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PLANS FOR PROPOSED BRIDGE REHABILITATION LOCAL FUNDS

AVENUE G BRIDGES OVER RAILROADS & WALLACE STREET STRUCTURE NUMBERS 098-6004 & 098-6005 CITY OF STERLING 2017

STANDARDS:

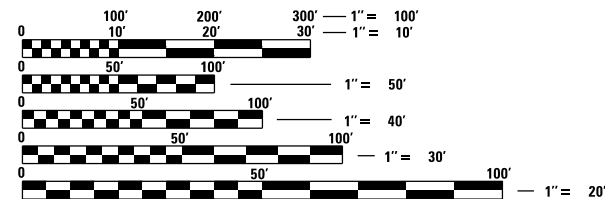
000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
 701901-06 TRAFFIC CONTROL DEVICES
 B.L.R. 17-4 TRAFFIC CONTROL DEVICES - DAY LABOR CONSTRUCTION
 B.L.R. 21-9 DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

INCLUDED
IN PROPOSAL

UTILITIES:



Know what's below.
Call before you dig.



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.

PROJECT ENGINEER: BKC
PROJECT MANAGER: BKC

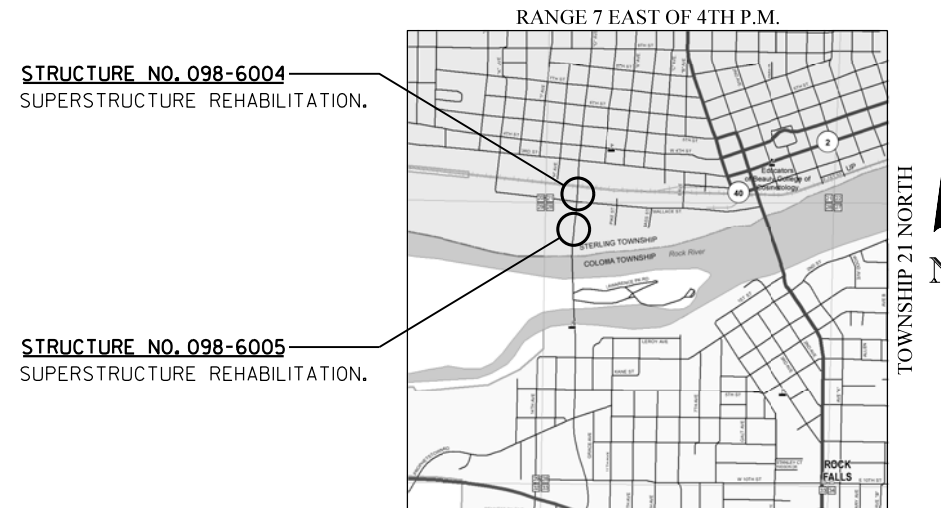
ATTENTION CONTRACTORS

THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF MATERIALS AND PHYSICAL RESEARCH, "PROJECT PROCEDURES GUIDE" IS APPLICABLE TO THIS PROJECT.

SUMMARY OF QUANTITIES

ITEM NO.	ITEM	UNIT	TOTAL QUANTITY
1	CONCRETE REMOVAL	CU YD	26.4
2	CONCRETE SUPERSTRUCTURE	CU YD	26.4
3	PREFORMED JOINT STRIP SEAL	FOOT	154
4	CLEANING & PAINTING STEEL BRIDGE S.N. 089-6004	L SUM	1
5	CLEANING & PAINTING STEEL BRIDGE S.N. 089-6005	L SUM	1
6	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES S.N. 098-6004	SQ FT	344
7	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES S.N. 098-6005	SQ FT	137
8	SLOPE WALL SLURRY PUMPING	CU YD	20
9	CONTAINMENT & DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES S.N. 089-6004	L SUM	1
10	CONTAINMENT & DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES S.N. 089-6005	L SUM	1
11	BRIDGE CLEANING AND PAINTING WARRANTY S.N. 098-6004	L SUM	1
12	BRIDGE CLEANING AND PAINTING WARRANTY S.N. 098-6005	L SUM	1
13	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1

*SEE SPECIAL PROVISIONS



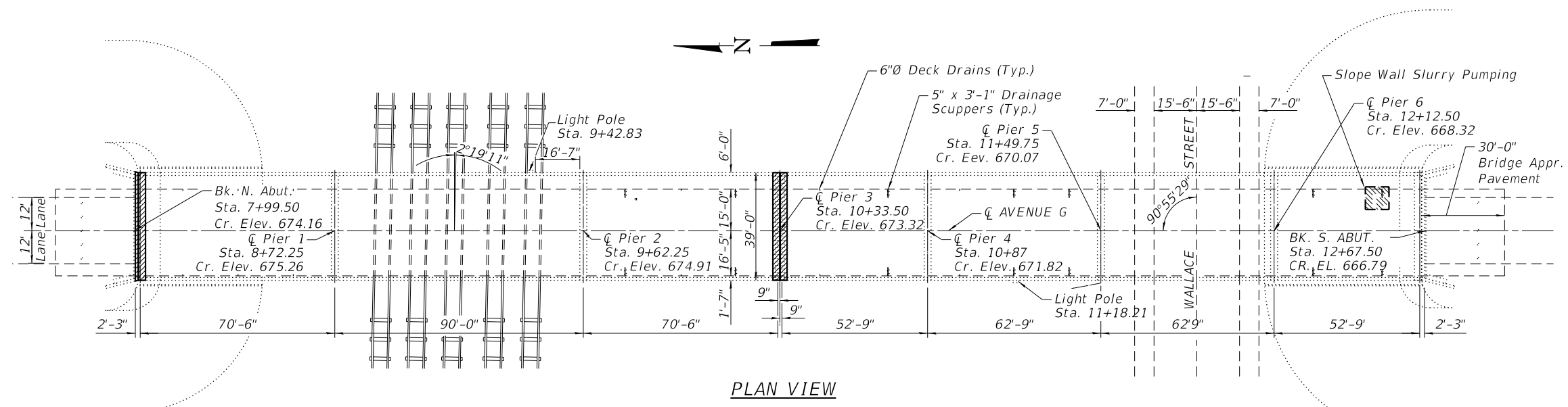
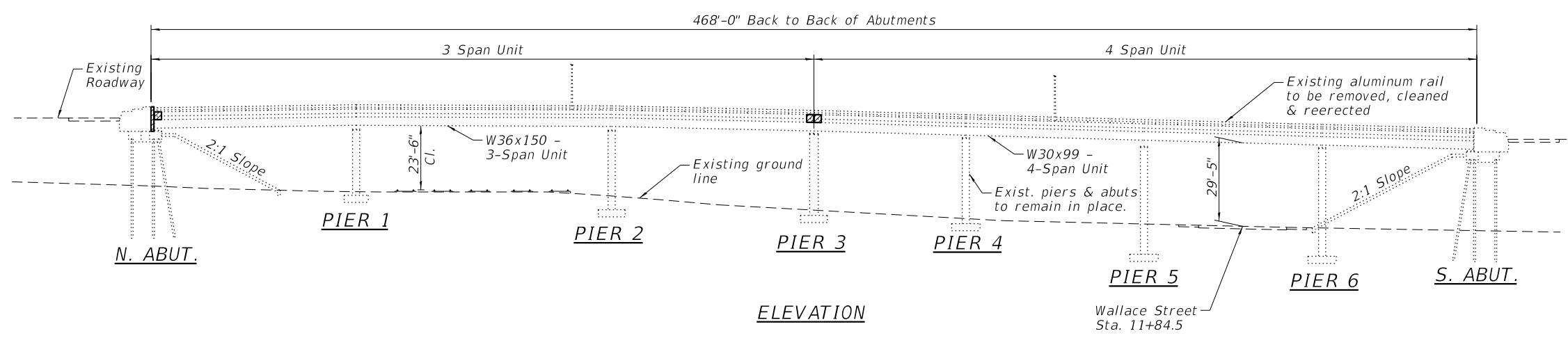
WILLETT HOFMANN
& ASSOCIATES INC
ENGINEERING ARCHITECTURE LAND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T: 815-284-3381 DESIGN FIRM: #184-000918

EXISTING STRUCTURE: S.N. 098-6004
 A seven span (468'-0" bk.-bk.) steel girder bridge on reinforced concrete pile bent abutments and piers. Joint replacement, pier & slopewall repair.
 Roadway shall be closed to traffic during construction.

BENCH MARK: Chiseled "□" on concrete light base 24' Rt. of Station 7+71; Elev. 673.57

BILL OF MATERIAL

Item	Unit	Sub	Super	Total
Concrete Removal	Cu. Yd.	—	13.2	13.2
Concrete Superstructure	Cu. Yd.	—	13.2	13.2
Preformed Joint Strip Seal	Foot	—	77	77
Cleaning & Painting Steel Bridge S.N. 098-6004	L. Sum	—	1	1
Containment & Disposal of Non-Lead Paint Cleaning Residues S.N. 098-6004	L. Sum	—	1	1
Bridge Cleaning and Painting Warranty S.N. 098-6004	L. Sum	—	1	1
Traffic Control & Protection (Special)	L. Sum	—	1	1
Structural Repairs of Concrete (Depth Greater than 5 Inches) S.N. 098-6004	Sq. Ft.	—	344	344
Slope Wall Slurry Pumping	Cu. Yd.	—	20	20



GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

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

Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All steel for a distance of 5'-0" from the expansion joints at Pier #3, the North Abutment & the South Abutment shall be cleaned per Near White Blast Cleaning - SSP-SP10. All blast cleaned steel shall be painted according to the requirements of Paint System 1 - 0Z/E/U. The color of the final coat for all steel surfaces shall be Reddish Brown, Munsell 2.5 YR 3/4.

Containment of cleaning residue is required to control nuisance dust. See Special Provisions.

All structural steel shall be AASHTO M270 Grade 36.

Contractor to clean tops of the expansion pier, North Abutment & South Abutment by pressure washing. Cost shall be included in concrete removal.

A full set of existing plans in PDF format can be requested. Please contact: Brian Frickenstein at 815-626-3861.

DESIGN LOADING HS20-44

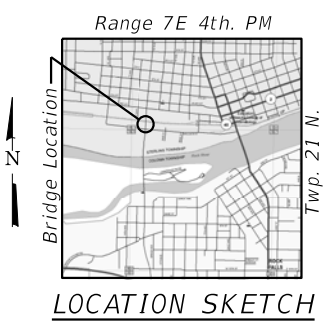
Allow 25 #/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

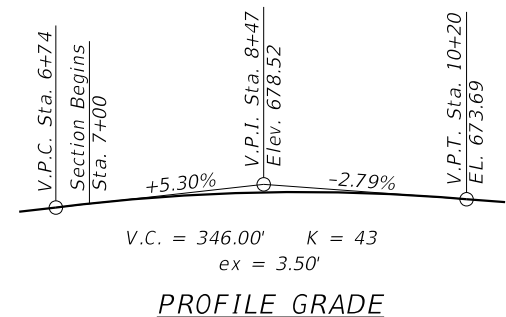
Designed in accordance with AASHTO Specifications dated 1992

DESIGN STRESSES

FIELD UNITS
 $f'_c = 4,000 \text{ psi}$
 $f_y = 60,000 \text{ psi (Reinforcement)}$



GENERAL PLAN & ELEVATION
AVENUE G OVER UNION PACIFIC RAILROAD AND WALLACE STREET
SECTION 93-00116-00-BR
CITY OF STERLING
WHITESIDE COUNTY
STATION 10+33.50
STRUCTURE NO. 098-6004



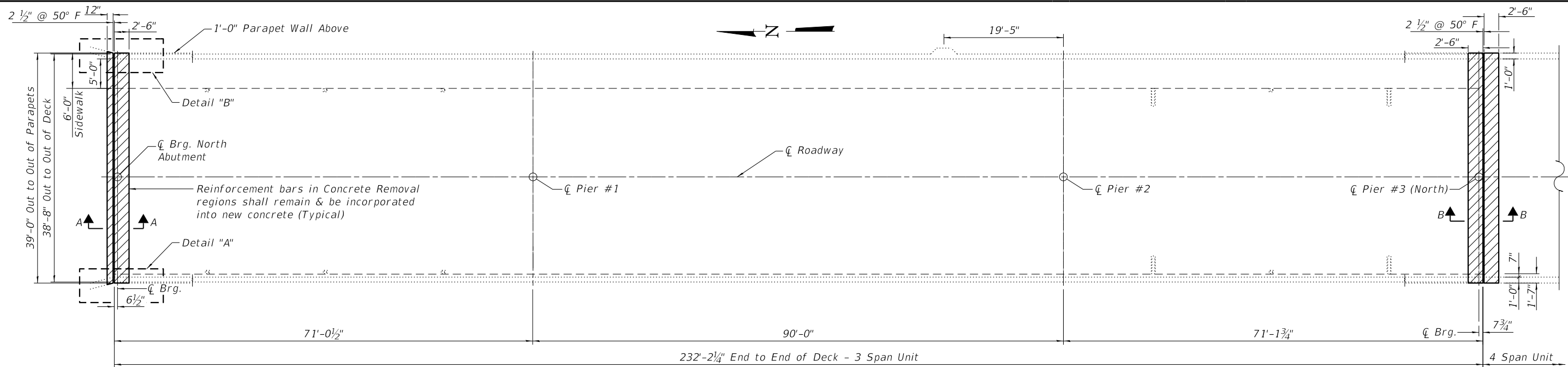
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DESIGNED - BKC	REVISED -
CHECKED - MAC	REVISED -
DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

CITY OF STERLING
AVENUE G OVER UNION PACIFIC RAILROAD AND WALLACE STREET

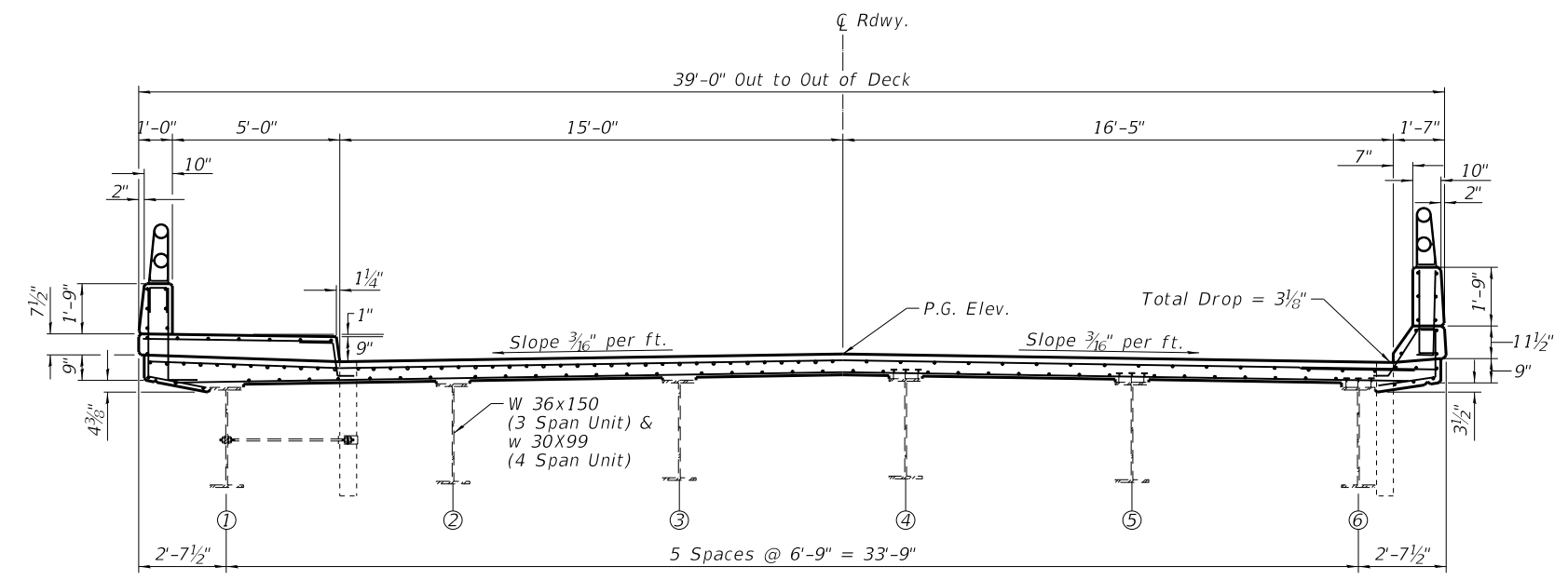
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93-00116-00-BR	WHITESIDE	20	2
CITY OF STERLING	WHA# 1123217		



PARTIAL PLAN - DECK SLAB

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	13.2
Concrete Superstructure	Cu. Yd.	13.2



CROSS SECTION (Looking South)

NOTE:
 Reinforcement bars designated (E) shall be epoxy coated.
 Hatched areas indicates Concrete Removal.
 3/4" concrete sawcuts shall be incidental to Concrete Superstructure.
 Removal of existing 2 1/2" neoprene expansion joints shall be incidental to the cost of Concrete Removal.
 Steel railing posts & anchors shall not be damaged during Concrete Removal operations & anchors incorporated back into proposed concrete. Cost incidental to Concrete Superstructure.

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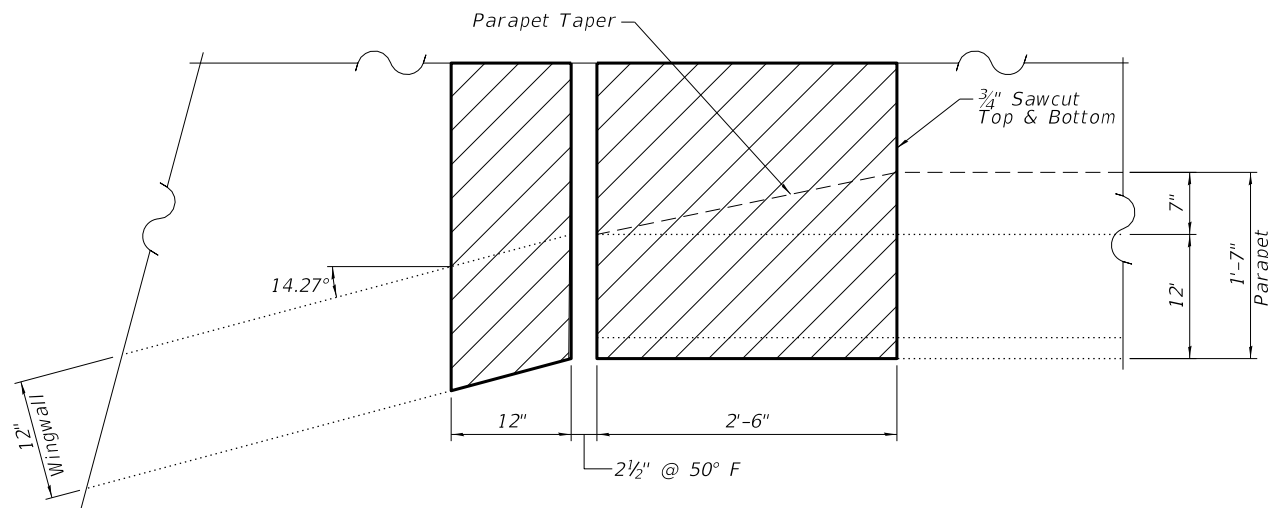


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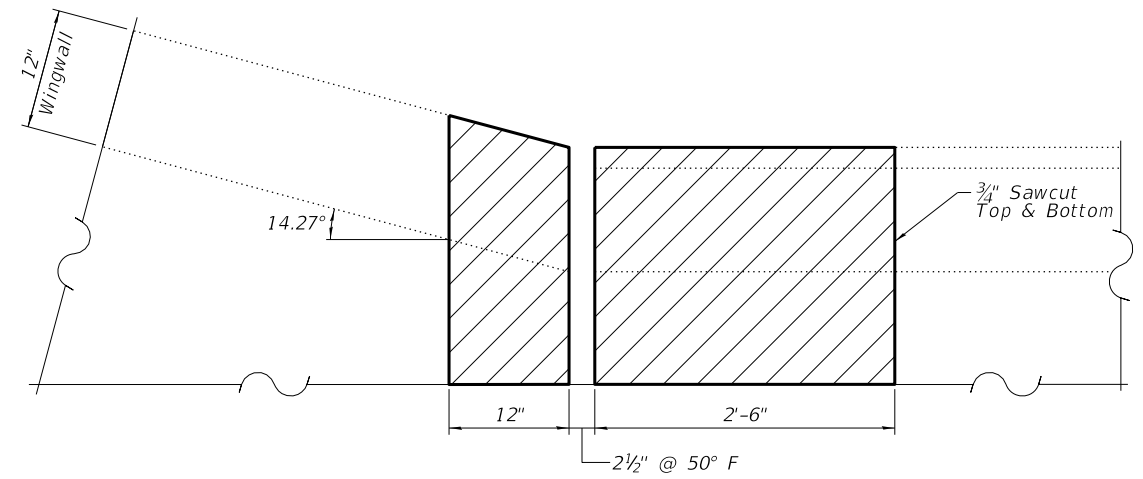
**CITY OF STERLING
 AVENUE G OVER UNION PACIFIC
 RAILROAD AND WALLACE STREET**

**EXPANSION JOINT DETAILS
 STRUCTURE NO. 098-6004**
 STRUCTURAL SHEET NO. 1 OF 2 SHEETS

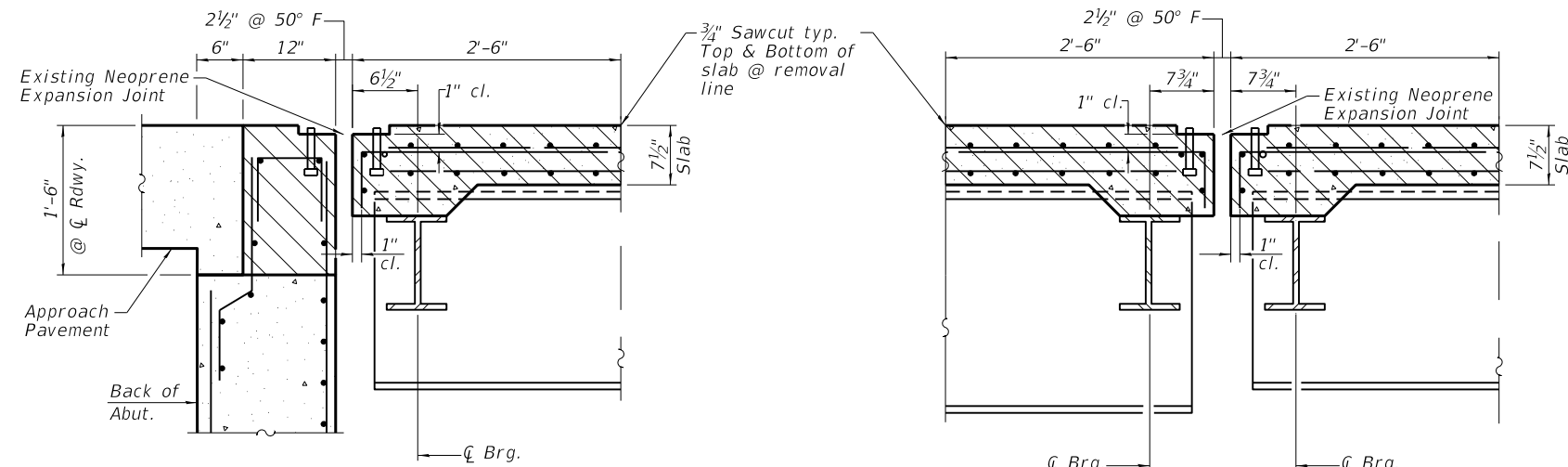
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93-00116-00-BR	WHITESIDE	20	3
CITY OF STERLING		WHA# 1123217	
ILLINOIS			



DETAIL "A"
(Hatched area indicates Concrete Removal)

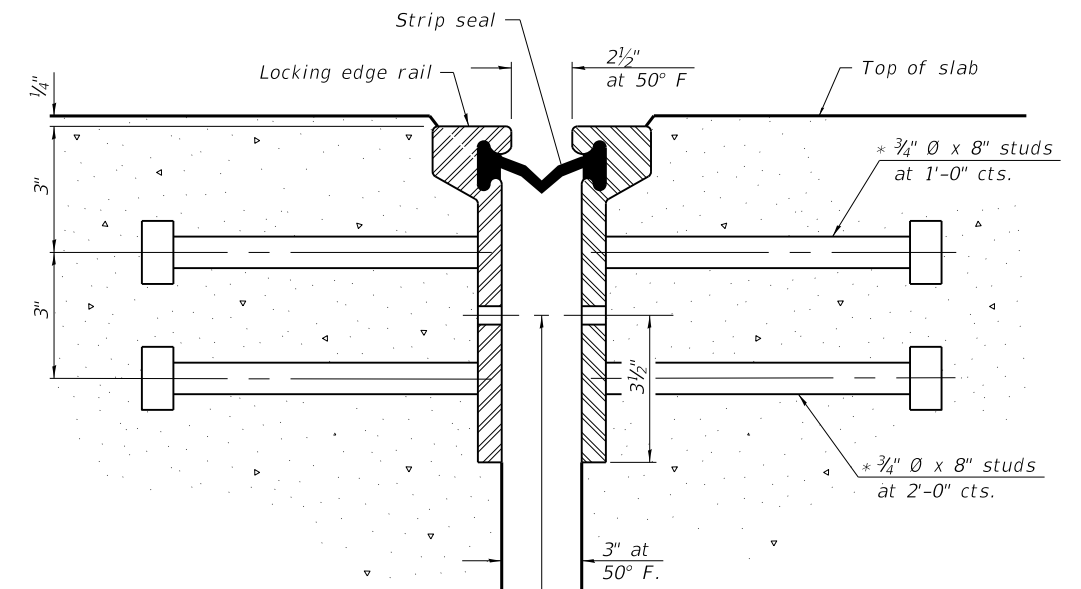


DETAIL "B"
(Hatched area indicates Concrete Removal)



