

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SH
308	109BR-3 & 109BR-4	WHITESIDE	47	N

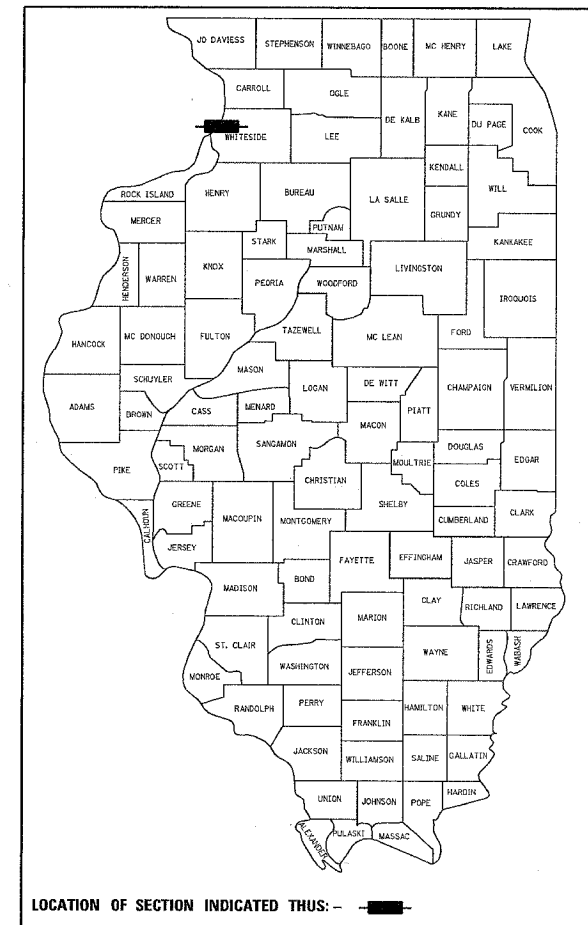
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROPOSED  
HIGHWAY PLANS

FAP ROUTE 308 (IL 84)  
SECTION 109BR-3 & 109BR-4  
PROJECT NHF-0308(028)  
WHITESIDE COUNTY  
C-92-025-06

D-92-092-05

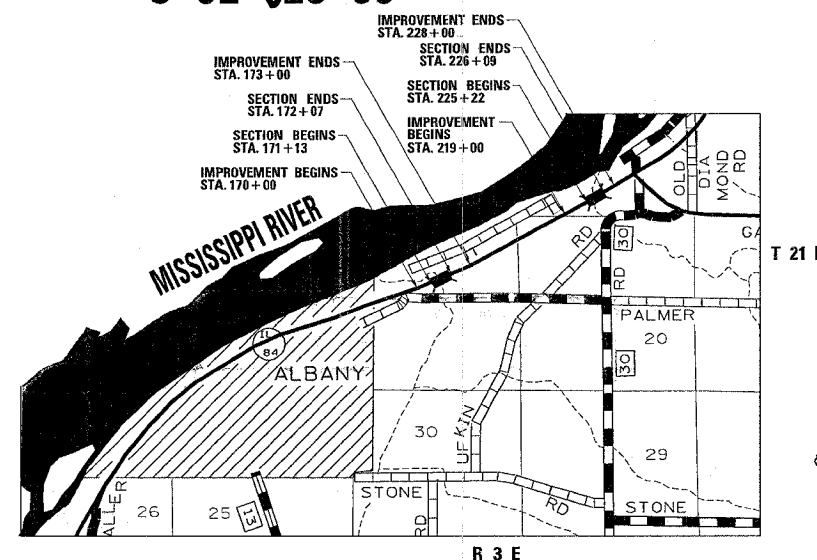


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001001	AREAS OF REINFORCEMENT REBARS
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420001-06	PAVEMENT JOINTS
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701201-02	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
701301-02	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
701311-02	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
701321-08	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
701326-02	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
702001-05	TRAFFIC CONTROL DEVICES
704001-02	TEMPORARY CONCRETE
720011	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
780001-01	TYPICAL PAVEMENT MARKINGS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS



THIS PROJECT INCLUDES THE REMOVAL AND REPLACEMENT OF SUPERSTRUCTURES ON BRIDGES CARRYING IL 84 OVER:  
-CEDAR CREEK LOCATED 1.5 MILES NORTH OF ALBANY (SN # 098-0022)  
-SPRING CREEK LOCATED 0.5 MILES NORTH OF ALBANY (SN # 098-0023)  
WITH GUARDRAIL UP DATES

GROSS LENGTH OF SECTIONS = 181 FEET = 0.034 MILES  
NET LENGTH OF SECTIONS = 181 FEET = 0.034 MILES



PLANS ENGINEER  
ROBERT WAGNER

SQUAD LEADER  
MIKE YUSEF  
(815) 284-5343

PROJECT ENGINEER  
THOMAS HALLA  
PHONE: (815) 284-5993

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

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

WHITESIDE COUNTY  
GARDEN PLAIN TOWNSHIP, SECTION 19 & 20

CONTRACT NO. 64B29

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED December 29, 2005

*Henry Z. Mountain*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

February 3, 2006  
*Mike Yusef*  
ENGINEER OF DESIGN AND ENVIRONMENT

February 3, 2006  
*Milton R. Shea P.E.*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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# GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 308 (IL 84)	109BR-3 & 109BR-4	Whiteside	47	2
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64B29				

The final top 100 mm (four inches) of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 6 (modified) shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1 (modified). Class 6 (modified) shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches. This work will be included in the contract unit price per Cubic Meter (Cubic Yard) for FURNISHED EXCAVATION.

Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. This work shall be included in the cost of FURNISHED EXCAVATION.

Mulch Method II shall be applied over all seeded areas. This shall be included in the cost of the FURNISHED EXCAVATION.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Mainline Surface Course
PG:	PG 64-22
RAP%: (Max)	10%
Design Air Voids	4.2 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5
Friction Aggregate	C
20 Year ESAL	4.3

Install a "TO ACTUATE SIGNAL" sign for the traffic signal detector loops. The detail of this sign is included in the plans. This work will be included in the cost of TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

These structures will retain the same numbers 098-0022 & 098-0023.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Tangent) or Steel Plate Beam Guardrail Terminal Type I Special (Flared).

Bituminous Prime Coat shall be placed in accordance with Section 406 of the Standard Specifications. The cost of the Bituminous Prime Coat shall be included in the contract unit price per TON for BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX C, N50.

A quantity of Furnished Excavation has been included to repair washed out areas of existing slopes and to build up the shoulders throughout the job to conform with the typical sections and shoulder widening for terminals as shown in the plans. This work will be included in the contract unit price per Cubic Yard for FURNISHED EXCAVATION.

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted.

Delineators shall be salvaged and placed at the ends of approach guardrail terminal sections. The Contractor shall take care to not damage delineators and store in a safe manner for re-use. Damaged delineators shall be replaced at the contractor's expense.

Pavement marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

Permanent survey markers, Type II shall be cast-in-place as shown on Highway Standard 667101. A marker shall be placed mid point between the two structures and the other marker shall be placed at or just east of Cedar Creek in such a location that will take into account satellite and future construction. Location shall be determined by the Engineer.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The Engineer shall submit this information to the Survey Crew.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

Mediacom	Commonwealth Edison
Alliant Energy	Citizen's Telephone
Norlight Telecommunications	

Following are the known utilities located within the project limits or immediately adjacent to the project construction limits which are not members of JULIE and should be notified individually by the contractor:

IDOT  
819 Depot Ave.  
Dixon, IL 61021  
Ph. 815/284-2271

Due to environmental concerns, the following shall be strictly adhered to:

1. All work shall be performed from the existing decks and no work shall take place below the existing structure on the ground.
2. No fill shall be placed in or around Cedar Creek or Spring Creek.

Embankment quantities for the construction of Traffic Barrier Terminals and placement of Steel Plate Beam Guardrail as shown on the plans are included in quantities for FURNISHED EXCAVATION.

CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SH N
308	*	WHITESIDE	47	
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• 109BR-3 & 109BR-4				

# SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	X080-2A 80 % FED 20 % STATE	SFTY-3N 80 % FED 20 % STATE		
20400800	FURNISHED EXCAVATION	CU YD	42	42			
44000007	BITUMINOUS CONCRETE SURFACE REMOVAL 2"	SG YD	227	227			
48101200	AGGREGATE SHOULDERS, TYPE B	TON	264	264			
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	2	2			
50102400	CONCRETE REMOVAL	CU YD	2.2	2.2			
50300225	CONCRETE STRUCTURES	CU YD	0.9	0.9			
50300255	CONCRETE SUPERSTRUCTURES	CU YD	2.4	2.4			
50300260	BRIDGE DECK GROOVING	SG YD	427	427			
50300300	PROTECTIVE COAT	SG YD	449	449			
50301245	FORMED CONCRETE REPAIR (DEPTH LESS THAN OR EQUAL TO 5 ")	SG FT	207	207			
50400405	PRECAST PRESTRESSED CONCRETE DECK BEAMS (21' DEPTH)	SG. FT.	4036	4036			
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	694	694			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	6100	6100			
* 50901005	STEEL BRIDGE RAIL, TYPE SM	FOOT	313	313			
51500100	NAME PLATES	EACH	2	2			
58700200	BRIDGE SEAT SEALER	SG FT	195	195			
59000100	EPOXY CRACK SEALING	FOOT	116	116			
* 63000005	STEEL PLATE BEAM GUARDRAIL, TYPE B	FOOT	1000	1000			
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	8	8			
* 63100167	TRAFFIC BARRIER TERMINAL TYPE I, SPECIAL (TANGENT)	EACH	6	6			
63200310	GUARDRAIL REMOVAL	FOOT	1150	1150			
63301210	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	300	300			
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4			
67100100	MOBILIZATION	L SUM	1	1			

\* SPECIALTY ITEMS

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 USER NAME = gmfj

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		VERT. SCALE:     DATE HORIZ.     DRAWN BY CHECKED BY

## SUMMARY OF QUANTITIES

F.A.P. RITE	SECTION	COUNTY	TOTAL SHEETS
308		WHITESIDE	47
STA.		TO STA.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• 109BR-3 & 109BR-4

# SUMMARY OF QUANTITIES

←80% FEDERAL→  
←20% STATE→

CODE NUM.	PAY ITEM	UNIT	TOTAL	X080-2A	SFTY-3N
70100500	TRAFFIC CONTROL AND PROTECTION STD. 701326	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION STD 701321	EACH	2	2	
70100450	TRAFFIC CONTROL AND PROTECTION STD. 701201	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILANCE	CAL DA	4	4	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	2	2	
70300220	TEMPORARY PAVEMENT MARKING LINE 4'	FOOT	3350	3350	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	62	62	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1052	1052	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1052	1052	
* 78001110	PAINT PAVEMENT MARKING - LINE 4'	FOOT	3515	3515	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	4	4	
78200410	GUARDRAIL MARKERS, TYPE A	EACH	17	17	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	4	4	
X0300136	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	47	47	
X0320887	POLYMER CONCRETE	CL FT	10	10	
X0322932	SILICONE JOINT SEALER, 1 1/2"	FOOT	81	81	
X0323894	GUARDRAIL POST	EACH	1	1	
X0712400	TEMPORARY PAVEMENT	SQ YD	637	637	
X4066414	BITUMINOUS CONCRETE SURFACE COARSE, SUPERPAVE, MIX 'C', N50	TON	30	30	
X5030305	CONCRETE WEARING SURFACE, 5'	SQ YD	449	449	
X6330103	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)	EACH	2	2	
XX004703	PRECAST CONCRETE BEAM UNIT	EACH	4	4	
* Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	32	32	
Z0002600	BAR SPLICERS	EACH	60	60	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4		4
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4		4

\* SPECIALTY ITEMS

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NAME	DATE	

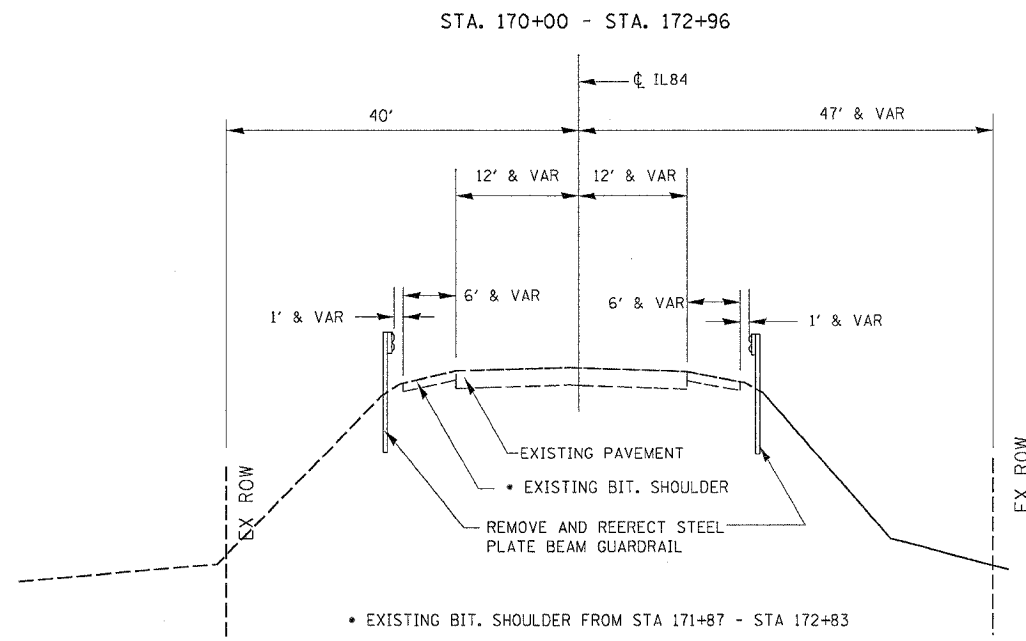
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308		WHITESIDE	47	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• 109BR-3 & 109BR-4				

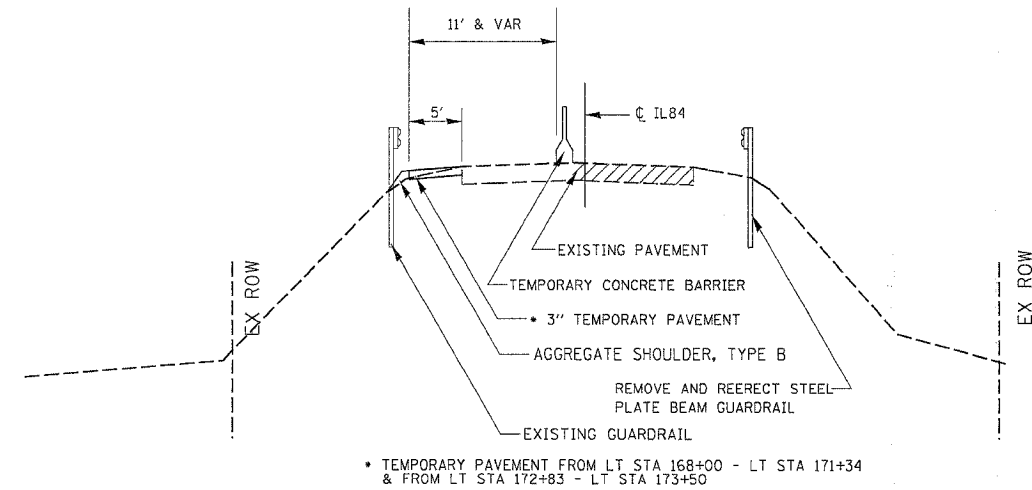
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## ( SN # 098-0023 )



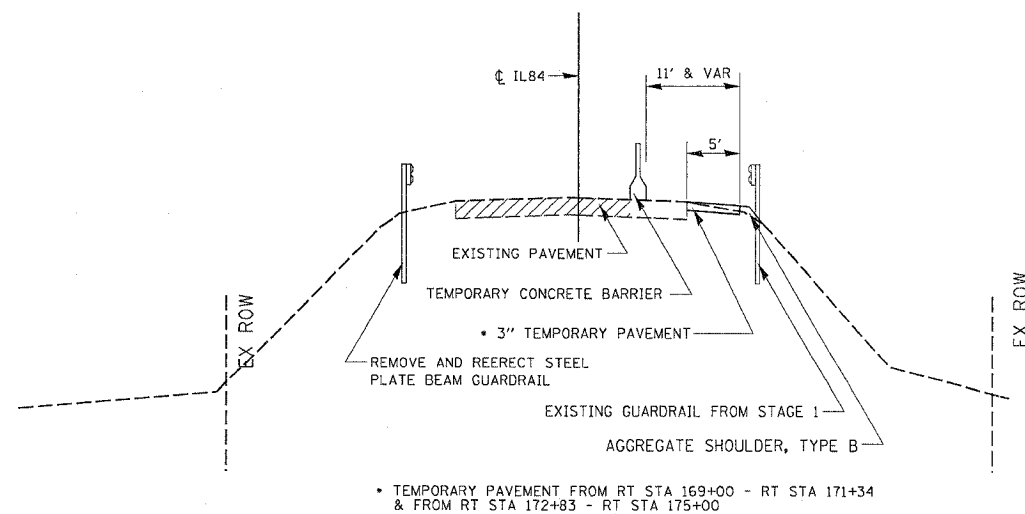
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STA. 168+00 - STA. 174+47



### STAGE 2

STA. 168+67 - STA. 175+00



= WORK AREA

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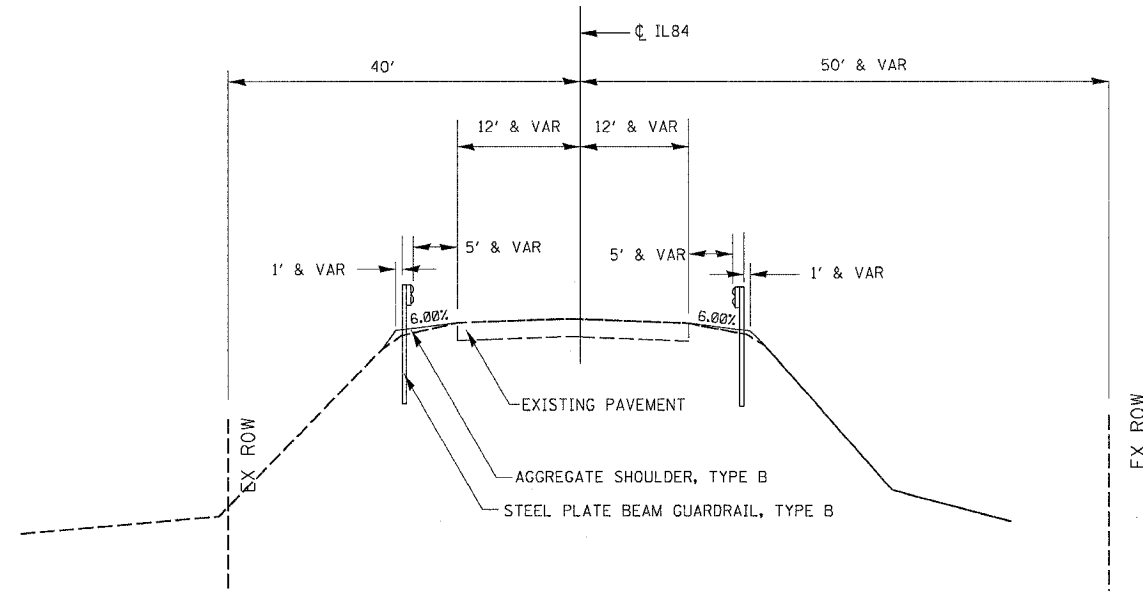
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 109BR-3 & 109BR-4				

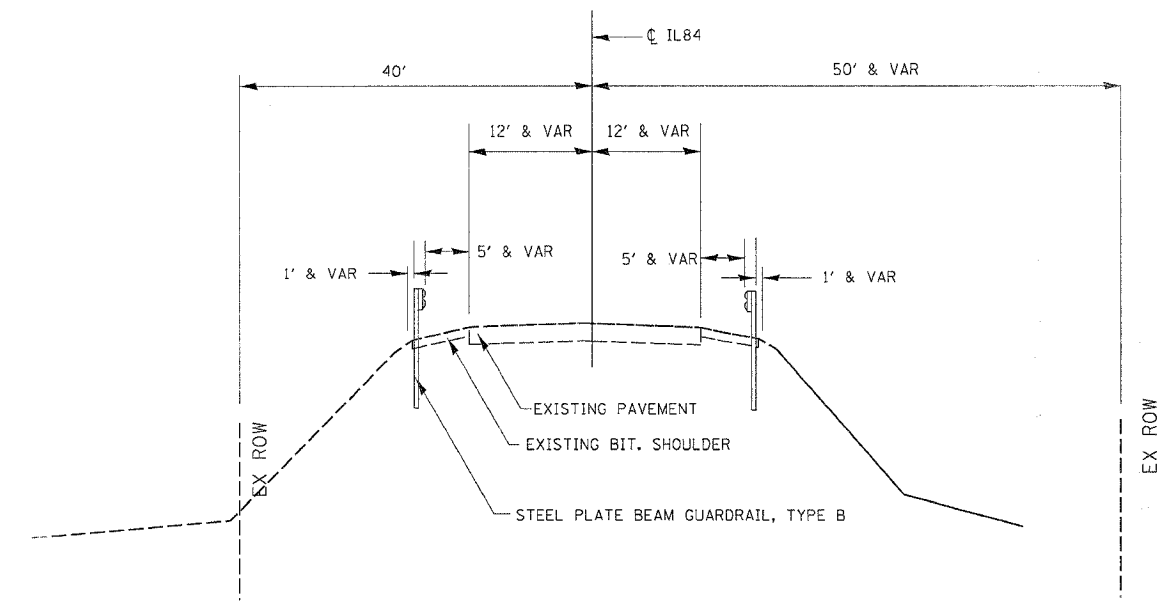
# TYPICAL SECTIONS

## ( SN # 098-0022 )

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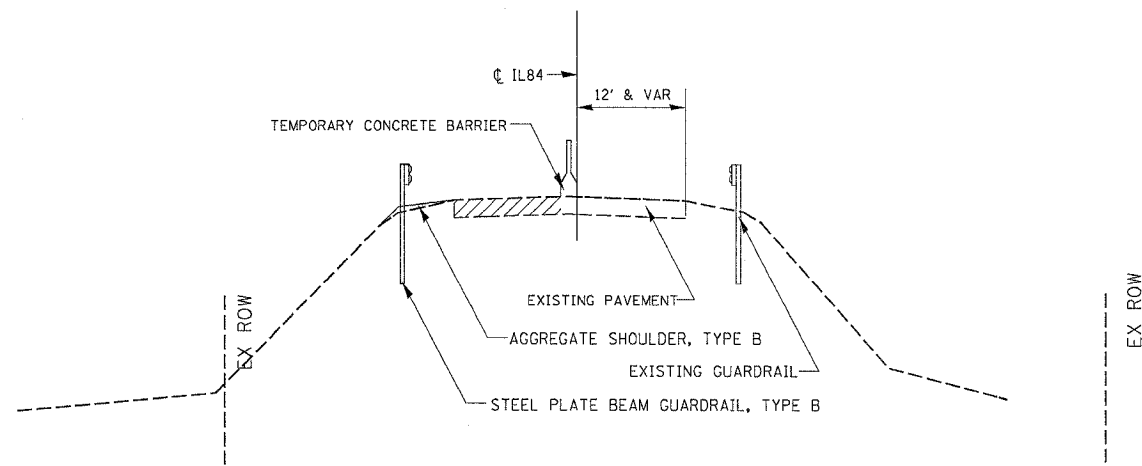


STA. 225+14 - STA. 225+42 & STA. 225+89 - STA. 226+21



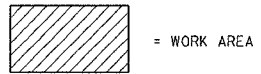
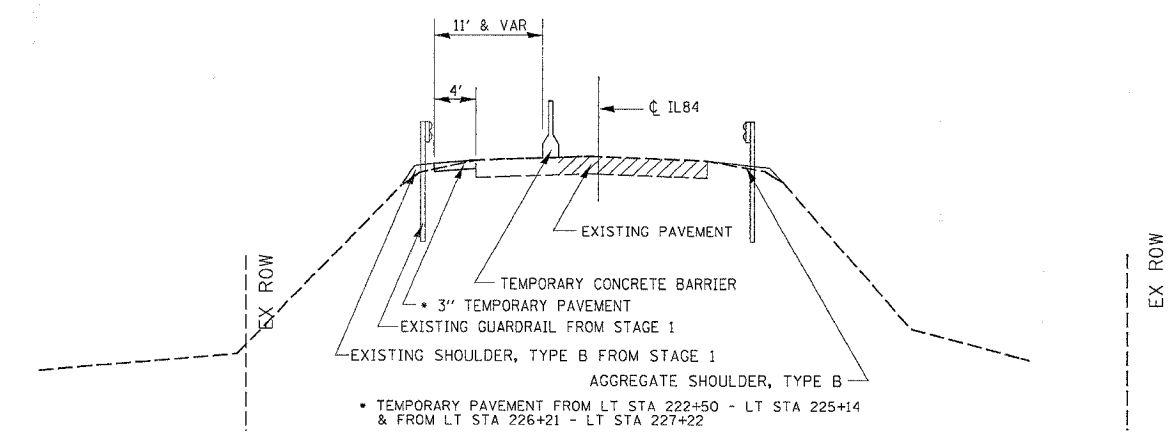
### STAGE 1

STA. 222+90 - STA. 228+40



### STAGE 2

STA. 219+46 - STA. 228+40



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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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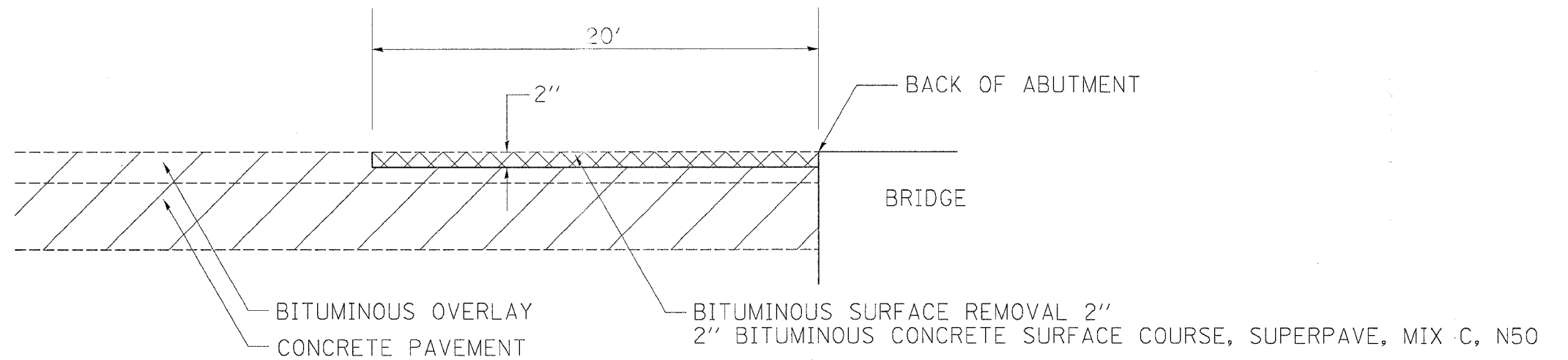
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308	*	WHITESIDE	47	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• 109BR-3 & 109BR-4

# BITUMINOUS SURFACE REMOVAL - 2"

(SN # 098-0023)  
(SN # 098-0022)

## BITUMINOUS SURFACE REMOVAL - 2"



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
109BR-3 & 109BR-4				

# SCHEDULE OF QUANTITIES

**20400800 FURNISHED EXCAVATION**

CU YD	LOCATION
21	170+ 0- 173+ 0
21	219+ 40- 227+ 40
42	TOTAL

**44000007 BITUMINOUS CONCRETE SURFACE REMOVA 2'**

SQ YD	LOCATION
55	171+ 13- 171+ 33
56	171+ 87- 172+ 7
58	225+ 22- 225+ 42
58	225+ 89- 226+ 20
227	TOTAL

**48101200 AGGREGATE SHOULDERS, TYPE B**

TON	LOCATION
54	170+ 0- 171+ 33 LT
10	172+ 83- 172+ 97 RT
10	172+ 82- 172+ 97 LT
52	170+ 0- 171+ 33 RT
34	222+ 46- 225+ 14 LT
50	219+ 46- 225+ 13 RT
28	226+ 21- 227+ 48 LT
26	226+ 14- 227+ 23 RT
264	TOTAL

**63000005 STEEL PLATE BEAM GUARDRAIL, TYPE B**

EQ FT	LOCATION
250	222+ 58.28- 225+ 8.28 LT
550	219+ 58.23- 225+ 8.23 RT
112.5	226+ 23.36- 227+ 35.86 LT
87.5	226+ 23.21- 227+ 10.71 RT
1000	TOTAL

**63100087 TRAFFIC BARRIER TERMINAL, TYPE 6A**

EACH	LOCATION
1	171+ 0.02- 171+ 33.92 LT
1	171+ 87.24- 172+ 21.14 LT
1	171+ 87.36- 172+ 21.26 RT
1	170+ 99.86- 171+ 33.76 RT
1	225+ 8.28- 225+ 42.8 LT
1	225+ 8.23- 225+ 42.3 RT
1	226+ 23.36- 226+ 57.26 LT
1	226+ 23.21- 226+ 57.11 RT
8	TOTAL

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

EACH	LOCATION
1	170+ 0.02- 170+ 12.52 LT
1	172+ 83.64- 172+ 96.14 LT
1	222+ 45.78- 222+ 58.28 LT
1	219+ 45.73- 219+ 58.23 RT
1	227+ 35.86- 227+ 48.36 LT
1	227+ 10.71- 227+ 23.2 RT
6	TOTAL

**63200310 GUARDRAIL REMOVA**

EQ FT	LOCATION
292	222+ 43- 225+ 35 LT
142	225+ 98- 227+ 40 LT
592	219+ 43- 225+ 35 RT
124	225+ 91- 227+ 15 RT
1150	TOTAL

**63301210 REMOVE AND RE-ERECT STEEL BEAM GUARDRAIL, TYPE A**

EQ FT	LOCATION
87.5	170+ 12.52- 171+ 0.02 LT
87.5	170+ 12.36- 170+ 99.86 RT
62.5	172+ 21.14- 172+ 83.64 LT
62.5	172+ 21.26- 172+ 83.64 RT
300	TOTAL

**70300220 TEMPORARY PAVEMENT MARKING LINE 4'**

EQ FT	LOCATION
500	169+ 0- 174+ 0L STAGE 2
500	169+ 0- 174+ 0L STAGE 2
500	169+ 0- 174+ 0R STAGE 1
500	169+ 0- 174+ 0R STAGE 1
450	223+ 50- 228+ 0L STAGE 2
450	223+ 50- 228+ 0L STAGE 2
450	223+ 50- 228+ 0R STAGE 1
3350	TOTAL

**70301000 WORK ZONE PAVEMENT MARKING REMOVA**

SQ. FT.	LOCATION
18.5	169+ 0- 174+ 0LT
1.7	169+ 0- 169+ 5LT
2.2	173+ 41- 174+ 0LT
18.5	169+ 0- 174+ 0RT
1.7	169+ 0- 169+ 46RT
0.8	173+ 78- 174+ 0RT
16.7	223+ 50- 228+ 0LT
0.6	223+ 50- 223+ 64LT
1.3	227+ 66- 228+ 0LT
62	TOTAL

**70400100 TEMPORARY CONCRETE BARRIER**

EQ FT	LOCATION
542	168+ 87- 174+ 27LT
510	223+ 10- 228+ 20LT
1052	TOTAL

**70400200 RELOCATE TEMPORARY CONCRETE BARRIER**

EQ FT	LOCATION
542	168+ 87- 174+ 27RT
510	223+ 10- 228+ 20RT
1052	TOTAL

**78001110 PAINT PAVEMENT MARKING LINE 4'**

EQ FT	LOCATION
1136	170+ 5- 172+ 89 WHITE EDGLINES - 2 COATS
1988	222+ 42- 227+ 39 WHITE EDGLINES - 2 COATS
142	170+ 5- 172+ 89 SKIP DASH YELLOW - 2 COATS
249	222+ 42- 227+ 39 SKIP DASH YELLOW - 2 COATS
3515	TOTAL

**78100100 RAISED REFLECTIVE MARKER**

EACH	LOCATION
2	171+ 13- 172+ 7
2	225+ 22- 226+ 20
4	TOTAL

**78200410 GUARDRAIL MARKERS, TYPE A**

EACH	LOCATION
4	222+ 92- 225+ 10 LT
10	219+ 92- 225+ 10 RT
2	226+ 20- 226+ 80 LT
1	226+ 20- 226+ 64 RT
17	TOTAL

**78201000 TERMINAL MARKER - DIRECT APPLIED**

EACH	LOCATION
1	170+ 5LT
1	170+ 6RT
1	172+ 89LT
1	172+ 89RT
1	222+ 42LT
1	227+ 39LT
6	TOTAL

**78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVA**

EACH	LOCATION
2	171+ 13- 172+ 7
2	225+ 22- 226+ 20
4	TOTAL

**X0323894 GUARDRAIL POST**

EACH	LOCATION
1	172+ 89 RT
1	TOTAL

**X0712400 TEMPORARY PAVEMENT**

SQ. YD	LOCATION
130	169+ 0- 171+ 33.77 RT
121	172+ 83.43- 175+ 0 RT
186	168+ 0- 171+ 33.91 LT
38	172+ 82.37- 172+ 50 LT
118	222+ 50- 225+ 13.63 LT
44	226+ 21.12- 227+ 21.84 LT
637	TOTAL

**X4066414 BITUMINOUS CONCRETE SURFACE COARSE, SUPERPAVE, MIX C, N50**

TON	LOCATION
7.5	171+ 13- 171+ 33
7.5	171+ 87- 172+ 7
7.5	225+ 22- 225+ 42
7.5	225+ 89- 226+ 10
30	TOTAL

**X6330103 REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)**

EACH	LOCATION
1	169+ 99.86- 170+ 12.36 RT
1	172+ 83.76- 172+ 96.26 RT
2	TOTAL

**Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON -RE-DIRECTIVE), TEST LEVEL 3**

EACH	LOCATION
1	168+ 87 LT
1	174+ 27 LT
1	223+ 10 LT
1	228+ 20 LT
4	TOTAL

**Z0030350 IMPACT ATTENUATORS, RELOCATE (NON -RE-DIRECTIVE), TEST LEVEL 3**

EACH	LOCATION
1	168+ 87 RT
1	174+ 27 RT
1	223+ 10 RT
1	228+ 20 RT
4	TOTAL

PLOT DATE = Thu Dec 29 10:36:55 2005  
 PLOT SCALE = 50.000000 \* 7 IN.  
 USER NAME = gorfj1

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. HORIZ. DATE DRAWN BY CHECKED BY



# EXISTING HORIZONTAL AND VERTICAL CONTROL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• 109BR-3 & 109BR-4

Chain IL84 contains:  
24 CUR 200 10

Beginning chain IL84 description

Point 24 N 1,866,836.4120 E 2,284,042.1130 Sta 128+29.0967

Course from 24 to PC 200 72° 05' 55.6500" Dist 3,706.2501'

Curve Data

Curve 200  
P.I. Station 167+95.4916 N 1,868,055.5893 E 2,287,816.4865  
Delta = 10° 47' 18.2719" (LT)  
Degree = 2° 04' 46.8731"  
Tangent = 260.1448'  
Length = 518.7516'  
Radius = 2,755.0194'  
External = 12.2549'  
Long Chord = 517.9856'  
Mid. Ord. = 12.2007'  
P.C. Station 165+35.3468 N 1,867,975.6269 E 2,287,568.9358  
P.T. Station 170+54.0983 N 1,868,180.4756 E 2,288,044.6942  
C.C. N 1,870,597.2700 E 2,286,722.1071

Course from PT 200 to 10 61° 18' 37.3781" Dist 7,050.9986'

Point 10 N 1,871,565.4100 E 2,294,230.0640 Sta 241+05.0969

Ending chain IL84 description

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1866989.528	2284688.539	588.42	IL84	134+91.2922	52.9929' RT	FIRE HYDRANT, BOLT
402	1870277.463	2291586.88	584.888	IL84	211+68.1105	139.0691' LT	FOUNDATION, CHISELED SQUARE
403	1870820.378	2292911.204	585.421	IL84	225+90.4857	20.4289' RT	TOP OF ABUTMENT, CHISELED SQUARE
454	1868692.534	2289040.99	579.549	IL84	181+73.9031	29.0917' RT	HEADWALL, CHISELED SQUARE
455	1868265.383	2288150.396	586.753	IL84	171+87.5845	23.7399' LT	HEADWALL, CHISELED SQUARE
456	1867702.936	2286884.115	584.403	IL84	157+99.8608	48.9914' RT	PERM. SURVEY MARKER, DISK
490	1866309.12	2282185.938	585.023	IL84	OUT OF CHAIN	-----	PERM. SURVEY MARKER, DISK

SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	1868809.854	2289159.259	585.48	IL84	183+33.9738	17.0485' LT	GPS CONTROL POINT, PK NAIL
101	1869240.795	2289942.231	585.639	IL84	192+27.7023	19.2072' LT	GPS CONTROL POINT, PK NAIL
102	1867413.772	2285725.564	586.228	IL84	146+08.5153	31.9552' LT	TOPO SURVEY POINT, PK NAIL
103	1867900.176	2287392.762	586.263	IL84	163+44.5101	17.6464' RT	TOPO SURVEY POINT, NAIL
104	1868434.209	2288548.373	584.954	IL84	176+17.7505	19.215' RT	TOPO SURVEY POINT, NAIL
105	1868150.154	2288023.079	586.895	IL84	170+20.7783	16.4252' RT	TRAVERSE STATION, PK NAIL
106	1870818.241	2292829	587.493	IL84	225+17.3477	17.1597' LT	TRAVERSE STATION, PK NAIL

