH)	61000225 TYPE F INLET BOX, STANDARD 610001 (EACH)	X6024240 INLETS, SPECIAL (EACH)
US 52/IL 26																
385+76.65	66.23 LT			1						50				1	1	
385+76.65	63.24 RT			1						46				1	1	
386+95.39	66.00 LT			1						49				1	1	
386+95.39	64.89 RT			1						48				1	1	
389+65.42	93.20 LT			1						84				1	1	
389+65.42	93.95 RT			1						85				1	1	
389+90.30	LT								88				1			
389+90.90	RT								85				1			
394+43.48	39.83 RT		1													
394+65.88	RT					3		24			1	1				
394+67.00	RT	20			0.42		4									
394+68.81	RT															1
394+70.00	LT	20			0.42		4						1			1
394+70.66	RT												1			
394+72.00	RT	20			0.42		4									
TOTAL		60	1	6	1.3	3	12	24	173	362	1	1	4	6	6	2

ITEM 66700305 PERMANENT SURVEY MARKERS, TYPE II

LOCATION STATION	(EACH)
US 52/IL 26	
NEAR STRUCTURE	1
TOTAL	1

ITEM 70106700 TEMPORARY RUMBLE STRIPS

LOCATION STATION	OFFSET	(EACH)	COMMENT
US 52/IL 26			
369+37.00	RT	1	STAGE 1
374+37.00	RT	1	STAGE 1
379+37.00	RT	1	STAGE 1
TOTAL		3	

ITEM 28000305 TEMPORARY DITCH CHECKS

LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)
US 52/IL 26		
390+02.33	LT	14
390+47.03	LT	14
390+48.23	RT	14
390+75.99	RT	14
390+81.37	RT	14
TOTAL		70

ITEM 63100085 TRAFFIC BARRIER TERMINAL, TYPE 6

LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
389+86.03	LT	1
389+86.03	RT	1
393+24.10	LT	1
393+24.10	RT	1
TOTAL		4

ITEM 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
394+92.85	LT	1
394+92.85	RT	1
TOTAL		2

ITEM 63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED

LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
385+17.27	LT	1
385+17.27	RT	1
TOTAL		2

ITEM 63200310 GUARDRAIL REMOVAL

LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)
US 52/IL 26		
385+21.06 TO 389+98.81	LT	478
385+21.52 TO 389+98.91	RT	477
392+91.36 TO 394+67.01	LT	176
392+91.40 TO 394+67.49	RT	176
TOTAL		1307

ITEM 63500105 DELINEATORS

LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
385+17.27	LT/RT	2
394+92.85	LT/RT	2
TOTAL		4

ITEM 66600105 FURNISHING AND ERECTING RIGHT OF WAY MARKERS

LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
390+90.96	40.00 LT	1
391+40.50	40.00 LT	1
392+49.04	42.45 LT	1
393+00.00	45.00 LT	1
394+00.00	40.00 LT	1
395+00.00	40.00 LT	1
395+55.86	32.20 LT	1
392+65.67	49.85 RT	1
393+00.00	55.00 RT	1
394+00.00	40.00 RT	1
394+36.34	40.00 RT	1
TOTAL		11

ITEM 67000400 ENGINEER'S FIELD OFFICE, TYPE A

LOCATION	(CA MO)
US 52/IL 26	9
TOTAL	9

ITEM 70103815 TRAFFIC CONTROL SURVEILLANCE

LOCATION	(CA DA)
US 52/IL 26	30
TOTAL	30

ITEM 70300220 TEMPORARY PAVEMENT MARKING - LINE 4"

LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT
US 52/IL 26			
386+37.27 TO 397+76.87	RT	1142	STAGE 1
387+77.74 TO 396+82.84	LT	906	STAGE 1
386+97.00 TO 398+09.27	LT	1115	STAGE 2
387+90.33 TO 396+53.75	RT	864	STAGE 2
TOTAL		4027	

ITEM 70300280 TEMPORARY PAVEMENT MARKING - LINE 24"

LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT
US 52/IL 26			
386+27.27	RT	12	STAGE 1
398+36.87	LT	12	STAGE 1
TOTAL		24	

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	PLOT SCALE = #SCALE#	DRAWN - CGC	REVISED -			316	4VBR-1	OGLE	73	11
	PLOT DATE = 8/18/2011	CHECKED -	REVISED -		SCALE: SHEET NO11 OF 73 SHEETS STA. TO STA.			CONTRACT NO. 64D17		
		DATE - 8/2/2011	REVISED -					ILLINOIS FED. AID PROJECT		

ITEM 70301000 WORK ZONE PAVEMENT MARKING REMOVAL			
LOCATION STATION TO STATION	OFFSET	AREA (SQ FT)	COMMENT
US 52/IL 26			
386+37.27 TO 397+76.87	RT	381	STAGE 1
387+77.74 TO 396+82.84	LT	302	STAGE 1
386+97.00 TO 398+09.27	LT	372	STAGE 2
387+90.33 TO 396+53.75	RT	288	STAGE 2
386+27.27	RT	12	STAGE 2
398+36.87	LT	12	STAGE 2
TOTAL		1367	

ITEM 70400100 TEMPORARY CONCRETE BARRIER		
LOCATION STATION TO STATION	LENGTH (FOOT)	COMMENT
US 52/IL 26		
388+00.00 TO 394+75.00	675	STAGE 1
TOTAL	675	

ITEM 70400200 RELOCATE TEMPORARY CONCRETE BARRIER		
LOCATION STATION TO STATION	LENGTH (FOOT)	COMMENT
US 52/IL 26		
388+12.50 TO 394+75.00	662.5	STAGE 2
TOTAL	662.5	

ITEM 78001110 PAINT PAVEMENT MARKING - LINE 4"			
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT
US 52/IL 26			
385+01.84 TO 398+19.27	LT	2636	SOLID WHITE
385+03.07 TO 398+19.27	RT	2634	SOLID WHITE
385+01.84 TO 398+19.27		660	YELLOW SKIP-DASH 30'-10'
TOTAL		5930	

ITEM 78100100 RAISED REFLECTIVE PAVEMENT MARKER	
LOCATION STATION TO STATION	(EACH)
US 52/IL 26	
385+01.84 TO 390+50.00	6
393+39.70 TO 395+00.00	2
TOTAL	8

ITEM 78200410 GUARDRAIL MARKERS, TYPE A		
LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
385+17.27 TO 389+85.42	LT	6
385+17.27 TO 389+85.42	RT	6
393+24.70 TO 394+92.85	LT	5
393+24.70 TO 394+92.85	RT	5
TOTAL		22

ITEM 78200520 BARRIER WALL MARKERS, TYPE B		
LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
389+85.42 TO 393+24.70	LT	4
389+85.42 TO 393+24.70	RT	4
TOTAL		8

ITEM 78201000 TERMINAL MARKER - DIRECT APPLIED		
LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
385+17.27	LT	1
385+17.27	RT	1
394+92.85	LT	1
394+92.85	RT	1
TOTAL		4

ITEM 78300100 PAVEMENT MARKING REMOVAL			
LOCATION STATION TO STATION	OFFSET	AREA (SQ FT)	COMMENT
US 52/IL 26			
385+01.84 TO 398+19.27	LT	440	SOLID WHITE
385+03.07 TO 398+19.27	RT	439	SOLID WHITE
385+01.84 TO 398+19.27		110	YELLOW SKIP-DASH 30'-10'
TOTAL		989	

ITEM Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3		
LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
388+00.00	RT	1
394+75.00	RT	1
TOTAL		2

ITEM Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3		
LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
388+12.50	LT	1
394+75.00	RT	1
TOTAL		2

ITEM Z0041700 PLUG EXISTING STORM SEWERS		
LOCATION STATION TO STATION	OFFSET	(EACH)
US 52/IL 26		
392+94.64	83.40 RT	1
394+65.10	16.80 RT	1
TOTAL		2

ITEM X4401198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	
LOCATION STATION TO STATION	AREA (SQ YD)
US 52/IL 26	
393+93.90 TO 395+00.00	471
TOTAL	471

ITEM A2C056G5 TREE, QUERCUS MACROCARPA (BURR OAK), CONTAINER GROWN, 5-GALLON	
LOCATION STATION TO STATION	(EACH)
US 52/IL 26	
	1
	1
	1
	1
	1
TOTAL	5

LOCATION AS DIRECTED BY DISTRICT LANDSCAPE ENGINEER

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	sheets\D264D17-sht-schedule.dgn	DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL-26 SCHEDULE

SCALE: | SHEET NO12 OF 73 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	12
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

HORIZONTAL & VERTICAL CONTROL

Chain US52 contains:
19 CUR 200 15 14 13 12 1024

Beginning chain US52 description
==========

Point 19 N 1,942,921.4340 E 2,456,471.6123 Sta 370+73.6623

Course from 19 to PC 200 S 1° 11' 37.5239" W Dist 695.9976

Curve Data

Curve 200
P.I. Station 379+97.9900 N 1,941,997.3069 E 2,456,452.3553
Delta = 0° 26' 46.4195" (LT)
Degree = 0° 05' 51.7774"
Tangent = 228.3302
Length = 456.6580
Radius = 58,635.0436
External = 0.4446
Long Chord = 456.6569
Mid. Ord. = 0.4446
P.C. Station 377+69.6599 N 1,942,225.5875 E 2,456,457.1123
P.T. Station 382+26.3179 N 1,941,768.9961 E 2,456,449.3764
C.C. N 1,941,004.0157 E 2,515,079.4297
Back = S 1° 11' 37.5239" W Ahead = S 0° 44' 51.1044" W Chord Bear = S 0° 58' 14.3142" W

Course from PT 200 to 15 S 0° 44' 51.1044" W Dist 756.8971

Point 15 N 1,941,012.1635 E 2,456,439.5016 Sta 389+83.2150

Course from 15 to 14 S 0° 45' 37.8618" W Dist 348.3577

Point 14 N 1,940,663.8365 E 2,456,434.8778 Sta 393+31.5726

Course from 14 to 13 S 0° 49' 50.3964" W Dist 349.4985

Point 13 N 1,940,314.3747 E 2,456,429.8110 Sta 396+81.0712

Course from 13 to 12 S 0° 50' 13.6246" W Dist 732.7064

Point 12 N 1,939,581.7465 E 2,456,419.1062 Sta 404+13.7776

Course from 12 to 1024 S 1° 00' 42.8992" W Dist 374.7603

Point 1024 N 1,939,207.0447 E 2,456,412.4878 Sta 407+88.5379

==========
Ending chain US52 description

Beginning profile US52 description:
==========

		STATION	ELEV	GRADE	TOTAL L	BACK L	AHEAD L
VPI	1	389+50.0000	862.2400				
VPC		389+78.8000	862.8160	2.0000	K = 160.0	SSD = 631.6	
VPI	2	391+78.8000	866.8160		400.0000	200.0000	200.0000
High Point		392+98.8000	866.0160				
VPT		393+78.8000	865.8160	-0.5000			
VPC		394+00.0000	865.7100	-0.5000	K = 137.6		
VPI	3	394+50.0000	865.4600		100.0000	50.0000	50.0000
Low Point		394+68.8074	865.5380				
VPT		395+00.0000	865.5733	0.2267			

==========
Ending profile US52 description

SURVEY WORK POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
12	1939581.7465	2456419.1062	881.2436	US52	404+13.7776	0.0000'	TOPO SURVEY POINT, NAIL
14	1940663.8365	2456434.8778	865.4528	US52	393+31.5726	0.0000'	TOPO SURVEY POINT, NAIL
15	1941012.1635	2456439.5016	863.0051	US52	389+83.2150	0.0000'	TOPO SURVEY POINT, NAIL
16	1941439.1698	2456445.0730	858.2872	US52	385+56.1723	0.0000'	TOPO SURVEY POINT, NAIL
17	1941989.9329	2456452.6755	864.9192	US52	380+05.3564	0.0000'	TOPO SURVEY POINT, NAIL
18	1942532.5387	2456463.5085	865.9620	US52	374+62.6420	0.0000'	TOPO SURVEY POINT, NAIL
19	1942921.4340	2456471.6123	867.1917	US52	370+73.6623	0.0000'	TOPO SURVEY POINT, NAIL

BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1942121.3754	2456513.8611	866.0491	US52	378+72.7705	58.8171' LT	TOP OF ROW MARKER
405	1940997.3340	2456415.6356	863.0186	US52	389+98.3599	23.6671' RT	CHISELED '□' ON TOP OF EXISTING NORTHEAST WINGWALL
407	1940703.8462	2456411.9632	865.1505	US52	392+91.8706	23.4436' RT	CHISELED '□' ON TOP OF EXISTING SOUTHEAST WINGWALL

REFERENCE TIES

POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	US52	377+20.6826	12.0072' LT	PAVEMENT STATION NUMBER
501	US52	377+46.1969	36.0467' LT	END OF IRON FENCE
502	US52	378+72.7992	36.3605' LT	END OF IRON FENCE
503	US52	391+83.1477	314.5871' RT	STEEL PLATE BEAM GUARDRAIL
504	US52	391+31.4942	321.7262' RT	RIGHT OF WAY MARKER
505	US52	391+19.1846	249.6800' RT	STEEL PLATE BEAM GUARDRAIL
506	US52	385+21.5677	23.9207' RT	STEEL PLATE BEAM GUARDRAIL
507	US52	385+21.3789	23.7369' LT	STEEL PLATE BEAM GUARDRAIL
508	US52	386+23.8038	89.9530' LT	RIGHT OF WAY MARKER
509	US52	384+68.4672	10.3563' LT	PAVEMENT STATION NUMBER
510	US52	393+08.0442	23.1239' LT	TELEPHONE POLE
511	US52	394+20.9296	25.2120' LT	TELEPHONE POLE
512	US52	394+39.3806	30.9219' RT	POWER POLE WITH LIGHT
513	US52	392+92.1998	27.6589' RT	TOP OF WINGWALL
514	US52	400+20.3651	24.1682' LT	TELEPHONE POLE
515	US52	400+79.4335	1.0954' LT	MANHOLE LID
516	US52	400+71.5196	23.8397' LT	CATCH BASIN
517	US52	405+31.0735	21.5066' LT	POWER POLE
518	US52	404+57.9440	0.1022' RT	MANHOLE LID
519	US52	404+80.4837	26.4153' RT	POWER POLE

APPARENT PROPERTY CORNERS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
700	1940289.1207	2456461.4818	868.2120	US52	397+05.8598	32.0364' LT	BLOCK CORNER, PIN
701	1939927.7695	2456457.5661	880.8459	US52	400+67.2296	33.4004' LT	BLOCK CORNER, PIN
702	1939717.5058	2456454.5927	881.3536	US52	402+77.5143	33.4993' LT	PROPERTY CORNER, PIN
703	1939816.4486	2456390.4364	881.5286	US52	401+79.5194	32.0957' RT	PROPERTY CORNER, PIN

FILE NAME = t:\5015-phase1_il-2&il-26\civil\il-26\CADD	USER NAME = _USER_	DESIGNED - CGC	REVISED -
	Sheets\D264D17-sht-ATB.dgn	DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

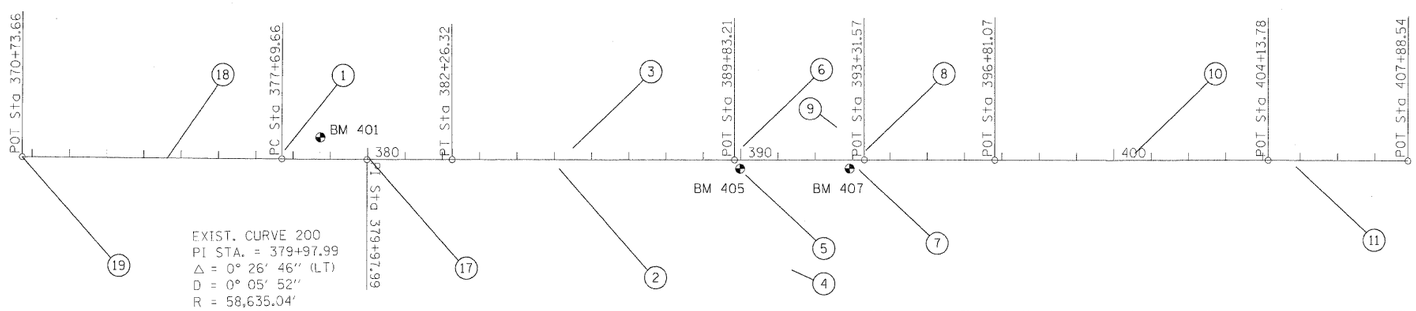
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORIZONTAL & VERTICAL CONTROL

SCALE: 1"=200' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4V8R-1	OGLE	73	13
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

HORIZONTAL & VERTICAL CONTROL

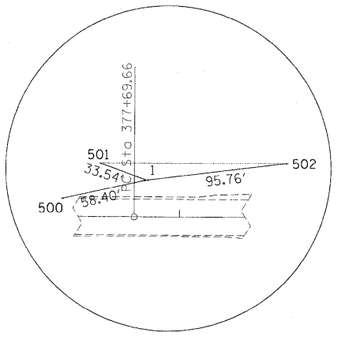


EXIST. CURVE 200
PI STA. = 379+97.99
Δ = 0° 26′ 46″ (LT)
D = 0° 05′ 52″
R = 58,635.04′
T = 228.33′
L = 456.66′
E = 0.44′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 377+69.66
P.T. STA. = 382+26.32

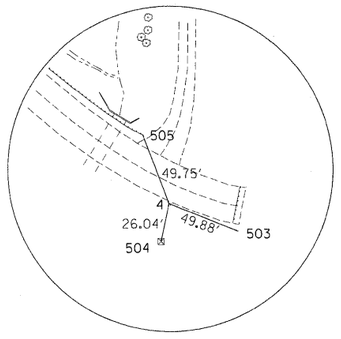
0′ 200′ 400′

HORIZONTAL CONTROL POINTS

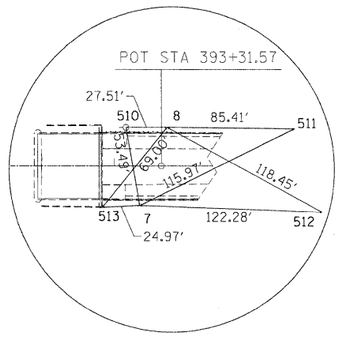
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1942217.0192	2456481.5177	864.4911	US52	377+77.7212	24.5781′ LT	TOPO SURVEY POINT, PIN AND CAP
2	1941482.3150	2456420.7784	857.3857	US52	385+13.3477	24.8554′ RT	TOPO SURVEY POINT, PIN AND CAP
3	1941445.1237	2456476.3874	855.3521	US52	385+49.8104	31.2341′ LT	TOPO SURVEY POINT, PIN AND CAP
4	1940862.5551	2456141.2666	834.6760	US52	391+36.7687	296.2230′ RT	TOPO SURVEY POINT, PIN AND CAP
5	1940982.8596	2456398.7452	852.9135	US52	390+13.0572	40.3639′ RT	TOPO SURVEY POINT, PIN AND CAP
6	1940987.9044	2456476.1547	854.3893	US52	390+06.9854	36.9719′ LT	TOPO SURVEY POINT, PIN AND CAP
7	1940678.6116	2456408.4866	864.9974	US52	393+17.1491	26.5850′ RT	TOPO SURVEY POINT, PIN AND CAP
8	1940659.5111	2456460.8417	864.9023	US52	393+35.5212	26.0239′ LT	TOPO SURVEY POINT, PIN AND CAP
9	1940736.7701	2456523.7408	840.4849	US52	392+57.4660	87.8871′ LT	TOPO SURVEY POINT, NAIL
10	1939938.7790	2456442.8292	878.9115	US52	400+56.4366	18.5042′ LT	TOPO SURVEY POINT, SURVEY MARK NAIL
11	1939507.3838	2456400.7796	880.6332	US52	404+88.4523	17.0105′ RT	TOPO SURVEY POINT, PIN AND CAP



HORIZONTAL CONTROL POINT NO. 1



HORIZONTAL CONTROL POINTS NO. 4 & 5



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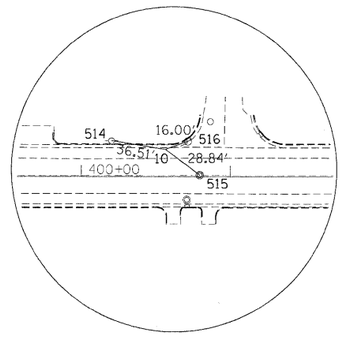

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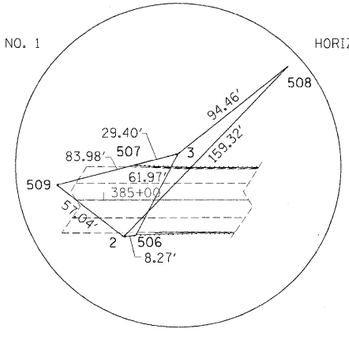

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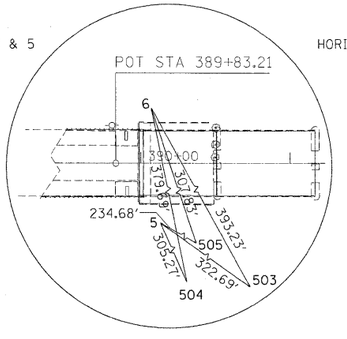

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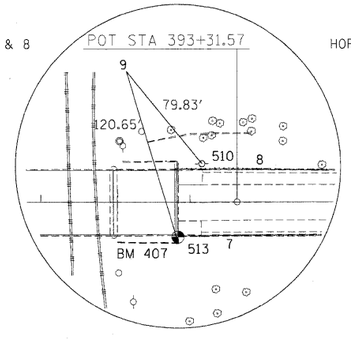

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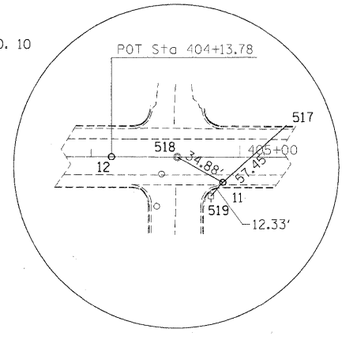

HORIZONTAL CONTROL POINT NO. 11

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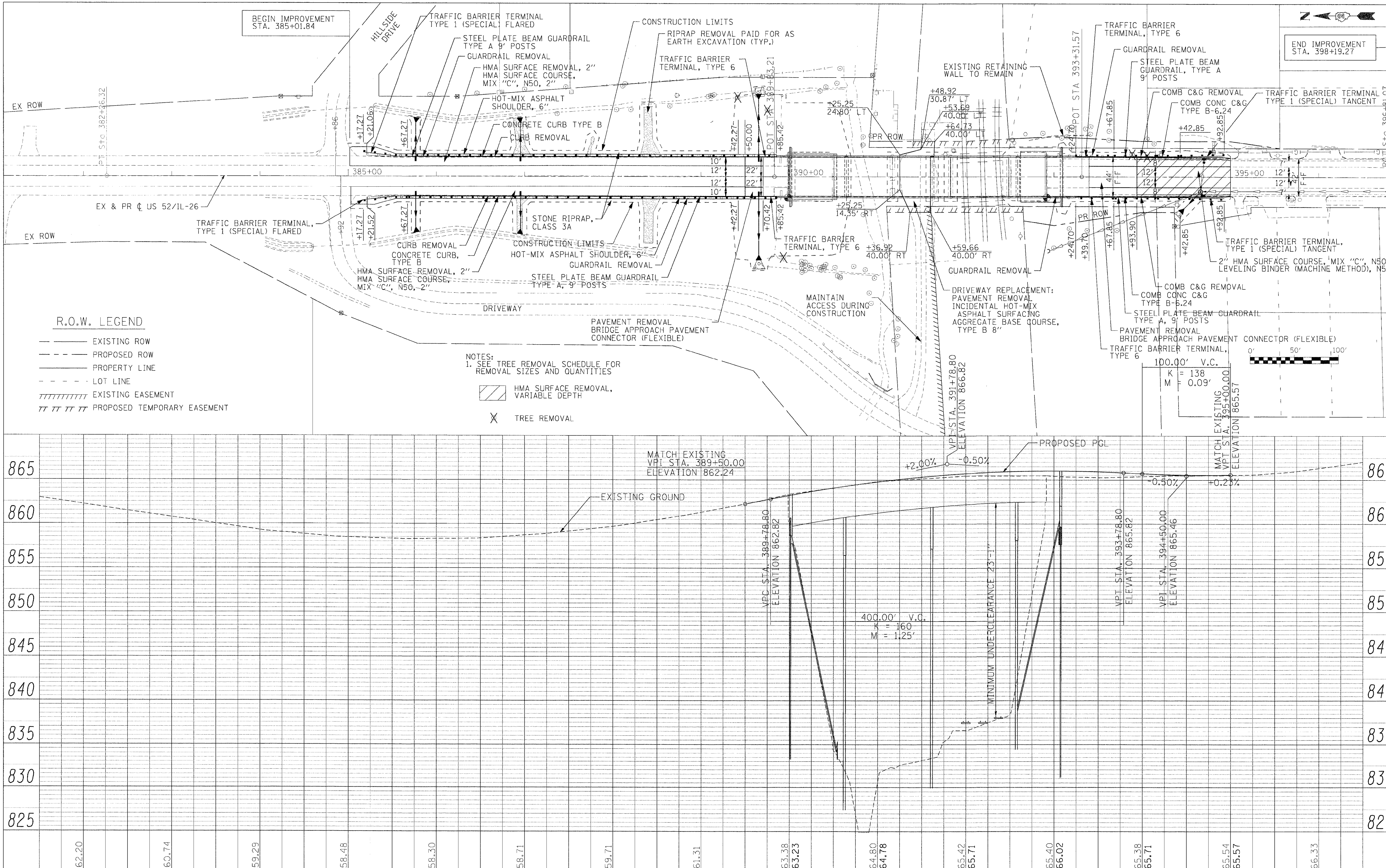
		DRAWN - CGC	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -	
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -	

HORIZONTAL & VERTICAL CONTROL

SCALE: 1″=200′ | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	14
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		


BEGIN IMPROVEMENT STA. 385+01.84
END IMPROVEMENT STA. 398+19.27
HILLSIDE DRIVE
TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) FLARED
STEEL PLATE BEAM GUARDRAIL TYPE A 9' POSTS
GUARDRAIL REMOVAL
HMA SURFACE REMOVAL, 2"
HMA SURFACE COURSE, MIX "C", N50, 2"
HOT-MIX ASPHALT SHOULDER, 6"
CONCRETE CURB TYPE B
CURB REMOVAL
CONSTRUCTION LIMITS
RIPRAP REMOVAL PAID FOR AS EARTH EXCAVATION (TYP.)
TRAFFIC BARRIER TERMINAL, TYPE 6
EXISTING RETAINING WALL TO REMAIN
POT STA 393+31.57
POT STA 389+83.21
COMB C&G REMOVAL
COMB CONC C&G TYPE B-6.24
TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) TANGENT
EX ROW
PR ROW
EX & PR ℄ US 52/IL-26
STONE RIPRAP, CLASS 3A
CONCRETE CURB, TYPE B
DRIVEWAY
MAINTAIN ACCESS DURING CONSTRUCTION
PAVEMENT REMOVAL
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
DRIVEWAY REPLACEMENT: PAVEMENT REMOVAL INCIDENTAL HOT-MIX ASPHALT SURFACING AGGREGATE BASE COURSE, TYPE B 8"
2" HMA SURFACE COURSE, MIX "C", N50 LEVELING BINDER (MACHINE METHOD), N50
R.O.W. LEGEND
EXISTING ROW
PROPOSED ROW
PROPERTY LINE
LOT LINE
EXISTING EASEMENT
PROPOSED TEMPORARY EASEMENT
NOTES:
1. SEE TREE REMOVAL SCHEDULE FOR REMOVAL SIZES AND QUANTITIES
HMA SURFACE REMOVAL, VARIABLE DEPTH
TREE REMOVAL
100.00' V.C.
K = 138
M = 0.09'
MATCH EXISTING VPI STA. 389+50.00 ELEVATION 862.24
VPI STA. 391+78.80 ELEVATION 866.82
MATCH EXISTING VPT STA. 395+00.00 ELEVATION 865.57
PROPOSED PGL
EXISTING GROUND
+2.00%
-0.50%
+0.23%
VPC STA. 389+78.80 ELEVATION 862.82
VPT STA. 393+78.80 ELEVATION 865.82
VPI STA. 394+50.00 ELEVATION 865.46
400.00' V.C.
K = 160
M = 1.25'
MINIMUM UNDERCLEARANCE 23'-1"
865
860
855
850
845
840
835
830
825
862.20
860.74
859.29
858.48
858.30
858.71
859.71
861.31
863.38
863.23
864.80
864.78
865.42
865.71
865.40
866.02
865.38
865.71
865.54
865.57
866.33
382+00
383+00
384+00
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390+00
391+00
392+00
393+00
394+00
395+00
396+00

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		DATE - 8/2/2011	REVISED -

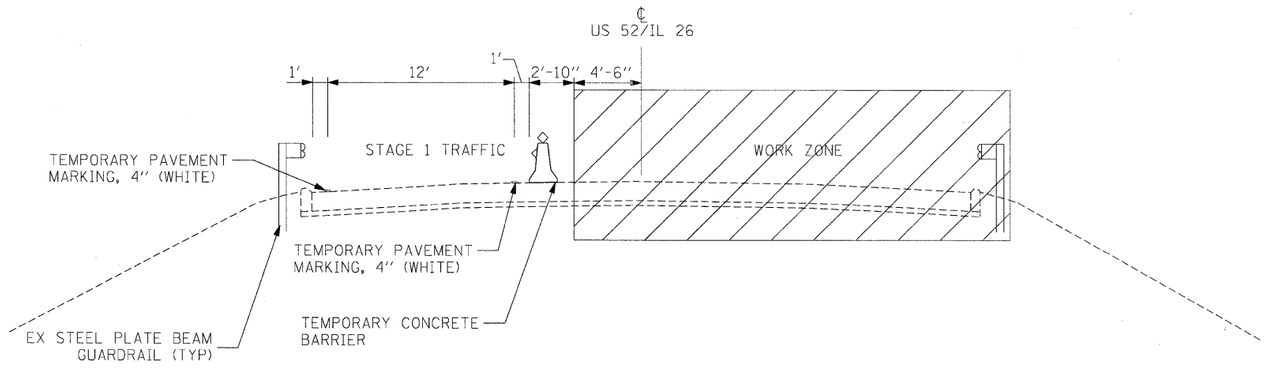
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 / IL 26 OVER THE BNSF RAILROAD
PLAN AND PROFILE

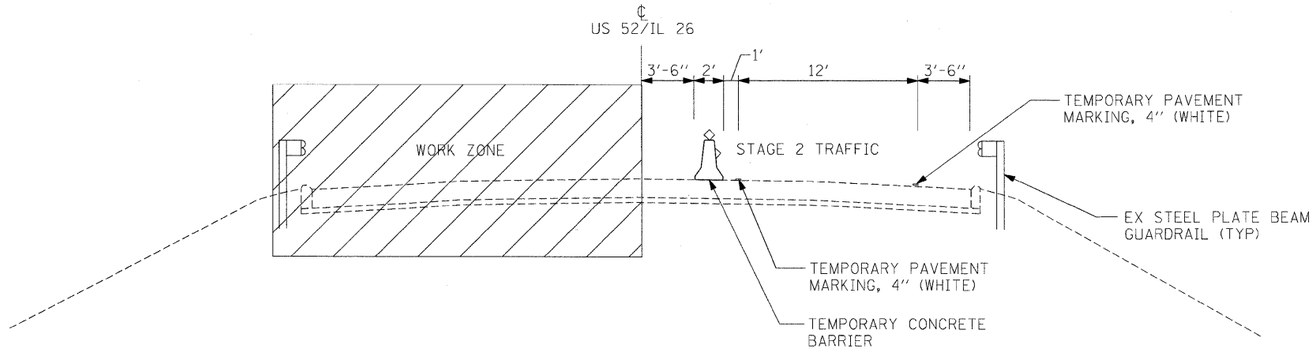
SCALE: 1"=50' | SHEET NO. 15 OF 73 SHEETS | STA. 385+17 TO STA. 395+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	15
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL MOT SECTIONS



MOT STAGE 1 - TYPICAL SECTION



MOT STAGE 2 - TYPICAL SECTION

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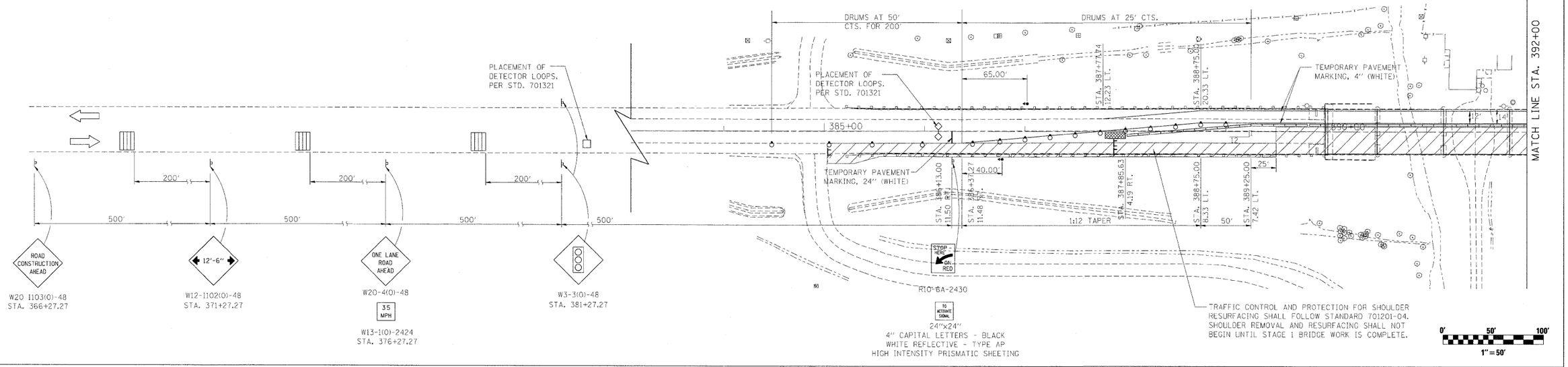
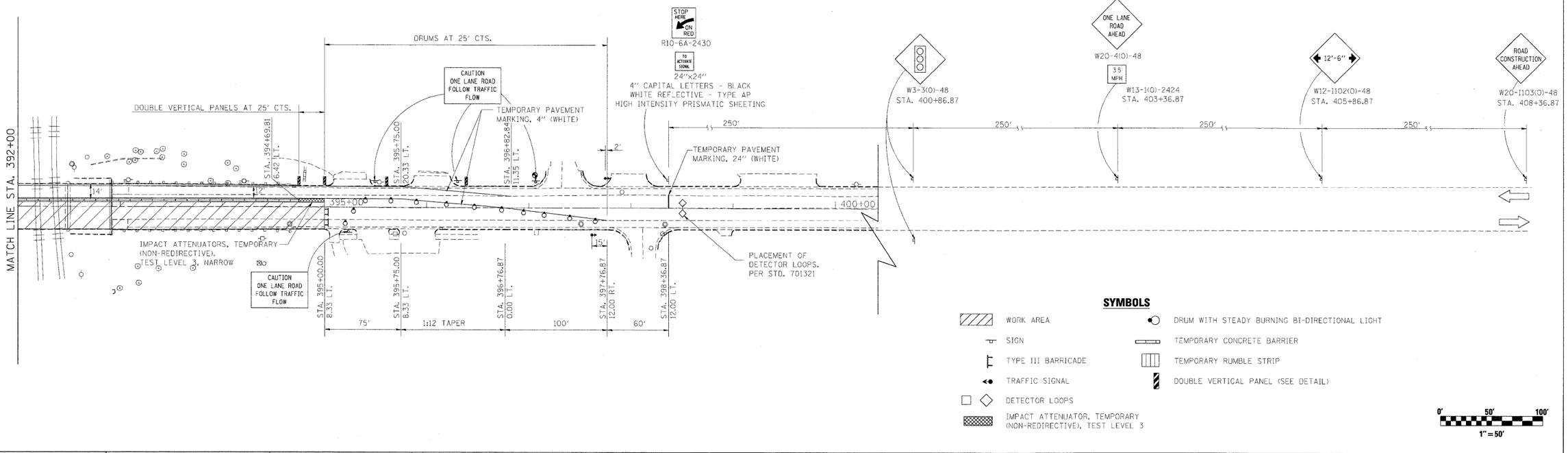
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
TYPICAL MOT SECTIONS

SCALE: | SHEET NO. 16 OF 73 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	16
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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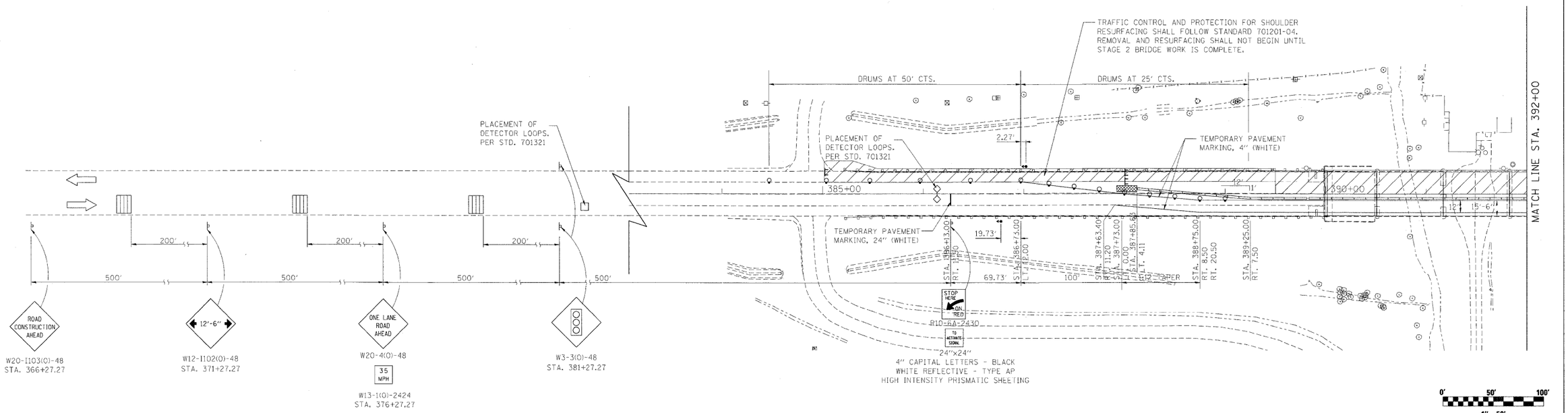
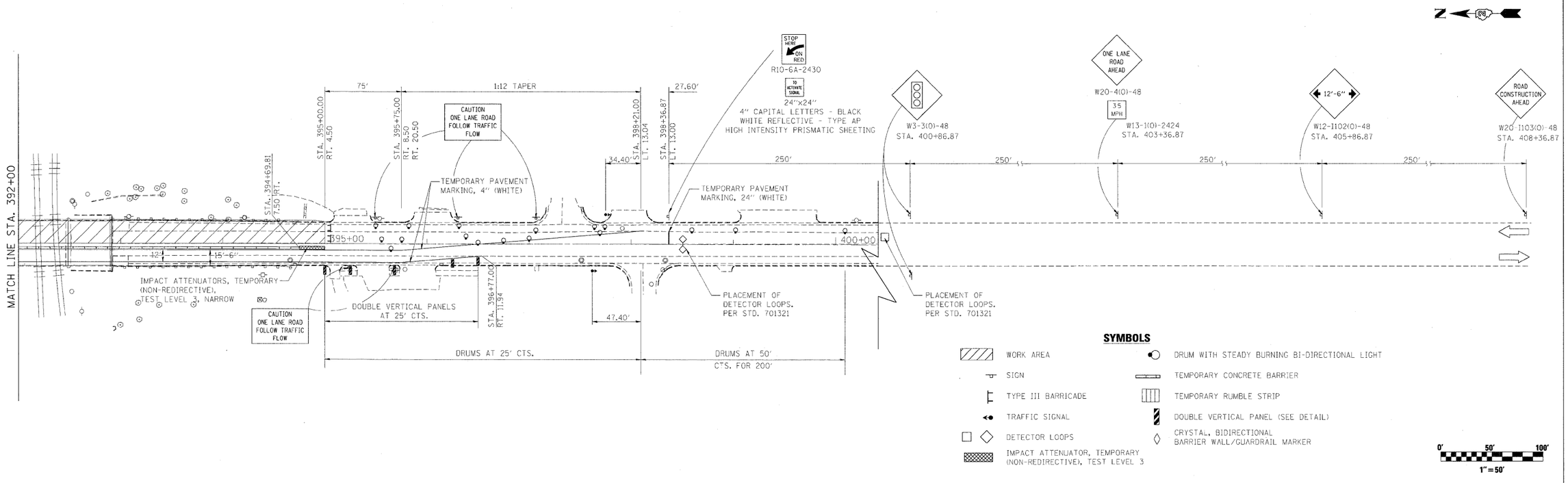
		DATE - 8/2/2011	REVISED -	

US 52 /IL-26 OVER THE BNSF RAILROAD
MAINTENANCE OF TRAFFIC STAGE 1

SCALE: 1"=50' | SHEET NO. 17 OF 73 SHEETS | STA. 385+17 TO STA. 395+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	17
		CONTRACT NO. 64D17		
		ILLINOIS FED. AID PROJECT		





SYMBOLS

- WORK AREA
- SIGN
- TYPE III BARRICADE
- TRAFFIC SIGNAL
- DETECTOR LOOPS
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY RUMBLE STRIP
- DOUBLE VERTICAL PANEL (SEE DETAIL)
- CRYSTAL, BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER

0' 50' 100'
1" = 50'

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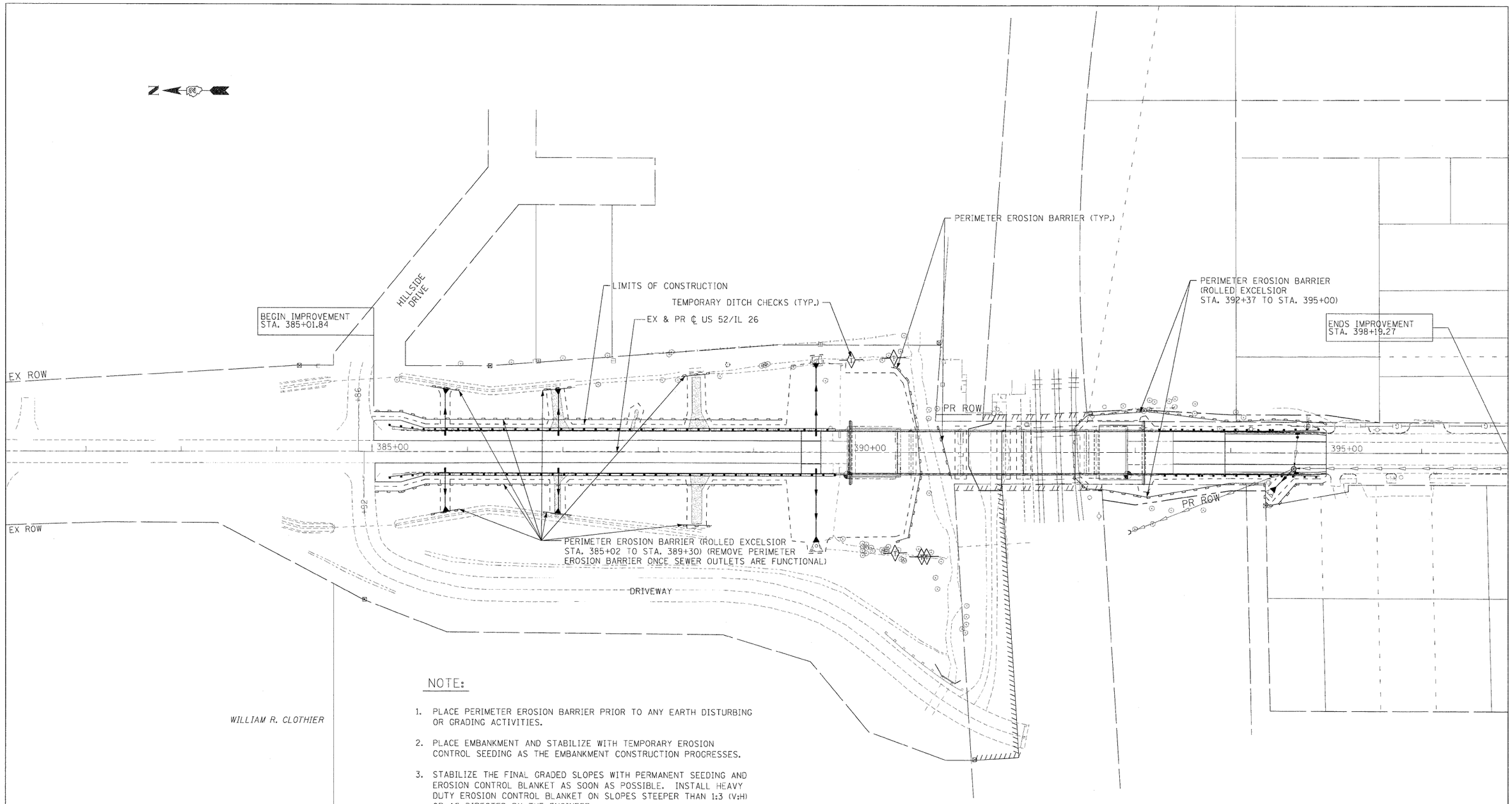
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL-26 OVER THE BNSF RAILROAD
MAINTENANCE OF TRAFFIC STAGE 2

SCALE: 1"=50' | SHEET NO. 18 OF 73 SHEETS | STA. 385+17 TO STA. 395+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	18
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



NOTE:

1. PLACE PERIMETER EROSION BARRIER PRIOR TO ANY EARTH DISTURBING OR GRADING ACTIVITIES.
2. PLACE EMBANKMENT AND STABILIZE WITH TEMPORARY EROSION CONTROL SEEDING AS THE EMBANKMENT CONSTRUCTION PROGRESSES.
3. STABILIZE THE FINAL GRADED SLOPES WITH PERMANENT SEEDING AND EROSION CONTROL BLANKET AS SOON AS POSSIBLE. INSTALL HEAVY DUTY EROSION CONTROL BLANKET ON SLOPES STEEPER THAN 1:3 (V:H) OR AS DIRECTED BY THE ENGINEER.
4. TEMPORARY SEED BARE EARTH OR DISTURBED AREAS EVERY 7 DAYS (CRITICAL LOCATIONS WITHIN 48 HOURS) IN ACCORDANCE WITH ARTICLE 280.04 OF THE STANDARD SPECIFICATIONS.
5. CONTRACTOR TO SUBMIT LOCATION OF WASHOUT BASIN FOR APPROVAL BY THE ENGINEER.

