

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

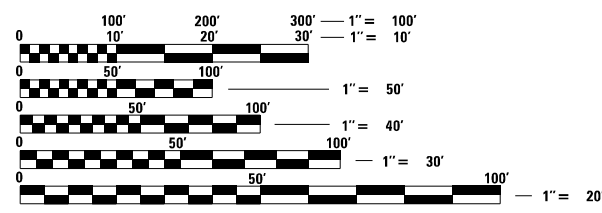
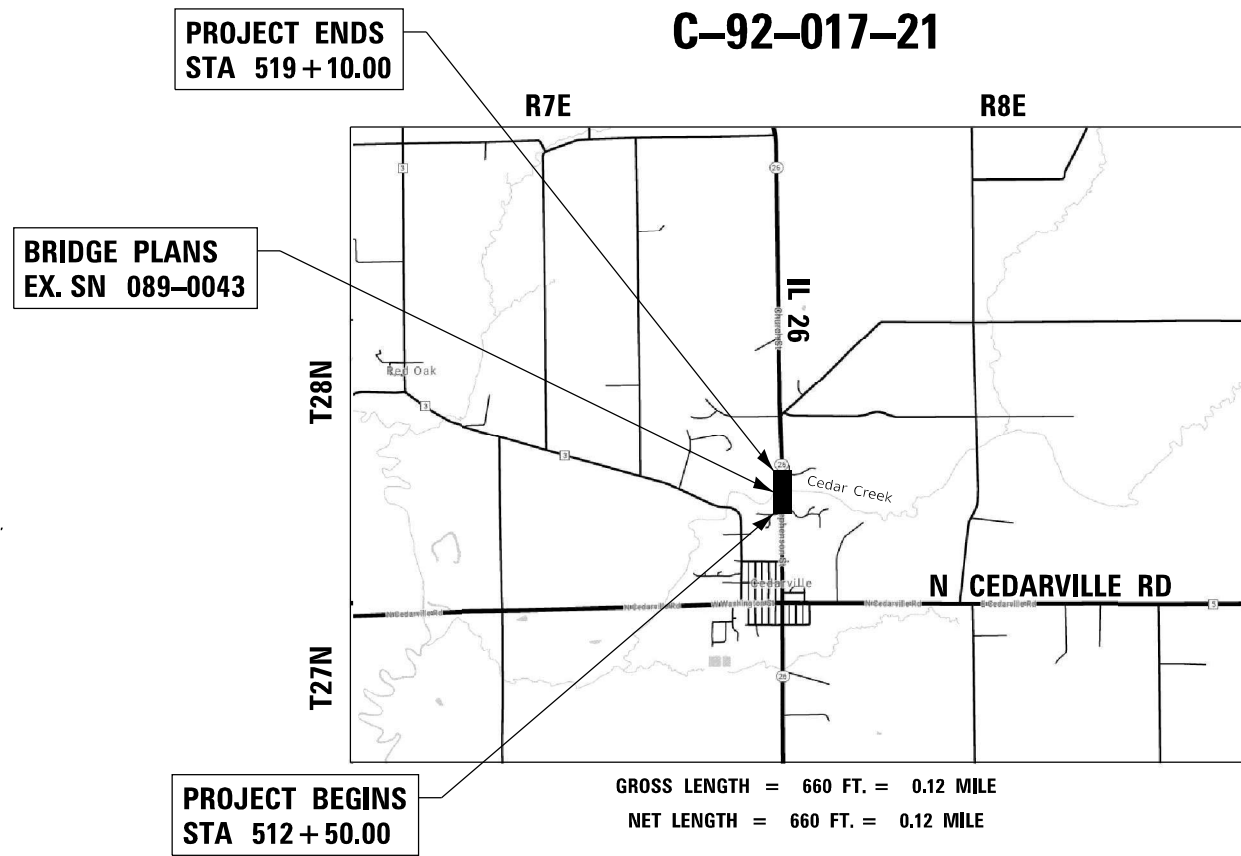
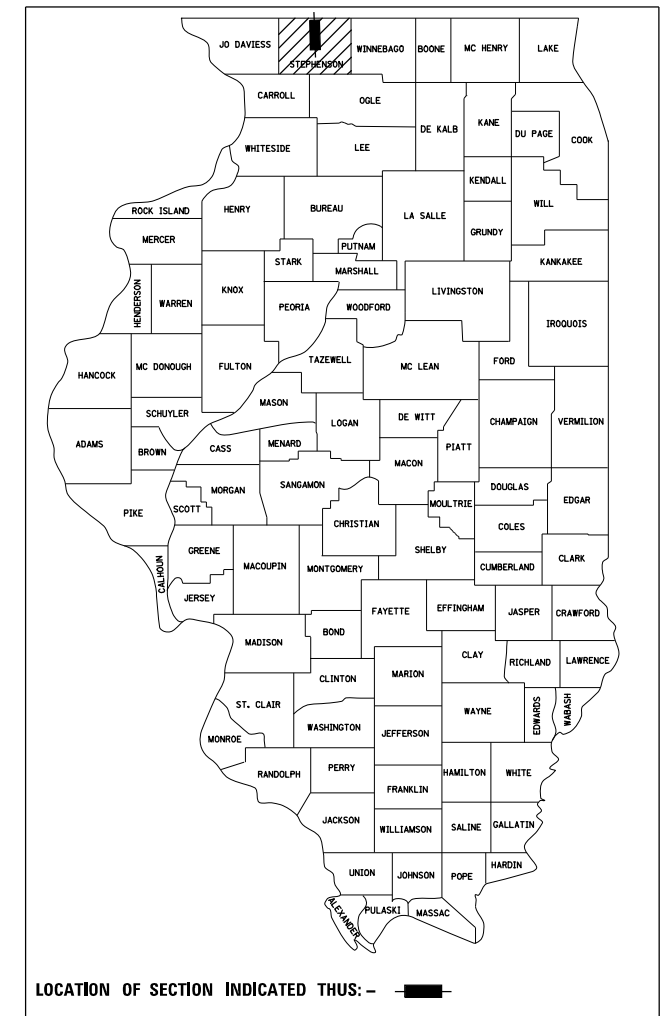
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	1
		ILLINOIS	CONTRACT NO. 64N03	

PROPOSED HIGHWAY PLANS

TOWNSHIP: BUCKEYE
SECTION: 36 & 31
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
ADT (2020) : 5,300
TRUCK PERCENTAGE: 11.4%
POSTED AND DESIGN SPEED LIMIT 45 MPH

FAP 316 (IL ROUTE 26)
SECTION: (101-3B)D
PROJECT: NHPP-H5FD(178)
BRIDGE DECK REPLACEMENT
OVER CEDAR CREEK
STEPHENSON COUNTY
C-92-017-21

D-92-048-18

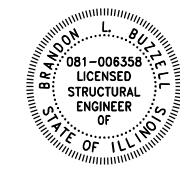


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

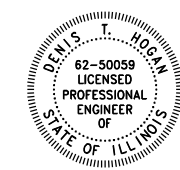
PROJECT MANAGER: EMMANUEL SANTOS
EMMANUEL.SANTOS@ILLINOIS.GOV
815-284-5957
PROJECT ENGINEER: STEVE ROBERY
TEAM LEADER: COREY CONDERMAN

CONTRACT NO. 64N03



"LICENSE EXPIRES 11-30-2022"

Brandon Buzell
SIGNATURE
07-06-2021
DATE



"LICENSE EXPIRES 11-30-2021"

Dennis Hogan
SIGNATURE
07-06-2021
DATE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED 10/14 2021

David Almond
REGIONAL ENGINEER

December 10 2021
Stephen M. Smith
ENGINEER OF DESIGN AND ENVIRONMENT
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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DISTRICT 2, DIXON

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HIGHWAY STANDARDS

<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
000001-08	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
420001-10	PAVEMENT JOINTS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
442201-03	CLASS C AND D PATCHES
515001-04	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
602401-07	PRECAST MANHOLE TYPE A 4' (1.22m) DIAMETER
602701-02	MANHOLE STEPS
604001-05	FRAME AND LIDS TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-12	STEEL PLATE BEAM GUARDRAIL
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-02	DELINEATORS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701901-08	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS AND HIGHWAY STANDARDS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	2
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)				

GENERAL NOTES

1. THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1A. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TOPSOIL.
2. FERTILIZER SHALL BE APPLIED TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SEEDING OR PLACEMENT OF SOD AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF TOPSOIL.
3. EROSION CONTROL BLANKET SHALL BE APPLIED OVER ALL SEEDED AREAS. THIS SHALL BE INCLUDED IN THE COST OF THE TOPSOIL.
4. WHEN LAYING OUT FOR PATCHING, THE MINIMUM DISTANCE BETWEEN NEW PATCHES (SAW CUT TO SAW CUT) SHALL BE 15 FEET. WHEN PATCH SPACING IS LESS THAN 15 FEET, THE PAVEMENT BETWEEN PATCHES SHALL ALSO BE REMOVED AND REPLACED.
5. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION AND MIXTURE USE(S):	SURFACE
PG:	PG 58-28
DESIGN AIR VOIDS:	4.0% @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 9.5
FRICTION AGGREGATE:	D
20 YEAR ESAL	1.8
MIX UNIT WEIGHT:	112 LBS/SQ YD/IN
QUALITY MANAGEMENT PROGRAM TO BE USED:	QC/QA
SUBLOT TONNAGE	N/A
MATERIAL TRANSFER DEVICE	NO

6. THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 1/2" HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2-LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.
7. THE AREA TO BE TACKED OR PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAY'S PRODUCTION, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER.
8. THIS STRUCTURE WILL RETAIN THE SAME NUMBER 089-0043.
9. PRECAST GRATED INLET SPECIALS MAY BE SUBSTITUTED IN LIEU OF CAST-IN-PLACE UNITS WITH FLOORS UPON RECEIPT OF MANUFACTURER'S SHOP DRAWINGS WHICH HAVE BEEN APPROVED BY THE DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING NECESSARY DIMENSIONS ON THE EXISTING DRAINAGE STRUCTURE REQUIRED FOR THE ATTACHMENT. NO ADDITIONAL COST FOR THIS SUBSTITUTION SHALL BE ALLOWED.
10. THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.
11. LATERAL DISTANCES FROM THE CENTERLINE ON ALL INLETS ARE TO THE FACE OF THE CURB.
12. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT).

13. DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180° AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUBCONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.
15. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
 1. ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
 2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
 3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
 4. CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.
16. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 1 EACH.
17. PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2. OPTION 2 WOULD BE TO INSTALL A VAULTED STYLE MONUMENT AS DESCRIBED BY NGS AS A 3D MONUMENT (TOP SECURITY SLEEVE ROD MONUMENT), WITH INSTALLATION INSTRUCTIONS PROVIDED BY THE DISTRICT CHIEF OF SURVEYS. IF POURED IN PLACE, THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.
18. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED USING AN ELECTRONIC LEVEL. THE META DATA, SUCH AS THE GEOID USED, (NGS ADJUSTMENT IE: 97 HARN. 03, 07), AND THE BASE POINT(S) NAME OR NUMBER SHALL BE SUBMITTED ALONG WITH A COMPLETE COLLECTION LOG. IF COLLECTED USING RTK METHOD, IT WILL REQUIRE EITHER 3 COLLECTIONS (AVERAGED) FROM 2 DIFFERENT BASES, OR A MINIMUM OF 3 COLLECTIONS (AVERAGED), AT LEAST 2 HOURS APART, FROM THE SAME BASE. IF USING A CORS TYPE NETWORK, THE COLLECTION PROCEDURE SHALL INCLUDE LOCALIZING WITH CHECK SHOTS ON AT LEAST 2 DIFFERENT HARN MONUMENTS BOTH BEFORE AND AFTER COLLECTION. THE LEVEL CIRCUIT SHALL BE RUN FROM FURNISHED MARK TO FURNISHED MARK AND THEN ADJUSTED. THE ERROR OF CLOSURE SHALL BE SUBMITTED WITH THE ELECTRONIC LEVEL NOTES IN A RECOGNIZED FORMAT APPROVED BY THE ENGINEER AND/OR THE CHIEF OF SURVEYS. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE DISTRICT CHIEF OF SURVEYS.
19. THE PERMANENT SURVEY MARKERS, IF POSSIBLE, SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT.
20. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

1. AERO NORTH COMMUNICATIONS	(815) 801.3388
2. NICOR GAS CO.	(630) 388.3019
3. COMCAST CABLE	(224) 229.5432
4. IFIBER	(815) 753.5798
5. COMMONWEALTH EDISON COMPANY	(630) 437.2212
21. IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING, INTERSECTION LIGHTING OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815/284-5469 AT LEAST 48 HOURS PRIOR TO WORK.
22. REMOVAL OF DRIVEWAY PAVEMENT SHALL BE INCIDENTAL TO INCIDENTAL HMA SURFACING.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES AND COMMITMENTS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	3
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)				

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				NHPP	NHPP
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY 0005 RURAL	BRIDGE SN 089-0043 0013 RURAL
20200100	EARTH EXCAVATION	CU YD	70	70	
20200200	ROCK EXCAVATION	CU YD	11.4	11.4	
20800150	TRENCH BACKFILL	CU YD	241	241	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	700	700	
** 25000750	MOWING	ACRE	0.25	0.25	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	42	42	
28000400	PERIMETER EROSION BARRIER	FOOT	340	340	
28000510	INLET FILTERS	EACH	15	15	
28100109	STONE RIPRAP, CLASS A5	SQ YD	20	20	
28100709	STONE DUMPED RIPRAP, CLASS A5	SQ YD	96		96
28200200	FILTER FABRIC	SQ YD	20	20	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	488	488	
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	82	82	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	5	5	
42001300	PROTECTIVE COAT	SQ YD	116	116	

* SPECIALTY ITEM
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	4
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)				

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				NHPP	NHPP
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY 0005 RURAL	BRIDGE SN 089-0043 0013 RURAL
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	723	723	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	552	552	
44000600	SIDEWALK REMOVAL	SQ FT	275	275	
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	85	85	
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	37	37	
50102400	CONCRETE REMOVAL	CU YD	37.7		37.7
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	92		92
50300225	CONCRETE STRUCTURES	CU YD	41.6		41.6
50300255	CONCRETE SUPERSTRUCTURE	CU YD	499.3		499.3
50300260	BRIDGE DECK GROOVING	SQ YD	1,320		1,320
50300300	PROTECTIVE COAT	SQ YD	1,842		1,842
50500505	STUD SHEAR CONNECTORS	EACH	1,560		1,560
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	144,570		144,570
51500100	NAME PLATES	EACH	1		1

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SUMMARY OF QUANTITIES

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				NHPP	NHPP
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY 0005 RURAL	BRIDGE SN 089-0043 0013 RURAL
52000110	PREFORMED JOINT STRIP SEAL	FOOT	66		66
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	5		5
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	5		5
52100505	ANCHOR BOLTS, 5/8"	EACH	20		20
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTION 15"	EACH	1	1	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	241	241	
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	47	47	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	127	127	
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	3	3	
55100500	STORM SEWER REMOVAL 12"	FOOT	402	402	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	71		71
58700300	CONCRETE SEALER	SQ FT	655		655
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	74		74
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3	

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				NHPP	NHPP
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY 0005 RURAL	BRIDGE SN 089-0043 0013 RURAL
60500060	REMOVING INLETS	EACH	5	5	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	482	482	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	125.0	125.0	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	291	291	
63500105	DELINEATORS	EACH	4	4	
* 66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8	
67100100	MOBILIZATION	LSUM	1	1	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	30	30	
* 72501000	TERMINAL MARKER- DIRECT APPLIED	EACH	4	4	
* 78001110	PAINT PAVEMENT MARKING- LINE 4"	FOOT	4,290	4,290	
X0322559	BOLT REPLACEMENT	EACH	30		30
X0323078	REMOVE AND RE-ERECT EXISTING BRIDGE RAIL	FOOT	335		335

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	7
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)				

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				NHPP	NHPP
				80% FED 20% STATE	80% FED 20% STATE
				ROADWAY 0005 RURAL	BRIDGE SN 089-0043 0013 RURAL
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	100	100	
X4201410	BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	SQ YD	116	116	
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	273		273
X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	2,280		2,280
X6024210	DOUBLE INLET, SPECIAL	EACH	12	12	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1	
* X7820007	GUARDRAIL REFLECTORS, TYPE C (SPECIAL)	EACH	8	8	
Z0001906	STRUCTURAL STEEL REPAIR	LSUM	1		1
Z0003802	REMOVAL OF EXISTING BEARINGS	EACH	10		10
Z0004552	APPROACH SLAB REMOVAL	SQ YD	300.0	300.0	
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1	
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	6		6
Z0031200	JACKING AND CRIBBING	EACH	10		10
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	123		123

* SPECIALTY ITEM
 ** NON-PARTICIPATING 100% STATE

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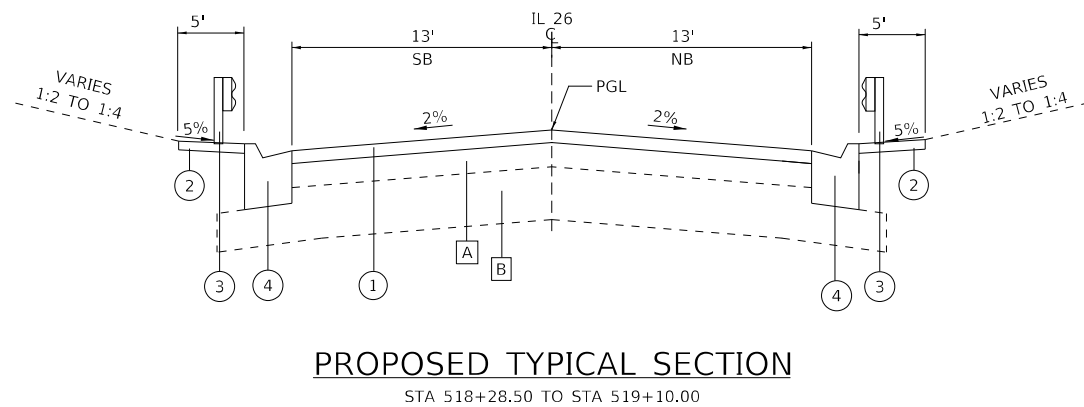
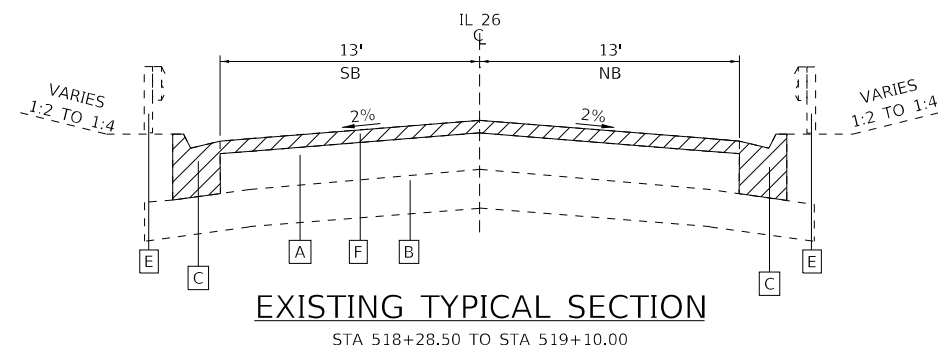
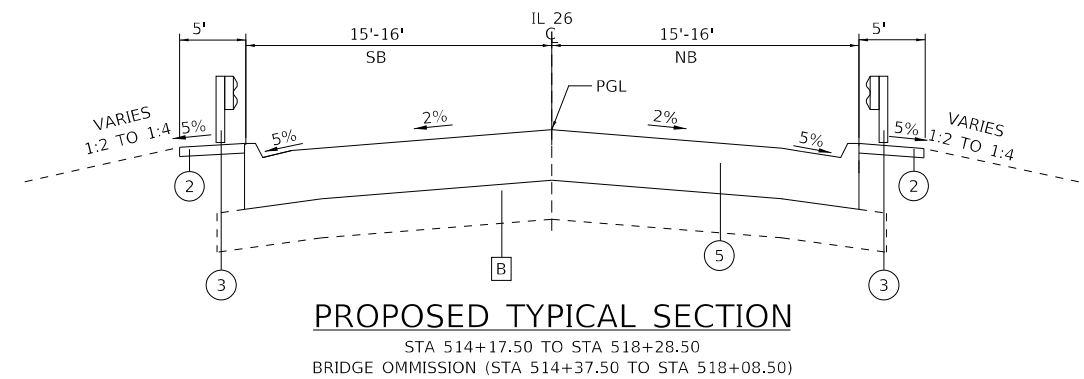
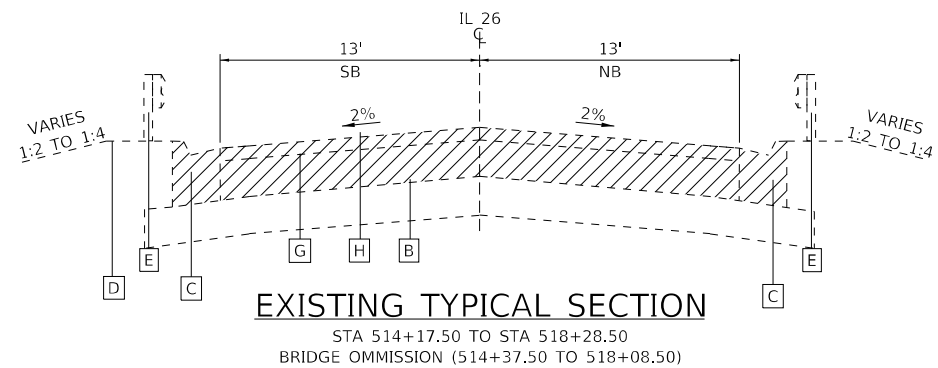
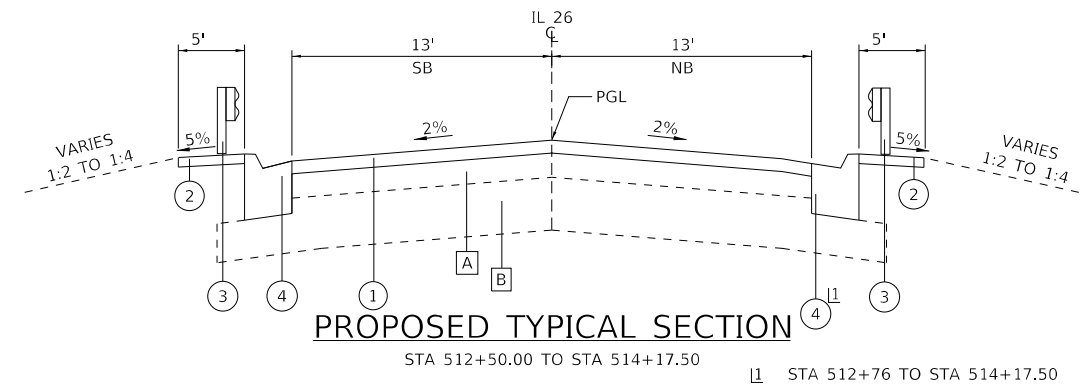
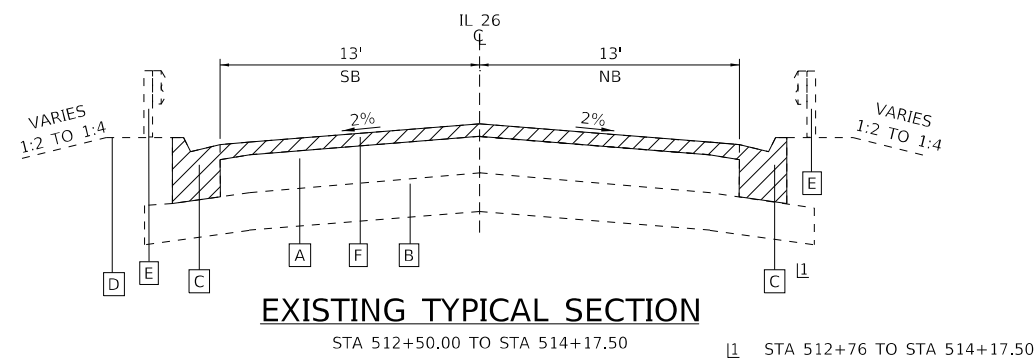
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	8
			CONTRACT NO. 64N03	
ILLINOIS FED. AID PROJECT NHPP-HSFD(178)				



EXISTING LEGEND

- A HMA PAVEMENT (13 1/2")
- B AGGREGATE SUBBASE (12")
- C COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- D EXISTING GROUND
- E GUARDRAIL REMOVAL
- F HMA SURFACE REMOVAL 2"
- G EXISTING PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
- H APPROACH SLAB REMOVAL
- REMOVAL

PROPOSED LEGEND

- 1 2" HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50
- 2 TOPSOIL FURNISH AND PLACEMENT 4", SEEDING, AND EROSION CONTROL BLANKET
- 3 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- 4 COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 5 BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

SEE TSL SHEETS FOR BRIDGE TYPICALS STA 514+67.50 TO 517+78.50
SEE HIGHWAY STANDARD FOR PRECAST BRIDGE APPROACH SLAB. STA 514+37.50 TO 514+67.50 AND STA 517+78.50 TO 518+08.50.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS IL ROUTE 26 OVER CEDAR CREEK		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		316	(101-3B)D	STEPHENSON	52	9
SCALE:		SHEET 1 OF 1 SHEETS		STA. TO STA.		CONTRACT NO. 64N03
				ILLINOIS		FED. AID PROJECT NHPP-H5FD(178)

SCHEDULE OF QUANTITIES

20200100 EARTH EXCAVATION			28000510 INLET FILTERS			44000600 SIDEWALK REMOVAL		
LOCATION	CU YD	COMMENTS	LOCATION	EACH	COMMENTS	LOCATION	SQ FT	COMMENTS
STA 512+50 TO BRIDGE LT	22		51+60	1		514+37 TO 514+68 RT	125	
STA 512+50 TO BRIDGE RT	11		512+88	1		517+78 TO 518+09 RT	150	
BRIDGE TO STA 519+00 LT	25		512+88	1			275	
BRIDGE TO STA 519+00 RT	12		513+32	1				
	70		513+32	1		44201803 CLASS D PATCHES, TYPE II, 13 INCH		
			514+20	1		LOCATION	SQ YD	COMMENTS
20200200 ROCK EXCAVATION			514+20	1		513+32	12	
LOCATION	CU YD	COMMENTS	514+20	1		514+20	12	
STA 518+75 TO 518+17 LT	7.8	STORM WATER TRENCH	518+08	1		518+17	12	
STA 518+97 TO 518+75 LT	2.5	STORM WATER TRENCH	518+08	1		518+75	12	
STA 519+07 TO 518+97 LT	1.1	STORM WATER TRENCH	518+17	1		NOMINAL AMOUNT	37	
	11.4		518+17	1			85	
			518+17	1		44201807 CLASS D PATCHES, TYPE III, 13 INCH		
20800150 TRENCH BACKFILL			518+75	1		LOCATION	SQ YD	COMMENTS
LOCATION	CU YD	COMMENTS	519+07	1		519+07	37	
P1-1	40.7	SEE SHEET 13 AND 14 FOR SCHEDULE	519+07	1		NOMINAL AMOUNT	37	
P1-1A	11.5			15				
P1-2	10.1		28100109 STONE RIPRAP, CLASS A5			54213660 PRECAST REINFORCED CONCRETE FLARED END SECTION 15"		
P1-3	6.3		LOCATION	SQ YD	COMMENTS	LOCATION	EACH	COMMENTS
P1-4	20.6		STA 517+70 LT	20		STA 517+70 LT	1	
P2-1	6.2			20			1	
P2-1A	13.1		28200200 FILTER FABRIC			550A0050 STORM SEWERS, CLASS A, TYPE 1 12"		
P2-1B	1.5		LOCATION	SQ YD	COMMENTS	LOCATION	FOOT	COMMENTS
P2-2	30.6		STA 517+70 LT	20		513+32 TO 512+89 RT	38	
P2-3	5.2			20		513+32 TO 513+32 C	26	
P2-4	5.2		40600290 BITUMINOUS MATERIALS (TACK COAT)			513+32 TO 514+20 RT	82	
P2-5	3.1		LOCATION	POUNDS	COMMENTS	514+20 TO 514+20 C	26	
P2-6	11.4		STA 512+50 TO 514+18	328	EXISTING PAVEMENT	518+17 TO 518+17 C	26	
P2-7	5.3		STA 518+28 TO 519+10	160		518+75 TO 518+75 C	26	
STORM SEWER REMOVAL 518+10	69.4			488		518+75 TO 518+97 RT	17	
	241						241	
			40604060 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50			550A0070 STORM SEWERS, CLASS A, TYPE 1 15"		
21101615 TOPSOIL FURNISH AND PLACE, 4"			LOCATION	TON	COMMENTS	LOCATION	FOOT	COMMENTS
LOCATION	SQ YD	COMMENTS	STA 512+50 TO 514+18	55	2" THICK	517+70 TO 518+17 LT	47	
STA 512+50 TO BRIDGE LT	315		STA 518+28 TO 519+10	27	2" THICK		47	
STA 512+50 TO BRIDGE RT	206			82		550A0340 STORM SEWERS, CLASS A, TYPE 2 12"		
BRIDGE TO STA 519+00 LT	73		40800050 INCIDENTAL HOT-MIX ASPHALT SURFACING			LOCATION	FOOT	COMMENTS
BRIDGE TO STA 519+00 RT	106		DRIVEWAY 513+11 RT	5		512+50 TO 512+60 LT	10	
	700			5		512+60 TO 512+90 LT	40	
			42001300 PROTECTIVE COAT			518+75 TO 518+17 LT	53	
25000750 MOWING			LOCATION	TON	COMMENTS	518+75 TO 518+97 LT	17	
LOCATION	ACRE	COMMENTS	BRIDGE APPROACH PAVEMENT	116		518+97 TO 519+07 LT	7	
STA 512+50 TO BRIDGE LT	0.06		CONNECTOR (SPECIAL)	116			127	
STA 512+50 TO BRIDGE RT	0.04					550A0360 STORM SEWERS, CLASS A, TYPE 2 15"		
BRIDGE TO STA 519+10 LT	0.02		44000157 HOT-MIX ASPHALT SURFACE REMOVAL, 2"			LOCATION	FOOT	COMMENTS
BRIDGE TO STA 519+10 RT	0.02		LOCATION	SQ YD	COMMENTS	518+17 TO 518+17 LT	3	
	0.11	ROUNDING UP TO NEAREST 0.25	STA 512+50 TO 514+18	486			3	
	0.25		STA 518+28 TO 519+00	237		55100500 STORM SEWER REMOVAL 12"		
				723		LOCATION	FOOT	COMMENTS
28000250 TEMPORARY EROSION CONTROL SEEDING			44000500 COMBINATION CURB AND GUTTER REMOVAL			512+45 TO 512+88 LT	50	
LOCATION	POUNDS	COMMENTS	LOCATION	FOOT	COMMENTS	512+90 TO 514+20 RT	132	
STA 512+50 TO BRIDGE LT	18		512+54 TO 514+38 LT	198		514+20 C	26	
STA 512+50 TO BRIDGE RT	12		512+76 TO 514+38 RT	162		517+40 TO 518+08 LT	66	
BRIDGE TO STA 519+10 LT	6	100#/ACRE OVER CLASS 2A SEEDING AREA	518+09 TO 519+10 LT	101		518+08 C	29	
BRIDGE TO STA 519+10 RT	6	X 3 APPLICATIONS	518+09 TO 519+10 RT	101		518+08 TO 519+07 LT	99	
	42			562			402	
						60100060 CONCRETE HEADWALLS FOR PIPE DRAINS		
28000400 PERIMETER EROSION BARRIER						LOCATION	EACH	COMMENTS
LOCATION	FOOT	COMMENTS				SOUTH END OF BRIDGE	2	
STA 513+00 TO 514+66 LT	180					NORTH END OF BRIDGE	2	
STA 513+20 TO 514+66 RT	160						4	
	340							

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SCHEDULE OF QUANTITIES

60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID		
	<u>LOCATION</u>	<u>EACH</u>	<u>COMMENTS</u>
	512+40	19.0' LT	1
	518+17	19.0' LT	1
	519+10	19.0' LT	1
			<u>3</u>

60500060	REMOVING INLETS		
	<u>LOCATION</u>	<u>EACH</u>	<u>COMMENTS</u>
	512+85	LT	1
	514+20	LT	1
	514+20	RT	1
	518+08	LT	1
	518+08	RT	1
			<u>5</u>

60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24		
	<u>LOCATION</u>	<u>FOOT</u>	<u>COMMENTS</u>
	512+50 TO 514+18 LT	177.5	
	512+76 TO 514+18 RT	141.5	
	518+29 TO 519+10 LT	81.5	
	518+29 TO 519+10 RT	81.5	
		<u>482</u>	

63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS		
	<u>LOCATION</u>	<u>FOOT</u>	<u>COMMENTS</u>
	513+00.6 TO 514+00 LT	100.0	
	513+75 TO 514+00 RT	25.0	
		<u>125.0</u>	

63100085	TRAFFIC BARRIER TERMINAL, TYPE 6		
	<u>LOCATION</u>	<u>EACH</u>	<u>COMMENTS</u>
	514+00 TO 514+38 LT	1	
	514+00 TO 514+38 RT	1	
	518+08 TO 518+45 LT	1	
	518+08 TO 518+45 RT	1	
		<u>4</u>	

63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT		
	<u>LOCATION</u>	<u>EACH</u>	<u>COMMENTS</u>
	512+88 TO 513+38 LT	1	
	513+25 TO 513+75 RT	1	
	518+45 TO 518+95 LT	1	
	518+45 TO 518+95 RT	1	
		<u>4</u>	

63200310	GUARDRAIL REMOVAL		
	<u>LOCATION</u>	<u>FOOT</u>	<u>COMMENTS</u>
	STA 514+04 to 514+70 LT	66	
	STA 514+08 to 514+70 RT	62	
	STA 518+00 to 518+66 LT	66	
	STA 518+00 to 518+97 RT	97	
		<u>291</u>	

63500105	DELINEATORS		
	<u>LOCATION</u>	<u>EACH</u>	<u>COMMENTS</u>
	512+88	LT	1
	513+25	RT	1
	518+95	LT	1
	518+95	RT	1
			<u>4</u>

66700305	PERMANENT SURVEY MARKERS, TYPE II		
	<u>LOCATION</u>	<u>EACH</u>	<u>COMMENTS</u>
	TO BE DETERMINED BY ENGINEER	1	
		<u>1</u>	

70107025	CHANGEABLE MESSAGE SIGN		
	<u>LOCATION</u>	<u>CAL DA</u>	<u>COMMENTS</u>
	TO BE DETERMINED BY ENGINEER	30	
		<u>30</u>	

72501000	TERMINAL MARKER- DIRECT APPLIED		
	<u>LOCATION</u>	<u>EACH</u>	<u>COMMENTS</u>
	512+88	LT	1
	513+25	RT	1
	513+95	LT	1
	513+95	RT	1
			<u>4</u>

78001110	PAINT PAVEMENT MARKING- LINE 4"		
	<u>LOCATION</u>	<u>FOOT</u>	<u>COMMENTS</u>
	STA 512+50 TO 519+10	1650	YELLOW CENTERLINE, SOLID AND SKIP DASH
	STA 512+50 TO 519+10	2640	EDGE LINE, BOTH SIDES
		<u>4290</u>	

X2130010	EXPLORATION TRENCH, SPECIAL		
	<u>LOCATION</u>	<u>FOOT</u>	<u>COMMENTS</u>
		100	NOMINAL QYT
		<u>100</u>	

X4201410	BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)		
	<u>LOCATION</u>	<u>SQ YD</u>	<u>COMMENTS</u>
	514+18 TO 514+38	58	
	513+08 TO 518+28	58	
		<u>116</u>	

X6024210	DOUBLE INLET, SPECIAL		
	<u>LOCATION</u>	<u>EACH</u>	<u>COMMENTS</u>
	512+50	LT	1
	512+90	LT	1
	513+32	LT	1
	513+32	RT	1
	514+20	LT	1
	514+20	RT	1
	518+17	LT	1
	518+17	RT	1
	513+75	LT	1
	518+75	RT	1
	513+97	LT	1
	513+97	RT	1
	513+97	HI	1
			<u>12</u>

X7820007	GUARDRAIL REFLECTORS, TYPE C (SPECIAL)		
	<u>LOCATION</u>	<u>EACH</u>	<u>COMMENTS</u>
	513+00 TO 518+83 LT	4	
	513+38 TO 518+83 RT	4	
		<u>8</u>	

Z0004552	APPROACH SLAB REMOVAL		
	<u>LOCATION</u>	<u>SQ YD</u>	<u>COMMENTS</u>
	514+18 TO 514+68	150	
	517+79 TO 518+29	150	
		<u>300.0</u>	

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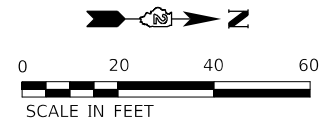


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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:		SHEET		OF	SHEETS	STA.	TO STA.