SECTION A-A
(Existing Joint)

SECTION B-B
(Existing Joint)



$\frac{1}{16}$ " \varnothing holes at 4'-0" cts. for $\frac{3}{8}$ " \varnothing bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

**SECTION THRU
ROLLED RAIL JOINT (TYP.)**
(Proposed Preformed Joint Strip Seal)

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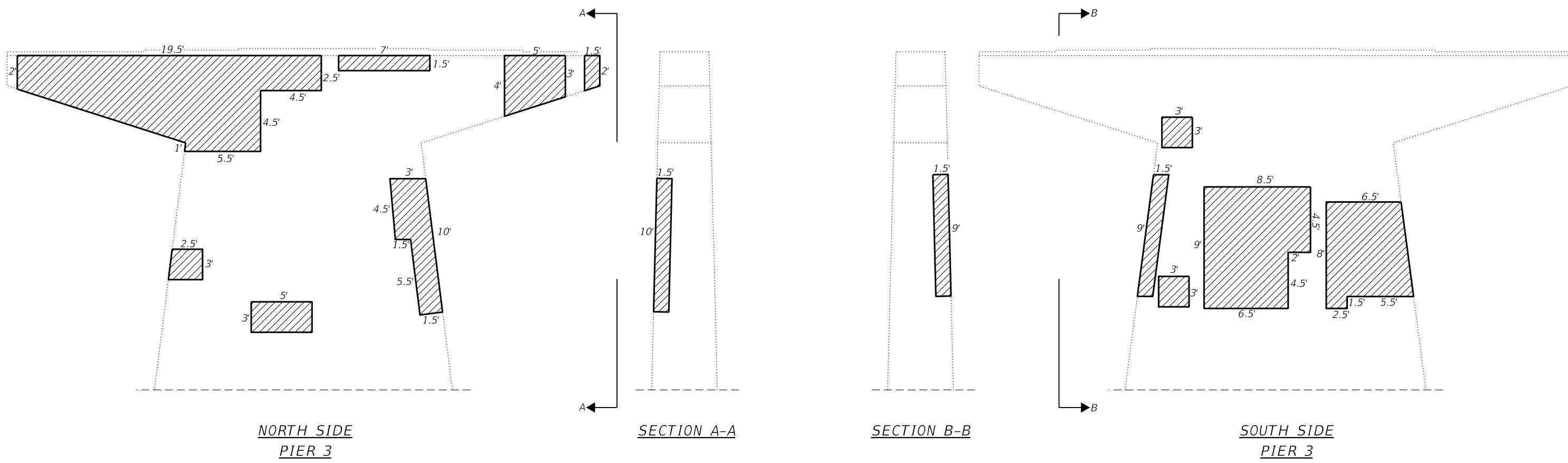
**CITY OF STERLING
AVENUE G OVER UNION PACIFIC
RAILROAD AND WALLACE STREET**

**EXPANSION JOINT DETAILS
STRUCTURE NO. 098-6004**

STRUCTURAL SHEET NO. 2 OF 2 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	4
CITY OF STERLING		WHA# 1123217	
ILLINOIS			

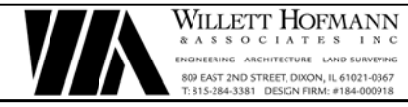
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LEGEND
 Delamination

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.	344

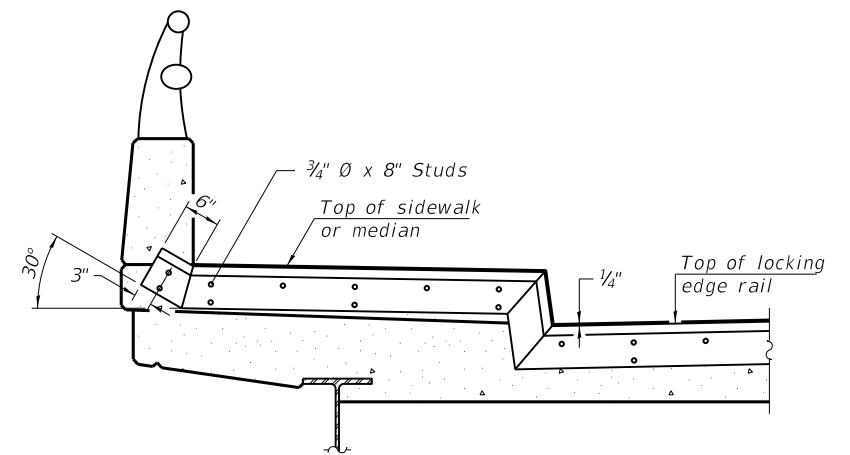
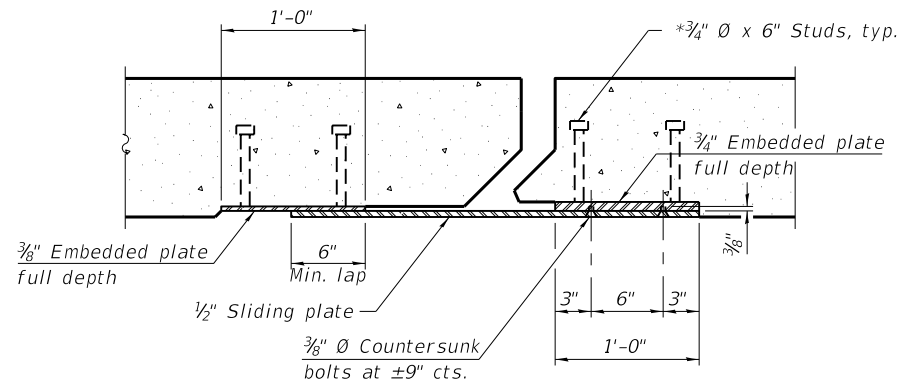
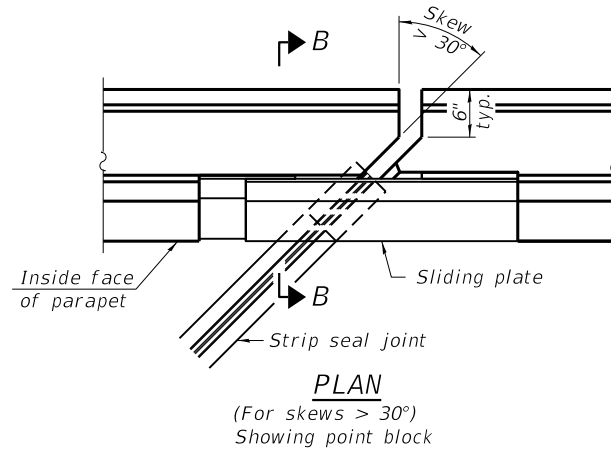
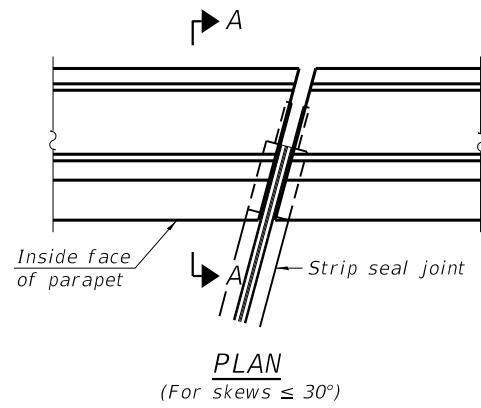


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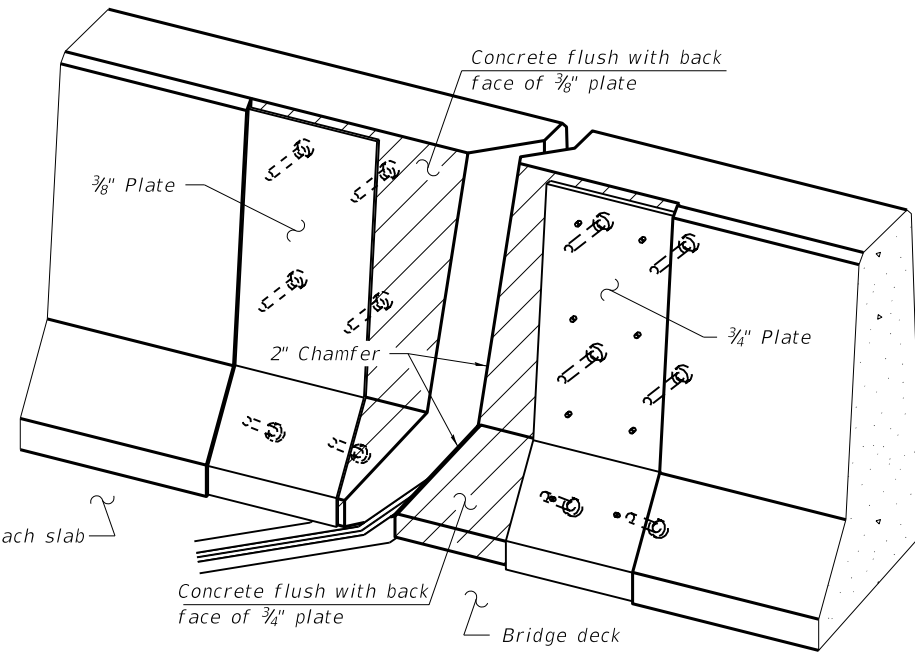
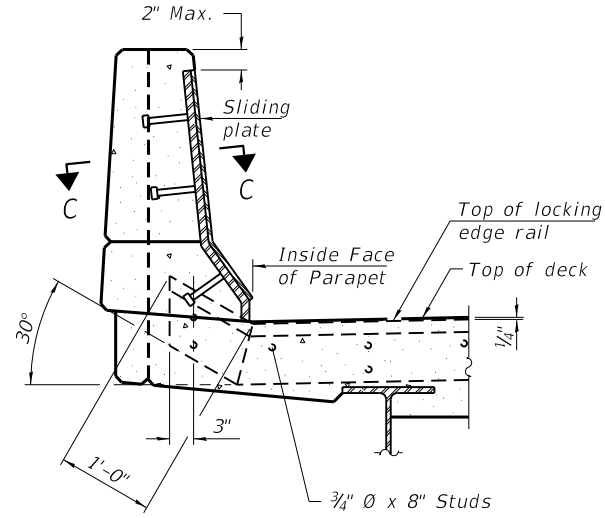
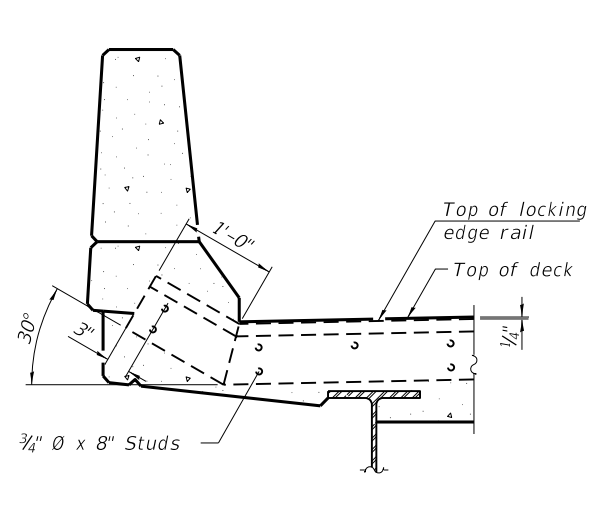
**CITY OF STERLING
 AVENUE G OVER UNION PACIFIC
 RAILROAD AND WALLACE STREET**

**PIER REPAIR DETAILS
 STRUCTURE NO. 098-6004**
 STRUCTURAL SHEET NO. 1 OF 1 SHEETS

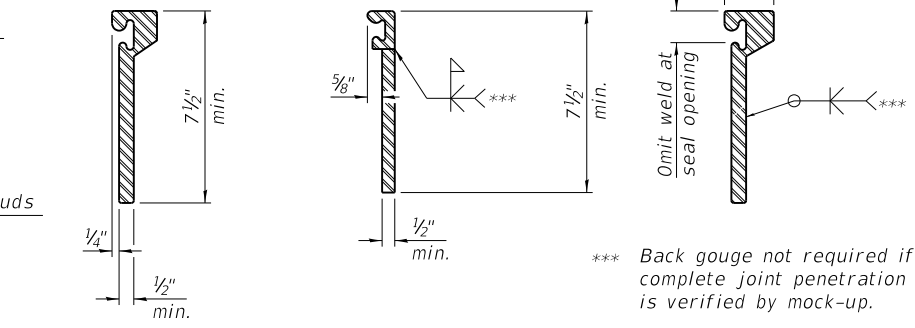
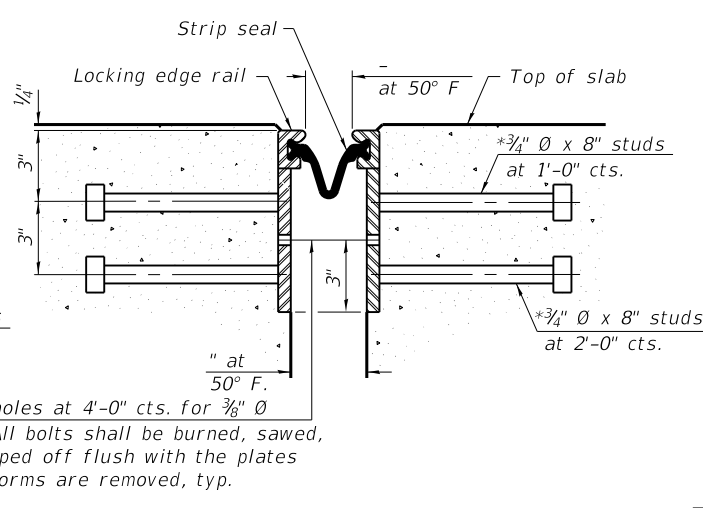
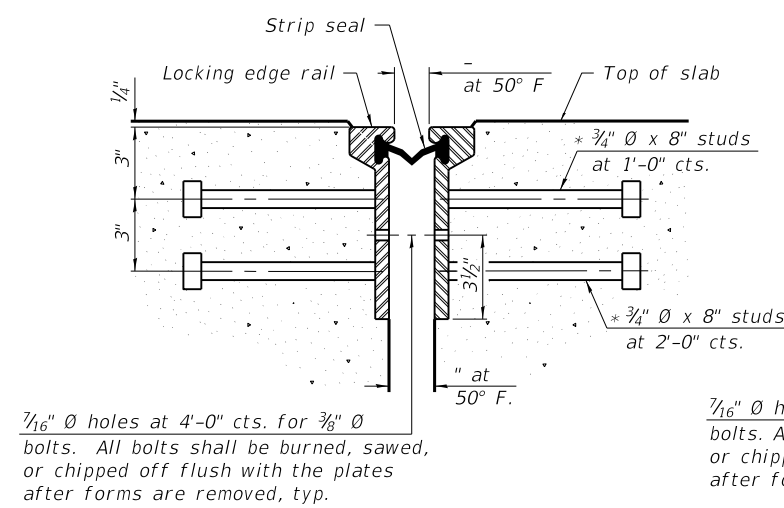
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	5
CITY OF STERLING		WHA# 1123217	
ILLINOIS			



TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
Maximum space between rail segments shall be 1/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



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

SECTION THRU ROLLED RAIL JOINT

SECTION THRU WELDED RAIL JOINT

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	77

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

EJ-SSJ 2-17-2017



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**CITY OF STERLING
AVENUE G OVER UNION PACIFIC
RAILROAD AND WALLACE STREET**

**PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 098-6004**

STRUCTURAL SHEET NO. 1 OF 1 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	6
CITY OF STERLING		WHA# 1123217	
ILLINOIS			

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EXISTING STRUCTURE: NO. 098-6005

A six span (521'-0" bk.-bk.) steel girder bridge on reinforced concrete pile bent abutments and piers.
Joint replacement & pier repair.

BENCH MARK: Chiseled "□" on concrete light

base 24" rt. of Station 7+71; Elev. 673.57

Roadway shall be closed to traffic during construction.

BILL OF MATERIAL

Item	Unit	Sub	Super	Total
Concrete Removal	Cu. Yd.	—	13.2	13.2
Concrete Superstructure	Cu. Yd.	—	13.2	13.2
Preformed Joint Strip Seal	Foot	—	77	77
Cleaning & Painting Steel Bridge S.N. 098-6005	L. Sum	—	1	1
Containment & Disposal of Non-Lead Paint Cleaning Residues S.N. 098-6005	L. Sum	—	1	1
Bridge Cleaning and Painting Warranty S.N. 098-6005	L. Sum	—	1	1
Traffic Control & Protection (Special)	L. Sum	—	1	1
Structural Repairs of Concrete (Depth Greater than 5 Inches) S.N. 098-6005	Sq. Ft.	—	137	137

GENERAL NOTES

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

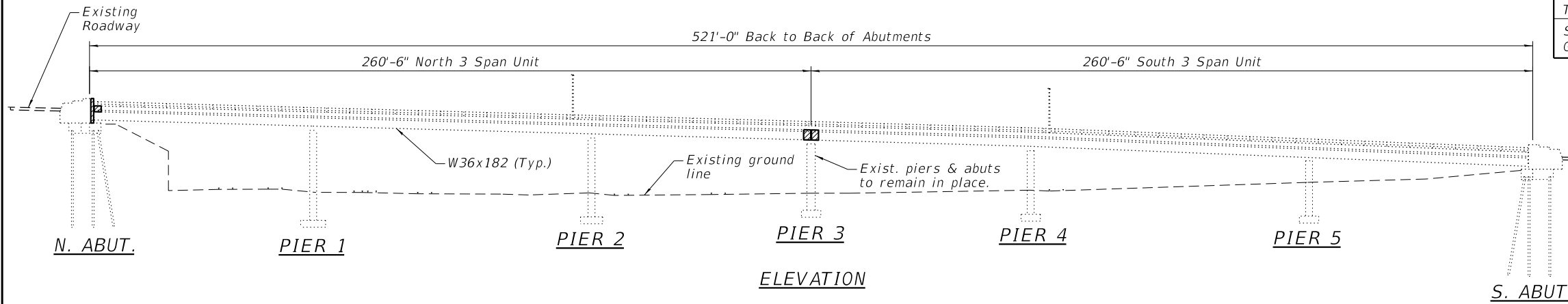
Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All steel for a distance of 5'-0" from the expansion joints at Pier #3 and the North & South Abutments shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All blast cleaned steel shall be painted according to the requirements of Paint System 1 - 0Z/E/U. The color of the final coat for all surfaces shall be Reddish Brown, Munsell No. 2.5 YR 3/4.

Containment of cleaning residue is required to control nuisance dust. See Special Provisions.

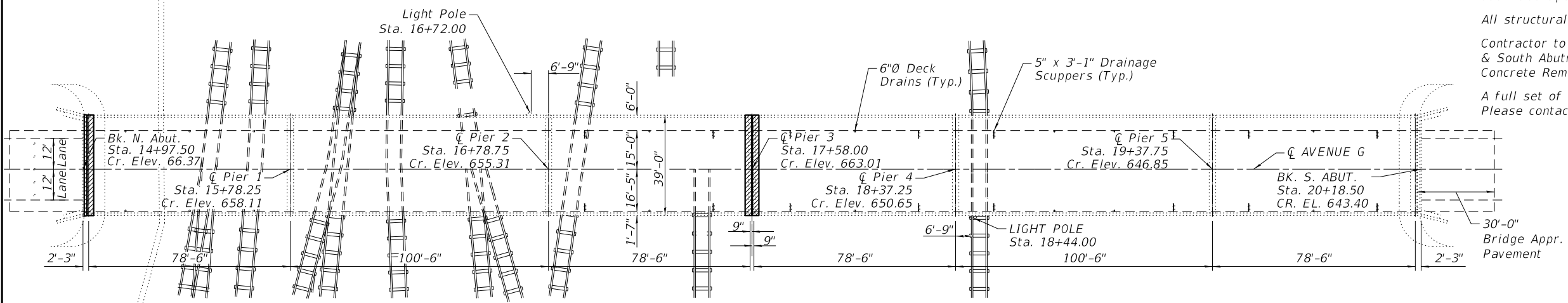
All structural steel shall be AASHTO M270 Grade 36.

Contractor to clean tops of the expansion pier and the North & South Abutments by pressure washing. Cost shall be included in Concrete Removal.

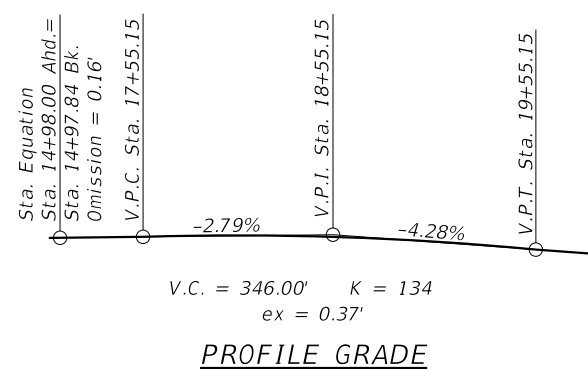
A full set of existing plans in PDF format can be requested. Please contact: Brian Frickenstein at 815-626-3861.



ELEVATION



PLAN VIEW



PROFILE GRADE

DESIGN LOADING HS20-44

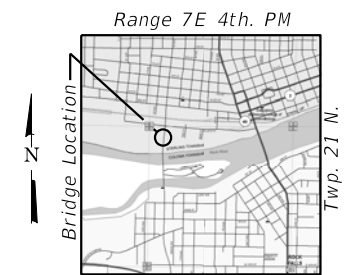
Allow 25 #/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

Designed in accordance with AASHTO Specifications dated 1992

DESIGN STRESSES

FIELD UNITS
f'c = 4,000 psi
fy = 60,000 psi (Reinforcement)



LOCATION SKETCH



GENERAL PLAN & ELEVATION
AVENUE G OVER RAILROAD
SECTION 93-00116-00-BR
CITY OF STERLING
WHITESIDE COUNTY
STATION 17+58.00
STRUCTURE NO. 098-6005

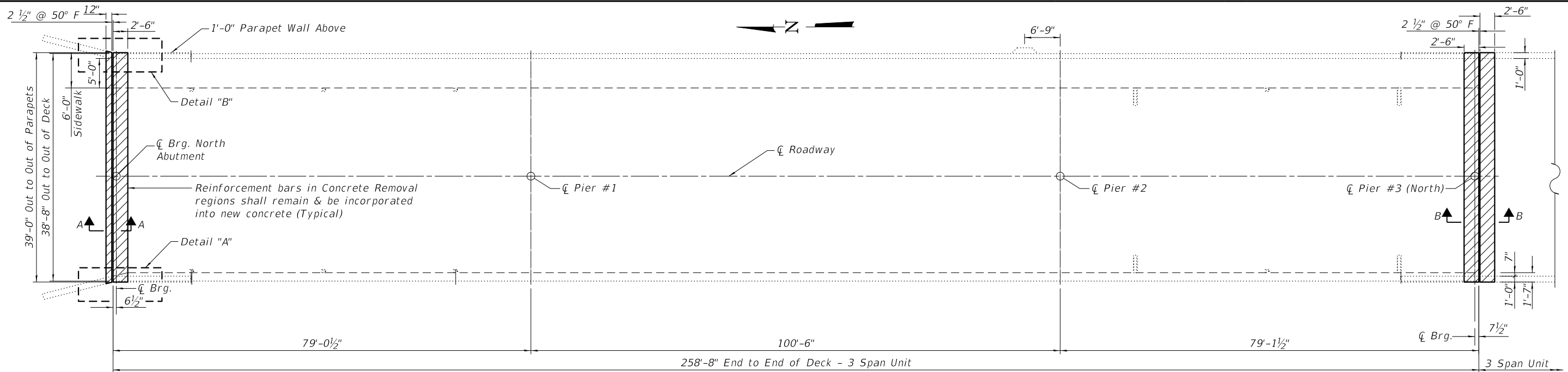
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93-00116-00-BR	WHITESIDE	20	7
CITY OF STERLING	WHA# 1123217		

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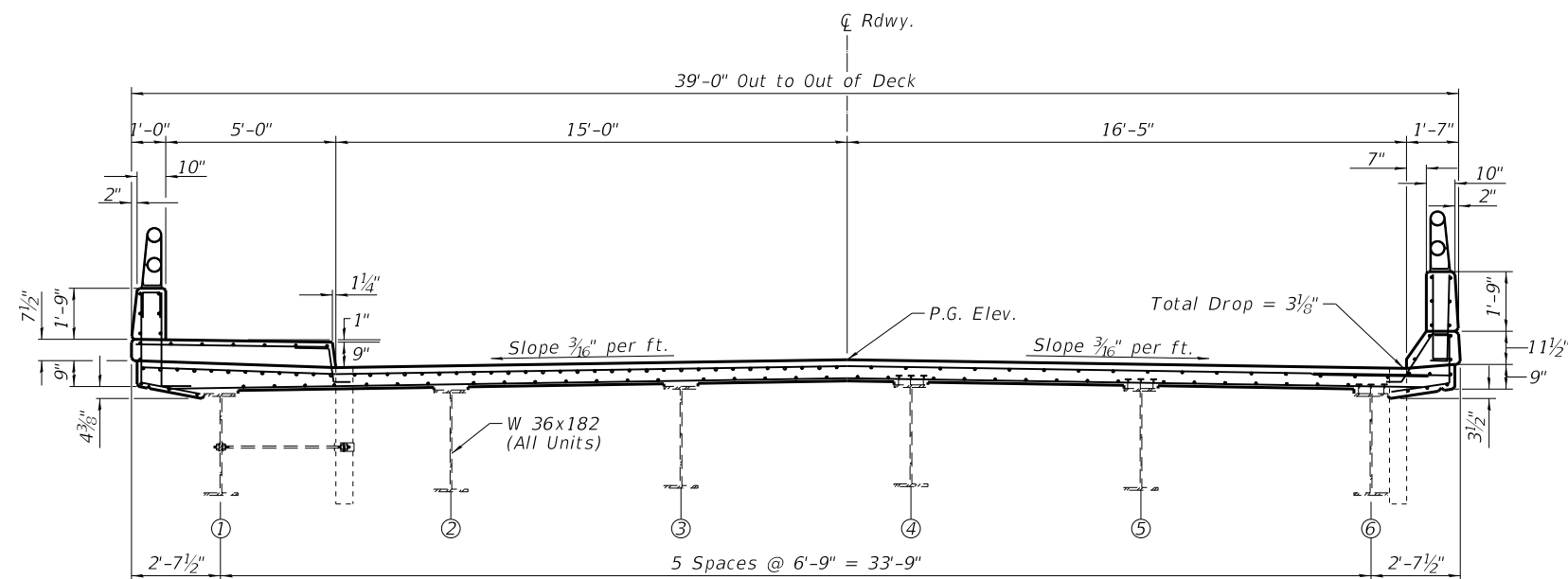


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CHECKED - MAC	REVISED -
DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

CITY OF STERLING
AVENUE G OVER RAILROAD



PARTIAL PLAN - DECK SLAB



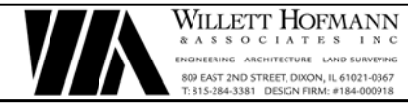
CROSS SECTION (Looking South)
NEAR PIER NEAR MIDSPAN

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	13.2
Concrete Superstructure	Cu. Yd.	13.2

NOTE:
 Reinforcement bars designated (E) shall be epoxy coated.
 Hatched areas indicates Concrete Removal.
 3/4" concrete sawcuts shall be incidental to Concrete Superstructure.
 Removal of existing 2 1/2" neoprene expansion joints shall be incidental to the cost of Concrete Removal.
 Steel railing posts & anchors shall not be damaged during Concrete Removal operations & anchors incorporated back into proposed concrete. Cost incidental to Concrete Superstructure.

