

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	1
		ILLINOIS	CONTRACT NO. 68663	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAP ROUTE 639 (IL17)
SECTION (123B)BR-1
PROJECT STP-GELT (883)
STRUCTURE REPLACEMENT AND
ROADWAY IMPROVEMENTS
MERCER COUNTY

C-94-200-06

INDEX OF SHEETS

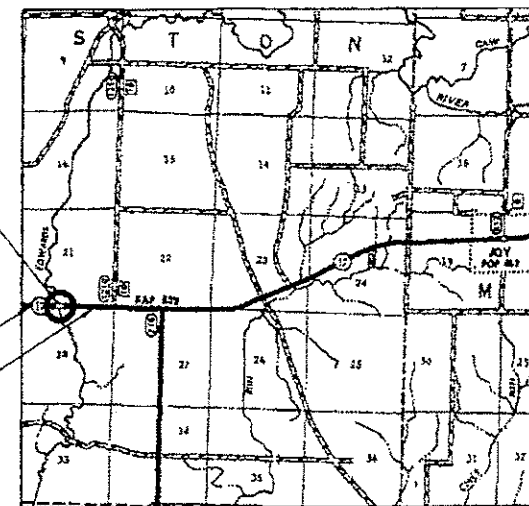
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FUNCTIONAL CLASSIFICATION
RURAL MINOR ARTERIAL
2015 ADT = 2100
P.V. = 84.8% S.U. = 8.6% M.U. = 6.6%

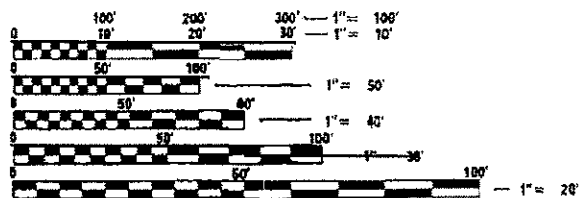
PROPOSED STRUCTURE
STA 154+39.31
PROPOSED SN 066-0021
EXISTING SN 066-0006

PROJECT BEGINS
STA 143+28.00
PROJECT ENDS
STA 171+84.21



LOCATION MAP

GROSS LENGTH = 2,856.21 FT. = 0.541 MILE
NET LENGTH = 2,856.21 FT. = 0.541 MILE



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

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

PROJECT ENGINEER - MICHAEL McLUCKIE - (309)671-3468
PROJECT MANAGER - MICHAEL LEWIS - (309)671-3454

CONTRACT NO. 68663



EXPIRES 11/30/2018
Christopher A. Siefert
SIGNATURE
3/21/2018
DATE
18-20
SHEETS



EXPIRES 11/30/2018
Eric S. Therkildsen
SIGNATURE
3/20/2018
DATE
18-20
SHEETS



EXPIRES 11/30/2018
Samantha Mae Soto
SIGNATURE
3/21/2018
DATE
21-22
SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED *Mar 22 2018*
Kensel A. Garnett (KSD)
REGION THREE ENGINEER
May 11 2018
as E.A. Etk
ENGINEER OF DESIGN AND ENVIRONMENT
May 10 2018
Paul P. [Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION 3

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OF THE STATE OF ILLINOIS

DISTRICT GENERAL NOTES

SOIL REPORT AVAILABILITY

THE SOILS REPORT AND ALL SOILS DATA COLLECTED AND PROCESSED IN CONJUNCTION WITH THE DESIGN OF THIS IMPROVEMENT IS ON FILE AT THE DISTRICT OFFICE WHERE IT IS AVAILABLE FOR INSPECTION BY CONTRACTORS OR PROSPECTIVE BIDDERS, BY SUBMITTING A BID. THE CONTRACTOR ACKNOWLEDGES THAT THE SOILS REPORT AND DATA HAVE BEEN MADE AVAILABLE, THAT THE CONTRACTOR IS AWARE OF THE REPORT CONTENTS AND APPENDICES, AND THAT THE SOILS REPORT IS PART OF THE CONTRACT DOCUMENTS.

AVAILABILITY OF ELECTRONIC FILES

MICRO STATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR AFTER CONTRACT AWARD, IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

PLAN ELEVATIONS - U. S. G. S. MEAN SEA LEVEL DATUM

ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM NAVD 88.

COMMITMENTS

COMMITMENT'S ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

PROPERTY OWNER ACCESS REQUIREMENTS

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

CRITICAL PATH WORK SCHEDULE REQUIREMENT

THE CONTRACTOR WILL SUBMIT TO THE ENGINEER A SATISFACTORY PROGRESS SCHEDULE AND CRITICAL PATH SCHEDULE WHICH SHALL SHOW THE PROPOSED SEQUENCE OF WORK AT THE TIME OF THE PRE-CONSTRUCTION CONFERENCE.

ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATION. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- BDE FORM 2290 (WASTE/USE AREA REVIEW)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM-D4 P10101

PLEASE NOTE THAT A MINIMUM OF FOUR WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES AND SIX WEEKS FOR THE REQUIRED BORROW SITE ENVIRONMENTAL CLEARANCES.

SEEDING - SIDE SLOPE RIPPING

ALL SLOPES STEEPER THAN 3 TO 1 AND OVER 15 FT IN HEIGHT SHALL BE RIPPED. THIS SHALL CONSIST OF RIPPING BETWEEN 18 INCHES TO 24 INCHES DEEP NORMAL TO THE SLOPE. THE INTERVAL OF RIPPING ALONG THE SLOPE SHALL BE 12 FT. THIS WORK SHALL BE DONE AFTER THE SEED BED HAS BEEN PREPARED BUT BEFORE ANY FERTILIZER OR SEED HAS BEEN APPLIED. THE FERTILIZER AND SEED SHALL BE APPLIED WITHIN A 24-HOUR PERIOD AFTER THE RIPPING HAS BEEN DONE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE VARIOUS ITEMS OF SEEDING INVOLVED.

SIGNING

SIGN LOCATIONS MAY VARY FROM THE STATIONS SHOWN ON THE PLANS IN ACCORDANCE WITH DIRECTIONS FROM THE ENGINEER AT THE TIME OF CONSTRUCTION. SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD TO AVOID ANY FOUND UTILITIES.

ALL WOOD POST LOCATIONS SHALL BE VERIFIED WITH THE BUREAU OF OPERATIONS, TRAFFIC SECTION, BEFORE INSTALLATION.

PAVEMENT STATIONING NUMBERS & PLACEMENT

THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH WIDE, 5 INCHES HIGH AND 5/8 INCH DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 200 FEET

BOTTOM OF NUMBERS - 6 INCHES FROM THE INSIDE EDGE OF THE PAVEMENT MARKING

LOCATION:

- 2, 3, & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - ENGLISH PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX+XX"

WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

PAVING SURFACE COURSE

CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, ETC. WILL BE ALLOWED.

FINAL FINISH ON P.C. CONCRETE PAVEMENT, TYPE B

A TYPE "B" FINAL FINISH, OBTAINED IN ACCORDANCE WITH ARTICLE 420.09(E)(2) OF THE STANDARD SPECIFICATIONS, SHALL BE PROVIDED FOR THE PORTLAND CEMENT CONCRETE PAVEMENT.

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

TRANSITION PAYMENT METHOD - NEW/OLD CONSTRUCTION

10 FT. TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

RIGHT-OF-WAY MARKERS

WHEN INSTALLING RIGHT-OF-WAY MARKERS, CARE SHALL BE TAKEN TO NOT DISTURB ANY EXISTING PROPERTY/RIGHT-OF-WAY PINS. IF A PROPERTY/RIGHT-OF-WAY PIN IS FOUND AT THE LOCATION OF A PROPOSED RIGHT-OF-WAY MARKER, THE MARKER SHALL BE PLACED ONE (1) FOOT IN FRONT OF THE PIN.

GENERAL NOTES

1. THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016 (SSRB); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" INDICATED ON THE CHECK SHEET; AND "THE SPECIAL PROVISIONS" INCLUDED IN THE PROPOSAL.
2. THIS PROJECT IS LOCATED ON IL ROUTE 17 IN MERCER COUNTY APPROXIMATELY 5.0 MILES WEST OF THE VILLAGE OF JOY. THE WORK INCLUDED IN SECTION 1(23) BR-1 CONSISTS OF: REMOVAL AND REPLACEMENT OF SN 066-006 WITH SN 066-002; A 5 SPAN COMPOSITE STEEL GIRDER STRUCTURE OVER EDWARDS RIVER, ROADWAY EMBANKMENT HOT-MIX ASPHALT PAVEMENT, HOT-MIX ASPHALT SHOULDERS, AGGREGATE SHOULDERS, GUARDRAIL, PAVEMENT MARKING, SEEDING, PLACEMENT OF RIP RAP, AND ANY OTHER WORK NECESSARY TO COMPLETE THIS PROJECT.
3. THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT ARE NOT GUARANTEED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THEIR EXACT LOCATIONS FROM THE UTILITY COMPANY AND BY FIELD INSPECTION. THE CONTRACTOR IS REQUIRED TO CONTACT J.U.L.I.E. AT 1-800-892-0123 PRIOR TO PROCEEDING WITH AND EXCAVATION AND WORK ON THE PROJECT.
4. DIMENSIONS FOR THE RADII SHOWN ON THE PLAN SHEETS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
5. WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND/OR MONUMENTS UNTIL THE OWNER, AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY THEIR OPERATIONS.

6. ACCESS TO ALL ENTRANCES AND SIDE ROADS SHALL BE MAINTAINED AT ALL TIMES.
7. PAVEMENT MARKING SHALL BE APPLIED IN ACCORDANCE WITH SECTION 780 OF THE SSRB. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED SURFACE, BITUMINOUS MATERIALS (PRIME COAT), HOT-MIX ASPHALT BINDER, AND HOT-MIX ASPHALT SURFACE COURSE AS SPECIFIED IN SECTION 703 OF THE SSRB. PAINT SHALL BE USED ON THE MILLED SURFACES AND TAPE SHALL BE USED ON THE SURFACE COURSE.
8. THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HOT-MIX ASPHALT PLANT QUALITY CONTROL LAB SO THAT HOT-MIX ASPHALT PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.
9. THE PAY ITEM TEMPORARY RAMP HAS BEEN INCLUDED FOR THE CONSTRUCTION OF TEMPORARY RAMPS IN ACCORDANCE WITH ARTICLE 406.08 OF THE SSRB. THE COST SHALL INCLUDE BOTH THE INSTALLATION AND THE REMOVAL OF THE TEMPORARY RAMPS.
10. ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP, IN ALL MATTERS RELATING TO THE RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.
11. THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR ALL HOT-MIX ASPHALT.
12. A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT LOCATIONS WHERE PROPOSED NEW CONSTRUCTION WILL ABUT EXISTING HOT-MIX ASPHALT SURFACES. THE SAW CUT SHALL BE MADE THE SAME DEPTH AS THE HOT-MIX ASPHALT SURFACE REMOVAL. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT ITEMS INVOLVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.
13. THE MATERIAL USED FOR AGGREGATE SURFACE COURSE, TYPE B AND AGGREGATE SHOULDERS, TYPE B, 6 " SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.
14. THE RESIDENT ENGINEER WILL VERIFY AND MARK ALL TREES REQUIRED TO BE REMOVED. TREES OUTSIDE THE LIMITS OF CONSTRUCTION SHALL NOT BE DISTURBED UNLESS DESIGNATED BY THE ENGINEER. THE RESIDENT ENGINEER SHALL CONTACT THE DISTRICT ROADSIDE MAINTENANCE TECHNICIAN, AT (xxx)-xxx-xxxx A MINIMUM OF SEVEN DAYS PRIOR TO DELIVERY OF THE TREES SO HE CAN INSPECT THEM FOR ACCEPTANCE AND DETERMINE THE LOCATIONS TO PLANT THE NEW TREES.

PROJECT SPECIFIC GENERAL NOTES

PROPOSED PAVEMENT MARKING PLANS ARE NOT INCLUDED. PAVEMENT MARKINGS SHALL BE PLACED PER DISTRICT STANDARD 780001-D4 AND HIGHWAY STANDARD 780001

THE PERMANENT SURVEY MARKERS, IF POSSIBLE, SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT THE PROJECT.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED USING AN ELECTRONIC LEVEL. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE DISTRICT CHIEF OF SURVEYS.

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
482001-04	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-08	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-15	TRAFFIC BARRIER TERMINAL, TYPE 6
666001-01	RIGHT OF WAY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-04	LANE CLOSURE 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701306-04	LANE CLOSURE 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701321-17	LANE CLOSURE 2L, 2W BRIDGE REPAIR WITH BARRIER
701901-07	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

DISTRICT 4 STANDARDS

205001-D4	SLOPE STEPS DETAIL
667101-D4	PERMANENT SURVEY TIE & PERMANENT SURVEY MARKERS TY-J-TY,II
720001-D4	SIGN PANEL MOUNTING DETAILS
720006-D4	GROUND MOUNT SIGN STRUCTURE DETAILS
720011-D4	TABULATION OF WOOD POST MOUNTED SIGNS
780001-D4	TYPICAL PAVEMENT MARKINGS

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

TEMPORARY SEEDING	100 LBS/ACRE (2 APP)
NITROGEN FERT. NUTRIENT	90 LBS/ACRE
PHOSPHOROUS FERT. NUTRIENT	90 LBS/ACRE
POTASSIUM FERT. NUTRIENT	90 LBS/ACRE
MULCH METHOD	2.0 TON/ACRE
AGGREGATE MATERIALS	2.0 TON/CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.25 LBS/SQ FT (ON AGG)
BITUMINOUS MATERIALS (TACK COAT)	0.08 LBS/SQ FT RESIDUAL (ON MILLED SURFACE)
BITUMINOUS MATERIALS (TACK COAT)	0.04 LBS/SQ FT RESIDUAL (FOG COAT BETWEEN LIFTS)
BITUMINOUS MATERIALS (TACK COAT)	0.05 LBS/SQ FT (ON PVMT)
HOT-MIX ASPHALT SURFACE / BINDER	112 LBS/SQ YD/IN

MIXTURE CHART

MIXTURE USE(S):	SURFACE CSE	BINDER CSE VARIABLE DEPTH	BSE CSE WIDENING	SHOULDERS (SURFACE LIFT)	SHOULDERS (LOWER LIFTS)
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50
MIXTURE COMPOSITION (MIXTURE GRADATION)	IL 9.5	IL 19.0	IL 19.0	IL 9.5	IL 19.0
FRICTION AGGREGATE:	MIX D	N. A.	N. A.	MIX C	N. A.
QUALITY MANAGEMENT PROGRAM:	OCCA	OCCA	OCCA	OCCA	OCCA

NOTE:

- 1) INDIVIDUAL LIFT THICKNESS OF EACH MIX TYPE WILL BE NO LESS THAN 3 TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN 6 TIMES NOMINAL MAXIMUM AGGREGATE SIZE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- 2) FOR DESIGN PURPOSES, MIXTURE WEIGHT FOR ALL MIXES IS DETERMINED TO BE 112.0 LB/S.Y./IN., UNLESS OTHERWISE NOTED.
- 3) SUBLOT SIZES FOR PFP AND OCP MIXES WILL BE 1000 TONS, UNLESS OTHERWISE AGREED TO BY THE ENGINEER AND THE PAVING CONTRACTOR.

FILE NAME =	USER NAME = oiaefert	DESIGNED - CR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES & HIGHWAY STANDARDS IL 17			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\\sido\15375_ILRte\7\CA00.Civil\Phase 2\468663-shl-gannote.dgn	PLOT SCALE = 100.0000 ' / in.	DRAWN - CR	REVISED -					639	(123)BR-1	MERCER	106	2
PLOT DATE = 3/22/2018	DATE -	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			[ILLINOIS] FED. AID PROJECT				
								CONTRACT NO. 68663				

80/20
FBP/ST

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0010 RURAL	0010 S. N. 066-0021
20100500	TREE REMOVAL, ACRES	ACRE	1	1	
20200100	EARTH EXCAVATION	CU YD	3018	3018	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	6855	6855	
25000210	SEEDING, CLASS 2A	ACRE	1.5	1.5	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	135	135	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	135	135	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	135	135	
25100115	MULCH, METHOD 2	ACRE	1	1	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	2443	2443	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	131	131	
28000305	TEMPORARY DITCH CHECKS	FOOT	170	170	
28000400	PERIMETER EROSION BARRIER	FOOT	869	869	
28100105	STONE RIPRAP, CLASS A3	SQ YD	87	87	
28100109	STONE RIPRAP, CLASS A5	SQ YD	2043	2043	

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0010 RURAL	0010 S. N. 066-0021
28200200	FILTER FABRIC	SQ YD	2130	2130	
31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	23	23	
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	463	463	
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	4652	4652	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1564	1564	
40603080	HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N50	TON	386	386	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	837	837	
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	147	147	
44000100	PAVEMENT REMOVAL	SQ YD	326	326	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	4551	4551	
44004250	PAVED SHOULDER REMOVAL	SQ YD	1774	1774	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	642	642	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	300		300

80/20
FED/ST

14

80/20
FED/ST

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0010 RURAL	0010 S. N. 066-0021
51202305	DRIVING PILES	FOOT	4171		4171
51203200	TEST PILE METAL SHELLS	EACH	3		3
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	36		36
52000208	FINGER PLATE EXPANSION JOINT, 3"	FOOT	33		33
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	40		40
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	18		18
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12		12
52100510	ANCHOR BOLTS, 3/4"	EACH	24		24
52100530	ANCHOR BOLTS, 1 1/4"	EACH	12		12
52100540	ANCHOR BOLTS, 1 1/2"	EACH	36		36
52200010	TEMPORARY SHEET PILING	SQ FT	1186		1186
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	166		166
58700300	CONCRETE SEALER	SQ FT	830		830

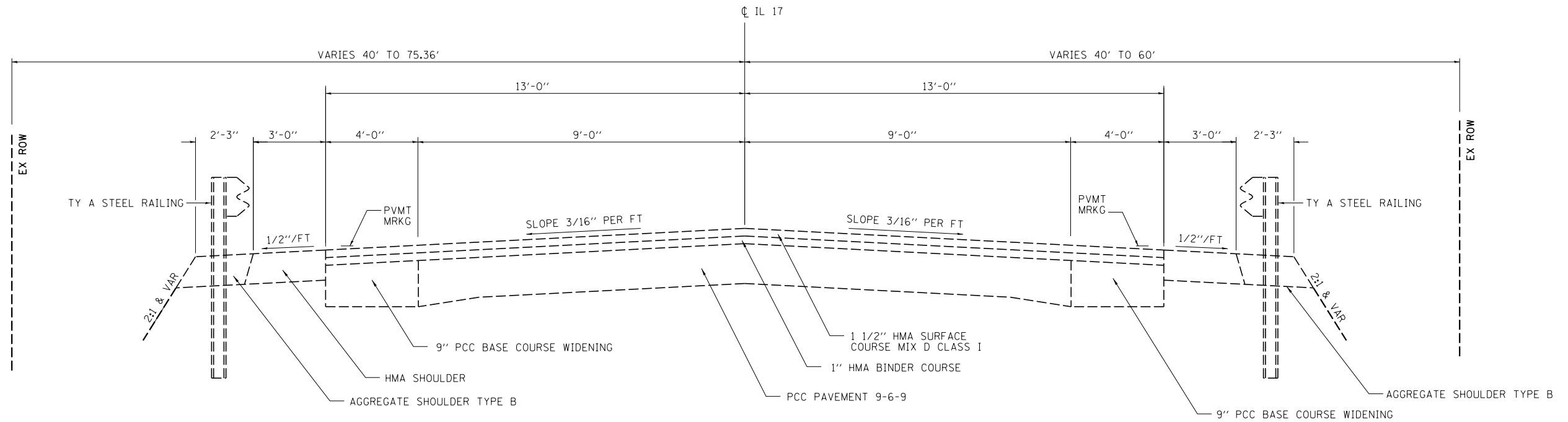
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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0010 RURAL	0010 S. N. 066-0021
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2178	2178	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	738	738	
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	6429	6429	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	36	36	
* 81100300	CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL	FOOT	100		100
• X0327106	USGS GAGE EQUIPMENT CABINET, SPECIAL	EACH	1		1
X0327979	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	40	40	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	135		135
X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	14	14	
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	1040	1040	
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	415	415	
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	745	745	

80120
FED/ST

19

* SPECIALTY ITEMS



EXISTING TYPICAL SECTION

STA 143+28 TO STA 171+84.21
 BRIDGE OMISSION (STA 151+26 TO STA 157+20)

FILE NAME = i:\dot\5375.il\rel17\cadd\civil\phase 2\068663-sht-typical.dgn	USER NAME = csrefert	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS IL 17			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / in.	DRAWN - RLK	REVISED -					639	(123B)BR-1	MERCER	106	10
PLOT DATE = 3/21/2018	CHECKED -	REVISED -	CONTRACT NO. 68663				ILLINOIS FED. AID PROJECT					
	DATE - 10/2016	REVISED -	SCALE:		SHEET NO.	OF SHEETS	STA.	TO STA.				

EARTHWORK SCHEDULE

LOCATION	1	2	3	4
	20200100 EARTH EXCAVATION (CU YD)	*EXCAVATION TO BE USED IN EMBANKMENT (ADJUSTED FOR SHRINKAGE) (COL 1 X 0.75) (CU YD)	*EMBANKMENT (FILL) (CU YD)	20400800 FURNISHED EXCAVATION (COL 2 - COL 3) (CU YD)
IL RTE 17 STA 148+00 TO STA 160+00	3018	2,264	1342	922
TOTAL	3,018	2,264	1,342	922

EARTH EXCAVATION SHRINKAGE FACTOR ASSUMED TO BE 25%
 ITEMS MARKED WITH AN ASTERISK (•) ARE FOR INFORMATIONAL PURPOSES ONLY
 POSITIVE FURNISHED EXCAVATION QUANTITY = WASTE

EROSION CONTROL SCHEDULE

STATION	OFFSET	28000250	28000400	28000305	25100635	28100105	28100109	28200200
		TEMPORARY EROSION CONTROL SEEDING (POUND)	PERIMETER EROS BAR (FOOT)	TEMP DITCH CHECKS (FOOT)	HD EROS CONTR BLANKET (SQ YD)	STONE RIPRAP CL A3 (SQ YD)	STONE RIPRAP CL A5 (SQ YD)	FILTER FABRIC (SQ YD)
IL 17								
148+00.00	TO 157+00.00	66	245	140	1,786		1,315	1,315
157+00.00	TO 160+00.00	65	624	30	657		228	228
150+97.52	TO 151+03.52					21		21
151+06.59	TO 151+12.59					21		21
157+66.04	TO 157+72.04					24		24
157+75.11	TO 157+81.11					21		21
151+19.60	TO 151+63.91						273	273
157+28.00	TO 157+72.50						227	227
TOTAL		131	869	170	2,443	87	2,043	2,130

TREE REMOVAL SCHEDULE

LOCATION				20100500 TREE REMOVAL ACRES
STATION	TO	STATION	LT/RT	ACRES
148+00.00		152+65.00	RT	0.35
153+52.00		160+00.00	RT	0.57
TOTALS				1

GUARDRAIL SCHEDULE

LOCATION				63000003 STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	63100167 TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT
STATION	TO	STATION	OFFSET	FOOT	EACH	EACH
144+56.91	TO 150+81.91	LT		625.0		
143+77.99	TO 150+90.49	RT		712.5		
157+88.13	TO 170+38.13	LT		1250.0		
157+96.71	TO 171+34.21	RT		1337.5		
150+81.91	TO 151+18.81	LT			1	
150+90.49	TO 151+27.39	RT			1	
157+51.23	TO 157+88.13	LT			1	
157+59.81	TO 157+96.71	RT			1	
144+06.91	TO 144+56.91	LT				1
143+27.99	TO 143+77.99	RT				1
170+38.13	TO 170+88.13	LT				1
171+34.21	TO 171+84.21	RT				1
TOTALS				3925	4	4

REMOVAL SCHEDULE

LOCATION				44000100 PAVEMENT REMOVAL	44000159 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	44004250 PAVED SHOULDER REMOVAL	63200310 GUARDRAIL REMOVAL
STATION	TO	STATION	OFFSET	SQ YD	SQ YD	SQ YD	FOOT
143+28.00	TO 145+50.00	LT/RT			598.2		
143+28.00	TO 148+00.00	LT/RT				353.0	
143+27.99	TO 151+12.96	RT					785.0
144+06.91	TO 150+99.06	LT					692.2
145+50.00	TO 148+00.00	LT/RT			680.6		
148+00.00	TO 150+85.45	LT/RT				236.0	
148+00.00	TO 149+33.00	RT					
150+85.45	TO 151+26.33	LT/RT		113.4			
157+19.81	TO 157+93.10	LT/RT		211.8			
157+47.56	TO 171+84.21	RT					1436.7
157+49.77	TO 170+88.13	LT					1338.4
157+93.10	TO 160+00.00	LT/RT				183.4	
160+00.00	TO 167+50.00	LT/RT			2041.7		
160+00.00	TO 171+84.21	LT/RT				1001.3	
167+50.00	TO 171+84.21	LT/RT			1230.3		
TOTALS				326	4551	1774	4253

PAVING SCHEDULE

LOCATION				31101100	35600712	40600295	40600982	40603080	40603335	42000070	48203100	20001002
STATION TO STATION OFFSET				SUBBASE GRANULAR MATERIAL TYPE B (CU YD)	HMA BASE COURSE WIDENING 9" (SQ YD)	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) (POUND)	HMA SURFACE REMOVAL BUTT JOINT (SQ YD)	HMA BINDER COURSE 1L-19.0, N50 (TON)	HMA SURFACE COURSE MIX"D", N50 (TON)	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB (SQ YD)	HOT-MIX ASPHALT SHOULDERS (TON)	GUARDRAIL AGGREGATE EROSION CONTROL (TON)
143+28.00	TO	145+50.00	LT/RT			431	107		83.7			
145+50.00	TO	148+73.00	LT/RT			490			95.3			
148+00.00	TO	150+85.45	LT/RT			301	137		115.5			
148+50.00	TO	150+85.45	LT/RT			252	189	87				
149+19.50	TO	150+85.45	LT/RT			181	238	98				
150+07.00	TO	150+85.45	LT/RT			88	215	47				
157+93.10	TO	160+00.00	LT/RT			218	171		83.7			
157+93.10	TO	159+37.50	LT/RT			154	99	54				
157+93.10	TO	159+01.20	LT/RT			118	140	59				
157+93.10	TO	158+50.00	LT/RT			63	156	41				
160+00.00	TO	167+50.00	LT/RT			1470			285.8			
167+50.00	TO	171+84.21	LT/RT			886	112		172.6			
150+85.45	TO	151+01.95	LT/RT	6.9								
151+12.82	TO	151+23.81	LT/RT	4.7								
157+54.81	TO	157+66.34	LT/RT	4.7								
157+76.68	TO	157+93.10	LT/RT	6.9								
150+85.45	TO	151+05.05	LT/RT						73.4			
157+73.58	TO	157+93.10	LT/RT						73.4			
148+00.00	TO	151+29.90	RT		155.8							
148+00.00	TO	150+85.45	LT		104.2							
157+29.90	TO	160+00.00	RT		128.7							
157+29.90	TO	160+00.00	LT		73.9							
143+28.00	TO	148+00.00	RT							70.5		
143+28.00	TO	148+00.00	LT							70.5		
148+00.00	TO	150+85.45	RT							42.6		
148+00.00	TO	150+85.45	LT							42.6		
157+69.06	TO	160+00.00	RT							30.9		
157+78.12	TO	160+00.00	LT							30.9		
160+00.00	TO	171+84.10	RT							176.8		
160+00.00	TO	171+84.10	LT							176.8		
143+35.42	TO	143+51.67	RT								4.7	
143+51.67	TO	148+00.00	RT								78.4	
148+00.00	TO	151+27.39	RT								71.1	
157+59.81	TO	159+50.00	RT								41.3	
159+50.00	TO	160+00.00	RT								9.4	
160+00.00	TO	171+96.71	RT								175.5	
143+94.92	TO	144+49.54	LT								10.8	
144+49.54	TO	148+00.00	LT								53.5	
148+00.00	TO	148+50.00	LT								8.9	
148+50.00	TO	151+18.83	LT								58.4	
157+51.23	TO	159+50.00	LT								43.2	
159+50.00	TO	160+00.00	LT								9.5	
160+00.00	TO	170+88.13	LT								180.3	
TOTALS				23	463	4652	1564	386	837	147	642	745

TOPSOIL - SEEDING - NUTRIENT SCHEDULE

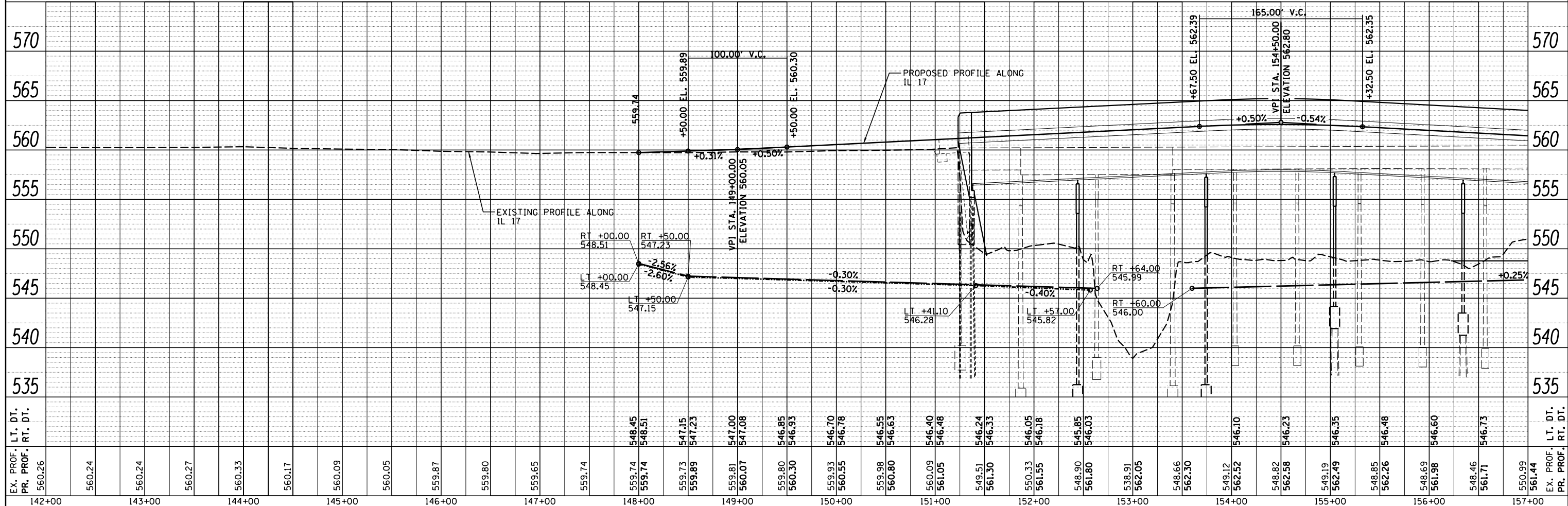
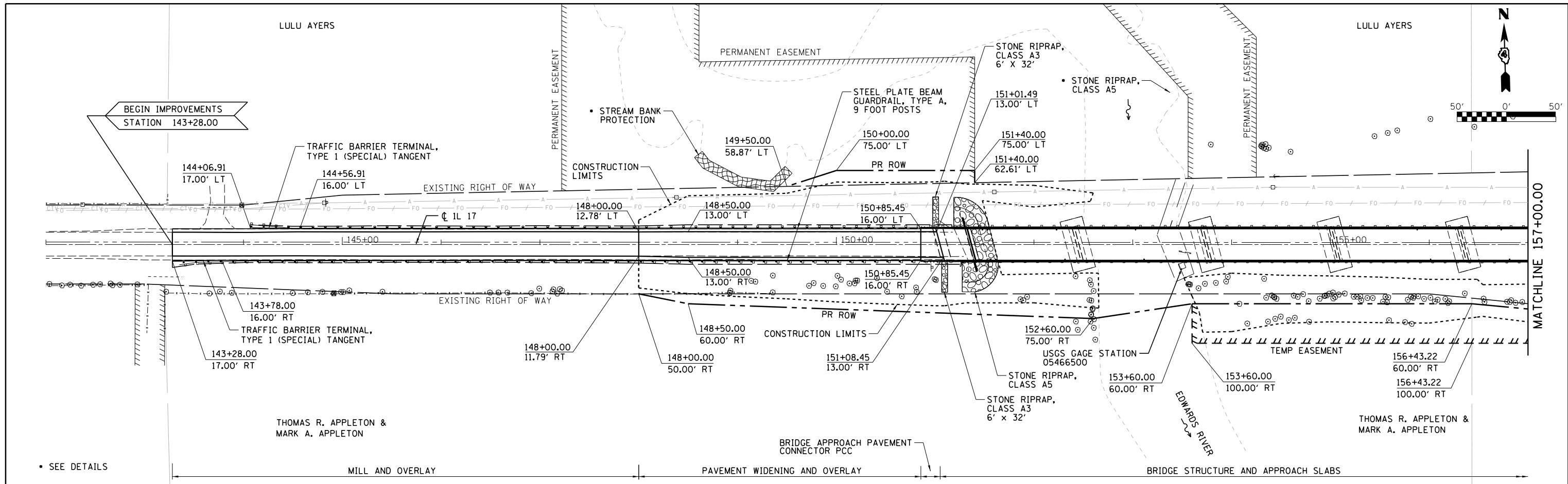
LOCATION				21101615	25000210	25000400	25000500	25000600	25100115
STATION TO STATION OFFSET				TOPSOIL FURNISH AND PLACE, 4"	SEEDING CLASS 2A	NITROGEN FERTILIZER NUTR.	PHOSPHORUS FERTILIZER NUTR.	POTASSIUM FERTILIZER NUTR.	MULCH METHOD 2
SQ YD				ACRE	POUND	POUND	POUND	ACRE	
148+00.00	TO	152+60.00	LT	1729.9	0.40	36.0	36.0	36.0	0.2
153+60.00	TO	160+00.00	LT	1895.3	0.40	36.0	36.0	36.0	0.2
148+00.00	TO	152+60.00	RT	124.7	0.10	9.0	9.0	9.0	0.1
153+60.00	TO	160+00.00	RT	3104.4	0.60	54.0	54.0	54.0	0.5
TOTAL				6855	1.50	135	135	135	1

STAGING SCHEDULE

DESCRIPTION	70100405 TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	X7015005 CHANGEABLE MESSAGE SIGN	70400100 TEMPORARY CONCRETE BARRIER	70400200 RELOCATE CONCRETE BARRIER	X7040125 PINNING TEMPORARY CONCRETE BARRIER	70106700 TEMPORARY RUMBLE STRIPS	70106500 TEMPORARY BRIDGE TRAFFIC SIGNALS	70600250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	70600350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	X0327979 PAVEMENT MARKING REMOVAL - GRINDING	70300904 PAVEMENT MARKING TAPE, TYPE IV 4"	70300924 PAVEMENT MARKING TAPE, TYPE IV 24"	X7030005 TEMPORARY PAVEMENT MARKING REMOVAL
UNIT OF MEASURE	EACH	CAL DAY	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	SQ FT	FOOT	FOOT	SQ FT
STAGE 1	1						1						
West End		7				3				20			
East End		7				3				20			
STA 146+71 TO STA 161+29			1458										
STA 148+00 TO STA 160+00				288									
STA 146+71								1					
STA 161+29								1					
STA 145+58 TO STA 163+00											1486		495
STA 144+98												12	24
STA 163+10												13	26
PRE-STAGE 2													
STA 150+80 TO STA 158+00			720										
STAGE 2													
STA 148+00 TO STA 151+05					73								
STA 157+75 TO STA 160+00					54								
STA 146+71 TO STA 150+80				409									
STA 158+00 TO STA 161+29				329									
STA 146+78									1				
STA 161+37									1				
STA 145+08 TO STA 162+50											1485		495
TOTAL	1	14	2178	738	415	6	1	2	2	40	2971	25	1040

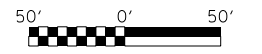
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	GRADES CHECKED	
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	STRUCTURE NOTATIONS CHECKED	
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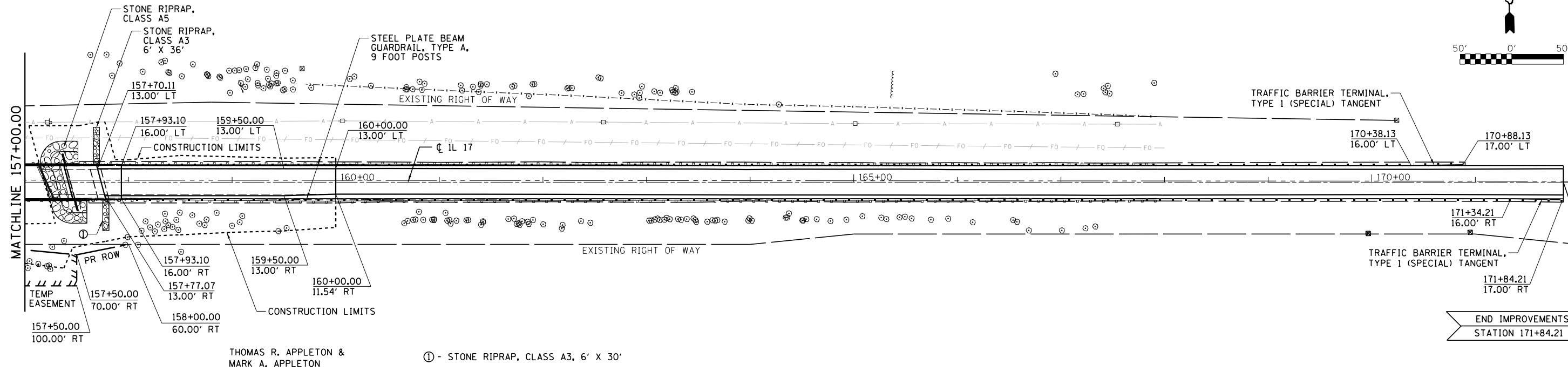


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PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -			SCALE:		CONTRACT NO. 68663		ILLINOIS FED. AID PROJECT		
PLOT DATE = 3/21/2018		DATE - 10/2016	REVISED -			SHEET NO. OF SHEETS STA. TO STA.						

THOMAS R. APPLETON &
MARK A. APPLETON



DATE	
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	CHECKED
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	FILE NAME
NO.	

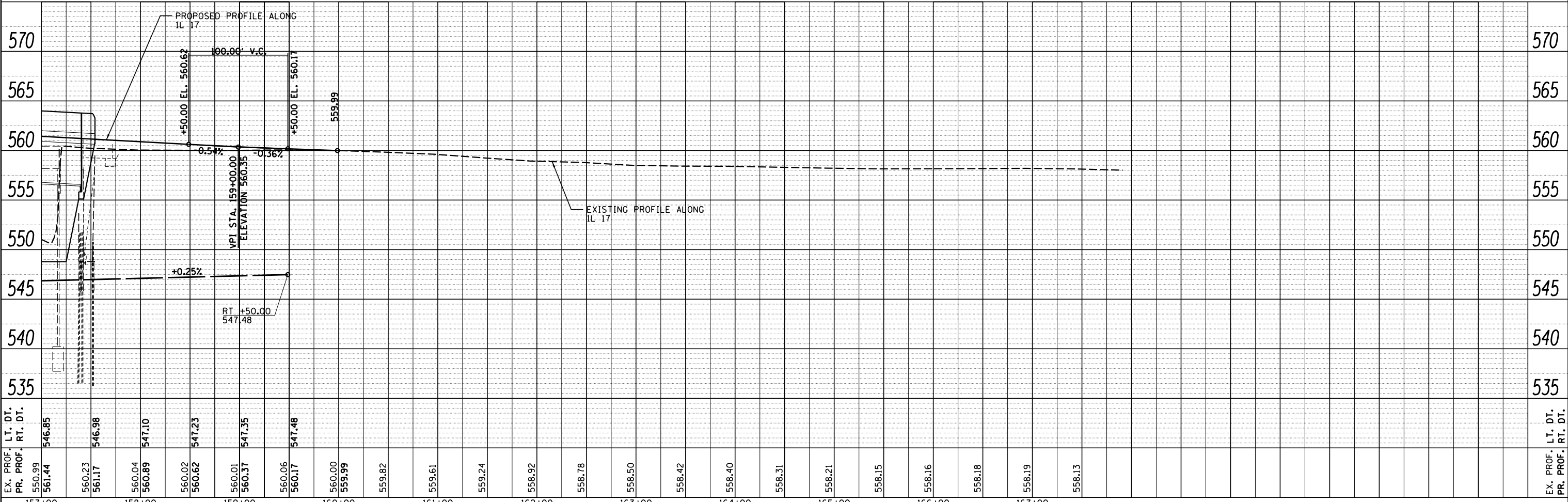


THOMAS R. APPLETON &
MARK A. APPLETON

① - STONE RIPRAP, CLASS A3, 6' X 30'

BRIDGE STRUCTURE AND APPROACH SLABS | BRIDGE APPROACH PAVEMENT CONNECTOR PCC PAVEMENT WIDENING AND OVERLAY | MILL AND OVERLAY

DATE	
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	GRADES CHECKED
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PLOT DATE = 3/21/2018		DATE - 10/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
IL 17

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123)BR-1	MERCER	106	17
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

GENERAL STAGING NOTES

1. POSITIVE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.
2. USE AGGREGATE AT DRIVEWAYS AS REQUIRED TO MAINTAIN TEMPORARY ACCESS AND AT THE DIRECTION OF THE ENGINEER.
3. THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS WHERE REQUIRED TO AVOID CONFLICT WITH TEMPORARY PAVEMENT MARKINGS.
4. ALL REQUIRED TEMPORARY CONSTRUCTION SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE M.U.T.C.D. THE COST OF FURNISHING, INSTALLING, AND RELOCATING THESE SIGNS WHERE NECESSARY ARE TO BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS.
5. A MINIMUM OF FORTY-EIGHT HOURS BEFORE STARTING EXCAVATION THE CONTRACTOR SHALL CALL J.U.L.I.E. (1-800-892-0123) TO HAVE THE LOCATION OF THE EXISTING UTILITIES STAKED. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES.
6. THE CONTRACTORS' OPERATIONS AND TEMPORARY STORAGE ACTIVITIES SHALL BE LIMITED TO THE CONSTRUCTION LIMITS. ADDITIONAL STAGING AREAS ADJACENT TO THE PROJECT AREA ARE SUBJECT TO PRIOR APPROVAL OF THE ENGINEER.
7. TEMPORARY CONCRETE BARRIERS WILL BE ANCHORED PER MOST RECENT VERSION OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS TO THE STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION. TEMPORARY CONCRETE BARRIER SHALL BE PINNED WHERE INDICATED ON THE PLANS. TEMPORARY CONCRETE BARRIER LOCATED ON THE BRIDGE DECK SHALL BE RESTRAINED WITH THE RETAINER ASSEMBLY AS DETAILED WITHIN THE STRUCTURAL PLANS.
8. DROP-OFFS SHALL BE LIMITED AS SPECIFIED IN SECTION 701 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
9. TRAFFIC CONTROL SURVEILLANCE SHALL BE REQUIRED AS SPECIFIED IN SECTION 701 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

TEMPORARY TRAFFIC SIGNAL NOTES

1. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH STANDARD 701321 EXCEPT WHERE MODIFIED IN THE PLANS AND SPECIAL PROVISIONS.
2. TWO PHASE SIGNAL OPERATION IS REQUIRED. THE ENGINEER OF TRAFFIC SHALL APPROVE ALL TIMING PARAMETERS. A MINIMUM OF FORTY-EIGHT HOURS PRIOR TO SIGNAL ACTIVATION, THE CONTRACTOR SHALL CONTACT THE DISTRICT 4 TRAFFIC SIGNAL TECHNICIAN AT (309) 671-4474.
3. THE CONTRACTOR SHALL INSTALL A CONVENTIONAL TRAFFIC SIGNAL INSTALLATION THAT HAS ALL OF THE REQUIRED FUNCTIONALITY DESCRIBED WITHIN THE CONTRACT PLANS AND SPECIAL PROVISIONS.
4. THE CONTRACTOR SHALL INSTALL ADVANCED DETECTOR LOOPS FOR BOTH MAINLINE APPROACHES FOR USE WITH THE TEMPORARY TRAFFIC SIGNALS IN ACCORDANCE WITH HIGHWAY STANDARD 701321. THE BUREAU OF OPERATION SHOULD APPROVE THE DETECTOR LOOP LOCATIONS PRIOR TO INSTALLATION. THE CONTRACTOR MAY ELECT TO UTILIZE MICROWAVE DETECTION.
5. ALL TRAFFIC SIGNAL SECTIONS SHALL HAVE 12" DIAMETER LED LENSES.
6. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AT THE LOCATIONS INDICATED ON THE PLAN SHEETS OR DIRECTED BY THE ENGINEER.
7. THE CONTRACTOR SHALL FURNISH AND INSTALL A TEMPORARY ELECTRICAL SERVICE FOR THE TRAFFIC SIGNALS. THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE, WOOD POLES, SERVICE DISCONNECT, AND ALL OTHER ITEMS REQUIRED FOR THE TEMPORARY SERVICE INSTALLATION. THE CONTRACTOR SHALL FIELD VERIFY THE DISTANCE FROM THE TEMPORARY TRAFFIC SIGNALS TO THE TEMPORARY ELECTRICAL SERVICE PRIOR TO BIDDING.
8. TEMPORARY TRAFFIC SIGNAL HEADS SHALL HAVE A YELLOW, RETRO-REFLECTIVE BACKPLATE.

STAGE 1 CONSTRUCTION OF NORTH SIDE

1. INSTALL SIGNS, TEMPORARY RUMBLE STRIPS, TEMPORARY SIGNALS, BARRICADES, TEMPORARY CONCRETE BARRIER, TEMPORARY IMPACT ATTENUATORS, WALL REFLECTORS, AND TEMPORARY PAVEMENT MARKINGS AS DETAILED ON THE PLANS.
2. EXISTING GUARDRAIL ON SOUTH SIDE TO REMAIN IN PLACE DURING STAGE 1 CONSTRUCTION.
3. REMOVE EXISTING GUARDRAIL, SHOULDERS, PAVEMENT, AND STRUCTURE ON NORTH SIDE.
4. CONSTRUCT THE NORTH SIDE OF THE PROPOSED STRUCTURE AS SHOWN ON THE PLANS.
5. CONSTRUCT BRIDGE APPROACHES, CONNECTORS, AND GUARDRAIL LOCATED ON THE NORTH SIDE AS SHOWN ON THE PLANS.
6. CONSTRUCT FULL-DEPTH PAVEMENT STRUCTURE EXCEPT FOR THE SURFACE COURSE.

PRE-STAGE 2 ADDITIONAL TEMPORARY CONCRETE BARRIER

1. INSTALL STAGE 2 TEMPORARY CONCRETE BARRIER BETWEEN STATIONS 150+80 AND 158+00, INCLUDING RETAINER ASSEMBLY AS DETAILED WITHIN STRUCTURAL PLANS.

STAGE 2 CONSTRUCTION OF SOUTH SIDE

1. RELOCATE TEMPORARY CONCRETE BARRIER BETWEEN STATIONS 146+71 AND 150+80, AND BETWEEN STATIONS 158+00 AND 161+29. RELOCATE TEMPORARY IMPACT ATTENUATORS AND TRAFFIC CONTROL DEVICES TO STAGE 2 CONFIGURATION. REMOVE STAGE 1 TEMPORARY CONCRETE BARRIER BETWEEN STATIONS 150+80 AND 158+00.
2. REMOVE EXISTING GUARDRAIL, SHOULDERS, PAVEMENT, AND STRUCTURE ON SOUTH SIDE.
3. CONSTRUCT THE SOUTH SIDE OF THE PROPOSED STRUCTURE AS SHOWN ON THE PLANS.
4. CONSTRUCT BRIDGE APPROACHES, CONNECTORS, AND GUARDRAIL LOCATED ON THE SOUTH SIDE AS SHOWN ON THE PLANS.
5. CONSTRUCT FULL-DEPTH PAVEMENT STRUCTURE EXCEPT FOR THE SURFACE COURSE.

STAGE 3 PAVEMENT IMPROVEMENTS

1. REMOVE TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS.
2. COMPLETE REMAINING ELEMENTS OF PAVEMENT IMPROVEMENTS.
3. FLAGGERS MAY BE USED DURING STAGE 3 PAVING OPERATIONS IN LIEU OF TEMPORARY TRAFFIC SIGNALS, PROVIDED FLAGGERS MAINTAIN VISUAL AND RADIO CONTACT. FLAGGERS SHALL MAINTAIN A CLEAR LINE OF SIGHT AT ALL TIMES.

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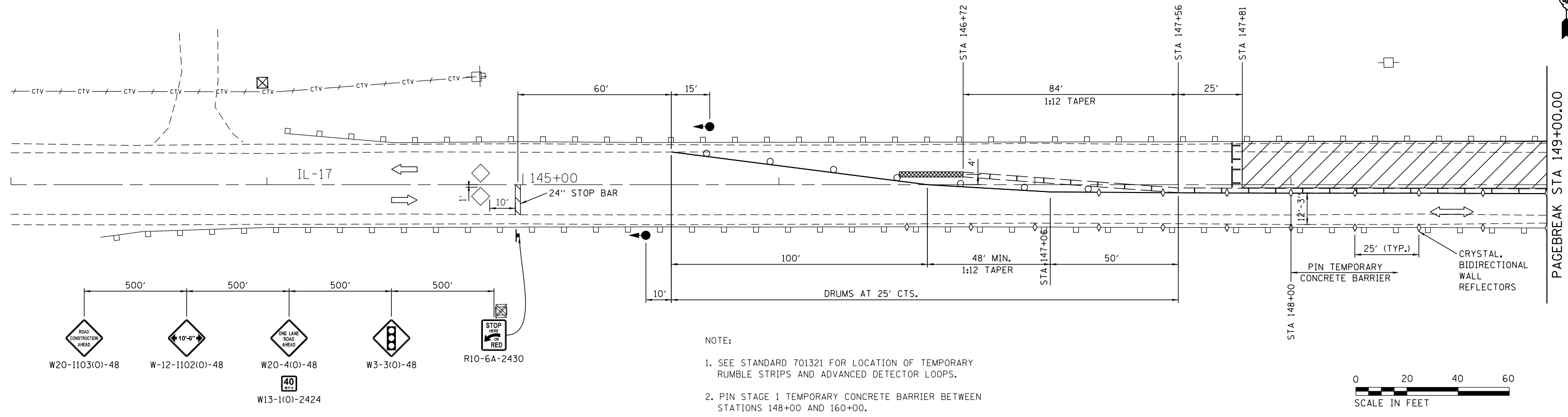
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PLOT DATE = 3/19/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC - NOTES
IL 17**

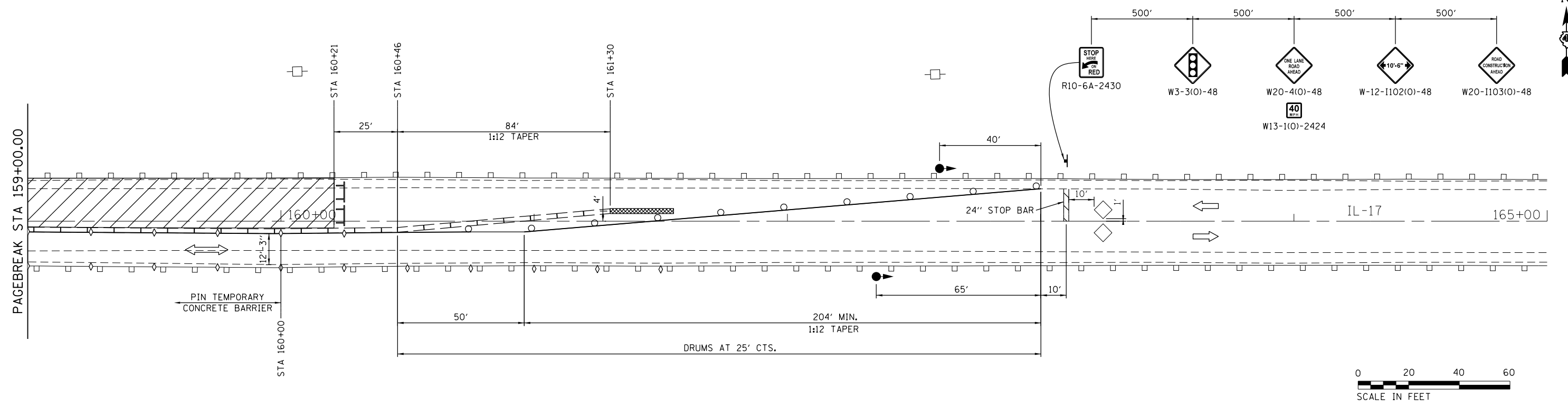
SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	18
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



NOTE:

- SEE STANDARD 701321 FOR LOCATION OF TEMPORARY RUMBLE STRIPS AND ADVANCED DETECTOR LOOPS.
- PIN STAGE 1 TEMPORARY CONCRETE BARRIER BETWEEN STATIONS 148+00 AND 160+00.



FILE NAME = 471214

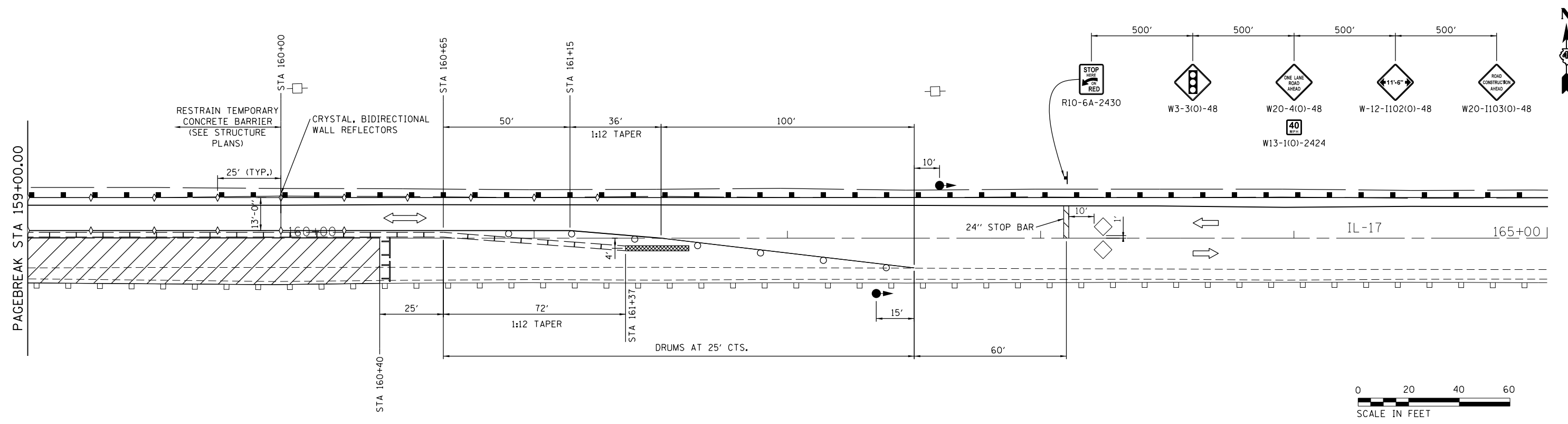
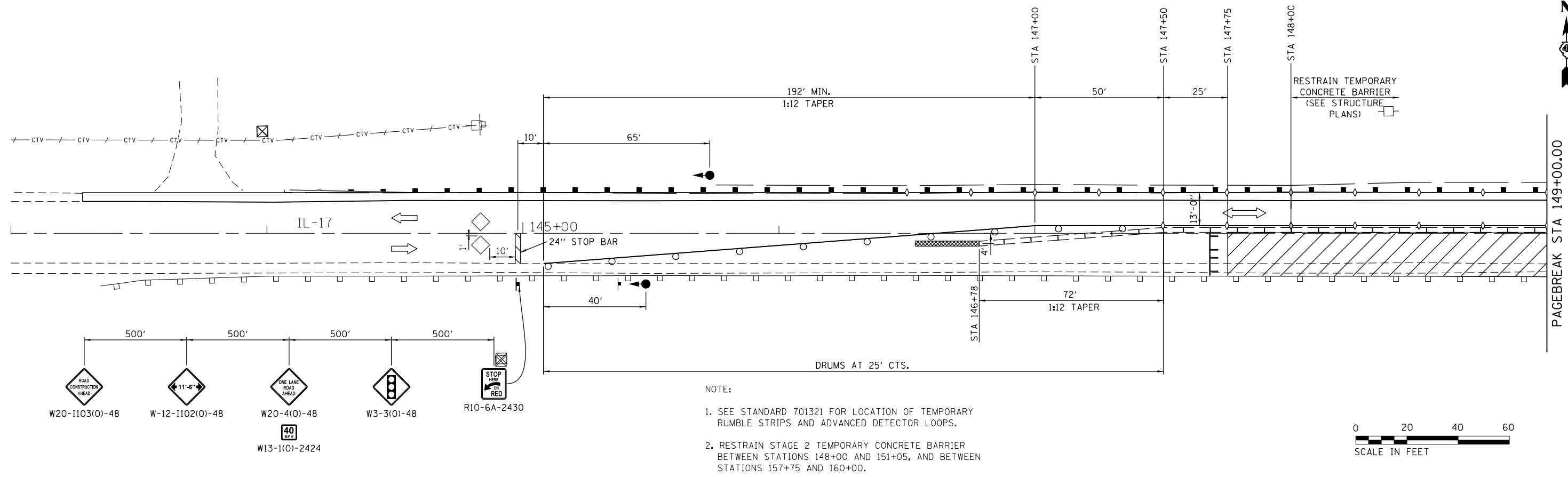


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PLOT SCALE = 48.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/19/2018	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE 1	
IL 17	
SCALE:	SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123)BIBR-1	MERCER	106	19
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



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 PLOT DATE = 3/19/2018

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

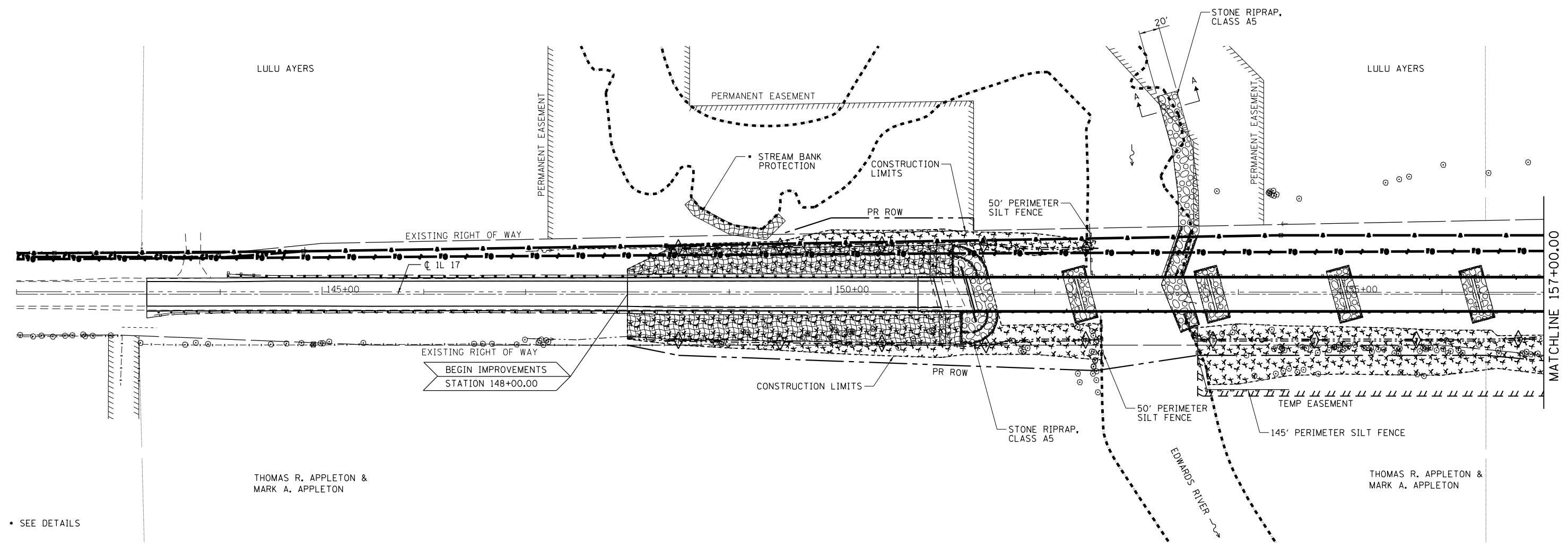
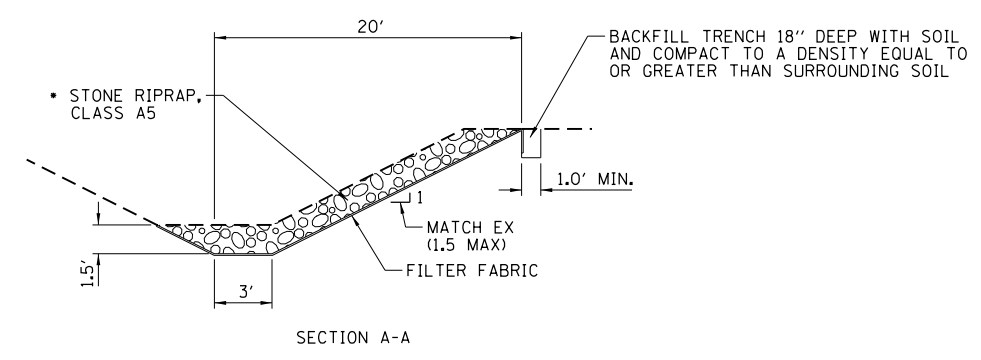
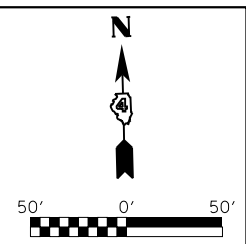
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE 2
 IL 17

SCALE: SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123)BIBR-1	MERCER	106	20
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



• SEE DETAILS

LEGEND

- TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
- EROSION CONTROL BLANKET
- TEMPORARY EROSION CONTROL SEEDING
- PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER

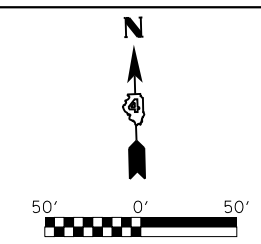
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

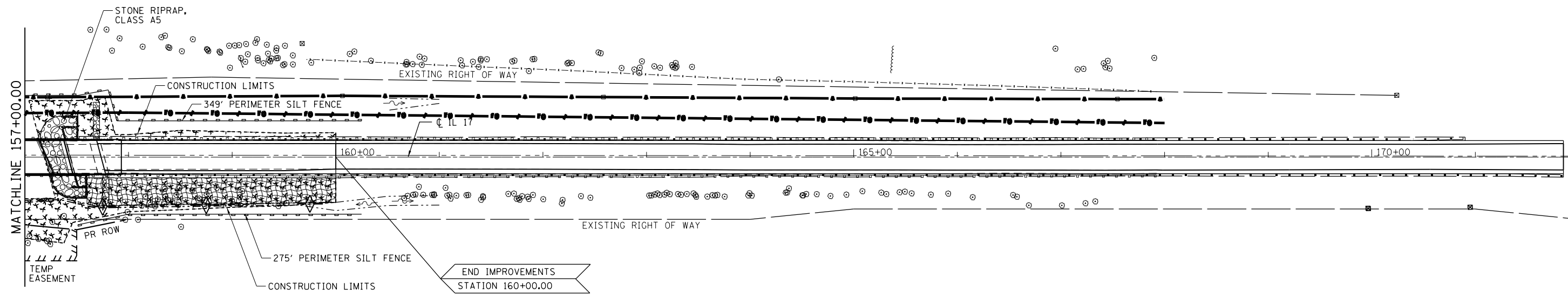
**EROSION AND SEDIMENT CONTROL SHEET
IL 17**

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	21
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



THOMAS R. APPLETON &
MARK A. APPLETON



THOMAS R. APPLETON &
MARK A. APPLETON

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PLOT DATE = 3/21/2018			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL SHEET
IL 17**

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

F.A.P. RTE. 639	SECTION (123B)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 22
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

Existing Structure (SN 066-0006):
 The plans dated 1927 show that the original truss structure was erected with 7 cast-in-place approach spans on S.B.I. Route 63 in Sections 123 B & C. The plans dated 1971 show the superstructure was replaced with 9 spans of PPC deck beams on a widened substructure and one additional pier. The plans from 1994 show the removal of the asphalt overlay and installation of a 5/2 inch concrete overlay with epoxy coated reinforcement.

Traffic Control:
 Staged Construction will be utilized to maintain one lane of traffic during construction.
 No Salvage

Bench Mark: RM 6
 Chiseled square on top of the northeast corner of the concrete gage structure.
 Elev. 563.386

Bench Mark: RM 8
 Lag bolt in telephone pole 30 ft. upstream and 100 ft. landward of gage.
 Elev. 555.378

LOADING HL-93
 Allow 50#/sq. ft. for future wearing surface.

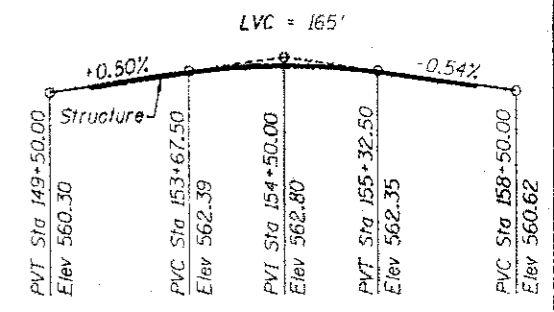
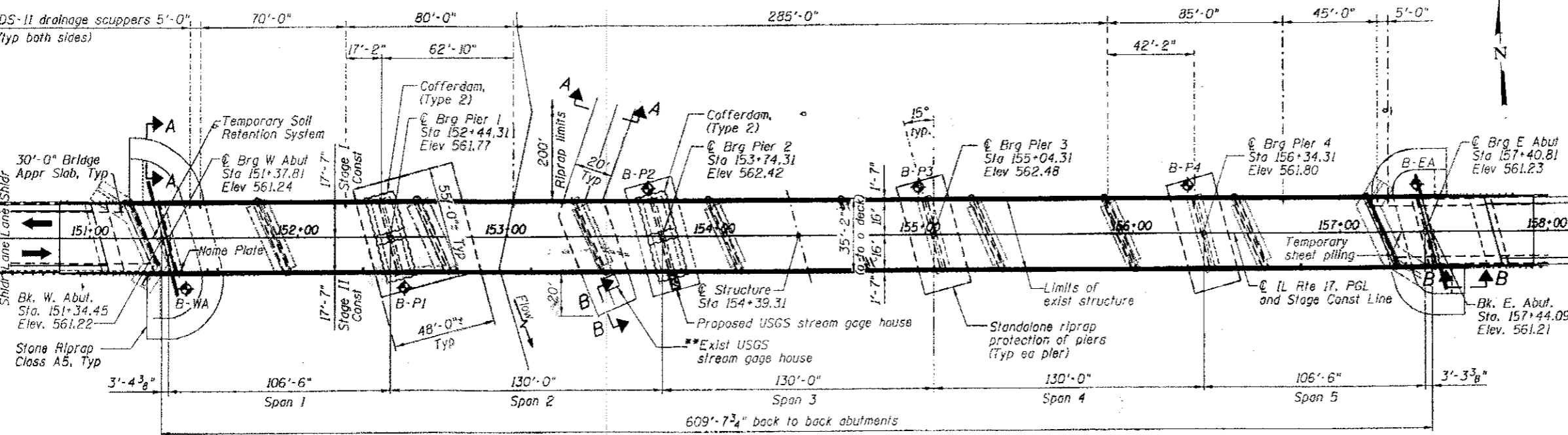
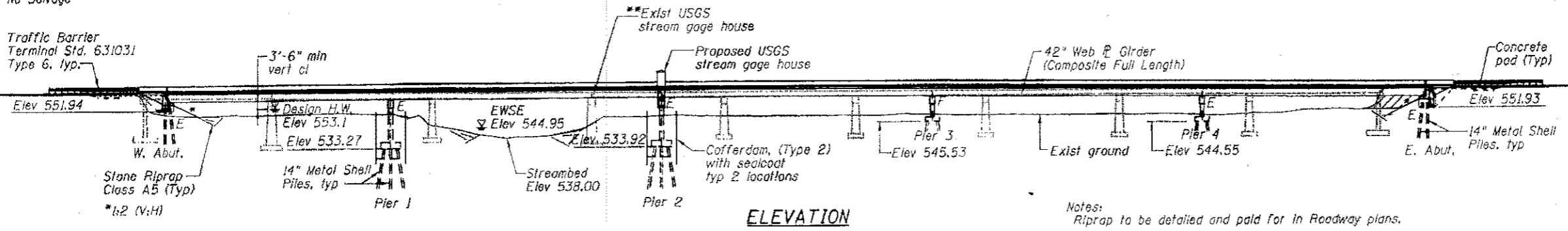
DESIGN SPECIFICATIONS
 2014 AASHTO LRFD Bridge Design Specifications
 7th Edition with 2015 and 2016 Interims

DESIGN STRESSES

FIELD UNITS
 f'c = 3,500 psi
 f'o = 4,000 psi (Superstructure)
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

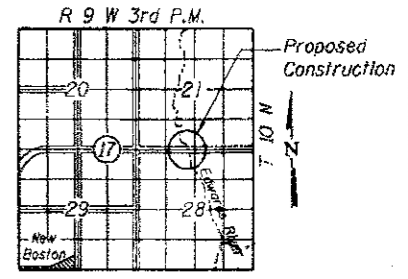
Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S₀₁) = 0.089g
 Design Spectral Acceleration at 0.2 sec. (S₀₅) = 0.125g
 Soil Site Class = D



PROFILE GRADE
 (Along & Rdwy.)