LEGEND

PERIMETER EROSION CONTROL

TEMPORARY DITCH CHECKS

0' 50' 100'

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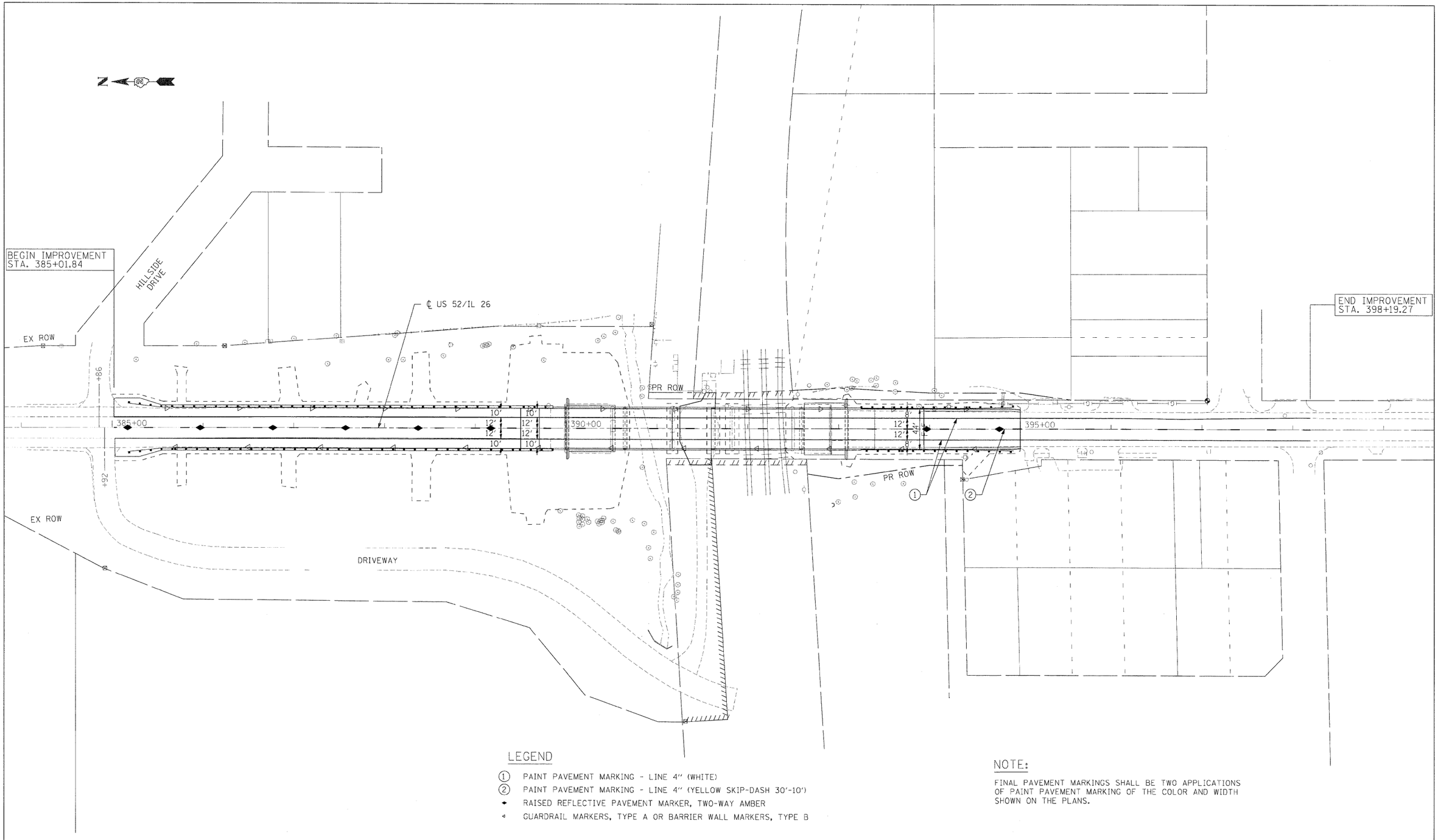
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 / IL 26 OVER THE BNSF RAILROAD
EROSION CONTROL PLAN

SCALE: 1"=50' | SHEET NO. 19 OF 73 SHEETS | STA. 385+17 TO STA. 395+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	19
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. PAINT PAVEMENT MARKING - LINE 4" (WHITE)
2. PAINT PAVEMENT MARKING - LINE 4" (YELLOW SKIP-DASH 30'-10')
- RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
- GUARDRAIL MARKERS, TYPE A OR BARRIER WALL MARKERS, TYPE B

NOTE:

FINAL PAVEMENT MARKINGS SHALL BE TWO APPLICATIONS OF PAINT PAVEMENT MARKING OF THE COLOR AND WIDTH SHOWN ON THE PLANS.

0' 50' 100'

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 / IL 26 OVER THE BNSF RAILROAD
PAVEMENT MARKING PLAN

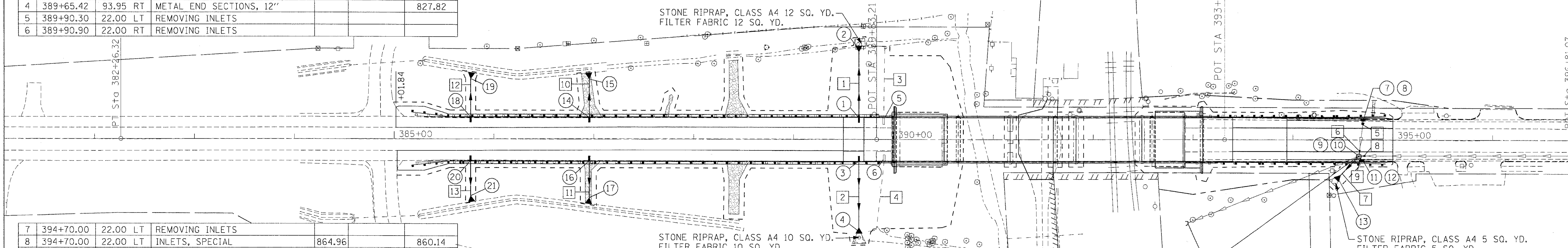
SCALE: 1"=50' | SHEET NO. 20 OF 73 SHEETS | STA. 385+17 TO STA. 395+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	20
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

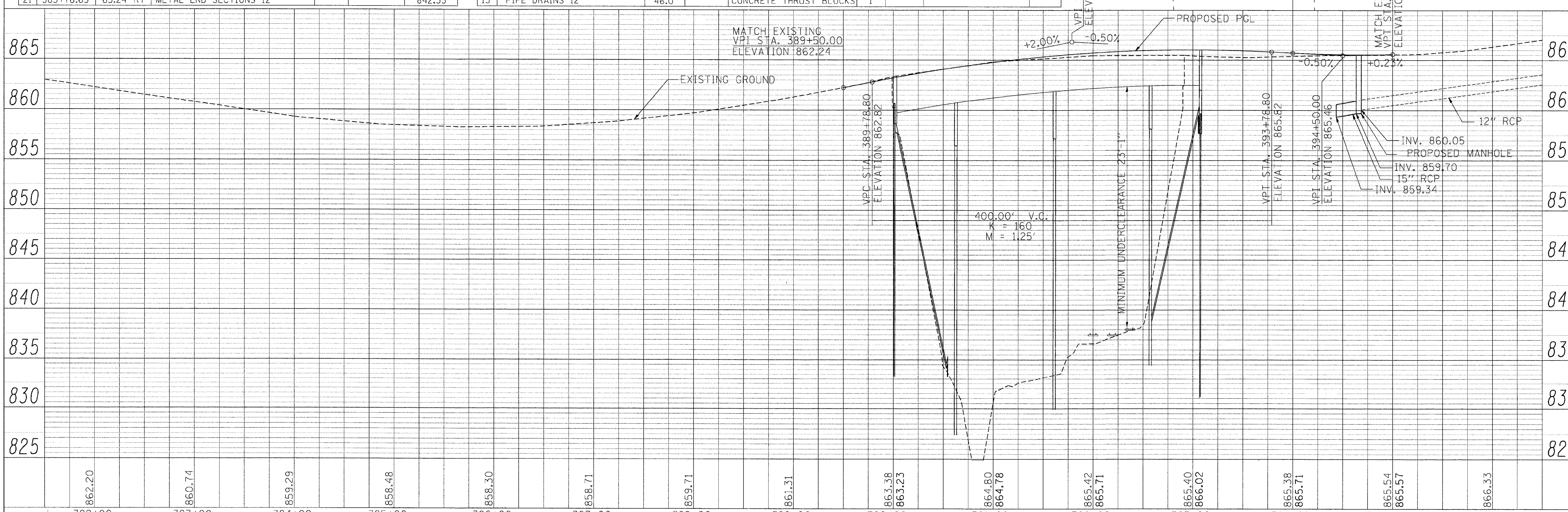
NO	STATION	OFFSET	ITEM	RIM ELEV	INVERT ELEVATION (IN)	INVERT ELEVATION (OUT)
1	389+65.42	22.00 LT	TYPE F INLET BOX, STD 610001	861.96		859.29
2	389+65.42	93.20 LT	METAL END SECTIONS 12"			828.58
3	389+65.42	22.00 RT	TYPE F INLET BOX, STD 610001	861.96		859.29
4	389+65.42	93.95 RT	METAL END SECTIONS, 12"			827.82
5	389+90.30	22.00 LT	REMOVING INLETS			
6	389+90.90	22.00 RT	REMOVING INLETS			
7	394+70.00	22.00 LT	REMOVING INLETS			
8	394+70.00	22.00 LT	INLETS, SPECIAL	864.96		860.14
9	394+65.88	16.65 RT	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID "STORM"	864.63	860.05 S 859.96 E 859.95 SW	859.70
10	394+65.88	16.65 RT	REMOVING MANHOLES			
11	394+70.66	22.00 RT	REMOVING INLETS			
12	394+68.81	22.00 RT	INLETS, SPECIAL	863.49		859.98
13	394+43.48	39.83 RT	PRC FLAR END SEC 15			859.34
14	386+95.39	22.00 LT	TYPE F INLET BOX, STD 610001	857.89		855.22
15	386+95.39	66.00 LT	METAL END SECTIONS 12"			836.70
16	386+95.39	22.00 RT	TYPE F INLET BOX, STD 610001	857.99		855.32
17	386+95.39	64.89 RT	METAL END SECTIONS 12"			836.76
18	385+76.65	22.00 LT	TYPE F INLET BOX, STD 610001	857.48		854.81
19	385+76.65	66.23 LT	METAL END SECTIONS 12"			843.20
20	385+76.65	22.00 RT	TYPE F INLET BOX, STD 610001	857.52		854.85
21	385+76.65	63.24 RT	METAL END SECTIONS 12"			842.35

NOTE:

1. STATION AND OFFSET FOR FLARED END SECTIONS ARE TAKEN AT THE DOWNSTREAM END OF THE END SECTION.
2. NEW MANHOLE SHALL HAVE THE WORD "STORM" ON THE LID



NO	ITEM	LENGTH	SLOPE	ITEM	EACH	CU YD	ITEM	POUND
1	PIPE DRAINS 12"	84.0		CONCRETE THRUST BLOCKS	1			
2	PIPE DRAINS 12"	85.0		CONCRETE THRUST BLOCKS	1			
3	STORM SEWER REMOVAL 12"	88.0						
4	STORM SEWER REMOVAL 12"	85.0						
5	STORM SEW CLA 2 12	4.0		CONCRETE COLLAR		0.42	REINFORCEMENT BARS	20
6	STORM SEW CLA 2 12	4.0		CONCRETE COLLAR		0.42	REINFORCEMENT BARS	20
7	STORM SEW CLA 2 15	24.0	1.20%					
8	STORM SEW CLA 2 12	4.0		CONCRETE COLLAR		0.42	REINFORCEMENT BARS	20
9	STORM SEW CLA 1 12	3.0						
10	PIPE DRAINS 12"	49.0		CONCRETE THRUST BLOCKS	1			
11	PIPE DRAINS 12"	48.0		CONCRETE THRUST BLOCKS	1			
12	PIPE DRAINS 12"	50.0		CONCRETE THRUST BLOCKS	1			
13	PIPE DRAINS 12"	46.0		CONCRETE THRUST BLOCKS	1			



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 / IL 26 OVER THE BNSF RAILROAD
DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET NO. 21 OF 73 SHEETS | STA. 385+17 TO STA. 395+00

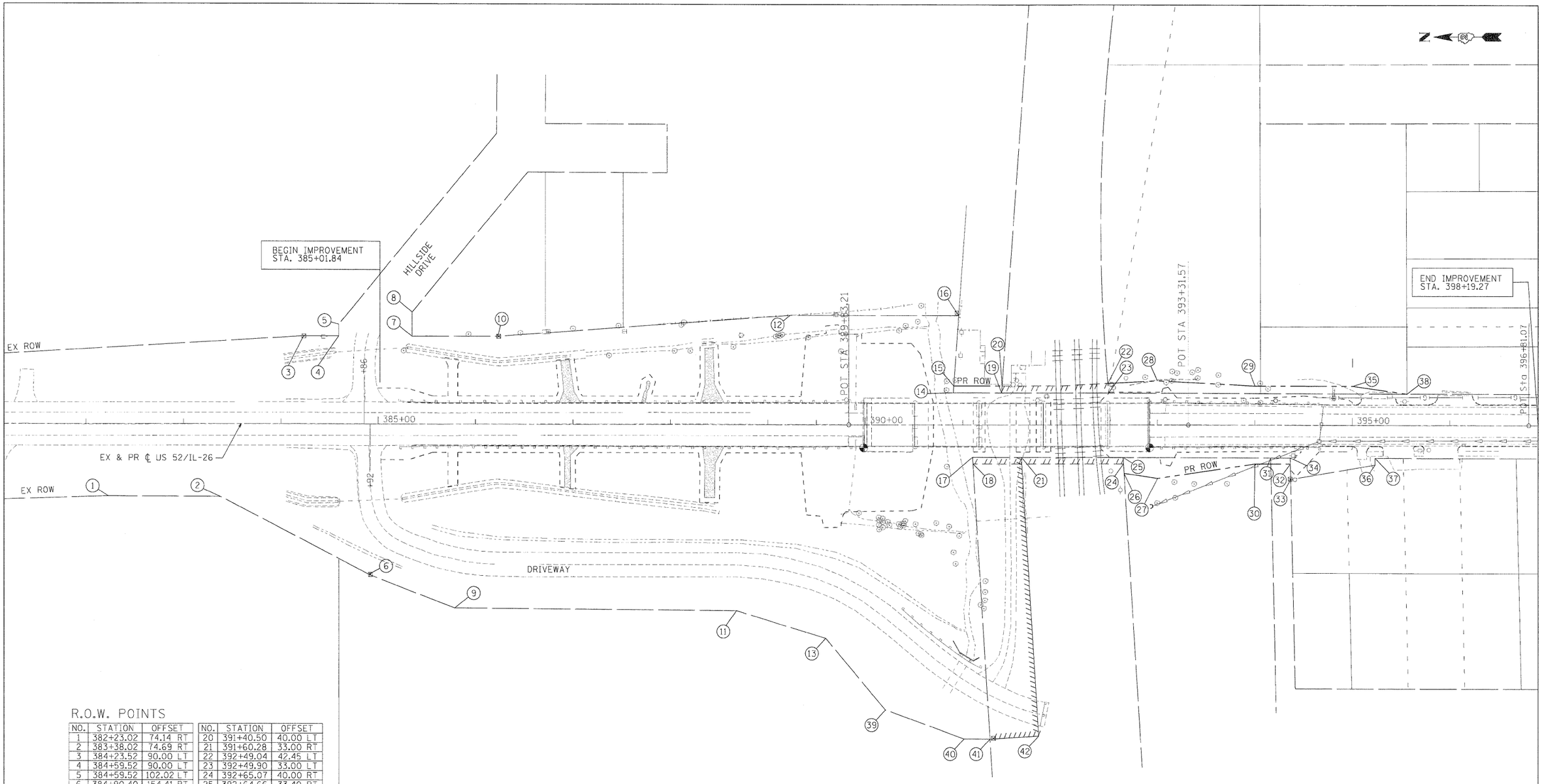
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	21

CONTRACT NO. 64D17

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.O.W. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK, NO. — DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHK'D, NOTE BOOK, NO. — DATE, BY



R.O.W. POINTS

NO.	STATION	OFFSET
1	382+23.02	74.14 RT
2	383+38.02	74.69 RT
3	384+23.52	90.00 LT
4	384+59.52	90.00 LT
5	384+59.52	102.02 LT
6	384+90.40	154.41 RT
7	385+35.01	90.00 LT
8	385+35.01	114.80 LT
9	385+78.43	188.49 RT
10	386+23.07	90.00 LT
11	388+67.83	190.91 RT
12	389+23.07	112.00 LT
13	389+59.42	219.11 RT
14	390+90.46	33.00 LT
15	390+90.96	40.00 LT
16	390+96.04	112.00 LT
17	391+10.19	33.05 RT
18	391+10.62	40.00 RT
19	391+40.01	33.00 LT

NO.	STATION	OFFSET
20	391+40.50	40.00 LT
21	391+60.28	33.00 RT
22	392+49.04	42.45 LT
23	392+49.90	33.00 LT
24	392+65.07	40.00 RT
25	392+64.66	33.40 RT
26	392+65.67	49.85 RT
27	393+00.00	55.00 RT
28	393+00.00	45.00 LT
29	394+00.00	40.00 LT
30	394+00.00	40.00 RT
31	394+16.19	33.65 RT
32	394+36.34	40.00 RT
33	394+36.70	55.67 RT
34	394+36.20	33.67 RT
35	395+00.00	40.00 LT
36	395+23.38	40.76 RT
37	395+23.22	33.76 RT
38	395+55.86	32.20 LT
39	390+20.68	292.81 RT
40	391+01.36	322.36 RT
41	391+28.00	322.51 RT
42	391+77.91	319.43 RT

R.O.W. LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINE
- LOT LINE
- EXISTING EASEMENT
- PROPOSED TEMPORARY EASEMENT

0' 50' 100'

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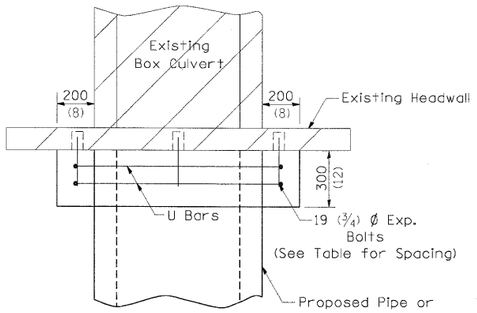
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	22
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONCRETE COLLARS FOR PIPE OR BOX CULVERT EXTENSIONS

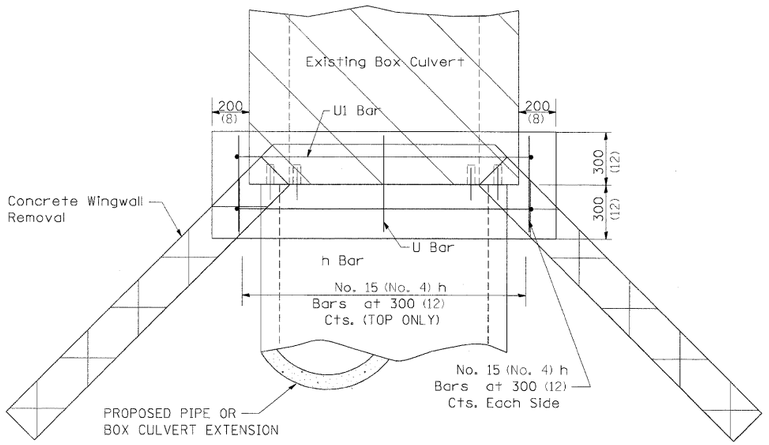
Bill of Materials

	DIMENSIONS		h Bar	U Bar		EXPANSION BOLTS	CONCRETE COLLAR	REINF. BARS
STATION	X	Y	No.	No.	Length	No.	Cu. Yd	LBS
394+70.00	24"	14"	8	4	52"	NA	0.42	20
394+67.00	24"	14"	8	4	52"	NA	0.42	20
394+72.00	24"	14"	8	4	52"	NA	0.42	20
				Total			1.3	60

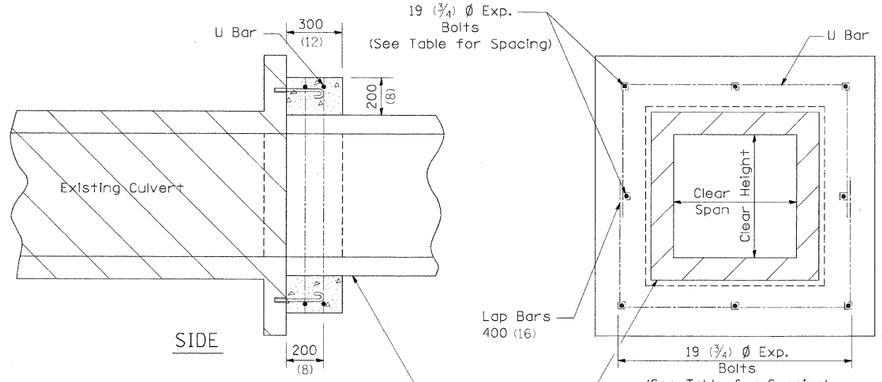
All h Bars 450 (18) Long



PLAN OF CULVERT WITH STRAIGHT HEADWALL



PLAN OF CULVERT WITH ANGLED WING WALLS

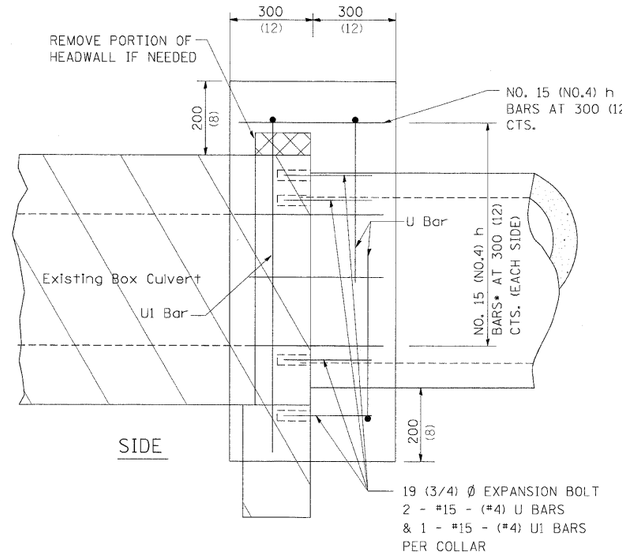


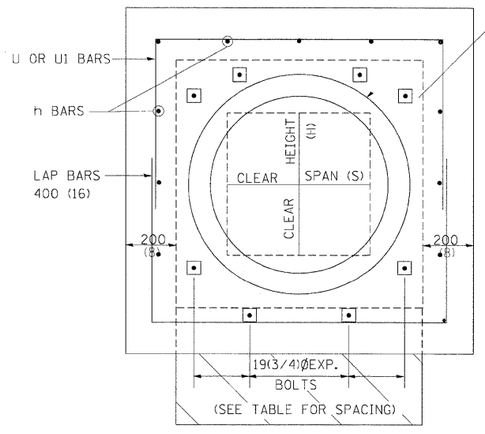
General Notes

Concrete Collars shall be constructed of Class SI Concrete in accordance with Section 503 of the Standard Specifications

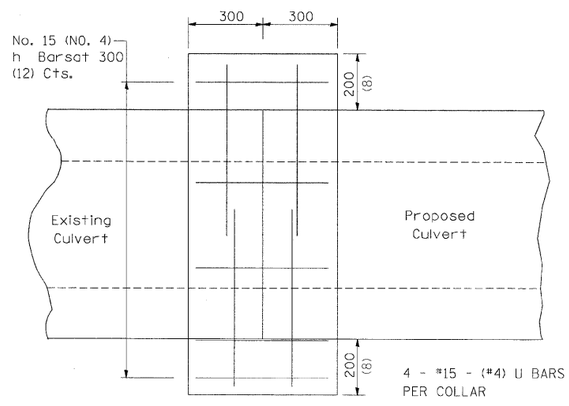
Reinforcement bars shall conform to Section 508 of the Standard Specifications.

The concrete will be paid for at the contract unit price per cubic meter (cubic yard) for CONCRETE COLLAR. Reinforcement will be paid for at the contract unit price per kilogram (pound) for REINFORCEMENT BARS. Expansion Bolts, when required, will be paid for at the contract unit price each for EXPANSION BOLTS of the size indicated, which price shall include furnishing, drilling holes, and installing the expansion bolts complete in place. These bolts shall extend at least 200 (8 inches) into the new concrete.

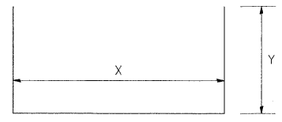




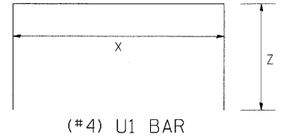
FRONT



CULVERT CONNECTION WITHOUT EXISTING HEADWALL



(#4) U BAR



(#4) U1 BAR

PLACEMENT DETAILS FOR EXPANSION BOLTS

	NUMBER OF EXPANSION BOLTS REQUIRED PER SIDE			
	EXTENSIONS < 4.57m (15')		EXTENSIONS > 4.57m (15')	
H OR S	NUMBER	SPACING	NUMBER	SPACING
600 (24)	*		*	
750 (30)	2	450 (18)	2	450 (18)
900 (36)	2	600 (24)	2	600 (24)
1200 (48)	3	450 (18)	3	450 (18)
1500 (60)	4	400 (16)	3	600 (24)
1800 (72)	5	375 (15)	4	500 (20)
2100 (84)	5	450 (18)	4	600 (24)
2400 (96)	6	375 (15)	5	525 (21)
2700 (108)	6	475 (19)	5	600 (24)
3000 (120)	7	450 (18)	6	525 (21)
3300 (132)	8	425 (17)	6	600 (24)
3600 (144)	8	475 (19)	7	550 (22)

* MINIMUM ONE PER SIDE

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	PLOT DATE = 8/18/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

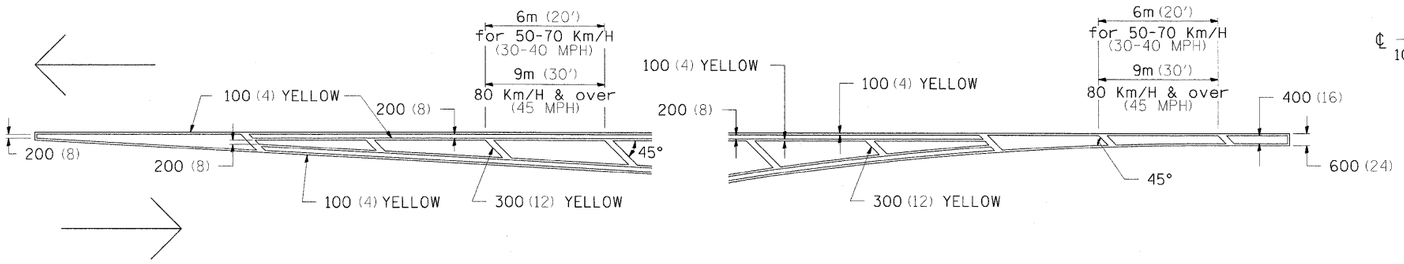
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET NO. 23 OF 73 SHEETS | STA. | TO STA.

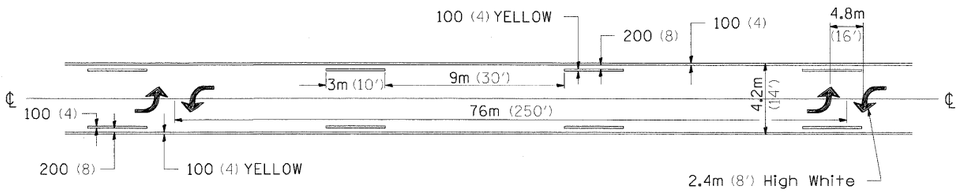
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	23
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

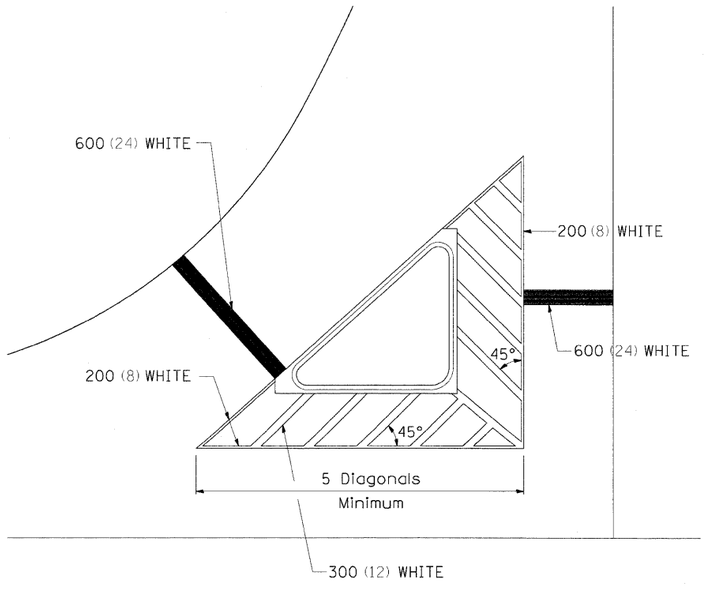


MEDIAN PAVEMENT MARKING

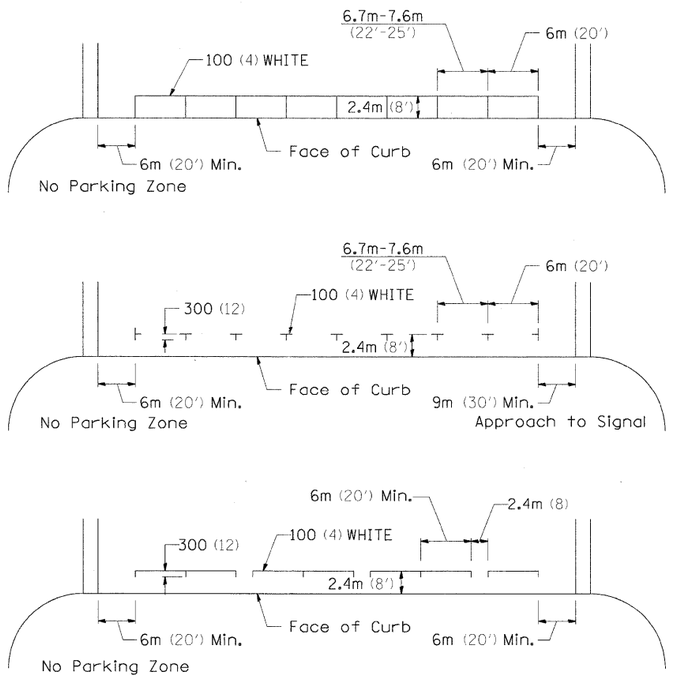


** ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

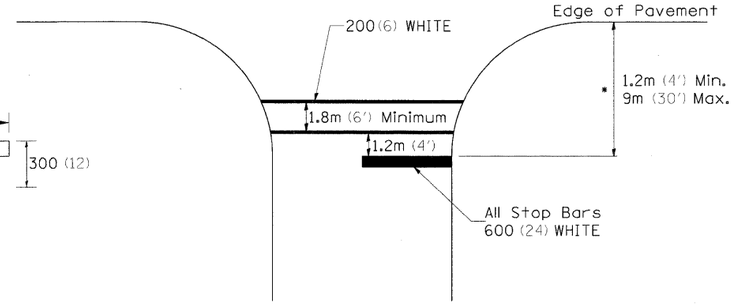


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations



* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

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	Sheets\D264017-sht-Details.dgn	DRAWN -	REVISED -
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	PLOT DATE = 8/18/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

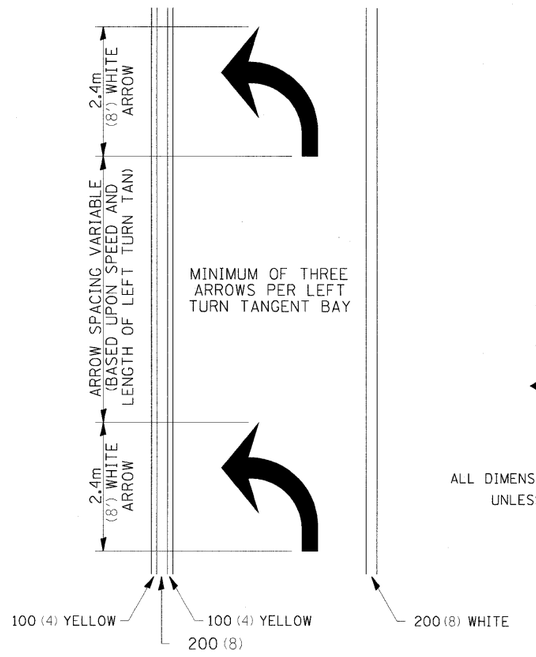
REGION 2 / DISTRICT 2 STANDARD

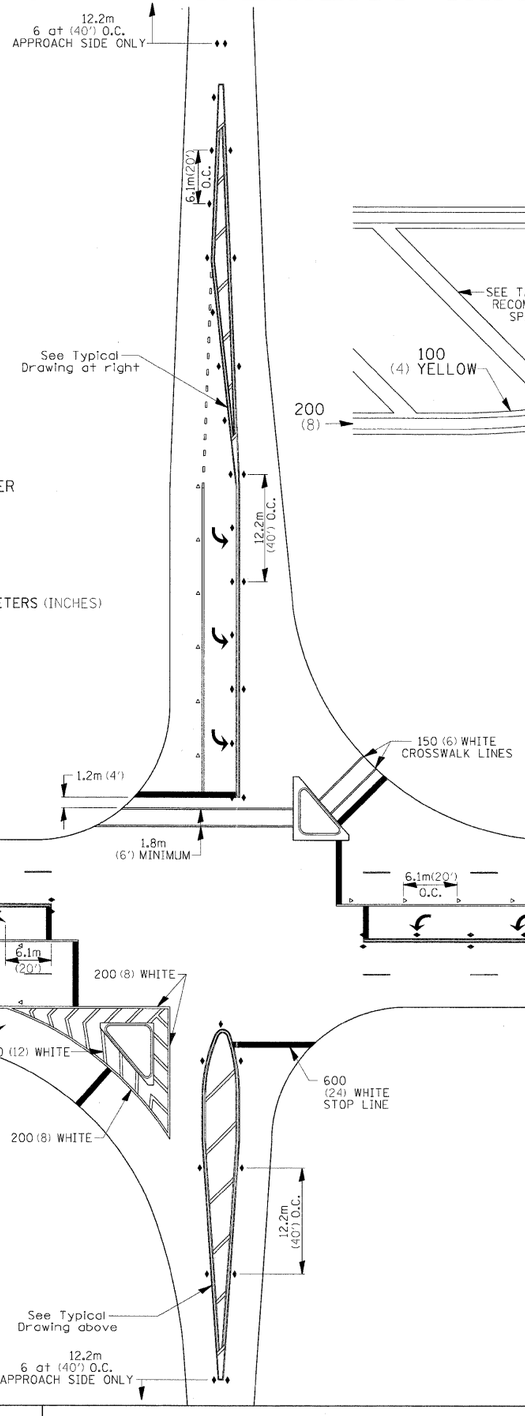
SCALE: | SHEET NO. 24 OF 73 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	24
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT





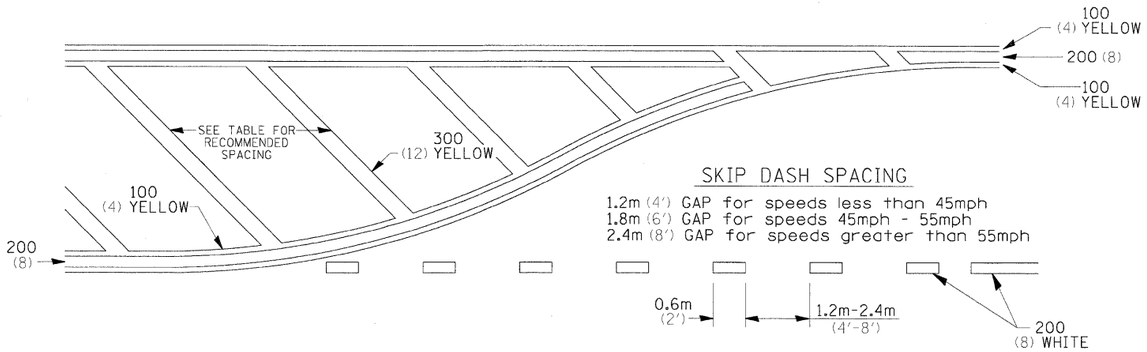
◀ ONE-WAY AMBER MARKER

◁ ONE-WAY CRYSTAL MARKER

◆ TWO-WAY AMBER MARKER

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

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



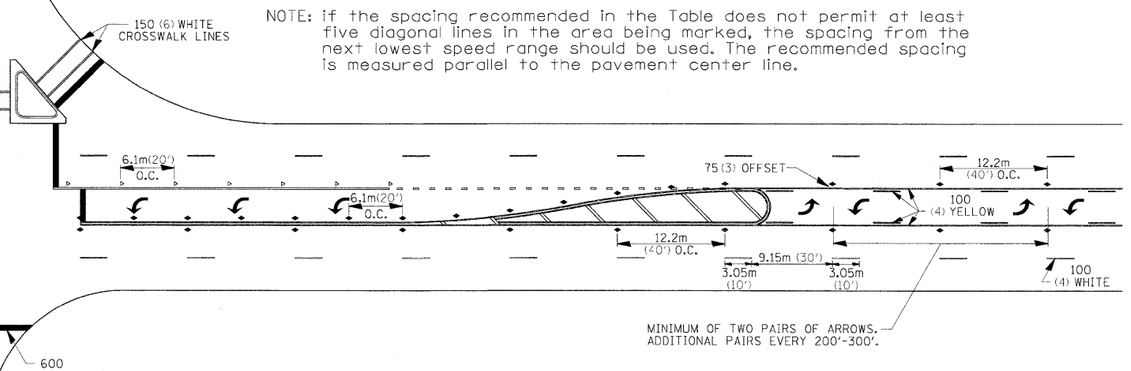
SKIP DASH SPACING

1.2m (4') GAP for speeds less than 45mph
1.8m (6') GAP for speeds 45mph - 55mph
2.4m (8') GAP for speeds greater than 55mph

RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



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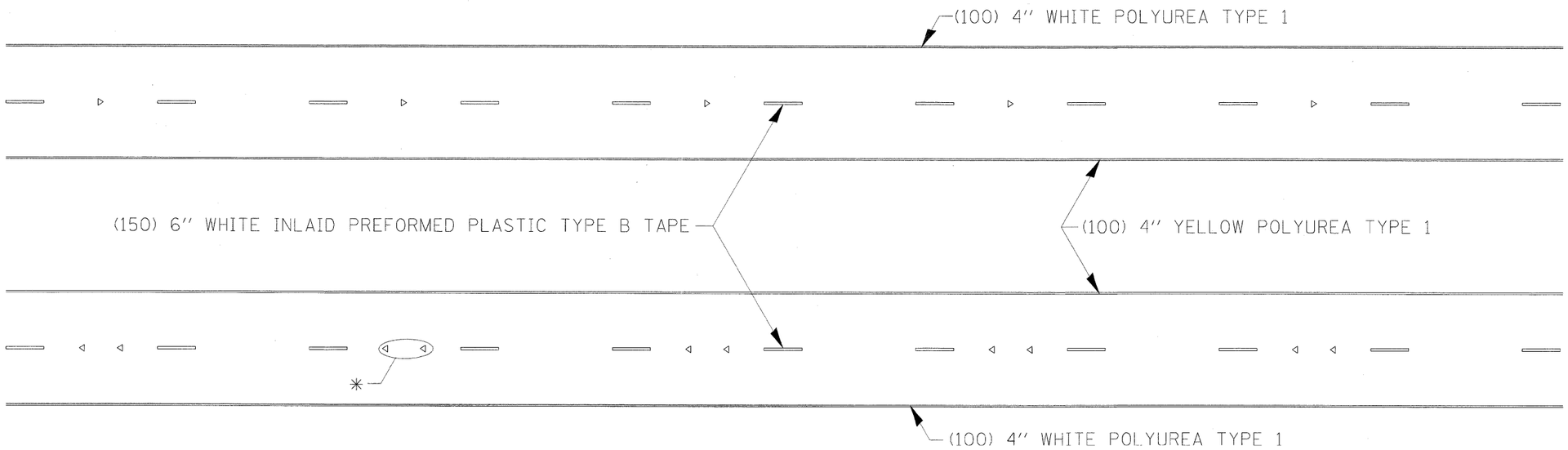
	PLOT DATE = 8/18/2011	CHECKED -	REVISED -		
		DATE -	REVISED -		

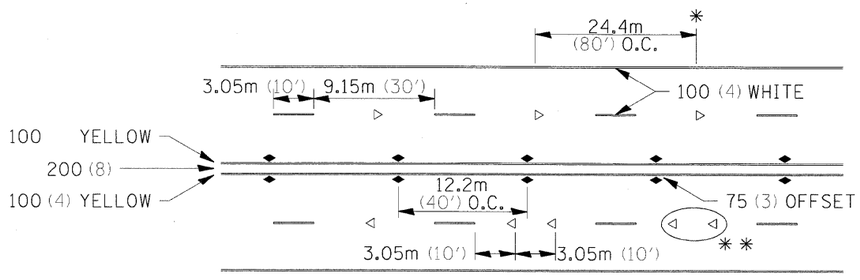
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	25
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 25,000.