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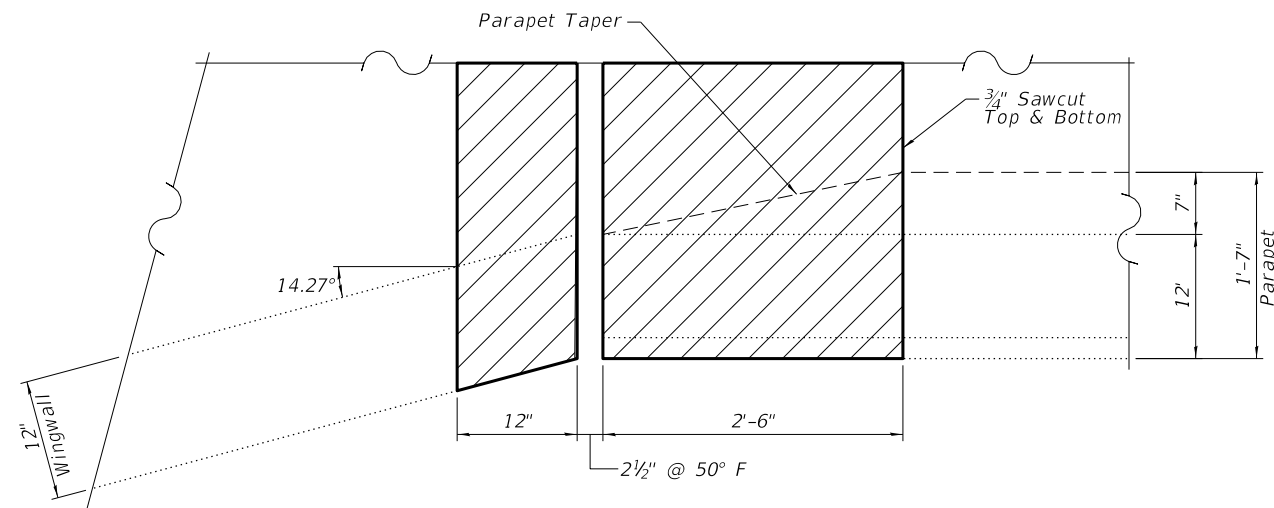
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DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

**CITY OF STERLING
 AVENUE G OVER RAILROAD**

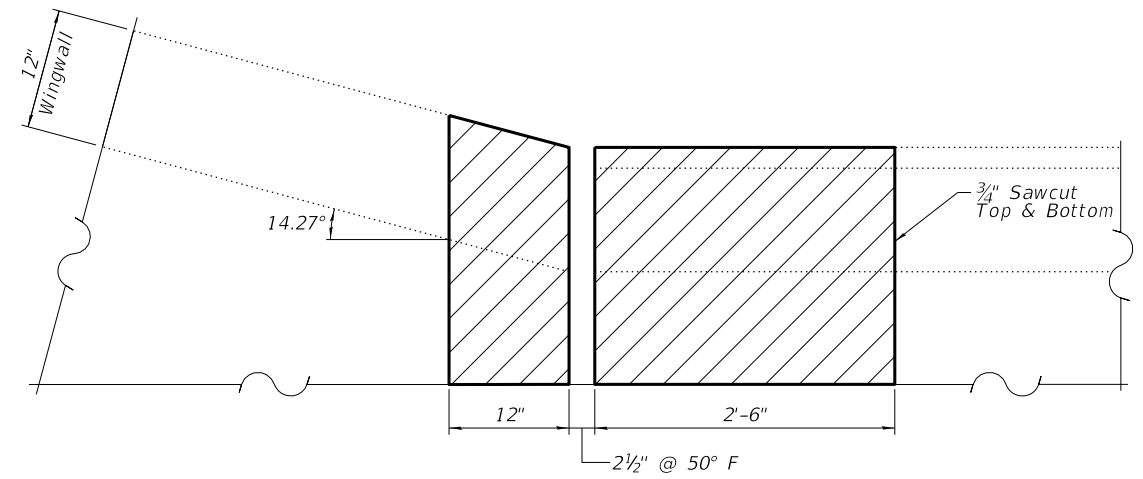
**EXPANSION JOINT DETAILS
 STRUCTURE NO. 098-6005**

STRUCTURE SHEET NO. 1 OF 2 SHEETS

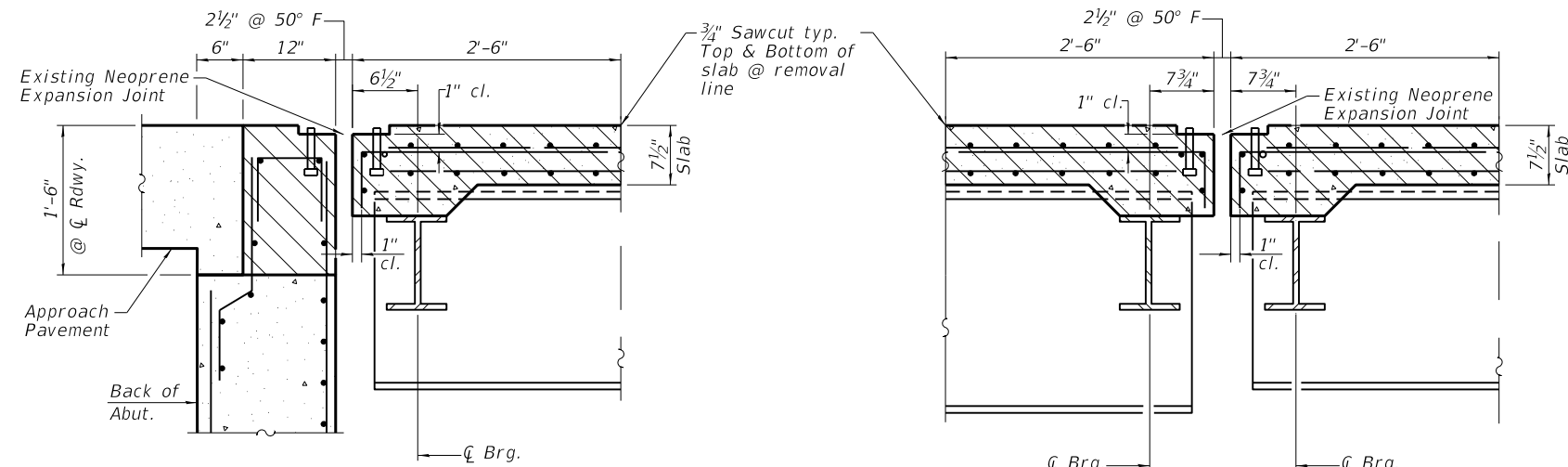
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	8
CITY OF STERLING	WHA# 1123217		
ILLINOIS			



DETAIL "A"
(Hatched area indicates Concrete Removal)

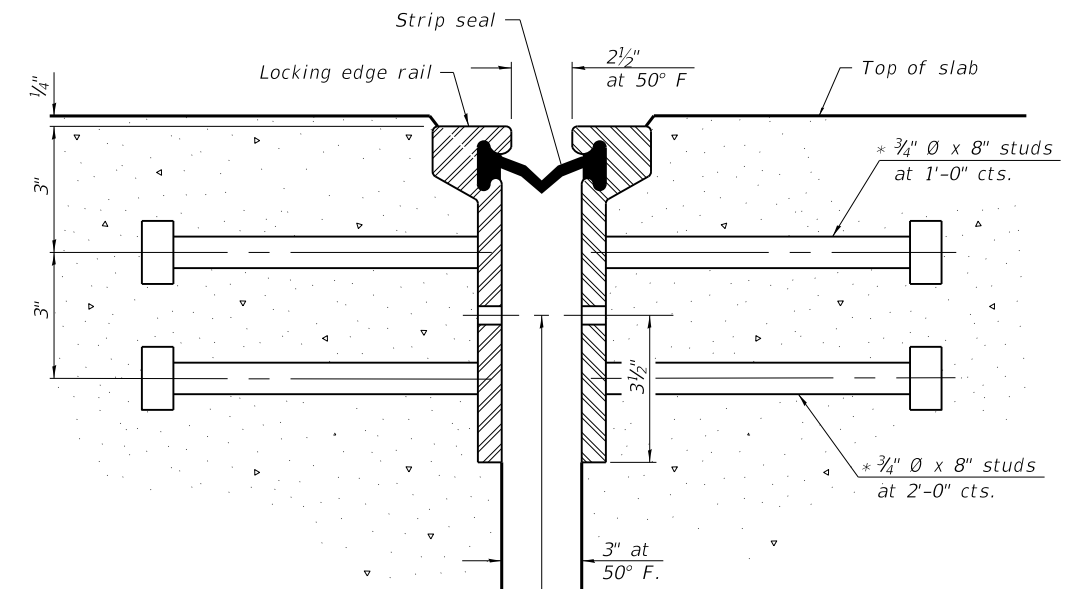


DETAIL "B"
(Hatched area indicates Concrete Removal)



SECTION A-A
(Existing Joint)

SECTION B-B
(Existing Joint)



7/16" Ø holes at 4'-0" cts. for 3/8" Ø bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT (TYP.)
(Proposed Preformed Joint Strip Seal)

FILE = S:\PROJECTS\2017\1123217_SL_AVEG\DESIGN\STRUCT\2D\Drawings\Ser. No. 098-6005_South\1123217_Expansion Joint Details_098-6005.dgn



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CHECKED - MAC	REVISED -
DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

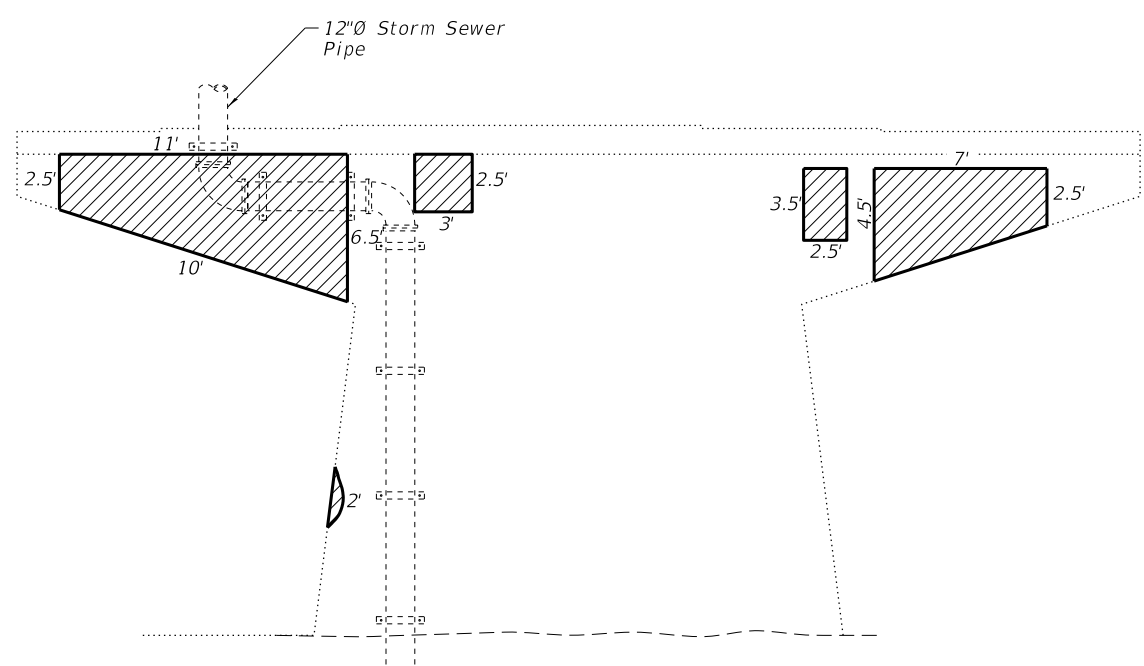
**CITY OF STERLING
AVENUE G OVER RAILROAD**

**EXPANSION JOINT DETAILS
STRUCTURE NO. 098-6005**

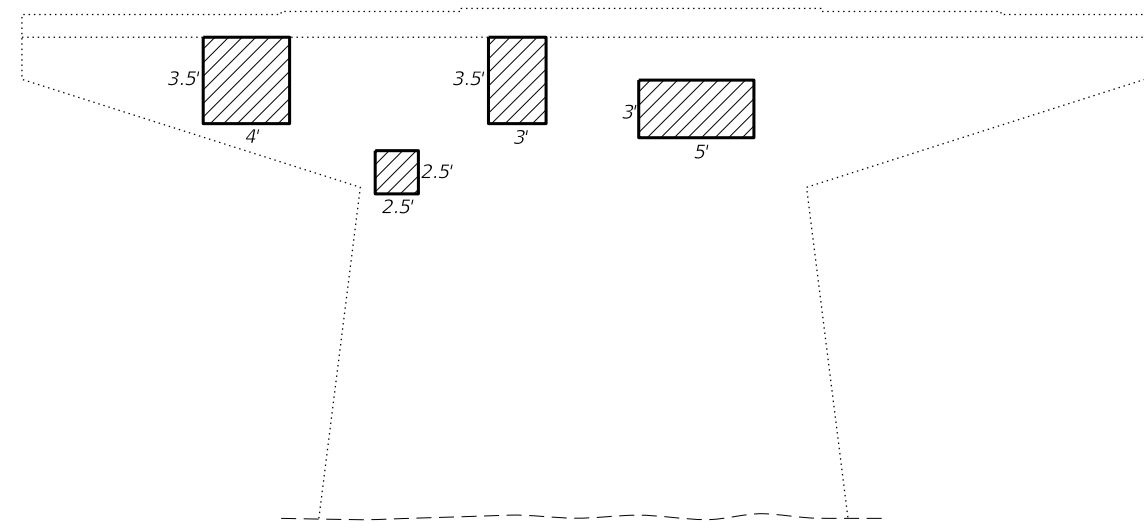
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SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	9
CITY OF STERLING		WHA# 1123217	
ILLINOIS			

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SOUTH SIDE
PIER 3



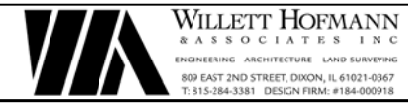
NORTH SIDE
PIER 3

LEGEND

 Delamination

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.	137



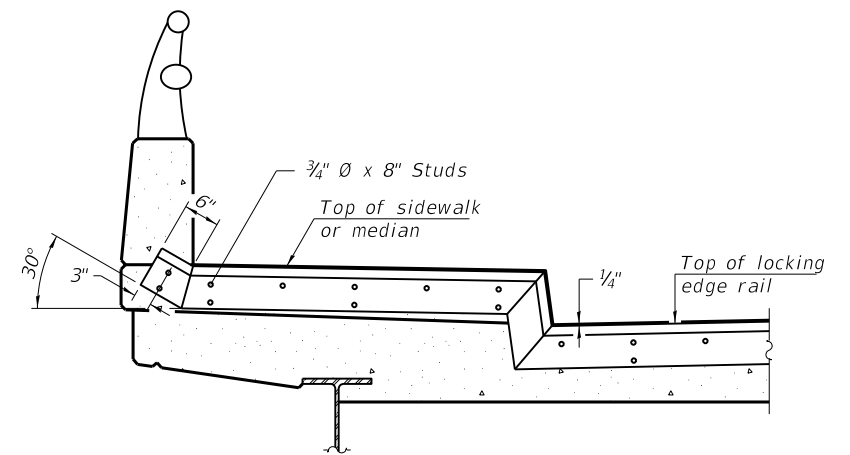
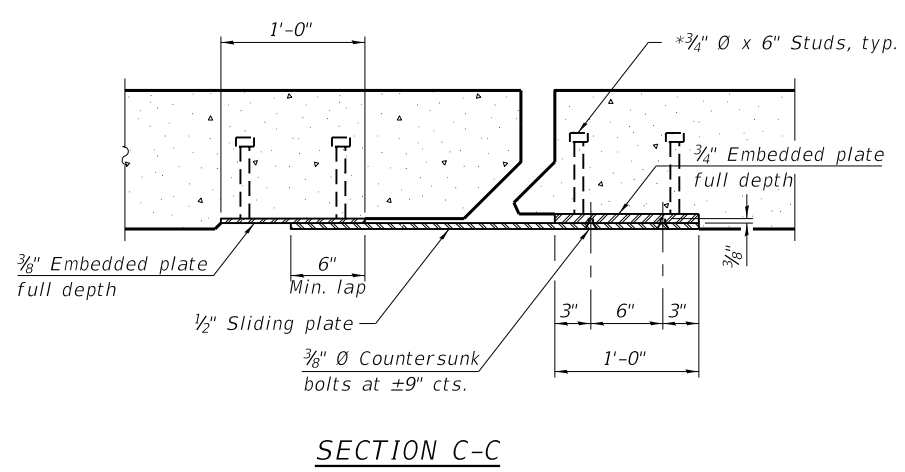
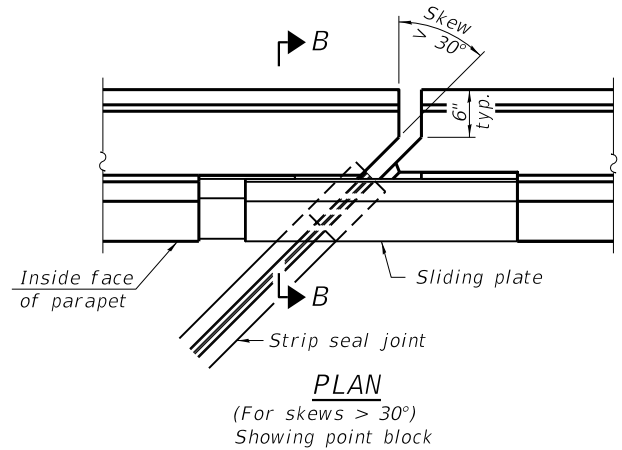
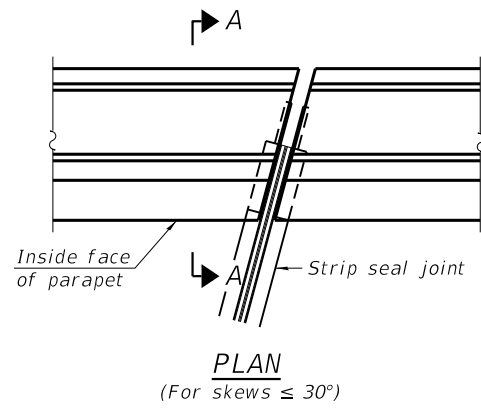
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DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

CITY OF STERLING
AVENUE G OVER RAILROAD

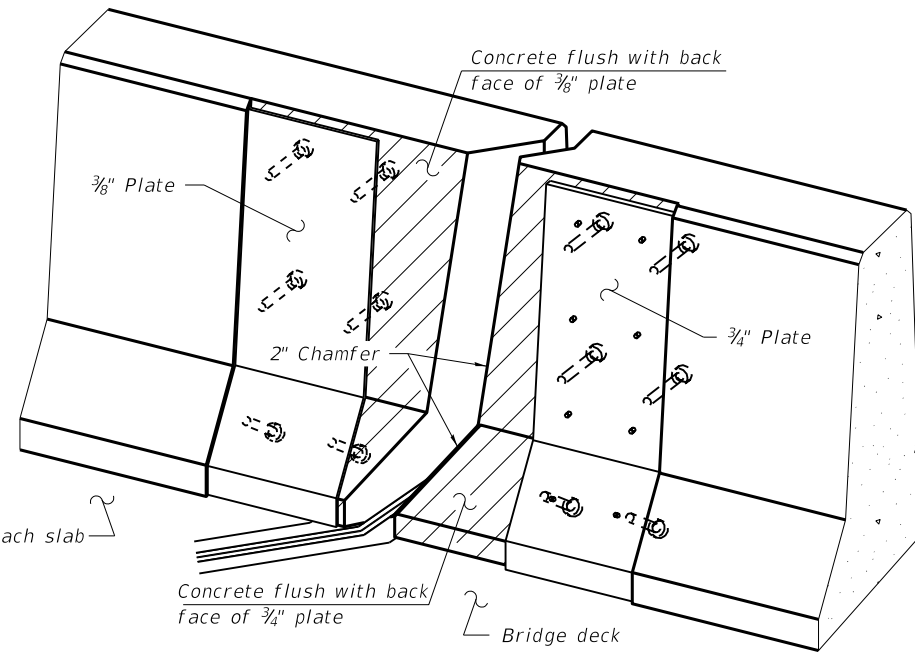
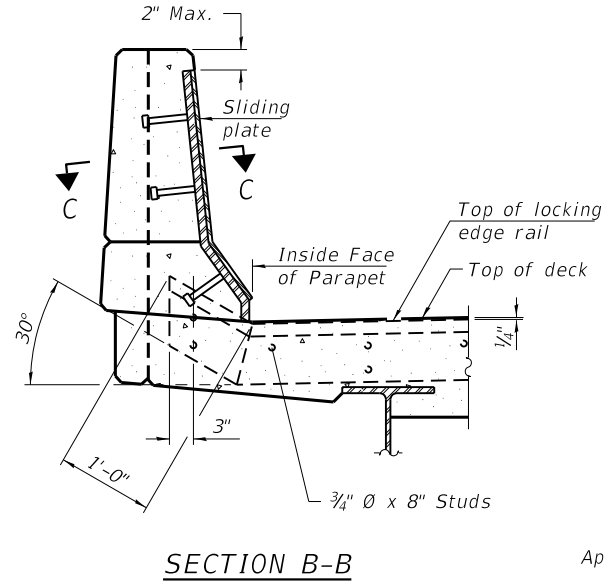
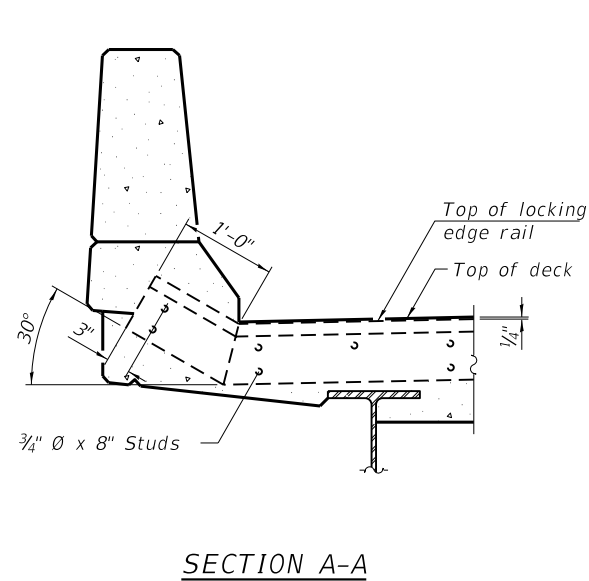
PIER REPAIR DETAILS
STRUCTURE NO. 098-6005