STATION 154+39.31
 BUILT 20 BY
 STATE OF ILLINOIS
 F.A.P. ROUTE 639
 SEC. (123B)BR-1
 LOADING HL-93
 STRUCTURE NO. 066-0021

NAME PLATE
 See Std. 515001



GENERAL PLAN
 IL. RT. 17 OVER EDWARDS RIVER
 F.A.P. RT. 639 SECTION (123B)BR-1
 MERCER COUNTY
 STATION 154+39.31
 STRUCTURE NO. 066-0021

WATERWAY INFORMATION

Drainage Area = 445 sq mi Low Grade Elev. 558.00 @ Sta. 167+92

Flood Yr.	Freq.	C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
10	10	8,230	1,895	2,017	552.2	2.1	1.5	554.3	553.7
Design	50	11,700	2,405	2,534	553.1	2.8	1.9	555.9	555.0
Base	100	13,200	2,576	2,706	553.4	3.0	2.1	556.4	555.5
Max. Calc.	500	16,700	2,975	3,112	554.1	3.6	2.4	557.7	556.5

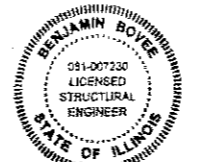
10 Year Velocity through Existing Structure = 4.3 ft/s
 10 Year Velocity through Proposed Structure = 4.1 ft/s

DESIGN SCOUR ELEVATION TABLE

Event/Limit	Design Scour Elev (ft.)						Item
	State	W Abut	Pier 1	Pier 2	Pier 3	Pier 4	
Q100	551.9	505.0	505.0	541.2	540.5	551.9	5
Q500	551.9	500.0	500.0	539.2	538.5	551.9	
Design	551.9	505.0	505.0	541.2	540.5	551.9	
Check	551.9	500.0	500.0	539.2	538.5	551.9	



Jeremy Buening 3/21/18
 Jeremy Buening, P.E., S.E. Date
 License Expires 11/30/18
 Sheets 1, 2, 9-13, 16-19, 23-48



Benjamin Bovee 3/21/2018
 Benjamin Bovee, P.E., S.E. Date
 License Expires 11/30/18
 Sheets 14, 15, 20-22



Donald Bell 3-21-2018
 Don Bell, P.E., S.E. Date
 License Expires 11/30/18
 Sheets 3-8

APPROVED
 For Structural Adequacy Only
Donald Bell
 Engineer of Bridges & Structures

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
 STRUCTURE NO. 066-0021

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	23
			CONTRACT NO. 68663	

CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

USER NAME	DESIGNED	REVISIONS
csiebert	ACB	
	CHECKED - JMB	REVISIONS
	DRAWN - RLK	REVISIONS
	CHECKED - JMB	REVISIONS

SHEET NO. 1 OF 48 SHEETS

ILLINOIS FED. AID PROJECT

INDEX OF SHEETS

- 1 General Plan and Elevation
- 2 General Data
- 3 Footing Layout - Cofferdams
- 4 Stage Construction - Superstructure
- 5 Stage Construction - Existing Abutments
- 6 Stage Construction - Existing Piers
- 7 Soil Retention Details
- 8 Temporary Concrete Barrier for Stage Construction
- 9 Top of Slab Elevation Layout
- 10 Top of Slab Elevations
- 11 Top of Slab Elevations
- 12 Top of Slab Elevations
- 13 Top of Slab Elevations
- 14 Top of West Approach Elevations
- 15 Top of East Approach Elevations
- 16 Superstructure
- 17 Superstructure
- 18 Superstructure Details
- 19 Superstructure Details
- 20 West Approach Slab Details
- 21 East Approach Slab Details
- 22 Approach Slab Details
- 23 Finger Plate Expansion Joint-West Abutment
- 24 Finger Plate Expansion Joint Details
- 25 Finger Plate Expansion Joint Details
- 26 Preformed Joint Strip Seal
- 27 Drainage Scupper, DS-II
- 28 Framing Plan - Spans 1, 2 & 3
- 29 Framing Plan - Spans 4 & 5
- 30 Framing Details
- 31 Framing Details
- 32 Girder Moment and Reaction Tables
- 33 Bearing Details
- 34 Bearing Details
- 35 West Abutment
- 36 East Abutment
- 37 Abutment Details
- 38 Pier 1 Details
- 39 Pier 2 Details
- 40 Pier 3 Details
- 41 Pier 4 Details
- 42 Metal Shell Pile Details
- 43 Bar Splicer Assembly and Mechanical Splicer Details
- 44 U.S.G.S. Gage House
- 45 U.S.G.S. Gage House
- 46 Concrete Parapet Slipforming Option
- 47 Subsurface Profile
- 48 Subsurface Profile

GENERAL NOTES:

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{1}{16}$ in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 744,980 lb

All structural steel shall be AASHTO M 270 Grade 50W except expansion joints and expansion bearings at expansion joints shall be AASHTO M270 Grade 50.

No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutments.

All structural steel girders and diaphragms within a distance of 10 ft. from the expansion joints shall be metalized and painted with a color matching the Federal Color Standard 595a 20045 as specified in the Special Provisions for Metalizing Structural Steel. All structural steel components of diaphragms within a distance of 10 ft. from the expansion joints may be galvanized in lieu of metalizing at the Contractor's option. If galvanizing is used, all structural steel components of diaphragm shall be AASHTO M270 Grade 50. Galvanizing shall be according to the Special Provision for Hot Dip Galvanizing for Structural Steel. Bearings at the abutments shall be hot dip galvanized.

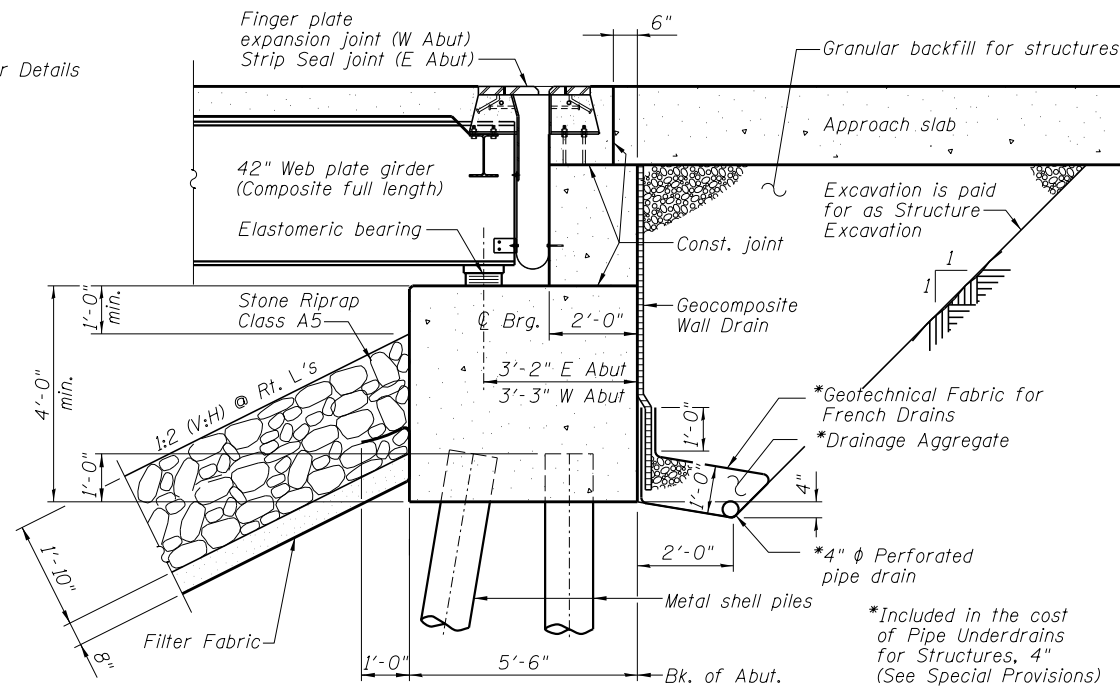
Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

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

Seal coat thickness design is based on the Cofferdam Design Water Elevation (CDWE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.

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

If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.



SECTION THRU PILE SUPPORTED STUB ABUTMENT

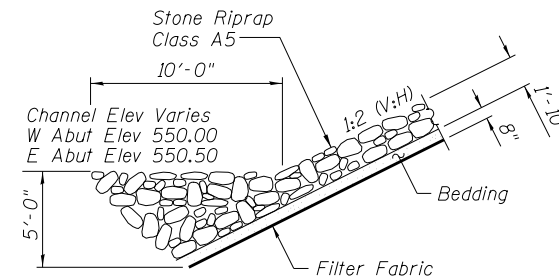
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Note:

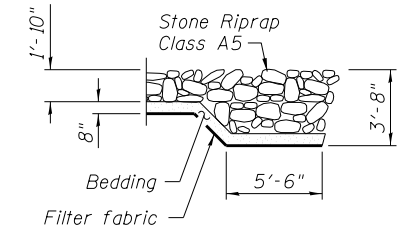
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Removal of Existing Structures	Each	1	---	1
Structure Excavation	Cu. Yd.	---	300	300
Cofferdam Excavation	Cu. Yd.	---	896	896
Cofferdam (Type 2) (Location - 1)	Each	---	1	1
Cofferdam (Type 2) (Location - 2)	Each	---	1	1
Concrete Structures	Cu. Yd.	---	406.1	406.1
Concrete Superstructure	Cu. Yd.	695.2	---	695.2
Bridge Deck Grooving	Sq. Yd.	2227	---	2227
Seal Coat Concrete	Cu. Yd.	---	194.8	194.8
Protective Coat	Sq. Yd.	2909	---	2909
Concrete Superstructure (Approach Slab)	Cu. Yd.	96.0	---	96.0
Furnishing and Erecting Structural Steel	L. Sum	1	---	1
Stud Shear Connectors	Each	7920	---	7920
Reinforcement Bars, Epoxy Coated	Pound	217000	39350	256350
Bar Splicers	Each	1934	466	2400
Furnishing Metal Shell Piles 14" x 0.312"	Foot	---	4171	4171
Driving Piles	Foot	---	4171	4171
Test Pile Metal Shells	Each	---	3	3
Name Plates	Each	1	---	1
Preformed Joint Strip Seal	Foot	36	---	36
Finger Plate Expansion Joint, 3"	Foot	33	---	33
Fabric Reinforced Elastomeric Trough	Foot	40	---	40
Elastomeric Bearing Assembly, Type I	Each	---	18	18
Elastomeric Bearing Assembly, Type II	Each	---	12	12
Anchor Bolts, 3/4"	Each	---	24	24
Anchor Bolts, 1 1/4"	Each	---	12	12
Anchor Bolts, 1 1/2"	Each	---	36	36
Temporary Sheet Piling	Sq. Ft.	---	1186	1186
Temporary Soil Retention System	Sq. Ft.	---	166	166
Concrete Sealer	Sq. Ft.	---	830	830
Geocomposite Wall Drain	Sq. Yd.	---	92	92
Conduit Attached to Structure, 1" Dia., Galvanized Steel	Foot	---	100	100
USGS Gage Equipment Cabinet, Special	Each	---	1	1
Granular Backfill for Structures	Cu. Yd.	---	135	135
Asbestos Bearing Pad Removal	Each	---	198	198
Drainage Scuppers, DS-II	Each	16	---	16
Pipe Underdrains for Structures 4"	Foot	---	140	140
Temporary Support System	Each	---	9	9



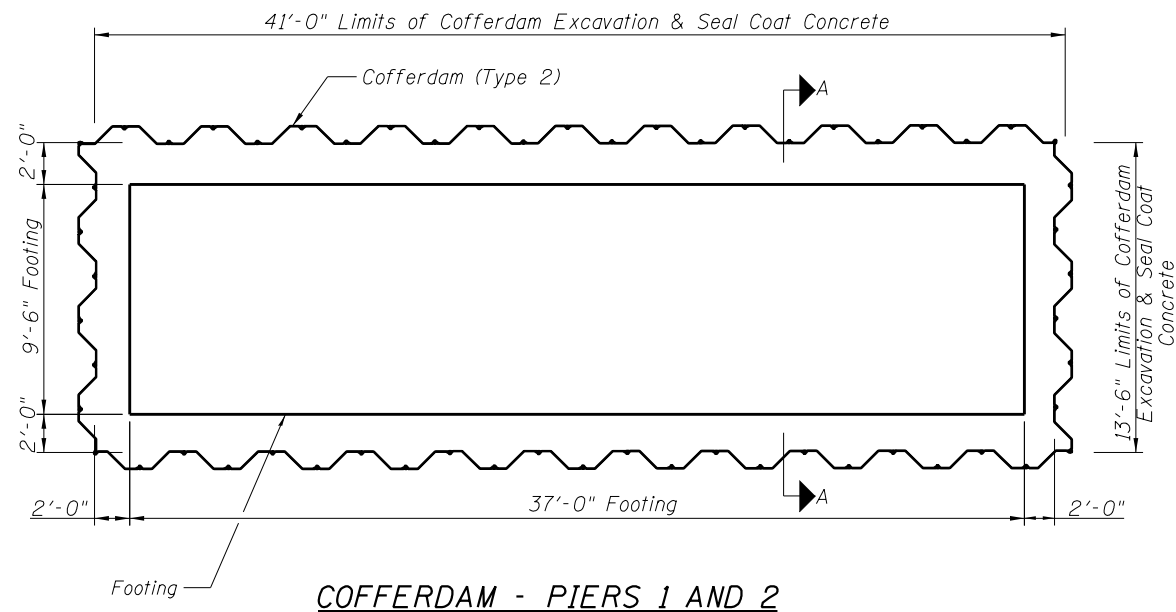
SECTION A-A



SECTION B-B

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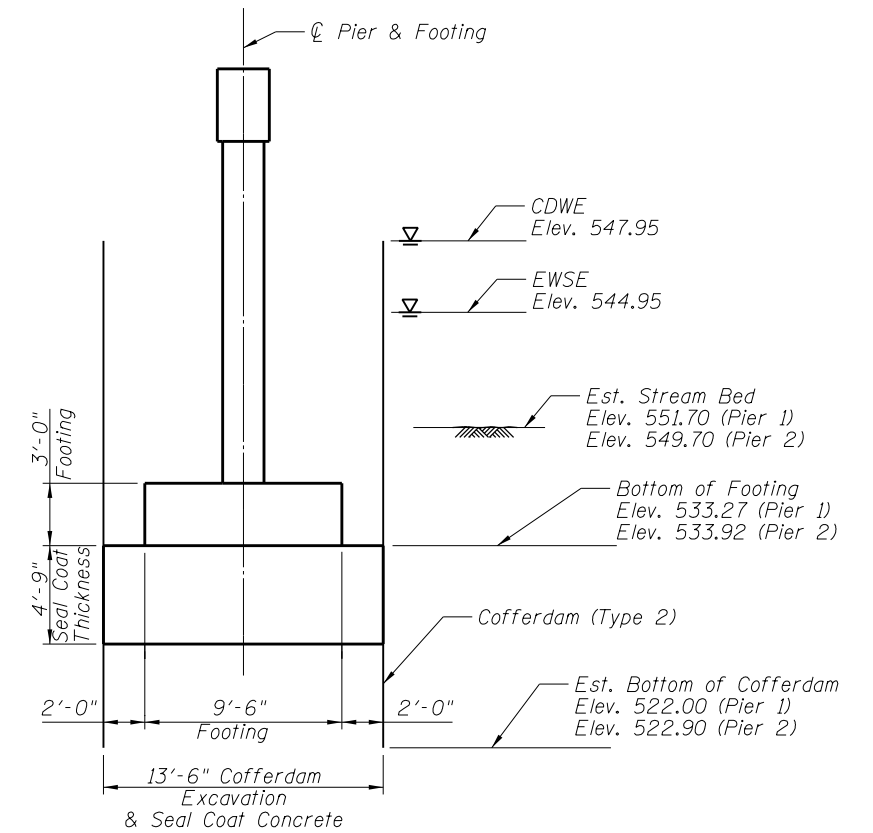
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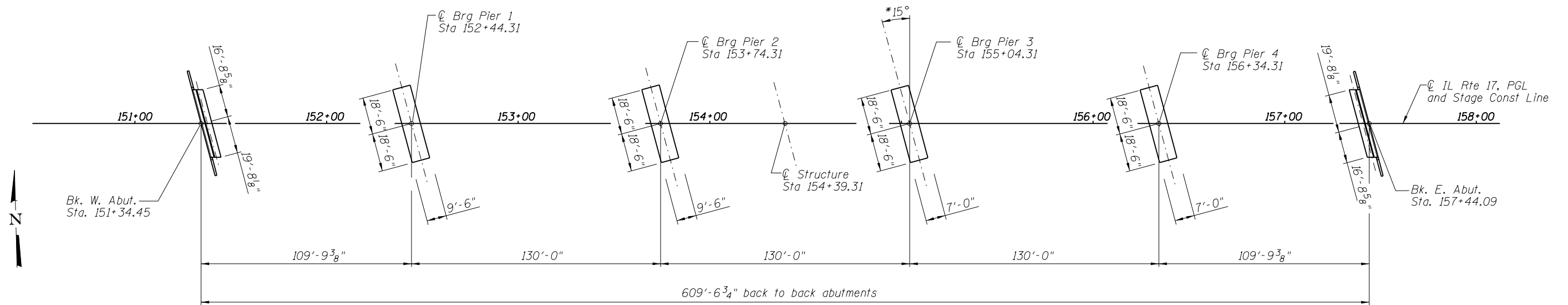
COFFERDAM - PIERS 1 AND 2

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Cofferdam (Type 2) (Location-1)	Each	1
Cofferdam (Type 2) (Location-2)	Each	1
Cofferdam Excavation	Cu. Yd.	896
Seal Coat Concrete	Cu. Yd.	194.8



SECTION A-A



FOOTING LAYOUT

*Typical all proposed piers and abutments



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	CHECKED <i>KF</i>	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

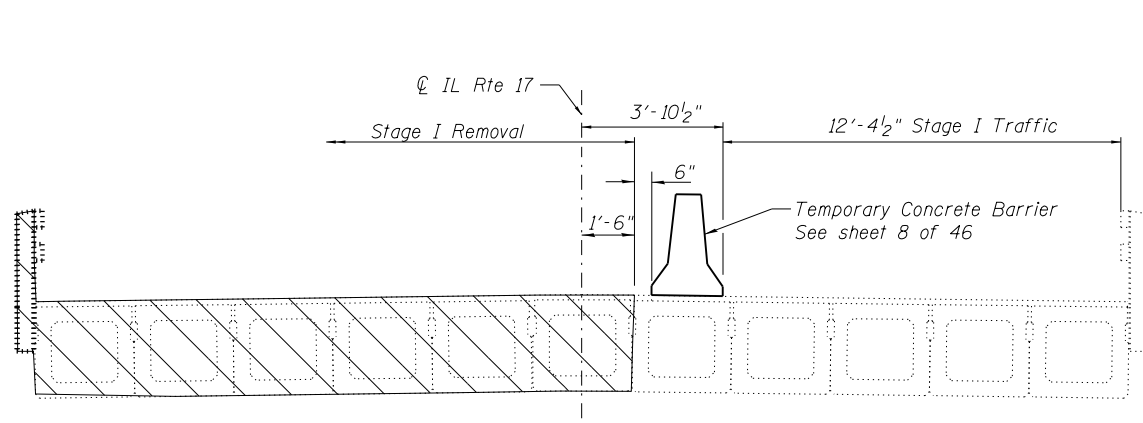
**FOOTING LAYOUT - COFFERDAMS
STRUCTURE NO. 066-0021**

SHEET NO. 3 OF 48 SHEETS

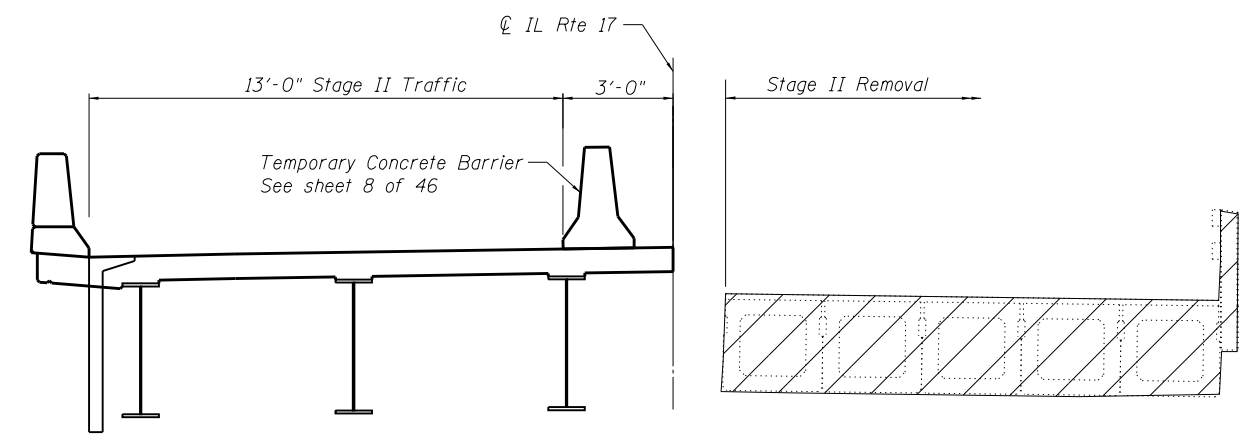
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CONTRACT NO. 68663				

ILLINOIS FED. AID PROJECT

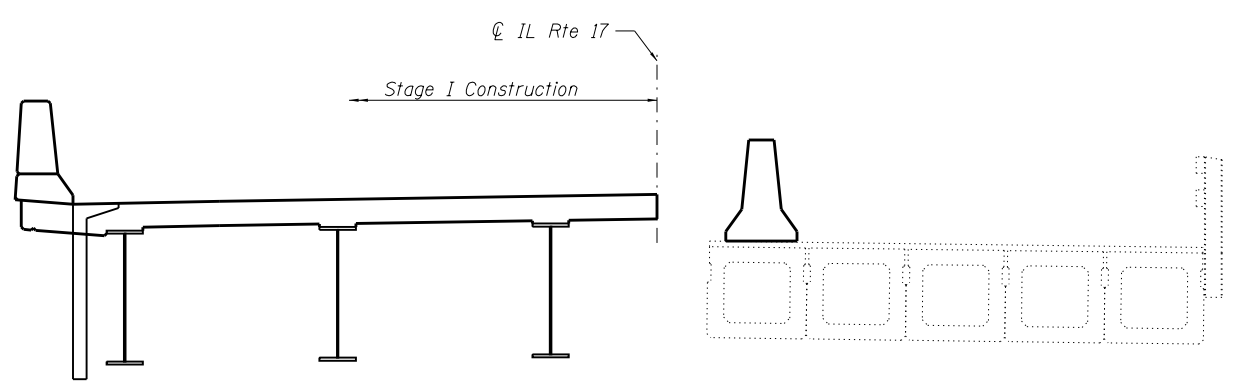
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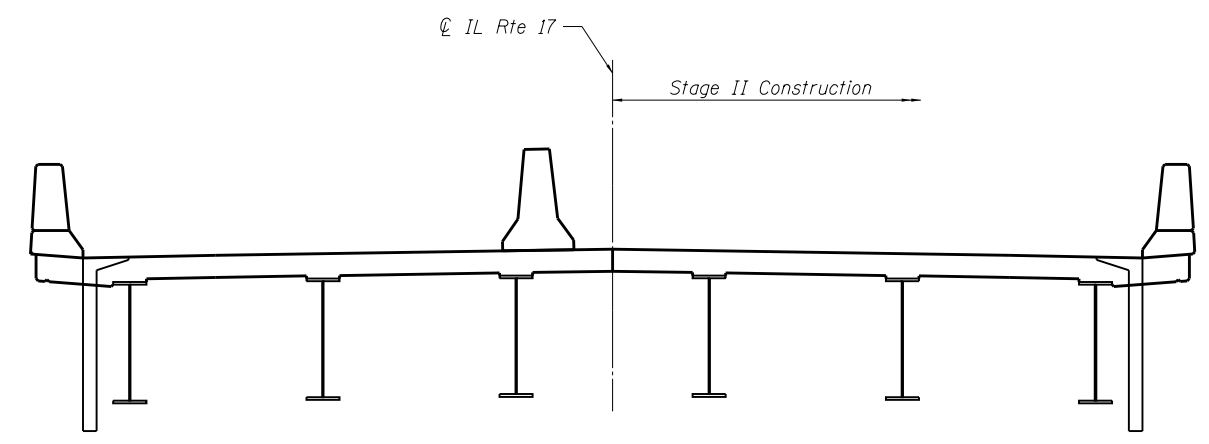
STAGE I REMOVAL



STAGE II REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

Notes:
 All staging cross sections are looking East.
 For quantity of Temporary Concrete Barrier, see roadway plans.
 Hatched area indicates Removal of Existing Structures.



USER NAME = 1jones	DESIGNED <i>DDB</i>	REVISED -
CHECKED <i>KF</i>	REVISIONS	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

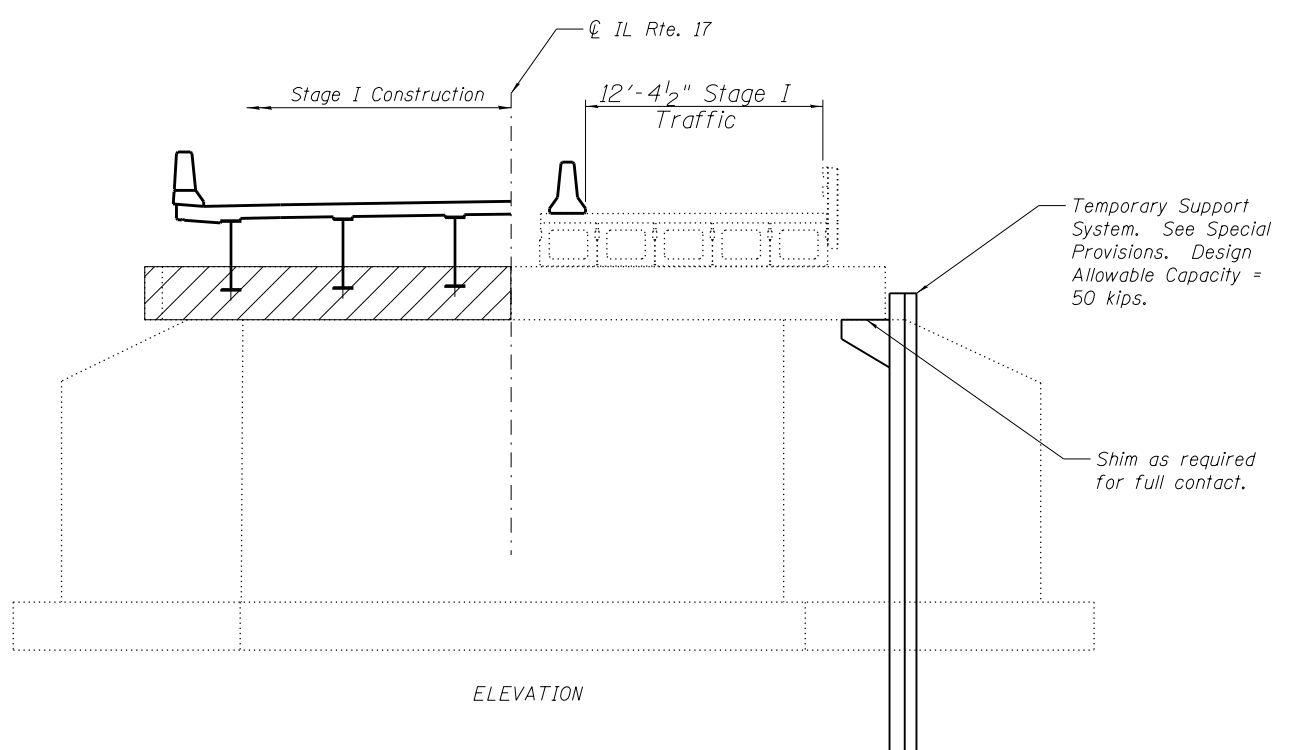
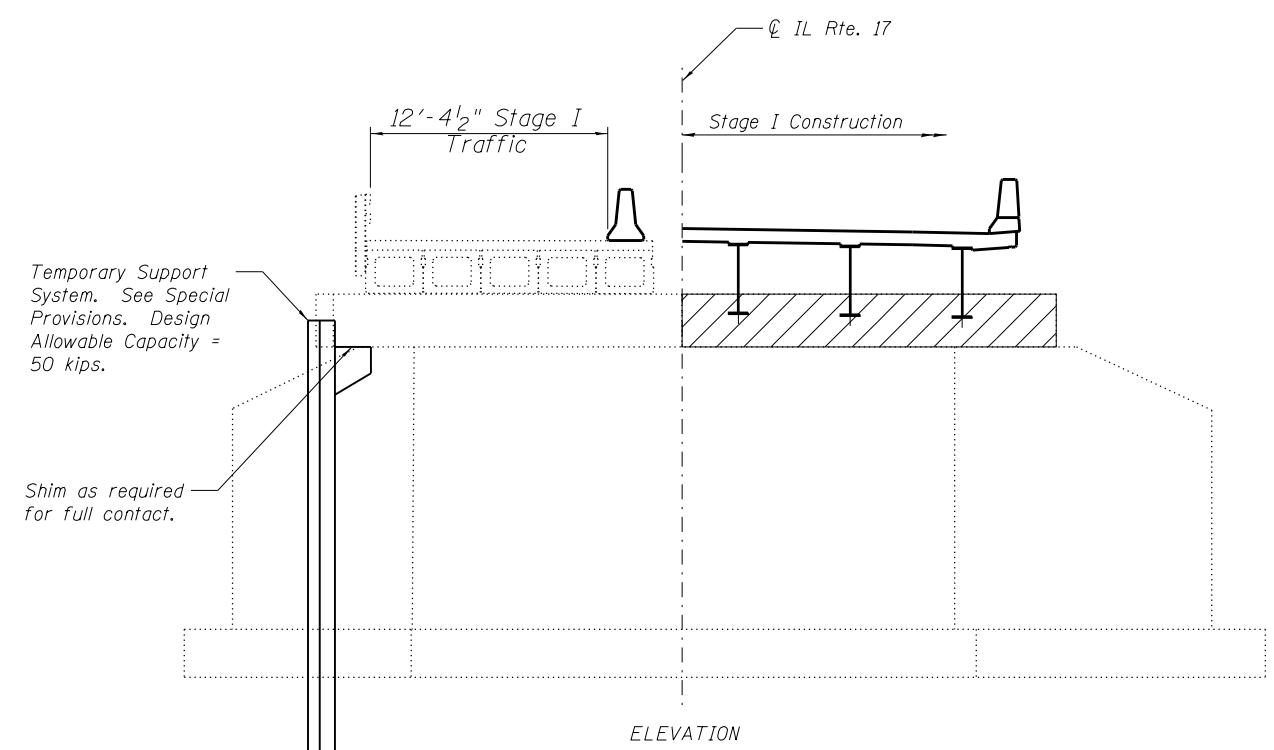
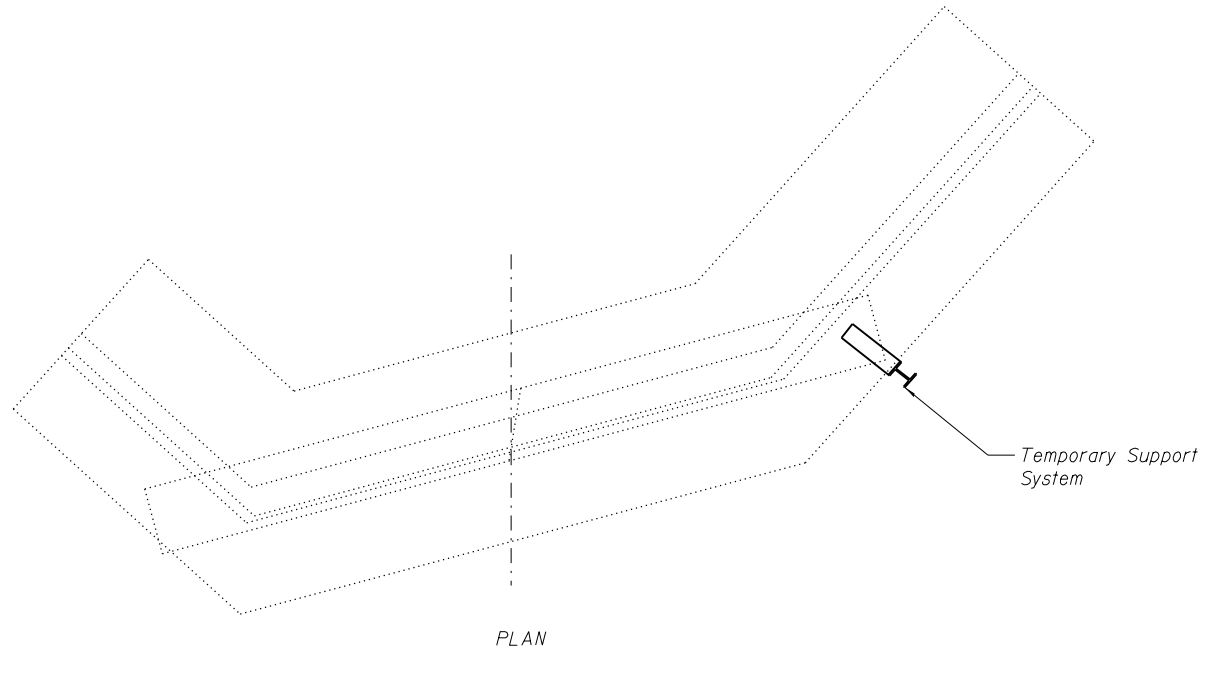
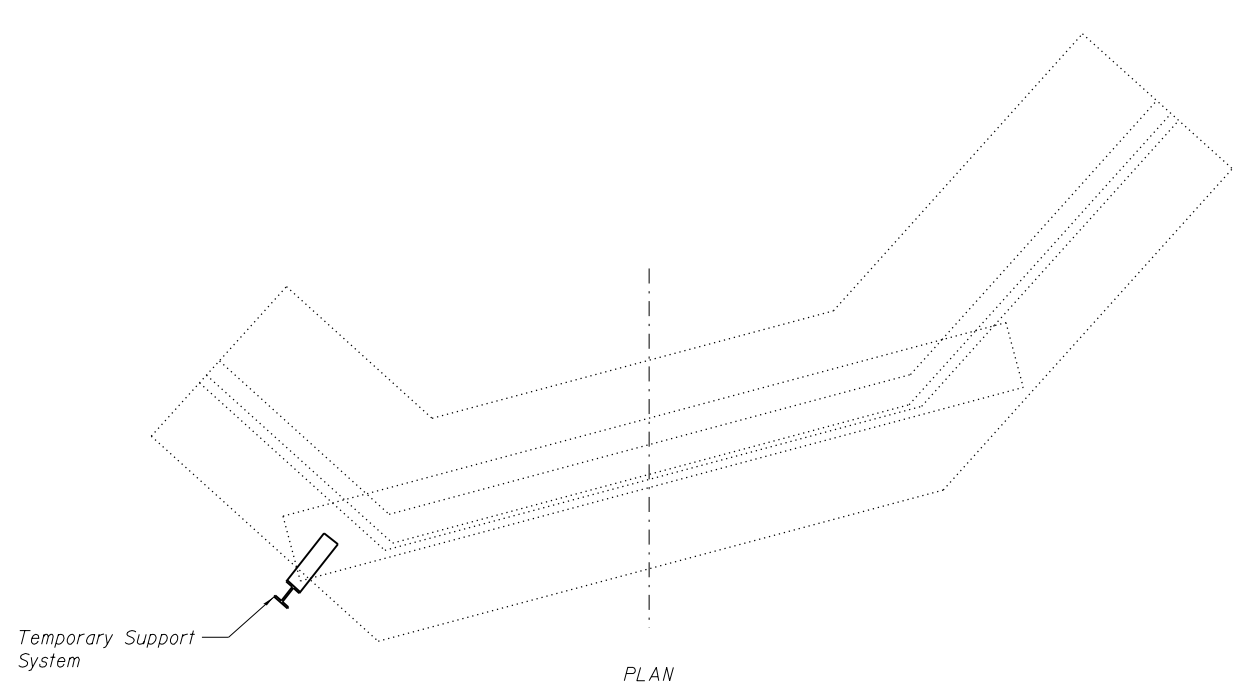
**STAGE CONSTRUCTION - SUPERSTRUCTURE
 STRUCTURE NO. 066-0021**

SHEET NO. 4 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	26
CONTRACT NO. 68663				

ILLINOIS FED. AID PROJECT

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EXISTING WEST ABUTMENT - STAGE I
Looking west

EXISTING EAST ABUTMENT - STAGE I
Looking east

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Temporary Support System	Each	2

Notes:
 For quantity of Temporary Concrete Barrier, see roadway plans.
 Hatched area indicates maximum limits of Stage I Removal of Existing Structures.
 The system shown is a general representation of a possible support system. The contractor shall employ an Illinois Licensed Structural Engineer to design the final system.



USER NAME = 1jones	DESIGNED <i>DDB</i>	REVISED - -
	CHECKED <i>KF</i>	REVISED - -
PLOT SCALE =	DRAWN <i>BR</i>	REVISED - -
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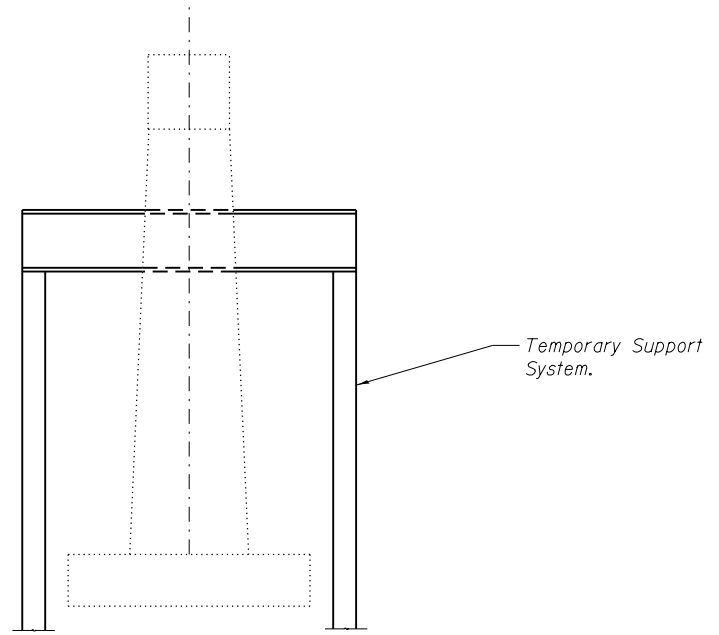
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION - EXISTING ABUTMENTS
 STRUCTURE NO. 066-0021**

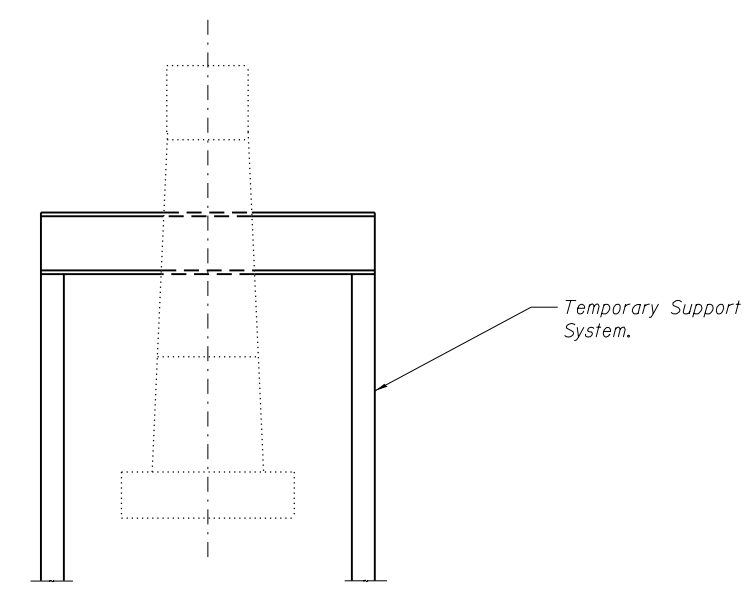
SHEET NO. 5 OF 48 SHEETS

F.A.P. RTE. 639	SECTION (123B)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 27
CONTRACT NO. 68663				
<small>ILLINOIS FED. AID PROJECT</small>				

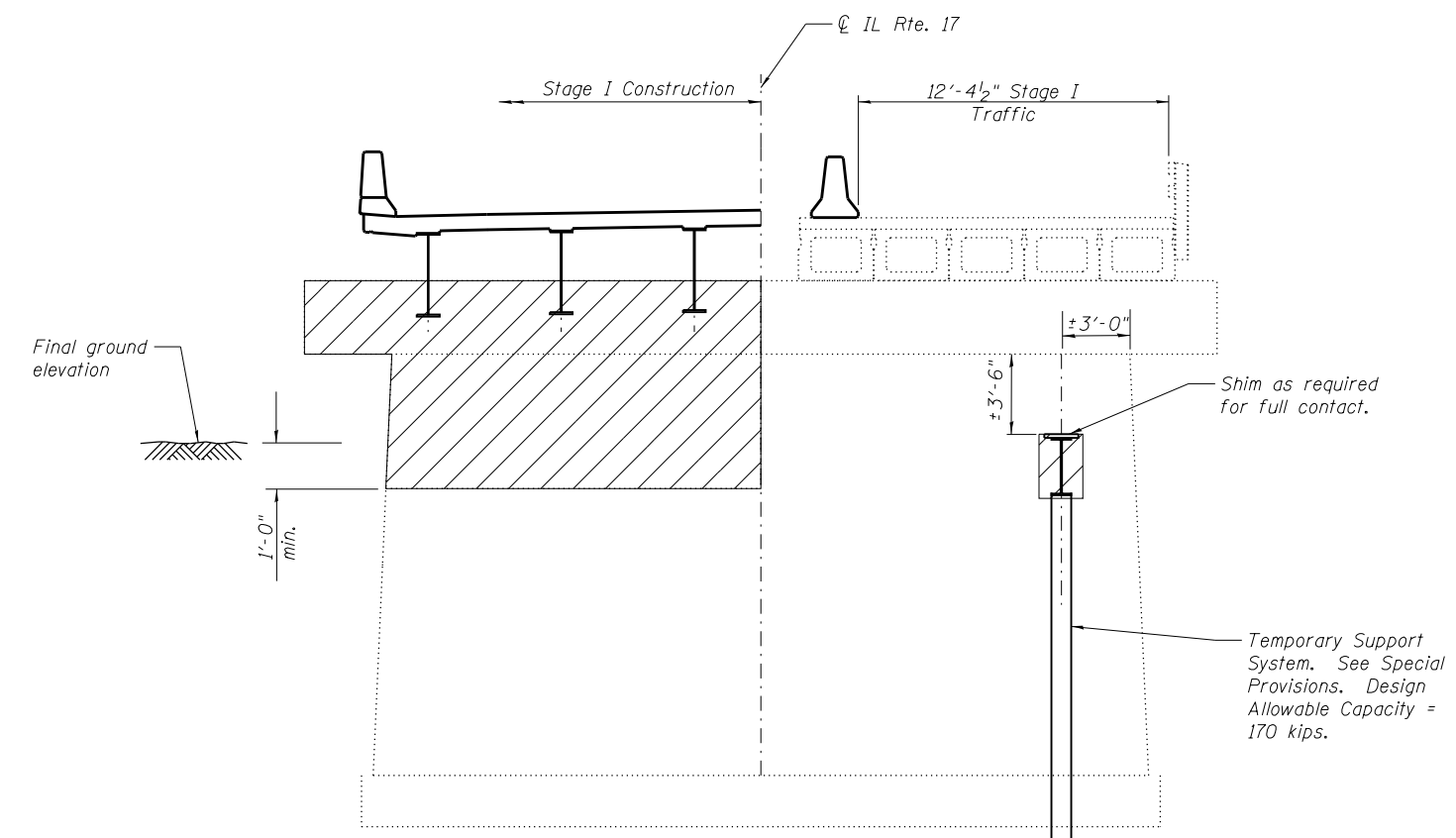
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END VIEW

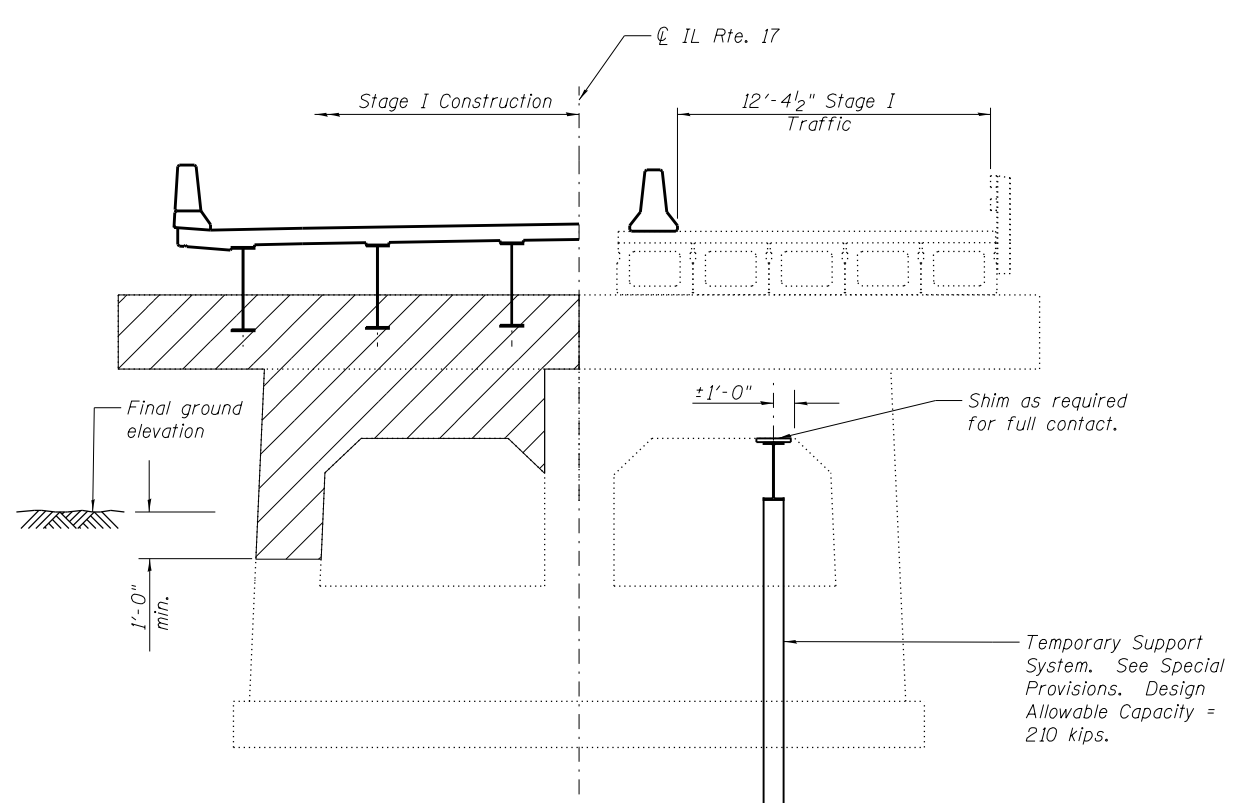


END VIEW



ELEVATION

EXISTING PIERS 1 AND 3 - STAGE I



ELEVATION

EXISTING PIERS 4 THRU 8 - STAGE I

Notes:
 All staging cross sections are looking East.
 For quantity of Temporary Concrete Barrier, see roadway plans.
 Hatched area indicates maximum limits of Stage I Removal of Existing Structures.
 The system shown is a general representation of a possible support system. The contractor shall employ an Illinois Licensed Structural Engineer to design the final system.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Temporary Support System	Each	7



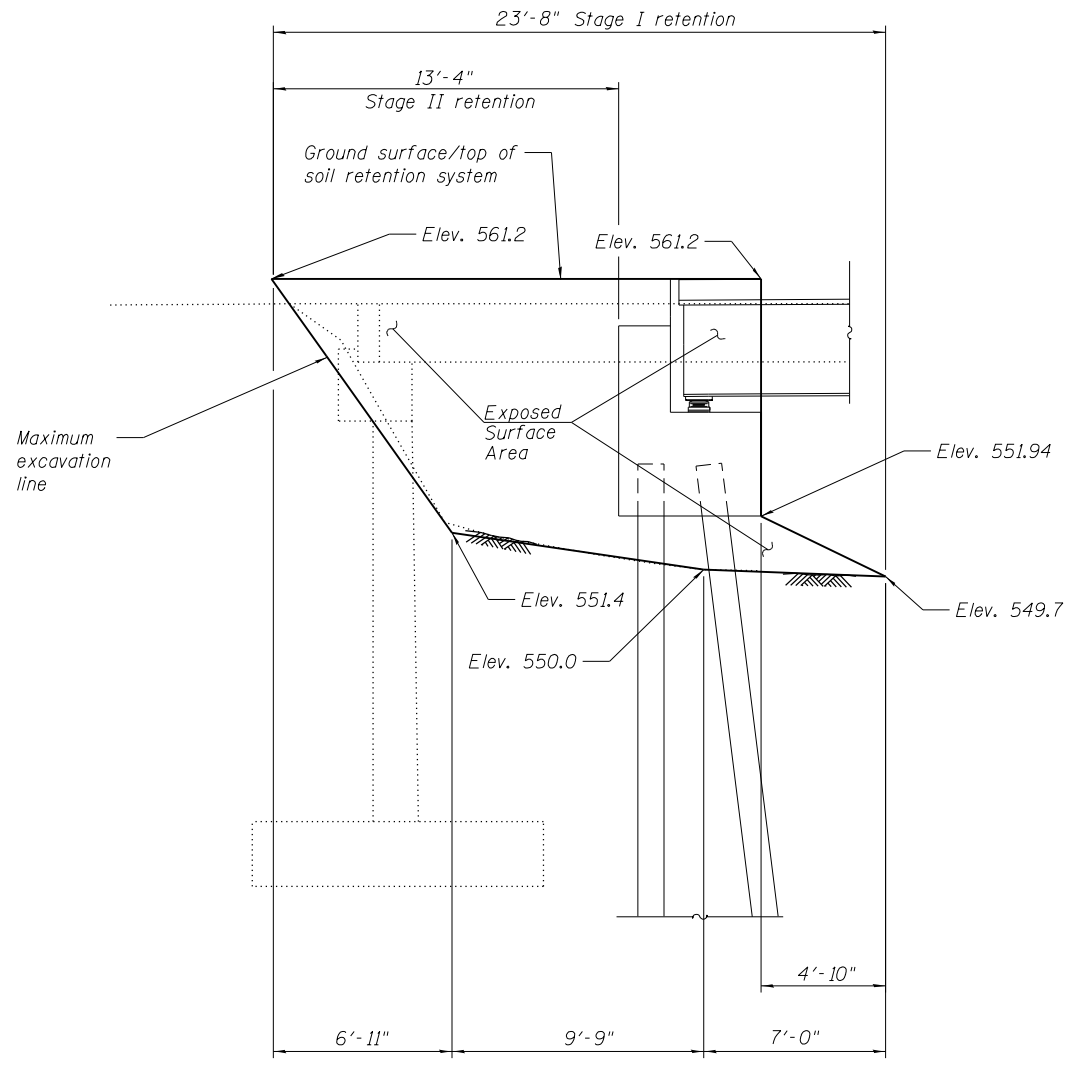
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION - EXISTING PIERS
 STRUCTURE NO. 066-0021**

F.A.P. RTE. 639	SECTION (123B)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 28
CONTRACT NO. 68663				
ILLINOIS FED. AID PROJECT				

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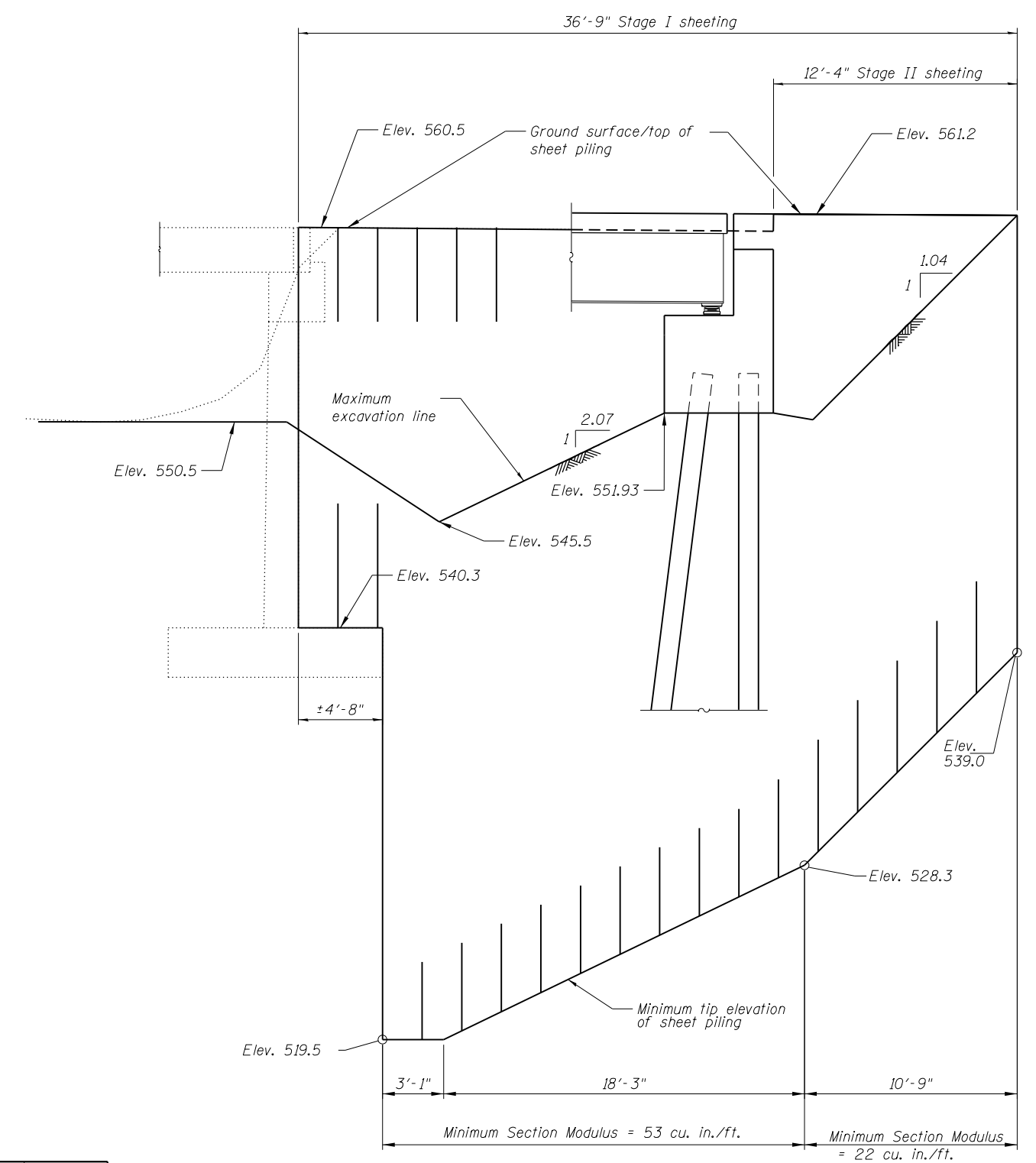


TEMPORARY SOIL RETENTION SYSTEM - W. ABUT.

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Temporary Sheet Piling	Sq. Ft.	1186
Temporary Soil Retention System	Sq. Ft.	166



TEMPORARY SHEET PILING - E. ABUT.

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



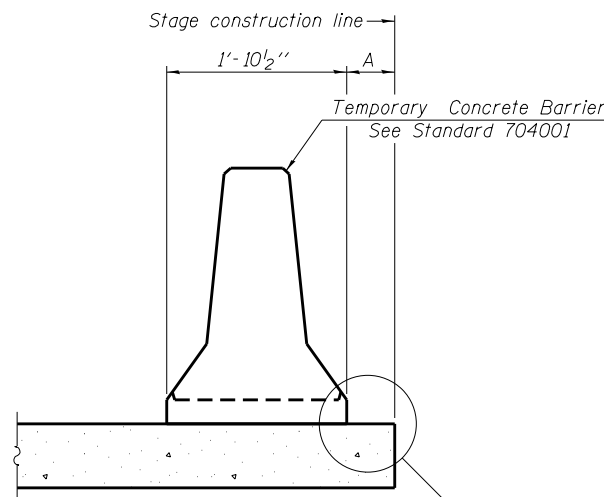
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SOIL RETENTION DETAILS
STRUCTURE NO. 066-0021**
SHEET NO. 7 OF 48 SHEETS

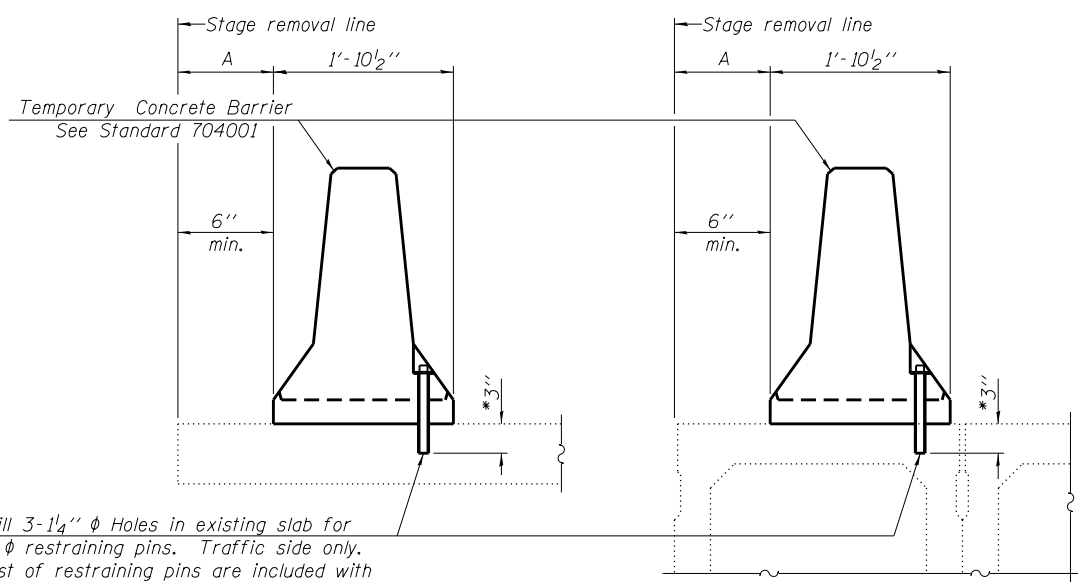
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123)BR-1	MERCER	106	29
CONTRACT NO. 68663				
<small>ILLINOIS FED. AID PROJECT</small>				

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When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



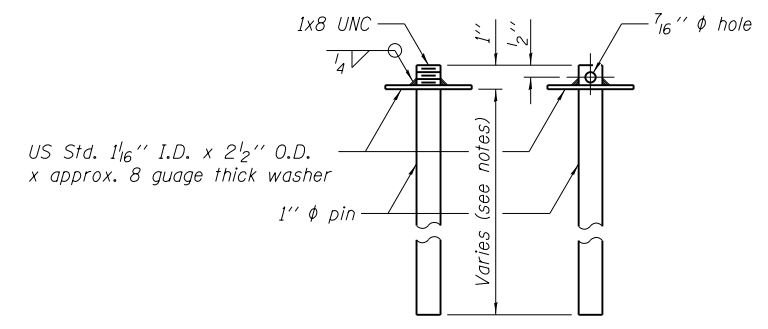
Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING SLAB

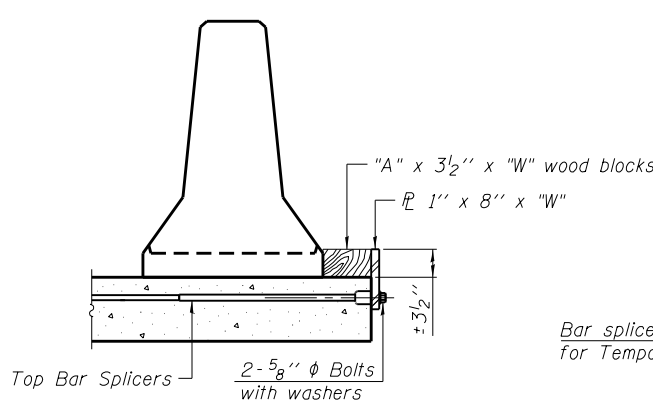
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

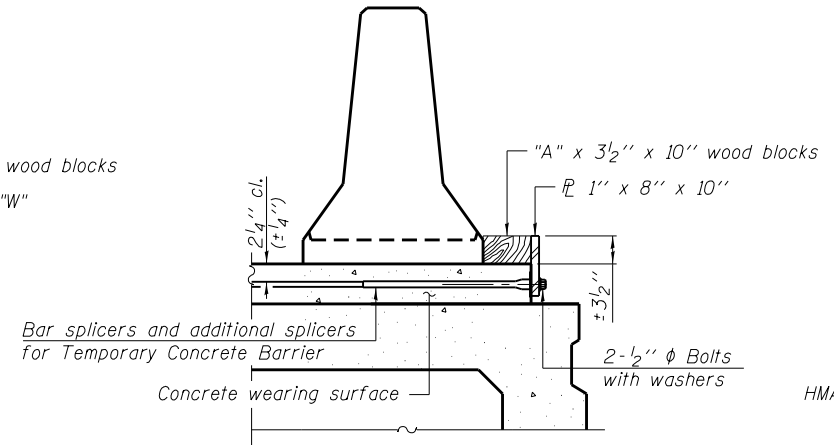


US Std. 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer

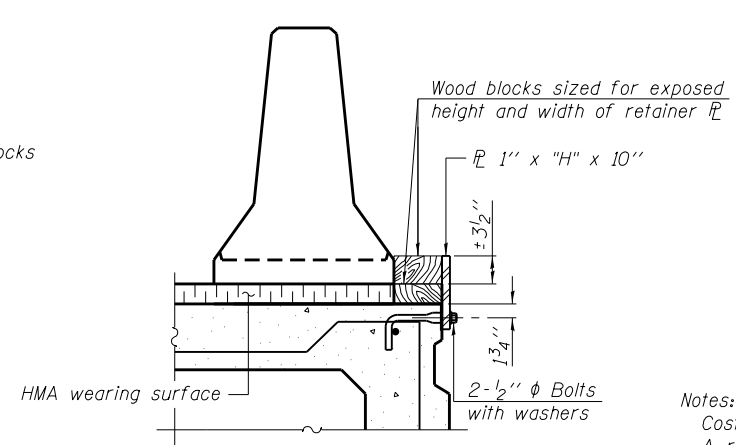
RESTRAINING PIN



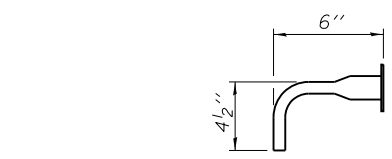
DETAIL I



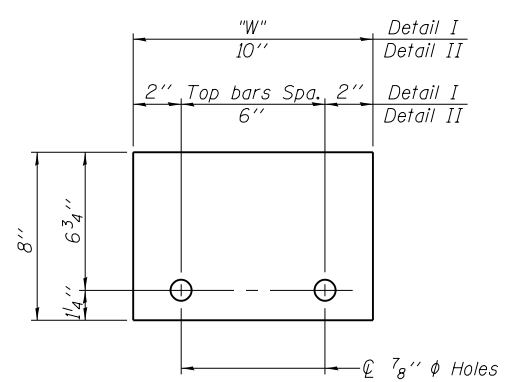
DETAIL II



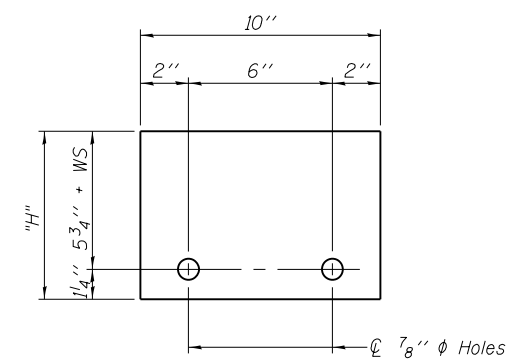
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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

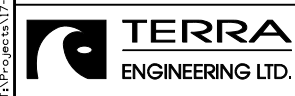


STEEL RETAINER 1" x "H" x 10"
(Detail III)

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

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

R-27 2-17-2017



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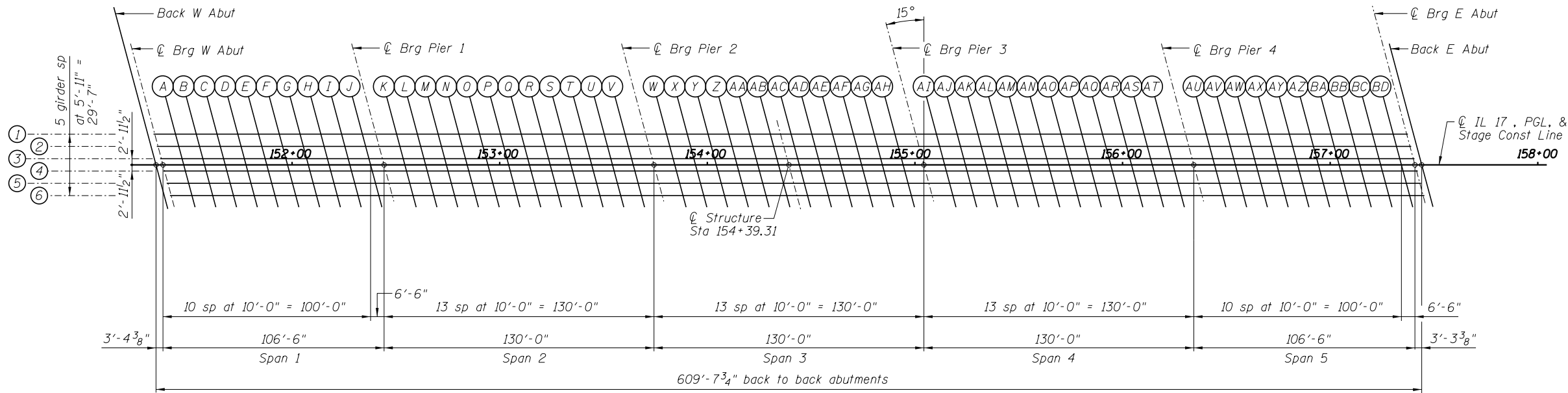
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 066-0021**

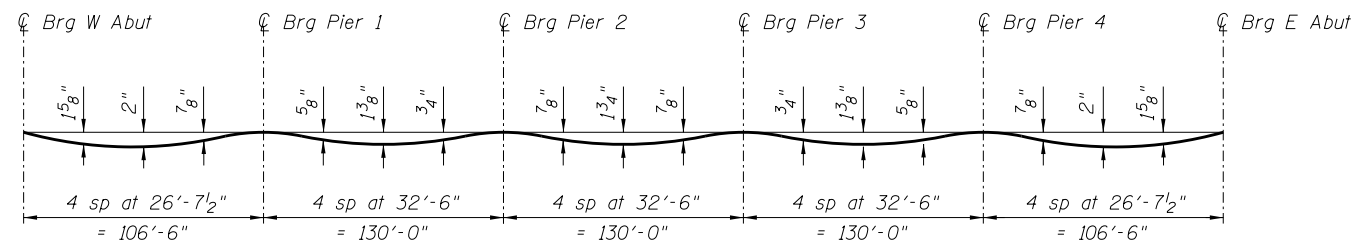
SHEET NO. 8 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123)BR-1	MERCER	106	30
CONTRACT NO. 68663				

ILLINOIS FED. AID PROJECT



DECK ELEVATION LAYOUT

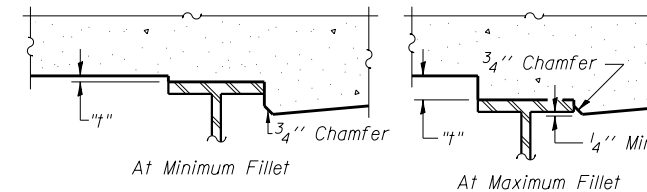


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown in the tables on Sheets 10 thru 13 of 48.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 10 thru 13 of 48, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

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FILE NAME = I:\dots\5375_1r\17\CADD_Structural\decklev.dgn

GIRDER 1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Back W Abut	151+30.49	-14.79	560.96	560.96
CL Brg W Abut	151+33.85	-14.79	560.97	560.97
A	151+43.85	-14.79	561.02	561.09
B	151+53.85	-14.79	561.07	561.19
C	151+63.85	-14.79	561.12	561.27
D	151+73.85	-14.79	561.17	561.34
E	151+83.85	-14.79	561.22	561.39
F	151+93.85	-14.79	561.27	561.42
G	152+03.85	-14.79	561.32	561.43
H	152+13.85	-14.79	561.37	561.45
I	152+23.85	-14.79	561.42	561.46
J	152+33.85	-14.79	561.47	561.48
CL Brg Pier 1	152+40.35	-14.79	561.51	561.51
K	152+50.35	-14.79	561.56	561.56
L	152+60.35	-14.79	561.61	561.63
M	152+70.35	-14.79	561.66	561.70
N	152+80.35	-14.79	561.71	561.78
O	152+90.35	-14.79	561.76	561.85
P	153+00.35	-14.79	561.81	561.92
Q	153+10.35	-14.79	561.86	561.97
R	153+20.35	-14.79	561.91	562.01
S	153+30.35	-14.79	561.96	562.03
T	153+40.35	-14.79	562.01	562.06
U	153+50.35	-14.79	562.06	562.08
V	153+60.35	-14.79	562.11	562.11
CL Brg Pier 2	153+70.35	-14.79	562.16	562.16
W	153+80.35	-14.79	562.20	562.22
X	153+90.35	-14.79	562.24	562.28
Y	154+00.35	-14.79	562.27	562.34
Z	154+10.35	-14.79	562.30	562.40
AA	154+20.35	-14.79	562.32	562.45
AB	154+30.35	-14.79	562.33	562.47
AC	154+40.35	-14.79	562.34	562.48
AD	154+50.35	-14.79	562.34	562.47
AE	154+60.35	-14.79	562.33	562.44
AF	154+70.35	-14.79	562.32	562.39
AG	154+80.35	-14.79	562.30	562.34
AH	154+90.35	-14.79	562.28	562.29
CL Brg Pier 3	155+00.35	-14.79	562.25	562.25
AI	155+10.35	-14.79	562.21	562.22
AJ	155+20.35	-14.79	562.17	562.20
AK	155+30.35	-14.79	562.12	562.17
AL	155+40.35	-14.79	562.07	562.15
AM	155+50.35	-14.79	562.01	562.11
AN	155+60.35	-14.79	561.96	562.07
AO	155+70.35	-14.79	561.90	562.01
AP	155+80.35	-14.79	561.85	561.95
AQ	155+90.35	-14.79	561.80	561.87
AR	156+00.35	-14.79	561.74	561.79
AS	156+10.35	-14.79	561.69	561.71
AT	156+20.35	-14.79	561.63	561.64