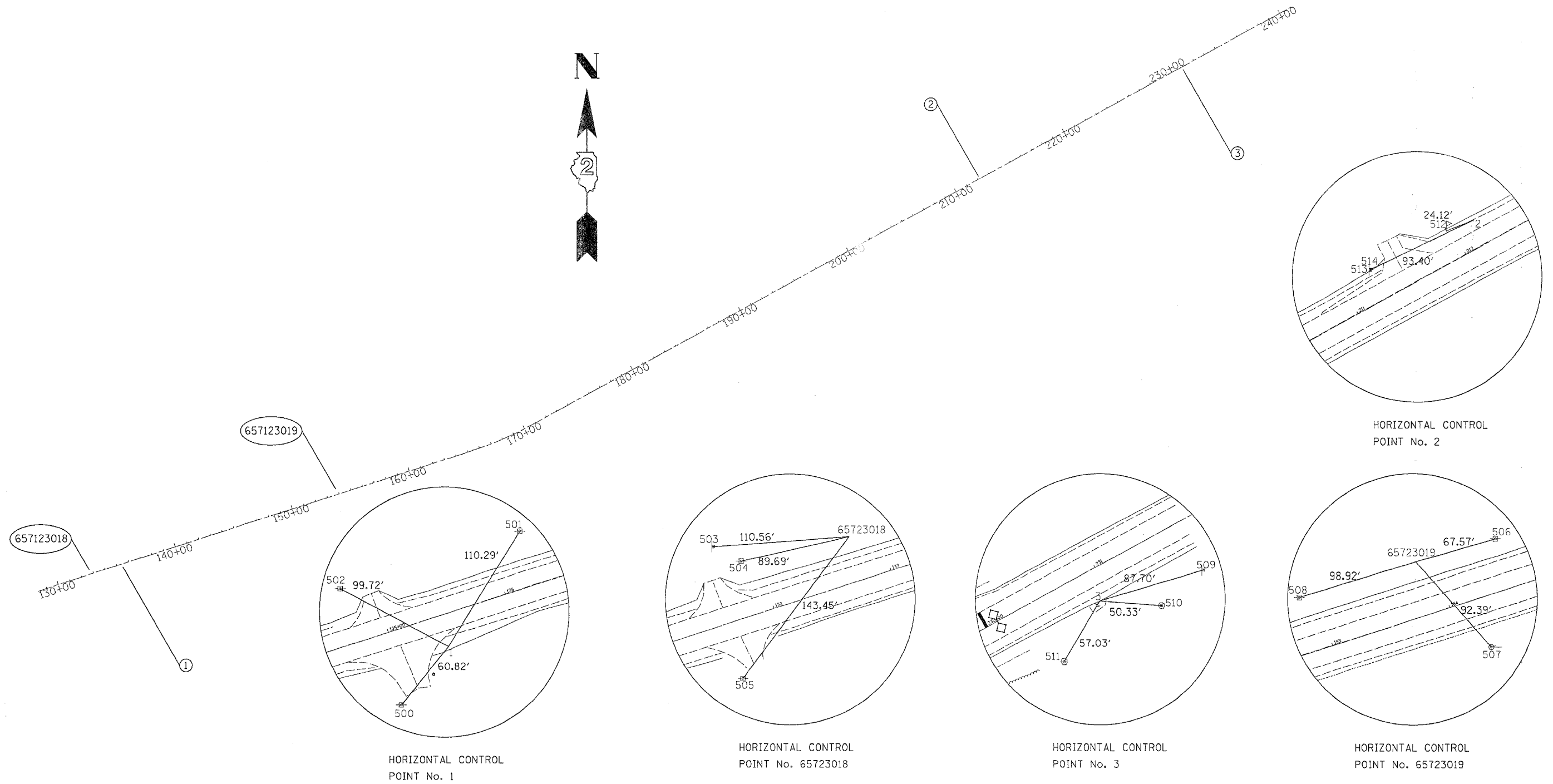
HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1867031.06	2284729.353	586.631	IL84	135+42.8962	26.0169' RT	GPS CONTROL POINT, PIN
2	1870198.618	2291688.122	585.698	IL84	212+19.0727	21.3009' LT	GPS CONTROL POINT, PIN
3	1871055.726	2293352.204	587.775	IL84	230+90.3278	25.6823' RT	GPS CONTROL POINT, PIN
10	1871565.41	2294230.064	589.239	IL84	241+05.0969	0.0000'	POT, PK NAIL
16	1869754.287	2290919.832	586.32	IL84	203+31.7956	0.3478' LT	POT, PK NAIL
18	1868261.689	2288150.864	586.997	IL84	171+86.2217	20.2747' LT	BRIDGE DECK, CORNER
19	1868236.623	2288104.896	586.958	IL84	171+33.8637	20.3536' LT	BRIDGE DECK, CORNER
20	1868200.989	2288124.346	587.231	IL84	171+33.8193	20.243' RT	BRIDGE DECK, CORNER
21	1868226.005	2288170.309	587.04	IL84	171+86.1489	20.3634' RT	BRIDGE DECK, CORNER
22	1868045.773	2287761.335	586.711	IL84	167+40.1815	0.0000'	POC, PK NAIL
23	1867788.368	2286989.213	586.904	IL84	159+26.1305	0.0000'	POT, PK NAIL
24	1866836.412	2284042.113	587.92	IL84	128+29.0967	0.0000'	POT, PK NAIL
65723018	1867008.78	2284456.006	583.609	IL84	132+75.9342	36.8022' LT	GPS CONTROL POINT, DISK
65723019	1867663.709	2286460.756	584.199	IL84	153+84.9400	43.8114' LT	GPS CONTROL POINT, DISK

REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	IL84	134+91.9214	59.1914' RT	POWER POLE WITH LIGHT, SHINER
501	IL84	136+26.9652	45.3745' LT	POWER POLE WITH TRANSFORMER, SHINER
502	IL84	134+73.5073	45.5998' LT	POWER POLE, SHINER
503	IL84	131+68.5108	62.9663' LT	SIGN, SHINER
504	IL84	131+86.5905	44.7165' LT	POWER POLE, SHINER
505	IL84	131+58.8273	46.0457' RT	POWER POLE WITH LIGHT, SHINER
506	IL84	154+52.4835	41.8354' LT	POWER POLE, SHINER
507	IL84	154+22.3753	40.7039' RT	GUY POLE, SHINER
508	IL84	152+86.0322	45.3162' LT	POWER POLE WITH TRANSFORMER, SHINER
509	IL84	231+76.0596	44.1572' RT	WARNING SIGN, NAIL
510	IL84	231+32.5247	53.1211' RT	16" TREE DECIDUOUS, NAIL
511	IL84	230+41.3381	54.8875' RT	10" TREE DECIDUOUS, NAIL
512	IL84	211+95.1153	24.1418' LT	MAILBOX, NAIL
513	IL84	211+25.8104	26.1467' LT	WARNING SIGN
514	IL84	211+25.8215	26.5522' LT	WARNING SIGN, SHINER

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. HORIZ. DATE DRAWN BY CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• 109BR-3 & 109BR-4				

# EXISTING HORIZONTAL AND VERTICAL CONTROL



PLOT DATE = Thu Dec 29 18:41:24 2005  
 PLOT SCALE = 2000000' / IN.  
 USER NAME = goff,jl

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCALE: VERT. HORIZ. DATE
DRAWN BY		CHECKED BY

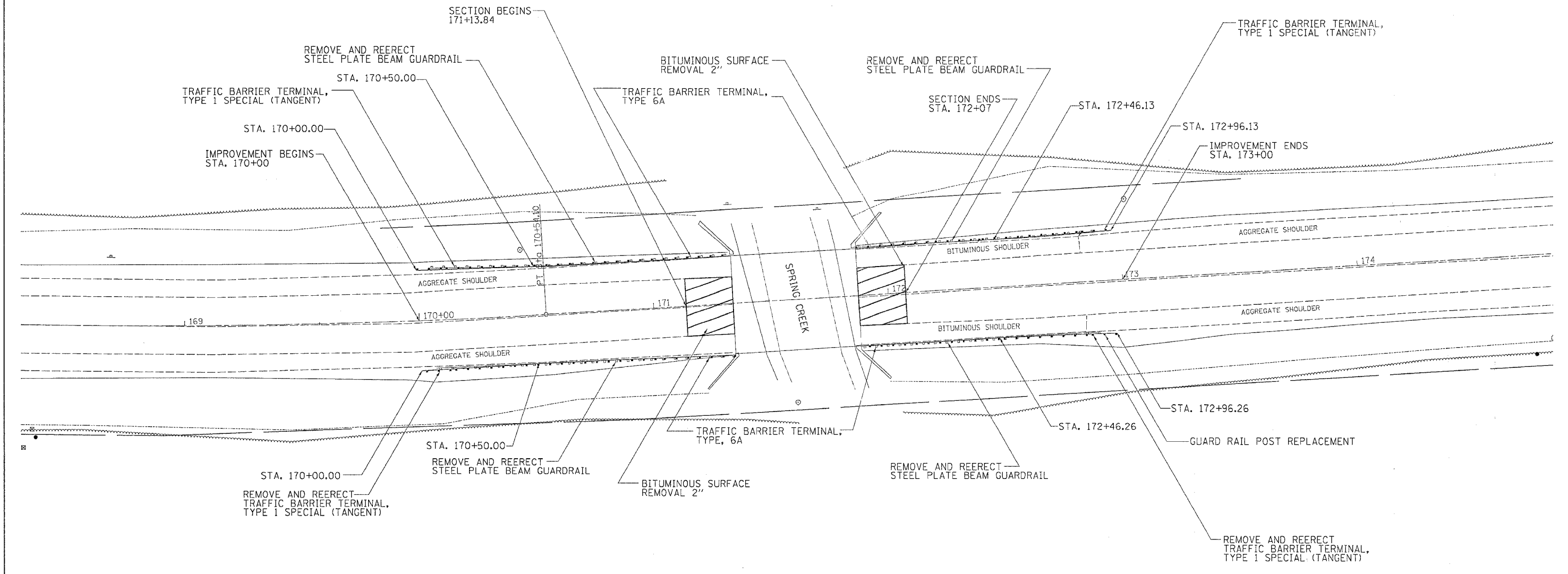
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309		WHITESIDE	47	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

• 109BR-3 & 109BR-4



# PLAN SHEET

( SN # 098-0023 )



PLT DATE = Thu Dec 29 10:37:52 2005  
 USER NAME = gorf,ji  
 PLT SCALE = 20,000  
 USER NAME = gorf,ji

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

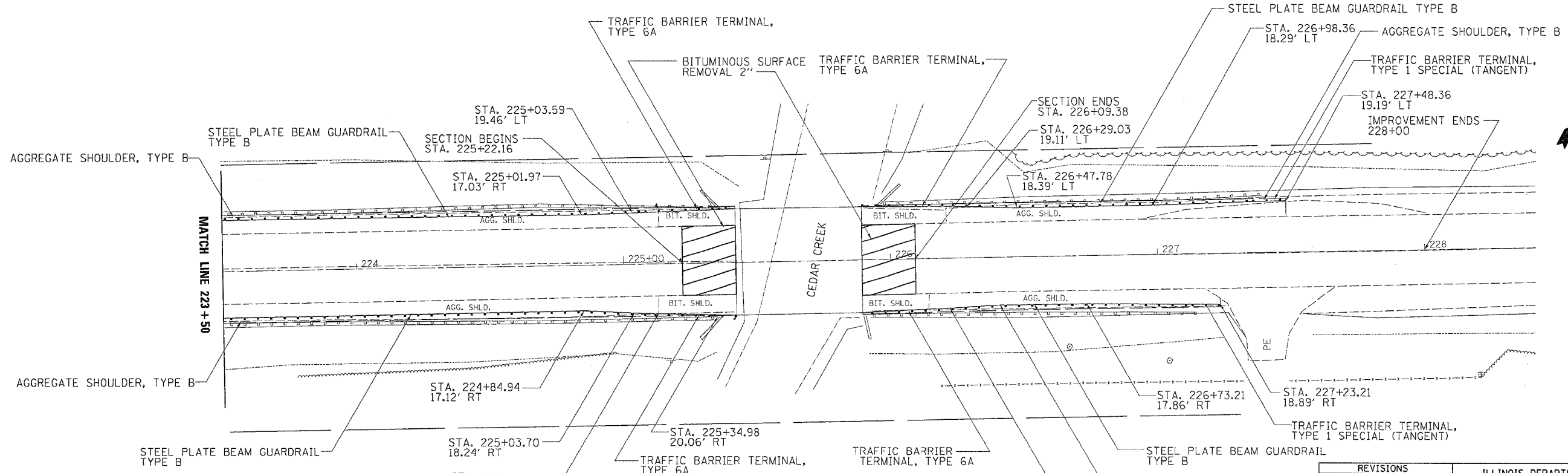
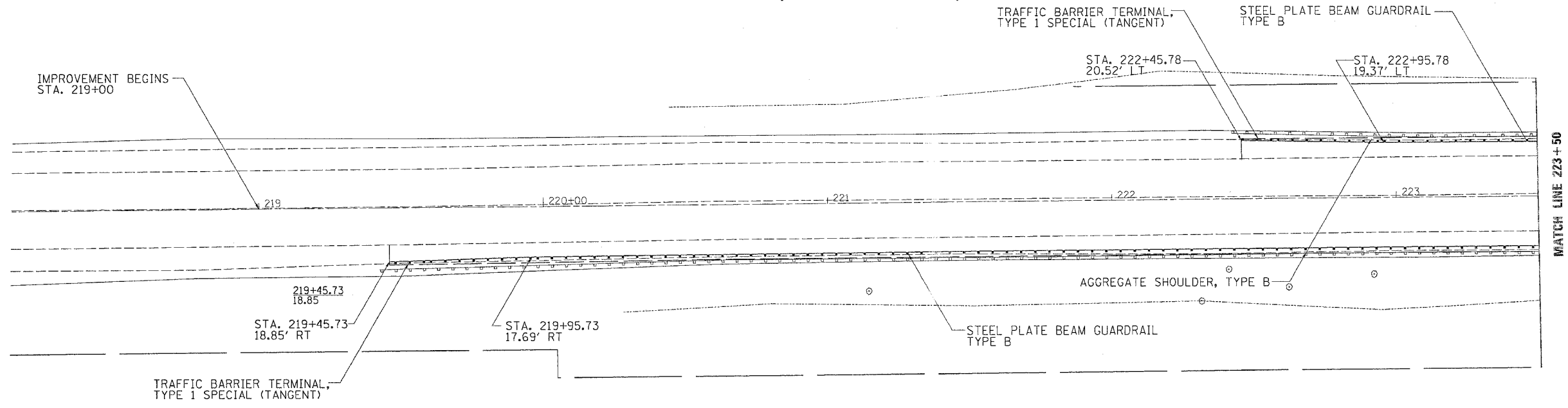
SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 109BR-3 & 109BR-4				

# PLAN SHEET

(SN # 098-0022)



PLOT DATE = Thu Dec 24 10:37:53 2009  
 PLOT SCALE = 20.000000' / 1" IN.  
 USER NAME = gorfjl

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

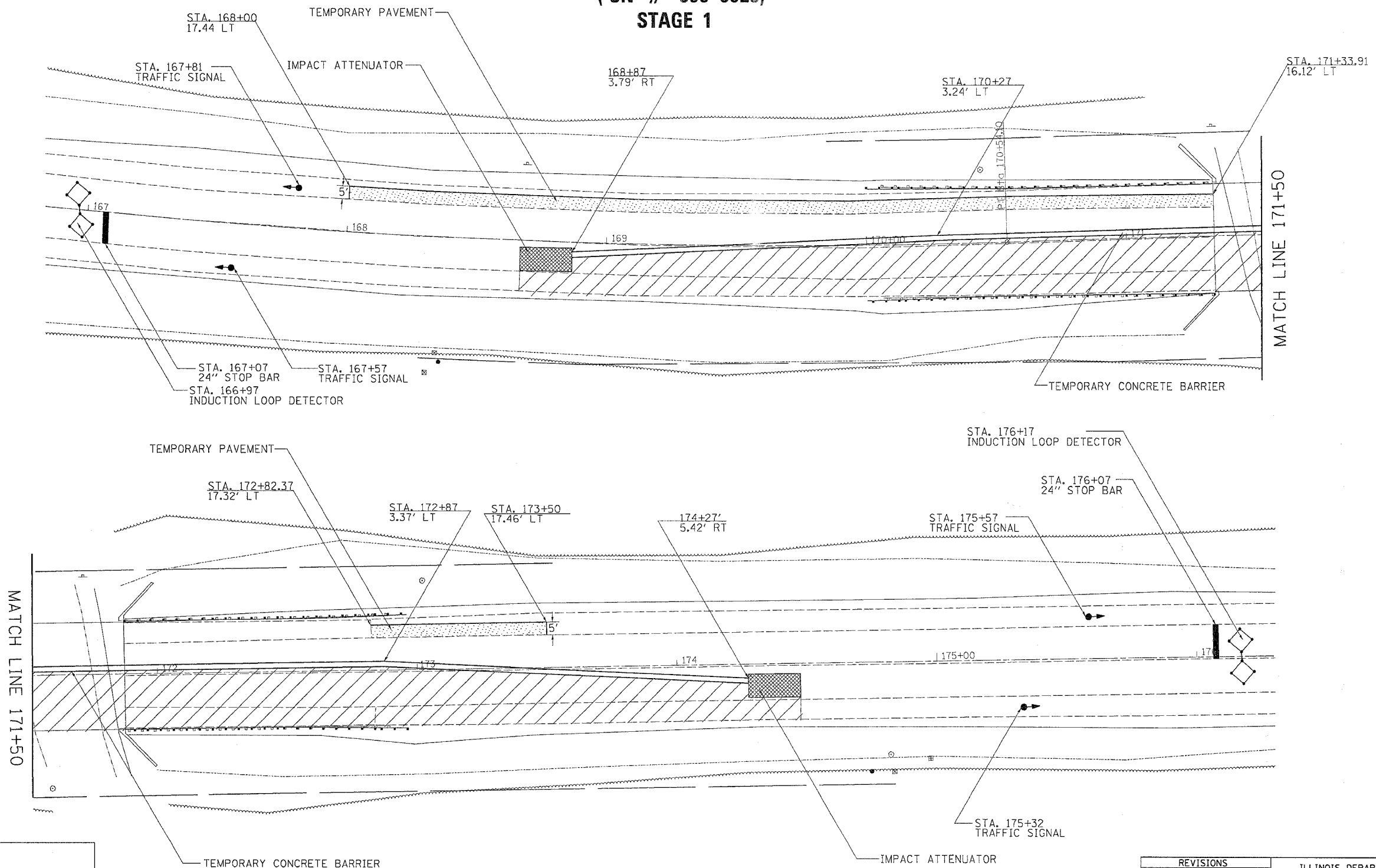
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 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 109BR-3 & 109BR-4				

# STAGE DETAILS

(SN # 098-0023)  
STAGE 1



= WORK AREA  
 = TRAFFIC SIGNAL  
 = INDUCTION LOOP DETECTOR  
 = IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

**NOTE:**  
THIS TRAFFIC CONTROL AND PROTECTION SHALL BE SET UP AND PAID FOR ACCORDING TO STANDARD 701321-08 & ALL TEMPORARY PAVEMENT SHALL BE CONSTRUCTED PRIOR TO ANY STAGE 1 WORK

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_  
DATE \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

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 PLOT SCALE = 1/16"

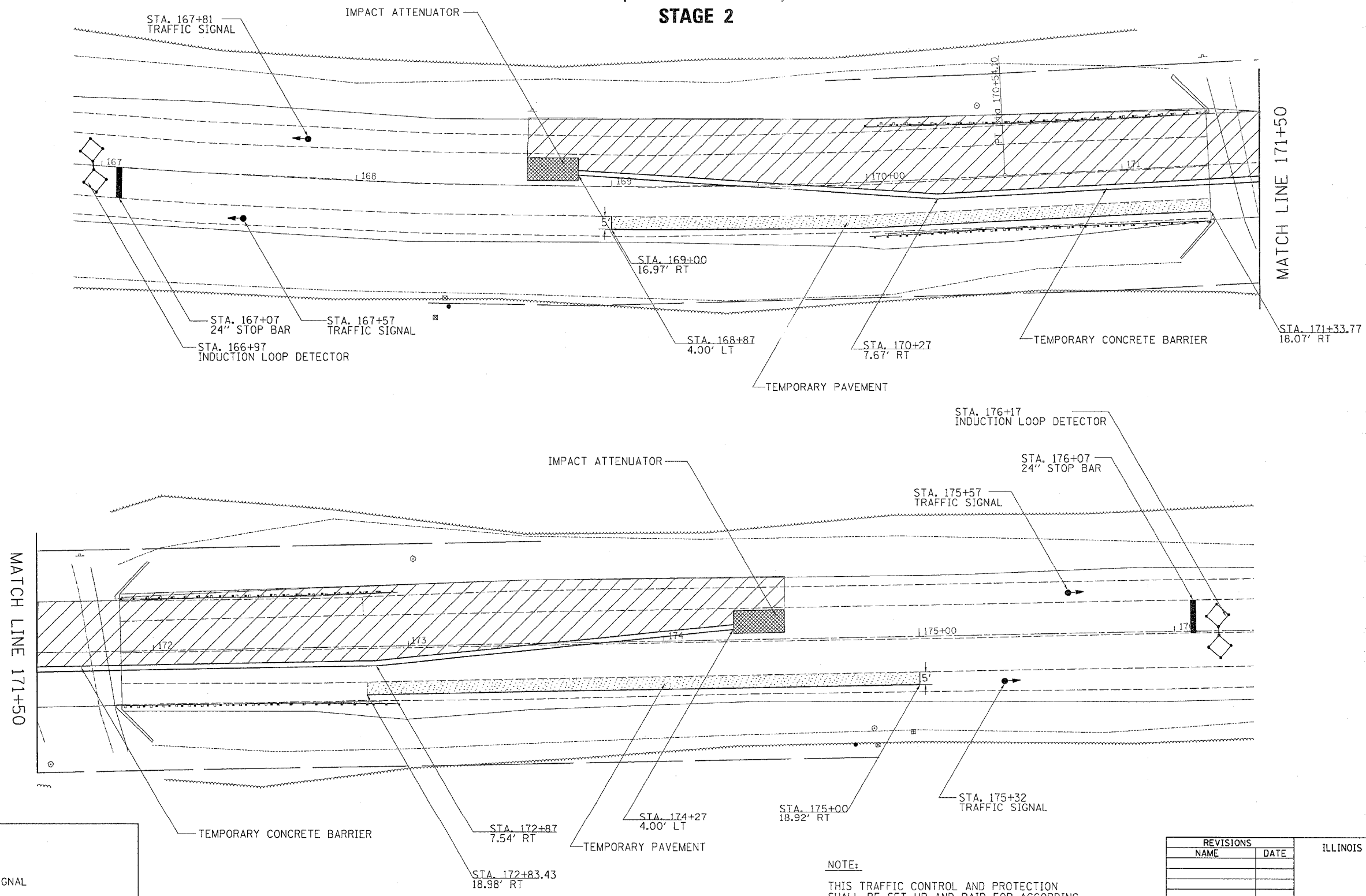
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

• 109BR-3 & 109BR-4



# STAGE DETAILS

( SN # 098-0023 )  
STAGE 2



- = WORK AREA
- = TRAFFIC SIGNAL
- = INDUCTION LOOP DETECTOR
- = IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

**NOTE:**  
THIS TRAFFIC CONTROL AND PROTECTION SHALL BE SET UP AND PAID FOR ACCORDING TO STANDARD 701321-08 & ALL TEMPORARY PAVEMENT SHALL BE CONSTRUCTED PRIOR TO ANY STAGE 1 WORK

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

PLT DATE = Thu Dec 24 10:30:32 2003  
PLT SCALE = 20.0000 / IN.  
USER NAME = goff,jl

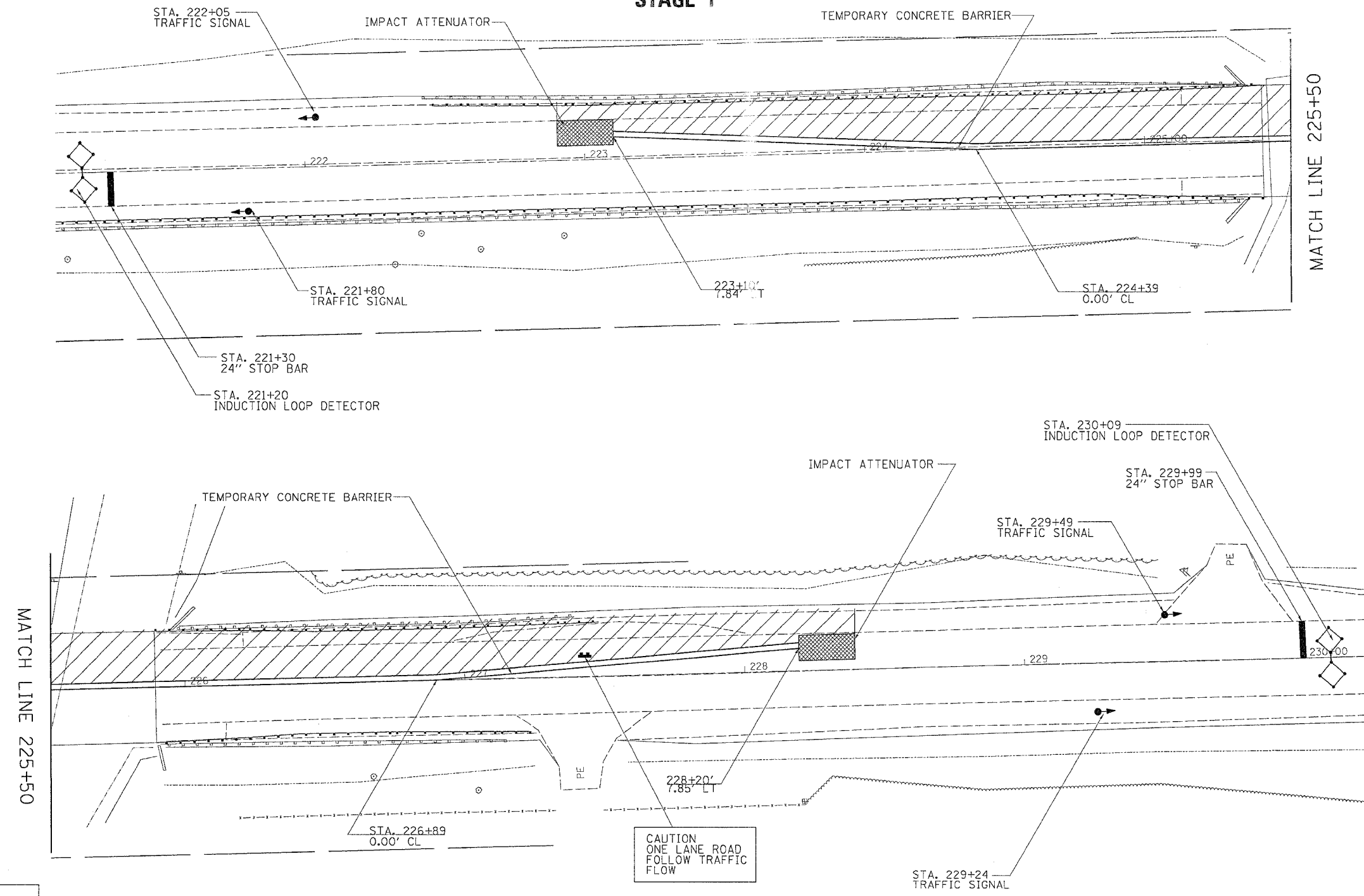
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	15
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
109BR-3 & 109BR-4				



# STAGE DETAILS

(SN # 098-0022)

## STAGE 1



MATCH LINE 225+50

- = WORK AREA
- = TRAFFIC SIGNAL
- = INDUCTION LOOP DETECTOR
- = IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

**NOTE:**  
 THIS TRAFFIC CONTROL AND PROTECTION SHALL BE SET UP AND PAID FOR ACCORDING TO STANDARD 701321-08 & ALL TEMPORARY PAVEMENT SHALL BE CONSTRUCTED PRIOR TO ANY STAGE 1 WORK

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

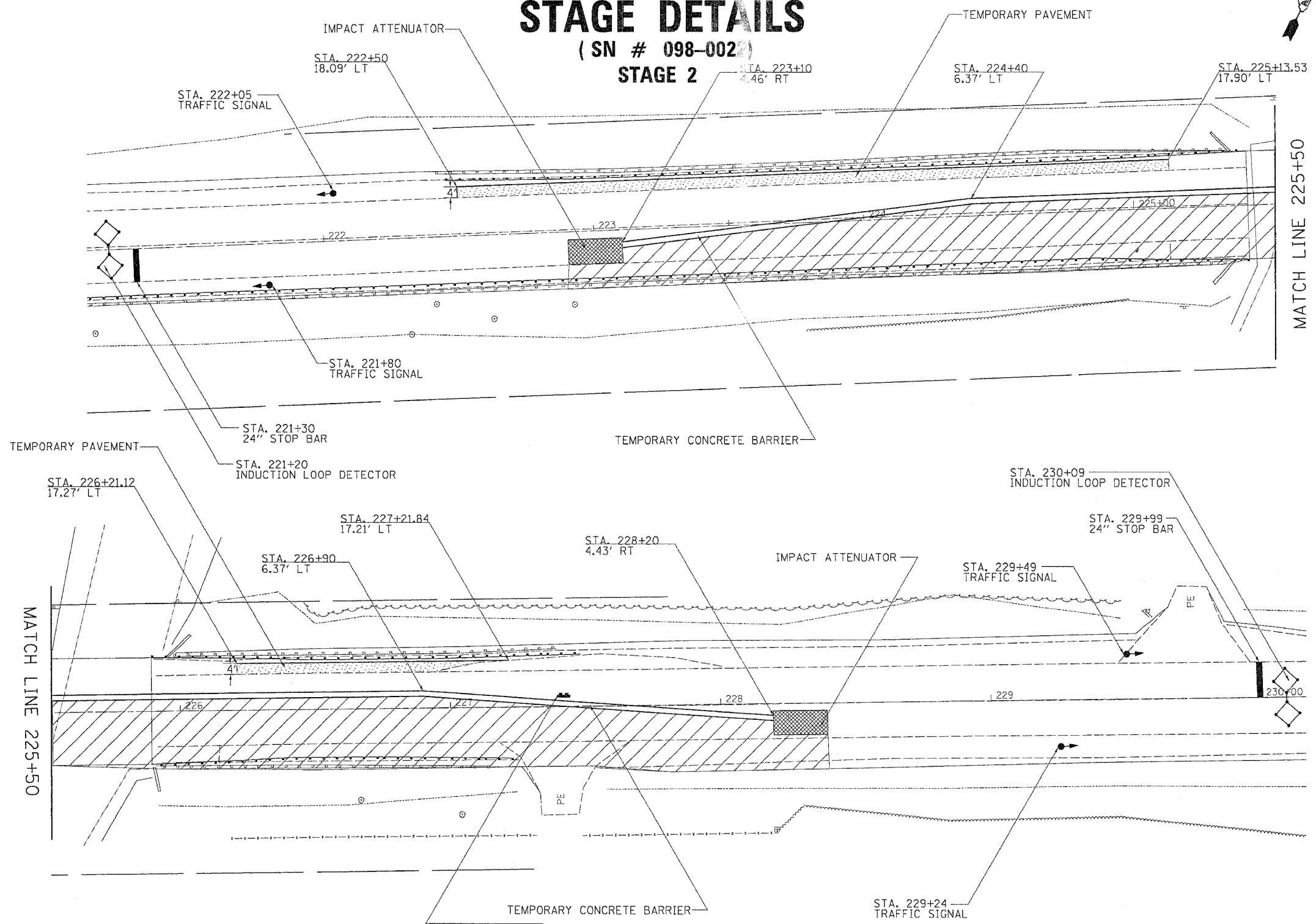
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 PLOT SCALE = 20.000000 / IN.  
 USER NAME = goff,jl

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	16
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 109BR-3 & 109BR-4				

# STAGE DETAILS

(SN # 098-002)

## STAGE 2







MATCH LINE 225+50

MATCH LINE 225+50

CAUTION  
ONE LANE ROAD  
FOLLOW TRAFFIC  
FLOW

**NOTE:**  
THIS TRAFFIC CONTROL AND PROTECTION SHALL BE SET UP AND PAID FOR ACCORDING TO STANDARD 701321-08 & ALL TEMPORARY PAVEMENT SHALL BE CONSTRUCTED PRIOR TO ANY STAGE 1 WORK

-  = WORK AREA
-  = TRAFFIC SIGNAL
-  = INDUCTION LOOP DETECTOR
-  = IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. \_\_\_\_\_  
HORIZ. \_\_\_\_\_

DATE \_\_\_\_\_

DRAWN BY \_\_\_\_\_  
CHECKED BY \_\_\_\_\_

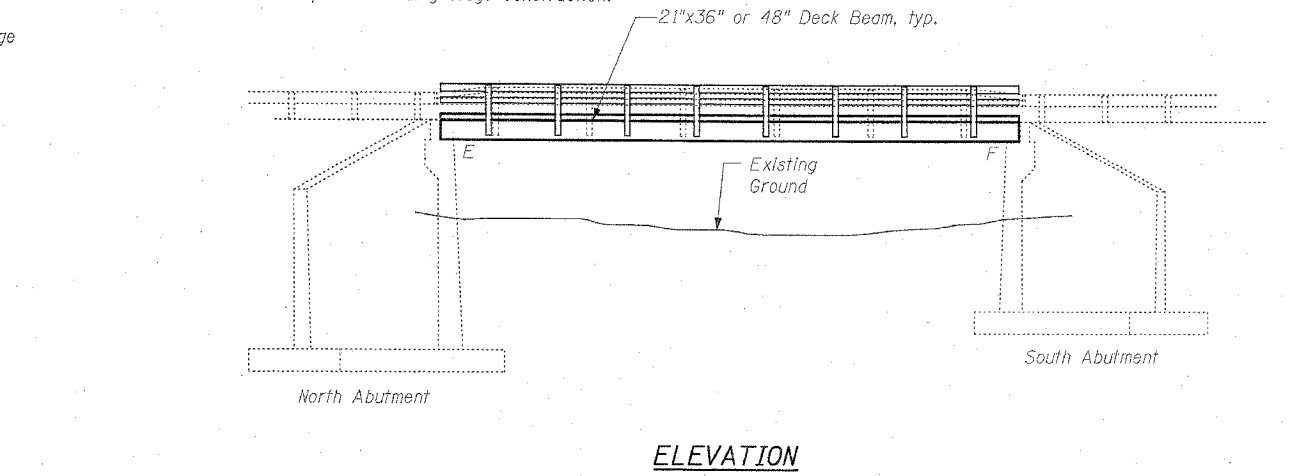
PLOT DATE = Thu Dec 29 10:38:34 2005  
 PLOT SCALE = 20.000000  
 USER NAME = geoffj



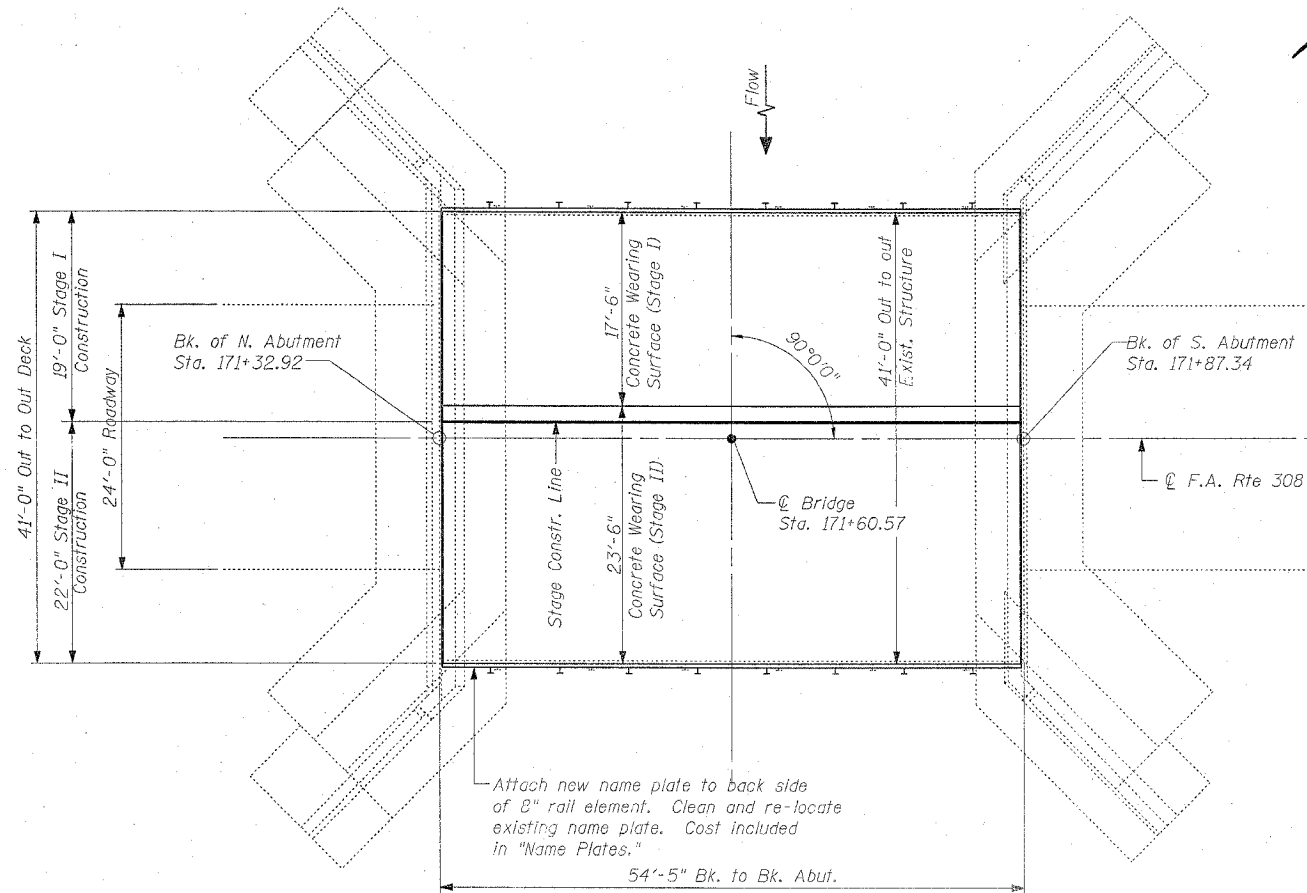
Existing Structure: S.B.I. Rte. 80 Sec. 109 BR was originally built in 1931 as a reinforced concrete deck girder superstructure with reinforced concrete closed abutments. In 1973, the superstructure was rebuilt using 21" PPC Deck Beams and the closed abutment substructure was widened.

The superstructure is to be removed and replaced utilizing stage construction.

No Salvage



**ELEVATION**



**PLAN**

NOTE:  
See Roadway plans for profile grade information.

**INDEX OF SHEETS**

1. General Plan
2. Stage Construction
3. Type SM Steel Bridge Rail Side Mounted
4. Concrete Wearing Surface
- 5.-8. Superstructure Details
9. Silicone Joint Sealer
10. Abutment Repairs
11. Temporary Concrete Barrier For Stage Construction
12. Bar Splicer Assembly Details
13. Anchor Bolt Details

STATION 171+60.57  
REBUILT BY  
STATE OF ILLINOIS  
F.A. RTE 308  
SEC. 109 BR-4  
LOADING HS20  
STR. NO. 098-0023

**NAME PLATE**  
See Std. 515001

**LOADING HS20-44**  
Allow 50#/sq. ft. for future wearing surface.

**DESIGN SPECIFICATIONS**  
2002 AASHTO

**DESIGN STRESSES**

**FIELD UNITS**  
 $f'_c = 3,500$  psi  
 $f'_c = 5,000$  psi (concrete wearing surface)  
 $f_y = 60,000$  psi (reinforcement)

**PRECAST PRESTRESSED UNITS**

$f'_c = 5,000$  psi  
 $f'_{cl} = 4,000$  psi  
 $f'_s = 270,000$  psi ( $\frac{1}{2}$ "  $\phi$  low lax strands)  
 $f_{si} = 201,960$  psi ( $\frac{1}{2}$ "  $\phi$  low lax strands)

ROUTE NO.	SECTION	COUNTY	FOOT SHEETS	SHEET NO.	SHEET NO. 1
F.A. 308	109BR-4	WHITESIDE	47	17	13 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #64B29

**GENERAL NOTES**

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322 Grade 60.