STRUCTURE SHEET NO. 1 OF 1 SHEETS

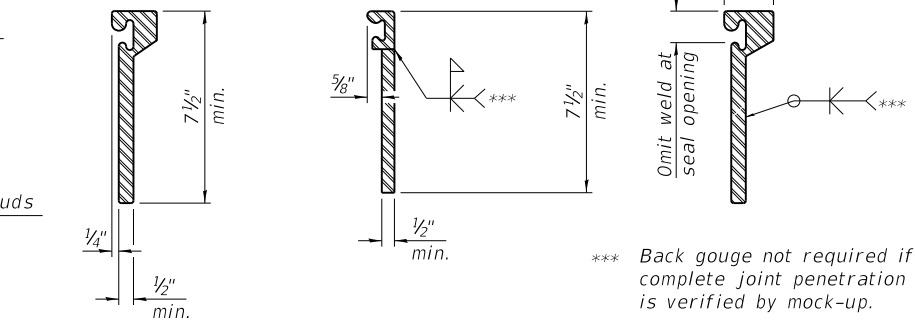
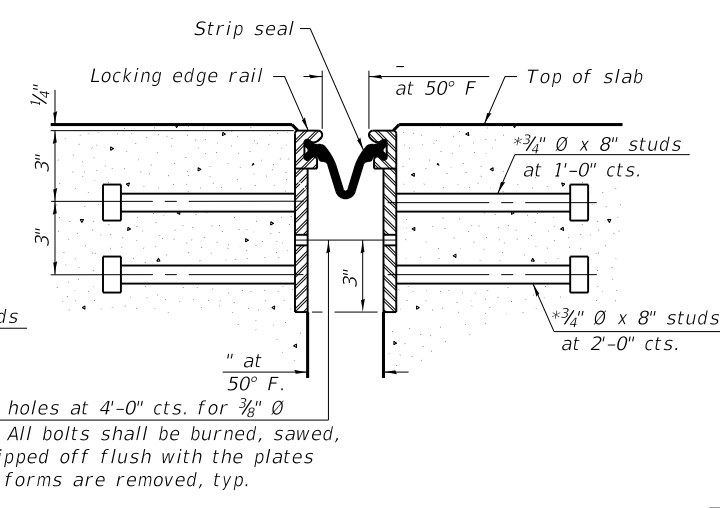
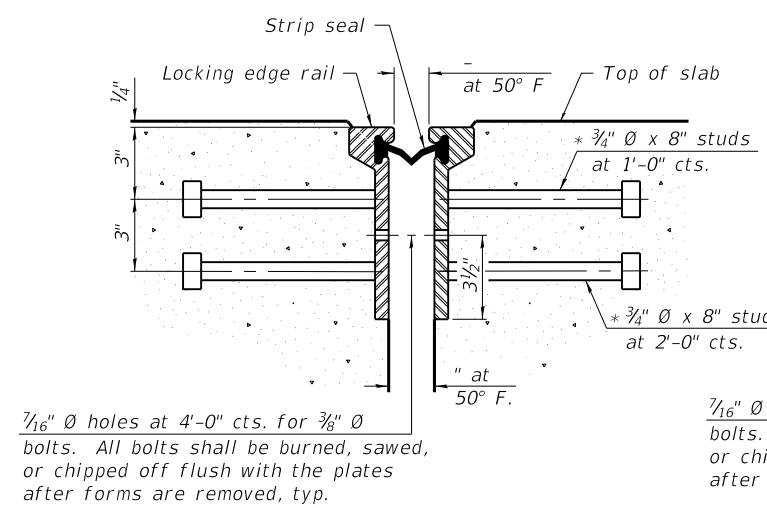
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	10
CITY OF STERLING		WHA# 1123217	
ILLINOIS			



TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
Maximum space between rail segments shall be 1/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



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

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

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	77

EJ-SSJ 2-17-2017



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DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

CITY OF STERLING AVENUE G OVER RAILROAD

PREFORMED JOINT STRIP SEAL STRUCTURE NO. 098-6005
STRUCTURAL SHEET NO. 1 OF 1 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	11
CITY OF STERLING		WHA# 1123217	
ILLINOIS			

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AS BUILT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR
PROPOSED LOCAL AGENCY IMPROVEMENT
FEDERAL-AID BRRP PROJECT

PLAN 1 INCH = 20 FEET
PROFILE HOR. 1 INCH = 20 FEET
PROFILE VERT. 1 INCH = 5 FEET
CROSS SECTIONS 1 INCH = 5 FEET

BRIDGE REPLACEMENT & REHABILITATION PROGRAM

SECTION 93-00116-00-BR WHITESIDE COUNTY

PROJECT BHM-5062(16)

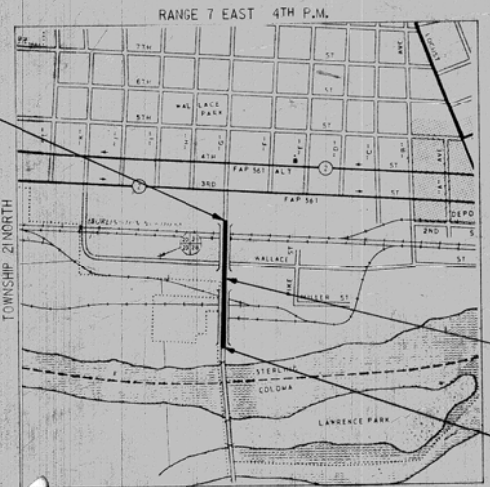
1994

NET LENGTH 1353.98 FEET = 0.256 MILES

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- 2 SUMMARY OF QUANTITIES AND GENERAL NOTES
- 3 TYPICAL SECTIONS
- 4 SCHEDULE OF QUANTITIES
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- 9-12 PLAN AND PROFILE
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- 15-16 STAGE CONSTRUCTION AND TEMPORARY CONCRETE BARRIER
- 17-18 TOP OF SLAB ELEVATIONS
- 19-23 SUPERSTRUCTURE
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- BLR-14-3 PCC PAVEMENT (NONREINFORCED)
- U-5 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
- W.E.T. TYPE B, SPECIAL WITH FRAME AND VANE GRATE
- INCLUDED IN PROPOSAL

SECTION BEGINS
STA 7+00



LOCATION MAP
STERLING

PROPOSED STRUCTURES

A SEVEN SPAN STRUCTURE
(70.5'x90'x70.5'x52.75'x62.75'x62.75'x52.75') WITH A
PROPOSED CONCRETE DECK AND STEEL STRINGERS ON EXISTING
REINFORCED CONCRETE PILE BENT ABUTMENTS AND PIERS

A SIX SPAN STRUCTURE
(78.5'x100.5'x78.5'x78.5'x100.5'x78.5') WITH A
PROPOSED CONCRETE DECK AND STEEL STRINGERS ON EXISTING
REINFORCED CONCRETE PILE BENT ABUTMENTS AND PIERS

EQUATION: STA. 14+98.00 (AHEAD) =
STA. 14+97.84 (BACK)

SECTION ENDS
STA. 20+54

JOB NO. C-92-154-93
CONTRACT NO. 85069
ROAD CLASSIFICATION: URBAN COLLECTOR, ART 14.10
DESIGN SPEED: 30 MPH: 3 R GUIDELINES

CALL J.U.L.I.E.
BEFORE YOU DIG
800-890-0123

APPROVED: *[Signature]*

PASSED: *[Signature]*

DISTRICT

APPROVED:

DEPT:

Paradise
Feb -10 1994
See Expires 11-30-94

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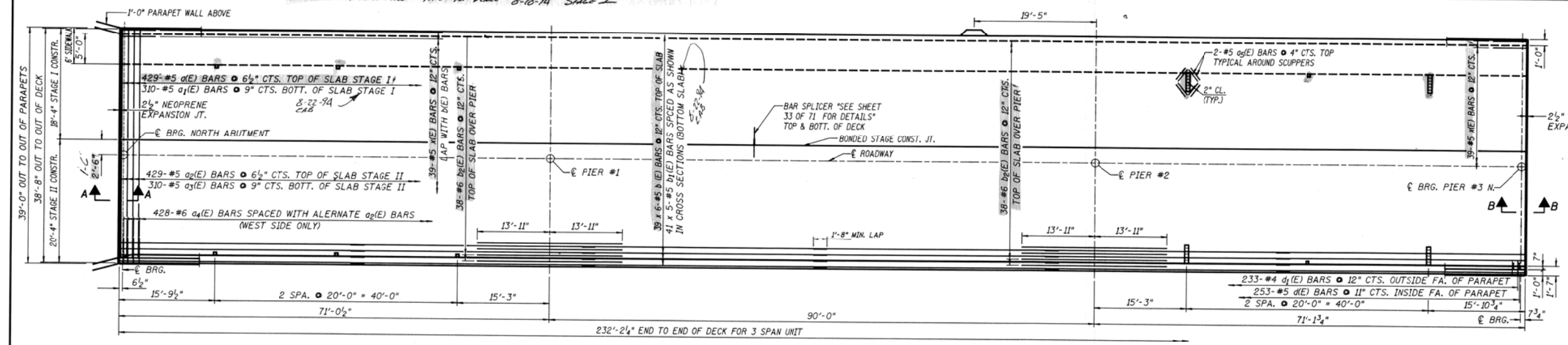
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CITY OF STERLING

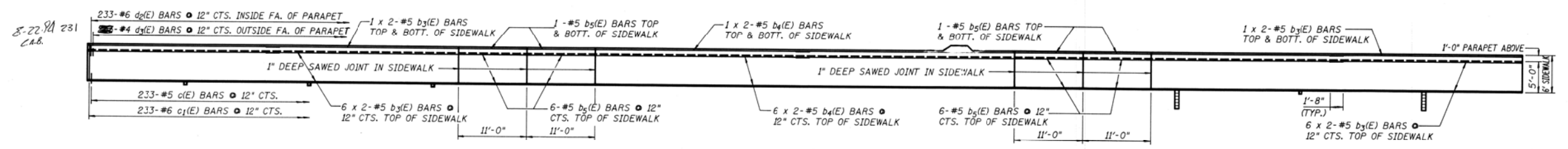
EXISTING PLANS
STRUCTURE NO. 098-6004 & 098-6005
STRUCTURAL SHEET NO. 1 OF 9 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	12
CITY OF STERLING	WHA# 1123217		
ILLINOIS			

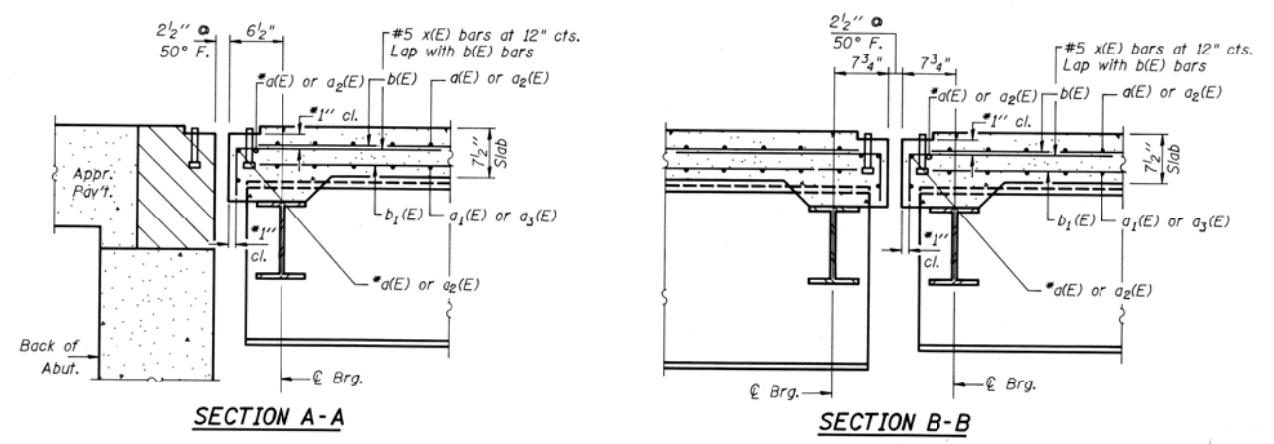
ROUTE NO.	SECTION	93-00116-00-BR	SHEET	71	OF	79
P.A.N.	COUNTY	WHITESIDE				
BLISS PROJECT	BHM-5062(16)					



PARTIAL PLAN-DECK SLAB



PARTIAL PLAN-WALKWAY & PARAPET



SECTION A-A

SECTION B-B

NOTES:
 DRAINS SHALL BE LOCATED CLEAR OF DIAPHRAGMS.
 SEE SHEET 23 OF 71 FOR LIGHT POLE BASE DETAILS.
 SEE SHEET 22, 59 & 60 OF 71 FOR DRAIN DETAILS.
 CLASS X CONCRETE IN HATCHED AREA OF BACKWALL OF ABUTMENT SHALL BE BILLED WITH THE SUPERSTRUCTURE
 SEE SHEET 22 OF 71 FOR BILL OF MATERIAL.

*PLACE a (E) OR a2(E) BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (+0'-8"). ANCHOR BOLTS SHOULD BE TIED TO a2(E) OR a (E) BARS.
 REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED CUT LONGITUDINAL REINFORCEMENT TO MISS DRAINAGE SCUPPERS
 BARS INDICATED THUS, 20x3-#5 ETC. INDICATES 20 LINES OF BARS WITH THREE LENGTHS PER LINE.

LEGEND
 INDICATES FLOOR DRAIN LOCATIONS
 INDICATES DRAIN SCUPPER LOCATIONS
 LIGHT STANDARD

MINIMUM LAP	
#5	1'-8"
#6	2'-0"

SUPERSTRUCTURE - 3 SPAN UNIT
AVENUE G OVER CHICAGO NORTHWESTERN
RAILROAD & WALLACE STREET
STA. 10+33.50 (S.N. 098-6004)
SECTION 93-0116-00-BR
CITY OF STERLING
WHITESIDE COUNTY
 WHA # D509

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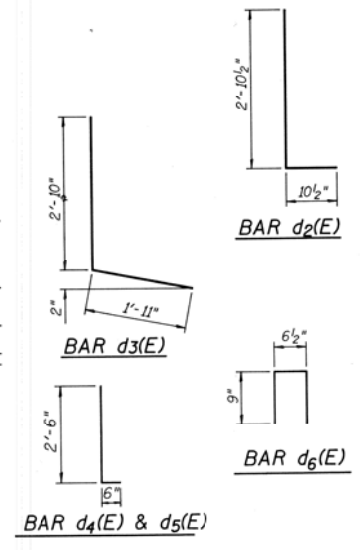
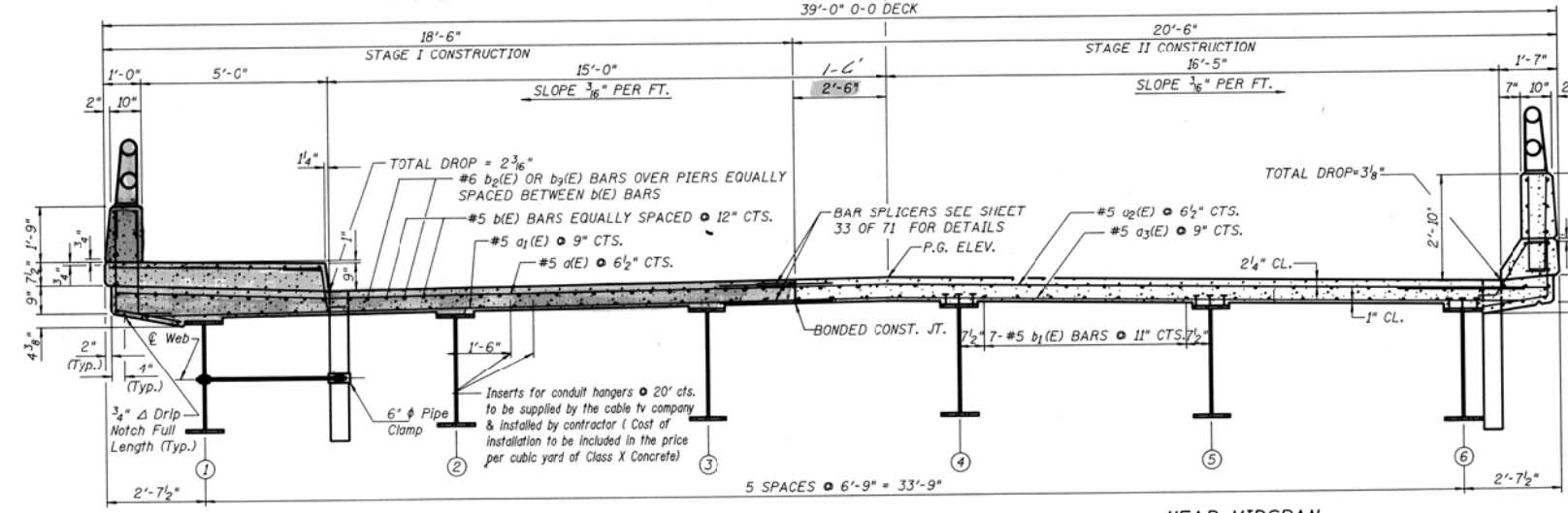
CITY OF STERLING

EXISTING PLANS
STRUCTURE NO. 098-6004 & 098-6005
 STRUCTURAL SHEET NO. 3 OF 9 SHEETS

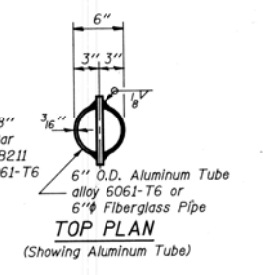
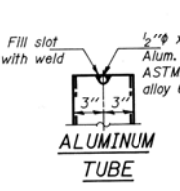
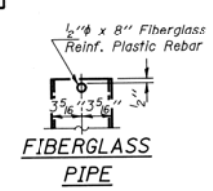
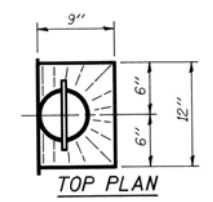
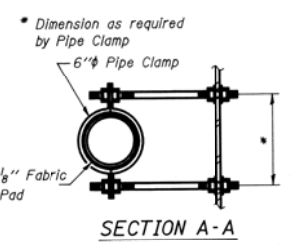
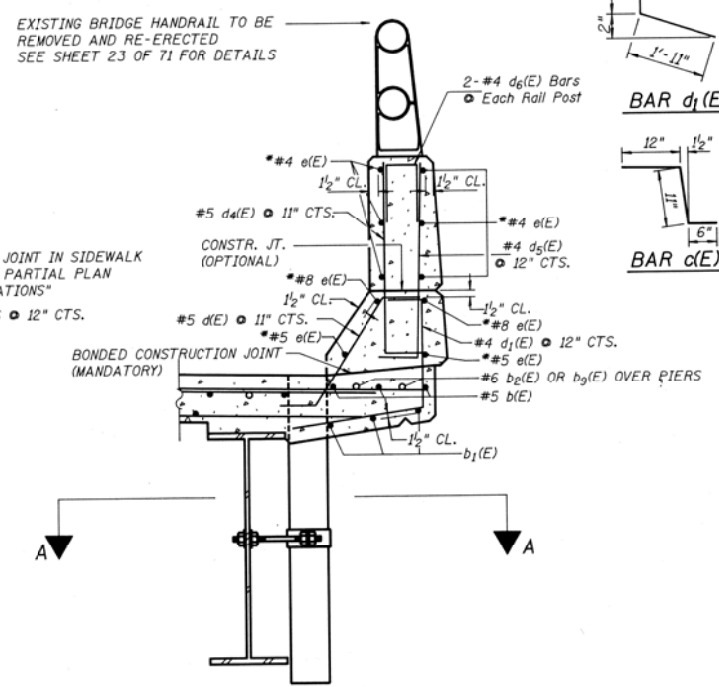
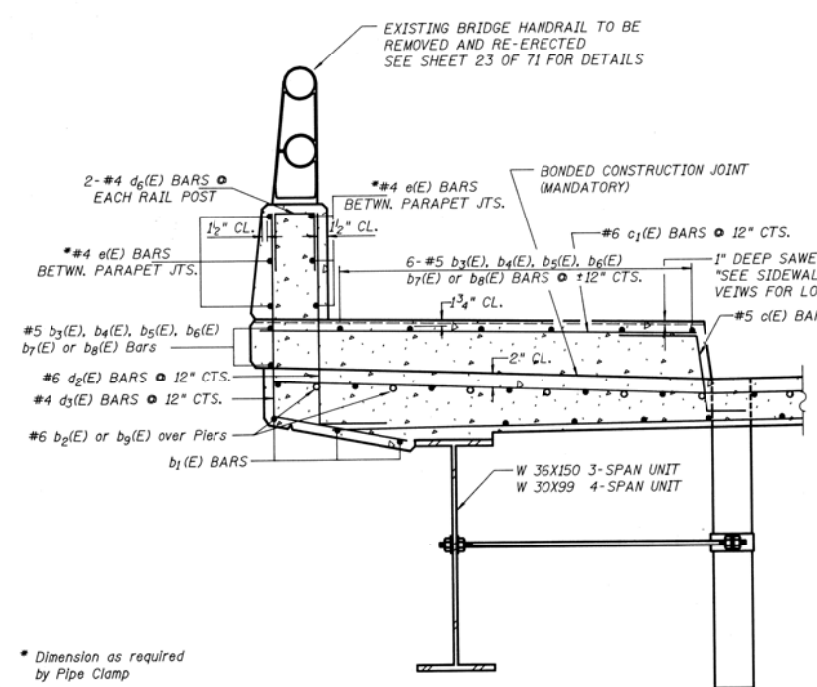
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	14
CITY OF STERLING	WHA # 1123217		
ILLINOIS			

Revised 8-31-24 ALL RE-BAR COMPLETED IN PLACE
 Revised 9-18-24 ALL RE-BAR IN PLACE
 Revised 9-7-24 ALL RE-BAR COMPLETED IN PLACE
 REV 9-17-24

ROUTE NO.	SECTION	93-00116-00-BR	SHEET	4	OF	9
P.A.D. NO.	COUNTY	WHITESIDE	71	22		
ILLINOIS PROJECT BHM-5062(16)						



CROSS SECTION (LOOKING SOUTH)
 * SEE SHEET 21 OF 71 FOR PROPER BAR NUMBER DESIGNATION



NOTES:
 FIBERGLASS PIPE SHALL CONFORM TO ASTM: D2996, WITH SHORT TIME RUPTURE STRENGTH HOOP TENSILE STRESS OF 30,000 P.S.I. MINIMUM. THE SURFACE OF THE FIBERGLASS PIPE SHALL BE FREE OF BOND INHIBITING AGENTS.
 THE EXTERIOR SURFACE OF THE FLOOR DRAIN SHALL BE PAINTED WITH THE VINYL ENAMEL PAINT SPECIFIED FOR STRUCTURAL STEEL. THE EXTERIOR SURFACE OF THE DRAIN SHALL BE CLEANED AND GIVEN A WASH COAT PRETREATMENT IN ACCORDANCE WITH STEEL STRUCTURES PAINTING COUNCIL'S SPEC. SSPC-SPI & SSPC-PAINT 27 PRIOR TO PAINTING.
 BARS DESIGNATED (E) SHALL BE EPOXY COATED.
 ALL EDGES SHALL HAVE 3/4" CHAMFER UNLESS OTHERWISE NOTED.

BILL OF MATERIAL - SUPERSTRUCTURE

Bar No.	Size	Length	Shape
a(E)	050	#5 18'-0"	
a1(E)	620	#5 17'-6"	
a2(E)	858	#5 20'-0"	
a3(E)	620	#5 19'-6"	
a4(E)	856	#6 4'-0"	
a5(E)	112	#5 2'-0"	
b(E)	468	#5 40'-1"	
b1(E)	410	#5 47'-9"	
b2(E)	76	#6 27'-10"	
b3(E)	32	#5 30'-9"	
b4(E)	16	#5 34'-10"	
b5(E)	32	#5 10'-8"	
b6(E)	16	#5 45'-3"	
b7(E)	48	#5 7'-5"	
b8(E)	16	#5 46'-11"	
b9(E)	114	#6 19'-6"	
c(E)	466	#5 2'-5"	
c1(E)	466	#6 5'-8"	
d(E)	506	#5 2'-7"	
d1(E)	466	#4 3'-10"	
d2(E)	466	#6 3'-9"	
d3(E)	466	#4 4'-9"	
d4(E)	508	#5 3'-0"	
d5(E)	466	#4 3'-0"	
d6(E)	242	#4 2'-1"	
d7(E)	10	#6 10'-2"	
d8(E)	3	#6 4'-0"	
d9(E)	3	#6 4'-5"	
e(E)	120	#4 14'-9"	
e1(E)	48	#4 10'-8"	
e2(E)	48	#4 16'-8"	
e3(E)	48	#4 14'-11"	
e4(E)	72	#4 7'-5"	
e5(E)	72	#4 15'-5"	
e6(E)	4	#8 59'-9"	
e7(E)	4	#5 59'-9"	
e8(E)	8	#8 10'-8"	
e9(E)	8	#5 10'-8"	
e10(E)	4	#8 36'-0"	
e11(E)	4	#5 34'-8"	
e12(E)	4	#8 45'-2"	
e13(E)	4	#5 45'-2"	
e14(E)	12	#8 7'-5"	
e15(E)	12	#5 7'-5"	
e16(E)	4	#8 46'-11"	
e17(E)	4	#5 46'-11"	
x(E)	156	#5 4'-1"	
Class X Concrete			
Superstructure	Cu.Yd.	611.8	
Furnish & Erecting			
Structural Steel	Lump Sum	1	
Protective Coat	Sq.Yd.	32.2	
Preformed Jt. Seal 4"	Lin.Ft.	38	
Floor Drains	Each	12	
Drainage Scuppers	Each	14	
Stud Shear Connectors	Each	993	
Bridge Deck Grooving	Sq.Yd.	1621	
Neoprene Expansion Joint 2 1/2"	Lin.Ft.	78.4	
Reinforcement Bars			
Epoxy Coated	Lbs	136,270	
Bar Splicers	Each	1478	

SUPERSTRUCTURE-DETAILS
 AVENUE G OVER CHICAGO NORTHWESTERN RAILROAD & WALLACE STREET STA. 10+33.50 (S.N. 098-6004)
 SECTION 93-00116-00-BR
 CITY OF STERLING
 WHITESIDE COUNTY
 WHA #D509

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CITY OF STERLING

EXISTING PLANS
 STRUCTURE NO. 098-6004 & 098-6005
 STRUCTURAL SHEET NO. 4 OF 9 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	15
CITY OF STERLING	WHA # 1123217		
ILLINOIS			

ROUTE NO.	SECTION	93-00116-00-BR	SHEET	NO.
P.A. U. 5571	COUNTY	WHITESIDE	71	34
ILLINOIS PROJECT BHM-506206				

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

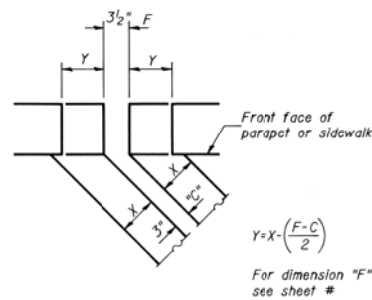
INSTALLATION NOTES

1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk piece (trim roadway flap to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

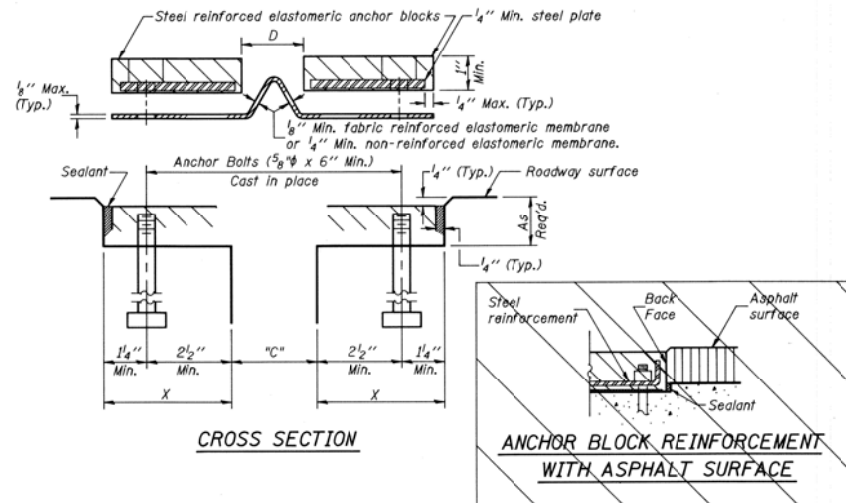
NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

SKREW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1/4" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.

