

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126 (B-1)BR	DEKALB	62	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 66987		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAP ROUTE 307 (IL ROUTE 64)
SECTION 126 (B-1)BR
PROJECT: ACF-0307(034)
DEKALB COUNTY

C - 93 - 002 - 10

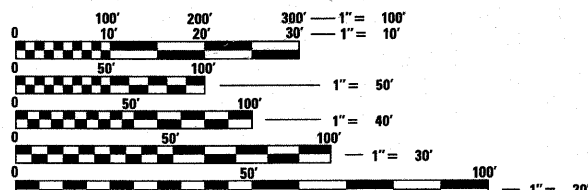
IL ROUTE 64 OVER KISHWAUKEE RIVER
REPLACEMENT OF EXISTING BRIDGE

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	GENERAL NOTES, COMMITMENTS & HIGHWAY STANDARDS
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-7	SCHEDULE OF QUANTITIES
8	ALIGNMENT & TIES
9-10	PLAN & PROFILE SHEETS
11-16	STAGE CONSTRUCTION & TRAFFIC CONTROL
17-18	EROSION CONTROL & PAVEMENT MARKING PLANS
-	R.O.W. PLANS (OMITTED)
19-38	STRUCTURE PLANS & STRUCTURE BORINGS
39-52	EXISTING STRUCTURE PLANS
53-54	MISCELLANEOUS DETAILS
55-62	CROSS SECTIONS

PROJECT INCLUDES A 3-SPAN REINFORCED CONCRETE SLAB STRUCTURE WITH INTEGRAL ABUTMENTS AND PILE BENT PIERS - S.N. 019-0048. BEGIN BRIDGE STA. 78+04.24 AND END BRIDGE STA. 78+97.24. WEST SPAN 30'-0", CENTER SPAN 33'-0" AND NORTH SPAN 30'-0".

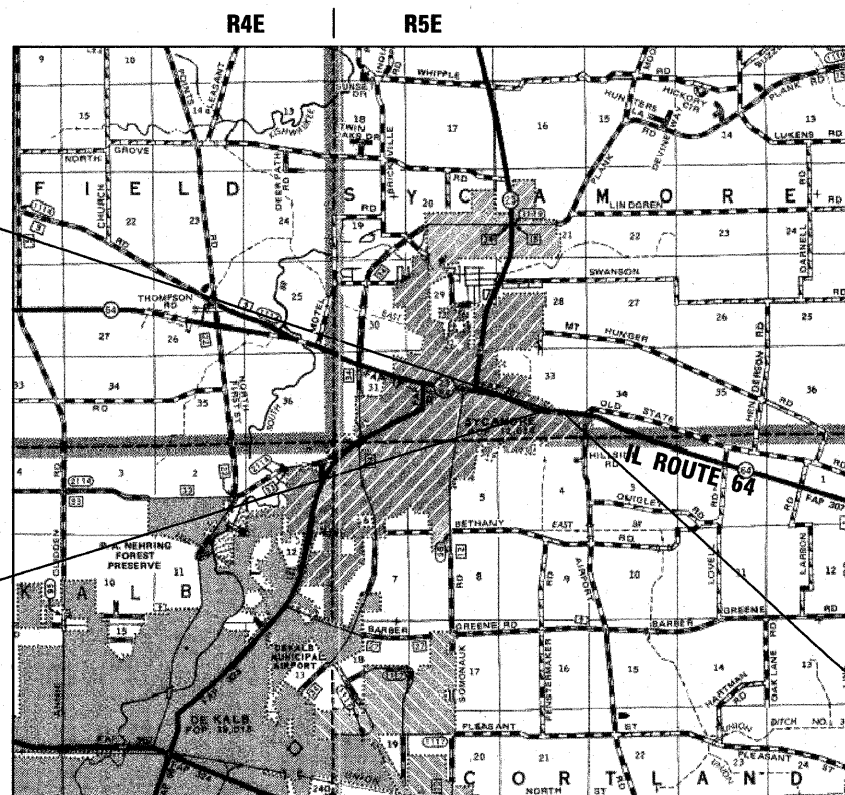
MICROFILMED _____
REEL NUMBER _____
AWARDED _____
RESIDENT ENGINEER _____
AS BUILT CHANGES WERE MADE
ON THE FOLLOWING SHEETS _____



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

DISTRICT 3 NO. (815) 434-6131
PROJECT ENGINEER: CRAIG REED, P.E.
UNIT CHIEF: MARK JONES, P.E.
CONTRACT NO. 66987

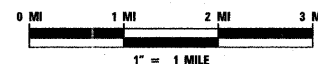


STATION 78+04.24 TO
STATION 78+97.24
BRIDGE REPLACEMENT
EXIST. S.N. 019-0013
PROP. S.N. 019-0048

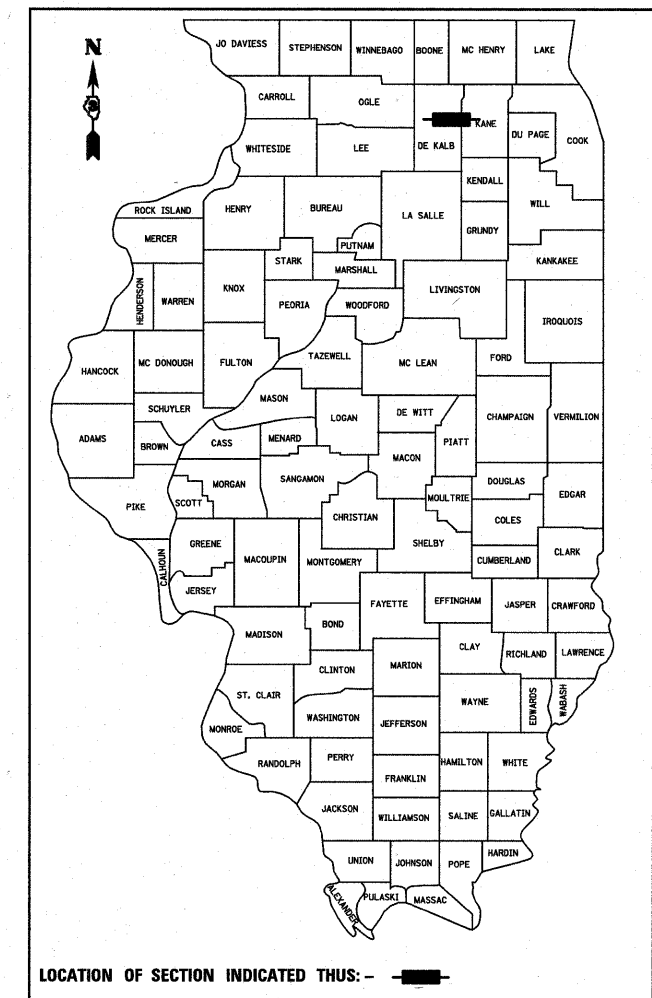
BEGIN PROJECT
STA. 74+49.00

END PROJECT
STA. 82+73.00

LOCATION MAP



GROSS LENGTH = 824 FT. = 0.16 MI.
NET LENGTH = 824 FT. = 0.16 MI.



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

FUNCTIONAL CLASSIFICATION

URBAN OTHER PRINCIPAL ARTERIAL - F.A.P. 307 (IL RTE. 64)
ADT 8,700 (2007)
PV = 90.8%
SU = 6.5%
MU = 2.7%
DESIGN SPEED = 45 MPH
POSTED SPEED = 45 MPH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 30, 2011
Edna S. Thakur
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 14, 2011
Scott E. Stitt, P.E.
ACTING ENGINEER OF DESIGN AND ENVIRONMENT

October 14, 2011
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



Jeffrey R. Rensing
JEFFREY R. RENSING
DATE 8/16/2011

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

1. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.
2. THE HMA SURFACE OF ALL PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE.
3. THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.
4. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
5. BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
6. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
7. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
8. SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.
9. ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
10. THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.
11. ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
12. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
13. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS INCLUDED IN THESE PLANS.
14. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT (PRIME COAT)		
ON AGGREGATE BASES	0.375	GAL / SQ YD
BITUMINOUS MAT (PRIME COAT)	0.08	GAL / SQ YD
BITUMINOUS MAT (PRIME COAT)		
FOG COAT	0.08	GAL / SQ YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN
15. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:
 - ELECTRIC - COMED
 - GAS - NICOR
 - SEWER - CITY OF SYCAMORE
 - TELEPHONE - VERIZON
 - CABLE - COMCAST
 - WATER - CITY OF SYCAMORE
16. THE FOLLOWING ITEM AND APPROXIMATE QUANTITY IS INCLUDED IN THE "SCHEDULE OF PRICES" IN ORDER TO ESTABLISH A UNIT COST FOR WORK REQUIRED TO COMPLETE THE TEMPORARY FENCE TO PROTECT PEDESTRIAN TRAFFIC. THE ACTUAL QUANTITY OF THE ITEM SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

TEMPORARY FENCE	200	FOOT
-----------------	-----	------

COMMITMENTS

1. A COMMITMENT HAS BEEN MADE TO REPLACE TREES REMOVED BY THE PROJECT ON SYCAMORE PARK DISTRICT PROPERTY AS PART OF A DISTRICT TREE PLANTING CONTRACT. THE TREE REPLACEMENT MAY TAKE PLACE AFTER THE STRUCTURE CONTRACT IS COMPLETED.

HIGHWAY STANDARDS

- 000001-06 - STANDARD SYMBOLS, ABBREVIATIONS & PATTERNS
- 001001-02 - AREAS OF REINFORCEMENT REBARS
- 001006 - DECIMAL OF AN INCH AND OF A FOOT
- 280001-05 - TEMPORARY EROSION CONTROL SYSTEMS
- 420401-08 - BRIDGE APPROACH PAVEMENT CONNECTOR
- 515001-03 - NAME PLATE FOR BRIDGES
- 542401-01 - METAL END SECTION FOR PIPE CULVERT
- 601101-01 - CONCRETE HEADWALL FOR PIPE DRAIN
- 630001-09 - STEEL PLATE BEAM GUARDRAIL
- 630201-06 - PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-05 - SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631011-07 - TRAFFIC BARRIER TERMINAL, TYPE 2
- 631031-09 - TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 - REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 - REFLECTOR MARKER AND MOUNTING DETAILS
- 642001-01 - SHOULDER RUMBLE STRIPS
- 701001-02 - OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
- 701006-03 - OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
- 701011-02 - OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701301-04 - LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-03 - LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
- 701311-03 - LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701321-11 - LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-04 - LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
- 701801-04 - LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901-01 - TRAFFIC CONTROL DEVICES
- 704001-06 - TEMPORARY CONCRETE BARRIER
- 781001-03 - TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

REVIEWED BY: *Dmit Bessil*
DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-30-11

EXAMINED BY: *Shepherd Day*
DISTRICT CONSTRUCTION ENGINEER

Wayne Phillips
DISTRICT MATERIALS ENGINEER

James A. Wacker
DISTRICT OPERATIONS ENGINEER

FILE NAME = sheeta01.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, COMMITMENTS & HIGHWAY STANDARDS	F.A.P. RTE. 307	SECTION 126 (B-1)BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 2
	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -		SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 66987	
	PLOT DATE = 8/17/2011	DATE -	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	URBAN		801.FED./201.STATE	
				CONSTRUCTION TYPE CODES			
				ROADWAY 0004	EX SN 019-0013 PR SN 019-0048 0011		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	175	175			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	118	118			
20101000	TEMPORARY FENCE	FOOT	200	200			
20200100	EARTH EXCAVATION	CU YD	1,370	1,370			
20400800	FURNISHED EXCAVATION	CU YD	410	410			
20800150	TRENCH BACKFILL	CU YD	29	29			
25000110	SEEDING, CLASS 1A	ACRE	0.75	0.75			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	68	68			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	68	68			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	68	68			
25100630	EROSION CONTROL BLANKET	SQ YD	3,630	3,630			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	225	225			
28000305	TEMPORARY DITCH CHECKS	FOOT	30	30			
28000400	PERIMETER EROSION BARRIER	FOOT	1,063	1,063			
28000500	INLET AND PIPE PROTECTION	EACH	1	1			
28100109	STONE RIPRAP, CLASS A5	SQ YD	845		845		
28200200	FILTER FABRIC	SQ YD	845		845		
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	862	862			
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	811	811			
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	141	141			
40600300	AGGREGATE (PRIME COAT)	TON	4	4			
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	158	158			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	66	66			
40600990	TEMPORARY RAMP	SQ YD	52	52			
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	84	84			
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	207	207			
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	363	363			
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	54	54			
42400100	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH	SQ FT	750	750			
44000100	PAVEMENT REMOVAL	SQ YD	194	194			
44000300	CURB REMOVAL	FOOT	43	43			
44000600	SIDEWALK REMOVAL	SQ FT	183	183			
44004250	PAVED SHOULDER REMOVAL	SQ YD	887	887			

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	URBAN		801.FED./201.STATE	
				CONSTRUCTION TYPE CODES			
				ROADWAY 0004	EX SN 019-0013 PR SN 019-0048 0011		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	288	288			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1			1	
50104400	CONCRETE HEADWALL REMOVAL	EACH	2	2			
50105220	PIPE CULVERT REMOVAL	FOOT	131	131			
50200100	STRUCTURE EXCAVATION	CU YD	220			220	
50300100	FLOOR DRAINS	EACH	8			8	
50300225	CONCRETE STRUCTURES	CU YD	214.3			214.3	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	433.2			433.2	
50300260	BRIDGE DECK GROOVING	SQ YD	642			642	
50300280	CONCRETE ENCASEMENT	CU YD	8.5			8.5	
50300300	PROTECTIVE COAT	SQ YD	1,005			1,005	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	126,370			126,370	
50800515	BAR SPLICERS	EACH	481			481	
50901720	BICYCLE RAILING	FOOT	216			216	
50901750	PARAPET RAILING	FOOT	234			234	
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	1,442			1,442	
51202305	DRIVING PILES	FOOT	1,442			1,442	
51203200	TEST PILE METAL SHELLS	EACH	2			2	
51500100	NAME PLATES	EACH	1			1	
54200220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	54	54			
54215550	METAL END SECTIONS 15"	EACH	2	2			
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	52			52	
60500060	REMOVING INLETS	EACH	4	4			
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	12.5	12.5			
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4			
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	3	3			
63200310	GUARDRAIL REMOVAL	FOOT	426	426			
64200105	SHOULDER RUMBLE STRIPS	FOOT	1,320	1,320			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8			
67100100	MOBILIZATION	L SUM	1	1			
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1			
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1			

* SPECIALTY ITEM

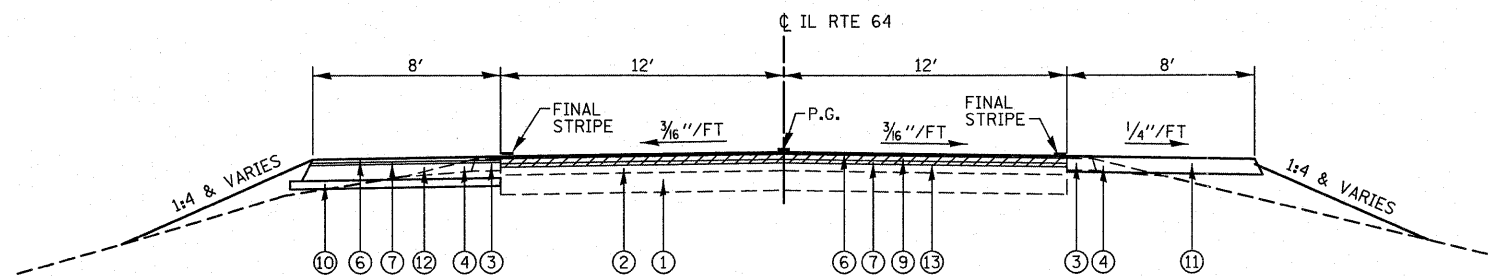
SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITIES	80% FED. / 20% STATE CONSTRUCTION TYPE CODES	
				ROADWAY 0004	EX SN 019-0013 PR SN 019-0048 0011
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	738	738	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	4,153	4,153	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	206	206	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	42	42	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	940	940	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	439	439	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	403	403	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3,296	3,296	
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	412	412	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	8	8	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2		2
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	571	571	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	9	9	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	96		96
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	850	850	
X5011100	FOUNDATION REMOVAL	EACH	2	2	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1
X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	5	5	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	19		19
Z0022800	FENCE REMOVAL	FOOT	310	310	
Z0026407	TEMPORARY SHEET PILING	SQ FT	1,538		1,538
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	157		157
Z0078000	WOOD RAIL	FOOT	110	110	
X4240470	PORTLAND CEMENT CONCRETE SIDEWALK 10 INCH, SPECIAL	SQ FT	152	152	

* SPECIALTY ITEM

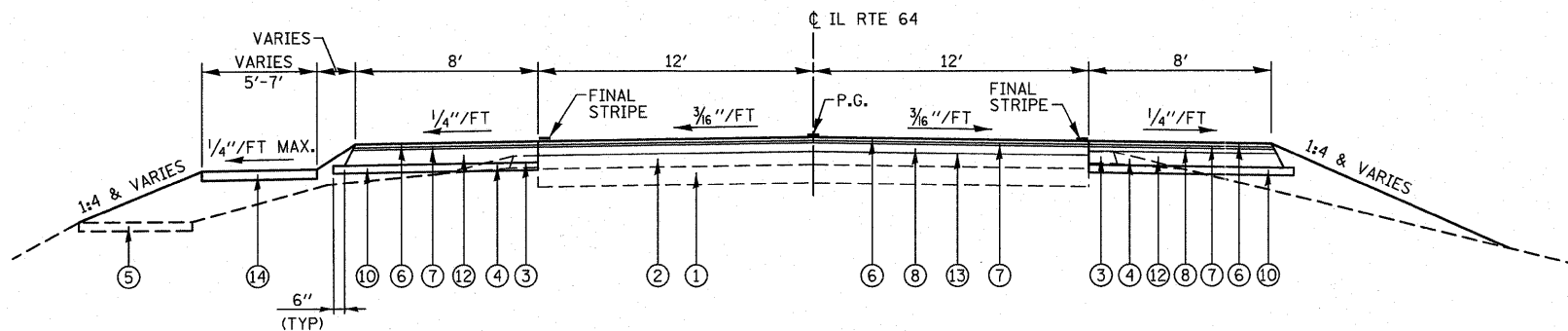
FILE NAME = sheets01.dgn	USER NAME = default	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE. 307	SECTION 126 (B-1)BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 4	
	PLOT SCALE = 28.0000' / IN.	CHECKED -	REVISED -			SCALE: NTS	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 8/26/2011	DATE -	REVISED -			CONTRACT NO. 66987					

Rev.



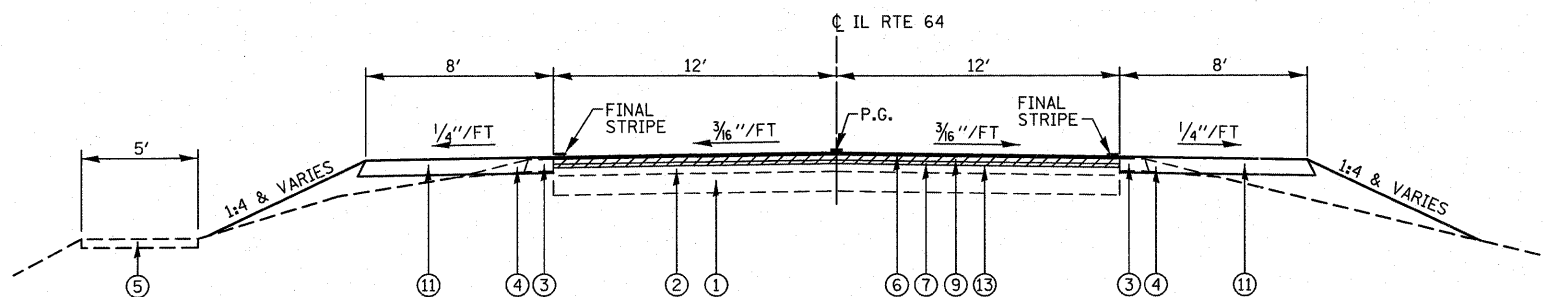
PROPOSED TYPICAL SECTION

STA. 81+12.00 TO STA. 81+94.00



PROPOSED TYPICAL SECTION

STA. 75+90.00 TO STA. 81+12.00
STRUCTURE, BRIDGE APPROACH PAVEMENT, CONNECTOR PAVEMENT OMISSION
STA. 77+68.74 TO STA. 79+32.74



PROPOSED TYPICAL SECTION

STA. 74+49.00 TO STA. 75+90.00
STA. 81+94.00 TO STA. 82+73.00

LEGEND

- ① EXISTING CONCRETE PAVEMENT, 6"
- ② EXISTING BITUMINOUS CONCRETE OVERLAY, 5"
- ③ EXISTING HOT-MIX ASPHALT SHOULDER (ESTIMATED 6") TO BE REMOVED
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING CONCRETE SIDEWALK, 4"
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1/2"
- ⑦ PROPOSED HOT-MIX ASPHALT LEVELING BINDER (MACHINE METHOD), N50, 3/4" (NOTE 1)
- ⑧ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH (NOTE 2)
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑩ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 4"
- ⑪ PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- ⑫ PROPOSED HOT-MIX ASPHALT BASE COURSE, 8"
- ⑬ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑭ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 4"

NOTE 1: LEVELING BINDER THICKNESS IS 3/4" THROUGHOUT PROJECT EXCEPT WHERE INCREASED TO MEET 2 1/4" MINIMUM HMA BINDER CSE THICKNESS. SEE MISC. DETAIL SHEET FOR HMA PAVEMENT THICKNESS TAPER DETAIL.

NOTE 2: ESTIMATED VARIABLE DEPTH HMA BINDER CSE THICKNESS
STA. 74+49.00 TO STA. 77+30.00 - NONE ANTICIPATED
STA. 77+30.00 TO STA. 77+68.74 - VARIES 2 1/4" TO 6"
STA. 79+32.74 TO STA. 79+90.00 - VARIES 2 1/4" TO 7"
STA. 79+90.00 TO STA. 82+73.00 - NONE ANTICIPATED

MIXTURE REQUIREMENTS

	HMA BINDER AND BASE COURSE	HMA LEVELING BINDER	HMA SURFACE	HMA SHOULDERS
PG GRADE	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 9.5	IL 19.0
FRICTION AGGREGATE			MIXTURE D	
DENSITY TEST METHOD	CORES	SATISFACTION OF ENGINEER	CORES	CORES*

* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/OA SPECIFICATION.

SEEDING SCHEDULE

STATION	STATION	OFFSET	SEEDING CL. 1A 25000110 (ACRE)	NITROGEN FERT NUTR 25000400 (POUND)	PHOSPHORUS FERT NUTR 25000500 (POUND)	POTASSIUM FERT NUTR 25000600 (POUND)	EROS CONTR BLANKET 25100630 (SQ YD)	TEMP EROS CONTR SEED 28000250 (POUND)
74+49	77+14	RT	0.20	18	18	18	968	60
74+49	78+30	LT	0.17	15	15	15	823	51
77+39	78+31	RT	0.07	6	6	6	339	21
78+63	82+73	RT	0.23	21	21	21	1,113	69
79+07	79+82	LT	0.03	3	3	3	145	9
80+15	81+29	LT	0.04	4	4	4	194	12
81+64	82+73	LT	0.01	1	1	1	48	3
TOTAL			0.75	68	68	68	3,630	225

ENTRANCE SCHEDULE

STATION (NOTE 1)	OFFSET	ENTRANCE TYPE	ENTRANCE WIDTH "W" (FOOT)	ENTRANCE DEPTH "D" (FOOT)	EXISTING SURFACE TYPE	INCIDENTAL BIT SURF 40800040 (TON)	CURB REM 44000300 (FOOT)
77+26	RT	PARK ENT	24	80	BIT	138	
79+98.5	LT	CE	32	80	BIT	225	43
TOTAL						363	43

EARTHWORK SCHEDULE

STATION	STATION	EARTH EXCAVATION 20200100 (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (NOTE 1) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (NOTE 2) 20400800 (CU YD)
74+49.00	82+73.00	1,370	1,030	1,440	-410
TOTAL		1,370	1,030	1,440	-410

EARTHWORK NOTES:

- ESTIMATED SHRINKAGE FACTOR = 25%.
- FURNISHED EXCAVATION = 410 CU YD

GUARDRAIL SCHEDULE

STATION	STATION	LOCATION	SPBGR TY A 6FT POSTS 63000001 (FOOT)	TRAF BAR TERM T2 63100045 (EACH)	TRAF BAR TERM T6 (NOTE 1) 63100085 (EACH)	TR BAR TRM T1 SPL FL (NOTE 1) 63100169 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MKR TYPE A 78200410 (EACH)	TERMINAL MARKER - DA 78201000 (EACH)	WOOD RAIL Z0078000 (FOOT)
76+81.0	77+31.0	NW Quad				1		2	1	
77+24.0	78+39.0	NW Quad					116			
77+31.0	77+74.5	NW Quad			1					40
77+45.0	77+50.0	SW Quad		1						
77+50.0	77+61.6	SW Quad	12.5					2	1	
77+49.0	78+39.0	SW Quad					91			
77+61.6	78+04.7	SW Quad			1					
78+60.0	79+76.0	NE Quad					116			
78+60.0	79+63.0	SE Quad					103			
78+96.7	79+33.6	NE Quad			1					40
79+26.5	79+70.0	SE Quad			1					
79+33.0	79+70.0	NE Quad				1		2	1	30
79+70.0	80+20.0	SE Quad				1		2	1	
TOTAL			12.5	1	4	3	426	8	4	110

GUARDRAIL NOTES:

- SEE SPECIAL PROVISION AFFECTING THE LENGTH REQUIREMENTS FOR THE NE QUADRANT.

TRAFFIC CONTROL ITEMS

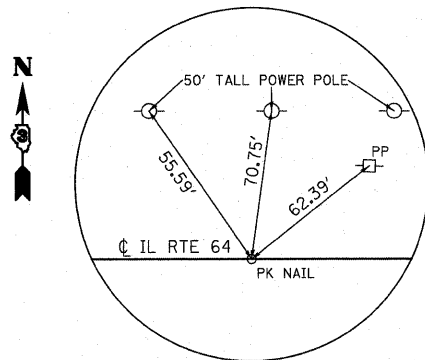
STATION	STATION	OFFSET	SHORT TERM PAVT MKING 70300100 (FOOT)	TEMP PVT MK LINE 4 70300220 (FOOT)	TEMP PVT MK LINE 24 70300280 (FOOT)	WORK ZONE PAVT MK REM 70301000 (SQ FT)	TEMP CONC BARRIER 70400100 (FOOT)	REL TEMP CONC BARRIER 70400200 (FOOT)	IMP ATTN TEMP NRD TL3 Z0030250 (EACH)	IMP ATTN REL NRD TL3 Z0030350 (EACH)
STAGE 1										
74+50	74+50	RT			12					
75+13	82+09	LT		696		232				
76+03	81+07	RT		504		168				
76+50	80+52					403				
76+50		4' LT							1	
80+52		4' LT							1	
81+28	81+47	LT			18					
82+72	82+72	LT			12	24				
STAGE 2										
74+49	82+73	RT	246			27				
74+49	82+73	LT	246			27				
74+49	82+73	CL	246			27				
74+60	82+10	RT		782		261				
75+90	81+12	LT		523		174				
76+32	80+70					36	403			
76+32		4' RT							1	
80+70		4' RT							1	
TOTAL			738	2,505	42	940	439	403	2	2

SANITARY MANHOLE SCHEDULE

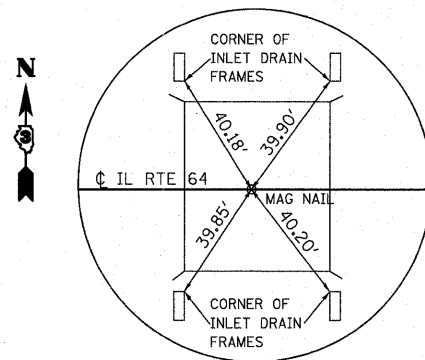
STATION	OFFSET	SANITARY MANHOLE ADJ X6026050 (EACH)
76+31	31' RT	1
77+05	30' LT	1
77+41	26' RT	1
77+62	46' RT	1
81+71	24' RT	1
TOTAL		5

SIDEWALK SCHEDULE

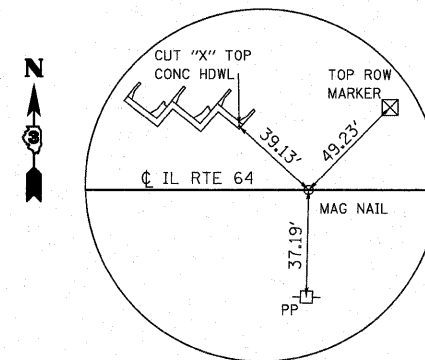
STATION	STATION	OFFSET	PC CONC SIDEWALK 4 42400100 (SQ FT)	SIDEWALK REM 44000600 (SQ FT)	PCC CONC SIDEWALK 10 SP (SQ FT)
76+80	77+07	LT		183	
76+80	77+75	LT	472		
78+97	79+27	LT			152
79+27	79+82	LT	278		
TOTAL			750	183	152



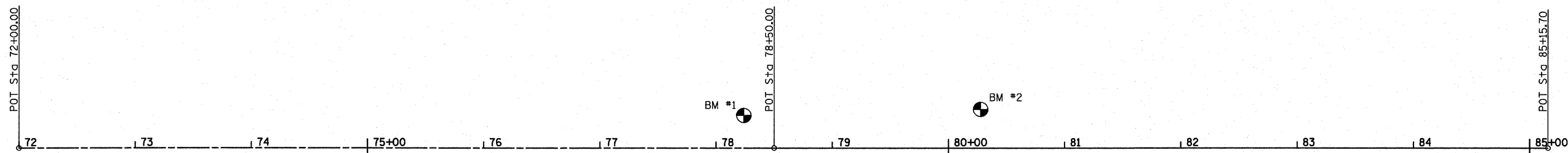
POT STA. 72+00.00
 N: 1,937,415.2090
 E: 892,811.0600



POT STA. 78+50.00
 N: 1,937,372.3032
 E: 893,459.6429



POT STA. 85+15.70
 N: 1,937,328.3610
 E: 894,123.8930



BM #1- BRASS DISK ON TOP OF NW WINGWALL
 STA 78+23.83, 28.12' LT
 ELEVATION = 835.87

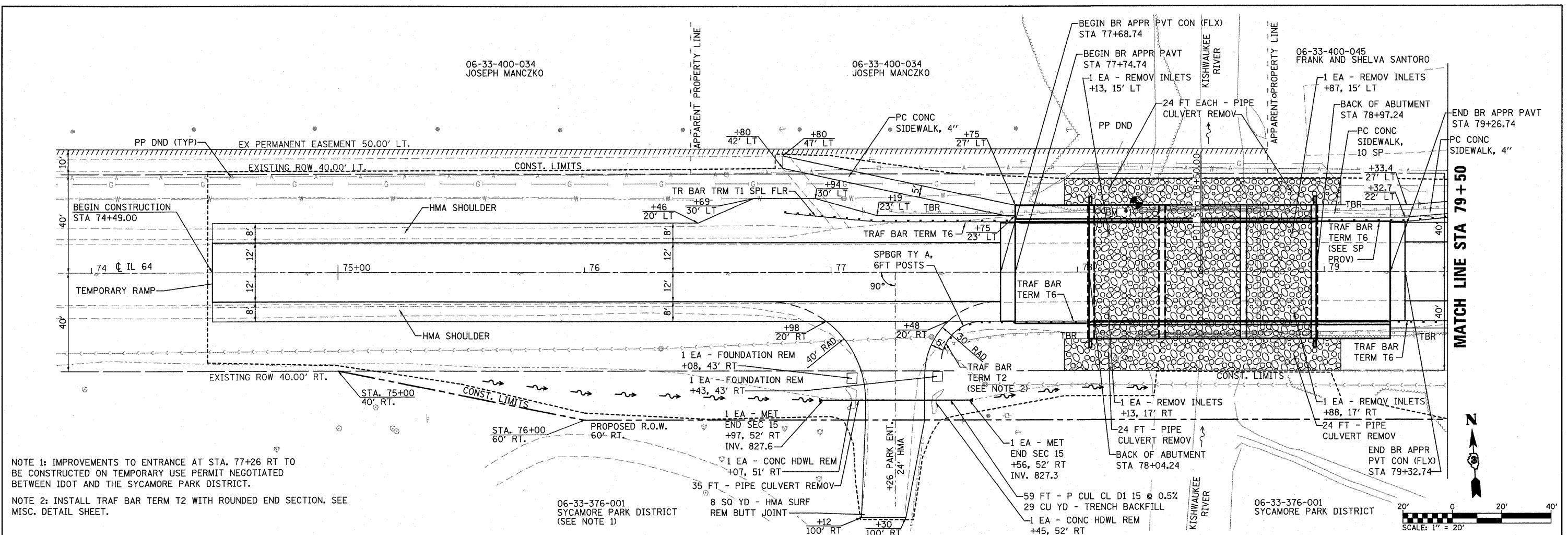
BM #2- CHISELED "X" SW BOLT FIRE HYDRANT
 STA 80+23.87, 38.48' LT
 ELEVATION = 834.28

NOTE: DISK IS STAMPED 835.95 BUT ELEV. 835.87 WAS USED FOR BRIDGE DESIGN

FILE NAME = sheets01.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENT & TIES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20,0000' / IN.	DRAWN -	REVISED -					307	126 (B-1)BR	DEKALB	62	8
	PLOT DATE = 8/17/2011	CHECKED -	REVISED -					CONTRACT NO. 66987				
				SCALE: NTS		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
PLotted	
FILE NAME	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
PLotted	
FILE NAME	

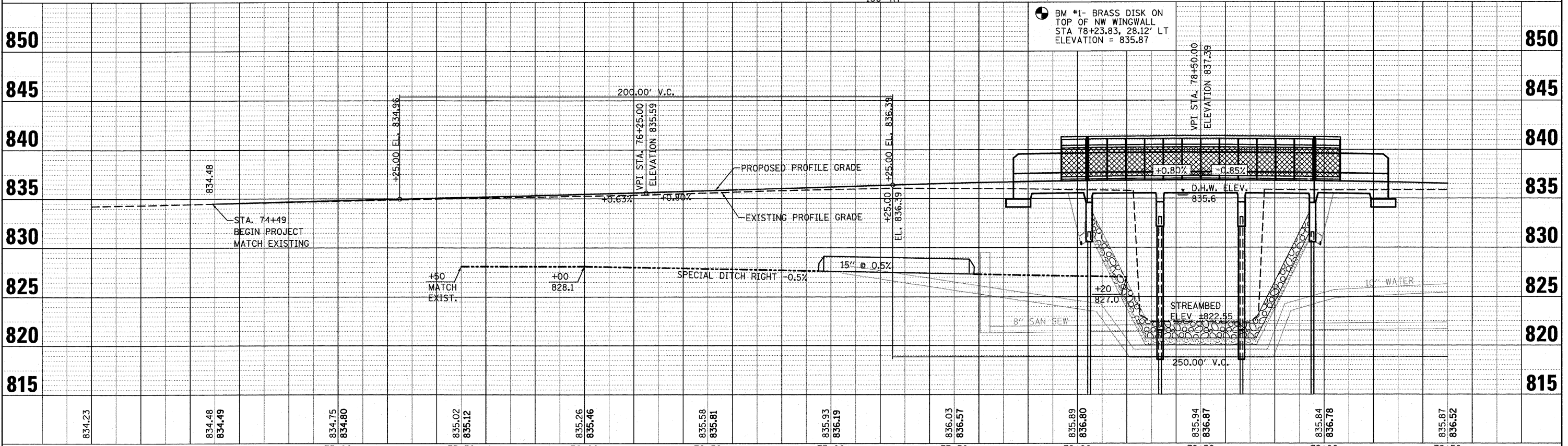
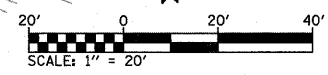


NOTE 1: IMPROVEMENTS TO ENTRANCE AT STA. 77+26 RT TO BE CONSTRUCTED ON TEMPORARY USE PERMIT NEGOTIATED BETWEEN IDOT AND THE SYCAMORE PARK DISTRICT.

NOTE 2: INSTALL TRAF BAR TERM T2 WITH ROUNDED END SECTION. SEE MISC. DETAIL SHEET.

06-33-376-001 SYCAMORE PARK DISTRICT (SEE NOTE 1)

06-33-376-001 SYCAMORE PARK DISTRICT

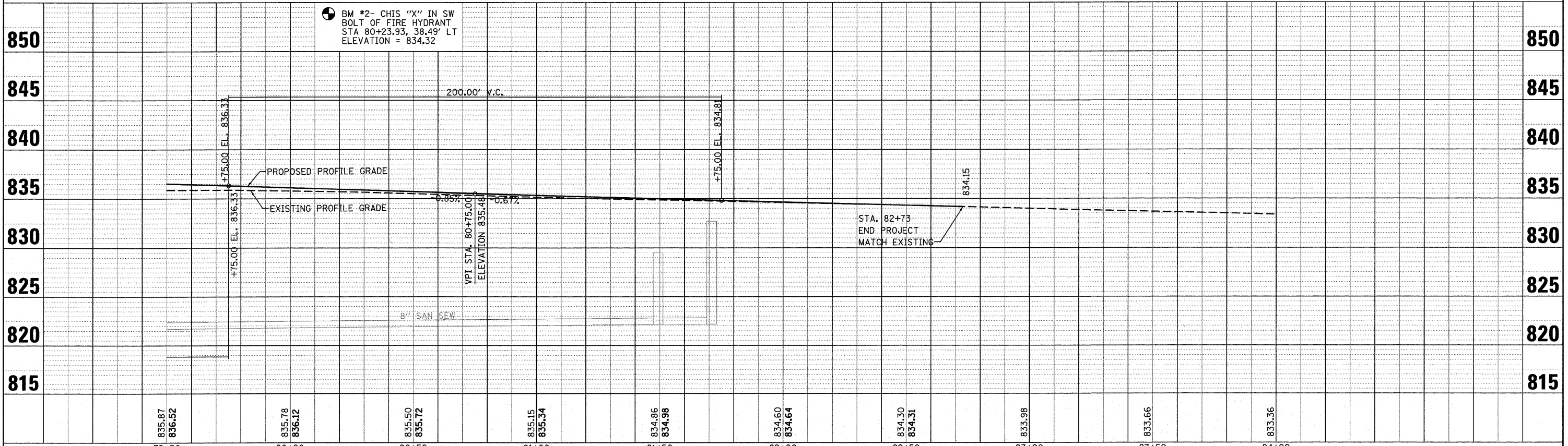
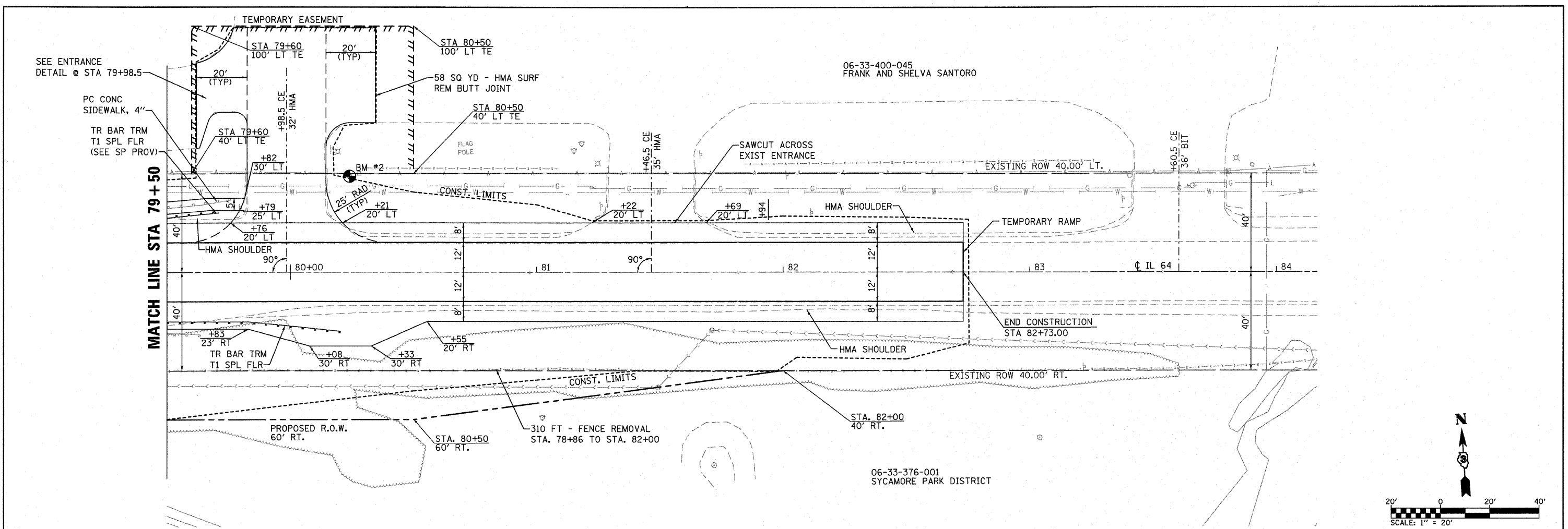


BM #1- BRASS DISK ON TOP OF NW WINGWALL STA 78+23.83, 28.12' LT ELEVATION = 835.87

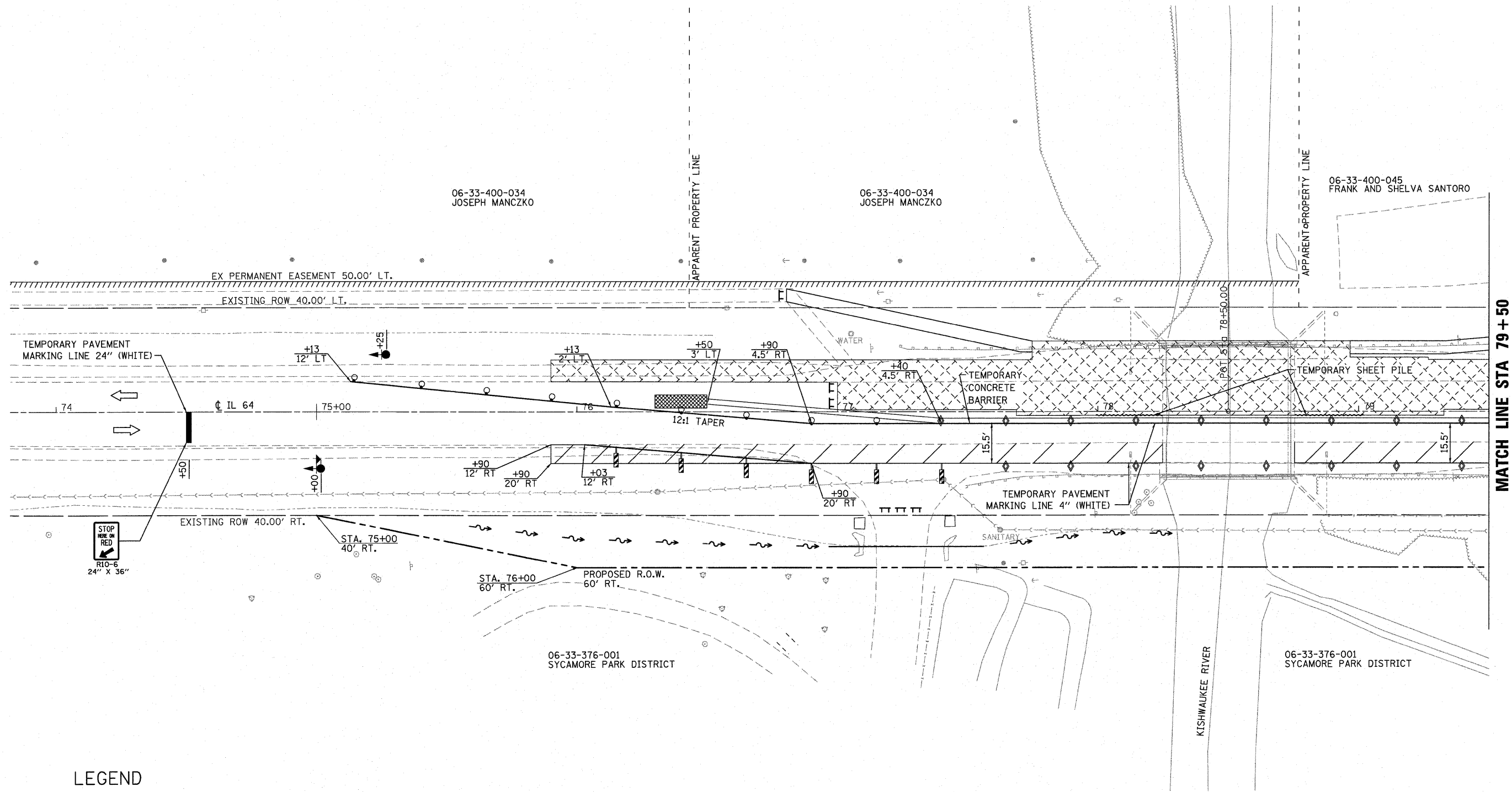
FILE NAME = sheets.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE	F.A.P. RTE. = 307	SECTION = 126 (B-1)BR	COUNTY = DEKALB	TOTAL SHEETS = 62	SHEET NO. = 9	
PLOT SCALE = 28.0000' / IN.	DRAWN -	REVISED -	SCALE: 1" = 20'			SHEET NO. 1 OF 2 SHEETS	STA 74+49 TO STA 79+50	CONTRACT NO. 66987		FED. ROAD DIST. NO. = ILLINOIS	FED. AID PROJECT
PLOT DATE = 8/17/2011	CHECKED -	REVISED -									
	DATE -	REVISED -									

DATE	
BY	
SURVEYED	
ALIGNED	
CHECKED	
FILED	
NO.	

DATE	
BY	
SURVEYED	
GRADES CHECKED	
BLM. NOTED	
STRUCTURE NOTATIONS	
NO.	



