

034

01-17-2020 LETTING ITEM 034

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	1
ILLINOIS CONTRACT NO. 66H52				

D-93-106-19

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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 EXCAVATORS
1-800-892-0123
OR 811

UNIT CHIEF: ARLENE OTERO-FEBUS
PROJECT ENGINEER: JOSEPH KANNEL

CONTRACT NO. 66H52

PROPOSED
HIGHWAY PLANS

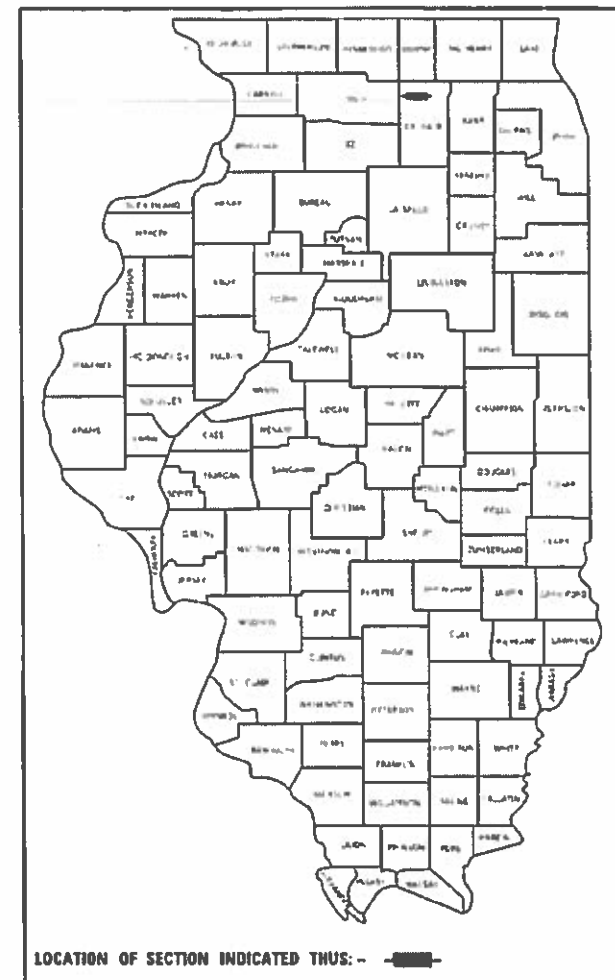
F.A.P. ROUTE 553 (IL 72)
SECTION (125BR-1)BR-1
PROJECT STP-WLUF (999)
BRIDGE REPLACEMENT
DEKALB COUNTY

C-93-130-19



PROJECT LOCATION
PROPOSED STRUCTURE SN 019-0050
EXISTING STRUCTURE SN 019-0021

GROSS LENGTH = 775.00 FT. = 0.147 MILE
NET LENGTH = 775.00 FT. = 0.147 MILE



FUNCTIONAL CLASSIFICATION:
MINOR ARTERIAL
ADT: 1900 (2017)
MU=11.8% SU=6.3% PC=81.9%



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED 10/12/19
Regional Engineer
December 2019
Engineer of Design and Environment
Director of Highways Project Implementation

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OF THE STATE OF ILLINOIS

TRAFFIC CONTROL PLANS ONLY

PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001717

COMMITMENTS

GENERAL NOTES

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

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, 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 SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK WILL BE INCLUDED IN THE COST OF THE HMA SURFACE.

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

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

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

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

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

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

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

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

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

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

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

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

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

COMED
IFIBER
DEKALB FIBER
FRONTIER
MEDIACOM

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

HMA MIXTURE REQUIREMENT TABLE				
LOCATIONS	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USES	HMA SURFACE	HMA BINDER	HMA SHLD TOP LIFT	HMA SHLD BOTTOM LIFT(S)
BINDER GRADE (PG)	PG64-22	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 9.5	IL 9.5FG	IL 9.5	IL 19.0
FRICTION AGGREGATE	MIXTURE C		MIXTURE C	
MIXTURE WEIGHT	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE	NA	NA	NA	NA
DENSITY TEST METHO	CORES	CORES	CORES	CORES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES
OF CONSTRUCTION:

INSPECTORS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: 
DISTRICT STUDIES & PLANS ENGINEER

DATE: 10-18-19

EXAMINED BY: 
DISTRICT CONSTRUCTION ENGINEER


DISTRICT MATERIALS ENGINEER


DISTRICT OPERATIONS ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

F&P RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
553	(125BR-1)BR-1	DEKALB	64	2
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

SCALE SHEET OF SHEETS STA. TO STA.

USER NAME = CHAMLIN	DESIGNED = JKC	REVISED =
PLOT SCALE = 100.0000 / 1 in	DRAWN = NV	REVISED =
PLOT DATE = 10/18/2019	CHECKED = JKC	REVISED =
	DATE = 06/19	REVISED =

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DESIGNED	-	JKC
DRAWN	-	NV
CHECKED	-	JKC
DATE	-	06/19

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE:	SHEET	OF	SHEETS
STA.		TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	3
CONTRACT NO. 66H52				
		ILLINOIS	FED. AID PROJECT	

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0010 SN 019-0050
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	28	28
20200100	EARTH EXCAVATION	CU YD	872	872
25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	35	35
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	35	35
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	35	35
25100630	EROSION CONTROL BLANKET	SQ YD	1857	1857
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	78	78
28000305	TEMPORARY DITCH CHECKS	FOOT	144	144
28000400	PERIMETER EROSION BARRIER	FOOT	839	839
28000500	INLET AND PIPE PROTECTION	EACH	2	2
28100107	STONE RIPRAP, CLASS A4	SQ YD	764	764
28200200	FILTER FABRIC	SQ YD	764	764
35100100	AGGREGATE BASE COURSE, TYPE A	TON	156	156

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PLOT DATE = 10/11/2019	DATE - 06/19	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	4
CONTRACT NO. 66H52				
		ILLINOIS	FED. AID PROJECT	

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0010 SN 019-0050
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	76	76
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	76	76
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1150	1150
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	0.5	0.5
40600990	TEMPORARY RAMP	SQ YD	62	62
40602965	HOT-MIX ASPHALT BINDER COURSE, 1L-9.5FG, N50	TON	228	228
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	143	143
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	206	206
44000100	PAVEMENT REMOVAL	SQ YD	407	407
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	641	641
44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	1112	1112
44004250	PAVED SHOULDER REMOVAL	SQ YD	56	56
48101200	AGGREGATE SHOULDERS, TYPE B	TON	3	3
48203100	HOT-MIX ASPHALT SHOULDERS	TON	460	460

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	5
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0010 SN 019-0050
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50105220	PIPE CULVERT REMOVAL	FOOT	95	95
50200100	STRUCTURE EXCAVATION	CU YD	226	226
50300225	CONCRETE STRUCTURES	CU YD	88.8	88.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	153.9	153.9
50300260	BRIDGE DECK GROOVING	SQ YD	542	542
50300300	PROTECTIVE COAT	SQ YD	642	642
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	106.6	106.6
50400905	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 42 IN.	FOOT	438	438
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	88420	88420
50800515	BAR SPLICERS	EACH	619	619
51201900	FURNISHING STEEL PILES HP14X89	FOOT	195	195
51202305	DRIVING PILES	FOOT	195	195
51203900	TEST PILE STEEL HP14X89	EACH	2	2

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	6
CONTRACT NO. 66H52				
		ILLINOIS	FED. AID PROJECT	

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0010 SN 019-0050
51204650	PILE SHOES	EACH	12	12
51500100	NAME PLATES	EACH	1	1
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	587	587
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	111	111
5421D015	PIPE CULVERTS, CLASS D, TYPE 1 15" (TEMPORARY)	FOOT	111	111
54213450	END SECTIONS 15"	EACH	4	4
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	186	186
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	95	95
60500060	REMOVING INLETS	EACH	2	2
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	200	200
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	818	818
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE:	SHEET	OF	SHEETS
STA.		TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	7
CONTRACT NO. 66H52				
ILLINOIS		FED. AID PROJECT		

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
				0010 SN 019-0050
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
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6
70300100	SHORT TERM PAVEMENT MARKING	FOOT	298	298
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	99	99
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3309	3309
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	100	100
70400100	TEMPORARY CONCRETE BARRIER	FOOT	737.5	737.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	650	650
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	8
		CONTRACT NO. 66H52		
		ILLINOIS	FED. AID PROJECT	

CONSTR. CODE

80% FED
20% STATE

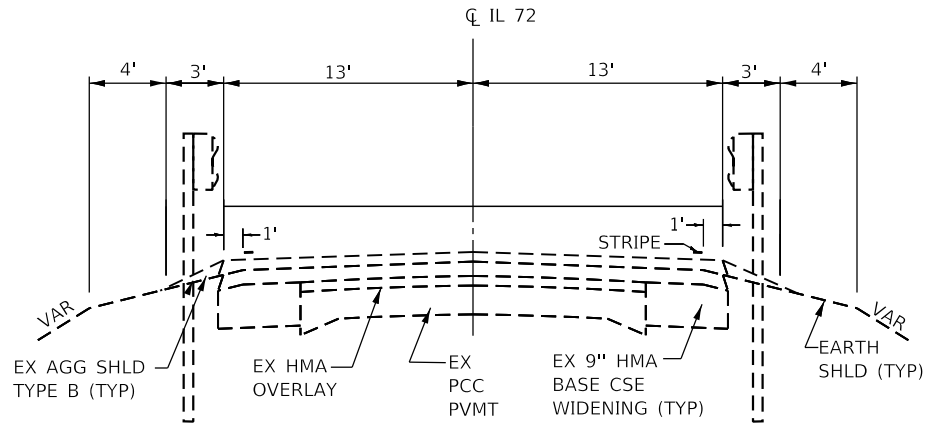
BRIDGE

0010

SN 019-0050

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE) , TEST LEVEL 3	EACH	2	2
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	6618	6618
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	200	200
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	9	9
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	5	5
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8	8
X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	4	4
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	655	655
X4810100	TEMPORARY SHOULDERS	SQ YD	62	62
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	1153	1153
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	42
Ø Z0076600	TRAINEES	HOURL	2000	2000
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	590	590
Ø Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURL	2000	2000
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	180	180

* SPECIALTY ITEM
Ø 0042

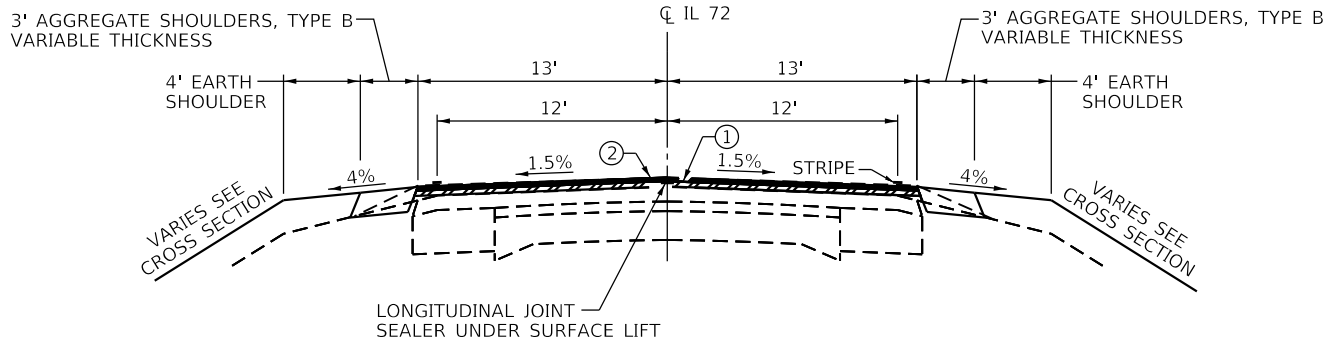


EXISTING TYPICAL SECTION

STA 0+75 TO STA 9+00

- ① HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50 VARIABLE THICKNESS, 1¼" MINIMUM
- ② HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1½"
- ③ HOT-MIX ASPHALT SHOULDER 8" & VARIES †

PERMANENT SURVEY MARKERS OR OTHER MONUMENTS TO BE SET					
GPS NUMBER	DESCRIPTION	EXISTING MONUMENT TYPE	PROPOSED MONUMENT TYPE	MONUMENT RECORD TO BE RECORDED	RESPONSIBILITY
N/A	NO CENTERLINE OR SECTION CORNER PERMANENT SURVEY MARKERS TO BE SET ON THIS JOB	N/A	N/A	N/A	N/A
NO KNOWN LAND SECTION OR CENTERLINE MONUMENTS ARE ON THE ROAD SURFACE THAT WILL BE DISTURBED BY THE BRIDGE REPLACEMENT WORK. UNKNOWN MONUMENTS MAY EXIST. IF FOUND, R.E. WILL TIE AND REQUEST PLATS AND PLANS TO GPS ANY UNKNOWN MONUMENT SUBJECT TO DESTRUCTION FROM THE CONSTRUCTION WORK, AND INFORM THEM TO RESET THE MONUMENT UPON JOB COMPLETION. MONUMENTS EXIST NEARBY. R.E. WILL INFORM PLATS AND PLANS IF THE IMPROVEMENT LIMITS ARE INCREASED DURING CONSTRUCTION. NO MONUMENT RECORDS WILL BE REQUIRED BASED ON THE PROJECT REPORT IMPROVEMENT LIMITS APPROVED 12-21-2018					

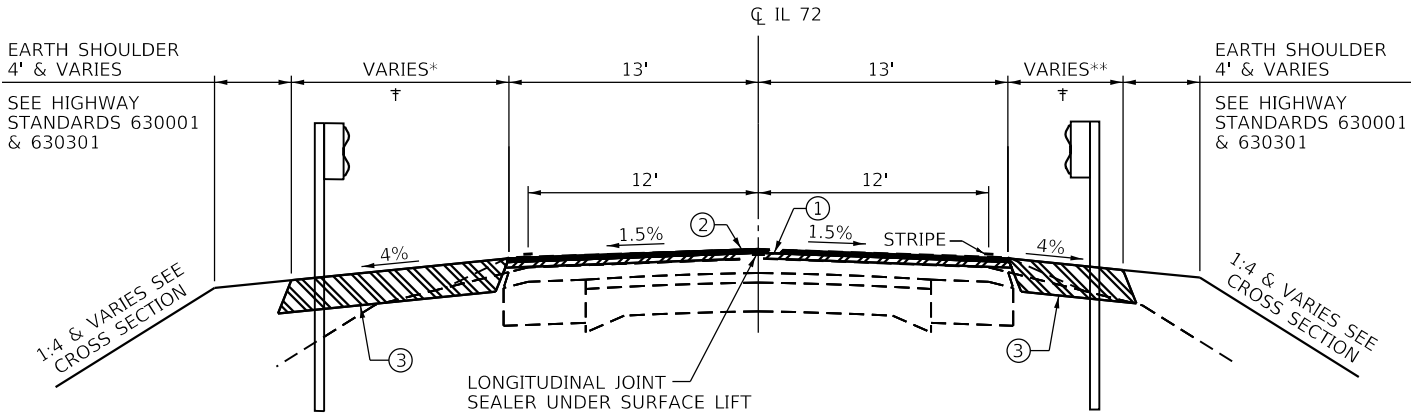


PROPOSED TYPICAL SECTION

LT STA 0+75 TO STA 1+00
RT STA 0+75 TO STA 1+30

†† PLACE 8" TO MATCH EXISTING EDGE OF PAVEMENT THEN OVERLAY TO MATCH FINAL EDGE OF PAVEMENT

- † LT STA 1+00 TO BRIDGE APPROACH PAVEMENT - 8"
- † LT BRIDGE APPROACH PAVEMENT TO STA 4+61.18 - 8"
- † LT STA 4+61.18 TO STA 7+31.75 - 9½"
- † LT STA 7+31.75 TO STA 8+50 - VARIES 9½" TO 8"
- † LT STA 8+50 TO STA 9+00 - 8"
- † RT STA 1+30 TO BRIDGE APPROACH PAVEMENT - 8"
- † RT BRIDGE APPROACH PAVEMENT TO STA 4+61.18 - 8"
- † RT STA 4+61.18 TO STA 8+50 - VARIES 13" TO 8" ††
- † RT STA 8+50 TO STA 9+00 - 8"



PROPOSED TYPICAL SECTION

LT STA 1+00 TO STA 2+76.02
RT STA 1+30 TO STA 2+76.02
LT STA 4+61.18 TO STA 9+00
RT STA 4+61.18 TO STA 9+00

BRIDGE OMMISION
LT STA 2+76.02 TO STA 4+61.18
RT STA 2+76.02 TO STA 4+61.18

- * LT SHOULDER
 - 3' - STA 1+00 TO STA 1+35.8
 - 3' TO 6.89' - STA 1+35.8 TO STA 1+82.44
 - 6.89' TO 11.33' - STA 1+82.44 TO STA 2+09.12
 - 11.33' - STA 2+09.12 TO STA 2+44.12
 - 11.33' TO 10.33' - STA 2+44.12 TO STA 2+69.12
 - 10.33' - STA 2+69.12 TO STA 2+76.02
 - 10.33' - STA 4+61.18 TO STA 5+84.61
 - 10.33' TO 11.33' - STA 5+84.61 TO STA 6+09.61
 - 11.33' - STA 6+09.61 TO STA 6+44.61
 - 11.33 TO 7.33' - STA 6+44.61 TO STA 6+68.63
 - 7.33' - STA 6+68.63 TO STA 8+12.39
 - 7.33' TO 3' - STA 8+12.39 TO STA 8+64.35
 - 3' - STA 8+64.35 TO STA 9+00
 - 3' - ADJACENT TO APPROACH PAVEMENT CONNECTORS
- ** RT SHOULDER
 - 3' - STA 1+30 TO STA 1+43.59
 - 3' TO 7' - STA 1+43.59 TO STA 1+67.59
 - 7' - STA 1+67.59 TO STA 2+02.59
 - 7' TO 6' - STA 2+02.59 TO STA 2+27.59
 - 6' - STA 2+27.59 TO STA 2+76.02
 - 6' - STA 4+61.18 TO STA 4+68.08
 - 6' TO 7' - STA 4+68.08 TO STA 4+93.08
 - 7' - STA 4+93.08 TO STA 5+28.08
 - 7' TO 3' - STA 5+28.08 TO STA 5+52.08
 - 3' - STA 5+52.08 TO STA 9+00
 - 3' - ADJACENT TO APPROACH PAVEMENT CONNECTORS

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EARTHWORK SCHEDULE*

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE*	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU. YD.	CU. YD.	CU. YD.	CU. YD.
WEST APPROACH STA 0+75 TO STA 3+21	98	73.5	23	50.5
WEST BRIDGE CONE	369	276.8	1	275.8
EAST BRIDGE CONE	272	204.0	15	189.0
EAST APPROACH STA 4+16 TO STA 9+00	133	99.8	309	-209.3
		0.0		0.0
TOTAL	872	654	348	306 FOR INFORMATION

* 25% SHRINKAGE FACTOR

SEEDING SCHEDULE

LOCATION	SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FETILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING
	ACRE	POUND	POUND	POUND	SQ YD	POUND
MAINLINE						
LT STA 0+75 TO STA 3+03.17	0.05	4	4	4	223	9
RT STA 0+75 TO STA 3+36.75	0.05	4	4	4	223	9
LT STA 3+99.67 TO STA 9+00	0.14	13	13	13	674	28
RT STA 4+33.25 TO STA 9+00	0.16	14	14	14	737	32
TOTAL	0.50	35	35	35	1857	78

EROSION CONTROL SCHEDULE

LOCATION	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION
	FOOT	FOOT	EACH
LT STA 0+75 TO STA 3+03.17	--	228	--
LT STA 1+50	12	--	--
LT STA 1+70	12	--	--
LT STA 1+90	12	--	--
LT STA 2+10	12	--	--
LT STA 2+30	12	--	--
RT STA 1+50	12	--	--
RT STA 1+75	12	--	--
RT STA 2+00	12	--	--
RT STA 2+25	12	--	--
RT STA 2+50	12	--	--
RT STA 2+75	12	--	--
RT STA 3+00	12	--	--
LT STA 3+99.67 TO STA 6+96.38	--	296	--
RT STA 4+33.25 TO STA 7+47.78	--	315	--
LT STA 7+40.82	--	--	1
RT STA 7+86.82	--	--	1
TOTAL	144	839	2

PAVEMENT CONNECTOR SCHEDULE

LOCATION	AGGREGATE BASE COURSE, TYPE A	PAVEMENT CONNECTOR (PCC) FOR BRIDGE
	TON	SQ YD
LT STA 2+76.02 TO STA 3+00.54	27	36
LT & RT STA 2+76.02 TO STA 3+11.99	51	67
LT STA 4+25.21 TO STA 4+61.18	45	57
LT & RT STA 4+34.71 TO STA 4+61.18	33	46
TOTAL	156	206

GUARDRAIL & BARRIER MARKER SCHEDULE

LOCATION	GUARDRAIL REFLECTORS, TYPE A	L INEAR DEL INEATOR PANELS, 6 INCH	TERMINAL MARKER - DIRECT APPLIED
	EACH	EACH	EACH
LT STA 2+19.12 TO STA 3+06.20	1	---	1
RT STA 1+77.59 TO STA 3+26.99	1	---	1
LT STA 3+06.2 TO STA 4+10.21	---	2	---
RT STA 3+26.99 TO STA 4+31.18	---	2	---
LT STA 4+10.21 TO STA 6+34.61	2	---	1
RT STA 4+31.18 TO STA 5+18.08	1	---	1
TOTAL	5	4	4

TEMPORARY CONCRETE BARRIER SCHEDULE

LOCATION	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) , TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE) , TEST LEVEL 3
	FOOT	FOOT	EACH	EACH
STAGE I	650	--	2	--
STAGE II	87.5	650	--	2
TOTAL	737.5	650	2	2

CULVERT SCHEDULE

LOCATION	END SECTIONS 15" EACH	PIPE CULVERTS. CLASS D,TYPE 1 15" FOOT	PIPE CULVERTS. CLASS D,TYPE 1 15" (TEMPORARY) FOOT
LT STA 7+07.8	2	61	---
RT STA 7+59.3	2	50	---
AS DIRECTED BY THE ENGINEER	---	---	111
TOTAL	4	111	111

GUARDRAIL SCHEDULE

LOCATION	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT
	FOOT	EACH	EACH
LT STA 2+19.12 TO STA 3+06.02	--	1	1
RT STA 1+77.59 TO STA 3+26.99	62.5	1	1
LT STA 4+10.21 TO STA 6+34.61	137.5	1	1
RT STA 4+31.18 TO STA 5+18.08	--	1	1
TOTAL	200	4	4

GUARDRAIL REMOVAL SCHEDULE

LOCATION	GUARDRAIL REMOVAL
	FOOT
LT STA 1+63 TO EXIST. BRIDGE	174
RT STA 1+36.2 TO EXIST. BRIDGE	235
EXIST. BRDIGE TO LT STA 6+09.7	235
EXIST. BRDIGE TO RT STA 5+83.6	174
TOTAL	818

DRAINAGE STRUCTURE REMOVAL SCHEDULE

LOCATION	CULVERT SIZE	PIPE CULVERT REMOVAL FEET	INLET REMOVAL EACH
LT STA 4+07	12	18	1
RT STA 4+53	12	18	1
LT STA 7+08.38	15	29	---
RT STA 7+59.85	15	30	---
TOTAL	--	95	2

TREE REMOVAL SCHEDULE

LOCATION	6 TO 15 UNITS DIAMETER UNIT
STA 4+25.89, 31.7' RT	12
STA 4+42.54, 35.3' RT	8
STA 4+45.14, 35.0' RT	8
TOTAL	28



USER NAME = CHAMLIN	DESIGNED - JKC	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - JKC	REVISED -
PLOT DATE = 10/11/2019	DATE - 07/19	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	10
		CONTRACT NO. 66H52		
		ILLINOIS	FED. AID PROJECT	

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PAVEMENT REMOVAL SCHEDULE

LOCATION	PAVEMENT REMOVAL
	SQ YD
LT STA 2+76.02 TO EXISTING BRIDGE	103
RT STA 2+76.02 TO EXISTING BRIDGE	114
EXISTING BRIDGE TO LT STA 4+61.18	102
EXISTING BRIDGE TO RT STA 4+61.18	88
TOTAL	407

PAVEMENT MARKING REMOVAL SCHEDULE

LOCATION	PAVEMENT MARKING REMOVAL - WATER
	SQ FT
RT EDGE OF PAVEMENT	
STA 1+30 TO STA 9+00	257
EB & WB NO PASSING	
STA 2157+54 TO STA 1+70	131
EB NO PASSING	
STA 8+40 TO STA 10+58.3	113
CENTERLINE DASH	
STA 8+40 TO STA 10+58.3	30
LT EDGE OF PAVEMENT	
STA 0+75 TO STA 2+76.02	67
LT EDGE OF PAVEMENT	
STA 7+30 TO STA 9+00	57
TOTAL	655

HMA SURFACE REMOVAL SCHEDULE

LOCATION	HOT-MIX ASPHALT SURFACE	HOT-MIX ASPHALT SURFACE
	SQ YD	SQ YD
ROADWAY PAVEMENT		
LT STA 0+75 TO STA 2+76.02	--	210
LT & RT STA 0+75 TO STA 2+76.02	--	353
LT STA 4+61.18 TO STA 6+50	171	--
LT & RT STA 4+61.18 TO STA 6+50	341	--
LT STA 6+50 TO STA 8+50	--	184
LT & RT STA 6+50 TO STA 8+50	--	365
POST STAGE II SHOULDERS		
LT STA 7+31.75 TO STA 8+50	90	--
RT STA 7+31.75 TO STA 8+50	39	--
TOTAL	641	1112

PAVING AND DRIVEWAY SCHEDULE

LOCATION	AGGREGATE SURFACE COURSE, TYPE B	AGGREGATE FOR TEMPORARY ACCESS	BITUMINOUS MATERIALS (TACK COAT)	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	LONGITUDINAL JOINT SEALANT **	HOT-MIX ASPHALT BINDER COURSE, 1L-9.5FG,N50	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	AGGREGATE SHOULDERS, TYPE B	HOT-MIX ASPHALT SHOULDERS	TEMPORARY SHOULDERS
	TON	TON	POUND	TON	FOOT	TON	TON	TON	TON	SQ YD
LT STA 7+08.4	35.3	--	--	--	--	--	--	--	--	--
RT STA 7+59.8	40.5	--	--	--	--	--	--	--	--	--
AS DIRECTED BY THE ENGINEER	--	75.9	--	--	--	--	--	--	--	--
LT STA 0+75 TO STA 2+76.02	--	--	138.2	0.06	--	14.3	17.2	--	--	--
LT & RT STA 0+75 TO STA 2+76.02	--	--	253.8	0.11	201	26.3	31.6	--	--	--
LT STA 4+61.18 TO STA 6+50	--	--	129.8	0.06	--	51.9	16.2	--	--	--
LT & RT STA 4+61.18 TO STA 6+50	--	--	238.4	0.11	189	95.3	29.7	--	--	--
LT & RT STA 6+50 TO STA 8+50	--	--	390.0	0.17	200	40.4	48.5	--	--	--
RT STA 2+50 TO EXISTING BRIDGE APPROACH	--	--	--	--	--	--	--	--	--	32.5
RT EXISTING BRIDGE APPROACH TO STA 5+25	--	--	--	--	--	--	--	--	--	29.1
LT STA 1+00 TO BRIDGE APPROACH PAVEMENT	--	--	--	--	--	--	--	--	67.9	--
LT BRIDGE APPR. PAVEMENT TO STA 9+00	--	--	--	--	--	--	--	--	228.6	--
RT STA 1+30 TO BRIDGE APPR. PAVEMENT	--	--	--	--	--	--	--	--	34.5	--
RT BRDIGE APPR. PAVEMENT TO STA 9+00	--	--	--	--	--	--	--	--	117.7	--
POST STAGE II AFTER MILLING										
LT STA 7+31.75 TO STA 8+50	--	--	--	--	--	--	--	--	7.5	--
RT STA 7+31.75 TO STA 8+50	--	--	--	--	--	--	--	--	3.3	--
LT STA 0+75 TO STA 1+00	--	--	--	--	--	--	--	0.9	--	--
RT STA 0+75 TO STA 1+30	--	--	--	--	--	--	--	2.1	--	--
TOTAL	76	76	1150	0.50	590	228	143	3	460	62

** - LONGITUDNIAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE LIFT ALONG CENTERLINE

PAVEMENT MARKING SCHEDULE

LOCATION	PAINT PAVEMENT MARKING - LINE 4"*	PAINT PAVEMENT MARKING - LINE 6"*	TEMPORARY PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING - LINE 6"	TEMPORARY PAVEMENT MARKING REMOVAL	SHORT TERM MARKING	SHORT TERM MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER
	EACH	FOOT	FOOT	FOOT	SQ FT	FOOT	SQ FT	EACH
LT EDGE STA 0+75 TO STA 8+50	1550	--	775	--	258	28	9	--
EB NO PASSING STA 2157+54 TO STA 10+58.30	2169	--	1084.5	--	362	---	---	--
CENTERLINE STA 6+48 TO STA 10+58.30	--	200	--	100	50	270	90	--
WB NO PASSING STA 2157+54 TO STA 6+48	1349	--	674.5	--	225	---	---	--
RT EDGE STA 0+75 TO STA 8+50	1550	--	775	--	258	--	--	--
CENTERLINE STA 0+75 TO STA 8+50	--	--	--	--	--	--	--	9
TOTAL	6618	200	3309	100	1153	298	99	9

* QUANTITIES SHOWN PROVIDE FOR TWO APPLICATIONS OF PAINT

SHOULDER REMOVAL SCHEDULE

LOCATION	PAVED SHOULDER REMOVAL
	SQ YD
LT 3+03.46 TO EXISTING BRIDGE	14
RT 3+46.63 TO EXISTING BRIDGE	8
EXISTING BRIDGE TO LT 4+08.91	14
EXISTING BRIDGE TO RT 4+56.48	21
TOTAL	56

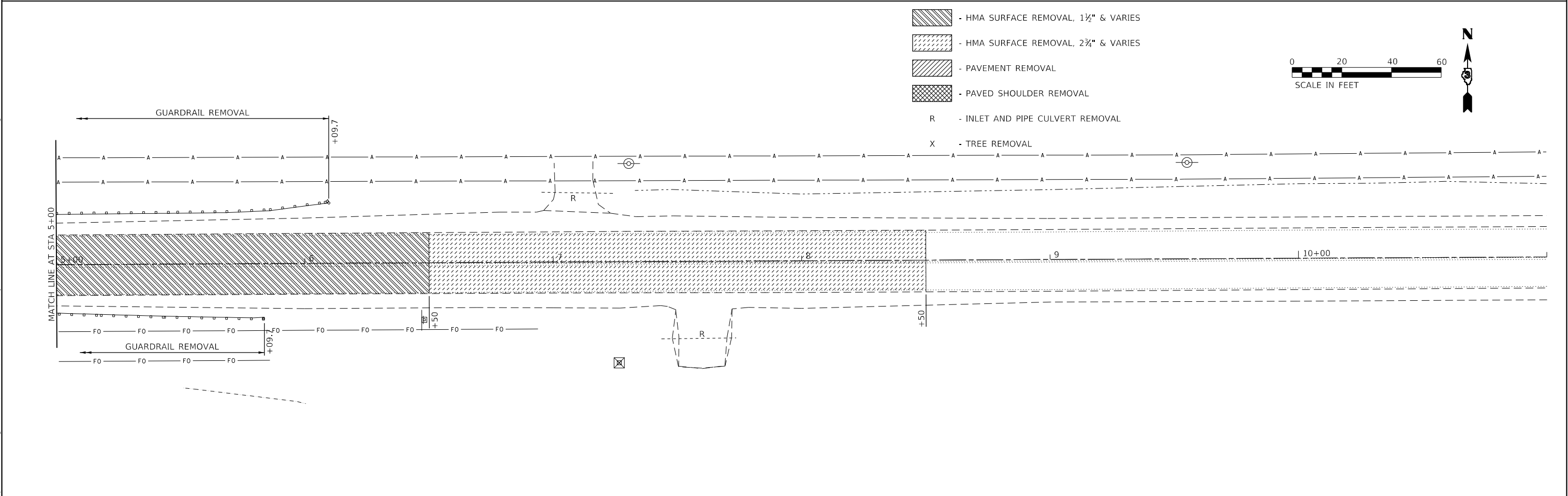
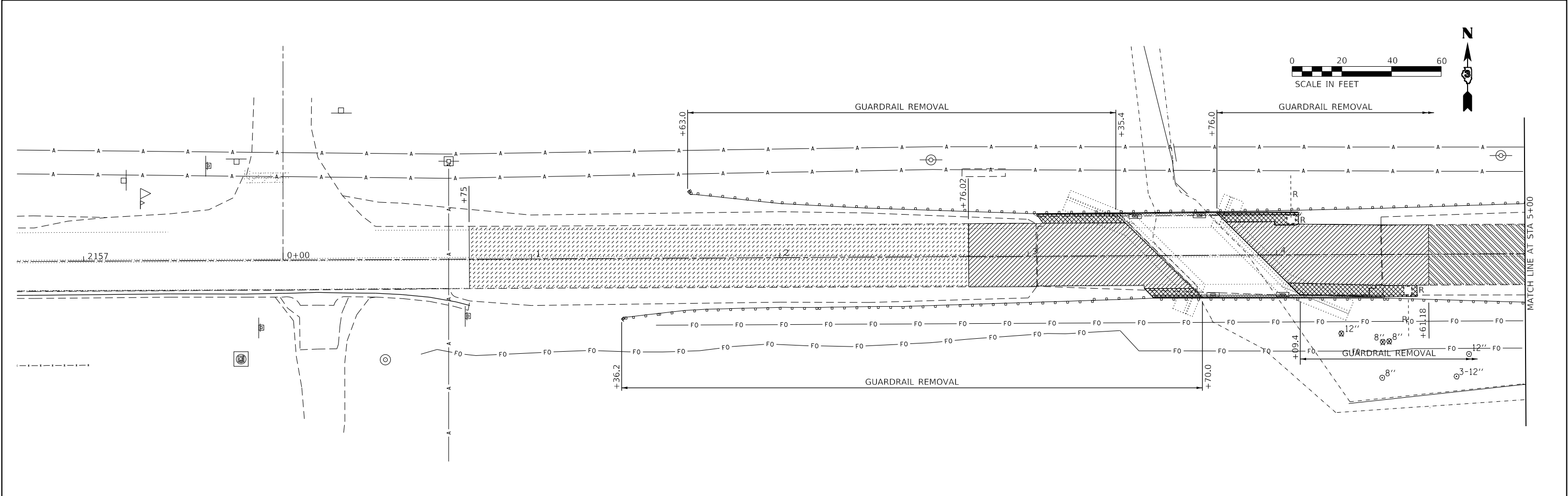
TEMPORARY RAMP SCHEDULE

LOCATION	TEMPORARY RAMP
	SQ YD
STAGE I - STA 4+61.18	9
STAGE II - STA 4+61.18	9
POST STAGE II - STA 0+75	14
POST STAGE II - STA 2+76.02	14
POST STAGE II - STA 8+50	14
TOTAL	62

MARKER REMOVAL SCHEDULE

LOCATION	RAISED REFELCTIVE PAVEMENT
	EACH
STA 0+75 TO STA 2+90.74	3
STA 4+56.48 TO STA 8+50	5
TOTAL	8

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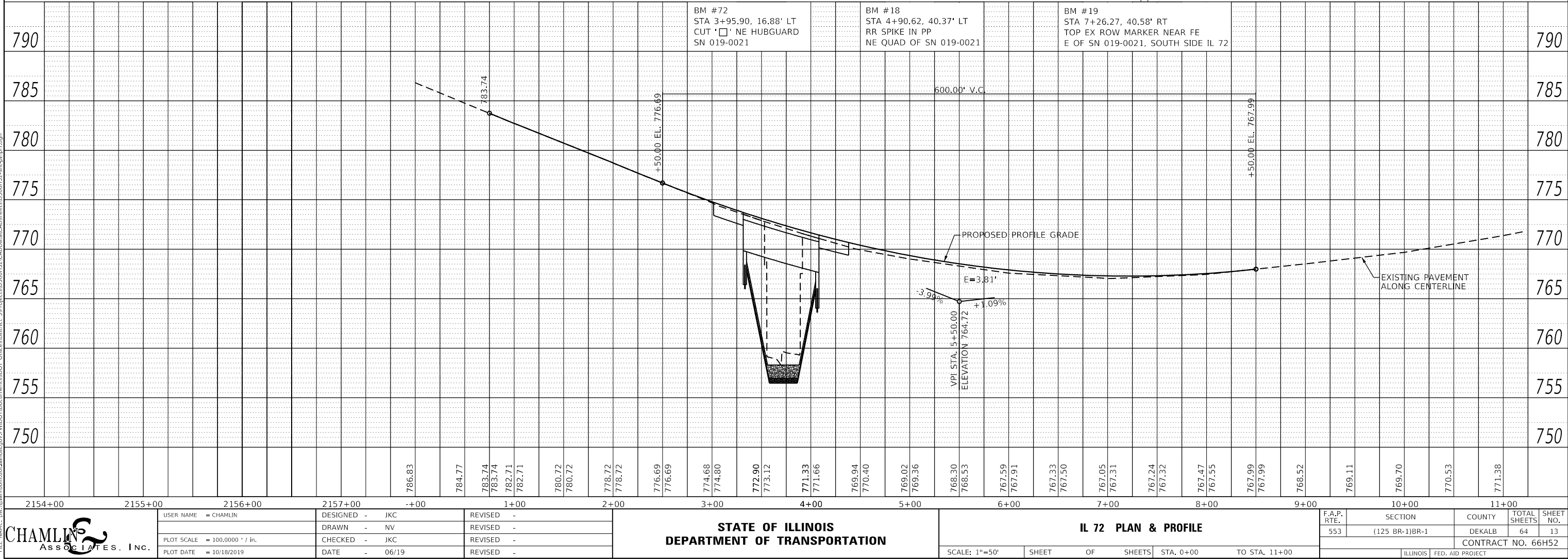
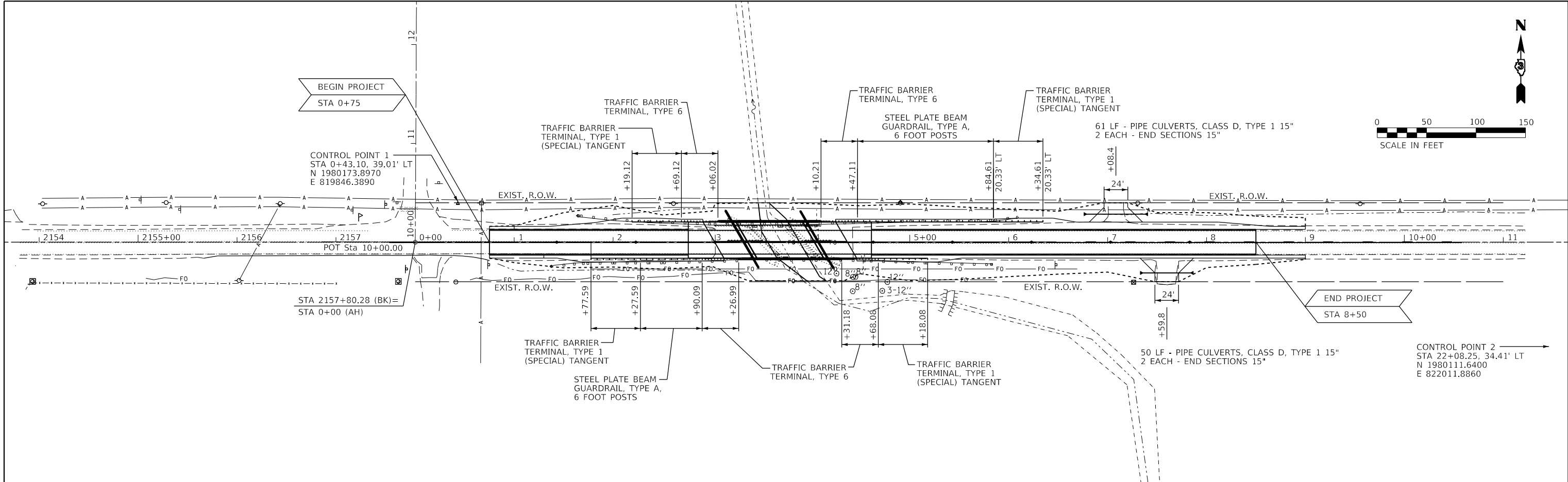


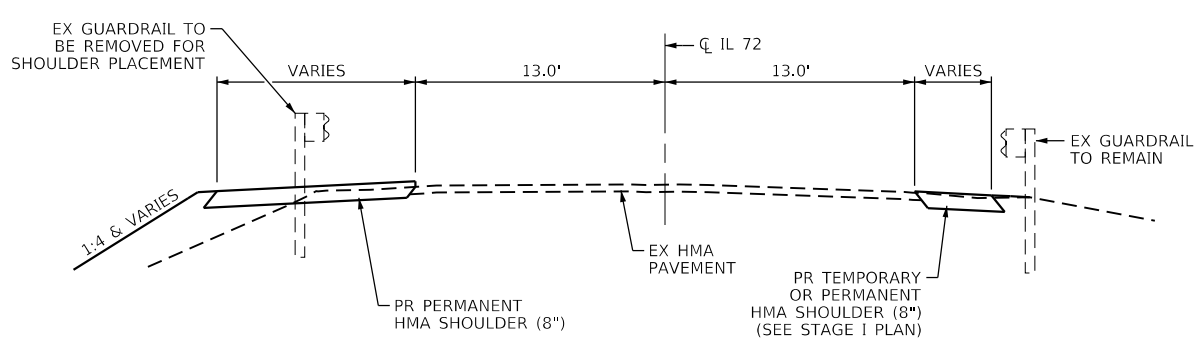
CHAMLIN & ASSOCIATES, INC.	USER NAME = CHAMLIN		DESIGNED - JKC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLAN				F.A.P. RTE. 553	SECTION (125BR-1)BR-1	COUNTY DEKALB	TOTAL SHEETS 64	SHEET NO. 12
	PLOT SCALE = 40,0000 ' / in.		DRAWN - NV	REVISED -						CONTRACT NO. 66H52				
	PLOT DATE = 10/18/2019		CHECKED - JKC	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT				
			DATE - 06/19	REVISED -										

PLAN	SURVEYED PLOTTED ALIGNMENT CHECKED STRUCTURE NOTATIONS CHNG	BY	DATE
NOTE BOOK NO.			

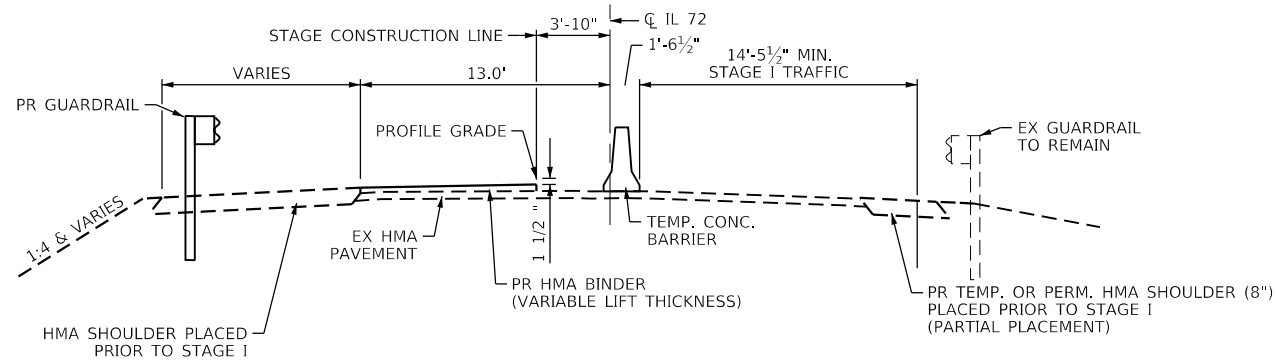
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NOTE BOOK NO.			

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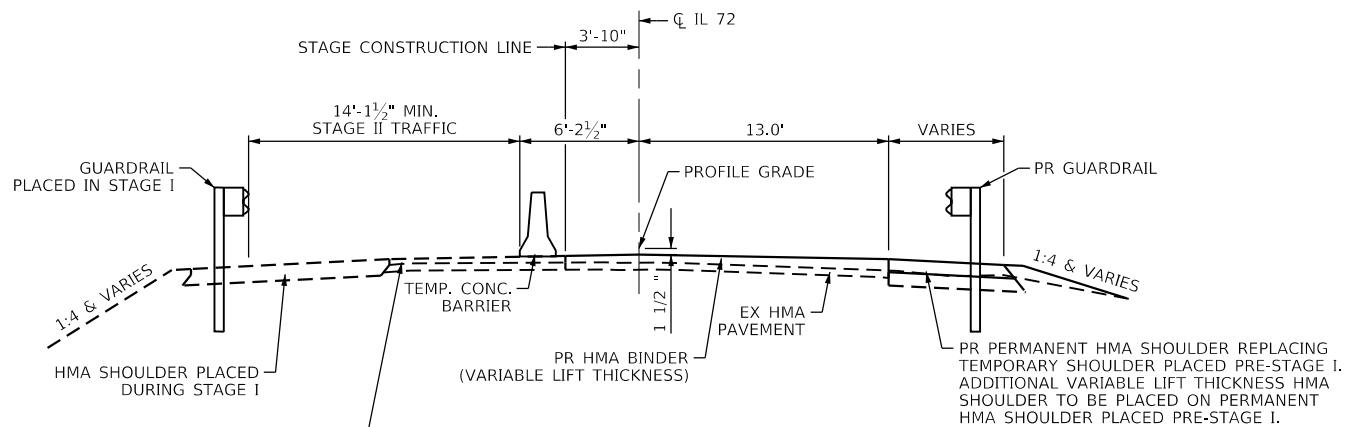


PRE-STAGE I ROADWAY TYPICAL SECTION
(LOOKING EAST)



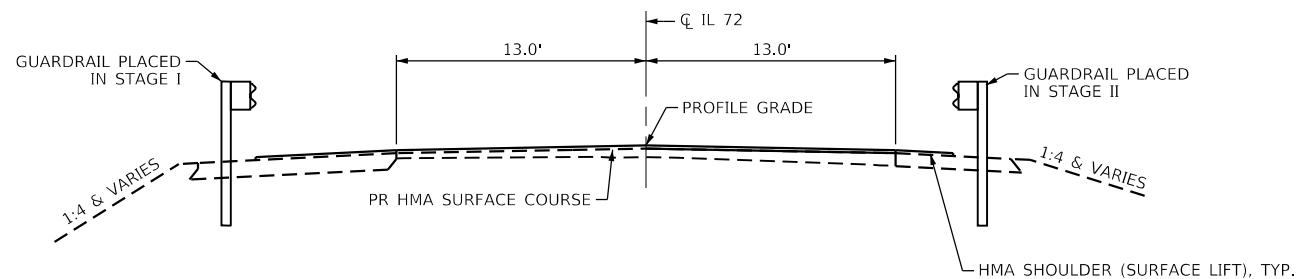
STAGE I ROADWAY TYPICAL SECTION
(LOOKING EAST)

NOTE: LOCATION EAST OF BRIDGE SHOWN. NO HMA PAVEMENT PLACED IN STAGE I WEST OF BRIDGE. VARIABLE DEPTH MILLING REQUIRED TO PLACE MINIMUM LIFT THICKNESS OF HMA BINDER.



STAGE II ROADWAY TYPICAL SECTION
(LOOKING EAST)

NOTE: LOCATION EAST OF BRIDGE SHOWN. NO HMA PAVEMENT PLACED IN STAGE II WEST OF BRIDGE. VARIABLE DEPTH MILLING REQUIRED TO PLACE MINIMUM LIFT THICKNESS OF HMA BINDER AND SHOULDER. SOME MILLING OF NEWLY PLACED SHOULDER REQUIRED.