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 of 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 for the work.

All Construction joints shall be bonded.

No in-stream work will be allowed on this project.

The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of the fascia beams. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.

The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

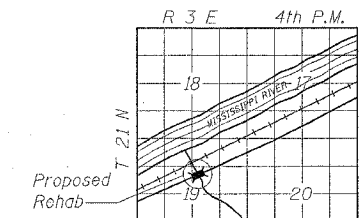
The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

Repair of the abutments and pier caps shall be completed prior to placement of the new deck beams.

All structural steel shall conform to AASHTO classification M-270 Gr 36, unless otherwise noted.

Existing name plate shall be cleaned and relocated adjacent to new name plate. Cost included with "Name Plates."

All structural steel shall be painted with the inorganic zinc rich primer per AASHTO M 300, Type 1. Cost included with Furnishing and Erecting Structural Steel.



**GENERAL PLAN**

F.A. 308 (IL 84)  
OVER SPRING CREEK  
SEC. 109 BR-4  
WHITESIDE COUNTY  
STATION 171+60.57  
STRUCTURE NO. 098-0023

CHAMPAIGN, ILLINOIS  
CHICAGO, ILLINOIS  
EVANSVILLE, INDIANA  
INDIANAPOLIS, INDIANA  
KENOSHA, WISCONSIN  
SPRING GREEN, WISCONSIN

**Clark Dietz**



*Majid Mobaraki*  
Structural Engineer  
Clark Dietz, Inc  
DATE: 12-22-2005  
License Expires 11-30-2006

REVISIONS		DRAWING NUMBER
NAME	DATE	
		S-1

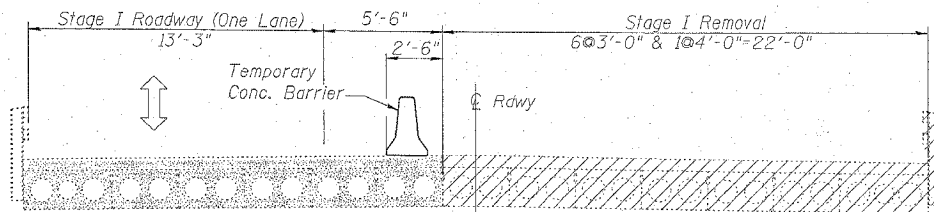
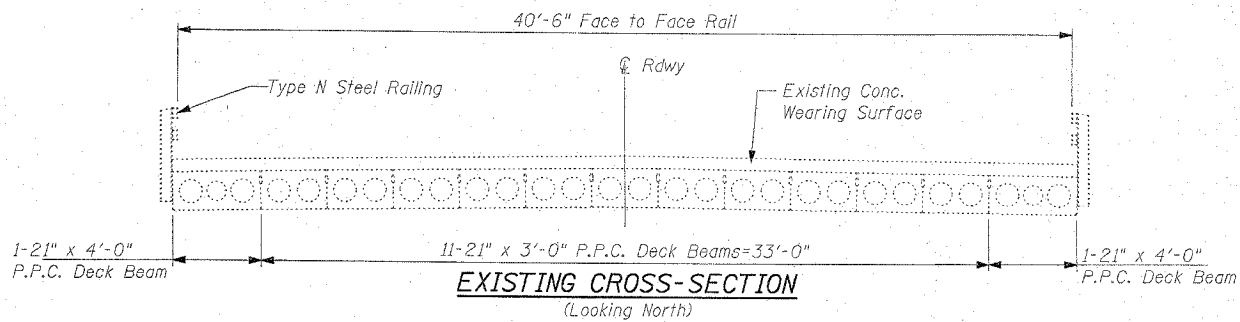
NOTES: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALE ANY PORTION OF THIS DRAWING.

DESIGNED BY: S.L.D.	PROJECT NO: 102302
DRAWN BY: M.E.W.	DATE: 9/05
CHECKED BY: M.M.	
APPROVED BY: M.M.	
ACTIVITY: INQUIRY	

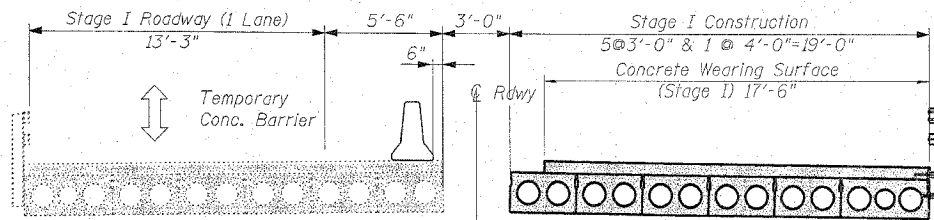
Contract #64B29

**TOTAL BILL OF MATERIAL**

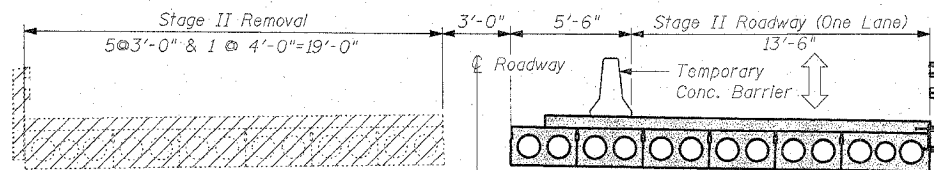
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Superstructures	Each	1		1
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	2,149		2,149
Reinforcement Bars, Epoxy Coated	Pound	3,100		3,100
Concrete Wearing Surface, 5"	Sq. Yd.	239		239
Bridge Deck Grooving	Sq. Yd.	227		227
Steel Bridge Rail, Type SM	Foot	105		105
Name Plates	Each	1		1
Formed Concrete Repair, (Depth equal to or less than 5")	Sq. Ft.		2.0	2.0
Epoxy Crack Sealing	Foot		66	66
Asbestos Bearing Pad Removal	Each	14		14
Silicone Joint Sealer, 1/2"	Foot	41		41
Furnishing & Erecting Structural Steel	Pound	694		694
Protective Coat	Sq. Yd.	239		239
Bar Splicers	Each	56		56



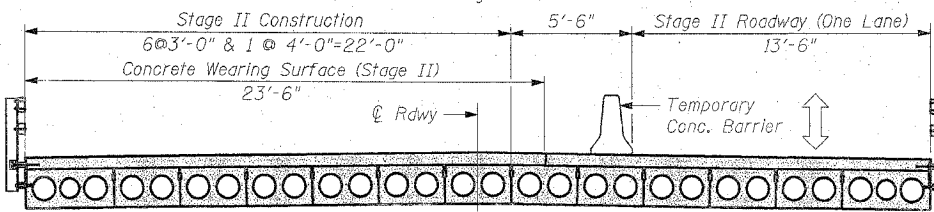
**STAGE I REMOVAL**  
(Looking North)



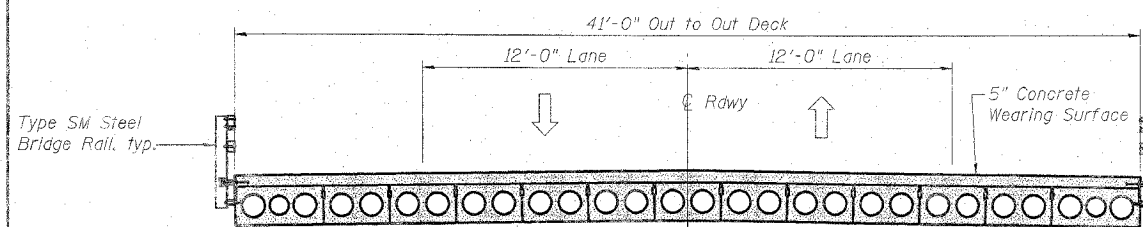
**STAGE I CONSTRUCTION**  
(Looking North)



**STAGE II REMOVAL**  
(Looking North)



**STAGE II CONSTRUCTION**  
(Looking North)



**PROPOSED CROSS-SECTION**  
(Looking North)

**STAGE CONSTRUCTION**

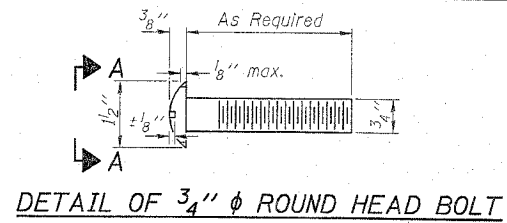
F.A. 308 (IL 84)  
OVER SPRING CREEK  
SEC. 109 BR-4  
WHITESIDE COUNTY  
STATION 171+60.57  
STRUCTURE NO. 098-0023

CHAMPAIGN, ILLINOIS  
CHICAGO, ILLINOIS  
EVANSVILLE, INDIANA  
INDIANAPOLIS, INDIANA  
KENOSHA, WISCONSIN  
SPRING GREEN, WISCONSIN

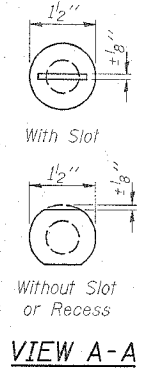
REVISIONS		DATE	DRAWING NUMBER

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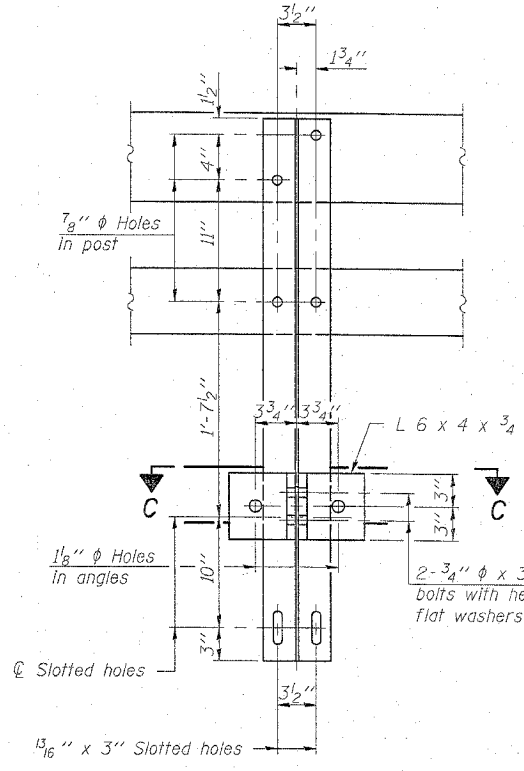
DESIGNED BY: S.L.D. PROJECT NO: 182302  
DRAWN BY: MEM DATE: 9/85  
CHECKED BY: M.M.  
APPROVED BY: M.M.  
ACTIVITY INITIALS



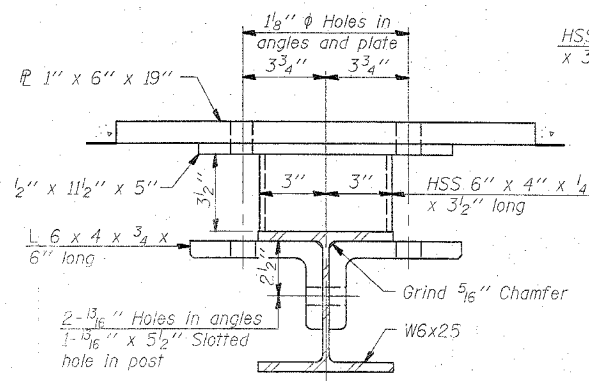
DETAIL OF 3/4"  $\phi$  ROUND HEAD BOLT



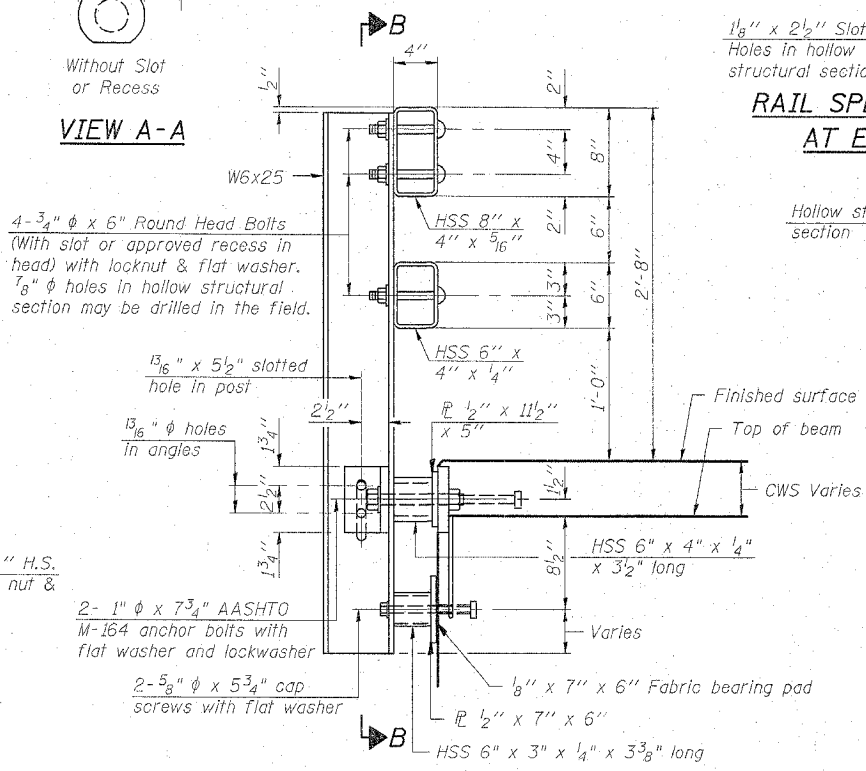
VIEW A-A



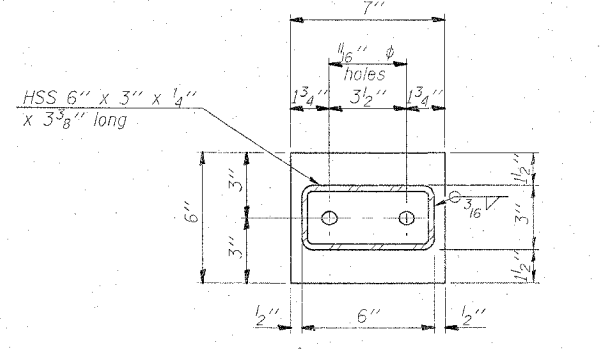
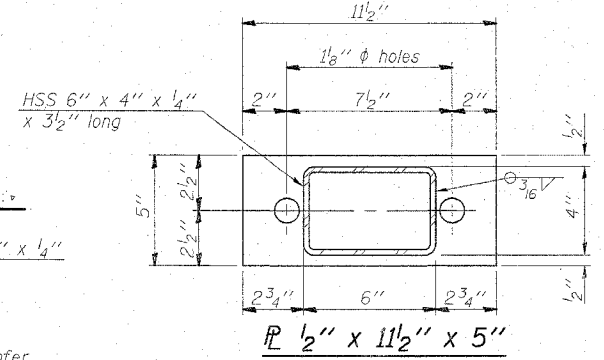
SECTION B-B



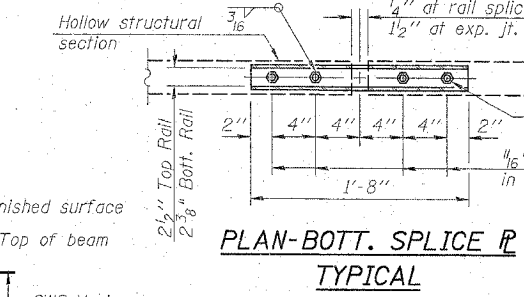
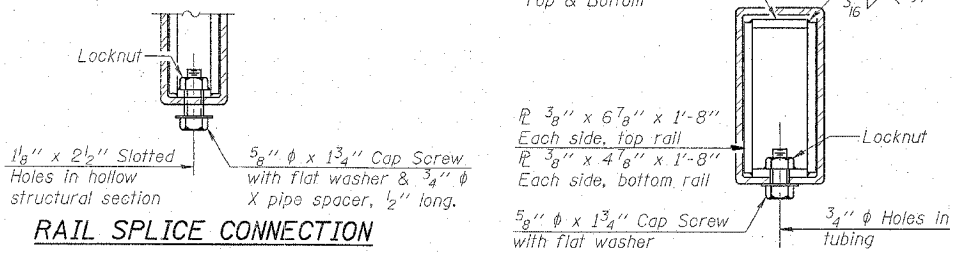
SECTION C-C



SECTION AT RAIL POST

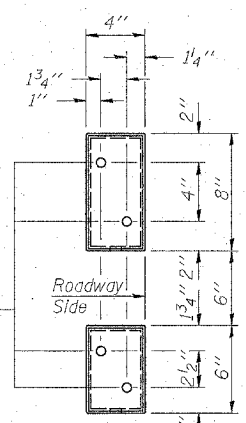


RAIL SPLICE CONNECTION AT EXPANSION JT.

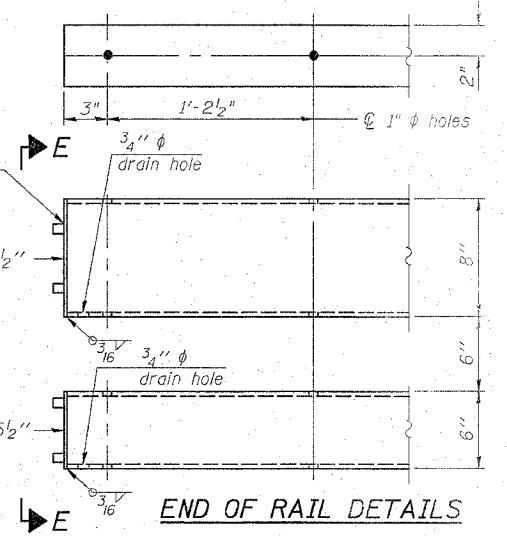


PLAN-BOTT. SPLICE R TYPICAL

SECTION AT RAIL SPLICE



VIEW E-E



END OF RAIL DETAILS

NOTES

Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F.

All other steel shapes and piles shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

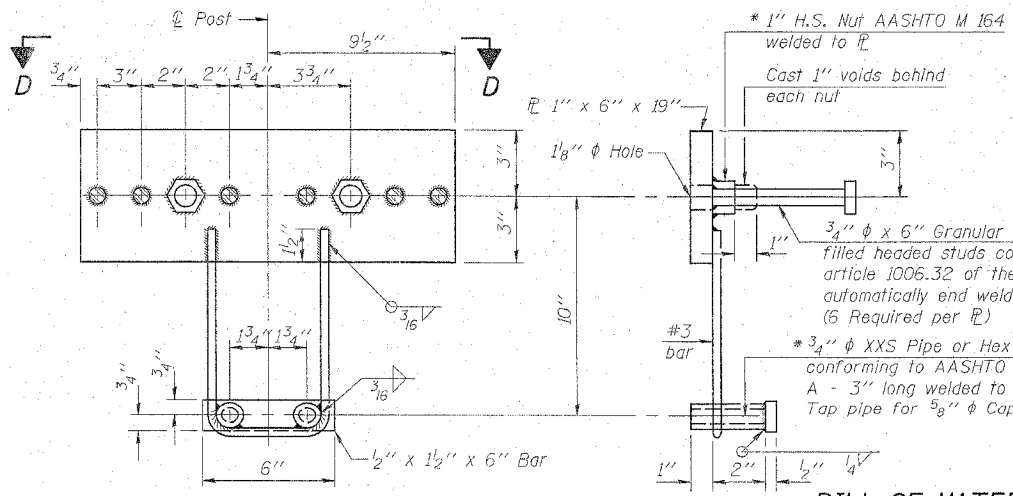
All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Steel Bridge Rail, Type SM.

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

For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM.

The 3/4"  $\phi$  high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened according to Article 505.04(f)(2) of the Standard Specifications. The 1"  $\phi$  high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8"  $\phi$  cap screws in bottom of posts shall be tightened to a snug fit only.



ANCHOR DEVICE

BILL OF MATERIAL

Item	Unit	Quantity
Steel Bridge Rail, Type SM	Foot	105

REVISIONS	
NAME	DATE

**TYPE SM STEEL BRIDGE RAIL SIDE MOUNTED**

F.A. 308 (IL 84)  
OVER SPRING CREEK  
SEC. 109 BR-4  
WHITESIDE COUNTY  
STRUCTURE NO. 098-0023

CHAMPAIGN, ILLINOIS  
CHICAGO, ILLINOIS  
EVANSVILLE, INDIANA  
INDIANAPOLIS, INDIANA  
KENOSHA, WISCONSIN  
SPRING GREEN, WISCONSIN

Clark Dietz

DESIGNED BY: S.L.D. PROJECT NO: 182302  
DRAWN BY: M.E.W. DATE: 9/05  
CHECKED BY: M.M.  
APPROVED BY: M.M.  
ACTIVITY: DETAILS

DRAWING NUMBER: S-3

R-34CWS 10-28-05 (6'-3" Maximum Post Spacing) (5" minimum to 7 1/8" maximum CWS thickness)

\* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

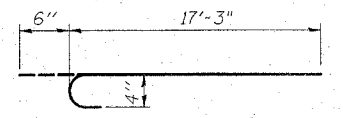
Contract #64B29

**CONCRETE WEARING SURFACE  
BILL OF MATERIAL**

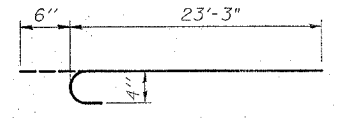
Bar	No.	Size	Length	Shape	
a(E)	53	#4	17'-9"	┌	
a <sub>1</sub> (E)	53	#4	23'-9"	┌	
a <sub>2</sub> (E)	3	#5	17'-3"	┌	
a <sub>3</sub> (E)	3	#5	23'-3"	┌	
b(E)	84	#4	26'-10"	┌	
Reinforcement Bars, Epoxy Coated				Pound	3,100
Concrete Wearing Surface				Sq. Yd.	239
Bar Splicer				Each	56

Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

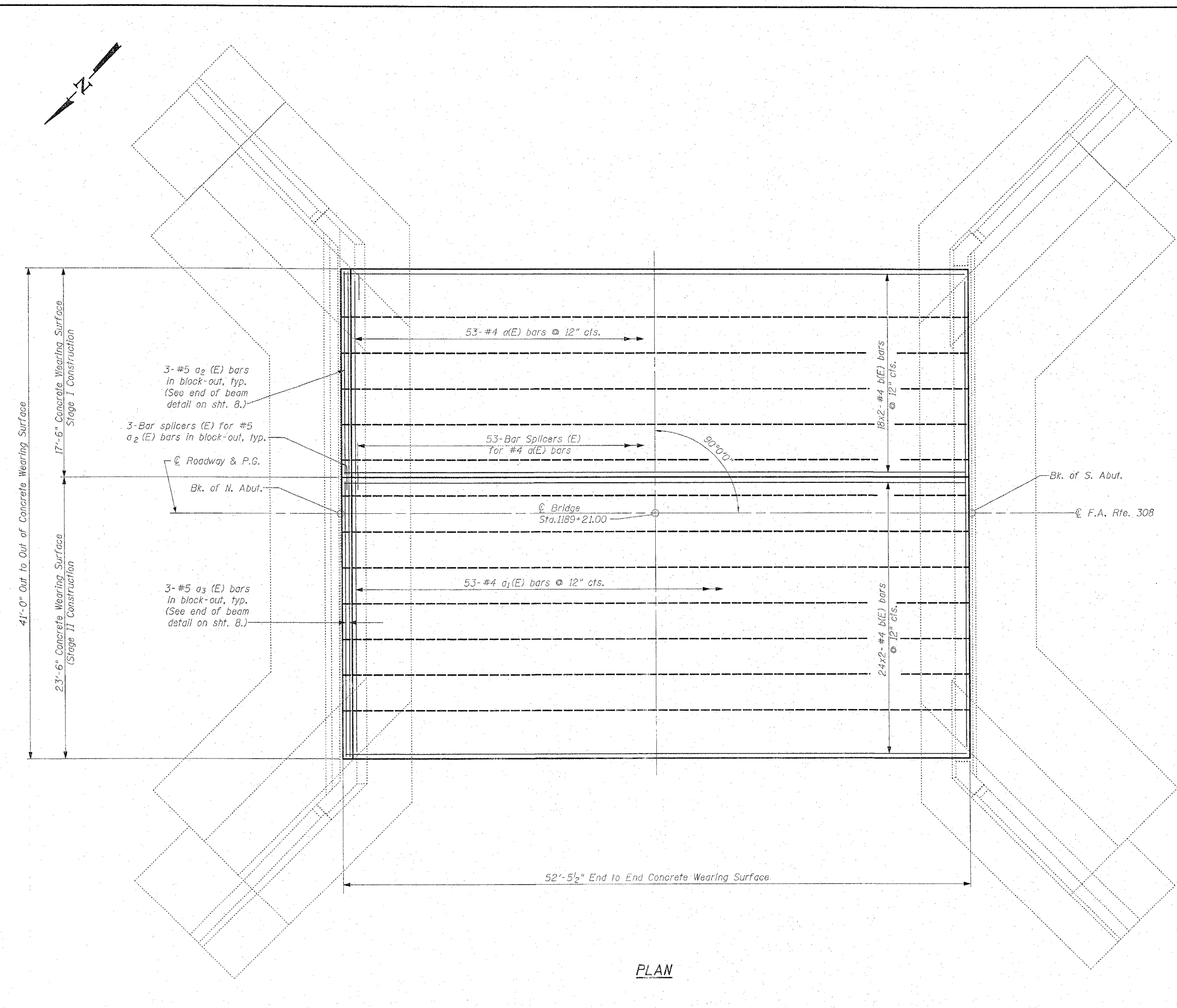


**d(E) BAR**



**a<sub>1</sub>(E) BAR**

<b>MIN. BAR LAP</b>	
#4 Bar	= 1'-8"
#5 Bar	= 2'-2"



**PLAN**

**CONCRETE WEARING SURFACE**

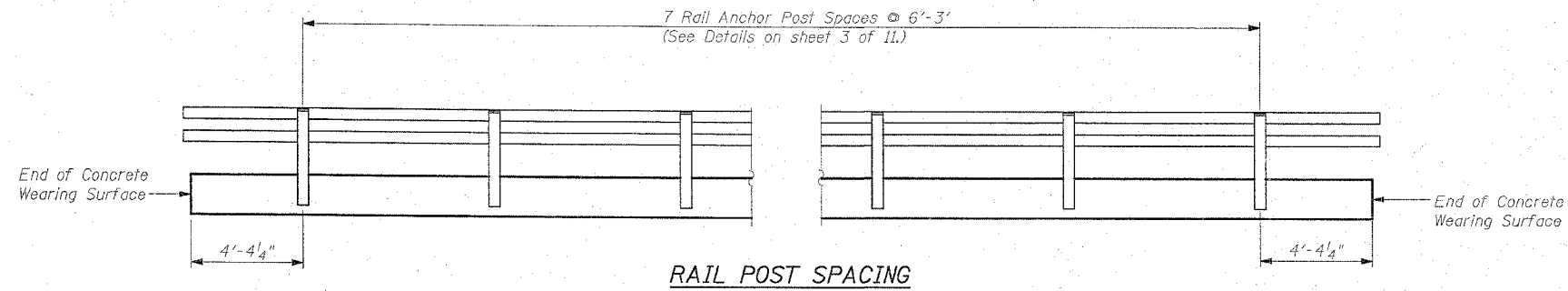
F.A. 308 (IL 84)  
OVER SPRING CREEK  
SEC. 109 BR-4  
WHITESIDE COUNTY  
STATION 171+60.57  
STRUCTURE NO. 098-0023

CHAMPAIGN, ILLINOIS  
CHICAGO, ILLINOIS  
EVANSVILLE, INDIANA  
INDIANAPOLIS, INDIANA  
KENOSHA, WISCONSIN  
SPRING GREEN, WISCONSIN

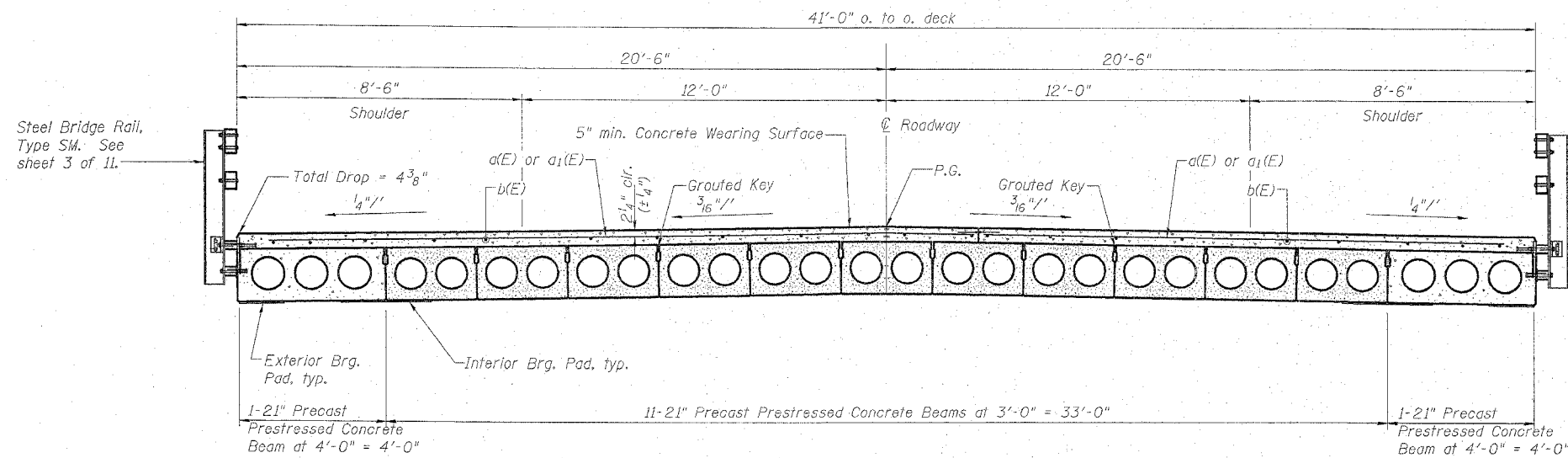
<b>REVISIONS</b>		NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.	DRAWING NUMBER
NAME	DATE		
DESIGNED BY: S.L.D.	PROJECT NO.: 102302	DRAWING NUMBER <b>S-4</b>	
DRAWN BY: M.E.W.	DATE: 9/25		
CHECKED BY: M.M.			
APPROVED BY: M.M.			
ACTIVITY	DETAILS		

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5
F.A. 308	109BR-4	WHITESIDE	47	21	13 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

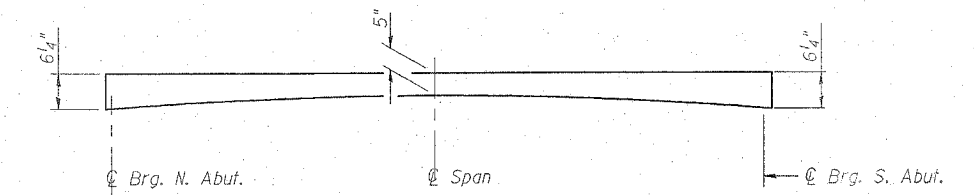
Contract #64B29



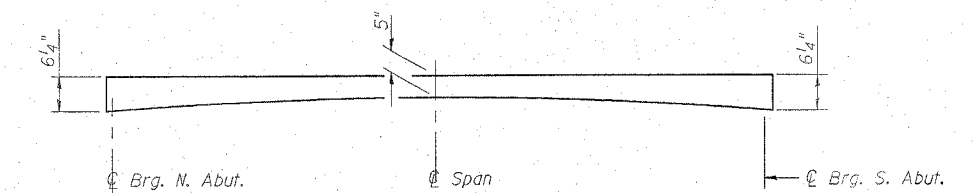
**RAIL POST SPACING**



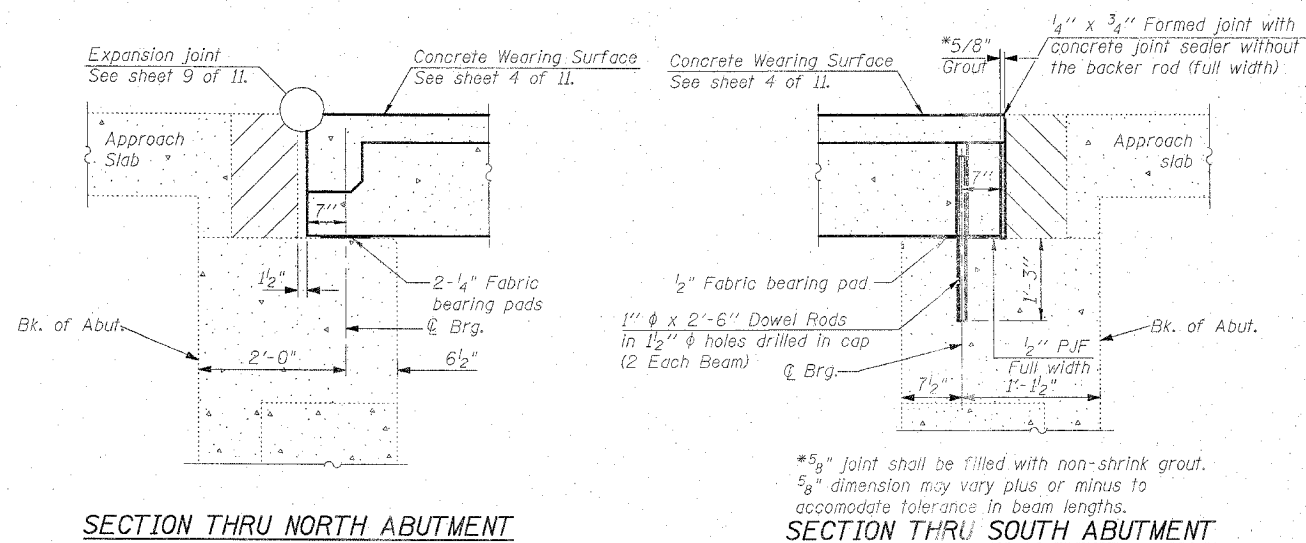
**FULL CROSS SECTION**



**REINFORCED CONCRETE WEARING SURFACE PROFILE-36" BEAM**



**REINFORCED CONCRETE WEARING SURFACE PROFILE-48" BEAM**



**SECTION THRU NORTH ABUTMENT**

**SECTION THRU SOUTH ABUTMENT**

Notes:  
 After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.  
 All horizontal dimensions are at right angles to beam ends. See sheet 6 & 7 of 11 for bearing pad details.  
 Existing Dowel Rods shall be cut off and ground flush with the top of the existing concrete. Cost to be included in the cost of "Removal of Existing Superstructures".

**SUPERSTRUCTURE DETAILS**

F.A. 308 (IL 84)  
 OVER SPRING CREEK  
 SEC. 109 BR-4  
 WHITESIDE COUNTY  
 STATION 171+60.57  
 STRUCTURE NO. 098-0023

CHAMPAIGN, ILLINOIS  
 CHICAGO, ILLINOIS  
 EVANSVILLE, INDIANA  
 INDIANAPOLIS, INDIANA  
 KENOSHA, WISCONSIN  
 SPRING GREEN, WISCONSIN

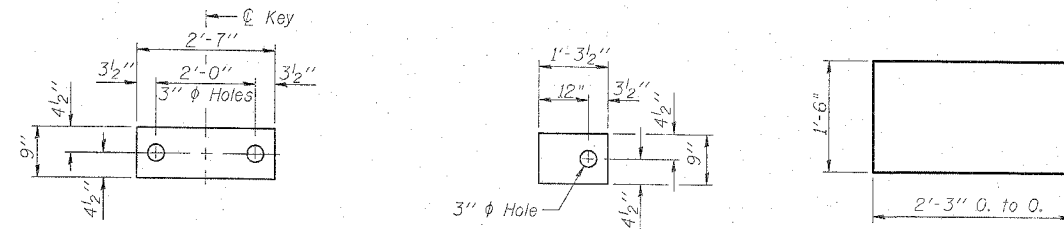


REVISIONS		DATE	DRAWING NUMBER
NAME			

DESIGNED BY: S.J.D. PROJECT NO: 102302  
 DRAWN BY: M.E.W. DATE: 9/85  
 CHECKED BY: M.M.  
 APPROVED BY: M.M.  
 ACTIVITY: DETAILS

S-5

Contract #64B29

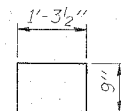
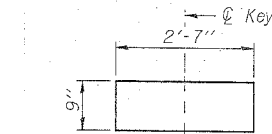


FABRIC BEARING PAD  
(Interior)

FABRIC BEARING PAD  
(Exterior)

BAR U

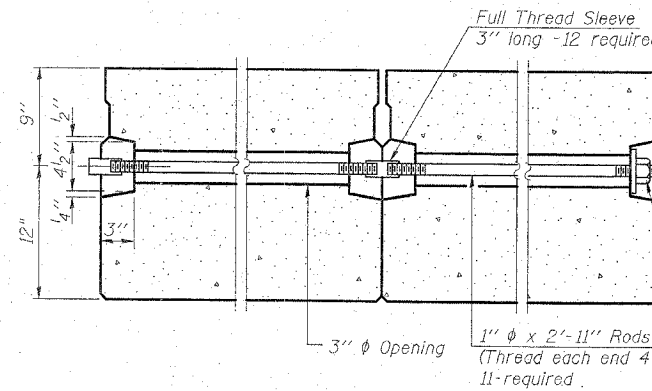
FIXED



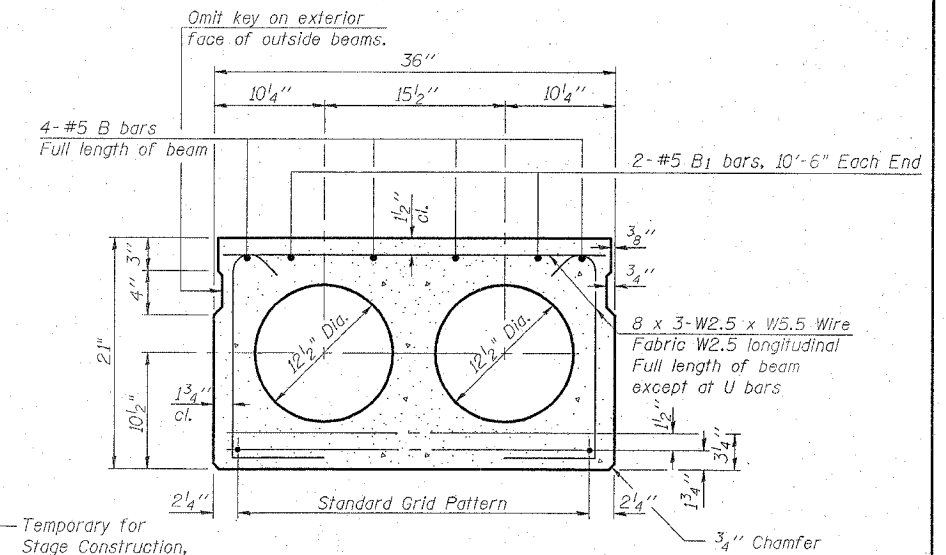
FABRIC BEARING PAD  
(Interior)

FABRIC BEARING PAD  
(Exterior)

EXPANSION



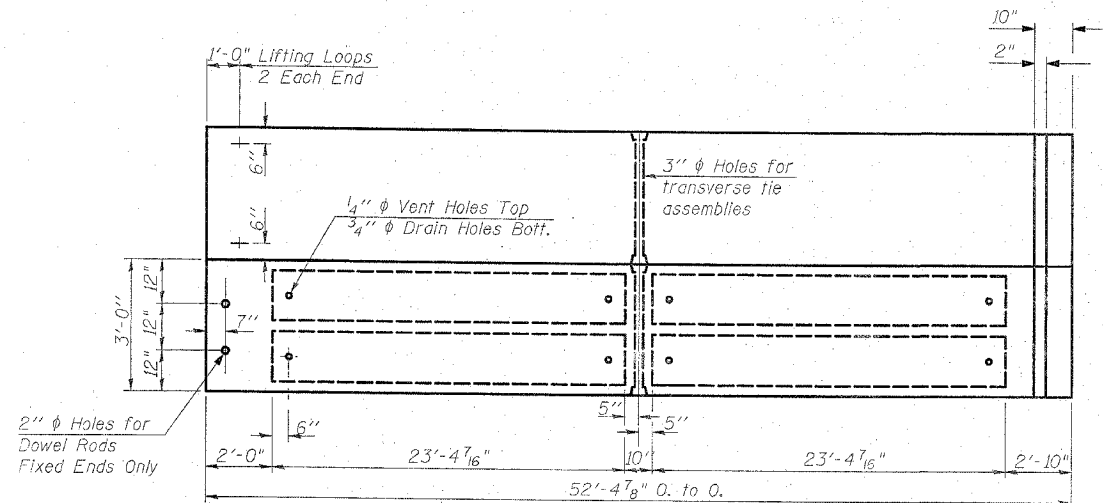
TYPICAL TRANSVERSE TIE ASSEMBLY



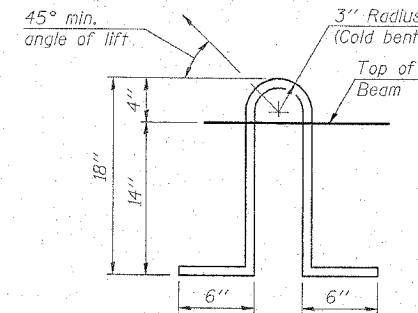
TYPICAL SECTION

1/2"  $\phi$  Strands, Each Strand Stressed to 30,900 Lbs.  
6-Strands 1 3/4" up, 8-Strands 3/4" up, 2-Strands 9" up.

