

09-20-13 LETTING ITEM 028

FOR INDEX OF SHEETS, SEE SHEET 2

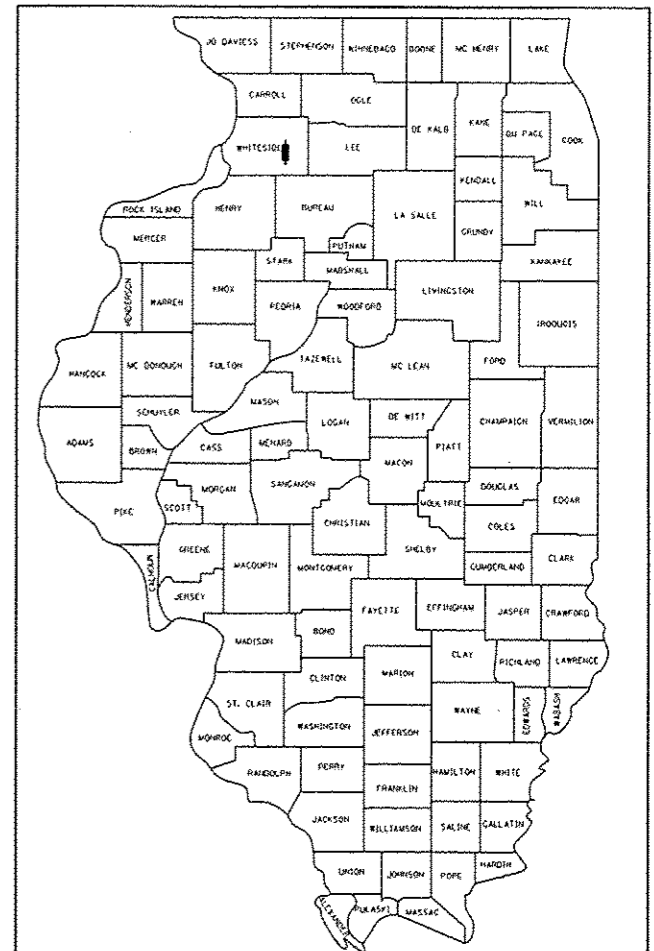
FOR LIST OF HIGHWAY STANDARDS, SEE SHEET 2

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
**PROPOSED  
 HIGHWAY PLANS**

FAS ROUTE 200 (IL 172)  
 SECTION 141B-2  
 PROJECT: ACRS-0200(107)  
 BRIDGE REPLACEMENT  
 WHITESIDE COUNTY  
 C-92-127-10

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	1
		ILLINOIS	CONTRACT NO. 64D81	

D92-005-08



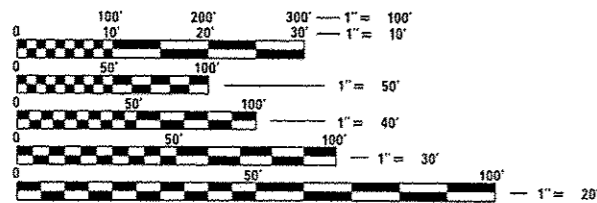
LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

PREPARED BY:



ZROKA ENGINEERING, P.C.  
 LICENSE NO. 184-004783  
 4216 NORTH HERMITAGE  
 CHICAGO, IL 60613  
 TEL. 773-935-6376  
 CONTACT: DEBORAH ZROKA

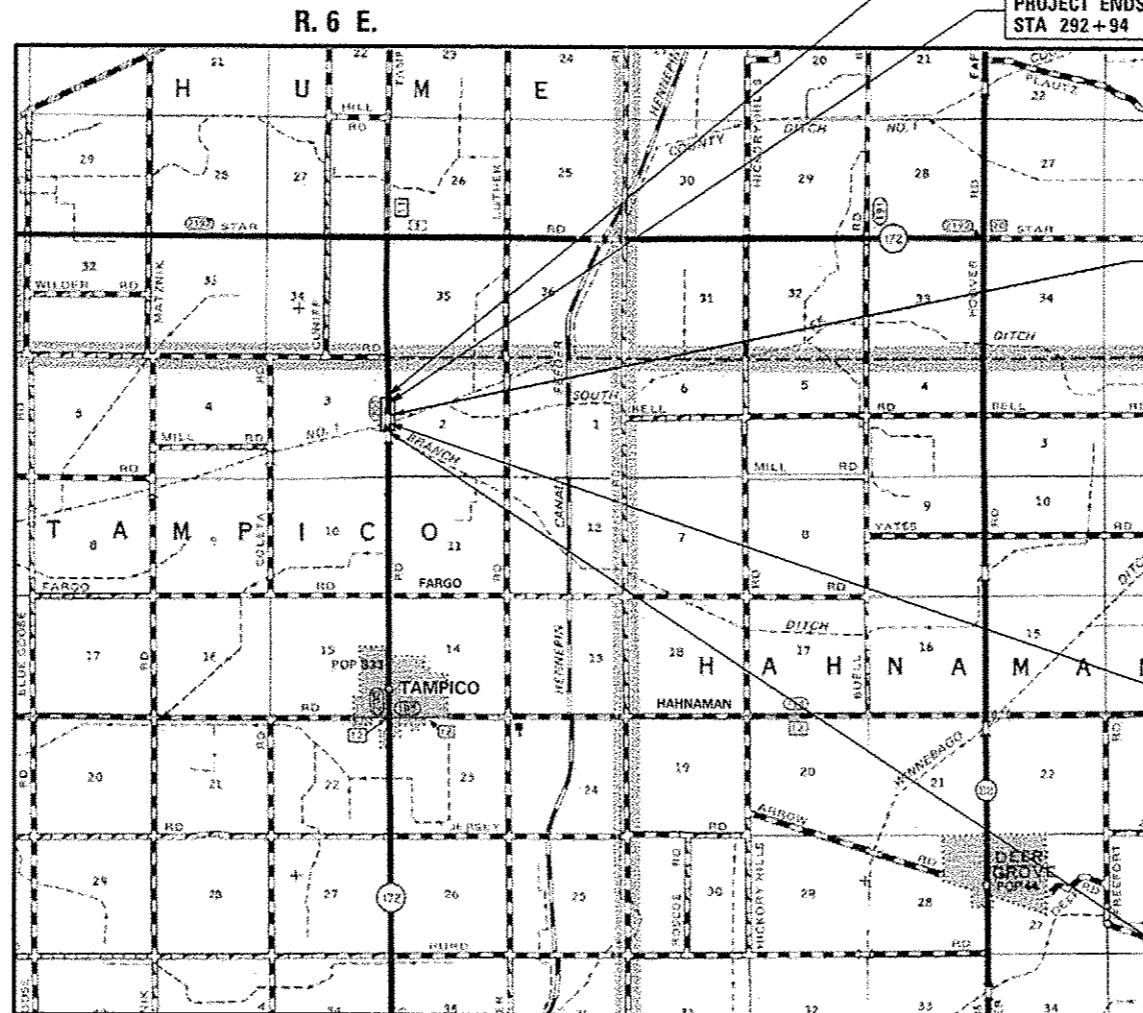
TAMPICO TOWNSHIP: SECTION 2 & 3



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

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

PROJECT ENGINEER JASON FORD (815) 284-5942  
 PROJECT MANAGER BECKY MARRUFFO (815) 284-5902  
 CONTRACT NO. 64D81



LOCATION MAP

TAMPICO TOWNSHIP  
 SCALE 1" = 0.8 MILE  
 GROSS LENGTH = 1107 FT. = 0.21 MILE  
 NET LENGTH = 882 FT. = 0.17 MILE

IMPROVMENT ENDS  
 STA 293+50

PROJECT ENDS  
 STA 292+94

REMOVAL OF EXISTING STRUCTURE NO. 098-0044 (SINGLE SPAN DECK BEAM BRIDGE ON CLOSED ABUTMENTS) AND CONSTRUCTION OF PROPOSED STRUCTURE NO. 098-0119 (SINGLE SPAN ROLLED STEEL BEAM BRIDGE ON SPILL THRU ABUTMENTS) AND ASSOCIATED ROADWAY IMPROVEMENTS

PROJECT BEGINS  
 STA 284+12

IMPROVMENT BEGINS  
 STA 282+43

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED June 27, 2013

*Paul A. Latta*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Aug 16, 2013  
*John D. Baranzelli, P.E.*  
 acting ENGINEER OF DESIGN AND ENVIRONMENT

Aug 16, 2013  
*Orhan Osman, P.E.*  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

APPLIES TO SHEETS 1-22 AND 65-77

*Robert Curtis*  
 Signature  
 062-044545  
 November 30, 2013  
 Date


PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS

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### HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREA OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-09	BRIDGE APPROACH PAVEMENT CONNECTOR
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-10	STEEL PLATE BEAM GUARDRAIL
630201-06	PCCHMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-11	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
609006-05	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
666001-01	RIGHT-OF-WAY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5 M (15') AWAY
701006-04	OFF-ROAD OPERATIONS, 2L, 2W, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701011-03	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701901-02	TRAFFIC CONTROL DEVICES
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME *	USER NAME * USER#	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	 <small>Zzoka Engineering, P.C. 4216 North Hermitage Chicago, IL 60613</small>	<b>INDEX OF SHEETS AND</b> <b>HIGHWAY STANDARDS</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILE#		DRAWN - LCR	REVISED -				200	141B-2	WHITESIDE	77	2
PLOT SCALE * #SCALE#		CHECKED - DAZ	REVISED -				CONTRACT NO. 64081				
PLOT DATE * #DATE#		DATE - 06-21-13	REVISED -				SCALE: SHEET 1 OF 1 SHEETS		STA. 283+43 TO STA. 293+50		ILLINOIS FED. AID PROJECT

## GENERAL NOTES

SEE CROSS SECTIONS FOR SPECIAL DITCHES AND BACKSLOPES.

THE REMOVAL OF BITUMINOUS SURFACING LESS THAN 6 INCH THICKNESS NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE OR A THICKNESS OF 6 INCHES OR MORE ON A FLEXIBLE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.

THE FINAL TOP 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.

IT IS ESTIMATED THAT 2,320 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.

ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.

THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.

FERTILIZER NUTRIENTS SHALL BE APPLIED AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS SHALL BE INCLUDED IN THE COST OF THE SEEDING OR SODDING.

ALL AGGREGATE SUBGRADE IMPROVEMENT (SECTION 303), SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLES 311.04, 311.05, 311.05(A), 311.06 AND 311.07. ALL AGGREGATE SUBGRADE THICKNESSES LESS THAN 12 INCHES SHALL BE CONSTRUCTED OF AGGREGATE OF CA02 GRADATION.

ALL EMBANKMENT CONSTRUCTED OF COHESIVE SOIL SHALL BE CONSTRUCTED WITH NOT MORE THAN 110% OF OPTIMUM MOISTURE CONTENT, DETERMINED BY THE STANDARD PROCTOR TEST. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10% PARTICLES BY WEIGHT PASSING THE 75  $\mu$ m (#200 SIEVE). THE 110% OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE-DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER.

### RESURFACING

Mixture Uses(s):	Surface	Level Binder	Binder
PG:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N50	4.0 @ N50	4.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5FG *	IL 19.0
Friction Aggregate	C	N/A	N/A
20 Year ESAL	0.3	0.3	0.3
Mix Unit Weight	112 lbs/sy/in		

\* On projects with less than 2000 tons Level Binder, Growth Curve will be used for Density and IL 9.5 may be used

### FULL DEPTH PAVEMENT

Mixture Uses(s):	Surface	Top Lift Binder	All Other Lifts
PG:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N50	4.0 @ N50	4.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 19.0	IL 19.0
Friction Aggregate	C	N/A	N/A
20 Year ESAL	0.3	0.3	0.3
Mix Unit Weight	112 lbs/sy/in		

### SHOULDERS

Mixture Uses(s):	Top Lift	All Lower Lifts
PG:	PG 64-22	PG 64-22
Design Air Voids	3 @ N50	2 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5, 12.5, 9.5FG	BAM or IL 19.0
Friction Aggregate	C	N/A
20 Year ESAL	N/A	N/A
Mix Unit Weight	112 lbs/sy/in	

THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 1/2" HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2 LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.

REFLECTIVE CRACK CONTROL SHALL BE PLACED ON THE EXISTING SURFACE PRIOR TO ANY RESURFACING, UNLESS PAVEMENT IS MILLED THEN IT WILL BE PLACED ON THE BINDER COURSE.

ON FULL DEPTH PAVEMENT, SHOULDER WIDTHS OF 6 FT. OR LESS MAY BE PLACED, AT THE CONTRACTOR'S OPTION, SIMULTANEOUSLY WITH THE ADJACENT TRAFFIC LANE FOR BOTH THE BINDER AND SURFACE COURSES, PROVIDED THE CROSS SLOPE OF BOTH THE PAVEMENT AND SHOULDER CAN BE SATISFACTORILY OBTAINED. THE SHOULDER WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED ON THE PLANS.

BITUMINOUS AND AGGREGATE PRIME COAT SHALL BE PLACED IN ACCORDANCE WITH SECTION 406 OF THE STANDARD SPECIFICATIONS. THE COST OF THE PRIME COATS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR LEVELING BINDER (MACHINE METHOD) OF THE TYPE SPECIFIED.

A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.

THE NEW NUMBER FOR THIS STRUCTURE WILL BE 098-0119.

THE ADDITIONAL THICKNESS OF PROPOSED PAVEMENT REQUIRED TO MATCH THE BRIDGE APPROACH PAVEMENT, SHOWN IN STANDARD 420401, SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND NOT PAID FOR SEPARATELY.

REFLECTOR MARKERS TYPE B SHALL BE INSTALLED ON THE TOP OF BRIDGE PARAPET WALLS. THE MARKERS SHALL BE ACCORDING TO STANDARD 635011 AND THE COLOR AND SPACING ACCORDING TO STANDARD 635006, EXCEPT THE MINIMUM IS 2 PER SIDE.

CULVERT & BRIDGE FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOW SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOBSITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.

THE CONTRACTOR SHALL REMOVE ALL ENTRANCE CULVERTS IN CONDITION FOR REUSE WHICH ARE NOT TO BE LEFT IN PLACE. THEY SHALL BE CLEANED AND STORED ALONG THE RIGHT OF WAY AS DIRECTED. IN NO CASE SHALL THEY BE ROUGHLY HANDLED OR SHOVED BY HEAVY MACHINERY. UNUSABLE MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE. COST OF THE WORK TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

THE PROPOSED PIPES FOR ENTRANCES AND SIDE ROADS SHALL BE PLACED IN LINE WITH THE EXISTING OR PROPOSED DITCH LINE.

CONNECTING BANDS FOR CORRUGATED METAL PIPES SHALL BE METAL AND SHALL BE COATED WITH THE SAME MATERIAL AS THE PIPE SECTIONS. THE CONNECTING BANDS SHALL BE A MINIMUM OF 18" WIDE.

EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR FURNISHED EXCAVATION.

THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (FLARED).

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 PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.

PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

- THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
- CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.

## GENERAL NOTES CONTINUED ON FOLLOWING SHEET

FILE NAME *	USER NAME * #USER#	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ZROKA</b> engineering <small>Zroka Engineering, P.C. 4316 North Hermitage Chicago, IL 60613</small>	<b>GENERAL NOTES AND COMMITMENTS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE# *	PLOT SCALE * #SCALE#	DRAWN - LCR	REVISED -				200	141B-2	WHITESIDE	77	3
	PLOT DATE * #DATE#	CHECKED - DAZ	REVISED -				CONTRACT NO. 640B1		ILLINOIS FED. AID PROJECT		
		DATE - 06-21-13	REVISED -	SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.							




SUMMARY OF QUANTITIES					
				FUNDING: 80% FED : 20% STATE	
			TOTAL	0004	0011
CONSTRUCTION CODE	TYPE:	UNIT	QUANTITY	ROADWAY	SN 098-0044 (EX) SN 098-0119 (PR)
CODE NO.	ITEM				
20200100	EARTH EXCAVATION	CU YD	436	436	
20400800	FURNISHED EXCAVATION	CU YD	2320	2320	
25000210	SEEDING, CLASS 2A	ACRE	1.3	1.3	
25000750	MOWING	ACRE	1.5	1.5	
25100125	MULCH, METHOD 3	ACRE	0.5	0.5	
25100630	EROSION CONTROL BLANKET	SQ YD	2589	2589	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	232	232	
28000305	TEMPORARY DITCH CHECKS	FOOT	40	40	
28000400	PERIMETER EROSION BARRIER	FOOT	1893	1893	
28000500	INLET AND PIPE PROTECTION	EACH	3	3	
28200200	FILTER FABRIC	SQ YD	744		744
30300011	AGGREGATE SUBGRADE IMPROVEMENT	TON	562	562	
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	741	741	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	160	160	

Δ


H

SPECIALTY ITEMS  
 Δ NON-PARTICIPATING (100% STATE)

FILE NAME :	USER NAME : #USER#	DESIGNED - RAC	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	 Zroka Engineering, P.C. 4216 North Hamitage Chicago, IL 60613	SUMMARY OF QUANTITIES		F.A.S. RTE. 200	SECTION 141B-2	COUNTY WHITESIDE	TOTAL SHEETS 77	SHEET NO. 5		
#FILE#	PLOT SCALE : #SCALE#	DRAWN - LCR	REVISIONS -			SCALE:	SHEET 1 OF 5 SHEETS	STA. 283+43	TO STA. 293+50	ILLINOIS FED. AID PROJECT				
	PLOT DATE : #DATE#	CHECKED - DAZ	REVISIONS -			CONTRACT NO. 640B1								
		DATE - 06-21-13	REVISIONS -											

SUMMARY OF QUANTITIES				FUNDING: 80% FED : 20% STATE	
CONSTRUCTION CODE TYPE:			TOTAL	0004	0011
CODE NO.	ITEM	UNIT	QUANTITY	ROADWAY	SN 098-0044 (EX) SN 098-0119 (PR)
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	486	486	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	152	152	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	290	290	
40701906	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11 1/4"	SQ YD	1488	1488	
44000100	PAVEMENT REMOVAL	SQ YD	146	146	
44004250	PAVED SHOULDER REMOVAL	SQ YD	829	829	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1439	1439	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	3	3	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1311	1311	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	268		268
50300225	CONCRETE STRUCTURES	CU YD	61.1		61.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	210.2		210.2
50300260	BRIDGE DECK GROOVING	SQ YD	436		436

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SPECIALTY ITEMS

FILE NAME : #FILE#	USER NAME : #USER#	DESIGNED - RAC DRAWN - LCR	REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	 Zroka Engineering, P.C. 4216 North Homewood Chicago, IL 60643	<b>SUMMARY OF QUANTITIES</b>	F.A.S. RTE. 200	SECTION 141B-2	COUNTY WHITESIDE	TOTAL SHEETS 77	SHEET NO. 6
PLOT SCALE : #SCALE#	CHECKED - DAZ	REVISED -	SCALE:				SHEET 2 OF 5 SHEETS	STA. 283+43 TO STA. 293+50	CONTRACT NO. 64D81		ILLINOIS FED. AID PROJECT
PLOT DATE : #DATE#	DATE - 06-21-13	REVISED -									

SUMMARY OF QUANTITIES					FUNDING: 80% FED : 20% STATE	
			CONSTRUCTION CODE TYPE:	TOTAL	0004	0011
CODE NO.	ITEM	UNIT	QUANTITY	ROADWAY	SN 098-0044 (EX) SN 098-0119 (PR)	
50300300	PROTECTIVE COAT	SQ YD	557		557	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
50500505	STUD SHEAR CONNECTORS	EACH	990		990	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	57,230		57,230	
50800515	BAR SPLICERS	EACH	76		76	
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	649		649	
51202305	DRIVING PILES	FOOT	649		649	
51203200	TEST PILE METAL SHELLS	EACH	1		1	
51500100	NAME PLATES	EACH	1		1	
52100520	ANCHOR BOLTS, 1"	EACH	24		24	
54200220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	177	177		
54215547	METAL END SECTIONS 12"	EACH	2	2		
54215550	METAL END SECTIONS 15"	EACH	6	6		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	74		74	

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SPECIALTY ITEMS

**SUMMARY OF QUANTITIES**

SUMMARY OF QUANTITIES				FUNDING: 80% FED : 20% STATE	
CONSTRUCTION CODE TYPE:			TOTAL	0004	0011
CODE NO.	ITEM	UNIT	QUANTITY	ROADWAY	SN 098-0044 (EX) SN 098-0119 (PR)
60100080	FRENCH DRAINS	CU YD	6.0	6.0	
60100945	PIPE DRAINS 12"	FOOT	38	38	
60900515	CONCRETE THRUST BLOCKS	EACH	2	2	
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	2	2	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	262.5	262.5	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6	
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	6	6	
63200310	GUARDRAIL REMOVAL	FOOT	1280	1280	
63500105	DELINEATORS	EACH	7	7	
66201120	CONCRETE SHOULDER CURB	FOOT	10	10	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	13	13	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4	
67100100	MOBILIZATION	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	3	3	


\* SPECIALTY ITEMS

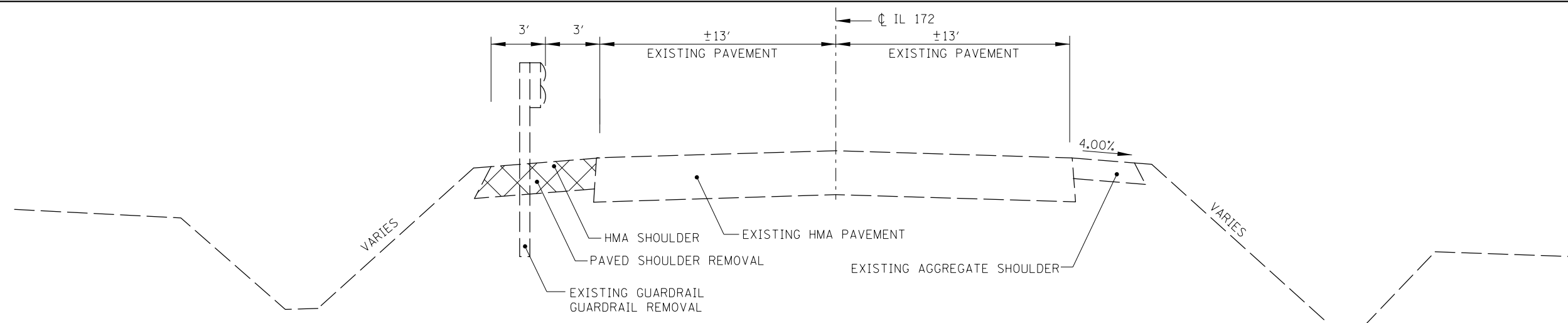


**SUMMARY OF QUANTITIES**

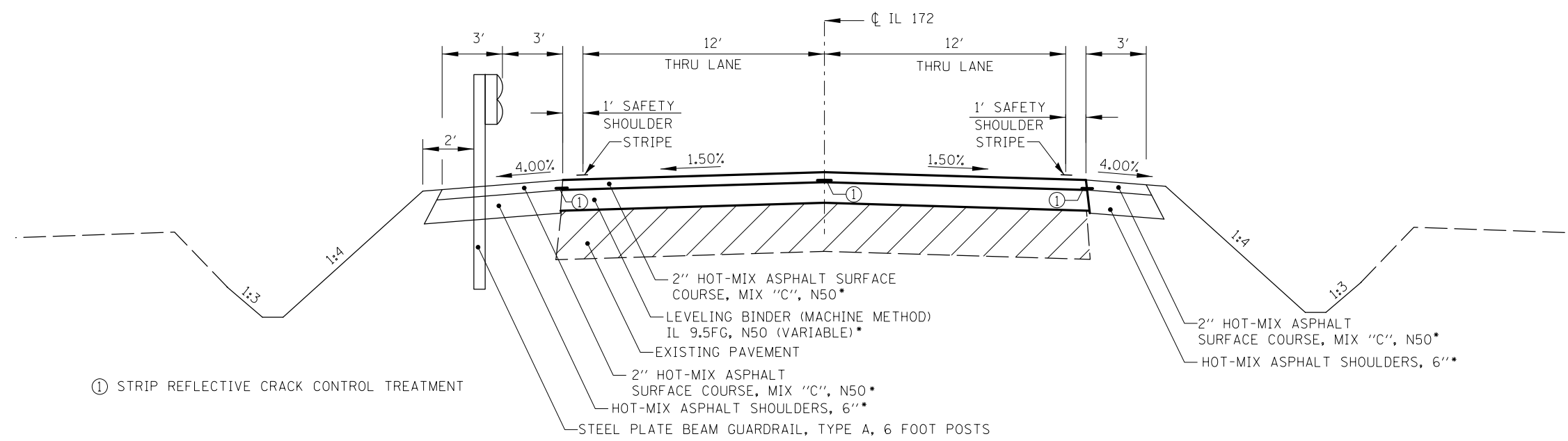
CONSTRUCTION CODE TYPE:				FUNDING: 80% FED : 20% STATE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0004 ROADWAY	0011 SN 098-0044 (EX) SN 098-0119 (PR)
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	4696	4696	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	14	14	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	6	6	
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	2	2	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	6	6	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	156		156
X2810110	STONE RIPRAP, CLASS A5 (SPECIAL)	SO YD	744		744
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	26		26
Z0004552	APPROACH SLAB REMOVAL	SO YD	106	106	
Z0004638	PAVEMENT BREAKING	SO YD	905	905	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	128		128
Z0049300	REFERENCING LAND SECTION MARKERS	EACH	1	1	

\* SPECIALTY ITEMS

FILE NAME : #FILE#	USER NAME : #USER#	DESIGNED - RAC	REVISED -	<p align="center"><b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b></p>  <p>Zraka Engineering, P.C. 4216 North Heritage Chicago, IL 60613</p>	<p align="center"><b>SUMMARY OF QUANTITIES</b></p>	F.A.S. RTE. 200	SECTION 141B-2	COUNTY WHITESIDE	TOTAL SHEETS 77	SHEET NO. 9		
PLOT SCALE : #SCALE#	CHECKED - DAZ	REVISED -	SCALE:			SHEET 5 OF 5 SHEETS	STA. 283+43 TO STA. 293+50	CONTRACT NO. 64081				
PLOT DATE : #DATE#	DATE - 06-21-13	REVISED -	ILLINOIS FED. AID PROJECT									



**EXISTING TYPICAL SECTION**  
 NOTE: LEFT SIDE OF SECTION REFLECTS GEOMETRY AT GUARDRAIL LOCATIONS. RIGHT SIDE REFLECTS GEOMERTY WITHOUT GUARDRAIL. SEE PLANS AND SCHEDULES FOR LIMITS OF GUARDRAIL

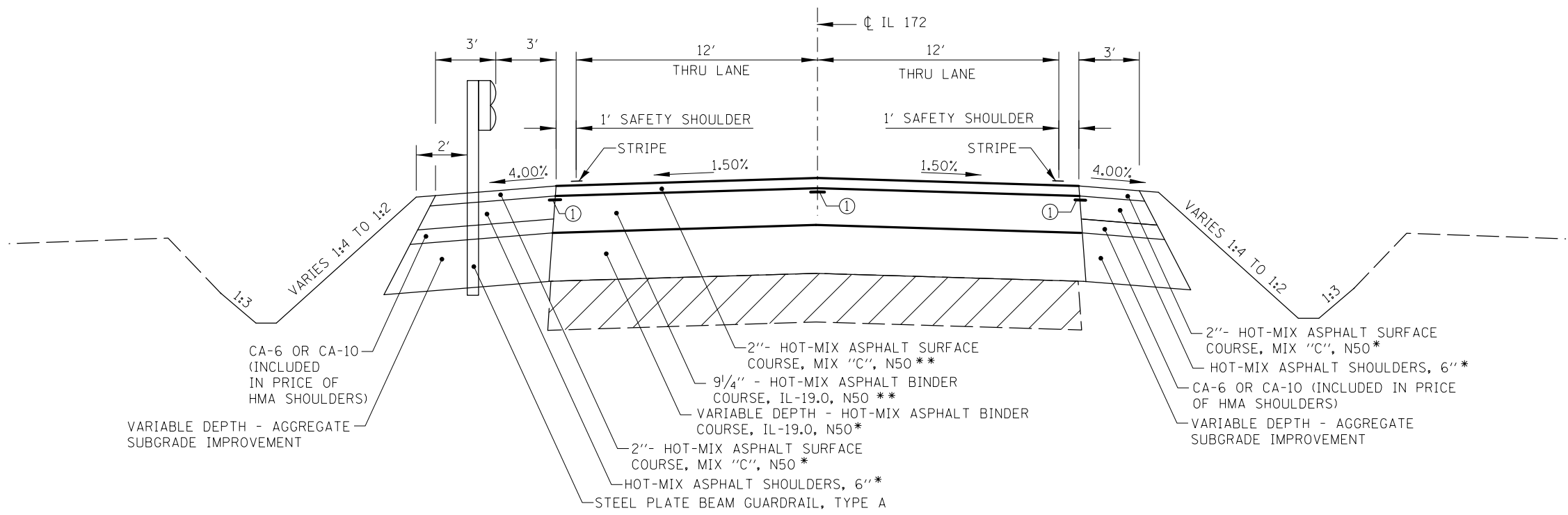


**PROPOSED TYPICAL SECTION**  
 STATION 284+21 TO STATION 285+15  
 STATION 290+90 TO STATION 292+83

NOTE: LEFT SIDE OF SECTION REFLECTS GEOMETRY AT GUARDRAIL LOCATIONS  
 RIGHT SIDE REFLECTS GEOMERTY WITHOUT GUARDRAIL. SEE PLANS AND SCHEDULES FOR LIMITS OF GUARDRAIL

\* ALL HMA MIXTURES HAVE A UNIT WEIGHT (MIX) = 112 LBS/SQ. YD./INCH

FILE NAME =	USER NAME = \$USER*	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ZROKA</b> engineering <small>Zzoka Engineering, P.C. 4216 North Hermitage Chicago, IL 60613</small>	<b>TYPICAL SECTIONS</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL\$	DRAWN - LCR	REVISED -	200				141B-2	WHITESIDE	77	10	
PLOT SCALE = \$SCALE*	CHECKED - DAZ	REVISED -	CONTRACT NO. 64D81								
PLOT DATE = \$DATE*	DATE - 06-21-13	REVISED -	ILLINOIS FED. AID PROJECT								
				SCALE:		SHEET 1 OF 3 SHEETS		STA. 283+43 TO STA. 293+50			



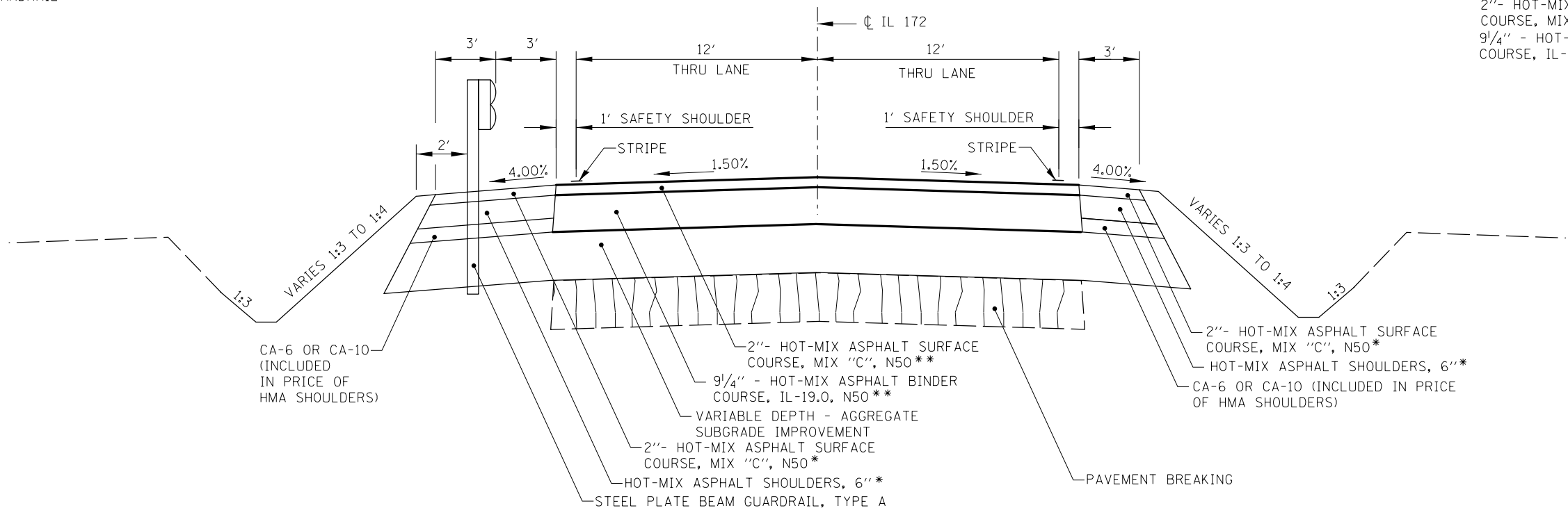
① STRIP REFLECTIVE CRACK CONTROL TREATMENT

**PROPOSED TYPICAL SECTION**  
 STATION 285+15 TO STATION 286+57.5  
 STATION 290+90 TO STATION 291+85

NOTE: LEFT SIDE OF SECTION REFLECTS GEOMETRY AT GUARDRAIL LOCATIONS  
 RIGHT SIDE REFLECTS GEOMETRY WITHOUT GUARDRAIL. SEE PLANS AND SCHEDULES  
 FOR LIMITS OF GUARDRAIL

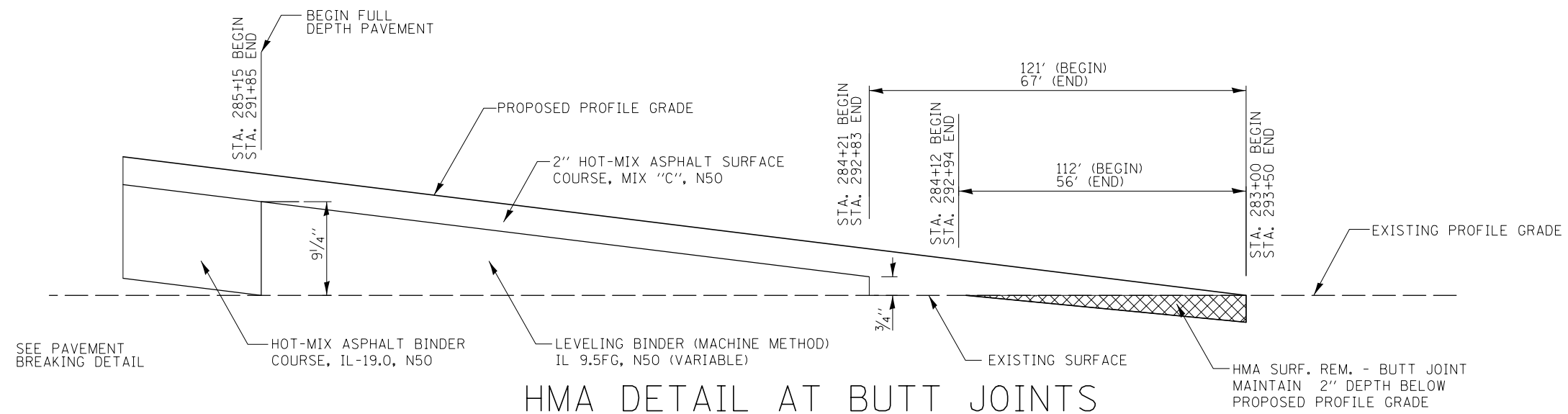
\* ALL HMA MIXTURES HAVE A UNIT WEIGHT  
 (MIX) = 112 LBS/SQ. YD./INCH

\*\* HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11 1/4" \*  
 2" - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50  
 9 1/4" - HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50  
 5/4" - BOTTOM LIFT  
 4" - TOP LIFT

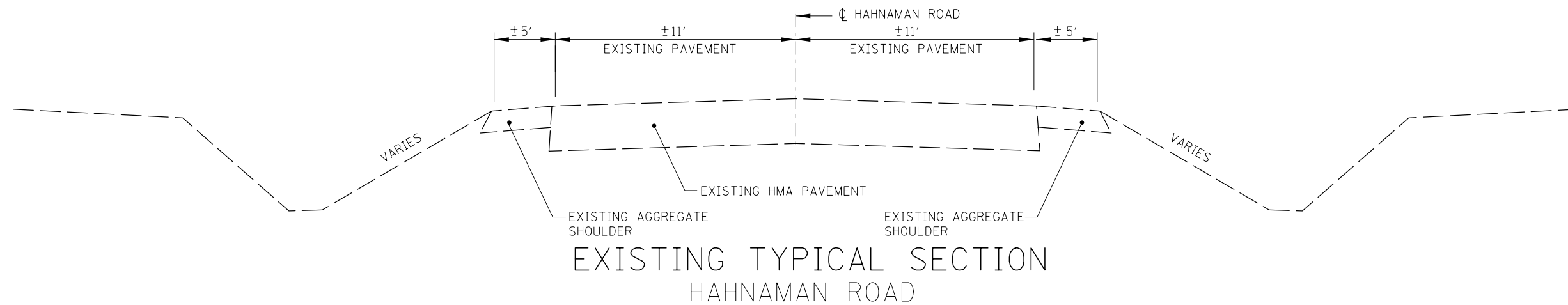


**PROPOSED TYPICAL SECTION**  
 STATION 287+87.5 TO STATION 290+90

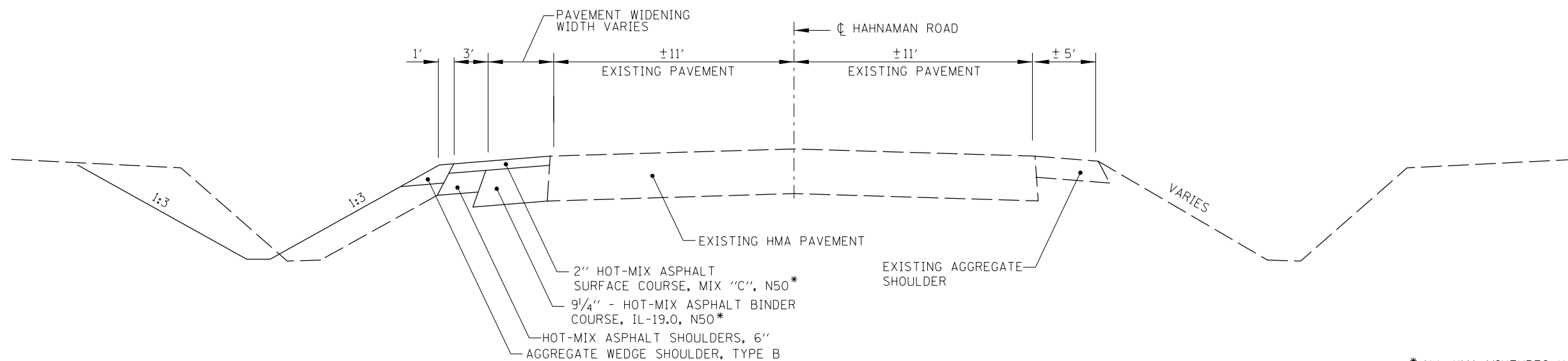
FILE NAME =	USER NAME = \$USER*	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ZROKA</b> engineering Zroka Engineering, P.C. 4216 North Hermitage Chicago, IL 60613	<b>TYPICAL SECTIONS</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		DRAWN - LCR	REVISED -				200	141B-2	WHITESIDE	77	11
PLOT SCALE = *SCALE*		CHECKED - DAZ	REVISED -				CONTRACT NO. 64D81			ILLINOIS FED. AID PROJECT	
PLOT DATE = \$DATE*		DATE - 06-21-13	REVISED -				SCALE:	SHEET 2 OF 3 SHEETS	STA. 283+43 TO STA. 293+50		



### HMA DETAIL AT BUTT JOINTS



### EXISTING TYPICAL SECTION HAHNAMAN ROAD



### PROPOSED TYPICAL SECTION HAHNAMAN ROAD

\* ALL HMA MIXTURES HAVE A UNIT WEIGHT (MIX) = 112 LBS/SQ. YD./INCH

FILE NAME =	USER NAME = \$USER*	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ZROKA</b> engineering Zroka Engineering, P.C. 4216 North Hermitage Chicago, IL 60613	<b>TYPICAL SECTIONS</b>		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		DRAWN - LCR	REVISED -			200	141B-2	WHITESIDE	77	12		
PLOT SCALE = \$SCALE*		CHECKED - DAZ	REVISED -			CONTRACT NO. 64D81						
PLOT DATE = \$DATE*		DATE - 06-21-13	REVISED -			ILLINOIS FED. AID PROJECT						
					SCALE:	SHEET 3 OF 3 SHEETS	STA. 283+43 TO STA. 293+50					

HOT MIX ASPHALT SCHEDULE													
LOCATION	LENGTH	WIDTH	AREA	QUANTITY DEPTH	40603310	40600625	40603080	40701906	48203021	40600982	44004250	Z0004638	44300200
					HMA SC "C" N50	LEV BIND MM N50	HMA BC IL-19.0 N50	HMA PAVT FD 11.25	HMA SHLDR 6	HMA SUR REM BUTT JT	PAVED SHLD REMOVAL	PAVT BREAKING	STRIP REF CR CON TR
	FOOT	FOOT	SQ YD	INCHES	TON	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT
STA. 283+00 TO STA. 284+12	112	26.00	324							324			
STA. 283+00 TO STA. 284+21	121	26.33	354	2.25	45								
STA. 282+60 TO STA.286+57.5 LT	397.5		317	2.00	36								
STA. 282+60 TO STA.286+57.5 RT	397.5		317	6.00				317			280		
STA. 282+43 TO STA.286+57.5 RT	414.5		312	2.00	35								
STA. 282+43 TO STA.286+57.5 RT	414.5		312	6.00				312			298		
STA. 284+21 TO STA. 285+15	94	26.33	275	2.00	31								
STA. 284+21 TO STA. 285+15	94	26.77	280	5.00		78							282
STA. 285+15 TO STA.286+57.5	142.5	26.94	427	11.25				427					
STA. 285+15 TO STA.286+57.5	142.5	33.61	532	3.34			99						428
STA.287+87.5 TO STA. 290+90	302.5	26.94	905	11.25				905			905		
STA.287+87.5 TO STA. 293+50 LT	562.5		222	2.00	25								
STA.287+87.5 TO STA. 293+50 LT	562.5		323	6.00				323			151		
STA.287+87.5 TO STA. 293+50 RT	562.5		222	2.00	25								
STA.287+87.5 TO STA. 293+50 RT	562.5		315	6.00				315			100		
STA. 290+90 TO STA. 291+85	95	26.33	278	2.00	31								
STA. 290+90 TO STA. 291+85	95	27.10	286	5.00			53						285
STA. 291+85 TO STA. 292+83	98	26.33	287	2.00	32								
STA. 291+85 TO STA. 292+83	98	26.77	292	5.00		82							294
STA. 292+83 TO STA. 293+50	67	26.33	196	2.25	25								
STA. 292+94 TO STA. 293+50	56	26.00	162	2.00						162			
HAHNAMAN ROAD AND IL 40 LT			156	11.25				156					150
HAHNAMAN ROAD AND IL 40 LT			44	2.00	5				44				
TOTALS =					290	160	152	1488	1311	486	829	905	1439

GUARDRAIL SCHEDULE										
LOCATION	63200310	63000001	63100085	63100169	63500105	78200410	78200520	78201000		
	GUARDRAIL REMOVAL	SPBGR TY A 6FT POSTS	TR BAR TRM T6	TR BAR TRM T1 SPL FLR	DELINEATORS	GUARDRAIL MKR TYPE A	BAR WALL MKR TYPE B	TERM MARK DIR APPLIED		
	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH		
STA. 282+61 TO STA. 285+05 LT	244									
STA. 282+43 TO STA. 284+01 RT	159									
STA. 285+40 TO STA. 289+66 LT	426									
STA. 284+53 TO STA. 289+04 RT	451									
STA. 282+43 TO STA. 282+86 RT			1							
STA. 282+86 TO STA. 283+23 RT		37.5				1				
STA. 283+23 TO STA. 283+73 RT				1	1					
STA. 282+61 TO STA. 283+03 LT			1							
STA. 283+03 TO STA. 283+78 LT		75.0			1	1				
STA. 283+78 TO STA. 284+28 LT				1	1					
STA. 285+29 TO STA. 285+79 RT				1	1					
STA. 285+79 TO STA. 286+29 RT		50.0				1				
STA. 286+29 TO STA. 286+58 RT			1							
STA. 285+54 TO STA. 286+04 LT				1	1					
STA. 286+04 TO STA. 286+29 LT		25.0				1				
STA. 286+29 TO STA. 286+58 LT			1							
STA. 286+58 TO STA. 287+88 LT							1			
STA. 287+88 TO STA. 287+88 RT							1			
STA. 287+73 TO STA. 288+16 RT			1							
STA. 288+16 TO STA. 288+41 RT		25.0				1				
STA. 288+41 TO STA. 288+91 RT				1	1					
STA. 287+73 TO STA. 288+16 LT			1							
STA. 288+16 TO STA. 288+66 LT		50.0				1				
STA. 288+66 TO STA. 289+16 LT					1	1				
TOTALS =	1280	262.5	6	6	7	6	2	6		

DRAINAGE SCHEDULE									
LOCATION	54200220	61000335	60100945	54215547	54215550	60900515	60100080		
	P CUL CL D 1 15	TY G INLET BOX 610001	PIPE DRAINS 12	METAL END SECTIONS 12"	METAL END SECTIONS 15"	CONC THRUST BLOCKS	FRENCH DRAINS CU YD		
	FOOT	EACH	EACH	EACH	EACH	EACH			
STA. 289+53 57.0' RT TO STA. 290+22 45.3RT	70				2				
STA. 289+72 49.0' LT TO STA. 290+28 45.4LT	57				2				
STA. 286+86 30.0' LT									
STA. 289+72 30.0' LT									
STA. 286+55 16.0' LT TO STA. 286+55 30.0LT		1	16	1		1			
STA. 286+55 16.0' RT TO STA. 286+55 36.0RT		1	22	1		1			
STA. 287+94 13.0' LT TO STA. 287+94 26.2LT							1.5		
STA. 287+94 13.0' RT TO STA. 287+94 28.5RT							1.7		
STA. 290+90 16.0' LT TO STA. 290+90 25.2LT							1.4		
STA. 290+90 16.0' RT TO STA. 290+90 25.2RT							1.4		
HAHNAMAN ROAD AND IL 40	50				2				
TOTALS =	177	2	38	2	6	2	6.0		

AGGREGATE SCHEDULE				
LOCATION	35102000	30300011	48102100	
	AGG BASE CSE B 8	AGG SUBGRADE IMPR	AGG WEDGE SHLD TYPE B	
	SQ YD	TON	TON	
STA. 284+15 (FE) RT	159			
STA. 285+00 (FE) LT	199			
STA. 289+81 (FE) RT	159			
STA. 290+00 (FE) LT	159			
STA. 285+15 TO STA.286+57.5 LT		52		
STA. 285+15 TO STA.286+57.5 RT		51		
STA.287+87.5 TO STA. 290+90		459		
HAHNAMAN ROAD AND IL 40			3	
HAHNAMAN ROAD AND IL 40 (FE)	65			
TOTALS =	741	562	3	

ROW AND SECTION MARKERS SCHEDULE			
LOCATION	66600105	Z0049300	
	FUR ERECT ROW MARKERS	REF LAND MARKERS	
	EACH	EACH	
STA. 285+57.76 49.90' RT	1		
STA. 286+75.00 75.00' RT	1		
STA. 289+50.00 75.00' RT	1		
STA. 290+50.00 60.00' RT	1		
STA. 291+50.00 50.00' RT	1		
STA. 292+00.00 40.04' RT	1		
STA. 285+58.29 54.71' LT	1		
STA. 286+50.00 65.00' LT	1		
STA. 289+50.00 65.00' LT	1		
STA. 291+50.00 55.00' LT	1		
STA. 291+97.00 41.99' LT	1		
STA. 561+95.00 40.00' LT	1		
STA. 159+40.00 40.00' LT	1		
STA. 286+57.84 7.81' LT			1
TOTALS =	13		1

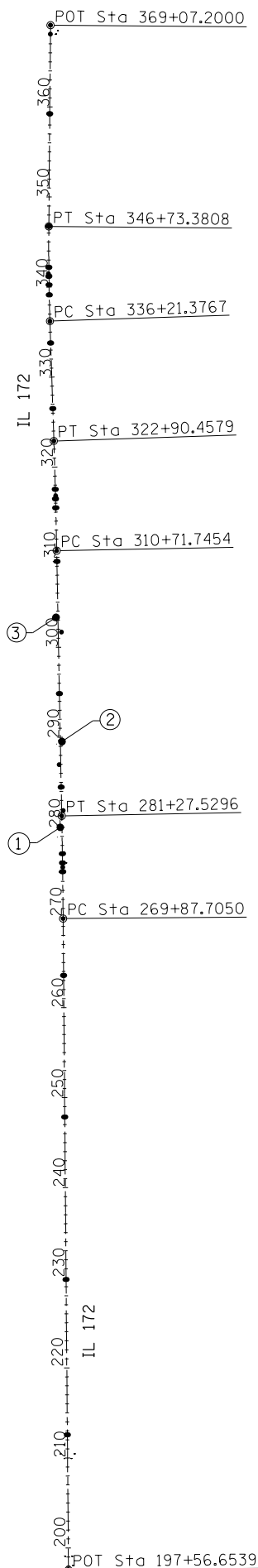
EARTHWORK SCHEDULE				
LOCATION	20200100	75% EARTH	EMBANKMENT	EARTHWORK BALANCE
	EARTH EXCAVATION	EXCAVATION	CU. YD.	BALANCE WASTE (+) OR SHORTAGE (-)
	CU. YD.	CU. YD.	CU. YD.	CU. YD.
STA. 283+00 TO STA. 286+88	92	69	600	-531
STA. 287+58 TO STA. 293+50	344	258	2045	-1787
HAHNAMAN ROAD AND IL 40	2	2	5	-3
TOTAL =	438	329	2649	-2320

EROSION CONTROL SCHEDULE				
LOCATION	28000400	28000305	28000500	
	PERIMETER EROS BAR	TEMP DITCH CHECKS	INLET & PIPE PROTECT	
	FOOT	FOOT	FOOT	
STA. 282+72 TO STA. 284+83 LT	236			
STA. 285+20 TO STA. 286+75 LT	196			
STA. 287+68 TO STA. 289+69 LT	228			
STA. 290+37 TO STA. 293+01 LT	268			
STA. 282+45 TO STA. 283+97 RT	166			
STA. 284+36 TO STA. 286+76 RT	262			
STA. 287+58 TO STA. 289+64 RT	216			
STA. 290+15 TO STA. 293+34 RT	321			
STA. 287+90 LT		10		
STA. 287+90 RT		10		
STA. 291+40 LT		10		
STA. 291+40 RT		10		
STA. 290+22 RT			1	
STA. 290+28 LT			1	
HAHNAMAN ROAD AND IL 40 LT			1	
TOTALS =	1893	40	3	

SEEDING SCHEDULE					
LOCATION	25000210	25100125	25100630	28000250	25000750
	SEEDING CL 2A	MULCH METHOD 3	EROSION CONTR BLANKET	TEMP EROS CONTR SEED	MOWING
	ACRE	ACRE	SQ YD	POUND	ACRE
STA. 282+92 TO STA. 284+88 LT	0.12	0.06	290	24	0.12
STA. 285+12 TO STA. 286+73 LT	0.09	0.05	218	18	0.09
STA. 287+73 TO STA. 289+88 LT	0.15	0.08	363	30	0.15
STA. 290+12 TO STA. 293+50 LT	0.16	0.08	387	32	0.16
STA. 282+90 TO STA. 284+03 RT	0.05	0.02	97	10	0.05
STA. 284+27 TO STA. 286+73 RT	0.14	0.07	339	28	0.14
STA. 287+73 TO STA. 289+69 RT	0.23	0.10	484	46	0.23
STA. 289+93 TO STA. 293+50 RT	0.22	0.09	411	44	0.22
HAHNAMAN ROAD AND IL 40 LT	0.11				0.11
TOTALS =	1.3	0.5	2589	232	1.3

PAVEMENT MARKING				
LOCATION	NUMBER OF APPLICATIONS	78001110 PAINT PVT MK LINE 4 (WHITE)	78001110 PAINT PVT MK LINE 4 (YELLOW)	78100100 RAISED REFL PAVT MKR
		FOOT	FOOT	EACH
STA. 282+43 TO STA. 293+50 LT	2	2214		
STA. 283+61 TO STA. 293+50 RT	2	1978		
STA. 283+43 TO STA. 293+50	2		504	14
TOTALS =		4192	504	14

CONCRETE CURB AND APPROACH SLAB REMOVAL SCHEDULE			
LOCATION	44000100	66201120	Z0004552
	PAVEMENT REM	CONC SHLD CURB	APPROACH SLAB RM
	SQ YD	FOOT	SQ YD
STA. 286+50 16.0' LT TO STA. 286+55 16.0' LT		5	
STA. 286+50 16.0' RT TO STA. 286+55 16.0' RT		5	
STA. 286+56 TO STA. 286+80	71		
STA. 286+80 TO STA. 287+00			53
STA. 287+44 TO STA. 287+64			53
STA. 287+64 TO STA. 287+90	75		
TOTALS =	146	10	106



Chain 172 contains:  
1013 CUR 200 CUR 210 CUR 220 230

Beginning chain 172 description  
=====

Point 1013 N 1,811,036.9322 E 2,400,616.4881 Sta 197+56.65

Course from 1013 to PC 200 359° 31' 46.94" Dist 7,231.0511'

Curve Data  
-----

Curve 200  
P.I. Station 275+57.62 N 1,818,837.6383 E 2,400,552.4571  
Delta = 0° 37' 05.25" (LT)  
Degree = 0° 03' 15.23"  
Tangent = 569.9178'  
Length = 1,139.8246'  
Radius = 105,653.7019'  
External = 1.5371'  
Long Chord = 1,139.8190'  
Mid. Ord. = 1.5371'  
P.C. Station 269+87.71 N 1,818,267.7397 E 2,400,557.1351  
P.T. Station 281+27.53 N 1,819,407.4533 E 2,400,541.6314  
C.C. N 1,817,400.5259 E 2,294,906.9923

Course from PT 200 to PC 210 358° 54' 41.70" Dist 2,944.2158'

Curve Data  
-----

Curve 210  
P.I. Station 316+81.11 N 1,822,960.3939 E 2,400,474.1299  
Delta = 0° 47' 20.54" (LT)  
Degree = 0° 03' 53.08"  
Tangent = 609.3659'  
Length = 1,218.7125'  
Radius = 88,496.2763'  
External = 2.0980'  
Long Chord = 1,218.7029'  
Mid. Ord. = 2.0979'  
P.C. Station 310+71.75 N 1,822,351.1379 E 2,400,485.7050  
P.T. Station 322+90.46 N 1,823,569.4327 E 2,400,454.1659  
C.C. N 1,820,670.1216 E 2,312,005.3959

Course from PT 210 to PC 220 358° 07' 21.15" Dist 1,330.9187'

Curve Data  
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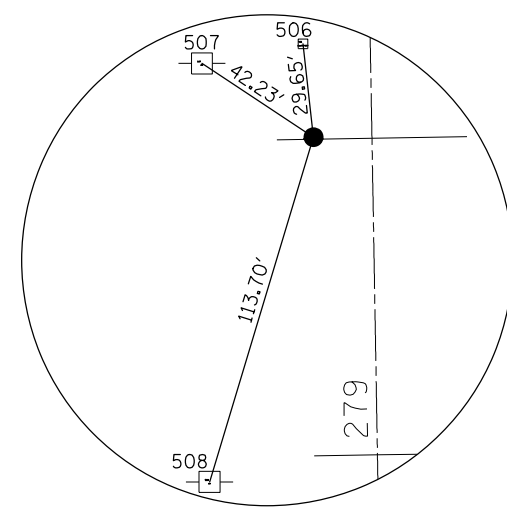
Curve 220  
P.I. Station 341+47.45 N 1,825,425.4314 E 2,400,393.3271  
Delta = 2° 22' 01.53" (RT)  
Degree = 0° 13' 30.03"  
Tangent = 526.0769'  
Length = 1,052.0041'  
Radius = 25,463.9072'  
External = 5.4337'  
Long Chord = 1,051.9293'  
Mid. Ord. = 5.4326'  
P.C. Station 336+21.38 N 1,824,899.6369 E 2,400,410.5624  
P.T. Station 346+73.38 N 1,825,951.4891 E 2,400,397.8227  
C.C. N 1,825,733.8843 E 2,425,860.8002

Course from PT 220 to 230 0° 29' 22.68" Dist 2,233.8192'

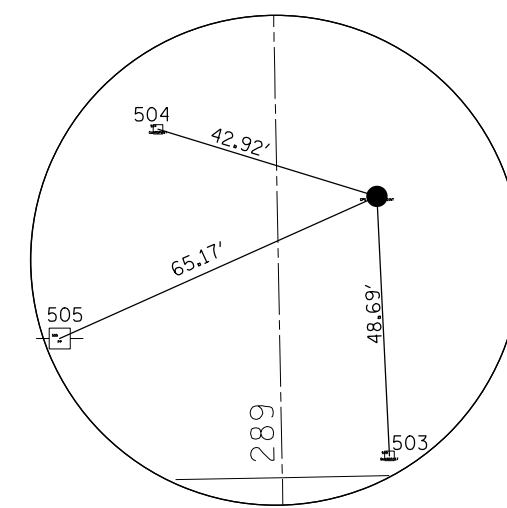
Point 230 N 1,828,185.2267 E 2,400,416.9121 Sta 369+07.20

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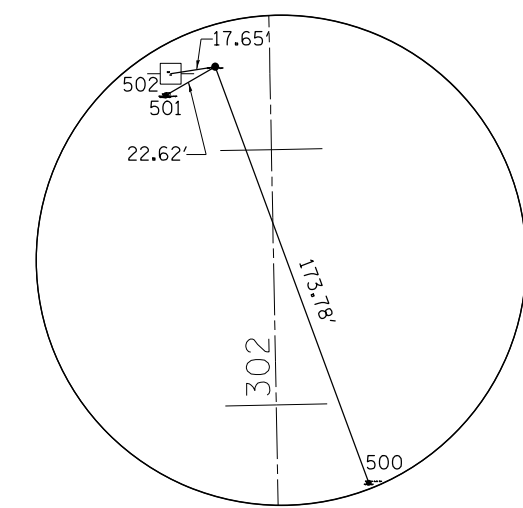
Ending chain 172 description



HORIZONTAL CONTROL POINT NO. 1



HORIZONTAL CONTROL POINT NO. 2



HORIZONTAL CONTROL POINT NO. 3

HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1819280.2880	2400525.5070	628.5340	172	280+00.67	18.4609' LT	GPS CONTROL POINT, PIN
2	1820232.4930	2400544.6910	628.0560	172	289+52.36	18.731' RT	GPS CONTROL POINT, PIN
3	1821612.0480	2400478.3480	630.3380	172	303+32.93	21.3949' LT	GPS CONTROL POINT, PIN

SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
102	1820021.6800	2400562.0010	619.7580	172	287+41.26	32.0334' RT	TRAVERSE STATION
103	1819511.8750	2400590.7090	625.4680	172	282+31.00	51.0523' RT	TRAVERSE STATION
104	1819483.9860	2400485.7350	625.4500	172	282+05.11	54.4325' LT	TRAVERSE STATION

REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	172	301+68.78	35.6674' RT	FENCE POST, SHINER
501	172	303+21.94	41.1722' LT	FENCE CORNER, SHINER
502	172	303+30.52	38.8849' LT	POWER POLE, SHINER
503	172	289+03.69	20.1357' RT	GUARDPOST, SHINER
504	172	289+65.71	22.0589' LT	GUARDPOST, SHINER
505	172	289+26.85	41.2354' LT	POWER POLE, SHINER
506	172	280+30.20	21.2278' LT	GUARDPOST, SHINER
507	172	280+24.60	53.2661' LT	POWER POLE, SHINER
508	172	278+92.35	53.1444' LT	POWER POLE, SHINER

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1819466.5060	2400557.3820	633.3470	172	281+86.27	16.8695' RT	BRIDGE CURB, DISK
402	1819976.2620	2400512.7560	627.8660	172	286+96.78	18.0654' LT	HEADWALL, CHISELED SQUARE
403	1821600.9840	2400459.8490	632.5120	172	303+22.22	40.1008' LT	R.O.W. MARKER, TOP

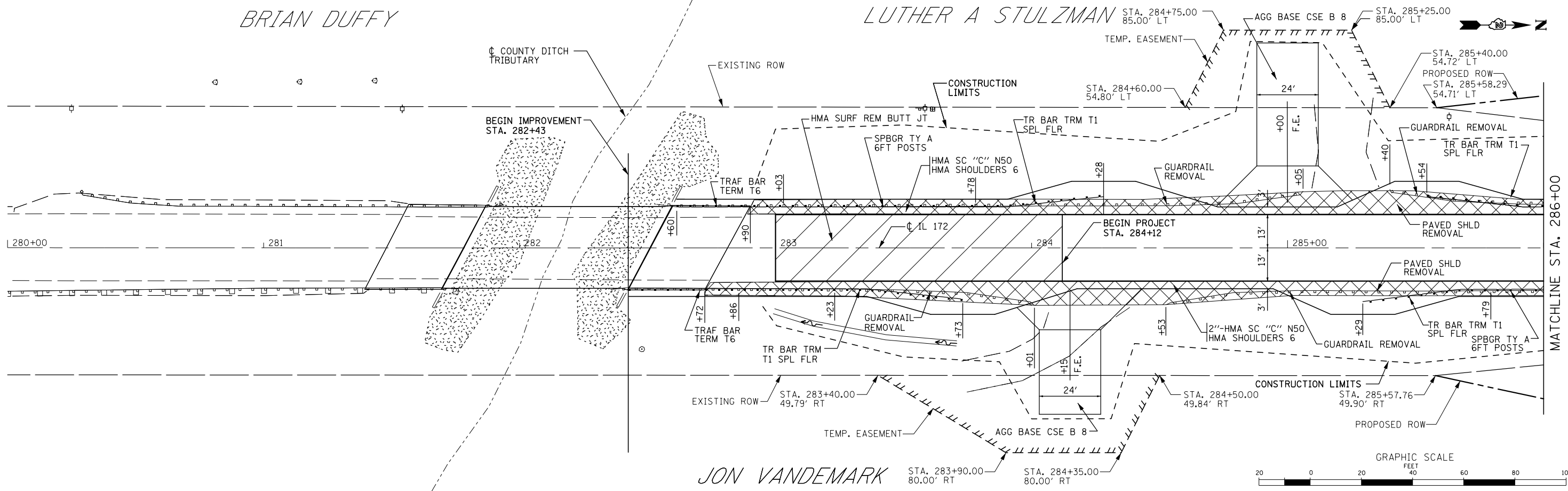
CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
172	200	200	201	202	203
172	210	210	211	212	213
172	220	220	221	222	223

APPARENT PROPERTY CORNERS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
716	1818888.0690	2400589.4280	623.5330	172	276+07.52	39.2023' RT	R.O.W. MARKER, BACK
717	1818787.3240	2400512.7750	624.4220	172	275+07.83	38.814' LT	R.O.W. MARKER, BACK
718	1822231.9120	2400447.7680	630.9590	172	309+53.26	40.1949' LT	R.O.W. MARKER, BACK
720	1820208.8090	2395244.8790	629.3100	172	290+29.35	5280.5747' LT	SECTION CORNER
725	1820305.2610	2405728.9030	626.6620	172	289+26.64	5203.3899' RT	PIPE
726	1820275.7980	2400517.3180	629.0390	172	289+96.18	7.8145' LT	SECTION CORNER
728	1820337.6320	2405740.5020	627.3180	172	289+58.79	5215.6017' RT	SECTION CORNER

BRIAN DUFFY

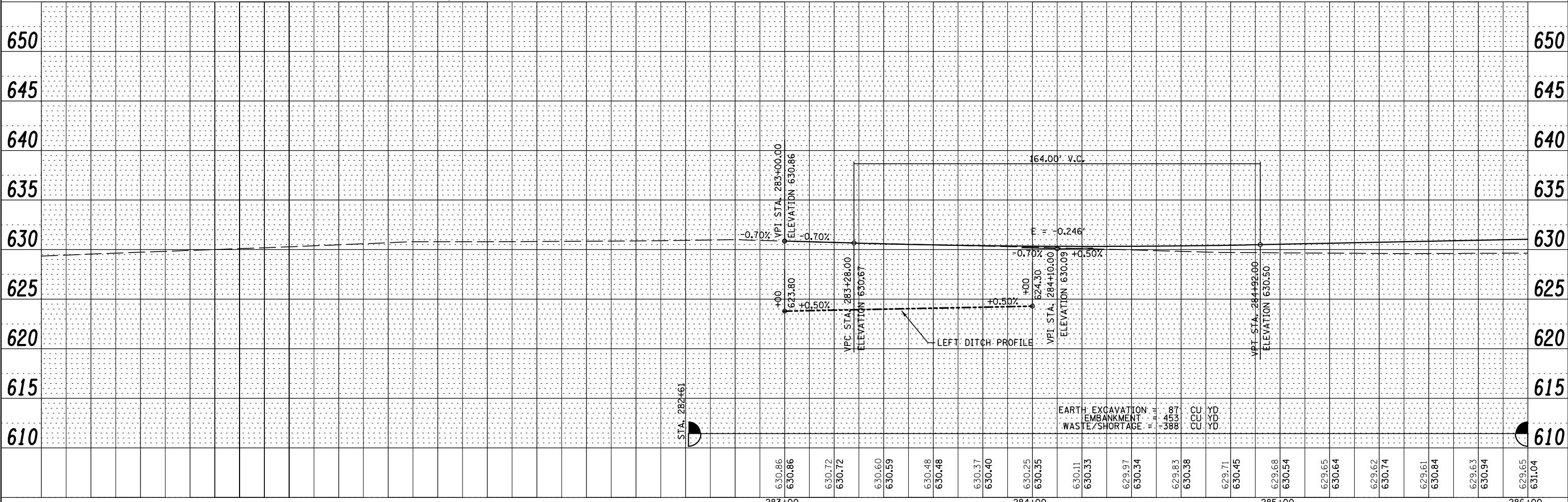
LUTHER A STULZMAN

JON VANDEMARK



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	
	NO.	