GIRDER 1

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
CL Brg Pier 4	156+30.35	-14.79	561.58	561.58
AU	156+40.35	-14.79	561.53	561.54
AV	156+50.35	-14.79	561.47	561.52
AW	156+60.35	-14.79	561.42	561.50
AX	156+70.35	-14.79	561.36	561.49
AY	156+80.35	-14.79	561.31	561.46
AZ	156+90.35	-14.79	561.26	561.42
BA	157+00.35	-14.79	561.20	561.36
BB	157+10.35	-14.79	561.15	561.29
BC	157+20.35	-14.79	561.09	561.19
BD	157+30.35	-14.79	561.04	561.08
CL Brg E Abut	157+36.85	-14.79	561.01	561.01
Back E Abut	157+40.13	-14.79	560.99	560.99

GIRDER 2 (CONTINUED)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
CL Brg Pier 2	153+71.93	-8.88	562.27	562.27
W	153+81.93	-8.88	562.31	562.33
X	153+91.93	-8.88	562.35	562.39
Y	154+01.93	-8.88	562.38	562.45
Z	154+11.93	-8.88	562.41	562.51
AA	154+21.93	-8.88	562.43	562.56
AB	154+31.93	-8.88	562.44	562.58
AC	154+41.93	-8.88	562.45	562.59
AD	154+51.93	-8.88	562.45	562.57
AE	154+61.93	-8.88	562.44	562.54
AF	154+71.93	-8.88	562.43	562.50
AG	154+81.93	-8.88	562.41	562.45
AH	154+91.93	-8.88	562.38	562.40
CL Brg Pier 3	155+01.93	-8.88	562.35	562.35
AI	155+11.93	-8.88	562.31	562.32
AJ	155+21.93	-8.88	562.27	562.30
AK	155+31.93	-8.88	562.22	562.27
AL	155+41.93	-8.88	562.16	562.24
AM	155+51.93	-8.88	562.11	562.21
AN	155+61.93	-8.88	562.06	562.17
AO	155+71.93	-8.88	562.00	562.11
AP	155+81.93	-8.88	561.95	562.05
AQ	155+91.93	-8.88	561.89	561.97
AR	156+01.93	-8.88	561.84	561.89
AS	156+11.93	-8.88	561.79	561.81
AT	156+21.93	-8.88	561.73	561.74
CL Brg Pier 4	156+31.93	-8.88	561.68	561.68
AU	156+41.93	-8.88	561.62	561.64
AV	156+51.93	-8.88	561.57	561.62
AW	156+61.93	-8.88	561.52	561.60
AX	156+71.93	-8.88	561.46	561.58
AY	156+81.93	-8.88	561.41	561.56
AZ	156+91.93	-8.88	561.35	561.52
BA	157+01.93	-8.88	561.30	561.46
BB	157+11.93	-8.88	561.25	561.38
BC	157+21.93	-8.88	561.19	561.29
BD	157+31.93	-8.88	561.14	561.18
CL Brg E Abut	157+38.43	-8.88	561.10	561.10
Back E Abut	157+41.71	-8.88	561.09	561.09

GIRDER 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Back W Abut	151+32.07	-8.88	561.07	561.07
CL Brg W Abut	151+35.44	-8.88	561.09	561.09
A	151+45.44	-8.88	561.14	561.20
B	151+55.44	-8.88	561.19	561.30
C	151+65.44	-8.88	561.24	561.39
D	151+75.44	-8.88	561.29	561.45
E	151+85.44	-8.88	561.34	561.50
F	151+95.44	-8.88	561.39	561.53
G	152+05.44	-8.88	561.44	561.55
H	152+15.44	-8.88	561.49	561.56
I	152+25.44	-8.88	561.54	561.58
J	152+35.44	-8.88	561.59	561.60
CL Brg Pier 1	152+41.93	-8.88	561.62	561.62
K	152+51.93	-8.88	561.67	561.68
L	152+61.93	-8.88	561.72	561.74
M	152+71.93	-8.88	561.77	561.82
N	152+81.93	-8.88	561.82	561.89
O	152+91.93	-8.88	561.87	561.97
P	153+01.93	-8.88	561.92	562.03
Q	153+11.93	-8.88	561.97	562.08
R	153+21.93	-8.88	562.02	562.12
S	153+31.93	-8.88	562.07	562.15
T	153+41.93	-8.88	562.12	562.17
U	153+51.93	-8.88	562.17	562.20
V	153+61.93	-8.88	562.22	562.23

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 066-0021**

SHEET NO. 10 OF 48 SHEETS

F.A.P. RTE. 639	SECTION (123B)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 32
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

GIRDER 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Back W Abut	151+33.66	-2.96	561.17	561.17
CL Brg W Abut	151+37.02	-2.96	561.19	561.19
A	151+47.02	-2.96	561.24	561.30
B	151+57.02	-2.96	561.29	561.40
C	151+67.02	-2.96	561.34	561.49
D	151+77.02	-2.96	561.39	561.56
E	151+87.02	-2.96	561.44	561.60
F	151+97.02	-2.96	561.49	561.63
G	152+07.02	-2.96	561.54	561.65
H	152+17.02	-2.96	561.59	561.66
I	152+27.02	-2.96	561.64	561.68
J	152+37.02	-2.96	561.69	561.70
CL Brg Pier 1	152+43.52	-2.96	561.72	561.72
K	152+53.52	-2.96	561.77	561.78
L	152+63.52	-2.96	561.82	561.84
M	152+73.52	-2.96	561.87	561.92
N	152+83.52	-2.96	561.92	562.00
O	152+93.52	-2.96	561.97	562.07
P	153+03.52	-2.96	562.02	562.13
Q	153+13.52	-2.96	562.07	562.18
R	153+23.52	-2.96	562.12	562.22
S	153+33.52	-2.96	562.17	562.25
T	153+43.52	-2.96	562.22	562.27
U	153+53.52	-2.96	562.27	562.30
V	153+63.52	-2.96	562.32	562.33
CL Brg Pier 2	153+73.52	-2.96	562.37	562.37
W	153+83.52	-2.96	562.41	562.43
X	153+93.52	-2.96	562.45	562.49
Y	154+03.52	-2.96	562.48	562.55
Z	154+13.52	-2.96	562.50	562.61
AA	154+23.52	-2.96	562.52	562.65
AB	154+33.52	-2.96	562.53	562.67
AC	154+43.52	-2.96	562.54	562.68
AD	154+53.52	-2.96	562.54	562.67
AE	154+63.52	-2.96	562.53	562.63
AF	154+73.52	-2.96	562.52	562.59
AG	154+83.52	-2.96	562.50	562.54
AH	154+93.52	-2.96	562.47	562.49
CL Brg Pier 3	155+03.52	-2.96	562.44	562.44
AI	155+13.52	-2.96	562.40	562.41
AJ	155+23.52	-2.96	562.35	562.38
AK	155+33.52	-2.96	562.30	562.35
AL	155+43.52	-2.96	562.25	562.33
AM	155+53.52	-2.96	562.19	562.30
AN	155+63.52	-2.96	562.14	562.25
AO	155+73.52	-2.96	562.09	562.20
AP	155+83.52	-2.96	562.03	562.13
AQ	155+93.52	-2.96	561.98	562.05
AR	156+03.52	-2.96	561.92	561.97
AS	156+13.52	-2.96	561.87	561.89
AT	156+23.52	-2.96	561.82	561.82

GIRDER 3 (CONTINUED)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
CL Brg Pier 4	156+33.52	-2.96	561.76	561.76
AU	156+43.52	-2.96	561.71	561.73
AV	156+53.52	-2.96	561.65	561.70
AW	156+63.52	-2.96	561.60	561.69
AX	156+73.52	-2.96	561.55	561.67
AY	156+83.52	-2.96	561.49	561.64
AZ	156+93.52	-2.96	561.44	561.60
BA	157+03.52	-2.96	561.38	561.55
BB	157+13.52	-2.96	561.33	561.47
BC	157+23.52	-2.96	561.28	561.37
BD	157+33.52	-2.96	561.22	561.26
CL Brg E Abut	157+40.02	-2.96	561.19	561.19
Back E Abut	157+43.30	-2.96	561.17	561.17

IL 17, PGL. & STAGE CONST. LINE (CONTINUED)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
CL Brg Pier 2	153+74.31	0.00	562.42	562.42
W	153+84.31	0.00	562.46	562.48
X	153+94.31	0.00	562.50	562.54
Y	154+04.31	0.00	562.53	562.60
Z	154+14.31	0.00	562.55	562.65
AA	154+24.31	0.00	562.57	562.70
AB	154+34.31	0.00	562.58	562.72
AC	154+44.31	0.00	562.59	562.73
AD	154+54.31	0.00	562.58	562.71
AE	154+64.31	0.00	562.58	562.68
AF	154+74.31	0.00	562.56	562.63
AG	154+84.31	0.00	562.54	562.58
AH	154+94.31	0.00	562.51	562.53
CL Brg Pier 3	155+04.31	0.00	562.48	562.48
AI	155+14.31	0.00	562.44	562.45
AJ	155+24.31	0.00	562.40	562.42
AK	155+34.31	0.00	562.34	562.40
AL	155+44.31	0.00	562.29	562.37
AM	155+54.31	0.00	562.24	562.34
AN	155+64.31	0.00	562.18	562.29
AO	155+74.31	0.00	562.13	562.24
AP	155+84.31	0.00	562.07	562.17
AQ	155+94.31	0.00	562.02	562.09
AR	156+04.31	0.00	561.97	562.01
AS	156+14.31	0.00	561.91	561.94
AT	156+24.31	0.00	561.86	561.86
CL Brg Pier 4	156+34.31	0.00	561.80	561.80
AU	156+44.31	0.00	561.75	561.77
AV	156+54.31	0.00	561.70	561.74
AW	156+64.31	0.00	561.64	561.73
AX	156+74.31	0.00	561.59	561.71
AY	156+84.31	0.00	561.53	561.69
AZ	156+94.31	0.00	561.48	561.65
BA	157+04.31	0.00	561.43	561.59
BB	157+14.31	0.00	561.37	561.51
BC	157+24.31	0.00	561.32	561.41
BD	157+34.31	0.00	561.26	561.30
CL Brg E Abut	157+40.81	0.00	561.23	561.23
Back E Abut	157+44.09	0.00	561.21	561.21

IL 17, PGL. & STAGE CONST. LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Back W Abut	151+34.45	0.00	561.22	561.22
CL Brg W Abut	151+37.81	0.00	561.24	561.24
A	151+47.81	0.00	561.29	561.35
B	151+57.81	0.00	561.34	561.45
C	151+67.81	0.00	561.39	561.54
D	151+77.81	0.00	561.44	561.61
E	151+87.81	0.00	561.49	561.65
F	151+97.81	0.00	561.54	561.68
G	152+07.81	0.00	561.59	561.70
H	152+17.81	0.00	561.64	561.71
I	152+27.81	0.00	561.69	561.73
J	152+37.81	0.00	561.74	561.75
CL Brg Pier 1	152+44.31	0.00	561.77	561.77
K	152+54.31	0.00	561.82	561.83
L	152+64.31	0.00	561.87	561.89
M	152+74.31	0.00	561.92	561.97
N	152+84.31	0.00	561.97	562.05
O	152+94.31	0.00	562.02	562.12
P	153+04.31	0.00	562.07	562.18
Q	153+14.31	0.00	562.12	562.23
R	153+24.31	0.00	562.17	562.27
S	153+34.31	0.00	562.22	562.30
T	153+44.31	0.00	562.27	562.32
U	153+54.31	0.00	562.32	562.35
V	153+64.31	0.00	562.37	562.38

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 PLOT DATE = 3/21/2018

DESIGNED - ACB
 CHECKED - JMB
 DRAWN - RLK
 CHECKED - JMB

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 066-0021

SHEET NO. 11 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123)BR-1	MERCER	106	33
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

GIRDER 4

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Back W Abut	151+35.24	2.96	561.18	561.18
CL Brg W Abut	151+38.61	2.96	561.20	561.20
A	151+48.61	2.96	561.25	561.31
B	151+58.61	2.96	561.30	561.41
C	151+68.61	2.96	561.35	561.50
D	151+78.61	2.96	561.40	561.56
E	151+88.61	2.96	561.45	561.61
F	151+98.61	2.96	561.50	561.64
G	152+08.61	2.96	561.55	561.66
H	152+18.61	2.96	561.60	561.67
I	152+28.61	2.96	561.65	561.68
J	152+38.61	2.96	561.70	561.71
CL Brg Pier 1	152+45.10	2.96	561.73	561.73
K	152+55.10	2.96	561.78	561.78
L	152+65.10	2.96	561.83	561.85
M	152+75.10	2.96	561.88	561.93
N	152+85.10	2.96	561.93	562.00
O	152+95.10	2.96	561.98	562.08
P	153+05.10	2.96	562.03	562.14
Q	153+15.10	2.96	562.08	562.19
R	153+25.10	2.96	562.13	562.23
S	153+35.10	2.96	562.18	562.26
T	153+45.10	2.96	562.23	562.28
U	153+55.10	2.96	562.28	562.31
V	153+65.10	2.96	562.33	562.34
CL Brg Pier 2	153+75.10	2.96	562.38	562.38
W	153+85.10	2.96	562.42	562.43
X	153+95.10	2.96	562.46	562.49
Y	154+05.10	2.96	562.48	562.55
Z	154+15.10	2.96	562.51	562.61
AA	154+25.10	2.96	562.52	562.65
AB	154+35.10	2.96	562.54	562.68
AC	154+45.10	2.96	562.54	562.68
AD	154+55.10	2.96	562.54	562.67
AE	154+65.10	2.96	562.53	562.63
AF	154+75.10	2.96	562.51	562.58
AG	154+85.10	2.96	562.49	562.53
AH	154+95.10	2.96	562.47	562.48
CL Brg Pier 3	155+05.10	2.96	562.43	562.43
AI	155+15.10	2.96	562.39	562.40
AJ	155+25.10	2.96	562.35	562.37
AK	155+35.10	2.96	562.29	562.35
AL	155+45.10	2.96	562.24	562.32
AM	155+55.10	2.96	562.19	562.29
AN	155+65.10	2.96	562.13	562.24
AO	155+75.10	2.96	562.08	562.19
AP	155+85.10	2.96	562.02	562.12
AQ	155+95.10	2.96	561.97	562.04
AR	156+05.10	2.96	561.92	561.96
AS	156+15.10	2.96	561.86	561.88
AT	156+25.10	2.96	561.81	561.81

GIRDER 4 (CONTINUED)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
CL Brg Pier 4	156+35.10	2.96	561.75	561.75
AU	156+45.10	2.96	561.70	561.72
AV	156+55.10	2.96	561.65	561.69
AW	156+65.10	2.96	561.59	561.68
AX	156+75.10	2.96	561.54	561.66
AY	156+85.10	2.96	561.48	561.64
AZ	156+95.10	2.96	561.43	561.60
BA	157+05.10	2.96	561.38	561.54
BB	157+15.10	2.96	561.32	561.46
BC	157+25.10	2.96	561.27	561.36
BD	157+35.10	2.96	561.21	561.25
CL Brg E Abut	157+41.60	2.96	561.18	561.18
Back E Abut	157+44.88	2.96	561.16	561.16

GIRDER 5 (CONTINUED)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
CL Brg Pier 2	153+76.69	8.88	562.29	562.29
W	153+86.69	8.88	562.33	562.35
X	153+96.69	8.88	562.37	562.41
Y	154+06.69	8.88	562.40	562.47
Z	154+16.69	8.88	562.42	562.52
AA	154+26.69	8.88	562.43	562.56
AB	154+36.69	8.88	562.44	562.58
AC	154+46.69	8.88	562.45	562.59
AD	154+56.69	8.88	562.44	562.57
AE	154+66.69	8.88	562.43	562.54
AF	154+76.69	8.88	562.42	562.49
AG	154+86.69	8.88	562.40	562.44
AH	154+96.69	8.88	562.37	562.38
CL Brg Pier 3	155+06.69	8.88	562.33	562.33
AI	155+16.69	8.88	562.29	562.30
AJ	155+26.69	8.88	562.25	562.27
AK	155+36.69	8.88	562.19	562.25
AL	155+46.69	8.88	562.14	562.22
AM	155+56.69	8.88	562.09	562.19
AN	155+66.69	8.88	562.03	562.14
AO	155+76.69	8.88	561.98	562.09
AP	155+86.69	8.88	561.92	562.02
AQ	155+96.69	8.88	561.87	561.94
AR	156+06.69	8.88	561.82	561.86
AS	156+16.69	8.88	561.76	561.78
AT	156+26.69	8.88	561.71	561.71
CL Brg Pier 4	156+36.69	8.88	561.65	561.65
AU	156+46.69	8.88	561.60	561.62
AV	156+56.69	8.88	561.55	561.59
AW	156+66.69	8.88	561.49	561.58
AX	156+76.69	8.88	561.44	561.56
AY	156+86.69	8.88	561.38	561.53
AZ	156+96.69	8.88	561.33	561.50
BA	157+06.69	8.88	561.28	561.44
BB	157+16.69	8.88	561.22	561.36
BC	157+26.69	8.88	561.17	561.26
BD	157+36.69	8.88	561.11	561.15
CL Brg E Abut	157+43.19	8.88	561.08	561.08
Back E Abut	157+46.47	8.88	561.06	561.06

GIRDER 5

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Back W Abut	151+36.83	8.88	561.10	561.10
CL Brg W Abut	151+40.19	8.88	561.11	561.11
A	151+50.19	8.88	561.16	561.22
B	151+60.19	8.88	561.21	561.33
C	151+70.19	8.88	561.26	561.41
D	151+80.19	8.88	561.31	561.48
E	151+90.19	8.88	561.36	561.53
F	152+00.19	8.88	561.41	561.55
G	152+10.19	8.88	561.46	561.57
H	152+20.19	8.88	561.51	561.58
I	152+30.19	8.88	561.56	561.60
J	152+40.19	8.88	561.61	561.62
CL Brg Pier 1	152+46.69	8.88	561.64	561.64
K	152+56.69	8.88	561.69	561.70
L	152+66.69	8.88	561.74	561.77
M	152+76.69	8.88	561.79	561.84
N	152+86.69	8.88	561.84	561.92
O	152+96.69	8.88	561.89	561.99
P	153+06.69	8.88	561.94	562.05
Q	153+16.69	8.88	561.99	562.11
R	153+26.69	8.88	562.04	562.15
S	153+36.69	8.88	562.09	562.17
T	153+46.69	8.88	562.14	562.20
U	153+56.69	8.88	562.19	562.22
V	153+66.69	8.88	562.24	562.25

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DESIGNED - ACB
 CHECKED - JMB
 DRAWN - RLK
 CHECKED - JMB

REVISED -
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 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 066-0021

SHEET NO. 12 OF 48 SHEETS

F.A.P. RTE. 639	SECTION (123B)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 34
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

GIRDER 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Back W Abut	151+38.41	14.79	561.00	561.00
CL Brg W Abut	151+41.78	14.79	561.01	561.01
A	151+51.78	14.79	561.06	561.13
B	151+61.78	14.79	561.11	561.23
C	151+71.78	14.79	561.16	561.31
D	151+81.78	14.79	561.21	561.38
E	151+91.78	14.79	561.26	561.43
F	152+01.78	14.79	561.31	561.46
G	152+11.78	14.79	561.36	561.47
H	152+21.78	14.79	561.41	561.48
I	152+31.78	14.79	561.46	561.50
J	152+41.78	14.79	561.51	561.52
CL Brg Pier 1	152+48.27	14.79	561.55	561.55
K	152+58.27	14.79	561.60	561.60
L	152+68.27	14.79	561.65	561.67
M	152+78.27	14.79	561.70	561.74
N	152+88.27	14.79	561.75	561.82
O	152+98.27	14.79	561.80	561.89
P	153+08.27	14.79	561.85	561.96
Q	153+18.27	14.79	561.90	562.01
R	153+28.27	14.79	561.95	562.05
S	153+38.27	14.79	562.00	562.07
T	153+48.27	14.79	562.05	562.10
U	153+58.27	14.79	562.10	562.12
V	153+68.27	14.79	562.15	562.15
CL Brg Pier 2	153+78.27	14.79	562.19	562.19
W	153+88.27	14.79	562.23	562.25
X	153+98.27	14.79	562.27	562.30
Y	154+08.27	14.79	562.29	562.36
Z	154+18.27	14.79	562.31	562.42
AA	154+28.27	14.79	562.33	562.46
AB	154+38.27	14.79	562.34	562.48
AC	154+48.27	14.79	562.34	562.48
AD	154+58.27	14.79	562.34	562.46
AE	154+68.27	14.79	562.33	562.43
AF	154+78.27	14.79	562.31	562.38
AG	154+88.27	14.79	562.29	562.32
AH	154+98.27	14.79	562.26	562.27
CL Brg Pier 3	155+08.27	14.79	562.22	562.22
AI	155+18.27	14.79	562.18	562.19
AJ	155+28.27	14.79	562.13	562.16
AK	155+38.27	14.79	562.08	562.13
AL	155+48.27	14.79	562.02	562.10
AM	155+58.27	14.79	561.97	562.07
AN	155+68.27	14.79	561.92	562.03
AO	155+78.27	14.79	561.86	561.97
AP	155+88.27	14.79	561.81	561.91
AQ	155+98.27	14.79	561.75	561.83
AR	156+08.27	14.79	561.70	561.75
AS	156+18.27	14.79	561.65	561.67
AT	156+28.27	14.79	561.59	561.60

GIRDER 6 (CONTINUED)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
CL Brg Pier 4	156+38.27	14.79	561.54	561.54
AU	156+48.27	14.79	561.48	561.50
AV	156+58.27	14.79	561.43	561.48
AW	156+68.27	14.79	561.38	561.46
AX	156+78.27	14.79	561.32	561.44
AY	156+88.27	14.79	561.27	561.42
AZ	156+98.27	14.79	561.21	561.38
BA	157+08.27	14.79	561.16	561.32
BB	157+18.27	14.79	561.11	561.24
BC	157+28.27	14.79	561.05	561.15
BD	157+38.27	14.79	561.00	561.04
CL Brg E Abut	157+44.78	14.79	560.96	560.96
Back E Abut	157+48.05	14.79	560.94	560.94

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CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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PLOT DATE = 3/21/2018

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CHECKED - JMB
DRAWN - RLK
CHECKED - JMB

REVISED -
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 066-0021

SHEET NO. 13 OF 48 SHEETS

F.A.P. RTE. 639	SECTION (123B)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 35
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

North Edge of Shoulder

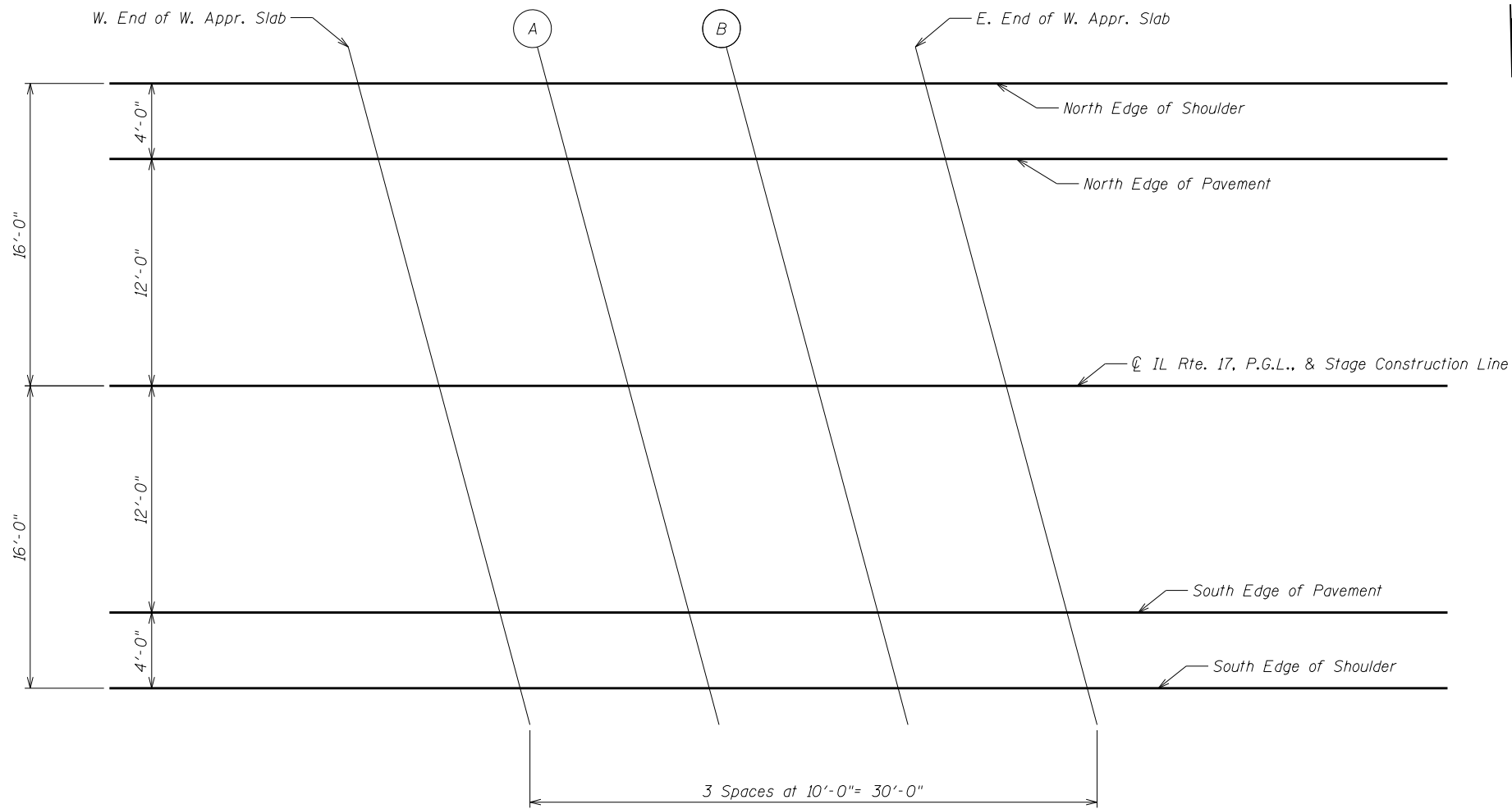
Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Aprpr. Slab	151+00.68	-16.00	560.78
A	151+10.68	-16.00	560.83
B	151+20.68	-16.00	560.88
E. End of W. Aprpr. Slab	151+30.68	-16.00	560.93

North Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Aprpr. Slab	151+01.76	-12.00	560.87
A	151+11.76	-12.00	560.92
B	151+21.76	-12.00	560.97
E. End of W. Aprpr. Slab	151+31.76	-12.00	561.02

IL Rte. 17, P.G.L., & Stage Construction Line

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Aprpr. Slab	151+04.97	0.00	561.07
A	151+14.97	0.00	561.12
B	151+24.97	0.00	561.17
E. End of W. Aprpr. Slab	151+34.97	0.00	561.22



PLAN

South Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Aprpr. Slab	151+08.19	12.00	560.90
A	151+18.19	12.00	560.95
B	151+28.19	12.00	561.00
E. End of W. Aprpr. Slab	151+38.19	12.00	561.05

South Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Aprpr. Slab	151+09.26	16.00	560.83
A	151+19.26	16.00	560.88
B	151+29.26	16.00	560.93
E. End of W. Aprpr. Slab	151+39.26	16.00	560.98

E-AS

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200 E. Main St., Suite 200
 61820, Illinois, USA
 618.233.2877 phone
 618.233.2977 fax
 www.kaskaskiaeng.com
 11/27/2016
 11/27/2016
 20-000006

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	CHECKED - TJH	REVISED -
PLOT SCALE =	DRAWN - RJO	REVISED -
PLOT DATE = 3/21/2018 7:16:18 AM	CHECKED - BB	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF WEST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 066-0021**

SHEET NO. 14 OF 48 SHEETS

F.A.P. RTE. 639	SECTION (123B) BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 36
CONTRACT NO. 68663				
ILLINOIS FED. AID PROJECT				

North Edge of Shoulder

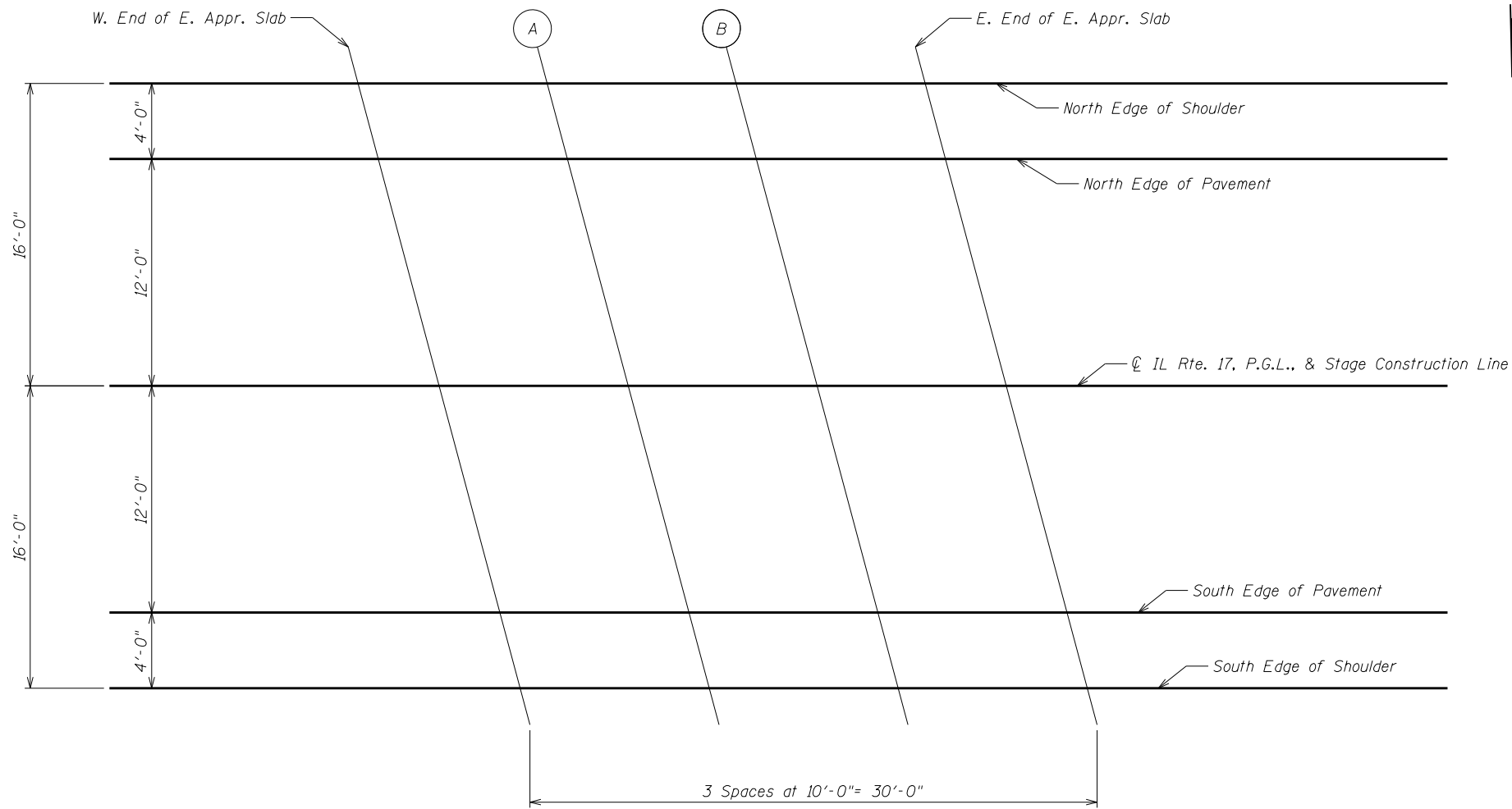
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	157+39.29	-16.00	560.97
A	157+49.29	-16.00	560.91
B	157+59.29	-16.00	560.86
E. End of E. Appr. Slab	157+69.29	-16.00	560.81

North Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	157+40.36	-12.00	561.04
A	157+50.36	-12.00	560.99
B	157+60.36	-12.00	560.94
E. End of E. Appr. Slab	157+70.36	-12.00	560.88

CL IL Rte. 17, P.G.L., & Stage Construction Line

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	157+43.58	0.00	561.21
A	157+53.58	0.00	561.16
B	157+63.58	0.00	561.11
E. End of E. Appr. Slab	157+73.58	0.00	561.05



PLAN

South Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	157+46.79	12.00	561.01
A	157+56.79	12.00	560.96
B	157+66.79	12.00	560.90
E. End of E. Appr. Slab	157+76.79	12.00	560.85

South Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	157+47.86	16.00	560.92
A	157+57.86	16.00	560.87
B	157+67.86	16.00	560.81
E. End of E. Appr. Slab	157+77.86	16.00	560.76

E-AS

2-17-2017

FILE NAME = P:\16-1117 IL 17 over Edwards River\10_CAD\CADD Sheets\Top of East Approach Slab Sheet.dgn



200 E. Main St., Suite 200
 61820, Illinois, USA
 618.233.2877 phone
 618.233.2977 fax
 www.kaskaskiaeng.com
 11/27/2016
 11/27/2016
 20-000006

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	CHECKED - TJH	REVISED -
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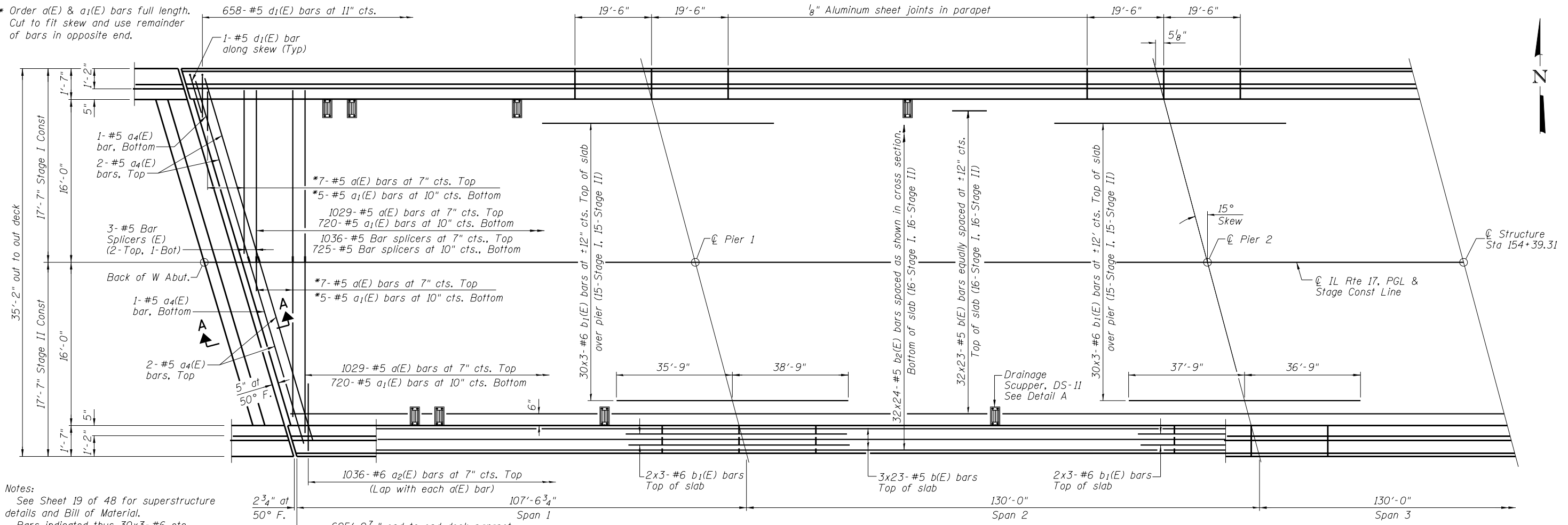
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 066-0021**

SHEET NO. 15 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B) BR-1	MERCER	106	37
CONTRACT NO. 68663				
ILLINOIS FED. AID PROJECT				

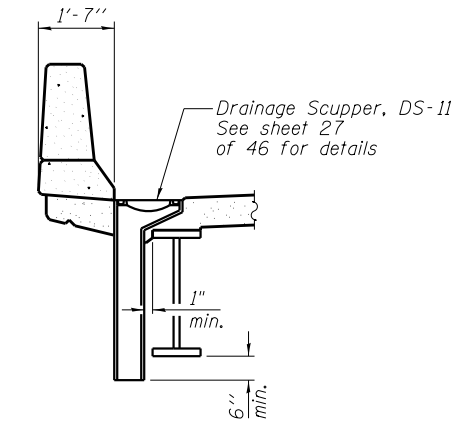
* Order a(E) & a₁(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



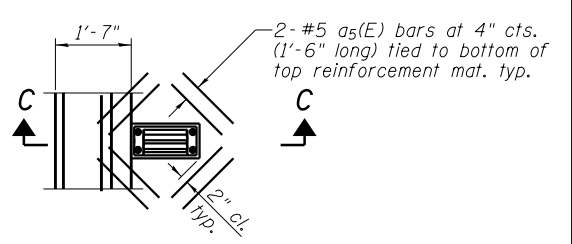
PARTIAL PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"
 #6 bar = 4'-10"

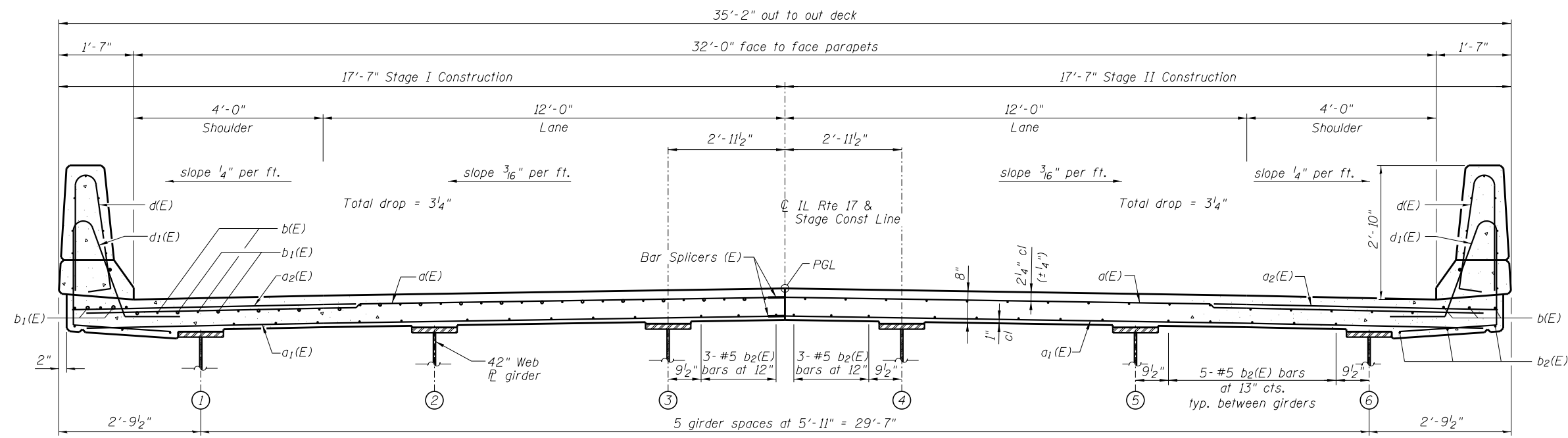


SECTION C-C



DETAIL A

Note:
 Cut longitudinal reinforcement to clear drainage scuppers.



NEAR PIERS

CROSS SECTION
 (Looking Up Station)

NEAR MIDSPAN

FILE NAME = I:\1000\5375\11-17\17\CADD\Structural\deckplan.dgn

CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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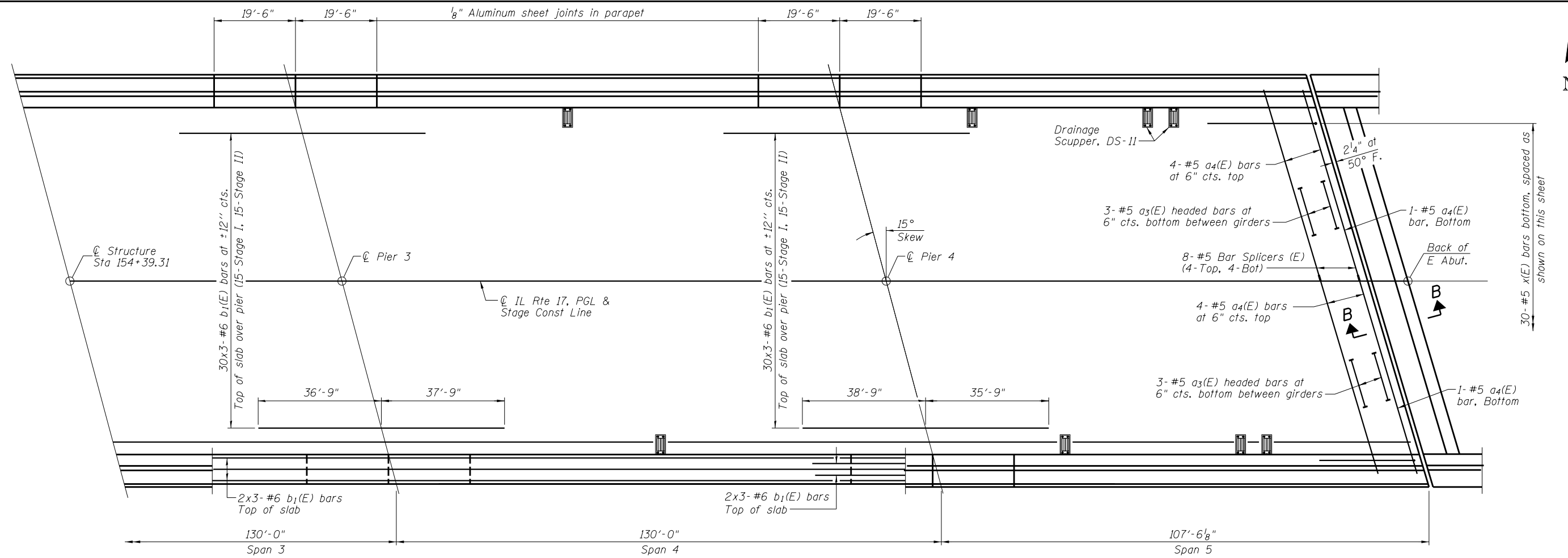
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 DRAWN - RLK
 CHECKED - JMB

REVISED -
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 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 066-0021
 SHEET NO. 16 OF 48 SHEETS

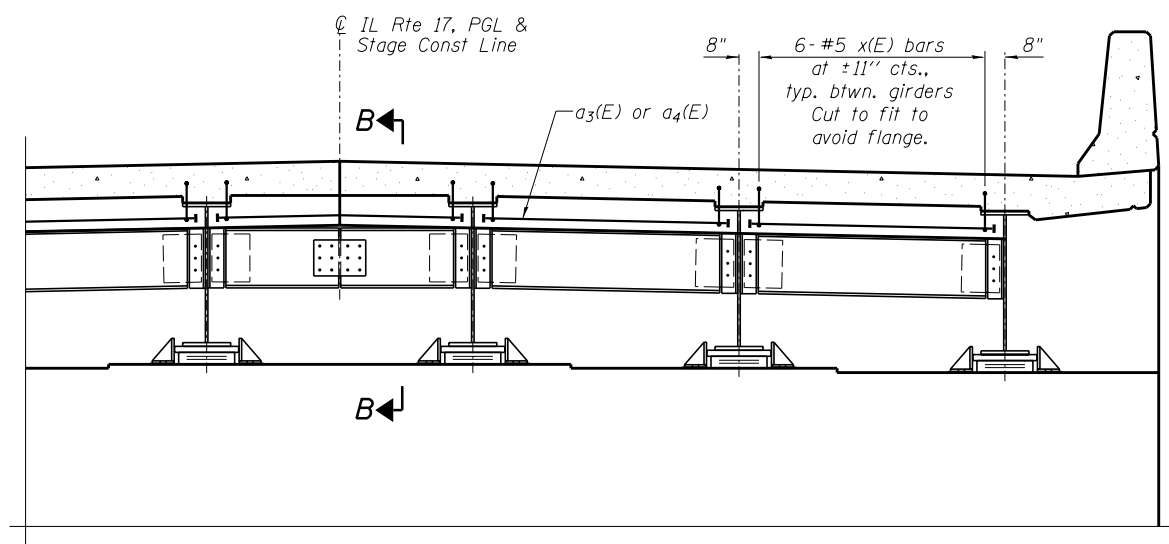
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	38
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



PARTIAL PLAN

MINIMUM BAR LAP

#5 bar = 3'-6"
 #6 bar = 3'-7"



DIAPHRAGM AT EAST ABUTMENT

Notes:
 The x(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders. For details of bar x(E) see sheet 19 of 48. See Sheet 19 of 48 for superstructure details and Bill of Material. Bars indicated thus 30x3-#6 etc. indicates 30 lines of bars with 3 lengths per line. See Sheet 19 of 48 for Section B-B. See Sheet 18 of 48 for parapet reinforcement. See Sheet 1 of 48 for scupper locations. See Sheet 43 of 48 for bar splicer details and the bar splicer assembly to be used at the Stage construction joint for a3(E) bars.

FILE NAME = I:\100\5375_11-11\17\CADD_Structural\deckplan.dgn

CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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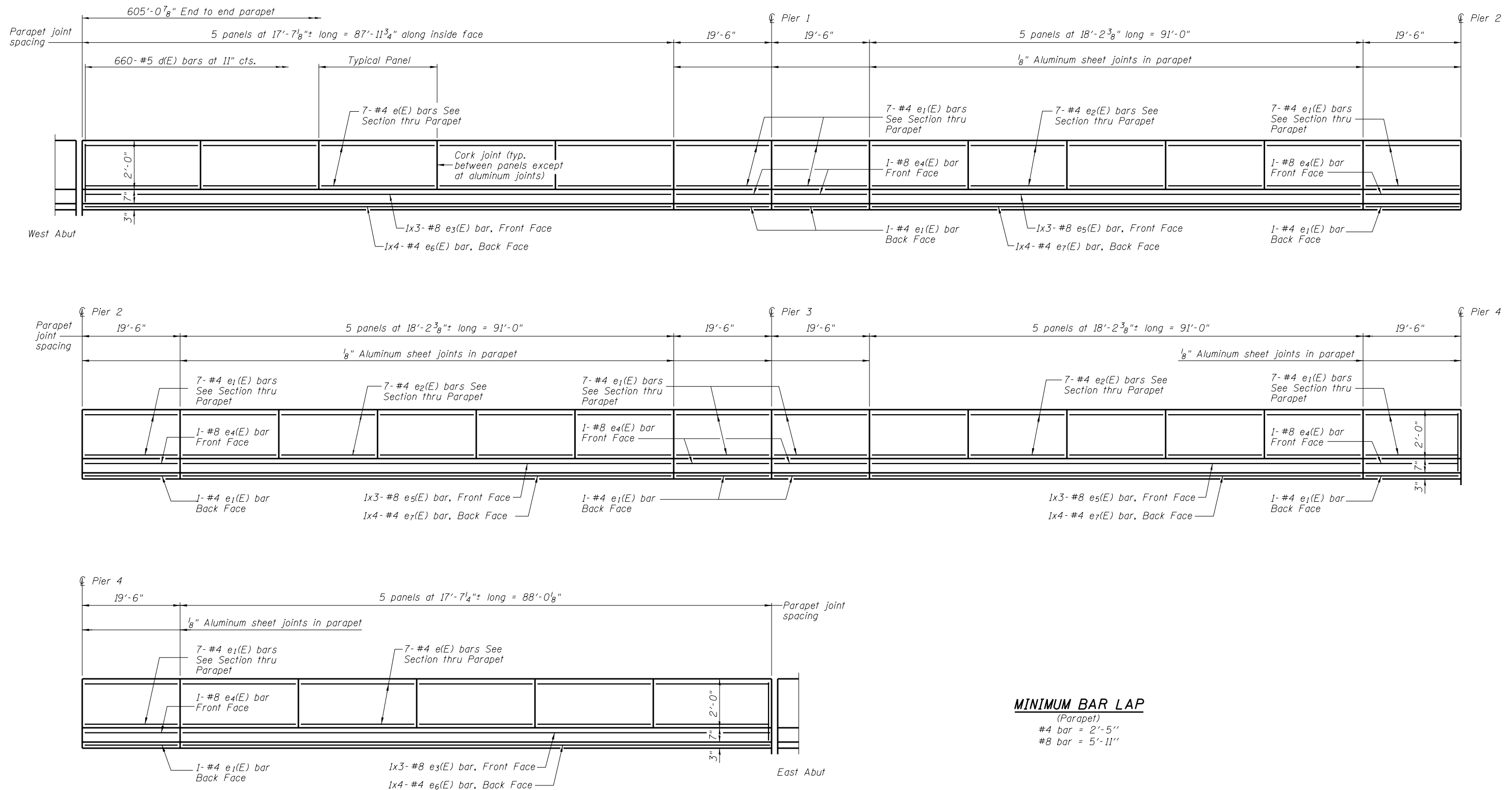
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 066-0021

SHEET NO. 17 OF 48 SHEETS

F.A.P. RTE. 639	SECTION (123B)R-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 39
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



MINIMUM BAR LAP
 (Parapet)
 #4 bar = 2'-5"
 #8 bar = 5'-11"

INSIDE ELEVATION OF NORTH PARAPET
 North parapet shown
 (South parapet similar by mirror image)

FILE NAME = I:\100\5375_11-1\17\CADD_Structural\supdet\11.s1.dgn

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 184-001397

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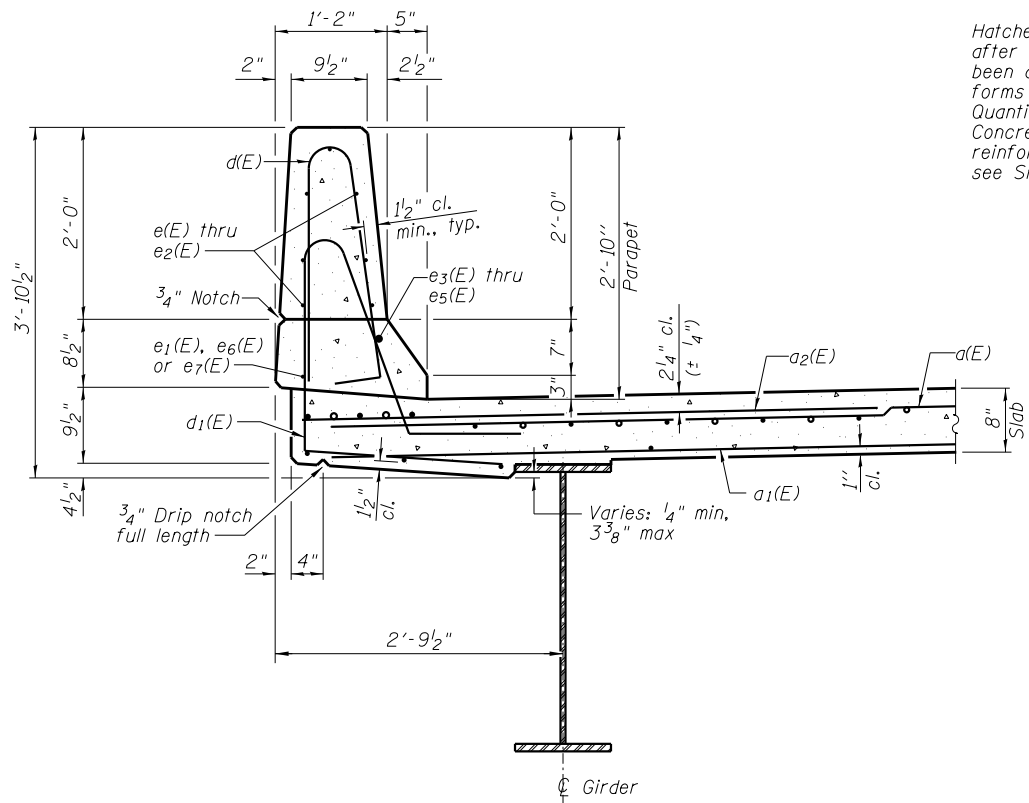
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DRAWN - RLK
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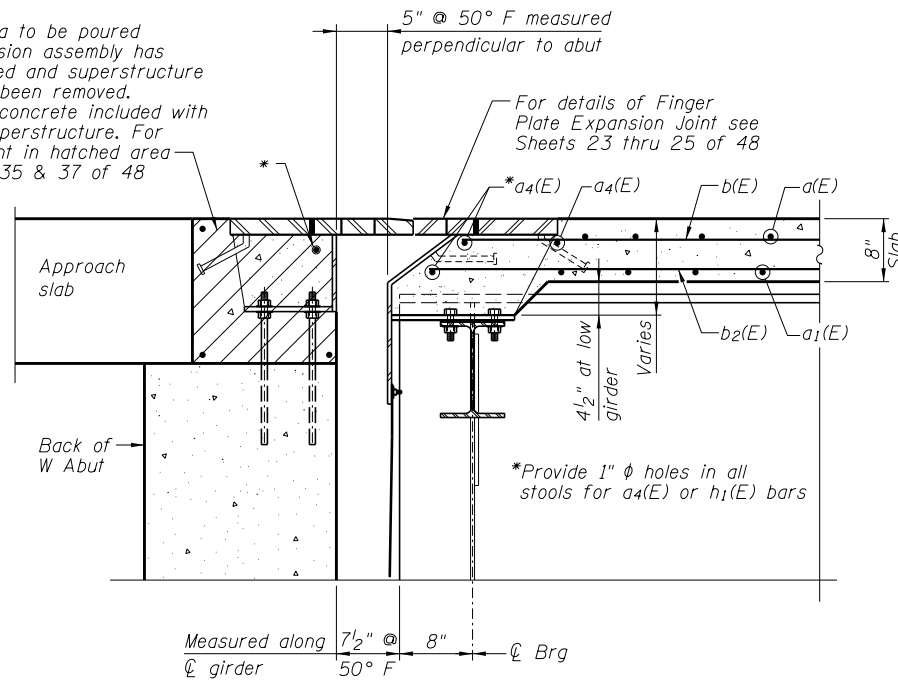
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 066-0021
 SHEET NO. 18 OF 48 SHEETS

F.A.P. RTE. 639	SECTION (123B)R-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 40
CONTRACT NO. 68663				
ILLINOIS FED. AID PROJECT				

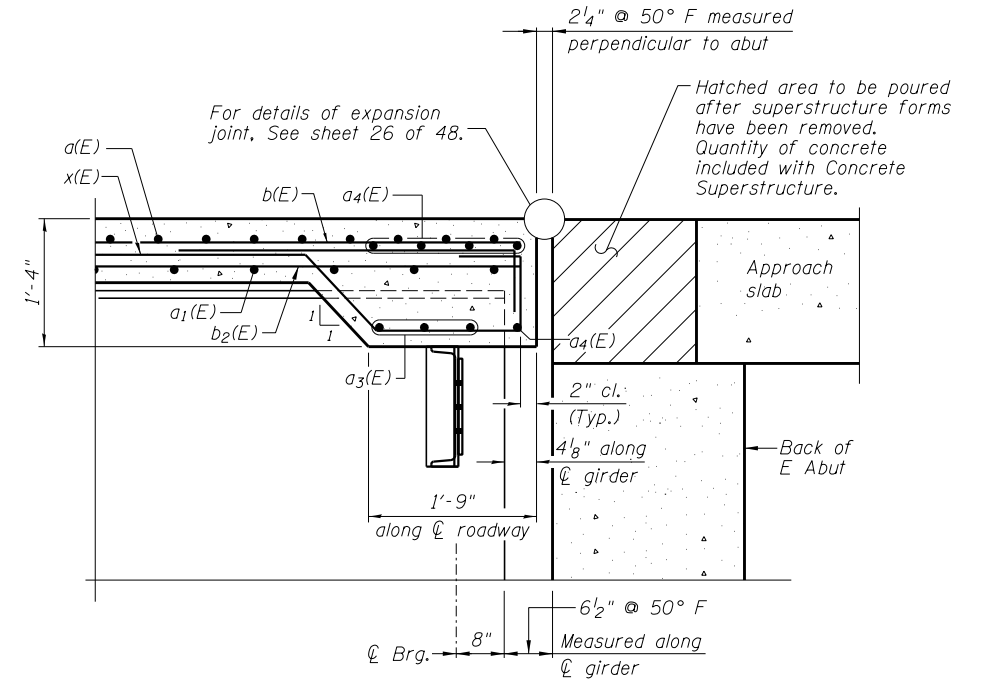


SECTION THRU PARAPET

Hatched area to be poured after expansion assembly has been adjusted and superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure. For reinforcement in hatched area see Sheets 35 & 37 of 48

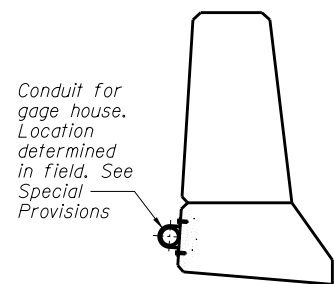


SECTION A-A

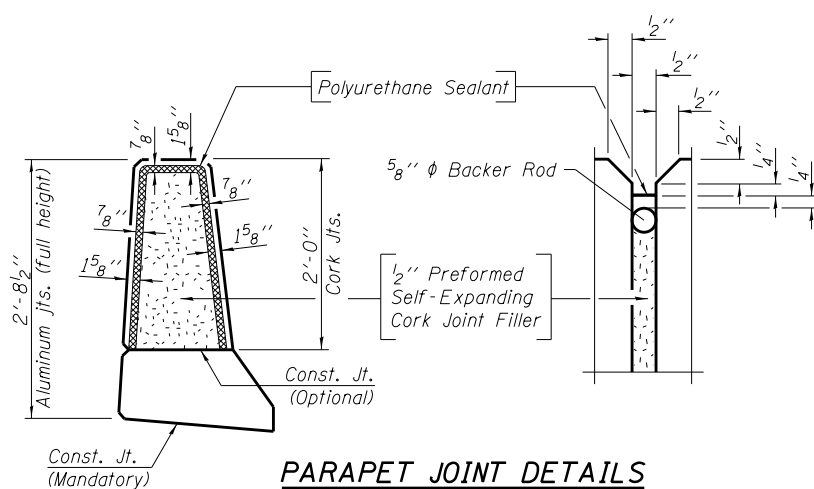


SECTION B-B

(at Rt. L's)

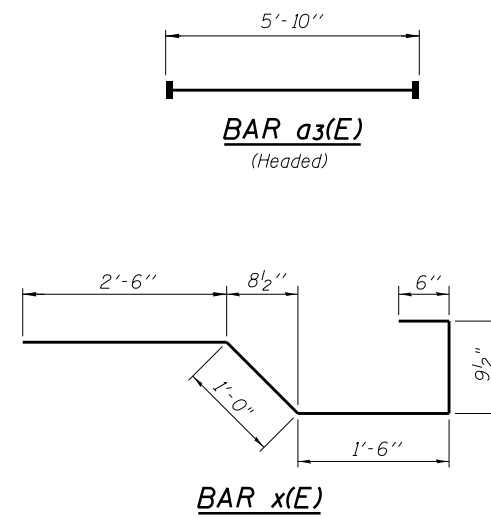


CONDUIT DETAIL

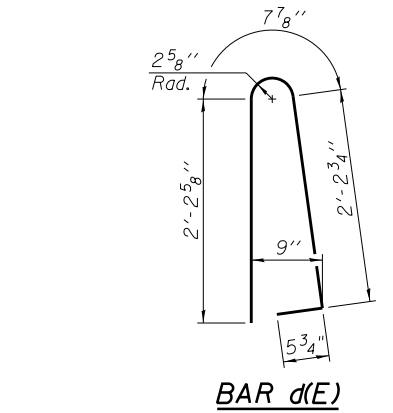


PARAPET JOINT DETAILS

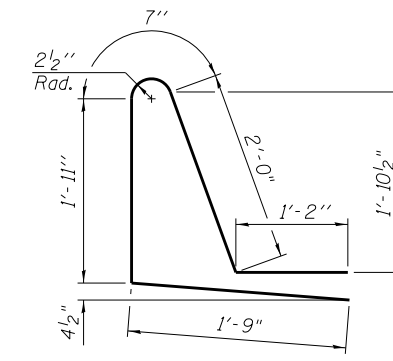
Notes:
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be non-staining gray one component non-sag elastomeric gun grade meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.
 The 1/2" Preformed Self-Expanding Cork Joint Filler shall be according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



BAR a3(E)
(Headed)



BAR d(E)



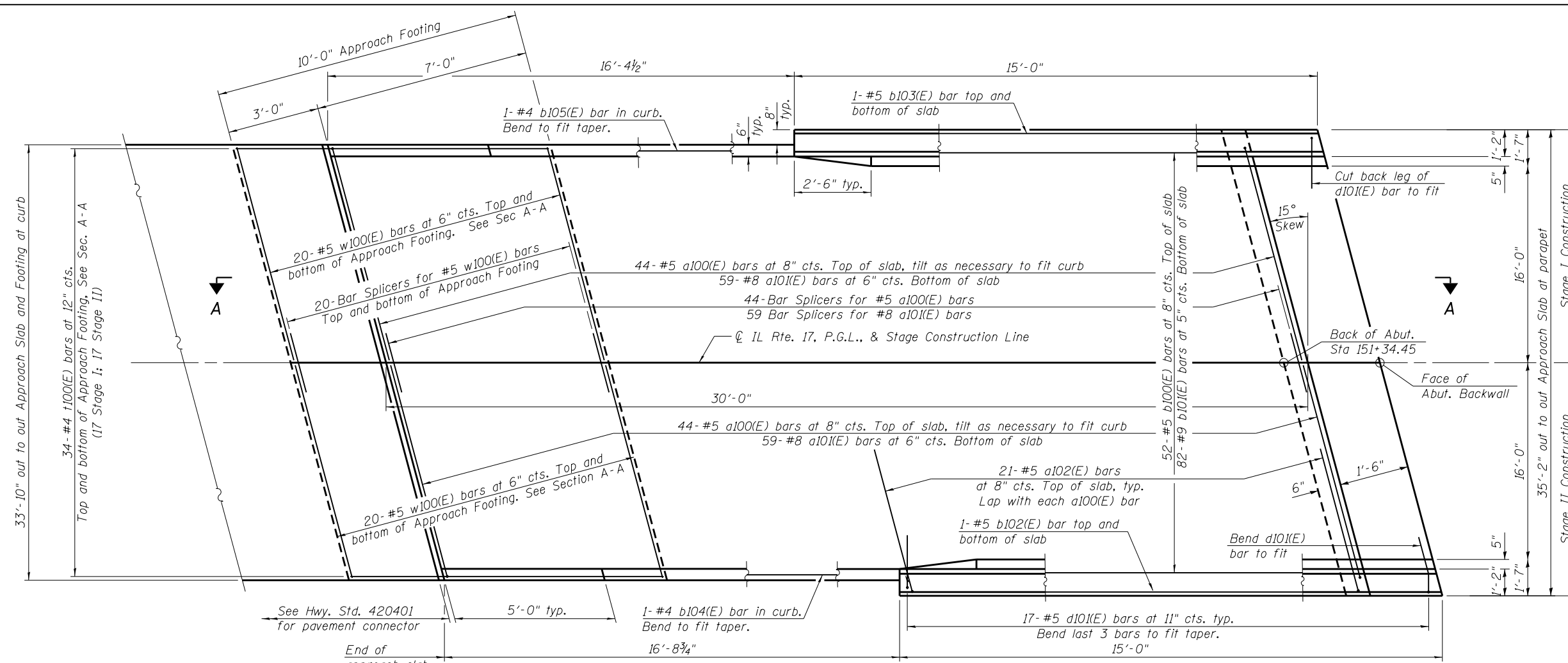
BAR d1(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	2072	#5	16'-11"	—
a1(E)	1450	#5	16'-7"	—
a2(E)	2072	#6	6'-6"	—
a3(E)	15	#5	5'-10"	—
a4(E)	16	#5	17'-6"	—
a5(E)	128	#5	1'-6"	—
b(E)	874	#5	29'-8"	—
b1(E)	408	#6	27'-3"	—
b2(E)	768	#5	28'-7"	—
d(E)	1320	#5	5'-7"	⌒
d1(E)	1320	#5	7'-5"	⌒
e(E)	140	#4	17'-3"	—
e1(E)	128	#4	19'-2"	—
e2(E)	210	#4	17'-10"	—
e3(E)	12	#8	33'-2"	—
e4(E)	16	#8	19'-2"	—
e5(E)	18	#8	34'-2"	—
e6(E)	16	#4	23'-9"	—
e7(E)	24	#4	24'-6"	—
x(E)	30	#5	6'-4"	⌒
Reinforcement Bars, Epoxy Coated			Pound	177,110
Concrete Superstructure			Cu. Yd.	688.5
Bridge Deck Grooving			Sq. Yd.	2016
Protective Coat			Sq. Yd.	2651

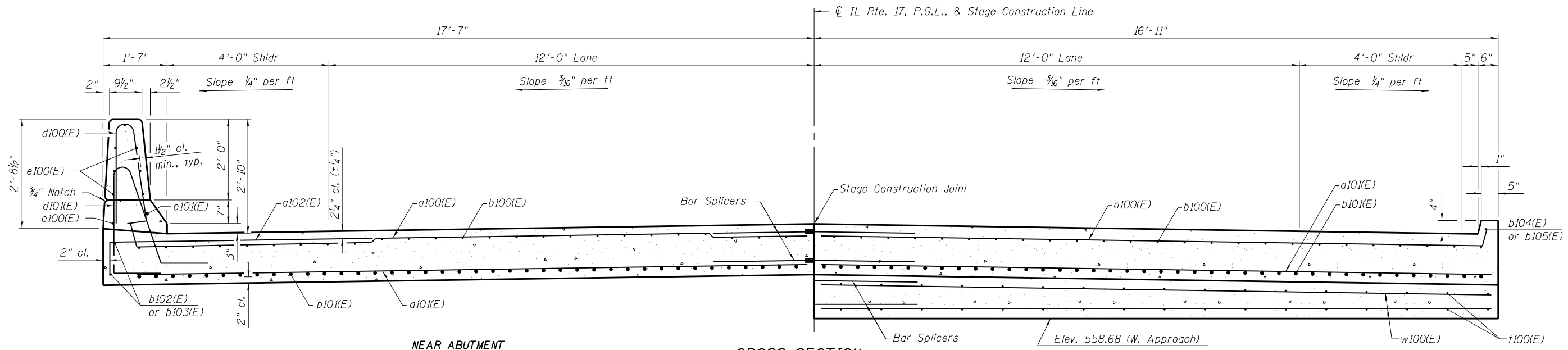
Bars indicated thus 30x3-#8 etc. indicates 30 lines of bars with 3 lengths per line.

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PLAN

Note:
d101(E) bars shall be incorporated into the abutment backwall as required.
See Sheet 22 of 48 for Section A-A.



CROSS SECTION
(Looking East)

NEAR ABUTMENT

AT APPROACH FOOTING

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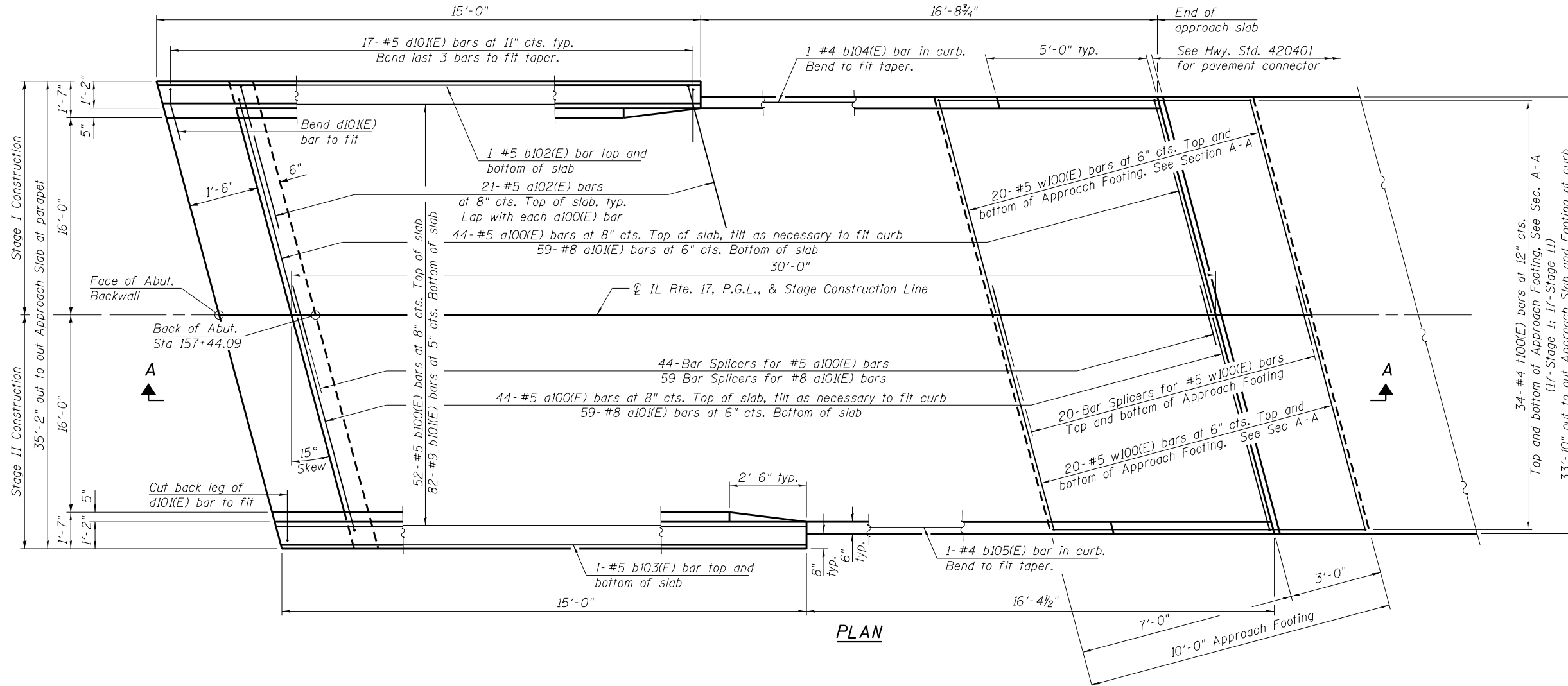
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB DETAILS
STRUCTURE NO. 066-0021

SHEET NO. 20 OF 48 SHEETS

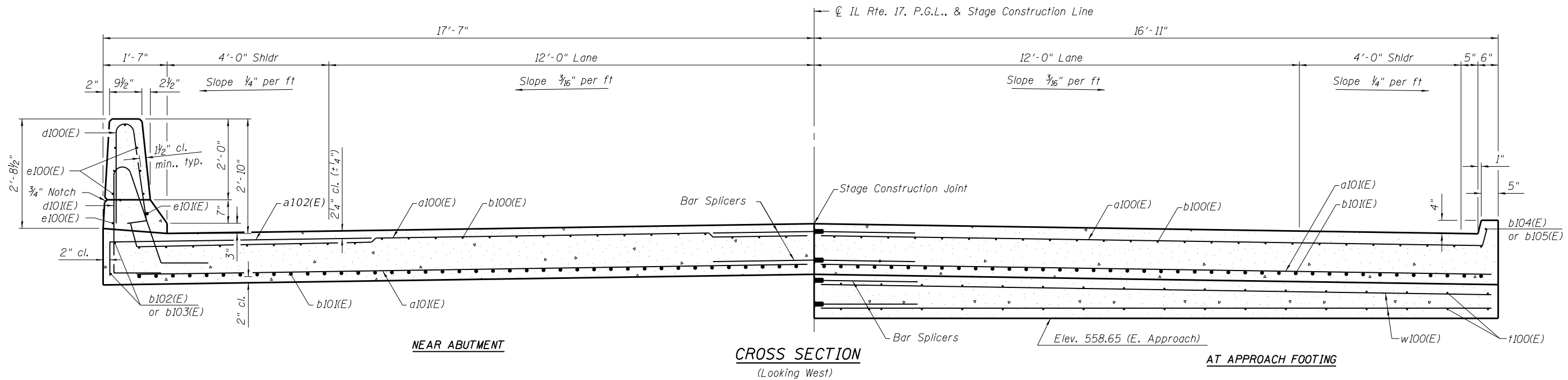
F.A.P. RTE. 639	SECTION (123B) BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 42
CONTRACT NO. 68663				

ILLINOIS FED. AID PROJECT



Note:
d10(E) bars shall be incorporated into the abutment backwall as required.