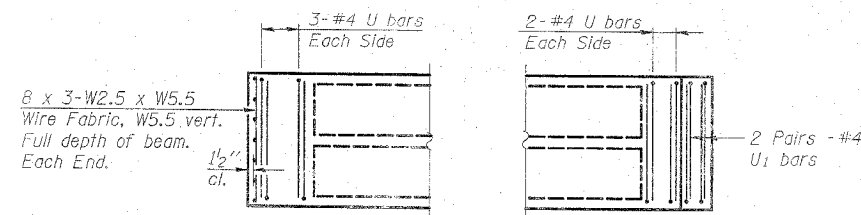
Note:  
Place strands symmetrically about  $\phi$  of beam.



PLAN



LIFTING LOOP DETAIL



FIXED END

EXPANSION END

PLAN

NOTES

Prestress 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. Lifting loops shall be 2 - 1/2"  $\phi$  - 270 ksi strands, as shown. Non prestressing steel shall conform to AASHTO M-31 or M-322 Grade 60. The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key. Corrosion Inhibitor, as covered in the Special Provisions, shall be used in the concrete for precast prestressed concrete deck beams. Required Release Strength, f'ci, shall be 4,000 p.s.i.

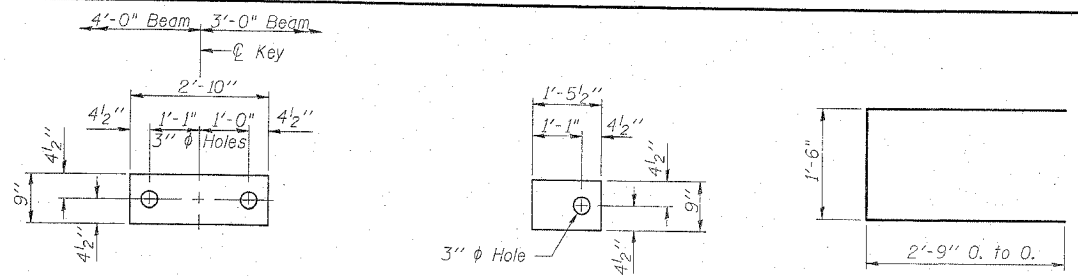
SUPERSTRUCTURE DETAILS

F.A. 308 (IL 84)  
OVER SPRING CREEK  
SEC. 109 BR-4  
WHITESIDE COUNTY  
STATION 171+60.57  
STRUCTURE NO. 098-0023

CHAMPAIGN, ILLINOIS  
CHICAGO, ILLINOIS  
EVANSVILLE, INDIANA  
INDIANAPOLIS, INDIANA  
KENOSHA, WISCONSIN  
SPRING GREEN, WISCONSIN

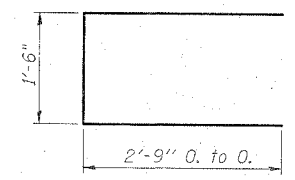
Clark Dietz

REVISIONS		DRAWING NUMBER	
NAME	DATE		

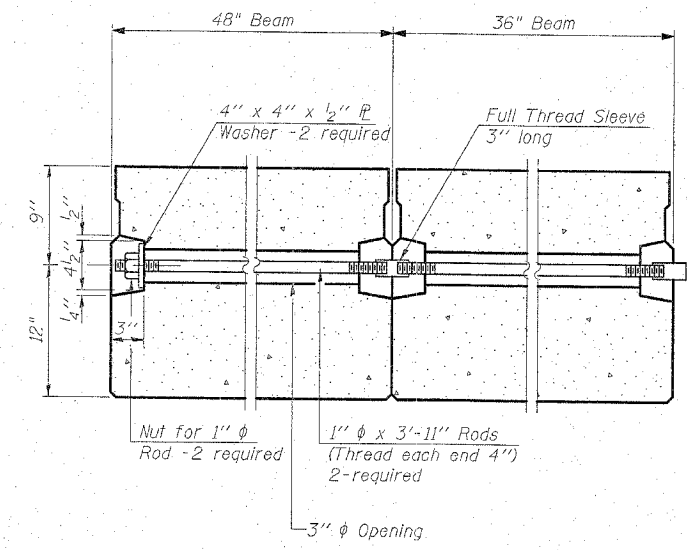


**FABRIC BEARING PAD**  
(Interior) **FABRIC BEARING PAD**  
(Exterior) **FIXED**

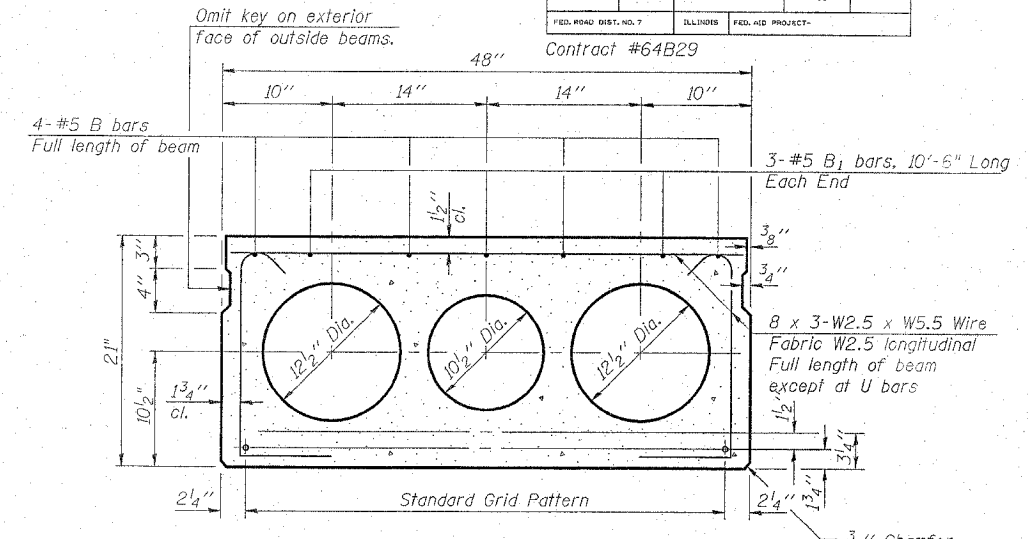
**FABRIC BEARING PAD**  
(Interior) **FABRIC BEARING PAD**  
(Exterior) **EXPANSION**



**BAR U2**

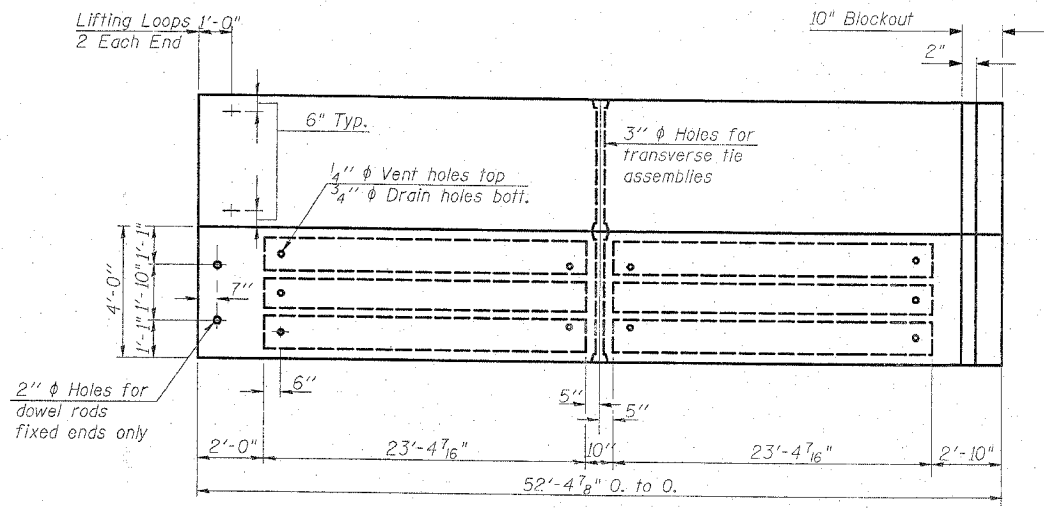


**TYPICAL TRANSVERSE TIE ASSEMBLY**

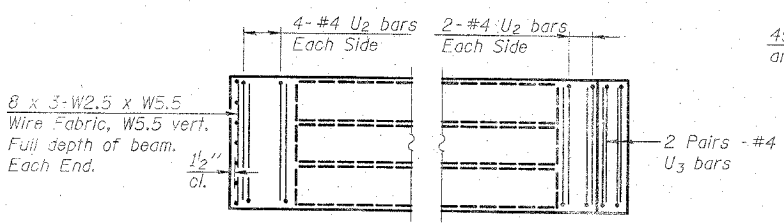


**TYPICAL SECTION**  
1/2"  $\phi$  Strands, Each Strand Stressed to 30,900 Lbs.  
13-Strands 1 3/4" up, 6-Strands 3/4" up, 2 Strands 15" up.

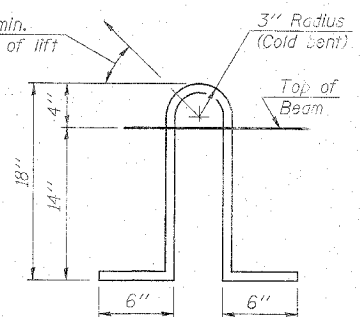
Note:  
Place strands symmetrically about  $\phi$  of beam.



**PLAN**



**END PLAN** **EXPANSION END**  
**PLAN**



**LIFTING LOOP DETAIL**

**NOTES**

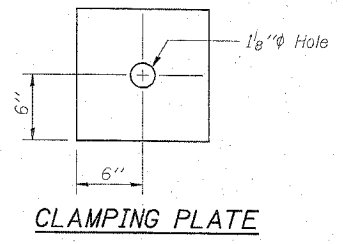
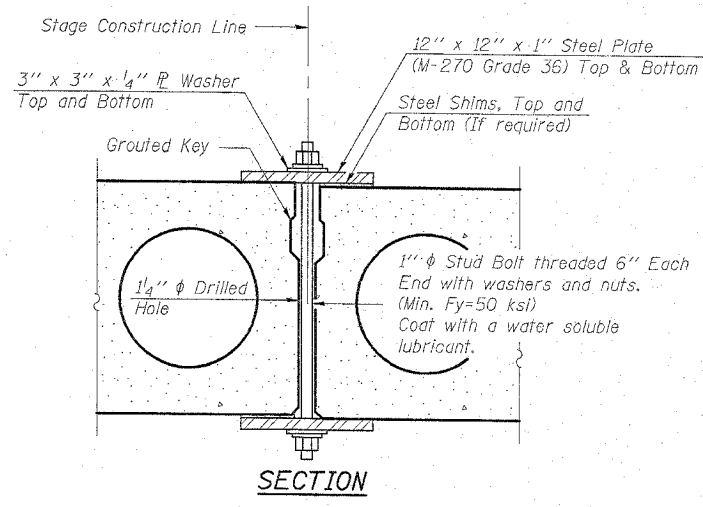
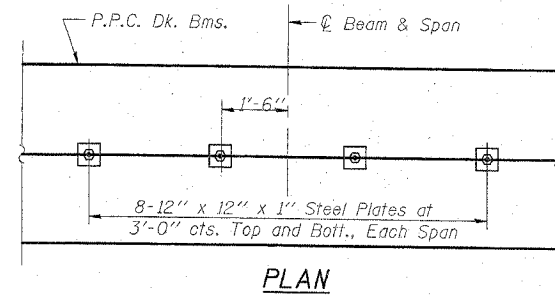
Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2-1/2"  $\phi$  270 ksi strands, as shown. The 1"  $\phi$  rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place. Non prestressing steel shall conform to AASHTO M-31 or M-322 Grade 60. The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key. Corrosion Inhibitor, as covered in the Special Provisions, shall be used in the concrete for precast prestressed concrete deck beams. Required Release Strength, f'ci, shall be 4,000 p.s.i.

**SUPERSTRUCTURE DETAILS**

F.A. 308 (IL 84)  
OVER SPRING CREEK  
SEC. 109 BR-4  
WHITESIDE COUNTY  
STATION 171+60.57  
STRUCTURE NO. 098-0023

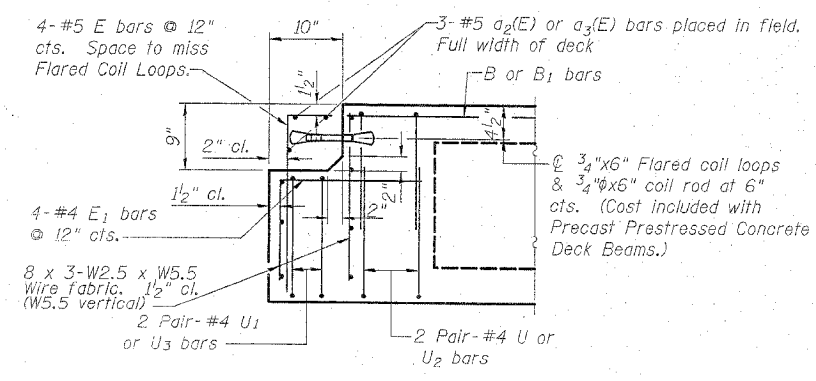


REVISIONS		DRAWING NUMBER
NAME	DATE	
		S-7

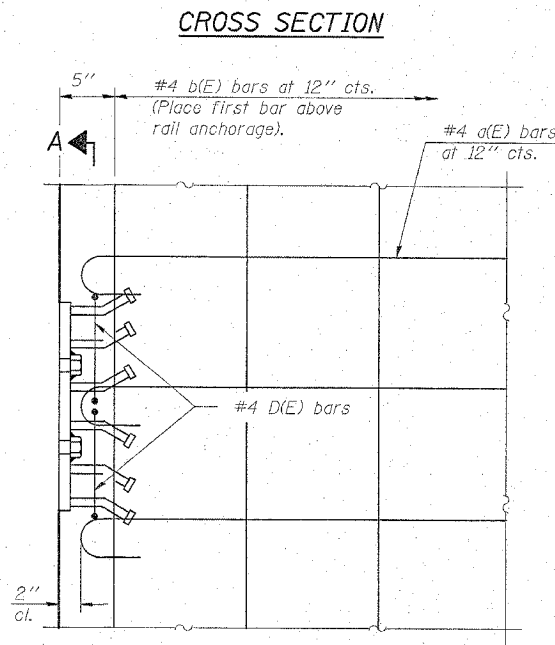
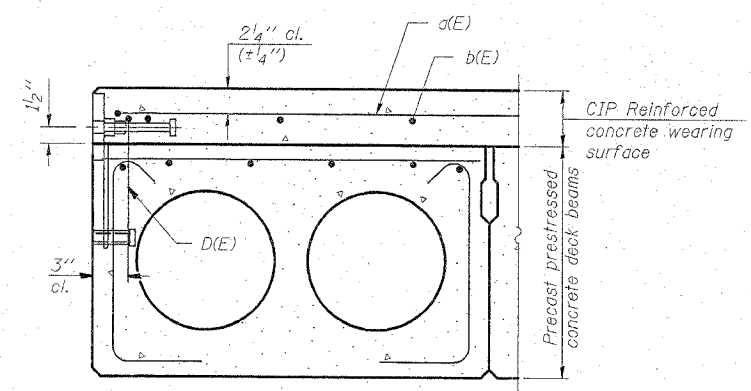


**SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.**

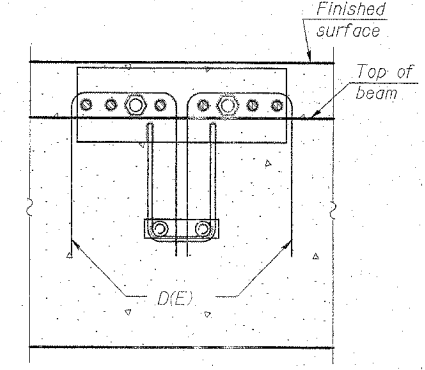
See Special Provisions for Stage Construction of Precast Prestressed Concrete Deck Beams.  
 Cost included with "Precast Prestressed Concrete Deck Beams".  
 See Stage Construction Details for traffic lanes.



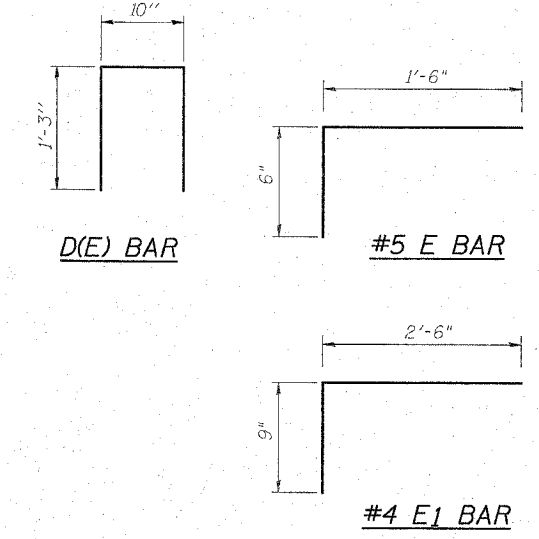
**END OF BEAM (EXPANSION END)**  
 (Dimensions are at Rt. L's)



**Notes:**  
 The rail anchorage shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the beam. Drilling into the beam will not be permitted.

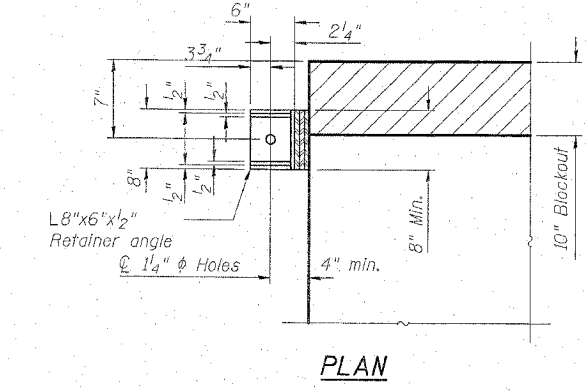
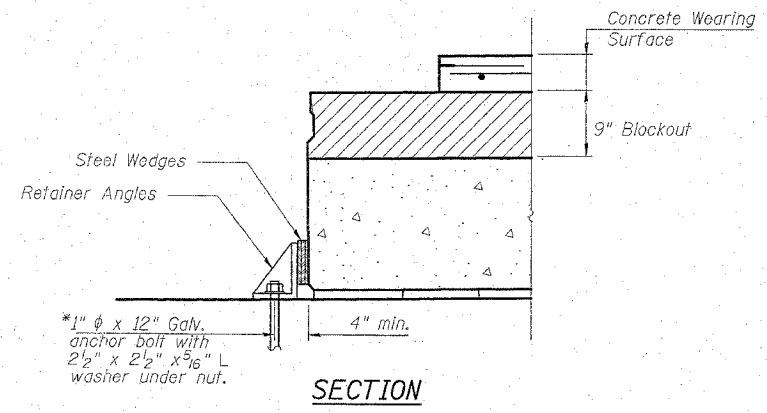
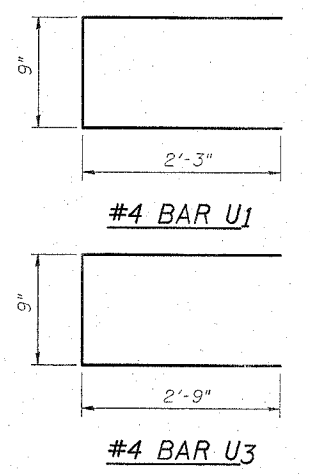


**SECTION A-A**



**BILL OF MATERIAL**

Item	Unit	Quantity
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	2,149



**SIDE RETAINER AT EXPANSION JOINT**

\* Anchor bolts shall be approved threaded rods and be placed in drilled holes and grouted in place. Cost of retainer and accessories are included with Precast Prestressed Concrete Deck Beams.  
 Note: After block-outs are poured and cured the retainer angles shall be removed. Anchor bolts may be left in place.

**SUPERSTRUCTURE DETAILS**

F.A. 308 (IL 84)  
 OVER SPRING CREEK  
 SEC. 109 BR-4  
 WHITESIDE COUNTY  
 STATION 171+60.57  
 STRUCTURE NO. 098-0023



REVISIONS		DRAWING NUMBER
NAME	DATE	
		S-8



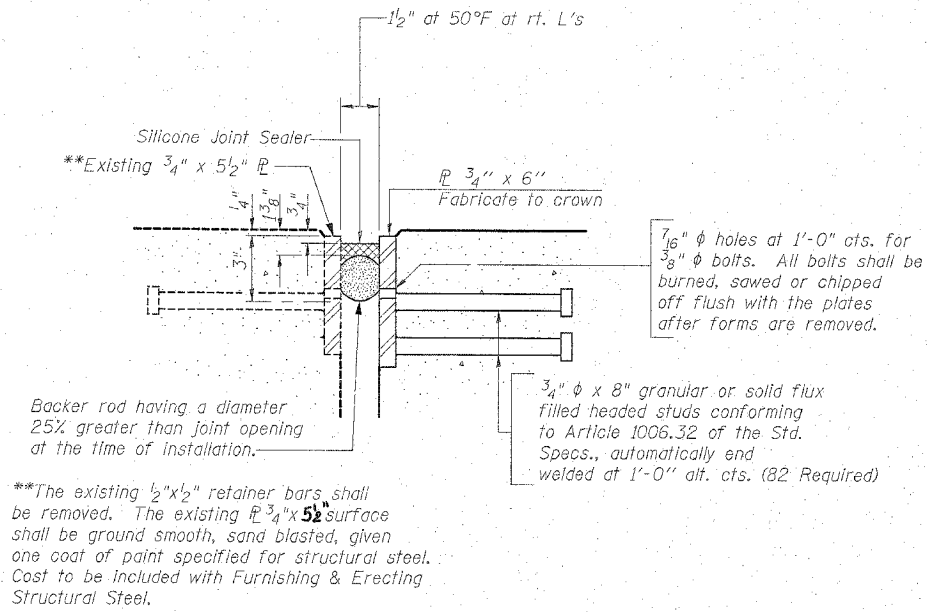
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A. 308	109BR-4	WHITESIDE	47	25
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #64B29

**GENERAL NOTES**

Furnish steel plates in segments of 20 feet maximum length. Maximum space between installed segments shall be  $\frac{3}{16}$ ". Seal space with silicone sealant suitable for structural steel.

After fabrication all surfaces of the steel plates shall be given one coat of paint specified for Structural Steel.



**SECTION THRU EXPANSION JOINT @ N. ABT.**

**BILL OF MATERIAL**

Item	Unit	Total
Silicone Joint Sealer, $1\frac{1}{2}$ "	foot	41

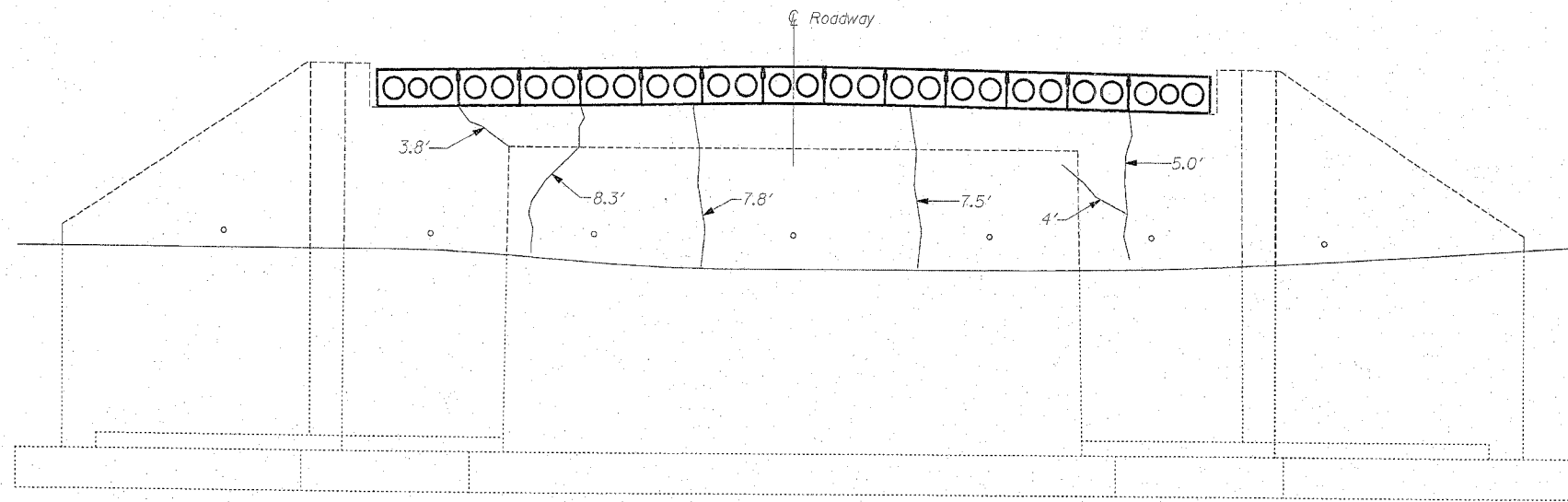
**SILICONE JOINT SEALER**

F.A. 308 (IL 84)  
 OVER SPRING CREEK  
 SEC. 109 BR-4  
 WHITESIDE COUNTY  
 STATION 171+60.57  
 STRUCTURE NO. 098-0023

**Clark Dietz**  
 CHAMPAIGN, ILLINOIS  
 CHICAGO, ILLINOIS  
 EVANSVILLE, INDIANA  
 INDIANAPOLIS, INDIANA  
 KENOSHA, WISCONSIN  
 SPRING GREEN, WISCONSIN

REVISIONS		NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING AND PORTION OF THIS DRAWING.	DRAWING NUMBER
NAME	DATE		
			S-9

Contract #64B29



ELEVATION-SOUTH ABUTMENT

**LEGEND**

Formed Concrete Repair  
Depth equal to or less than 5"

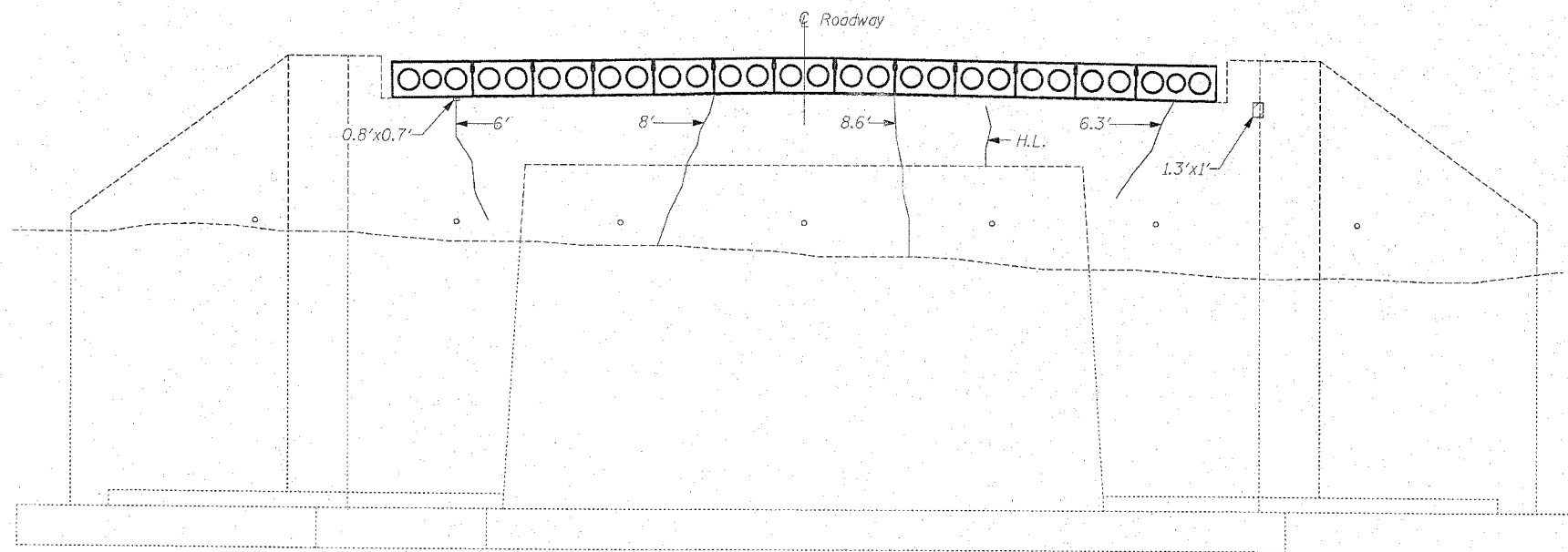
Epoxy Crack Sealing

Hairline Crack - Not to be sealed

Note: Crack widths are  $\frac{1}{8}$ "  $\pm$   $\frac{1}{16}$ "  
unless otherwise noted.

**BILL OF MATERIAL - ABUTMENTS**

ITEM	UNIT	QUANTITY
Epoxy Crack Sealing	Foot	66
Formed Concrete Repair (Depth equal to or less than 5")	Sq Ft	2



ELEVATION-NORTH ABUTMENT

**ABUTMENT REPAIRS**

F.A. 308 (IL 84)  
OVER SPRING CREEK  
SEC. 109 BR-4  
WHITESIDE COUNTY  
STATION 171+60.57  
STRUCTURE NO. 098-0023

CHAMPAIGN, ILLINOIS  
CHICAGO, ILLINOIS  
EVANSVILLE, INDIANA  
INDIANAPOLIS, INDIANA  
KENOSHA, WISCONSIN  
SPRING GREEN, WISCONSIN



REVISIONS	
NAME	DATE

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING  
ANY PORTION OF THIS DRAWING.

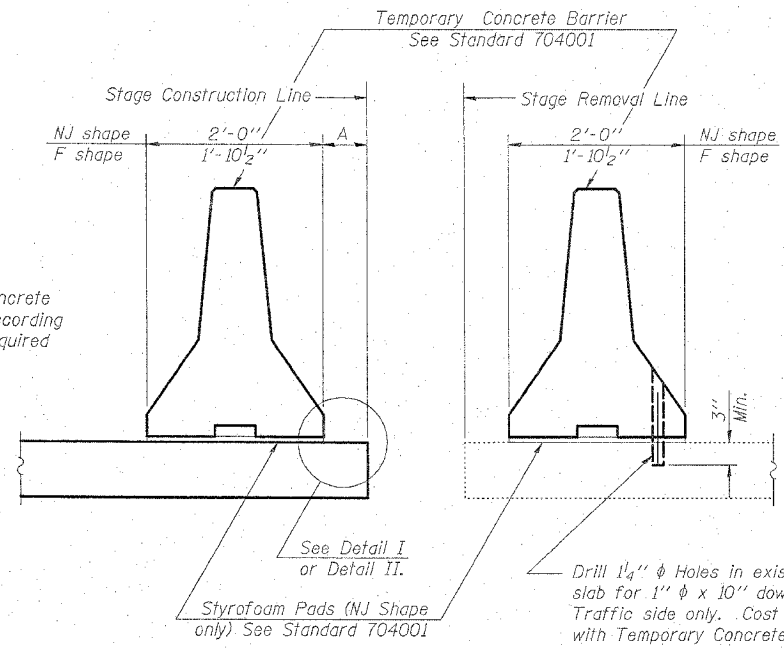
DESIGNED BY: S.L.D. PROJECT NO: 182382  
 DRAWN BY: M.E.W. DATE: 9/05  
 CHECKED BY: M.L.M.  
 APPROVED BY: M.L.M.  
 ACTIVITY: DETAILS

DRAWING NUMBER

S-10

Contract #64B29

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

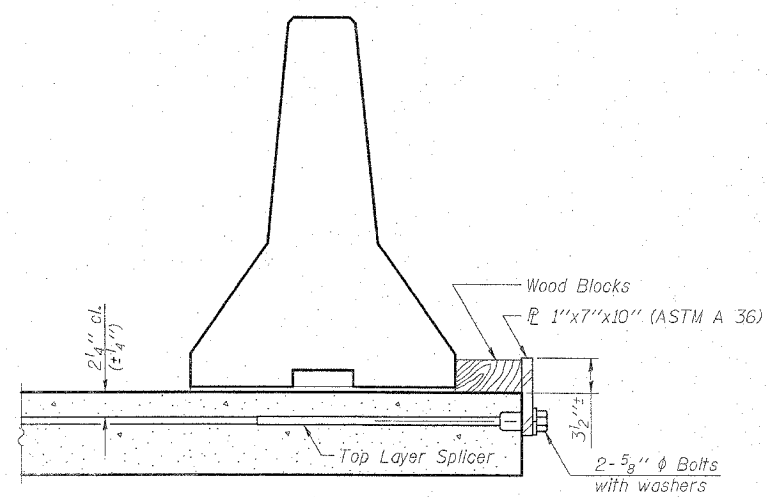


NEW SLAB EXISTING SLAB

SECTIONS THRU SLAB

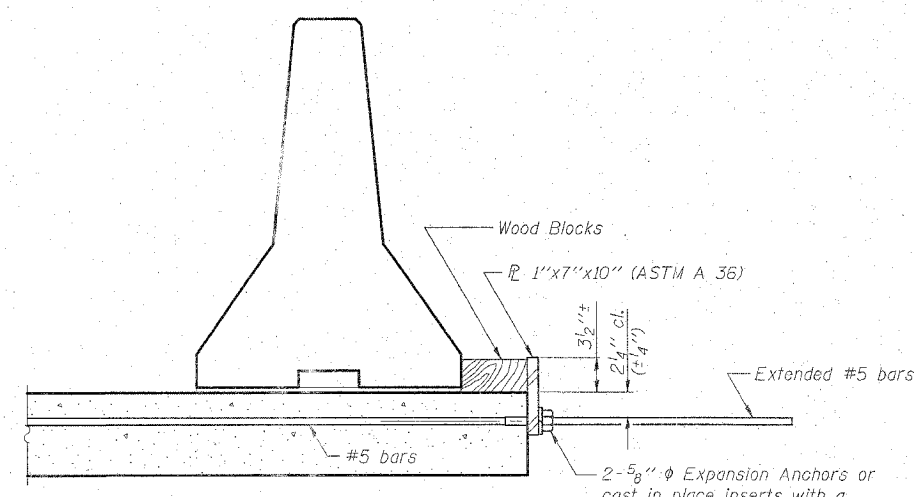
NOTES

- Detail I - With Bar Splicer or Couplers: Connect one (1) 1"x7"x10" steel P to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.
  - Detail II - With Extended Reinforcement Bars: Connect one (1) 1"x7"x10" steel P to the concrete slab with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.



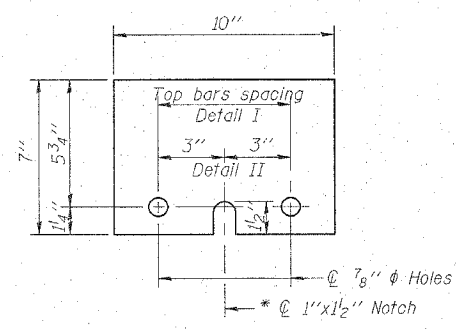
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



P 1"x7"x10"

\* Required only with Detail II

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

F.A. 308 (IL 84)  
OVER SPRING CREEK  
SEC. 109 BR-4  
WHITESIDE COUNTY  
STATION 171+60.57  
STRUCTURE NO. 098-0023

CHAMPAIGN, ILLINOIS  
CHICAGO, ILLINOIS  
EVANSVILLE, INDIANA  
INDIANAPOLIS, INDIANA  
KENOSHA, WISCONSIN  
SPRING GREEN, WISCONSIN

REVISIONS		DATE	DRAWING NUMBER
NAME			

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DESIGNED BY: S.J.D. PROJECT NO: 102302  
DRAWN BY: M.E.W. DATE: 9/05  
CHECKED BY: M.M.  
APPROVED BY: M.M.  
ACTIVITY: DETAILS

S-11

Contract #64B29

**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) =  $1.25 \times f_y \times A_t$
- ② Minimum \*Pull-out Strength (Tension in kips) =  $1.25 \times f_{s_{allow}} \times A_t$

Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $f_{s_{allow}}$  = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)  
 $A_t$  = Tensile stress area of lapped reinforcement bars.  
 \* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

The diameter of this part is the same as the diameter of the bar spliced.