POST STAGE II ROADWAY TYPICAL SECTION
(LOOKING EAST)

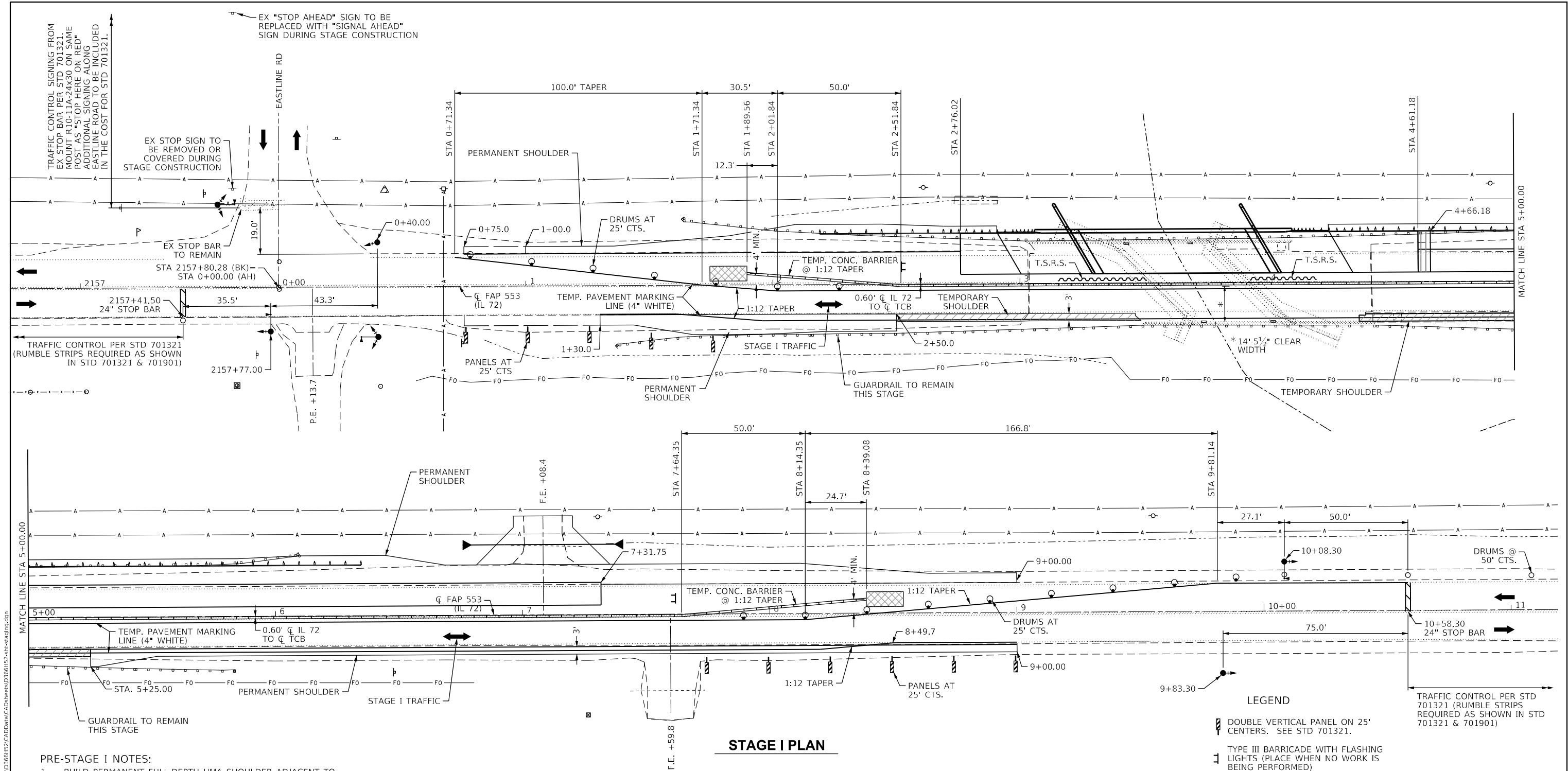
NOTE: VARIABLE DEPTH MILLING OF EXISTING PAVEMENT REQUIRED TO PLACE HMA SURFACE COURSE. SOME VARIABLE DEPTH MILLING OF NEWLY PLACED HMA SHOULDER REQUIRED TO PLACE SURFACE LIFT OF SHOULDER.

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	DRAWN - BJB	REVISED -
PLOT SCALE = 39.9999' / IN.	CHECKED - CMF	REVISED -
PLOT DATE = 10/9/2019	DATE -	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	14
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

MODEL Stage 1 TC
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PRE-STAGE I NOTES:

- BUILD PERMANENT FULL-DEPTH HMA SHOULDER ADJACENT TO EASTBOUND EDGE OF PAVEMENT AT THE LOCATION(S) SHOWN ON THE STAGE I PLAN TO MATCH EXISTING PAVEMENT EDGE (ELEVATION). EXISTING GUARDRAIL IS TO REMAIN IN PLACE.
- BUILD TEMPORARY HMA SHOULDER ADJACENT TO EASTBOUND EDGE OF PAVEMENT AT THE LOCATION(S) SHOWN ON THE STAGE I PLAN TO MATCH EXISTING PAVEMENT EDGE (ELEVATION) AND PROVIDE A DRIVING SURFACE FOR STAGE I TRAFFIC.
- BUILD PERMANENT FULL-DEPTH HMA SHOULDER ADJACENT TO WESTBOUND EDGE OF PAVEMENT AT THE LOCATION(S) SHOWN ON THE STAGE I PLAN MINUS SHOULDERS ADJACENT TO PROPOSED PCC CONNECTOR. SHOULDER ELEVATION TO MATCH EXISTING PAVEMENT EDGE (ELEVATION) FROM WESTERN LIMIT TO STA. 2+76.02 AND FROM STA. 7+31.75 TO STA. 9+00.00. SHOULDER TO BE CONSTRUCTED TO WITHIN 1 1/2" OF THE FINAL PROFILE GRADE FROM STA. 4+61.18 TO STA. 7+31.75. EXISTING GUARDRAIL IS TO BE REMOVED TO ALLOW FOR SHOULDER CONSTRUCTION. REMOVAL OF GUARDRAIL AND SHOULDER CONSTRUCTION SHOULD OCCUR IMMEDIATELY PRIOR TO THE LANE CLOSURE FOR STAGE I.
- PERMANENT SHOULDERS CONSTRUCTED AS INDICATED ABOVE WEST OF EX. SN 019-0021 SHOULD BE AT FINAL ELEVATION AND SLOPE.
- ALL TRAFFIC CONTROL FOR PRE-STAGE I WORK SHALL BE PER STANDARD 701306.

STAGE I NOTES:

- PROVIDE ALL TRAFFIC CONTROL DEVICES FOR STAGE I CONSTRUCTION PER THE TRAFFIC CONTROL PLANS, SPECIAL PROVISIONS AND STANDARD 701321. MAINTAIN ONE LANE TWO-WAY TRAFFIC ON THE EASTBOUND LANE OF IL 72 WITH TEMPORARY TRAFFIC SIGNALS.
- BUILD SN 019-0050, BRIDGE APPROACH SLABS AND PCC PAVEMENT CONNECTORS TO THE STAGE CONSTRUCTION LINE. BUILD FULL-DEPTH HMA SHOULDERS ADJACENT TO THE PCC CONNECTORS TO MATCH THE PCC CONNECTOR ELEVATIONS.
- PROVIDE HMA BINDER PAVEMENT TO WITHIN 1 1/2" OF THE FINAL PROFILE GRADE FROM STA. 4+61.18 TO STA. 7+31.75 OF THE WESTBOUND LANES. VARIABLE DEPTH MILLING WILL BE REQUIRED TO MAINTAIN THE MINIMUM LIFT THICKNESS THROUGHOUT THIS LENGTH.
- BUILD A CONSTANT-SLOPE TEMPORARY HMA RAMP EAST OF THE BRIDGE AS SHOWN ON THE STAGE I PLAN.
- ERECT GUARDRAIL FOR WESTBOUND LANES PRIOR TO OPENING TO STAGE II TRAFFIC.

GENERAL NOTES:

- DIMENSIONS TO TEMPORARY CONCRETE BARRIER IS TO THE CENTER OF BARRIER.
- ALL SIGNS, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS NOT PAID FOR ELSEWHERE SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
- ALL TEMPORARY TRAFFIC SIGNALS WILL BE MEASURED AS 1 (ONE) UNIT. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE STAGE TRAFFIC PATTERNS DURING ALL STAGES OF CONSTRUCTION SHALL BE REMOVED VIA WATERBLASTING.
- ALL TRAFFIC CONTROL ITEMS NOT SHOWN ON STAGE I AND II PLAN VIEWS SHALL BE PER THE REQUIREMENTS OF STANDARD 701321.
- ALL EXCAVATION AND EMBANKMENT REQUIRED TO CONSTRUCT THE ELEMENTS IN EACH CONSTRUCTION STAGE SHALL BE PROVIDED AS REQUIRED IN THAT STAGE.
- DURING THE STAGES OF CONSTRUCTION TEMPORARY ACCESS FIELD ENTRANCES WILL BE BUILT AT THE DISCRETION AND LOCATION SPECIFIED BY THE RESIDENT ENGINEER DUE TO BLOCKED ACCESS AT THE FIELD ENTRANCES AT STA. 7+08.4 AND STA. 7+59.8. TEMPORARY ACCESS ENTRANCES WILL INCLUDE AGGREGATE EMBANKMENT AND TEMPORARY CULVERTS.



USER NAME	= NOLASCOCJ	DESIGNED -	BJB	REVISED -	
PLOT SCALE	= 39.9999' / in.	DRAWN -	BJB	REVISED -	
PLOT DATE	= 10/18/2019	CHECKED -	CMF	REVISED -	
		DATE -		REVISED -	

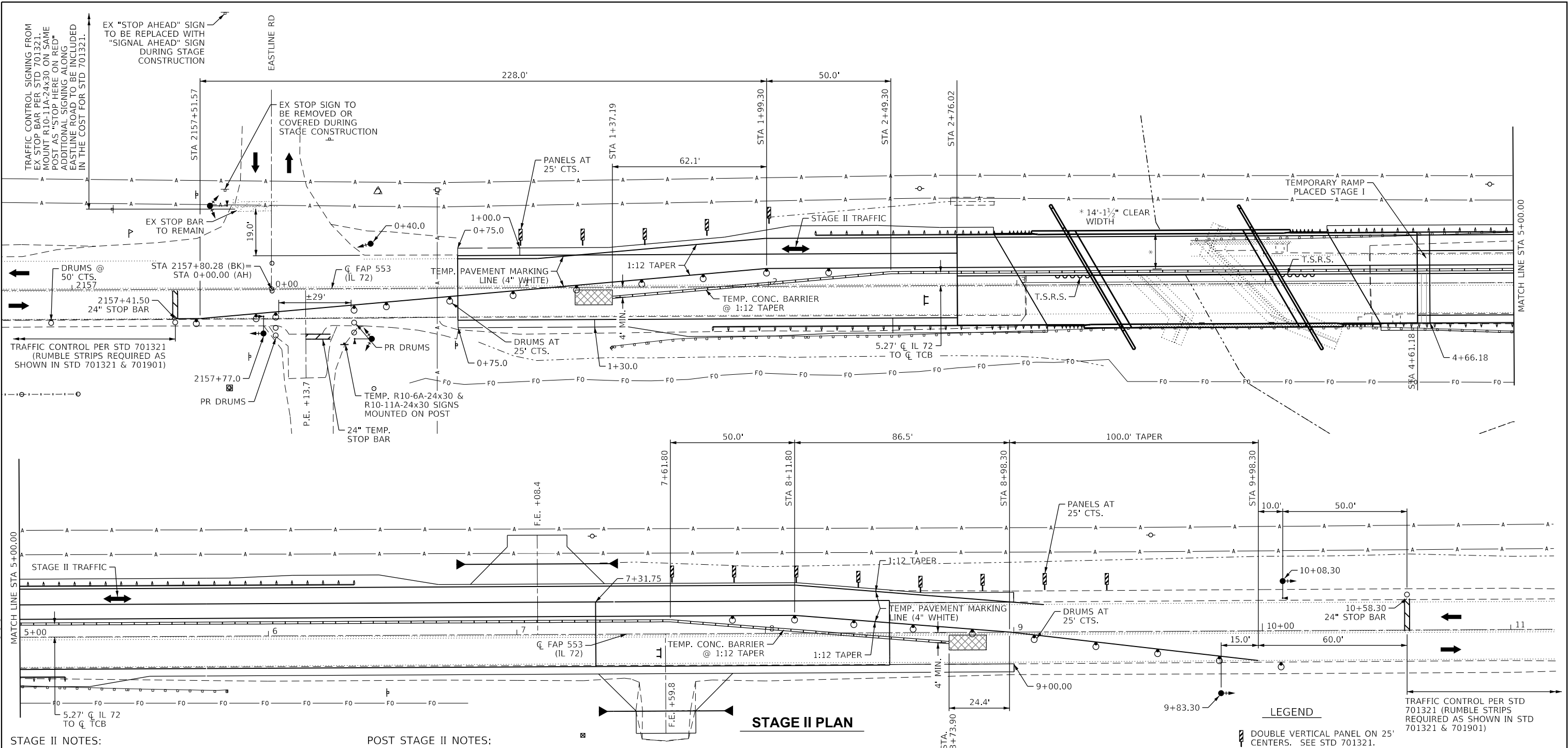
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGE I TRAFFIC CONTROL IL 72 OVER TRIBUTARY TO KISHWAUKEE RIVER

SCALE: 1"=20' SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	15
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

MODEL Stage 2 TC
FILE: I:\a11212\proj\pubroom.dia\allrds.gov\PWIDOT\Documents\DOT Office\District 3\Projects\0366H52\CADDData\CAD\Sheets\0366H52-sh-stage2.dgn



STAGE II NOTES:

- RELOCATE AND PLACE STAGE CONTROL DEVICES TO MEET THE STAGE II CONFIGURATION. OPEN THE WESTBOUND LANE OF IL 72 AT THE NEWLY CONSTRUCTED BRIDGE. MAINTAIN ONE LANE TWO-WAY TRAFFIC ON THIS LANE FOR THE DURATION OF STAGE II WITH TEMPORARY TRAFFIC SIGNALS.
- BUILD THE REMAINDER OF THE BRIDGE, BRIDGE APPROACH SLABS AND PCC PAVEMENT CONNECTORS. TEMPORARY SHOULDERS WILL HAVE TO BE REMOVED FOR PORTIONS OF THIS CONSTRUCTION. BUILD FULL-DEPTH HMA SHOULDERS ADJACENT TO THE PCC CONNECTORS TO MATCH THE PCC CONNECTOR ELEVATIONS. REMOVE EXISTING GUARDRAIL AND TEMPORARY SHOULDER NECESSARY TO PLACE PERMANENT SHOULDERS. BUILD PERMANENT FULL-DEPTH HMA SHOULDERS ADJACENT TO THE EASTBOUND EDGE OF PAVEMENT AND WEST OF PROP. SN 019-0050. SHOULDERS ARE TO BE CONSTRUCTED TO THE FINAL ELEVATION AND SLOPE.
- PROVIDE HMA BINDER PAVEMENT AND PERMANENT HMA SHOULDER LIFTS TO WITHIN 1 1/2" OF THE FINAL PROFILE GRADE FROM STA. 4+61.18 TO STA. 7+31.75 FOR THE REMAINDER OF THE OVERALL WIDTH BEYOND THE STAGE CONSTRUCTION LINE. THIS INCLUDES FULL DEPTH PERMANENT SHOULDER FROM STA. 4+61.18 TO STA. 5+25.00. VARIABLE DEPTH MILLING WILL BE REQUIRED TO MAINTAIN THE MINIMUM LIFT THICKNESS THROUGHOUT THIS LENGTH.
- BUILD A CONSTANT-SLOPE TEMPORARY HMA RAMP EAST OF THE BRIDGE FOR THE REMAINDER OF THE OVERALL WIDTH AS SHOWN ON THE STAGE II PLAN.
- ERECT GUARDRAIL FOR EASTBOUND LANES PRIOR TO OPENING TO TRAFFIC.

POST STAGE II NOTES:

- REMOVE THE TEMPORARY RAMP AND MILL THE EASTBOUND EXISTING PAVEMENT AND NEWLY PLACED SHOULDER FROM STA. 7+31.75 TO STA. 8+50 IN A VARIABLE DEPTH TO ALLOW FOR SURFACE COURSE PLACEMENT. MILL THE EASTBOUND EXISTING PAVEMENT FROM THE WESTERN LIMIT TO STA. 2+76.02. PLACE SURFACE COURSE PAVEMENT AND SHOULDERS FOR THE EASTBOUND LANE FOR THE ENTIRE PROJECT LENGTH AS SHOWN ON PLAN. SHOULDERS FROM THE WESTERN LIMIT TO STA. 2+76.02 AND FROM STA. 8+50 TO STA. 9+00 SHOULD ALREADY BE AT FINAL GRADE SINCE THERE IS NO PROFILE CHANGE AT THESE LOCATIONS. PLACEMENT OF FINAL SHOULDER SURFACE LIFTS WILL BE LIMITED TO A WIDTH EXTENDING TO THE FACE OF NEW GUARDRAIL WHERE APPLICABLE.
- REMOVE THE TEMPORARY RAMP AND MILL THE WESTBOUND EXISTING PAVEMENT AND NEWLY PLACED SHOULDER FROM STA. 7+31.75 TO STA. 8+50 IN A VARIABLE DEPTH TO ALLOW FOR SURFACE COURSE PLACEMENT. MILL THE WESTBOUND EXISTING PAVEMENT FROM THE WESTERN LIMIT TO STA. 2+76.02. PLACE SURFACE COURSE PAVEMENT AND SHOULDERS FOR THE WESTBOUND LANE FOR THE ENTIRE PROJECT LENGTH AS SHOWN ON PLAN. SHOULDERS FROM THE WESTERN LIMIT TO STA. 2+76.2 AND FROM STA. 8+50 TO STA. 9+00 SHOULD ALREADY BE AT FINAL GRADE SINCE THERE IS NO PROFILE CHANGE AT THESE LOCATIONS. PLACEMENT OF FINAL SHOULDER SURFACE LIFTS WILL BE LIMITED TO A WIDTH EXTENDING TO THE FACE OF NEW GUARDRAIL WHERE APPLICABLE.
- BUILD AGGREGATE SHOULDERS AND RE-CONSTRUCT FIELD ENTRANCES AS SHOWN ON PLAN.
- THE POST STAGE II WORK SHALL BE COMPLETED UNDER TRAFFIC CONTROL ACCORDING TO STANDARD 701306.

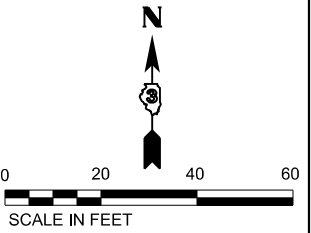
GENERAL NOTES:

- DIMENSIONS TO TEMPORARY CONCRETE BARRIER IS TO THE CENTER OF BARRIER.
- ALL SIGNS, TRAFFIC CONTROL EQUIPMENT AND TEMPORARY PAVEMENT MARKINGS NOT PAID FOR ELSEWHERE SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
- ALL TEMPORARY TRAFFIC SIGNALS WILL BE MEASURED AS 1 (ONE) UNIT. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE STAGE TRAFFIC PATTERNS DURING ALL STAGES OF CONSTRUCTION SHALL BE REMOVED VIA WATERBLASTING.
- ALL TRAFFIC CONTROL ITEMS NOT SHOWN ON STAGE I AND II PLAN VIEWS SHALL BE PER THE REQUIREMENTS OF STANDARD 701321.
- ALL EXCAVATION AND EMBANKMENT REQUIRED TO CONSTRUCT THE ELEMENTS IN EACH CONSTRUCTION STAGE SHALL BE PROVIDED AS REQUIRED IN THAT STAGE.
- DURING THE STAGES OF CONSTRUCTION TEMPORARY ACCESS FIELD ENTRANCES WILL BE BUILT AT THE DISCRETION AND LOCATION SPECIFIED BY THE RESIDENT ENGINEER DUE TO BLOCKED ACCESS AT THE FIELD ENTRANCES AT STA. 7+08.4 AND STA. 7+59.8. TEMPORARY ACCESS ENTRANCES WILL INCLUDE AGGREGATE EMBANKMENT AND TEMPORARY CULVERTS.
- THE ENTIRE LIMITS OF PAVING AND SHOULDER WORK ARE SHOWN ON THE STAGE II PLAN. HOWEVER, PARTS OF THIS WORK ARE TO BE DONE FOLLOWING THE COMPLETION OF STAGE II, INCLUDING ALL FINAL HMA PAVEMENT COURSES, AGGREGATE SHOULDER WORK AND FIELD ENTRANCE WORK.

LEGEND

- DOUBLE VERTICAL PANEL ON 25' CENTERS. SEE STD 701321.
- TYPE III BARRICADE WITH FLASHING LIGHTS (PLACE WHEN NO WORK IS BEING PERFORMED)
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- DRUM
- TEMPORARY TRAFFIC SIGNAL W/BACKPLATE. DIRECTION AS INDICATED.
- MICROWAVE SENSOR
- TEMPORARY HMA SHOULDER
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY RAMP
- ONE-WAY TRAFFIC
- TWO-WAY STAGE TRAFFIC

TRAFFIC CONTROL PER STD 701321 (RUMBLE STRIPS REQUIRED AS SHOWN IN STD 701321 & 701901)



 Prairie Engineers (217) 695-0403 www.prairieengineers.com Professional design firm no. 184-059992 © Copyright Prairie Engineers, P.C. 2018	USER NAME = NOLASCOJ		DESIGNED - BJB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				STAGE II TRAFFIC CONTROL IL 72 OVER TRIBUTARY TO KISHWAUKEE RIVER				F.A.P. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 39.9999' / in.		DRAWN - BJB	REVISED -									553	(125BR-1)BR-1		DEKALB	64	16
	PLOT DATE = 10/18/2019		CHECKED - CMF	REVISED -									CONTRACT NO. 66H52					
			DATE -	REVISED -														
SCALE: 1"=20'		SHEET 3		OF 3	SHEETS	STA.		TO STA.										

MODEL: Default
FILE: D:\GIS\Projects\11111287-04-L 72 over Kishwaukee River - Phase II\CAD\Survey\ D366\52\Consultant_Data\Chamlin_2019\CAD_Sheets\0366\52-eh-eros.dgn



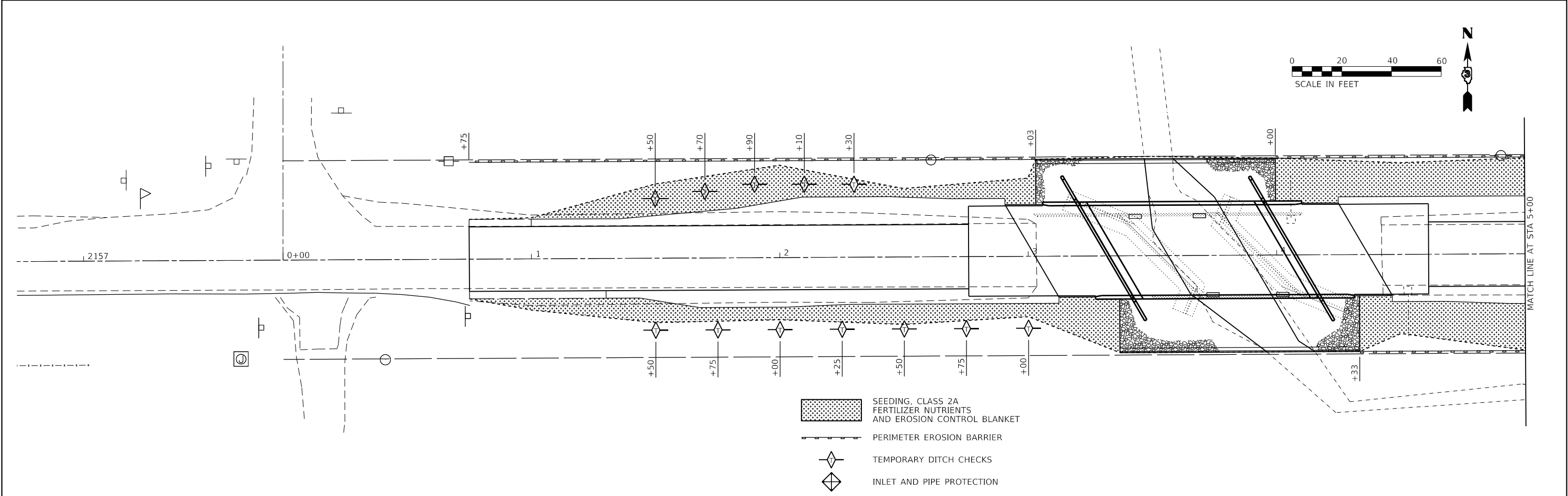
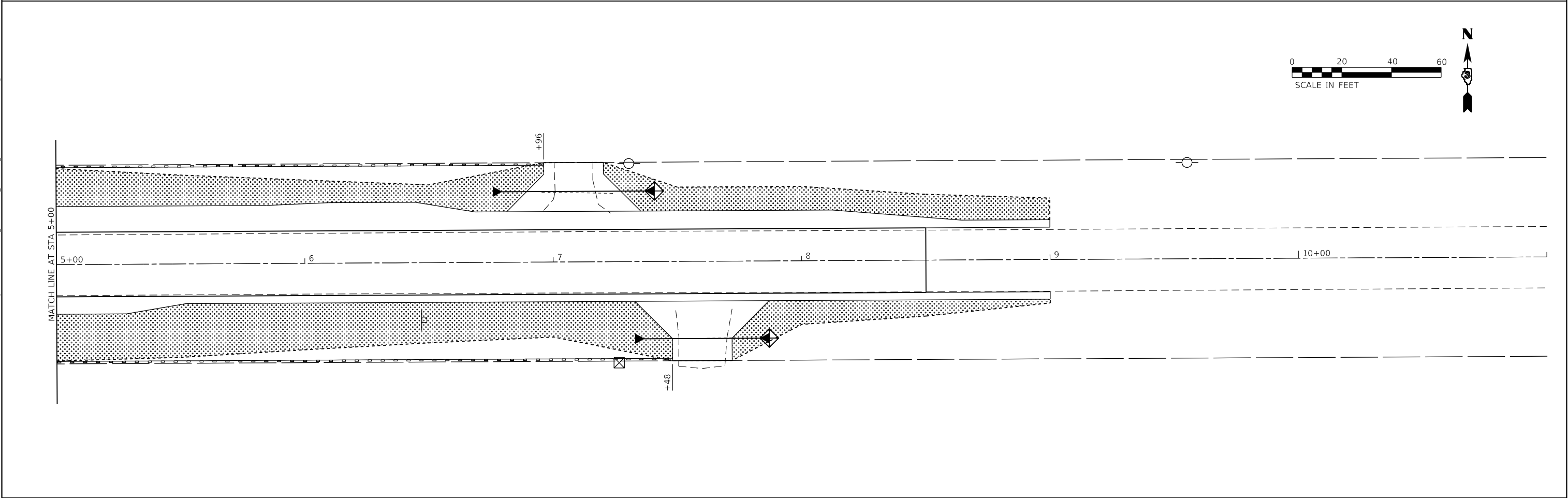
USER NAME = CHAMLIN	DESIGNED - JKC	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED - JKC	REVISED -
PLOT DATE = 10/10/2019	DATE - 06/19	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	17
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				



Existing Structure: SN 019-0021 built 1930 as SBI Route 72 Section 125 at Sta. 3+72.5
Re-built 1982 as FA Route 553 (IL 72). Structure consists of single span Wf Beams
and reinforced concrete deck supported by closed abutments on timber piles.
41'-8 3/4" Bk to Bk of Abutments.
34'-0" Out-to-Out Deck.
Structure to be removed and replaced using stage construction.

NAME PLATE
See Std. 515001

- 1 General Plan & Elevation
- 2 General Data
- 3-4 Stage Construction Details
- 5 Temporary Concrete Barrier Details
- 6-7 Top of Slab Elevations
- 8-9 Top of Approach Slab Elevations
- 10 Superstructure
- 11 Superstructure Details
- 12 Diaphragm Details
- 13 Concrete Parapet Slipforming Option
- 14-15 Bridge Approach Slab Details
- 16-18 Girder and Framing Details
- 19 West Abutment Details
- 20 East Abutment Details
- 21 Bar Splicer Assembly and Mechanical Splicer Details
- 22 HP Pile Details
- 23 Boring Logs

LOADING HL 93

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

DESIGN SPECIFICATIONS

8th Edition 2017 AASHTO LRFD Bridge Design Specifications

DESIGN STRESSES

FIELD UNITS

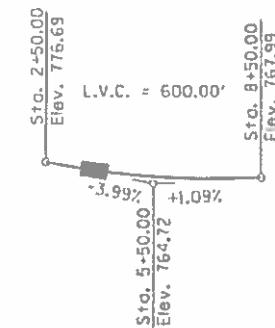
$f'_c = 3,500$ psi
 $f'_c = 4,000$ psi (Superstructure Concrete)
 $f_y = 60,000$ psi (reinforcement)

PRECAST PRESTRESSED UNITS

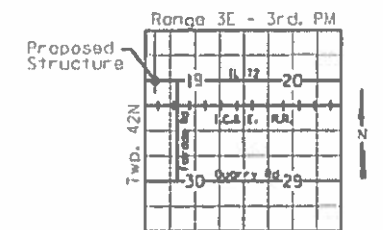
f'c = 6,000 psi
f'cl = 5,000 psi
fpw = 270,000 psi (1/2" low lax. strands)
fpbt = 201,960 psi (1/2" low lax. strands)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.058
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.107
Soil Site Class = C



PROFILE GRADE
(along & roadway)



LOCATION SKETCH

GENERAL PLAN & ELEVATION

IL 72 OVER TRIBUTARY TO

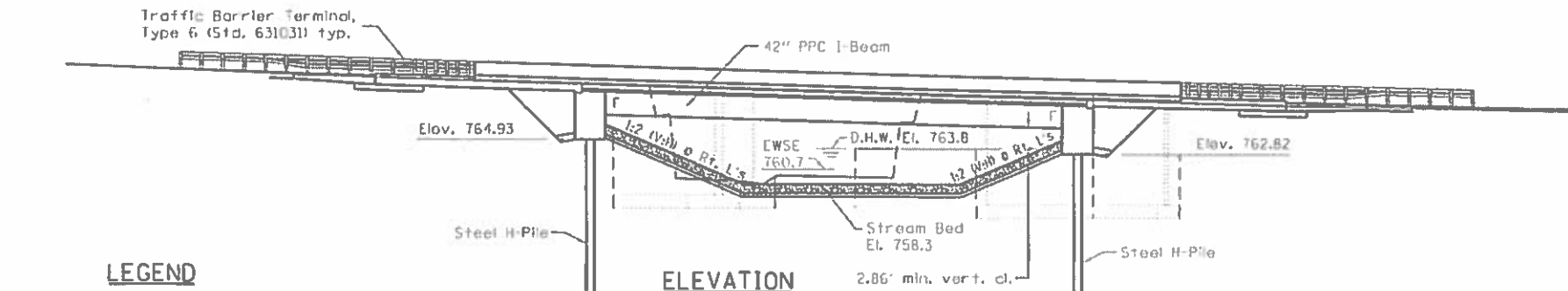
KISHWAUKEE RIVER

F.A.P. RTE. 553-SECTION (125BR-1)BR-1

DEKALB COUNTY

SN 019-0050

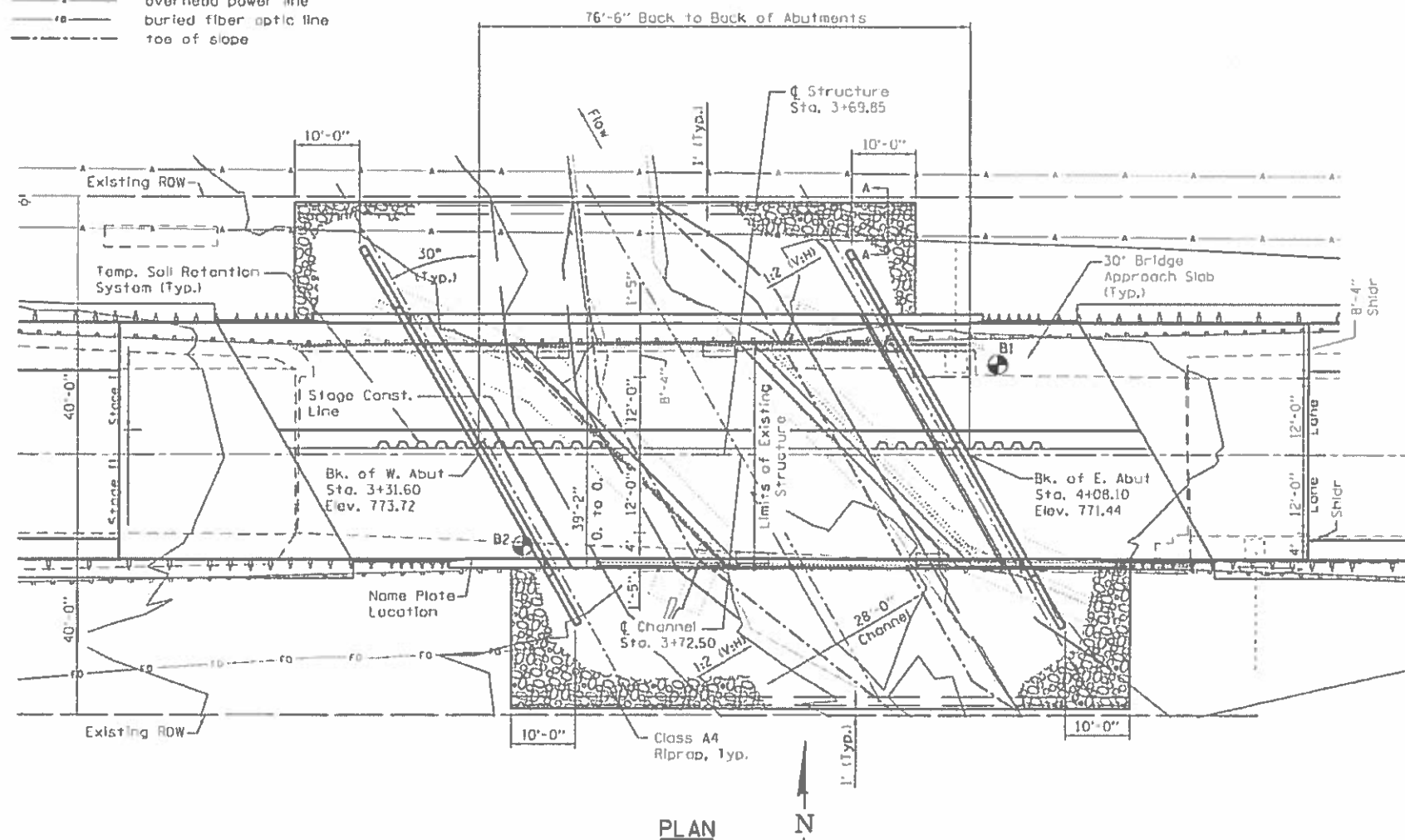
FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
663	(125BR-1)BR-1	DEKALB	64	18
		CONTRACT NO. 66H52		
		BLINDING & I.D. AD PROJECT		



LEGEND

 overhead power line
 buried fiber optic line
 toe of slope

ELEVATION



PLAN

WATERWAY INFORMATION

[illegible]

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)		
	W. Abut.	E. Abut.	Item 113
0100	764.93	762.82	
0200	764.93	762.82	
Design	764.93	762.82	
Check	764.93	762.82	

SARAH M. ANDERS
081-007847
LICENSED
STRUCTURAL
ENGINEER

DATE: 12-6-19
HC EXP: 11-30-20

STAGE CONSTRUCTION
& ADJUSTMENTS ONLY

12/06/13



Report 11-30-202

PROFESSIONAL DESIGN
LICENSE NO. 184-001

**GENERAL PLAN & ELEVATION
STRUCTURE NO. 019-0050**

SHEET 1 OF 23 SHEETS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

USER NAME = CHAMLIN	DESIGNED - JKC	REVISED - _____
	CHECKED - LAG	REVISED - _____
PLOT SCALE = 24 0000' / in.	DRAWN - NV	REVISED - _____
PLOT DATE = 11/28/2019	CHECKED - JKC	REVISED - _____

ICE NAME: CHAMLIN & ASSOCIATES, INC.

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

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

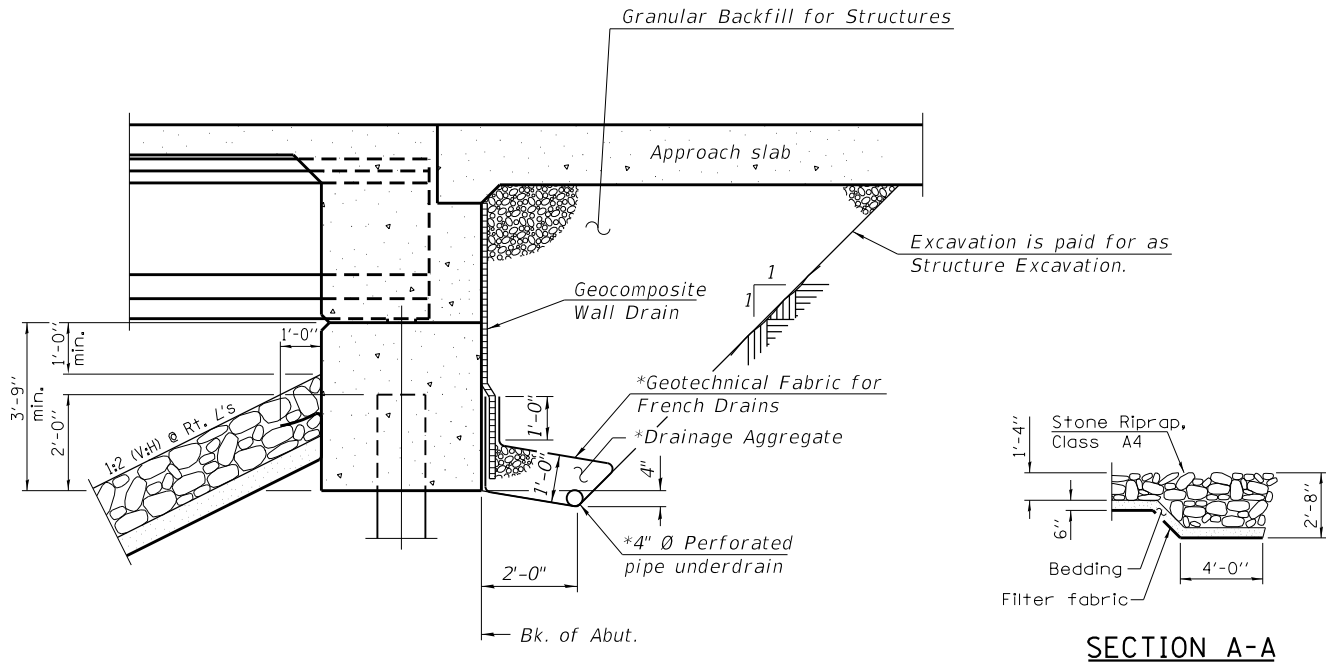
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	--	764	764
Filter Fabric	Sq. Yd.	--	764	764
Granular Backfill for Structures	Cu. Yd.	--	186	186
Removal of Existing Structures	Each.	1	--	1
Structure Excavation	Cu. Yd.	--	226	226
Concrete Structures	Cu. Yd.	23.0	65.8	88.8
Concrete Superstructure	Cu. Yd.	153.9	--	153.9
Bridge Deck Grooving	Sq. Yd.	542	--	542
Protective Coat	Sq. Yd.	642	--	642
Concrete Superstructure (Approach Slab)	Cu. Yd.	106.6	--	106.6
Furnishing and Erecting Precast Concrete I-Beams, 42 in	Foot	438	--	438
Reinforcement Bars, Epoxy Coated	Pound	76980	11440	88420
Bar Splicers	Each	451	168	619
Name Plates	Each	1	--	1
Furnishing Steel Piles HP 14 x 89	Foot	--	195	195
Driving Piles	Foot	--	195	195
Test Pile HP 14 x 89	Each	--	2	2
Pile Shoes	Each	--	12	12
Temporary Soil Retention System	Sq. Ft.	--	587	587
Geocomposite Wall Drain	Sq. Yd.	--	95	95
Pipe Underdrains for Structures 4"	Foot	--	180	180



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.
(See Special Provisions)

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

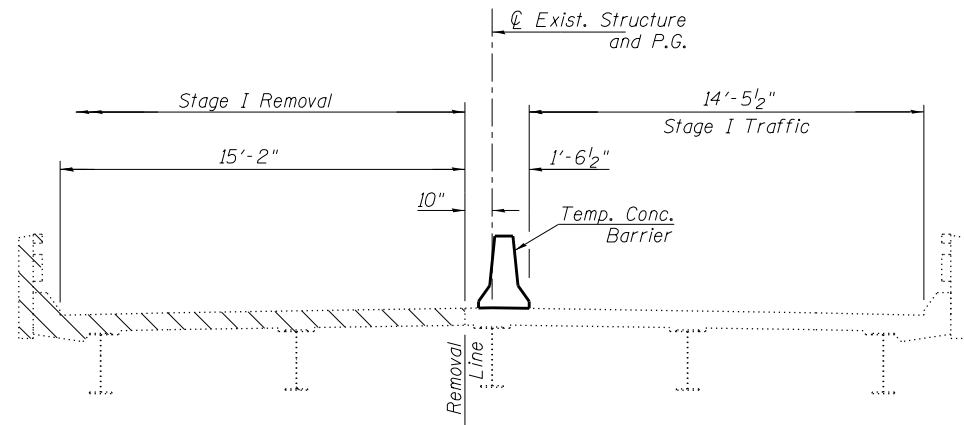
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 019-0050

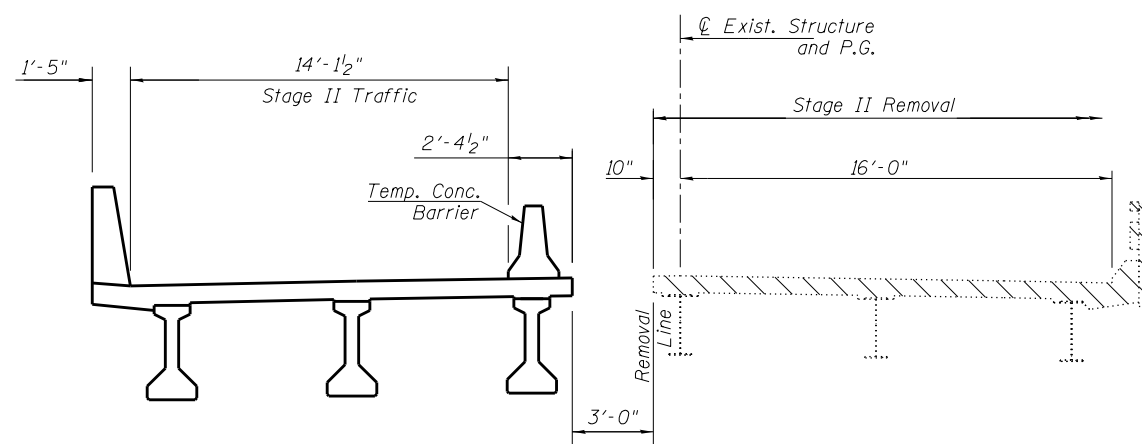
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	20
CONTRACT NO. 66H52				
		ILLINOIS	FED. AID PROJECT	

SHEET 2 OF 23 SHEETS

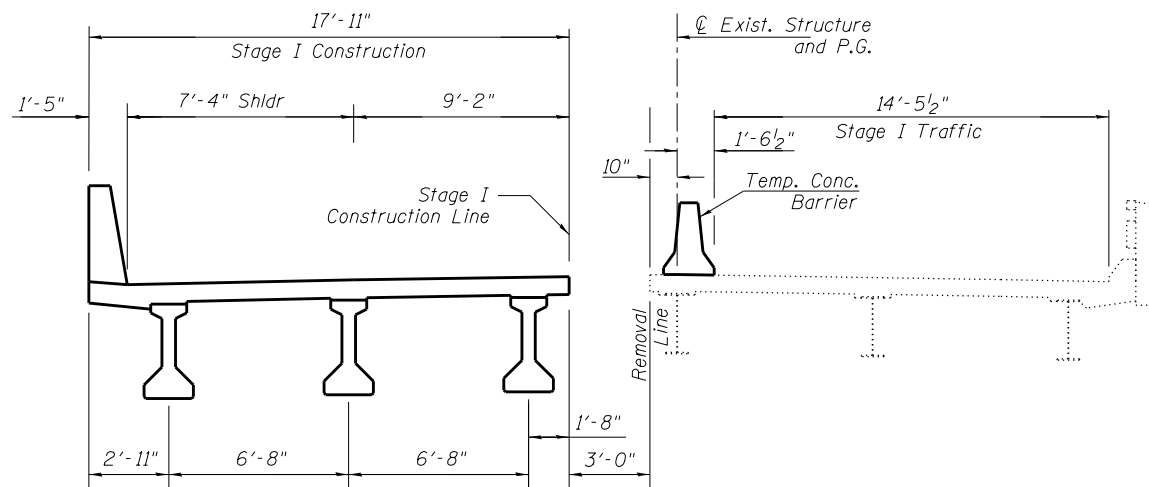
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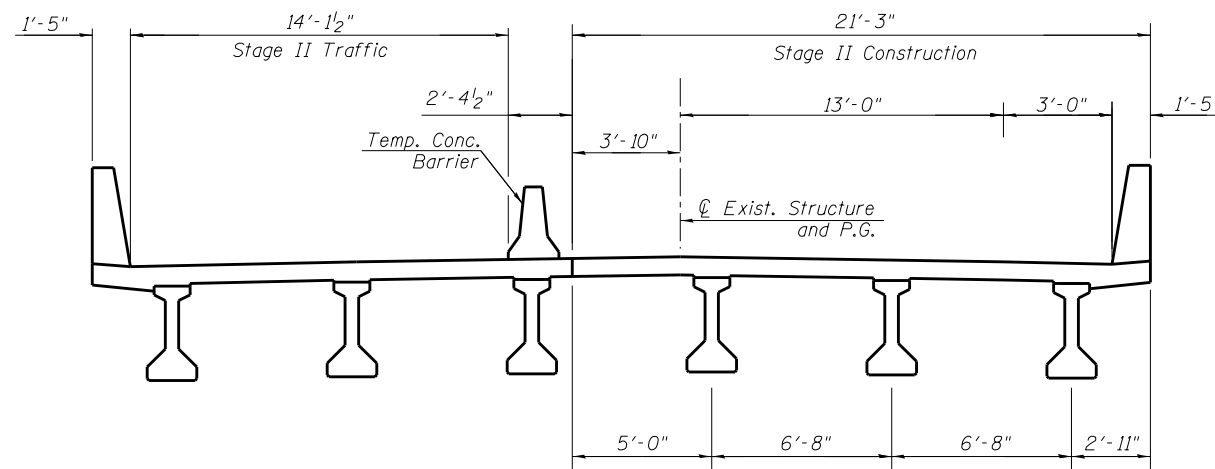
STAGE I REMOVAL



STAGE II REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

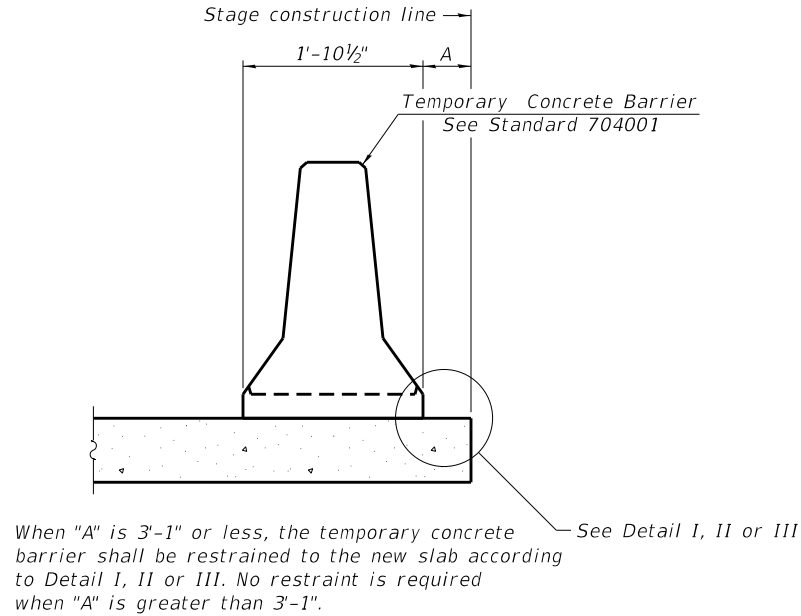
Notes:

Stage Construction cross sections are looking East.
For quantity of Temporary Concrete Barrier, see Roadway Plans. For details of Temporary Concrete Barrier, see sheet 5 of 23.
The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
Hatched areas indicate removal of existing structure.