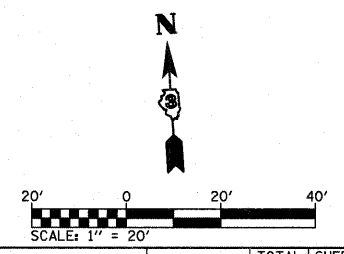
FILE NAME = sheats.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN & PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			307	126 (B-1)BR	DEKALB	62	10	
		CHECKED -	REVISED -			CONTRACT NO. 66987					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



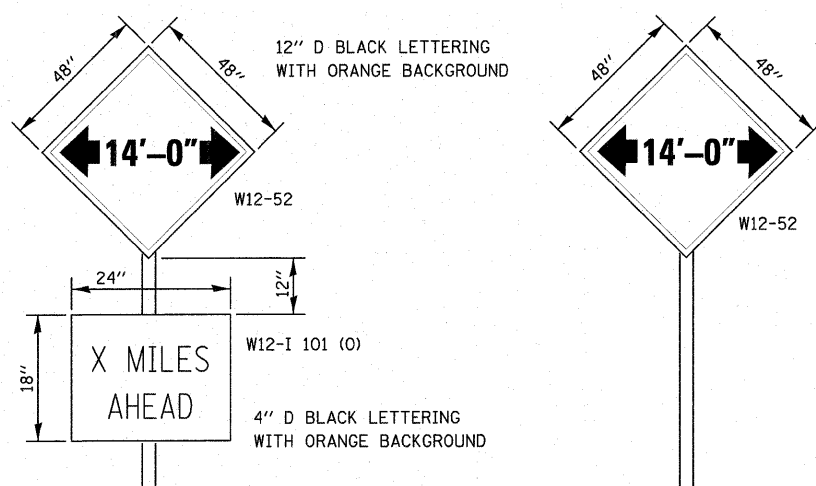
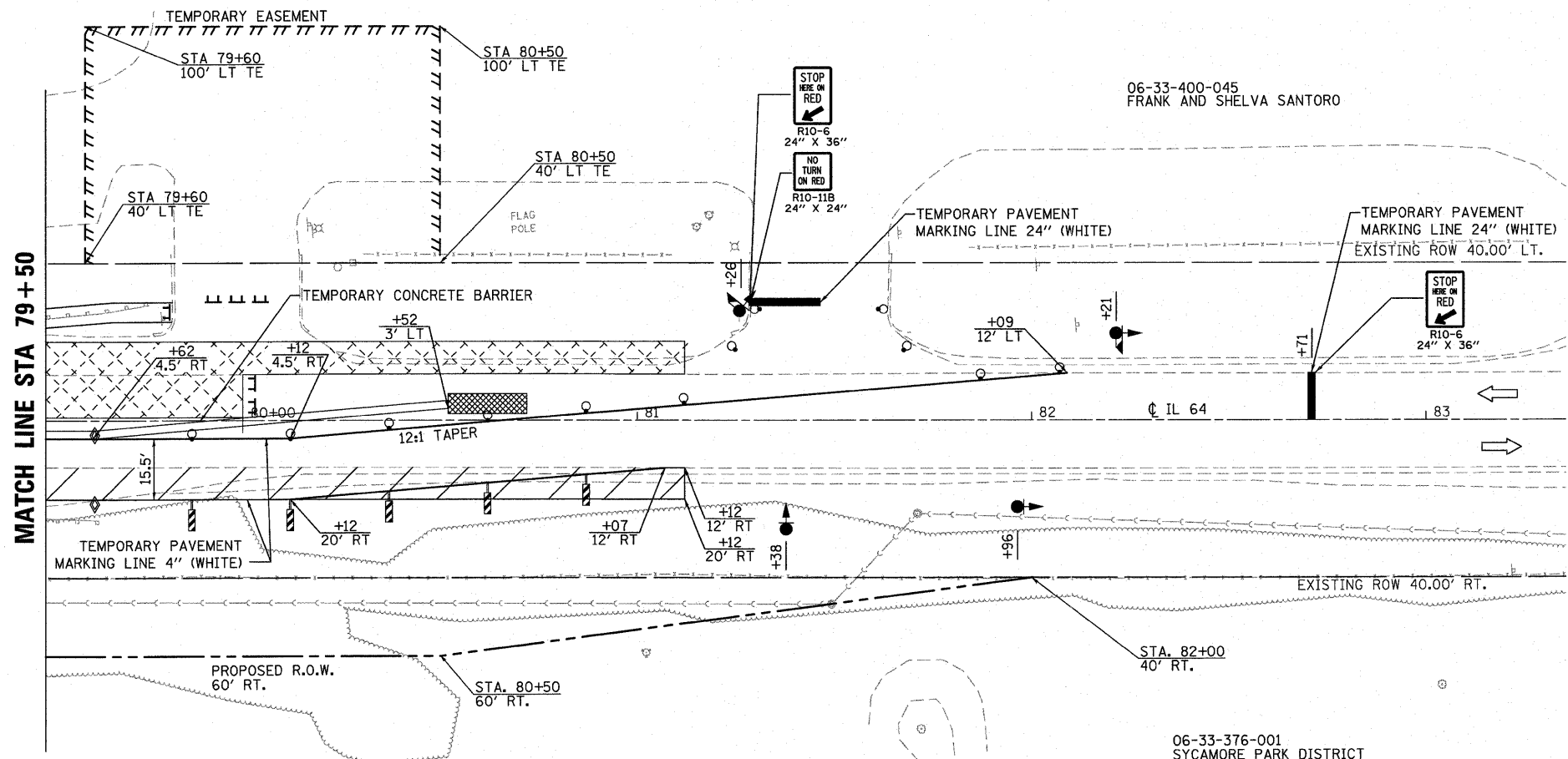
MATCH LINE STA 79+50

LEGEND

- TEMPORARY TRAFFIC SIGNALS WITH BACKPLATE
- TRAFFIC SIGNALS WITH BACKPLATE AND MICROWAVE DETECTORS
- DRUM WITH STEADY BURNING LIGHT
- TEMPORARY PAVEMENT MARKING LINE, 24"
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
- DOUBLE VERTICAL PANEL
- TYPE C BI-DIRECTIONAL REFLECTOR
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- WORK AREA
- SIGN
- HMA BASE COURSE, 8"
- DIRECTION OF TRAFFIC



FILE NAME = sheets02.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 1 CONSTRUCTION & TRAFFIC CONTROL	F.A.P. RTE. 307	SECTION 126 (B-1)BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 12		
PLOT SCALE = 20,0000 ' / IN.	DRAWN -	REVISED -	REVISED -			SCALE: 1"=20'	SHEET NO. 2 OF 6 SHEETS	STA. 74+49	TO STA. 79+50	CONTRACT NO. 66987		
PLOT DATE = 8/17/2011	CHECKED -	REVISED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
	DATE -	REVISED -	REVISED -									



AT JUNCTION OF IL 23 AND IL 64
AT JUNCTION OF IL 47 AND IL 64

A W12-52 SIGN, WITH A W12-I101 SIGN, SHALL BE ERECTED AT THE JUNCTION OF IL 64 AND IL 23 AND AT THE JUNCTION OF IL 47 AND IL 64. THE ACTUAL LOCATION OF THE SIGNS TO BE DETERMINED BY THE ENGINEER. AN ADDITIONAL W12-52 SIGN SHALL BE ERECTED 1000 FEET IN EACH DIRECTION FROM THE BRIDGE PRIOR TO STAGE 1 CONSTRUCTION. THESE SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR DURING STAGE 1 CONSTRUCTION AND SHALL BE REMOVED WHEN TRAFFIC IS OPEN FOR STAGE 2.

THE ENGINEER WILL NOTIFY DISTRICT 3 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

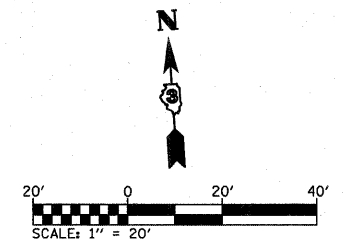
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

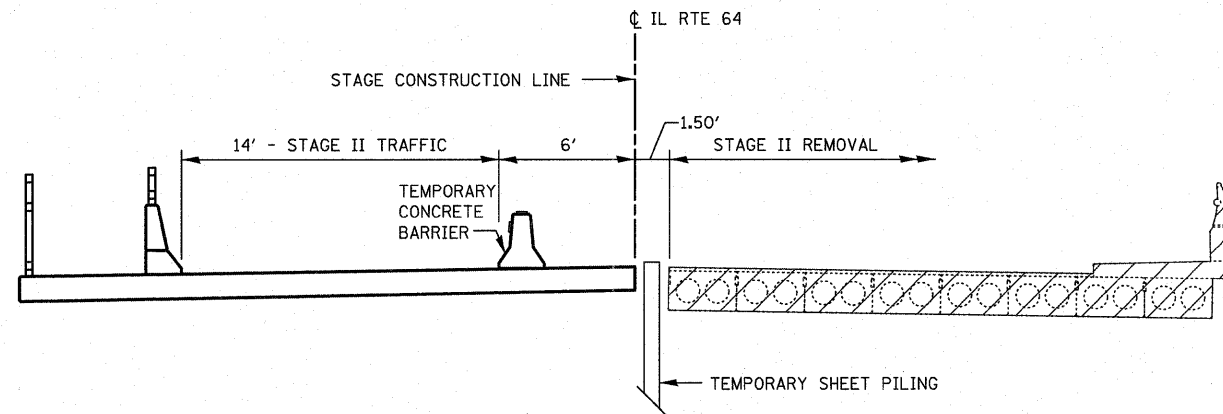
WIDTH RESTRICTION SIGNING DETAILS

LEGEND

- TEMPORARY TRAFFIC SIGNALS WITH BACKPLATE
- TRAFFIC SIGNALS WITH BACKPLATE AND MICROWAVE DETECTORS
- DRUM WITH STEADY BURNING LIGHT
- TEMPORARY PAVEMENT MARKING LINE, 24"
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
- DOUBLE VERTICAL PANEL
- TYPE C BI-DIRECTIONAL REFLECTOR
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- WORK AREA
- SIGN
- HMA BASE COURSE, 8"
- DIRECTION OF TRAFFIC

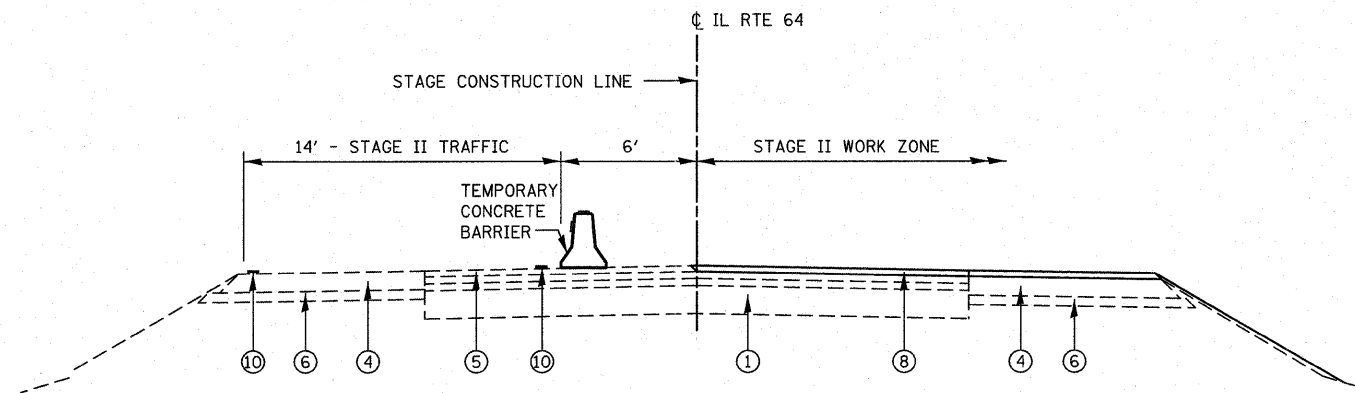


FILE NAME = sheets02.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 1 CONSTRUCTION & TRAFFIC CONTROL	F.A.P. RTE. 307	SECTION 126 (B-1)BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 13		
	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -			SCALE: 1"=20'	SHEET NO. 3 OF 6 SHEETS	STA. 79+50	TO STA. 82+73	CONTRACT NO. 66987		
	PLOT DATE = 8/17/2011	CHECKED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									



STAGE 2 CONSTRUCTION TYPICAL SECTION

(LOOKING EAST AT STRUCTURE)
FOR INFORMATION ONLY



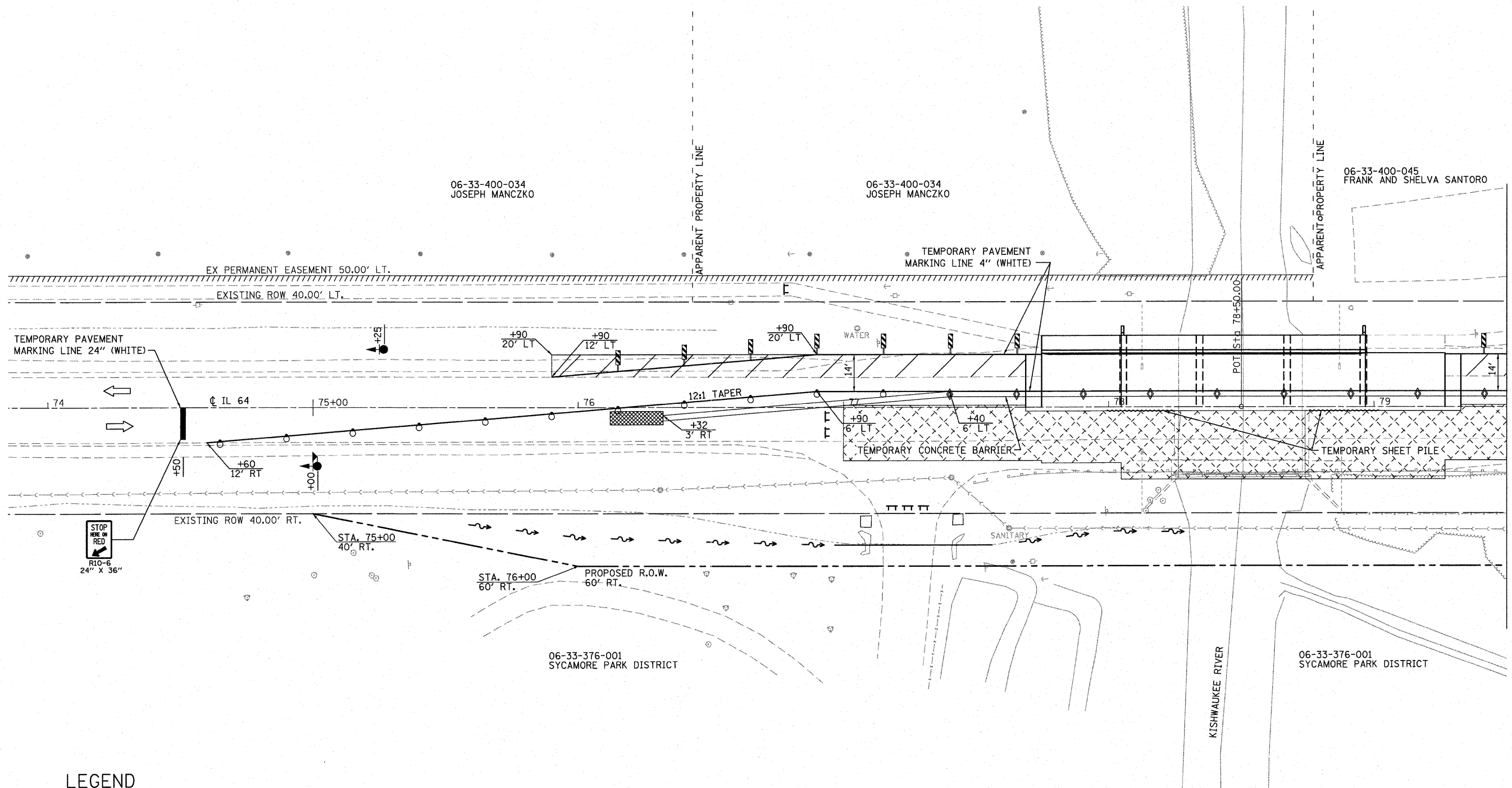
STAGE 2 CONSTRUCTION TYPICAL SECTION

(WEST OF STRUCTURE, LOOKING EAST &
EAST OF STRUCTURE, LOOKING EAST)

LEGEND

- ① EXISTING PAVEMENT
- ② EXISTING PAVED SHOULDER
- ③ EXISTING AGGREGATE SHOULDER
- ④ EXISTING HMA BASE COURSE, 8"
- ⑤ EXISTING HMA BINDER COURSE / LEVELING BINDER, VARIABLE DEPTH
- ⑥ EXISTING SUBBASE GRANULAR MATERIAL, TYPE B 4"
- ⑦ PROPOSED HMA BASE COURSE, 8"
- ⑧ PROPOSED HMA BINDER COURSE / LEVELING BINDER, VARIABLE DEPTH
- ⑨ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 4"
- ⑩ PROPOSED TEMPORARY PAVEMENT MARKING

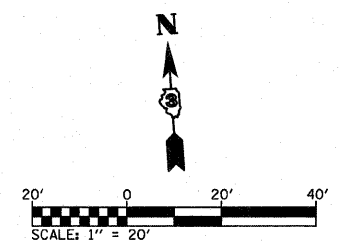
FILE NAME = sheets02.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 TYPICAL SECTIONS			F.A.P. RTE. 307	SECTION 126 (B-1)BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 14
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISOR -	REVISOR -		SCALE: 1"=20'	SHEET NO. 4	OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 66987		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
PLOT DATE = 8/17/2011	DATE -	REVISOR -	REVISOR -									



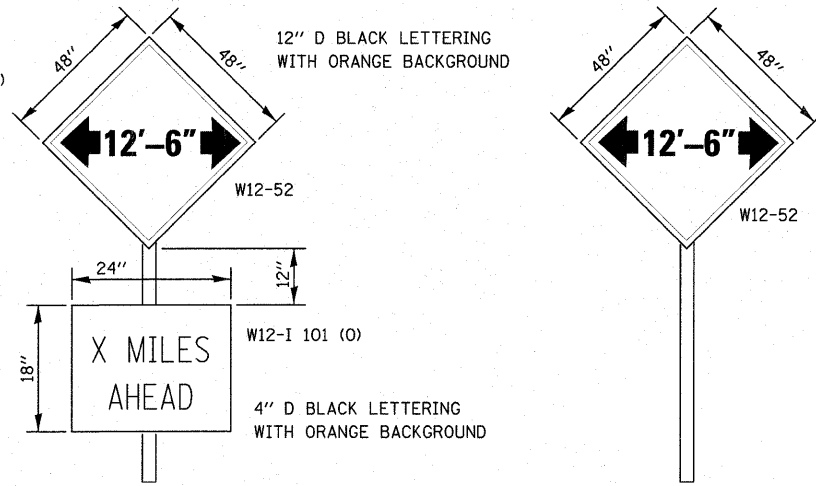
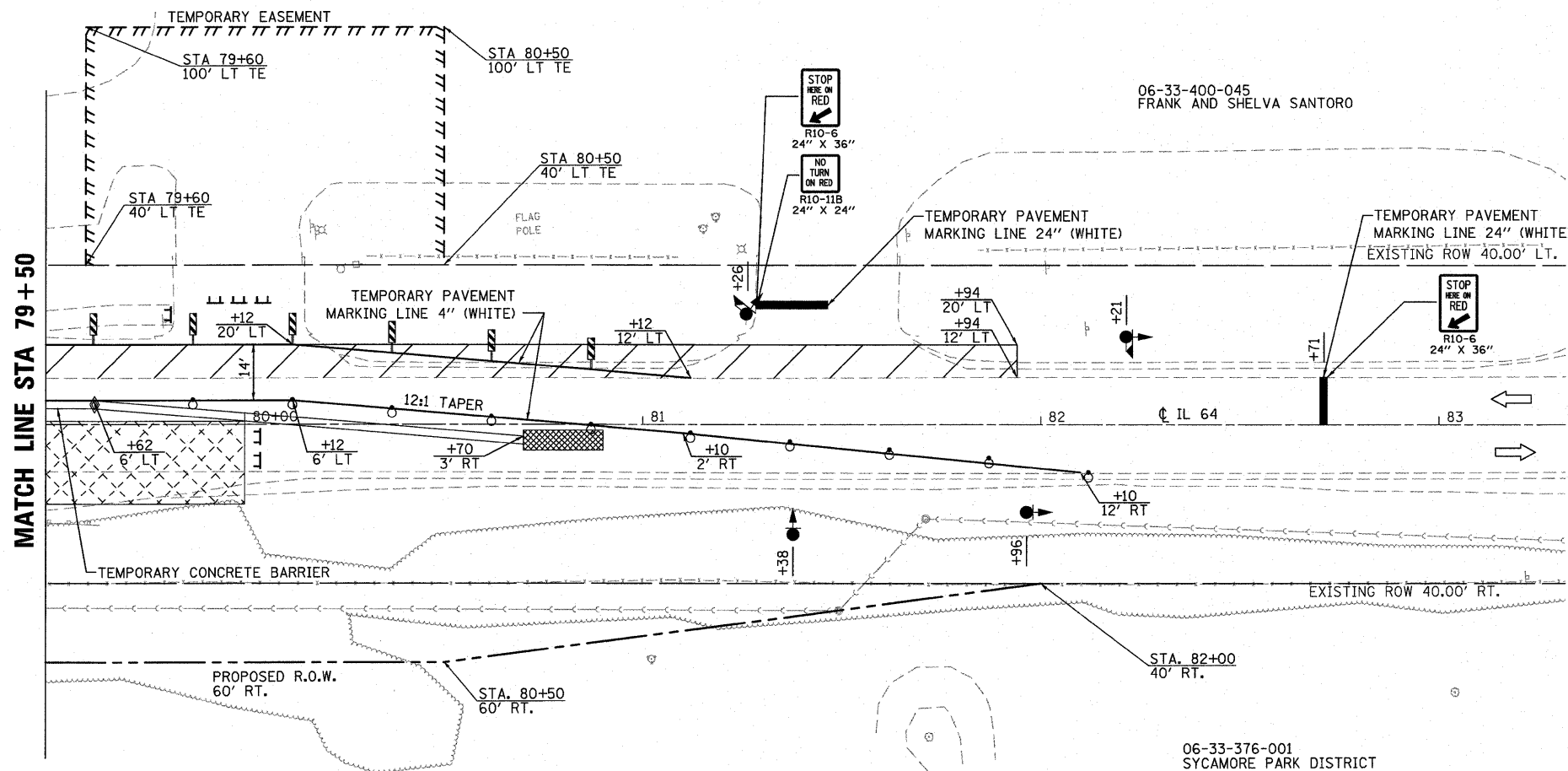
MATCH LINE STA 79 + 50

LEGEND

- TEMPORARY TRAFFIC SIGNALS WITH BACKPLATE
- TRAFFIC SIGNALS WITH BACKPLATE AND MICROWAVE DETECTORS
- DRUM WITH STEADY BURNING LIGHT
- TEMPORARY PAVEMENT MARKING LINE, 24"
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
- DOUBLE VERTICAL PANEL
- TYPE C BI-DIRECTIONAL REFLECTOR
- TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- WORK AREA
- SIGN
- HMA BASE COURSE, 8"
- DIRECTION OF TRAFFIC



FILE NAME = shasta02.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 CONSTRUCTION & TRAFFIC CONTROL	F.A.P. RTE. 307	SECTION 126 (B-1)BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 15
	PLOT SCALE = 28,0000' / IN.	DRAWN -	REVISED -			SCALE: 1"=20'	SHEET NO. 5 OF 6 SHEETS	STA. 74+49 TO STA. 79+50	CONTRACT NO. 66987	
PLOT DATE = 8/17/2011	DATE -	REVISED -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						



AT JUNCTION OF IL 23 AND IL 64
 AT JUNCTION OF IL 47 AND IL 64

A W12-52 SIGN, WITH A W12-1101 SIGN, SHALL BE ERECTED AT THE JUNCTION OF IL 64 AND IL 23 AND AT THE JUNCTION OF IL 47 AND IL 64. THE ACTUAL LOCATION OF THE SIGNS TO BE DETERMINED BY THE ENGINEER. AN ADDITIONAL W12-52 SIGN SHALL BE ERECTED 1000 FEET IN EACH DIRECTION FROM THE BRIDGE PRIOR TO STAGE 2 CONSTRUCTION. THESE SIGNS SHALL BE MAINTAINED BY THE CONTRACTOR DURING STAGE 2 CONSTRUCTION AND SHALL BE REMOVED WHEN TRAFFIC IS OPEN FOR STAGE 3.

THE ENGINEER WILL NOTIFY DISTRICT 3 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

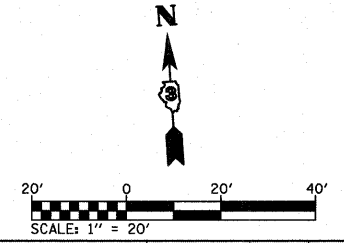
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

WIDTH RESTRICTION SIGNING DETAILS

LEGEND

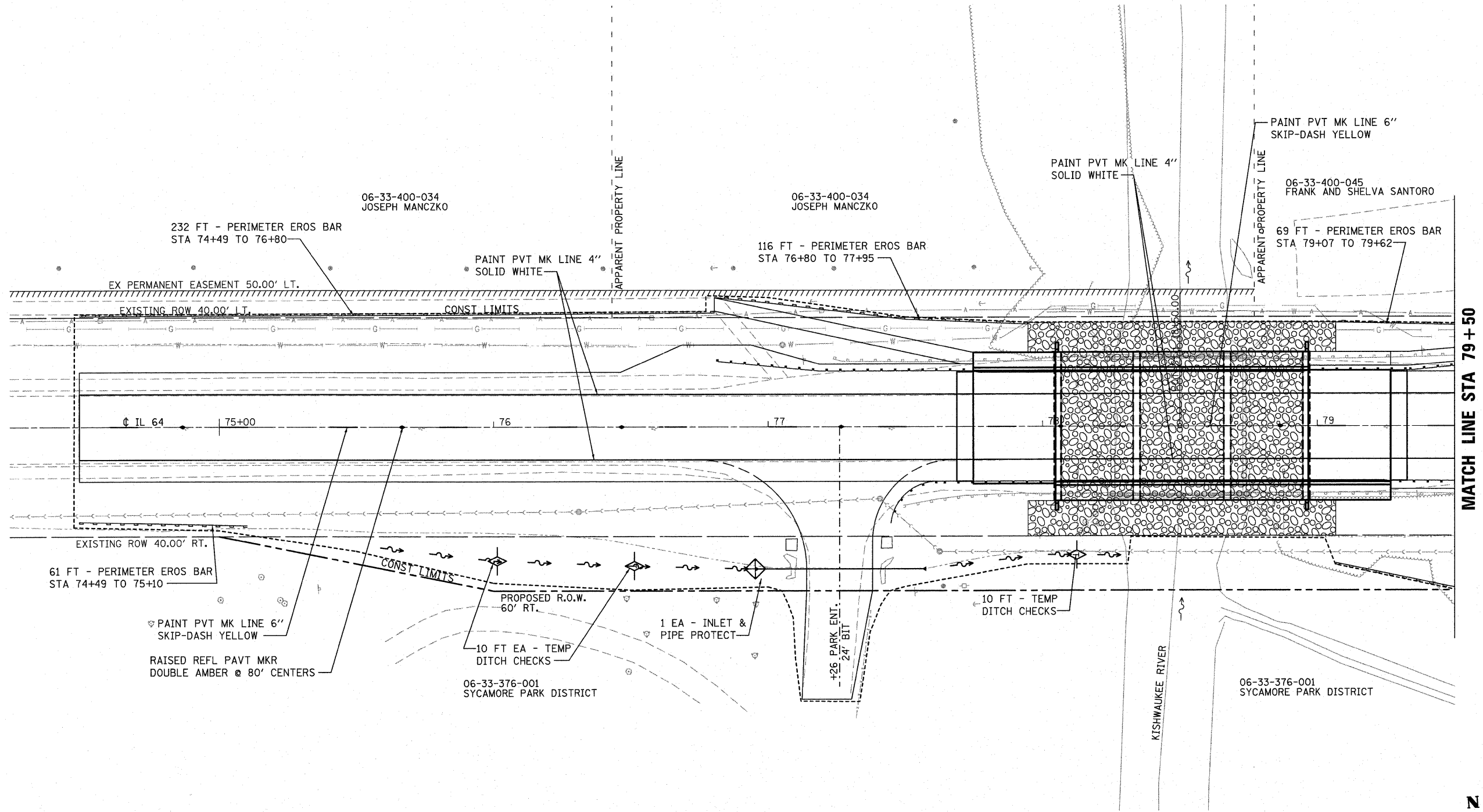
- → TEMPORARY TRAFFIC SIGNALS WITH BACKPLATE
- → TRAFFIC SIGNALS WITH BACKPLATE AND MICROWAVE DETECTORS
- DRUM WITH STEADY BURNING LIGHT
- ▬ TEMPORARY PAVEMENT MARKING LINE, 24"
- ▨ IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3
- ▬ DOUBLE VERTICAL PANEL
- ◆ TYPE C BI-DIRECTIONAL REFLECTOR
- ⊥ TYPE III BARRICADE WITH FLASHING LIGHTS
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS
- ▨ WORK AREA
- ⊥ SIGN
- ▨ HMA BASE COURSE, 8"
- DIRECTION OF TRAFFIC



FILE NAME = sheets2.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 CONSTRUCTION & TRAFFIC CONTROL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20,0000' / IN.	DRAWN -	REVISED -			307	126 (B-1)BR	DEKALB	62	16
	PLOT DATE = 8/17/2011	CHECKED -	REVISED -			SCALE: 1"=20'		SHEET NO. 6 OF 6 SHEETS		STA. 79+50 TO STA. 82+73
						CONTRACT NO. 66987				

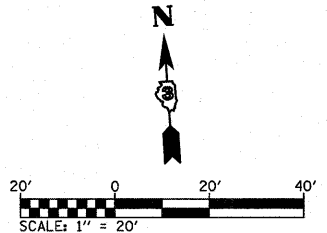
DATE	
BY	
REVISIONS	
PLANNED	
ALIGNED	
CHECKED	
NO.	
NOTE BOOK	
NO.	
CADD FILE NAME	

DATE	
BY	
REVISIONS	
PROFILES	
GRADES	
CHECKED	
NO.	
NOTE BOOK	
NO.	
SYMBOLS	
NOTATION	
CHRS	



NOTE: EROSION CONTROL BLANKET SHALL BE PLACED AT ALL AREAS WHERE PERMANENT SEEDING IS REQUIRED. BLANKET IS NOT SHOWN FOR CLARITY.

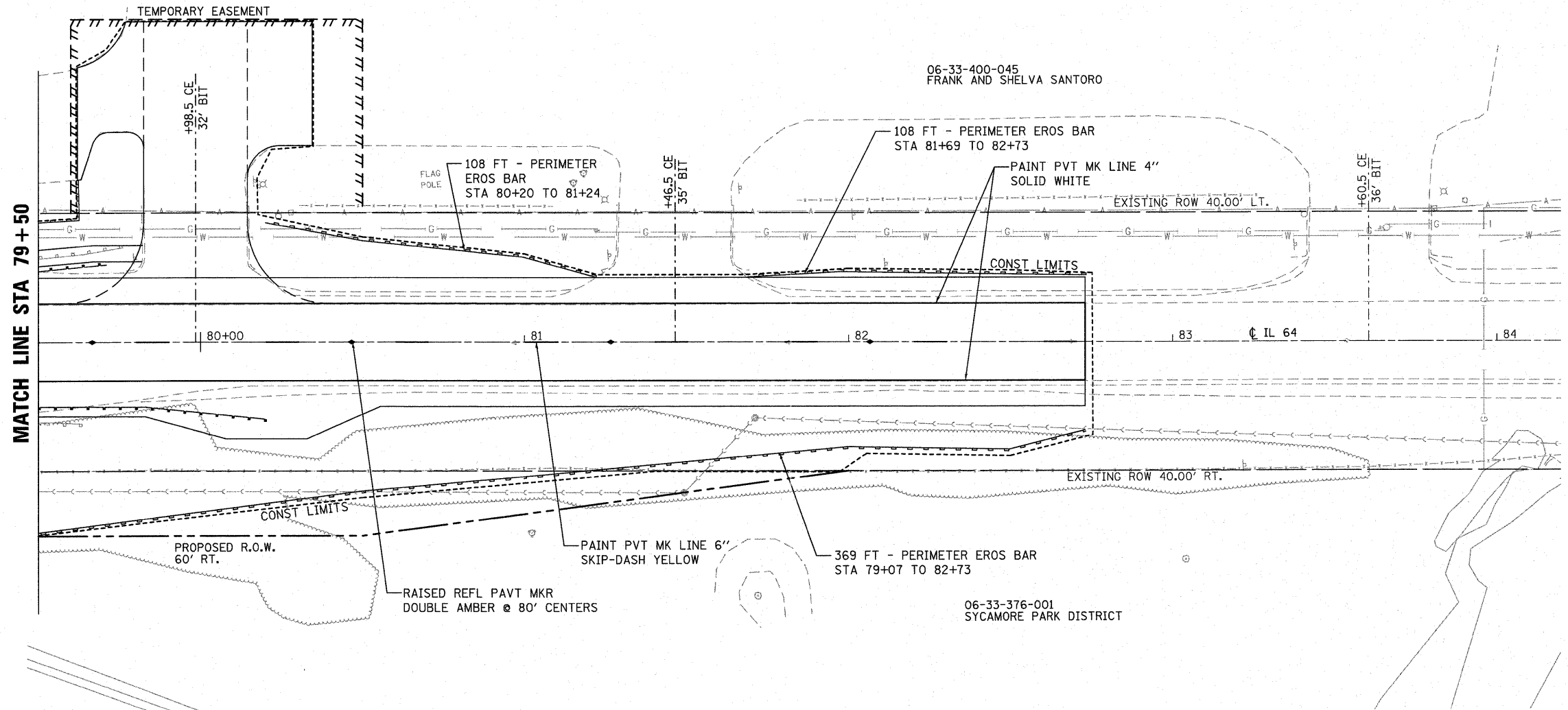
NOTE: SEE HIGHWAY STANDARD 000001 FOR EROSION CONTROL, LANDSCAPING, AND PAVEMENT MARKING LEGEND.



FILE NAME = sheets04.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL & PAVEMENT MARKINGS			F.A.P. RTE. 307	SECTION 126 (B-1)BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 17
	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -		SCALE: 1"=20'	SHEET NO. 1 OF 2 SHEETS	STA 74+49 TO STA 79+50	CONTRACT NO. 66987				
	PLOT DATE = 8/17/2011	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

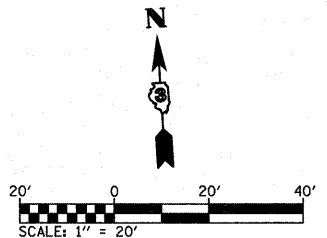
DATE	
BY	
REVIEWED	
PLANNED	
ALIGNED	
CHECKED	
NO. _____	
NOTE BOOK	
NO. _____	
CADD FILE NAME	

DATE	
BY	
REVIEWED	
PLANNED	
GRADES CHECKED	
NO. _____	
NOTE BOOK	
NO. _____	
CADD FILE NAME	



NOTE: EROSION CONTROL BLANKET SHALL BE PLACED AT ALL AREAS WHERE PERMANENT SEEDING IS REQUIRED. BLANKET IS NOT SHOWN FOR CLARITY.

NOTE: SEE HIGHWAY STANDARD 000001 FOR EROSION CONTROL, LANDSCAPING, AND PAVEMENT MARKING LEGEND.



FILE NAME =
sheet284.dgn

USER NAME = randy
PLOT SCALE = 20.0000' / IN.
PLOT DATE = 8/17/2011

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

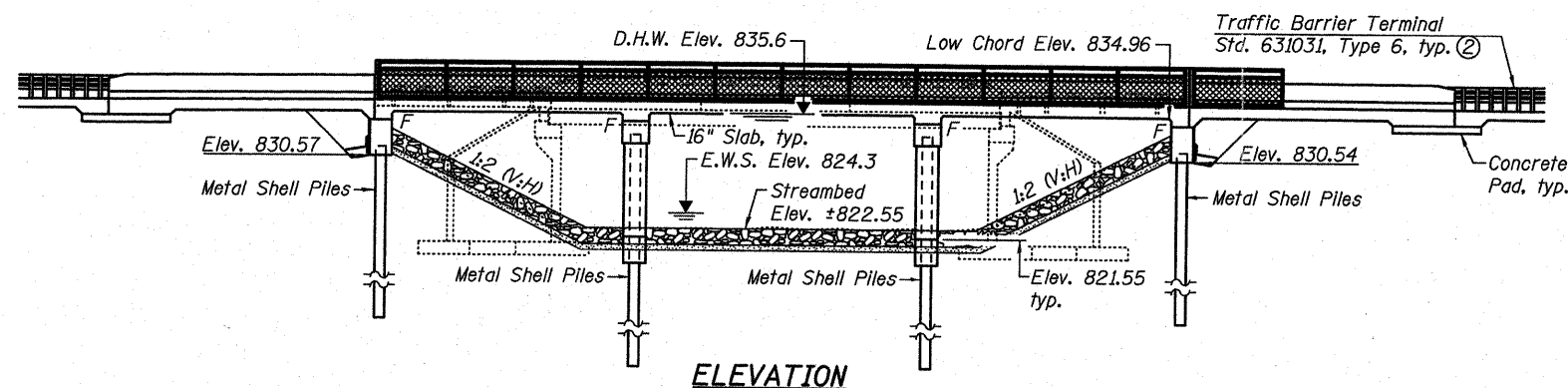
EROSION CONTROL & PAVEMENT MARKINGS

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA 79+50 TO STA 82+73

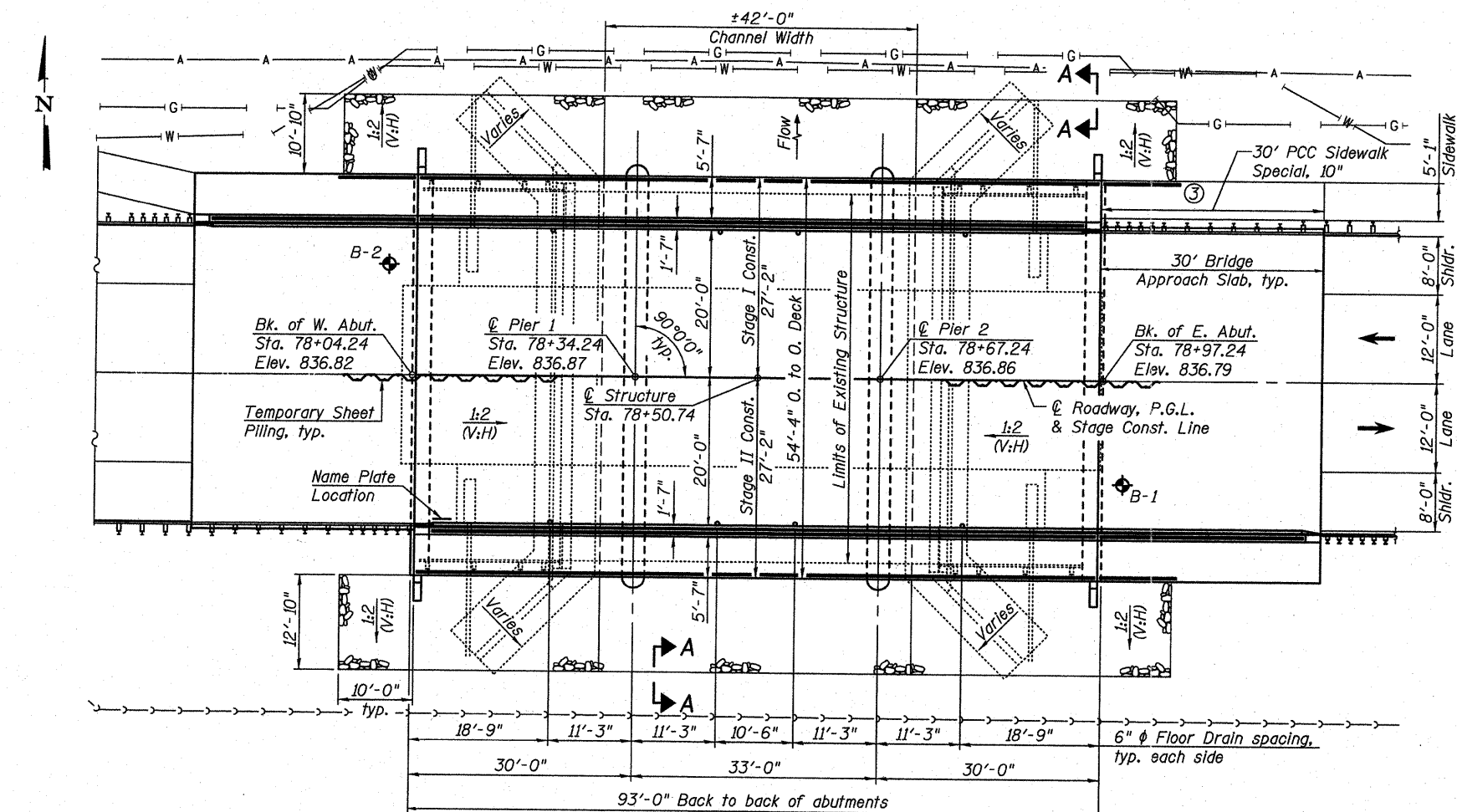
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126 (B-1)BR	DEKALB	62	18
CONTRACT NO. 66987				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Bench Mark: Brass disk on top of northwest wingwall, Sta. 78+23.83, 28.12' Left, Elev. 835.87.
 Existing Structure: S.N. 019-0013 was built in 1938 as S.B.I. Route 64, Section 126B-1. The superstructure was replaced and substructure rehabilitated in 1982 as F.A. Route 17, Section 126(B-1)R. The existing structure consists of closed abutments supported on timber piles and a prestressed concrete deck beam superstructure with bituminous wearing surface. 52'-0" out-to-out of deck. 53'-10" back-to-back of abutments. Existing structure to be removed and replaced using stage construction.

No salvage



ELEVATION



PLAN

WATERWAY INFORMATION

Drainage Area = 108 sq. mi. Exist. Low Grade Elev. = 832 @ Sta. 67+35 to Sta. 70+15
 Prop. Low Grade Elev. = 832 @ Sta. 67+35 to Sta. 70+15

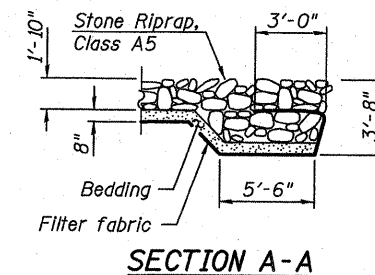
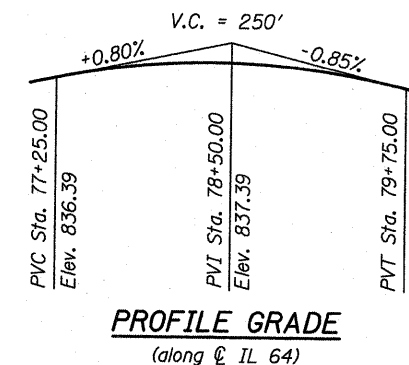
Flood	Freq. Yr.	q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Overtop	5	2800	472	668	832.0	0.9	0.7	832.9	832.7
Design	10	3830	486	753	832.9	1.1	0.7	834.0	833.6
Base	50	5570	486	753	835.6	0.2	0.1	835.8	835.7
	100	6266	486	753	836.4	0.1	0.1	836.5	836.5
	500	7832	486	753	837.6	0.0	0.0	837.6	837.6

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation	W. Abut.	Pier 1	Pier 2	E. Abut.
	830.1	812.55	812.55	830.1

STATION 78+50.74
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.P. RT. 307 SEC. 126(B-1)BR
 LOADING HL-93
 STR. NO. 019-0048

NAME PLATE
 See Std. 515001



SECTION A-A

LOADING HL-93

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

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 & 2009 Interims

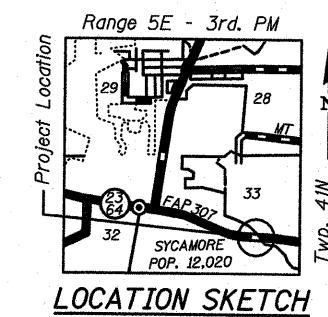
DESIGN STRESSES

FIELD UNITS

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{d1}) = 0.084g
 Design Spectral Acceleration at 0.2 sec. (S_{d5}) = 0.15g
 Soil Site Class = D



LOCATION SKETCH

- Notes:
 ① For Index of Sheets, see sheet 2 of 20.
 ② Bridge Fence Railing beyond West Approach Parapet not shown for clarity.
 ③ See sheet 2 of 20 for Bicycle Railing limits on sidewalk.

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
 [Signature]
 ENGINEER OF BRIDGES AND STRUCTURES



8/18/2011
 Exp. 11/30/2012

GENERAL PLAN & ELEVATION
 IL ROUTE 64 OVER KISHWAUKEE RIVER
 F.A.P. ROUTE 307 - SECTION 126(B-1)BR
 DEKALB COUNTY
 STATION 78+50.74
 STRUCTURE NO. 019-0048



USER NAME =	DESIGNED -	REVISOR -
JAD	JAD	
CHECKED -	REVISOR -	REVISOR -
SJN		
DRAWN -	REVISOR -	REVISOR -
JAD		
CHECKED -	REVISOR -	REVISOR -
SJN		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B-1)BR	DEKALB	62	19
				CONTRACT NO. 66987

GENERAL NOTES

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.

Reinforcement bars designated (E) shall be epoxy coated.

Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.

The Contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

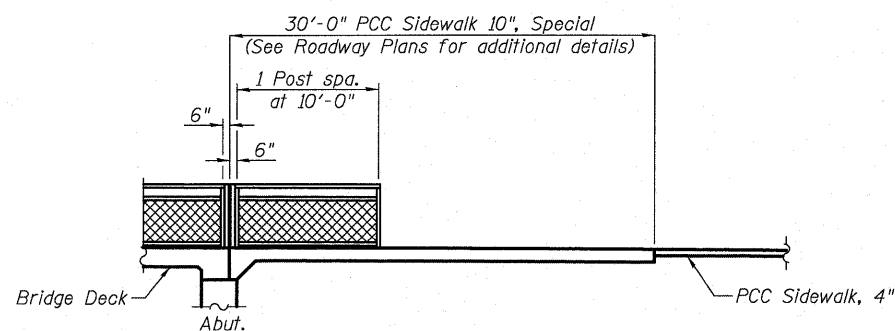
Slipforming of parapets is not allowed.