**ROLLED THREAD DOWEL BAR**



**\*\* ONE PIECE**

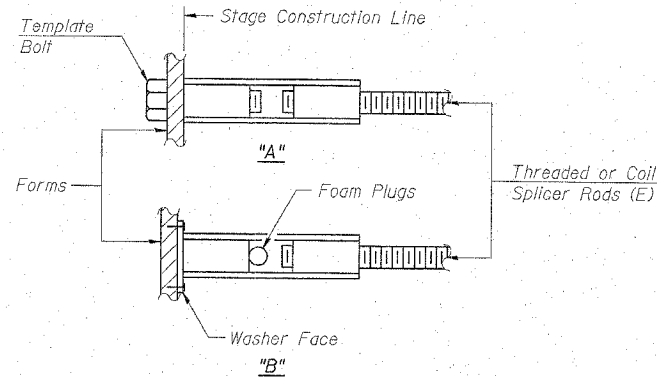
Wire Connector



**WELDED SECTIONS**

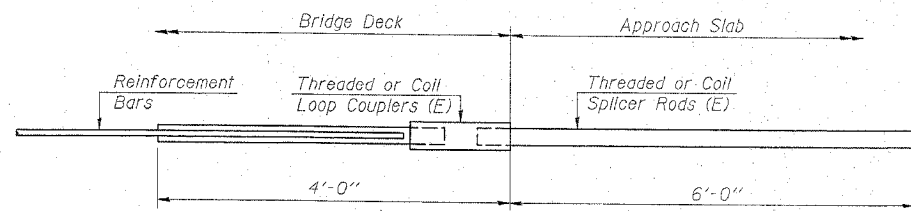
**BAR SPLICER ASSEMBLY ALTERNATIVES**

\*\* Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



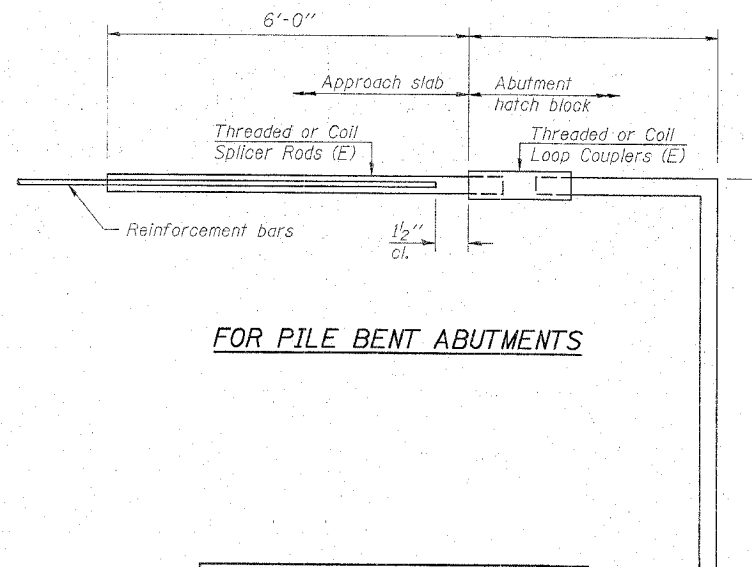
**INSTALLATION AND SETTING METHODS**

"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.



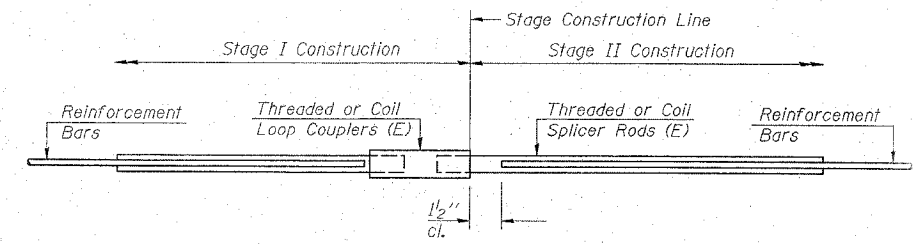
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



**FOR PILE BENT ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



**STANDARD**

Bar Size	No. Assemblies Required	Location
4	53	Concrete Wearing Surface
5	3	Concrete Wearing Surface

**BAR SPLICER ASSEMBLY DETAILS**

F.A. 308 (IL 84)  
 OVER SPRING CREEK  
 SEC. 109 BR-4  
 WHITESIDE COUNTY  
 STATION 171+60.57  
 STRUCTURE NO. 098-0023

CHAMPAGN, ILLINOIS  
 CHICAGO, ILLINOIS  
 EVANSVILLE, INDIANA  
 INDIANAPOLIS, INDIANA  
 KENOSHA, WISCONSIN  
 SPRING GREEN, WISCONSIN

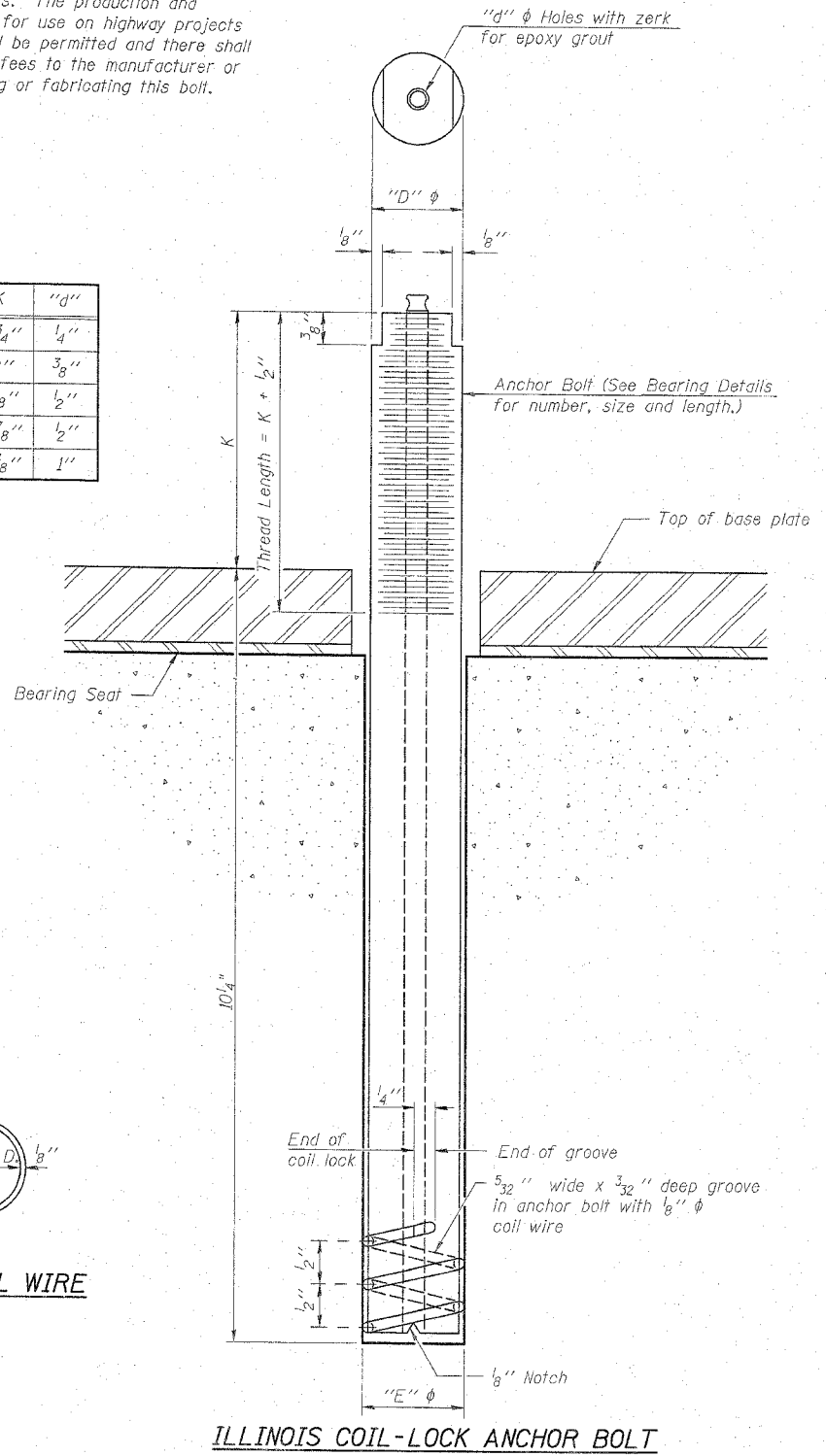


REVISIONS		DATE	DRAWING NUMBER
NAME			
			S-12
DESIGNED BY	S.J.D.	PROJECT NO.	
DRAWN BY	MEW	DATE	
CHECKED BY	M.M.		
APPROVED BY	M.M.		

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 3/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



### MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.  
The coil wire shall be made of any suitable soft steel wire.  
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.  
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

### INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

### ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.  
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:  
1. A threaded rod stud with nut and washer of the type specified.  
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
N. Abut	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

### GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.  
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.  
The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

### ANCHOR BOLT DETAILS

F.A. 308 (IL 84)  
OVER SPRING CREEK  
SEC. 109 BR-4  
WHITESIDE COUNTY  
STATION 171+60.57  
STRUCTURE NO. 098-0023

CHAMPAIGN, ILLINOIS  
CHICAGO, ILLINOIS  
EVANSVILLE, INDIANA  
INDIANAPOLIS, INDIANA  
KENOSHA, WISCONSIN  
SPRING GREEN, WISCONSIN



REVISIONS		DATE	DRAWING NUMBER
NAME			
			S-13

DESIGNED BY:	S.L.D.	PROJECT NO.:	102302
DRAWN BY:	M.W.	DATE:	9/05
CHECKED BY:	M.M.		
APPROVED BY:	M.M.		
ACTIVITY:	DETAILS		

Benchmark #1: Concrete Tablet stamped "TT Sta. No. 78 JL S 1927"  
Elev. 606.295

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
FAP RT. 308	109 BR-3	Whiteside	47	30

Contract # 64g29

Sheet 1 of 12

Existing Structure:

Originally built in 1931 as S.B.I. Rt. 80, Sec. 109B at Sta. 1135+12.5. Rehabilitated and widened in 1971. The structure consists of 1 span PPC deck beams on closed abutments on spread footings. The bk. to bk. abutments dimension measures 48'-0"; the o.-o. width measures 40'-0". The existing superstructure shall be replaced with PPC deck beams. One reversible lane of traffic will be maintained throughout construction using temporary traffic signals.

Salvage existing substructure.

DESIGN SPECIFICATIONS (New Construction)

2002 AASHTO

LOADING HS20-44 (New Construction)

50 p.s.f. allowance for future wearing surface.

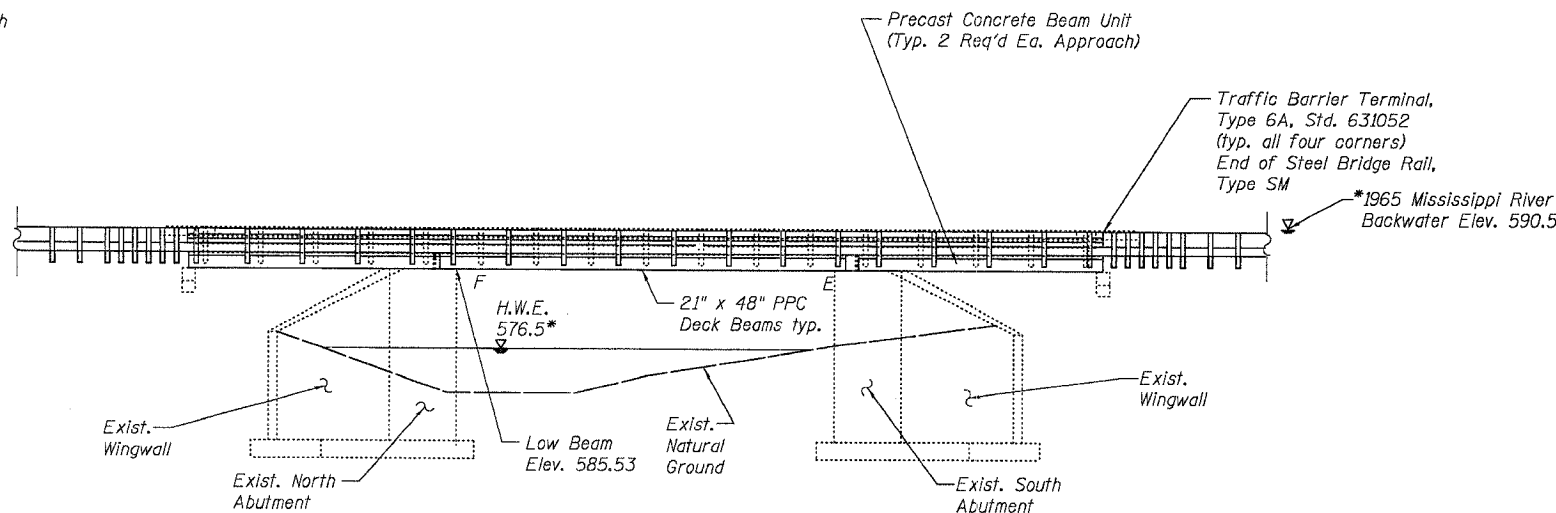
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement Bars)  
 $f'_c = 5,000$  psi (conc. wearing surface)

PRECAST PRESTRESSED UNITS

$f'_c = 5,000$  psi  
 $f'_{cl} = 4,000$  psi  
 $f'_s = 270,000$  psi (1/2" low lax. strands)  
 $f_{sl} = 201,960$  psi (1/2" low lax. strands)

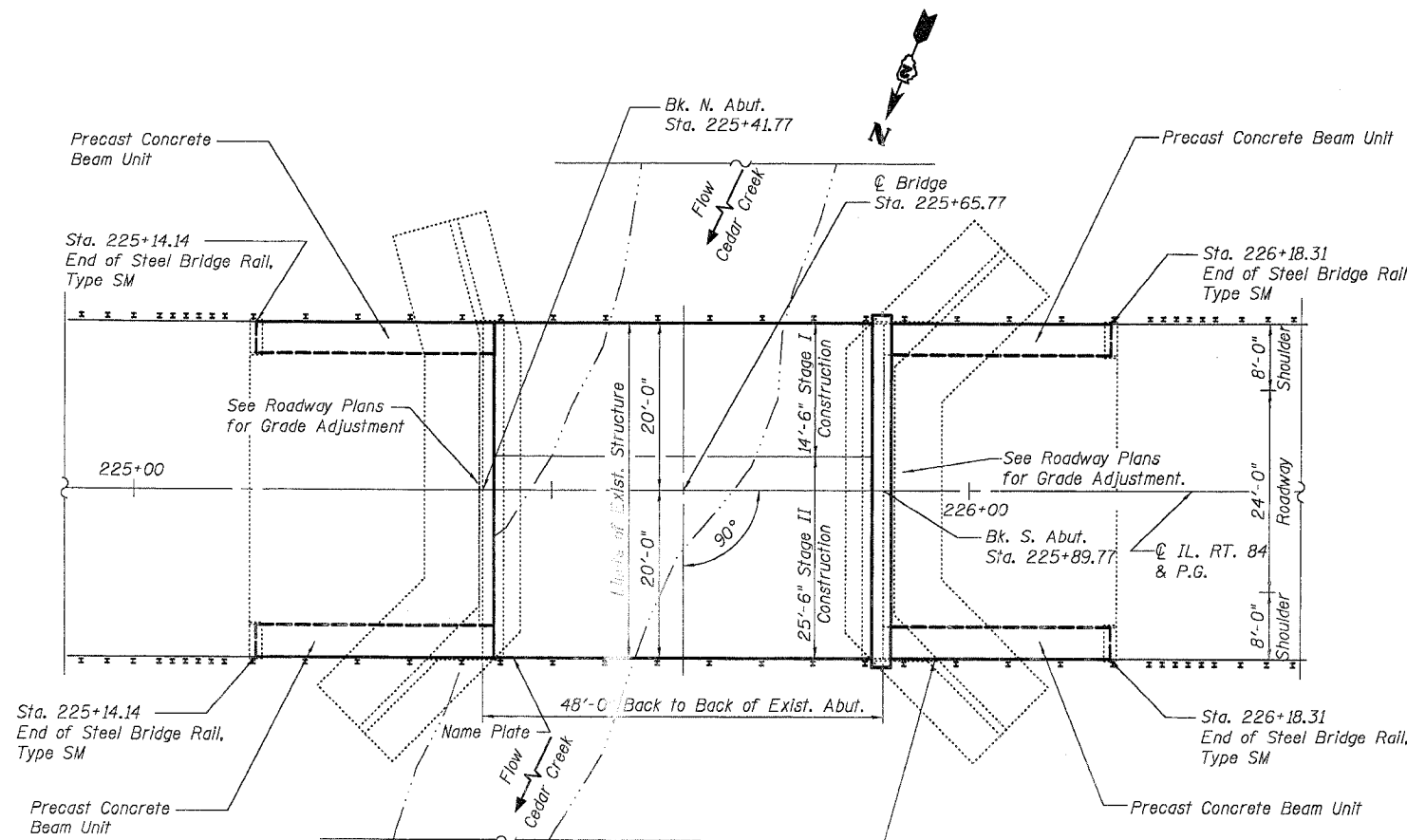


ELEVATION

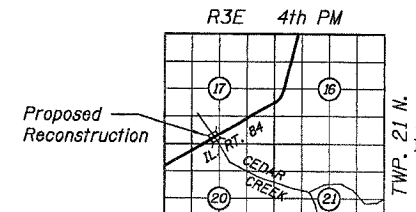
\* Notes from 1971 SBI 80, SEC 109BR-1, Whiteside County Plans.

EXISTING BEAM REMOVAL AND PROPOSED BEAM ERECTION SEQUENCE

- Five adjacent existing bridge beams and two approach channel beams shall be removed.
- Four new bridge beams and two approach beams shall be installed and doweled into position.
- Construct Concrete Wearing Surface and move traffic to new beams.
- Remaining five existing bridge beams and two approach channel beams shall be removed.
- Remaining six new bridge beams and two approach beams shall be installed and doweled into position.



PLAN



LOCATION SKETCH

To the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO Standard Specifications for Highway Bridges".

*Robert G. Davies*  
IL Licensed Structural Engineer

12-28-05  
Date  
11-20-06  
License Expires



INDEX OF SHEETS

- General Plan and Elevation
- General Notes and Bill of Materials
- Superstructure
- Superstructure Details
- Superstructure Details
- Superstructure Details
- Deck Joint Details
- Steel Bridge Rail, Type SM at PPC Concrete Deck Beams
- Steel Bridge Rail, Type SM at Precast Concrete Beam Unit
- Substructure
- Bar Splicer Assembly Details
- Temporary Concrete Barrier for Stage Construction

Remove existing concrete channel beam (Typ. each approach). This work shall be paid for under the item Bridge Approach Shoulder Removal



GENERAL PLAN AND ELEVATION  
IL. RT. 84  
OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SH 098-0022

STATION 225+65.77  
REBUILT 200 BY  
STATE OF ILLINOIS  
F.A.P. RT. 308 SEC. 109 BR-3  
LOADING HS20  
STR. NO. 098-0022

LETTERING FOR NAME PLATE

See Sta. 515001

Attach to backside of 8" rail element. Remove, clean, and relocate existing name plate adjacent to new name plate. Cost included in Name Plates.

DESIGNED	MGH
CHECKED	RGD
DRAWN	MDJ
CHECKED	NRF

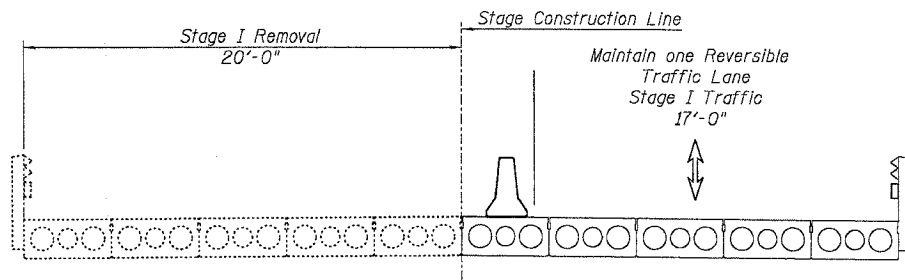
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP RT.308	109 BR-3	Whiteside	47	31
STA.	TO STA.			

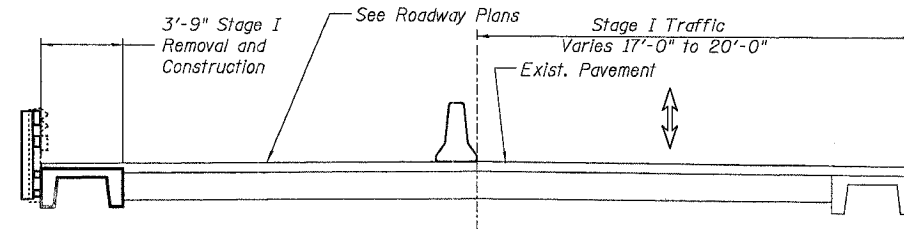
GENERAL NOTES

Sheet 2 of 12

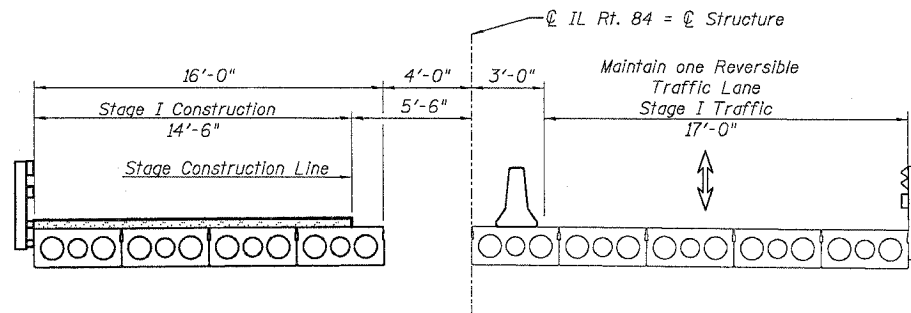
Contract # 64829



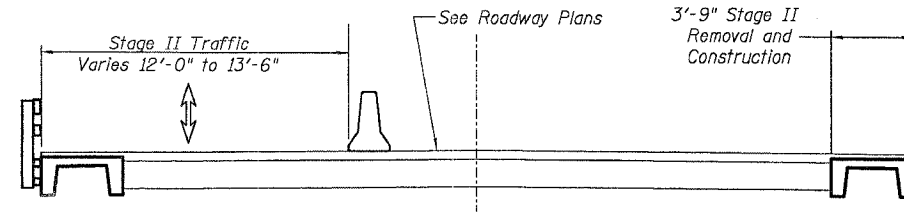
STAGE I REMOVAL BRIDGE DECK  
LOOKING SOUTH



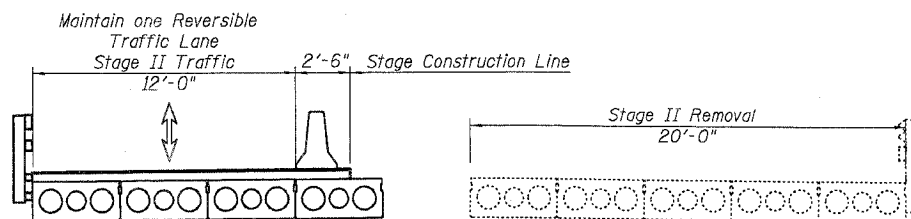
STAGE I REMOVAL AND CONSTRUCTION APPROACH  
LOOKING SOUTH



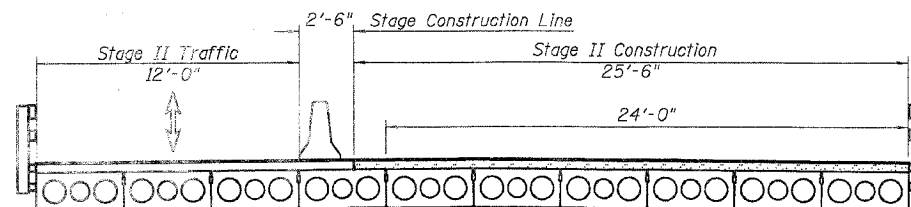
STAGE I CONSTRUCTION BRIDGE DECK  
LOOKING SOUTH



STAGE II REMOVAL AND CONSTRUCTION APPROACH  
LOOKING SOUTH



STAGE II REMOVAL BRIDGE DECK  
LOOKING SOUTH



STAGE II CONSTRUCTION BRIDGE DECK  
LOOKING SOUTH

- The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to the exterior face and 9" in on the underside of the fascia beams. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included in the cost of the beam.
- The minimum thickness of the Concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.
- The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.
- Repair of the substructure shall be completed prior to placement of the new deck beams.
- Reinforcement bars shall conform to the requirements of AASHTO M31, or M322 Grade 60.
- 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 of 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 for the work.
- Bridge Seat Sealer shall be applied to the seat area of the abutments.
- All construction joints shall be bonded.
- No in-stream work will be allowed on this project
- Reinforcement Bars designated "E" shall be epoxy coated.
- Reinforcement Bar Splices shall be in accordance with the following table unless shown otherwise on the drawing.

Size	Basic Lap	Top Bars Lap
#4	1'-8"	2'-5"
#5	2'-2"	3'-0"
#6	2'-7"	3'-7"

- The existing bearing pads contain asbestos. The contractor shall take appropriate precautions to deal with the presence of asbestos in the bearing pads and shall be responsible for disposal in an appropriate facility. See Special Provisions
- Removal of the approach channel beams shall be included under the Contract Unit Price for Bridge Approach Shoulder Removal.
- Removal of existing back walls shall be included under the contract unit price for Concrete Removal.

TOTAL BILL OF MATERIALS

CODE NO.	DESCRIPTION	UNIT	SUPER	SUB	TOTAL
50101500	Removal of Existing Superstructures	EACH	1	-	1
50102400	Concrete Removal	CU YD	-	2.2	2.2
Z0002600	Bar Splicers	Each	4	-	4
50300205	Concrete Structures	CU YD	-	0.9	0.9
50300205	Concrete Superstructure	CU YD	2.4	-	2.4
50300200	Bridge Deck Grooving	SQ YD	210	-	210
50300300	Protective Coat	SQ YD	210	-	210
50301205	Formed Concrete Repair (Depth Less than or Equal to 5")	SQ FT	-	205	205
50400405	Precast Prestressed Concrete Deck Beams (21" Depth)	SQ FT	1,887	-	1,887
50800205	Reinforcement Bars, Epoxy Coated	POUND	3,000	-	3,000
50901005	Steel Bridge Rail, Type SM	FOOT	208	-	208
51500100	Name Plates	EACH	1	-	1
58700200	Bridge Seat Sealer	SQ FT	-	195	195
59000100	Epoxy Crack Sealing	FOOT	-	50	50
X0300136	Bridge Approach Shoulder Removal	SQ YD	47	-	47
X0320887	Polymer Concrete	CU FT	10	-	10
X0322932	Silicone Joint Sealer, 1 1/2"	FOOT	40	-	40
X5030305	Concrete Wearing Surface, 5"	SQ YD	210	-	210
XX004703	Precast Concrete Beam Unit	EACH	4	-	4
Z0001900	Asbestos Bearing Pad Removal	EACH	18	-	18

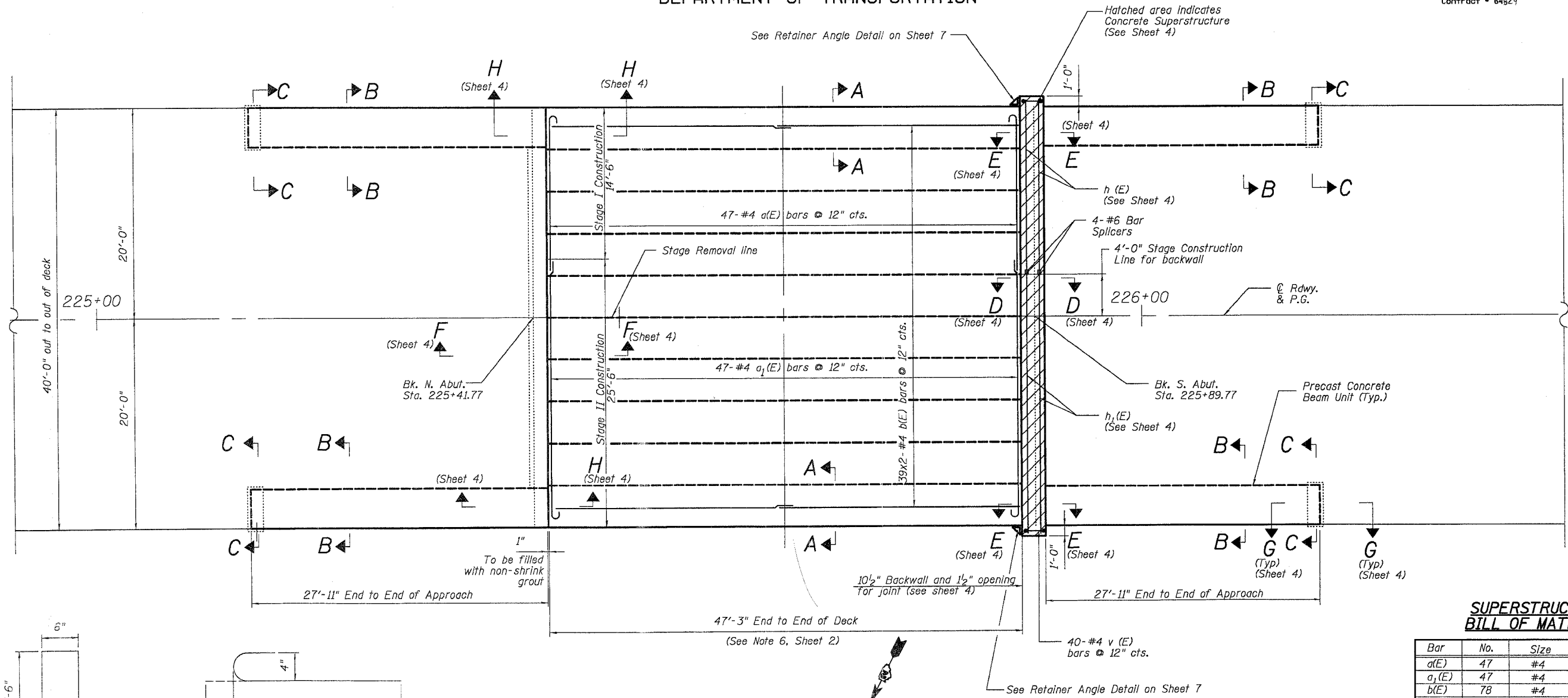
DESIGNED	MGH
CHECKED	RGD
DRAWN	MDJ
CHECKED	NRF

GENERAL NOTES AND BILL OF MATERIALS  
IL. RT. 84  
OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-0022

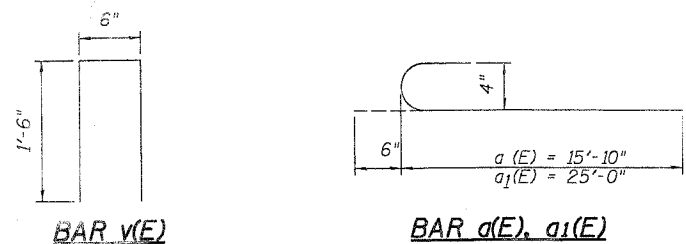


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP RT.308	109 BR-3	Whiteside	47	32
STA.		TO STA.		
Contract # 64529		Sheet 3 of 12		

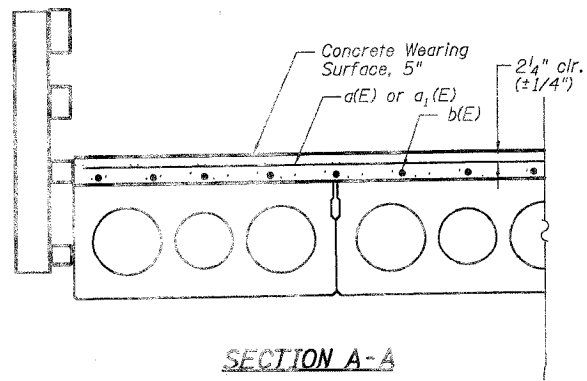


PLAN

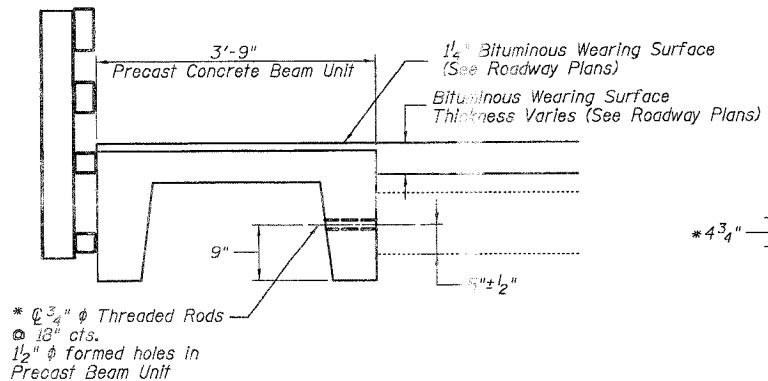


BAR v(E)

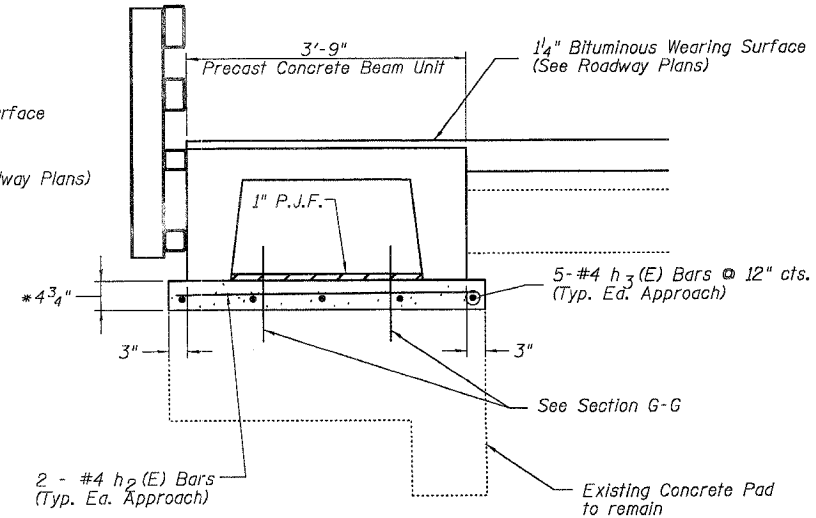
BAR a(E), a1(E)



SECTION A-A



SECTION B-B



SECTION C-C

**SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	47	#4	16'-4"	—
a1(E)	47	#4	25'-6"	—
b(E)	78	#4	24'-4"	—
h(E)	4	#6	16'-10"	—
h1(E)	4	#6	24'-10"	—
h2(E)	18	#4	3'-11"	—
h3(E)	30	#4	6"	—
h4(E)	10	#4	1'-4"	—
v(E)	40	#4	3'-6"	□
Concrete Removal			Cu. Yd.	2.2
Reinforcement Bars, Epoxy Coated			Pound	3,000
Concrete Wearing Surface 5"			Sq. Yd.	2.10
Concrete Superstructure			Cu. Yd.	2.4
Precast Concrete Beam Unit			Each	4
Bridge Approach Shoulder Removal			Sq. Yd.	47
Protective Coat			Sq. Yd.	2.10
Bridge Deck Grooving			Sq. Yd.	2.00
Bar Splicers			Each	4

Notes:  
For remainder of superstructure details, see sheet 5 of 12.  
Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 39 x 2-#4 etc. indicates 39 lines of bars with 2 lengths per line.

Min. Bar Lap #4 bar = 1'-8"

DESIGNED	MCH
CHECKED	RGD
DRAWN	MDJ
IN CHARGE	NR

\* Drill and grout in 9" min. deep holes in accordance with Article 584 of the Std. Specifications. Provide nut and beveled washer.

\* Additional concrete to be paid for under the item Concrete Structures (Typ.)