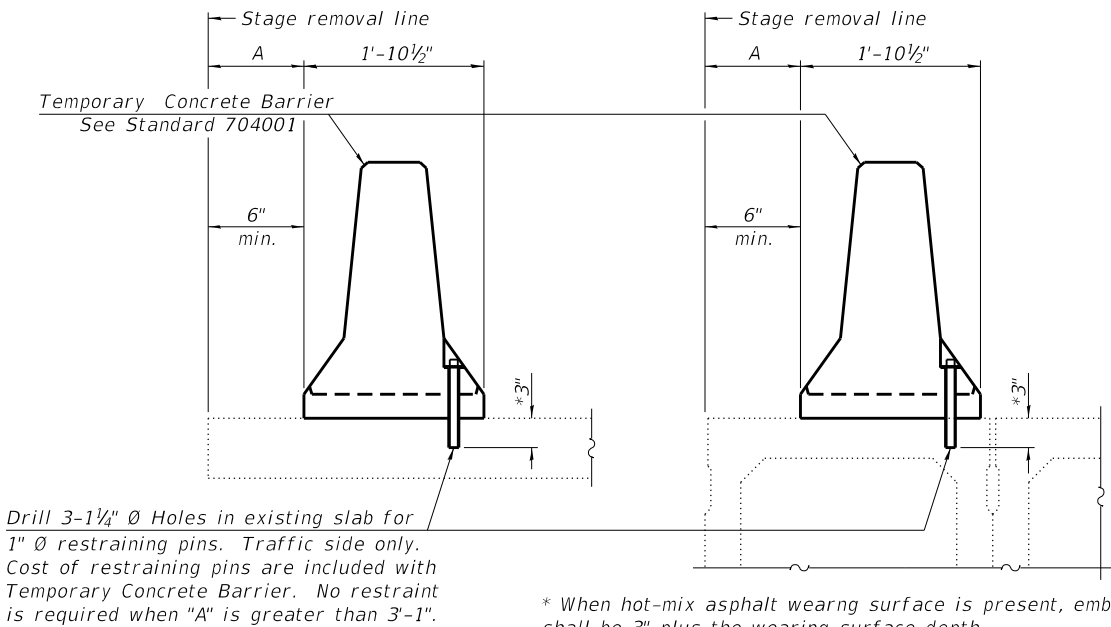
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			CHECKED	-	CMF	REVISED	-	_____
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PLOT DATE	=	_____	CHECKED	-	SMA	REVISED	-	_____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	21
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

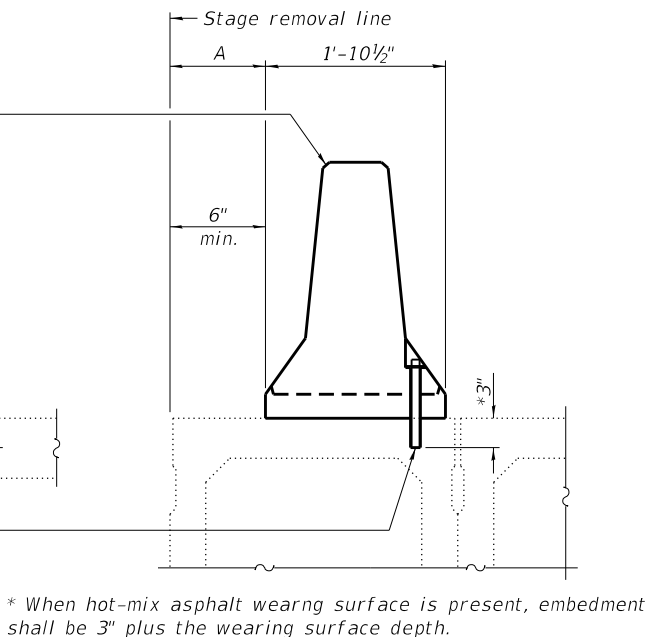
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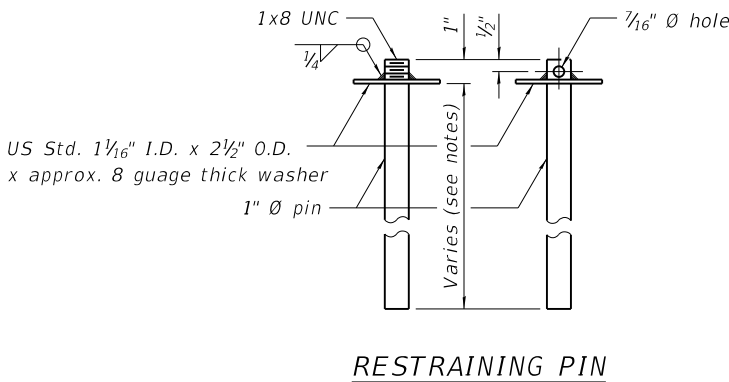
NEW SLAB OR NEW DECK BEAM



EXISTING SLAB

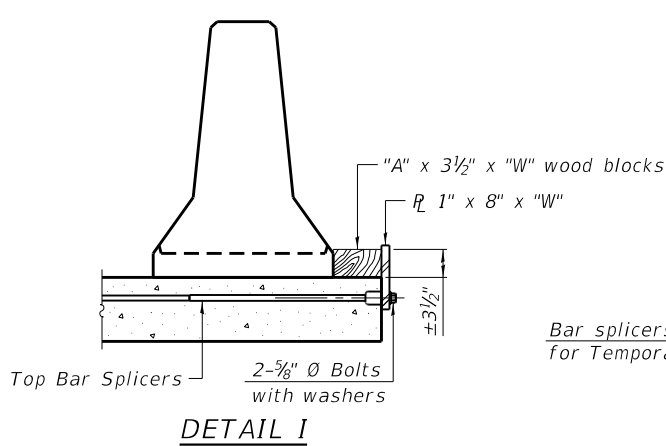


EXISTING DECK BEAM

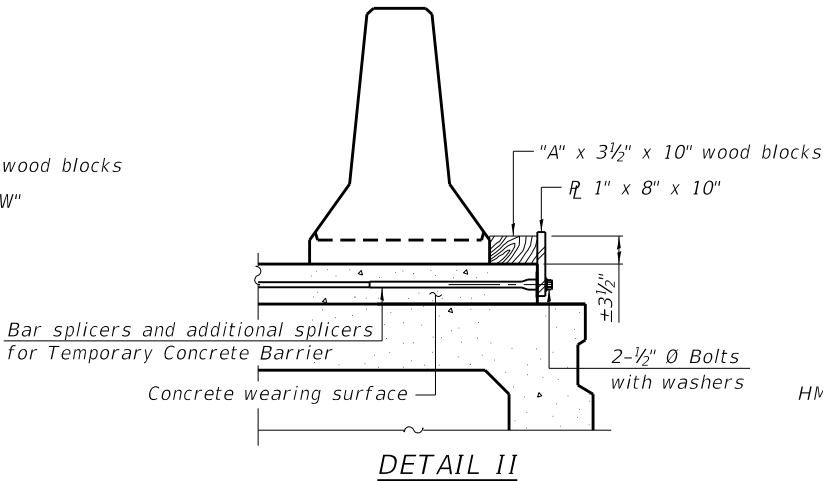


RESTRAINING PIN

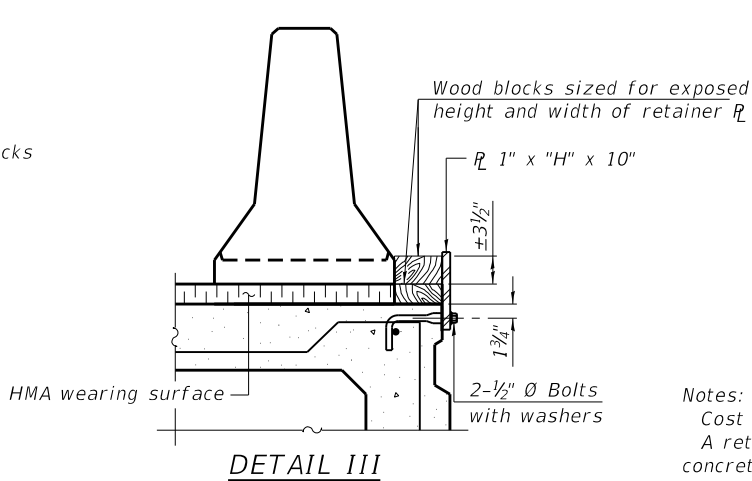
SECTIONS THRU SLAB OR DECK BEAM



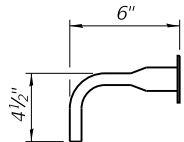
DETAIL I



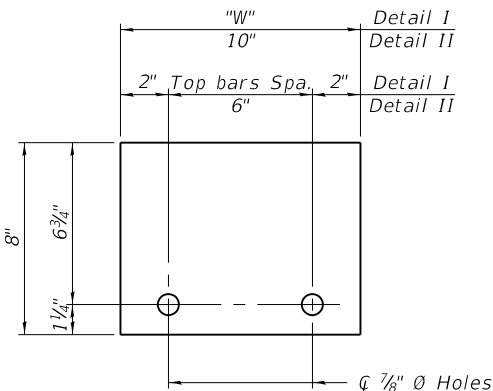
DETAIL II



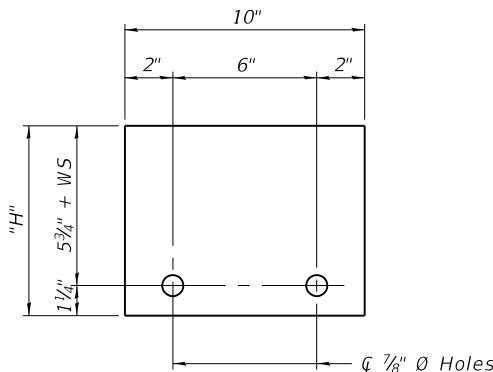
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:
Cost of retainer assembly is included with Temporary Concrete Barrier.
A retainer assembly shall be located at the approximate $\bar{C}$ of each temporary concrete barrier.
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

R-27

2-17-2017

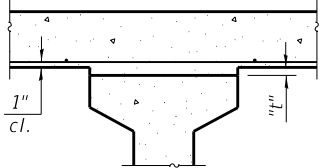
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		CHECKED - CMF	REVISED -
PLOT SCALE	=	DRAWN - JLM	REVISED -
PLOT DATE	=	CHECKED - SMA	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	23
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

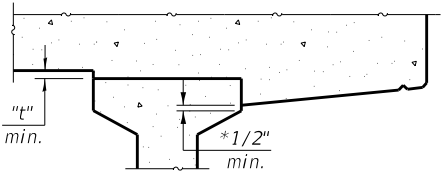
BEAM 1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load
BK. W. ABUT.	03+20.73	-18.83	773.77	773.77
CL. BRG. W. ABUT.	03+22.99	-18.83	773.69	773.69
A	03+32.99	-18.83	773.36	773.40
B	03+42.99	-18.83	773.03	773.10
C	03+52.99	-18.83	772.72	772.80
D	03+62.99	-18.83	772.41	772.50
E	03+72.99	-18.83	772.11	772.18
F	03+82.99	-18.83	771.82	771.87
CL. BRG. E. ABUT.	03+94.97	-18.83	771.48	771.48
BK.E. ABUT.	03+97.23	-18.83	771.42	771.42

BEAM 2				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load
BK. W. ABUT.	03+24.58	-12.17	773.77	773.77
CL. BRG. W. ABUT.	03+26.84	-12.17	773.69	773.69
A	03+36.84	-12.17	773.36	773.40
B	03+46.84	-12.17	773.04	773.11
C	03+56.84	-12.17	772.73	772.81
D	03+66.84	-12.17	772.42	772.51
E	03+76.84	-12.17	772.13	772.20
F	03+86.84	-12.17	771.84	771.88
CL. BRG. E. ABUT.	03+98.81	-12.17	771.51	771.51
BK.E. ABUT.	04+01.08	-12.17	771.45	771.45

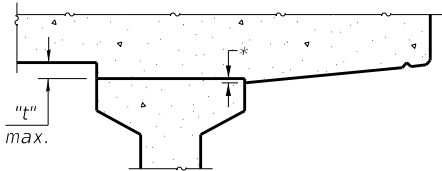
BEAM 3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load
BK. W. ABUT.	03+28.42	-5.50	773.74	773.74
CL. BRG. W. ABUT.	03+30.69	-5.50	773.66	773.66
A	03+40.69	-5.50	773.34	773.37
B	03+50.69	-5.50	773.02	773.09
C	03+60.69	-5.50	772.71	772.79
D	03+70.69	-5.50	772.41	772.50
E	03+80.69	-5.50	772.12	772.19
F	03+90.69	-5.50	771.83	771.88
CL. BRG. E. ABUT.	04+02.66	-5.50	771.50	771.50
BK.E. ABUT.	04+04.92	-5.50	771.44	771.44



INTERIOR BEAMS



At Minimum Fillet



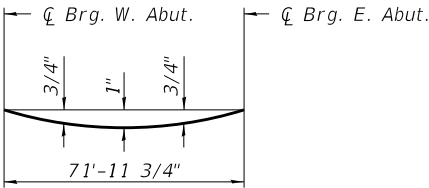
At Maximum Fillet

* Variable (not less than 1/2")

EXTERIOR BEAMS

FILLET HEIGHTS

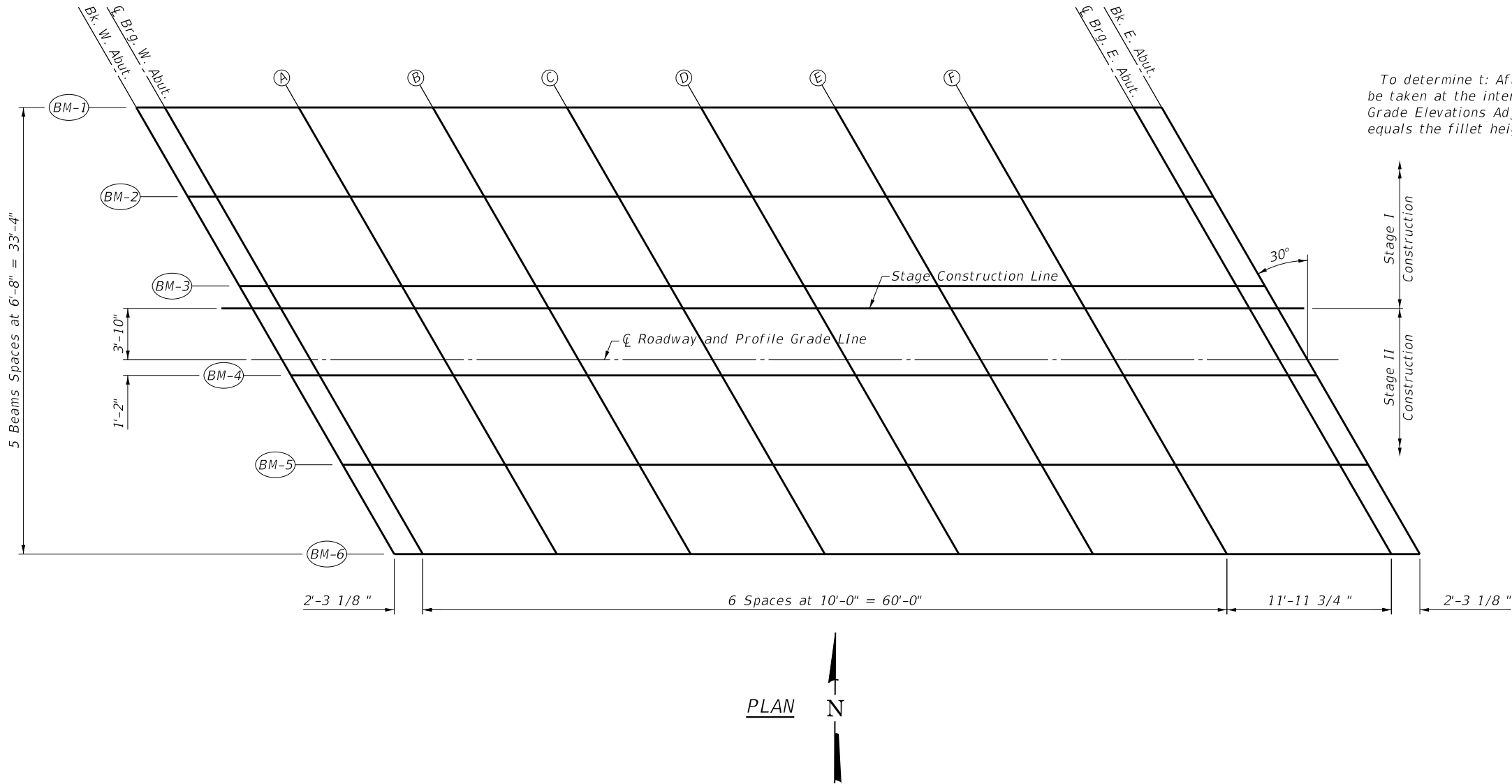
To determine t: After all beams have been erected, elevations of the top of the beams shall be taken at the intervals shown on the plans. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on the plans, minus slab thickness equals the fillet heights "t" above top flange of beams.



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete excluding beams.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown above and on sheet 7 of 23.



PLAN



E-AS 2-17-2017

MODEL: Default
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STAGE CONSTRUCTION LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load
BK. W. ABUT.	03+29.39	-3.83	773.73	773.73
CL. BRG. W. ABUT.	03+31.65	-3.83	773.66	773.66
A	03+41.65	-3.83	773.33	773.37
B	03+51.65	-3.83	773.01	773.08
C	03+61.65	-3.83	772.71	772.79
D	03+71.65	-3.83	772.41	772.49
E	03+81.65	-3.83	772.11	772.19
F	03+91.65	-3.83	771.83	771.87
CL. BRG. E. ABUT.	04+03.63	-3.83	771.50	771.50
BK.E. ABUT.	04+05.89	-3.83	771.44	771.44

CENTERLINE ROADWAY AND PROFILE GRADE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load
BK. W. ABUT.	03+31.60	0.00	773.72	773.72
CL. BRG. W. ABUT.	03+33.86	0.00	773.64	773.64
A	03+43.86	0.00	773.32	773.36
B	03+53.86	0.00	773.00	773.07
C	03+63.86	0.00	772.70	772.78
D	03+73.86	0.00	772.40	772.48
E	03+83.86	0.00	772.11	772.18
F	03+93.86	0.00	771.83	771.87
CL. BRG. E. ABUT.	04+05.84	0.00	771.50	771.50
BK.E. ABUT.	04+08.10	0.00	771.44	771.44

BEAM 4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load
BK. W. ABUT.	03+32.27	1.17	773.68	773.68
CL. BRG. W. ABUT.	03+34.53	1.17	773.60	773.60
A	03+44.53	1.17	773.28	773.32
B	03+54.53	1.17	772.96	773.03
C	03+64.53	1.17	772.66	772.74
D	03+74.53	1.17	772.36	772.45
E	03+84.53	1.17	772.07	772.14
F	03+94.53	1.17	771.79	771.83
CL. BRG. E. ABUT.	04+06.51	1.17	771.46	771.46
BK.E. ABUT.	04+08.77	1.17	771.40	771.40

BEAM 5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load
BK. W. ABUT.	03+36.12	7.83	773.45	773.45
CL. BRG. W. ABUT.	03+38.38	7.83	773.38	773.38
A	03+48.38	7.83	773.06	773.09
B	03+58.38	7.83	772.75	772.81
C	03+68.38	7.83	772.44	772.53
D	03+78.38	7.83	772.15	772.23
E	03+88.38	7.83	771.86	771.93
F	03+98.38	7.83	771.58	771.63
CL. BRG. E. ABUT.	04+10.36	7.83	771.26	771.26
BK.E. ABUT.	04+12.62	7.83	771.20	771.20

BEAM 6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load
BK. W. ABUT.	03+39.97	14.50	773.22	773.22
CL. BRG. W. ABUT.	03+42.23	14.50	773.15	773.15
A	03+52.23	14.50	772.83	772.87
B	03+62.23	14.50	772.52	772.59
C	03+72.23	14.50	772.22	772.31
D	03+82.23	14.50	771.93	772.02
E	03+92.23	14.50	771.65	771.72
F	04+02.23	14.50	771.37	771.42
CL. BRG. E. ABUT.	04+14.21	14.50	771.05	771.05
BK.E. ABUT.	04+16.47	14.50	771.00	771.00

CHAMLIN

ASSOCIATES, INC.

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PLOT DATE

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REVISED

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 019-0050

SHEET 7 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	25
		CONTRACT NO. 66H52		
		ILLINOIS	FED. AID PROJECT	

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NORTH EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	02+91.02	-20.33	774.78
A1	03+01.02	-20.33	774.42
A2	03+11.02	-20.33	774.07
E. End West Appr. Pav't	03+21.02	-20.33	773.73

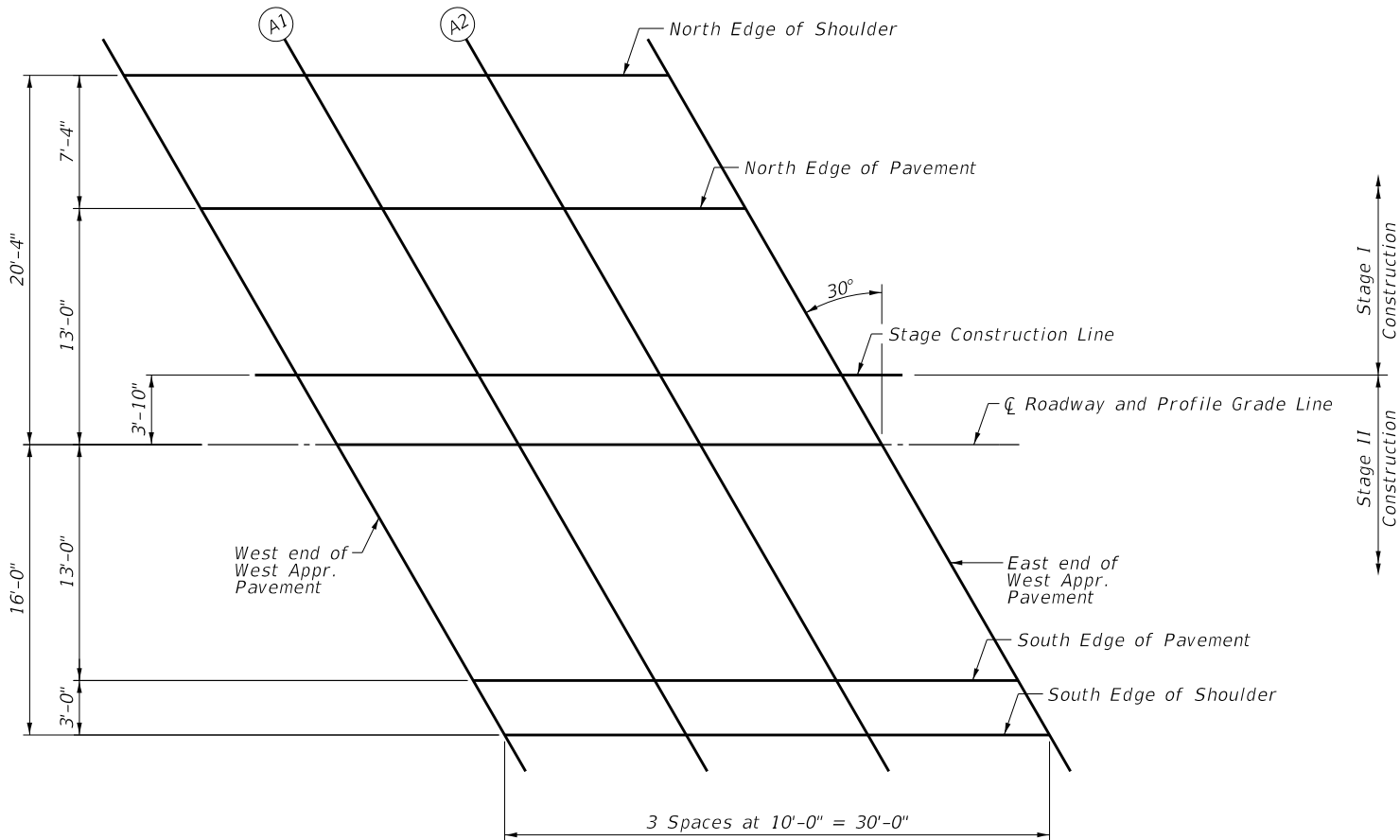
NORTH EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	02+95.25	-13.00	774.78
A1	03+05.25	-13.00	774.42
A2	03+15.25	-13.00	774.07
E. End West Appr. Pav't	03+25.25	-13.00	773.73

STAGE CONSTRUCTION LINE			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	03+00.54	-3.83	774.72
A1	03+10.54	-3.83	774.37
A2	03+20.54	-3.83	774.03
E. End West Appr. Pav't	03+30.54	-3.83	773.69

CENTERLINE ROADWAY AND PROFILE GRADE			
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Pav't	03+02.75	0.00	774.70
A1	03+12.75	0.00	774.35
A2	03+22.75	0.00	774.01
E. End West Appr. Pav't	03+32.75	0.00	773.68

SOUTH EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	03+10.26	13.00	774.24
A1	03+20.26	13.00	773.90
A2	03+30.26	13.00	773.57
E. End West Appr. Pav't	03+40.26	13.00	773.24

SOUTH EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade
W. End West Appr. Pav't	03+11.99	16.00	774.12
A1	03+21.99	16.00	773.78
A2	03+31.99	16.00	773.45
E. End West Appr. Pav't	03+41.99	16.00	773.12



PLAN



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PLOT DATE =	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 019-0050

SHEET 8 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	26
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

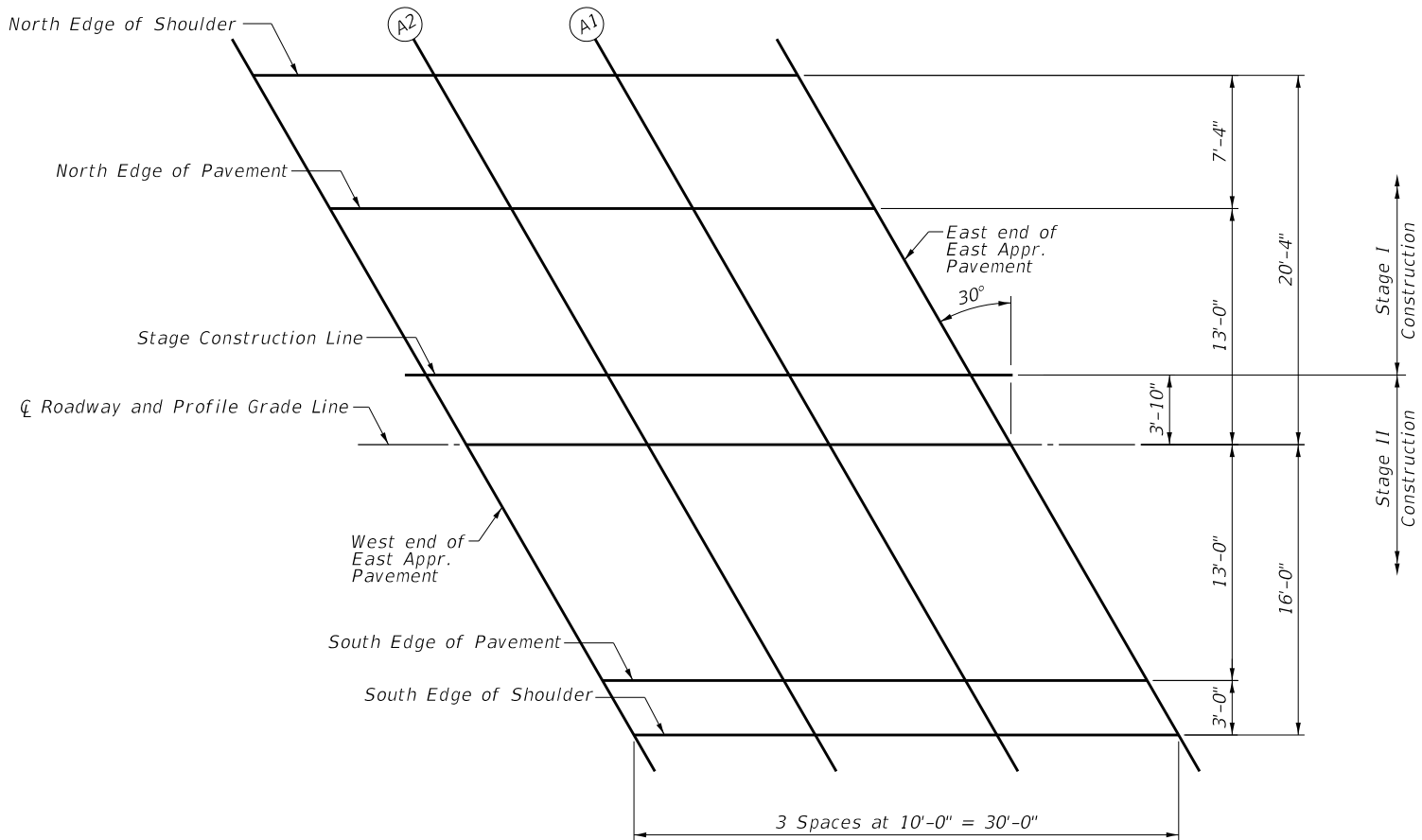
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NORTH EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	03+95.21	-20.33	771.45
A1	04+05.21	-20.33	771.18
A2	04+15.21	-20.33	770.91
E. End East Appr. Pav't	04+25.21	-20.33	770.66

NORTH EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	03+99.44	-13.00	771.48
A1	04+09.44	-13.00	771.21
A2	04+19.44	-13.00	770.95
E. End East Appr. Pav't	04+29.44	-13.00	770.70

STAGE CONSTRUCTION LINE			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	04+04.73	-3.83	771.47
A1	04+14.73	-3.83	771.21
A2	04+24.73	-3.83	770.95
E. End East Appr. Pav't	04+34.73	-3.83	770.71

CENTERLINE ROADWAY AND PROFILE GRADE			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	04+06.95	0.00	771.47
A1	04+16.95	0.00	771.21
A2	04+26.95	0.00	770.96
E. End East Appr. Pav't	04+36.95	0.00	770.71



SOUTH EDGE OF PAVEMENT			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	04+14.45	13.00	771.08
A1	04+24.45	13.00	770.82
A2	04+34.45	13.00	770.58
E. End East Appr. Pav't	04+44.45	13.00	770.34

SOUTH EDGE OF SHOULDER			
Location	Station	Offset	Theoretical Grade
W. End East Appr. Pav't	04+16.18	16.00	770.97
A1	04+26.18	16.00	770.72
A2	04+36.18	16.00	770.47
E. End East Appr. Pav't	04+46.18	16.00	770.24

PLAN



E-AS 2-17-2017



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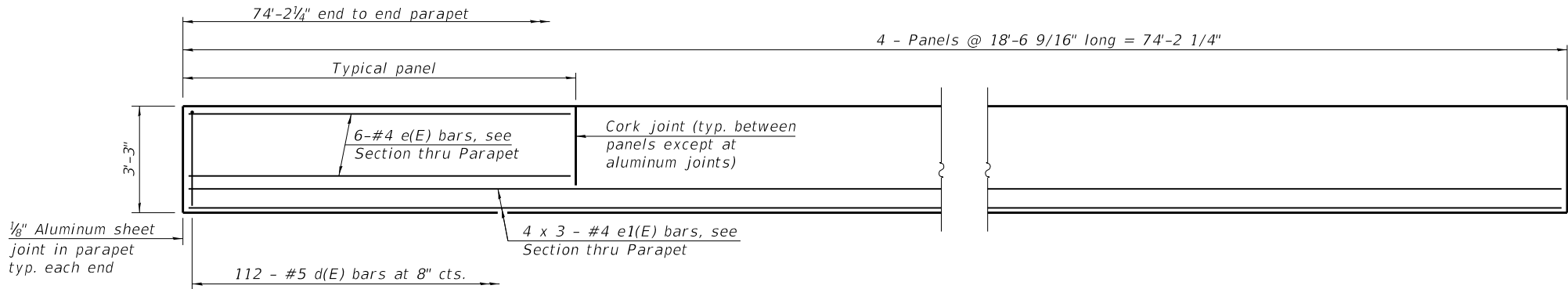
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 019-0050

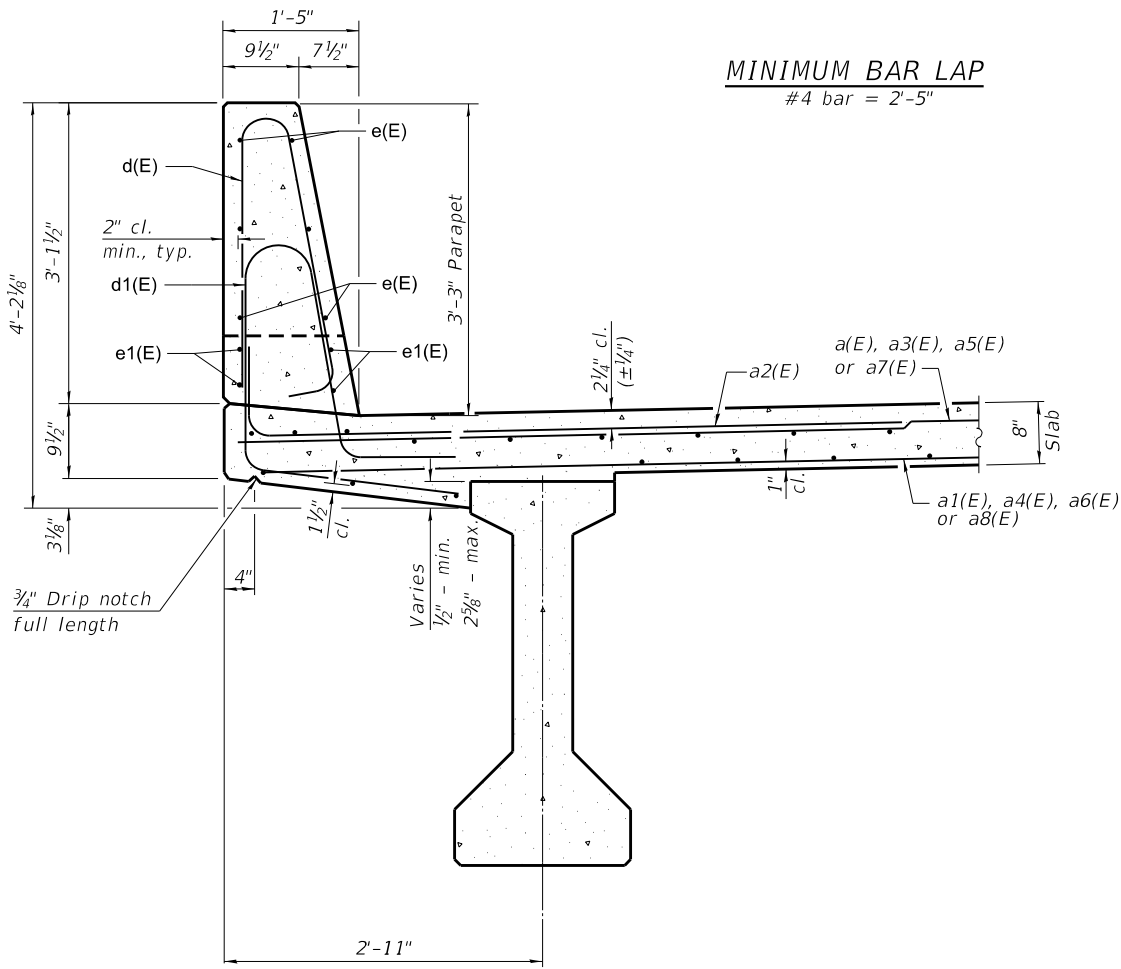
SHEET 9 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	27
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

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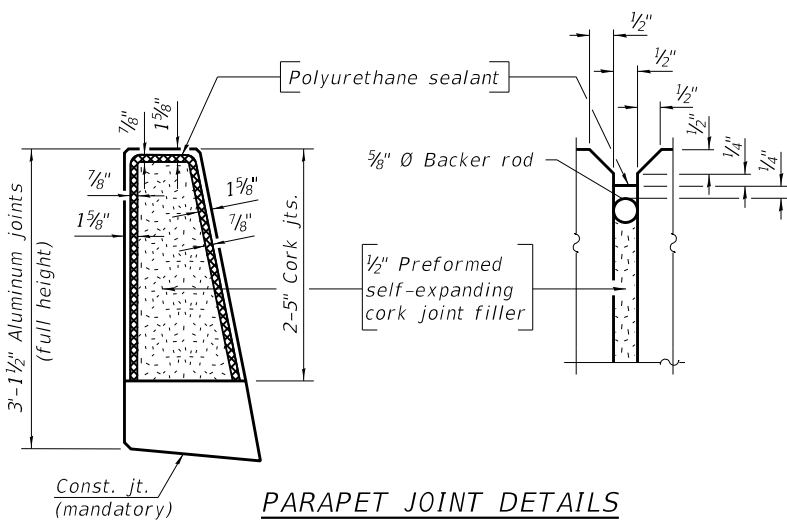


INSIDE ELEVATION OF PARAPET



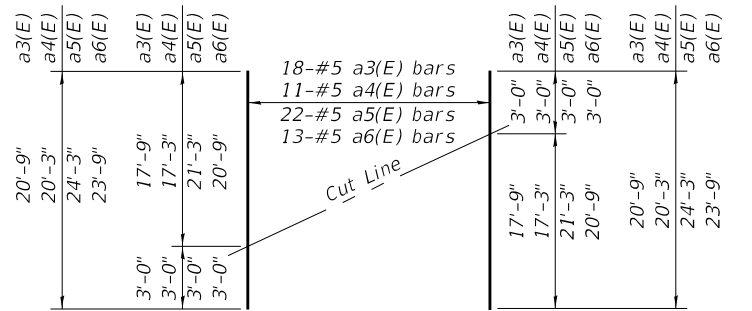
SECTION THRU PARAPET

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



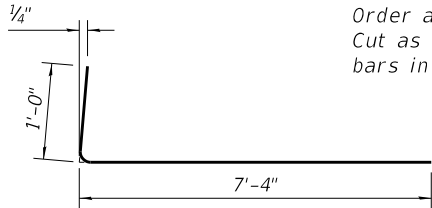
PARAPET JOINT DETAILS

Notes:
The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

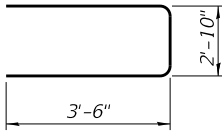


FIELD CUTTING DIAGRAM

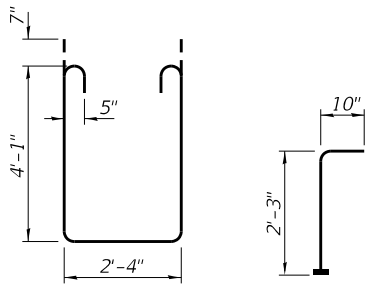
Order a3(E) and a6(E) bars full length.
Cut as shown and use remainder of bars in opposite end of deck.



BAR a2(E)

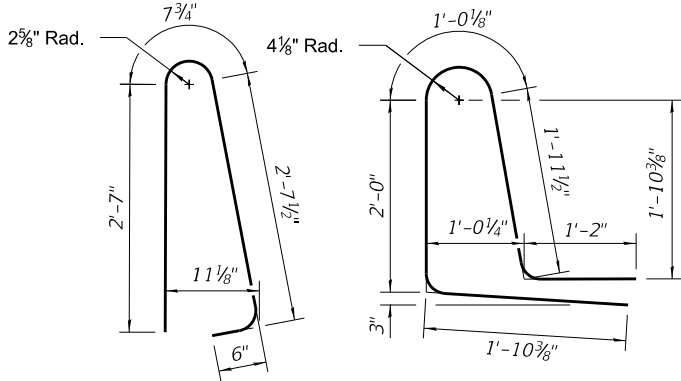


BARS s10(E)



BAR s11(E)

BAR v100(E)
(Headed)



BAR d(E)

BAR d1(E)

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	126	#5	17'-9"	—
a1(E)	76	#5	17'-3"	—
a2(E)	276	#6	8'-4"	└
a3(E)	18	#5	20'-9"	—
a4(E)	11	#5	20'-3"	—
a5(E)	22	#5	24'-3"	—
a6(E)	13	#5	23'-9"	—
a7(E)	122	#5	21'-3"	—
a8(E)	74	#5	20'-9"	—
a9(E)	4	#5	24'-6"	—
a10(E)	4	#5	20'-6"	—
b(E)	129	#5	27'-0"	—
b1(E)	124	#5	20'-2"	—
d(E)	224	#5	6'-5"	└
d1(E)	224	#5	8'-0"	└
e(E)	48	#4	18'-3"	—
e1(E)	24	#4	26'-4"	—
m10(E)	12	#6	20'-6"	—
m11(E)	32	#6	6'-10"	—
m12(E)	16	#6	2'-10"	—
m13(E)	10	#6	5'-3"	—
m14(E)	4	#6	2'-3"	—
m15(E)	24	#5	4'-0"	—
m20(E)	12	#6	24'-6"	—
s10(E)	68	#5	9'-10"	└
s11(E)	68	#5	11'-8"	└
v100(E)	78	#5	3'-1"	└
Reinforcement Bars, Epoxy Coated			Lbs.	27400
Concrete Superstructure			Cu. Yds.	146.1

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

SDI-I4854-1

XX-XX-XXXX

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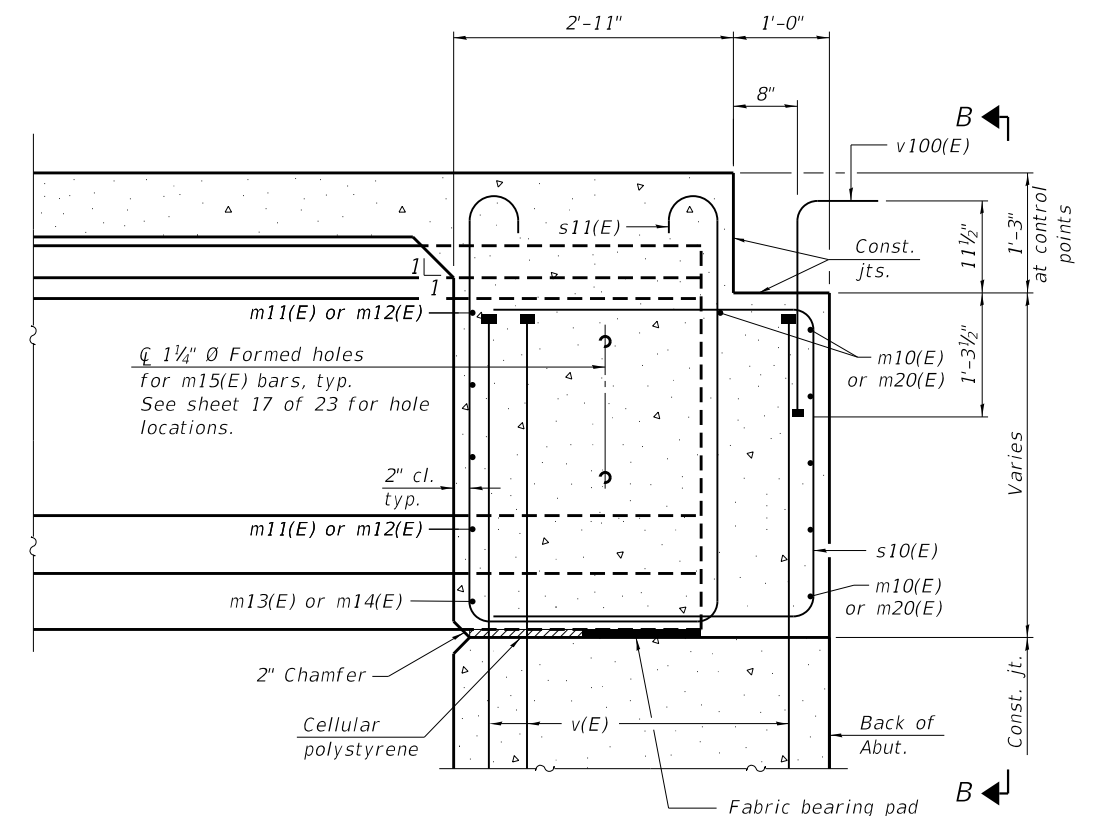
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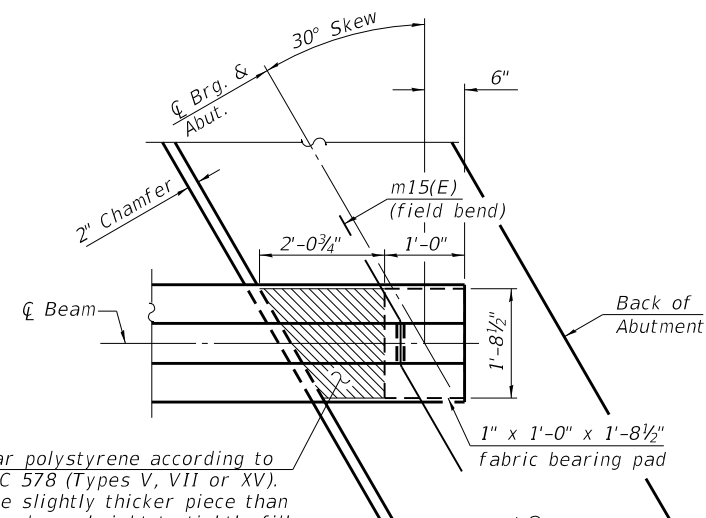
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 019-0050

SHEET 11 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	29
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				



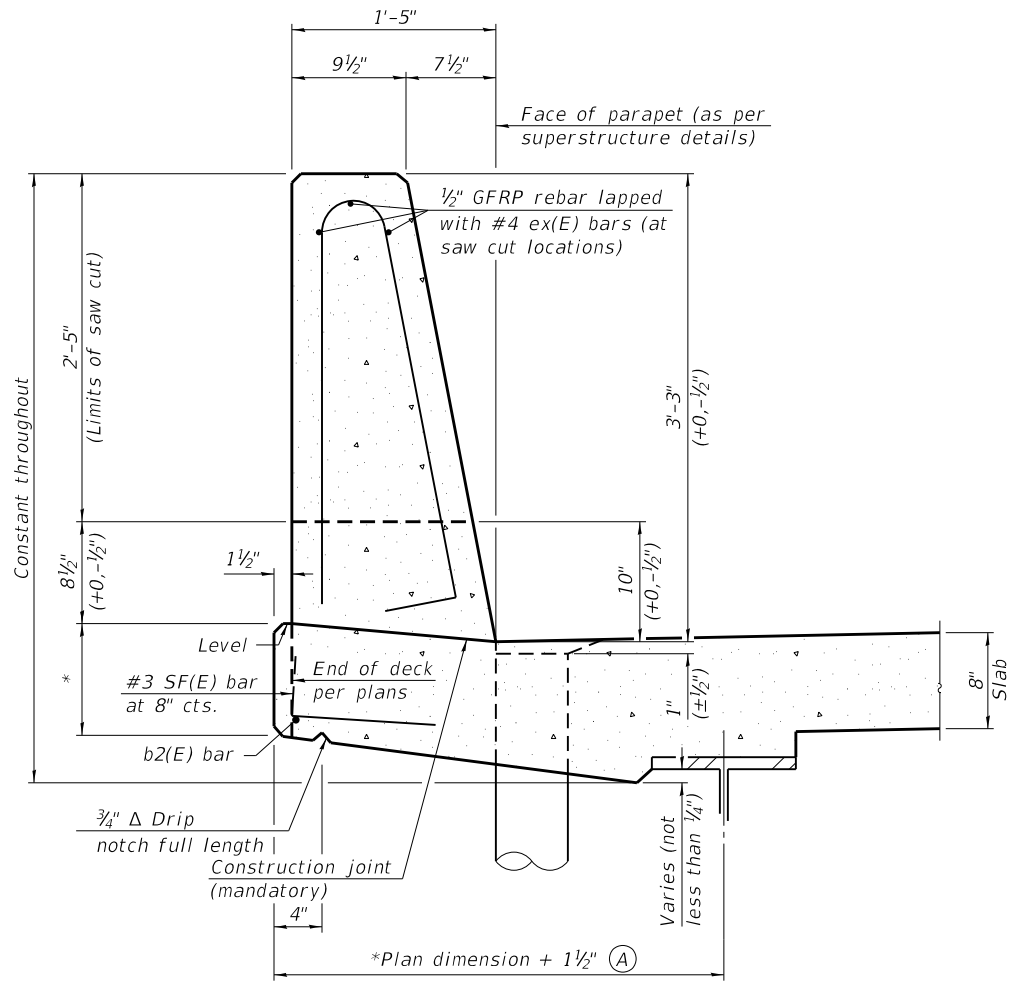
DIAPHRAGM AT ABUTMENT
(East Abutment looking East
West abutment similar)

Cellular polystyrene and
fabric bearing pad type

Notes:

- See sheet 11 of 23 for superstructure details and Bill of Material.
- See sheet 19 & 20 of 23 for PJF details.
- The s10(E) and s11(E) bars shall be placed parallel to the beams.
- Spacing for these bars shall be at right angles to the beams.
- The approach slab seat shall have a constant slope determined from the control points shown.
- Cost of cellular polystyrene is included with Concrete Superstructure.
- Reinforcement bars in diaphragm are billed with Superstructure on sheet 11 of 23.
- Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 23.
- See sheet 21 of 23 for Bar Splicer details.