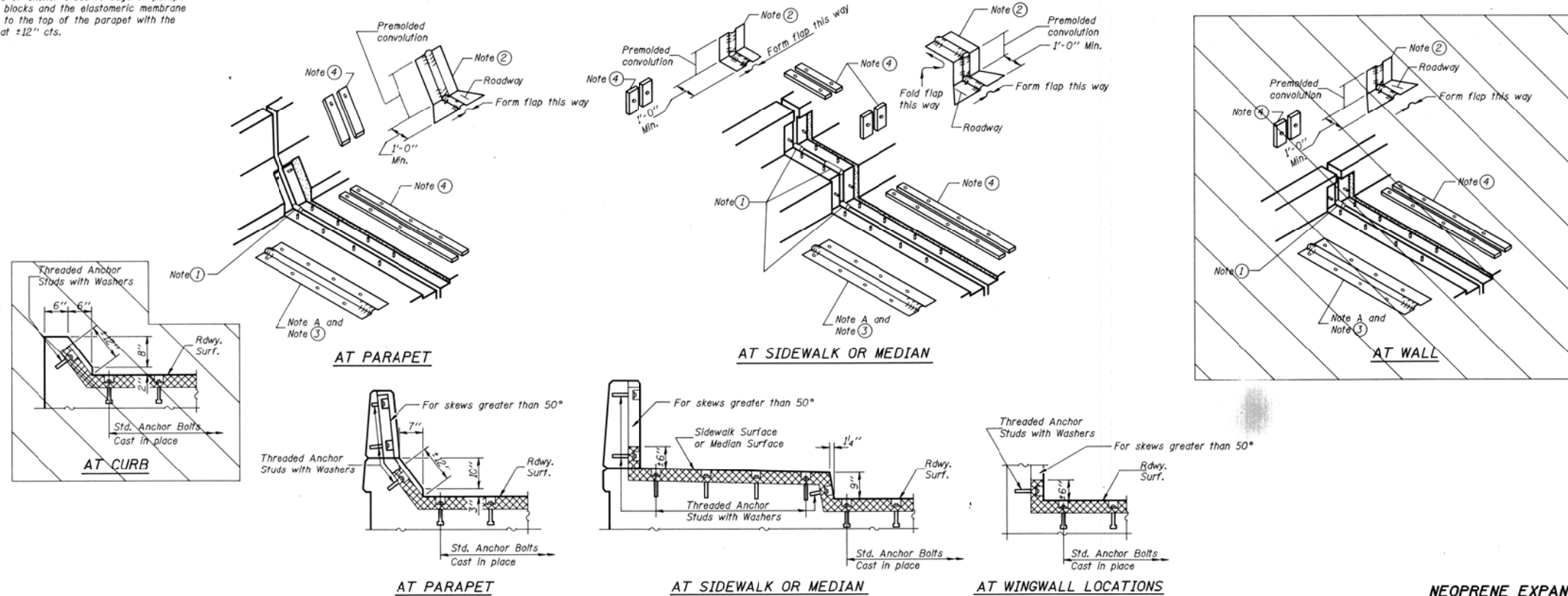


FORMING BLOCKOUT SKETCH



GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. See Special Provisions. The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure. The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout. The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed. Joint openings shall be adjusted in accordance with Article 503.07(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F. The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.



NEOPRENE EXPANSION JOINT 2 1/2"
 AVENUE G OVER CHICAGO NORTHWESTERN
 RAILROAD & WALLACE STREET
 STA. 10+33.50 (S.N. 098-6004)
 SEC. 93-00116-00-BR
 CITY OF STERLING
 WHITESIDE COUNTY
 WHA# D322

FILE : S:\PROJECTS\2017\1123217_SL_AVEG\DESIGN\STRUCT\2D\Drawings\1123217_Existing_Plans.dgn



DESIGNED - BKC	REVISED -
CHECKED - MAC	REVISED -
DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

CITY OF STERLING

EXISTING PLANS
 STRUCTURE NO. 098-6004 & 098-6005
 STRUCTURAL SHEET NO. 5 OF 9 SHEETS

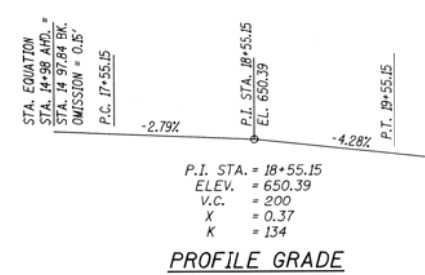
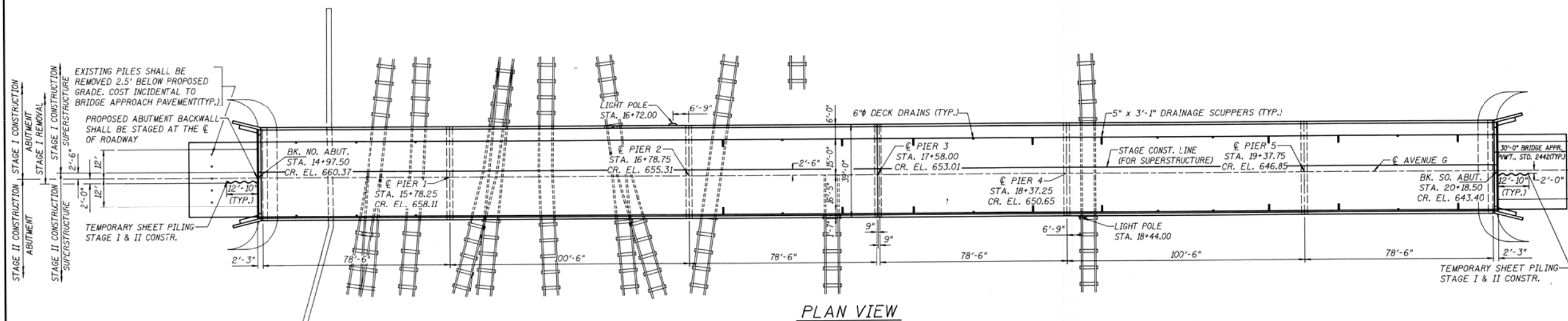
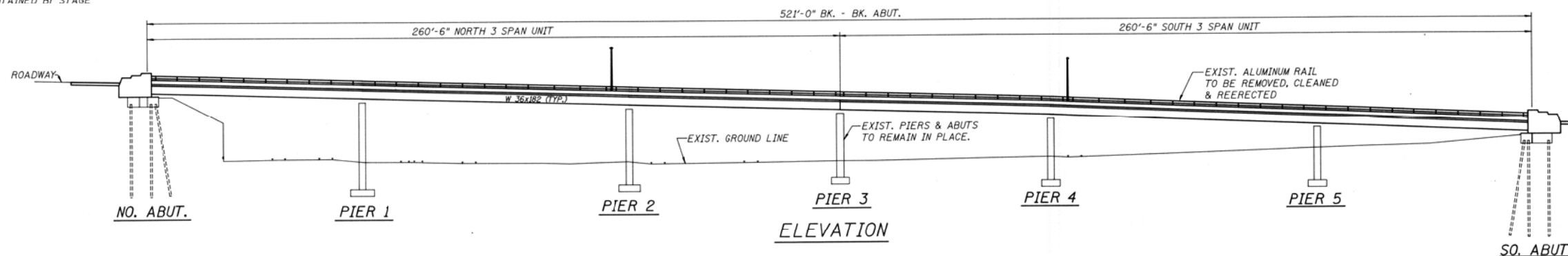
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	16
CITY OF STERLING	WHA# 1123217		
ILLINOIS			

EXISTING STRUCTURE: NO. 098-6005
A SIX SPAN (521'-0" BK.-BK.) STEEL
GIRDER BRIDGE ON REINFORCED CONCRETE
PILE BENT ABUTMENTS AND PIERS.
TO BE REBUILT.

TRAFFIC SHALL BE MAINTAINED BY STAGE
CONSTRUCTION

BENCH MARK: CHISELED "□" ON CONCRETE LIGHT
BASE 24' RT. OF STATION 7+71; EL. 673.57

ROUTE NO.	SECTION	93-00116-00-BR	SHEET	71	TOTAL	35
P.A.N.	COUNTY	WHITESIDE				
BLDG. PROJECT: BHM-5062106						



STATION 17+58.00
REBUILT 1994 BY
CITY OF STERLING
F.A. RT. 5571 SEC. 93-00116-00-BR
F.A. PROJECT BHM-5062106
LOADING HS20
STR. NO. 098-6005

NAME PLATE LETTERING
REFER TO STA. 2113

DESIGN SPECIFICATIONS
DESIGN IN ACCORDANCE WITH AASHTO
SPECIFICATIONS DATED 1992

LOADING HS20-44
ALLOW 25#/SQ. FT. FOR FUTURE WEARING SURFACE

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi (CONCRETE)

$f_y = 60,000$ psi (REINFORCEMENT)

$f_y = 50,000$ psi STR. STEEL (M-222)

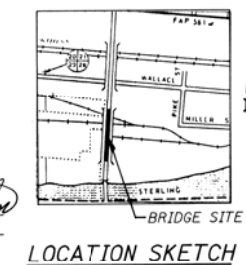
$v_c = 118$ psi

$n = 9$ (USED FOR SERVICEABILITY REQUIREMENTS)

"I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE,
INFORMATION AND BELIEF, THIS BRIDGE DESIGN IS
STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING
SHOWN ON THE PLANS. THE DESIGN IS AN ECONOMICAL
ONE COMPLIES WITH REQUIREMENTS OF THE CURRENT
AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY
BRIDGES."

STATE OF ILLINOIS
RODOLFO J. STEVENSON
098-004835
REGISTERED PROFESSIONAL
STRUCTURAL ENGINEER

Ronald J. Steinhilber
DATE: 1/22/94
EXPIRES 11/30/94



GENERAL PLAN & ELEVATION
AVENUE G OVER RAILROAD
STA. 17+58.00 (S.N. 098-6005)
CITY OF STERLING
WHITESIDE COUNTY

DESIGNED BY:
B.K. CONVERSE
DATE: 1-14-94

CHECKED BY:
M.R. LESLIE
DATE: 1-14-94

DRAWN BY:
F.D. LACHAT
DATE: 1-17-94

WILLET
HOFMANN &
ASSOCIATES, Inc.
Consulting Engineers

FILE : S:\PROJECTS\2017\1123217_SL_AVEG_DESIGN\STRUCT\2D\Drawings\1123217-Existing_Plans.dgn

WILLET HOFMANN & ASSOCIATES INC.
ENGINEERING ARCHITECTURE LAND SURVEYING
809 EAST 2ND STREET, DIXON, IL 61021-0367
T: 315-284-3381 DESIGN FIRM: #184-000918

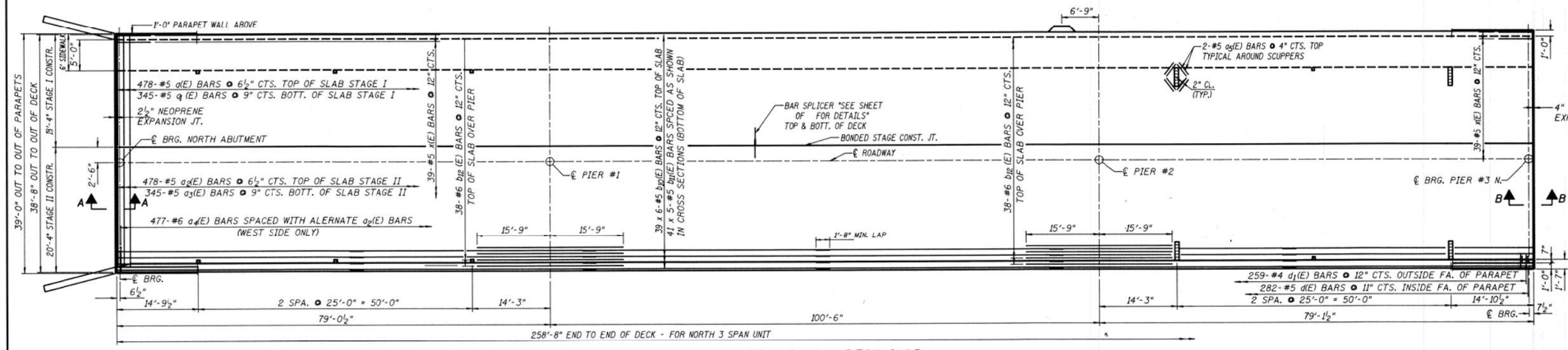
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CHECKED - MAC	REVISED -
DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

CITY OF STERLING

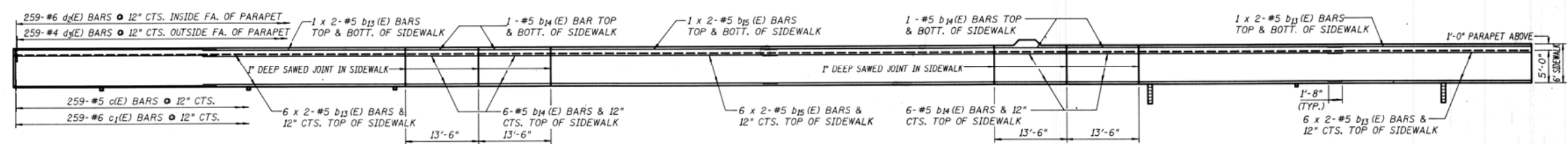
EXISTING PLANS
STRUCTURE NO. 098-6004 & 098-6005
STRUCTURAL SHEET NO. 6 OF 9 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	17
CITY OF STERLING	WHA# 1123217		
ILLINOIS			

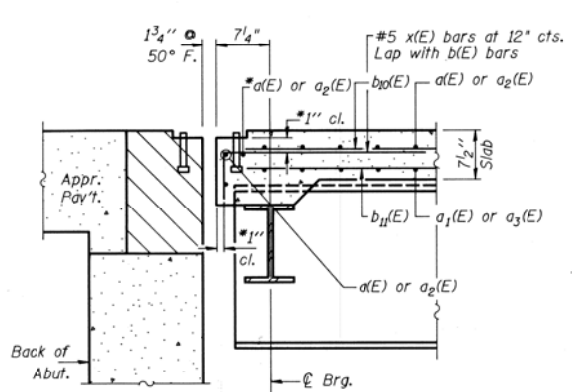
ROUTE NO.	SECTION	93-00116-00-BR	SHEET	71
P.A.L.	COUNTY	WHITESIDE		41
ILLINOIS PROJECT BHM-505206				



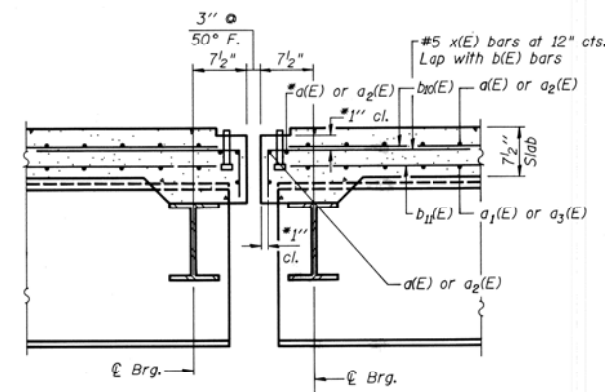
PARTIAL PLAN - DECK SLAB



PARTIAL PLAN - WALKWAY & PARAPET



SECTION A-A



SECTION B-B

NOTES:
 *PLACE a(E) OR a2(E) BARS IN BACK OF ANCHOR BOLT AS SHOWN IF REQUIRED TO MAINTAIN 1" CL. (10'-6"). ANCHOR BOLTS SHOULD BE TIED TO a (E) AND b (E) BARS.
 REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED CUT LONGITUDINAL REINFORCEMENT TO MISS DRAIN SCUPPERS
 BARS INDICATED THUS 20x3-#5 ETC. INDICATES 20 LINES OF BARS WITH THREE LENGTHS PER LINE.
 DRAINS SHALL BE LOCATED CLEAR OF DIAPHRAGMS.
 SEE SHEET 45 OF 71 FOR LIGHT POLE BASE DETAILS.
 SEE SHEET 44, 59 OR 60 OF 71 FOR DRAIN DETAILS.
 CLASS X CONCRETE IN HATCHED AREA OF ABUTMENT SHALL BE BILLED WITH THE SUPERSTRUCTURE
 SEE SHEET 44 OF 71 FOR BILL OF MATERIAL.

LEGEND
 INDICATES FLOOR DRAIN LOCATIONS
 INDICATES DRAIN SCUPPER LOCATIONS
 LIGHT STANDARD

MINIMUM LAP	
#5	1'-8"
#6	2'-0"

SUPERSTRUCTURE - NORTH UNIT
 AVENUE G OVER RAILROAD
 STA. 17+58.00 (S.N. 098-6005)
 SECTION 93-00116-00-BR
 CITY OF STERLING
 WHITESIDE COUNTY
 WHA # D509

FILE : S:\PROJECTS\2017\1123217_SL_AVEG\DESIGN\STRUCT\2D\Drawings\1123217_Existing_Plans.dgn



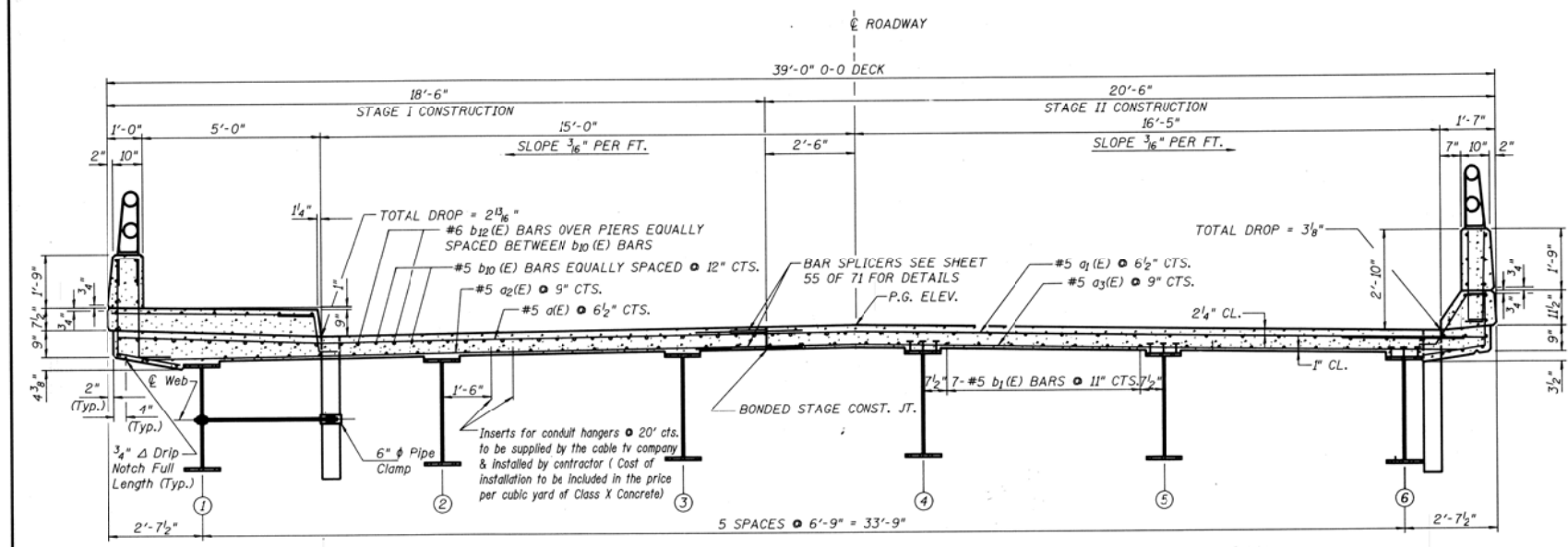
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CHECKED - MAC	REVISED -
DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

CITY OF STERLING

EXISTING PLANS
 STRUCTURE NO. 098-6004 & 098-6005
 STRUCTURAL SHEET NO. 7 OF 9 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	18
CITY OF STERLING	WHA # 1123217		
ILLINOIS			

PROJECT NO.	SECTION	93-00116-00-BR	SHEET	8
P.A.N. 5571	COUNTY	WHITESIDE	71	44
BILLBOARD PROJECT BHM-5062(06)				

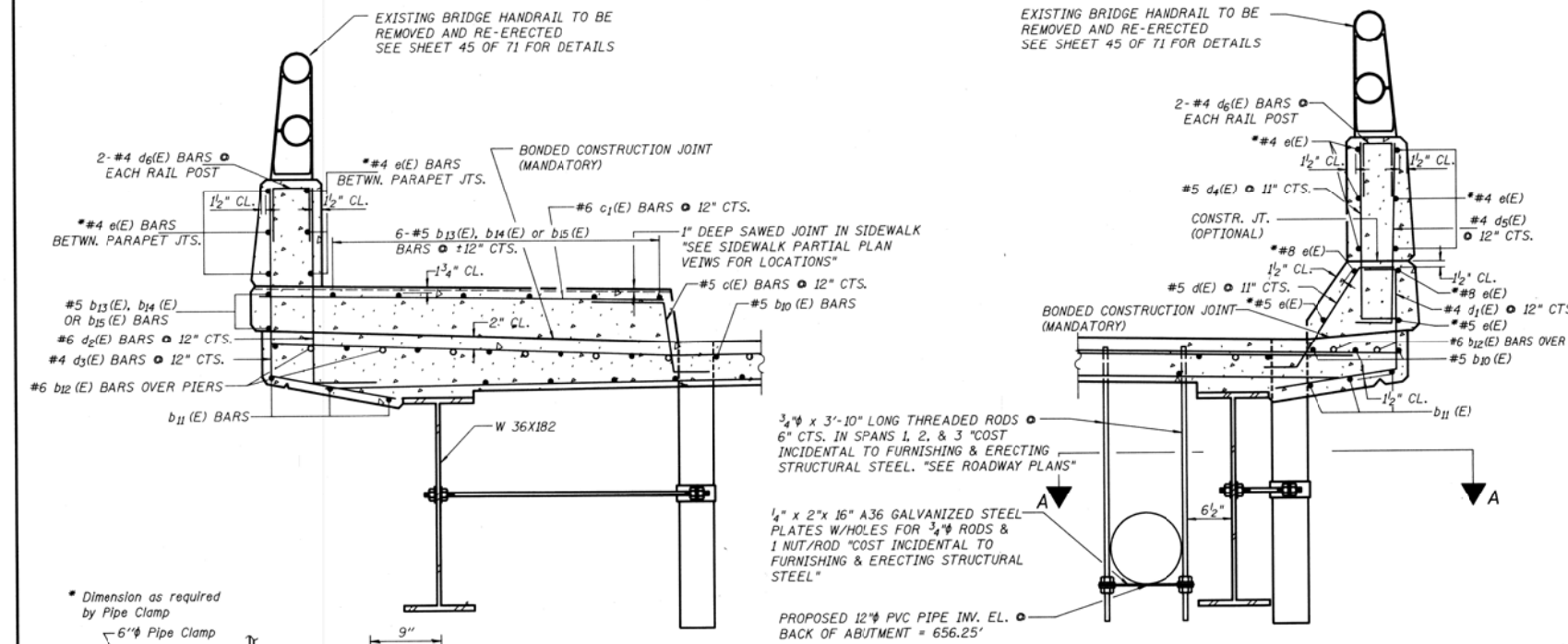


CROSS SECTION
(LOOKING SOUTH)

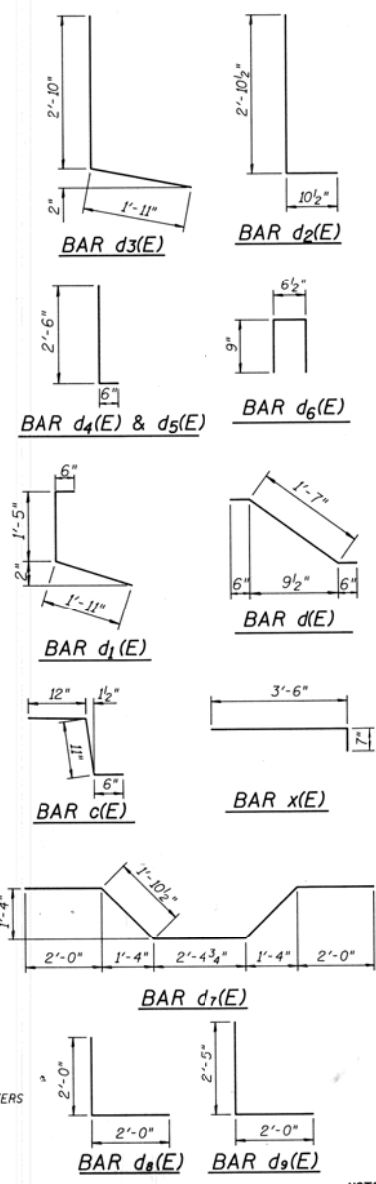
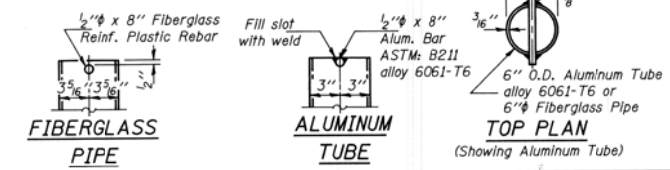
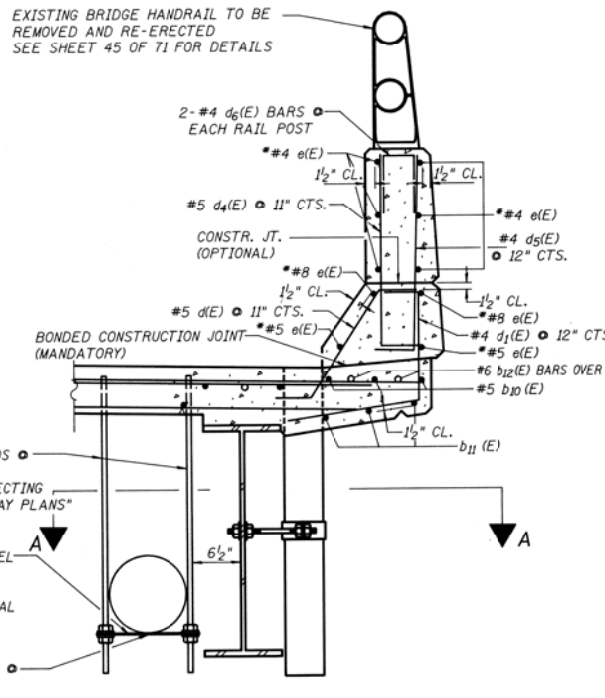
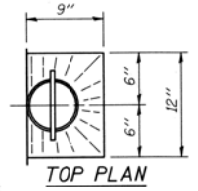
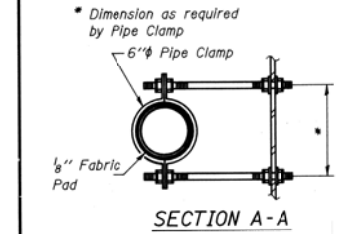
NEAR PIER

NEAR MIDSPAN

* SEE SHEET 43 OF 71 FOR PROPER BAR NUMBER DESIGNATION



PARAPET & SIDEWALK SECTIONS



BILL OF MATERIAL - SUPERSTRUCTURE

Bar	No.	Size	Length	Shape
a(E)	956	#5	18'-0"	
a1(E)	690	#5	17'-6"	
a2(E)	956	#5	20'-0"	
a3(E)	690	#5	19'-6"	
a4(E)	954	#6	4'-0"	
a5(E)	128	#5	2'-0"	
b10(E)	468	#5	44'-5"	
b11(E)	410	#5	53'-0"	
b12(E)	152	#6	31'-6"	
b13(E)	64	#5	33'-5"	
b14(E)	64	#5	13'-2"	
b15(E)	32	#5	37'-5"	
c(E)	518	#5	2'-5"	
c1(E)	518	#6	5'-8"	
d(E)	564	#5	2'-7"	
d1(E)	518	#4	3'-10"	
d2(E)	518	#6	3'-9"	
d3(E)	518	#4	4'-9"	
d4(E)	564	#5	3'-0"	
d4(E)	518	#4	3'-0"	
d4(E)	252	#4	2'-1"	
d4(E)	10	#6	10'-2"	
d4(E)	3	#6	4'-0"	
d4(E)	3	#6	4'-5"	
e18(E)	48	#4	14'-3"	
e19(E)	144	#4	16'-8"	
e20(E)	96	#4	13'-2"	
e21(E)	96	#4	18'-0"	
e22(E)	16	#8	34'-6"	
e23(E)	16	#8	13'-2"	
e24(E)	8	#8	38'-5"	
e25(E)	16	#5	33'-5"	
e26(E)	16	#5	13'-2"	
e27(E)	8	#5	37'-5"	
x(E)	156	#5	4'-1"	
Class X Concrete		Cu.Yd.	670.2	
Superstructure		Sq.Yd.	360	
Protective Coat		Lin.Ft.	38	
Preformed Jt. Seal 2 1/2"		Each	16	
Floor Drains		Each	16	
Drainage Scuppers		Each	16	
Stud Shear Connectors		Each	948	
Bridge Deck Grooving		Sq.Yd.	1806	
Neoprene Expansion Joint 4"		Lin.ft.	39	
Neoprene Expansion Joint 2 1/2"		Lin.ft.	39.4	
Reinforcement Bars		Pounds	151,550	
Epoxy Coated		Each	1646	
Bar splicers		Each	1646	

NOTES:

FIBERGLASS PIPE SHALL CONFORM TO ASTM D2996, WITH SHORT TIME RUPTURE STRENGTH HOOP TENSILE STRESS OF 30,000 P.S.I. MINIMUM. THE SURFACE OF THE FIBERGLASS PIPE SHALL BE FREE OF BOND INHIBITING AGENTS.

THE EXTERIOR SURFACE OF THE FLOOR DRAIN SHALL BE PAINTED WITH THE VINYL ENAMEL PAINT SPECIFIED FOR STRUCTURAL STEEL. THE EXTERIOR SURFACE OF THE DRAIN SHALL BE CLEANED AND GIVEN A WASH COAT PRETREATMENT IN ACCORDANCE WITH STEEL STRUCTURES PAINTING COUNCIL'S SPEC. SSPC-SPI & SSPC-PAINT 27 PRIOR TO PAINTING.

BAR DESIGNATED (E) SHALL BE EPOXY COATED.

ALL EDGES SHALL HAVE 3/8" CHAMFER UNLESS OTHERWISE NOTED.

SUPERSTRUCTURE DETAILS
AVENUE G OVER RAILROAD
STA. 17+58.00 (S.N. 098-6005)
SECTION 93-00116-00-BR
CITY OF STERLING
WHITESIDE COUNTY
WHA #D509

FILE : S:\PROJECTS\2017\1123217_SL_AVEG\DESIGN\STRUCT\2D\Drawings\1123217_Existing_Plans.dgn



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DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

CITY OF STERLING

EXISTING PLANS
STRUCTURE NO. 098-6004 & 098-6005
STRUCTURAL SHEET NO. 8 OF 9 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	19
CITY OF STERLING		WHA # 1123217	
ILLINOIS			

DATE	SECTION	93-00116-00-BR	SHEET	56
P.L.N.	COUNTY	WHITESIDE	71	56
ILLINOIS PROJECT BHM-5062(16)				

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

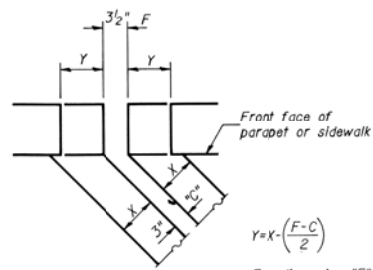
INSTALLATION NOTES

1. Install sponge mandrels into positions shown to form flap convolution.
2. Install parapet or sidewalk place (trim roadway flap to fit before applying epoxy).
3. Install continuous seal in roadway.
4. Install anchor blocks as indicated.

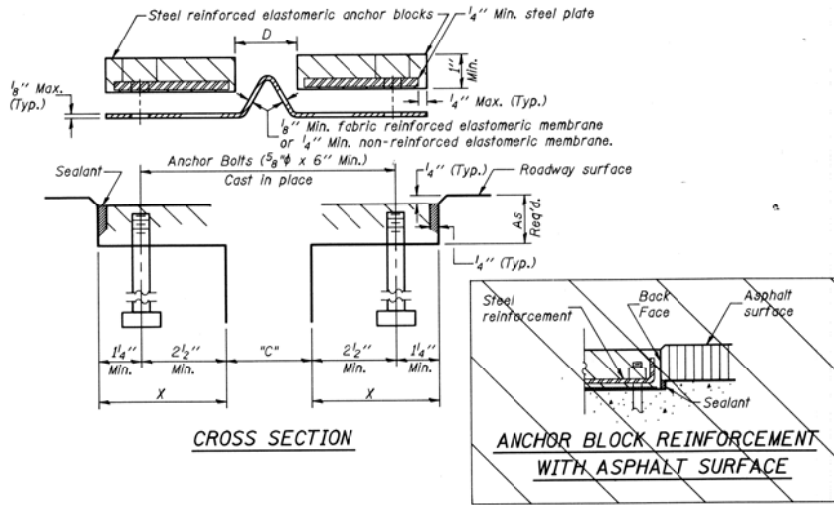
NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed in accordance with dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.

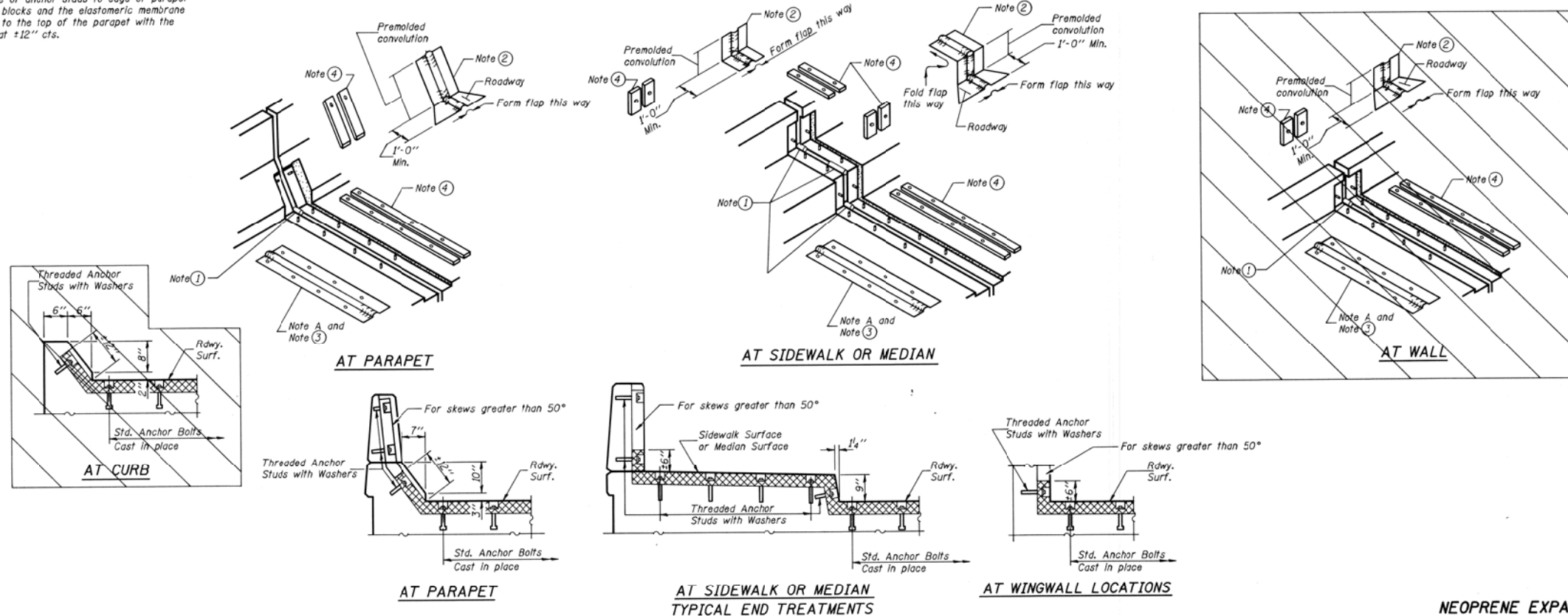


FORMING BLOCKOUT SKETCH



GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane. See Special Provisions. The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure. The steel reinforcement must extend up the back face of anchor blocks when asphalt surfaces are used but is optional in concrete blockout. The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed. Joint openings shall be adjusted in accordance with Article 503.07(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F. The parapet and sidewalk flaps may be furnished factory vulcanized to the roadway membrane provided the centerline of the convolution is maintained and the process and method meet the approval of the Engineer.



NEOPRENE EXPANSION JOINT 2 1/2"
AVENUE G OVER RAILROAD
STA. 17+58.00 (S.N. 098-6005)
SEC. 93-00116-00-BR
CITY OF STERLING
WHITESIDE COUNTY
 WHA# D322

FILE : SA\PROJECTS\2017\1123217_SL_AVEG\DESIGN\STRUCT\2D\Drawings\1123217_Existing_Plans.dgn




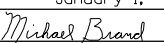
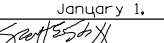
DESIGNED - BKC	REVISED -
CHECKED - MAC	REVISED -
DRAWN - DAN	REVISED -
CHECKED - BKC	REVISED -

CITY OF STERLING

EXISTING PLANS
STRUCTURE NO. 098-6004 & 098-6005
 STRUCTURAL SHEET NO. 9 OF 9 SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
93-00116-00-BR	WHITESIDE	20	20
CITY OF STERLING	WHA# 1123217		
ILLINOIS			

ABV	ABOVE	CU YD	CUBIC YARD	HD	HEAD	PED	PEDESTAL	STD	STANDARD
A/C	ACCESS CONTROL	CULV	CULVERT	HDW	HEADWALL	PNT	POINT	SBI	STATE BOND ISSUE
AC	ACRE	C&G	CURB & GUTTER	HDUTY	HEAVY DUTY	PC	POINT OF CURVATURE	SR	STATE ROUTE
ADJ	ADJUST	D	DEGREE OF CURVE	ha	HECTARE	PI	POINT OF INTERSECTION OF HORIZONTAL CURVE	STA	STATION
AS	AERIAL SURVEYS	DC	DEPRESSED CURVE	HMA	HOT MIX ASPHALT			SPBGR	STEEL PLATE BEAM GUARDRAIL
AGG	AGGREGATE	DET	DETECTOR	HWY	HIGHWAY	PRC	POINT OF REVERSE CURVE	SS	STORM SEWER
AH	AHEAD	DIA	DIAMETER	HORIZ	HORIZONTAL	PT	POINT OF TANGENCY	STY	STORY
APT	APARTMENT	DIST	DISTRICT	HSE	HOUSE	POT	POINT ON TANGENT	ST	STREET
ASPH	ASPHALT	DOM	DOMESTIC	IL	ILLINOIS	POLYETH	POLYETHYLENE	STR	STRUCTURE
AUX	AUXILIARY	DBL	DOUBLE	IMP	IMPROVEMENT	PCC	PORTLAND CEMENT CONCRETE	e	SUPERELEVATION RATE
AGS	AUXILIARY GAS VALVE (SERVICE)	DSEL	DOWNSTREAM ELEVATION	IN DIA	INCH DIAMETER	PP	POWER POLE OR PRINCIPAL POINT	S.E. RUN.	SUPERELEVATION RUNOFF LENGTH
AVE	AVENUE	DSFL	DOWNSTREAM FLOWLINE	INL	INLET	PRM	PRIME	SURF	SURFACE
AX	AXIS OF ROTATION	DR	DRAINAGE OR DRIVE	INST	INSTALLATION	PE	PRIVATE ENTRANCE	SMK	SURVEY MARKER
BK	BACK	DI	DRAINAGE INLET OR DROP INLET	IDS	INTERSECTION DESIGN STUDY	PROF	PROFILE	T	TANGENT DISTANCE
B-B	BACK TO BACK	DRV	DRIVEWAY	INV	INVERT	PGL	PROFILE GRADELINE	T.R.	TANGENT RUNOUT DISTANCE
BKPL	BACKPLATE	DCT	DUCT	IP	IRON PIPE	PROJ	PROJECT	TEL	TELEPHONE
B	BARN	EA	EACH	IR	IRON ROD	P.C.	PROPERTY CORNER	TB	TELEPHONE BOX
BARR	BARRICADE	EB	EASTBOUND	JT	JOINT	PL	PROPERTY LINE	TP	TELEPHONE POLE
BGN	BEGIN	EOP	EDGE OF PAVEMENT	kg	KILOGRAM	PR	PROPOSED	TEMP	TEMPORARY
BM	BENCHMARK	E-CL	EDGE TO CENTERLINE	km	KILOMETER	R	RADIUS	TBM	TEMPORARY BENCH MARK
BIND	BINDER	E-E	EDGE TO EDGE	LS	LANDSCAPING	RR	RAILROAD	TD	TILE DRAIN
BIT	BITUMINOUS	EL	ELEVATION	LN	LANE	RRS	RAILROAD SPIKE	TBE	TO BE EXTENDED
BTM	BOTTOM	ENTR	ENTRANCE	LT	LEFT	RPS	REFERENCE POINT STAKE	TBR	TO BE REMOVED
BLVD	BOULEVARD	EXC	EXCAVATION	LP	LIGHT POLE	REF	REFLECTIVE	TBS	TO BE SAVED
BRK	BRICK	EX	EXISTING	LGT	LIGHTING	RCCP	REINFORCED CONCRETE CULVERT PIPE	TWP	TOWNSHIP
BBOX	BUFFALO BOX	EXPWAY	EXPRESSWAY	LF	LINEAL FEET OR LINEAR FEET	REINF	REINFORCEMENT	TR	TOWNSHIP ROAD
BLDG	BUILDING	E	EXTERNAL DISTANCE OF HORIZONTAL CURVE	L	LITER OR CURVE LENGTH	REM	REMOVAL	TS	TRAFFIC SIGNAL
CIP	CAST IRON PIPE	E	OFFSET DISTANCE TO VERTICAL CURVE	LC	LONG CHORD	RC	REMOVE CROWN	TSCB	TRAFFIC SIGNAL CONTROL BOX
CB	CATCH BASIN	F-F	FACE TO FACE	LNG	LONGITUDINAL	REP	REPLACEMENT	TSC	TRAFFIC SYSTEMS CENTER
C-C	CENTER TO CENTER	FA	FEDERAL AID	L SUM	LUMP SUM	REST	RESTAURANT	TRVS	TRANSVERSE
CL	CENTERLINE OR CLEARANCE	FAI	FEDERAL AID INTERSTATE	MACH	MACHINE	RESURF	RESURFACING	TRVL	TRAVEL
CL-E	CENTERLINE TO EDGE	FAP	FEDERAL AID PRIMARY	MB	MAIL BOX	RET	RETAINING	TRN	TURN
CL-F	CENTERLINE TO FACE	FAS	FEDERAL AID SECONDARY	MH	MANHOLE	RT	RIGHT	TY	TYPE
CTS	CENTERS	FAUS	FEDERAL AID URBAN SECONDARY	MATL	MATERIAL	ROW	RIGHT-OF-WAY	T-A	TYPE A
CERT	CERTIFIED	FP	FENCE POST	MED	MATERIAL	RD	ROAD	TYP	TYPICAL
CHSLD	CHISELED	FE	FIELD ENTRANCE	m	METER	RDWY	ROADWAY	UNDGND	UNDERGROUND
CS	CITY STREET	FH	FIRE HYDRANT	METH	METHOD	RTE	ROUTE	USGS	U.S. GEOLOGICAL SURVEY
CP	CLAY PIPE	FL	FLOW LINE	M	MID-ORDINATE	SAN	SANITARY	USEL	UPSTREAM ELEVATION
CLSD	CLOSED	FB	FOOT BRIDGE	mm	MILLIMETER	SANS	SANITARY SEWER	USFL	UPSTREAM FLOWLINE
CLID	CLOSED LID	FDN	FOUNDATION	mm DIA	MILLIMETER DIAMETER	SEC	SECTION	UTIL	UTILITY
CT	COAT OR COURT	FR	FRAME	MIX	MIXTURE	SEED	SEEDING	VBOX	VALVE BOX
COMB	COMBINATION	F&G	FRAME & GRATE	MBH	MOBILE HOME	SHAP	SHAPING	VV	VALVE VAULT
C	COMMERCIAL BUILDING	FRWAY	FREEWAY	MOD	MODIFIED	S	SHED	VLV	VAULT
CE	COMMERCIAL ENTRANCE	GAL	GALLON	MFT	MOTOR FUEL TAX	SH	SHEET	VEH	VEHICLE
CONC	CONCRETE	GALV	GALVANIZED	N & BC	NAIL & BOTTLE CAP	SHLD	SHOULDER	VP	VENT PIPE
CONST	CONSTRUCT	G	GARAGE	N & C	NAIL & CAP	SW	SIDEWALK OR SOUTHWEST	VERT	VERTICAL
CONTD	CONTINUED	GM	GAS METER	N & W	NAIL & WASHER	SIG	SIGNAL	VC	VERTICAL CURVE
CONT	CONTINUOUS	GV	GAS VALVE	NOAA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION	SOD	SODDING	VPC	VERTICAL POINT OF CURVATURE
COR	CORNER	GRAN	GRANULAR	NC	NORMAL CROWN	SM	SOLID MEDIUM	VPI	VERTICAL POINT OF INTERSECTION
CORR	CORRUGATED	GR	GRATE	NB	NORTHBOUND	SB	SOUTHBOUND	VPT	VERTICAL POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	GRVL	GRAVEL	NE	NORTHEAST	SE	SOUTHEAST	WM	WATER METER
CNTY	COUNTY	GND	GROUND	NW	NORTHWEST	SPL	SPECIAL	WV	WATER VALVE
CH	COUNTY HIGHWAY	GUT	GUTTER	OLID	OPEN LID	SD	SPECIAL DITCH	WMAIN	WATER MAIN
CSE	COURSE	GP	GUY POLE	PAT	PATTERN	SQ FT	SQUARE FEET	WB	WESTBOUND
XSECT	CROSS SECTION	GW	GUY WIRE	PVD	PAVED	m ²	SQUARE METER	WILDFL	WILDFLOWERS
m ³	CUBIC METER	HH	HANDHOLE	PVMT	PAVEMENT	mm ²	SQUARE MILLIMETER	W	WITH
mm ³	CUBIC MILLIMETER	HATCH	HATCHING	PM	PAVEMENT MARKING	SQ YD	SQUARE YARD	WO	WITHOUT

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DATE	REVISIONS
1-1-11	Updated abbreviations and symbols.
1-1-08	Updated abbreviations and symbols.

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 1 of 8)

STANDARD 000001-06

<u>ADJUSTMENT ITEMS</u>			<u>ALIGNMENT ITEMS</u>			<u>CONTOUR ITEMS</u>		
	<u>EX</u>	<u>PR</u>		<u>EX</u>	<u>PR</u>		<u>EX</u>	<u>PR</u>
Structure To Be Adjusted		ADJ	Baseline			Approx. Index Line		
Structure To Be Cleaned		C	Centerline			Approx. Intermediate Line		
Main Structure To Be Filled		FM	Centerline Break Circle			Index Contour		
Structure To Be Filled		F	Baseline Symbol			Intermediate Contour		
Structure To Be Filled Special		FSP	Centerline Symbol			<u>DRAINAGE ITEMS</u>		
Structure To Be Removed		R	PI Indicator			Channel or Stream Line		
Structure To Be Reconstructed		REC	Point Indicator			Culvert Line		
Structure To Be Reconstructed Special		RSP	Horizontal Curve Data (Half Size)	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	Grading & Shaping Ditches		
Frame and Grate To Be Adjusted		A	<u>BOUNDARIES ITEMS</u>					
Frame and Lid To Be Adjusted		A	Dashed Property Line			Drainage Boundary Line		
Domestic Service Box To Be Adjusted		A	Solid Property/Lot Line			Paved Ditch		
Valve Vault To Be Adjusted		A	Section/Grant Line			Aggregate Ditch		
Special Adjustment		SP	Quarter Section Line			Pipe Underdrain		
Item To Be Abandoned		AB	Quarter/Quarter Section Line			Storm Sewer		
Item To Be Moved		M	County/Township Line			Flowline		
Item To Be Relocated		REL	State Line			Ditch Check		
Pavement Removal and Replacement			Iron Pipe Found			Headwall		
			Iron Pipe Set			Inlet		
			Survey Marker			Manhole		
			Property Line Symbol			Summit		
			Same Ownership Symbol (Half Size)			Roadway Ditch Flow		
			Northwest Quarter Corner (Half Size)			Swale		
			Section Corner (Half Size)			Catch Basin		
			Southeast Quarter Corner (Half Size)			Culvert End Section		
						Water Surface Indicator		
						Riprap		

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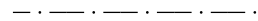
**STANDARD SYMBOLS,
 ABBREVIATIONS
 AND PATTERNS**
 (Sheet 2 of 8)
STANDARD 000001-06

EROSION & SEDIMENT CONTROL ITEMS

EX

PR

Cleaning & Grading Limits



Dike



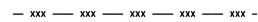
Erosion Control Fence



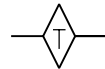
Perimeter Erosion Barrier



Temporary Fence



Ditch Check Temporary



Ditch Check Permanent



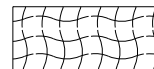
Inlet & Pipe Protection



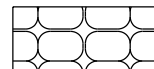
Sediment Basin



Erosion Control Blanket



Fabric Formed Concrete Revetment Mat



Turf Reinforcement Mat



Mulch Temporary



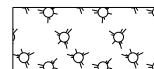
Mulch Method 1



Mulch Method 2 Stabilized



Mulch Method 3 Hydraulic

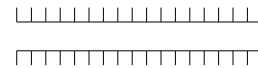


NON-HIGHWAY IMPROVEMENT ITEMS

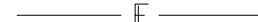
EX

PR

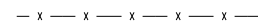
Noise Attn./Levee



Field Line



Fence



Base of Levee



Mailbox



Multiple Mailboxes



Pay Telephone



Advertising Sign



LANDSCAPING ITEMS

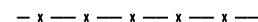
EX

PR

Contour Mounding Line



Fence



Fence Post



Shrubs



Mowline



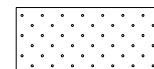
Perennial Plants



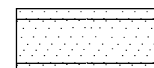
Seeding Class 2



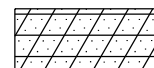
Seeding Class 2A



Seeding Class 4



Seeding Class 4 & 5 Combined

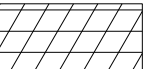


EXISTING LANDSCAPING ITEMS (contd.)

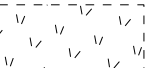
EX

PR

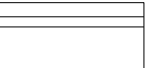
Seeding Class 5



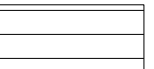
Seeding Class 7



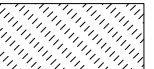
Seedlings Type 1



Seedlings Type 2



Sodding



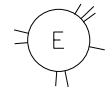
Mowstake w/Sign



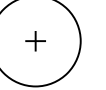
Tree Trunk Protection



Evergreen Tree



Shade Tree



LIGHTING

EX

PR

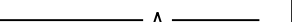
Duct



Conduit



Electrical Aerial Cable



Electrical Buried Cable



Controller



Underpass Luminaire



Power Pole



STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

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STANDARD 000001-06

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LIGHTING
(contd.)

	EX	PR
Pull Point		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Unit Comb.		
Electrical Ground		
Traffic Flow Arrow		
High Mast Pole (Half Size)		
Light Unit-1		

PAVEMENT (MISC.)

	EX	PR
Keyed Long. Joint		
Keyed Long. Joint w/Tie Bars		
Sawed Long. Joint w/Tie Bars		
Bituminous Shoulder		
Bituminous Taper		
Stabilized Driveway		
Widening		

PAVEMENT MARKINGS

	EX	PR
Bike Lane Symbol		
Bike Lane Text		
Handicap Symbol		
RR Crossing		
Raised Marker Amber 1 Way		
Raised Marker Amber 2 Way		
Raised Marker Crystal 1 Way		
Two Way Turn Left		
Shoulder Diag. Pattern		
Skip-Dash White		
Skip-Dash Yellow		
Stop Line		
Solid Line		
Double Centerline		
Dotted Lines		
CL 2Ln 2Way RRPM 12.2 m (40') o.c.		
CL 2Ln 2Way RRPM 80' (24.4 m) o.c.		
CL Multilane Div. RRPM 40' (12.2 m) o.c.		
CL Multilane Div. RRPM 80' (24.4 m) o.c.		
CL Multilane Div. Dbl. RRPM 80' (24.4 m) o.c.		
CL Multilane Undiv.		
Two Way Turn Left Line		

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 (Sheet 4 of 8)

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PAVEMENT MARKINGS

(contd.)

Urban Combination Left

EX



PR



Urban Combination Right



Urban Left Turn Arrow



Urban Right Turn Arrow



Urban Left Turn Only



ONLY ONLY ONLY



Urban Right Turn Only



Urban Thru Only



Urban U-Turn



Urban Combined U-Turn



Rural Combination Left



Rural Combination Right



Rural Left Turn Arrow



Rural Right Turn Arrow



Rural Left Turn Only



ONLY ONLY ONLY



Rural Right Turn Only



ONLY ONLY ONLY



Rural Thru Only



ONLY ONLY ONLY



RAILROAD ITEMS

EX

PR

Abandoned Railroad



Railroad



Railroad Point



Control Box



Crossing Gate



Flashing Signal



Railroad Cant. Mast Arm



Crossbuck

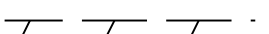


REMOVAL ITEMS

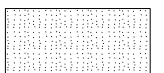
EX

PR

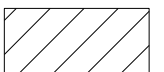
Removal Tic



Bituminous Removal



Hatch Pattern



Tree Removal Single



RIGHT OF WAY ITEMS

EX

PR

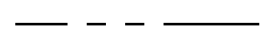
Future ROW Corner Monument



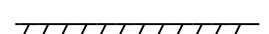
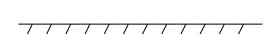
ROW Marker



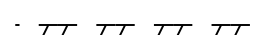
ROW Line



Easement



Temporary Easement



**STANDARD SYMBOLS,
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RIGHT OF WAY ITEMS
(contd.)

	EX	PR
Access Control Line	— AC —————	— AC —————
Access Control Line & ROW	— AC —————	— AC —————
Access Control Line & ROW with Fence	— x ————— AR —	— x — AC — x —
Excess ROW Line		— XS —————

ROADWAY PLAN
ITEMS

	EX	PR
Cable Barrier		
Concrete Barrier		
Edge of Pavement	-----	-----
Bit Shoulders, Medians and C&G Line	-----	-----
Aggregate Shoulder	-----	-----
Sidewalks, Driveways	-----	-----
Guardrail		
Guardrail Post	□	
Traffic Sign		
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)		
Match Line		STA. 45+00
Slope Limit Line	-----	
Typical Cross-Section Line	-----	-----

ROADWAY PROFILES

	EX	PR
P.I. Indicator	△	△
Point Indicator	○	○
Earthworks Balance Point		
Begin Point		
Vert. Curve Data	VPI = ELEV = L = E =	VPI = ELEV = L = E =
Ditch Profile Left Side	-----	-----
Ditch Profile Right Side	-----	-----
Roadway Profile Line	-----	-----
Storm Sewer Profile Left Side	-----	-----
Storm Sewer Profile Right Side	-----	-----

SIGNING ITEMS

	EX	PR
Cone, Drum or Barricade		○
Barricade Type II		
Barricade Type III		
Barricade With Edge Line		
Flashing Light Sign		○
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

SIGNING ITEMS
(contd.)

	EX	PR
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(0) (Half Size)		
Left Lane Closed Ahead W20-5L(0) (Half Size)		
Right Lane Closed Ahead W20-5R(0) (Half Size)		
Road Closed Ahead W20-3(0) (Half Size)		
Road Construction Ahead W20-1(0) (Half Size)		
Single Lane Ahead (Half Size)		
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

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SIGNING ITEMS
(contd.)

EX

PR

One Way Arrow Lrg. W1-6-(0)
(Half Size)



Two Way Arrow Large W1-7-(0)
(Half Size)



Detour M4-10L-(0)
(Half Size)



Detour M4-10R-(0)
(Half Size)



One Way Left R6-1L
(Half Size)



One Way Right R6-1R
(Half Size)



Left Turn Lane R3-I100L
(Half Size)



Keep Left R4-7AL
(Half Size)



Keep Left R4-7BL
(Half Size)



Keep Right R4-7AR
(Half Size)



Keep Right R4-7BR
(Half Size)



Stop Here On Red R10-6-AL
(Half Size)



Stop Here On Red R10-6-AR
(Half Size)



No Left Turn R3-2
(Half Size)



No Right Turn R3-1
(Half Size)



Road Closed R11-2
(Half Size)



Road Closed Thru Traffic R11-2
(Half Size)

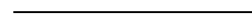


STRUCTURES ITEMS

EX

PR

Box Culvert Barrel



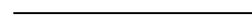
Box Culvert Headwall



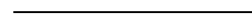
Bridge Pier



Bridge



Retaining Wall



Temporary Sheet Piling



TRAFFIC SHEET
ITEMS

EX

PR

Cable Number



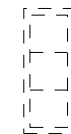
Left Turn Green



Left Turn Yellow



Signal Backplate



Signal Section 8" (200 mm)



Signal Section 12" (300 mm)



Walk/Don't Walk Letters



Walk/Don't Walk Symbols



TRAFFIC SIGNAL
ITEMS

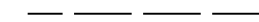
EX

PR

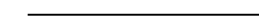
Galv. Steel Conduit



Underground Cable



Detector Loop Line



Detector Loop Large



Detector Loop Small



Detector Loop Quadrapole



**STANDARD SYMBOLS,
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**TRAFFIC SIGNAL
ITEMS (contd.)**

EX

PR

Detector Raceway



Aluminum Mast Arm



Steel Mast Arm



Veh. Detector Magnetic



Conduit Splice



Controller



Gulfbox Junction



Wood Pole



Temp. Signal Head



Handhole



Double Handhole



Heavy Duty Handhole



Junction Box



Ped. Pushbutton Detector



Ped. Signal Head



Power Pole Service



Priority Veh. Detector



Signal Head



Signal Head w/Backplate



Signal Post



Closed Circuit TV



Video Detector System



**UNDERGROUND
UTILITY ITEMS**

EX

PR

ABANDONED

Cable TV



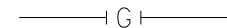
Electric Cable



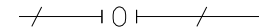
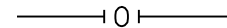
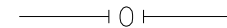
Fiber Optic



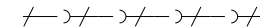
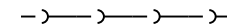
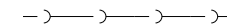
Gas Pipe



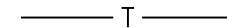
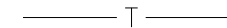
Oil Pipe



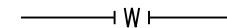
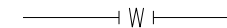
Sanitary Sewer



Telephone Cable



Water Pipe



UTILITIES ITEMS

EX

PR

Controller



Double Handhole



Fire Hydrant



GuyWire or Deadman Anchor



Handhole



Heavy Duty Handhole



Junction Box



Light Pole



Manhole



Pipeline Warning Sign



Power Pole



Power Pole with Light



Sanitary Sewer Cleanout



Splice Box Above Ground



Telephone Splice Box
Above Ground



Telephone Pole



**UTILITY ITEMS
(contd.)**

EX

PR

Traffic Signal



Traffic Signal Control Box



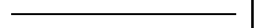
Water Meter



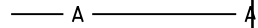
Water Meter Valve Box



Profile Line



Aerial Power Line



VEGETATION ITEMS

EX

PR

Deciduous Tree



Bush or Shrub



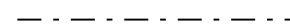
Evergreen Tree



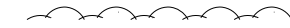
Stump



Orchard/Nursery Line



Vegetation Line



Woods & Bush Line

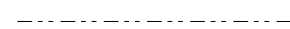


**WATER FEATURE
ITEMS**

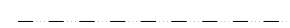
EX

PR

Stream or Drainage Ditch



Waters Edge



Water Surface Indicator



Water Point



Disappearing Ditch



Marsh



Marsh/Swamp Boundary



**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**

(Sheet 8 of 8)

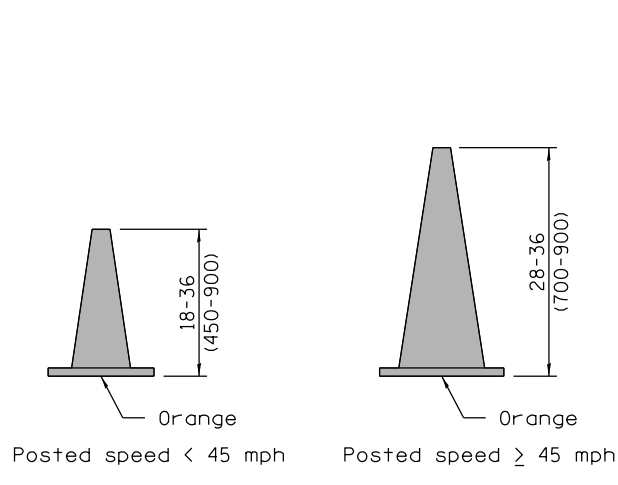
STANDARD 000001-06

Illinois Department of Transportation

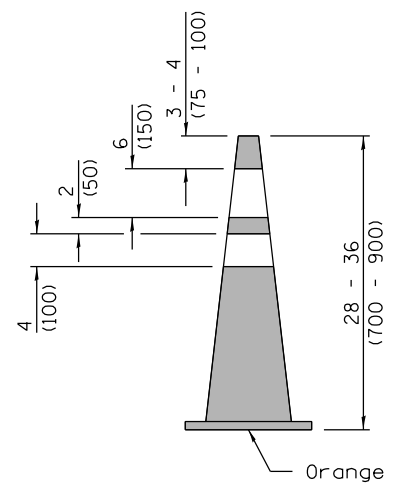
PASSED January 1, 2011
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2011
Scott Schick
 ENGINEER OF DESIGN AND ENVIRONMENT

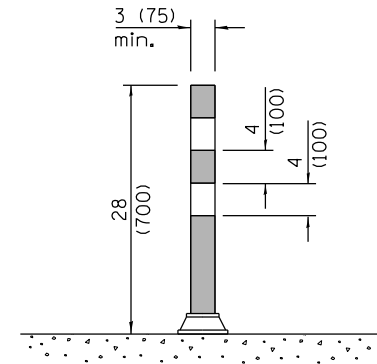
ISSUED 1-1-97



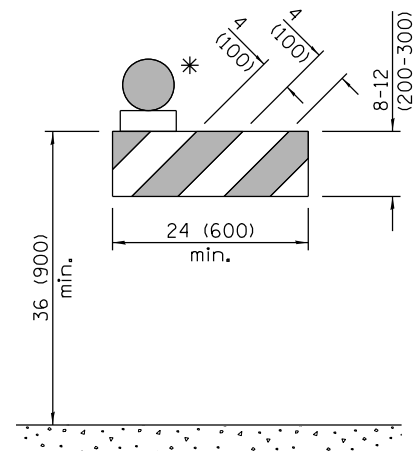
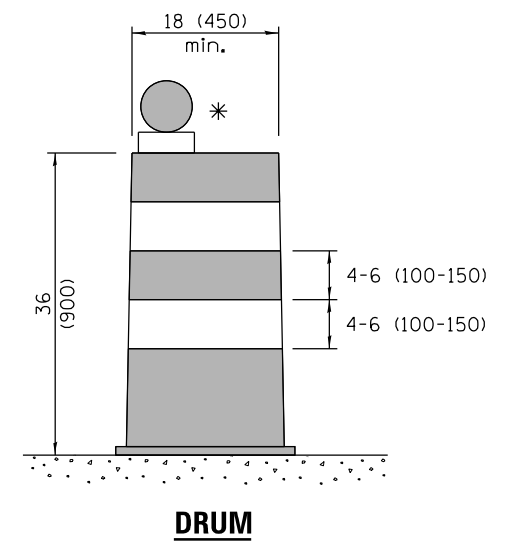
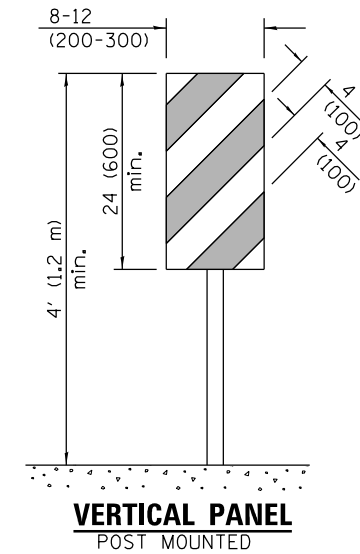
CONE FOR DAYTIME



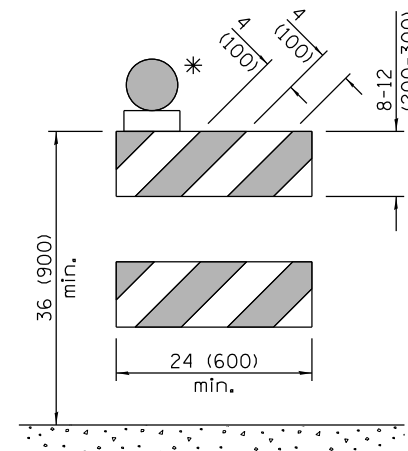
REFLECTORIZED CONE FOR NIGHTTIME



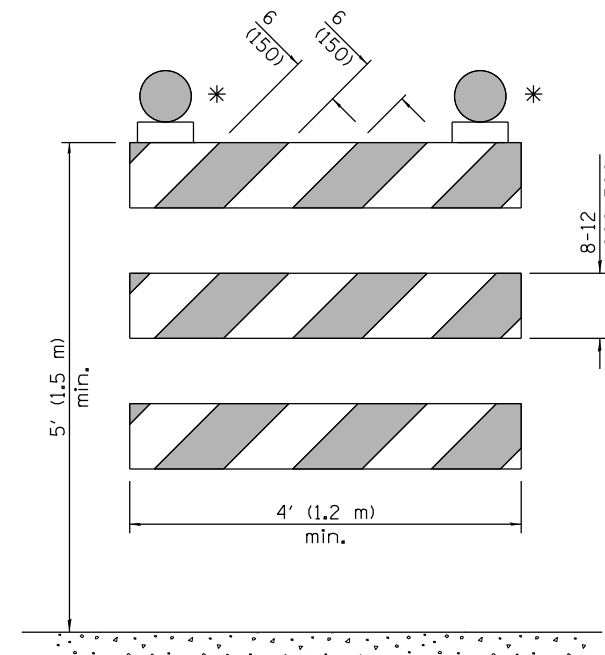
TUBULAR MARKER



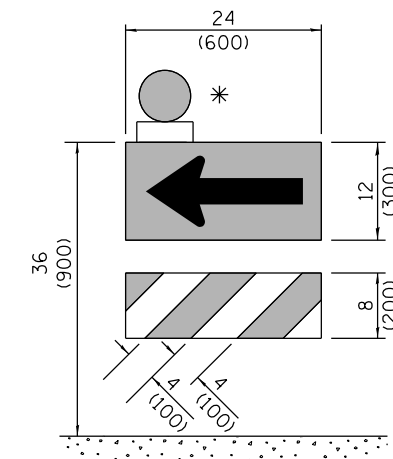
TYPE I BARRICADE



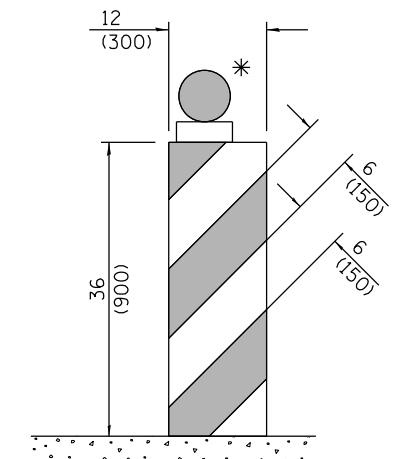
TYPE II BARRICADE



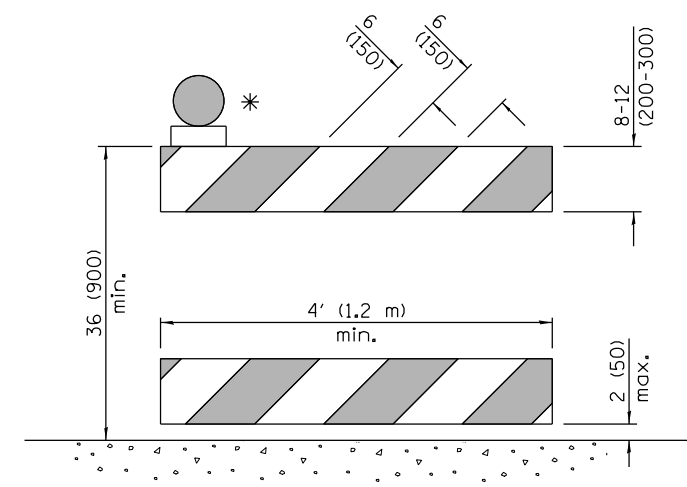
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-17	Changed FLEXIBLE DELINEATOR to TUBULAR MARKER.
4-1-16	Add dim's to barricades. Rev. note for post mnt. signs.
	Rev. cone d'tls. Add W12-I103.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

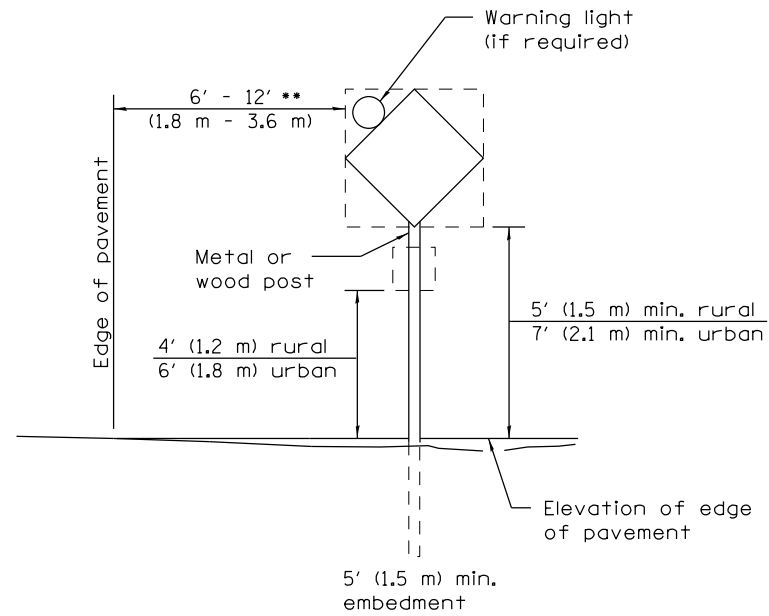
STANDARD 701901-06

Illinois Department of Transportation

APPROVED January 1, 2017
Amy Ellis
 ENGINEER OF OPERATIONS

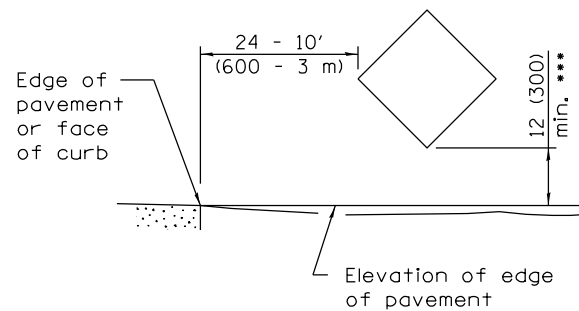
APPROVED January 1, 2017
Marcus M. Beck
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 46-1-1 03/15/11



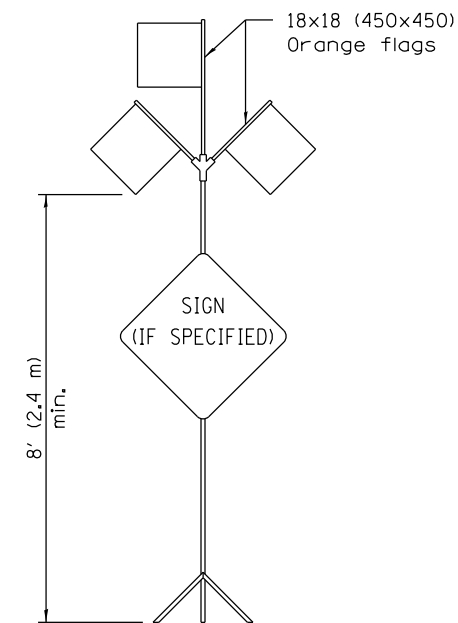
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES

END CONSTRUCTION

G20-I104(O)-6036

G20-I105(O)-6024

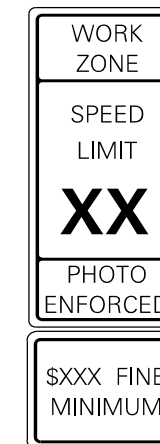
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



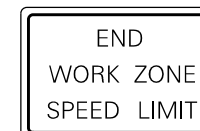
W21-I115(O)-3618

R2-1-3648

R10-I108p-3618 ****

R2-I106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

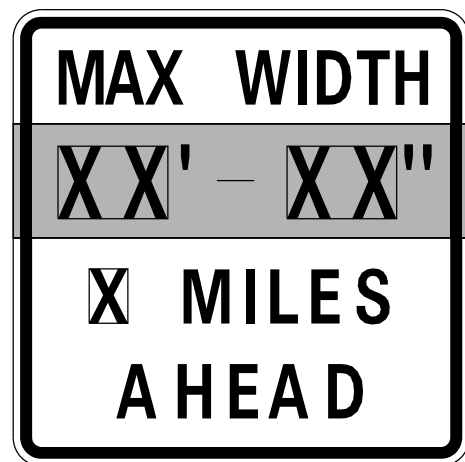


G20-I103(O)-6036

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

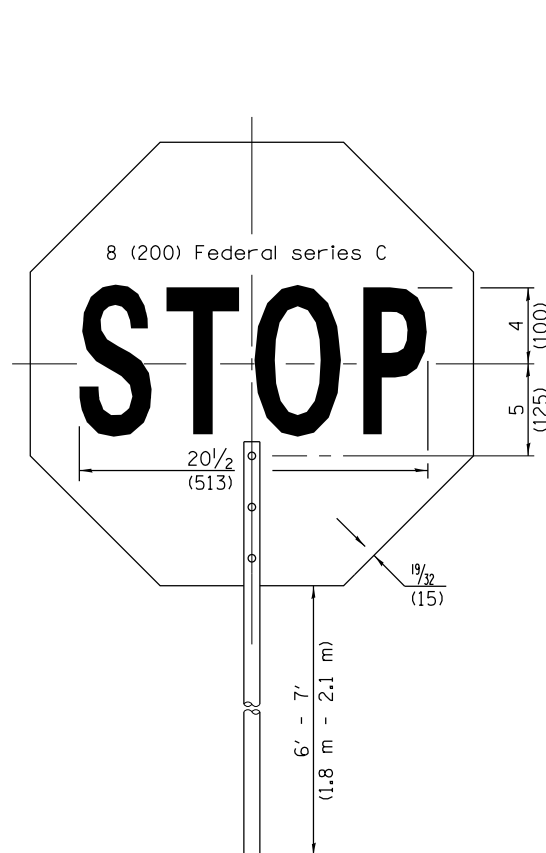
**** R10-I108p shall only be used along roadways under the jurisdiction of the State.



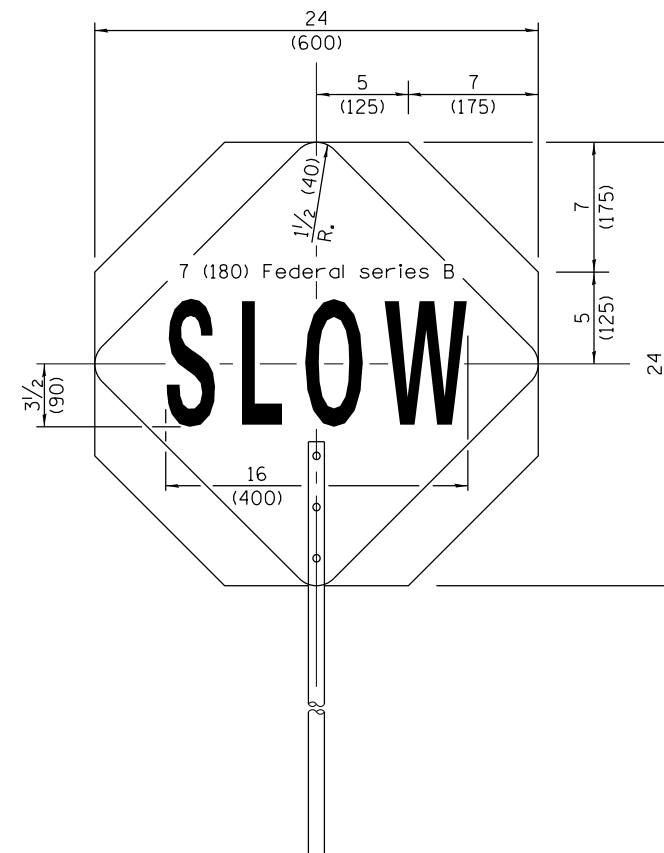
W12-I103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

APPROVED January 1, 2017
Amy Allen
 ENGINEER OF OPERATIONS

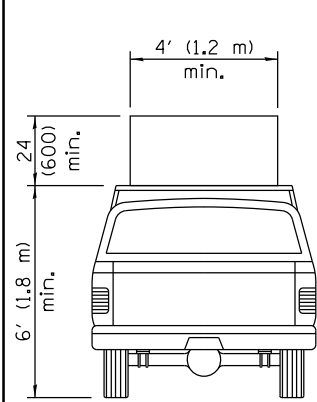
APPROVED January 1, 2017
Marcus M. Beck
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

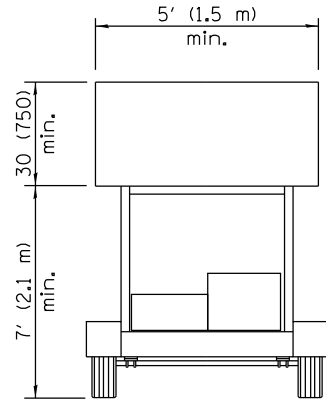
TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

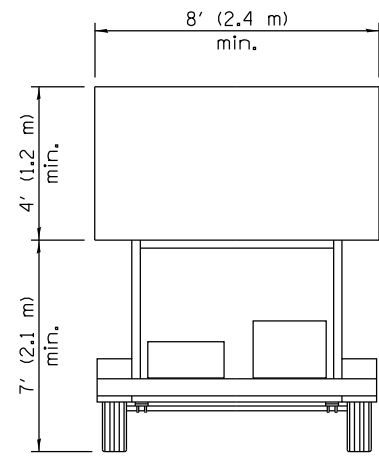
STANDARD 701901-06



**TYPE A
ROOF
MOUNTED**

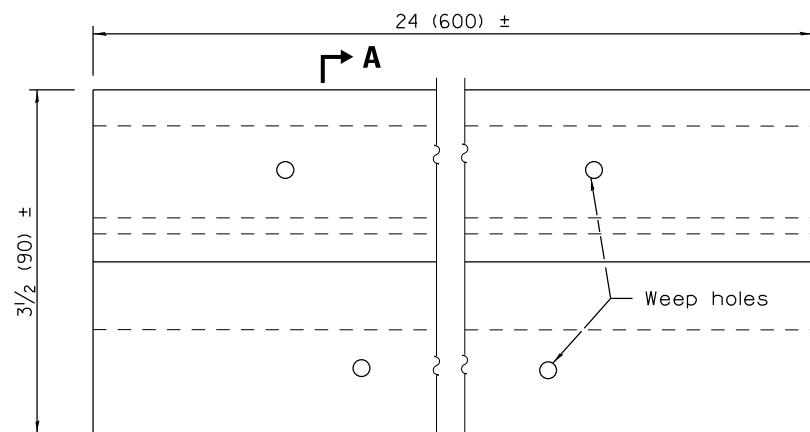


**TYPE B
ROOF OR TRAILER
MOUNTED**

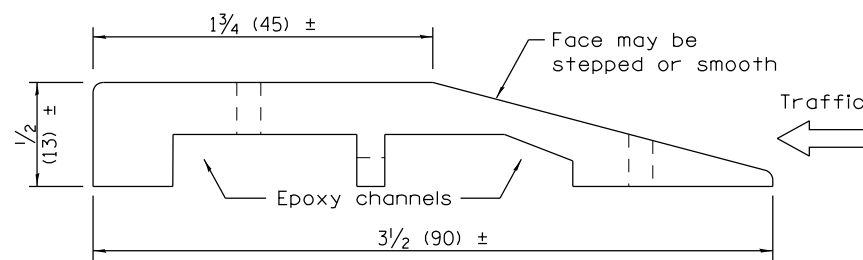


**TYPE C
TRAILER
MOUNTED**

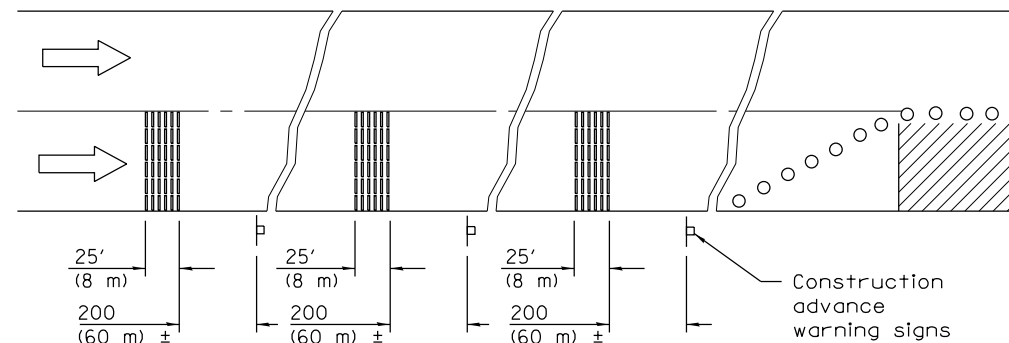
ARROW BOARDS



PLAN

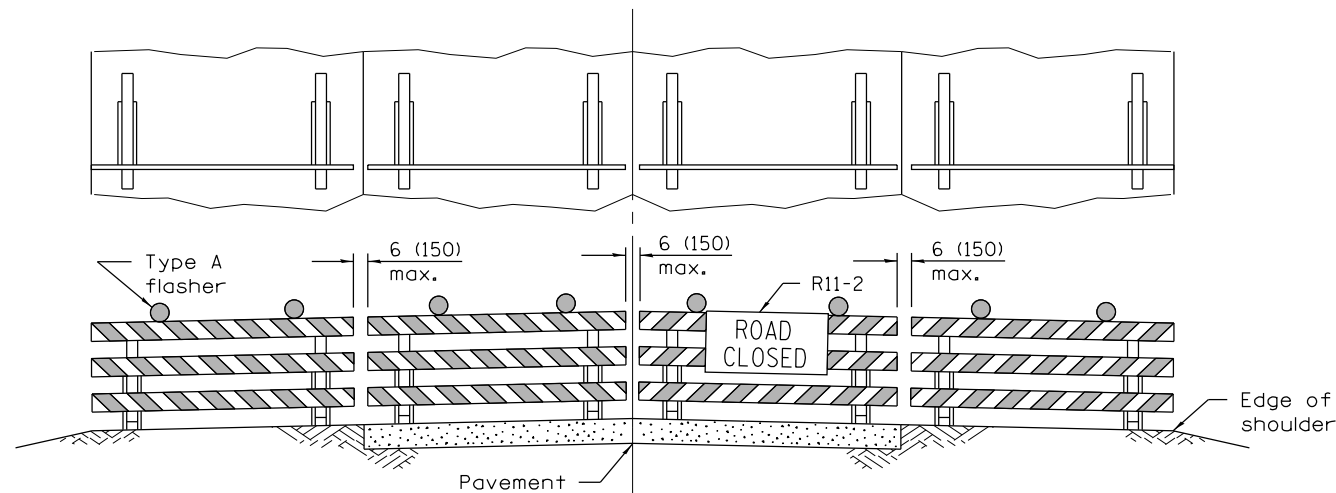


SECTION A-A



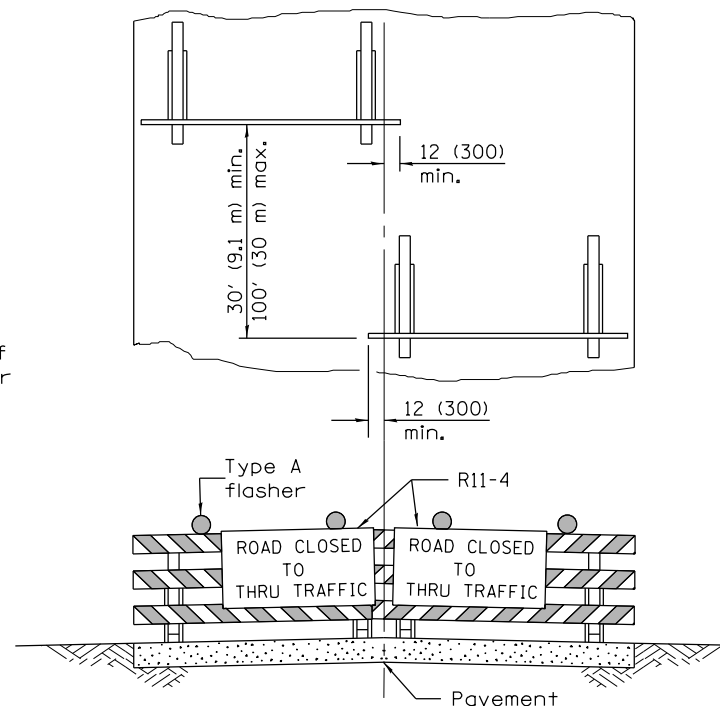
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.

**TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD**



Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

Illinois Department of Transportation

APPROVED January 1, 2017
Amy Ellis
 ENGINEER OF OPERATIONS

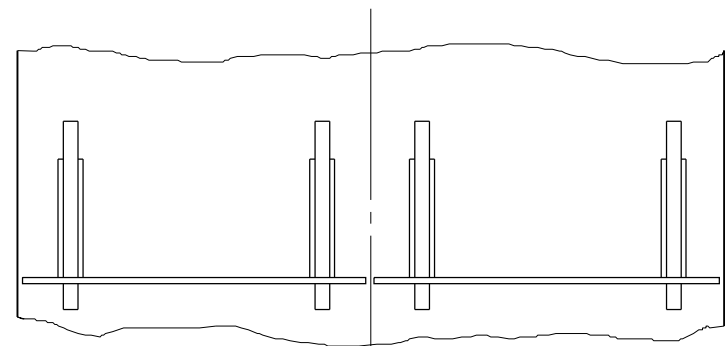
APPROVED January 1, 2017
Marcus M. Beck
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

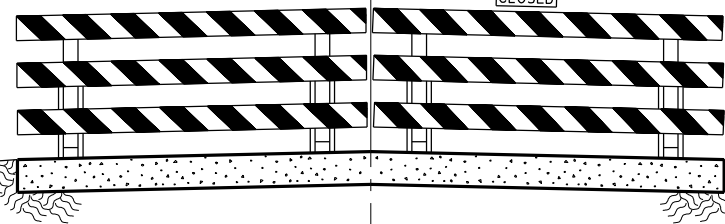
**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

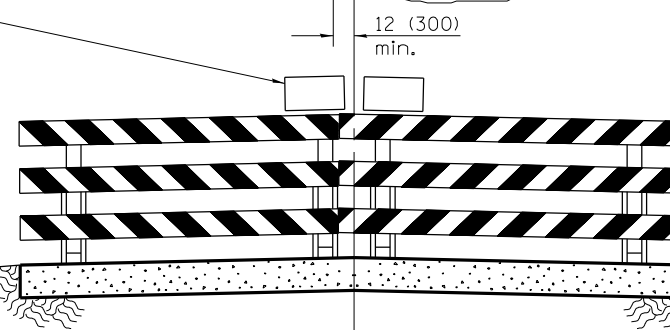
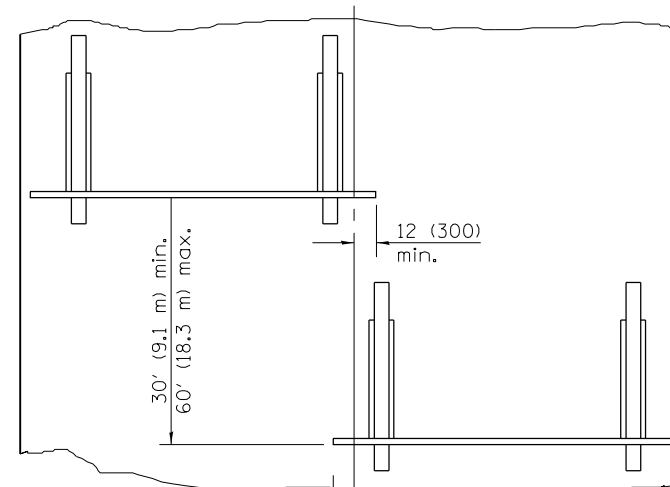
STANDARD 701901-06



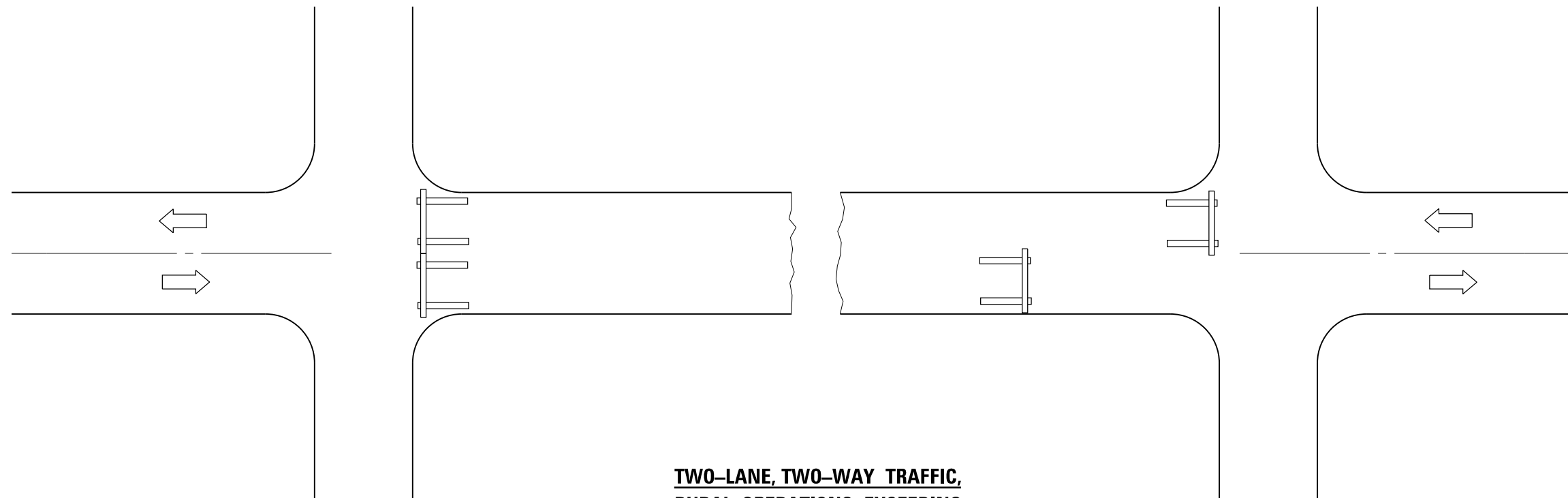
Type III Barricades with Standard Sign R11-2 or R11-4 mounted as shown.



Resident traffic and day labor force's equipment to use road shoulder for passing barricade.



Use when shoulders are too narrow for passage of traffic.



**TWO-LANE, TWO-WAY TRAFFIC,
RURAL OPERATIONS EXCEEDING
ONE DAYLIGHT PERIOD**

GENERAL NOTES

Type III barricades to be width of pavement only.

Reflectorized striping shall appear on both sides of barricades. Barricades shall be positioned so that stripes slope downward toward the side on which traffic is to pass.

Although not shown, advance warning signs with minimum dimensions of 36x36 (900x900) and black legends on orange reflectorized backgrounds shall be utilized where needed.

This case is for use on rural local roads where the local authority considers this protection to be appropriate for the specific job conditions.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-98	Rev. "R11-1" to "R11-4".
	Rev. 4th General Note.

**TRAFFIC CONTROL DEVICES –
DAY LABOR CONSTRUCTION**

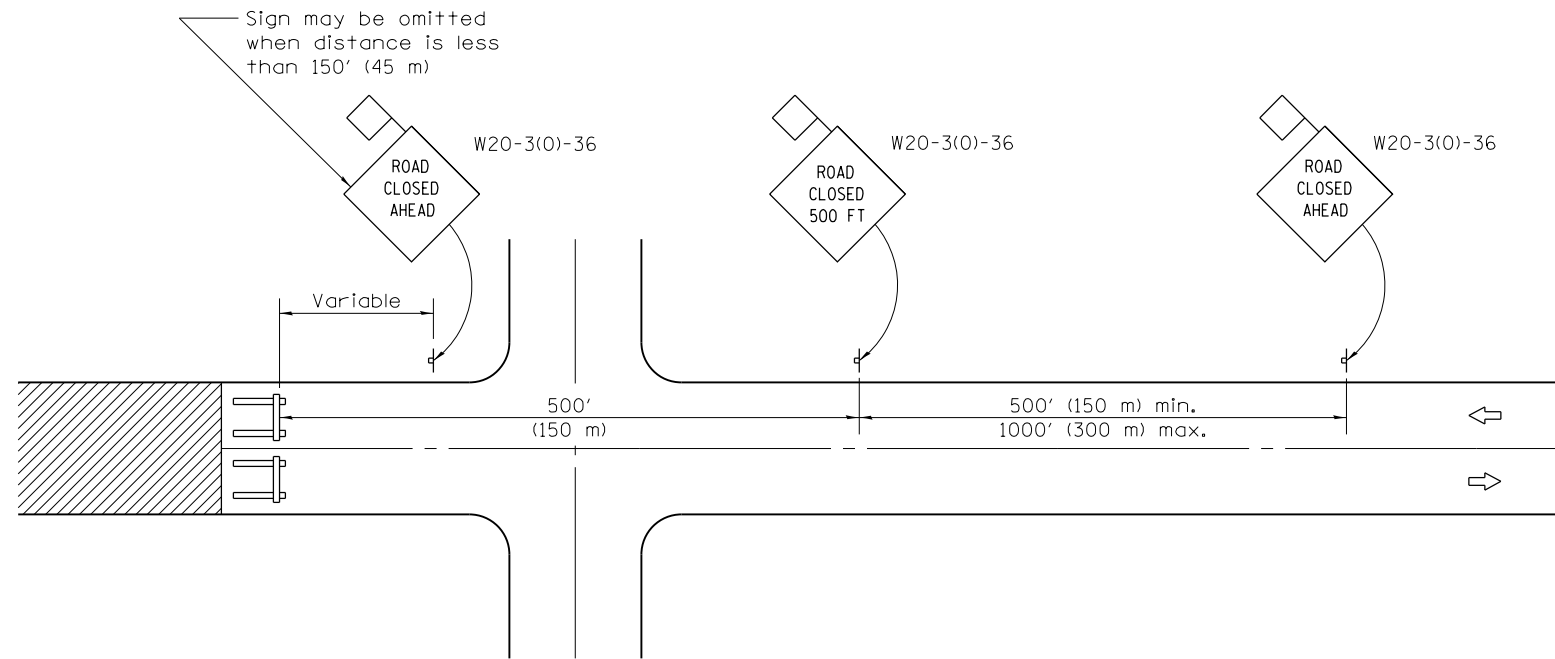
STANDARD B.L.R. 17-4

Illinois Department of Transportation

APPROVED January 1, 2009
Charles J. Longwell
ENGINEER OF LOCAL ROADS AND STREETS

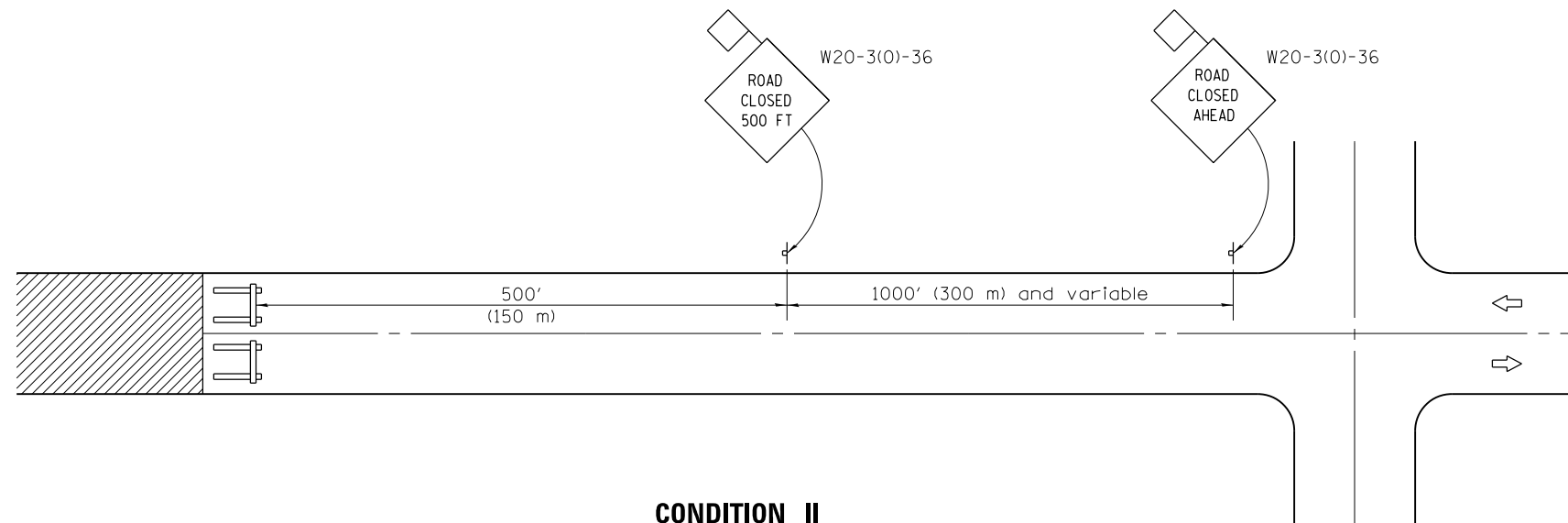
APPROVED January 1, 2009
Ken E. Han
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



CONDITION I

When distance from closure to crossroad is less than 1500' (450 m)



CONDITION II

When distance from closure to crossroad is greater than 1500' (450 m)

SYMBOLS



Work area



Type III Barricade



Sign with 18x18 (450x450) min. orange flag attached

GENERAL NOTES

Type III Barricades and R11-2-4830 signs shall be positioned as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

Two Type A Low Intensity Flashing Lights shall be used on each approach in advance of the work area during hours of darkness. One light shall be installed above the barricades and the other above the first advance warning sign.

All warning signs shall have minimum dimensions of 36 x 36 (900 x 900) and have a black legend on an orange reflectorized background.

When fluorescent signs are used, orange flags are not required.

Longitudinal dimensions may be adjusted to fit field conditions.

When the distance between the barricade and the intersection is between 1500' (450 m) and 2000' (600 m), the advance sign shall be placed at the intersection. When the distance between the barricade and the intersection is over 2000' (600 m), an additional sign shall be placed at the intersection. The additional sign shall give the distance to the barricade in miles or fractions of a mile.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-12	Omitted two notes from GENERAL NOTES.
1-1-09	Switched units to English (metric).

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

STANDARD B.L.R. 21-9

Illinois Department of Transportation

APPROVED January 1, 2012
Danell Lewis
 ENGINEER OF LOCAL ROADS AND STREETS

APPROVED January 1, 2012
Scott Esdaile
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97