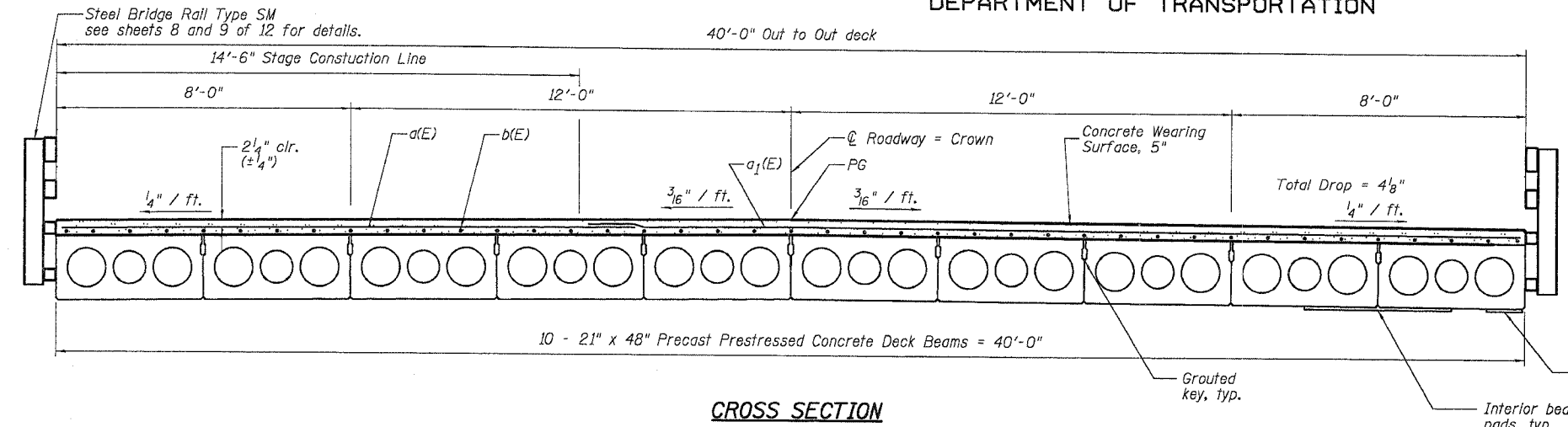
**SUPERSTRUCTURE  
IL. RT. 84  
OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-0022**



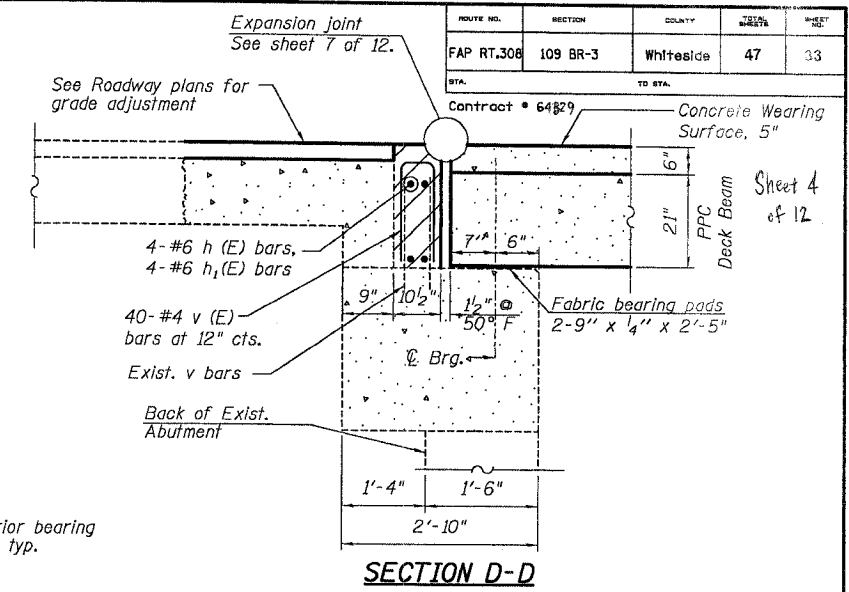


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

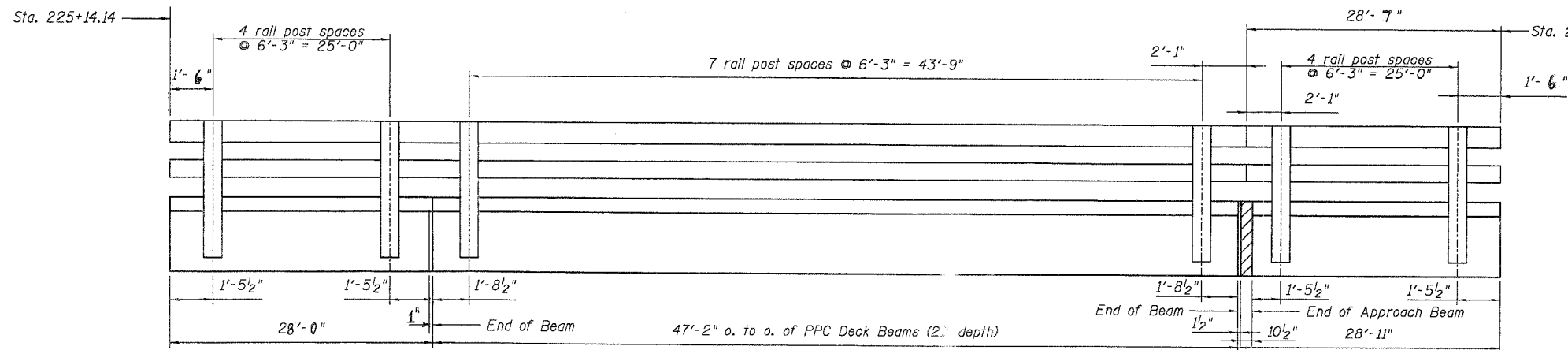
ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
FAP RT.308	109 BR-3	Whiteside	47	33



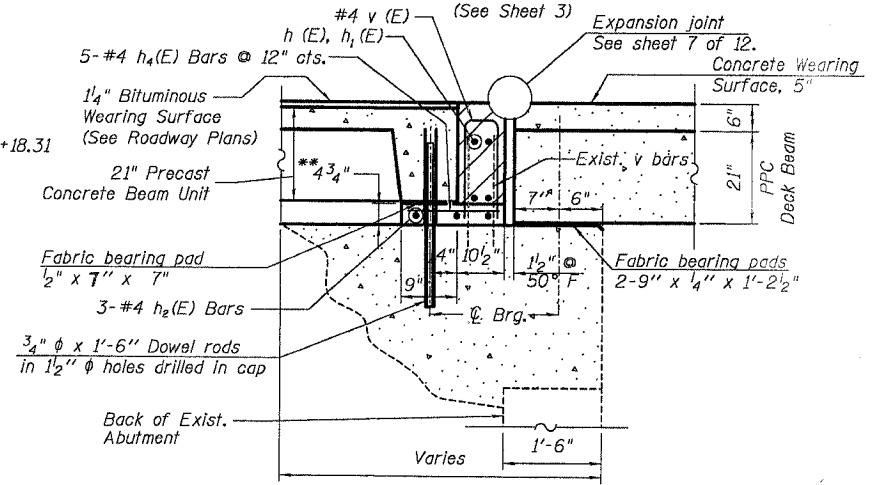
**CROSS SECTION**



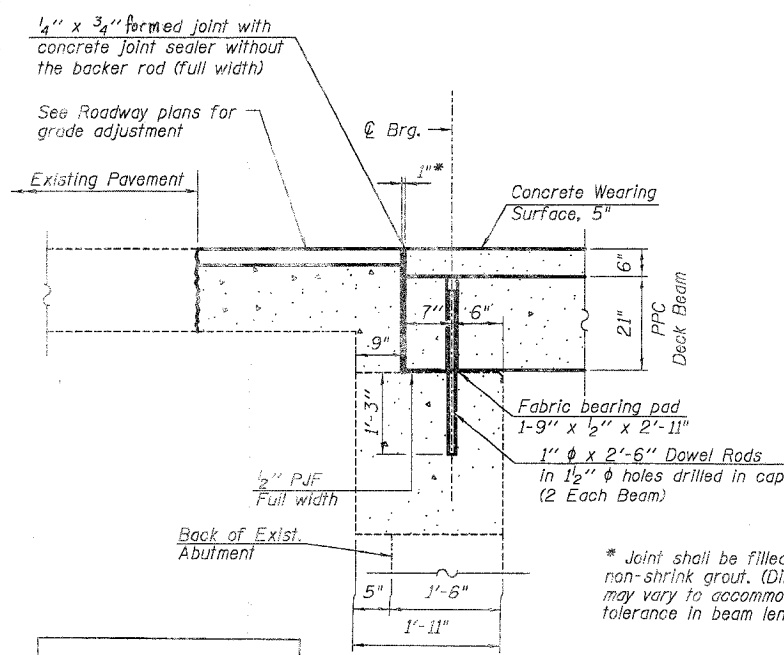
**SECTION D-D  
THRU SOUTH ABUTMENT - AT C ROADWAY**



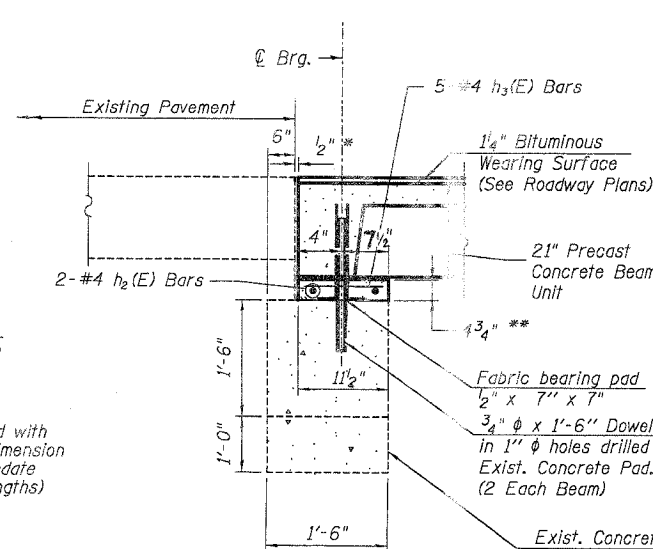
**RAIL POST SPACING  
ELEVATION**



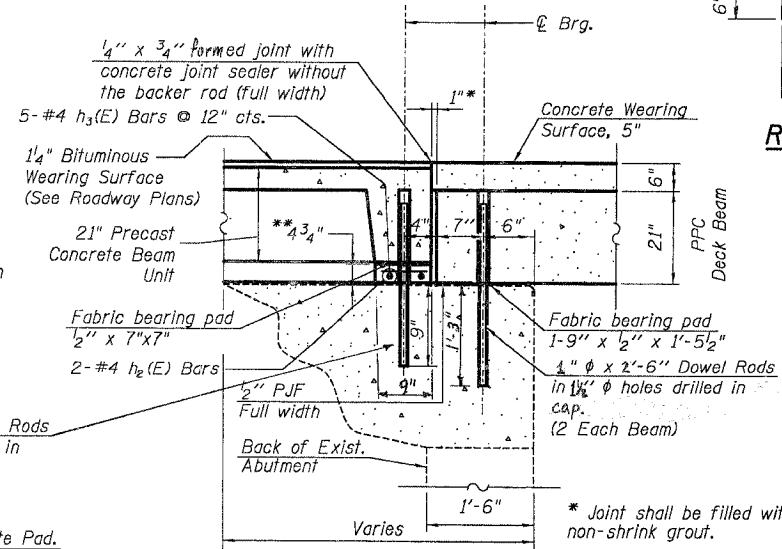
**SECTION E-E  
THRU SOUTH ABUTMENT - OUTSIDE BEAM**



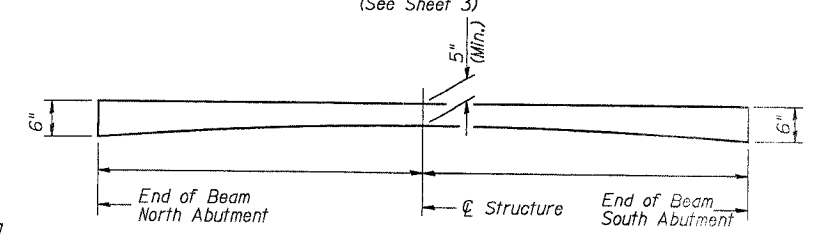
**SECTION F-F  
THRU NORTH ABUTMENT  
AT C ROADWAY**  
(See Sheet 3)



**SECTION G-G  
THRU APPROACH  
OUTSIDE BEAM**  
(See Sheet 3)



**SECTION H-H  
THRU NORTH ABUTMENT  
OUTSIDE BEAM**  
(See Sheet 3)



**REINFORCED CONCRETE WEARING SURFACE PROFILE**

**NOTES:**

- After beams have been erected, holes shall be drilled into substructure and dowel rods placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
- See sheets 44 for fabric bearing pad details.
- Concrete Wearing Surface, 5" to be poured after grouting the shear keys.
- Dowel rods drilled in abutments and existing concrete pads at approaches are included in the cost of Precast Prestressed Concrete Deck Beams (21" depth)
- All horizontal dimensions are at right angles to beam ends.
- Hatched area to be poured after Concrete Wearing Surface is in place.
- \*\* Additional concrete to be paid for under the item Concrete Structures.

DESIGNED	MGH
CHECKED	RGD
DRAWN	MDJ
CHECKED	HRF



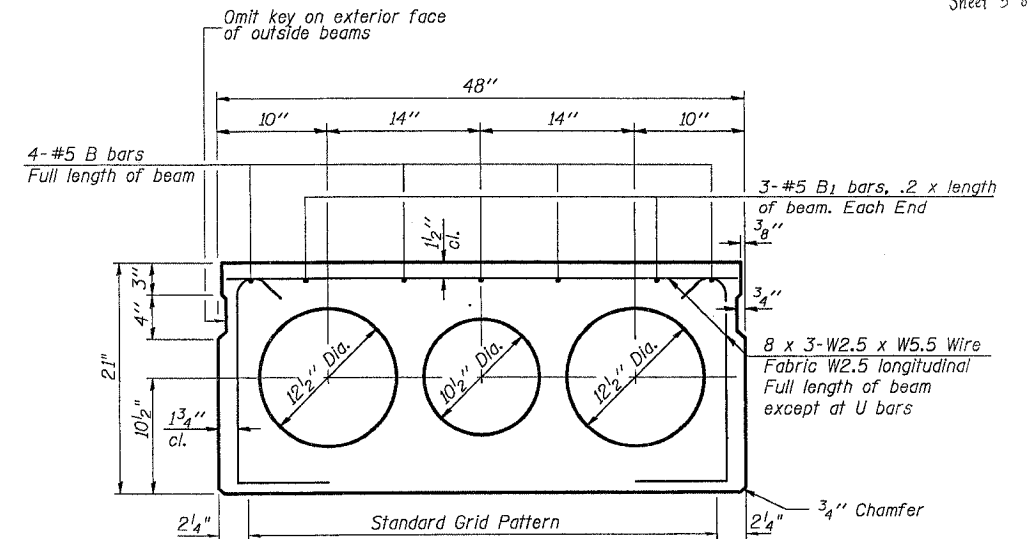
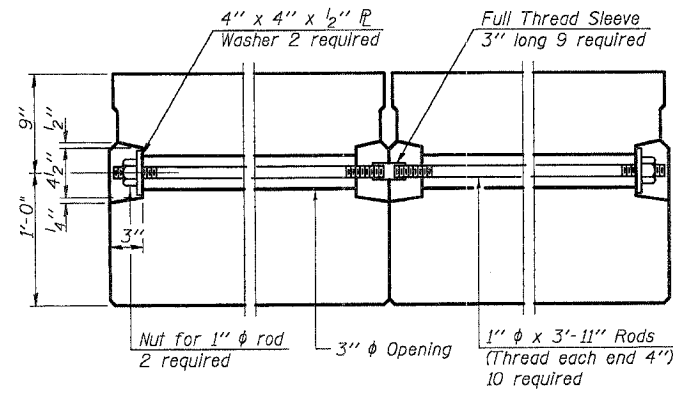
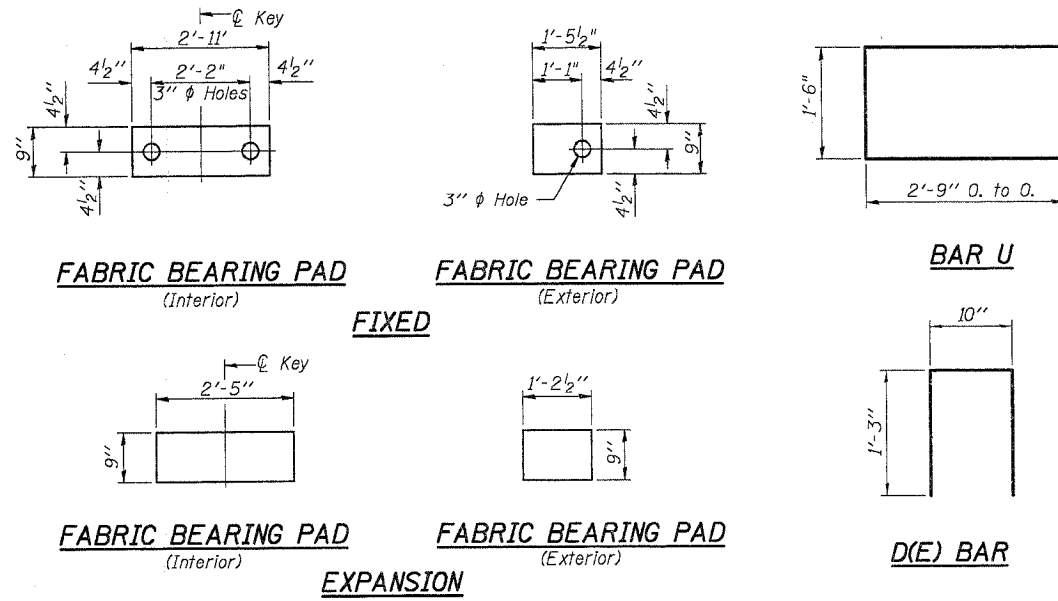
**SUPERSTRUCTURE DETAILS**  
IL. RT. 84  
OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-0022

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STATION	SHEET
FAP RT.308	109 BR-3	Whiteside	47	34

Contract # 64829

Sheet 5 of 12



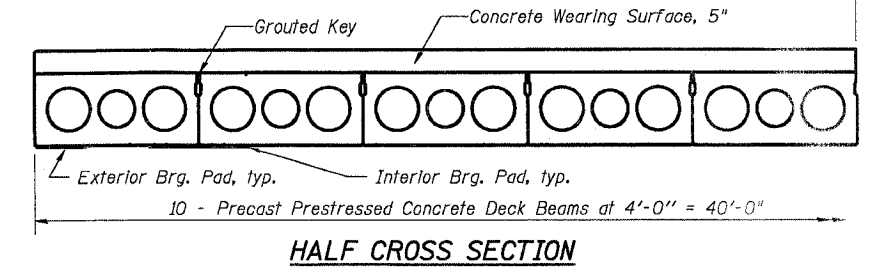
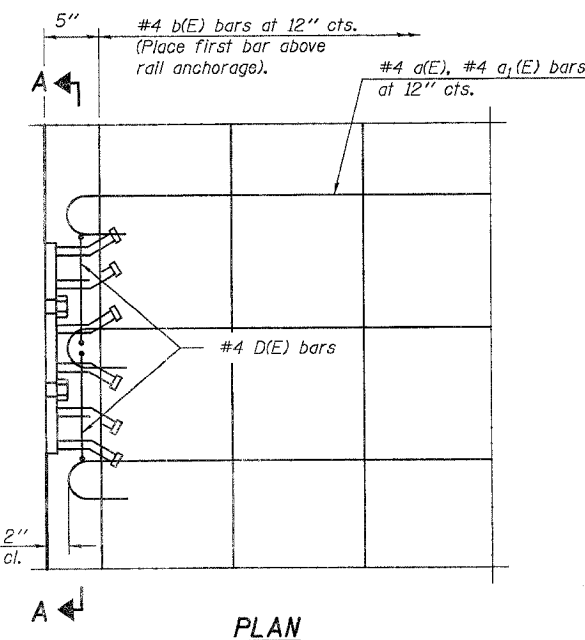
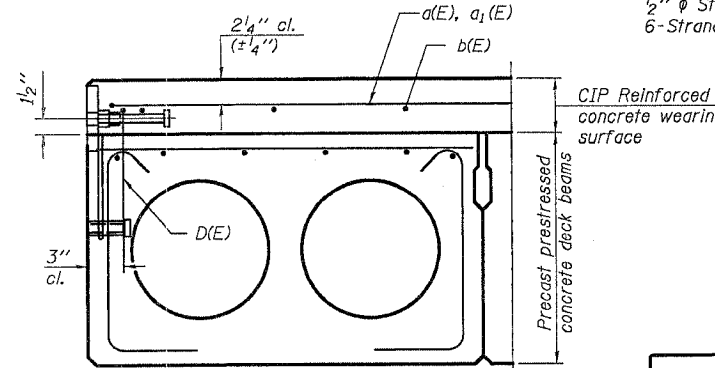
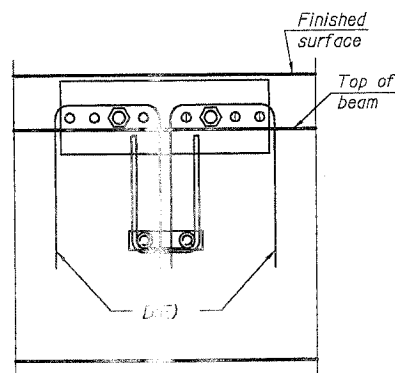
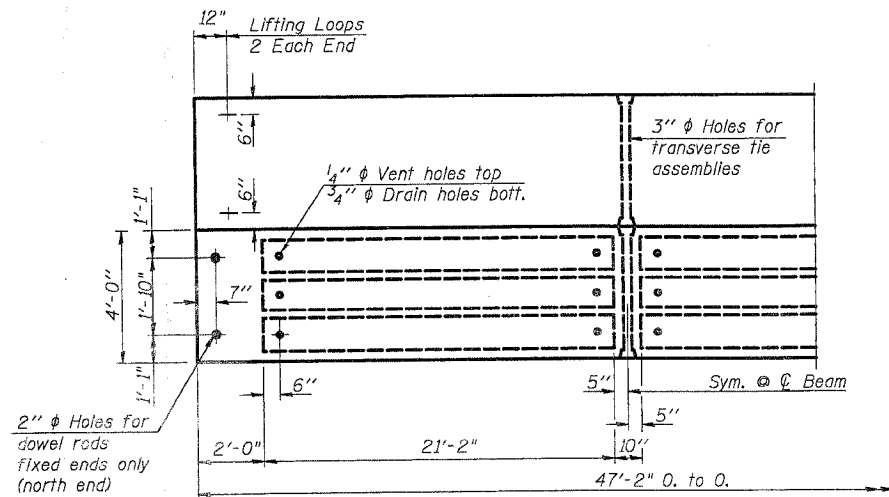
**SECTION THRU INTERIOR BEAMS**  
1/2" φ Strands, Each Strand Stressed to 30,900 Lbs.  
6-Strands 1 3/4" up, 10-Strands 3/4" up, 2-Strands 6" up

Note:  
Place strands symmetrically about C of beam.

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Precast Prestressed Conc. Deck Bms., 21"	Sq. Ft.	1,887

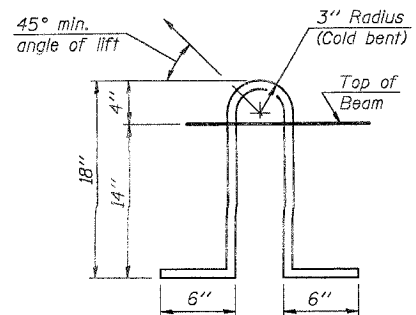
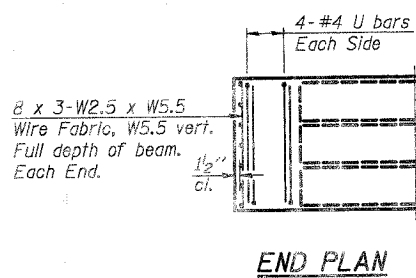
Symm. About C Rdwy.



**NOTES**

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. Lifting loops shall be 2 - 1/2" φ-270 ksi strands, as shown.  
The 1" φ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.  
Non prestressing steel shall conform to AASHTO M-31, or M-322 Grade 60.  
The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.  
Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.  
Corrosion Inhibitor, as covered in the Special Provisions, shall be used in the concrete for precast prestressed concrete deck beams.  
Required Release Strength, f'ci, shall be 4,000 p.s.i.

Notes:  
The rail anchorage shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the beam. Drilling into the beam will not be permitted.



DESIGNED	MGH
CHECKED	RGD
DRAWN	MDJ
CHECKED	NRF



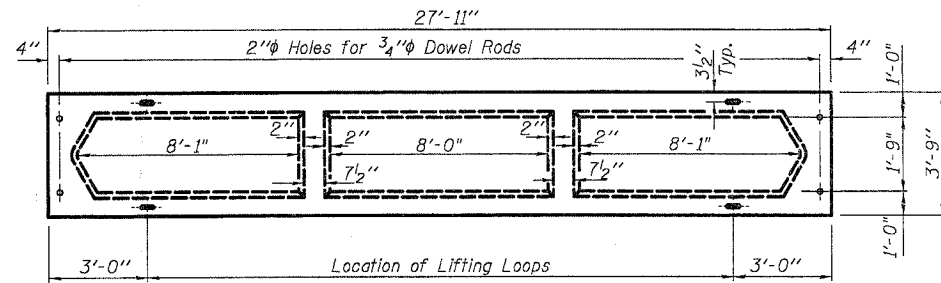
**SUPERSTRUCTURE DETAILS**  
IL. RT. 84  
OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-0022

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

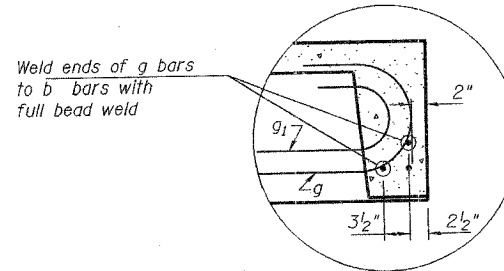
ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET
FAP RT.308	109 BR-3	Whiteside	47	35
STA.		TO STA.		

Contract # 64829

Sheet 6 of 12



TYPICAL PLAN OF BEAM



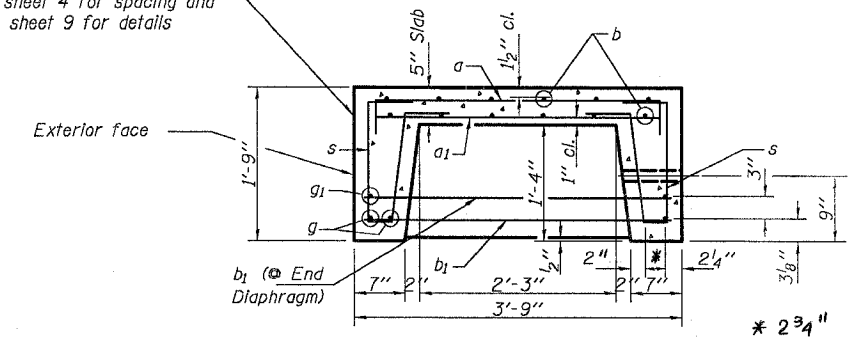
DETAIL A

Note:  
The surface of the member shall not deviate more than 1/1200 of the full length of the member from a straight line connecting the two end points on the member's surface. In addition to State inspection and prior to erection, the beam shall be approved by the resident Engineer at the jobsite.

The units shall remain on the bottom supporting forms until the concrete has attained a compressive strength of not less than 3,500 pounds per square inch.

Precast Concrete Beam Units shall meet the requirements of Section 504 of the Standard Specifications and shall be paid for at the contract unit price each for Precast Concrete Beam Unit.

Rail Post Anchor devices.  
See sheet 4 for spacing and sheet 9 for details



TYPICAL SECTION THRU BEAM

\* 2<sup>3</sup>/<sub>4</sub>"

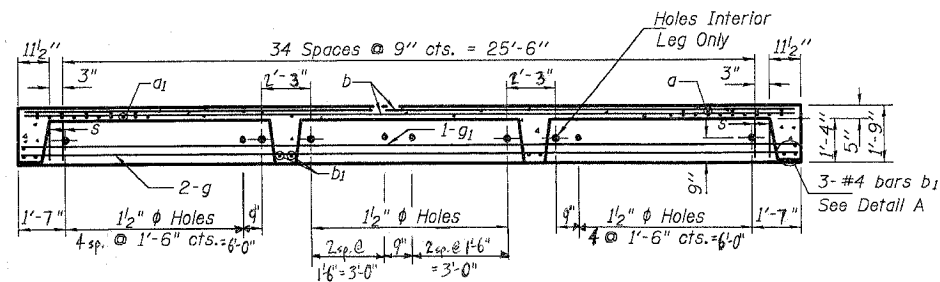
BILL OF MATERIAL - SUPERSTRUCTURE

Precast Concrete Beam Unit	Each	4
----------------------------	------	---

\* BILL OF REINFORCEMENT BARS FOR ONE BEAM

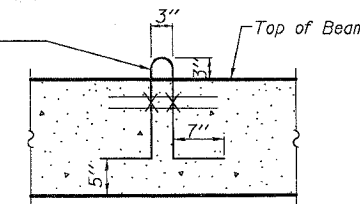
BAR	SIZE	NO.	LENGTH	SHAPE
a	#4	37	4'-0"	U
a <sub>1</sub>	#4	74	3'-3"	U
b	#4	12	27'-6"	—
b <sub>1</sub>	#4	10	3'-6"	—
g	#11	4	30'-8"	U
g <sub>1</sub>	#8	2	29'-4"	U
s	#3	74	3'-10"	U

\* For information of suppliers of Precast Slab Units only.



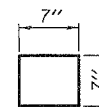
LONGITUDINAL SECTION

2-1/2" Strands/Loop, 2 Ea. End, Ea. Beam. Loop shall be burned off after beams have been erected. Strands shall conform to the requirements of AASHTO M 203.



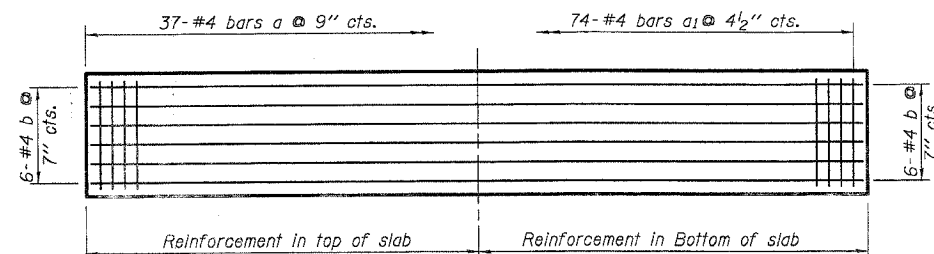
LIFTING LOOP

Approved alternate may be substituted for the above.



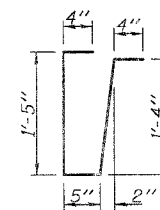
⊗ Exterior Corners  
4-1/2" Fabric Pads Req'd. per Beam

BEARING PADS

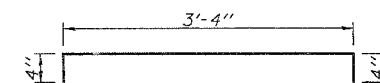


PLAN  
Showing Slab Reinforcement

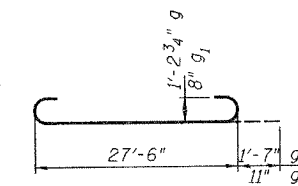
Note:  
Refer to sheets 4 of 12 and 9 of 12 for railing details



BAR s



BAR a



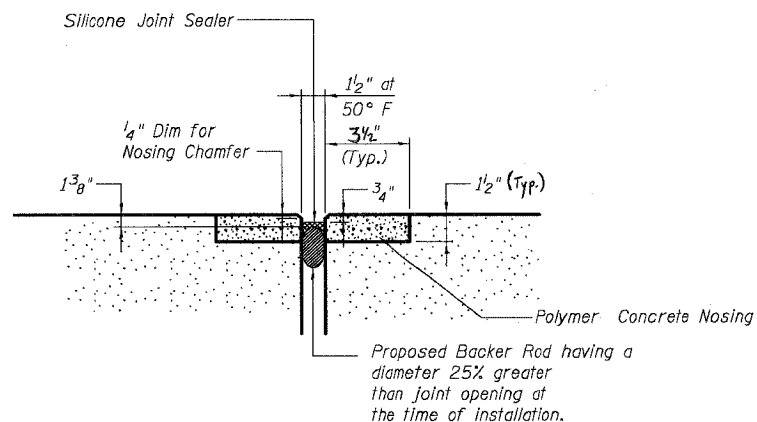
BARS g and g<sub>1</sub>

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

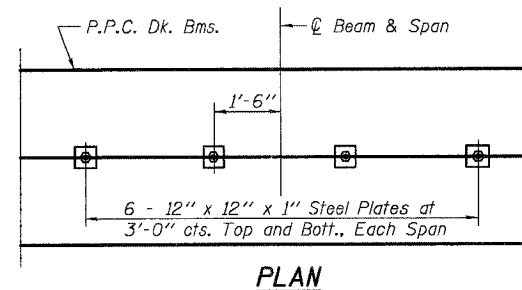
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CHECKED	RDD
DRAWN	MDJ
CHECKED	NRF



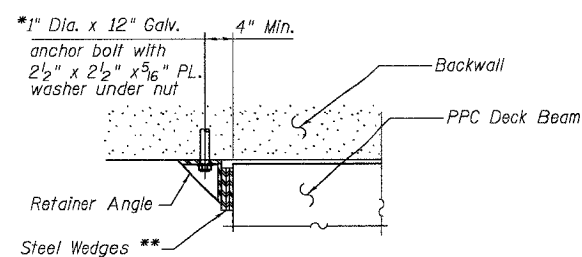
SUPERSTRUCTURE DETAILS  
IL. RT. 84  
OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-0022



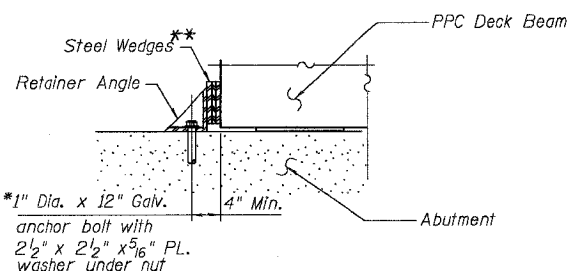
**SILICONE JOINT SEALER DETAIL**



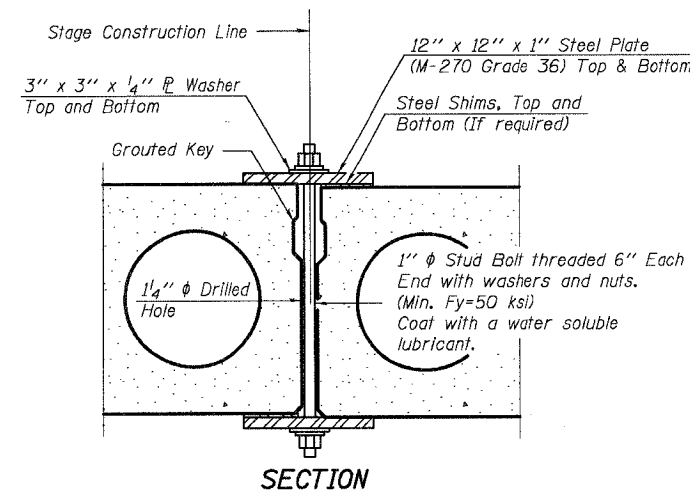
**PLAN**



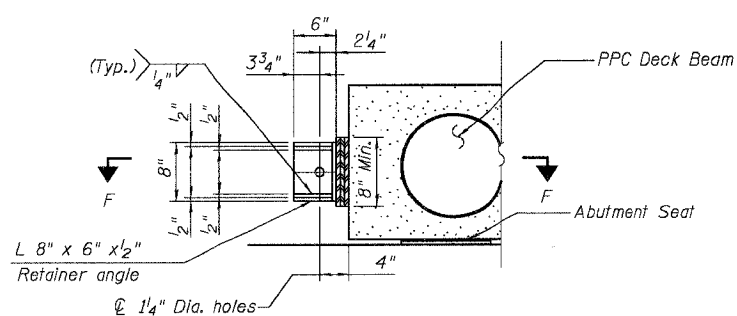
**SECTION F-F**  
Not To Scale



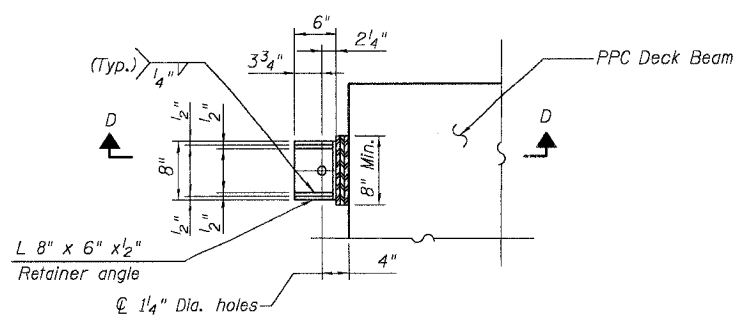
**SECTION D-D**  
Not To Scale



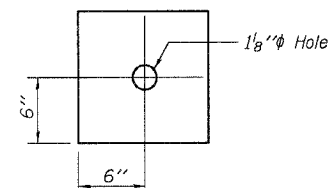
**SECTION**



**ELEVATION**  
**RETAINER ANGLE AT EXPANSION JOINT**  
Not To Scale



**PLAN**  
**RETAINER ANGLE AT STAGE CONSTRUCTION JOINT**  
Not To Scale



**CLAMPING PLATE**

**SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.**

See Special Provisions for Stage Construction of Precast Prestressed Concrete Deck Beams.  
Cost included with "Precast Prestressed Concrete Deck Beams".  
See Stage Construction Details for traffic lanes.

**BILL OF MATERIAL**

Item	Unit	Total
Polymer Concrete	Cu. Ft.	10
Silicone Joint Sealer, 1/2"	Foot	40

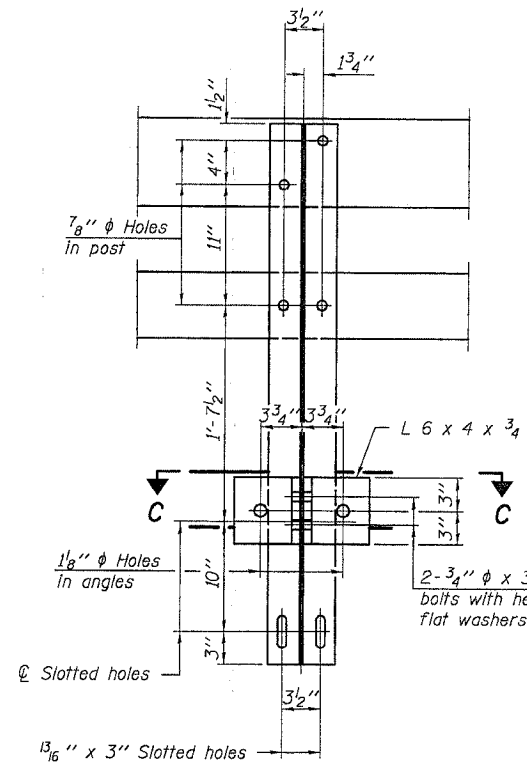
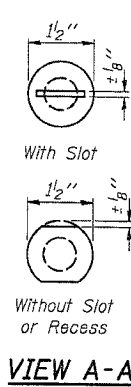
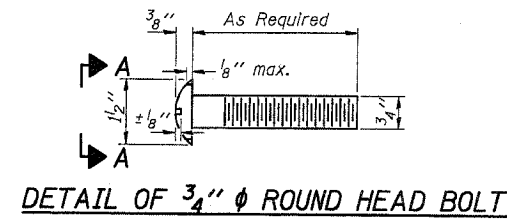
\* Anchor bolts may be cast into the masonry or approved threaded rod may be placed in drilled holes and grouted in place. Cost of retainer and accessories are included with Precast Prestressed Concrete Deck Beams. Anchor bolt for retainer angle at construction joint shall be removed, flush with seat in Construction Stage 2.

\*\* Wedges shall be removed after wearing surface has cured.