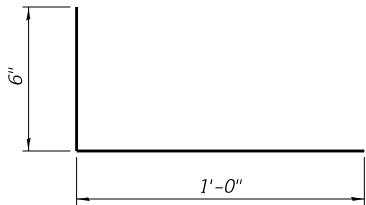
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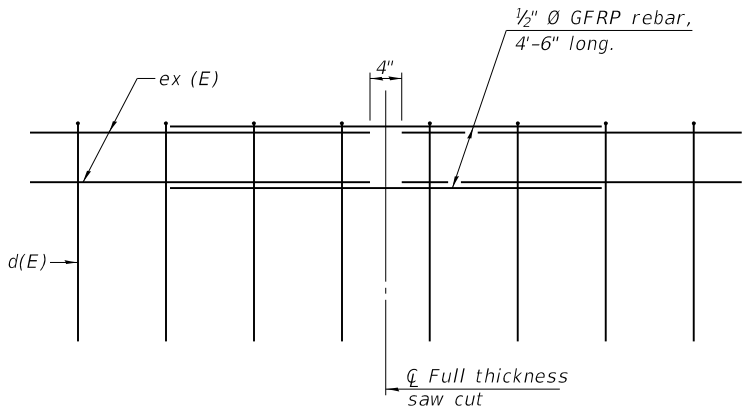
**39" CONSTANT-SLOPE
PARAPET SECTION**

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" parapets.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.

SFP 39-44

1-14-2019



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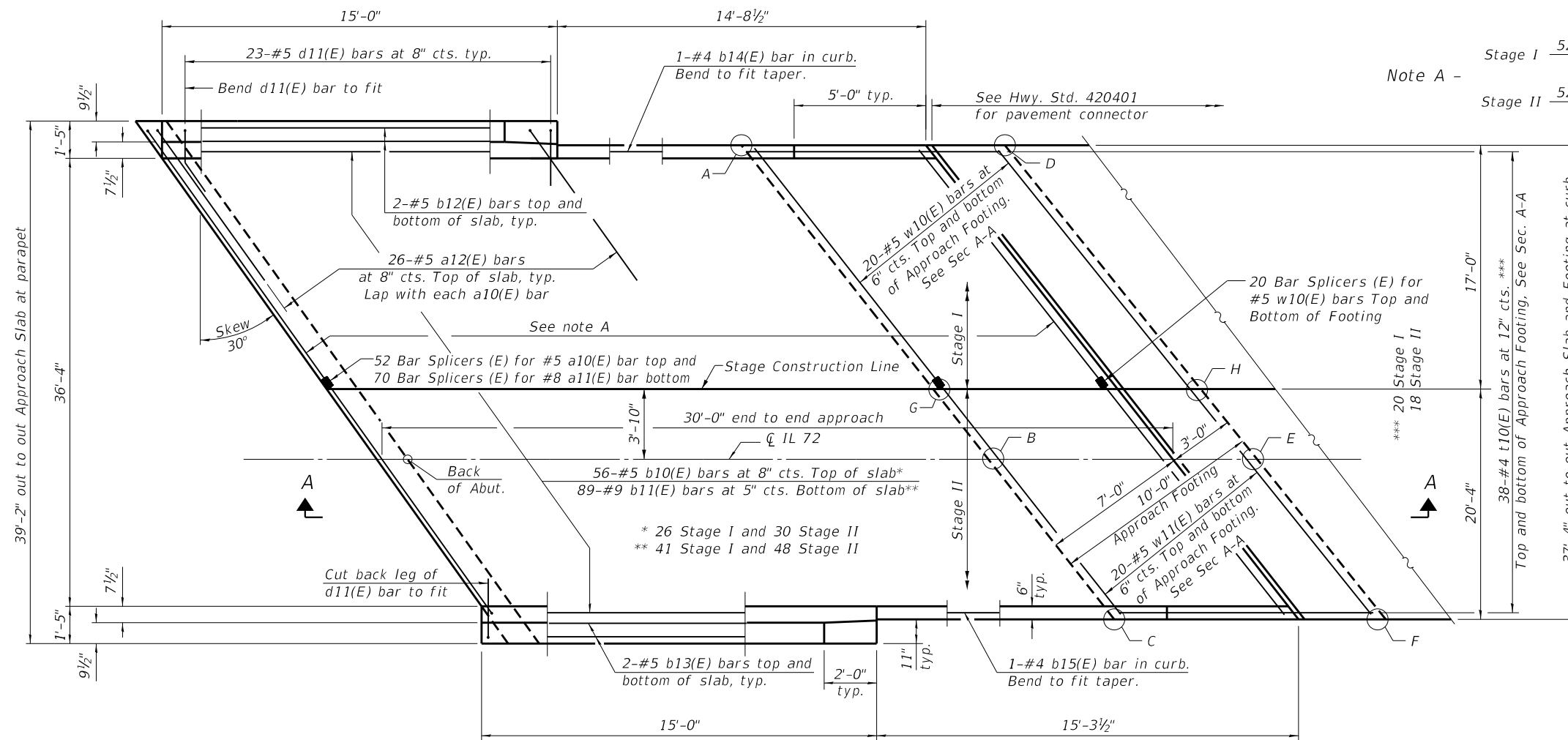
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 019-0050

SHEET 13 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	31
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

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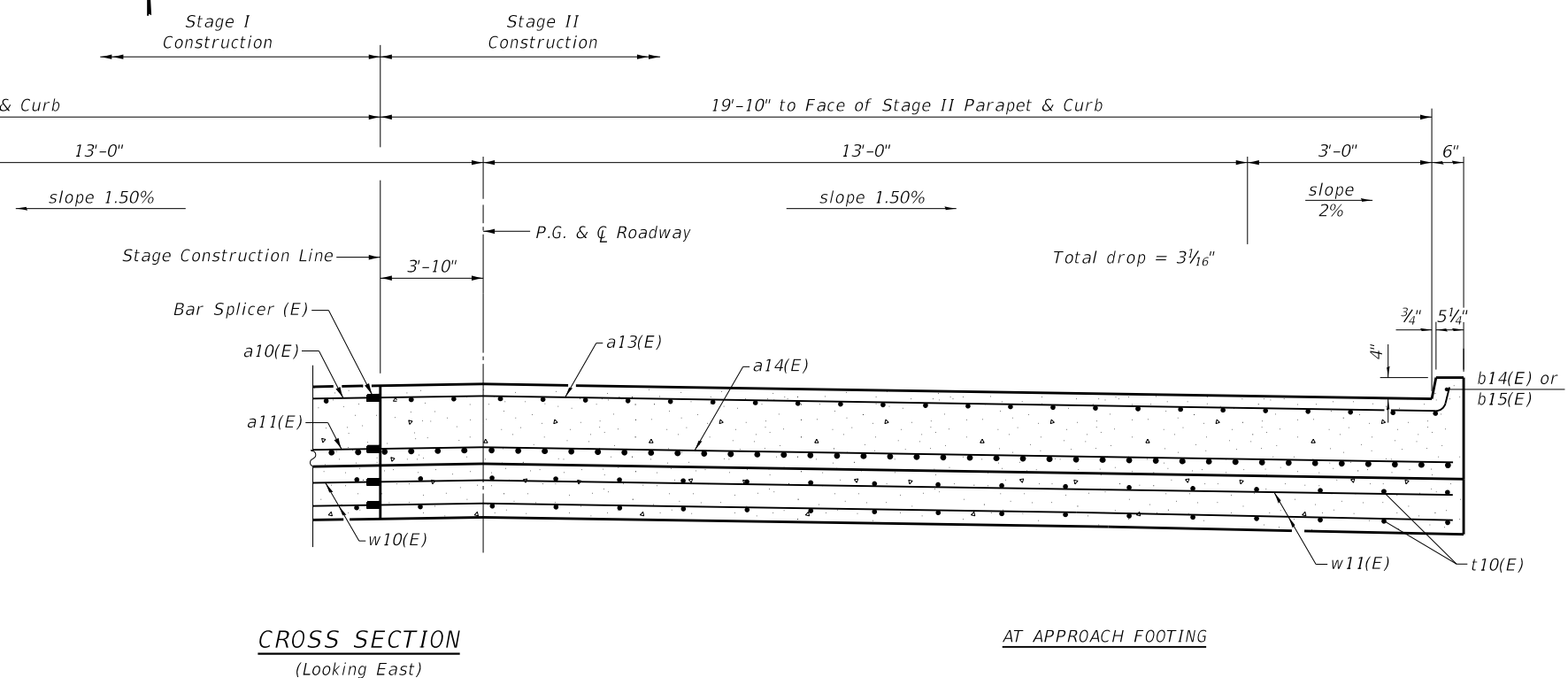
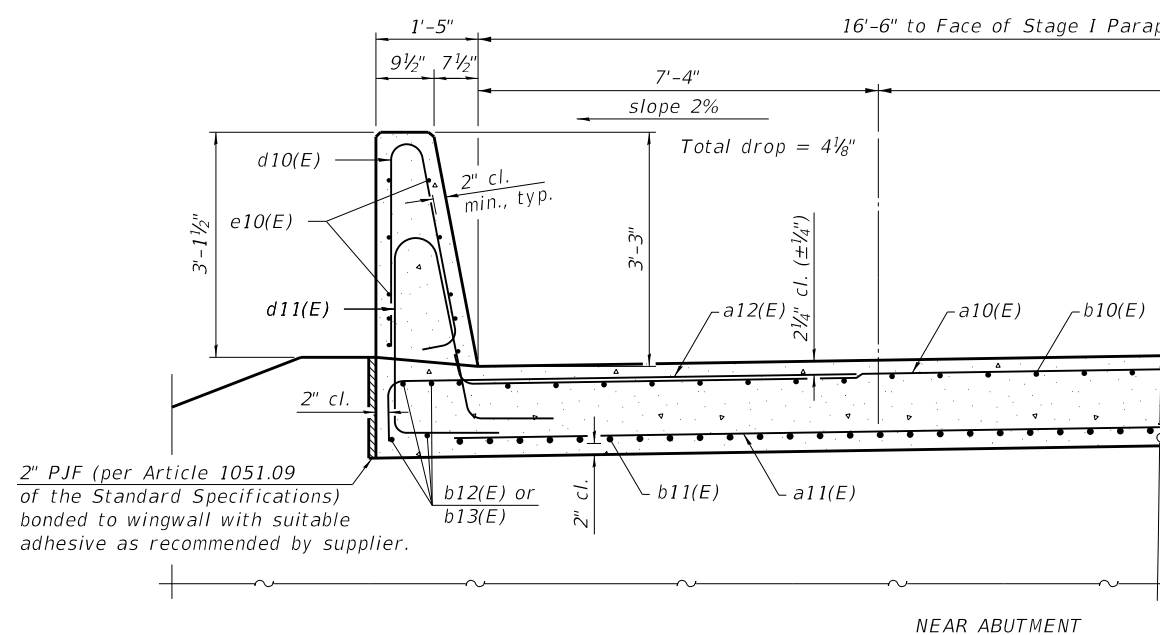
Note A -

- Stage I 52-#5 a10(E) bars at 8" cts. Top of slab, tilt as necessary to fit curb
70-#8 a11(E) bars at 6" cts. Bottom of slab
- Stage II 52-#5 a13(E) bars at 8" cts. Top of slab, tilt as necessary to fit curb
70-#8 a14(E) bars at 6" cts. Bottom of slab

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

Point	West Approach		East Approach	
	Top	Bottom	Top	Bottom
A	773.24	772.41	769.61	768.78
B	773.17	772.34	769.66	768.82
C	772.47	771.64	769.18	768.34
D	773.66	772.83	769.32	768.49
E	773.58	772.74	769.38	768.54
F	772.86	772.03	768.91	768.07
G	773.19	772.36	769.66	768.82
H	773.60	772.76	769.37	768.54

Notes:
See sheet 21 of 23 for Bar Splicer details.



(Sheet 1 of 2)

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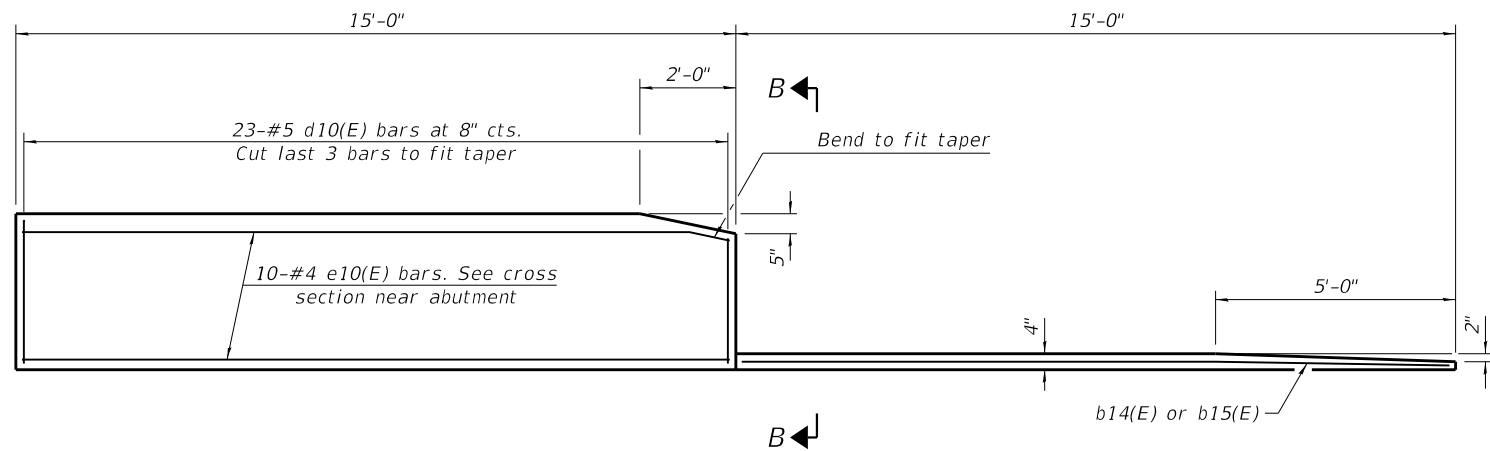
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 019-0050

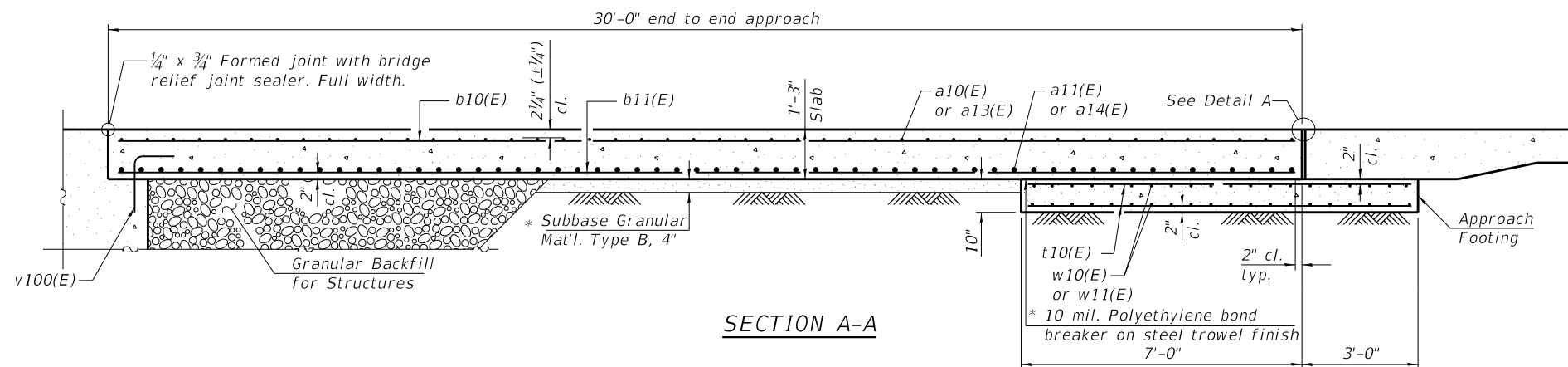
SHEET 14 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	32
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

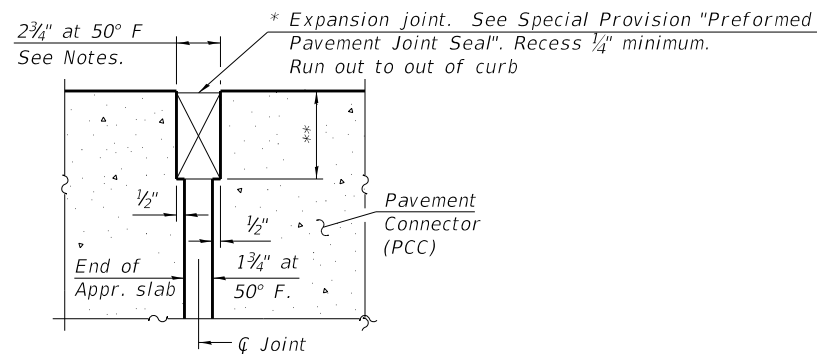
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INSIDE ELEVATION OF PARAPET AND CURB

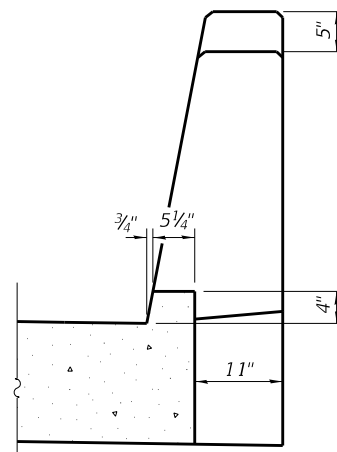


SECTION A-A



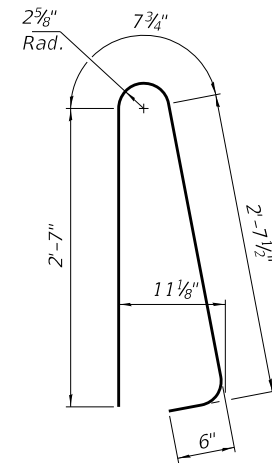
DETAIL A
(@ Rt. L's)

* Cost included with Concrete Superstructure (Approach Slab).
** Per manufacturer recommendations

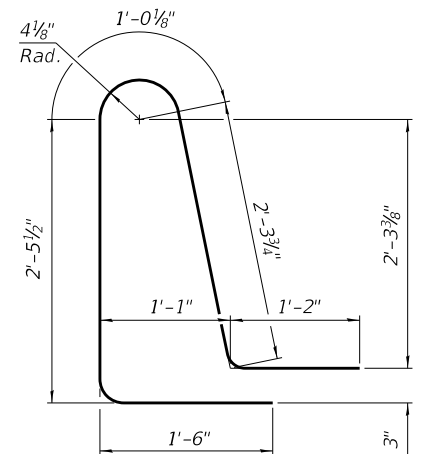


VIEW B-B

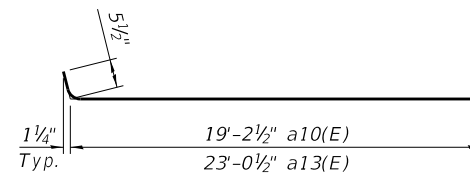
Notes:
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 23.



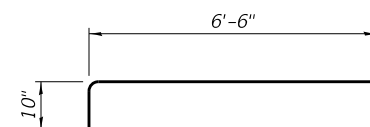
BAR d10(E)



BAR d11(E)



BARS a10(E) & a13(E)



BAR a12(E)

TWO APPROACHES
BILL OF MATERIAL

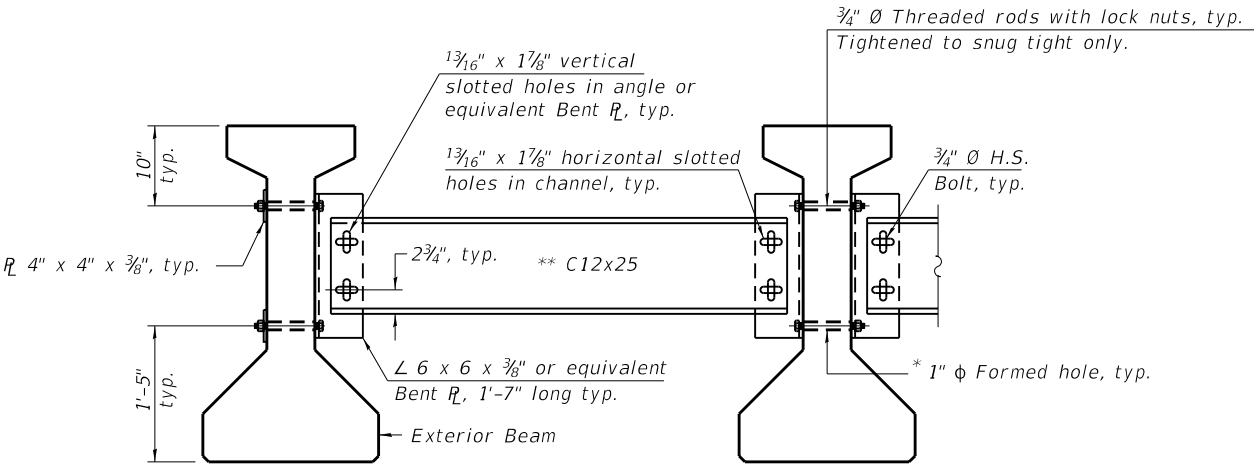
Bar	No.	Size	Length	Shape
a10(E)	104	#5	19'-8"	
a11(E)	140	#8	19'-3"	
a12(E)	104	#5	7'-4"	
a13(E)	104	#5	23'-6"	
a14(E)	140	#8	23'-3"	
b10(E)	112	#5	29'-8"	
b11(E)	178	#9	29'-8"	
b12(E)	8	#5	15'-0"	
b13(E)	8	#5	13'-0"	
b14(E)	2	#4	14'-5"	
b15(E)	2	#4	15'-0"	
d10(E)	92	#5	6'-5"	
d11(E)	92	#5	8'-6"	
e10(E)	40	#4	14'-8"	
t10(E)	152	#4	11'-3"	
w10(E)	80	#5	19'-4"	
w11(E)	80	#5	23'-3"	
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	106.6
Concrete Structures			Cu. Yd.	23.0
Reinforcement Bars, Epoxy Coated			Pound	49580

(Sheet 2 of 2)

INTERIOR BEAM MOMENT TABLE		
	0.5 Sp.	
I	(in ⁴)	90956
I'	(in ⁴)	291387
Sb	(in ³)	5152.7
Sb'	(in ³)	8922
St	(in ³)	3735.6
St'	(in ³)	31194
DC1	(k/')	1.177
MDC1	(k)	762.1
DC2	(k/')	0.175
MDC2	(k)	113.3
DW	(k/')	0.303
MDW	(k)	196.3
M _L + IM	(k)	1049.3

INTERIOR BEAM REACTION TABLE		
	Abut.	
RDC1	(k)	42.3
RDC2	(k)	6.3
RDW	(k)	10.9
R _L + IM	(k)	76.5
RTotal	(k)	136.0

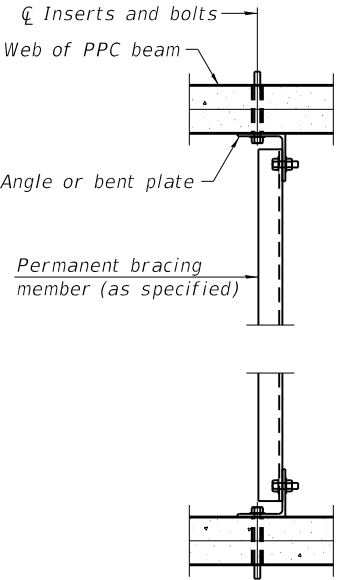
I: Non-composite moment of inertia of beam section (in.⁴).
I': Composite moment of inertia of beam section (in.⁴).
Sb: Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
Sb': Composite section modulus for the bottom fiber of the prestressed beam (in.³).
St: Non-composite section modulus for the top fiber of the prestressed beam (in.³).
St': Composite section modulus for the top fiber of the prestressed beam (in.³).
DC1: Un-factored non-composite dead load (kips/ft.).
MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_L + IM: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).



Notes:
All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
Two hardened washers are required for each set of oversized holes.
All holes shall be 15/16" Ø unless otherwise noted.
5/16" x 3" x 3" plate washers are required over all slotted holes.
All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.
Threaded rods shall be ASTM F 1554 Grade 55.
Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

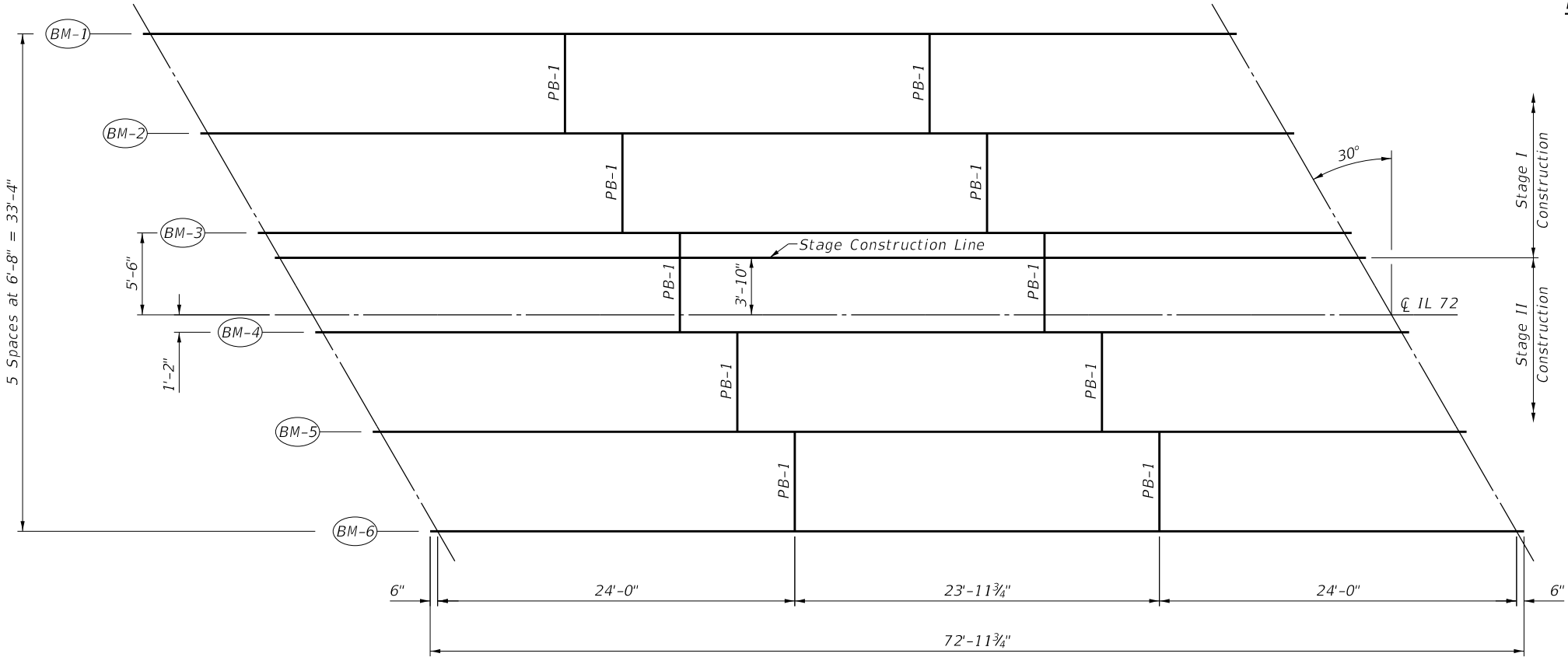
Fabricator shall locate to miss strands
* within permissible tolerances.

** Alternate C12x30 channels are permitted to facilitate material acquisition.



PLAN
(When 90° bracing is specified)

PERMANENT BRACING DETAILS (PB-1)
(10 Required)



PLAN

E-AS 2-17-2017

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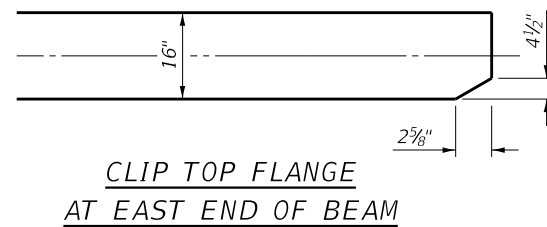
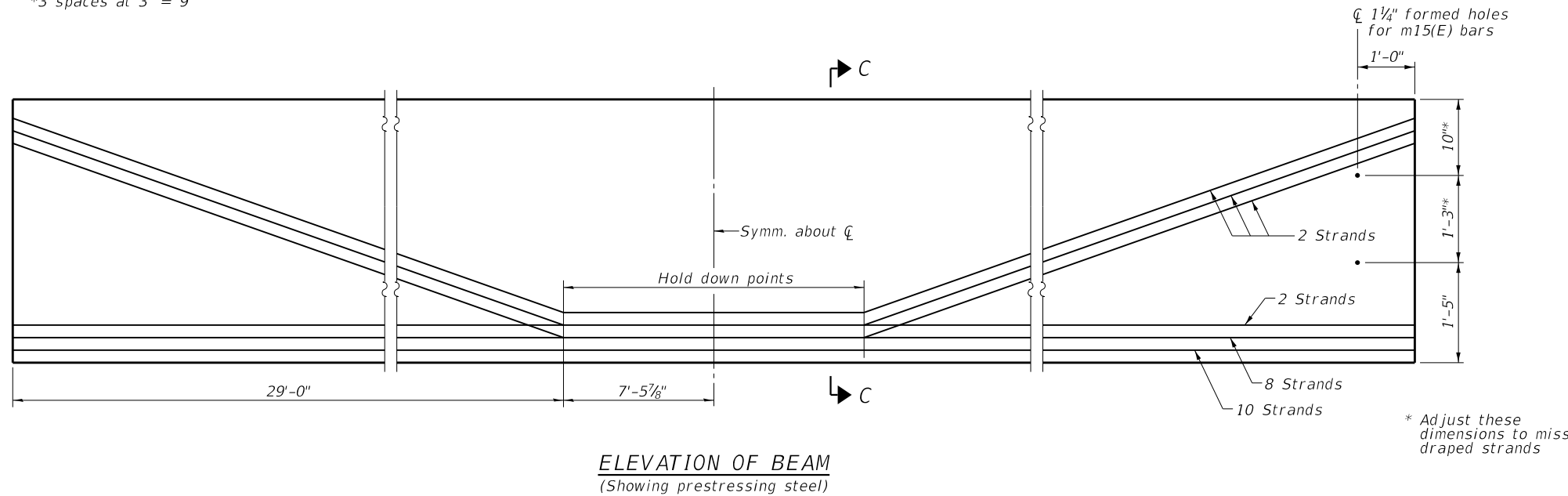
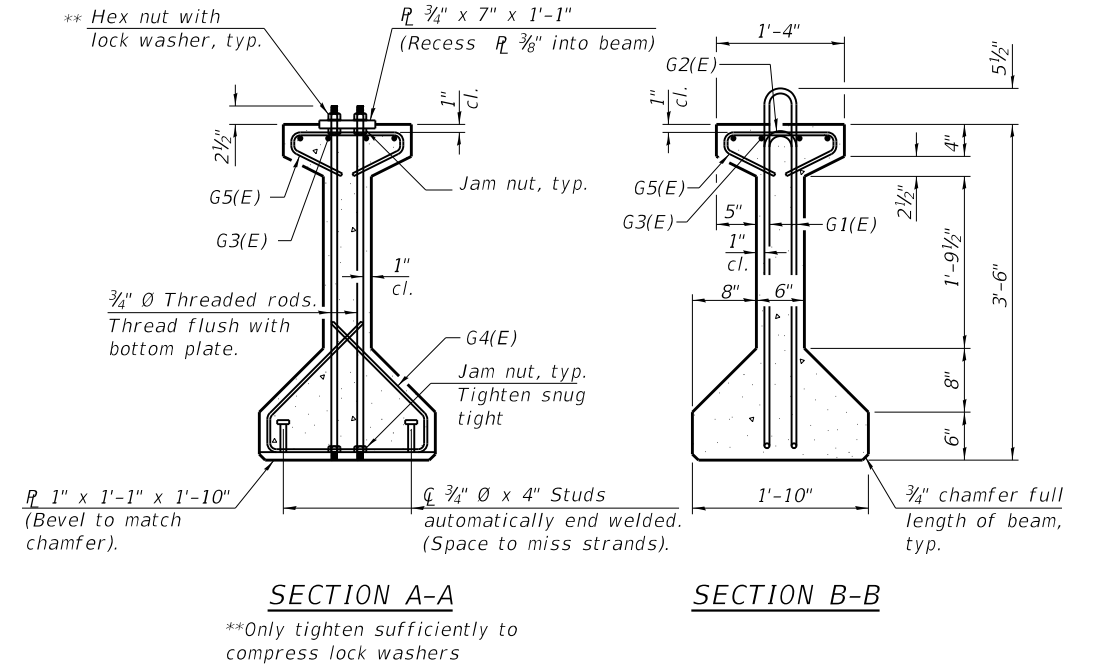
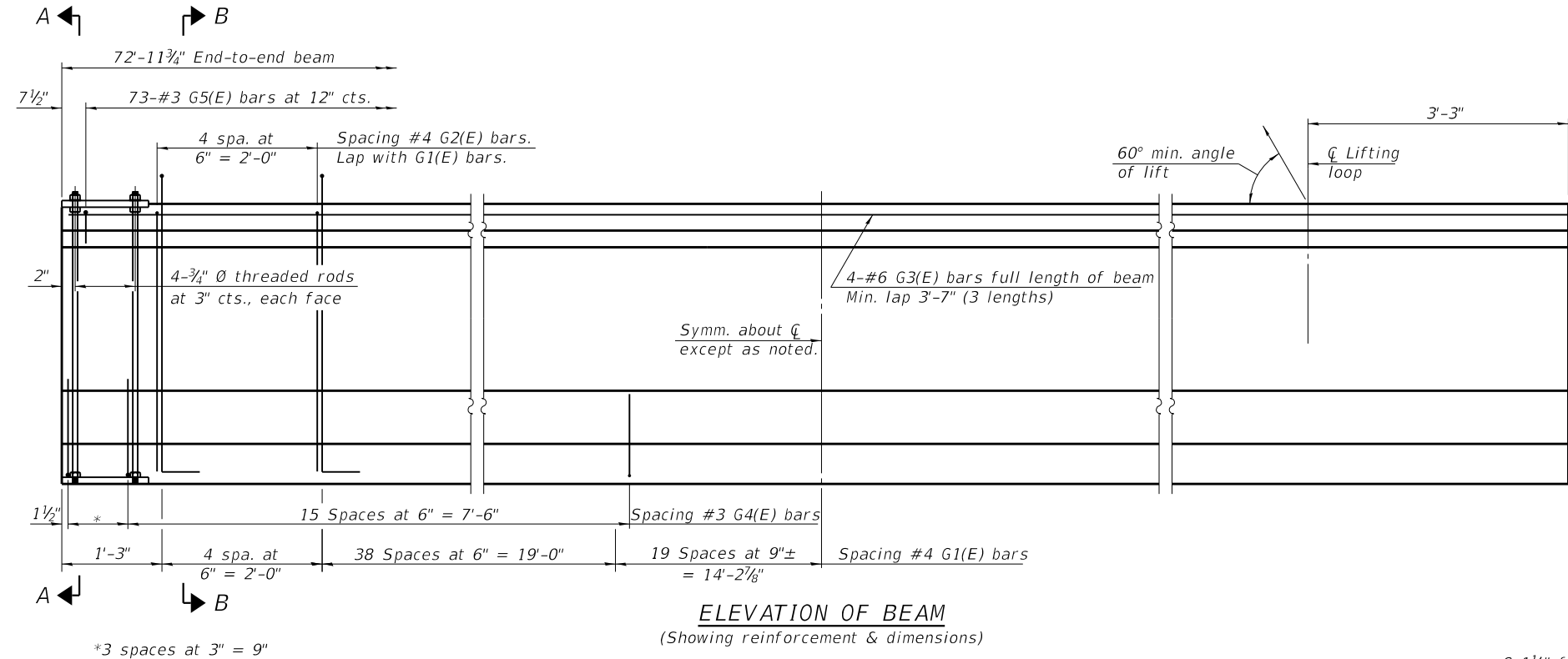
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 019-0050

SHEET 16 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	34
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

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PI-4-42

2-17-2017

CHAMLIN
ASSOCIATES, INC.

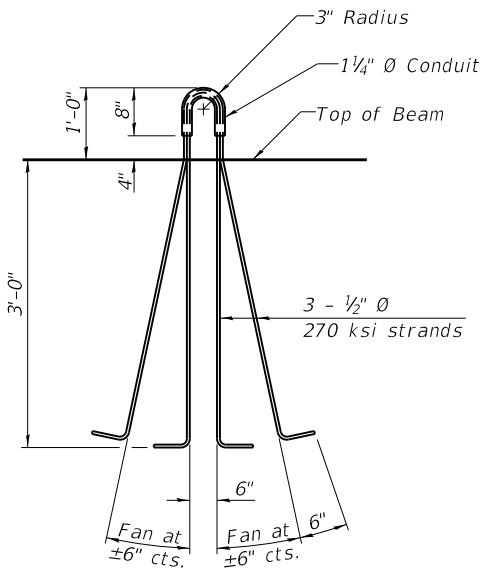
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DEPARTMENT OF TRANSPORTATION

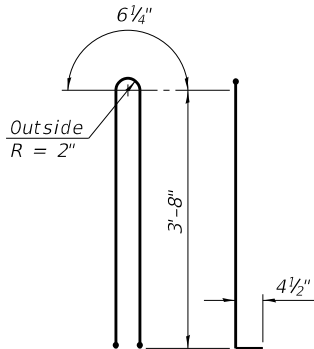
42" PPC I-BEAM
STRUCTURE NO. 019-0050

SHEET 17 OF 23 SHEETS

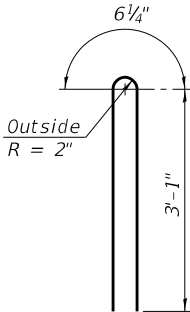
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	35
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				



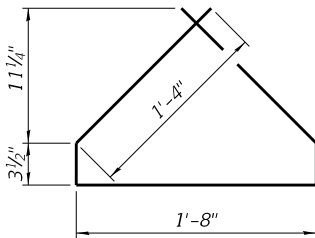
LIFTING LOOP DETAIL



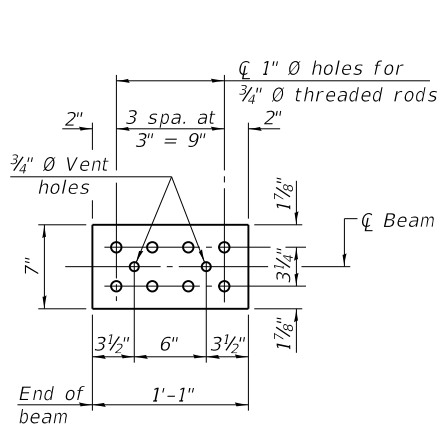
BAR G1(E)



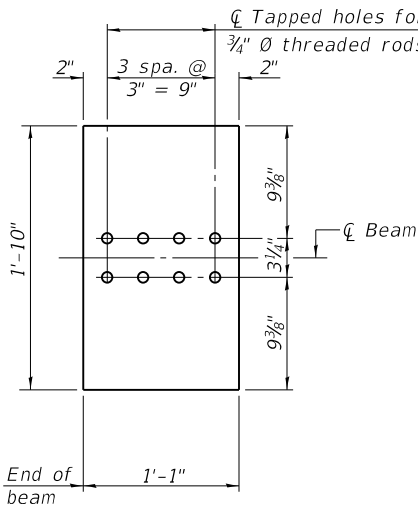
BAR G2(E)



BAR G4(E)

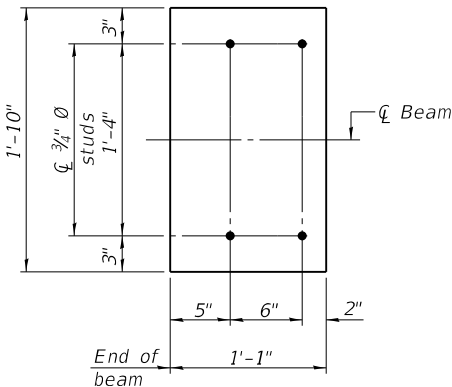


TOP PLATE



BOTTOM PLATE

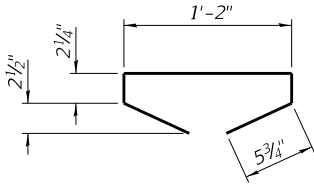
(Showing threaded rods)



BOTTOM PLATE

(Showing studs)

See bearing details for pintle hole locations when required.



BAR G5(E)

NOTES

Inserts for 3/4" Ø threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. The beams shall have a final concrete compressive strength, f'c, of 6000 psi and a release concrete compressive strength, f'ci, of 5000 psi. A minimum 2 1/2" Ø lifting pin shall be used to engage the lifting loops during handling. The top and bottom plates shall be AASHTO M270 Grade 50. The top and bottom plates shall be galvanized according to AASHTO M111. The threaded rods, nuts and washers shall be galvanized according to AASHTO M232. Threaded rods shall be ASTM F 1554 Grade 55.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42"	Ft.	438

PI-4-42D

2-25-2019

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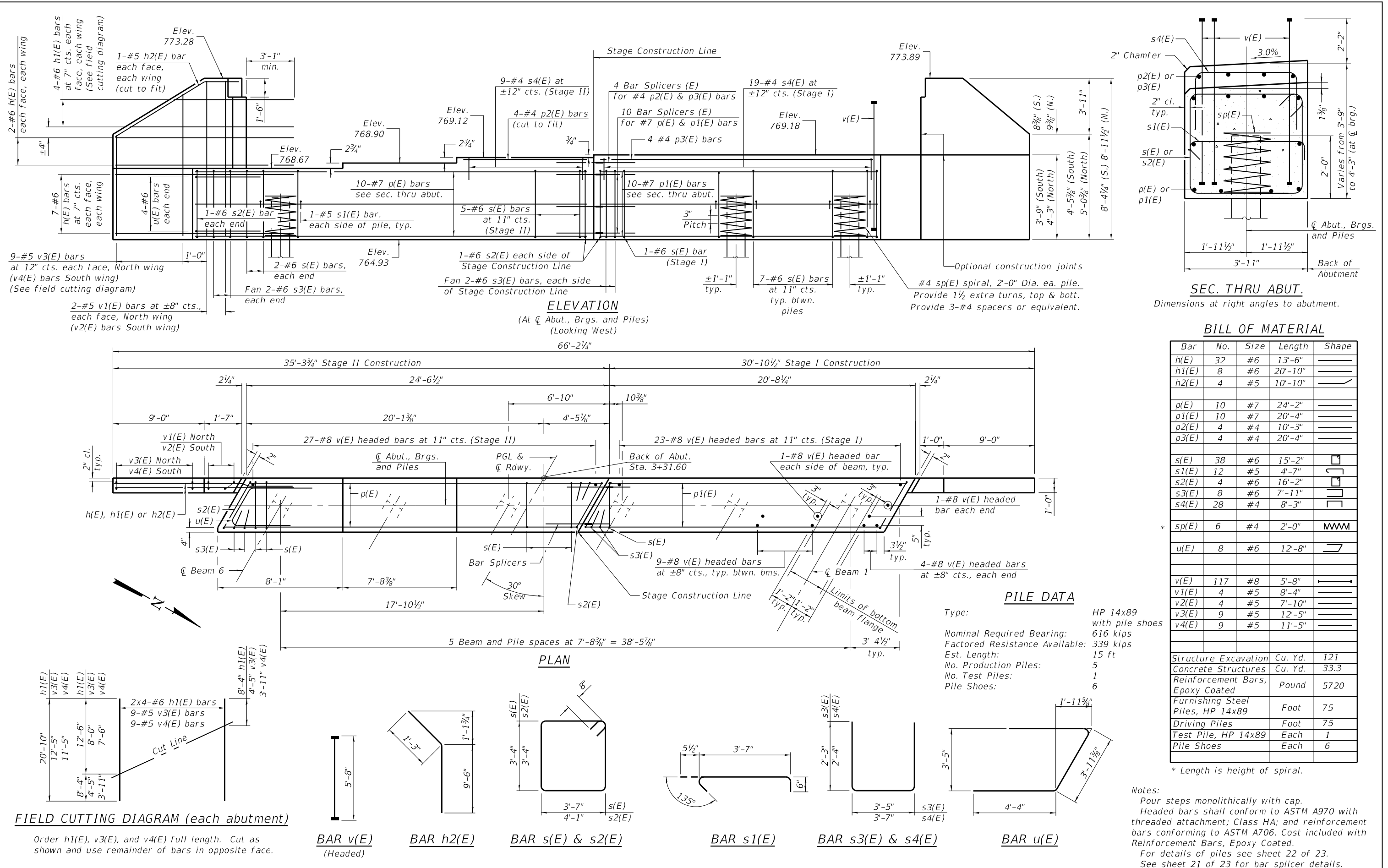
42" PPC I-BEAM DETAILS
STRUCTURE NO. 019-0050

SHEET 18 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	36
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

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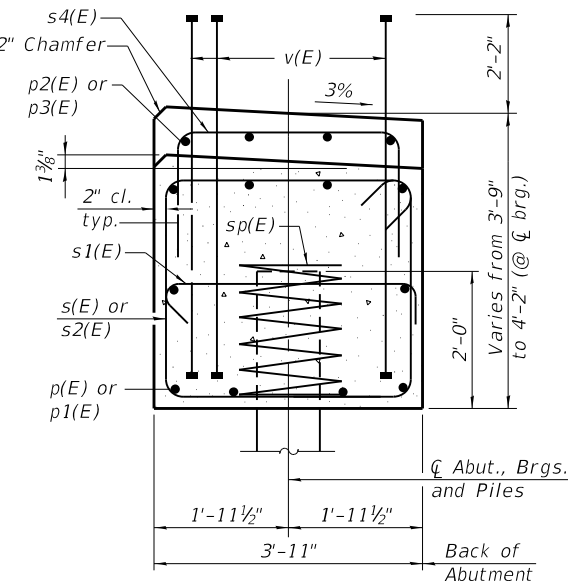


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 019-0050

SHEET 19 OF 23 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	37
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				



ELEVATION
(At C Abut., Brgs. and Piles)
(Looking East)

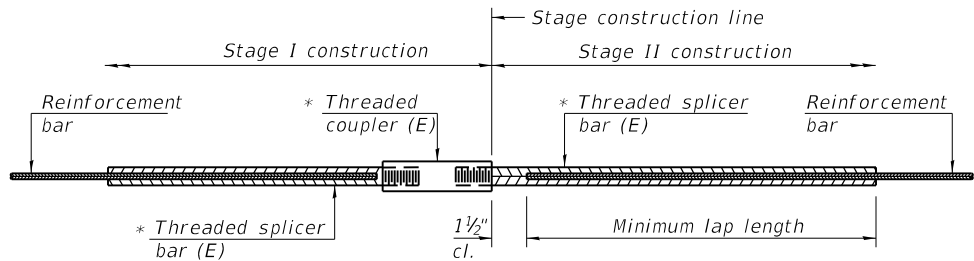
Bar	No.	Size	Length	Shape
h(E)	32	#6	13'-6"	
h1(E)	8	#6	20'-10"	
h2(E)	4	#5	10'-10"	
p(E)	10	#7	24'-2"	
p1(E)	10	#7	20'-4"	
p2(E)	4	#4	10'-3"	
p3(E)	4	#4	20'-4"	
s(E)	38	#6	15'-2"	
s1(E)	12	#5	4'-7"	
s2(E)	4	#6	16'-2"	
s3(E)	8	#6	7'-11"	
s4(E)	28	#4	8'-3"	
sp(E)	6	#4	2'-0"	
u(E)	8	#6	12'-8"	
v(E)	117	#8	5'-8"	
v1(E)	4	#5	8'-4"	
v2(E)	4	#5	7'-10"	
v3(E)	9	#5	12'-5"	
v4(E)	9	#5	11'-5"	



Notes:
Pour steps monolithically with cap.
Headed bars shall conform to ASTM A970 with threaded attachment;
Class HA; and reinforcement bars conforming to ASTM A706.
Cost included with Reinforcement Bars, Epoxy Coated.
For details of piles see sheet 22 of 23.
See sheet 21 of 23 for bar splicer details.
For reinforcing bar details see sheet 19 of 23.