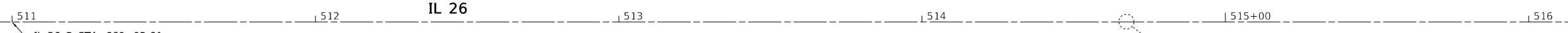
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316	(101-3B)D	STEPHENSON	52	11
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)				



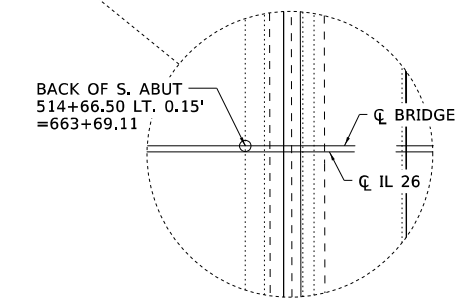
CONTROL POINT #100

CONTROL POINT #101

CONTROL POINT #2



IL 26 C STA. 660+02.61 =
BRIDGE C STA. 511+00 LT 0.015'



HORIZONTAL CONTROL

GPS CONTROL POINT	CEDAR CREEK ON IL 26			
	LOCATION	N	E	DESCRIPTION
1	510+06.68 LT. 19.62' / 659+09.30 LT. 19.64'	2,081,999.719	2,440,738.790	112 821 CAP
2	514+33.52 LT. 19.91' / 663+36.13 LT. 19.76'	2,082,426.539	2,440,734.969	112 821 CAP
3	517+94.46 LT. 20.86' / 666+97.07 LT. 20.58'	2,082,787.456	2,440,731.026	112 821 CAP
4	522+20.88 RT. 22.63' / 671+23.60 RT. 22.61'	2,083,214.823	2,440,768.095	112 824 PK
100	511+41.26 LT. 28.47' / 660+43.88 LT. 28.44'	2,082,134.217	2,440,728.825	703 809
101	513+24.22 LT. 19.65' / 662+26.84 LT. 19.55'	2,082,317.247	2,440,736.162	703 809

VERTICAL CONTROL

CEDAR CREEK ON IL 26		
BM #	LOCATION AND DESCRIPTION	ELEV.
400	RR SPIKE IN PP WEST OF IL 26 AND TIMBER HILLS DR.	838.70
401	RR SPIKE IN UTILITY POLE NW OF IL 26 AND CEDAR CREEK RD.	879.51

Beginning chain PR IL26 description
Feature: Geom Pr Centerline
=====

Point 1 N 2,082,090.59 E 2,440,757.64 Sta 510+97.39

Course from 1 to 2 N 0° 29' 47" W Dist 900.00

Point 2 N 2,082,990.56 E 2,440,749.85 Sta 519+97.39

Course from 2 to 3 N 1° 02' 30" W Dist 200.00

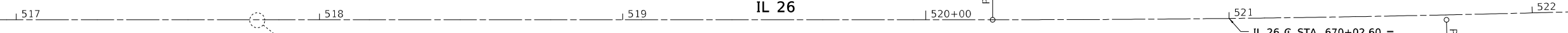
Point 3 N 2,083,190.52 E 2,440,746.21 Sta 521+97.39

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Ending chain PR IL26 description

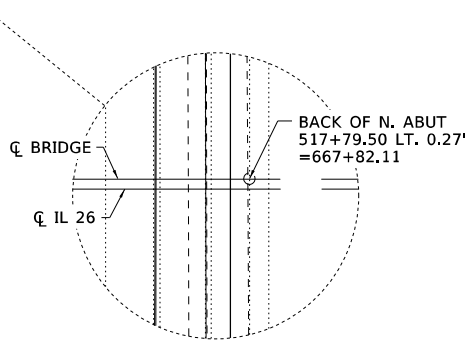
CONTROL POINT #3

PC Sta 520+22.01



IL 26 C STA. 670+02.60 =
BRIDGE C STA. 521+00 LT 0.38'

PI Sta 521+71.70



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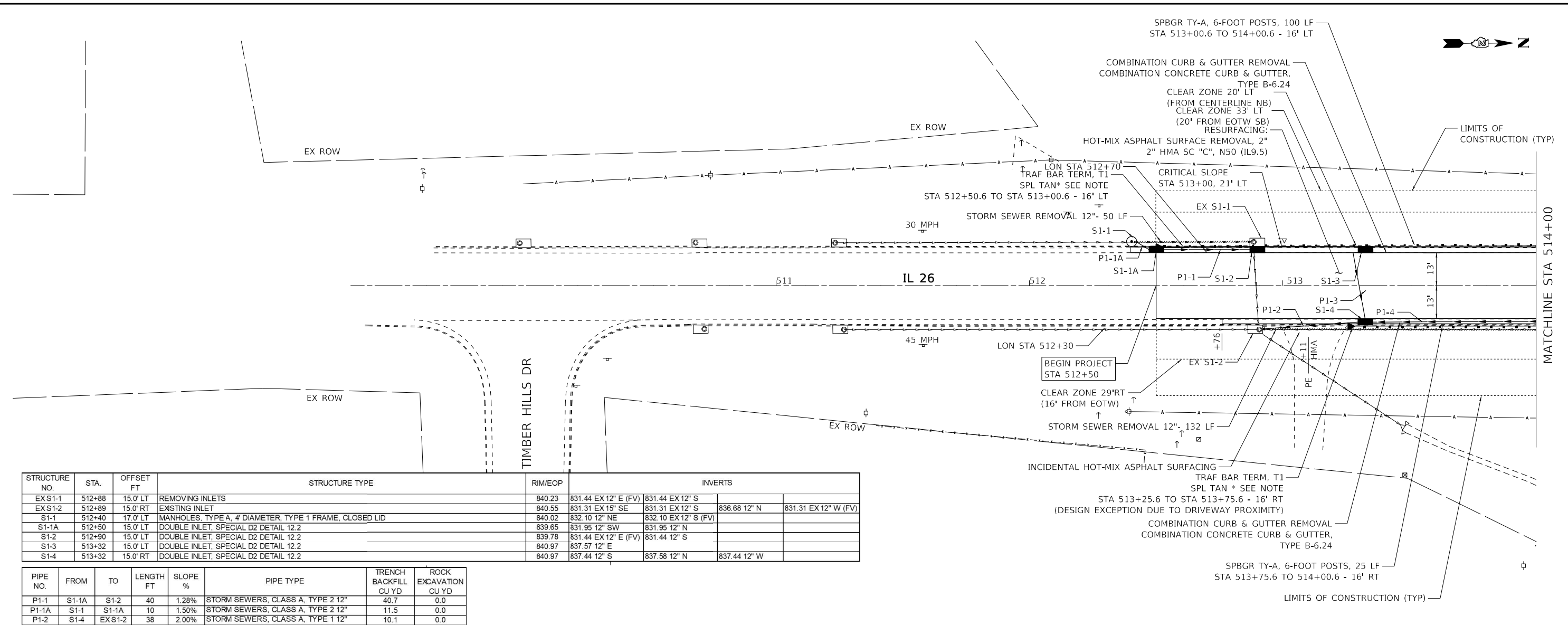
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

HORIZONTAL AND VERTICAL CONTROL STRUCTURE NO. 089-0043			
SCALE: 1" = 20'	SHEET	OF SHEETS	STA. 511+00.00 TO STA. 522+00.00

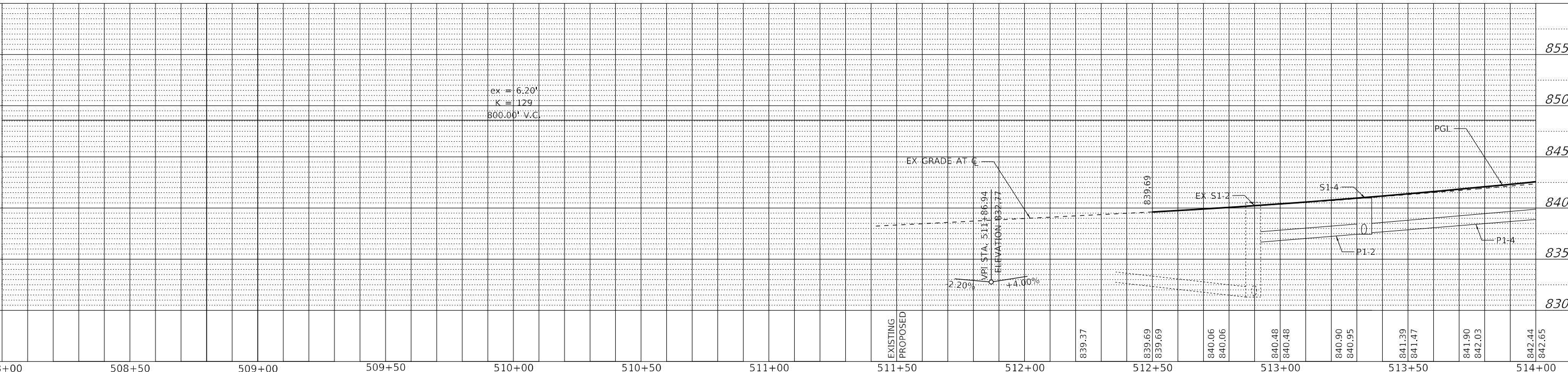
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CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)				

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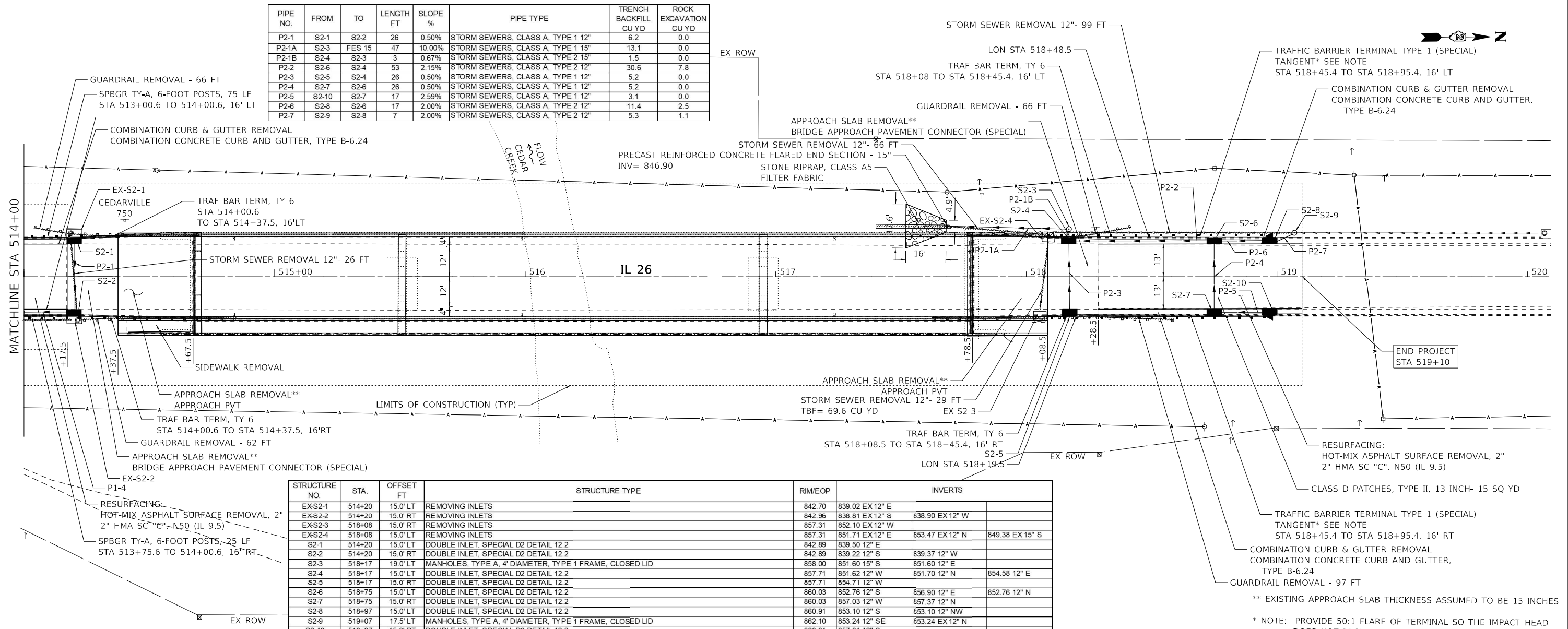
STRUCTURE NO.	STA.	OFFSET FT	STRUCTURE TYPE	RIM/EOP	INVERTS			
EX S1-1	512+88	15.0' LT	REMOVING INLETS	840.23	831.44 EX 12" E (FV)	831.44 EX 12" S		
EX S1-2	512+89	15.0' RT	EXISTING INLET	840.55	831.31 EX 15" SE	831.31 EX 12" S	836.68 12" N	831.31 EX 12" W (FV)
S1-1	512+40	17.0' LT	MANHOLES, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	840.02	832.10 12" NE	832.10 EX 12" S (FV)		
S1-1A	512+50	15.0' LT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	839.65	831.95 12" SW	831.95 12" N		
S1-2	512+90	15.0' LT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	839.78	831.44 EX 12" E (FV)	831.44 12" S		
S1-3	513+32	15.0' LT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	840.97	837.57 12" E			
S1-4	513+32	15.0' RT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	840.97	837.44 12" S	837.58 12" N	837.44 12" W	

PIPE NO.	FROM	TO	LENGTH FT	SLOPE %	PIPE TYPE	TRENCH BACKFILL CU YD	ROCK EXCAVATION CU YD
P1-1	S1-1A	S1-2	40	1.28%	STORM SEWERS, CLASS A, TYPE 2 12"	40.7	0.0
P1-1A	S1-1	S1-1A	10	1.50%	STORM SEWERS, CLASS A, TYPE 2 12"	11.5	0.0
P1-2	S1-4	EX S1-2	38	2.00%	STORM SEWERS, CLASS A, TYPE 1 12"	10.1	0.0
P1-3	S1-3	S1-4	26	0.50%	STORM SEWERS, CLASS A, TYPE 1 12"	6.3	0.0
P1-4	S2-2	S1-4	82	2.00%	STORM SEWERS, CLASS A, TYPE 1 12"	20.6	0.0

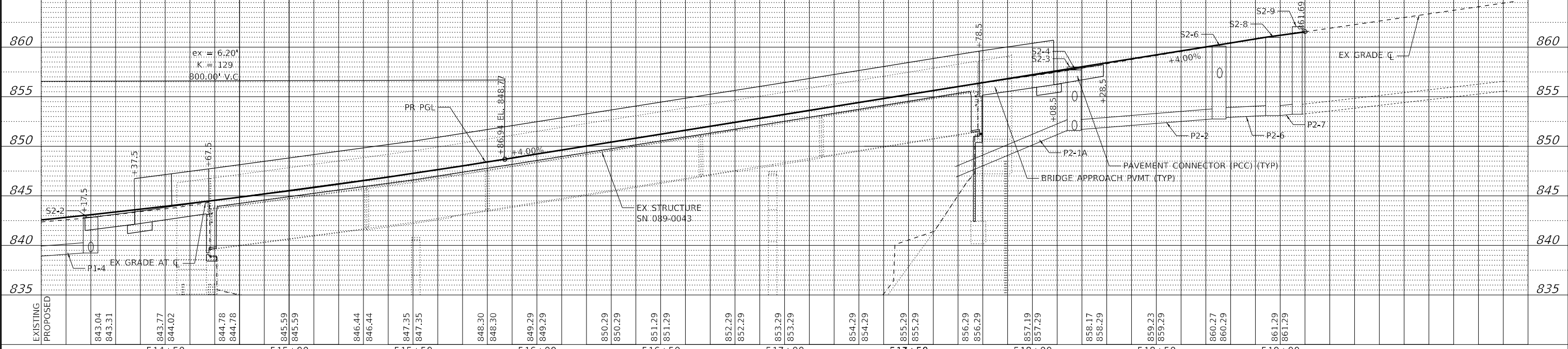


BAXTER & WOODMAN Consulting Engineers	USER NAME = mornig DESIGNED - AKS DRAWN - MJO PLOT SCALE = 20,0000' / in. PLOT DATE = 10/7/2021	REVISIONS REVISIONS REVISIONS DATE - 10/12/2020 FILE - 180044-sht_P&P_01.dgn	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE IL RTE 26 OVER CEDAR CREEK (S.N. 089-0043) SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. 511+00 TO STA. 514+00	F.A.P. RTE. 316 SECTION (101-3B)D COUNTY STEPHENSON TOTAL SHEETS 52 SHEET NO. 13 CONTRACT NO. 64N03 ILLINOIS FED. AID PROJECT NHPP-H5FD(178)
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PIPE NO.	FROM	TO	LENGTH FT	SLOPE %	PIPE TYPE	TRENCH BACKFILL CU YD	ROCK EXCAVATION CU YD
P2-1	S2-1	S2-2	26	0.50%	STORM SEWERS, CLASS A, TYPE 1 12"	6.2	0.0
P2-1A	S2-3	FES 15	47	10.00%	STORM SEWERS, CLASS A, TYPE 1 15"	13.1	0.0
P2-1B	S2-4	S2-3	3	0.67%	STORM SEWERS, CLASS A, TYPE 2 15"	1.5	0.0
P2-2	S2-6	S2-4	53	2.15%	STORM SEWERS, CLASS A, TYPE 2 12"	30.6	7.8
P2-3	S2-5	S2-4	26	0.50%	STORM SEWERS, CLASS A, TYPE 1 12"	5.2	0.0
P2-4	S2-7	S2-6	26	0.50%	STORM SEWERS, CLASS A, TYPE 1 12"	5.2	0.0
P2-5	S2-10	S2-7	17	2.59%	STORM SEWERS, CLASS A, TYPE 1 12"	3.1	0.0
P2-6	S2-8	S2-6	17	2.00%	STORM SEWERS, CLASS A, TYPE 2 12"	11.4	2.5
P2-7	S2-9	S2-8	7	2.00%	STORM SEWERS, CLASS A, TYPE 2 12"	5.3	1.1



STRUCTURE NO.	STA.	OFFSET FT	STRUCTURE TYPE	RIM/EOP	INVERTS			
EX-S2-1	514+20	15.0' LT	REMOVING INLETS	842.70	839.02 EX 12" E			
EX-S2-2	514+20	15.0' RT	REMOVING INLETS	842.96	836.81 EX 12" S	638.90 EX 12" W		
EX-S2-3	518+08	15.0' RT	REMOVING INLETS	857.31	852.10 EX 12" W			
EX-S2-4	518+08	15.0' LT	REMOVING INLETS	857.31	851.71 EX 12" E	853.47 EX 12" N	849.38 EX 15" S	
S2-1	514+20	15.0' LT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	842.89	839.50 12" E			
S2-2	514+20	15.0' RT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	842.89	839.22 12" S	839.37 12" W		
S2-3	518+17	19.0' LT	MANHOLES, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	858.00	851.60 15" S	851.60 12" E		
S2-4	518+17	15.0' LT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	857.71	851.62 12" W	851.70 12" N	854.58 12" E	
S2-5	518+17	15.0' RT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	857.71	854.71 12" W			
S2-6	518+75	15.0' LT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	860.03	852.76 12" S	856.90 12" E	852.76 12" N	
S2-7	518+75	15.0' RT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	860.03	857.03 12" W	857.37 12" N		
S2-8	518+97	15.0' LT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	860.91	853.10 12" S	853.10 12" NW		
S2-9	519+07	17.5' LT	MANHOLES, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	862.10	853.24 12" SE	853.24 EX 12" N		
S2-10	518+97	15.0' RT	DOUBLE INLET, SPECIAL D2 DETAIL 12.2	860.91	857.81 12" S			



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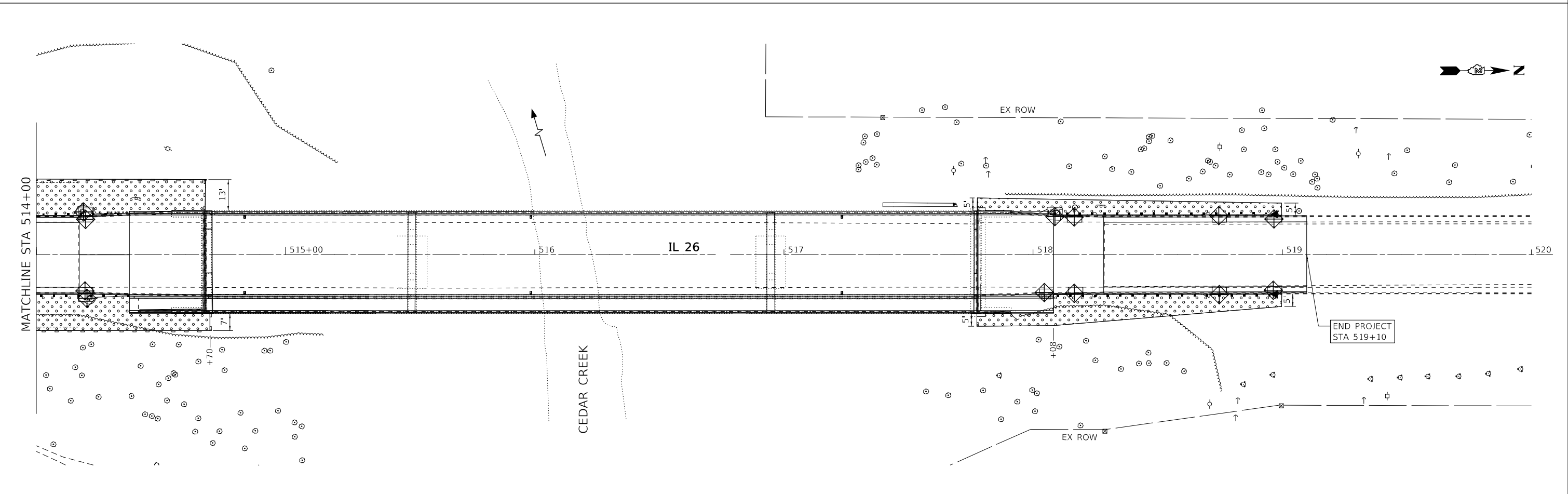
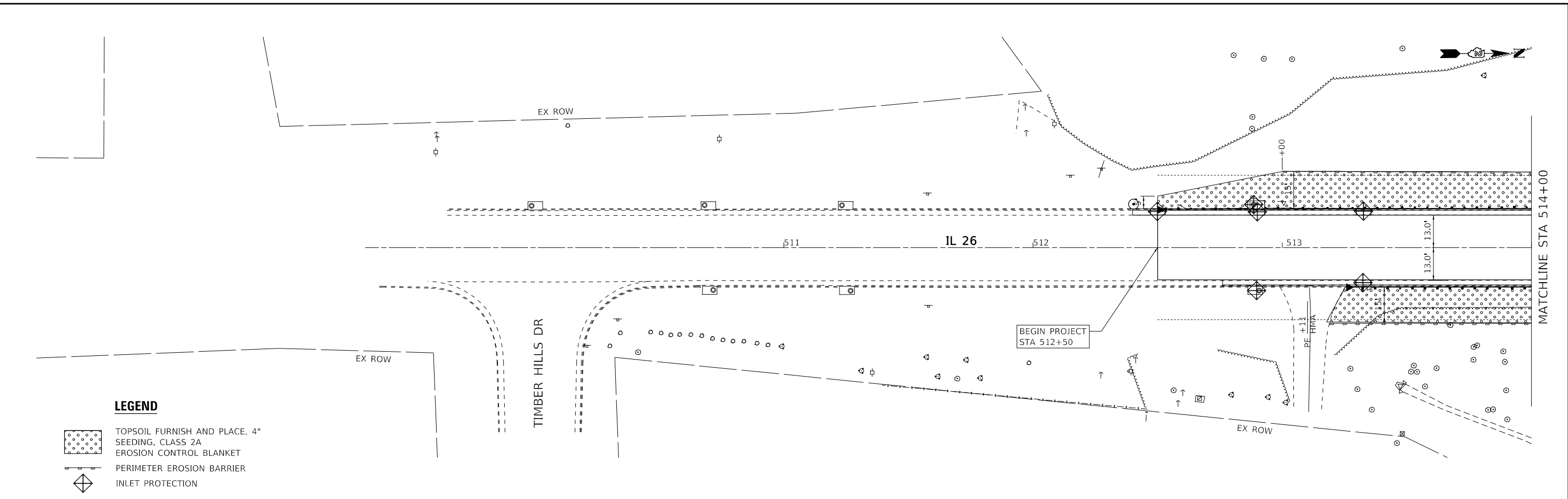
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
IL RTE 26 OVER CEDAR CREEK (S.N. 089-0043)
 SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. 514+00 TO STA. 519+00

F.A.P. RTE. 316	SECTION (101-3B)D	COUNTY STEPHENSON	TOTAL SHEETS 52	SHEET NO. 14
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)			CONTRACT NO. 64N03	

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PLOT DATE = 10/7/2021		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
IL RTE 26 OVER CEDAR CREEK (S.N. 089-0043)
 SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. 511+00 TO STA. 514+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	15
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)				

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TRAFFIC CONTROL GENERAL NOTES

1. THE CONTRACTOR SHALL COORDINATE ALL DETOURS AND ROADWAY CLOSURES WITH THE LOCAL EMERGENCY SERVICES.
2. THE ENGINEER SHALL BE NOTIFIED IN WRITING AT LEAST THREE WEEKS PRIOR TO THE DAY A STATE HIGHWAY IS TO BE CLOSED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHO WILL CONTACT THE LOCAL OFFICIALS CONCERNING THE CLOSURE OF ANY LOCAL STREETS / ROADWAYS.
3. LONGITUDINAL DIMENSIONS SHOWN ON THESE PLANS FOR BARRICADE LOCATIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS WITH APPROVAL FROM THE ENGINEER.
4. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH APPLICABLE STANDARDS. CHANNELIZING DEVICES SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 701901.

TRAFFIC CONTROL PLAN NARRATIVE

REHABILITATION OF THE BRIDGE ON IL 26 OVER CEDAR CREEK. THIS REHABILITATION PROJECT WILL REQUIRE A FULL CLOSURE OF IL 26 AT THE BRIDGE WITH A MARKED DETOUR ROUTE FOR THE DURATION OF THE CLOSURE. IT IS VERY IMPORTANT TO ESTABLISH AND MAINTAIN A HEIGHTENED LEVEL OF PUBLIC OUTREACH AND AWARENESS LEADING UP TO AND DURING CONSTRUCTION OPERATIONS. THIS INCLUDES CLOSE COORDINATION WITH THE LOCAL BUSINESSES, RESIDENTS AND EMERGENCY SERVICES.

TRAFFIC CONTROL SHALL BE ACCORDING TO THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS, THE SUPPLEMENTAL SPECIFICATIONS, THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", ANY SPECIAL DETAILS AND HIGHWAY STANDARDS CONTAINED IN THE PLANS AND THE SPECIAL PROVISIONS.

PRE-CLOSURE

THE CLOSING OF THE BRIDGE ON IL 26 OVER CEDAR CREEK. SHALL BE COMPLETED AS SHOWN IN THE CONTRACT PLANS, IDOT HIGHWAY STANDARD 701901, AND DISTRICT 2 STANDARD 40.1 TRAFFIC CONTROL FOR ROAD CLOSURE. DETOUR ROUTE SIGNING SHALL BE IN PLACE PRIOR TO CLOSING OF IL 26.

ANY ADVANCE WORK TO BE PERFORMED ON IL 26 PRIOR TO THE ROAD CLOSURE SHALL UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARDS 701001, 701006, 701011, 701301, AND 701311 AS NEEDED.

IL 26 CLOSURE

THE CONSTRUCTION WORK ON THE BRIDGE SHALL BE PERFORMED AS SHOWN IN THE CONTRACT PLANS AND SHALL UTILIZE DETOUR ROUTE SHOWN IN THE PLANS.

POST-CLOSURE

ALL REMAINING WORK TO BE PERFORMED ON IL 26 OUTSIDE THE ROAD CLOSURE SHALL UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARDS 701001, 701006, 701011, 701301, AND 701311 AS NEEDED.



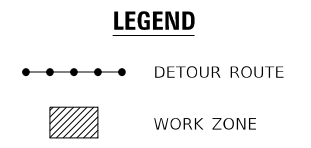
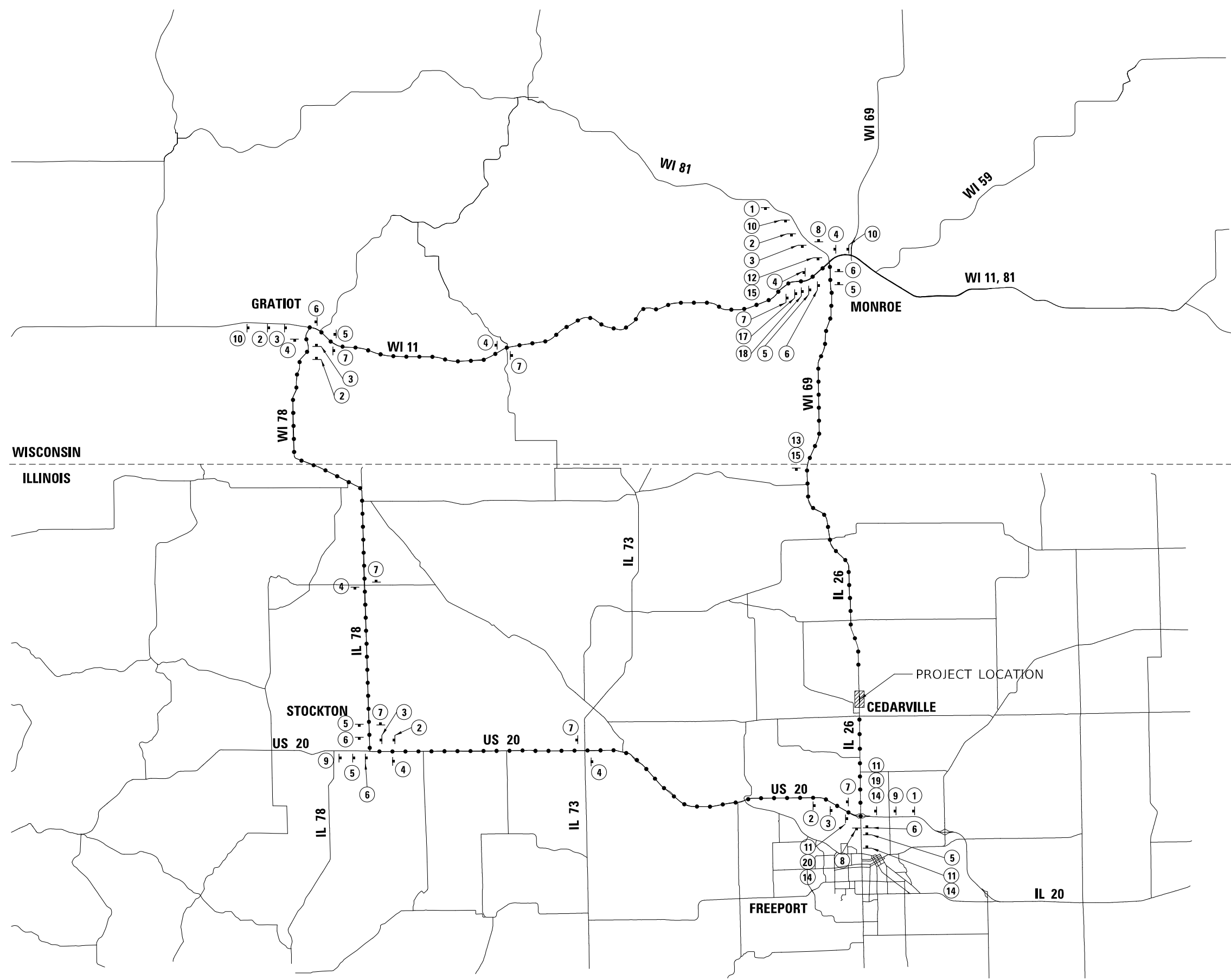
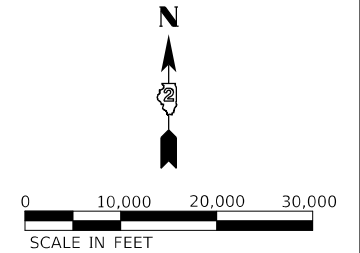
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL NOTES
IL RTE 26 OVER CEDAR CREEK (S.N. 089-0043)**

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	16
				CONTRACT NO. 64N03
				ILLINOIS FED. AID PROJECT NHPP-H5FD(178)



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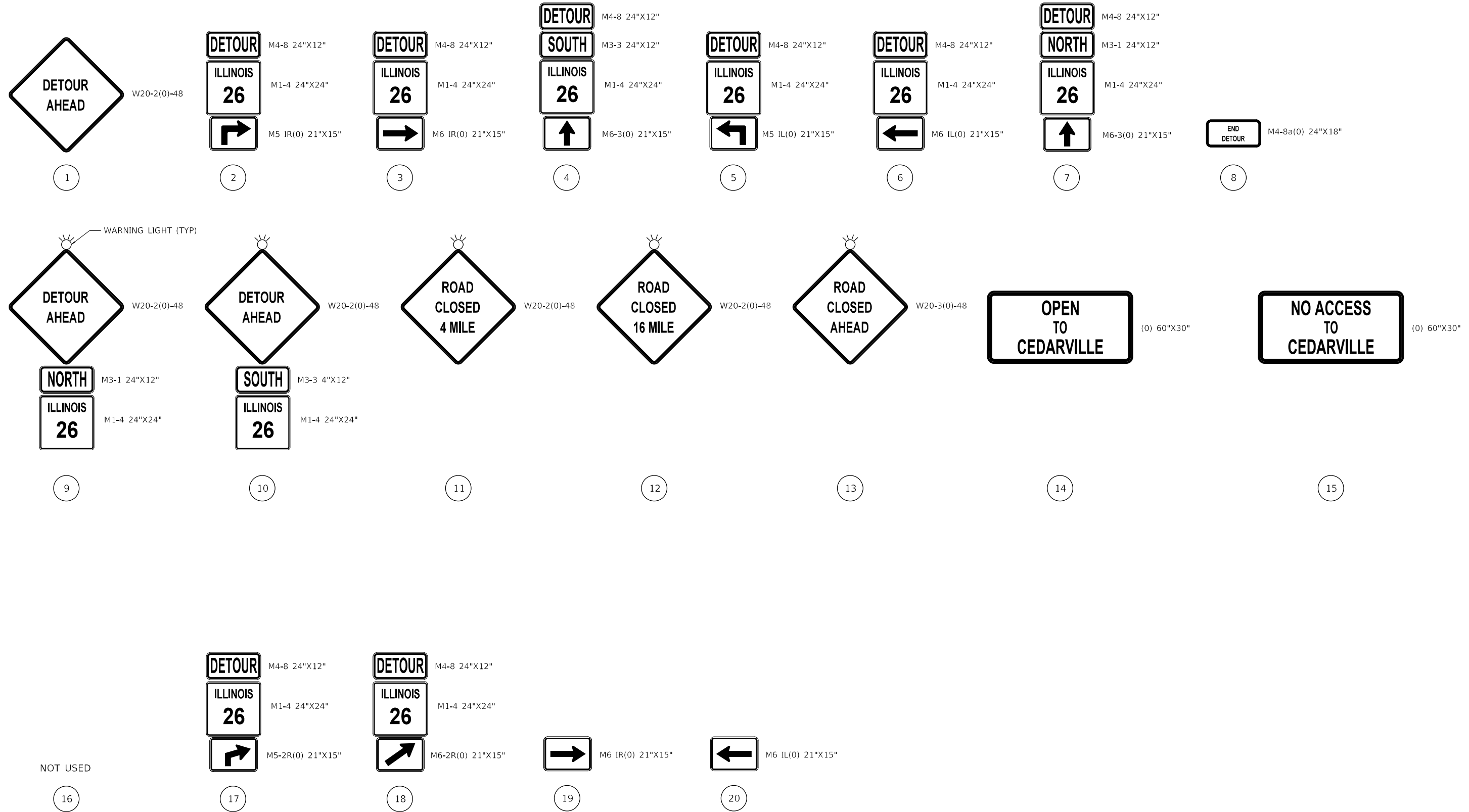
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR ROUTE
IL RTE 26 OVER CEDAR CREEK (S.N. 089-0043)
 SCALE: 1" = 10,000' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	17
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)				

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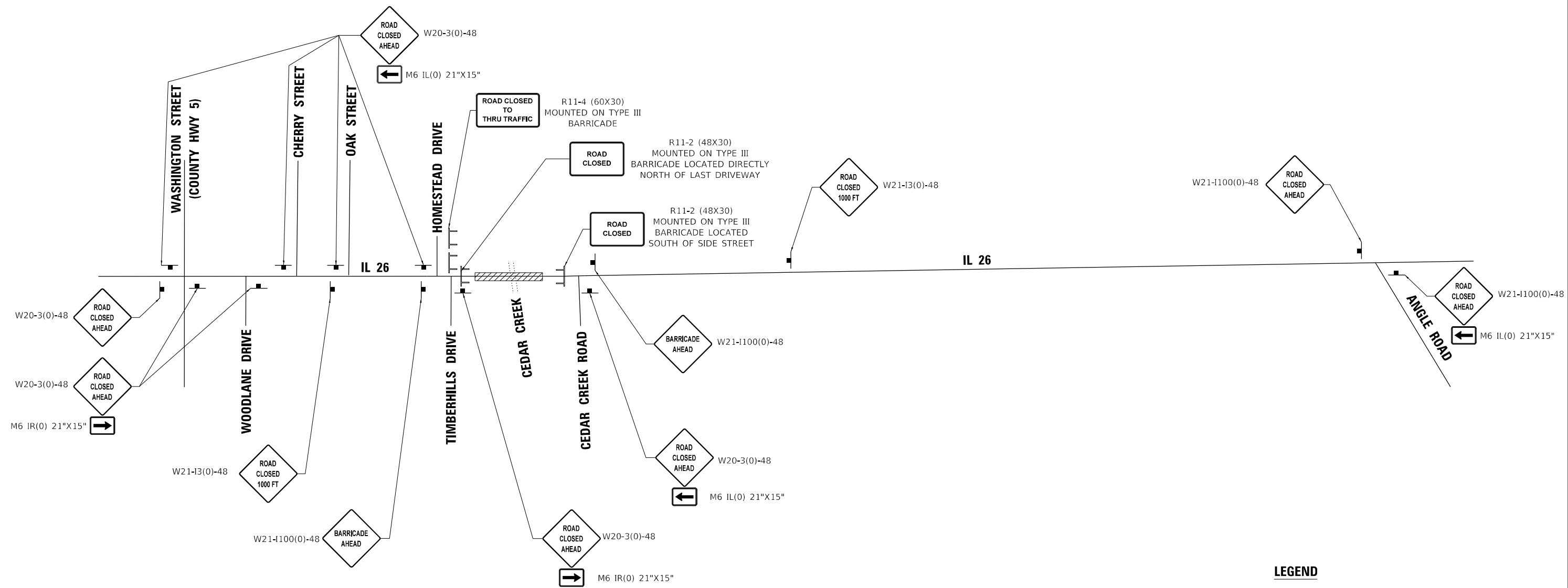
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNS
IL RTE 26 OVER CEDAR CREEK (S.N. 089-0043)

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	18
				CONTRACT NO. 64N03
				ILLINOIS FED. AID PROJECT NHPP-H5FD(178)



TRAFFIC CONTROL NOTES

1. WARNING SIGNS SHALL HAVE MINIMUM DIMENSIONS OF 48" X 48" AND HAVE A BLACK LENDON ON ON ORANGE REFLECTORIZED BACKGROUND.
2. ALL WORK ZONE TRAFFIC CONTROL DEVICES SHALL MEET REQUIREMENTS OF ARTICLE 1106 OF THE STANDARD SPECIFICATIONS.
3. TWO TYPE A LOW INTENSITY FLASING LIGHTS SHALL BE USED ON EACH APPROACH IN ADVANCE OF THE WORK AREA. ONE LIGHT SHALL BE INSTALLED ABOVE EACH BARRICADE. IF ONLY ONE BARRICADE IS REQUIRED, THE OTHER LIGHT SHALL BE INSTALLED ABOVE THE FIRST ADVANCE WARNING SIGN.
5. SEE HIGHWAY STANDARD 701901 AND D2 STANDARD 40.1 FOR ADDITIONAL DETAILS.
6. SEE HIGHWAY STANDARDS 701001, 701006, 701011, 701301, AND 701311 FOR ANY WORK TO BE PERFORMED OUTSIDE OF THE CLOSURE DURATION.

LEGEND

- WORK ZONE
- TYPE III BARRICADE
- SIGN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 26 CLOSURE	
IL RTE 26 OVER CEDAR CREEK (S.N. 089-0043)	
SCALE: NONE	SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	19
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)				

Benchmark: Railroad spike in Power Pole West of IL. Rt. 26 & Timber Hills Drive.
37.8' Lt. of Sta. 509+60.26, Elev. 838.70

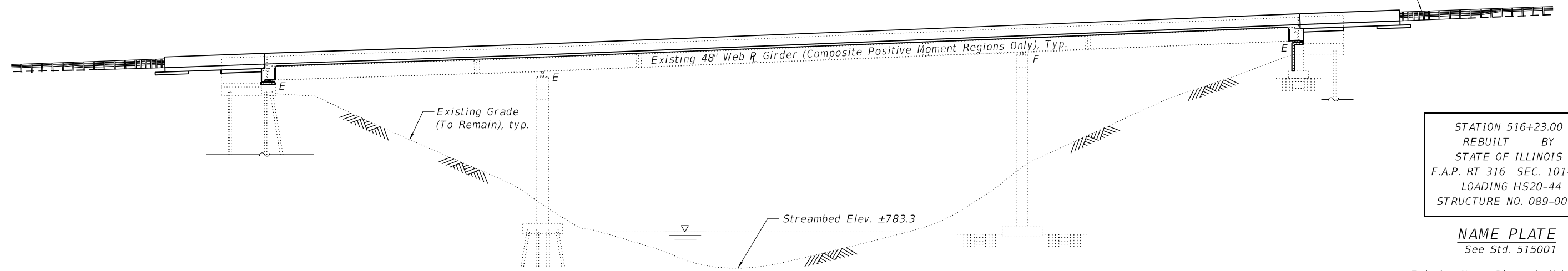
Existing Structure: S.N. 089-0043 was originally constructed in 1980 under Section 101-3B. The existing structure is a three span continuous (82'-2 1/2":144'-0":82'-2 1/2") 48" welded plate girder bridge on concrete hammerhead piers and spill-thru abutments. The back-to-back abutment length is 313'-0" and the out-to-out bridge width is 41'-2". The bridge is to be rehabilitated as shown and the road shall be closed with traffic detoured during construction.

Salvage: East bridge fence railing to be salvaged and re-erected.

SCOPE OF WORK

1. Remove and replace existing concrete deck (composite in positive moment regions only).
2. Install shear studs in positive moment regions.
3. Replace loose bolts as needed in field splices.
4. Repair and reconfigure existing abutments and wingwalls to semi-integral configuration.
5. Remove and replace expansion bearings at abutments.
6. Construct new precast bridge approach slabs.

Traffic Barrier Terminal
Std. 631031 - Type 6, Typ.

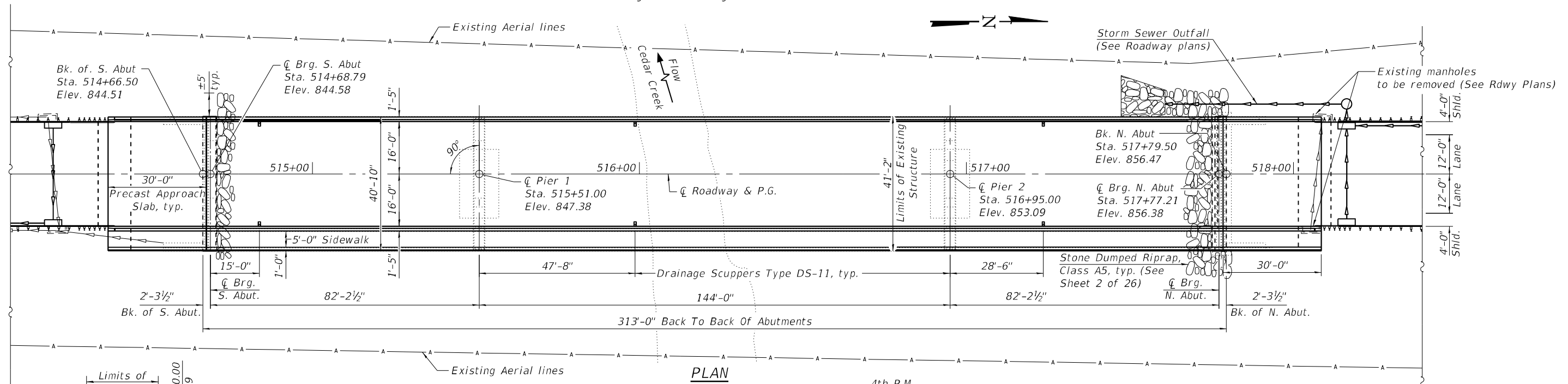


STATION 516+23.00
REBUILT BY
STATE OF ILLINOIS
F.A.P. RT 316 SEC. 101-3B
LOADING HS20-44
STRUCTURE NO. 089-0043

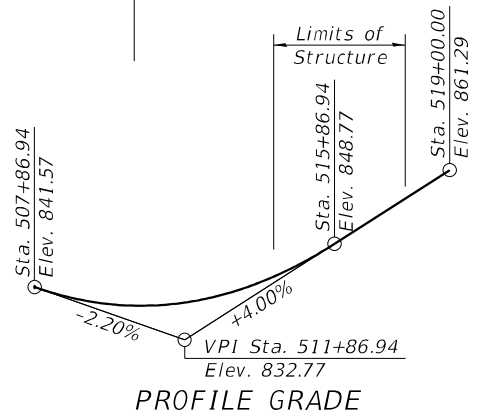
NAME PLATE
See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

ELEVATION
Bridge Fence Railing not shown



PLAN



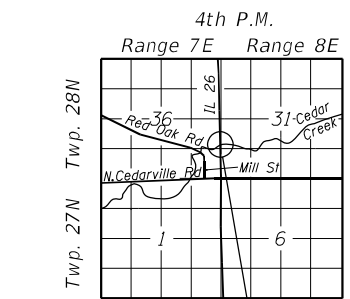
PROFILE GRADE

LOADING HS20-44
No future wearing surface allowed.

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

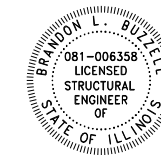
SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.033
Site Coefficient (S) = 1.0

DESIGN STRESSES
FIELD UNITS (EXISTING CONSTRUCTION)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M222 Grade 50W)
FIELD UNITS (NEW CONSTRUCTION)
f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)



LOCATION SKETCH

APPROVED
For Structural Adequacy Only
Cal. Pappas
Engineer of Bridges & Structures



Brandon Bizzell
DATE: 11/29/2021
LICENSE EXPIRES 11/30/22

GENERAL PLAN AND ELEVATION
IL. ROUTE 26 OVER CEDAR CREEK
F.A.P. RT. 316 SEC. 101-3B
STEPHENSON COUNTY
STATION 516+23.00
STRUCTURE NO. 089-0043

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 089-0043

SHEET 1 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	20
CONTRACT NO. 64N03				

ILLINOIS FED. AID PROJECT

GENERAL NOTES

Fasteners shall be ASTM F1325 Grade A325 Type 1, mechanically galvanized bolts in painted areas and ASTM F3125 A325 Type 3 weathering steel bolts in unpainted areas. Bolts 7/8-in. Ø, holes 1 1/16-in Ø, unless otherwise noted.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Concrete Sealer shall be applied to the designated areas of the piers.

Structural steel for joints shall be AASHTO M270 Grade 36 minimum.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Slipforming of the parapets is not allowed.

The existing structural steel coating contains lead. The contractor shall take appropriate precautions to deal with the presence of lead on this project.

Expansion joint plates shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1.

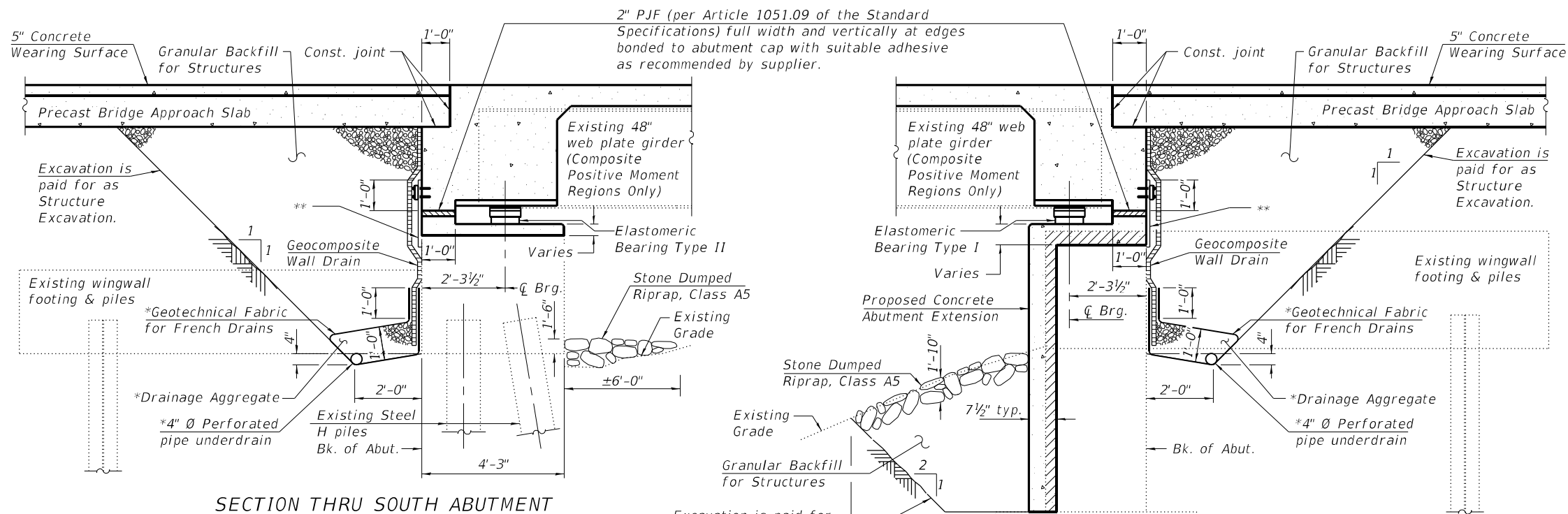
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2. General Data
3. Top of Deck Elevations I
4. Top of Deck Elevations II
5. Top of South Approach Slab Elevations
6. Top of North Approach Slab Elevations
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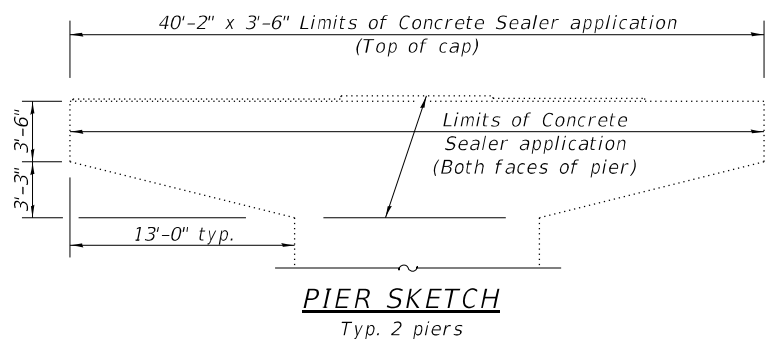
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Dumped Riprap, Class A5	Sq Yd		96	96
Concrete Removal	Cu Yd		37.7	37.7
Removal of Existing Concrete Deck	Each	1		1
Structure Excavation	Cu Yd		92	92
Concrete Structures	Cu Yd		41.6	41.6
Concrete Superstructure	Cu Yd	499.3		499.3
Bridge Deck Grooving	Sq Yd	1320		1320
Protective Coat	Sq Yd	1842		1842
Stud Shear Connectors	Each	1560		1560
Reinforcement Bars, Epoxy Coated	Pound	137,280	7290	144,570
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	66		66
Elastomeric Bearing Assembly, Type I	Each	5		5
Elastomeric Bearing Assembly, Type II	Each	5		5
Anchor Bolts, 5/8"	Each		20	20
Granular Backfill for Structures	Cu Yd		71	71
Concrete Sealer	Sq Ft		655	655
Geocomposite Wall Drain	Sq Yd		74	74
Bolt Replacement	Each	30		30
Remove and Re-Erect Existing Bridge Rail	Foot	335		335
Concrete Wearing Surface, 5"	Sq Yd	273		273
Precast Bridge Approach Slab	Sq Ft	2280		2280
Structural Steel Repair	L Sum	1		1
Removal of Existing Bearings	Each	10		10
Jacking and Cribbing	Each	10		10
Drainage Scuppers, DS-11	Each	6		6
Pipe Underdrains for Structures 4"	Foot		123	123

** Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a 3/8" x 5" steel plate and 1/2" Ø studs with nuts and washers at 12" cts. Cost included with Concrete Superstructure.



Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipes shall extend through or under the wingwalls, through a newly cored hole if necessary, until intersecting with the side slopes. Cost included with Pipe Underdrains for Structures. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



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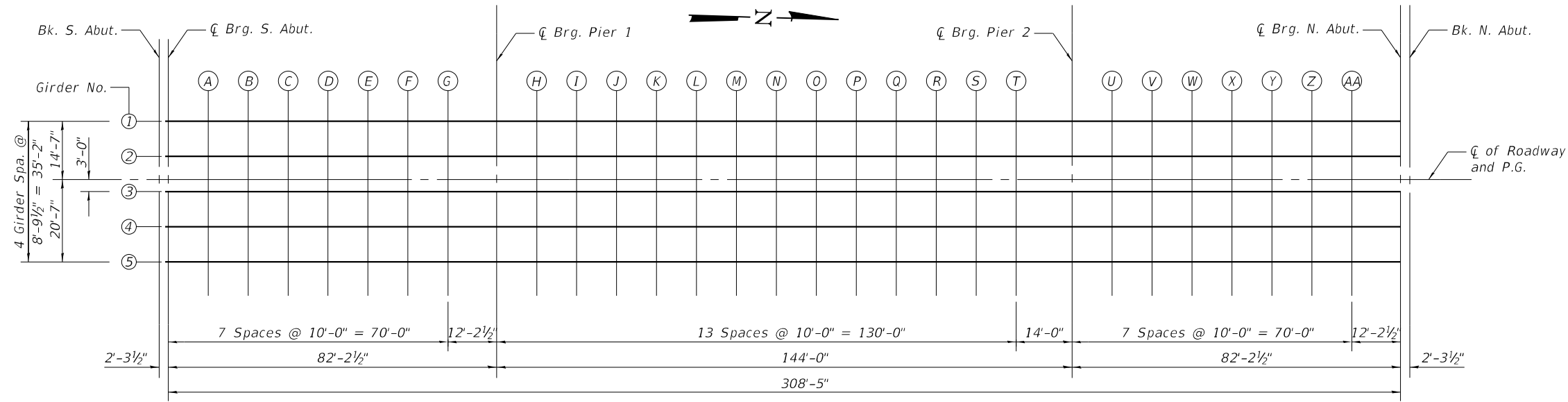
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 089-0043**

SHEET 2 OF 26 SHEETS

F.A.P. RTE. 316	SECTION 101-3B	COUNTY STEPHENSON	TOTAL SHEETS 52	SHEET NO. 21
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64N03	



PLAN

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	514+66.50	-14.58	844.27	844.27
CL Brg. S. Abut.	514+68.79	-14.58	844.34	844.34
A	514+78.79	-14.58	844.66	844.66
B	514+88.79	-14.58	844.98	844.98
C	514+98.79	-14.58	845.30	845.30
D	515+08.79	-14.58	845.64	845.64
E	515+18.79	-14.58	845.98	845.96
F	515+28.79	-14.58	846.33	846.31
G	515+38.79	-14.58	846.69	846.67
CL Pier 1	515+51.00	-14.58	847.14	847.14
H	515+61.00	-14.58	847.52	847.56
I	515+71.00	-14.58	847.90	847.99
J	515+81.00	-14.58	848.29	848.44
K	515+91.00	-14.58	848.69	848.89
L	516+01.00	-14.58	849.09	849.34
M	516+11.00	-14.58	849.49	849.77
N	516+21.00	-14.58	849.89	850.19
O	516+31.00	-14.58	850.29	850.58
P	516+41.00	-14.58	850.69	850.95
Q	516+51.00	-14.58	851.09	851.32
R	516+61.00	-14.58	851.49	851.66
S	516+71.00	-14.58	851.89	852.00
T	516+81.00	-14.58	852.29	852.35
CL Pier 2	516+95.00	-14.58	852.85	852.85
U	517+05.00	-14.58	853.25	853.23
V	517+15.00	-14.58	853.65	853.62
W	517+25.00	-14.58	854.05	854.03
X	517+35.00	-14.58	854.45	854.44
Y	517+45.00	-14.58	854.85	854.85
Z	517+55.00	-14.58	855.25	855.26
AA	517+65.00	-14.58	855.65	855.66
CL Brg. N. Abut.	517+77.21	-14.58	856.14	856.14
Bk. N. Abut.	517+79.50	-14.58	856.23	856.23

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	514+66.50	-5.79	844.42	844.42
CL Brg. S. Abut.	514+68.79	-5.79	844.49	844.49
A	514+78.79	-5.79	844.81	844.81
B	514+88.79	-5.79	845.13	845.13
C	514+98.79	-5.79	845.45	845.46
D	515+08.79	-5.79	845.79	845.78
E	515+18.79	-5.79	846.13	846.11
F	515+28.79	-5.79	846.48	846.45
G	515+38.79	-5.79	846.84	846.82
CL Pier 1	515+51.00	-5.79	847.29	847.29
H	515+61.00	-5.79	847.67	847.71
I	515+71.00	-5.79	848.05	848.16
J	515+81.00	-5.79	848.44	848.61
K	515+91.00	-5.79	848.84	849.08
L	516+01.00	-5.79	849.24	849.53
M	516+11.00	-5.79	849.64	849.97
N	516+21.00	-5.79	850.04	850.39
O	516+31.00	-5.79	850.44	850.78
P	516+41.00	-5.79	850.84	851.15
Q	516+51.00	-5.79	851.24	851.50
R	516+61.00	-5.79	851.64	851.84
S	516+71.00	-5.79	852.04	852.17
T	516+81.00	-5.79	852.44	852.51
CL Pier 2	516+95.00	-5.79	853.00	853.00
U	517+05.00	-5.79	853.40	853.38
V	517+15.00	-5.79	853.80	853.77
W	517+25.00	-5.79	854.20	854.18
X	517+35.00	-5.79	854.60	854.59
Y	517+45.00	-5.79	855.00	855.00
Z	517+55.00	-5.79	855.40	855.41
AA	517+65.00	-5.79	855.80	855.81
CL Brg. N. Abut.	517+77.21	-5.79	856.29	856.29
Bk. N. Abut.	517+79.50	-5.79	856.38	856.38

CL OF ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	514+66.50	0.00	844.51	844.51
CL Brg. S. Abut.	514+68.79	0.00	844.58	844.58
A	514+78.79	0.00	844.90	844.90
B	514+88.79	0.00	845.22	845.22
C	514+98.79	0.00	845.55	845.55
D	515+08.79	0.00	845.88	845.87
E	515+18.79	0.00	846.22	846.20
F	515+28.79	0.00	846.58	846.54
G	515+38.79	0.00	846.93	846.91
CL Pier 1	515+51.00	0.00	847.38	847.38
H	515+61.00	0.00	847.76	847.81
I	515+71.00	0.00	848.14	848.25
J	515+81.00	0.00	848.53	848.70
K	515+91.00	0.00	848.93	849.17
L	516+01.00	0.00	849.33	849.62
M	516+11.00	0.00	849.73	850.06
N	516+21.00	0.00	850.13	850.48
O	516+31.00	0.00	850.53	850.87
P	516+41.00	0.00	850.93	851.24
Q	516+51.00	0.00	851.33	851.59
R	516+61.00	0.00	851.73	851.93
S	516+71.00	0.00	852.13	852.26
T	516+81.00	0.00	852.53	852.60
CL Pier 2	516+95.00	0.00	853.09	853.09
U	517+05.00	0.00	853.49	853.47
V	517+15.00	0.00	853.89	853.86
W	517+25.00	0.00	854.29	854.27
X	517+35.00	0.00	854.69	854.68
Y	517+45.00	0.00	855.09	855.09
Z	517+55.00	0.00	855.49	855.50
AA	517+65.00	0.00	855.89	855.90
CL Brg. N. Abut.	517+77.21	0.00	856.38	856.38
Bk. N. Abut.	517+79.50	0.00	856.47	856.47

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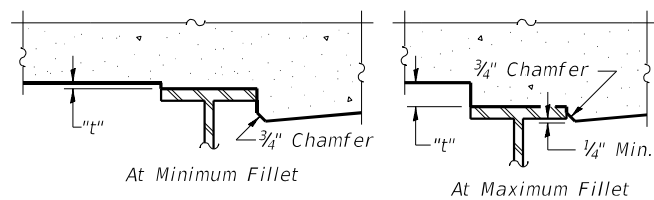
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS I
STRUCTURE NO. 089-0043

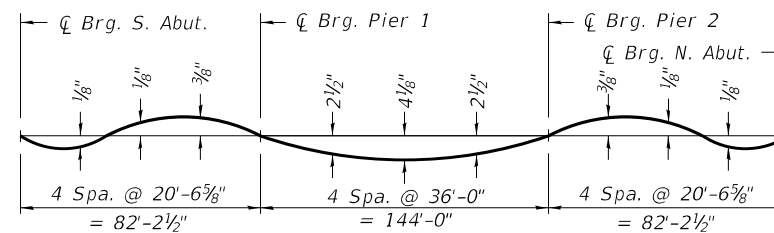
SHEET 3 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	22
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT				



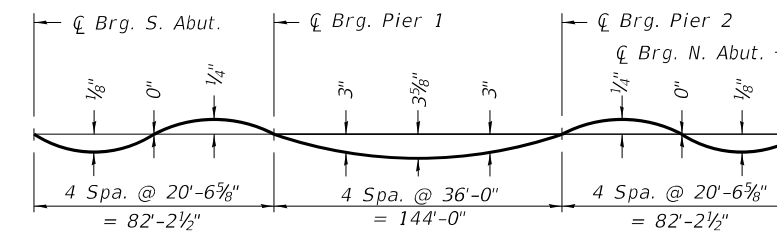
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 3 of 26. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown sheet 3 & 4 of 26, minus 8" deck thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



INTERIOR BEAM DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)



EXTERIOR BEAM DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheet 3 of 26.

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	514+66.50	3.00	844.47	844.47
CL Brg. S. Abut.	514+68.79	3.00	844.54	844.54
A	514+78.79	3.00	844.85	844.86
B	514+88.79	3.00	845.17	845.18
C	514+98.79	3.00	845.50	845.50
D	515+08.79	3.00	845.83	845.82
E	515+18.79	3.00	846.18	846.15
F	515+28.79	3.00	846.53	846.50
G	515+38.79	3.00	846.89	846.86
CL Pier 1	515+51.00	3.00	847.34	847.34
H	515+61.00	3.00	847.71	847.76
I	515+71.00	3.00	848.10	848.20
J	515+81.00	3.00	848.49	848.66
K	515+91.00	3.00	848.88	849.12
L	516+01.00	3.00	849.28	849.57
M	516+11.00	3.00	849.68	850.01
N	516+21.00	3.00	850.08	850.43
O	516+31.00	3.00	850.48	850.82
P	516+41.00	3.00	850.88	851.19
Q	516+51.00	3.00	851.28	851.55
R	516+61.00	3.00	851.68	851.88
S	516+71.00	3.00	852.08	852.22
T	516+81.00	3.00	852.48	852.55
CL Pier 2	516+95.00	3.00	853.04	853.04
U	517+05.00	3.00	853.44	853.42
V	517+15.00	3.00	853.84	853.81
W	517+25.00	3.00	854.24	854.22
X	517+35.00	3.00	854.64	854.63
Y	517+45.00	3.00	855.04	855.04
Z	517+55.00	3.00	855.44	855.45
AA	517+65.00	3.00	855.84	855.85
CL Brg. N. Abut.	517+77.21	3.00	856.33	856.33
Bk. N. Abut.	517+79.50	3.00	856.42	856.42

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	514+66.50	11.79	844.33	844.33
CL Brg. S. Abut.	514+68.79	11.79	844.40	844.40
A	514+78.79	11.79	844.71	844.72
B	514+88.79	11.79	845.03	845.04
C	514+98.79	11.79	845.36	845.36
D	515+08.79	11.79	845.70	845.69
E	515+18.79	11.79	846.04	846.02
F	515+28.79	11.79	846.39	846.36
G	515+38.79	11.79	846.75	846.72
CL Pier 1	515+51.00	11.79	847.20	847.20
H	515+61.00	11.79	847.57	847.62
I	515+71.00	11.79	847.96	848.06
J	515+81.00	11.79	848.35	848.52
K	515+91.00	11.79	848.75	848.98
L	516+01.00	11.79	849.15	849.44
M	516+11.00	11.79	849.55	849.88
N	516+21.00	11.79	849.95	850.29
O	516+31.00	11.79	850.35	850.68
P	516+41.00	11.79	850.75	851.05
Q	516+51.00	11.79	851.15	851.41
R	516+61.00	11.79	851.55	851.74
S	516+71.00	11.79	851.95	852.08
T	516+81.00	11.79	852.35	852.41
CL Pier 2	516+95.00	11.79	852.91	852.91
U	517+05.00	11.79	853.31	853.28
V	517+15.00	11.79	853.71	853.68
W	517+25.00	11.79	854.11	854.08
X	517+35.00	11.79	854.51	854.49
Y	517+45.00	11.79	854.91	854.91
Z	517+55.00	11.79	855.31	855.31
AA	517+65.00	11.79	855.71	855.71
CL Brg. N. Abut.	517+77.21	11.79	856.20	856.20
Bk. N. Abut.	517+79.50	11.79	856.29	856.29

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	514+66.50	20.58	844.15	844.15
CL Brg. S. Abut.	514+68.79	20.58	844.22	844.22
A	514+78.79	20.58	844.53	844.54
B	514+88.79	20.58	844.85	844.86
C	514+98.79	20.58	845.18	845.18
D	515+08.79	20.58	845.51	845.51
E	515+18.79	20.58	845.86	845.84
F	515+28.79	20.58	846.21	846.18
G	515+38.79	20.58	846.57	846.55
CL Pier 1	515+51.00	20.58	847.02	847.02
H	515+61.00	20.58	847.39	847.43
I	515+71.00	20.58	847.78	847.87
J	515+81.00	20.58	848.17	848.32
K	515+91.00	20.58	848.56	848.77
L	516+01.00	20.58	848.96	849.21
M	516+11.00	20.58	849.36	849.65
N	516+21.00	20.58	849.76	850.06
O	516+31.00	20.58	850.16	850.45
P	516+41.00	20.58	850.56	850.83
Q	516+51.00	20.58	850.96	851.19
R	516+61.00	20.58	851.36	851.54
S	516+71.00	20.58	851.76	851.88
T	516+81.00	20.58	852.16	852.22
CL Pier 2	516+95.00	20.58	852.72	852.72
U	517+05.00	20.58	853.12	853.11
V	517+15.00	20.58	853.52	853.50
W	517+25.00	20.58	853.92	853.90
X	517+35.00	20.58	854.32	854.31
Y	517+45.00	20.58	854.72	854.72
Z	517+55.00	20.58	855.12	855.13
AA	517+65.00	20.58	855.52	855.53
CL Brg. N. Abut.	517+77.21	20.58	856.01	856.01
Bk. N. Abut.	517+79.50	20.58	856.10	856.10

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	DATE - 9/23/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS II
STRUCTURE NO. 089-0043

SHEET 4 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	23
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT				

WEST EDGE OF SHOULDER

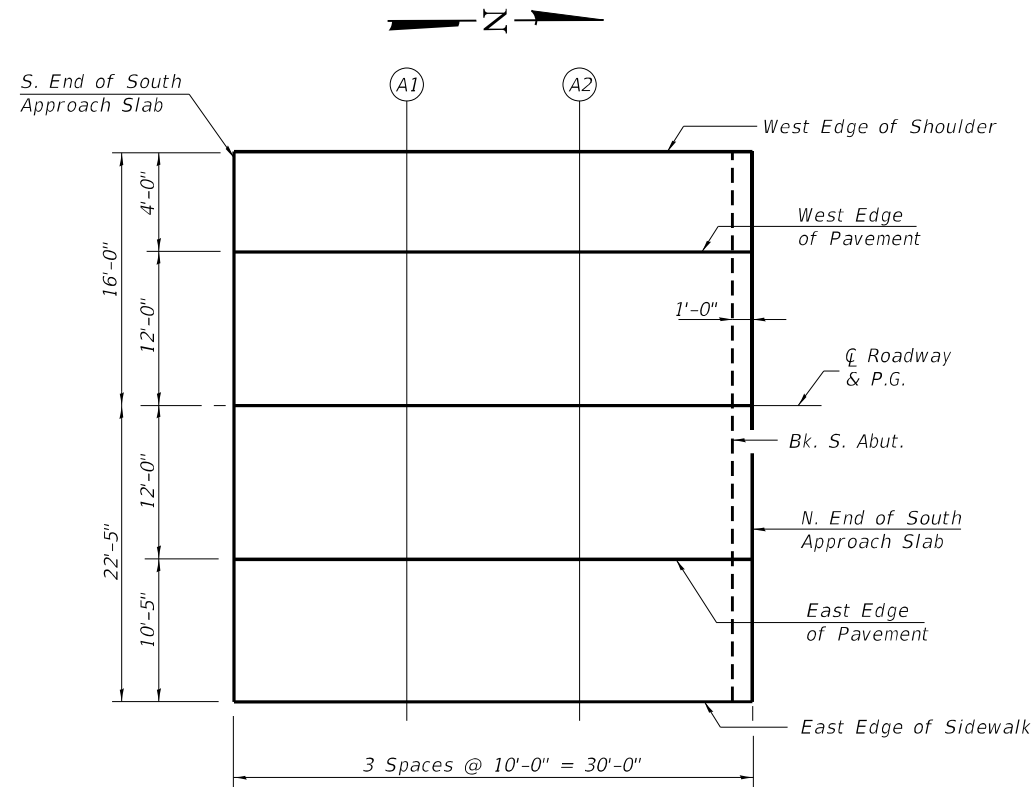
Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	514+37.50	-16.00	843.39
A1	514+47.50	-16.00	843.67
A2	514+57.50	-16.00	843.97
N. End S. Appr. Slab	514+67.50	-16.00	844.27

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	514+37.50	-12.00	843.47
A1	514+47.50	-12.00	843.76
A2	514+57.50	-12.00	844.05
N. End S. Appr. Slab	514+67.50	-12.00	844.36

☉ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	514+37.50	0.00	843.66
A1	514+47.50	0.00	843.95
A2	514+57.50	0.00	844.24
N. End S. Appr. Slab	514+67.50	0.00	844.55



PLAN
South Approach

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	514+37.50	12.00	843.47
A1	514+47.50	12.00	843.76
A2	514+57.50	12.00	844.05
N. End S. Appr. Slab	514+67.50	12.00	844.36

EAST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Slab	514+37.50	22.42	843.25
A1	514+47.50	22.42	843.54
A2	514+57.50	22.42	843.84
N. End S. Appr. Slab	514+67.50	22.42	844.14

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 089-0043

SHEET 5 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	24
			CONTRACT NO. 64N03	
			ILLINOIS FED. AID PROJECT	

WEST EDGE OF SHOULDER

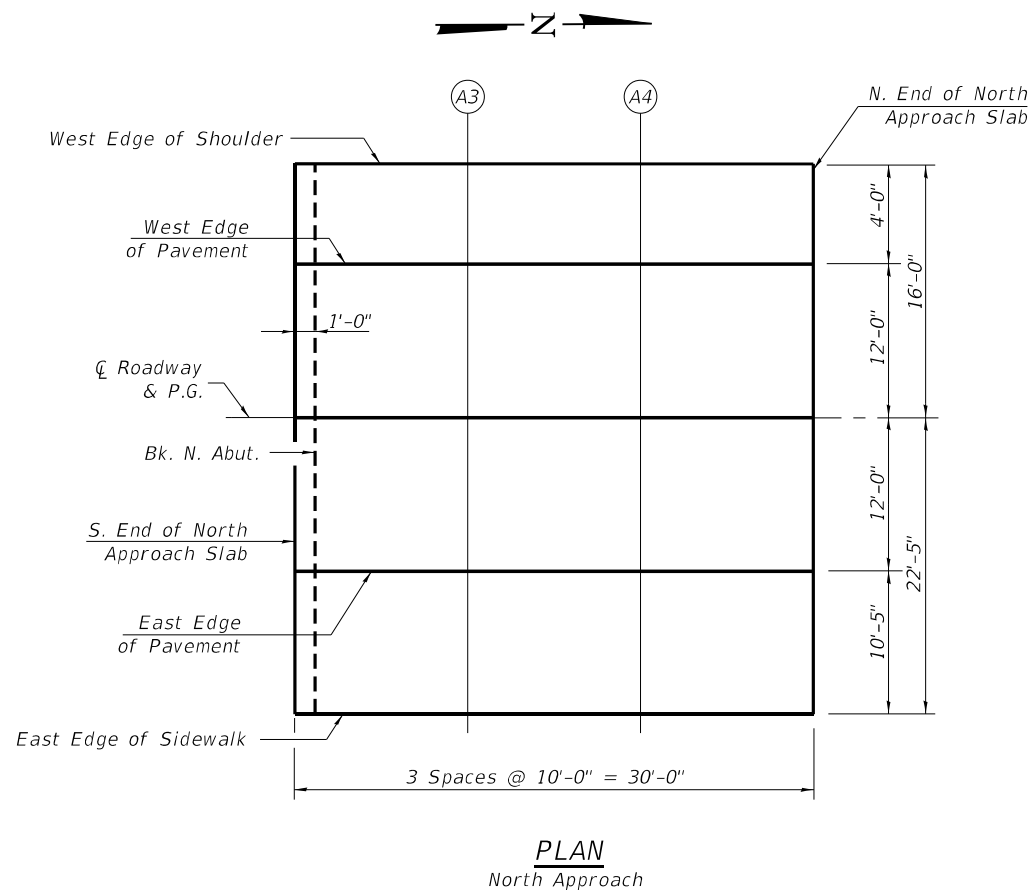
Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	514+37.50	-16.00	856.16
A3	514+47.50	-16.00	856.56
A4	514+57.50	-16.00	856.96
N. End N. Appr. Slab	514+67.50	-16.00	857.36

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	514+37.50	-12.00	856.24
A3	514+47.50	-12.00	856.64
A4	514+57.50	-12.00	857.04
N. End N. Appr. Slab	514+67.50	-12.00	857.44

☐ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	514+37.50	0.00	856.43
A3	514+47.50	0.00	856.83
A4	514+57.50	0.00	857.23
N. End N. Appr. Slab	514+67.50	0.00	857.63



EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	514+37.50	12.00	856.24
A3	514+47.50	12.00	856.64
A4	514+57.50	12.00	857.04
N. End N. Appr. Slab	514+67.50	12.00	857.44

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Slab	514+37.50	22.42	856.03
A3	514+47.50	22.42	856.43
A4	514+57.50	22.42	856.83
N. End N. Appr. Slab	514+67.50	22.42	857.23

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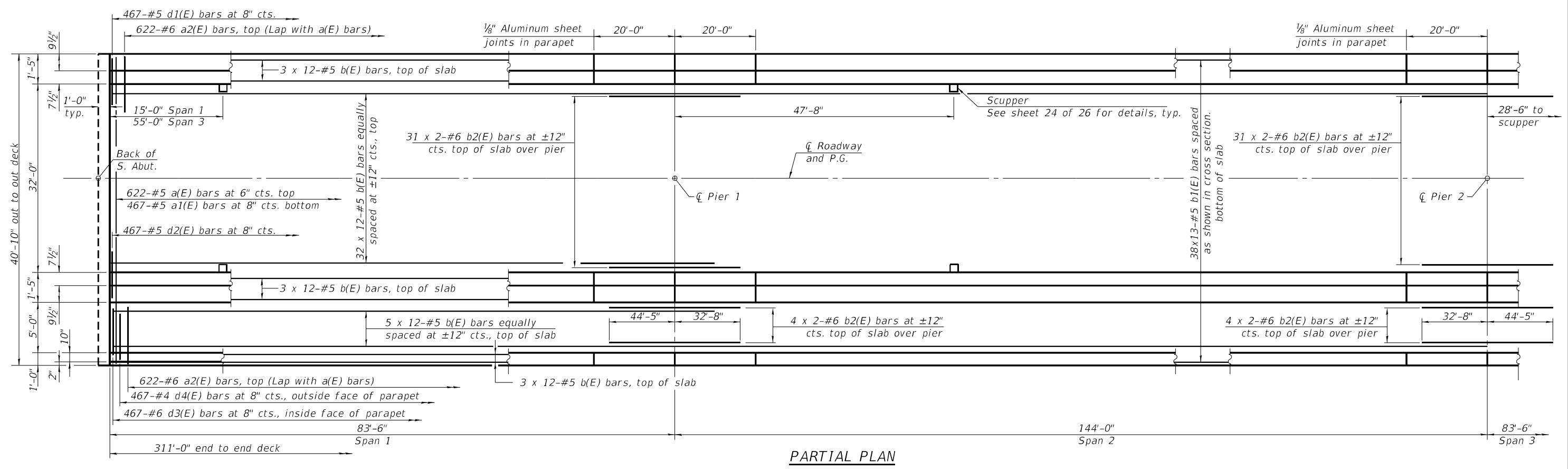
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 089-0043**

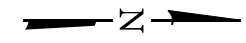
SHEET 6 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	25
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT				

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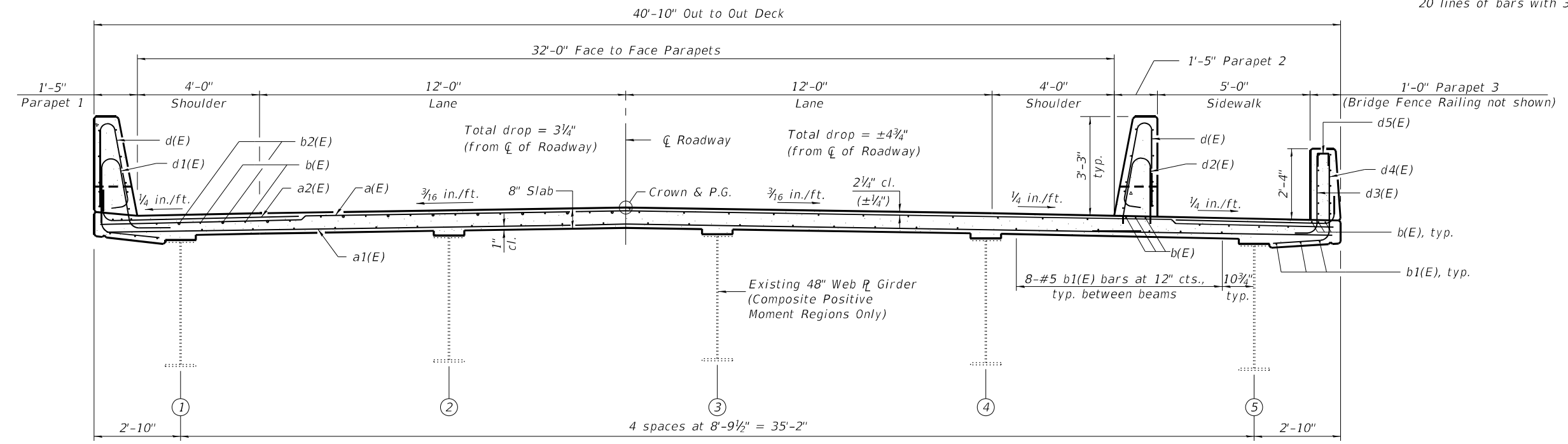


PARTIAL PLAN



MINIMUM BAR LAP
 #5 bar = 3'-6"
 #6 bar = 4'-5"

Notes:
 See sheet 9 of 26 for superstructure details and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



CROSS SECTION
 (Looking North)



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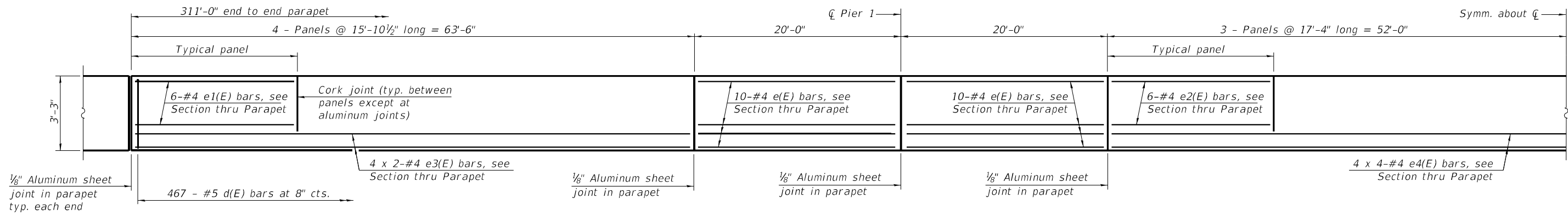
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE PLANS I
STRUCTURE NO. 089-0043

SHEET 7 OF 26 SHEETS

F.A.P. RTE. 316	SECTION 101-3B	COUNTY STEPHENSON	TOTAL SHEETS 52	SHEET NO. 26
			CONTRACT NO. 64N03	

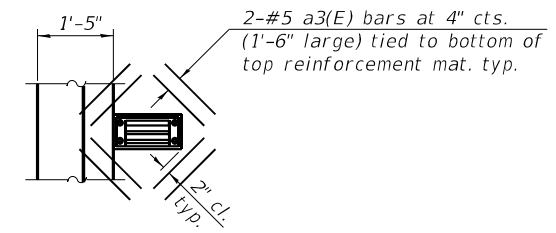
ILLINOIS FED. AID PROJECT



INSIDE ELEVATION OF PARAPETS 1 & 2

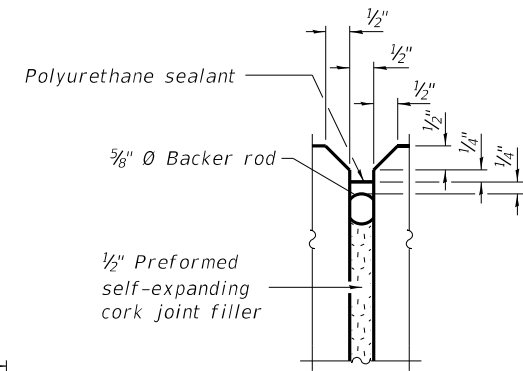
Notes:
 The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

MINIMUM BAR LAP
 #4 bar = 2'-5"



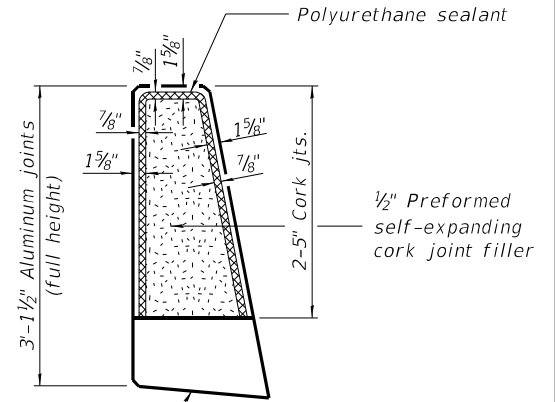
PLAN

Note:
 Cut longitudinal reinforcement to clear drainage scuppers.
 Drain shall be located clear of all diaphragms.
 See Section Thru Parapets for details.

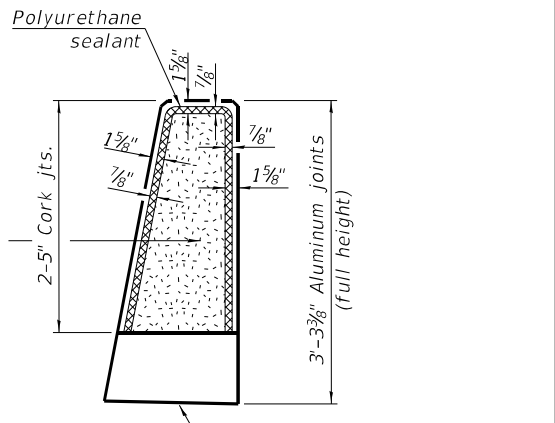


ELEVATION

* Drill and set d2(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

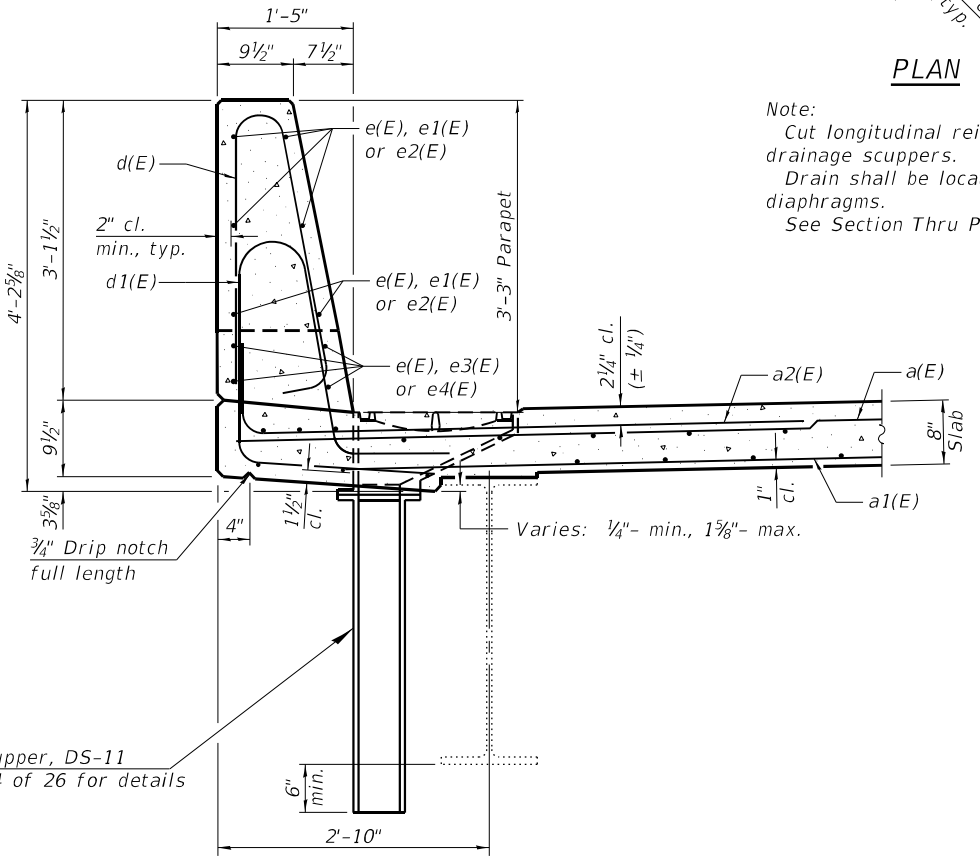


PARAPET 1

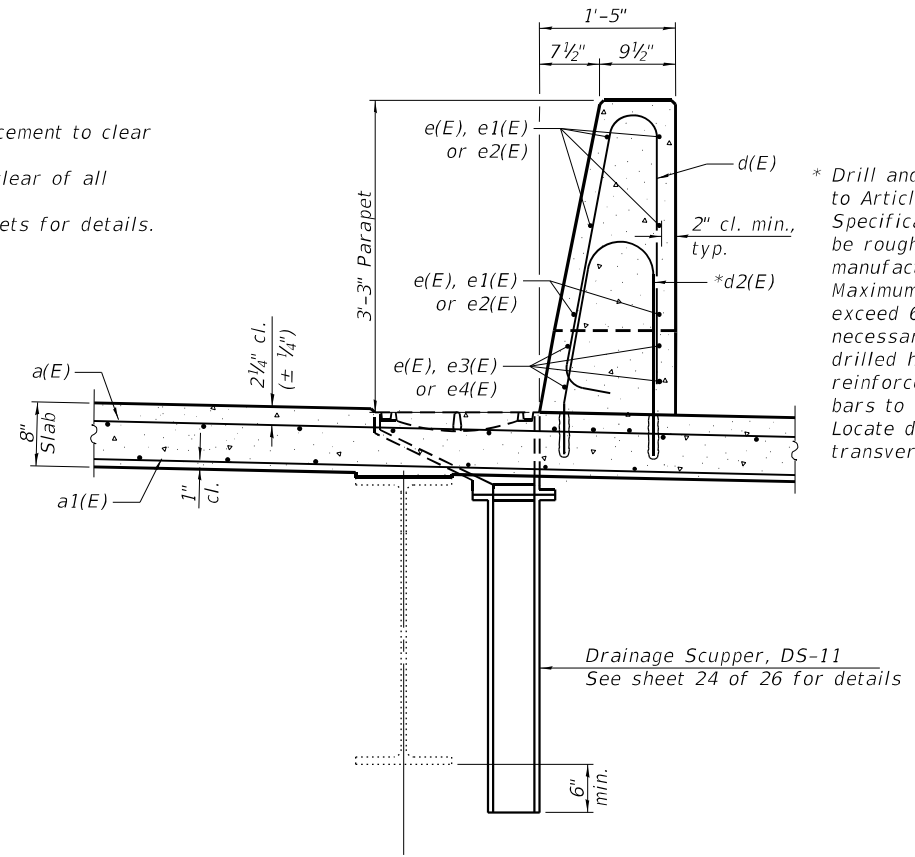


PARAPET 2

PARAPET JOINT DETAILS



SECTION THRU PARAPET 1



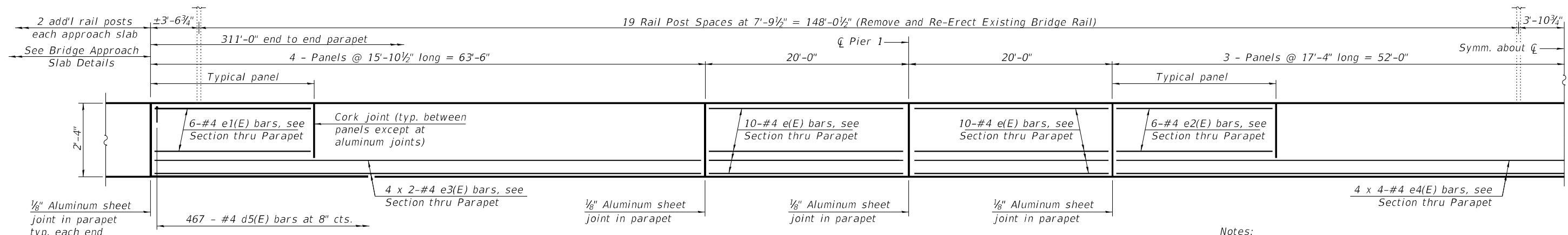
SECTION THRU PARAPET 2

Drainage Scupper, DS-11
 See sheet 24 of 26 for details

Drainage Scupper, DS-11
 See sheet 24 of 26 for details

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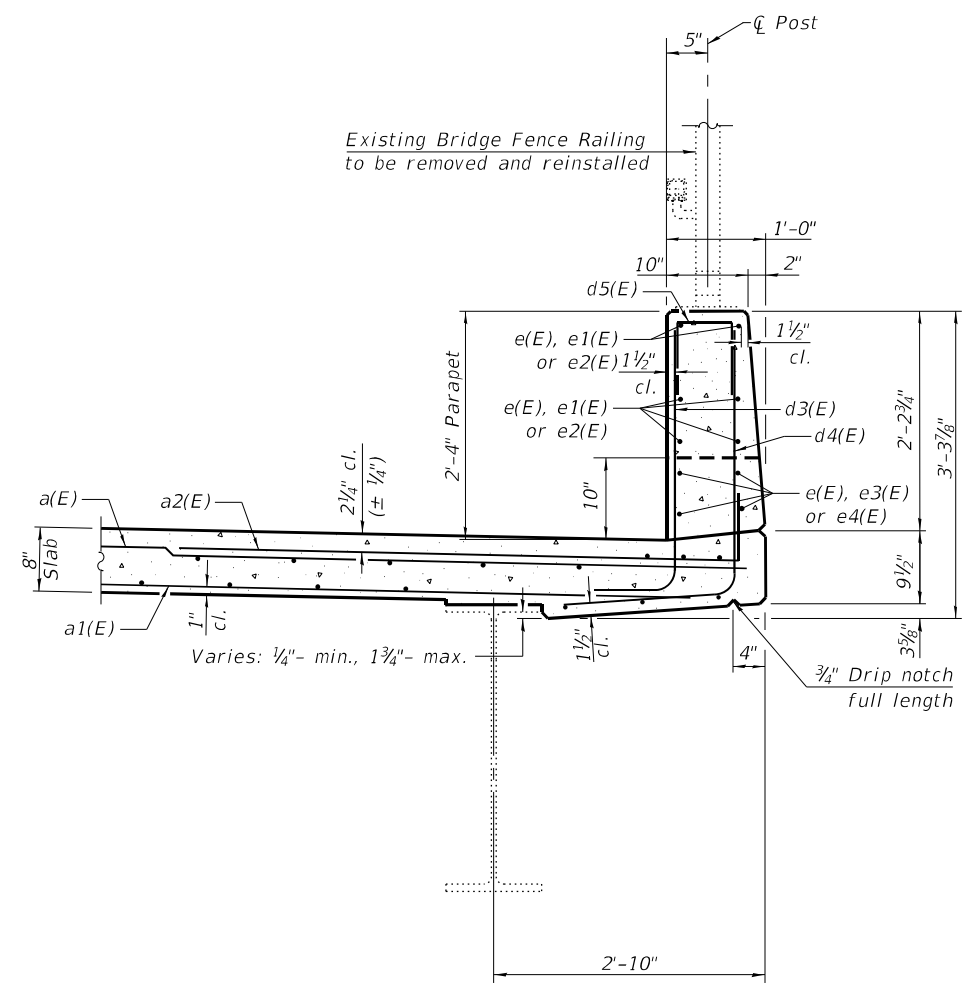
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	PLOT DATE = 9/23/2021	DATE - 9/23/2021	REVISED -			ILLINOIS FED. AID PROJECT					



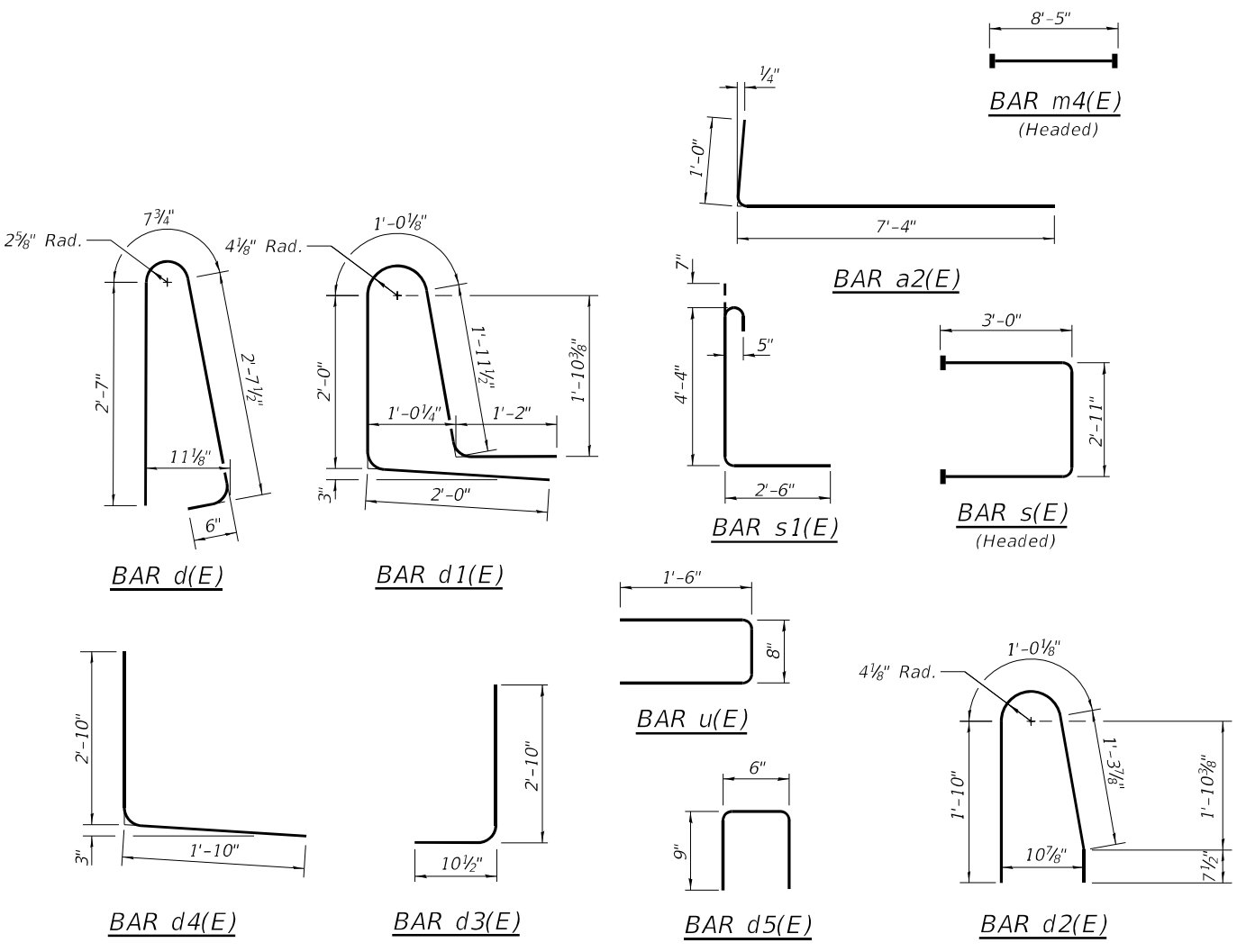
INSIDE ELEVATION OF PARAPET 3

Notes:
 See sheet 8 of 26 for Parapet Joint Details (similar).
 See sheet 14 of 26 for Existing Bridge Fence Railing Details.
 When re-installing existing Bridge Fence Railing, the Contractor shall drill and set 3/8" Ø anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications. As an alternate to drilled and set anchors, when allowed by the Engineer, the existing cast-in-place anchors and bolts may be re-used if in good condition. See Special Provision for Remove and Re-Erect Existing Bridge Rail.

MINIMUM BAR LAP
 #4 bar = 2'-5"



SECTION THRU PARAPET 3



SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	622	#5	40'-6"	—
a1(E)	467	#5	39'-10"	—
a2(E)	1244	#6	8'-4"	—
a3(E)	48	#5	1'-6"	—
b(E)	552	#5	29'-2"	—
b1(E)	494	#5	27'-2"	—
b2(E)	140	#6	40'-9"	—
d(E)	934	#5	6'-5"	—
d1(E)	467	#5	8'-2"	—
d2(E)	467	#5	4'-10"	—
d3(E)	467	#6	3'-9"	—
d4(E)	467	#4	4'-8"	—
d5(E)	467	#4	2'-0"	—
e(E)	120	#4	19'-8"	—
e1(E)	144	#4	15'-6"	—
e2(E)	108	#4	17'-0"	—
e3(E)	48	#4	32'-10"	—
e4(E)	48	#4	27'-9"	—
m(E)	10	#6	38'-6"	—
m1(E)	16	#6	8'-5"	—
m2(E)	16	#6	1'-6"	—
m3(E)	4	#4	38'-6"	—
m4(E)	16	#6	8'-5"	—
s(E)	80	#5	8'-11"	—
s1(E)	144	#5	7'-6"	—
u(E)	80	#4	3'-8"	—
Reinforcement Bars, Epoxy Coated			Lbs.	127,400
Concrete Superstructure			Cu. Yds.	478.8

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

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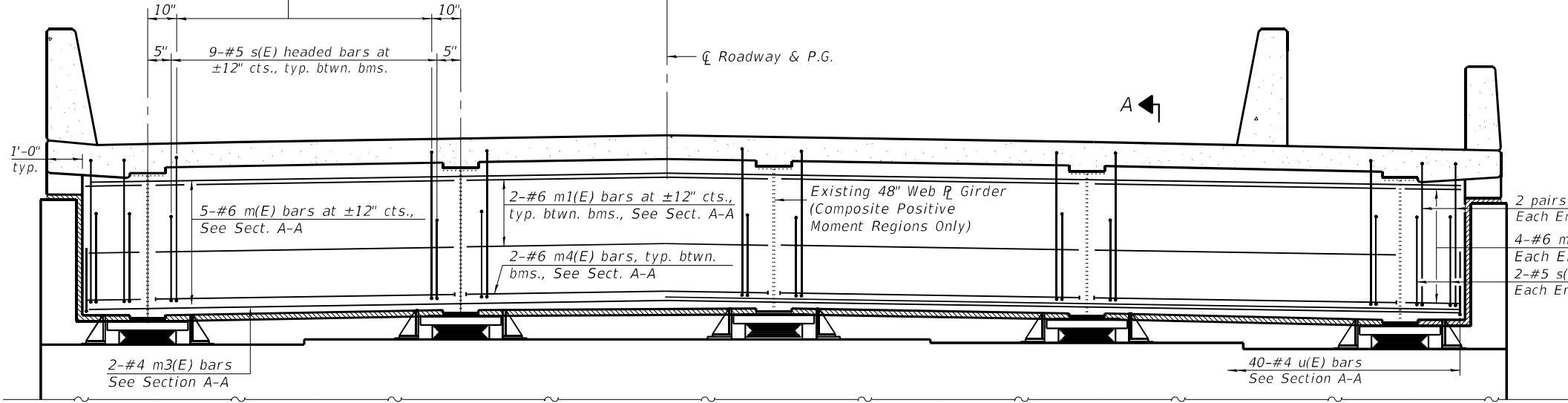
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 DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE PLANS III
 STRUCTURE NO. 089-0043**

SHEET 9 OF 26 SHEETS

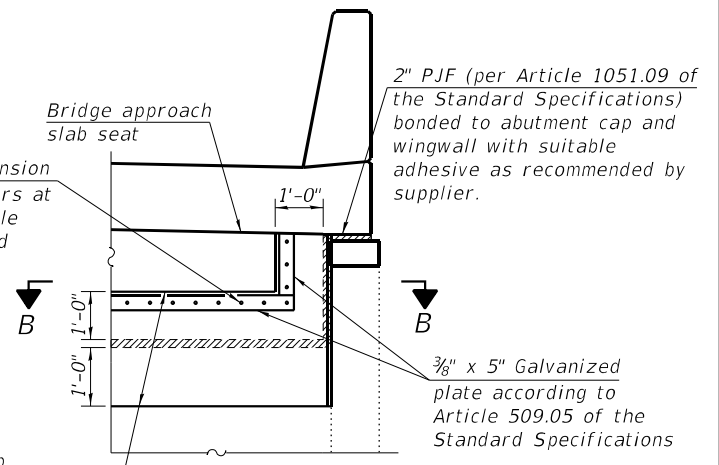
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	28
CONTRACT NO. 64N03			ILLINOIS FED. AID PROJECT	

8 pairs of #5 s1(E) bars at ±12" cts.,
typ. between beams



DIAPHRAGM AT ABUTMENT
North abutment shown; South abutment similar

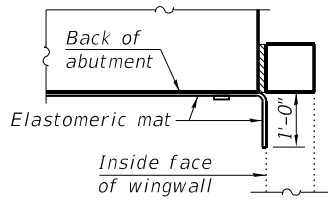
2 pairs of #5 s1(E) bars
Each End
4-#6 m2(E) bars at ±12" cts.,
Each End, See Section A-A
2-#5 s(E) bars
Each End



1/2" Ø Stainless steel expansion bolts with nuts and washers at 12" cts. according to Article 1006.29(d) of the Standard Specifications.

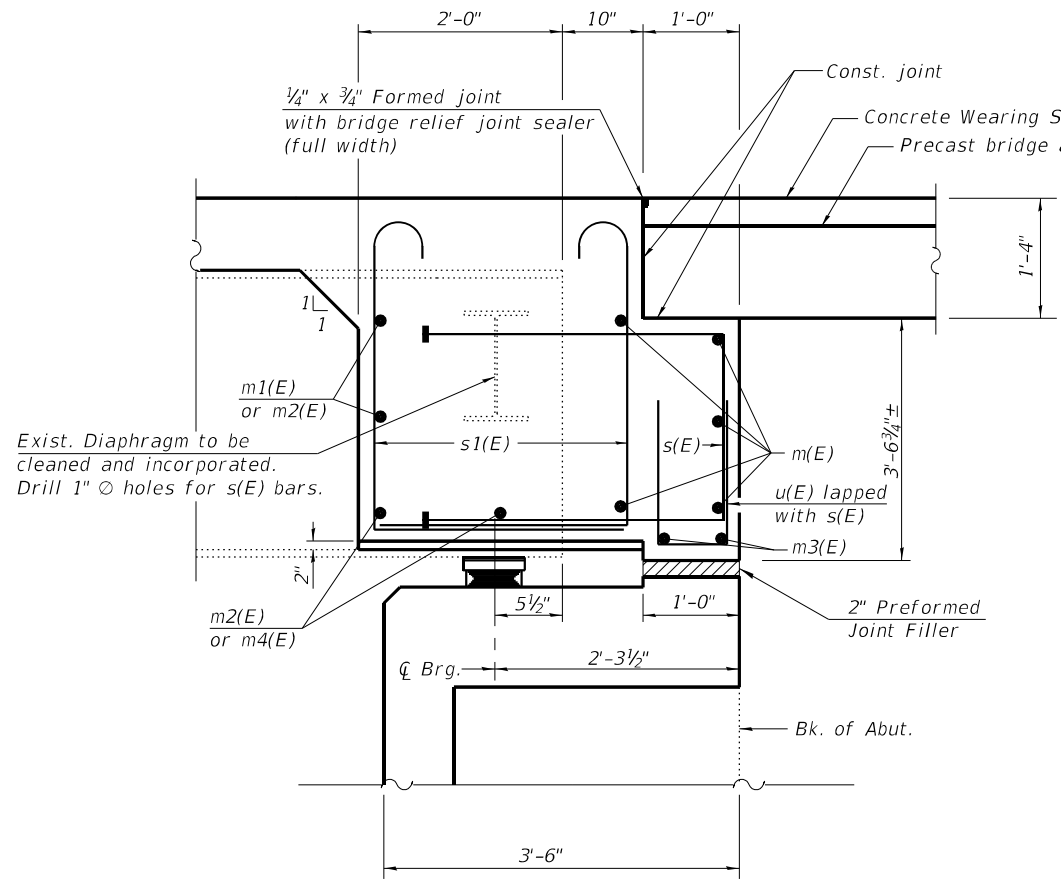
Limits of fabric reinforced elastomeric mat according to Section 1028 of the Standard Specifications and installed according to applicable requirements of Article 520.09 of the Standard Specifications.

ELEVATION
(Looking at back of abutment)

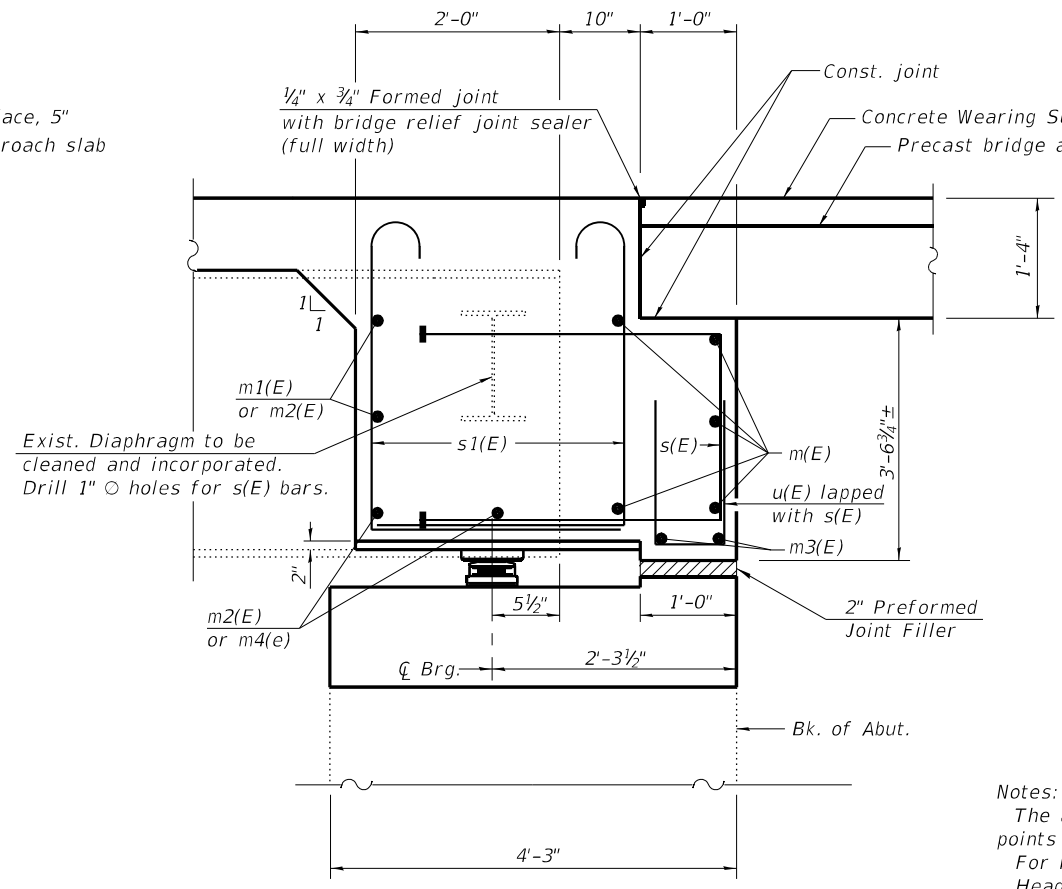


SECTION B-B

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NORTH ABUTMENT SECTION A-A



SOUTH ABUTMENT SECTION A-A

Notes:
The approach slab seat shall have a constant slope determined from the control points at C of Roadway and at inside edges of curbs.
For bearing details see sheets 18 & 19 of 26.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
Cost of 2" PJF included with Concrete Superstructure. Refer to Superstructure sheet 9 of 26 for bar details and Bill of Material.
Cost of fabric reinforced elastomeric mat, galvanized plates, stainless steel expansion bolts with nuts and washers and installation are included with the cost of Concrete Superstructure.



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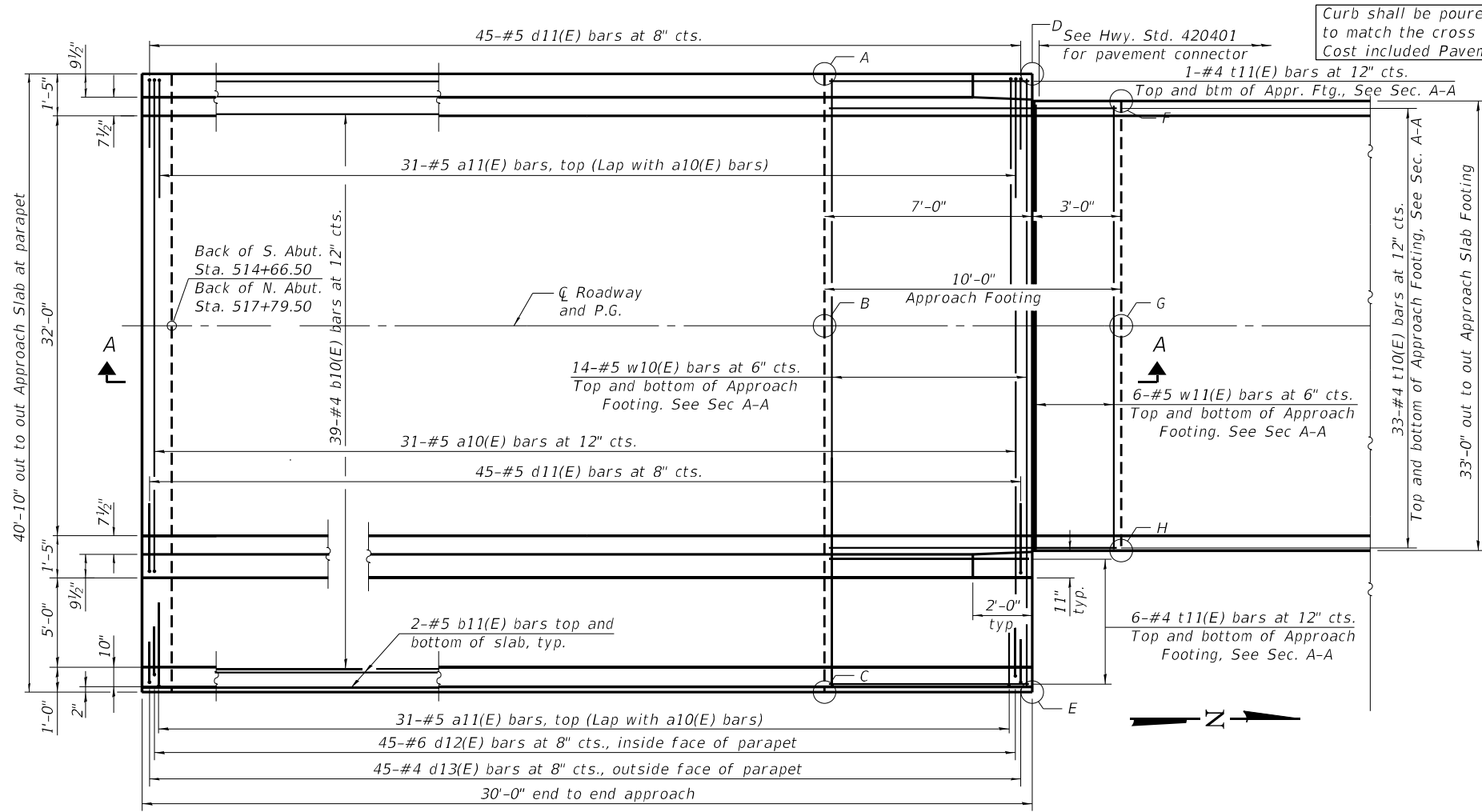
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS
STRUCTURE NO. 089-0043**

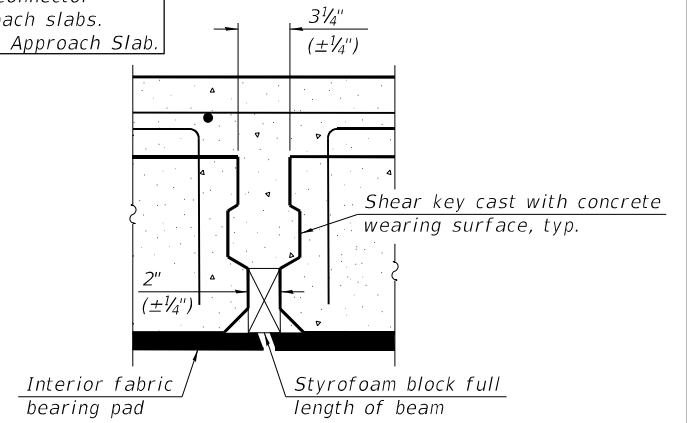
SHEET 10 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	29
CONTRACT NO. 64N03				

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PLAN
North Approach Slab Shown.
South Approach Slab Mirrored

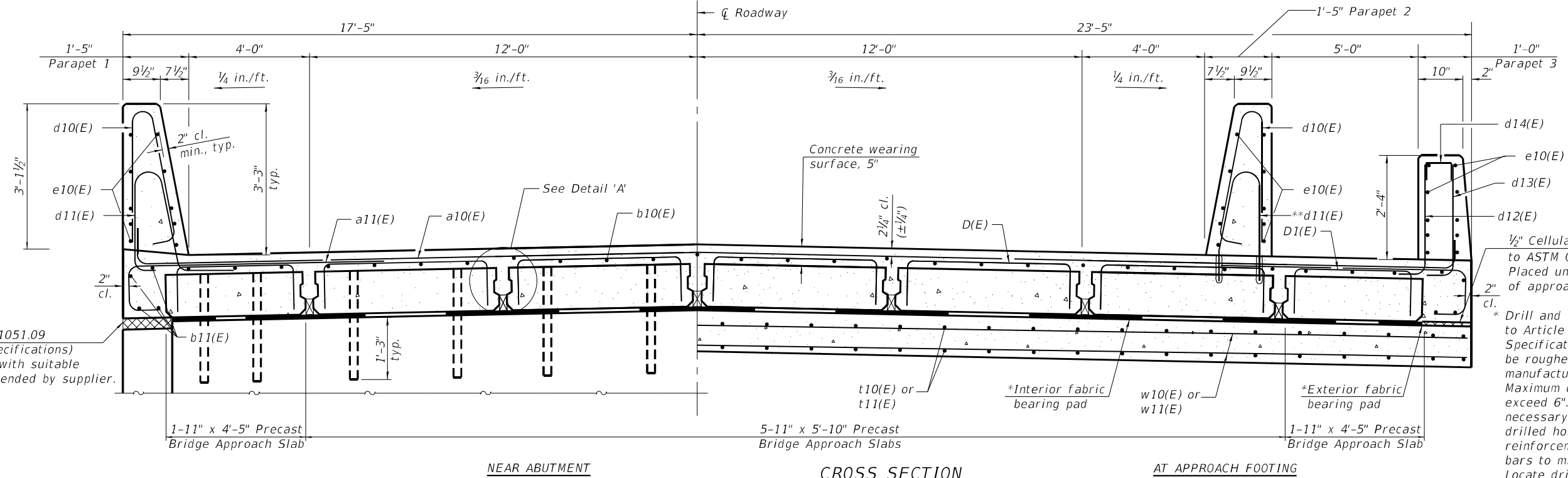


DETAIL 'A'

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	South Approach		North Approach	
	Top	Bottom	Top	Bottom
A	842.18	841.35	855.68	854.84
B	842.48	841.65	855.98	855.14
C	842.06	841.22	855.55	854.72
D	841.98	841.15	855.96	855.12
E	841.86	841.02	855.83	855.00
F	841.92	841.08	856.10	855.26
G	842.20	841.36	856.38	855.54
H	841.92	841.08	856.10	855.26

* Fabric bearing pads at the expansion end shall be recessed 1/4" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.



CROSS SECTION
(Looking North)

AT APPROACH FOOTING

(Sheet 1 of 3)

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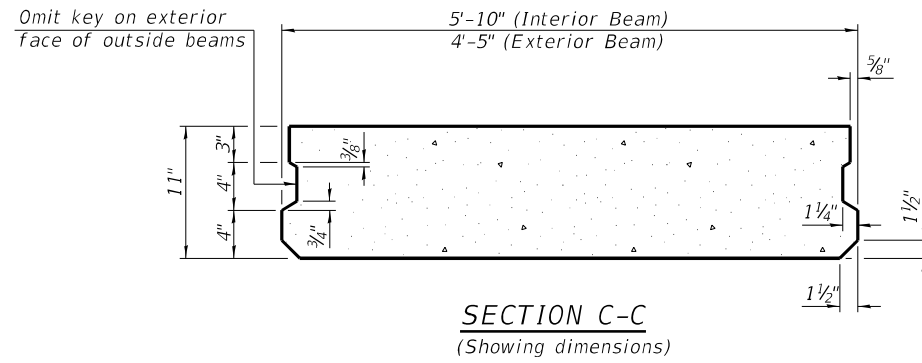
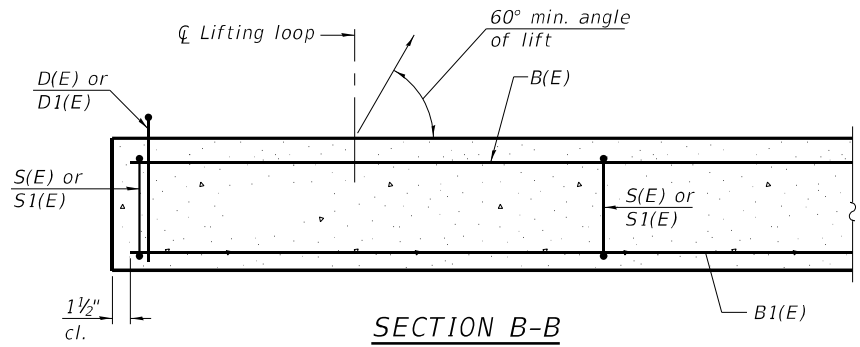
STATE OF ILLINOIS
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PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 089-0043

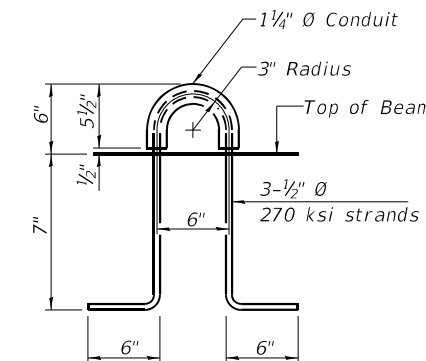
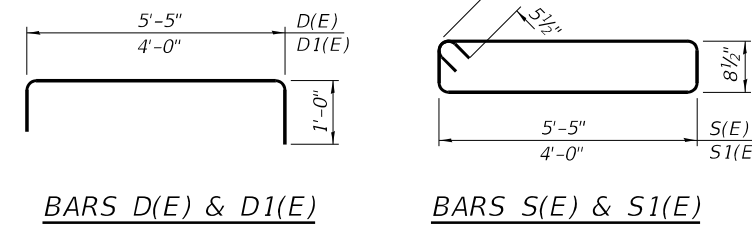
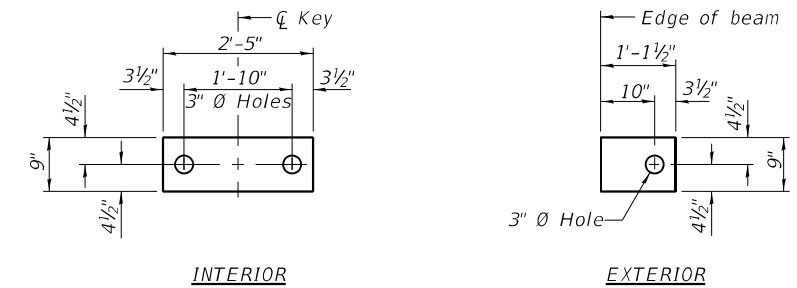
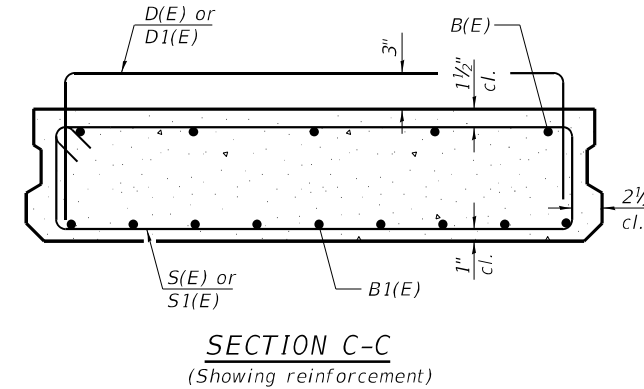
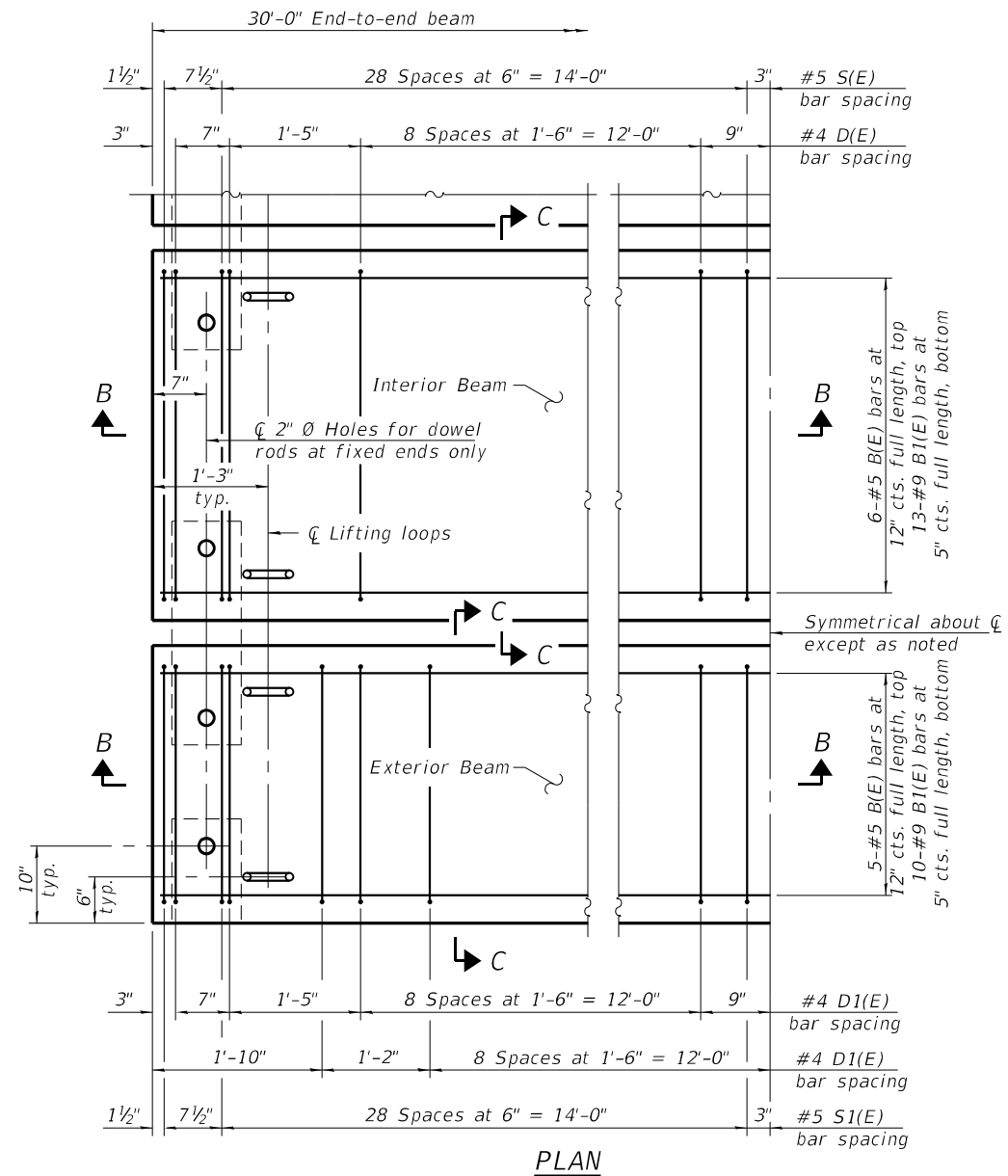
SHEET 11 OF 26 SHEETS

F.A.P. RTE. 316	SECTION 101-3B	COUNTY STEPHENSON	TOTAL SHEETS 52	SHEET NO. 30
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64N03	

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Notes:
 The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
 Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
 The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
 Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
 A minimum 2 1/2" Ø lifting pins shall be used to engage the lifting loops during handling.
 Compressive strength of precast concrete, f'c shall be 6,000 psi.
 Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.



BAR LIST
EACH INTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	13	#9	29'-8"	—
D(E)	22	#4	7'-5"	┌
S(E)	58	#5	13'-2"	▬

BAR LIST
EACH EXTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D1(E)	42	#4	6'-0"	┌
S1(E)	58	#5	10'-4"	▬

LIFTING LOOP DETAIL
 (An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)

(Sheet 2 of 3)



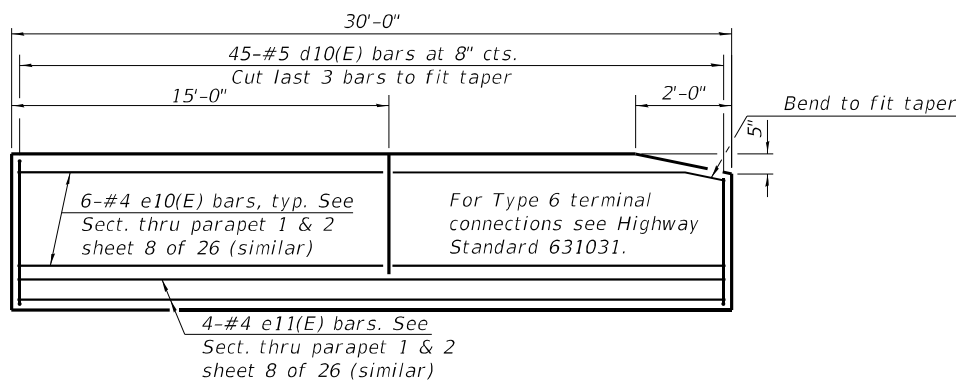
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	DATE - 9/23/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 089-0043

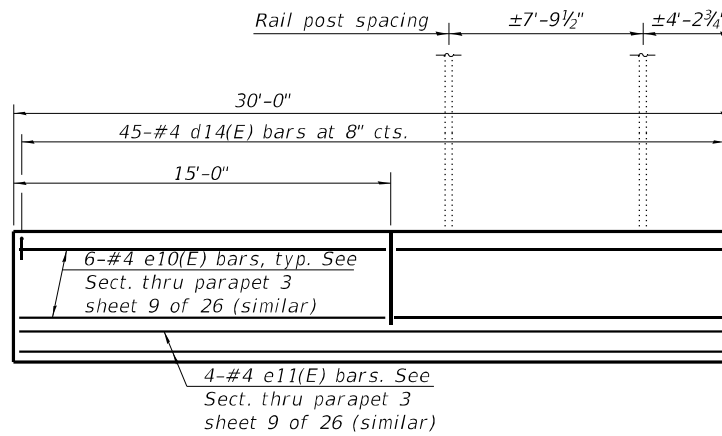
SHEET 12 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	31
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPETS 1 & 2

See sheet 8 of 26 for Parapet Joint Details.



INSIDE ELEVATION OF PARAPET 3

North parapet shown. South parapet similar but mirrored.
See sheet 8 of 26 for Parapet Joint Details (Similar)
See sheet 9 of 26 for additional rail post information.

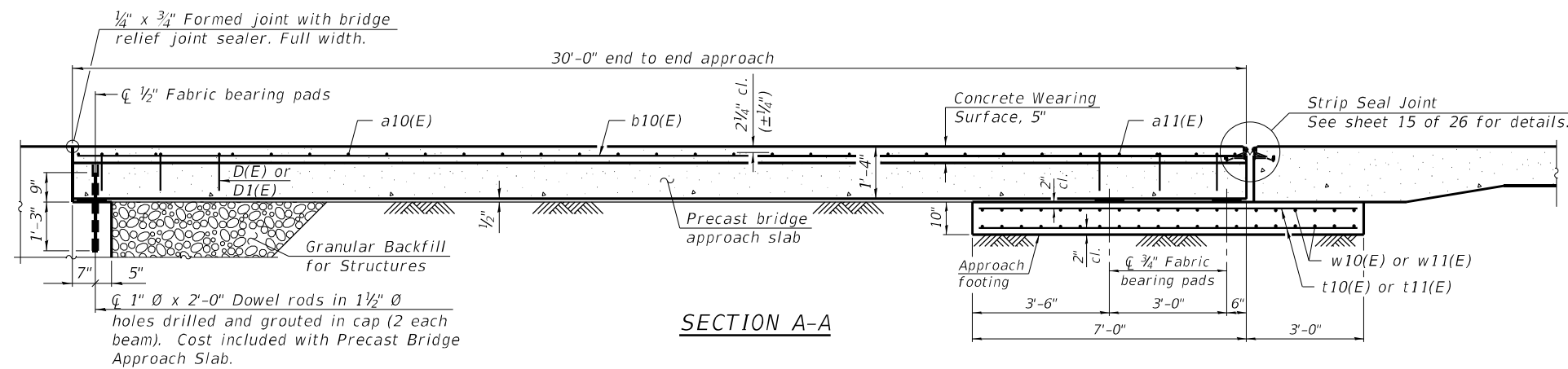
Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5". The strip seal shall extend 5" into parapet or curb. See Sheet 15 of 26 for details. Parapet concrete shall be paid for as Concrete Superstructure.

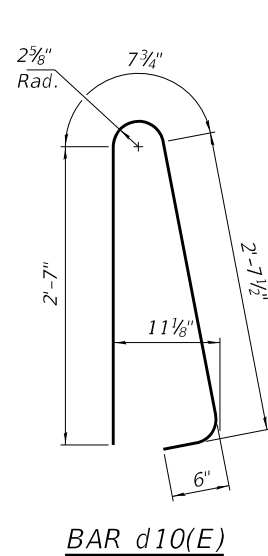
Approach footing concrete shall be paid for as Concrete Structures. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures. For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 26. Cost of cellular polystyrene is included with Concrete Superstructure.



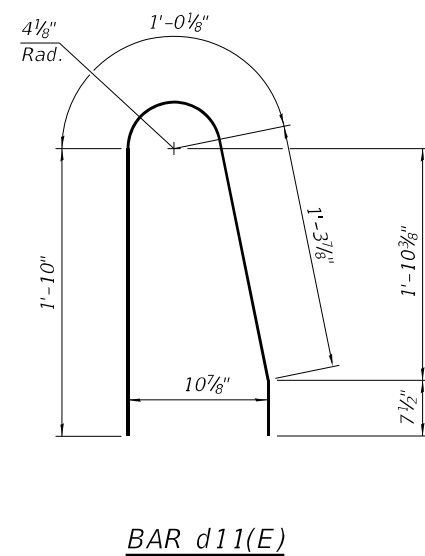
SECTION A-A

**TWO APPROACHES
BILL OF MATERIAL**

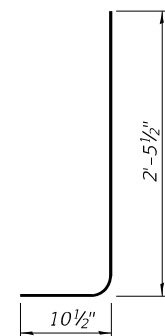
Bar	No.	Size	Length	Shape
a10(E)	62	#5	42'-2"	[U-shaped]
a11(E)	124	#5	8'-2"	[L-shaped]
b10(E)	78	#4	29'-8"	[Horizontal]
b11(E)	16	#5	29'-8"	[Horizontal]
d10(E)	180	#5	6'-5"	[Vertical]
d11(E)	180	#5	4'-10"	[Vertical]
d12(E)	90	#6	3'-4"	[Vertical]
d13(E)	90	#4	3'-4"	[Vertical]
d14(E)	90	#4	2'-0"	[Vertical]
e10(E)	72	#4	14'-8"	[Horizontal]
e11(E)	24	#4	29'-8"	[Horizontal]
t10(E)	132	#4	9'-8"	[Horizontal]
t11(E)	28	#4	6'-8"	[Horizontal]
w10(E)	56	#5	40'-6"	[Horizontal]
w11(E)	24	#5	32'-8"	[Horizontal]
Concrete Structures			Cu. Yd.	23.7
Concrete Superstructure			Cu. Yd.	20.5
Reinforcement Bars, Epoxy Coated			Pound	14,050
Concrete Wearing Surface, 5"			Sq. Yd.	273
Precast Bridge Approach Slab			Sq. Ft.	2,280



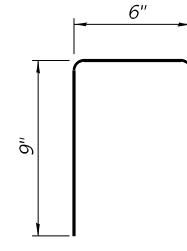
BAR d10(E)



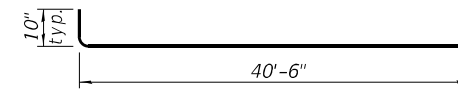
BAR d11(E)



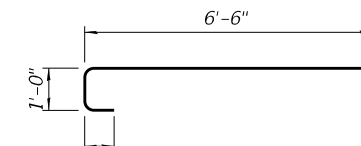
BAR d12(E) & d13(E)



BAR d14(E)



BAR a10(E)



BAR a11(E)

(Sheet 3 of 3)

MODEL: Default
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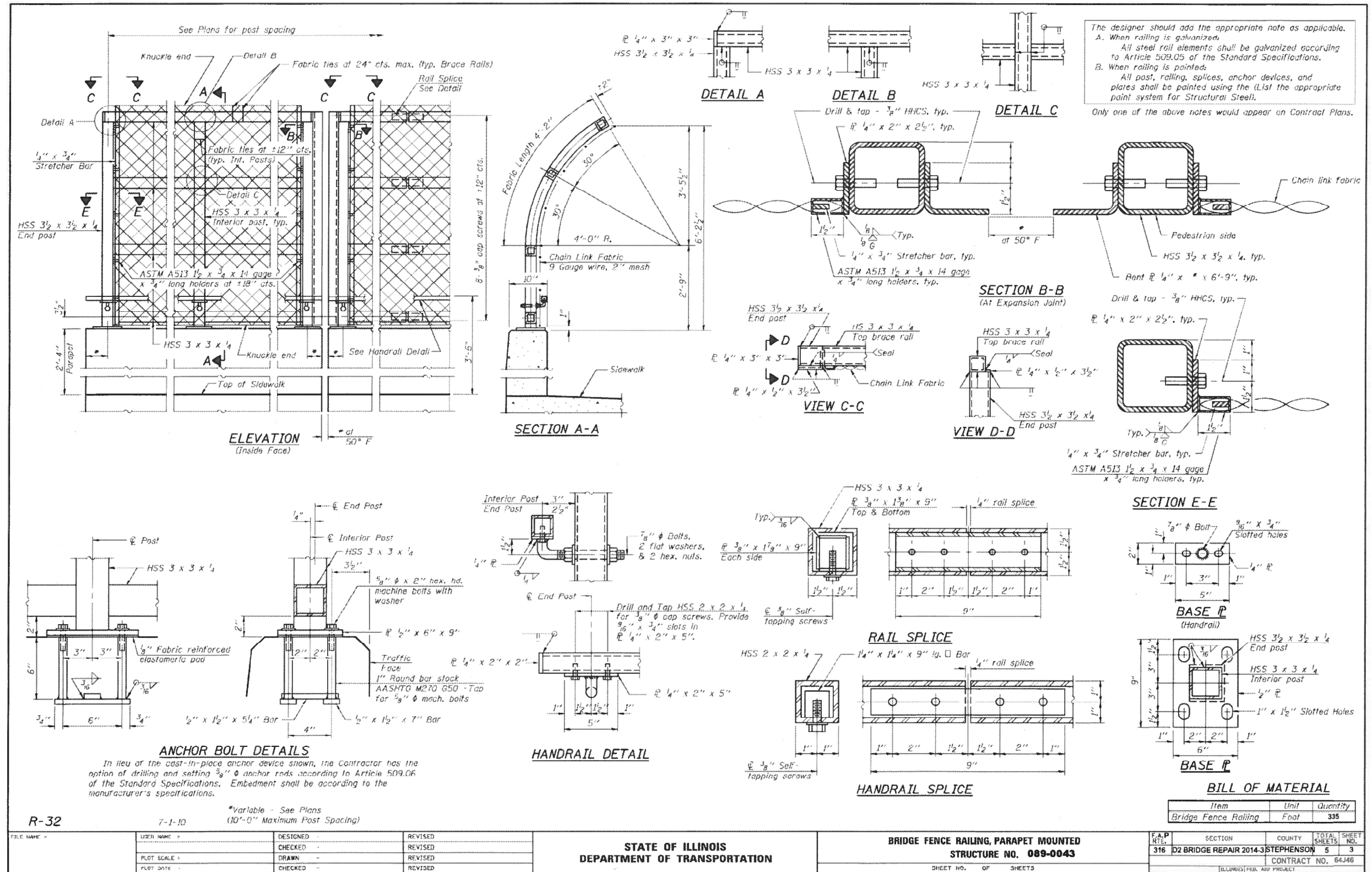
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 089-0043**

SHEET 13 OF 26 SHEETS

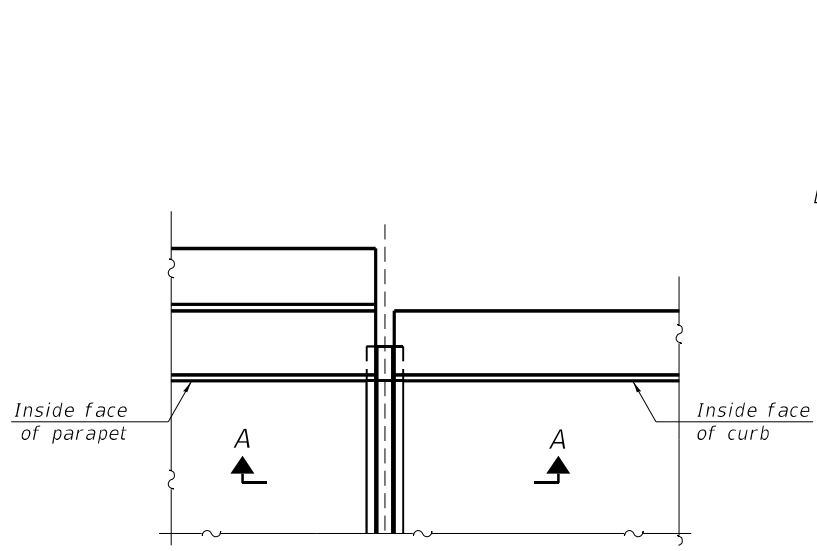
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	32
			CONTRACT NO. 64N03	
			ILLINOIS FED. AID PROJECT	

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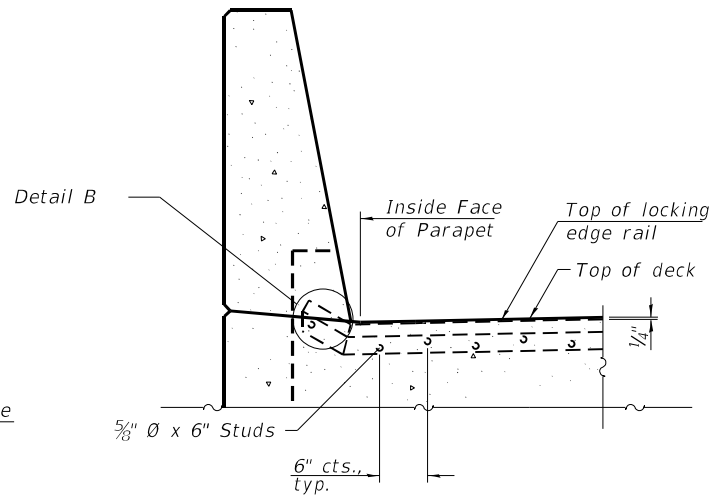


FOR INFORMATION ONLY

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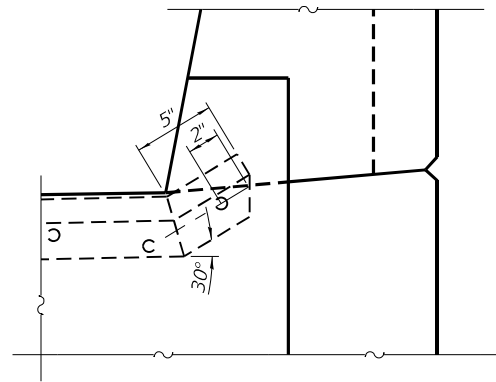


PLAN AT END OF APPROACH SLAB



SECTION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL B

Curb shall be poured monolithically with pavement connector to match the cross section at ends of bridge approach slabs. Cost included Pavement Connector (PCC) For Bridge Approach Slab.

Notes:

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

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

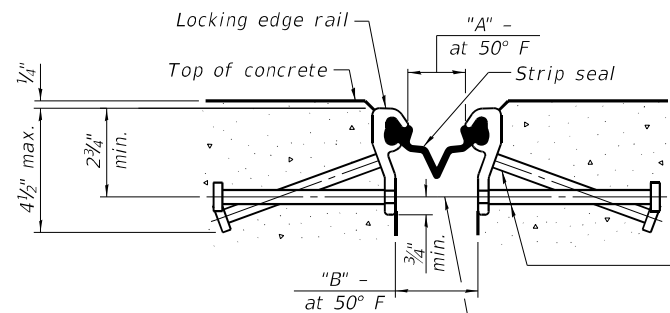
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



SHOWING ROLLED RAIL JOINT

JOINT DIMENSIONS

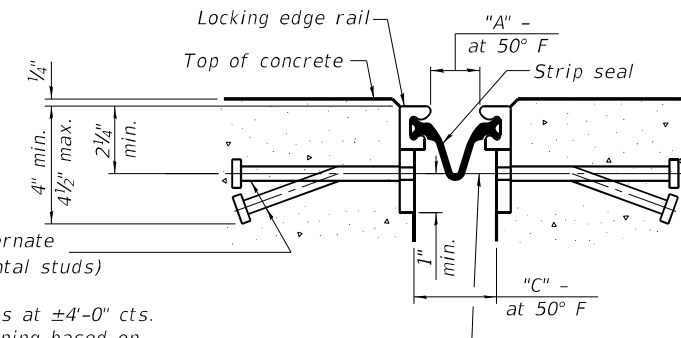
	A	B	C
S. Approach	2 1/4"	3 1/8"	3 3/4"
N. Approach	1 1/2"	2 3/8"	3"

* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

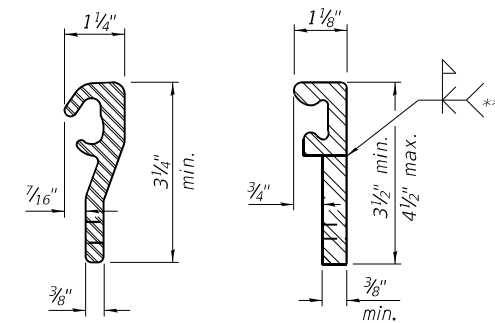
3/8" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

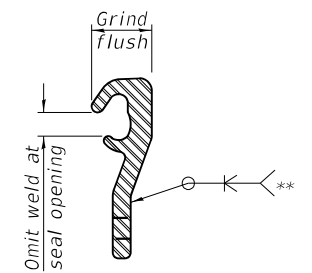


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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

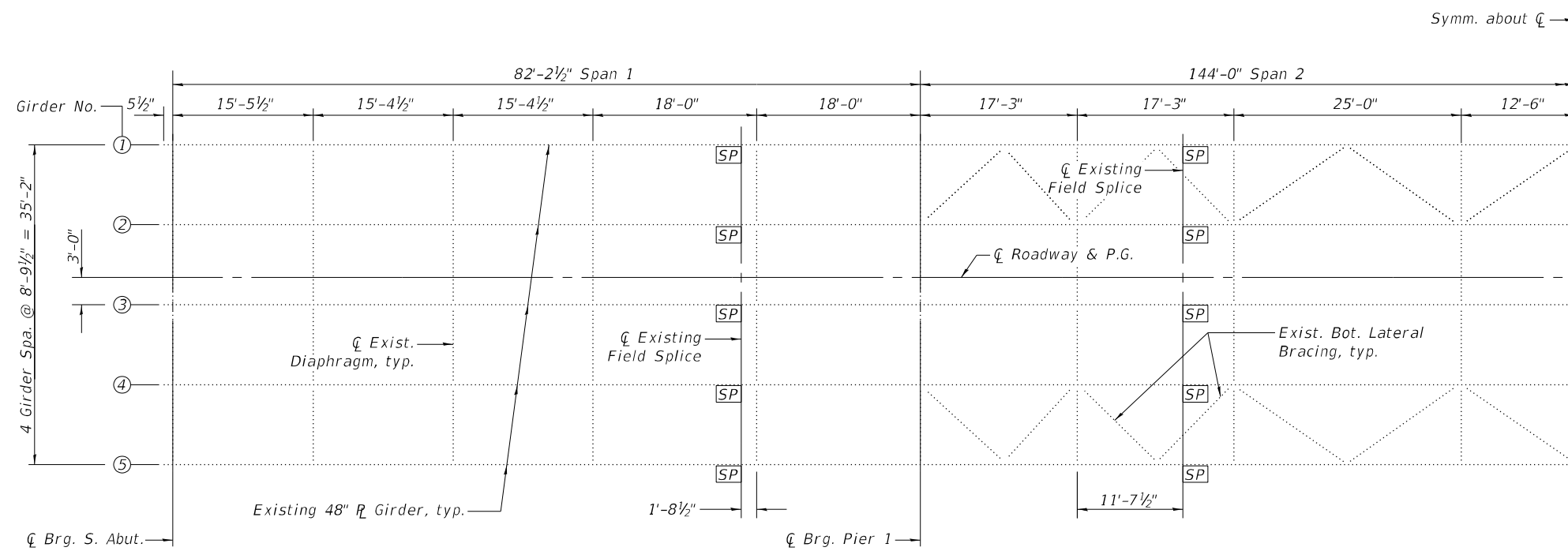


LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

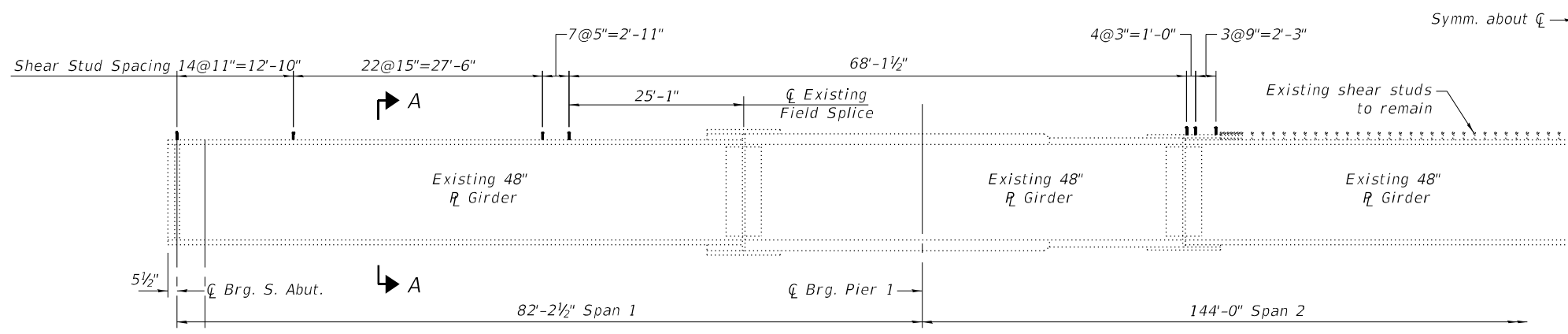
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	66

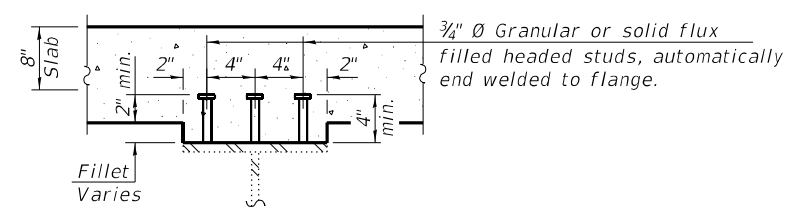


[SP] - Denotes testing locations for Structural Steel Repair and potential Bolt Replacement (symm. about \bar{C})

FRAMING PLAN



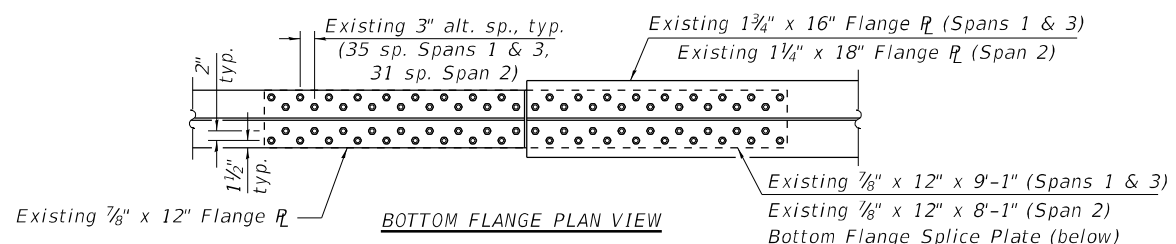
GIRDER ELEVATION



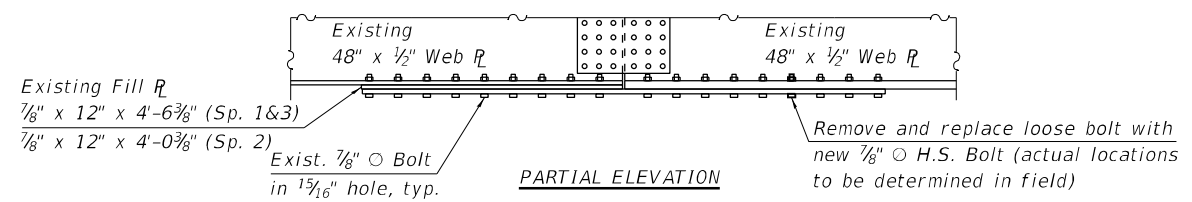
SECTION A-A

BOLT REPLACEMENT SEQUENCE

1. Refer to special provision for Structural Steel Repair.
2. After deck removal is completed, using a wrench and a testing method approved by the Engineer, identify all loose bolts in bottom flange splice plates, all of which shall be replaced, subject to approval by the Engineer. Mark clearly in the field prior to removal, and record bolt replacement locations for inclusion in the record drawings.
3. Remove and replace bolts one at a time, completing installation of each new bolt prior to removing the next one. Proceed from the center of the field splice in an outward direction toward the ends of the plate.
4. After removing each bolt, clean the area immediately surrounding the bolt of any loose rust, dirt or debris.
5. Install new bolts in accordance with Article 505.04(f).



BOTTOM FLANGE PLAN VIEW



FIELD SPLICE BOLT REPLACEMENT DETAILS

BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	1,560
Structural Steel Repair	L Sum	1
Bolt Replacement	Each	30

* Nominal quantity provided for bidding purposes. Actual quantity of bolt replacements to be determined in the field during construction. Approximately 6 bolts have been identified as loose at this time.

MODEL: Default
FILE NAME: \\corp.baxwood.com\Projects\Crystal_Lake\ILDOT\180044-Var Ph III D2\40-Design\WO 5-Cedar Creek Bridge\Structural\CAD\089004-3-64\N03-016-FRAMING.dgn

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INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or Pier 2	0.5 Sp. 2
I_s	(in ⁴)	17,150	39,273	21,584
$I_c(n)$	(in ⁴)	43,434	-	65,281
$I_c(3n)$	(in ⁴)	33,059	-	46,703
S_s	(in ³)	690	1,525	1,123
$S_c(n)$	(in ³)	973	-	1,575
$S_c(3n)$	(in ³)	895	-	1,457
Z	(in ³)	-	1,681	-
ρ	(k/ft)	1.08	1.38	1.10
M_ρ	(k)	163	-1788	1063
S_ρ	(k/ft)	0.29	-	0.29
$M_s\rho$	(k)	75	-408	354
M_ζ	(k)	777	-981	1309
M_I	(k)	187	-209	243
$^{5/3}[M_\zeta + i]$	(k)	1,607	-1983	2,587
Ma	(k)	2,398	-5,433	5,205
* M_u	(k)	-	-	-
$f_s \rho_{non-comp}$	(ksi)	2.8	-14.1	11.4
$f_s \rho_{comp}$	(ksi)	1.0	-3.2	2.9
$f_s^{5/3}[M_\zeta + M_I]$	(ksi)	19.8	-15.6	19.7
$f_s(Overload)$	(ksi)	23.7	-32.9	34.0
** $f_s(Total)$	(ksi)	30.8	-42.8	44.2
** VR	(k)	75.7	71.2	61.2

INTERIOR GIRDER REACTION TABLE			
		S. Abut. or N. Abut.	Pier 1 or Pier 2
*** R_ρ	(k)	29.9	183.7
R_ζ	(k)	53.8	89.1
R_I	(k)	13.0	19.0
R_{Total}	(k)	96.7	291.8

* Compact section
 ** Braced non-compact and partially braced section
 *** Includes diaphragm and approach slab dead loads at abutments

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing $f_s(Total \text{ and } Overload)$ due to non-composite dead loads (in.⁴ and in.³).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing $f_s(Total \text{ and } Overload)$ due to short-term composite live loads (in.⁴ and in.³).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing $f_s(Total \text{ and } Overload)$ due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
 Z : Plastic Section Modulus of the steel section in non-composite areas (in.³).
 ρ : Un-factored non-composite dead load (kips/ft.).
 M_ρ : Un-factored moment due to non-composite dead load (kip-ft.).
 S_ρ : Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\rho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_ζ : Un-factored live load moment (kip-ft.).
 M_I : Un-factored moment due to impact (kip-ft.).
 Ma : Factored design moment (kip-ft.).
 $1.3 [M_\rho + M_s\rho + \frac{5}{3} (M_\zeta + M_I)]$
 M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
 $f_s(Overload)$: Sum of stresses as computed from the moments below (ksi).
 $M_\rho + M_s\rho + \frac{5}{3} (M_\zeta + M_I)$
 $f_s(Total)$: Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M_\rho + M_s\rho + \frac{5}{3} (M_\zeta + M_I)]$
 VR : Maximum ζ + impact shear range within the composite portion of the span for stud shear connector design (kips).

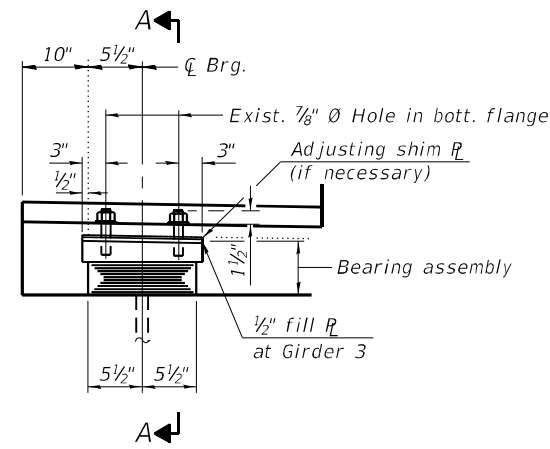


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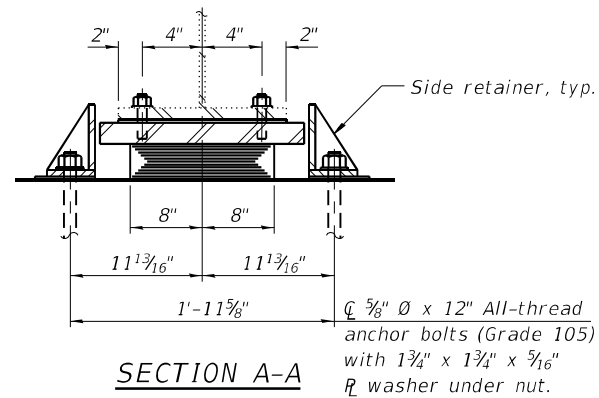
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MOMENT & REACTION TABLES
 STRUCTURE NO. 089-0043

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	36
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT				

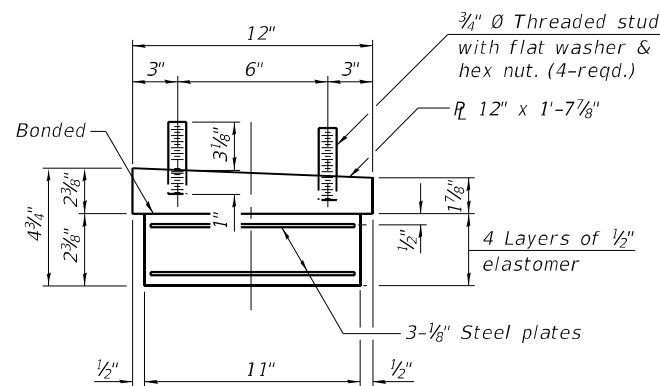


ELEVATION AT N. ABUT.



SECTION A-A

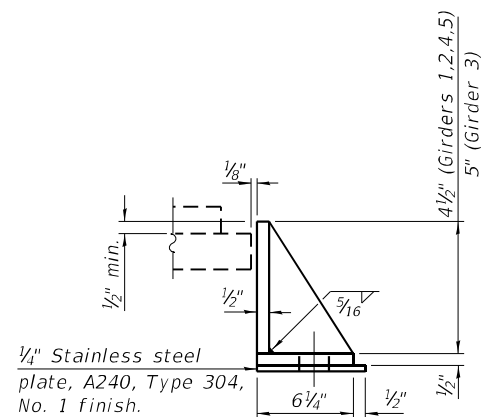
TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under bearing assembly.

Notes:
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Side retainers, stainless steel plates and shims shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
Remove existing anchor bolts minimum 2 in. below proposed concrete surface. Cost is included with Jacking and Cribbing.
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
Exposed steel surfaces of elastomeric bearings shall be hot-dip galvanized according to AASHTO M111.



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

*JACKING LOAD

R @ (k)	N. Abut.
	3.5

* Service girder self-weight reaction is for single girder shown with the deck removed. The Contractor shall design and place jacking & cribbing system for the stated beam reaction and as required in the Special Provisions.

Notes:
Jacking of existing girders, abutment modifications, and replacement of bearings shall be done after the existing deck has been removed and prior to placing the new deck.
The Contractor shall submit, for approval by the Engineer, plans for jacking existing beams and removing the existing bearings prior to commencing any related work. See Special Provision.
Min. Jack Capacity = 6 k per beam.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	5
Anchor Bolts, 5/8"	Each	10
Jacking and Cribbing	Each	5
Removal of Existing Bearings	Each	5

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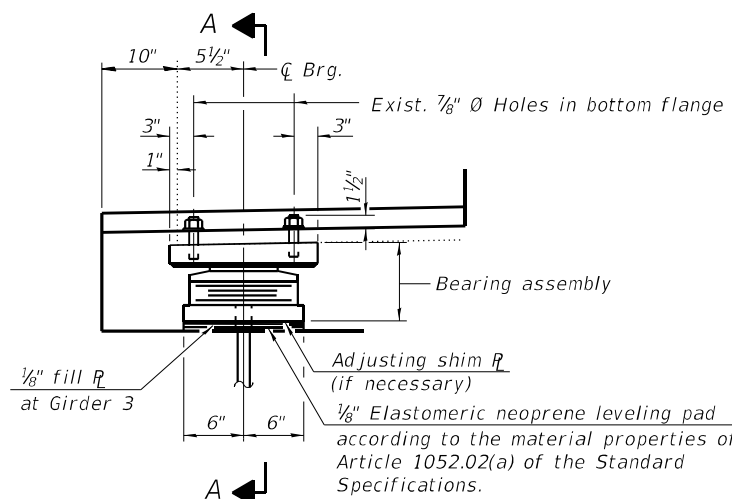
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

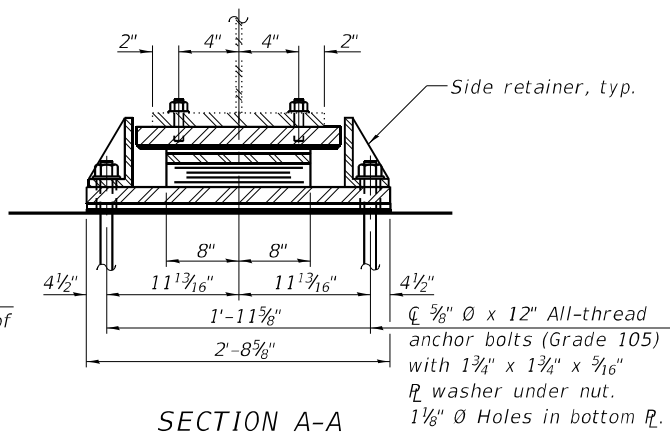
BEARING DETAILS - NORTH ABUTMENT
STRUCTURE NO. 089-0043

SHEET 18 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	37
				CONTRACT NO. 64N03
ILLINOIS FED. AID PROJECT				



ELEVATION AT S. ABUT.



SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.

Notes:

Prior to ordering any material, the Contactor shall verify in the field all bearing height and shim thickness dimensions.

Side retainers, leveling pad and shims required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

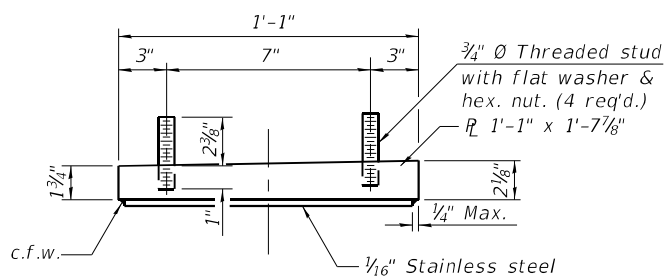
Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

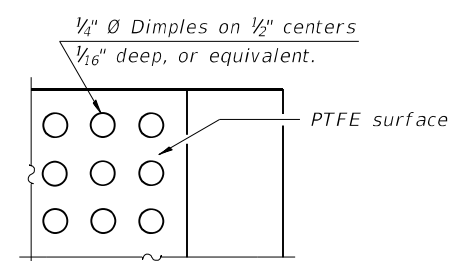
Remove existing anchor bolts minimum 2 in. below proposed concrete surface. Cost is included with Jacking and Cribbing.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

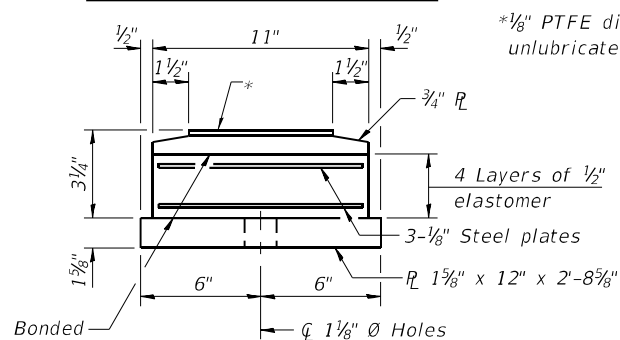
Exposed steel surfaces of elastomeric bearings shall be hot-dip galvanized according to AASHTO M111.



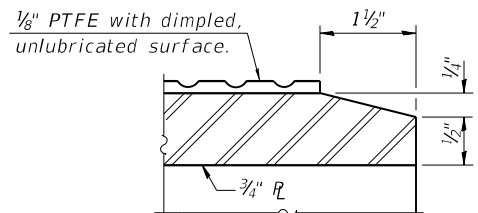
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

*JACKING LOAD

	N. Abut.
R @ (k)	3.5

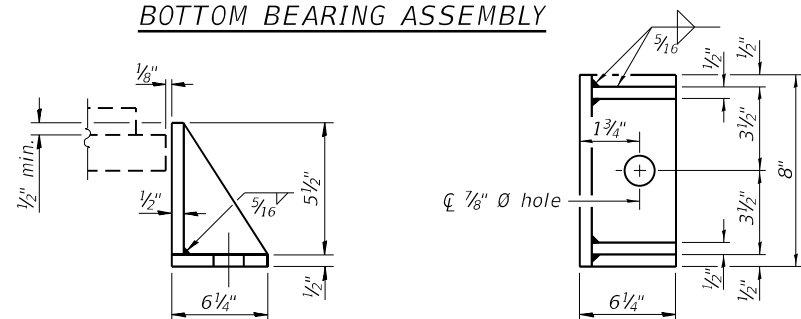
* Service girder self-weight reaction is for single girder shown with the deck removed. The Contractor shall design and place jacking & cribbing system for the stated beam reaction and as required in the Special Provisions.

Notes:

Jacking of existing girders, abutment modifications, and replacement of bearings shall be done after the existing deck has been removed and prior to placing the new deck.

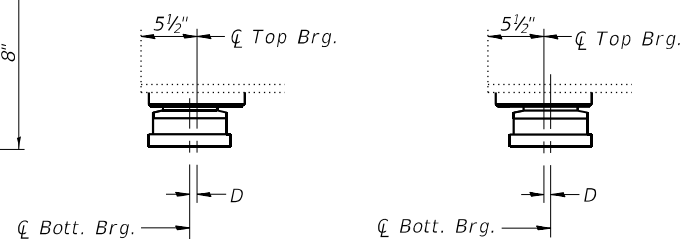
The Contractor shall submit, for approval by the Engineer, plans for jacking existing beams and removing the existing bearings prior to commencing any related work. See Special Provision.

Min. Jack Capacity = 6 k per beam.



SIDE RETAINER

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



BELOW 50°F.

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

ABOVE 50°F.

EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	5
Anchor Bolts, 5/8"	Each	10
Jacking and Cribbing	Each	5
Removal of Existing Bearings	Each	5

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BAXTER & WOODMAN
Consulting Engineers

USER NAME = 611blb	DESIGNED - AS	REVISED -
PLOT SCALE = N/A	DRAWN - AS	REVISED -
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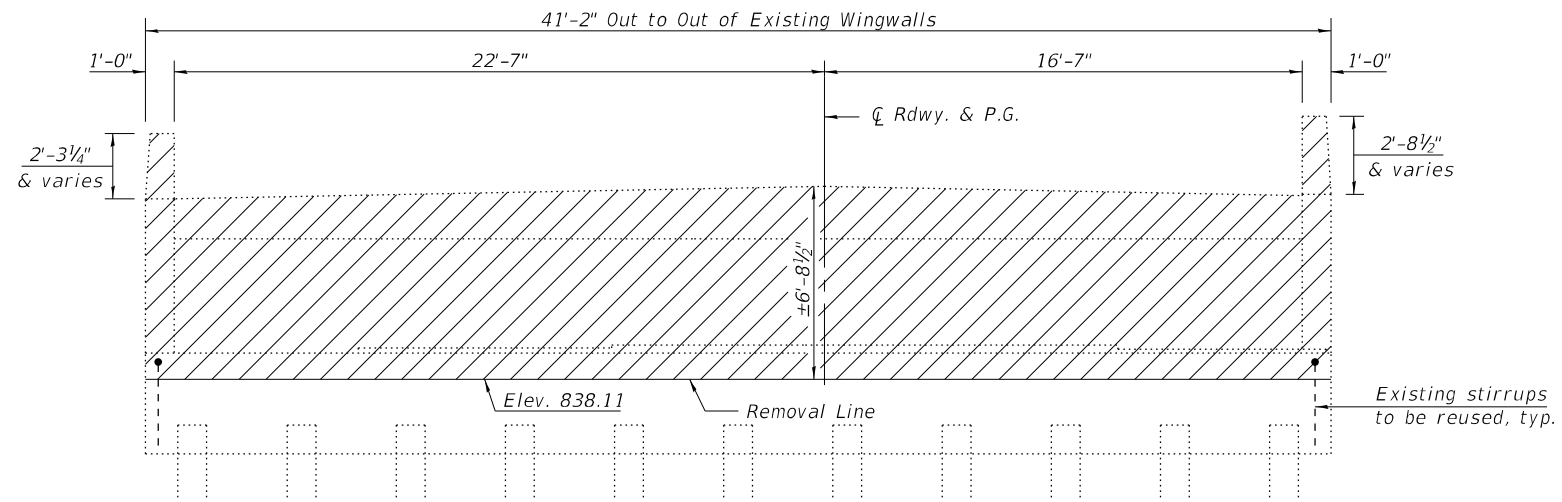
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS - SOUTH ABUTMENT
STRUCTURE NO. 089-0043

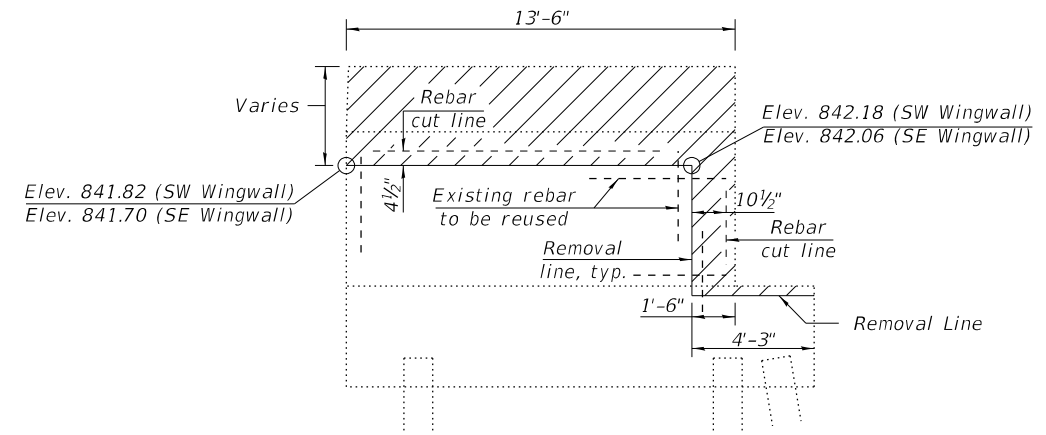
SHEET 19 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	38
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64N03	

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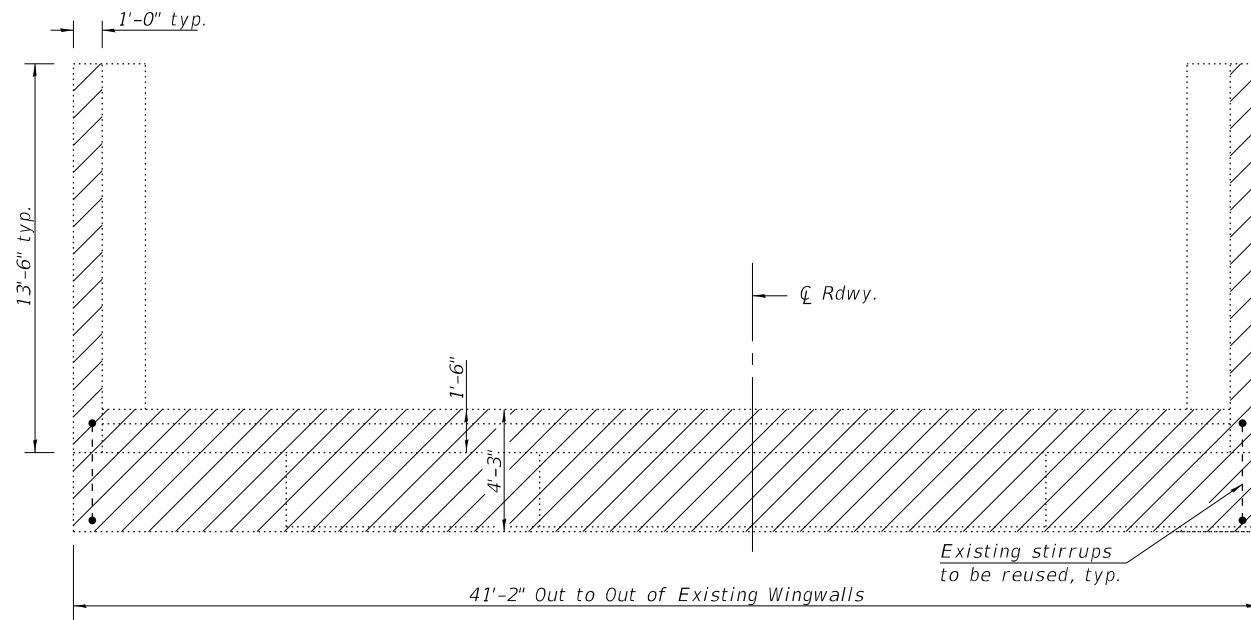


SOUTH ABUTMENT ELEVATION



SOUTH WINGWALL ELEVATION

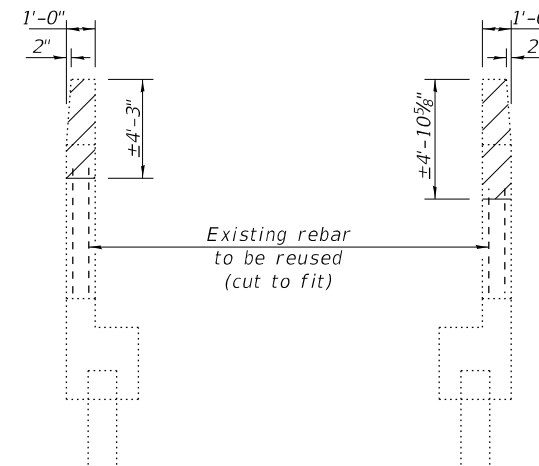
Southeast wingwall shown,
Southwest wingwall similar



SOUTH ABUTMENT PLAN

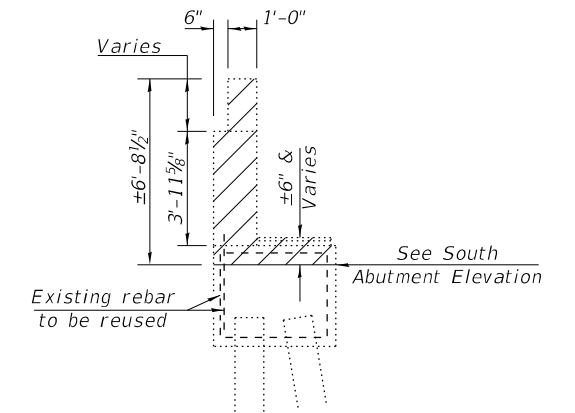
LEGEND

Concrete Removal



SECTION THRU SOUTHEAST WINGWALL

SECTION THRU SOUTHWEST WINGWALL



SECTION THRU SOUTH ABUTMENT



NOTES

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Concrete at the abutment seats shall be removed to the limits shown and then tested for soundness by the Engineer. Any additional unsound concrete or corroded reinforcement shall be marked for additional removal as approved by the Engineer. Concrete in additional removal areas may be poured monolithically with the seat and back wall.

Contractor shall jack and crib the existing girders for the work of removing, replacing, curing etc. of bearing seat concrete, as shown on this and the following sheet. See Sheet 19 of 26 for additional notes.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	19.1



USER NAME = mornig	DESIGNED - BAB	REVISED -
PLOT SCALE = N/A	DRAWN - BAB	REVISED -
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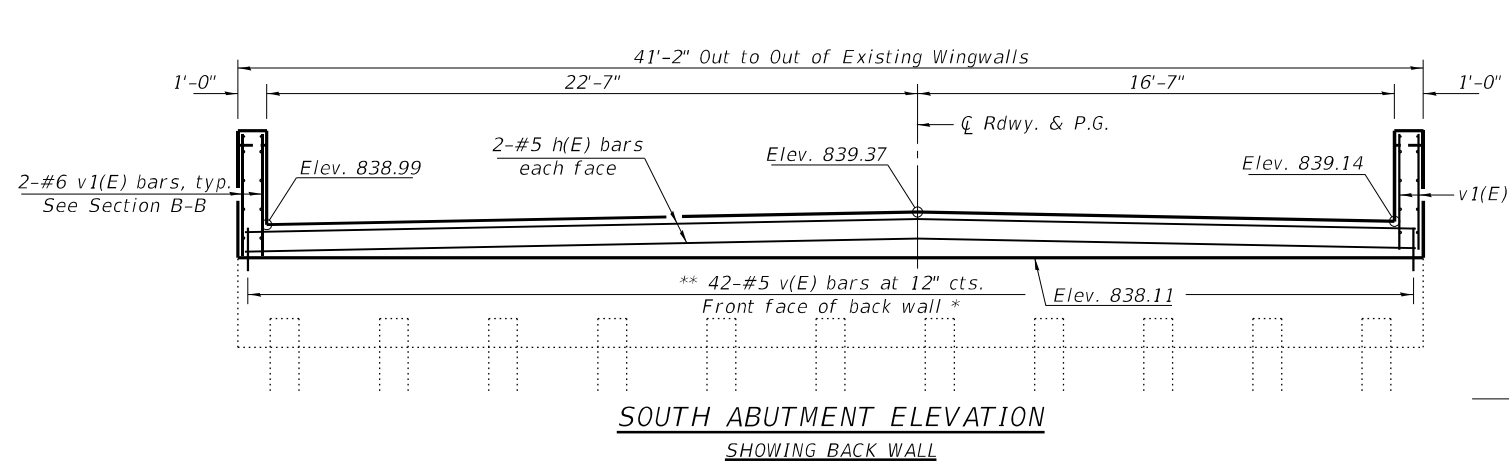
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOUTH ABUTMENT REMOVAL DETAILS
STRUCTURE NO. 089-0043**

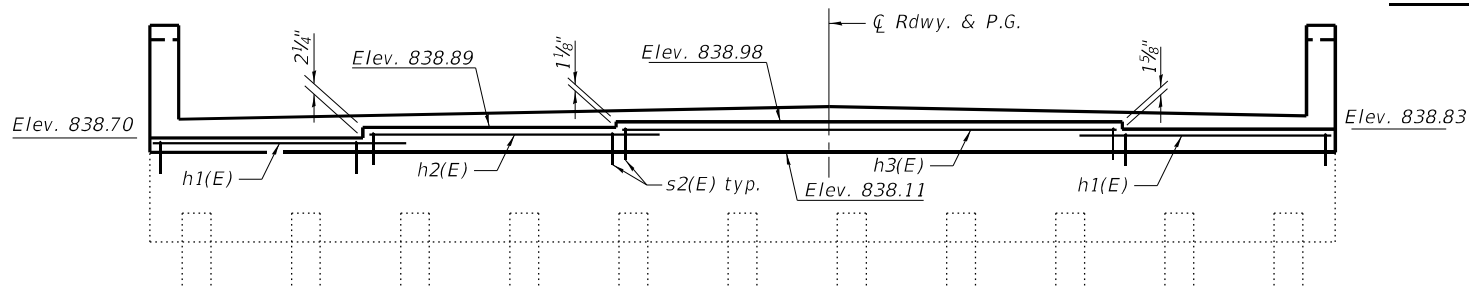
SHEET 20 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	39
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64N03	

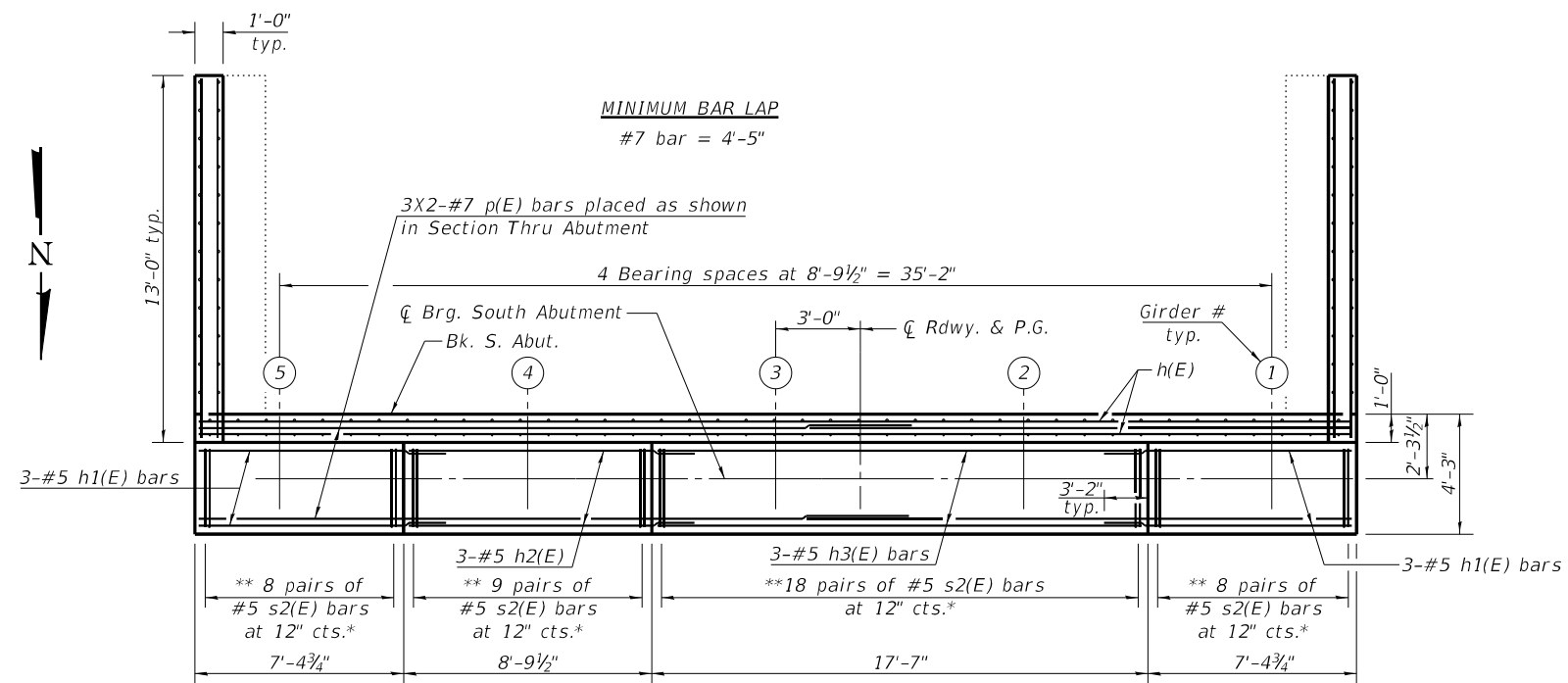
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**SOUTH ABUTMENT ELEVATION
SHOWING BACK WALL**



**SOUTH ABUTMENT ELEVATION
SHOWING BEAM SEATS**



SOUTH ABUTMENT PLAN

NOTES

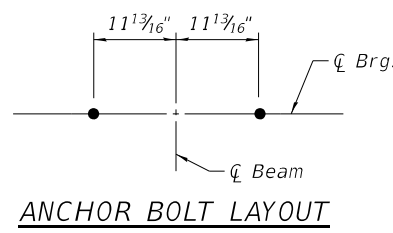
Abutment cap thickness is based on minimum concrete removal limits shown on previous sheet, and may be increased based on concrete condition.

Space h1(E) thru h3(E), p(E), and s2(E) bars to miss proposed anchor bolts.

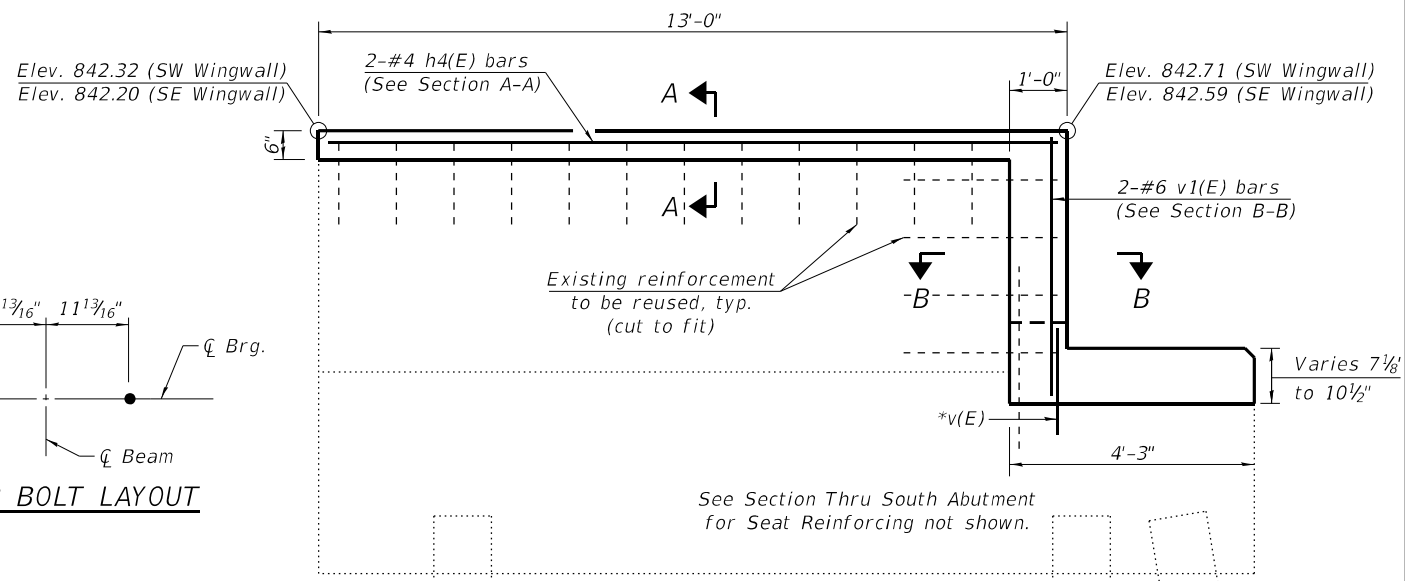
See section through South Abutment on sheet 2 of 26 for Structure Excavation Limits.

* Drill and grout v(E) and s2(E) bars into 12" drilled holes. (Drilled depth may be reduced to 9" min. if concrete condition warrants additional removal.) See Section 584 of the Standard Specifications.

** Stagger locations of v(E) and s2(E) bars.

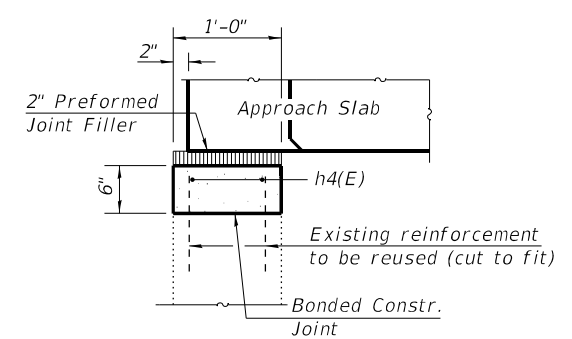


ANCHOR BOLT LAYOUT

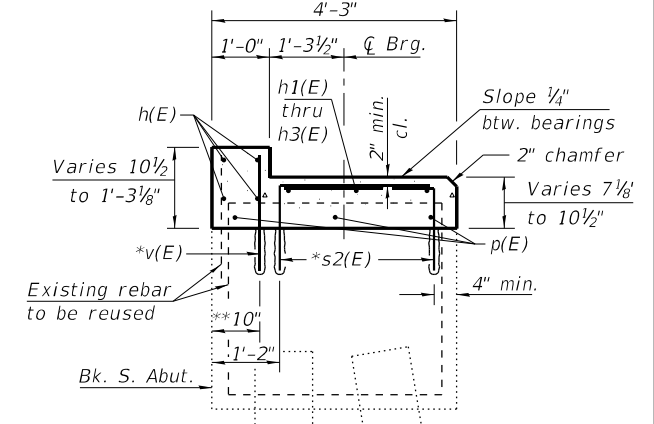


SOUTH WINGWALL ELEVATION

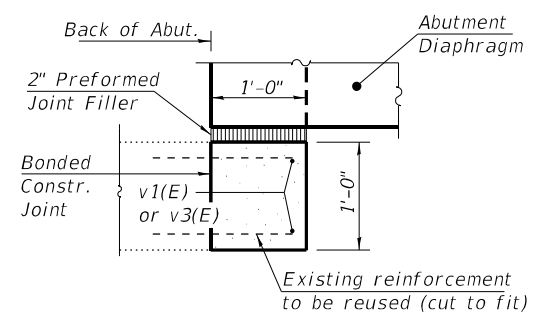
Southeast wingwall shown, Southwest wingwall similar



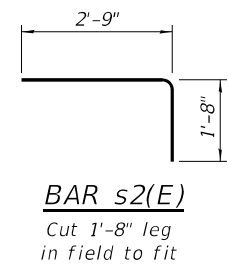
SECTION A-A



SECTION THRU SOUTH ABUTMENT



SECTION B-B



BAR s2(E)
Cut 1'-8" leg in field to fit

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	4	#5	40'-10"	—
h1(E)	6	#5	10'-4"	—
h2(E)	3	#5	11'-9"	—
h3(E)	3	#5	17'-3"	—
h4(E)	4	#4	12'-8"	—
p(E)	6	#7	22'-8"	—
s2(E)	86	#5	4'-5"	└
v(E)	42	#5	1'-8"	—
v1(E)	4	#6	4'-4"	—
Structure Excavation		Cu. Yd.	37	
Concrete Structures		Cu. Yd.	5.4	
Reinforcement Bars, Epoxy Coated		Pound	1140	

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.



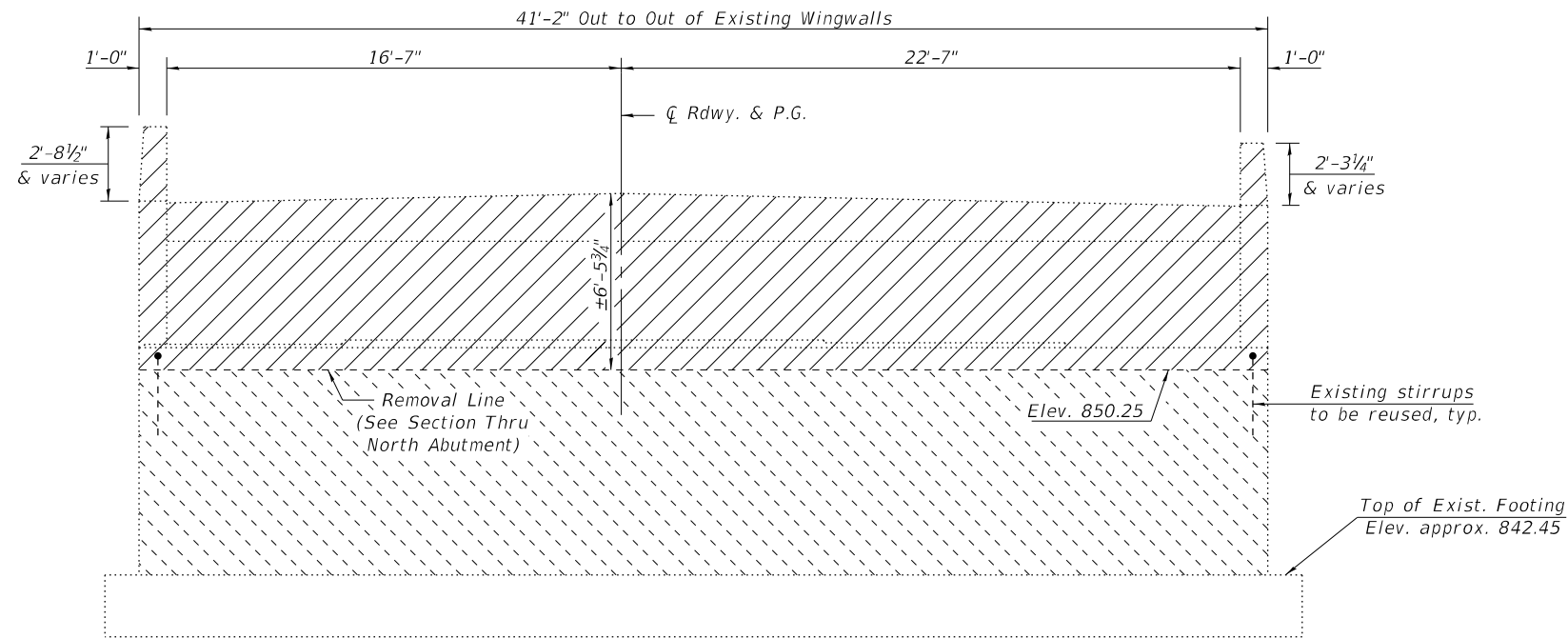
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

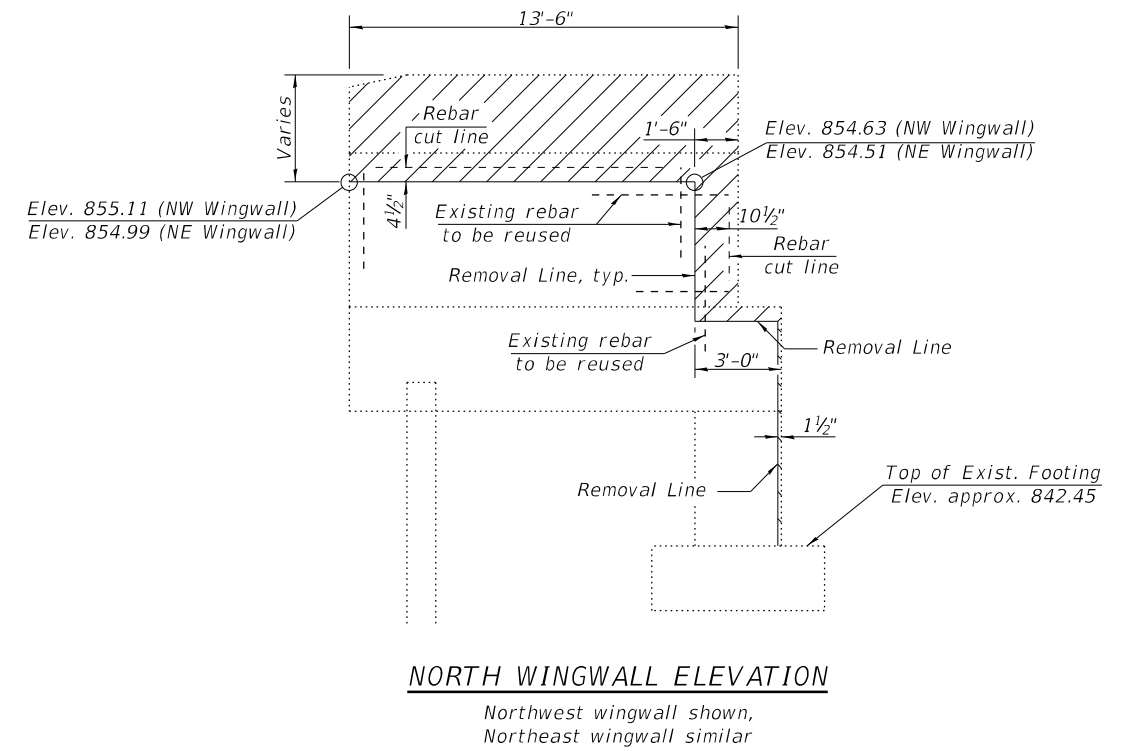
**SOUTH ABUTMENT MODIFICATION DETAILS
STRUCTURE NO. 089-0043**

SHEET 21 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	40
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64N03	

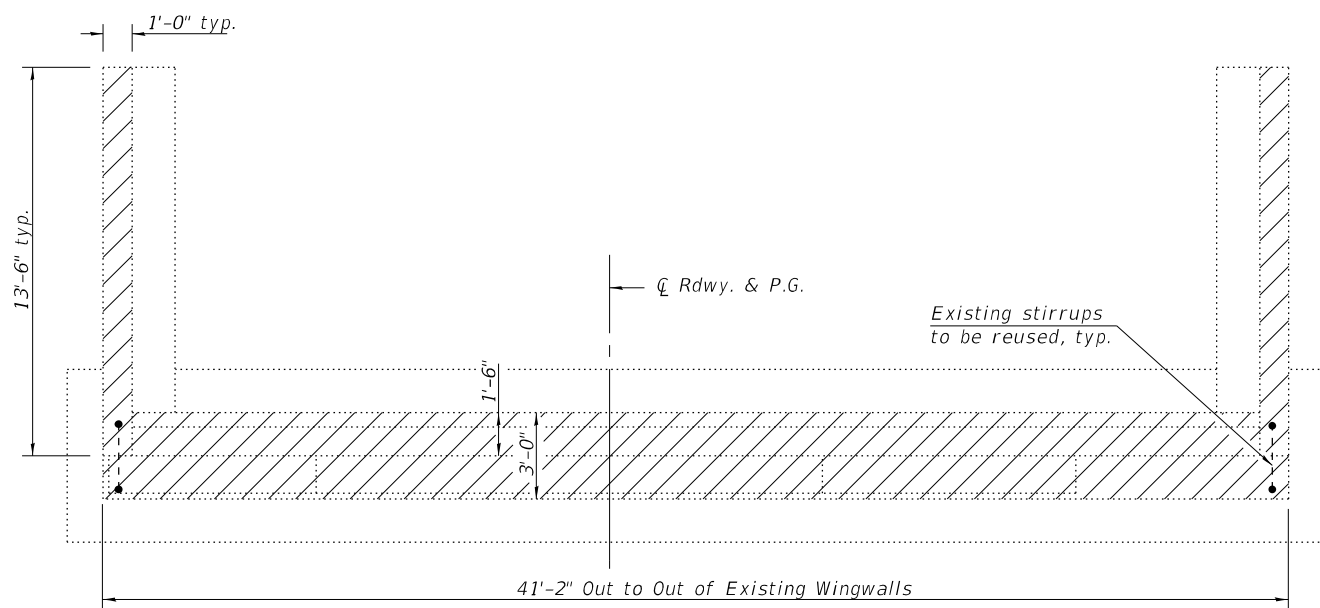


NORTH ABUTMENT ELEVATION



NORTH WINGWALL ELEVATION

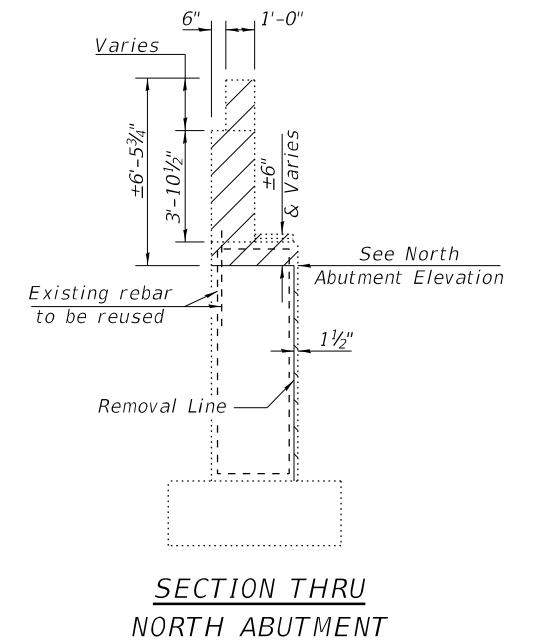
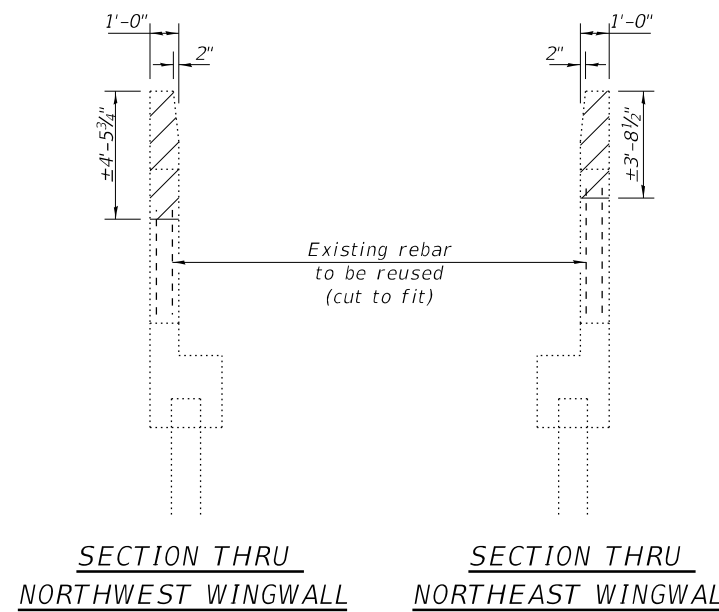
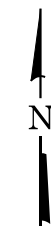
Northwest wingwall shown,
Northeast wingwall similar



NORTH ABUTMENT PLAN

LEGEND

- Concrete Removal (Typical)
- Concrete Removal (1 1/2" Depth)



NOTES

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

Concrete at the abutment seats shall be removed to the limits shown and then tested for soundness by the Engineer. Any additional unsound concrete or corroded reinforcement shall be marked for additional removal as approved by the Engineer. Concrete in additional removal areas may be poured monolithically with the seat and back wall.

Contractor shall jack and crib the existing girders for the work of removing, replacing, curing etc. of bearing seat concrete, as shown on this and the following sheet. See Sheet 18 of 26 for additional notes.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	18.6

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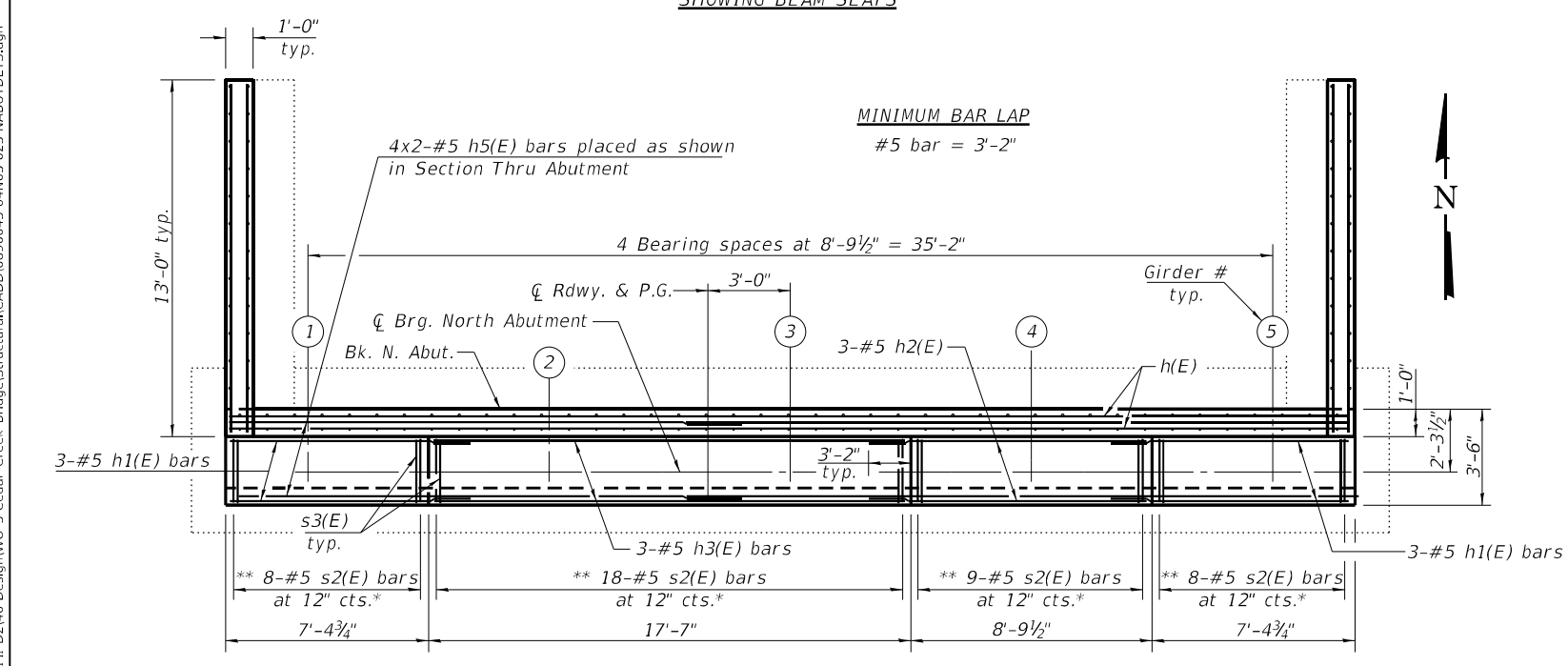
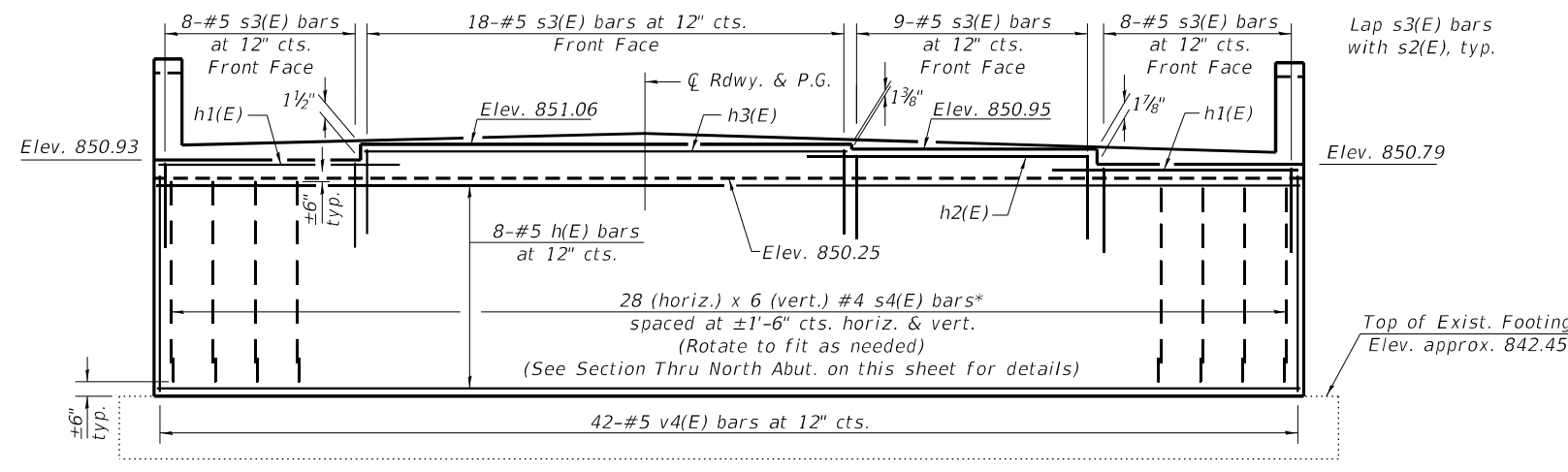
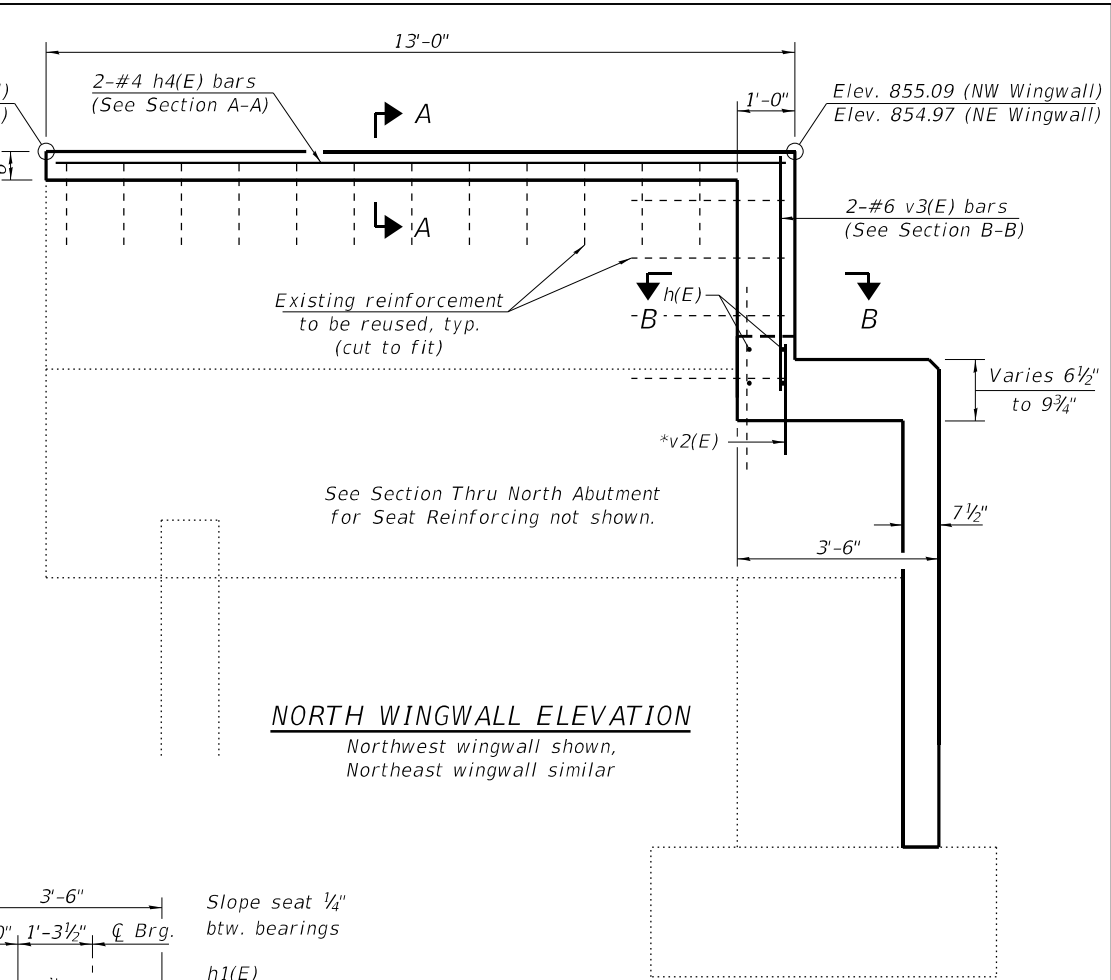
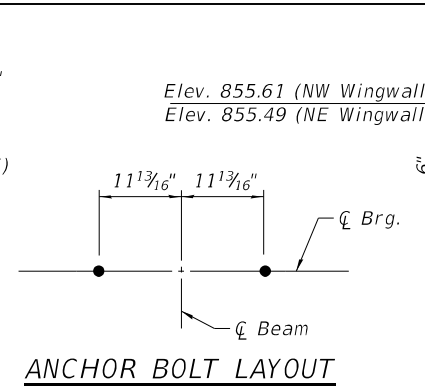
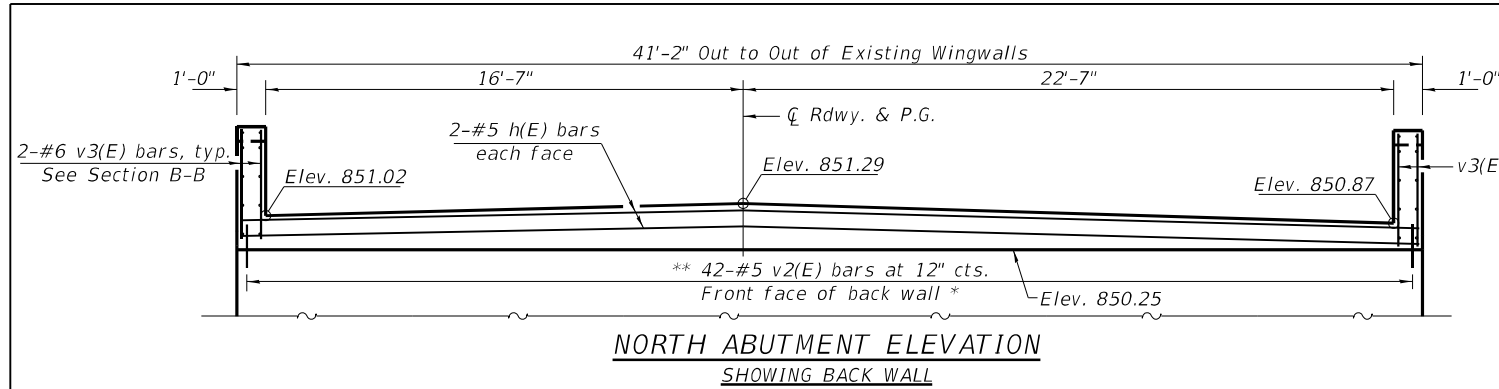
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT REMOVAL DETAILS
STRUCTURE NO. 089-0043**

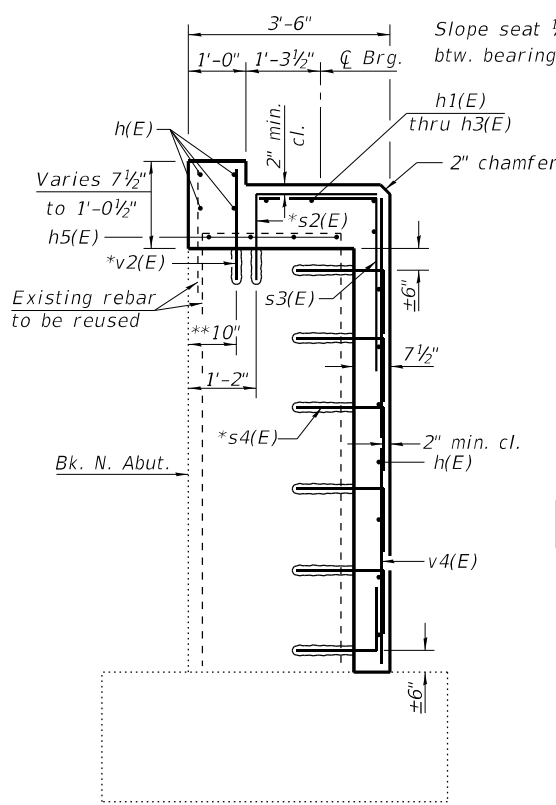
SHEET 22 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	41
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64N03	



* Drill and grout v2(E), s2(E) and s4(E) bars into 12" drilled holes. (Drilled depth may be reduced to 9" min. if concrete condition warrants additional removal.) See Section 584 of the Standard Specifications.

** Stagger locations of v2(E) and s2(E) bars.



NOTES

Abutment cap thickness is based on minimum concrete removal limits shown on previous sheet, and may be increased based on concrete condition.

Space h1(E) thru h3(E), s2(E) and s3(E) bars to miss proposed anchor bolts.

See Sheet 21 of 26 for Sections A-A and B-B.

See Sheet 2 of 26 for Structure Excavation Limits.

BAR s2(E)
Cut 1'-7" leg in field to fit

BAR s3(E)

BAR s4(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	12	#5	40'-10"	—
h1(E)	6	#5	10'-4"	—
h2(E)	3	#5	11'-9"	—
h3(E)	3	#5	17'-3"	—
h4(E)	4	#4	12'-8"	—
h5(E)	8	#5	22'-0"	—
s2(E)	43	#5	3'-9"	┌
s3(E)	43	#5	5'-2"	┌
s4(E)	168	#4	2'-2"	┌
v2(E)	42	#5	1'-7"	—
v3(E)	4	#6	4'-5"	—
v4(E)	42	#5	8'-0"	—
Structure Excavation		Cu. Yd.	55	
Concrete Structures		Cu. Yd.	12.5	
Reinforcement Bars, Epoxy Coated		Pound	1980	

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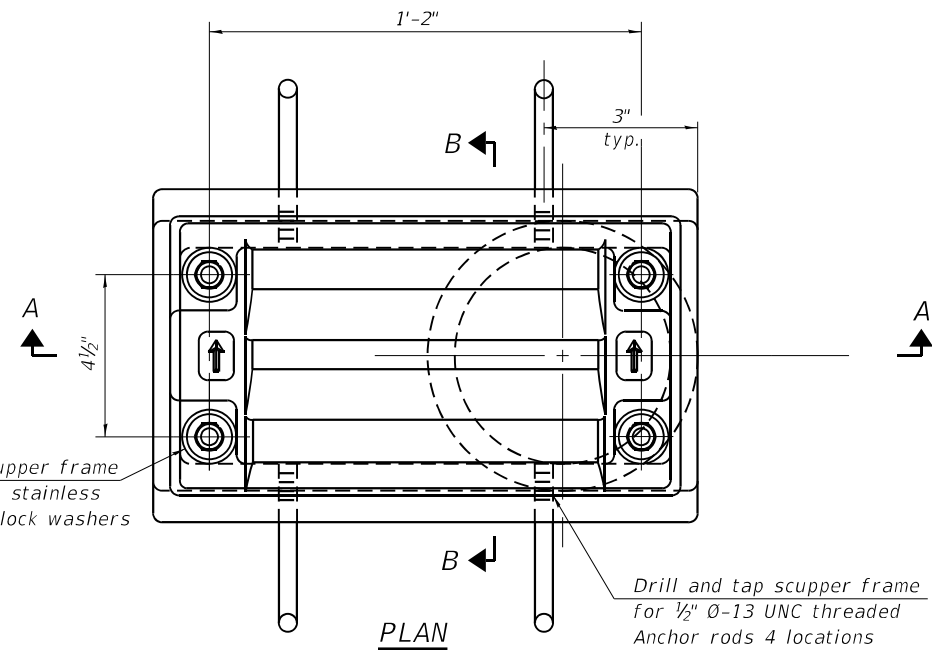
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT MODIFICATION DETAILS
STRUCTURE NO. 089-0043**

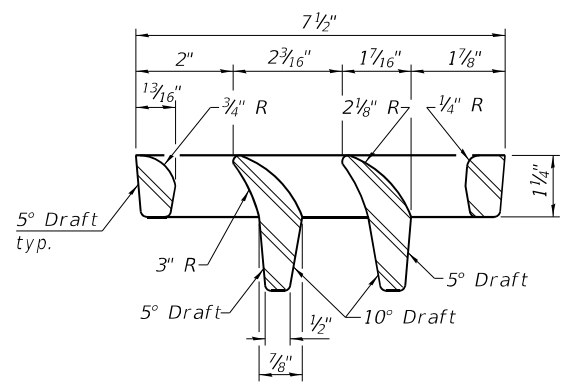
F.A.P. RTE. 316	SECTION 101-3B	COUNTY STEPHENSON	TOTAL SHEETS 52	SHEET NO. 42
CONTRACT NO. 64N03			ILLINOIS FED. AID PROJECT	

Drill and tap scupper frame for 1/2" Ø-13 UNC stainless steel bolts with lock washers 4 locations

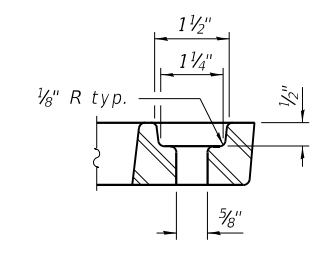


PLAN

Drill and tap scupper frame for 1/2" Ø-13 UNC threaded Anchor rods 4 locations

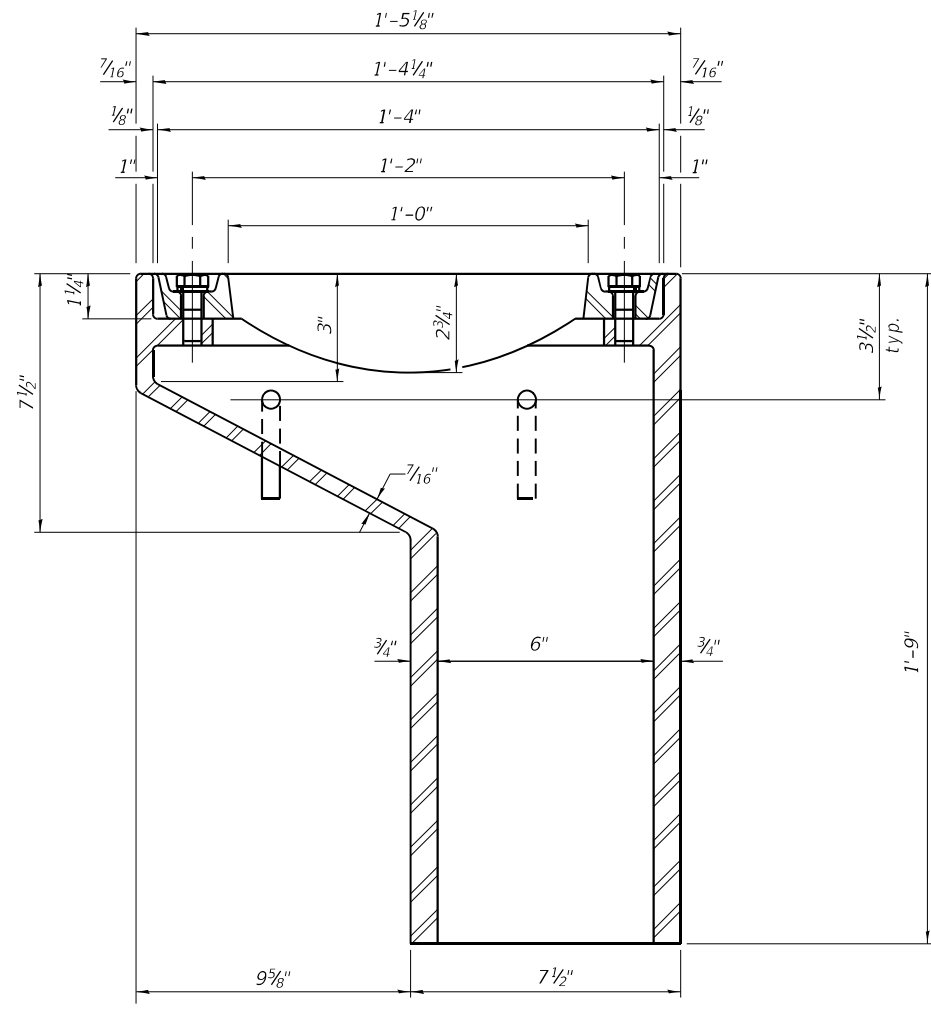


VANE GRATE DETAIL



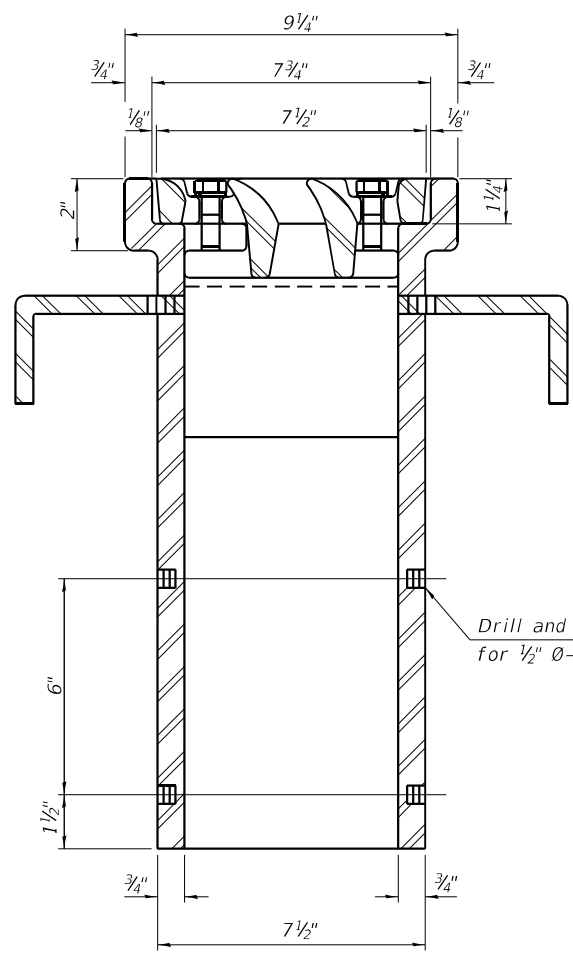
GRATE BOLT HOLE DETAIL

Notes:
All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.
Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.



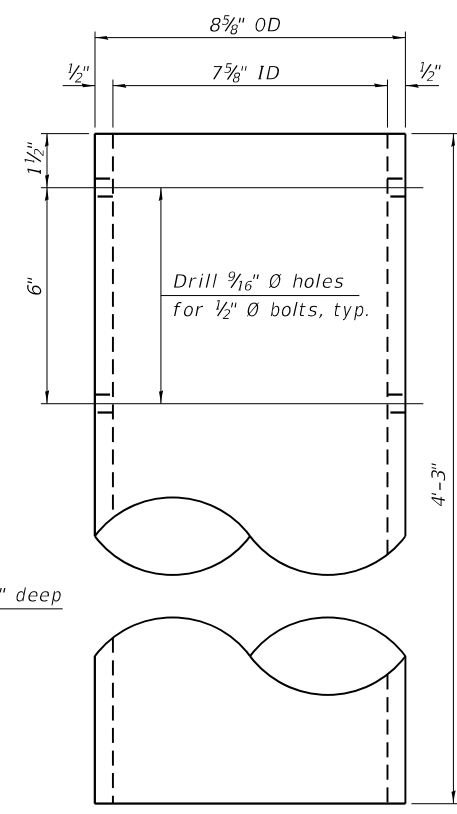
SECTION A-A

See sheet 8 of 26 for scupper location relative to parapet.

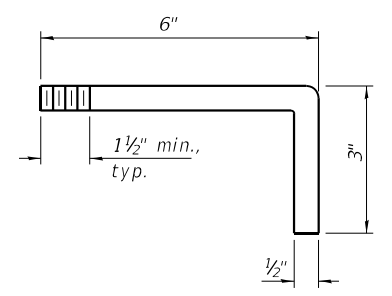


SECTION B-B

Drill and tap 4 holes 1/2" deep for 1/2" Ø-13 UNC bolts.



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	6

MODEL: Default
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DS-11

1-1-2020

BAXTER & WOODMAN
Consulting Engineers

USER NAME = mornig	DESIGNED - BAB	REVISED -
PLOT SCALE = N/A	DRAWN - BAB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

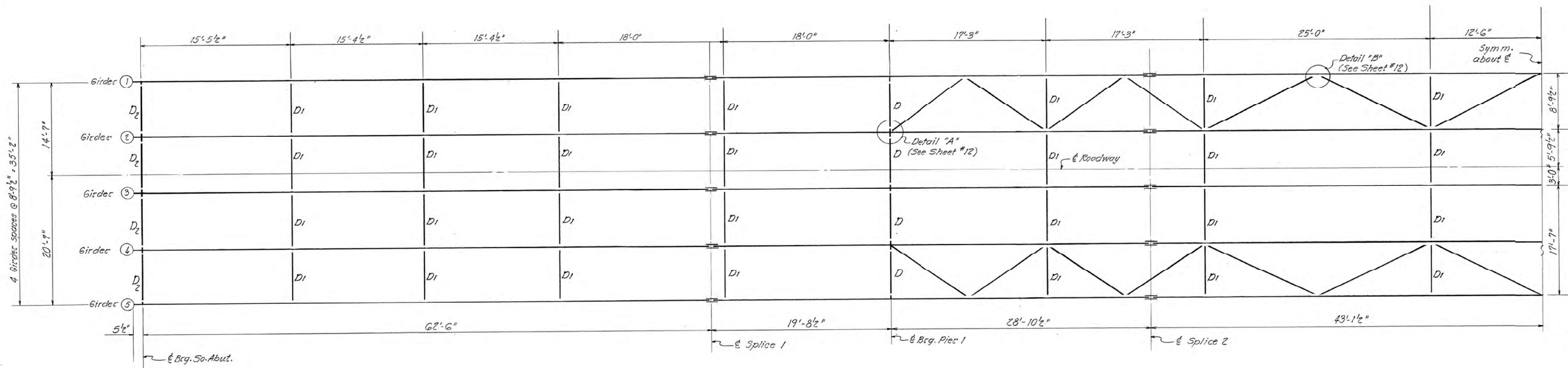
DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 089-0043

SHEET 24 OF 26 SHEETS

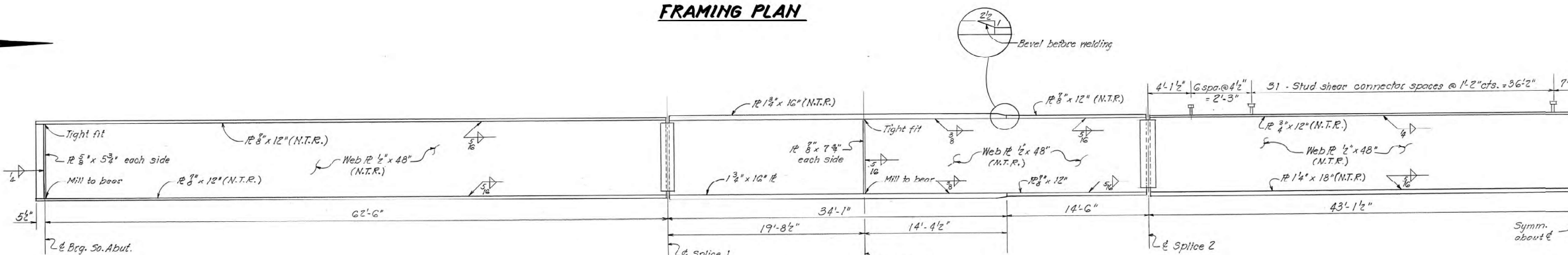
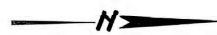
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	43
			CONTRACT NO. 64N03	
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

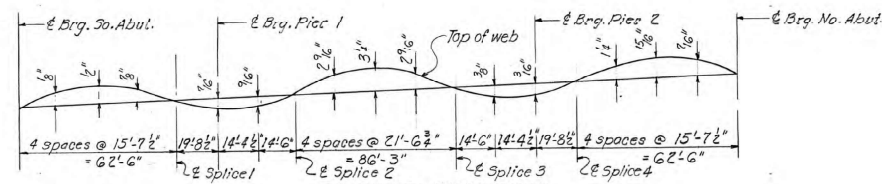
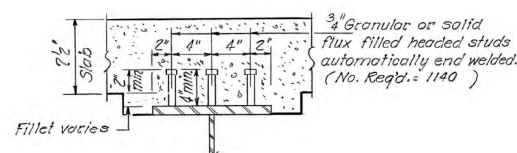


FRAMING PLAN



GIRDER ELEVATION

Notes:
(N.T.R.) denotes plates to which notch toughness requirements are applicable.
for details see Sheet # 12.



CAMBER DIAGRAM

See Sheet #12 for top of web elevations

STRUCTURAL STEEL
F.A.R.T. 38 SEC. 101-3B
STEPHENSON CO.
STA. 516+23.00

FOR INFORMATION ONLY

MODEL: Default
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BAXTER & WOODMAN
Consulting Engineers

USER NAME = mornig	DESIGNED - BAB	REVISED -
PLOT SCALE = N/A	DRAWN - BAB	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

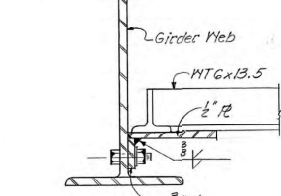
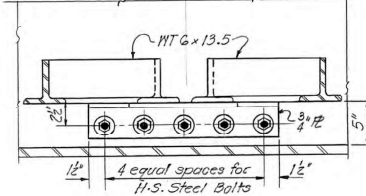
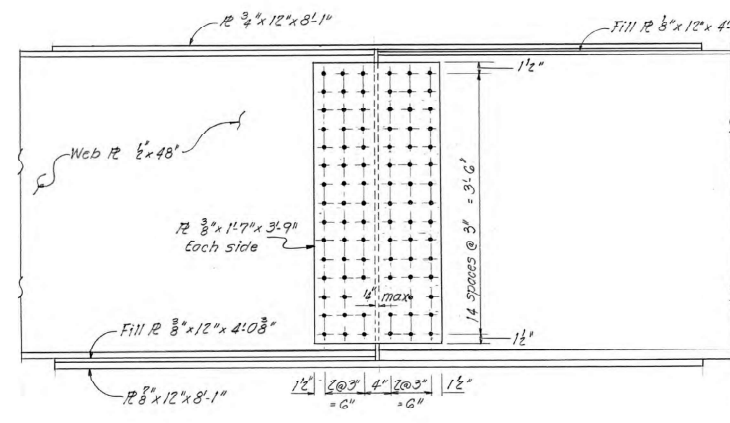
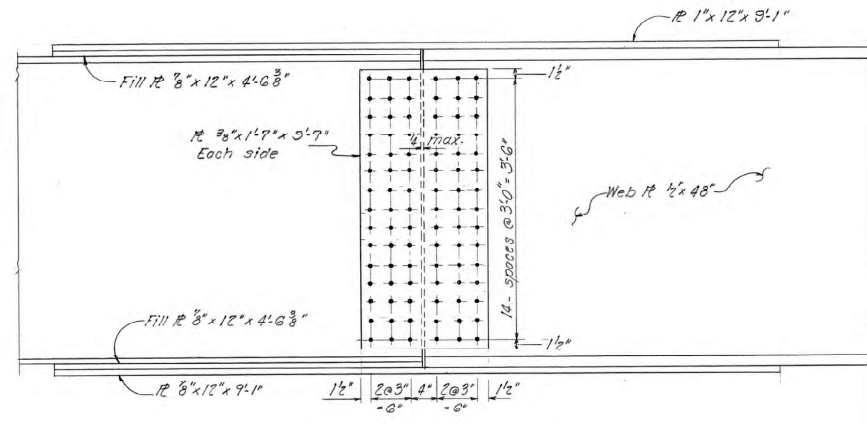
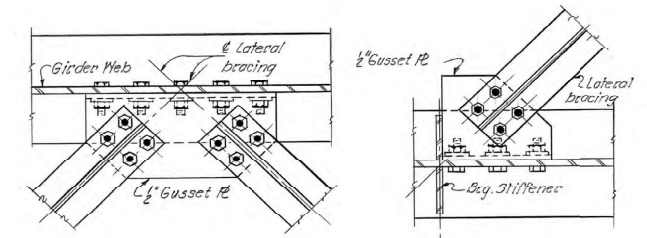
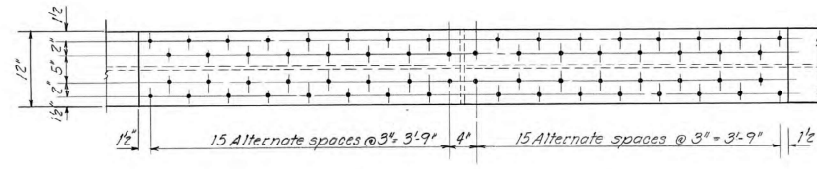
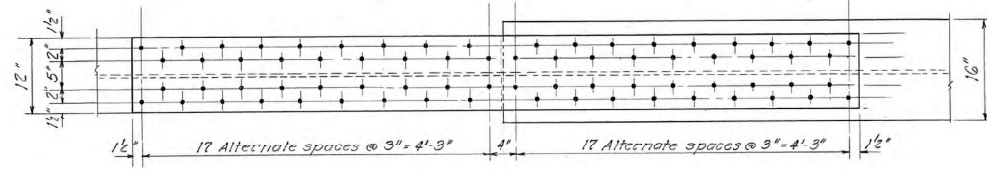
EXISTING RECORD DRAWINGS (SHEET 1 OF 2)
STRUCTURE NO. 089-0043

SHEET 25 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	44
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
101-3B	101-3B	STEPHENSON	46	23	20 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



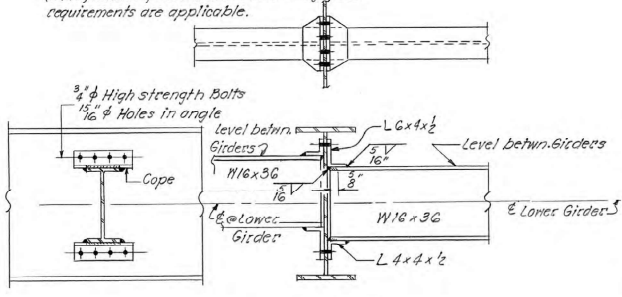
FIELD SPLICE 1 & 4
(Use 3/8\"/>

FIELD SPLICE 2 & 3
(Use 5/8\"/>

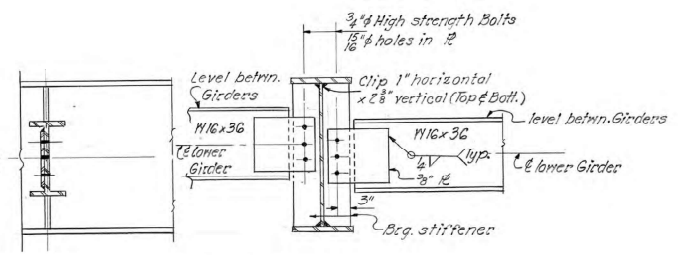
TOP OF WEB ELEVATIONS
(For fabrication only)

Location	Girder 1	2	3	4	5
Org. South Abut.	843.864	844.015	844.058	843.921	843.939
Field Splice 1	845.754	845.905	845.948	845.811	845.629
Org. Pier 1	846.589	846.739	846.783	846.645	846.464
Field Splice 2	847.900	848.051	848.094	847.957	847.775
Field Splice 3	851.349	851.499	851.543	851.406	851.224
Org. Pier 2	852.298	852.449	852.493	852.355	852.174
Field Splice 4	852.777	853.121	853.165	853.028	852.846
Org. North Abut.	855.660	855.810	855.854	855.717	855.535

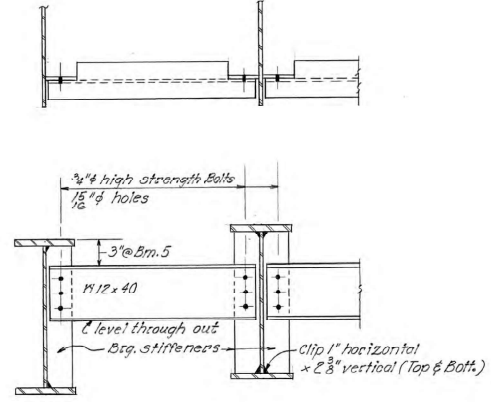
Notes:
Hardened washers shall be required over 1/8\"/>



DIAPHRAGM D1
No. Required: 56



DIAPHRAGM D
No. Required: 8



DIAPHRAGM D2
No. Required: 8

STRUCTURAL STEEL DETAILS
F.A.R.T. 38 SEC. 101-3B
STEPHENSON COUNTY
STA. 516+23.00

FOR INFORMATION ONLY

MODEL: Default
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BAXTER & WOODMAN
Consulting Engineers

USER NAME = mornig	DESIGNED - BAB	REVISED -
DRAWN - BAB	REVISIONS -	
PLOT SCALE = N/A	CHECKED - BLB	REVISED -
PLOT DATE = 9/23/2021	DATE - 9/23/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING RECORD DRAWINGS (SHEET 2 OF 2)
STRUCTURE NO. 089-0043

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	101-3B	STEPHENSON	52	45
CONTRACT NO. 64N03				
ILLINOIS		FED. AID PROJECT		

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 LICENSE NO. - 184-001121 - EXPIRES 4/30/2021
 morning
 FILE NAME: I:\Crystal Lake\DOT\180044-Var Ph I-I D2\CAD\W05 - IL 26 Bridge\CAD\Sheets\180044_SHT_D2-Dets.dgn
 FILE NAME: I:\Crystal Lake\DOT\180044-Var Ph I-I D2\CAD\W05 - IL 26 Bridge\CAD\Sheets\180044_SHT_D2-Dets.dgn

LAND SECTION & REFERENCE MARKERS

REFERENCE MARKER

LAND SECTION MARKER

R.O.W. CAP

SECTION CORNER CAP

SECTION CORNER TIE POINT CAP

METHOD OF REFERENCING POINTS

REFERENCE MARKERS SHALL BE USED TO TIE IN PERMANENT LAND SECTION AND 1/4 SECTION CORNERS. WHERE LAND SECTION MARKERS FALL IN THE SHOULDERS OR GRAVEL SURFACES, THE TOP OF THE BAR SHALL BE KEPT 3" BELOW THE SURFACE. LAND SECTION MARKERS LOCATED IN TRAFFIC LANES SHALL BE REPLACED BY CORE DRILL AND RESETTING PIN.

ALUMINUM CAPS SHALL BE PLACED ON TOP OF THE REINFORCEMENT BAR. THERE ARE 3 TYPES OF CAPS, ONE FOR THE RIGHT-OF-WAY CORNERS, ONE FOR THE SECTION CORNERS AND ONE FOR THE SECTION CORNER TIE POINTS. THE CAPS WILL BE SUPPLIED BY THE SURVEYOR WHO IS RESPONSIBLE FOR MONUMENTING CORNERS.

USE INSTRUMENT TIES TO NEARBY LAND-MARKS (STEEPLES, TOWERS, SILOS, ETC...)

- IN CULTIVATED FIELDS, SET 28" OR MORE BELOW GROUND SURFACE.
- IN FENCE LINE OR PROTECTED AREA SET TOP AT GROUND LEVEL SO AS NOT TO BE DISTURBED BY MOWING.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 3-05-10	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -						
REVISED -						
REVISED -						
SCALE: 1.5455' / in. SHEET OF SHEETS STA. TO STA.		CONTRACT NO.		ILLINOIS FED. AID PROJECT		

LAND SECTION & REFERENCE MARKERS 63.4

DELINEATOR AND POST ORIENTATION

DIRECTION OF TRAFFIC

SECTION D-D

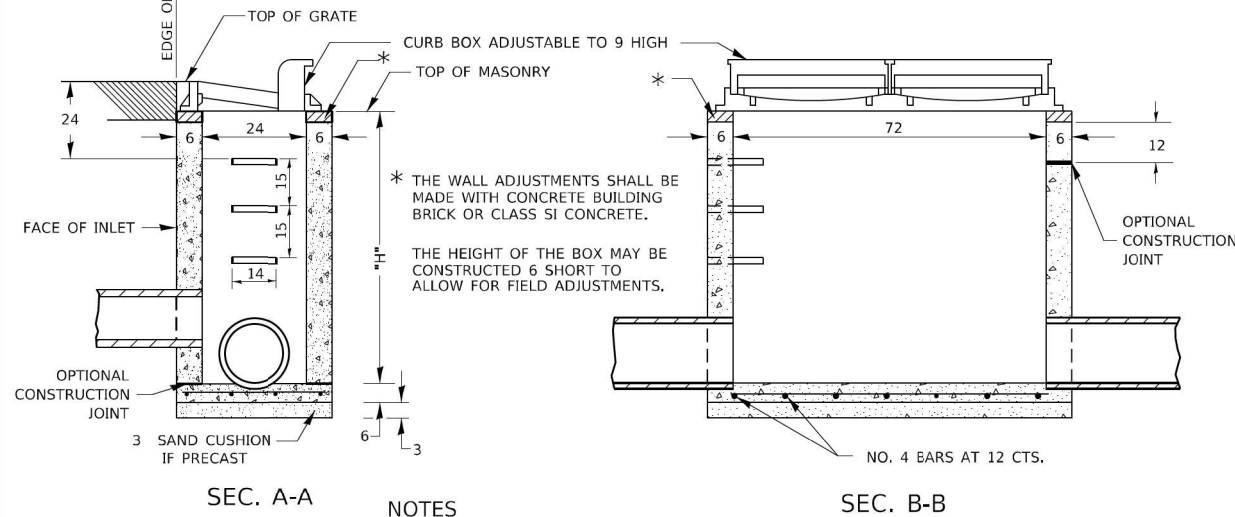
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -						
REVISED -						
REVISED -						
SCALE: 1.5455' / in. SHEET OF SHEETS STA. TO STA.		CONTRACT NO.		ILLINOIS FED. AID PROJECT		

DELINEATOR AND POST ORIENTATION 37.4

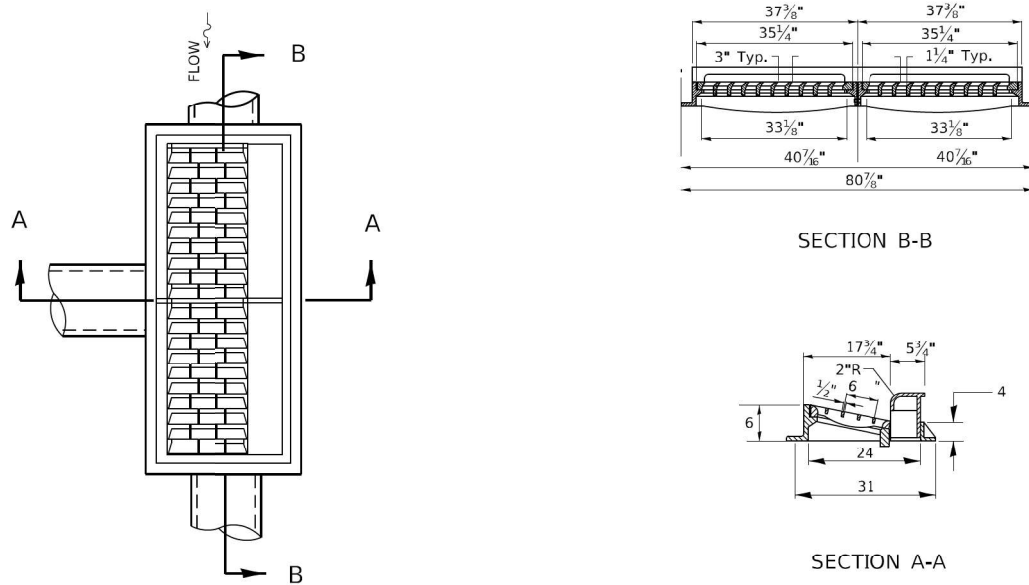
DOUBLE INLET, SPECIAL



NOTES

- SEE STANDARD 602701 FOR DETAILS OF STEPS.
- EXCEPT AS NOTED HEREON DOUBLE INLET SPECIAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.
- THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTED SECTIONS.
- ALL VOIDS AROUND PIPE ENTRANCE, BOTH INSIDE AND OUTSIDE, SHALL BE SEALED WITH MORTAR, R-3295-2 DOUBLE UNIT OR EQUIVALENT.
- STEPS SHALL BE OMITTED WHEN DEPTH OF "H" IS LESS THAN 5 FOOT.
- CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT, PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH ARTICLES 504.01 THRU 504.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS.
- CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT, THE CONTRACT UNIT PRICE EACH FOR INLET SPECIAL SHALL INCLUDE THE COST OF CONSTRUCTING THE INLET BOX, FURNISHING AND INSTALLING THE FRAME AND GRATE, THE STEPS (IF USED), THE PRECAST FLOOR SLABS, SAND CUSHION (WHEN USED) AND REINFORCEMENT BARS.

DETAIL OF FRAME & GRATE

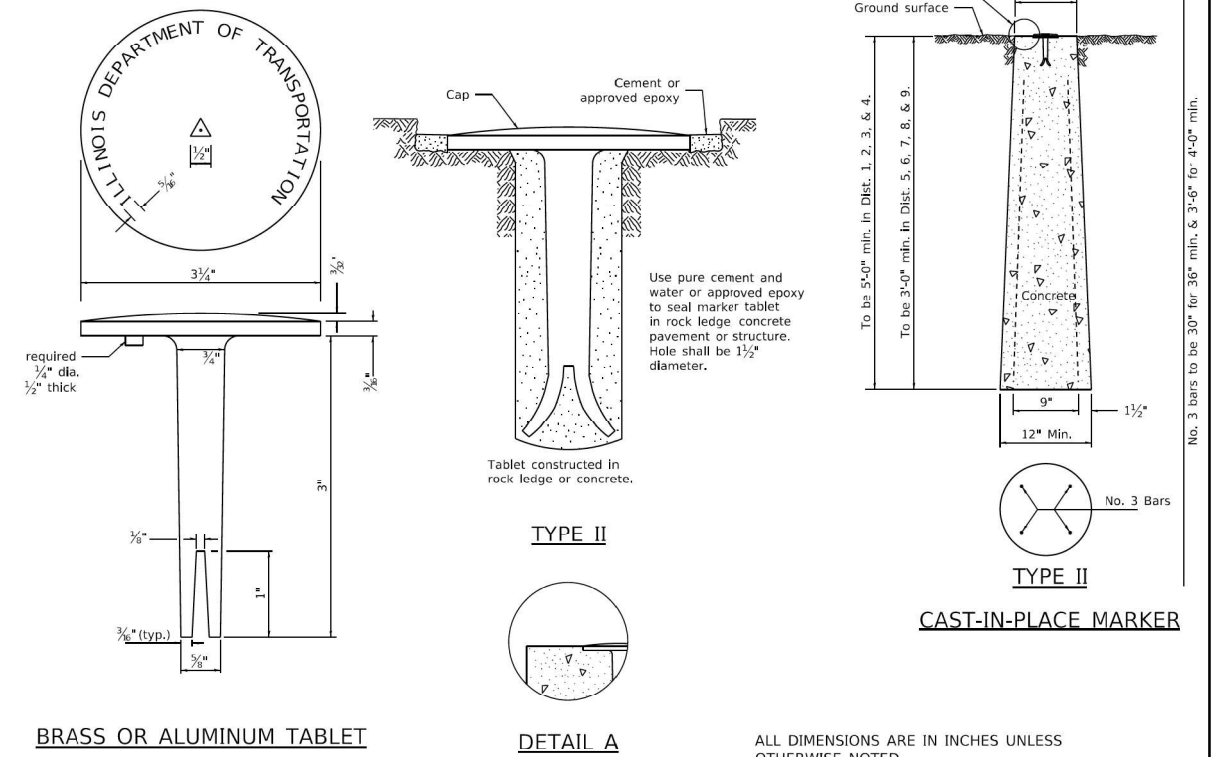


ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 1-05-16	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED - 7-16-15							
REVISED - 10-13-11		CONTRACT NO.					
REVISED -		SCALE: 2.0000' / in.	SHEET	OF	SHEETS	STA.	TO STA.

DOUBLE INLET, SPECIAL 12.2

PERMANENT SURVEY MARKERS, TYPE II

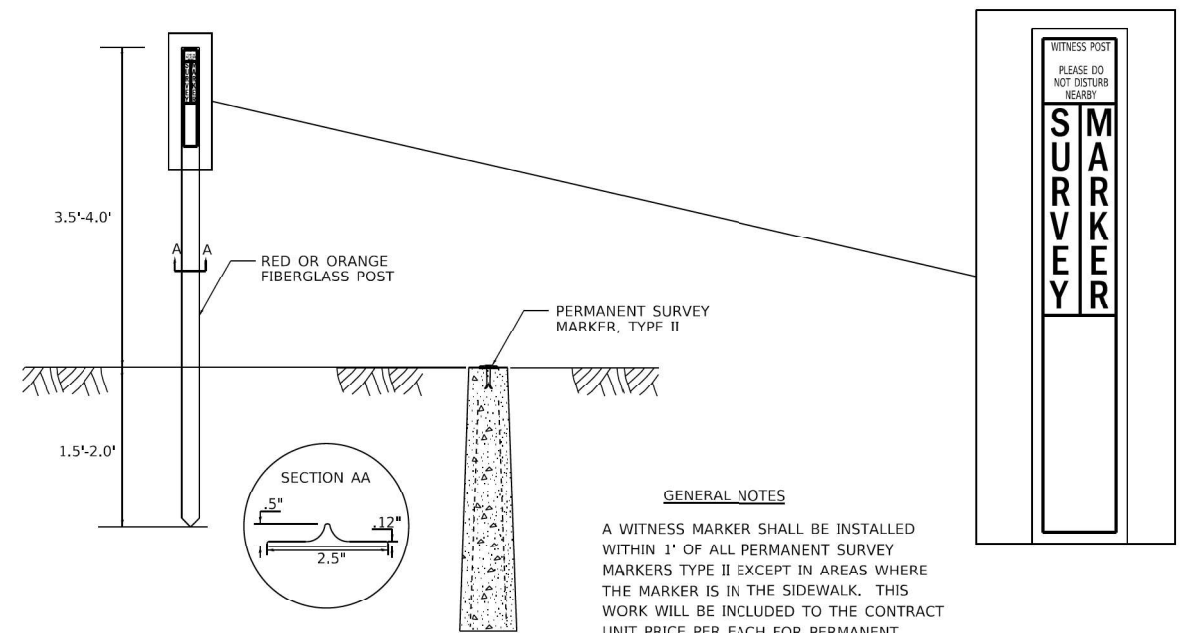


BRASS OR ALUMINUM TABLET

DETAIL A

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



GENERAL NOTES

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

REVISED - 6-27-14	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED - 10-14-11							
REVISED -		CONTRACT NO.					
REVISED -		SCALE: 2.0000' / in.	SHEET	OF	SHEETS	STA.	TO STA.

PERMANENT SURVEY MARKERS, TYPE II 66.2

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 LICENSE NO. - 184-001121 - EXPIRES 4/30/2021
 mornig
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 FILE NAME: I:\Crystal Lake\DOT\180044-Var Ph H\DOT\CAD\DWG - IL 26 Bridge\CAD\DWG\180044_SHT_D2-Dets.dgn
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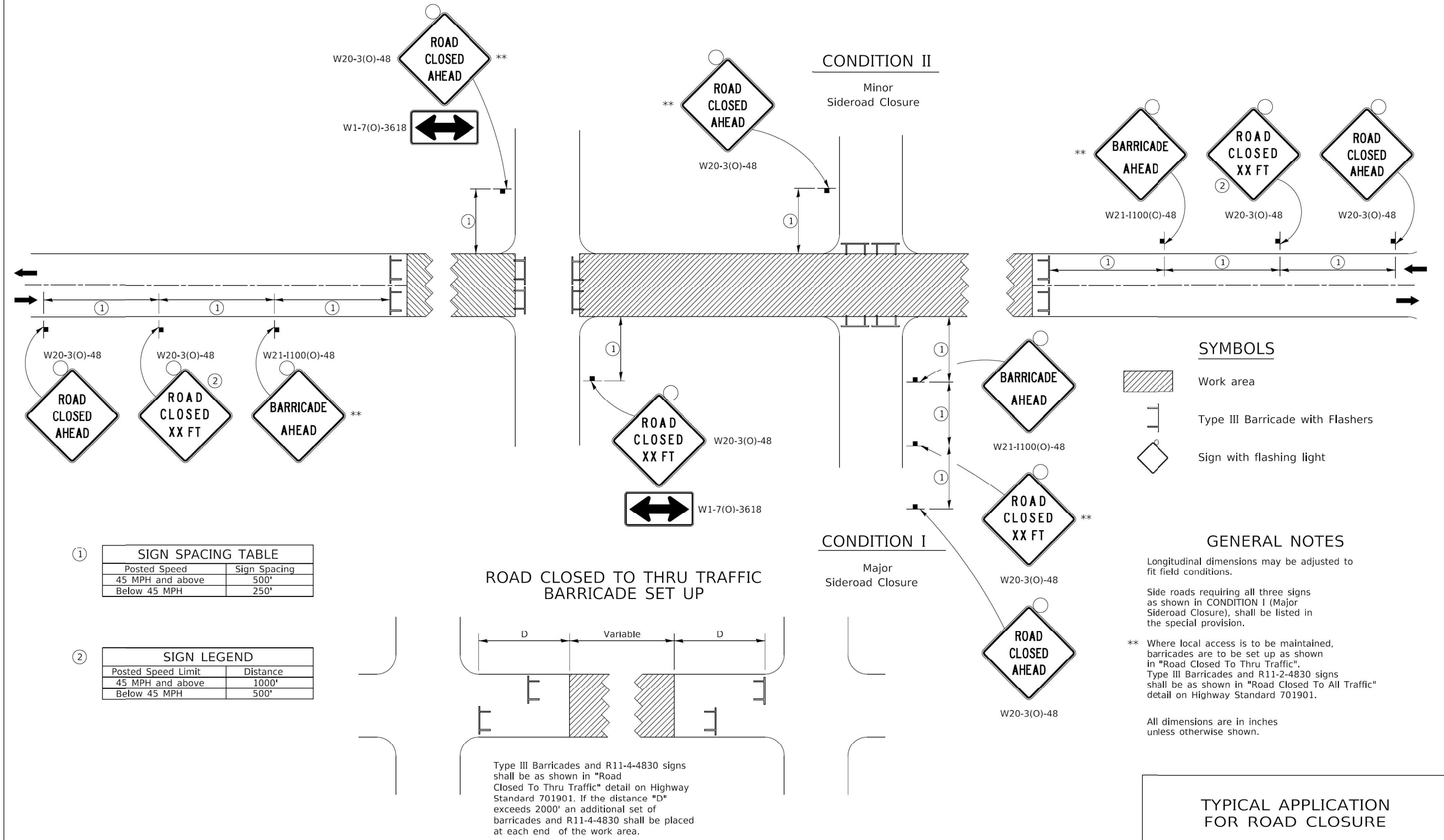


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PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 10/7/2021	CHECKED -	REVISED -
	DATE - 10-07-21	FILE - 180044_SHT_D2-Dets.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT STANDARDS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	
			316	(101-3B)D	STEPHENSON	52 47
						CONTRACT NO. 64N03
						ILLINOIS FED. AID PROJECT NHPP-H5FD(178)

TRAFFIC CONTROL FOR ROAD CLOSURE



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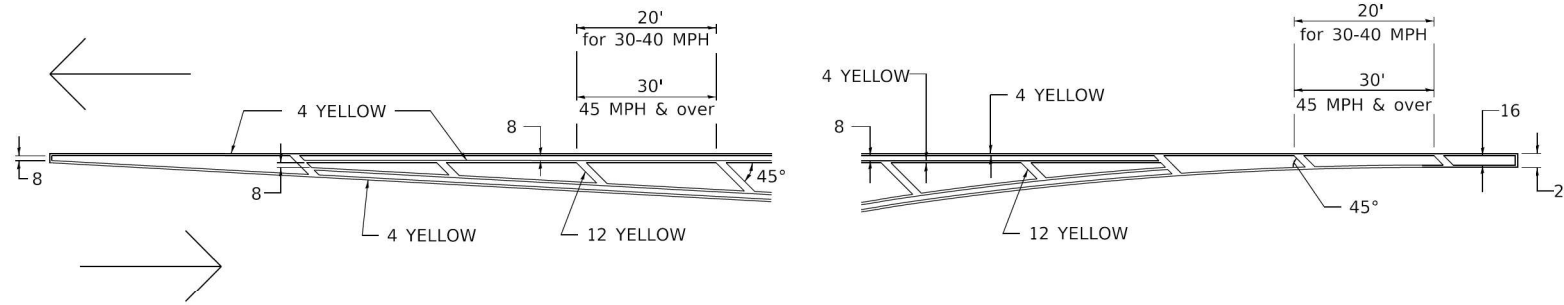
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		CHECKED -	REVISED - 8-27-13		ILLINOIS FED. AID PROJECT								
		DATE -	REVISED - 10-17-11		TRAFFIC CONTROL FOR ROAD CLOSURE 40.1								

USER NAME = morning	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT STANDARDS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 64N03		
	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT NHPP-H5FD(178)								
	DATE - 10-07-21	FILE - 180044_SHT_D2-Dets.dgn		TRAFFIC CONTROL FOR ROAD CLOSURE 40.1								

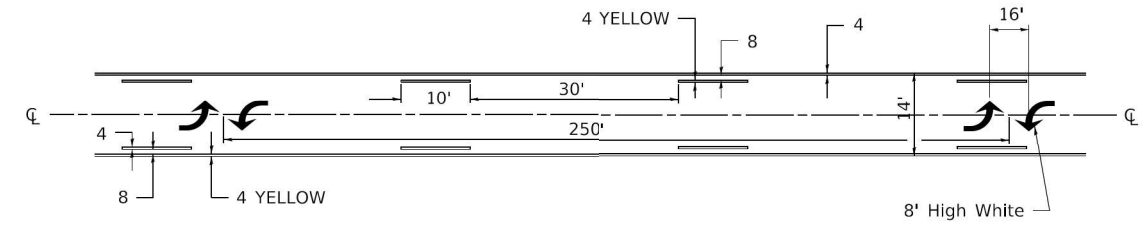


TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

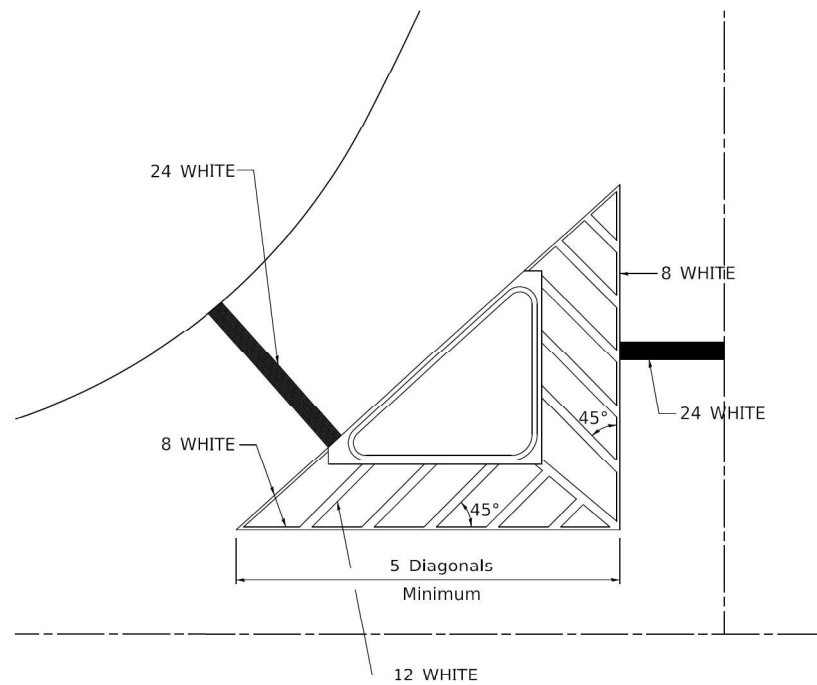


MEDIAN PAVEMENT MARKING



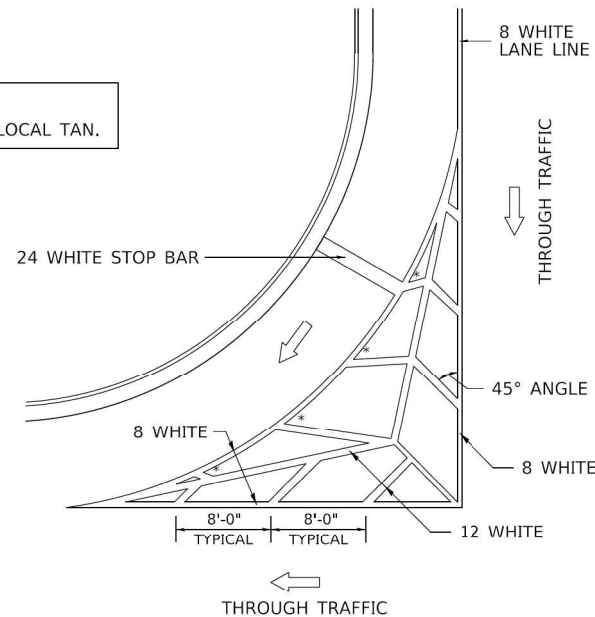
** ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



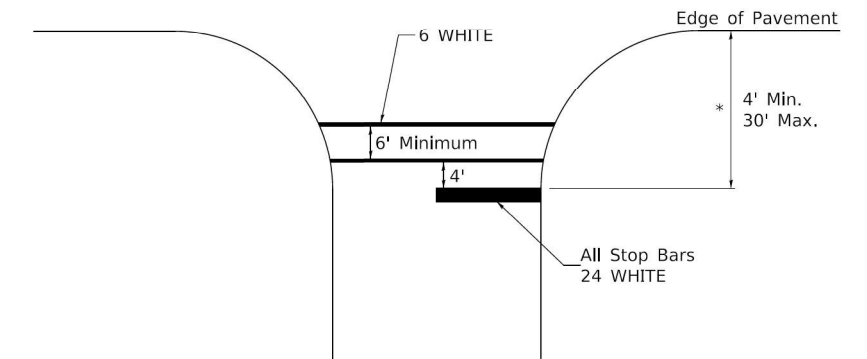
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

See Schedules for Locations



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

FILE NAME: D:\District 2 Standard	USER NAME = IDOT/District 2	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 5/14/2020	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -		CONTRACT NO. 64N03							

TYPICAL PAVEMENT MARKINGS SHEET 1 OF 3 41.1

USER NAME = morning	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000" / in.	CHECKED -	REVISED -
PLOT DATE = 10/7/2021	DATE - 10-07-21	FILE - 180044_SHT_D2-Dets.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 /DISTRICT STANDARDS

SCALE: SHEET OF SHEETS STA. TO STA.

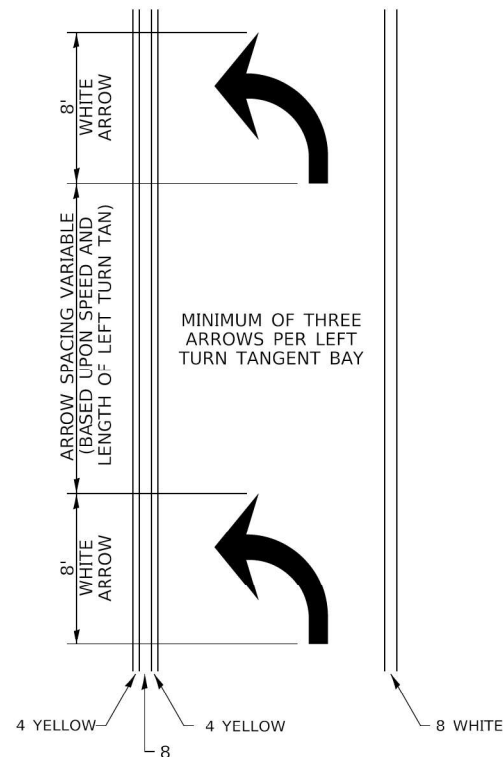
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	49
CONTRACT NO. 64N03			ILLINOIS FED. AID PROJECT NHPP-H5FD(178)	

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morning 10/7/2021 4:02:04 PM
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BAXTER & WOODMAN
Consulting Engineers

TYPICAL PAVEMENT MARKINGS

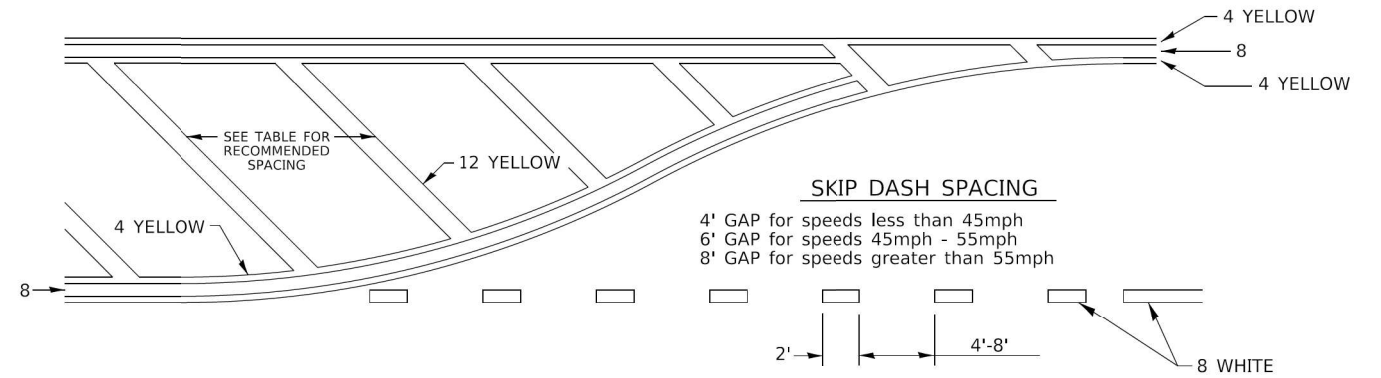
ARROW LAYOUT



- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

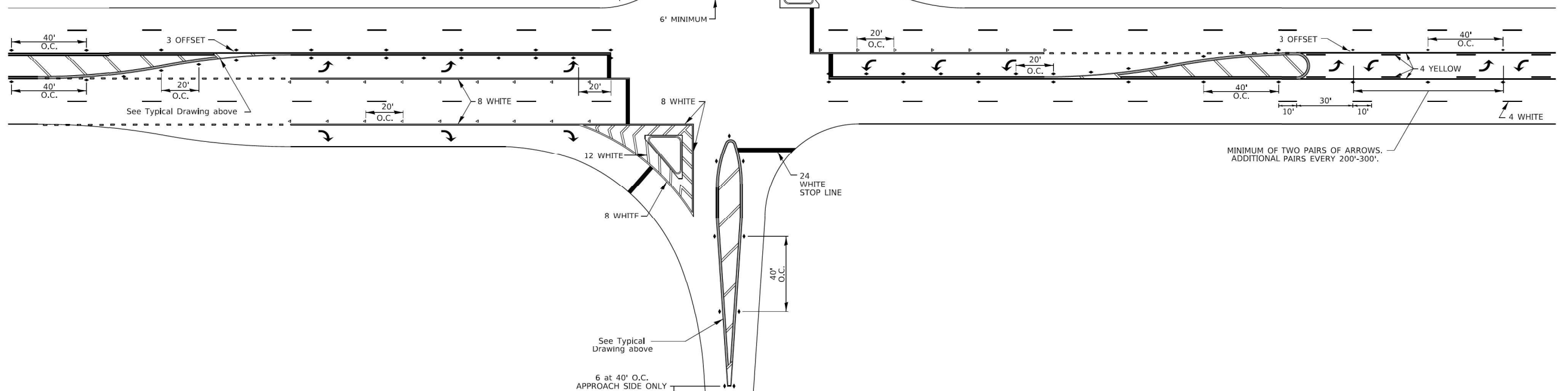
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

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



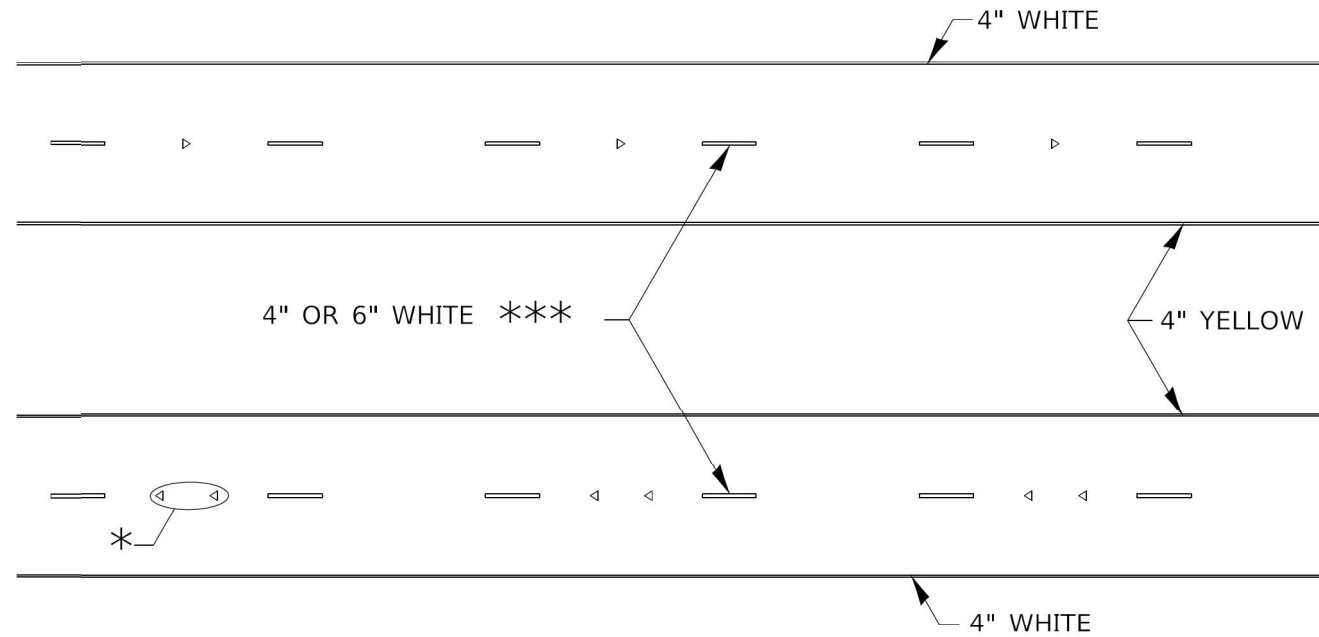
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	PLOT DATE = 5/14/2020	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -		TYPICAL PAVEMENT MARKINGS SHEET 2 OF 3 41.1							

USER NAME = morning	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT STANDARDS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 20.0000" / in.	CHECKED -	REVISED -		SCALE:	SHEET OF SHEETS	STA.	TO STA.	CONTRACT NO. 64N03			
PLOT DATE = 10/7/2021	DATE - 10-07-21	FILE - 180044_SHT_D2-Dets.dgn		ILLINOIS FED. AID PROJECT NHPP-H5FD(178)							
				316 (101-3B)D STEPHENSON 52 50							

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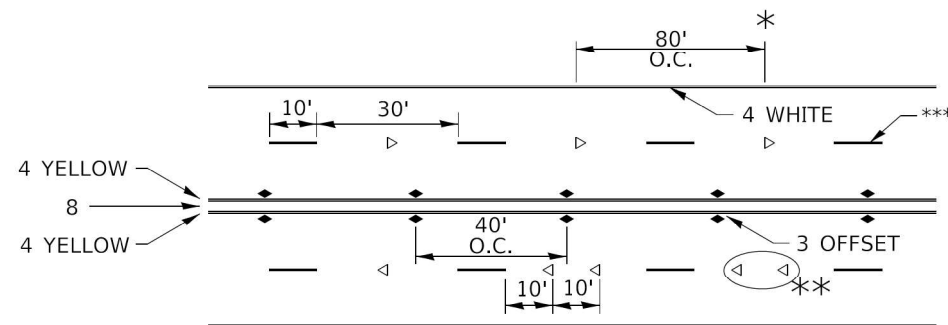


TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 20,000.

MULTI-LANE / DIVIDED



* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

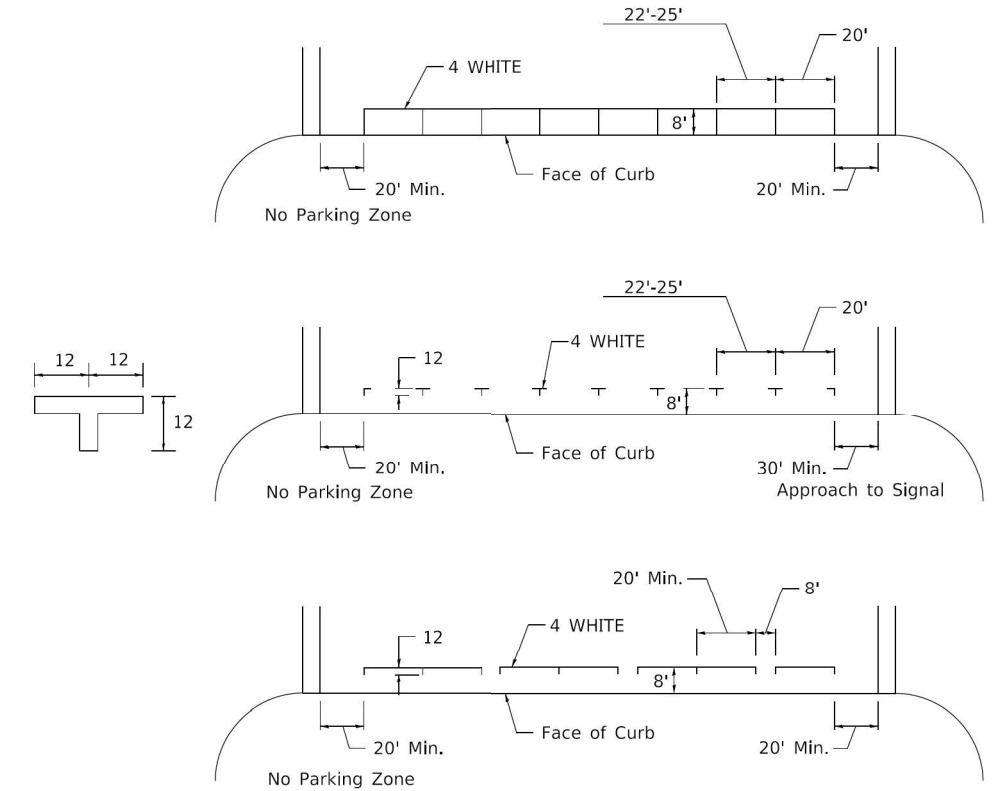
** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE. SPEED LIMIT 40 MPH AND OVER USE 6" LINE.

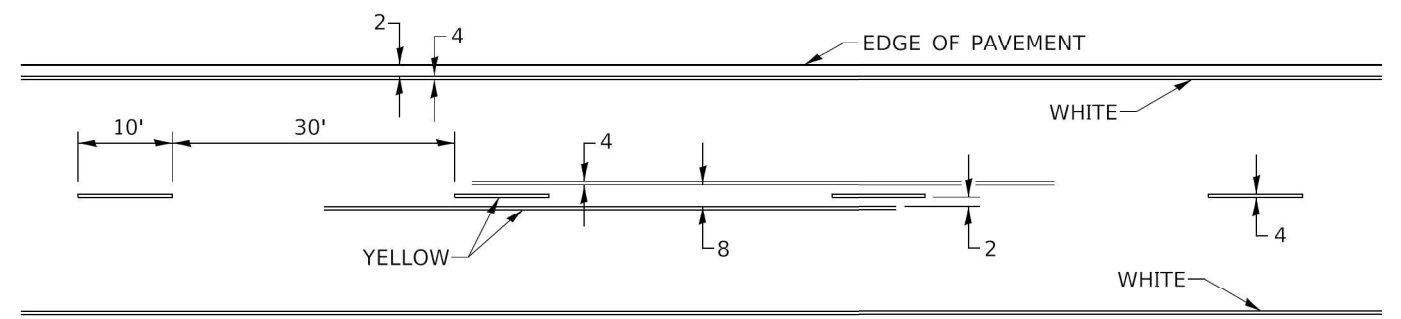
MULTI-LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

TYPICAL PARKING SPACING



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



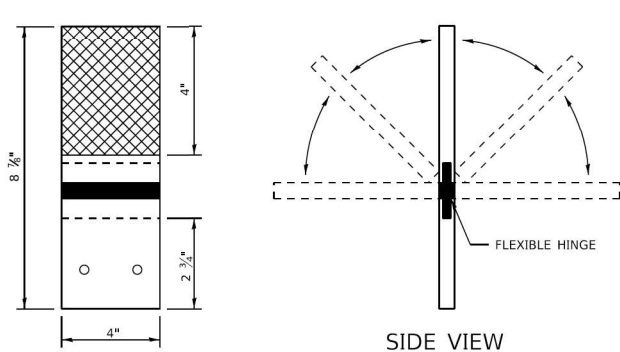
SYMBOLS

FILE NAME: District 2 Standard	USER NAME = IDOT/District 2	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - 8-27-13		SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.							
		CHECKED -	REVISED - 11-28-12		ILLINOIS FED. AID PROJECT			CONTRACT NO.				
		DATE -	REVISED -									

TYPICAL PAVEMENT MARKINGS SHEET 3 OF 3 41.1

USER NAME = morning	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT STANDARDS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.							
	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT NHPP-H5FD(178)			CONTRACT NO. 64N03				
	DATE - 10-07-21	FILE - 180044_SHT_D2-Dets.dgn									

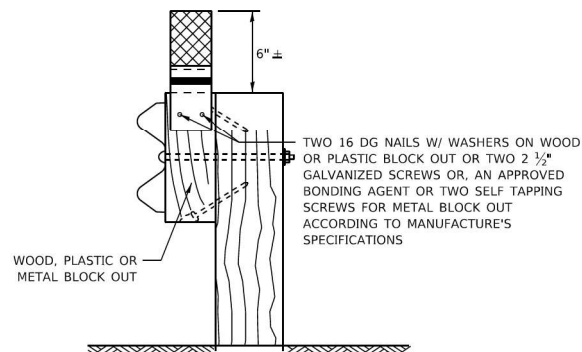
GUARDRAIL REFLECTORS, TYPE C (SPECIAL)



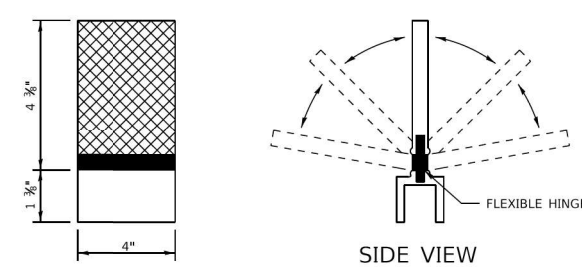
REFLECTORS SHALL BE MOUNTED DIRECTLY TO WOOD OR PLASTIC BLOCK OUTS.

REFLECTORS MOUNTED ON WOODEN OR PLASTIC BLOCK OUT SHALL BE MOUNTED USING TWO 16 DG NAILS AND TWO 3/8" WASHERS OR TWO 2 1/2" GALVANIZED SCREWS WITH WASHERS.

SIDE VIEW



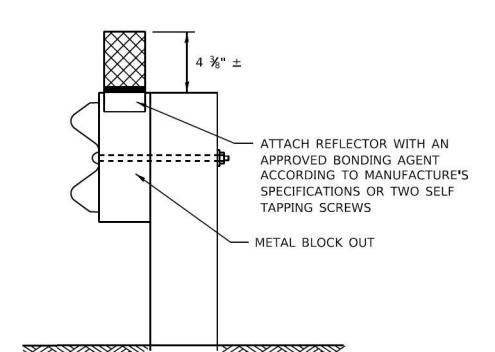
MOUNTED ON A WOOD OR PASTIC GUARDRAIL BLOCK OUT



REFLECTORS SHALL BE MOUNTED DIRECTLY TO METAL BLOCK OUT.

REFLECTORS MOUNTED ON METAL BLOCK OUT SHALL BE MOUNTED USING AN APPROVED BONDING AGENT PER THE MANUFACTURE'S SPECIFICATIONS OR TWO SELF TAPPING GALVANIZED SCREWS WITH WASHERS.

SIDE VIEW



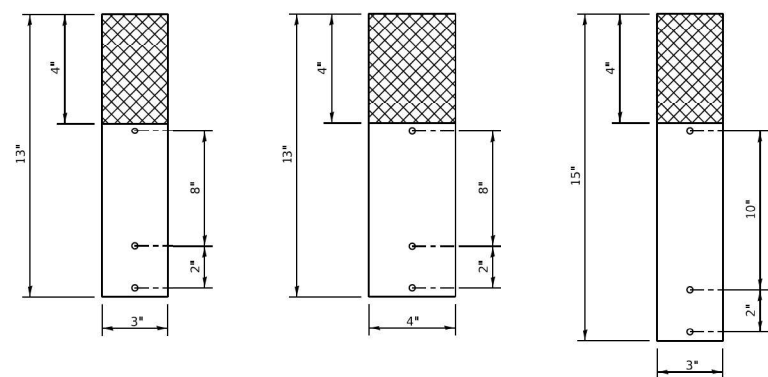
MOUNTED ON A METAL GUARDRAIL BLOCK OUT

REFLECTORS MOUNTED ON WOOD OR PLASTIC GUARDRAIL BLOCK OUT

REFLECTORS MOUNTED ON METAL GUARDRAIL BLOCK OUT

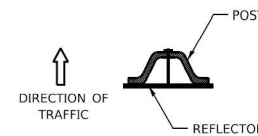
STRAIGHT GUARDRAIL / DELINEATOR REFLECTOR

SIDE VIEW

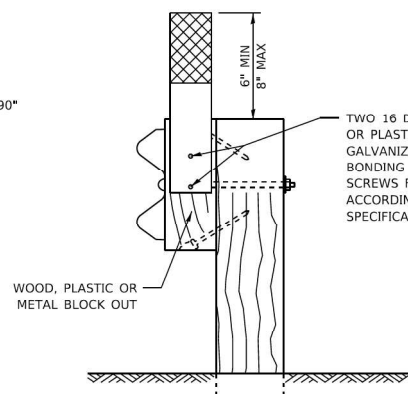


REFLECTORS MAY BE MOUNTED TO DELINEATOR POST USING TWO 10/24 X 1 1/2" BOLTS WITH NUTS AND WASHERS.

ADDITIONAL HOLES SHALL BE DRILLED IN THE REFLECTORS AS SHOWN ABOVE.



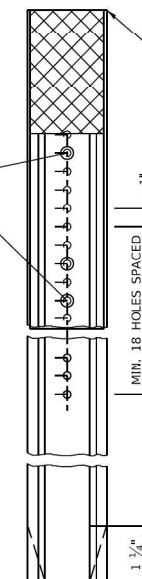
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE REFLECTOR ATTACHED AS SHOWN ABOVE.



MOUNTED ON A WOOD OR PASTIC GUARDRAIL BLOCK OUT

ADDITIONAL SHEETING MAY BE ADDED AS NEEDED FOR TURN AROUNDS AS SHOWN IN THE PLANS

10/24 X 1 1/2" BOLTS WITH WASHERS AND NUT (ADDITIONAL HOLES MAY BE DRILLED AS NEEDED)



TOP OF REFLECTOR PLACED FLUSH WITH TOP OF POST UNLESS DOUBLE SIDED REFLECTOR IS CALLED FOR, THEN REFLECTOR SHALL BE PLACED SUCH THAT THE REFLECTOR IS ABOVE THE TOP OF THE POST AND VISIBLE.

MOUNTED ON A DELINEATOR POST

NOTE:

REFLECTORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR GUARDRAIL REFLECTORS, TYPE C (SPECIAL), WHICH PRICE SHALL ALSO INCLUDE SCREWS/NAILS, WASHERS OR BONDING AGENT.

REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS SHALL BE SINGLE SIDED.

SHEETING COLOR SHALL BE CALLED OUT IN THE PLANS.

SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.

REFLECTORS MOUNTED ON GUARDRAIL SHALL BE 4" WIDE.

REFLECTORS MOUNTED ON DELINEATOR POST SHALL BE 3" WIDE.

FILE NAME: C:\Projects\D2stds\D25standards.cel	USER NAME = hogersorjrd	DESIGNED -	REVISED - G-21-21
		DRAWN -	REVISED -
	PLOT SCALE = 1.0000 "/ in.	CHECKED -	REVISED -
	PLOT DATE = Jun-21-2021 03:35:22 PM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2021
morning 10/7/2021 4:02:32 PM
FILE NAME: I:\Crystal Lake\LDOT\180044-Var Ph. H. D2\CAD\W05 - IL 26 Bridge\CADsheets\Guardrail Reflector Type C - Special.dgn

BAXTER & WOODMAN
Consulting Engineers

USER NAME = morning	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE - 10-07-21	FILE - Guardrail Reflector Type C - Special.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT STANDARDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
316	(101-3B)D	STEPHENSON	52	52
CONTRACT NO. 64N03				
ILLINOIS FED. AID PROJECT NHPP-H5FD(178)				

GUARDRAIL REFLECTORS, TYPE C (SPECIAL)