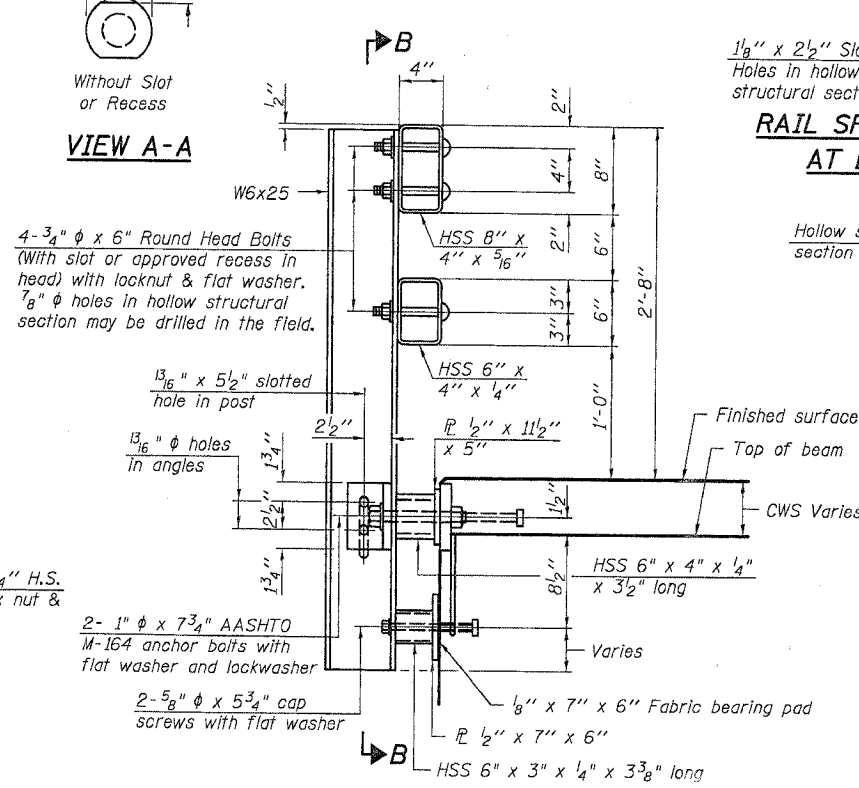
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CHECKED	RGD
DRAWN	MDJ
CHECKED	NRF



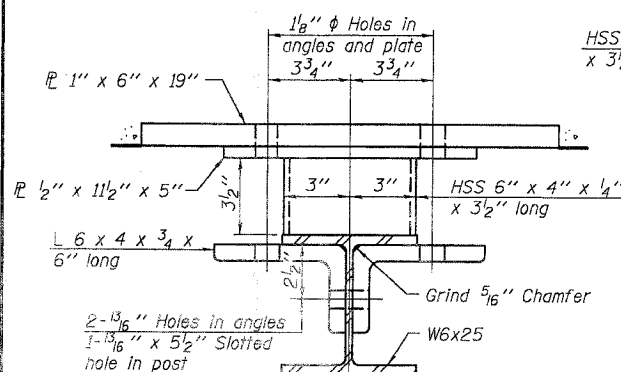
**DECK JOINT DETAILS**  
IL. RT. 84  
OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-0022



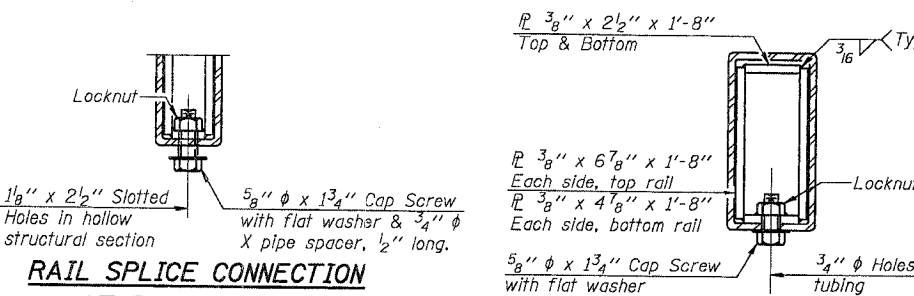
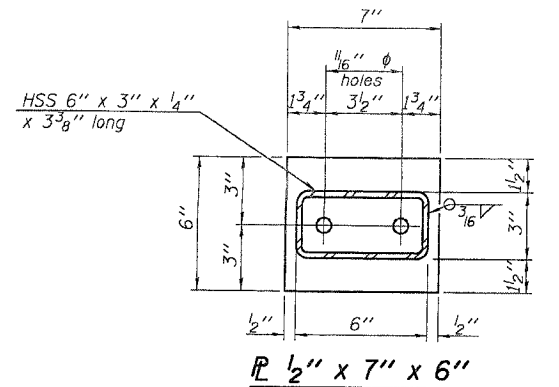
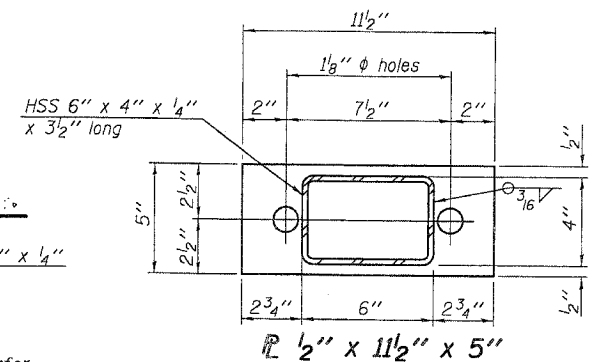
SECTION B-B



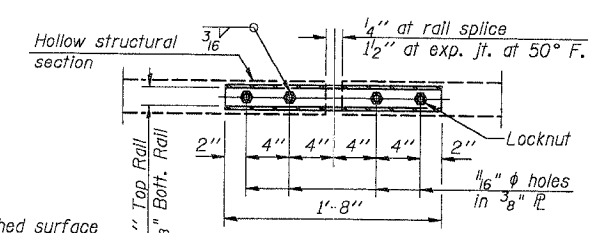
SECTION AT RAIL POST



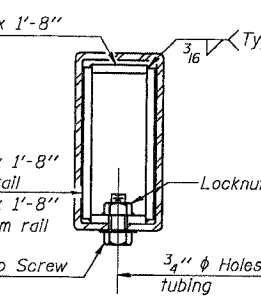
SECTION C-C



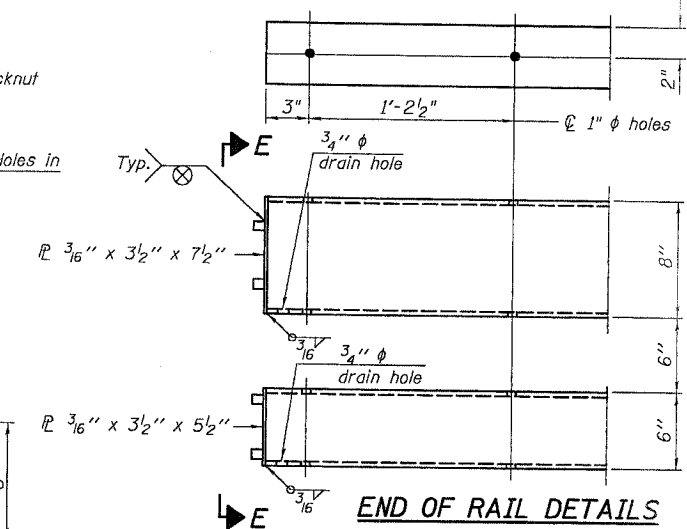
RAIL SPLICE CONNECTION  
AT EXPANSION JT.



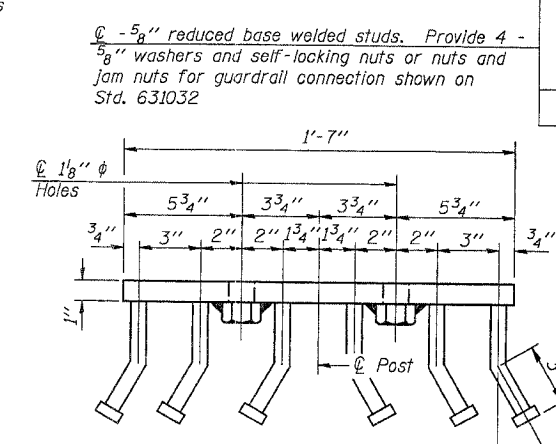
PLAN-BOTT. SPLICE P  
TYPICAL



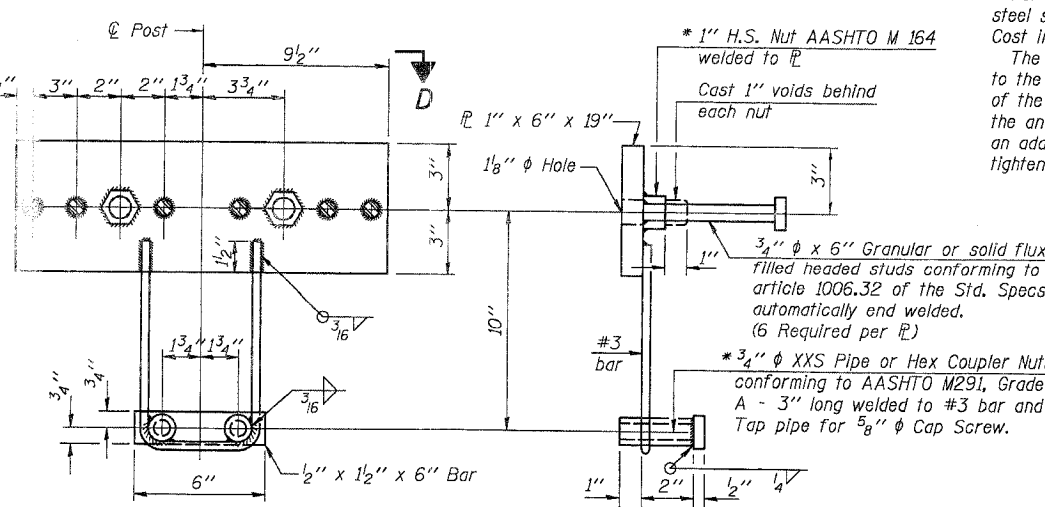
SECTION AT  
RAIL SPLICE



END OF RAIL DETAILS



VIEW D-D



ANCHOR DEVICE

**NOTES**

Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Steel Bridge Rail, Type SM.

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

For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM.

The 3/4" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened according to Article 505.04(f)(2) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8" cap screws in bottom of posts shall be tightened to a snug fit only.

**BILL OF MATERIAL**

Item	Unit	Quantity
Steel Bridge Rail, Type SM	Foot	208

DESIGNED	MGH
CHECKED	RGD
DRAWN	MDJ
CHECKED	NRF

10-28-05 (6' 3" Maximum Post Spacing) (5" minimum to 7 1/2" maximum CWS thickness)

\* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.



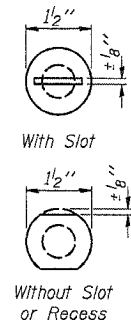
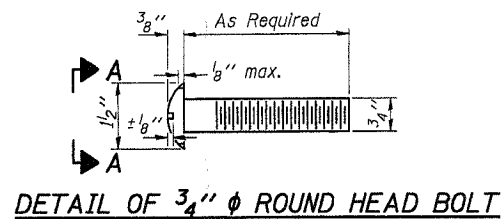
**STEEL BRIDGE RAIL, TYPE SM  
AT PPC CONCRETE DECK BEAMS  
IL. RT. 84 OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-0022**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

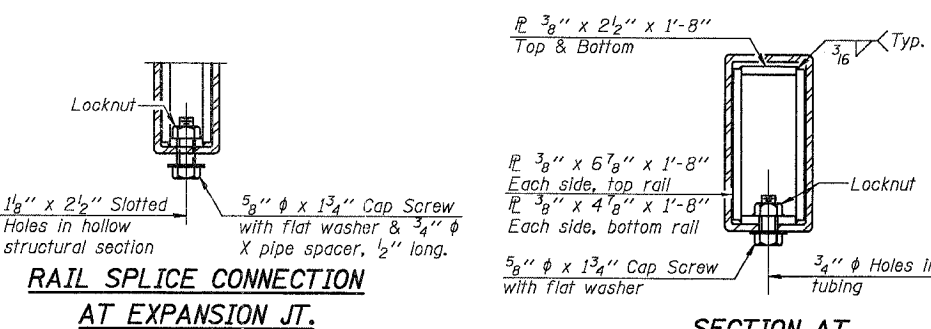
ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
FAP RT.308	109 BR-3	Whiteside	47	38

Contract # 64829

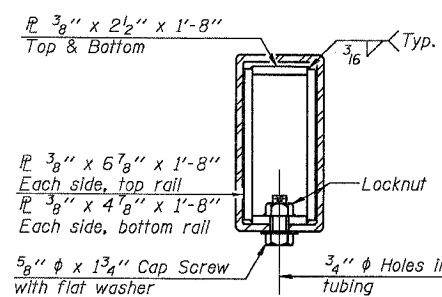
Sheet 9 of 12



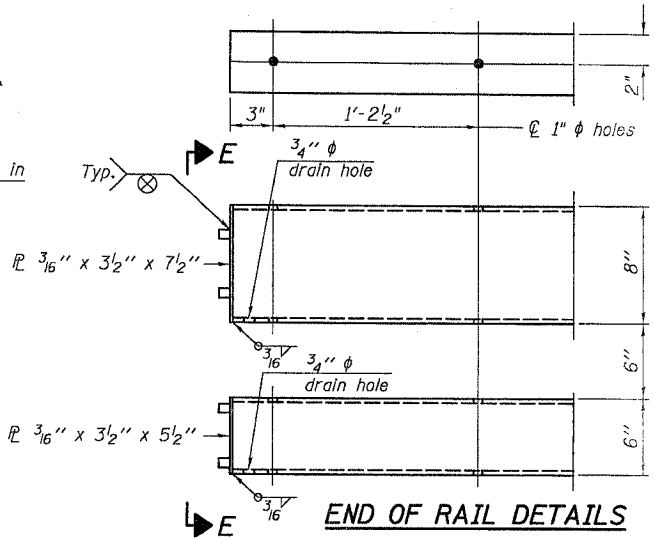
VIEW A-A



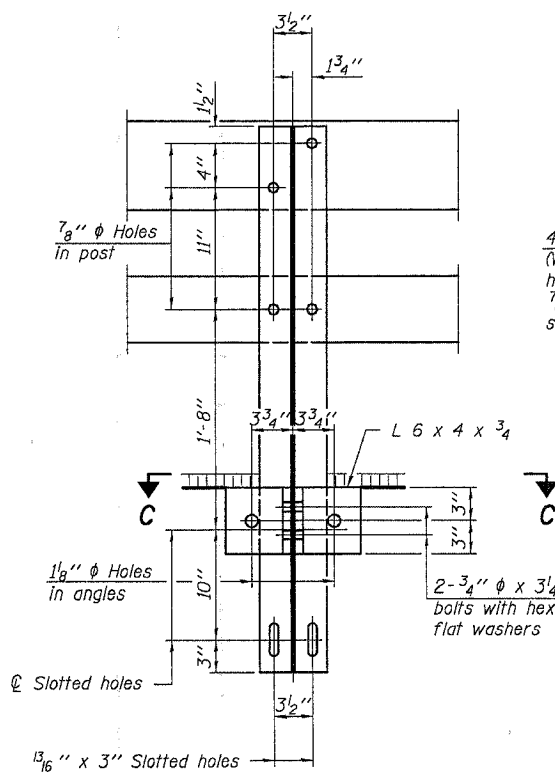
RAIL SPLICE CONNECTION  
AT EXPANSION JT.



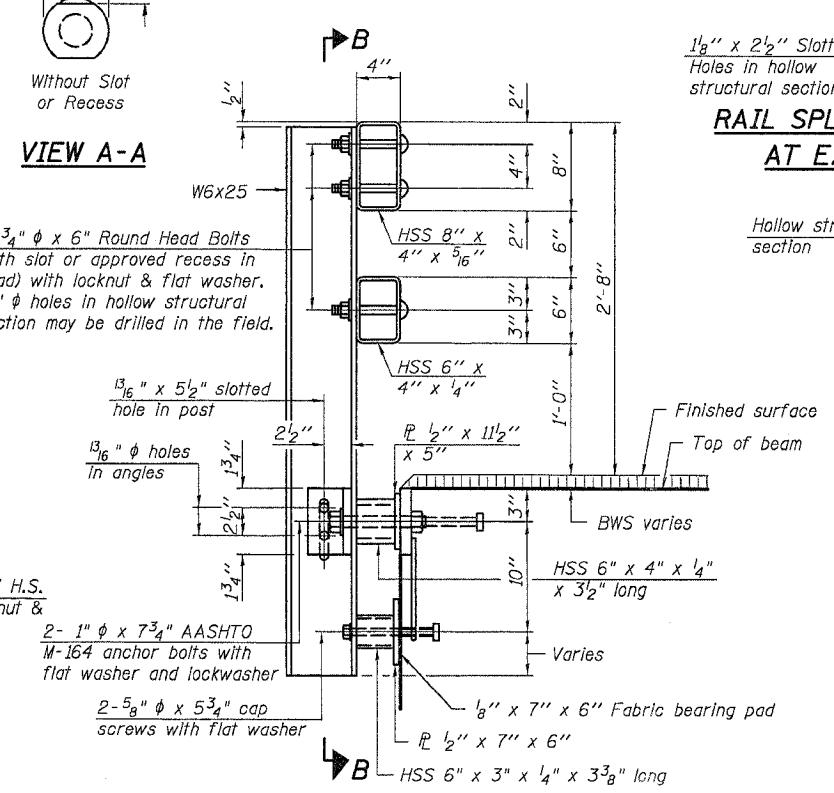
SECTION AT  
RAIL SPLICE



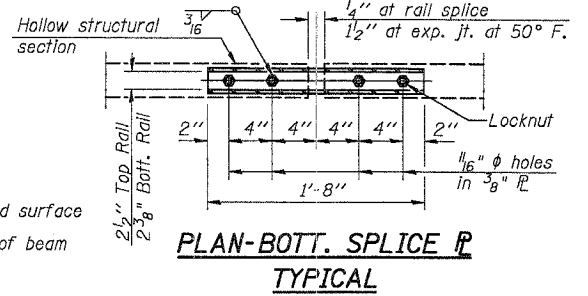
END OF RAIL DETAILS



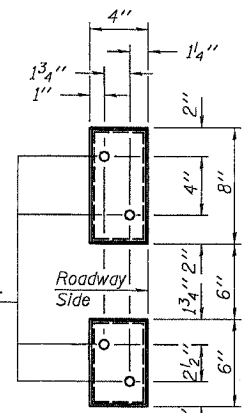
SECTION B-B



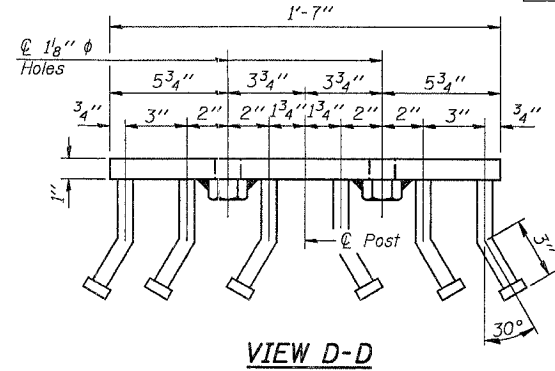
SECTION AT RAIL POST



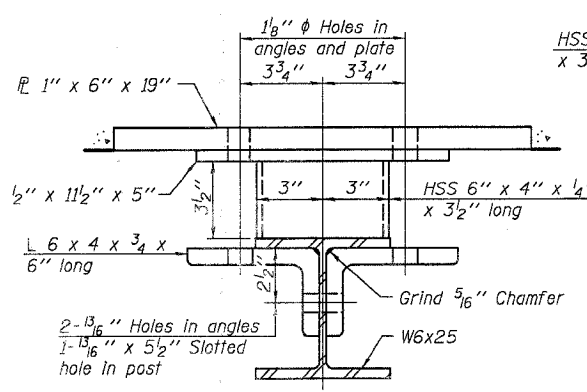
PLAN-BOTT. SPLICE P  
TYPICAL



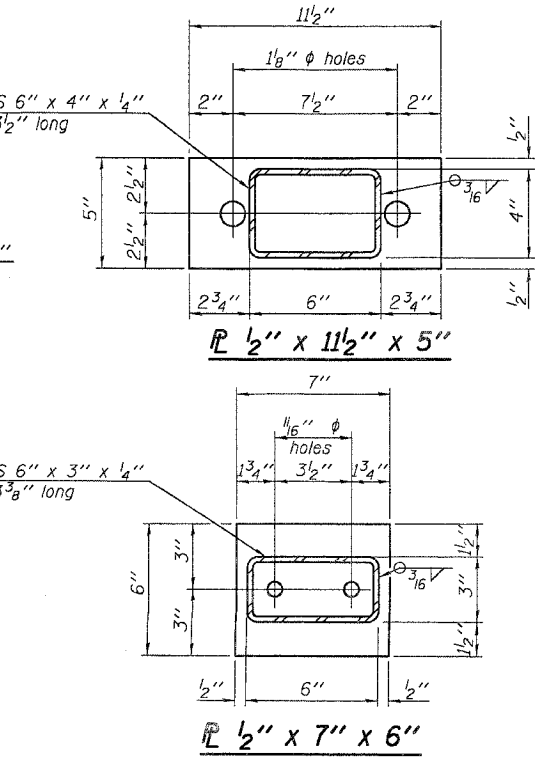
VIEW E-E



VIEW D-D



SECTION C-C



ANCHOR DEVICE

\* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

\*\* Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed 1/2".

**NOTES**

Hollow structural sections shall conform to the requirements of ASTM designation A 500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36 except posts and angles shall conform to AASHTO M 270, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A 307 except for high strength bolts, nuts and washers noted which shall conform to AASHTO M 164.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized according to AASHTO M 232.

All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. Galvanized rail shall not be painted.

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for Steel Bridge Rail, Type SM.

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

For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Bridge Rail, Type SM.

The 3/4" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened according to Article 505.04(F)(2) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8" cap screws in bottom of posts shall be tightened to a snug fit only.

DESIGNED	MGH
CHECKED	RGD
DRAWN	MDJ
CHECKED	NRF

10-28-05 (6'-3" maximum Post Spacing) (1/4" minimum to 3/8" maximum BWS thickness)

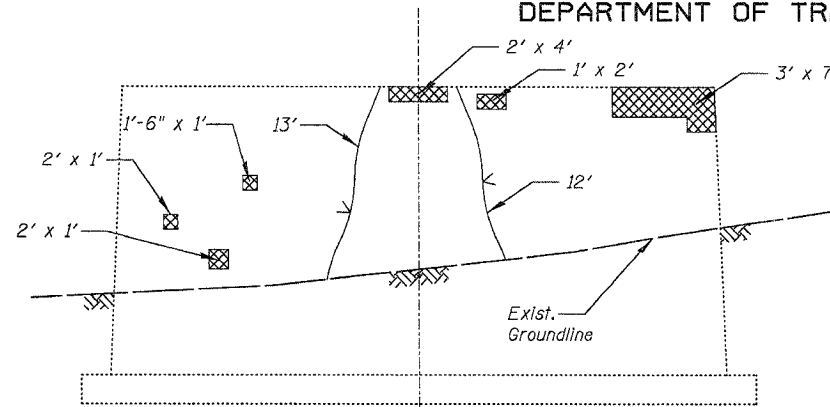
STEEL BRIDGE RAIL, TYPE SM  
AT PRECAST CONCRETE BEAM UNIT  
IL. RT. 84 OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-0022



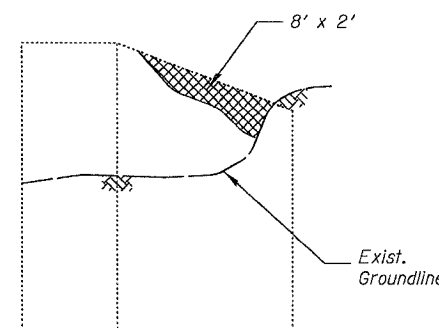
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP RT.308	109 BR-3	Whiteside	47	39

Contract # 64829  
Sheet 10 of 12



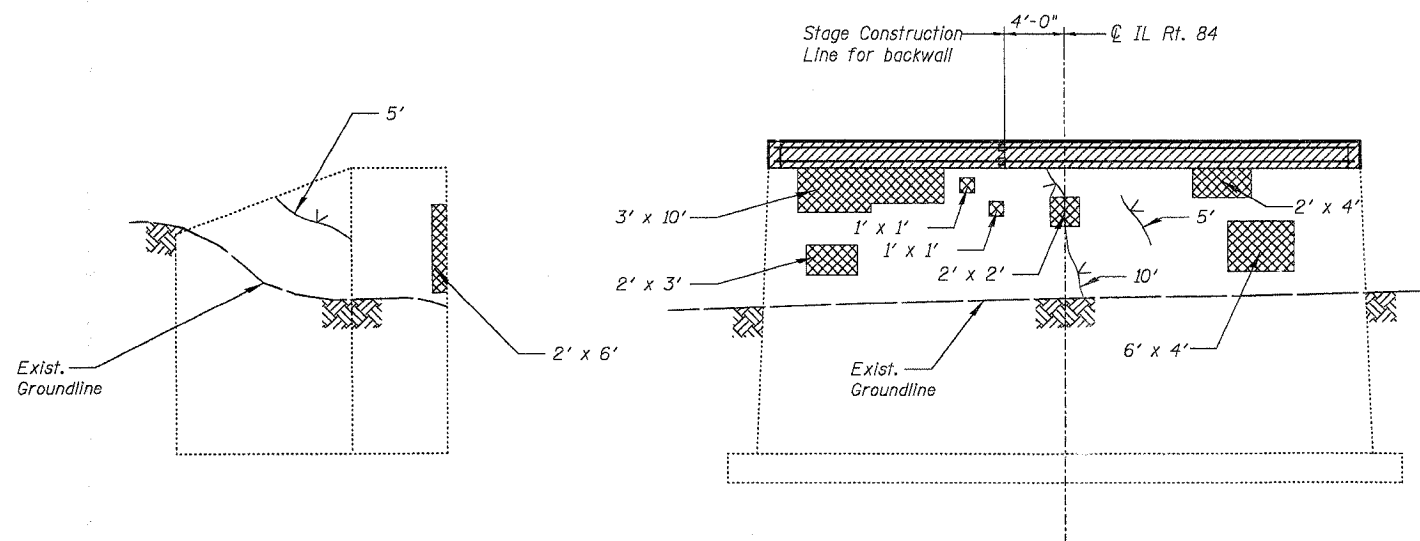
**NORTH ABUTMENT ELEVATION**



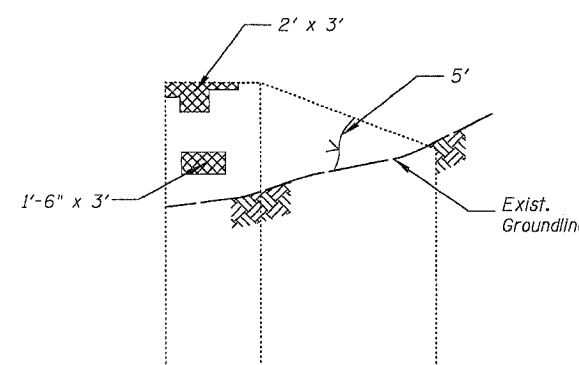
**NORTHEAST WINGWALL ELEVATION**

**SUBSTRUCTURE  
BILL OF MATERIAL**

Item	Unit	Quantity
Formed Concrete Repair (Depth Less than or Equal to 5 In)	Sq. Ft.	205
Epoxy Crack Sealing	Foot	50



**SOUTH ABUTMENT ELEVATION**






**SOUTHWEST WINGWALL ELEVATION**

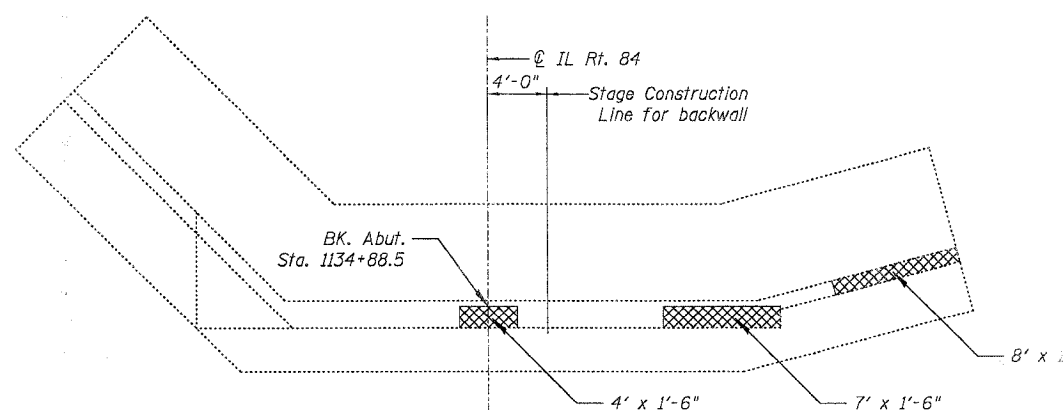
**NOTES:**

When removing concrete backwall, preserve and protect existing vertical bars. This work shall be included in Concrete Removal. Work this sheet with Sheet 4.

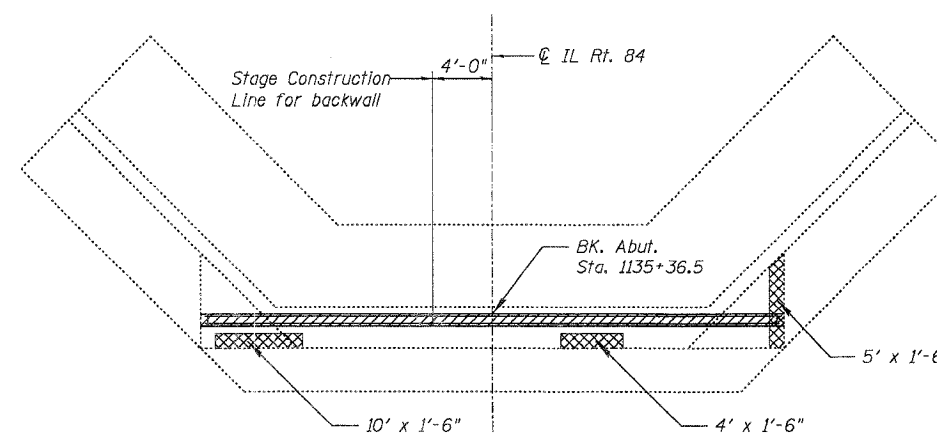
**LEGEND**

-  Formed Concrete Repair (Depth Less than or Equal to 5 In)
-  Epoxy Crack Sealing
-  Concrete Removal and Concrete Superstructure (See sheet 3 for quantities and sheets 3 & 4 for proposed backwall details)

**SOUTHEAST WINGWALL ELEVATION**



**PLAN  
NORTH ABUTMENT**



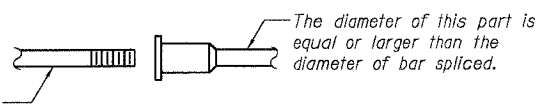
**PLAN  
SOUTH ABUTMENT**

DESIGNED	MGH
CHECKED	RGD
DRAWN	MDJ
CHECKED	NRF

**SUBSTRUCTURE  
IL. RT. 84  
OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-U022**



The diameter of this part is the same as the diameter of the bar spliced.

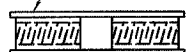


ROLLED THREAD DOWEL BAR



\*\* ONE PIECE

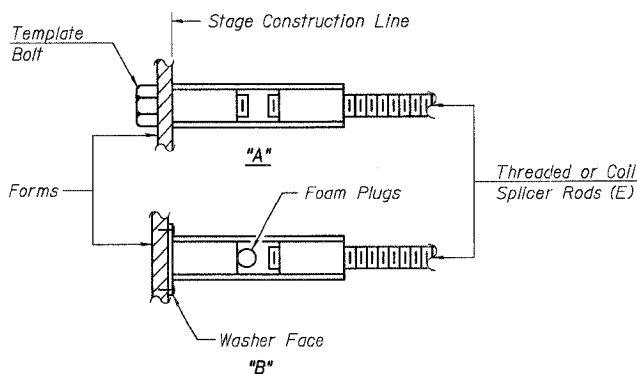
Wire Connector



WELDED SECTIONS

**BAR SPLICER ASSEMBLY ALTERNATIVES**

\*\* Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



**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.

**NOTES**

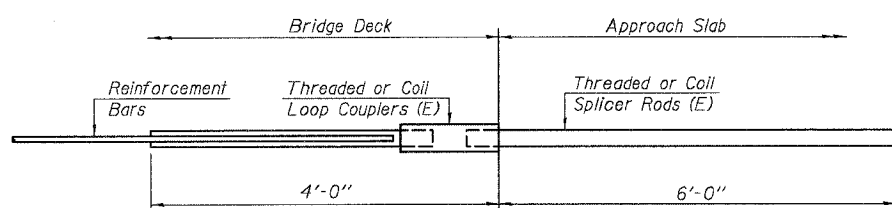
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- Minimum Capacity =  $1.25 \times f_y \times A_t$   
(Tension in kips)
- Minimum \*Pull-out Strength =  $1.25 \times f_{sallow} \times A_t$   
(Tension in kips)

Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $f_{sallow}$  = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)  
 $A_t$  = Tensile stress area of lapped reinforcement bars.  
\* = 28 day concrete

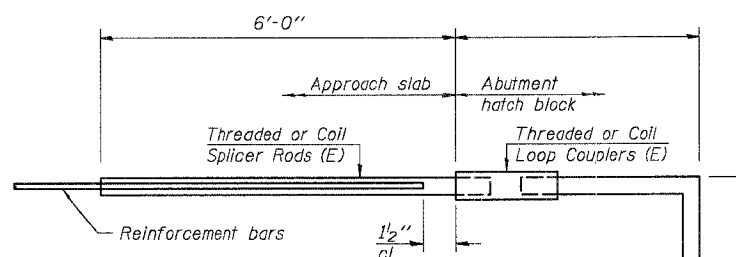
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."



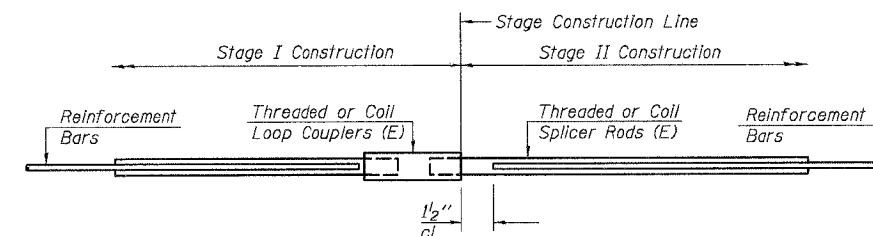
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



**FOR PILE BENT ABUTMENTS**

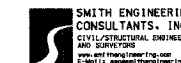
Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



**STANDARD**

Bar Size	No. Assemblies Required	Location
#6	4	South Abutment Backwall

DESIGNED	MGH
CHECKED	RGD
DRAWN	MDJ
CHECKED	NRF



**BAR SPLICER ASSEMBLY DETAILS**  
IL. RT. 84  
OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-0022

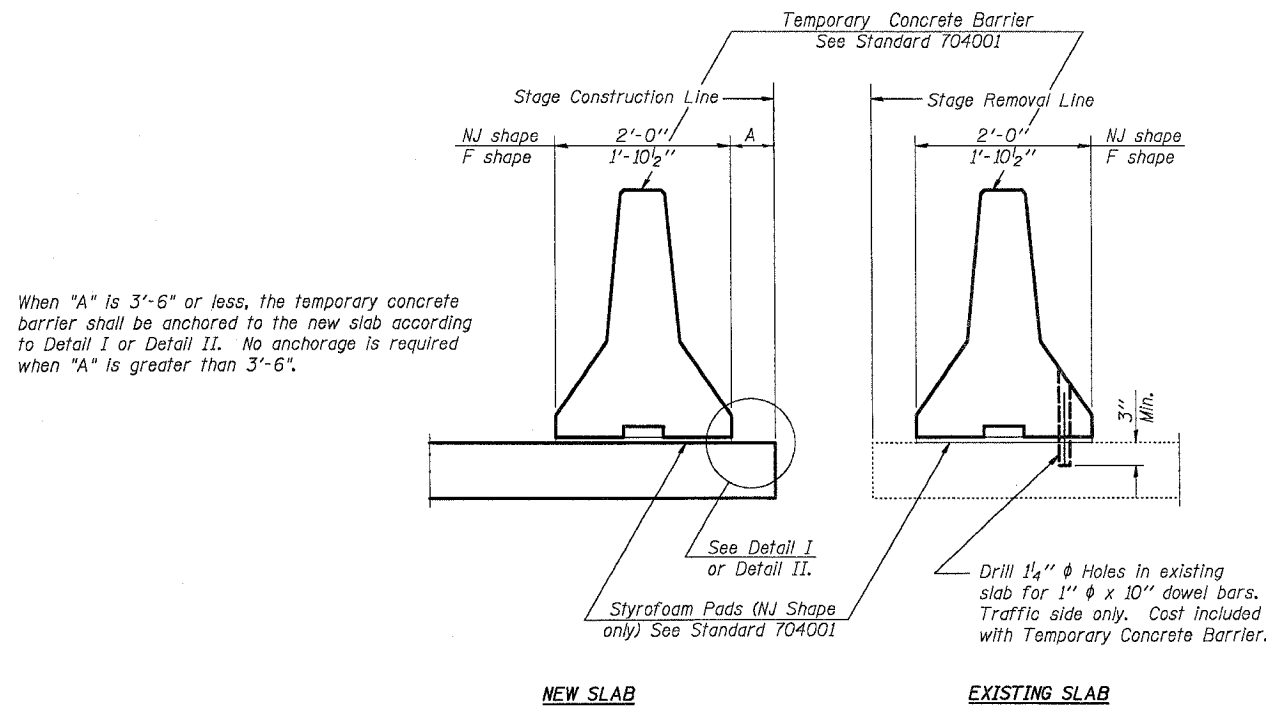


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

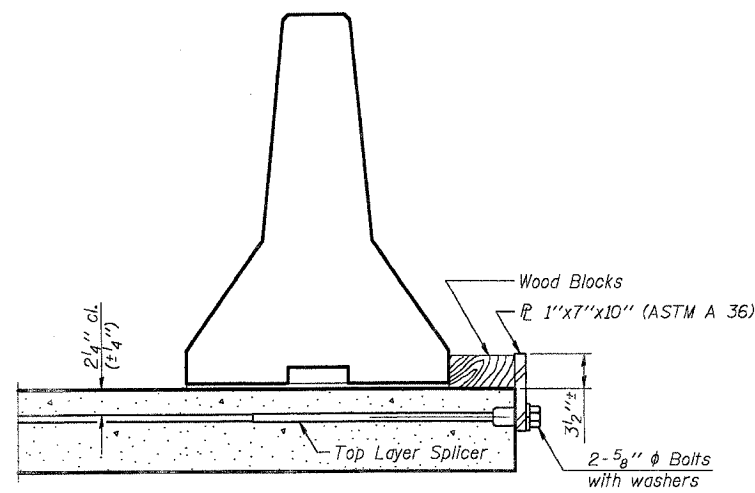
ROUTE NO.	SECTION	COUNTY	SHEET	SHEET
FAP RT.308	109 BR-3	Whiteside	47	41
STA.	TO STA.			