See Sheet 22 of 48 for Section A-A.



FILE NAME = P:\16-1117 IL 17 over-Edwards River\18-CAD\CADD Sheets\Approach Slab Sheet 2.dgn



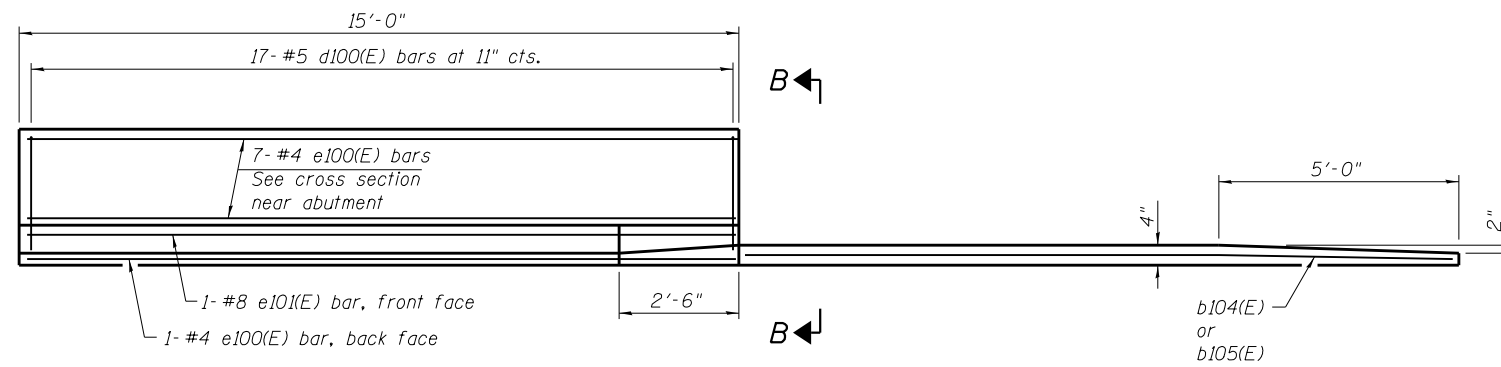
200 E. Main St., Suite 200 Moline, IL 61704 662.233.2877 www.kaskaskiaeng.com	USER NAME =	DESIGNED - BB	REVISED -
117.967.740 117.967.740	PLOT SCALE =	CHECKED - TJH	REVISED -
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STATE OF ILLINOIS
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EAST APPROACH SLAB DETAILS
STRUCTURE NO. 066-0021
SHEET NO. 21 OF 48 SHEETS

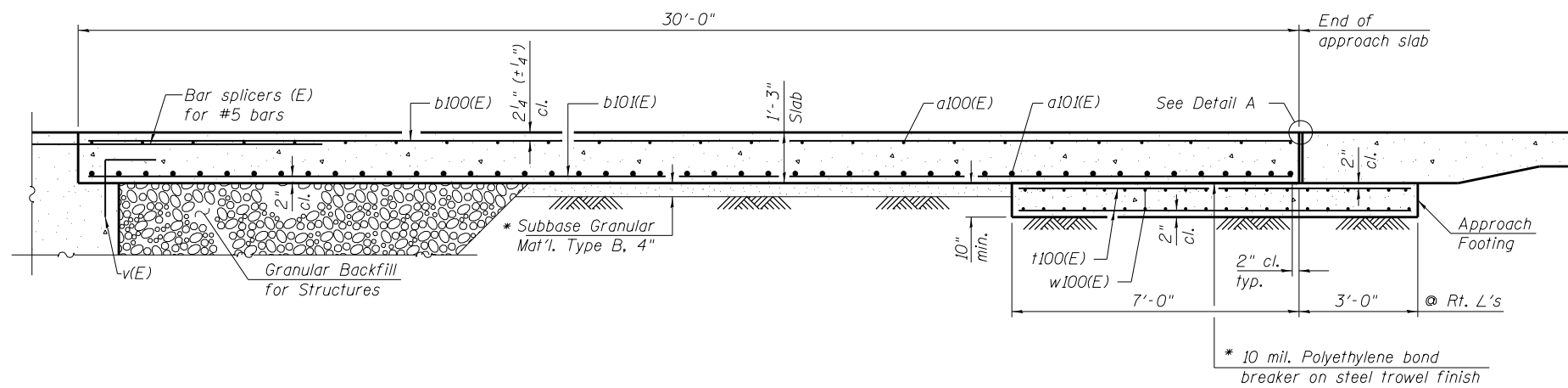
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CONTRACT NO. 68663				

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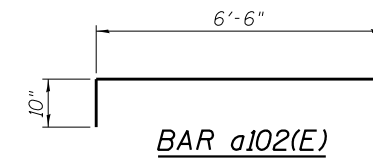
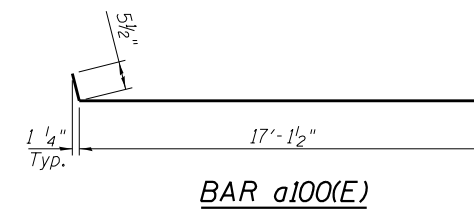
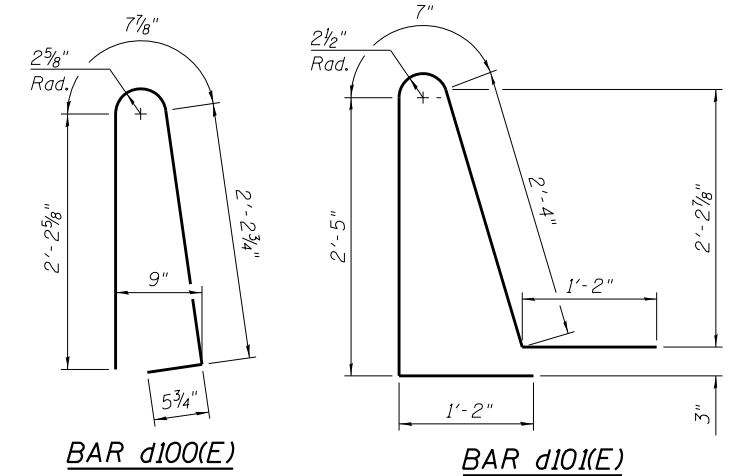


INSIDE ELEVATION OF NE & SW PARAPET AND CURB
(NW & SE PARAPET SIMILAR)

Notes:
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 48.

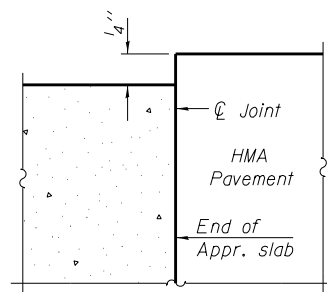


SECTION A-A

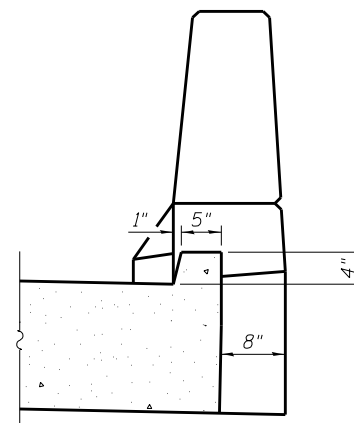


**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a100(E)	176	#5	17'-7"	—
a101(E)	236	#8	17'-3"	—
a102(E)	84	#5	7'-4"	—
b100(E)	104	#5	29'-8"	—
b101(E)	164	#9	29'-8"	—
b102(E)	4	#5	13'-1"	—
b103(E)	4	#5	13'-2"	—
b104(E)	2	#4	16'-5"	—
b105(E)	2	#4	16'-0"	—
d100(E)	68	#5	5'-7"	⤴
d101(E)	68	#5	7'-8"	⤴
e100(E)	32	#4	14'-8"	—
e101(E)	4	#8	14'-8"	—
t100(E)	136	#4	10'-0"	—
w100(E)	160	#5	17'-2"	—
Concrete Superstructures			Cu. Yd.	6.7
Concrete Superstructures (Approach Slab)			Cu. Yd.	96.0
Concrete Structures			Cu. Yd.	25.5
Reinforcement Bars, Epoxy Coated			Pound	39,840
Bridge Deck Grooving			Sq. Yd.	211
Protective Coat			Sq. Yd.	258



DETAIL A
(@ Rt. L's)



VIEW B-B

FILE NAME = P:\16-1117 IL 17 over-Edwards River\18_CAD\CADD Sheets\Approach Slab Sheet 3.dgn



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#480016, Ottawa, IL 62450
618.233.2877 phone
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11/28/2016
20-086566

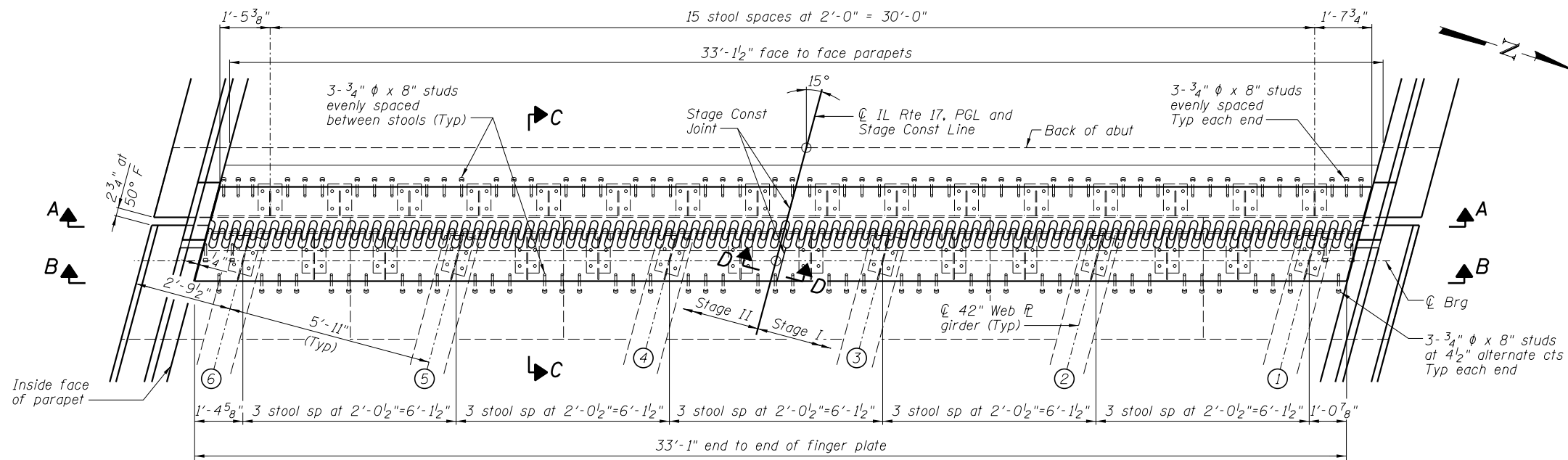
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STATE OF ILLINOIS
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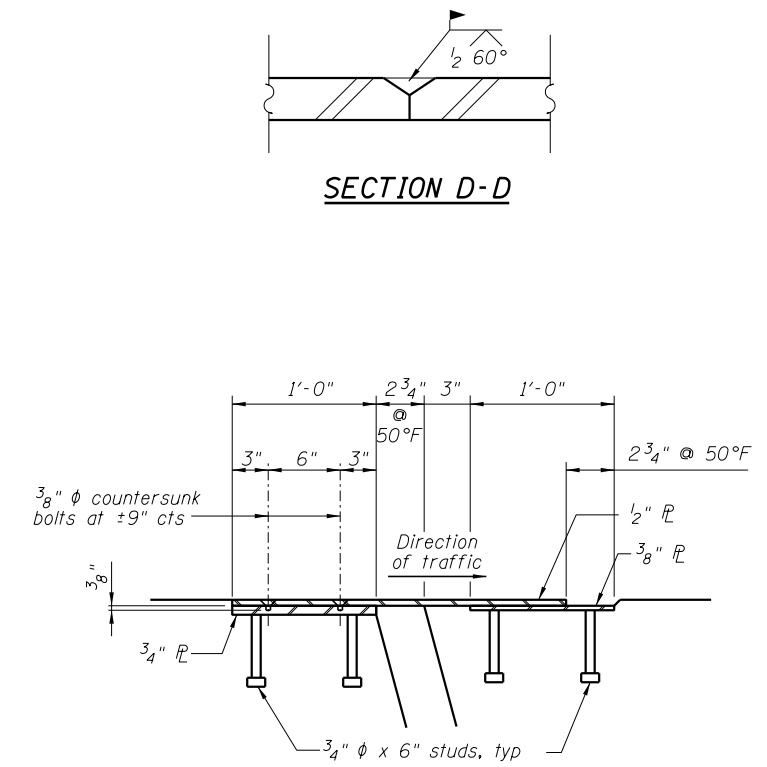
APPROACH SLAB DETAILS
STRUCTURE NO.066-0021

SHEET NO. 22 OF 48 SHEETS

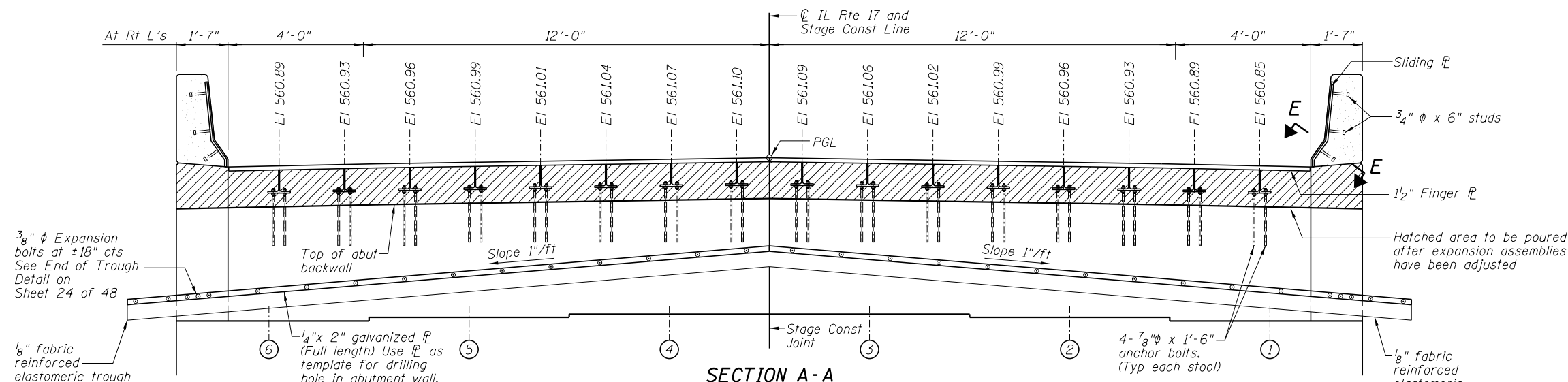
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CONTRACT NO. 68663				
ILLINOIS FED. AID PROJECT				



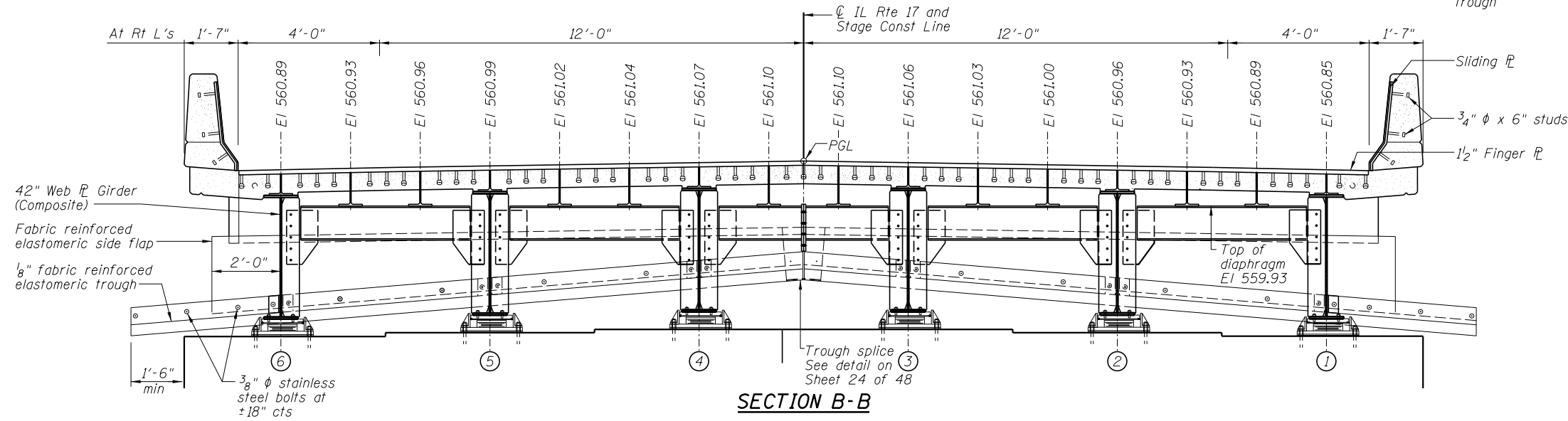
PLAN OF FINGER PLATE EXPANSION DEVICE AT WEST ABUTMENT



SECTION E-E



SECTION A-A



SECTION B-B

NOTES:
 Elevations shown in Section A-A are taken along front face of backwall at bottom of 1/2" finger I-beam.
 Elevations shown in Section B-B are taken at I-beam bearing at bottom of 1/2" finger I-beam.
 See Sheet 30 of 48 for top of web elevations.
 See Sheet 28 of 48 for top flange thickness.
 Heights of stools for finger I-beam varies.
 See Sheet 24 of 48 for Section C-C.

FILE NAME = I:\100\5375_11\17\CADD_Structural\FingerPlateAbut.dgn

CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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 DRAWN - RLK
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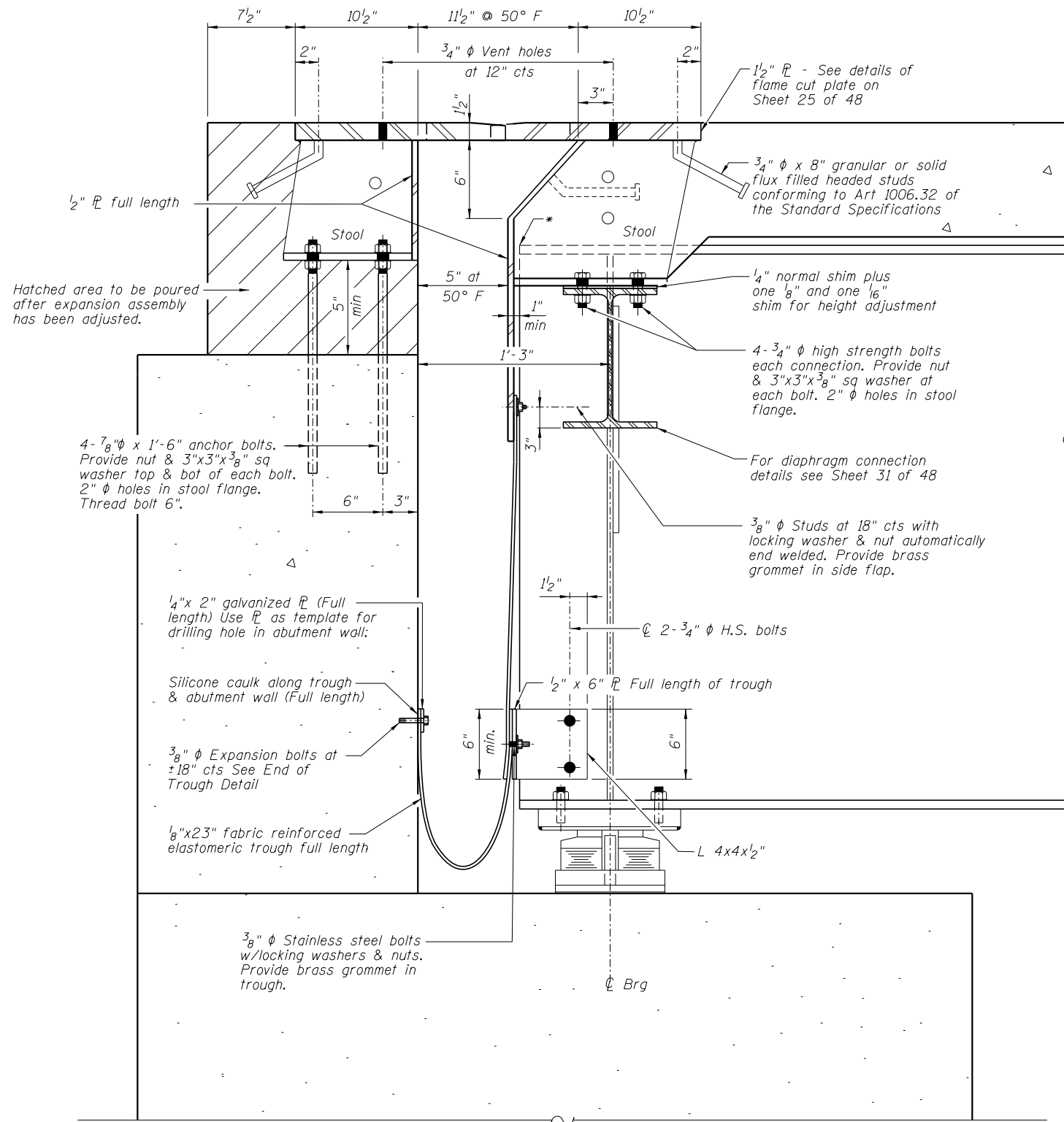
REVISED -
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 REVISED -

STATE OF ILLINOIS
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FINGER PLATE EXPANSION JOINT - WEST ABUTMENT
STRUCTURE NO. 066-0021

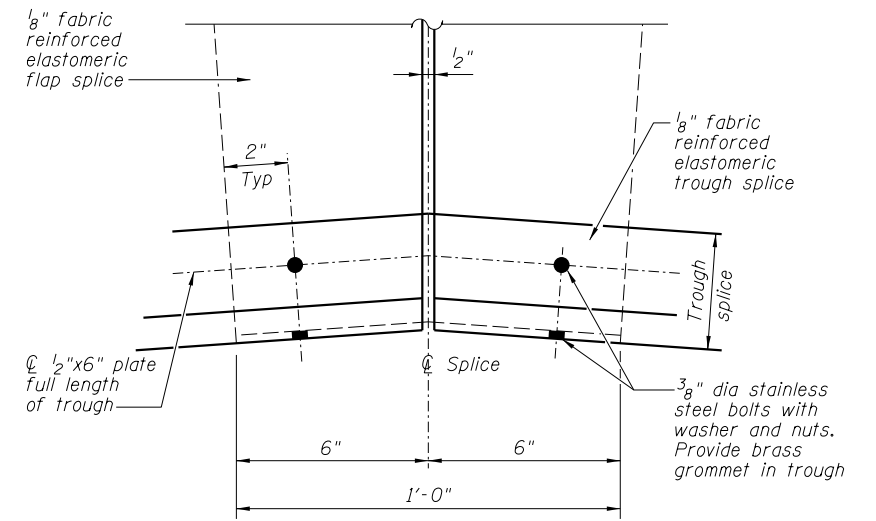
SHEET NO. 23 OF 48 SHEETS

F.A.P. RTE. 639	SECTION (123B)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 45
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ILLINOIS FED. AID PROJECT				

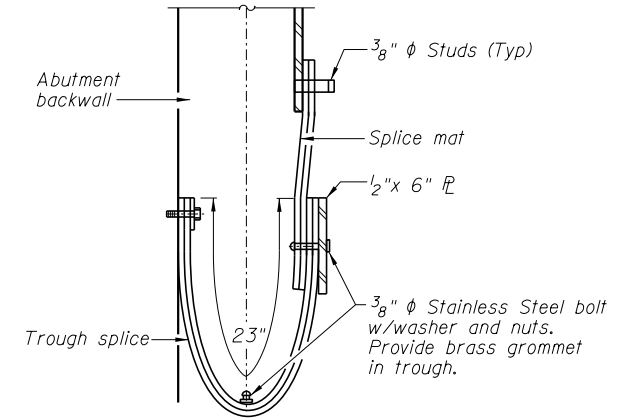


SECTION C-C

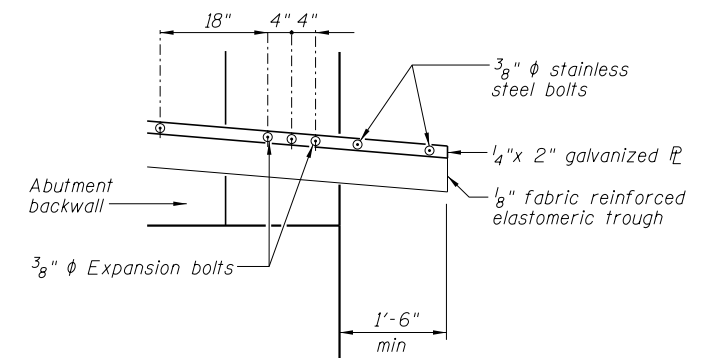
*Cut end of girder parallel to skew. See Sheet 30 of 48.



TROUGH SPLICE DETAIL

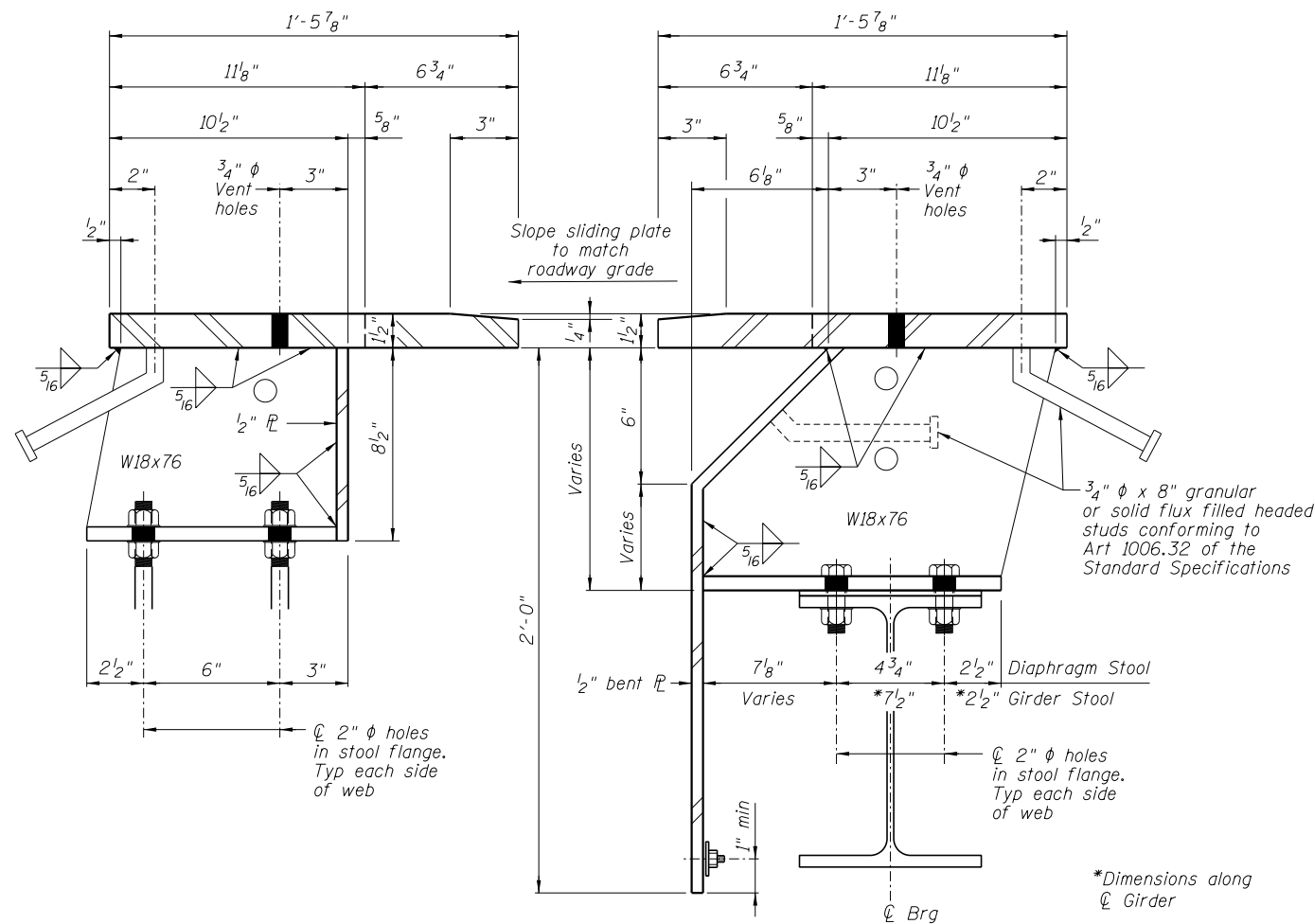


SECTION THRU TROUGH SPLICE

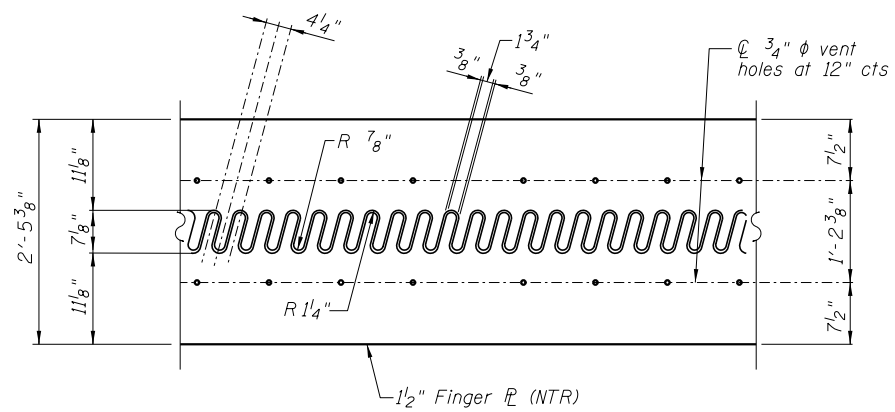


END OF TROUGH DETAIL

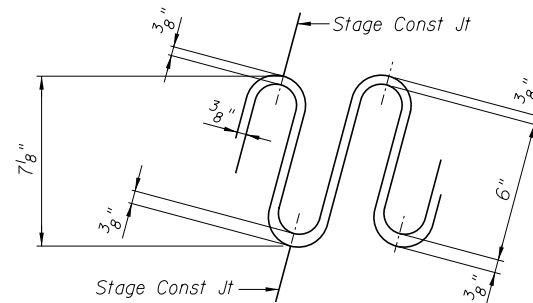
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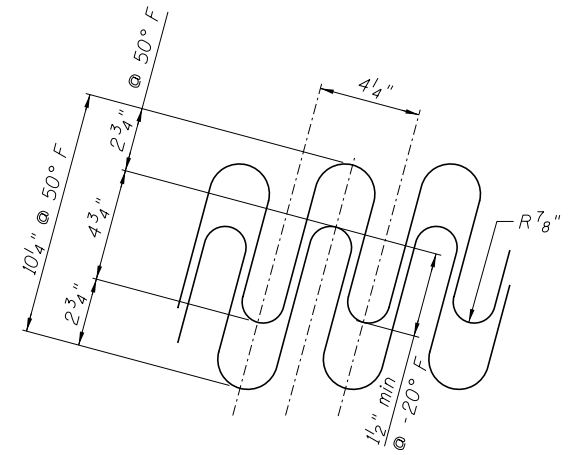
STOOL DETAILS
(Dimensions at Rt Angles to Abutment)



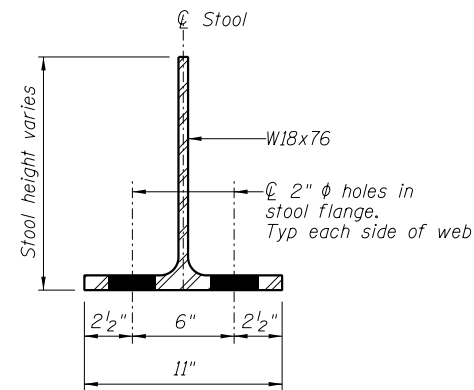
FLAME CUTTING DIAGRAM
Cut from PL 1/2"x2'-5 3/8"x33'-9"



JOINT OPENING DETAIL AT CONSTRUCTION JOINT



JOINT OPENING AND GEOMETRY DETAIL



SECTION THRU STOOL

NOTES:

The Contractor has the option to substitute fabricated stools using 1/2" web and 3/4" flange.

Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

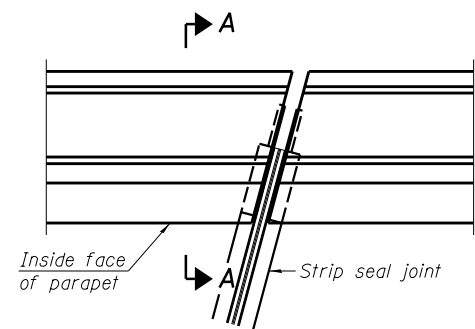
Finger plates and sliding plates shall conform to the requirements of AASHTO M270, Grade 50.

All steel components of the expansion joint including hardware assembled with the trough system and sliding plates shall be galvanized after fabrication according to Section 502.03 of the Standard Specifications.

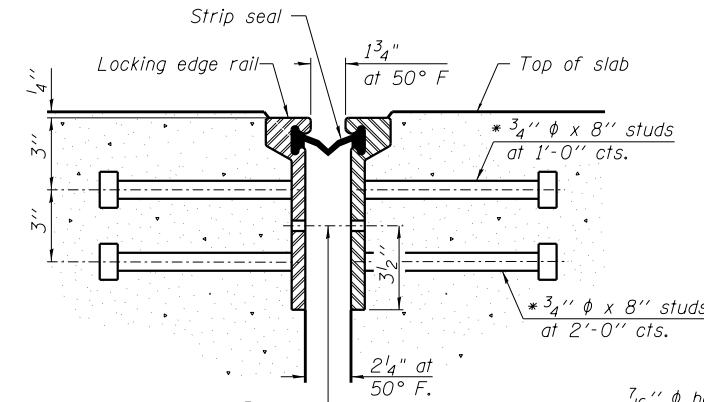
BILL OF MATERIAL

Item	Unit	Quantity
Finger Plate Expansion Joint, 3"	Foot	33
Fabric Reinforced Elastomeric Trough	Foot	40

FILE NAME = I:\DOT\5375_ILR\17_CADD_Structural\Fingerpl2.dgn

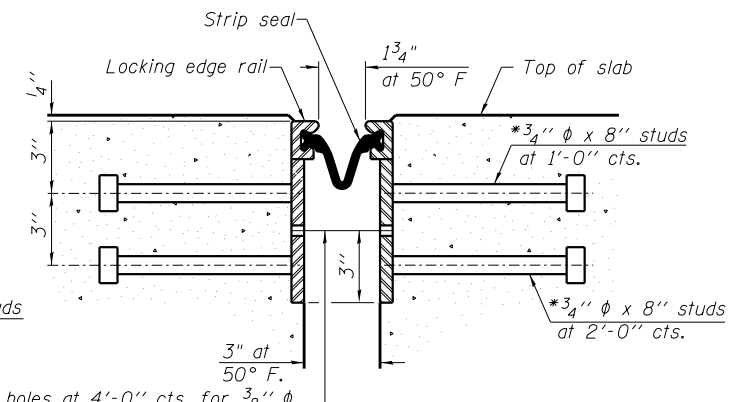


PLAN
(For skews $\leq 30^\circ$)



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

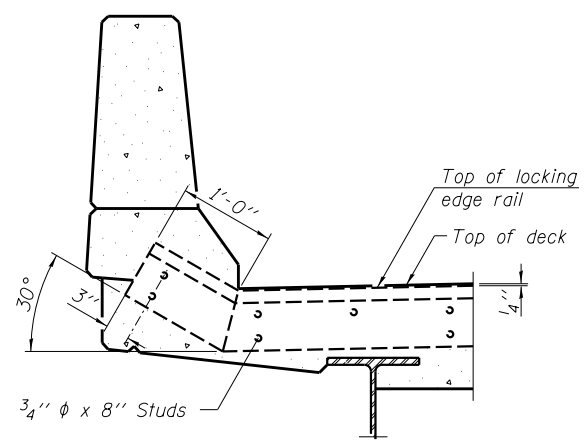
SECTION THRU ROLLED RAIL JOINT



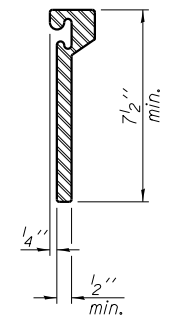
$7/16'' \phi$ holes at 4'-0'' cts. for $3/8'' \phi$ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

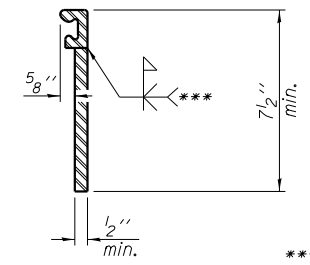
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



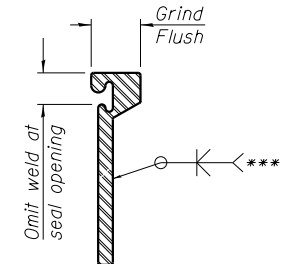
SECTION A-A



ROLLED EXTRUDED RAIL



WELDED RAIL



*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

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

LOCKING EDGE RAILS

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 $3/16''$, sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	36

FILE NAME = I:\184\5375_11-17-17\CADD_Structural\stripseal.dgn

EJ-SSJ

2-17-2017

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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PLOT DATE = 3/21/2018

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CHECKED - JMB
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CHECKED - JMB

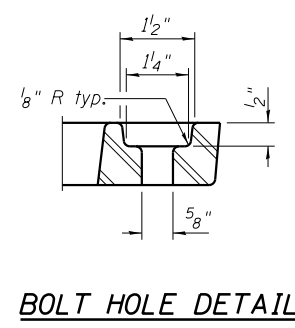
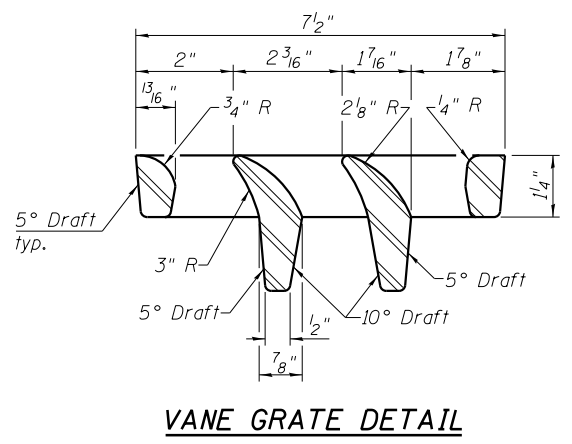
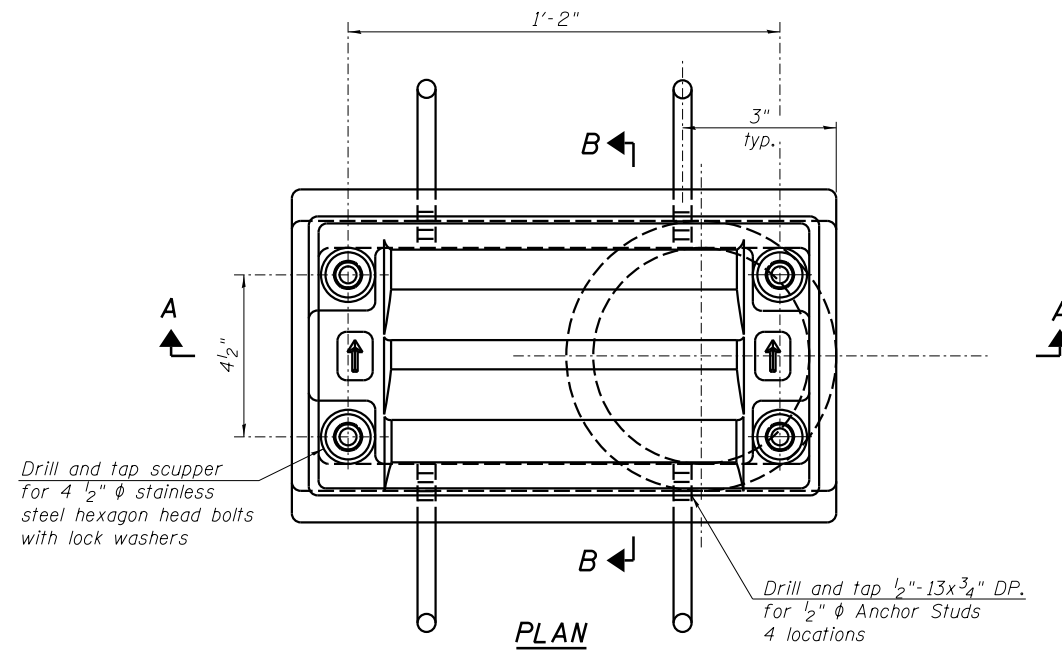
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 066-0021**

SHEET NO. 26 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	48
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts need not be painted.

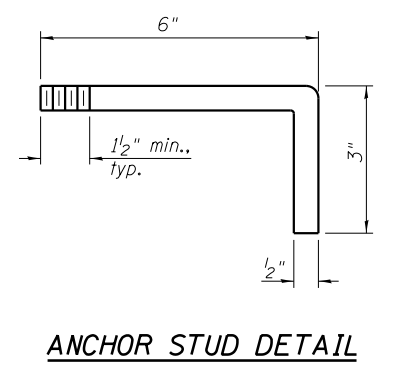
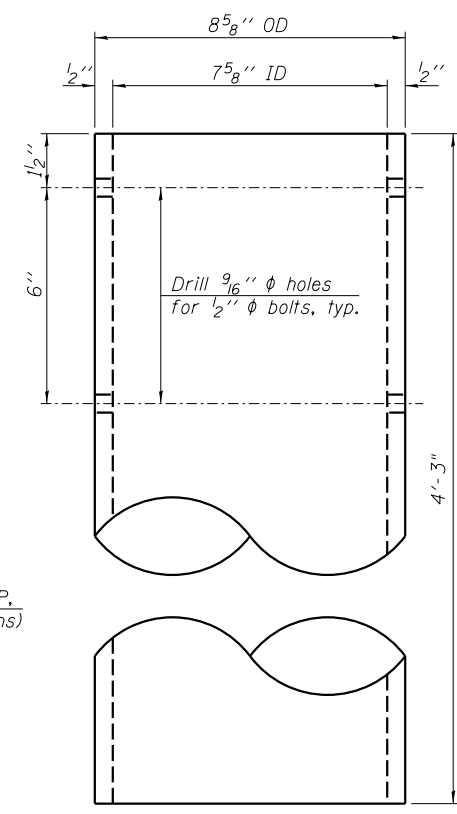
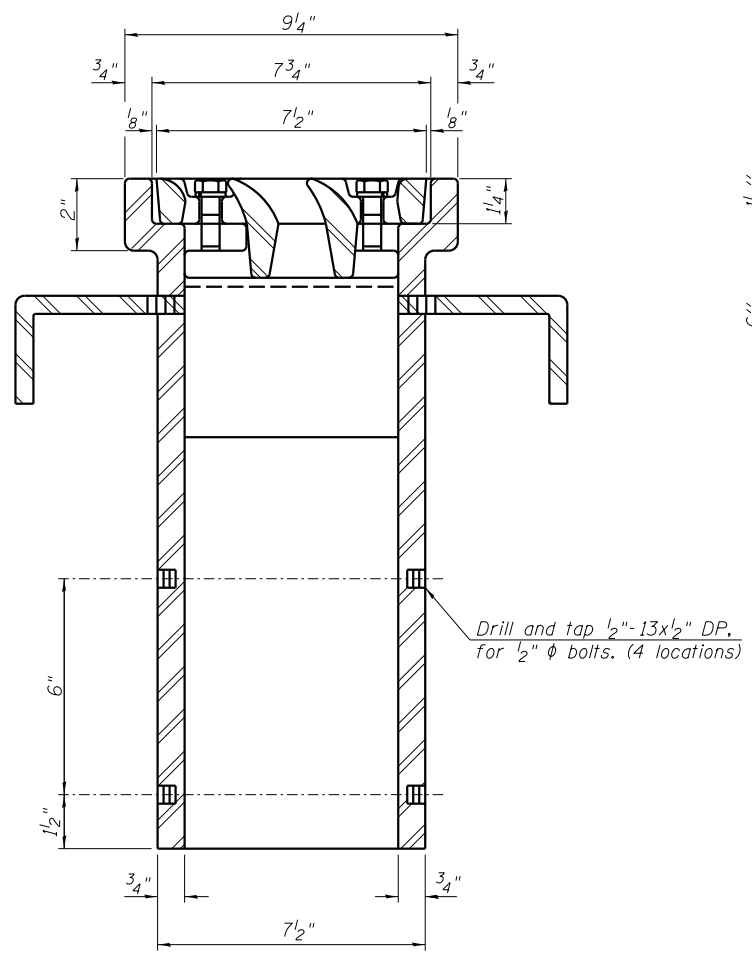
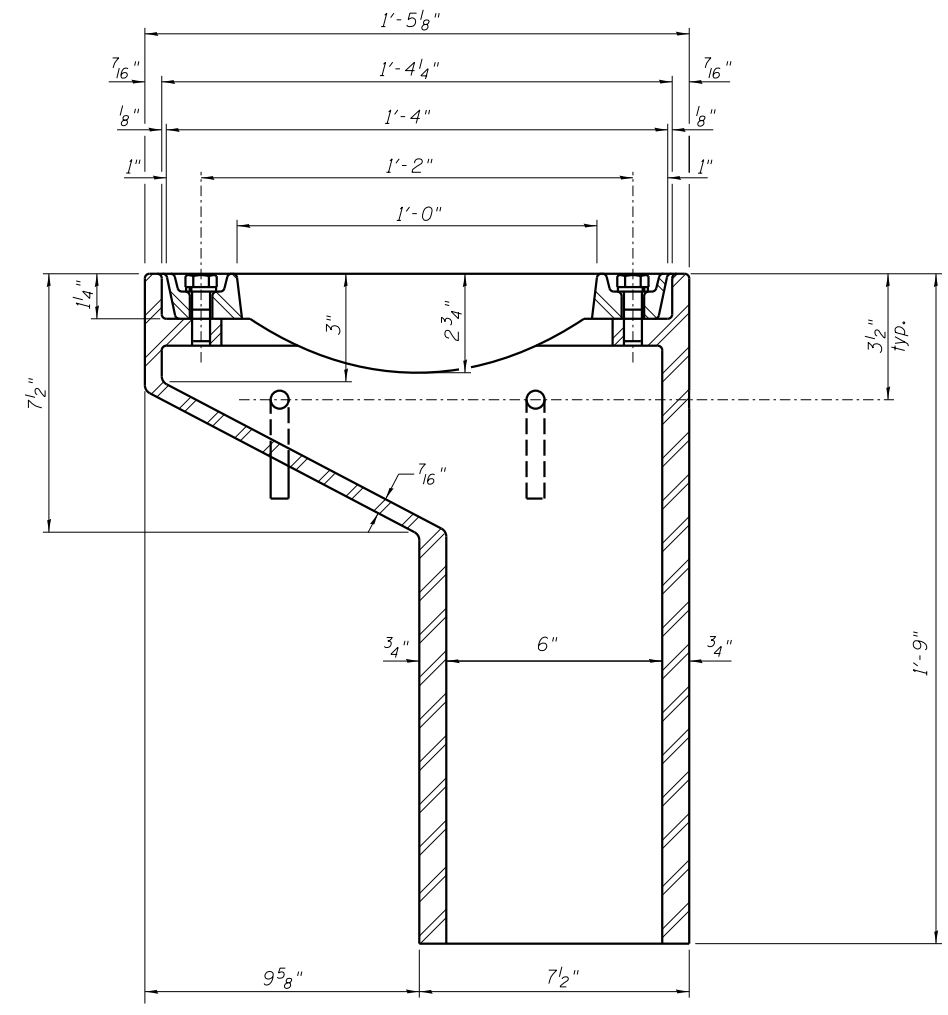
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



See sheet 16 of 48 for scupper location relative to parapet.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	16

FILE NAME = I:\150\5375_11\17\CADD\Structural\scupper.dgn

DS-11 2-17-2017

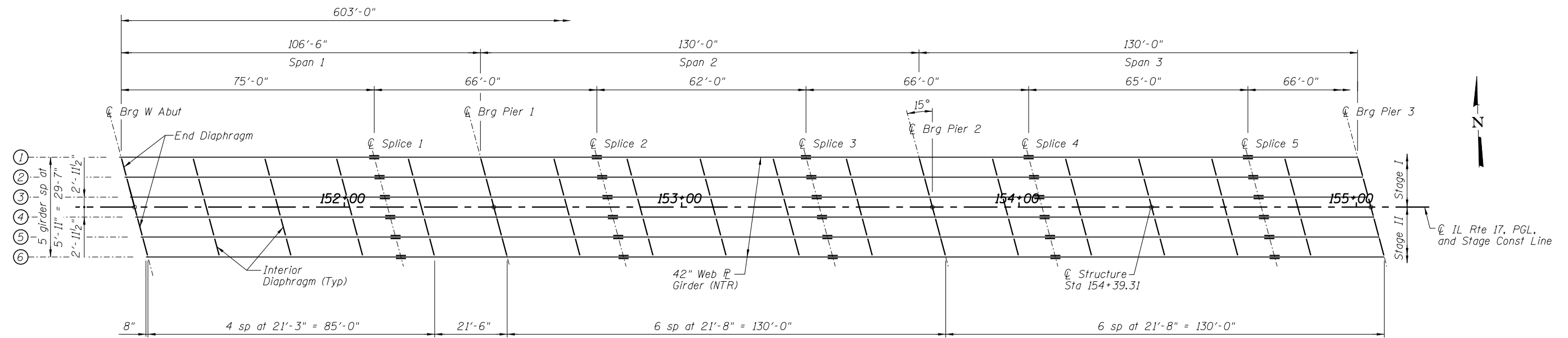
CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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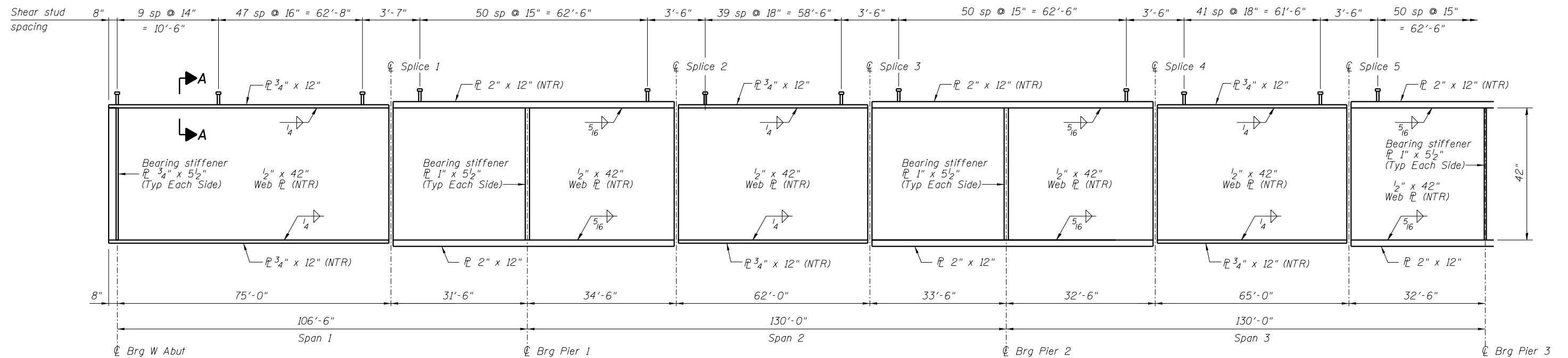
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 066-0021
SHEET NO. 27 OF 48 SHEETS

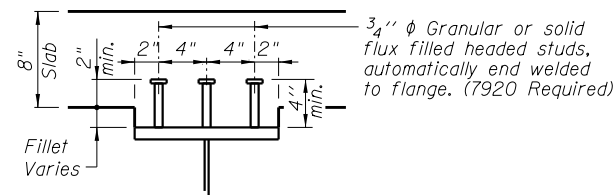
F.A.P. RTE. 639	SECTION (123B)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 49
			CONTRACT NO. 68663	
ILLINOIS FED. AID PROJECT				



STEEL FRAMING PLAN - SPANS 1, 2 & 3



GIRDER ELEVATION



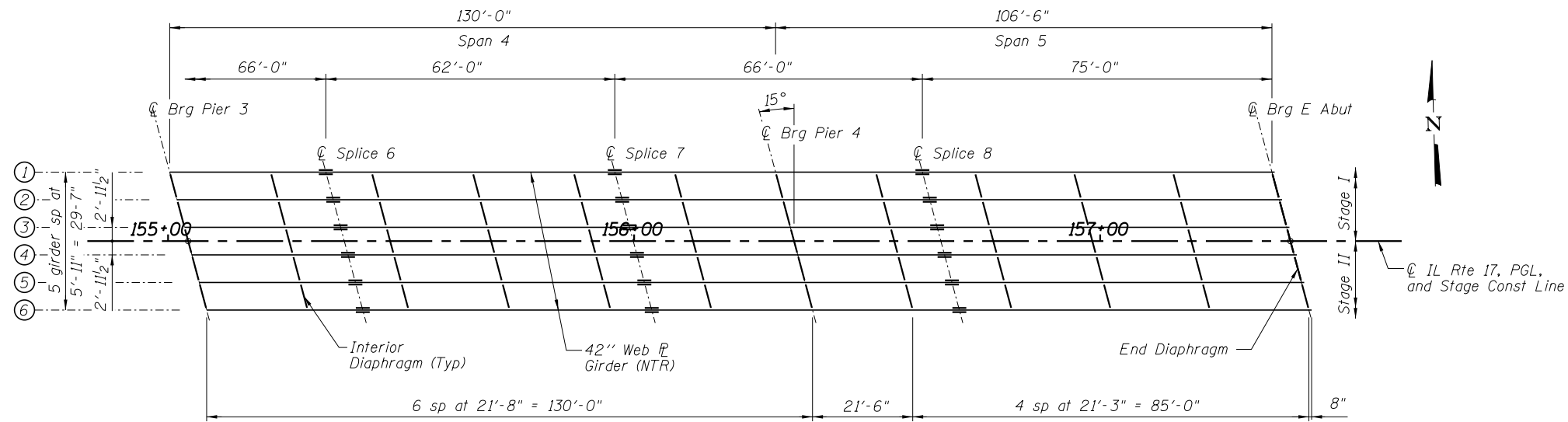
SECTION A-A

NOTES:

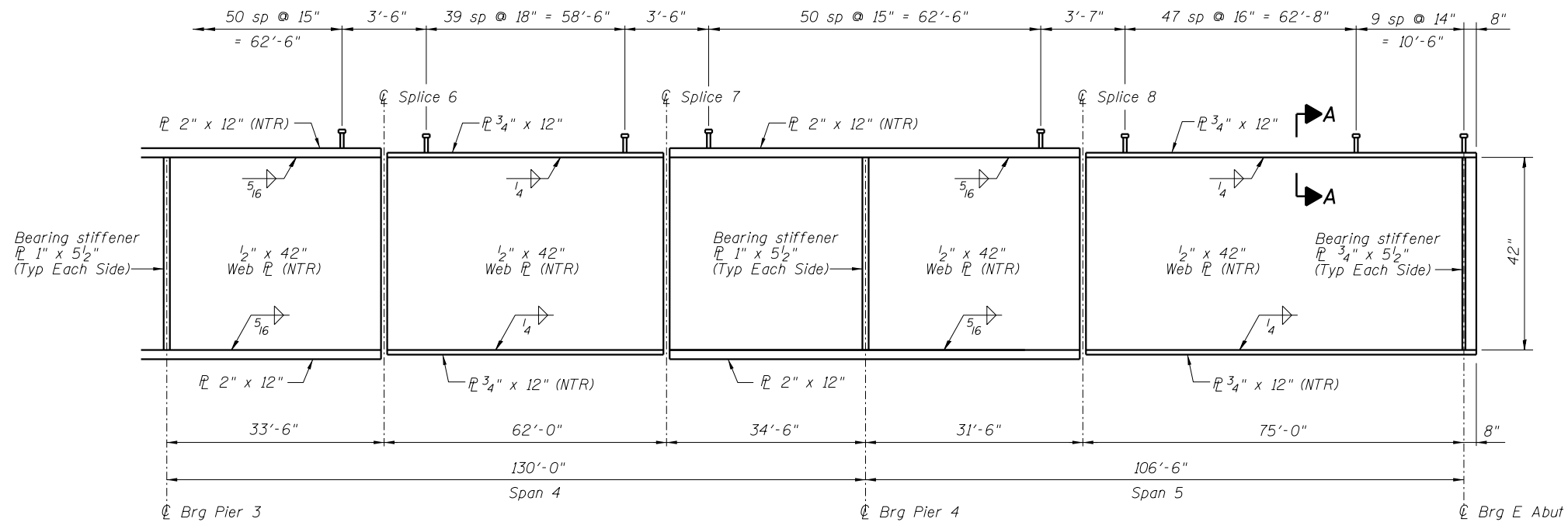
All girders, splice plates, diaphragms, and bearing stiffeners shall be AASHTO M270 Grade 50W.

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

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STEEL FRAMING PLAN - SPANS 4 & 5



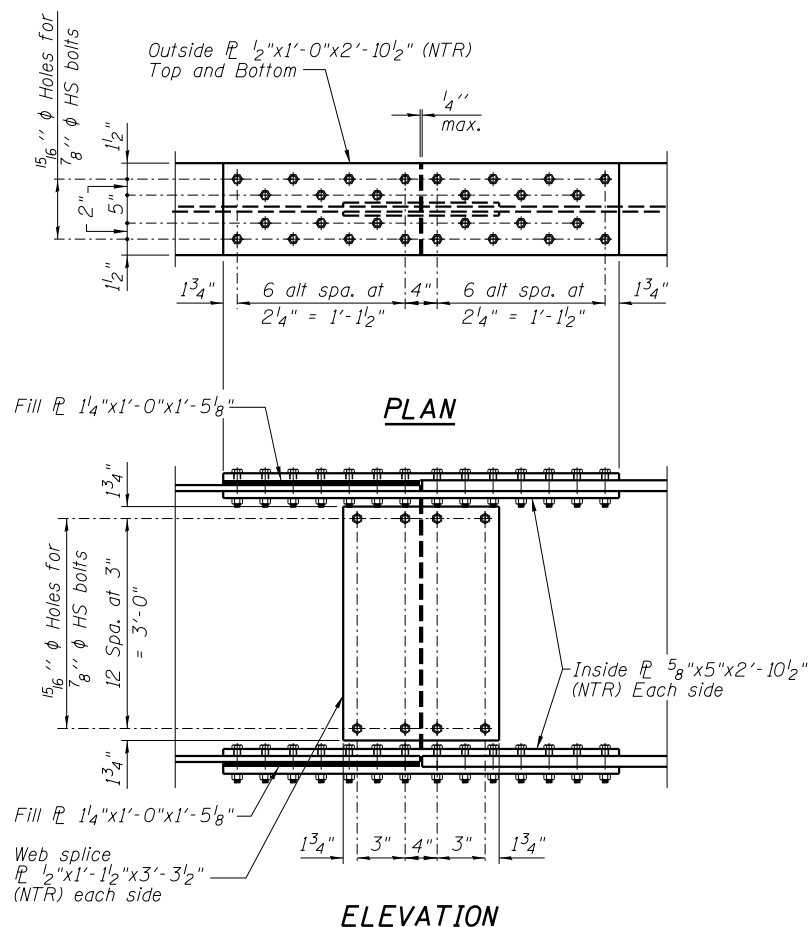
GIRDER ELEVATION

NOTES:

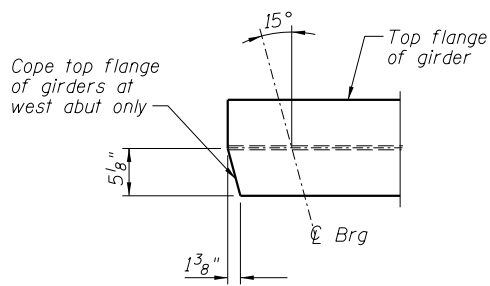
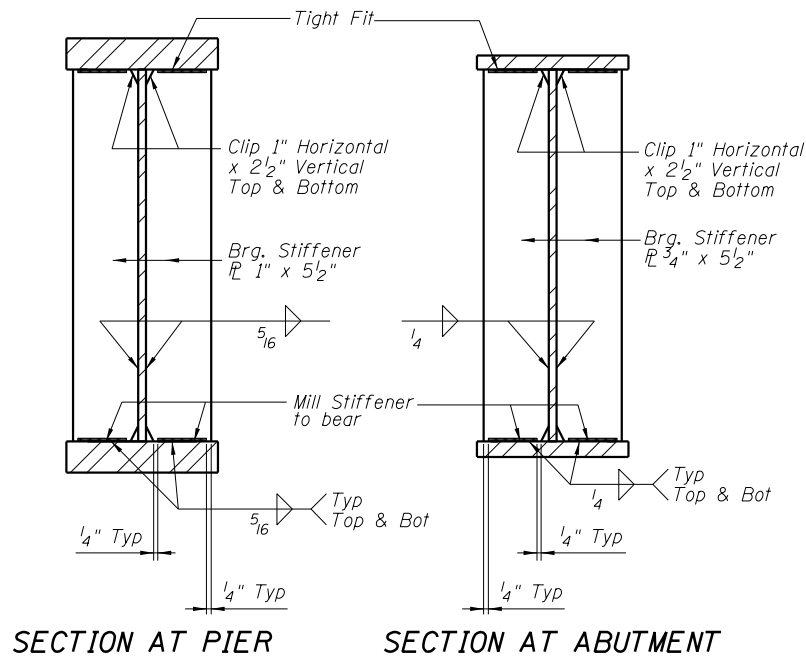
All girders, splice plates, diaphragms and bearing stiffeners shall be AASHTO M270 Grade 50W.

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

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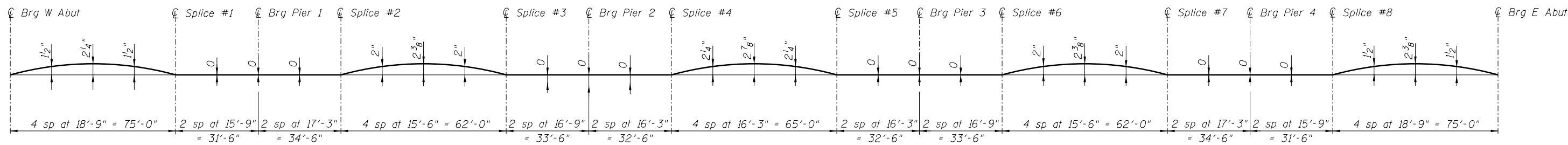


SPLICE DETAIL
(48 Required)



TOP OF WEB ELEVATIONS
(For Fabrication Only)

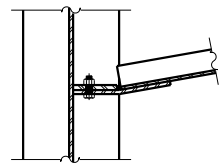
Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
CL Brg at W. Abut	560.18	560.30	560.40	560.41	560.32	560.22
CL Splice 1	560.47	560.58	560.68	560.69	560.61	560.51
CL Brg at Pier 1	560.61	560.73	560.83	560.83	560.75	560.65
CL Splice 2	560.77	560.88	560.98	560.99	560.91	560.81
CL Splice 3	561.10	561.22	561.32	561.33	561.24	561.14
CL Brg at Pier 2	561.26	561.37	561.47	561.48	561.40	561.30
CL Splice 4	561.41	561.52	561.62	561.62	561.53	561.43
CL Brg at Pier 3	561.35	561.46	561.54	561.54	561.44	561.33
CL Splice 6	561.23	561.33	561.41	561.41	561.30	561.19
CL Splice 7	560.85	560.95	561.04	561.03	560.93	560.81
CL Brg at Pier 4	560.68	560.78	560.87	560.86	560.76	560.64
CL Splice 8	560.53	560.63	560.71	560.70	560.60	560.49
CL Brg at E. Abut	560.21	560.31	560.40	560.39	560.29	560.17



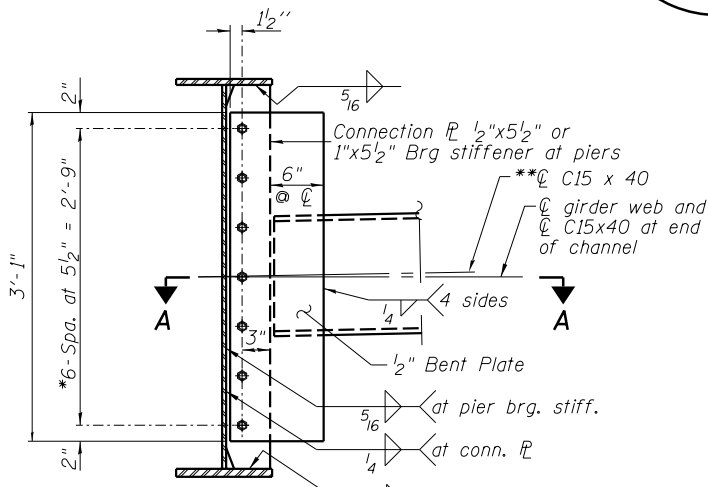
NOTES

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

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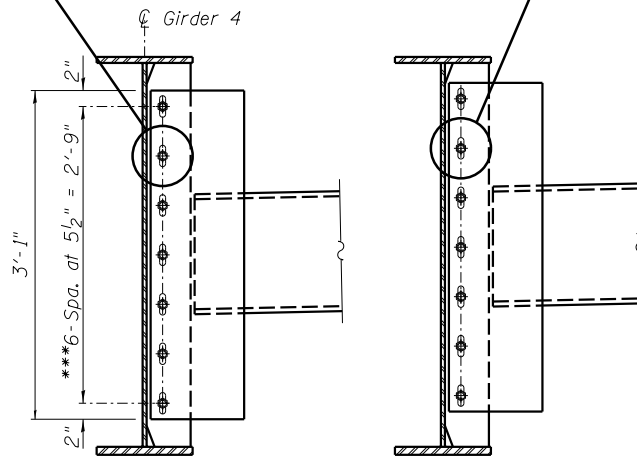
SECTION A-A



INTERIOR DIAPHRAGM

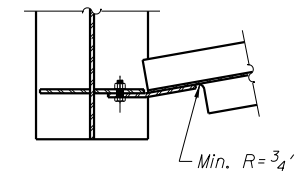
Note:

Two hardened washers required for each set of oversized holes.
 *3/4" ϕ HS bolts, 5/16" ϕ holes
 **Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. the alternate, if utilized, shall be provided at no additional cost to the Department.

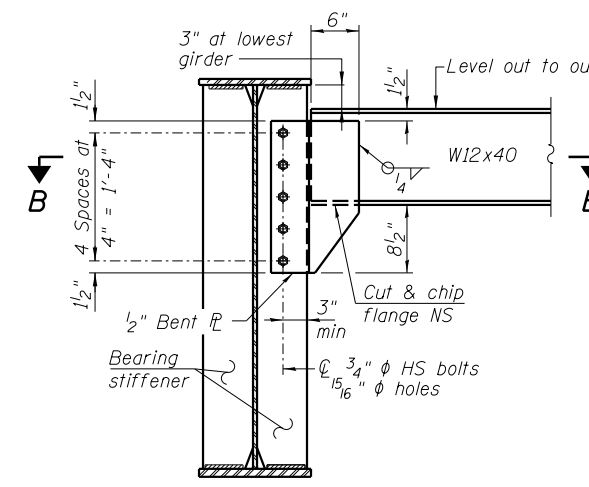


DIAPHRAGM
 (North side Beam 4 - 27 locations)

***3/4" ϕ HS bolts on the north side of Girder 4 with 1 3/16" x 1 7/8" vertical slotted holes in both connection plates, or detailed to allow 2" of differential movement. Bolts in slotted holes shall be finger tightened until the second stage pour is completed. Position slots so bolts move from one end with no concrete load to the opposite end under the deck load. The slotted holes in the connection plates and bearing stiffeners shall be positioned as shown to allow the bolts to move to the final erection position under deck load. The holes shall be positioned to allow maximum bolt displacement without laterally stressing the girders. At each long-slotted hole a 5/16" thick plate washer or continuous bar shall be provided.