TOTAL BILL OF MATERIAL

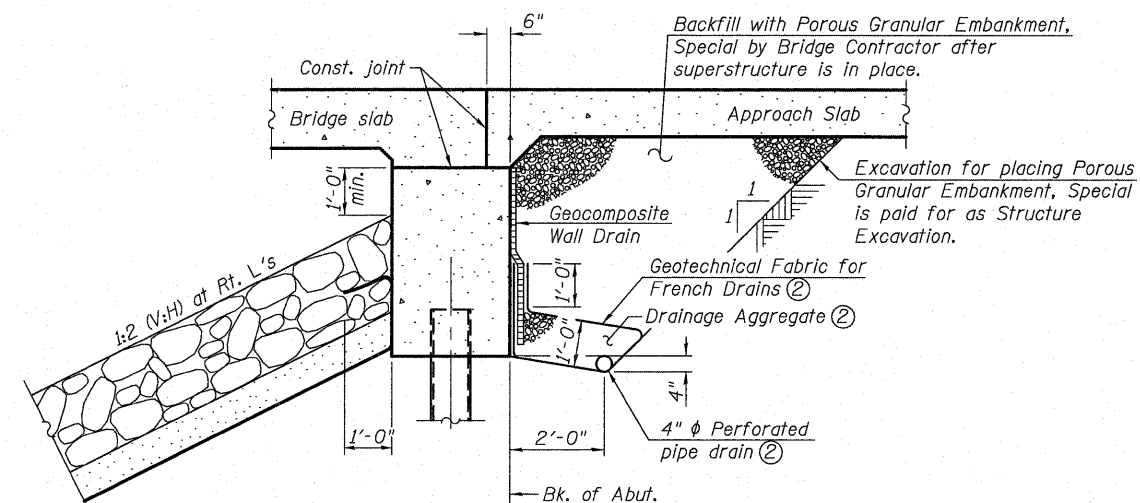
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.	-	845	845
Filter Fabric	Sq. Yd.	-	845	845
Removal of Existing Structures	Each	-	-	1
Structure Excavation	Cu. Yd.	-	220	220
Floor Drains	Each	8	-	8
Concrete Structures	Cu. Yd.	-	214.3	214.3
Concrete Superstructure	Cu. Yd.	433.2	-	433.2
Bridge Deck Grooving	Sq. Yd.	642	-	642
Concrete Encasement	Cu. Yd.	-	8.5	8.5
Protective Coat	Sq. Yd.	1,005	-	1,005
Reinforcement Bars, Epoxy Coated	Pound	110,000	16,370	126,370
Bar Splicers	Each	389	92	481
Bicycle Railing	Foot	216	-	216
Parapet Railing	Foot	234	-	234
Furnishing Metal Shell Piles 14" x 0.250"	Foot	-	1,442	1,442
Driving Piles	Foot	-	1,442	1,442
Test Pile Metal Shells	Each	-	2	2
Name Plates	Each	1	-	1
Geocomposite Wall Drain	Sq. Yd.	-	52	52
Porous Granular Embankment, Special	Cu. Yd.	-	96	96
Underwater Structure Excavation Protection - Location 1	Each	-	1	1
Underwater Structure Excavation Protection - Location 2	Each	-	1	1
Asbestos Bearing Pad Removal	Each	-	-	19
Temporary Sheet Piling	Sq. Ft.	-	1,538	1,538
Pipe Underdrains for Structures 4"	Foot	-	157	157

INDEX OF SHEETS

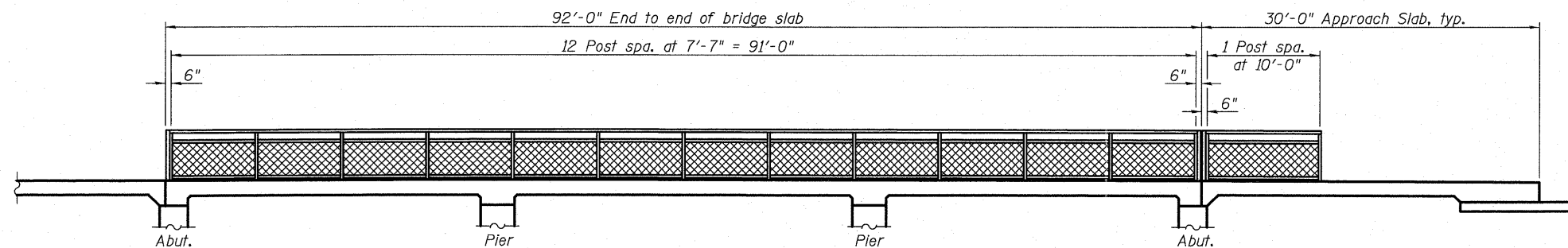
Sheet No.	Description
1	General Plan
2	General Data
3	Stage Construction Details
4	Temporary Concrete Barrier for Stage Construction
5-6	Top of Slab Elevations
7	Top of West Approach Slab Elevations
8	Top of East Approach Slab Elevations
9	Superstructure
10	Superstructure Details
11-12	Bridge Approach Slab Details
13	Bicycle Railing
14	West Abutment Details
15	East Abutment Details
16	Pier Details
17	Metal Shell Pile Details
18	Bar Splicer Assembly and Mechanical Splicer Details
19-20	Soil Boring Logs



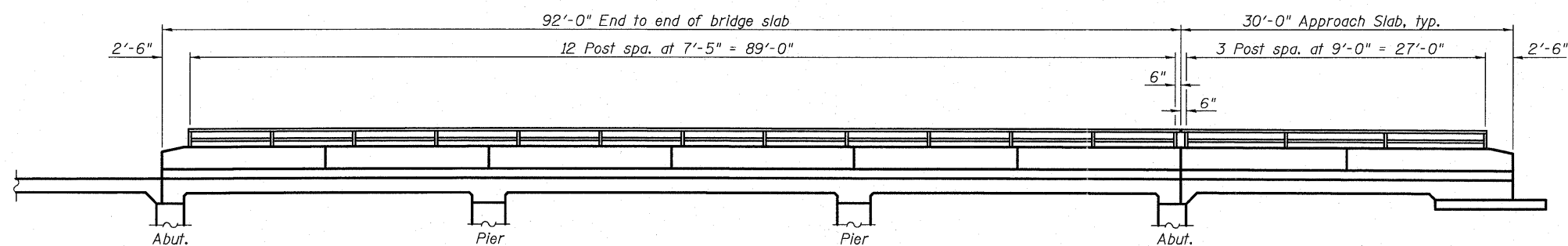
NORTHEAST BICYCLE RAILING ELEVATION ON SIDEWALK ③
(Looking North)



SECTION THRU ABUTMENT ①



BICYCLE RAILING ELEVATION ③ ④ ⑤



PARAPET RAILING ELEVATION ③ ④

Notes:

- All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).
- Included in the cost of Pipe Underdrains for Structures 4".
- For Bicycle and Parapet Railing details, see sheet 13 of 20.
- Elevation view is shown looking North at South face of structure and looking South at North face of structure.
- Parapet and Bicycle Railing beyond not shown in Bicycle Railing Elevation for clarity.



USER NAME =	DESIGNED - JAD	REVISED -
PLLOT SCALE =	CHECKED - SJN	REVISED -
PLLOT DATE =	DRAWN - JAD	REVISED -
	CHECKED - SJN	REVISED -

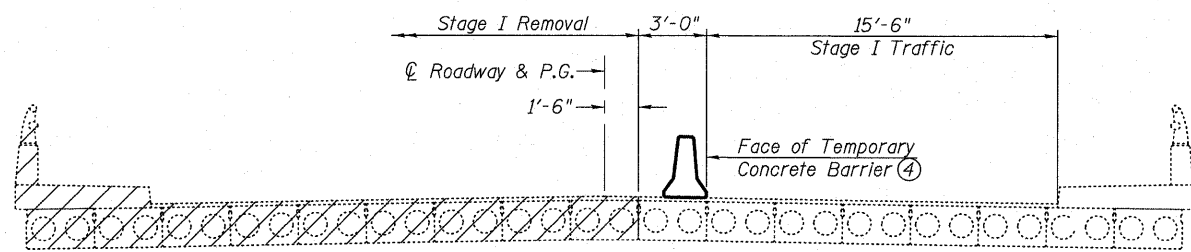
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 019-0048**

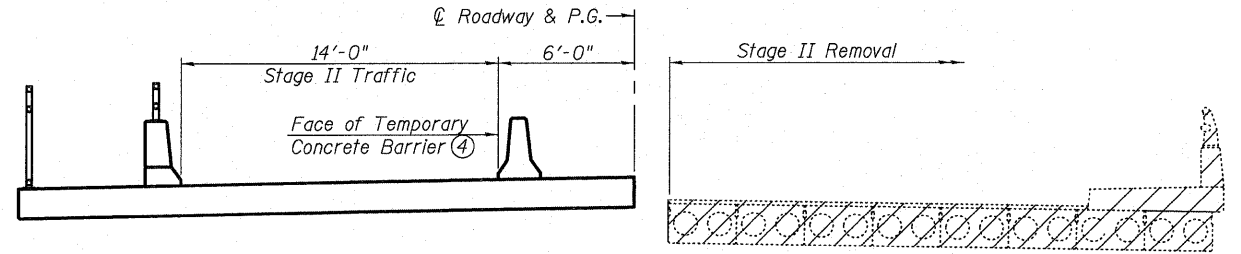
SHEET NO. 2 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B)-1BR	DEKALB	62	20
				CONTRACT NO. 66987

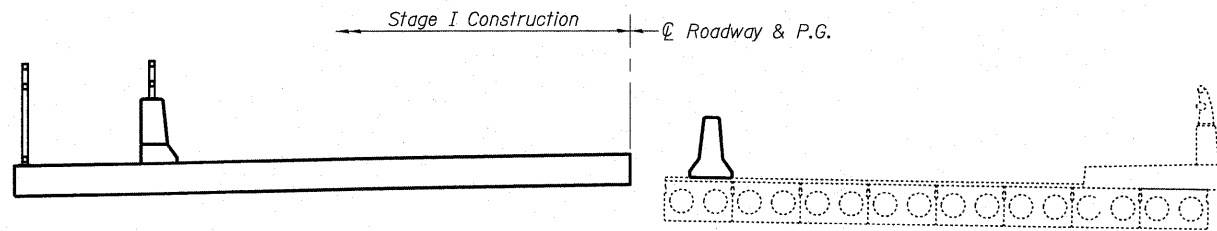
ILLINOIS FED. AID PROJECT



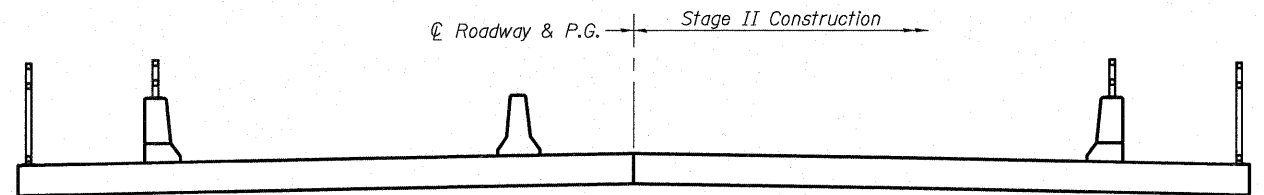
STAGE I REMOVAL ①



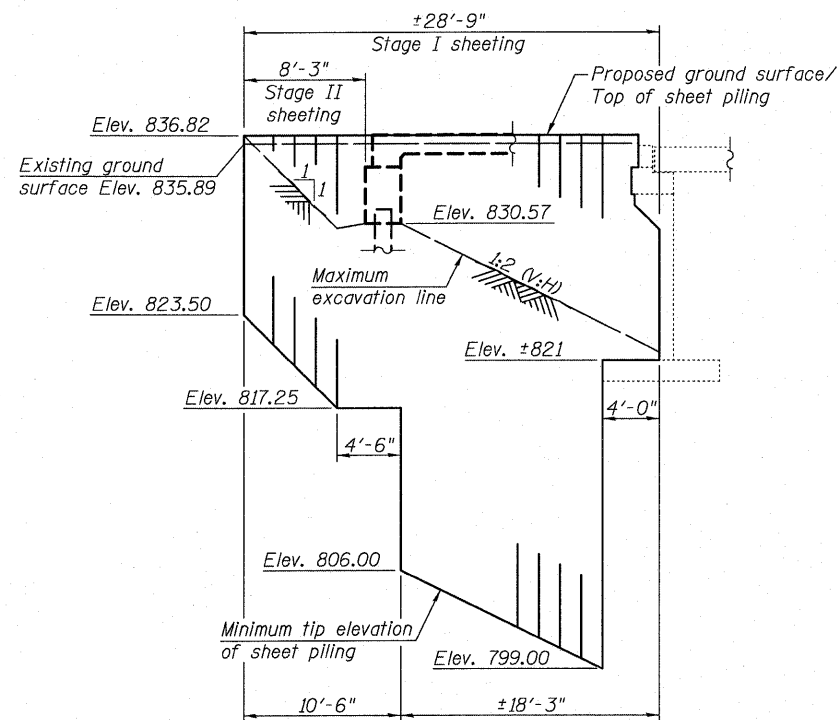
STAGE II REMOVAL ①



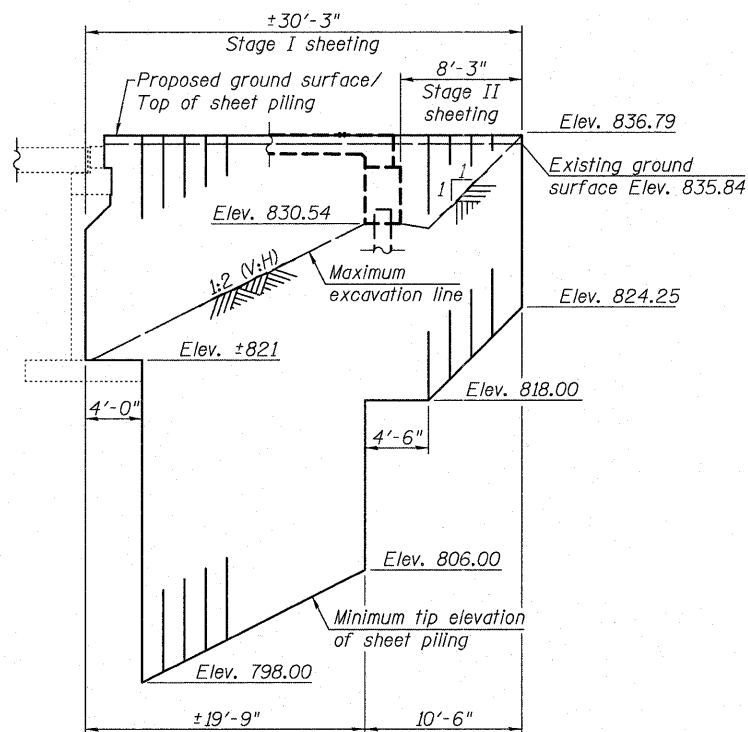
STAGE I CONSTRUCTION ①



STAGE II CONSTRUCTION ①



WEST ABUTMENT
Minimum Section
Modulus = 48 in³/ft



EAST ABUTMENT
Minimum Section
Modulus = 51 in³/ft

TEMPORARY SHEET PILING DETAIL ②③

Notes:

- ① All views shown looking east.
- ② If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
- ③ The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
- ④ For details of Temporary Concrete Barrier, see sheet 4 of 20. For quantity of Temporary Concrete Barrier, see Roadway Plans.



USER NAME =
PLOT SCALE =
PLOT DATE =

DESIGNED - JAD
CHECKED - SJN
DRAWN - JAD
CHECKED - SJN

REVISED -
REVISED -
REVISED -
REVISED -

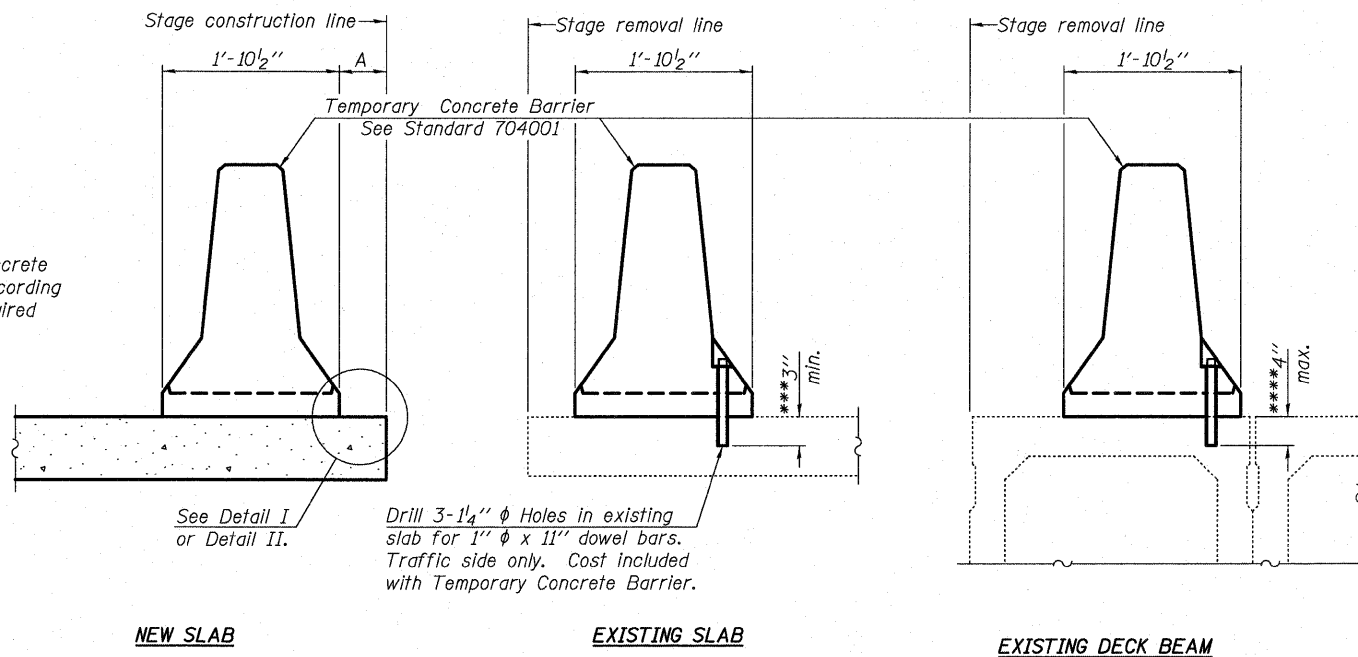
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 019-0048**

SHEET NO. 3 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B)-1(BR)	DEKALB	62	21
				CONTRACT NO. 66987
ILLINOIS FED. AID PROJECT				

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

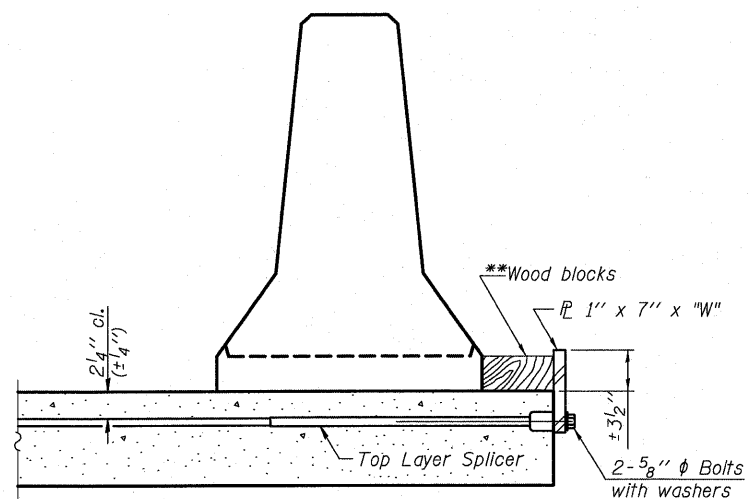
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

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

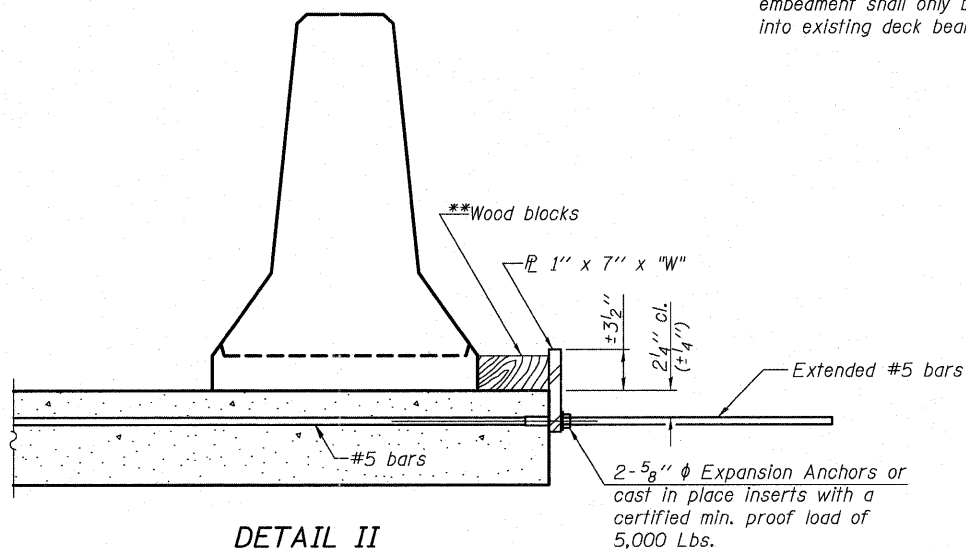
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

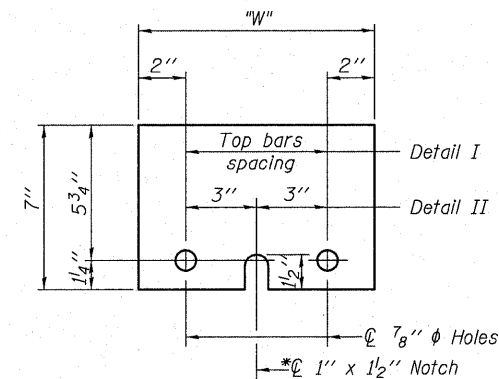
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



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

* Required only with Detail II

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

"W" = Top bars spacing + 4"

R-27

7-1-10



ILLINOIS
 Gateway Business Center 1
 1501 Lantier Court, Suite 1
 Channahon, IL 61514
 Tel: 815.345.2200
 Fax: 815.345.7293
 www.datesassoc.com

MISSOURI
 Landmark One Building
 750 Olive, Suite 1000
 St. Louis, MO 63101
 Tel: 314.598.6981
 Fax: 314.598.9609

USER NAME =	DESIGNED -	REVISED -
CHECKED -	REVISOR -	REVISIONS -
PLOT SCALE =	DRAWN -	REVISIONS -
PLOT DATE =	CHECKED -	REVISIONS -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 019-0048**

SHEET NO. 4 OF 20 SHEETS

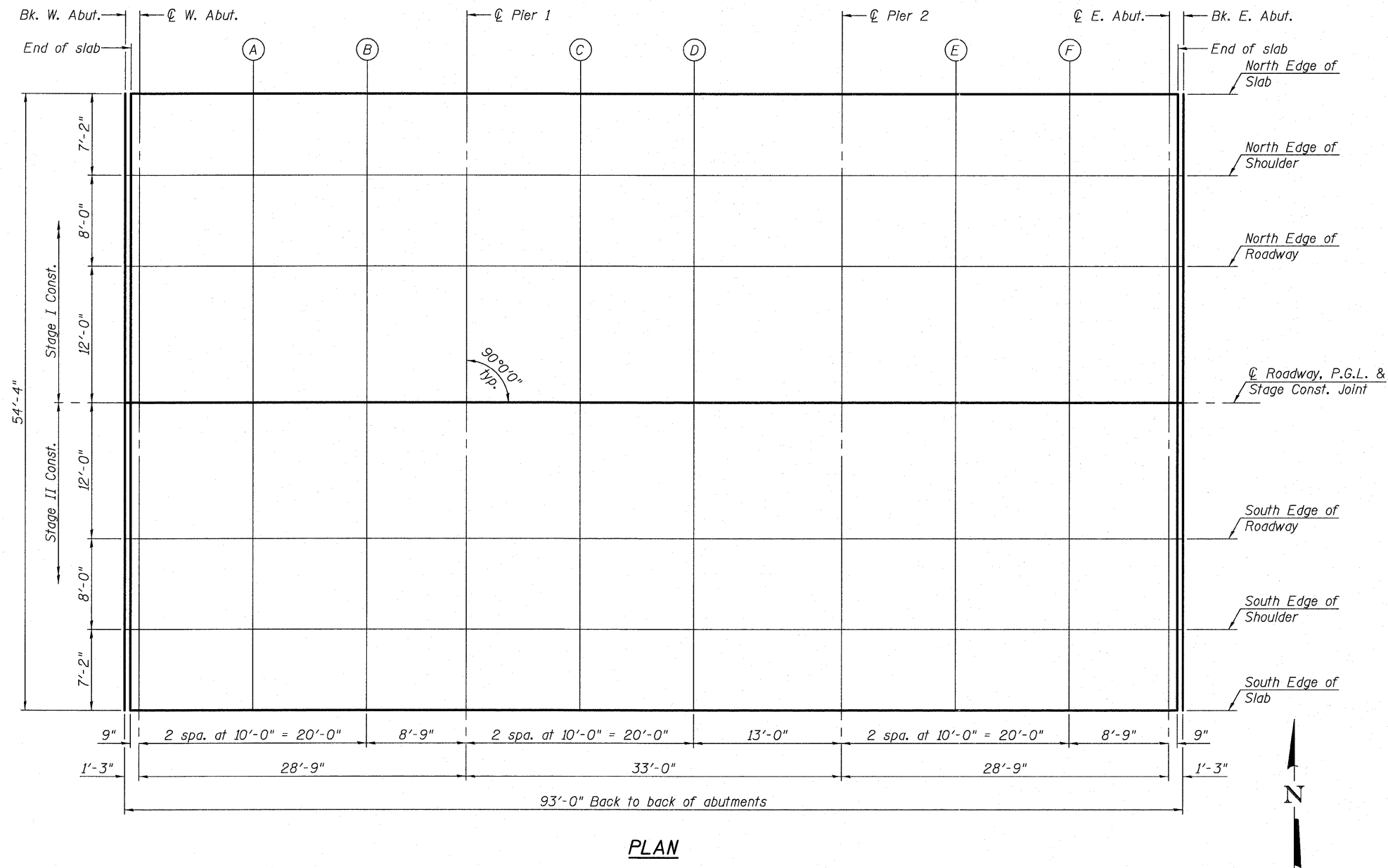
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B-1)BR	DEKALB	62	22
CONTRACT NO. 66987			ILLINOIS FED. AID PROJECT	

NORTH EDGE OF SLAB

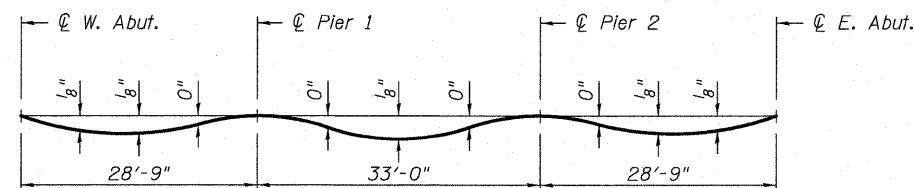
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	78+04.24	-27.17	836.31	836.31
☉ W. Abut.	78+05.49	-27.17	836.32	836.32
A	78+15.49	-27.17	836.34	836.35
B	78+25.49	-27.17	836.36	836.36
☉ Pier 1	78+34.24	-27.17	836.37	836.37
C	78+44.24	-27.17	836.37	836.38
D	78+54.24	-27.17	836.37	836.37
☉ Pier 2	78+67.24	-27.17	836.36	836.36
E	78+77.24	-27.17	836.34	836.35
F	78+87.24	-27.17	836.32	836.32
☉ E. Abut.	78+95.99	-27.17	836.29	836.29
Bk. E. Abut.	78+97.24	-27.17	836.29	836.29

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	78+04.24	-20.00	836.46	836.46
☉ W. Abut.	78+05.49	-20.00	836.47	836.47
A	78+15.49	-20.00	836.49	836.50
B	78+25.49	-20.00	836.51	836.51
☉ Pier 1	78+34.24	-20.00	836.52	836.52
C	78+44.24	-20.00	836.52	836.52
D	78+54.24	-20.00	836.52	836.52
☉ Pier 2	78+67.24	-20.00	836.51	836.51
E	78+77.24	-20.00	836.49	836.50
F	78+87.24	-20.00	836.47	836.47
☉ E. Abut.	78+95.99	-20.00	836.44	836.44
Bk. E. Abut.	78+97.24	-20.00	836.43	836.43



PLAN



DEAD LOAD DEFLECTION DIAGRAM ①

Notes:
 ① The deflections shown are not to be used in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection" as shown above and on sheet 6 of 20.

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	78+04.24	-12.00	836.63	836.63
℄ W. Abut.	78+05.49	-12.00	836.63	836.63
A	78+15.49	-12.00	836.66	836.67
B	78+25.49	-12.00	836.67	836.68
℄ Pier 1	78+34.24	-12.00	836.68	836.68
C	78+44.24	-12.00	836.69	836.69
D	78+54.24	-12.00	836.69	836.69
℄ Pier 2	78+67.24	-12.00	836.67	836.67
E	78+77.24	-12.00	836.66	836.66
F	78+87.24	-12.00	836.63	836.64
℄ E. Abut.	78+95.99	-12.00	836.61	836.61
Bk. E. Abut.	78+97.24	-12.00	836.60	836.60

℄ ROADWAY, P.G.L. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	78+04.24	0.00	836.82	836.82
℄ W. Abut.	78+05.49	0.00	836.82	836.82
A	78+15.49	0.00	836.84	836.85
B	78+25.49	0.00	836.86	836.87
℄ Pier 1	78+34.24	0.00	836.87	836.87
C	78+44.24	0.00	836.87	836.88
D	78+54.24	0.00	836.87	836.88
℄ Pier 2	78+67.24	0.00	836.86	836.86
E	78+77.24	0.00	836.84	836.85
F	78+87.24	0.00	836.82	836.83
℄ E. Abut.	78+95.99	0.00	836.79	836.79
Bk. E. Abut.	78+97.24	0.00	836.79	836.79

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	78+04.24	12.00	836.63	836.63
℄ W. Abut.	78+05.49	12.00	836.63	836.63
A	78+15.49	12.00	836.66	836.67
B	78+25.49	12.00	836.67	836.68
℄ Pier 1	78+34.24	12.00	836.68	836.68
C	78+44.24	12.00	836.69	836.69
D	78+54.24	12.00	836.69	836.69
℄ Pier 2	78+67.24	12.00	836.67	836.67
E	78+77.24	12.00	836.66	836.66
F	78+87.24	12.00	836.63	836.64
℄ E. Abut.	78+95.99	12.00	836.61	836.61
Bk. E. Abut.	78+97.24	12.00	836.60	836.60

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	78+04.24	20.00	836.46	836.46
℄ W. Abut.	78+05.49	20.00	836.47	836.47
A	78+15.49	20.00	836.49	836.50
B	78+25.49	20.00	836.51	836.51
℄ Pier 1	78+34.24	20.00	836.52	836.52
C	78+44.24	20.00	836.52	836.52
D	78+54.24	20.00	836.52	836.52
℄ Pier 2	78+67.24	20.00	836.51	836.51
E	78+77.24	20.00	836.49	836.50
F	78+87.24	20.00	836.47	836.47
℄ E. Abut.	78+95.99	20.00	836.44	836.44
Bk. E. Abut.	78+97.24	20.00	836.43	836.43

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	78+04.24	27.17	836.31	836.31
℄ W. Abut.	78+05.49	27.17	836.32	836.32
A	78+15.49	27.17	836.34	836.35
B	78+25.49	27.17	836.36	836.36
℄ Pier 1	78+34.24	27.17	836.37	836.37
C	78+44.24	27.17	836.37	836.38
D	78+54.24	27.17	836.37	836.37
℄ Pier 2	78+67.24	27.17	836.36	836.36
E	78+77.24	27.17	836.34	836.35
F	78+87.24	27.17	836.32	836.32
℄ E. Abut.	78+95.99	27.17	836.29	836.29
Bk. E. Abut.	78+97.24	27.17	836.29	836.29



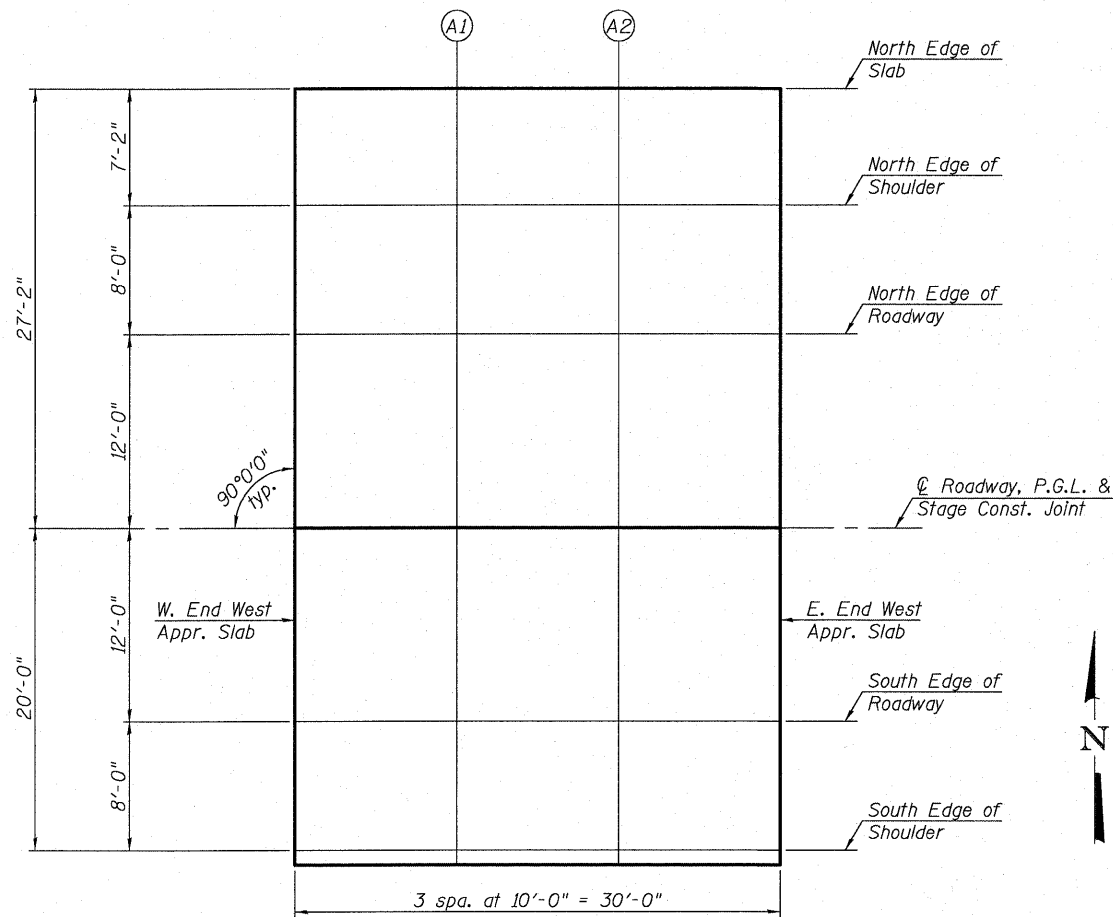
USER NAME =	DESIGNED - JAD	REVISED -
PLLOT SCALE =	CHECKED - SJN	REVISED -
PLLOT DATE =	DRAWN - JAD	REVISED -
	CHECKED - SJN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 019-0048**

SHEET NO. 6 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B)-1(BR)	DEKALB	62	24
CONTRACT NO. 66987			ILLINOIS FED. AID PROJECT	



PLAN

NORTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	77+74.74	-27.17	836.20
A1	77+84.74	-27.17	836.25
A2	77+94.74	-27.17	836.28
E. End West Appr. Slab	78+04.74	-27.17	836.31

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	77+74.74	-20.00	836.35
A1	77+84.74	-20.00	836.40
A2	77+94.74	-20.00	836.43
E. End West Appr. Slab	78+04.74	-20.00	836.46

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	77+74.74	-12.00	836.52
A1	77+84.74	-12.00	836.56
A2	77+94.74	-12.00	836.60
E. End West Appr. Slab	78+04.74	-12.00	836.63

Centerline of ROADWAY, P.G.L. & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	77+74.74	0.00	836.71
A1	77+84.74	0.00	836.75
A2	77+94.74	0.00	836.79
E. End West Appr. Slab	78+04.74	0.00	836.82

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	77+74.74	12.00	836.52
A1	77+84.74	12.00	836.56
A2	77+94.74	12.00	836.60
E. End West Appr. Slab	78+04.74	12.00	836.63

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	77+74.74	20.00	836.35
A1	77+84.74	20.00	836.40
A2	77+94.74	20.00	836.43
E. End West Appr. Slab	78+04.74	20.00	836.46

DATES ASSOCIATES
Engineering • Architecture

ILLINOIS
Essexport Business Center 1
100 Lamar Court, Suite 1
Columbia, IL 62254
Tel: 618.345.2200
Fax: 618.345.7200
www.datesassociates.com

MISSOURI
Ladue One Building
700 Olive, Suite 1000
St. Louis, MO 63101
Tel: 314.598.8981
Fax: 314.598.9505

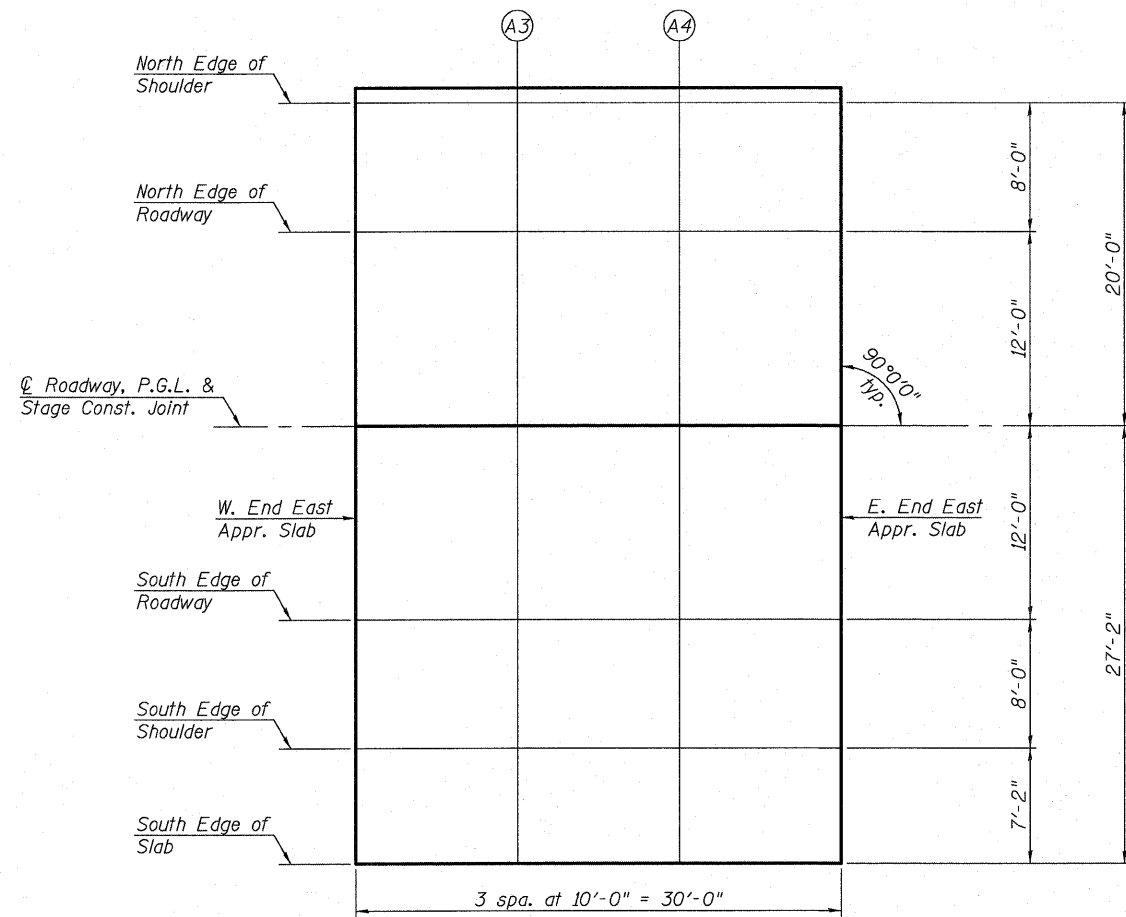
USER NAME =	DESIGNED - JAD	REVISED -
	CHECKED - SJN	REVISED -
PLOT SCALE =	DRAWN - JAD	REVISED -
PLOT DATE =	CHECKED - SJN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 019-0048**

SHEET NO. 7 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B-1)BR	DEKALB	62	25
CONTRACT NO. 66987				
ILLINOIS FED. AID PROJECT				



PLAN

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	78+96.74	-20.00	836.44
A3	79+06.74	-20.00	836.40
A4	79+16.74	-20.00	836.36
E. End East Appr. Slab	79+26.74	-20.00	836.31

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	78+96.74	-12.00	836.60
A3	79+06.74	-12.00	836.57
A4	79+16.74	-12.00	836.52
E. End East Appr. Slab	79+26.74	-12.00	836.47

C ROADWAY, P.G.L. & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	78+96.74	0.00	836.79
A3	79+06.74	0.00	836.75
A4	79+16.74	0.00	836.71
E. End East Appr. Slab	79+26.74	0.00	836.66

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	78+96.74	12.00	836.60
A3	79+06.74	12.00	836.57
A4	79+16.74	12.00	836.52
E. End East Appr. Slab	79+26.74	12.00	836.47

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	78+96.74	20.00	836.44
A3	79+06.74	20.00	836.40
A4	79+16.74	20.00	836.36
E. End East Appr. Slab	79+26.74	20.00	836.31

SOUTH EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	78+96.74	27.17	836.29
A3	79+06.74	27.17	836.25
A4	79+16.74	27.17	836.21
E. End East Appr. Slab	79+26.74	27.17	836.16



ILLINOIS
 Eastern Business Center 1
 100 Lander Court, Suite 1
 Collinsville, IL 62234
 Tel: 618.945.2200
 Fax: 618.945.2293
 www.datesassociates.com

MISSOURI
 Landon One Building
 120 Olive, Suite 1000
 St. Louis, MO 63101
 Tel: 314.588.8981
 Fax: 314.588.9929

USER NAME =
 DESIGNED - JAD
 CHECKED - SJN
 DRAWN - JAD
 CHECKED - SJN

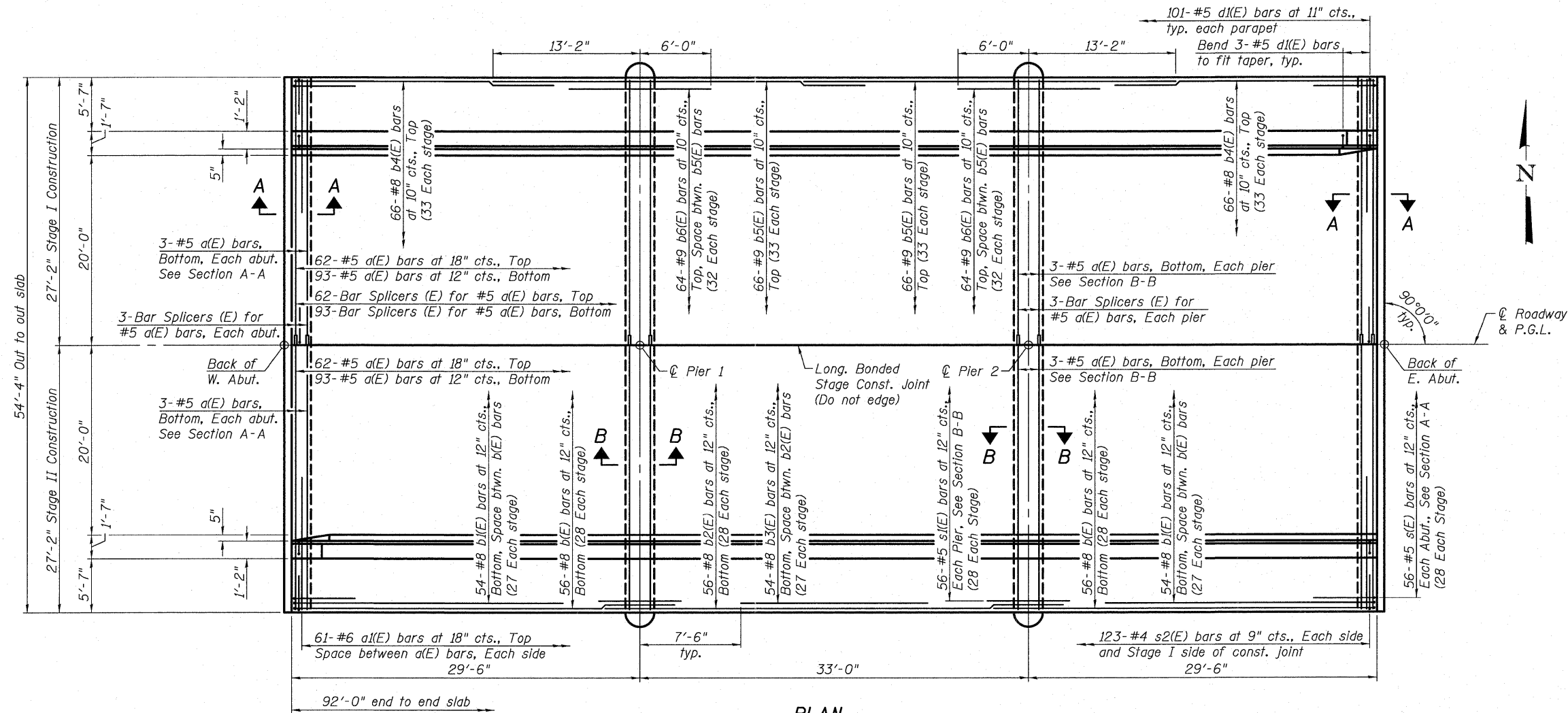
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 019-0048**

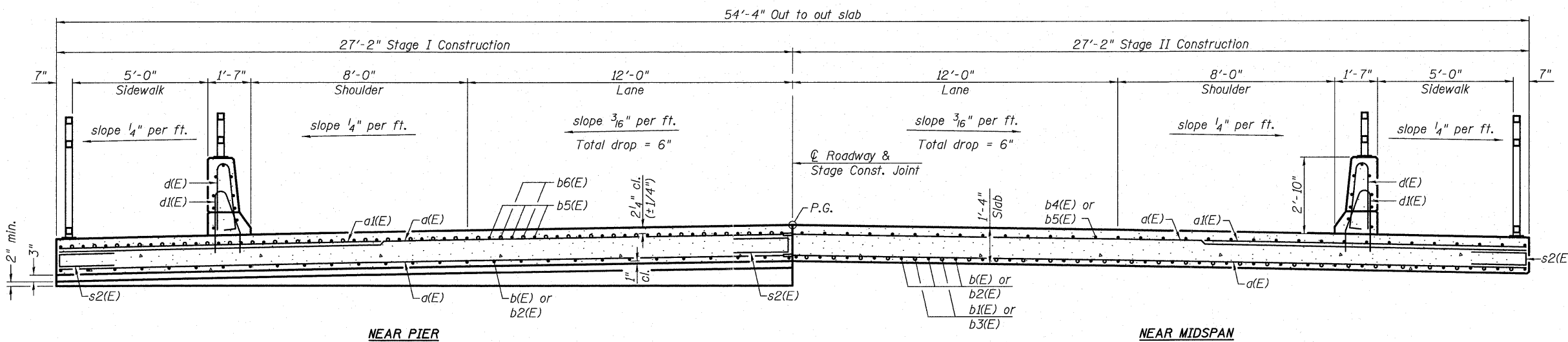
SHEET NO. 8 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B)-1(BR)	DEKALB	62	26
CONTRACT NO. 66987				
ILLINOIS FED. AID PROJECT				



MINIMUM BAR LAP
 #8 bar = 5'-2"
 #9 bar = 7'-5"

PLAN



CROSS SECTION
 (Looking East)

- Notes:
 ① For superstructure details, Bill of Material, bar details, parapet reinforcement, Section A-A, and Section B-B, see sheet 10 of 20.
 ② For bar splicer assembly details, see sheet 18 of 20.

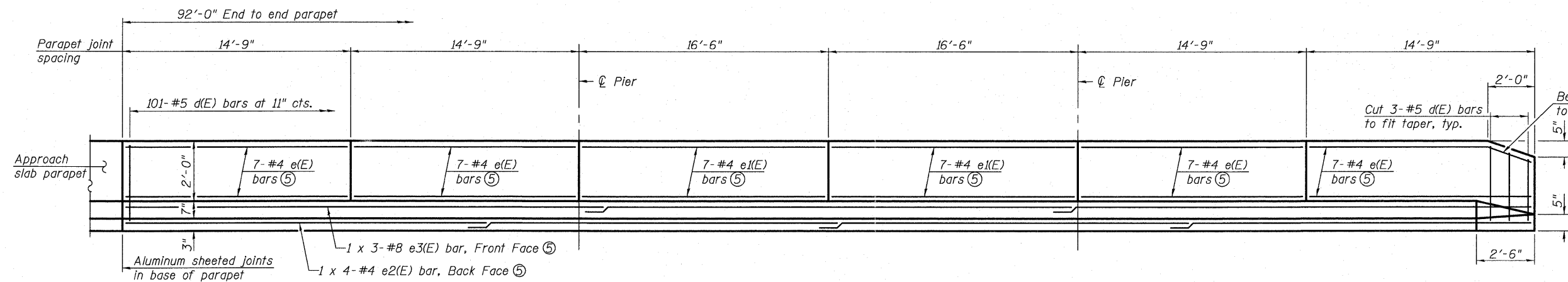


USER NAME =	DESIGNED - JAD	REVISED -
PLOT SCALE =	CHECKED - SJN	REVISED -
PLOT DATE =	DRAWN - JAD	REVISED -
	CHECKED - SJN	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 019-0048
 SHEET NO. 9 OF 20 SHEETS

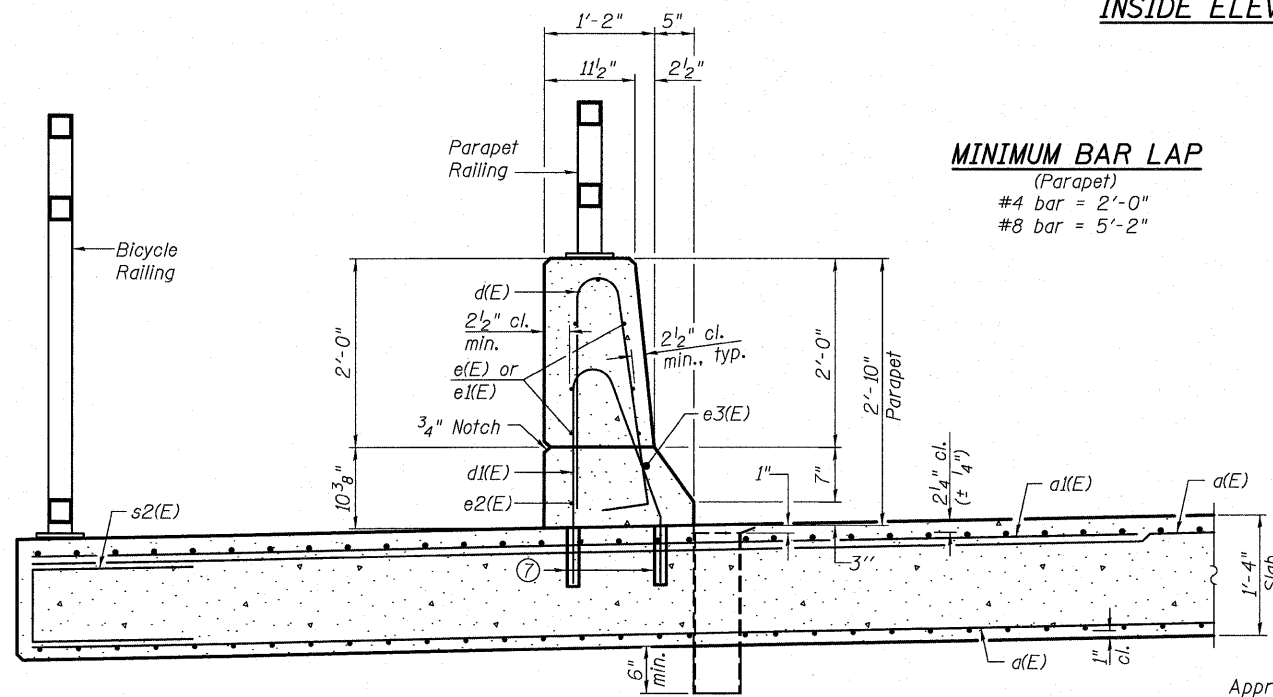
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B-1)BR	DEKALB	62	27
CONTRACT NO. 66987			ILLINOIS FED. AID PROJECT	



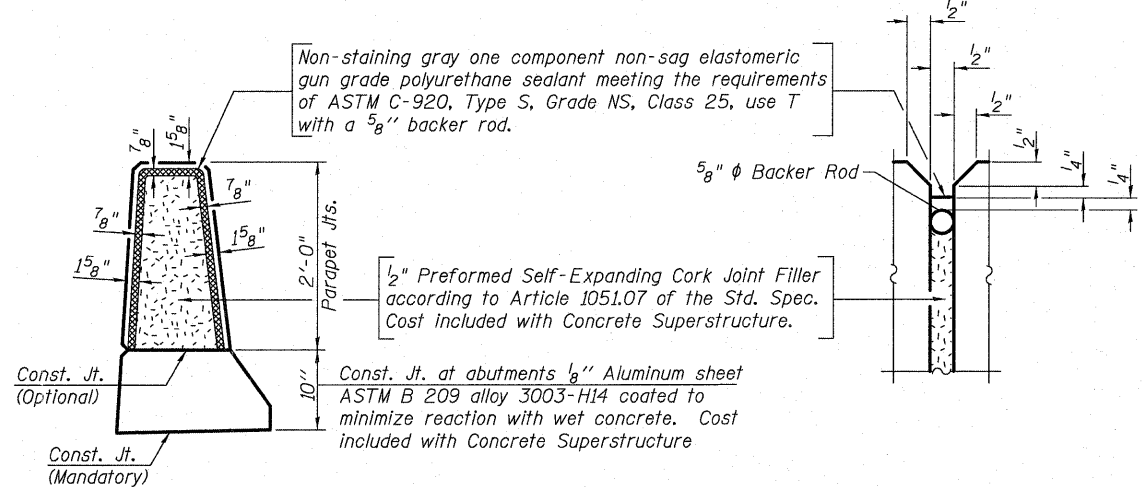
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	334	#5	26'-10"	—
a(E)	122	#6	12'-1"	—
b(E)	112	#8	32'-10"	—
b1(E)	108	#8	24'-0"	—
b2(E)	56	#8	38'-2"	—
b3(E)	54	#8	18'-0"	—
b4(E)	132	#8	23'-7"	—
b5(E)	132	#9	33'-5"	—
b6(E)	128	#9	12'-0"	—
d(E)	202	#5	5'-7"	—
d1(E)	202	#5	4'-8"	—
e(E)	56	#4	14'-5"	—
e1(E)	28	#4	16'-2"	—
e2(E)	8	#4	24'-5"	—
e3(E)	6	#8	34'-0"	—
s(E)	112	#5	5'-9"	—
s1(E)	112	#5	8'-2"	—
s2(E)	369	#4	4'-10"	—
Concrete Superstructure			Cu. Yd.	283.5
Reinforcement Bars, Epoxy Coated			Pound	71,630

INSIDE ELEVATION OF PARAPET

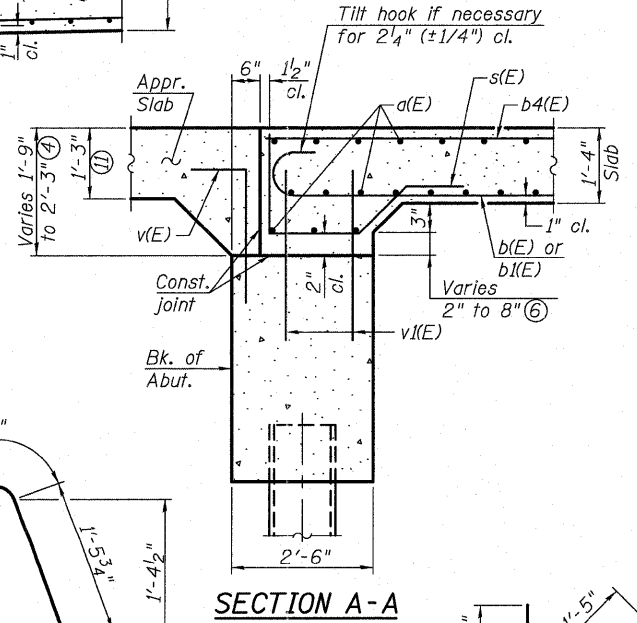
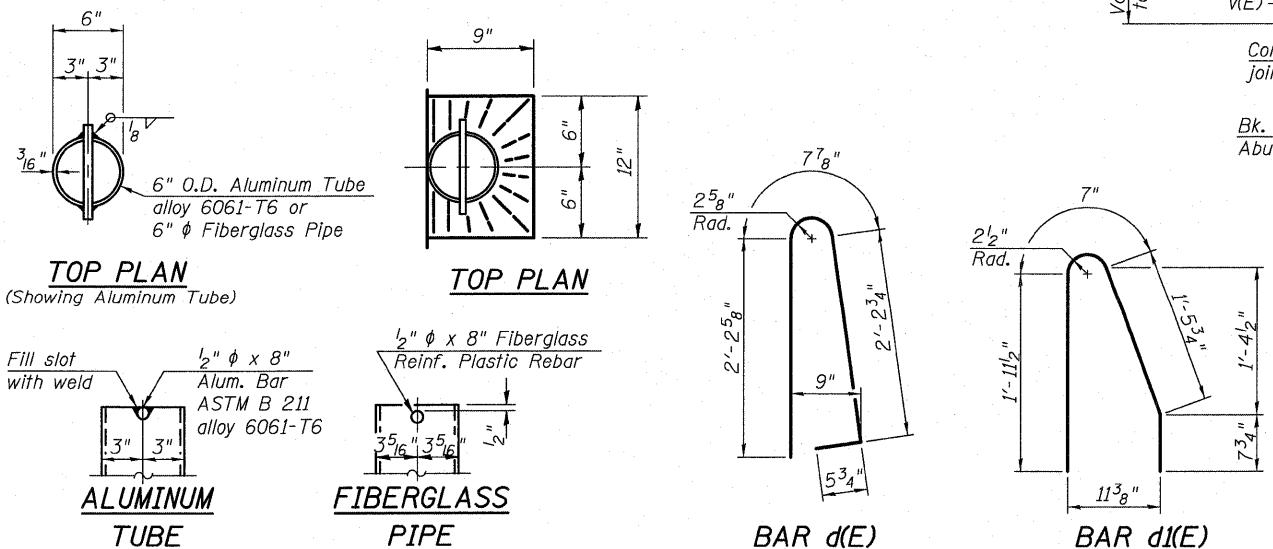


MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

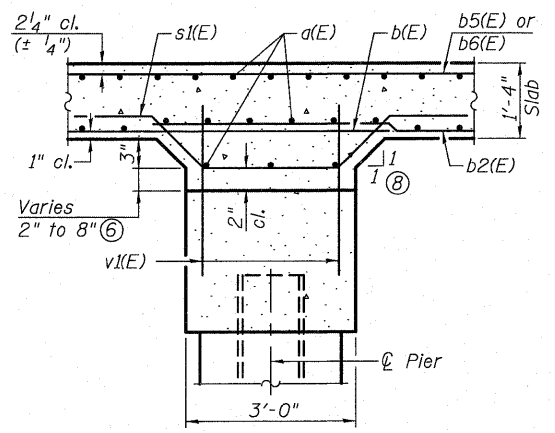


PARAPET JOINT DETAILS

SECTION THRU PARAPET



SECTION A-A



SECTION B-B

- Notes:
- The exterior surfaces of the floor drains shall be coated or pigmented by the manufacturer with a color that matches the concrete.
 - Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 - Bars indicated thus 1 x 4-#4 etc. indicates 1 line of bars with 4 lengths per line.
 - Pour bridge slab before pouring approach slab or sidewalk.
 - See Section Thru Parapet.
 - Minimum dimension located at edge of slab and maximum dimension located at ϕ of Roadway.
 - Core and set #5 d1(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".
 - Slope of haunch typical at piers and abutments.
 - For v(E) and v1(E) bar details, see sheet 14 of 20.
 - For Bicycle and Parapet Railing details, see sheet 13 of 20. For post spacing, see sheet 2 of 20.
 - v(E) bars not used outside the limits of Bridge Approach Slab. PCC Sidewalk Special, 10" shall be used in place of Bridge Approach Slab on North end of East Abutment.

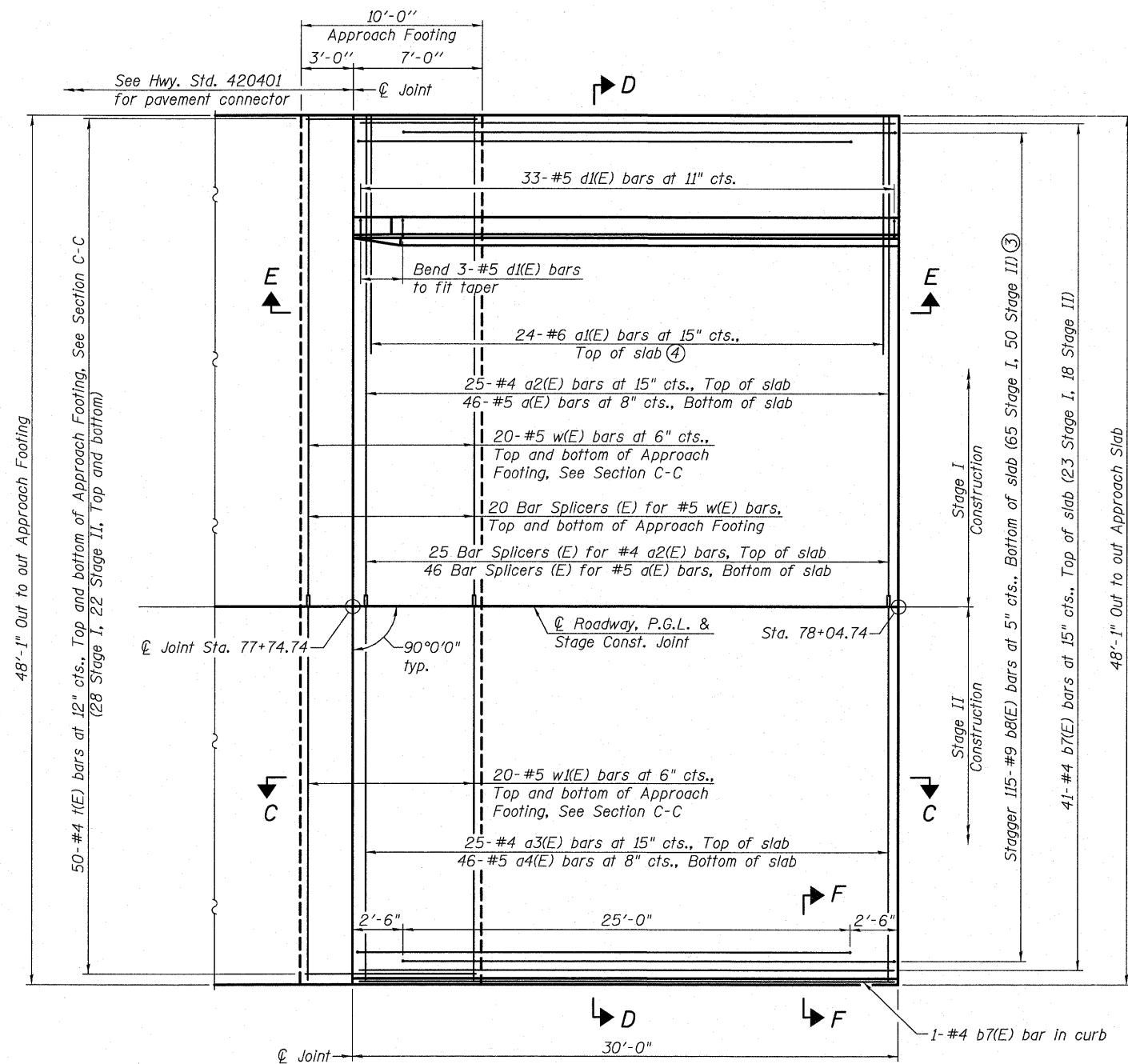


USER NAME =	DESIGNED - JAD	REVISED -
PLOT SCALE =	CHECKED - SJN	REVISED -
PLOT DATE =	DRAWN - JAD	REVISED -
	CHECKED - SJN	REVISED -

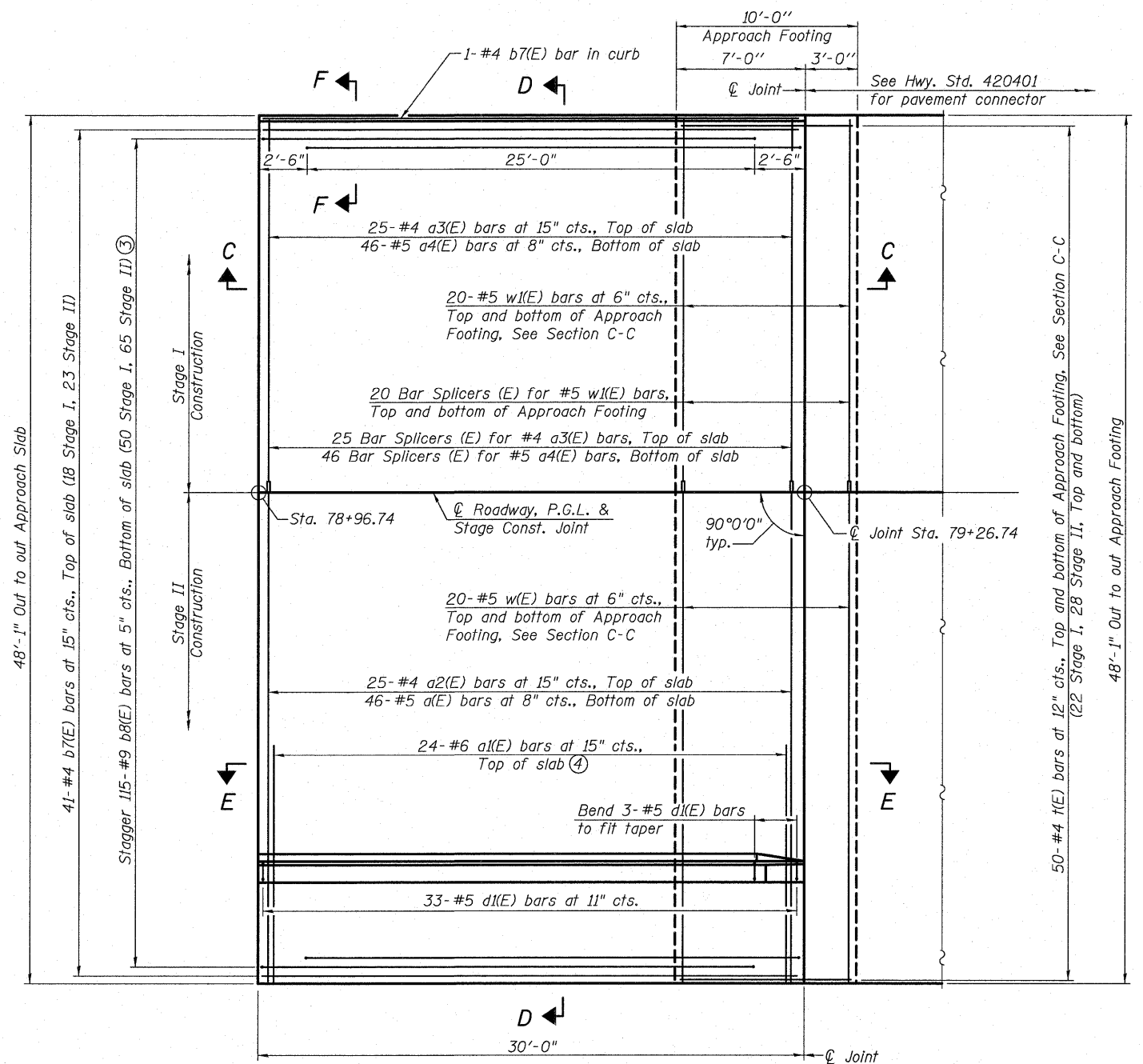
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 019-0048**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B)-1/BR	DEKALB	62	28
CONTRACT NO. 66987			ILLINOIS FED. AID PROJECT	



WEST APPROACH PLAN

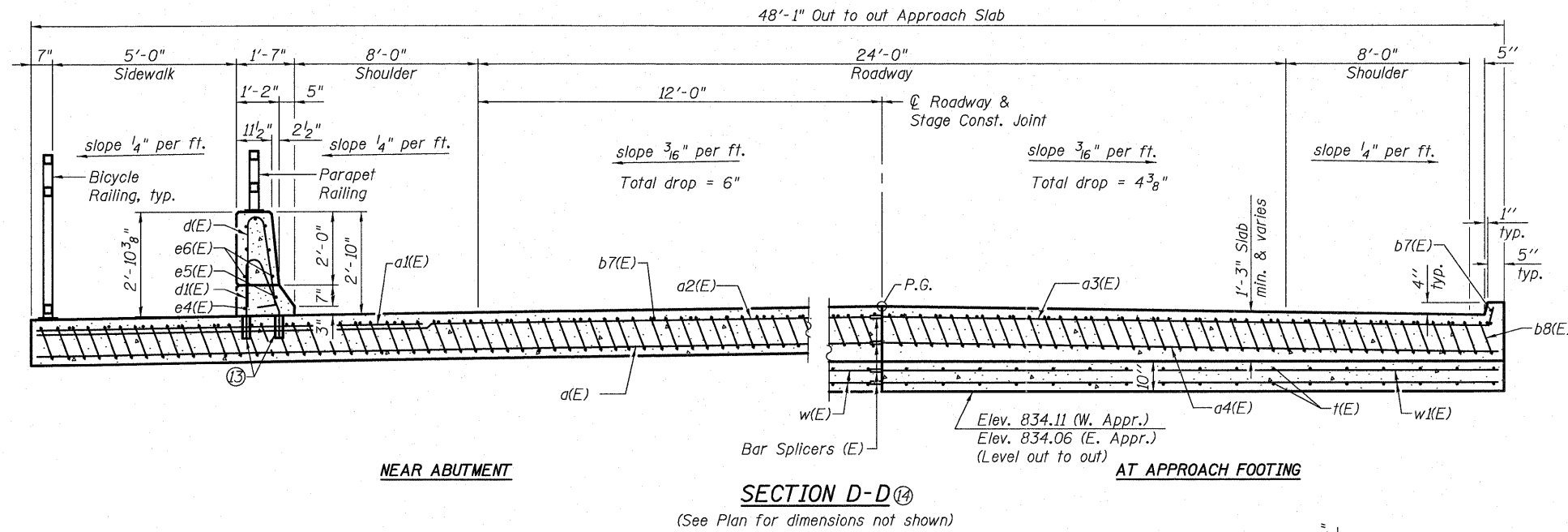
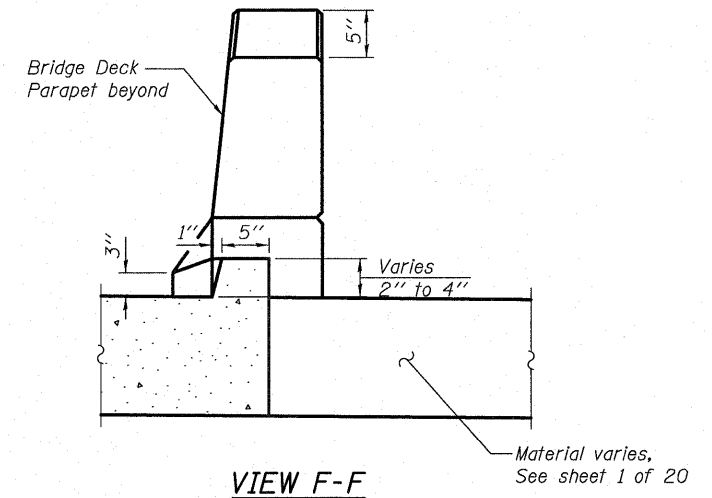
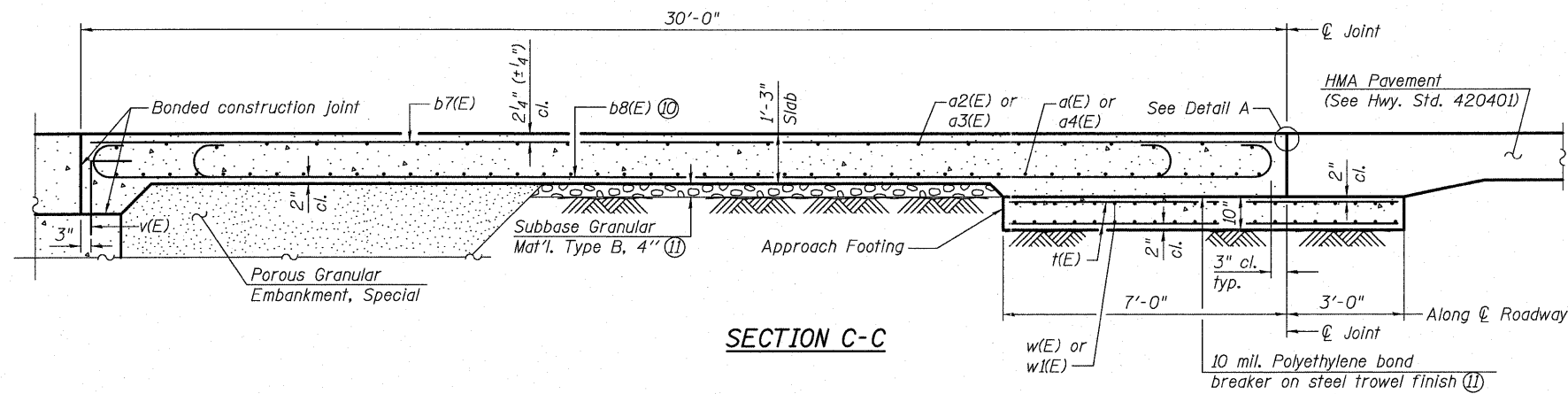


EAST APPROACH PLAN

- Notes:
- ① For parapet reinforcement, Sections C-C & D-D, and View E-E, see sheet 12 of 20.
 - ② a(E), a2(E), a3(E) and a4(E) bar spacings measured along \varnothing Roadway.
 - ③ Tilt #9 b8(E) bars as required to maintain clearance.
 - ④ Space between a2(E) bars.

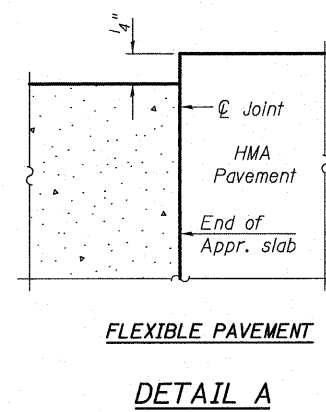
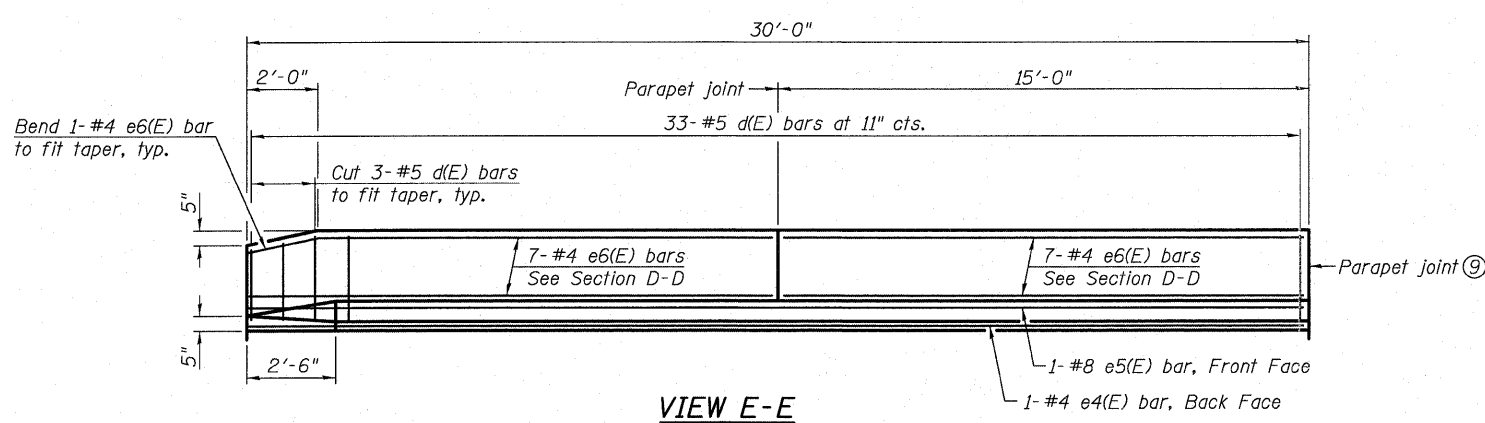
USER NAME =	DESIGNED - JAD	REVISED -
PLOT SCALE =	CHECKED - SJN	REVISED -
PLOT DATE =	DRAWN - JAD	REVISED -
	CHECKED - SJN	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B)-1BR	DEKALB	62	29
CONTRACT NO. 66987				
ILLINOIS FED. AID PROJECT				



BILL OF MATERIAL
(Two Approaches)

Bar	No.	Size	Length	Shape
a(E)	92	#5	26'-10"	—
a1(E)	48	#6	12'-1"	—
a2(E)	50	#4	26'-10"	—
a3(E)	50	#4	20'-10"	—
a4(E)	92	#5	20'-7"	—
b7(E)	84	#4	29'-8"	—
b8(E)	230	#9	29'-9"	—
d(E)	66	#5	5'-7"	▲
d1(E)	66	#5	4'-8"	▲
e4(E)	2	#4	29'-8"	—
e5(E)	2	#8	29'-8"	—
e6(E)	28	#4	14'-8"	—
t(E)	200	#4	9'-8"	—
w(E)	80	#5	26'-10"	—
w1(E)	80	#5	20'-7"	—
Concrete Structures		Cu. Yd.	29.7	
Concrete Superstructure		Cu. Yd.	149.7	
Reinforcement Bars, Epoxy Coated		Pound	38,370	



- Notes:
- Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 - Approach footing concrete shall be paid for as Concrete Structures.
 - Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 - For v(E) bar details, see sheet 14 of 20.
 - The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 - For bar splicer details, see sheet 18 of 20.
 - Cost of excavation for approach footing included with Concrete Structures.
 - For Porous Granular Embankment, Special and drainage treatment details, see sheet 2 of 20.
 - For additional parapet details and parapet joint details, see sheet 10 of 20.
 - Tilt #9 b8(E) bars as required to maintain clearance.
 - Cost included with Concrete Superstructure.
 - For d(E) and d1(E) bar details, see sheet 10 of 20.
 - Core and set #5 d1(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".
 - West Approach looking East shown. East approach looking West is similar except Bar Splicers are located on opposite side of Stage Const. Joint, see Approach Plan on sheet 11 of 20.
 - For Bicycle and Parapet Railing details, see sheet 13 of 20. For post spacing, see sheet 2 of 20.

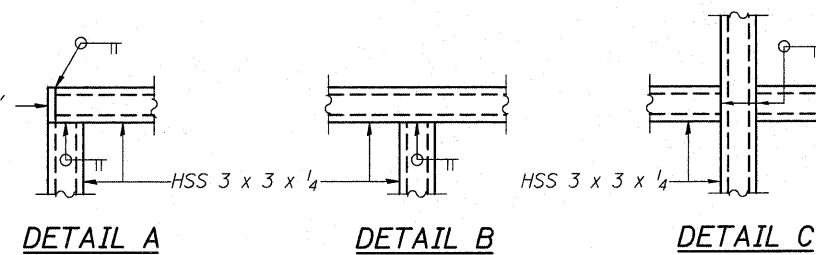
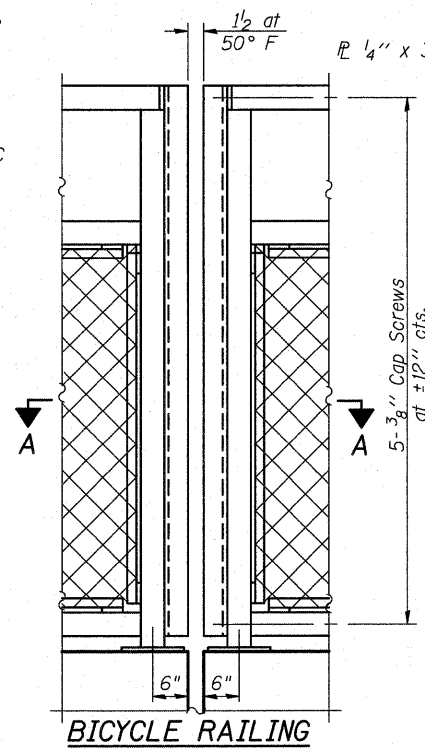
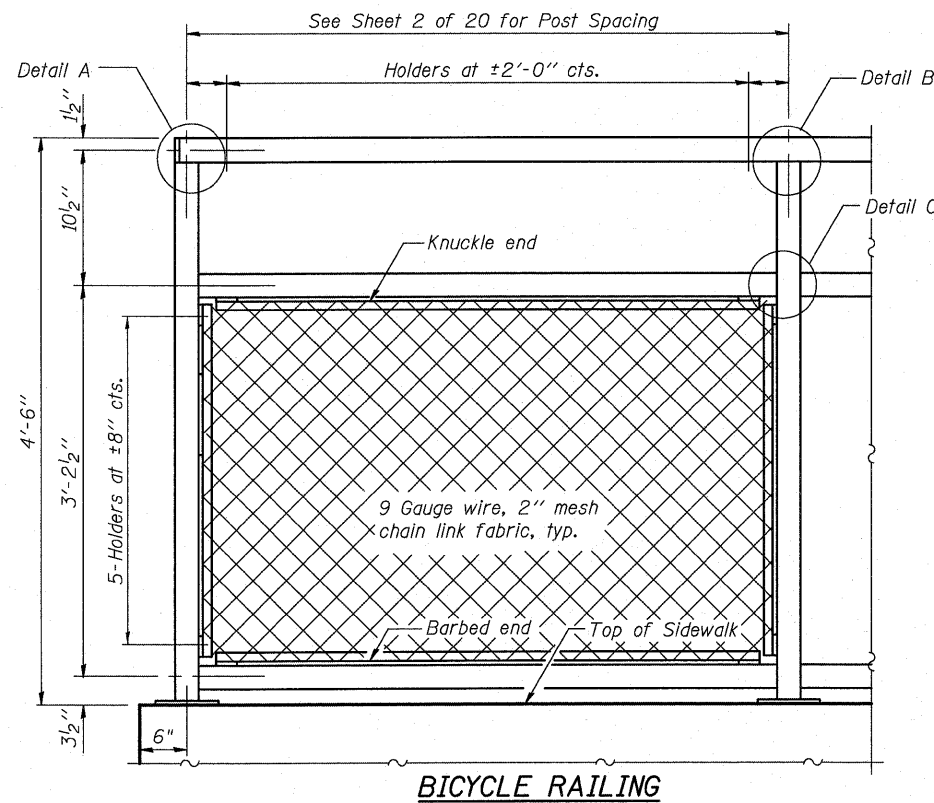
DATES ASSOCIATES
Engineering + Architecture

USER NAME =	DESIGNED - JAD	REVISED -
PLOT SCALE =	CHECKED - SJN	REVISED -
PLOT DATE =	DRAWN - JAD	REVISED -
	CHECKED - SJN	REVISED -

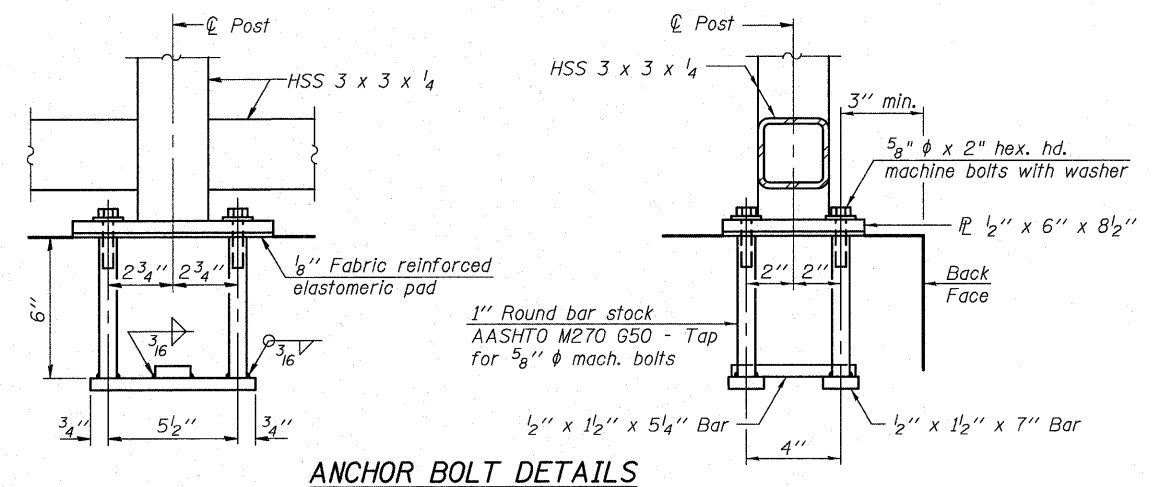
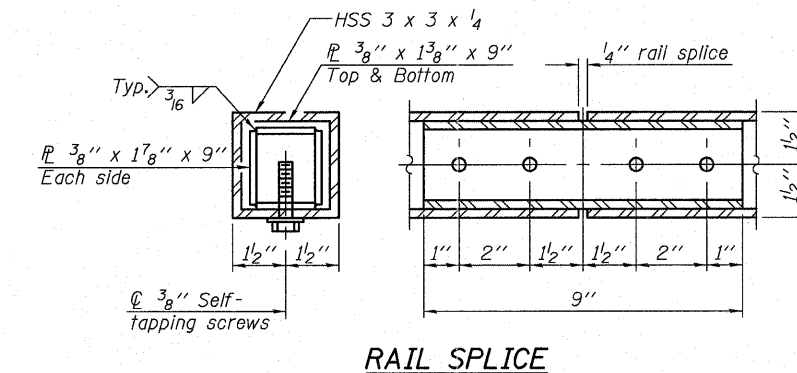
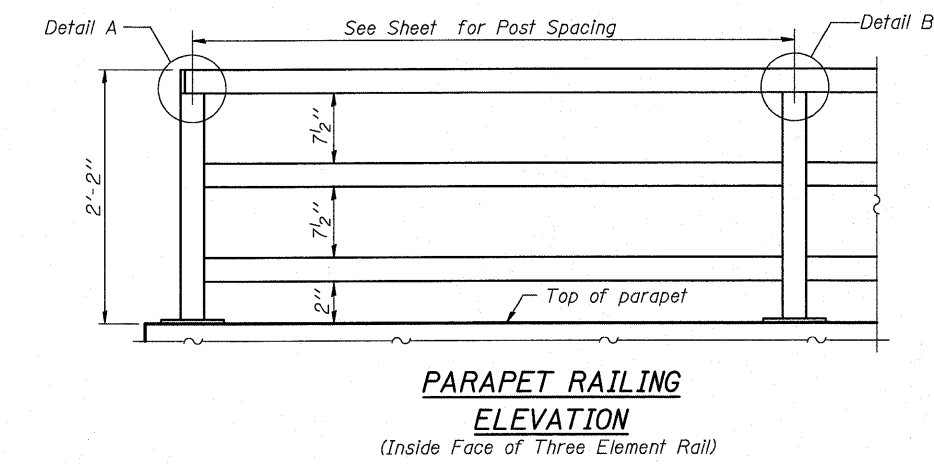
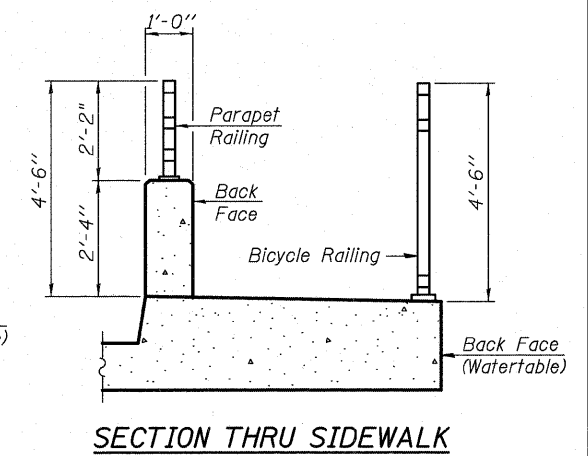
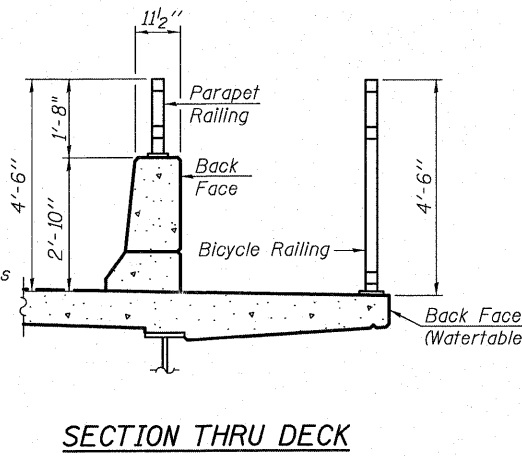
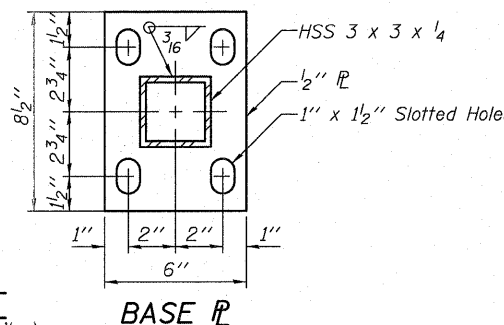
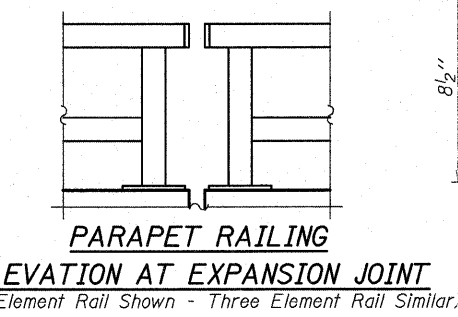
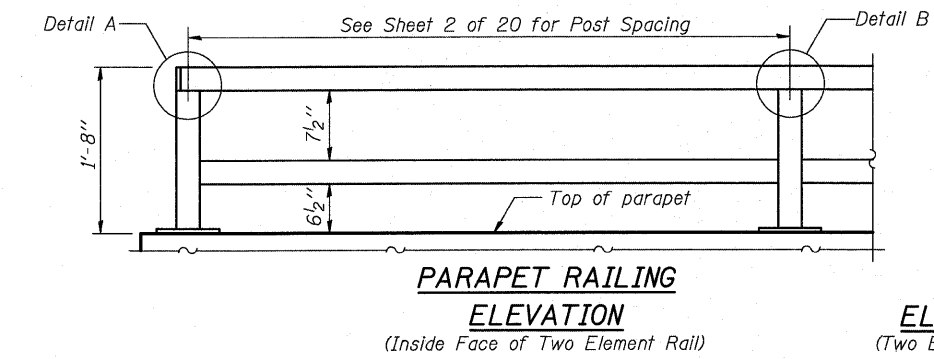
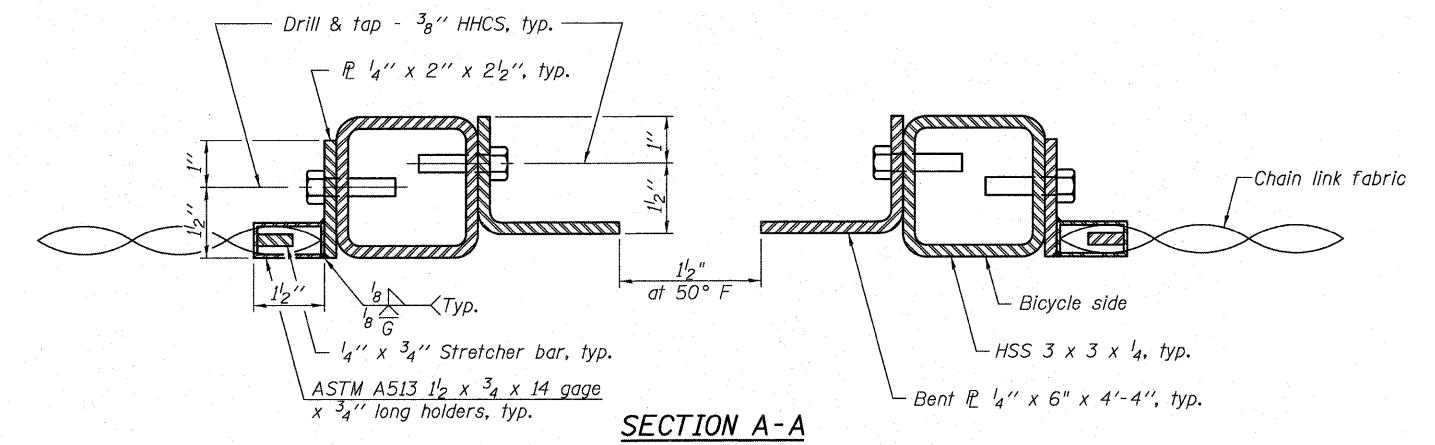
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 019-0048
SHEET NO. 12 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B)-11BR	DEKALB	62	30
CONTRACT NO. 66987			ILLINOIS FED. AID PROJECT	



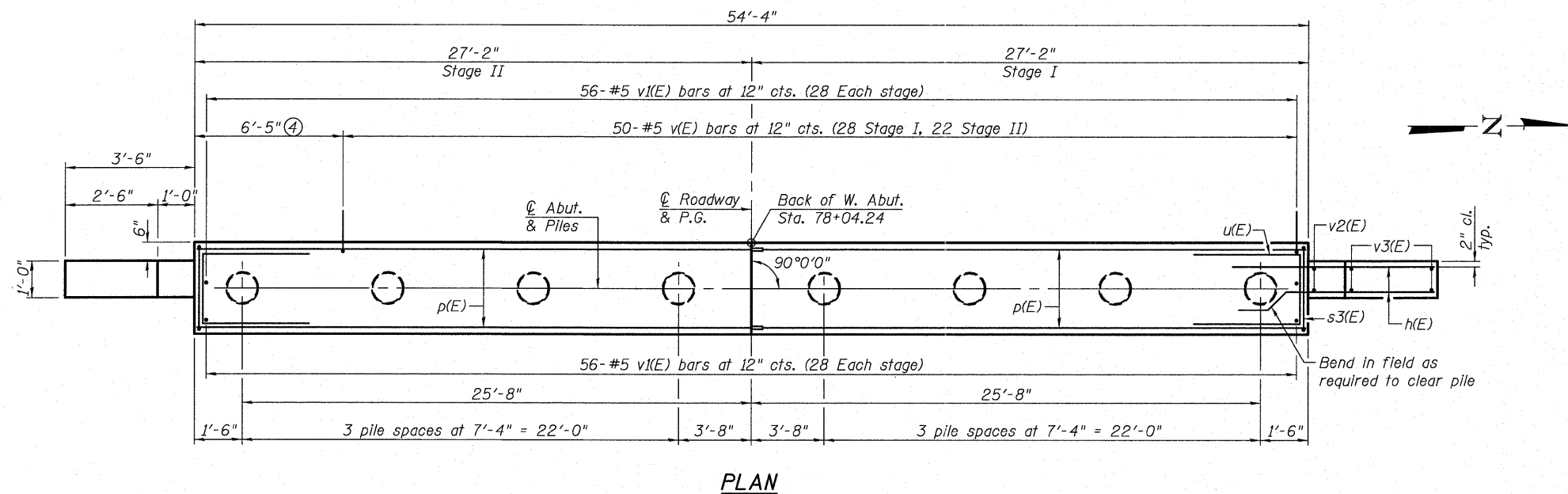
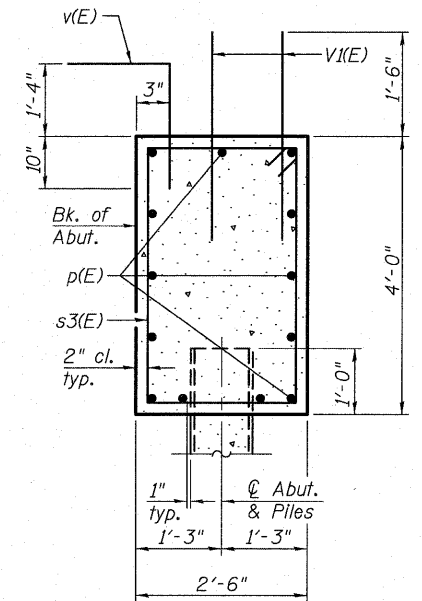
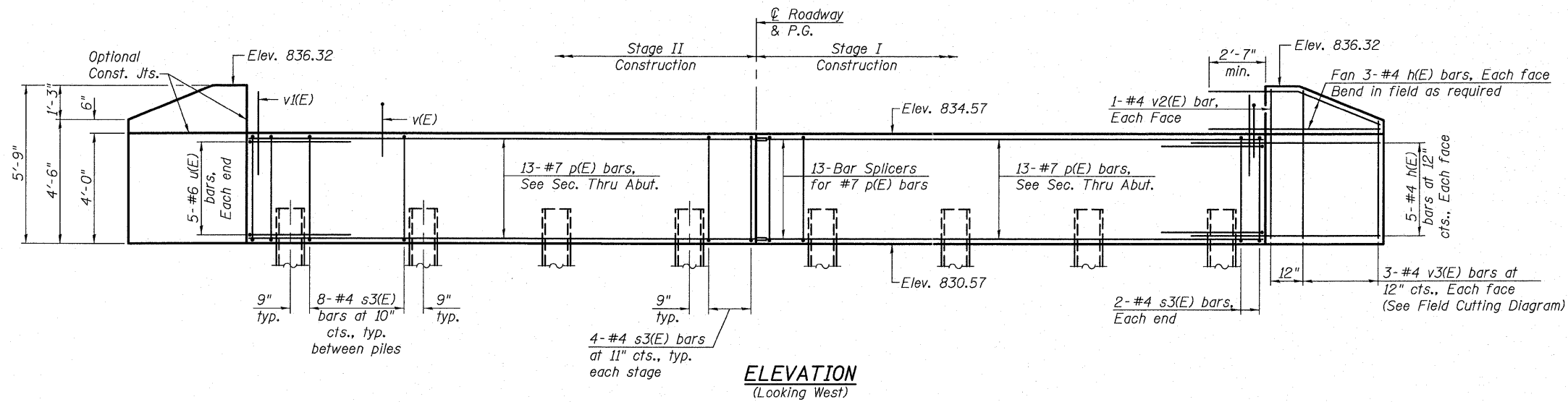
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" φ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

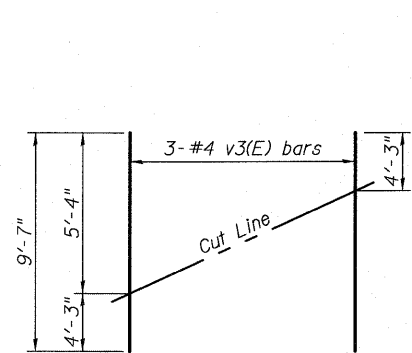
Item	Unit	Quantity
Bicycle Railing	Foot	216
Parapet Railing	Foot	234



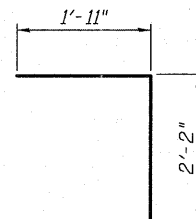
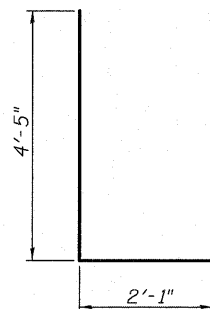
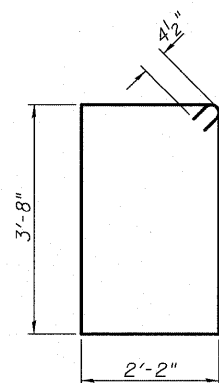
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#4	5'-11"	—
p(E)	26	#7	26'-10"	—
s3(E)	60	#4	12'-5"	□
u(E)	10	#6	10'-11"	—
v(E)	50	#5	4'-1"	┌
v1(E)	112	#5	3'-0"	—
v2(E)	4	#4	5'-5"	—
v3(E)	6	#4	9'-7"	—
Structure Excavation	Cu. Yd.	88		
Concrete Structures	Cu. Yd.	21.5		
Reinforcement Bars, Epoxy Coated	Pound	2,830		
Furnishing Metal Shell Piles 14" x 0.250"	Foot	224		
Driving Piles	Foot	224		

- Notes:
- For details of piles and Metal Shell Reinforcement at Abutments, see sheet 17 of 20.
 - For details of Bar Splicers, see sheet 18 of 20.
 - All edges shall have standard 3/4" chamfer.
 - v(E) bars not used outside the limits of Bridge Approach Slab.

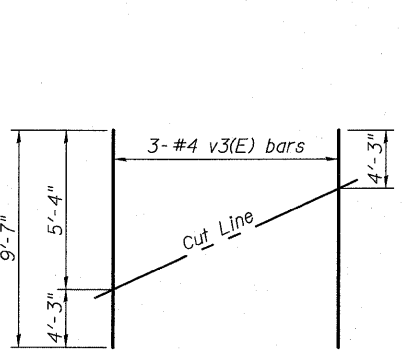
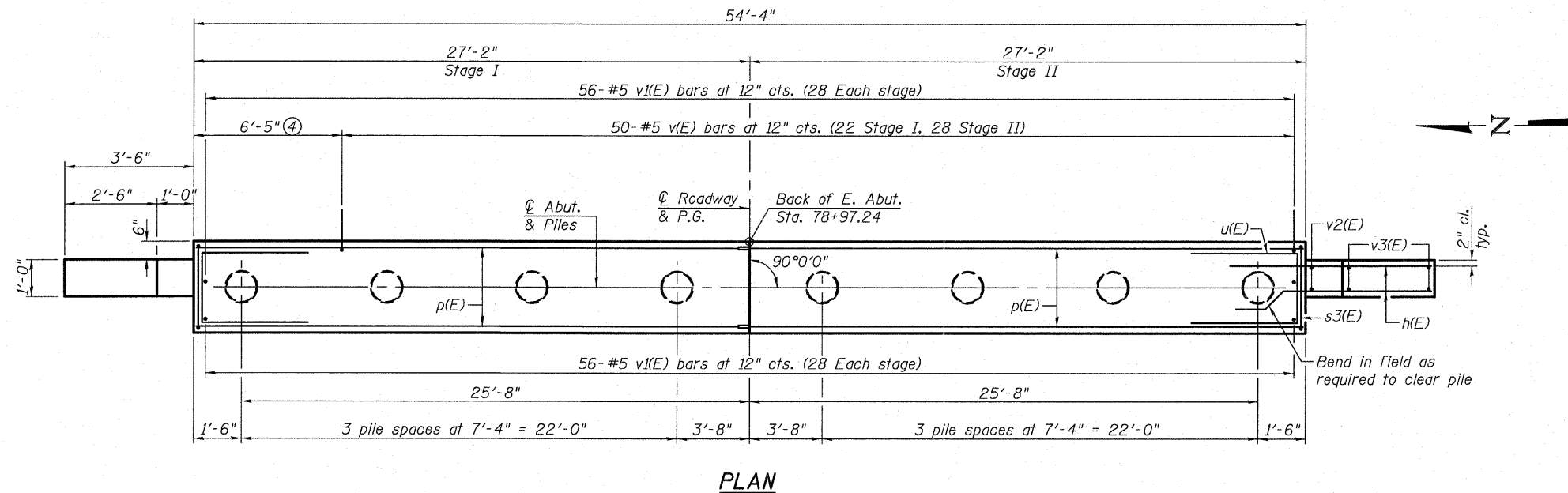
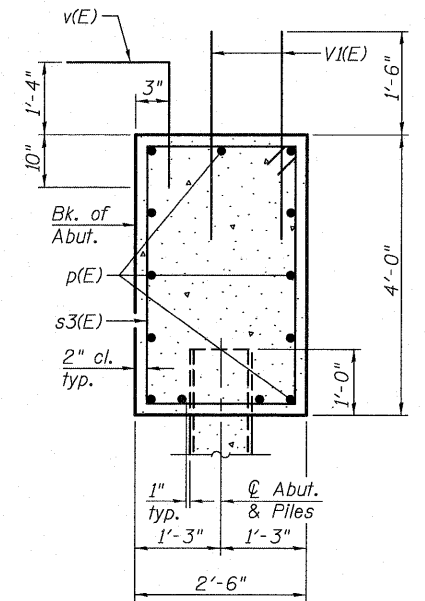
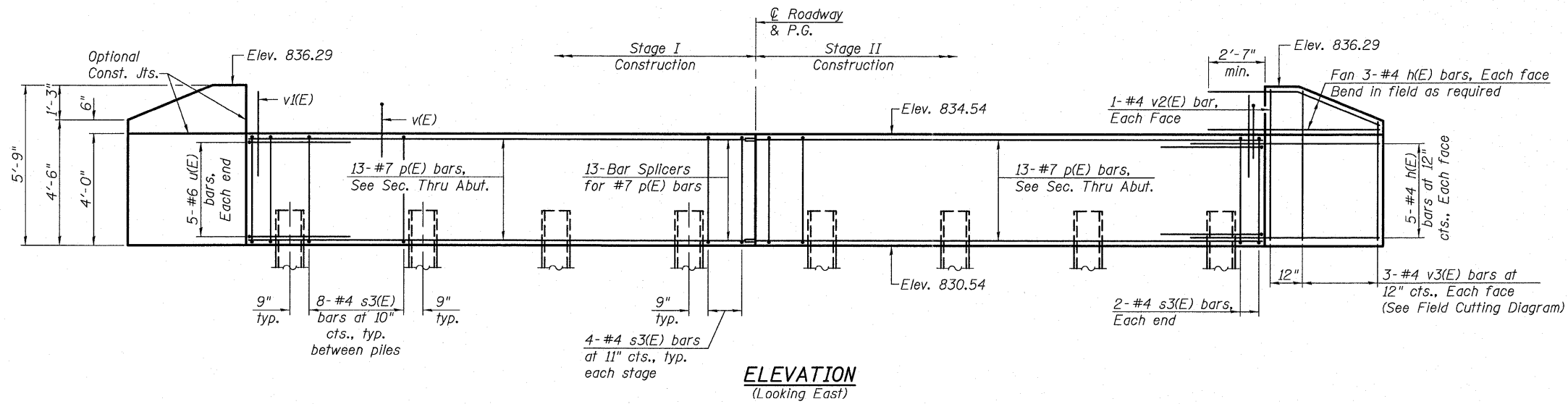


Order v3(E) bars full length. Cut as shown and use remainder of bars in opposite face.

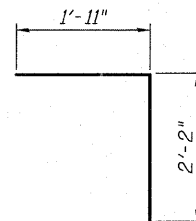
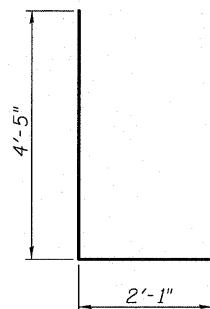
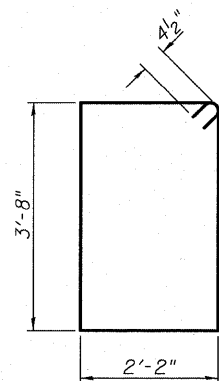


PILE DATA

Type: Metal Shell - 14 in. dia x 0.250 in. walls
 Nominal Required Bearing: 198 kips
 Factored Resistance Available: 109 kips
 Est. Length: 28 ft
 No. Production Piles: 8



Order v3(E) bars full length. Cut as shown and use remainder of bars in opposite face.

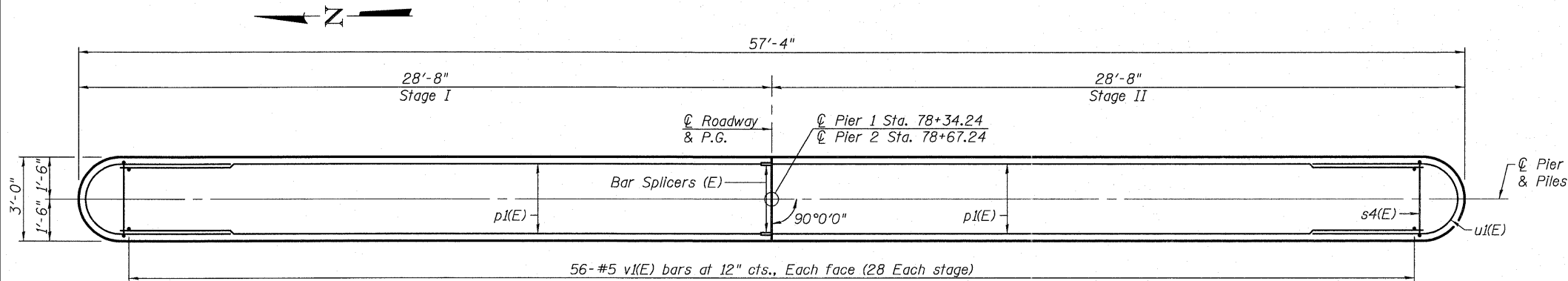


PILE DATA
 Type: Metal Shell - 14 in. dia x 0.250 in. walls
 Nominal Required Bearing: 199 kips
 Factored Resistance Available: 109 kips
 Est. Length: 30 ft
 No. Production Piles: 7
 No. Test Piles: 1

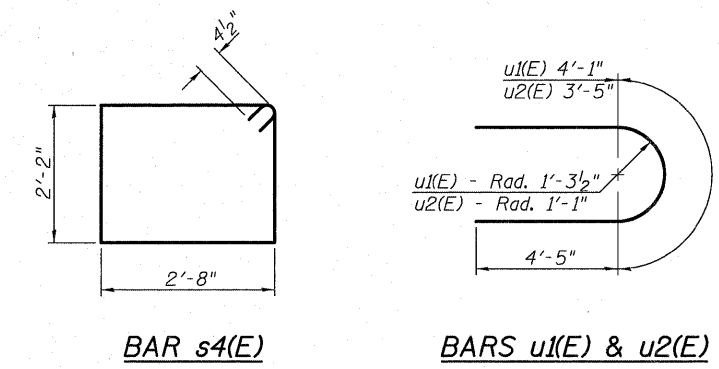
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#4	5'-11"	—
p(E)	26	#7	26'-10"	—
s3(E)	60	#4	12'-5"	□
u(E)	10	#6	10'-11"	—
v(E)	50	#5	4'-1"	└
v1(E)	112	#5	3'-0"	—
v2(E)	4	#4	5'-5"	—
v3(E)	6	#4	9'-7"	—
Structure Excavation	Cu. Yd.	89		
Concrete Structures	Cu. Yd.	21.5		
Reinforcement Bars, Epoxy Coated	Pound	2,830		
Furnishing Metal Shell Piles 14" x 0.250"	Foot	210		
Driving Piles	Foot	210		
Test Pile Metal Shells	Each	1		

- Notes:
- For details of piles and Metal Shell Reinforcement at Abutments, see sheet 17 of 20.
 - For details of Bar Splicers, see sheet 18 of 20.
 - All edges shall have standard 3/4" chamfer.
 - v(E) bars not used outside the limits of Bridge Approach Slab.

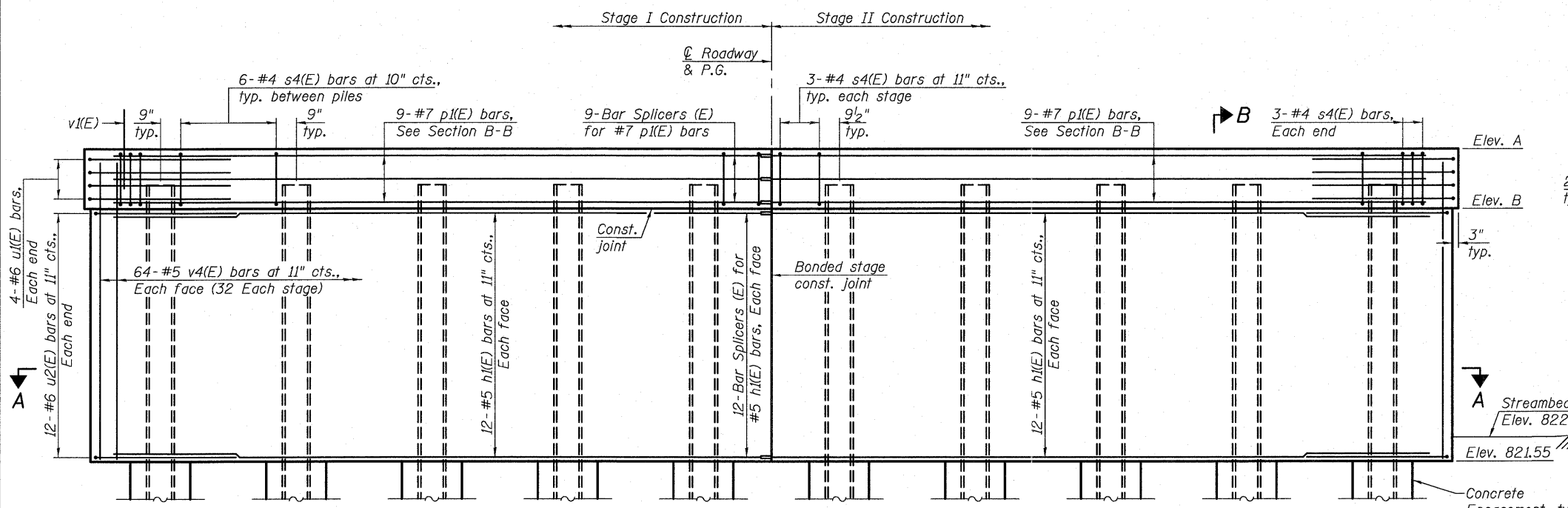


TOP PLAN

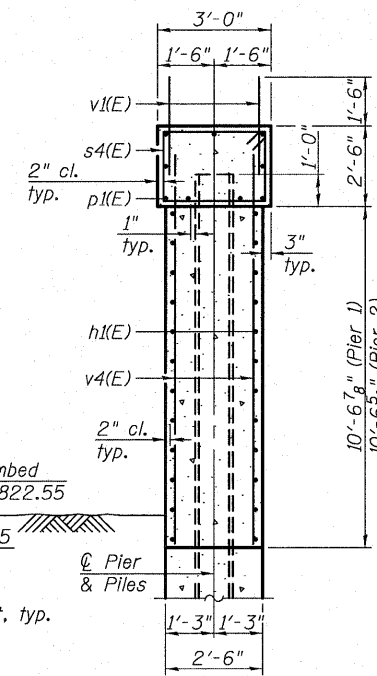


BAR s4(E)

BARS u1(E) & u2(E)



**ELEVATION
(Looking East)**

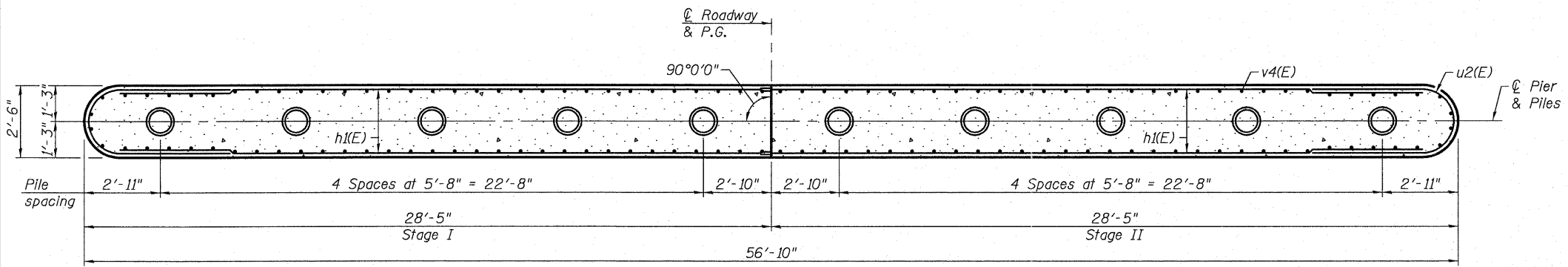


SECTION B-B

BILL OF MATERIAL

(Two Piers)

Bar	No.	Size	Length	Shape
h1(E)	96	#5	27'-0"	—
p1(E)	36	#7	27'-0"	—
s4(E)	120	#4	10'-5"	□
u1(E)	16	#6	12'-11"	U
u2(E)	48	#6	12'-3"	U
v1(E)	224	#5	3'-0"	—
v4(E)	256	#5	12'-4"	—
Structure Excavation		Cu. Yd.	43	
Concrete Structures		Cu. Yd.	141.6	
Concrete Encasement		Cu. Yd.	8.5	
Reinforcement Bars, Epoxy Coated		Pound	10,710	
Furnishing Metal Shell Piles 14" x 0.250"		Foot	1008	
Driving Piles		Foot	1008	
Test Pile Metal Shells		Each	1	
Underwater Structure Excavation Protection - Location 1	⑤	Each	1	
Underwater Structure Excavation Protection - Location 2	⑤	Each	1	



SECTION A-A

ELEVATION TABLE

	A	B
Pier 1	834.62	832.12
Pier 2	834.60	832.10

- Notes:
- For details of piles and Concrete Encasement, see sheet 17 of 20.
 - For details of Bar Splicers, see sheet 18 of 20.
 - All edges shall have standard 3/4" chamfer.
 - If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.
 - Underwater Structure Excavation Protection Location 1 corresponds to Pier 1 and Location 2 corresponds to Pier 2.

PILE DATA - PIER 1

Type: Metal Shell - 14 in. dia x 0.250 in. walls
 Nominal Required Bearing: 353 kips
 Factored Resistance Available: 156 kips
 Est. Length: 52 ft
 No. Production Piles: 9
 No. Test Piles: 1

PILE DATA - PIER 2

Type: Metal Shell - 14 in. dia x 0.250 in. walls
 Nominal Required Bearing: 343 kips
 Factored Resistance Available: 156 kips
 Est. Length: 54 ft
 No. Production Piles: 10



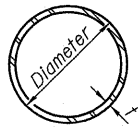
USER NAME =	DESIGNED - JAD	REVISED -
PLOT SCALE =	CHECKED - SJN	REVISED -
PLOT DATE =	DRAWN - JAD	REVISED -
	CHECKED - SJN	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER DETAILS
STRUCTURE NO. 019-0048**

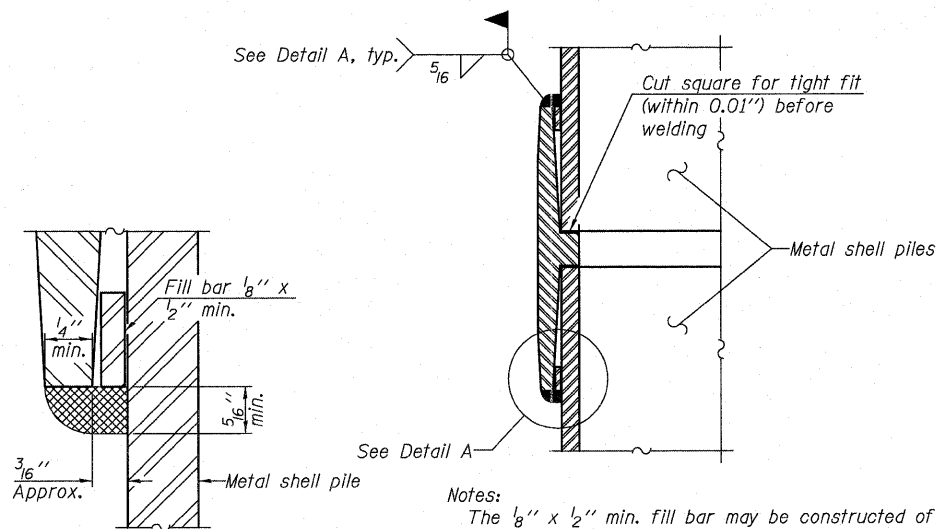
SHEET NO. 16 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B)-1(BR)	DEKALB	62	34
				CONTRACT NO. 66987
ILLINOIS FED. AID PROJECT				



METAL SHELL PILE TABLE

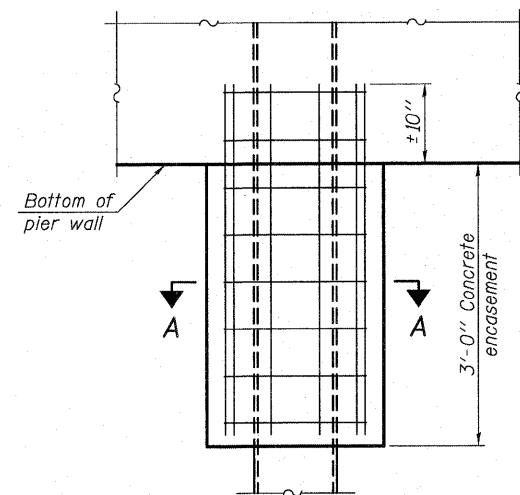
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



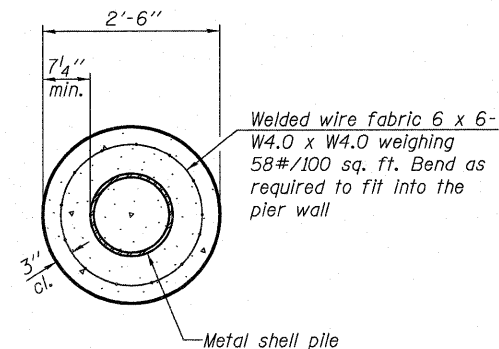
DETAIL A

Notes:
 The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



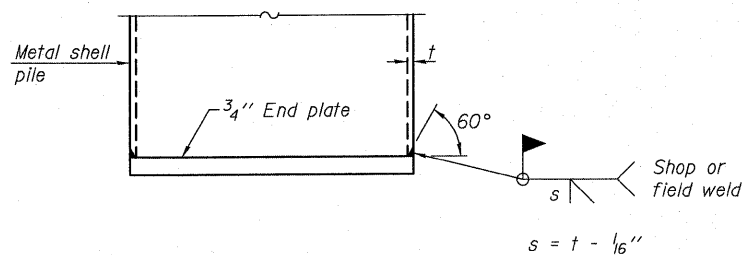
ELEVATION



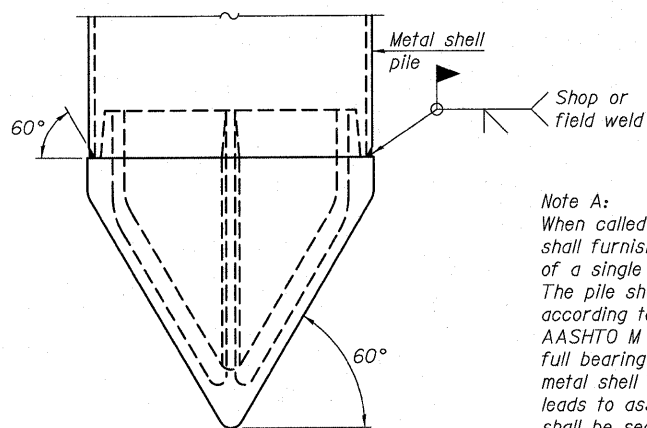
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS



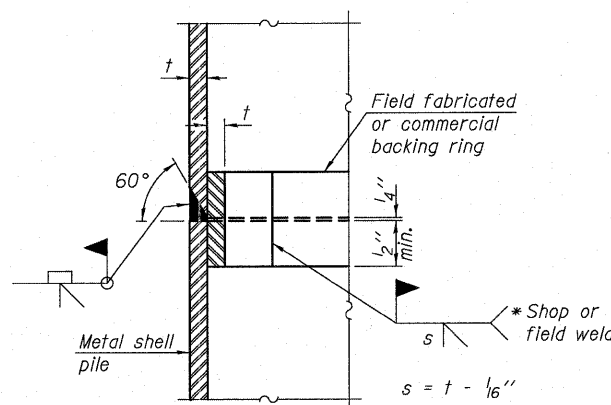
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

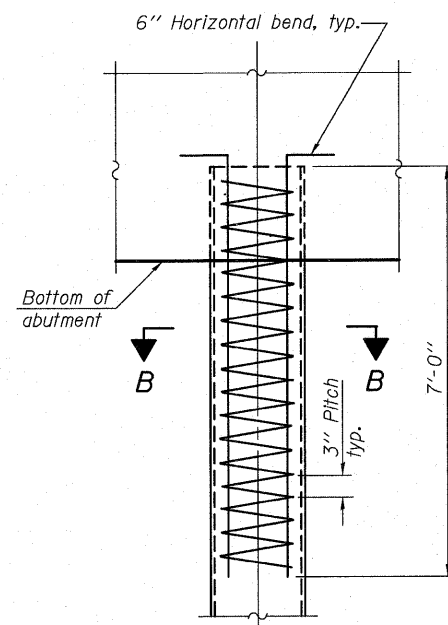
(See Note A)

Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.

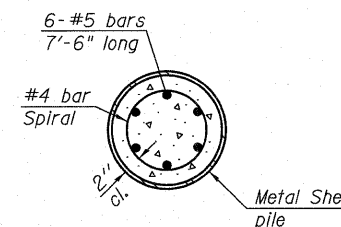


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

Note:
 The metal shell piles shall be according to ASTM A 252 Grade 3.

F-MS

7-1-10



ILLINOIS
 Eastport Business Center 1
 100 Lanier Court, Suite 1
 Collinsville, IL 62234
 tel 618.345.2200
 fax 618.345.7233
 www.oatesassociates.com

MISSOURI
 Lakeside One Building
 720 Olive, Suite 1000
 St. Louis, MO 63101
 tel 314.588.0311
 fax 314.588.9605

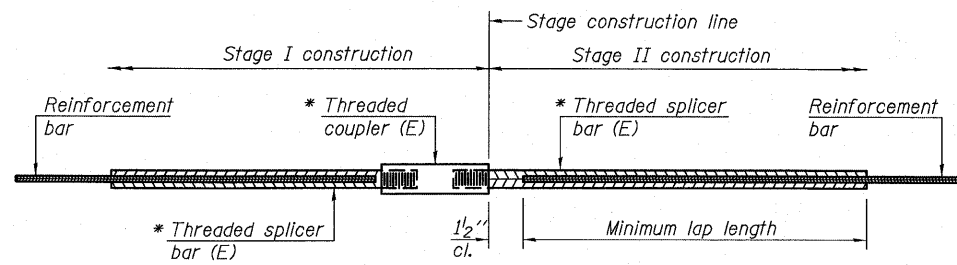
USER NAME =	DESIGNED -	REVISOR -
	CHECKED -	REVISIONS -
PLOT SCALE =	DRAWN -	
PLOT DATE =	CHECKED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS
 STRUCTURE NO. 019-0048**

SHEET NO. 17 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B)-1BR	DEKALB	62	35
CONTRACT NO. 66987			ILLINOIS FED. AID PROJECT	



STANDARD BAR SPLICER ASSEMBLY

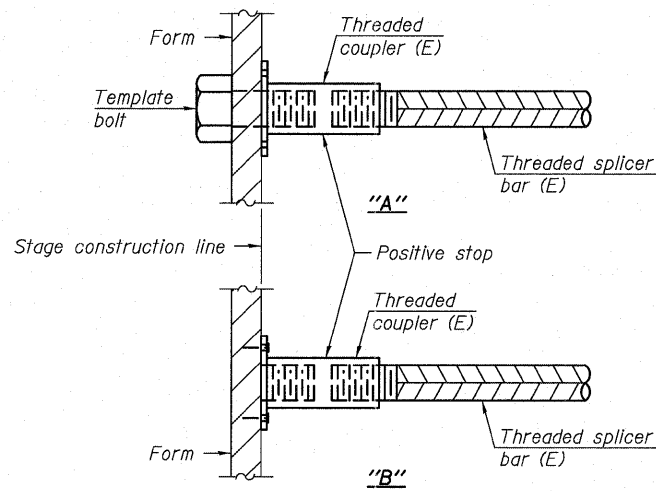
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

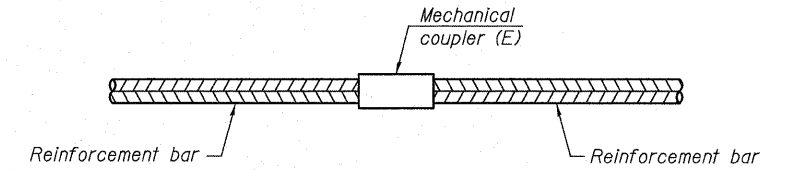
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top of slab	#5	62	Table 4
Bottom of Slab	#5	105	Table 3
Top of Appr. Slab	#4	50	Table 4
Bottom of Appr. Slab	#5	92	Table 3
Appr. Footing	#5	80	Table 3
Abutment Cap	#7	26	Table 4
Pier Cap	#7	18	Table 4
Pier Stem	#5	48	Table 4



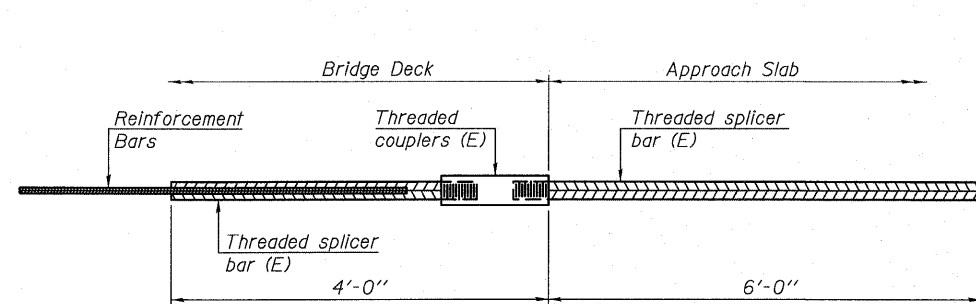
INSTALLATION AND SETTING METHODS

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



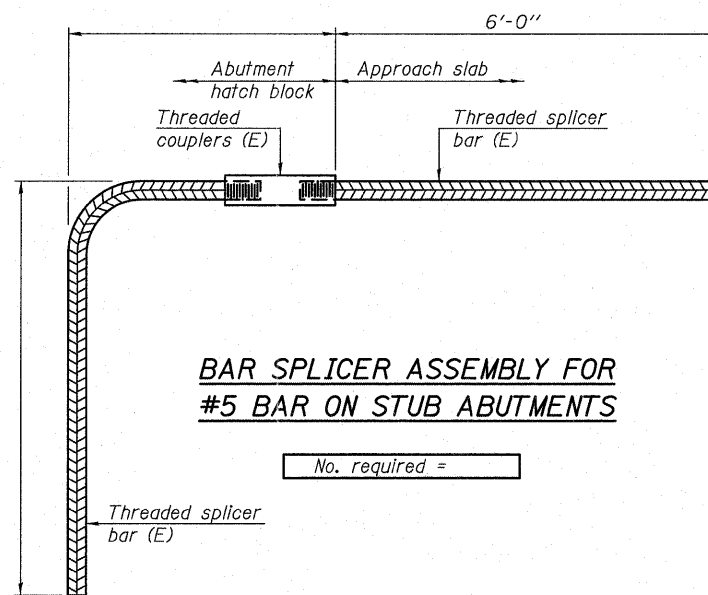
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

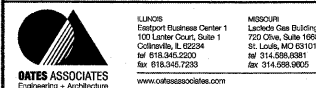
No. required =

NOTES

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

BSD-1

7-1-10



USER NAME =	DESIGNED - JAD	REVISOR -
PLOT SCALE =	CHECKED - SJN	REVISOR -
PLOT DATE =	DRAWN - JAD	REVISOR -
	CHECKED - SJN	REVISOR -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 019-0048

SHEET NO. 18 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
307	126(B)-1/BR	DEKALB	62	36
CONTRACT NO. 66987			ILLINOIS FED. AID PROJECT	



Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 1 of 2

Date 4/9/09

ROUTE SBI-64 (IL 64) DESCRIPTION IL 64 over Branch of Kishwaukee River, 1.0 MI E JCT IL 23N LOGGED BY LM

SECTION 126B-1 LOCATION South East 1/4, SEC. 33, TWP. 41N, RNG. 5E

COUNTY Dekalb DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 019-0013 (Exist.)
Station 78+50.74
BORING NO. 1 (SE Quad)
Station 79+00.74
Offset 14.00ft Rt.
Ground Surface Elev. 835.33 ft (ft) (6") (tsf) (%)

DEPTH (ft)	BLOW COUNT (B)	UNIFIED SOIL CLASSIFICATION (UCS)	MOISTURE (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter Upon Completion After Hrs.
6				825.75	823.07		
7							
6							
6							
6							
7							
6							
4							
4							
4							
-5							
1							
2							
3							
1							
3							
5							
826.33							
9							
11							
14							
6							
8							
12							
-15							
10							
7							
7							
818.33							
7							
4							
4							
815.83							
-20							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Page 2 of 2

Date 4/9/09

ROUTE SBI-64 (IL 64) DESCRIPTION IL 64 over Branch of Kishwaukee River, 1.0 MI E JCT IL 23N LOGGED BY LM

SECTION 126B-1 LOCATION South East 1/4, SEC. 33, TWP. 41N, RNG. 5E

COUNTY Dekalb DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

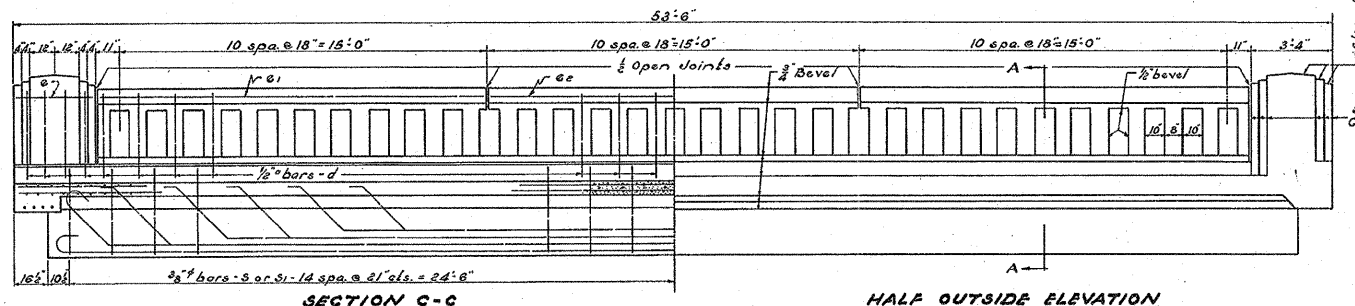
STRUCT. NO. 019-0013 (Exist.)
Station 78+50.74
BORING NO. 1 (SE Quad)
Station 79+00.74
Offset 14.00ft Rt.
Ground Surface Elev. 835.33 ft (ft) (6") (tsf) (%)

DEPTH (ft)	BLOW COUNT (B)	UNIFIED SOIL CLASSIFICATION (UCS)	MOISTURE (%)	Surface Water Elev. (ft)	Stream Bed Elev. (ft)	Groundwater Elev. (ft)	First Encounter Upon Completion After Hrs.
5				825.75	823.07		
6							
9							
3							
5							
5							
-45							
3							
4							
6							
770.33							
22							
31							
41							
768.83							
End of Boring							
5							
7							
9							
-50							
4							
7							
11							
-55							
7							
10							
17							
777.33							
End of Boring							
5							
6							
9							
-70							
4							
7							
11							
-75							
7							
10							
17							
777.33							
End of Boring							
5							
6							
9							
-80							
4							
7							
11							
-80							

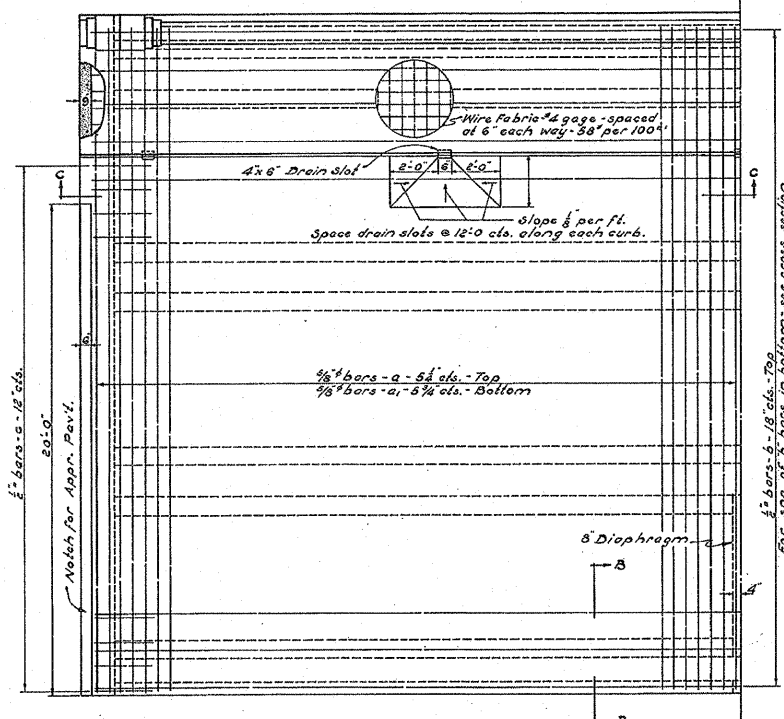
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

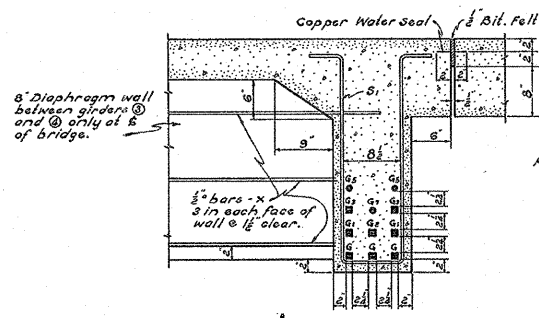
ROAD DISTRICT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	126B-1	DeKalb	10	7
SHEETS				



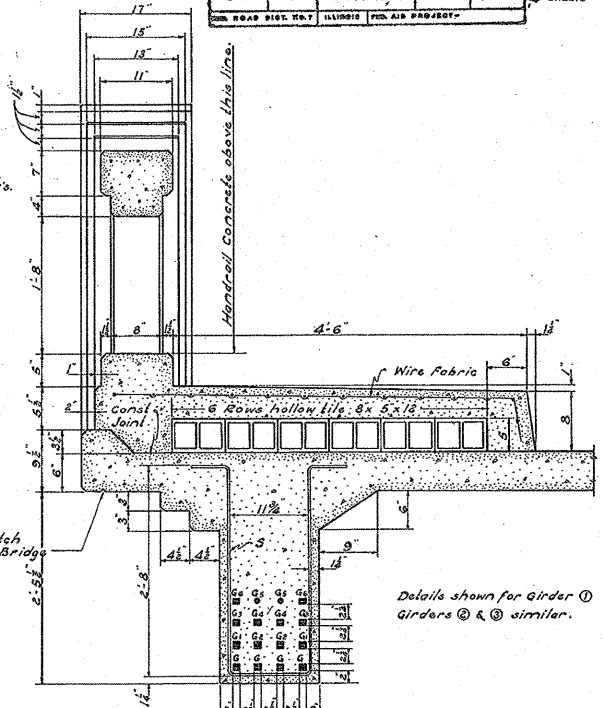
SECTION C-C
HALF OUTSIDE ELEVATION



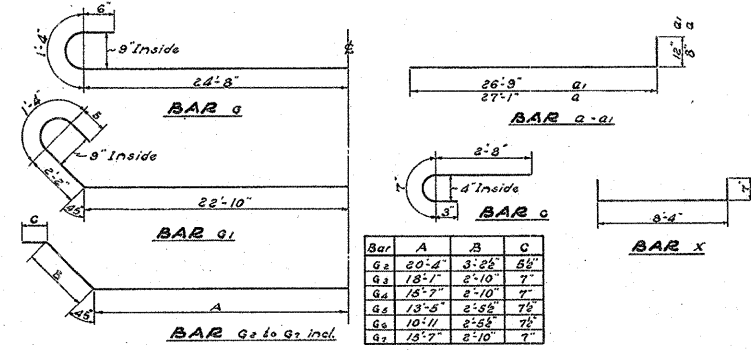
QUARTER PLAN



SECTION B-B



SECTION A-A



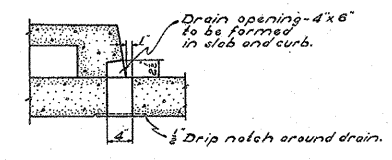
BAR DETAILS

SUPERSTRUCTURE
BILL OF MATERIAL

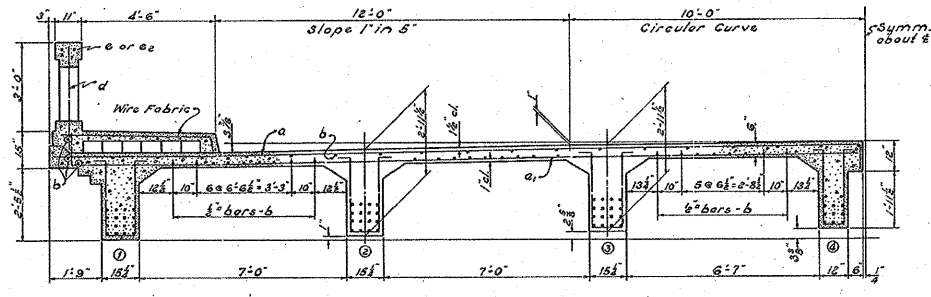
Bar No.	Size	Length
a	240	27'-9"
a1	290	27'-9"
b	192	28'-0"
c	88	3'-6"
d	80	3'-6"
e	8	3'-0"
e1	8	15'-6"
e2	4	14'-6"
g	30	53'-0"
g1	16	53'-6"
g2	14	48'-0"
g3	16	43'-0"
g4	12	38'-0"
g5	16	33'-0"
g6	12	28'-0"
g7	2	38'-0"
s	174	7'-3"
s1	58	7'-0"
x	12	9'-6"

Class X Concrete	cu yds.	121.2
Handrail Concrete	cu yds.	6.3
Reinforcing Steel	lbs.	40670
Structural Steel	lbs.	2810
Hollow Floor Wall Tile	sq. ft.	418
Wire Fabric	sq. ft.	883

For General Notes see sheet No. 2



SECTION THRU DRAIN



HALF CROSS SECTION

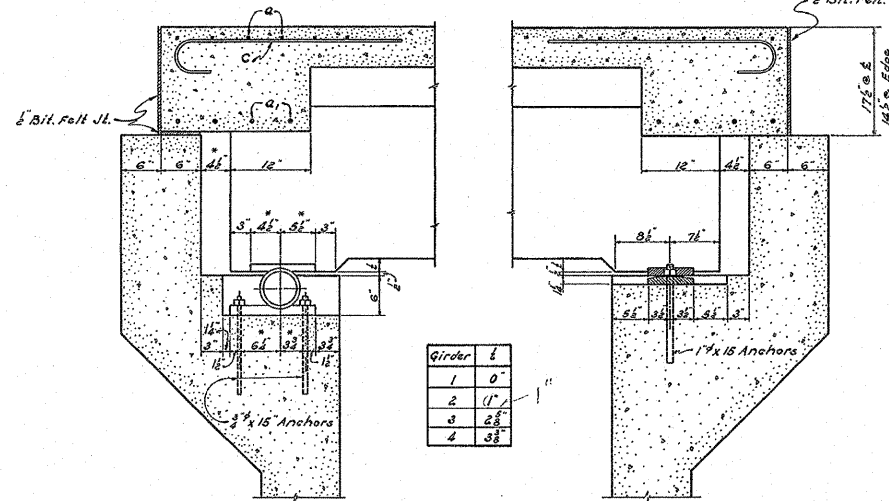
COMPUTED	<i>H.L. Owen</i>	EXAMINED	<i>H.F. Swartz</i>
CHECKED	<i>M.J. Cotto</i>	PASSED	<i>M. J. Cotto</i>
DRAWN	<i>M.J. Cotto</i>	APPROVED	<i>Chief Highway Engineer</i>
CHECKED	<i>M.J. Cotto</i>		
SPECIAL ASSEMBLED			
CHECKED			

SO. BRANCH OF KISHWAUKEE R.
S.B.1. RTE. 64 SEC. 126 B-1
DEKALB COUNTY
STA. 78+50

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

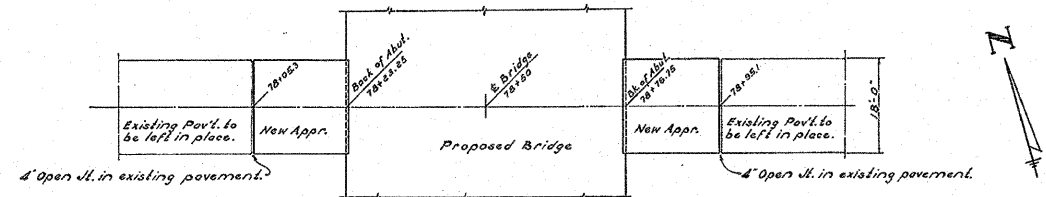
SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	126B-1	DeKalb	10	8
SHEET NO. 2 4 SHEETS				

Dimensions marked * in section of West Abutment are based on a temperature of 50° F. and with out abutment movement. For other temperatures, or if abutment has moved, these dimensions shall be adjusted accordingly.



SECTION AT WEST ABUTMENT

SECTION AT EAST ABUTMENT



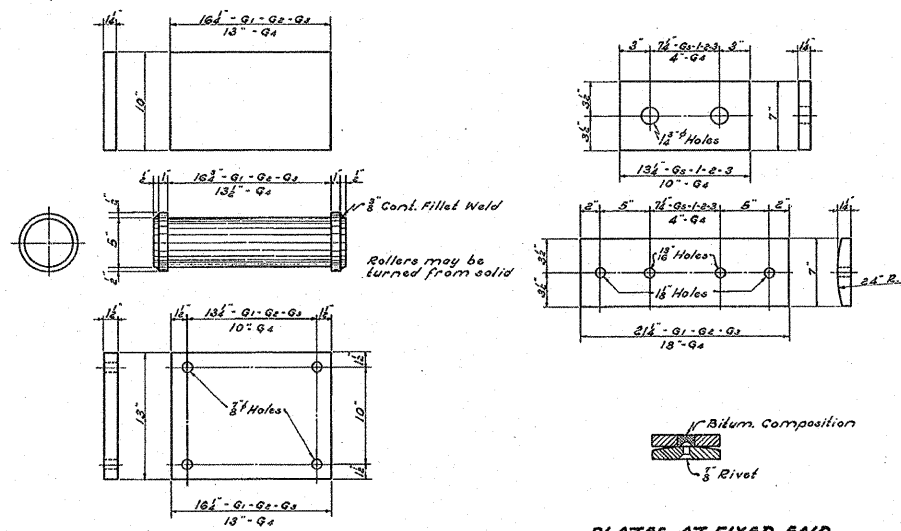
APPROACH LAYOUT

Existing Pav't. shall be removed between Stations 78+05.3 and 78+05.1
Pavement Removal..... 78 sq.yds.

QUANTITIES IN APPROACHES
R.C.C. Pavement (16'-10 1/2'-16 1/2')..... 74.5 sq.yds.
Reinforcing Steel..... 4850 lbs.

GENERAL NOTES

Class X Concrete shall be used thru out.
The concrete floor shall be finished according to Art. 57.3 (c) of the specifications.
Hollow tile shall be given a heavy coat of asphalt before sidewalk is placed.
Copper seal shall be 16 oz. cold rolled annealed copper with outside legs perforated. Cost of copper seal to be included in unit price bid for Class X Concrete. If copper seal is not in one piece splice shall be soldered or brazed.
The Contractor shall make allowance for the deflection of forms and the shrinkage and settlement of falsework in addition to the allowance for deadload deflections and camber. Falsework shall not be removed until the concrete has attained a minimum modulus of rupture of 650 lbs. per sq. in. and not less than 7 days from the time the pouring of the concrete is completed. The concrete handrail shall not be poured until after the falsework has been removed.
The coarse aggregate to be used in handrail concrete shall be absolutely free of chert, flint, limonite, lignite and soft sandstone. Material for rollers see Special Provisions. Plates shall be structural steel. For plates in contact with rollers, the edges adjacent to rollers shall be rolled, square cut or finished. Paint rollers and plates one shop coat and two field coats. Surface of plates in contact with concrete shall not be painted.
The approach slabs with the exception of length, shall conform to Details of Bridge Approaches (Std. 1638).
The Contractor shall furnish borrow for temporary embankments according to Sec. 16 of the Standard Specifications. (as revised, effective Aug. 2, 1937).

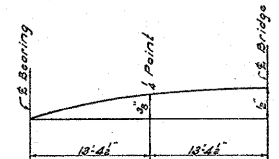


ROLLERS & PLATES AT EXPANSION END

PLATES AT FIXED END

TOTAL BILL OF MATERIAL

Item	Quantity
Class X Concrete	cu.yds. 297.3
Handrail Concrete	cu.yds. 6.3
Reinforcing Steel	lbs. 64970
Structural Steel	lbs. 2810
Hollow Fl. or Wall Tile	sq.ft. 416
Wire Fabric (30"/100")	sq.yds. 583
R.C.C. Pavement (16'-10 1/2'-16 1/2')	sq.yds. 74.5
Untreated Lumber	ft. B.M. 8500
Hardware	lbs. 605
3/4" Steel Rods	lbs. 540
Untreated Piling - 25'lg.	lin.ft. 1100
Untreated Piling - 20'lg.	lin.ft. 1920
Temporary Fencing	rods 21
Remov. & Replac. of Exist. Fence	rods 20
Tree Removal (In units of inch diameter)	66
Moving Exist. Superstructure	ea. 1
Remov. of Exist. Substructure	ea. 1
Remov. of Temporary Bridge	ea. 1
Pav't. & Driveway Removal	sq.yds. 78
Earth Excavation	cu.yds. 402
Borrow Excavation	cu.yds. 478
Traffic Bound Gravel Or Stone Surface Course	cu.yds. 80
Wire Fabric Rd. Guard Removal and Replacement	lin.ft. 109
Earth Shoulders	sq.yds. 117
Unin. Test Piles	ea. 2



D.L. DEFLECTION & CAMBER DIAGRAM

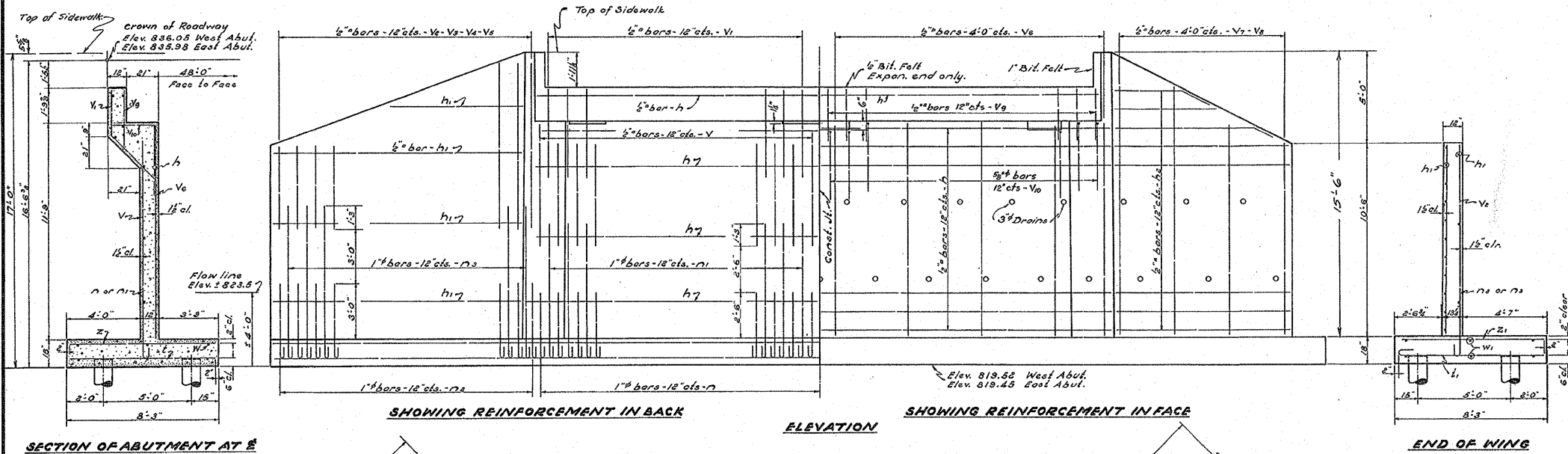
COMPUTED	3/1 P. Owen	EXAMINED	8-3-1937
CHECKED	M. G. Carter	DESIGNED	A. F. Burch
DRAWN	H. O. L. L. L. L.	CHECKED	M. G. Carter
CHECKED	M. G. Carter	APPROVED	Chief Highway Engineer
SPECIAL	ASSEMBLED		
	CHECKED		

SOUTH BRANCH OF KISHWAUKEE RIVER
S.B.I. RTE 64 SEC. 126-B-1
DEKALB COUNTY
STA. 78+50

B.M. 9 - R.R. Spike in 36" cottonwood
45' Rl. Sta. 74+00 Elev. 830.25
Present concrete abutments to be removed by Contractor.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROAD DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	126B-1	DeKalb	10	9
SHEET NO. 3 OF 14 SHEETS				



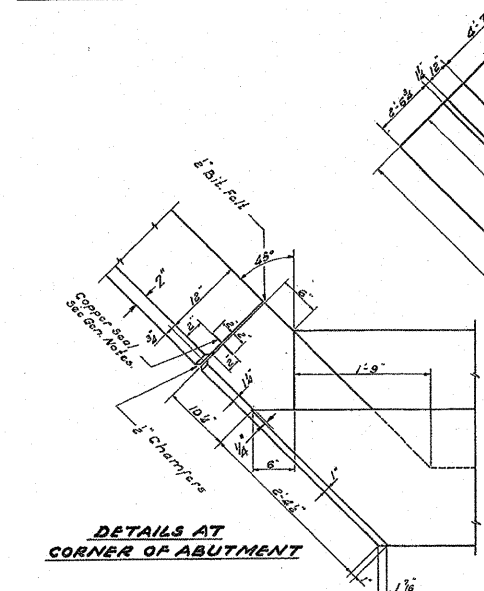
SECTION OF ABUTMENT AT E

SHOWING REINFORCEMENT IN BACK

ELEVATION

SHOWING REINFORCEMENT IN FACE

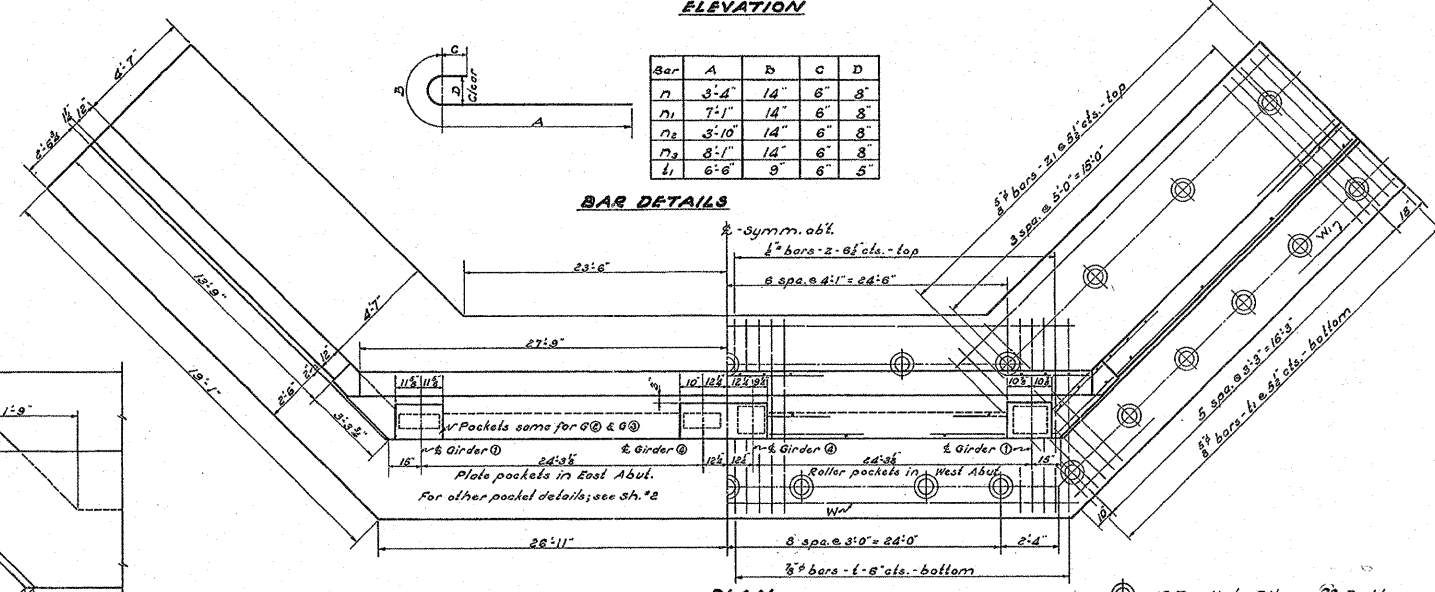
END OF WING



DETAILS AT CORNER OF ABUTMENT

Bar	A	B	C	D
n	3'-2"	14"	6"	8"
n1	7'-1"	14"	6"	8"
n2	3'-10"	14"	6"	8"
n3	8'-1"	14"	6"	8"
t1	6'-6"	9"	6"	5"

BAR DETAILS

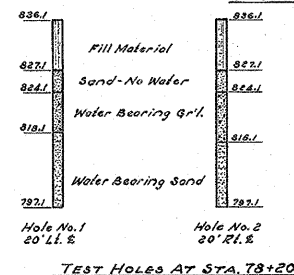


PLAN

BILL OF MATERIAL - 2 ABUTS.

Bar	No.	Size	Length
V	112	1/2"	5'-6"
V1	110	"	6'-0"
V2	16	"	4'-6"
V3	16	"	6'-0"
V4	16	"	7'-6"
V5	12	"	9'-0"
V6	20	"	11'-6"
V7	8	"	13'-6"
V8	8	"	10'-6"
h	72	"	29'-6"
h1	64	"	13'-3"
h2	8	"	5'-6"
n	110	1"	5'-0"
n1	112	"	3'-9"
n2	60	"	5'-6"
n3	58	"	9'-9"
t	218	3/4"	7'-0"
t1	160	3/4"	7'-9"
z	196	1/2"	7'-0"
z1	148	3/4"	7'-0"
w	24	1/2"	28'-0"
w1	24	1/2"	18'-6"
v9	110	1/2"	3'-0"
v10	110	3/8"	6'-6"
Class X Concrete	cu yd.		176.1
Reinforcing Steel	lbs.		19450
Unfr. Piling (20'lg)	lin. ft.		1920
Unfr. Test Piles	each		2
Remov. Existing Substr.	ea.		1

COMPUTED: *J.R. Owen*
 CHECKED: *M. J. Petes*
 DRAWN: *N.L.O.*
 CHECKED: *M. J. Petes*
 SPECIAL ASSEMBLED: *M. J. Petes*
 EXAMINED: 8-3-1937
 H.F. Burrell
 BRIDGE ENGINEER
 PASSED: *M. J. Petes*
 APPROVED: *Frank L. ...*
 CHIEF HIGHWAY ENGINEER

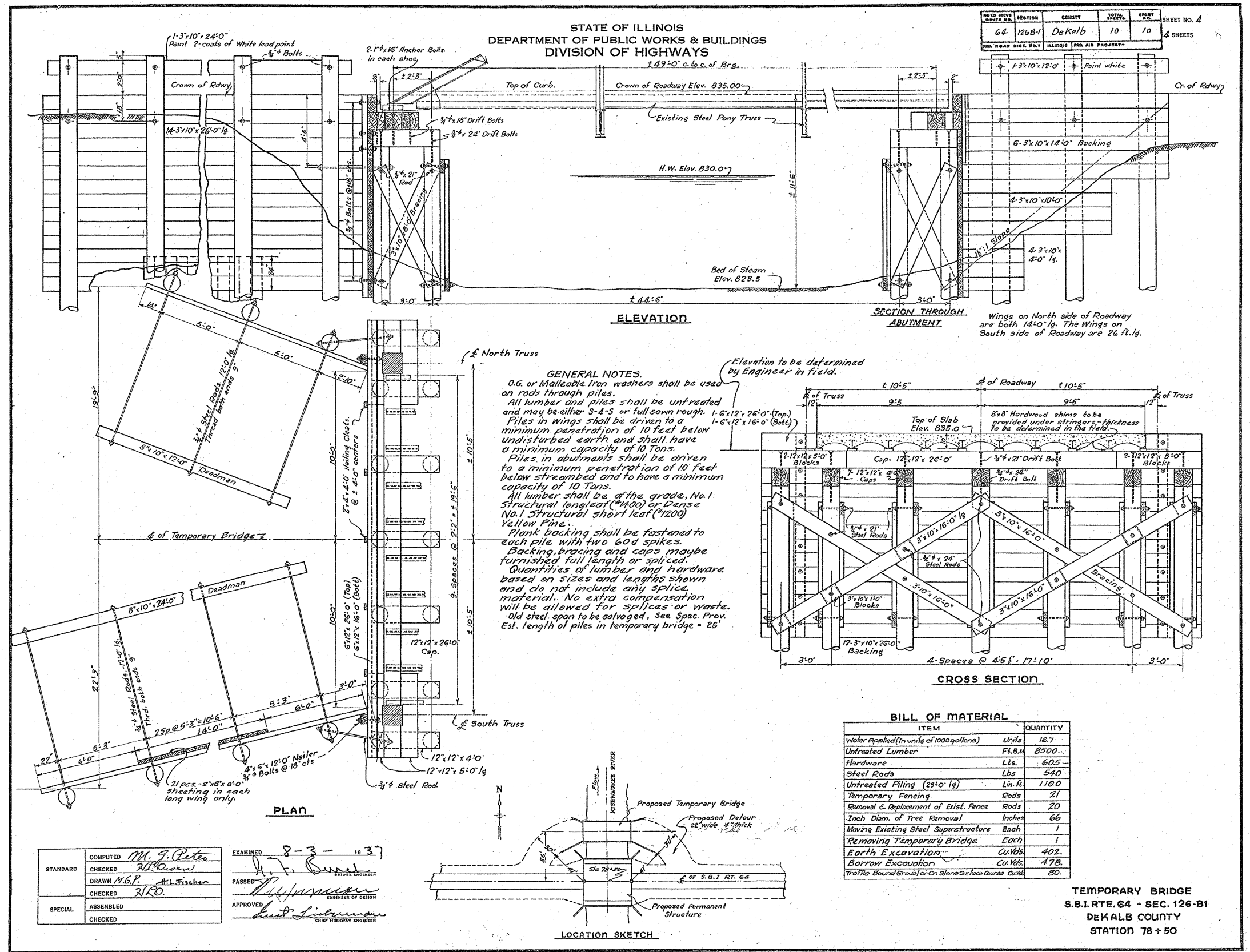


TEST HOLES AT STA. 78+20

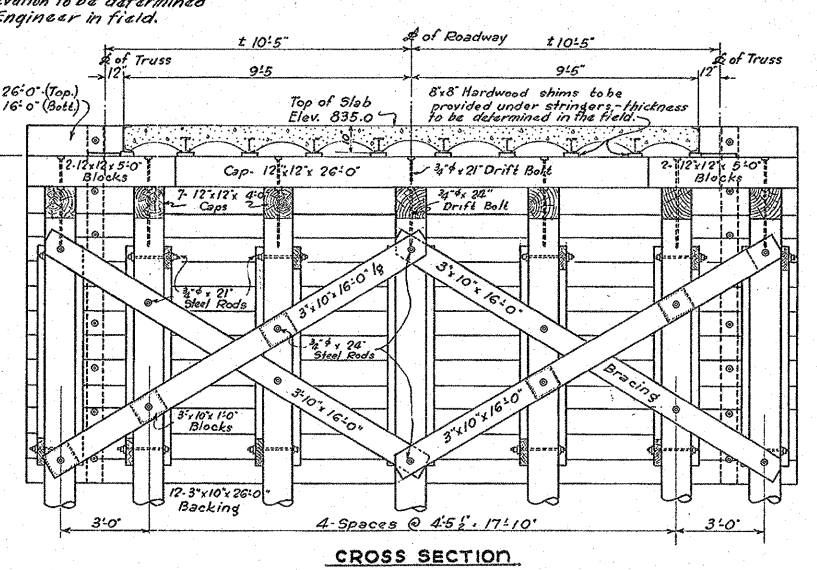
SOUTH BRANCH OF KISHWAUKEE RIVER
 S.B.I. RTE. 66 SEC. 126 B-1
 DEKALB COUNTY
 STA. 78+50

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROAD DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	126-B1	DeKalb	10	10
SHEETS				



GENERAL NOTES.
O.G. or Malleable Iron washers shall be used on rods through piles.
All lumber and piles shall be untreated and may be either S-A-S or fullsawn rough. 1-6"x12"x26'-0" (Top) Piles in wings shall be driven to a minimum penetration of 10 feet below undisturbed earth and shall have a minimum capacity of 10 Tons.
Piles in abutments shall be driven to a minimum penetration of 10 feet below streambed and to have a minimum capacity of 10 Tons.
All lumber shall be of the grade, No. 1 Structural longleaf (1400) or Dense No. 1 Structural short leaf (1200) Yellow Pine.
Plank backing shall be fastened to each pile with two 60 spikes.
Backing, bracing and caps may be furnished full length or spliced.
Quantities of lumber and hardware based on sizes and lengths shown and do not include any splice material. No extra compensation will be allowed for splices or waste.
Old steel span to be salvaged. See Spec. Prov. Est. length of piles in temporary bridge = 25'

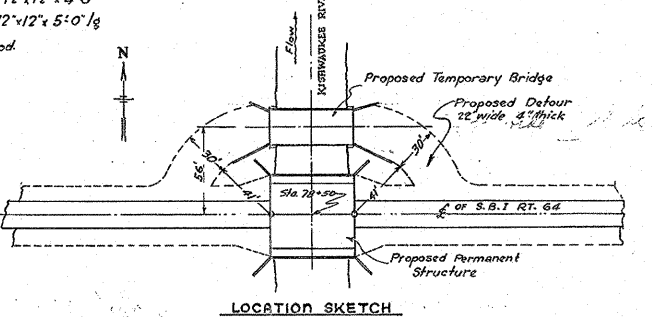


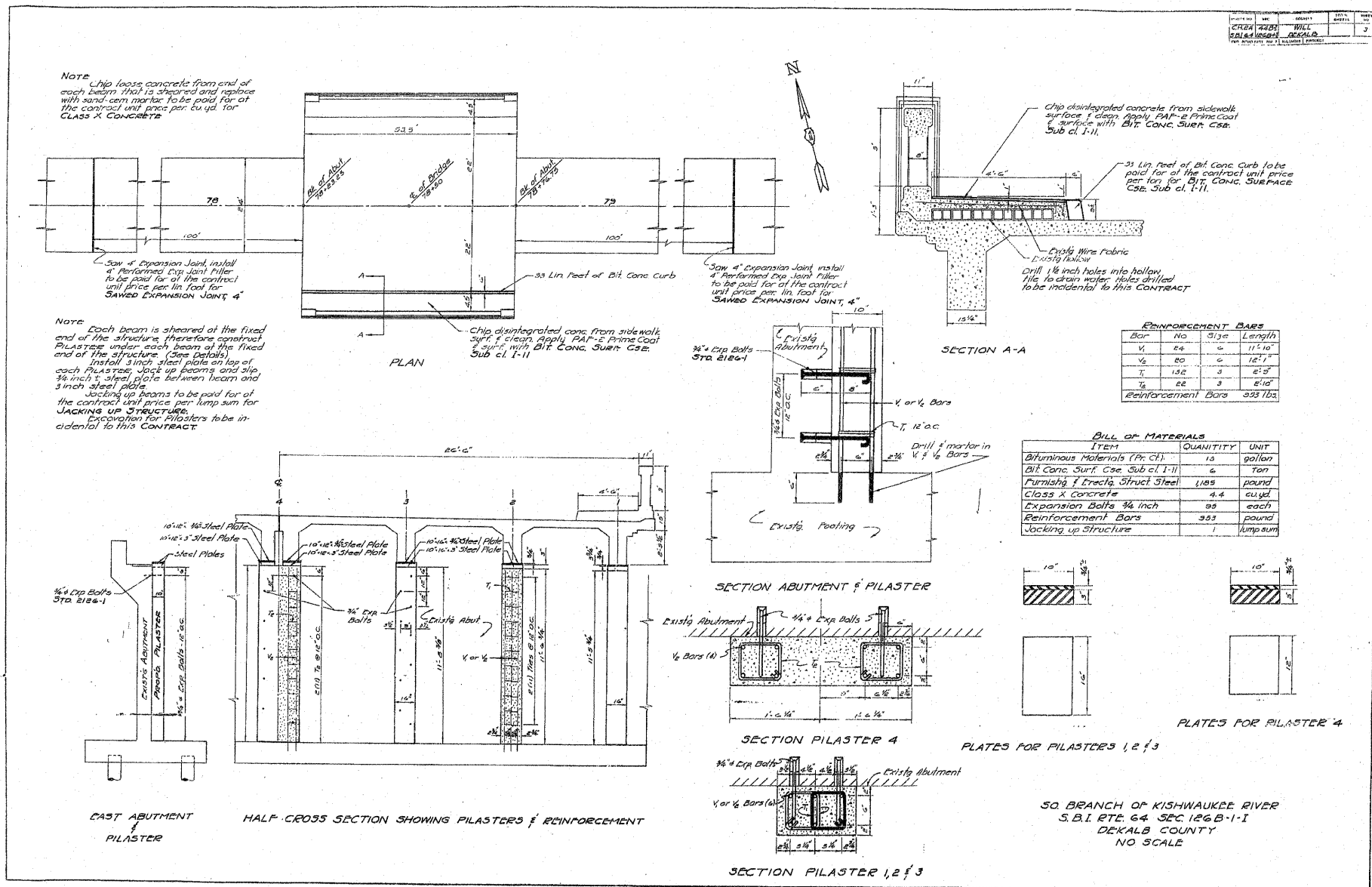
BILL OF MATERIAL

ITEM	QUANTITY
Water Applied (in units of 1000 gallons)	Units 16.7
Untreated Lumber	FL.B.M. 8500
Hardware	Lbs. 605
Steel Rods	Lbs. 540
Untreated Piling (25'-0" lg)	Lin. Ft. 1100
Temporary Fencing	Rods 21
Removal & Replacement of Exst. Fence	Rods 20
Inch Diam. of Tree Removal	Inches 66
Moving Existing Steel Superstructure	Each 1
Removing Temporary Bridge	Each 1
Earth Excavation	Cu. Yds. 402
Borrow Excavation	Cu. Yds. 478
Traffic Board Ground or On Stone Surfaces Course	Cu. Yds. 80

TEMPORARY BRIDGE
S.B.I. RTE. 64 - SEC. 126-B1
DEKALB COUNTY
STATION 78 + 50

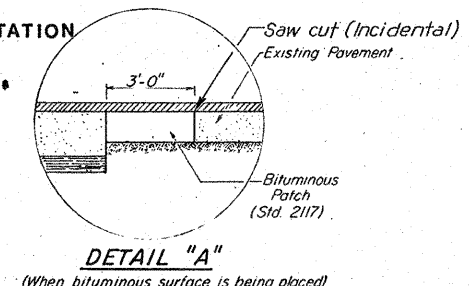
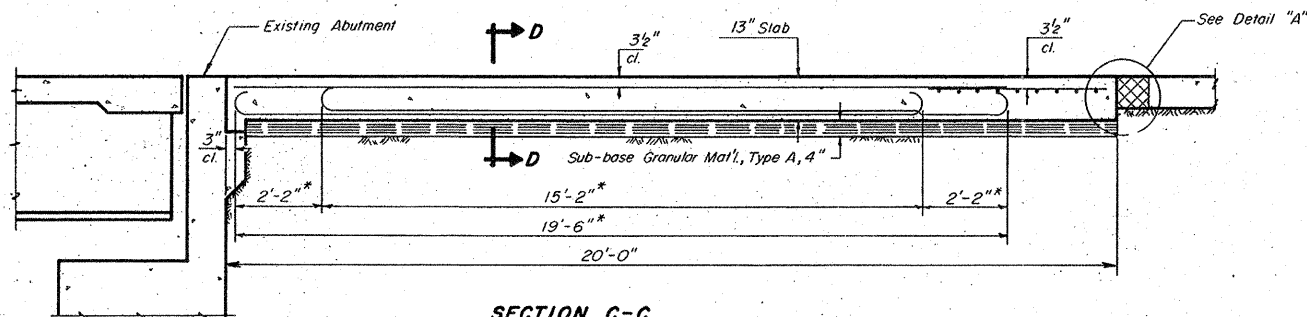
STANDARD	COMPUTED	EXAMINED
CHECKED	M. G. Peter	8-3-1937
DRAWN	M. G. Peter	
CHECKED	J. L. Fischer	
SPECIAL	ASSEMBLED	APPROVED
CHECKED		





STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
126(B-1)R	DEKALB	16	8	8	16
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

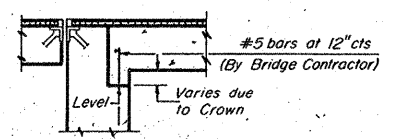
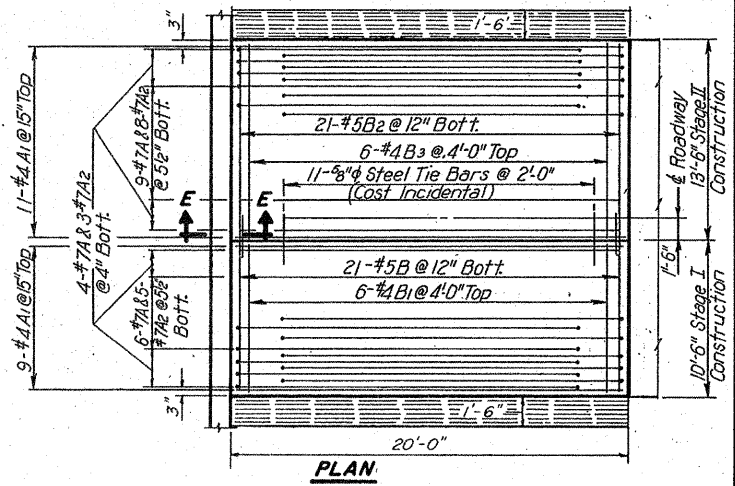
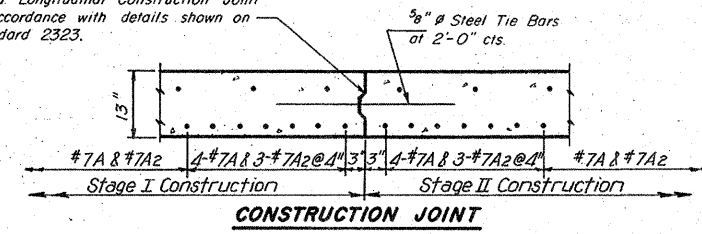
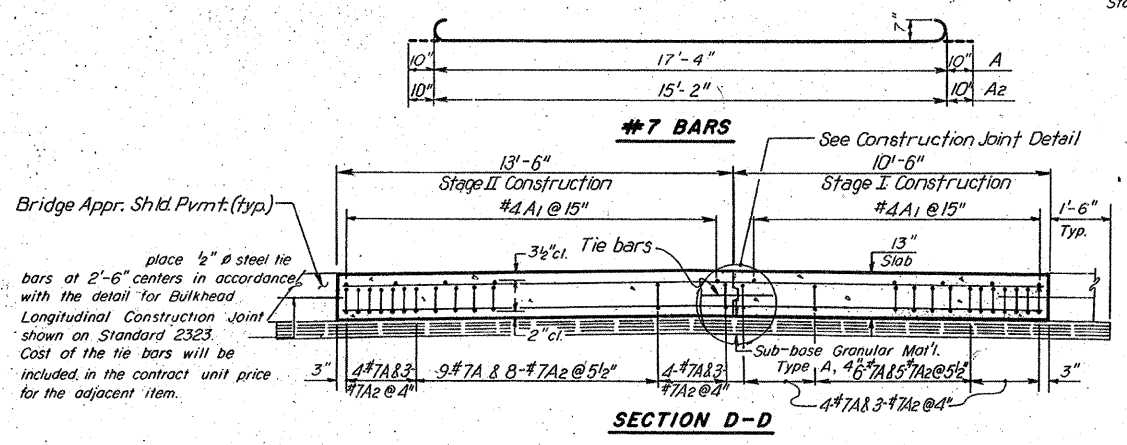


BILL OF MATERIALS				
BAR	No.	SIZE	LENGTH	SHAPE
A	62	#7	19'-0"	U
A1	40	#4	19'-9"	—
A2	50	#7	16'-10"	U
B	42	#5	12'-0"	—
B1	12	#4	10'-3"	—
B2	42	#5	13'-3"	—
B3	12	#4	13'-3"	—
Approach Pavement	Sq. Yd.	107		
Reinforcement Bars	Lbs.	5950		

Note:
Quantities are for two approach pavements.

SECTION C-C
*Stagger alternate #7 bars as shown on plan - full width.

Keyed Longitudinal Construction Joint in accordance with details shown on Standard 2323.



(When bituminous surface is being placed on bridge and approach.)
SECTION E-E

Note:
Reinforcement bars shall conform to the requirements of A.A.S.H.T.O. M 31 or M 53, Grade 60.

DESIGN STRESSES
f_y = 60,000 p.s.i.
f'c = 3500 psi
n = 8.5

GENERAL NOTES
The cost of tie bars, expansion joint filler, sub-base, welded wire fabric and bituminous prime when required shall be considered as included in the unit cost of the Bridge Approach Pavement.
The bituminous patch, will be constructed in accordance with Section 620 of the Standard Specifications. The cost of this work shall be incidental to the Bridge Approach Shld. pavement and shall include all labor, equipment and materials needed to complete the work.

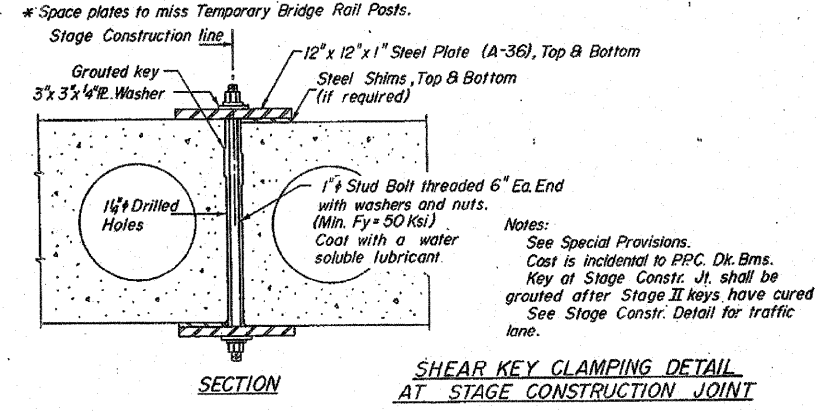
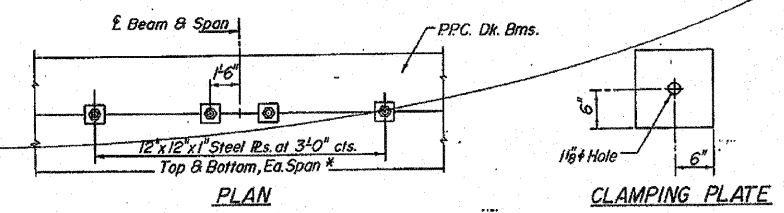
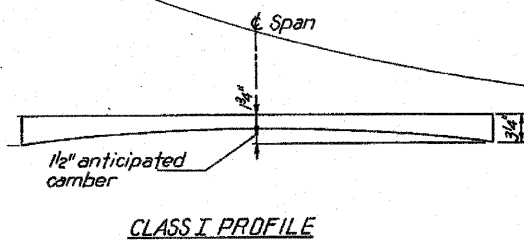
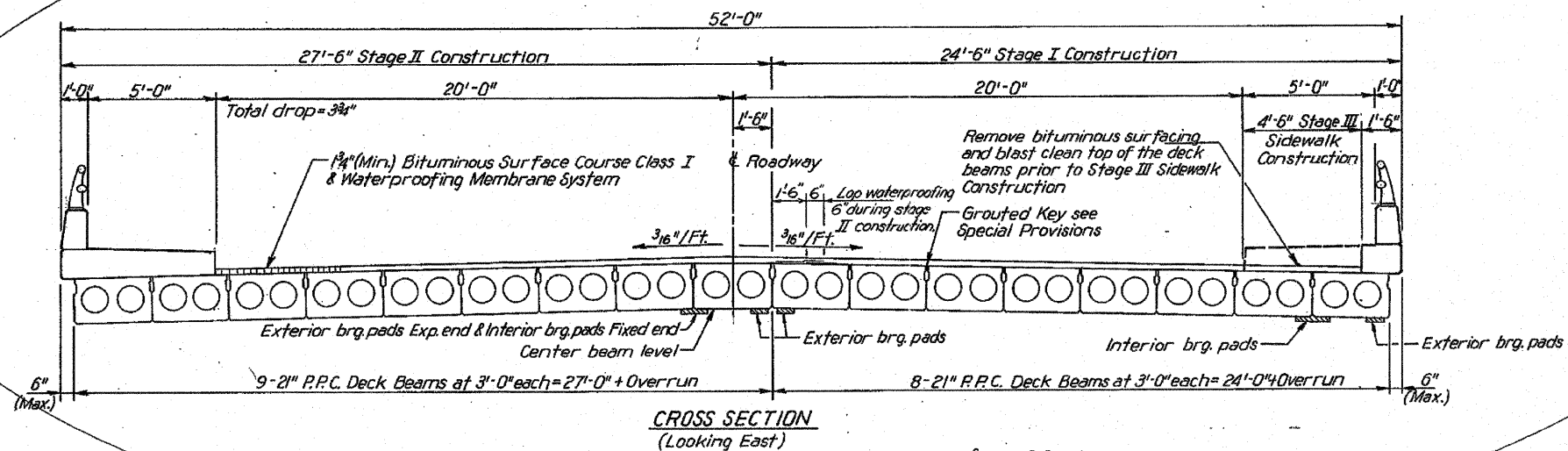
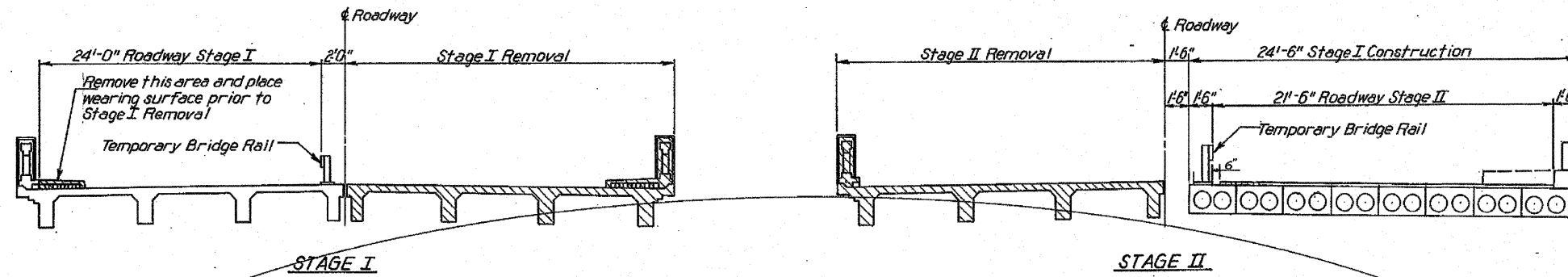
DESIGNED	J.M.P.
CHECKED	S.F.
DRAWN	K.A.C.
CHECKED	J.M.P.

REVISIONS	
NAME	DATE

APPROACH PAVEMENT DETAILS
F.A. ROUTE 17 (ILL. 64)
SECTION 126 (B-1) R
DEKALB COUNTY
STA. 78 + 50.00
DATE: 7-22-81

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2
17	126(B)-R	DEKALB	16	10	SHEETS 8
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



DESIGNED	J.M.P.
CHECKED	S.F.
DRAWN	K.A.C.
CHECKED	J.M.P.

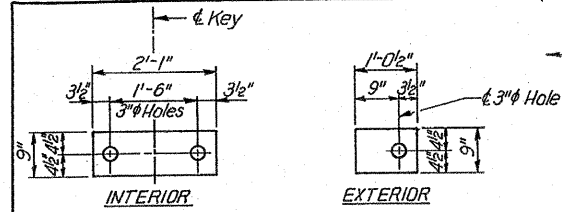
REVISIONS	
NAME	DATE

DECK DETAILS I
F.A. ROUTE 17 (ILL. 64)
SECTION 126 (B-1) R
DEKALB COUNTY
STA. 78+50.00

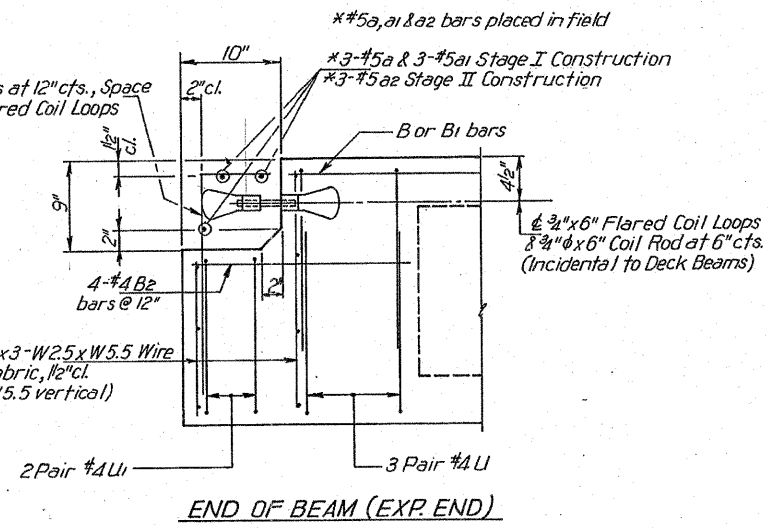
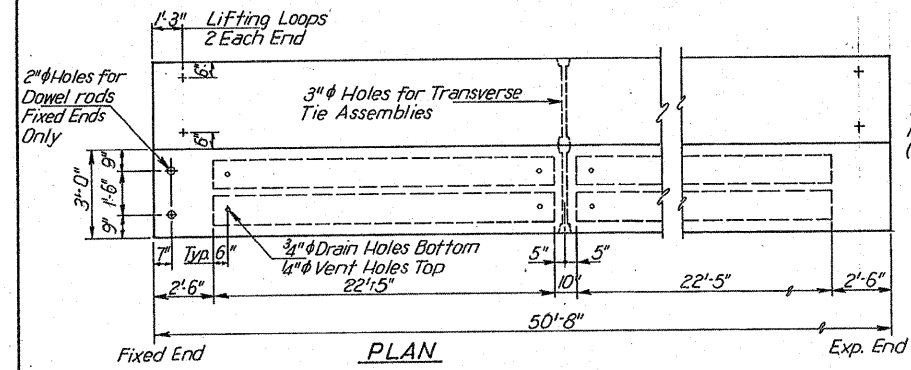
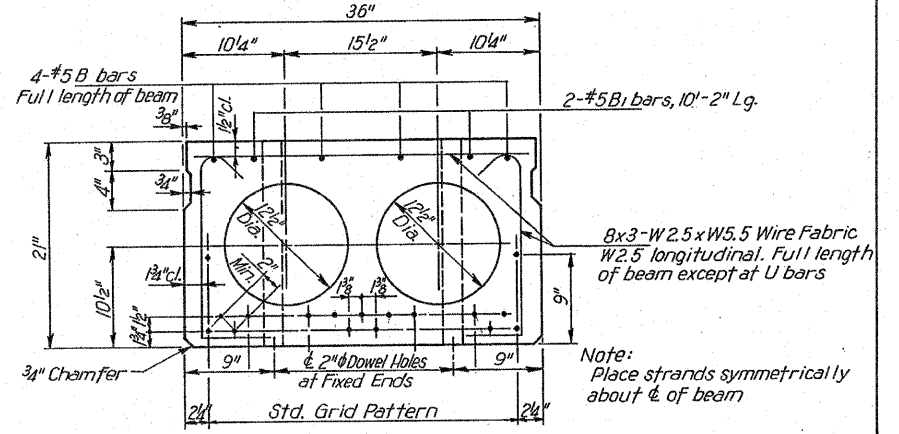
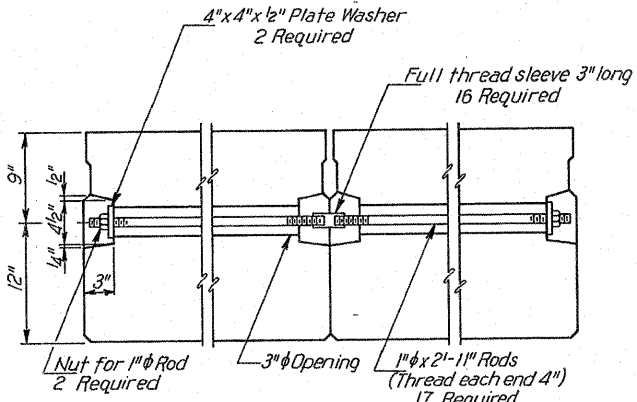
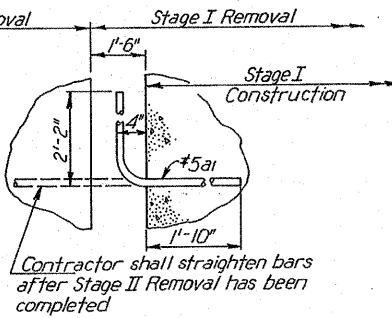
SCALE: VERT.
HORIZ.
DATE 7-22-81

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3
S.S.L. R.A. 17	126B-1R	DEKALB	16	11	SHEETS 8
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



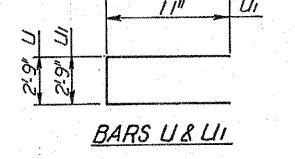
Note: Bar a1 shall meet the requirements of AASHTO M31 or M53 except the yield stress shall not be less than 33,000psi and not more than 45,000psi



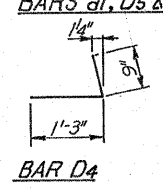
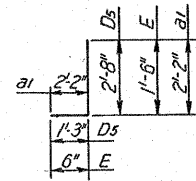
TYPICAL SECTION

17-1/2" strands. Each strand stressed to 28,900 lbs.

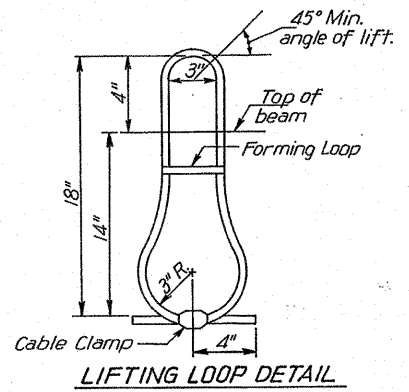
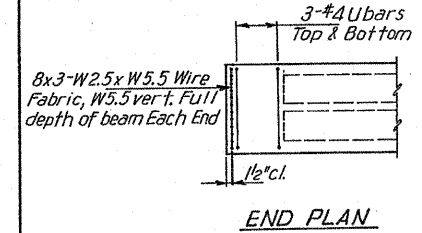
6 strands 1 3/4" up, 9 strands 3/4" up and 2 strands 9" up



BILL OF MATERIALS				
BAR	No.	SIZE	LENGTH	SHAPE
a	3	#5	23'-9"	—
a1	3	#5	4'-4"	┌
a2	3	#5	26'-9"	—
Class X Concrete			Cu. Yds.	1.2
Reinforcement Bars			Lbs.	170



Note: Bars listed in bill of materials are paid separately, all other reinforcement and incidental material provided in P.R.C. beams shall be considered incidental to P.R.C. beams. For additional reinforcement in beams at sidewalk area see Section A-A, Sht. No. 4



NOTES

Prestressing steel shall be non-galvanized high strength, stress-relieved 7-wire strand, Grade 270.

The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.

Lifting loops shall be 3/8" diameter, 6x25 class wire rope with fiber core and shall have a minimum ultimate tensile strength of 33,000 lbs.

The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.

Reinforcement bars shall conform to AASHTO M-31 or M-53, Grade 60.

The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.

Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.

REVISIONS	
NAME	DATE

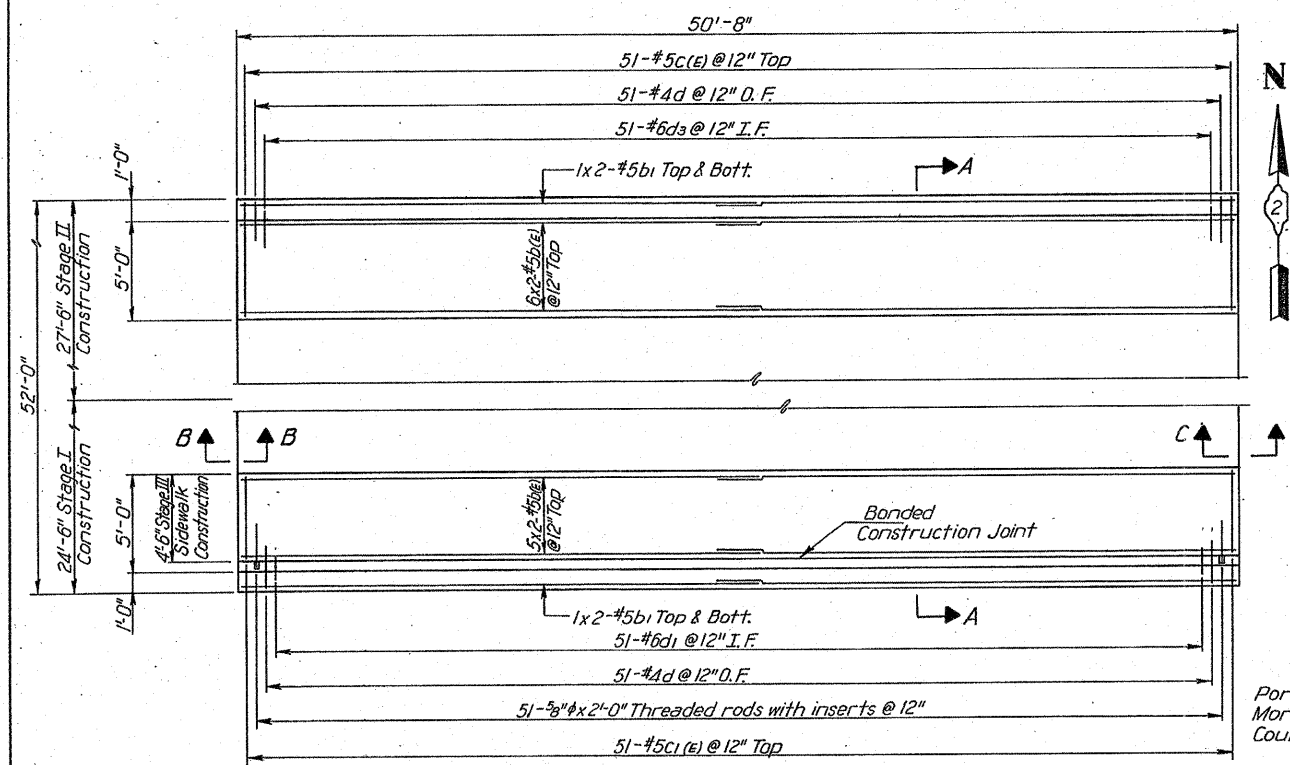
BEAM DETAILS
F.A. ROUTE 17 (ILL. 64)
SECTION 126 (B-1) R
DEKALB COUNTY
STA. 78+50.00

SCALE: VERT. HORIZ.
DATE: 7-22-81

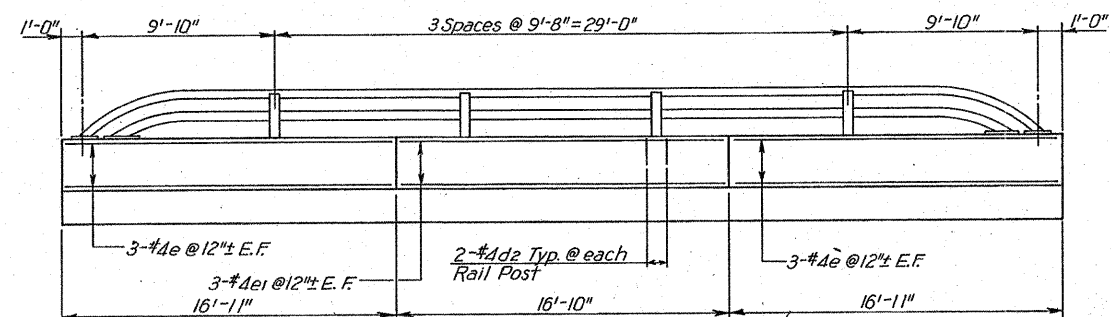
DESIGNED	J.M.P.
CHECKED	S.F.
DRAWN	K.A.C.
CHECKED	J.M.P.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

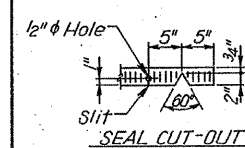
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
R.S.L. F.A. 17	126(B-1)R	DEKALB	16	12	SHEETS 8
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



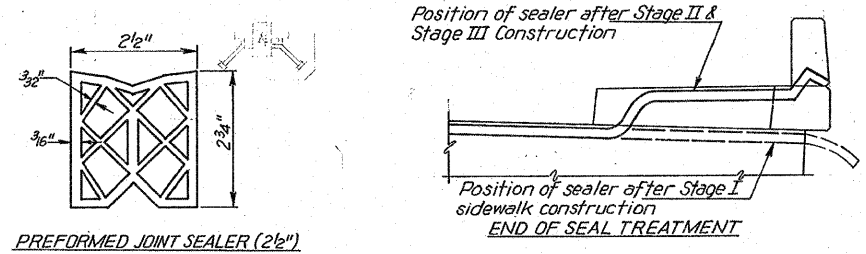
PLAN



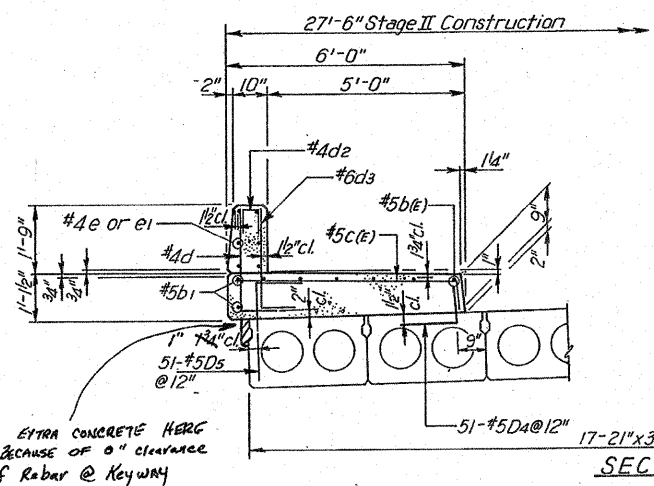
PARAPET ELEVATION



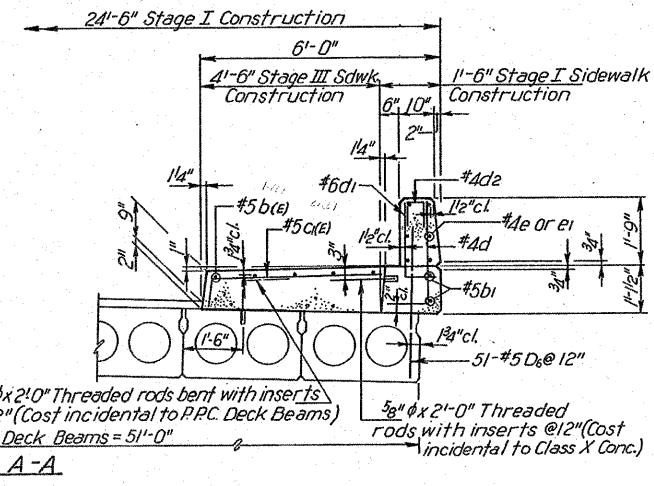
DESIGNED J.M.P.
CHECKED S.F.
DRAWN K.A.C.
CHECKED J.M.P.



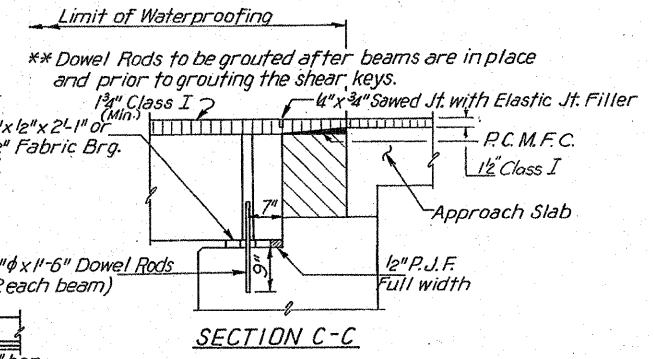
PREFORMED JOINT SEALER DETAILS



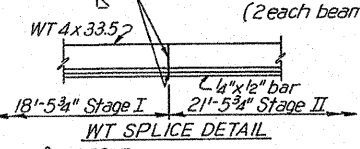
SECTION A-A



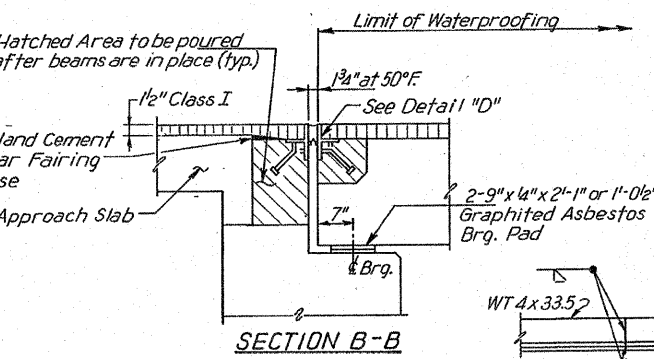
SECTION B-B



SECTION C-C



WT SPLICE DETAIL



DETAIL "D"

Notes:
Dimensions are at right angles.
Hatched areas to be poured after beams have been erected and joints grouted.
Bars indicated thus 20x3-#5etc. indicates 20 lines of bars with 3 lengths per line.
Reinforcement bars designated (e) shall be epoxy coated. See Special Provisions.
For Beam Details see Sht. No. 3
For Railing Details see Sht. No. 5
All reinforcement bars placed in P.P.C. beams shall be considered incidental to P.C.C. beams.

BILL OF MATERIAL				
BAR	No.	SIZE	LENGTH	SHAPE
b(e)	22	#5	26'-11"	—
b1	8	#5	26'-11"	—
c(e)	51	#5	6'-3"	┌
c1(e)	51	#5	4'-9"	┌
d	102	#4	3'-7"	J
d1	51	#6	3'-4"	J
d2	16	#4	2'-0"	J
d3	51	#6	3'-7"	J
e	24	#4	16'-8"	—
e1	12	#4	16'-7"	—
Reinforcement Bars				Lbs. 1410
Reinf. bars (epoxy coated)				Lbs. 1180
Class X Concrete				Cu. Yds. 29.0

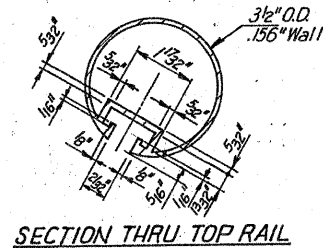
REVISIONS	
NAME	DATE

DECK DETAILS II
F.A. ROUTE 17 (ILL. 64)
SECTION 126 (B-1) R
DEKALB COUNTY
STA. 78+50.00

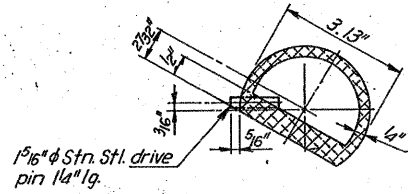
SCALE: VERT. HORIZ.
DATE 7-22-81

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

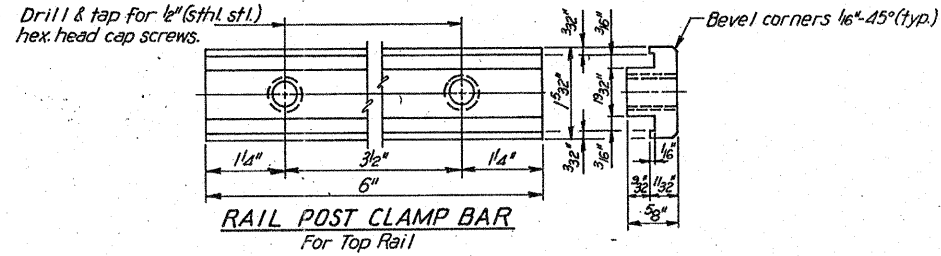
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
F.A. 17	126(B)-R	DEKALB	16	13	SHEETS 8
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



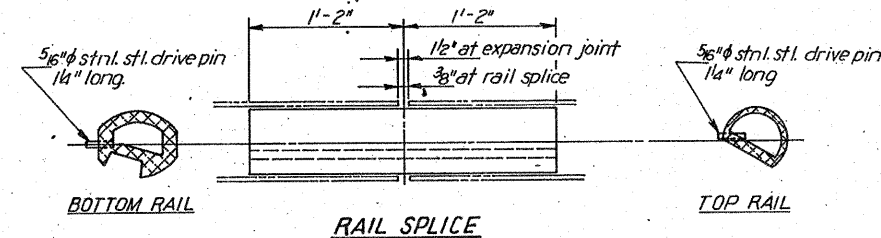
SECTION THRU TOP RAIL



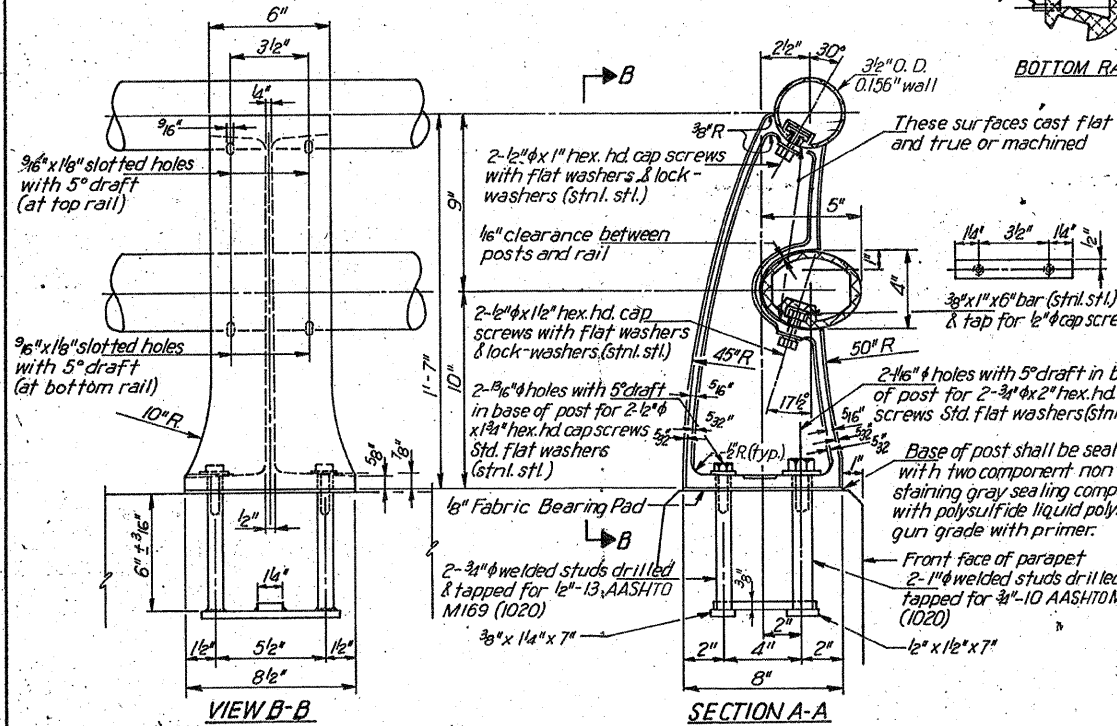
SECTION THRU SPLICE
TOP RAIL



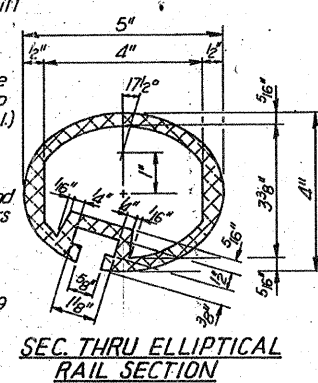
RAIL POST CLAMP BAR
For Top Rail



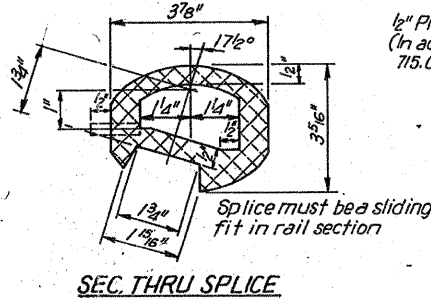
RAIL SPLICE



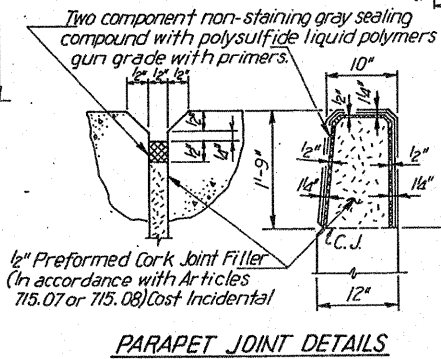
RAIL POST DETAILS



SEC. THRU ELLIPTICAL
RAIL SECTION

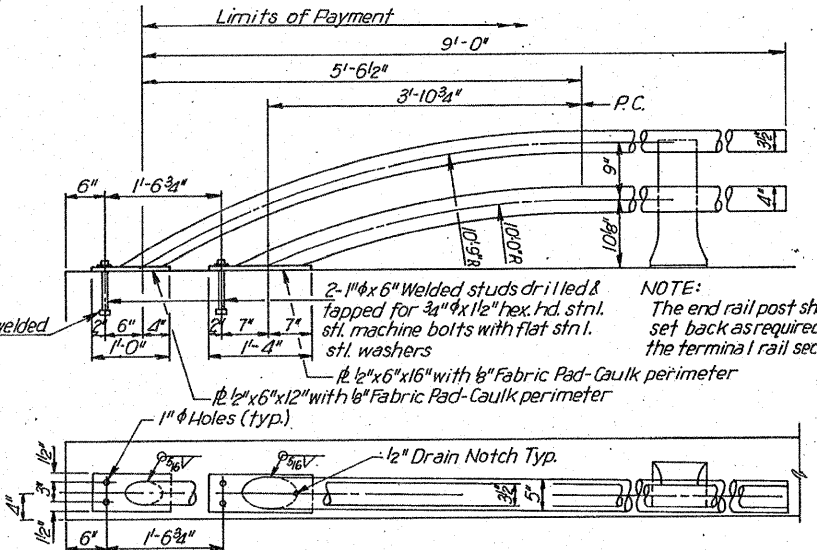


SEC. THRU SPLICE



PARAPET JOINT DETAILS

NOTES:
All posts shall be normal to parapet
All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.
All joints in rail shall be spliced per detail.
Provide 1-1/2" and 2-1/2" Aluminum Shimms for 25% of the Posts. Rail elements shall be parallel to Grade - high spots shall be ground and low spots shimmed.
Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per linear foot for Aluminum Railing, Type L.
Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.



RAIL TERMINAL SECTION

BILL OF MATERIALS

Item	Unit	Quantity
ALUMINUM RAILING, TYPE L	Lin. Ft.	98

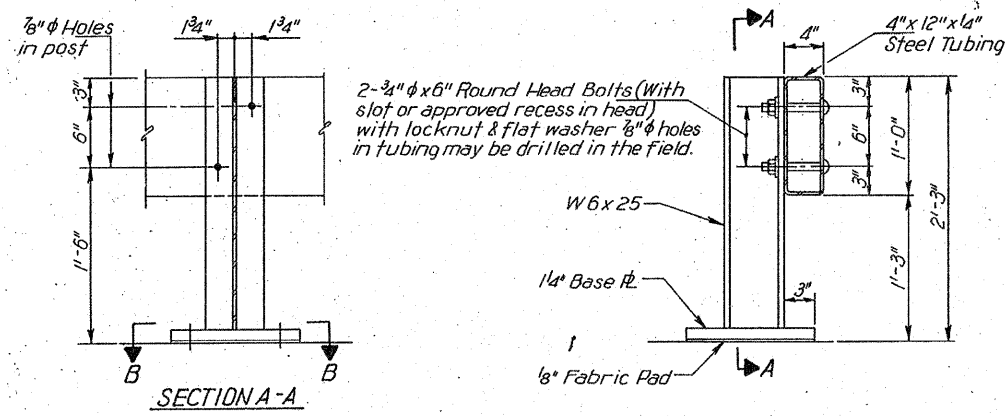
DESIGNED	J.M.P.
CHECKED	S.F.
DRAWN	K.A.C.
CHECKED	J.M.P.

REVISIONS	
NAME	DATE

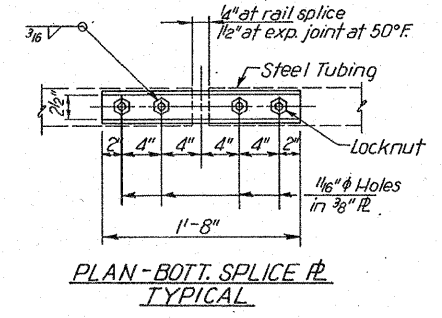
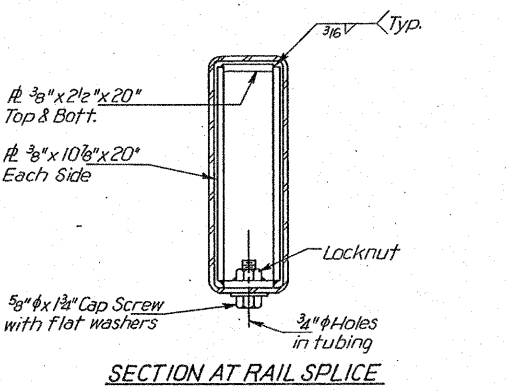
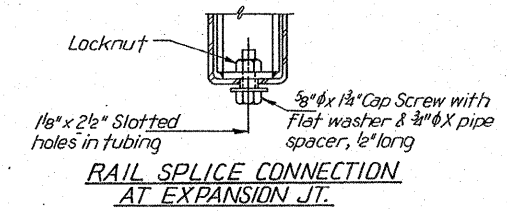
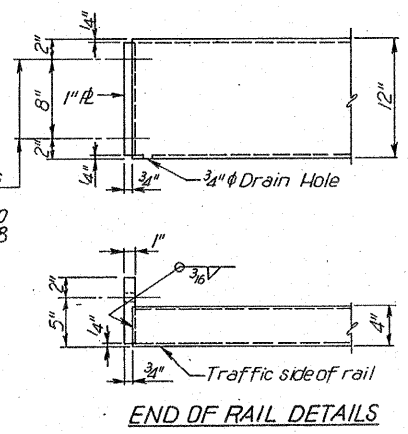
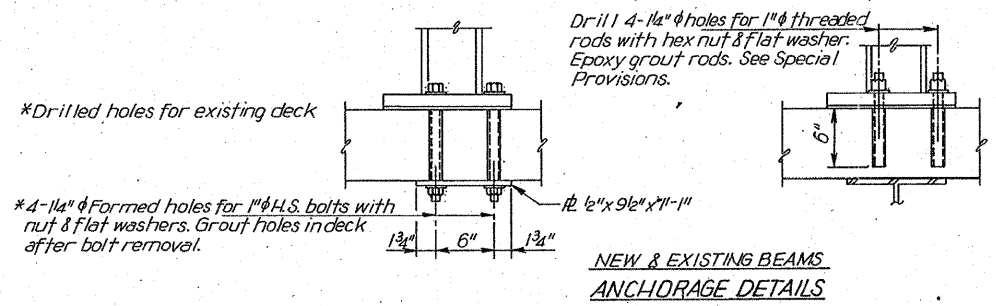
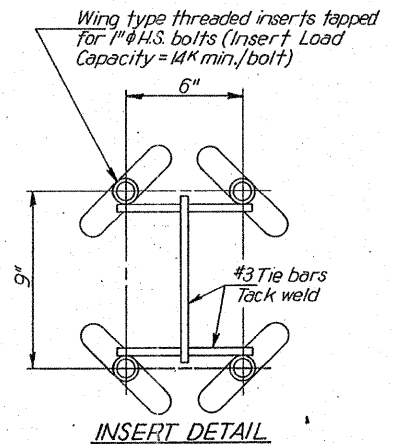
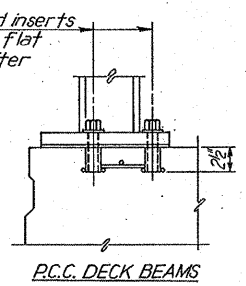
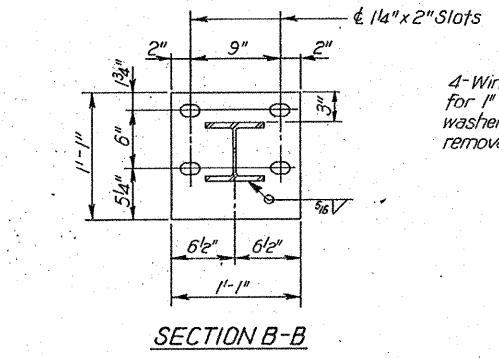
HANDRAIL DETAILS
F.A. ROUTE 17 (ILL. 64)
SECTION 126 (B-1) R
DEKALB COUNTY
STA. 78+50.00
SCALE: VERT. 1"=4'
HORIZ. 1"=10'
DATE 7-22-81

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6
F.A. 17	126B-1BR	DEKALB	16	14	SHEETS 8
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			



SECTION AT RAIL POST



NOTES

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

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

Bolts, cap screws, and nuts shall conform to the requirement of A.S.T.M. designation A-307 except for high strength bolts, threaded rods, nuts and washers noted which shall conform to A.A.S.H.T.O. M-164.

The bridge rail shall receive one shop coat of a steel prime paint.

The 1" high strength bolts or threaded rods used to connect the rail posts shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specifications.

See Special Provisions for Temporary Bridge Rail.

BILL OF MATERIAL

Item	Unit	Quantity
Temporary Bridge Rail	Lin. Ft.	54

REVISIONS	
NAME	DATE

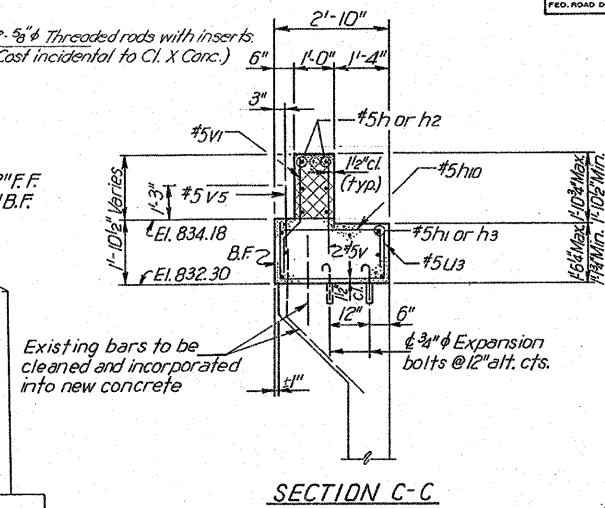
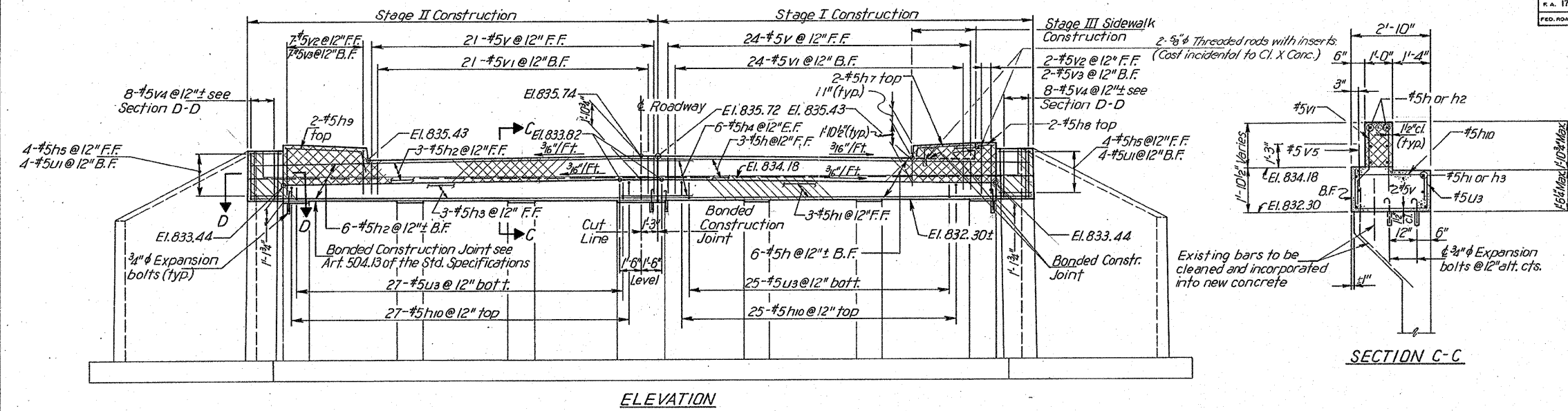
TEMPORARY BRIDGE RAIL DETAILS
F.A. ROUTE 17 (ILL. 64)
SECTION 126 (B-1) R
DEKALB COUNTY
STA. 78+50.00

SCALE: VERT. HORIZ.
DATE 7-22-81

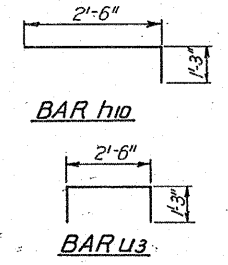
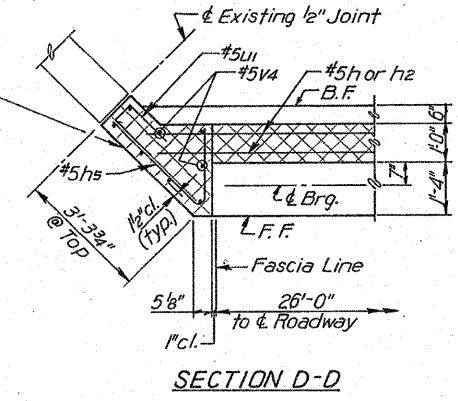
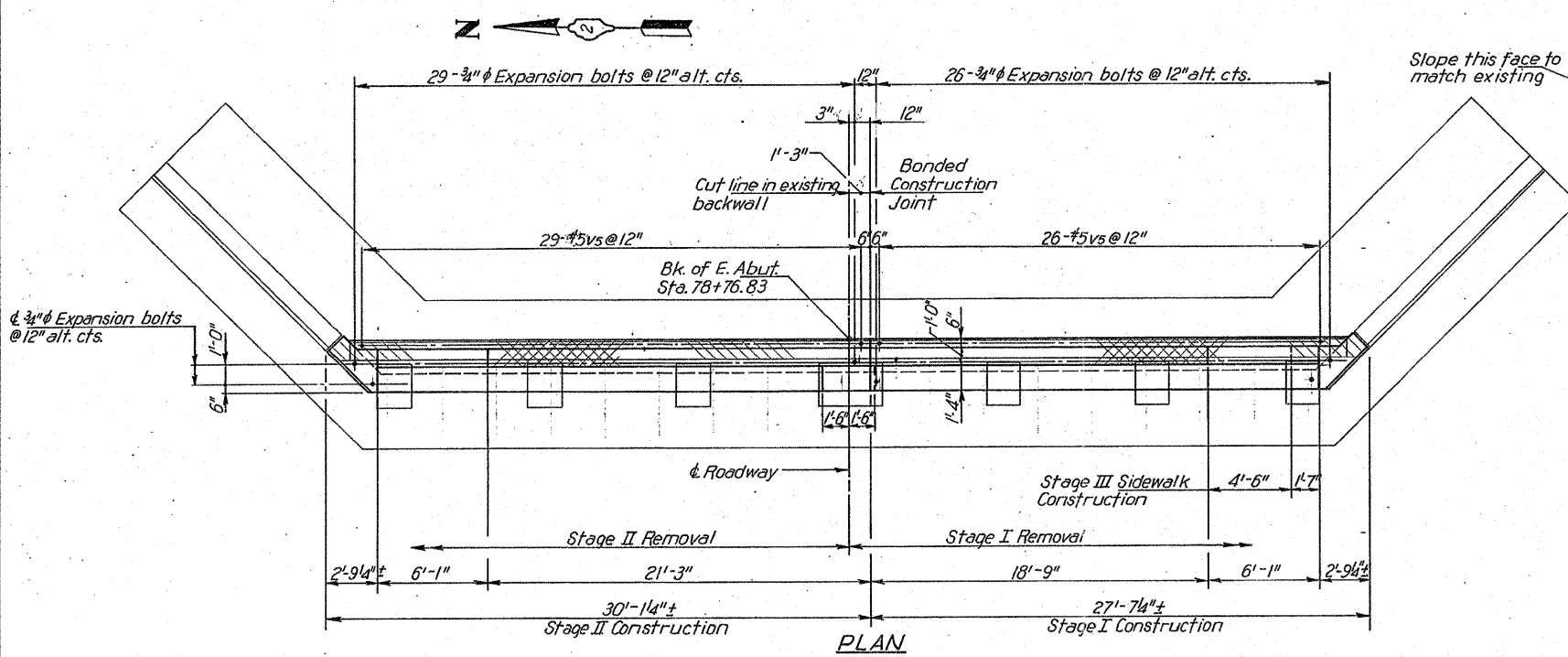
DESIGNED	J.M.P.
CHECKED	S.F.
DRAWN	K.A.C.
CHECKED	J.M.P.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
S.B.L. F.A. 17	126(B-1)R	DEKALB	16	16	8
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			SHEETS 8		



BILL OF MATERIAL				
BAR	No.	SIZE	LENGTH	SHAPE
h1	9	#5	26'-3"	—
h1	3	#5	25'-0"	—
h2	9	#5	28'-9"	—
h3	3	#5	27'-6"	—
h4	12	#5	4'-4"	┐
h5	8	#5	5'-4"	┘
h7	2	#5	4'-9"	┐
h8	2	#5	1'-3"	—
h9	2	#5	7'-1"	┐
h10	52	#5	3'-9"	—
v1	45	#5	2'-9"	—
v1	45	#5	3'-3"	┘
v2	9	#5	3'-9"	—
v3	9	#5	4'-3"	—
v4	16	#5	3'-6"	—
v5	55	#5	2'-6"	—
u1	8	#5	3'-3"	┐
u3	52	#5	5'-0"	┐
Class X Concrete				Cu. Yd. 13.4
Reinforcement Bars				Lbs. 1870
3/4" Expansion Bolts				Each 55
Concrete Removal				Cu. Yd. 1.4



Note:
For bar details not shown see Sht. No. 7

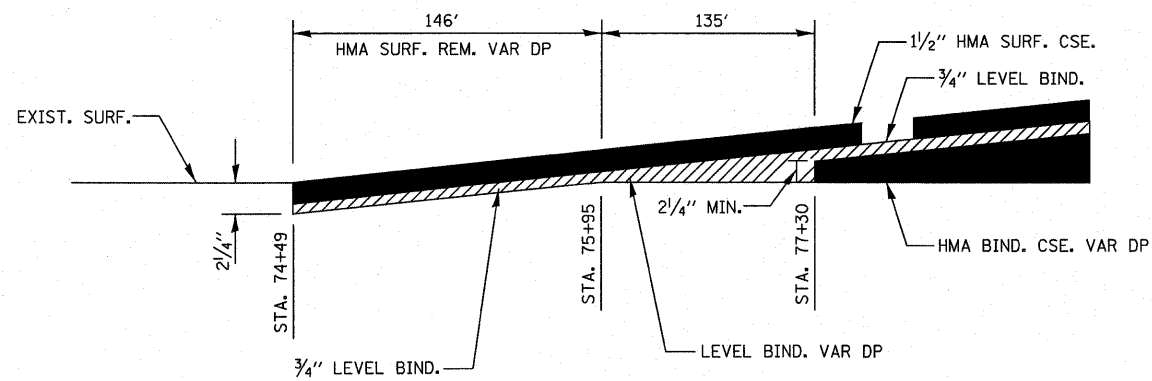
LEGEND
 Indicates concrete removal, vertical reinforcement extending into removed area shall be cleaned and incorporated into the new construction.
 Indicates area to be poured after beams are in place.

Notes:
 All exposed edges shall have standard 3/8" chamfers.
 For detail of construction joint see Sht. No. 7

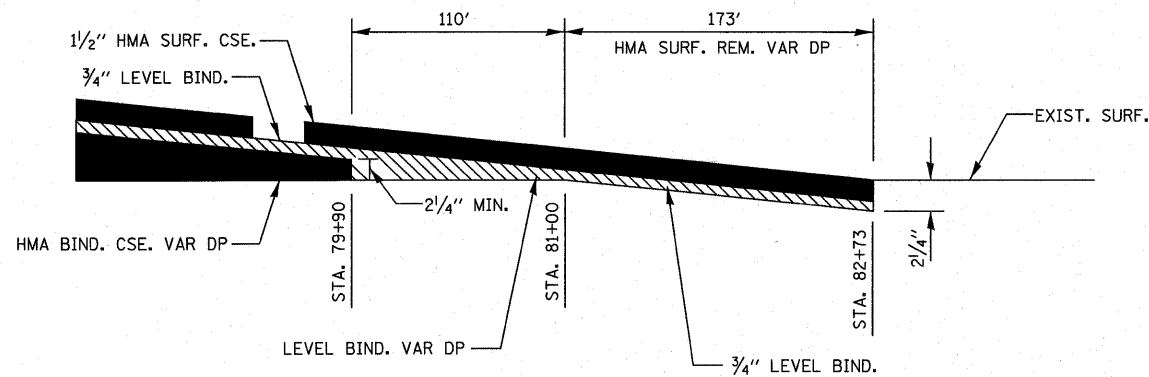
DESIGNED	J.M.P.
CHECKED	S.F.
DRAWN	K.A.C.
CHECKED	J.M.P.

REVISIONS	
NAME	DATE

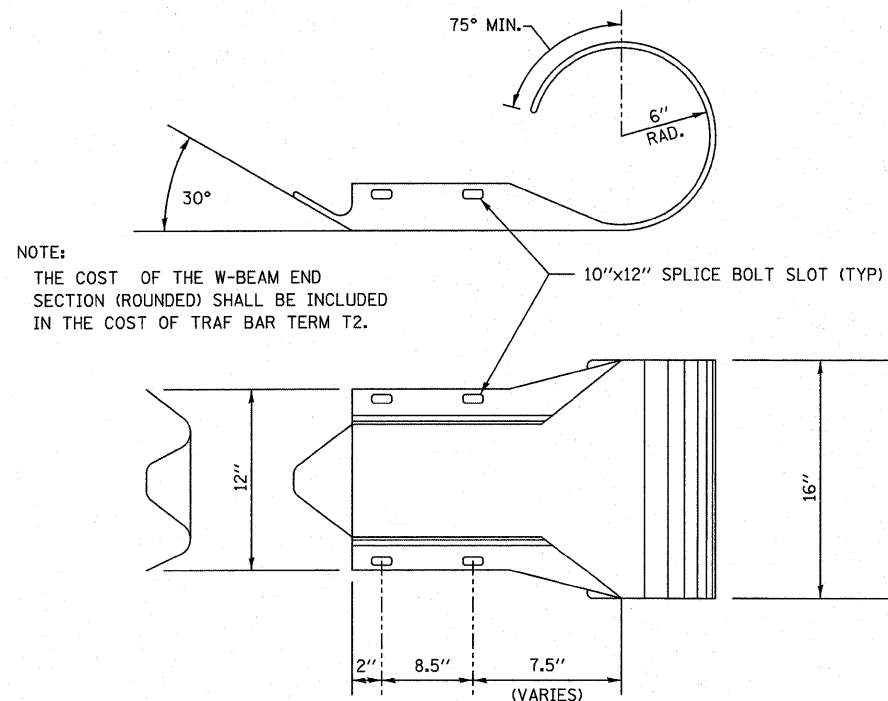
EAST ABUTMENT DETAILS
 F.A. ROUTE 17 (ILL. 64)
 SECTION 126 (B-1) R
 DEKALB COUNTY
 STA. 78+50.00
 SCALE: VERT. HORIZ.
 DATE 7-22-81



HMA PAVEMENT THICKNESS TAPER - WEST OF BRIDGE
NOT TO SCALE

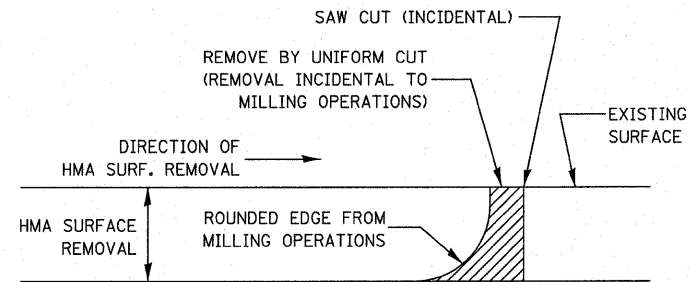


HMA PAVEMENT THICKNESS TAPER - EAST OF BRIDGE
NOT TO SCALE



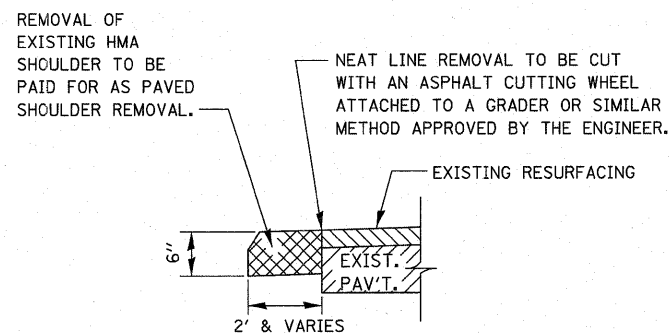
NOTE:
THE COST OF THE W-BEAM END SECTION (ROUNDED) SHALL BE INCLUDED IN THE COST OF TRAF BAR TERM T2.

W-BEAM END SECTION (ROUNDED)
NOT TO SCALE

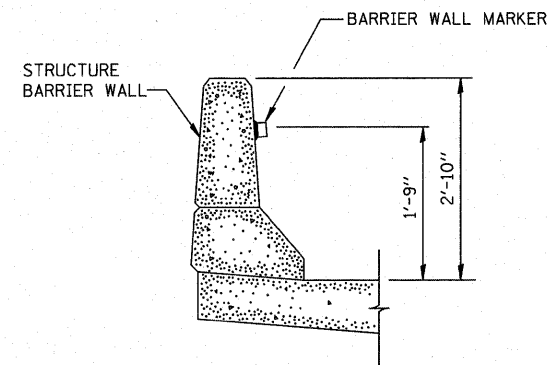


NOTE:
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

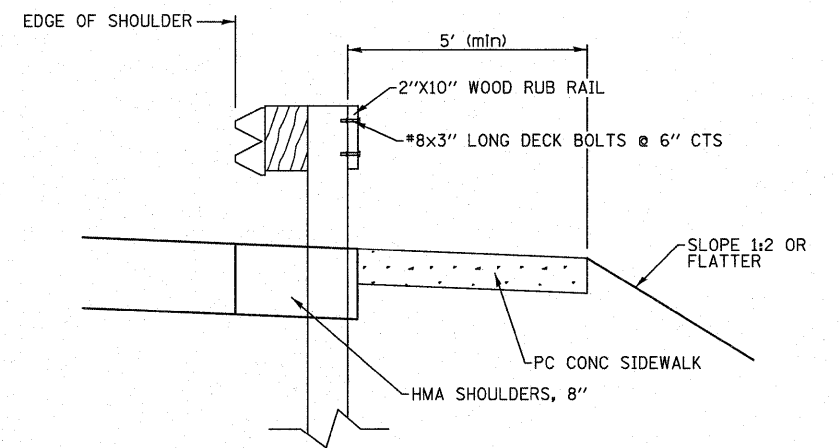
HMA SURFACE REMOVAL DETAIL



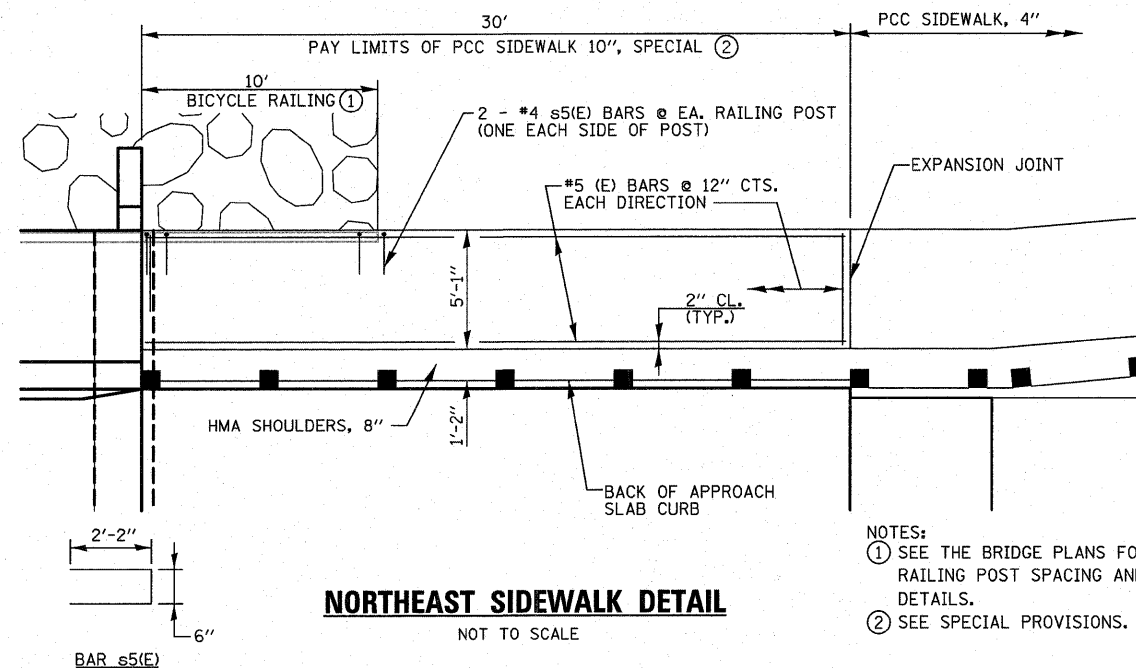
REMOVAL OF EXISTING HMA SHOULDER



BARRIER WALL MARKER



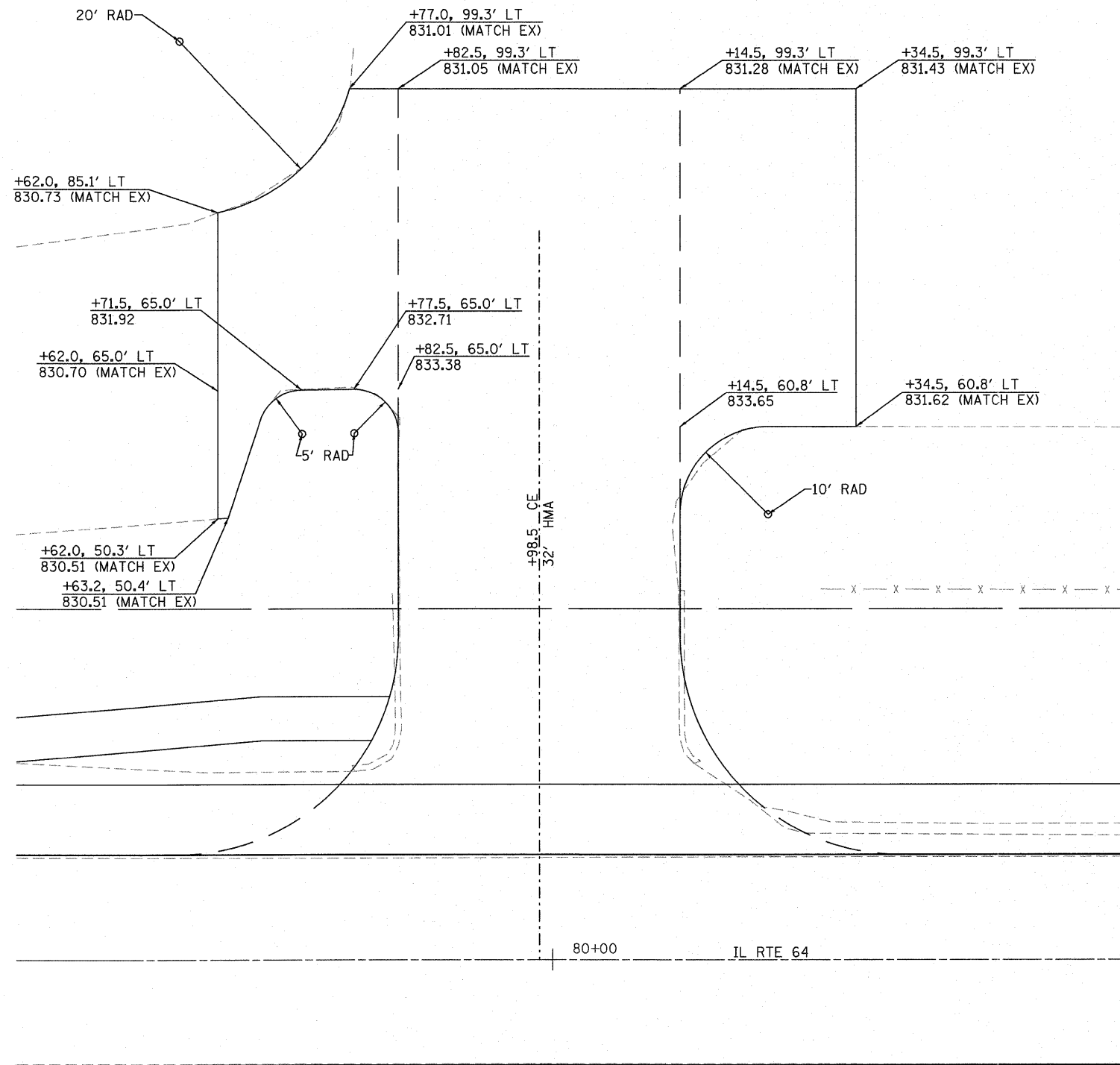
WOOD RAIL DETAIL
NOT TO SCALE



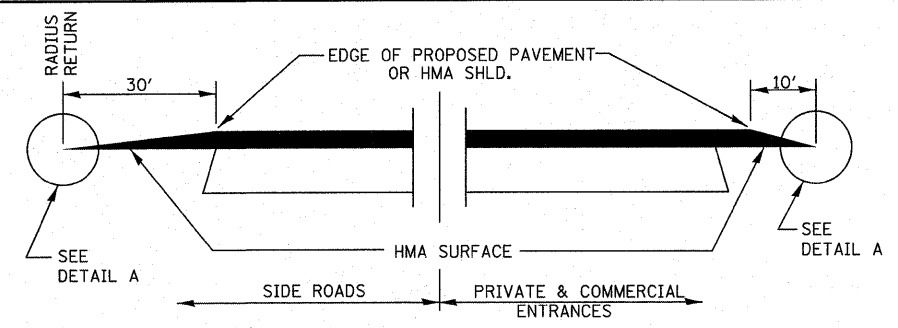
NORTHEAST SIDEWALK DETAIL
NOT TO SCALE

NOTES:
① SEE THE BRIDGE PLANS FOR BICYCLE RAILING POST SPACING AND ADDITIONAL DETAILS.
② SEE SPECIAL PROVISIONS.

FILE NAME = sheets01.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS DETAILS			F.A.P. RTE. 307	SECTION 126 (B-1)BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 53
	PLOT SCALE = 20,0000' / IN.	DRAWN -	REVISED -		SCALE: NTS	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 66987			
	PLOT DATE = 8/17/2011	CHECKED -	REVISED -						ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -									

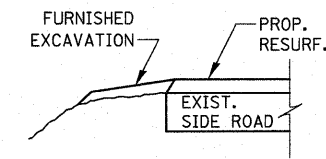


ENTRANCE DETAIL @ STA 79+98.5
SCALE: 1"=50'

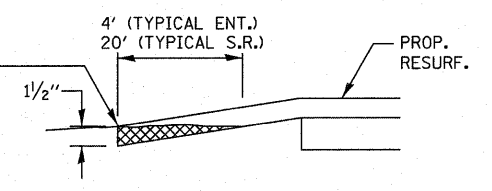


SECTION A-A
DETAILS AT ENTRANCES & SIDE ROADS

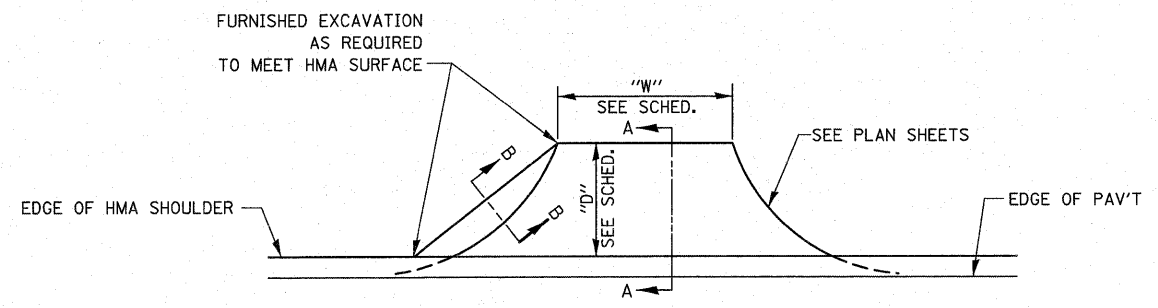
THE COST OF REMOVAL AT EXISTING HMA OR P.C.C. LOCATIONS SHALL BE PAID FOR PER SQ. YD. BY THE APPROPRIATE PAY ITEM. REMOVAL AT THE EXISTING AGG. LOCATIONS SHALL BE INCIDENTAL TO THE HMA. A-3 LOCATIONS SHALL BE FEATHER TAPERED.



SECTION B-B

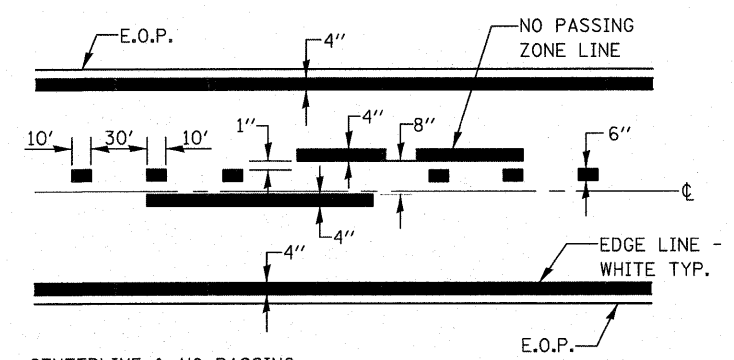


DETAIL A



NOTE: SEE CROSS SECTIONS FOR VARIABLE DEPTH THICKNESS OF HMA ENTRANCES

PLAN AT COMMERCIAL ENTRANCES

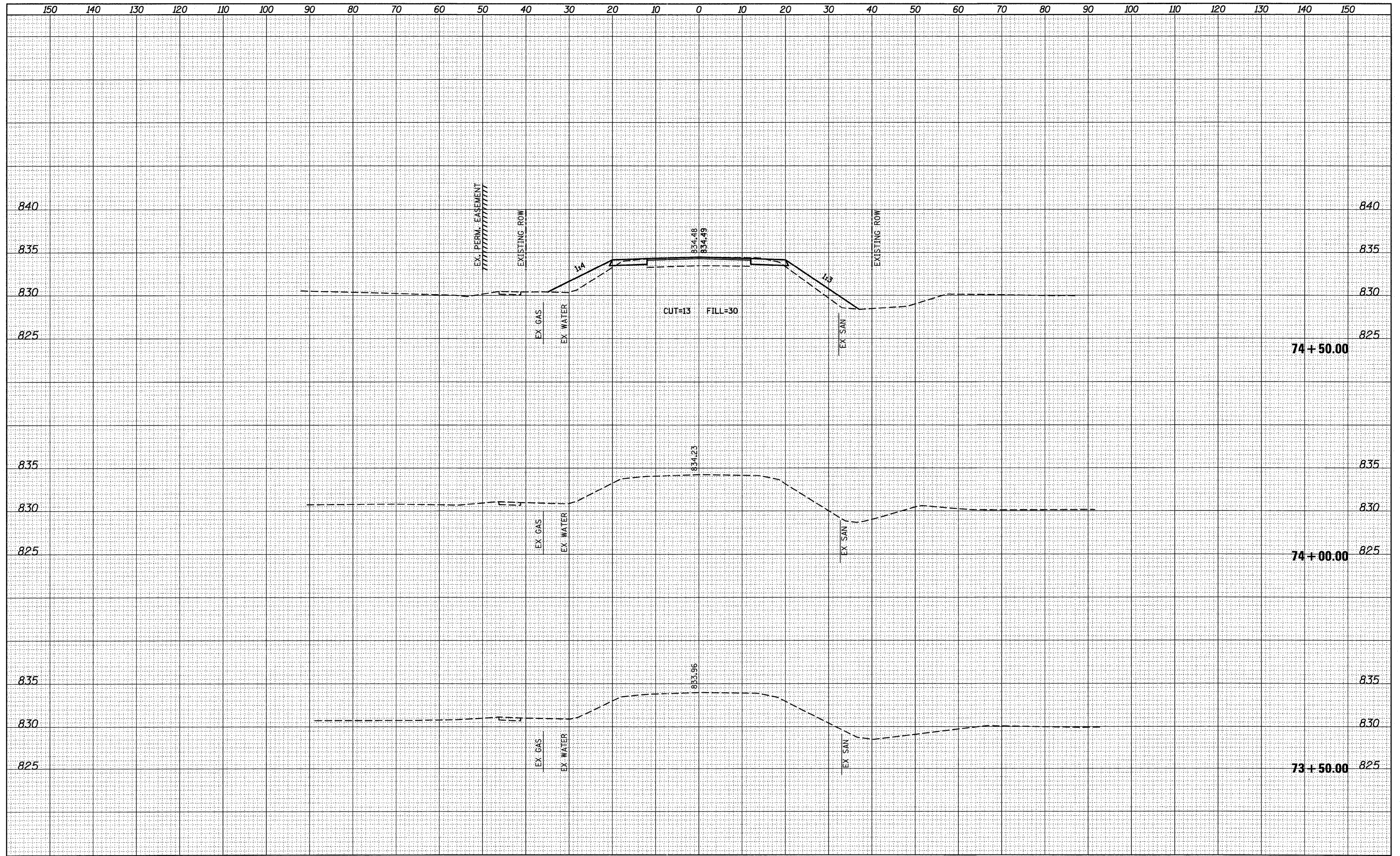


PAVEMENT MARKING

FILE NAME = sheets01.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS DETAILS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -				307	126 (B-1)BR	DEKALB	62	54
PLOT DATE = 8/17/2011	DATE -	CHECKED -	REVISED -	SCALE:	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 66987				
							FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DATE: _____
 BY: _____
 SURVEYED: _____
 CHECKED: _____
 TEMPLATE: _____
 NOTE BOOK: _____
 AREAS CHECKED: _____
 NO. _____

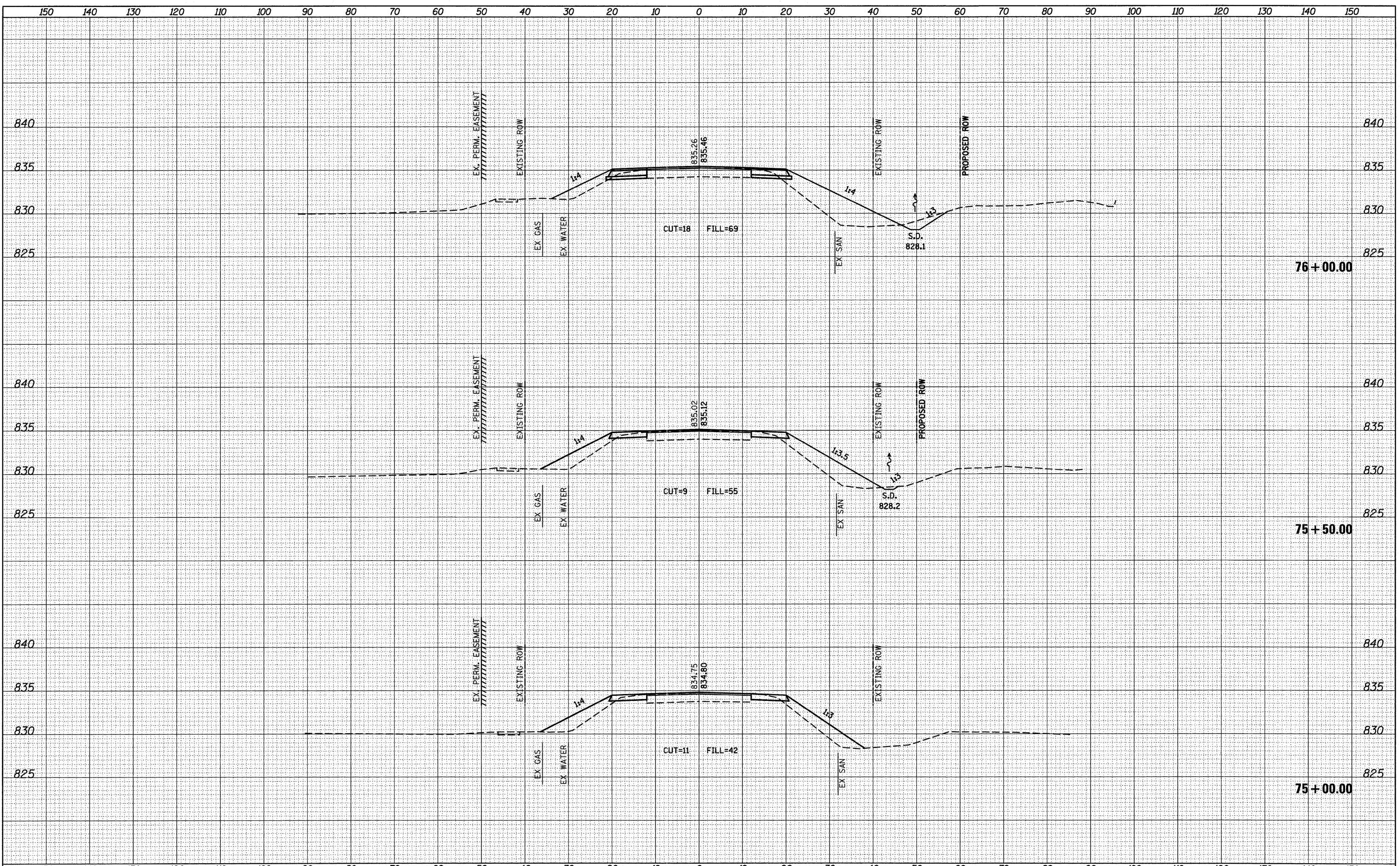
DATE: _____
 BY: _____
 SURVEYED: _____
 CHECKED: _____
 TEMPLATE: _____
 NOTE BOOK: _____
 AREAS CHECKED: _____
 NO. _____



FILE NAME = xsht00.dgn	USER NAME = randj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS				F.A.P. RTE. 307	SECTION 126 (B-1) BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 55
	PLOT TIME = 11:43:56 AM	DRAWN -	REVISED -		SCALE:	SHEET NO. 1 OF 8 SHEETS	STA. 73+50.00	TO STA. 74+50.00	CONTRACT NO. 66987				
	PLOT SCALE = 10.0000' / IN.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
	PLOT DATE = 8/17/2011	DATE -	REVISED -										

DATE	
BY	
SURVEYED	
PLANNED	
TEMP. DATE	
AREAS CHECKED	
AREAS CHECKED	
NO.	

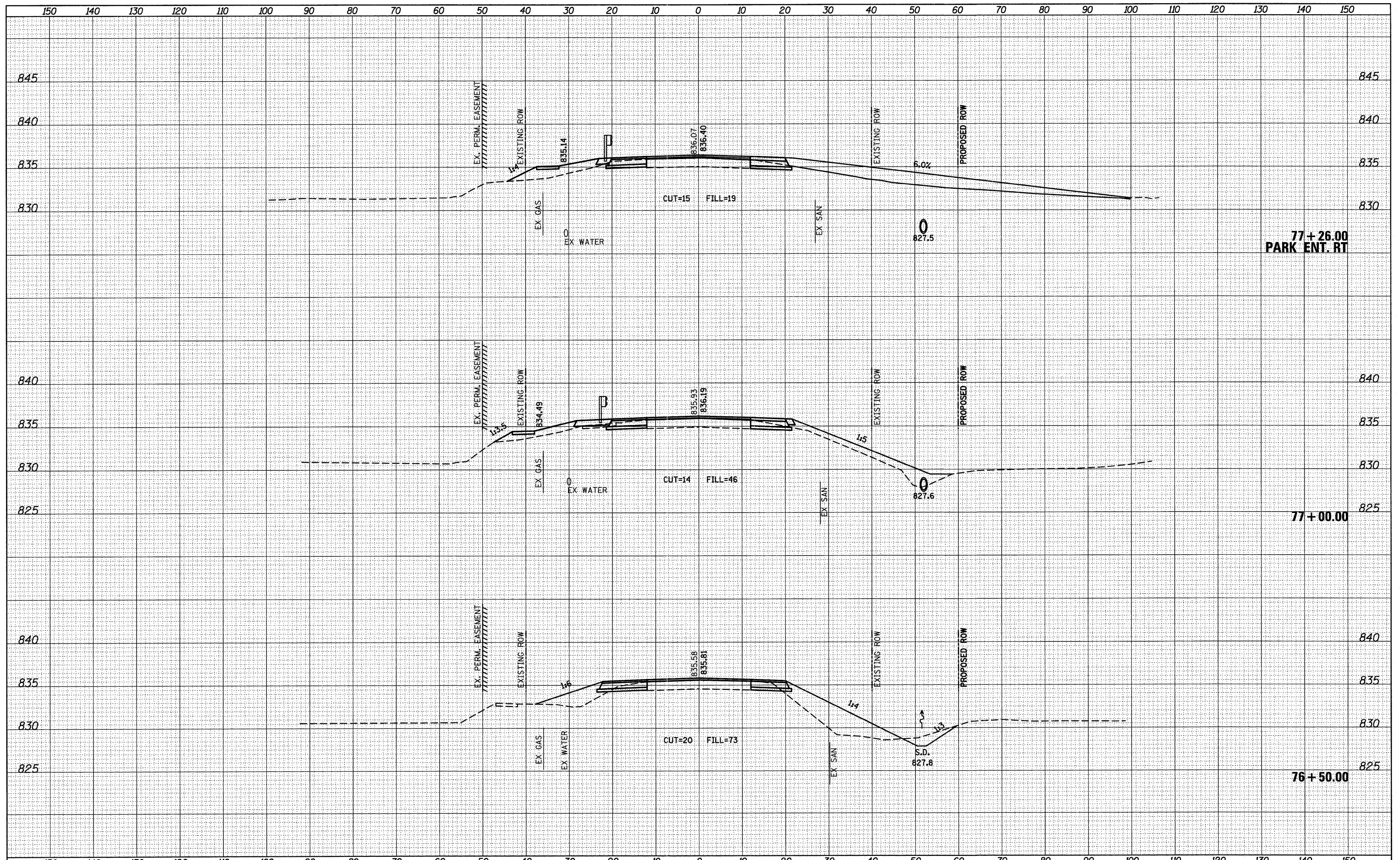
DATE	
BY	
SURVEYED	
PLANNED	
TEMP. DATE	
AREAS CHECKED	
AREAS CHECKED	
NO.	



FILE NAME = xash00.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS			F.A.P. RTE. 307	SECTION 126 (B-1) BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 56
	PLOT TIME = 11:43:56 AM	DRAWN -	REVISED -		SCALE:	SHEET NO. 2 OF 8 SHEETS	STA. 75+00.00 TO STA. 76+00.00	CONTRACT NO. 66987		ILLINOIS FED. AID PROJECT		
	PLOT SCALE = 10.0000' / IN.	CHECKED -	REVISED -									
	PLOT DATE = 8/17/2011	DATE -	REVISED -									

DATE	
BY	
FINAL SURVEY	
PLANNED	
NOTE BOOK	
AREAS CHECKED	
NO.	

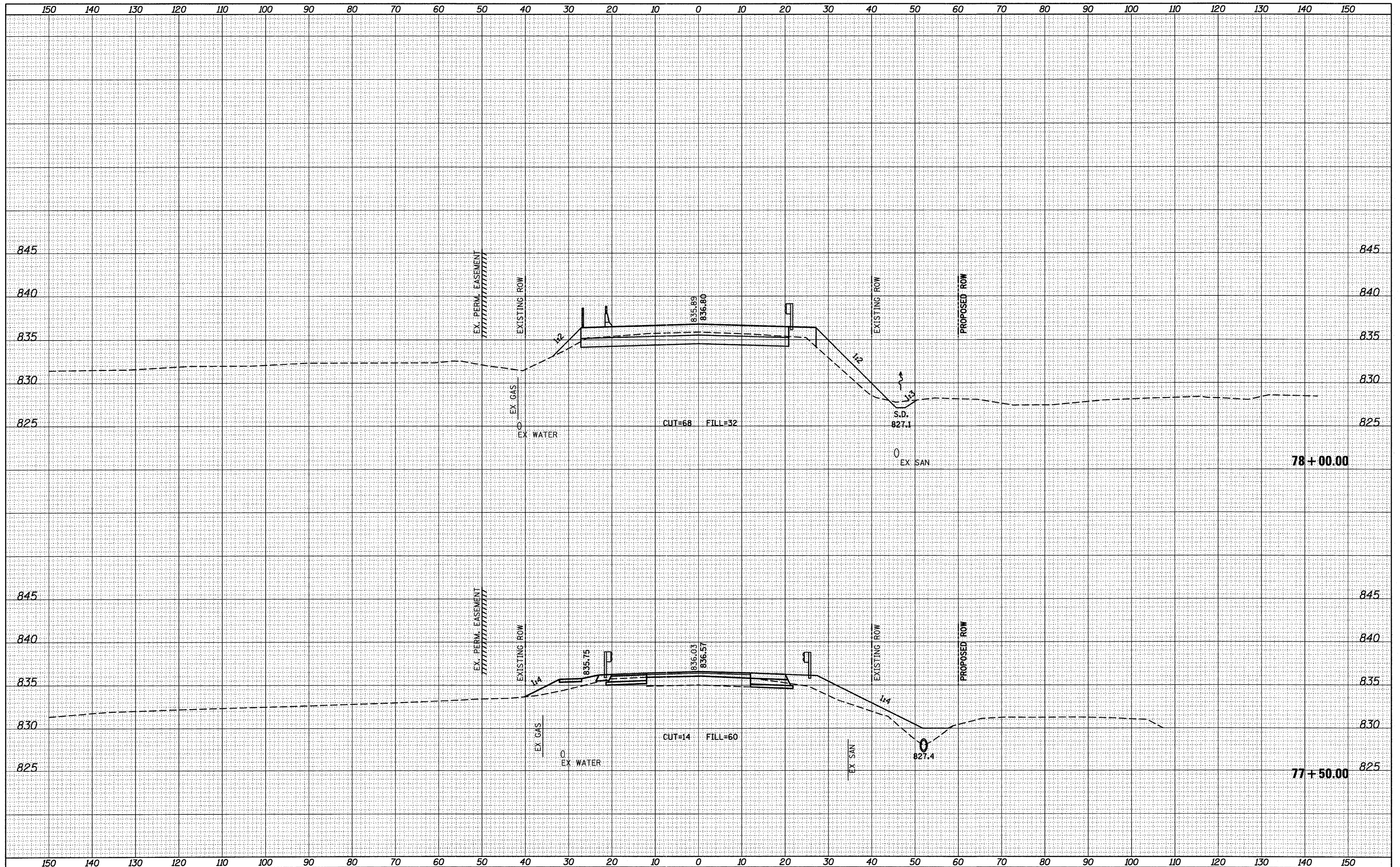
DATE	
BY	
ORIGINAL SURVEY	
PLANNED	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = xash00.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS				F.A.P. RTE. 307	SECTION 126 (B-1) BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 57
	PLOT TIME = 11:43:53 AM	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 3 OF 8 SHEETS	STA. 76+50.00 TO STA. 77+26.00	CONTRACT NO. 66987		ILLINOIS FED. AID PROJECT			
	PLOT SCALE = 10,0000' / IN.	CHECKED -	REVISED -										
	PLOT DATE = 8/17/2011	DATE -	REVISED -										

DATE	
BY	
FINAL SURVEY	
SURVEYED	
NOTED	
NO. OF	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
NOTED	
NO. OF	
AREAS CHECKED	



FILE NAME = xasht00.dgn

USER NAME = randy
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE - 8/17/2011

REVISI
 REVISI
 REVISI
 REVISI

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

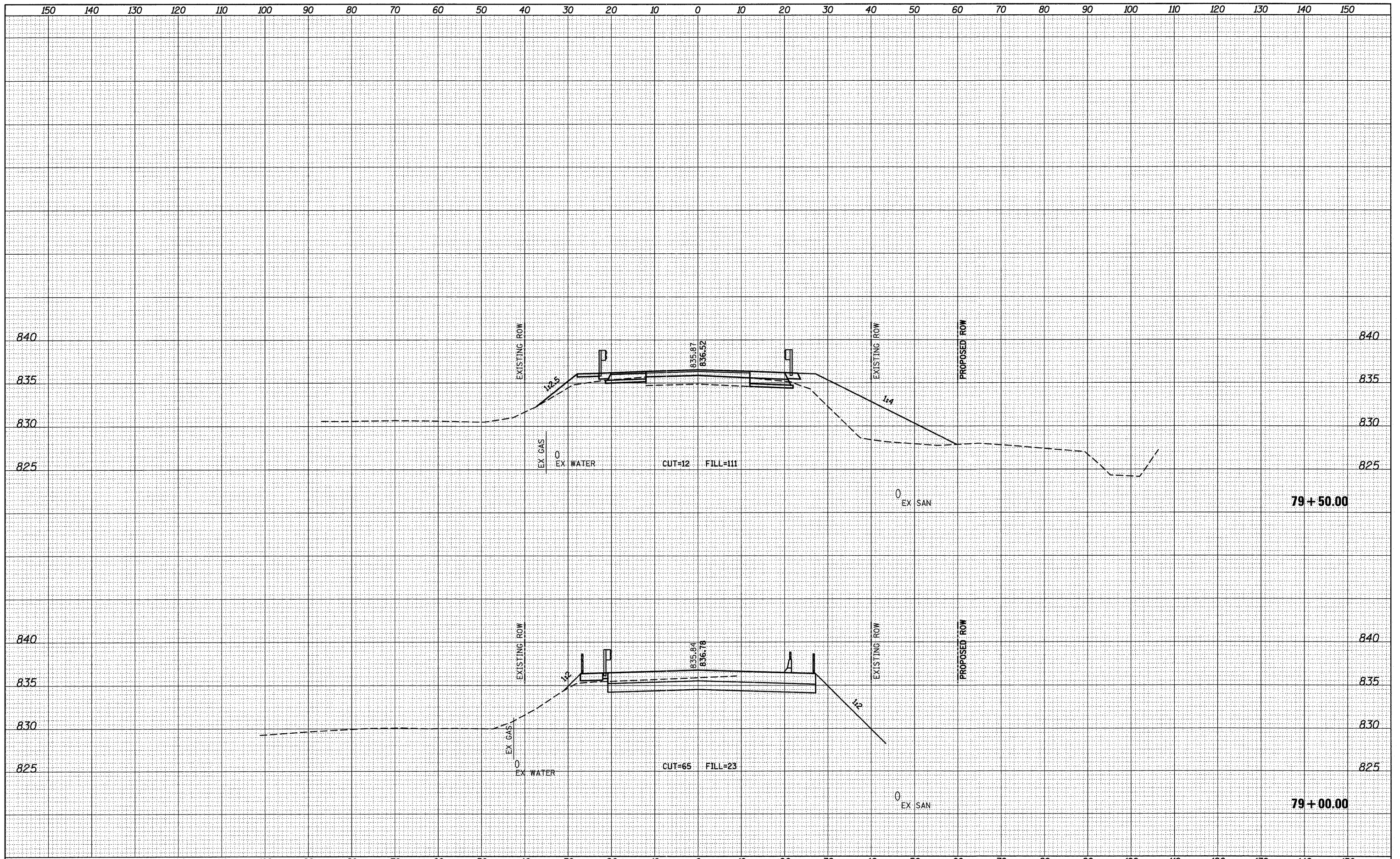
CROSS SECTIONS

SCALE: SHEET NO. 4 OF 8 SHEETS STA. 77+50.00 TO STA. 78+00.00

F.A.P. RTE. 307	SECTION 126 (B-1) BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 58
CONTRACT NO. 66987				ILLINOIS FED. AID PROJECT

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

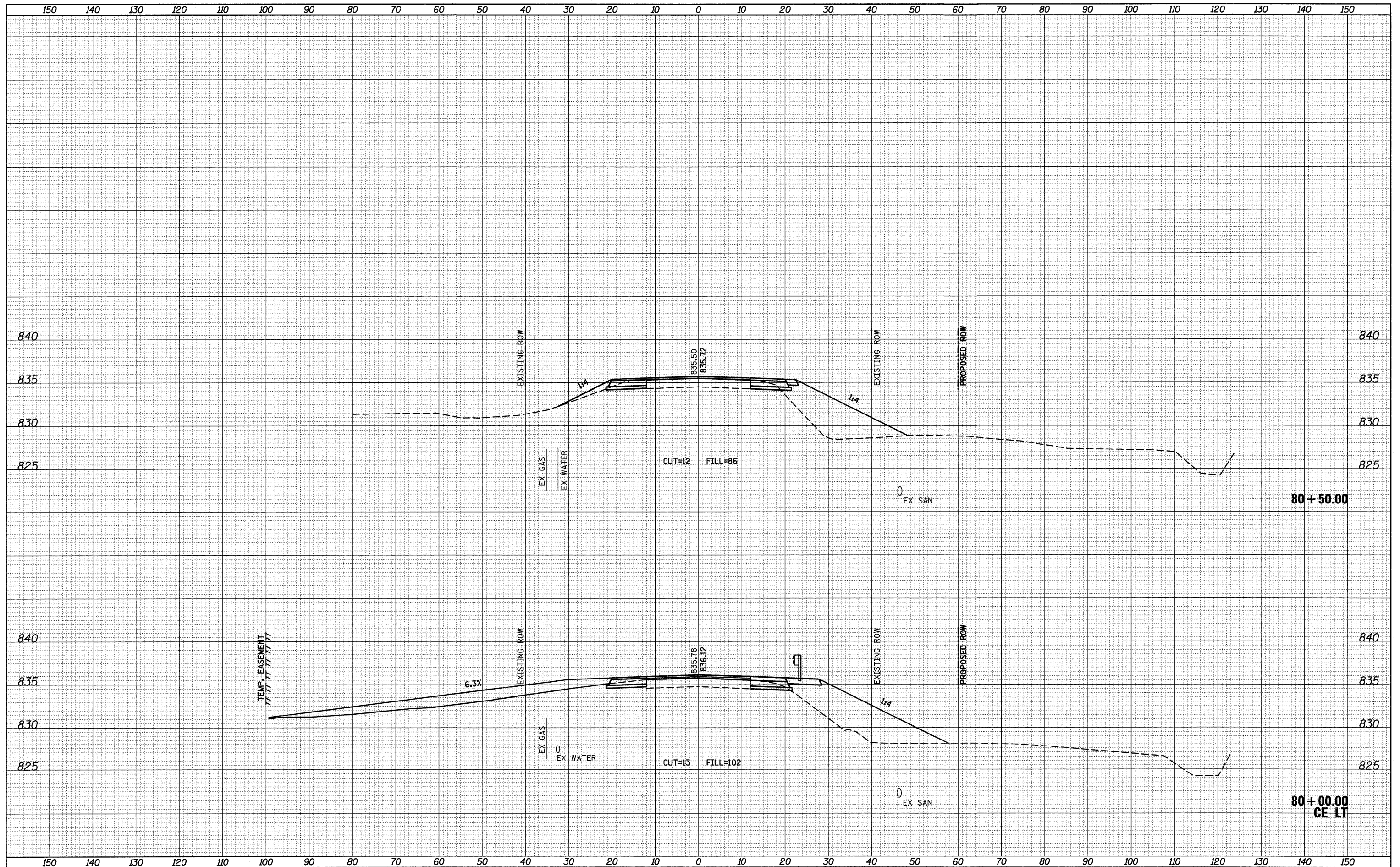
DATE	
BY	
SURVEYED	
PLANNED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



FILE NAME = xsst02.dgn	USER NAME = randy	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	PLOT TIME = 11:43:54 AM	DRAWN -	REVISED -		SCALE:	SHEET NO. 5	OF 8	SHEETS	STA. 79+00.00	TO STA. 79+50.00	307	126 (B-1) BR	DEKALB	62	59
	PLOT SCALE = 10.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 66987										
	PLOT DATE = 8/17/2011	DATE -	REVISED -		ILLINOIS FED. AID PROJECT										

DATE	
BY	
FINAL SURVEY	
NOTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = xsst00.dgn

USER NAME = randy
 PLOT TIME = 11:43:54 AM
 PLOT SCALE = 10,0000' / IN.
 PLOT DATE = 8/17/2011

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

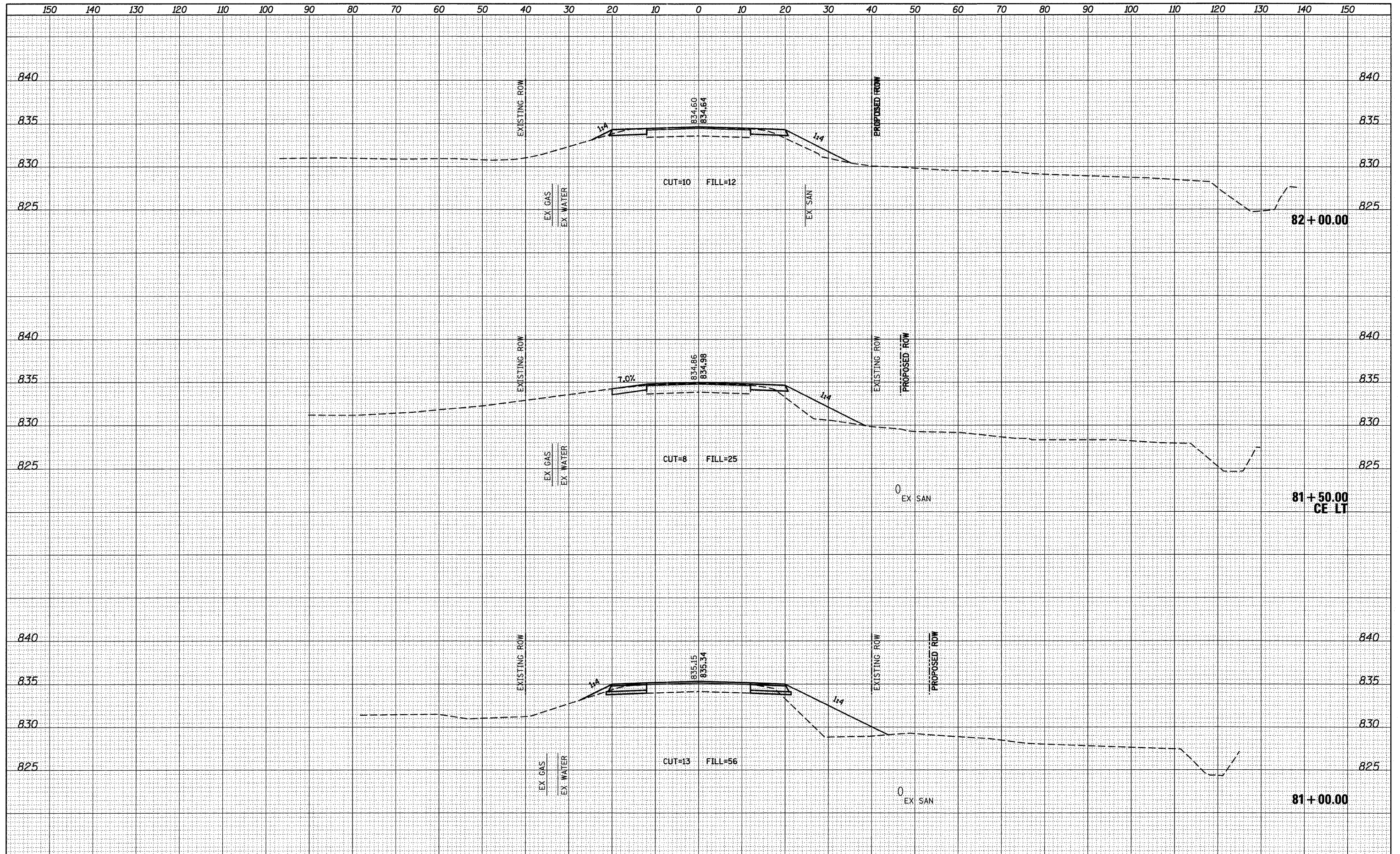
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS
 SCALE: SHEET NO. 6 OF 8 SHEETS STA. 80+00.00 TO STA. 80+50.00

F.A.P. RTE. 307	SECTION 126 (B-1) BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 60
CONTRACT NO. 66987				ILLINOIS FED. AID PROJECT

DATE	
BY	
SURVEYED	
PLANNED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

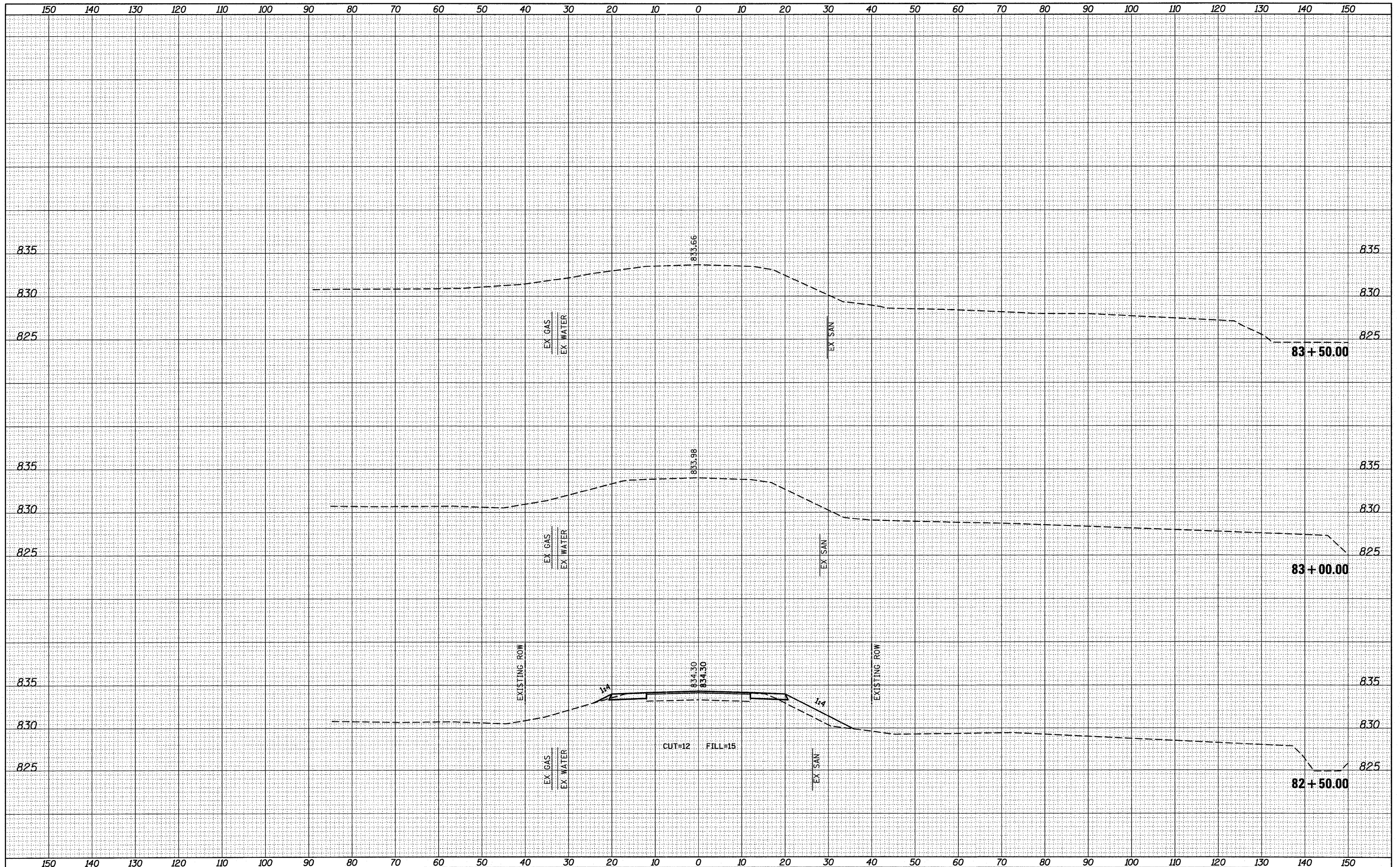
DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS	
CHECKED	
NO.	



FILE NAME = xsah100.dgn	USER NAME = randy PLOT TIME = 11:43:55 AM PLOT SCALE = 10,0000' / IN. PLOT DATE = 8/17/2011	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		CROSS SECTIONS		F.A.P. RTE. 307	SECTION 126 (B-1) BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 61
				SCALE:		SHEET NO. 7 OF 8 SHEETS		STA. 81+00.00 TO STA. 82+00.00		CONTRACT NO. 66987 ILLINOIS FED. AID PROJECT		

DATE	
BY	
FINAL SURVEY	
NOTED	
NOTE BOOK	
NO.	
SURVEYED	
TEMP	
AREAS	
CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTED	
NOTE BOOK	
NO.	
SURVEYED	
TEMP	
AREAS	
CHECKED	



FILE NAME = xsht00.dgn

USER NAME = randy
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: SHEET NO. 8 OF 8 SHEETS STA. 82+50.00 TO STA. 83+50.00

F.A.P. RTE. 307	SECTION 126 (B-1) BR	COUNTY DEKALB	TOTAL SHEETS 62	SHEET NO. 62
				CONTRACT NO. 66987
ILLINOIS FED. AID PROJECT				