* Length is height of spiral.

MODEL: Default
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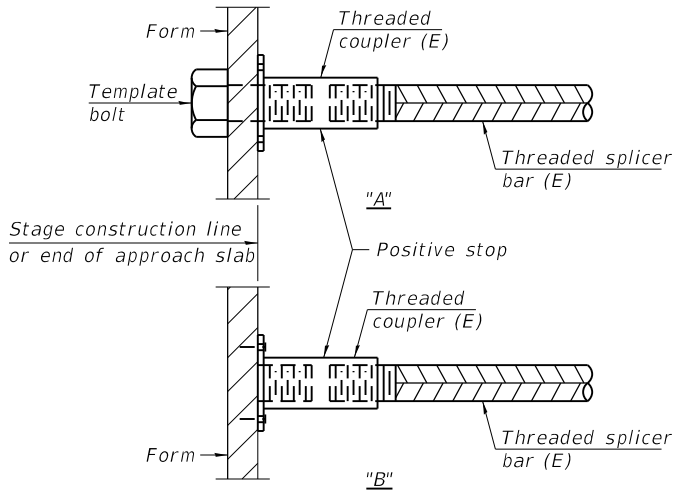


STANDARD BAR SPLICER ASSEMBLY

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

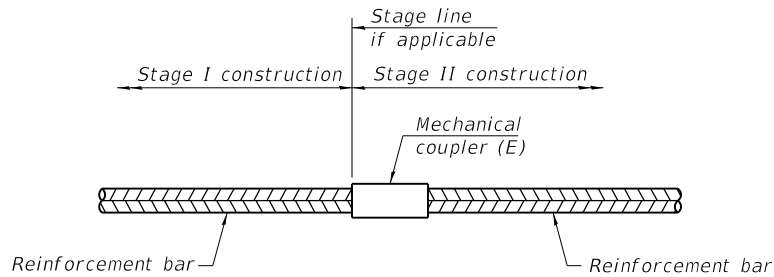
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	233	3'-6"
Deck	#5	12	3'-6"
Abutments	#7	20	4'-2"
Abutments	#4	8	2'-5"
Approach Slabs	#5	184	3'-0"
Approach Slabs	#8	140	4'-9"
Back Face Diaphragms	#6	12	4'-0"



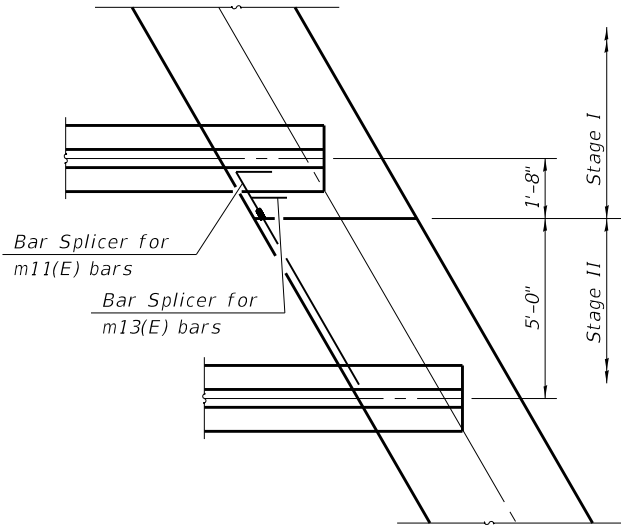
INSTALLATION AND SETTING METHODS

"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.

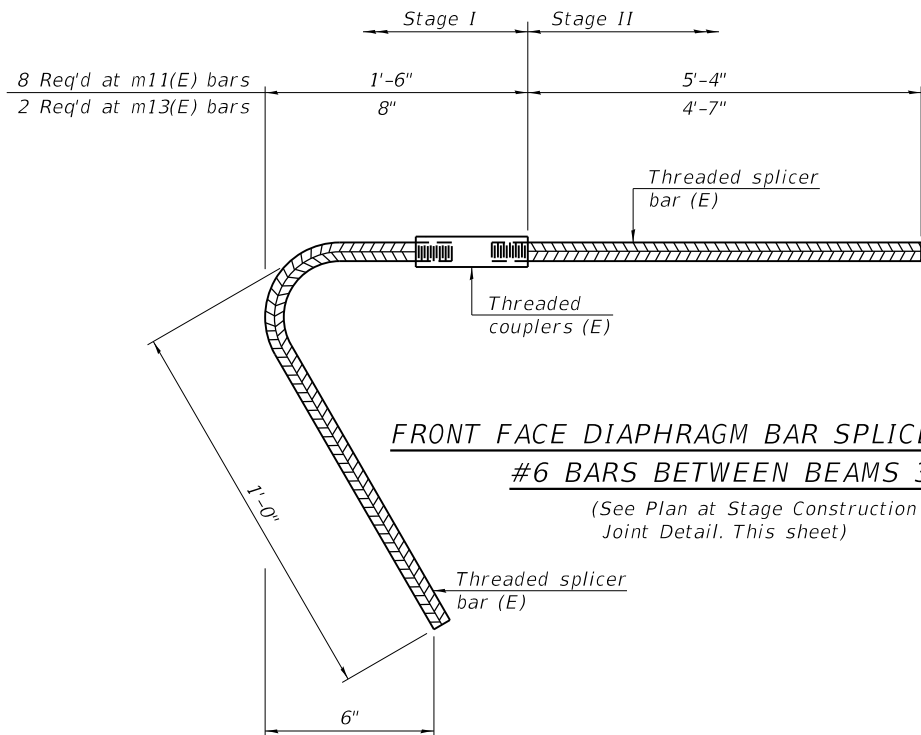


STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

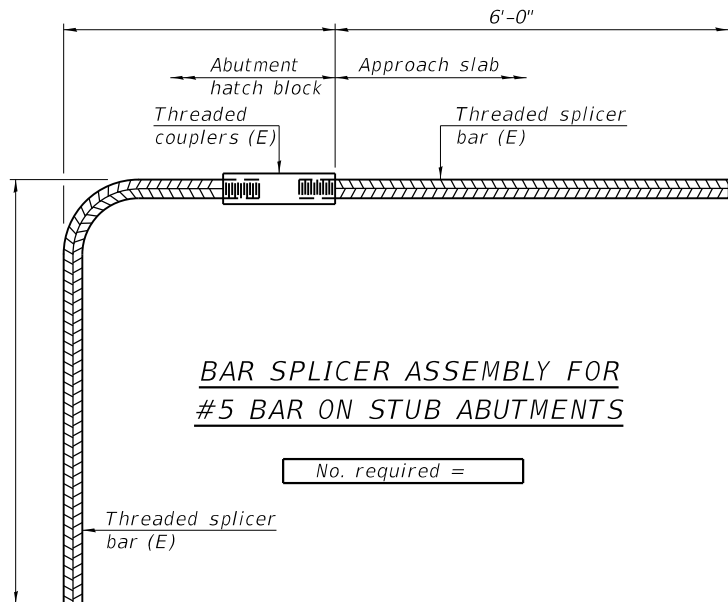


PLAN AT STAGE CONSTRUCTION JOINT



FRONT FACE DIAPHRAGM BAR SPLICER ASSEMBLY
#6 BARS BETWEEN BEAMS 3 & 4

(See Plan at Stage Construction Joint Detail. This sheet)

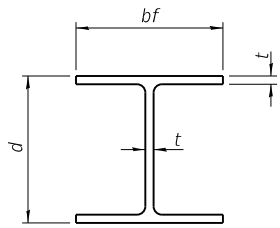


BAR SPLICER ASSEMBLY FOR
#5 BAR ON STUB ABUTMENTS

No. required =

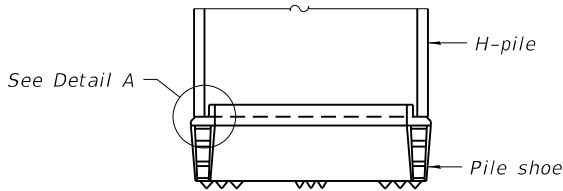
NOTES

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

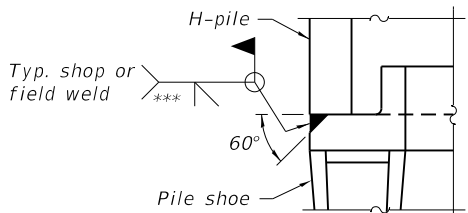


STEEL PILE TABLE

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



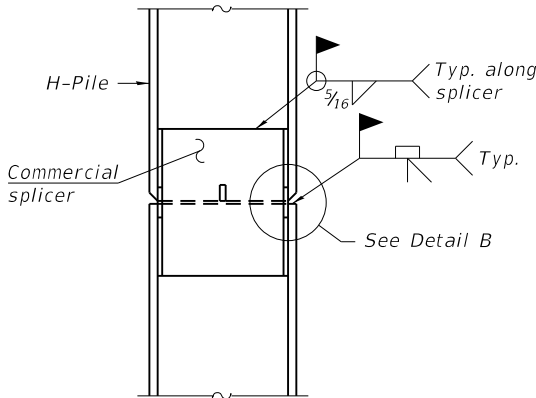
ELEVATION



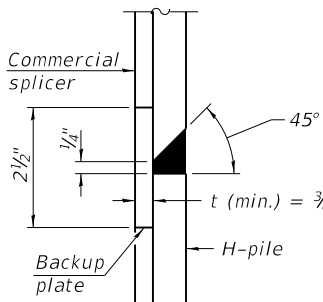
DETAIL A

SHOE ATTACHMENT

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

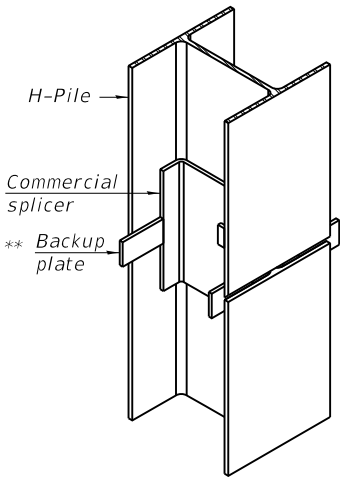


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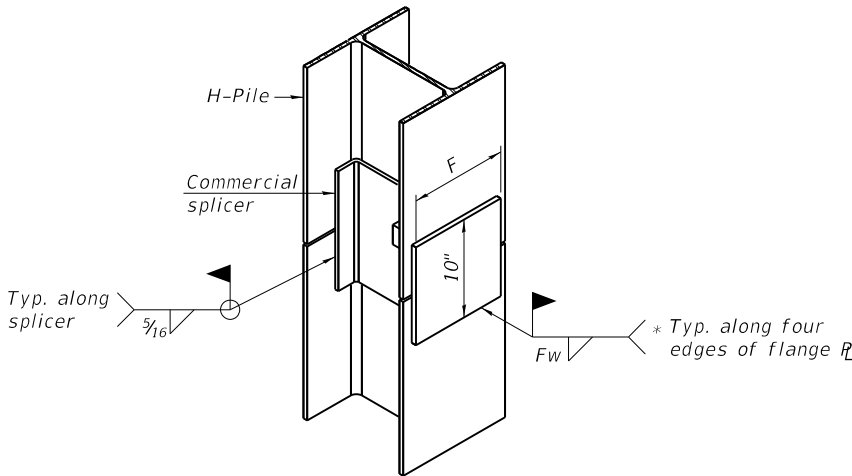


DETAIL "B"

WELDED COMMERCIAL SPLICE



ISOMETRIC VIEW



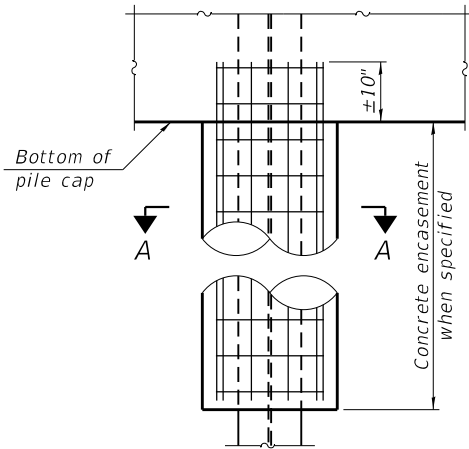
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

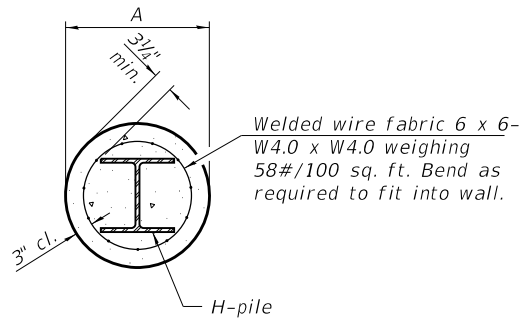
* Interrupt welds 1/4" from end of web and/or each flange.

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

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

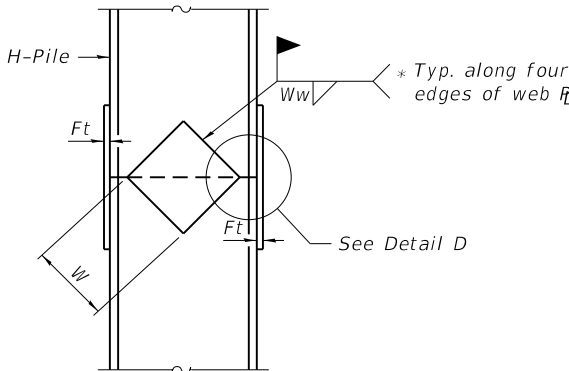


ELEVATION

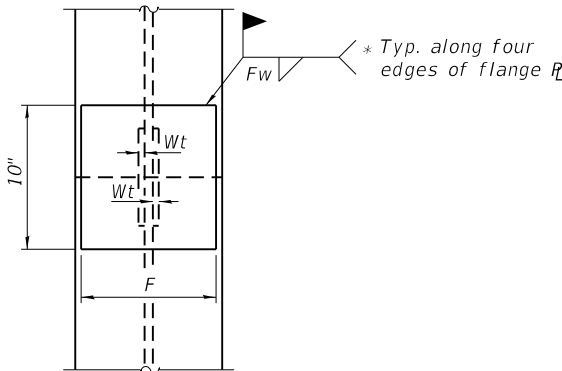


SECTION A-A

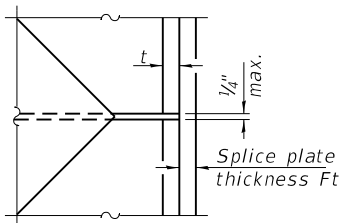
INDIVIDUAL PILE
CONCRETE ENCASEMENT
(Forms for encasement may be omitted when soil conditions permit).



ELEVATION



END VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

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

F-HP

8-11-2017

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	CHECKED - CMF	REVISED -
PLOT SCALE =	DRAWN - JLM	REVISED -
PLOT DATE =	CHECKED - SMA	REVISED -

F.A.P. RTE. 553	SECTION (125BR-1)BR-1	COUNTY DEKALB	TOTAL SHEETS 64	SHEET NO. 40
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

Page 1 of 1

Date 5/22/18

ROUTE	FAP 553 (IL 72)	DESCRIPTION	LOGGED BY
		IL 72 over a Stream, 0.1 miles East of Ogle County Line	Larry Myers

SECTION 125BR-1 **LOCATION** NW 1/4, SEC. 19, TWP. 42N, RNG. 3E, 3rd PM,

COUNTY Dekalb **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO.	019-0021 (Exist.)	D	B	U	M	Surface Water Elev.	759.59	ft	D	B	U	M
	019-0050 (Prop.)											
Station	3+72.50	E	L	C	O	Stream Bed Elev.	757.55	ft	E	L	C	O

BORING NO.	01 (N.E. Quad.)	T	W	S	Groundwater Elev.:	T	W	S
Station	4+12.5	H	S	Qu	First Encounter	H	S	Qu
Offset	14.0 ft Lt.				Upon Completion			
Ground Surface Elev.	770.59	ft	(ft)	((6"))	After	Hrs.	ft	(ft)

[illegible]

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

BBS, form 137 (Rev. 8-99)

Page 1 of 1

Date 5/22/18

ROUTE	FAP 553 (IL 72)	DESCRIPTION	LOGGED BY
		IL 72 over a Stream, 0.1 miles East of Ogle County Line	Larry Myers

SECTION 125BR-1 **LOCATION** SW 1/4, SEC. 19, TWP. 42N, RNG. 3E, 3rd PM,

COUNTY Dekalb **DRILLING METHOD** Hollow Stem Auger **HAMMER TYPE** CME Automatic

STRUCT. NO.	019-0021 (Exist.)	D	B	U	M	Surface Water Elev.	759.59	ft	D	B	U	M
	019-0050 (Prop.)											
Station	3+72.50	E	L	C	O	Stream Bed Elev.	758.37	ft	E	L	C	O

BORING NO.		T	W	S		Groundwater Elev.:		T	W	S	S	
	02 (S.W. Quad.)	H	S	Qu		T			H	S	Qu	T
Station	3+38.5						First Encounter	755.9 ft ±				
Offset	14.0 ft Rt.						Upon Completion	755.9 ft ±				
Ground Surface Elev.	772.93	ft	(ft)	((6"))		(tsf)	After Hrs.	ft	(ft)	((6"))	(tsf)	(%)
						(%)						

[illegible]

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

BBS, form 137 (Rev. 8-99)

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CHAMLIN &
ASSOCIATES, INC.

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PLOT SCALE	CHECKED -	REVISED -
PLOT DATE	DRAWN - NV	REVISED -
	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

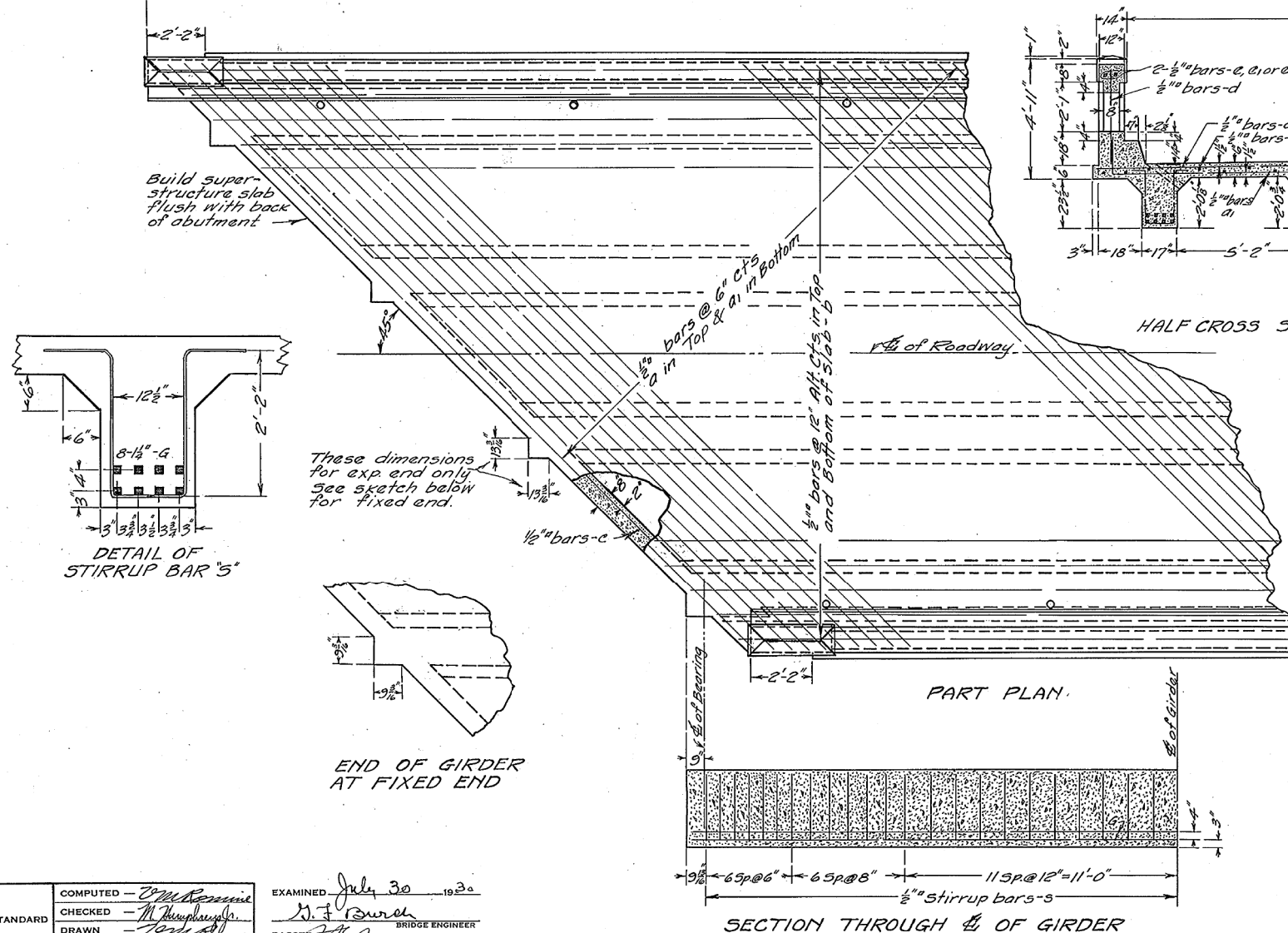
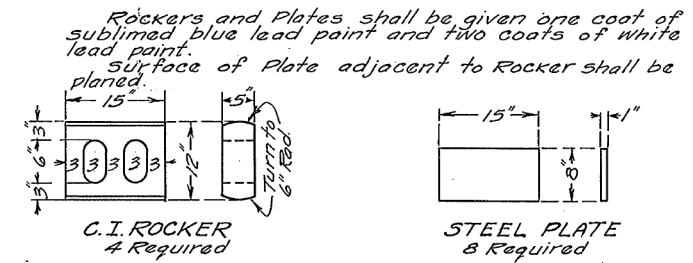
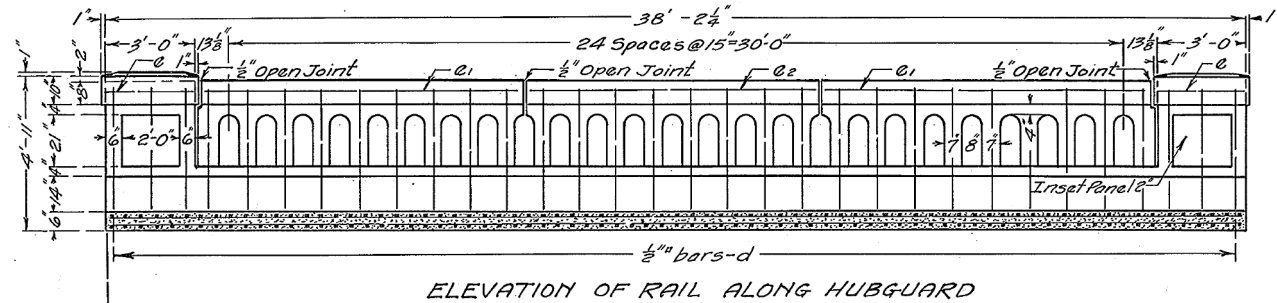
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	42
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

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

ROAD/ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
72	125	DeKalb	61	56
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 1
2 SHEETS



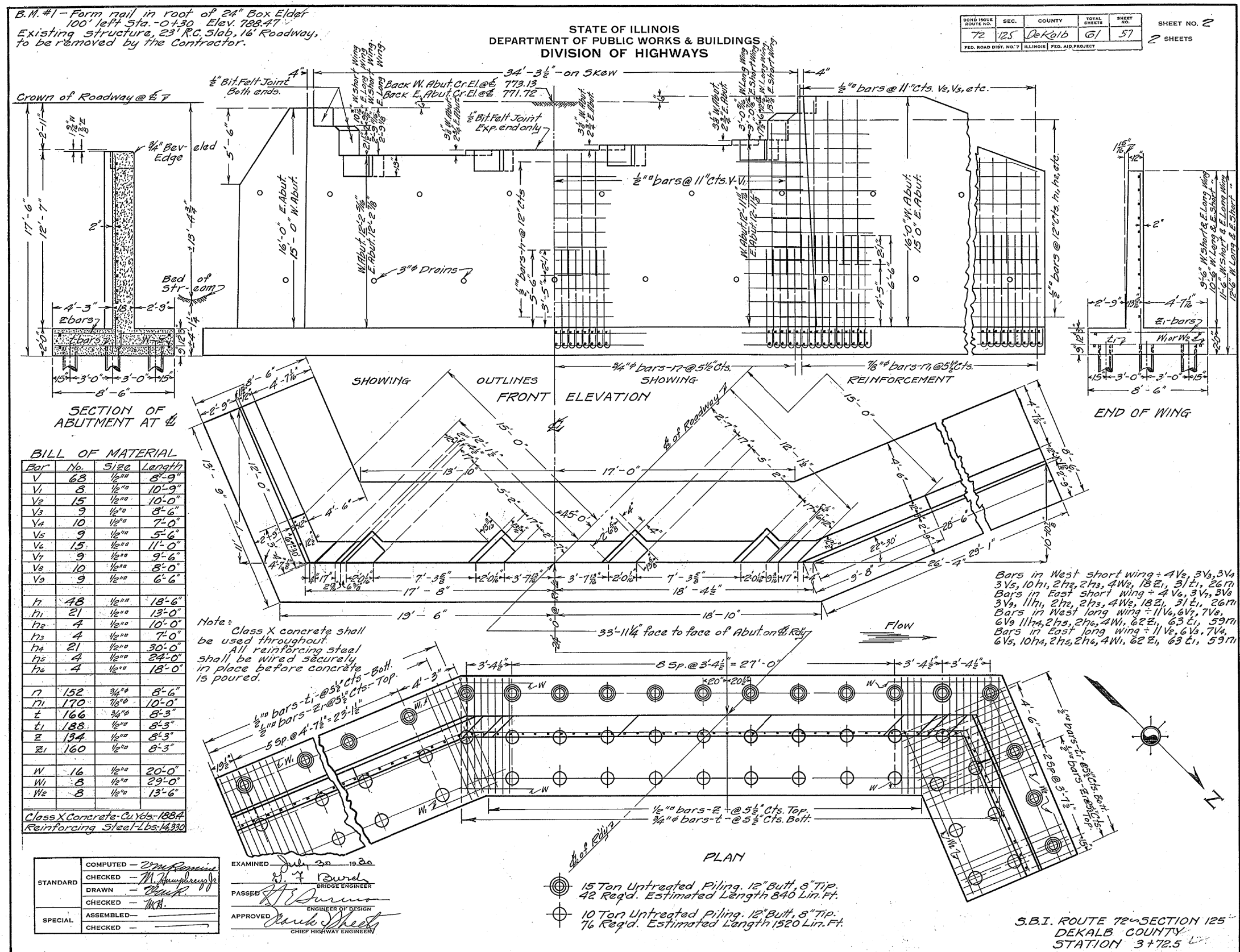
BILL OF MATERIAL

Bar	No.	Size	Length
a	54	1/2"	34'-6"
a1	54	1/2"	36'-0"
b	46	1/2"	20'-0"
c	6	1/2"	29'-6"
d	64	1/2"	4'-0"
e	8	1/2"	2'-9"
e1	8	1/2"	10'-9"
e2	4	1/2"	9'-6"
g	32	1 1/4"	37'-3"
s	188	1/2"	7'-6"

Class X Concrete Cu.Yds. 41.8
Class X Conc. (Rail) Cu.Yds. 5.8
Reinforcing Steel-Lbs. 12040
4 C.I. Rockers -Lbs. 744
8 Steel Plates -Lbs. 270

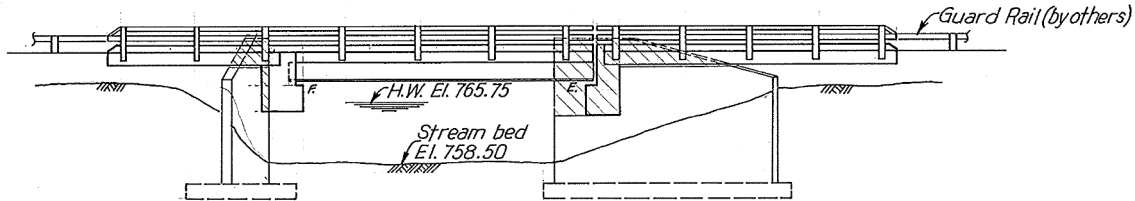
Class X concrete shall be used throughout.
All reinforcing steel shall be wired securely in place before concrete is poured.

S.B.I. ROUTE 72 SECTION 125
DEKALB COUNTY
STATION 3+72.5



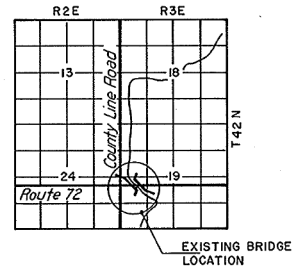
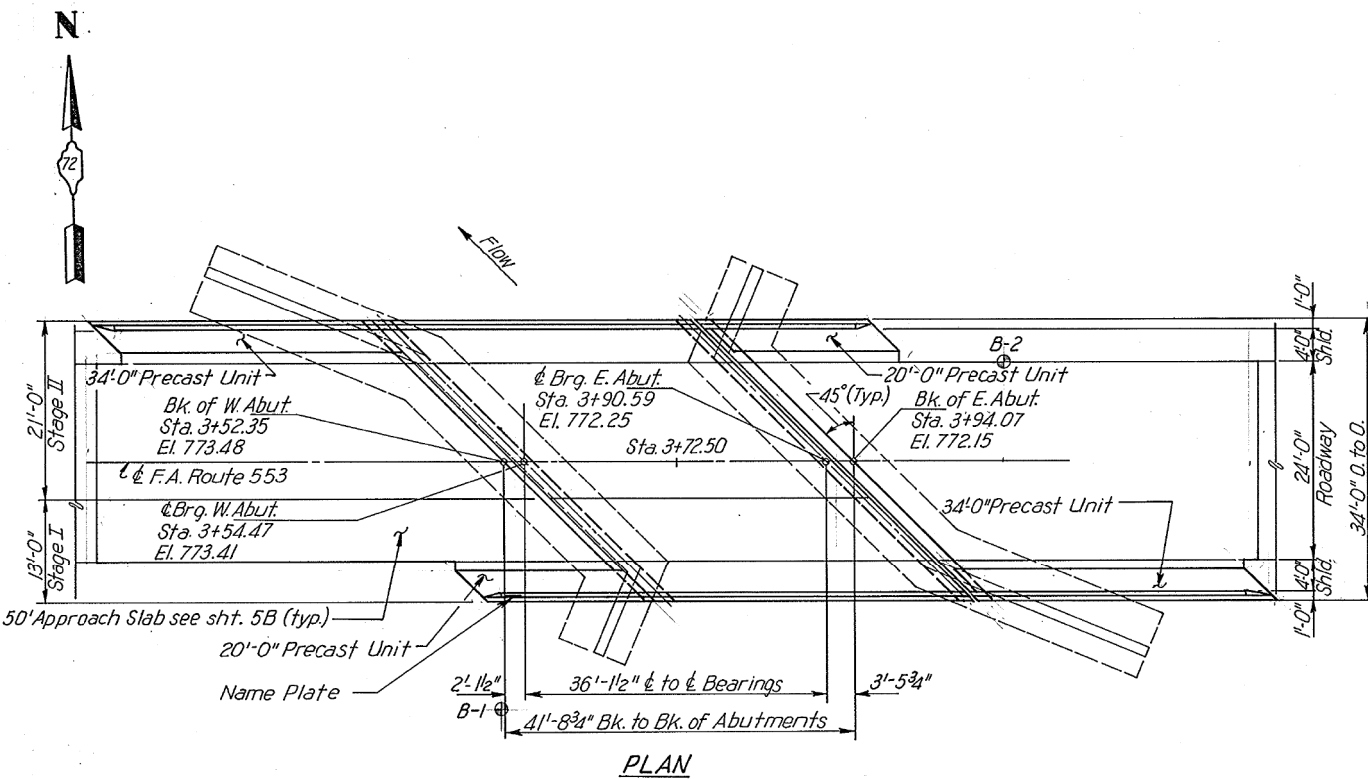
BENCH MARK:
Chiseled square in top of the southwest
Wing wall El. 772.59 = El. 772.39 for construction
Existing structure (S.N. 019-0021) is
24'-4" Wide and 34'-2 1/2" Long - Portions
of the concrete closed abutments and
the reinforced concrete deck girder
superstructure shall be removed in
stages to maintain one way traffic.

No Salvage

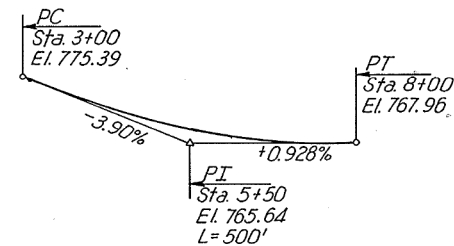


ELEVATION

Note:
Cantilever New abutment caps on existing abutments to support
new wider superstructure. Span existing wings from abutment caps
to firm embankment with precast reinforced concrete beams
which are tied to the adjacent bridge approach slab.



LOCATION MAP



PROFILE GRADE F.A. ROUTE 553 (ILL. 72)

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
[Signature]
Engineer of Highway & Traffic Structures

WATERWAY INFORMATION

Drainage Area = 3.2 sq. mi. Low Grade El. 767.5 @ Sta. 7+04

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	50	835	117	117	764.6	1.20	1.20	765.80	765.80	
Base	100	962	122	122	764.8	1.70	1.70	765.50	766.50	
Overtopping	300	1156	127	127	765.0	2.47	2.47	767.47	767.47	
Max. Calc.	500									

REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS
GENERAL PLAN AND ELEVATION
F.A. ROUTE 553 (ILL. 72)
SECTION 125 BR-1
DEKALB COUNTY

SCALE: VERT. 1"=10'
HORIZ. 1"=40'
DATE 4/30/81
DRAWN BY K.C.
CHECKED BY J.P.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	44
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

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	CHECKED -	REVISED -
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PLOT DATE =	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	45
CONTRACT NO. 66H52				
ILLINOIS		FED. AID PROJECT		

GENERAL NOTES

DESIGN SPECIFICATIONS:

A.A.S.H.T.O. 1977 Standard Specifications for Highway
Bridges, and 1978, 1979 & 1980 Interims.
Standard Specifications for Road and Bridge Construction
State of Illinois dated Oct. 1, 1979.

DESIGN CRITERIA:

Load Factor Design (For Superstructure only)
Live Load: HS 20-44
Allow 25 psf. for future wearing surface

DESIGN STRESSES:

Reinforced Concrete
F_c=3500 psi Deck Slab
F_c=1400 psi Substructure
F_c=1000 with earth pressure

n= 9
Precast Units
F_c=4500 psi, n=8, f_c=1800 psi, f_s= 20,000 psi

REINFORCEMENT:

f_s= 24,000 psi Substructure
f_y=60,000 psi Superstructure*
*Top bars in deck slab shall be epoxy coated

STRUCTURAL STEEL

f_y=50,000 psi (M222 Steel)

CONSTRUCTION:

Fasteners shall be high strength bolts (AASHTO M164, Type 3)
Bolts ¾", open holes 1½" unless otherwise noted.
Calculated weight of Structural Steel = 20,390 Lbs.
All structural steel shall be AASHTO M222 unpainted except
expansion joint angles and attached bars which shall be AASHTO
M183 and shop painted with two coats of basic lead silico chromate paint.
Field welding of construction accessories will not be permitted
to the bottom flange of beams. Field welding in other areas will be
permitted only when approved by the Engineer.

Anchor bolts shall be set before bolting diaphragms over supports.
Plan dimensions and details relative to existing structure have
been taken from existing plans and are subject to nominal
construction variations. It shall be the Contractor's responsibility
to verify such dimensions and details in the field and make necessary
approved adjustments prior to construction or ordering materials.
Such variations shall not be cause for additional compensation for a
change in the scope of the work, however, the Contractor will be paid
for the quantity actually furnished at the unit price bid for
the work.

Expansion bolts shall consist of approved cert. exp. anchors,
providing minimum proof load=4,080 lbs., & ¾"Ø12" hooked bolts.

All structural steel for a distance of three times the depth of
the beams but not exceeding 10' from E. Abutment shall be cleaned
and given one coat of basic lead silico chromate primer and maroon
field coat. Both coats to be applied in the shop with spot painting only
in the field.

The main load carrying member components subject to tensile
stress shall conform to the Supplemental Requirements for Notch
Toughness Zone 2. These Components are the wide flange beams.

Reinforcement bars shall conform to the requirements of
AASHTO M-31 or M-53 Grade 60, except as noted.

Shoulder transition to wingwall shall be shaped with broken concrete.
Cost incidental.

All contact surfaces of joints for the diaphragms, shall be
free of paint or lacquer.

TRAFFIC:

All barricades, signs and other traffic control devices and their
placement installed for the purpose of temporarily maintaining
traffic during construction shall be in full conformance with the
Illinois State Manual on Uniform Traffic Control Devices, unless
otherwise noted.

The Contractor shall procure, install and remove all temporary
pavement markings as per the traffic phasing shown on the plans
or as directed by the Engineer.

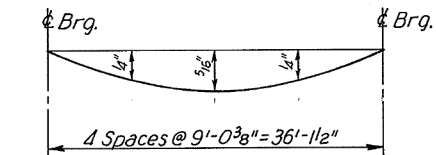
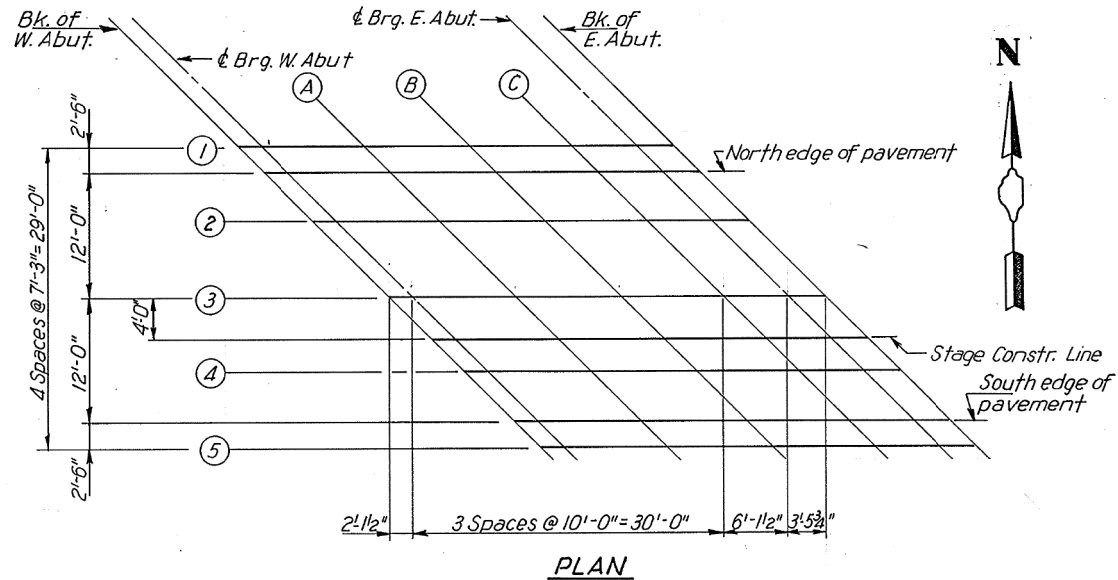
TOTAL BILL OF MATERIALS				
ITEM	UNIT	SUPER.	SUB.	TOTAL
Floor Drains	Each	4	—	4
Elastomeric Bearing Assembly (Type I)	Each	5	—	5
Protective Coat	Sq. Yds.	170.0	—	170.0
Removal of existing Superstructure	Each	1	—	1
Concrete Removal	Cu. Yds.	—	21.3	21.3
Expansion Bolts ¾ inch.	Each	—	74	74
Class X Concrete	Cu. Yds.	48.3	40.8	89.1
Precast Concrete Bridge Slab	Sq. Ft.	404.0	—	404.0
Furnishing and Erecting Structural Steel	L. S.	1	—	1
Epoxy Crack Sealing	Lin. Ft.	—	29	29
Steel Railing, Type T-1	Lin. Ft.	188.0	—	188.0
Reinforcement Bars	Lbs.	6200	4790	10990
Reinforcement Bars (Epoxy Coated)	Lbs.	5700	—	5700
Name Plates	Each	1	—	1
Temporary Bridge Rail	Lin. Ft.	94.0	—	94.0
Preformed Joint Seal 2½"	Lin. Ft.	48.0	—	48.0

REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS
GENERAL NOTES AND QUANTITIES
F.A. ROUTE 553 (ILL. 72)
SECTION 125 BR - I
DEKALB COUNTY

SCALE: VERT.
HORIZ.
DATE 4/30/81
DRAWN BY K. C.
CHECKED BY J. P.

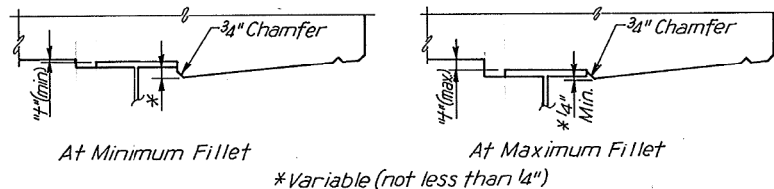
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DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

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



At Minimum Fillet

At Maximum Fillet

*Variable (not less than 4")

METHOD OF DETERMINING FILLET HEIGHT "f"

After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at the stations shown. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection", minus floor thickness equals the fillet heights above top flange of beam.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEV. ADJ. FOR D.L. DEFLECTION
STAGE CONSTRUCTION LINE				
Back of West Abutment	3+56.35	4.00	773.283	773.283
¢ Brg. West Abutment	3+58.47	4.00	773.212	773.212
A	3+68.47	4.00	772.884	772.904
B	3+78.47	4.00	772.564	772.580
C	3+88.47	4.00	772.255	772.269
¢ Brg. East Abutment	3+94.59	4.00	772.070	772.070
Back of East Abutment	3+98.07	4.00	771.967	771.967
BEAM 1				
Back of West Abutment	3+37.85	-14.50	773.744	773.744
¢ Brg. West Abutment	3+39.97	-14.50	773.669	773.669
A	3+49.97	-14.50	773.322	773.342
B	3+59.97	-14.50	772.985	773.011
C	3+69.97	-14.50	772.658	772.672
¢ Brg. East Abutment	3+76.09	-14.50	772.463	772.463
Back of East Abutment	3+79.57	-14.50	772.353	772.353
NORTH EDGE OF PAVEMENT				
Back of West Abutment	3+40.35	-12.00	773.707	773.707
¢ Brg. West Abutment	3+42.47	-12.00	773.633	773.633
A	3+52.47	-12.00	773.289	773.309
B	3+62.47	-12.00	772.955	772.981
C	3+72.47	-12.00	772.630	772.644
¢ Brg. East Abutment	3+78.59	-12.00	772.436	772.436
Back of East Abutment	3+82.07	-12.00	772.327	772.327
BEAM 2				
Back of West Abutment	3+45.10	-7.25	773.616	773.616
¢ Brg. West Abutment	3+47.22	-7.25	773.543	773.543
A	3+57.22	-7.25	773.203	773.223
B	3+67.22	-7.25	772.873	772.899
C	3+77.22	-7.25	772.553	772.567
¢ Brg. East Abutment	3+83.34	-7.25	772.362	772.362
Back of East Abutment	3+86.82	-7.25	772.255	772.255
BEAM 3 & ¢ ROADWAY				
Back of West Abutment	3+52.35	0.00	773.481	773.481
¢ Brg. West Abutment	3+54.47	0.00	773.409	773.409
A	3+64.47	0.00	773.076	773.096
B	3+74.47	0.00	772.753	772.779
C	3+84.47	0.00	772.440	772.454
¢ Brg. East Abutment	3+90.59	0.00	772.253	772.253
Back of East Abutment	3+94.07	0.00	772.149	772.149

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	ELEV. ADJ. FOR D.L. DEFLECTION
BEAM 4				
Back of West Abutment	3+59.60	7.25	773.124	773.124
¢ Brg. West Abutment	3+61.72	7.25	773.054	773.054
A	3+71.72	7.25	772.728	772.748
B	3+81.72	7.25	772.428	772.454
C	3+91.72	7.25	772.121	772.135
¢ Brg. East Abutment	3+97.84	7.25	771.923	771.923
Back of East Abutment	4+01.32	7.25	771.821	771.821
SOUTH EDGE OF PAVEMENT				
Back of West Abutment	3+64.35	12.00	772.893	772.893
¢ Brg. West Abutment	3+66.47	12.00	772.823	772.823
A	3+76.47	12.00	772.503	772.523
B	3+86.47	12.00	772.191	772.217
C	3+96.47	12.00	771.889	771.903
¢ Brg. East Abutment	4+02.59	12.00	771.710	771.710
Back of East Abutment	4+06.07	12.00	771.609	771.609
BEAM 5				
Back of West Abutment	3+66.85	14.50	772.759	772.759
¢ Brg. West Abutment	3+68.97	14.50	772.690	772.690
A	3+78.97	14.50	772.372	772.392
B	3+88.97	14.50	772.063	772.089
C	3+98.97	14.50	771.764	771.778
¢ Brg. East Abutment	4+05.09	14.50	771.585	771.585
Back of East Abutment	4+08.57	14.50	771.485	771.485

REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS
TOP OF SLAB ELEVATIONS
F.A. ROUTE 553 (ILL. 72)
SECTION 125 BR-1
DEKALB COUNTY

SCALE: VERT. HORIZ.
DATE 4/30/81
DRAWN BY K.C.
CHECKED BY J.P.

MODEL: Default
FILE NAME: G:\Users\11111287-04-11-72 over Kishwaukee River - Phase II\CAD\SURVEY D366H52\Consultant_Data\Chamlin_2019\CAD_Sheets\0190050-66H52-042-056-exis-bridge-plans.dgn
10/10/2019 10:49:44 AM

CHAMLIN
ASSOCIATES, INC.