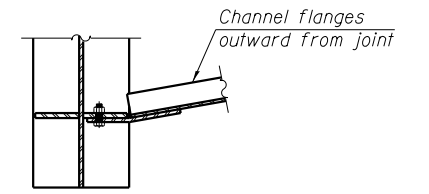


SECTION B-B

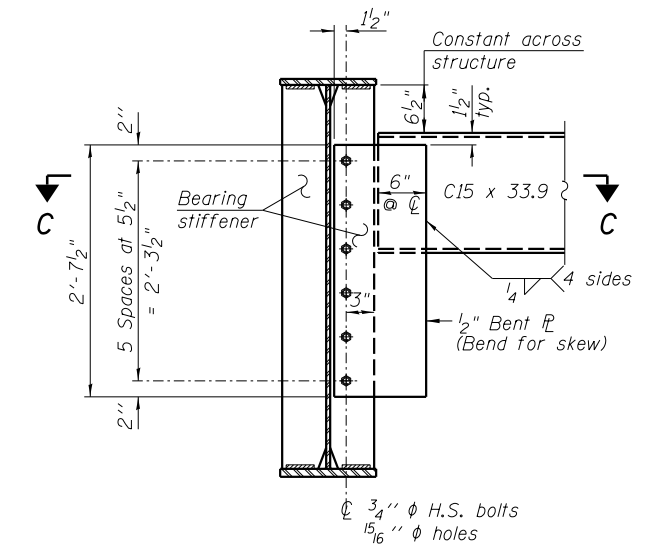


END DIAPHRAGM AT WEST ABUTMENT

Note: Two hardened washers required for each set of oversized holes.



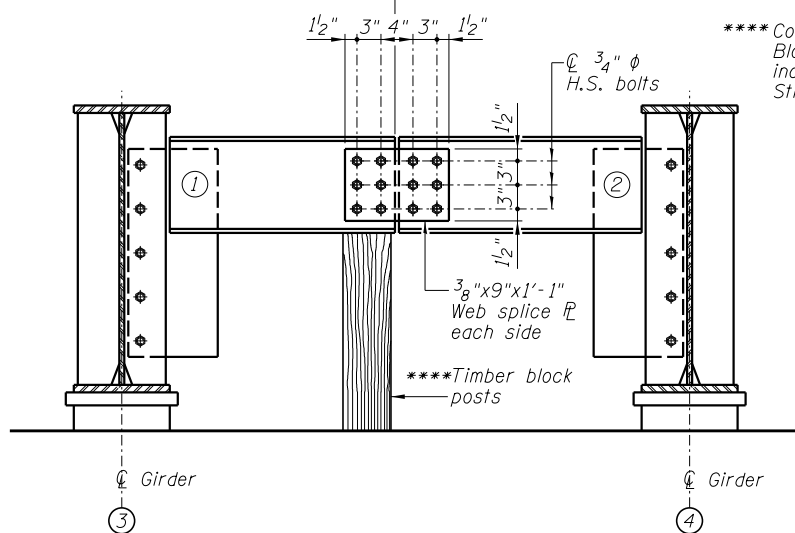
SECTION C-C



END DIAPHRAGM AT EAST ABUTMENT

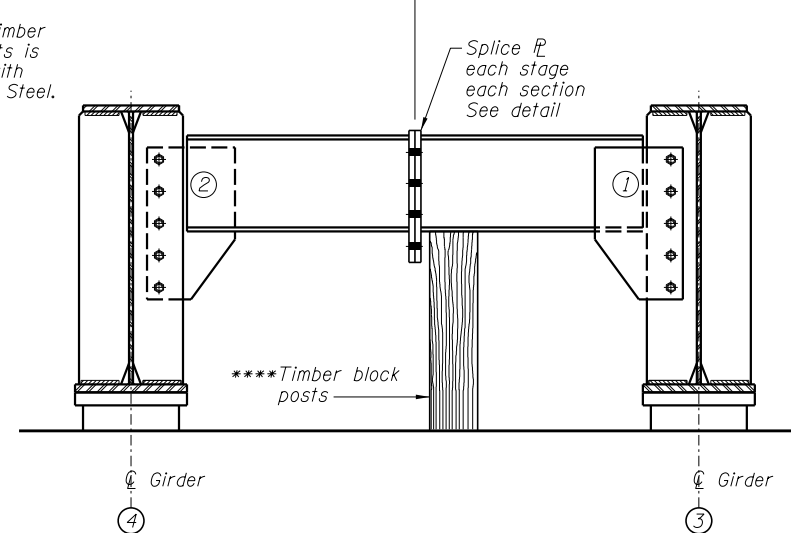
Note: Two hardened washers required for each set of oversized holes.

Stage I construction Stage II construction

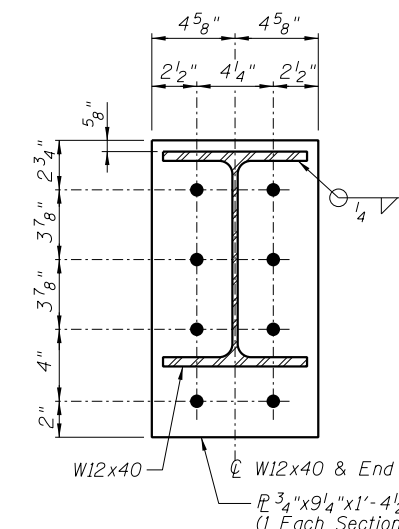


END DIAPHRAGM AT EAST ABUTMENT

Stage II construction Stage I construction



END DIAPHRAGM AT WEST ABUTMENT



W12x40 SPLICE DETAIL

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

- 1.) Order diaphragm in two sections.
- 2.) Attach section ① of diaphragm to girder 3.
- 3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
- 4.) Attach section ② of diaphragm to both girder 4 and section ① of diaphragm during stage II construction with splice plates.
- 5.) Remove timber block posts.

NOTES

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

FILE NAME = I:\DOT\5375_ILR\17_CADD_Structure\17_Frmgdet01.svdgn

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INTERIOR GIRDER MOMENT TABLE						
	0.4 Sp. 1 & 0.6 Sp. 5	Pier 1 & Pier 4	0.5 Sp. 2 & 0.5 Sp. 4	Pier 2 & Pier 3	0.5 Sp. 3	
I_s	(in ⁴)	11312	26335	11312	26335	11312
$I_c(n)$	(in ⁴)	29403	-	29403	-	29403
$I_c(3n)$	(in ⁴)	21816	-	21816	-	21816
$I_c(cr)$	(in ⁴)	-	30523	-	30523	-
S_s	(in ³)	520.1	1145.0	520.1	1145.0	520.1
$S_c(n)$	(in ³)	756.1	-	756.1	-	756.1
$S_c(3n)$	(in ³)	686.3	-	686.3	-	686.3
$S_c(cr)$	(in ³)	-	1213.6	-	1213.6	-
DC1	(k/')	0.75	0.86	0.75	0.86	0.75
M_{DC1}	(k)	522	1324	373	1259	406
DC2	(k/')	0.15	0.15	0.15	0.15	0.15
M_{DC2}	(k)	107	243	79	233	84
DW	(k/')	0.29	0.29	0.29	0.29	0.29
M_{DW}	(k)	211	480	156	459	167
LLDF		0.467	0.483	0.444	0.471	0.444
$M_L + IM$	(k)	1134	1561	1052	1606	1070
M_u (Strength I)	(k)	3087	5411	2640	5364	2736
$\phi_r M_n$	(k)	3651	5595	3777	5599	3749
f_s DC1	(ksi)	12.0	13.9	8.6	13.2	9.4
f_s DC2	(ksi)	1.9	2.4	1.4	2.3	1.5
f_s DW	(ksi)	3.7	4.7	2.7	4.5	2.9
f_s ($L + IM$)	(ksi)	18.0	15.4	16.7	15.9	17.0
f_s (Service II)	(ksi)	41.0	41.1	34.4	40.7	35.8
$0.95R_n F_y$	(ksi)	47.5	47.5	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	-	-	-	-	-
$\phi_r F_n$	(ksi)	-	-	-	-	-
V_f	(k)	18.0	29.6	19.8	31.7	19.8

GIRDER REACTION TABLE HL93 Loading						
	Abuts.		Pier 1 & Pier 4		Pier 2 & Pier 3	
	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF	0.665	0.479	0.665	0.479	0.665	0.479
OCF	-	1.054	-	-	-	-
R_{DC1}	(k)	29.2	27.6	108.7	103.0	105.2
R_{DC2}	(k)	5.7	5.7	20.1	20.1	19.4
R_{DW}	(k)	11.3	11.3	39.7	39.7	38.3
R_{LL}	(k)	67.3	45.5	136.3	93.2	139.6
R_{IM}	(k)	14.9	10.1	25.2	17.2	25.5
R_{Total}	(k)	128.4	100.1	330.0	273.2	328.0

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).

$I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in⁴ and in³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1} : Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

LLDF: Live Load distribution factor

M_{DC2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s ($L + IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_L + IM / S_c(n)$ or $M_L + IM / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (L + IM)$

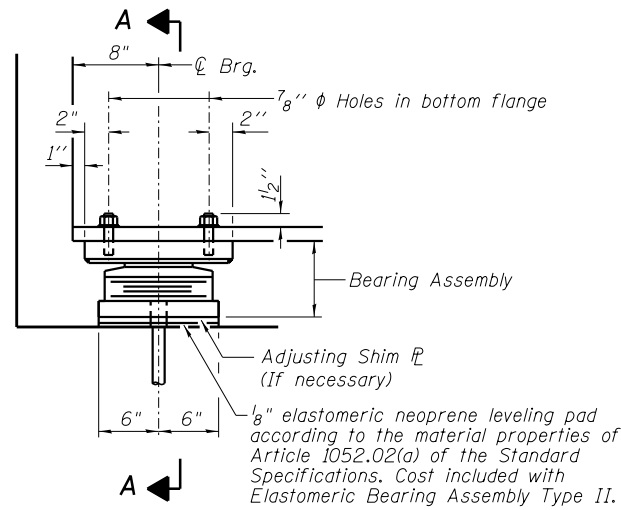
$0.95R_n F_y$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (L + IM)$

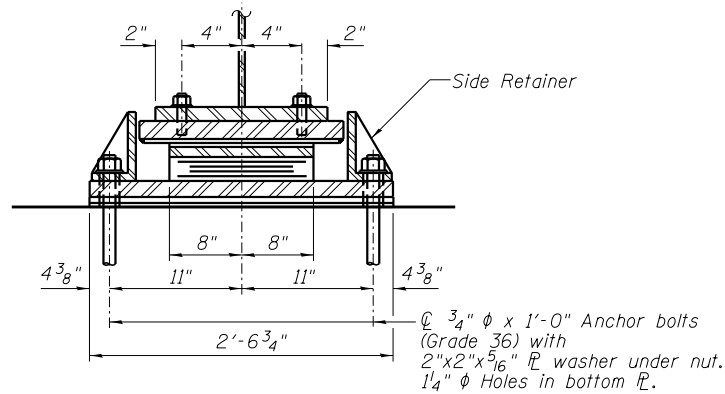
$\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_f : Maximum factored shear range in span computed according to Article 6.10.10.

OCF: Obtuse correction factor

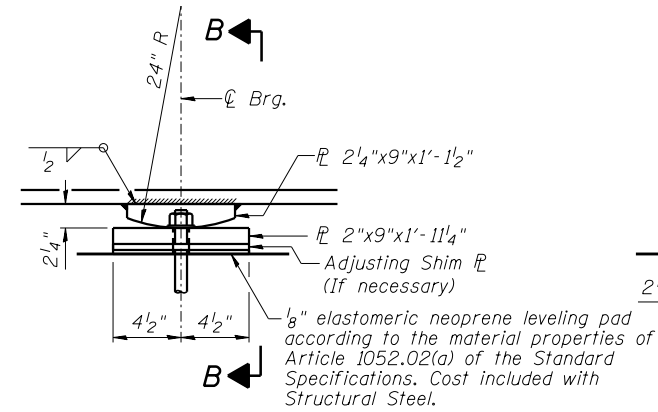


ELEVATION AT ABUT.

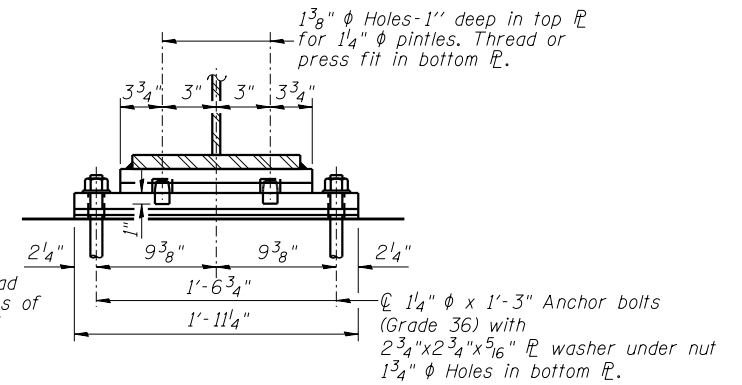


SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.



ELEVATION AT PIER



SECTION B-B

FIXED BEARING AT PIER 3

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The 1/8" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

All bearing plates, side retainers, anchor bolts, nuts, adjusting shims and washers under the expansion joints shall be galvanized according to AASHTO M111 or M232 as applicable.

Threaded studs in bearing assembly at the abutments shall be galvanized according to AASHTO M298 Class 50.

Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

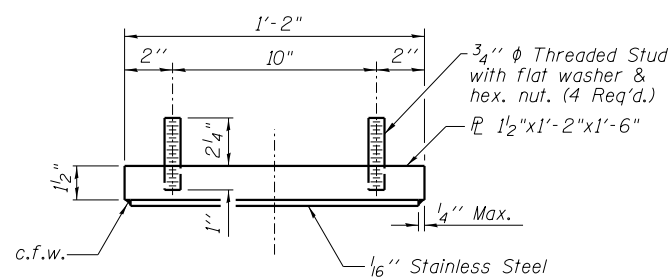
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

The structural steel plates and pintles of the fixed bearing assembly shall conform to the requirements of AASHTO M270, Grade 50W.

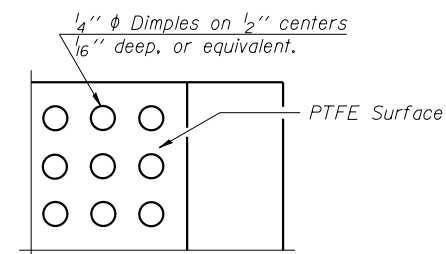
The structural steel plates of the elastomeric bearing assembly at the abutments shall conform to the requirements of AASHTO M270, Grade 50.

BILL OF MATERIAL

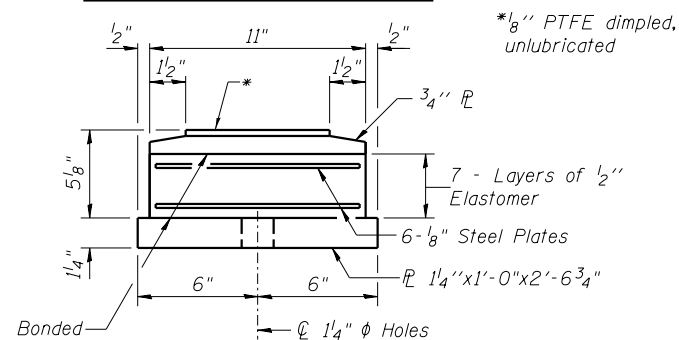
Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12
Anchor Bolts, 3/4"	Each	24
Anchor Bolts, 1 1/4"	Each	12



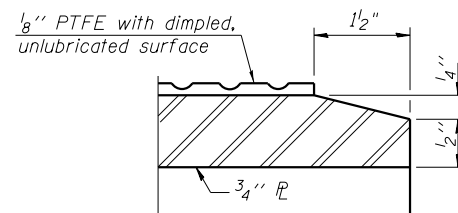
TOP BEARING ASSEMBLY



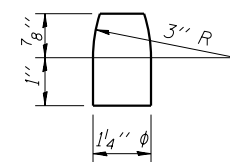
PLAN-PTFE SURFACE



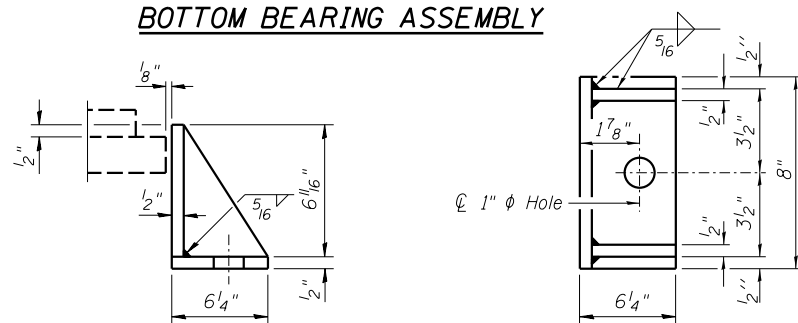
BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE

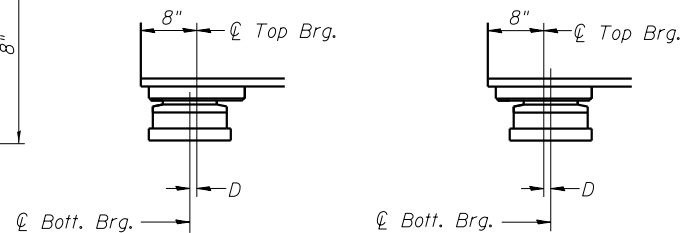


PINTLE



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



BELOW 50°F.

ABOVE 50°F.

D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

EXPANSION BEARING ORIENTATION

The above diagrams are for informational purposes only to show the amount of expected offset "D" for the current temperature in the field.

FILE NAME = I:\1000\5375_11-11\17\CADD_Structural\brgdetail1.dgn

I-2E-2

11-22-2016

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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PLOT TIME = 7:11:43 AM
PLOT SCALE = 40.0000' / 1"
PLOT DATE = 3/21/2018

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DRAWN - RLK
CHECKED - JMB

REVISED -
REVISED -
REVISED -
REVISED -

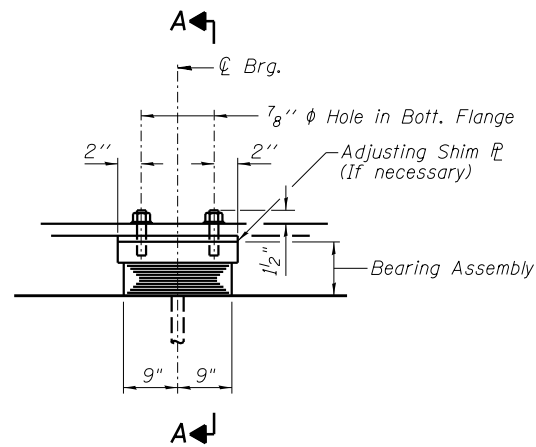
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 066-0021

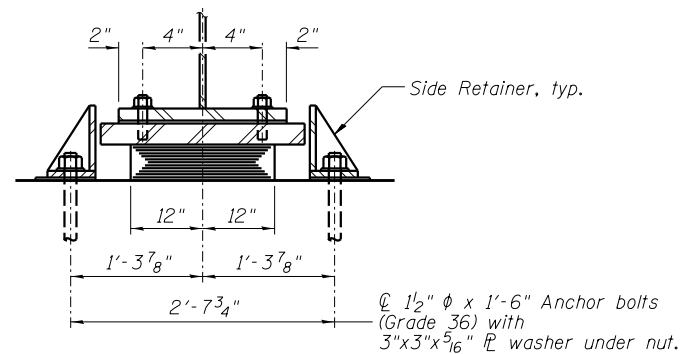
SHEET NO. 33 OF 48 SHEETS

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	55
CONTRACT NO. 68663				

ILLINOIS FED. AID PROJECT

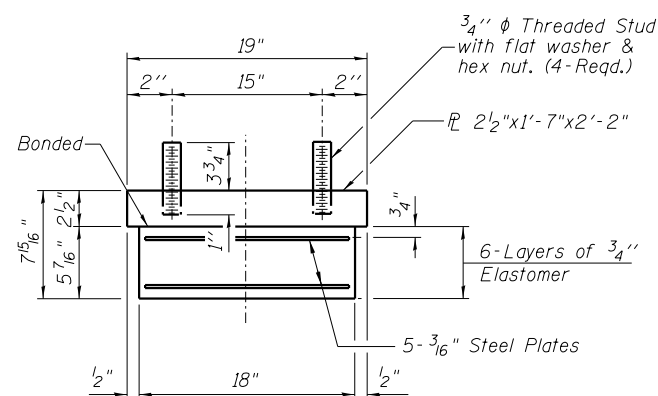


ELEVATION AT PIER



SECTION A-A

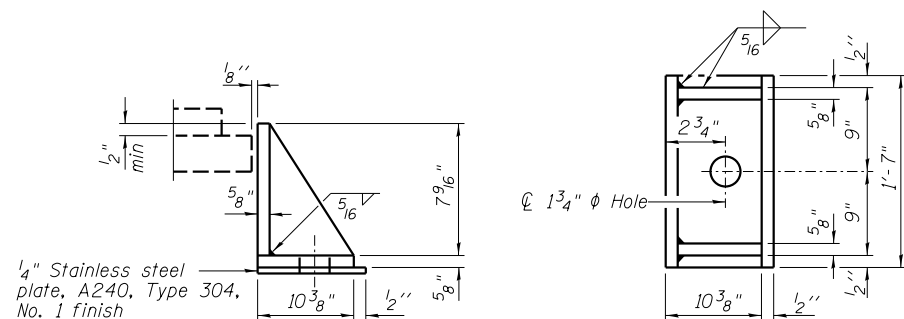
TYPE I ELASTOMERIC EXP. BRG. AT PIERS 1, 2 & 4



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
The structural steel plates of the elastomeric bearing assembly at the piers shall conform to the requirements of AASHTO M270, Grade 50W.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts, 1 1/2"	Each	36

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I-2E-1

11-22-2016

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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PLOT DATE = 3/21/2018

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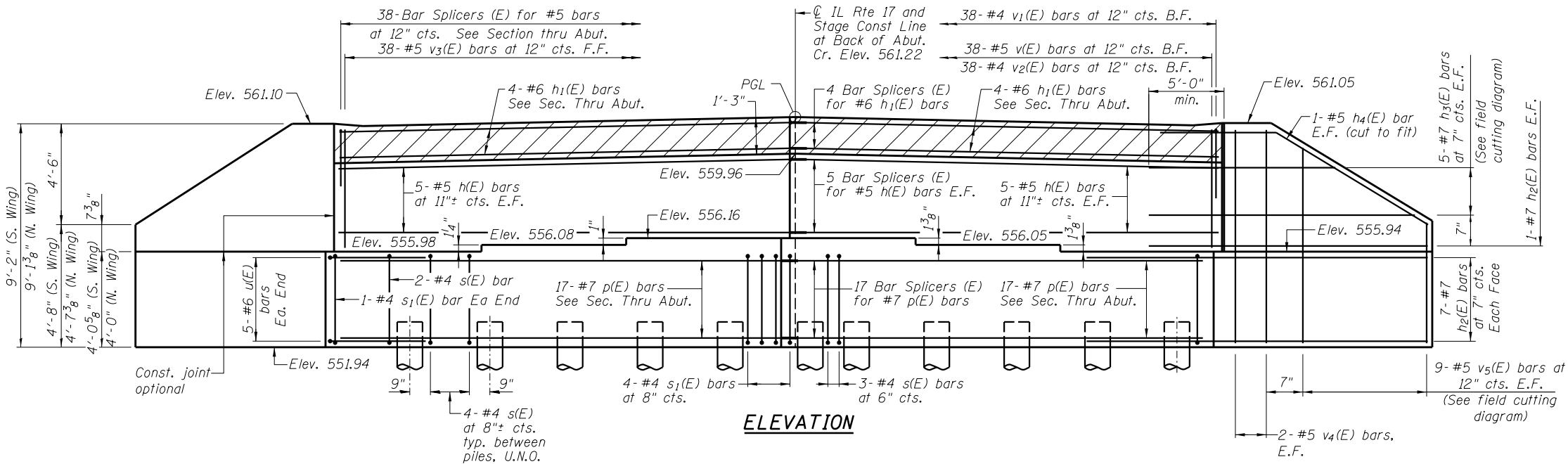
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

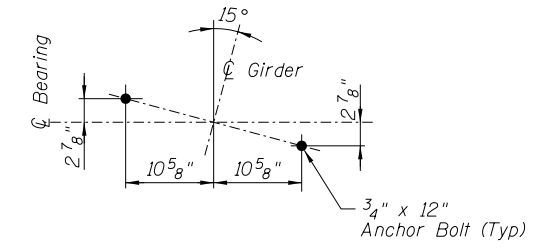
BEARING DETAILS
STRUCTURE NO. 066-0021

SHEET NO. 34 OF 48 SHEETS

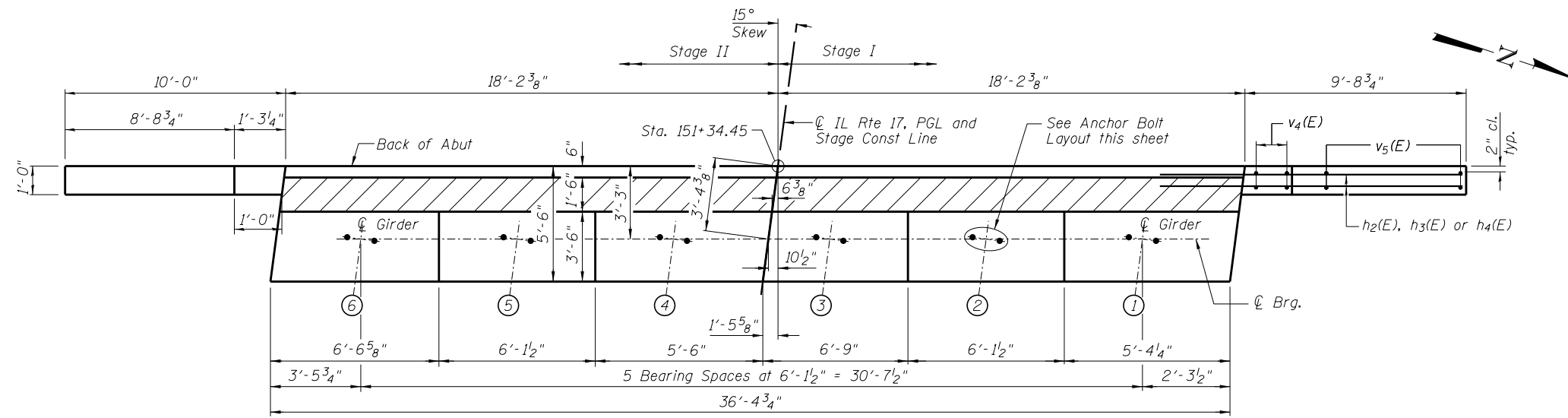
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123)BR-1	MERCER	106	56
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



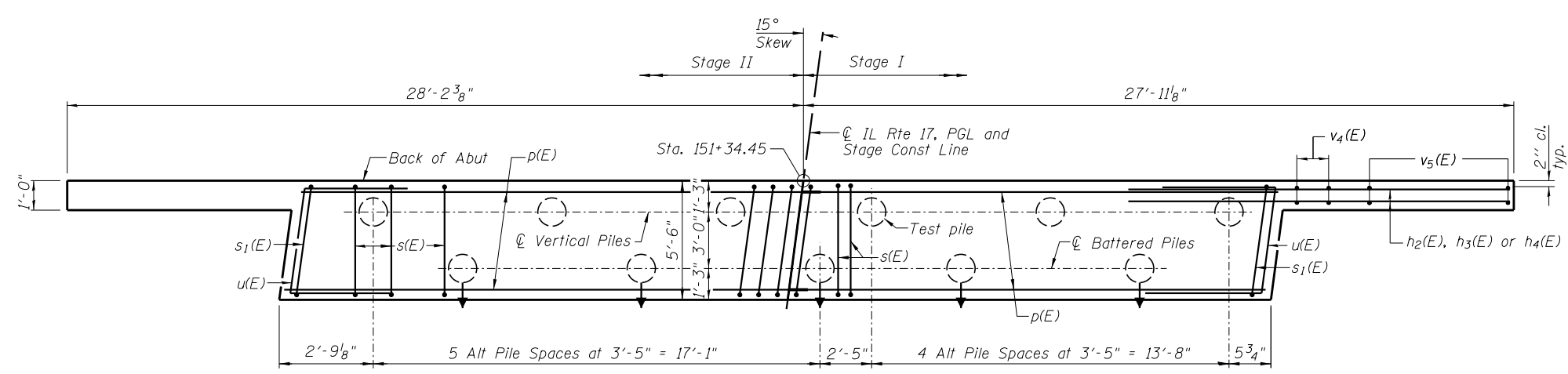
ELEVATION



ANCHOR BOLT LAYOUT



TOP VIEW



PLAN-PILE CAP

PILE DATA

Type: Metal Shell 14" x 0.312" walls
 Nominal Required Bearing: 326 k
 Factored Resistance Available: 127 k
 Est. Length: 38'
 No. Production Piles: 10
 No. Test Piles: 1

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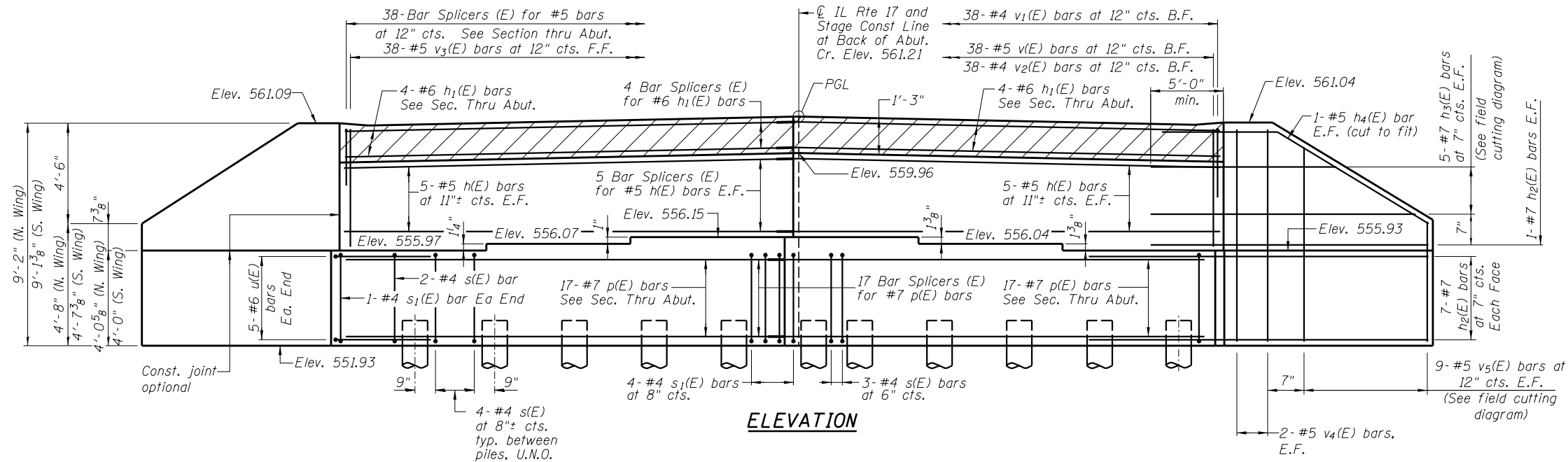
CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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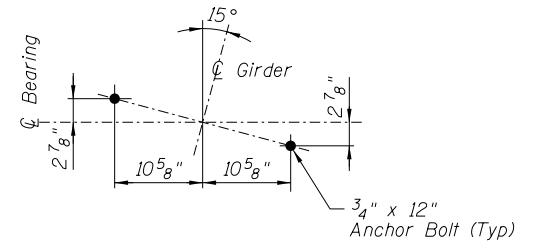
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 066-0021
 SHEET NO. 35 OF 48 SHEETS

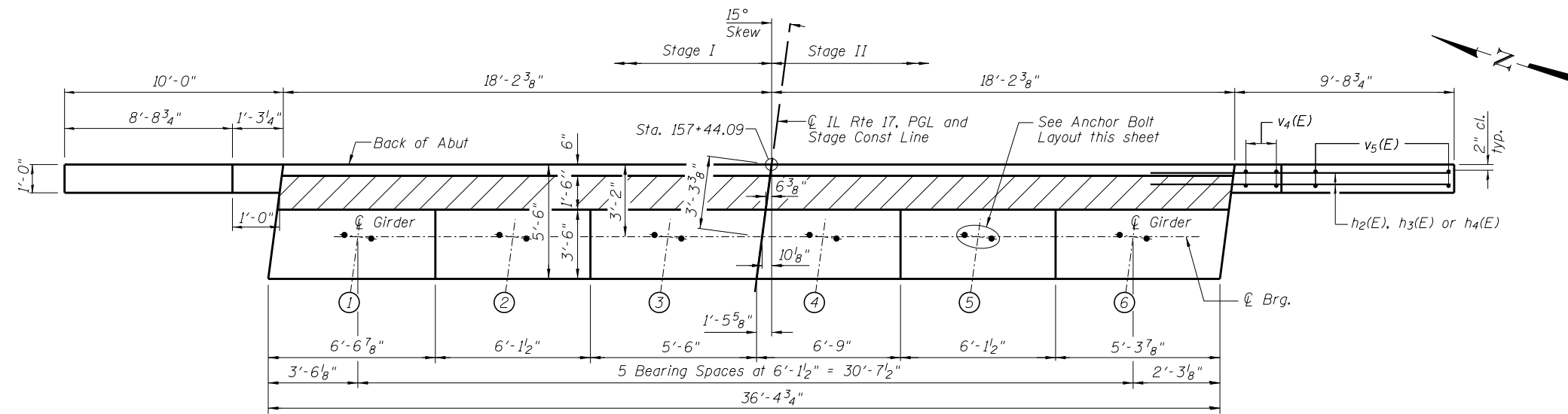
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	57
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



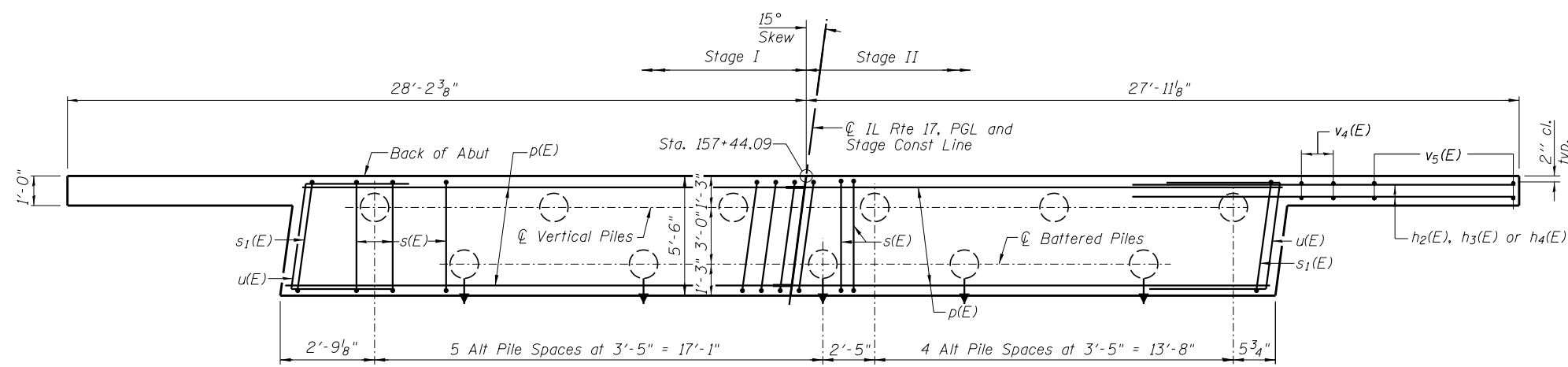
ELEVATION



ANCHOR BOLT LAYOUT



TOP VIEW



PLAN-PILE CAP

PILE DATA

Type: Metal Shell 14" x 0.312" walls
 Nominal Required Bearing: 231 k
 Factored Resistance Available: 127 k
 Est. Length: 40'
 No. Production Piles: 11

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CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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DESIGNED - ACB
 CHECKED - JMB
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REVISED -
 REVISED -
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 REVISED -

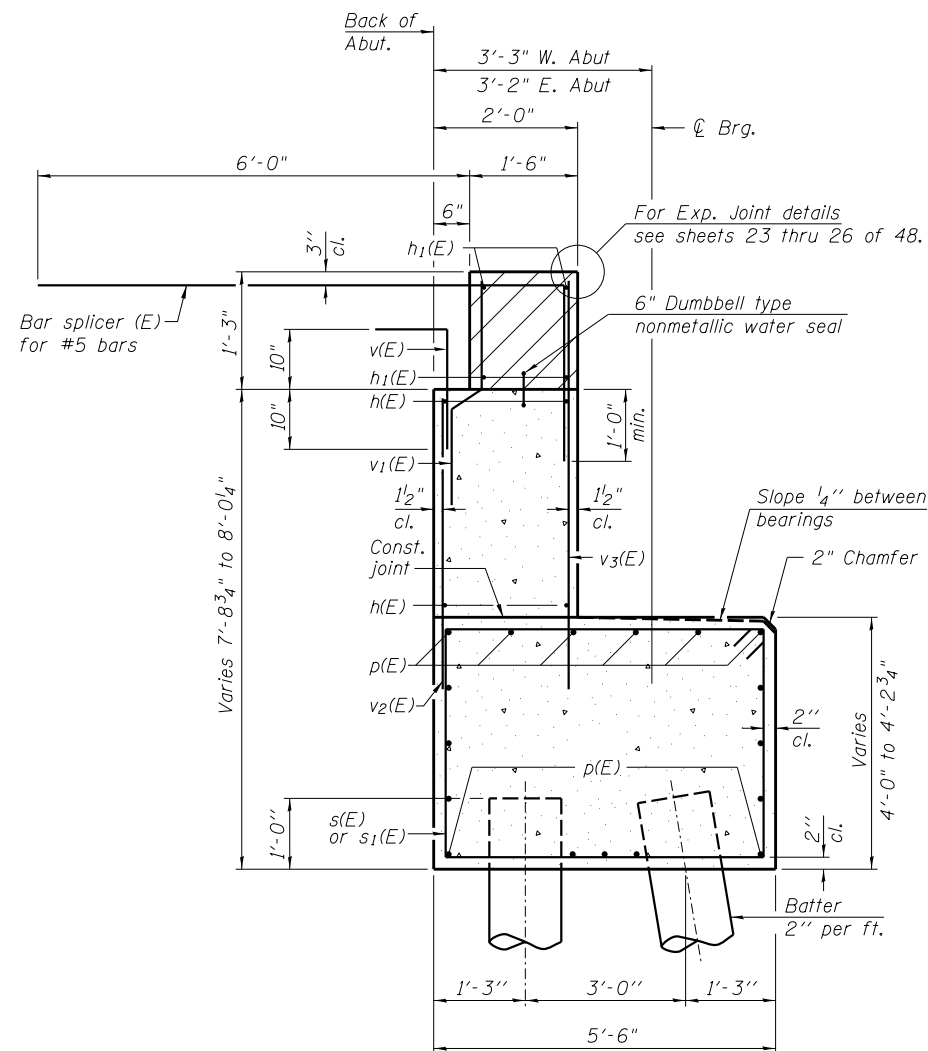
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 066-0021

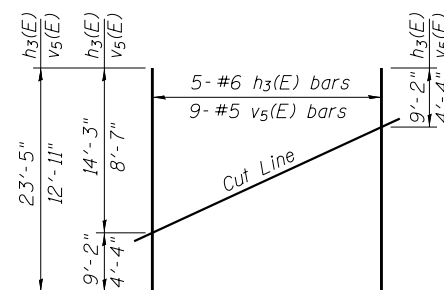
SHEET NO. 36 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	58
CONTRACT NO. 68663				

ILLINOIS FED. AID PROJECT

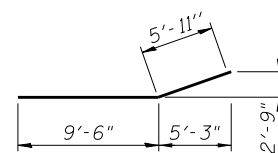


SEC. THRU ABUT.

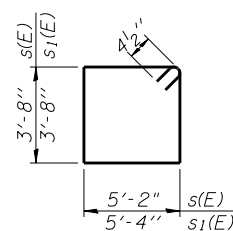


FIELD CUTTING DIAGRAM

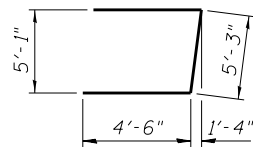
Order h3(E) and v5(E) full length. Cut as shown and use remainder of bars in opposite face.



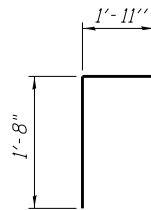
BAR h4(E)



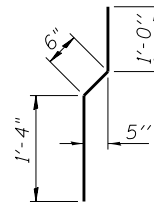
BARS s(E) & s1(E)



BAR u(E)



BAR v(E)



BAR v1(E)

WEST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	20	#5	17'-9"	—
h1(E)	8	#6	17'-9"	—
h2(E)	32	#7	14'-10"	—
h3(E)	10	#7	23'-5"	—
h4(E)	4	#5	15'-5"	—
p(E)	34	#7	17'-9"	—
s(E)	37	#4	18'-5"	□
s1(E)	6	#4	18'-9"	□
u(E)	10	#6	14'-3"	—
v(E)	38	#5	3'-7"	┌
v1(E)	38	#4	2'-10"	—
v2(E)	38	#4	6'-5"	—
v3(E)	38	#5	7'-8"	—
v4(E)	8	#5	8'-9"	—
v5(E)	18	#5	12'-11"	—
Concrete Structures	Cu. Yd.		45.9	
Reinforcement Bars, Epoxy Coated	Pound		5070	
Furnishing Metal Shell Piles, 14"x0.312" walls	Foot		380	
Driving Piles	Foot		380	
Test Pile Metal Shells	Each		1	
Concrete Sealer	Sq. Ft.		415	

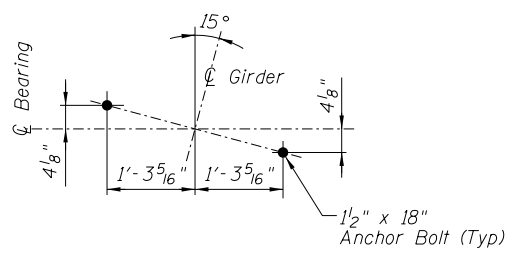
EAST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	20	#5	17'-9"	—
h1(E)	8	#6	17'-9"	—
h2(E)	32	#7	14'-10"	—
h3(E)	10	#7	23'-5"	—
h4(E)	4	#5	15'-5"	—
p(E)	34	#7	17'-9"	—
s(E)	37	#4	18'-5"	□
s1(E)	6	#4	18'-9"	□
u(E)	10	#6	14'-3"	—
v(E)	38	#5	3'-7"	┌
v1(E)	38	#4	2'-10"	—
v2(E)	38	#4	6'-5"	—
v3(E)	38	#5	7'-8"	—
v4(E)	8	#5	8'-9"	—
v5(E)	18	#5	12'-11"	—
Structure Excavation	Cu. Yd.		144	
Concrete Structures	Cu. Yd.		45.9	
Reinforcement Bars, Epoxy Coated	Pound		5070	
Furnishing Metal Shell Piles, 14"x0.312" walls	Foot		440	
Driving Piles	Foot		440	
Concrete Sealer	Sq. Ft.		415	

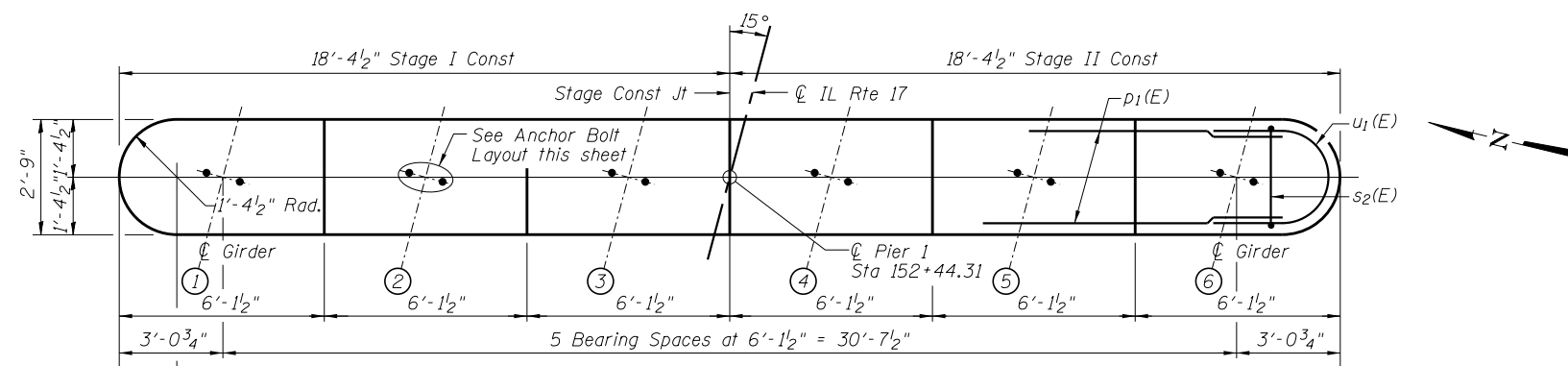
Notes:

- Hatched area to be poured after superstructure form work has been removed. Quantity of concrete included with Concrete Superstructure.
- For additional reinforcing details in hatchblock, see sheets 20 thru 22 of 48.
- Space reinforcement in cap to miss anchor bolts.
- Pour steps monolithically with cap.
- All exposed surfaces of the backwall, bridge seats and front face of cap shall be treated with concrete sealer.
- For details of Bar Splicers, see sheet 43 of 48.
- For details of piles see sheet 42 of 48.
- B.F. = Back Face, F.F. = Front Face, E.F. = Each Face, UNO = Unless Noted Otherwise

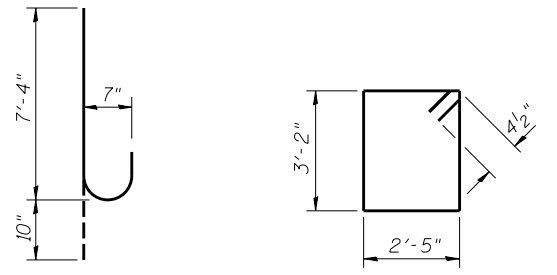
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ANCHOR BOLT LAYOUT

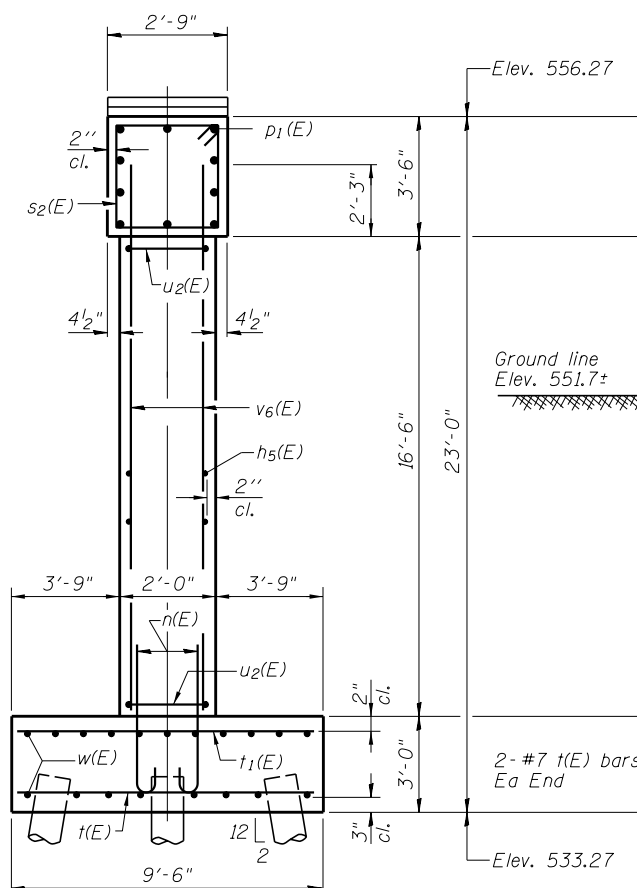


TOP PLAN

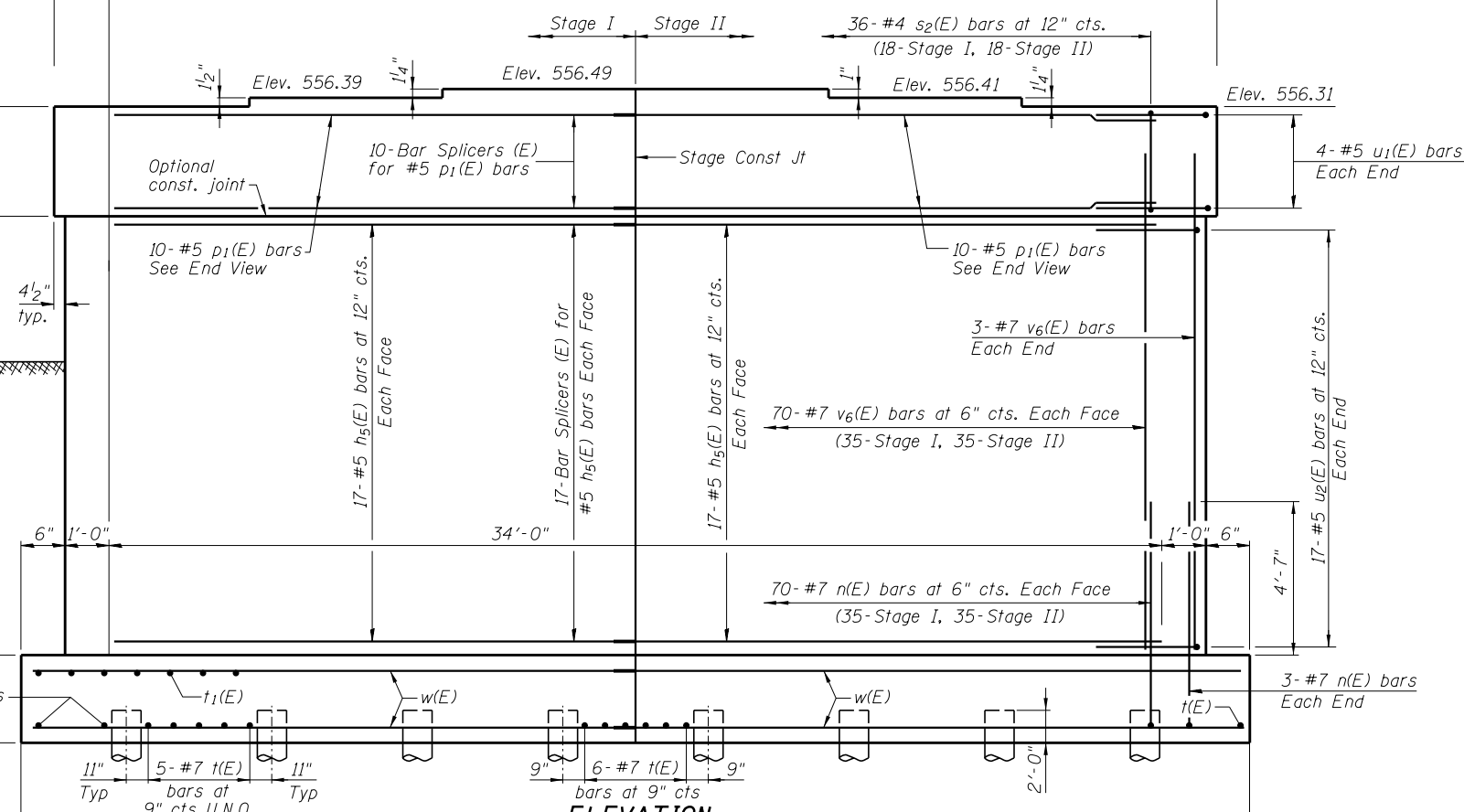


BAR n(E)

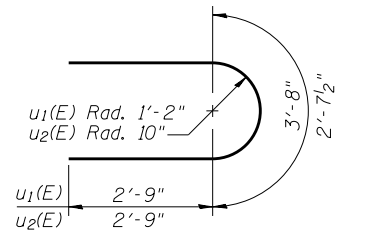
BAR s2(E)



END VIEW

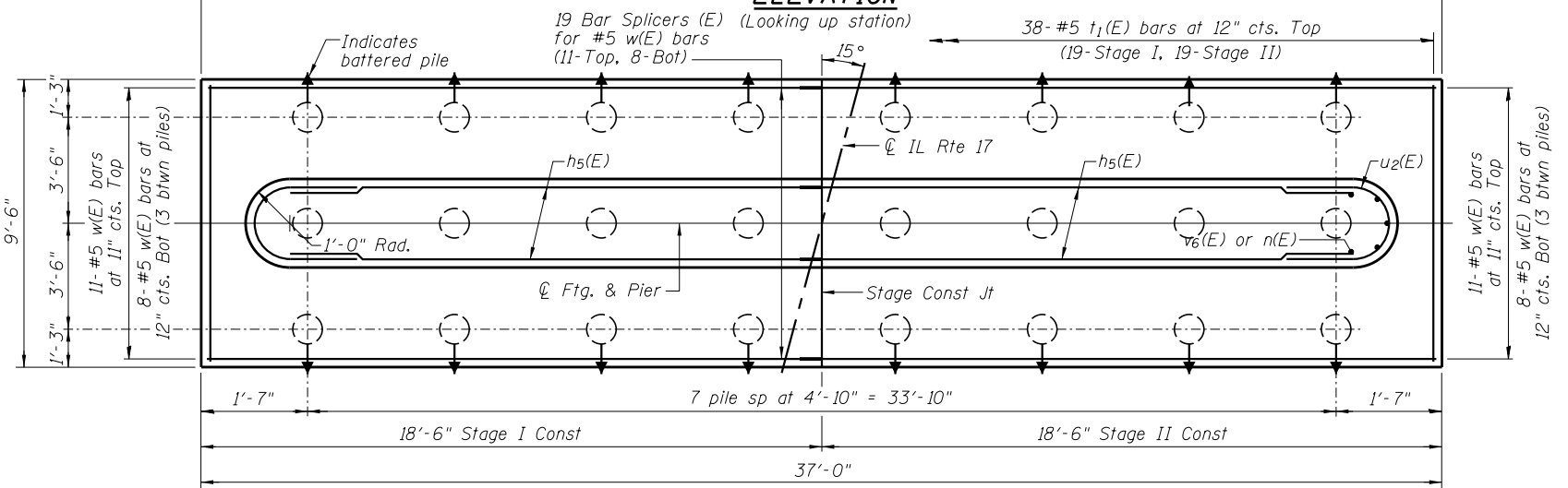


ELEVATION



BARS u1(E) & u2(E)

PILE DATA
 Type: Metal Shell 14" x 0.312" walls
 Nominal Required Bearing: 513 k
 Factored Resistance Available: 182 k
 Est. Length: 47'
 No. Production Piles: 24



FOOTING PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	68	#5	16'-10"	—
n(E)	146	#7	8'-2"	U
p1(E)	20	#5	16'-10"	—
s2(E)	36	#4	11'-11"	□
t(E)	40	#7	9'-2"	—
t1(E)	38	#5	9'-2"	—
u1(E)	8	#5	9'-2"	U
u2(E)	34	#5	8'-2"	U
v6(E)	146	#7	18'-7"	—
w(E)	38	#5	18'-0"	—
Concrete Structures		Cu. Yd.	96.0	
Reinforcement Bars, Epoxy Coated		Pound	12,010	
Furnishing Metal Shell Piles, 14"x0.312" walls		Foot	1128	
Driving Piles		Foot	1128	

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 42 of 48.
 See sheet 3 of 48 for cofferdam and seal coat details.

FILE NAME = I:\dox\5375_11\rel\7\CADD_Structural\pier1.dgn

PC-1 7-1-10

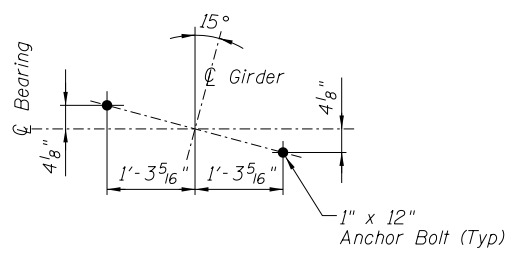
CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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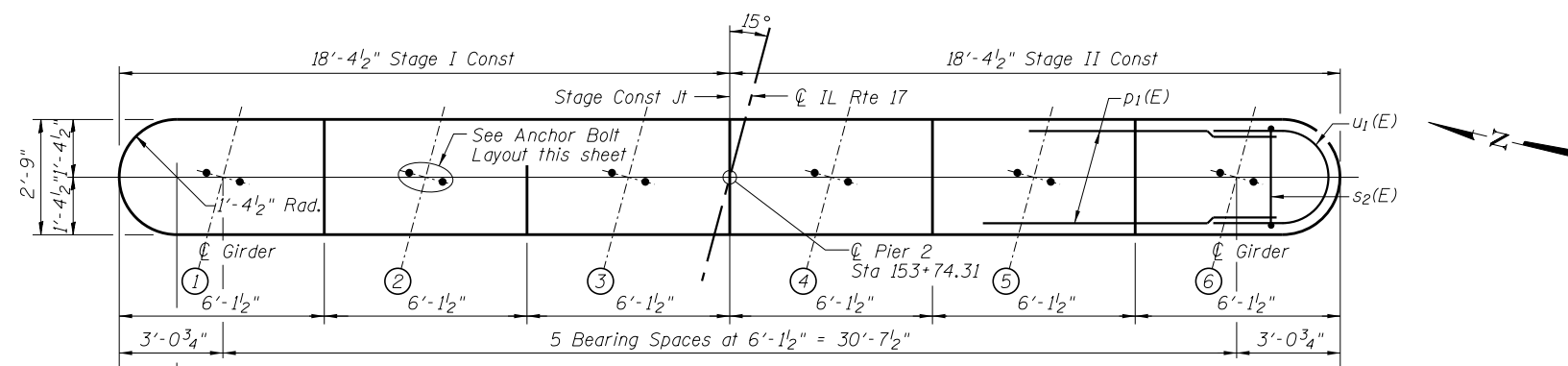
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS
STRUCTURE NO. 066-0021
 SHEET NO. 38 OF 48 SHEETS

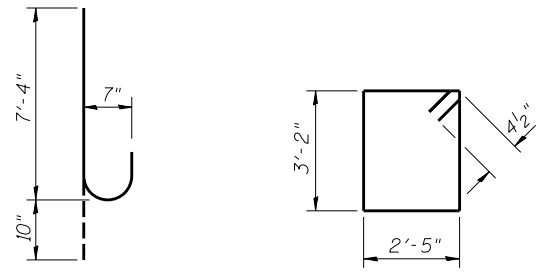
F.A.P. RTE. 639	SECTION (123B)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 60
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



ANCHOR BOLT LAYOUT

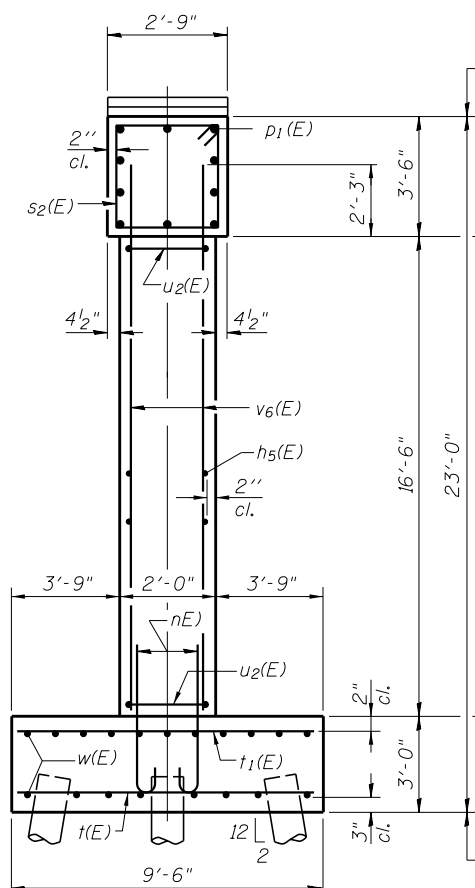


TOP PLAN

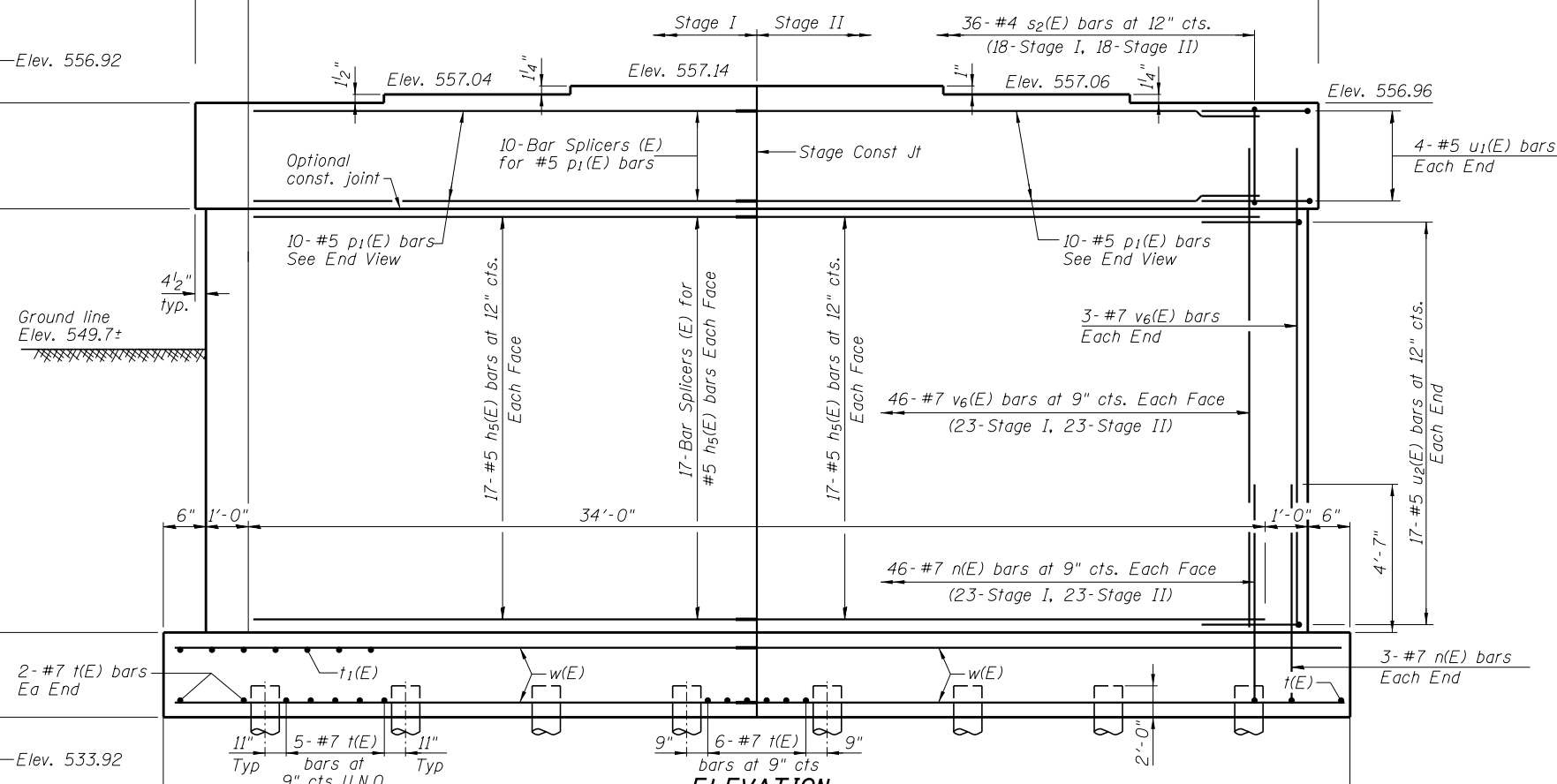


BAR n(E)

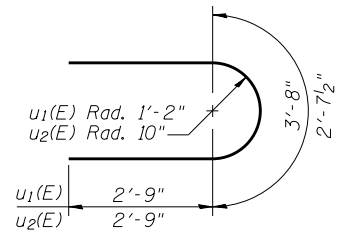
BAR s2(E)



END VIEW

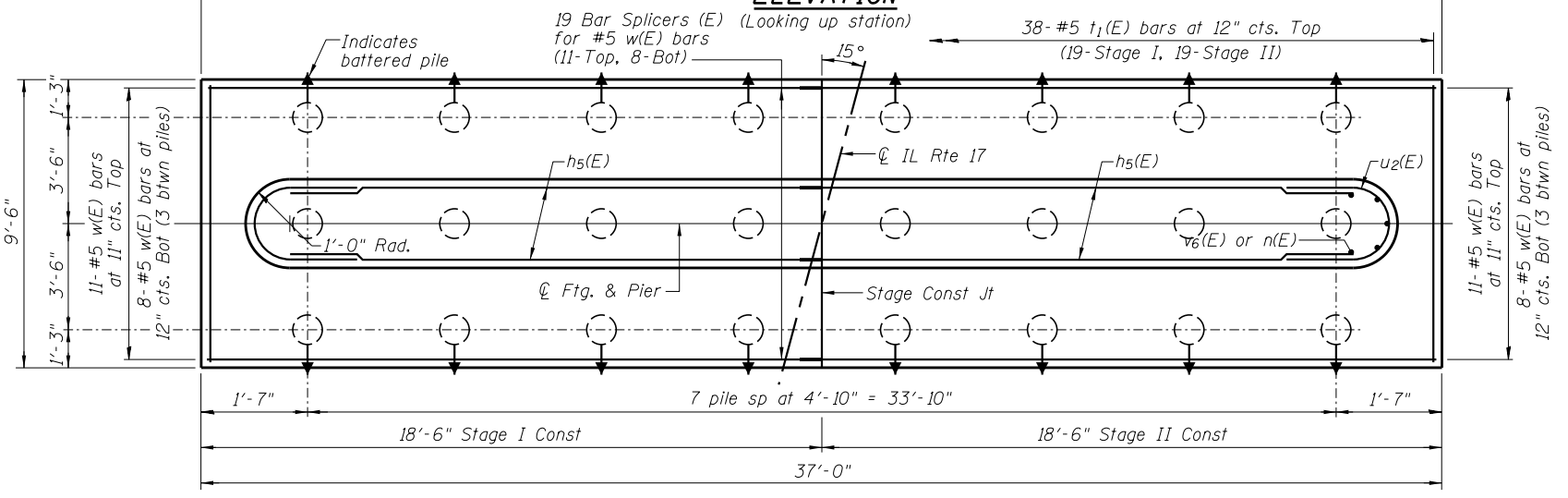


ELEVATION



BARS u1(E) & u2(E)

PILE DATA
 Type: Metal Shell 14" x 0.312" walls
 Nominal Required Bearing: 513 k
 Factored Resistance Available: 184 k
 Est. Length: 49'
 No. Production Piles: 23
 No. Test Piles: 1



FOOTING PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5(E)	68	#5	16'-10"	—
n(E)	98	#7	8'-2"	U
p1(E)	20	#5	16'-10"	—
s2(E)	36	#4	11'-11"	□
t(E)	40	#7	9'-2"	—
t1(E)	38	#5	9'-2"	—
u1(E)	8	#5	9'-2"	U
u2(E)	34	#5	8'-2"	U
v6(E)	98	#7	18'-7"	—
w(E)	38	#5	18'-0"	—
Concrete Structures		Cu. Yd.	96.0	
Reinforcement Bars, Epoxy Coated		Pound	9380	
Furnishing Metal Shell Piles, 14"x0.312" walls		Foot	1127	
Driving Piles		Foot	1127	
Test Pile Metal Shells		Each	1	

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 42 of 48.
 See sheet 3 of 48 for cofferdam and seal coat details.