MULTI–LANE / DIVIDED



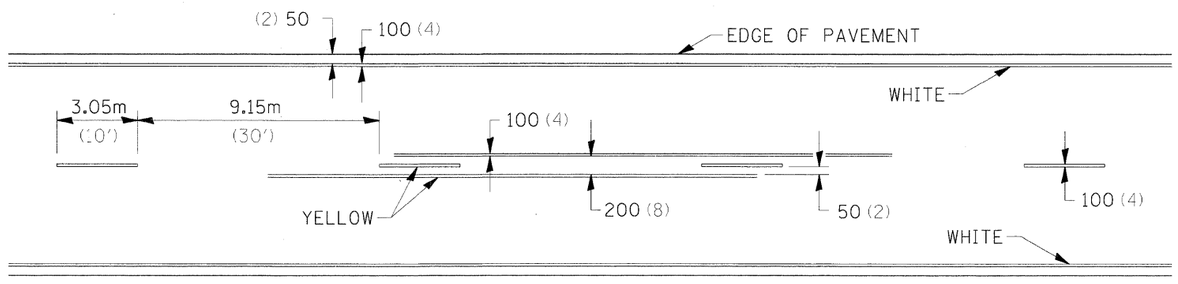
SYMBOLS

* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI–LANE / UNDIVIDED

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



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	PLOT DATE = 8/18/2011	DATE -	REVISED -

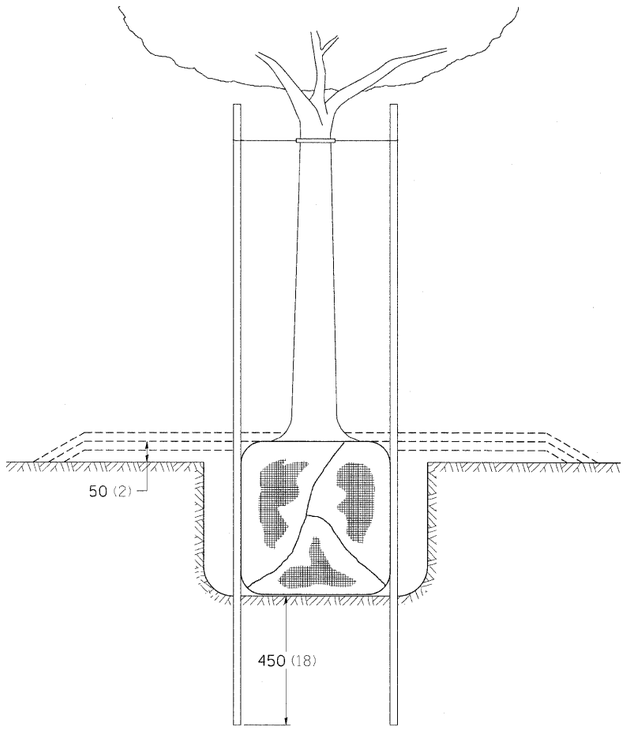
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET NO. 26 OF 73 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	26
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

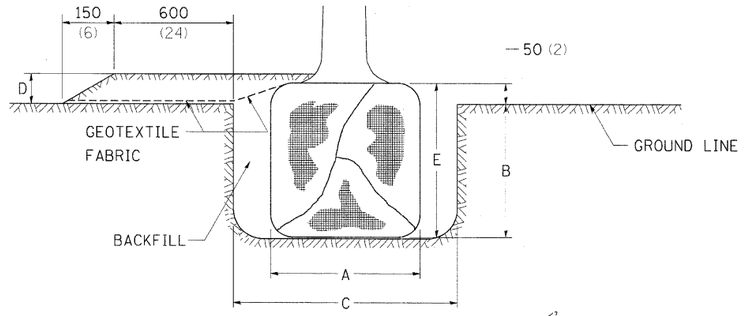
DETAILS OF PLANTING AND BRACING TREES

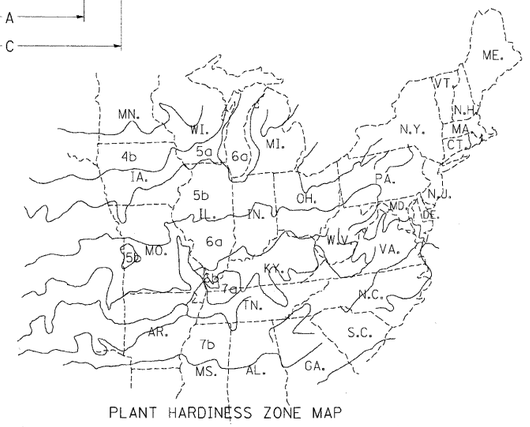


TREES SMALLER THAN 115 (4 1/2) IN DIAMETER

SMALL TREE SIZE	A DIAMETER OF BALL OR ROOT SYS.	B DEPTH OF HOLE EXCAVATION	C WIDTH OF HOLE EXCAVATION	D THICKNESS OF MULCH COVER	E DEPTH OF BALL OR ROOT SYS.	F VOLUME OF MULCH COVER m^3 (CU. YDS.)
1.5-1.8m (5'-6')	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.5-1.8m (5'-6') BB	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.8-2.0m (6'-7') BB	450 (18)	300 (12)	750 (30)	100 (4)	350 (14)	0.41 (0.54)
2.0-2.4m (7'-8') BB	500 (20)	275 (11)	750 (30)	100 (4)	325 (13)	0.41 (0.54)
2.4-3.0m (8'-10') BB	600 (24)	350 (14)	900 (36)	100 (4)	400 (16)	0.47 (0.61)
3.0-3.6m (10'-12') BB	650 (26)	375 (15)	900 (36)	100 (4)	425 (17)	0.47 (0.61)

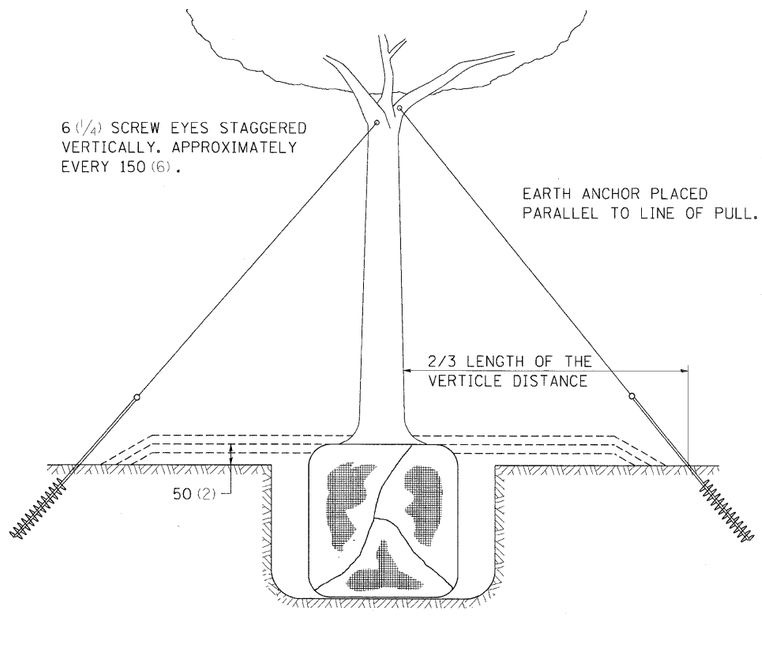
LARGE TREE SIZE	A DIAMETER OF BALL OR ROOT SYS.	B DEPTH OF HOLE EXCAVATION	C WIDTH OF HOLE EXCAVATION	D THICKNESS OF MULCH COVER	E DEPTH OF BALL OR ROOT SYS.	F VOLUME OF MULCH COVER m^3 (CU. YDS.)
0-50 (0-2)	500 (20)	275 (11)	900 (36)	100 (4)	325 (13)	0.47 (0.61)
50-65 (2-2 1/2)BB	600 (24)	350 (14)	1200 (48)	100 (4)	400 (16)	0.60 (0.78)
65-75 (2 1/2-3)BB	700 (28)	425 (17)	1200 (48)	100 (4)	475 (19)	0.60 (0.78)
75-90 (3-3 1/2) BB	800 (32)	425 (17)	1500 (60)	100 (4)	475 (19)	0.73 (0.96)
90-100 (3 1/2-4) BB	900 (36)	500 (20)	1500 (60)	100 (4)	550 (22)	0.73 (0.96)
100-115 (4-4 1/2) BB	1000 (40)	550 (22)	1800 (72)	100 (4)	600 (24)	0.89 (1.16)
115-125 (4 1/2-5) BB	1100 (44)	600 (24)	1800 (72)	100 (4)	650 (26)	0.89 (1.16)
125-140 (5-5 1/2) BB	1200 (48)	675 (27)	2100 (84)	100 (4)	725 (29)	1.06 (1.38)



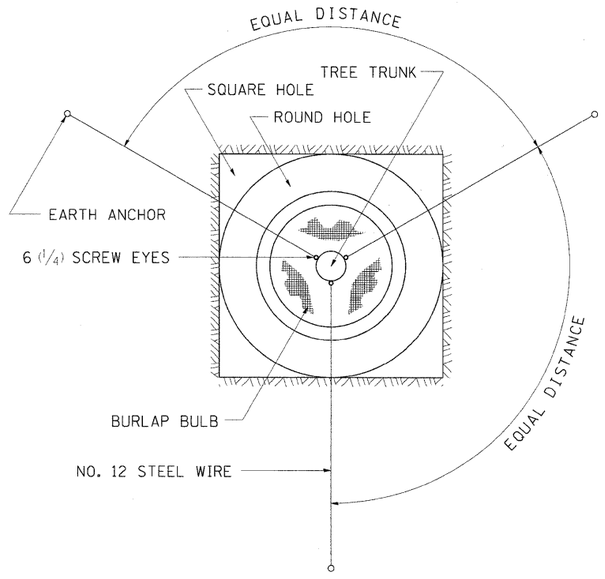


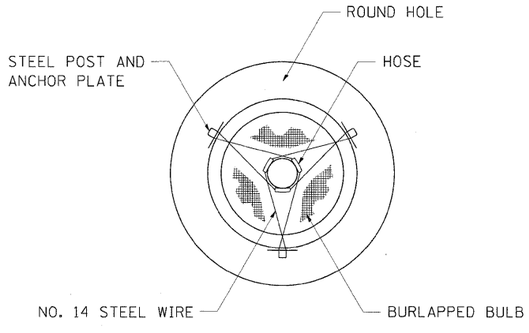
PLANT HARDINESS ZONE MAP

U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814



TREES OVER 115 (4 1/2) IN DIAMETER





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

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	PLOT DATE = 8/18/2011	DATE -	REVISED -

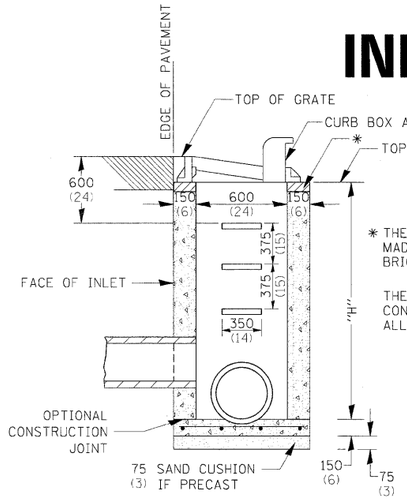
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET NO. 27 OF 73 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	27
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

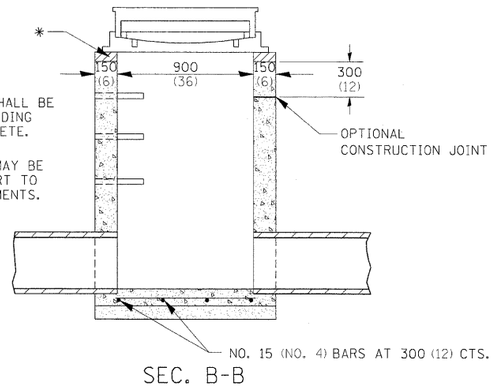
INLET SPECIAL



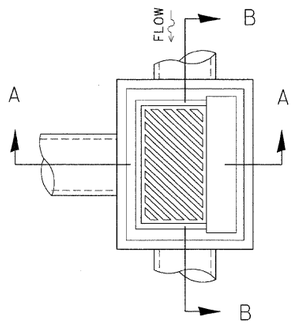
SEC. A-A

* THE WALL ADJUSTMENTS SHALL BE MADE WITH CONCRETE BUILDING BRICK OR CLASS SI CONCRETE.

THE HEIGHT OF THE BOX MAY BE CONSTRUCTED 150 (6) SHORT TO ALLOW FOR FIELD ADJUSTMENTS.



SEC. B-B



NOTES

SEE STANDARD 602701 FOR DETAILS OF STEPS.

EXCEPT AS NOTED HEREON INLET SPECIAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.

THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTED SECTIONS.

ALL VOIDS AROUND PIPE ENTRANCE, BOTH INSIDE AND OUTSIDE, SHALL BE SEALED WITH MORTAR.

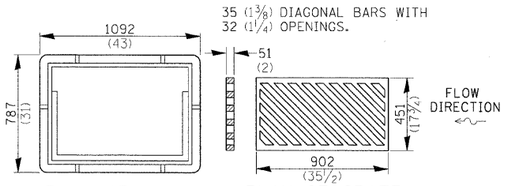
WEIGHT OF CAST IRON FRAME & GRATE = 240 kg (530 lbs.) ± . STEPS SHALL BE OMITTED WHEN DEPTH OF "H" IS LESS THAN 1.5 m (5 ft) .

DETAIL OF FRAME & GRATE

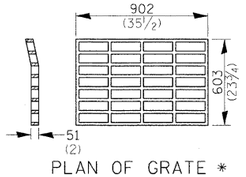
NOTES

CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 504.01 THRU 504.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT CONCRETE STRENGTH SHALL BE 27.5 MPa (4,000 psi) AFTER 28 DAYS.

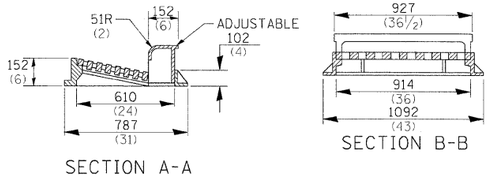
THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL SHALL INCLUDE THE COST OF CONSTRUCTING THE INLET BOX, FURNISHING AND INSTALLING THE FRAME AND GRATE, THE CAST IRON STEPS (IF USED), THE PRECAST FLOOR SLABS, SAND CUSHION (WHEN USED) AND REINFORCEMENT BARS.



PLAN OF FRAME PLAN OF GRATE



PLAN OF GRATE *



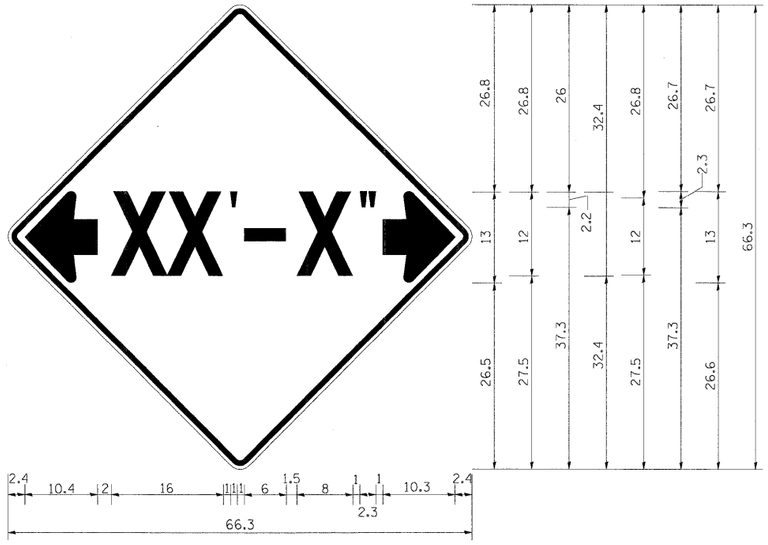
SECTION A-A SECTION B-B

* THIS GRATE TO BE USED WITHOUT CURB BOX WHEN INLET IS IN DRIVEWAY.

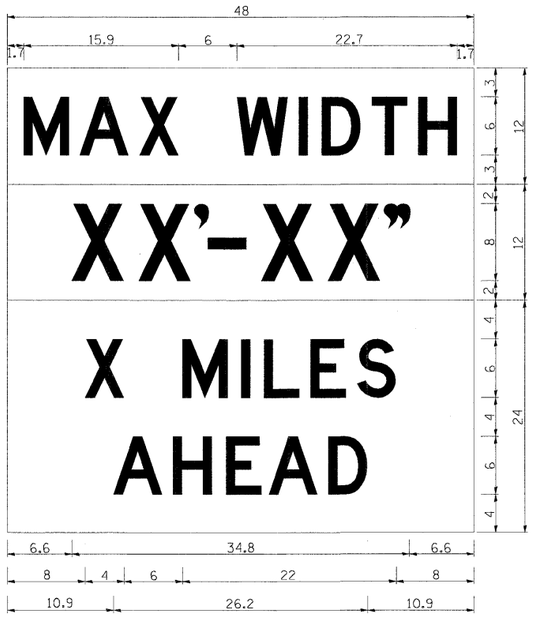
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-10-94

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;

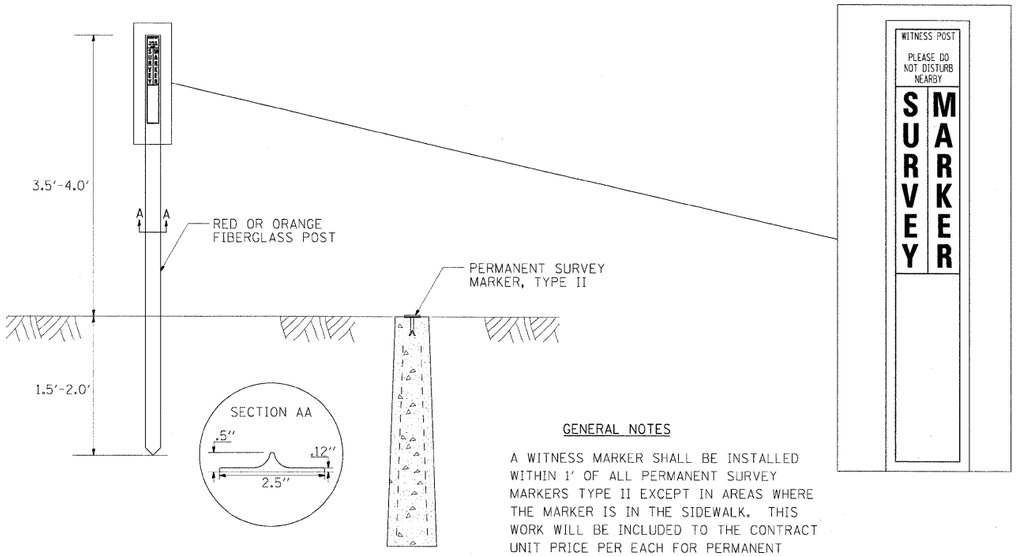
All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 5-15-09	REGION 2 / DISTRICT 2 STANDARD				
REVISED -					
REVISED -					
REVISED -	SCALE: *SCALE*	SHEET NO. 28 OF 73 SHEETS	STA.	TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	28
		CONTRACT NO. 64D17		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

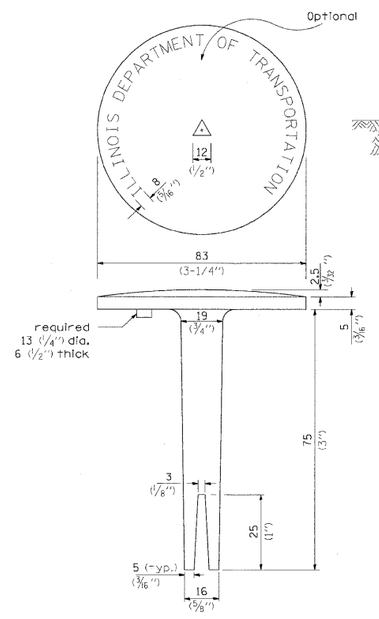
WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



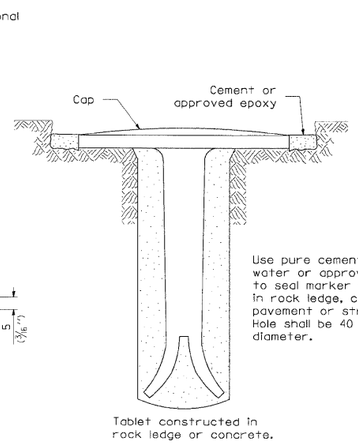
GENERAL NOTES

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

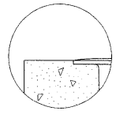
PERMANENT SURVEY MARKERS, TYPE II



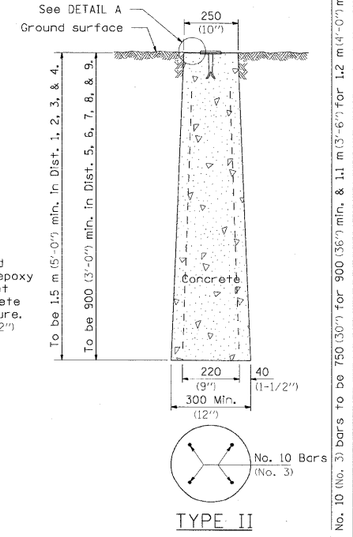
BRASS OR ALUMINUM TABLET



TYPE II



DETAIL A



TYPE II

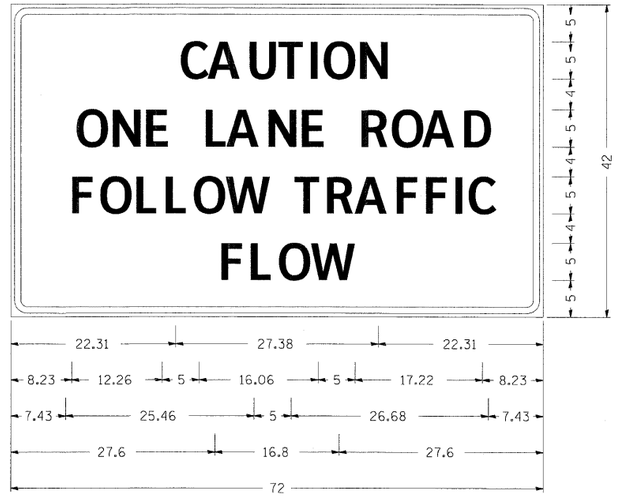
CAST-IN-PLACE MARKER

No. 10 (No. 3) bars to be 750 (30") for 900 (36") min. & 1.1 m (3'-6") for 1.2 m (4'-0") min.

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

REVISED - 10-21-08

ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS



Type AA Fluorescent Orange Sheeting ;
2.25" Radius, 0.88" Border, 0.50" Indent, Black on Orange;
[CAUTION] D; [ONE LANE ROAD] D;
[FOLLOW TRAFFIC] D; [FLOW] D

Table Of Widths And Spaces

22.31	C 3.36	0.62	A 4.18	0.94	U 3.36	0.94	T 3.04	0.94	I 0.78	1.17	O 3.52	1.17	N 3.36	22.31	
8.23	O 3.51	1.17	N 3.36	1.18	E 3.04										
	5.00	L 3.05	0.31	A 4.18	0.94	N 3.36	1.17	E 3.05							
	5.00	R 3.36	0.93	O 3.52	0.94	A 4.18	0.93	D 3.36	8.23						
7.43	F 3.04	0.94	O 3.52	1.17	L 3.04	0.94	L 3.05	0.94	O 3.51	0.94	W 4.37				
	5.00	T 3.05	0.94	R 3.36	0.94	A 4.18	0.93	F 3.05	0.94	F 3.04	0.94	I 0.78	1.18	C 3.35	7.43
27.60	F 3.05	0.94	L 3.04	0.94	O 3.52	0.93	W 4.38	27.60							

GENERAL NOTES

THIS SIGN SHALL BE INSTALLED AT ENTRANCES LOCATED BETWEEN THE TEMPORARY SIGNALS AS DIRECTED BY THE ENGINEER.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

THE COST TO FURNISH, INSTALL AND REMOVE THIS SIGN AT THE REQUIRED LOCATIONS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

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

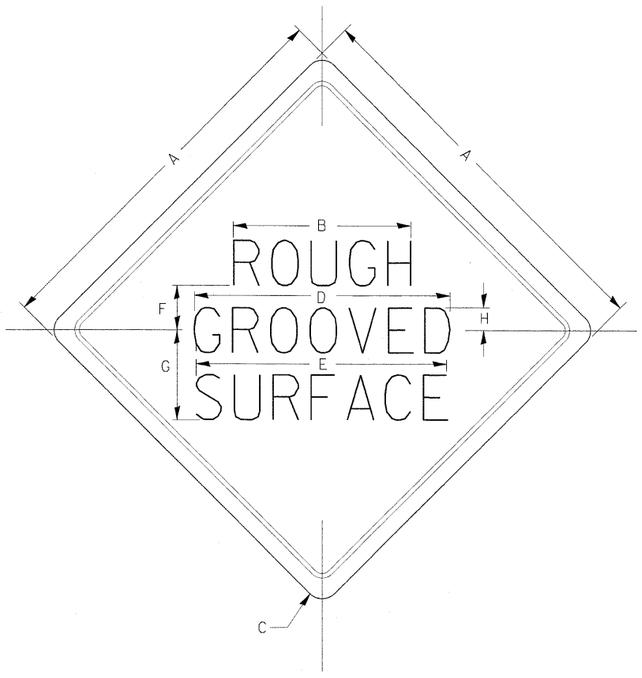
REVISED - 10-28-05	REGION 2 / DISTRICT 2 STANDARD		F.A.P. RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
REVISED -			316	4VBR-1	OGLE / 73 / 29
REVISED -					CONTRACT NO. 64D17
REVISED -	SCALE: *SCALE*	SHEET NO. 29 OF 73 SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

PLOT DATE = 8/18/2011

ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-I107

SIGN PANEL TYPE 1



COLOR: LEGEND AND BORDER - BLACK NON-RELFLECTIVE
BACKGROUND - ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
1200x1200 (48x48)	1200 (48.0)	600 (24.1)	75 (3.0)	850 (34.0)	825 (33.0)	150 (6.0)	325 (13.0)	88 (3.5)

SIGN SIZE	SERIES LINES			MARGIN	BORDER	BLANK STD.
	1	2	3			
1200x1200 (48x48)	7C	7C	7C	20 (0.8)	30 (1.2)	B4-48D

ALL DIMENSIONS IN INCHES.

GENERAL NOTES

SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS

METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 720011.

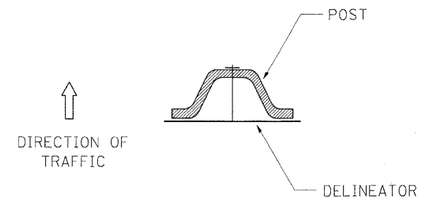
ALL MOUNTING HARDWARE SHALL BE ALUMINUM, STAINLESS STEEL, ZINC OR CADMIUM PLATED STEEL AND SHALL BE INCLUDED TO THE COST OF THE INSTALLATION.

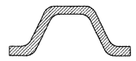
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 1-09-08

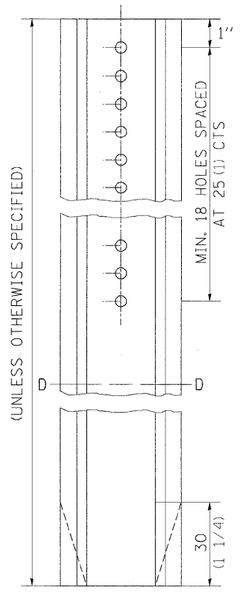
ROUGH GROOVED SURFACE SIGN **91.2**

DELINEATOR AND POST ORIENTATION





SECTION D-D



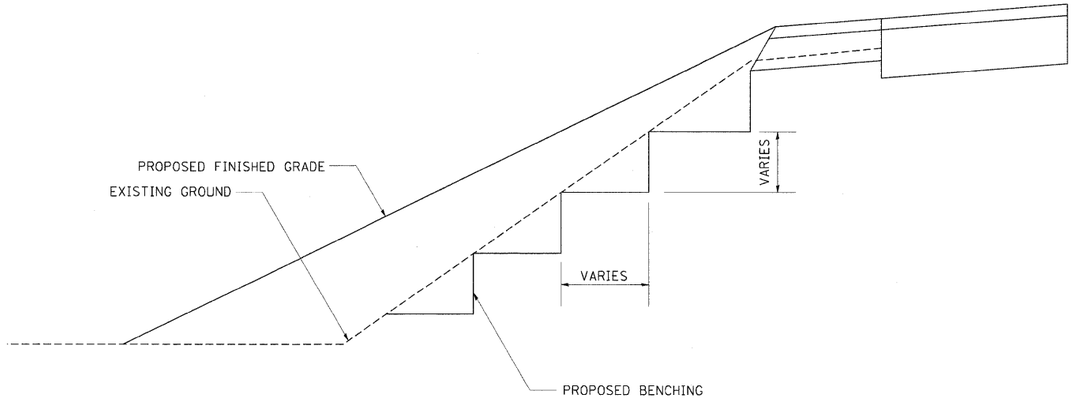
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHECD AS SHOWN ABOVE.

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

REVISED - 11-01-07

DELINEATOR AND POST ORIENTATION **37.4**

TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06	REGION 2 / DISTRICT 2 STANDARD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
REVISED -				316	4VBR-1	OGLE	73 / 30
REVISED -						CONTRACT NO. 64D17	
REVISED -	SCALE: *SCALE*	SHEET NO. 30 OF 73 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

PLOT DATE = 8/19/2011

TYPICAL BENCHING ON EXISTING EMBANKMENT **50.4**

STOP LINE SIGN FOR TEMPORARY SIGNALS

SIZE: 600(24) x 600(24)

100(4) CAPITAL LETTERS - BLACK

13(1/2) BORDER - BLACK

WHITE REFLECTIVE - TYPE AP
HIGH INTENSITY PRISMATIC SHEETING

GENERAL NOTE:

THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY ENGINEER.

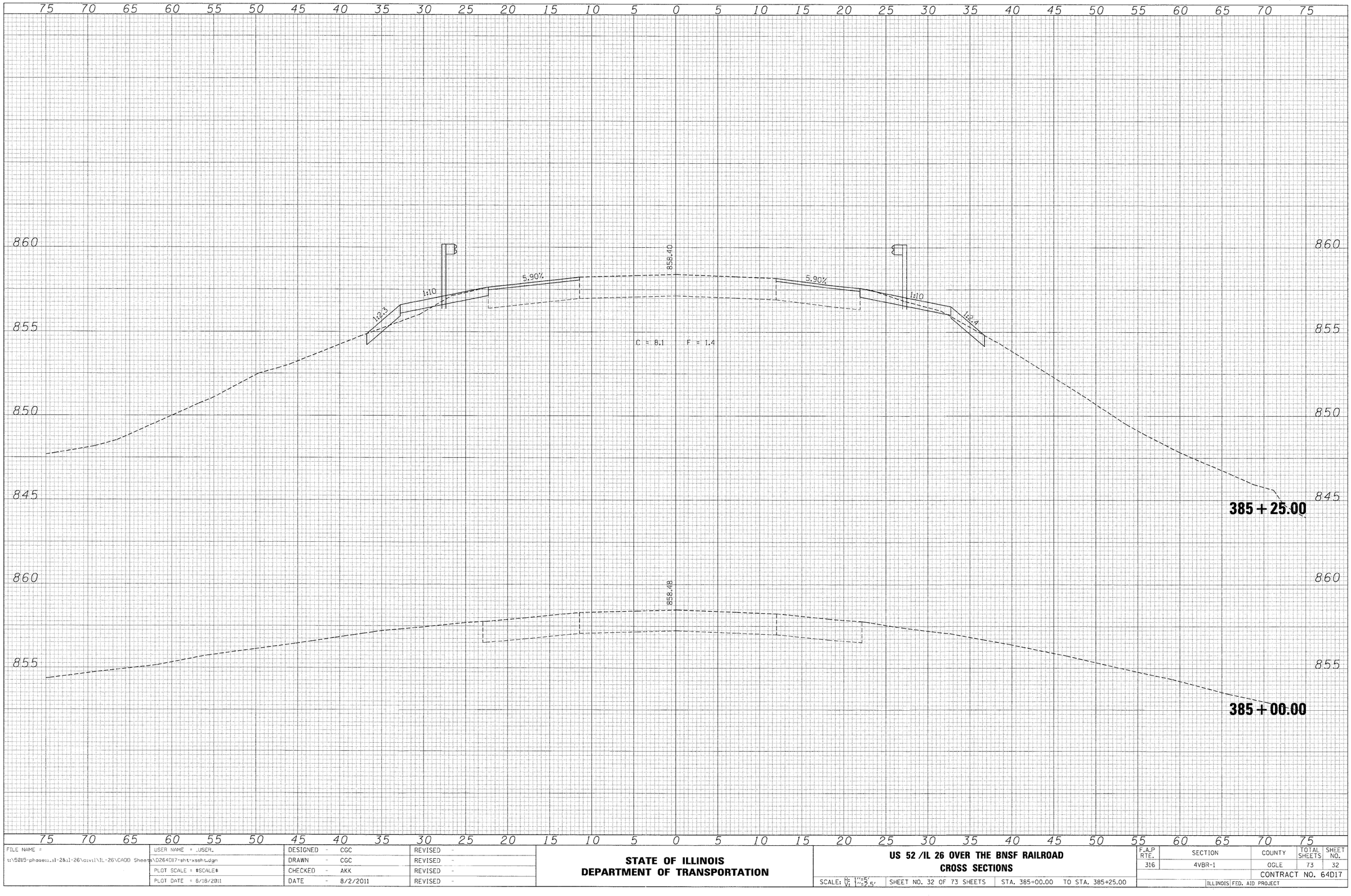
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 1-22-07

STOP LINE SIGN FOR TEMPORARY SIGNALS 99.4

REVISED -	**REGION 2 / DISTRICT 2 STANDARD**	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
REVISED -		316	4VBR-1	OGLE	73 / 31
REVISED -				CONTRACT NO. 64D17	
REVISED -	SCALE: *SCALE* | SHEET NO. 31 OF 73 SHEETS | STA. | TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

PLOT DATE = 8/18/2011



FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

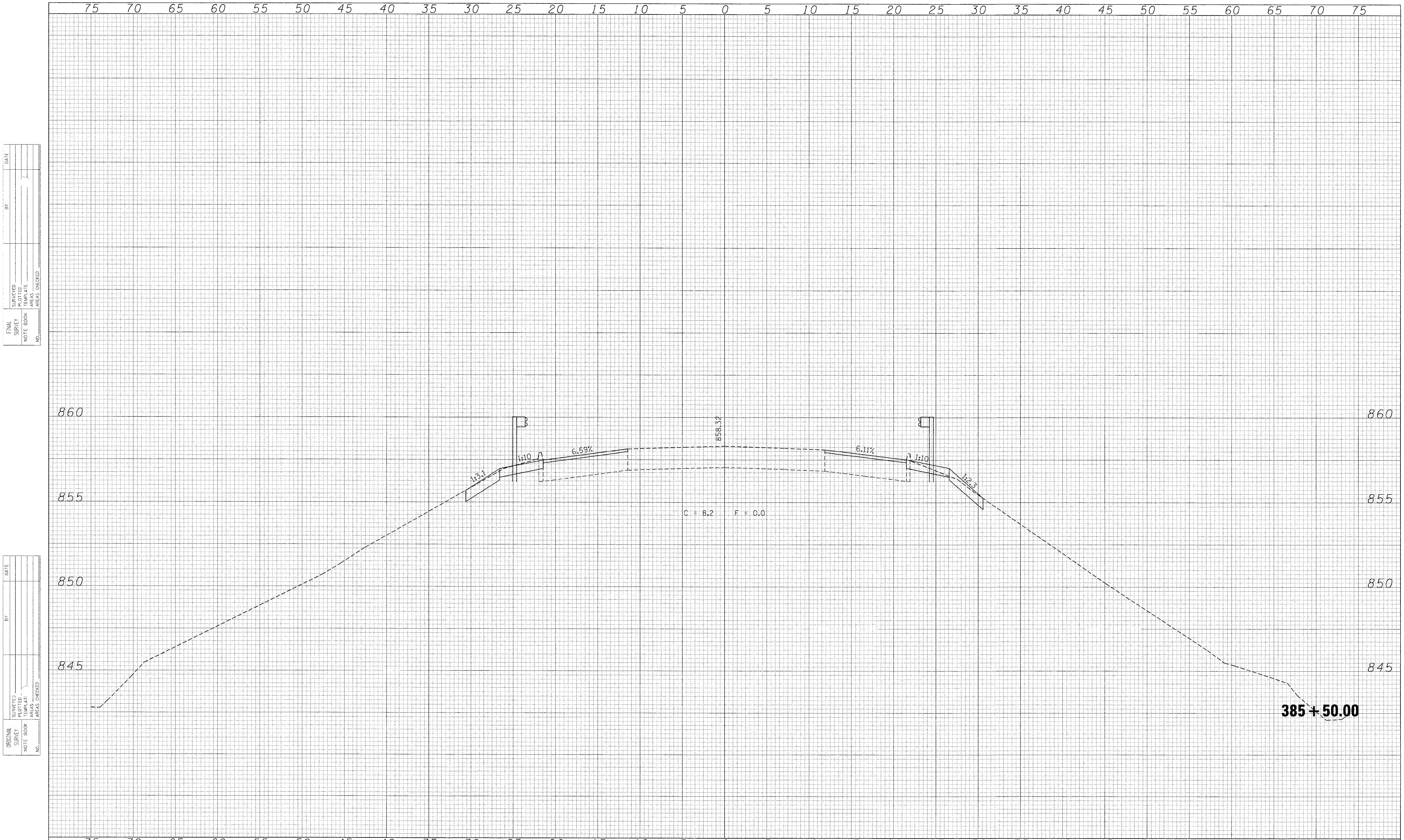
FILE NAME = t:\5015-phase1_1-2&1-26\civil\IL-26\CADD Sheets\D264017-sht-xssht.dgn	USER NAME = _USER_	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=2.5' | SHEET NO. 32 OF 73 SHEETS | STA. 385+00.00 TO STA. 385+25.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	32
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



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		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=2.5' | SHEET NO. 33 OF 73 SHEETS | STA. 385+50.00 TO STA. 385+50.00

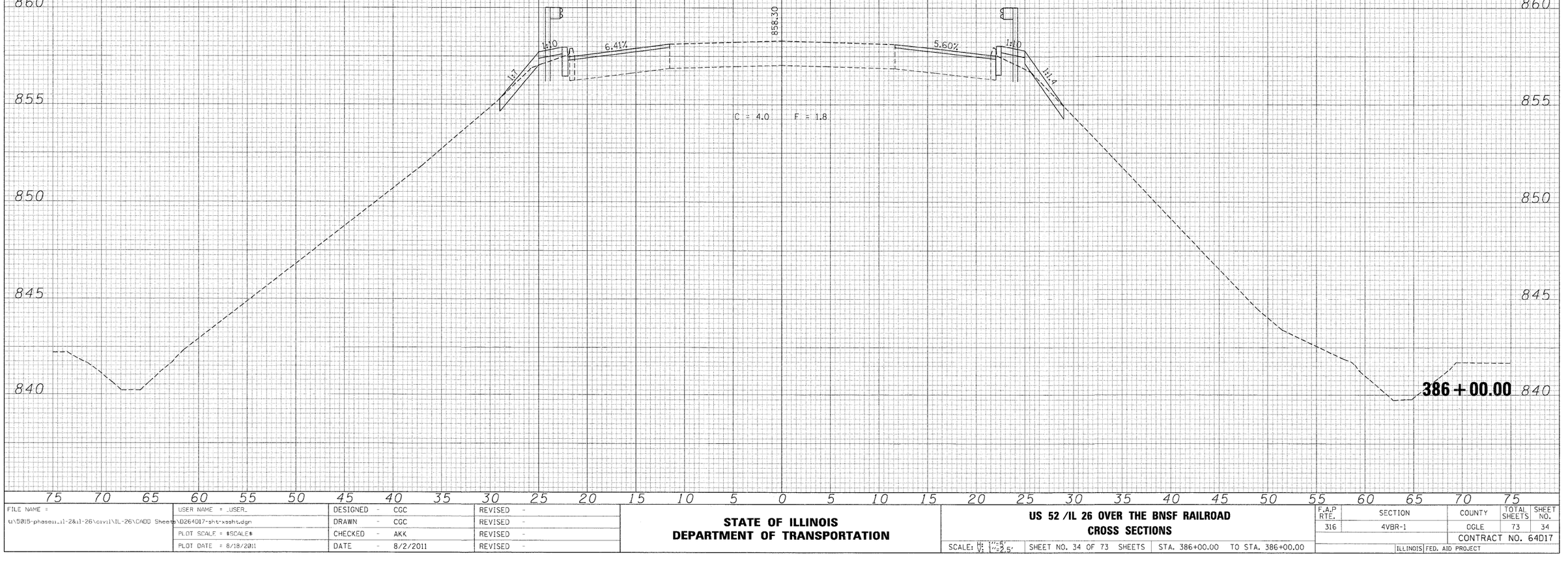
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	33

CONTRACT NO. 64D17

ILLINOIS | FED. AID PROJECT

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED -		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



FILE NAME =	USER NAME = _USER_	DESIGNED - CGC	REVISED -
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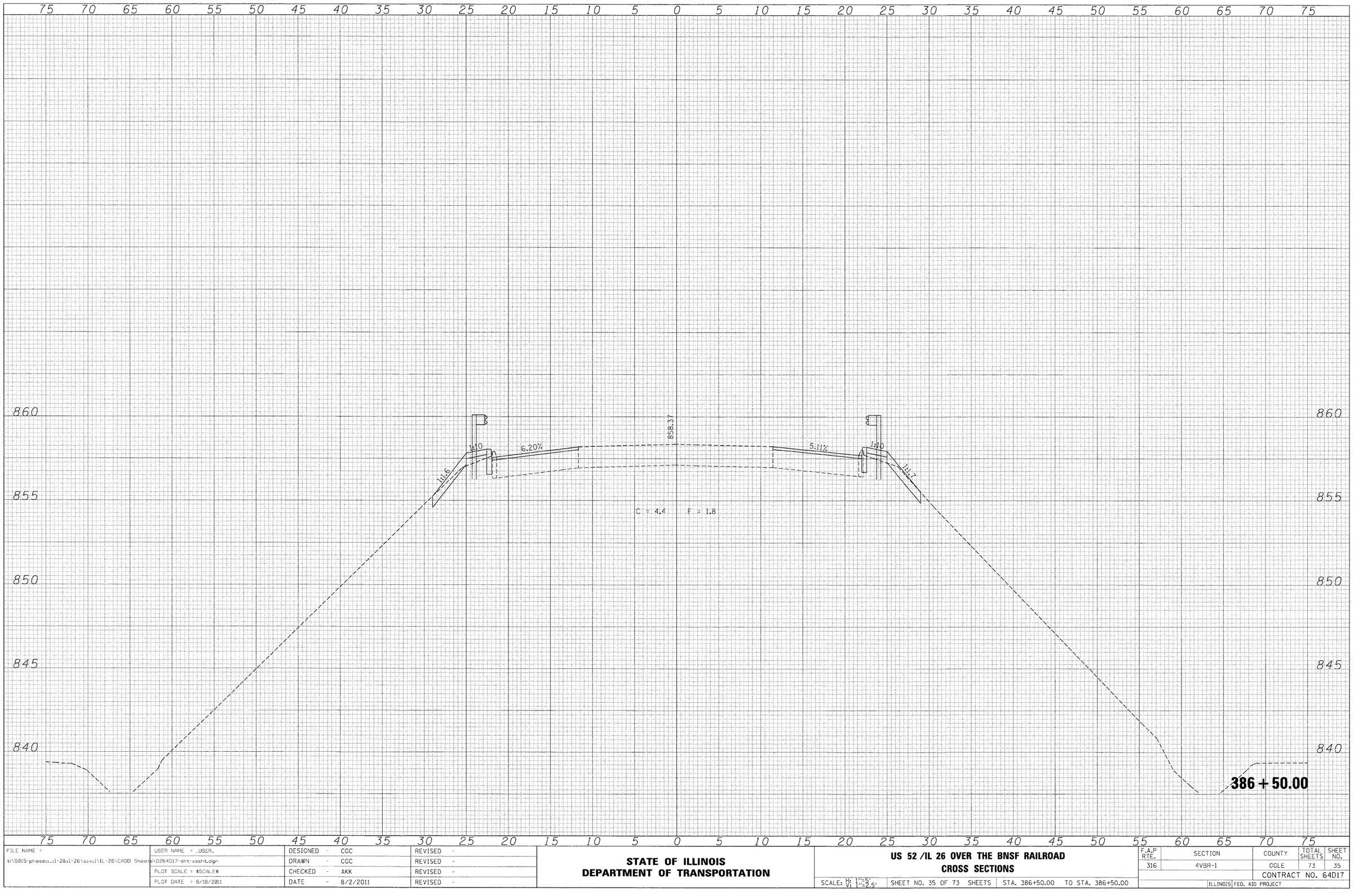
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=2.5' | SHEET NO. 34 OF 73 SHEETS | STA. 386+00.00 TO STA. 386+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	34
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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		DRAWN - CGC	REVISED -
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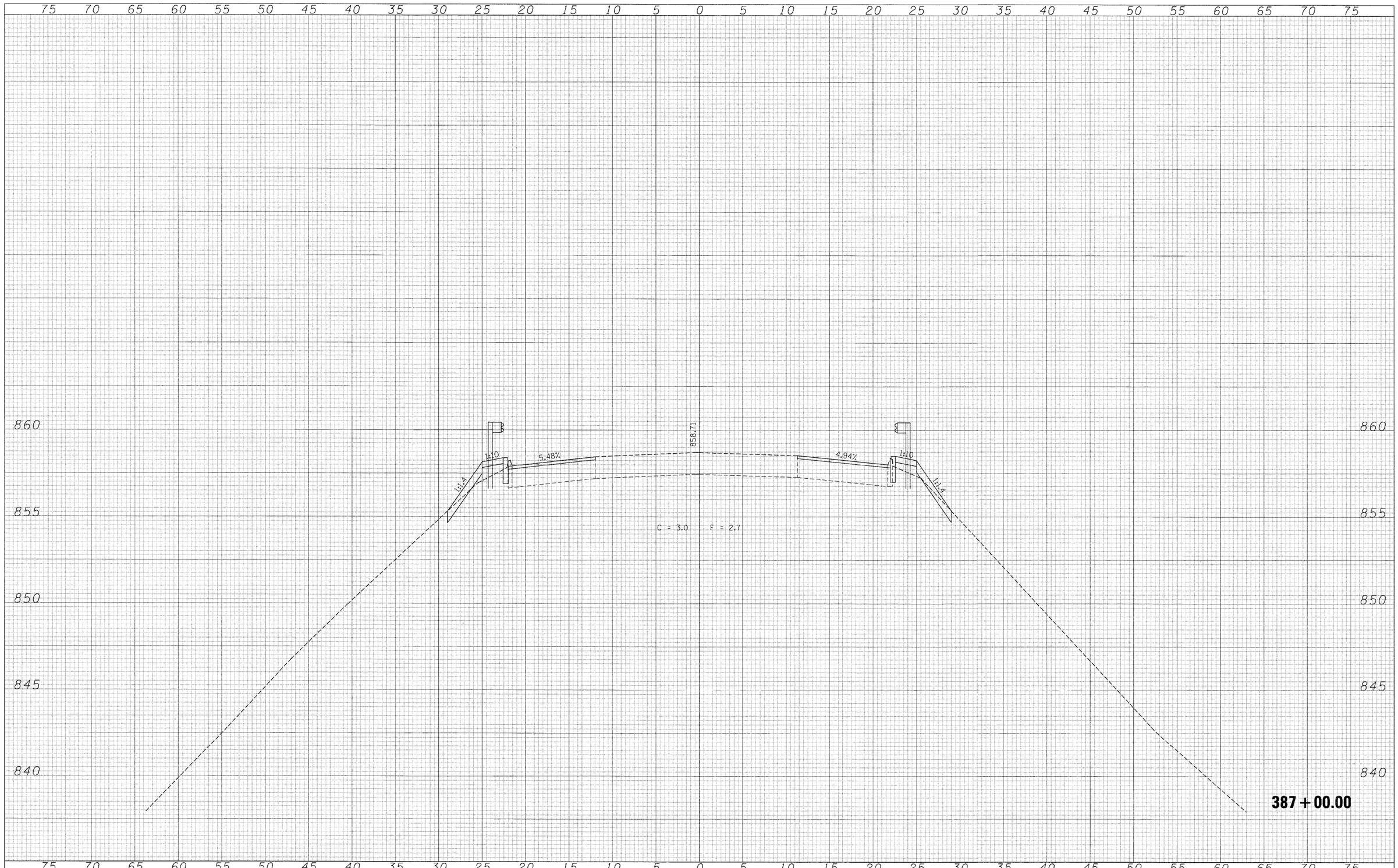
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5', V: 1"=5' | SHEET NO. 35 OF 73 SHEETS | STA. 386+50.00 | TO STA. 386+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	CGLE	73	35
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY — NOTE BOOK — NO.
SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED
BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO.
SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED
BY — DATE

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		DRAWN - CGC	REVISED -
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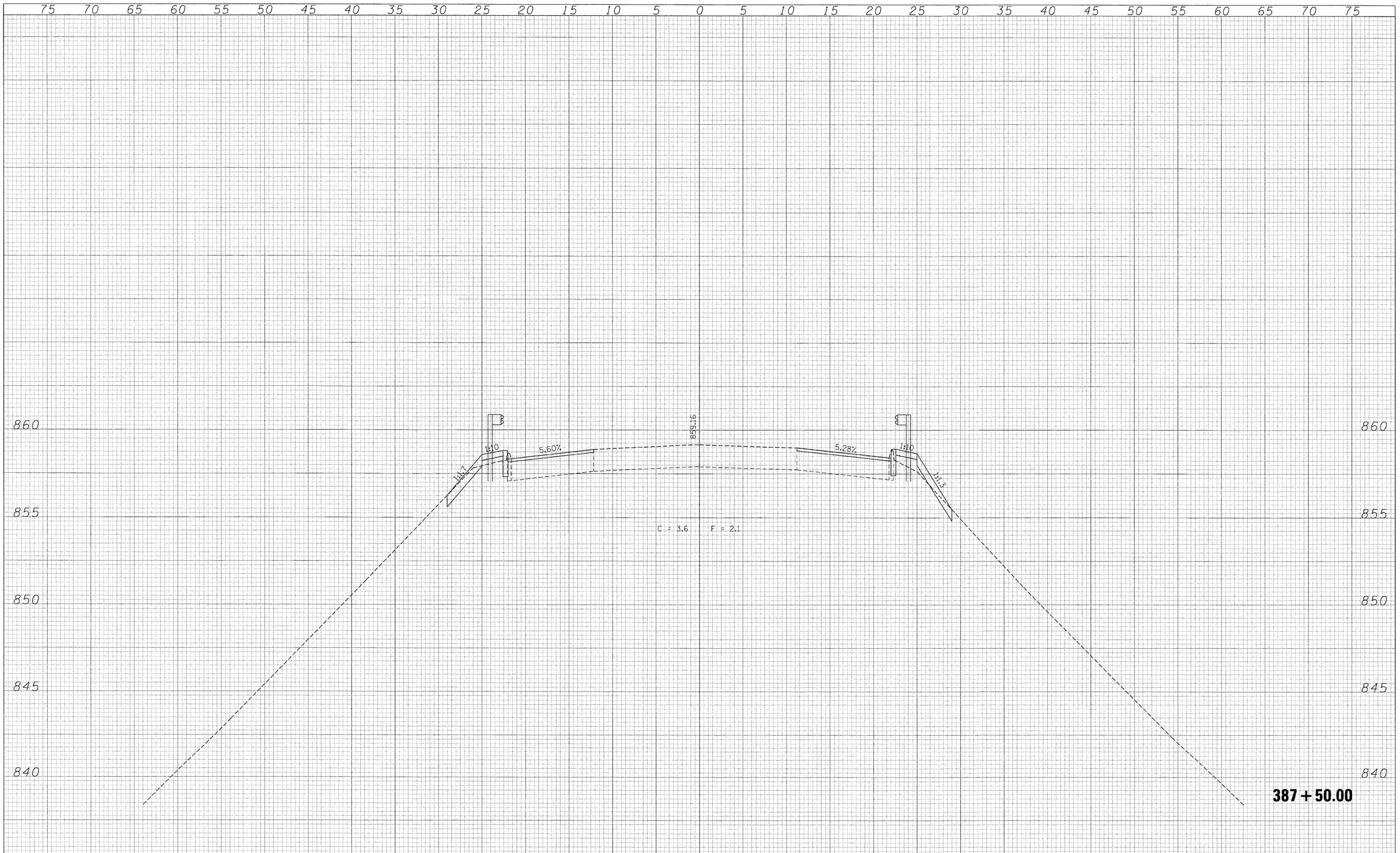
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=2.5' | SHEET NO. 36 OF 73 SHEETS | STA. 387+00.00 TO STA. 387+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	36
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

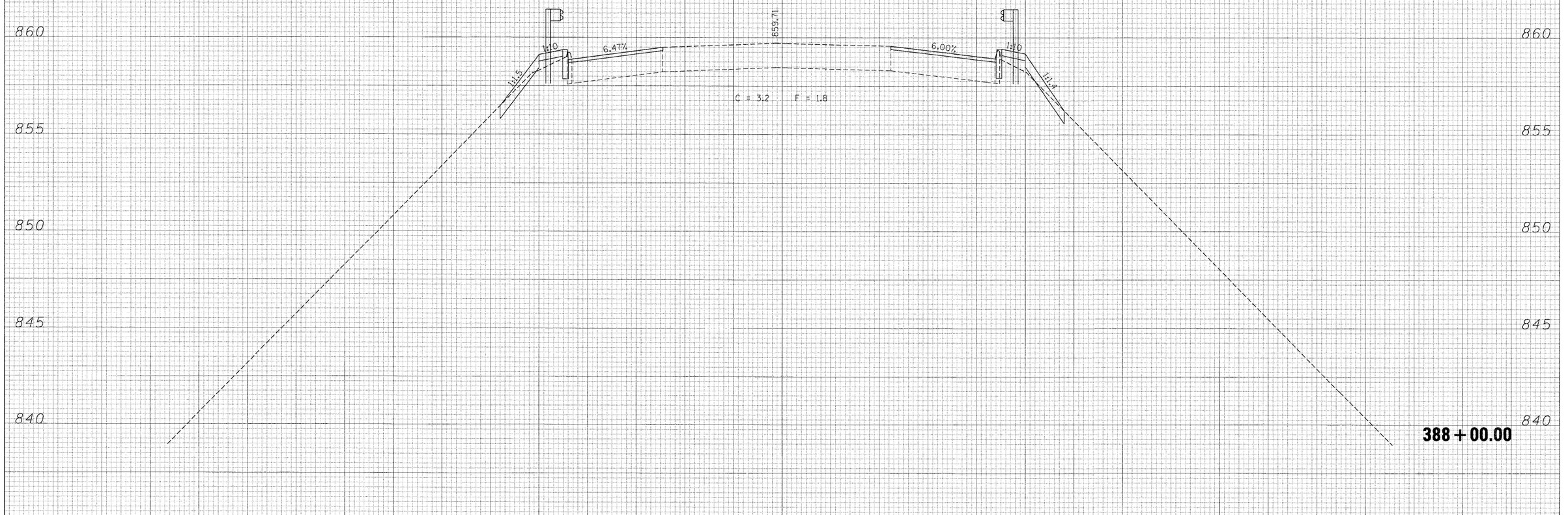
FILE NAME = t:\5015-phase1_il-2&il-26\civil\IL-26\CADD Sheets\D264017-sht-xssht.dgn	USER NAME = _USER_	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=2.5' | SHEET NO. 37 OF 73 SHEETS | STA. 387+50.00 TO STA. 387+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	37
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS		
AREAS CHECKED		
NO.		

FILE NAME = t:\5015-phase\il-2&il-26\civil\IL-26\CADD Sheets\D264017-sht-xssht.dgn	USER NAME = _USER_	DESIGNED - CGC	REVISED -
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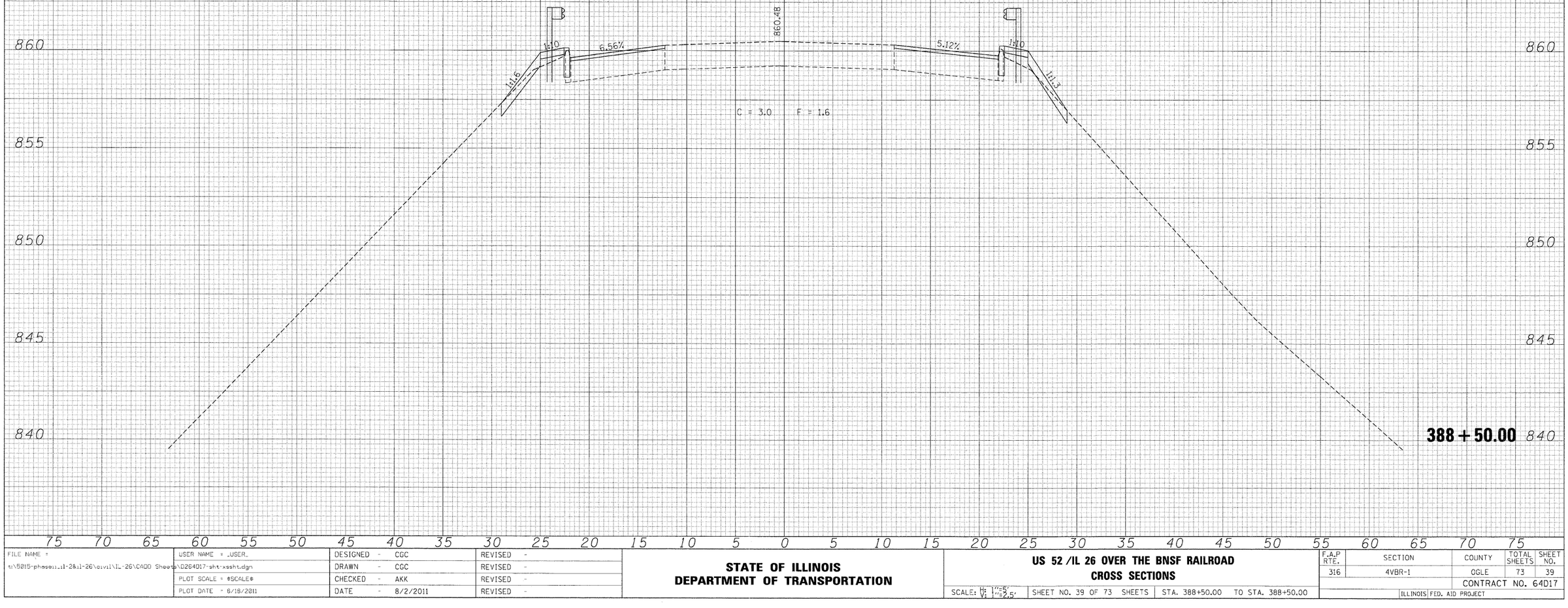
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=2.5' | SHEET NO. 38 OF 73 SHEETS | STA. 388+00.00 | TO STA. 388+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	38
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

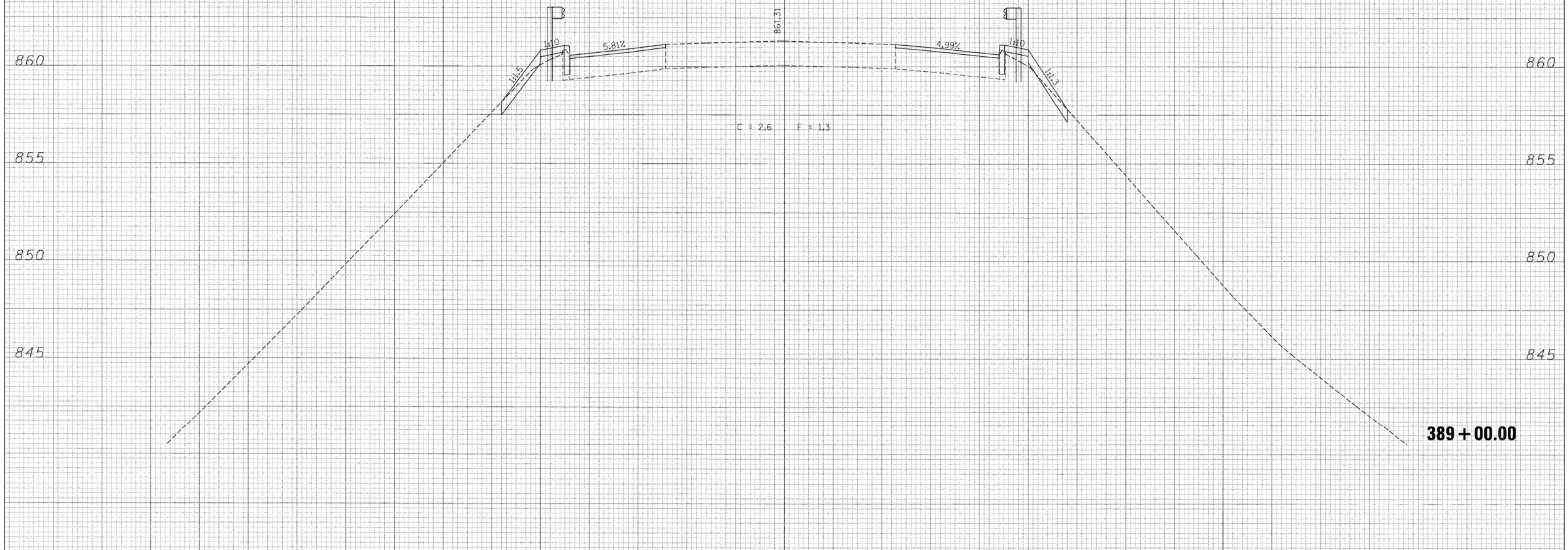
FILE NAME = t:\5015-phase1\1-28\1-26\civil\IL-26\CADD Sheets\D264D17-sht-xssht.dgn	USER NAME = _USER_	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=5' | SHEET NO. 39 OF 73 SHEETS | STA. 388+50.00 TO STA. 388+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	39
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



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		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

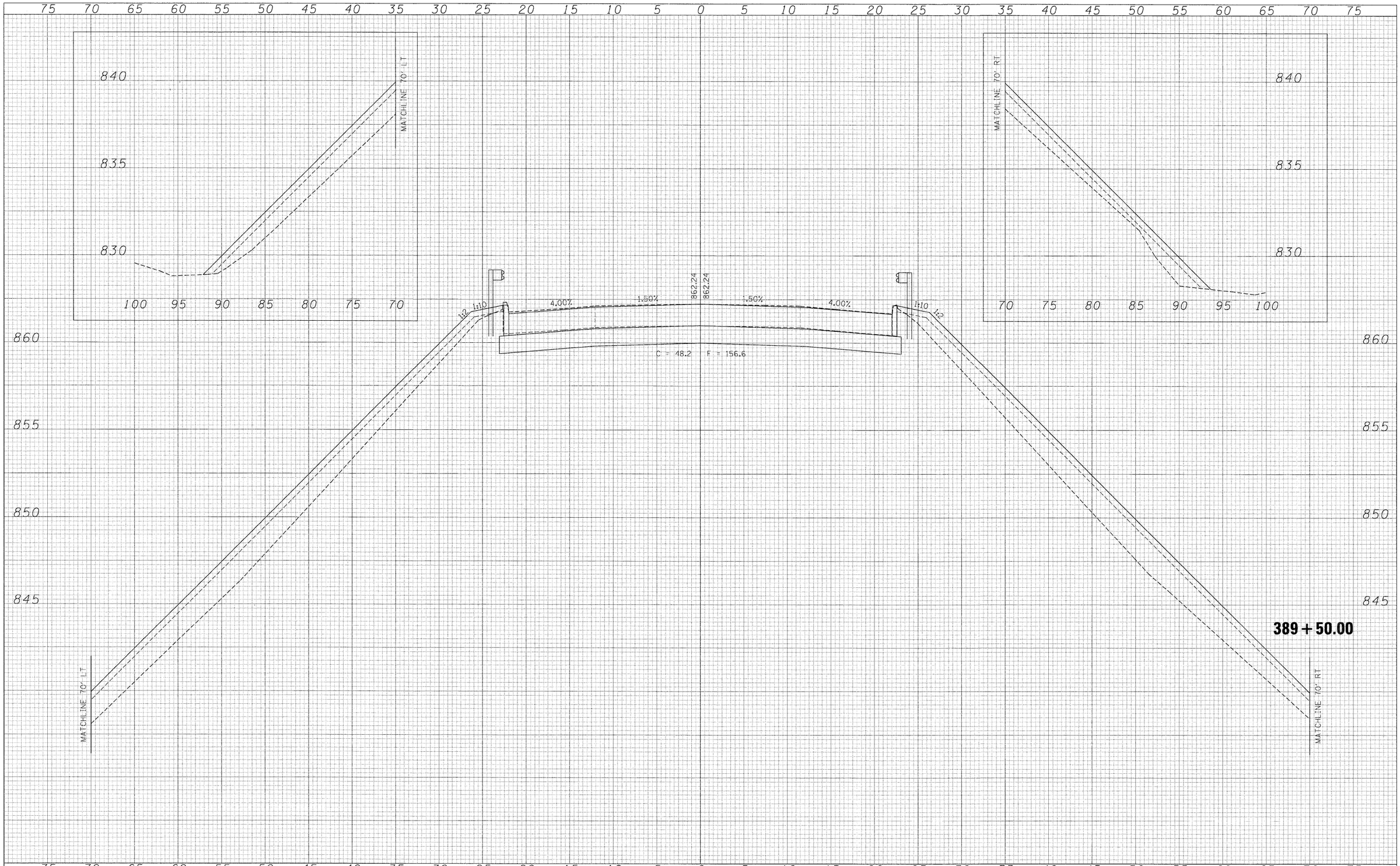
US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=2.5' | SHEET NO. 40 OF 73 SHEETS | STA. 389+00.00 TO STA. 389+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	40
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE



FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

FILE NAME = t:\5015-phase...il-2&il-26\civil\IL-26\CADD Sheets\D264D17-sht-xssht.dgn	USER NAME = _USER_	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=5' | SHEET NO. 41 OF 73 SHEETS | STA. 389+50.00 TO STA. 389+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	41
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK	TEMPLATE	
NO.	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK	TEMPLATE	
NO.	AREAS	
	AREAS CHECKED	

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

865

860

855

850

PROPOSED ROW

EXISTING ROW

OVH TELE

1:2 1:10 4.00% 1.50% 865.27 865.93 1.50% 4.00% 1:10 1:2

C = 18.2 F = 4.7

EXISTING ROW

PROPOSED ROW

393+50.00

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		DRAWN - CGC	REVISED -
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	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

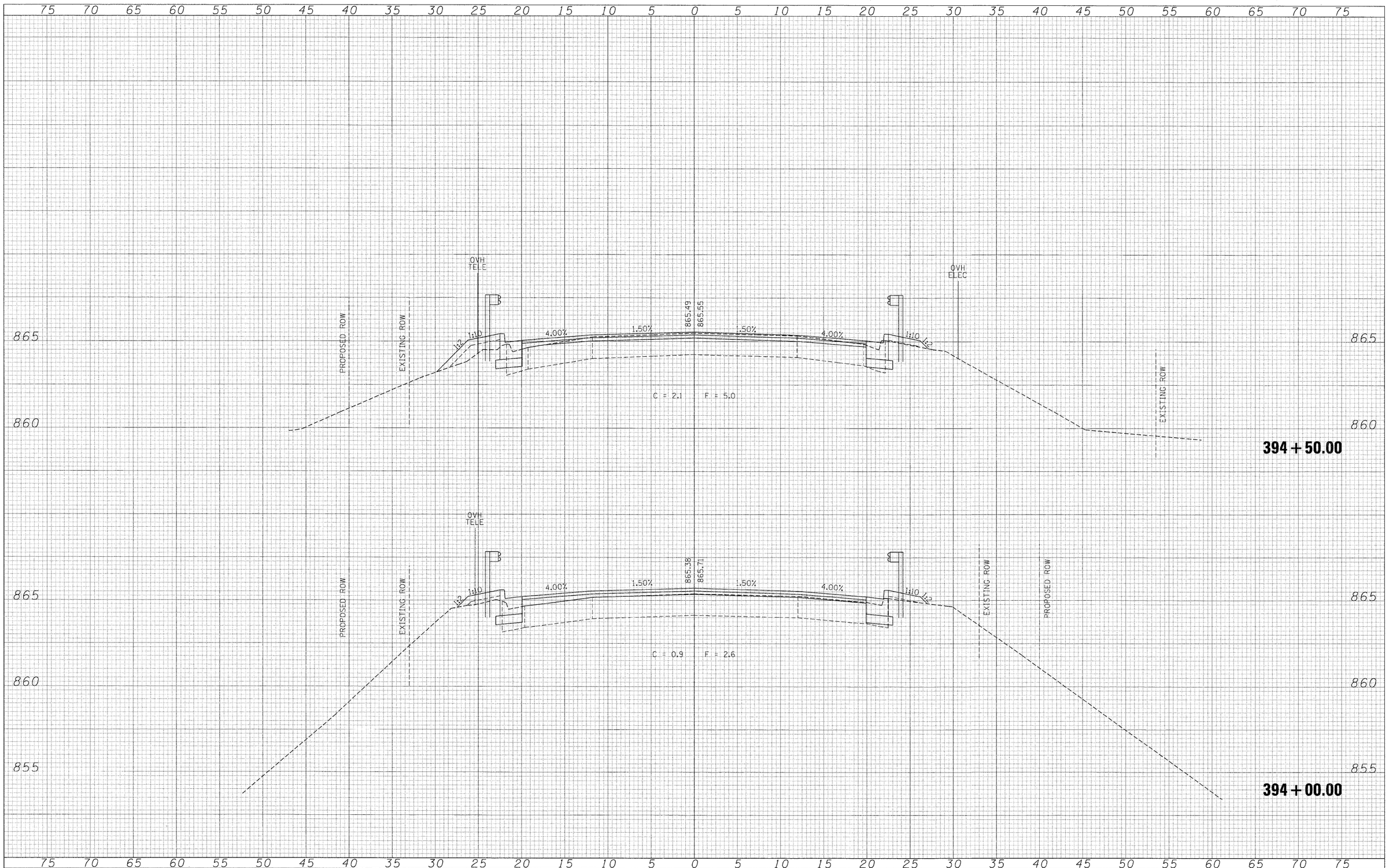
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=2.5' | SHEET NO. 42 OF 73 SHEETS | STA. 393+50.00 TO STA. 393+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	42
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	



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SURVEYED		
PLOTTED		
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

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	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=2.5' | SHEET NO. 43 OF 73 SHEETS | STA. 394+00.00 TO STA. 394+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	CGLE	73	43
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK	TEMPLATE	
NO.	AREAS CHECKED	

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

865

860

865

860

PROPOSED ROW

EXISTING ROW

GAS

OVH ELEC

1:10

4.00%

1.50%

865.54

865.57

1.50%

4.00%

1:10

EXISTING ROW

C = 2.2 F = 0.0

395 + 00.00

OVH TELE

PROPOSED ROW

EXISTING ROW

GAS

OVH ELEC

1:10

4.00%

1.50%

865.52

865.55

1.50%

4.00%

1:10

EXISTING ROW

C = 5.7 F = 1.7

394 + 90.00

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	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 52 /IL 26 OVER THE BNSF RAILROAD
CROSS SECTIONS

SCALE: H: 1"=5' V: 1"=2.5' | SHEET NO. 44 OF 73 SHEETS | STA. 394+90.00 | TO STA. 395+00.00

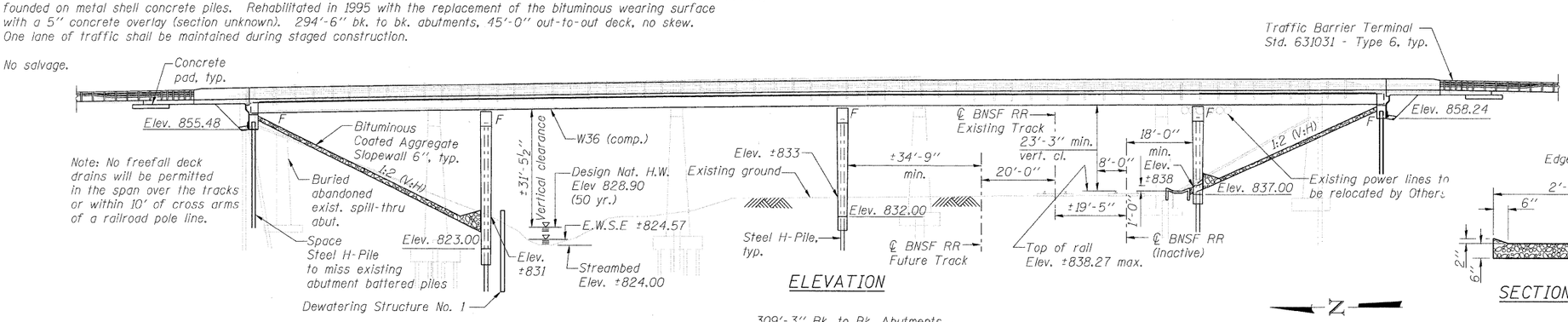
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	44
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

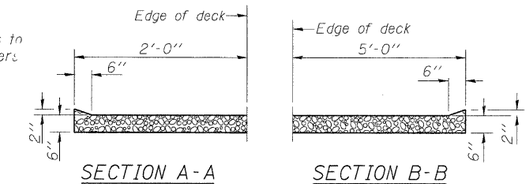
Benchmark: 401: Top of ROW marker at Sta. 378+72.77, 58.82' Lt. 405: Chiseled "□" on top of existing northwest wingwall at Sta. 389+98.36, 23.67' Rt. 407: Chiseled "□" on top of existing southwest wingwall at Sta. 392+91.87, 23.33' Rt.

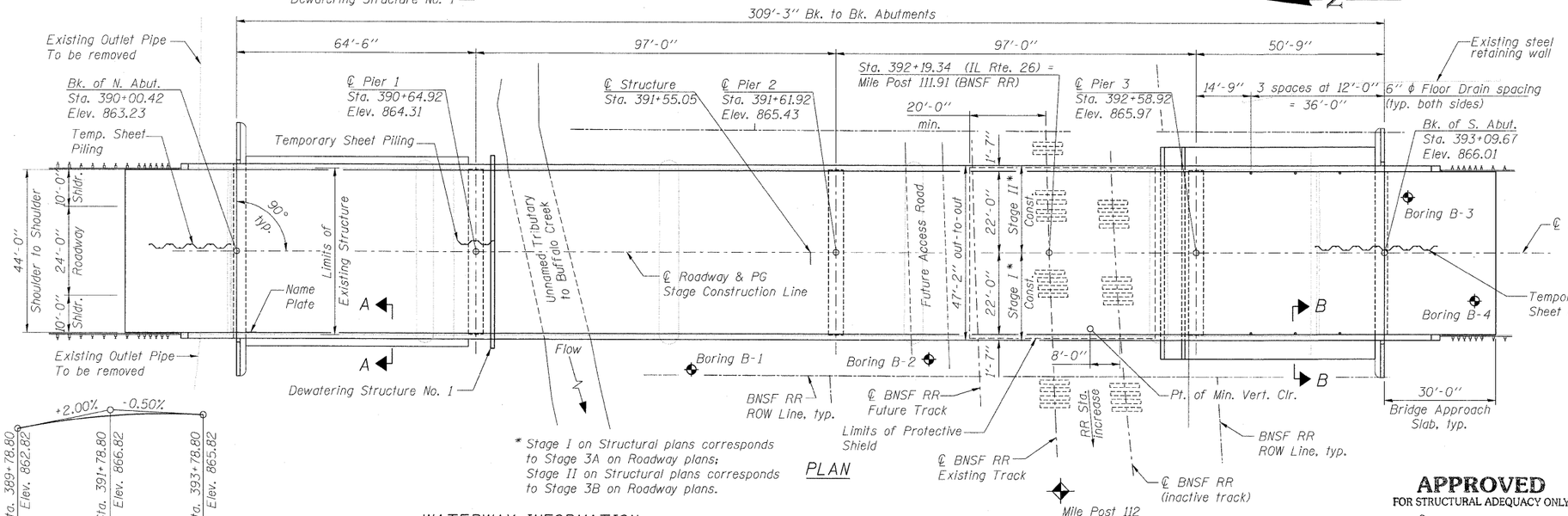
Existing Structure: S.N. 071-0010, originally constructed in 1928 under SBI 26, Section 4V at Station 27+55 using reinforced concrete tee-beams, full-height abutments and multi-column piers founded on untreated timber piles. Reconstructed in 1976 under Section 4VB-1 with the placement of new PPC Deck Beams. Stub abutments were constructed, founded on metal shell concrete piles. Rehabilitated in 1995 with the replacement of the bituminous wearing surface with a 5" concrete overlay (section unknown). 294'-6" bk. to bk. abutments, 45'-0" out-to-out deck, no skew. One lane of traffic shall be maintained during staged construction.

STATION 391+55.05
BUILT 201 BY
STATE OF ILLINOIS
LOADING HL-93
STRUCTURE NO. 071-0096

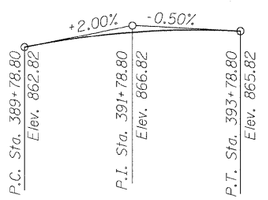
NAME PLATE
See Std. 515001

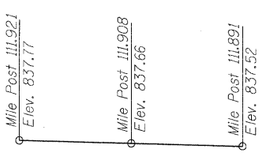






* Stage I on Structural plans corresponds to Stage 3A on Roadway plans; Stage II on Structural plans corresponds to Stage 3B on Roadway plans.





WATERWAY INFORMATION

Drainage Area = 2.6 sq. mi. Low Grade Elev. 858.30 at Sta. 386+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	508	41.2	41.2	828.00			828.00	828.00
Design	50	822	58.3	58.3	828.90			828.90	828.90
Base	100	966	65.6	65.6	829.20			829.20	829.20
Overtopping									
Max. Calc.	500	1320	82.3	82.3	829.80			829.80	829.80

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	Pier 1	Pier 2	Pier 3	S. Abut.
	855.5	823.0	832.0	837.0	858.2

LOADING HL-93

Allow 50#/sq. ft. for Future Wearing Surface

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications

DESIGN STRESSES

FIELD UNITS

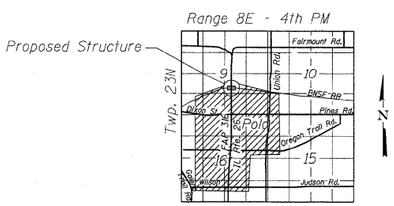
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.084g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.136g
Soil Site Class = D

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
D. Carl Puzey (TJD)
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS
GHULAM M. KAMAL
081-006522
BLOOMINGDALE, ILLINOIS
LICENSED STRUCTURAL ENGINEER
EXP. 11/30/2012
SHEETS 21-23



STATE OF ILLINOIS
GHULAM M. KAMAL
081-006522
EXP. 11/30/12
LICENSED STRUCTURAL ENGINEER
SHEETS 1-20, 24-29

GENERAL PLAN AND ELEVATION
ILLINOIS ROUTE 26 OVER BNSF RAILROAD
F.A.P. RTE. 316 - SEC. 4VBR-1
OGLE COUNTY
STATION 391+55.05
STRUCTURE NO. 071-0096

LOCHNER H.R. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED - GWS	REVISED -
	FILE NAME = 071\0096-64D17-021-GPE.dgn	CHECKED - CMM	REVISED -
	PLOT SCALE =	DRAWN - GJS/JSD	REVISED -
	PLOT DATE =	CHECKED - CMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE 071-0096
SHEET NO. 1 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	45
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

T:\5815 Pheasell IL 2&IL 26\Structure\dgn\IL26_dgn\071\0096-64D17-021-GPE.dgn

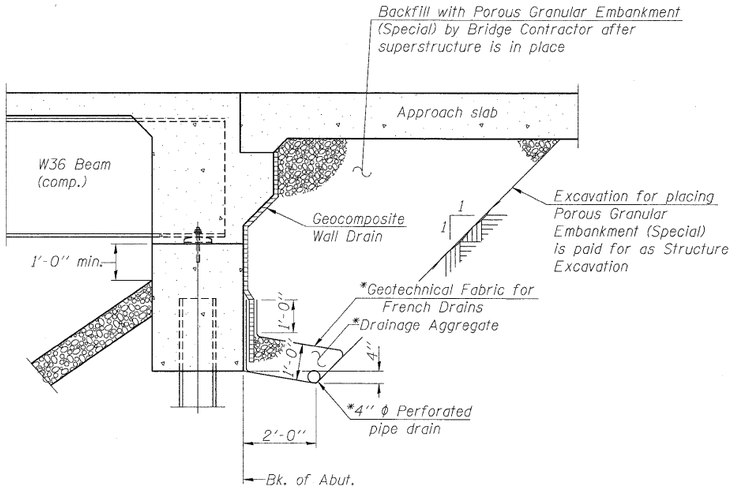
GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$-in. ϕ, holes $\frac{15}{16}$-in. ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel M270 Grade 36 = 24,180 lbs.
   Calculated weight of Structural Steel M270 Grade 50 = 362,630 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell No. 10B 3/6. See Special Provision for "Cleaning and Painting New Metal Structures".
8. Slipforming of parapets will not be allowed.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
10. Stage I on Structural plans corresponds to Stage 3A on Roadway plans; Stage II on Structural plans corresponds to Stage 3B on Roadway plans.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		158	158
Removal of Existing Structures	Each			1
Protective Shield	Sq. Yd.	248		248
Structure Excavation	Cu. Yd.		292.9	292.9
Floor Drains	Each	6		6
Concrete Structures	Cu. Yd.		450.2	450.2
Concrete Superstructure	Cu. Yd.	621.3		621.3
Bridge Deck Grooving	Sq. Yd.	1726		1726
Concrete Encasement	Cu. Yd.		23.1	23.1
Protective Coat	Sq. Yd.	2098		2098
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	6102		6102
Reinforcement Bars, Epoxy Coated	Pound	157,200	34,420	191,620
Bar Splicers	Each	1346	307	1653
Slopewall, 4 inch	Sq. Yd.		39	39
Bituminous Coated Aggregate Slopewall, 6 inch	Sq. Yd.		723	723
Furnishing Steel Piles HP14x73	Foot		2410	2410
Driving Piles	Foot		2410	2410
Test Pile Steel HP14x73	Each		5	5
Temporary Sheet Piling	Sq. Ft.		1116	1116
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	60		60
Geocomposite Wall Drain	Sq. Yd.		86	86
Pipe Underdrains for Structures, 4 inch	Foot		144	144
Asbestos Bearing Pad Removal	Each	150		150
Dewatering Structure No. 1	Each	1		1
Temporary Support System	L. Sum	1		1

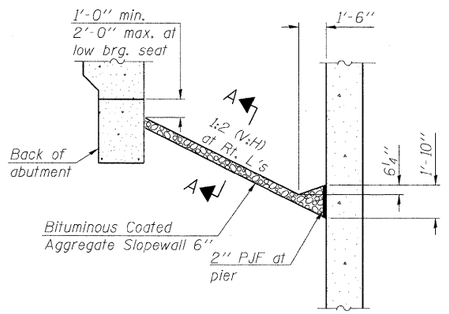


SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

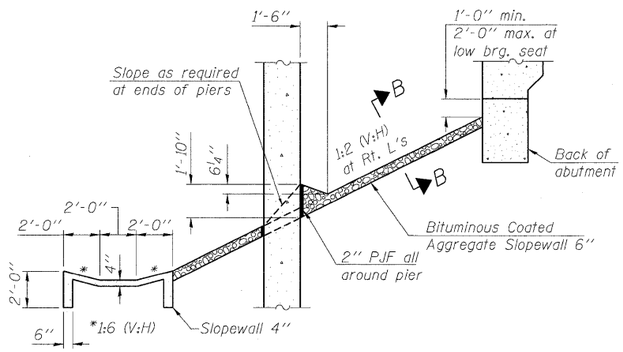
*Included in the cost of Pipe Underdrains for Structures.

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



SECTION THRU NORTH SLOPEWALL

See sheet 1 of 29 for Section A-A



SECTION THRU SOUTH SLOPEWALL

See sheet 1 of 29 for Section B-B

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LOCHNER H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED - GWS	REVISED -
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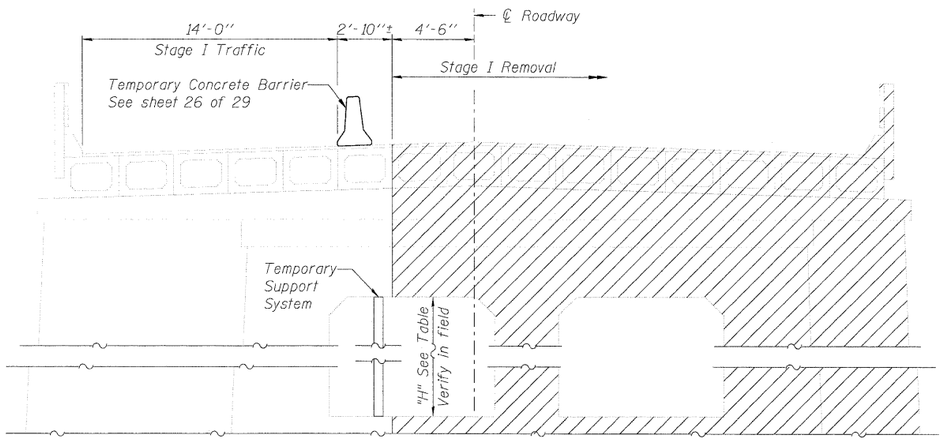
	PLOT DATE =	CHECKED - CMM	REVISED -

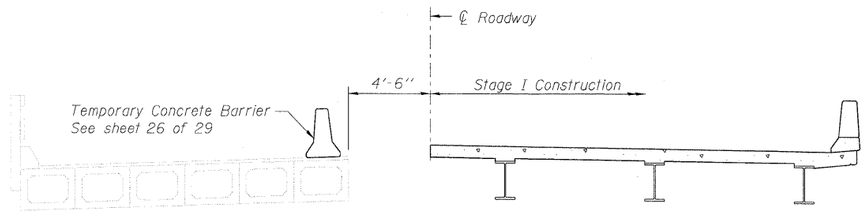
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS & BILL OF MATERIAL
STRUCTURE NO. 071-0096
SHEET NO. 2 OF 29 SHEETS

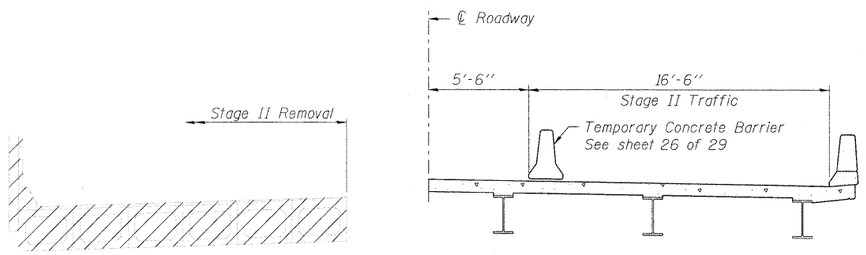
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	46
		CONTRACT NO. 64D17		
		ILLINOIS FED. AID PROJECT		



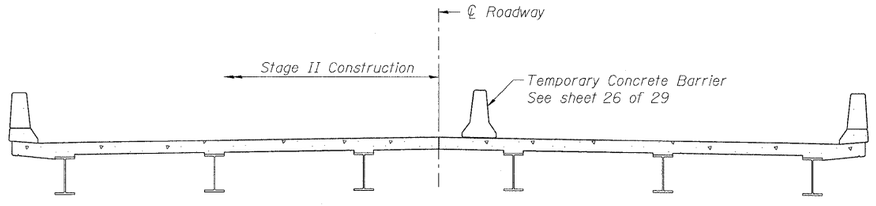
STAGE I REMOVAL



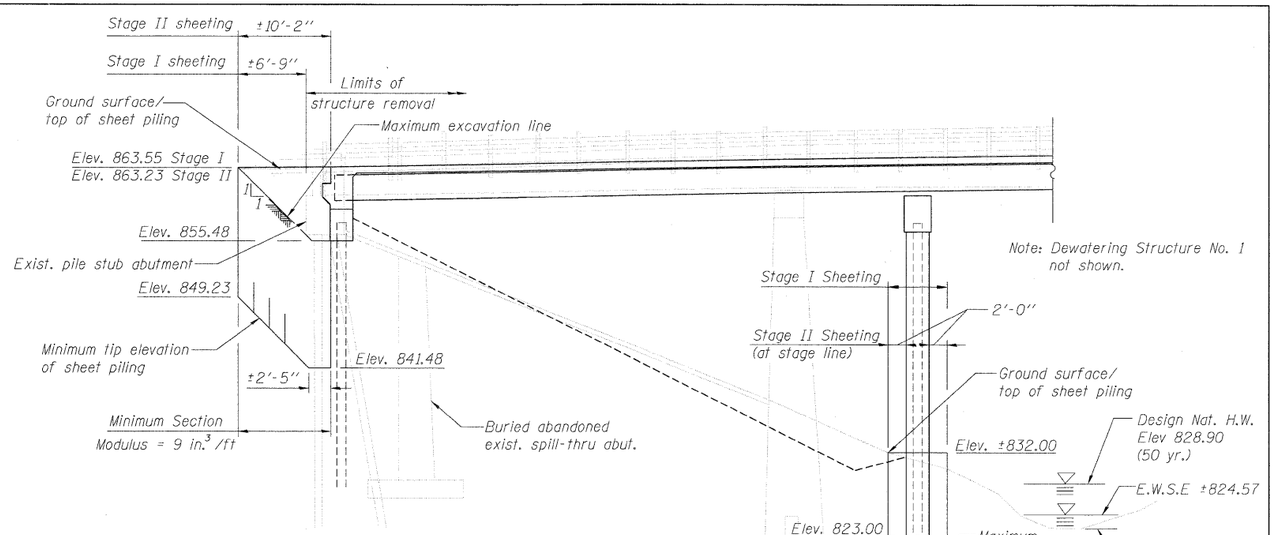
STAGE I CONSTRUCTION



STAGE II REMOVAL

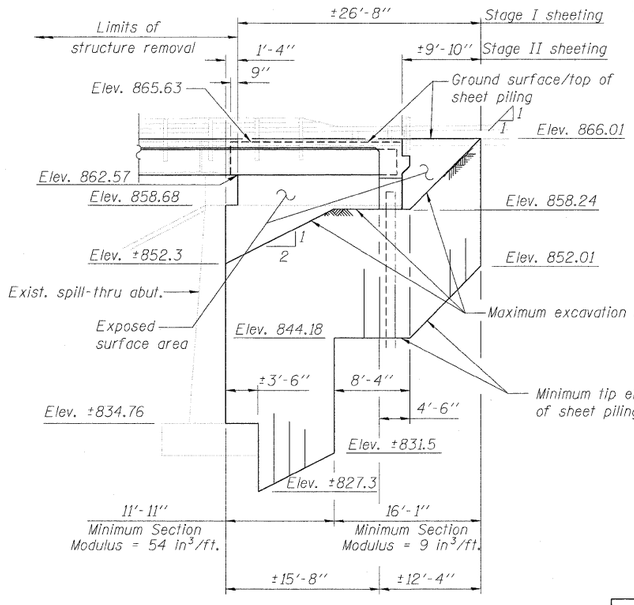


STAGE II CONSTRUCTION



NORTH ABUTMENT

PIER 1



SOUTH ABUTMENT

TEMPORARY SHEET PILING DETAILS

Notes:

1. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
2. The Contractor shall connect the first sheet to the existing abutment cap to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

Notes:

1. All stage cross-sections are looking South.
2. For quantity of Temporary Concrete Barrier see Roadway Plans.
3. Temporary Support System shall be installed before superstructure removal in Stage I. See Shore Reaction Table for unfactored dead load at each pier.
4. Temporary Support System lump sum includes 4 locations, a shore at each existing Pier 1, 2, 3 and 4.
5. Hatched area indicates Removal of Existing Structures.
6. Stage I on Structural plans corresponds to Stage 3A on Roadway plans; Stage II on Structural plans corresponds to Stage 3B on Roadway plans.

SHORE REACTION TABLE			
Location	Un-Factored Dead Load (kips)	Un-Factored * Live Load (kips)	"H" Height
Pier 1	58	98	17'-9"
Pier 2	69	106	17'-9"
Pier 3	69	106	27'-3"
Pier 4	63	101	27'-3"

* HL-93, Single Lane of Traffic, No Impact

LOCHNER
H.W. LOCHNER, INC.
CONSULTING ENGINEERS AND PLANNERS
20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

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PLOT DATE =	CHECKED - LJB/CMM	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGING DETAILS
STRUCTURE 071-0096
SHEET NO. 3 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	47
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

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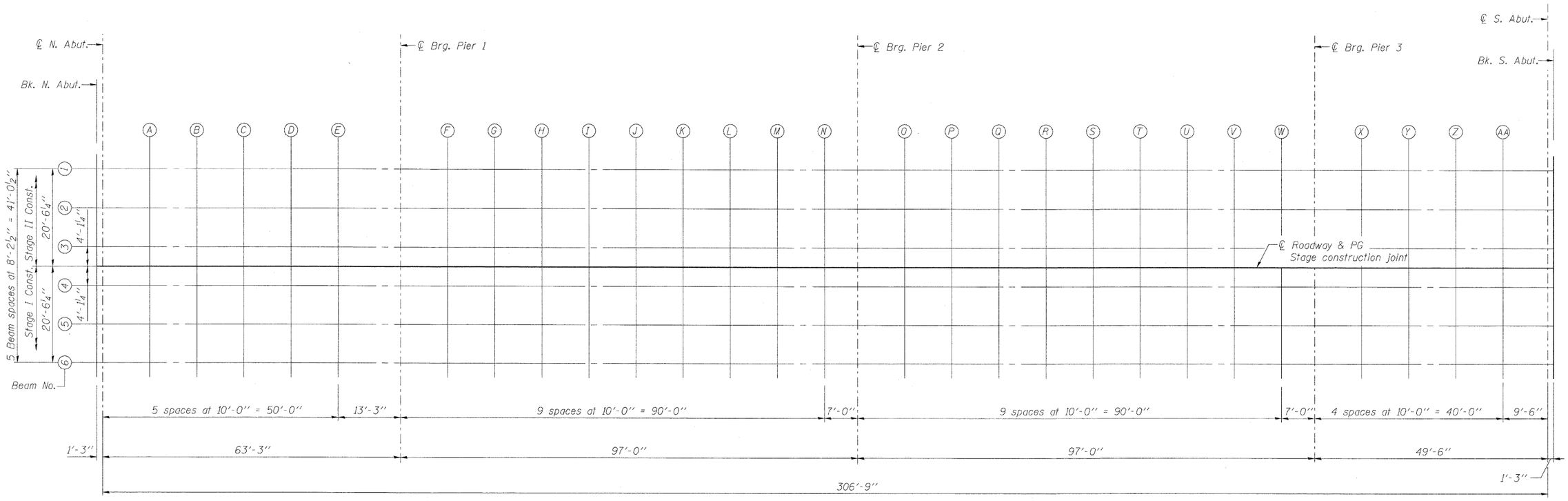

PLAN

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LOCHNER H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED - CMM	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**TOP OF SLAB ELEVATION PLAN** **STRUCTURE 071-0096** SHEET NO. 4 OF 29 SHEETS
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	48
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	390+00.42	-20.52	862.87	862.87
℄ N. Abut.	390+01.67	-20.52	862.89	862.89
A	390+11.67	-20.52	863.07	863.09
B	390+21.67	-20.52	863.25	863.27
C	390+31.67	-20.52	863.42	863.44
D	390+41.67	-20.52	863.58	863.60
E	390+51.67	-20.52	863.74	863.74
℄ Brg. Pier 1	390+64.92	-20.52	863.94	863.94
F	390+74.92	-20.52	864.08	864.11
G	390+84.92	-20.52	864.22	864.28
H	390+94.92	-20.52	864.35	864.43
I	391+04.92	-20.52	864.48	864.58
J	391+14.92	-20.52	864.59	864.69
K	391+24.92	-20.52	864.71	864.79
L	391+34.92	-20.52	864.81	864.87
M	391+44.92	-20.52	864.91	864.94
N	391+54.92	-20.52	865.00	865.01
℄ Brg. Pier 2	391+61.92	-20.52	865.07	865.07
O	391+71.92	-20.52	865.15	865.16
P	391+81.92	-20.52	865.22	865.27
Q	391+91.92	-20.52	865.29	865.37
R	392+01.92	-20.52	865.36	865.46
S	392+11.92	-20.52	865.42	865.53
T	392+21.92	-20.52	865.47	865.58
U	392+31.92	-20.52	865.51	865.60
V	392+41.92	-20.52	865.55	865.60
W	392+51.92	-20.52	865.58	865.60
℄ Brg. Pier 3	392+58.92	-20.52	865.60	865.60
X	392+68.92	-20.52	865.62	865.61
Y	392+78.92	-20.52	865.64	865.63
Z	392+88.92	-20.52	865.65	865.65
AA	392+98.92	-20.52	865.65	865.65
℄ S. Abut.	393+08.42	-20.52	865.65	865.65
Bk. S. Abut.	393+09.67	-20.52	865.65	865.65

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	390+00.42	-12.31	863.04	863.04
℄ N. Abut.	390+01.67	-12.31	863.06	863.06
A	390+11.67	-12.31	863.25	863.26
B	390+21.67	-12.31	863.42	863.44
C	390+31.67	-12.31	863.59	863.61
D	390+41.67	-12.31	863.76	863.77
E	390+51.67	-12.31	863.91	863.92
℄ Brg. Pier 1	390+64.92	-12.31	864.11	864.11
F	390+74.92	-12.31	864.26	864.28
G	390+84.92	-12.31	864.39	864.45
H	390+94.92	-12.31	864.52	864.61
I	391+04.92	-12.31	864.65	864.75
J	391+14.92	-12.31	864.77	864.86
K	391+24.92	-12.31	864.88	864.96
L	391+34.92	-12.31	864.98	865.04
M	391+44.92	-12.31	865.08	865.11
N	391+54.92	-12.31	865.18	865.18
℄ Brg. Pier 2	391+61.92	-12.31	865.24	865.24
O	391+71.92	-12.31	865.32	865.33
P	391+81.92	-12.31	865.40	865.44
Q	391+91.92	-12.31	865.47	865.54
R	392+01.92	-12.31	865.53	865.63
S	392+11.92	-12.31	865.59	865.70
T	392+21.92	-12.31	865.64	865.75
U	392+31.92	-12.31	865.68	865.77
V	392+41.92	-12.31	865.72	865.77
W	392+51.92	-12.31	865.75	865.77
℄ Brg. Pier 3	392+58.92	-12.31	865.77	865.77
X	392+68.92	-12.31	865.79	865.79
Y	392+78.92	-12.31	865.81	865.80
Z	392+88.92	-12.31	865.82	865.82
AA	392+98.92	-12.31	865.82	865.82
℄ S. Abut.	393+08.42	-12.31	865.82	865.82
Bk. S. Abut.	393+09.67	-12.31	865.82	865.82

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	390+00.42	-4.10	863.17	863.17
℄ N. Abut.	390+01.67	-4.10	863.19	863.19
A	390+11.67	-4.10	863.38	863.39
B	390+21.67	-4.10	863.55	863.57
C	390+31.67	-4.10	863.72	863.74
D	390+41.67	-4.10	863.89	863.90
E	390+51.67	-4.10	864.04	864.05
℄ Brg. Pier 1	390+64.92	-4.10	864.24	864.24
F	390+74.92	-4.10	864.39	864.41
G	390+84.92	-4.10	864.52	864.58
H	390+94.92	-4.10	864.65	864.74
I	391+04.92	-4.10	864.78	864.88
J	391+14.92	-4.10	864.90	864.99
K	391+24.92	-4.10	865.01	865.09
L	391+34.92	-4.10	865.11	865.17
M	391+44.92	-4.10	865.21	865.24
N	391+54.92	-4.10	865.30	865.31
℄ Brg. Pier 2	391+61.92	-4.10	865.37	865.37
O	391+71.92	-4.10	865.45	865.46
P	391+81.92	-4.10	865.52	865.57
Q	391+91.92	-4.10	865.59	865.67
R	392+01.92	-4.10	865.66	865.76
S	392+11.92	-4.10	865.72	865.83
T	392+21.92	-4.10	865.77	865.88
U	392+31.92	-4.10	865.81	865.90
V	392+41.92	-4.10	865.85	865.90
W	392+51.92	-4.10	865.88	865.90
℄ Brg. Pier 3	392+58.92	-4.10	865.90	865.90
X	392+68.92	-4.10	865.92	865.91
Y	392+78.92	-4.10	865.94	865.93
Z	392+88.92	-4.10	865.95	865.95
AA	392+98.92	-4.10	865.95	865.95
℄ S. Abut.	393+08.42	-4.10	865.95	865.95
Bk. S. Abut.	393+09.67	-4.10	865.95	865.95

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LOCHNER
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CONSULTING ENGINEERS AND PLANNERS
20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I
STRUCTURE 071-0096
SHEET NO. 5 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	49
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		

℄ ROADWAY & PG, STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	390+00.42	0.00	863.23	863.23
℄ N. Abut.	390+01.67	0.00	863.26	863.26
A	390+11.67	0.00	863.44	863.45
B	390+21.67	0.00	863.62	863.64
C	390+31.67	0.00	863.79	863.81
D	390+41.67	0.00	863.95	863.96
E	390+51.67	0.00	864.11	864.11
℄ Brg. Pier 1	390+64.92	0.00	864.31	864.31
F	390+74.92	0.00	864.45	864.47
G	390+84.92	0.00	864.59	864.64
H	390+94.92	0.00	864.72	864.80
I	391+04.92	0.00	864.84	864.94
J	391+14.92	0.00	864.96	865.06
K	391+24.92	0.00	865.07	865.15
L	391+34.92	0.00	865.18	865.23
M	391+44.92	0.00	865.28	865.30
N	391+54.92	0.00	865.37	865.38
℄ Brg. Pier 2	391+61.92	0.00	865.43	865.43
O	391+71.92	0.00	865.51	865.53
P	391+81.92	0.00	865.59	865.63
Q	391+91.92	0.00	865.66	865.73
R	392+01.92	0.00	865.72	865.82
S	392+11.92	0.00	865.78	865.89
T	392+21.92	0.00	865.83	865.94
U	392+31.92	0.00	865.88	865.96
V	392+41.92	0.00	865.91	865.97
W	392+51.92	0.00	865.95	865.97
℄ Brg. Pier 3	392+58.92	0.00	865.97	865.97
X	392+68.92	0.00	865.99	865.98
Y	392+78.92	0.00	866.00	866.00
Z	392+88.92	0.00	866.01	866.01
AA	392+98.92	0.00	866.02	866.02
℄ S. Abut.	393+08.42	0.00	866.01	866.01
Bk. S. Abut.	393+09.67	0.00	866.01	866.01

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	390+00.42	4.10	863.17	863.17
℄ N. Abut.	390+01.67	4.10	863.19	863.19
A	390+11.67	4.10	863.38	863.39
B	390+21.67	4.10	863.55	863.57
C	390+31.67	4.10	863.72	863.74
D	390+41.67	4.10	863.89	863.90
E	390+51.67	4.10	864.04	864.05
℄ Brg. Pier 1	390+64.92	4.10	864.24	864.24
F	390+74.92	4.10	864.39	864.41
G	390+84.92	4.10	864.52	864.58
H	390+94.92	4.10	864.65	864.74
I	391+04.92	4.10	864.78	864.88
J	391+14.92	4.10	864.90	864.99
K	391+24.92	4.10	865.01	865.09
L	391+34.92	4.10	865.11	865.17
M	391+44.92	4.10	865.21	865.24
N	391+54.92	4.10	865.30	865.31
℄ Brg. Pier 2	391+61.92	4.10	865.37	865.37
O	391+71.92	4.10	865.45	865.46
P	391+81.92	4.10	865.52	865.57
Q	391+91.92	4.10	865.59	865.67
R	392+01.92	4.10	865.66	865.76
S	392+11.92	4.10	865.72	865.83
T	392+21.92	4.10	865.77	865.88
U	392+31.92	4.10	865.81	865.90
V	392+41.92	4.10	865.85	865.90
W	392+51.92	4.10	865.88	865.90
℄ Brg. Pier 3	392+58.92	4.10	865.90	865.90
X	392+68.92	4.10	865.92	865.91
Y	392+78.92	4.10	865.94	865.93
Z	392+88.92	4.10	865.95	865.95
AA	392+98.92	4.10	865.95	865.95
℄ S. Abut.	393+08.42	4.10	865.95	865.95
Bk. S. Abut.	393+09.67	4.10	865.95	865.95

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	390+00.42	12.31	863.04	863.04
℄ N. Abut.	390+01.67	12.31	863.06	863.06
A	390+11.67	12.31	863.25	863.26
B	390+21.67	12.31	863.42	863.44
C	390+31.67	12.31	863.59	863.61
D	390+41.67	12.31	863.76	863.77
E	390+51.67	12.31	863.91	863.92
℄ Brg. Pier 1	390+64.92	12.31	864.11	864.11
F	390+74.92	12.31	864.26	864.28
G	390+84.92	12.31	864.39	864.45
H	390+94.92	12.31	864.52	864.61
I	391+04.92	12.31	864.65	864.75
J	391+14.92	12.31	864.77	864.86
K	391+24.92	12.31	864.88	864.96
L	391+34.92	12.31	864.98	865.04
M	391+44.92	12.31	865.08	865.11
N	391+54.92	12.31	865.18	865.18
℄ Brg. Pier 2	391+61.92	12.31	865.24	865.24
O	391+71.92	12.31	865.32	865.33
P	391+81.92	12.31	865.40	865.44
Q	391+91.92	12.31	865.47	865.54
R	392+01.92	12.31	865.53	865.63
S	392+11.92	12.31	865.59	865.70
T	392+21.92	12.31	865.64	865.75
U	392+31.92	12.31	865.68	865.77
V	392+41.92	12.31	865.72	865.77
W	392+51.92	12.31	865.75	865.77
℄ Brg. Pier 3	392+58.92	12.31	865.77	865.77
X	392+68.92	12.31	865.79	865.79
Y	392+78.92	12.31	865.81	865.80
Z	392+88.92	12.31	865.82	865.82
AA	392+98.92	12.31	865.82	865.82
℄ S. Abut.	393+08.42	12.31	865.82	865.82
Bk. S. Abut.	393+09.67	12.31	865.82	865.82

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CONSULTING ENGINEERS AND PLANNERS
20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

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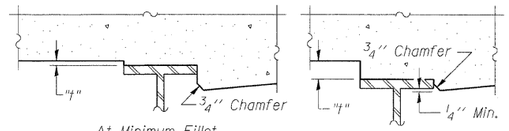
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II
STRUCTURE 071-0096
SHEET NO. 6 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	50
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

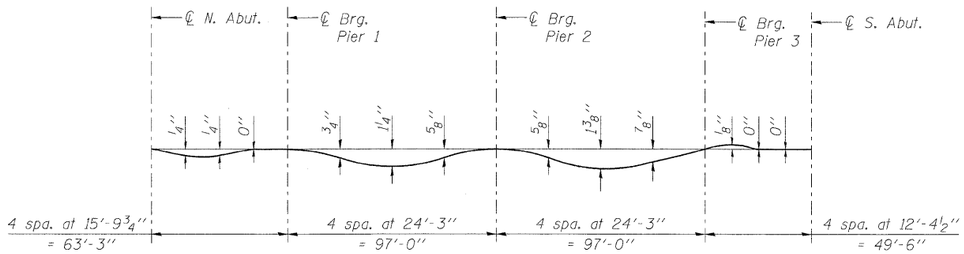
BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	390+00.42	20.52	862.87	862.87
℄ N. Abut.	390+01.67	20.52	862.89	862.89
A	390+11.67	20.52	863.07	863.09
B	390+21.67	20.52	863.25	863.27
C	390+31.67	20.52	863.42	863.44
D	390+41.67	20.52	863.58	863.60
E	390+51.67	20.52	863.74	863.74
℄ Brg. Pier 1	390+64.92	20.52	863.94	863.94
F	390+74.92	20.52	864.08	864.11
G	390+84.92	20.52	864.22	864.28
H	390+94.92	20.52	864.35	864.43
I	391+04.92	20.52	864.48	864.58
J	391+14.92	20.52	864.59	864.69
K	391+24.92	20.52	864.71	864.79
L	391+34.92	20.52	864.81	864.87
M	391+44.92	20.52	864.91	864.94
N	391+54.92	20.52	865.00	865.01
℄ Brg. Pier 2	391+61.92	20.52	865.07	865.07
O	391+71.92	20.52	865.15	865.16
P	391+81.92	20.52	865.22	865.27
Q	391+91.92	20.52	865.29	865.37
R	392+01.92	20.52	865.36	865.46
S	392+11.92	20.52	865.42	865.53
T	392+21.92	20.52	865.47	865.58
U	392+31.92	20.52	865.51	865.60
V	392+41.92	20.52	865.55	865.60
W	392+51.92	20.52	865.58	865.60
℄ Brg. Pier 3	392+58.92	20.52	865.60	865.60
X	392+68.92	20.52	865.62	865.61
Y	392+78.92	20.52	865.64	865.63
Z	392+88.92	20.52	865.65	865.65
AA	392+98.92	20.52	865.65	865.65
℄ S. Abut.	393+08.42	20.52	865.65	865.65
Bk. S. Abut.	393+09.67	20.52	865.65	865.65



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown in the tables. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 5-7, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



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 in the tables.

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EAST EDGE OF SHOULDER

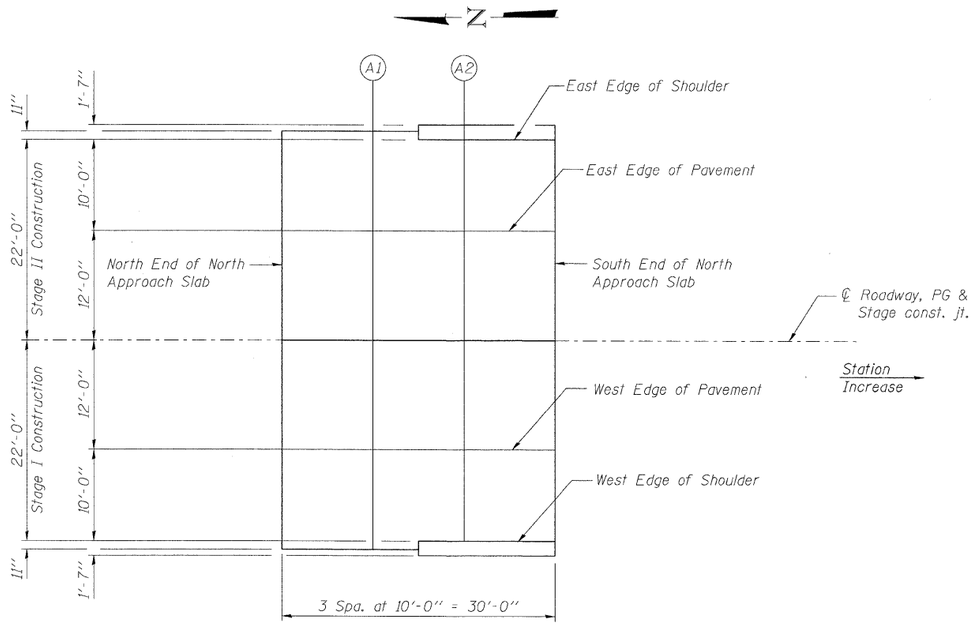
Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	389+70.42	-22.00	862.25
A1	389+80.42	-22.00	862.45
A2	389+90.42	-22.00	862.65
S. End N. Appr. Pav't.	390+00.42	-22.00	862.84

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	389+70.42	-12.00	862.46
A1	389+80.42	-12.00	862.66
A2	389+90.42	-12.00	862.86
S. End N. Appr. Pav't.	390+00.42	-12.00	863.05

℄ ROADWAY, PG & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	389+70.42	0.00	862.65
A1	389+80.42	0.00	862.85
A2	389+90.42	0.00	863.04
S. End N. Appr. Pav't.	390+00.42	0.00	863.23



PLAN
(North Approach)

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	389+70.42	12.00	862.46
A1	389+80.42	12.00	862.66
A2	389+90.42	12.00	862.86
S. End N. Appr. Pav't.	390+00.42	12.00	863.05

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End N. Appr. Pav't.	389+70.42	22.00	862.25
A1	389+80.42	22.00	862.45
A2	389+90.42	22.00	862.65
S. End N. Appr. Pav't.	390+00.42	22.00	862.84

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LOCHNER
H.W. LOCHNER, INC.
CONSULTING ENGINEERS AND PLANNERS
20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 071-0096
SHEET NO. 8 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	52
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	393+09.67	-22.00	865.62
A3	393+19.67	-22.00	865.61
A4	393+29.67	-22.00	865.59
S. End S. Appr. Pav't.	393+39.67	-22.00	865.57

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	393+09.67	-12.00	865.82
A3	393+19.67	-12.00	865.81
A4	393+29.67	-12.00	865.80
S. End S. Appr. Pav't.	393+39.67	-12.00	865.78

℄ ROADWAY, PG & STAGE CONSTRUCTION LINE

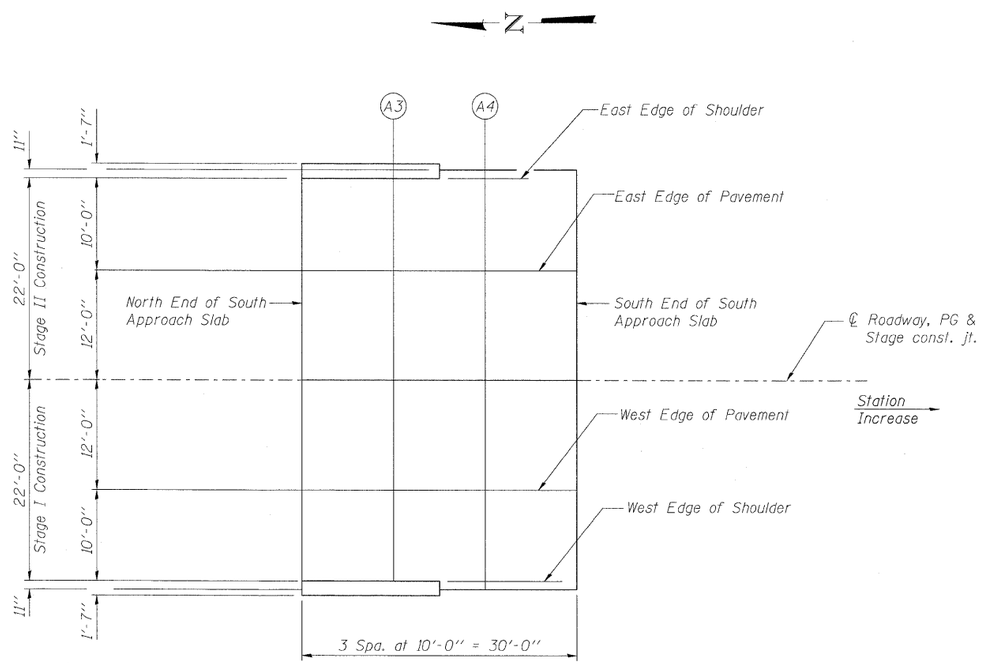
Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	393+09.67	0.00	866.01
A3	393+19.67	0.00	866.00
A4	393+29.67	0.00	865.99
S. End S. Appr. Pav't.	393+39.67	0.00	865.96

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	393+09.67	12.00	865.82
A3	393+19.67	12.00	865.81
A4	393+29.67	12.00	865.80
S. End S. Appr. Pav't.	393+39.67	12.00	865.78

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	393+09.67	22.00	865.62
A3	393+19.67	22.00	865.61
A4	393+29.67	22.00	865.59
S. End S. Appr. Pav't.	393+39.67	22.00	865.57



PLAN

(South Approach)

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LOCHNER

H.W. LOCHNER, INC.
CONSULTING ENGINEERS AND PLANNERS
20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

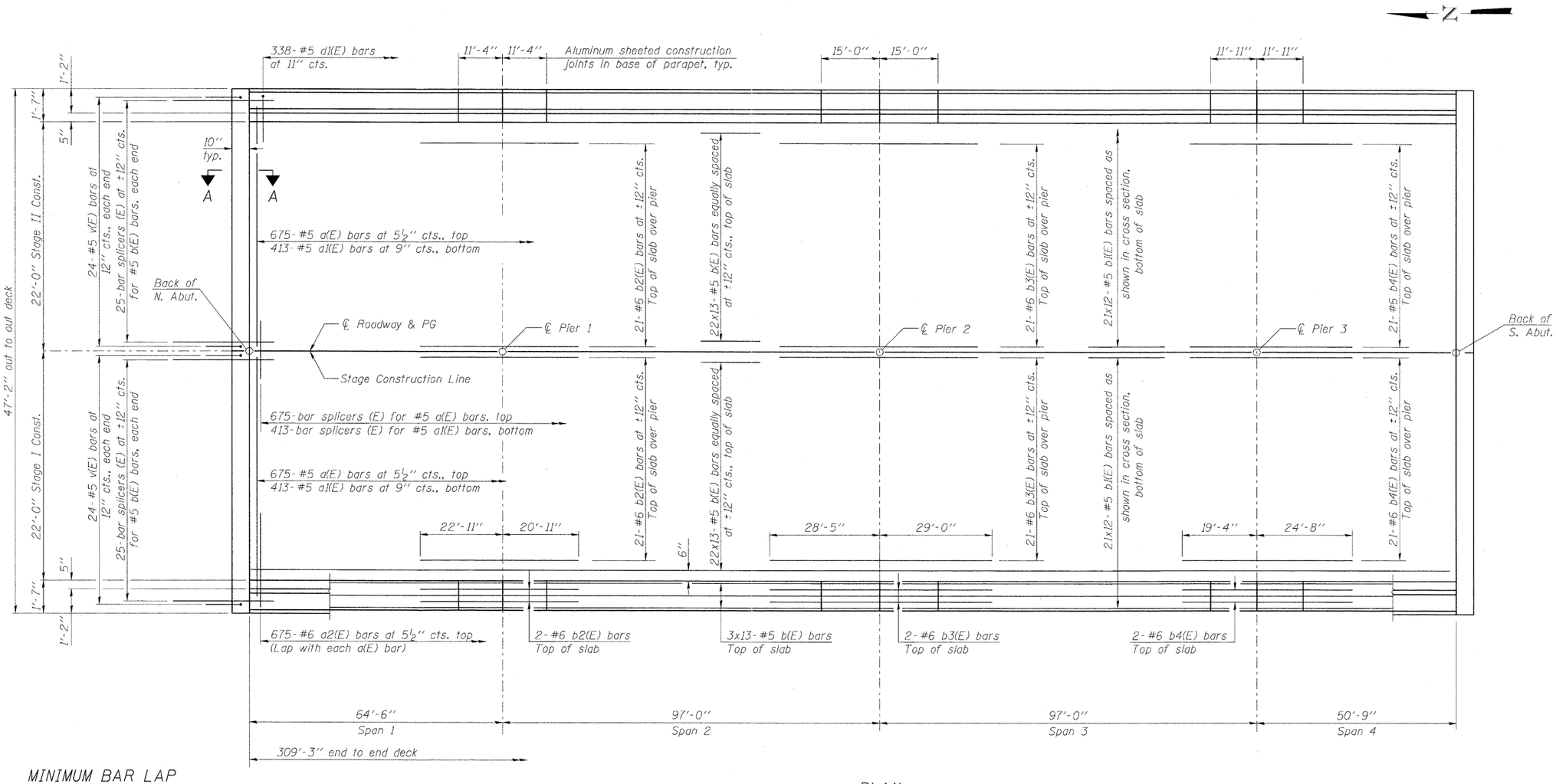
USER NAME =	DESIGNED - CMM	REVISED -	
FILE NAME = 071-0096-64D17-029-SE2.dgn	CHECKED - GWS	REVISED -	
PLOT SCALE =	DRAWN - EF	REVISED -	
PLOT DATE =	CHECKED - GWS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 071-0096

SHEET NO. 9 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	53
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



PLAN

MINIMUM BAR LAP

(Slab)

#5 bar = 3'-3"

NOTES

1. See Sheet 11 of 29 for cross section.
2. See Sheet 13 of 29 for superstructure details and Bill of Material.
3. Bars indicated thus 22 x 13-#5 etc. indicates 22 lines of bars with 13 lengths per line.
4. See Sheet 13 of 29 for parapet reinforcement.
5. See Sheet 12 of 29 for Section A-A.

I:\SIS-Phase\IL-2&IL-26\Struct\dgn\IL26.dgn\071D096-64D17-010-DP1.dgn

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H.W. LOCHNER, INC.
CONSULTING ENGINEERS AND PLANNERS
20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

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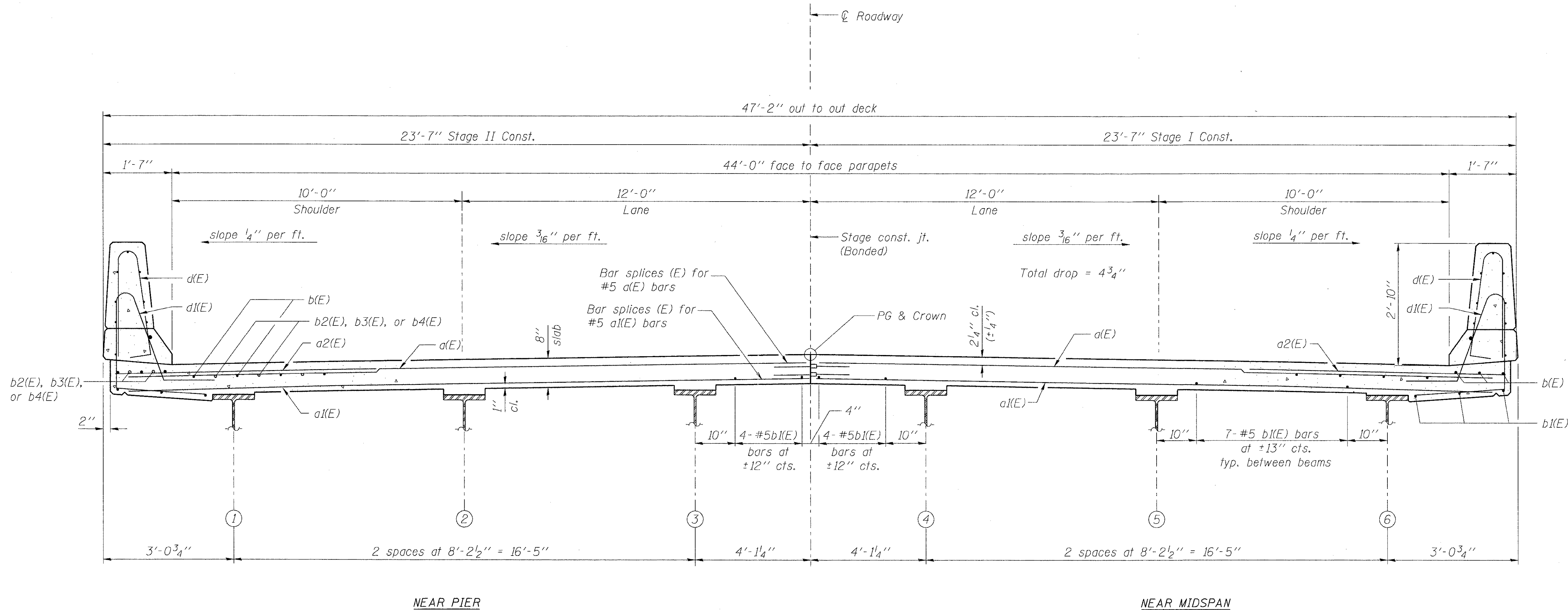
FILE NAME = 071D096-64D17-010-DP1.dgn	CHECKED - LJB	REVISED -	
PLOT SCALE =	DRAWN - EF	REVISED -	
PLOT DATE =	CHECKED - LJB	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
STRUCTURE NO. 071-0096
SHEET NO. 10 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	54
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



CROSS SECTION
(Looking South)

T:\5815-PhaseII\IL-2&IL-26\Struct\dgn\IL26.dgn\0710096-64D17-011-DP2.dgn

LOCHNER H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED - MWM/GWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK CROSS SECTION STRUCTURE NO. 071-0096
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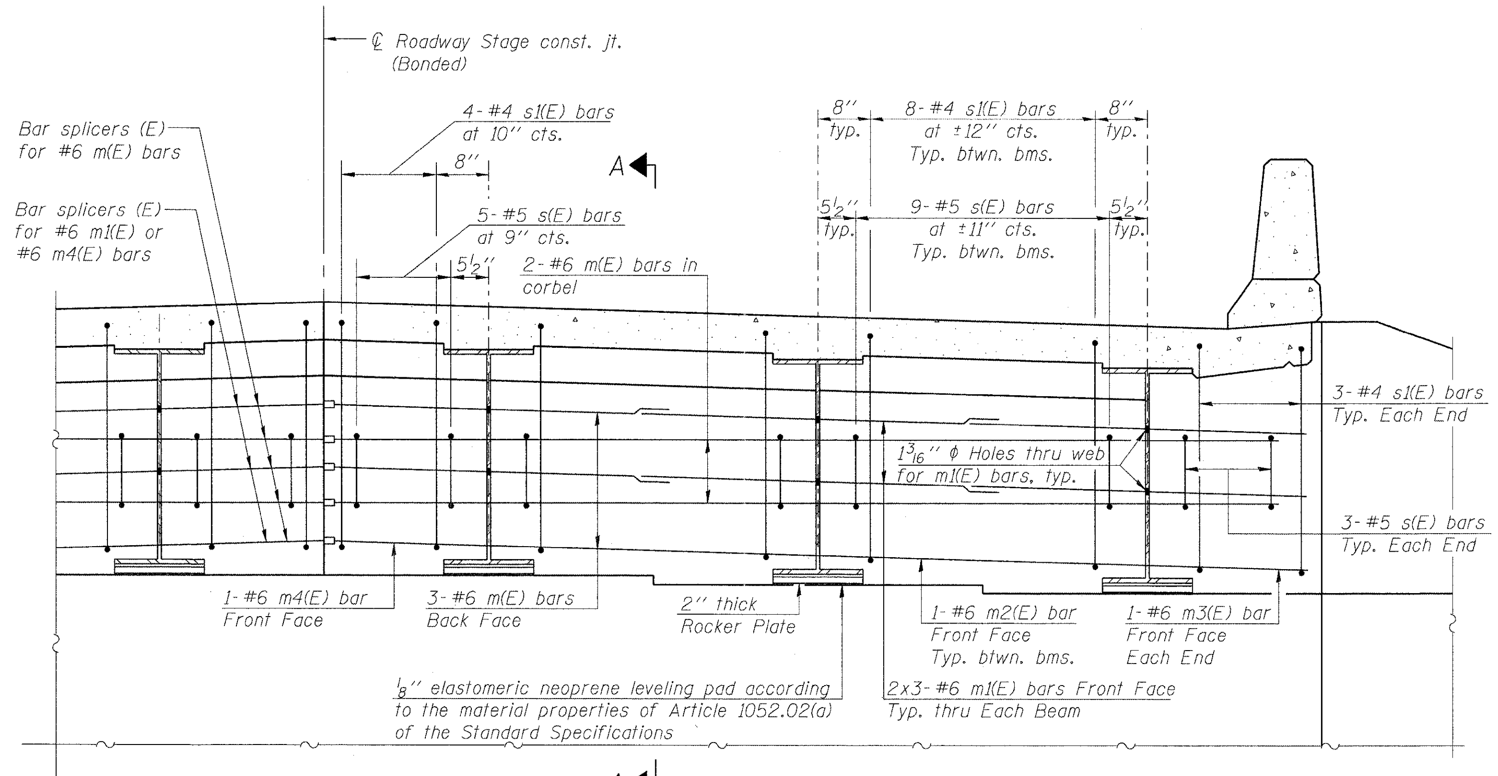
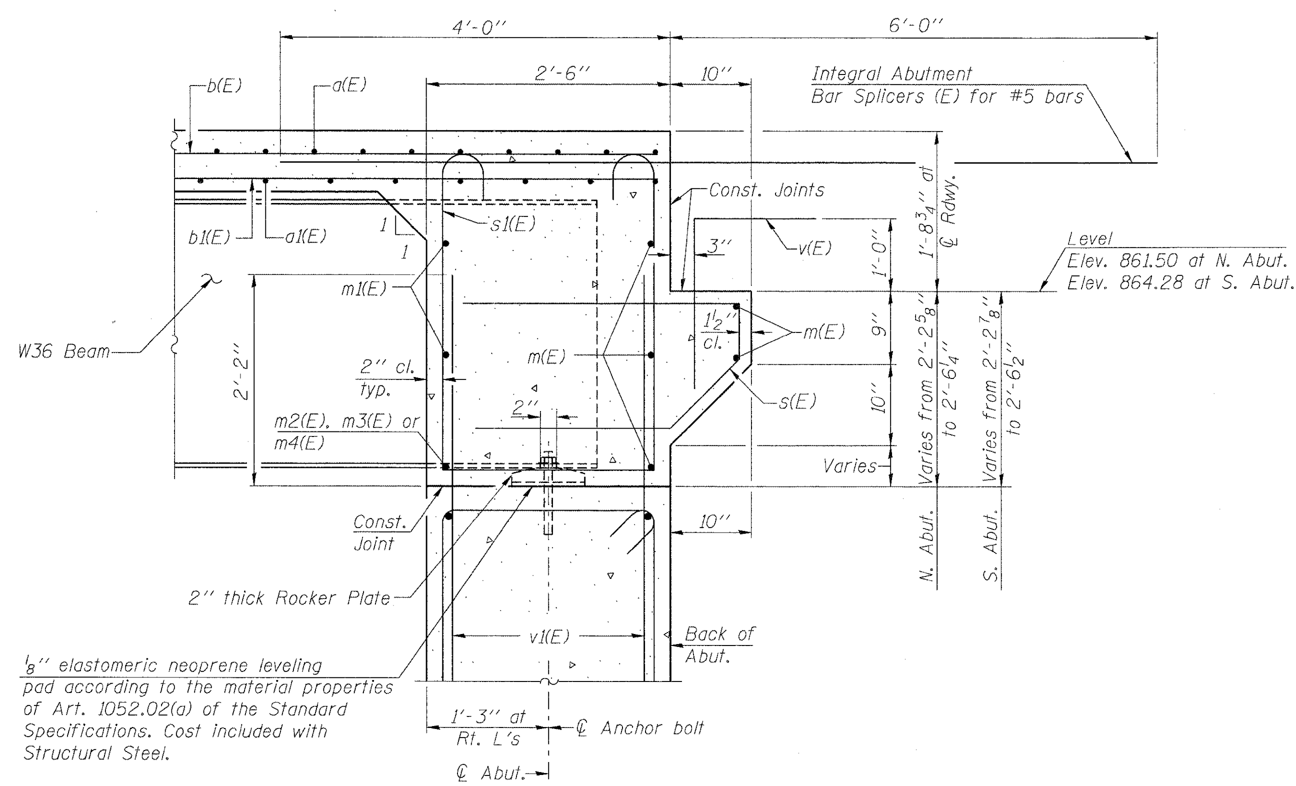
	PLOT SCALE =	DRAWN - EF	REVISED -		
	PLOT DATE =	CHECKED - LJB	REVISED -		SHEET NO. 11 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	55
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



DIAPHRAGM ELEVATION AT ABUTMENT



SECTION A-A

Dimensions at right angles to abutment, except as shown.

MIN. BAR LAP

#6 bar = 3'-4"

NOTES

1. Reinforcement bars in diaphragm are billed with superstructure on sheet 13 of 29.
2. Concrete in diaphragm is included with Concrete Superstructure on sheet 13 of 29.
3. For details of bars s(E) & s1(E) see sheet 13 of 29.
4. The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

LOCHNER H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED - MWM/GWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTEGRAL ABUTMENT DIAPHRAGM DETAILS STRUCTURE NO. 071-0096
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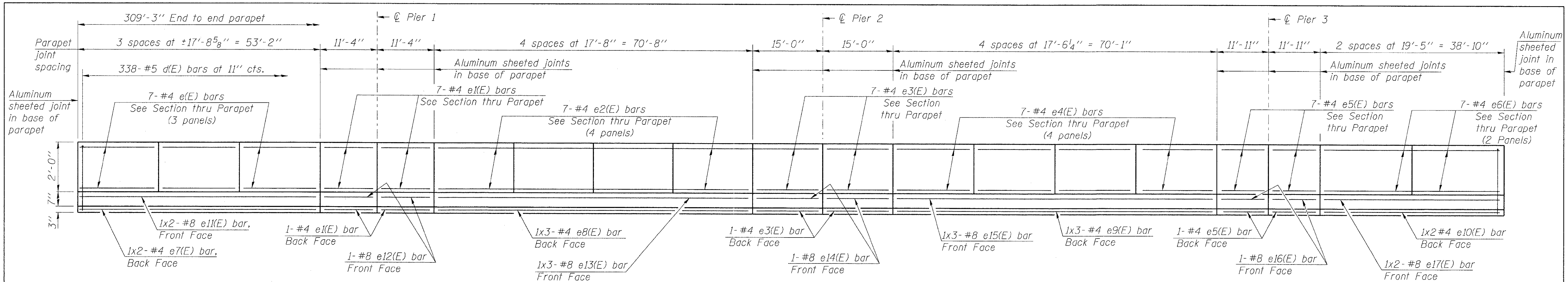
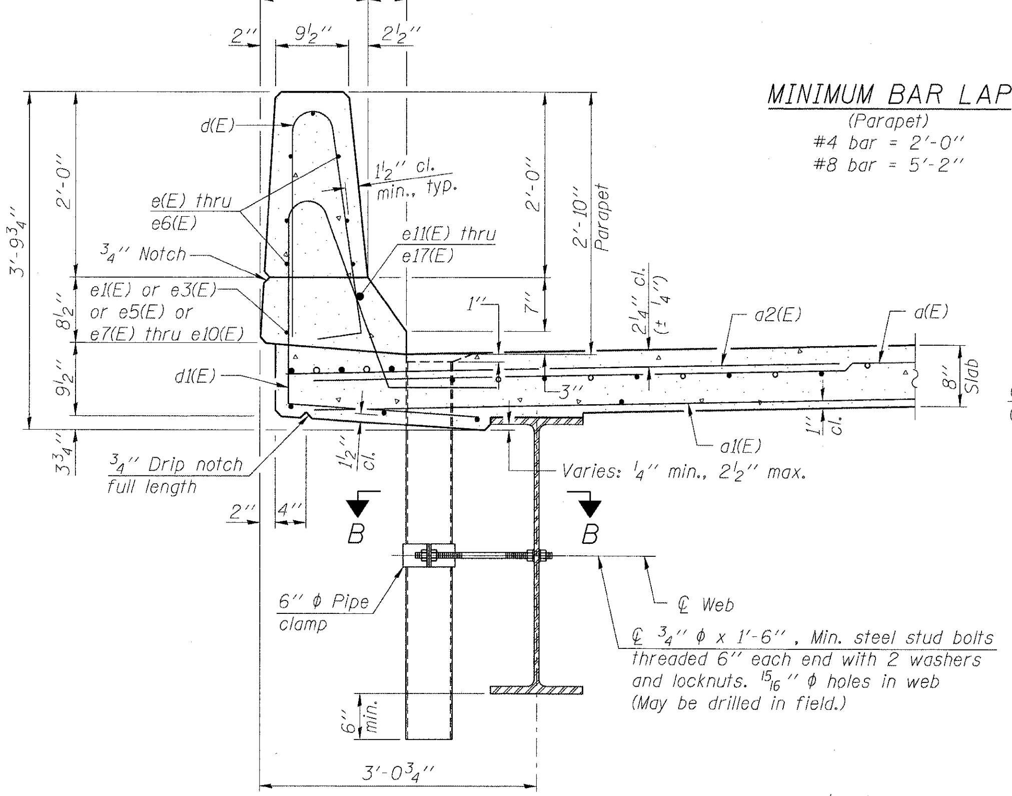
	PLOT DATE =	CHECKED - LJB	REVISED -		SHEET NO. 12 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	56
		CONTRACT NO. 64D17		
		ILLINOIS FED. AID PROJECT		

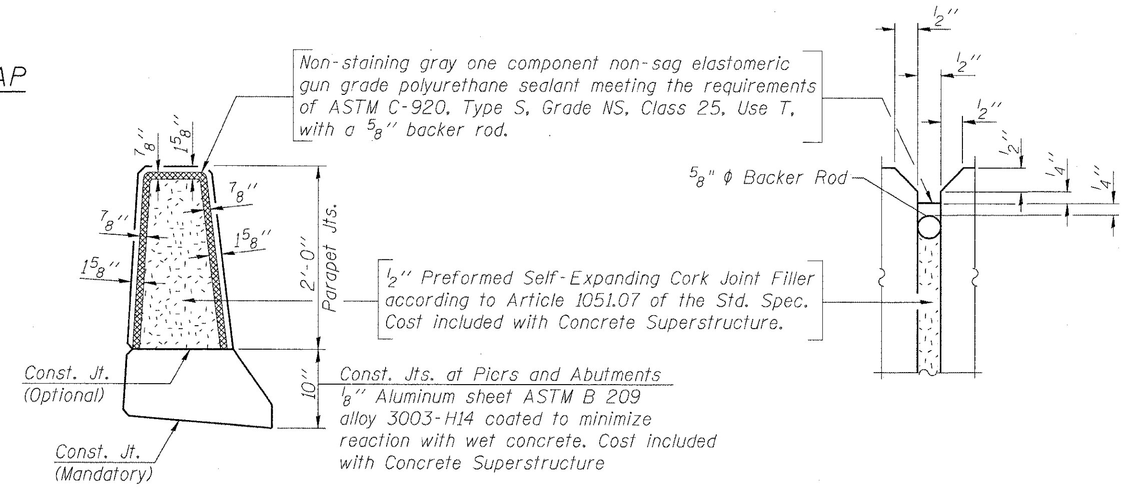


INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

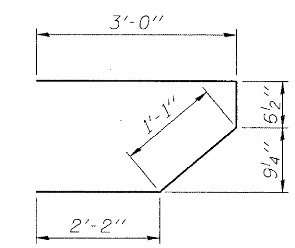
MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



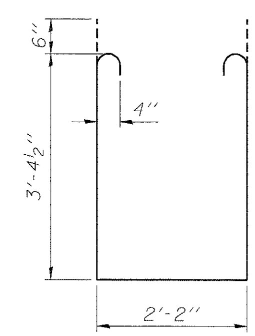
PARAPET JOINT DETAILS

NOTES

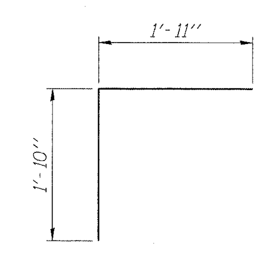
1. The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
2. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
3. Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.



BAR s(E)



BAR s1(E)

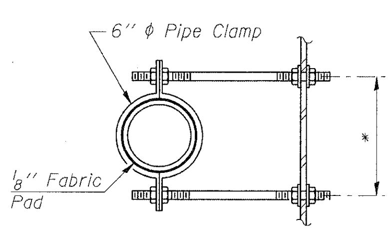


BAR v(E)

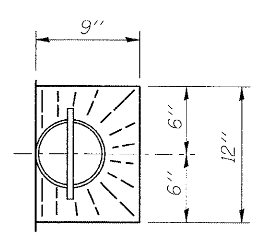
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1350	#5	23'-1"	
a1(E)	826	#5	22'-9"	
a2(E)	1350	#6	6'-6"	
b(E)	650	#5	26'-10"	
b1(E)	504	#5	28'-9"	
b2(E)	46	#6	43'-10"	
b3(E)	46	#6	57'-5"	
b4(E)	46	#6	44'-0"	
d(E)	676	#5	5'-7"	
d1(E)	676	#5	7'-9"	
e(E)	42	#4	17'-5"	
e1(E)	32	#4	11'-0"	
e2(E)	56	#4	17'-4"	
e3(E)	32	#4	14'-8"	
e4(E)	56	#4	17'-2"	
e5(E)	32	#4	11'-7"	
e6(E)	28	#4	19'-1"	
e7(E)	4	#4	27'-6"	
e8(E)	6	#4	24'-10"	
e9(E)	6	#4	24'-8"	
e10(E)	4	#4	20'-4"	
e11(E)	4	#8	29'-1"	
e12(E)	4	#8	11'-0"	
e13(E)	6	#8	26'-11"	
e14(E)	4	#8	14'-8"	
e15(E)	6	#8	26'-9"	
e16(E)	4	#8	11'-7"	
e17(E)	4	#8	21'-11"	
m(E)	20	#6	23'-3"	
m1(E)	24	#6	10'-0"	
m2(E)	8	#6	7'-11"	
m3(E)	4	#6	2'-9"	
m4(E)	4	#6	3'-9"	
s(E)	104	#5	6'-10"	
s1(E)	92	#4	9'-11"	
v(E)	96	#5	3'-9"	
Reinforcement Bars, Epoxy Coated			Pound	126,010
Concrete Superstructure			Cu. Yds.	480.2

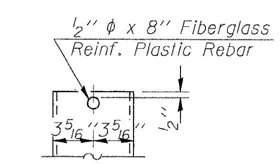
Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.



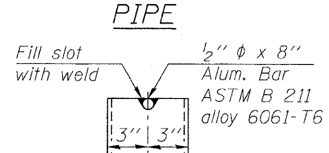
SECTION B-B
*Dimension as required by Pipe Clamp



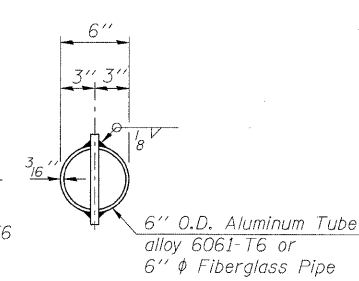
TOP PLAN



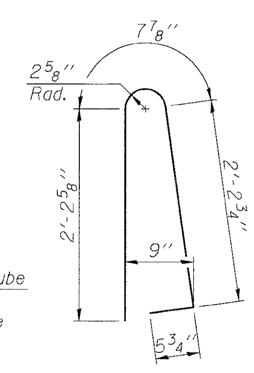
FIBERGLASS PIPE



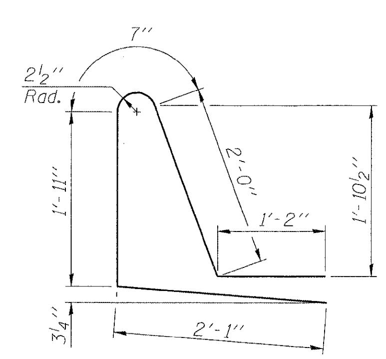
ALUMINUM TUBE



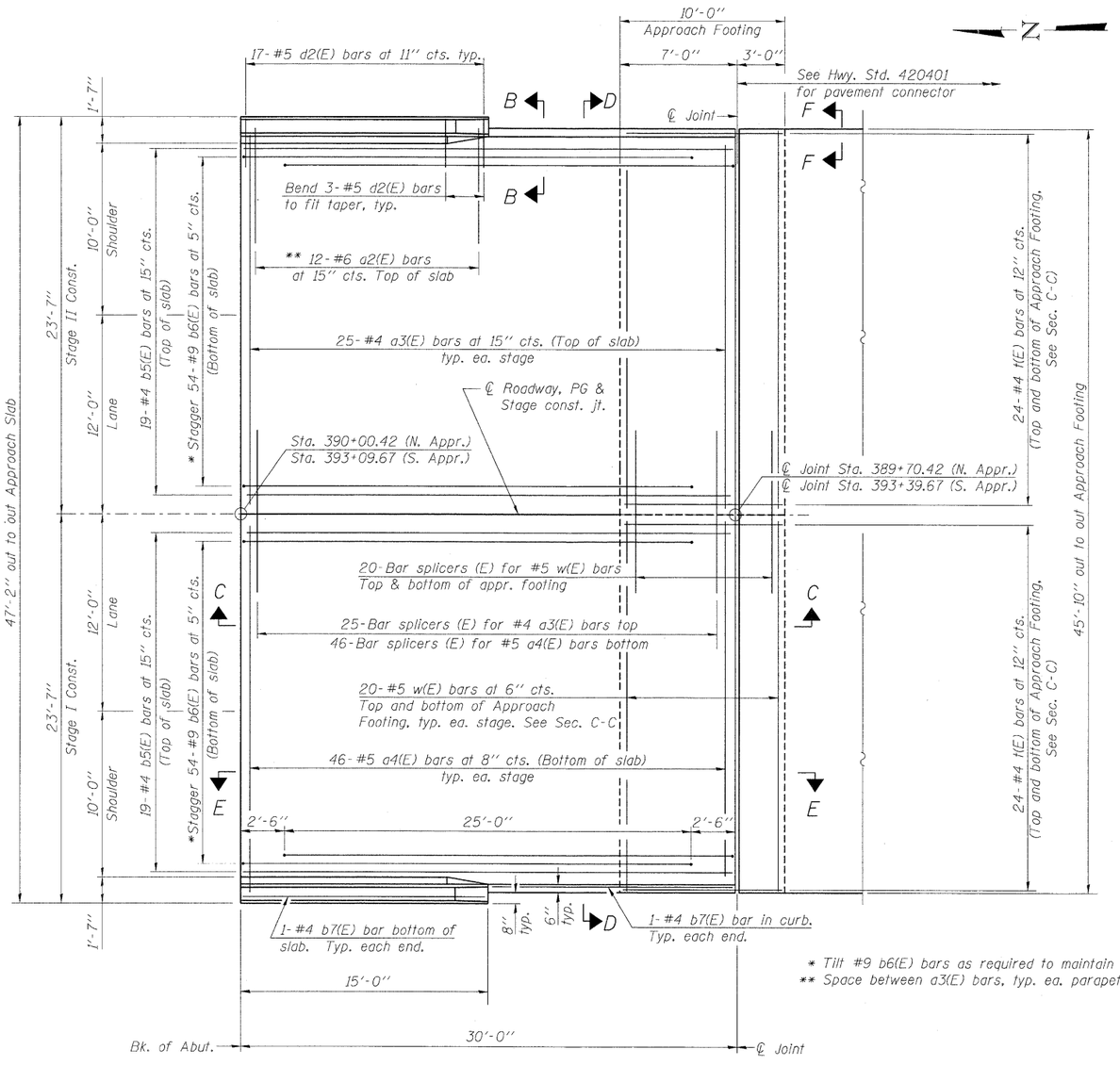
TOP PLAN
(Showing Aluminum Tube)



BAR d(E)



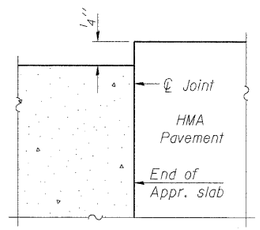
BAR d1(E)



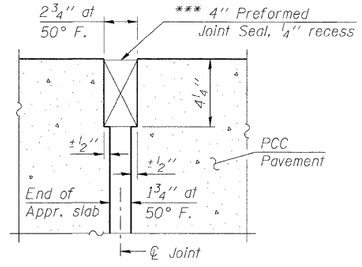
PLAN

S. Appr. shown
N. Appr. similar by rotation & as noted

* Tilt #9 b6(E) bars as required to maintain clearance.
** Space between a3(E) bars, typ. ea. parapet.



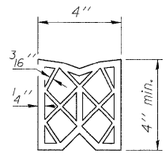
FLEXIBLE PAVEMENT



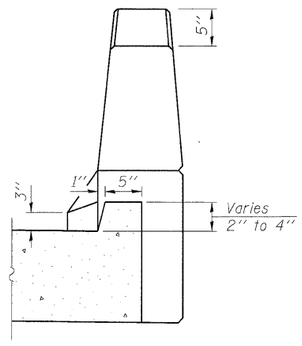
RIGID PAVEMENT

*** Cost included with Concrete Superstructure.

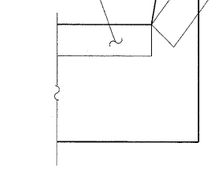
DETAIL A



PREFORMED JOINT SEAL



VIEW B-B



VIEW F-F

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

NOTES

1. See sheet 15 of 29 for Sections C-C & D-D and View E-E.
2. See sheet 15 of 29 for location of Detail A on Section C-C.
3. a3(E) and a4(E) bar spacings measured along ℄ Rdwy.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS I
STRUCTURE NO. 071-0096
SHEET NO. 14 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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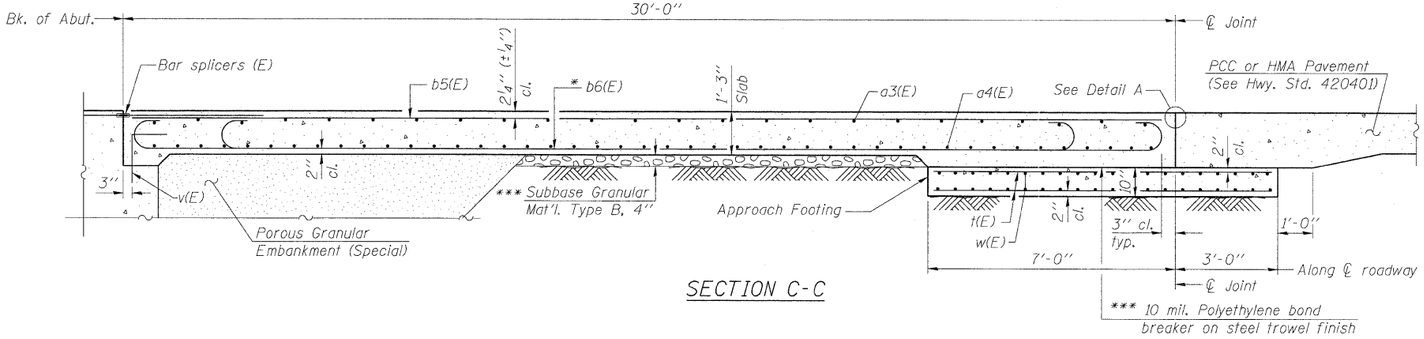
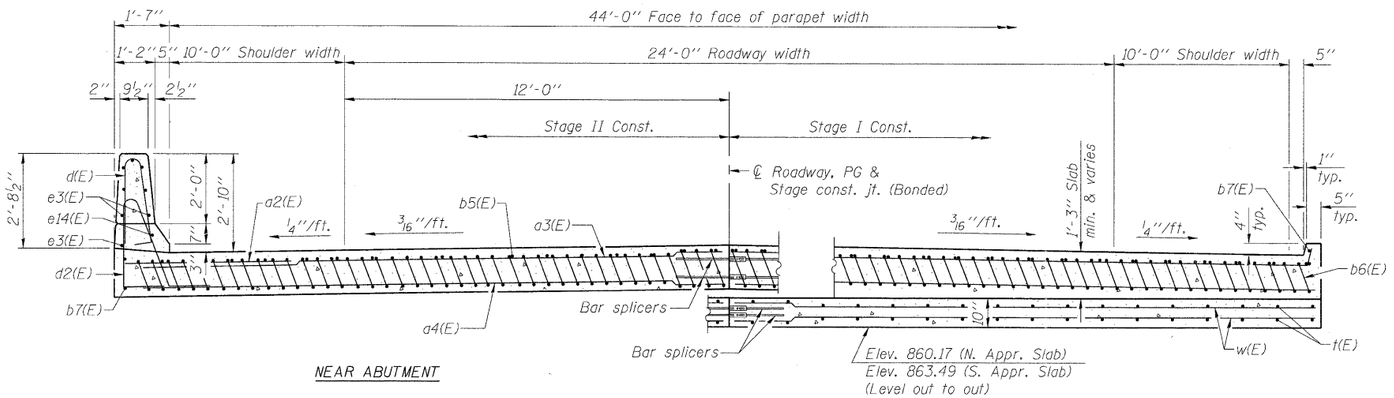
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		



SECTION C-C

* Tilt #9 b6(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.

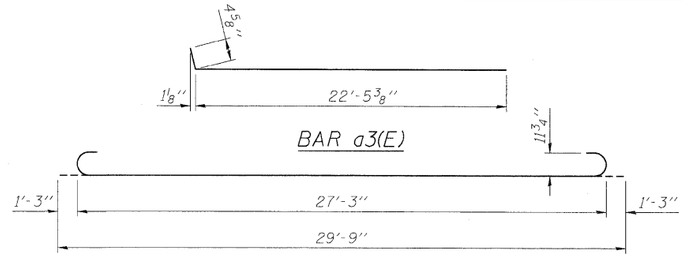


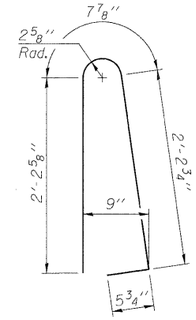
NEAR ABUTMENT

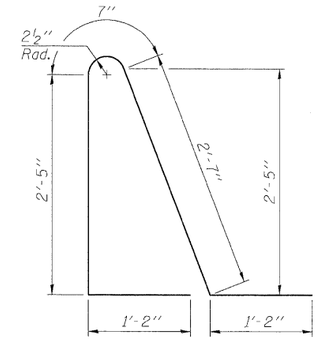
AT APPROACH FOOTING

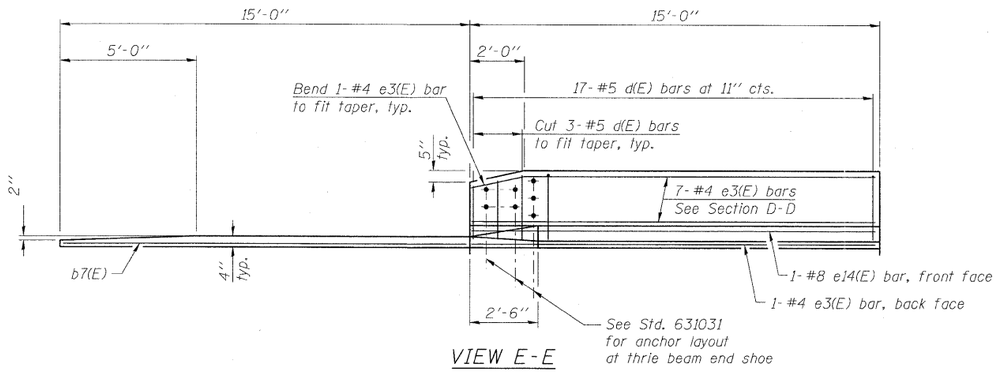
SECTION D-D

(See Plan for dimensions not shown)









VIEW E-E

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	——
a3(E)	100	#4	22'-10"	⌊——
a4(E)	184	#5	22'-7"	——
b5(E)	76	#4	29'-8"	——
b6(E)	216	#9	29'-9"	⊂——⊃
b7(E)	8	#4	14'-8"	——
d(E)	68	#5	5'-7"	⌊
d2(E)	68	#5	7'-11"	⌊
e3(E)	32	#4	14'-8"	——
e14(E)	4	#8	14'-8"	——
t(E)	192	#4	9'-8"	——
w(E)	160	#5	22'-7"	——
Concrete Superstructure			Cu. Yd.	141.1
Concrete Structures			Cu. Yd.	28.3
Reinforcement Bars, Epoxy Coated			Pound	36,200

NOTES

1. See sheet 14 of 29 for Detail A and View B-B.
2. Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
3. Approach footing concrete shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. For integral abutment bar splicers (E) and v(E) bar details, see sheet 12 of 29.
6. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
7. For bar splicer details, see sheet 25 of 29.
8. Cost of excavation for approach footing included with Concrete Structures.
9. For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 29.
10. For additional parapet details, see sheet 13 of 29.

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CHICAGO, ILLINOIS 60606

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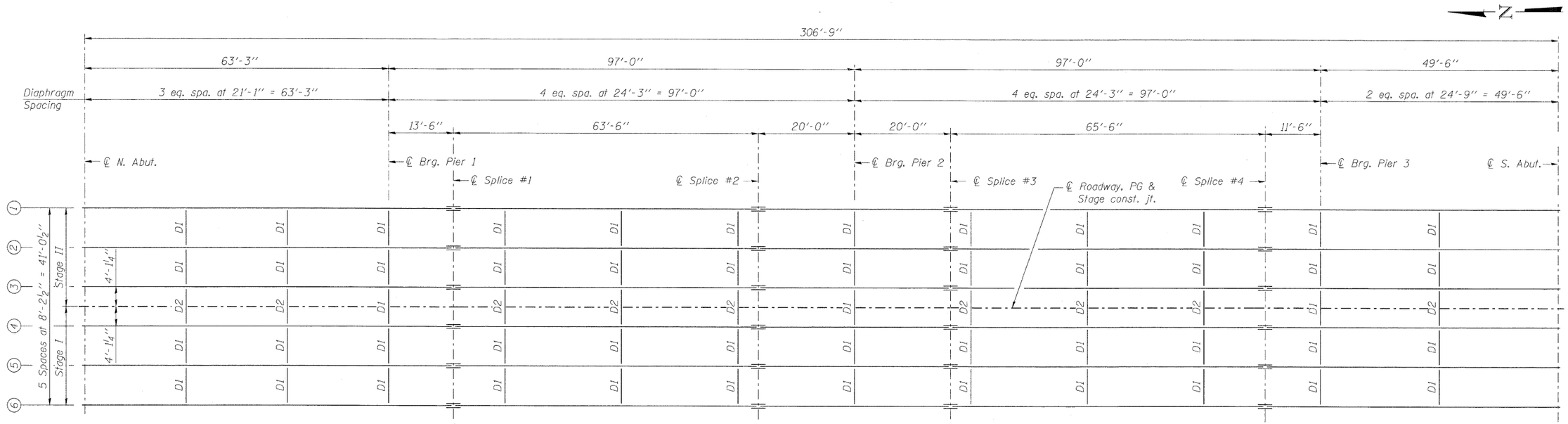
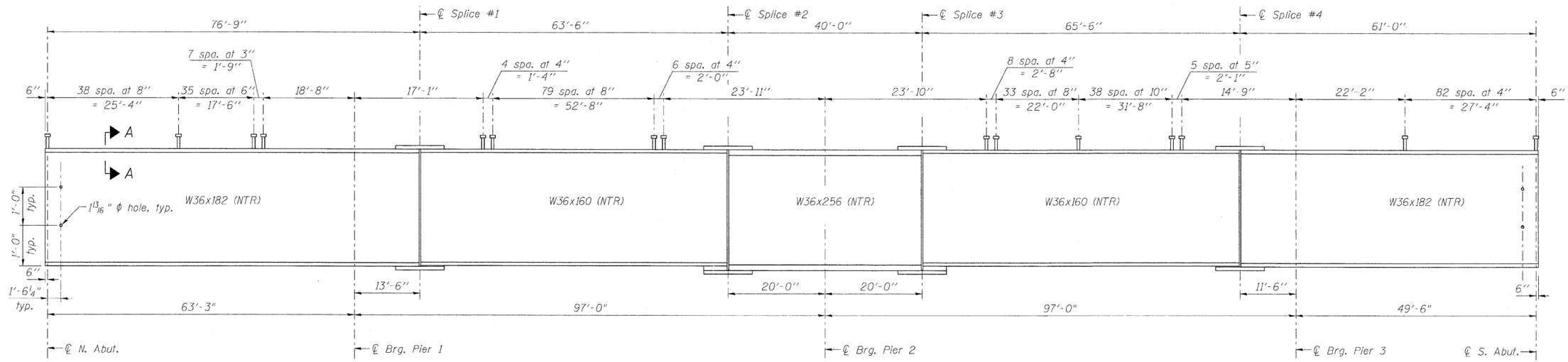
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

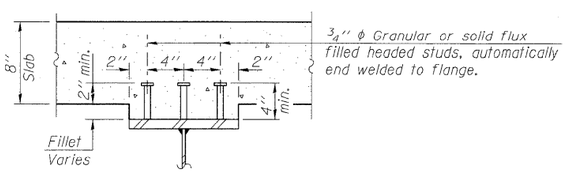
BRIDGE APPROACH SLAB DETAILS II
STRUCTURE NO. 071-0096
SHEET NO. 15 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	59
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			



FRAMING PLAN





¾" ϕ Granular or solid flux filled headed studs, automatically end welded to flange.

SECTION A-A

BEAM ELEVATION

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Stud Shear Connectors	Each	6,102

NOTES

1. All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
2. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
3. Beams shall conform to requirements of AASHTO M270 Grade 50.

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20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

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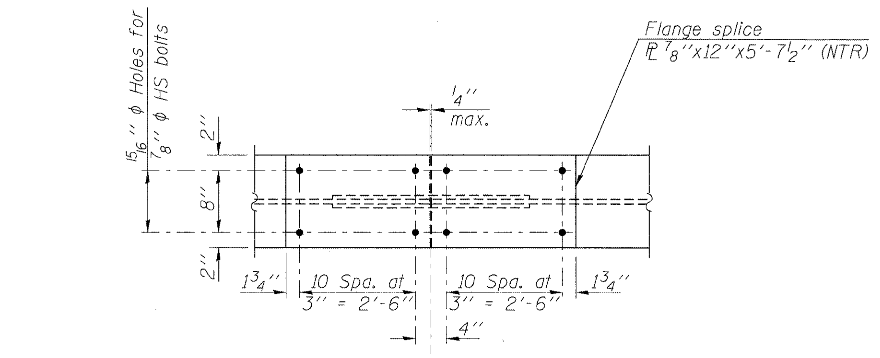
PLOT SCALE =	DRAWN - EF	REVISED -	
PLOT DATE =	CHECKED - JSD	REVISED -	

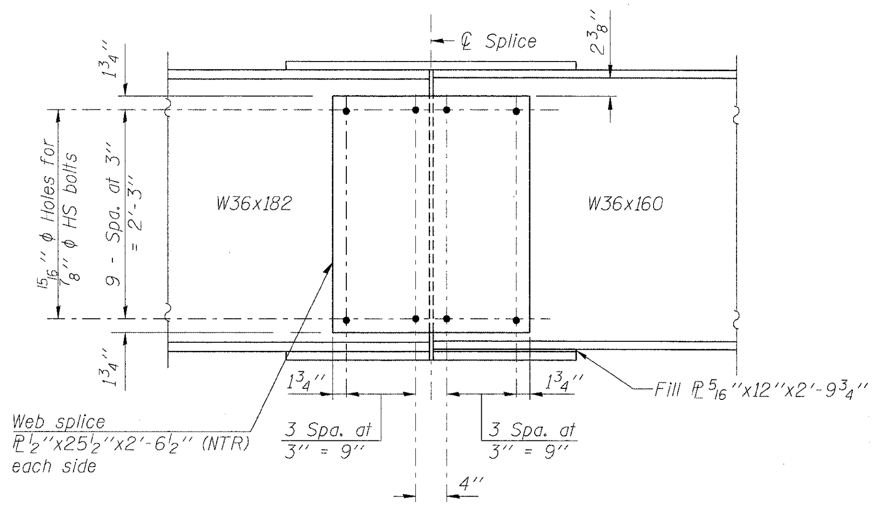
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE 071-0096
SHEET NO. 16 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	60
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

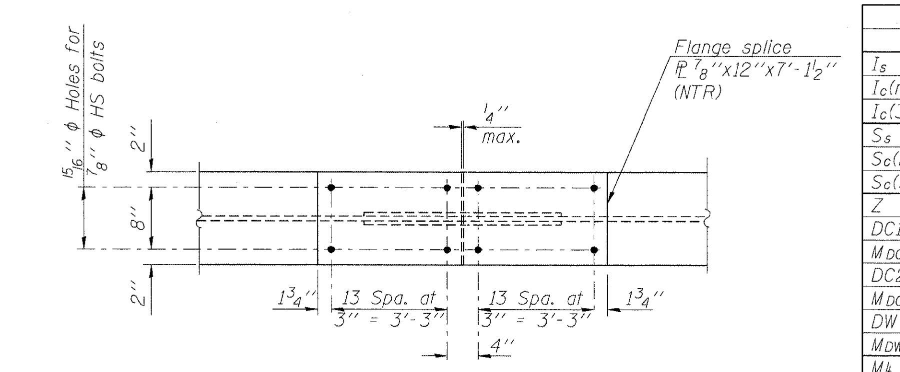


PLAN
(Top & Bottom Flanges)

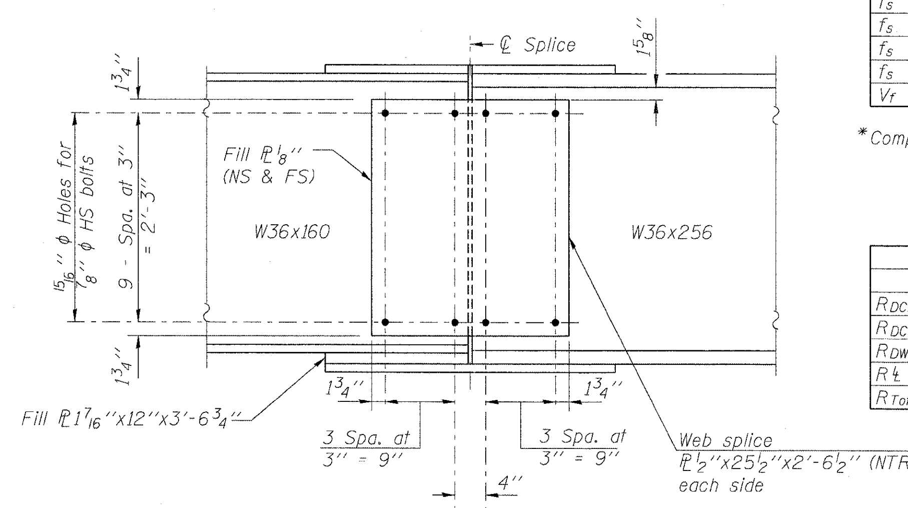


ELEVATION

SPLICE DETAIL #1 & #4
(12 Required)



PLAN
(Top & Bottom Flanges)



ELEVATION

SPLICE DETAIL #2 & #3
(12 Required)

Notes:
1. Splice plates shall conform to requirements of AASHTO M270 Grade 50.
2. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
3. Bolts shall have no threads in shear planes of the connected plates.

INTERIOR GIRDER MOMENT TABLE								
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.5 Sp. 3	Pier 3	0.6 Sp. 4
I_s	(in^4)	11,300	11,300	9,760	16,800	9,760	11,300	11,300
$I_c(n)$	(in^4)	28,446	- -	25,340	- -	25,340	- -	28,446
$I_c(3n)$	(in^4)	21,070	- -	18,938	- -	18,938	- -	21,070
S_s	(in^3)	623	623	542	898	542	623	623
$S_c(n)$	(in^3)	884	- -	778	- -	778	- -	884
$S_c(3n)$	(in^3)	803	- -	709	- -	709	- -	803
Z	(in^3)	- -	718	- -	1,040	- -	718	- -
DC1	(k/')	1.043	1.043	1.021	1.117	1.021	1.043	1.043
M_{DC1}	('k)	241	649	377	1030	403	597	68
DC2	(k/')	0.150	0.150	0.150	0.150	0.150	0.150	0.150
M_{DC2}	('k)	39	82	69	132	73	75	14
DW	(k/')	0.367	0.367	0.367	0.367	0.367	0.367	0.367
M_{DW}	('k)	96	201	170	322	178	184	34
M_{LL+IM}	('k)	885	798	1,185	1,097	1,177	749	643
M_u (Strength I)	('k)	2,042	2,612	2,886	3,856	2,923	2,427	1,279
* $\phi_f M_n$, $\phi_f M_{nc}$	('k)	4,508	2,992	3,903	4,333	3,882	2,889	4,508
f_s DC1	(ksi)	4.6	12.5	8.3	13.8	8.9	11.5	1.3
f_s DC2	(ksi)	0.6	1.6	1.2	1.8	1.2	1.4	0.2
f_s DW	(ksi)	1.4	3.9	2.9	4.3	3.0	3.5	0.5
f_s 1.3(LL+IM)	(ksi)	15.6	20.0	23.8	19.0	23.6	18.8	11.3
f_s (Service II)	(ksi)	22.3	38.0	36.2	38.9	36.8	35.3	13.4
V_f	(k)	17	- -	18	- -	18	- -	17

*Compact sections

INTERIOR GIRDER REACTION TABLE						
		N. Abut.	Pier 1	Pier 2	Pier 3	S. Abut.
R_{DC1}	(k)	35.7	89.4	111.6	83.5	26.8
R_{DC2}	(k)	3.5	12.8	15.7	11.9	2.2
R_{DW}	(k)	8.4	31.3	38.3	29.2	5.4
R_{LL+IM}	(k)	82.1	133.0	148.5	126.6	75.4
R_{Total}	(k)	129.7	266.5	313.9	251.2	109.7

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.^{4} and in.^{3}).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in.^{4} and in.^{3}).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

Z: Plastic Section Modulus of the steel section in non-composite areas. (in.^{3}).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{LL+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{LL+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

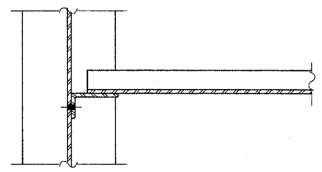
f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{LL+IM}$

V_f: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

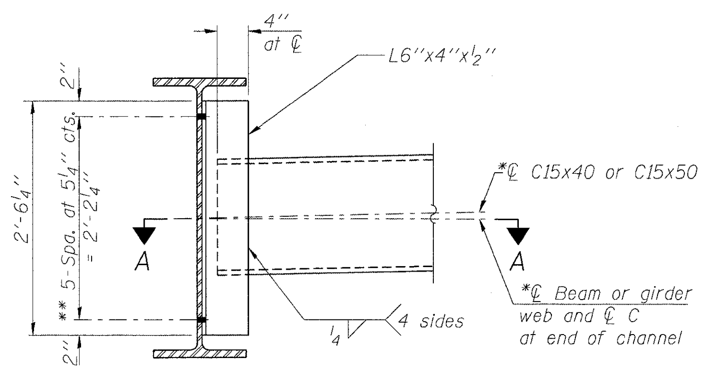
TOP OF BEAM ELEVATIONS

For fabrication only.

Beam No.	℄ N. Abut.	℄ Pier 1	℄ Splice #1	℄ Splice #2	℄ Pier 2	℄ Splice #3	℄ Splice #4	℄ Pier 3	℄ S. Abut.
1	862.18	863.11	863.38	864.13	864.22	864.46	864.81	864.78	864.94
2	862.35	863.28	863.55	864.30	864.39	864.63	864.99	864.95	865.11
3	862.48	863.41	863.68	864.43	864.52	864.76	865.12	865.08	865.24
4	862.48	863.41	863.68	864.43	864.52	864.76	865.10	865.08	865.24
5	862.35	863.28	863.55	864.30	864.39	864.62	864.99	864.95	865.11
6	862.18	863.11	863.38	864.13	864.22	864.46	864.81	864.78	864.94

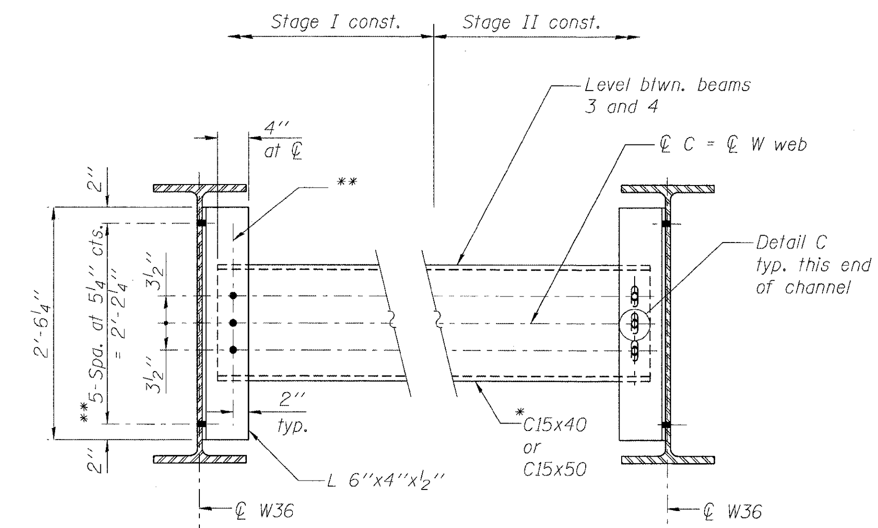


SECTION A-A



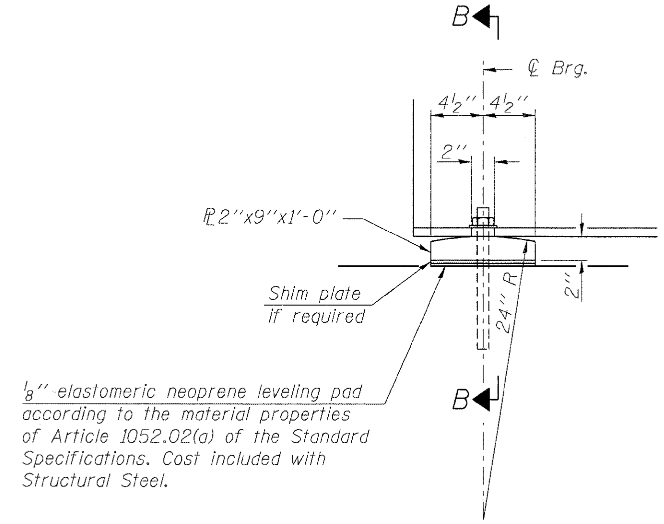
INTERIOR DIAPHRAGM- D1
(51 Required)

Notes:
Two hardened washers required for each set of oversized holes.
*Alternate channels are permitted to facilitate material acquisition.
Calculated weight of structural steel is based on the lighter section.
The alternate, if utilized, shall be provided at no additional cost to the Department.
**¾″ ϕ HS bolts, 15/16″ ϕ holes
Diaphragm channels, angles and connection plates may conform to the requirements of AASHTO M270 Grade 36 or Grade 50.

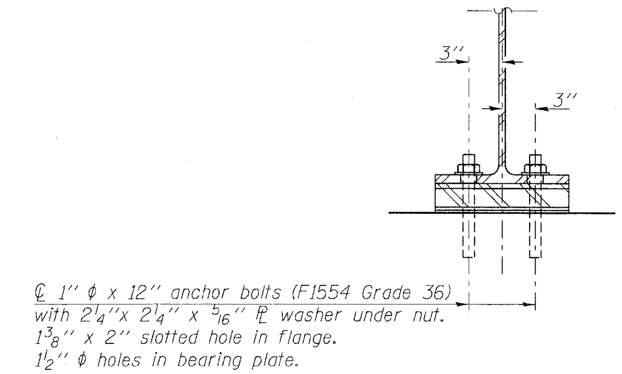


INTERIOR DIAPHRAGM-D2
(9 Required)

Note:
Two hardened washers required for each set of oversized holes.
Two ℙ 5/16″x3″x3″ washers required for each set of slotted holes.
*Alternate channels are permitted to facilitate material acquisition.
Calculated weight of structural steel is based on the lighter section.
The alternate, if utilized, shall be provided at no additional cost to the Department.
**¾″ ϕ HS bolts, 15/16″ ϕ holes
*** Bolts in slots shall be finger tight until Stage II concrete deck pour is complete. Install bolts near top of lower slot at fit-up.
Diaphragm channels, angles and connection plates may conform to the requirements of AASHTO M270 Grade 36 or Grade 50.

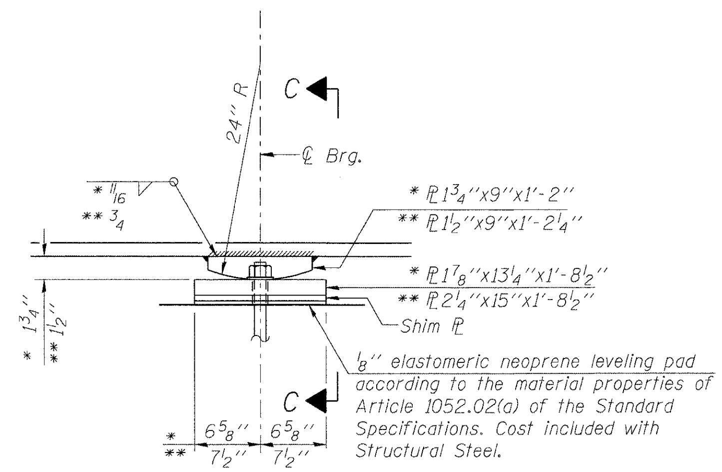


ELEVATION AT ABUTMENT

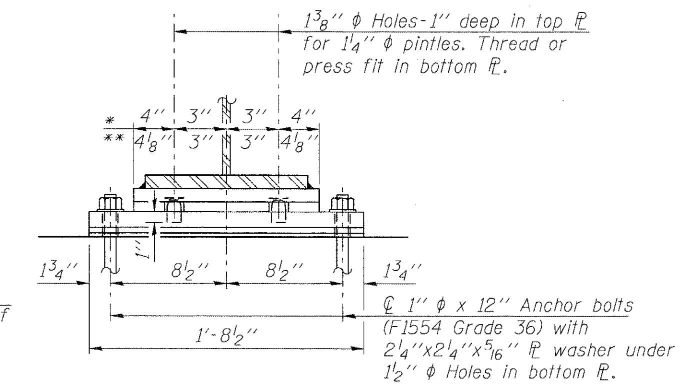


SECTION B-B

FIXED BEARING AT ABUTMENTS



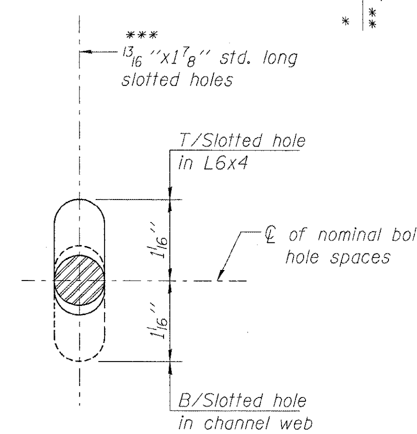
ELEVATION AT PIER



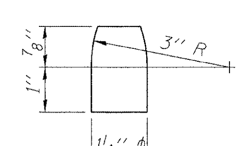
SECTION C-C

FIXED BEARINGS AT PIERS

Note: * Piers 1 & 3
** Pier 2



DETAIL C



PINTLE

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1″	Each	60

NOTES

1. Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
2. Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
3. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
4. The structural steel plates and pintles of the bearings shall conform to the requirements of AASHTO M270 Grade 50.
5. Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown in bearing details.

F:\5815-PhaseII..IL-2&IL-26\Struct\dgn\IL26.dgn\0710096-64D17-018-SD2.dgn

LOCHNER
H.W. LOCHNER, INC.
CONSULTING ENGINEERS AND PLANNERS
20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

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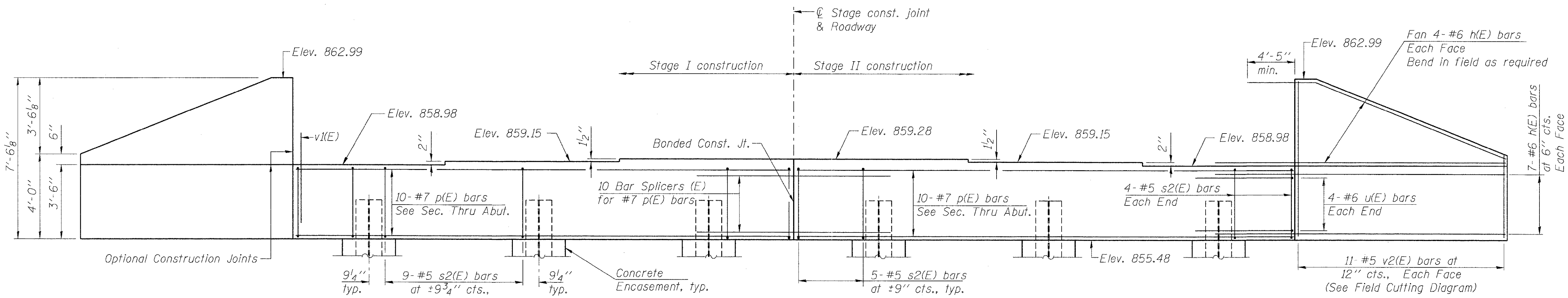
FILE NAME = 0710096-64D17-018-SD2.dgn	CHECKED - GWS	REVISED -
PLOT SCALE =	DRAWN - EF	REVISED -
PLOT DATE =	CHECKED - GWS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS II
STRUCTURE 071-0096
SHEET NO. 18 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	62

CONTRACT NO. 64D17
ILLINOIS FED. AID PROJECT



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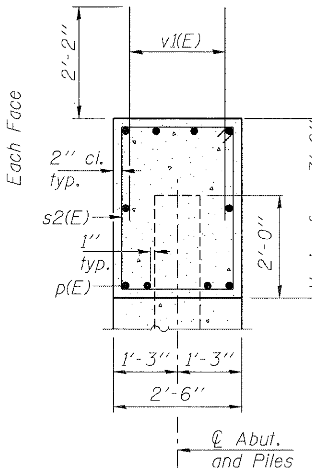

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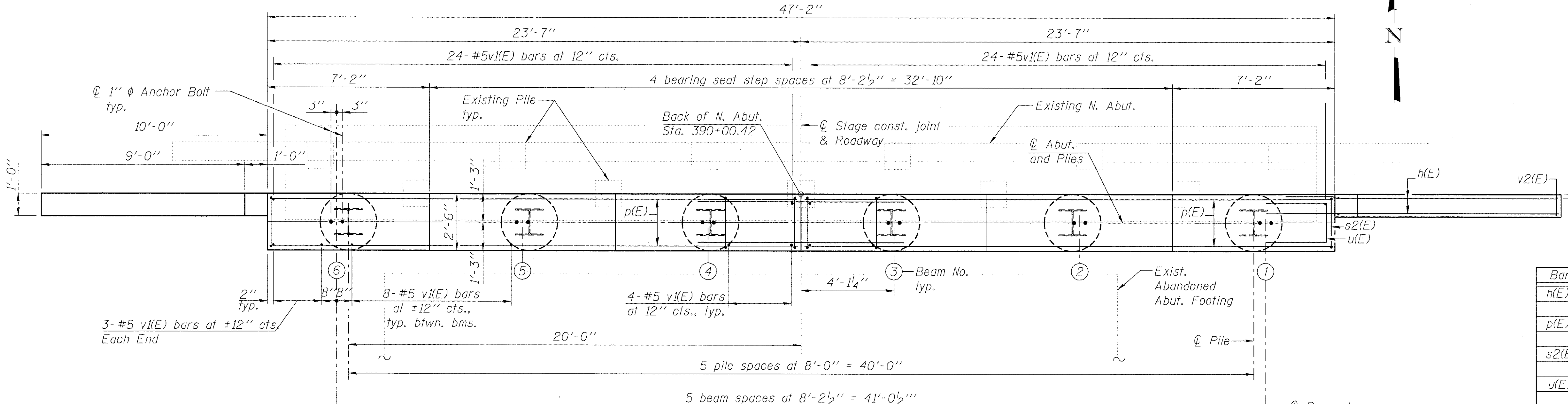


PLAN

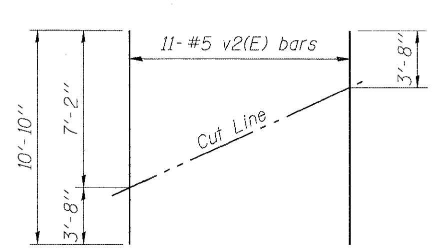
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	44	#6	14'-2"	—
p(E)	20	#7	23'-3"	—
s2(E)	54	#5	11'-7"	◻
u(E)	8	#6	9'-8"	⊔
v1(E)	94	#5	4'-4"	—
v2(E)	22	#5	10'-10"	—

Structure Excavation	Cu. Yd.	73
Concrete Structures	Cu. Yd.	20.3
Reinforcement Bars, Epoxy Coated	Pound	3,400
Furnishing Steel Piles, HP14x73	Foot	305
Driving Piles	Foot	305
Test Pile Steel, HP14x73	Each	1
Concrete Encasement	Cu. Yd.	3.3

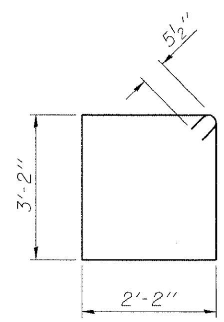
PILE DATA

Type:	HP 14 x 73
Nominal Required Bearing:	578 kips
Factored Resistance Available:	321 kips
Est. Length:	61 ft.
No. Production Piles:	5
No. Test Piles:	1

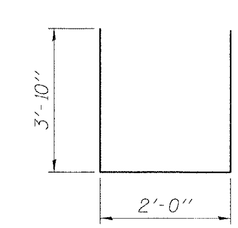


FIELD CUTTING DIAGRAM

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



BAR s2(E)



BAR u(E)

NOTES

1. Pour steps monolithically with cap.
2. For details of Bar Splicers, see sheet 25 of 29.
3. For details of piles and Concrete Encasement, see sheet 24 of 29.
4. Verify locations of existing piles in field prior to driving new piles.

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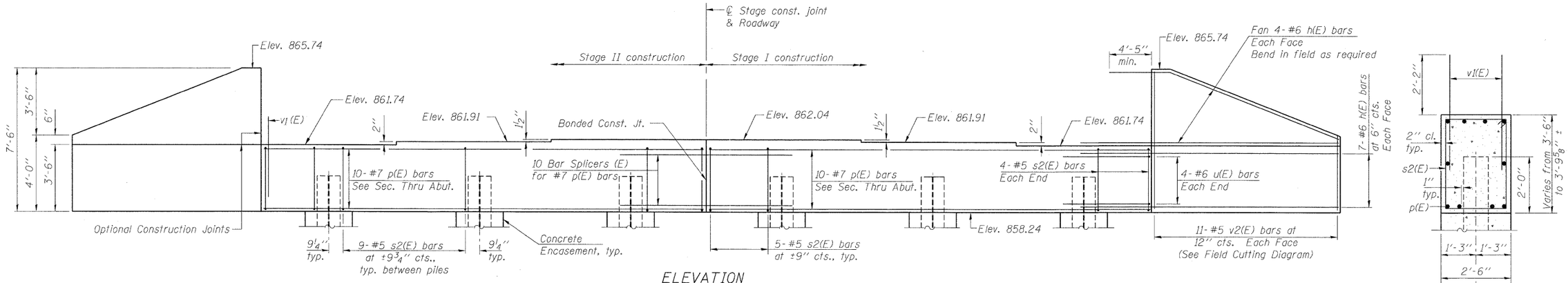
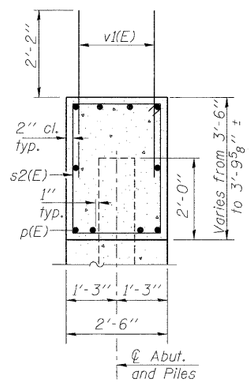
LOCHNER H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME = FILE NAME = 07100096-64D17-019-NA1.dgn PLOT SCALE = PLOT DATE =	DESIGNED - MAF CHECKED - GWS DRAWN - EF CHECKED - GWS	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH ABUTMENT PLAN & ELEVATION STRUCTURE NO. 071-0096 SHEET NO. 19 OF 29 SHEETS	F.A.P. RTE. 316 · SECTION 4VBR-1 · COUNTY OGLE · TOTAL SHEETS 73 · SHEET NO. 63 CONTRACT NO. 64D17 ILLINOIS FED. AID PROJECT



ELEVATION



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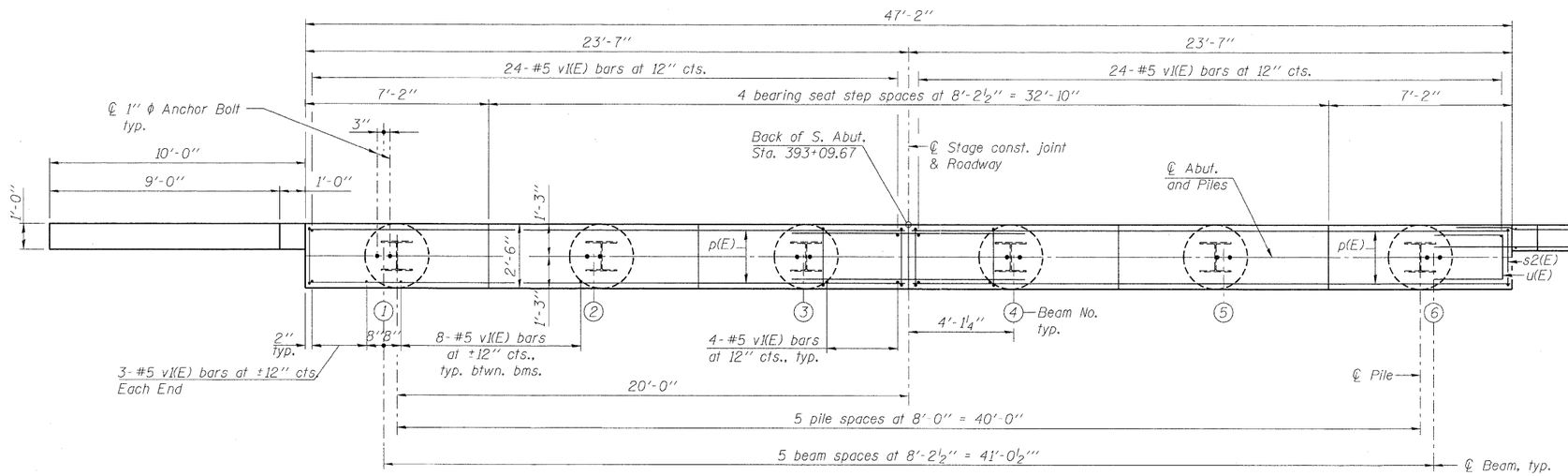
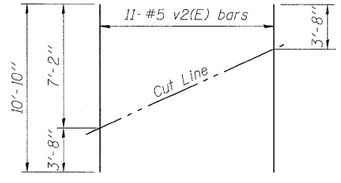


PLAN

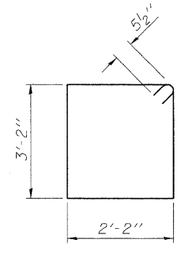
PILE DATA

Type:	HP 14 x 73
Nominal Required Bearing:	578 kips
Factored Resistance Available:	321 kips
Est. Length:	70 ft.
No. Production Piles:	5
No. Test Piles:	1

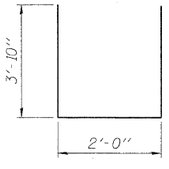


FIELD CUTTING DIAGRAM

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



BAR s2(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	44	#6	14'-2"	——
p(E)	20	#7	23'-3"	——
s2(E)	54	#5	11'-7"	□
u(E)	8	#6	9'-8"	▭
v1(E)	94	#5	4'-4"	——
v2(E)	22	#5	10'-10"	——
Structure Excavation			Cu. Yd.	103
Concrete Structures			Cu. Yd.	20.3
Reinforcement Bars, Epoxy Coated			Pound	3,400
Furnishing Steel Piles, HP14x73			Foot	350
Driving Piles			Foot	350
Test Pile Steel, HP14x73			Each	1
Concrete Encasement			Cu. Yd.	3.3

NOTES

1. Pour steps monolithically with cap.
2. For details of Bar Splicers, see sheet 25 of 29.
3. For details of piles and Concrete Encasement, see sheet 24 of 29.

LOCHNER
H.W. LOCHNER, INC.
CONSULTING ENGINEERS AND PLANNERS
20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT PLAN & ELEVATION
STRUCTURE NO. 071-0096
SHEET NO. 20 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	64
		CONTRACT NO. 64D17		
		ILLINOIS FED. AID PROJECT		

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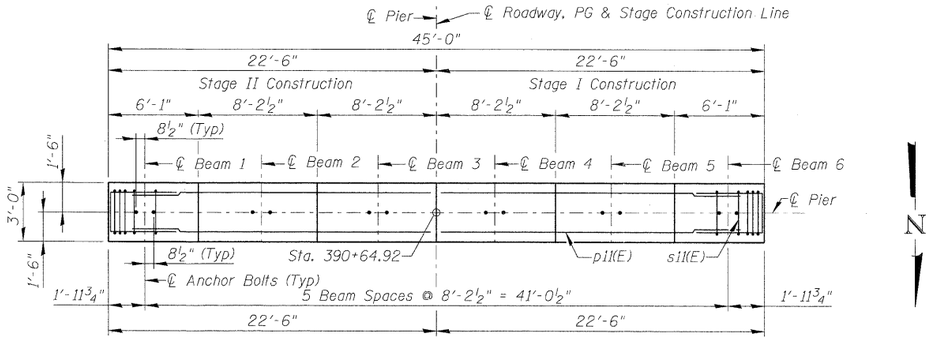
NOTES:

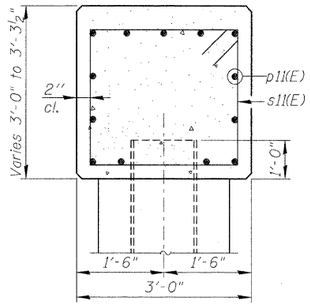
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 24 of 29.
4. For details of bar splicers see Sheet 25 of 29.

PILE DATA:

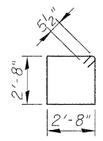
Type: HP14X73
Nominal Required Bearing: 578K
Factored Resistance Available: 321K
Est. Length: 64 ft.
No. Production Piles: 9
No. Test Piles: 1



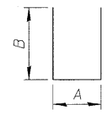
TOP PLAN



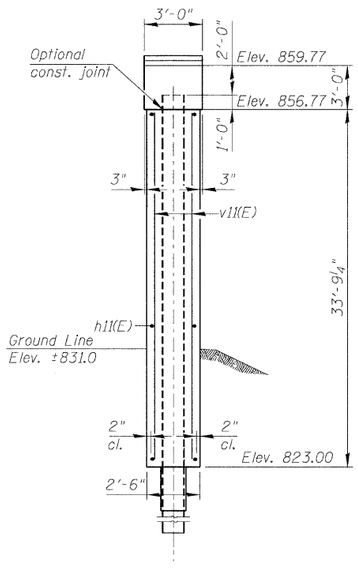
SECTION A-A



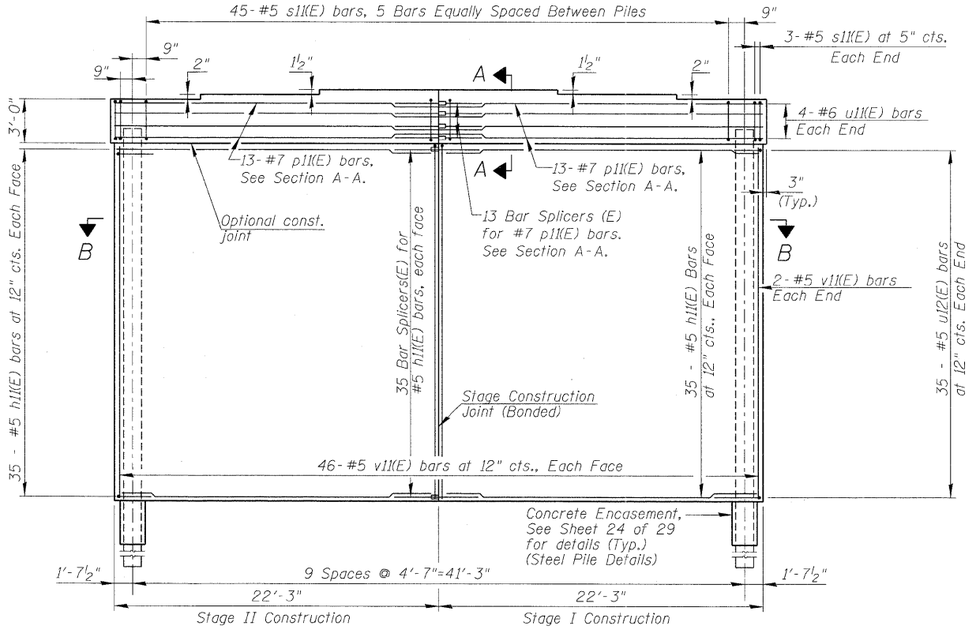
BAR s11(E)



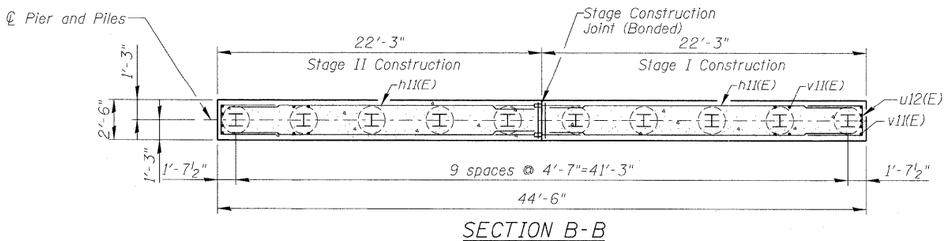
BAR u11(E), u12(E)



END VIEW



ELEVATION
(Looking South)



SECTION B-B

BEARING SEAT ELEV

BEAM	ELEV.
1	859.77
2	859.94
3	860.07
4	860.07
5	859.94
6	859.77

A & B DIMENSIONS

Bar	A	B
u11(E)	2'-8"	2'-4"
u12(E)	2'-2"	2'-4"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h11(E)	140	#5	22'-0"	——
p11(E)	26	#7	22'-3"	——
s11(E)	51	#5	11'-7"	□
u11(E)	8	#6	7'-4"	▭
u12(E)	70	#5	6'-10"	▭
v11(E)	96	#5	33'-6"	——
Structure Excavation		Cu. Yd.	93.5	
Concrete Structures		Cu. Yd.	155.0	
Reinforcement Bars, Epoxy Coated		Pound	8,960	
Furnishing Steel Piles HP14x73		Foot	576	
Driving Piles		Foot	576	
Test Pile Steel HP14x73		Each	1	
Concrete Encasement		Cu. Yd.	5.5	

USER NAME =	DESIGNED - GMK/SWM	REVISED -
PLOT SCALE =	DRAWN - GFP	REVISED -
PLOT DATE =	CHECKED - WPK/GMK	REVISED -
FILE NAME =	DATE - 03/21/2011	REVISED -

DB STERLIN CONSULTANTS, INC.
123 N. WACKER DRIVE SUITE 2000
CHICAGO, ILLINOIS 60606
TEL. (312)857-1309 FAX. (312)857-1056

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1
STRUCTURE NUMBER 071-0096

SHEET NO. 21 OF 29 SHEETS

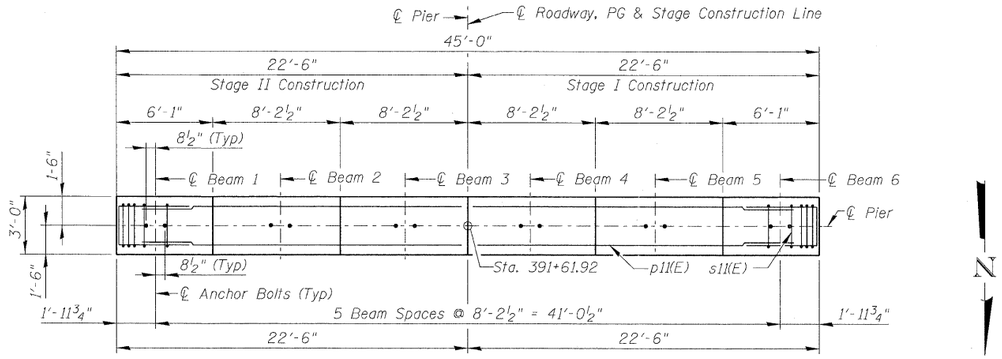
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	65
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

NOTES:

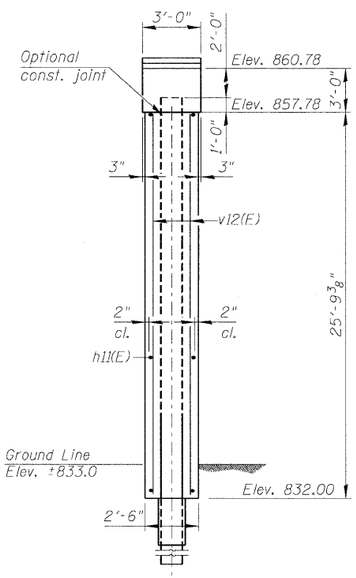
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 24 of 29.
4. For Details of bar splicers, See Sheet 25 of 29.

PILE DATA:

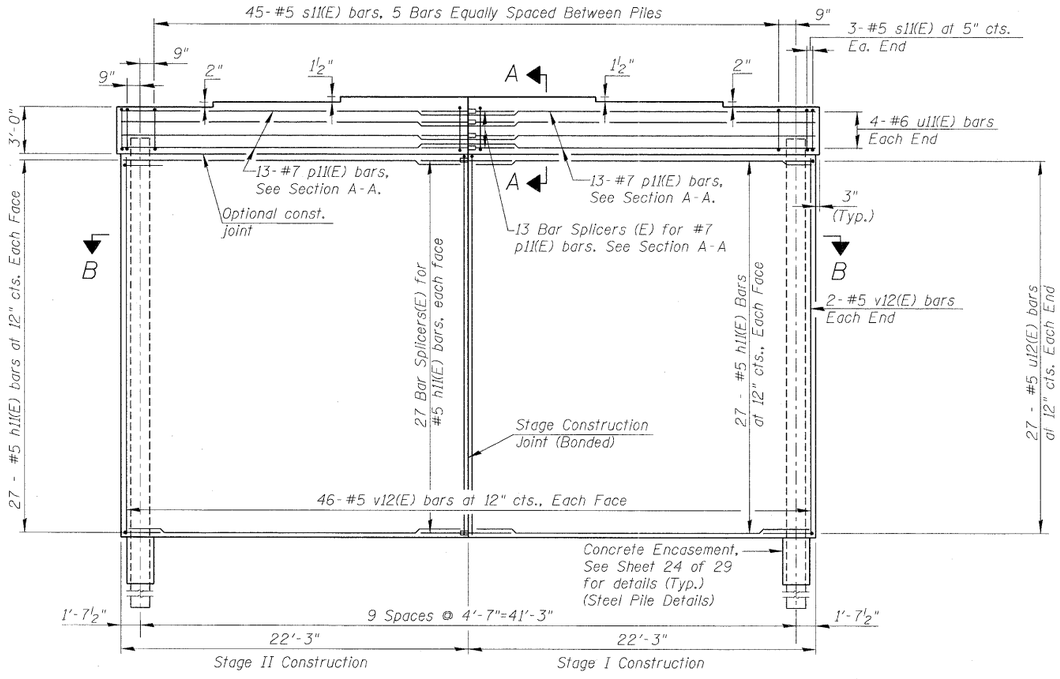
Type: HP14x73
Nominal Required Bearing: 578K
Factored Resistance Available: 321K
Est. Length: 65 ft.
No. Production Piles: 9
No. Test Piles: 1



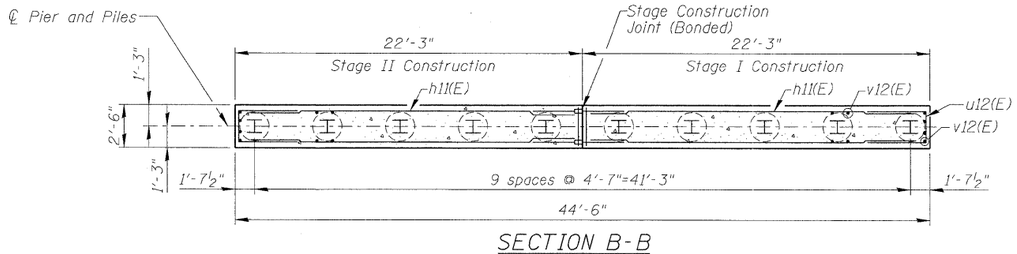
TOP PLAN



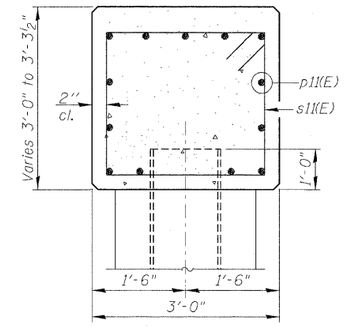
END VIEW



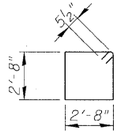
ELEVATION
(Looking South)



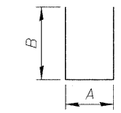
SECTION B-B



SECTION A-A



BAR s11(E)



BARS u11(E), u12(E)

BEARING SEAT ELEV

BEAM	ELEV.
1	860.78
2	860.95
3	861.08
4	861.08
5	860.95
6	860.78

A & B DIMENSIONS

Bar	A	B
u11(E)	2'-8"	2'-4"
u12(E)	2'-2"	2'-4"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h11(E)	108	#5	22'-0"	——
p11(E)	26	#7	22'-3"	——
s11(E)	51	#5	11'-7"	□
u11(E)	8	#6	7'-4"	▭
u12(E)	54	#5	6'-10"	▭
v12(E)	96	#5	25'-6"	——
Structure Excavation			Cu. Yd.	11.7
Concrete Structures			Cu. Yd.	122.1
Reinforcement Bars, Epoxy Coated			Pound	7,310
Furnishing Steel Piles HP14X73			Foot	585
Driving Piles			Foot	585
Test Pile Steel HP14X73			Each	1
Concrete Encasement			Cu. Yd.	5.5

USER NAME =	DESIGNED - GMK/SWM	REVISED -
PLOT SCALE =	DRAWN - GFP	REVISED -
PLOT DATE =	CHECKED - WPK/GMK	REVISED -
FILE NAME =	DATE - 03/21/2011	REVISED -

DBS DB STERLIN CONSULTANTS, INC.
120 N. WACKER DRIVE SUITE 2000
CHICAGO, ILLINOIS 60606
TEL. (312)857-1008 FAX. (312)857-1056

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2
STRUCTURE NUMBER 071-0096

SHEET NO. 22 OF 29 SHEETS

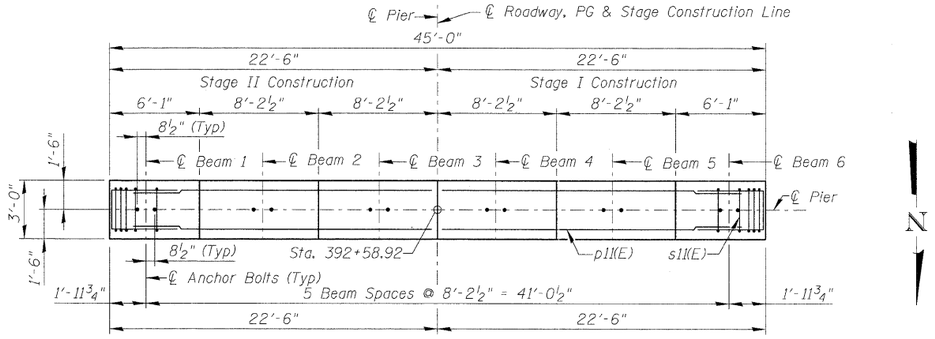
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	66
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

NOTES:

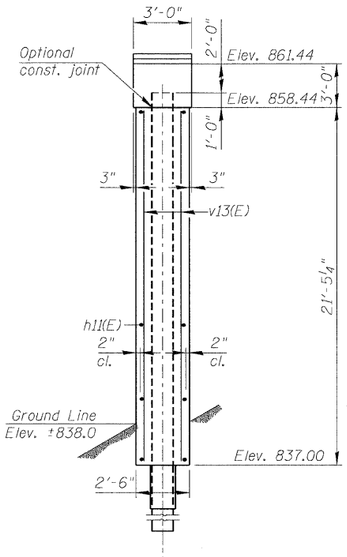
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of piles, see sheet 24 of 29.
4. For details of bar splicers, see sheet 25 of 29.

PILE DATA:

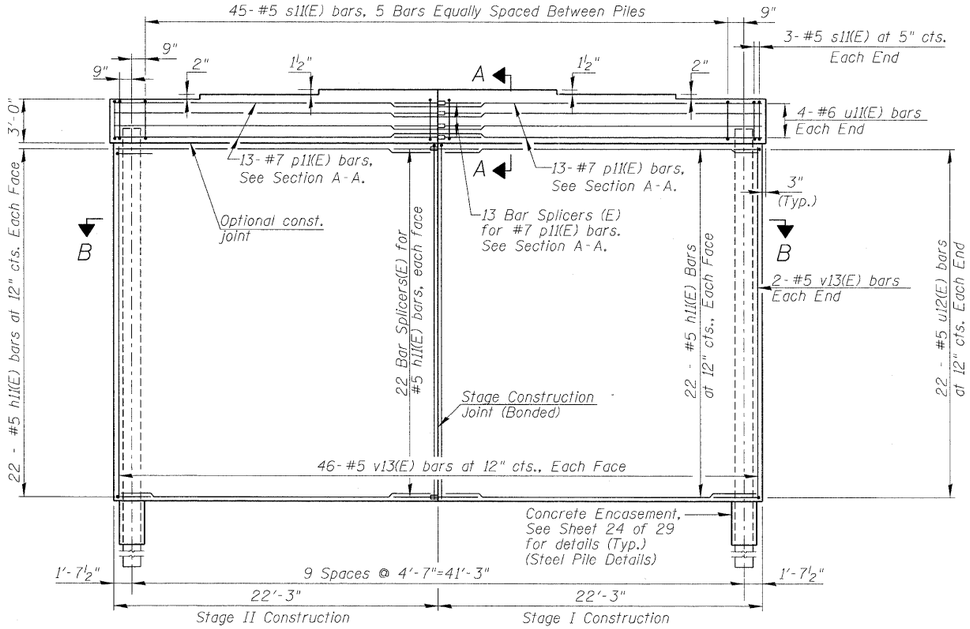
Type: HP14x73
Nominal Required Bearing: 578K
Factored Resistance Available: 321K
Est. Length: 66 ft.
No. Production Piles: 9
No. Test Piles: 1



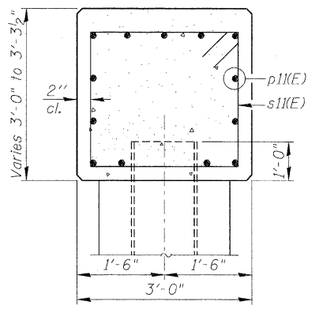
TOP PLAN



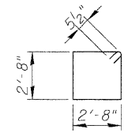
END VIEW



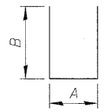
ELEVATION
(Looking South)



SECTION A-A



BAR s11(E)



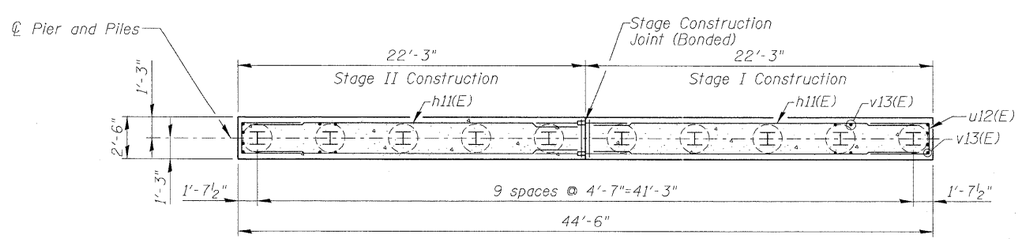
BARS u11(E), u12(E)

BEARING SEAT ELEV

BEAM	ELEV.
1	861.44
2	861.61
3	861.74
4	861.74
5	861.61
6	861.44

A & B DIMENSIONS

Bar	A	B
u11(E)	2'-8"	2'-4"
u12(E)	2'-2"	2'-4"



SECTION B-B

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h11(E)	88	#5	22'-0"	——
p11(E)	26	#7	22'-3"	——
s11(E)	51	#5	11'-7	□
u11(E)	8	#6	7'-4"	⊐
u12(E)	44	#5	6'-10"	⊐
v13(E)	96	#5	21'-2"	——
Structure Excavation			Cu. Yd.	11.7
Concrete Structures			Cu. Yd.	104.2
Reinforcement Bars, Epoxy Coated			Pound	6,340
Furnishing Steel Piles, Hp14x73			Foot	594
Driving Piles			Foot	594
Test Pile Steel, HP14x73			Each	1
Concrete Encasement			Cu. Yd.	5.5

USER NAME =	DESIGNED - GMK/SWM	REVISED -
PLOT SCALE =	DRAWN - GFP	REVISED -
PLOT DATE =	CHECKED - WPK/GMK	REVISED -
FILE NAME =	DATE - 03/21/2011	REVISED -

DB STERLIN CONSULTANTS, INC.
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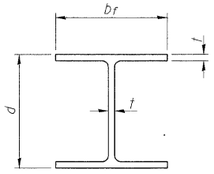
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

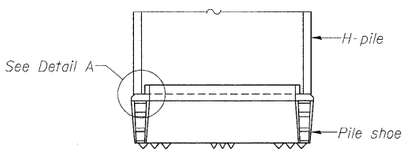
PIER 3
STRUCTURE NUMBER 071-0096
SHEET NO. 23 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	67
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

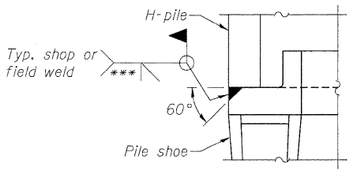


STEEL PILE TABLE

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

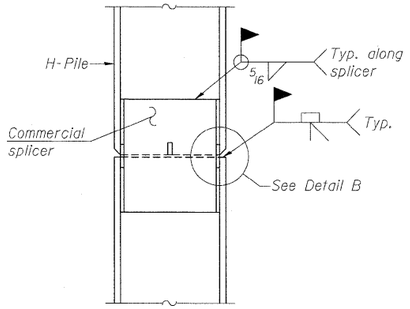


ELEVATION

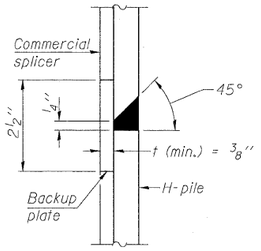


DETAIL A

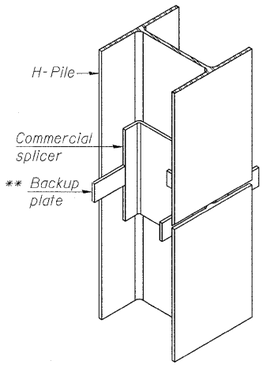
H-PILE SHOE ATTACHMENT



ELEVATION

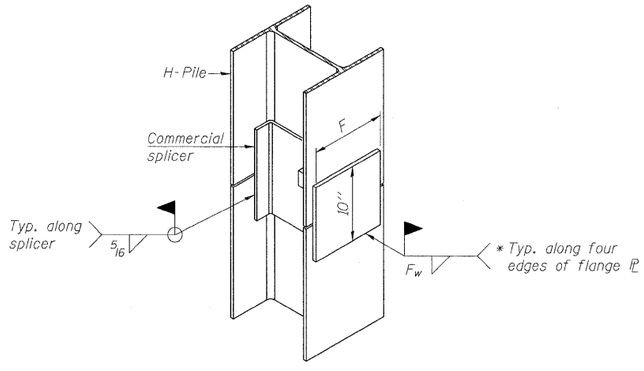


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



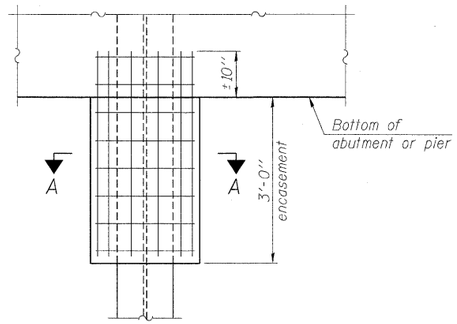
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

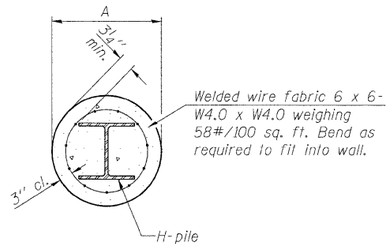
* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).



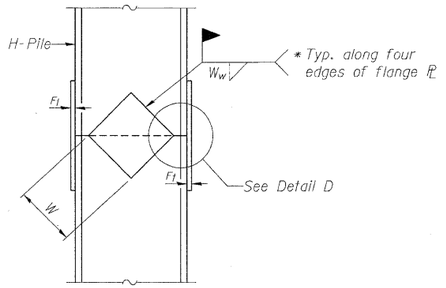
ELEVATION



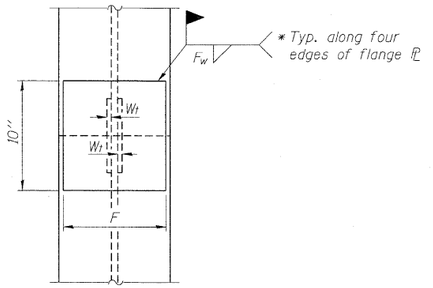
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

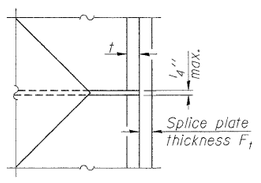
PILE ENCASEMENT



ELEVATION



END VIEW



DETAIL D

Designation	F	F_f	F_w	W	W_f	W_w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

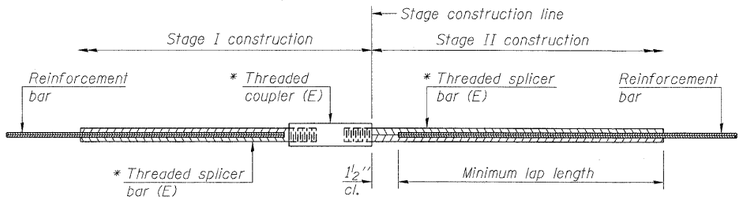
WELDED PLATE FIELD SPLICE

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

F-HP 7-1-10

T:\5015-Phase II-IL-26\IL-26\Struct\dgn\IL26.dgn\0710096-64D17-024-MD1.dgn

LOCHNER	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 071-0096	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	FILE NAME = 0710096-64D17-024-MD1.dgn	CHECKED -	REVISED -			316	4VBR-1	OGLE	73	68
	PLOT SCALE =	DRAWN -	REVISED -					CONTRACT NO. 64D17		
	PLOT DATE =	CHECKED -	REVISED -		SHEET NO. 24 OF 29 SHEETS			ILLINOIS FED. AID PROJECT		



STANDARD BAR SPLICER ASSEMBLY

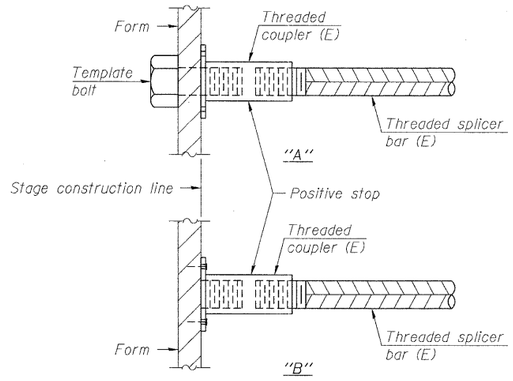
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C
Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1½" + thread length

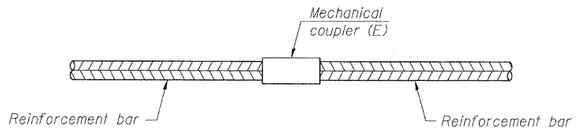
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	1088	3
Diaphragm (at abutments)	#6	16	5
Approach Slab Footings	#5	80	3
Approach Slabs	#4	50	4
Approach Slabs	#5	92	3
Abutments	#7	20	5
Pier 1 (cap)	#7	13	4
Pier 1 (stem)	#5	70	3
Pier 2 (cap)	#7	13	4
Pier 2 (stem)	#5	54	3
Pier 3 (cap)	#7	13	4
Pier 3 (stem)	#5	44	3



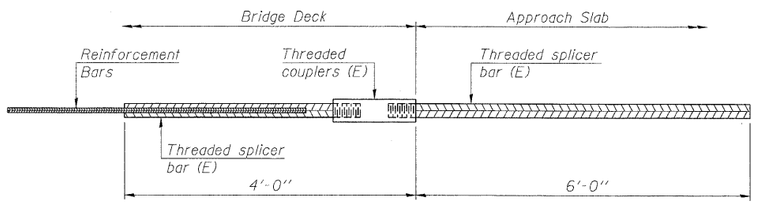
INSTALLATION AND SETTING METHODS

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



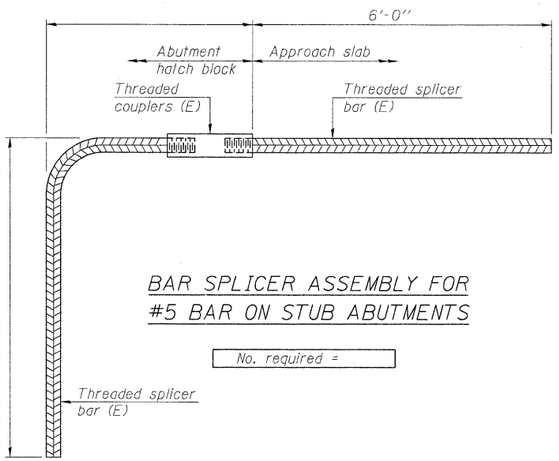
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 100



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

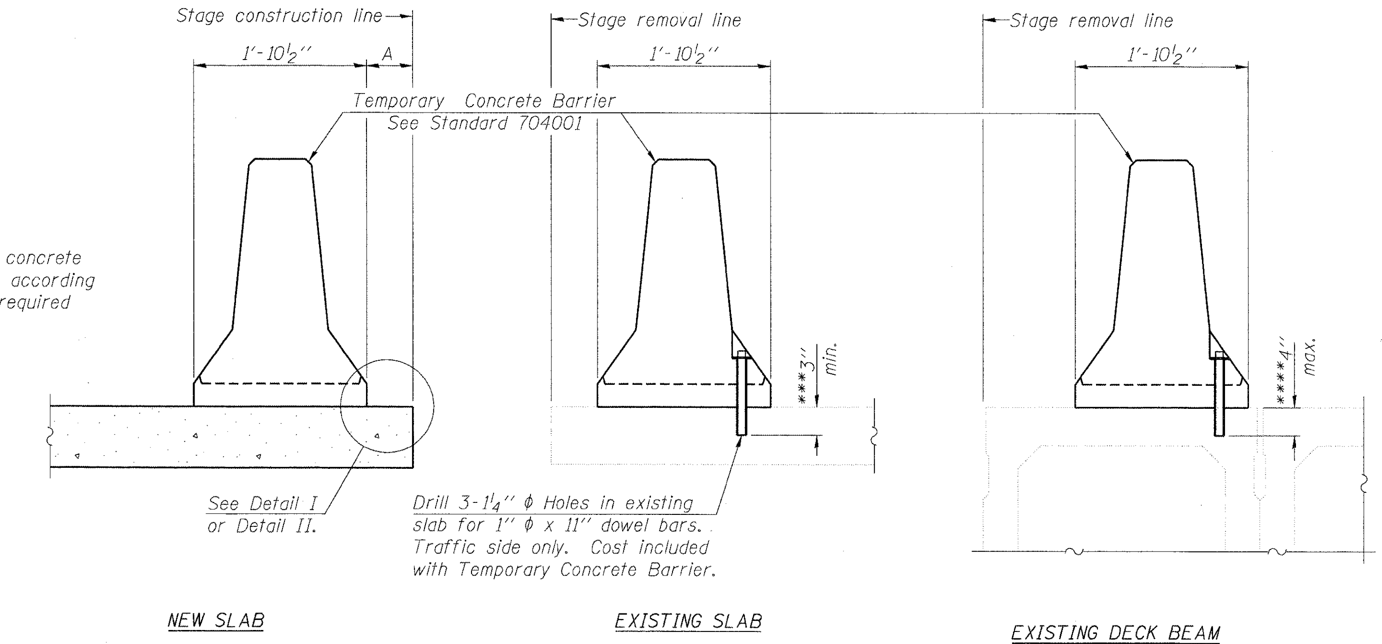
BSD-1 7-1-10

T:\5815-Pissell,IL-2&IL-26\S-ucts\dgn\IL26_dgn\0710096-64D17-025-MD2.dgn

LOCHNER H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY DETAILS STRUCTURE NO. 071-0096 SHEET NO. 25 OF 29 SHEETS
	FILE NAME = 0710096-64D17-025-MD2.dgn	CHECKED - CMM	REVISED -		
	PLOT SCALE =	DRAWN -	REVISED -		
	PLOT DATE =	CHECKED - CMM	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	69
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7' 'x "W" steel ℙ to the top layer of couplers with 2-⅝" φ bolts screwed to coupler at approximate ℄ of each barrier panel.

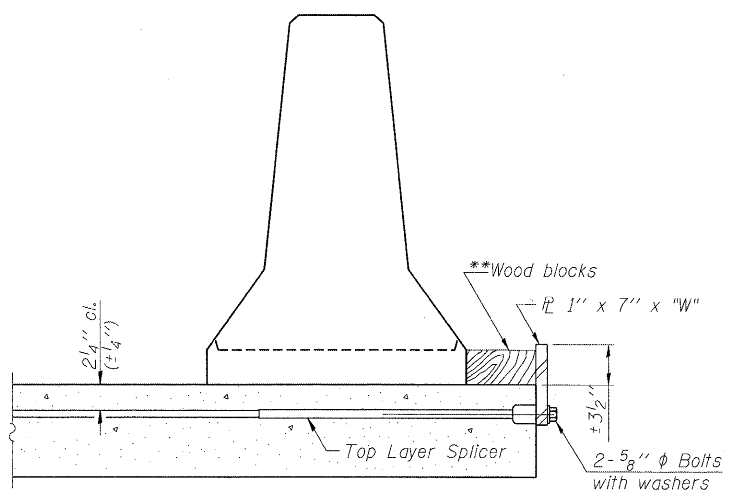
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel ℙ to the concrete slab or concrete wearing surface with 2-⅝" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

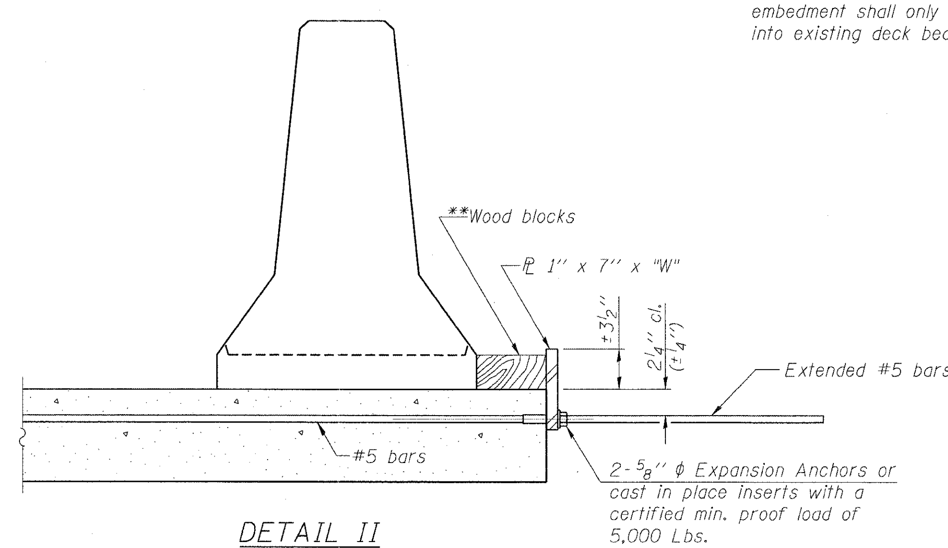
The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

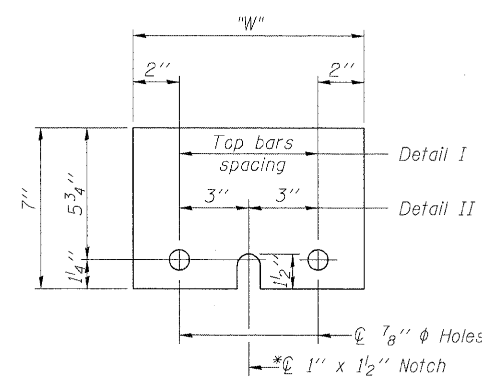
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER ℙ 1" x 7" x "W"

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

R-27

7-1-10

LOCHNER H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME = FILE NAME = 0710096-64D17-026-M03.dgn PLOT SCALE = PLOT DATE =	DESIGNED - GWS CHECKED - DRAWN - EF CHECKED -	REVISED - REVISED - REVISED - REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**	**TEMPORARY CONCRETE BARRIER** **STRUCTURE NO. 071-0096** SHEET NO. 26 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	70
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 7/14/08

ROUTE FAP 316 DESCRIPTION D92-057-07 IL 26 Bridge over BNSF Railroad, .4 m. N. of Pines Road LOGGED BY J. Stratino

SECTION 4 VBR-1 LOCATION Buffalo Twp. - 9 SW. SEC., TWP. 23N. RNG. 8E

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

STRUCT. NO. 071-0010
Station 391+46

BORING NO. B-1
Station 391+23
Offset 31.60ft Rt CL
Ground Surface Elev. 832.00 ft

Surface Water Elev. 63.00 ft
Stream Bed Elev. 62.00 ft

Groundwater Elev.:
First Encounter 824.5 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				MEDIUM dark brown SILTY CLAY LOAM
829.50				
	4			
	4	1.8	20.0	STIFF brown SILTY CLAY LOAM
828.00	4	P		
-5	2			
	3	0.3	25.0	SOFT gray SILTY CLAY LOAM
825.00	3	P		
	4			LOOSE tan fine SAND
	4			
823.00	5			
-10				
	3			LOOSE tan fine SAND
	4			
820.50	5			
818.00				
-15				
	3			MEDIUM tan fine SAND
	5			
815.50	6			
	7			MEDIUM tan fine SAND
	10			
813.00	12			
-20				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	6			MEDIUM gray fine SAND
	10			
810.50	11			
				Wash
	4			MEDIUM gray fine SAND
	5			
808.00	7			
-25				
	5			MEDIUM gray fine SAND with SILT lenses
	5			
805.00	5			
	10			VERY STIFF gray SANDY LOAM TILL
	11	2.3	12.0	
803.00	15	B		
-30				
	9			VERY STIFF gray SANDY LOAM TLL with SILT lenses
	8	3.0	15.0	
800.00	12	P		
	6			VERY STIFF gray SILTY CLAY with SILT lenses
	9	2.7	23.0	
798.00	12	B		
-35				
	100/1"			VERY DENSE tan weathered LIMESTONE Auger Refusal
795.50				
				Borehole continued with rock coring.
-40				

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 7/15/08

ROUTE FAP 316 DESCRIPTION D92-057-07 IL 26 Bridge over BNSF Railroad, .4 m. N. of Pines Road LOGGED BY Be. Wetzell

SECTION 4 VBR-1 LOCATION Buffalo Twp. - 9 SW. SEC., TWP. 23N. RNG. 8E

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

STRUCT. NO. 071-0010
Station 391+46

BORING NO. B-2
Station 391+87
Offset 28.70ft Rt CL
Ground Surface Elev. 836.70 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				MEDIUM dark brown SILT LOAM
		1.5	15.0	
834.20		P		
	3			MEDIUM dark brown SILT LOAM
	4	1.5	22.0	
832.70	4	P		
-5	2			SOFT tan fine SAND
	2		19.0	
830.20	3			
	2			MEDIUM black CLAY LOAM with 23% ORGANICS
	2	0.8	84.0	
827.70	3	P		
-10				
	1			SOFT grayish brown fine SAND
	2		41.0	
825.20	3			
	1			LOOSE gray medium SAND
	1		23.0	
822.70	8			
-15				
	4			MEDIUM tan fine SAND
	6		23.0	
	7			
819.70				
	6			MEDIUM tan fine SAND
	7			
817.70	11			
-20				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	0			MEDIUM tan fine SAND
	4			
815.20	3			
	6			MEDIUM tan/gray fine SAND
	9			
812.70	9			
-25				
	1			MEDIUM tan/gray fine SAND
	4			
	6			
809.70				
	3			MEDIUM gray SILT with SAND lenses
	4	0.8	20.0	
807.70	7	P		
-30				
	4			STIFF gray SANDY LOAM TILL
	6	1.9	11.0	
805.20	9	B		
	5			STIFF gray SANDY LOAM TILL
	5	1.7	12.0	
802.20	6	B		
-35				
	5			VERY STIFF gray CLAY LOAM TILL
	8	7.1	13.0	
799.70	10	B		
	4			VERY STIFF gray CLAY LOAM TILL
	6	1.3	11.0	
797.70	8	B		
-40				

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 7/15/08

ROUTE FAP 316 DESCRIPTION D92-057-07 IL 26 Bridge over BNSF Railroad, .4 m. N. of Pines Road LOGGED BY Be. Wetzell

SECTION 4 VBR-1 LOCATION Buffalo Twp. - 9 SW. SEC., TWP. 23N. RNG. 8E

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

STRUCT. NO. 071-0010
Station 391+46

BORING NO. B-2
Station 391+87
Offset 28.70ft Rt CL
Ground Surface Elev. 836.70 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	100/3"			white-ish tan weathered LIMESTONE Auger Refusal
795.20				
				End of Boring
-45				
-50				
-55				
-60				

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

BBS, from 137 (Rev. 8-99)

T:\5815 Phase II\IL-26\IL-26\Struct\dgn\IL26.dgn\0710096-64D17-027-SB1.dgn

LOCHNER H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED -	REVISED -
	FILE NAME = 0710096-64D17-027-SB1.dgn	CHECKED -	REVISED -
	PLOT SCALE =	DRAWN -	REVISED -
	PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS I
STRUCTURE 071-0096
SHEET NO. 27 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	71
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 7/16/08

ROUTE FAP 316 DESCRIPTION D92-057-07 IL 26 Bridge over BNSF Railroad, .4 m. N. of Pines Road LOGGED BY J. Strating

SECTION 4 VBR-1 LOCATION Buffalo Twp. - 9 SW. SEC., TWP. 23N, RNG. 8E

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

STRUCT. NO. 071-0010
Station 391+46

BORING NO. B-3
Station 393+18
Offset 15.00ft Lt CL
Ground Surface Elev. 864.40 ft

Surface Water Elev. 63.00 ft
Stream Bed Elev. 62.00 ft

Groundwater Elev.:
First Encounter 826.9 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
				6" Asphalt
				10" Concrete
		0.5 P	20.0	MEDIUM brown SILTY CLAY LOAM
861.90				
	2			STIFF brown SILTY LOAM
	3	1.5 P	22.0	
	4			
859.80				
-5				
	5			LOOSE tan dry fine SAND
	3			
857.90	5			
	3			MEDIUM tan dry fine SAND
	6			
855.40	14			
-10				
	2			LOOSE tan dry fine SAND
	2			
852.90	2			
	3			LOOSE tan fine SAND
	3			
849.90	5			
-15				
	2			STIFF brown SILTY CLAY LOAM
	2	1.3	17.0	
847.90	3	P		
	3			MEDIUM brown SILTY CLAY LOAM with SAND lenses
	3	0.8	15.0	
845.40	3	P		
-20				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
	3			MEDIUM brown SANDY LOAM
	4	1.0	18.0	
842.90	6	P		
	2			MEDIUM brown SILTY CLAY LOAM
	2	1.0	21.0	
840.40	4	P		
-25				
	1			MEDIUM brown SILTY CLAY LOAM
	3	0.8	19.0	
837.40	4	P		
	2			LOOSE tan dry fine SAND
	2			
835.40	3			
-30				
	1			VERY LOOSE tan fine SAND
	1			
832.90	2			
	3			MEDIUM tan fine SAND
	4			
830.40	6			
-35				
	3			MEDIUM tan moist fine SAND
	5			
827.90	5			
▼				
	2			LOOSE tan fine SAND
	4			
825.40	5			
-40				

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 7/16/08

ROUTE FAP 316 DESCRIPTION D92-057-07 IL 26 Bridge over BNSF Railroad, .4 m. N. of Pines Road LOGGED BY J. Strating

SECTION 4 VBR-1 LOCATION Buffalo Twp. - 9 SW. SEC., TWP. 23N, RNG. 8E

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

STRUCT. NO. 071-0010
Station 391+46

BORING NO. B-3
Station 393+18
Offset 15.00ft Lt CL
Ground Surface Elev. 864.40 ft

Surface Water Elev. 63.00 ft
Stream Bed Elev. 62.00 ft

Groundwater Elev.:
First Encounter 826.9 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
	3			MEDIUM tan fine SAND
	4			
822.90	6			
	4			MEDIUM tan fine SAND
	8			
820.40	12			
-45				
	1			Wash
	3			LOOSE tan/gray fine SAND
817.90	5			
	6			MEDIUM tan fine SAND
	9			
815.40	14			
-50				
	2			Wash
	6			MEDIUM gray fine SAND
812.90	11			
				5' Run
810.40				
-55				
	3			MEDIUM gray fine SAND
	9			
807.40	16			
	16			VERY DENSE gray fine SAND, bottom 1" SANDY LOAM TILL
	24			
805.40	29			
-60				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Soil Description
	3			SOFT gray SILT
	9	0.3	21.0	
802.90	14	P		
	7			VERY STIFF gray SANDY LOAM TILL
	12	2.5	10.0	
800.40	16	P		
-65				
	9			HARD gray SANDY LOAM TILL
	14	4.0	10.0	
797.90	20	P		
	10			HARD gray CLAY LOAM TILL
	9	4.0	12.0	
795.40	15	P		
-70				
	4			VERY STIFF gray CLAY LOAM TILL
	9	3.7	11.0	
	16	B		
792.40				
	19			VERY DENSE tan/gray weathered LIMESTONE
	100/4"			Auger Refusal
790.40				End of Boring
-75				
-80				

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

BBS, from 137 (Rev. 8-99)

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LOCHNER
H.W. LOCHNER, INC.
CONSULTING ENGINEERS AND PLANNERS
20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

USER NAME =		DESIGNED -	REVISED -
FILE NAME = 0710096-64D17-028-SB2.dgn		CHECKED -	REVISED -
PLOT SCALE =		DRAWN -	REVISED -
PLOT DATE =		CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS II
STRUCTURE 071-0096
SHEET NO. 28 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	72
		CONTRACT NO. 64D17		
	ILLINOIS FED. AID PROJECT			

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 7/23/08

ROUTE FAP 316 DESCRIPTION D92-057-07 IL 26 Bridge over BNSF Railroad, .4 m. N. of Pines Road LOGGED BY W. Garza

SECTION 4 VBR-1 LOCATION Buffalo Twp. - 9 SW, SEC., TWP. 23N, RNG. 8E

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

STRUCT. NO. 071-0010
Station 391+46

BORING NO. B-4
Station 392+34
Offset 13.00R Rt CL
Ground Surface Elev. 864.30 ft

Surface Water Elev. 63.00 ft
Stream Bed Elev. 62.00 ft

Groundwater Elev.:
First Encounter 821.8 ft
Upon Completion Wash ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				MEDIUM brown SILTY CLAY LOAM
		0.8 P	15.0	
861.80				
	4			VERY STIFF light brown SILTY CLAY LOAM
	6	2.3 P	17.0	
	8			
860.30				
-5				
	3			VERY STIFF light brown SILTY CLAY LOAM
	4	2.9 B	20.0	
857.80	7			
				HARD light brown SILTY CLAY LOAM
	5			
	6	5.0 B	15.0	
855.30	11			
-10				
	4			STIFF gray SILTY CLAY LOAM
	4	1.1 P	25.0	
852.80	6			
				VERY STIFF gray SILTY CLAY LOAM
	4			
	6	3.1 B	22.0	
850.30	7			
-15				
	3			MEDIUM gray SILTY CLAY LOAM with ORGANICS
	4	0.8 P	29.0	
847.80	5			
				STIFF dark gray SILTY CLAY LOAM
	3			
	5	1.8 B	23.0	
845.30	5			
-20				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				STIFF gray SILTY CLAY LOAM
	3			
	4	1.7 B	25.0	
842.80	5			
				HARD dark gray SILTY CLAY LOAM
	3			
	7	4.1 B	20.0	
840.30	10			
-25				
	3			VERY STIFF gray LOAM
	4	2.0 P	17.0	
837.80	6			
				STIFF gray LOAM
	4			
	4	1.8 S	17.0	
835.30	5			
-30				
	4			HARD dark gray LOAM
	8	4.0 P	12.0	
832.80	8			
				STIFF gray SILTY CLAY LOAM
	1			
	3	1.1 P	22.0	
830.30	4			
-35				
	3			VERY STIFF black SILTY LOAM with 38% ORGANICS
	4	2.3 P	106.0	
827.80	7			
	2			VERY STIFF black SILTY LOAM with 13% ORGANICS
	2	2.1 B	50.0	
825.30	5			
-40				

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 7/23/08

ROUTE FAP 316 DESCRIPTION D92-057-07 IL 26 Bridge over BNSF Railroad, .4 m. N. of Pines Road LOGGED BY W. Garza

SECTION 4 VBR-1 LOCATION Buffalo Twp. - 9 SW, SEC., TWP. 23N, RNG. 8E

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

STRUCT. NO. 071-0010
Station 391+46

BORING NO. B-4
Station 392+34
Offset 13.00R Rt CL
Ground Surface Elev. 864.30 ft

Surface Water Elev. 63.00 ft
Stream Bed Elev. 62.00 ft

Groundwater Elev.:
First Encounter 821.8 ft
Upon Completion Wash ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
				MEDIUM gray SILTY LOAM with SAND lens
	2			
	3	0.8 B	25.0	
	6			
822.30				
				MEDIUM tan fine SAND
	1			
	9			
820.30	10			
-45				
	9			MEDIUM tan fine SAND
	13			
817.80	18			
				MEDIUM/DENSE tan fine SAND
	6			
	13			
815.30	17			
-50				
	13			Wash DENSE gray fine SAND
	17			
812.80	17			
				5' Run
809.80				
-55	14			Wash DENSE gray fine SAND with SILT lens
	18		18.0	
807.80	21			
	10			DENSE gray SILT
	18	0.8 P	20.0	
805.30	20			
-60				

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	11			Wash
	11	1.4 B	16.0	STIFF gray SANDY LOAM TILL
802.80	7			
	7			VERY STIFF gray SANDY LOAM
	10	3.1 B	11.0	TILL
	12			
799.80				
-65				
	100/4"			VERY DENSE gray weathered LIMESTONE
798.30				End of Boring
-70				
-75				
-80				
-85				

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

BBS, from 137 (Rev. 8-99)

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LOCHNER
H.W. LOCHNER, INC.
CONSULTING ENGINEERS AND PLANNERS
20 N. WACKER DRIVE, SUITE 1200
CHICAGO, ILLINOIS 60606

USER NAME =		DESIGNED -	REVISED -
FILE NAME = 071096-64D17-029-SB3.dgn		CHECKED -	REVISED -
PLOT SCALE =		DRAWN -	REVISED -
PLOT DATE =		CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS III
STRUCTURE 071-0096
SHEET NO. 29 OF 29 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	4VBR-1	OGLE	73	73
		CONTRACT NO. 64D17		
	ILLINOIS	FED. AID PROJECT		