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PLOT DATE =	DRAWN - NV	REVISED -
	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

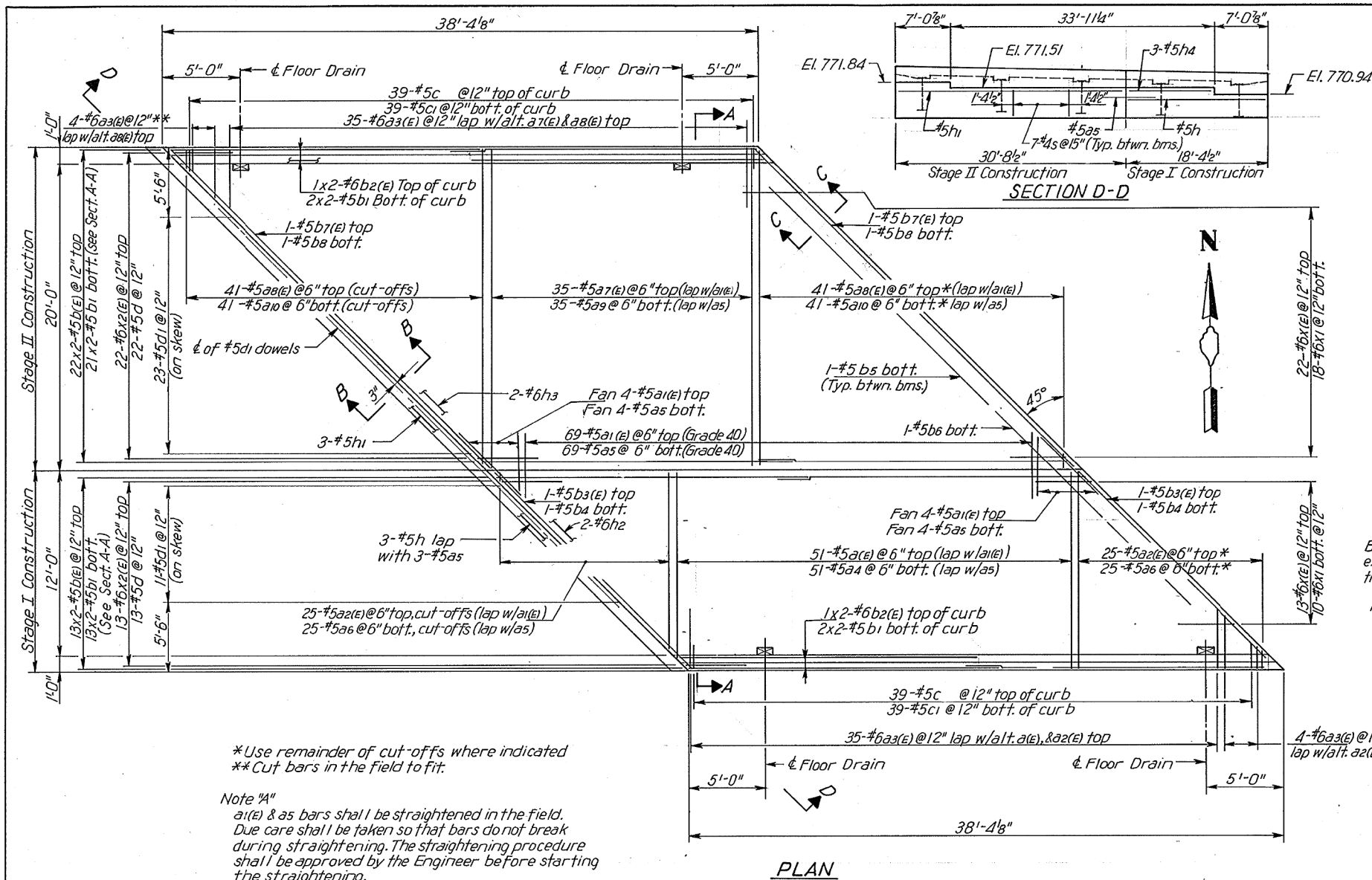
EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125 BR-1	DEKALB	18	9
STA. 2+00.00		TO STA. 8+04.00		
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT

BILL OF MATERIAL

BAR	No.	SIZE	LENGTH	SHAPE
a(e)	51	#5	12'-10"	—
ai(e)	77	#5	4'-4"	—
az(e)	25	#5	13'-1"	—
az(e)	78	#5	4'-0"	—
a4	51	#5	12'-10"	—
a5	80	#5	4'-4"	—
a6	25	#5	13'-1"	—
ai(e)	35	#5	20'-10"	—
az(e)	41	#5	21'-0"	—
a9	35	#5	20'-10"	—
ai0	41	#5	21'-0"	—
ai1(e)	64	#5	2'-0"	—
b(e)	70	#5	19'-11"	—
bi	76	#5	19'-11"	—
b2(e)	4	#6	20'-2"	—
b3(e)	2	#5	18'-2"	—
b4	2	#5	18'-2"	—
b5	3	#5	10'-0"	—
b6	1	#5	10'-0"	—
b7(e)	2	#5	29'-6"	—
bb	2	#5	29'-6"	—
c	78	#5	3'-5"	—
ci	78	#5	2'-11"	—
d	49	#5	3'-0"	—
di	44	#5	2'-6"	—
h4	3	#5	11'-1"	—
h	3	#5	18'-2"	—
h1	3	#5	29'-6"	—
h2	2	#6	18'-2"	—
h3	2	#6	29'-6"	—
x(e)	35	#6	4'-9"	—
x1	28	#6	2'-4"	—
x2(e)	35	#6	5'-6"	—
s	28	#4	5'-6"	—
Superstruct. Removal		Each	1	
Class X Concrete		Cu Yd.	42.1	
Reinf. Bars Epoxy Coated		Lbs.	5700	
Reinforcement Bars		Lbs.	6080	6015

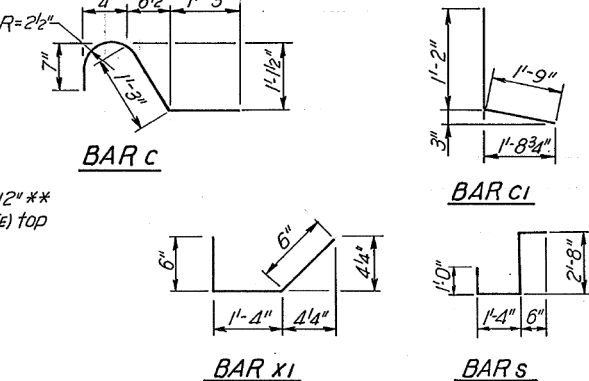


*Use remainder of cut-offs where indicated
**Cut bars in the field to fit.

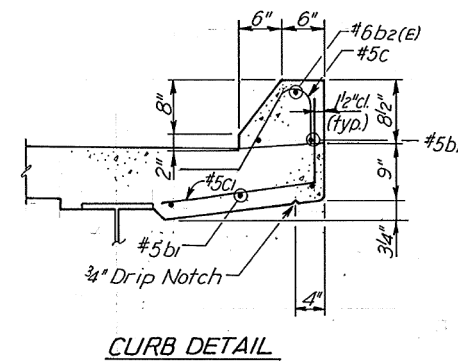
Note "A"
ai(e) & as bars shall be straightened in the field.
Due care shall be taken so that bars do not break during straightening. The straightening procedure shall be approved by the Engineer before starting the straightening.

BARS az(e), az, az(e) & ai0
Order bars full length, cut to fit as shown and use remainder of bars as indicated on the plans.

BARS ai(e), as, b6, d, x(e) & x2(e)
Bars ai(e), as & b6 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.



NOTES:
Reinforcement bars designated (e) shall be epoxy coated see Special Provisions.
Bars indicated thus 20x2-#5 etc. indicates 20 lines of bars with 2 lengths per line.
For Sections B-B & C-C see Shf. No. 10
For Detail at Construction Joint see Shf. No. 15



REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS
DECK REINFORCEMENT
F.A. ROUTE 553 (ILL. 72)
SECTION 125 BR-1
DEKALB COUNTY

SCALE: VERT. HORIZ.
DATE 4/30/81

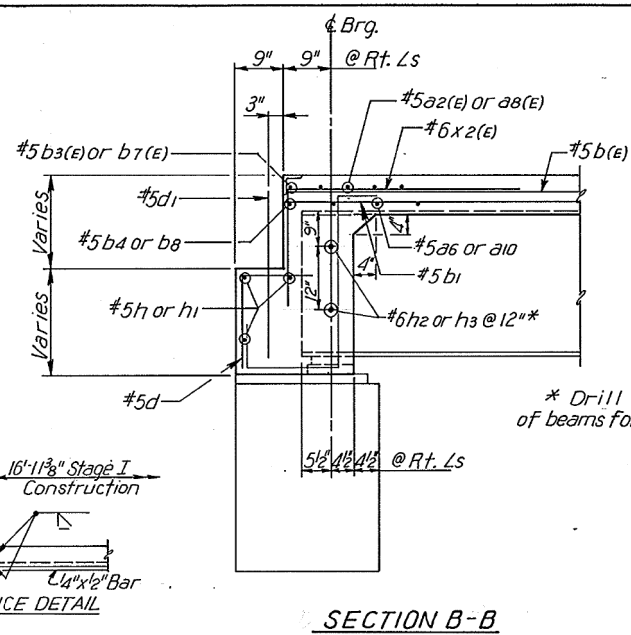
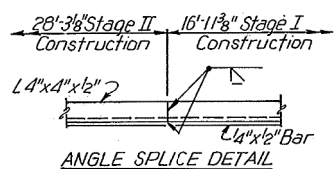
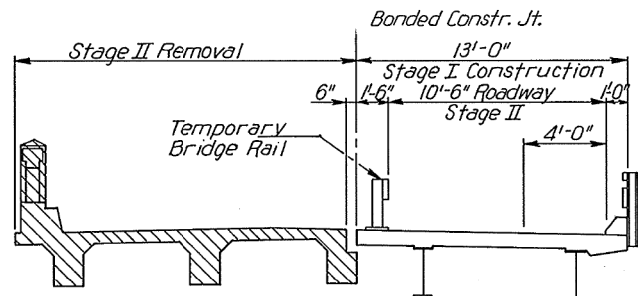
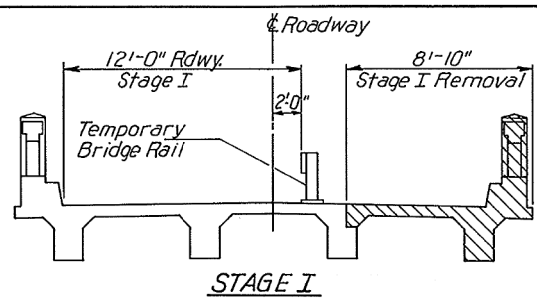
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CHECKED BY J.P.

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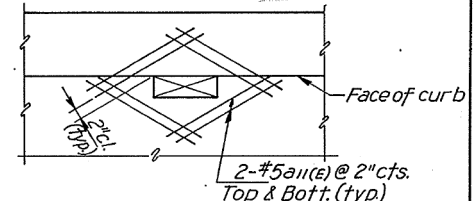
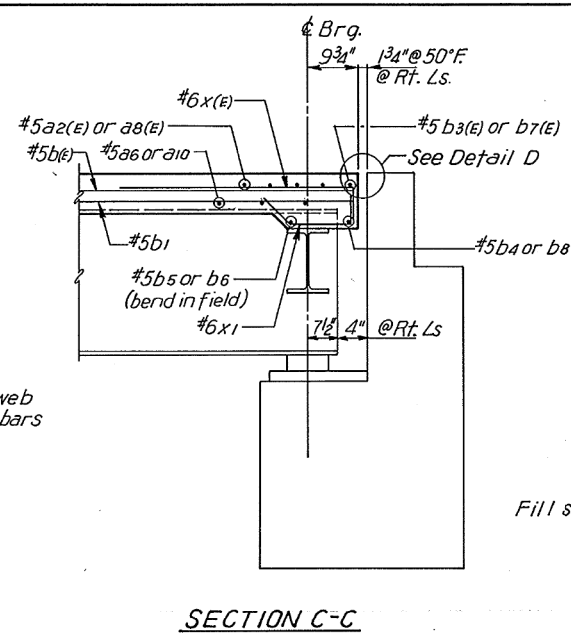
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PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN - NV	REVISED -
	CHECKED - JKC	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	48
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

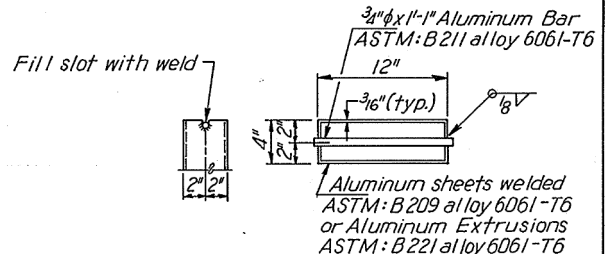
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125 BR-1	DEKALB	18	10
STA. 2+00.00 TO STA. 8+04.00				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



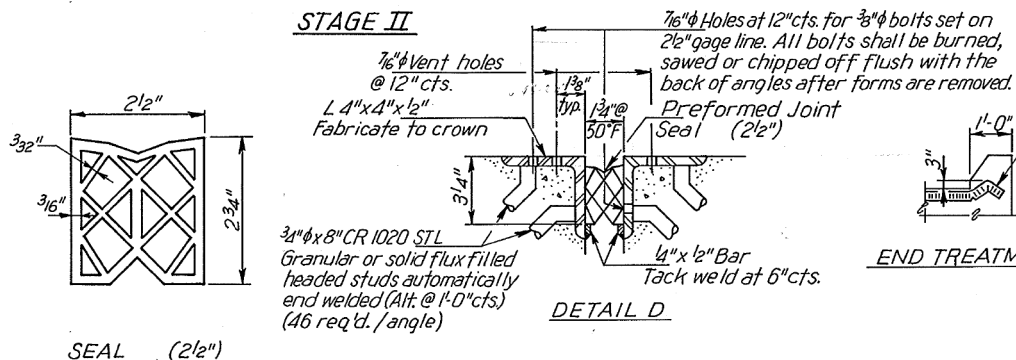
* Drill 1 1/8" holes in web of beams for #6h2 & #6h3 bars



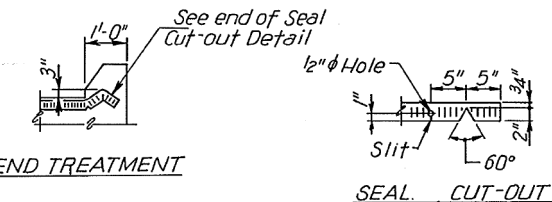
FLOOR DRAIN PLAN
Showing additional reinforcing



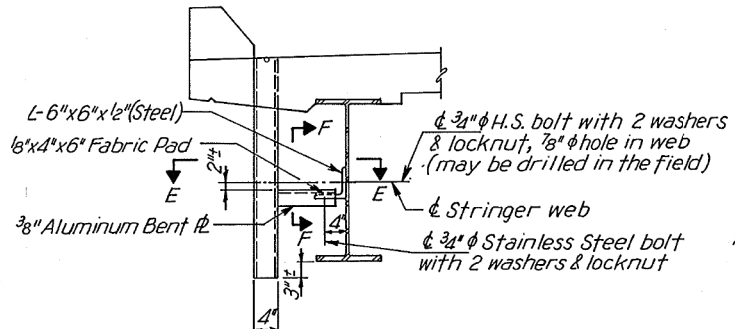
TOP PLAN



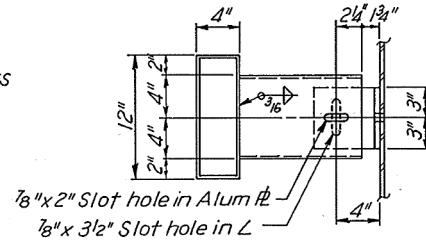
PREFORMED JOINT SEAL (2") DETAILS



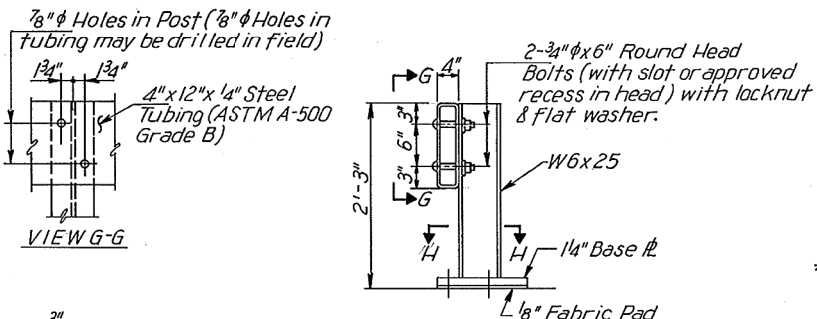
SEAL CUT-OUT



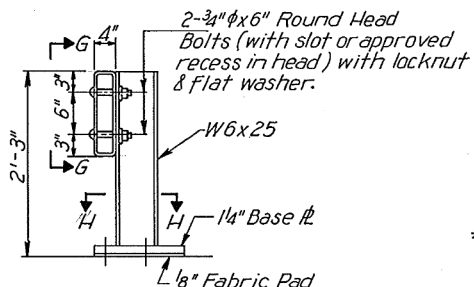
SECTION AT CURB



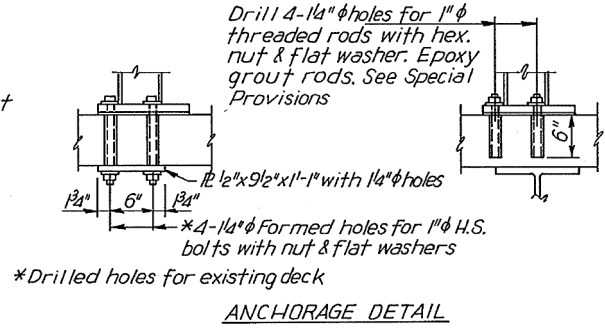
SECTION E-E



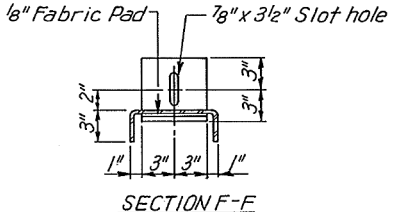
VIEW G-G



TEMPORARY BRIDGE RAIL DETAILS
(See Special Provisions)



ANCHORAGE DETAIL



SECTION F-F

NOTE:
The exterior surface of the aluminum drains shall be cleaned and given a washcoat pretreatment in accordance with the Steel Struct. Painting Council's Spec. SSPC-SP1 & SSPC-PT3 followed by painting with the Basic Lead Silico Chromate paint system specified in Art. 712.28 of the Standard Specifications, except the final field coat shall be maroon.

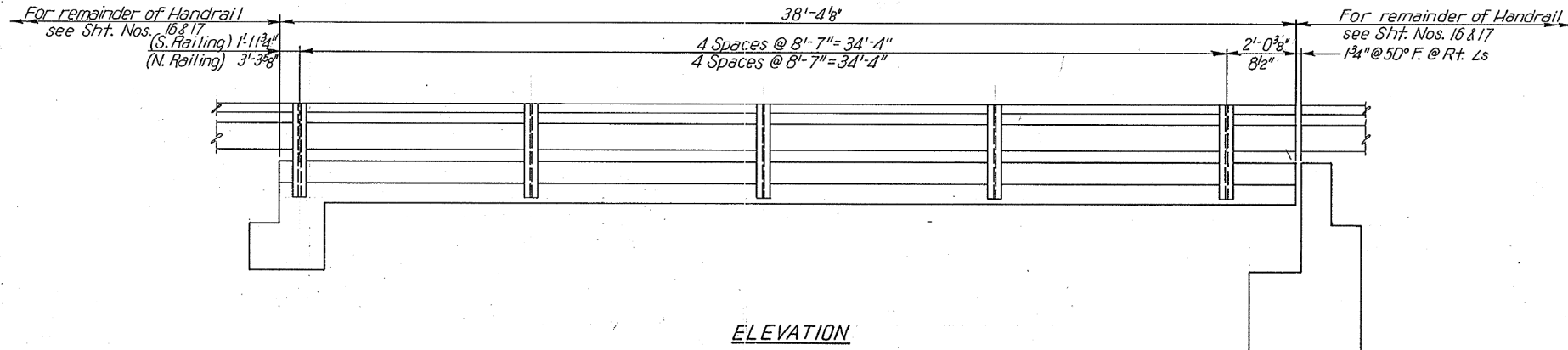
DECK DRAIN DETAILS

NOTES:
The bridge rail shall receive one shop coat of a steel prime coat.
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.
For additional notes and rail details see Sht. No. 11
Maximum post spacing shall be 10'-9"

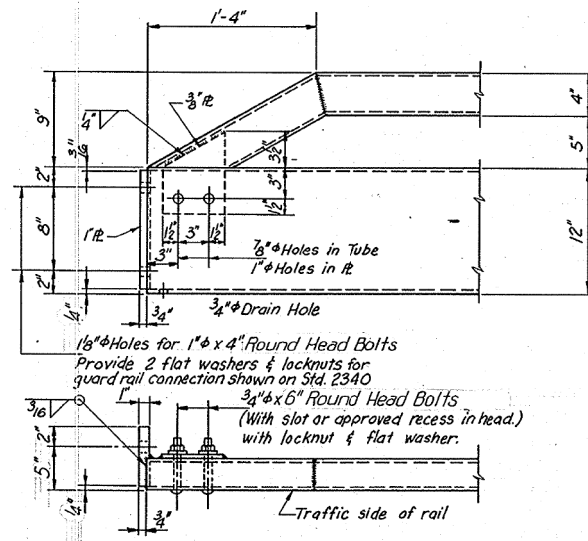
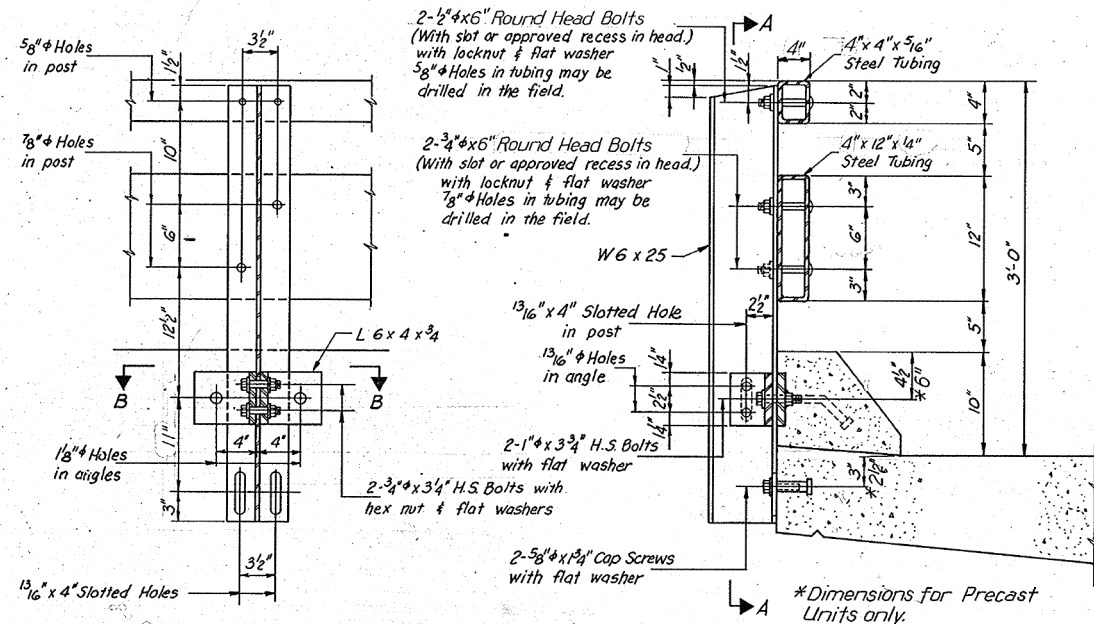
REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS	
DECK DETAILS	
F.A. ROUTE 553 (ILL. 72)	
SECTION 125 BR-1	
DEKALB COUNTY	
SCALE: VERT. 4"=1'	DRAWN BY K.C.
HORIZ. 1"=10'	CHECKED BY J.P.
DATE 4/30/81	

F.A. SHEET	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125 BR-1	DEKALB	18	11
STA. 2+00.00		TO STA. 8+04.00		
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT



ELEVATION



END OF RAIL DETAILS

NOTES

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

All other steel shapes and plates shall conform to the requirements of A.A.S.H.T.O. M-183 except posts & angles shall conform to A.A.S.H.T.O. M-223, Grade 50 Bolts, cap screws, and nuts shall conform to the requirement of A.S.T.M. designation A-307 except for high strength bolts, nuts and washers noted which shall conform to A.A.S.H.T.O. M-164.

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

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with A.A.S.H.T.O. M-11 and A.S.T.M. A-385. Galvanized rail shall not be painted.

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 lineal foot for STEEL RAILING, TYPE T-1.

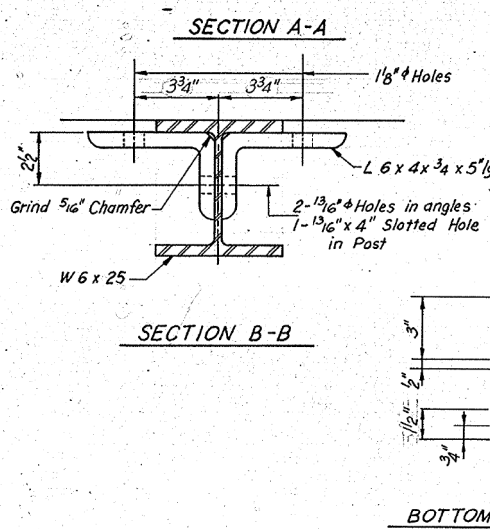
All field drilled holes shall be coated with an approved zinc rich paint before erection.

The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/2\"/>

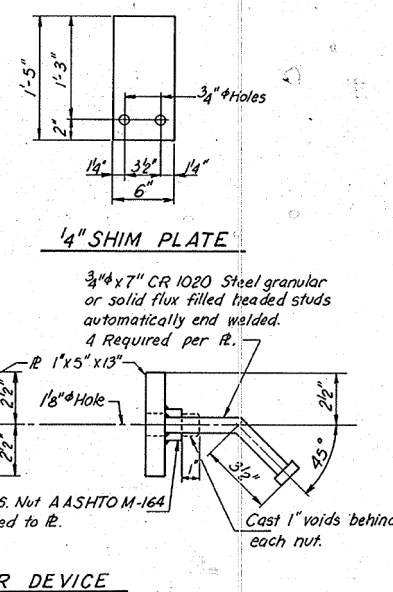
The 3/4\"/>

The 1\"/>

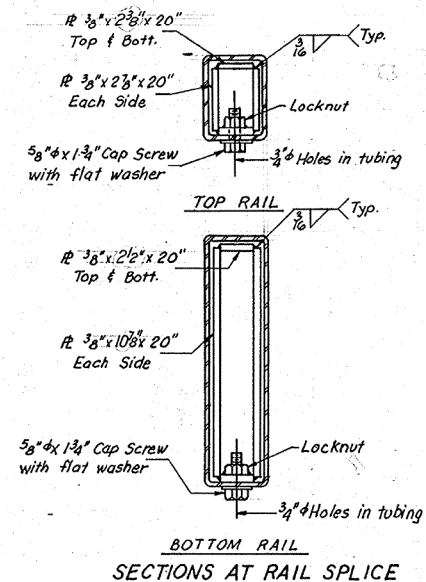
For Multispan bridges, sufficient 1/2\"/>



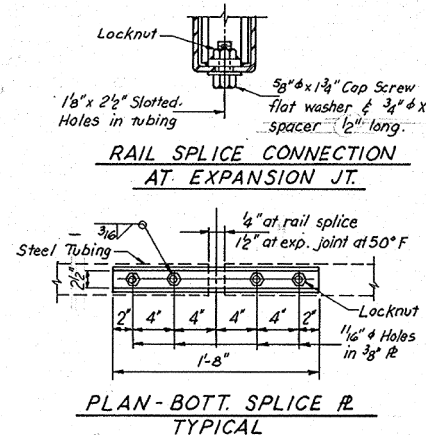
SECTION AT RAIL POST



1/4\"/>



SECTIONS AT RAIL SPLICE



RAIL SPLICE CONNECTION AT EXPANSION JT.

PLAN - BOTT. SPLICE R. TYPICAL

ILLINOIS DIVISION OF HIGHWAYS

HANDRAIL DETAILS

F.A. ROUTE 553 (ILL. 72)

SECTION 125 BR-1

DEKALB COUNTY

REVISIONS	
NAME	DATE

SCALE: VERT. HORIZ.

DATE 4/30/81

DRAWN BY K.C.

CHECKED BY J.P.

USER NAME =	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN - NV	REVISED -
	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

SHEET OF SHEETS

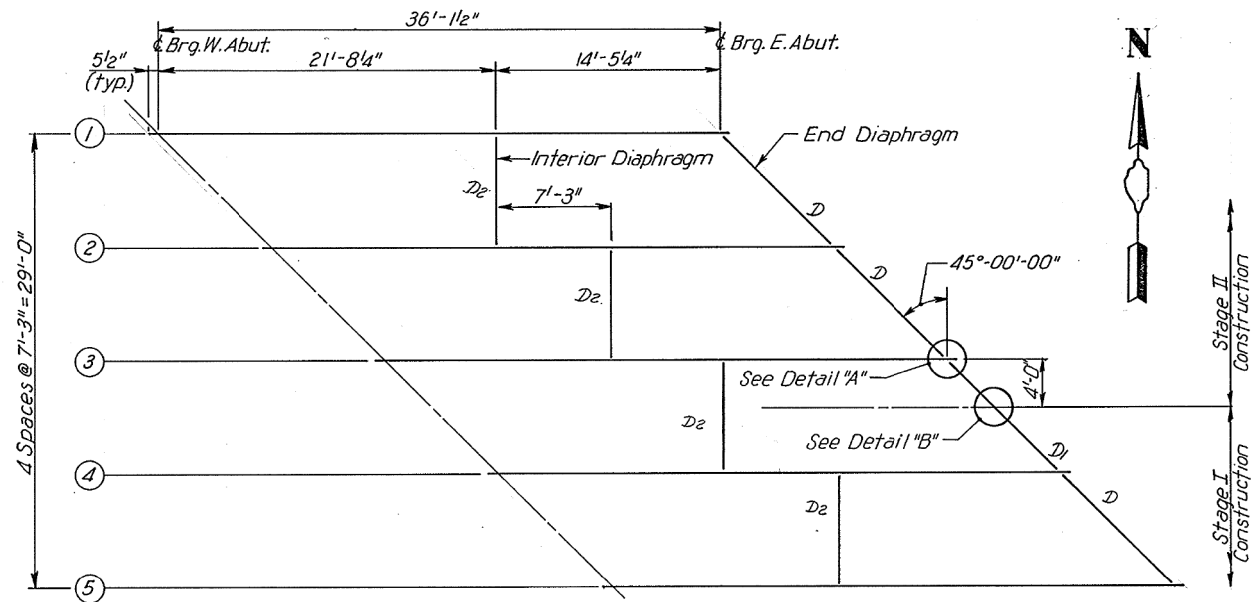
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553	(125BR-1)BR-1	DEKALB	64	49
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

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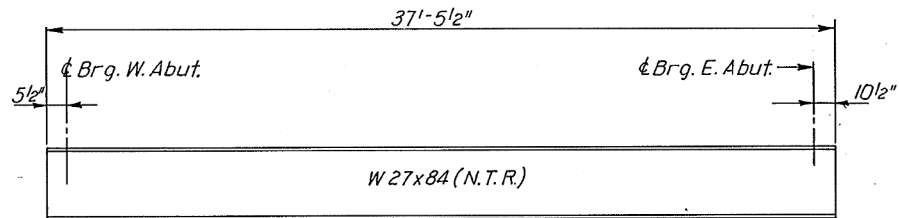
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553	(125BR-1)BR-1	DEKALB	64	50
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125 BR-1	DEKALB	18	12
STA. 2+00.00 TO STA. 8+04.00				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



PLAN



TYPICAL BEAM ELEVATION

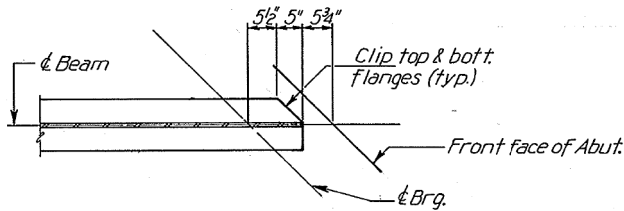
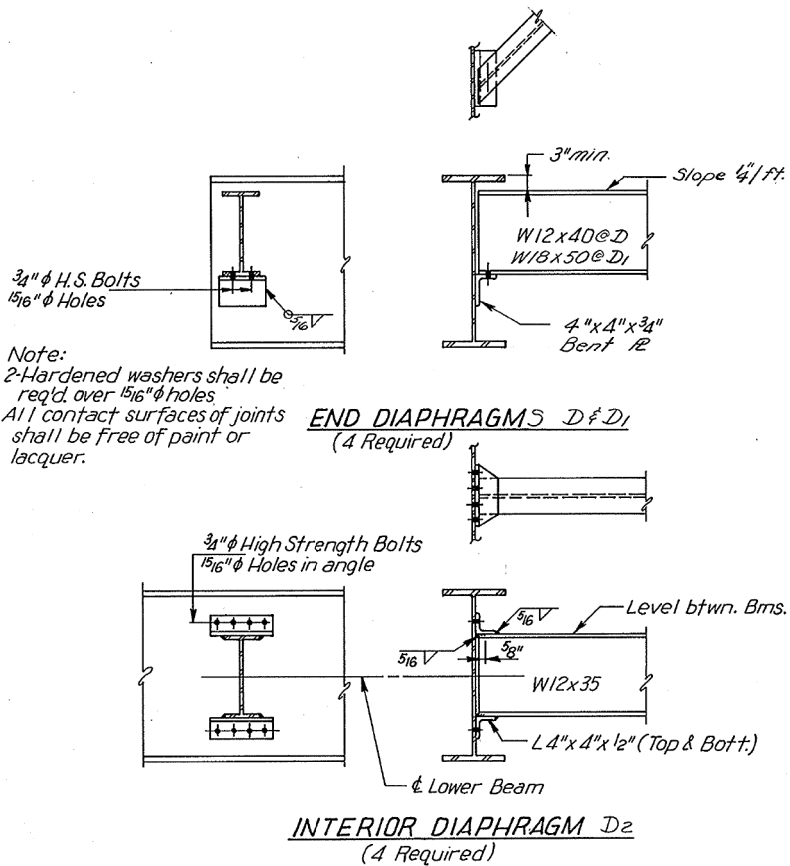
Note:
N.T.R. indicates Notch Toughness Requirement

TOP OF FLANGE ELEVATIONS					
	BEAM 1	BEAM 2	BEAM 3	BEAM 4	BEAM 5
Brg. W. Abut.	772.99	772.87	772.73	772.38	772.01
Brg. E. Abut.	771.79	771.69	771.58	771.25	770.91

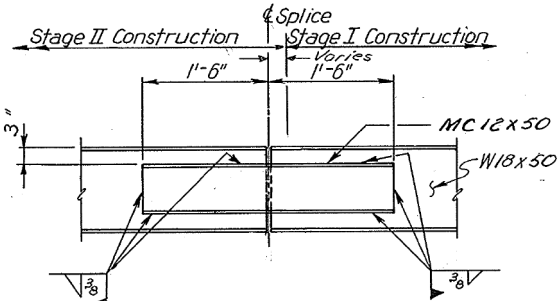
INTERIOR BEAM MOMENT TABLE	
I (in ⁴)	2850
Q (k/')	1.041
M Q (k)	169.81
M L (ik)	251.15
M Imp (ik)	75.35
M TOTAL (ik)	496.31
f _s (ksi)	45.6

Load factors 1.3[DL+ $\frac{1}{2}$ LL] have been used to compute stresses

INTERIOR BEAM REACTION TABLE	
R Q	18.81
R L	35.17
R Imp	10.55
R TOTAL	64.53

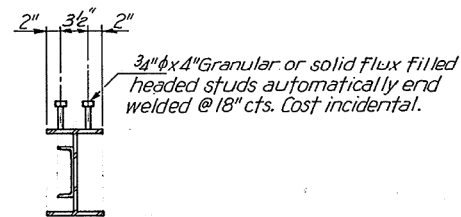


DETAIL "A"



Note:
Contractor shall provide a temporary support under Stage I diaphragm as approved by the Engineer, which shall be removed after Stage II beams and diaphragms are in place.

DETAIL "B"



REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS
FRAMING PLAN & DETAILS
F.A. ROUTE 553 (ILL. 72)
SECTION 125 BR-1
DEKALB COUNTY

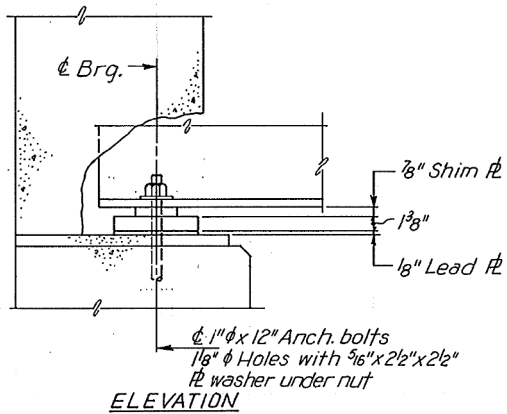
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DATE 4/30/81
DRAWN BY K.C.
CHECKED BY J.P.

MODEL: Default
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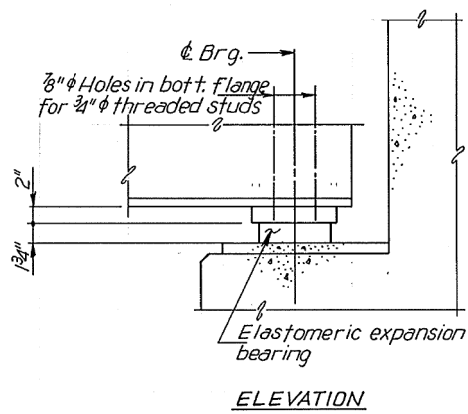
USER NAME =	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN - NV	REVISED -
	CHECKED - JKC	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

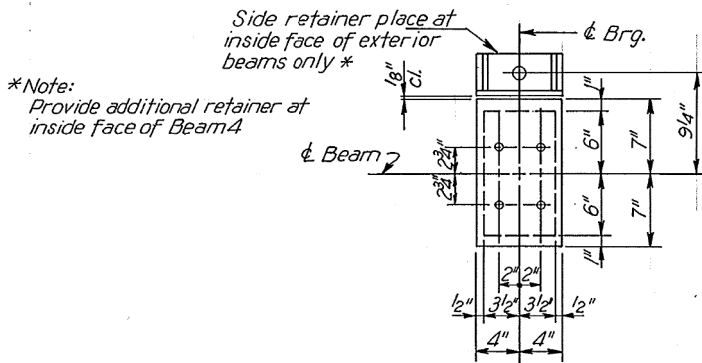
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STA. 2+00.00		TO STA. 8+04.00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



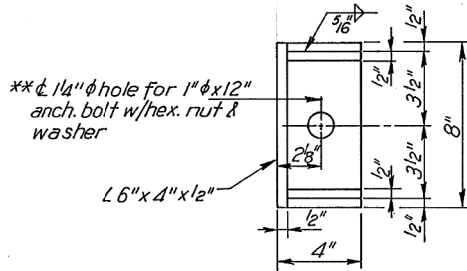
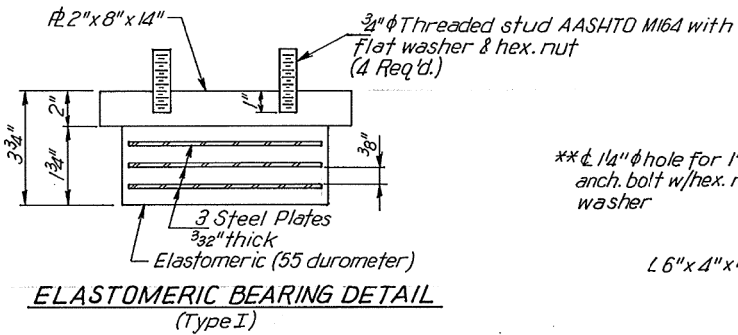
PLAN
FIXED BEARING



PLAN
EXPANSION BEARING



Note:
Shim plates shall not be placed under
Bearing Assembly



**Note:
After girders have been erected, holes at expansion
bearings shall be drilled and anchor bolts grouted
in place.

REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS
BEARING DETAILS
F.A. ROUTE 553 (ILL. 72)
SECTION 125 BR-1
DEKALB COUNTY

SCALE: VERT. HORIZ.
DATE 4/30/81
DRAWN BY K.C.
CHECKED BY J.P.

MODEL: Default
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CHAMLIN & ASSOCIATES, INC.

USER NAME =	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN - NV	REVISED -
	CHECKED - JKC	REVISED -

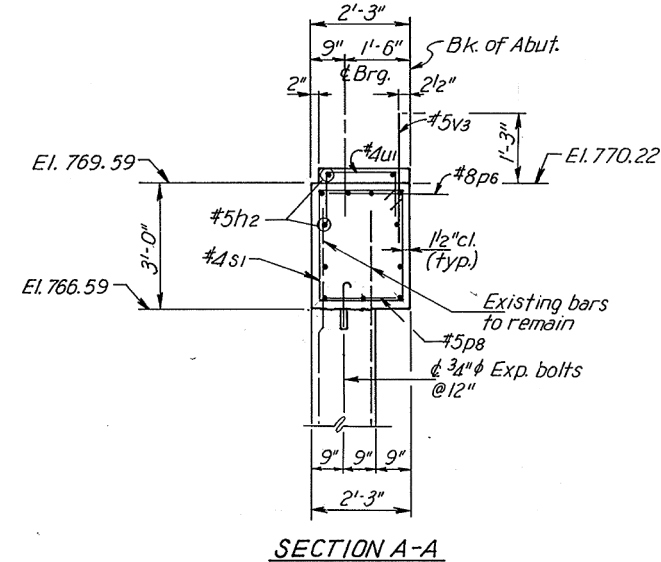
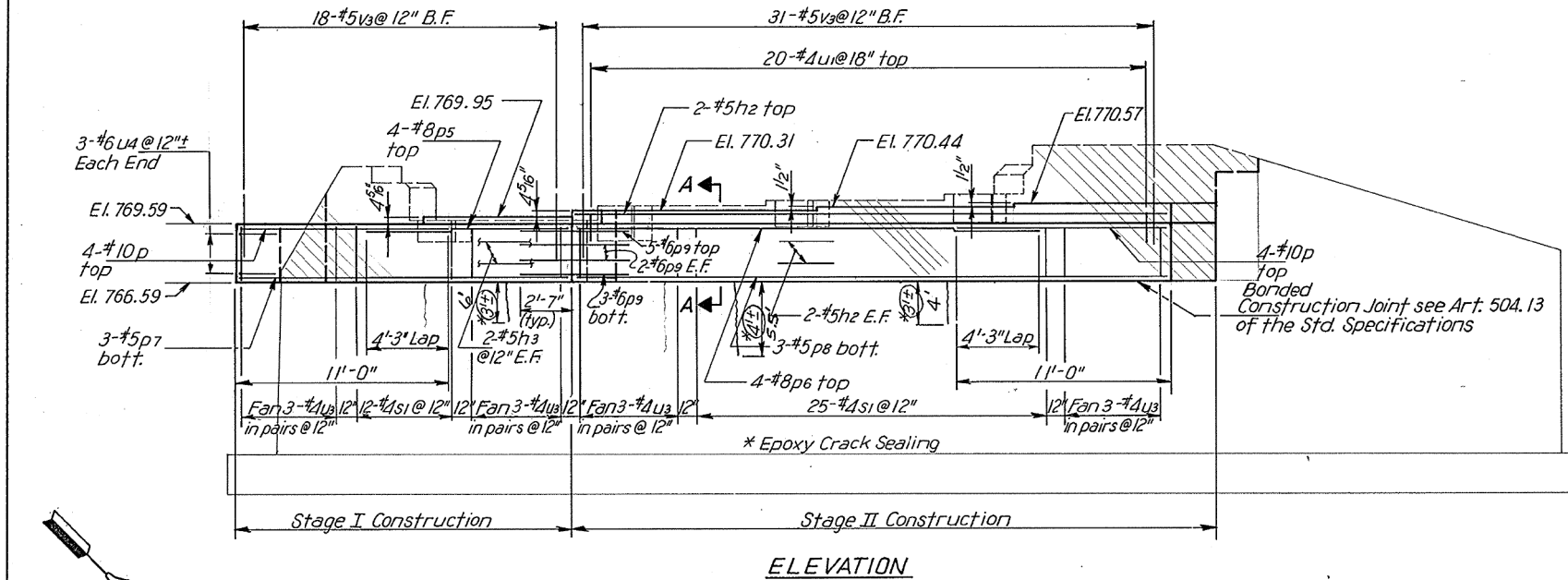
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	52
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

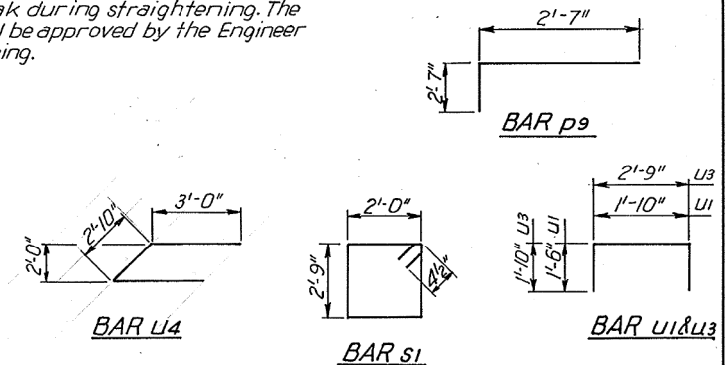
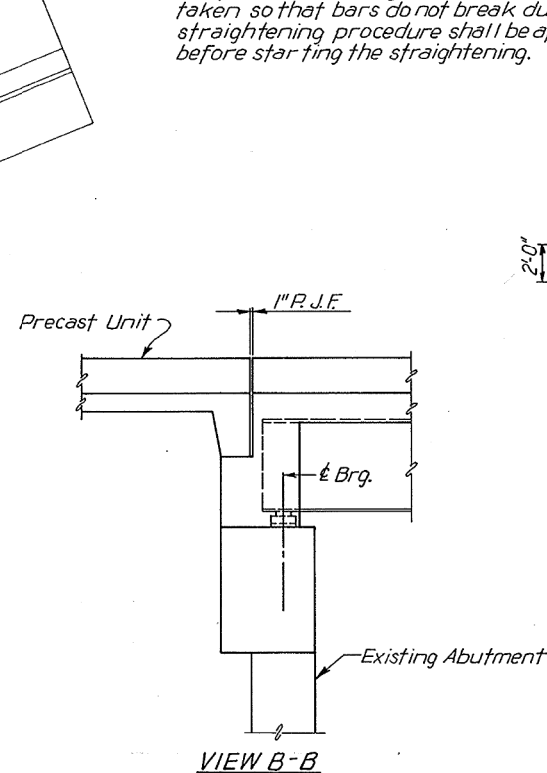
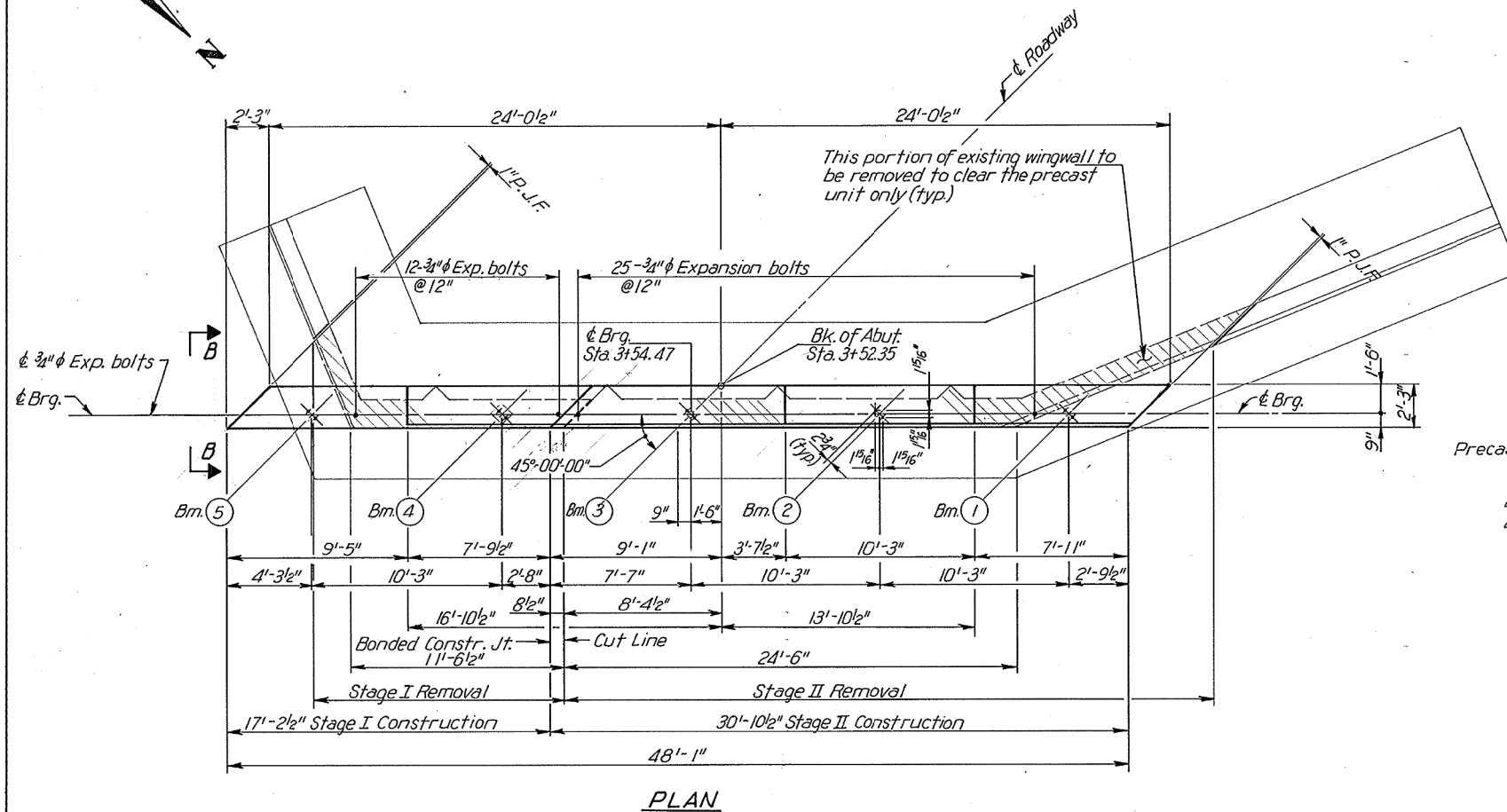
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125 BR-1	DEKALB	18	14
STA. 2+00.00		TO STA. 8+04.00		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



BILL OF MATERIAL				
BAR	No.	SIZE	LENGTH	SHAPE
h2	6	#5	30'-6"	—
h3	4	#5	17'-1"	—
p	8	#10	10'-10"	—
p5	4	#8	10'-6"	—
p6	3	#8	24'-1"	—
p7	4	#5	17'-1"	—
p8	3	#5	30'-6"	—
p9	12	#6	5'-2"	—
s1	37	#4	10'-3"	□
u1	20	#4	4'-10"	□
u3	24	#4	6'-5"	□
u4	6	#6	8'-10"	□
v3	49	#5	2'-6"	—

Class X Concrete	Cu. Yds.	14.3
Reinforcement Bars	Lbs	1790
Expansion Bolts 3/4"	Each	37
Concrete Removal	Cu. Yds.	10.8
Epoxy Crack Sealing	Lin. Ft.	10

Note:
Bar p9 shall meet the requirements of AASHTO M31 or M53 except the yield stress shall not be less than 33,000 psi and not more than 45,000 psi.
Bar p9 shall be straightened in the field. Due care shall be taken so that bars do not break during straightening. The straightening procedure shall be approved by the Engineer before starting the straightening.



Notes:
Expansion bolts shall be anchored into sound concrete.
For Detail at Construction Joint see Sht. No. 15
LEGEND
Indicates concrete removal, vertical reinforcement extending into removed area shall be cleaned and incorporated into the new construction.

REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS
WEST ABUTMENT DETAILS
F.A. ROUTE 553 (ILL. 72)
SECTION 125 BR-1
DEKALB COUNTY

SCALE: VERT. HORIZ.
DATE 4/30/81
DRAWN BY: K.C.
CHECKED BY: J.P.

MODEL: Default
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10/10/2019 10:54:45 AM

CHAMLIN
ASSOCIATES, INC.

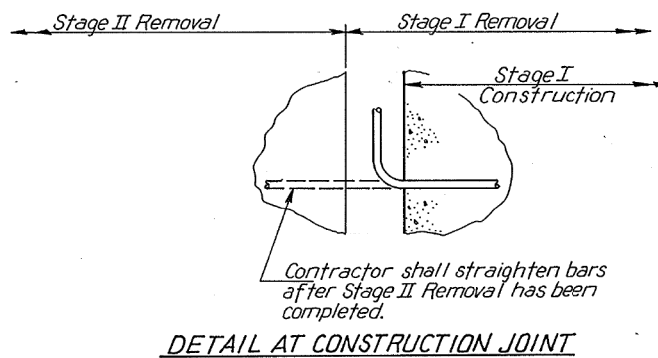
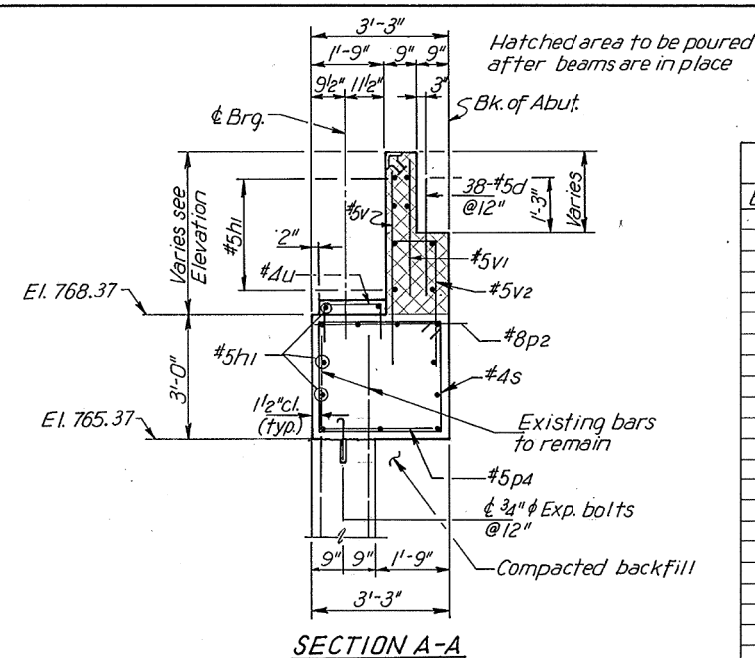
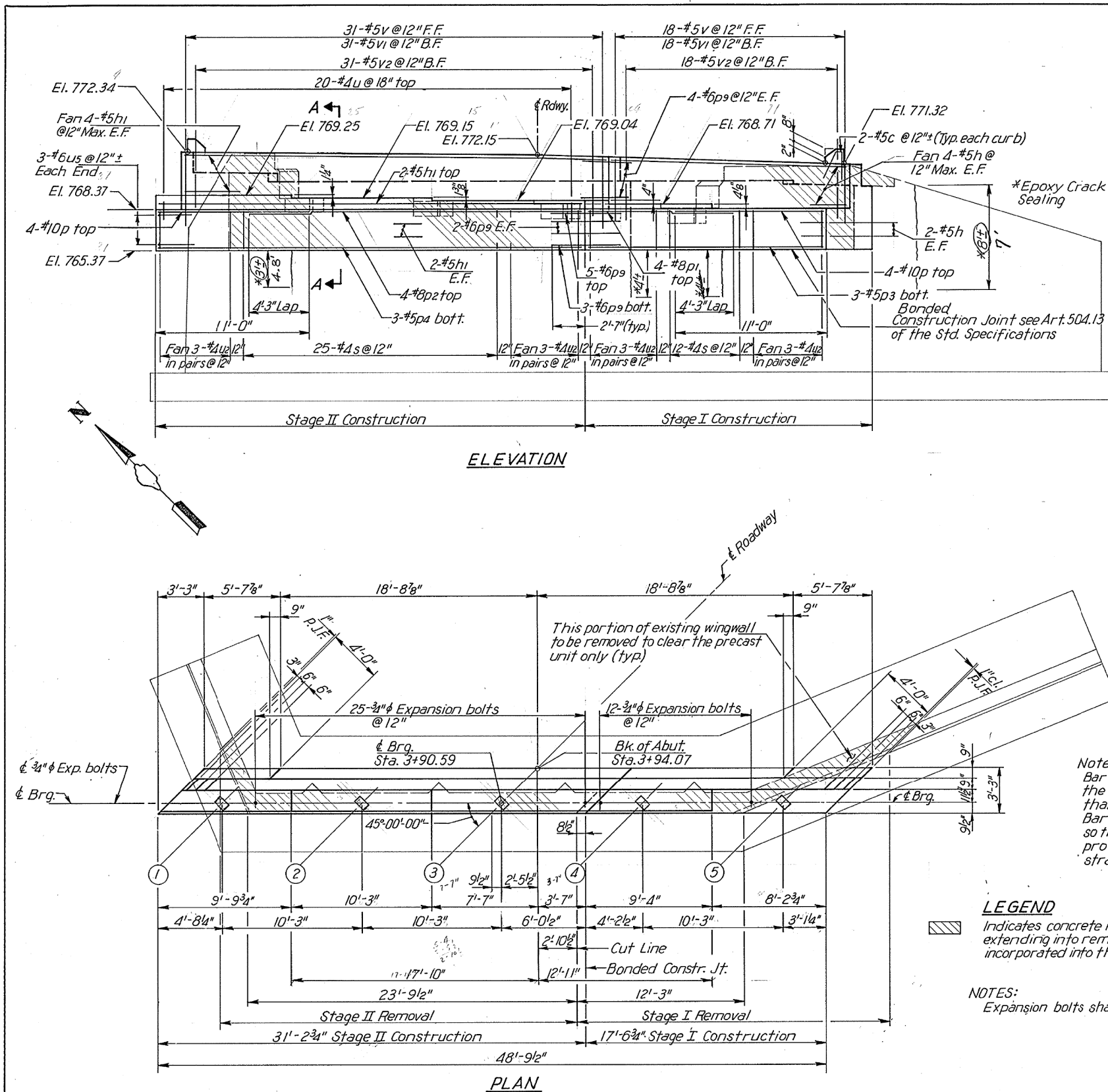
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PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN - NV	REVISED -
	CHECKED - JKC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

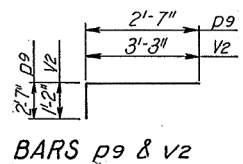
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	53
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

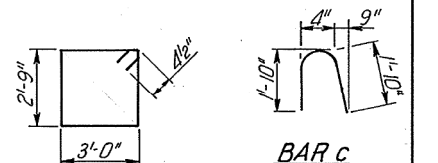


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	125 BR-1	DEKALB	18	15
STA. 2+00.00 TO STA. 8+04.00				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

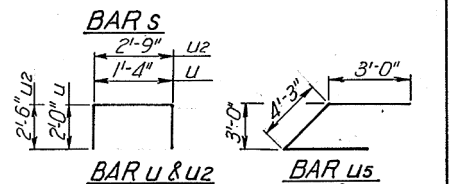
BILL OF MATERIAL				
BAR	No.	SIZE	LENGTH	SHAPE
c	4	#5	4'-0"	U
d	38	#5	2'-6"	—
h	12	#5	17'-4"	—
hi	14	#5	30'-9"	—
p	8	#10	10'-10"	—
pi	4	#8	10'-9"	—
p2	4	#8	24'-6"	—
p3	3	#5	17'-4"	—
p4	3	#5	31'-0"	—
p9	20	#6	5'-2"	—
s	37	#4	12'-3"	—
u	20	#4	5'-4"	—
u2	24	#4	7'-9"	—
us	6	#6	10'-3"	—
v	49	#5	5'-3"	—
v1	49	#5	3'-3"	—
v2	49	#5	4'-5"	—
Class X Concrete		Cu. Yds.	26.5	
Reinforcement Bars		Lbs.	3000	3000
Expansion Bolts 3/4"		Each	37	
Concrete Removal		Cu. Yds.	10.5	
Epoxy Crack Sealing		Lin. Ft.	19	



BARS p9 & v2



BAR c



BAR s

BAR u & u2

BAR us

REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS.			
EAST ABUTMENT DETAILS			
F.A. ROUTE 553 (ILL. 72)			
SECTION 125 BR-1			
DEKALB COUNTY			
SCALE: VERT.	DRAWN BY K.C.		
HORIZ.	CHECKED BY J.P.		
DATE 4/30/81			

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CHAMLIN
ASSOCIATES, INC.

USER NAME =	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DRAWN - NV	REVISED -
	CHECKED - JKC	REVISED -

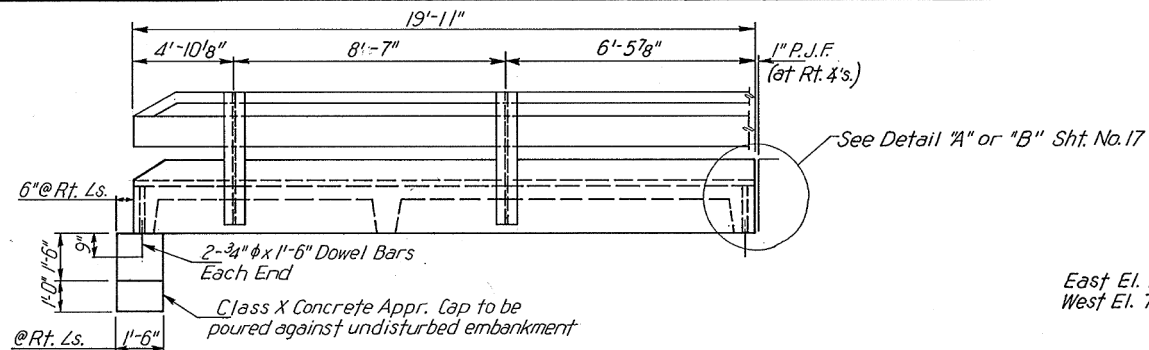
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

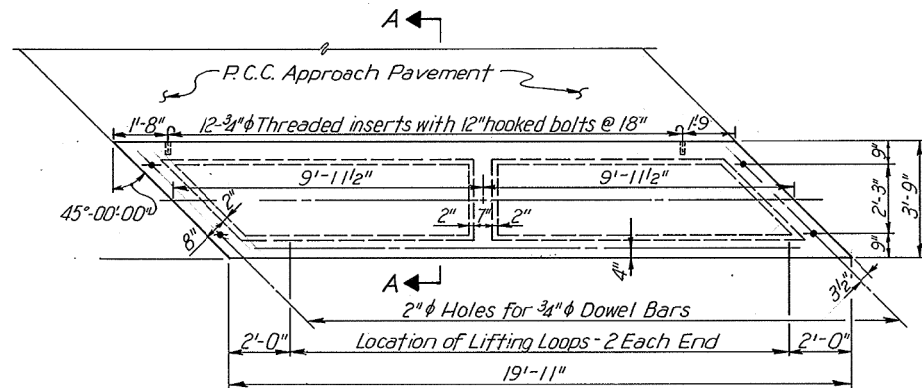
SHEET OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	54
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

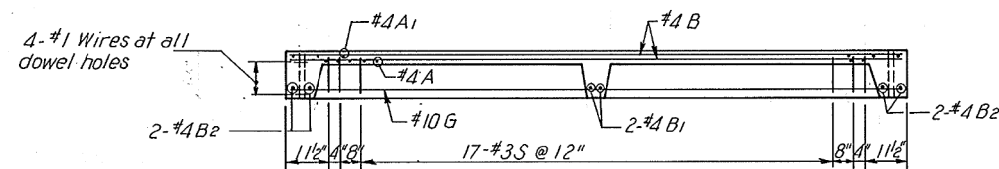
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553	125BR-1	DEKALB	18	16
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FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



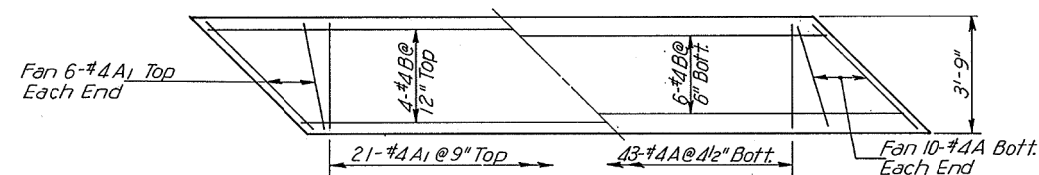
ELEVATION



PARTIAL PLAN OF APPROACH



LONGITUDINAL SECTION



SLAB REINFORCEMENT

NOTES

This work shall be done and paid for in accordance with Section 505 of the Standard Specifications. In case of conflict these notes shall take precedence.

Unless otherwise approved by the Engineer, lifting loops shall be 1/2" ϕ , 6x25 class wire rope with fibre core and shall have a minimum ultimate strength of 21,000 lbs. Loops shall be burned off after slab/cap has been erected.

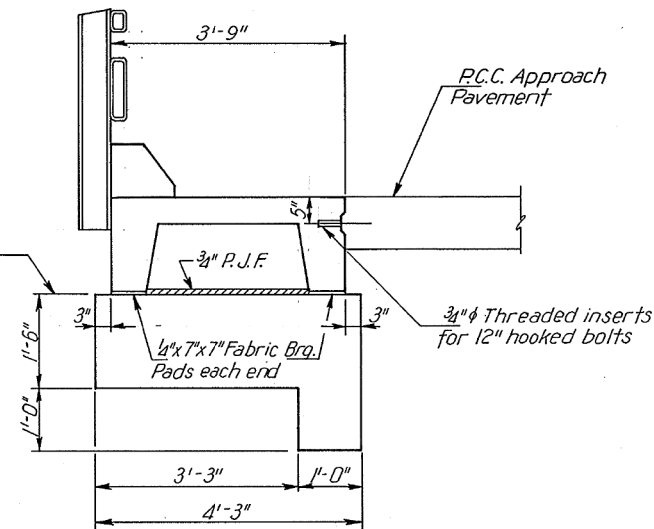
Cost of reinforcement and accessories cast into slab unit, bearing pads furnishing, drilling for, placing and grouting anchor dowels and 3/4" ϕ hooked bolts is included in Unit bid price for "Precast Concrete Bridge Slab."

Tack welding of stirrups to the bottom longitudinal reinforcement bars will not be permitted except as otherwise authorized in writing by the Engineer.

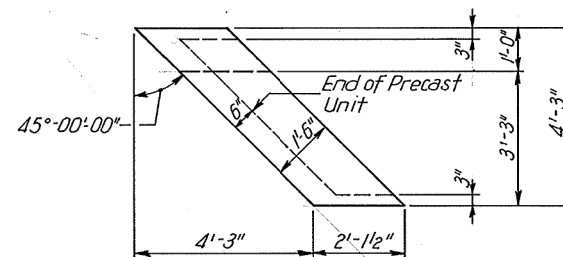
The Precast Concrete Bridge Slab shall be erected and aligned with the exterior face of the Superstructure.

Furnish two units of the type shown on this sheet. The other unit is opposite hand.

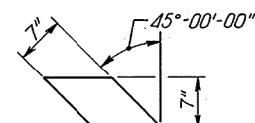
East El. 770.11
West El. 773.26



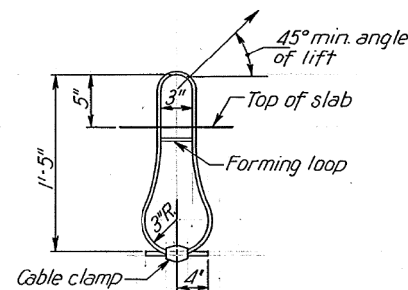
SECTION A-A



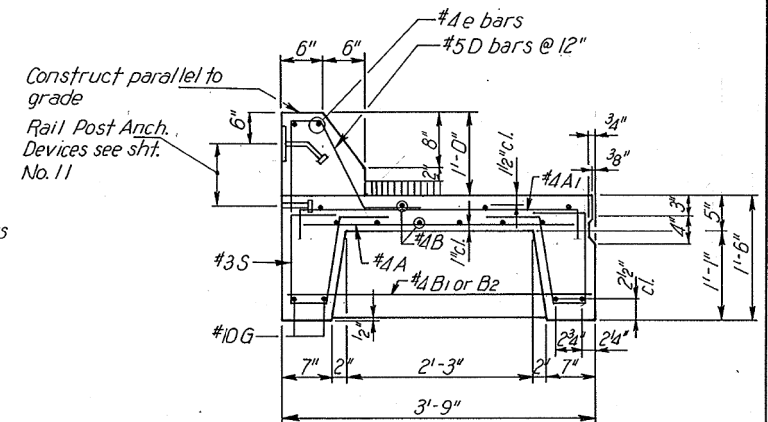
PLAN - APPROACH CAP



FABRIC BRG. PAD



LIFTING LOOP DETAIL



SECTION THRU PRECAST UNIT

Curbs shall be poured in the field

BILL OF MATERIALS (For One Unit)

BAR	No.	SIZE	LENGTH	SHAPE
A	63	#4	3'-3"	—
A ₁	33	#4	4'-0"	┐
B	10	#4	19'-8"	—
B ₁	2	#4	3'-6"	—
B ₂	4	#4	5'-1"	—
D	21	#5	4'-2"	┐
* e	2	#4	18'-8"	—
G	4	#10	19'-8"	—
S	42	#3	3'-4"	┐
Class X Concrete			Cu. Yds.	1.3
Reinforcement Bars			Lbs.	20
Precast Concrete Bridge Slab			Sq. Ft.	75

* All reinforcement bars except bars e shall be considered incidental to Precast Concrete Approach Slab

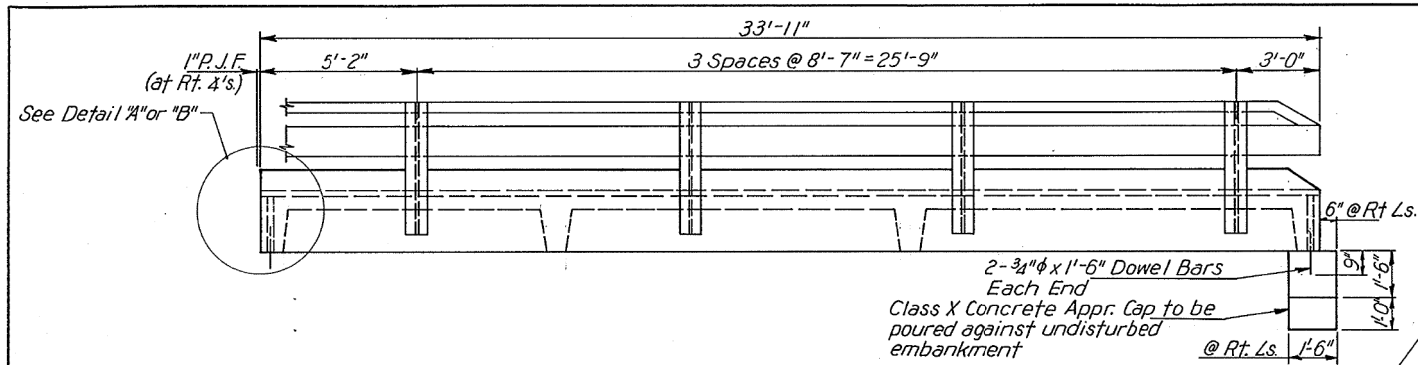
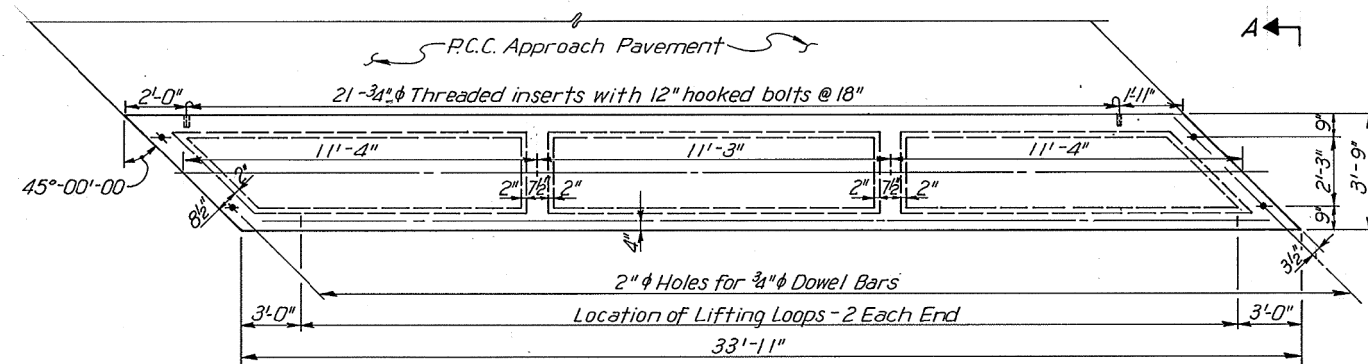
REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS
20'-0" PRECAST UNIT DETAILS
F.A. ROUTE 553 (ILL. 72)
SECTION 125 BR-1
DEKALB COUNTY

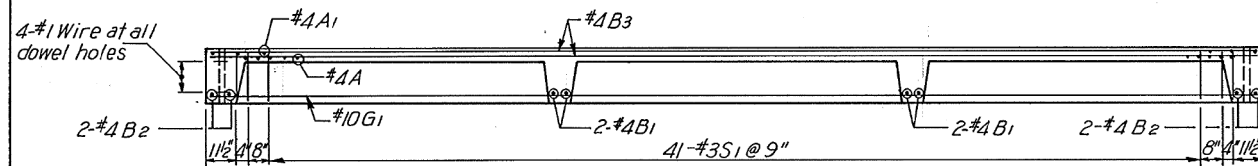
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HORIZ. 1"=10'-0"
DATE 4/30/81

DRAWN BY K. C.
CHECKED BY J. P.

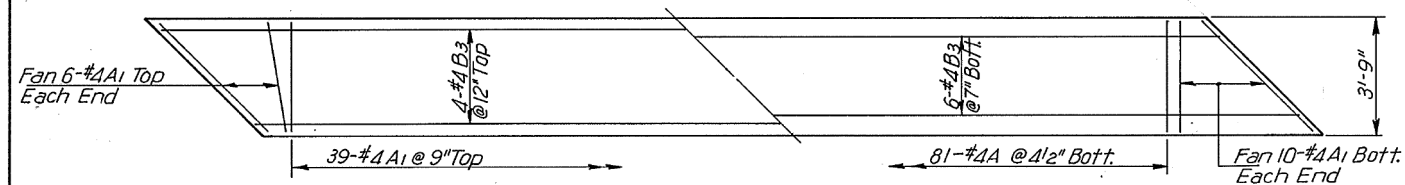
F. A. ATE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
553	125 BR-1	DEKALB	18	17
STA. 2+00.00		TO STA. 8+04.00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

ELEVATION

PARTIAL PLAN OF APPROACH

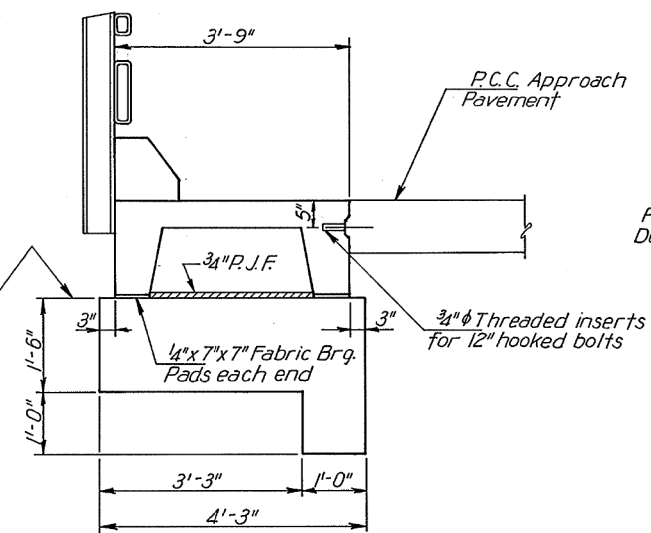


LONGITUDINAL SECTION

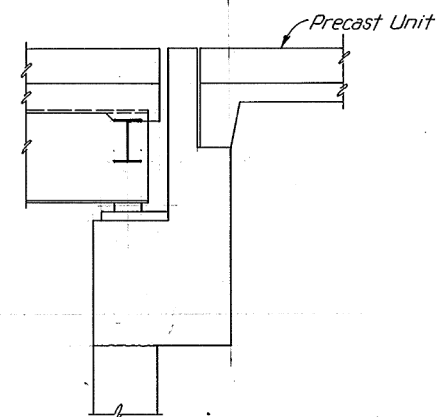


SLAB REINFORCEMENT

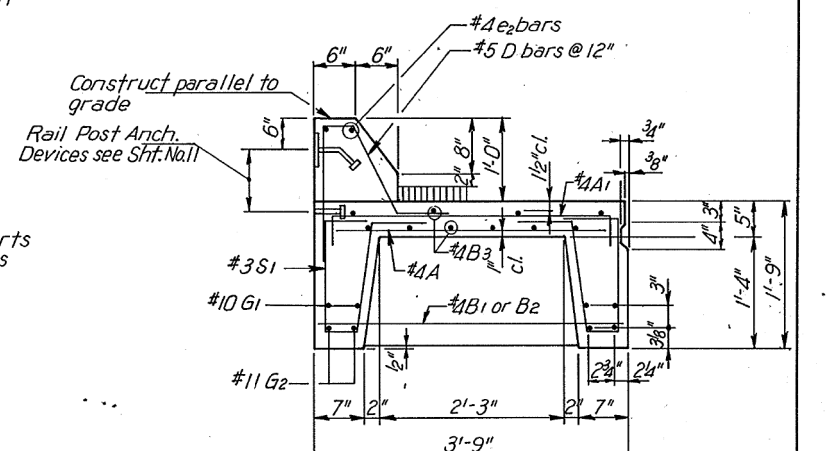
Note:
Furnish two units of the type shown on this sheet.
The other unit is opposite hand.



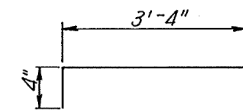
SECTION A-A



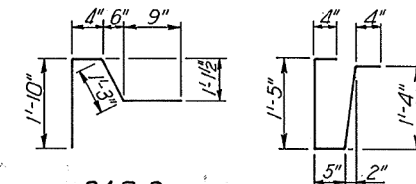
DETAIL "A"
Expansion End



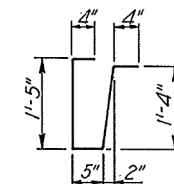
SECTION THRU PRECAST UNIT
Curbs shall be poured in the field



BAR A1



BAR D



BAR SI

BILL OF MATERIALS. (For One Unit)				
BAR	No.	SIZE	LENGTH	SHAPE
A	101	#2	3'-3"	—
A ₁	51	#4	4'-0"	□
B ₁	4	#4	3'-6"	—
B ₂	4	#4	5'-1"	—
B ₃	10	#4	33'-8"	—
D	35	#5	4'-2"	┐
e ₂	2	#4	32'-8"	—
G ₁	4	#10	33'-8"	—
G ₂	4	#11	33'-8"	—
S ₁	90	#3	3'-10"	┐
Class X Concrete			Cu. Yds.	1.8
Reinforcement Bars			Lbs.	40
Precast Concrete Approach Slab			Sq. Ft.	127

*All reinforcement bars except bars e2 shall be considered incidental to Precast Concrete Approach Slab.

Note:
For details of Approach Cap, Fabric Bearing Pad, Lifting Loops & General Notes see shft. No.16

REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS
34'-0" PRECAST UNIT DETAILS
F.A. ROUTE 553 (ILL. 72)
SECTION 125 BR-1
DEKALB COUNTY

SCALE: VERT.	DRAWN BY K. C.
HORIZ.	
DATE 4/30/81	CHECKED BY J. P.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	I25BR-1	DEKALB	18	18
STA. 2+00.00		TO STA. 8+04.00		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Boring No.	Station	Offset	Elevation	N	Qu	U/s.f.	W (%)	Surface Water El.	Groundwater El. at Completion	Wash	After	Hours	Elevation	N	Qu	U/s.f.	W (%)
B-1	3+52	30' Rt.	769.0														
Ground Surface			769.0														
Stiff Brown Silty Clay Loam			8	1.2	26			As Above	745.5				100				
Medium Brown Sand & Gravel			12					End of Boring									
Dry																	
Dense Yellow-Brown Dry Sand & Gravel with Cobbles			39														
Medium Yellow-Brown Silty Sand & Gravel with Cobbles			15														
As Above - River Sand			12														
As Above			18														
Hard Tan Sandy Clay Till			50	8	6.4	11											
Very Dense Weathered Limestone Sand			100														
As Above			100														

Boring No.	Station	Offset	Elevation	N	Qu	U/s.f.	W (%)	Surface Water El.	Groundwater El. at Completion	Wash	After	Hours	Elevation	N	Qu	U/s.f.	W (%)
B-2	4+12	12' L.	770.5														
Ground Surface			770.5														
Medium Brown Sandy Loam with Gravel			26	2.5	19			Hard Red-Brown Clay Till (extremely hard drilling)	1005.45	11							
Very Stiff Black Silty Clay Loam			9	2.5	21			Limestone Core									
Very Stiff Black Silty Clay Loam			9	2.5	21			Limestone Core									
Soft Black Silty Loam			6		53			Limestone Core									
Soft Mottled Silty Loam			11	25	38			End of Boring									
Dense Gray Fluid Sand & Gravel			44														
Medium Tan Coarse Sand & Gravel			26		14												
Soft Tan Gravel with Sand			11														
Very Stiff Tan Clay Till			100	3.1	8												

N-Standard Penetration Test- Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".
Qu-Unconfined Compressive Strength - U/sf
w - Water Content - percentage of oven dry weight-%
Type failure:
B - Bulge Failure
S - Shear Failure
E - Estimated Value
P - Penetrometer

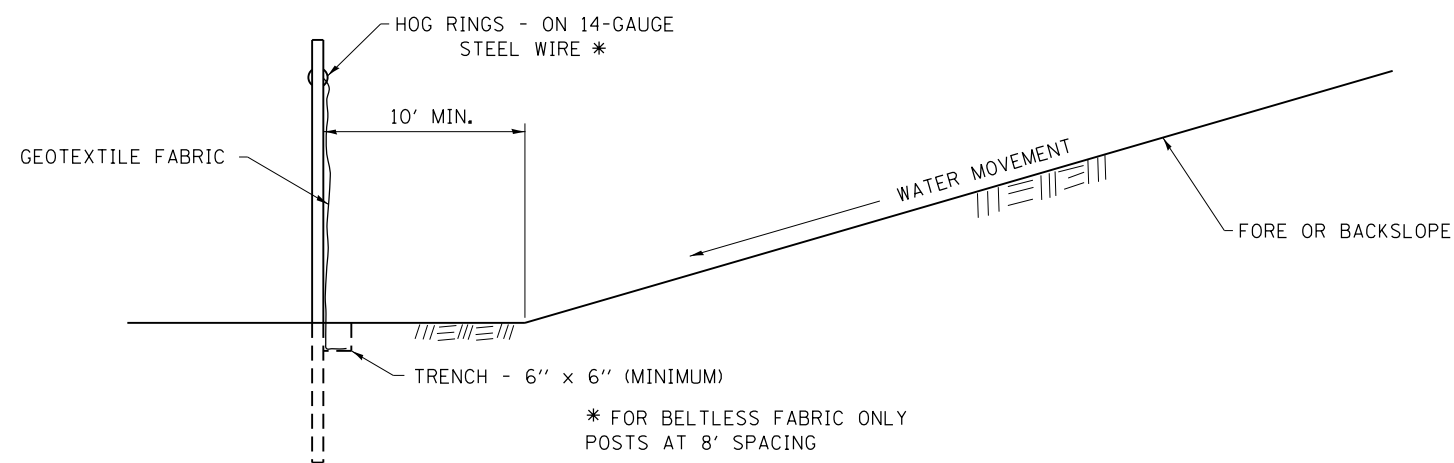
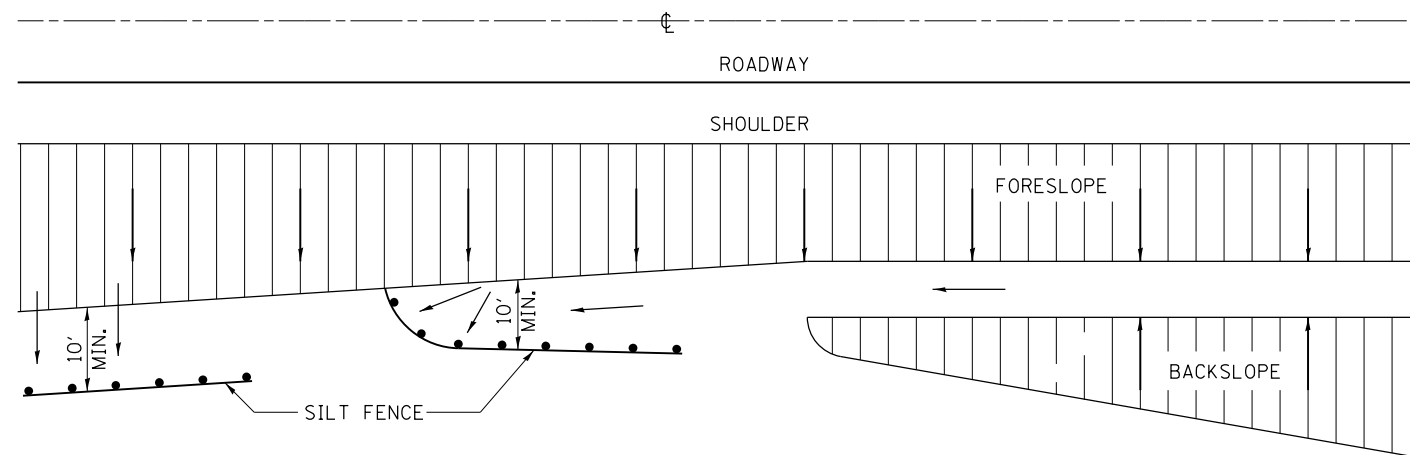
REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS	
SOIL BORINGS	
F.A. ROUTE 553 (ILL. 72)	
SECTION I25 BR-1	
DEKALB COUNTY	
SCALE: VERT. DATE 4/30/81	DRAWN BY K.C. CHECKED BY J.P.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
FOR INFORMATION ONLY

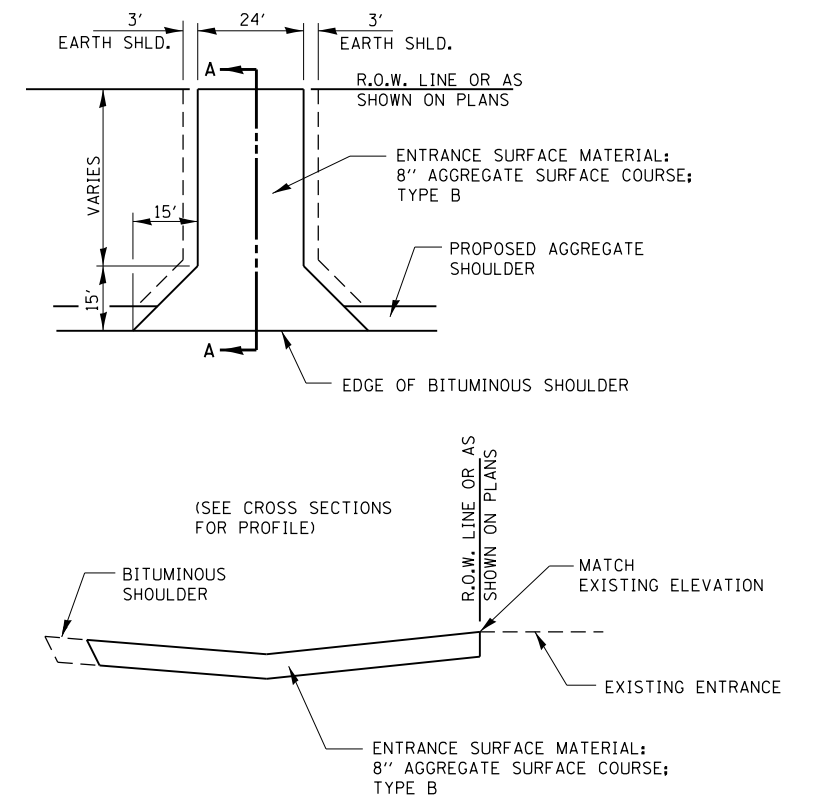
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(I25BR-1)BR-1	DEKALB	64	56
CONTRACT NO. 66H52				
ILLINOIS		FED. AID PROJECT		



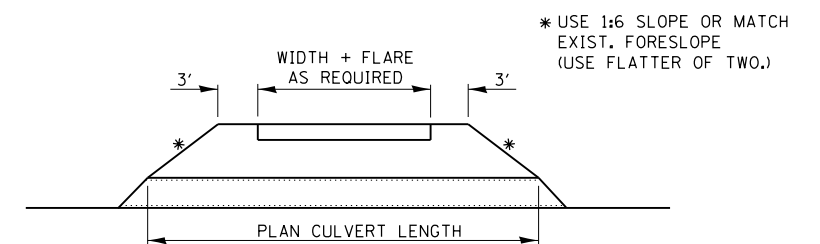
DETAILS OF SILT FENCE

**EROSION CONTROL DETAILS
FOR SILT FENCE**

280-1



SECTION A-A



FIELD ENTRANCE DETAIL

402-1

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CHAMLIN & ASSOCIATES, INC.

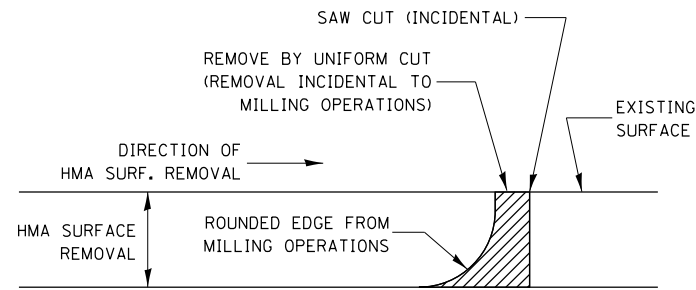
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PLOT DATE = 10/10/2019	DATE - 06/19	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

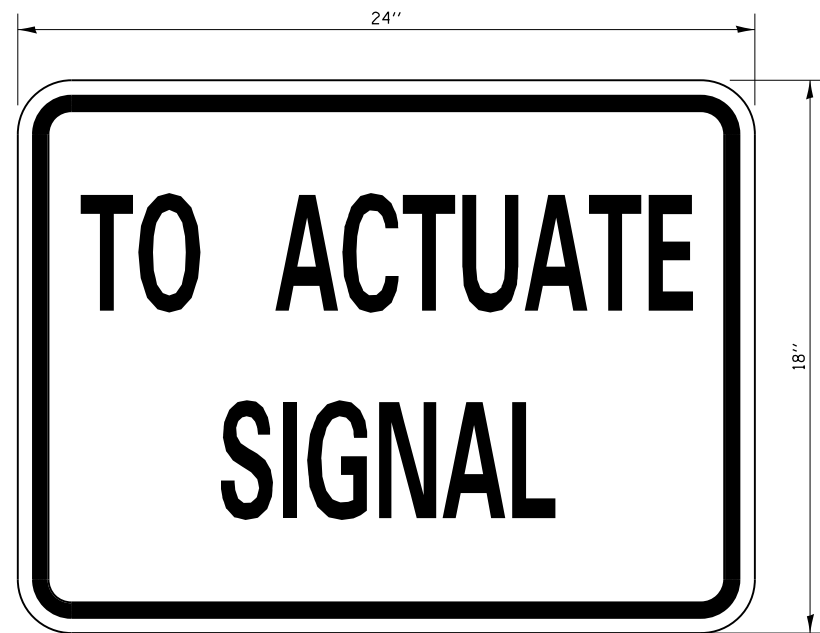
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	57
				CONTRACT NO. 66H52
ILLINOIS FED. AID PROJECT				



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

HMA DETAIL AT BUTT JOINTS

406-8

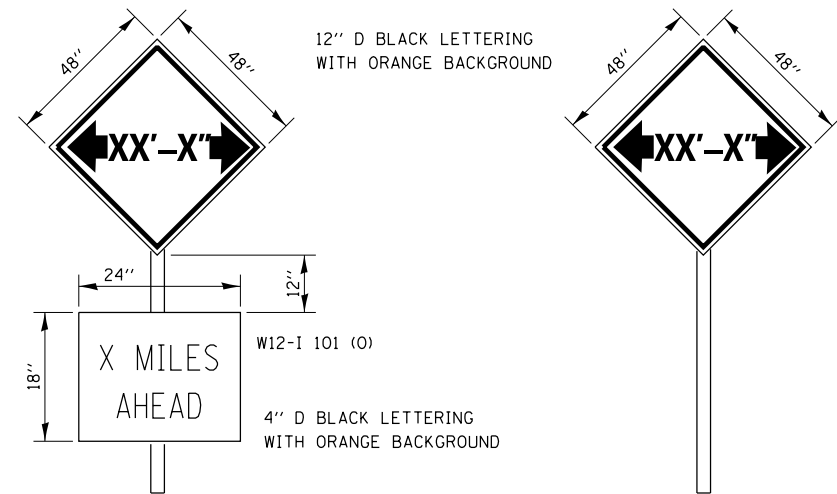


SIZE: 24" x 18"
4" CAPITAL LETTERS - BLACK
1/2" BORDER - BLACK
WHITE REFLECTIVE - TYPE B
ENGINEERING GRADE SHEETING

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

720-4

STOP LINE SIGN FOR TEMPORARY SIGNALS



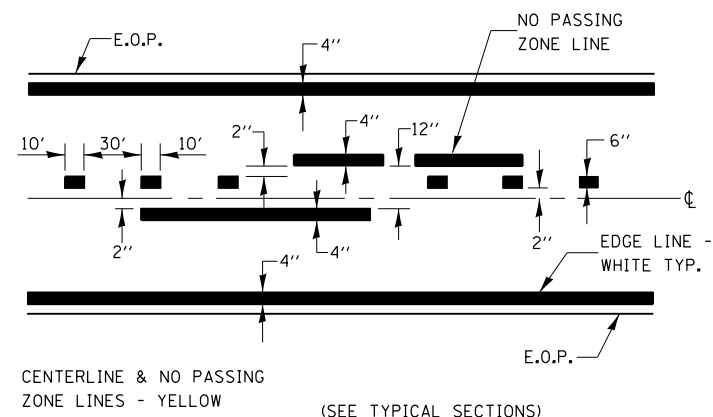
TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

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 701-6



PAVEMENT MARKING

780-8

MODEL: Default
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	DRAWN - NV	REVISED -
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PLOT DATE = 10/10/2019	DATE - 06/19	REVISED -

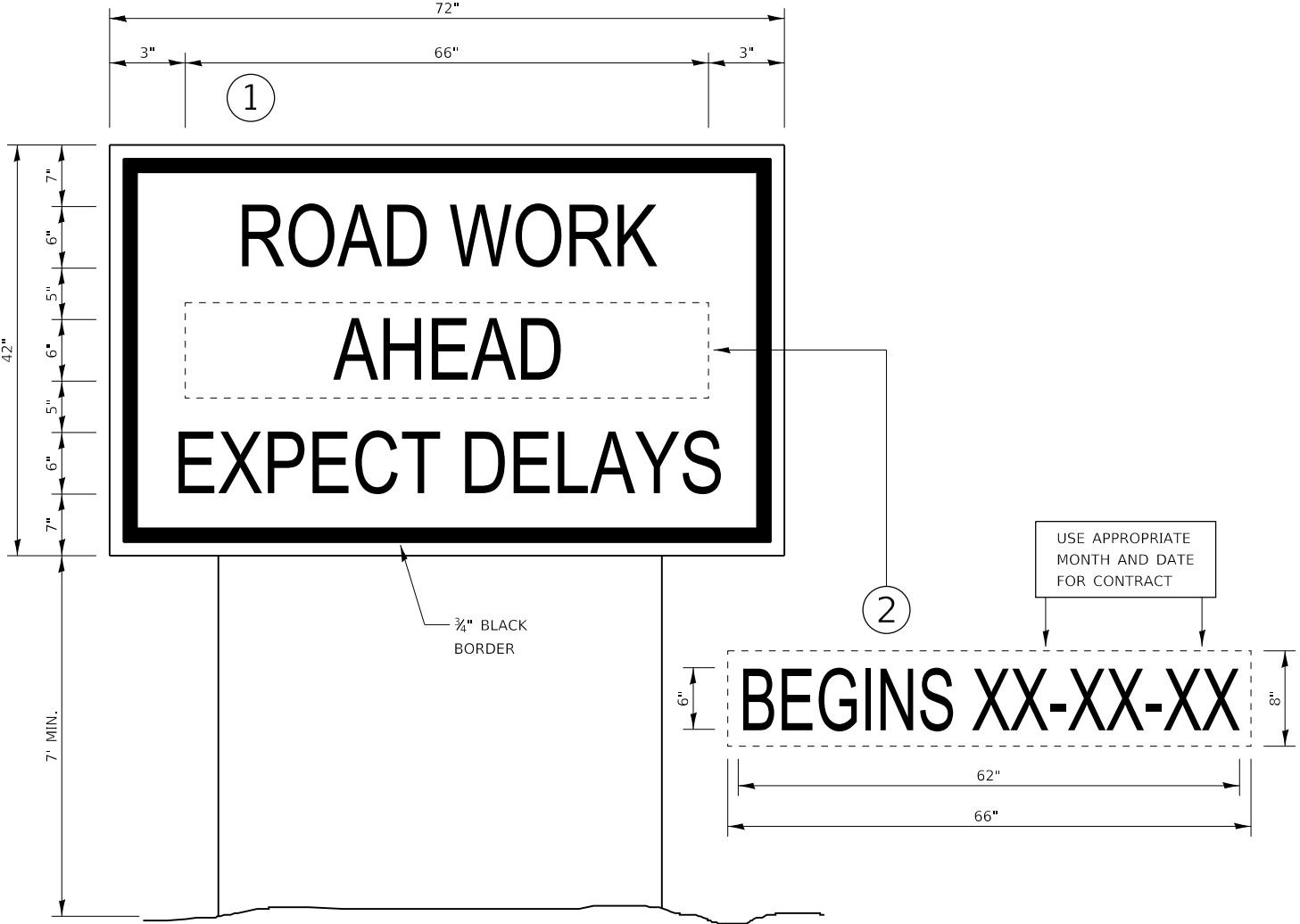
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	58
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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USER NAME = CHAMLIN	DESIGNED - JKC	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JKC	REVISED -
PLOT DATE = 10/10/2019	DATE - 06/19	REVISED -

DETAILS			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	59
CONTRACT NO. 66H52				
		ILLINOIS	FED. AID PROJECT	



TEMPORARY INFORMATION SIGNING

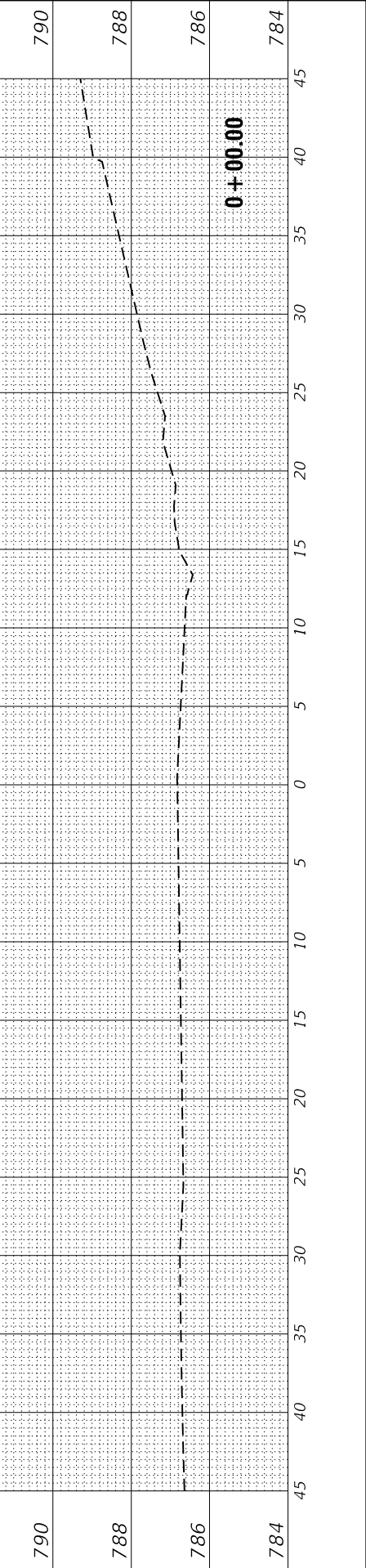
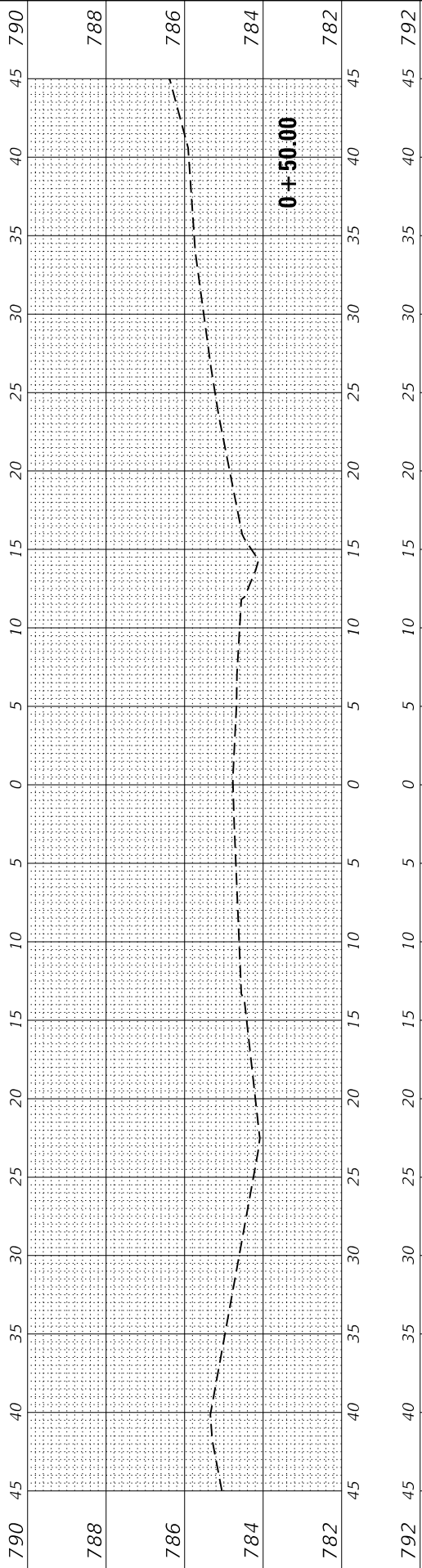
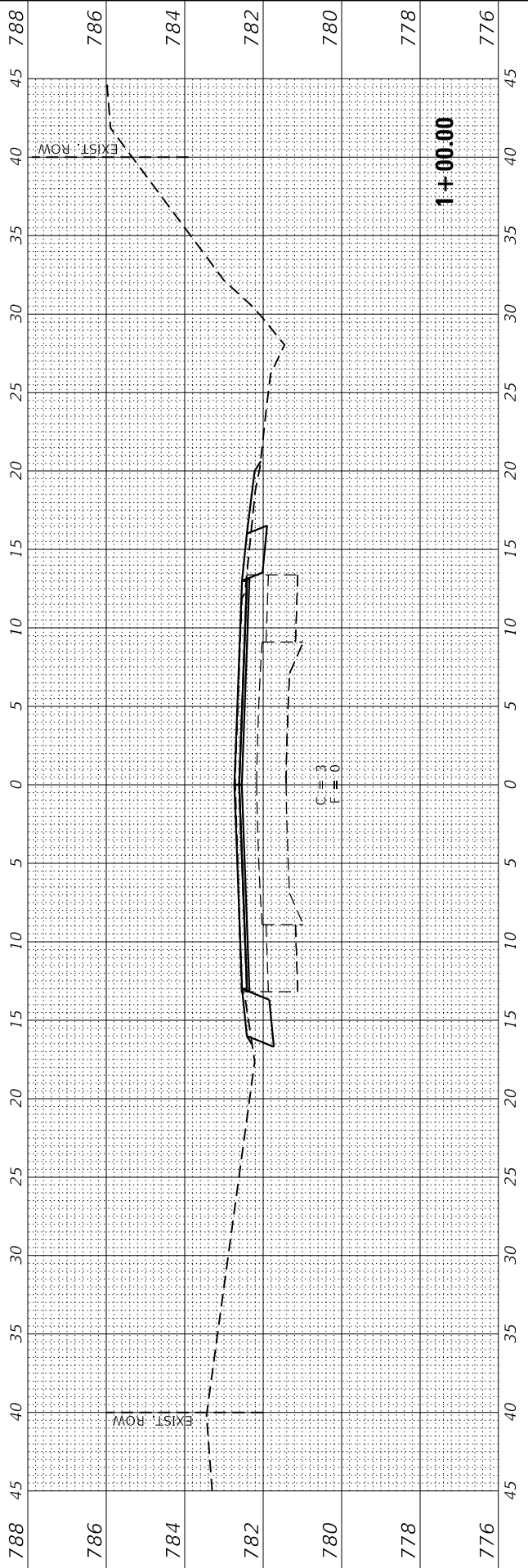
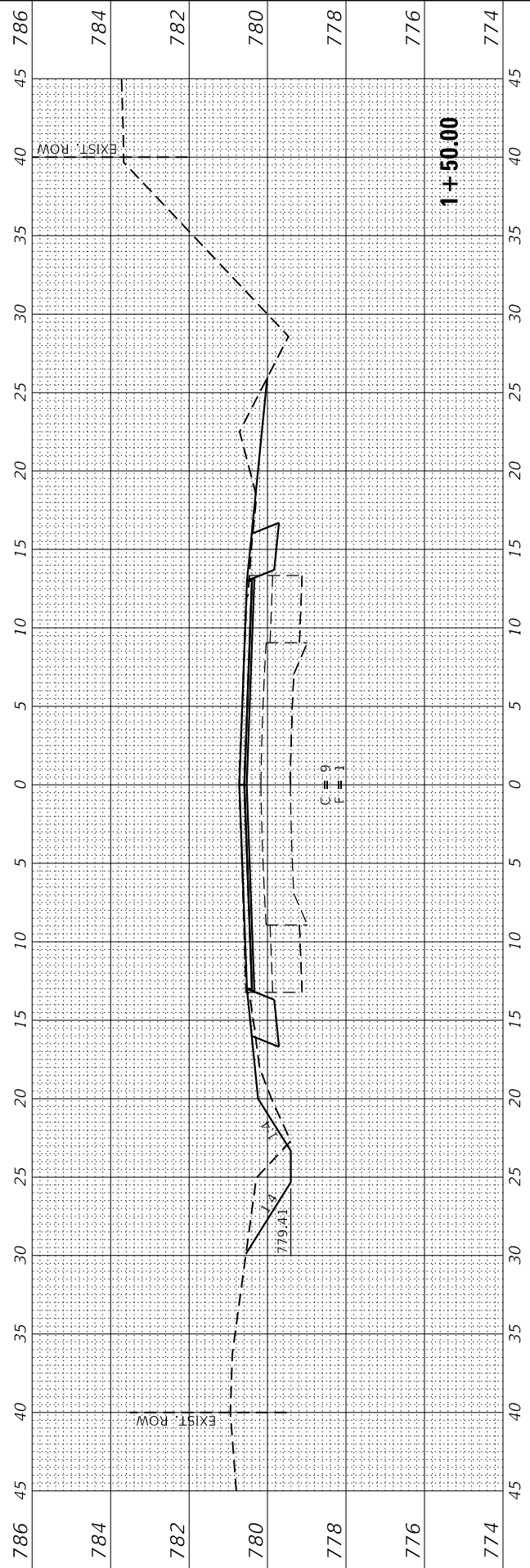
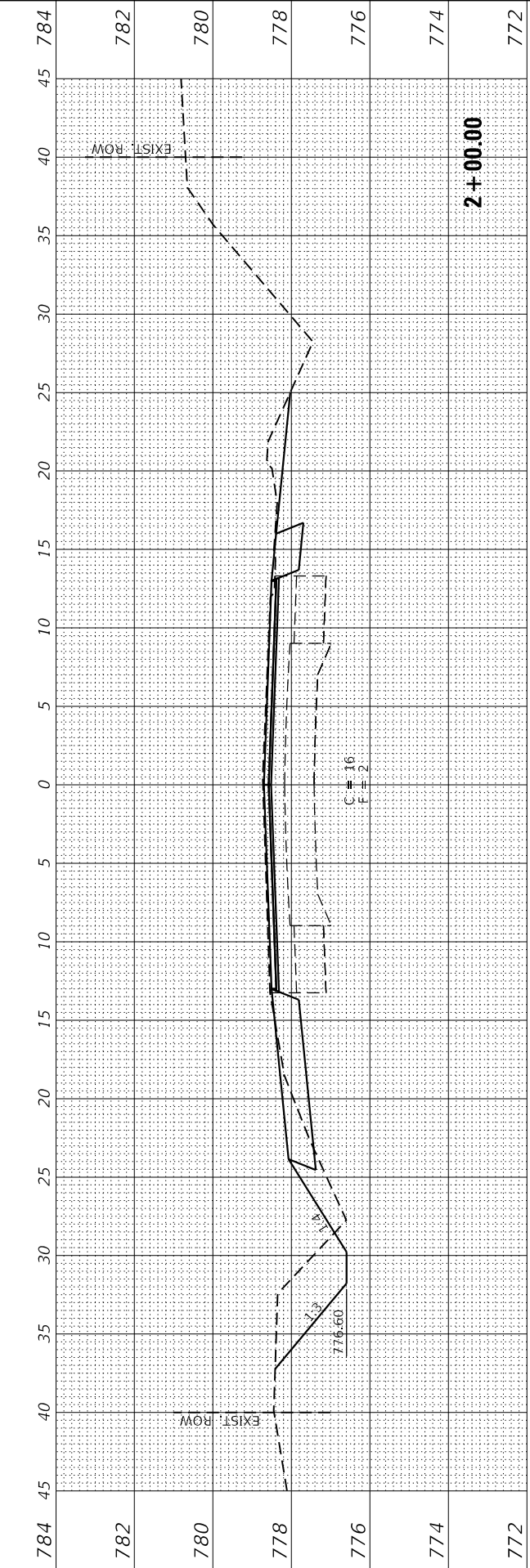
NOTES:

- USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
- ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
- ERECT SIGN①WITH INSTALLED PANEL②A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
- REMOVE PANEL②ON THAT DATE.
- SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
- WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING".
EACH SIGN = 21 SQ FT AND THE DATE PANEL②WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

FINAL SURVEY NO.	SURVEYED NOTE BOOK	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED NOTE BOOK	BY	DATE

MODEL: Default
FILE NAME: G:\Users\1\1\11287-04-L 72 over Kennesaw River - Phase II\CAD\SURVEY D366H52\Consultant Data\Chamlin_2019\CAD Sheets\0366H52-shr-cross-sections.dgn



CHAMLIN ASSOCIATES, INC.

USER NAME	= CHAMLIN	DESIGNED	- JKC	REVISED	-
		DRAWN	- NV	REVISED	-
PLOT SCALE	= 10,0000 ' / in.	CHECKED	- JKC	REVISED	-
PLOT DATE	= 10/10/2019	DATE	- 06/19	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS				
SCALE:	SHEET	OF	SHEETS	STA. 0+00 TO STA. 2+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	60
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED NOTE BOOK	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED NOTE BOOK	BY	DATE

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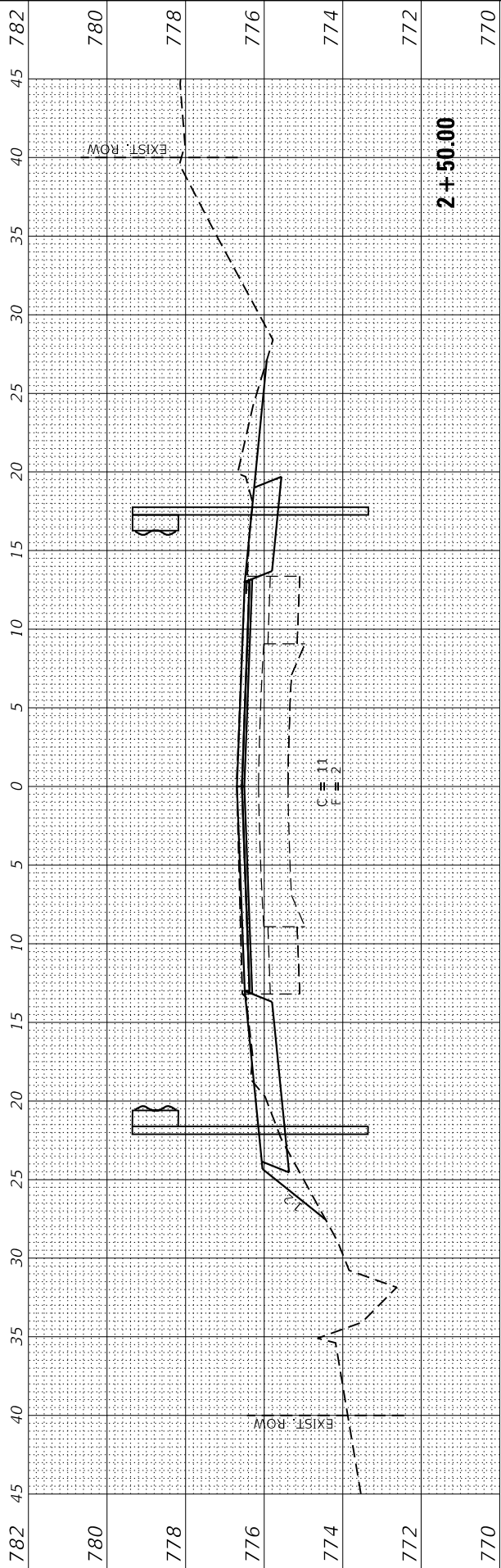
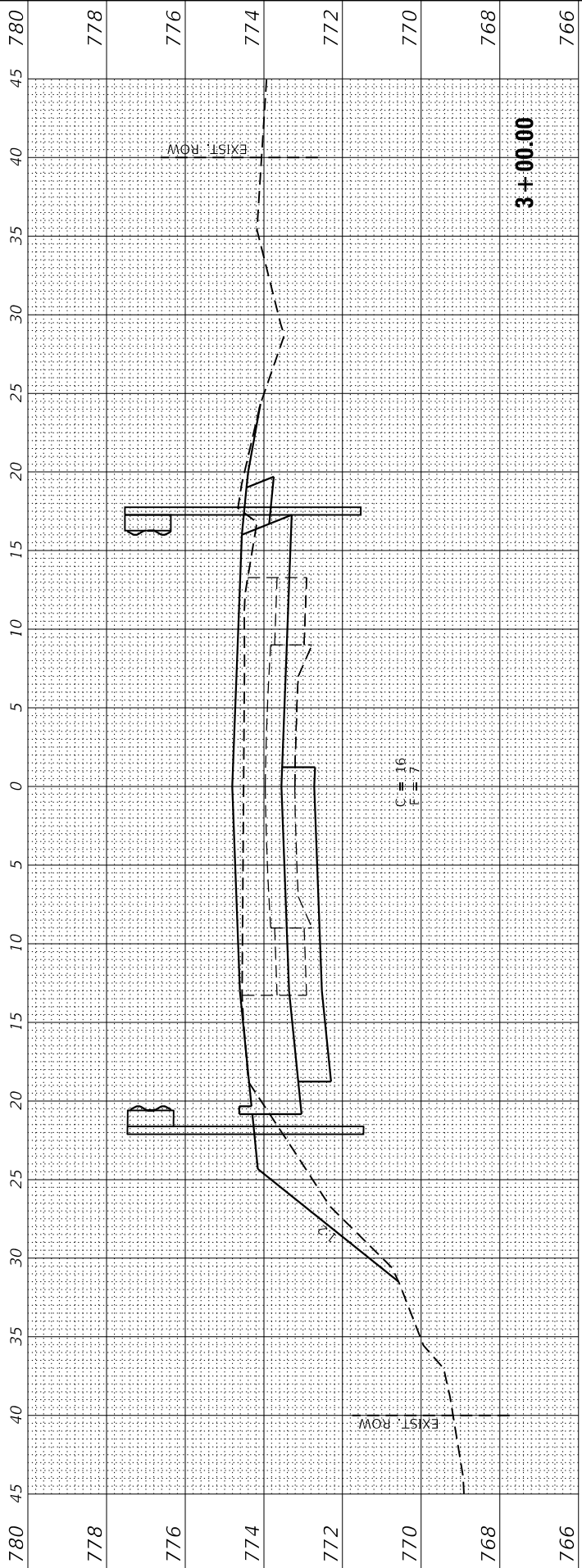
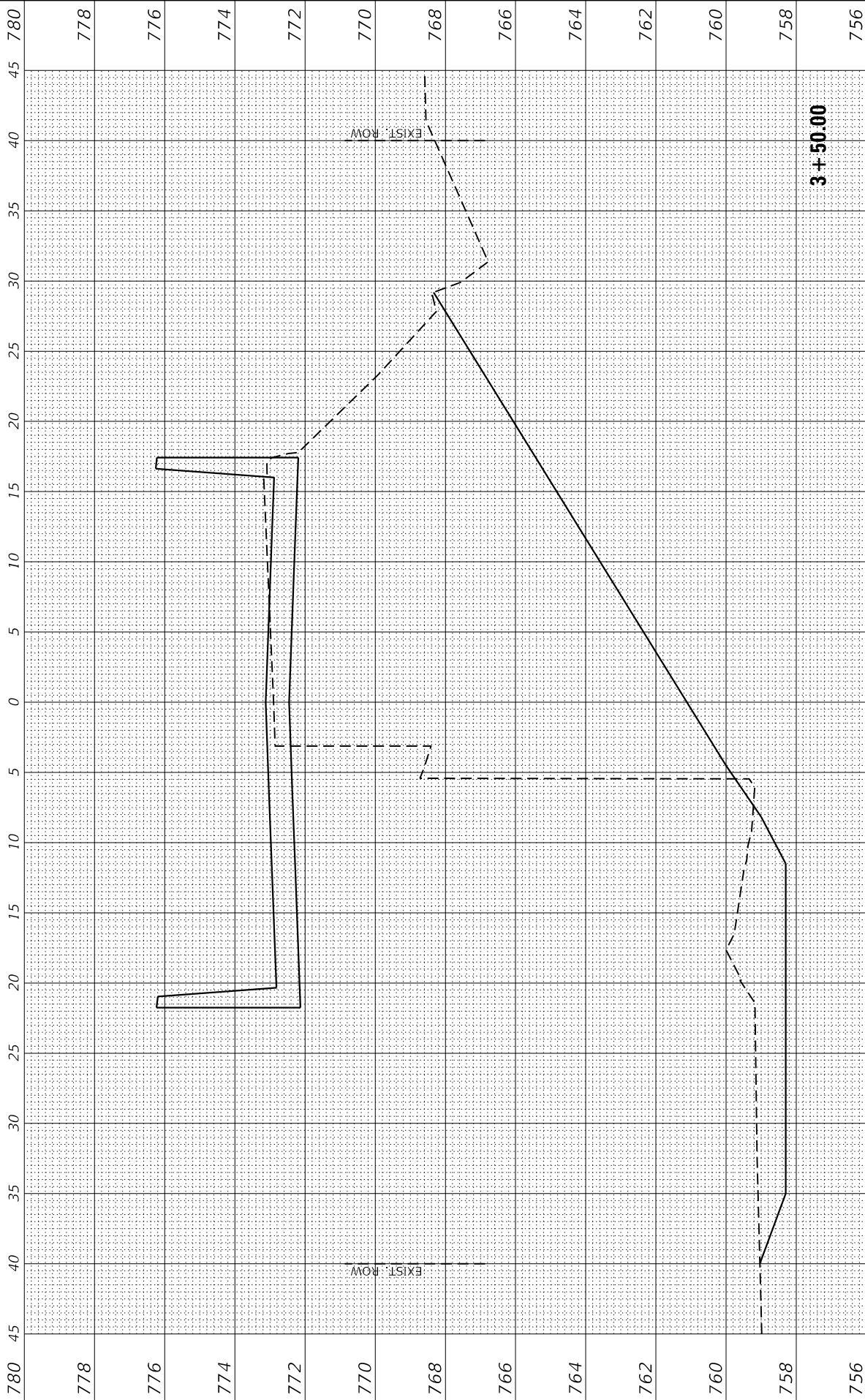
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PLOT SCALE = 10.0000 ' / in.	CHECKED - JKC	REVISED -
PLOT DATE = 10/10/2019	DATE - 06/19	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 2+50 TO STA. 3+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	61
CONTRACT NO. 66H52				
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY NO.	SURVEYED NOTE BOOK	PLOTTED TEMPLATE	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED NOTE BOOK	PLOTTED TEMPLATE	BY	DATE

MODEL Default
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DESIGNED	- JKC
DRAWN	- NV
PLOT SCALE	= 10,0000 ' / in.
PLOT DATE	= 10/10/2019

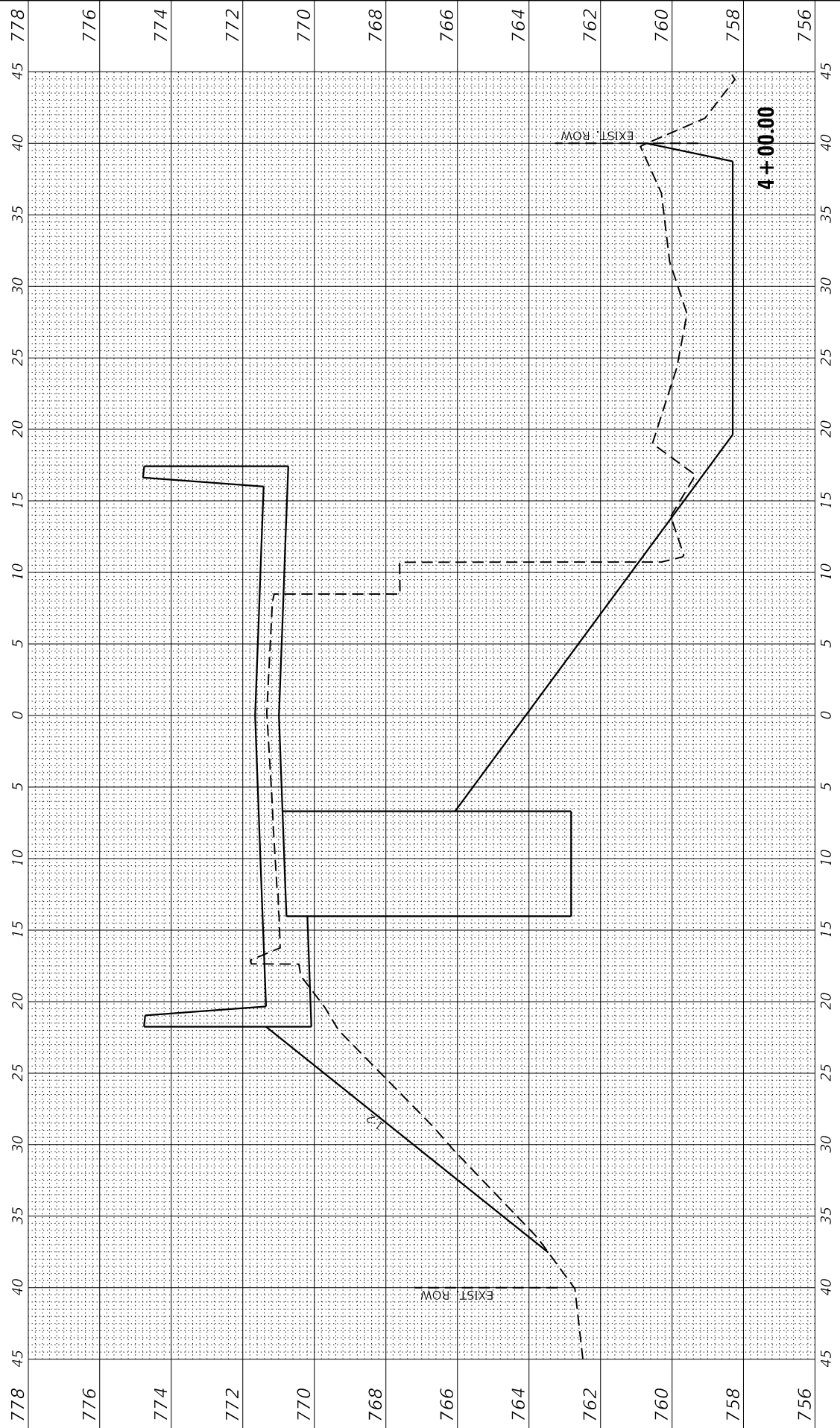
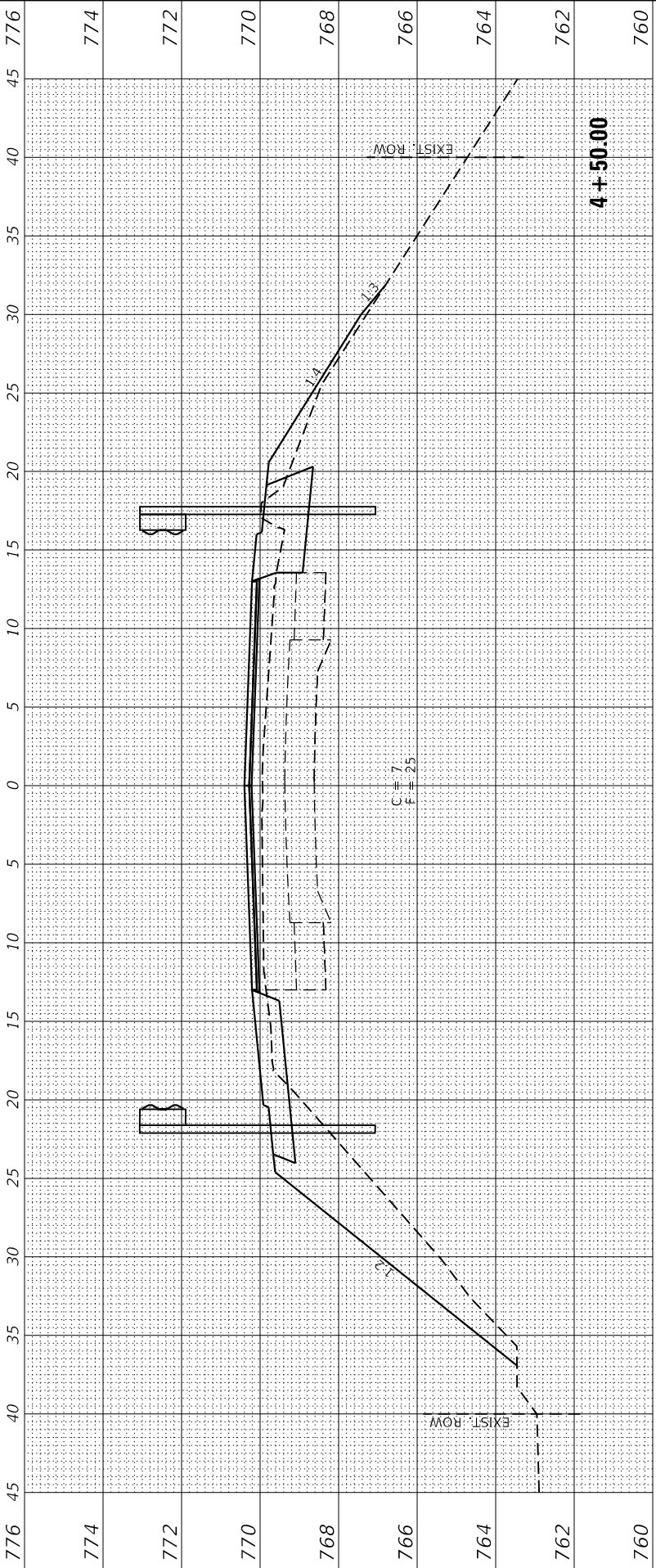
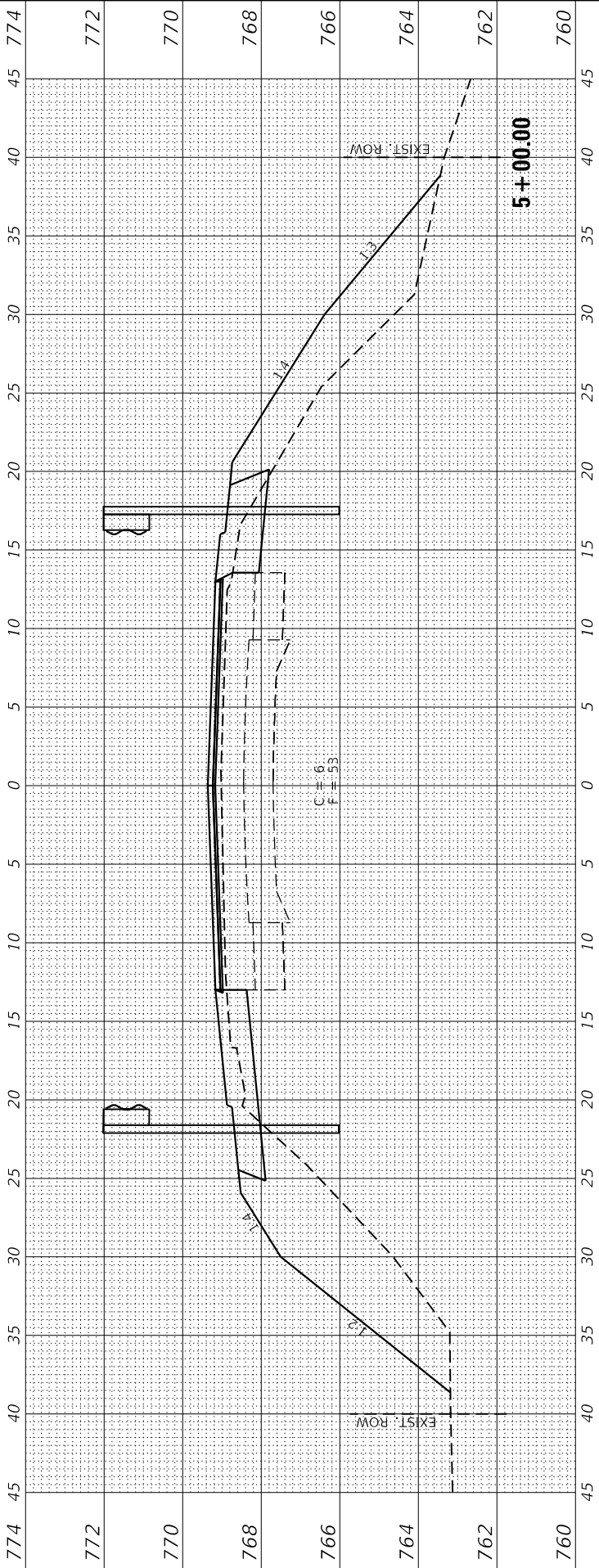
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REVISD	-
CHECKED	- JKC
DATE	- 06/19
REVISD	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 4+00 TO STA. 5+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	62
CONTRACT NO. 66H52				
		ILLINOIS	FED. AID PROJECT	



FINAL SURVEY NO.	NO.	NOTE BOOK	NO.	BY	DATE

ORIGINAL SURVEY NO.	NO.	NOTE BOOK	NO.	BY	DATE

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USER NAME	= CHAMLIN
DESIGNED	- JKC
DRAWN	- NV
CHECKED	- JKC
DATE	- 06/19

DESIGNED	- JKC
DRAWN	- NV
CHECKED	- JKC
DATE	- 06/19

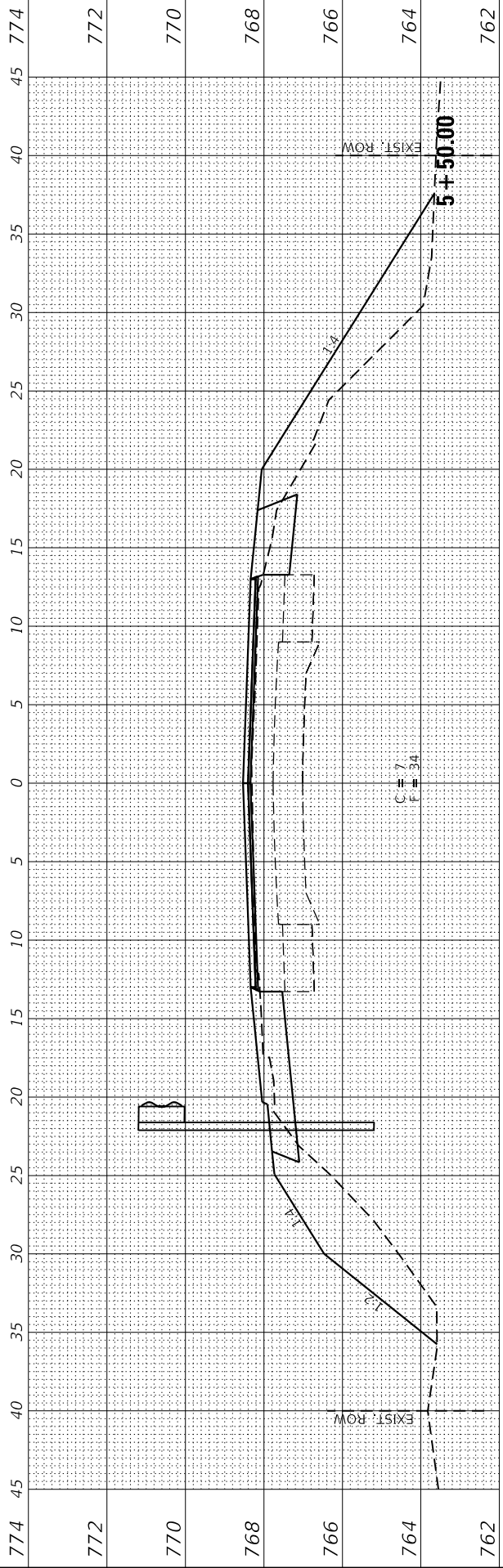
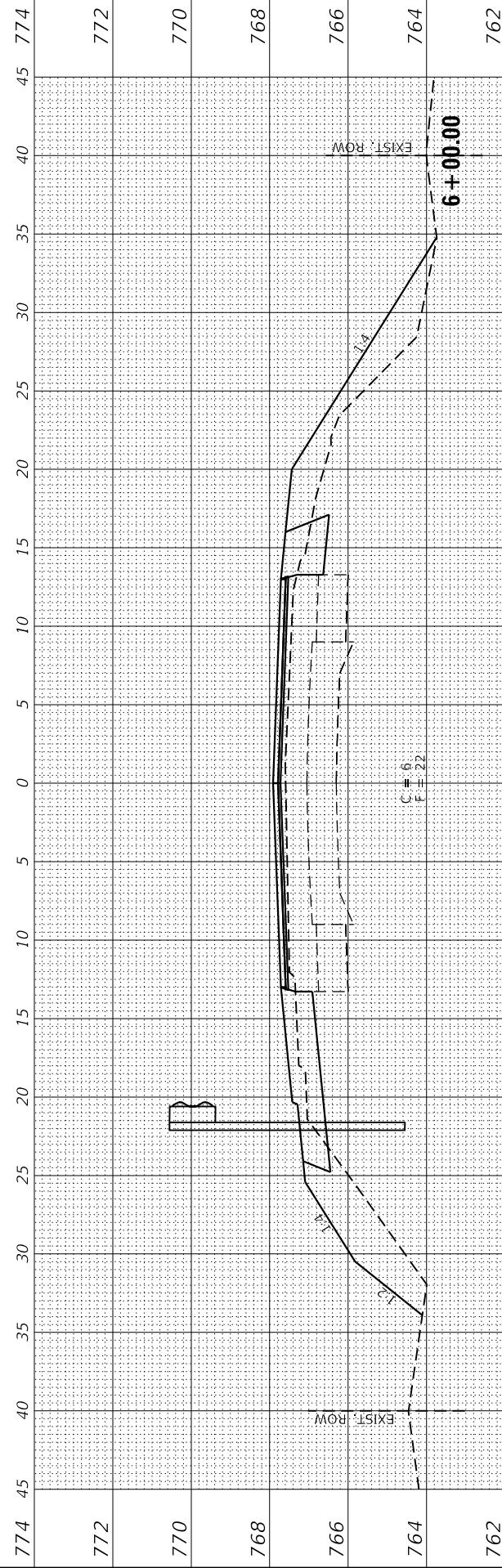
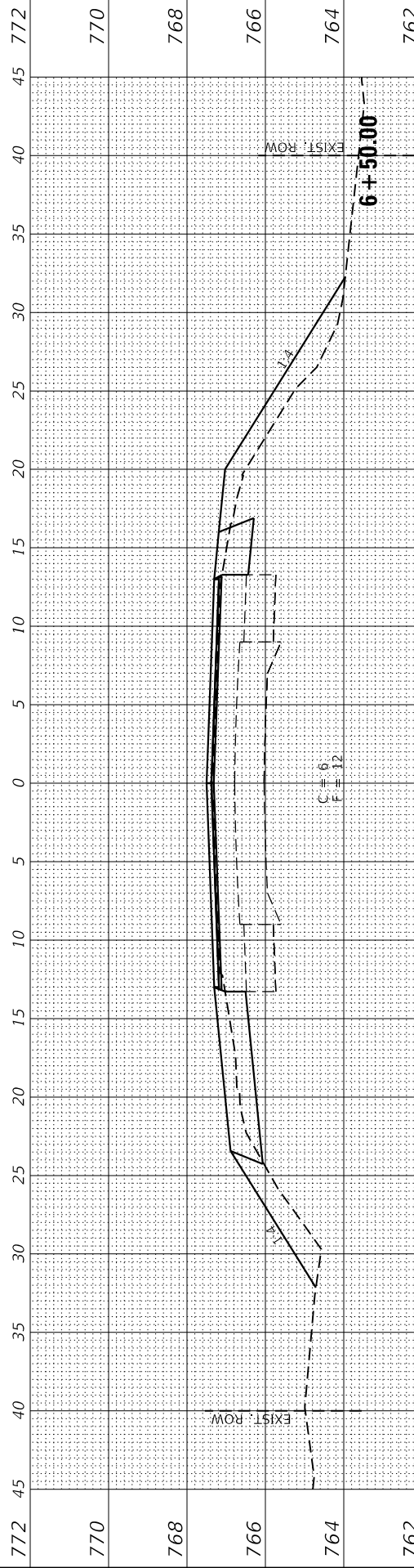
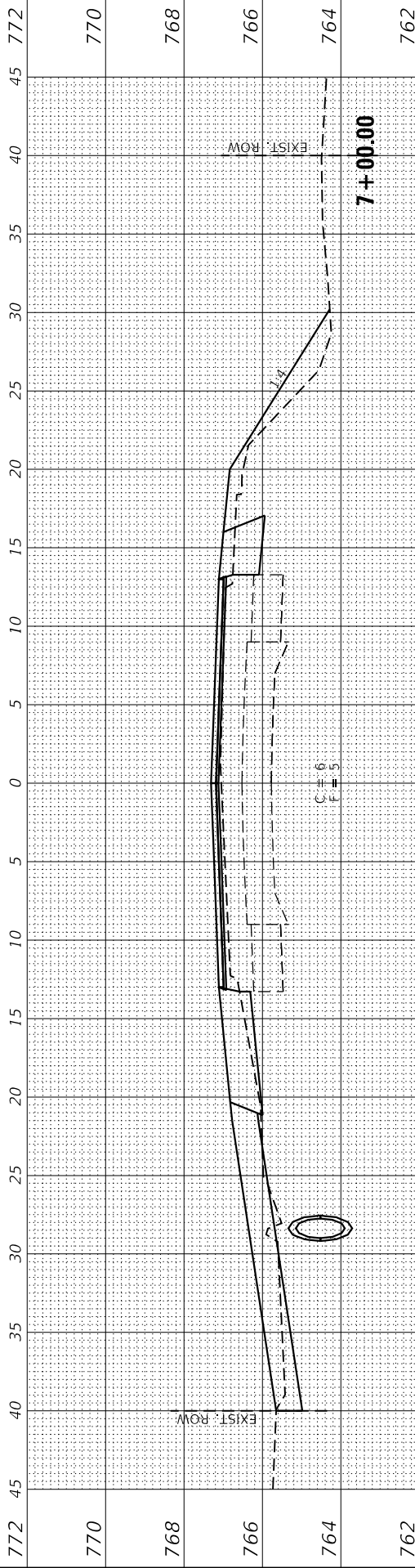
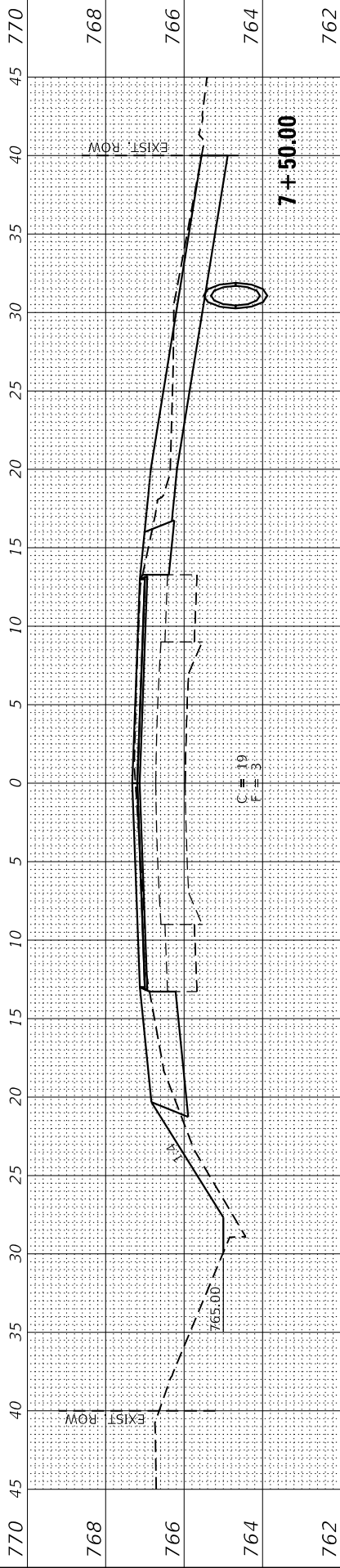
REVISED	-
REVISED	-
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. 5+50 TO STA. 7+50

CROSS SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	63
CONTRACT NO. 66H52				
ILLINOIS FED. AID PROJECT				



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

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

MODEL Default
FILE NAME: G:\Users\1\1\11287-04-L 72 over Kishwaukee River - Phase II\CAD\SURVEY D366H52\Consultant Data\Chamlin_2019\CAD Sheets\0366H52-shr-cross-sections.dgn



USER NAME = CHAMLIN	DESIGNED - JKC	REVISED -
	DRAWN - NV	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JKC	REVISED -
PLOT DATE = 10/10/2019	DATE - 06/19	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. 8+00 TO STA. 10+50

CROSS SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
553	(125BR-1)BR-1	DEKALB	64	64
CONTRACT NO. 66H52				
ILLINOIS		FED. AID PROJECT		

774 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 774

772 772

770 770

768 768

766 766

10 + 50.00

45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45

772 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 772

770 770

768 768

766 766

10 + 00.00

45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45

772 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 772

770 770

768 768

766 766

764 764

9 + 50.00

45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45

772 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 772

770 770

768 768

766 766

764 764

C = 3
F = 1

9 + 00.00

45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45

772 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 772

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8 + 00.00

EXIST. ROW

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