FILE NAME = I:\ado\5375_11-17\CADD_Structural\pier2.dgn

PC-1 7-1-10

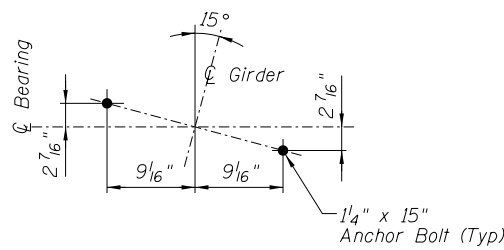
CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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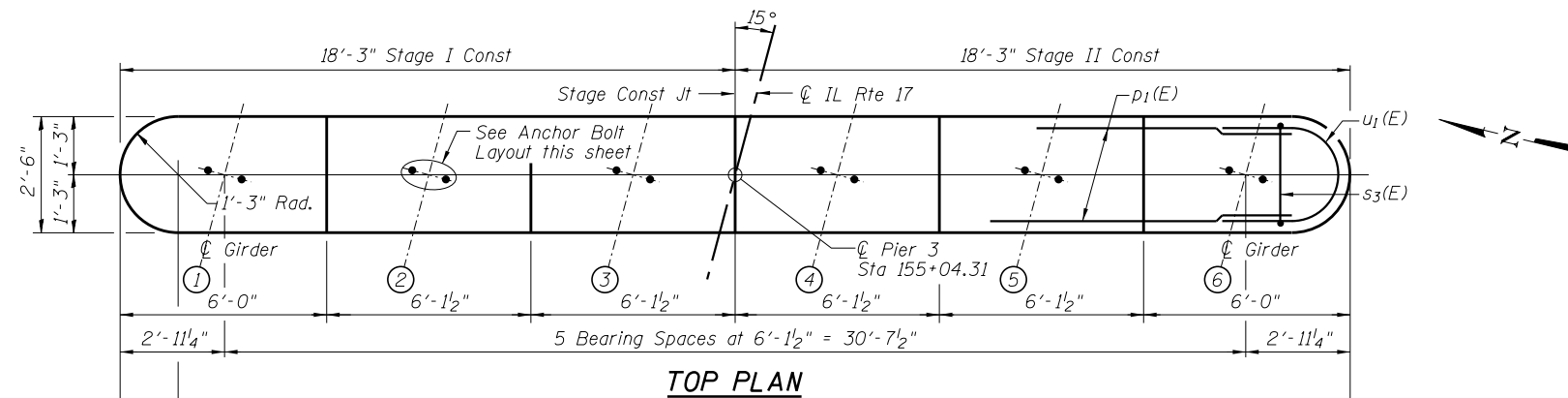
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 DETAILS
STRUCTURE NO. 066-0021
 SHEET NO. 39 OF 48 SHEETS

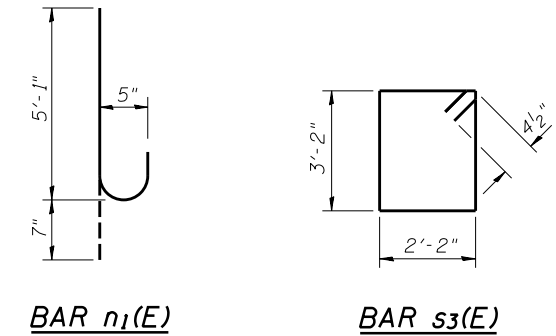
F.A.P. RTE. 639	SECTION (123BIBR-1)	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 61
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



ANCHOR BOLT LAYOUT

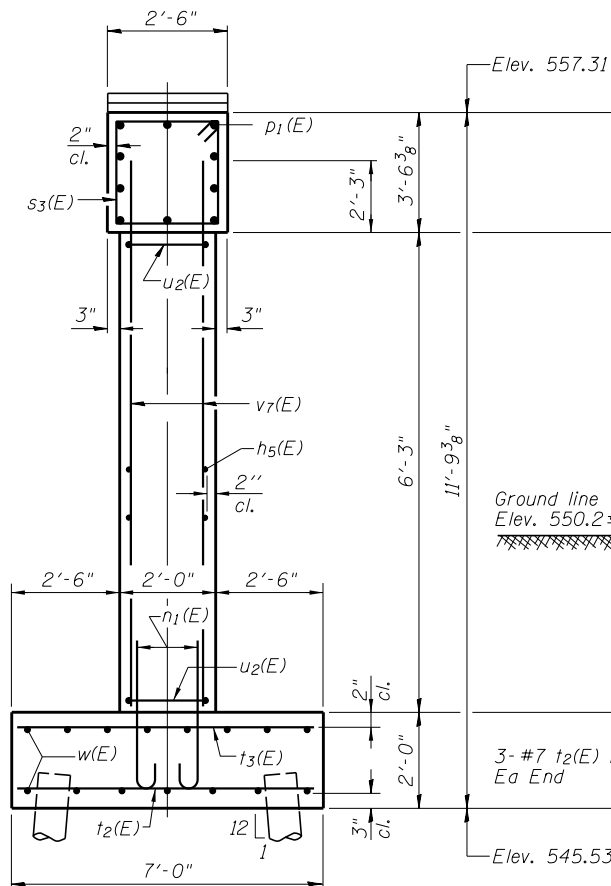


TOP PLAN

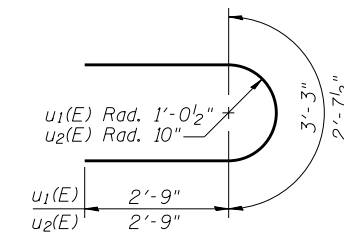


BAR n₁(E)

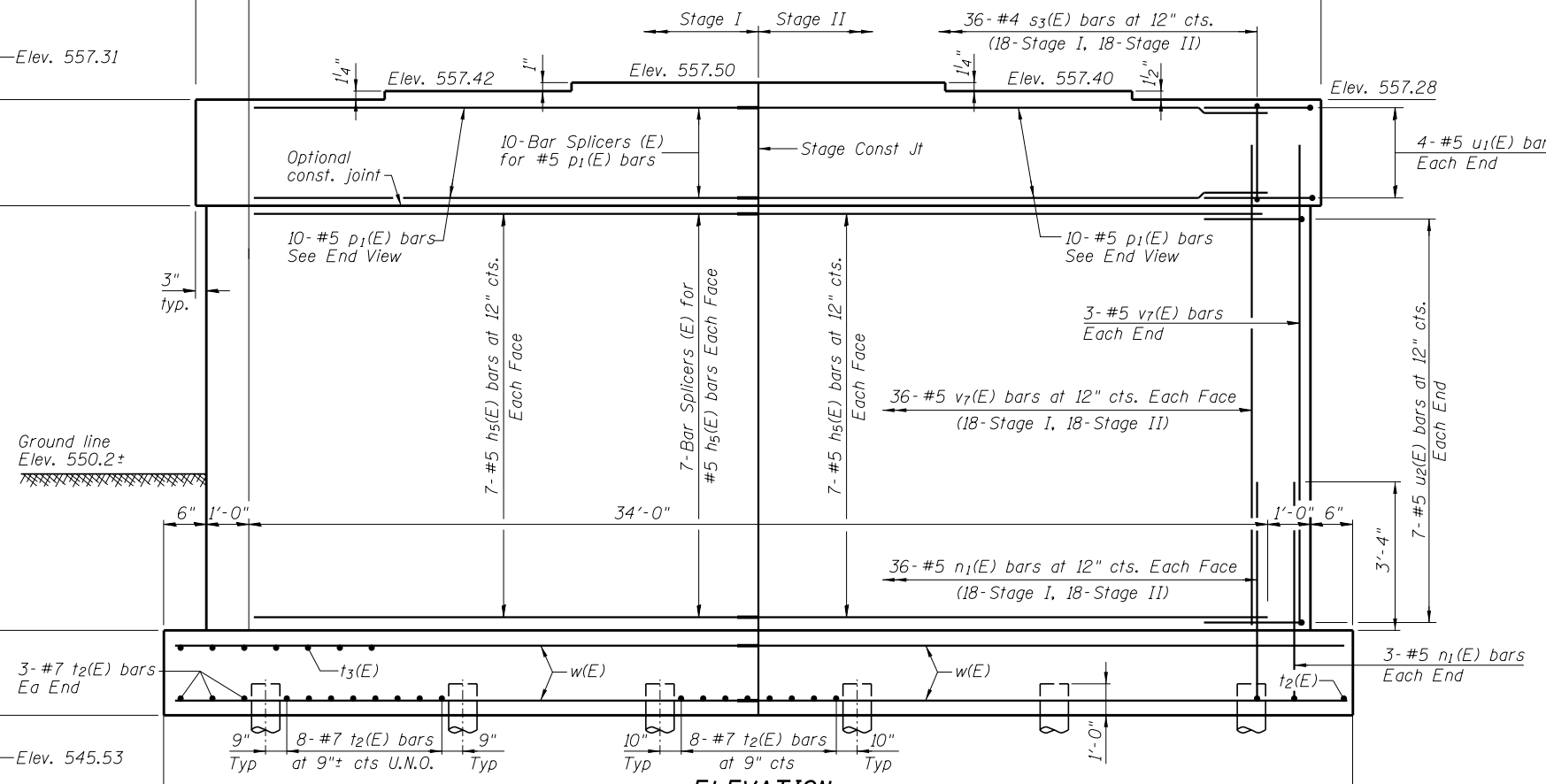
BAR s₃(E)



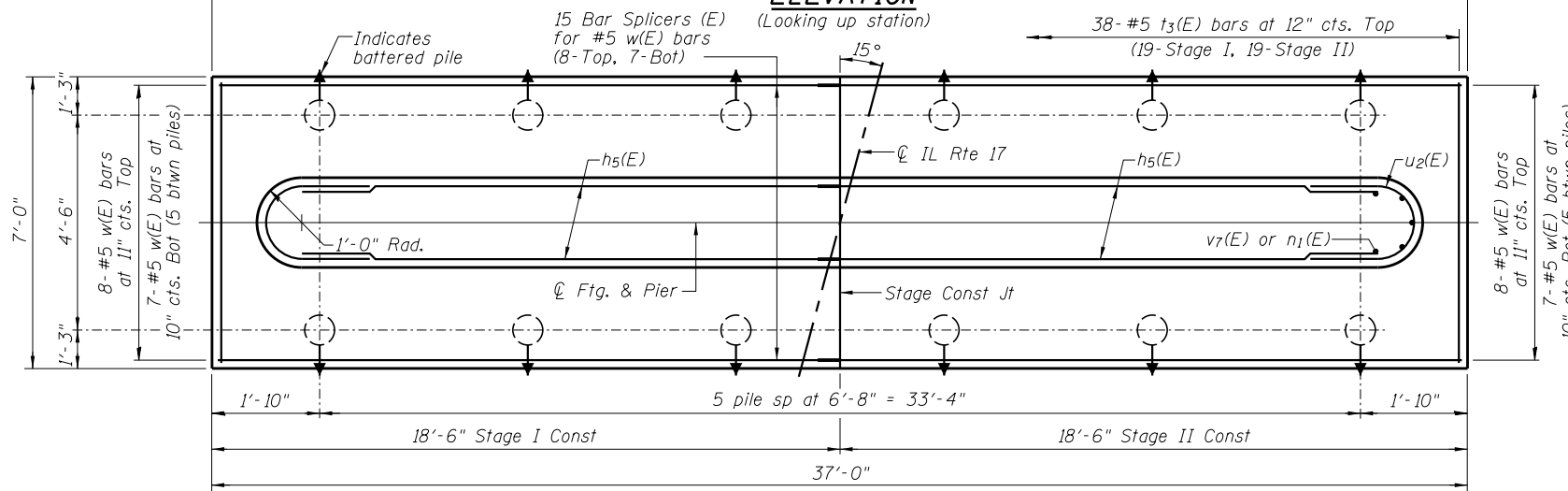
END VIEW



BARS u₁(E) & u₂(E)



ELEVATION



FOOTING PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₅ (E)	28	#5	16'-10"	—
n ₁ (E)	78	#5	5'-8"	U
p ₁ (E)	20	#5	16'-10"	—
s ₃ (E)	36	#4	11'-5"	□
t ₂ (E)	46	#7	6'-8"	—
t ₃ (E)	38	#5	6'-8"	—
u ₁ (E)	8	#5	8'-9"	U
u ₂ (E)	14	#5	8'-2"	U
v ₇ (E)	78	#5	8'-4"	—
w(E)	30	#5	18'-0"	—
Structure Excavation		Cu. Yd.	78	
Concrete Structures		Cu. Yd.	47.8	
Reinforcement Bars, Epoxy Coated		Pound	3900	
Furnishing Metal Shell Piles, 14"x0.312" walls		Foot	612	
Driving Piles		Foot	612	

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Four steps monolithically with cap.
 For details of piles, see sheet 42 of 48.

PILE DATA

Type: Metal Shell 14" x 0.312" walls
 Nominal Required Bearing: 352 k
 Factored Resistance Available: 191 k
 Est. Length: 51'
 No. Production Piles: 12

FILE NAME = I:\1400\5375_11\14\17\CADD\Structural\pier-3.dgn

PC-1

7-1-10

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 184-001397

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 PLOT DATE = 3/21/2018

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 CHECKED - JMB
 DRAWN - RLK
 CHECKED - JMB

REVISED -
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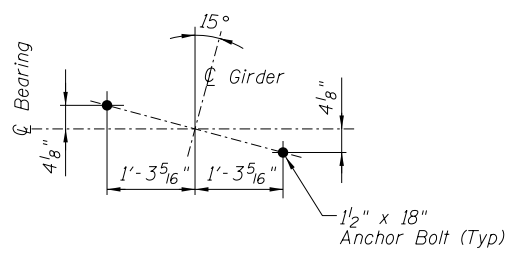
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 3 DETAILS
 STRUCTURE NO. 066-0021

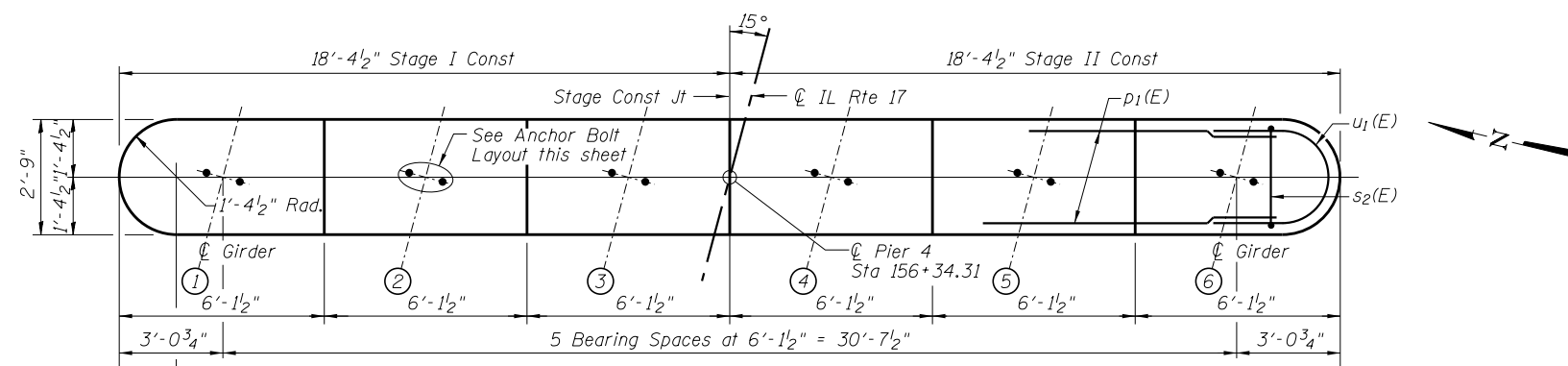
SHEET NO. 40 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	62
CONTRACT NO. 68663				

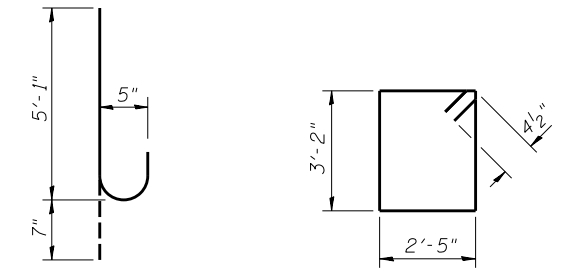
ILLINOIS FED. AID PROJECT



ANCHOR BOLT LAYOUT

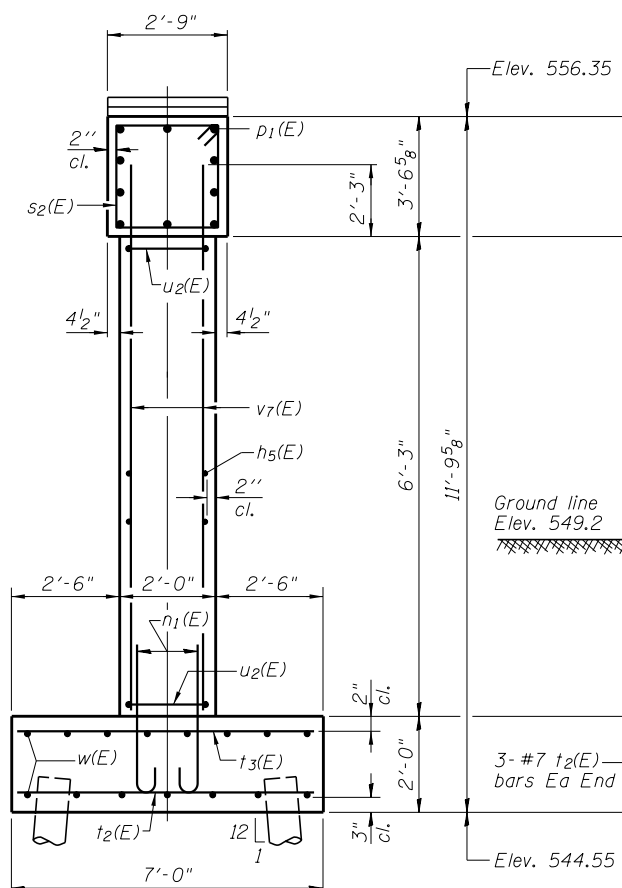


TOP PLAN

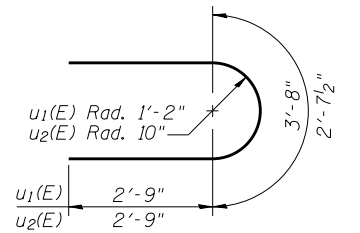


BAR n₁(E)

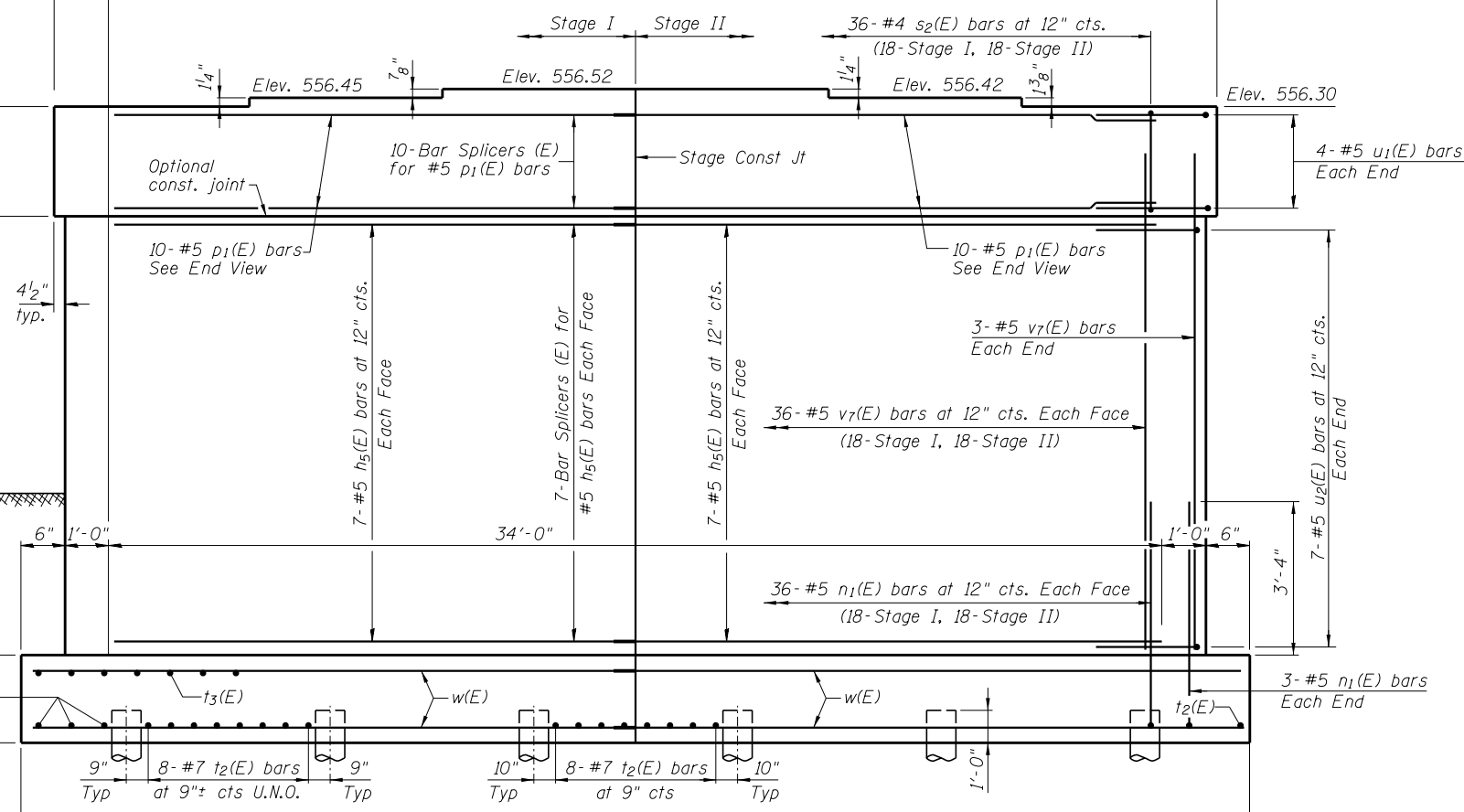
BAR s₂(E)



END VIEW



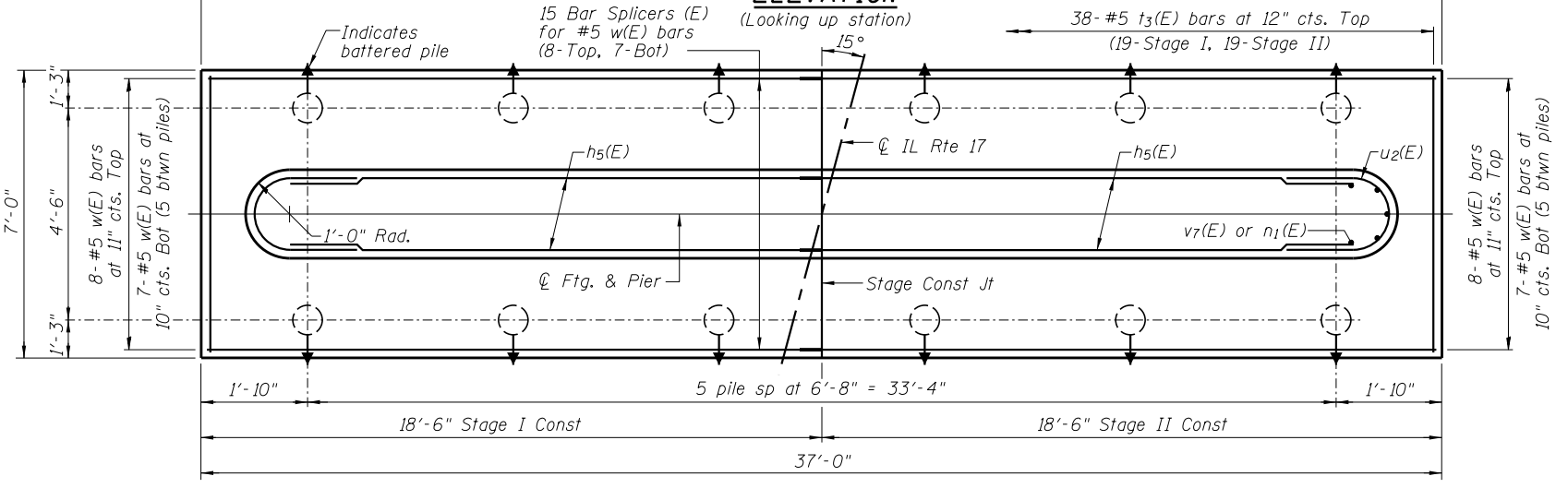
BARS u₁(E) & u₂(E)



ELEVATION

PILE DATA

Type: Metal Shell 14" x 0.312" walls
 Nominal Required Bearing: 381 k
 Factored Resistance Available: 208 k
 Est. Length: 44'
 No. Production Piles: 11
 No. Test Piles: 1



FOOTING PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₅ (E)	28	#5	16'-10"	—
n ₁ (E)	78	#5	5'-8"	U
p ₁ (E)	20	#5	16'-10"	—
s ₂ (E)	36	#4	11'-11"	□
t ₂ (E)	46	#7	6'-8"	—
t ₃ (E)	38	#5	6'-8"	—
u ₁ (E)	8	#5	9'-2"	U
u ₂ (E)	14	#5	8'-2"	U
v ₇ (E)	78	#5	8'-4"	—
w(E)	30	#5	18'-0"	—
Structure Excavation		Cu. Yd.	78	
Concrete Structures		Cu. Yd.	49.0	
Reinforcement Bars, Epoxy Coated		Pound	3920	
Furnishing Metal Shell Piles, 14"x0.312" walls		Foot	484	
Driving Piles		Foot	484	
Test Pile Metal Shells		Each	1	

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Four steps monolithically with cap.
 For details of piles, see sheet 42 of 48.

FILE NAME = I:\1000\5375_11\11\7\CADD_Structural\Pier4.dgn

PC-1

7-1-10

CHASTAIN & ASSOCIATES LLC
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 184-001397

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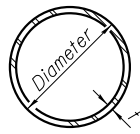
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 4 DETAILS
 STRUCTURE NO. 066-0021

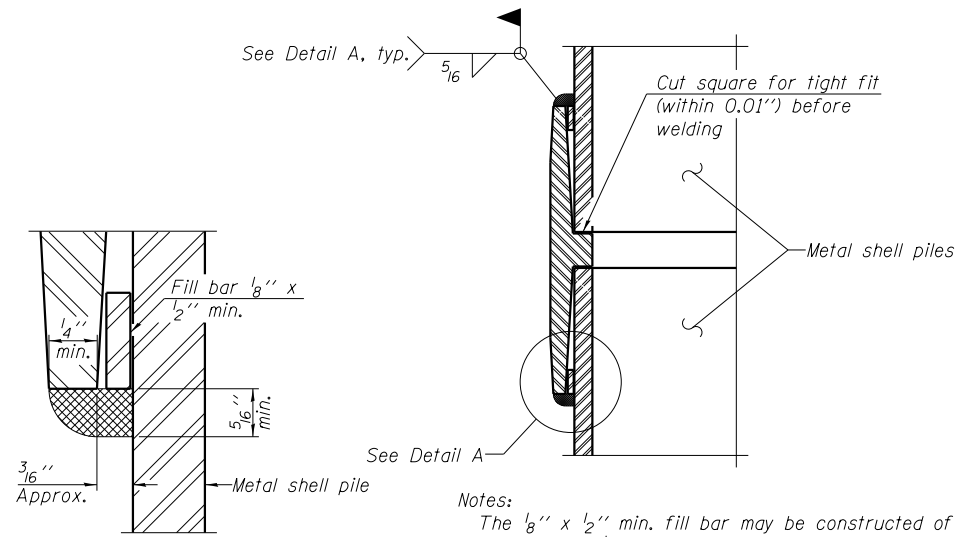
SHEET NO. 41 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	63
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



METAL SHELL PILE TABLE

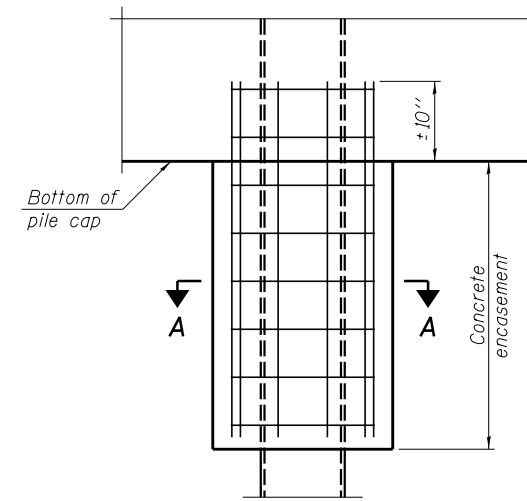
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



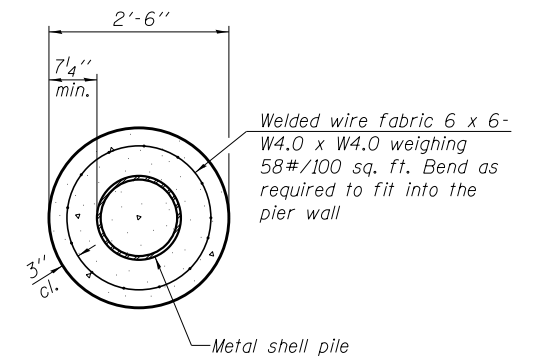
DETAIL A

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

WELDED COMMERCIAL SPLICE



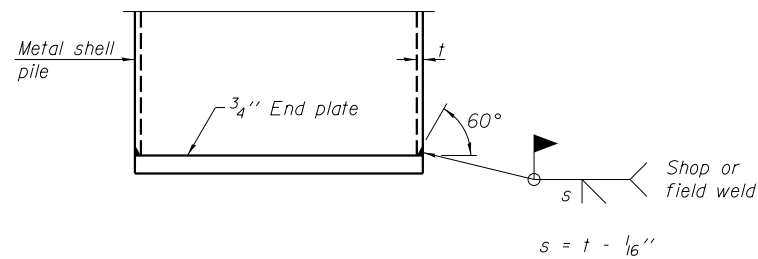
ELEVATION



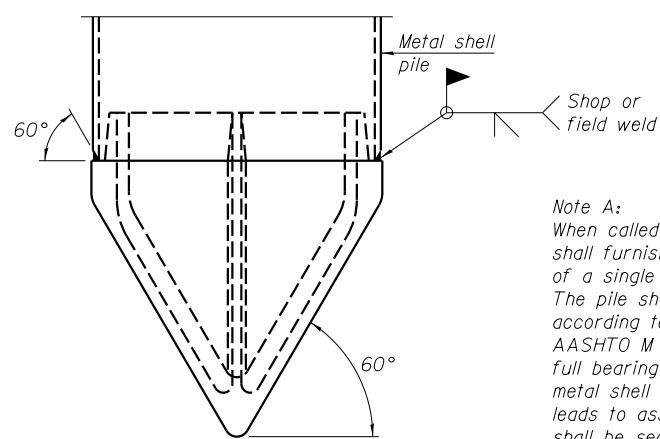
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS



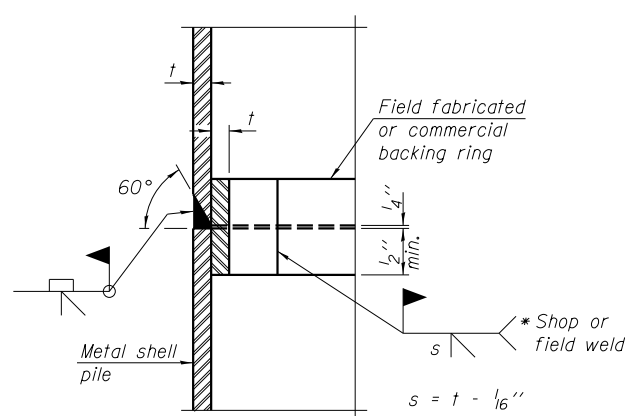
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

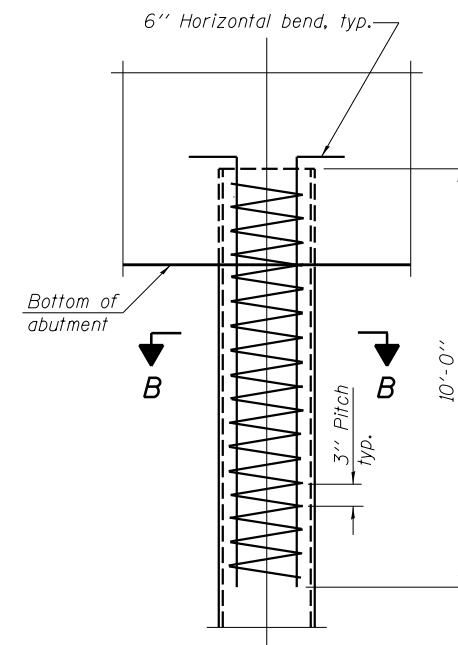
(See Note A)

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



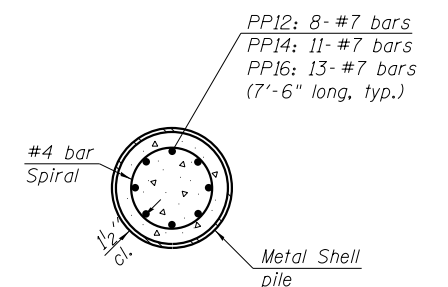
COMPLETE PENETRATION WELD SPLICE

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



ELEVATION

METAL SHELL REINFORCEMENT AT ABUTMENTS



SECTION B-B

PP12: 8-#7 bars
 PP14: 11-#7 bars
 PP16: 13-#7 bars
 (7'-6" long, typ.)

Note:
 The metal shell piles shall be according to Article 1006.5 of the Standard Specifications.

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F-MS 2-17-2017

CHASTAIN & ASSOCIATES LLC
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 184-001397

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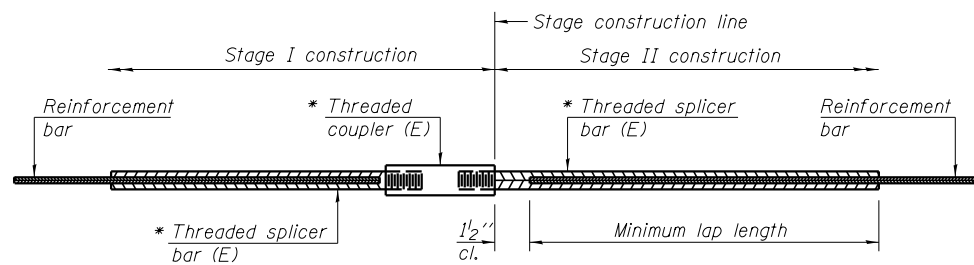
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 066-0021

SHEET NO. 42 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123)BR-1	MERCER	106	64
CONTRACT NO. 68663				

ILLINOIS FED. AID PROJECT

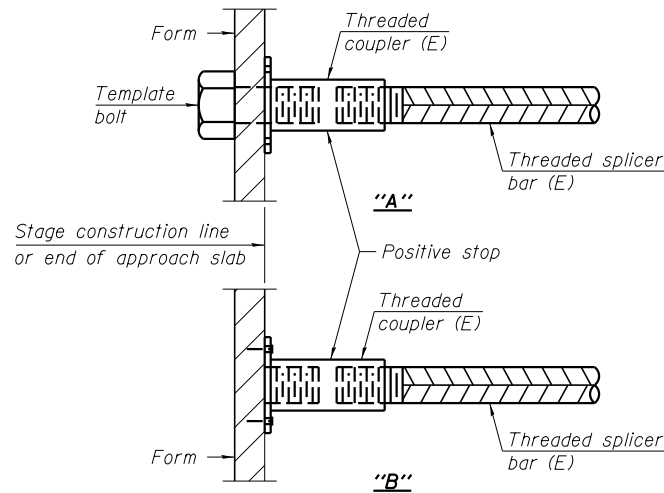


STANDARD BAR SPLICER ASSEMBLY

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

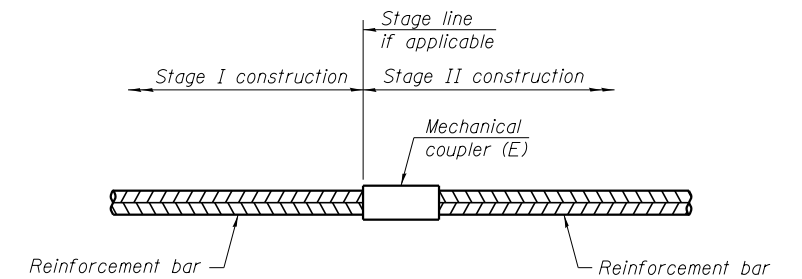
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Approach Slabs	#5	168	3'-4"
Approach Slabs	#8	118	4'-9"
Deck	#5	1769	3'-6"
West Abutment	#5	10	3'-7"
West Abutment	#6	4	4'-4"
West Abutment	#7	17	5'-0"
East Abutment	#5	10	3'-7"
East Abutment	#6	4	4'-4"
East Abutment	#7	17	5'-0"
Pier 1	#5	63	3'-7"
Pier 2	#5	63	3'-7"
Pier 3	#5	39	3'-7"
Pier 4	#5	39	3'-7"



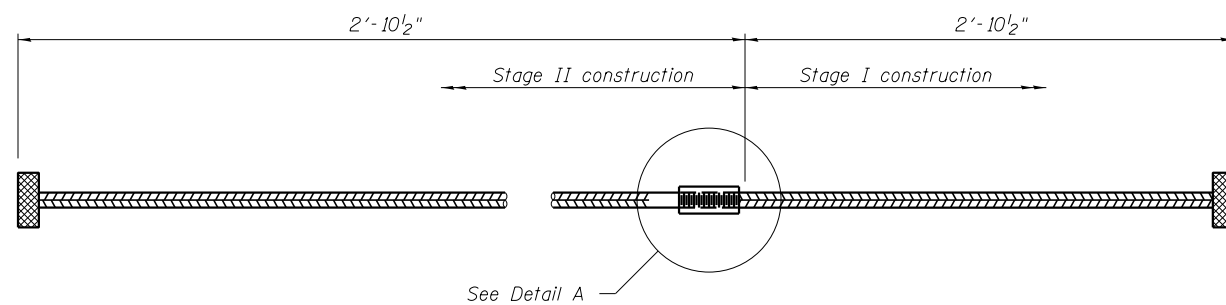
INSTALLATION AND SETTING METHODS

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



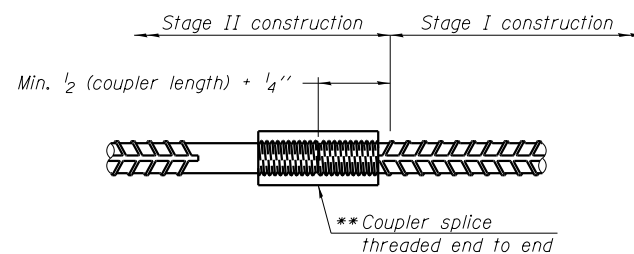
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

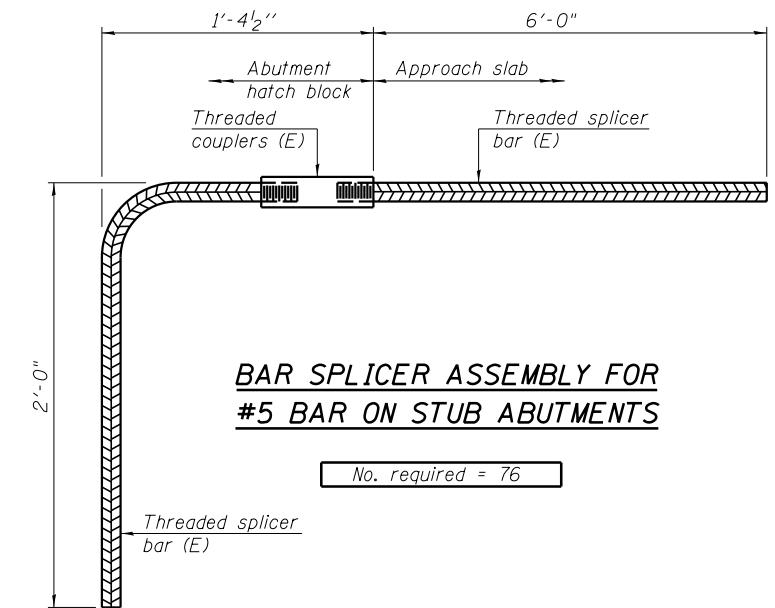


#5 #3(E) BAR SPLICER ASSEMBLY FOR EDGE BEAMS AT STAGE CONSTRUCTION JOINT

No. required = 3



DETAIL A



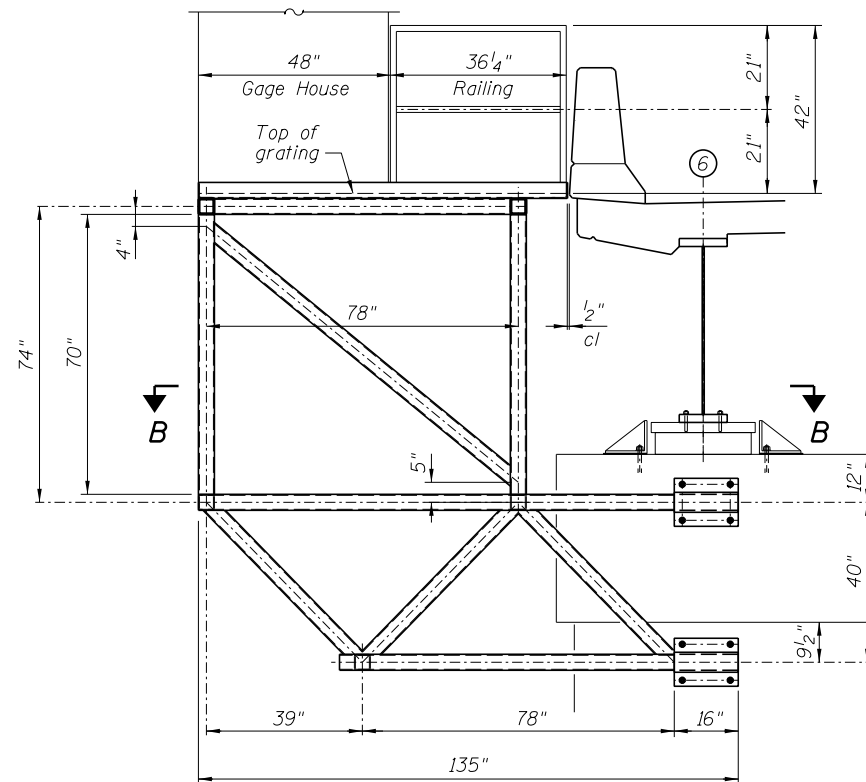
BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 76

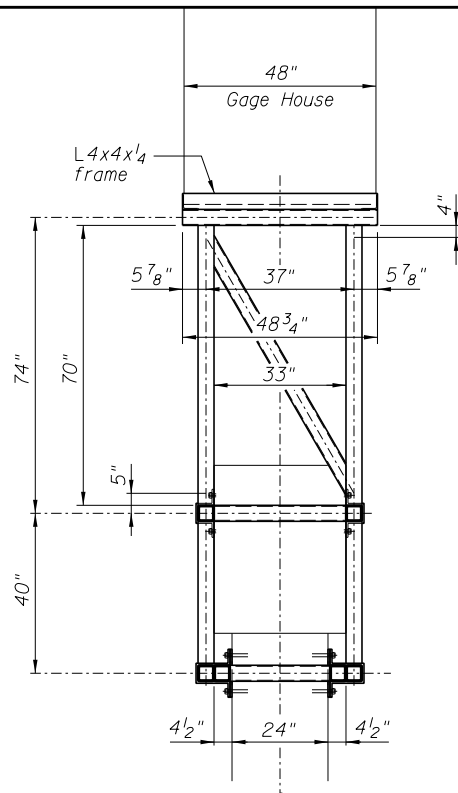
NOTES

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

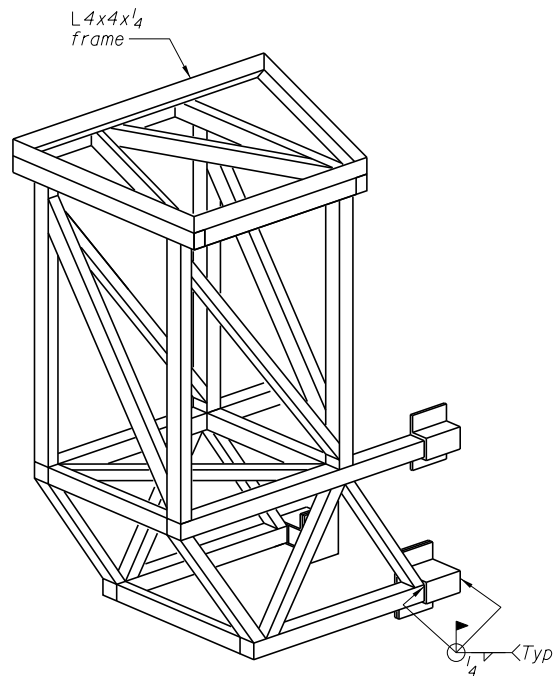
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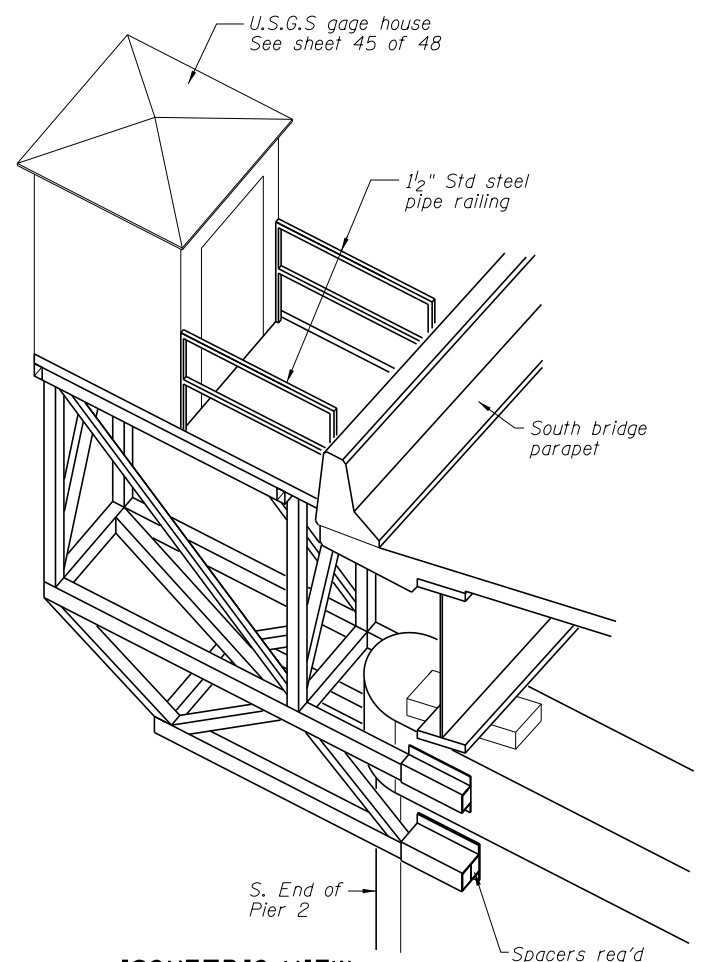
SECTION A-A



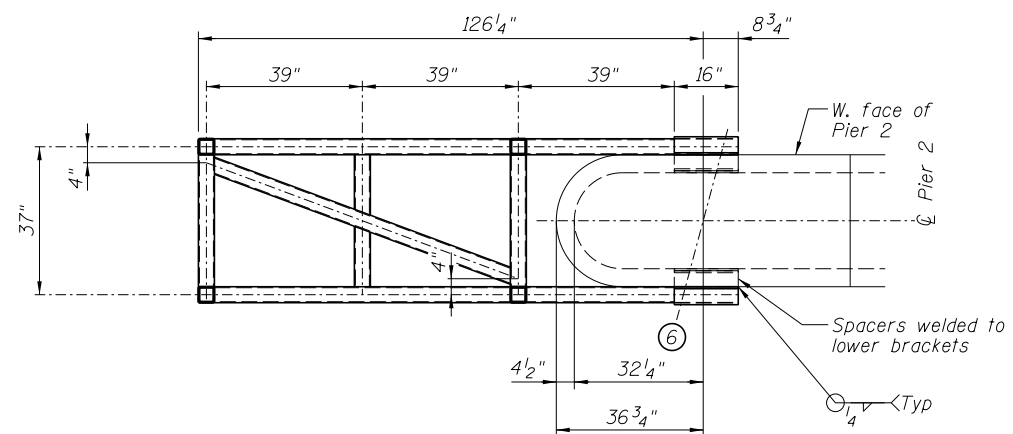
END VIEW



ISOMETRIC VIEW
(Showing support)

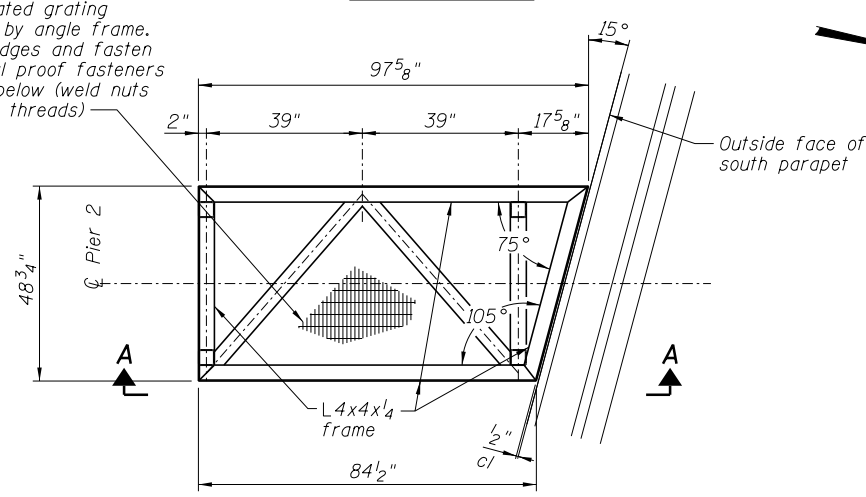


ISOMETRIC VIEW
(Showing gage house and railing)



SECTION B-B

Galv. serrated grating supported by angle frame. Band all edges and fasten with vandal proof fasteners to frame below (weld nuts or damage threads)

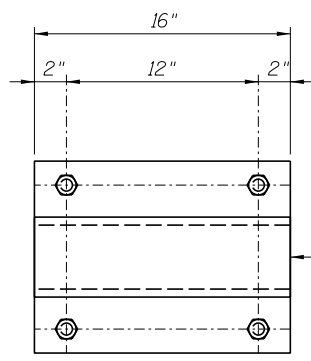


TOP PLAN

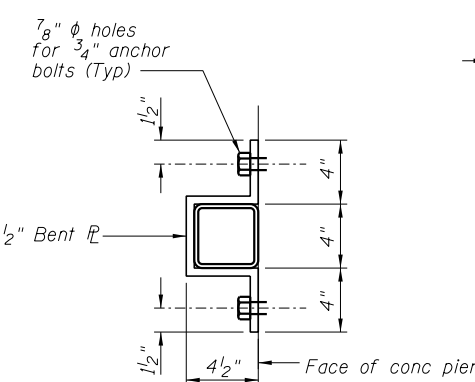
NOTES:
Bolts, nuts and washers shall be galvanized in accordance with Article 706.08 of the Standard Specifications.
All members to be HSS 4x4x1/4 unless otherwise noted.
All welds to be 1/4" fillet or groove welds.
Cap all exposed ends of structural tubing with 1/4" plates.
Bolt to sides of pier with 3/4" φ galv. A307 bolts, capsule or adhesive cartridge type anchors.
Grating shall be designed for 100 psf live load.
HSS spacers on lower bracket shall be fully welded to lower bracket and truss chord.

BILL OF MATERIAL

Item	Unit	Total
U.S.G.S. Gage Equipment Cabinet, Special	Each	1

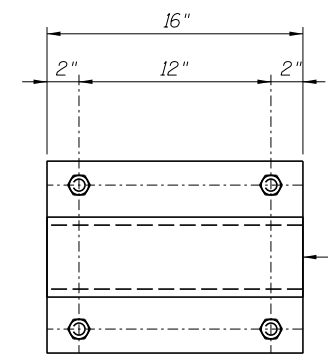


TOP VIEW

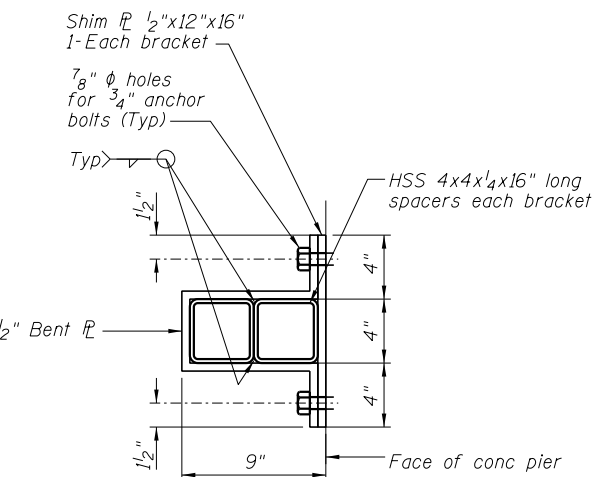


SIDE VIEW

UPPER BRACKET DETAIL



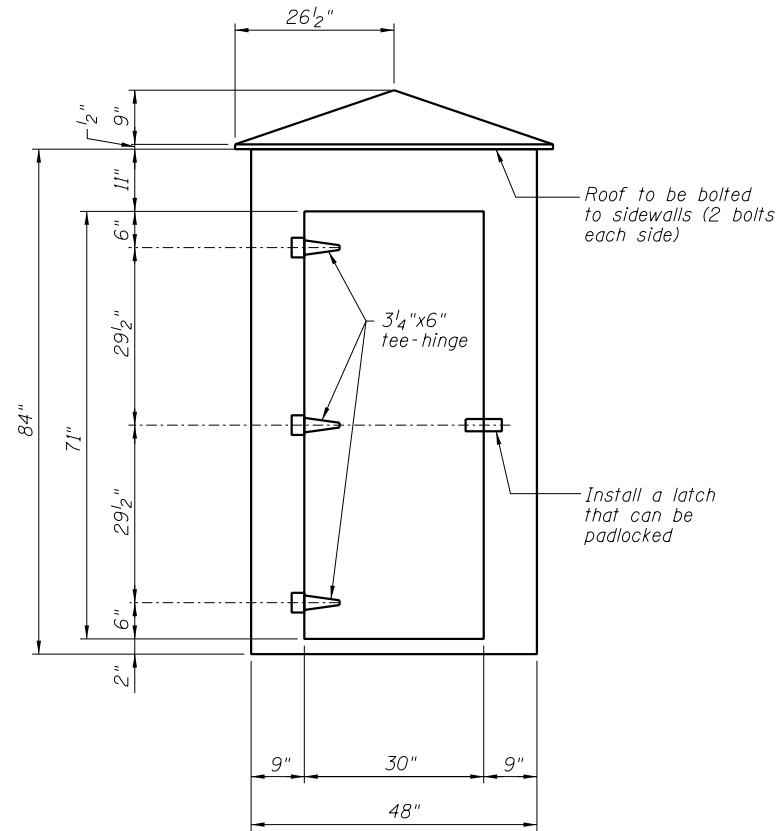
TOP VIEW



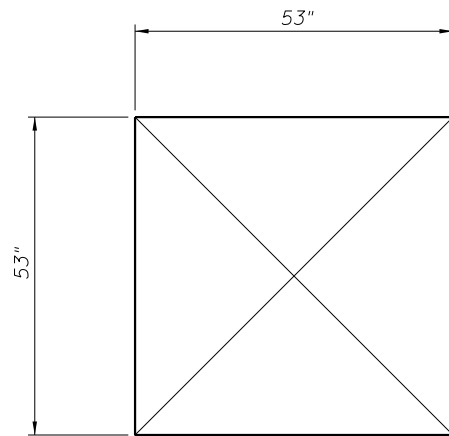
SIDE VIEW

LOWER BRACKET DETAIL

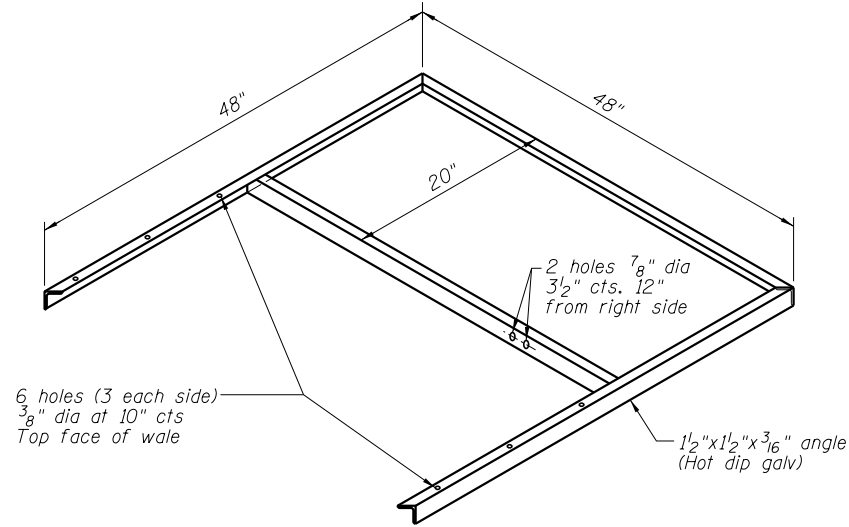
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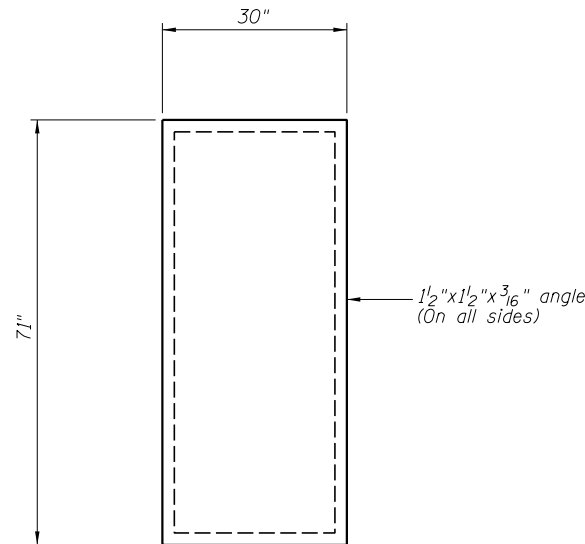
FRONT VIEW



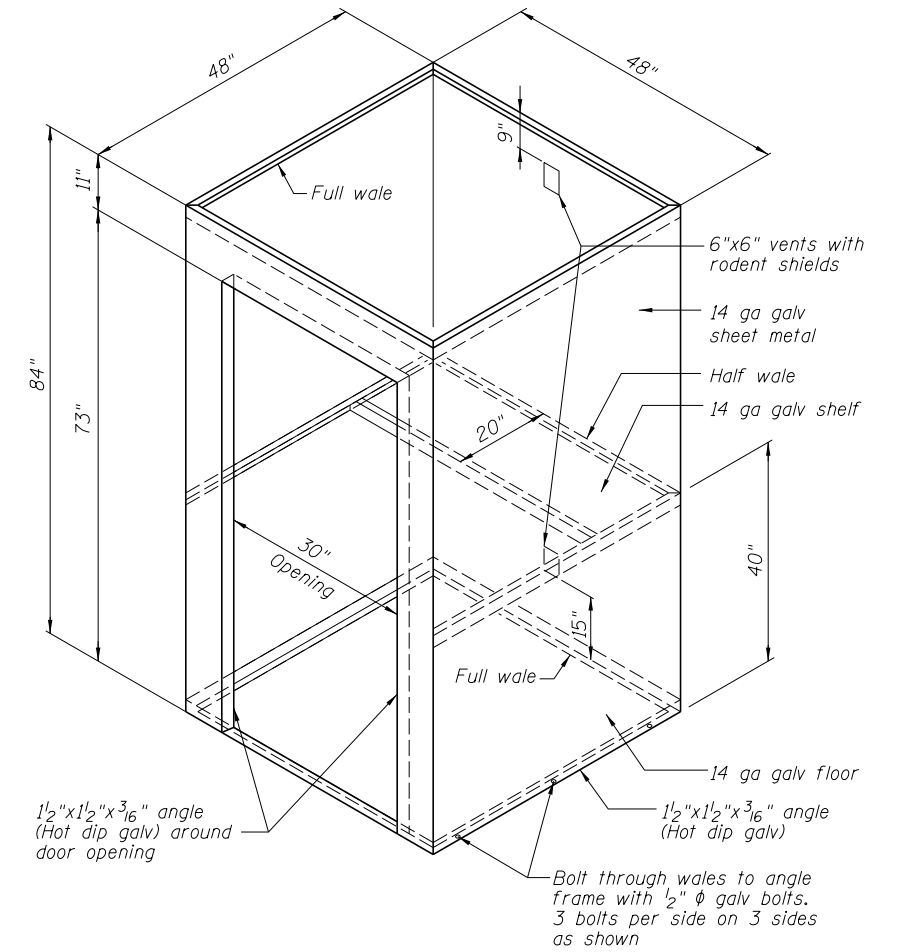
TOP VIEW - ROOF



HALF WALE, 48x48 GAGE HOUSE



DOOR



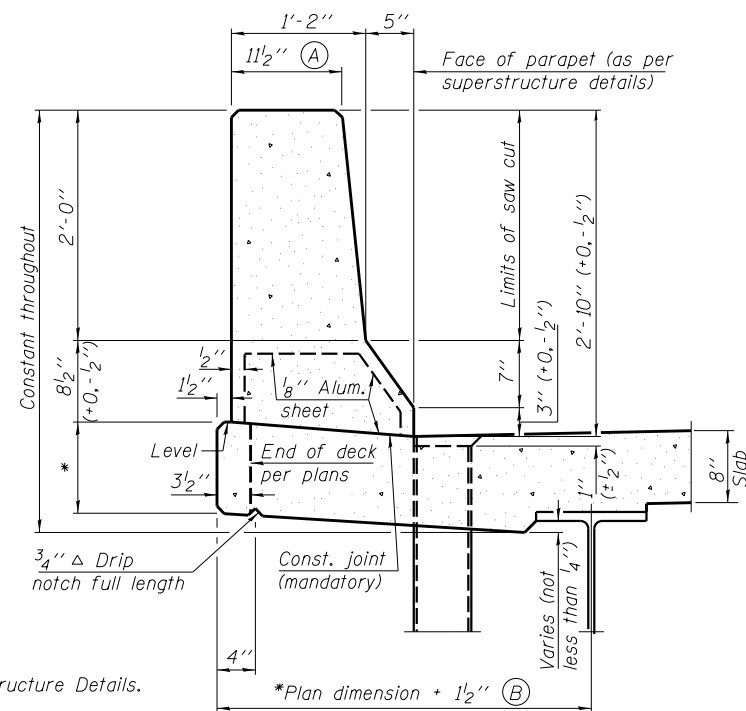
ISOMETRIC VIEW - GAGE HOUSE

NOTES:
 Bolts, nuts and washers shall be galvanized in accordance with Article 706.08 of the Standard Specifications.
 Gage house will be paid for as U.S.G.S. Gage Equipment Cabinet, Special.
 Siding shall be attached to the wales with sheet metal fasteners and rubber washers.

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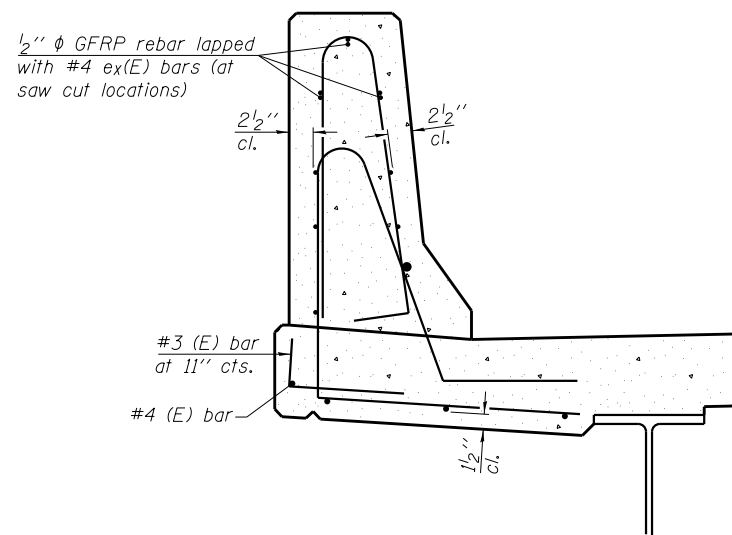
GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler. Steel superstructure shown. Other superstructure types similar.



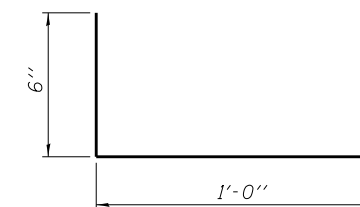
34" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.

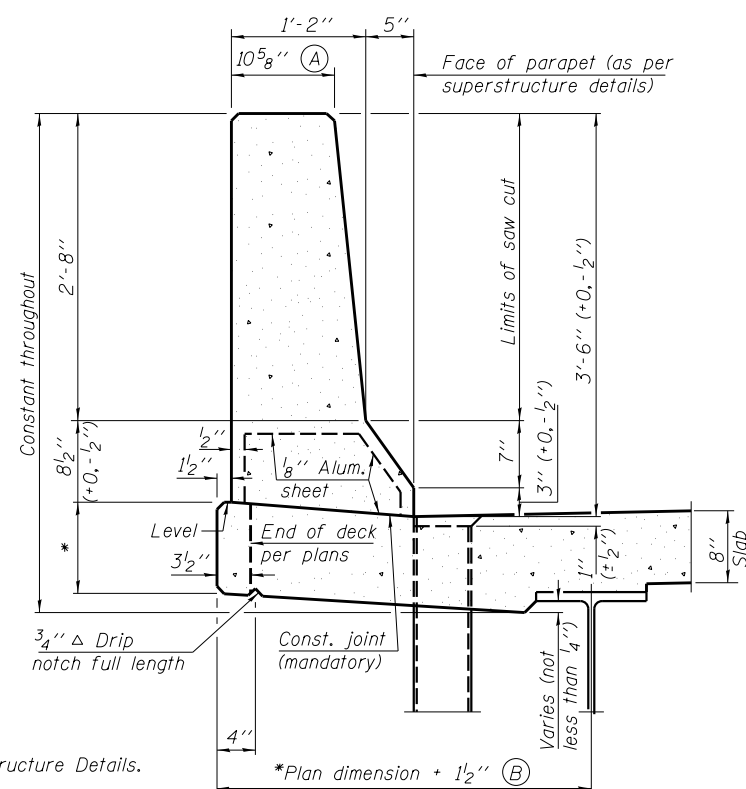


SECTION

(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

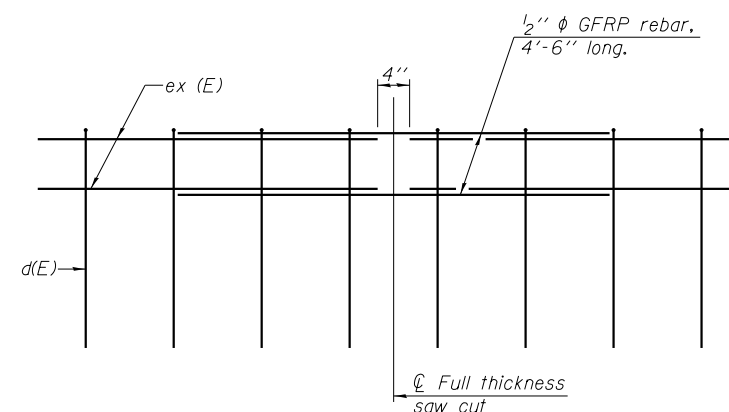


#3 (E) BAR



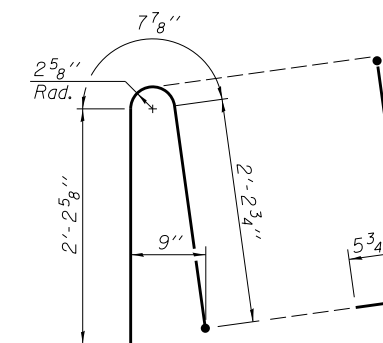
42" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.