Contract # 64929

Sheet 12 of 12

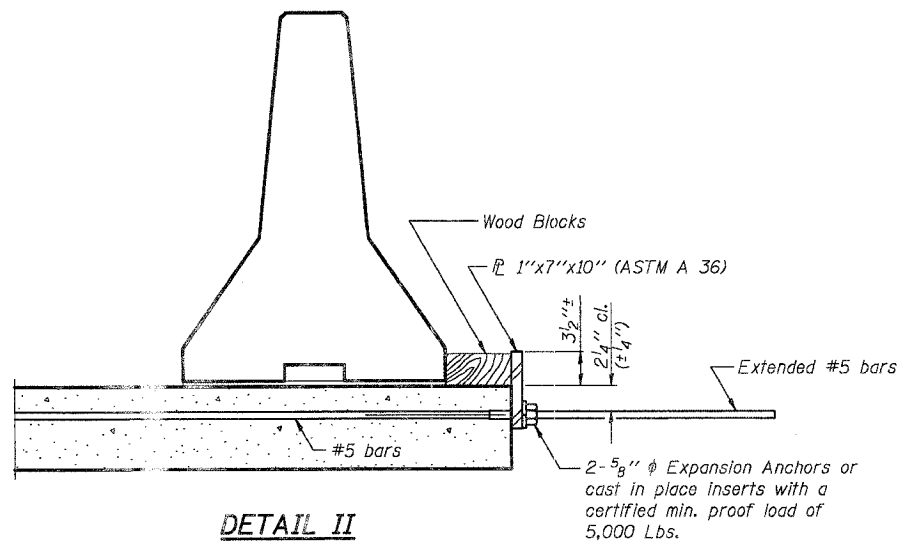


SECTIONS THRU SLAB



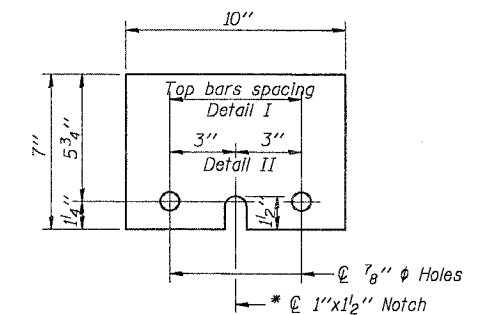
DETAIL I

The 1" x 7" x 10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1" x 7" x 10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



1" x 7" x 10"

\* Required only with Detail II

NOTES

- Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x 10" steel  $\bar{P}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\phi$  of each barrier panel.
- Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x 10" steel  $\bar{P}$  to the concrete slab with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\phi$  of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.

DESIGNED	MGH
CHECKED	RGD
DRAWN	MDJ
CHECKED	...

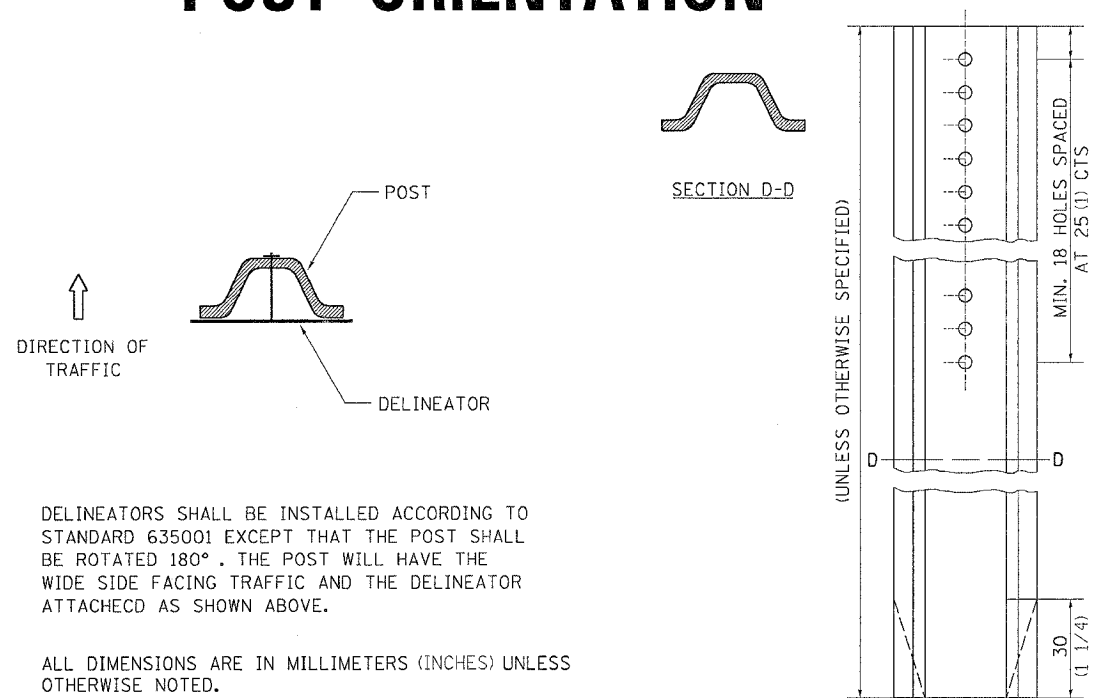
10-22-05



TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
IL. RT. 84  
OVER CEDAR CREEK  
F.A.P. ROUTE 308 - SECTION 109 BR-3  
WHITESIDE COUNTY  
STA. 225+65.77  
SN 098-0022

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	42
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
* 109BR-3 & 109BR-4				

# DELINEATOR AND POST ORIENTATION



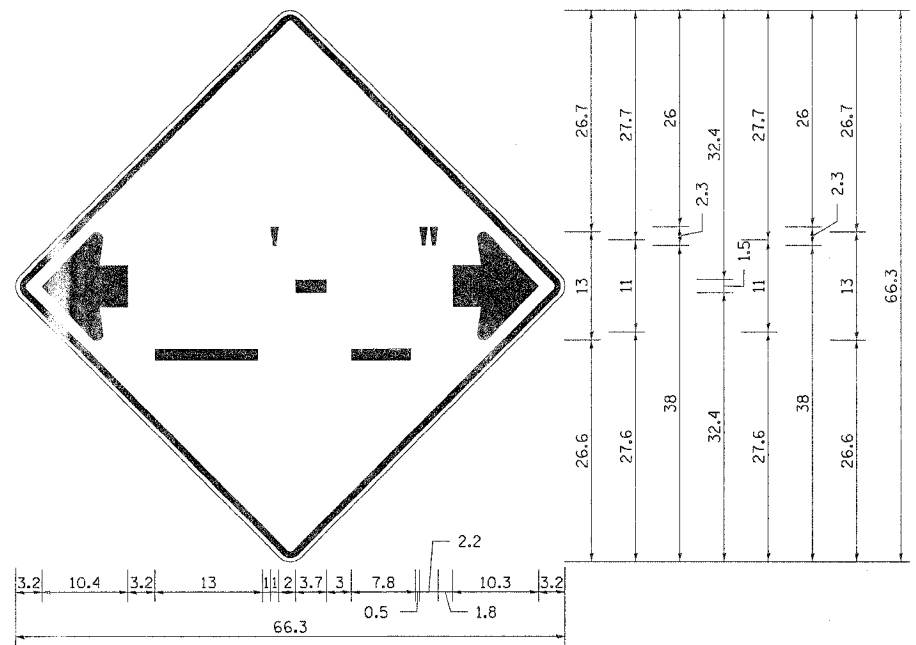
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

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

**DELINEATOR AND POST ORIENTATION 37.4**

REVISED 1-31-00

# INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



**NOTES**  
 W12-2 - Horizontal Clearance Sign  
 48.0" across sides, 1.9" Radius,  
 0.8" Border, 0.5" Indent, Black on  
 Orange; Standard Arrow Custom  
 10.4" X 8.1" 180° Black 11 Inch  
 D Series Lettering; Standard Arrow  
 Custom 10.4" X 8.1" 0°

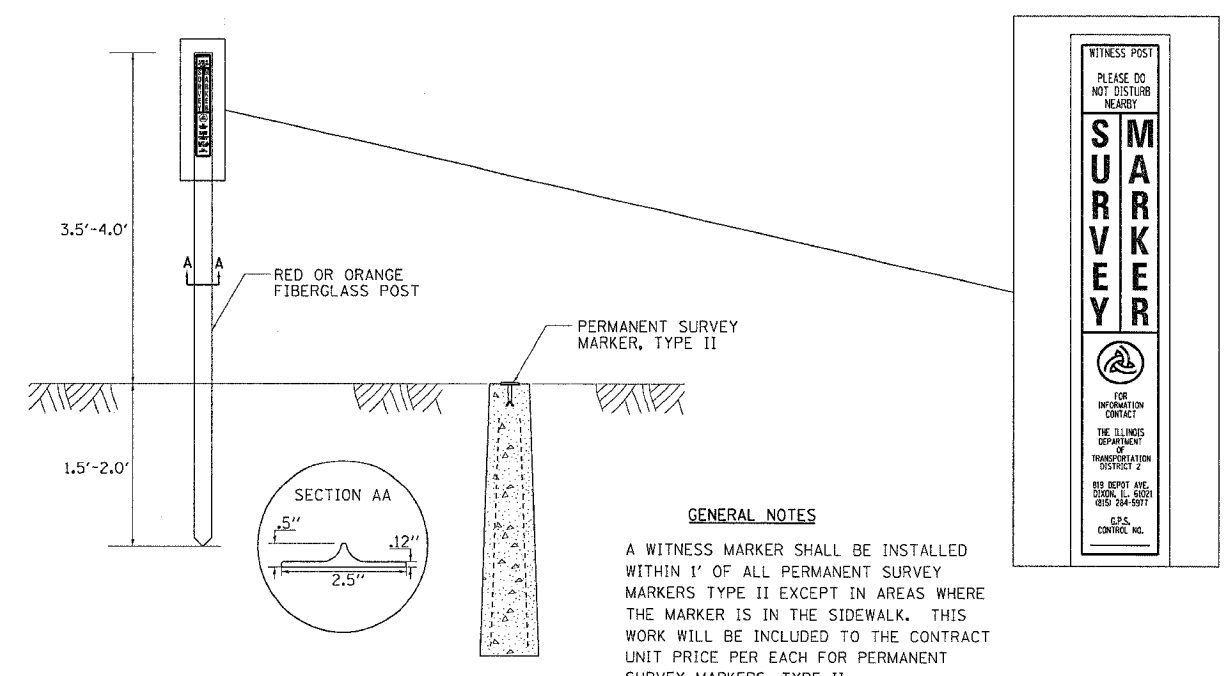
All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

**INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES) 39.4**

REVISED 6-29-05

# WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II

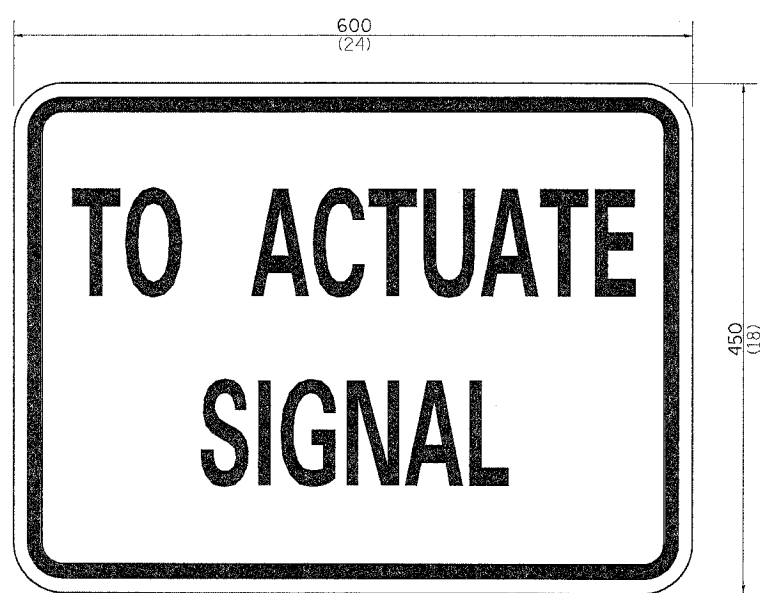


**GENERAL NOTES**  
 A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

**WITNESS MARKER FOR PERMANENT SURVEY MARKERS TYPE II 38.4**

REVISED 1-31-00

# STOP LINE SIGN FOR TEMPORARY SIGNALS



SIZE: 600(24) x 450(18)  
 100(4) CAPITAL LETTERS - BLACK  
 13 (1/2) BORDER - BLACK  
 WHITE REFLECTIVE - TYPE B  
 ENGINEERING GRADE SHEETING

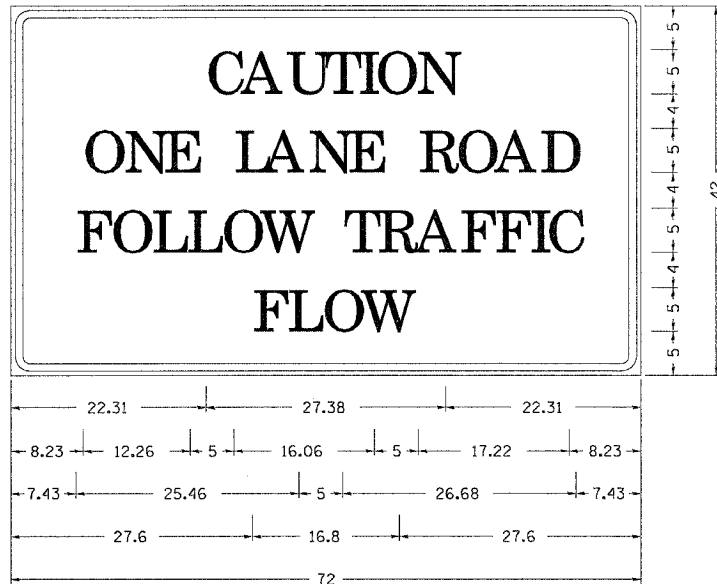
**GENERAL NOTE:**  
 THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY ENGINEER.  
 ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

**STOP LINE SIGN FOR TEMPORARY SIGNALS 99.4**

REVISED 8-7-90

PLOT DATE = The Dec 21 10:36:54 2005  
 PLOT NAME = 3080000.ctb  
 PLOT SCALE = 50.0000 / 1 IN.  
 REFERENCE = REF#

# ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS



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

Table Of Widths And Spaces

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

### GENERAL NOTES

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

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

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

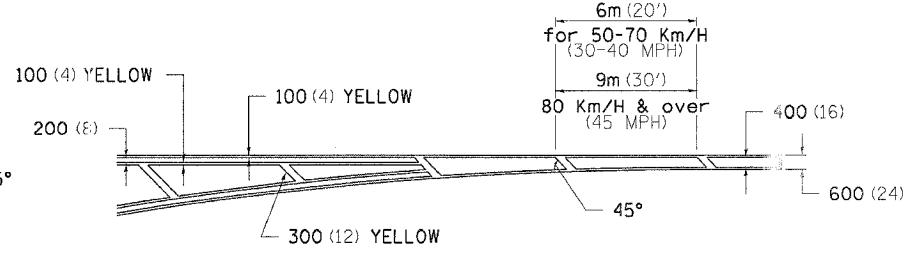
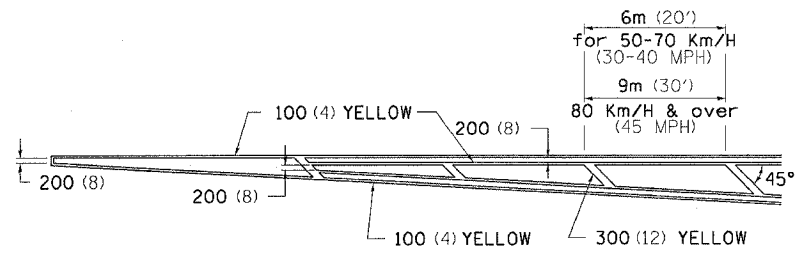
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

PLOT DATE = Thu Dec 29 10:36:55 2005  
 FILE NAME = 59022505.dgn  
 PLOT SCALE = 50.000000 X IN.  
 REFERENCE = #REF\*

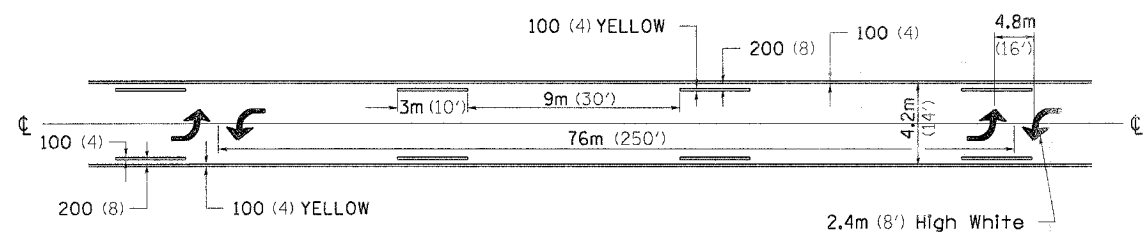
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308		WHITESIDE	47	44
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 109BR-3 & 109BR-4				

# TYPICAL PAVEMENT MARKINGS

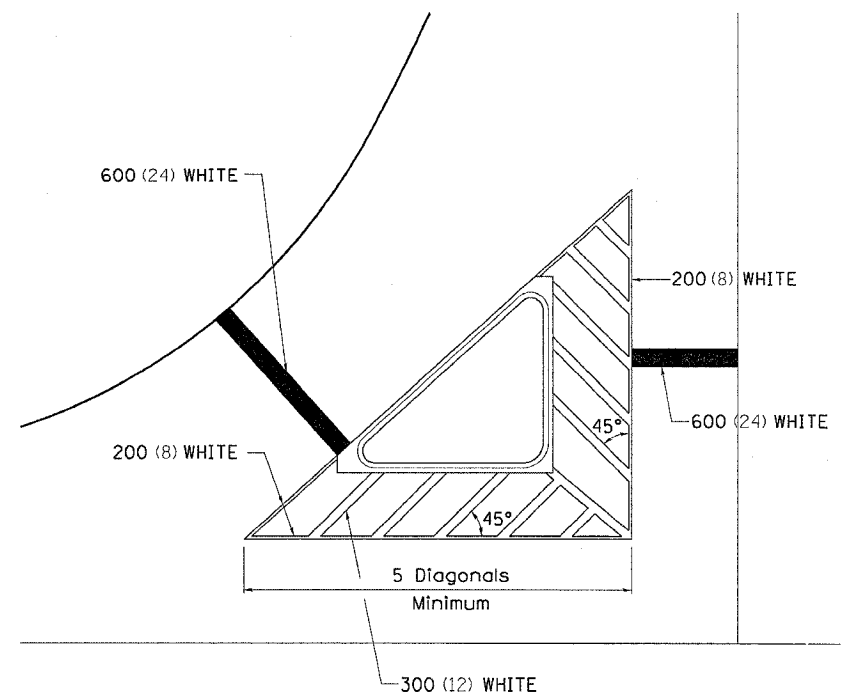
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



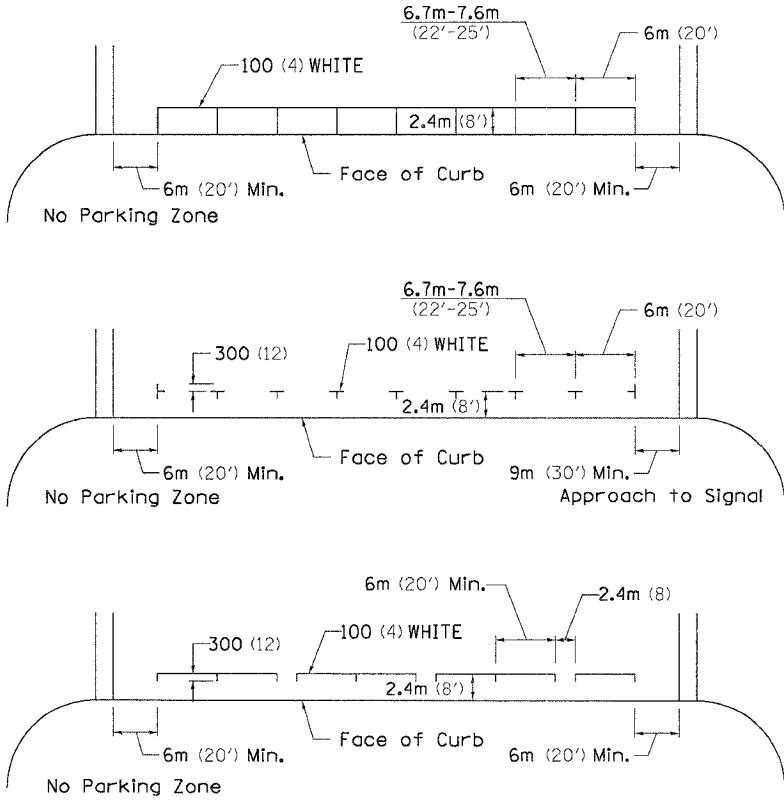
MEDIAN PAVEMENT MARKING



TYPICAL ISLAND OFFSET SHOULDER WIDTH



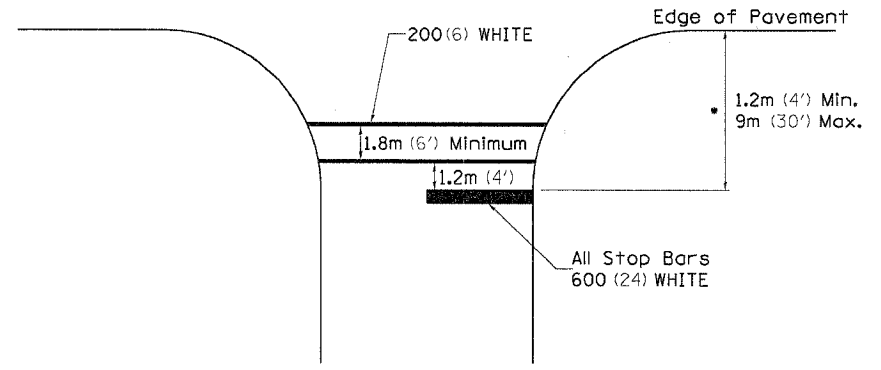
TYPICAL PARKING SPACING



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

STANDARD CROSSWALK MARKING

See Schedules for Locations



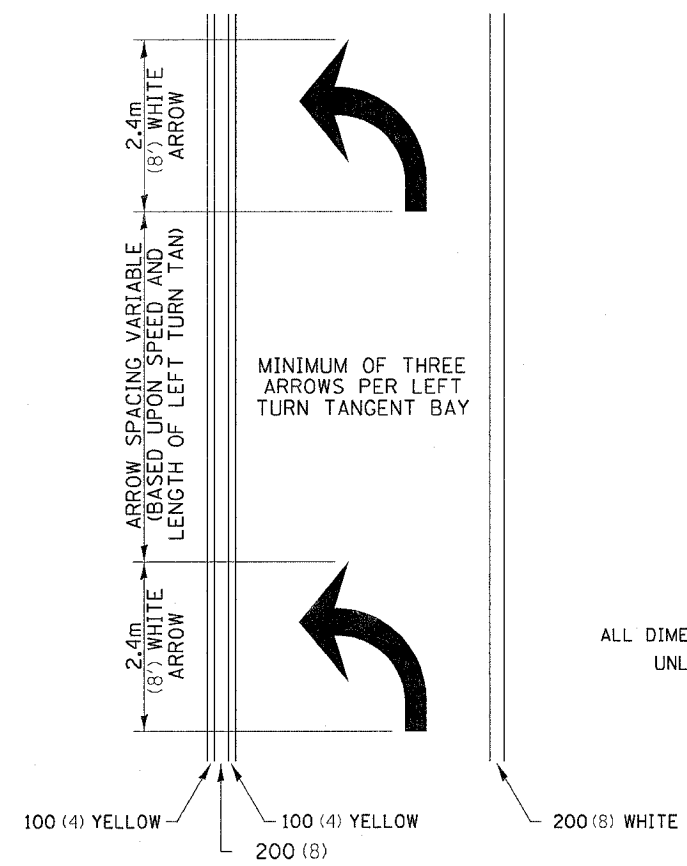
• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

PLOT DATE: The Dec 29 10:36:55 2005  
 PLOT NAME: 109BR308.dgn  
 PLOT SCALE: 50.0000 / IN.  
 REFERENCE: #REF#

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	•	WHITESIDE	47	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 109BR-3 & 109BR-4				

# TYPICAL PAVEMENT MARKINGS

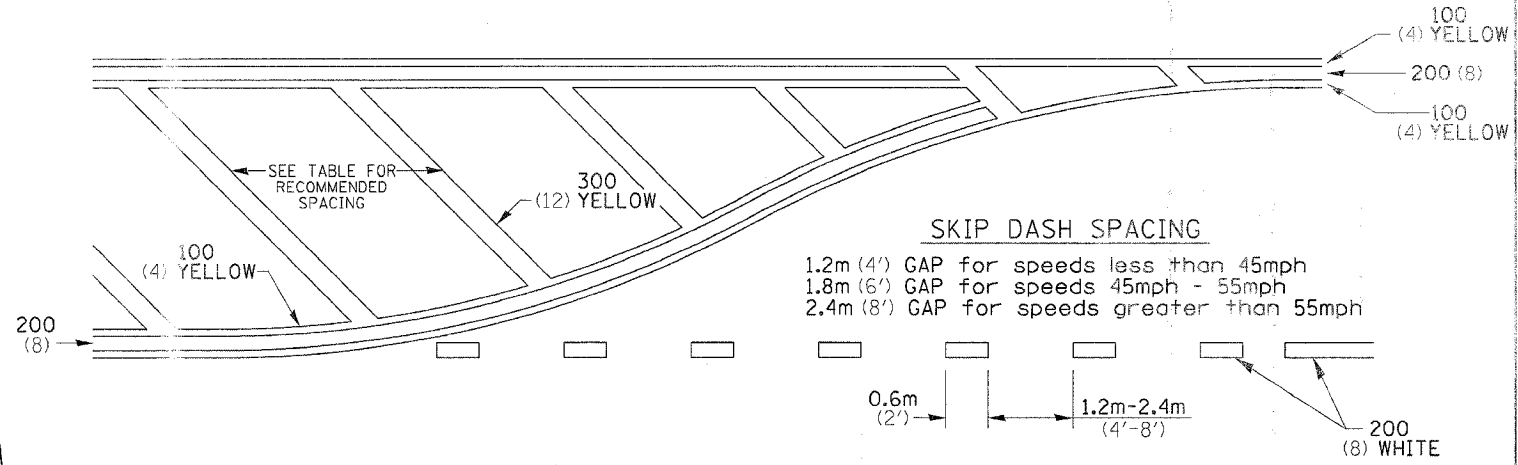
## ARROW LAYOUT



- ▲ ONE-WAY AMBER MARKER
- △ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

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

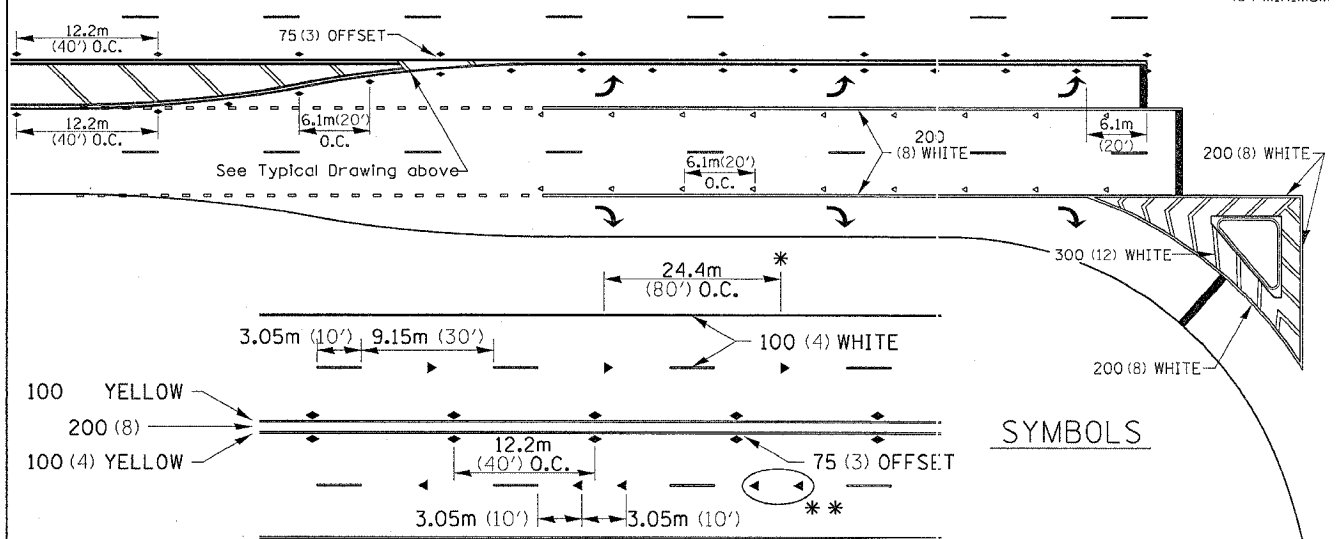
## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



## RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

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

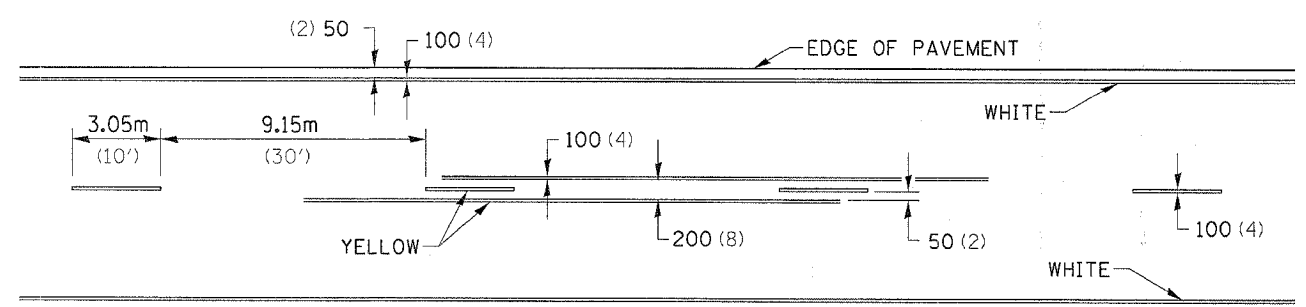
NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



## SYMBOLS

See Typical Drawing above

## TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



- REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.
- USE DOUBLE MARKERS WHEN ADT ≥ 25,000

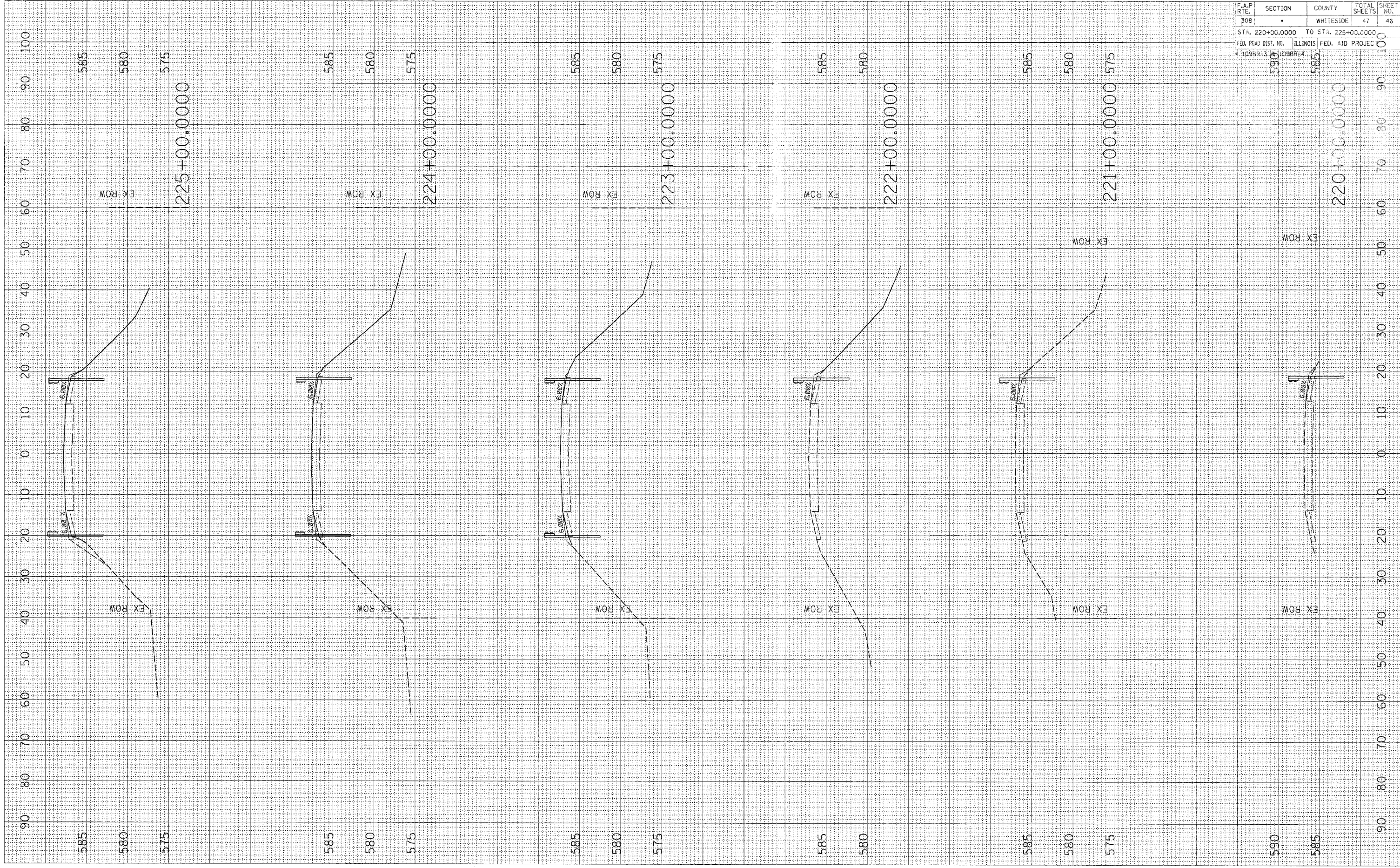
## MULTI-LANE / UNDIVIDED

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 PLOT SCALE = 50.00000 / IN.  
 REFERENCE = REF#

PLOT DATE = Thu Dec 23 18:46:17 2005  
 FILE NAME = c:\prowork\2202285\2202285.dwg  
 USER NAME = gaffj

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

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



CONTRACT NO. 64829			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
308	.	WHITESIDE	47
STA. 220+00.0000 TO STA. 225+00.0000			SHEET NO. 46
FED. ROAD DIST. NO. 1098R-13		ILLINOIS FED. AID PROJEC	10
1098R-13		1098R-4	

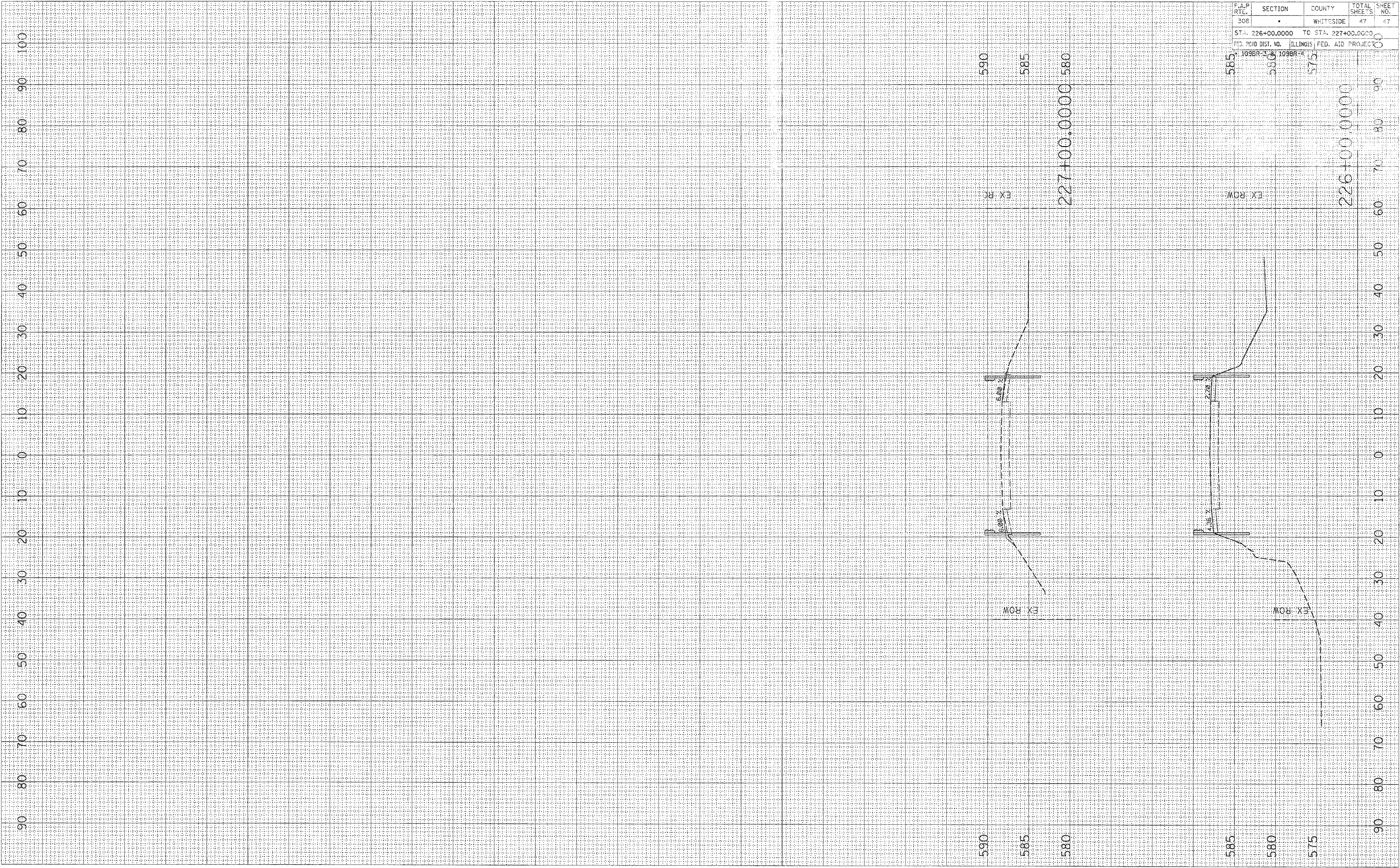
PLOT DATE = Thu Dec 29 18:48:47 2005  
 FILE NAME = c:\proje\152623285\82285.mxd  
 PLOT SCALE = 10.000000 - 7 IN.  
 USER NAME = gortj

ORIGINAL SURVEY PLOTTED  
 NOTE NO. YES  
 AREAS CHECKED

FINAL SURVEY PLOTTED  
 NOTE BOOK NO. YES  
 AREAS CHECKED

BY \_\_\_\_\_ DATE \_\_\_\_\_

BY \_\_\_\_\_ DATE \_\_\_\_\_



CONTRACT NO. 64829			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
306		WHITESIDE	47
STA. 226+00.0000		TO STA. 227+00.0000	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT NO.	
1098R-1		1098R-2	