FILE NAME =	USER NAME = *USER*	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>		Zroka Engineering, P.C. 4216 North Hermitage Chicago, IL 60613	<b>PLAN AND PROFILE</b>	F.A.S. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		DRAWN - LCR	REVISED -					200	141B-2	WHITESIDE	77	15
PLOT SCALE = *SCALE*		CHECKED - DAZ	REVISED -					CONTRACT NO. 64D81				
PLOT DATE = *DATE*		DATE - 6-21-13	REVISED -					ILLINOIS FED. AID PROJECT				

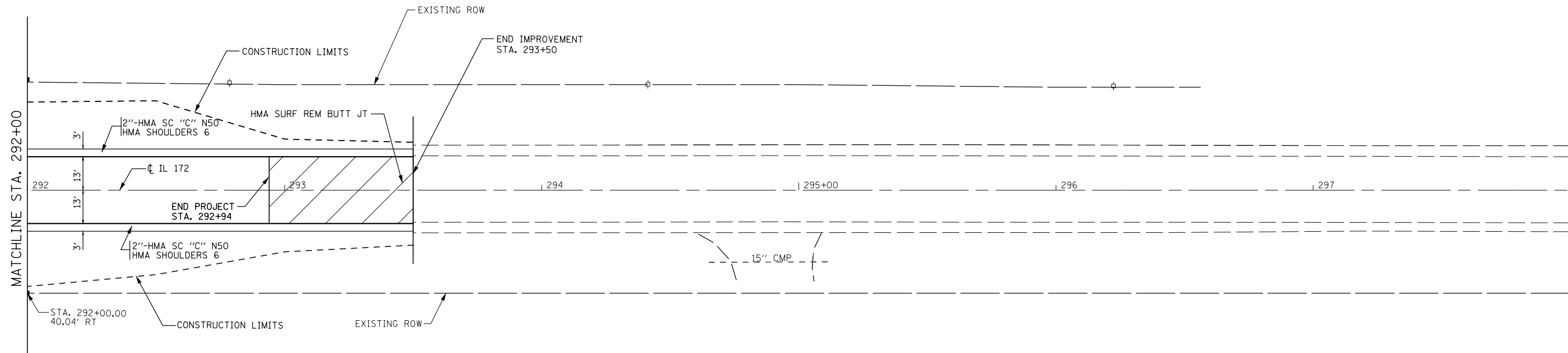




LUTHER A STULZMAN



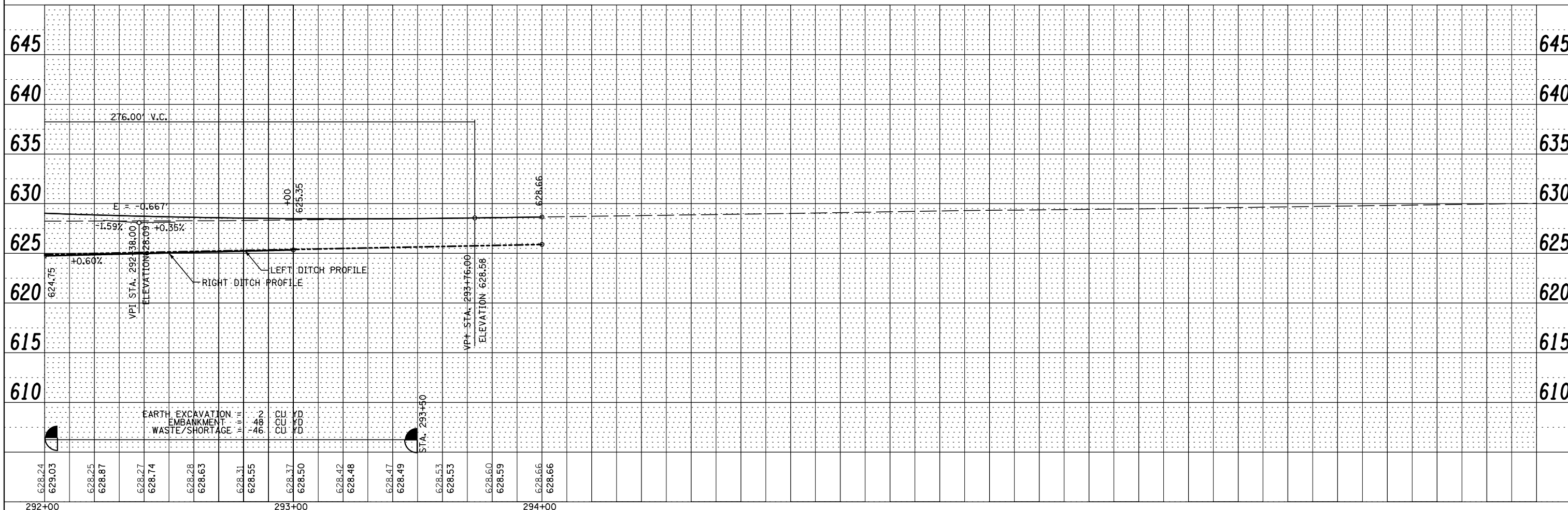
PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
NOTE BOOK NO.	CADD FILE NAME		



JAMES & NORMA MEADER



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



628.24	629.03	628.25	628.87	628.27	628.74	628.28	628.63	628.31	628.55	628.37	628.50	628.42	628.48	628.47	628.49	628.53	628.53	628.60	628.59	628.66	628.66
292+00			293+00						294+00												

FILE NAME =	USER NAME = *USER*	DESIGNED - RAC	REVISED -
*FILEL*		DRAWN - LCR	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - DAZ	REVISED -
	PLOT DATE = *DATE*	DATE - 6-21-13	REVISED -

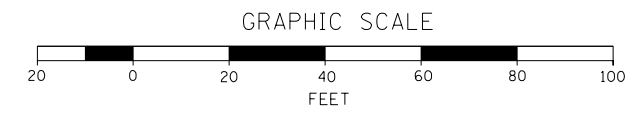
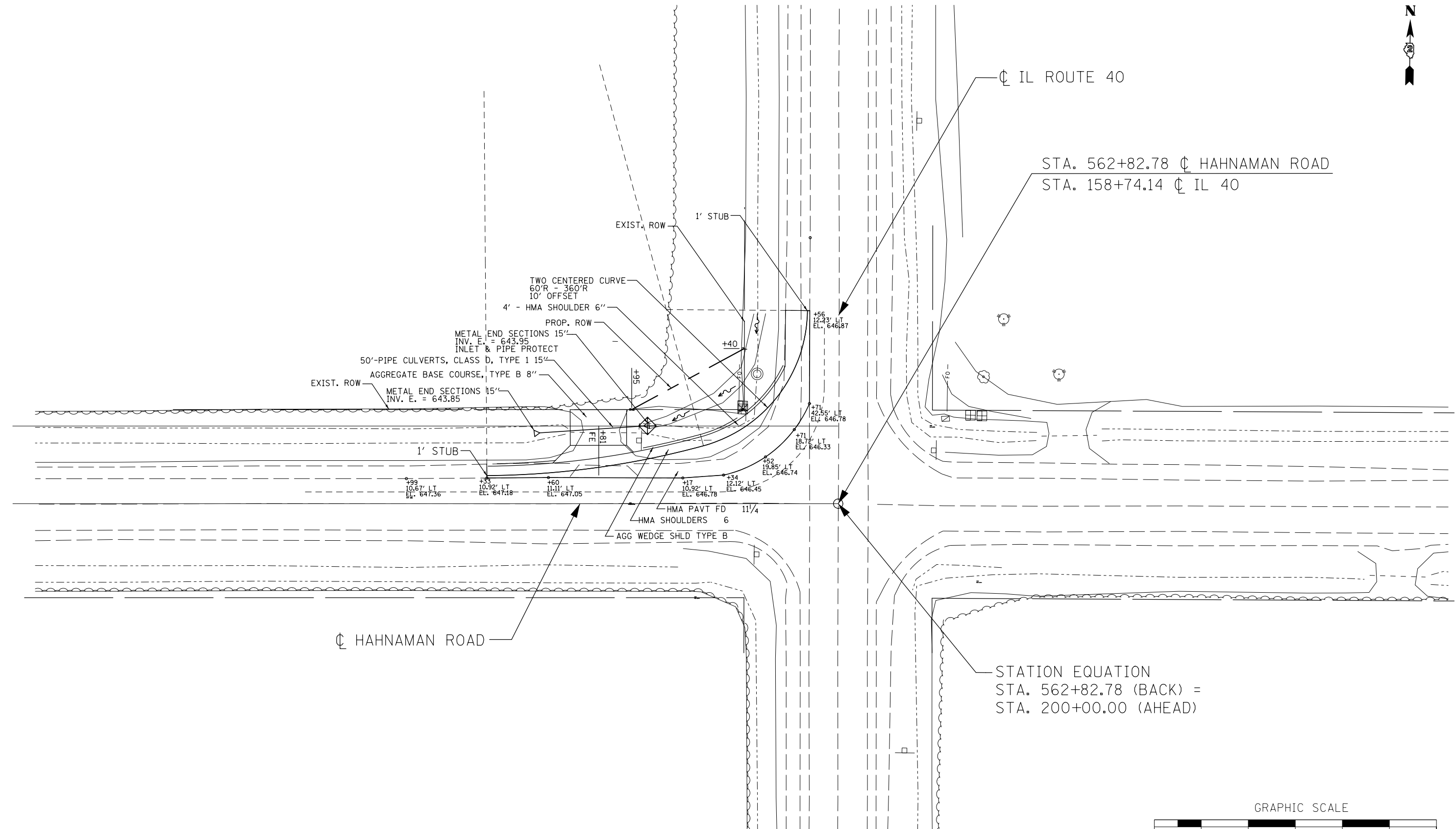
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**ZROKA**  
engineering  
Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

PLAN AND PROFILE

SCALE: 1" = 20' SHEET 3 OF 3 SHEETS STA. 292+00 TO STA. 293+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	17
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = \$USER*	DESIGNED - RAC	REVISED -
*FILEL*		DRAWN - LCR	REVISED -
	PLOT SCALE = \$SCALE*	CHECKED - DAZ	REVISED -
	PLOT DATE = \$DATE*	DATE - 06-21-13	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**ZROKA**  
 engineering  
 Zroka Engineering, P.C.  
 4216 North Hermitage  
 Chicago, IL 60613

IL 40 AND HAHNAMAN ROAD  
 INTERSECTION PLAN

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	18
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				

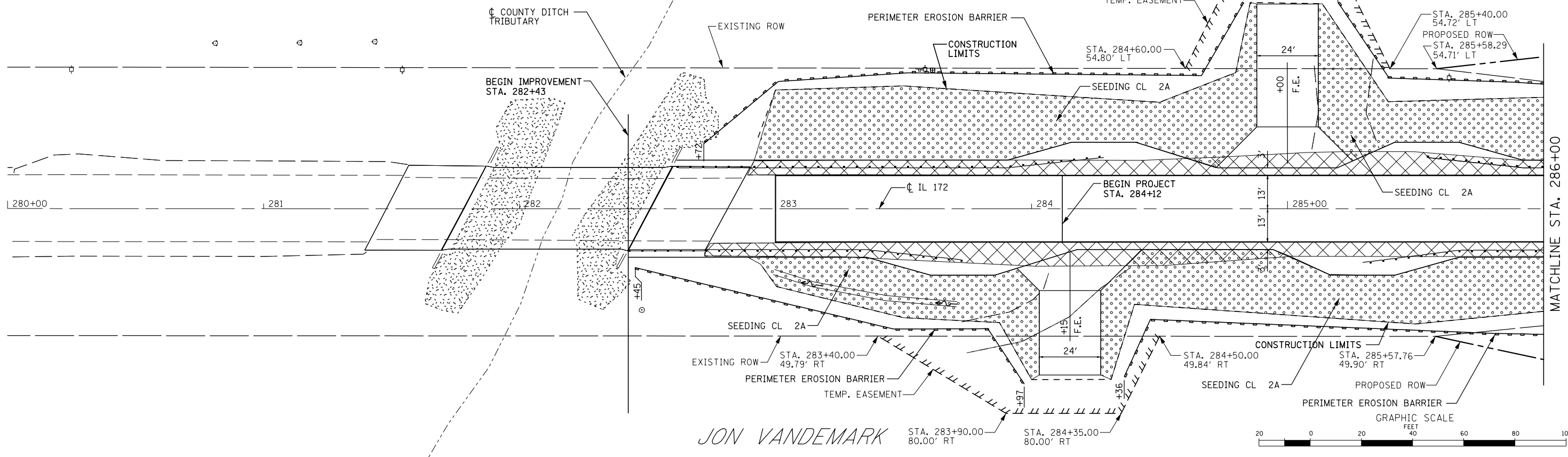
SCALE: SHEET 1 OF 1 SHEETS



BRIAN DUFFY

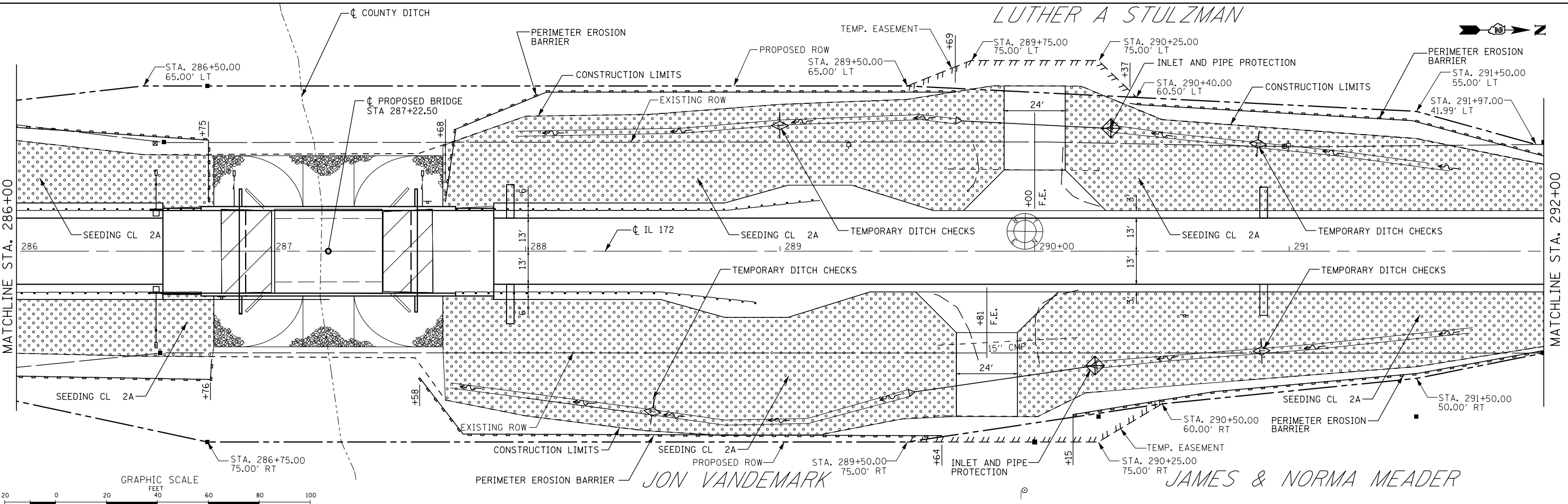
LUTHER A STULZMAN

STA. 284+75.00 85.00' LT  
STA. 285+25.00 85.00' LT



JON VANDEMARK

LUTHER A STULZMAN

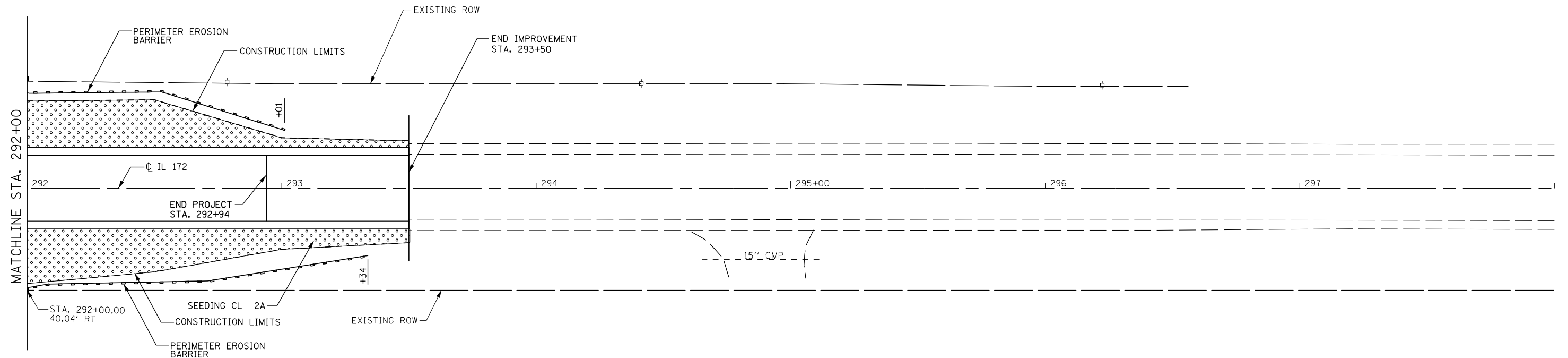
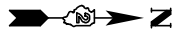


JON VANDEMARK

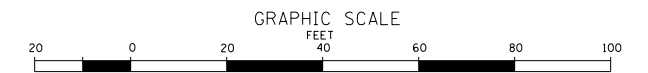
JAMES & NORMA MEADER

FILE NAME =	USER NAME = *USER*	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>		<b>EROSION CONTROL AND LANDSCAPING</b>	F.A.S. R.T.E. = 200	SECTION = 141B-2	COUNTY = WHITESIDE	TOTAL SHEETS = 77	SHEET NO. = 20	
*FILEL#		DRAWN - LCR	REVISED -				SCALE: 1" = 20'	SHEET 1 OF 2 SHEETS	STA. 283+43 TO STA. 292+00	CONTRACT NO. 64D81		ILLINOIS FED. AID PROJECT
		CHECKED - DAZ	REVISED -									
		DATE - 06-21-13	REVISED -									

LUTHER A STULZMAN



JAMES & NORMA MEADER



FILE NAME =	USER NAME = \$USER\$	DESIGNED - RAC	REVISED -
*FILE#		DRAWN - LCR	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED - DAZ	REVISED -
	PLOT DATE = \$DATE\$	DATE - 06-21-13	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

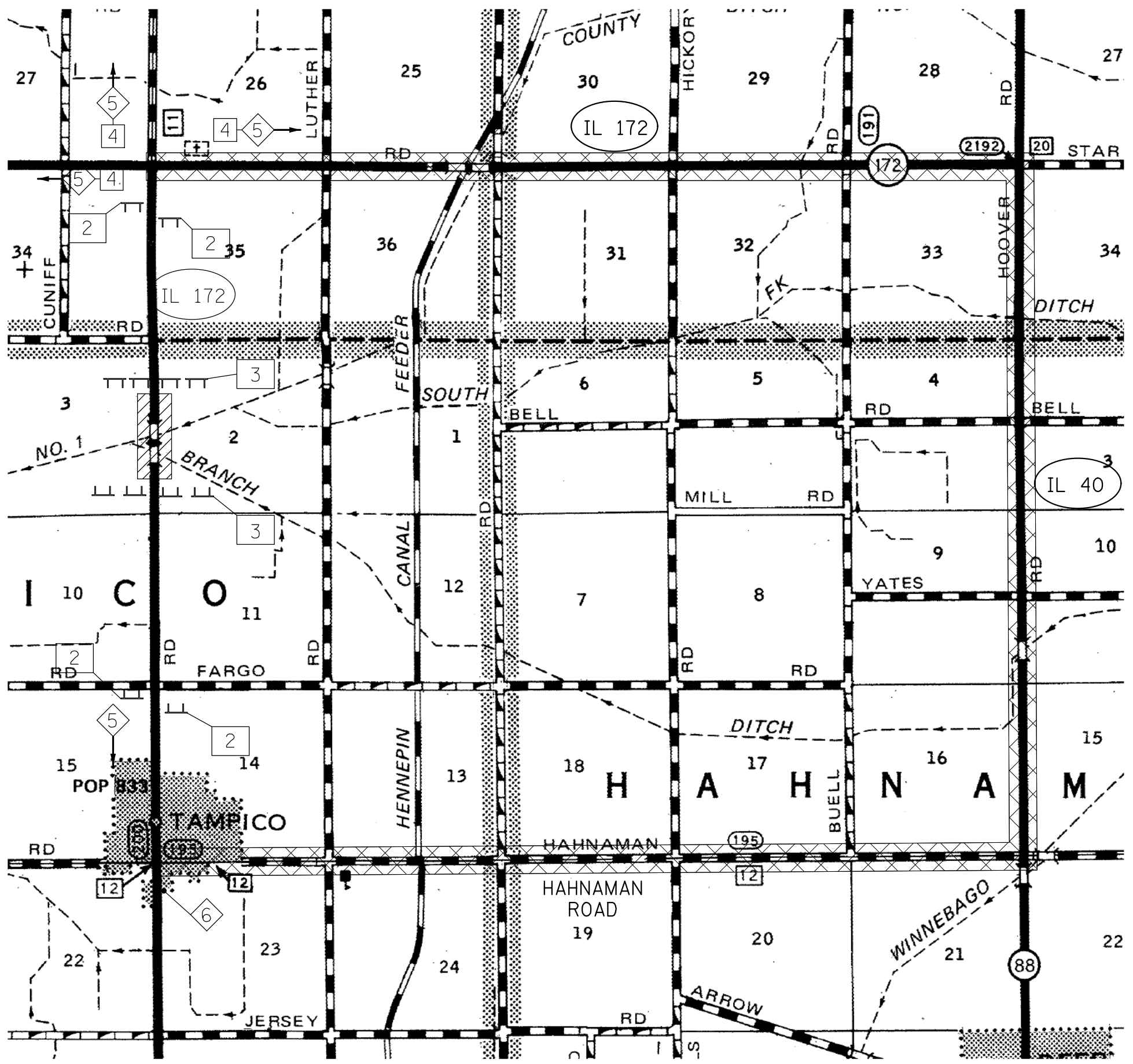


Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

EROSION CONTROL  
AND LANDSCAPING

SCALE: 1" = 200' SHEET 2 OF 2 SHEETS STA. 292+00 TO STA. 293+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	21
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				



- LEGEND**
- ① W20-3(O), 48 - 48" x 48" FLOURESCENT ORANGE
  - ② R-11-2-4830 WITH TYPE A LOW INTENSITY FLASHING LIGHTS
  - ③ R-11-2-4830 WITH TYPE A LOW INTENSITY FLASHING LIGHTS
  - ④ R-11-2-4830 WITH TYPE A LOW INTENSITY FLASHING LIGHTS
  - ⑤ DISTRICT STANDARD 40.1 SIGNING
  - ⑥ W20-3(O), 48 - 48" x 48" FLOURESCENT ORANGE
  - ☀ TYPE A LOW INTENSITY FLASHING LIGHT
  - ⊥ TYPE III BARRICADES WITH TYPE A LOW INTENSITY FLASHING LIGHTS
- ROAD CLOSED AHEAD
- ROAD CLOSED TO THRU TRAFFIC
- ROAD CLOSED
- NO ACCESS TO TAMPICO
- ROAD CLOSED 2 MILES
- DETOUR ROUTE
- WORK ZONE

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ENTRANCES AT ALL TIMES.  
 ALL TYPE III BARRICADES UTILIZED FOR ROAD CLOSURES SHALL HAVE TWO LOW INTENSITY FLASHING LIGHT MOUNTED ON TOP OF EACH BARRICADE.

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ZROKA</b> engineering Zroka Engineering, P.C. 4216 North Hermitage Chicago, IL 60613	<b>DETOUR PLAN</b>		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - LCR	REVISED -			200	141B-2	WHITESIDE	77	22		
	PLOT DATE = #DATE#	CHECKED - DAZ	REVISED -			CONTRACT NO. 64D81						
		DATE - 06-21-13	REVISED -			ILLINOIS FED. AID PROJECT						
				SCALE:	SHEET	OF	SHEETS	STA. 283+43	TO STA. 293+50			

# Township 19 North, Range 6 East of the 4th Principal Meridian

**A. LUTHER STUTZMAN & PHYLLIS J. STUTZMAN**

PARCEL 001/E4A 0.065 AC.

PART OF THE SOUTH HALF OF THE SOUTH HALF OF THE NORTHEAST QUARTER AND OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 19 NORTH, RANGE 6 EAST OF THE 4TH P.M.

Tract One 0.045 Ac.  
Tract Two 0.020 Ac.

Temporary Easement for Entrance Reconstruction.

**JON DOUGLAS VAN DE MARK, TRUSTEE**

PARCEL 002/E4A 0.059 AC.

PART OF THE WEST THREE-FOURTHS OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 19 NORTH, RANGE 6 EAST OF THE 4TH P.M.

Tract One 0.055 Ac.  
Tract Two 0.004 Ac.

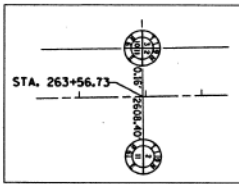
Temporary Easement for Entrance Reconstruction.

**JAMES L. MEADER & NORMA R. MEADER**

PARCEL 003/E4A 0.009 AC.

PART OF THE SOUTH THREE-FOURTHS OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 19 NORTH, RANGE 6 EAST OF THE 4TH P.M.

Temporary Easement for Entrance Reconstruction.



FAS 200 (IL 172)

SURVEY LINE CURVE DATA

PI STA. = 275+57.62

Δ = 0°37'05" RT

D = 0°03'15"

R = 105,653.70'

T = 565.92'

L = 1139.82'

E = 1.54'

P.C. STA. = 269+87.71

P.T. STA. = 281+27.53

**SURVEYOR'S STATEMENT**

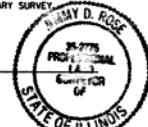
I, JIMMY D. ROSE, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2775, DO HEREBY STATE THAT THE SURVEY OF PROPOSED FAS ROUTE 200 WAS MADE BY ME, OR UNDER MY DIRECTION, THAT THE LAND CORNER TIES SHOWN HEREON, ARE A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY AND THAT THE PLAT DEPICTED HEREON IS IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE LAND ACQUISITION POLICIES AND PROCEDURES MANUAL OF THE DEPARTMENT'S DISTRICT POLICIES.

I FURTHER STATE THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED August 2, 2011

BY JIMMY D. ROSE ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2775 LICENSE EXPIRES 11/30/2012

LINE TABLE		LINE TABLE	
① S 88°54'42" W	45.99'	⑤ S 72°44'44" E	31.78'
② S 1°02'10" E	80.00'	⑥ S 1°05'18" E	50.00'
③ N 64°40'43" W	33.72'	⑦ S 30°03'55" W	58.43'
④ N 1°05'18" W	50.00'	⑧ N 1°03'20" W	110.00'
① N 62°53'25" E	33.79'	⑨ N 89°19'18" E	75.97'
② S 09°16'19" W	54.86'	⑩ N 89°19'18" E	6.85'
③ S 1°46'26" W	46.58'	⑪ S 1°05'18" E	45.59'
④ N 22°53'22" W	26.93'	⑫ N 9°37'09" W	46.15'
① N 1°05'18" W	50.00'	⑬ N 9°37'09" W	54.97'
② N 42°56'29" E	20.86'	⑭ S 32°03'09" E	29.15'
③ S 1°46'26" W	43.53'	⑮ S 1°05'18" E	29.41'
④ N 88°54'42" E	58.75'		



License Expires 11/30/12



FOR THE PURPOSE OF THIS PLAT THE EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 3 HAS BEEN ASSIGNED A BEARING OF N 0°54'24" E.

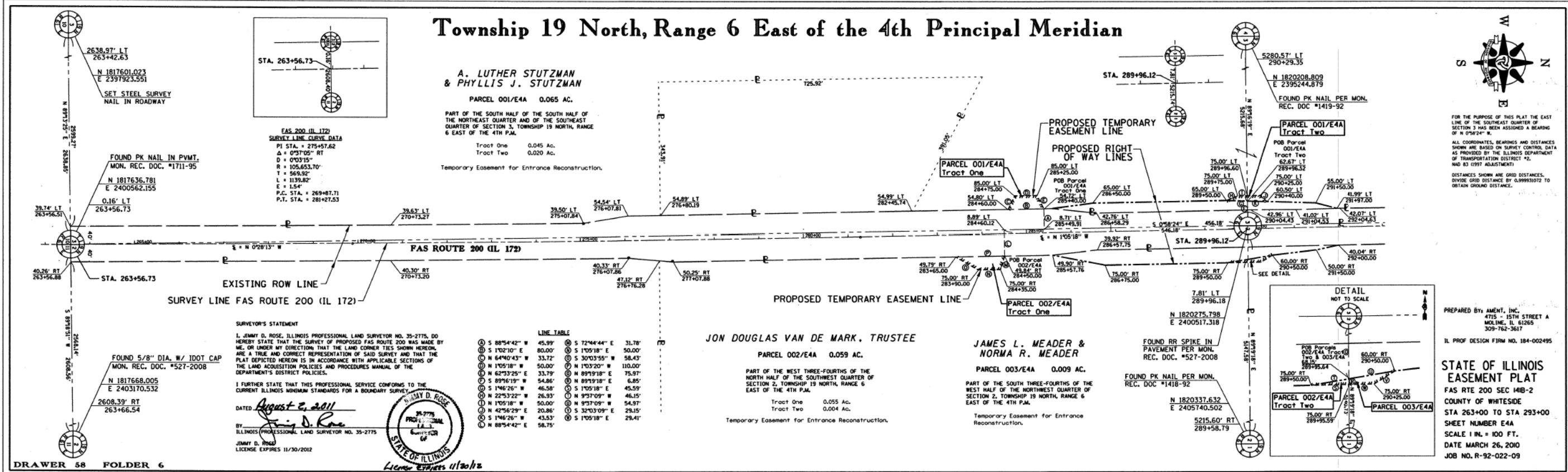
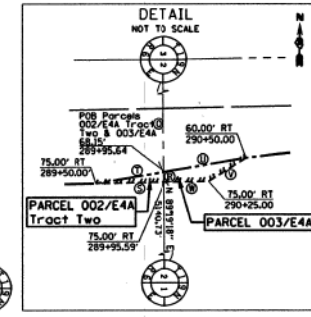
ALL COORDINATES, BEARINGS AND DISTANCES SHOWN ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #2, HAD 83 1057 ADJUSTMENT.

DISTANCES SHOWN ARE GRID DISTANCES. DIVIDE GRID DISTANCE BY 0.99993072 TO OBTAIN GROUND DISTANCE.

PREPARED BY: AMENT, INC.  
4715 - 15TH STREET A  
MOLINE, IL 61255  
309-762-3617

IL PROF DESIGN FIRM NO. 184-002495

**STATE OF ILLINOIS EASEMENT PLAT**  
FAS RTE 200 SEC 14B-2  
COUNTY OF WHITESIDE  
STA 263+00 TO STA 293+00  
SHEET NUMBER E4A  
SCALE 1 IN. = 100 FT.  
DATE MARCH 26, 2010  
JOB NO. R-92-022-09

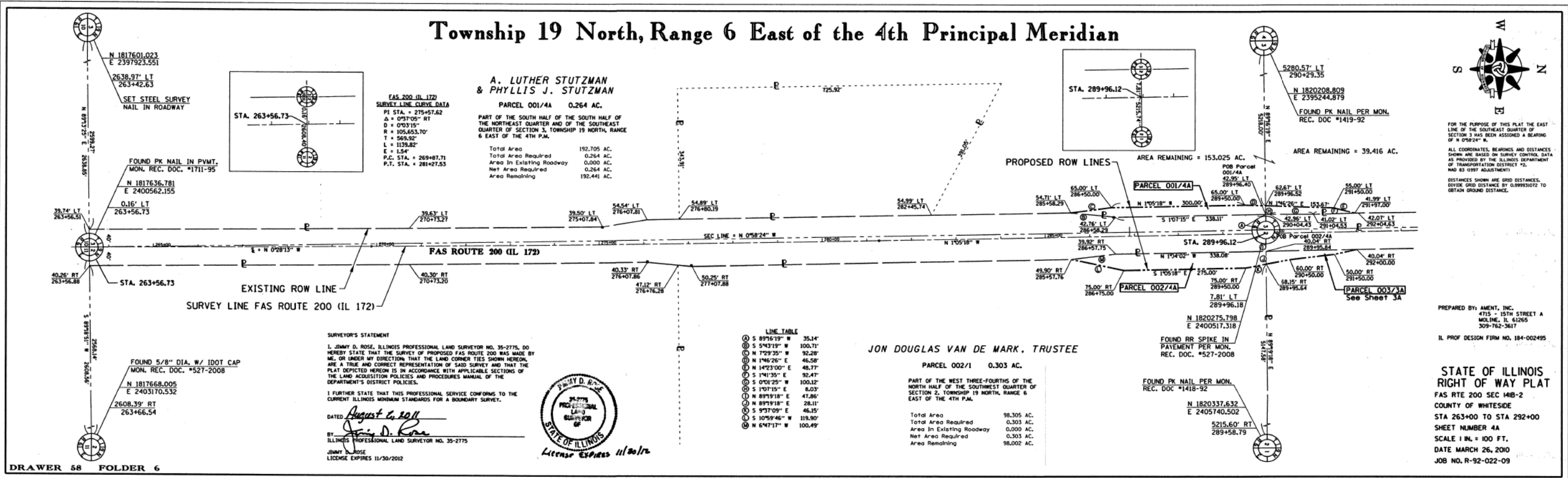


DRAWER 58 FOLDER 6

FILE NAME =	USER NAME = *USER*	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		Zroka Engineering, P.C. 4216 North Hermitage Chicago, IL 60613	<b>RIGHT-OF-WAY PLANS</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILE#		DRAWN - LCR	REVISED -					200	141B-2	WHITESIDE	77	23
PLOT SCALE = *SCALE*		CHECKED - DAZ	REVISED -					CONTRACT NO. 64D81				
PLOT DATE = *DATE*		DATE - 06-21-13	REVISED -					ILLINOIS FED. AID PROJECT				

SCALE: SHEET 1 OF 3 SHEETS STA. 283+43 TO STA. 293+50

# Township 19 North, Range 6 East of the 4th Principal Meridian



**A. LUTHER STUTZMAN & PHYLLIS J. STUTZMAN**  
 PARCEL 001/4A 0.264 AC.  
 PART OF THE SOUTH HALF OF THE SOUTH HALF OF THE NORTHEAST QUARTER AND OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 19 NORTH, RANGE 6 EAST OF THE 4TH P.M.  
 Total Area 192.705 AC.  
 Total Area Required 0.264 AC.  
 Area In Existing Roadway 0.000 AC.  
 Net Area Required 0.264 AC.  
 Area Remaining 192.441 AC.

**JON DOUGLAS VAN DE MARK, TRUSTEE**  
 PARCEL 002/1 0.303 AC.  
 PART OF THE WEST THREE-FOURTHS OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 19 NORTH, RANGE 6 EAST OF THE 4TH P.M.  
 Total Area 98.305 AC.  
 Total Area Required 0.303 AC.  
 Area In Existing Roadway 0.000 AC.  
 Net Area Required 0.303 AC.  
 Area Remaining 98.002 AC.

**SURVEYOR'S STATEMENT**  
 I, JIMMY D. ROSE, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2775, DO HEREBY STATE THAT THE SURVEY OF PROPOSED FAS ROUTE 200 WAS MADE BY ME, OR UNDER MY DIRECTION, THAT THE LAND CORNER TIES SHOWN HEREON ARE A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY AND THAT THE PLAT DEPICTED HEREON IS IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE LAND ACQUISITION POLICIES AND PROCEDURES MANUAL OF THE DEPARTMENT'S DISTRICT POLICIES.  
 I FURTHER STATE THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.  
 DATED August 6, 2011  
 BY Jimmy D. Rose  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2775  
 JIMMY D. ROSE  
 LICENSE EXPIRES 11/30/2012



**LINE TABLE**

① S 89°16'19" W	35.14'
② S 5°43'15" W	100.71'
③ N 1°29'35" W	92.28'
④ N 1°46'26" E	46.58'
⑤ N 14°23'00" E	48.77'
⑥ S 1°41'35" E	92.47'
⑦ S 0°01'25" W	100.12'
⑧ S 1°07'15" E	8.03'
⑨ N 89°19'18" E	47.86'
⑩ N 89°19'18" E	28.11'
⑪ S 93°09' E	46.15'
⑫ S 10°59'46" W	119.90'
⑬ N 6°47'17" W	100.49'



FOR THE PURPOSE OF THIS PLAT THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 3 HAS BEEN ASSIGNED A BEARING OF N 0°02'24" E.  
 ALL COORDINATES, BEARINGS AND DISTANCES SHOWN ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #2, AND AS 1997 ADJUSTMENT.  
 DISTANCES SHOWN ARE GRID DISTANCES. OBTAIN GRID DISTANCE BY OVERSIGHTS TO OBTAIN GROUND DISTANCE.

PREPARED BY: AMENT, INC.  
 4715 - 15TH STREET A  
 Moline, IL 61265  
 309-762-3617  
 IL PROJ DESIGN FIRM NO. 184-002495

**STATE OF ILLINOIS**  
**RIGHT OF WAY PLAT**  
 FAS RTE 200 SEC 14B-2  
 COUNTY OF WHITESIDE  
 STA 263+00 TO STA 292+00  
 SHEET NUMBER 4A  
 SCALE 1 IN. = 100 FT.  
 DATE MARCH 26, 2010  
 JOB NO. R-92-022-09

DRAWER 58 FOLDER 6

FILE NAME =	USER NAME = *USER*	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	Zroka Engineering, P.C. 4216 North Hermitage Chicago, IL 60613	<b>RIGHT-OF-WAY PLANS</b> SCALE: SHEET 2 OF 3 SHEETS STA. 283+43 TO STA. 293+50	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		DRAWN - LCR	REVISED -				200	141B-2	WHITESIDE	77	24
PLOT SCALE = *SCALE*		CHECKED - DAZ	REVISED -				CONTRACT NO. 64D81				
PLOT DATE = *DATE*		DATE - 06-21-13	REVISED -				ILLINOIS FED. AID PROJECT				



# Township 19 North, Range 6 East of the 4th Principal Meridian

**JAMES L. MEADER  
& NORMA R. MEADER**

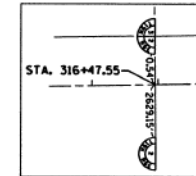
PARCEL 003/3A 0.070 AC.

PART OF THE SOUTH THREE-FOURTHS OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 19 NORTH, RANGE 6 EAST OF THE 4TH P.M.

Total Area 118.350 AC.  
Total Area Required 1.348 AC.  
Area In Existing Roadway 1.278 AC.  
Net Area Required 0.070 AC.  
Area Remaining 117.002 AC.

**LINE TABLE**

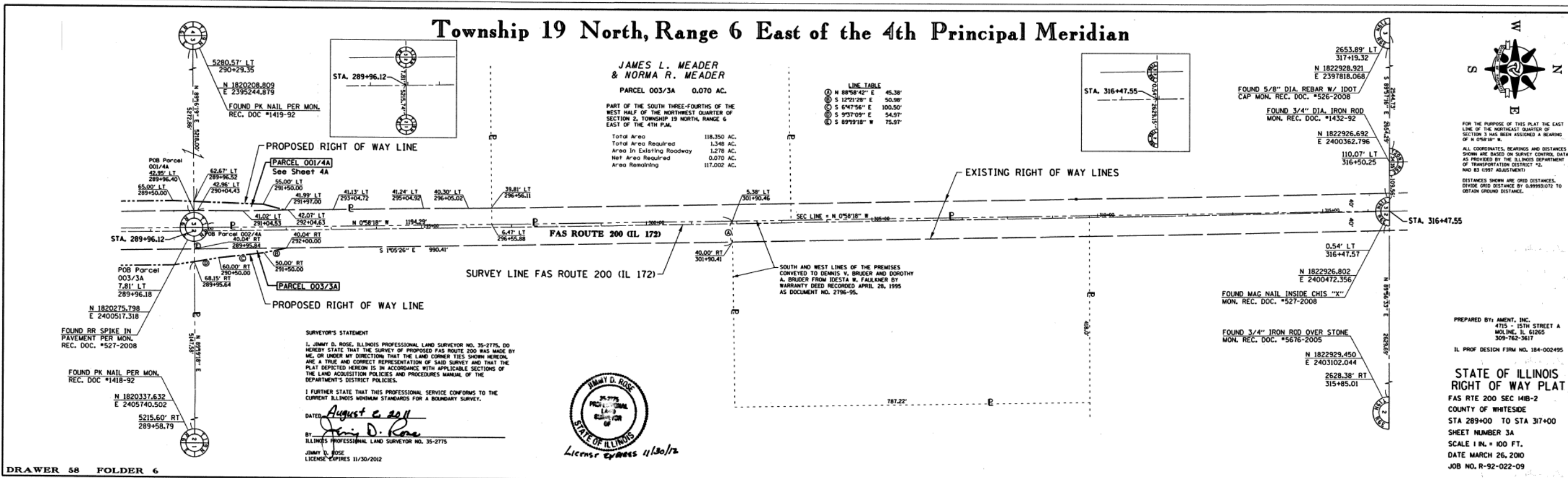
①	N 89°58'42" E	45.38'
②	S 12°21'28" E	50.98'
③	S 6°47'56" E	100.50'
④	S 9°37'09" E	54.97'
⑤	S 89°19'18" W	75.97'



FOR THE PURPOSE OF THIS PLAT THE EAST LINE OF THE NORTHEAST QUARTER OF SECTION 3 HAS BEEN ASSIGNED A BEARING OF N 0°58'18" W.

ALL COORDINATES, BEARINGS AND DISTANCES SHOWN ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT #2, MAD 83 (1997 ADJUSTMENT).

DISTANCES SHOWN ARE GRID DISTANCES. DIVIDE GRID DISTANCE BY 0.9999972 TO OBTAIN GROUND DISTANCE.



**SURVEYOR'S STATEMENT**

I, JIMMY D. ROSE, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2775, DO HEREBY STATE THAT THE SURVEY OF PROPOSED FAS ROUTE 200 WAS MADE BY ME OR UNDER MY DIRECTION THAT THE LAND CORNER TIES SHOWN HEREON ARE A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY AND THAT THE PLAT DEPICTED HEREON IS IN ACCORDANCE WITH APPLICABLE SECTIONS OF THE LAND ACQUISITION POLICIES AND PROCEDURES MANUAL OF THE DEPARTMENT'S DISTRICT POLICIES.

I FURTHER STATE THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED August 2, 2011

*Jimmy D. Rose*

BY ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2775  
JIMMY D. ROSE  
LICENSE EXPIRES 11/30/2012



PREPARED BY: AMENT, INC.  
4715 - 15TH STREET A  
MOLINE, IL 61265  
309-762-3617

IL PROF DESIGN FIRM NO. 184-002495

**STATE OF ILLINOIS  
RIGHT OF WAY PLAT**

FAS RTE 200 SEC 14B-2  
COUNTY OF WHITESIDE  
STA 289+00 TO STA 317+00  
SHEET NUMBER 3A  
SCALE 1 IN. = 100 FT.  
DATE MARCH 26, 2010  
JOB NO. R-92-022-09

DRAWER 58 FOLDER 6

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ZROKA</b> engineering Zroka Engineering, P.C. 4216 North Hermitage Chicago, IL 60613	<b>RIGHT-OF-WAY PLANS</b>		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = *SCALE*	DRAWN - LCR	REVISED -			200	141B-2	WHITESIDE	77	25		
	PLOT DATE = *DATE*	CHECKED - DAZ	REVISED -			CONTRACT NO. 64D81						
		DATE - 06-21-13	REVISED -			ILLINOIS FED. AID PROJECT						
					SCALE:	SHEET 3 OF 3 SHEETS	STA. 283+43 TO STA. 293+50					

Bench Mark: RR Spike at Section Corner, Sta. 289+96.18, 7.81' Left, Elev. 629.04

Existing Structure: S.N. 098-0044 originally constructed in 1933 as SBI Route 82 Section 141B. Reconstructed in 1982 as FAS Rte. 200 Section 141BR with PPC deck beams. Single span PPC Deck Beam superstructure supported on closed abutments. Bk. to Bk. abutments is 43'-0" and Out to Out width is 33'-0".

Existing structure shall be removed and replaced. Traffic shall be detoured during construction.

Existing wide flange steel beam supports to be removed and taken to the nearest IDOT maintenance yard for salvage.

**LOADING HL-93**

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

**DESIGN SPECIFICATIONS**

2010 AASHTO LRFD Bridge Design Specifications with 2010 Interims

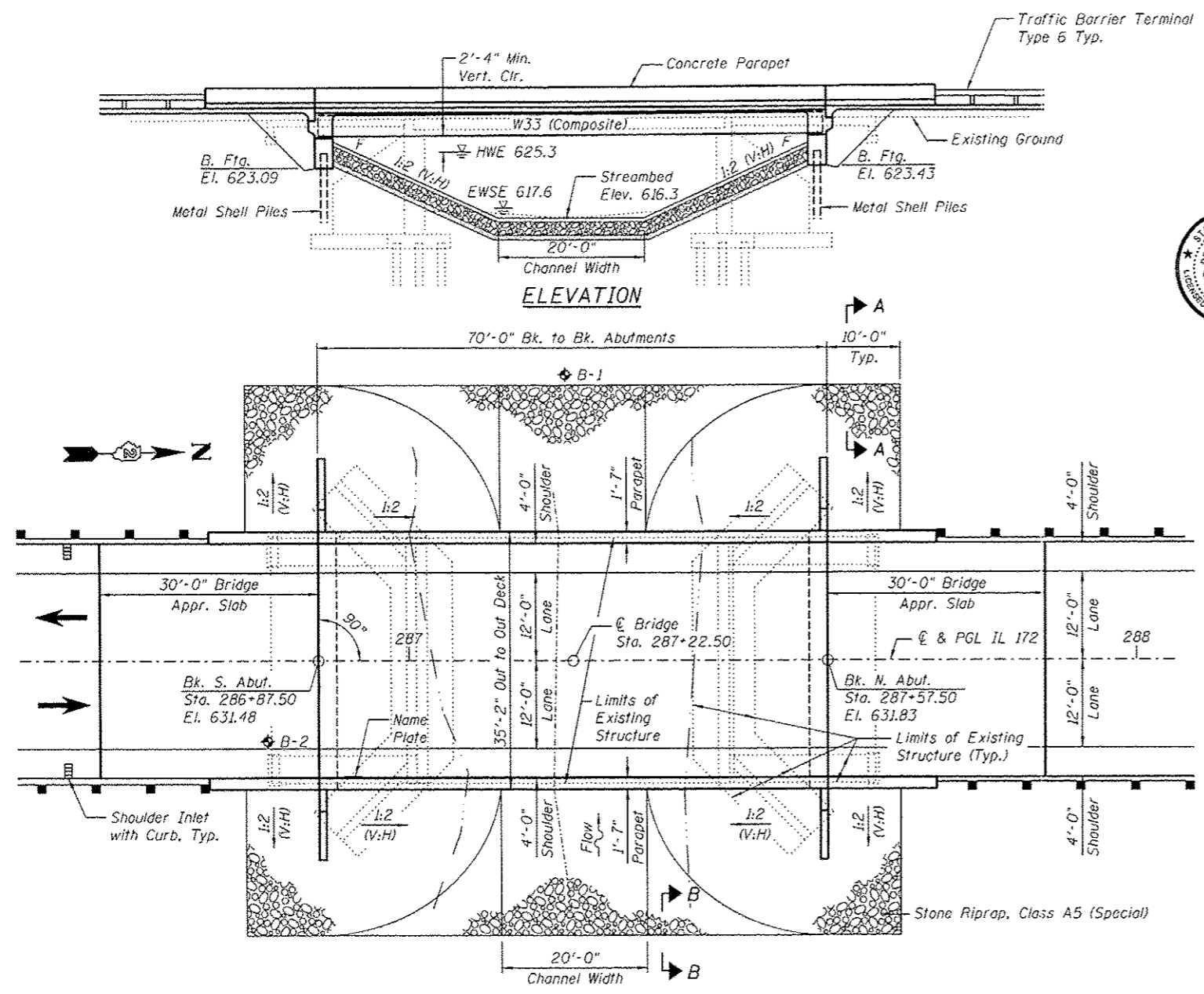
**DESIGN STRESSES**

**FIELD UNITS**

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)  
 $f_y = 50,000$  psi (M270 Grade 50W)

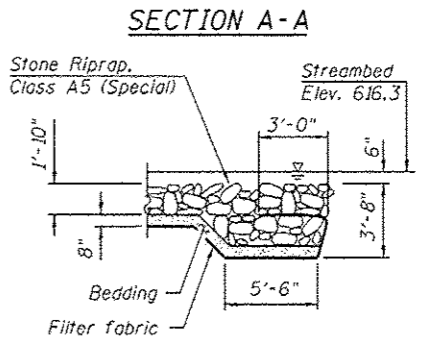
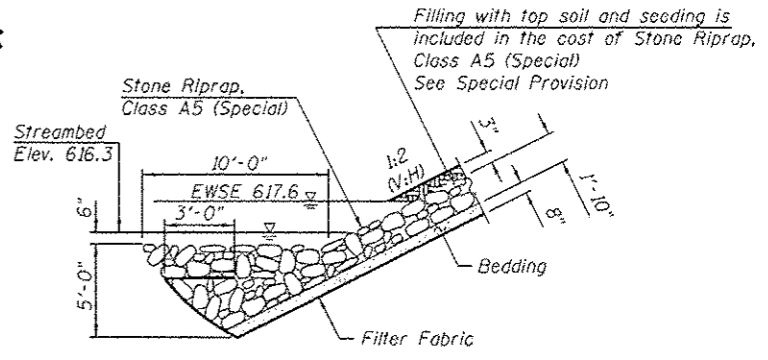
**SEISMIC DATA**

Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration @ 1.0 sec (SD1) = 0.088g  
 Design Spectral Acceleration @ 0.2 sec (SDS) = 0.142g  
 Soil Site Class = D



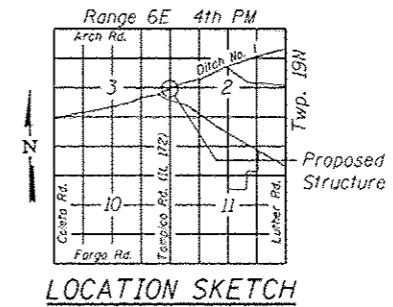
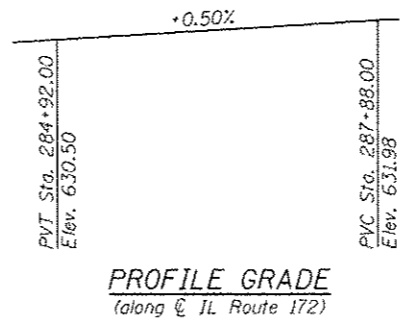
STATE OF ILLINOIS  
 PROFESSIONAL ENGINEER  
 081-005152  
 EXP. 12/31/14  
 Signature: *Dan Rydzko*  
 Date: 6-10-2013  
 Expires: November 30, 2014

**APPROVED**  
 For Structural Adequacy Only  
*P. Carl Runey, P.E.*  
 Engineer of Bridges & Structures



**LEGEND**  
 ♦ Soil Boring

**PLAN**



**GENERAL PLAN & ELEVATION**  
**IL RTE 172 OVER COUNTY DITCH**  
**F.A.S. RTE. 200**  
**SECTION 141B-2**  
**WHITESIDE COUNTY**  
**STATION 287+22.50**  
**STRUCTURE NO. 098-0119**

**ZROKA**  
 engineering  
 Zroka Engineering, P.C.  
 4216 North Hermitage  
 Chicago, IL 60613

USER NAME = SAW	DESIGNED - PMM	REVISED -
CHECKED - DAZ	REVISIONS -	
DRAWN - SAW	REVISIONS -	
CHECKED - LAS	REVISIONS -	
PLOT SCALE = 8:2,000 1" = 200'		
PLOT DATE = 6/20/2013		

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION  
 S.N. 098-0119  
 SHEET NO. 1 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	26
CONTRACT NO. 64081			ILLINOIS FED. AID PROJECT	

**INDEX OF SHEETS**

1. General Plan & Elevation
2. General Data
3. Top of Slab Elevations 1
4. Top of Slab Elevations 2
5. South Approach Top of Slab Elevations
6. North Approach Top of Slab Elevations
7. Superstructure Plan
8. Superstructure Details
9. Integral Abutment Diaphragm Details
10. Bridge Approach Slab Details 1
11. Bridge Approach Slab Details 2
12. Framing Plan
13. Structural Steel Details
14. South Abutment
15. North Abutment
16. Metal Shell Pile Details
17. Bar Splicer Assembly and Mechanical Splicer Details
18. Boring Logs 1
19. Boring Logs 2

**GENERAL NOTES**

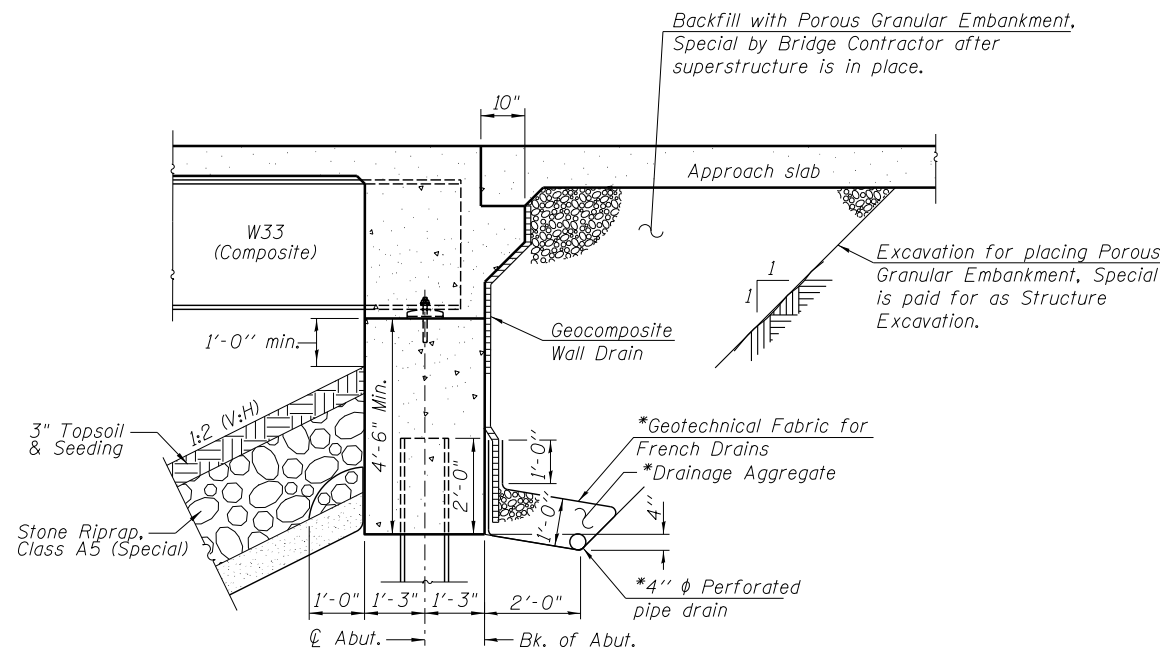
1. Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts  $\frac{3}{4}$  in. dia., holes  $\frac{15}{16}$  in. dia., unless otherwise noted.
2. Calculated weight of structural steel = 59,430 pounds.
3. All structural steel shall be AASHTO M 270 Grade 50W.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. No field welding is permitted except as specified in contract documents.
6. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
7. Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 in. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
8. Slipforming of the parapets is not allowed.
9. Current Ratings on File for Existing Structure  
Inventory: HS 9.9  
Operating: HS 19.8  
Live Load Restrictions: No  
  
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.
10. 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.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Filter Fabric	Sq. Yd.	-	744	744
Stone Riprap, Class A5 (Special)	Sq. Yd.	-	744	744
Removal of Existing Structures	Each	-	1	1
Structure Excavation	Cu. Yd.	-	268	268
Concrete Structures	Cu. Yd.	-	61.1	61.1
Concrete Superstructure	Cu. Yd.	210.2	-	210.2
Bridge Deck Grooving	Sq. Yd.	436	-	436
Protective Coat	Sq. Yd.	557	-	557
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	990	-	990
Reinforcement Bars, Epoxy Coated	Pound	45,290	11,940	57,230
Furnishing Metal Shell Piles 14"x0.250"	Foot	-	649	649
Driving Piles	Foot	-	649	649
Test Pile Metal Shells	Each	-	1	1
Name Plates	Each	1	-	1
Anchor Bolts, 1"	Each	24	-	24
Geocomposite Wall Drain	Sq. Yd.	-	74	74
Porous Granular Embankment, Special	Cu. Yd.	-	156	156
Pipe Underdrains for Structures 4"	Foot	-	128	128
Asbestos Bearing Pad Removal	Each	-	26	26
Bar Splicers	Each	76	-	76

STATION 287+22.50  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.S. RTE. 200 SEC. 141B-2  
LOADING HL-93  
STRUCTURE NO. 098-0119

**NAME PLATE**  
See Std. 515001



**SECTION THRU ABUTMENT**

\*Included in the cost of Pipe Underdrains for Structures.

**Note:**

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

**DESIGN SCOUR ELEVATION TABLE**

S. Abut.	N. Abut.
624.0	624.3

**WATERWAY INFORMATION**

Drainage Area = 42.7 sq. mi.      Exist. Low Grade Elev. = 629.50 @ Sta. 285+50  
Prop. Low Grade Elev. = 630.25 @ Sta. 284+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	1190	263	264	623.9	0.5	0.0	624.4	623.9
Design	50	1670	325	344	625.3	0.2	0.1	625.5	625.4
Base	100	1860	349	376	625.9	0.2	0.1	626.1	626.0
Max. Calc.	500	2280	375	413	626.5	0.9	0.6	627.3	627.1

10-Year Velocity through Existing Bridge = 4.5 fps  
10-Year Velocity through Proposed Bridge = 4.5 fps

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Chicago, IL 60613

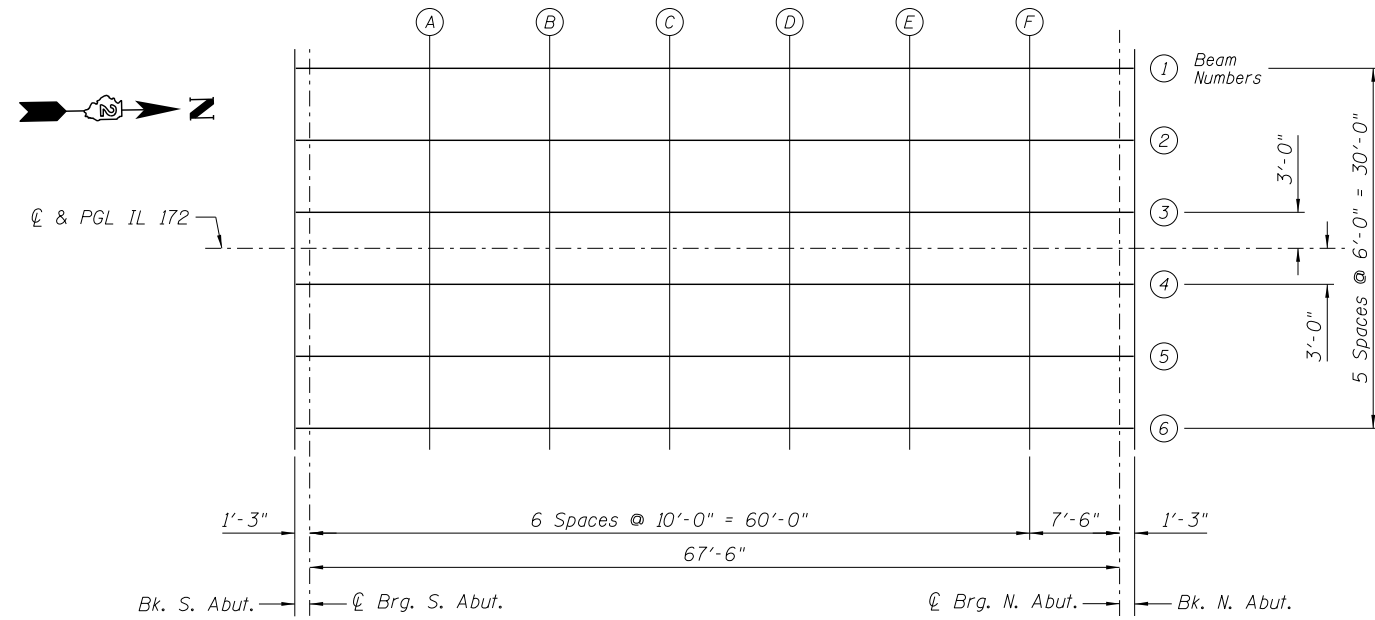
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

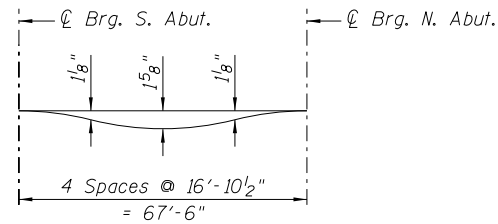
**GENERAL DATA  
S.N. 098-0119**

SHEET NO. 2 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	27
CONTRACT NO. 64DB1				
ILLINOIS FED. AID PROJECT				

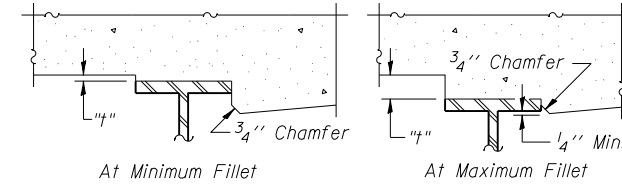


**PLAN FOR TOP OF SLAB ELEVATIONS**



**DEAD LOAD DEFLECTION DIAGRAM**  
(Includes weight of concrete only.)

**Note:**  
The above deflections are not to be used in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown on Sheet 4 of 19.



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

**FILLET HEIGHTS**

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Chicago, IL 60613

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	CHECKED - DAZ	REVISED -
PLOT SCALE = 0:2.0000 't' / in.	DRAWN - SAW	REVISED -
PLOT DATE = 5/2/2013	CHECKED - LAS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS 1  
S.N. 098-0119**

SHEET NO. 3 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	28
CONTRACT NO. 64081				

ILLINOIS FED. AID PROJECT

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	286+87.50	-15.00	631.23	631.23
☉ Brg. S. Abut.	286+88.75	-15.00	631.23	631.23
A	286+98.75	-15.00	631.28	631.34
B	287+08.75	-15.00	631.33	631.44
C	287+18.75	-15.00	631.38	631.51
D	287+28.75	-15.00	631.43	631.56
E	287+38.75	-15.00	631.48	631.58
F	287+48.75	-15.00	631.53	631.58
☉ Brg. N. Abut.	287+56.25	-15.00	631.57	631.57
Bk. N. Abut.	287+57.50	-15.00	631.58	631.58

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	286+87.50	-9.00	631.34	631.34
☉ Brg. S. Abut.	286+88.75	-9.00	631.34	631.34
A	286+98.75	-9.00	631.39	631.45
B	287+08.75	-9.00	631.44	631.55
C	287+18.75	-9.00	631.49	631.62
D	287+28.75	-9.00	631.54	631.67
E	287+38.75	-9.00	631.59	631.69
F	287+48.75	-9.00	631.64	631.69
☉ Brg. N. Abut.	287+56.25	-9.00	631.68	631.68
Bk. N. Abut.	287+57.50	-9.00	631.69	631.69

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	286+87.50	-3.00	631.43	631.43
☉ Brg. S. Abut.	286+88.75	-3.00	631.44	631.44
A	286+98.75	-3.00	631.49	631.55
B	287+08.75	-3.00	631.54	631.64
C	287+18.75	-3.00	631.59	631.72
D	287+28.75	-3.00	631.64	631.76
E	287+38.75	-3.00	631.69	631.78
F	287+48.75	-3.00	631.74	631.78
☉ Brg. N. Abut.	287+56.25	-3.00	631.77	631.77
Bk. N. Abut.	287+57.50	-3.00	631.78	631.78

**☉ & PGL IL 172**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	286+87.50	0.00	631.48	631.48
☉ Brg. S. Abut.	286+88.75	0.00	631.48	631.48
A	286+98.75	0.00	631.53	631.59
B	287+08.75	0.00	631.58	631.69
C	287+18.75	0.00	631.63	631.76
D	287+28.75	0.00	631.68	631.81
E	287+38.75	0.00	631.73	631.83
F	287+48.75	0.00	631.78	631.83
☉ Brg. N. Abut.	287+56.25	0.00	631.82	631.82
Bk. N. Abut.	287+57.50	0.00	631.83	631.83

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	286+87.50	3.00	631.43	631.43
☉ Brg. S. Abut.	286+88.75	3.00	631.44	631.44
A	286+98.75	3.00	631.49	631.55
B	287+08.75	3.00	631.54	631.64
C	287+18.75	3.00	631.59	631.72
D	287+28.75	3.00	631.64	631.76
E	287+38.75	3.00	631.69	631.78
F	287+48.75	3.00	631.74	631.78
☉ Brg. N. Abut.	287+56.25	3.00	631.77	631.77
Bk. N. Abut.	287+57.50	3.00	631.78	631.78

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	286+87.50	9.00	631.34	631.34
☉ Brg. S. Abut.	286+88.75	9.00	631.34	631.34
A	286+98.75	9.00	631.39	631.45
B	287+08.75	9.00	631.44	631.55
C	287+18.75	9.00	631.49	631.62
D	287+28.75	9.00	631.54	631.67
E	287+38.75	9.00	631.59	631.69
F	287+48.75	9.00	631.64	631.69
☉ Brg. N. Abut.	287+56.25	9.00	631.68	631.68
Bk. N. Abut.	287+57.50	9.00	631.69	631.69

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	286+87.50	15.00	631.23	631.23
☉ Brg. S. Abut.	286+88.75	15.00	631.23	631.23
A	286+98.75	15.00	631.28	631.34
B	287+08.75	15.00	631.33	631.44
C	287+18.75	15.00	631.38	631.51
D	287+28.75	15.00	631.43	631.56
E	287+38.75	15.00	631.48	631.58
F	287+48.75	15.00	631.53	631.58
☉ Brg. N. Abut.	287+56.25	15.00	631.57	631.57
Bk. N. Abut.	287+57.50	15.00	631.58	631.58

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Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

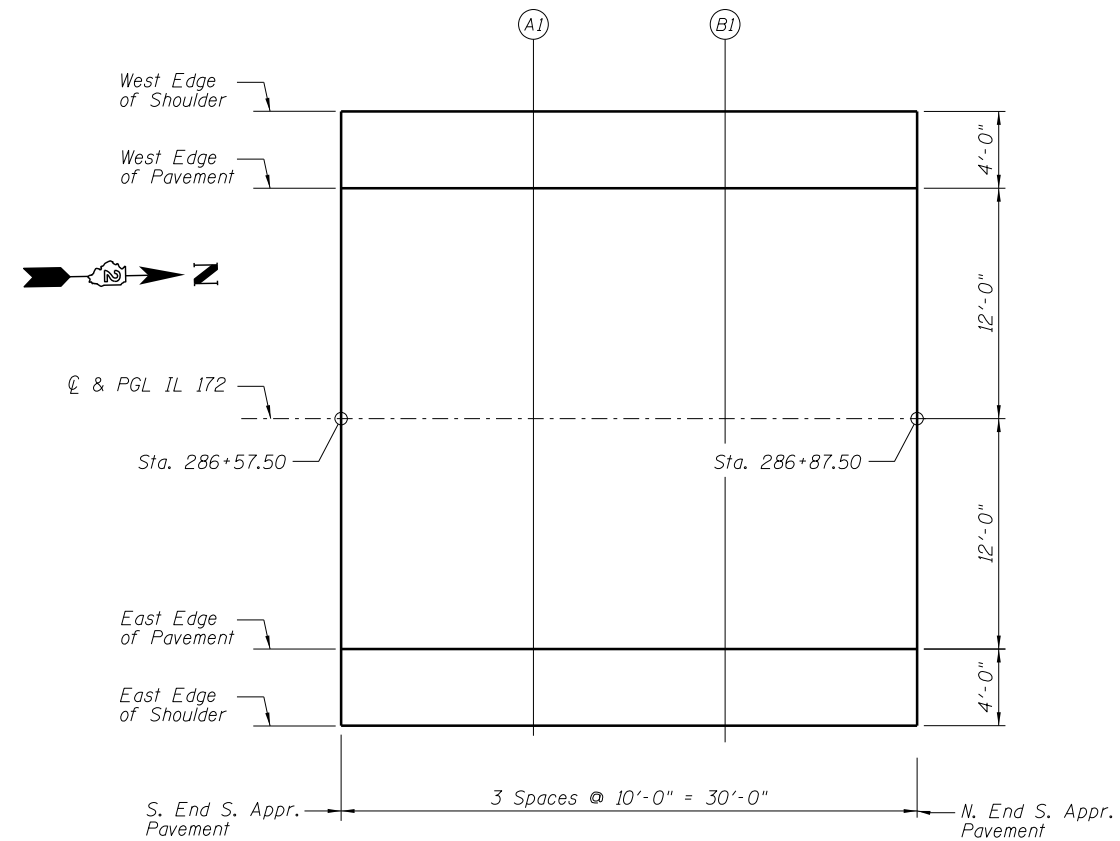
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS 2  
S.N. 098-0119**

SHEET NO. 4 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	29
			CONTRACT NO. 64D81	
ILLINOIS FED. AID PROJECT				



PLAN FOR TOP OF SLAB ELEVATIONS

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pvmt.	286+57.50	-16.00	631.06
A1	286+67.50	-16.00	631.11
B1	286+77.50	-16.00	631.16
N. End S. Appr. Pvmt.	286+87.50	-16.00	631.21

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pvmt.	286+57.50	-12.00	631.14
A1	286+67.50	-12.00	631.19
B1	286+77.50	-12.00	631.24
N. End S. Appr. Pvmt.	286+87.50	-12.00	631.29

CL & PGL IL 172

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pvmt.	286+57.50	0.00	631.33
A1	286+67.50	0.00	631.38
B1	286+77.50	0.00	631.43
N. End S. Appr. Pvmt.	286+87.50	0.00	631.48

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pvmt.	286+57.50	12.00	631.14
A1	286+67.50	12.00	631.19
B1	286+77.50	12.00	631.24
N. End S. Appr. Pvmt.	286+87.50	12.00	631.29

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pvmt.	286+57.50	16.00	631.06
A1	286+67.50	16.00	631.11
B1	286+77.50	16.00	631.16
N. End S. Appr. Pvmt.	286+87.50	16.00	631.21

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Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

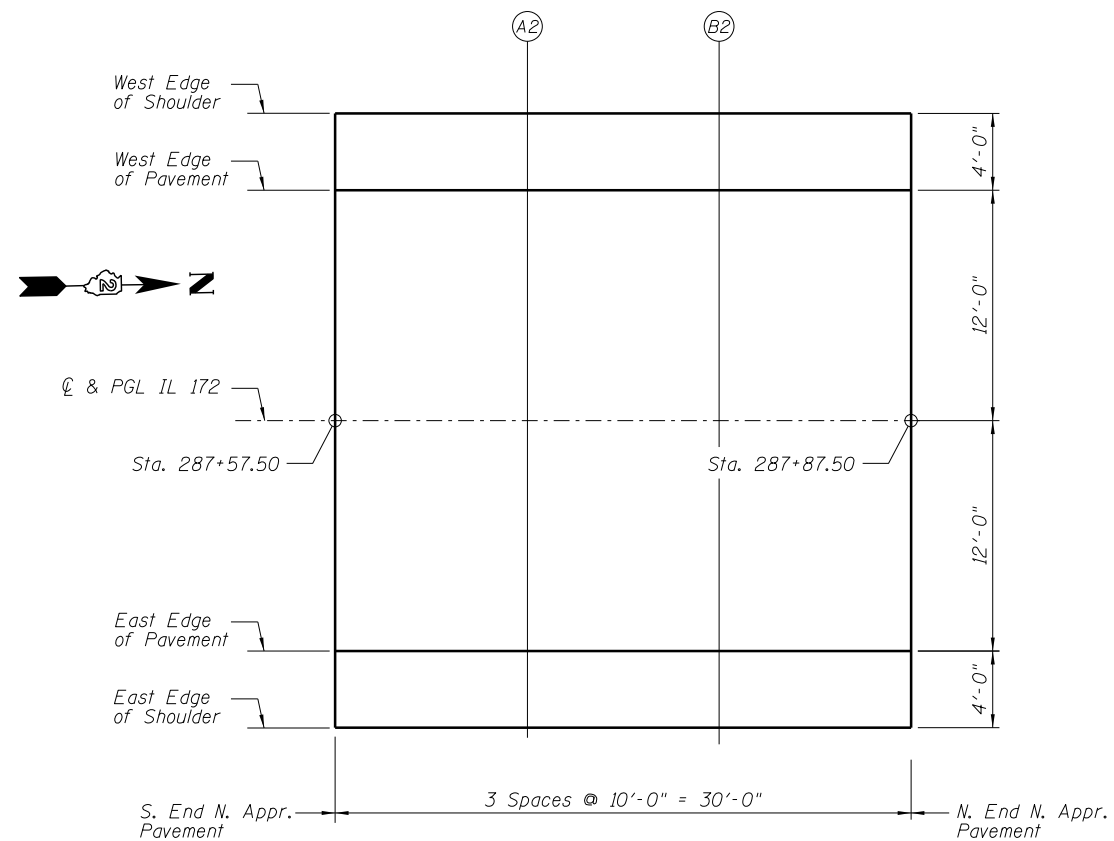
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PLOT DATE = 5/2/2013	CHECKED - LAS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOUTH APPROACH TOP OF SLAB ELEVATIONS  
S.N. 098-0119

SHEET NO. 5 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	30
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				



PLAN FOR TOP OF SLAB ELEVATIONS

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pvmt.	287+57.50	-16.00	631.56
A2	287+67.50	-16.00	631.61
B2	287+77.50	-16.00	631.66
N. End N. Appr. Pvmt.	287+87.50	-16.00	631.71

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pvmt.	287+57.50	-12.00	631.64
A2	287+67.50	-12.00	631.69
B2	287+77.50	-12.00	631.74
N. End N. Appr. Pvmt.	287+87.50	-12.00	631.79

Q & PGL IL 172

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pvmt.	287+57.50	0.00	631.83
A2	287+67.50	0.00	631.88
B2	287+77.50	0.00	631.93
N. End N. Appr. Pvmt.	287+87.50	0.00	631.98

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pvmt.	287+57.50	12.00	631.64
A2	287+67.50	12.00	631.69
B2	287+77.50	12.00	631.74
N. End N. Appr. Pvmt.	287+87.50	12.00	631.79

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pvmt.	287+57.50	16.00	631.56
A2	287+67.50	16.00	631.61
B2	287+77.50	16.00	631.66
N. End N. Appr. Pvmt.	287+87.50	16.00	631.71

FILE NAME = ...E4D81-SN0980119-006-Appr-TSE.dgn



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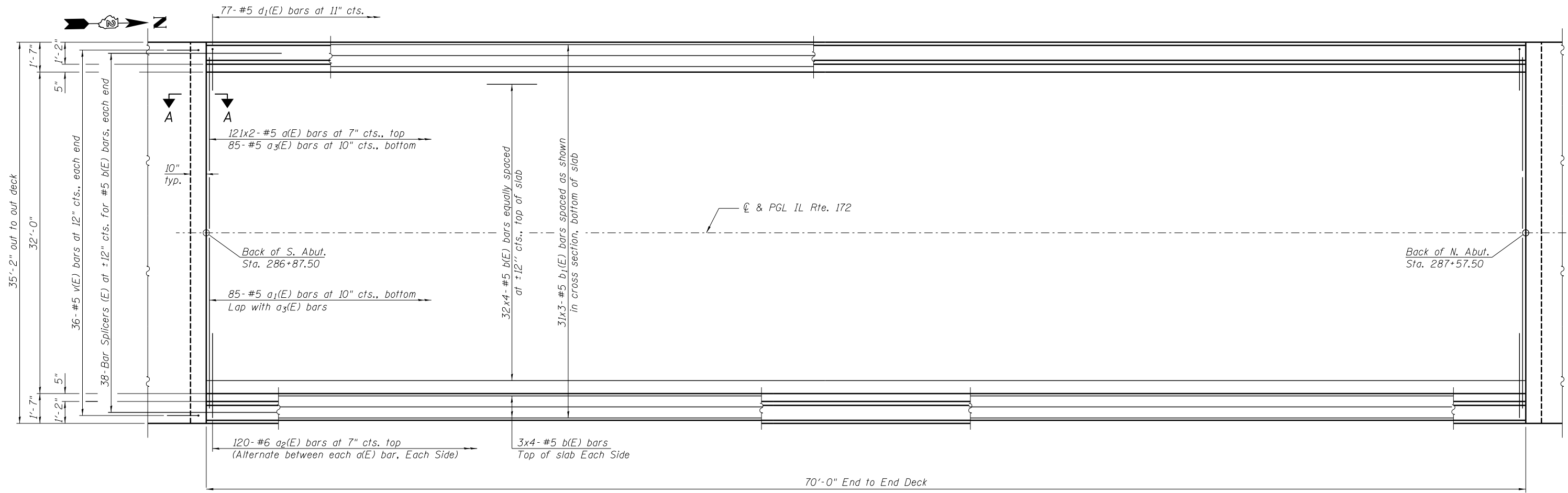
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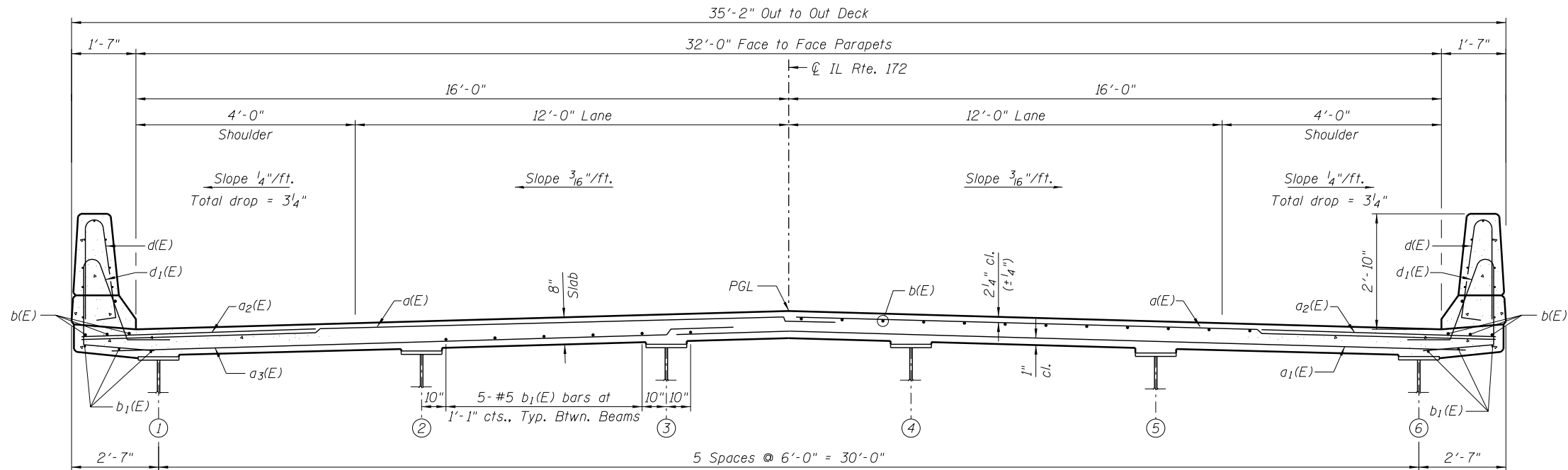
NORTH APPROACH TOP OF SLAB ELEVATIONS  
S.N. 098-0119

SHEET NO. 6 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	31
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				



**PLAN**



**CROSS SECTION**  
(Looking North)

Notes:  
 See Sheet 8 of 19 for superstructure details and Bill of Material.  
 Bars indicated thus 32x4-#5 etc. indicates 32 lines of bars with 4 lengths per line.  
 See Sheet 8 of 19 for parapet reinforcement.  
 See Sheet 9 of 19 for Section A-A.

**MIN. BAR LAP**  
 #5 Bar = 3'-3"

FILE NAME = ...E4081-SN0902019-007-Superstructure.dgn



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	CHECKED - DAZ	REVISED -
PLOT SCALE = 0:2.0000 '1' / in.	DRAWN - SAW	REVISED -
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**DEPARTMENT OF TRANSPORTATION**

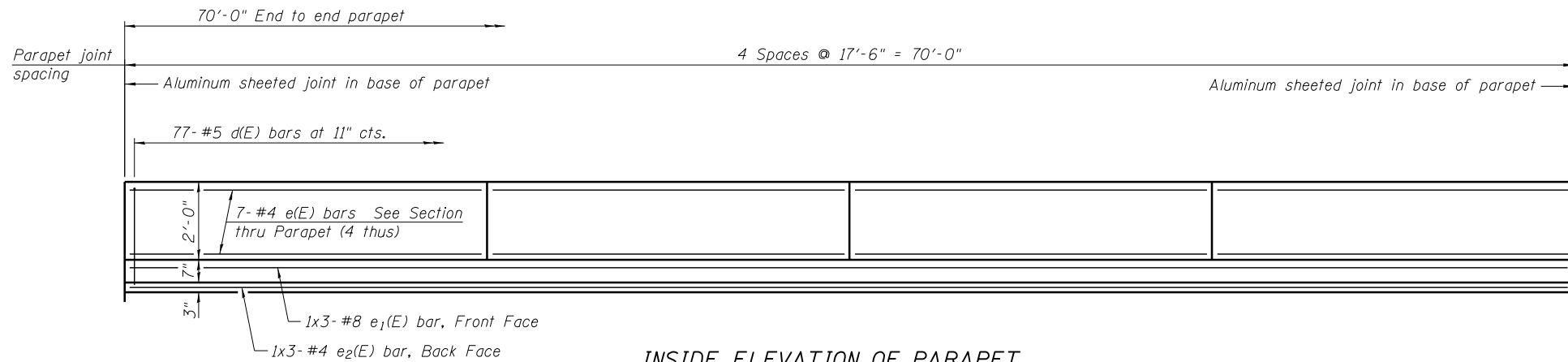
**SUPERSTRUCTURE PLAN**  
**S.N. 098-0119**

SHEET NO. 7 OF 19 SHEETS

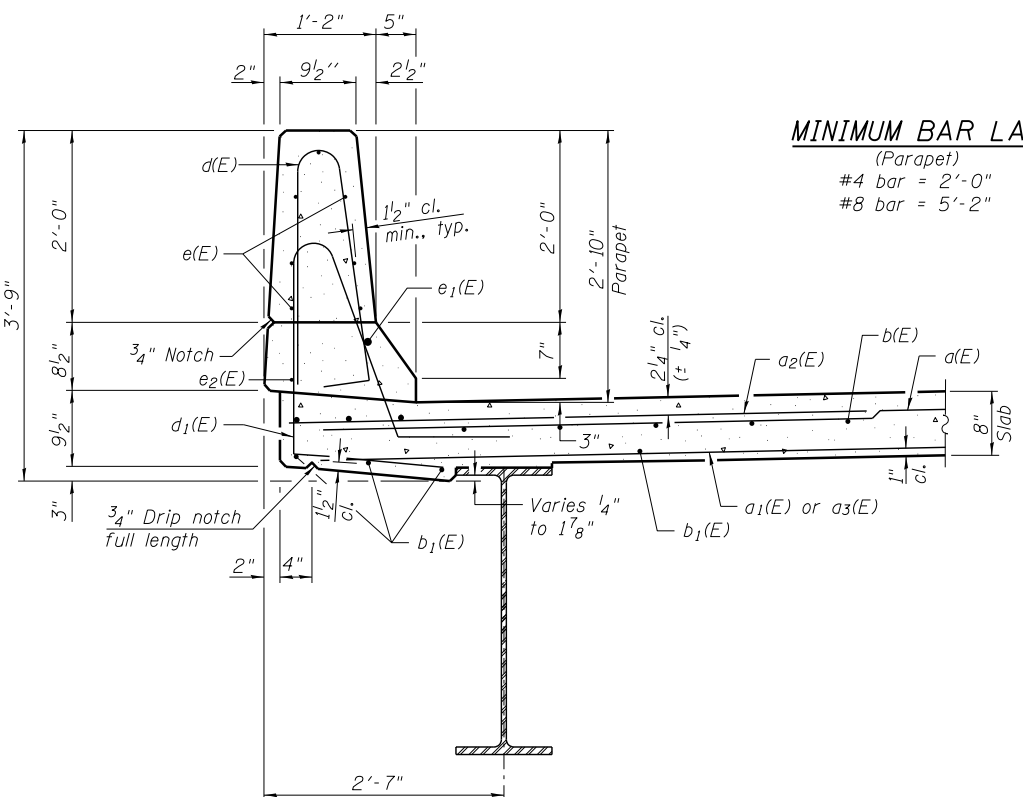
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	32
CONTRACT NO. 64081				

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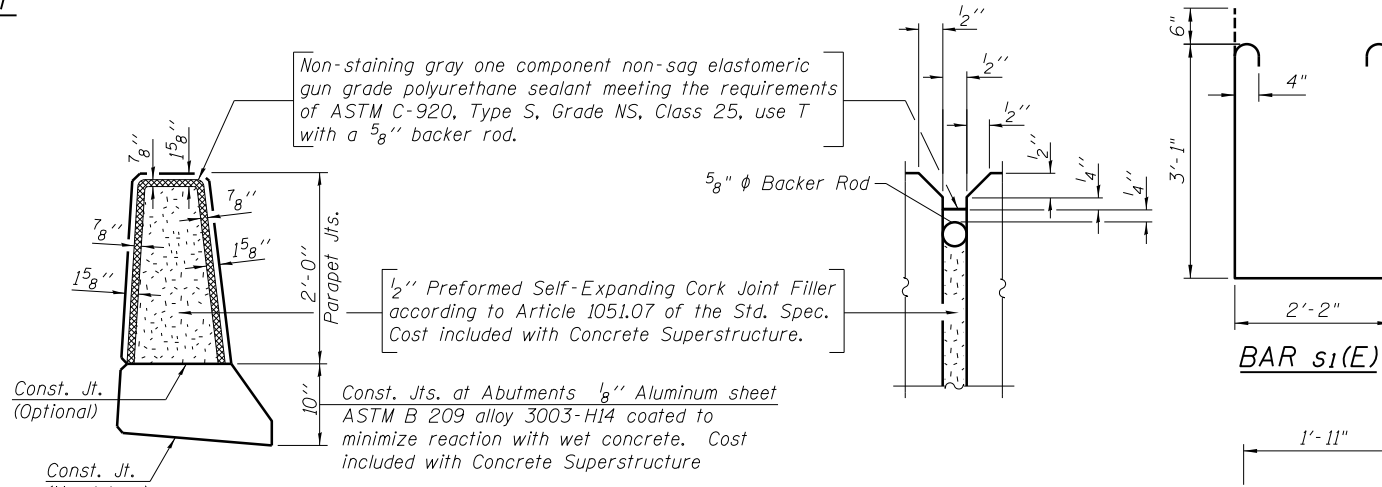
**INSIDE ELEVATION OF PARAPET**



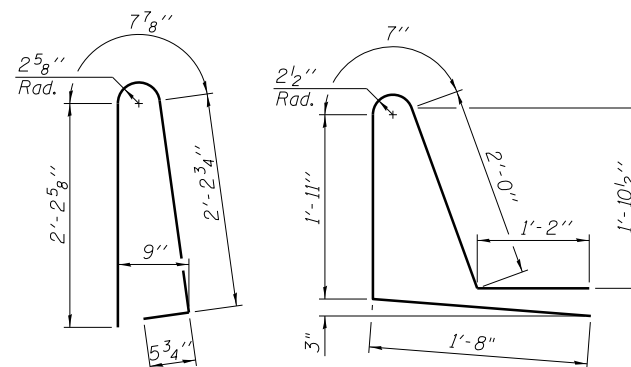
**SECTION THRU PARAPET**

**MINIMUM BAR LAP**

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

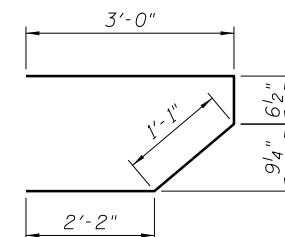


**PARAPET JOINT DETAILS**

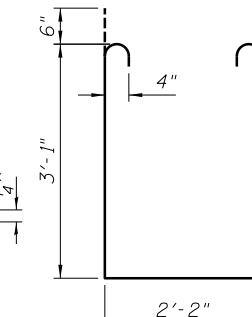


**BAR d(E)**

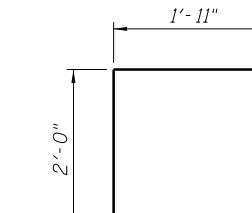
**BAR d1(E)**



**BAR s(E)**



**BAR s1(E)**



**BAR v(E)**

**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	242	#5	19'-3"	—
a1(E)	85	#5	20'-7"	—
a2(E)	240	#6	6'-6"	—
a3(E)	85	#5	17'-10"	—
b(E)	152	#5	19'-11"	—
b1(E)	93	#5	25'-6"	—
d(E)	154	#5	5'-7"	⌋
d1(E)	154	#5	7'-4"	⌋
e(E)	56	#4	17'-2"	—
e1(E)	6	#8	26'-10"	—
e2(E)	6	#4	24'-8"	—
m(E)	20	#6	19'-3"	—
m1(E)	24	#6	8'-6"	—
m2(E)	10	#6	5'-8"	—
m3(E)	4	#6	2'-3"	—
s(E)	72	#5	6'-10"	⌋
s1(E)	62	#4	9'-4"	⌋
v(E)	72	#5	3'-11"	⌋
Reinforcement Bars, Epoxy Coated			Pound	21,660
Concrete Superstructure			Cu. Yds.	104.2

Bars indicated thus: 1x3-#8 etc. indicates 1 line of bars with 3 lengths per line.

FILE NAME = ...E4D81-SN09820119-008-SupDet.dgn



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PLOT DATE = 5/2/2013	DRAWN - SAW	REVISED -
	CHECKED - LAS	REVISED -

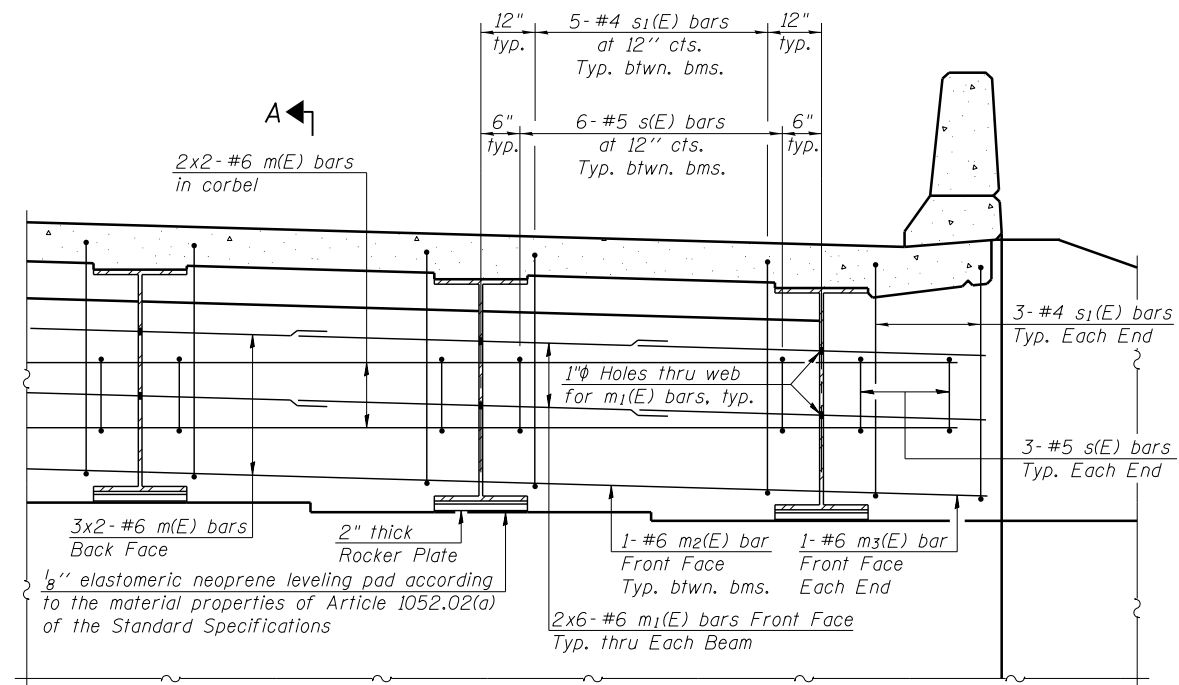
**STATE OF ILLINOIS  
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**SUPERSTRUCTURE DETAILS  
 S.N. 098-0119**

SHEET NO. 8 OF 19 SHEETS

F.A.S. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	33
			CONTRACT NO. 64D81	

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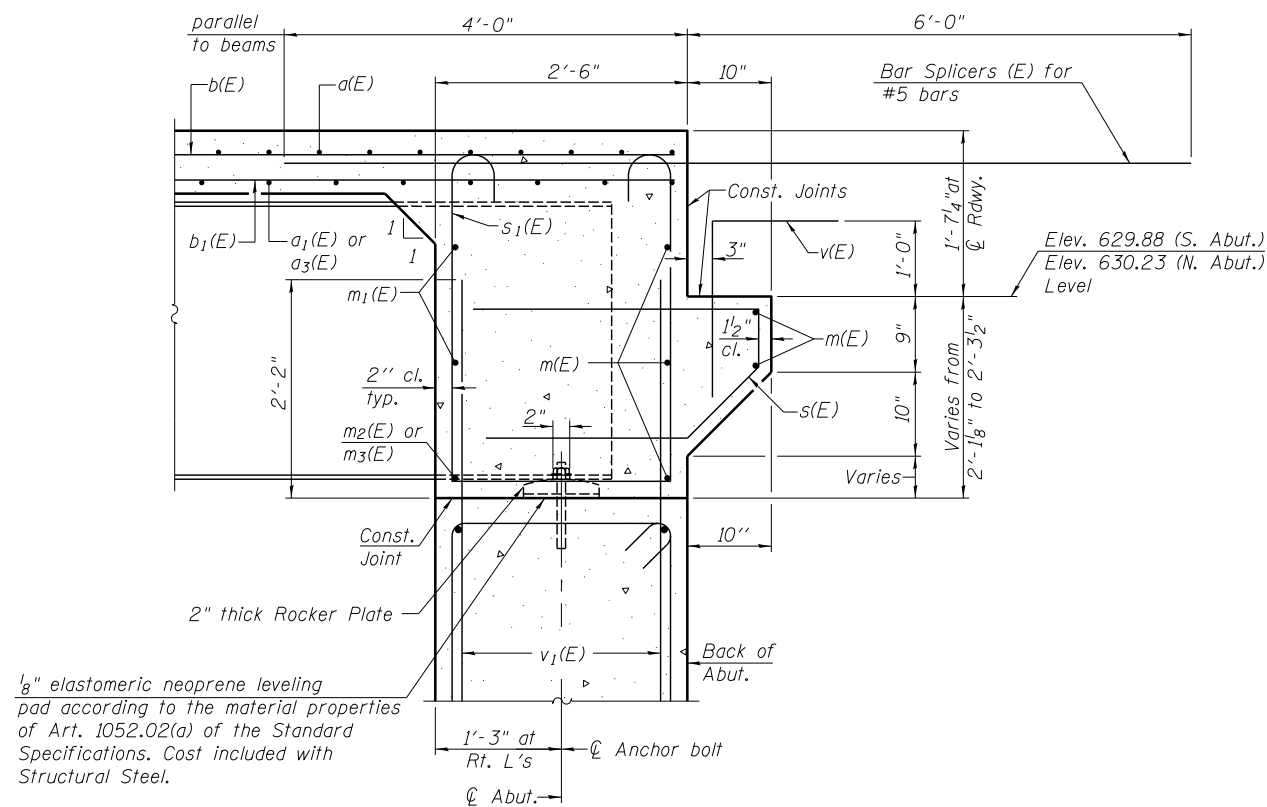
**DIAPHRAGM ELEVATION AT ABUTMENT**

**Notes:**

Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 19.  
 Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 19.  
 For details of bars s(E) & s1(E) see sheet 8 of 19.  
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

**MIN. BAR LAP**

#6 bar = 3'-4"



**SECTION A-A**

Dimensions at right angles to abutment, except as shown.

FILE NAME = ...E4D81-SN09B2019-009-Diaphragm.dgn



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PLOT DATE = 5/2/2013	CHECKED - LAS	REVISED -

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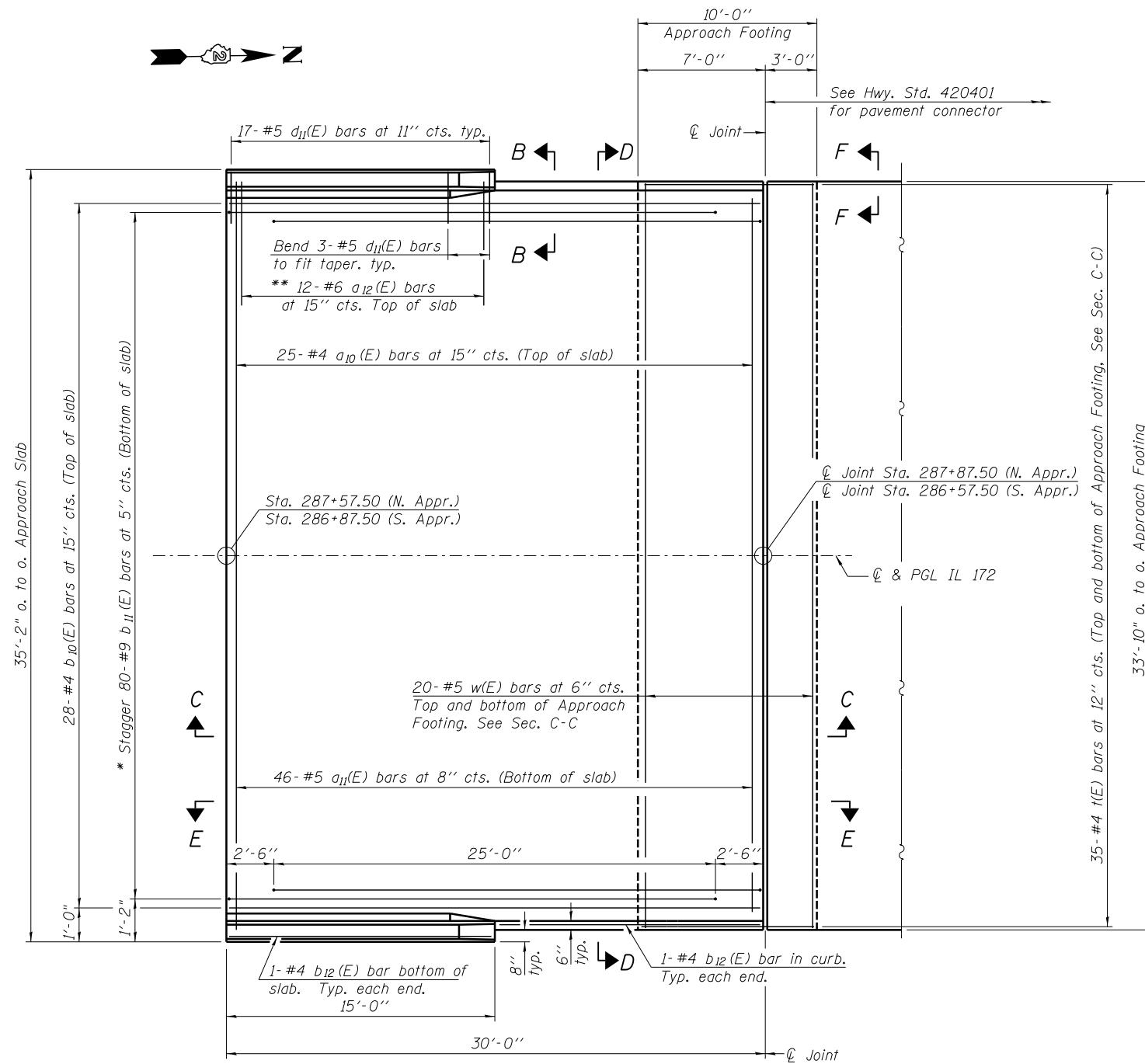
**INTEGRAL ABUTMENT DIAPHRAGM DETAILS**  
**S.N. 098-0119**

SHEET NO. 9 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	34
CONTRACT NO. 64D81				

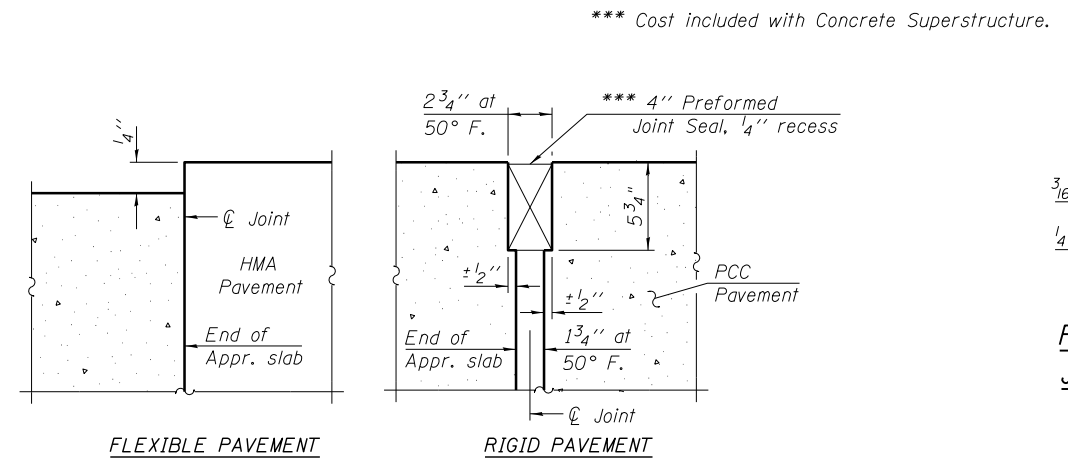
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Notes:  
See sheet 11 of 19 for Sections C-C & D-D and View E-E.  
 $a_{10}(E)$  and  $a_{11}(E)$  bar spacings measured along  $\varnothing$  Rdwy.

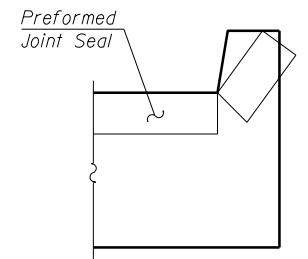


**NORTH APPROACH SLAB PLAN**  
(South Approach Slab Similar)

\* Tilt #9  $b_{11}(E)$  bars as required to maintain clearance.  
\*\* Space between  $a_{10}(E)$  bars, typ. ea. parapet.

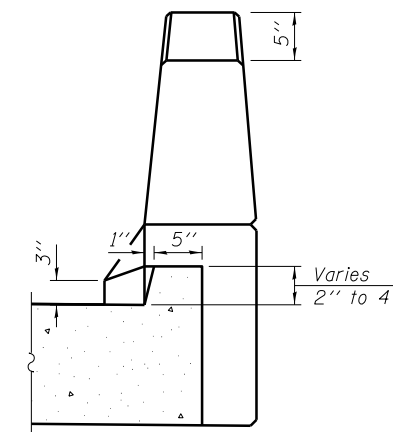


**DETAIL A**



**VIEW F-F**

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



**VIEW B-B**

FILE NAME = ...E4081-SN0980119-010-Appr-Slab1.dgn



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PLOT SCALE = 0:2.0000 '1' / in.	DRAWN - SAW	REVISED -
PLOT DATE = 5/2/2013	CHECKED - LAS	REVISED -

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**BRIDGE APPROACH SLAB DETAILS 1**  
**S.N. 098-0119**

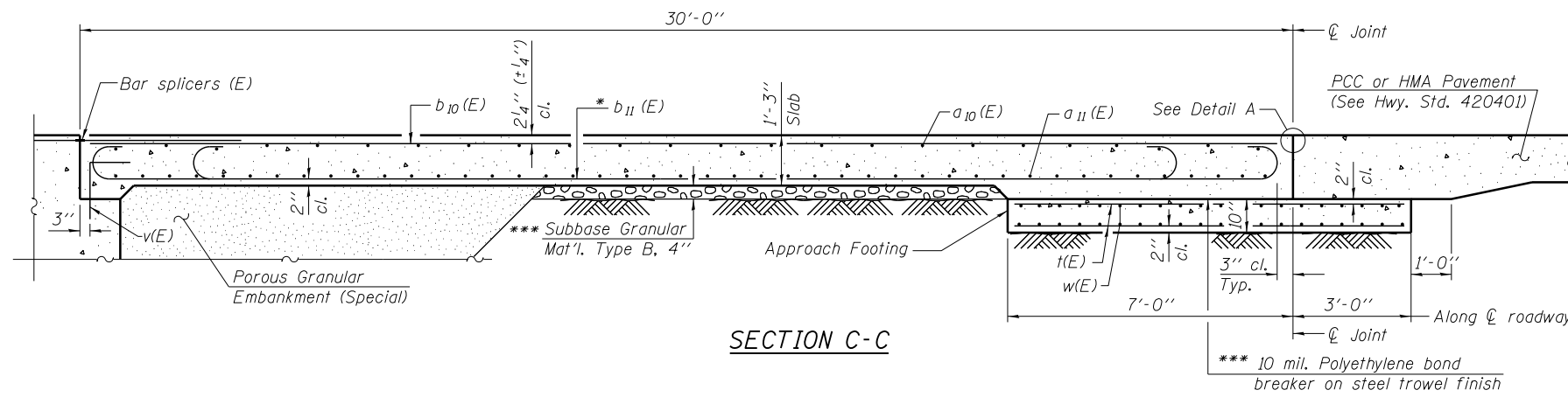
SHEET NO. 10 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	35
CONTRACT NO. 64081				

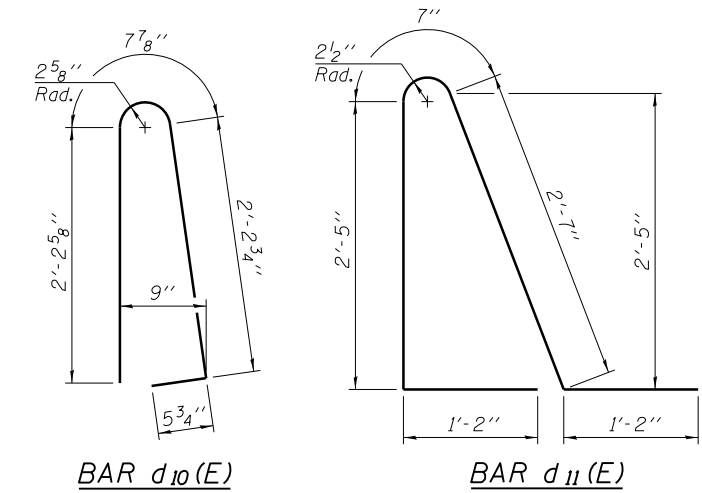
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Notes:

See sheet 10 of 19 for Detail A and View B-B.  
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
 Approach footing concrete shall be paid for as Concrete Structures.  
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
 For v(E) bar details, see sheet 8 of 19.  
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 19.  
 For additional parapet details, see sheet 8 of 19.

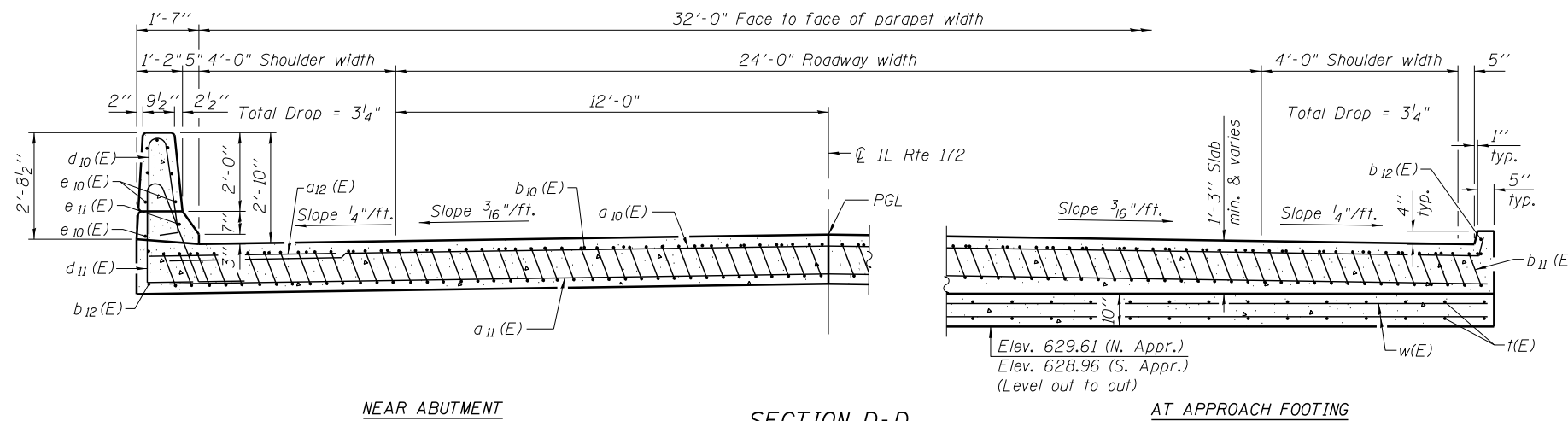


SECTION C-C



TWO APPROACHES  
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	50	#4	34'-3"	—
a11(E)	92	#5	33'-6"	—
a12(E)	48	#6	6'-6"	—
b10(E)	56	#4	29'-8"	—
b11(E)	160	#9	29'-9"	—
b12(E)	8	#4	14'-8"	—
d10(E)	68	#5	5'-7"	⌒
d11(E)	68	#5	7'-11"	⌒
e10(E)	32	#4	14'-8"	—
e11(E)	4	#8	14'-8"	—
t(E)	140	#4	9'-8"	—
w(E)	80	#5	33'-6"	—
Concrete Superstructure		Cu. Yd.	106.0	
Concrete Structures		Cu. Yd.	20.9	
Reinforcement Bars, Epoxy Coated		Pound	27,330	

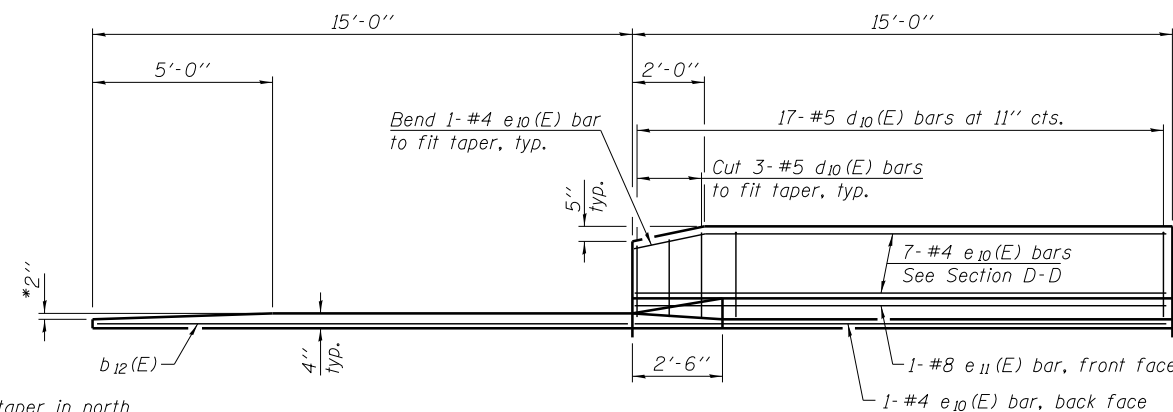


NEAR ABUTMENT

SECTION D-D

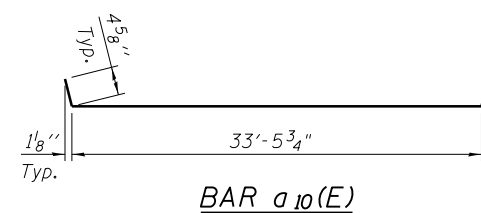
AT APPROACH FOOTING

(See Plan for dimensions not shown)

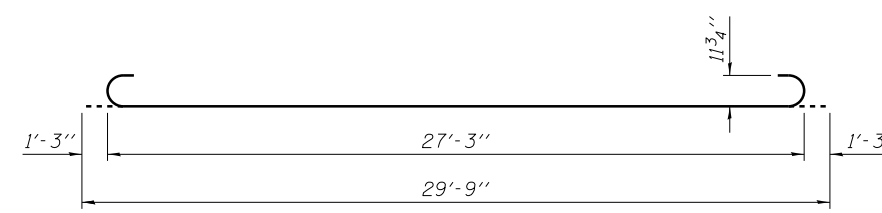


VIEW E-E

\* Tilt #9 b11(E) bars as required to maintain clearance.  
 \*\*\* Cost included with Concrete Superstructure.



BAR a10(E)



BAR b11(E)

FILE NAME = ...E4DB1-SN09B0119-011-Appr-Slab2.dgn



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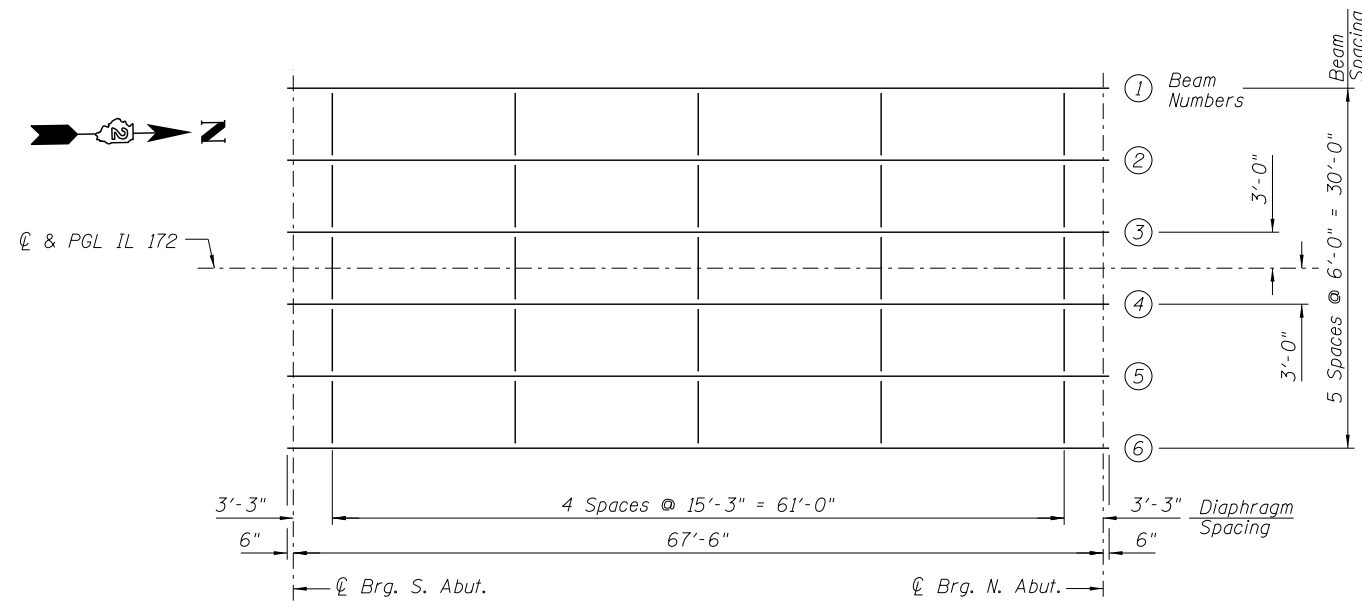
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BRIDGE APPROACH SLAB DETAILS 2  
 S.N. 098-0119

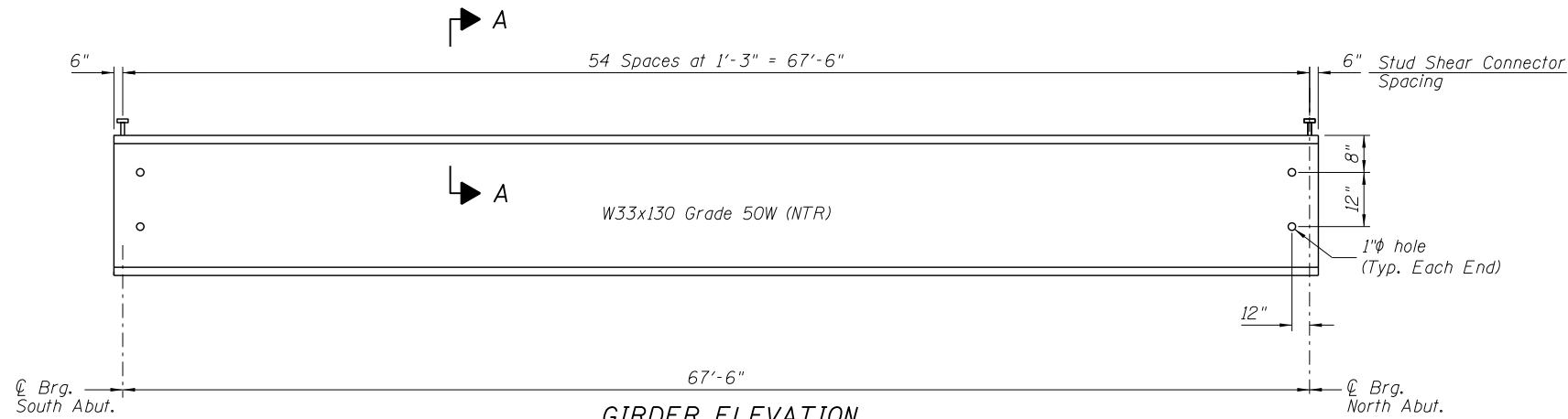
SHEET NO. 11 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	36
				CONTRACT NO. 64D81

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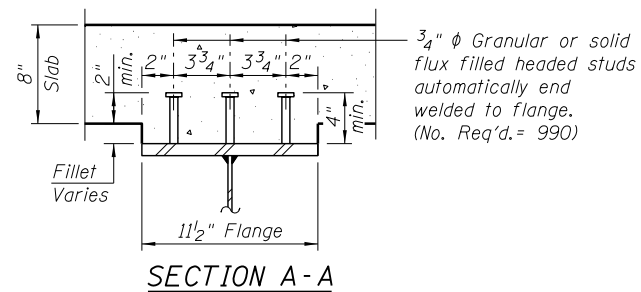


**FRAMING PLAN**



**GIRDER ELEVATION**

Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.



Note:

All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

**TOP OF BEAM ELEVATIONS**

(For Fabrication Only)

Beam	℄ Brg. S. Abut.	℄ Brg. N. Abut.
1	630.53	630.86
2	630.63	630.97
3	630.73	631.07
4	630.73	631.07
5	630.63	630.97
6	630.53	630.86

Notes:

All dimensions are horizontal.

End of girders and connection plates shall be vertical.

Work this sheet with Sheet 13 of 19.

FILE NAME = ...64D81-SN0982019-012-FramingPlan.dgn



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PLOT DATE = 5/2/2013

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DRAWN - SAW  
CHECKED - LAS

REVISED -  
REVISED -  
REVISED -  
REVISED -

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FRAMING PLAN  
S.N. 098-0119

SHEET NO. 12 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	37
CONTRACT NO. 64D81				

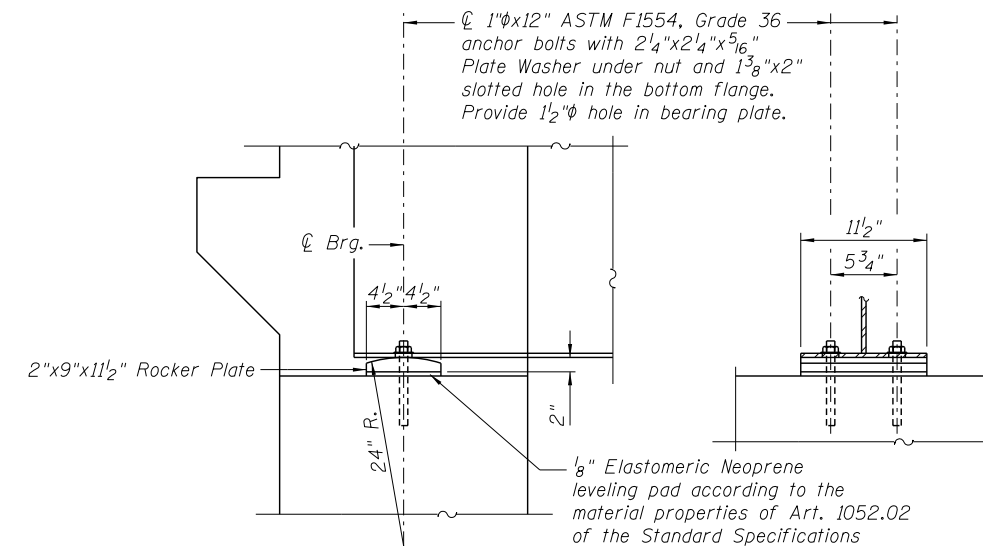
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INTERIOR GIRDER MOMENT TABLE		
	0.5 Sp. 1	
$I_s$	(in <sup>4</sup> )	6,710
$I_c(n)$	(in <sup>4</sup> )	17,995
$I_c(3n)$	(in <sup>4</sup> )	13,056
$I_c(cr)$	(in <sup>4</sup> )	-
$S_s$	(in <sup>3</sup> )	406
$S_c(n)$	(in <sup>3</sup> )	598
$S_c(3n)$	(in <sup>3</sup> )	537
$S_c(cr)$	(in <sup>3</sup> )	-
DC1	(k/')	0.791
M <sub>DC1</sub>	(k)	450
DC2	(k/')	0.150
M <sub>DC2</sub>	(k)	85
DW	(k/')	0.267
M <sub>DW</sub>	(k)	152
$M_{\xi} + 1M$	(k)	888
$M_u$ (Strength I)	(k)	2,451
$\phi_r M_n$	(k)	3,040
$f_s$ DC1	(ksi)	13.5
$f_s$ DC2	(ksi)	1.9
$f_s$ DW	(ksi)	3.4
$f_s$ ( $\xi + 1M$ )	(ksi)	17.8
$f_s$ (Service II)	(ksi)	41.9
$0.95R_n F_y f$	(ksi)	47.5
$f_s$ (Total)(Strength I)	(ksi)	-
$\phi_r F_n$	(ksi)	-
$V_r$	(k)	15.3

INTERIOR GIRDER REACTION TABLE		
	Abut.	
R <sub>DC1</sub>	(k)	26.7
R <sub>DC2</sub>	(k)	5.1
R <sub>DW</sub>	(k)	9.0
R $\xi + 1M$	(k)	74.1
R <sub>Total</sub>	(k)	114.9

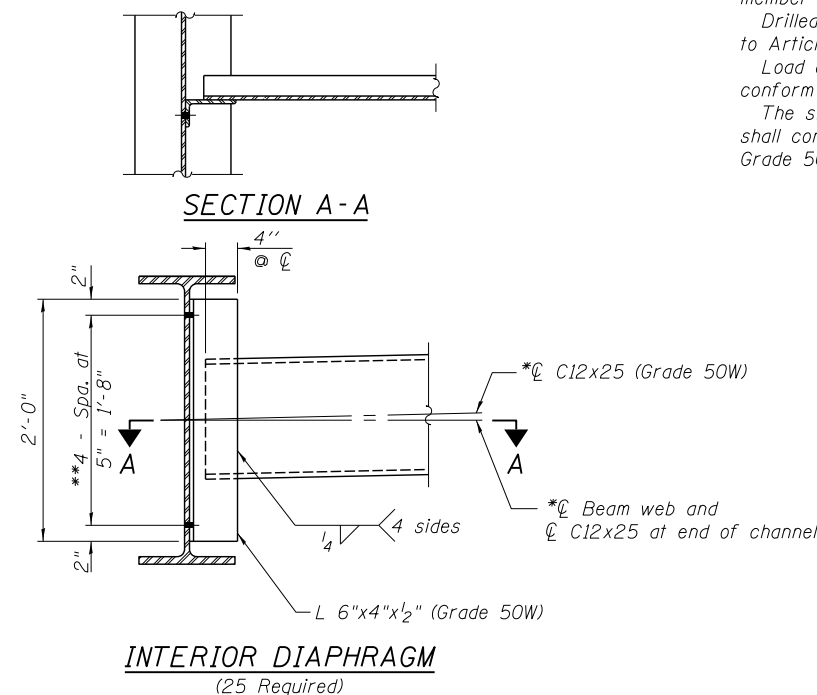
- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).
- DC1: Un-factored non-composite dead load (kips/ft.).  
M<sub>DC1</sub>: Un-factored moment due to non-composite dead load (kip-ft.).  
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).  
M<sub>DC2</sub>: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).  
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).  
M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
M $\xi + 1M$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- $M_u$  (Strength I): Factored design moment (kip-ft.).  
1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M $\xi + 1M$   
 $\phi_r M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- $f_s$  DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
M<sub>DC1</sub> / S<sub>nc</sub>  
 $f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
M<sub>DC2</sub> / S<sub>c(3n)</sub> or M<sub>DC2</sub> / S<sub>c(cr)</sub> as applicable.  
 $f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
M<sub>DW</sub> / S<sub>c(3n)</sub> or M<sub>DW</sub> / S<sub>c(cr)</sub> as applicable.  
 $f_s$  ( $\xi + 1M$ ): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).  
M $\xi + 1M$  / S<sub>c(n)</sub> or M $\xi + 1M$  / S<sub>c(cr)</sub> as applicable.
- $f_s$  (Service II): Sum of stresses as computed below (ksi).  
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\xi + 1M)$   
 $0.95R_n F_y f$ : Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- $f_s$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).  
1.25 ( $f_s DC1 + f_s DC2$ ) + 1.5  $f_s DW$  + 1.75  $f_s (\xi + 1M)$   
 $\phi_r F_n$ : Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).  
 $V_r$ : Maximum factored shear range in span computed according to Article 6.10.10.

Note:  
M $\xi$  and R $\xi$  include the effects of centrifugal force and superelevation.



ABUTMENT BEARING DETAILS

Notes:  
Anchor bolts shall be ASTM F1554, Grade 36 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.  
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.  
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.  
Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.  
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50W.



INTERIOR DIAPHRAGM  
(25 Required)

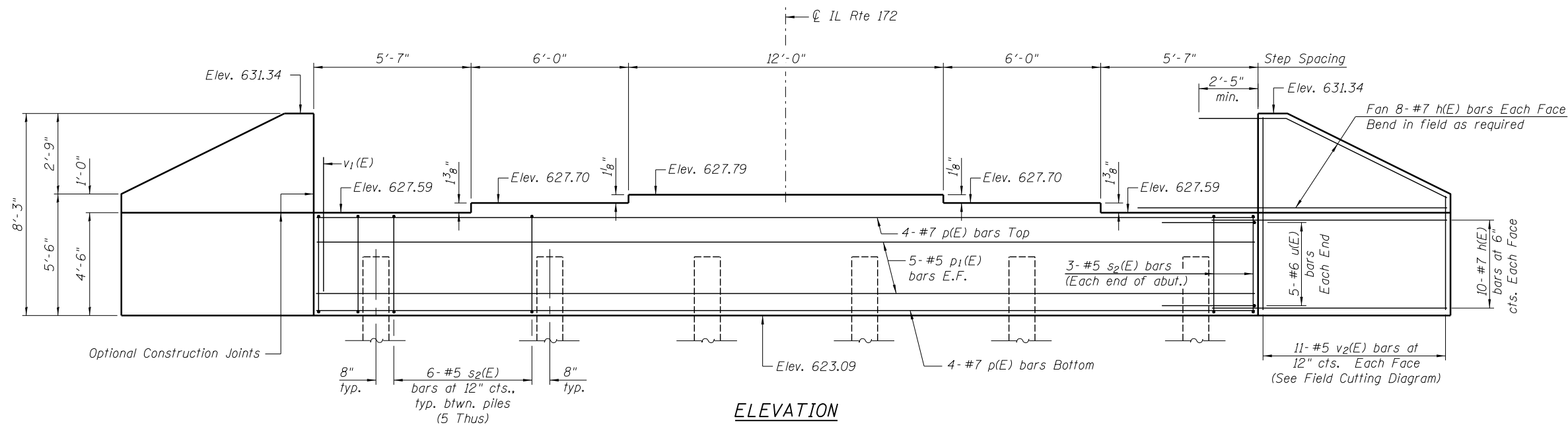
Notes:  
Two hardened washers required for each set of oversized holes.  
\*Alternate channels C12X30 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.  
The alternate, if utilized, shall be provided at no additional cost to the Department.  
\*\*3/4" HS bolts, 15/16" holes.

BILL OF MATERIAL

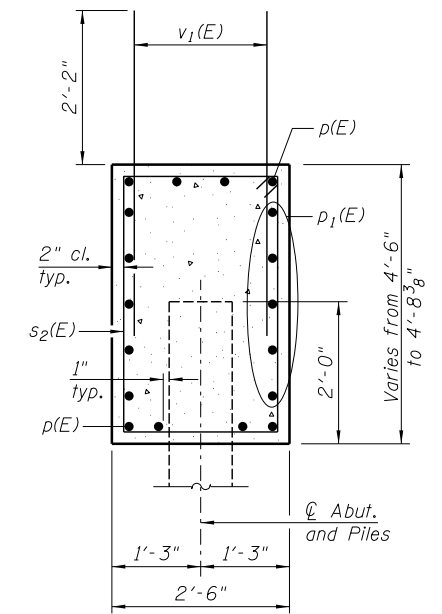
Item	Unit	Total
Anchor Bolts, 1"	Each	24

FILE NAME = ...64D81-SN0902019-013-Steel Details.dgn

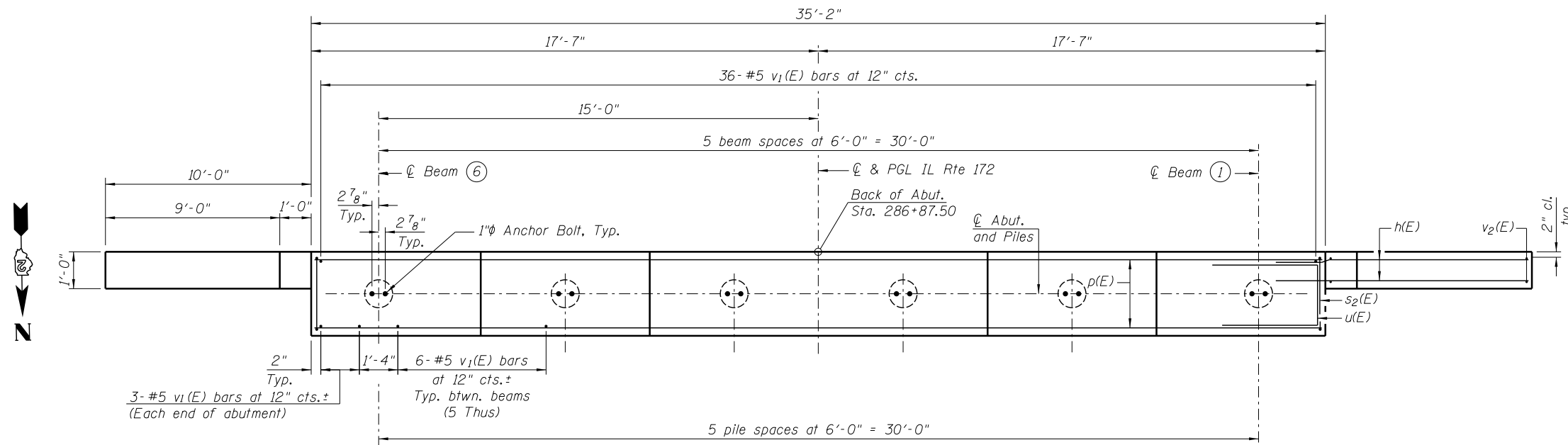
Notes:  
Pour steps monolithically with cap.



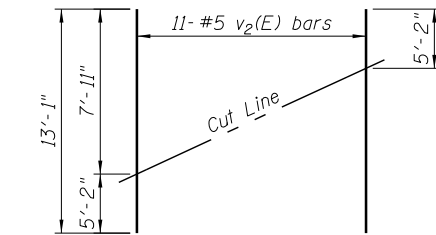
ELEVATION



SEC. THRU ABUT.



PLAN

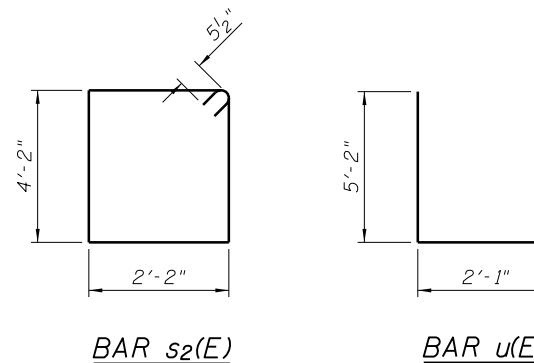


FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.

PILE DATA

Type: Metal Shell 14 in. dia. x 0.25 in. walls  
Nominal Required Bearing: 364k  
Factored Resistance Available: 200k  
Est. Length: 59'  
No. Production Piles: 5  
No. Test Piles: 1



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	72	#7	12'-8"	—
p(E)	8	#7	34'-10"	—
p1(E)	10	#5	34'-10"	—
s2(E)	36	#5	13'-7"	□
u(E)	10	#6	12'-5"	└┘
v1(E)	72	#5	4'-4"	—
v2(E)	22	#5	13'-1"	—
Structure Excavation			Cu. Yd.	132
Concrete Structures			Cu. Yd.	20.1
Reinforcement Bars, Epoxy Coated			Pound	4,120
Furnishing Metal Shell Piles 14"x0.250"			Foot	295
Driving Piles			Foot	295
Test Pile, Metal Shells			Each	1

For details of metal shell piles, see sheet 16 of 19.

Space reinforcement in cap to miss anchor bolts.

FILE NAME = ...E4081-S0902019-014-SouthAbut.dgn



Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

USER NAME = SAW  
PLOT SCALE = 0:2.0000 '1' / in.  
PLOT DATE = 6/12/2013

DESIGNED - PMM  
CHECKED - DAZ  
DRAWN - SAW  
CHECKED - LAS

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

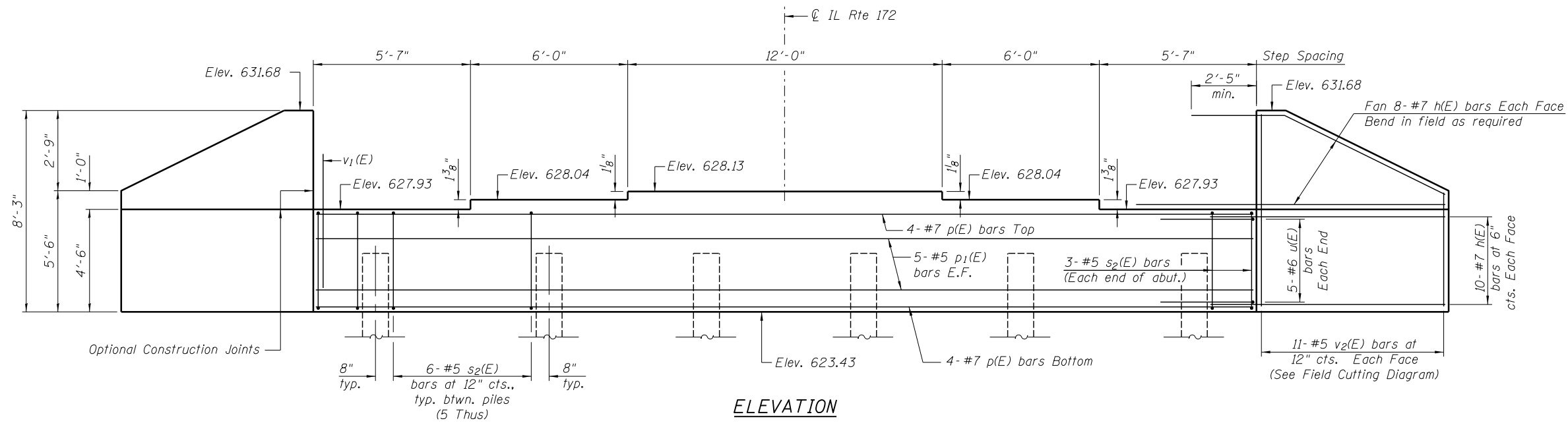
SOUTH ABUTMENT  
S.N. 098-0119

SHEET NO. 14 OF 19 SHEETS

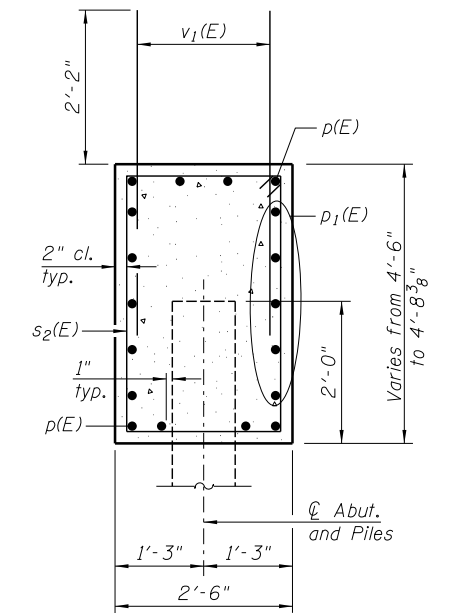
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	39
CONTRACT NO. 64D81				

ILLINOIS FED. AID PROJECT

Notes:  
Pour steps monolithically with cap.



ELEVATION

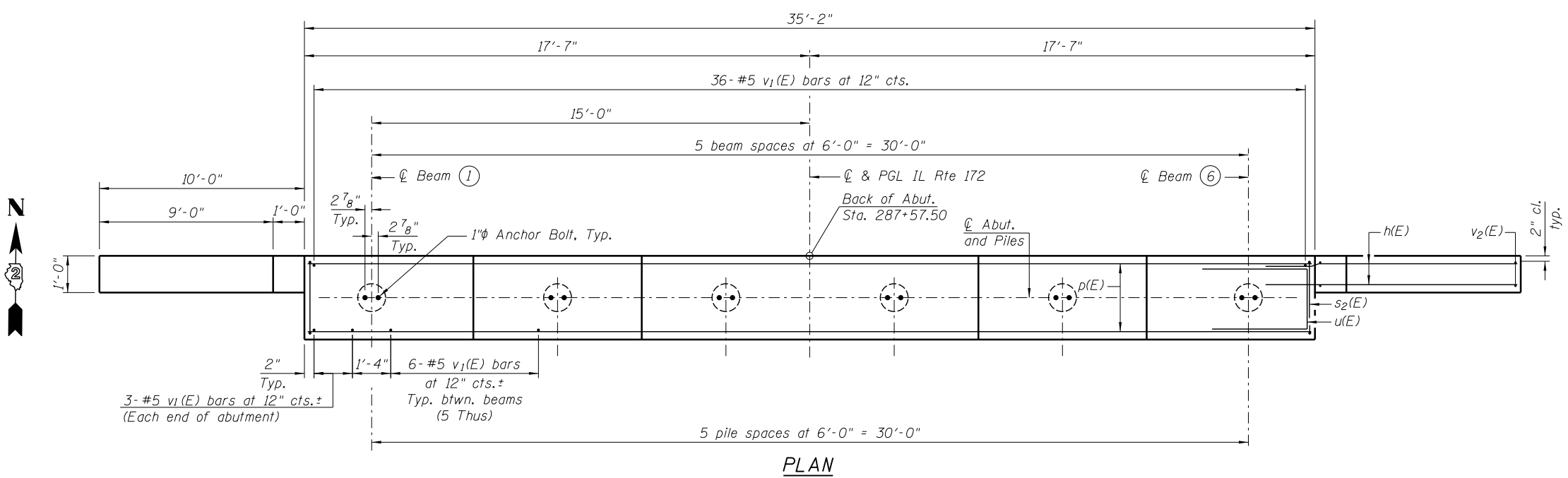


SEC. THRU ABUT.

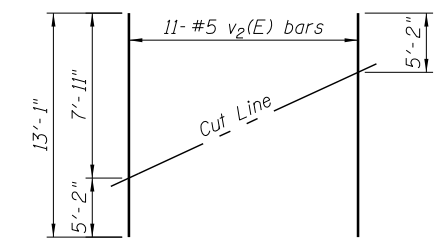
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	72	#7	12'-8"	—
p(E)	8	#7	34'-10"	—
p1(E)	10	#5	34'-10"	—
s2(E)	36	#5	13'-7"	□
u(E)	10	#6	12'-5"	□
v1(E)	72	#5	4'-4"	—
v2(E)	22	#5	13'-1"	—
Structure Excavation		Cu. Yd.		136
Concrete Structures		Cu. Yd.		20.1
Reinforcement Bars, Epoxy Coated		Pound		4,120
Furnishing Metal Shell Piles 14"x0.250"		Foot		354
Driving Piles		Foot		354

For details of metal shell piles, see sheet 16 of 19.  
Space reinforcement in cap to miss anchor bolts.



PLAN

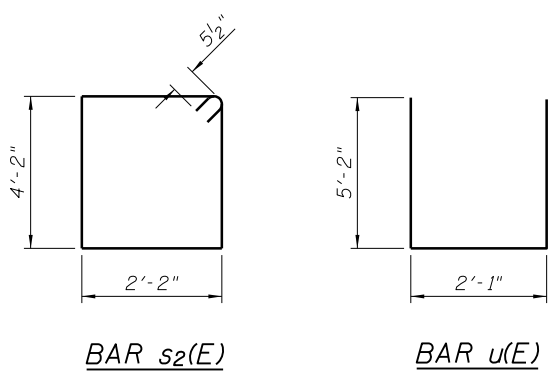


FIELD CUTTING DIAGRAM

Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.

PILE DATA

Type: Metal Shell 14 in. dia. x 0.25 in. walls  
Nominal Required Bearing: 364k  
Factored Resistance Available: 200k  
Est. Length: 59'  
No. Production Piles: 6  
No. Test Piles: 0



BAR s2(E)

BAR u(E)

FILE NAME = ...64D81-SN0920119-015-Nor-abut.dgn



USER NAME = SAW	DESIGNED - PMM	REVISED -
PLOT SCALE = 0:2.0000 'ft' / in.	CHECKED - DAZ	REVISED -
PLOT DATE = 6/12/2013	DRAWN - SAW	REVISED -
	CHECKED - LAS	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

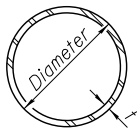
NORTH ABUTMENT  
S.N. 098-0119

SHEET NO. 15 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	40
CONTRACT NO. 64D81				

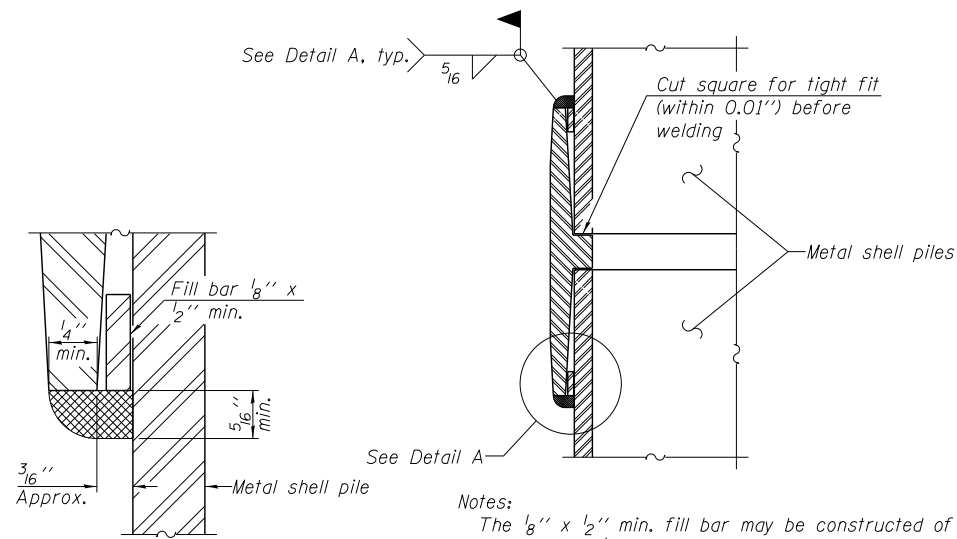
ILLINOIS FED. AID PROJECT





**METAL SHELL PILE TABLE**

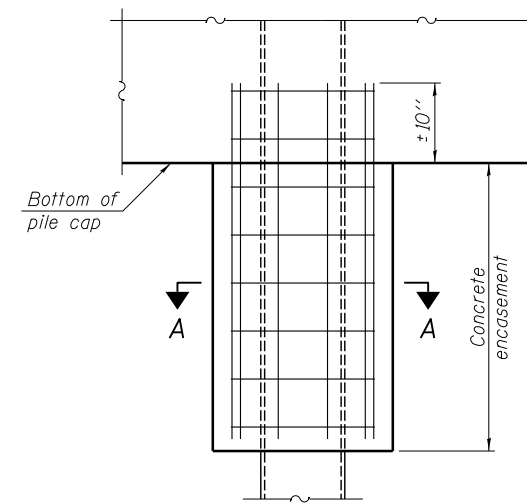
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. <sup>3</sup> /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



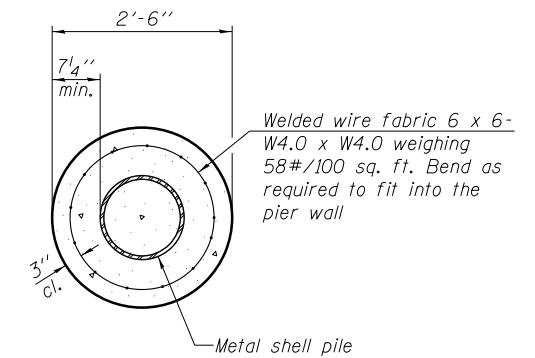
**DETAIL A**

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

**WELDED COMMERCIAL SPLICE**



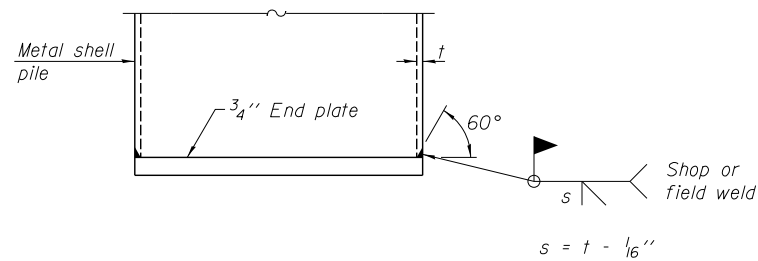
**ELEVATION**



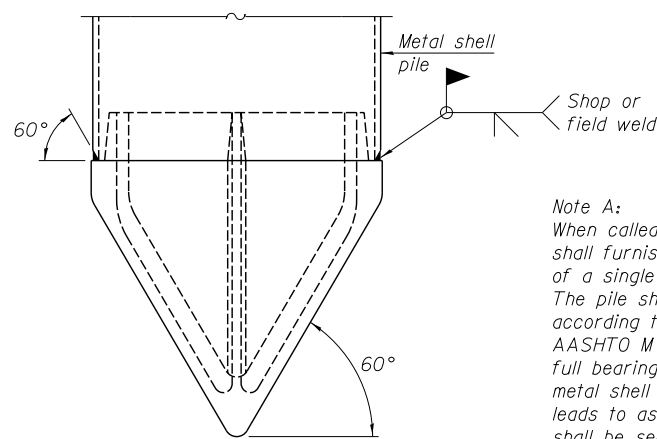
**SECTION A-A**

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

**CONCRETE ENCASEMENT AT PIERS**



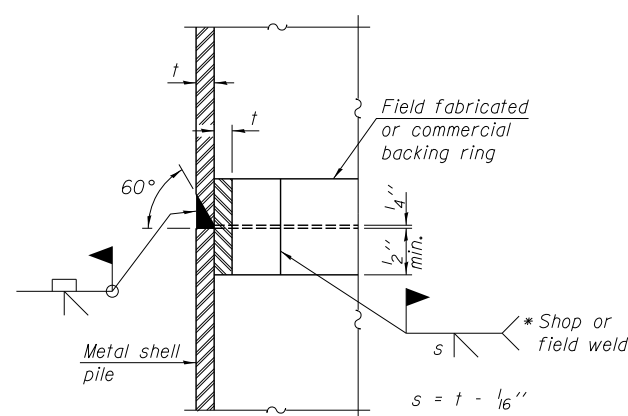
**END PLATE ATTACHMENT**



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

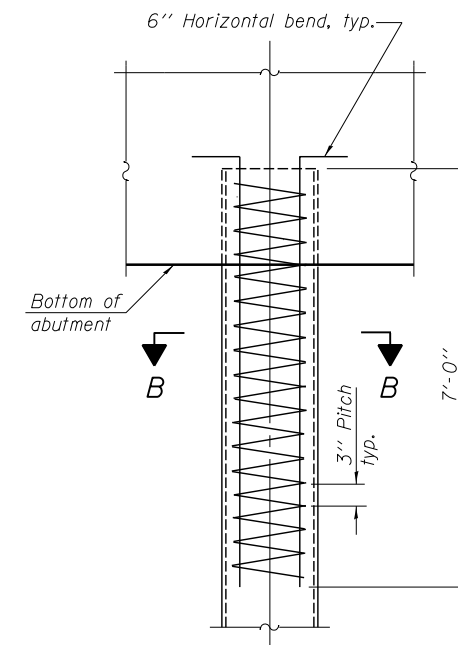
**METAL SHELL PILE SHOE ATTACHMENT**

(See Note A)

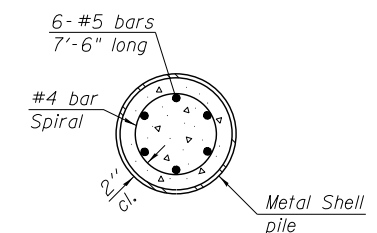


**COMPLETE PENETRATION WELD SPLICE**

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



**ELEVATION**



**SECTION B-B**

**METAL SHELL REINFORCEMENT AT ABUTMENTS**

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

FILE NAME = ...E4081-SN0920119-016-P1aDetail.dgn

F-MS 1-27-12



USER NAME = SAW	DESIGNED - PMM	REVISED -
PLOT SCALE = 0:2.0000 't' / in.	CHECKED - DAZ	REVISED -
PLOT DATE = 5/2/2013	DRAWN - SAW	REVISED -
	CHECKED - LAS	REVISED -

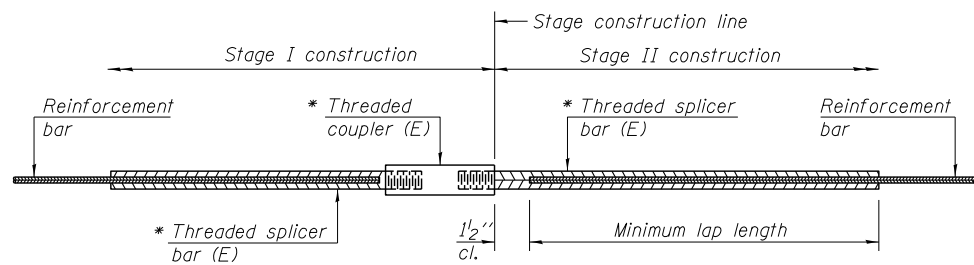
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS  
 S.N. 098-0119

SHEET NO. 16 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	41
CONTRACT NO. 64081				

ILLINOIS FED. AID PROJECT



**STANDARD BAR SPLICER ASSEMBLY**

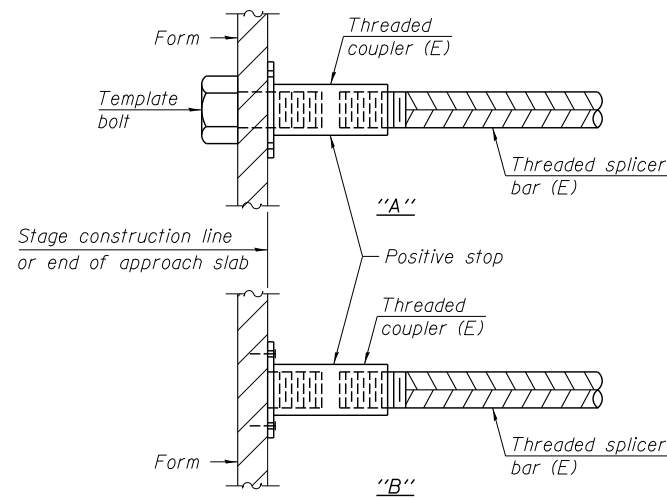
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

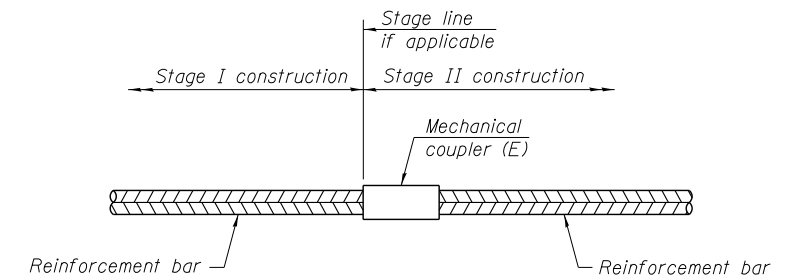
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



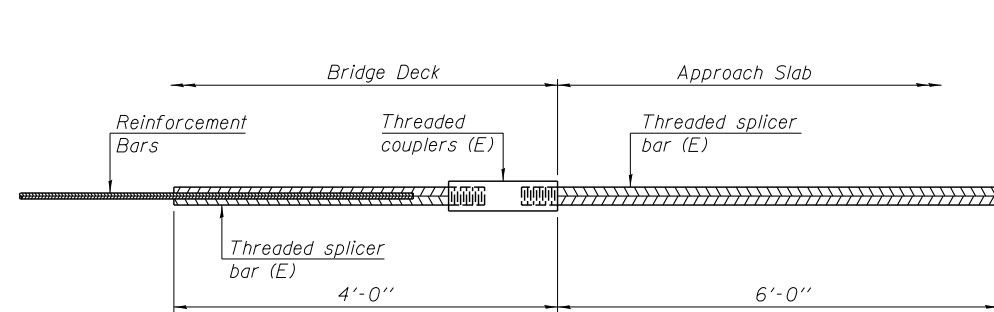
**INSTALLATION AND SETTING METHODS**

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



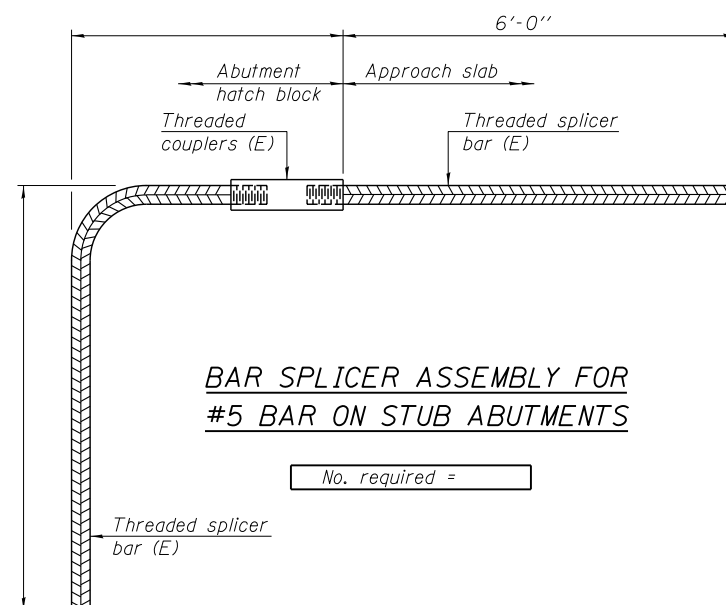
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

No. required = 76



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

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

FILE NAME = ...E4081-SN0920119-017-Bar-Splicers.dgn

BSD-1

1-27-12



Zroka Engineering, P.C.  
 4216 North Hermitage  
 Chicago, IL 60613

USER NAME = SAW	DESIGNED - PMM	REVISED -
PLOT SCALE = 0:2.0000 '1' / in.	CHECKED - DAZ	REVISED -
PLOT DATE = 5/2/2013	DRAWN - SAW	REVISED -
	CHECKED - LAS	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 S.N. 098-0119

SHEET NO. 17 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	42
CONTRACT NO. 64D81				

ILLINOIS FED. AID PROJECT

SOIL BORING B-1 (Page 1 of 3)

SOIL BORING B-1 (Page 2 of 3)

SOIL BORING B-1 (Page 3 of 3)

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 Consulting Geotechnical and Environmental Engineers  
 wangeng@wangeng.com  
 1145 N Main Street  
 Lombard, IL 60148  
 Telephone: 630 953-9928  
 Fax: 630 953-9938

**BORING LOG B-1**  
 WEI Job No.: 703-01-01  
 Client: **Zroka Engineering, P.C.**  
 Project: **IL RTE 172 Bridge over County Ditch**  
 Location: **Whiteside County, IL**

Datum: NGVD  
 Elevation: 622.30 ft  
 North: 1820000.64 ft  
 East: 2400488.37 ft  
 Station: 287+21.6  
 Offset: 39.0' LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
319.3	Stiff, dark brown LOAM	1	1	13	1.10	13	319.3		9	3, 8, 11	NP		
315.3	Very loose to loose, brown and gray, fine SAND	2	2, 3, 4	NP			315.3		10	3, 6, 9	NP		
		3	3, 2, 2	NP					11	4, 6, 11	NP		
		4	4, 5, 8	NP					12	6, 7, 8	NP		
		5	5, 7, 9	NP					13	4, 7, 12	NP		
		6	7, 13, 18	NP					14	6, 8, 11	NP		
		7	6, 8, 10	NP					15	4, 8, 10	NP		
		8	3, 4, 9	NP					16	3, 7, 10	NP		
		20							40				

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	09-17-2007	Complete Drilling	09-17-2007
Drilling Contractor	IDOT	Drill Rig	
Driller	W. Garza	Checked by	
Drilling Method	Wang rendering of IDOT Boring Log		
While Drilling	5.00 ft	At Completion of Drilling	WASHED
Time After Drilling	NA	Depth to Water	NA

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 Consulting Geotechnical and Environmental Engineers  
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 Telephone: 630 953-9928  
 Fax: 630 953-9938

**BORING LOG B-1**  
 WEI Job No.: 703-01-01  
 Client: **Zroka Engineering, P.C.**  
 Project: **IL RTE 172 Bridge over County Ditch**  
 Location: **Whiteside County, IL**

Datum: NGVD  
 Elevation: 622.30 ft  
 North: 1820000.64 ft  
 East: 2400488.37 ft  
 Station: 287+21.6  
 Offset: 39.0' LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
577.8	Stiff to very stiff, gray SILTY CLAY	17	1, 4, 6	NP			577.8		25	4, 8, 10	NP		
		18	7, 5, 7	NP					26	3, 5, 8	NP		
		19	3, 6, 7	2.70 B	23				27	1, 2, 5	NP		
		20	4, 3, 5	1.70 B	22				28	3, 5, 7	NP		
		21	4, 5, 6	1.80 B	25				29	2, 5, 8	NP		
		22	3, 4, 5	2.00 B	27				30	3, 8, 14	NP		
		23	2, 4, 6	1.90 S	28				31	5, 10, 11	NP		
		24	2, 5, 6	NP					32	4, 7, 10	NP		
		60							80				

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	09-17-2007	Complete Drilling	09-17-2007
Drilling Contractor	IDOT	Drill Rig	
Driller	W. Garza	Checked by	
Drilling Method	Wang rendering of IDOT Boring Log		
While Drilling	5.00 ft	At Completion of Drilling	WASHED
Time After Drilling	NA	Depth to Water	NA

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 Fax: 630 953-9938

**BORING LOG B-1**  
 WEI Job No.: 703-01-01  
 Client: **Zroka Engineering, P.C.**  
 Project: **IL RTE 172 Bridge over County Ditch**  
 Location: **Whiteside County, IL**

Datum: NGVD  
 Elevation: 622.30 ft  
 North: 1820000.64 ft  
 East: 2400488.37 ft  
 Station: 287+21.6  
 Offset: 39.0' LT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
535.8	Boring terminated at 86.50 ft	33	5, 11, 21	NP			535.8		34	17, 26, 31	NP		
		85							90				
		95							100				

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	09-17-2007	Complete Drilling	09-17-2007
Drilling Contractor	IDOT	Drill Rig	
Driller	W. Garza	Checked by	
Drilling Method	Wang rendering of IDOT Boring Log		
While Drilling	5.00 ft	At Completion of Drilling	WASHED
Time After Drilling	NA	Depth to Water	NA

FILE NAME = ...64D81-SN0980119-018-BoringLog.dgn



USER NAME = SAW	DESIGNED - PMM	REVISED -
PLOT SCALE = 0:2.0000 'ft' / in.	CHECKED - DAZ	REVISED -
PLOT DATE = 5/2/2013	DRAWN - SAW	REVISED -
	CHECKED - LAS	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BORING LOGS 1  
 S.N. 098-0119  
 SHEET NO. 18 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	43
CONTRACT NO. 64D81				

ILLINOIS FED. AID PROJECT

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 Lombard, IL 60148  
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**BORING LOG B-2**  
 WEI Job No.: 703-01-01  
 Client: **Zroka Engineering, P.C.**  
 Project: **IL RTE 172 Bridge over County Ditch**  
 Location: **Whiteside County, IL**

Datum: NGVD  
 Elevation: 629.70 ft  
 North: 1819961.74 ft  
 East: 2400514.67 ft  
 Station: 286+81.9  
 Offset: 11.0' RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
629.5	15-inch thick ASPHALT --PAVEMENT--														
	Soft to stiff, dark brown to brown, LOAM	1	1	P	0.40	21				9	4	NP			
		2	3	P	1.10	20				13	12	NP			
		3	2	P	1.10	14				10	4	NP			
		4	2	P	0.30	23				11	5	NP			
629.2	Medium dense, brown, fine SAND	10	3	NP				629.2	Medium dense, gray, fine SAND	30	5	NP			
		5	4	NP						11	13	NP			
		6	4	NP				629.2	Medium dense to dense, medium to coarse SAND with gravel	35	2	NP			
		7	1	NP						12	3	NP			
615.2	Medium dense, brown, medium to coarse SAND	15	4	NP						17	2	NP			
		8	5	NP						18	0	NP			
			9	NP							2	NP			
			10	NP							4	NP			
			11	NP							6	NP			
			12	NP							8	NP			
			13	NP							10	NP			
			14	NP							12	NP			
			15	NP							14	NP			
			16	NP							16	NP			
			17	NP							18	NP			
			18	NP							20	NP			
			19	NP							22	NP			
			20	NP							24	NP			
			21	NP							26	NP			
			22	NP							28	NP			
			23	NP							30	NP			
			24	NP							32	NP			
			25	NP							34	NP			
			26	NP							36	NP			
			27	NP							38	NP			
			28	NP							40	NP			

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	09-18-2007	Complete Drilling	09-18-2007
Drilling Contractor	IDOT	Drill Rig	
Driller	W. Garza	Checked by	
Drilling Method	Wang rendering of IDOT Boring Log	While Drilling	12.50 ft
		At Completion of Drilling	WASHED
		Time After Drilling	NA
		Depth to Water	NA

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 Telephone: 630 953-9928  
 Fax: 630 953-9938

**BORING LOG B-2**  
 WEI Job No.: 703-01-01  
 Client: **Zroka Engineering, P.C.**  
 Project: **IL RTE 172 Bridge over County Ditch**  
 Location: **Whiteside County, IL**

Datum: NGVD  
 Elevation: 629.70 ft  
 North: 1819961.74 ft  
 East: 2400514.67 ft  
 Station: 286+81.9  
 Offset: 11.0' RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
629.2	Soft to very stiff, gray SILTY CLAY	45	13	NP				629.2	Loose to medium dense, gray, fine to medium SAND	65	19	NP			
		50	15	NP						70	22	NP			
		55	17	NP						75	23	NP			
		60	18	NP						80	24	NP			
			19	NP							25	NP			
			20	NP							26	NP			
			21	NP							27	NP			
			22	NP							28	NP			
			23	NP							29	NP			
			24	NP							30	NP			
			25	NP							31	NP			
			26	NP							32	NP			
			27	NP							33	NP			
			28	NP							34	NP			
			29	NP							35	NP			
			30	NP							36	NP			
			31	NP							37	NP			
			32	NP							38	NP			
			33	NP							39	NP			
			34	NP							40	NP			

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	09-18-2007	Complete Drilling	09-18-2007
Drilling Contractor	IDOT	Drill Rig	
Driller	W. Garza	Checked by	
Drilling Method	Wang rendering of IDOT Boring Log	While Drilling	12.50 ft
		At Completion of Drilling	WASHED
		Time After Drilling	NA
		Depth to Water	NA

**Wang Engineering, Inc.**  
 Consulting Geotechnical and Environmental Engineers  
 wangeng@wangeng.com  
 1145 N Main Street  
 Lombard, IL 60148  
 Telephone: 630 953-9928  
 Fax: 630 953-9938

**BORING LOG B-2**  
 WEI Job No.: 703-01-01  
 Client: **Zroka Engineering, P.C.**  
 Project: **IL RTE 172 Bridge over County Ditch**  
 Location: **Whiteside County, IL**

Datum: NGVD  
 Elevation: 629.70 ft  
 North: 1819961.74 ft  
 East: 2400514.67 ft  
 Station: 286+81.9  
 Offset: 11.0' RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample No.	Type	SPT Values (blows/ft)	Qu (tsf)	Moisture Content (%)
629.2	Boring terminated at 91.50 ft							629.2							
			24	NP							24	NP			
			25	NP							25	NP			
			26	NP							26	NP			
			27	NP							27	NP			
			28	NP							28	NP			
			29	NP							29	NP			
			30	NP							30	NP			
			31	NP							31	NP			
			32	NP							32	NP			
			33	NP							33	NP			
			34	NP							34	NP			
			35	NP							35	NP			
			36	NP							36	NP			
			37	NP							37	NP			
			38	NP							38	NP			
			39	NP							39	NP			
			40	NP							40	NP			

GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	09-18-2007	Complete Drilling	09-18-2007
Drilling Contractor	IDOT	Drill Rig	
Driller	W. Garza	Checked by	
Drilling Method	Wang rendering of IDOT Boring Log	While Drilling	12.50 ft
		At Completion of Drilling	WASHED
		Time After Drilling	NA
		Depth to Water	NA

FILE NAME = ...64D81-SN09B0119-019-BoringLog.c92.dgn



USER NAME = SAW	DESIGNED - PMM	REVISED -
PLOT SCALE = 0:2.0000 ' / in.	CHECKED - DAZ	REVISED -
PLOT DATE = 5/2/2013	DRAWN - SAW	REVISED -
	CHECKED - LAS	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BORING LOGS 2  
 S.N. 098-0119  
 SHEET NO. 19 OF 19 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	44
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
 DEPARTMENT OF PUBLIC WORKS AND BUILDINGS  
 DIVISION OF HIGHWAYS  
**PLANS FOR PROPOSED  
 STATE BOND ISSUE HIGHWAY**

**INDEX TO SHEETS.**

Sheet No.	Title
2	Standards 1906, 1873 (with Cover)
3	Standards 1235, 1233
4	Details of Alignment Plan of Route 82 with Route 88 and Intersecting Street, Detail of Special Shoulder, Detail of Road Markings
5	Standards 1465, 1470
6	Plan & Profile sta: 413+00 - sta: 450+00
7	" " sta: 450+00 - sta: 505+00
8	" " sta: 505+00 - sta: 535+00
9	" " sta: 535+00 - sta: 555+00
10	" " sta: 555+00 - sta: 655+00
11	" " sta: 655+00 - sta: 684+67.5
12	" " sta: 684+67.5 - sta: 717+46
13	" " sta: 717+46 - sta: 730+00
14	" " sta: 730+00 - sta: 750+00
15	" " sta: 750+00 - sta: 777+46
16-18	Inclusive Cross Sections
19	Special Culverts sta: 447+53, 478+53, 478+53, 474+20
20	" " sta: 474+20, 471+16, 461+00, 500+16
21	" " sta: 522+95, 524+80, 571+00, 520+50(L)
22	" " sta: 571+00, 640+43, 652+77, 652+18
23	" " sta: 652+58, 645+00, 650+50, 650+18
24	" " sta: 684+00, 721+62
25	" " sta: 721+62 - sta: 730+00
26	Standards 1471, 1102
27	Standards 1464, 1263

**ROUTE 82, SECTION 141 & 141-B, WHITESIDE COUNTY.**

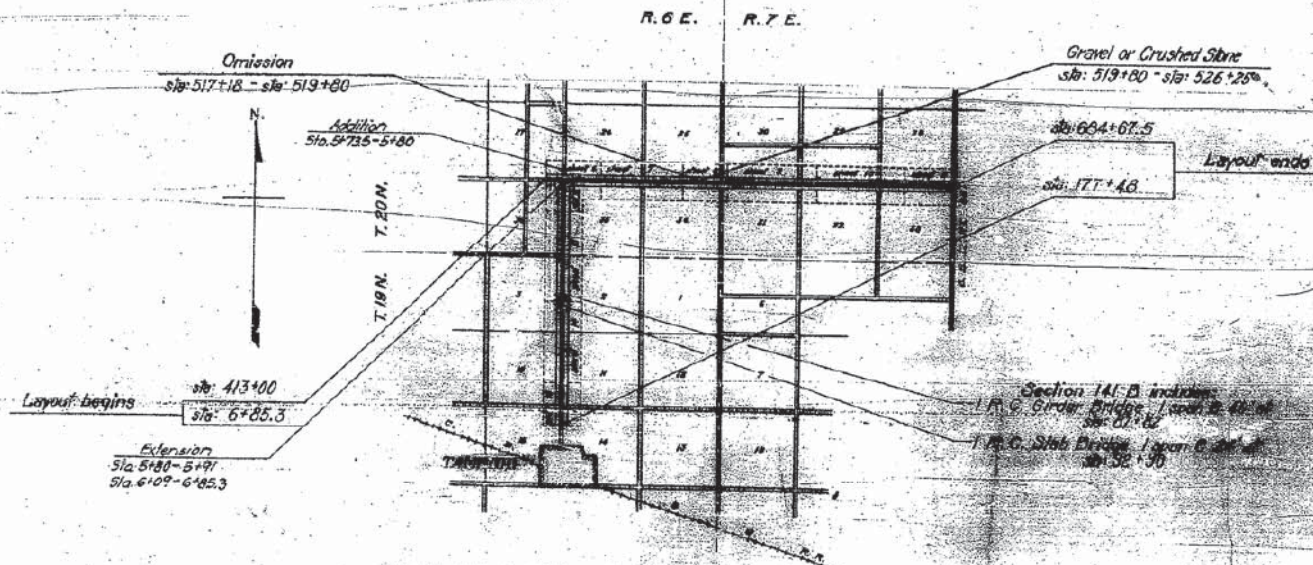
SCALES  
 PLAN 1 INCH = 100 FT.  
 PROFILE, HOR. 1 INCH = 100 FT.  
 PROFILE, VERT. 1 INCH = 16 FT.  
 CROSS-SECTION 1 INCH = 4 FT.

From a point near the S.W. corner of the S.E. 1/4 of the S.E. 1/4 of section 27, T.20N., R.6E., of the 4<sup>th</sup> P.M.  
 To a point near the S.E. corner of section 20, T.20N., R.7E., of the 4<sup>th</sup> P.M.  
 and  
 To a point near the S.W. corner of the N.W. 1/4 of section 14, T.19N., R.6E., of 4<sup>th</sup> P.M.



SECTION 141-B

Sheet No.	Title
13	Plan & Profile sta: 30+00 - sta: 30+00
14	" " sta: 30+00 - sta: 150+00
17	Special Bridge sta: 07+00 - sheet 1 of 2 sheets
18	" " sta: 07+00 - sheet 2 of 2 sheets
28	" " sta: 32+00 - sheet 1 of 3 sheets
29	" " sta: 32+00 - sheet 2 of 3 sheets
30	" " sta: 32+00 - sheet 3 of 3 sheets



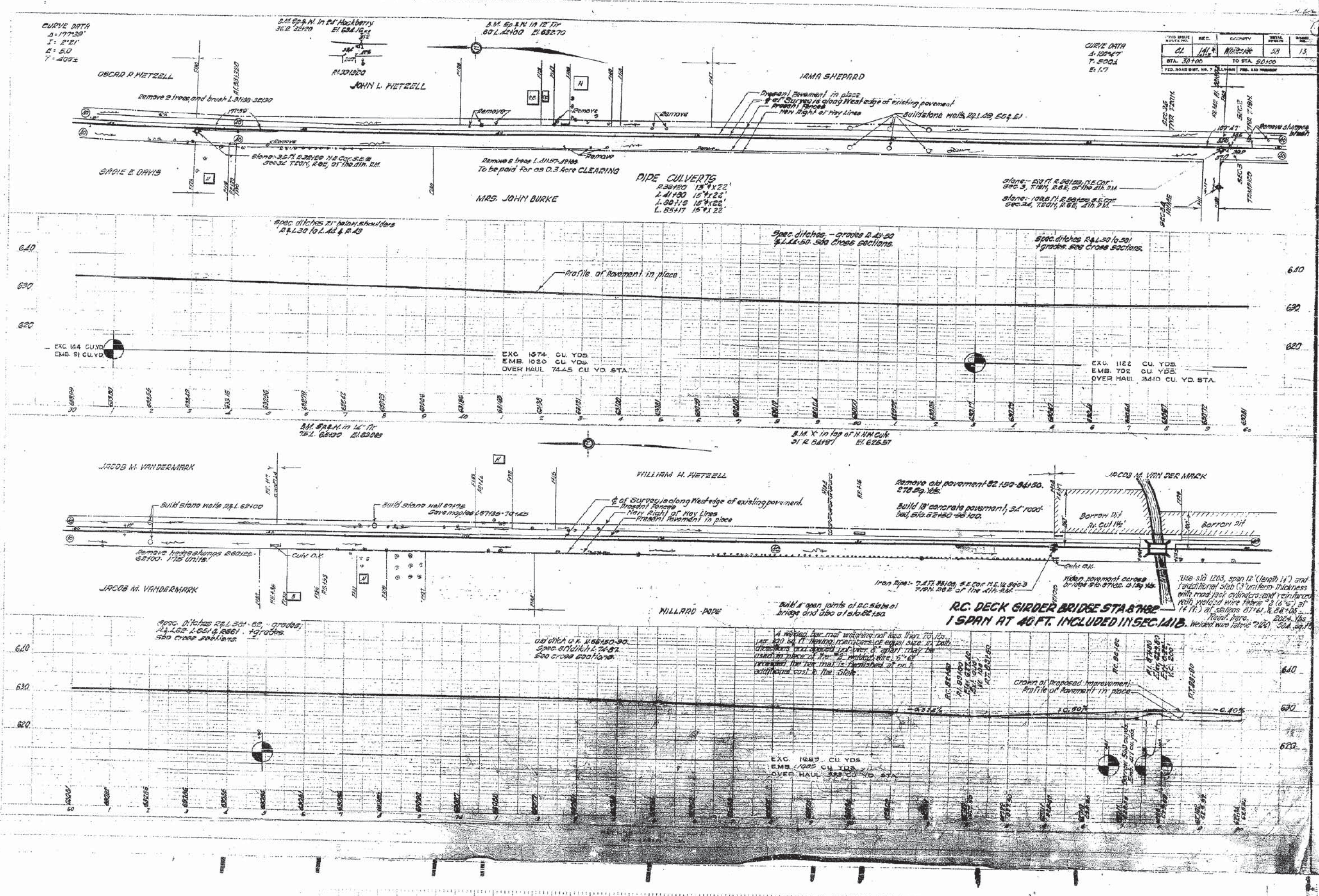
Symbol	Description
---	STATE LINE
---	COUNTY LINE
---	CITY, VILLAGE OR TOWN
---	TOWNSHIP LINE
---	SECTION LINE
---	GRANT LINE
---	SECTION CORNER
---	FENCE LINE
---	UNFENCED PROPERTY
---	RIGHT OF WAY LINE
---	GUARD RAIL
---	STEAM RAILROAD
---	ELECTRIC RAILROAD
---	RETAINING WALL
---	BASE ON SURVEY LINE
---	LEVEE
---	CULVERT
---	STORM SEWER
---	TILE DRAIN
---	DROP INLET
---	TROLLEY POLE
---	POWER POLE
---	TELEPHONE OR TELEGRAPH POLE
---	MARSH
---	HEDGE

**LAYOUT**  
 Approximate scale 1 inch = 1 mile  
 Net length of layout 43,368.2 ft. = 8.273 mi.

STATE OF ILLINOIS DEPARTMENT OF PUBLIC WORKS AND BUILDINGS DIVISION OF HIGHWAYS	
DESIGNED	December 1, 1932
EXAMINED	December 7, 1932
FILED	December 7, 1932
APPROVED	December 7, 1932
APPROVED	December 7, 1932

WHITESIDE COUNTY SECTION 141-B ROUTE 82

DATE - DECEMBER 7, 1932



THIS SHEET	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CL 1412	WHITESIDE	53	13	
STA. 30+00 TO STA. 90+00				
FED. ROAD DIST. NO. 7 ILL. PLAN. PBL. AND NUMBER				

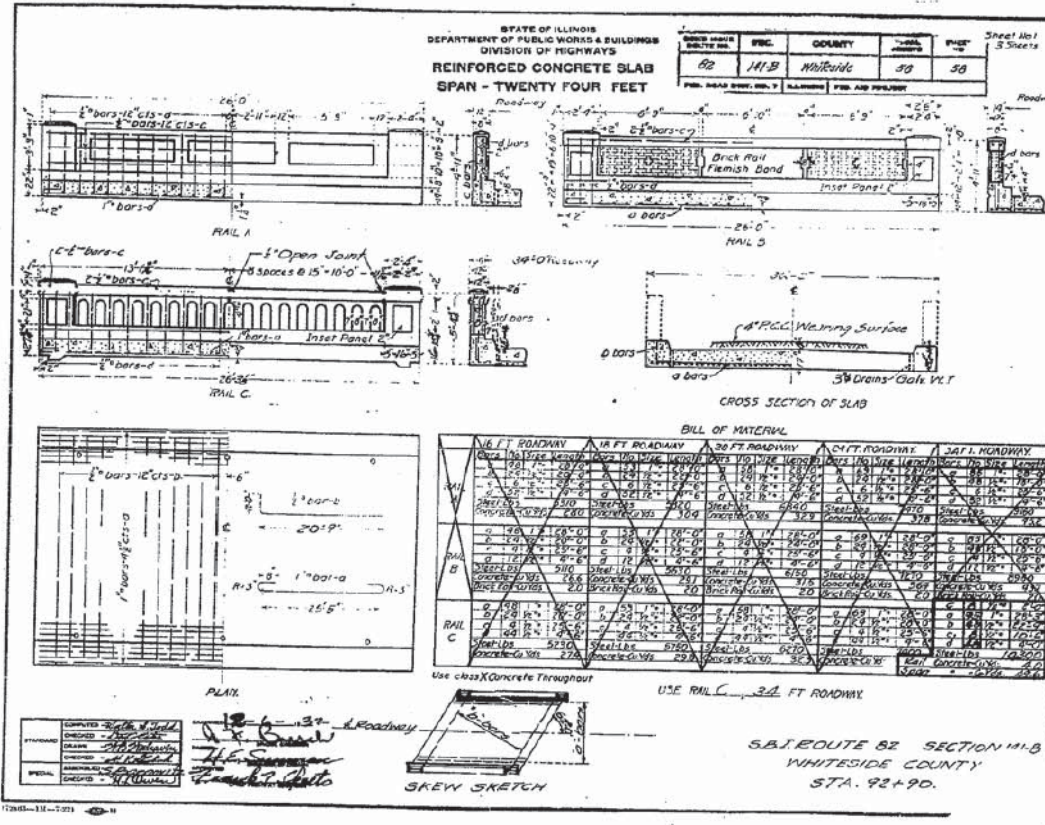
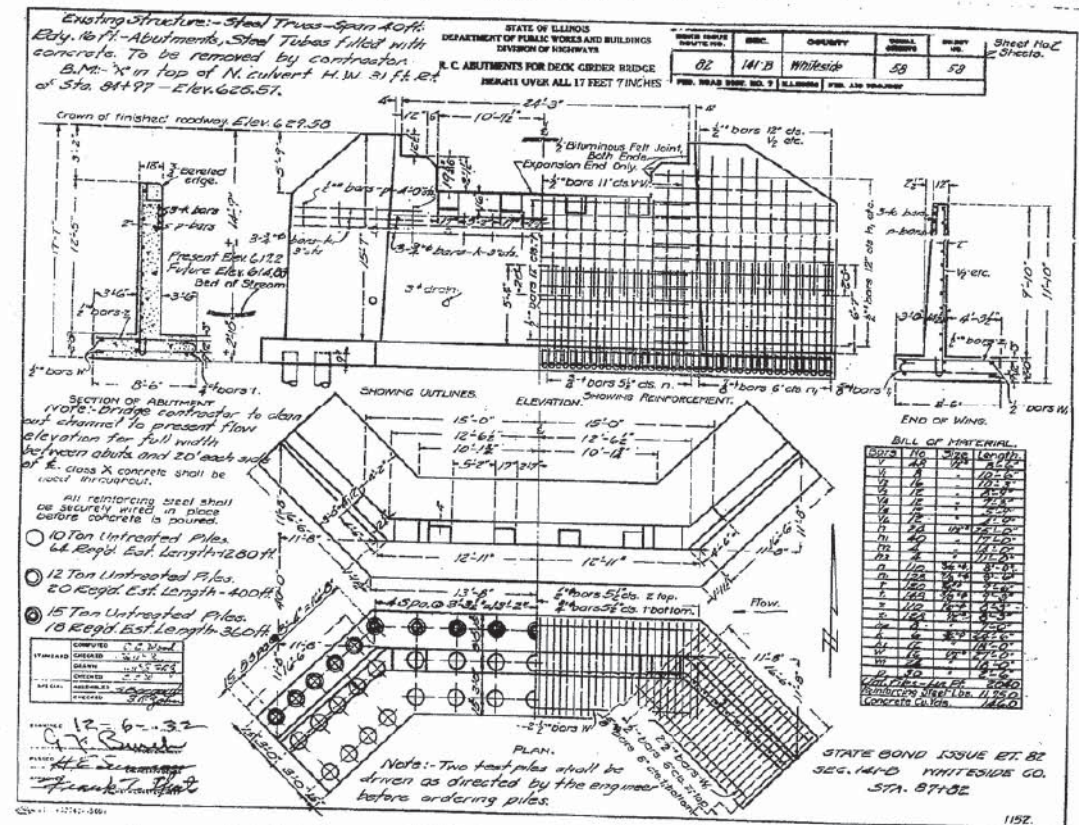
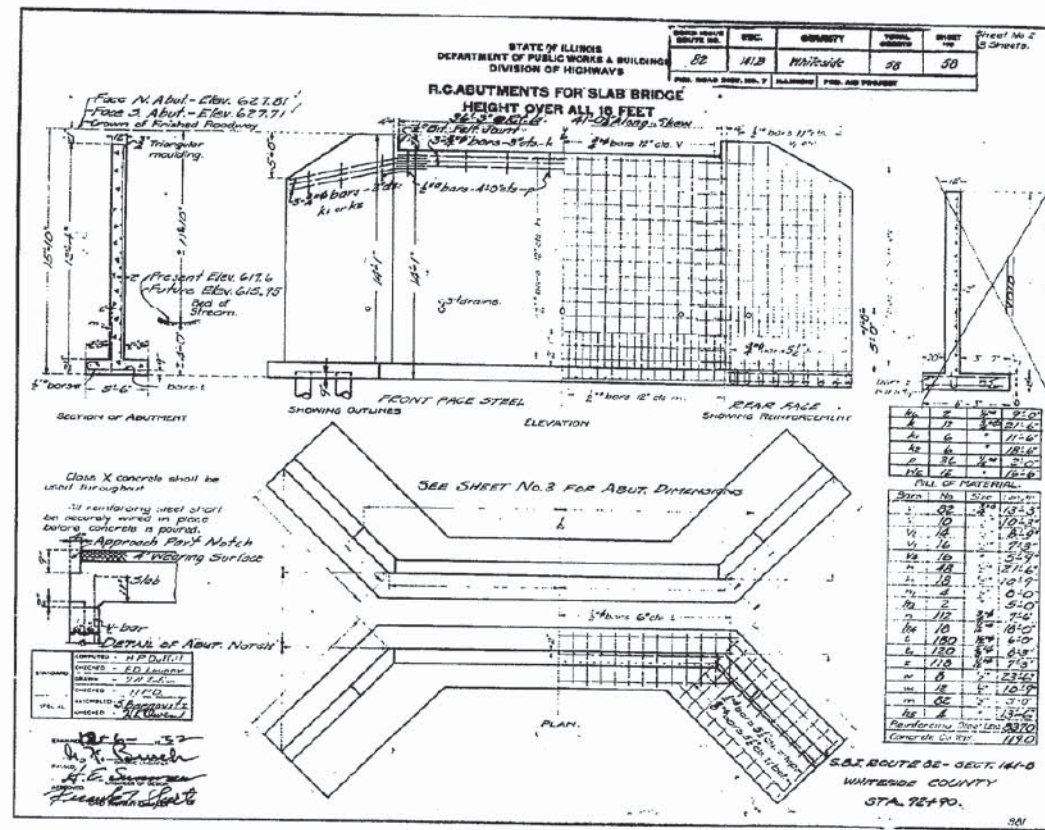
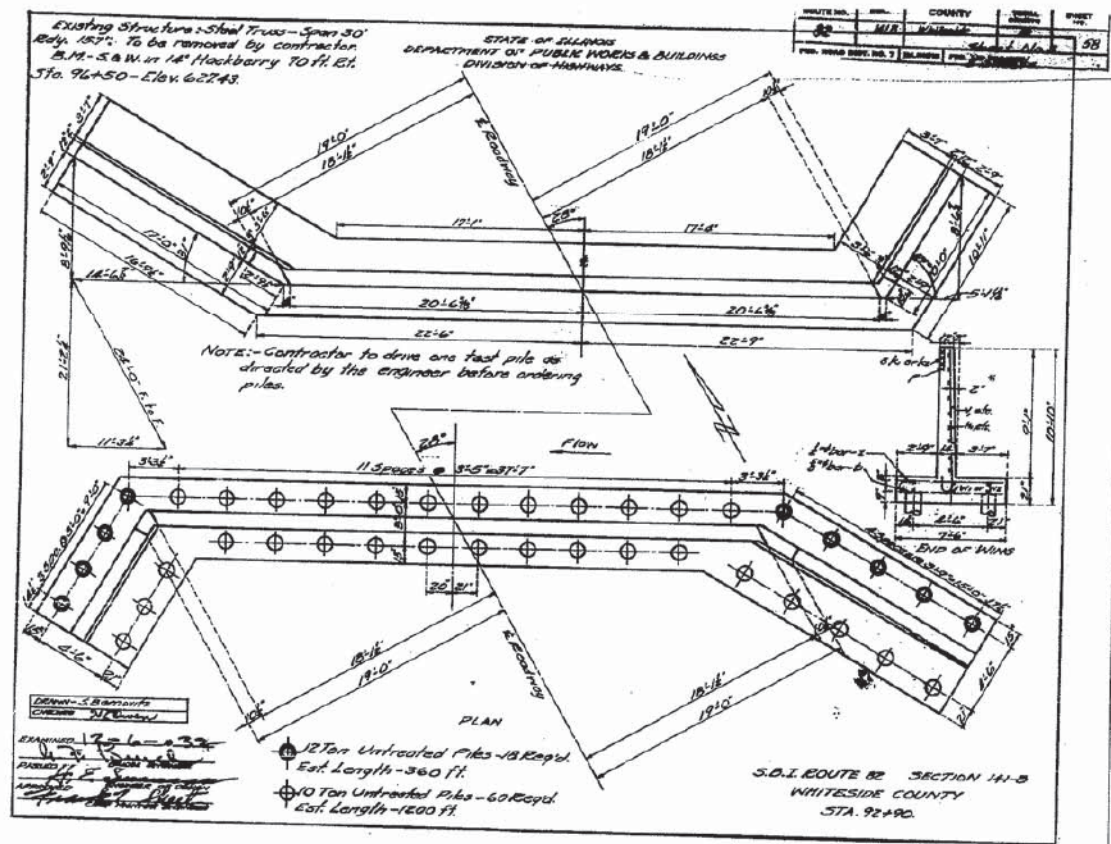
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**ZROKA**  
engineering  
Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

EXISTING BRIDGE PLANS - 1933  
FOR INFORMATION ONLY  
SCALE: SHEET OF SHEETS STA. 283+43 TO STA. 293+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	46
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				



**INDEX OF SHEETS**

1. COVER SHEET  
INDEX OF SHEETS  
STANDARDS
2. GENERAL NOTES  
TYPICAL SECTIONS
3. SUMMARY OF QUANTITIES  
MISCELLANEOUS QUANTITIES
4. PLAN & PROFILE
- 5.-13. BRIDGE PLANS
- 14.-15. CROSS SECTIONS
16. TYPICAL APPLICATIONS OF TRAFFIC CONTROL DEVICES

**STANDARDS :**

- |         |   |
|---------|---|
| 1686-4  | STANDARD SYMBOLS AND ABBREVIATIONS              |
| 2115-2  | NAME PLATE FOR BRIDGES                          |
| 2117-1  | BITUMINOUS PATCHING DETAILS                     |
| 2135    | PERMANENT SURVEY MARKERS                        |
| 2230-13 | STEEL PLATE BEAM GUARD RAIL TYPE A, B, C, & D   |
| 2149-11 | DELINEATORS                                     |
| 2359-1  | WIDENING AND SHOULDERS FOR PAVEMENT RESURFACING |
| 2299-9  | TRAFFIC CONTROL DEVICE                          |
| 2300-2  | FLAGGER TRAFFIC CONTROL SIGN                    |
| 2301-4  | TRAFFIC CONTROL STANDARD                        |
| 2302-4  | TRAFFIC CONTROL STANDARD                        |
| 2305-4  | TRAFFIC CONTROL STANDARD                        |
| 2336-3  | TRAFFIC BARRIER TERMINAL TYPE I & IA            |
| 2340-3  | TRAFFIC BARRIER TERMINAL TYPE 5 & 5A            |
| 2350-2  | METAL POSTS FOR SIGNS, MARKERS & DELINEATORS    |
| 2296-5  | TRAFFIC CONTROL DEVICES                         |
| 2382-1  | BRIDGE APPROACH PAVEMENT                        |
| 2383-1  | TEMPORARY CONCRETE BARRIER                      |
| 2388-1  | TRAFFIC BARRIER TERMINAL TYPE II                |
| 2443-3  | PAVEMENT WIDTH TRANSITION                       |
| 2381    | EROSION CONTROL                                 |
| 2323-5  | JOINTS  |

**DESIGN DESIGNATION**  
250(02) COLLECTOR 0.168 (BIT 20)

CONTRACT NO. 35392

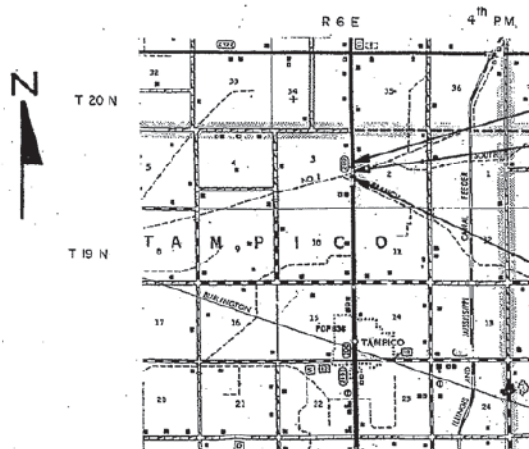
TAMPICO TOWNSHIP  
"CALL J.U.L.I.E.  
BEFORE YOU DIG,  
800-892-0123"

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**PLANS FOR PROPOSED**  
**FEDERAL AID SECONDARY HIGHWAY**

SCALES { PLAN INCH = 20'  
PROFILE HOR. INCH = 20'  
PROFILE VERT. INCH = 2'  
CROSS SECTIONS INCH = 5'

**F.A.S. ROUTE 200**  
**SECTION 141 BR**  
**PROJECT BR-S-200(104)**  
**WHITESIDE COUNTY**

C-92-097-01



LAYOUT  
SCALE 1" = 1 MILE

NET LENGTH OF SECTION 141 BR = 389.41 FT. = 0.074 MI.

LENGTH OF PROJECT = 389.41 FT. = 0.074 MI.

STATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ILLINOIS	141 BR	WHITESIDE	16	1

P-92-041-80



LOCATION OF SECTION INDICATED THUS: —

PROJECT BR-S-200 (104)

SECTION 141 BR BEGINS  
STATION 85+87.67

SECTION 141 BR INCLUDES THE REHABILITATION OF THE EXISTING SUBSTRUCTURE AND A NEW PRECAST/PRESTRESSED CONCRETE DECK-BEAM SUPERSTRUCTURE (CARRYING ILL. ROUTE 172 OVER COUNTY DITCH NO. 1) 1 SPAN AT 44'-11" EXISTING STRUCTURE NO. 098-0044

PROJECT BR-S-200 (104)

SECTION 141 BR ENDS  
STATION 89+77.08

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

SUBMITTER: Jan 20, 1982

EXAMINER: Feb 11, 1982 DISTRICT ENGINEER

PASSED: Feb 11, 1982 CHIEF OF PLANS AND CONTRACTS

APPROVED: Feb 11, 1982 CHIEF OF RECORDS



DONOHUE & ASSOCIATES, INC.

D.A. 11840(82)

FILE NAME =	USER NAME = *USER*	DESIGNED - RAC	REVISED -
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	PLOT DATE = *DATE*	DATE - 06-21-13	REVISED -

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



Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

**EXISTING BRIDGE PLANS - 1982**  
**FOR INFORMATION ONLY**

SCALE: SHEET OF SHEETS STA. 283+43 TO STA. 293+50

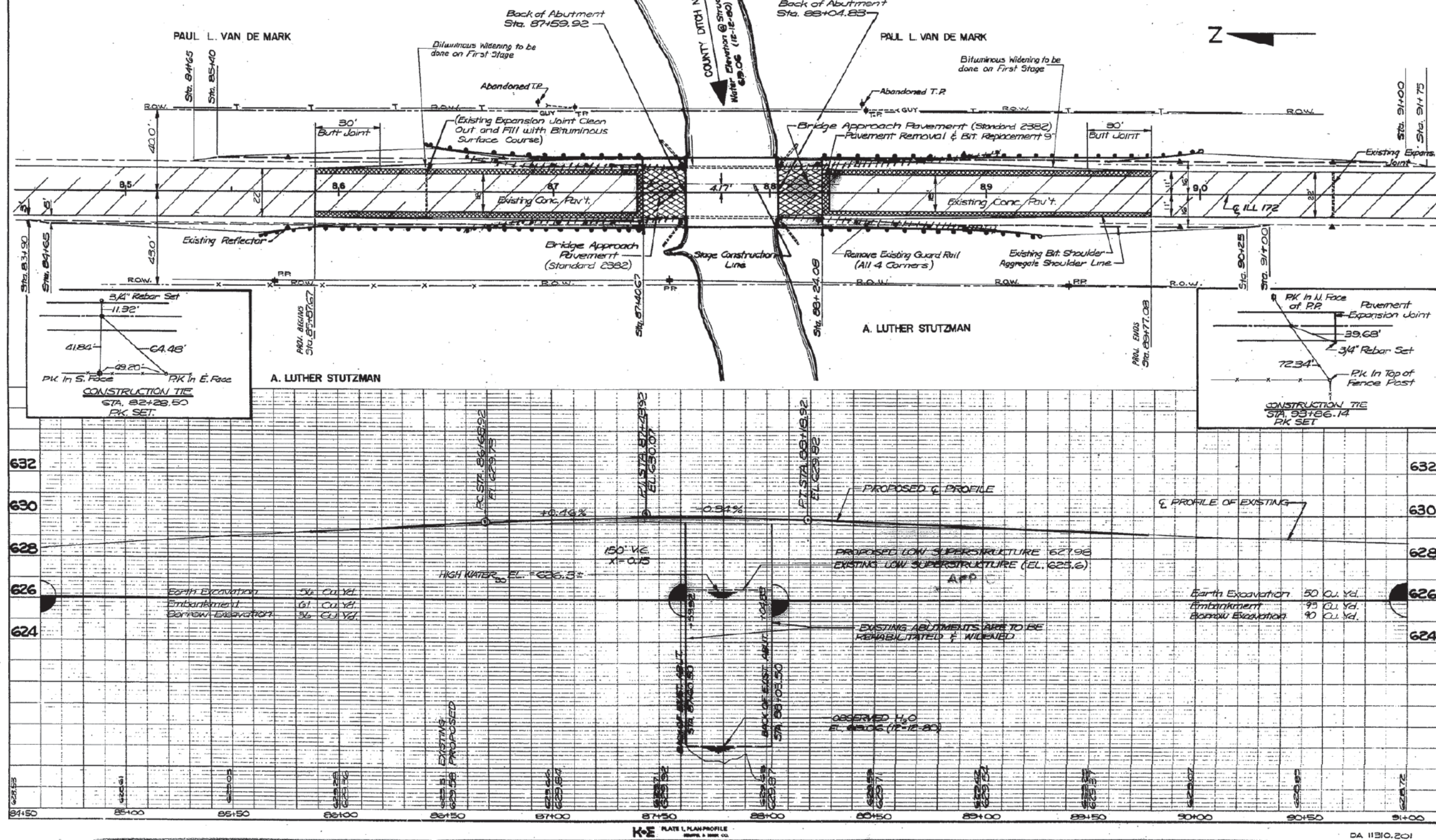
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	48
				CONTRACT NO. 64D81
ILLINOIS FED. AID PROJECT				



U.S.G.S. Datum  
5<sup>TH</sup> G.A. 1929

B.M. Chiseled 'D' on N.W.  
Wing Wall Bridge  
Station 87+60.50  
Elevation 629.60

ROUTE	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
FAS 200	141B-2	WHITESIDE	16	49
CONTRACT NO. 64D81				



FOOTED  
NOTE BOOK  
No. 21

REVISIONS  
NOTED  
NO. DATE

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	PLOT DATE = *DATE*	DATE - 06-21-13	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**ZROKA**  
engineering  
Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

EXISTING BRIDGE PLANS - 1982  
FOR INFORMATION ONLY  
SCALE: SHEET OF SHEETS STA. 283+43 TO STA. 293+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	49
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				

**Bench Mark:**  
Chiseled square on Northwest wing wall of existing bridge Elev. 629.60

**Description of Improvement:**  
The improvement includes the replacement of the existing superstructure with a widened cross section. The existing structure 09B-0044 built in 1933 is a single span reinforced concrete deck girder 40'-0" front face to front face of abutments and 25'-0" out to out. The existing superstructure shall be replaced with single span prestressed deck beams. Existing abutments to be rehabilitated and widened. Phased construction shall be used to maintain one lane of traffic at all times. No Salvage.

**WATERWAY INFORMATION**

Drainage Area		40.2 sq. mi. Low Grade Elev. 626.4		At Sta. 92+03				
Flood	Frq.	C.F.S.	Opning Sq. Ft.	Met.	Head-Ft.	Headwater Elev.		
		Exist.	Prop.	E.V.E.	Exist.	Prop.		
Design:	30	2,130	326	629.3	1.7	1.7	626.0	628.0
Base:	100	2,680	334	626.9	2.20	2.00	629.10	629.90
Oversloping:	80	2,510	342	626.7	1.84	---	---	---
Max. Calc.:	500	---	---	---	---	---	---	---

PROJECT NO.	SECTION	SHEET NO.	TOTAL SHEETS
F.A.S. 200	141B	16	5

SHEET NO. 1  
9 SHEETS

**DESIGN DATA**  
DESIGN SPECIFICATIONS: A.A.S.E.T.O. 1977, 1978, 1979, 1980, 1981 INTERIMS

**DESIGN LOAD:** HS 20  
ALLOW 25 POUNDS PER SQUARE FOOT FOR FUTURE WEARING SURFACE.

**DESIGN STRESSES:**

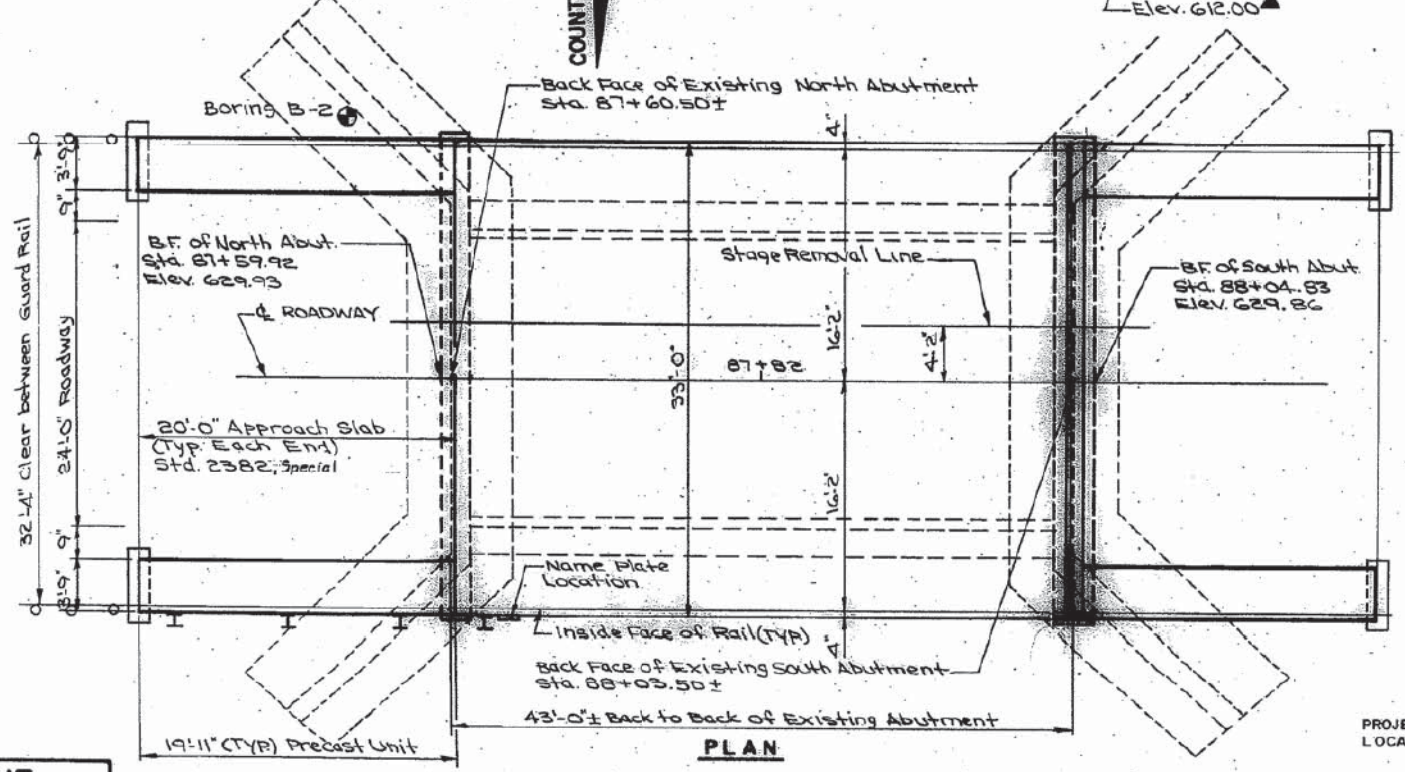
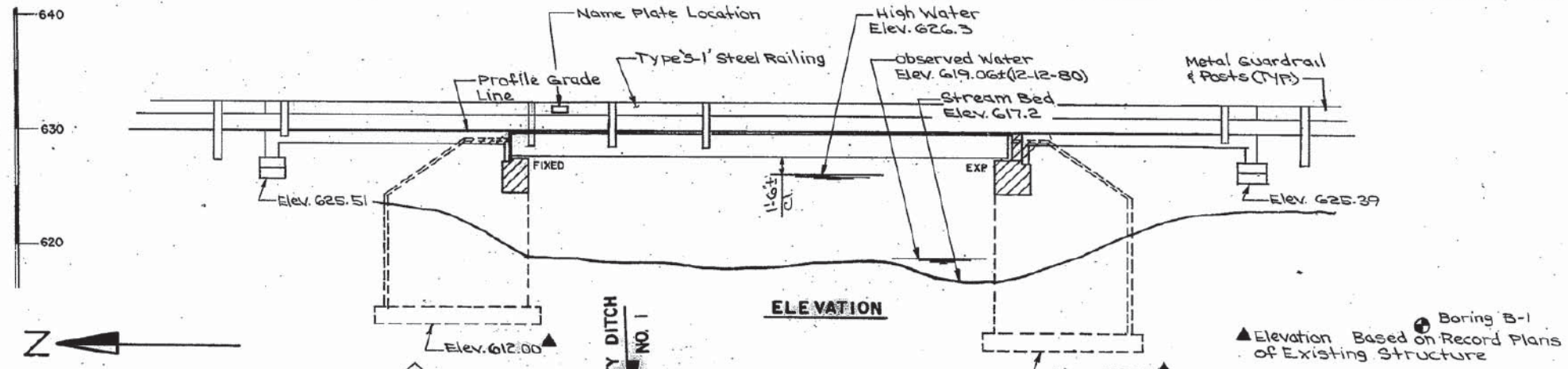
**CONCRETE CAST IN PLACE**  
f<sub>c</sub> = 3,500 P.S.I.

**CONCRETE PRECAST**  
f<sub>c</sub> = 4,500 P.S.I.  
f<sub>c</sub> = 1,800 P.S.I.

**PRECAST PRESTRESSED CONCRETE**  
f<sub>c</sub> = 5,000 P.S.I.  
f<sub>ci</sub> = 4,000 P.S.I.  
f<sub>s</sub> = 270,000 P.S.I.  
f<sub>si</sub> = 189,000 P.S.I.  
f<sub>s</sub> = 24,000 P.S.I.  
f<sub>t</sub> = 60,000 P.S.I.

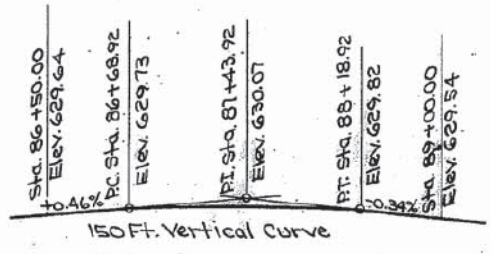
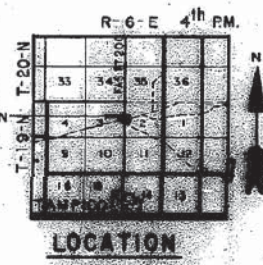
**BAR STEEL REINFORCEMENT**  
f<sub>s</sub> = 24,000 P.S.I.  
f<sub>y</sub> = 60,000 P.S.I.

FOR "GENERAL NOTES" & "TOTAL BILL OF MATERIALS" SEE SHEET 2.

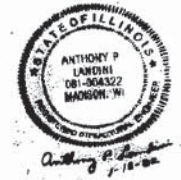


STATION 87+82.00  
COUNTY DITCH NO. 1  
BUILT 198  
F.A.S. RTE. 200 SEC. 141BR  
F.A. PROJECT BR-S-200 (104)  
LOADING HS20  
\*STR. NO. 629-0044  
**NAME PLATE**  
(See Std. 2113)

APPROVED  
FOR STRUCTURAL ADEQUACY ONLY  
*Carl E. Thompson*  
Engineer of Bridges and Structures



**PROFILE GRADE LINE**

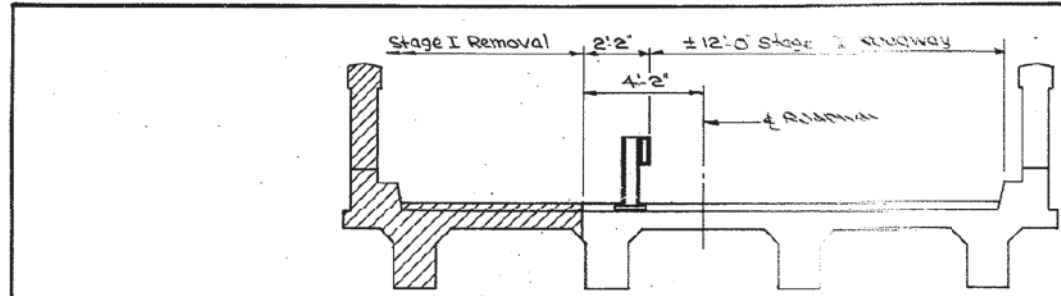


**GENERAL PLAN**  
F.A.S. RTE. 200 (ILL 172)  
OVER COUNTY DITCH R.O.1  
F.A.S. RTE. 200 SECTION 141 BR  
WHITESIDE COUNTY  
STA. 87+ 82.00

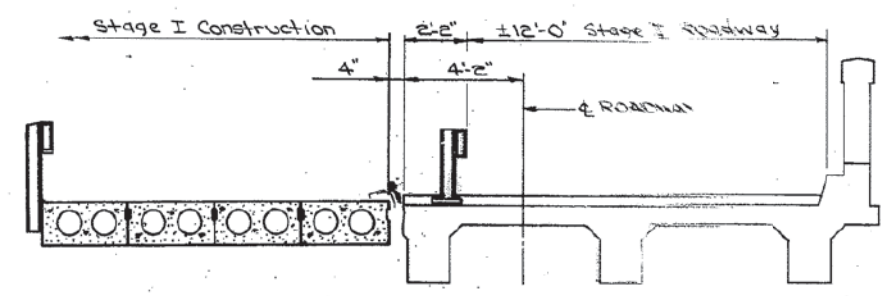
REVISIONS	
NAME	DATE

**DONOHUE**  
ENGINEERS & ARCHITECTS  
DESIGN: PRZ  
BY: J.T.T.  
DRAWN: JAR  
BY: J.A.R.  
CHECKED: L.N.F.  
BY: L.N.F.  
PROJECT NUMBER 1310.201

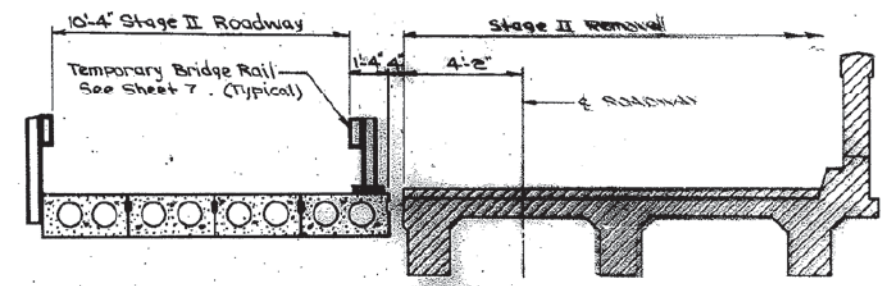
SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEETS
F.A.S. RTE. 200	141BR	WHITESIDE	10	6	9



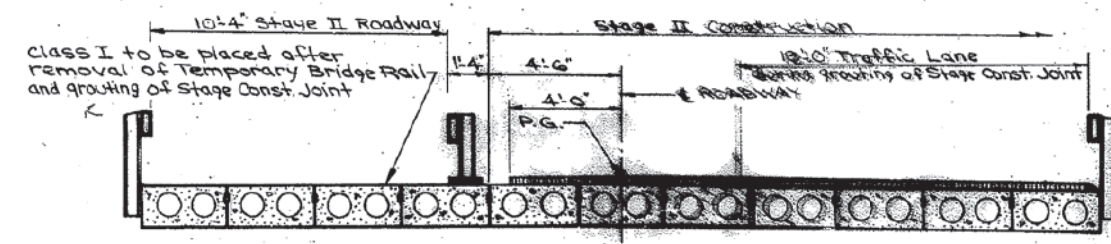
\*STAGE I REMOVAL



\*STAGE I CONSTRUCTION



\*STAGE II REMOVAL



\*STAGE II CONSTRUCTION

\*LOOKING SOUTH

**DONOHUE**  
ENGINEERS & ARCHITECTS

DESIGN	BY: PD.Z.	CHECKED	BY: J.T.T.
DRAWN	BY: J.A.R.	CHECKED	BY: L.N.F.

PROJECT NUMBER 11310201

**NOTES**

THREADED OR COIL RODS SHALL BE 3/4" DIA. STEEL, WITH A MINIMUM YIELD STRENGTH OF 60 KSI. COST TO BE INCIDENTAL TO REINFORCING BARS.

SPLICERS SHALL BE OF AN APPROVED TYPE AND SHALL DEVELOP THE YIELD STRENGTH OF THE THREADED OR COIL RODS (MINIMUM ROOT DIAMETER OF THREADS EQUAL TO 0.625").

THREADED OR COIL RODS SHALL BE THREADED INTO THE SPLICERS A MINIMUM OF 1-1/2".

SPLICER ASSEMBLY MATERIALS SHALL BE AS FOLLOWS:

SPLICERS: AASHTO M-169.

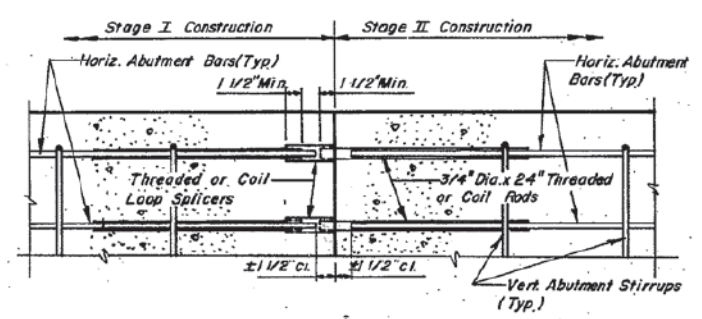
WIRE CONNECTORS: STEEL ASTM A510 GRADE 1008.

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 ANCHORAGE SATISFIES THE FOLLOWING REQUIREMENTS (PER ANCHOR):

(1) MINIMUM TENSION PULL-OUT STRENGTH = 10,124 Lbs.

(2) MINIMUM SHEAR STRENGTH = 7,365 Lbs.

VALUES ARE BASED ON 28 DAY COMPRESSIVE STRENGTH OF CONCRETE = 3500 PSI.



SECTION THRU ABUTMENT

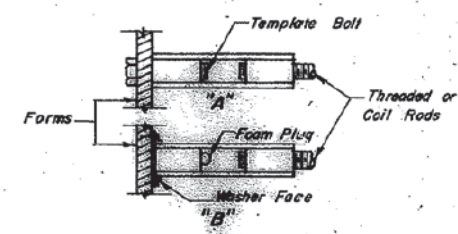
**ONE PIECE**

Wire Connector

**WELDED SECTIONS**

**SPLICER ALTERNATIVES**

30 Req'd; Cost incidental to Reinforcement Bars.



INSTALLATION AND SETTING METHODS

"A" - Set Splicer by means of a Template Bolt.

"B" - Set Splicer by Nailing to Wood Forms or Cementing to Steel Forms.

STAGE CONST. JOINT REINFORCEMENT SPLICE

**GENERAL NOTES**

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 OR M-53, GRADE 60 UNLESS NOTED OTHERWISE.

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 BID FOR THE WORK.

THE TOP SURFACE OF THE BEAMS SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 505.06 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE SURFACE SHALL NOT BE ROUGHENED BY BROODING. THE FINISHED SURFACE SHALL BE FREE OF DEPRESSIONS OR HIGH SPOTS WITH SHARP CORNERS, AND THE TOP EDGE OF KEYS SHALL BE ROUNDED OR CHAMFERED A MINIMUM OF 1/4".

A CALCIUM NITRIDE CORROSION INHIBITOR, AS COVERED IN THE SPECIAL PROVISIONS, SHALL BE USED IN THE CONCRETE FOR "PRECAST PRESSED CONCRETE DECK BEAMS".

EXPANSION GUARDS WHICH ARE NOT CAST IN THE PRECAST UNIT SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH ARTICLE 503.07(C) OF THE STANDARD SPECIFICATIONS AND ARE INCLUDED IN QUANTITY OF "STRUCTURAL STEEL".

ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH TWO COATS OF BASIC LEAD SILICO CHROMATE PAINT.

SHOULDER TRANSITION TO WINGWALL SHALL BE SHAPED WITH BROKEN CONCRETE. COST INCIDENTAL.

EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS, PROVIDING MINIMUM CERTIFIED PROOF LOAD = 4080 LBS. AND 3/4" DIA. X 12" HOOKED BOLTS.

**TOTAL BILL OF MATERIALS**

Item	Unit	Super	Abuts	Total
Removal of Existing Superstructures	Each	1	—	1
Concrete Removal	Cu Yd	—	10	10
Expansion Joints 24" x 24"	Each	—	62	62
24" x 24" Bridge Slab	Tons	14	—	14
24" x 24" Bridge Slab	Sq Ft	299	—	299
24" x 24" Bridge Slab	Sq Yd	—	37	37
24" x 24" Bridge Slab	Sq Ft	1404	—	1404
24" x 24" Bridge Slab	L.F.	425	—	425
24" x 24" Bridge Slab	Cu Yd	0.7	23.7	24.4
Reinforcement Bars	Lbs	120	2830	2950
Waterproofing Membrane System	Sq Yd	150	—	150
Steel Piling Type S-1	L.F.	167	—	167
Temporary Bridge Rail	L.F.	43	—	43
Expansion Joint Seal	Each	1	—	1
Structural Steel	Lbs	2310	—	2310
Preformed Joint Seal (2 1/2")	L.F.	33	—	33
Epoxy Crack Sealing	L.F.	—	49	49

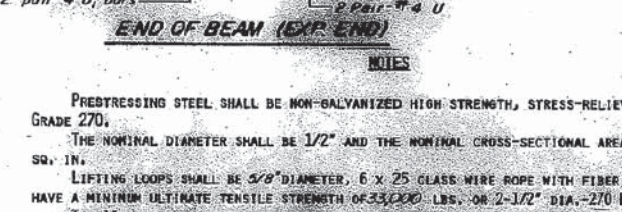
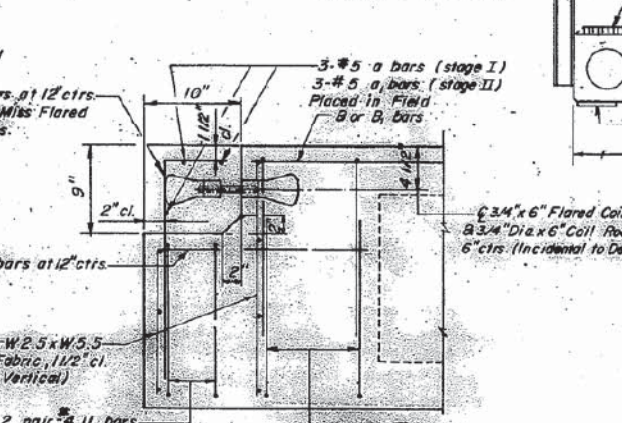
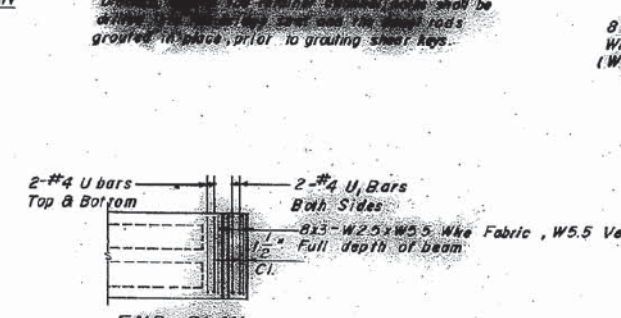
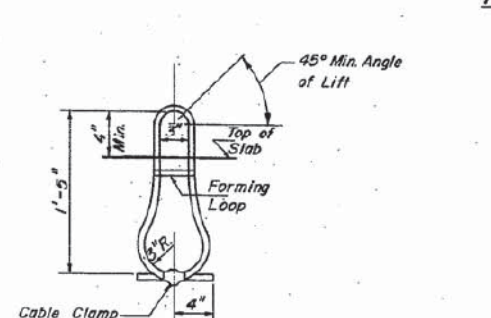
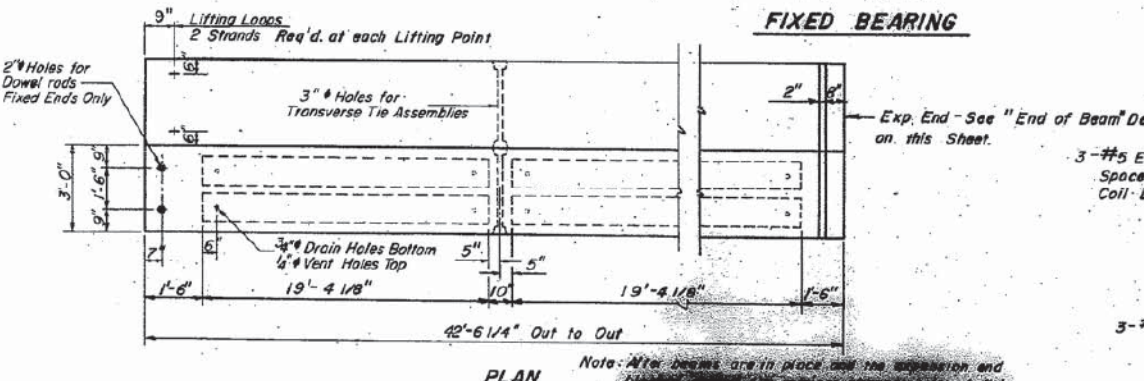
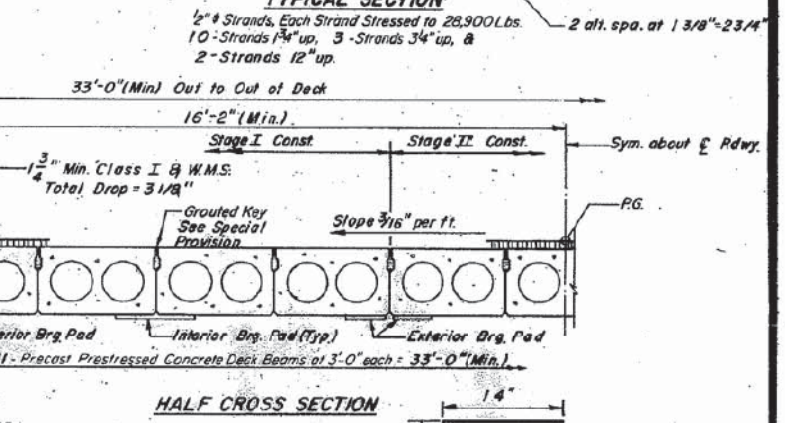
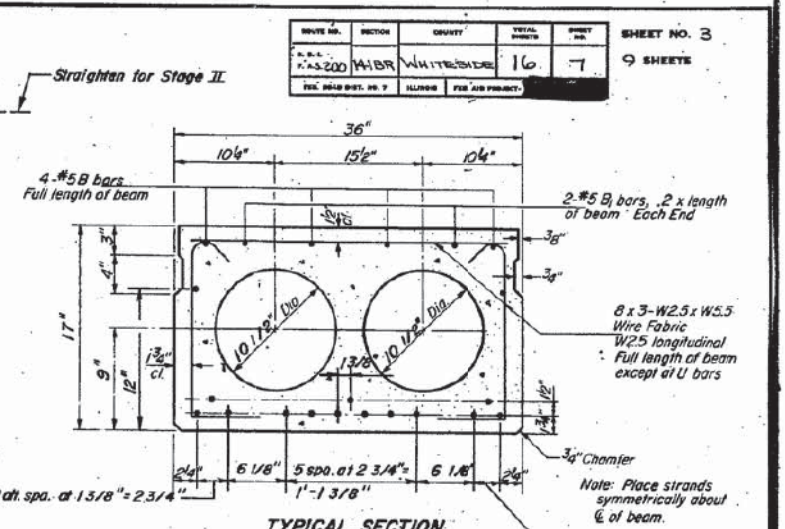
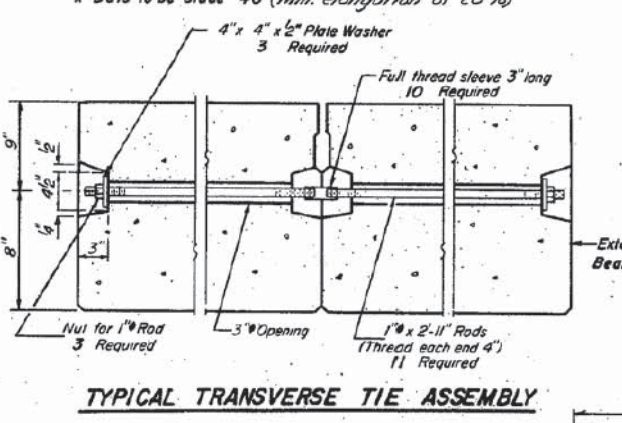
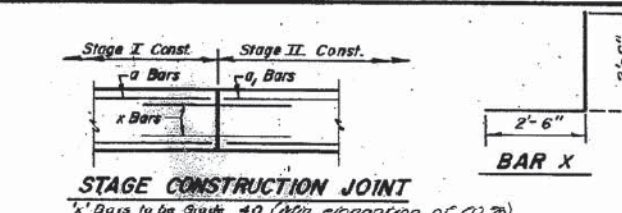
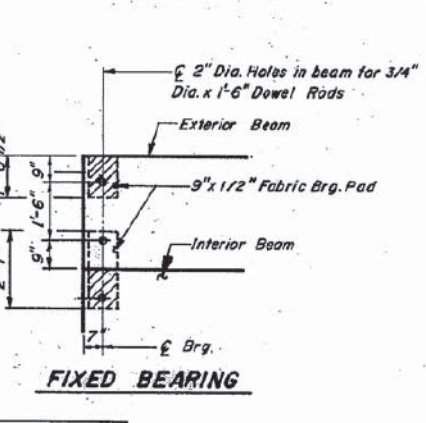
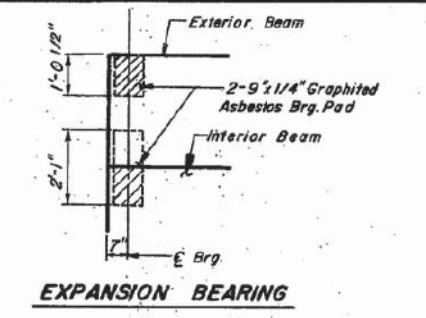
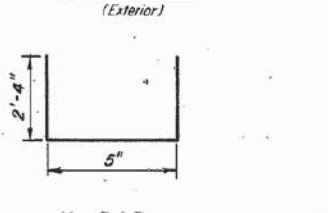
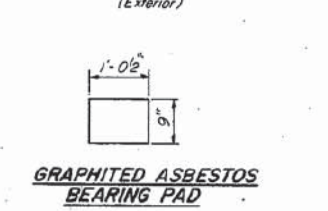
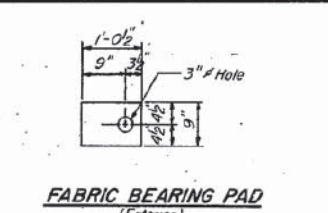
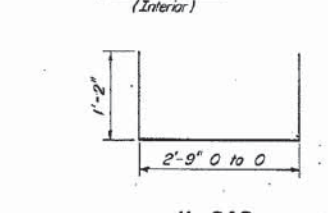
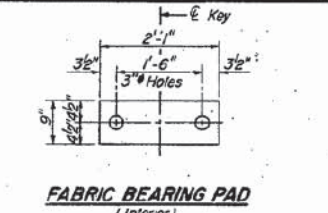
**REVISIONS**

NO.	DATE
1	

**STAGE CONSTRUCTION**

F.A.S. RTE. 200 (ILL 172)  
OVER COUNTY DITCH NO. 1  
F.A.S. RTE. 200 SECTION 141 BR  
WHITESIDE COUNTY  
STA. 87+ 82.00

DATE	SECTION	COUNTY	SHEET	NO.	SHEET NO.
11-20-82	141B-2	WHITESIDE	16	7	3
F.A.S. RTE. 200					9 SHEETS



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
a	3	#5	11'-8"		
a1	3	#5	20'-8"		
x	3	#5	5'-0"		
Precast Prestressed Concrete Deck Beams				Sq Ft	1404
Reinforcement Bars				Lbs.	120
Class X Concrete				C.Y.	07

**SUPERSTRUCTURE**

F.A.S. RTE 200 (ILL 172)  
OVER COUNTY DITCH NO. 1  
F.A.S. RTE. 200 SECTION 141B  
WHITESIDE COUNTY  
STA. 87+ 82.00

**DONOHUE**  
ENGINEERS & ARCHITECTS

DESIGN	DESIGN CHK'D	DRAWN	CHECKED
BY: PDZ	BY: J.T.C.	BY: J.A.R.	BY: L.N.F.
PROJECT NUMBER 11510-201			

Note: Loops shall be burned off after beams have been erected.

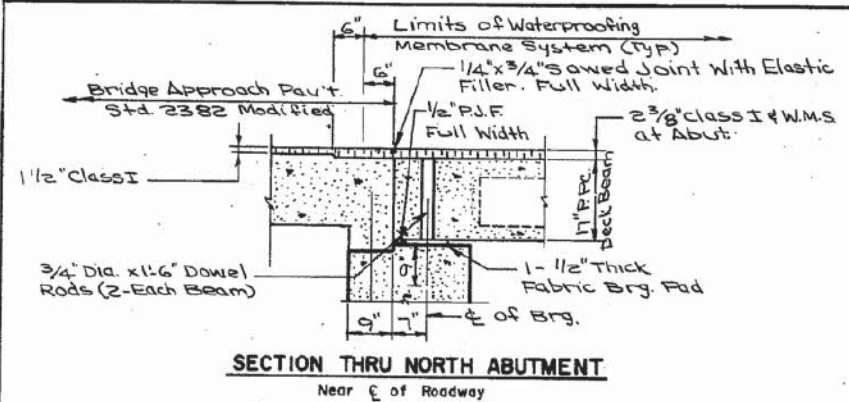
**NOTES**

PRESTRESSING STEEL SHALL BE NON-GALVANIZED HIGH STRENGTH, STRESS-RELIEVED 7-WIRE STRAND, GRADE 270.  
THE NOMINAL DIAMETER SHALL BE 1/2" AND THE NOMINAL CROSS-SECTIONAL AREA SHALL BE 0.153 SQ. IN.  
LIFTING LOOPS SHALL BE 3/8" DIAMETER, 6 X 25 CLASS WIRE ROPE WITH FIBER CORE AND SHALL HAVE A MINIMUM ULTIMATE TENSILE STRENGTH OF 33,000 LBS. OR 2-1/2" DIA., 270 K.S.I., STRANDS.  
THE 1" DIA. RODS IN THE TRANSVERSE TIE ASSEMBLY SHALL BE TIGHTENED TO A SNUG FIT AND THE THREADS SET. POCKETS THAT RECEIVE TRANSVERSE TIE BAR ON OUTSIDE SHALL BE FILLED WITH GROUT AFTER TRANSVERSE TIE ASSEMBLY IS IN PLACE.  
REINFORCEMENT BARS SHALL CONFORM TO ASTM A-36 OR A-53, GRADE 60.  
THE BEARING 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.  
COST OF REINFORCEMENT AND ACCESSORIES CAST INTO THE BEAM, OF BEARING PADS, RETAINER CHANNELS, SHEAR KEY CLAMPING AT STAGE CONSTRUCTION JOINT AND OF SHOOTING LONGITUDINAL SHEAR KEYS IS INCLUDED IN UNIT PRICE BID FOR PRECAST PRESTRESSED CONCRETE DECK BEAMS.  
KEYWAY SURFACES SHALL BE CLEANED TO REMOVE POOR OIL OR OTHER BOND BREAKING MATERIAL PRIOR TO SHIPPING OF THE BEAMS. CLEANING SHALL BE DONE BY SANDBLASTING THE KEYWAY AREA BETWEEN TOP OF THE BEAM AND THE BOTTOM EDGE OF KEY.

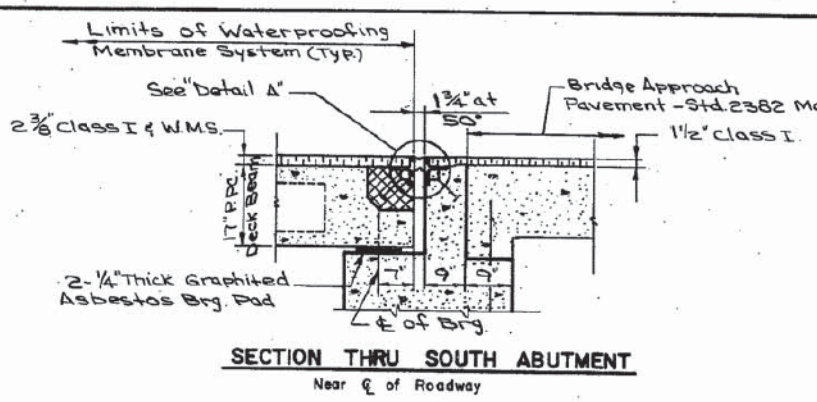
**REVISIONS**

NO.	DATE	DESCRIPTION

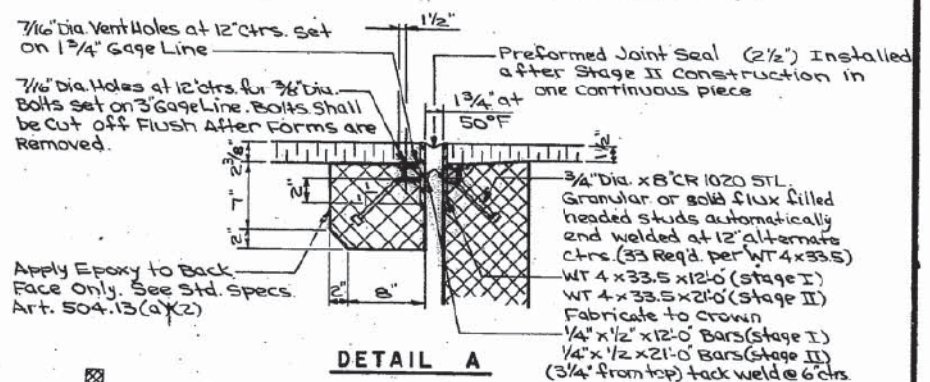
ROUTE NO.	SECTION	COUNT	TOTAL SHEETS	SHEET NO.
200	141B	WHITESIDE	16	8
SHEET NO. 4				
9 SHEETS				



**SECTION THRU NORTH ABUTMENT**  
Near E of Roadway

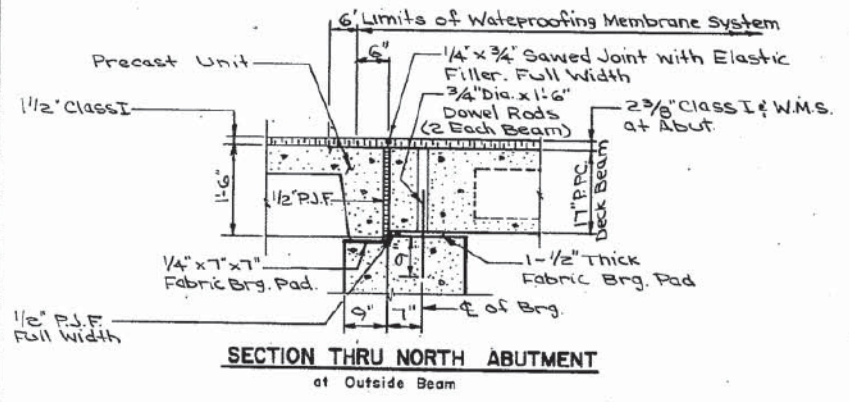


**SECTION THRU SOUTH ABUTMENT**  
Near E of Roadway

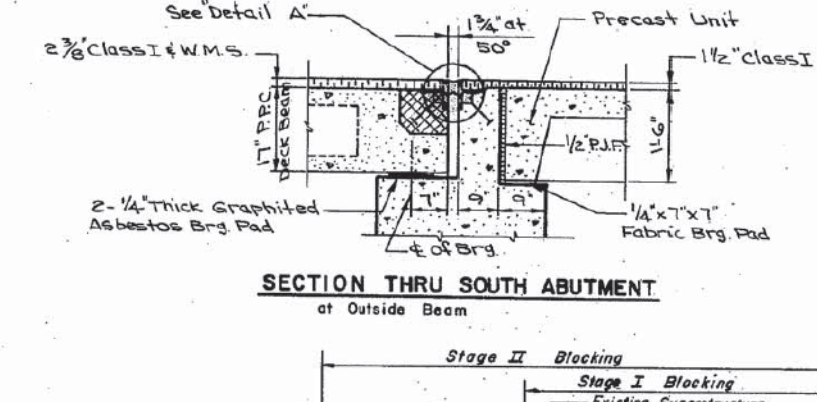


**DETAIL A**

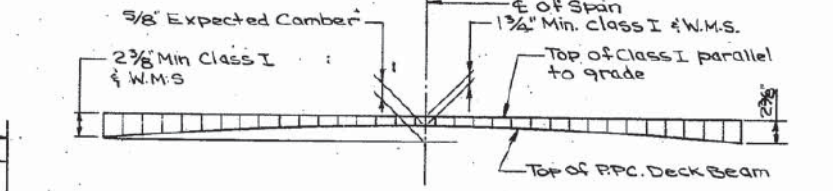
Notes: Cross hatched areas to be poured after beams have been erected and joints grouted. Ends of Beams shall be aligned at the expansion joint. Any lineal variation in the beam lengths shall be placed at the fixed joints. See End of Beam detail for reinforcement, sheet 3. Quantity of Class X concrete; on beams billed on sheet #3; on abutments billed with abutments.



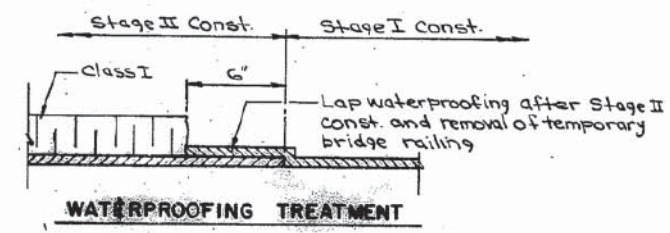
**SECTION THRU NORTH ABUTMENT**  
at Outside Beam



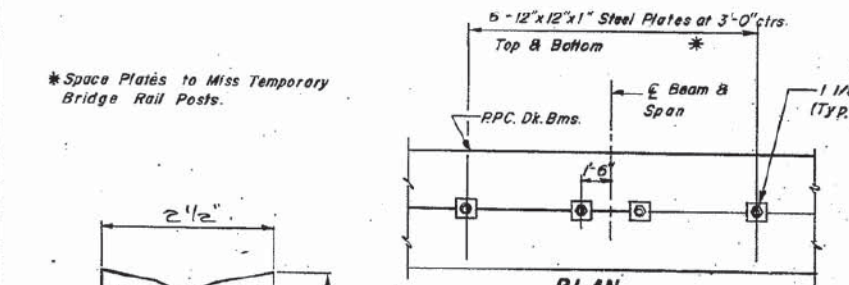
**SECTION THRU SOUTH ABUTMENT**  
at Outside Beam



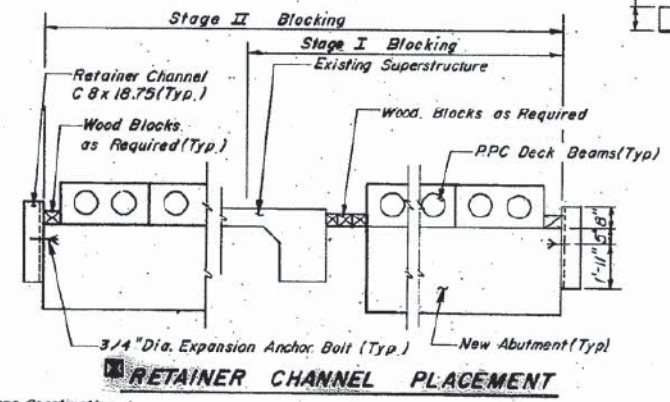
**BITUMINOUS SURFACE PROFILE**



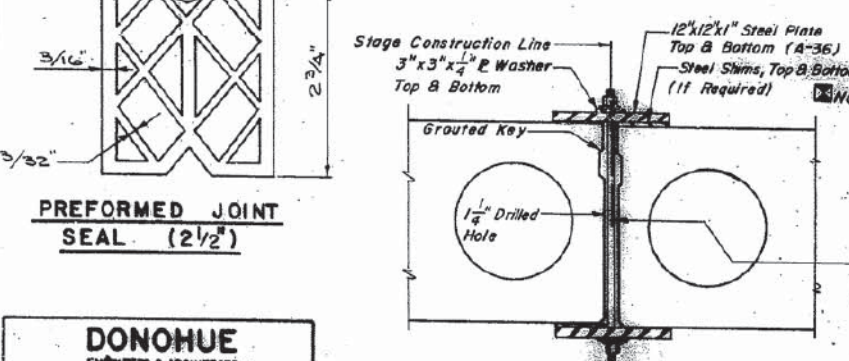
**WATERPROOFING TREATMENT**



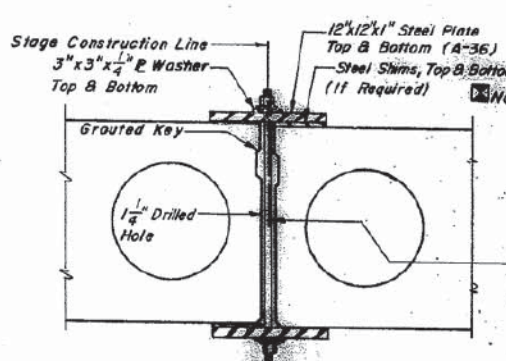
**PLAN**



**RETAINER CHANNEL PLACEMENT**



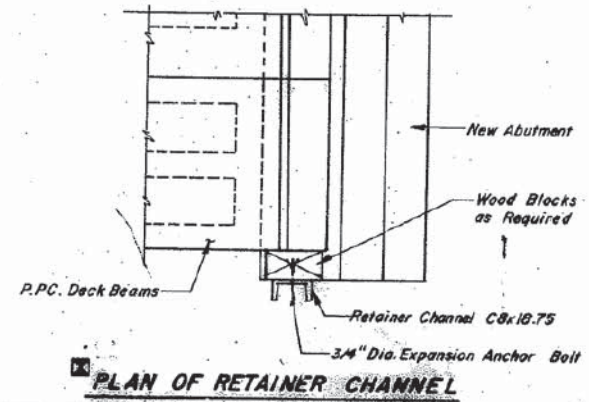
**PREFORMED JOINT SEAL (2 1/2")**



**SHEAR KEY CLAMPING DETAIL AT STAGE CONSTRUCTION JOINT**

Note: See special provisions for Stage Construction Precast Prestressed Concrete Deck Beams. See stage construction detail for traffic lane. Cost is incidental to PPC Deck Beams.

Note: During Stage I construction, block beams between retainer channel and existing structure. During Stage II construction install additional retainer channel for blocking. After blockouts are poured and cured, the retainer channels shall be removed. Expansion anchor bolts shall be removed and drilled holes grouted. Retainer channels to be incidental to PPC Deck Beams.



**PLAN OF RETAINER CHANNEL**

**BILL OF MATERIALS**

Bar	No.	Size	Length	Shape
Structural Steel			Lbs.	2310
Preformed Joint Seal			L.F.	33

**SUPERSTRUCTURE DETAILS**

F.A.S. RTE. 200 (ILL 172)  
OVER COUNTY DITCH NO. 1  
F.A.S. RTE. 200 SECTION 141 BR  
WHITESIDE COUNTY  
STA. 87+ 82.00

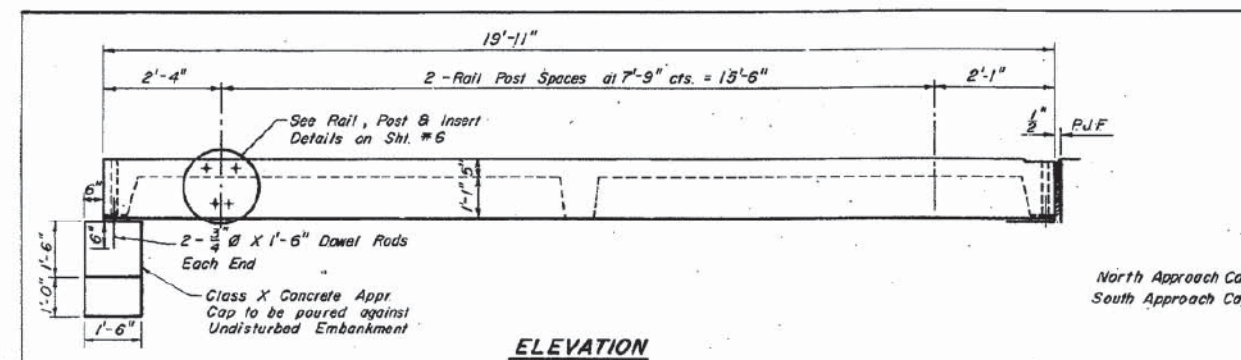
**DONOHUE**  
ENGINEERS & ARCHITECTS

DESIGN	DESIGN CH'D.	DRAWN	CHECKED
BY: PDZ.	BY: J.T.T.	BY: JAR.	BY: L.M.F.
PROJECT NUMBER 11310.201			

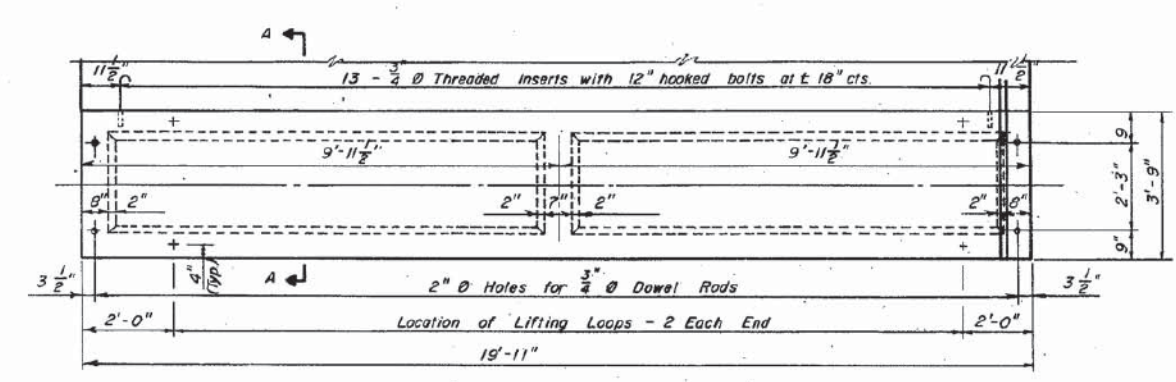
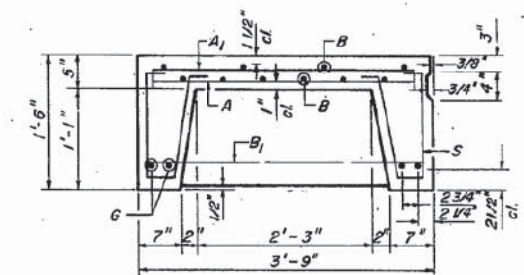
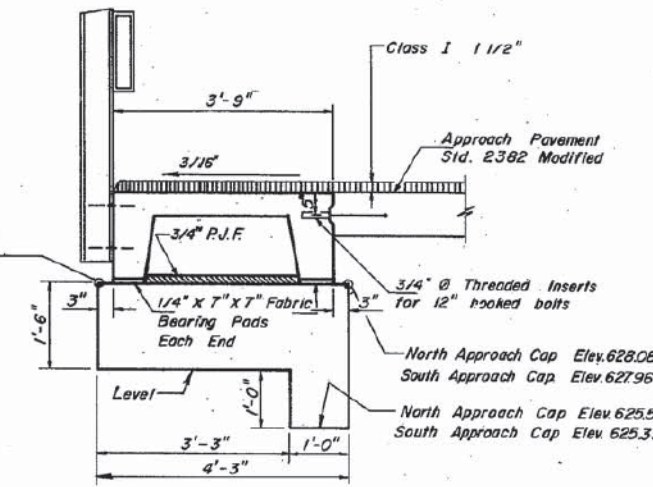
**REVISIONS**

NAME	DATE

ROUTE NO.	SECTION	CONTRACT	TOTAL SHEETS	SHEET NO.
200	141B	WHITESIDE	16	9
SHEET NO. 5				
9 SHEETS				



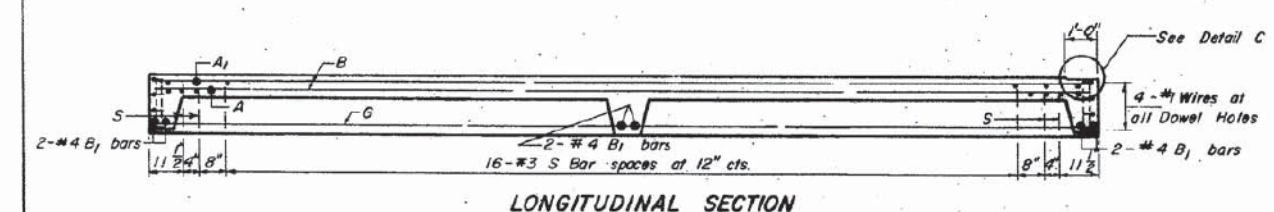
North Approach Cap Elev. 62801  
South Approach Cap Elev. 62789



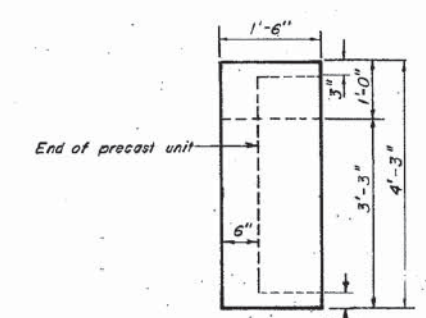
**PARTIAL PLAN OF APPROACH**

**SECTION A-A**

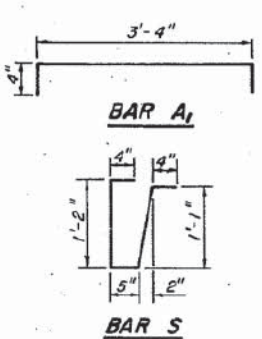
**SECTION THRU PRECAST UNIT**



**LONGITUDINAL SECTION**



**PLAN - APPR. CAP**



**BAR LIST - ONE UNIT**

Reinforcement to be cast into slab

Bar	No.	Size	Length	Shape
A	51	#4	3'-5"	
A1	26	#4	4'-0"	
B	10	#4	19'-7"	
B1	6	#4	3'-6"	
S	4	#10	19'-7"	
S	42	#3	3'-4"	

**NOTES**

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

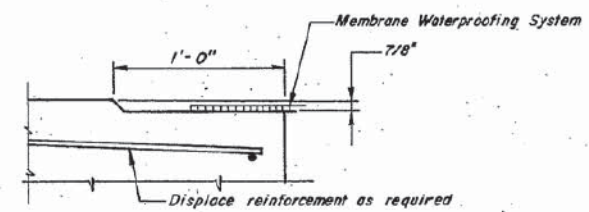
Holes shall be drilled and anchor dowels grouted in place.

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

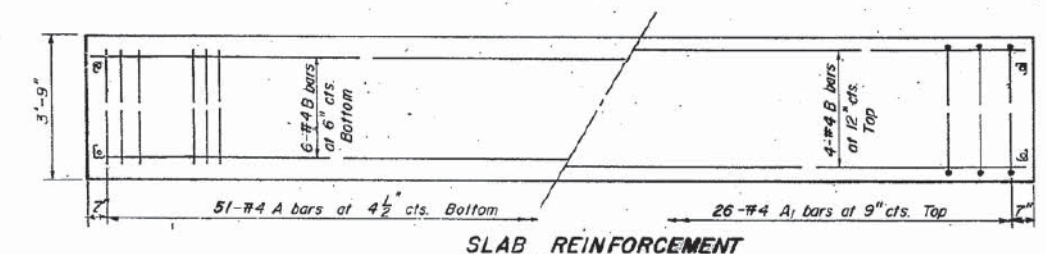
The Precast Concrete Bridge Slab shall be erected and aligned with the exterior face of the exterior Deck Beam after Deck Beams are in final position.

**BILL OF MATERIAL**

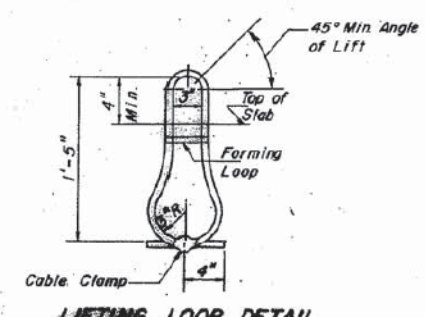
Item	Unit	Quan
Precast Concrete Bridge Slab	Sq. Ft.	259
Class X Concrete	Cu. Yds.	1.7



**DETAIL C**



**SLAB REINFORCEMENT**



**LIFTING LOOP DETAIL**

**PRECAST CONCRETE BRIDGE SLAB**

F.A.S. RTE. 200 (ILL. 172)  
OVER COUNTY DITCH NO. 1  
F.A.S. RTE. 200 SECTION 141 BR  
WHITESIDE COUNTY  
STA. 87+ 82.00

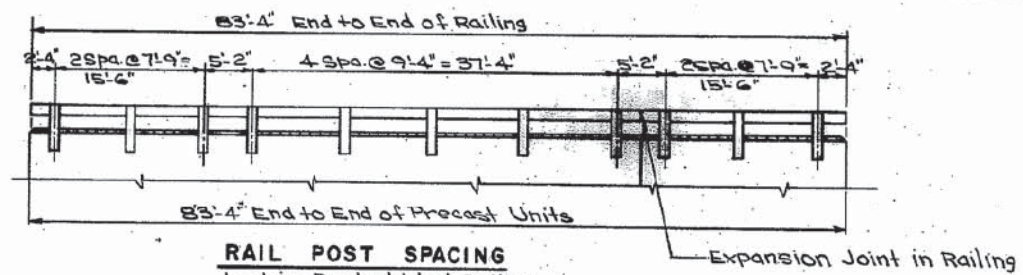
**REVISIONS**

NAME	DATE

**DONOHUE**  
ENGINEERS & ARCHITECTS

DESIGN	DESIGN CHKD.	DRAWN	CHECKED
BY: R.D.Z.	BY: J.T.T.	BY: J.A.R.	BY: L.M.F.

PROJECT NUMBER 11310.201



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9 9 SHEETS
F.A.S. 200	141BR	WHITESIDE	16	10	
ILL. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			

**NOTES**

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

All other steel shapes and plates shall conform to the requirements of AASHTO M-103 except posts and angles shall conform to AASHTO M-223, Grade 50.

Bolts, cap screws, and nuts shall conform to the requirement 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 in accordance with AASHTO M-232.

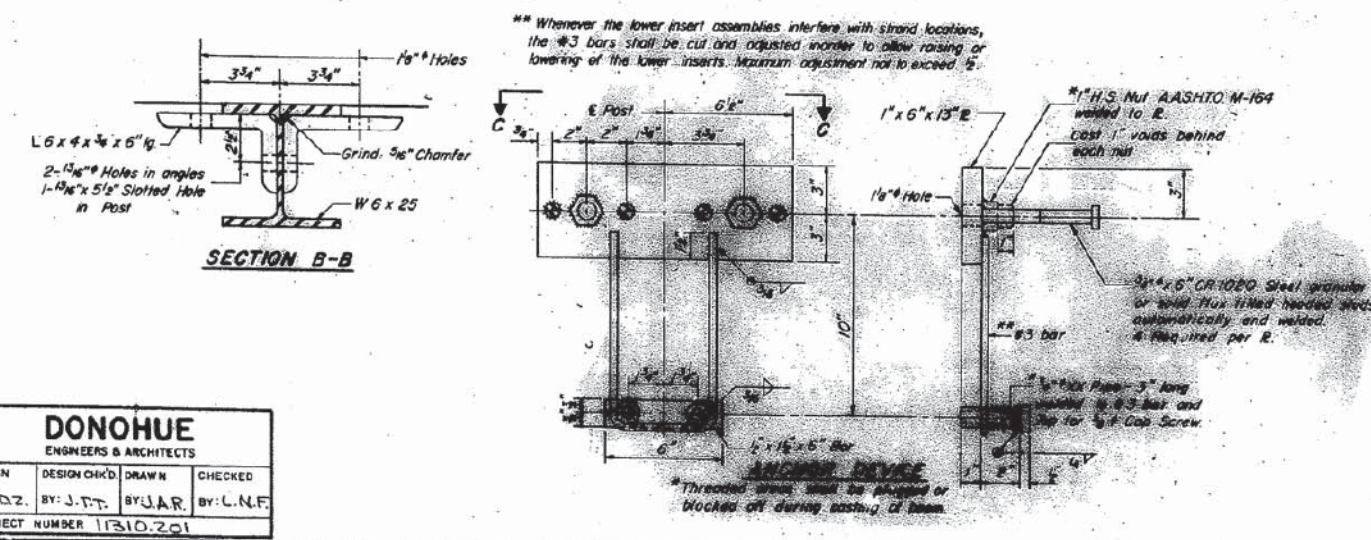
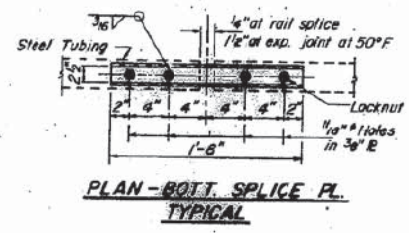
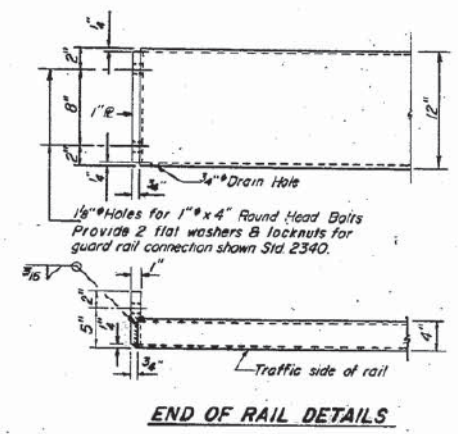
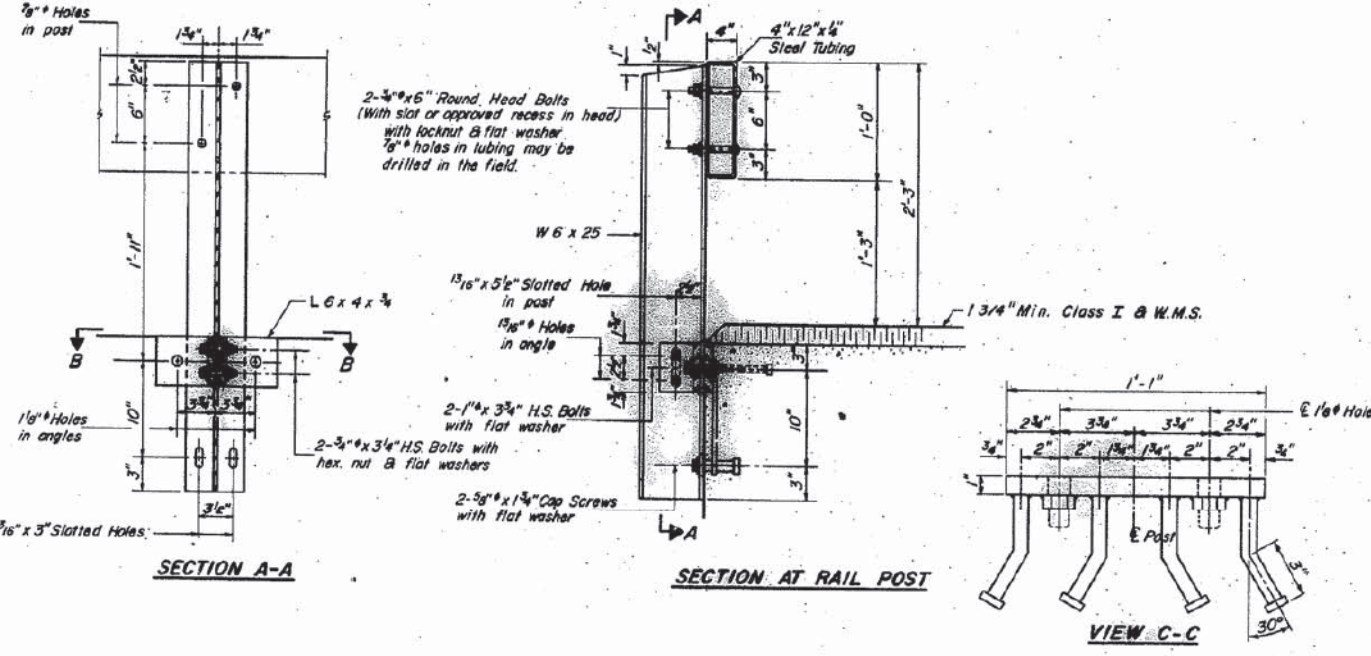
All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with AASHTO M-111 and ASTM A-365. Galvanized rail shall not be painted.

Railing shall be in accordance with Section 50B of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per linear foot for STEEL RAILING, TYPE S-1.

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

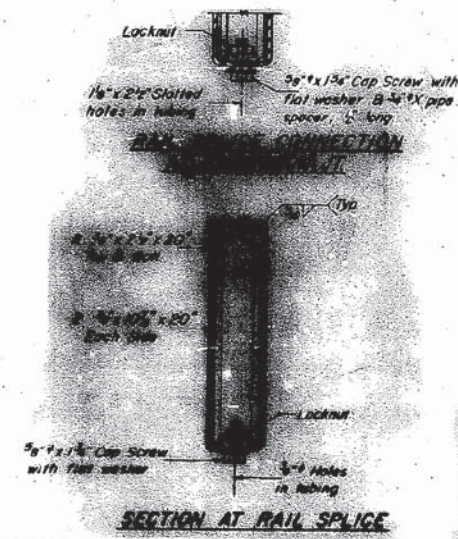
The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.0B Type B or place 1/2" fabric bearing pad between the post and concrete.

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



**DONOHUE**  
ENGINEERS & ARCHITECTS

DESIGN	DESIGN CHK'D	DRAWN	CHECKED
BY: P.D.Z.	BY: J.T.T.	BY: J.A.R.	BY: L.N.F.
PROJECT NUMBER 11310.201			



**BILL OF MATERIAL**

Item	Unit	Quantity
Steel Railing, Type S-1	Lin. Ft.	167

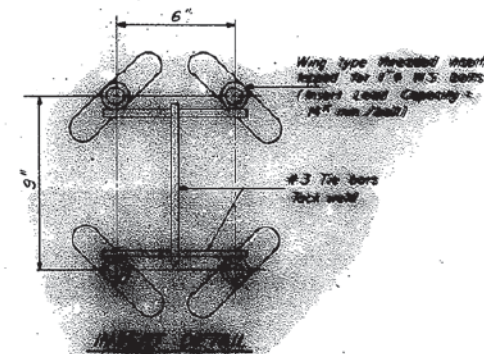
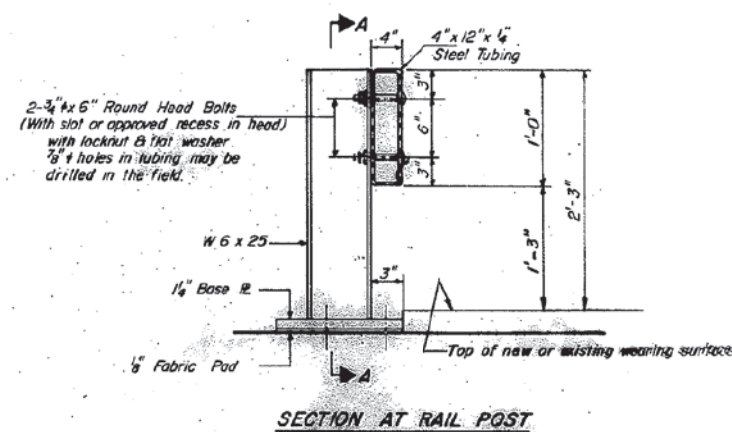
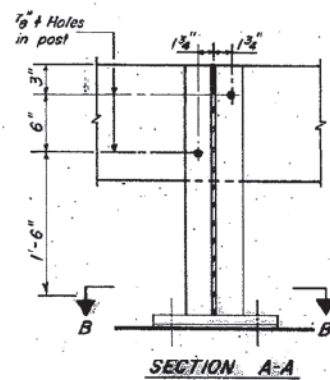
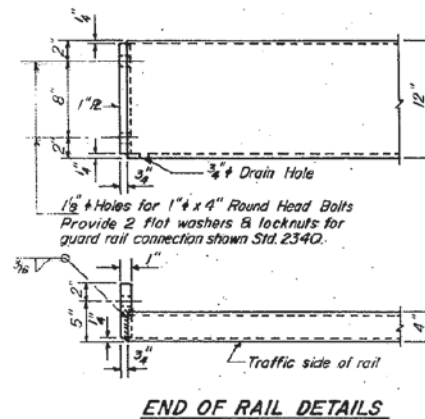
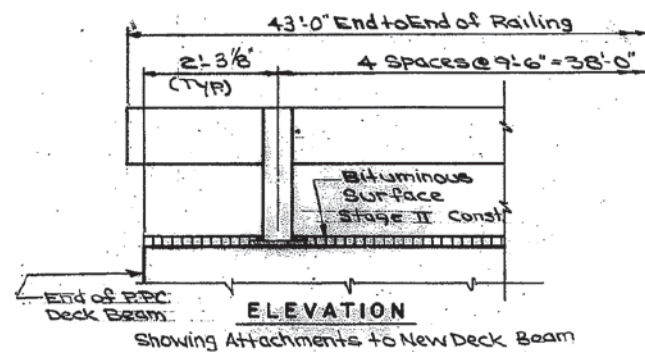
**TYPE S-1 STEEL RAILING**

F.A.S. RTE. 200 (ILL 172)  
OVER COUNTY DITCH NO. 1  
F.A.S. RTE. 200 SECTION 141 BR  
WHITESIDE COUNTY  
STA. 87+ 82.00

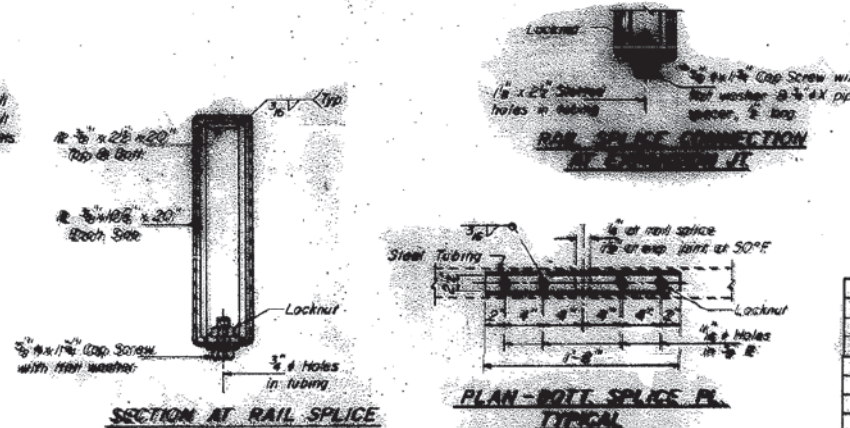
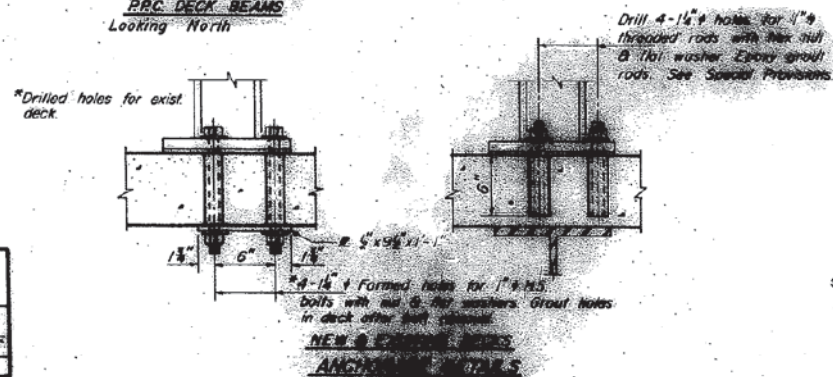
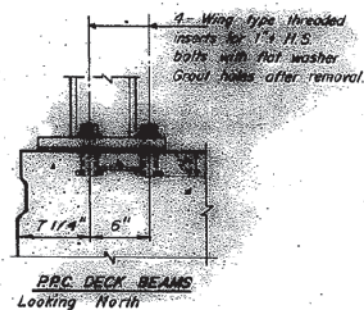
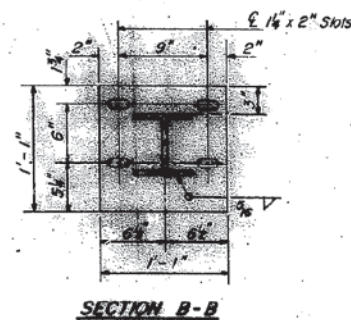
REVISED	DATE

PROJECT NO.	SECTION	DATE	TOTAL SHEETS	SHEET NO.
F.A.S. 200	141B	WHITESIDE	16	11
PER. DESIG. NO. 7	ALLOWED	PER. AS PROJECT		

SHEET NO. 7  
9 SHEETS



**NOTES**  
Hollow structural steel tubing shall conform to the requirements of ASTM designation A-500 Grade B Structural Steel Tubing.  
All other steel shapes and plates shall conform to the requirements of AASHTO M-118 except posts shall conform to AASHTO M-223 Grade 50. Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A-307 except for high strength bolts, threaded rods, nuts and washers noted which shall conform to AASHTO M-164.  
The bridge rail shall receive one shop coat of a steel prime paint.  
The 1" high strength bolts or threaded rods used to connect the railposts shall be tightened in accordance with Article 50704(g)(3) of the Standard Specification.  
See Special Provisions for Temporary Bridge Rail.



**BILL OF MATERIAL**

Item	Unit	Quantity
Temporary Bridge Rail	Lin. Ft.	430

**TEMPORARY BRIDGE RAIL**  
F.A.S. RTE 200 (ILL 172)  
OVER COUNTY DITCH NO. 1  
F.A.S. RTE 200 SECTION 141 BR  
WHITESIDE COUNTY  
STA. 87+ 82.00

**REVISIONS**

NAME	DATE

**DONOHUE**  
ENGINEERS & ARCHITECTS

DESIGN	DESIGN CHG'D	DRAWN	CHECKED
BY: P.D.Z.	BY: J.T.T.	BY: J.A.R.	BY: L.N.F.
PROJECT NUMBER 11510.201			

FILE NAME =	USER NAME = \$USER\$	DESIGNED - RAC	REVISED -
\$FILE\$		DRAWN - LCR	REVISED -
		CHECKED - DAZ	REVISED -
		DATE - 06-21-13	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**ZROKA**  
engineering

Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

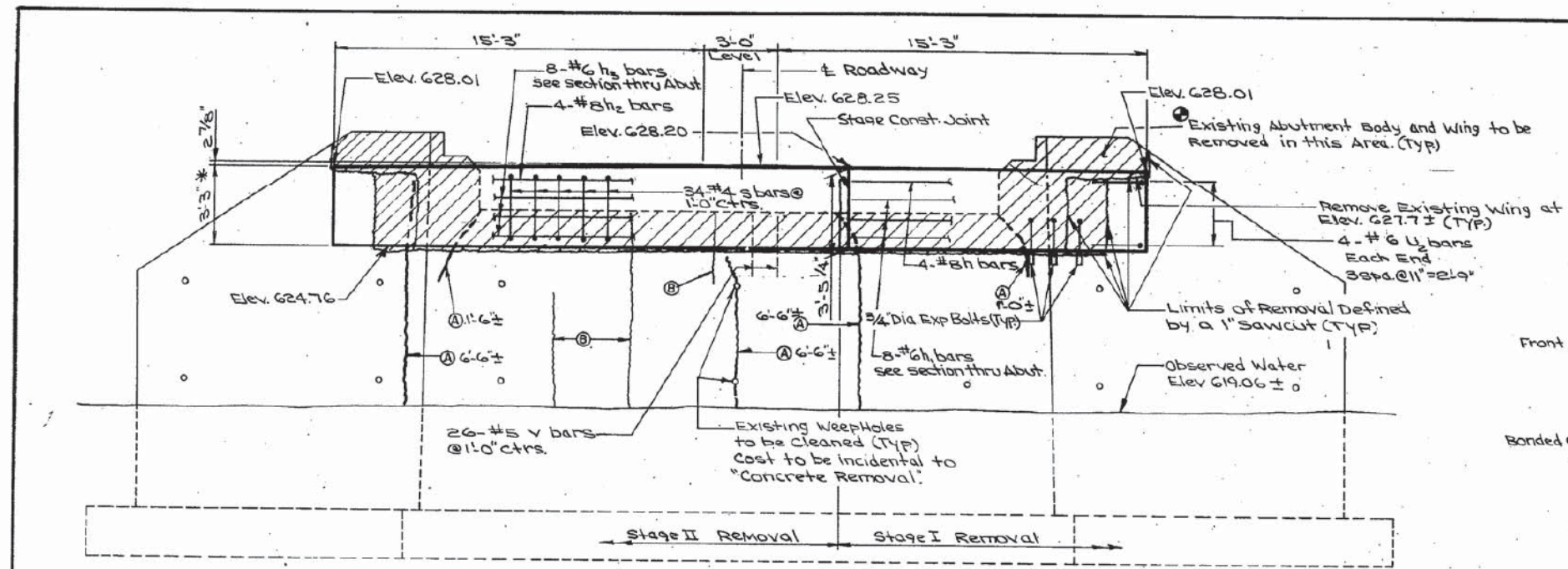
EXISTING BRIDGE PLANS - 1982  
FOR INFORMATION ONLY

SCALE: SHEET OF SHEETS STA. 283+43 TO STA. 293+50

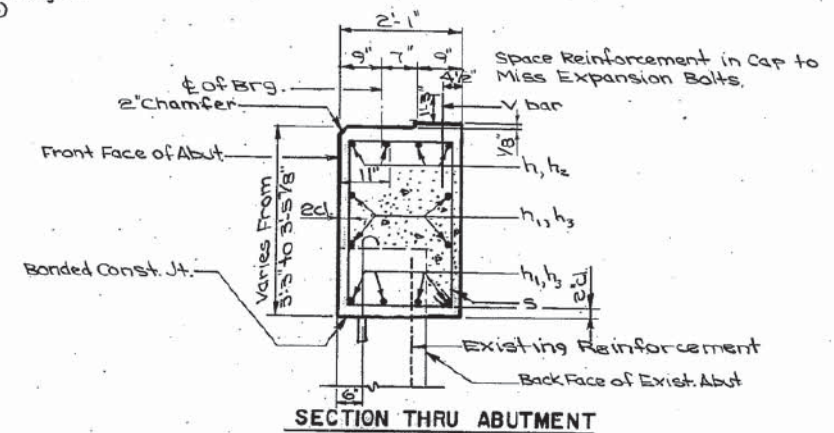
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	56
			CONTRACT NO. 64D81	
ILLINOIS FED. AID PROJECT				



PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 200	141B	WHITESIDE	16	12
SHEET NO. 8				
9 SHEETS				



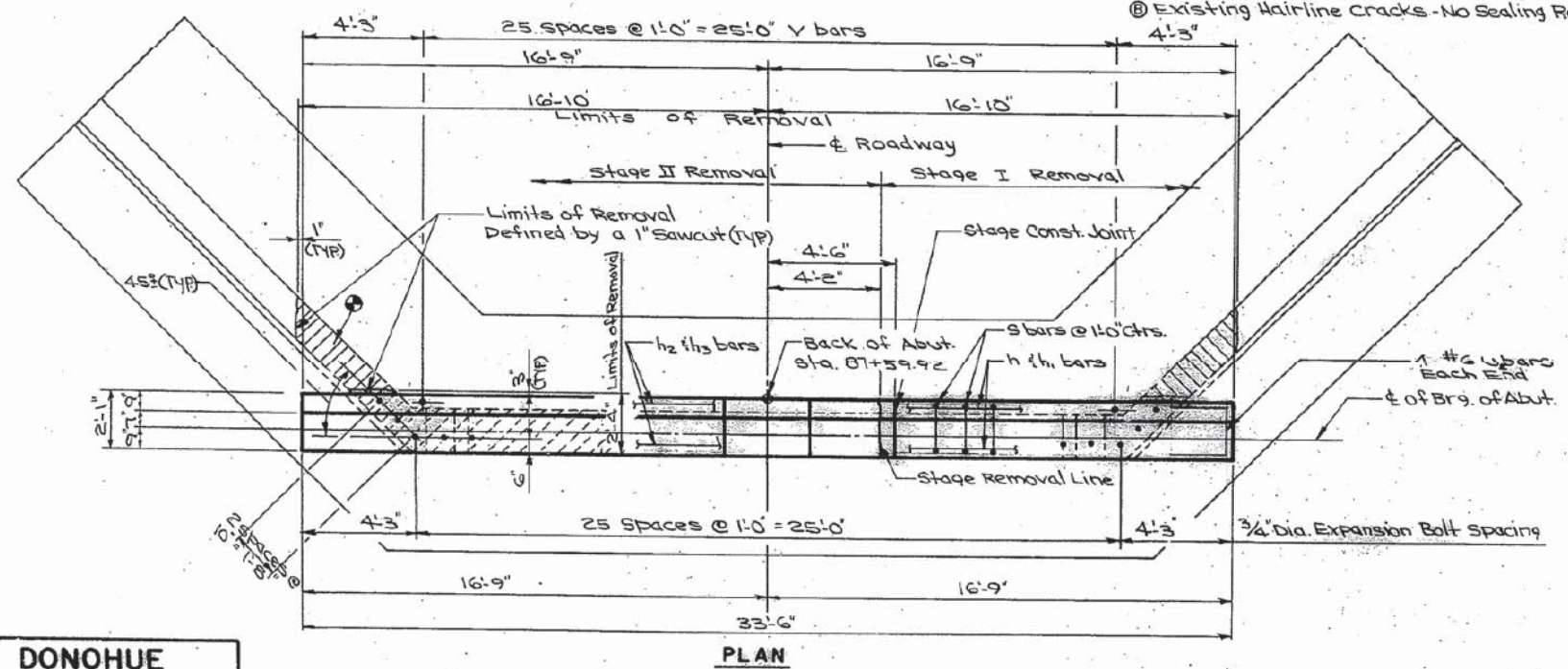
**ELEVATION**  
(Looking North)



**SECTION THRU ABUTMENT**

- Ⓐ Existing Cracks - Clean Area Thoroughly and Seal with Epoxy Sealant.
- Ⓑ Existing Hairline Cracks - No Sealing Required

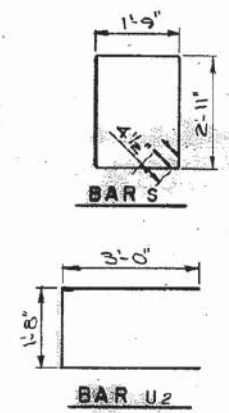
**Notes:**  
Reinforcement extending into removed area shall be cleaned and incorporated into new construction.  
Expansion bolts shall be anchored in sound concrete.  
All edges shall have 3/4" chamfer except as noted.  
For Reinforcement Splicer & Notes see sheet 2.



**PLAN**

**NORTH ABUTMENT BILL OF MATERIALS**

BAR	NUMBER	SIZE	LENGTH	SHAPE
h	4	#8	11'-11"	
h1	8	#8	11'-11"	
h2	4	#8	20'-11"	
h3	8	#6	20'-11"	
s	34	#4	10'-10"	
v	26	#5	2'-0"	
u2	8	#6	4'-8"	
Expansion Bolt Spacing	LF	22		
Expansion Bolt Spacing	ESL	30		
Concrete Removal	CY	5		
Class 2 Concrete	CY	8.7		
Reinforcement Bars	LBS.	1140		



**DONOHUE**  
ENGINEERS & ARCHITECTS

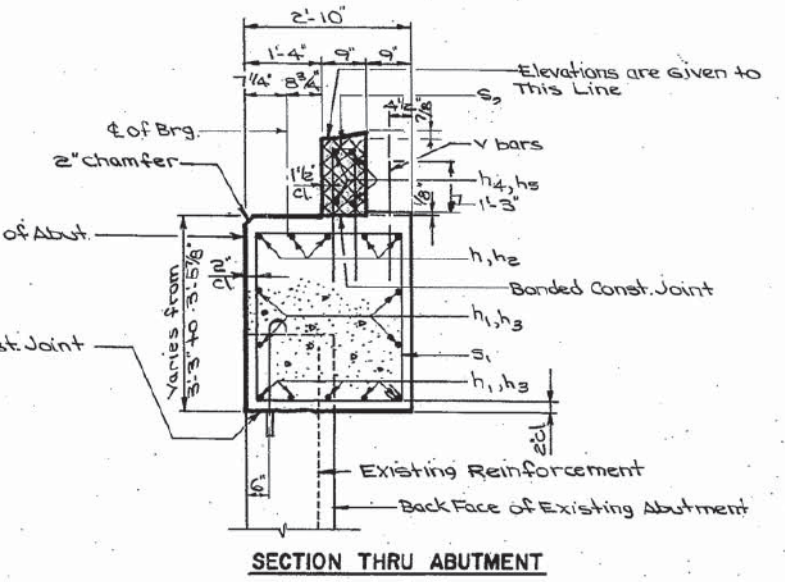
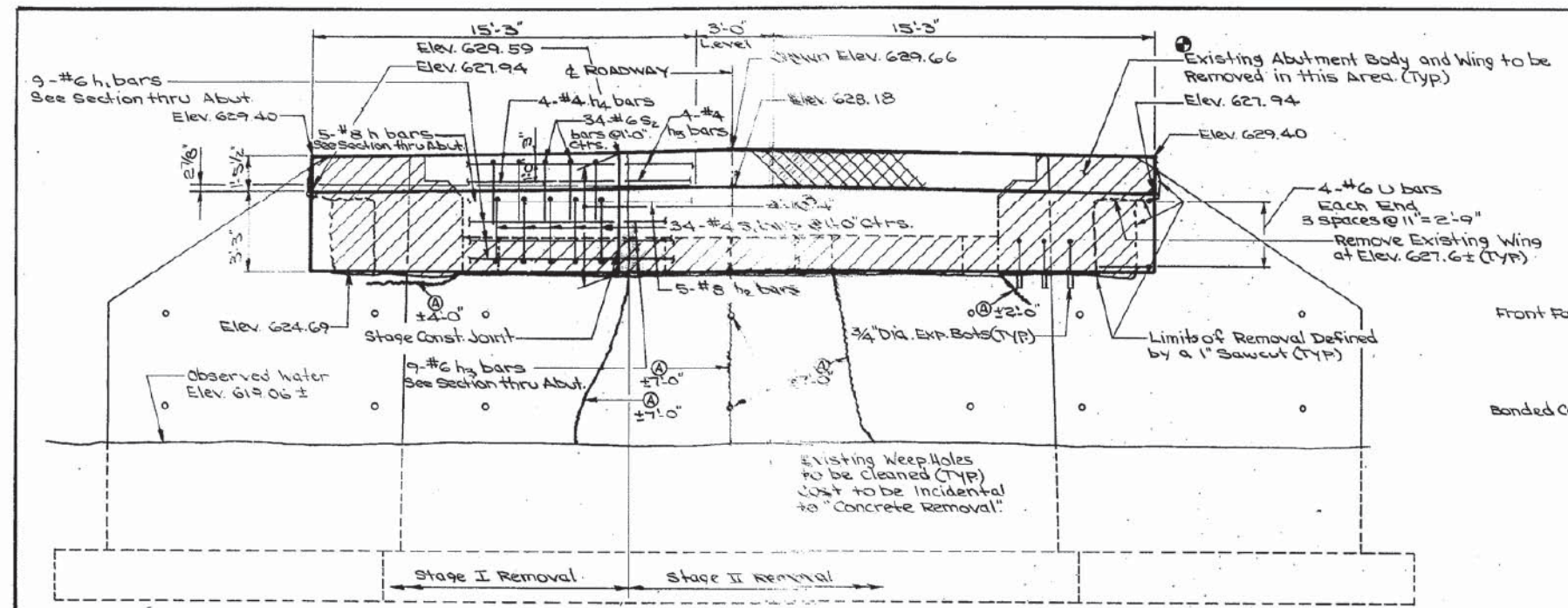
DESIGN	DESIGN CHD.	DRAWN	CHECKED
BY: PDZ	BY: J.T.T.	BY: J.A.R.	BY: L.M.F.
PROJECT NUMBER 11310.201			

**NORTH ABUTMENT**

F.A.S. RTE. 200 (ILL 172)  
OVER COUNTY DITCH NO. 1  
F.A.S. RTE. 200 SECTION 141 BR  
WHITESIDE COUNTY  
STA. 87+ 82.00

REVISIONS	
NAME	DATE

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 200	141B-2	WHITESIDE	16	13
9 SHEETS				



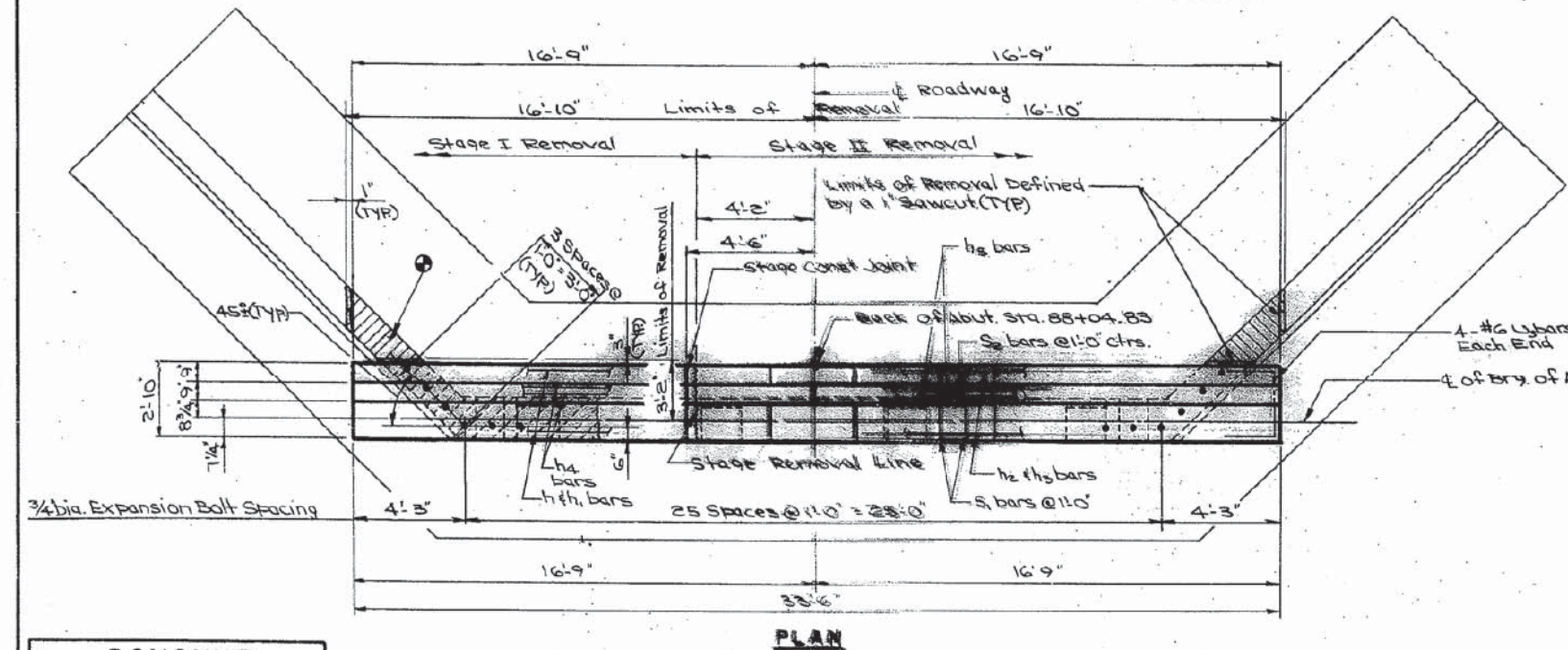
**ELEVATION (Looking South)**

Existing Cracks - Clean Area Thoroughly and Seal with Epoxy Sealant.

Cross hatched areas to be poured after beams have been erected and joints grouted.

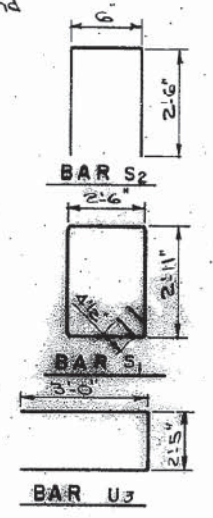
Space Reinforcement in Cap to Miss Expansion Bolts.

Notes:  
 Reinforcement extending into removed area shall be cleaned and incorporated into new construction.  
 Expansion bolts shall be anchored in sound concrete.  
 All edges shall have 3/4" chamfer except as noted.  
 For Reinforcement Splicer (Notes See sheet 2).



**SOUTH ABUTMENT BILL OF MATERIALS**

BAR	NUMBER	SIZE	LENGTH	SHAPE
h	5	#8	11'11"	
h	2	#6	11'11"	
h2	4	#4	11'11"	
h2	5	#8	20'11"	
h2	4	#6	20'11"	
h2	4	#4	20'11"	
s1	24	#4	11'11"	□
s2	24	#6	8'6"	□
v	2	#2	8'6"	□
u3	5	#6	8'5"	□
Expansion Bolts	32	EACH	32	
Concrete Removal	C.Y.		5	
Clear & Clean	C.Y.		13.3	
Reinforcement Bars	Lbs		1620	
Epoxy Crack Sealing	L.F.		27	



**DONOHUE**  
ENGINEERS & ARCHITECTS

DESIGN	DESIGN CHK'D	DRAWN	CHECKED
BY: PDZ	BY: J.T.T.	BY: J.A.R.	BY: L.N.F.
PROJECT NUMBER 11310.201			

**SOUTH ABUTMENT**

F.A.S. RTE. 200 (ILL 172)  
 OVER COUNTY DITCH NO. 1  
 F.A.S. RTE. 200 SECTION 141 BR  
 WHITESIDE COUNTY  
 STA. 87+ 82.00

REVISIONS	
NAME	DATE

INDEX OF SHEETS

SEE SHEET NO. 2

STANDARDS

SEE SHEET NO. 2

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY  
FAS ROUTE 200 (IL 172)  
SECTION (141 & 136) W&RS-2 & 141BR-1  
PROJECT NO. STPRS-200(105)  
WHITESIDE AND BUREAU COUNTIES**

C-92-215-91



PROJECT BEGINS  
STA. 1177+56

PROJECT ENDS  
STA. 1429+50

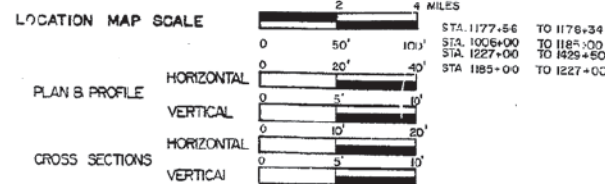
**SECTION 141BR-1**  
INCLUDES THE REMOVAL OF THE EXISTING STRUCTURE NO. 098-0045 AND CONSTRUCTION OF THE NEW STRUCTURE NO. 098-0105, A SINGLE SPAN I-BEAM BRIDGE WITH REINFORCED CONCRETE DECK SUPPORTED ON ABUTMENTS WITH DRIVEN CONCRETE PILES. STA. 1092+93, 73'-1/4" BACK TO BACK OF ABUTMENTS.

LOW VOLUME ROAD  
ADT- 2385 4% TRUCKS

"CALL J.U.L.I.E.  
BEFORE YOU DIG"  
800-892-0123

HUME TOWNSHIP, SECTIONS 34 & 35  
TAMPICO TOWNSHIP, SECTIONS 2, 3, 10, 11, 14, 15, 22, 23, 26, 27, 34, 35  
FAIRFIELD TOWNSHIP, SECTIONS 2 & 3

CONTRACT NO. 84540



NET LENGTH OF PROJECT = 42,428.0 LIN. FT. = 8.036 MILES  
GROSS LENGTH OF PROJECT = 42,428.0 LIN. FT. = 8.036 MILES

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 200	*	W&RS-2	273	1

\*(141 & 136) W&RS-2 & 141BR-1  
\*\*WHITESIDE & BUREAU

D-92-060-89

\*\*STPRS-200(105)



LOCATION OF SECTION INDICATED THIS: —

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS**

SUBMITTED: FEBRUARY 1, 1996

EXAMINED: \_\_\_\_\_ DISTRICT ENGINEER

PASSED: MARSHALL J. [Signature] ENGINEER OF PLANS AND CONTRACTS

APPROVED: MARSHALL J. [Signature] ENGINEER OF HIGHWAYS

DIRECTOR, DIVISION OF HIGHWAYS

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

APPROVED \_\_\_\_\_

DIVISION ADMINISTRATOR DATE

DISTRICT 2  
DIXON, IL

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - RAC	REVISED -
		DRAWN - LCR	REVISED -
		CHECKED - DAZ	REVISED -
		DATE - 06-21-13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ZROKA**  
engineering

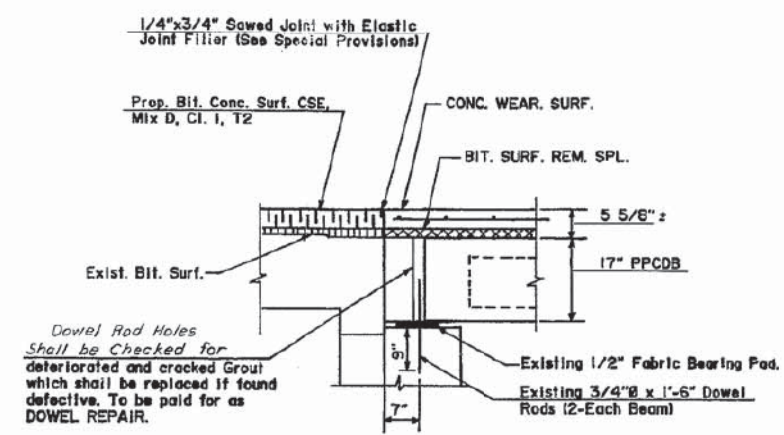
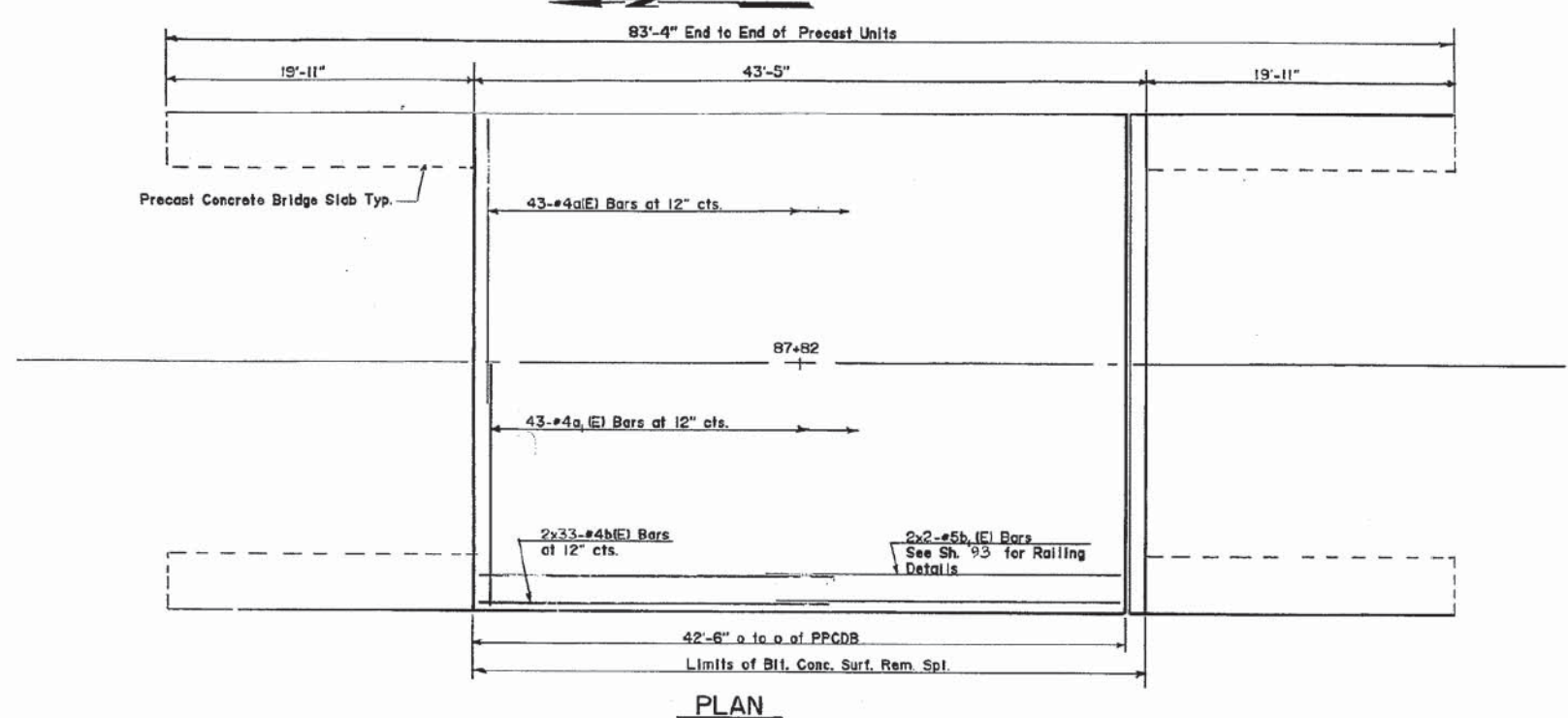
Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

**EXISTING BRIDGE PLANS - 1994  
FOR INFORMATION ONLY**

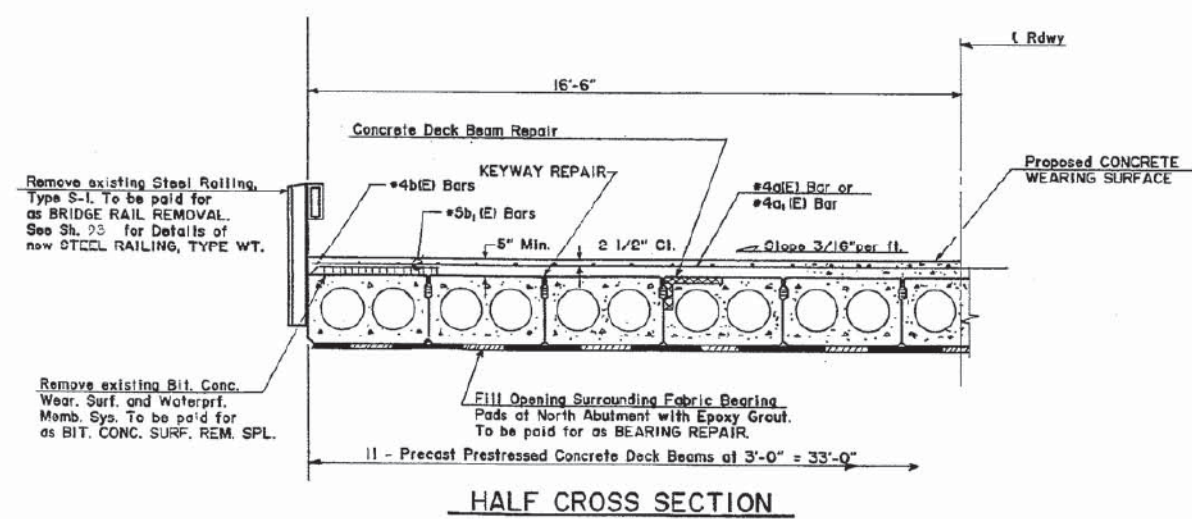
SCALE: SHEET OF SHEETS STA. 283+43 TO STA. 293+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	59
			CONTRACT NO. 64D81	
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAS200	*	WHITESIDE	273	90
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				
* (141B136) WARS-2 & 141B-1				



SEC. THRU NORTH ABUT.



HALF CROSS SECTION

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a (E)	43	#4	17'-11"	—
a <sub>1</sub> (E)	43	#4	16'-8"	—
b (E)	66	#4	21'-11"	—
b <sub>1</sub> (E)	8	#5	22'-2"	—
PREF JT SEAL 2 1/2"			LIN. FT.	33
BIT CONC SURF REM SPL			SQ. YD.	160
CONC WEAR SURF			SQ. YD.	156
REINF BARS EPOXY CTD			POUND	2140
DOWEL REPAIR			EACH	44
BEARING REPAIR			LIN. FT.	33
KEYWAY REPAIR			LIN. FT.	425
CONC DECK BEAM REP			SQ. FT.	50

\* ESTIMATED QUANTITY

DISTRICT NO. 2 DIXON  
 DESIGNED D. Pauser  
 DRAWN DATE 4/93  
 CHECKED M. Etemodi SCALE None

Revised 6/4/93

SN 098-0044

FILE NAME =	USER NAME = \$USER\$	DESIGNED - RAC	REVISED -
\$FILEL\$		DRAWN - LCR	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED - DAZ	REVISED -
	PLOT DATE = \$DATE\$	DATE - 06-21-13	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

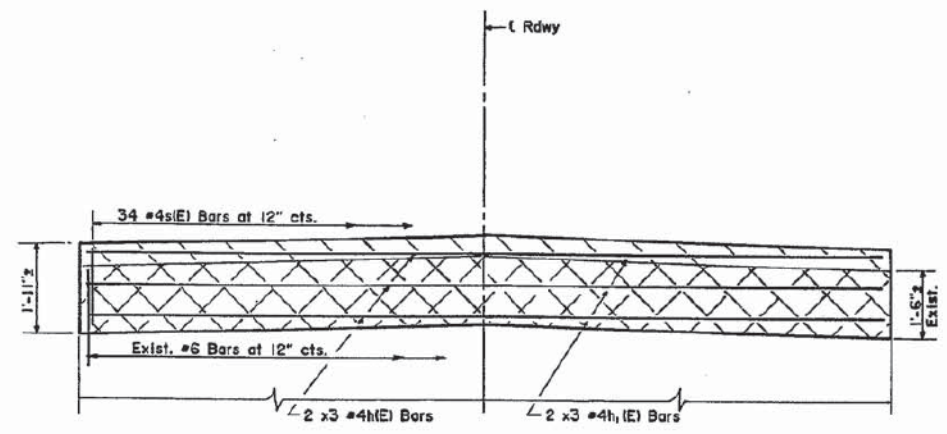
ZROKA  
 engineering  
 Zroka Engineering, P.C.  
 4216 North Hermitage  
 Chicago, IL 60613

EXISTING BRIDGE PLANS - 1994  
 FOR INFORMATION ONLY

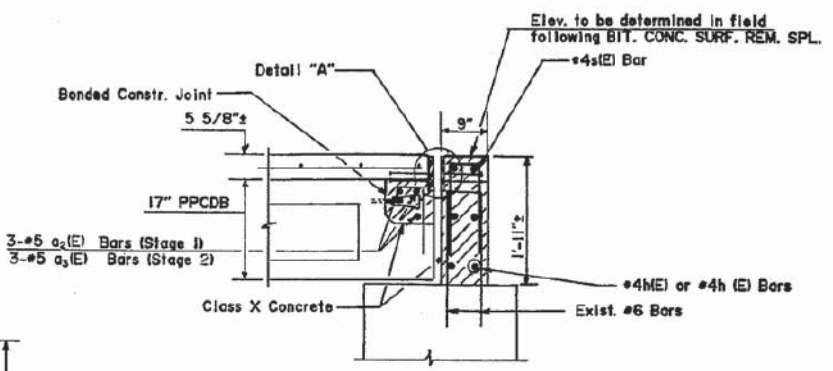
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200	141B-2	WHITESIDE	77	60
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. 283+43 TO STA. 293+50

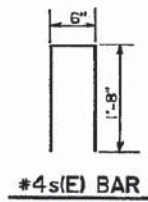
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAS20D *		WHITESIDE	273	91
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				
* (1418136) W&RS-2 & 141BR-1				



**ELEVATION SOUTH ABUTMENT**  
(Facing South)



**SECTION A-A**

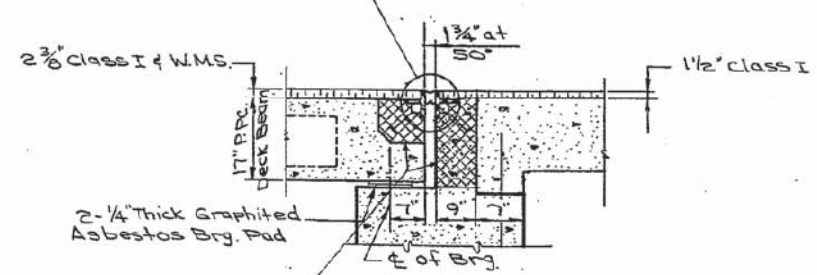


**#4s(E) BAR**

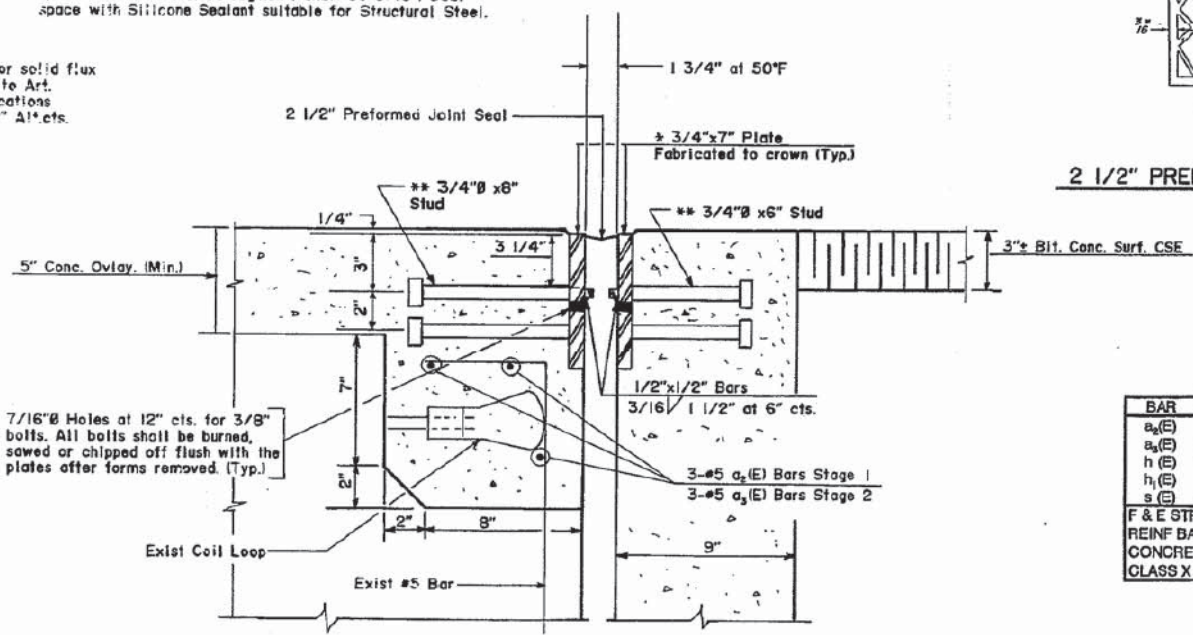
\* Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 3/16". Seal space with Silicone Sealant suitable for Structural Steel.

\*\* 3/4"Ø x 6" or 8" Granular or solid flux filled headed studs conforming to Art. 710.38 of the Standard Specifications automatically end welded at 12" Δ's etc.

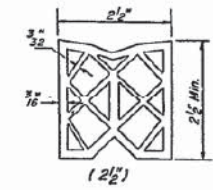
Existing Steel Bars to be removed. Cost to be included in the Contract Unit Price per CU YD. for CONCRETE REMOVAL. It shall be the Contractor's responsibility to replace any broken or damaged vertical rebars or coil loops. See BSP-11.



**SEC. THRU EXIST. SO. ABUT.**



**DETAIL "A"**



**2 1/2" PREFORMED JOINT SEAL**

**BILL OF MATERIALS**

BAR	NO.	SIZE	LENGTH	SHAPE
a <sub>2</sub> (E)	3	#5	18'-5"	—
a <sub>3</sub> (E)	3	#5	18'-3"	—
h	6	#4	17'-11"	—
h <sub>1</sub> (E)	6	#4	16'-6"	—
s	33	#4	3'-10"	—
F & E STRUCT STEEL			POUND	1294
REINF BARS EPOXY CTD			POUND	331
CONCRETE REMOVAL			CU YD	2.2
CLASS X CONCRETE			CU YD	2.6

DISTRICT NO. 2 DIXON  
DESIGNED D. PAUSER  
DRAWN DATE 4/93  
CHECKED M. Etemadi SCALE None

Revised 6/4/93

SN 098-0044

FILE NAME =	USER NAME = \$USER*	DESIGNED - RAC	REVISED -
\$FILE\$		DRAWN - LCR	REVISED -
	PLOT SCALE = \$SCALE*	CHECKED - DAZ	REVISED -
	PLOT DATE = \$DATE*	DATE - 06-21-13	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**ZROKA**  
engineering  
Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

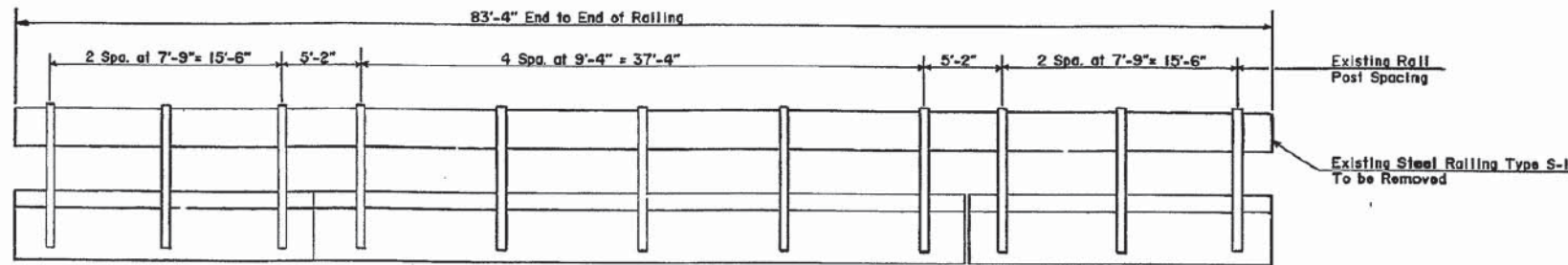
EXISTING BRIDGE PLANS - 1994  
FOR INFORMATION ONLY

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	61
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. 283+43 TO STA. 293+50

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAS20D	*	WHITESIDE	273	92
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		

\* (141 & 136) WRS-2 & 141BR-1



**ELEV. EXIST. RAILING**

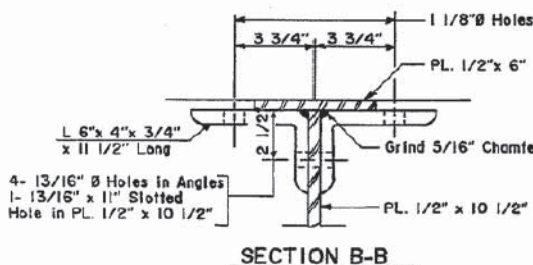
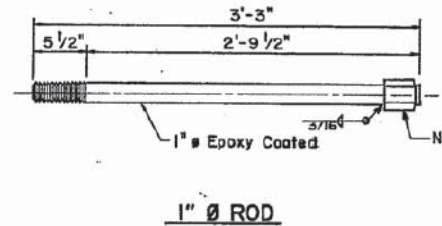
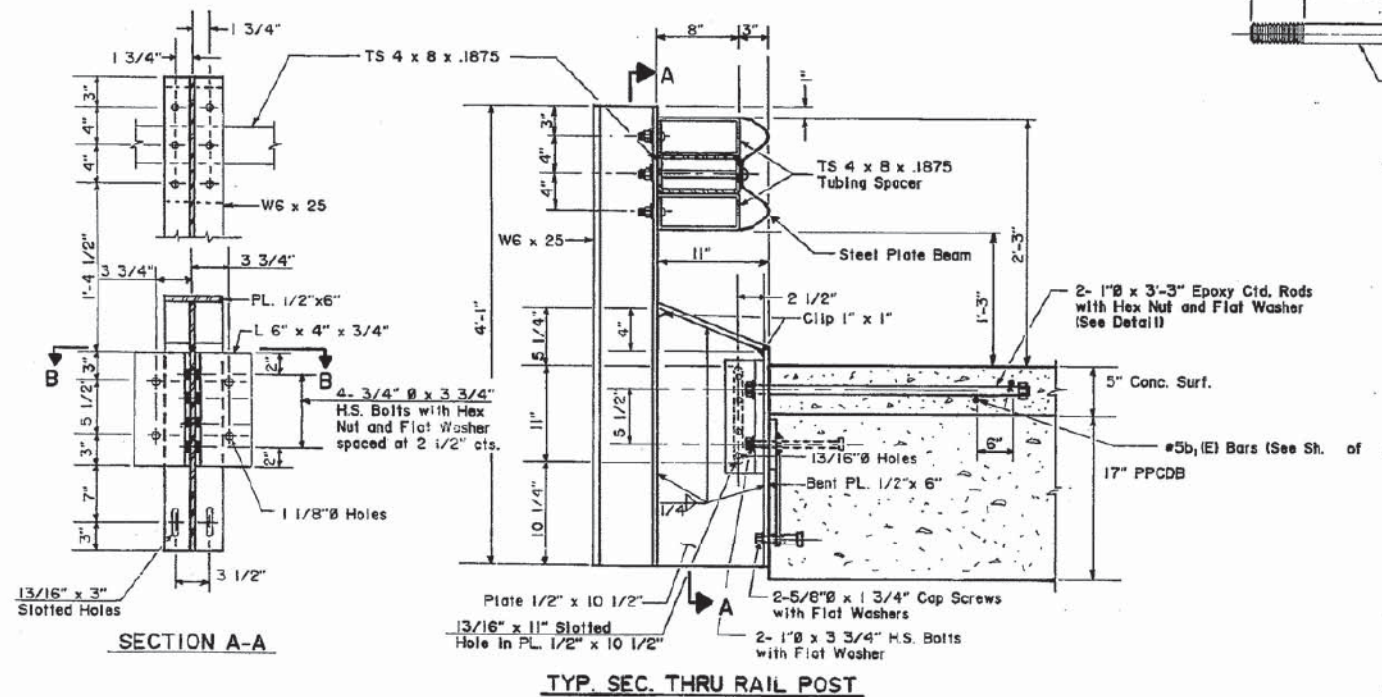
West Rail (facing east)  
East Rail (similar)

**NOTES:**

The contractor shall use standard R-30 Steel Railing Type WT in conjunction with this sheet. Type WT details on the rail post have been altered to fit existing field conditions.

The contractor shall provide sufficient shims, H.S. bolts, nuts, and flat washers to realign existing railing. The length of bolts and cap screws shall be determined in the field when shims are used.

All cost shall be included in contract unit price per lin. ft. as STEEL RAILING TYPE WT.



ITEM	UNIT	QUANTITY
BRIDGE RAIL REMOVAL	LIN FT	167

DISTRICT NO. 2 DIXON  
DESIGNED D. Pausser  
DRAWN DATE 4/93  
CHECKED M. Etomadi SCALE None

Revised 6/4/93

SN 098-0044

FILE NAME =	USER NAME = \$USER\$	DESIGNED - RAC	REVISED -
\$FILE\$		DRAWN - LCR	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED - DAZ	REVISED -
	PLOT DATE = \$DATE\$	DATE - 06-21-13	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**ZROKA**  
engineering

Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

EXISTING BRIDGE PLANS - 1994  
FOR INFORMATION ONLY

SCALE: SHEET OF SHEETS STA. 283+43 TO STA. 293+50

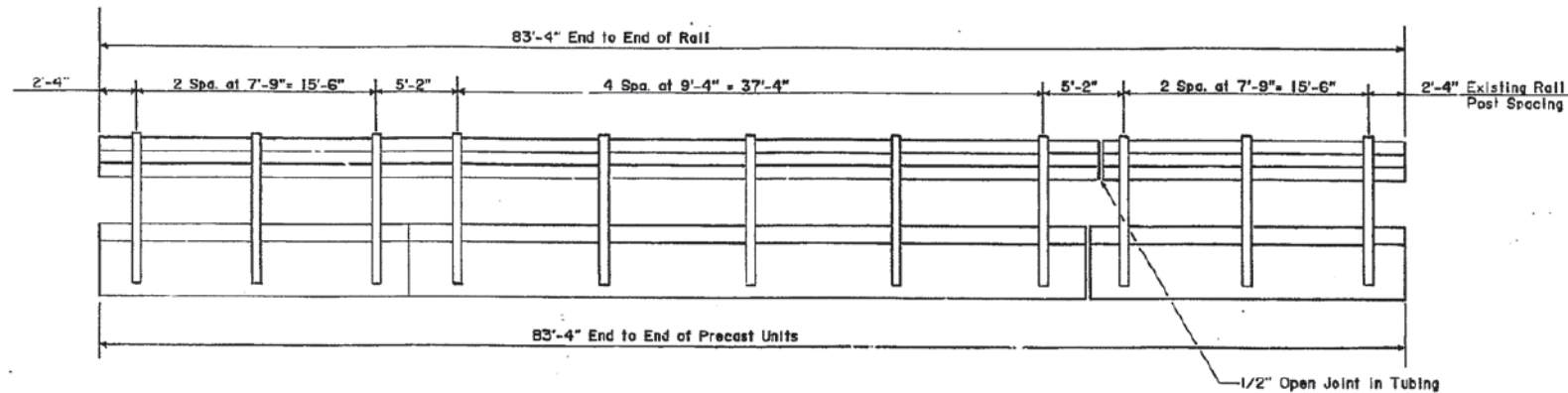
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	62
			CONTRACT NO. 64D81	
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	DATE	SHEET NO.	SHEET NO.
FAS200	WHITESIDE	273	93	
SHEETS				

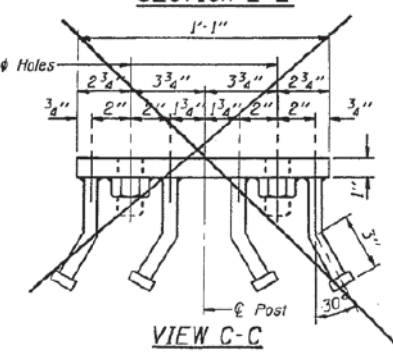
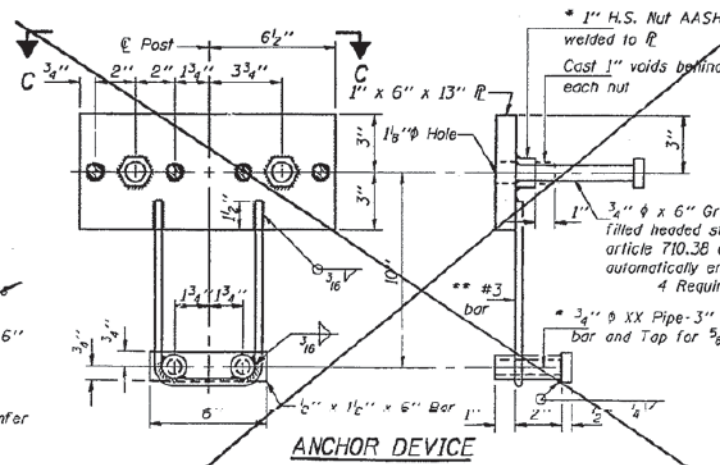
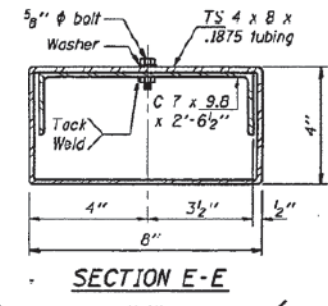
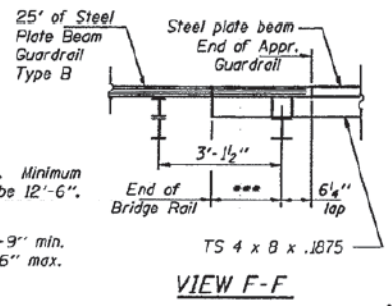
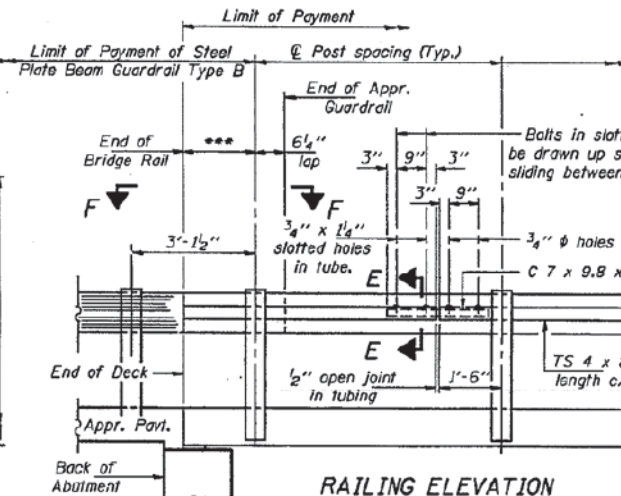
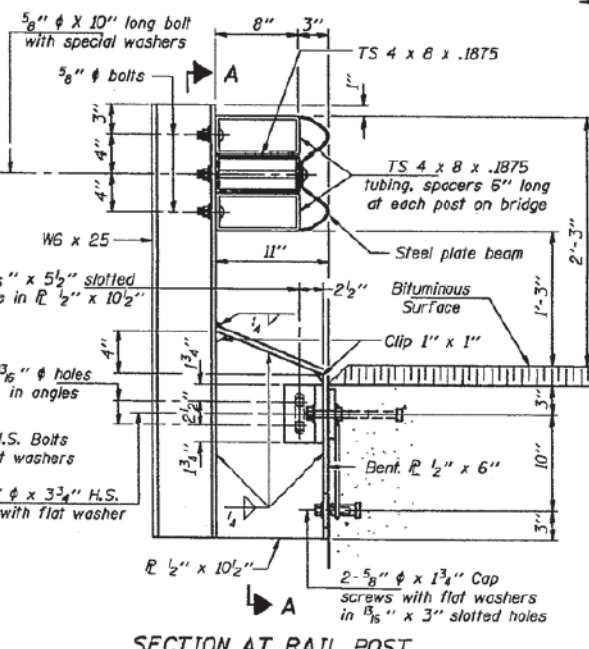
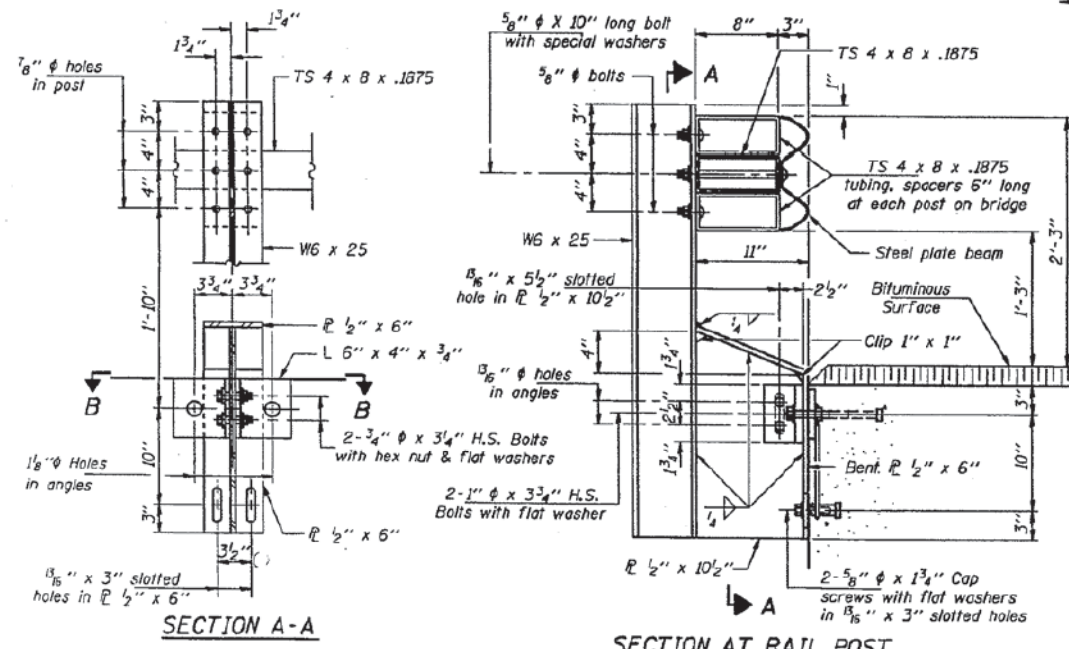
NOTES \* (141 & 136) WRS-2 & 141BR-1

Hollow structural steel tubing 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 in accordance with AASHTO M-232.  
All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with AASHTO M-111 and ASTM A-385. Galvanized rail shall not be painted.  
Railing shall be in accordance with Section 50B of the Standard Specifications, except as noted, and will be paid for at the contract unit price per lineal foot for STEEL RAILING, TYPE WT.  
All field drilled holes shall be coated with an approved zinc rich paint before erection.  
The 1/2" x 6" plates that come in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/2" fabric bearing pads between the plates and concrete.  
The 3/4" high strength bolts used to connect the 6" x 4" x 3/4" angles to the post shall be tightened in accordance with Article 507.04(g)(3) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8" cap screws in bottom of posts shall be tightened to a snug fit only.  
For multi-span bridges, sufficient 1/2" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to Steel Railing.

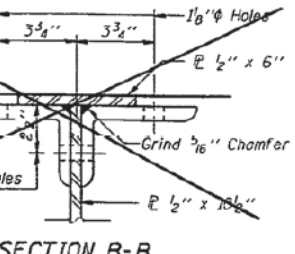
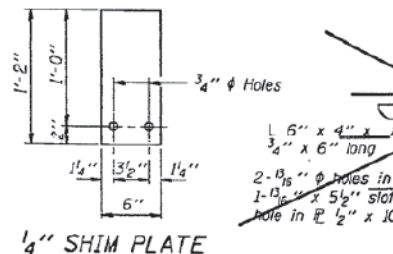


STEEL RAILING TYPE WT

West Rail (facing east)  
East Rail (similar)



DESIGNED	19
CHECKED	
DRAWN	
CHECKED	



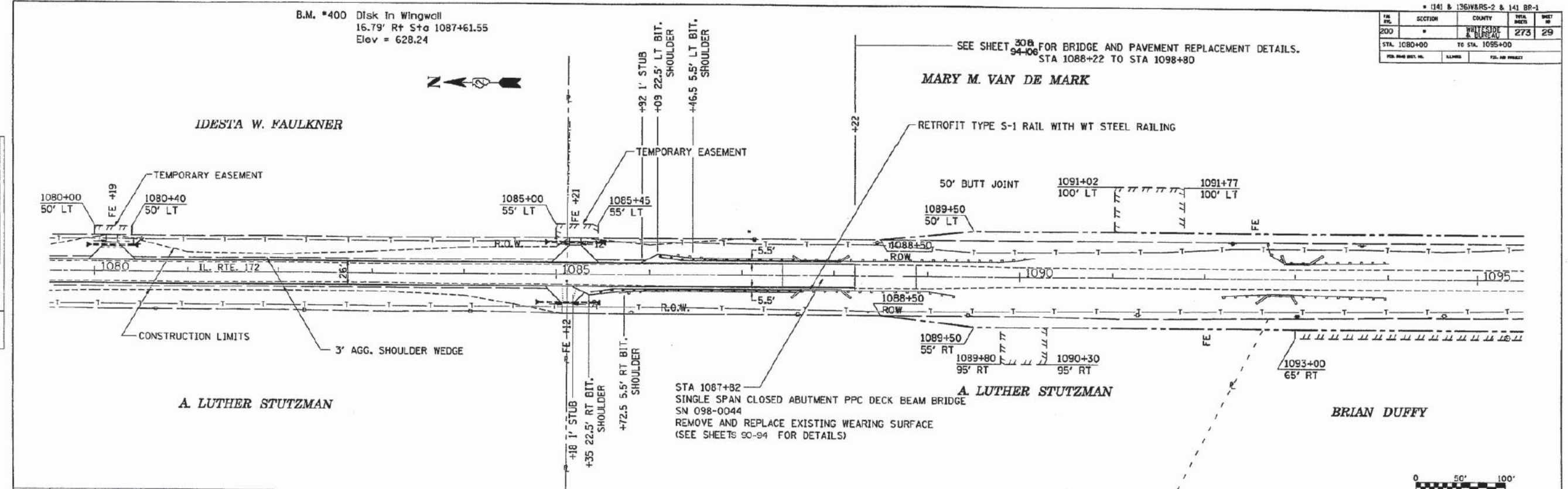
Item	Unit	Quantity
Steel Railing, Type WT	Lin. Ft.	167

SEE SH. OF FOR RAIL POST DETAILS

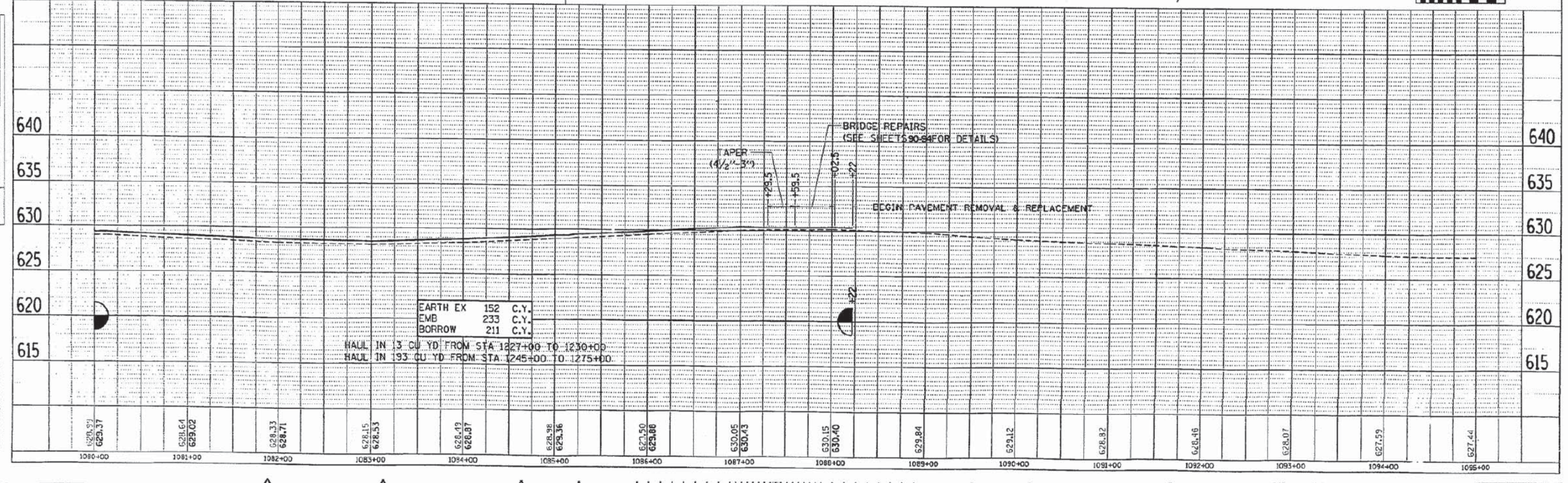
\* 141 & 136WBRS-2 & 141 BR-1

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	273	29
STA. 1080+00		TO STA. 1095+00		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

B.M. #400 Disk In Wingwall  
16.79' Rt Sta 1087+61.55  
Elev = 628.24



STA 1087+82  
SINGLE SPAN CLOSED ABUTMENT PPC DECK BEAM BRIDGE  
SN 098-0044  
REMOVE AND REPLACE EXISTING WEARING SURFACE  
(SEE SHEETS 90-94 FOR DETAILS)



PLAN	DATE
DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

PROFILE	DATE
DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

FILE NAME = \*FILEL\*

USER NAME = *USER*	DESIGNED - RAC	REVISED -
PLOT SCALE = *SCALE*	DRAWN - LCR	REVISED -
PLOT DATE = *DATE*	CHECKED - DAZ	REVISED -
	DATE - 06-21-13	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

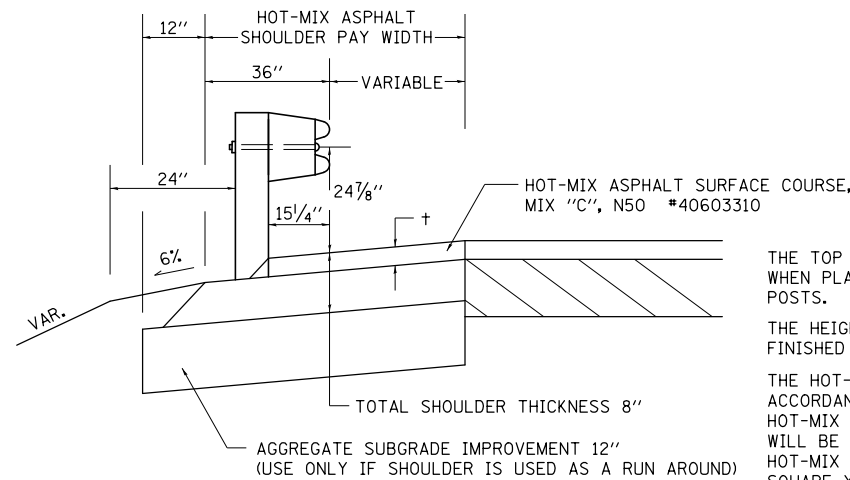
**ZROKA** engineering  
Zroka Engineering, P.C.  
4216 North Hermitage  
Chicago, IL 60613

EXISTING BRIDGE PLANS - 1994  
FOR INFORMATION ONLY  
SCALE: SHEET OF SHEETS STA. 283+43 TO STA. 293+50

F.A.S. RTE. 200	SECTION 141B-2	COUNTY WHITESIDE	TOTAL SHEETS 77	SHEET NO. 64
				CONTRACT NO. 64D81
ILLINOIS FED. AID PROJECT				



# DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL



† = SEE TYPICAL SECTIONS FOR THICKNESS

### GENERAL NOTES

THE TOP LIFT SHALL NOT BE PLACED BEHIND THE GUARDRAIL POSTS. WHEN PLACING THE TOP LIFT THE RAIL MUST BE REMOVED FROM THE POSTS. THE POST SHALL NOT BE REMOVED.

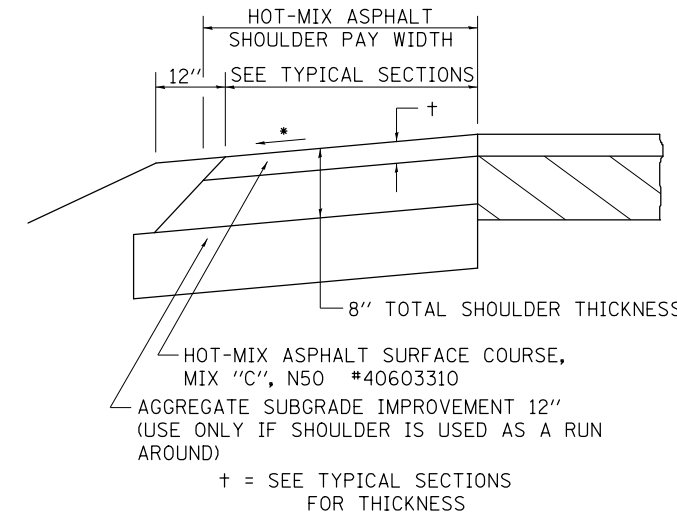
THE HEIGHT OF THE GUARD RAIL SHALL BE SET 24 7/8" FROM THE FINISHED SURFACE.

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C", N50 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50.

REVISED - 3-13-13

DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL 23.4

# HOT-MIX ASPHALT SHOULDER



### GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS, THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310.

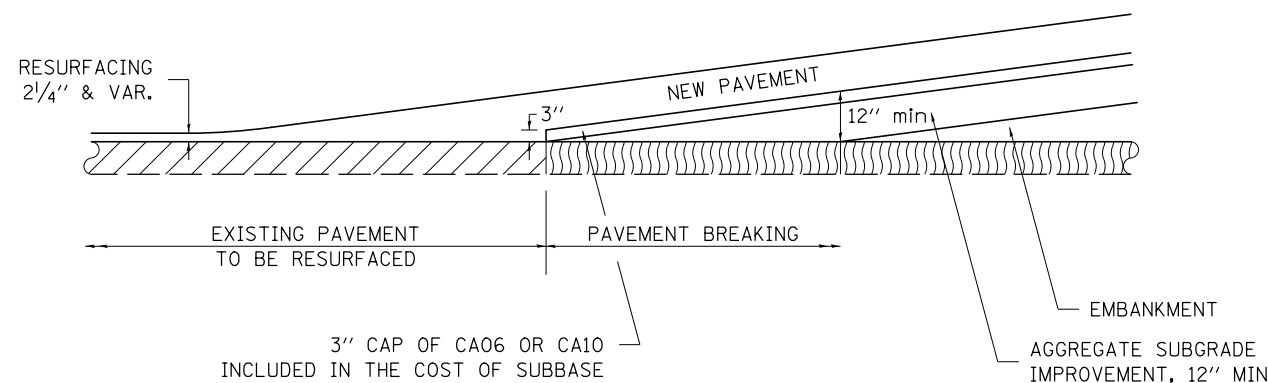
REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

\* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

REVISED - 3-13-13

HOT-MIX ASPHALT SHOULDER 23.4a

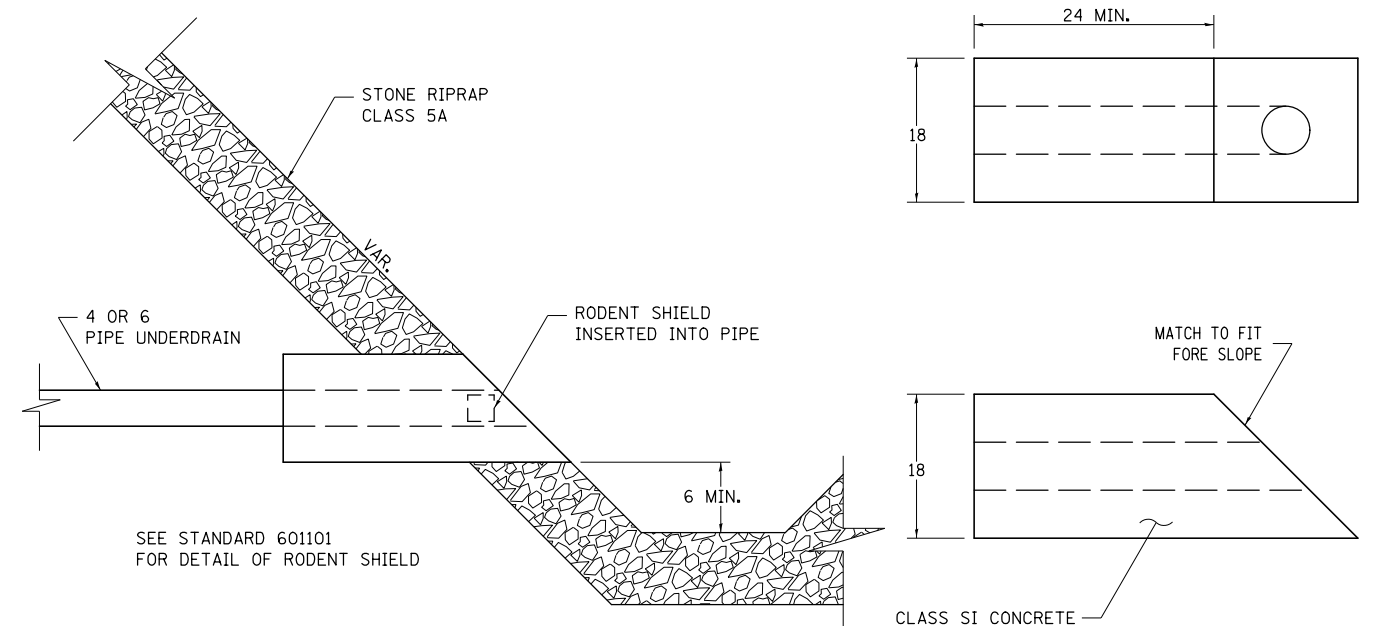
# PAVEMENT BREAKING DETAIL



REVISED - 3-19-13

PAVEMENT BREAKING DETAIL 24.4

# CONCRETE HEADWALLS FOR PIPE DRAINS



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

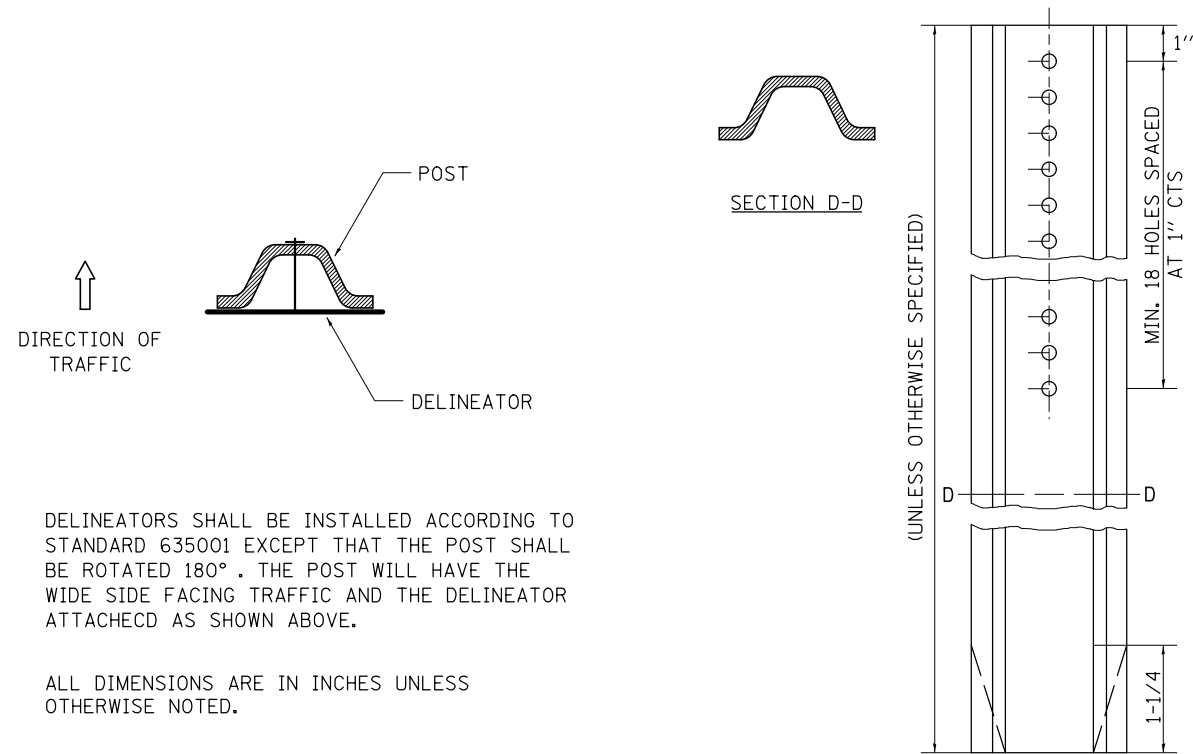
REVISED - 10-03-11

CONCRETE HEADWALLS FOR PIPE DRAINS 27.4

REVISED -	REGION 2 / DISTRICT 2 STANDARD				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -	SCALE: *SCALE*	SHEET NO.	OF SHEETS	STA.	200	141B-2	WHITESIDE	77	65
REVISED -				TO STA.	CONTRACT NO. 64D81				
REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLOT DATE = \*DATE\*

# DELINEATOR AND POST ORIENTATION



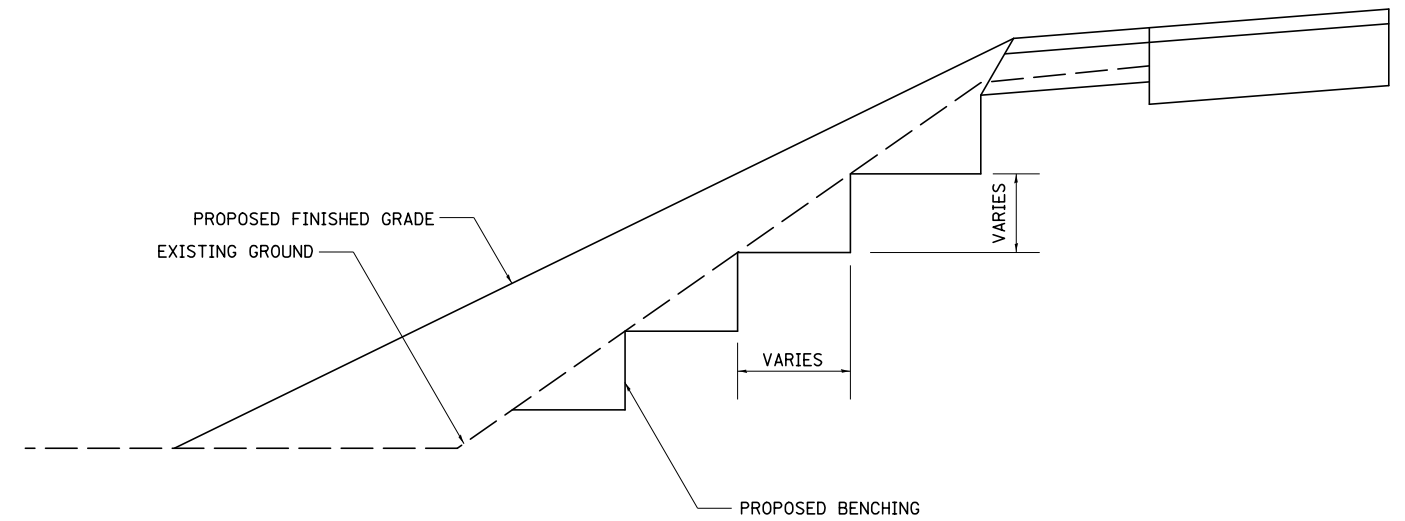
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 10-03-11

**DELINEATOR AND POST ORIENTATION 37.4**

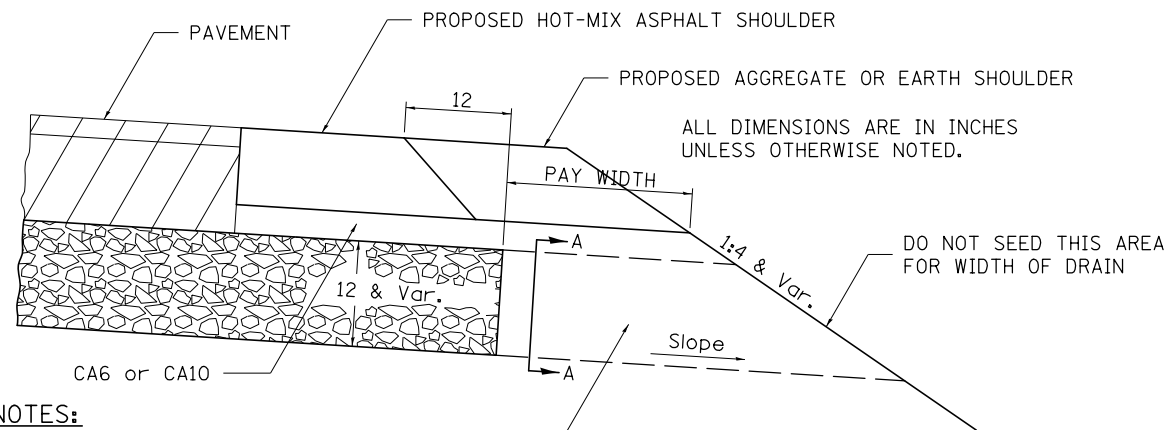
# TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

**TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4**

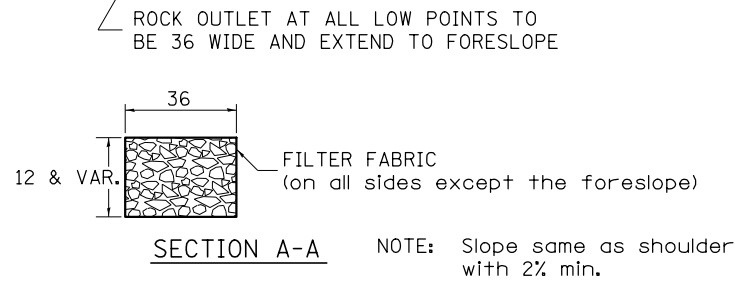
# DRAIN FOR AGGREGATE BASE COURSE



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

**NOTES:**

The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per CUBIC YARD for FRENCH DRAINS. The thickness shall be the same as the adjacent sub-base material as noted on the plans and shall include the cost of the filter fabric. The Rock outlets will be measured in CU YD, the width being 36 by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per SQ. YD. for AGGREGATE SUBGRADE IMPROVEMENT of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for FRENCH DRAINS.



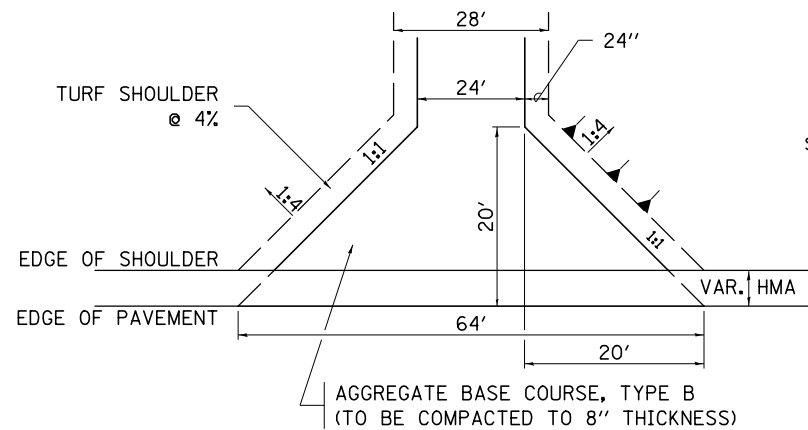
REVISED - 10-09-12

**DRAIN FOR AGGREGATE BASE COURSE 96.4**

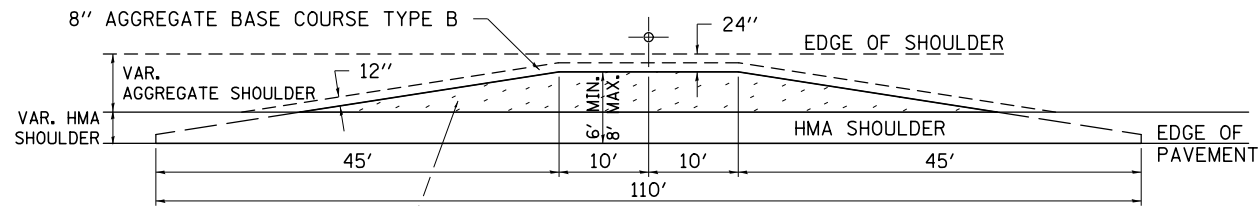
REVISED -	<b>REGION 2 / DISTRICT 2 STANDARD</b>				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
REVISED -					200	141B-2	WHITESIDE	77	66			
REVISED -					SCALE: *SCALE*				SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 64DB1	
REVISED -					SCALE: *SCALE*		SHEET NO. OF SHEETS STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

PLOT DATE = \*DATE\*

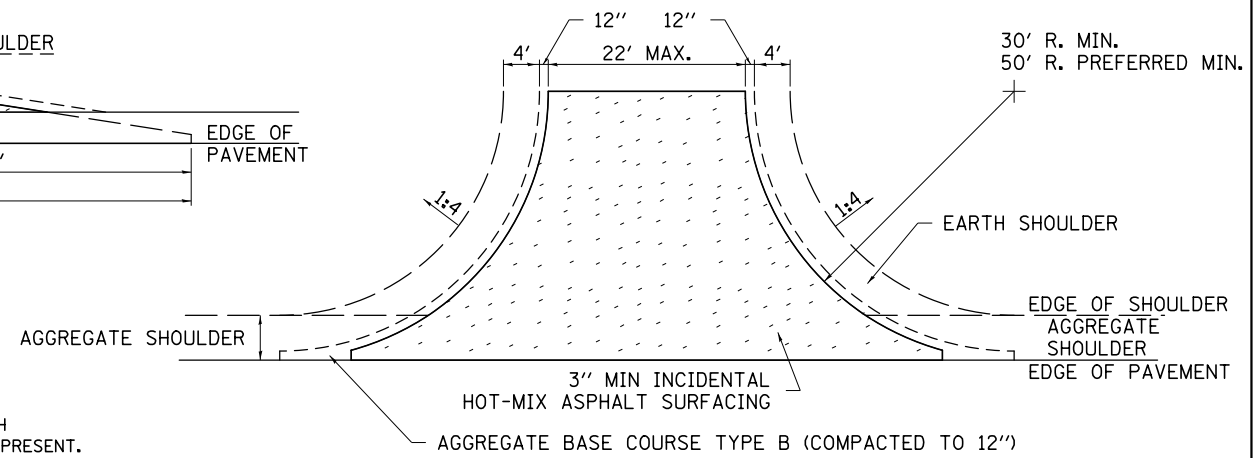
# HOT-MIX ASPHALT APPROACHES AND MAILBOX RETURNS



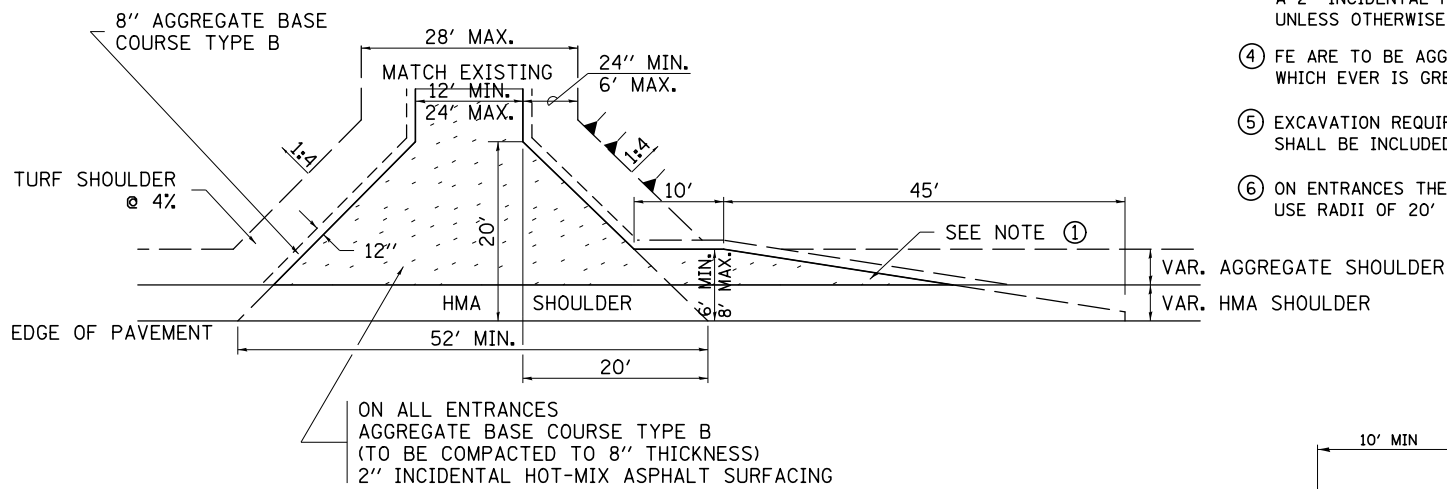
**FIELD ENTRANCE**



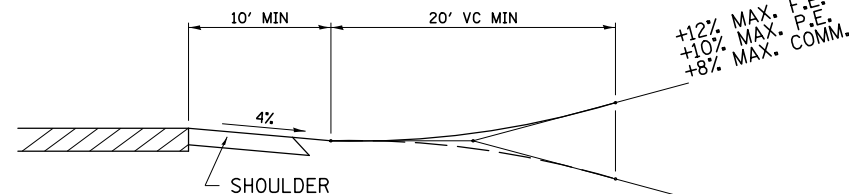
**MAILBOX TURNOUT**



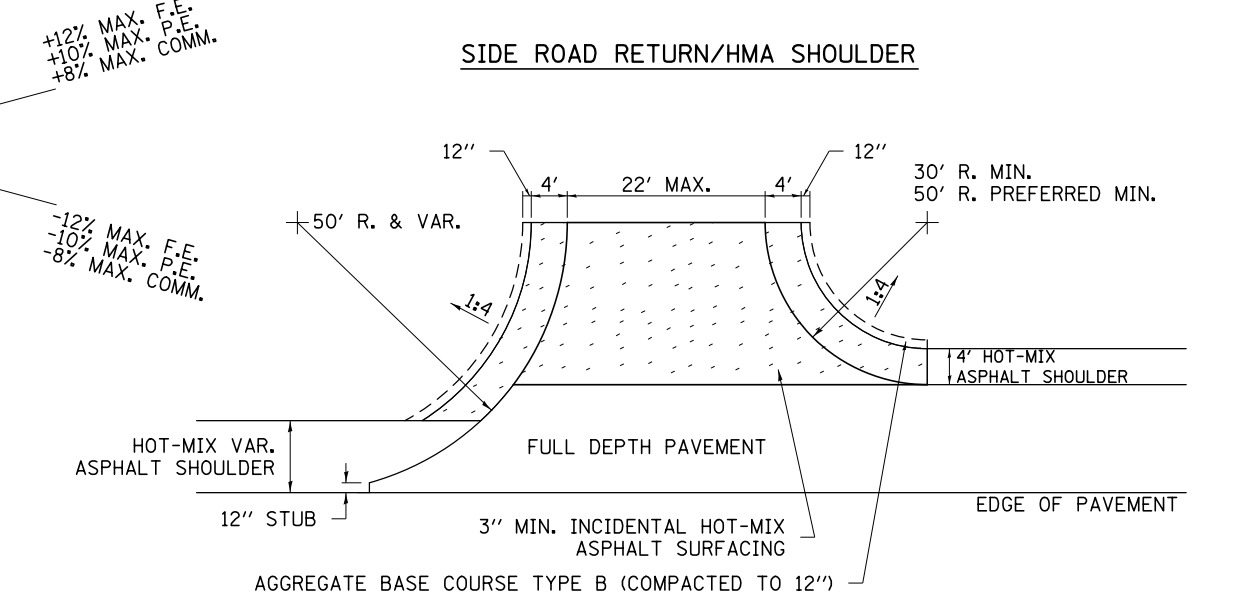
**SIDE ROAD RETURN/EARTH SHOULDER**



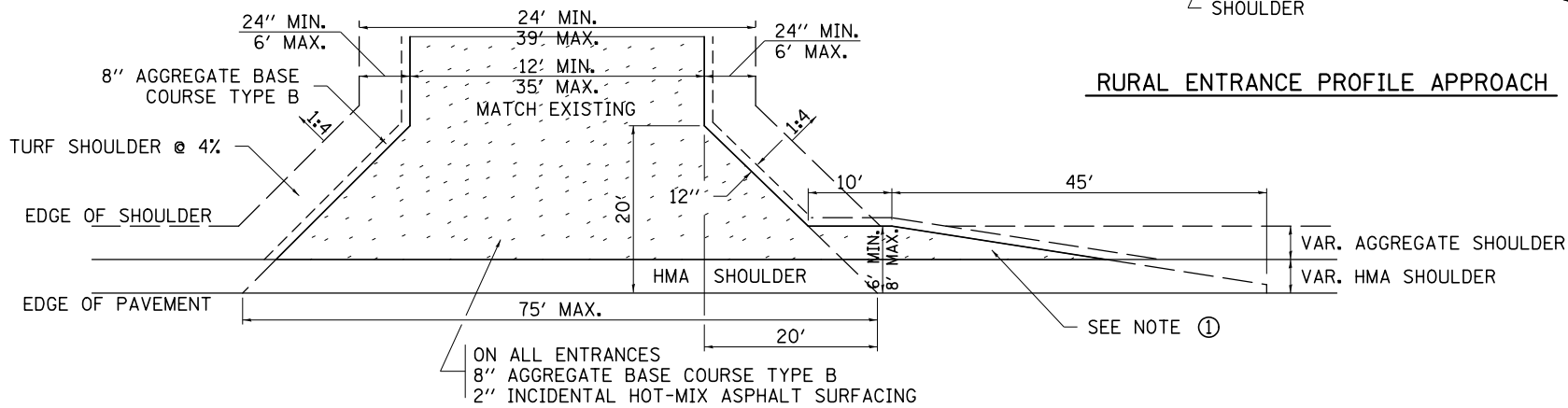
**PRIVATE ENTRANCE**



**RURAL ENTRANCE PROFILE APPROACH**



**SIDE ROAD RETURN/HMA SHOULDER**



**COMMERCIAL ENTRANCE**

**SIDE ROAD RETURN WITH RIGHT TURN LANE**

**NOTE**

- ① TURNOUTS ARE TO BE CONSTRUCTED ON THE APPROACH SIDE OF ALL PE & CE REGARDLESS IF A MAILBOX IS PRESENT.
- ② ALL PE & CE ARE TO BE SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
- ③ ALL PE & CE TO BE CONSTRUCTED WITH AN 8" AGGREGATE BASE COURSE, TYPE B AND WITH A 2" INCIDENTAL HOT-MIX ASPHALT SURFACING, UNLESS OTHERWISE NOTED.
- ④ FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
- ⑤ EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE.
- ⑥ ON ENTRANCES THE CONTRACTOR HAS THE OPTION OF USING RADIUS RETURNS. USE RADII OF 20' TO 60'.

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED - 12-07-10
#FILE#		DRAWN -	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REGION 2 / DISTRICT 2 STANDARD**

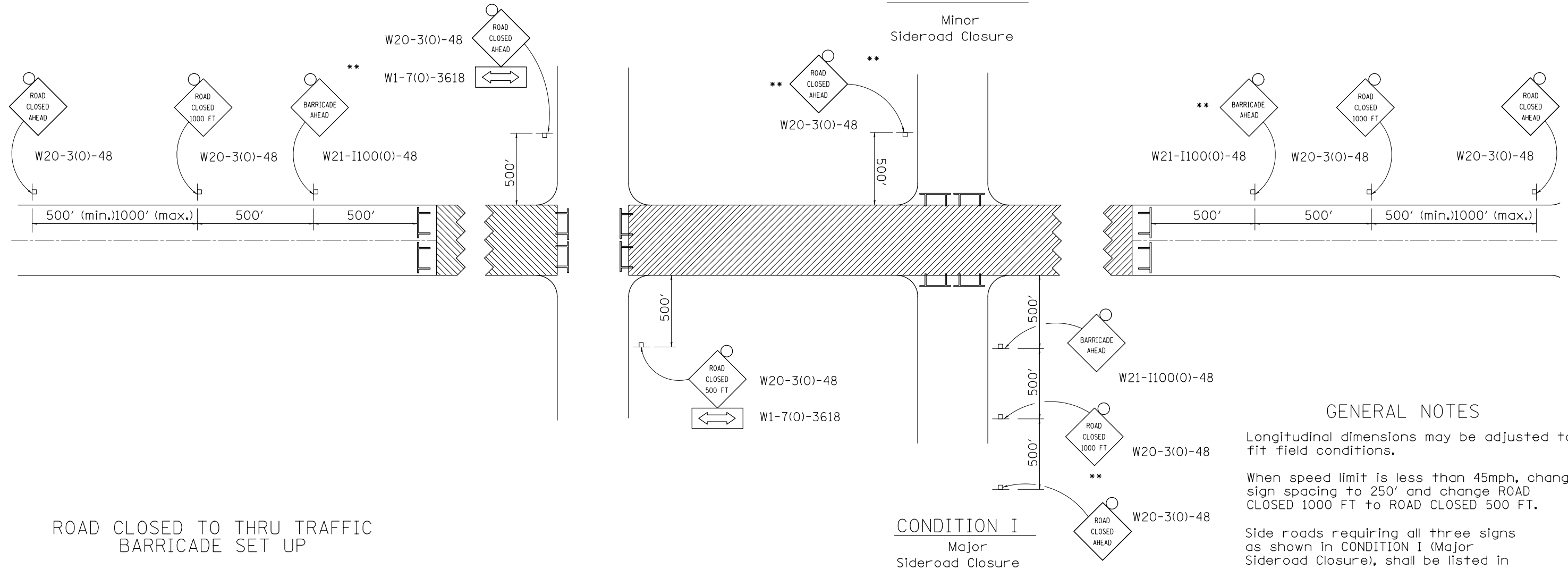
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	67
CONTRACT NO. 64DB1				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

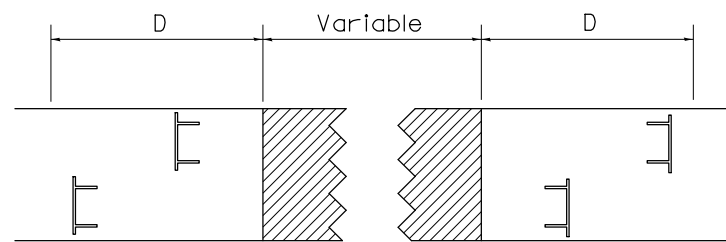
# TRAFFIC CONTROL FOR ROAD CLOSURE

## CONDITION II

Minor Sideroad Closure






ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 2000' an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

### SYMBOLS

-  Work area
-  Type III Barricade with Flashers
-  Sign with flashing light

### GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

When speed limit is less than 45mph, change sign spacing to 250' and change ROAD CLOSED 1000 FT to ROAD CLOSED 500 FT.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

\*\* Where local access is to be maintained, barricades are to be set up as shown in Road Closed to thru traffic. Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

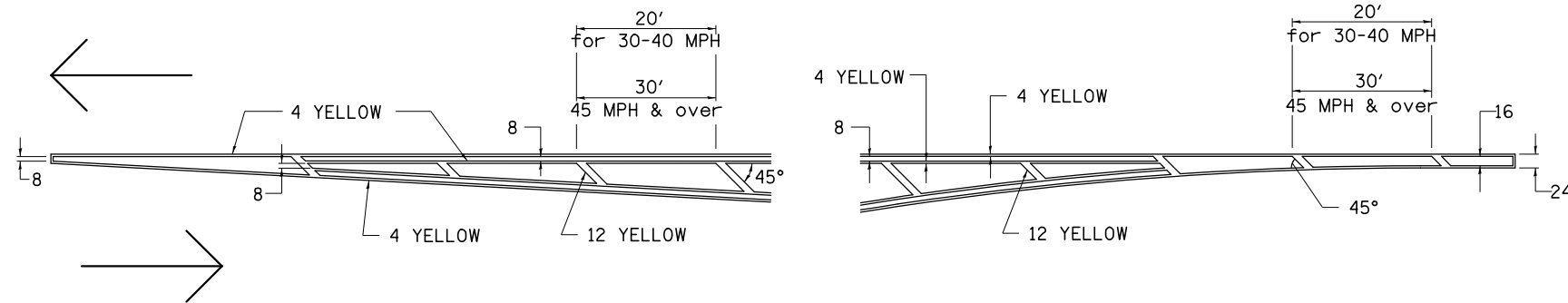
All dimensions are in inches unless otherwise shown.

TYPICAL APPLICATION FOR ROAD CLOSURE

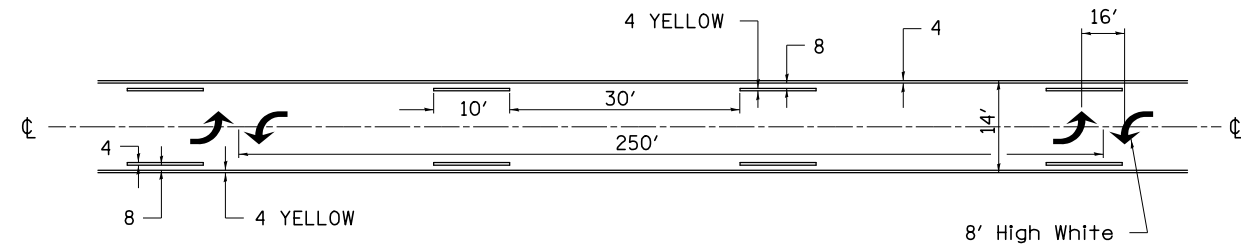
FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED - 10-17-11	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	200	141B-2	WHITESIDE	77	68
		CHECKED -	REVISED -						CONTRACT NO. 64DB1					
		DATE -	REVISED -						ILLINOIS FED. AID PROJECT					

# TYPICAL PAVEMENT MARKINGS

## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

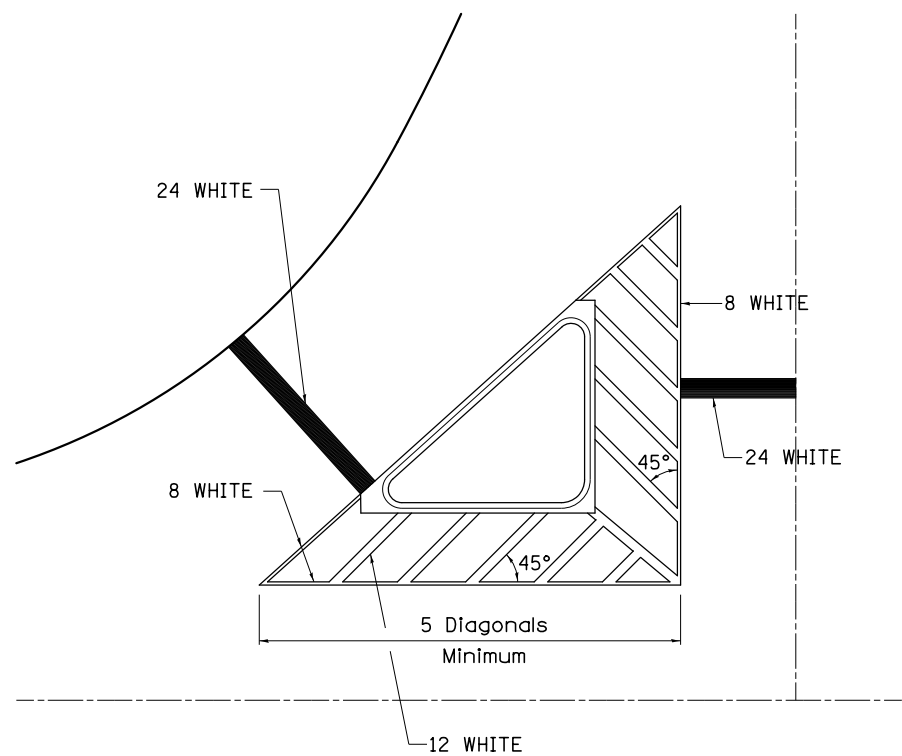


## MEDIAN PAVEMENT MARKING

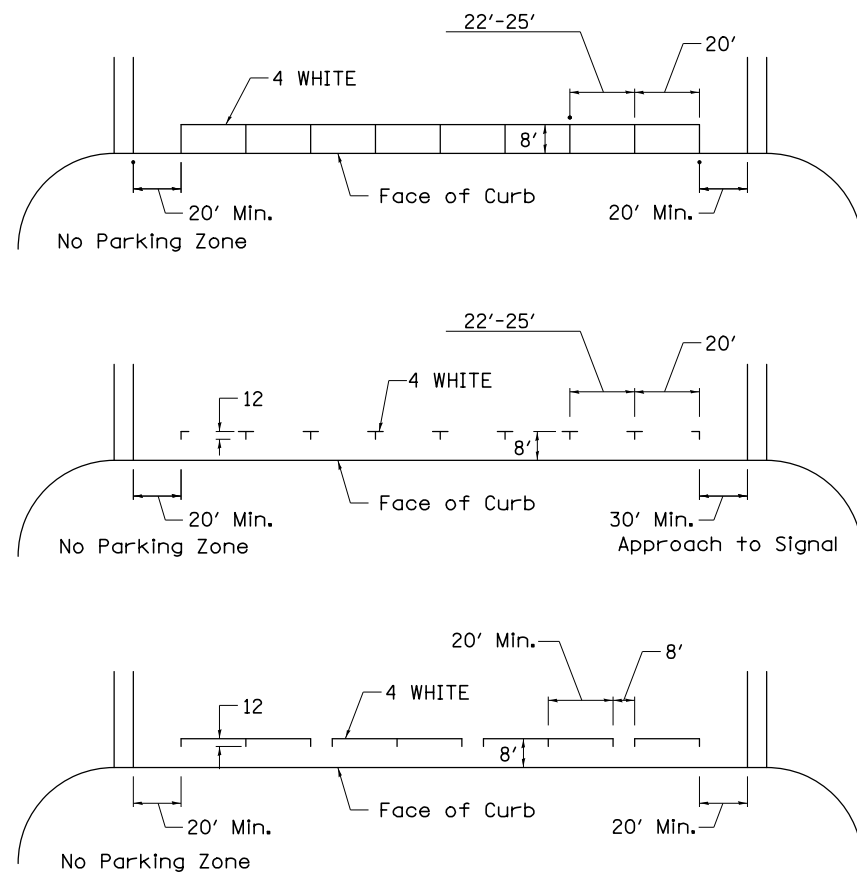


\*\* ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

## TYPICAL ISLAND OFFSET SHOULDER WIDTH

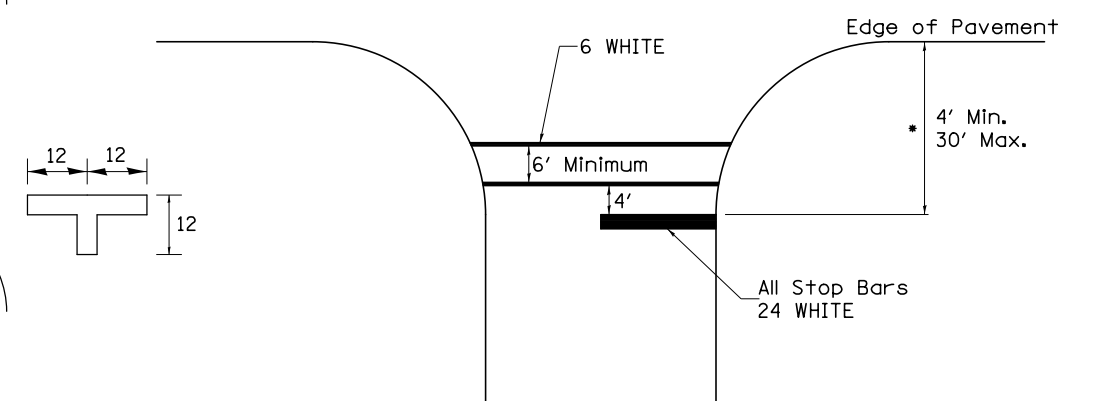


## TYPICAL PARKING SPACING



## STANDARD CROSSWALK MARKING

See Schedules for Locations

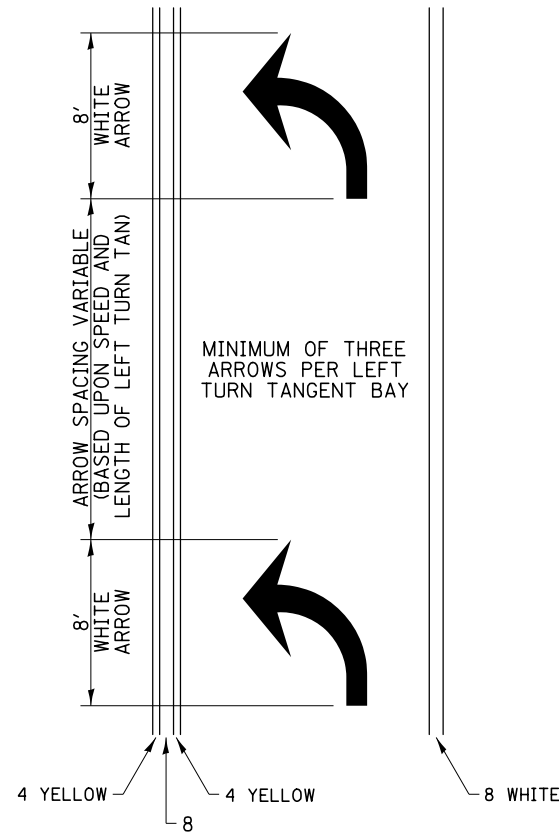


\* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED -	REVISED - 3-05-12	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	200	141B-2	WHITESIDE	77	69
		CHECKED -	REVISED -											
		DATE -	REVISED -											

# TYPICAL PAVEMENT MARKINGS

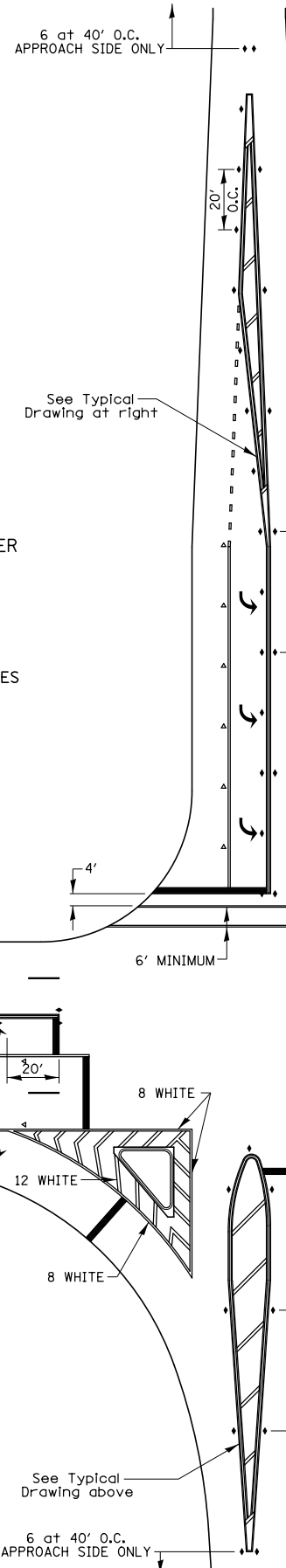
## ARROW LAYOUT



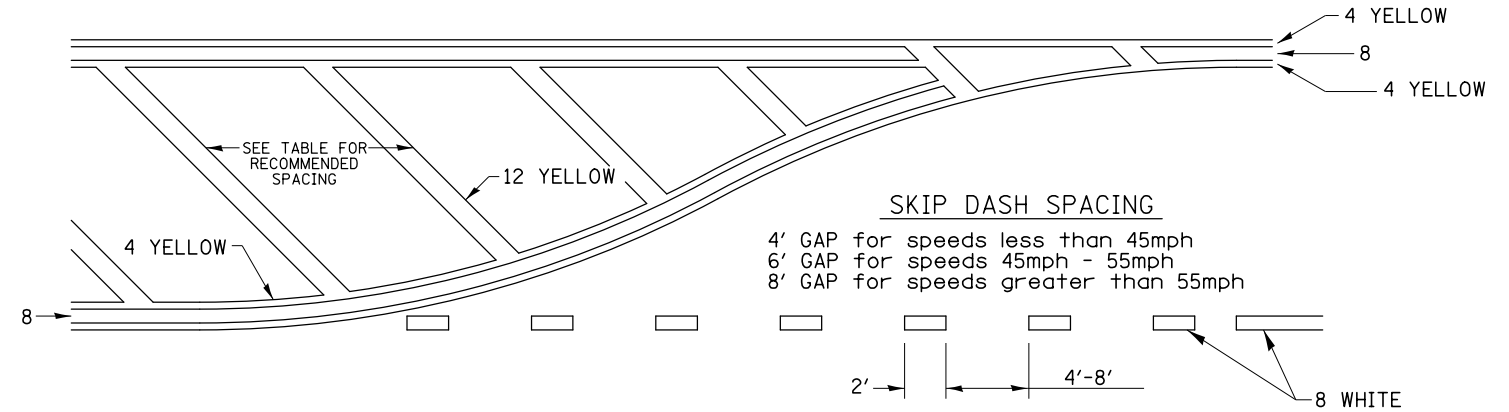
MINIMUM OF THREE ARROWS PER LEFT TURN TANGENT BAY

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

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.



## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



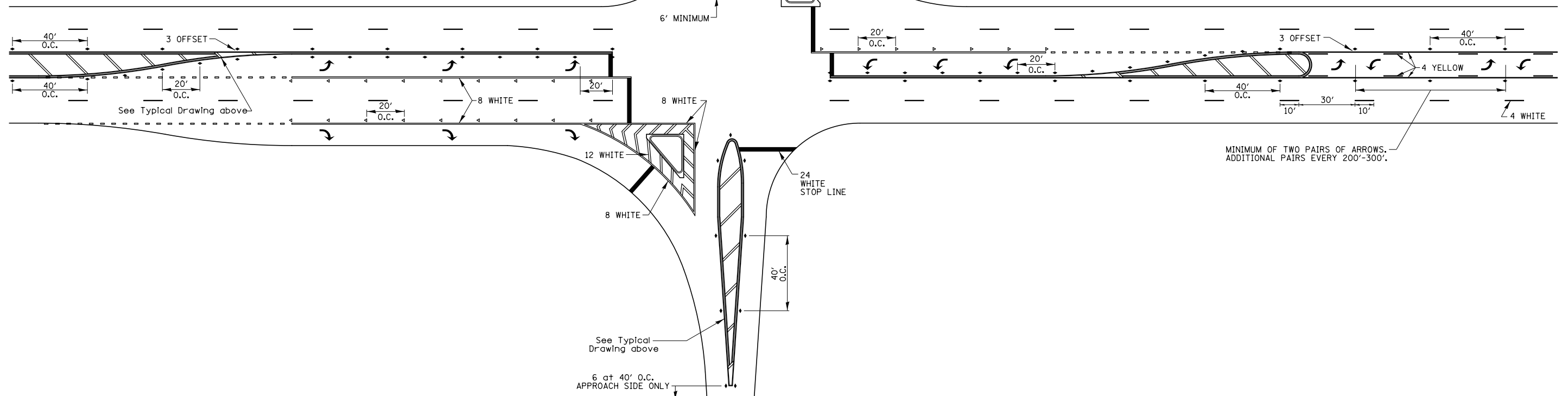
### SKIP DASH SPACING

4' GAP for speeds less than 45mph  
 6' GAP for speeds 45mph - 55mph  
 8' GAP for speeds greater than 55mph

### RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

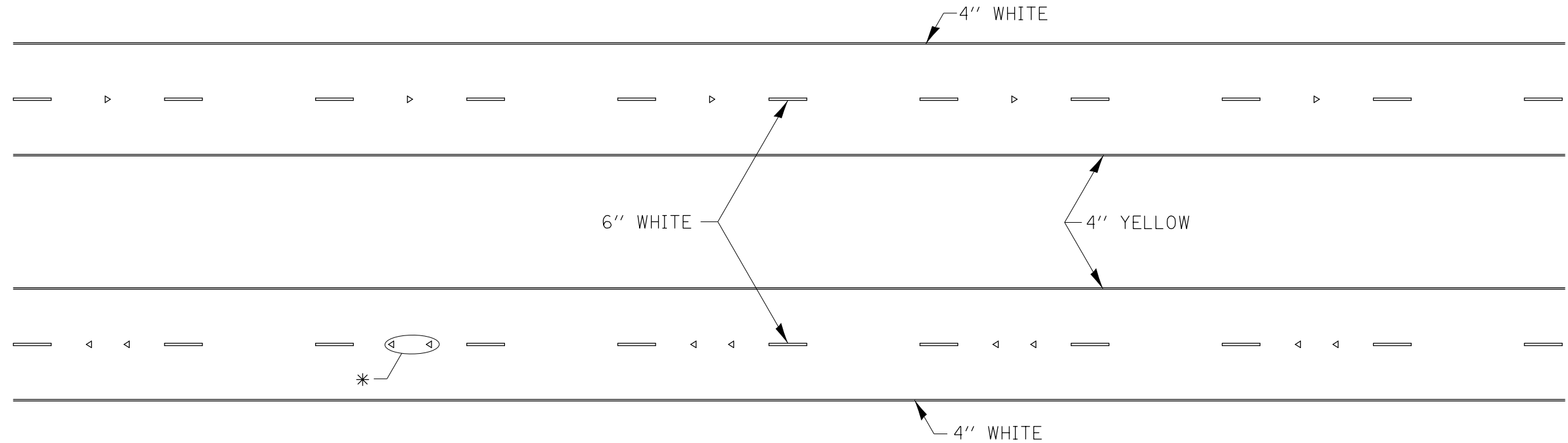
Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

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



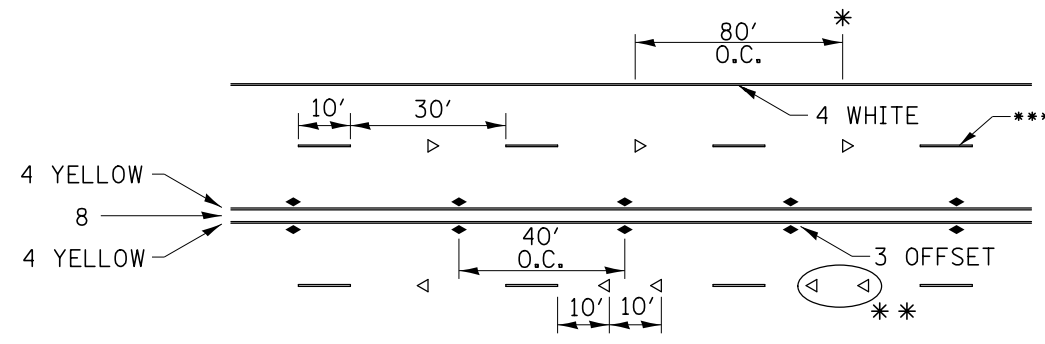
FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED - 3-05-12	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILE#		DRAWN -	REVISED -					200	141B-2	WHITESIDE	77	70
		CHECKED -	REVISED -					CONTRACT NO. 64DB1				
		DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

# TYPICAL PAVEMENT MARKINGS



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

## MULTI-LANE / DIVIDED



SYMBOLS

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

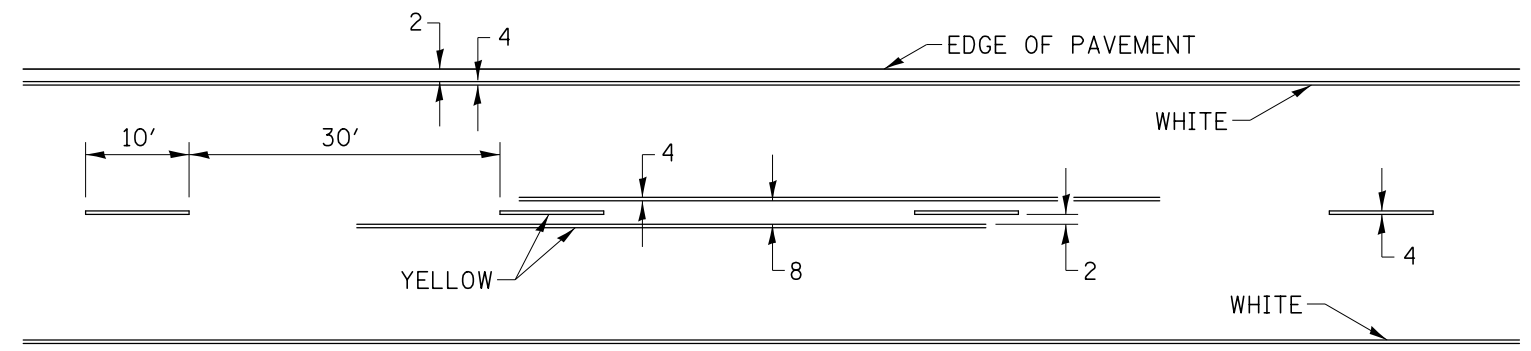
\*\* USE DOUBLE MARKERS WHEN ADT  $\geq$  20,000

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

## MULTI-LANE / UNDIVIDED & ONE WAY

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

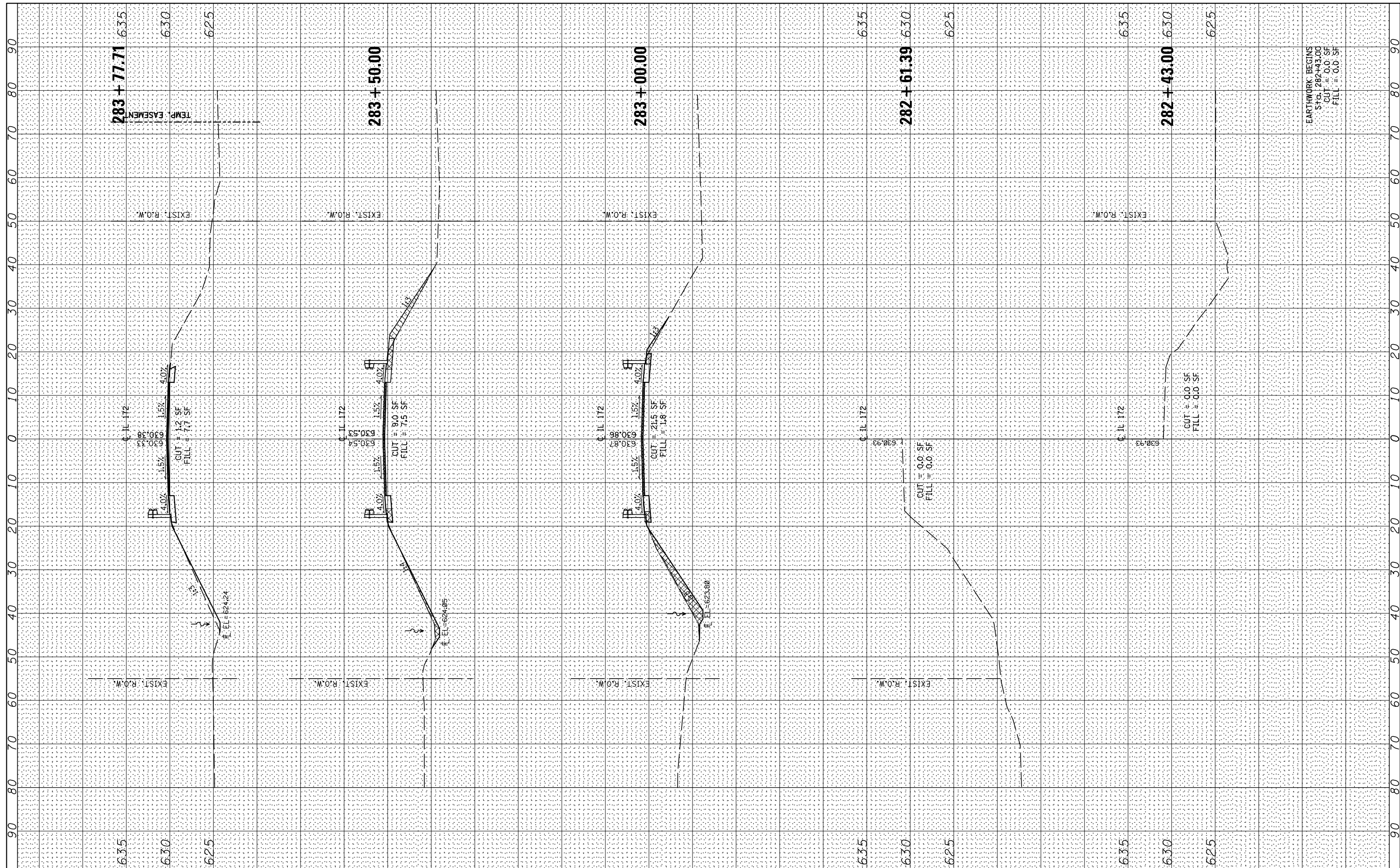
## TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED - 11-28-12	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		DRAWN -	REVISED -					200	141B-2	WHITESIDE	77	71
	PLOT SCALE = *SCALE*	CHECKED -	REVISED -		SCALE:			SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 64DB1		
	PLOT DATE = *DATE*	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

BY	DATE

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



FILE NAME =  
 \*FILEL\*  
 XS.SHEET VERTICAL

USER NAME = \*USER\*  
 PLOT SCALE = \*SCALE\*  
 PLOT DATE = \*DATE\*

DESIGNED - RAC  
 DRAWN - LCR  
 CHECKED - DAZ  
 DATE - 06-21-13

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**ZROKA**  
 engineering  
 Zroka Engineering, P.C.  
 4216 North Hermitage  
 Chicago, IL 60613

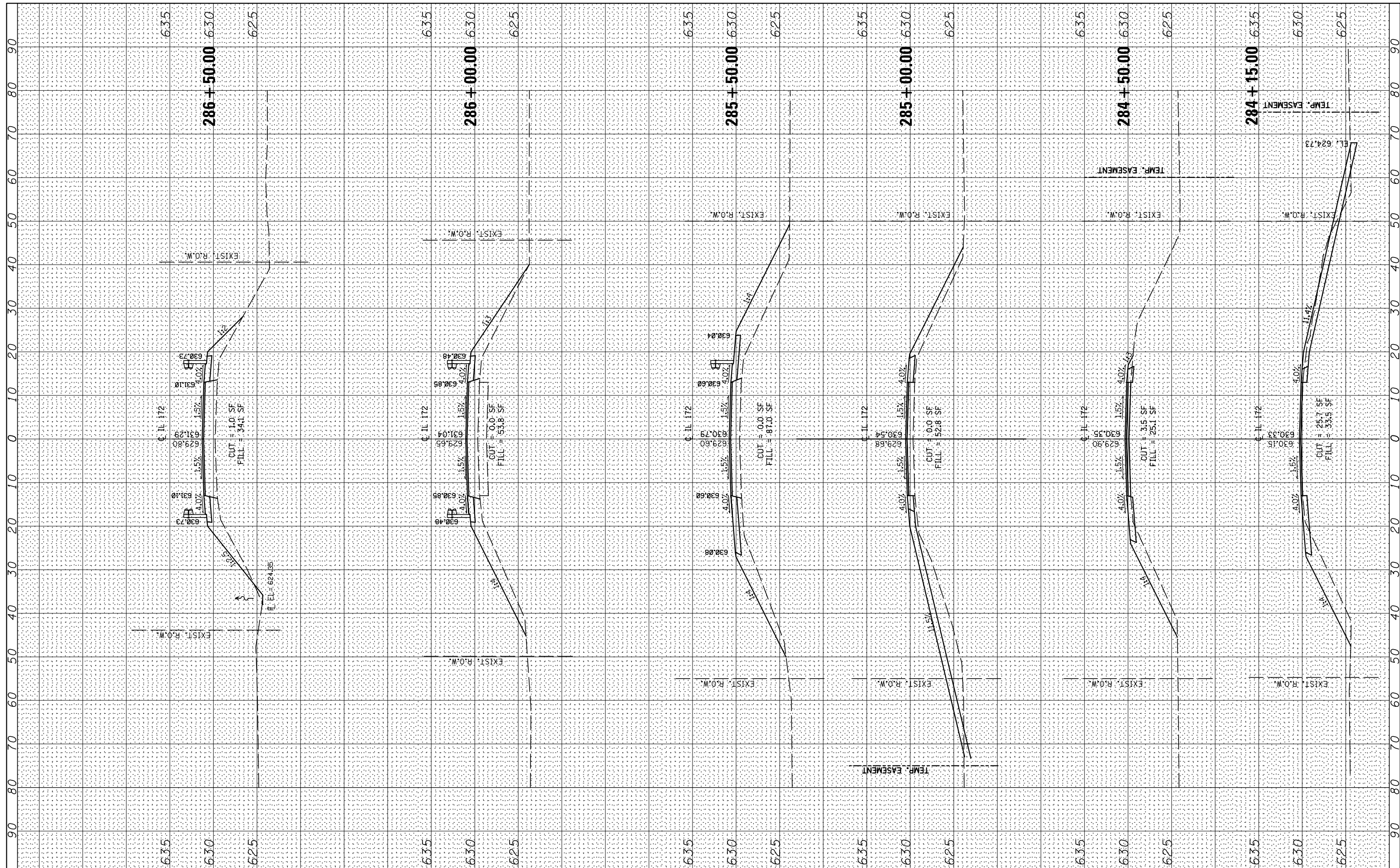
SCALE: SHEET 1 OF 5 SHEETS  
 STA. 282+43 TO STA. 283+78

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	72
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				



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

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



FILE NAME =  
 #FILEL#  
 XS.SHEET VERTICAL

USER NAME = #USER#  
 PLOT SCALE = #SCALE#  
 PLOT DATE = #DATE#

DESIGNED - RAC  
 DRAWN - LCR  
 CHECKED - DAZ  
 DATE - 06-21-13

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION



Zroka Engineering, P.C.  
 4216 North Heritage  
 Chicago, IL 60613

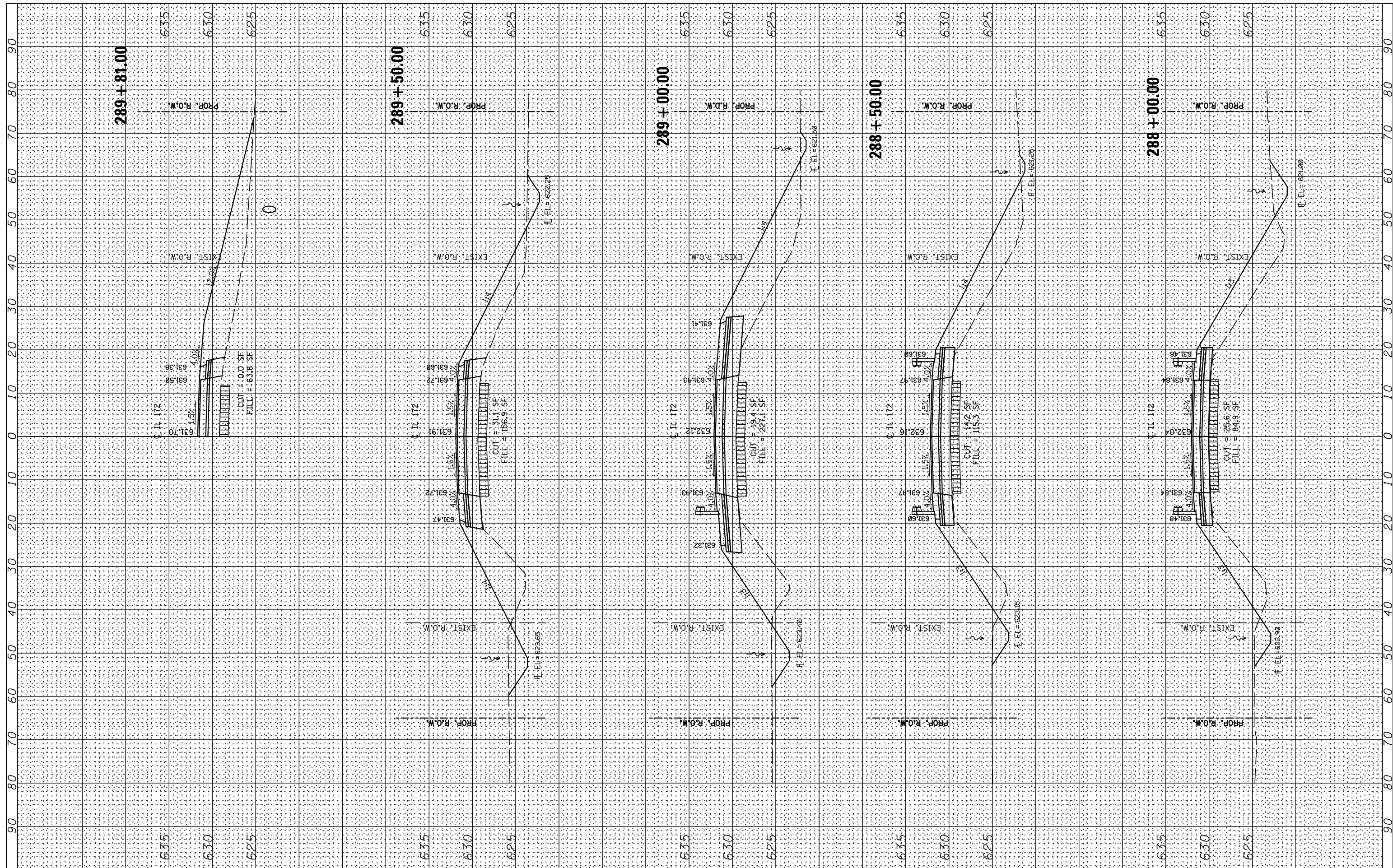
CROSS SECTIONS  
 IL 172

SCALE: SHEET 2 OF 5 SHEETS STA. 284+15 TO STA. 286+50

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	73
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME =  
 \*FILEL\*  
 XS.SHEET VERTICAL

USER NAME = *USER*	DESIGNED - RAC	REVISED -
	DRAWN - LCR	REVISED -
PLOT SCALE = *SCALE*	CHECKED - DAZ	REVISED -
PLOT DATE = *DATE*	DATE - 06-21-13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ZROKA**  
engineering  
Zroka Engineering, P.C.  
4216 North Heritage  
Chicago, IL 60613

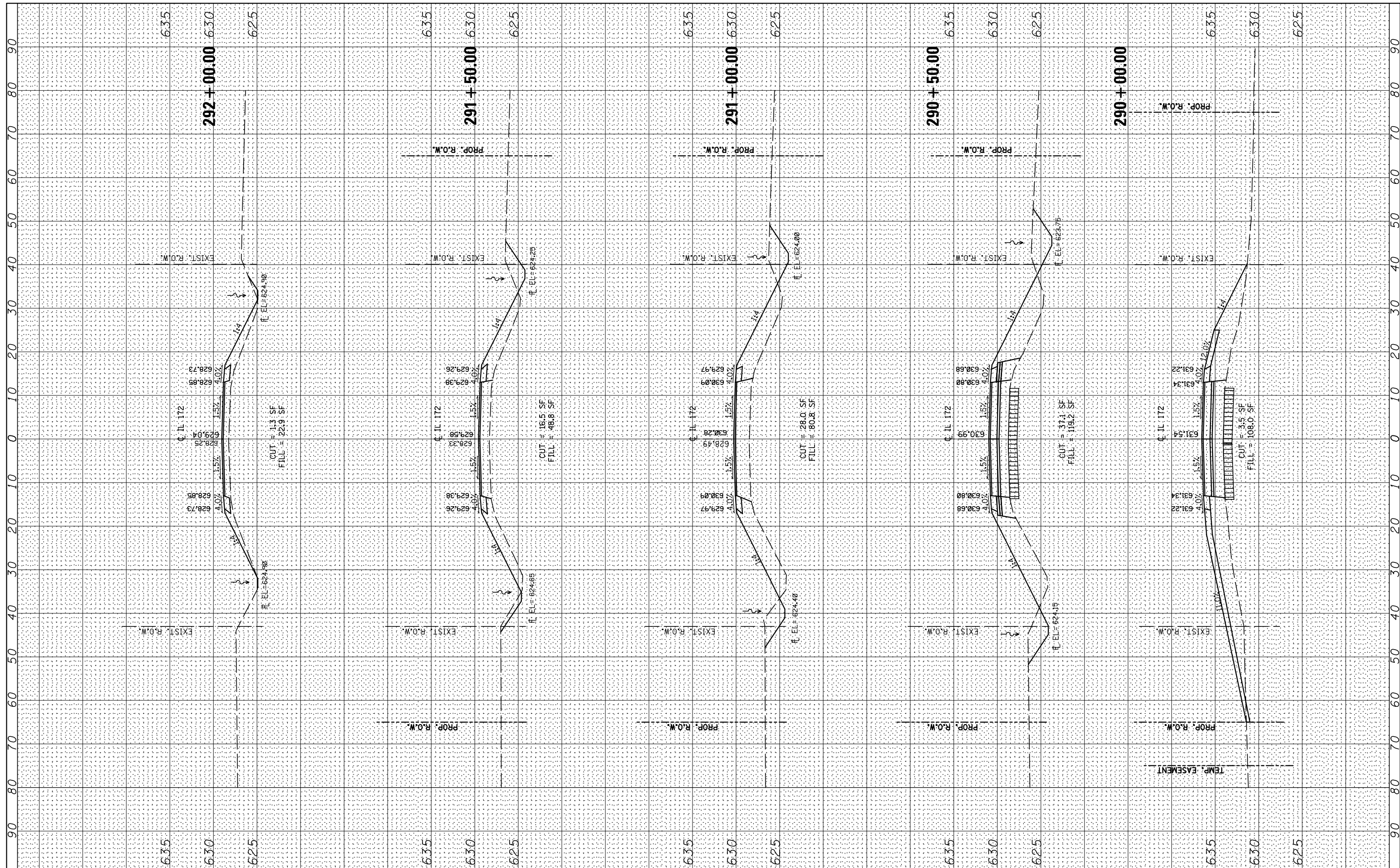
**CROSS SECTIONS  
IL 172**

SCALE: SHEET 3 OF 5 SHEETS STA. 288+00 TO STA. 289+81

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	74
			CONTRACT NO. 64D81	
ILLINOIS FED. AID PROJECT				

BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED



FILE NAME =  
 \*FILEL\*  
 XS.SHEET VERTICAL

USER NAME =	*USER*
DESIGNED -	RAC
DRAWN -	LCR
CHECKED -	DAZ
DATE -	06-21-13

REVISED -	
REVISED -	
REVISED -	
REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ZROKA**  
engineering  
Zroka Engineering, P.C.  
4216 North Heritage  
Chicago, IL 60613

**CROSS SECTIONS  
IL 172**

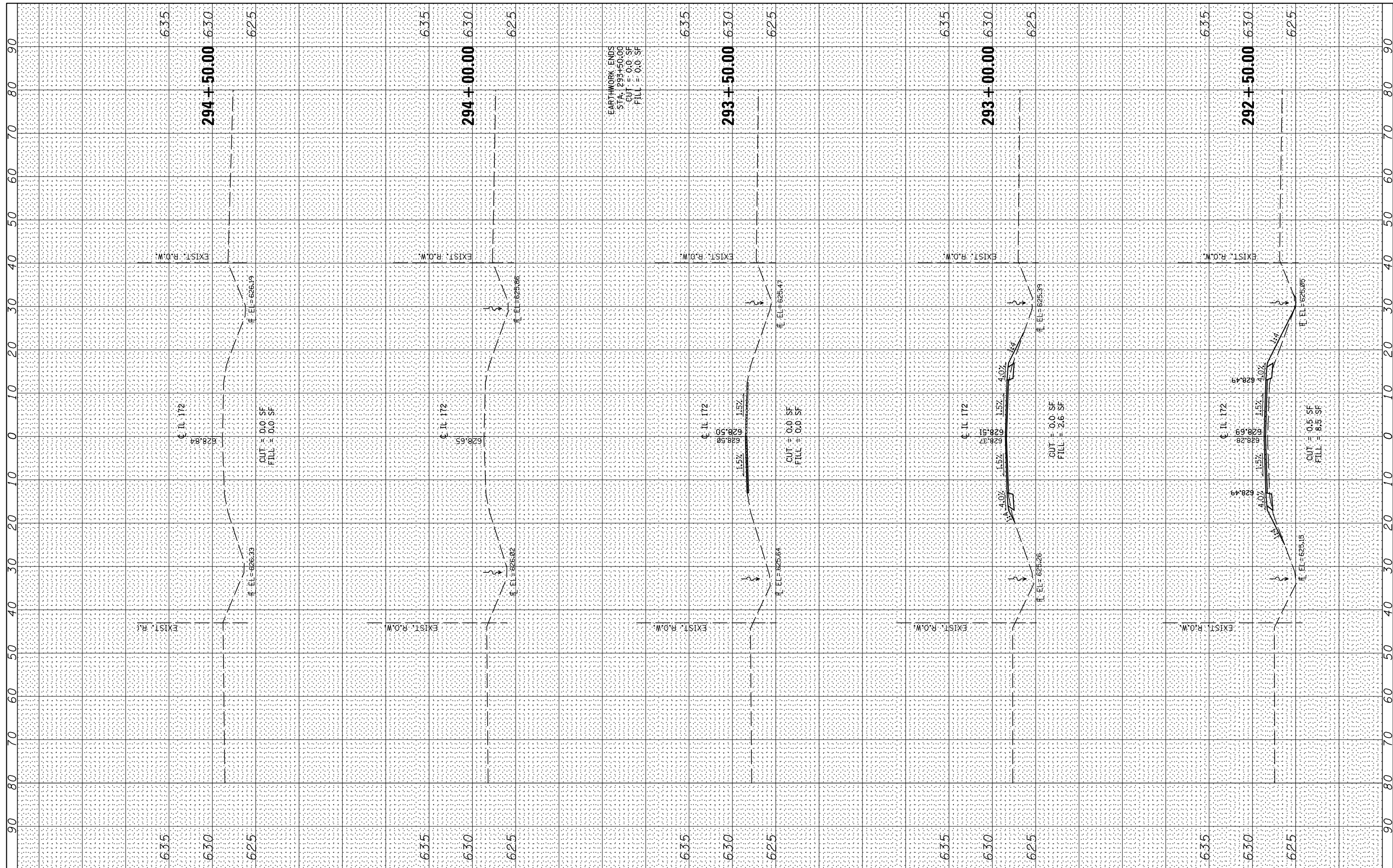
SCALE: SHEET 4 OF 5 SHEETS STA. 290+00 TO STA. 292+00

F.A.S R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	75
CONTRACT NO. 64D81				

ILLINOIS FED. AID PROJECT

BY	DATE

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS	CHECKED
	AREAS	CHECKED



FILE NAME =  
 \*FILEL\*  
 XS.SHEET VERTICAL

USER NAME = \*USER\*  
 DESIGNED - RAC  
 DRAWN - LCR  
 CHECKED - DAZ  
 DATE - 06-21-13

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**



Zroka Engineering, P.C.  
 4216 North Heritage  
 Chicago, IL 60613

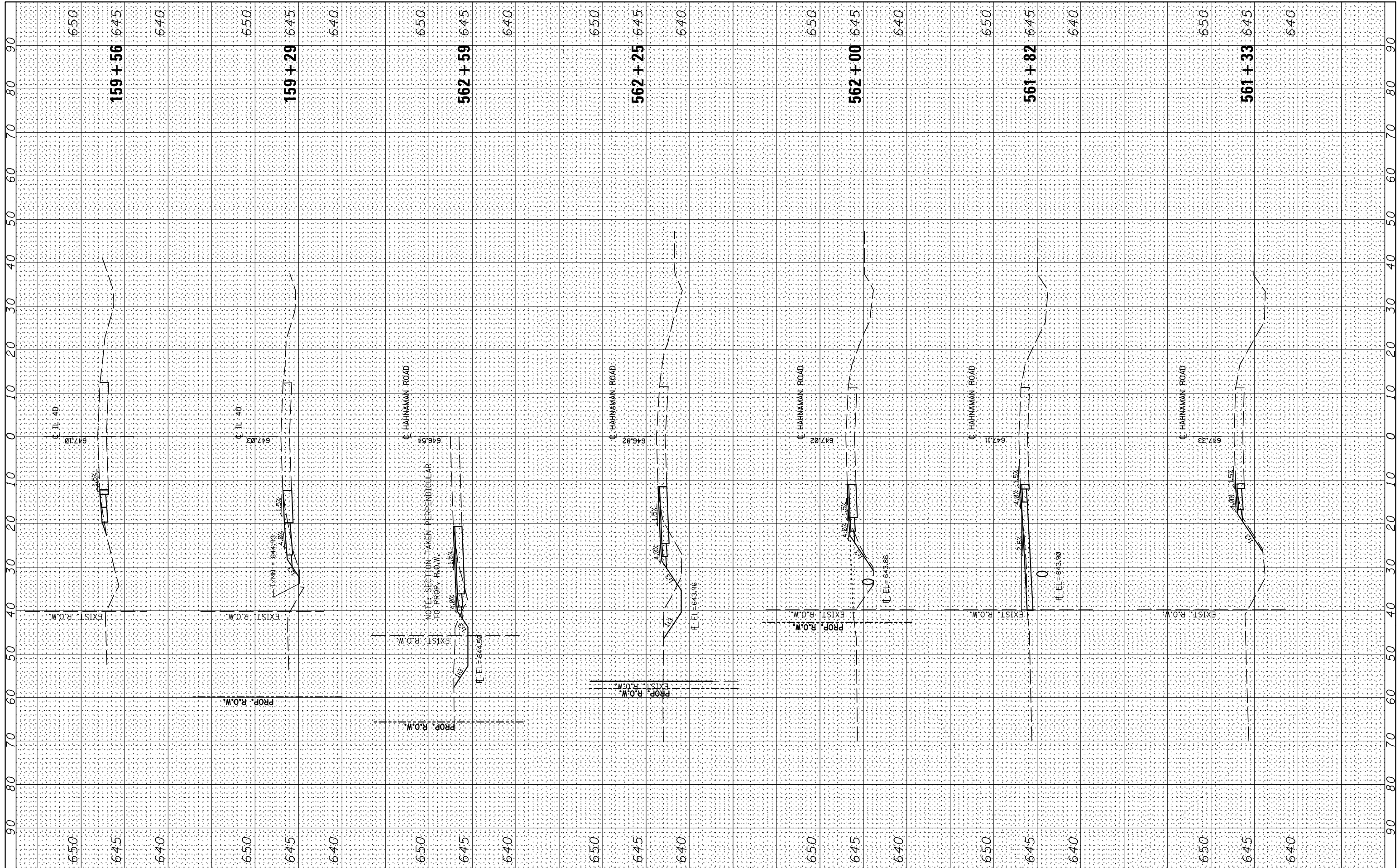
**CROSS SECTIONS  
 IL 172**

SCALE: SHEET 5 OF 5 SHEETS STA. 292+00 TO STA. 294+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	76
				CONTRACT NO. 64D81
ILLINOIS FED. AID PROJECT				

BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



FILE NAME =  
 \*FILEL\*  
 XS.SHEET VERTICAL

USER NAME = \*USER\*  
 PLOT SCALE = \*SCALE\*  
 PLOT DATE = \*DATE\*

DESIGNED - RAC	REVISED -
DRAWN - LCR	REVISED -
CHECKED - DAZ	REVISED -
DATE - 06-21-13	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS  
 HAHNAMAN ROAD AND IL 40**

SCALE:      SHEET 1 OF 1      SHEETS      STA.      TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
200	141B-2	WHITESIDE	77	77
CONTRACT NO. 64D81				
ILLINOIS FED. AID PROJECT				