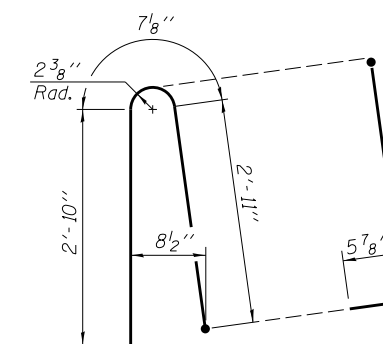


GFRP REBAR STIFFENING DETAIL

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



ALTERNATE BAR d(E)
(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)
(For 42" parapet when conduit is present)

FILE NAME = I:\1400\5375_11-11-17\CADD\Structural\slipform.dgn

SFP 34-42

2-17-2017

CHASTAIN & ASSOCIATES LLC
CONSULTING ENGINEERS
184-001397

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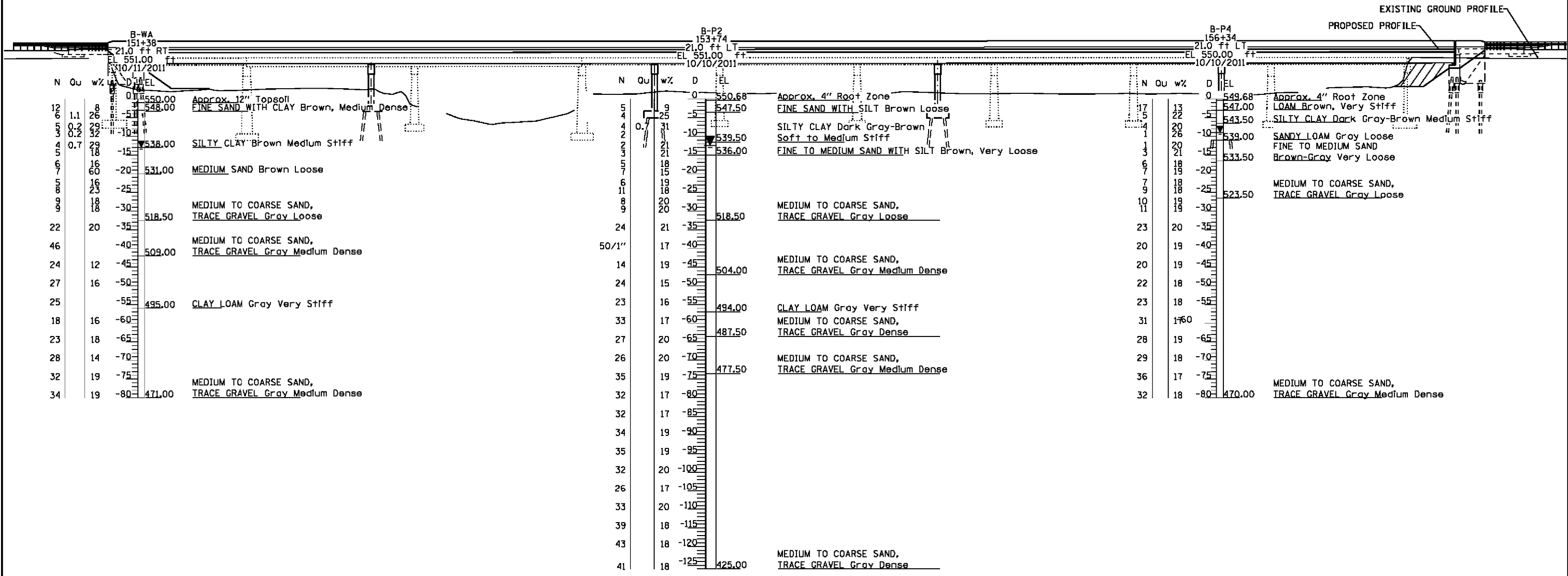
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 066-0021

SHEET NO. 46 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	68
CONTRACT NO. 68663				

ILLINOIS FED. AID PROJECT



NOT TO SCALE

LEGEND
 EL = Elevation (ft)
 D = Depth Below Existing Ground Surface (ft)
 N = SPT N-Value (AASHTO T206)
 Qu = Unconfined compressive Strength (tsf)
 Failure Mode (B= Bulge, S= shear, P= penetrometer)
 w% = Moisture Content Percentage

WATER TABLE LEGEND
 ▽ = Groundwater Level First Encountered
 ▽ = Groundwater Level Upon Completion
 ▽ = Groundwater Level After -- hours

IL 17 OVER EDWARDS RIVER
 F.A.P. ROUTE 639 SECTION (123B)BR-1
 MERCER COUNTY
 STATION 154+76.19
 STRUCTURE NO. 066-0021

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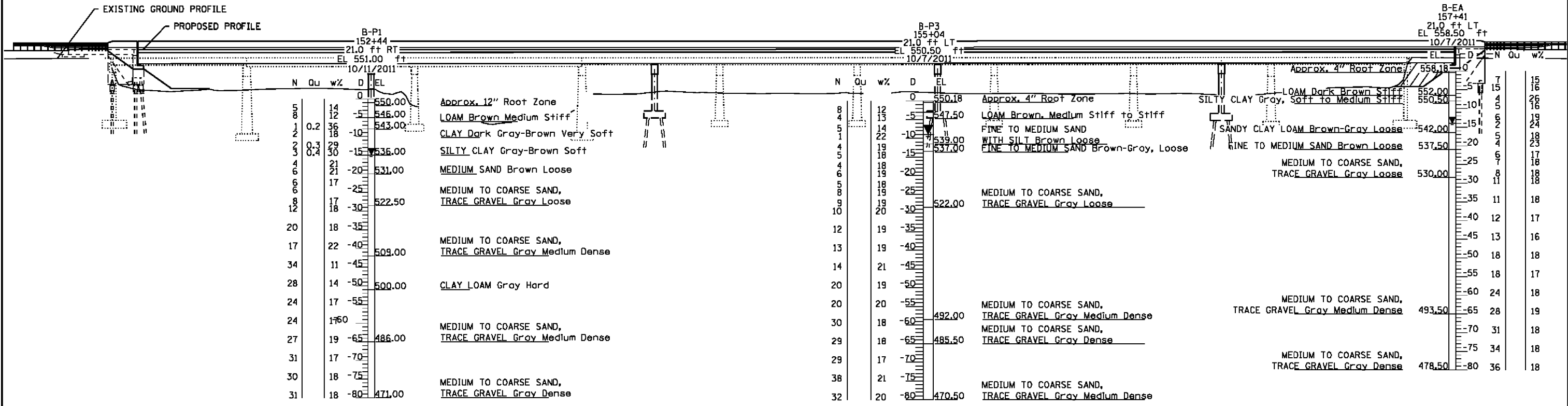
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUBSURFACE PROFILE
 STRUCTURE NO. 066-0021

SHEET NO. 47 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	69
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



NOT TO SCALE

LEGEND
 EL = Elevation (ft)
 D = Depth Below Existing Ground Surface (ft)
 N = SPT N-Value (AASHTO T206)
 Qu = Unconfined compressive Strength (tsf)
 Failure Mode (B= Bulge, S= shear, P= penetrometer)
 w% = Moisture Content Percentage

WATER TABLE LEGEND
 ▽ = Groundwater Level First Encountered
 ▽ = Groundwater Level Upon Completion
 ▽ = Groundwater Level After ... hours

IL 17 OVER EDWARDS RIVER
 F.A.P. ROUTE 639 SECTION (123B)BR-1
 MERCER COUNTY
 STATION 154+76.19
 STRUCTURE NO. 066-0021

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CHASTAIN & ASSOCIATES LLC
 CONSULTING ENGINEERS
 184-001397

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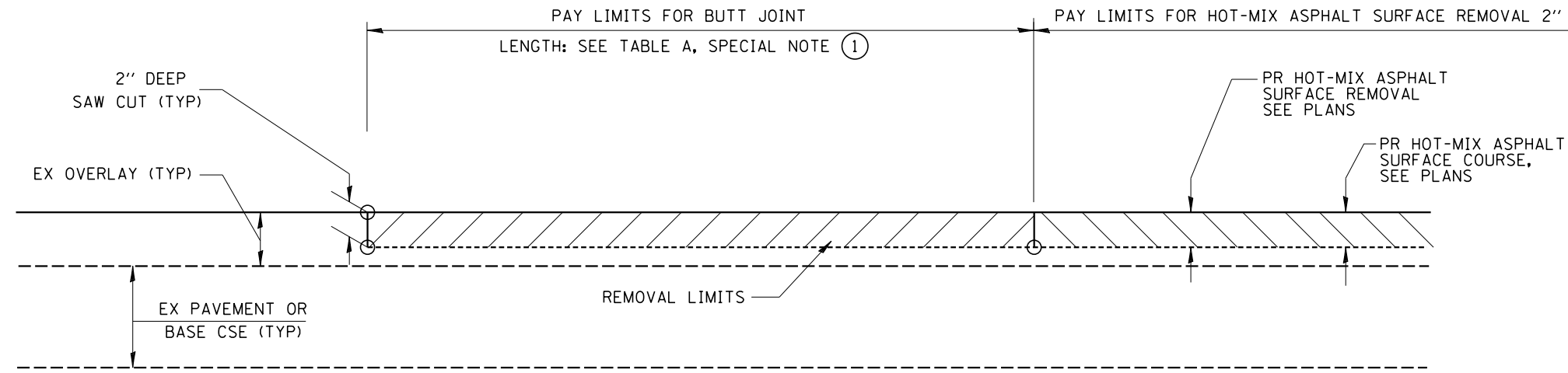
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

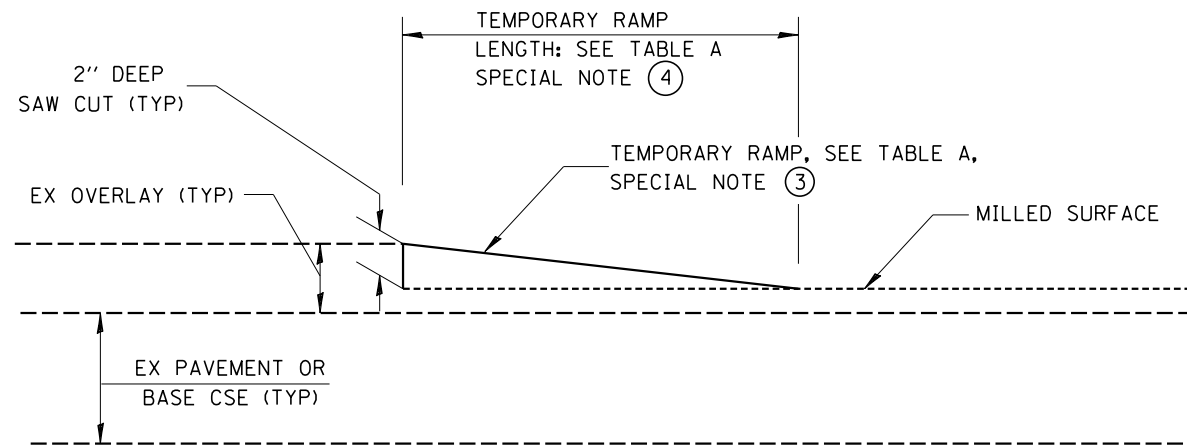
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 STRUCTURE NO. 066-0021

SHEET NO. 48 OF 48 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	70
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	



**HOT-MIX ASPHALT SURFACE REMOVAL
TIE-IN TO EXISTING BITUMINOUS TAPER**



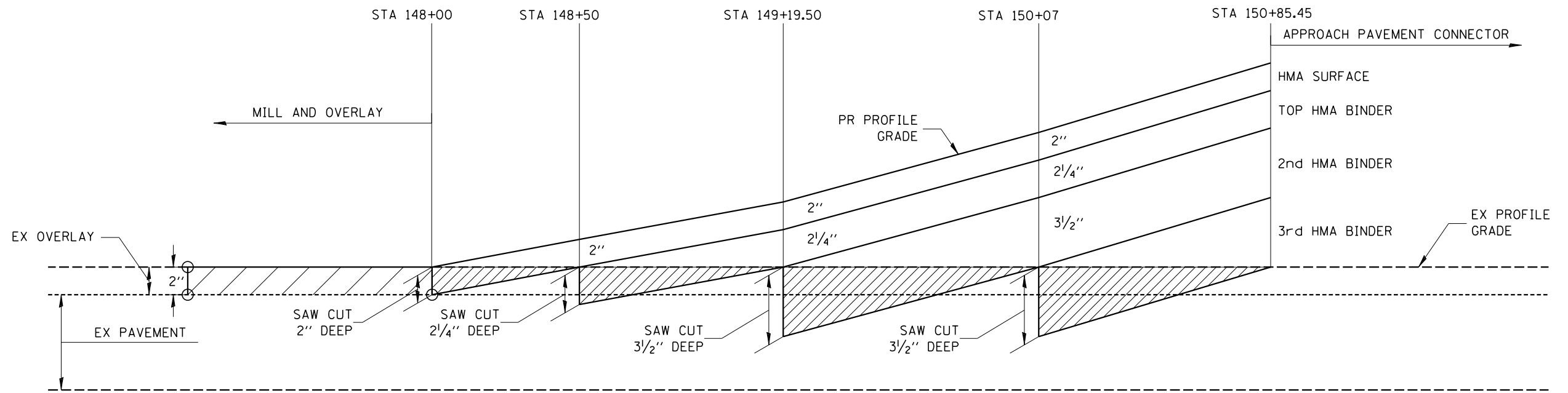
DETAIL TEMPORARY RAMP

**TABLE A
(LENGTHS AND TAPER RATES)**

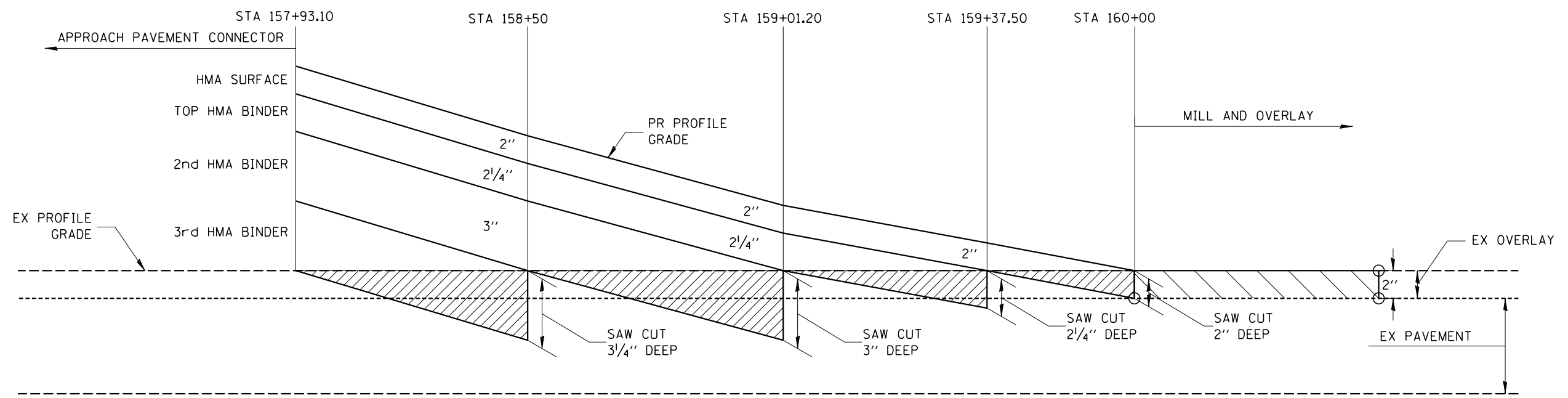
SPECIAL NOTE NUMBER	ELEMENT	RATE/LENGTH
①	LENGTH OF BUTT - JOINT	40'
②	PERMANENT TAPER RATE	1:240
③	TEMPORARY RAMP TAPER RATE	1:40
④	TEMPORARY RAMP LENGTH	6.67'

GENERAL NOTES

1. THIS WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 406.08, AND THE DETAILS IN THE PLANS.
2. THE PAVEMENT SURFACE TO BE REMOVED MAY BE EITHER HOT-MIX ASPHALT OR P.C. CONCRETE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 440.04 AND THE DETAILS IN THE PLANS.
3. THE SAW CUT JOINTS SHALL BE PRIMED JUST PRIOR TO THE PLACING OF BITUMINOUS MATERIAL. THIS WORK WILL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 406.05.



WEST APPROACH
(NO SCALE)

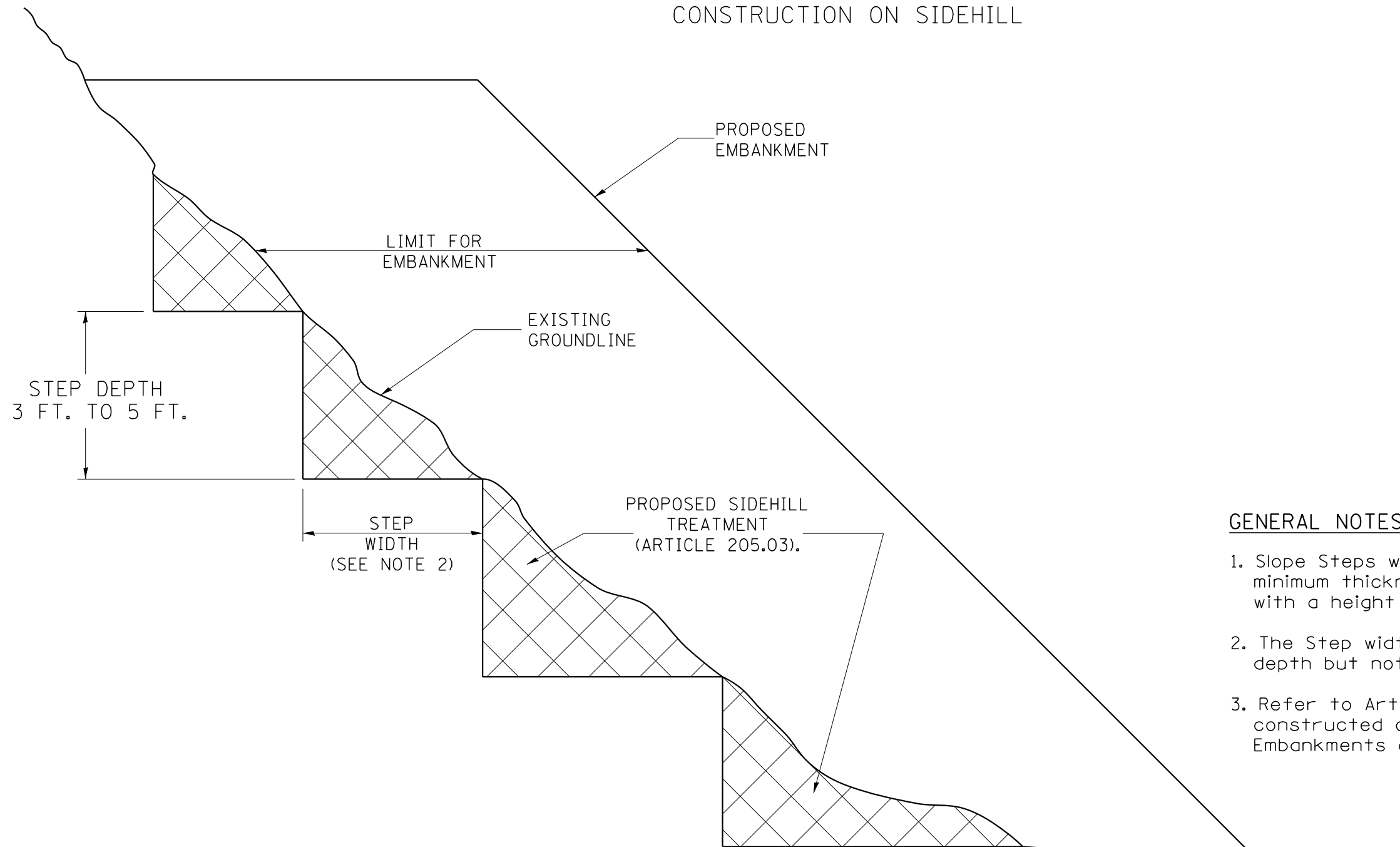


EAST APPROACH
(NO SCALE)

BUTT JOINT REMOVAL LIMITS

FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HMA - PROFILE GRADE CHANGE DETAIL IL 17				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\\dot\5375.il\rel7\cadd\civil\phase 2\068663-sht-details.dgn		DRAWN -	REVISED -		639	(123B)BR-1	MERCER	106	72				
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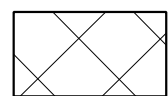
SLOPE STEPS DETAIL
 TYPICAL CROSS-SECTION EMBANKMENT
 CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "sliver fills" and on a fills with a height of 10 feet or greater.
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

REPLACEMENT MATERIAL:



STANDARD EMBANKMENT
 (IN ACCORDANCE WITH
 205 OF THE STANDARD SPECIFICATION).

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

1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

NOT TO SCALE

**SLOPE STEPS DETAIL
 IL 17**

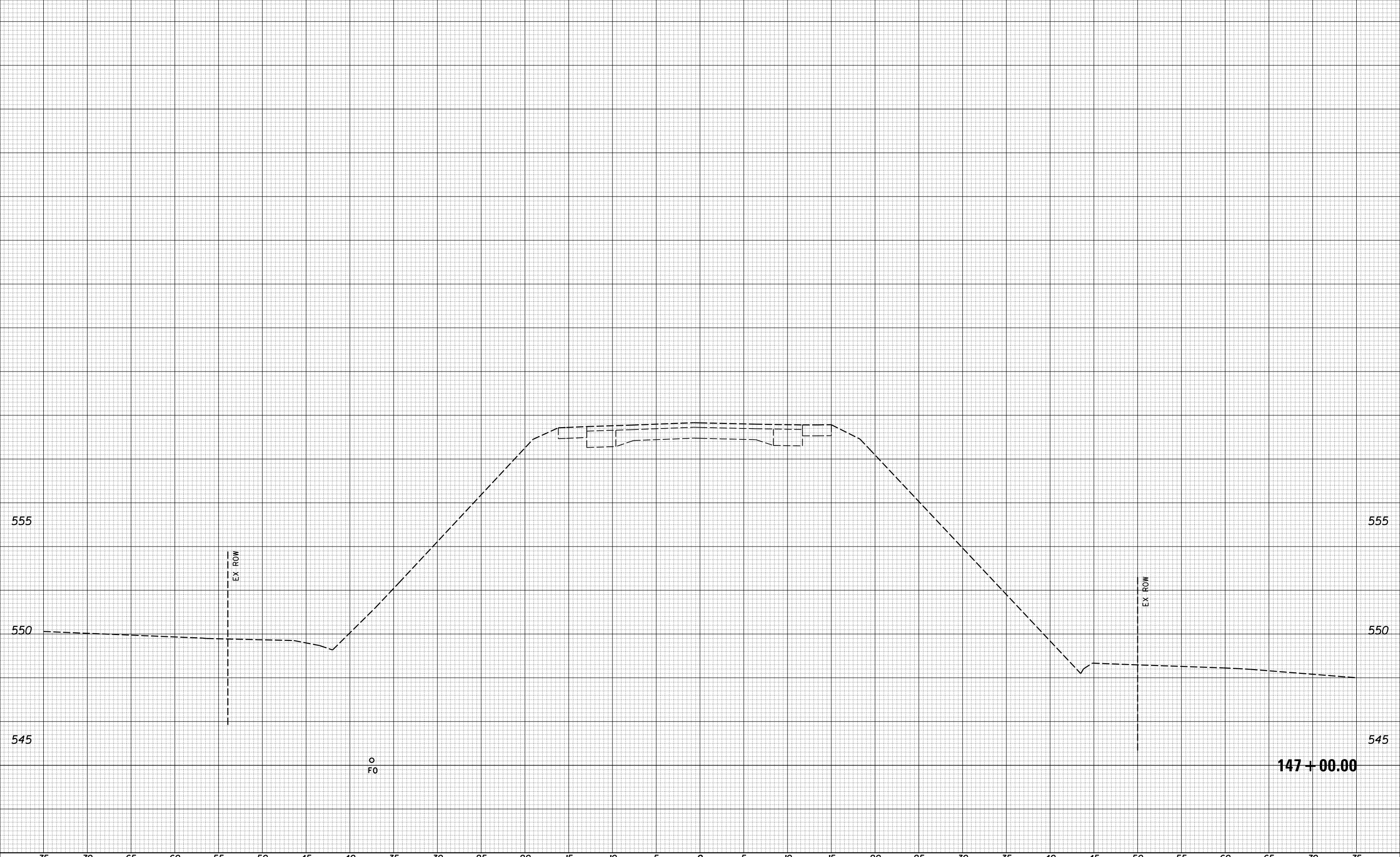
CADD STD. 205001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(123B)BR-1	MERCER	106	73
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68663	

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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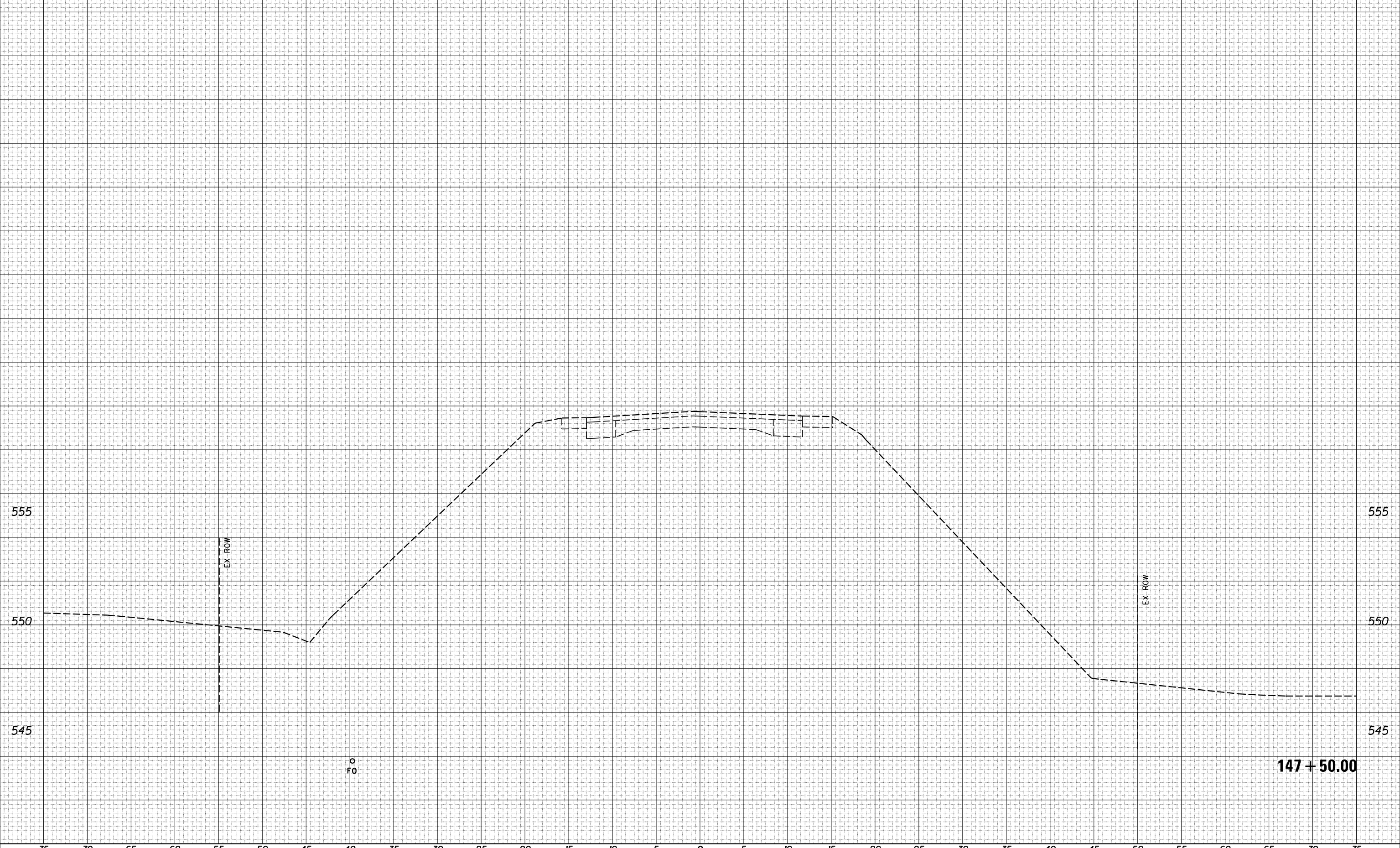


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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

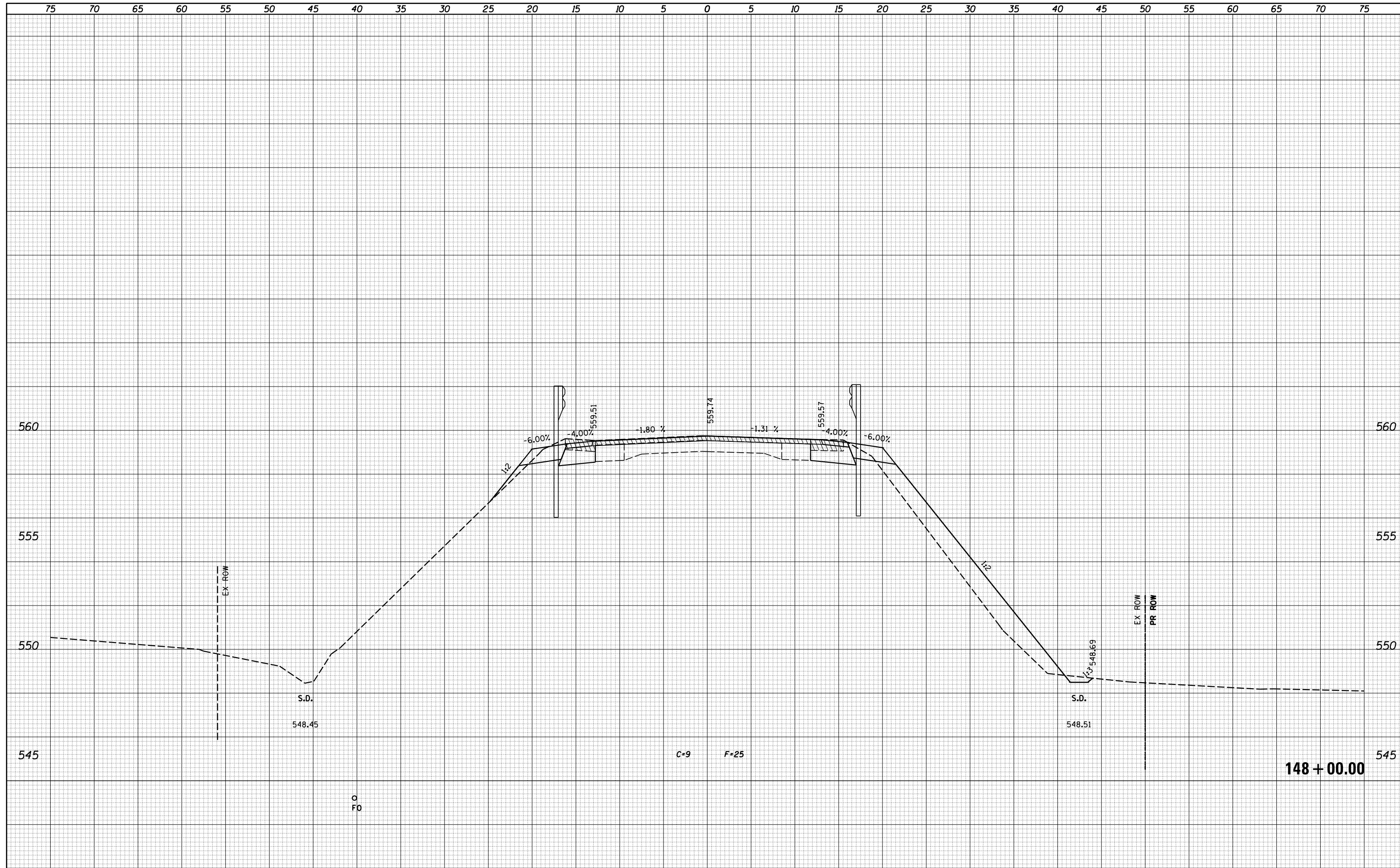
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F.A.P. RTE. 639	SECTION (1238)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 75
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

147 + 50.00

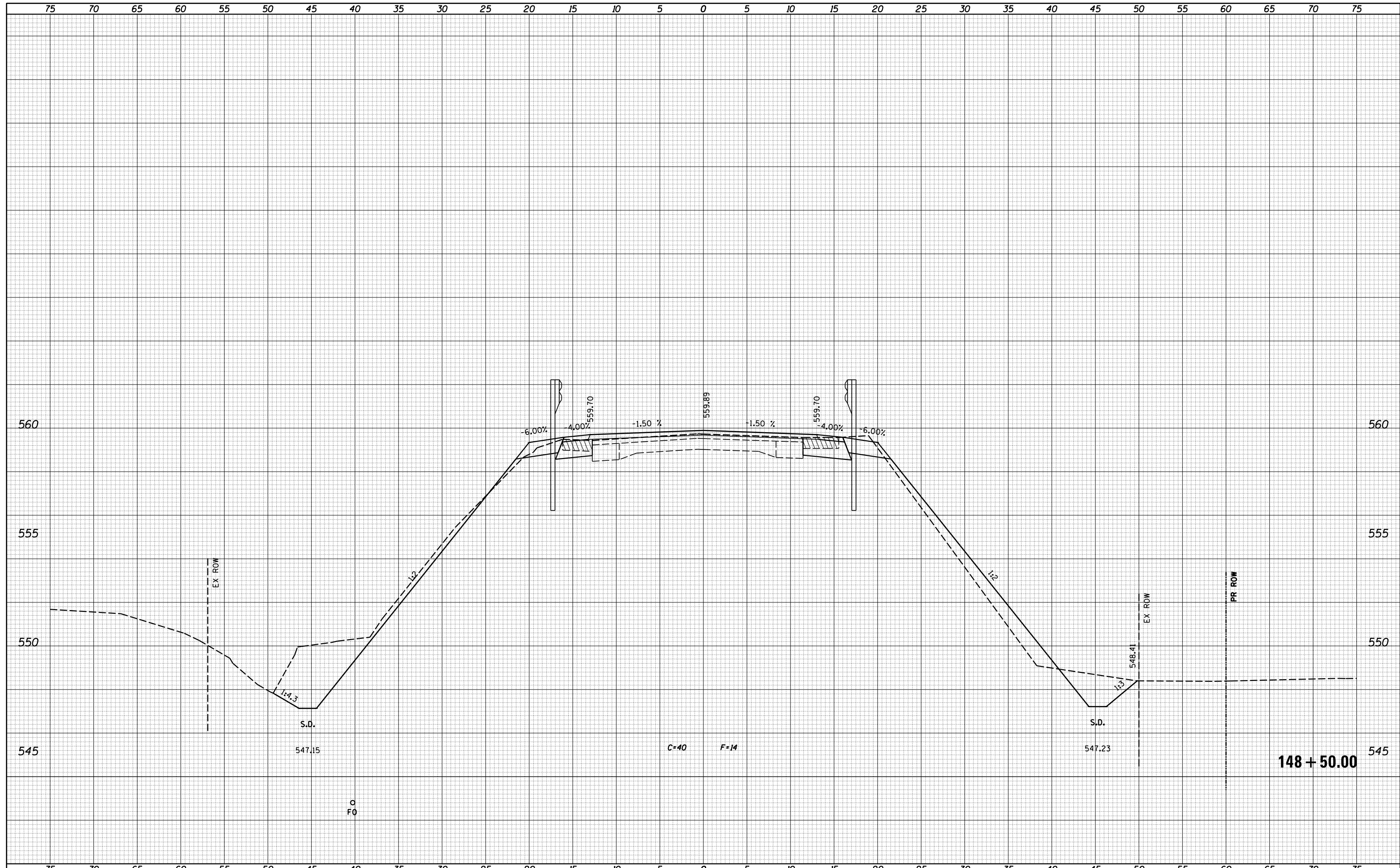
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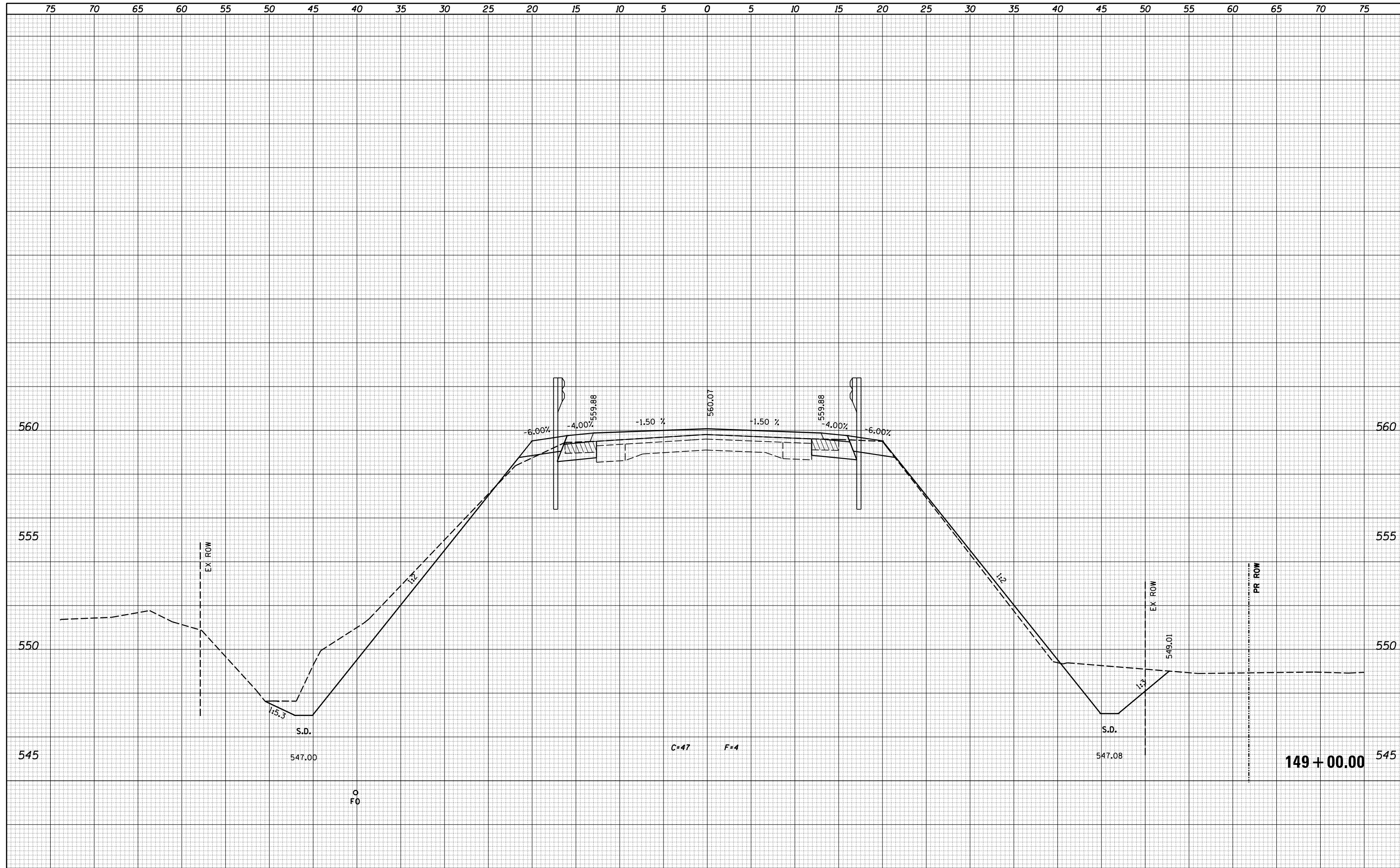
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

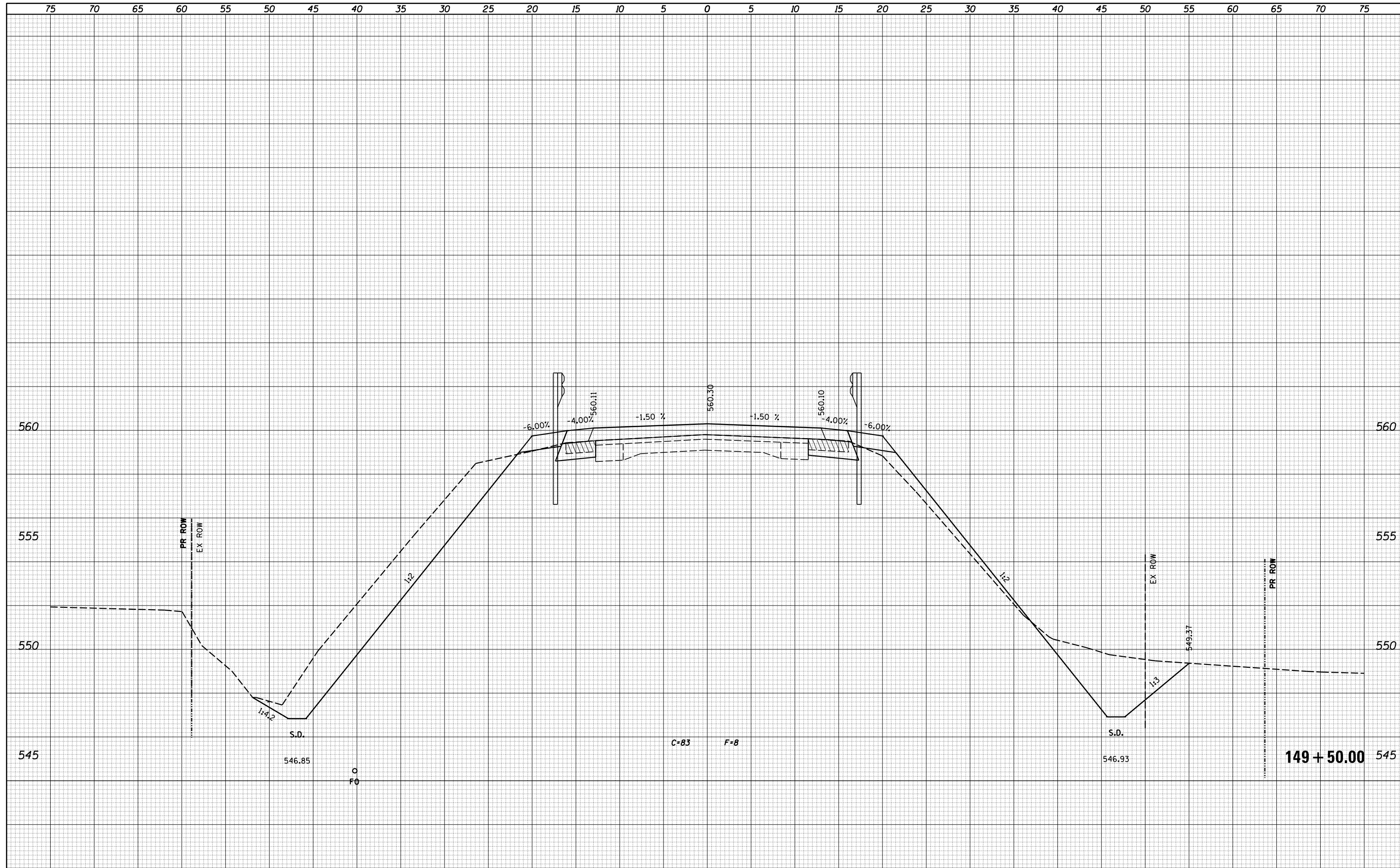
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SCALE: SHEET OF SHEETS STA. 149+00.00 TO STA. 149+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(1238)BR-1	MERCER	106	78
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

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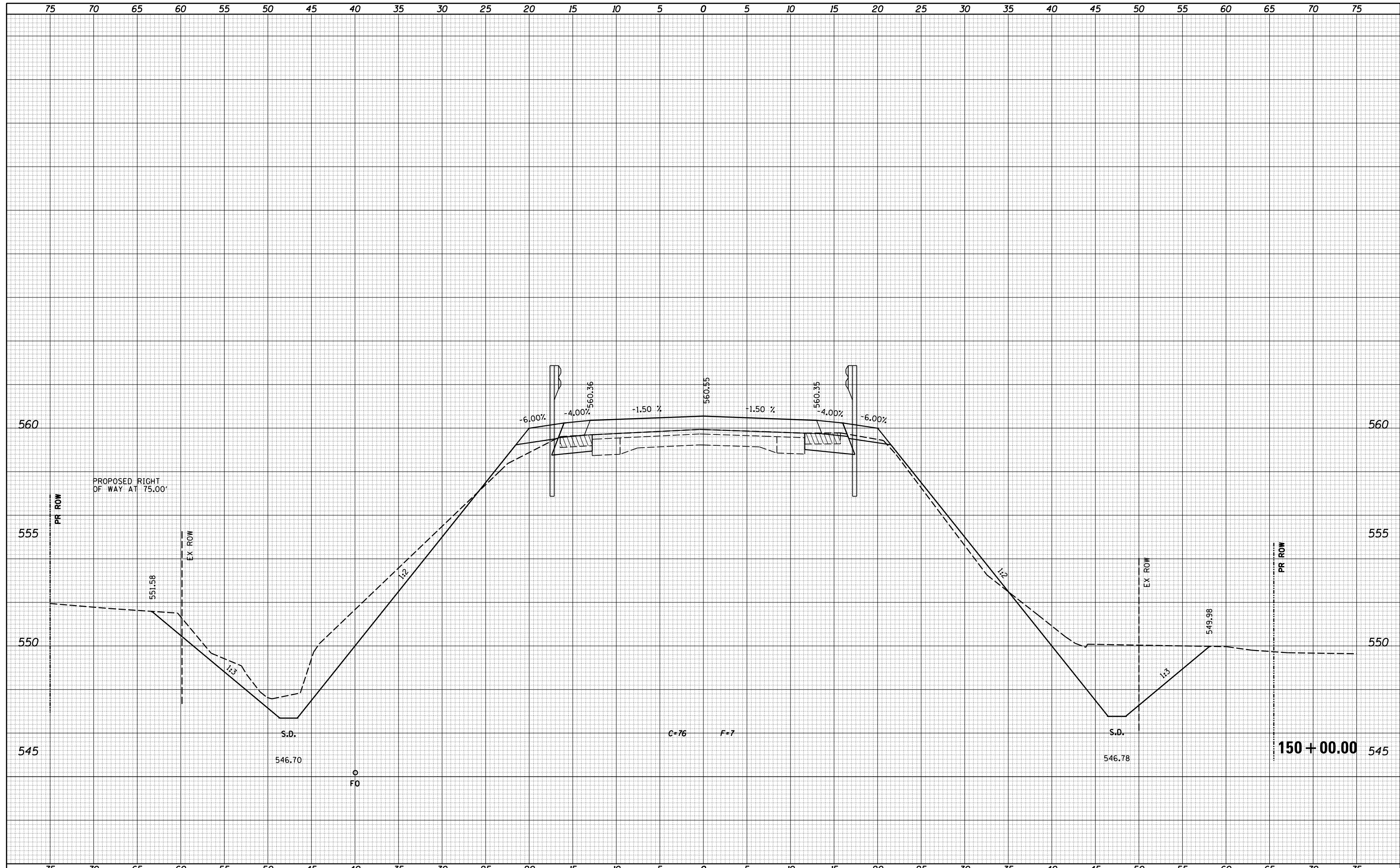
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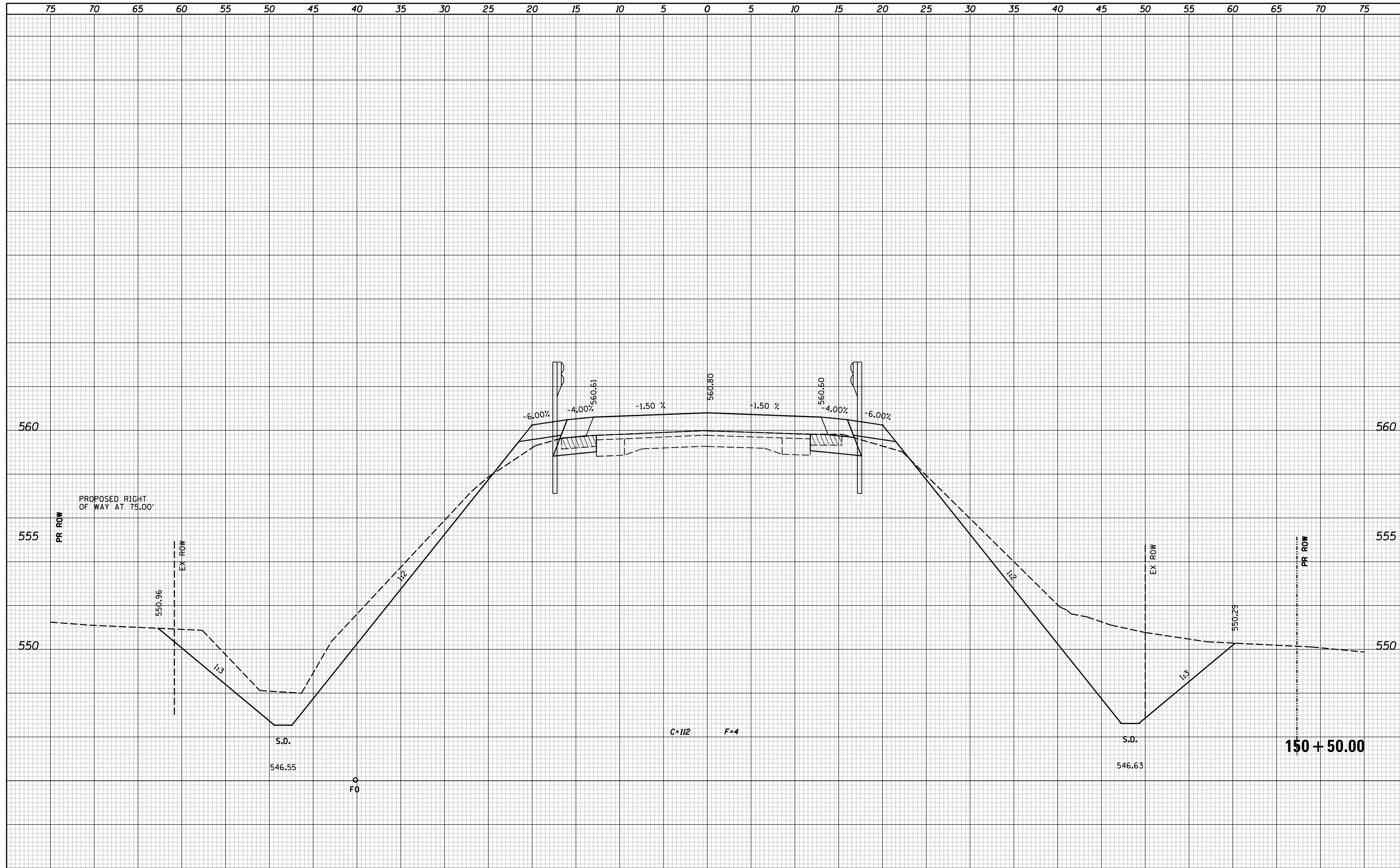
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

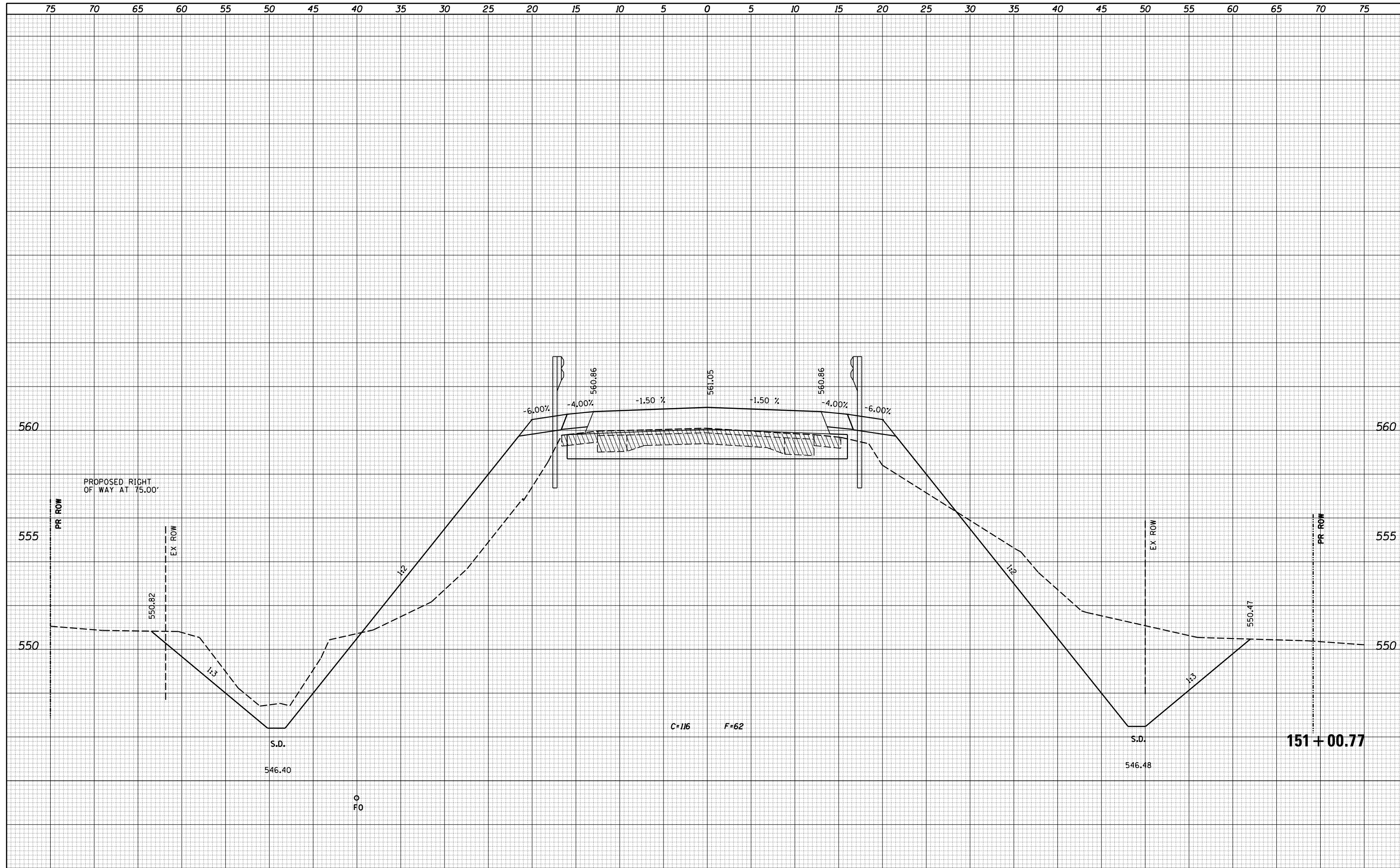
IL 17 CROSS SECTIONS

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639	(1238)BR-1	MERCER	106	81
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

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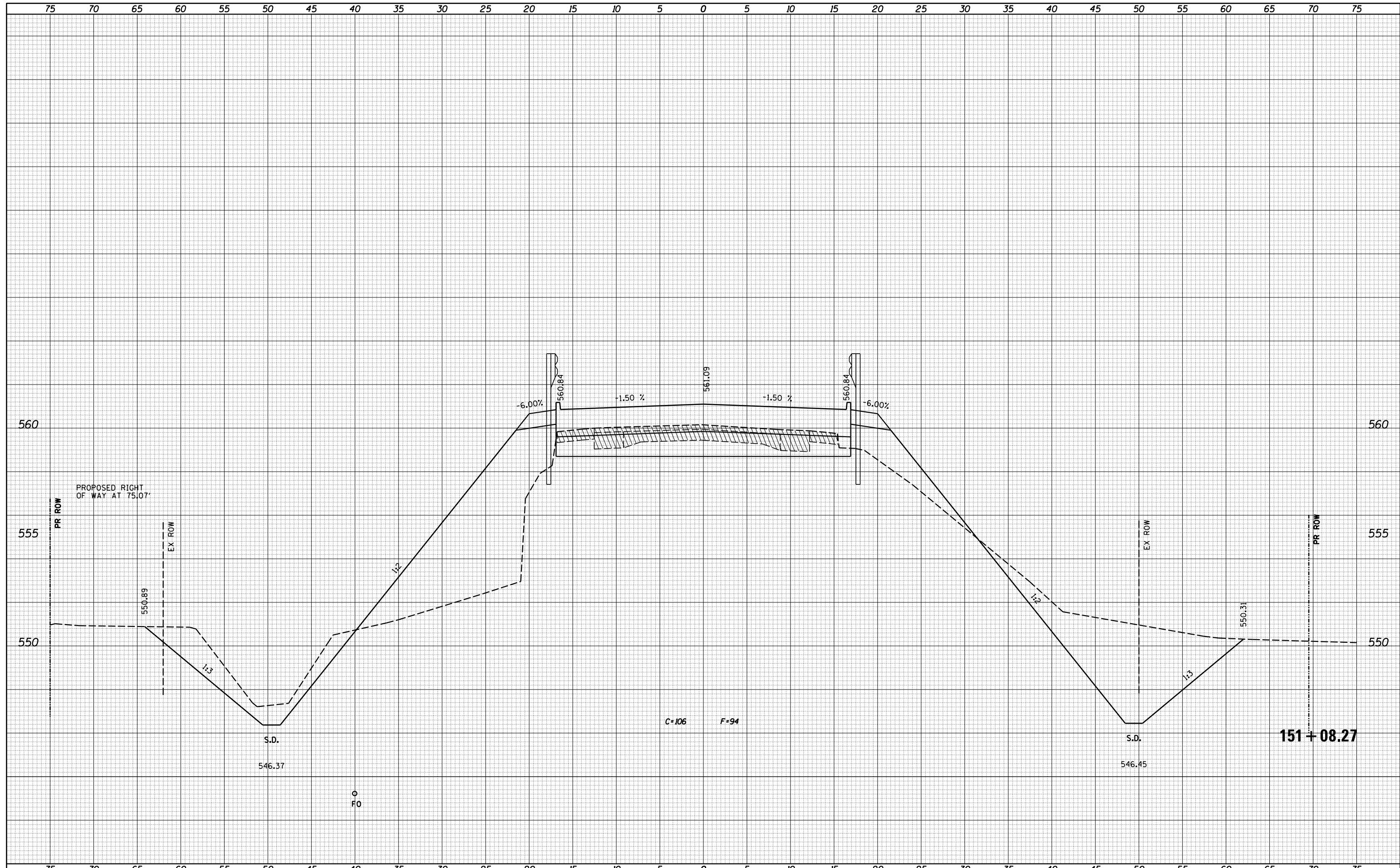
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 17 CROSS SECTIONS
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639	(1238)BR-1	MERCER	106	82
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

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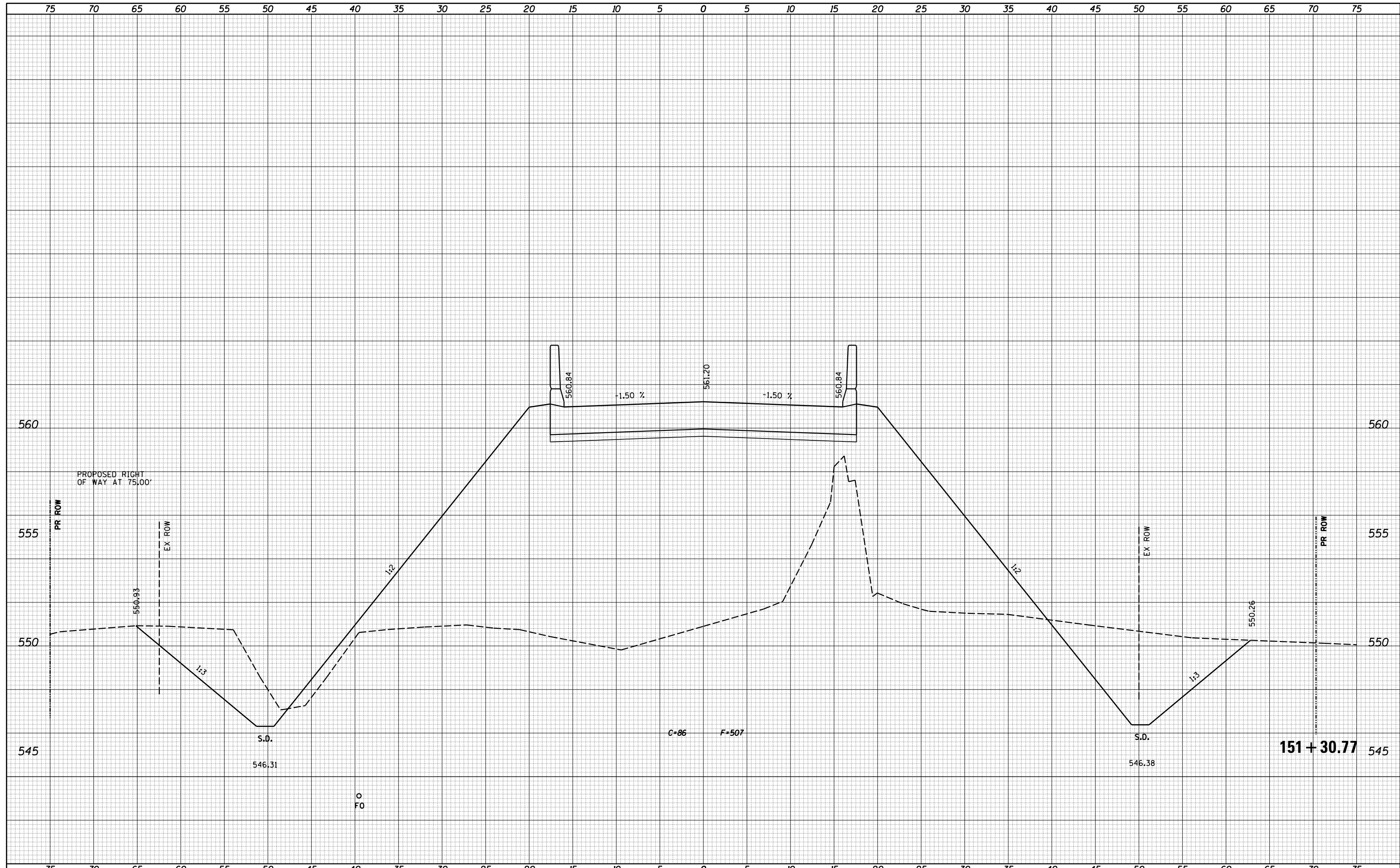
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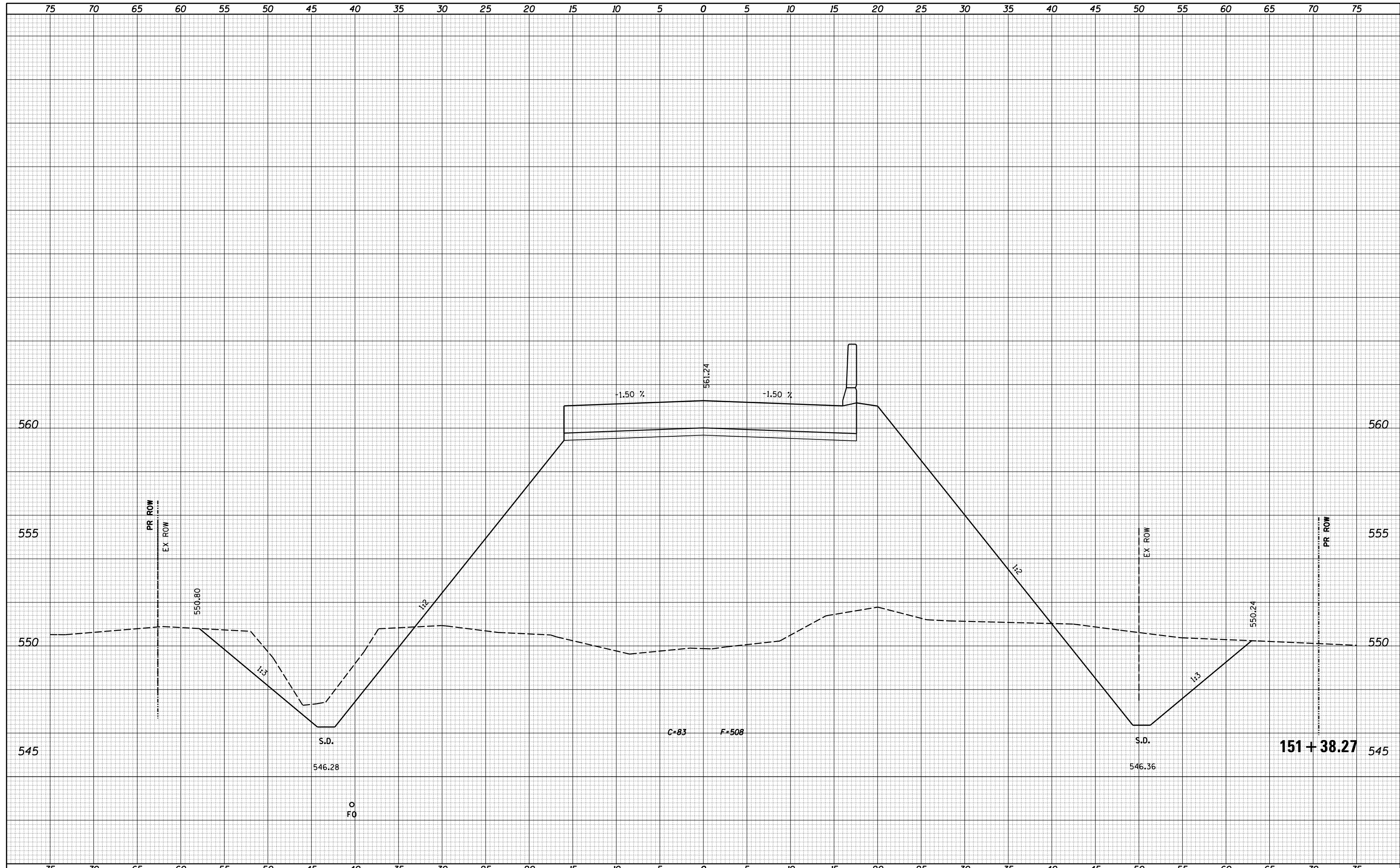
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		DATE -	REVISD -					ILLINOIS FED. AID PROJECT				
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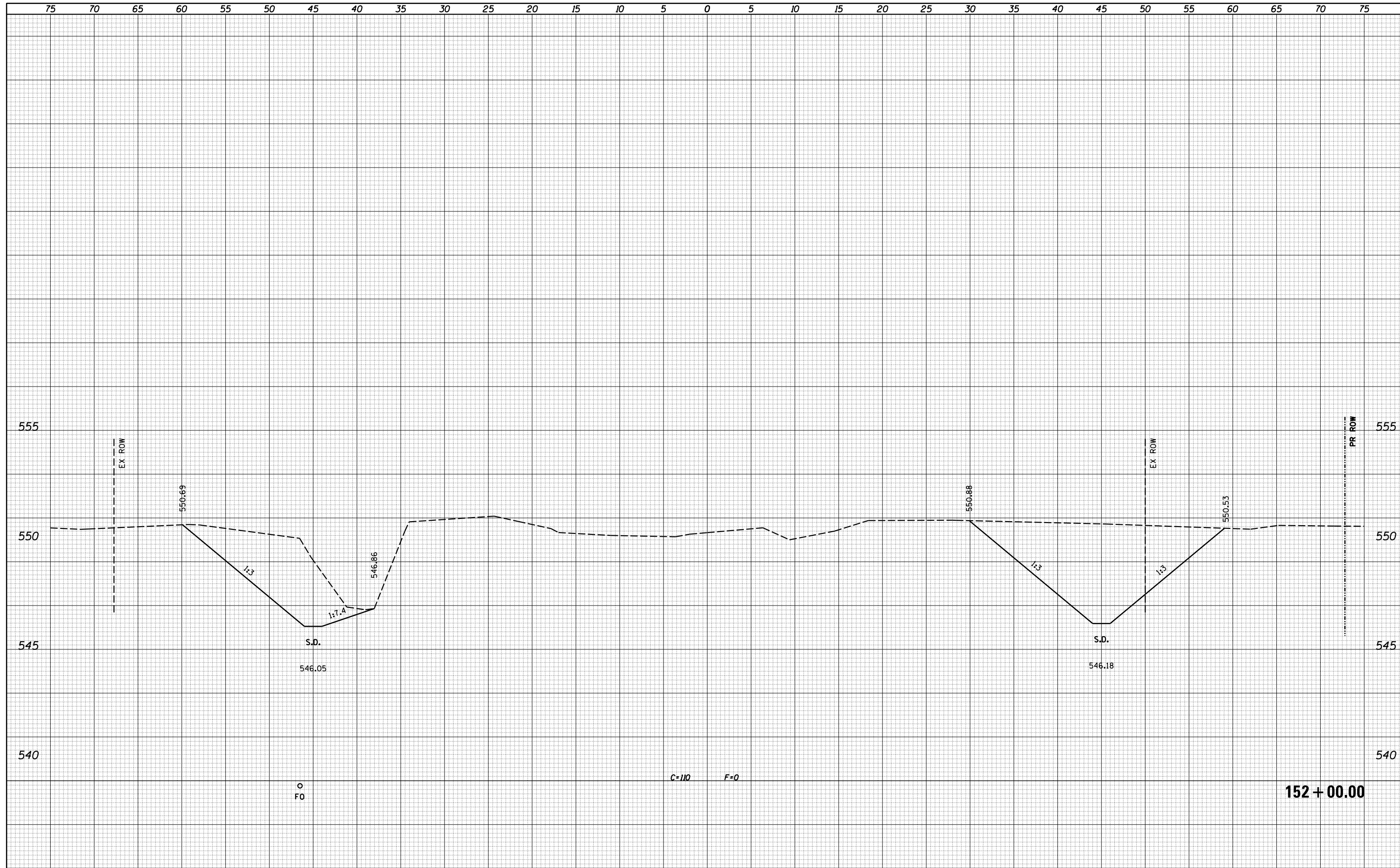
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FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\dot\5375\l\te17\cadd\civil\phase 2\0468663\cs-1117.dgn		DRAWN -	REVISED -					639	(1238)BR-1	MERCER	106	85
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. 151+38.27 TO STA. 151+38.27			CONTRACT NO. 68663				
	PLOT DATE = 3/21/2018	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

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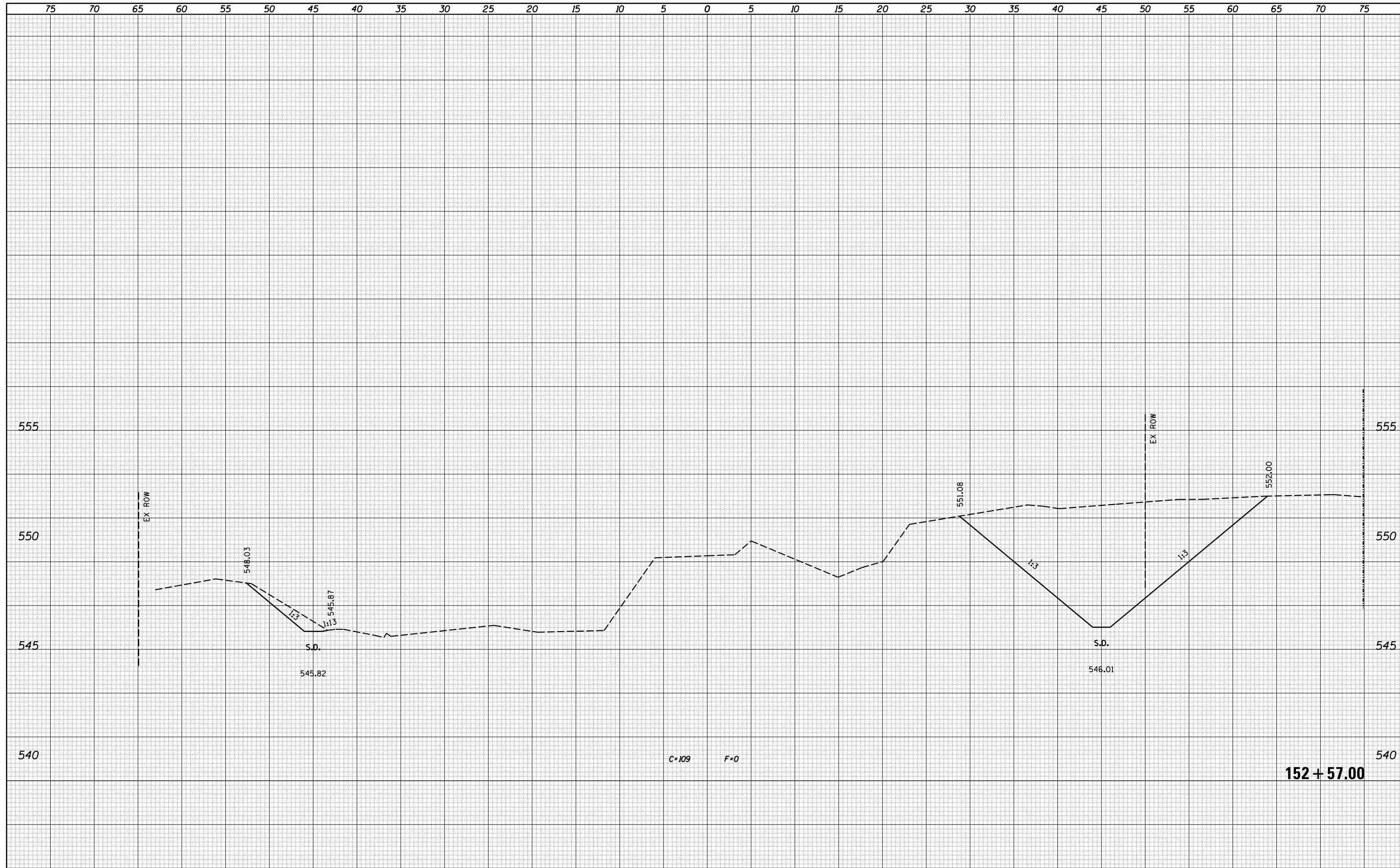
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	1:\dot\5375\l\te17\cadd\civil\phase 2\0468663\cs-i117.dgn	DRAWN -	REVISIED -					639	(1238)BR-1	MERCER	106	86
	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -					CONTRACT NO. 68663				
	PLOT DATE = 3/21/2018	DATE -	REVISIED -					ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET	OF	SHEETS	STA. 152+00.00	TO STA. 152+00.00			

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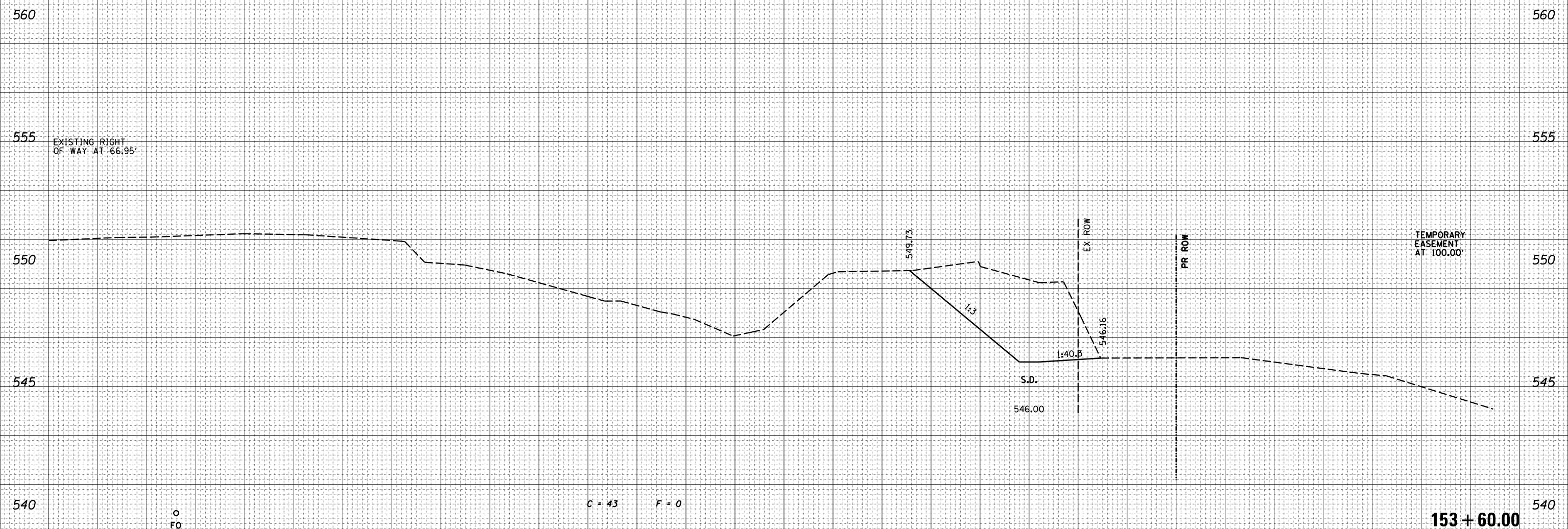


FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	1:\dot\5375\l\te17\cadd\civil\phase 2\0468663\ss-1117.dgn	DRAWN -	REVISIED -					639	(1238)BR-1	MERCER	106	87
	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -		CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 3/21/2018	DATE -	REVISIED -		SCALE:	SHEET	OF	SHEETS	STA. 152+57.00	TO STA. 152+57.00		

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

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FINAL SURVEY	
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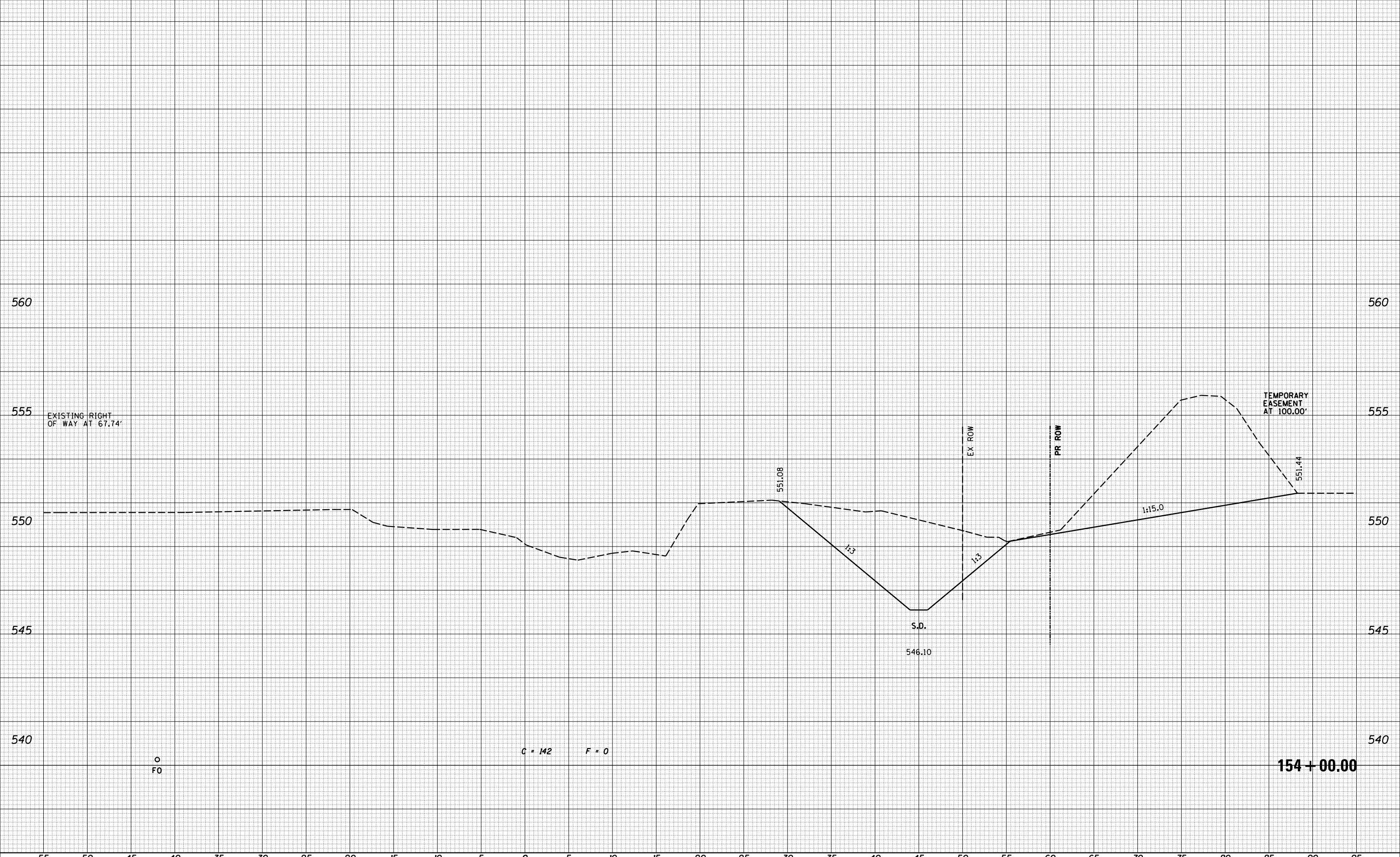


FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\dot\5375.ilrte17\cadd.civil\phase 2\0468663-ks-1117.dgn	DRAWN -	REVISIED -	639					(1238)BR-1	MERCER	106	88	
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	PLOT DATE = 3/21/2018	DATE -	REVISIED -		SCALE:	SHEET OF SHEETS	STA. 153+60.00 TO STA. 153+60.00					

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

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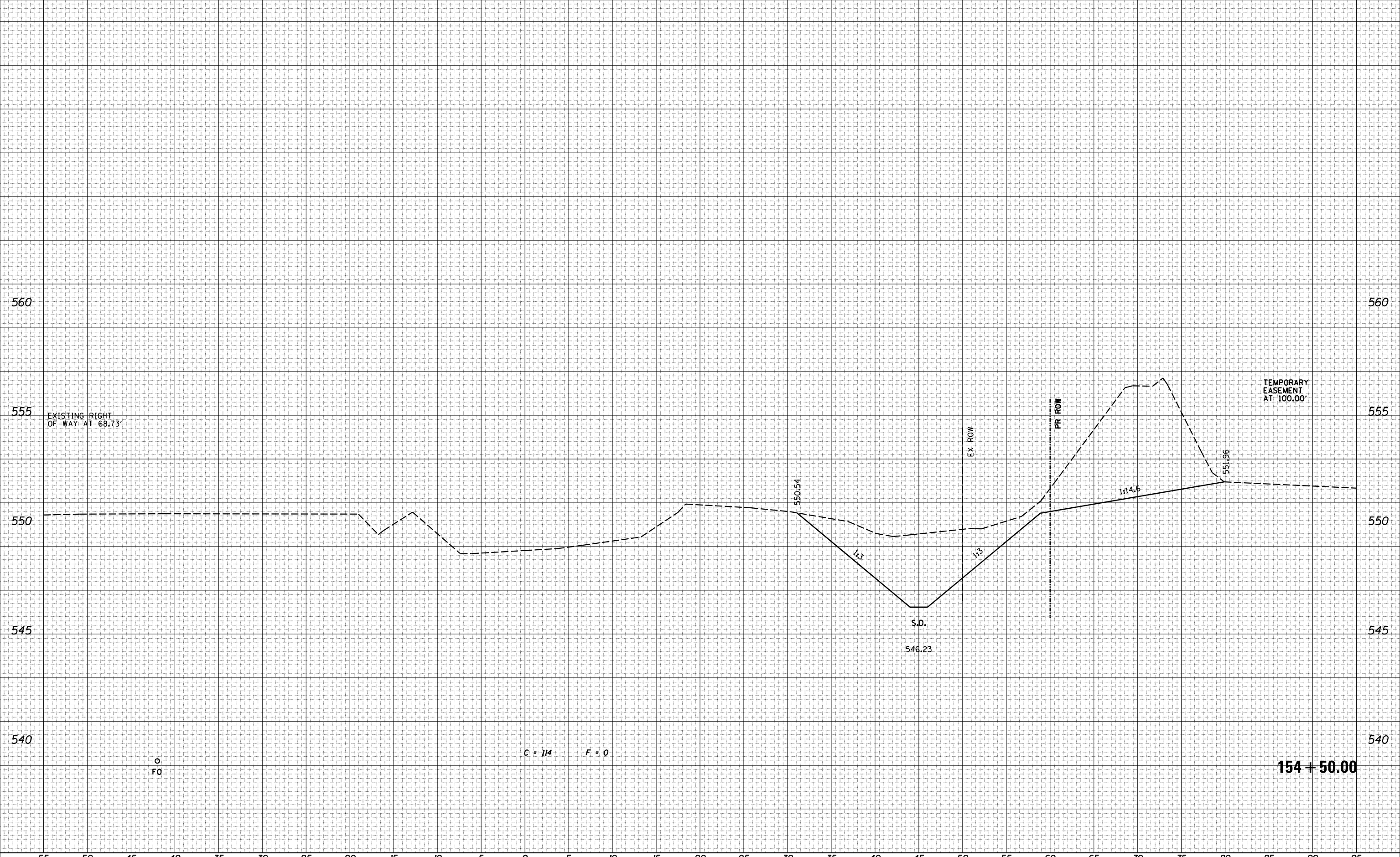
154 + 00.00

FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\dot\5375.ilrte17\cadd.civil\phase 2\0468663-xs-1117.dgn	DRAWN -	REVISED -	639					(1238)BR-1	MERCER	106	89	
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 3/21/2018	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 154+00.00	TO STA. 154+00.00		

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

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FINAL SURVEY	
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ORIGINAL SURVEY	
NOTE BOOK	
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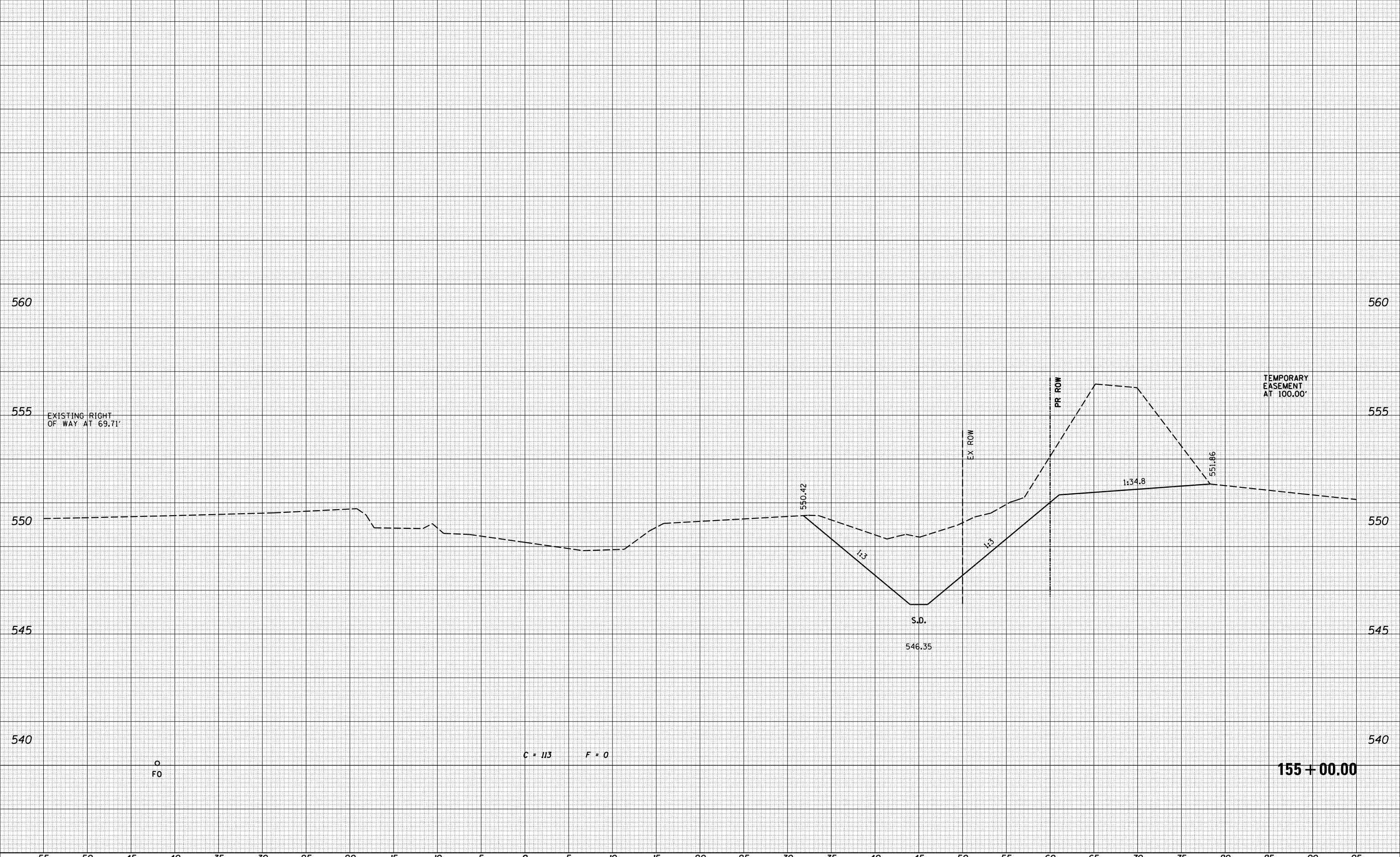


FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\idot\5375.ilrte17\cadd.civil\phase 2\0468663-ks-1117.dgn	DRAWN -	REVISIED -	639					(1238)BR-1	MERCER	106	90	
Default	PLOT SCALE = 10.0000 "/td> <td>CHECKED -</td> <td>REVISIED -</td> <td>SCALE:</td> <td>SHEET</td> <td>OF</td> <td>SHEETS</td> <td>STA. 154+50.00</td> <td>TO STA. 154+50.00</td> <td colspan="2">CONTRACT NO. 68663</td>	CHECKED -	REVISIED -		SCALE:	SHEET	OF	SHEETS	STA. 154+50.00	TO STA. 154+50.00	CONTRACT NO. 68663	
	PLOT DATE = 3/21/2018	DATE -	REVISIED -		ILLINOIS FED. AID PROJECT							

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

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TEMPLATE AREAS CHECKED	
NOTE BOOK AREAS CHECKED	

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ORIGINAL SURVEY NO.	
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NOTE BOOK AREAS CHECKED	



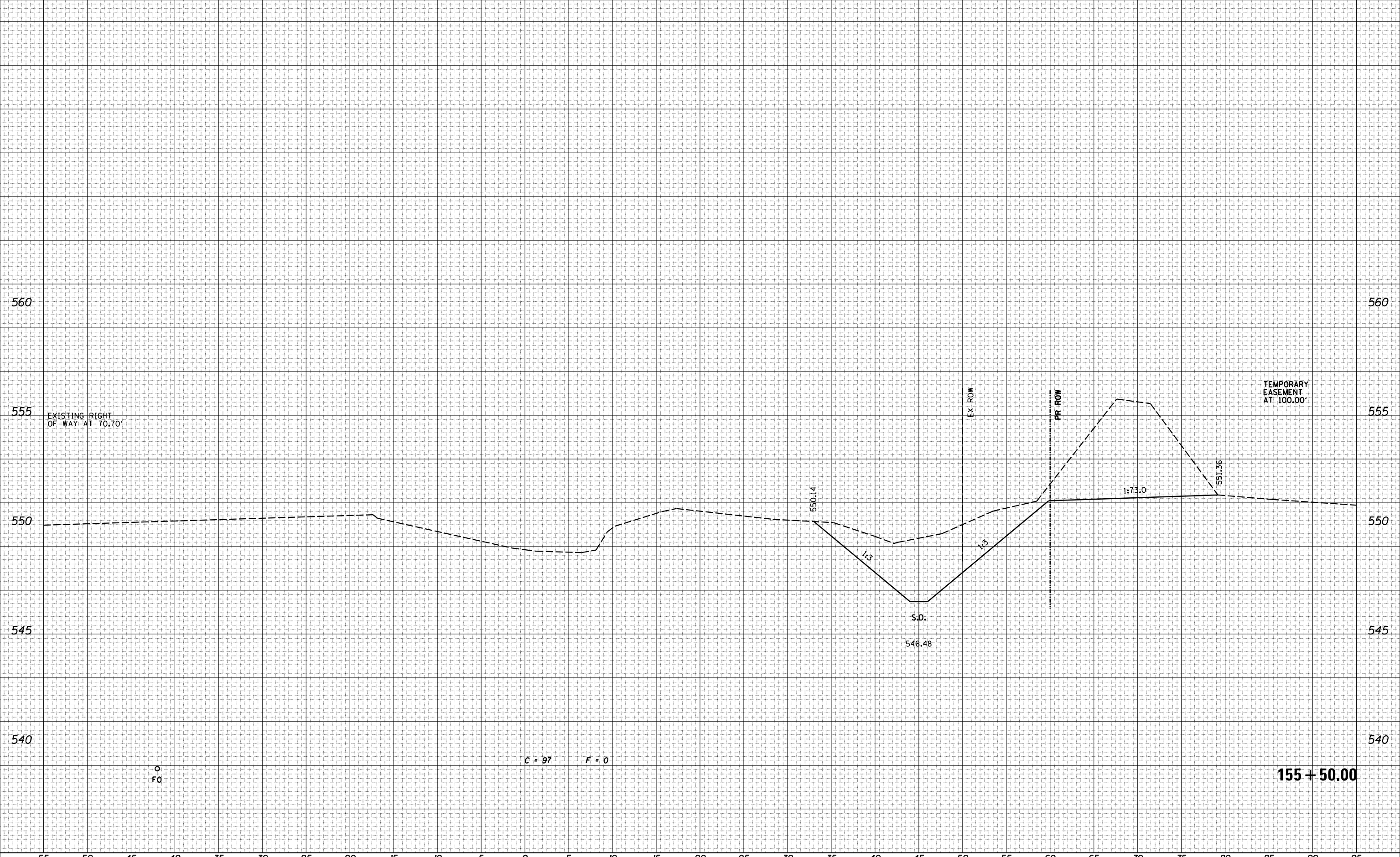
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1:\dot\5375.ilrte17\cadd.civil\phase 2\0468663-ks-117.dgn	DRAWN -	REVISIED -	639				(1238)BR-1	MERCER	106	91	
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -				CONTRACT NO. 68663				
	PLOT DATE = 3/21/2018	DATE -	REVISIED -				ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET	OF	SHEETS	STA. 155+00.00	TO STA. 155+00.00		

155 + 00.00

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

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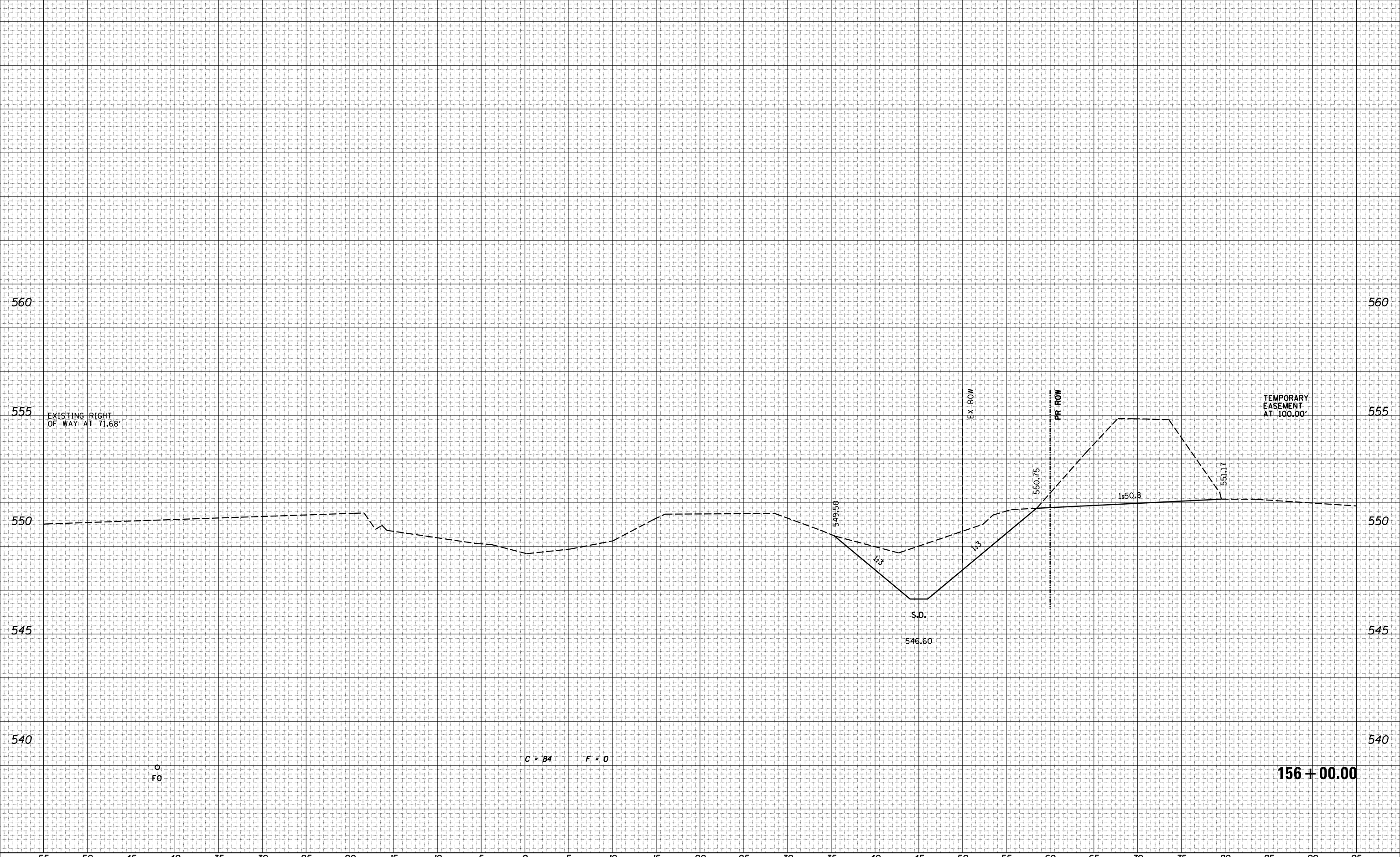
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1:\dot\5375.ilrte17\cadd.civil\phase 2\0468663-ks-1117.dgn	DRAWN -	REVISED -	639					(1238)BR-1	MERCER	106	92	
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 3/21/2018	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 155+50.00	TO STA. 155+50.00		

155 + 50.00

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

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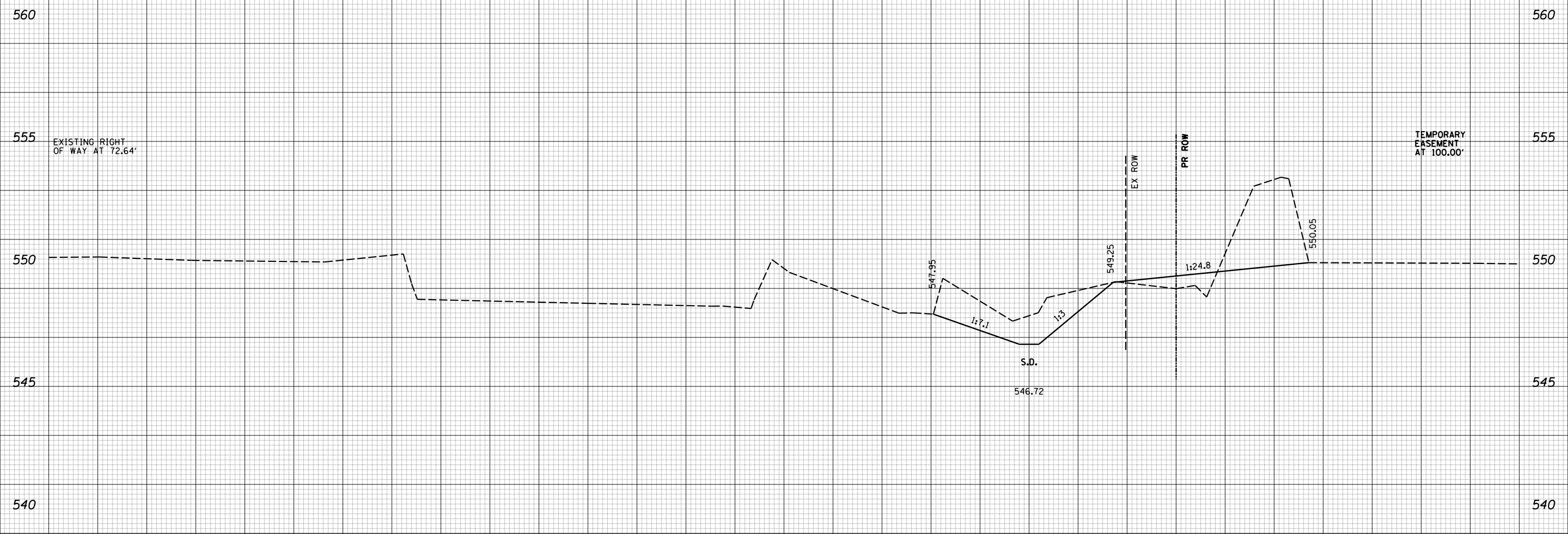


FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\dot\5375.ilrte17\cadd.civil\phase 2\0468663-ks-1117.dgn	DRAWN -	REVISIED -	639					(1238)BR-1	MERCER	106	93	
Default	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISIED -					CONTRACT NO. 68663				
	PLOT DATE = 3/21/2018	DATE -	REVISIED -					SCALE:	SHEET	OF	SHEETS	STA. 156+00.00

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

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O
FO

C = 42 F = 4

156 + 48.57

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\\dot\5375\l\te17\cadd\civil\phase 2\0468663\cs-1117.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/21/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 17 CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 156+48.57 TO STA. 156+48.57

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(1238)BR-1	MERCER	106	94
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

DATE	
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FINAL SURVEY	
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TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	

560

560

555

555

EXISTING RIGHT OF WAY AT 72.75'

TEMPORARY EASEMENT AT 100.00'

550

550

545

545

540

540

O
FO

C = 11 F = 4

156 + 54.37

547.64

1:3.7

S.D.

546.74

1:3

548.67

1:16.8

549.92

EX ROW

PR ROW

FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISED -
\\dot\5375\l\te17\cadd\civil\phase 2\0468663\cs-1117.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/21/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

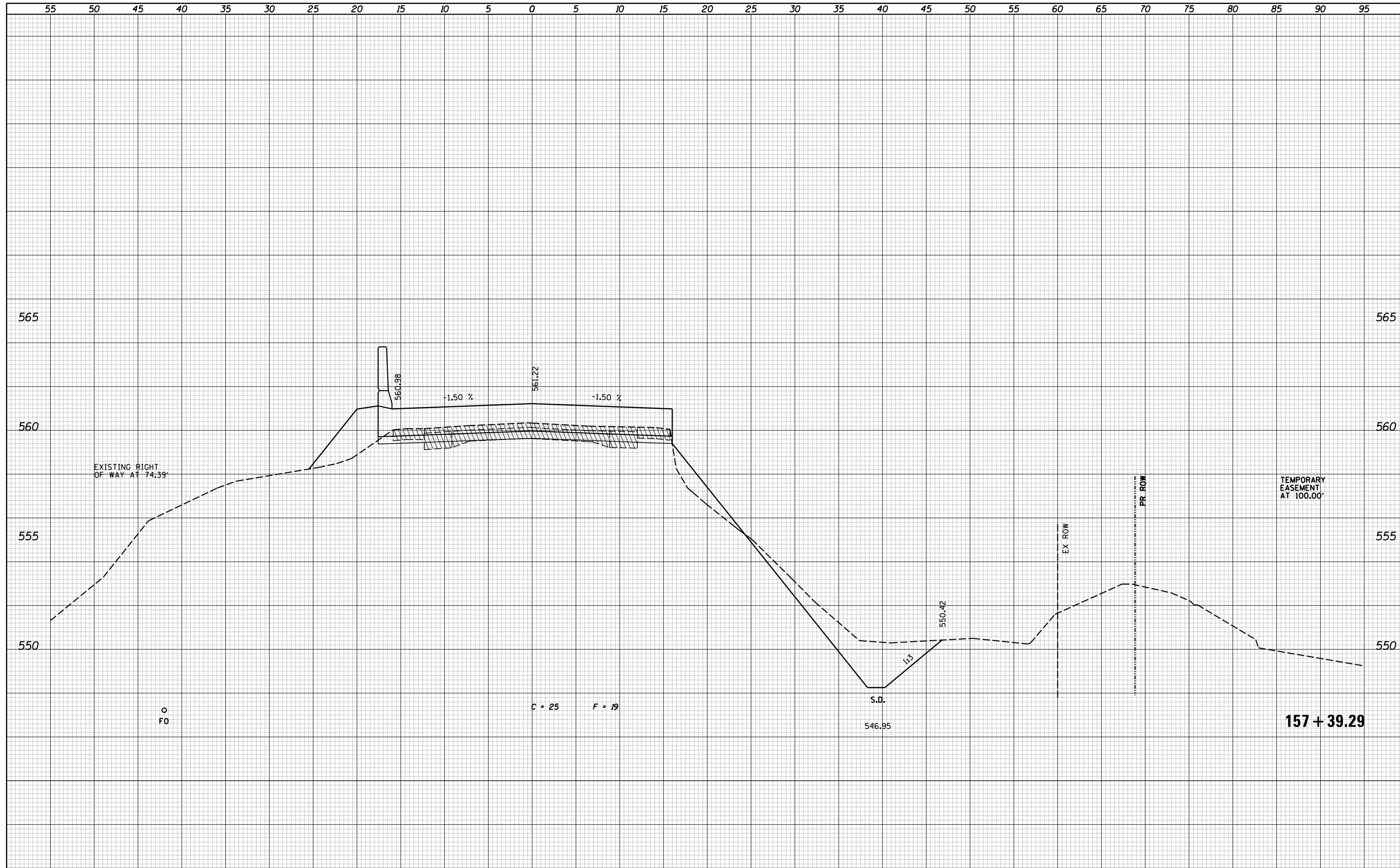
IL 17 CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 156+54.37 TO STA. 156+54.37

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
639	(1238)BR-1	MERCER	106	95
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

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FINAL SURVEY	
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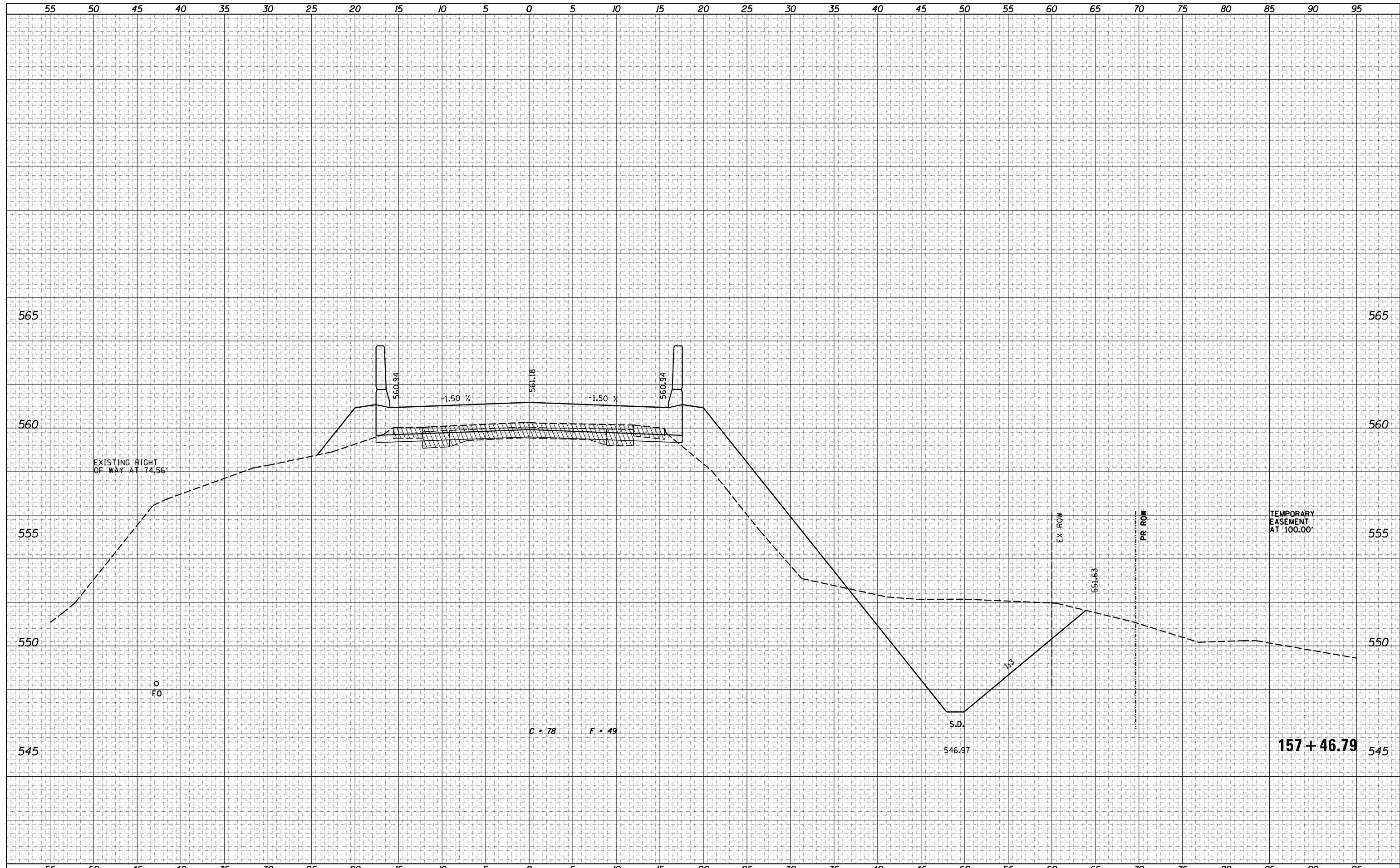
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FILE NAME =	USER NAME = cssefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	1:\dot\5375.ilrte17\cadd.civil\phase 2\0468663-ks-1117.dgn	DRAWN -	REVISIED -					639	(1238)BR-1	MERCER	106	96
	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -					CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	
	PLOT DATE = 3/21/2018	DATE -	REVISIED -					SCALE:	SHEET	OF	SHEETS	STA. 157+39.29

DATE	
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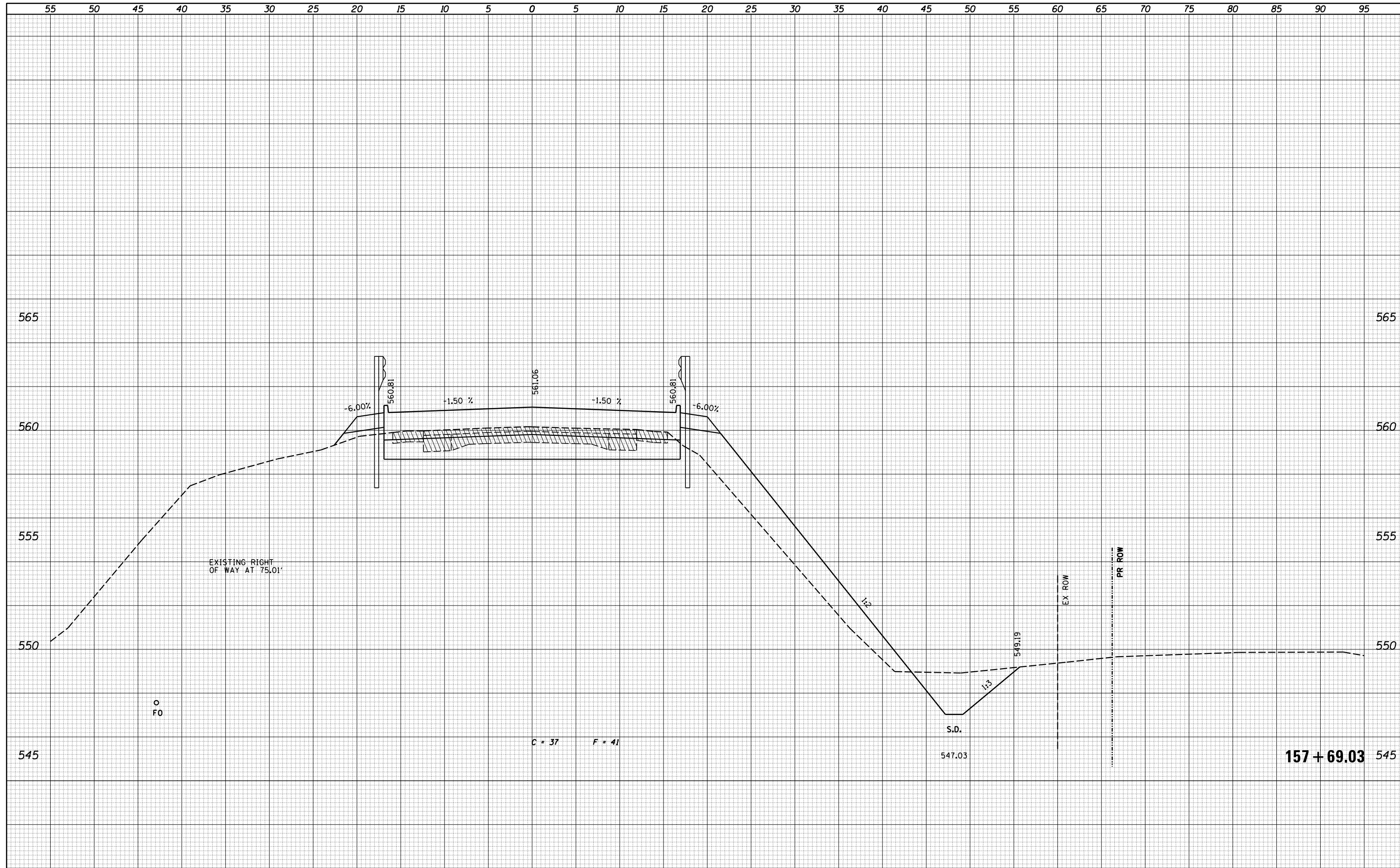
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FILE NAME =	USER NAME = cssefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\dot\5375\l\te17\cadd\civil\phase 2\0468663\ss-117.dgn	DRAWN -	REVISIED -	639					(1238)BR-1	MERCER	106	97	
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -		CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT				
	PLOT DATE = 3/21/2018	DATE -	REVISIED -		SCALE:	SHEET OF SHEETS	STA. 157+46.79 TO STA. 157+46.79					

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

DATE	
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ORIGINAL SURVEY NO.	
SURVEYED PLOTTED	
NOTE BOOK AREAS CHECKED	
TEMPLATE	
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FILE NAME =
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 Default

USER NAME = csrefert
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 PLOT SCALE = 10.0000' / in.
 PLOT DATE = 3/21/2018

DESIGNED -
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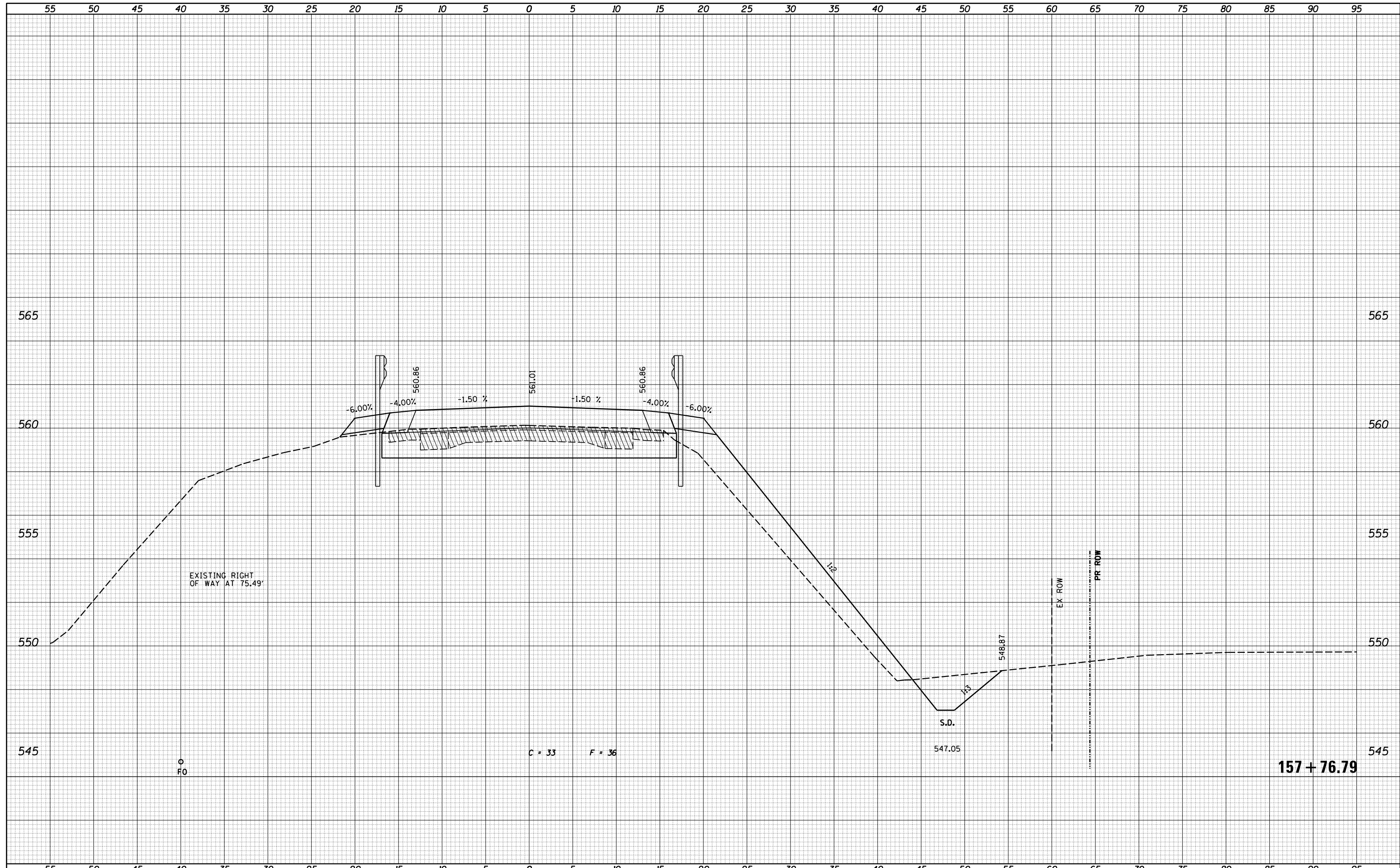
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 17 CROSS SECTIONS
 SCALE: SHEET OF SHEETS STA. 157+69.03 TO STA. 157+69.03

F.A.P. RTE. 639	SECTION (1238)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 98
CONTRACT NO. 68663			ILLINOIS FED. AID PROJECT	

DATE	
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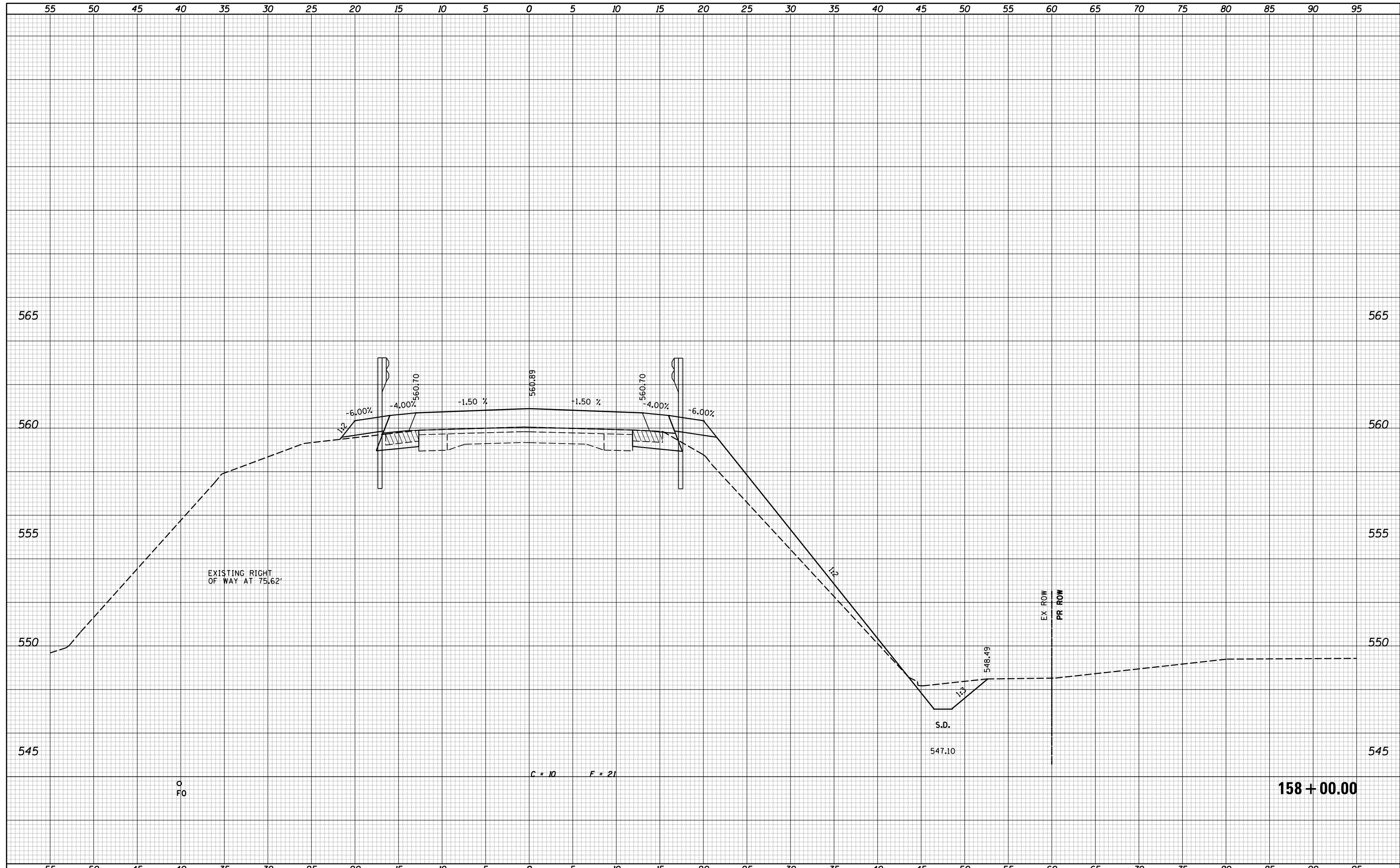
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NOTE BOOK	
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FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
1:\dot\5375.ilrte17\cadd.civil\phase 2\0468663-ks-117.dgn	DRAWN -	REVISIED -	639				(1238)BR-1	MERCER	106	99		
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -				CONTRACT NO. 68663					
	PLOT DATE = 3/21/2018	DATE -	REVISIED -				ILLINOIS FED. AID PROJECT					
				SCALE:	SHEET	OF	SHEETS	STA. 157+76.79	TO	STA. 157+76.79		

DATE	
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FINAL SURVEY	
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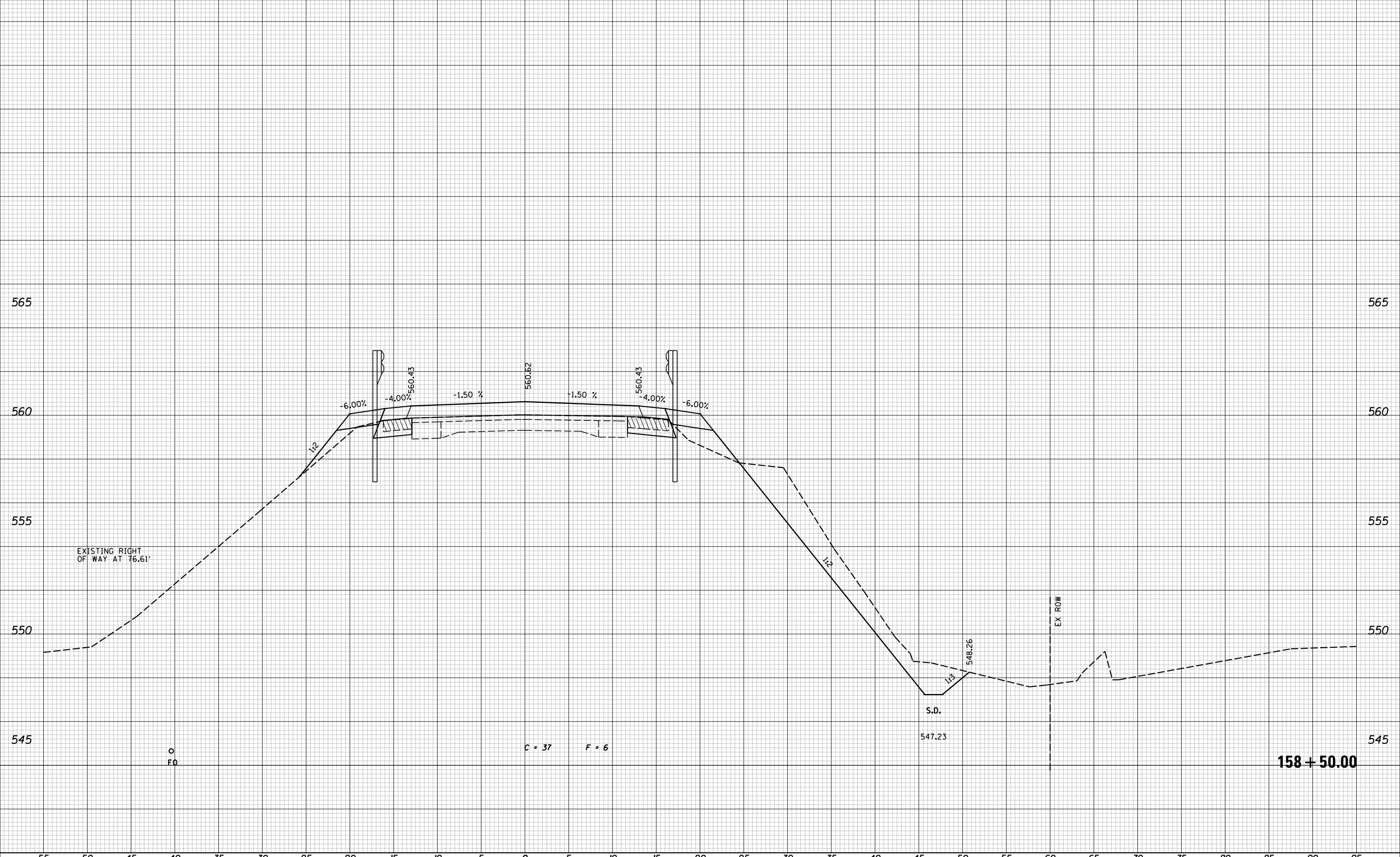


FILE NAME =	USER NAME = cssefert	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default		DRAWN -	REVISED -					639	(1238)BR-1	MERCER	106	100
		CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. 158+00.00 TO STA. 158+00.00			CONTRACT NO. 68663				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

DATE	
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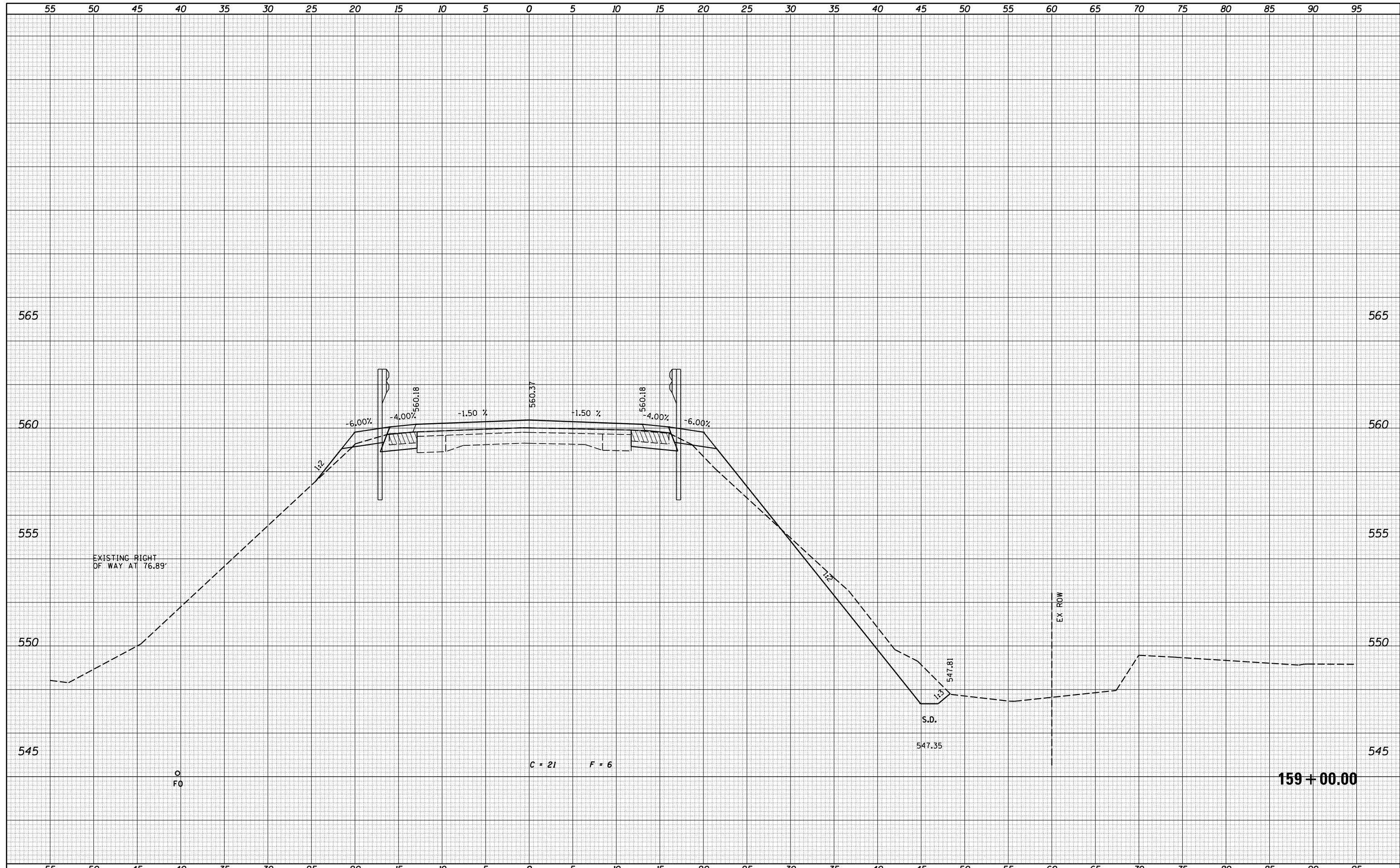
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FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS	F.A.P. RTE. 639	SECTION (1238)BR-1	COUNTY MERCER	TOTAL SHEETS 106	SHEET NO. 101		
Default	PLOT SCALE = 10.0000' / in.	DRAWN -	REVISED -			SCALE:	SHEET OF SHEETS	CONTRACT NO. 68663	ILLINOIS FED. AID PROJECT			
	PLOT DATE = 3/21/2018	CHECKED -	REVISED -			STA. 158+50.00	TO STA. 158+50.00					
		DATE -	REVISED -									

DATE	
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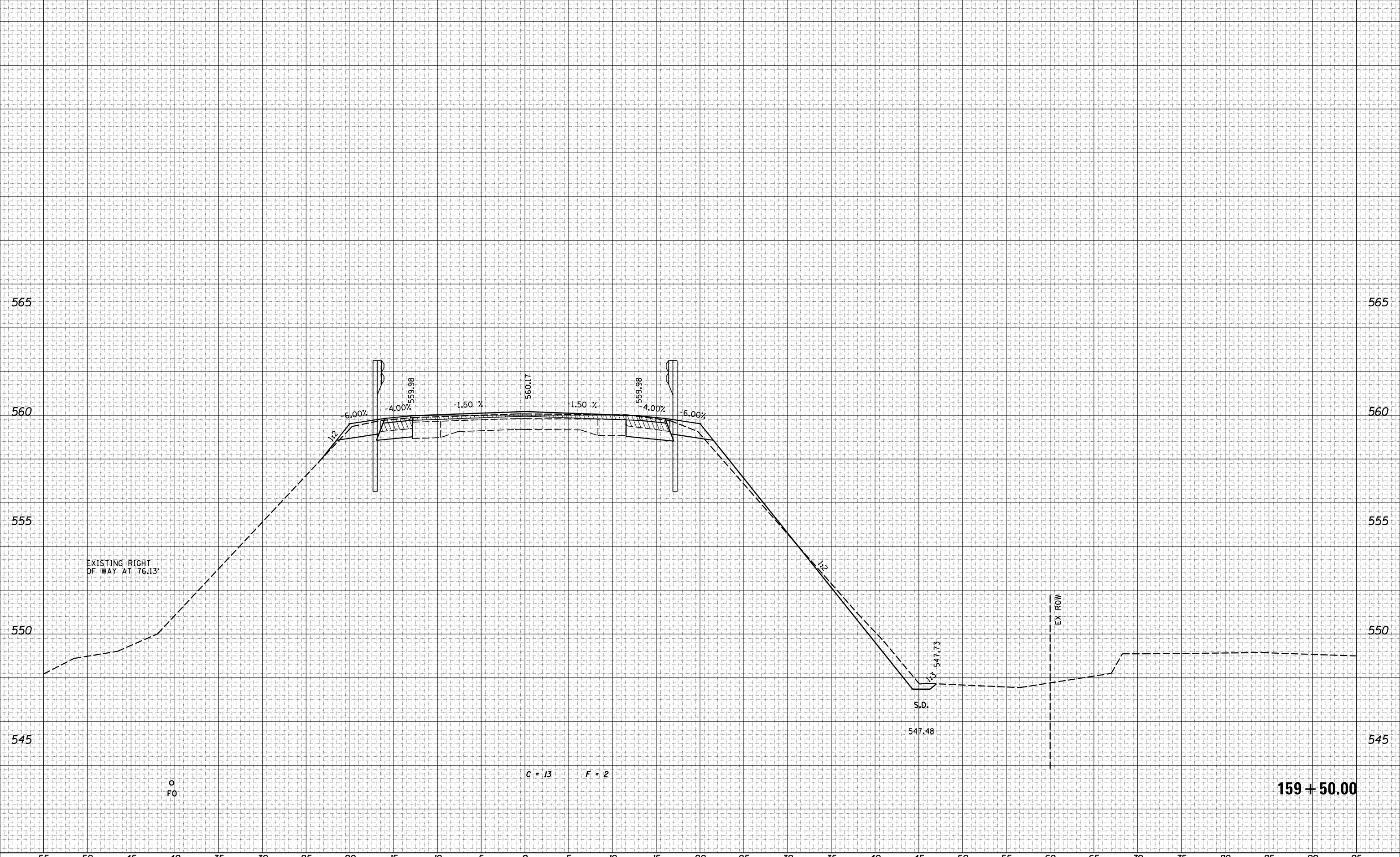


FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	1:\dot\5375\l\te17\cadd\civil\phase 2\0468663\cs-1117.dgn	DRAWN -	REVISIED -				639	(1238)BR-1	MERCER	106	102	
	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -		SCALE:		SHEET	OF	SHEETS	STA. 159+00.00	TO STA. 159+00.00	CONTRACT NO. 68663
	PLOT DATE = 3/21/2018	DATE -	REVISIED -		ILLINOIS FED. AID PROJECT							

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

DATE	
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FINAL SURVEY	
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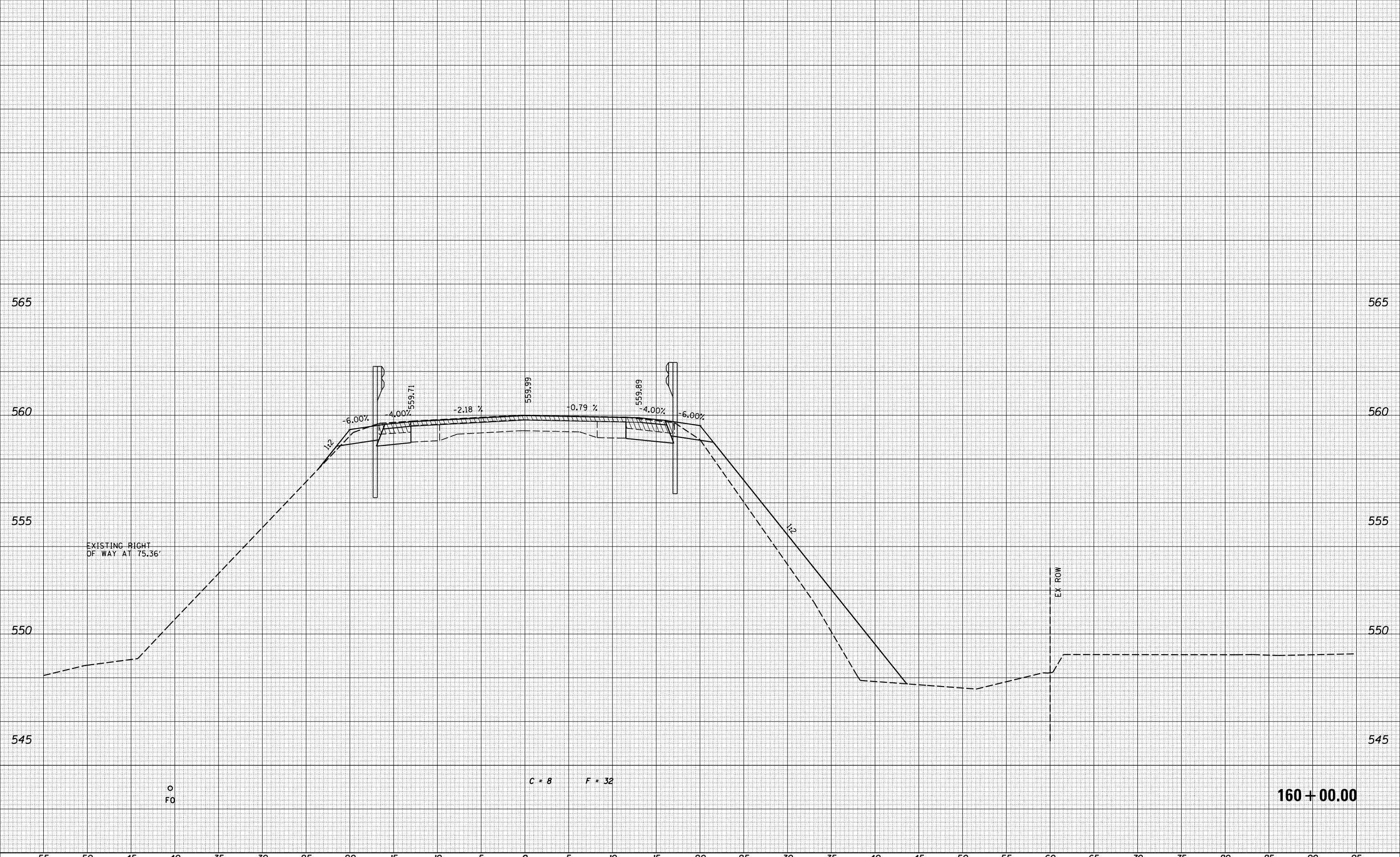


FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	1:\dot\5375\l\te17\cadd\civil\phase 2\0468663\cs-i117.dgn	DRAWN -	REVISIED -					639	(1238)BR-1	MERCER	106	103
	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -					CONTRACT NO. 68663				
	PLOT DATE = 3/21/2018	DATE -	REVISIED -					SCALE:	SHEET	OF	SHEETS	STA. 159+50.00

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

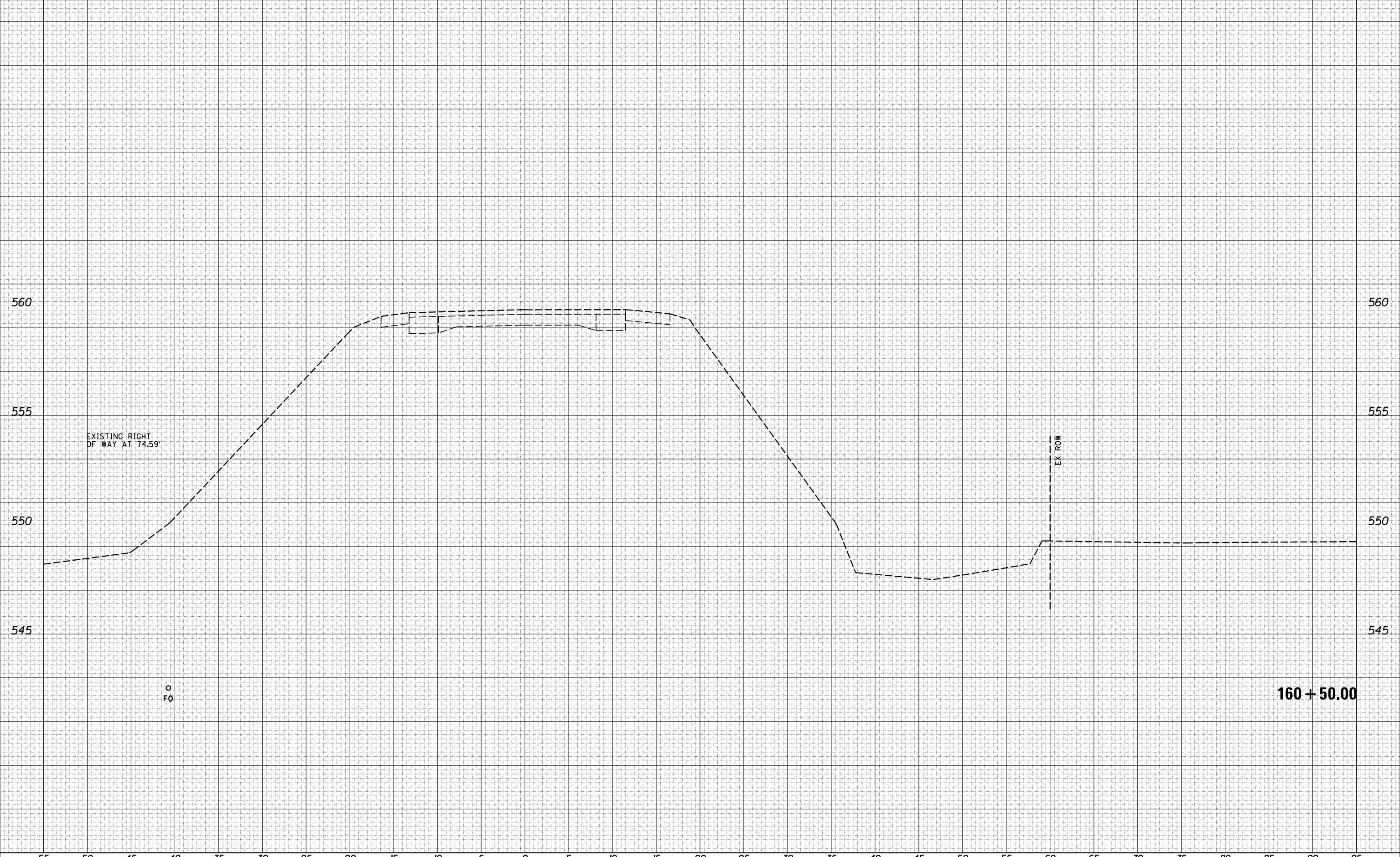


FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\dot\5375.ilrte17\cadd.civil\phase 2\0468663-ks-117.dgn		DRAWN -	REVISIED -					639	(1238)BR-1	MERCER	106	104
Default	PLOT SCALE = 10.0000' / in.	CHECKED -	REVISIED -					CONTRACT NO. 68663				
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55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

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

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

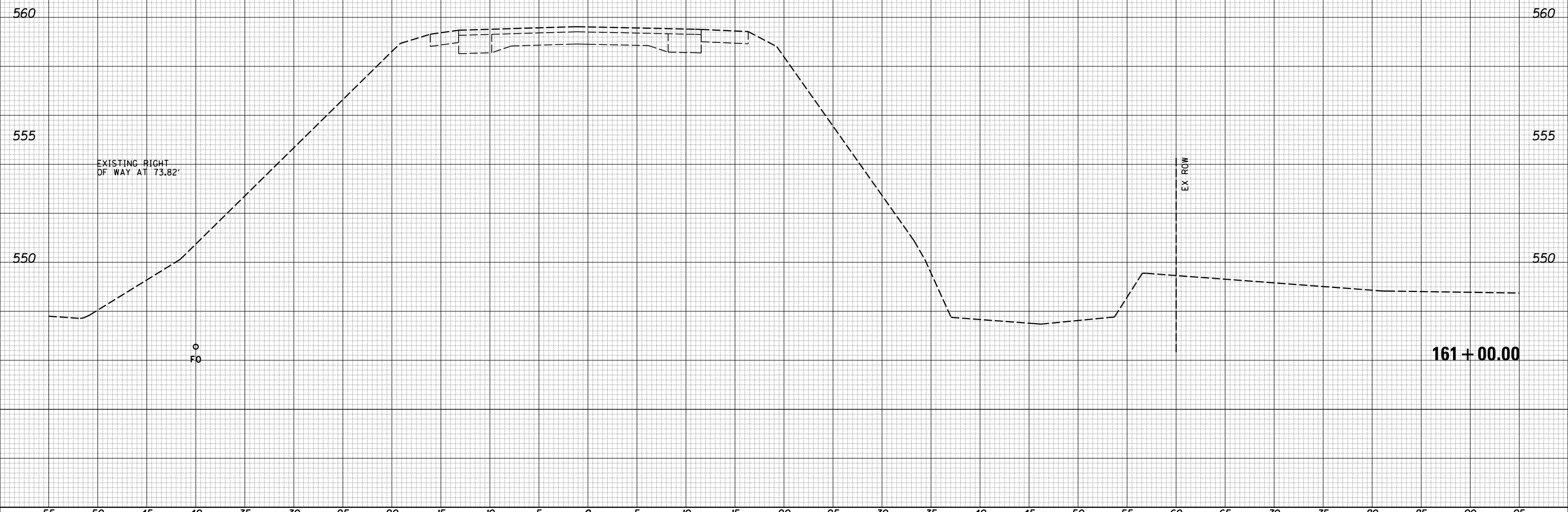


FILE NAME =	USER NAME = csrefert	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 3/21/2018	DATE -	REVISIED -					SCALE:	SHEET	OF	SHEETS	STA. 160+50.00

55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95

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

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



FILE NAME =	USER NAME = cseferst	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17 CROSS SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. 161+00.00 TO STA. 161+00.00		CONTRACT NO. 68663		ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -								