

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	1
		ILLINOIS	CONTRACT NO. 68698	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

HIGHWAY STANDARDS:

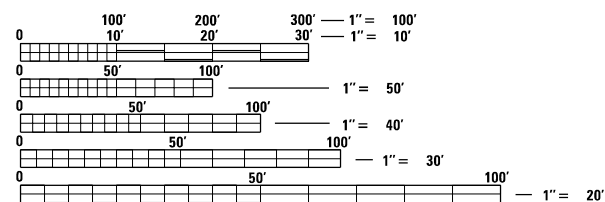
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- 542401-04
- 542411
- 601101-02
- 630001-12
- 630301-09
- 631031-18
- 666001-01
- 667001-01
- 667101-02
- 701001-02
- 701006-05
- 701201-05
- 701301-04
- 701311-03
- 701316-13
- 701321-18

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 643 (IL 17/L 91)
SECTION (11B)BR-1
PROJECT STP-X0HZ(866)
STRUCTURE REPLACEMENT
STARK COUNTY

PROP. SN 088-0030
STA. 63+44.19
IL 17/91 OVER SPOON RIVER
396'-11 3/4" BK. TO BK. OF ABUTMENT

FUNCTIONAL CLASSIFICATION:
MINOR ARTERIAL
2019 ADT: 2000
PV: 95.5% MU 2% SU 2.5%

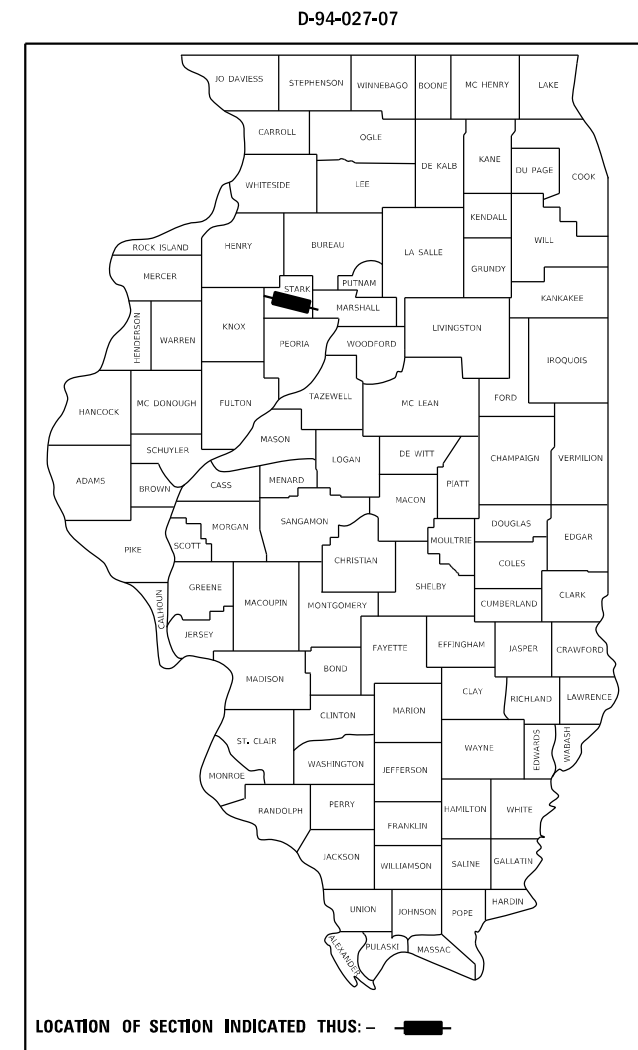
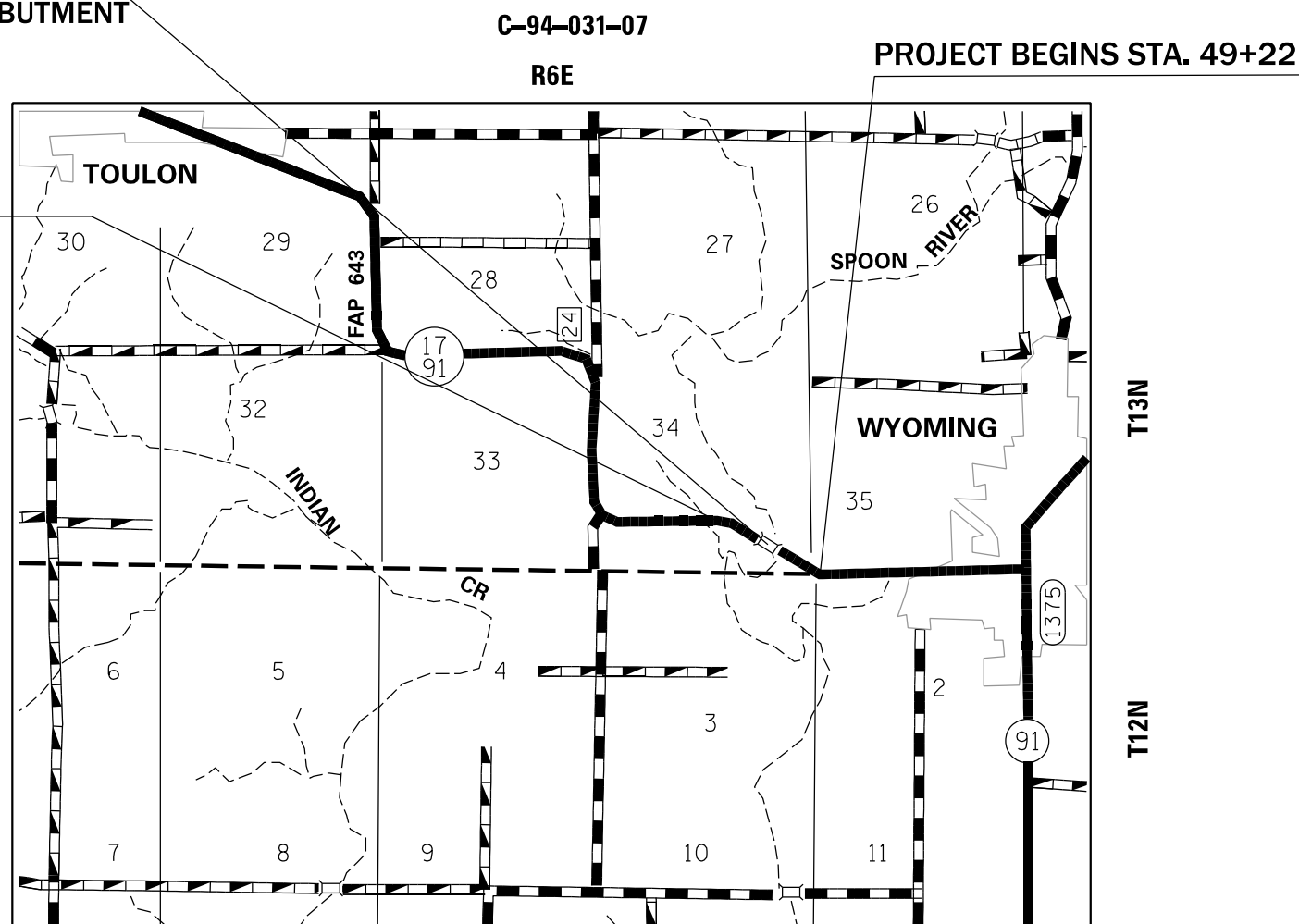


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: NICOLE FAYANT (309) 671-3454
PROJECT MANAGER: KYLE HARRISON (309) 671-3462
CATALOG NO. 033472-00D
CONTRACT NO. 68698

GROSS LENGTH = 2878 FT. = 0.55 MILE
NET LENGTH = 2878 FT. = 0.55 MILE



PROJECT DESCRIPTION:
THE PROJECT CONSISTS OF THE REPLACEMENT OF THE EXISTING STRUCTURE (SN 088-0002) CARRYING IL 17/91 OVER THE SPOON RIVER WITH PROPOSED STRUCTURE (SN 088-0030). THE PROJECT ALSO INCLUDES ROADWAY PROFILE ADJUSTMENTS, REGRADE OF EXISTING SIDESLOPES, AND CONSTRUCTION OF STREAM BARBS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 17 2023
Karail A. Gannott
REGIONAL ENGINEER

May 12, 2023 *Steph M. Smith*
ENGINEER OF DESIGN AND ENVIRONMENT

May 12, 2023 *Steph M. Smith*
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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GENERAL NOTES

COMMITMENTS

Commitments are not to be altered without the written approval of all parties to which the commitment was made.

No commitments have been made for this project.

AVAILABILITY OF ELECTRONIC FILES

MicroStation 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 the 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 U.S.G.S. mean sea level datum.

PROPERTY OWNER ACCESS REQUIREMENT

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.

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.

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.

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PLOT DATE = 3/2/2023	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS, GENERAL NOTES, AND PROJECT SPECIFIC NOTES

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	2
			CONTRACT NO. 68698	
ILLINOIS FED. AID PROJECT				

GENERAL NOTES (CONTINUED)

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 Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

The required environmental resource documentation shall include the following:

- BDE Form 2289 (Cultural and Natural Resources Review of Borrow Areas)
- 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 PI0101

Prior to any waste materials being removed from the construction site the required environmental resource surveys shall 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.

Please note that a minimum of four weeks shall be allowed for the District to obtain the required waste site environmental clearances and six weeks for the required borrow site environmental clearances.

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 (20 mm) wide, 5 inches (125 mm) high and 5/8 inch (15 mm) deep.

The pavement station numbers shall be installed as specified herein:

Interval – 200 feet (English stationing) or 100 meters (metric stationing)

Bottom of Numbers – 6 inches (150 mm) 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 (Metric) pavement stations shall use this format “XXX (XX + X00)”, where X represents the pavement station

This work will not be paid for separately, but will be included in the cost of the associated pavement and/or overlay pay items.

BUTT JOINT CUTTING TIME RESTRICTION

Butt joints shall not be milled more than three (3) days prior to placement of the HMA surface course.

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, turn lanes, etc. will be allowed.

MATERIAL TRANSFER DEVICE ON STRUCTURES

The Contractor shall not cross the existing structure (SN 088-0002) or the proposed structure (SN 088-0030) with a material transfer device.

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.

NO PASSING ZONE VERIFICATION

The resident shall contact Operations to verify the location of no passing zones prior to placement of centerline striping.

POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) RATES

Surface Type	Residual Rate
Milled (HMA or PCC)	0.08 lb /sq ft
Existing Pavement	0.08 lb /sq ft
Fog Coat (between lifts)	0.08 lb /sq ft

SECURING DRAINAGE STRUCTURE GRATES

Prior to routing traffic onto the shoulders as shown in the staging plans, the Contractor shall secure gratings on shoulder inlets as directed by the Engineer. This work will not be paid for separately, but shall be included in the cost of the traffic control pay item.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INDEX OF SHEETS, GENERAL NOTES, AND PROJECT SPECIFIC NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	3
CONTRACT NO. 68698			ILLINOIS FED. AID PROJECT	

GENERAL NOTES (CONTINUED)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USES(S):	SURFACE (1.5")	POLYMER BINDER (1") AND CROSS-SLOPE CORRECTION	VAR. BINDER BUILD-UP AND SHOULDERS (LOWER LIFTS)	SHOULDERS (SURFACE LIFT) AND INCIDENTAL SURFACE
AC/PG:	PG 58-28	SBS OR SBR 70-28	PG 58-28	PG 58-28
DESIGN AIR VOIDS:	4.0% AT N=50	4.0% AT N=50	4.0% AT N=50	4.0% AT N=50
MIXTURE COMPOSITION: (GRADATION MIXTURE):	IL 9.5	IL 4.75	IL 19.0	IL 9.5
FRICTION AGGREGATE:	MIX D	N.A.	N.A.	MIX C
QUALITY MANAGEMENT:	QC/QA	QC/QA	QC/QA	QC/QA

Notes:

- 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.
- 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 QCP mixes will be 600 tons, unless otherwise agreed to by the Engineer and the paving Contractor.

PROJECT SPECIFIC NOTES

Existing Pavement to be removed is 11-14 inches thick.

The temporary support beams the structure shall be salvaged. The Contractor shall use care in the removal of the beams to prevent damage. The Contractor shall deliver the beams to the IDOT Bridge Maintenance yard located at:
604 Camp Street East Peoria, IL 61611

The Contractor shall contact Bryon Strunk at 309-699-3822 to arrange a delivery time. IDOT will provide unloading. The miscellaneous brackets and hardware used to connect the beams to the concrete substructure shall become the property of the Contractor. This work will not be paid for separately, but it shall be considered included in the cost of Removal of Existing Structure.

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**STATE OF ILLINOIS
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INDEX OF SHEETS, GENERAL NOTES, AND PROJECT SPECIFIC NOTES

SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	4
			CONTRACT NO. 68698	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
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				STATE: 20%	STATE: 20%
				ROADWAY	BRIDGE
				0006	0010
				RURAL	S.N. 088-0030
28100209	STONE RIPRAP, CLASS A5	TON	2727.9		2727.9
28200200	FILTER FABRIC	SQ YD	7032		7032
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	58	58	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	119	119	
40600285	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	POUND	14	14	
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	7523	7523	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	174	174	
40600990	TEMPORARY RAMP	SQ YD	40	40	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	33.5	33.5	
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	299	299	
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	375	375	
44000100	PAVEMENT REMOVAL	SQ YD	746	746	
44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	3283	3283	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	329.9	329.9	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	7
			CONTRACT NO. 68698	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
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				STATE: 20%	STATE: 20%
				ROADWAY	BRIDGE
				0006	0010
				RURAL	S.N. 088-0030
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1830	1830	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	69	69	
50200100	STRUCTURE EXCAVATION	CU YD	179		179
50200300	COFFERDAM EXCAVATION	CU YD	1161		1161
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1		1
50300225	CONCRETE STRUCTURES	CU YD	761.8		761.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	588.3		588.3
50300260	BRIDGE DECK GROOVING	SQ YD	1718		1718
50300265	SEAL COAT CONCRETE	CU YD	222.1		222.1
50300300	PROTECTIVE COAT	SQ YD	2211		2211
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	5754		5754

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**STATE OF ILLINOIS
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SUMMARY OF QUANTITIES

SCALE: SHEET 3 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	8
			CONTRACT NO. 68698	
			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
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				ROADWAY	BRIDGE
				0006	0010
				RURAL	S.N. 088-0030
54261712	STEEL FLARED END SECTIONS 12"	EACH	2	2	
54261718	STEEL FLARED END SECTIONS 18"	EACH	2	2	
542D0217	PIPE CULVERTS, CLASS D, TYPE 1 12"	FOOT	44	44	
542D1063	PIPE CULVERTS, CLASS D, TYPE 2 18"	FOOT	39	39	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	379		379
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	157		157
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	219		219
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	162.5	162.5	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3	
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1	1	
63200310	GUARDRAIL REMOVAL	FOOT	2406	2406	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	20	20	
* 66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	20	20	

* = SPECIALTY ITEM

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**STATE OF ILLINOIS
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SUMMARY OF QUANTITIES

SCALE: SHEET 5 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	10
			CONTRACT NO. 68698	
		ILLINOIS	FED. AID PROJECT	

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				STATE: 20%	STATE: 20%
				ROADWAY	BRIDGE
				0006	0010
				RURAL	S.N. 088-0030
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10	
67100100	MOBILIZATION	L SUM	1	1	
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	40	40	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6	
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	825	825	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	14	14	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	3866	3866	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	829	829	
70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	48	48	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	825	825	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 6 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	11
			CONTRACT NO. 68698	
		ILLINOIS	FED. AID PROJECT	

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				ROADWAY	BRIDGE
				0006 RURAL	0010 S.N. 088-0030
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	36	36	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	825	825	
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	9311	9311	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	36	36	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	16	16	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	36	36	
X0327809	LINEAR DELINEATOR PANELS, 4 INCH	EACH	16	16	
X0556100	PARTIAL DEPTH PATCHING (SPECIAL)	SQ YD	70.7	70.7	
X4421000	PARTIAL DEPTH PATCHING	TON	11.9	11.9	
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	253		253
X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	2221		2221

* = SPECIALTY ITEM

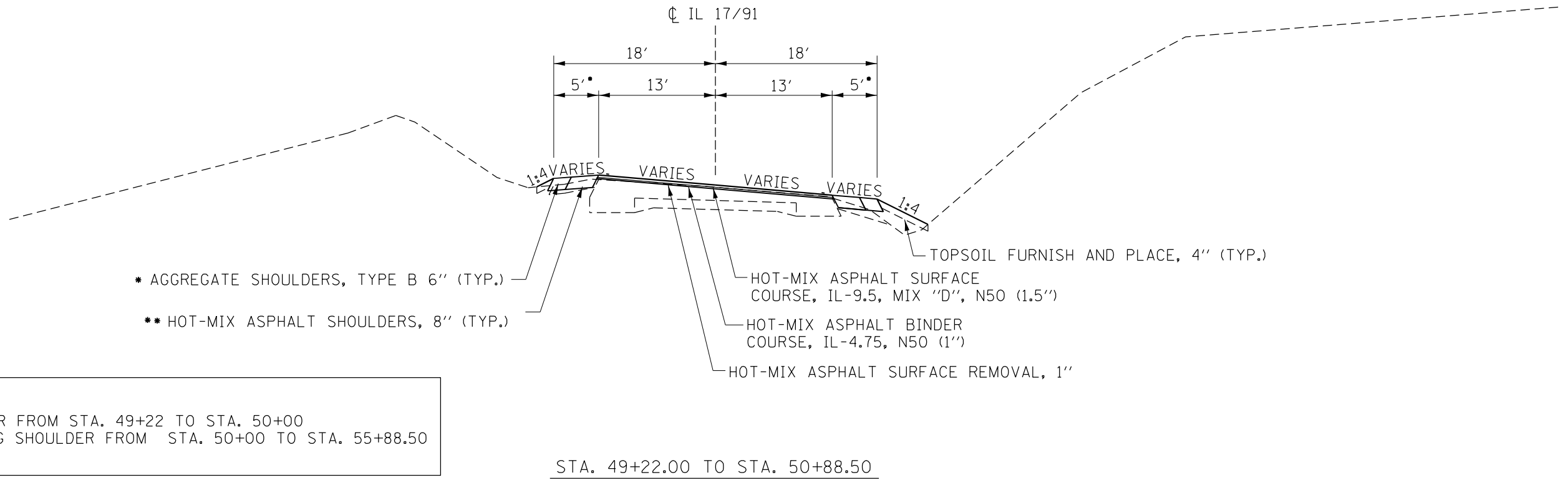
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PLOT DATE = 4/6/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

