

01-15-2016 LETTING ITEM 072

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED  
HIGHWAY PLANS

FAP ROUTE 573 (US 30)

SECTION (116R-2BR)BR

PROJECT : *ACF-0573 (312)*

TYPE of IMPROVEMENT-BRIDGE REPLACEMENT  
DEKALB COUNTY

C-93-016-13

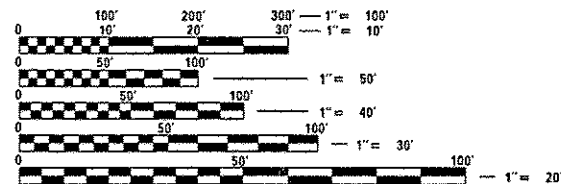
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	1
		ILLINOIS	CONTRACT NO. 66A90	

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LIST OF ILLINOIS DOT HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-11 BRIDGE APPROACH PAVEMENT CONNECTOR
- 515001-03 NAME PLATE FOR BRIDGES
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 630201-06 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-06 SHOULDER WIDENING FOR TYPE 1(SPECIAL) GUARDRAIL TERMINALS
- 631031-13 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 666001-01 RIGHT-OF-WAY MARKERS
- 667101-02 PERMANENT SURVEY MARKERS
- 668001-01 U.S. GEOLOGICAL SURVEY AND NATIONAL GEODETIC SURVEY BENCHMARKS
- RESETTING METHOD
- 701001-02 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' (4.5 m) AWAY
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- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701321-14 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
- 701901-04 TRAFFIC CONTROL DEVICES
- 704001-07 TEMPORARY CONCRETE BARRIER
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

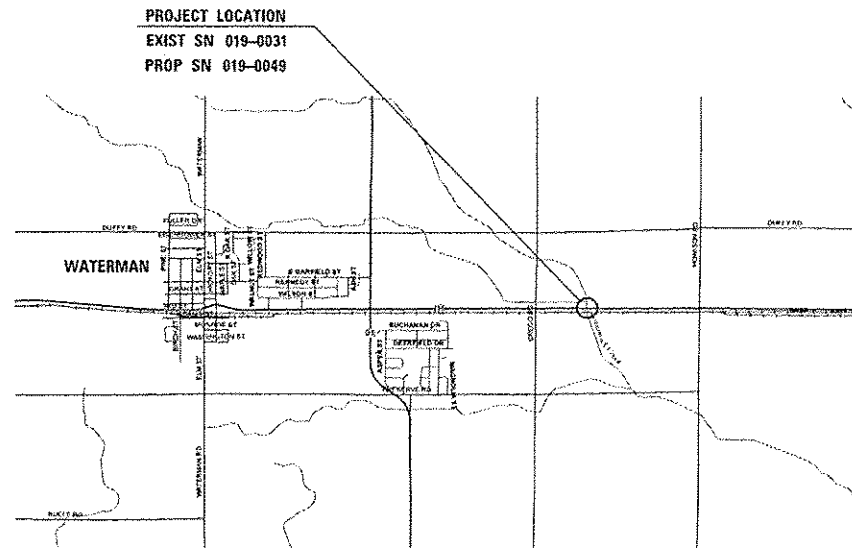


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: CRAIG REED, P.E.  
UNIT CHIEF: PAT BRABOY

CONTRACT NO. 66A90



GROSS LENGTH = NET LENGTH = 600 FT. = 0.11 MILES



FUNCTIONAL CLASSIFICATION-MINOR ARTERIAL (RURAL)

2014 ADT 3550 VPD  
PV = 86.4% SU = 3.1% MU = 10.5%

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED *August 6 2015*  
*Paul Loster P.E.*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

*Dec 4 2015*  
*John D. Baramzelli P.E.*  
ENGINEER OF DESIGN AND ENVIRONMENT

*Dec 4 2015*  
*Omer Osman P.E.*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

**GENERAL NOTES**

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDDED WILL BE DETERMINED BY THE ENGINEER.

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT /100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5	TONS AGGREGATE

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

**COMMITMENTS:**

1. ENVIRONMENTAL COORDINATION
2. 404 PERMIT
3. IDNR PERMIT
4. In order to protect the prairie, no parking of vehicles or storage of equipment or materials should occur on the south side of U.S. Route 30 at the project location. After construction, the disturbed area on the south side of US 30 shall be final seeded with temporary turf cover mixture Class 7 modified (substitute perennial ryegrass with annual ryegrass) in accordance with Section 250 and 251 of the Standard Specifications for Road and Bridge Construction.
5. RE shall notify the manager of Hinckley Airport 5 business days prior to the use of the crane used to drive piling and set steel during Stage I and Stage II construction.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DISTRICT THREE

PREPARED BY: Don Beauil  
DISTRICT STUDIES & PLANS ENGINEER

DATE: August 6, 2015

EXAMINED BY: Herbert J. [Signature]  
DISTRICT CONSTRUCTION ENGINEER

[Signature]  
DISTRICT MATERIALS ENGINEER

[Signature]  
DISTRICT OPERATIONS ENGINEER

FILE NAME *	USER NAME * brobojpc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pur\1\084EBID\INTEG\Illinois.gov\PIDOT\084EBID\DOT\Office\District 3\Projects\0366A90\0366A90\ht-cover		CHECKED -	REVISED -		573	116R-2BR1BR	DEKALB	51	2
PLOT SCALE * 1/8" = 1'-0"		DATE -	REVISED -		SCALE: _____		SHEET NO. _____ OF _____ SHEETS		STA. _____ TO STA. _____
PLOT DATE * 8/5/2015					CONTRACT NO. 66A90 ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				ROADWAY 0011 PROP. S. N. 019-0049
20200100	EARTH EXCAVATION	CU YD	249	249
20300100	CHANNEL EXCAVATION	CU YD	101	101
20400800	FURNISHED EXCAVATION	CU YD	86	86
25000210	SEEDING, CLASS 2A	ACRE	0.35	0.35
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	68	68
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	68	68
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	68	68
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SO YD	3630	3630
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	70	70
28000305	TEMPORARY DITCH CHECKS	FOOT	120	120
28000400	PERIMETER EROSION BARRIER	FOOT	1173	1173
28100107	STONE RIPRAP, CLASS A4	SO YD	1035	1035
28200200	FILTER FABRIC	SO YD	1035	1035
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1374	1374

FILE NAME *	USER NAME * braboygo	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
g:\N\884E81QNTFC\illinois.gov\PI\DOT\Do	Documents\DOT Office\District 3\Projects\036	FOR DRAWN Data\BADA\habs\0366498-ent-cover	REVISED -		573	016R-2B1BR	DEKALB	51	3				
PLOT SCALE * 1/8" = 1' / in.	CHECKED -	REVISED -	SCALE: _____		SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 66A90						
PLOT DATE * 8/4/2015	DATE -	REVISED -	ILLINOIS FED. AID PROJECT										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED. 20% STATE
				ROADWAY
				0011
				PROP. S. N. 019-0049
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1	1
40600537	LEVELING BINDER (HAND METHOD), IL-9.5FG, N70	TON	1	1
40600637	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70	TON	255	255
40600990	TEMPORARY RAMP	SO YD	30	30
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	171	171
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SO YD	56	56
44000100	PAVEMENT REMOVAL	SO YD	213	213
48101200	AGGREGATE SHOULDERS, TYPE B	TON	40	40
48203033	HOT-MIX ASPHALT SHOULDERS, 9"	SO YD	997	997
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50200100	STRUCTURE EXCAVATION	CU YD	24.4	24.4
50300100	FLOOR DRAINS	EACH	12	12
50300225	CONCRETE STRUCTURES	CU YD	70.9	70.9
50300255	CONCRETE SUPERSTRUCTURE	CU YD	267.7	267.7

FILE NAME *	USER NAME * brcbajpc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11.284EBID\INTEG\11\state.gov\PH007\DO	projects\1007 Offices\District 3\Projects\036	DATA\640\sheet\0366A98-wht-cover	REVISED -						573	016R-2BRIBR	DEKALB	91	4
PLOT SCALE * 1/8" = 100'-0" / 1"	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 66A90								
PLOT DATE * 8/4/2015	DATE -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT								

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				801. FED. 201. STATE ROADWAY 0011 PROP. S. N. 019-0049
50300260	BRIDGE DECK GROOVING	SO YD	593	593
50300300	PROTECTIVE COAT	SO YD	722	722
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	LSUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	1344	1344
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	67400	67400
50800515	BAR SPLICERS	EACH	489	489
51201600	FURNISHING STEEL PILES HP12X53	FOOT	728	728
51202305	DRIVING PILES	FOOT	728	728
51203600	TEST PILE STEEL HP12X53	EACH	2	2
51204650	PILE SHOES	EACH	15	15
51500100	NAME PLATES	EACH	1	1
52100520	ANCHOR BOLTS, 1"	EACH	28	28
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	66	66
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4

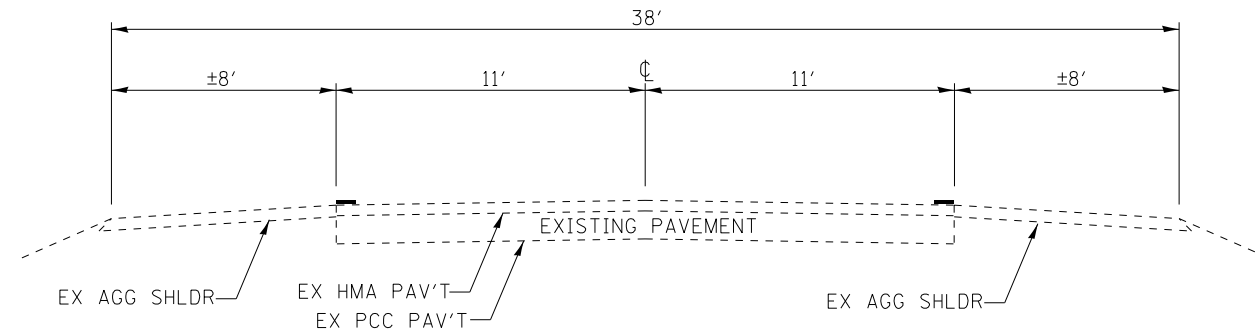
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED. 20% STATE
				ROADWAY
				0011
				PROP. S. N. 019-0049
*6300001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	209	209
*6310085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
*63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	3	3
63200310	GUARDRAIL REMOVAL	FOOT	766	766
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	3	3
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7
67100100	MOBILIZATION	LSUM	1	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	LSUM	1	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	LSUM	1	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	180	180
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1200	1200
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	150	150

FILE NAME *	USER NAME = brcb09gc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ov\N\084E810INTEG.illinois.gov\PI00T\Documents\DOT Offices\District 3\Projects\0364\Drawings\0364\036490-shr\over	DRAWN	CHECKED	REVISED		573	016R-2BRIER	DEKALB	51	6				
PLOT SCALE = 1/8" = 1' / 1/4"	CHECKED	REVISED	REVISED		CONTRACT NO. 66A90								
PLOT DATE = 8/4/2015	DATE	REVISED	REVISED		ILLINOIS FED. AID PROJECT								
				SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____									



CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED. 20% STATE
				ROADWAY 0011
				PROP. S. N. 019-0049
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	440	440
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	119	119
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	28	28
Z0026407	TEMPORARY SHEET PILING	SQ FT	576	576
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	42
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	146	146
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	1

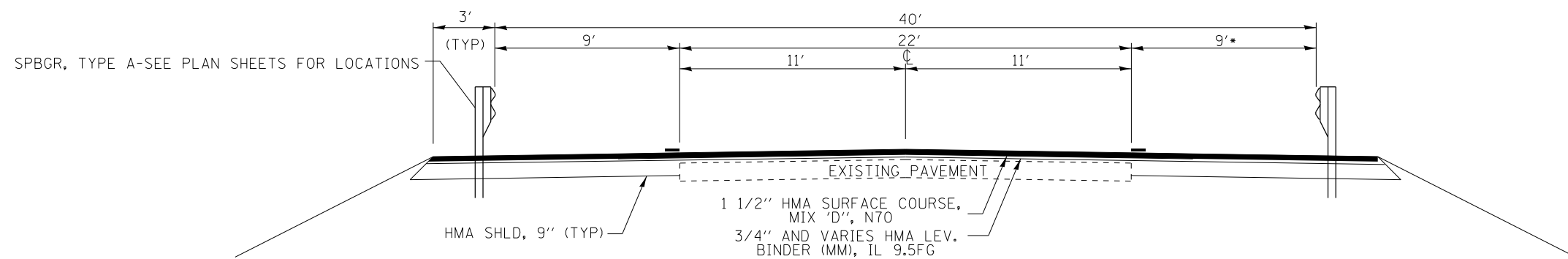




EXISTING ROADWAY TYPICAL SECTION

STA 707+00 TO STA 708+92.87  
 STA 710+47.37 TO STA 713+00

HMA MIXTURE REQUIREMENT TABLE		
LOCATION(S):	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	SURFACE	LEVELING BINDER
BINDER GRADE (PG):	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4% @ N70	4% @ N70
MIXTURE COMPOSITION	IL 9.5	IL 9.5FG
FRICTION AGGREGATE:	MIXTURE D	
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA
SUBLOT SIZE:	N/A	N/A
DENSITY TEST METHOD:	CORES	CORES



\*HMA SHLD WIDTH VARIES-SEE PLAN SHEETS

PROPOSED ROADWAY TYPICAL SECTION

STA 707+00 TO STA 708+92.87  
 STA 710+47.37 TO STA 713+00

FILE NAME =	USER NAME = brcboypc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 7/30/2015	DATE -	REVISOR -	REVISOR -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 66A90				
								ILLINOIS FED. AID PROJECT				

MAINLINE SCHEDULE											
STA. TO STA.		LENGTH	AREA	HMA SURF CSE MIX D N70	LEVEL BINDER (MM)	LEVEL BINDER (HM)	MIX FOR JTS, CRACKS & FLGWYS	HMA SURF REMOVAL VARIABLE DEPTH	BIT. MAT'L (PR CT)	AGG SHLD, TYPE B	TEMP RAMP
		FT	SQ YD	TONS	TONS	TONS	TONS	SQ YD	POUND	TONS	SQ YD
707+00	708+99	199	884	74.3	120.0	0.4	0.3	220.0	596.7	20.0	15.0
710+41	713+00	259	1,151	96.7	135.0	0.6	0.3	220.0	776.9	20.0	15.0
GRAND TOTALS				171	255	1	1	440	1374	40	30

SEEDING SCHEDULE										
LOCATION	LANE	SEEDING CLASS 2A	SEEDING CLASS 7 (MODIFIED)	NITROGEN FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	HEAVY DUTY EROSION CONTROL BLANKET	TEMP DITCH CHECKS	PERIMETER EROSION BARRIER	TEMP EROSION CONTROL SEEDING
STA TO STA		ACRE	ACRE	POUND	POUND	POUND	S.Y.	FOOT	FOOT	POUND
STA 707+00 TO STA 709+30 LT	WB	0.15		14	14	14	726	30	248	30
STA 707+00 TO STA 709+30 RT	EB		0.20	18	18	18	968	30	276	0
STA 710+30 TO STA 713+00 LT	WB	0.20		18	18	18	968	30	333	40
STA 710+30 TO STA 713+00 RT	EB		0.20	18	18	18	968	30	316	0
GRAND TOTAL		0.35	0.40	68	68	68	3630.0	120.0	1173.0	70.0

THERE IS A COMMITMENT TO SEED ALL DISTURBED AREAS ON THE SOUTH SIDE OF US 30 WITH A CLASS 7 (MODIFIED) MIXTURE

HMA SHOULDER SCHEDULE			
LOCATION	WIDTH	AREA	HMA SHLD 9"
STA TO STA		SQ YD	FOOT
LEFT			
706+45 TO 707+00	3	18	18
707+00 TO 708+99	12	265	265
710+41 TO 711+47	VARIES	144	144
711+47 TO 713+26	3	60	60
RIGHT			
706+82 TO 708+02	6.5	87	87
708+02 TO 708+99	VARIES	140	140
710+41 TO 711+41	VARIES	149	149
711+41 TO 713+26	6.5	134	134
TOTAL			997

SEE STD 630201 FOR TREATMENT OF HMA BEHIND GUARDRAIL  
NO HMA SHLD NEEDED BEHIND APPROACH PAVEMENT

R.O.W. MARKERS	
LOCATION	FURNISH AND ERECT ROW MARKERS EACH
STA 709+68.41, 50' LT	1
STA 712+00, 50' LT	1
STA 713+00, 40' LT	1
GRAND TOTAL	3

CHANNEL EXCAVATION SCHEDULE	
LOCATION	CHANNEL EX
	CU YD
SW QUAD OF BRIDGE-SEE CHANNEL EXCAVATION DETAIL	101
GRAND TOTALS	101

PAVEMENT MARKING SCHEDULE									
LOCATION	DISTANCE	PAINT PVT MK 4"	PAINT PVT MK 6"	TEMP MARK 4"	TEMP MARK 6"	SHORT-TERM MARK	WORK ZONE PAVT MARK REM	RAISED REFLECTIVE PVMT MARKERS(2)	REMOVAL RAISED REFLECTIVE PVT MARKERS
STA	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ. FT.	EACH	EACH
707+00 TO 713+00	600	1200	150	1200	150	180	60	8	8
(1) DOUBLE APPLICATION		1200	150						
<b>GRAND TOTAL</b>	<b>600</b>	<b>2400</b>	<b>300</b>	<b>1200</b>	<b>150</b>	<b>180</b>	<b>60</b>	<b>8</b>	<b>8</b>

(1) PAINT MUST BE DONE IN A DOUBLE APPLICATION  
(2) SPACE SO AS NOT NEEDED ON BRIDGE

GUARDRAIL							
STA TO STA	TERM MRK, DA	TBT TY 1 SP (FLARED)	TBT TY 6	SPBGR TYPE A, 6' POSTS	GR REMOVAL	GUARDRAIL MARKERS TYPE A	LINEAR DELINEATION PANEL
	EA	EA	EA	FOOT	FOOT	EA	EA
STATION 706+47 TO 708+99 (LT)			1	209	259	4	
NE QUAD	1	1	1		190	2	
SW QUAD	1	1	1		190	2	
SE QUAD	1	1	1		127	2	
ON BRIDGE PARAPET (2EB & 2WB)							4
<b>GRAND TOTAL</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>209</b>	<b>766</b>	<b>10</b>	<b>4</b>

EARTH EXCAVATION SCHEDULE				
(1) STA TO STA	(2) EARTH EX* CU YD	(3) EARTH EX ADJ FOR SHRINKAGE CU YD	(4) EMBANK CU YD	(5) EARTHWORK BAL WASTE(+) OR SHORTAGE(-) CU YD
705+50 TO 709+26	122	92	99	-8
710+08 TO 713+25	127	95	174	-79
<b>GRAND TOTALS</b>	<b>249</b>	<b>187</b>	<b>273</b>	<b>-86</b>

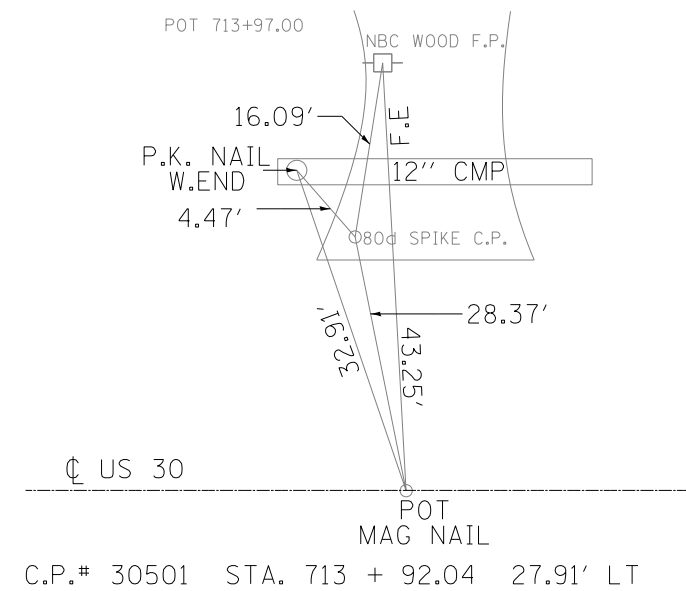
\*THEORETICAL QUANTITY FROM AREA NEEDED TO PLACE HMA SHLD  
COLUMN 3- QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 25% (1- SHRINKAGE FACTOR)  
COLUMN 4- QUANTITY FROM CROSS SECTIONS  
COLUMN 5 EARTHWORK REQUIRED (PAY FOR AS FUNISHED EXCAVATION)

PAVEMENT REMOVAL AND PCC BRIDGE APPROACH PVT CONNECTOR			
STA. TO STA.	LENGTH	PAVEMENT REMOVAL*	PCC BR APPR PVT CONNECTOR
	FT	SQ YD	SQ YD
LASALLE COUNTY			
SN 050-0143			
708+93 TO 708+99	6	15.0	28
708+99 TO 709+24	25	72.0	
710+01 TO 710+41	40	111.0	
710+41 TO 710+47	6	15.0	28.0
<b>GRAND TOTALS</b>		<b>213</b>	<b>56</b>

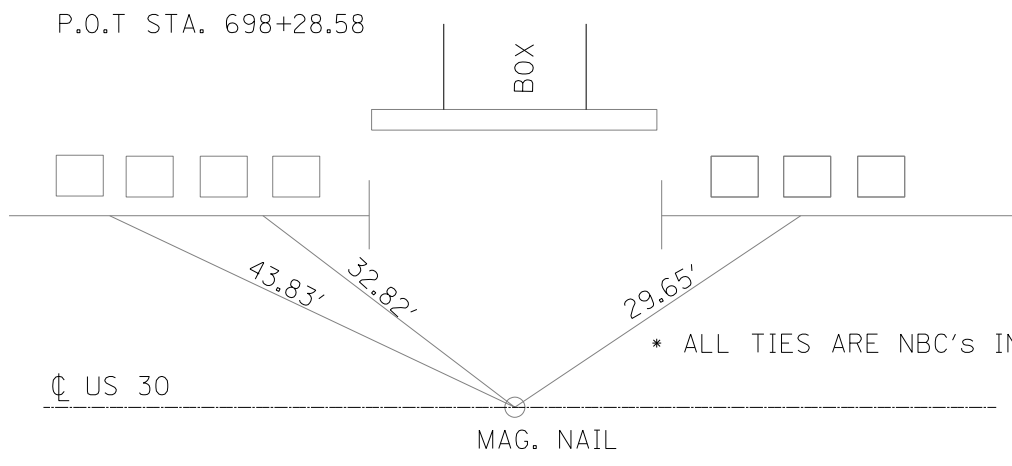
\* THIS ITEM INCLUDES THE 22' MAINLINE AND THE CONCRETE SHOULDER  
\*\*THE EXISTING HMA SHOULDER TO BE REMOVED SHALL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION

WORK ZONE TRAFFIC CONTROL						
LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIONAL), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIONAL), TEST LEVEL 3	WORK ZONE PAVEMENT MARKING REMOVAL	PAVEMENT MKG REMOVAL**
FROM TO	FOOT	FOOT	EACH	EACH	SQ FT	SQ FT
STAGE 1						
708+00 TO 712+00	400		2		434	217
STAGE 2					434	217
707+69 TO 711+83	14	400		2		
<b>TOTALS</b>	<b>414</b>	<b>400</b>	<b>2</b>	<b>2</b>	<b>868</b>	<b>434</b>

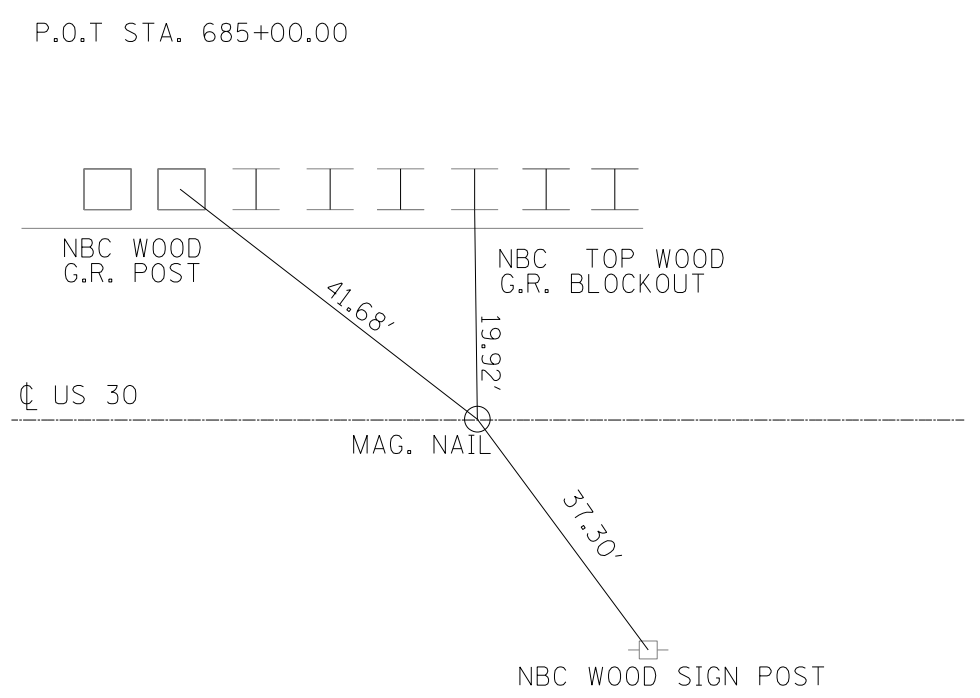
\*\* NOTE: THIS QUANTITY IS FOR REMOVAL OF EXISTING PAVEMENT MARKING NECESSARY TO COMPLETE STAGE CONSTRUCTION.



C.P.# 30501 STA. 713 + 92.04 27.91' LT



\* ALL TIES ARE NBC'S IN WOOD G.R. POSTS



FILE NAME =	USER NAME = brcboypc	DESIGNED -	REVISED -
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 3\Projects\0366\DRAWING\DATA\EA\Sheets\0366A90-sht-cover.dwg		REVISION	REVISION
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	PLOT DATE = 7/30/2015	DATE -	REVISED -

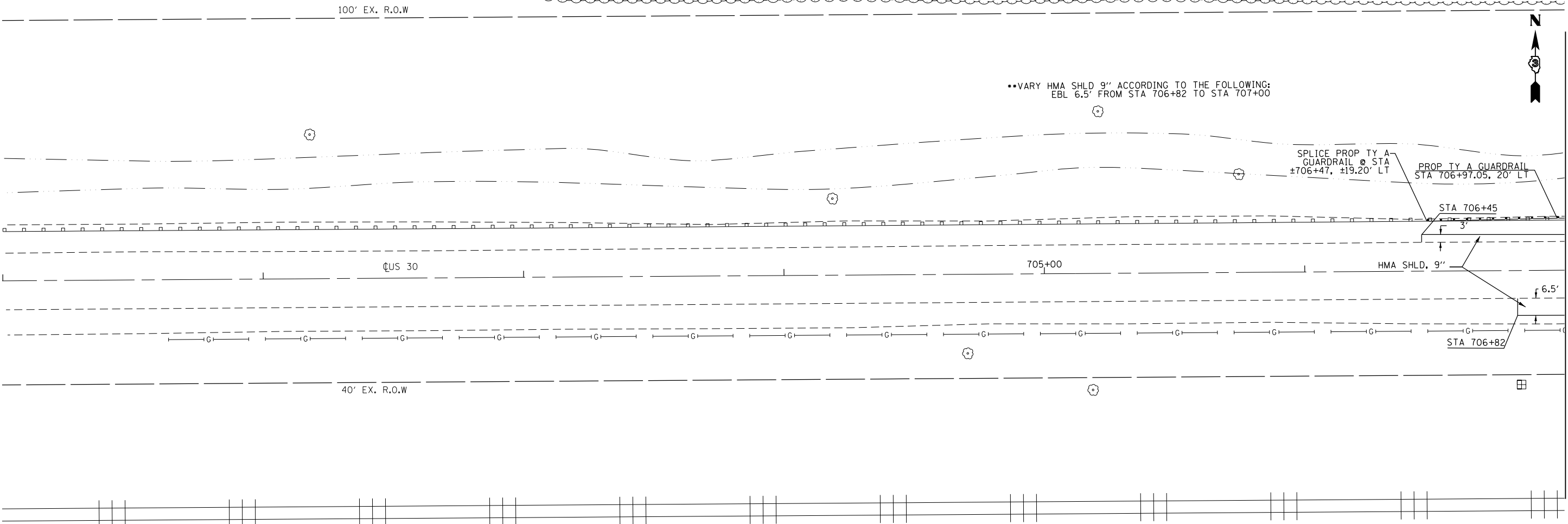
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TIE POINTS			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

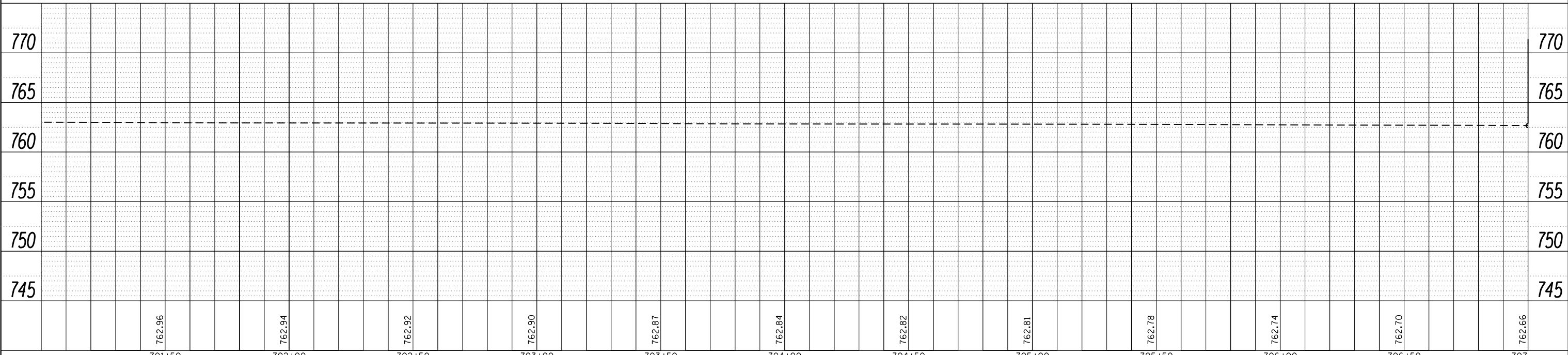
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	12
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A90	

PLAN	SURVEYED	BY	DATE
	NOTE BOOK		
	NO.		
	CHECKED		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE		
	NOTATION		
	CHFD		



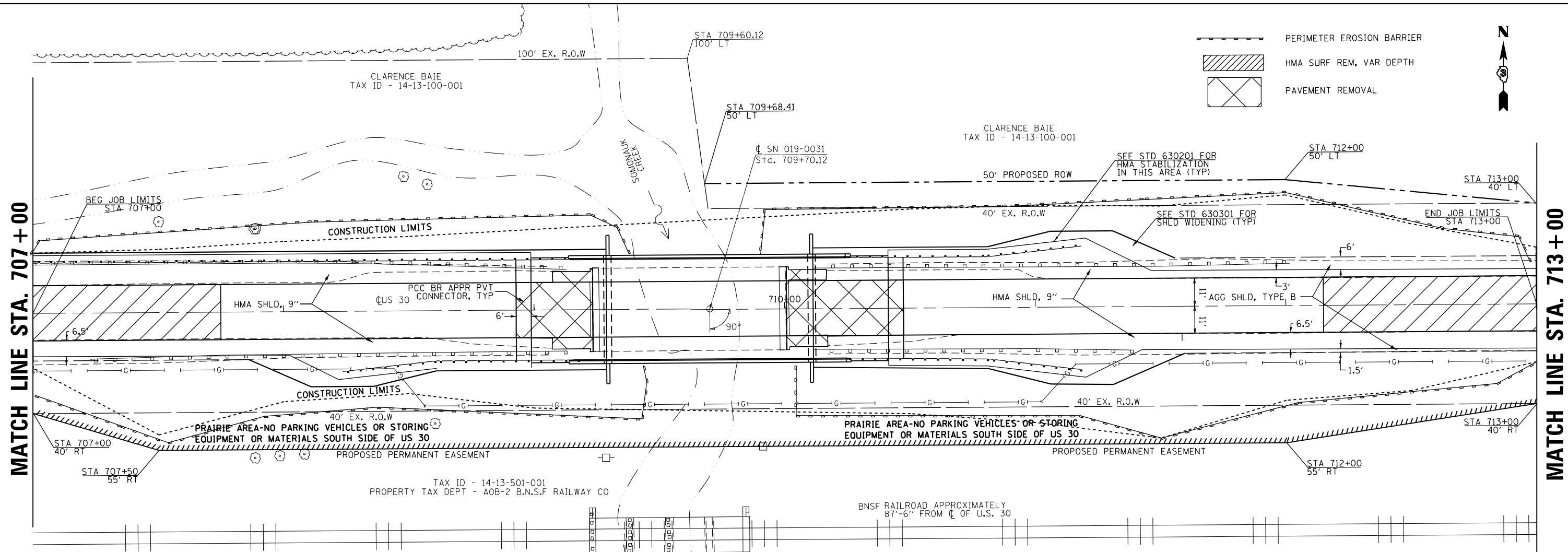
**MATCH LINE STA. 707 + 00**



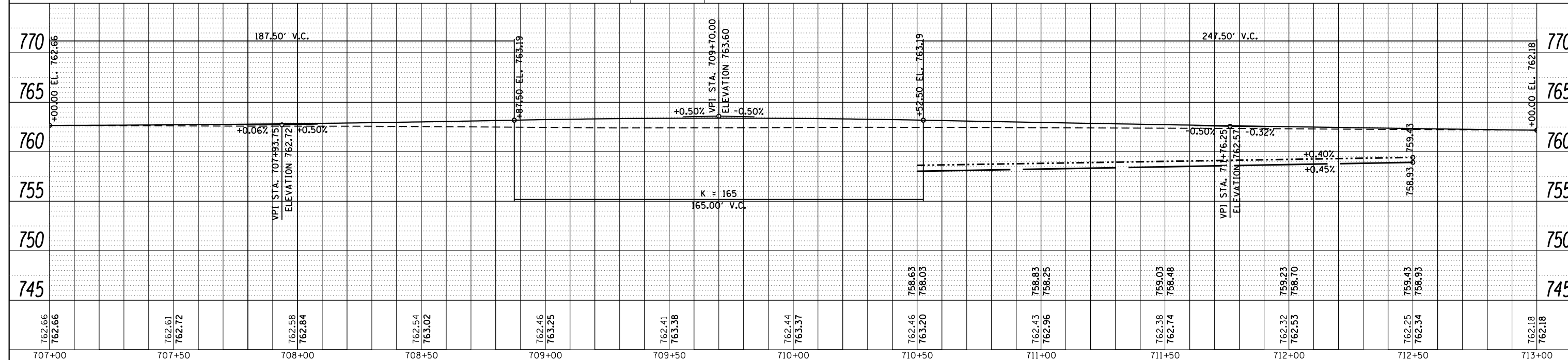
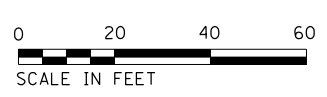
FILE NAME =	USER NAME = breboyc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>F.A.P. 573 (US ROUTE 30) OVER SOMONAUK CREEK</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					573	(116R-2BR)BR	DEKALB	51	13
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET 1 OF 2 SHEETS STA. 701+00 TO STA. 707+00			CONTRACT NO. 66A90				
	PLOT DATE = 7/30/2015	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

PLAN	SURVEYED	DATE
	PLOTTED	BY
	NOTE BOOK	
	NO.	
	CHECKED	
	ALIGNED	
	CAD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	NOTE BOOK	
	NO.	
	CHECKED	
	GRADES	
	STRUCTURE	
	NOTATIONS	



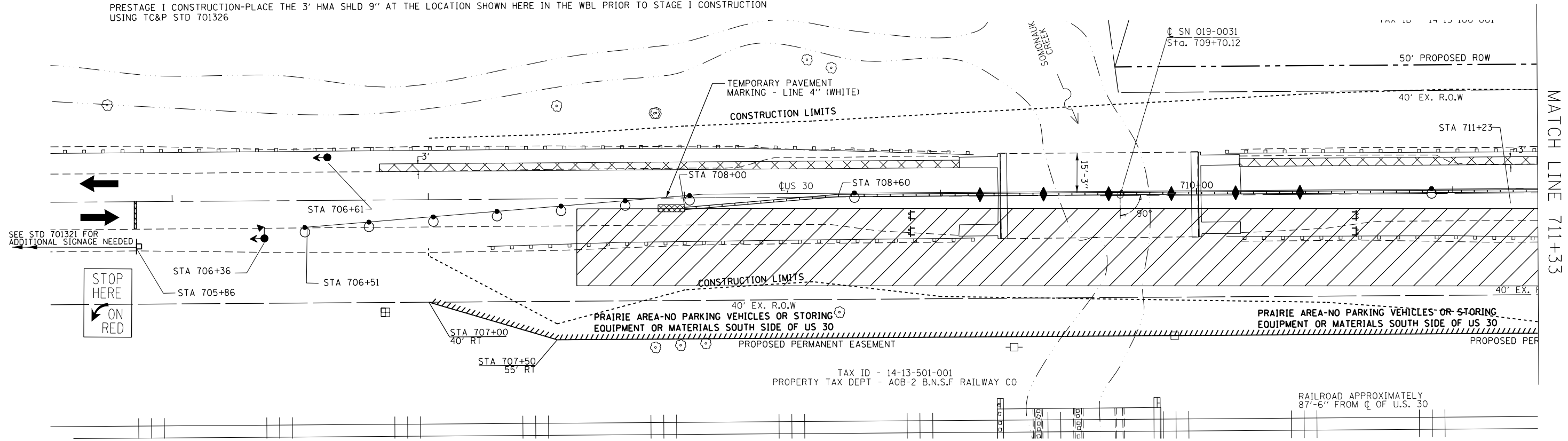
**BENCHMARK #1  
CHISELED "X"  
STA 709 + 09.58, 14.34' LT  
ELEVATION = 762.16**



FILE NAME =	USER NAME = braboycp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>F.A.P. 573 (US ROUTE 30) OVER SOMONAUK CREEK</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED -	REVISED -			573	(116R-2BR)BR	DEKALB	51	14
		DATE -	REVISED -			CONTRACT NO. 66A90		ILLINOIS FED. AID PROJECT		

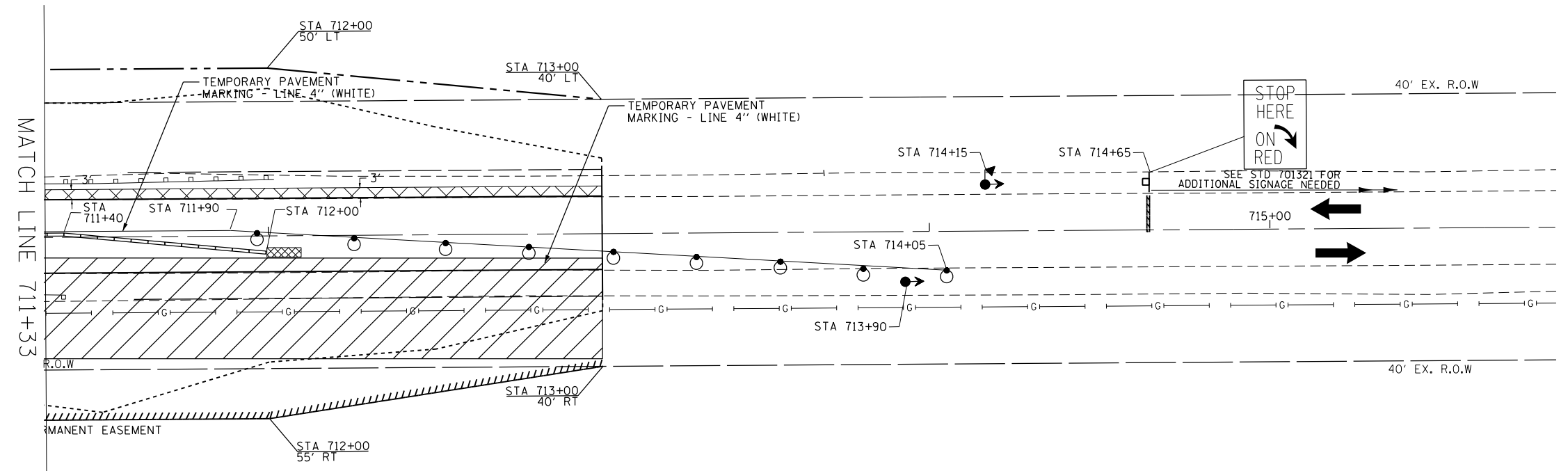


PRESTAGE I CONSTRUCTION-PLACE THE 3' HMA SHLD 9" AT THE LOCATION SHOWN HERE IN THE WBL PRIOR TO STAGE I CONSTRUCTION USING TC&P STD 701326



**LEGEND**

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE
- MICROWAVE DETECTOR
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- CRYSTAL, BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- HMA SHLD, 9"

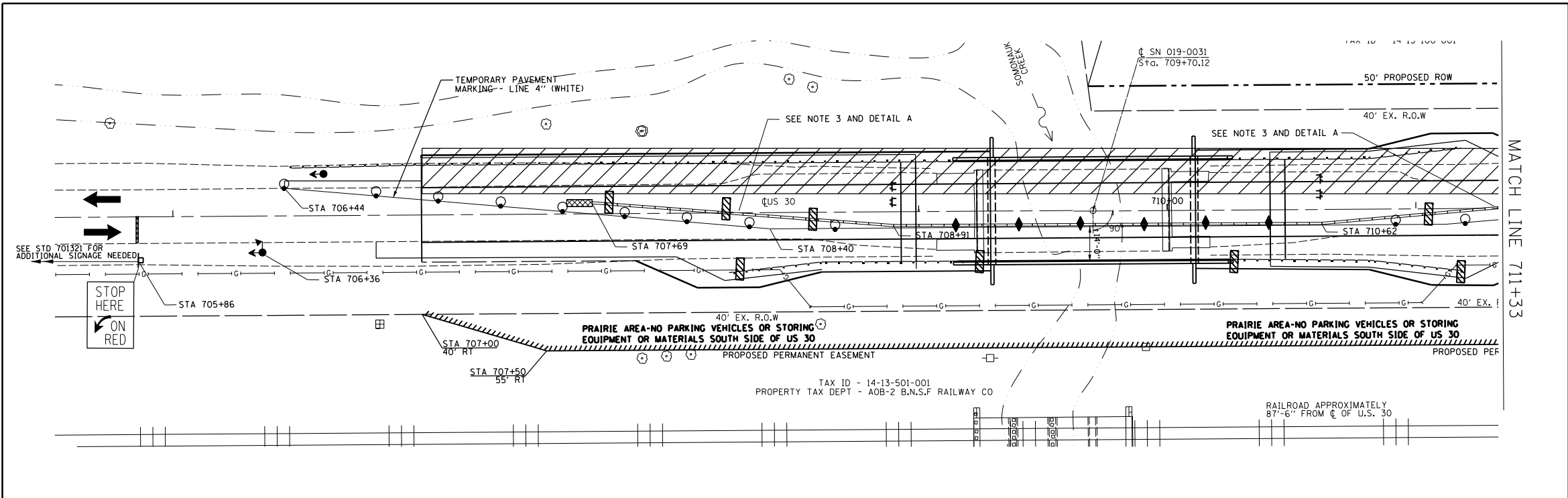


**NOTES**

1. SEE HIGHWAY STANDARD 701321 AND 701201 FOR ADDITIONAL TRAFFIC CONTROL INFORMATION.
2. TEMPORARY BRIDGE TRAFFIC SIGNALS, CONCRETE BARRIER, AND IMPACT ATTENUATORS WILL BE PAID FOR SEPARATELY.

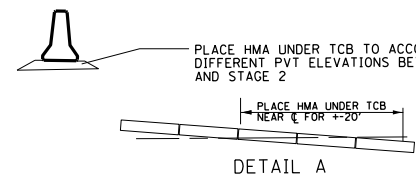
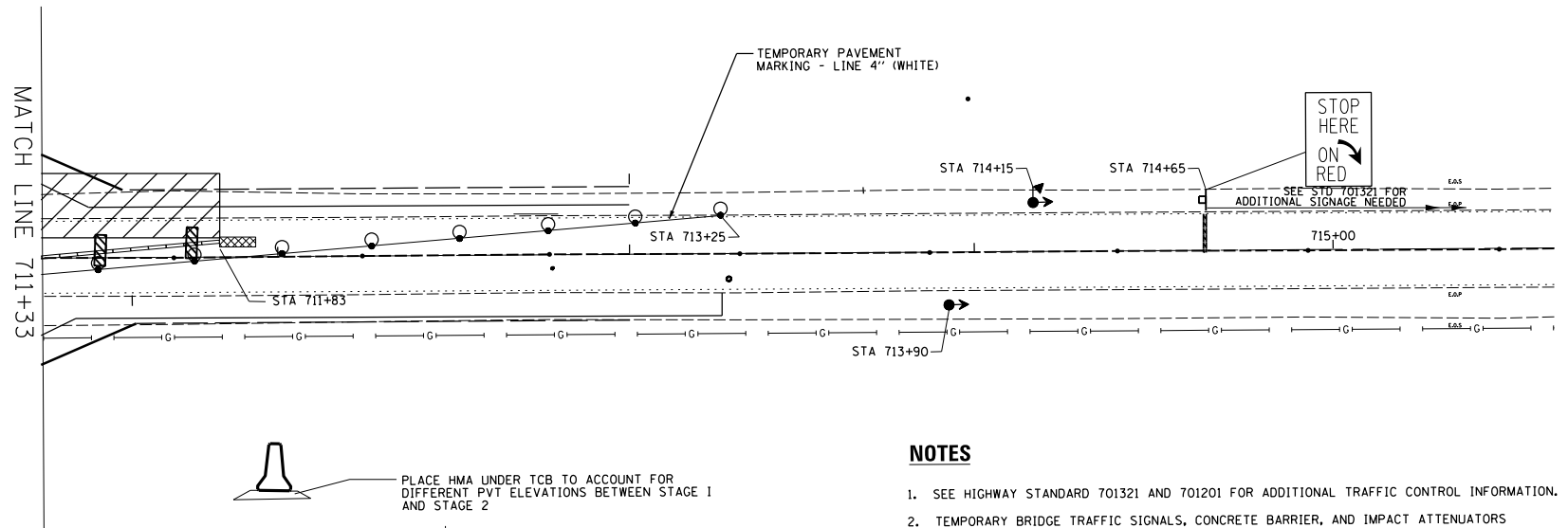
FILE NAME =	USER NAME = brcbapc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE I CONSTRUCTION</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\11\084EBIDINTEG.111nois.gov\PI\DOT\Documents\DOT Offices\District 3\Projects\036690\Drawings\EA\Drawings\036690-sh1-stage1.dgn	PLotted SCALE = 40.0000' / in.	CHECKED -	REVISED -					573	(116R-2BR)BR	DEKALB	51	16
Default	PLOT DATE = 7/30/2015	DATE -	REVISED -					CONTRACT NO. 66A90				ILLINOIS FED. AID PROJECT





**LEGEND**

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL WITH BACKPLATE
- MICROWAVE DETECTOR
- SIGN
- TYPE III BARRICADE WITH FLASHING LIGHTS
- CRYSTAL, BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- Vertical Panel (back to back)  
(Place ON 100' spacing on guardrail and place 3 on each temp conc. barrier taper as shown)

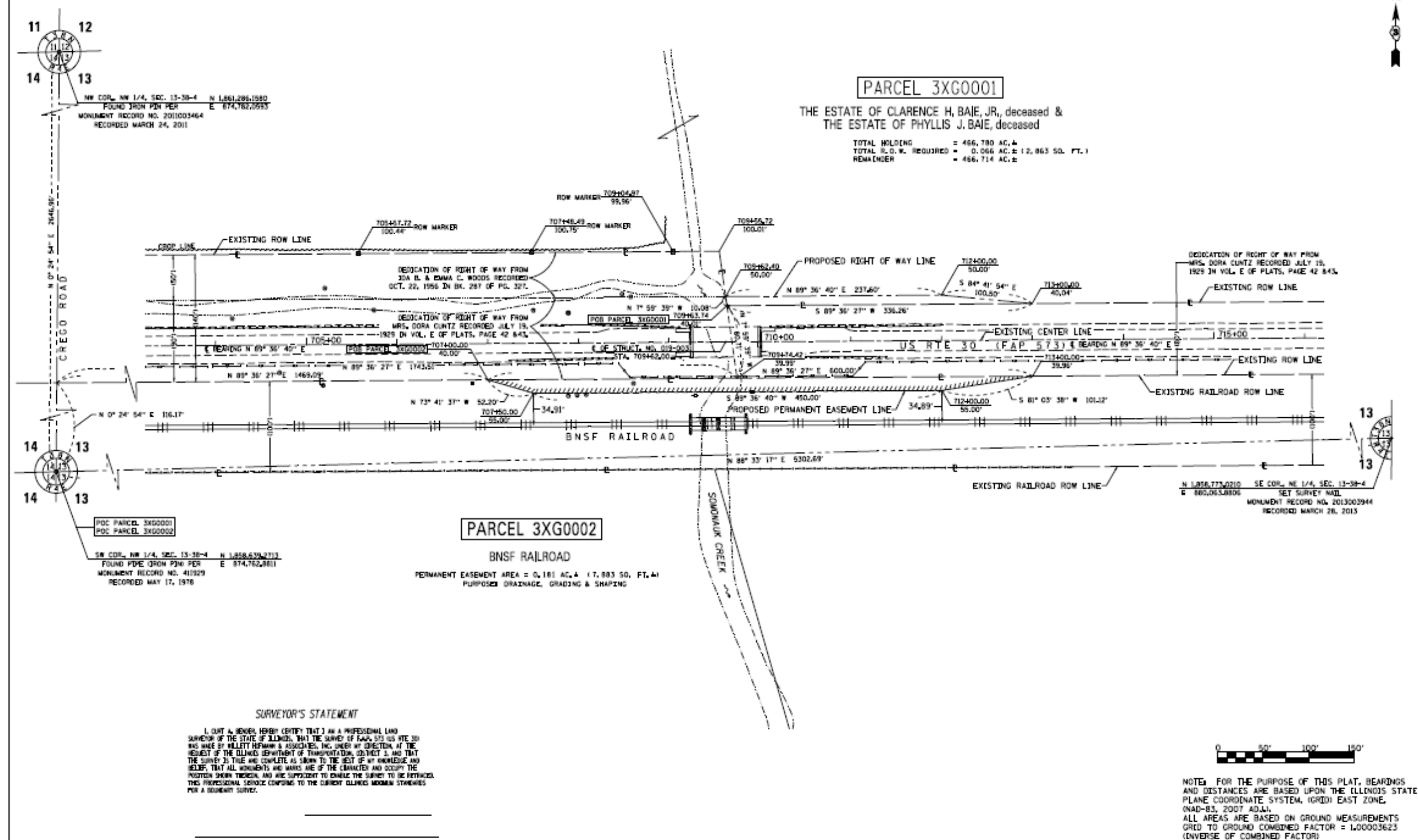


**NOTES**

1. SEE HIGHWAY STANDARD 701321 AND 701201 FOR ADDITIONAL TRAFFIC CONTROL INFORMATION.
2. TEMPORARY BRIDGE TRAFFIC SIGNALS, CONCRETE BARRIER, AND IMPACT ATTENUATORS WILL BE PAID FOR SEPARATELY.
3. PLACE SOME TEMPORARY HMA UNDER TCB AS IT CROSSES CENTERLINE TO ACCOUNT FOR DIFFERENCE IN ELEVATION BETWEEN STAGE 1 CONSTRUCTION AND STAGE 2 CONSTRUCTION. HMA NOT PAID FOR BUT INCLUDED IN THE COST OF TC&P. SEE DETAIL A

FILE NAME =	USER NAME = braboypc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE II CONSTRUCTION</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidat\braboypc\10241950\0366A90.sht:stageconstruction.dgn	DRAWN -	REVISED -	573			(116R-2BR)BR	DEKALB	51	17	
PLOT SCALE = 51.7647 / in.	CHECKED -	REVISED -	CONTRACT NO. 66A90							
PLOT DATE = 12/8/2015	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							

SEC. 13, T. 38 N., R. 4 E., 3RD P.M.



DESIGNED -	REVISIONS -
DRAWN -	REVISIONS -
CHECKED -	REVISIONS -
DATE -	REVISIONS -

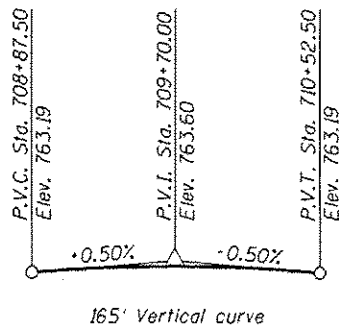
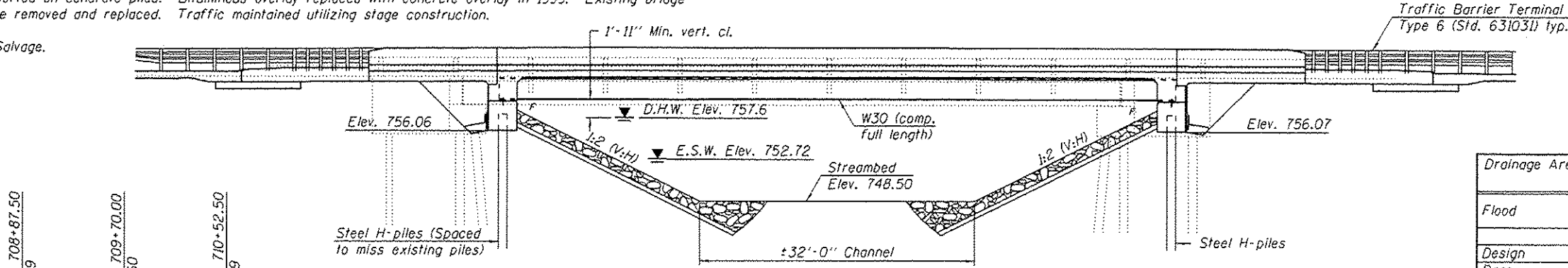
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

RIGHT OF WAY PLANS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROJECT	JOB NO. R-83-008-12	573	(116R-2BR)BR	DEKALB	51	18
SHEET NO. 1 OF 1 SHEET	STA. 707+00 TO STA. 713+00	US ROUTE 30		CONTRACT NO. 66A90		
SCALE: 1" = 50'		PEA ROAD DIST. IN ILLINOIS REV. 4/27/2012				

Benchmark: BM #1 - Chiseled "X", Sta. 709+09.58, 14.34' Lt., Elev. 762.16

Existing Structure: S.N. 019-0031 built in 1982 as F.A.P. Rte 573, Sec. 116R-2BR at Sta. 709+56.09 as a one-span P.P.C. deck beam bridge, 33'-0" out-to-out deck, 80'-4" back-to-back abutments supported on concrete piles. Bituminous overlay replaced with concrete overlay in 1999. Existing bridge to be removed and replaced. Traffic maintained utilizing stage construction.

No Salvage.



**PROFILE GRADE**  
(Along U.S. Rte. 30)

**DESIGN SCOUR ELEVATION TABLE**

	West Abut.	East Abut.
Design Scour Elevation (ft.)	756.06	756.07

**WATERWAY INFORMATION**

Drainage Area = 12.3 sq. mi. Existing Low Grade Elev. 762.16 @ Sta. 710+60  
Proposed Low Grade Elev. 762.15 @ Sta. 708+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater E.I.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	1390	391	397	757.6	0.1	0.1	757.7	757.7
Base	100	1570	410	418	757.8	0.1	0.1	758.0	757.9
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	2020	451	464	758.4	0.2	0.1	758.6	758.6

10-year existing velocity = 3.0 ft./sec.  
10-year proposed velocity = 2.9 ft./sec.

STATION 709+67.38  
BUILT 20 BY  
STATE OF ILLINOIS  
F.A.P. RTE. 573 SEC. (116R-2BR)BR  
LOADING HL-93  
STRUCTURE NO. 019-0049

**NAME PLATE**  
See Std. 515001

**DESIGN SPECIFICATIONS**

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

**DESIGN STRESSES**

**FIELD UNITS**

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

**LOADING HL-93**

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

**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.09 g  
Design Spectral Acceleration at 0.2 sec. (SDs) = 0.16 g  
Soil Site Class = D

U.S. Rte. 30 & PG

Temporary Sheet Piling, typ. (Space to miss existing piles)

Bk. W. Abut. Sta. 709+26.50 Elev. 763.34

90° typ.

24'-7" Stage II const.

43'-2" out-to-out deck

3'-0" Stage I const.

Bk. E. Abut. Sta. 710+08.25 Elev. 763.35

Remove both exist. E. Abut. wingwall footings prior to construction. Cost included in Removal of Existing Structures.

Limits of existing structure

Name plate

Channel excavation (See Roadway Plans)

Boring B-2

Flow

Note: For Sections A-A and B-B, see sheet 2 of 21.

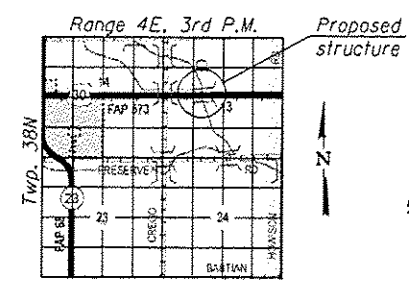


EXPIRES 11-30-2016

ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - 12/1/2015

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**LOCATION SKETCH**

**GENERAL PLAN & ELEVATION**  
U.S. RTE. 30 OVER SOMONAUK CREEK  
F.A.P. RTE. 573 - SEC. (116R-2BR)BR  
DEKALB COUNTY  
STATION 709+67.38  
STRUCTURE NO. 019-0049

12/17/2015 8:26:46 AM

DESIGNED - *Wally Kelley*  
CHECKED - *Pauline Swablog*  
DRAWN - *P.T. Duong*  
CHECKED - *ADK / PG / ZTB*

EXAMINED - *James F. Kelly*  
PASSED - *James F. Kelly*  
ACTING ENGINEER OF BRIDGES AND STRUCTURES

REVISIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	19

CONTRACT NO. 66A90  
ILLINOIS FED. AID PROJECT

**TOTAL BILL OF MATERIAL**

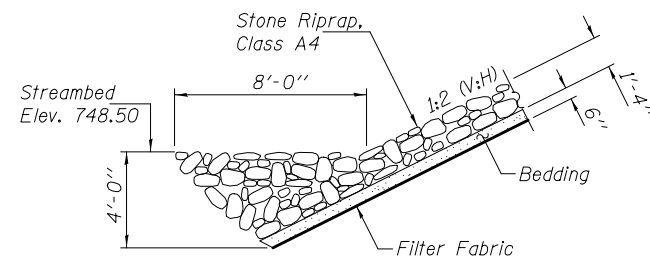
ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.		119	119
Stone Riprap, Class A4	Sq. Yd.		1035	1035
Filter Fabric	Sq. Yd.		1035	1035
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		24.4	24.4
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.		70.9	70.9
Concrete Superstructure	Cu. Yd.	267.7		267.7
Bridge Deck Grooving	Sq. Yd.	593		593
Protective Coat	Sq. Yd.	722		722
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1344		1344
Reinforcement Bars, Epoxy Coated	Pound	55740	11660	67400
Bar Splicers	Each	389	100	489
Furnishing Steel Piles HP12x53	Foot		728	728
Driving Piles	Foot		728	728
Test Pile Steel HP12x53	Each		2	2
Pile Shoes	Each		15	15
Temporary Sheet Piling	Sq. Ft.		576	576
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		28	28
Geocomposite Wall Drain	Sq. Yd.		66	66
Pipe Underdrains for Structures, 4"	Foot		146	146
Asbestos Bearing Pad Removal	Each	28		28

**GENERAL NOTES**

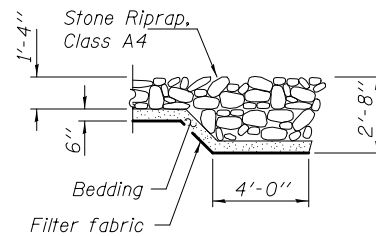
Fasteners shall be ASTM A325 Type 3. Bolts  $\frac{3}{4}$ "  $\phi$ , holes  $\frac{5}{16}$ "  $\phi$ , unless otherwise noted.  
 Calculated weight of Structural Steel = 122140 lbs (Grade 50W).  
 All structural steel shall be AASHTO M 270 Grade 50W.  
 No field welding is permitted except as specified in the contract documents.  
 Reinforcement bars designated (E) shall be epoxy coated.  
 Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete diaphragm plus 1'-6". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.  
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.  
 Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.  
 Slipforming of the parapets is not allowed.

**INDEX OF SHEETS**

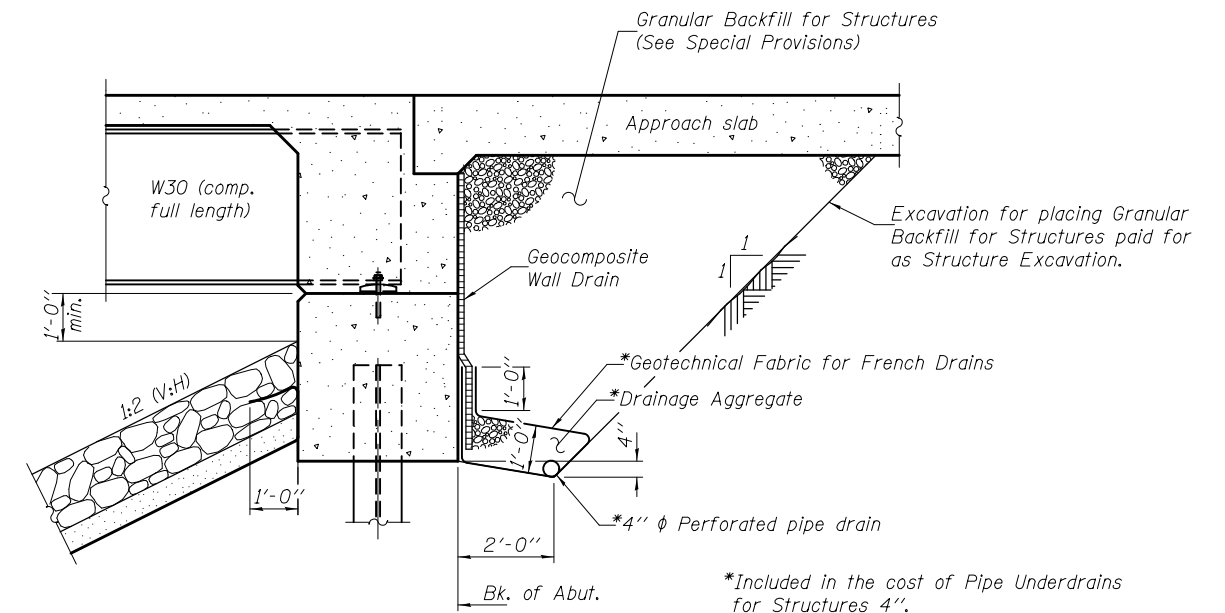
- 1 General Plan & Elevation
- 2 General Data
- 3 Stage Construction & Temporary Sheet Piling Details
- 4 Temporary Concrete Barrier for Stage Construction
- 5-6 Top of Slab Elevations
- 7 Top of West Approach Slab Elevations
- 8 Top of East Approach Slab Elevations
- 9 Superstructure
- 10 Superstructure Details
- 11 Diaphragm Details
- 12-13 Bridge Approach Slab Details
- 14 Structural Steel
- 15 Structural Steel Details
- 16 West Abutment
- 17 East Abutment
- 18 HP Pile Details
- 19 Bar Splicer Assembly & Mechanical Splicer Details
- 20-21 Soil Boring Logs



**SECTION A-A**



**SECTION B-B**

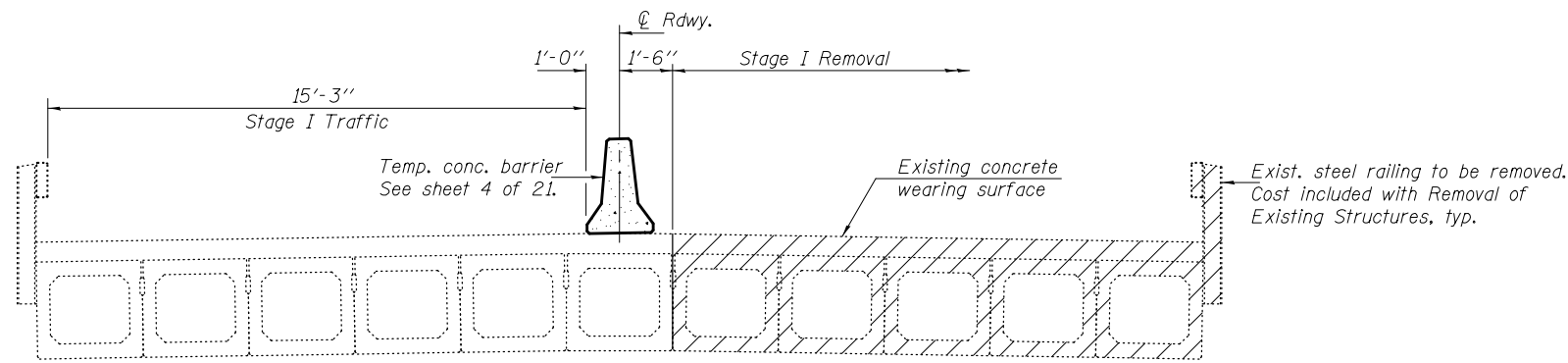


**SECTION THRU INTEGRAL ABUTMENT**

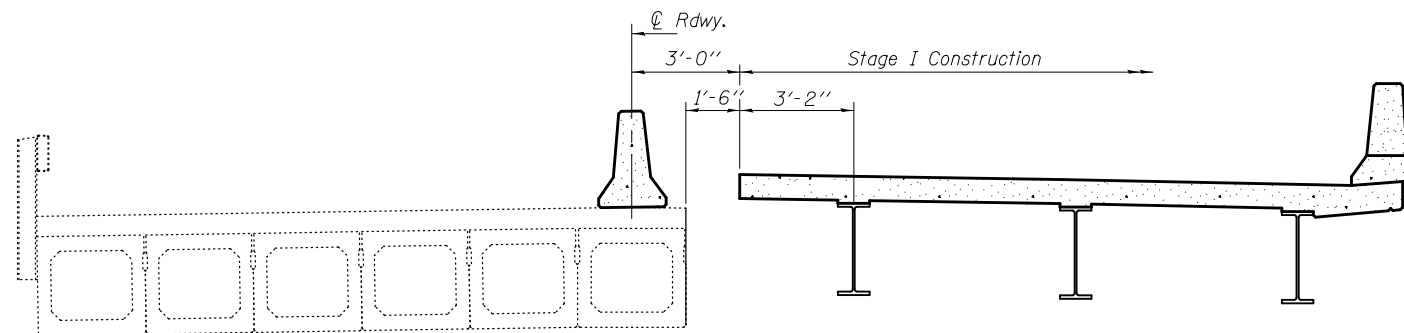
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

SDATES \$TIMES

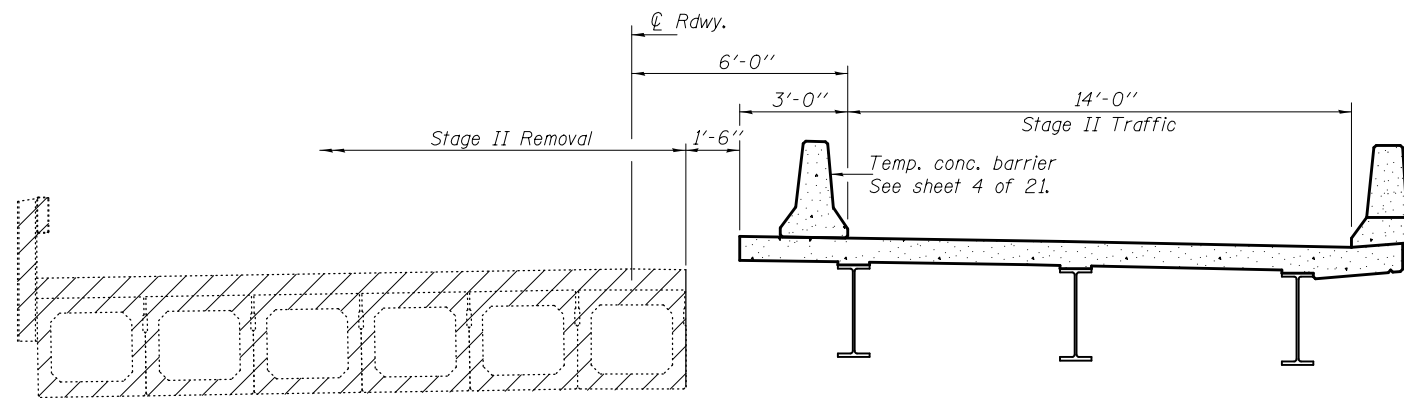
DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. Duff</i> ENGINEER OF BRIDGE DESIGN	DATE - DECEMBER 1, 2015	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL DATA STRUCTURE NO. 019-0049</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl Berger</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			573	(116R-2BR)BR	DEKALB	51	20	
DRAWN - h.t. duong		REVISED			CONTRACT NO. 66A90					
CHECKED - ADK/ZTB					ILLINOIS FED. AID PROJECT					



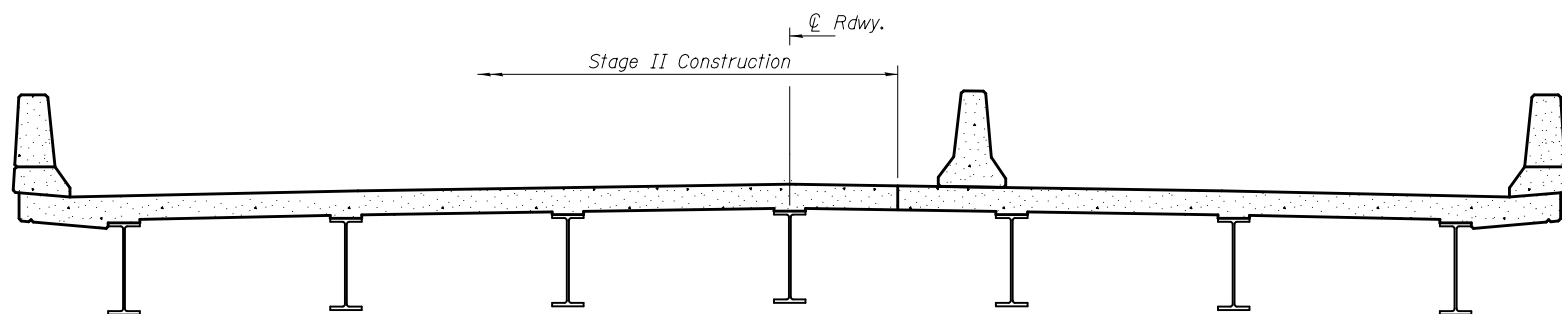
**STAGE I REMOVAL**



**STAGE I CONSTRUCTION**

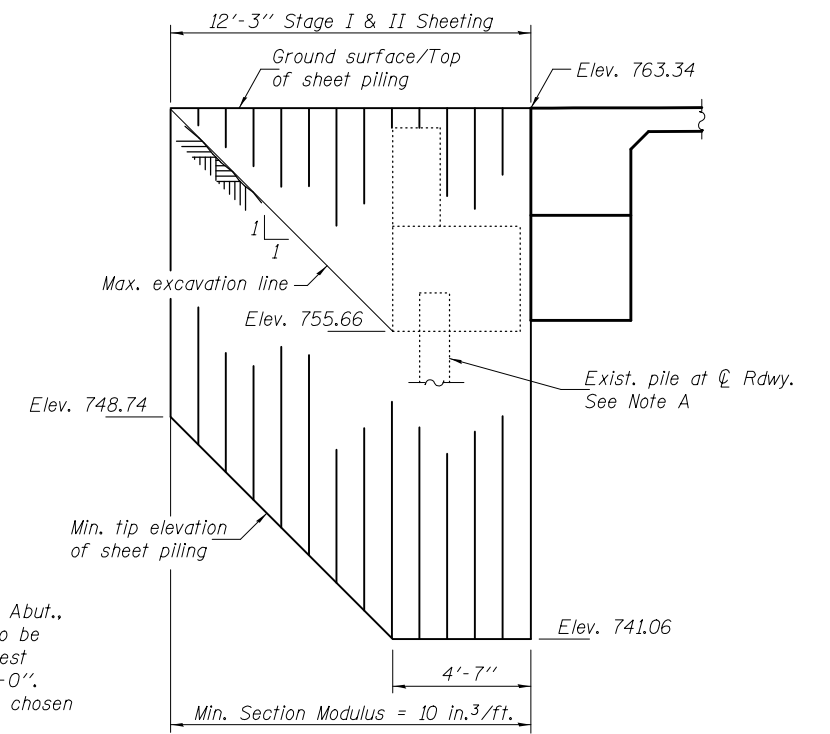


**STAGE II REMOVAL**



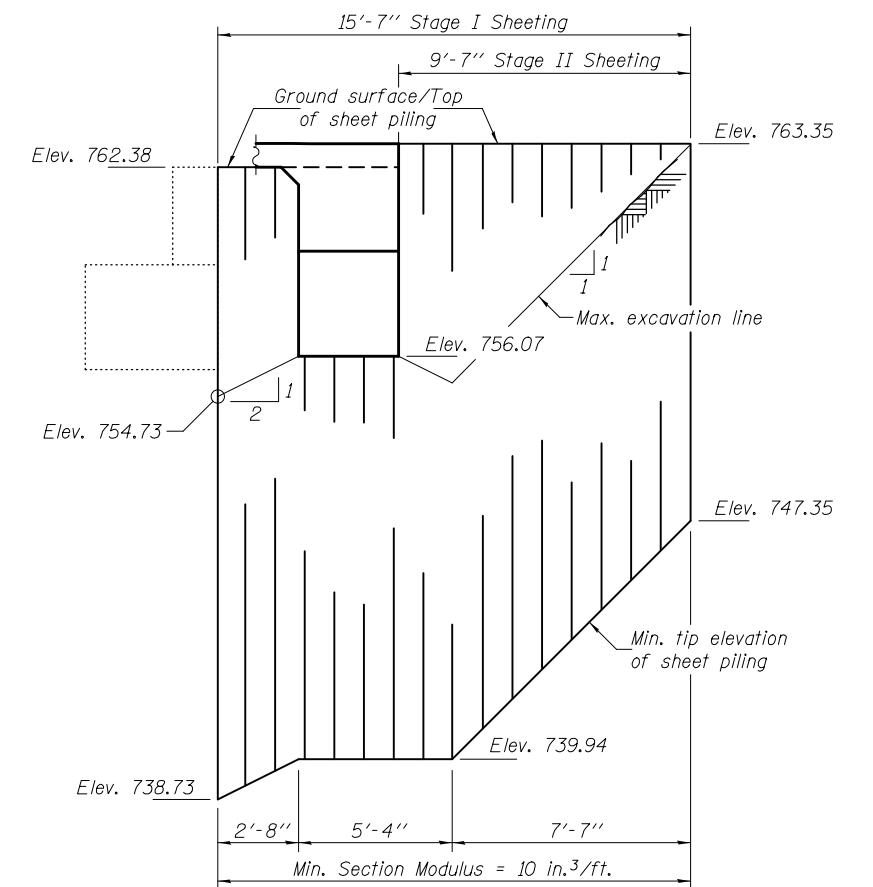
**STAGE II CONSTRUCTION**

Notes: All staging cross sections are looking East.  
 Hatched area indicates Removal of Existing Structures.  
 For quantity of Temporary Concrete Barrier, see Roadway Plans.



**TEMPORARY SHEET PILING AT WEST ABUTMENT**

Note A:  
 During Stage I Construction of West Abut., clearance between existing abutment (to be removed during Stage II) and the nearest existing pile in Stage I Removal is ±1'-0". Temporary sheet piling width should be chosen accordingly.



**TEMPORARY SHEET PILING AT EAST ABUTMENT**

Note: 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.

SDATES \$TIMES

DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. Duff</i>	DATE - DECEMBER 1, 2015
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl Beyer</i>	REVIS
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVIS
CHECKED - ADK/ZTB		

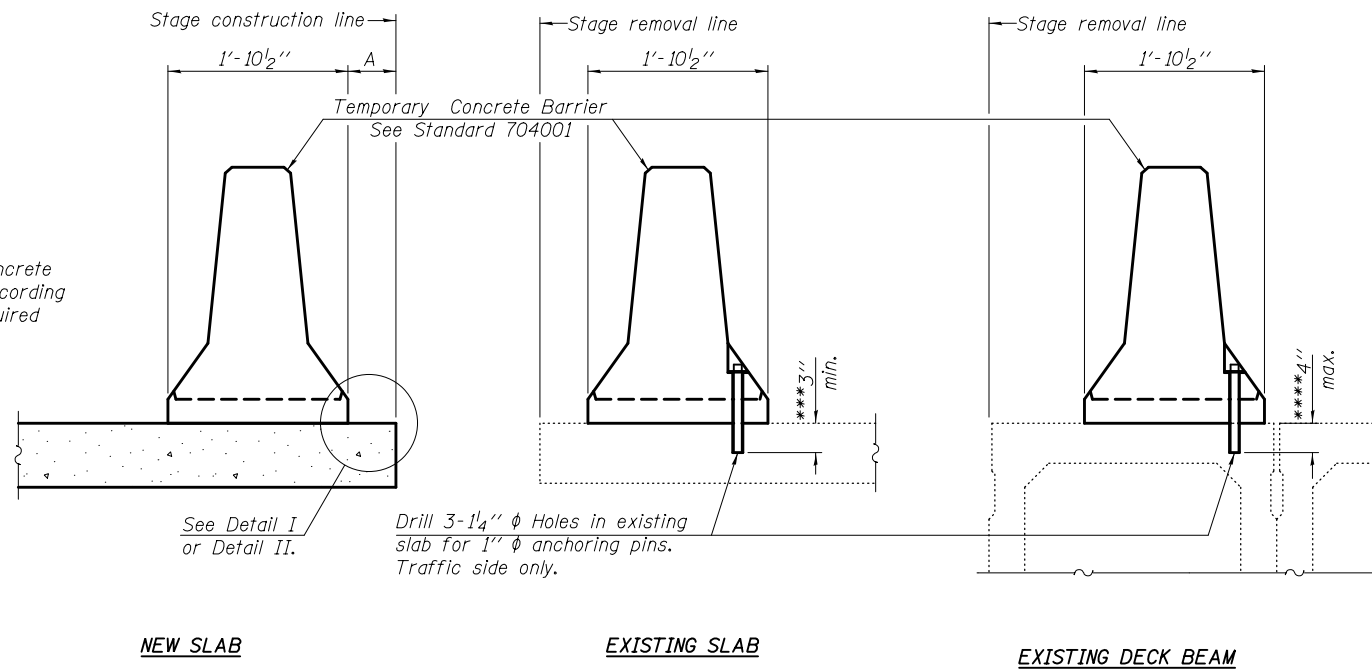
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION & TEMPORARY SHEET PILING DETAILS  
 STRUCTURE NO. 019-0049**

SHEET NO. 3 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	21
CONTRACT NO. 66A90				
ILLINOIS FED. AID PROJECT				

When "A" is 3'-1" 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'-1".



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

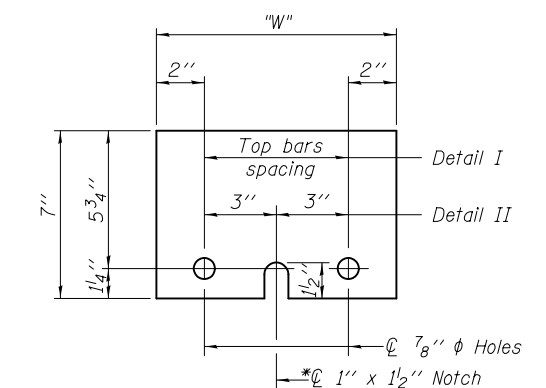
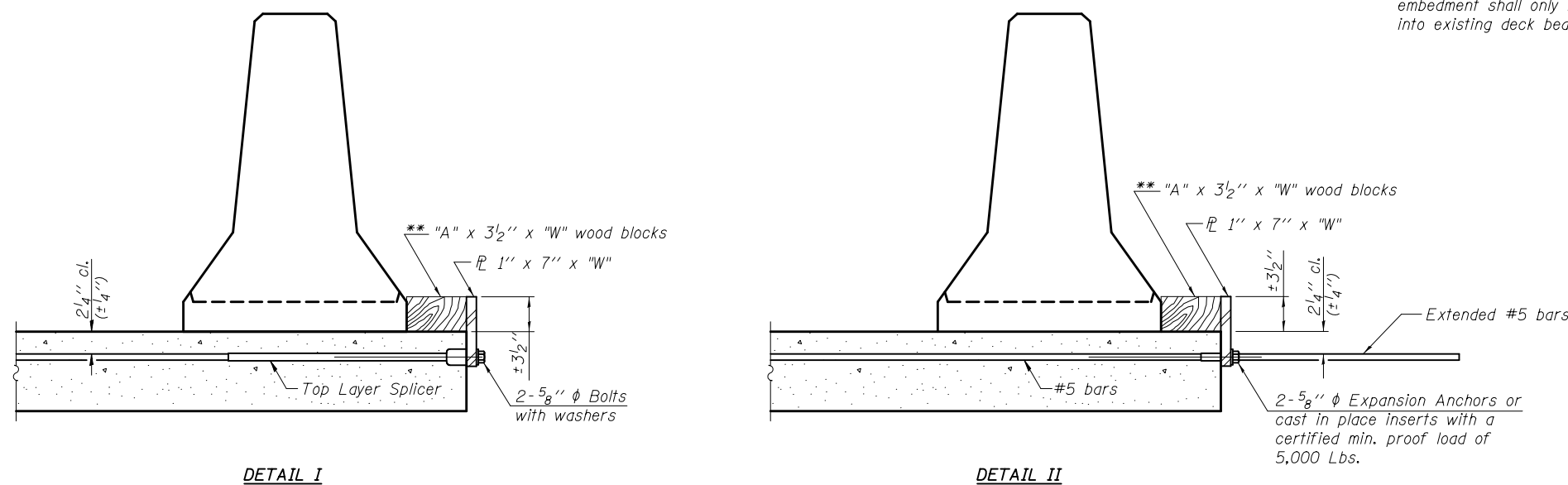
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of retainer assembly 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.



**STEEL RETAINER PL 1" x 7" x "W"**

\* Required only with Detail II

**RETAINER ASSEMBLY**

\*\* 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.

SDATES \$TIMES

R-27

1-12-15

DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. Duff</i>	DATE - DECEMBER 1, 2015
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl Ringer</i>	REVISOR
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR
CHECKED - ADK/ZTB		

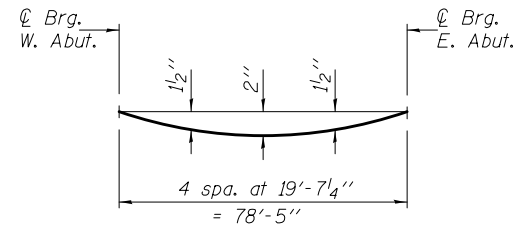
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO. 019-0049**

SHEET NO. 4 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	22
CONTRACT NO. 66A90				

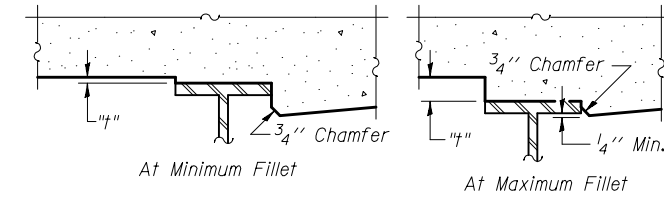
ILLINOIS FED. AID PROJECT



**DEAD LOAD DEFLECTION DIAGRAM**

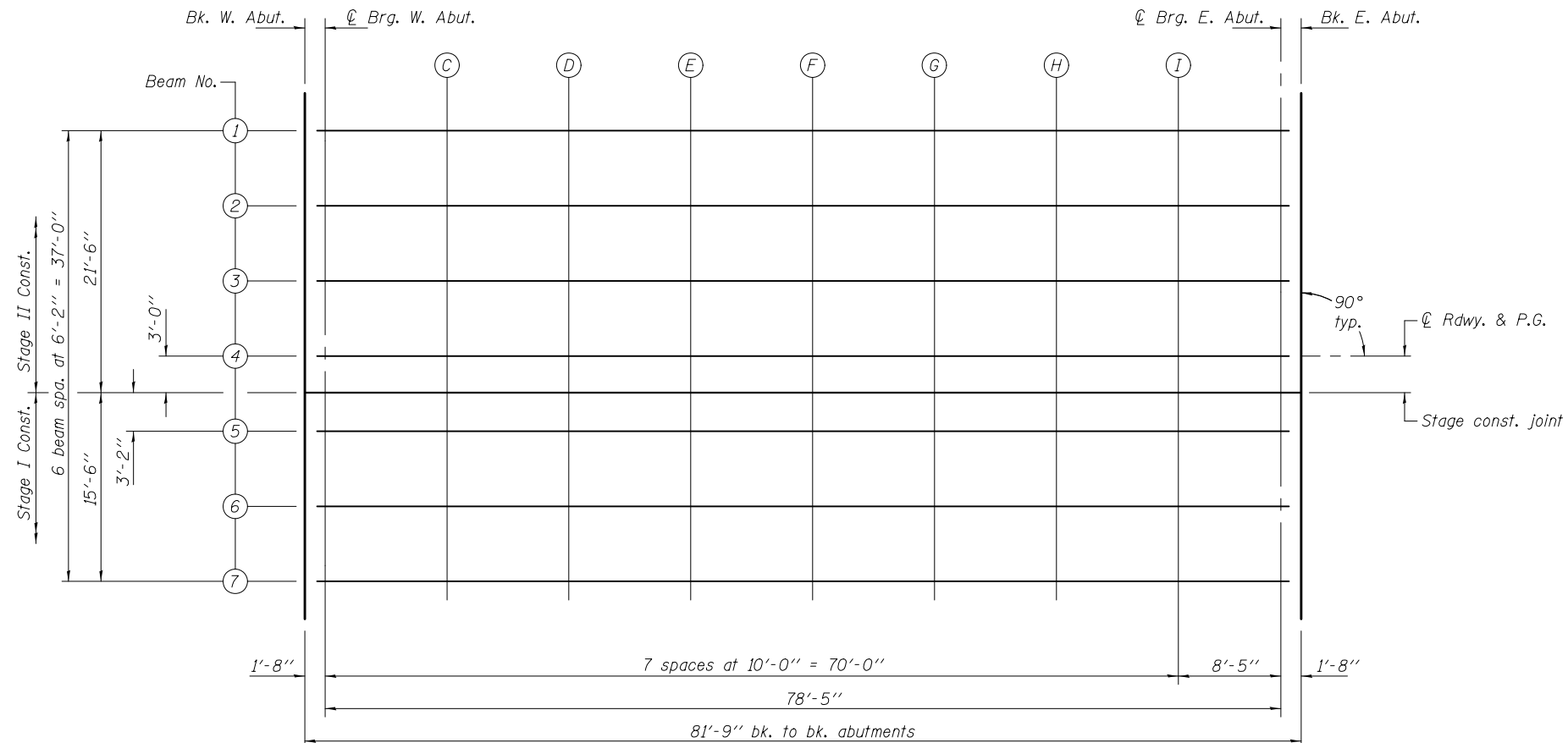
(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the Engineer is working from the theoretical grade elevations adjusted for dead load deflections as shown on sheet 6 of 21.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 6 of 21, minus 8" slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**PLAN**

SDATES \$TIMES

DESIGNED - Ally D. Kelley
CHECKED - P. Gurklys/Z.T. Bulva
DRAWN - h.t. duong
CHECKED - ADK/ZTB

EXAMINED	DATE - DECEMBER 1, 2015
PASSED	REVISOR
	REVISOR

*Joanne F. [Signature]*  
ENGINEER OF BRIDGE DESIGN  
*Carl [Signature]*  
ACTING ENGINEER OF BRIDGES AND STRUCTURES

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 019-0049**

SHEET NO. 5 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	23
CONTRACT NO. 66A90				
ILLINOIS FED. AID PROJECT				

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	709+26.50	-18.50	763.01	763.01
☉ Brg. W. Abut.	709+28.17	-18.50	763.02	763.02
C	709+38.17	-18.50	763.04	763.10
D	709+48.17	-18.50	763.06	763.18
E	709+58.17	-18.50	763.07	763.21
F	709+68.17	-18.50	763.07	763.24
G	709+78.17	-18.50	763.07	763.21
H	709+88.17	-18.50	763.06	763.17
I	709+98.17	-18.50	763.05	763.10
☉ Brg. E. Abut.	710+06.58	-18.50	763.03	763.03
Bk. E. Abut.	710+08.25	-18.50	763.03	763.03

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	709+26.50	-12.33	763.14	763.14
☉ Brg. W. Abut.	709+28.17	-12.33	763.15	763.15
C	709+38.17	-12.33	763.17	763.23
D	709+48.17	-12.33	763.18	763.31
E	709+58.17	-12.33	763.20	763.34
F	709+68.17	-12.33	763.20	763.36
G	709+78.17	-12.33	763.20	763.34
H	709+88.17	-12.33	763.19	763.30
I	709+98.17	-12.33	763.18	763.23
☉ Brg. E. Abut.	710+06.58	-12.33	763.16	763.16
Bk. E. Abut.	710+08.25	-12.33	763.15	763.15

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	709+26.50	-6.17	763.24	763.24
☉ Brg. W. Abut.	709+28.17	-6.17	763.24	763.24
C	709+38.17	-6.17	763.27	763.33
D	709+48.17	-6.17	763.28	763.40
E	709+58.17	-6.17	763.29	763.44
F	709+68.17	-6.17	763.30	763.46
G	709+78.17	-6.17	763.30	763.44
H	709+88.17	-6.17	763.29	763.40
I	709+98.17	-6.17	763.27	763.32
☉ Brg. E. Abut.	710+06.58	-6.17	763.26	763.26
Bk. E. Abut.	710+08.25	-6.17	763.25	763.25

**☉ BEAM 4, ☉ ROADWAY & PROFILE GRADE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	709+26.50	0.00	763.34	763.34
☉ Brg. W. Abut.	709+28.17	0.00	763.34	763.34
C	709+38.17	0.00	763.36	763.42
D	709+48.17	0.00	763.38	763.50
E	709+58.17	0.00	763.39	763.53
F	709+68.17	0.00	763.39	763.56
G	709+78.17	0.00	763.39	763.53
H	709+88.17	0.00	763.38	763.50
I	709+98.17	0.00	763.37	763.42
☉ Brg. E. Abut.	710+06.58	0.00	763.36	763.36
Bk. E. Abut.	710+08.25	0.00	763.35	763.35

**STAGE CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	709+26.50	3.00	763.29	763.29
☉ Brg. W. Abut.	709+28.17	3.00	763.29	763.29
C	709+38.17	3.00	763.32	763.38
D	709+48.17	3.00	763.33	763.45
E	709+58.17	3.00	763.34	763.49
F	709+68.17	3.00	763.35	763.51
G	709+78.17	3.00	763.34	763.49
H	709+88.17	3.00	763.34	763.45
I	709+98.17	3.00	763.32	763.37
☉ Brg. E. Abut.	710+06.58	3.00	763.31	763.31
Bk. E. Abut.	710+08.25	3.00	763.30	763.30

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	709+26.50	6.17	763.24	763.24
☉ Brg. W. Abut.	709+28.17	6.17	763.24	763.24
C	709+38.17	6.17	763.27	763.33
D	709+48.17	6.17	763.28	763.40
E	709+58.17	6.17	763.29	763.44
F	709+68.17	6.17	763.30	763.46
G	709+78.17	6.17	763.30	763.44
H	709+88.17	6.17	763.29	763.40
I	709+98.17	6.17	763.27	763.32
☉ Brg. E. Abut.	710+06.58	6.17	763.26	763.26
Bk. E. Abut.	710+08.25	6.17	763.25	763.25

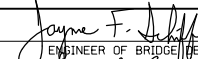

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	709+26.50	12.33	763.14	763.14
☉ Brg. W. Abut.	709+28.17	12.33	763.15	763.15
C	709+38.17	12.33	763.17	763.23
D	709+48.17	12.33	763.18	763.31
E	709+58.17	12.33	763.20	763.34
F	709+68.17	12.33	763.20	763.36
G	709+78.17	12.33	763.20	763.34
H	709+88.17	12.33	763.19	763.30
I	709+98.17	12.33	763.18	763.23
☉ Brg. E. Abut.	710+06.58	12.33	763.16	763.16
Bk. E. Abut.	710+08.25	12.33	763.15	763.15

**BEAM 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	709+26.50	18.50	763.01	763.01
☉ Brg. W. Abut.	709+28.17	18.50	763.02	763.02
C	709+38.17	18.50	763.04	763.10
D	709+48.17	18.50	763.06	763.18
E	709+58.17	18.50	763.07	763.21
F	709+68.17	18.50	763.07	763.24
G	709+78.17	18.50	763.07	763.21
H	709+88.17	18.50	763.06	763.17
I	709+98.17	18.50	763.05	763.10
☉ Brg. E. Abut.	710+06.58	18.50	763.03	763.03
Bk. E. Abut.	710+08.25	18.50	763.03	763.03

SDATES \$TIMES

DESIGNED - Ally D. Kelley	EXAMINED - 	DATE - DECEMBER 1, 2015
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - 	REVISOR
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR
CHECKED - ADK/ZTB		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 019-0049**

SHEET NO. 6 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	24
CONTRACT NO. 66A90			ILLINOIS FED. AID PROJECT	



NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	708+97.50	-20.00	762.88
A	709+07.50	-20.00	762.92
B	709+17.50	-20.00	762.96
East end of W. Appr. Slab	709+27.50	-20.00	762.99

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	708+97.50	-12.00	763.05
A	709+07.50	-12.00	763.09
B	709+17.50	-12.00	763.12
East end of W. Appr. Slab	709+27.50	-12.00	763.15

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	708+97.50	0.00	763.23
A	709+07.50	0.00	763.28
B	709+17.50	0.00	763.31
East end of W. Appr. Slab	709+27.50	0.00	763.34

STAGE CONSTRUCTION JOINT

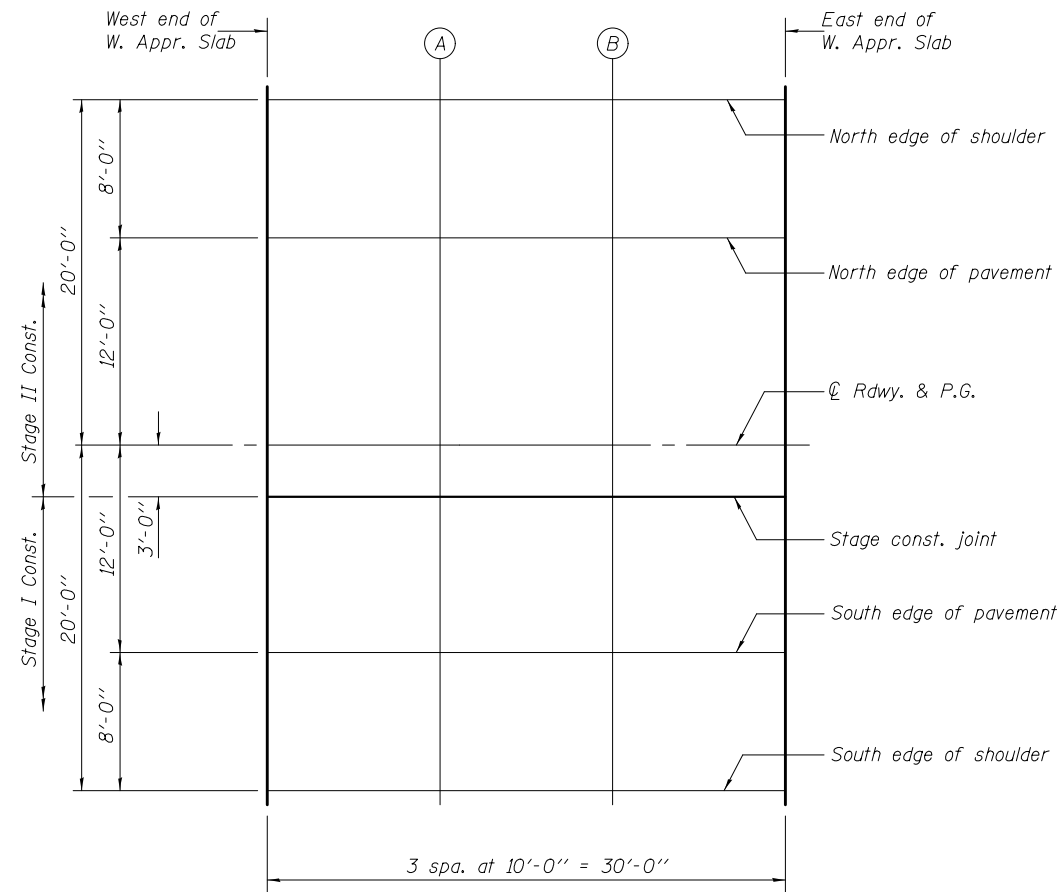
Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	708+97.50	3.00	763.19
A	709+07.50	3.00	763.23
B	709+17.50	3.00	763.26
East end of W. Appr. Slab	709+27.50	3.00	763.29

SOUTH EDGE OF PAVEMENT

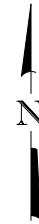
Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	708+97.50	12.00	763.05
A	709+07.50	12.00	763.09
B	709+17.50	12.00	763.12
East end of W. Appr. Slab	709+27.50	12.00	763.15

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	708+97.50	20.00	762.88
A	709+07.50	20.00	762.92
B	709+17.50	20.00	762.96
East end of W. Appr. Slab	709+27.50	20.00	762.99



PLAN



SDATES \$TIMES

DESIGNED - Ally D. Kelley  
 CHECKED - P. Gurklys/Z.T. Bulva  
 DRAWN - h.t. duong  
 CHECKED - ADK/ZTB

EXAMINED *Joanne F. [Signature]*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Carl [Signature]*  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 1, 2015  
 REVISED  
 REVISED

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS  
 STRUCTURE NO. 019-0049**

SHEET NO. 7 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	25
CONTRACT NO. 66A90				
ILLINOIS FED. AID PROJECT				

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	710+07.25	-20.00	763.00
J	710+17.25	-20.00	762.97
K	710+27.25	-20.00	762.94
East end of E. Appr. Slab	710+37.25	-20.00	762.90

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	710+07.25	-12.00	763.16
J	710+17.25	-12.00	763.14
K	710+27.25	-12.00	763.11
East end of E. Appr. Slab	710+37.25	-12.00	763.07

CL ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	710+07.25	0.00	763.35
J	710+17.25	0.00	763.33
K	710+27.25	0.00	763.29
East end of E. Appr. Slab	710+37.25	0.00	763.26

STAGE CONSTRUCTION JOINT

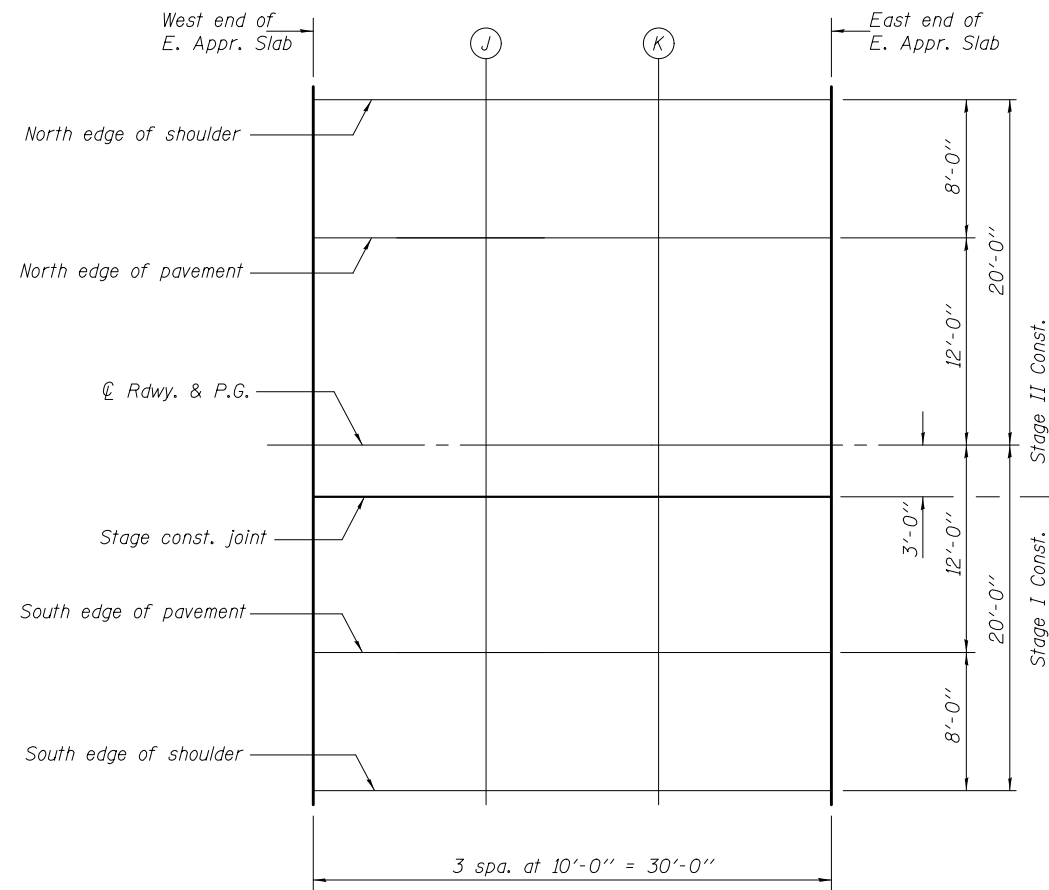
Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	710+07.25	3.00	763.30
J	710+17.25	3.00	763.28
K	710+27.25	3.00	763.25
East end of E. Appr. Slab	710+37.25	3.00	763.21

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	710+07.25	12.00	763.16
J	710+17.25	12.00	763.14
K	710+27.25	12.00	763.11
East end of E. Appr. Slab	710+37.25	12.00	763.07

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	710+07.25	20.00	763.00
J	710+17.25	20.00	762.97
K	710+27.25	20.00	762.94
East end of E. Appr. Slab	710+37.25	20.00	762.90



PLAN

SDATES \$TIMES

DESIGNED - Ally D. Kelley  
 CHECKED - P. Gurklys/Z.T. Bulva  
 DRAWN - h.t. duong  
 CHECKED - ADK/ZTB

EXAMINED *Joanne F. [Signature]*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Carl [Signature]*  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

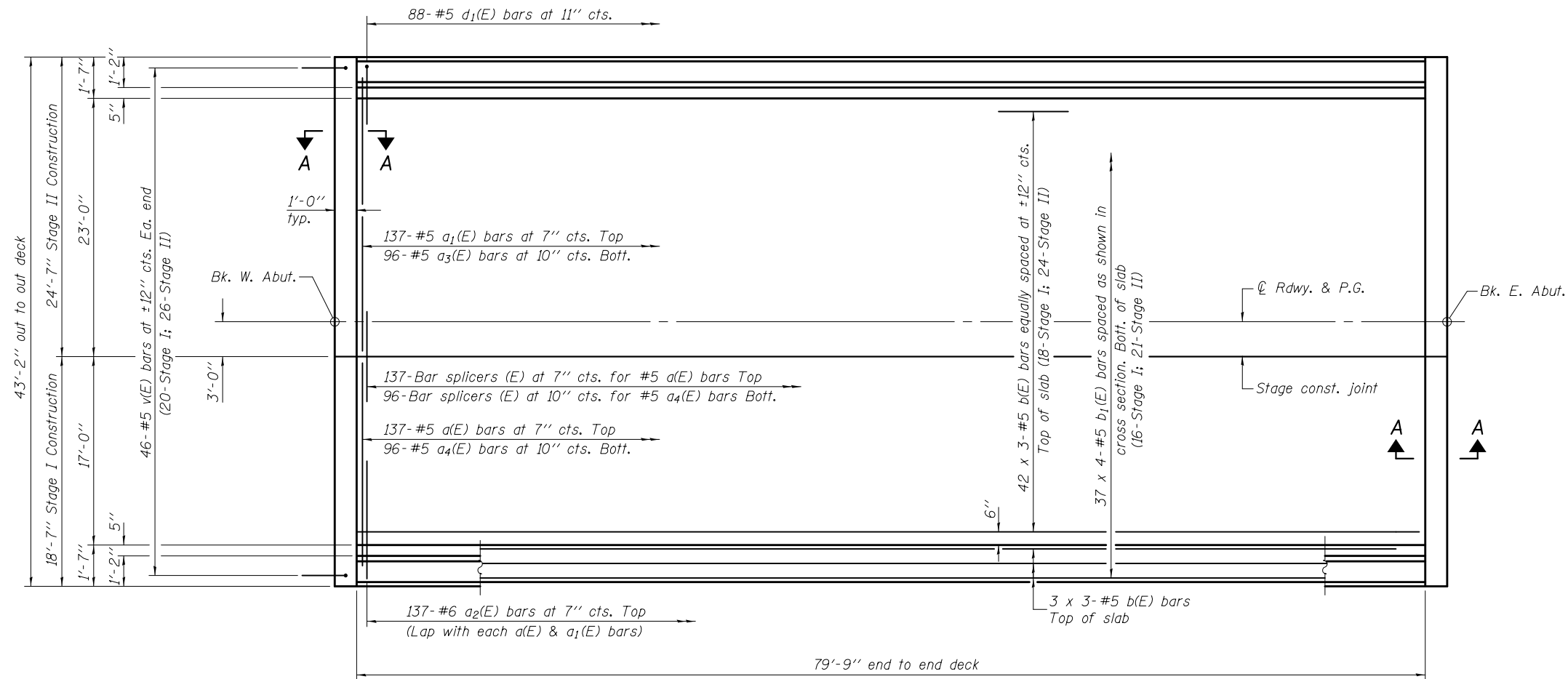
DATE - DECEMBER 1, 2015  
 REVISED  
 REVISED

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS  
 STRUCTURE NO. 019-0049

SHEET NO. 8 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	26
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A90	

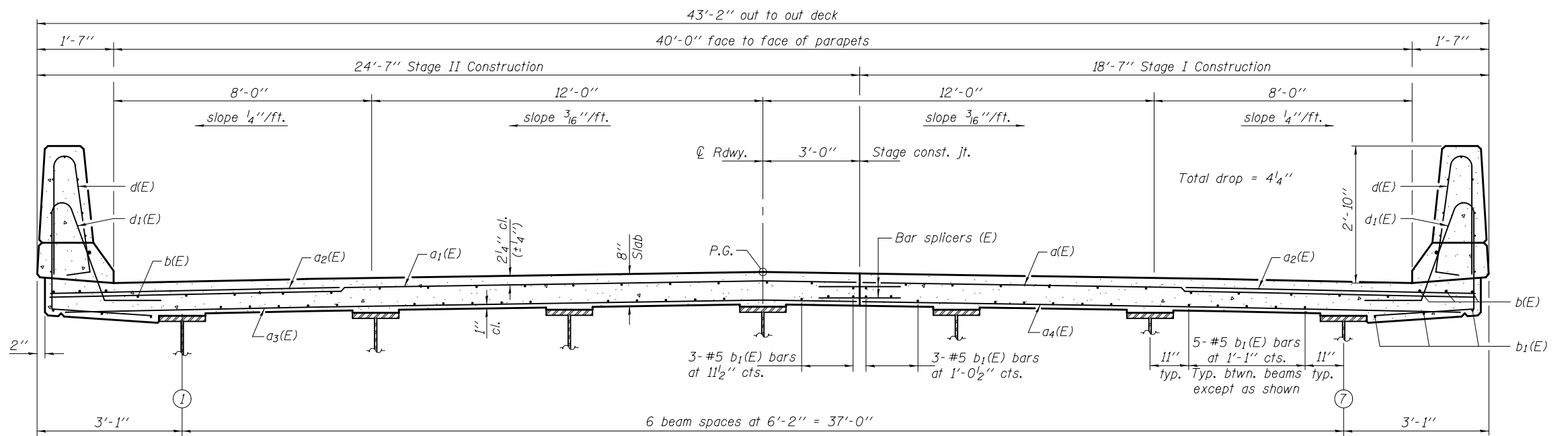


**PLAN**

**MIN. BAR LAP**

#5 bar = 2'-7"

Notes:  
 See sheet 10 of 21 for superstructure details and Bill of Material.  
 Bars indicated thus 42 x 3-#5 etc. indicates 42 lines of bars with 3 lengths per line.  
 See sheet 10 of 21 for parapet reinforcement.  
 See sheet 11 of 21 for Section A-A.



**CROSS SECTION**

(Looking East)

SDATES \$TIMES

DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. [Signature]</i>
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl [Signature]</i>
DRAWN - h.t. duong	
CHECKED - ADK/ZTB	

DATE - DECEMBER 1, 2015

REVISOR

REVISOR

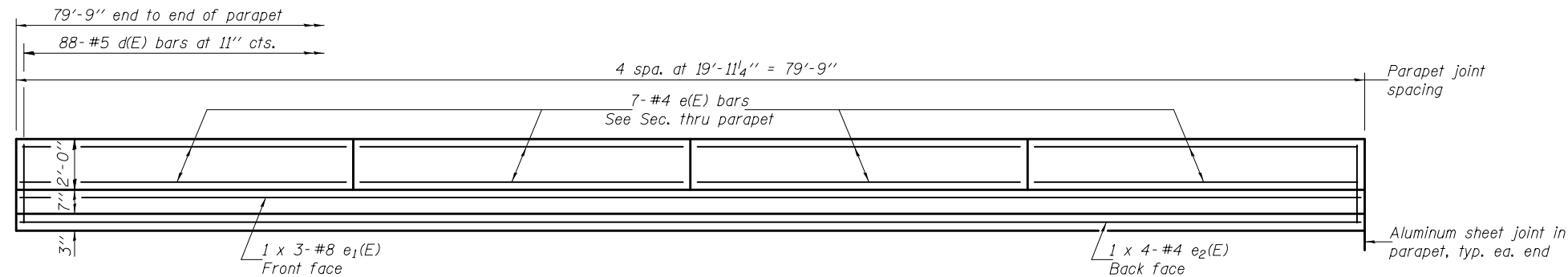
ACTING ENGINEER OF BRIDGES AND STRUCTURES

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE**  
**STRUCTURE NO. 019-0049**

SHEET NO. 9 OF 21 SHEETS

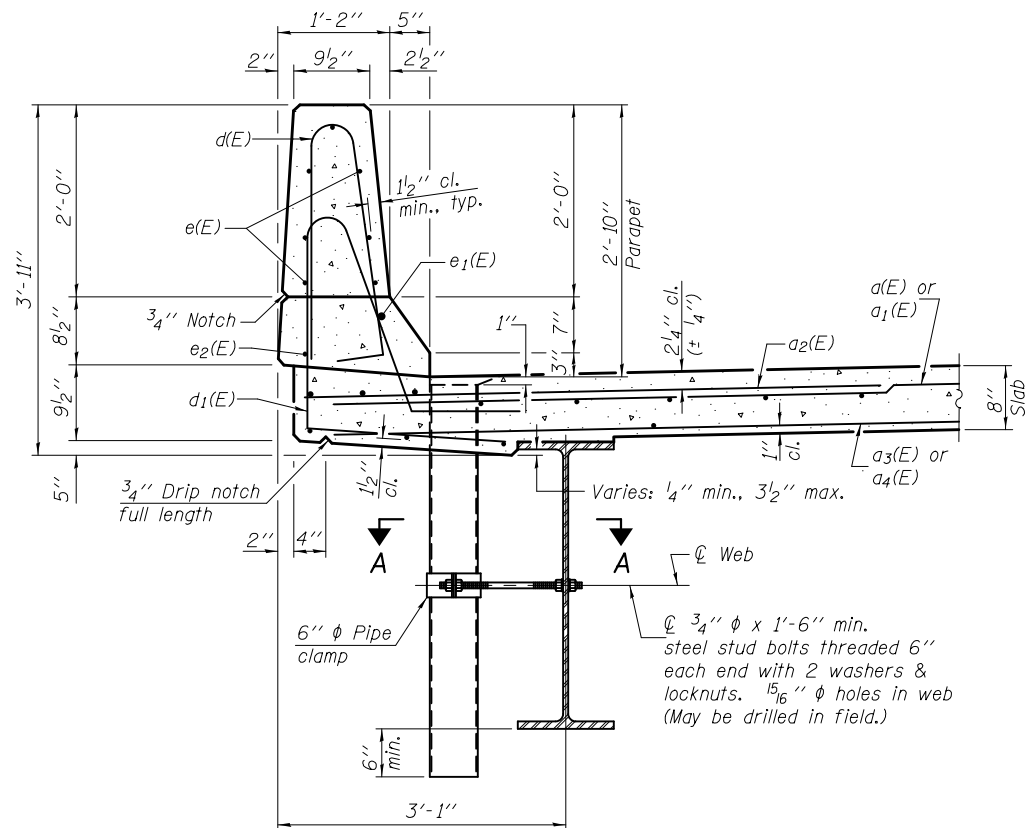
F.A.P. RTE. 573	SECTION (116R-2BR)BR	COUNTY DEKALB	TOTAL SHEETS 51	SHEET NO. 27
CONTRACT NO. 66A90			ILLINOIS FED. AID PROJECT	



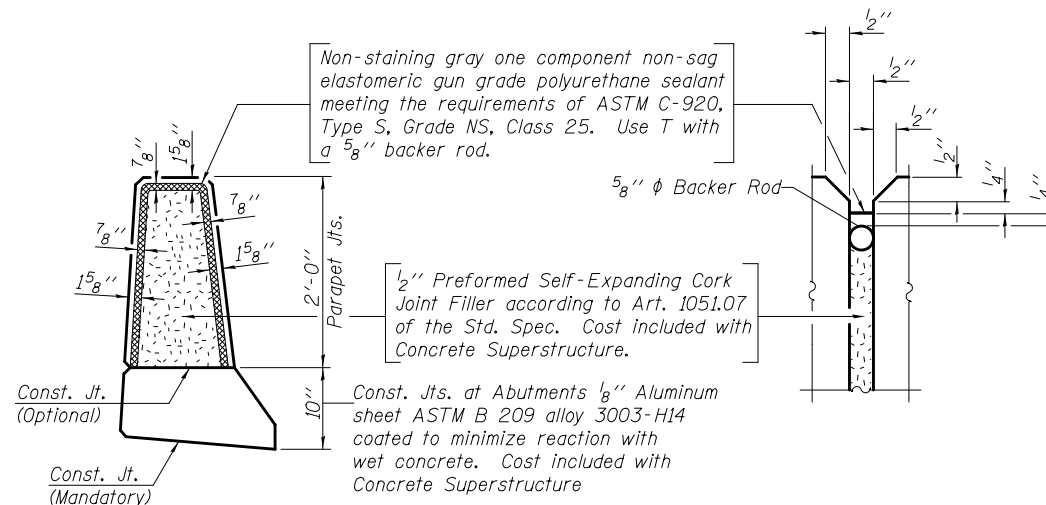
**INSIDE ELEVATION OF PARAPET**

**MIN. BAR LAPS**

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

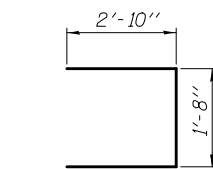


**SECTION THRU PARAPET**

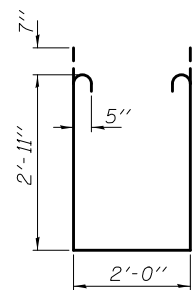


**PARAPET JOINT DETAILS**

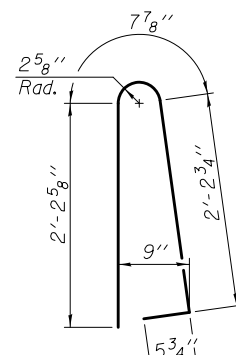
Notes:  
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
 Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.  
 Drains shall be located clear of all diaphragms.  
 Floor drains need not be painted.



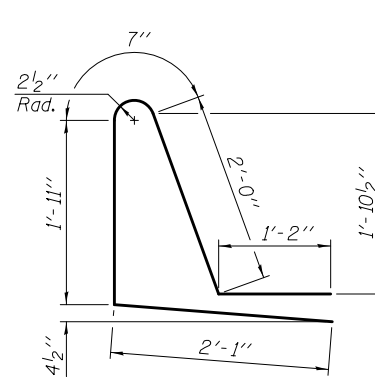
**BAR s(E)**



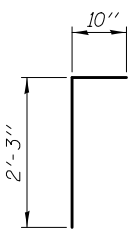
**BAR s1(E)**



**BAR d(E)**



**BAR d1(E)**

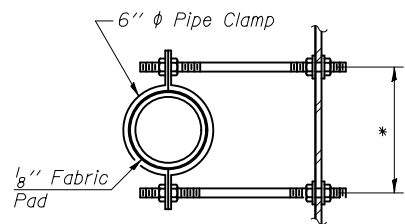


**BAR v(E)**

**SUPERSTRUCTURE BILL OF MATERIAL**

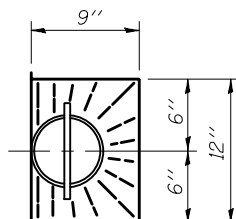
Bar	No.	Size	Length	Shape
a(E)	137	#5	18'-0"	—
a1(E)	137	#5	24'-2"	—
a2(E)	274	#6	6'-6"	—
a3(E)	96	#5	23'-8"	—
a4(E)	96	#5	17'-6"	—
b(E)	144	#5	28'-2"	—
b1(E)	148	#5	21'-10"	—
d(E)	176	#5	5'-7"	U
d1(E)	176	#5	7'-9"	U
e(E)	56	#4	19'-7"	—
e1(E)	6	#8	30'-0"	—
e2(E)	8	#4	21'-5"	—
m(E)	8	#6	18'-3"	—
m1(E)	8	#6	24'-3"	—
m2(E)	12	#6	2'-9"	—
m3(E)	30	#6	5'-9"	—
m4(E)	6	#6	2'-8"	—
m5(E)	6	#6	2'-10"	—
m6(E)	42	#5	4'-0"	—
s(E)	74	#5	7'-4"	U
s1(E)	74	#5	9'-0"	U
v(E)	92	#5	3'-1"	L
Reinforcement Bars, Epoxy Coated		Pound	26800	
Concrete Superstructure		Cu. Yds.	137.8	

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

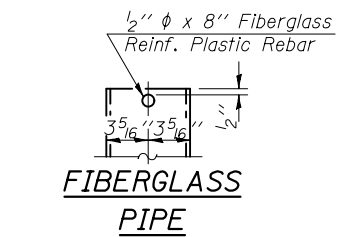


**SECTION A-A**

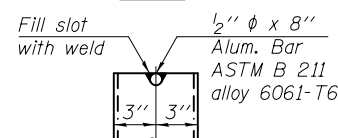
\*Dimension as required by Pipe Clamp



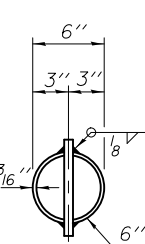
**TOP PLAN**



**FIBERGLASS PIPE**



**ALUMINUM TUBE**



**TOP PLAN (Showing Aluminum Tube)**

SDATES \$TIMES

DESIGNED - Ally D. Kelley  
 CHECKED - P. Gurklys/Z.T. Bulva  
 DRAWN - h.t. duong  
 CHECKED - ADK/ZTB

EXAMINED - *Joanne F. Duff*  
 PASSED - *Carl P. Long*  
 ACTING ENGINEER OF BRIDGE DESIGN  
 ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 1, 2015  
 REVISED

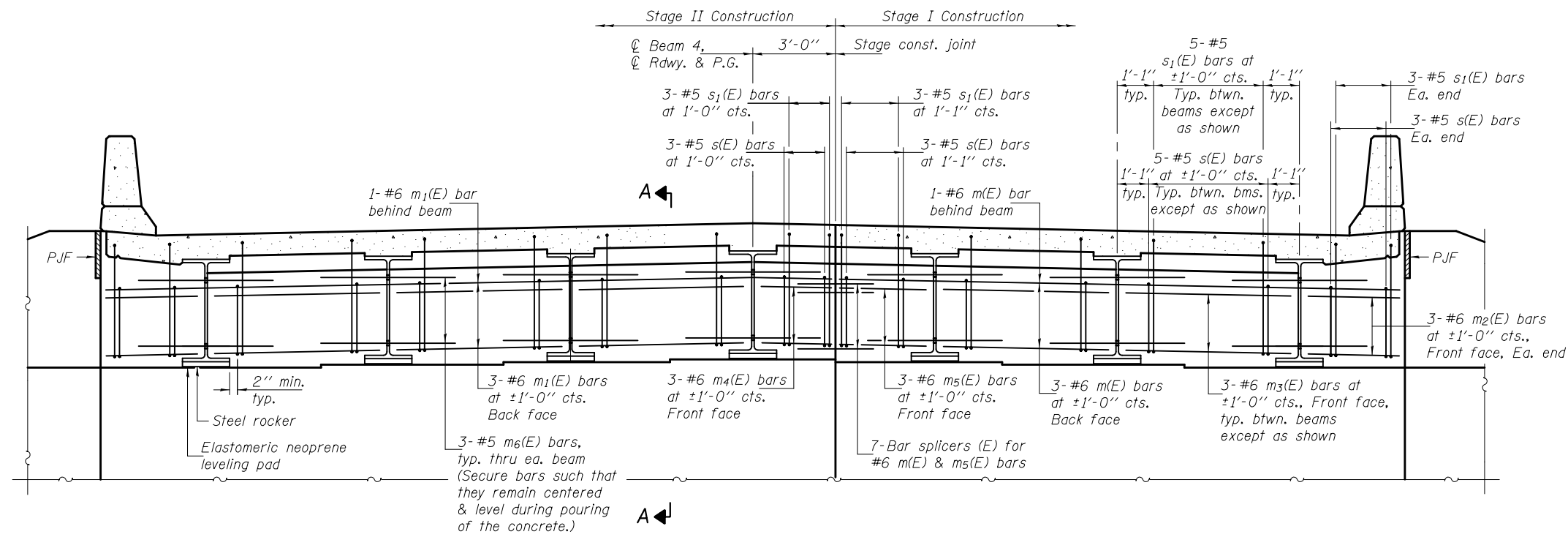
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS  
 STRUCTURE NO. 019-0049**

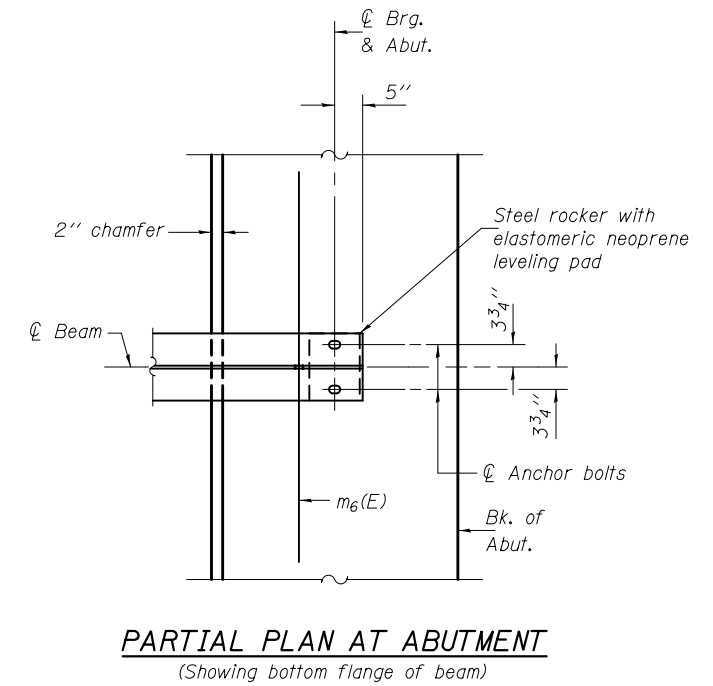
SHEET NO. 10 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	28
CONTRACT NO. 66A90				

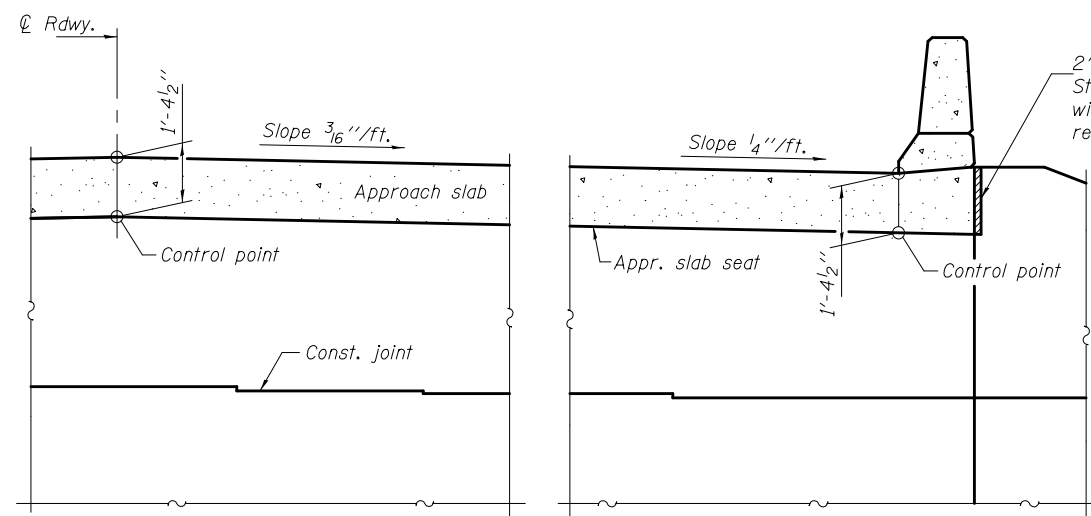
ILLINOIS FED. AID PROJECT



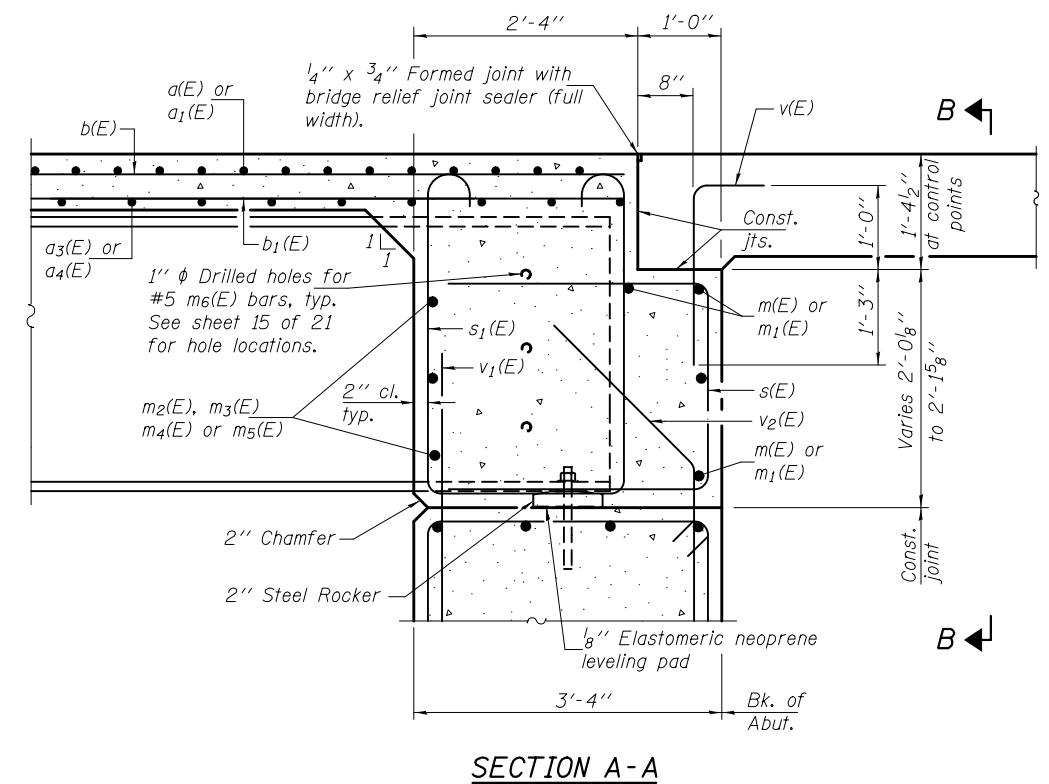
**DIAPHRAGM ELEVATION AT EAST ABUTMENT**  
(Looking East)  
(West Abutment similar)



**PARTIAL PLAN AT ABUTMENT**  
(Showing bottom flange of beam)



**SECTION B-B**



**SECTION A-A**

Notes:  
Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 21.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 21.  
For details of bars s(E), s1(E) and v(E) see sheet 10 of 21.  
The approach slab seat shall have a constant slope determined from the control points shown.  
For bearing details see sheet 15 of 21.

SDATES \$TIMES

DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - DECEMBER 1, 2015
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISED
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED - ADK/ZTB		

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS**  
**STRUCTURE NO. 019-0049**

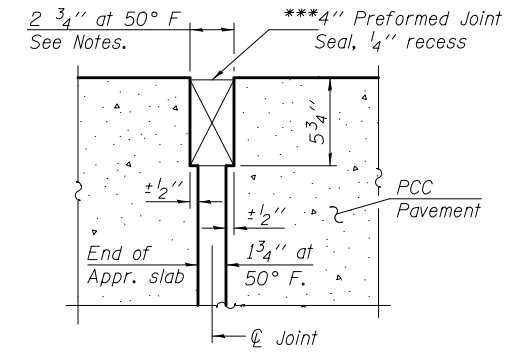
SHEET NO. 11 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	29
CONTRACT NO. 66A90				

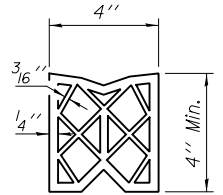
ILLINOIS FED. AID PROJECT

Notes:  
 See sheet 13 of 21 for Sections C-C & D-D and View E-E.  
 $a_{100}(E)$  and  $a_{101}(E)$  bar spacings measured along  $\varnothing$  Rdwy.  
 The joint opening shall be determined per Article 520.04  
 except that on jointless structures, the distance described as  
 the bridge length between the nearest fixed bearings each way  
 from the joint shall be taken as half the bridge length plus  
 the approach slab length. The minimum dimension shall be  $1\frac{1}{2}$ "  
 for installation purposes.

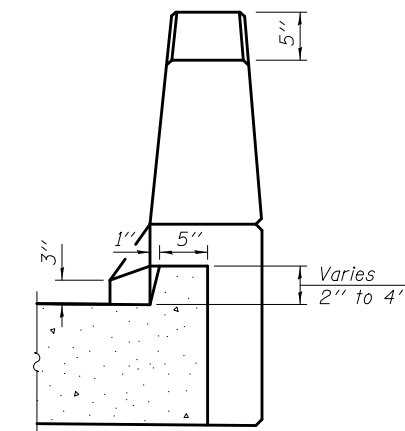
\*\*\* Cost included with Concrete Superstructure.



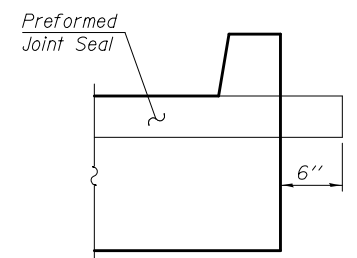
**RIGID PAVEMENT  
 DETAIL A**



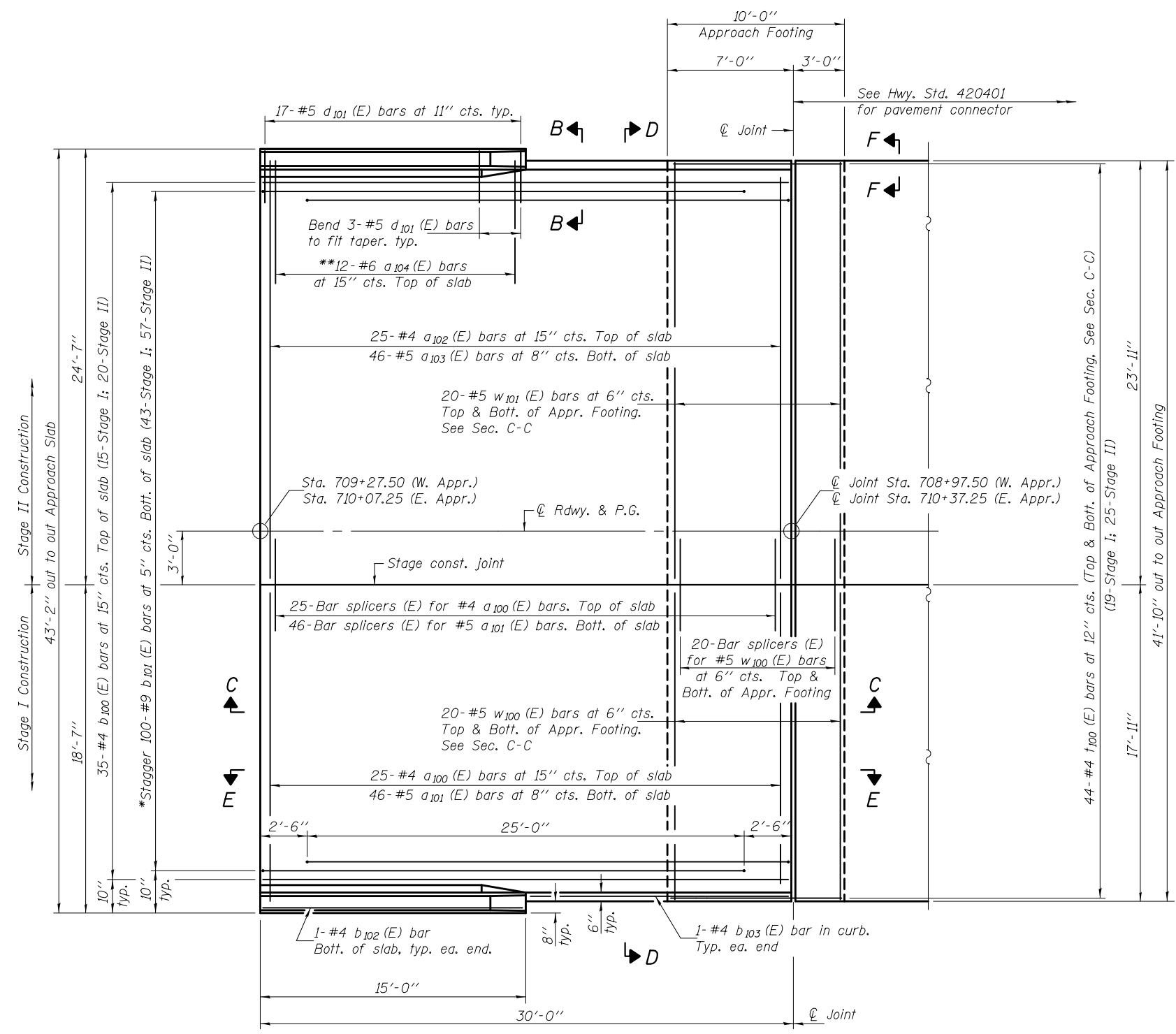
**PREFORMED  
 JOINT SEAL**



**VIEW B-B**



**VIEW F-F**



**PLAN**

(East approach shown. West approach similar)

\*Tilt #9  $b_{101}(E)$  bars as required to maintain clearance.  
 \*\*Space between  $a_{100}(E)$  or  $a_{102}(E)$  bars, typ. ea. parapet.

SDATES \$TIMES

DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - DECEMBER 1, 2015
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISOR
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR
CHECKED - ADK/ZTB		

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

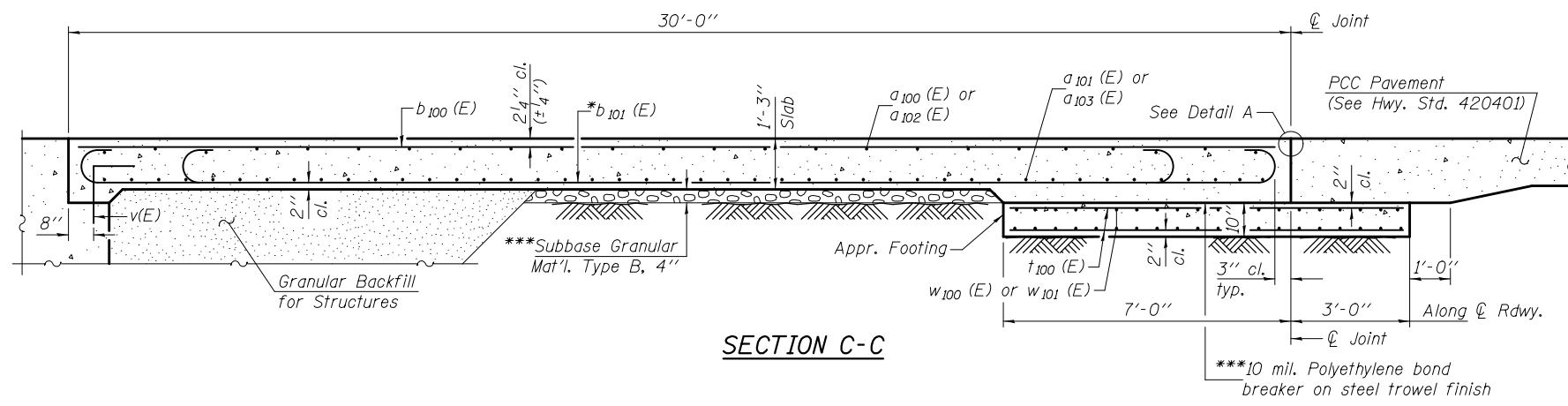
**BRIDGE APPROACH SLAB DETAILS  
 STRUCTURE NO. 019-0049**

SHEET NO. 12 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	30
CONTRACT NO. 66A90				

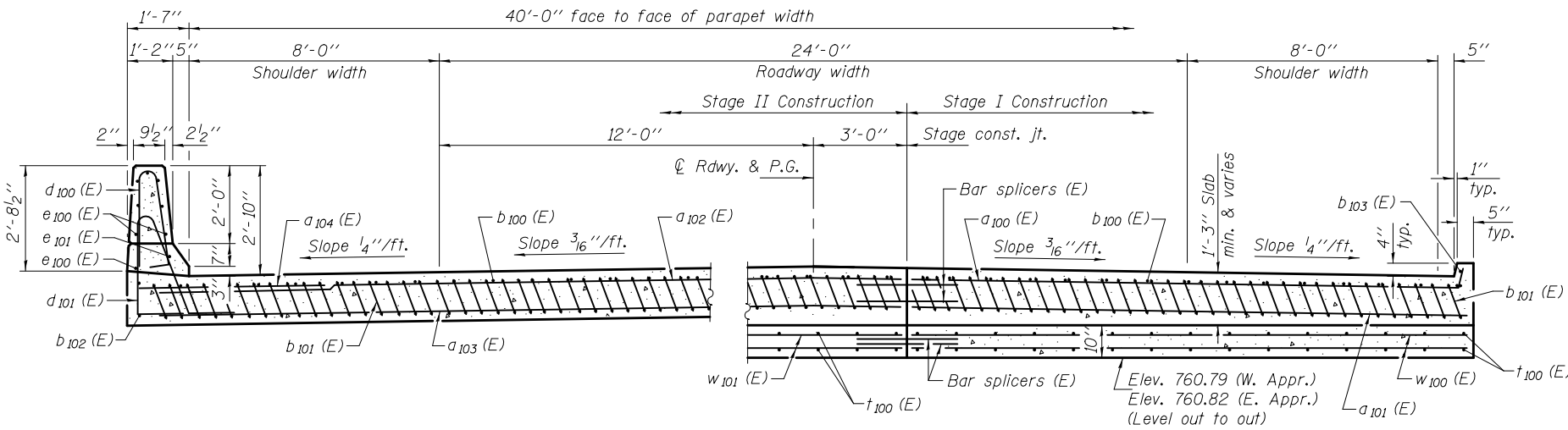
ILLINOIS FED. AID PROJECT

(Sheet 1 of 2)



SECTION C-C

Notes:  
 See sheet 12 of 21 for Detail A and View B-B.  
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
 Approach footing concrete shall be paid for as Concrete Structures.  
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
 For v(E) bar details, see sheet 10 of 21.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 For bar splicer details, see sheet 19 of 21.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 21.  
 For additional parapet details, see sheet 10 of 21.

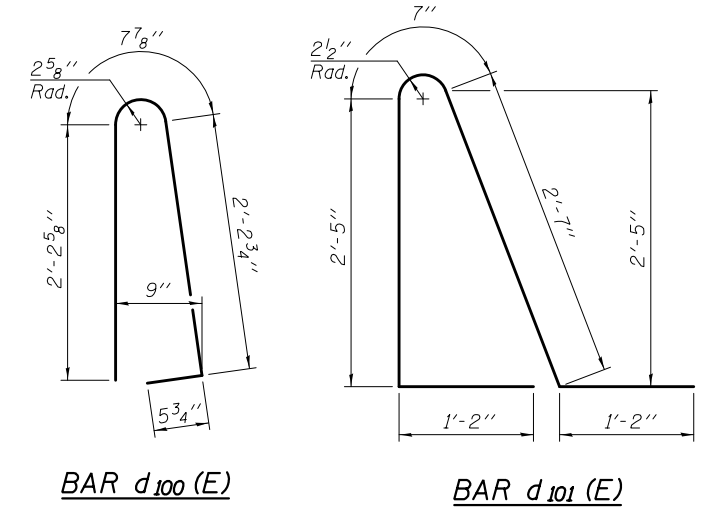


NEAR ABUTMENT

SECTION D-D

(See Plan for dimensions not shown)

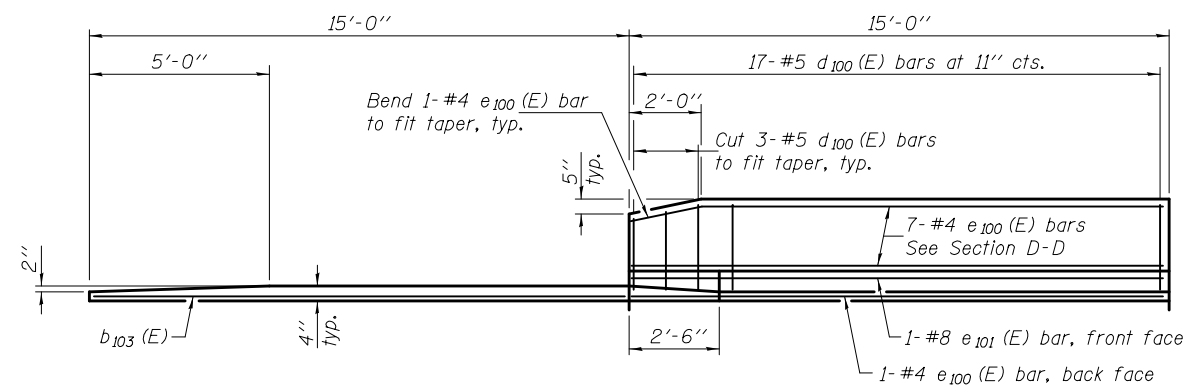
AT APPROACH FOOTING



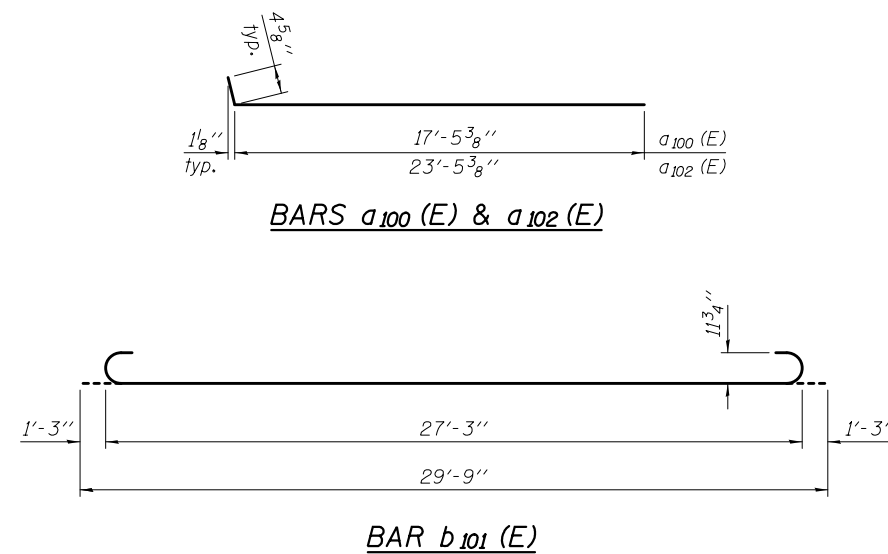
BAR d100 (E)

BAR d101 (E)

\*Tilt #9 b101 (E) bars as required to maintain clearance.  
 \*\*\*Cost included with Concrete Superstructure.



VIEW E-E



BARS a100 (E) & a102 (E)

BAR b101 (E)

TWO APPROACHES  
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a100 (E)	50	#4	17'-10"	┌───┐
a101 (E)	92	#5	17'-7"	┌───┐
a102 (E)	50	#4	23'-10"	┌───┐
a103 (E)	92	#5	23'-7"	┌───┐
a104 (E)	48	#6	6'-6"	┌───┐
b100 (E)	70	#4	29'-8"	┌───┐
b101 (E)	200	#9	29'-9"	┌───┐
b102 (E)	4	#4	14'-8"	┌───┐
b103 (E)	4	#4	14'-8"	┌───┐
d100 (E)	68	#5	5'-7"	┌───┐
d101 (E)	68	#5	7'-11"	┌───┐
e100 (E)	32	#4	14'-8"	┌───┐
e101 (E)	4	#8	14'-8"	┌───┐
t100 (E)	176	#4	9'-8"	┌───┐
w100 (E)	80	#5	17'-7"	┌───┐
w101 (E)	80	#5	23'-7"	┌───┐
Concrete Superstructure		Cu. Yd.	129.9	
Concrete Structures		Cu. Yd.	25.9	
Reinforcement Bars, Epoxy Coated		Pound	33510	

(Sheet 2 of 2)

SDATES \$TIMES

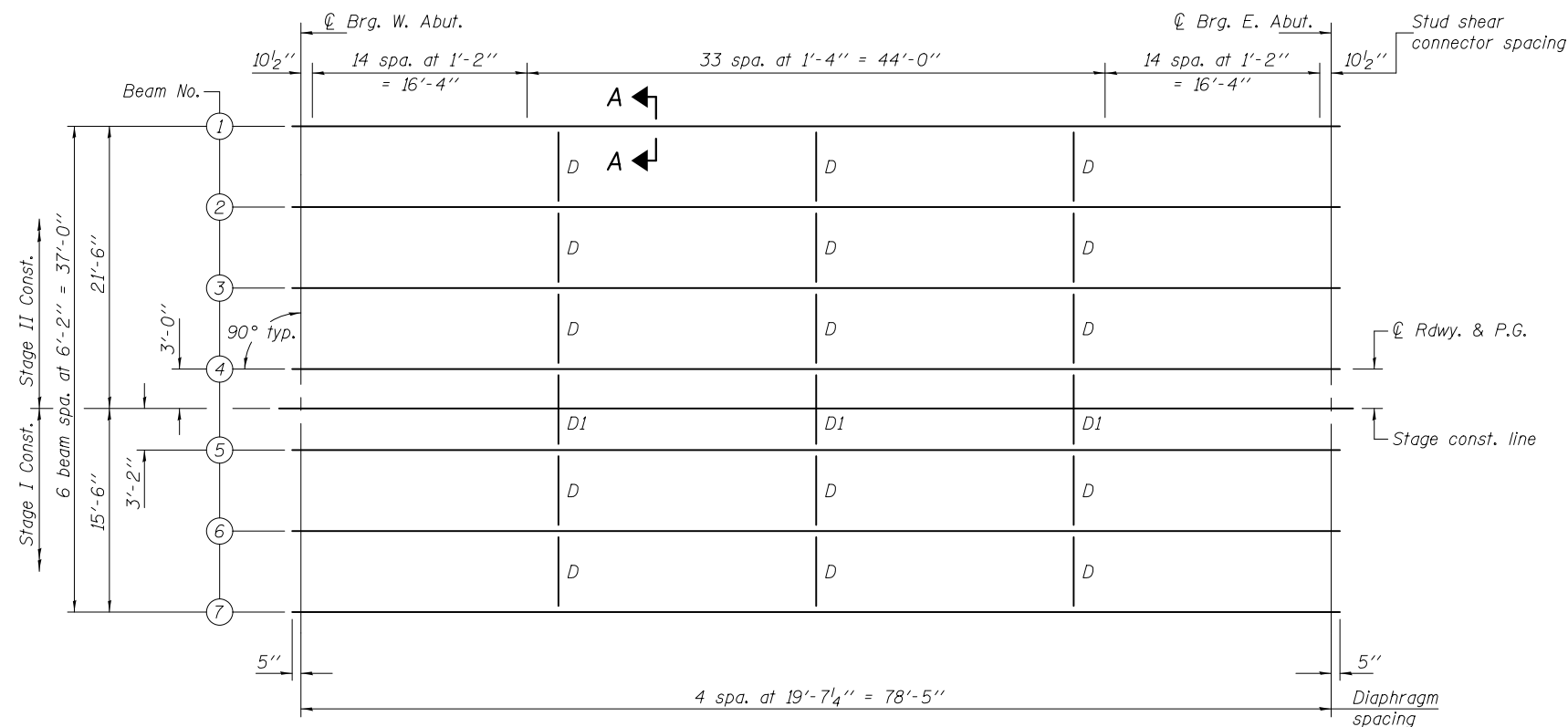
DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - DECEMBER 1, 2015
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISOR
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR
CHECKED - ADK/ZTB		

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS  
 STRUCTURE NO. 019-0049

SHEET NO. 13 OF 21 SHEETS

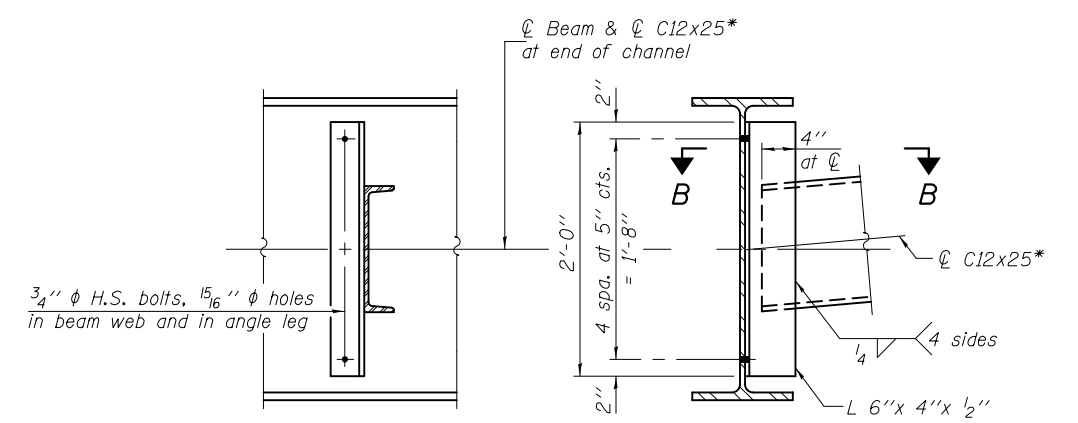
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	31
CONTRACT NO. 66A90				
ILLINOIS FED. AID PROJECT				



**PLAN**

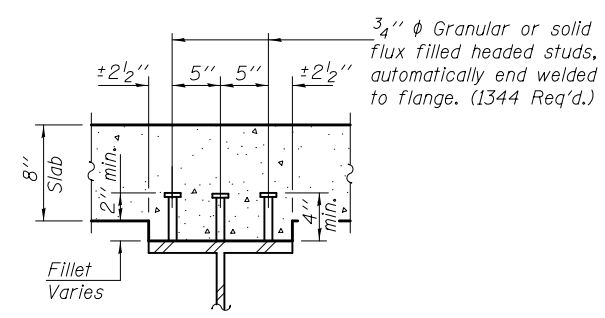
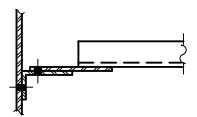
(All beams are W30x211 AASHTO M270 Grade 50W and NTR).

**SECTION B-B**

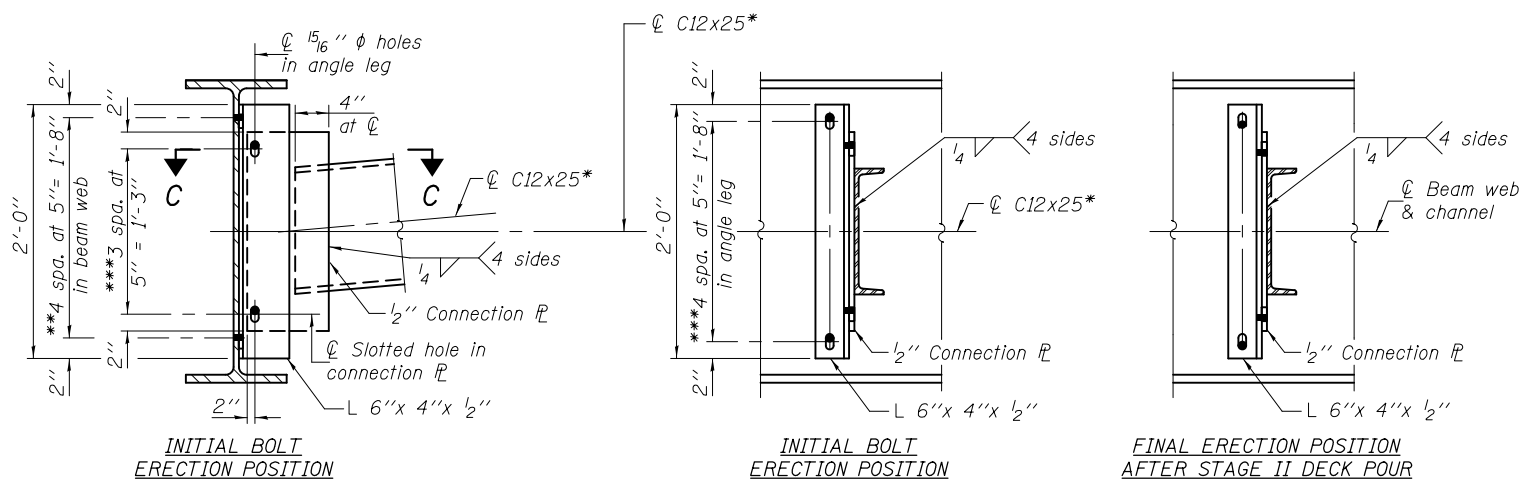


**DIAPHRAGM D**  
(15 Required)

**SECTION C-C**



**SECTION A-A**



**DIAPHRAGM D1**

(South side Beam 4 connection shown. North side connection similar to connections shown for Diaphragm D)  
(3 Required)

Notes:  
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.  
Two hardened washers required for each set of oversized holes in diaphragms.  
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted.

\* Alternate channel C12x30 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on lighter section. The alternate, if utilized, shall be provided at no extra cost to the Department.

\*\* 3/4 inch diameter H.S. bolts, 1 5/16 inch diameter holes.

\*\*\* 3/4 inch diameter H.S. bolts, on the south side of Beam 4. Provide 1 3/16 inch x 1 7/8 inch vertical slotted holes in the angle leg at the web and in the connection plate. Bolts in slotted holes shall be finger tightened until the second stage pour is completed. Position slots so bolts move from one end with no concrete load to the opposite end under the deck load. The slotted holes in the angle leg and connection plate shall be positioned as shown to allow the bolts to move to the final erection positions under deck load. The holes shall be positioned to allow maximum bolt displacement without laterally stressing the beams.

SDATES \$TIMES

DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - DECEMBER 1, 2015
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISOR
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR
CHECKED - ADK/ZTB		

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

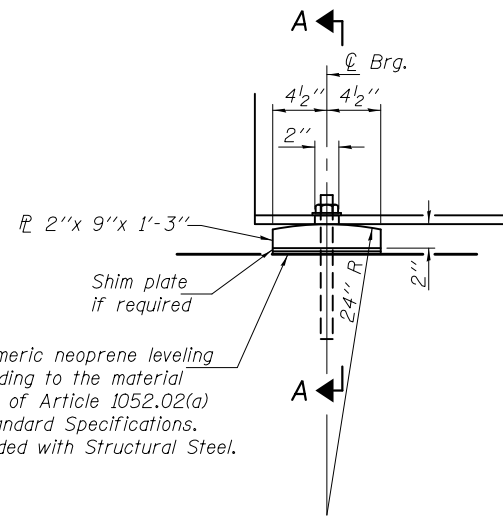
**STRUCTURAL STEEL**  
**STRUCTURE NO. 019-0049**

SHEET NO. 14 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	32
CONTRACT NO. 66A90				

ILLINOIS FED. AID PROJECT

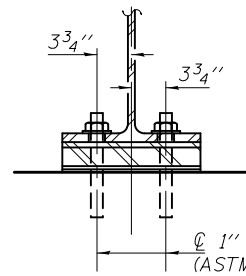




1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

**ELEVATION AT ABUTMENT**

**FIXED BEARING**



**SECTION A-A**

1"  $\phi$  x 12" anchor bolts (ASTM F1554 Grade 36) with 2 1/4" x 2 1/4" x 5/16"  $\phi$  washer under nut. 1 3/8" x 2" slotted hole in flange. 1/2"  $\phi$  holes in bearing plate.

INTERIOR BEAM MOMENT TABLE		0.5 Sp.
$I_s$	(in <sup>4</sup> )	10300
$I_c(n)$	(in <sup>4</sup> )	23375
$I_c(3n)$	(in <sup>4</sup> )	16869
$I_c(cr)$	(in <sup>4</sup> )	
$S_s$	(in <sup>3</sup> )	665
$S_c(n)$	(in <sup>3</sup> )	909
$S_c(3n)$	(in <sup>3</sup> )	817
$S_c(cr)$	(in <sup>3</sup> )	
DC1	(k/')	0.891
M <sub>DC1</sub>	(k)	685
DC2	(k/')	0.129
M <sub>DC2</sub>	(k)	99
DW	(k/')	0.286
M <sub>DW</sub>	(k)	220
$M_{\xi} + 1M$	(k)	1038
$M_u$ (Strength I)	(k)	3127
$\phi_r M_n$	(k)	4238
$f_s$ DC1	(ksi)	12.4
$f_s$ DC2	(ksi)	1.5
$f_s$ DW	(ksi)	3.2
$f_s$ ( $\xi + 1M$ )	(ksi)	13.7
$f_s$ (Service II)	(ksi)	34.9
$0.95R_h F_y f$	(ksi)	47.5
$f_s$ (Total)(Strength I)	(ksi)	
$\phi_r F_n$	(ksi)	
$V_r$	(k)	24.1

INTERIOR BEAM REACTION TABLE		Abuts.
$R_{DC1}$	(k)	34.9
$R_{DC2}$	(k)	5.1
$R_{DW}$	(k)	11.2
$R_{\xi} + 1M$	(k)	74.8
$R_{Total}$	(k)	126.0

$I_s, S_s$ : 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<sup>4</sup> and in<sup>3</sup>).

$I_c(n), S_c(n)$ : 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) in uncracked sections due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(3n), S_c(3n)$ : 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) in uncracked sections, due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).

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.).

$M_{\xi} + 1M$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

$M_u$  (Strength I): Factored design moment (kip-ft.).

$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\xi} + 1M$

$\phi_r M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

$f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

$M_{DC1} / S_c$

$f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$M_{DC2} / S_c(3n)$  or  $M_{DC2} / S_c(cr)$  as applicable.

$f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$M_{DW} / S_c(3n)$  or  $M_{DW} / S_c(cr)$  as applicable.

$f_s$  ( $\xi + 1M$ ): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).

$M_{\xi} + 1M / S_c(n)$  or  $M_{\xi} + 1M / S_c(cr)$  as applicable.

$f_s$  (Service II): Sum of stresses as computed below (ksi).

$f_{SDC1} + f_{SDC2} + f_{SDW} + 1.3 f_s (\xi + 1M)$

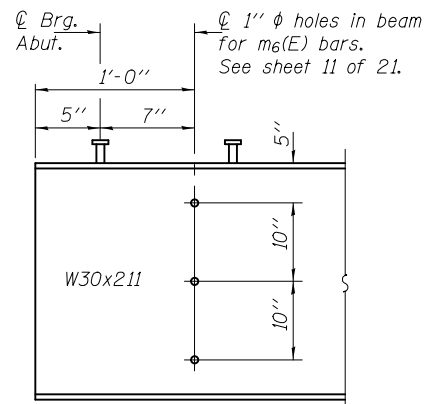
$0.95R_h F_y f$ : Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

$f_s$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

$1.25 (f_{SDC1} + f_{SDC2}) + 1.5 f_{SDW} + 1.75 f_s (\xi + 1M)$

$\phi_r F_n$ : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

$V_r$ : Maximum factored shear range in span computed according to Article 6.10.10.



**TYP. END OF BEAM ELEVATION**

**\*TOP OF BEAM ELEVATIONS**

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7
$\phi$ Brg. W. Abut.	762.31	762.44	762.53	762.63	762.53	762.44	762.31
$\phi$ Brg. E. Abut.	762.32	762.45	762.55	762.64	762.55	762.45	762.32

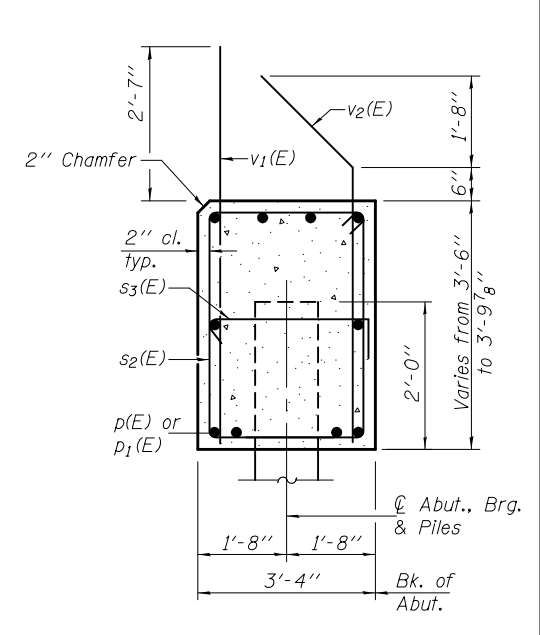
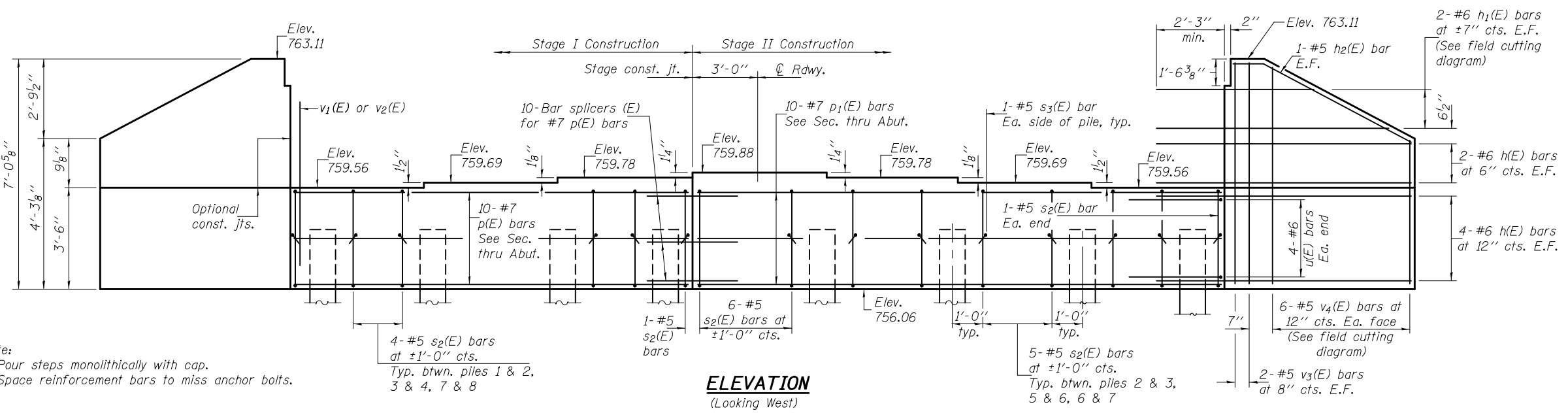
\*For fabrication only.

Notes:  
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.  
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
The structural steel plates of the fixed bearing shall conform to the requirements of AASHTO M270 Grade 50W.

SDATES \$TIMES

DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. Joffe</i>	DATE - DECEMBER 1, 2015	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STRUCTURAL STEEL DETAILS STRUCTURE NO. 019-0049</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl Berger</i>	REVISED			573	(116R-2BR)BR	DEKALB	51	33	
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			CONTRACT NO. 66A90					
CHECKED - ADK/ZTB					SHEET NO. 15 OF 21 SHEETS					

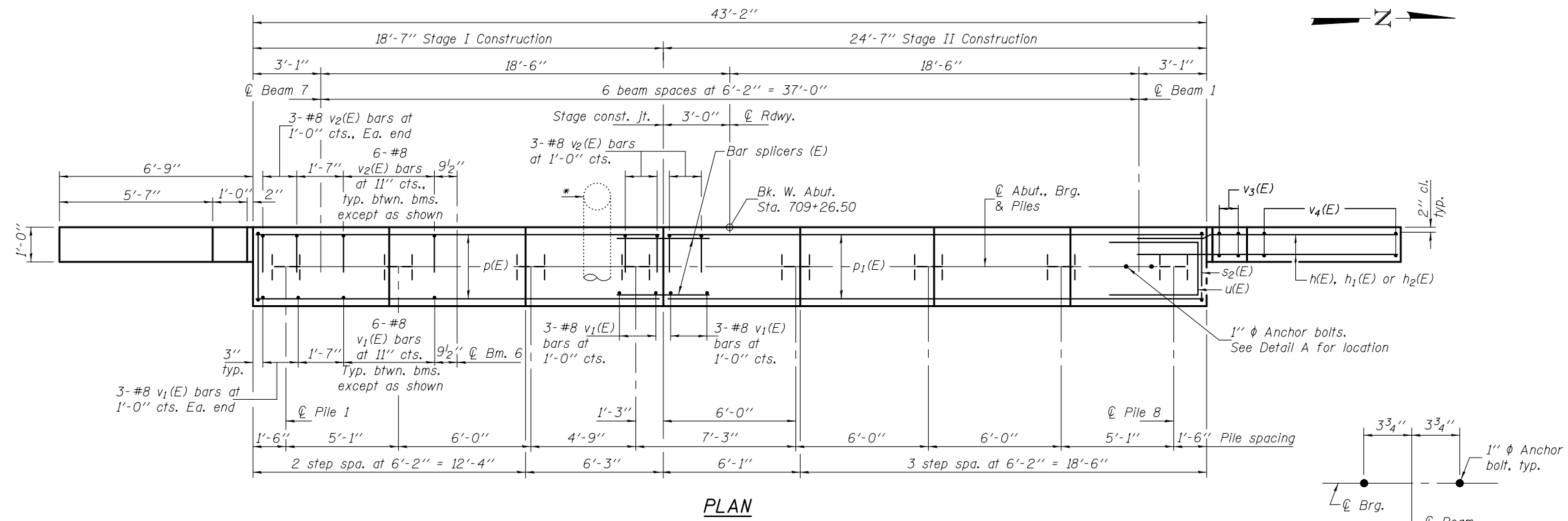
ILLINOIS FED. AID PROJECT



Note:  
Pour steps monolithically with cap.  
Space reinforcement bars to miss anchor bolts.

**ELEVATION**  
(Looking West)

**SECTION THRU ABUT.**



**PLAN**

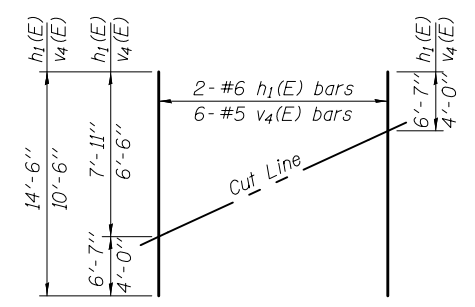
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	24	#6	9'-0"	—
h1(E)	4	#6	14'-6"	—
h2(E)	4	#5	6'-10"	—
p(E)	10	#7	18'-3"	—
p1(E)	10	#7	24'-3"	—
s2(E)	36	#5	13'-3"	⊓
s3(E)	16	#5	4'-0"	⊓
u(E)	8	#6	10'-6"	⊓
v1(E)	42	#8	5'-11"	—
v2(E)	42	#8	6'-2"	—
v3(E)	8	#5	6'-8"	—
v4(E)	12	#5	10'-6"	—
Structure Excavation		Cu. Yd.	1.2	
Concrete Structures		Cu. Yd.	22.5	
Reinforcement Bars, Epoxy Coated		Pound	3540	
Furnishing Steel Piles, HP12x53		Foot	392	
Driving Piles		Foot	392	
Test Pile Steel HP12x53		Each	1	
Anchor Bolts, 1"		Each	14	
Pile Shoes		Each	8	

For details of piles see sheet 18 of 21.  
\*Existing battered metal shell pile.

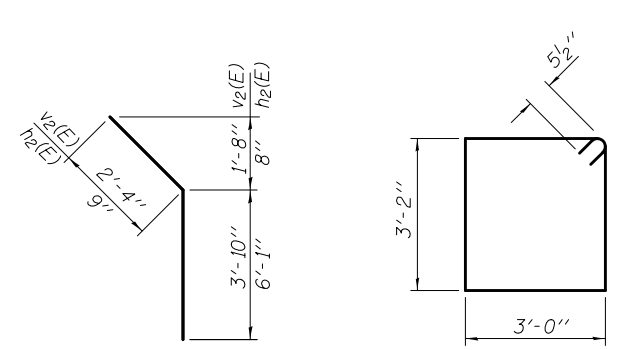
**PILE DATA**

Type: Steel Piles HP12x53 with Pile Shoes  
Nominal Required Bearing: 419 Kips  
Factored Resistance Available: 230 Kips  
Est. Length: 56'  
No. Production Piles: 7  
No. Test Piles: 1

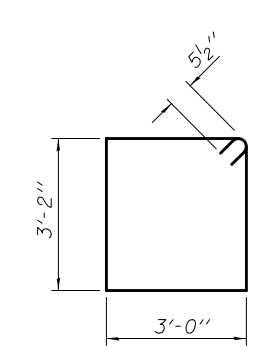


**FIELD CUTTING DIAGRAM**

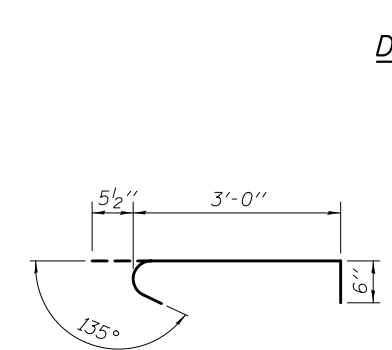
Order h1(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face.



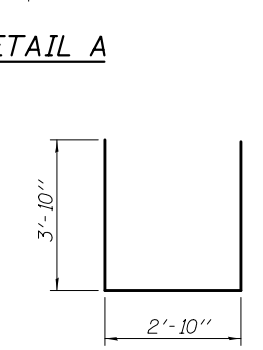
**BARS v2(E) & h2(E)**



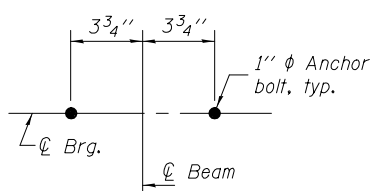
**BAR s2(E)**



**BAR s3(E)**

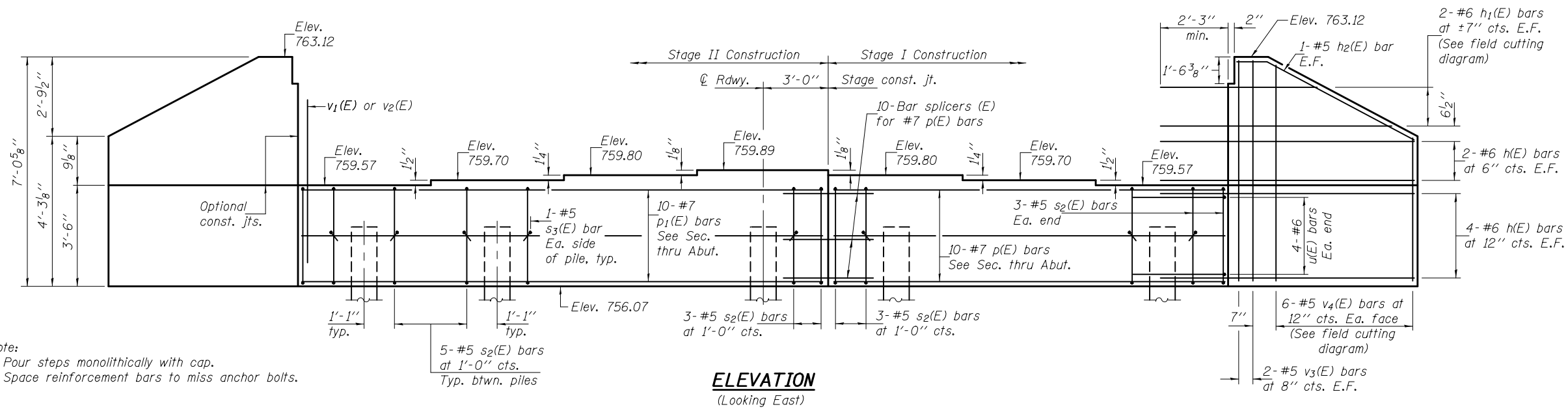


**BAR u(E)**

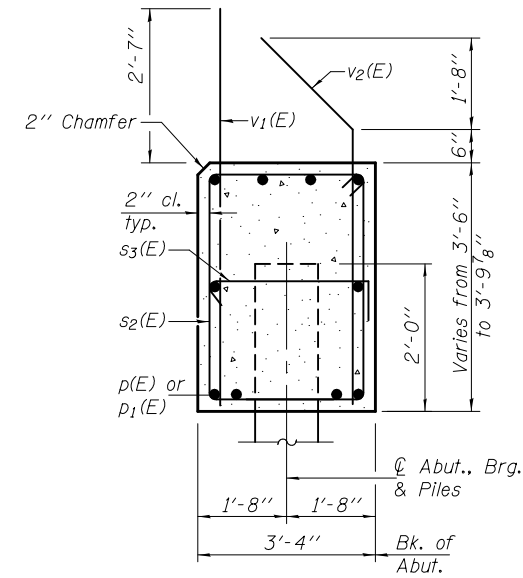


**DETAIL A**

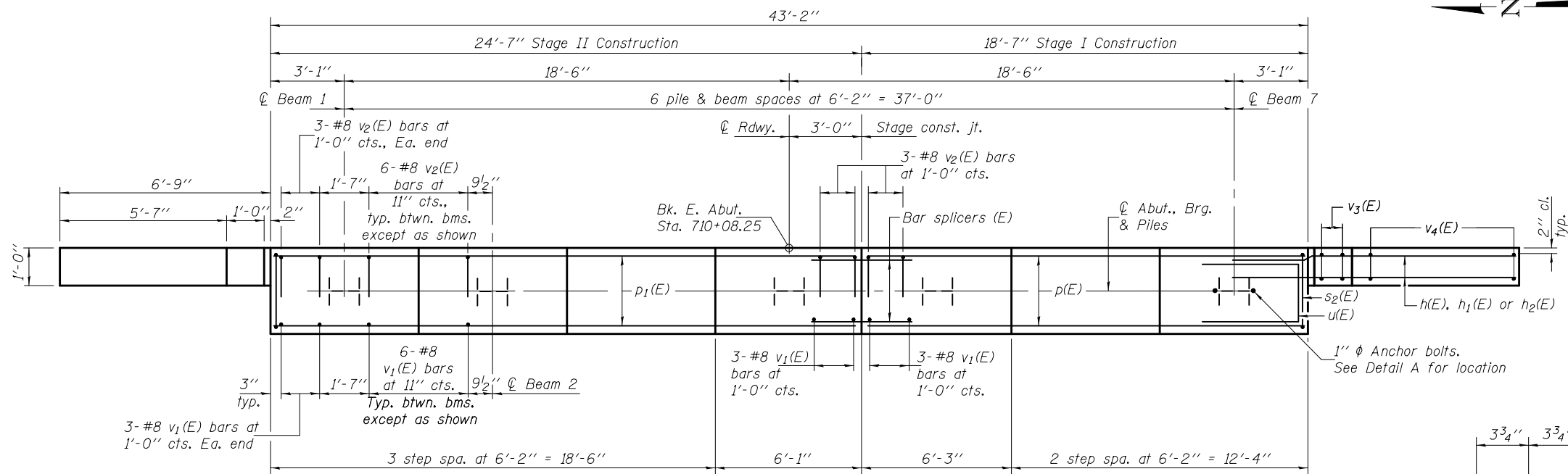
SDATES \$TIMES



Note:  
Pour steps monolithically with cap.  
Space reinforcement bars to miss anchor bolts.



**SECTION THRU ABUT.**



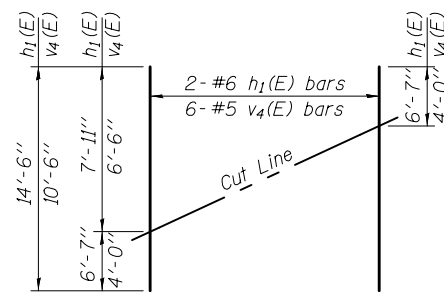
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	24	#6	9'-0"	—
h <sub>1</sub> (E)	4	#6	14'-6"	—
h <sub>2</sub> (E)	4	#5	6'-10"	—
p(E)	10	#7	18'-3"	—
p <sub>1</sub> (E)	10	#7	24'-3"	—
s <sub>2</sub> (E)	37	#5	13'-3"	□
s <sub>3</sub> (E)	14	#5	4'-0"	⌋
u(E)	8	#6	10'-6"	⌋
v <sub>1</sub> (E)	42	#8	5'-11"	—
v <sub>2</sub> (E)	42	#8	6'-2"	—
v <sub>3</sub> (E)	8	#5	6'-8"	—
v <sub>4</sub> (E)	12	#5	10'-6"	—
Structure Excavation		Cu. Yd.	23.2	
Concrete Structures		Cu. Yd.	22.5	
Reinforcement Bars, Epoxy Coated		Pound	3550	
Furnishing Steel Piles, HP12x53		Foot	336	
Driving Piles		Foot	336	
Test Pile Steel HP12x53		Each	1	
Anchor Bolts, 1"		Each	14	
Pile Shoes		Each	7	

For details of piles see sheet 18 of 21.

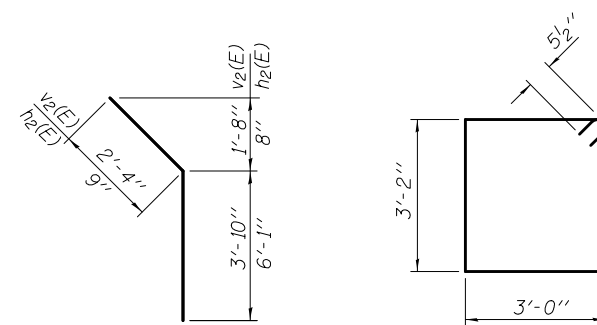
**PILE DATA**

Type: Steel Piles HP12x53 with Pile Shoes  
Nominal Required Bearing: 419 Kips  
Factored Resistance Available: 230 Kips  
Est. Length: 56'  
No. Production Piles: 6  
No. Test Piles: 1

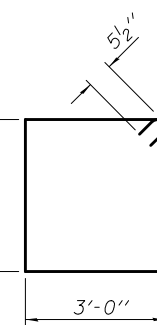


**FIELD CUTTING DIAGRAM**

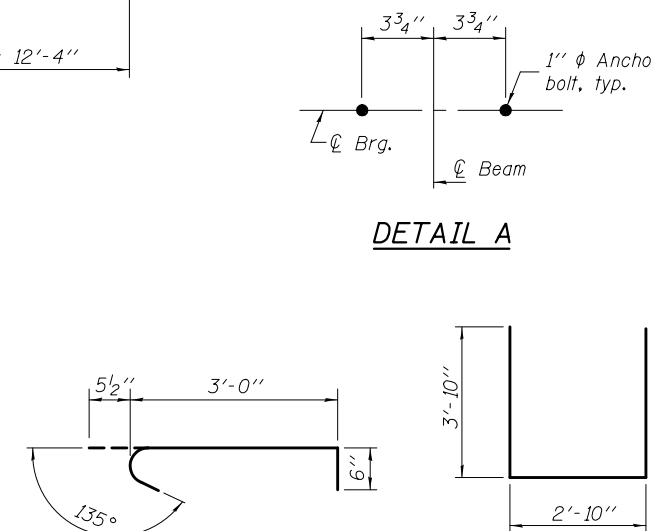
Order h<sub>1</sub>(E) and v<sub>4</sub>(E) full length. Cut as shown and use remainder of bars in opposite face.



**BARS v<sub>2</sub>(E) & h<sub>2</sub>(E)**



**BAR s<sub>2</sub>(E)**



**BAR s<sub>3</sub>(E)**

**BAR u(E)**

**DETAIL A**

SDATES \$TIMES

DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - DECEMBER 1, 2015
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISOR
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISOR
CHECKED - ADK/ZTB		

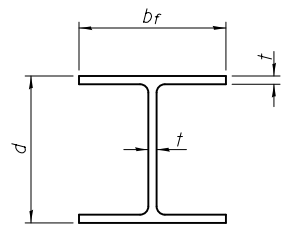
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT**  
**STRUCTURE NO. 019-0049**

SHEET NO. 17 OF 21 SHEETS

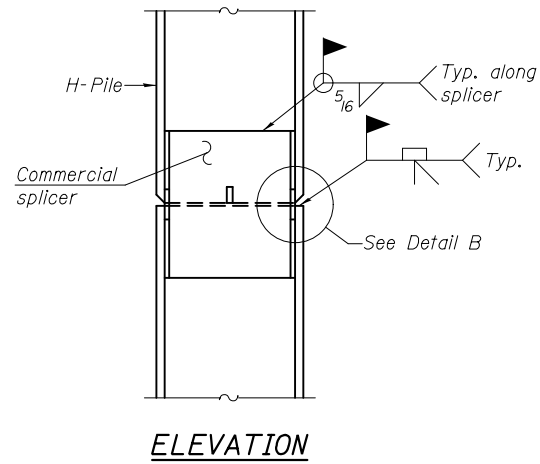
F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	35
CONTRACT NO. 66A90				

ILLINOIS FED. AID PROJECT

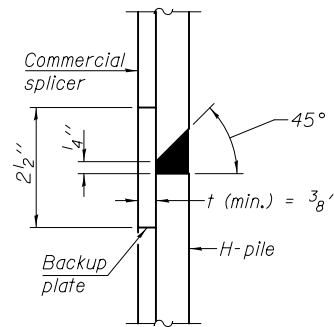


**STEEL PILE TABLE**

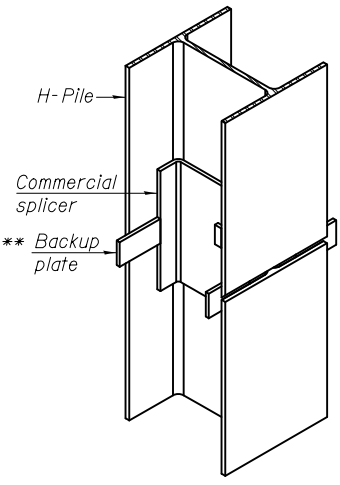
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



**ELEVATION**

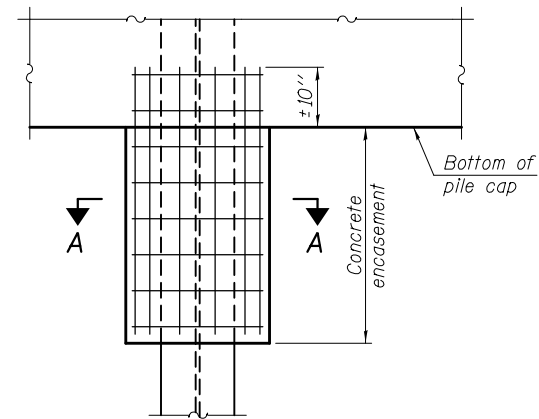


**DETAIL "B"**



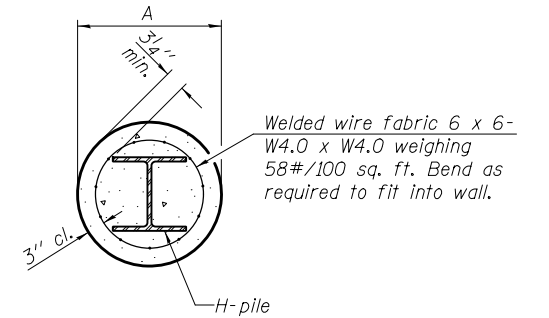
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**



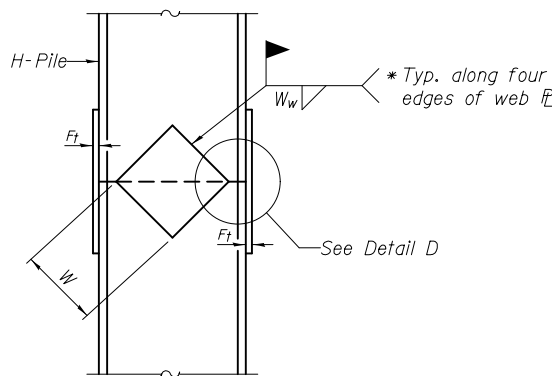
**ELEVATION**

**PILE ENCASEMENT**

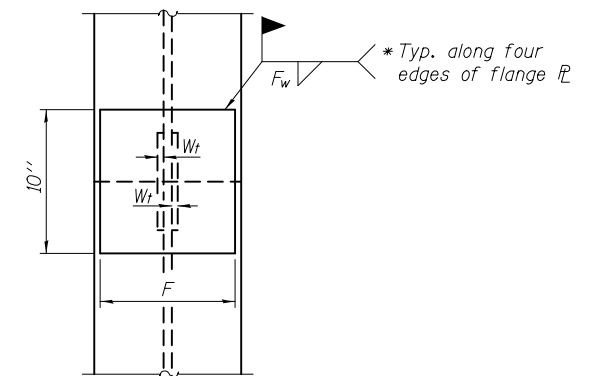


**SECTION A-A**

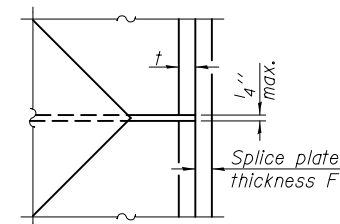
Note:  
Forms for encasement may be omitted when soil conditions permit.



**ELEVATION**



**END VIEW**



**DETAIL D**

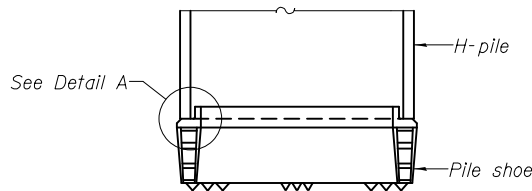
**WELDED PLATE FIELD SPLICE**

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

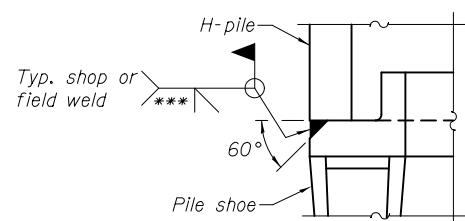
**WELDED COMMERCIAL SPLICE ALTERNATE**

- \* 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.).

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

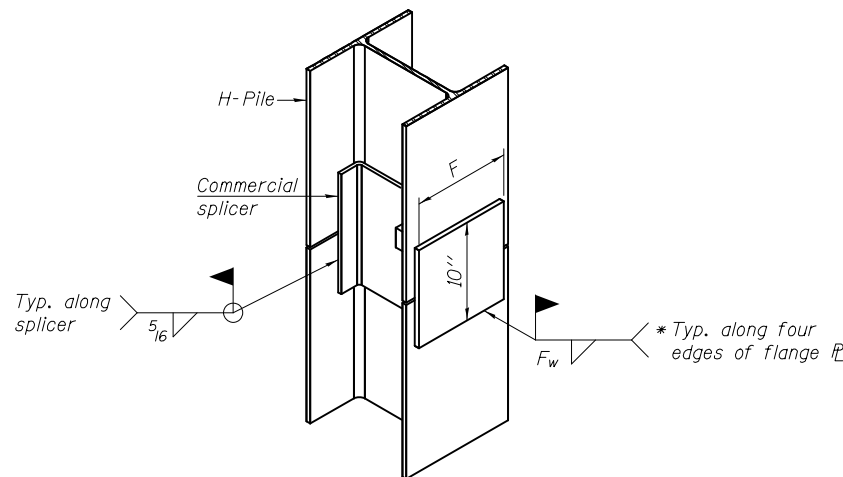


**ELEVATION**



**DETAIL A**

**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

SDATES \$TIMES

F-HP 1-27-12

DESIGNED - Ally D. Kelley	EXAMINED
CHECKED - P. Gurklys/Z.T. Bulva	PASSED
DRAWN - h.t. duong	
CHECKED - ADK/ZTB	

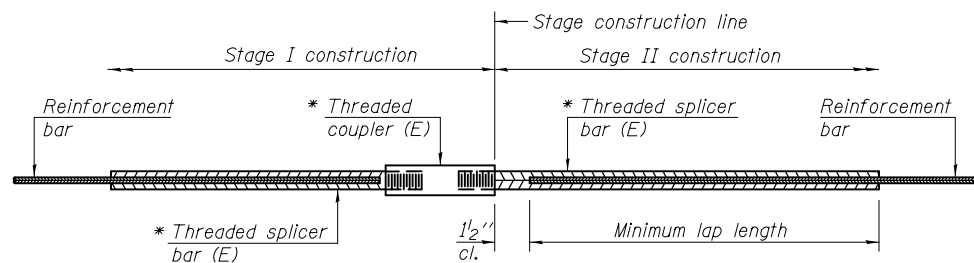
 ENGINEER OF BRIDGE DESIGN  ACTING ENGINEER OF BRIDGES AND STRUCTURES	DATE - DECEMBER 1, 2015 REVISED REVISED
--------------------------------------------------------------------------------	-----------------------------------------------

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS  
STRUCTURE NO. 019-0049

SHEET NO. 18 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	36
CONTRACT NO. 66A90			ILLINOIS FED. AID PROJECT	



**STANDARD BAR SPLICER ASSEMBLY**

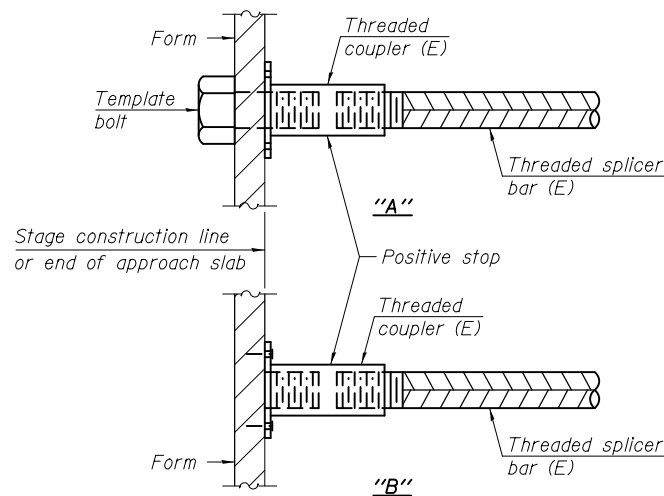
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- 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, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

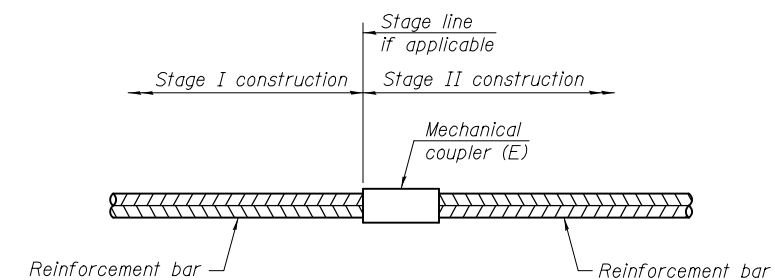
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	233	3
Diaphragm	#6	14	6
Approach	#4	50	4
Approach	#5	172	3
Abutment	#7	20	6



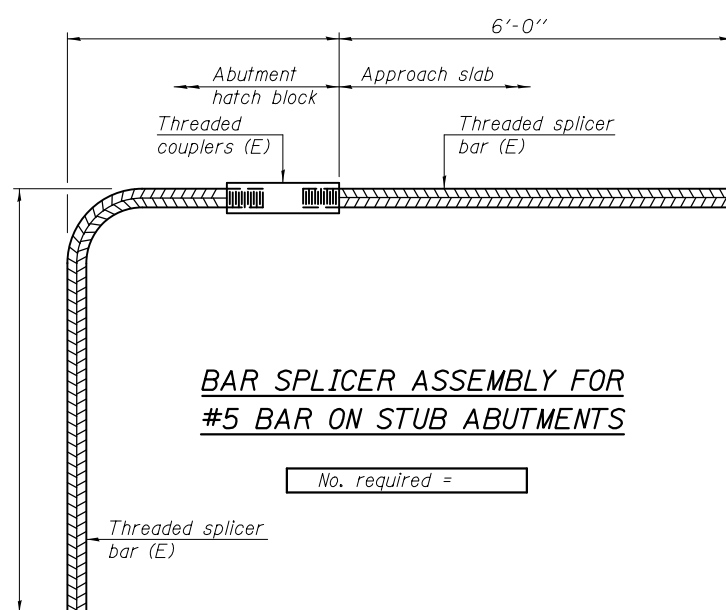
**INSTALLATION AND SETTING METHODS**

"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 STUB ABUTMENTS**

No. required =

**NOTES**

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

SDATES \$TIMES

BSD-1

8-31-12

DESIGNED - Ally D. Kelley	EXAMINED
CHECKED - P. Gurklys/Z.T. Bulva	PASSED
DRAWN - h.t. duong	
CHECKED - ADK/ZTB	

DATE - DECEMBER 1, 2015  
 REVISIONS  
 REVISIONS

DATE - DECEMBER 1, 2015  
 REVISIONS  
 REVISIONS


STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 019-0049

SHEET NO. 19 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573	(116R-2BR)BR	DEKALB	51	37
CONTRACT NO. 66A90				

ILLINOIS FED. AID PROJECT


**Illinois Department of Transportation**


Page 1 of 2  
 Date 12/26/79

**SOIL BORING LOG**

ROUTE FA 573 (US 30) DESCRIPTION NE side 019-0016 LOGGED BY P. Wilson  
 SECTION 116R-2BR LONGITUDE \_\_\_\_\_ LATITUDE \_\_\_\_\_  
 COUNTY DeKalb DRILLING METHOD \_\_\_\_\_ HAMMER TYPE \_\_\_\_\_

STRUCT. NO. Station	D E P T H (ft)	B L O W S (/6")	U C S (tsf)	M O I S T (%)	Surface Water Elev.	D E P T H (ft)	B L O W S (/6")	U C S (tsf)	M O I S T (%)
					ft				
019-0016 709+56.09									
BORING NO. B-1 Station 709+83 Offset 37.00ft LL Ground Surface Elev. 756.0 ft					Groundwater Elev.:				
					First Encounter				
					Upon Completion				
					After _____ Hrs.				
Soft Black Loam			0.5 P	25					
					Medium (Same)		22		
Medium Black Silt Loam with roots		6	0.75 P	34	Medium Gray Gravel		28		
	-5						-25		
Very Soft Same		3	0.08 S	74	Same		30		
Very Loose Gray Sand & Gravel (WASH)		2			Dense Same		32		
	-10						-30		
Medium (Same)		20			Same (possible cobbles)		35		
Very Dense (Same)		56			Same		40		
	-15						-35		
Dense (Same)		41			Medium Same		20		
Medium (Same)		28					52		
	-20				Very Dense Same		-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, form 137 (Rev. 11-11)


**Illinois Department of Transportation**

Page 2 of 2  
 Date 12/26/79

**SOIL BORING LOG**

ROUTE FA 573 (US 30) DESCRIPTION NE side 019-0016 LOGGED BY P. Wilson  
 SECTION 116R-2BR LONGITUDE \_\_\_\_\_ LATITUDE \_\_\_\_\_  
 COUNTY DeKalb DRILLING METHOD \_\_\_\_\_ HAMMER TYPE \_\_\_\_\_

STRUCT. NO. Station	D E P T H (ft)	B L O W S (/6")	U C S (tsf)	M O I S T (%)	Surface Water Elev.	D E P T H (ft)	B L O W S (/6")	U C S (tsf)	M O I S T (%)
					ft				
019-0016 709+56.09									
BORING NO. B-1 Station 709+83 Offset 37.00ft LL Ground Surface Elev. 756.0 ft					Groundwater Elev.:				
					First Encounter				
					Upon Completion				
					After _____ Hrs.				
Very Hard Drilling							40		
							713.5		
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, form 137 (Rev. 11-11)

Note: The borings were taken when the existing structure was SN 019-0016.

SDATES \$TIMES

DESIGNED - Ally D. Kelley	EXAMINED - 	DATE - DECEMBER 1, 2015	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SOIL BORING LOGS STRUCTURE NO. 019-0049</b>	F.A.P. RTE. 573	SECTION (116R-2BR)BR	COUNTY DEKALB	TOTAL SHEETS 51	SHEET NO. 38
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - 	REVISED			CONTRACT NO. 66A90				
DRAWN - M. Mossman/h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 20 OF 21 SHEETS				
CHECKED - ADK/ZTB					ILLINOIS FED. AID PROJECT				

Page 1 of 2

**Illinois Department of Transportation SOIL BORING LOG**

Date 12/27/79

ROUTE FA 573 (US 30) DESCRIPTION 019-0016 LOGGED BY P. Wilson

SECTION 116R-2BR LONGITUDE \_\_\_\_\_ LATITUDE \_\_\_\_\_

COUNTY DeKalb DRILLING METHOD \_\_\_\_\_ HAMMER TYPE \_\_\_\_\_

STRUCT. NO. 019-0016  
Station 709+56.09

BORING NO. B-2  
Station 709+19  
Offset 41.00ft Rt.  
Ground Surface Elev. 756.0 ft

Description	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft	Groundwater Elev.:	First Encounter _____ ft	Upon Completion _____ ft	Wash _____ ft	After _____ Hrs.	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	
																Same
Soft Black Loam			0.5 P	22												
							Dense Gray Sand & Gravel									
Stiff Black Silty Clay Loam		10	1.24 S	34			Dense Gray Sand & Gravel									
	-5															
Very Soft Gray Silt		3	0.21 S	38			Same									
Very Loose Gray Sand & Gravel		2					Same									
	-10															
Medium Same			26				Same									
WASH																
Same as Above			14				Soft Gray Fill						10	0.35 B	14	
	-15															
Dense Gray Sand & Gravel							Medium Gray Dirty Sand & Gravel									
Very Dense Same (Cobbles) (rock in end of sampler)			72				Stiff Gray & Green Till							38	1.38 B	12
	-20															

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, form 137 (Rev. 11-11)

Page 2 of 2

**Illinois Department of Transportation SOIL BORING LOG**

Date 12/27/79

ROUTE FA 573 (US 30) DESCRIPTION 019-0016 LOGGED BY P. Wilson

SECTION 116R-2BR LONGITUDE \_\_\_\_\_ LATITUDE \_\_\_\_\_

COUNTY DeKalb DRILLING METHOD \_\_\_\_\_ HAMMER TYPE \_\_\_\_\_

STRUCT. NO. 019-0016  
Station 709+56.09

BORING NO. B-2  
Station 709+19  
Offset 41.00ft Rt.  
Ground Surface Elev. 756.0 ft

Description	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev. _____ ft	Stream Bed Elev. _____ ft	Groundwater Elev.:	First Encounter _____ ft	Upon Completion _____ ft	Wash _____ ft	After _____ Hrs.	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	
																Same
Hard Drilling							No Voids Present (continued)									
							End of Boring									
Hard Gray Till		45	6.11 S	10												
Same		50	6.0 S	11												
	-45															
Hard Gray Till		50	6.8 S	12												
Auger Refusal		52	2.33 S	11												
Yellow Limestone																
Bored with Tri-Cone Bit																
	-55															
No Voids Present																
	-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, form 137 (Rev. 11-11)

Note:  
The borings were taken when the existing structure was SN 019-0016.

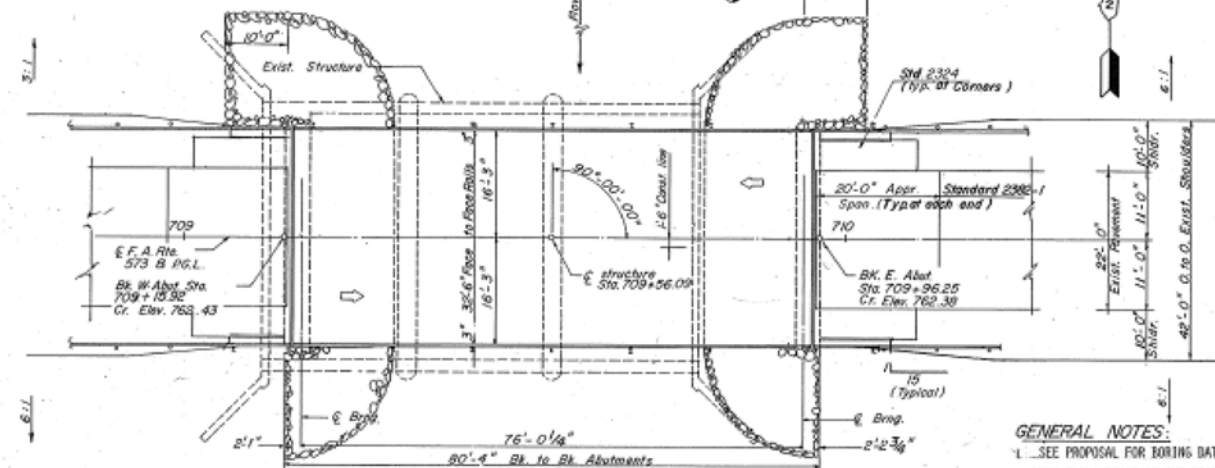
SDATES \$TIMES

DESIGNED - Ally D. Kelley	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - DECEMBER 1, 2015	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SOIL BORING LOGS STRUCTURE NO. 019-0049</b>	F.A.P. RTE. 573	SECTION (116R-2BR)BR	COUNTY DEKALB	TOTAL SHEETS 51	SHEET NO. 39	
CHECKED - P. Gurklys/Z.T. Bulva	PASSED - <i>Carl [Signature]</i>	REVISED			CONTRACT NO. 66A90					
DRAWN - M. Mossman/h.t. duong	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			SHEET NO. 21 OF 21 SHEETS					
CHECKED - ADK/ZTB					ILLINOIS FED. AID PROJECT					

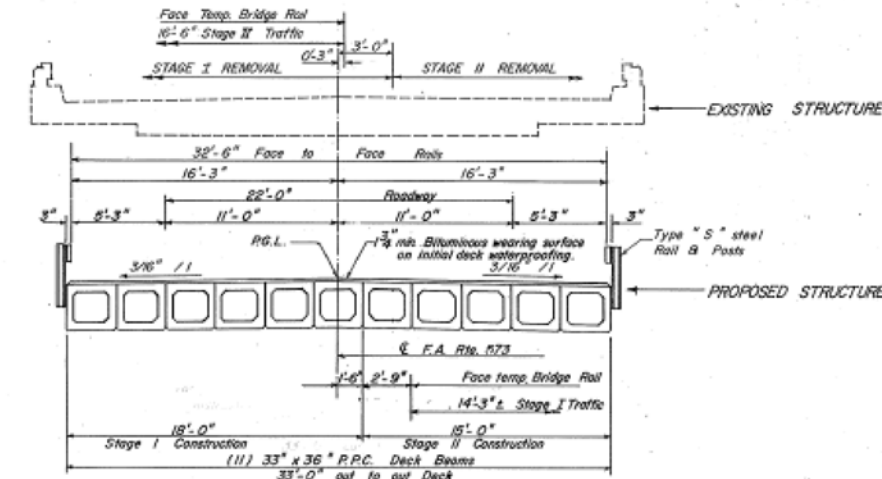
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET 1
573	116R-2BR	DEKALB	13	6	7 SHEETS
FED. AID PROJ. NO. ILLINOIS					

Bench Mark: Chiseled square top of NE wingwall of RR bridge right Sta. 709+45, Elev. 761.43.  
 Exist. Structure: # 019-0016, built as S.B.I. Rte. 71, Section 116 Sta. 709+45 in 1930 (widened in 1947), R.C. deck slab superstructure on solid concrete piers and R.C. abutments on timber piling, 66'-0" long by 40'-4" wide.  
 Structure to be removed in stages by Bridge Contractor to a level 2 ft. below finished grade or to clear bottom of proposed footing.  
 No salvage.  
 No detour required. Stage construction.



PLAN



CROSS SECTION

GENERAL NOTES:

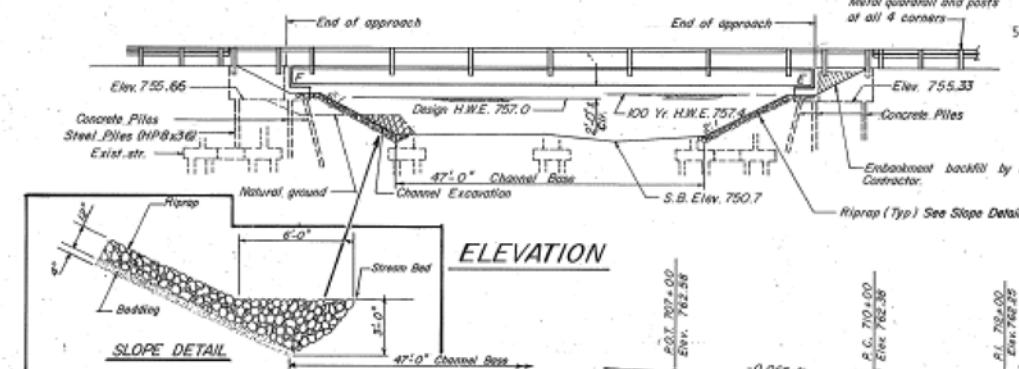
- SEE PROPOSAL FOR BORING DATA.
- THE TOP SURFACE OF THE BEAMS SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 505.06 OF THE STANDARD SPECIFICATION EXCEPT THAT THE SURFACE SHALL NOT BE ROUGHENED BY BROODING. THE FINISHED SURFACE SHALL BE FREE OF DEPRESSIONS OR HIGH SPOTS WITH SHARP CORNERS, AND THE TOP EDGE OF KEYS SHALL BE ROUNDED OR CHAMFERED A MINIMUM OF 1/4".
- THE CONTRACTOR SHALL DRIVE (2) CONCRETE TEST PILE IN A PERMANENT LOCATION AT EACH ABUTMENT AS DIRECTED BY THE ENGINEER BEFORE ORDERING THE REMAINDER OF PILES.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO #1-31 OR #1-55 GRADE 60, EXCEPT GRADE 40 SHALL BE USED FOR TRANSVERSE BARS AT STAGE CONSTRUCTION JOINTS IN ABUTMENTS. (SEE SHEETS 2, 3 AND 4).
- ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH TWO COATS OF BASIC LEAD SILICO CHROMATE PAINT.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUB	SUPER	TOTAL
Removal Of Existing Structures	Each	-	-	1
Pavement Removal	Sq. Yd.	44	-	44
Portland Cement Mortar Facing Course	Ln. Ft.	-	772	772
Test Piles (Concrete)	Each	2	-	2
Concrete Piles	Ln. Ft.	1136	-	1136
Steel Piles HP8x36	Ln. Ft.	15	-	15
Class X Concrete	Cu. Yd.	62	-	63
Reinforcement Bars	Pounds	5496	110	5608
Structural Steel	Pounds	-	2340	2340
Precast Prestressed Concrete Deck Beams (33" Depth)	Sq. Ft.	-	2347	2347
Temporary Bridge Rail	Ln. Ft.	-	75	75
Waterproofing Membrane System	Sq. Yd.	-	205	208
Preformed Joint Seal 2 1/2"	Ln. Ft.	-	83	83
Sowing - Concrete Pavement	Ln. Ft.	-	44	44
Bituminous Concrete Surface Course, Mixture D, Class I	Sq. Yd.	-	52	52
Steel Rolling Type S	Ln. Ft.	-	197	197
Wave Piles	Each	-	1	1
Stone Riprap	Sq. Yd.	317.5	-	321.5
Channel Excavation	Cu. Yd.	-	-	251
Reinforcement Bars - Approach Slabs	Pounds	-	-	6,132

GENERAL NOTES CONT.

- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL DIMENSIONS AND DETAILS IN THE FIELD PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS.
- THE STEEL PILES AT THE WEST END OF THE WEST ABUTMENT WINGWALLS SHALL SET ON TOP OF EXISTING FOOTINGS IN PRECURED HOLES. HOLES SHALL BE BACKFILLED WITH POROUS GRANULAR ENDBACKFILL MATERIAL. THE COST OF BACKFILL AND THE SETTING OF PILES IS INCIDENTAL TO "STEEL PILES".
- GRADE 40 REINFORCEMENT BARS (SEE NOTE 4 ABOVE) SHALL HAVE A YIELD POINT STRENGTH OF 33,000 PSI MIN. AND 45,000 PSI MAX.



ELEVATION

WATERWAY INFORMATION

Drainage Area = 10.1 sq. mi.; Low grade elev. 761.71 at Sta. 714+00.00

FLOOD Year	Freq. (C.F.S.)	Q	Opening (sq. ft.)	Not. H.W.E. Exist.	Prop.	Head (ft.) Exist.	Prop.	Headwater elev. Exist.	Prop.
DESIGN 50	1130	302	345	757.0	0.43	0.31	757.43	757.31	
BASE 100	1300	328	373	757.4	0.49	0.36	757.89	757.76	
MAX. CALC. 500	1690	370	391	758.1	0.69	0.59	758.79	758.69	

PROPOSED PROFILE GRADE (P.G.L.)

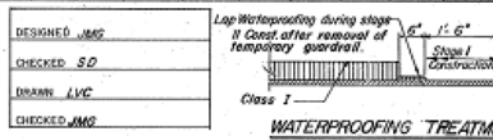
APPROVED FOR STRUCTURAL SECURITY ONLY

DESIGN STRESSES

FIELD	UNITS
$f'_c$	3,500 psi (Class X Concrete)
$f_y$	60,000 psi (Rein)
$f_s$	20,000 psi (Struct Steel)
$f'_c$	5,000 psi
$f_y$	4,000 psi
$f_s$	270,000 psi (1/2" Strands)
$f_s$	189,000 psi (1/2" Strands)

GENERAL PLAN & ELEVATION

FA. ROUTE 573 OVER SOMONAUK CREEK, F.A. ROUTE 573 (U.S. 30) SECTION 116R-2BR DEKALB COUNTY STATION 709+56.09



WATERPROOFING TREATMENT

STATION 709+56.09 BUILT 198 BY STATE OF ILLINOIS F.A.P. RT. 573 SECT. 116R-2BR LOADING HS 20 STRUCTURE NO. 019-0031 LETTERING FOR NAME PLATE (SEE STD. 313)

LOADING HS 20-44

Design Specifications: 1977 ASHTO and Interim specification 1978, 1979 & 1980. Allow 25 PSF for future wearing surface.

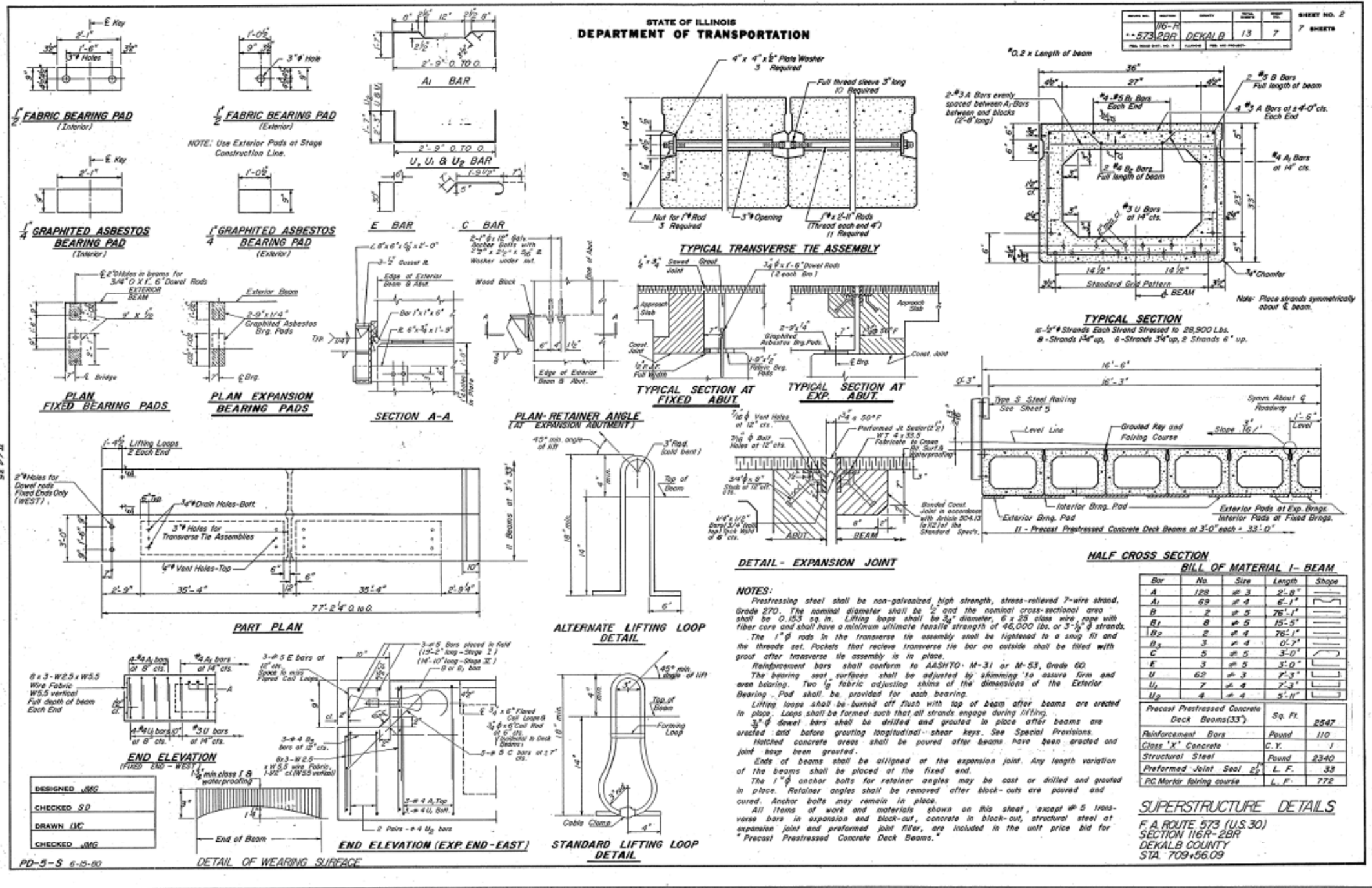
FOR INFORMATION ONLY

FILE NAME =	USER NAME = brcbypc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING BRIDGE PLANS	F.A.P. RTE. 573	SECTION (116R-2BR)BR	COUNTY DEKALB	TOTAL SHEETS 51	SHEET NO. 40	
PLOT SCALE = 100.0000' / in.				CHECKED -	REVISED -	CONTRACT NO. 66A90		ILLINOIS FED. AID PROJECT			
PLOT DATE = 7/30/2015				DATE -	REVISED -	SCALE:	SHEET NO. OF SHEETS	STA. TO STA.			



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	116R-2BR	COUNTY	DEKALB	SECTION	13	SHEET NO.	7
							7 SHEETS



**NOTES:**  
 Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 3/4" diameter, 6 x 25 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 46,000 lbs. or 3-1/2" 3 strands. The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Fockets that receive transverse tie bar on an outside shall be filled with grout after transverse tie assembly is in place.  
 Reinforcement bars shall conform to AASHTO M-31 or M-53, Grade 60.  
 The bearing seat surfaces shall be adjusted by skimming to assure firm and even bearing. Two 1/2" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.  
 Lifting loops shall be burned off flush with top of beam after beams are erected in place. Loops shall be formed such that all strands engage during lifting.  
 3/8" of spread bars shall be drilled and grouted in place after beams are erected and before grouting longitudinal shear keys. See Special Provisions.  
 Matched concrete areas shall be poured after beams have been erected and joint has been grouted.  
 Ends of beams shall be aligned at the expansion joint. Any length variation of the beams shall be placed at the fixed end.  
 The 1" anchor bolts for retainer angles may be cast or drilled and grouted in place. Retainer angles shall be removed after block-outs are poured and cured. Anchor bolts may remain in place.  
 All items of work and materials shown as bit steel, except #5 transverse bars in expansion and block-out, concrete in block-out, structural steel at expansion joint and preformed joint filler, are included in the unit price bid for "Precast Prestressed Concrete Deck Beams."

**BILL OF MATERIAL I - BEAM**

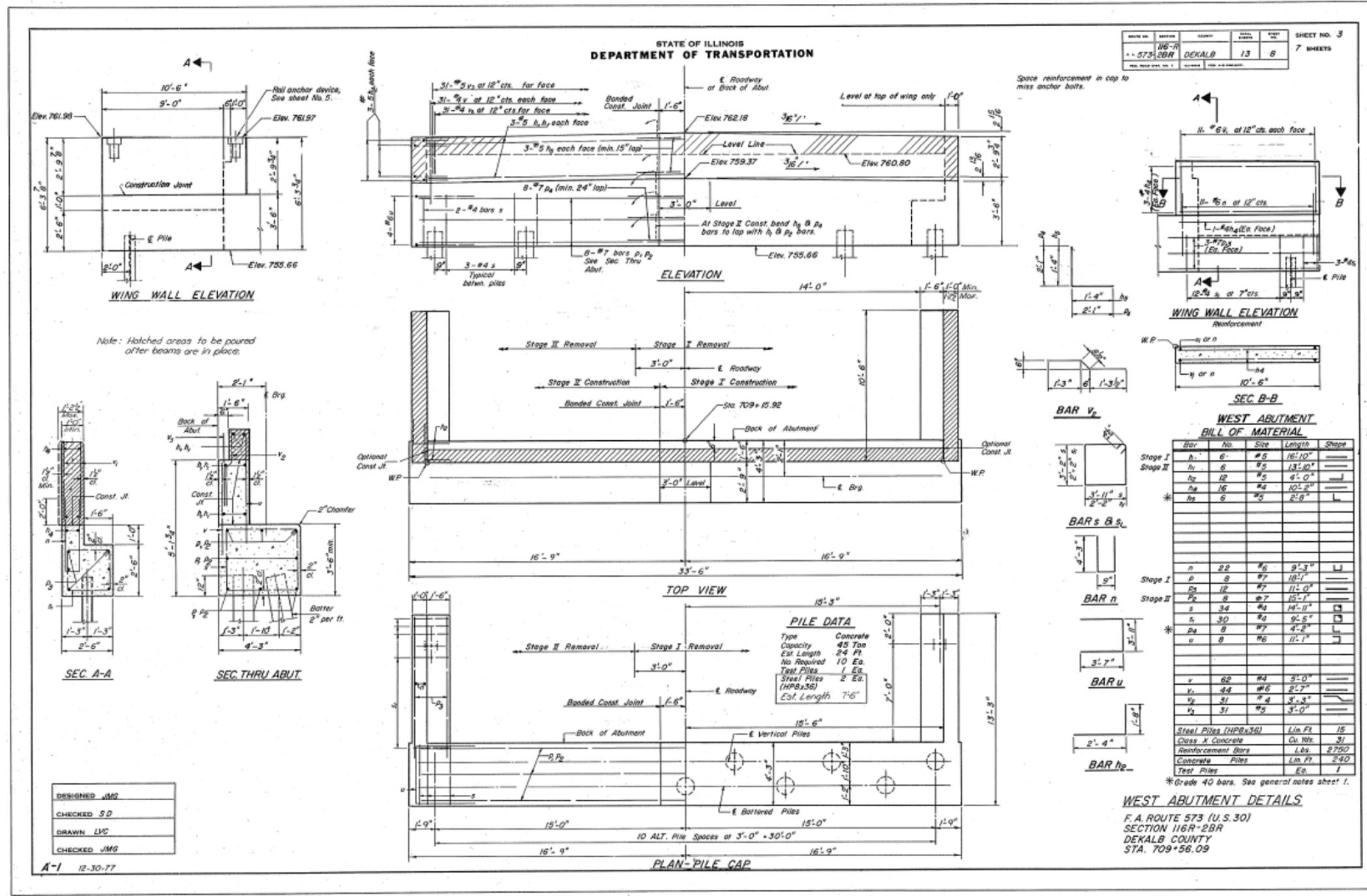
Bar	No.	Size	Length	Shape
A	128	#3	2'-8"	
A1	63	#4	6'-1"	
B	2	#3	76'-1"	
B1	8	#5	15'-5"	
B2	2	#4	76'-1"	
B3	3	#4	0'-7"	
C	5	#5	3'-0"	
E	3	#5	3'-0"	
U	62	#3	7'-3"	
U1	7	#4	7'-3"	
U2	4	#4	5'-11"	

Material	Quantity	Unit
Precast Prestressed Concrete Deck Beams (33')	2547	Sq. Ft.
Reinforcement Bars	110	Pounds
Class 'X' Concrete	1	C.Y.
Structural Steel	2340	Pounds
Preformed Joint Seal	33	L.F.
RC Mortar Filling Course	772	L.F.

**SUPERSTRUCTURE DETAILS**  
 F A ROUTE 573 (U.S. 30)  
 SECTION 116R-2BR  
 DEKALB COUNTY  
 STA. 709+56.09

FOR INFORMATION ONLY

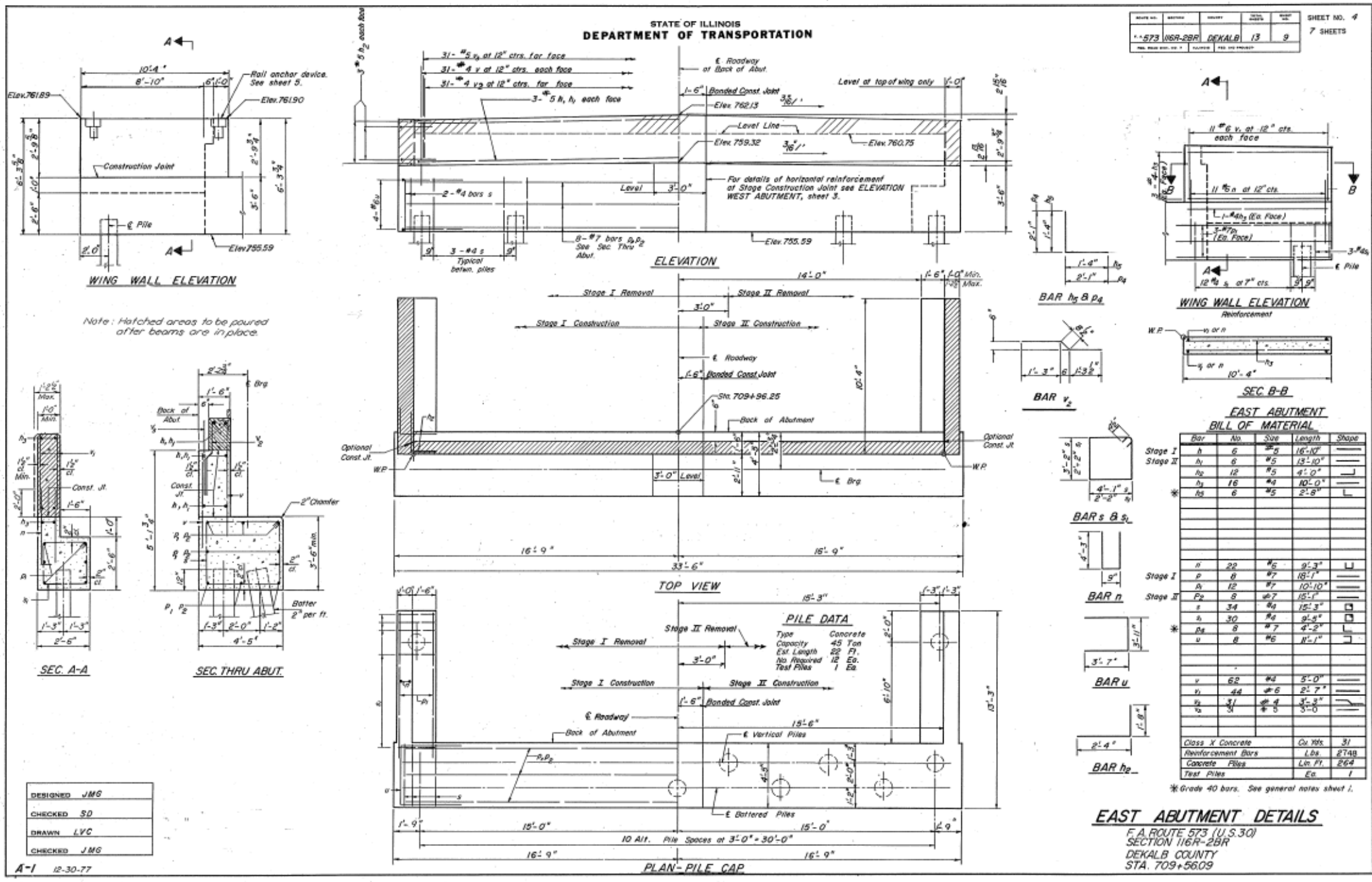


FOR INFORMATION ONLY

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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	DATE -					ILLINOIS FED. AID PROJECT							
PLOT DATE = 7/30/2015	DATE -	REVISED -													

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 573 116R-2BR DEKALB 13 9  
SHEET NO. 4  
7 SHEETS



DESIGNED JMS  
CHECKED SD  
DRAWN LVC  
CHECKED JMS

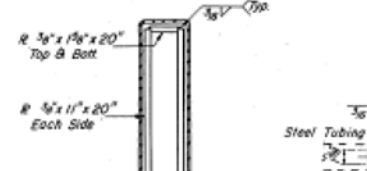
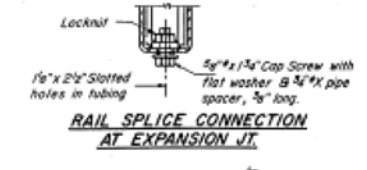
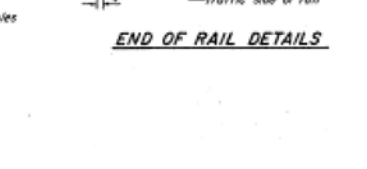
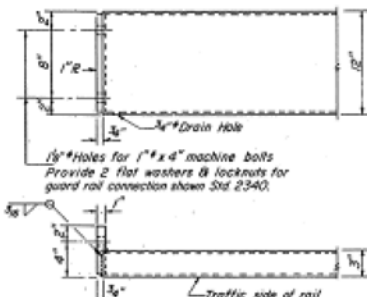
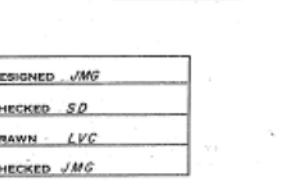
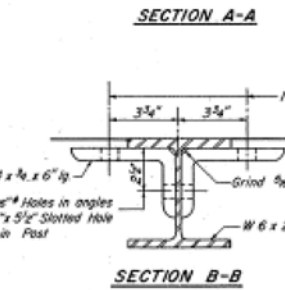
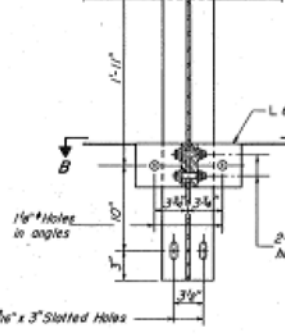
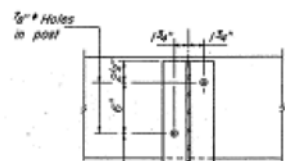
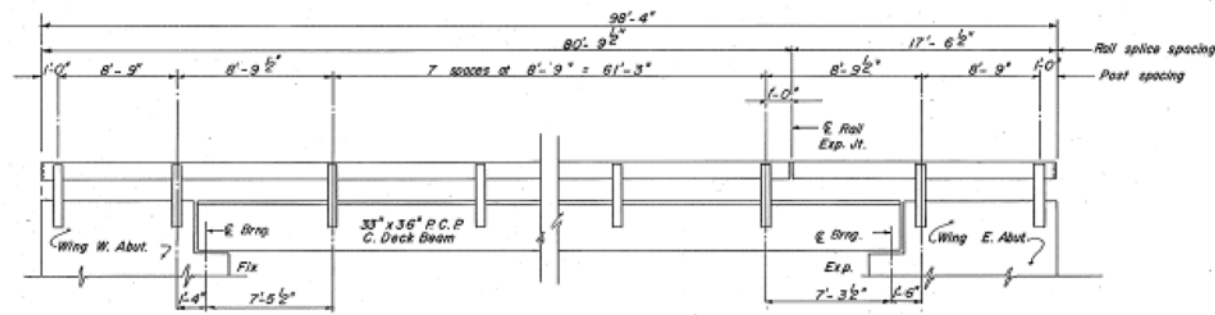
A-1 12-30-77

FOR INFORMATION ONLY

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
573-2BR	DEKALB	13	10	5

SHEET NO. 5  
OF 7 SHEETS



**NOTES**

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

All other steel shapes and plates shall conform to the requirements of A.A.S.H.T.O. M-183 except posts and angles shall conform to A.A.S.H.T.O. M-223, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirement of A.S.T.M. designation A-307 except for high strength bolts, nuts and washers noted which shall conform to A.A.S.H.T.O. M-54.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with A.A.S.H.T.O. M-232.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with A.A.S.H.T.O. M-111 and A.S.T.M. A-305. Galvanized rail shall not be painted.

Railing shall be in accordance with Section 50B of the Standard Specifications, except as noted, and shall be paid for the contract unit price per linear foot for STEEL RAILING, TYPE S.

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

The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/2" fabric bearing pad between the post and concrete.

The 1" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/4 turn. The 5/8" cap screws in bottom of posts shall be tightened to a snug fit only.

Provide 1/4" x 6" x 1'-5" steel shims to align the rail between wings and main span.

**BILL OF MATERIAL**

Item	Unit	Quantity
Steel Railing, Type S	Lin Ft.	197

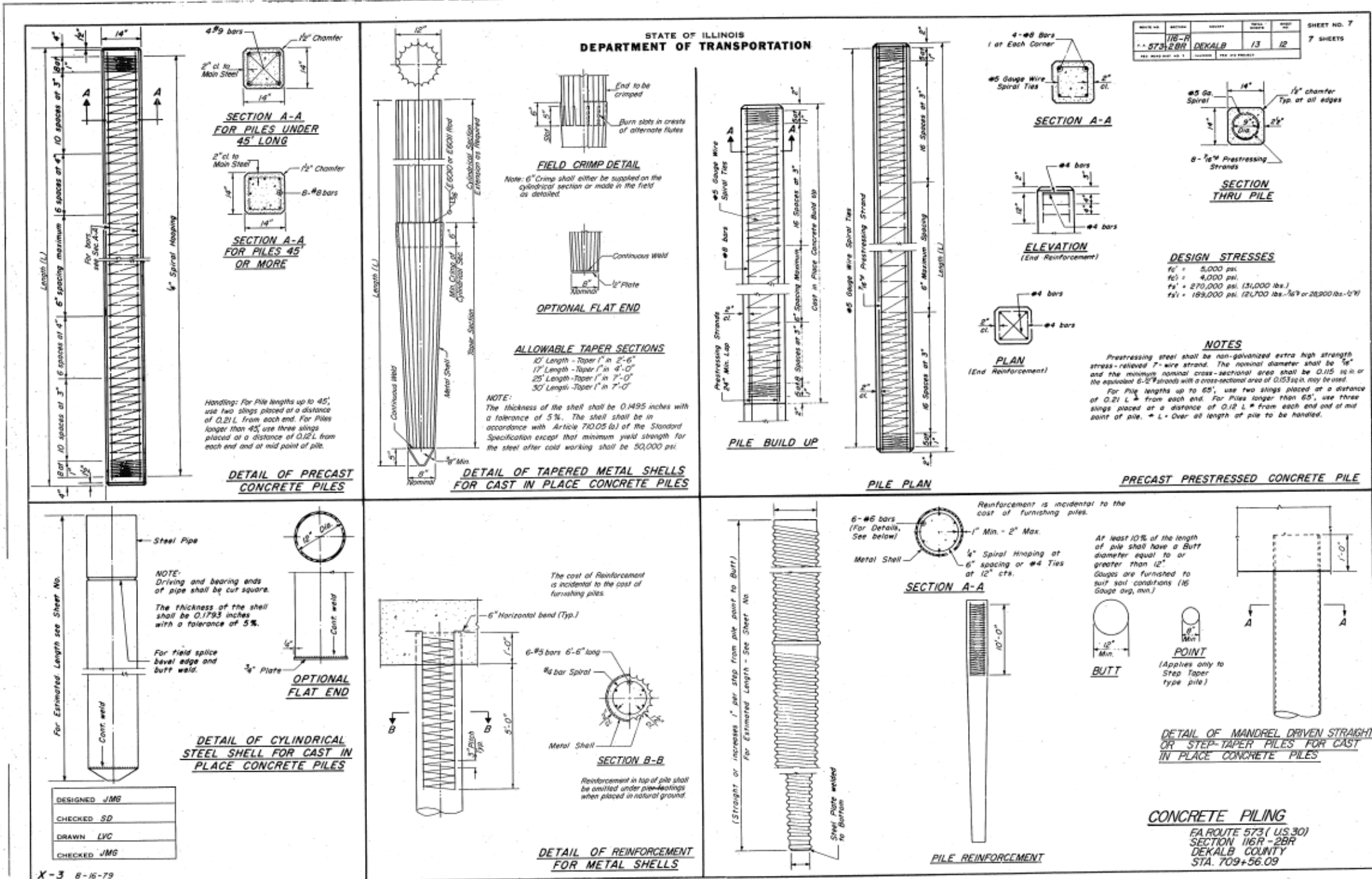
**TYPE S STEEL RAILING**  
F.A. ROUTE 573 (U.S. 30)  
SECTION 116R-2BR  
DEKALB COUNTY  
STA. 709+56.09

DESIGNED	JMG
CHECKED	SD
DRAWN	LVC
CHECKED	JMG

R-23 4-1-79

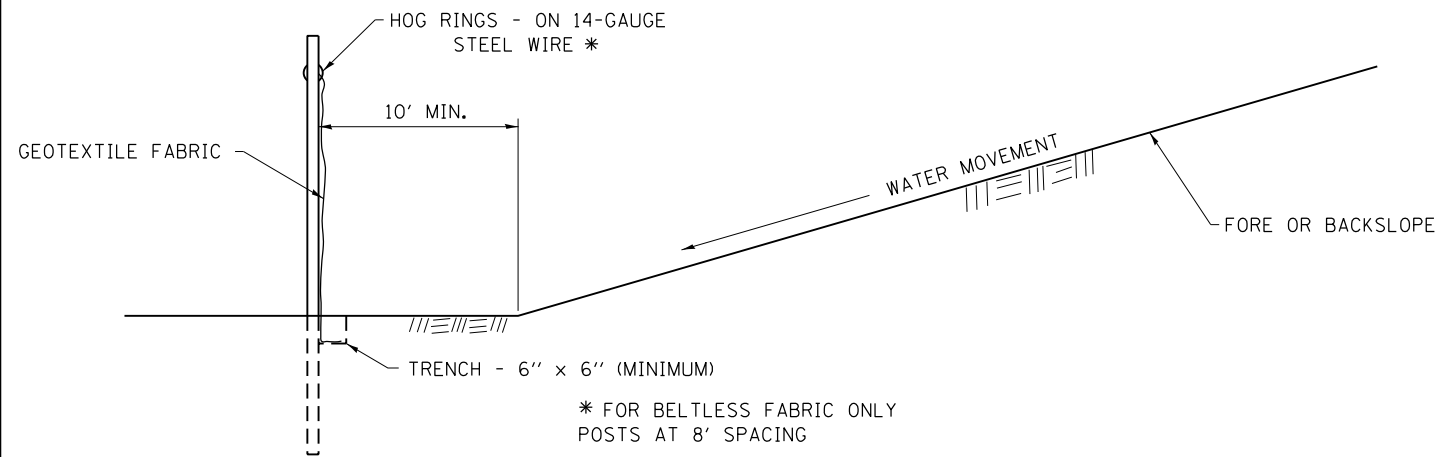
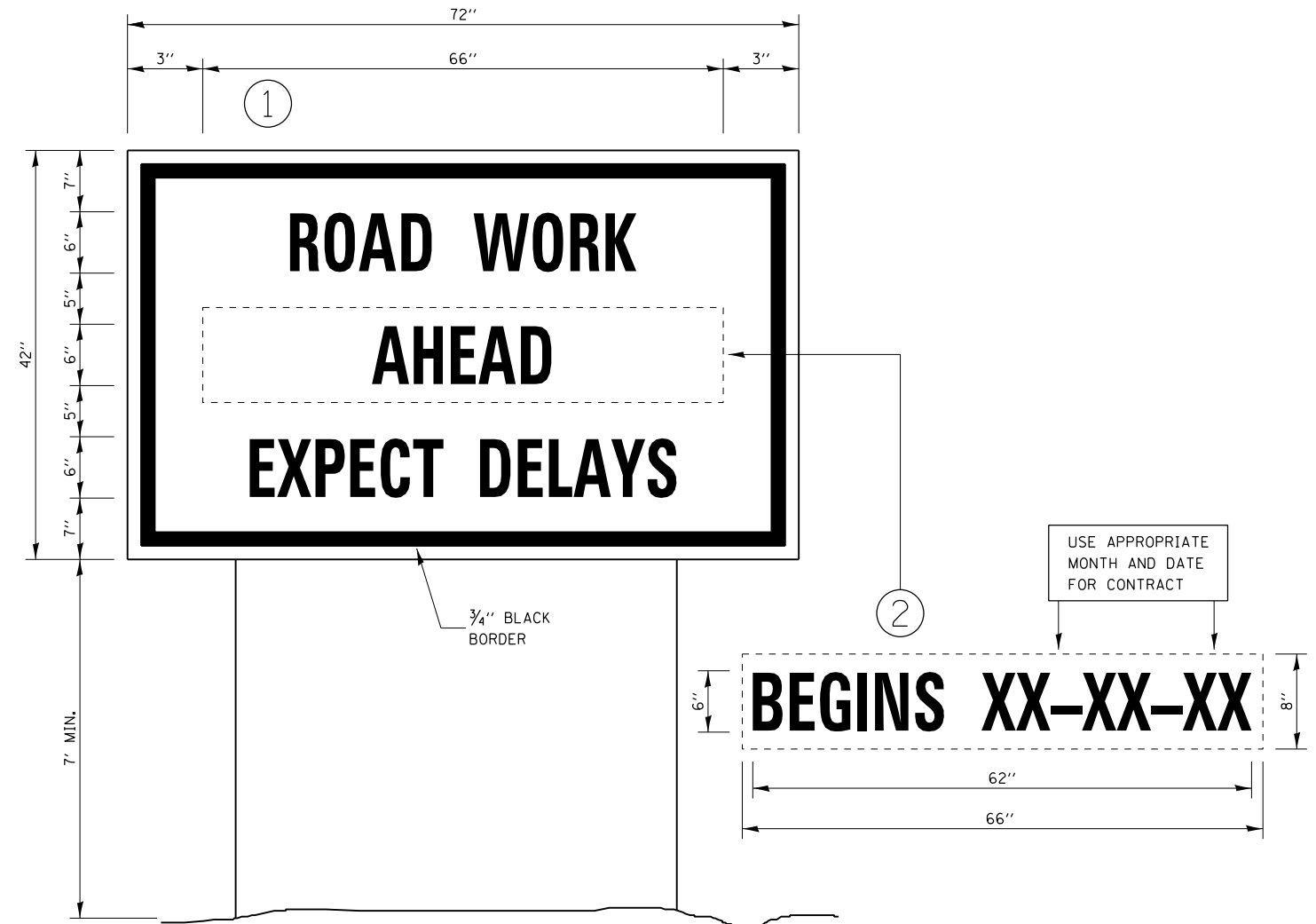
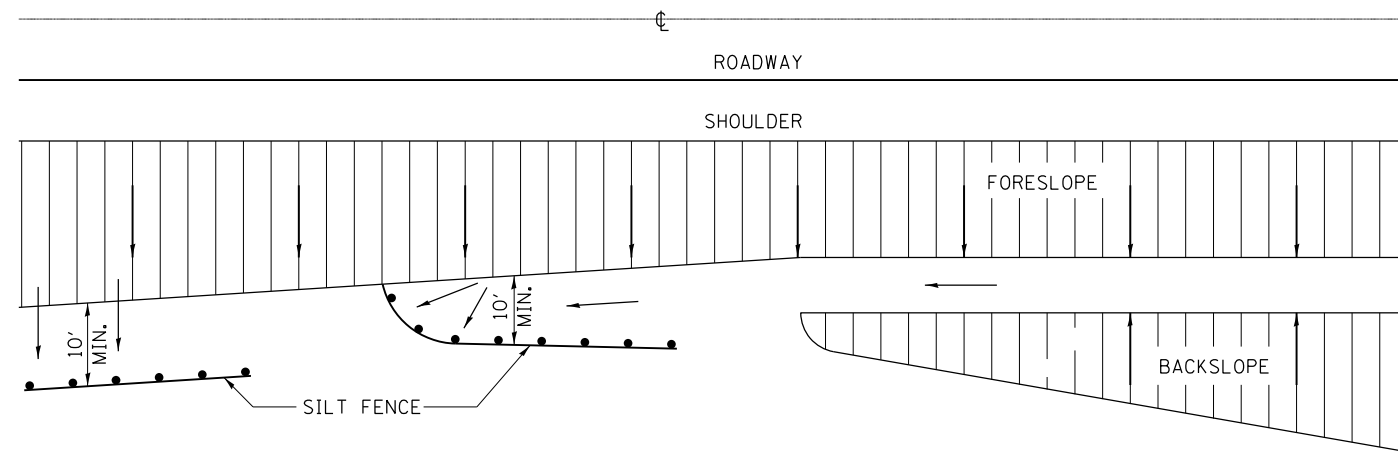
FOR INFORMATION ONLY

FILE NAME =	USER NAME = brcbypc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING BRIDGE PLANS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 66A90							
PLOT DATE = 7/30/2015	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							



FOR INFORMATION ONLY

FILE NAME =	USER NAME = brcaypc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING BRIDGE PLANS</b>			F.A.P. RT. 573	SECTION (116R-2BR)	COUNTY DEKALB	TOTAL SHEETS 51	SHEET NO. 45
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PLOT SCALE = 100.0000' / in.		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
PLOT DATE = 7/30/2015												



DETAILS OF SILT FENCE

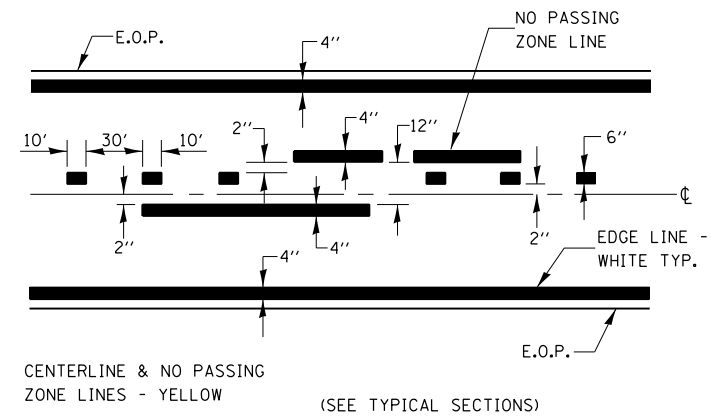
**EROSION CONTROL DETAILS  
FOR SILT FENCE**

**TEMPORARY INFORMATION SIGNING**

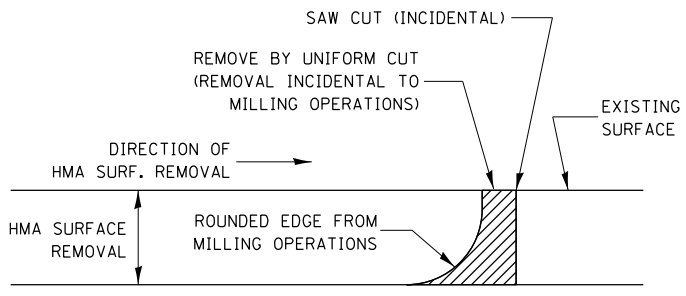
**NOTES:**

1. USE 6" D BLACK LETTERING ON FLOURESENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

FILE NAME =	USER NAME = brcboypc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		DATE -	REVISED -						<b>CONTRACT NO. 66A90</b>					
									ILLINOIS FED. AID PROJECT					

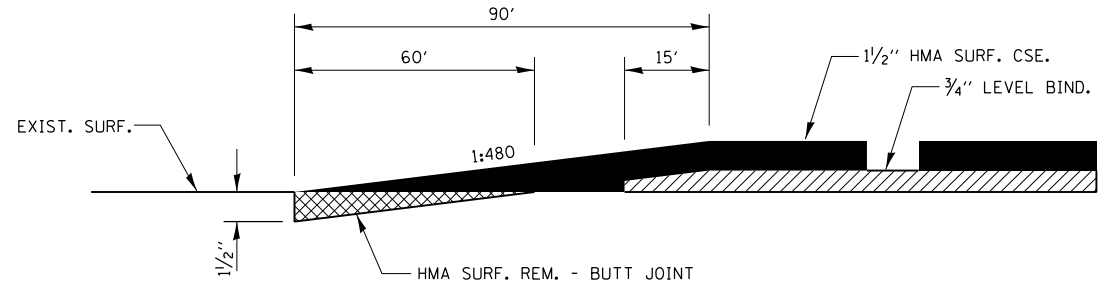


**PAVEMENT MARKING**



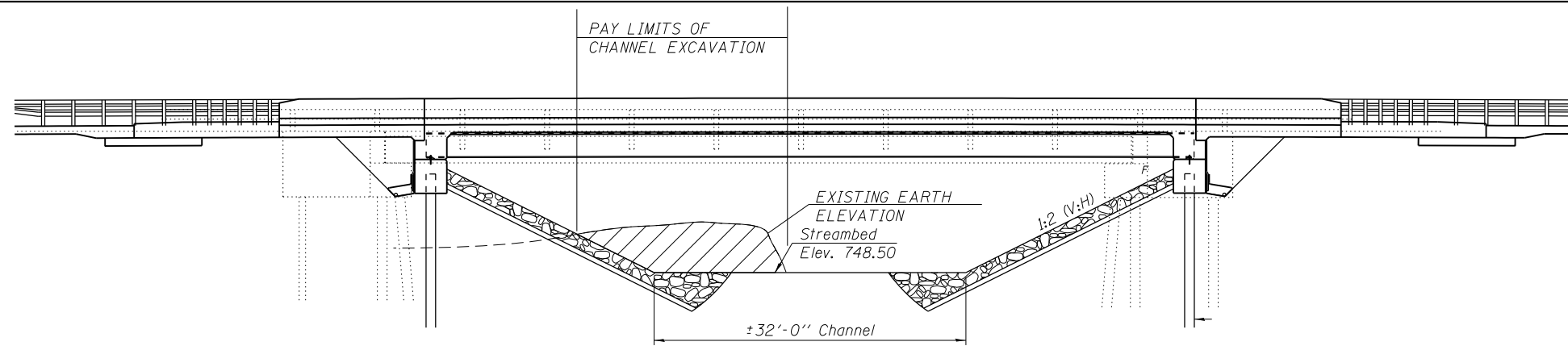
NOTE:  
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE,  
THEN A SAW CUT SHALL BE USED TO MANUFACTURE  
A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL.  
THE ENGINEER SHALL BE THE SOLE JUDGE  
CONCERNING THE USE OF THIS DETAIL

**HMA DETAIL AT BUTT JOINTS**

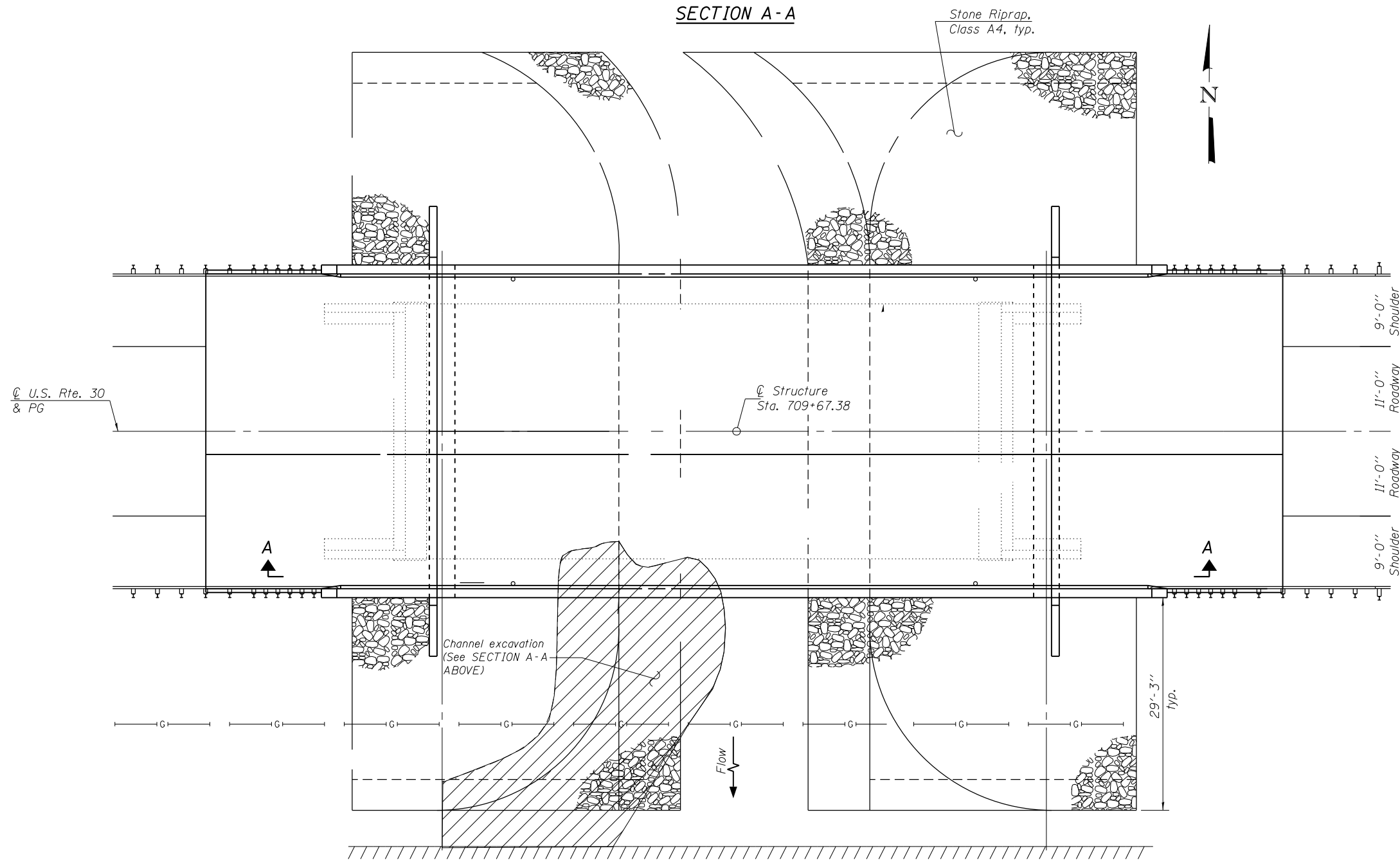


FILE NAME =	USER NAME = brobaypc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 7/30/2015	DATE -	REVISI	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 66A90				
					ILLINOIS FED. AID PROJECT							





**SECTION A-A**



**PLAN**

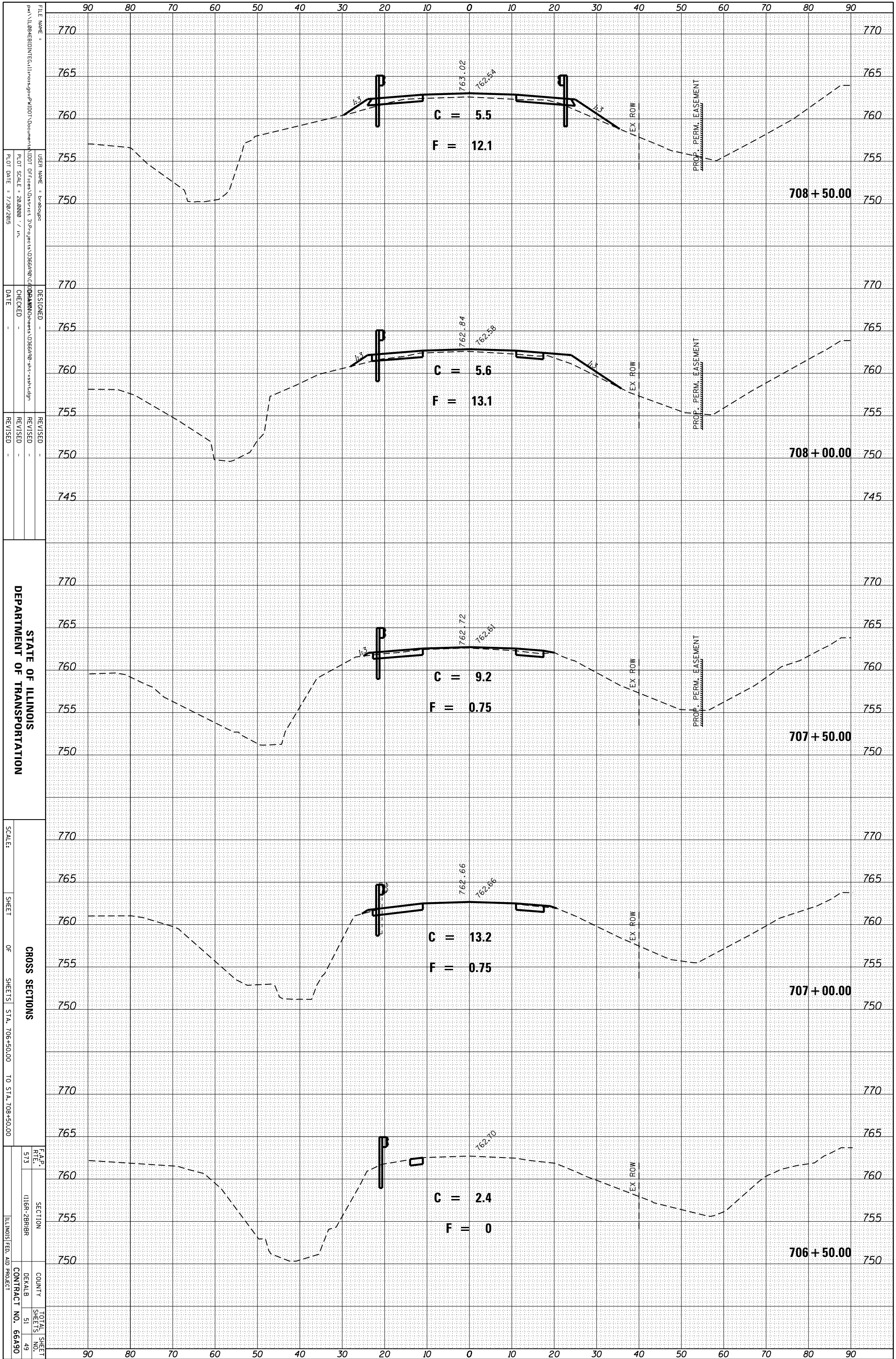
 AREA TO BE REMOVED SHALL BE PAID FOR AS CHANNEL EXCAVATION

FILE NAME =	USER NAME = braboypc	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CHANNEL EXCAVATION DETAIL</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 66A90								
PLOT DATE = 7/30/2015	DATE -	REVISED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



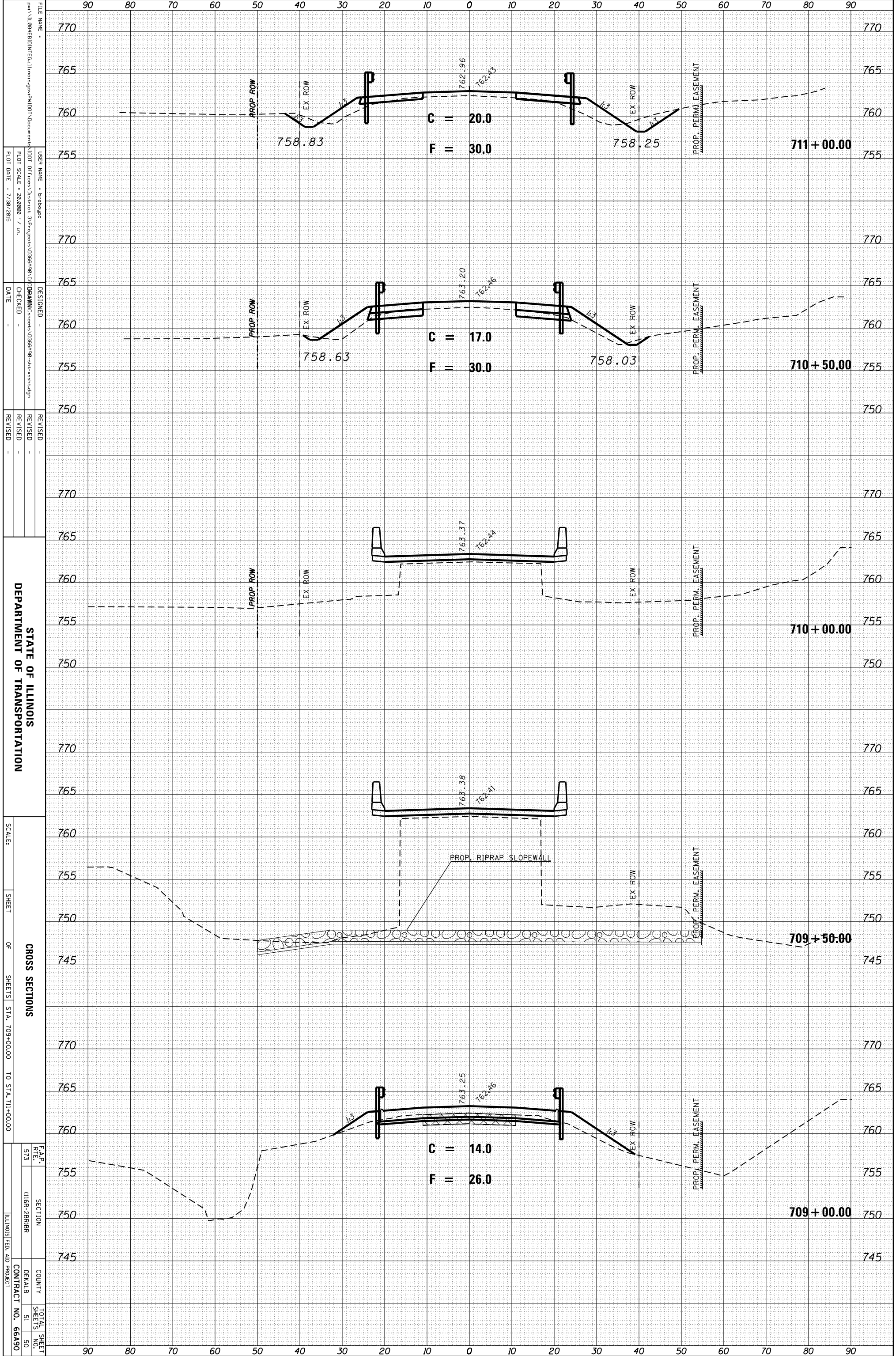
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS  
SHEET OF SHEETS STA. 706+50.00 TO STA. 708+50.00

FILE NAME	USER NAME	DESIGNED	REVISOR
DATE	CHECKED	DATE	REVISOR
SCALE	SHEET	SHEETS	STATION
SECTION	COUNTY	CONTRACT NO.	TOTAL SHEETS
513	DEKALB	66A90	51
1116R-2BRBR			49
ILLINOIS FED. AID PROJECT			

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

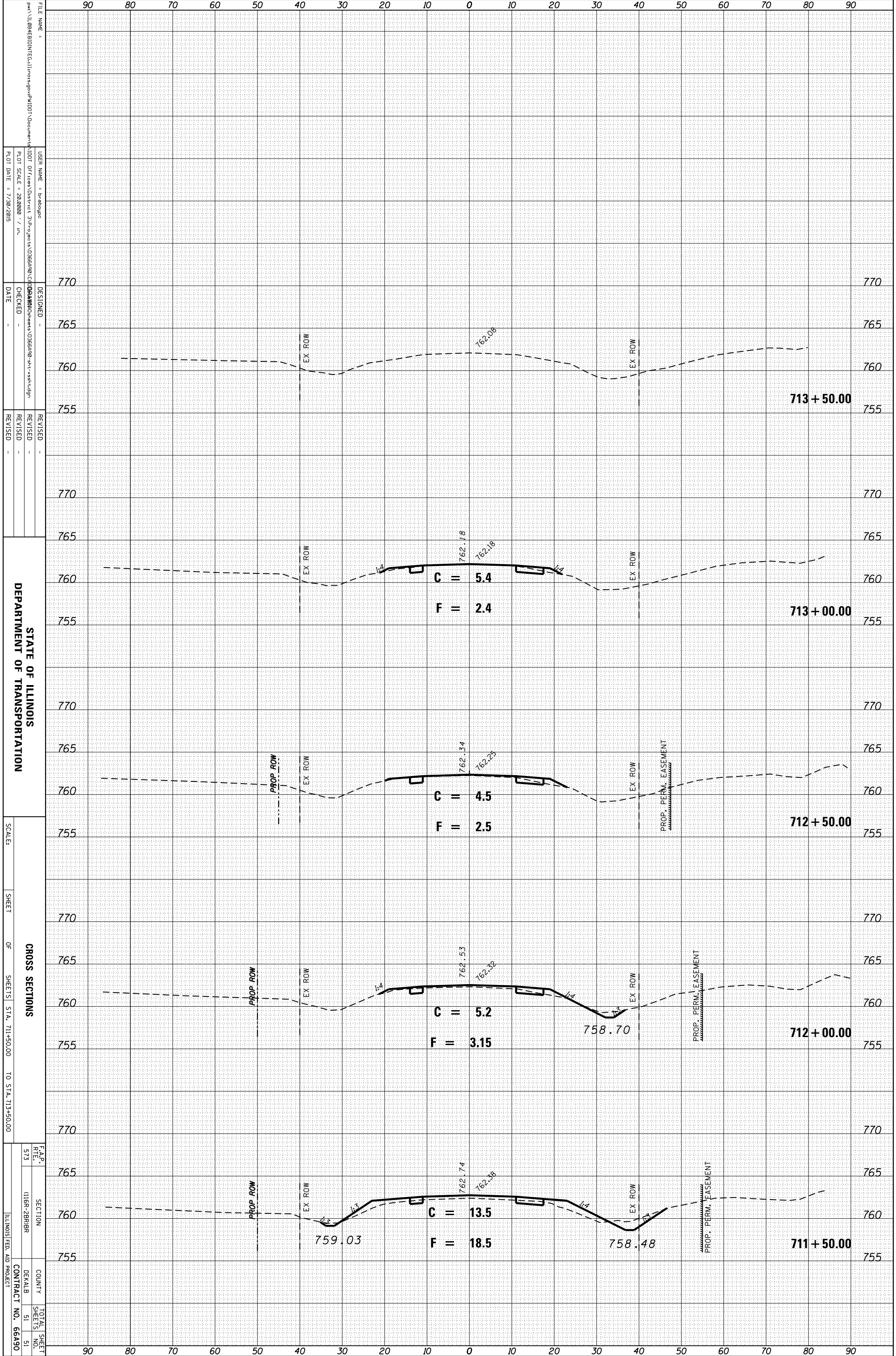
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



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 USER NAME: b-roberge  
 PLOT SCALE: 28.0000 / in.  
 PLOT DATE: 7/30/2015  
 DESIGNED: -  
 CHECKED: -  
 DATE: -  
 REVISED: -  
 REVISED: -  
 REVISED: -  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 SCALE: -  
 SHEET OF SHEETS  
 STA. 709+00.00 TO STA. 711+00.00  
 CROSS SECTIONS  
 F.A.P. SECTION COUNTY TOTAL SHEET  
 R.T.E. 1116R-2BRBR DEKALB 51 50  
 513  
 ILLINOIS FED. AID PROJECT  
 CONTRACT NO. 66A90

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME:   
 USER NAME: b-adope   
 PLOT SCALE: 28,000 / in.   
 PLOT DATE: 7/30/2015

DESIGNED:   
 CHECKED:   
 DATE:   
 REVISED:   
 REVISED:   
 REVISED:

STATE OF ILLINOIS   
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS   
 SHEET OF SHEETS STA. 711+50.00 TO STA. 713+50.00

F.A.P.   
 R.T.E.   
 513

SECTION   
 1116R-280BR

COUNTY   
 DEKALB

TOTAL SHEET NO.   
 51

CONTRACT NO.   
 66A90

ILLINOIS FED. AID PROJECT