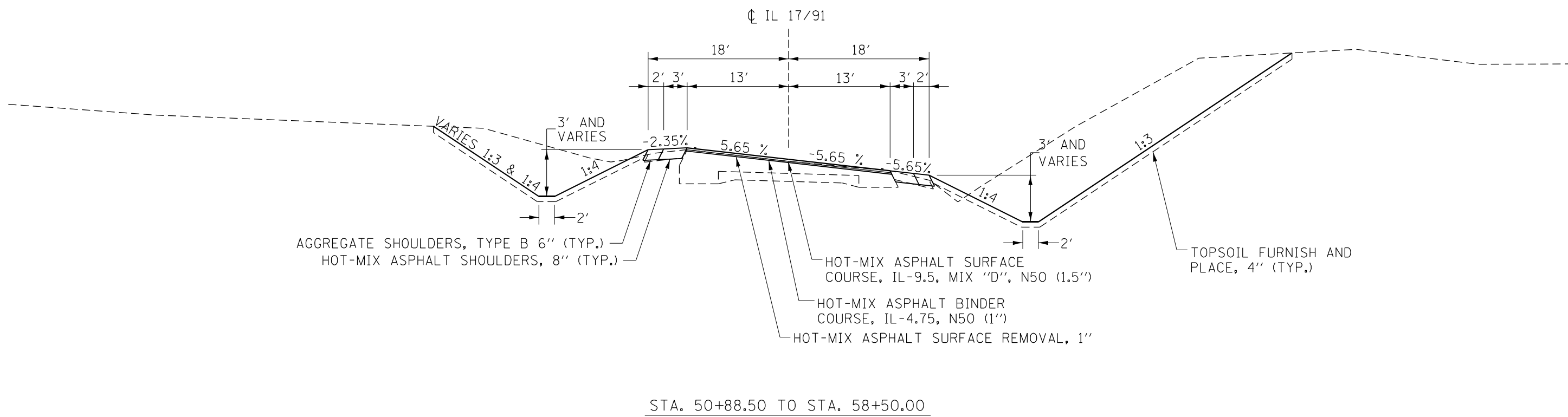
SUMMARY OF QUANTITIES

SCALE: SHEET 7 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	12
CONTRACT NO. 68698			ILLINOIS FED. AID PROJECT	



NOTE :
 * 5' AGG SHOULDER FROM STA. 49+22 TO STA. 50+00
 ** 3' HMA & 2' AGG SHOULDER FROM STA. 50+00 TO STA. 55+88.50



NOT TO SCALE

MODEL: D:\p\h\... FILE NAME: C:\P\DCEN\WIN\WORK\DESIGN\DRAWING\NS\Scousd031L_17_91_Spoon River Structure Rehabilitation_68698\DOT Phase II CADD Drawings\17_91_Cover_Sheets.dgn

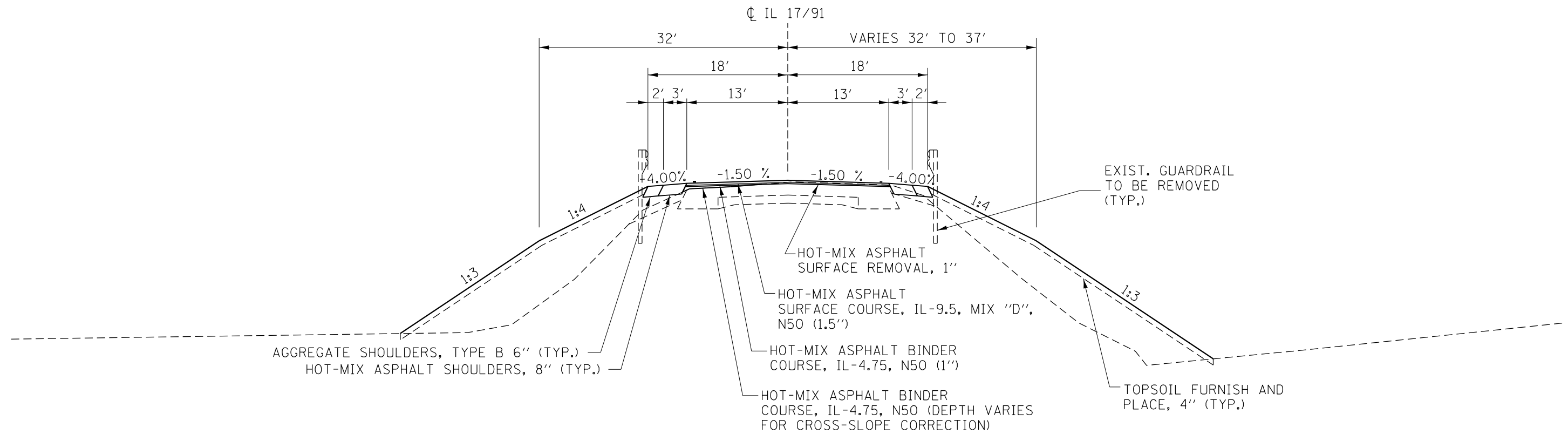
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PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 17/L 91
 PROPOSED TYPICAL SECTIONS**

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

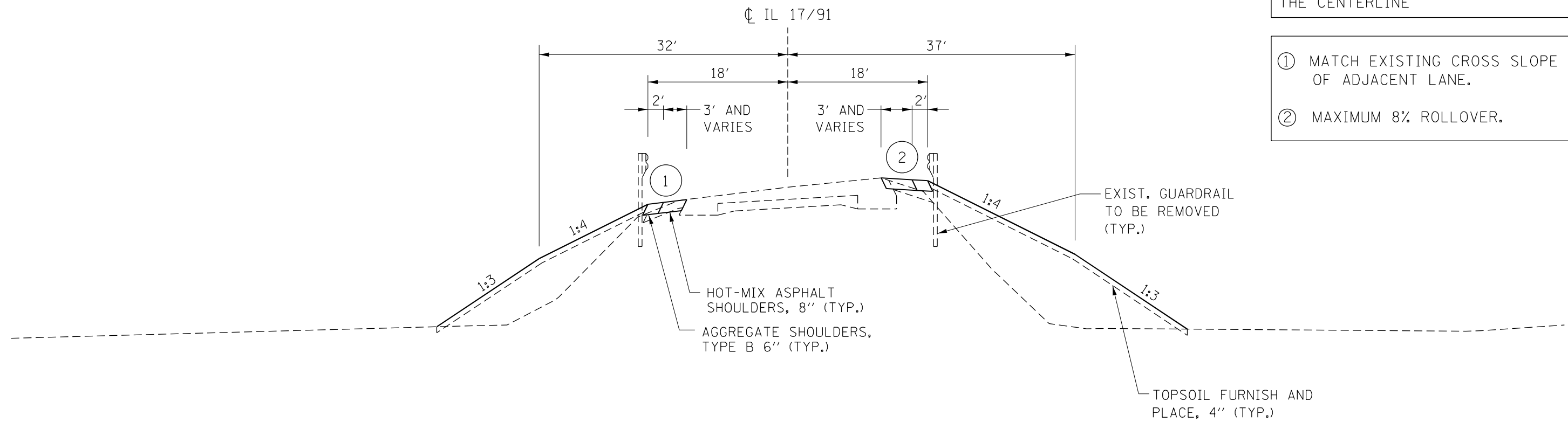
F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 14
CONTRACT NO. 68698			ILLINOIS FED. AID PROJECT	



STA. 68+50.00 TO STA. 69+19.00

NOTE:
 THE BINDER DEPTH VARIES DUE TO THE CROSS SLOPE CORRECTION, MAINTAIN 1" BINDER DEPTH AT THE CENTERLINE

- ① MATCH EXISTING CROSS SLOPE OF ADJACENT LANE.
- ② MAXIMUM 8% ROLLOVER.



STA. 69+19.00 TO STA. 77+70.00 LT/78+00.00 RT

NOT TO SCALE

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	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/2/2023	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 17/91
 PROPOSED TYPICAL SECTIONS**

SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	16
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

MAINLINE RESURFACING SCHEDULE

LOCATION	LENGTH	WIDTH	AREA	TEMPORARY RAMP	HMA REMOVAL BUTT JOINT	HMA SURFACE REMOVAL 1 INCH	PAVEMENT REMOVAL	POLY BIT MATL TACK COAT	POLY HMA BINDER CSE IL-4.75, N50	HMA BINDER CSE IL-19 N50	HMA SURF CSE, IL-9.5, MIX "D", N50	MATERIAL TRANSFER DEVICE	AGGREGATE SUBGRADE IMPROVEMENT 12 INCHES	BIT MATL PRIME COAT		
STATION	FEET	FEET	SQ FT	SQ YD	SQ YD	SQ YD	SQ YD	POUND	TON	TON	TON	TON	SQ YD	POUND		
LT/RT STA 49+22.00 TO STA 49+52.00	30	26	780	10	87			125	4.9		7.3	12.2				
LT/RT STA 49+52.00 TO STA 58+50.00	898	26	23348			2594		3736	145.3		217.9	363.2				
LT/RT STA 58+50.00 TO STA 59+00.00	50	26	1300			144		312	11.4		12.1	23.5				
LT/RT STA 59+00.00 TO STA 59+50.00	50	26	1300			144		312	15.3		12.1	27.4				
LT/RT STA 59+50.00 TO STA 60+00.00	50	26	1300			144		312	21.0		12.1	33.1				
LT/RT STA 60+00.00 TO STA 60+50.00	50	26	1300	10		144		312	32.9		12.1	45.0				
LT/RT STA 60+50.00 TO STA 60+95.57	46	26	1196					287	7.4	20.9	11.0	18.40				
LT/RT STA 60+95.57 TO STA 61+90.46	95	VAR	2728				303	40	3.1		5.0	29.0	29	7		
BRIDGE OMISSION																
LT/RT STA 64+52.70 TO STA 65+90.80	138	VAR	3985				443	40	3.1		5.0	8.1	29	7		
LT/RT STA 65+90.80 TO STA 66+00.00	9	26	234	10				56	1.5		2.2	16.3				
LT/RT STA 66+00.00 TO STA 66+50.00	50	26	1300					312	8.1		12.1	20.2				
LT/RT STA 66+50.00 TO STA 67+00.00	50	26	1300					312	8.1		12.1	20.2				
LT/RT STA 67+00.00 TO STA 67+06.00	6	26	156					37	1.0		1.5	2.5				
LT/RT STA 67+06.00 TO STA 67+50.00	44	26	1144					275	7.1		10.7	17.8				
LT/RT STA 67+50.00 TO STA 68+00.00	50	26	1300					312	8.1	12.6	12.1	20.2				
LT/RT STA 68+00.00 TO STA 68+50.00	50	26	1300					312	8.1		12.1	20.2				
LT/RT STA 68+50.00 TO STA 68+89.00	39	26	1014			113		243			9.5	18.5				
LT/RT STA 68+89.00 TO STA 69+00.00	11	26	286					69	9.0		2.7	2.7				
LT/RT STA 69+00.00 TO STA 69+19.00	19	26	494	10				119	3.4		4.6	8.0				
TOTAL				40		174		3283	746	7523	299.0	33.5	375	707	58	14

NOTE: PAVEMENT REMOVAL INCLUDES APPROACHES AREAS.

MAINLINE PAVEMENT MARKING SCHEDULE

LOCATION	LENGTH	MODIFIED URTETHANE 4" LINE				RAISED REFLECTIVE PAVEMENT MARKERS	
		SOLID WHITE	DOUBLE YELLOW	SOLID YELLOW	SKIP-DASH YELLOW	REMOVAL EACH	TWO-WAY AMBER EACH
		FOOT	FOOT	FOOT	FOOT	EACH	EACH
STA 49+22 TO STA 59+00	978.0	1956	1956			12	12
STA 59+00 TO STA 60+36.82	136.8	274	274			2	2
STA 60+36.82 TO STA 69+19	882.2	1764		882.2	221	11	11
STA 69+19 TO STA 70+00	81.0	162			21	1	1
STA 70+00 TO STA 78+00	800.0	1600			200	10	10
SUB-TOTAL		5756	2230	883	442	36	36
TOTAL					9311	36	36

SHOULDER SCHEDULE

LOCATION	SIDE	LENGTH	AGG. WIDTH	HMA WIDTH	AGG. AREA	HMA AREA	HOT-MIX ASPHALT SHOULDERS, 8"	AGGREGATE SHOULDER, TYPE B
STATION		FOOT	FOOT	FOOT	SQFT	SQ FT	SQ YD	TON
STA 49+20 TO STA 50+00	LT	80	5		400.0			15.2
STA 49+20 TO STA 50+00	RT	80	5		400.0			15.2
STA 50+00 TO STA 55+42	LT	542	2	3	1084.0	1626.0	181	41.2
STA 50+00 TO STA 53+05	RT	305	2	3	610.0	915.0	102	23.2
STA 55+42 TO STA 56+06	LT	64		8		512.0		57
STA 53+05 TO STA 53+60	RT	55		8		440.0		49
STA 56+06 TO STA 59+75	LT	369	2	3	738.0	1107.0	123	28.0
STA 53+60 TO STA 59+32	RT	572	2	3	1144.0	1716.0	191	43.4
STA 59+32 TO STA 59+84	RT	52		8		416.0		46
STA 59+75 TO STA 61+02	LT	127	2	5	254.0	635.0	71	9.6
STA 59+84 TO STA 61+32	RT	148		5		740.0		82
BRIDGE								
STA 65+56 TO STA 67+70	LT	214		5		1070.0		119
STA 65+84 TO STA 67+20	RT	136		5		680.0		76
STA 67+70 TO STA 77+75	LT	1005	2	3	2010.0	3015.0	335	76.3
STA 67+20 TO STA 75+86	RT	866	2	3	1732.0	2598.0	289	65.8
STA 75+86 TO STA 76+49	RT	63		8		504.0		56
STA 76+49 TO STA 78+07	RT	158	2	3	316.0	474.0	53	12.0
TOTAL					8688.0	16448.0	1830	329.9

SHORT TERM PAVEMENT MARKING SCHEDULE

LOCATION	SHORT-TERM PAVEMENT MARKING	SHORT-TERM PAVEMENT MARKING REMOVAL	PAVEMENT MARKING BLACKOUT TAPE, 5"	TEMPORARY PAVEMENT MARKING TAPE TYPE IV 24"
STATION	FOOT	SQ FT	FOOT	FOOT
STAGE 1	1907	428	375	24
STAGE 2	1959	782	450	24
TOTAL	3866	1210	825	48

ENTRANCE SCHEDULE

LOCATION	AREA	AGGREGATE SURFACE COURSE TYPE B
STATION	SQ FT	TON
RT STA 53+32.37	661	33
LT STA 55+74.10	645	33
RT STA 59+56.57	661	33
RT STA 76+17.49	400	20
TOTAL		119

GUARDRAIL SCHEDULE

LOCATION		SIDE	LENGTH OF NEED	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FT	TRAFFIC BARRIER TERMINAL TYPE 6	TBT TYPE 1 (SPL) TANGENT	TBT TYPE 1 (SPL) FLARED	GUARDRAIL REFLECTORS TYPE A	LINEAR DELINEATOR PANELS 4 INCH	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL AGG EROSION CONTROL
STATION	REFERENCE		FOOT	FOOT	FOOT	EACH	FOOT	EACH	EACH	EACH	EACH	TON
STA 66+91.78 TO STA 65+43.78	APPROACHING	RT	148.0	1122	75.0	1		1	4	4	1	41.7
STA 61+19.40 TO STA 60+37.90	DEPARTING	RT	81.5	151	12.5	1	1		4	4	1	18.7
STA 60+01.45 TO STA 61+44.60	APPROACHING	LT	143.2	1045	75.0	1	1		4	4	1	21.2
STA 65+68.98 TO STA 66+42.98	DEPARTING	LT	74.0	88		1	1		4	4	1	34.5
TOTAL				2406	162.5	4	3	1	16	16	4	116.1

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	DRAWN -	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/2/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 17
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68698	

MOBILIZATION SCHEDULE	
LOCATION	L SUM
IL 17 / IL 91	1
TOTAL	1

CONSTRUCTION LAYOUT SCHEDULE	
LOCATION	L SUM
IL 17 / IL 91	1
TOTAL	1

PATCHING SCHEDULE						
LOCATION STATION	LANE	LENGTH FEET	WIDTH FEET	AREA SQ FT	PARTIAL DEPTH PATCHING (SPL) 3 INCHES	PARTIAL DEPTH PATCHING
					SQ YD	TON
STA 70+75	FULL WIDTH	6	24	144	16	2.7
STA 70+00	FULL WIDTH	6	24	144	16	2.7
STA 56+01	EB	15	12	180	20	3.4
STA 55+50	WB	8	12	96	10.7	1.8
STA 54+00	EB	6	12	72	8	1.3
TOTAL					70.7	11.9

SEEDING SCHEDULE										
LOCATION		LENGTH	AREA	AREA	SEEDING CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	
STATION		FOOT	SQ FT	ACRE	ACRE	POUND	POUND	POUND	ACRE	
STA 49+28	TO STA 55+74	LT	646	6753	0.16	14	14	14	0.16	
STA 49+28	TO STA 53+32	RT	404	11285	0.26	23	23	23	0.26	
STA 55+74	TO STA 61+00	LT	526	10464	0.24	22	22	22	0.24	
STA 53+32	TO STA 59+46	RT	614	24085	0.55	50	50	50	0.55	
STA 59+67	TO STA 61+33	RT	166	3542	0.08	7	7	7	0.08	
STA 65+57	TO STA 77+70	LT	1213	28746	0.66	59	59	59	0.66	
STA 65+91	TO STA 75+95	RT	1004	35171	0.81	73	73	73	0.81	
STA 76+30	TO STA 78+00	RT	170	2206	0.05	5	5	5	0.05	
TOTAL				2.8	2.8	253	253	253	2.8	

CULVERT SCHEDULE							
LOCATION	LENGTH	PIPE CULVERT REMOVAL	PIPE CULVERT CLASS D TYPE 1 12"	PIPE CULVERT CLASS D TYPE 2 18"	INLET AND PIPE PROTECTION	STEEL FLARED END SECTION 12"	STEEL FLARED END SECTION 18'
STATION	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH
STA 53+10 TO STA 53+50	40	40					
STA 53+10 TO STA 53+54	44		44		2	2	
STA 59+80 TO STA 60+09	29	29					
STA 59+35 TO STA 59+74	39			39	2		2
TOTAL	113	69	44	39	4	2	2

PERMANENT SURVEY MARKERS	
LOCATION	PERMANENT SURVEY MARKERS TYPE I
STATION	EACH
STA 50+88.50	5
STA 60+36.82	5
STA 70+18.79	5
STA 77+60.21	5
TOTAL	20

ENGINEER'S FIELD OFFICE, TYP A	
LOCATION	CAL MO
IL 17/IL 91	10
TOTAL	10

CHANGEABLE MESSAGE SIGN	
LOCATION	CAL DA
IL 17/IL 91	14
TOTAL	14

* NOTE: 7 DAYS EACH SIGN

R.O.W. MARKER SCHEDULE			
LOCATION	SIDE	OFFSET	FURISHING AND ERECTING ROW MARKERS
STATION		FOOT	EACH
STA 55+00	RT	63.8	1
STA 57+00	LT	40	1
STA 57+50	RT	67.3	1
STA 57+50	LT	50	1
STA 60+50	LT	50	1
STA 60+85	LT	125	1
STA 61+00	RT	59.3	1
STA 61+92	RT	56	1
STA 62+62	RT	66	1
STA 62+65	LT	165	1
STA 66+00	LT	55	1
STA 66+50	RT	70	1
STA 67+00	RT	65	1
STA 69+00	RT	60	1
STA 70+00	LT	55	1
STA 71+00	LT	50	1
STA 74+75	RT	60	1
STA 75+50	LT	50	1
STA 76+00	LT	35	1
STA 76+50	RT	35	1
TOTAL			20

STONE RIPRAP SCHEDULE					
LOCATION	TOP AREA	BOTTOM AREA	STONE TOE	STONE RIPRAP CLASS A5	STONE RIPRAP CLASS A5
STATION	OFFSET	CU YD	CU YD	TON	SQ YD
STEAM BARBS					
NO. 1 STA 60+61	57'	78	133	316.7	
NO. 2 STA 63+29	103'	78	133	316.7	
NO. 3 STA 65+54	52'	78	133		
NO. 4 STA 65+06	70'	78	133	129.6	1144.4
NO. 5 STA 65+57	93'	78	133		
NO. 6 STA 66+03	129'	78	133	316.7	
NO. 7 STA 66+38	178'	78	133	316.7	
NO. 8 STA 66+69	229'	78	133	316.7	
SPOON RIVER					7032
TOTAL				2727.9	7032

EROSION CONTROL SCHEDULE						
LOCATION	LENGTH	AREA	AREA	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER
STATION	FOOT	SQ FT	ACRE	POUND	FOOT	FOOT
STA 49+28 TO STA 55+74	LT	646	6753	0.16	16	30
STA 55+74 TO STA 61+04	LT	530	10464	0.24	24	20
STA 61+04 TO STA 65+59	LT	455			BRIDGE	
STA 65+59 TO STA 77+70	LT	1211	28746	0.66	66	1238
STA 49+28 TO STA 53+32	RT	404	11285	0.26	26	10
STA 53+32 TO STA 59+46	RT	614	24085	0.55	55	10
STA 59+67 TO STA 61+30	RT	163	3542	0.08	8	10
STA 61+30 TO STA 65+85	RT	455			BRIDGE	
STA 65+85 TO STA 75+95	RT	1010	35171	0.81	81	1100
STA 76+30 TO STA 78+00	RT	170	2206	0.05	5	173
TOTAL				2.81	281	80

TRAFFIC CONTROL AND PROTECTION SCHEDULE												
LOCATION	TEMP. BRIDGE TRAFFIC SIGNALS	CHANGEABLE MESSAGE SIGN *	TRAFFIC CONTROL AND PROTECTION, STD 701316	TRAFFIC CONTROL AND PROTECTION, STD 701321	TRAFFIC CONTROL AND PROTECTION, STD 701201	TRAFFIC CONTROL SURVEILLANCE	TEMPORARY CONCRETE BARRIER	PINNING TEMP CONC BARRIER	RELOCATE TEMP. CONCRETE BARRIER	IMPACT ATTN, TEMP (NON-REFLECTIVE), TEST LEVEL 3	IMPACT ATTN, RELOCATE (NON-REFLECTIVE), TEST LEVEL 3	BARRICADES, TYPE III
	EACH	CAL DAY	EACH	EACH	L SUM	CAL DAY	FOOT	EACH	FOOT	EACH	EACH	EACH
IL 17 / IL 91	1	14	1	1	1	40	825	36	825	2	2	2
TOTAL	1	14	1	1	1	40	825	36	825	2	2	2

*NOTE: FOR CHANGEABLE MESSAGE SIGN 7 DAYS EACH SIGN

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PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/2/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE:	SHEET 1	OF 2	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	18
			CONTRACT NO. 68698	
		ILLINOIS	FED. AID PROJECT	

EARTHWORK EXCAVATION SCHEDULE

LOCATION	SIDE	LENGTH	AREA	AREA	TOPSOIL FURNISH AND PLACE, 4"	EARTH EXCAVATION	EXCAVATION TO USED IN EMBARKMENT ADJUSTED FOR 25% SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION EARTHWORK BAL	CHANNEL EXCAVATION
STATION	FOOT	FOOT	SQ FT	SQ YD	SQ YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
TOPSOIL FURNISH											
STA 49+50 TO STA 61+02	LT	1152	17216.4	1912.9	1913						
STA 49+50 TO STA 61+32	RT	1182	38912	4323.6	4324						
STA 65+67 TO STA 77+66	LT	1199	28746.1	3194.0	3194						
STA 65+44 TO STA 78+00	RT	1256	37377.3	4153.0	4153						
EARTH EXCAVATION											
STA 50+00 TO STA 50+50	RT/LT	50	36.83	4.09		68	51	8	43		
STA 50+50 TO STA 51+00	RT/LT	50	57.93	6.44		107	80	7	73		
STA 51+00 TO STA 51+50	RT/LT	50	59.83	6.65		111	83	6	77		
STA 51+50 TO STA 52+00	RT/LT	50	44.28	4.92		62	42	5	57		
STA 52+00 TO STA 52+50	RT/LT	50	33.50	3.72		62	47	2	45		
STA 52+50 TO STA 53+00	RT/LT	50	39.05	4.34		72	54	1	53		
STA 53+00 TO STA 53+32	RT/LT	32	33.48	3.72		40	30		30		
STA 53+32 TO STA 53+50	RT/LT	18	17.30	1.92		12	9		9		
STA 53+50 TO STA 54+00	RT/LT	50	67.60	7.51		125	94	1	93		
STA 54+00 TO STA 54+50	RT/LT	50	122.78	13.64		227	170	2	168		
STA 54+50 TO STA 55+00	RT/LT	50	113.03	12.56		209	157	1	156		
STA 55+00 TO STA 55+74	RT/LT	74	131.15	14.57		359	269		269		
STA 55+74 TO STA 56+00	RT/LT	26	162.13	18.01		156	117		117		
STA 56+00 TO STA 56+50	RT/LT	50	163.15	18.13		302	227	1	226		
STA 56+50 TO STA 57+00	RT/LT	50	165.45	18.38		306	230	2	228		
STA 57+00 TO STA 57+50	RT/LT	50	166.45	18.49		308	231	2	229		
STA 57+50 TO STA 58+00	RT/LT	50	178.43	19.83		330	248	2	246		
STA 58+00 TO STA 58+50	RT/LT	50	190.38	21.15		353	265	3	262		
STA 58+50 TO STA 59+00	RT/LT	50	174.68	19.41		323	242	3	239		
STA 59+00 TO STA 59+50	RT/LT	50	85.38	9.49		158	119	2	117		
STA 59+50 TO STA 59+57	RT/LT	7	12.13	1.35		3	2		2		
STA 59+57 TO STA 60+00	RT/LT	43	50.70	5.63		81	61	1	60		
STA 60+00 TO STA 60+50	RT/LT	50	60.75	6.75		113	85	16	69		
STA 60+50 TO STA 61+00	RT/LT	50	23.88	2.65		44	33	31	2		
STA 61+00 TO STA 61+17	RT/LT	17	8.18	0.91		5	4	6		2	
STA 61+17 TO STA 65+70											
BRIDGE											
STA 65+70 TO STA 66+00	RT/LT	30	2.53	0.28		3	2	164		162	
STA 66+00 TO STA 66+50	RT/LT	50	5.10	0.57		9	7	487		480	
STA 66+50 TO STA 67+00	RT/LT	50	5.40	0.60		10	8	355		347	
STA 67+00 TO STA 67+50	RT/LT	50	5.85	0.65		11	8	267		259	
STA 67+50 TO STA 68+00	RT/LT	50	6.30	0.70		12	9	273		264	
STA 68+00 TO STA 68+50	RT/LT	50	6.38	0.71		12	9	276		267	
STA 68+50 TO STA 69+00	RT/LT	50	6.38	0.71		12	9	244		235	
STA 69+00 TO STA 69+50	RT/LT	50	6.35	0.71		12	9	216		207	
STA 69+50 TO STA 70+00	RT/LT	50	6.35	0.71		12	9	206		197	
STA 70+00 TO STA 70+50	RT/LT	50	6.33	0.70		12	9	238		229	
STA 70+50 TO STA 71+00	RT/LT	50	6.10	0.68		11	8	264		256	
STA 71+00 TO STA 71+50	RT/LT	50	6.20	0.69		11	8	263		255	
STA 71+50 TO STA 72+00	RT/LT	50	6.28	0.70		12	9	264		255	
STA 72+00 TO STA 72+50	RT/LT	50	6.15	0.68		11	8	262		254	
STA 72+50 TO STA 73+00	RT/LT	50	6.28	0.70		12	9	247		238	
STA 73+00 TO STA 73+50	RT/LT	50	6.50	0.72		12	9	234		225	
STA 73+50 TO STA 74+00	RT/LT	50	6.10	0.68		11	8	241		233	
STA 74+00 TO STA 74+50	RT/LT	50	5.65	0.63		10	8	253		245	
STA 74+50 TO STA 75+00	RT/LT	50	5.45	0.61		10	8	214		206	
STA 75+00 TO STA 75+50	RT/LT	50	5.28	0.59		10	8	105		97	
STA 75+50 TO STA 76+00	RT/LT	50	7.50	0.83		14	11	18		7	
STA 76+00 TO STA 76+50	RT/LT	50	10.03	1.11		19	14		14		
STA 76+50 TO STA 77+00	RT/LT	50	8.10	0.90		15	11	6	5		
STA 77+00 TO STA 77+50	RT/LT	50	4.85	0.54		9	7	18		11	
STA 77+50 TO STA 77+78	RT/LT	28	2.98	0.33		3	2	11		9	
SUB-TOTAL				26874.8	13584	4231	3177	5228	2889	4940	6737
CHANNEL EXCAVATION											
TOTAL					13584	4231	3177	5228	2889	4940	6737

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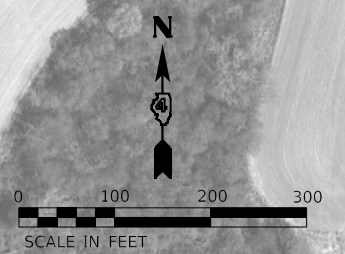
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PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	19
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				



END PROJECT
STA. 78+00

PROP. PERMANENT SURVEY
MARKER, TYPE I
P.T. STA. 77+60.21
N = 1602241.1760
E = 2397981.2011

EXISTING IL 17/IL 91 CL

PROP. PERMANENT SURVEY
MARKER, TYPE I
P.C. STA. 70+18.79
N = 1601992.4910
E = 2398666.0046

PI STA. = 74+02.99
Δ = 37° 03' 33" (LT)
D = 4° 59' 54"
R = 1,146.28'
T = 384.20'
L = 741.42'
E = 62.67'
e = 5.93%
T.R. = 39'
S.E. RUN = 152'
P.C. STA. = 70+18.79
P.T. STA. = 77+60.21

CONTROL POINT 3
N = 1601825.5760
E = 2398900.3500

A PERMANENT SURVEY MARKER, TYPE I
SHALL BE PLACED ON THE PROPOSED
BRIDGE IN ACCORDANCE WITH
DISTRICT 4 SPECIAL PROVISION 66704.

B.M. 1
SET RR SPIKE IN UTILITY POLE
SOUTH SIDE OF IL RTE. 17,
APPROX. STA. 52+75
ELEVATION = 676.22

B.M. 2
CHISELED SQUARE ON TOP OF
CURB IN NW QUADRANT OF
EXISTING SPOON RIVER BRIDGE
ELEVATION = 652.77

NOTE: ALL POINTS ARE IN
GROUND COORDINATES

PROP. PERMANENT SURVEY
MARKER, TYPE I
P.T. STA. 60+36.82
N = 1601381.3584
E = 2399434.6364

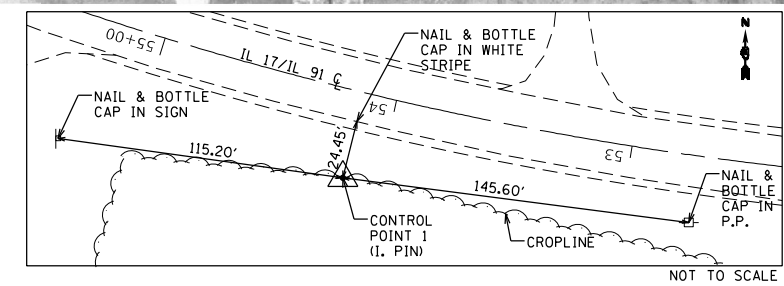
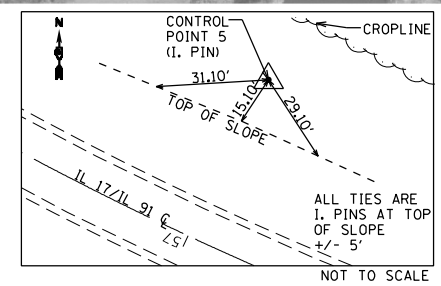
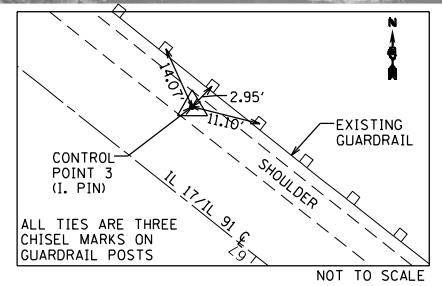
CONTROL POINT 5
N = 1601269.4840
E = 2399753.9990

PROP. PERMANENT SURVEY
MARKER, TYPE I
P.C. STA. 50+88.50
N = 1601070.1607
E = 2400312.1890

PI STA. = 55+80.77
Δ = 37° 55' 29" (RT)
D = 3° 59' 57"
R = 1,432.69'
T = 492.26'
L = 948.31'
E = 82.21'
e = 5.65%
T.R. = 39'
S.E. RUN = 145'
P.C. STA. = 50+88.50
P.T. STA. = 60+36.82

CONTROL POINT 1
N = 1601074.6470
E = 2399981.0480

BEGIN PROJECT
STA. 49+22



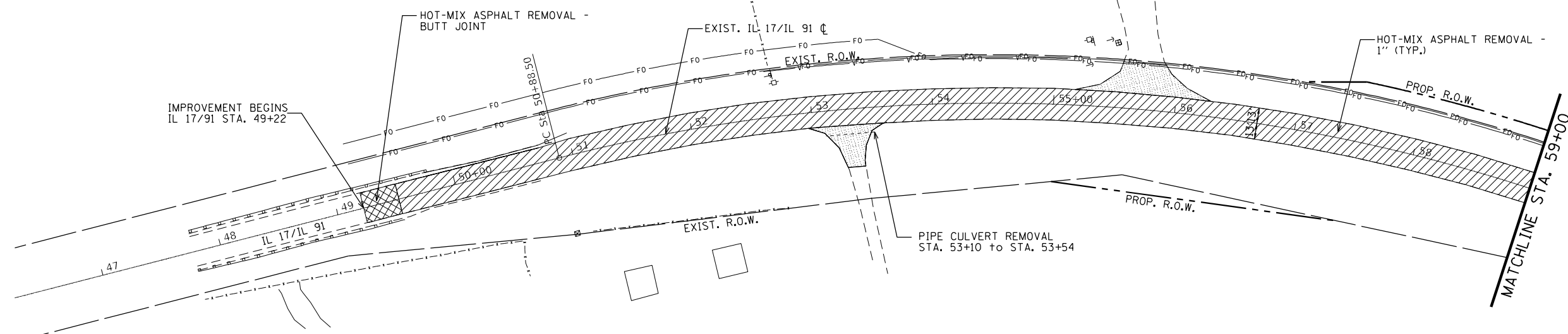
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DRAWN -	REVISED -	
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PLOT DATE = 3/2/2023	DATE -	REVISED -

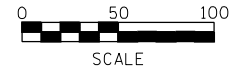
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 17/IL 91 ALIGNMENT, TIES, AND BENCHMARKS	
SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	20
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				



LEGEND	
	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL - 1"
	REMOVAL OF EXISTING STRUCTURE



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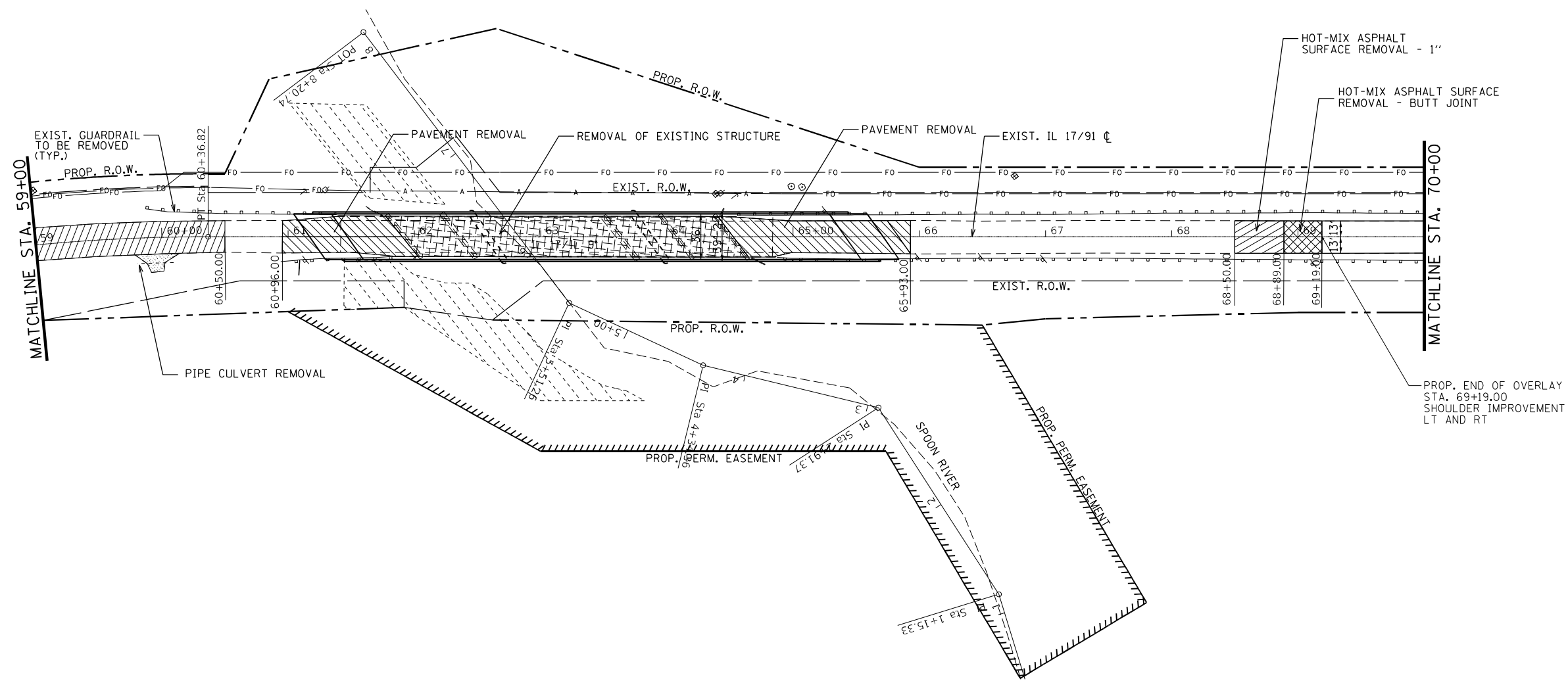
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PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

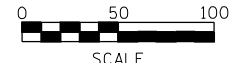
IL 17/IL 91
REMOVAL PLAN

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 21
CONTRACT NO. 68698			ILLINOIS FED. AID PROJECT	



LEGEND	
	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL - 1"
	REMOVAL OF EXISTING STRUCTURE
	PAVEMENT REMOVAL



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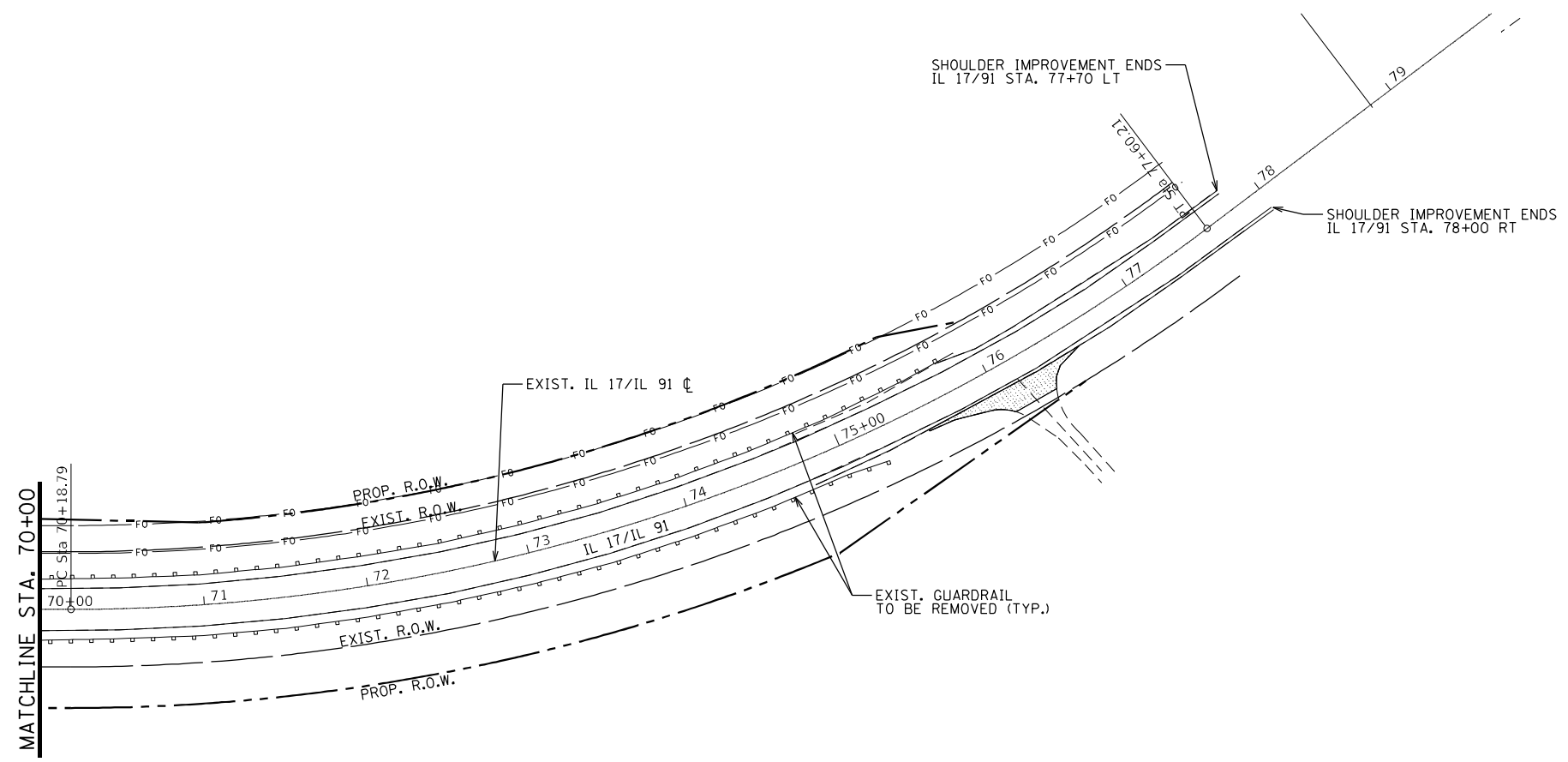
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PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

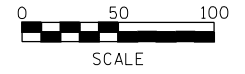
IL 17/1 91
REMOVAL PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	22
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				



LEGEND	
	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL - 1"
	REMOVAL OF EXISTING STRUCTURES
	PAVEMENT REMOVAL



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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
DRAWN -	REVISOR -	
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PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

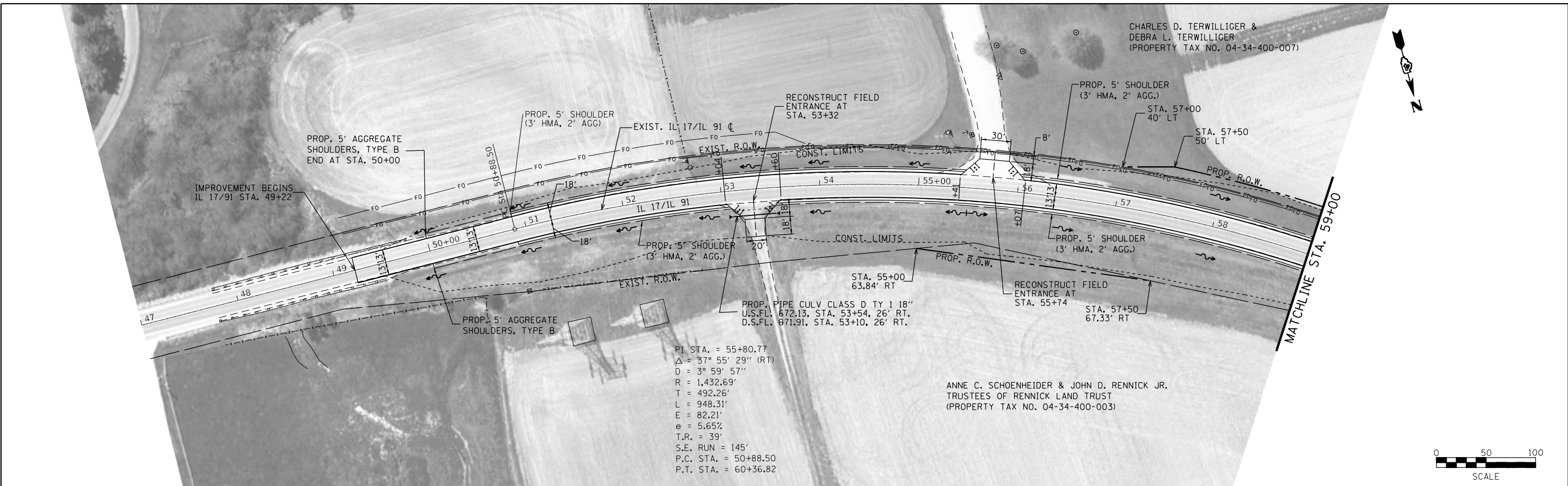
IL 17/IL 91			
REMOVAL PLAN			
SCALE:	SHEET 3	OF 3	SHEETS
	STA.		TO STA.

F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 23
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNMENT CHECKED	
	GRADE CHECKED	
	STRUCTURE NOTATION CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATION CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

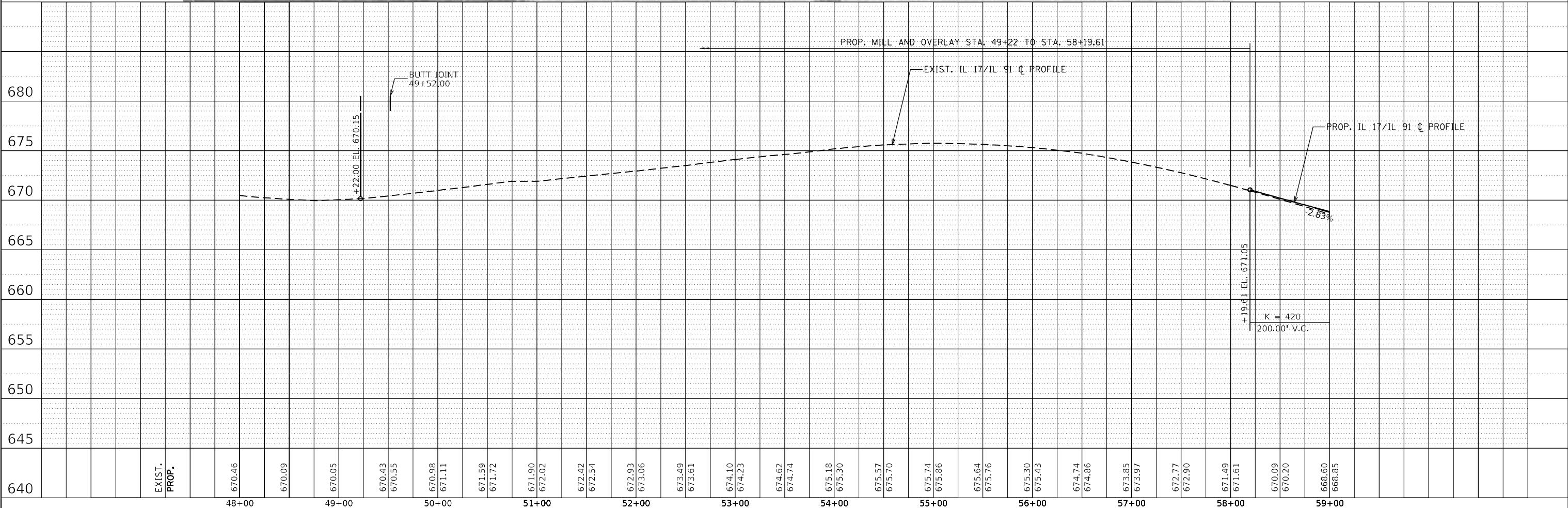
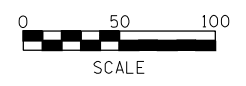
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PI STA. = 55+80.77
 Δ = 37° 55' 29" (RT)
 D = 3° 59' 57"
 R = 1,432.69'
 T = 492.26'
 L = 948.31'
 E = 82.21'
 e = 5.65%
 T.R. = 39'
 S.E. RUN = 145'
 P.C. STA. = 50+88.50
 P.T. STA. = 60+36.82

ANNE C. SCHOENHEIDER & JOHN D. RENNICK JR.
 TRUSTEES OF RENNICK LAND TRUST
 (PROPERTY TAX NO. 04-34-400-003)

CHARLES D. TERWILLIGER &
 DEBRA L. TERWILLIGER
 (PROPERTY TAX NO. 04-34-400-007)



48+00	49+00	50+00	51+00	52+00	53+00	54+00	55+00	56+00	57+00	58+00	59+00											
EXIST. 670.46	670.09	670.05	670.43 670.55	670.98 671.11	671.59 671.72	671.90 672.02	672.42 672.54	672.93 673.06	673.49 673.61	674.10 674.23	674.62 674.74	675.18 675.30	675.57 675.70	675.74 675.86	675.64 675.76	675.30 675.43	674.74 674.86	673.85 673.97	672.77 672.90	671.49 671.61	670.09 670.20	668.60 668.85

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PLOT SCALE = 100,000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 17/IL 91
 PLAN AND PROFILE**

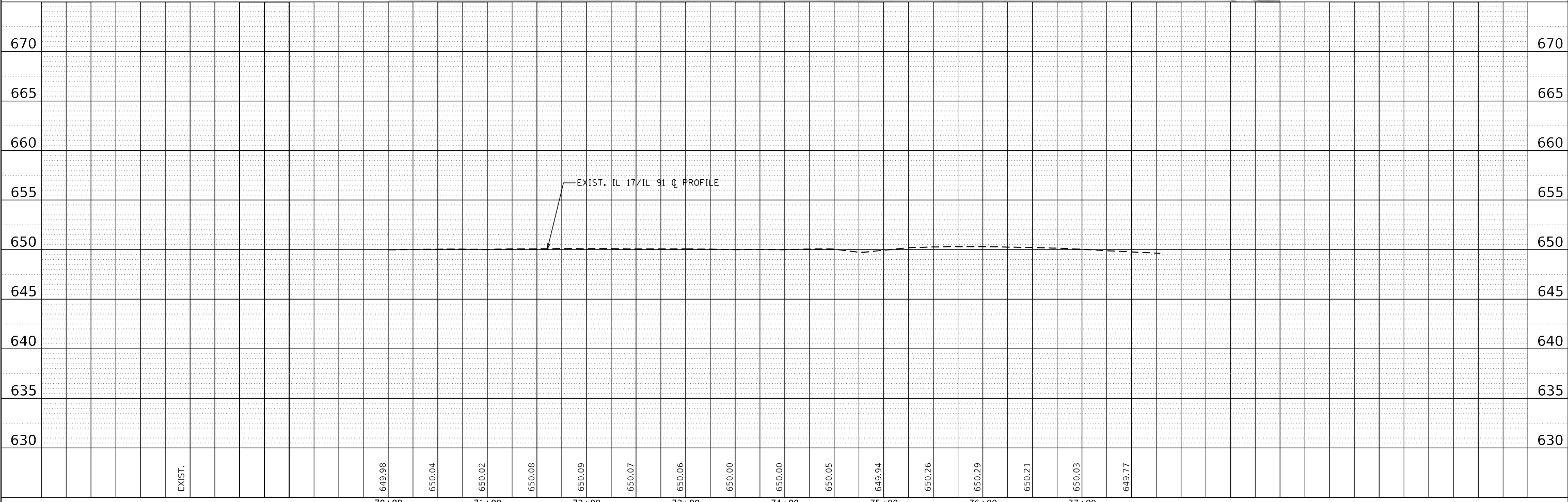
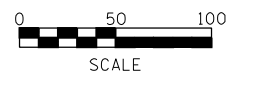
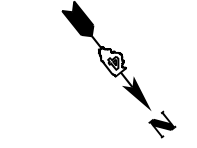
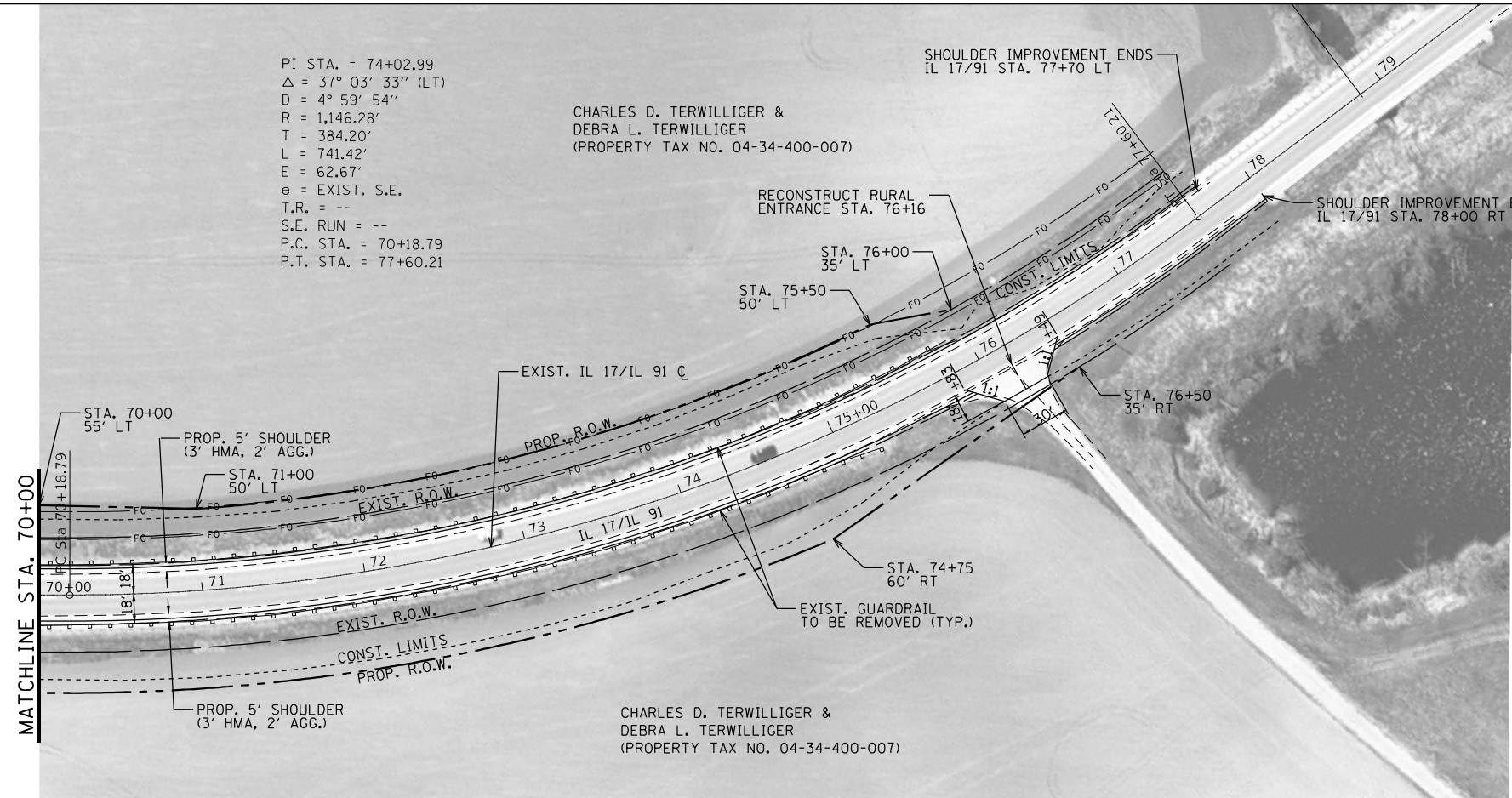
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F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 24
CONTRACT NO. 68698			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	ALIGNMENT CHECKED	
	GRADE CHECKED	
	STRUCTURE NOTATION CHECKED	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	ALIGNMENT CHECKED	
	GRADE CHECKED	
	STRUCTURE NOTATION CHECKED	
	CADD FILE NAME	

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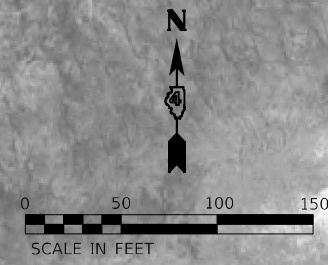
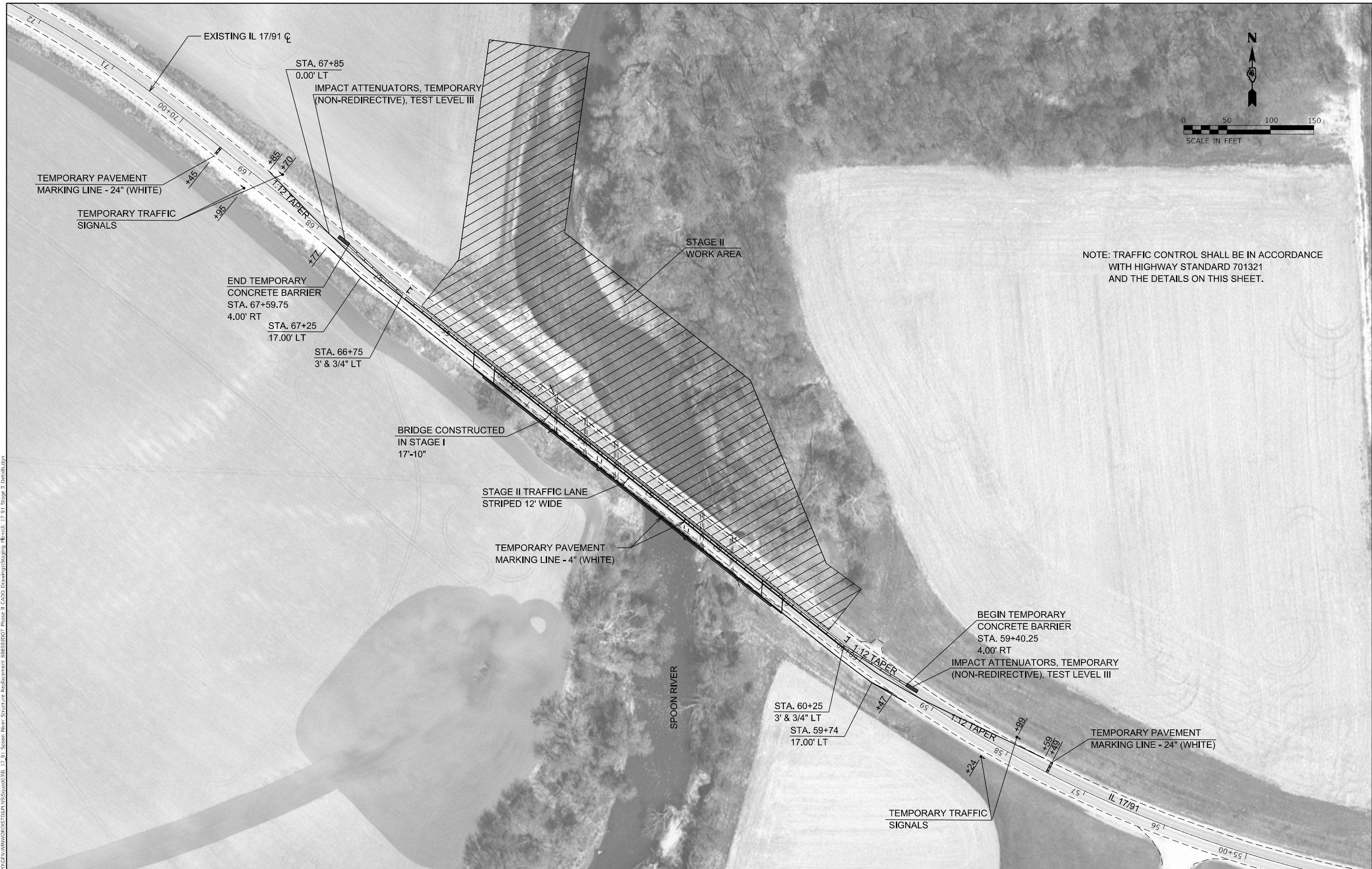


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PLOT DATE = 3/2/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 17/L 91 PLAN AND PROFILE			
SCALE:	SHEET 3	OF 3 SHEETS	STA. TO STA.

F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 26
			CONTRACT NO. 68698	
		ILLINOIS FED. AID PROJECT		



NOTE: TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321 AND THE DETAILS ON THIS SHEET.

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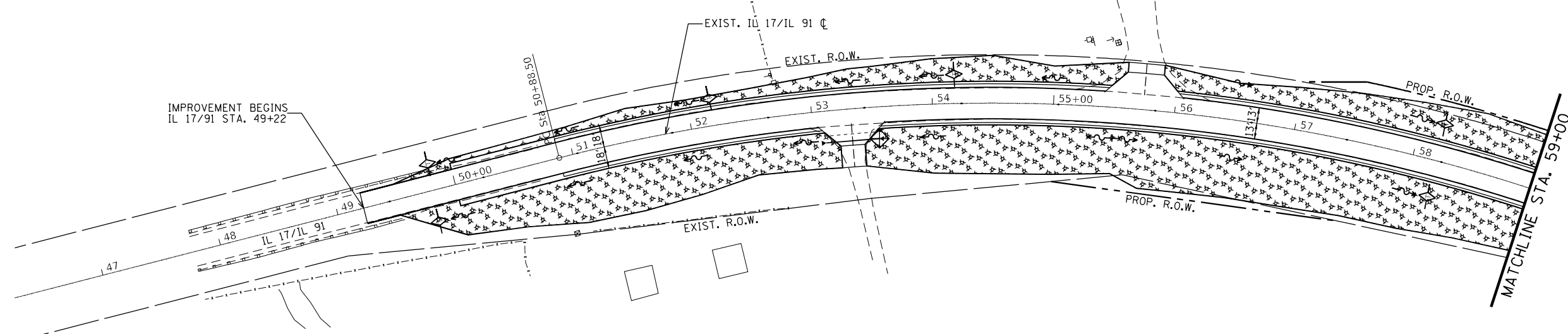
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PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

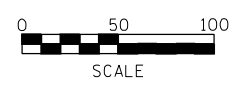
IL 17/L 91
SUGGESTED STAGE II PLAN

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 28
CONTRACT NO. 68698			ILLINOIS FED. AID PROJECT	



LEGEND	
	PERIMETER EROSION BARRIER
	TEMPORARY DITCH CHECK
	INLET AND PIPE PROTECTION
	TOPSOIL FURNISH AND PLACE 4", SEEDING CLASS 2A, MULCH, METHOD 2
	STONE RIPRAP



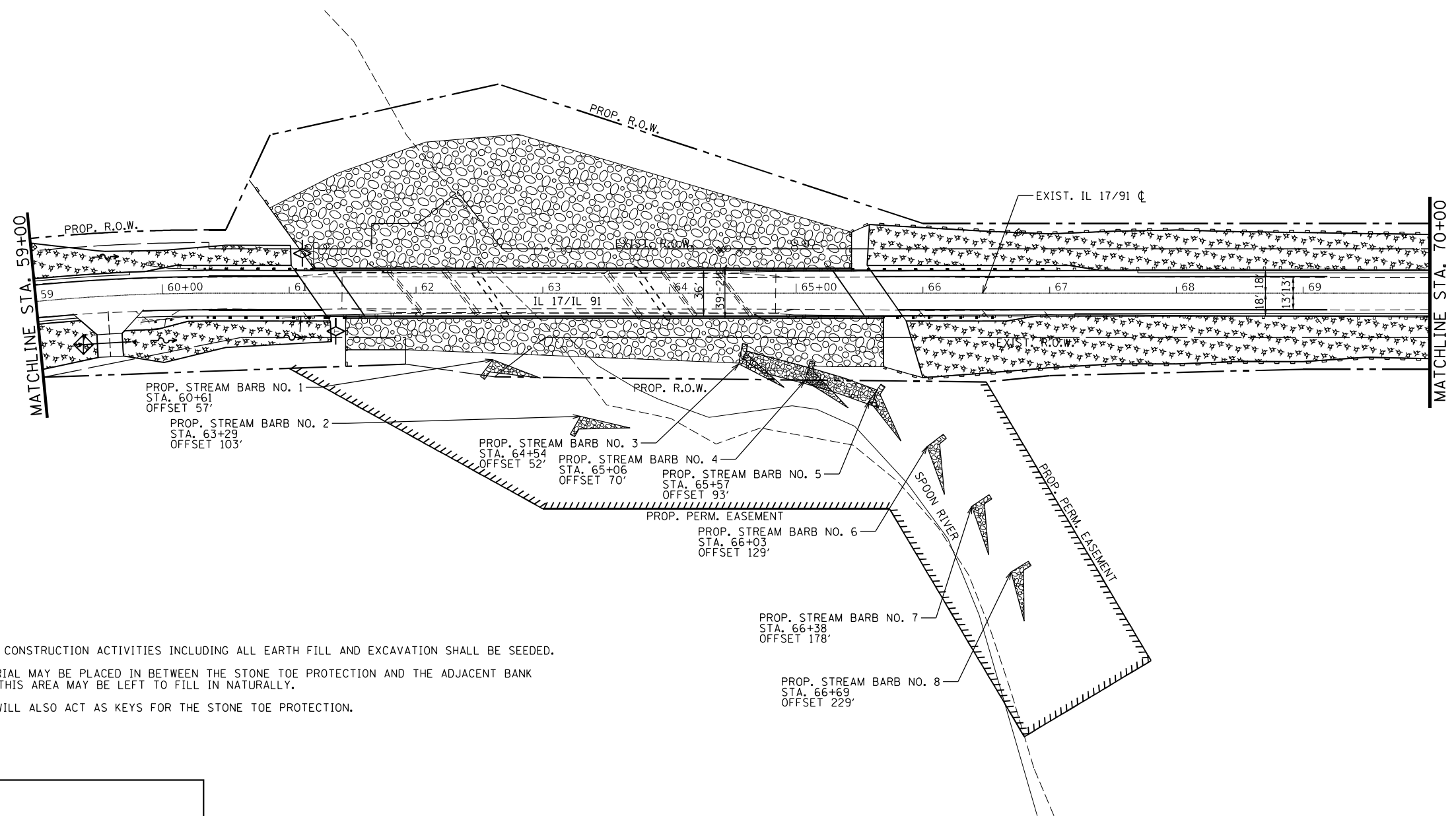
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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 17/IL 91			
EROSION CONTROL & STREAM BARB PLAN			
SCALE:	SHEET 1	OF 3 SHEETS	STA. TO STA.

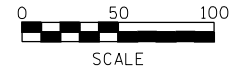
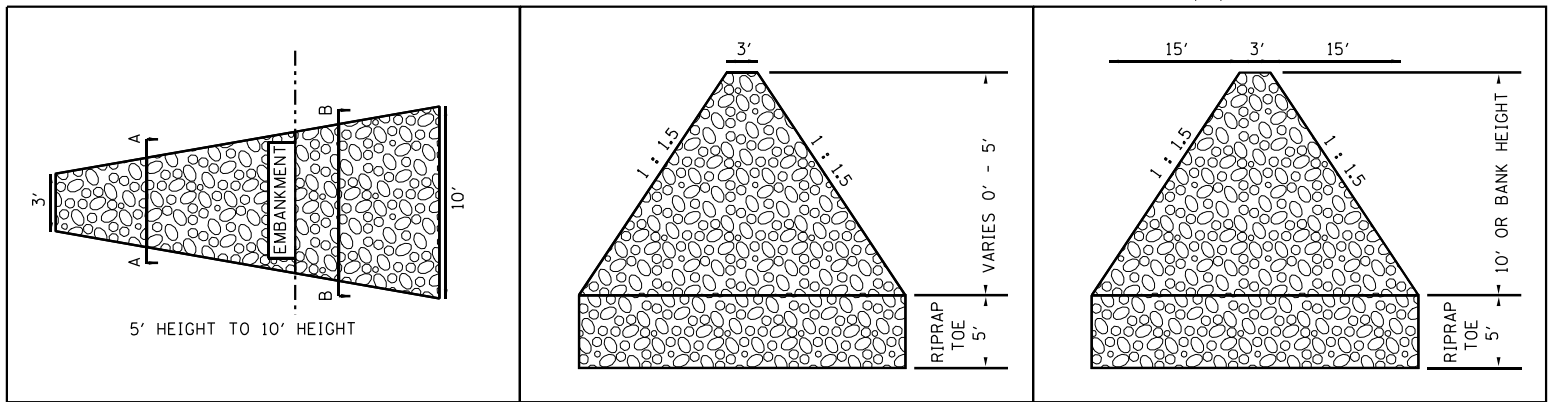
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	29
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				



GENERAL NOTES:

1. ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES INCLUDING ALL EARTH FILL AND EXCAVATION SHALL BE SEEDED.
2. EXCESS EXCAVATED MATERIAL MAY BE PLACED IN BETWEEN THE STONE TOE PROTECTION AND THE ADJACENT BANK TO RESHAPE THE SLOPE OR THIS AREA MAY BE LEFT TO FILL IN NATURALLY.
3. THE STREAM BARB KEYS WILL ALSO ACT AS KEYS FOR THE STONE TOE PROTECTION.

LEGEND	
	PERIMETER EROSION BARRIER
	TEMPORARY DITCH CHECK
	INLET AND PIPE PROTECTION
	TOPSOIL FURNISH AND PLACE 4", SEEDING CLASS 2A, MULCH, METHOD 2
	STONE RIPRAP



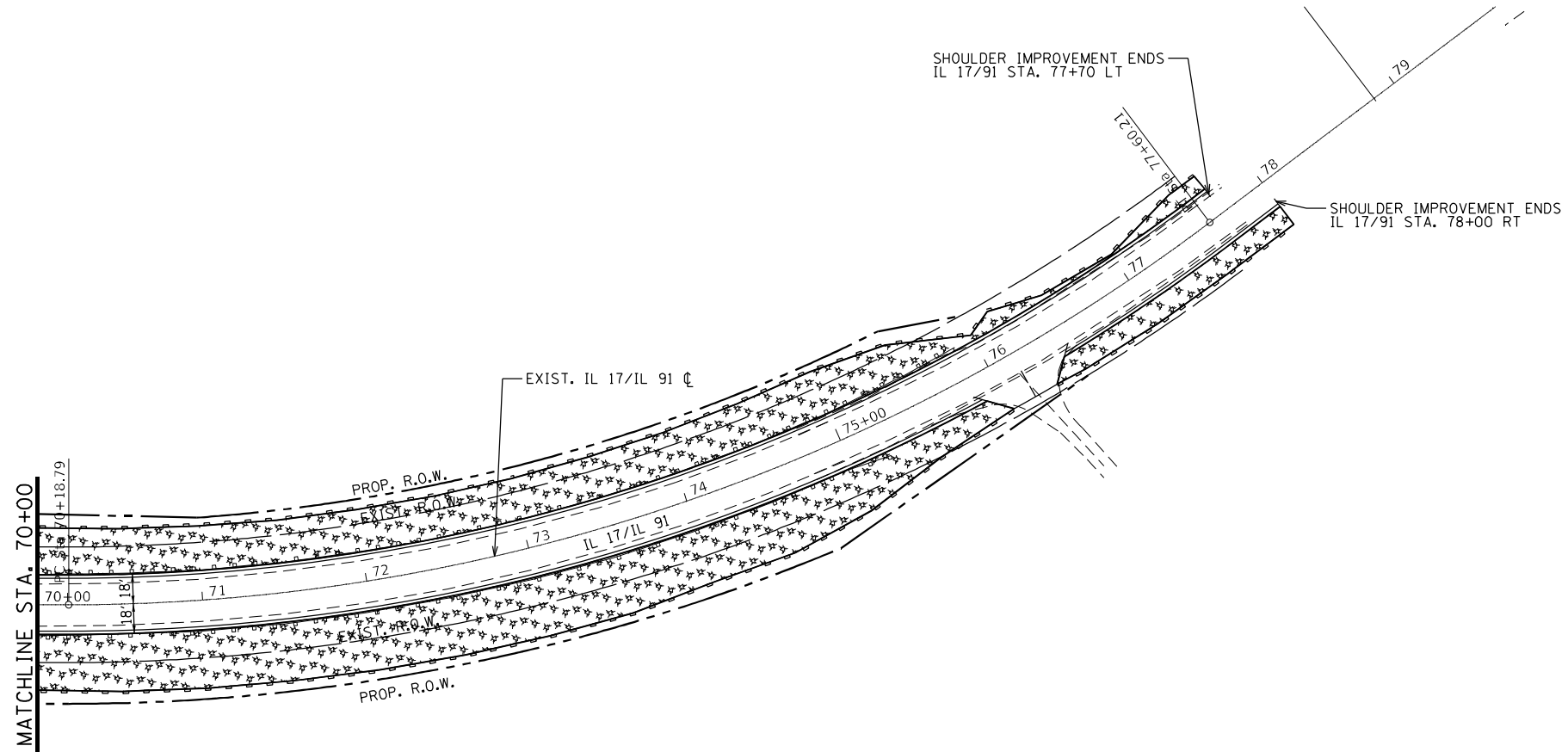
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PLOT DATE = 3/2/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

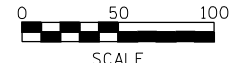
IL 17/L 91 EROSION CONTROL & STREAM BARB PLAN	
SCALE:	SHEET 2 OF 3 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	30
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				



LEGEND

- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK
- INLET AND PIPE PROTECTION
- TOPSOIL FURNISH AND PLACE 4", SEEDING CLASS 2A, MULCH, METHOD 2
- STONE RIPRAP



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	DRAWN -	REVISED -
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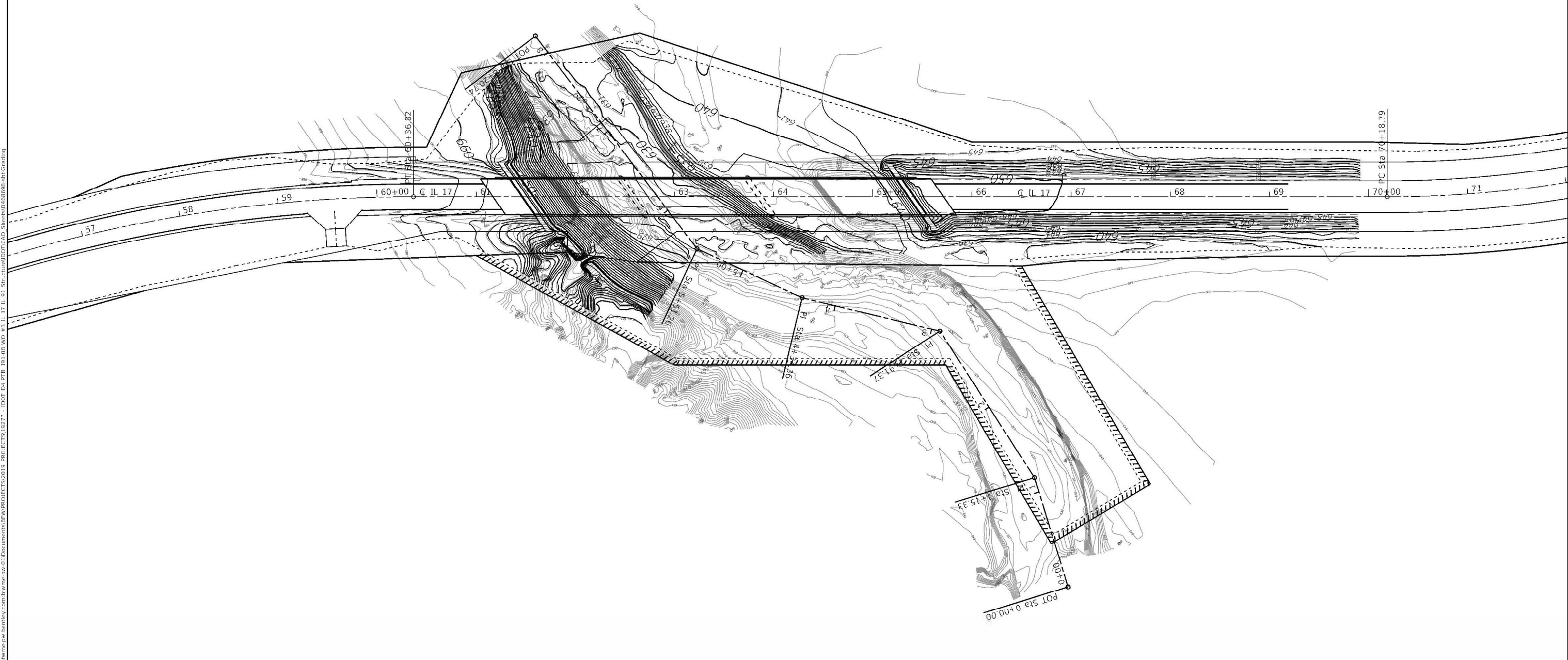
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL 17/IL 91		
EROSION CONTROL & STREAM BARB PLAN		
SCALE:	SHEET 3	OF 3 SHEETS
	STA.	TO STA.

F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 31
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				



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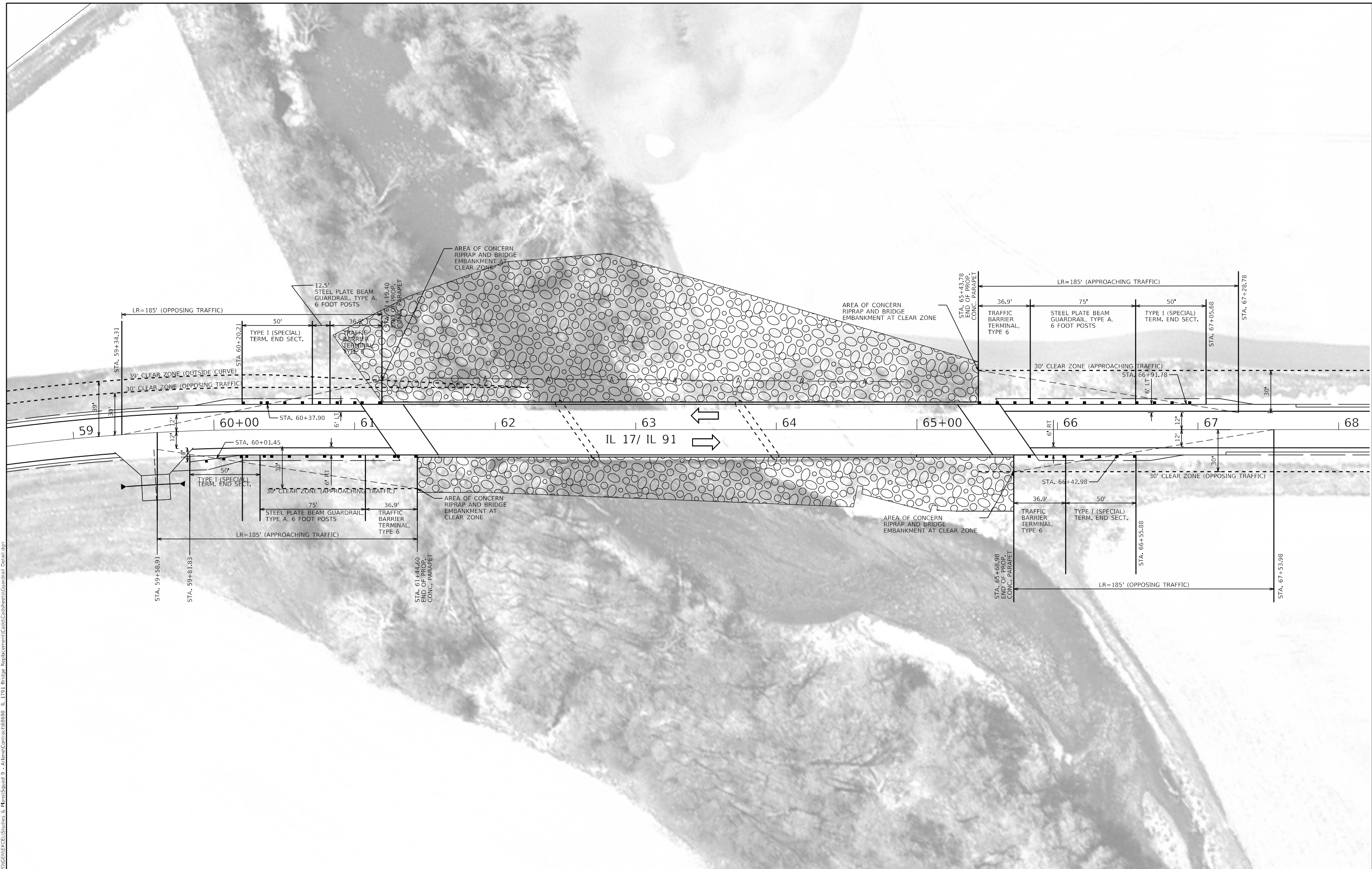
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	DRAWN - CWW	REVISED -
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PLOT DATE = 7/1/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GRADING PLAN			
IL 17			
SCALE: 1" = 50'	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	118(BR-1)	STARK	115	32
CONTRACT NO. 6669				
ILLINOIS FEDERAL AID PROJECT				

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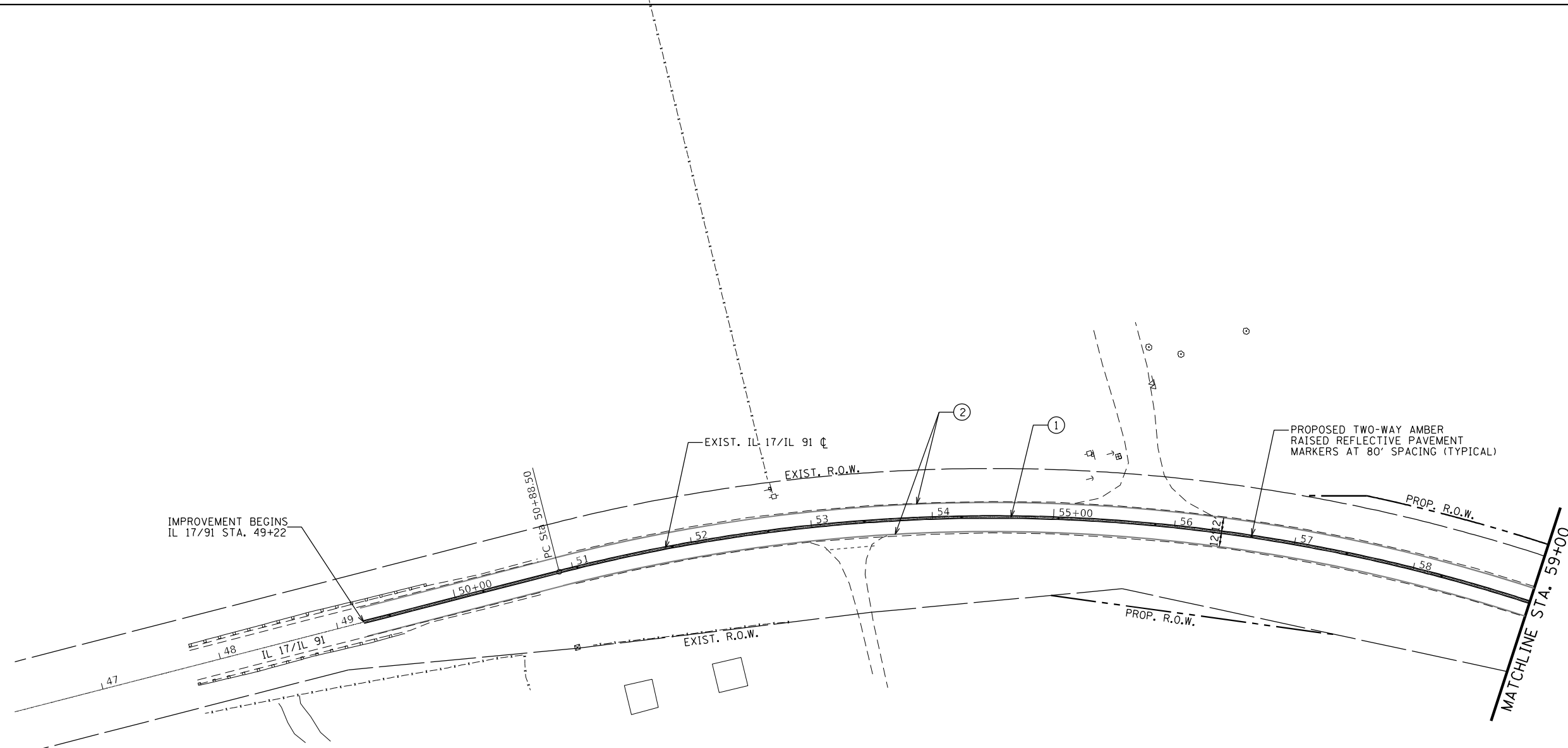


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	DRAWN -	REVISED -
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PLOT DATE = 3/23/2023	DATE -	REVISED -

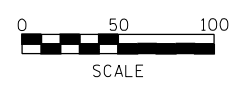
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL 17/ IL 91 GUARDRAIL DETAIL			
SCALE:	SHEET 1	OF 1	SHEETS
	STA. 58+90	TO STA. 68+00	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	33
CONTRACT NO. 68698			ILLINOIS FED. AID PROJECT	



MODIFIED URETHANE LEGEND	
①	4" SOLID DOUBLE YELLOW
②	4" SOLID WHITE
③	4" SOLID YELLOW
④	4" SKIP-DASH YELLOW



MODEL: Default
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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/2/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 17/IL 91 PAVEMENT MARKING PLAN			
SCALE:	SHEET 1	OF 3 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	34
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

WATERWAY INFORMATION TABLE

Drainage Area = 198 sq. mi.		Existing Overtopping Elev. = 649.65 @ Sta. 68+50							
		Proposed Overtopping Elev. = 649.86 @ Sta. 68+50							
Flood Event	Freq. Yr.	Discharge Cu.Ft./Sec.	Waterway Opening-Sq. Ft.		Natural H.W.E. Ft.	Head - Ft.		Headwater El. Ft.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	8,980	1,818	2,560	643.8	1.6	1.3	645.4	645.1
Design	50	13,800	2,070	2,933	645.1	2.5	1.9	647.6	647.0
Base	100	15,900	2,169	3,080	645.6	2.9	2.2	648.5	647.8
Scour Design Check	200	18,035	2,262	3,220	646.1	3.2	2.4	649.3	648.5
Overtopping Exist.	250	18,814	2,296	N/A	646.3	3.4	N/A	649.7	N/A
Overtopping Prop.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Max. Calc.	500	21,110	2,363	3,372	646.7	3.8	2.8	650.5	649.5

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)					Item 113
Event Limit State	E. Abut.	Pier 1	Pier 2	W. Abut.	
Q100	650.92	606.8	597.7	641.75	5
Q200	650.92	605.3	596.2	641.75	
Design	650.92	606.8	597.7	641.75	
Check	650.92	605.3	596.2	641.75	

STATION 63+44.19
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.P. 643 - SEC. 11B (BR-1)
 LOADING HL-93
 STRUCTURE NO. 088-0030

NAME PLATE
 See Std. 515001

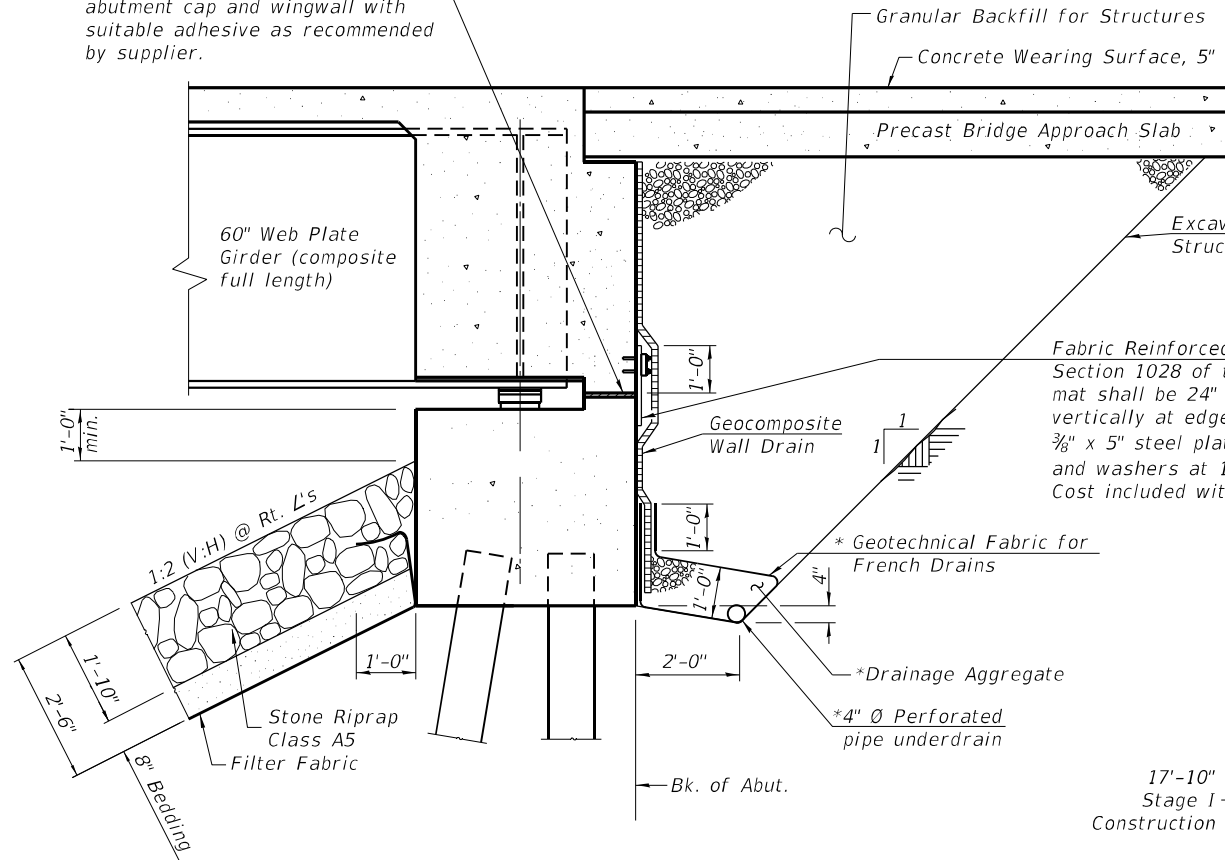
GENERAL NOTES

All new structural steel shall be hot dip galvanized. See Special Provision for "Hot-Dip Galvanizing for Structural Steel."
 Fasteners shall be ASTM F3125, Grade A325 Type 1, hot dip galvanized bolts. Bolts 7/8 in. Ø, holes 1 1/16 in. Ø, unless otherwise noted.
 Calculated weight of Structural Steel: AASHTO M 270 Gr. 50 = 876,650 lbs.
 AASHTO M 270 Gr. 36 = 35,890 lbs.
 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 the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 Expansion joint plates shall be shop painted with the inorganic zinc rich primer per AASHTO M 300, Type 1.
 The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
 Layout of the 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 abutments.
 Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
 Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
 When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 1) At least 72 hours shall have elapsed from the end of the previous pour.
 2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		7032	7032
Filter Fabric	Sq. Yd.		7032	7032
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		179	179
Cofferdam Excavation	Cu. Yd.		1161	1161
Cofferdam Type 2 (Location - 1)	Each		1	1
Cofferdam Type 2 (Location - 2)	Each		1	1
Concrete Structures	Cu. Yd.		761.8	761.8
Concrete Superstructure	Cu. Yd.	588.3		588.3
Bridge Deck Grooving	Sq. Yd.	1718		1718
Seal Coat Concrete	Cu. Yd.		222.1	222.1
Protective Coat	Sq. Yd.	2211		2211
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	5754		5754
Reinforcement Bars, Epoxy Coated	Pound	146910	90230	237140
Bar Splicers	Each	1260	398	1658
Mechanical Splicers	Each	12	484	496
Furnishing of Metal Shell Piles (14"x0.25")	Foot		2212	2212
Furnishing of Metal Shell Piles (16"x0.375")	Foot		5816	5816
Driving Piles	Foot		8028	8028
Test Pile Metal Shells	Each		4	4
Pile Shoes	Each		119	119
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	91		91
Elastomeric Bearing Assembly, Type I	Each	18		18
Anchor Bolts, 1 1/4"	Each	24		24
Anchor Bolts, 1 1/2"	Each	24		24
Temporary Soil Retention System	Sq. Ft.		1599	1599
Geocomposite Wall Drain	Sq. Yd.		157	157
Concrete Wearing Surface, 5"	Sq. Yd.	253		253
Precast Bridge Approach Slab	Sq. Ft.	2221		2221
Granular Backfill for Structures	Cu. Yd.		378	378
Drainage Scuppers, DS-11	Each	6		6
Pipe Underdrains for Structures, 4"	Foot		219	219

2" PJF (per Article 1051.09 of the Standard Specifications) bonded to abutment cap and wingwall with suitable adhesive as recommended by supplier.

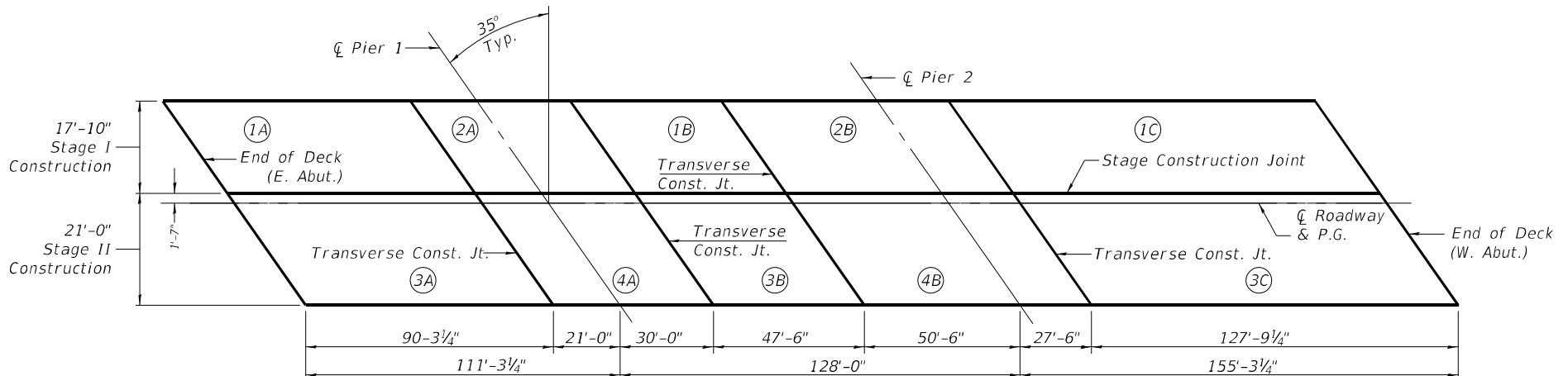


SECTION THRU SEMI-INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

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



DECK POURING SEQUENCE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL DATA
 STRUCTURE NO. 088-0030

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	38
CONTRACT NO. 68698				

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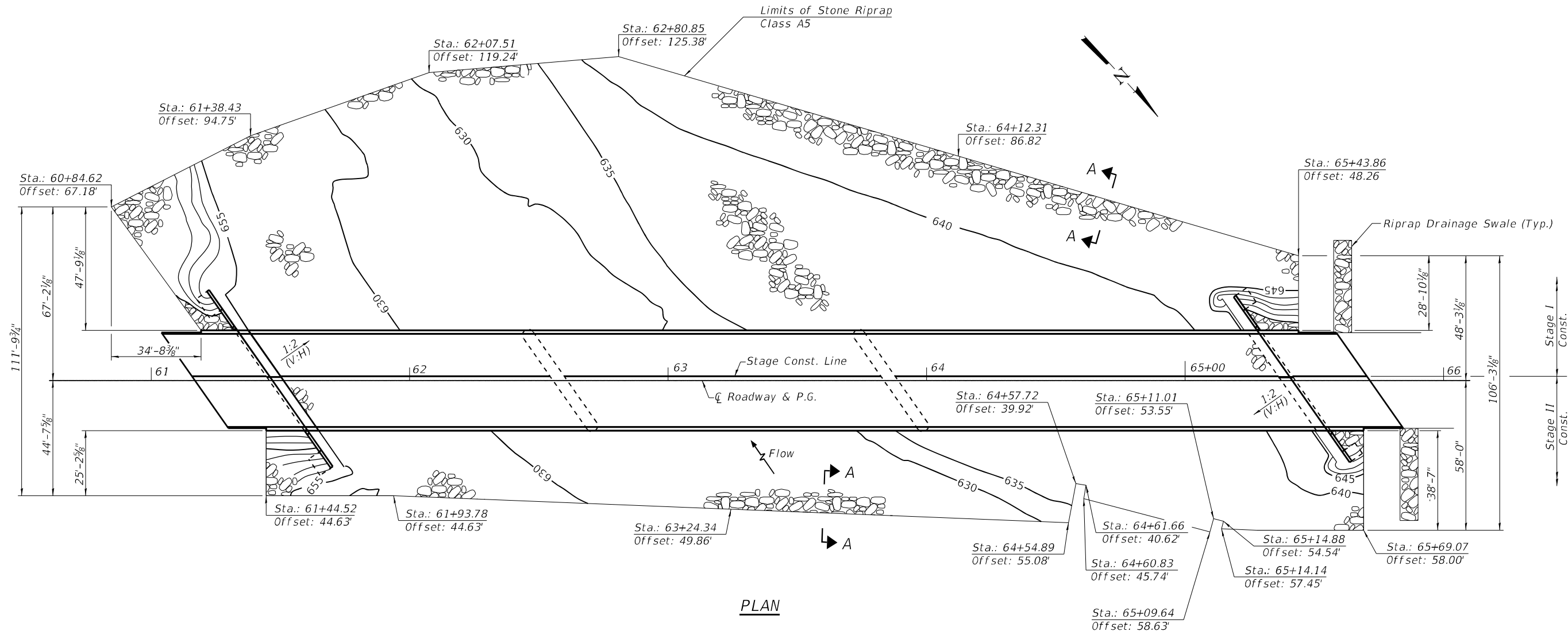


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PILOT SCALE	CHECKED - GBR	REVISED -
PLOT DATE	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

SHEET NO. 2 OF 49 SHEETS

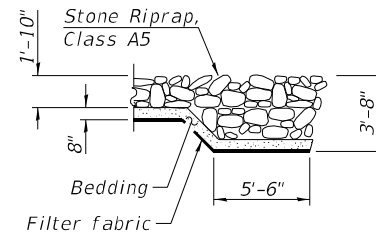
ILLINOIS FED. AID PROJECT

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PLAN

Note:
 See roadway plans for stream barb locations and details.
 See roadway plans for grading details.
 See roadway plans for riprap drainage swale details.



SECTION A-A



BACON FARMER WORKMAN
 ENGINEERS & ARCHITECTS, INC.

USER NAME =	DESIGNED - FAM	REVISED -
CHECKED - GBR	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 6/24/2022	CHECKED - GBR	REVISED -

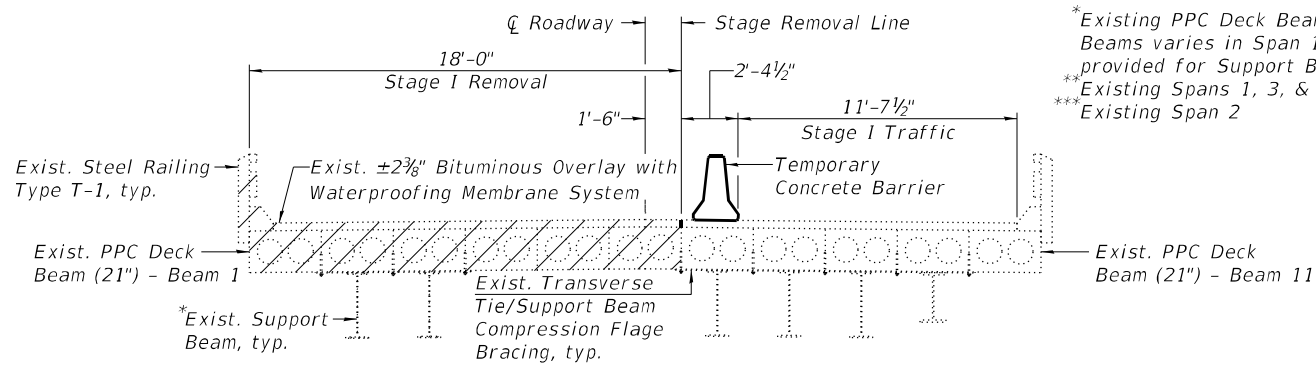
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

RIPRAP LAYOUT
 STRUCTURE NO. 088-0030

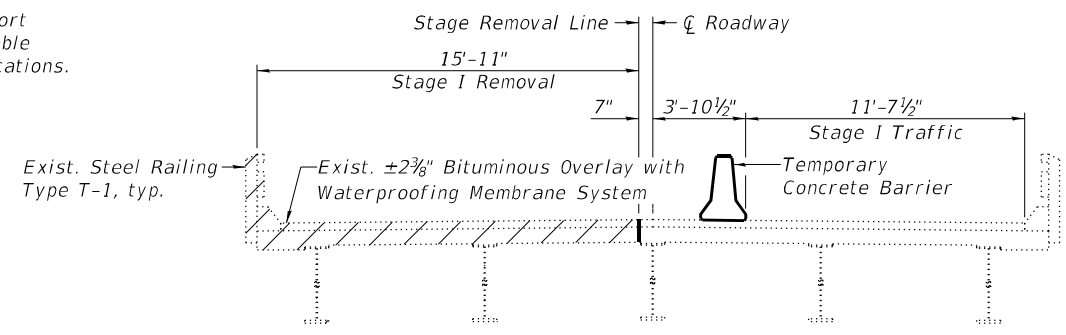
SHEET NO. 3 OF 49 SHEETS

F.A.P. RTE. 643	SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 39
CONTRACT NO. 68698			ILLINOIS FED. AID PROJECT	

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STAGE I REMOVAL & STAGE I TRAFFIC (EXISTING SPANS 1, 3, & 4)
 (Looking West)
 (Existing Span 1 shown; Existing Spans 3 & 4 Similar except as noted)

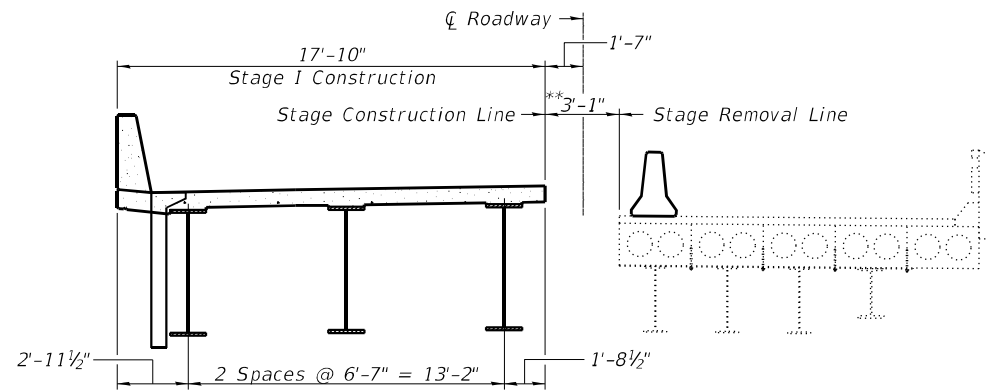


STAGE I REMOVAL & STAGE I TRAFFIC (EXISTING SPAN 2)
 (Looking West)

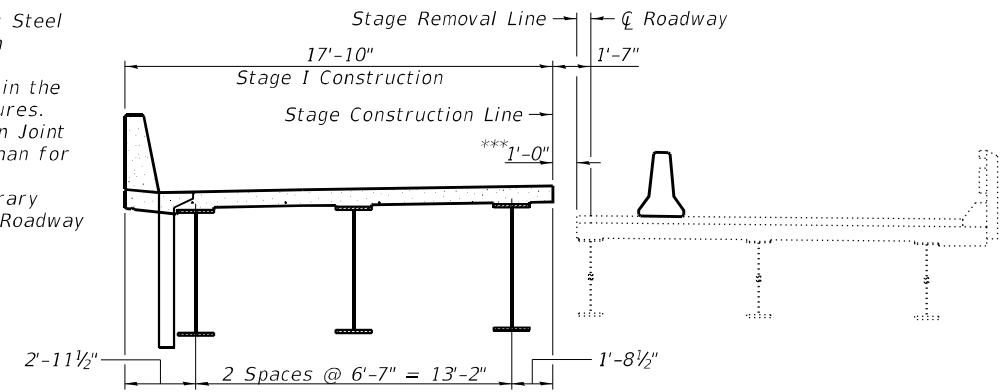
▨ - Indicates Removal of Existing Structure.

Notes:

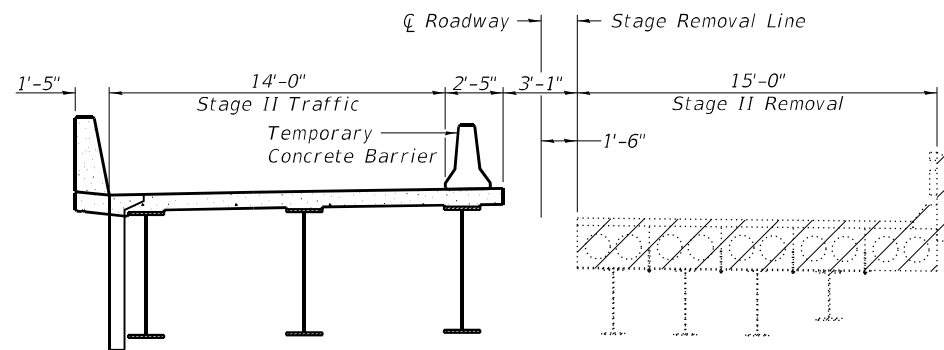
The cost of removing the Existing Steel Railing, the Bituminous Overlay with Waterproofing Membrane System, and the Support Beams is included in the Cost of Removal of Existing Structures.
 The location of Stage Construction Joint for the Substructure is different than for the Superstructure.
 See sheet 7 of 49 for the Temporary Concrete Barrier Details. See the Roadway Plans for the Quantity.



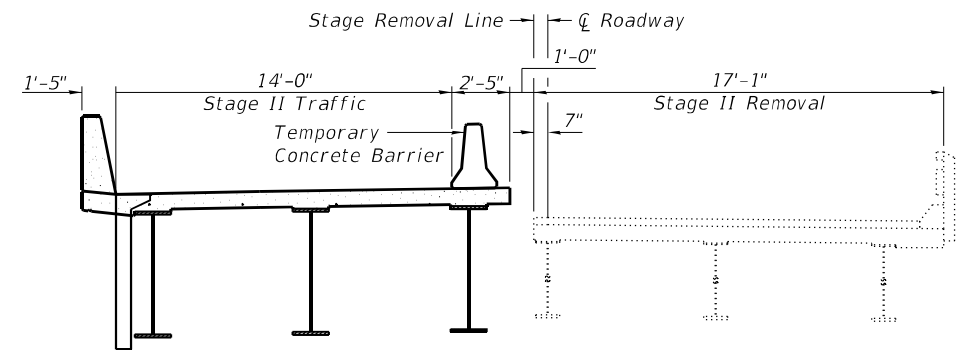
STAGE I CONSTRUCTION (ALL PROPOSED SPANS)
 (Looking West)



STAGE I CONSTRUCTION (ALL PROPOSED SPANS)
 (Looking West)



STAGE II REMOVAL (EXISTING SPANS 1, 3, & 4) & STAGE II TRAFFIC (ALL PROPOSED SPANS)
 (Looking West)
 (Existing Span 1 shown; Existing Spans 3 & 4 Similar except as noted)

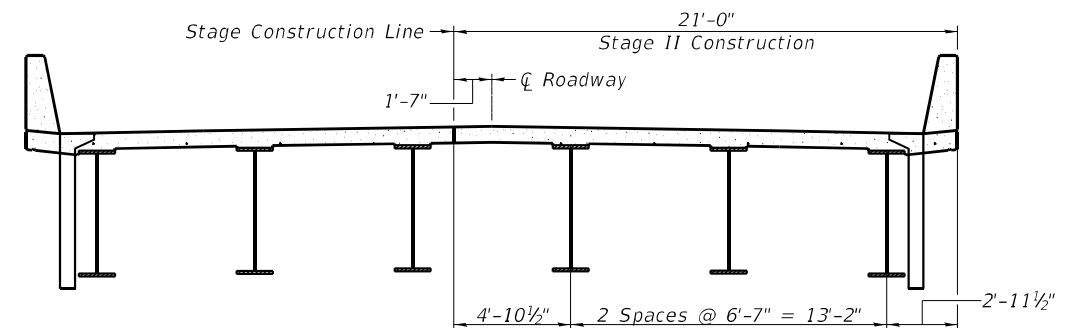


STAGE II REMOVAL (EXISTING SPAN 2) & STAGE II TRAFFIC (ALL PROPOSED SPANS)
 (Looking West)

****** EXISTING SUPPORT BEAM LOCATIONS & SIZES**

	EXISTING PPC DECK BEAM (21") - BEAM NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
Span 1	-	W33x118	W33x118	-	-	-	W33x118	W33x118	W33x118	W24x146	-
Span 3	-	-	W33x118	W33x118	W33x118	W33x118	W33x118	-	-	W24x146	W24x146
Span 4	W24x146	W24x146	-	W33x118	W33x118	-	W33x118	W33x118	W33x118	W24x146	-

**** The existing W24x146 and W33x118 steel support beams are to be salvaged. The Contractor shall remove and deliver the beams to the IDOT Bridge Yard located at 604 W Camp St. in East Peoria, IL. The Contractor shall coordinate with the yard a time of delivery (phone 309-699-3822). IDOT will provide unloading at the bridge yard. All miscellaneous brackets and hardware connecting the steel beams to the existing concrete substructure shall become the property of the Contractor and shall be disposed of. All work to be performed per Section 501 of the Standard Specifications. Cost to be include with Removal of Existing Structures.



STAGE II CONSTRUCTION - (ALL PROPOSED SPANS)
 (Looking West)



BACON | FARMER | WORKMAN
 ENGINEERS & ARCHITECTS, INC.

USER NAME	DESIGNED	FAM	REVISED	-
PILOT SCALE	CHECKED	GBR	REVISED	-
PILOT DATE	DRAWN	FAM	REVISED	-
	CHECKED	GBR	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

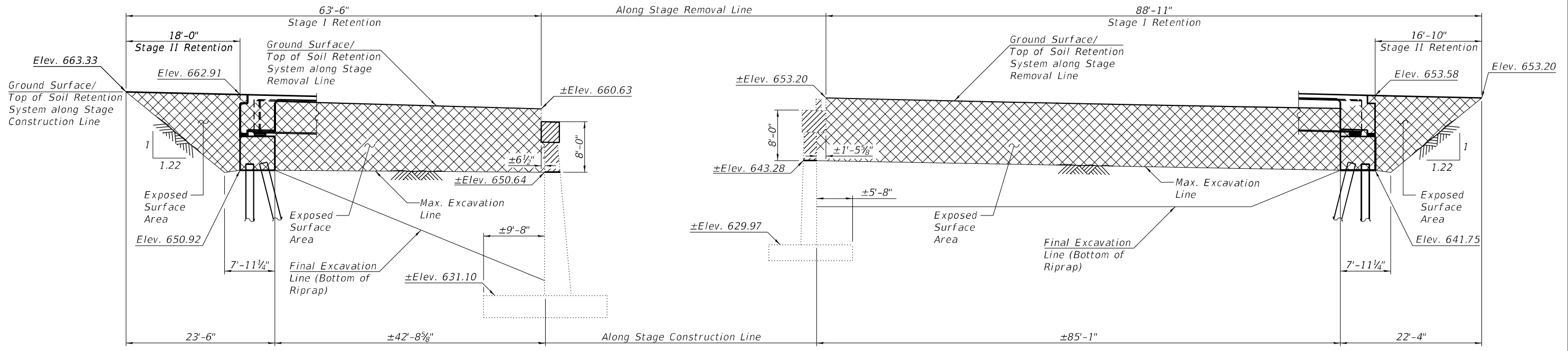
STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 088-0030

SHEET NO. 4 OF 49 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	40
CONTRACT NO. 68698				

ILLINOIS FED. AID PROJECT

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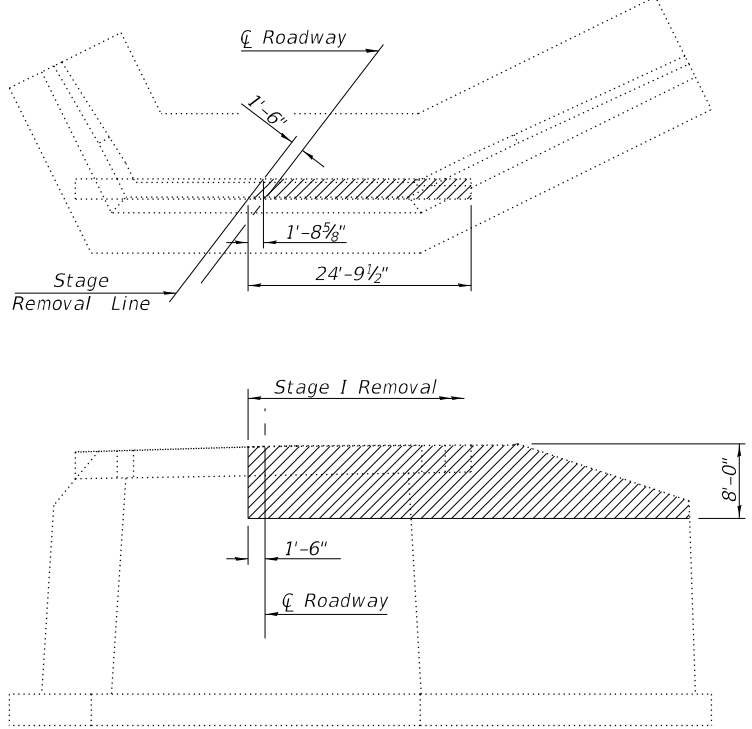


***TEMPORARY SOIL RETENTION SYSTEM - EAST ABUTMENT**

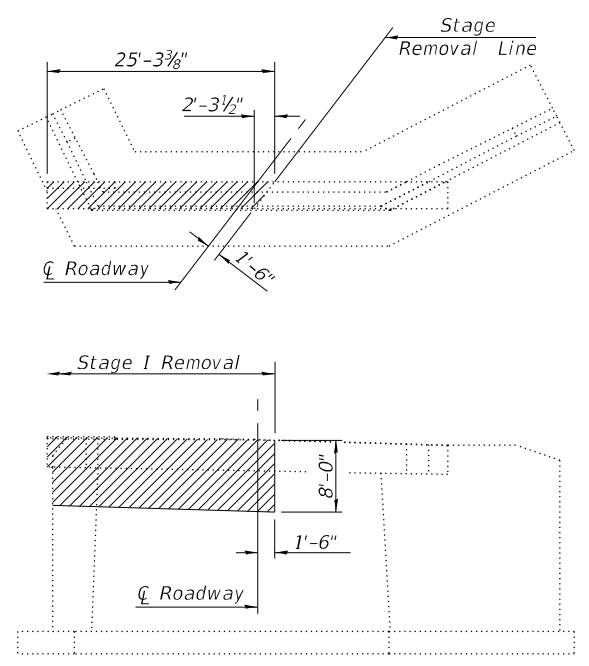
***TEMPORARY SOIL RETENTION SYSTEM - WEST ABUTMENT**

- Indicates Stage I Concrete Removal
- Indicates minimum exposed area to be retained by Temp. Soil Retention System

*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.



****CONCRETE REMOVAL - EAST ABUTMENT**



****CONCRETE REMOVAL - WEST ABUTMENT**

****Notes:**
 As is necessary to construct the proposed structure, removal of the existing abutment substructure units shall occur in a min. of two stages.
 The limits of removal for each stage shall be shown in the Contractor's demolition plan. See Article 501.02 of the Standard Specifications, for additional demolition plan requirements. The depth of concrete removal for Stage I shall be 8'-0" as shown.
 After completion of Stage I Construction, all remaining portions of the existing abutment substructure units shall be removed. Existing piling below the foundations may be abandoned in place.
 Cost for removal of concrete is included with Removal of Existing Structures. See sheet 6 of 49 for requirements for removing the existing piers.

BILL OF MATERIAL

Item	Unit	Total
Temporary Soil Retention System	Sq. ft	1599



BACON | FARMER | WORKMAN
 ENGINEERS & ARCHITECTS, INC.
401 NORTH FLORISSANT STREET
 MARIETTA, ILLINOIS 60157
 PHONE: 630-244-8800

USER NAME =	DESIGNED - FAM	REVISED -
PLOT SCALE =	CHECKED - GBR	REVISED -
PLOT DATE = 6/24/2022	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

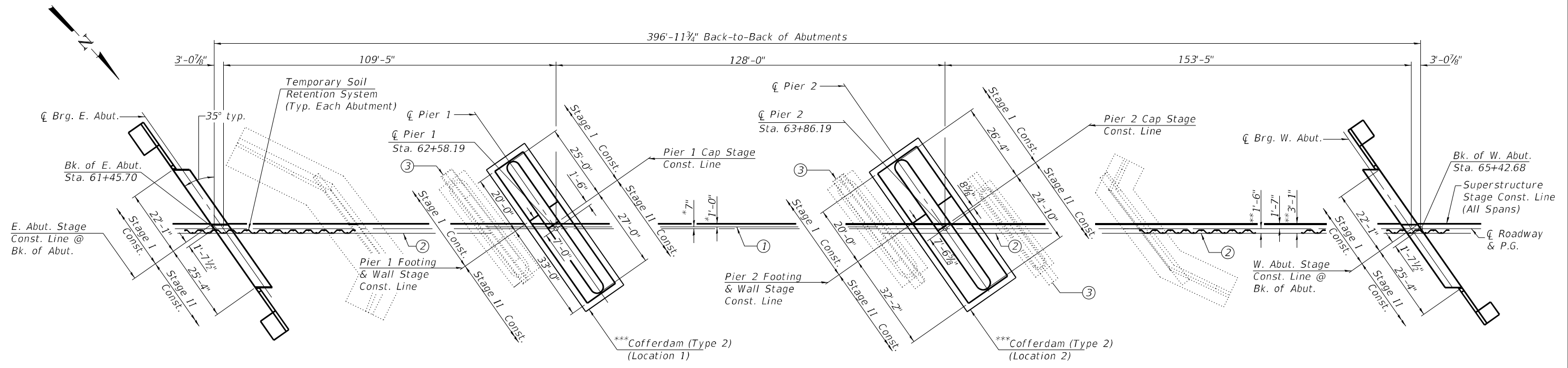
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY SOIL RETENTION SYSTEM
 STRUCTURE NO. 088-0030

SHEET NO. 5 OF 49 SHEETS

F.A.P. RTE. 643	SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 41
			CONTRACT NO. 68698	
		ILLINOIS FED. AID PROJECT		

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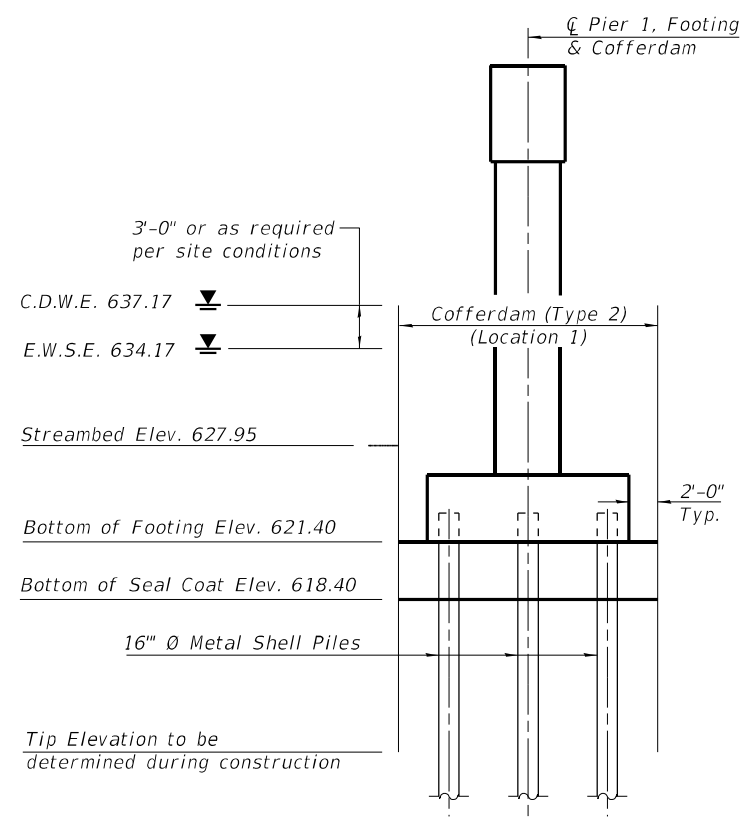


*Existing Span 2 Only
 **Existing Spans 1, 3, & 4
 ***Location of Stage Construction Line for the Proposed Cofferdam (Type 2) and Seal Coat to be determined by the Contractor.

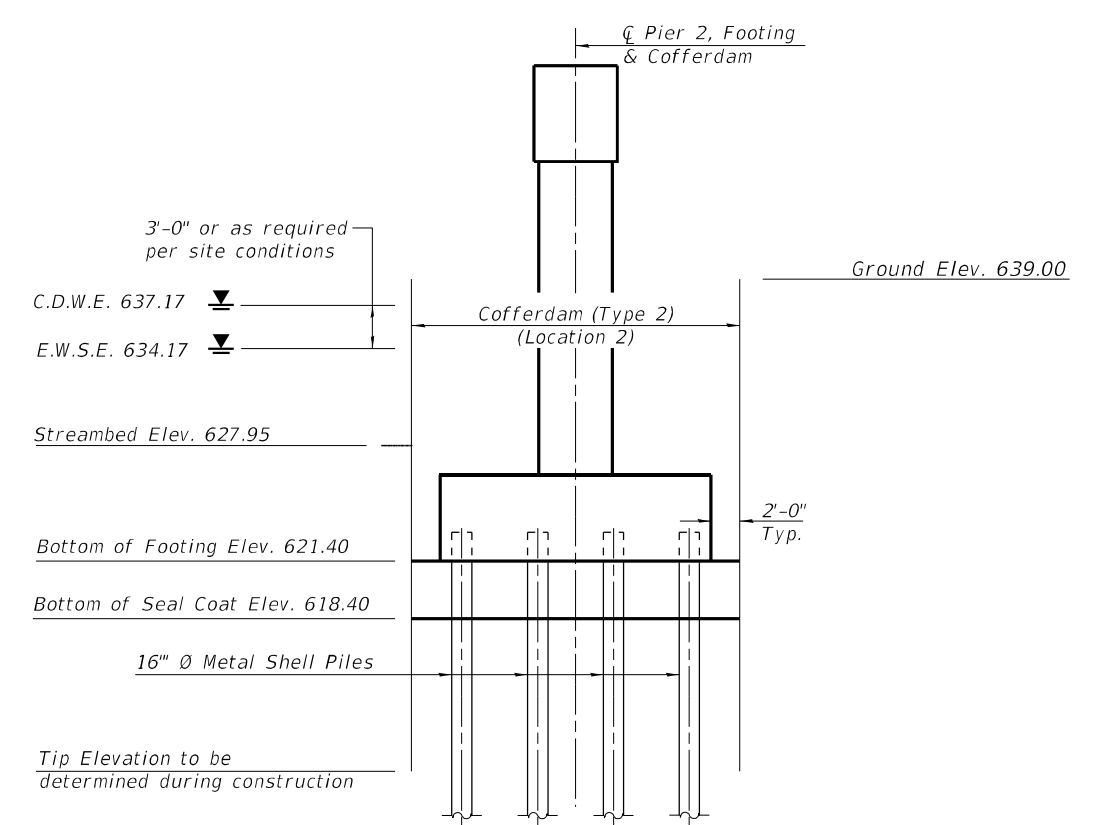
① - Superstructure Stage Removal Line (Existing Span 2)
 ② - Superstructure Stage Removal Line (Existing Spans 1, 3, & 4)

③ - As is necessary to construct the proposed structure, removal of the existing pier substructure units shall occur in a min. of two stages. The limits of removal for each stage shall be shown in the Contractor's demolition plan. See Article 501.02 of the Standard Specification, for additional demolition plan requirements. The existing pier substructure units shall be completely removed. Existing piling below the foundations may be abandoned in place.

SUBSTRUCTURE LAYOUT



Section thru Pier 1



Section thru Pier 2

COFFERDAM DETAILS

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FOOTING LAYOUT
 STRUCTURE NO. 088-0030

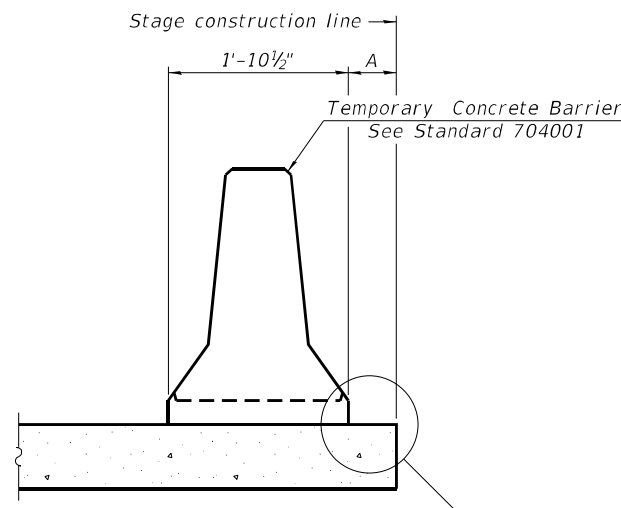
SHEET NO. 6 OF 49 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	42
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

BFW
 BACON | FARMER | WORKMAN
 ENGINEERS & TESTERS, INC.
401 NORTH KENTON STREET
 MARIETTA, ILLINOIS 62424
 PHONE: 618-242-1000

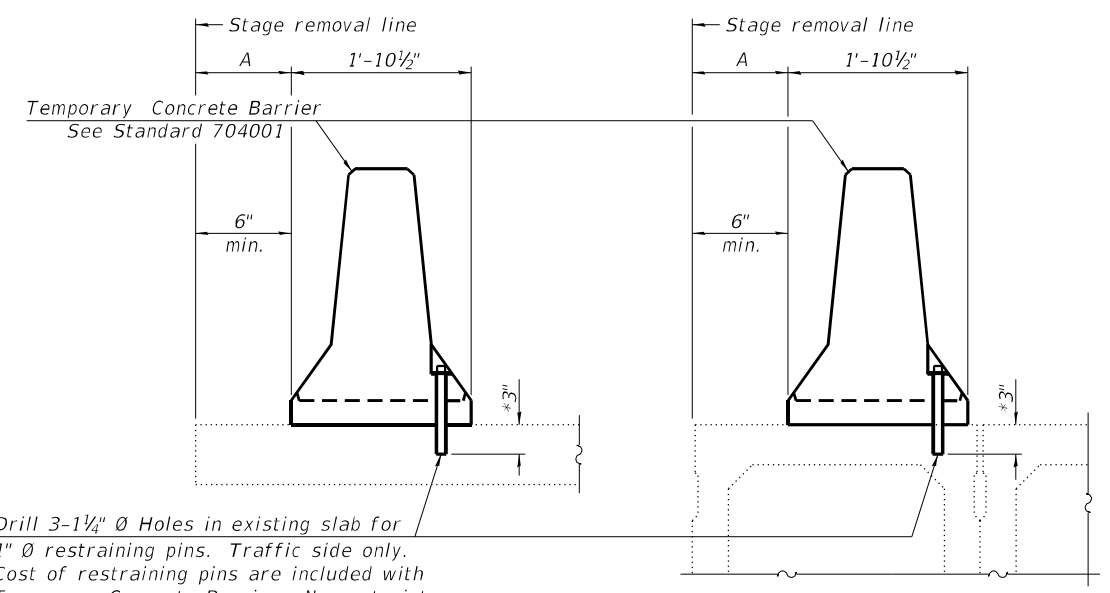
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PLOT SCALE	DRAWN	FAM	REVISED	-
PLOT DATE	CHECKED	GBR	REVISED	-
				6/24/2022

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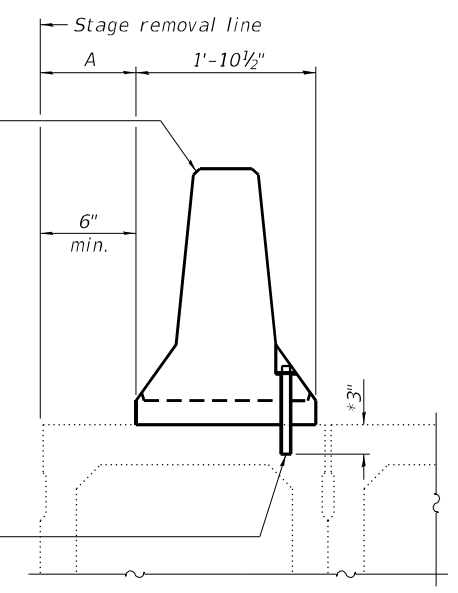
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



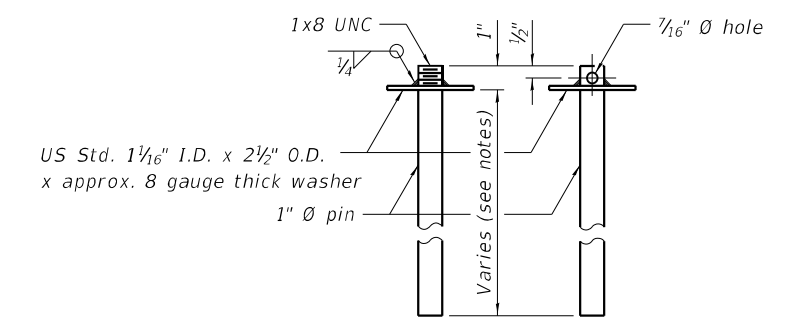
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB



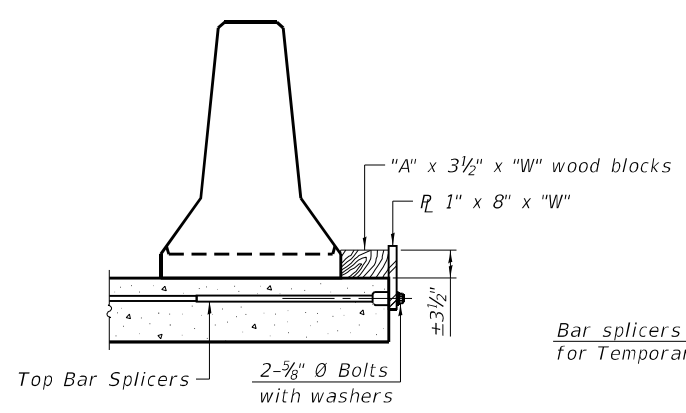
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

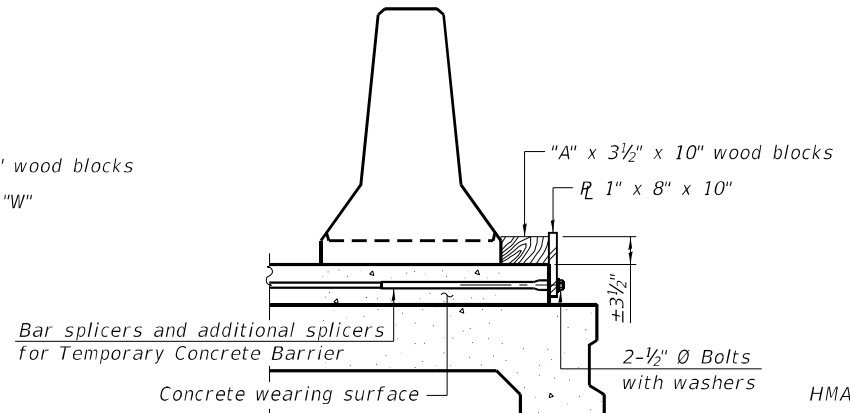


RESTRAINING PIN

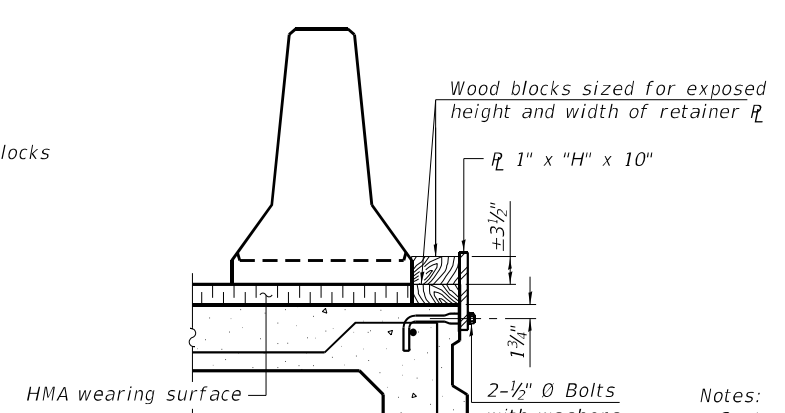
SECTIONS THRU SLAB OR DECK BEAM



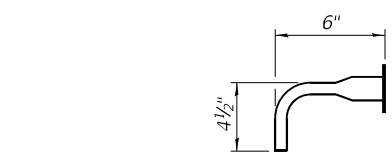
DETAIL I



DETAIL II



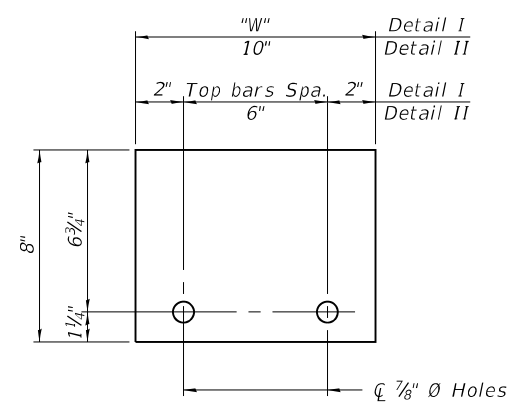
DETAIL III



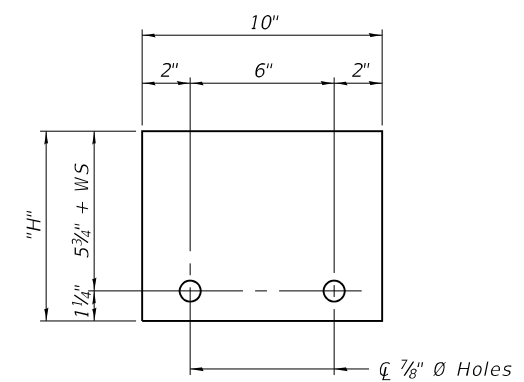
BAR SPLICER FOR #4 BAR - DETAIL III

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center 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.



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

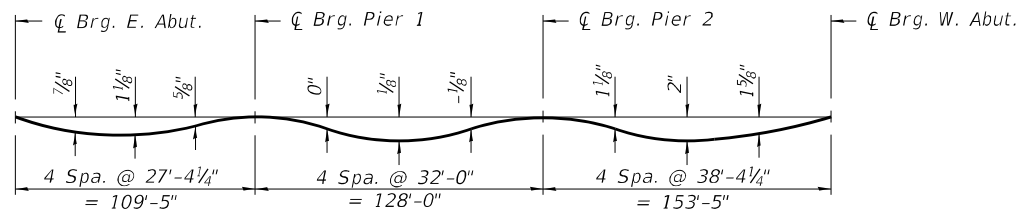


STEEL RETAINER R 1" x "H" x 10"
(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

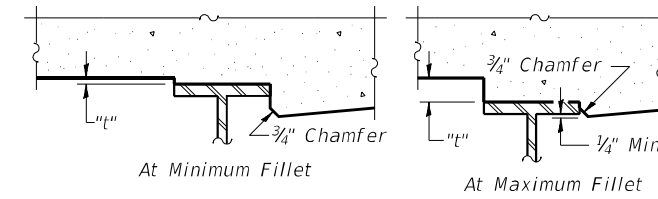


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

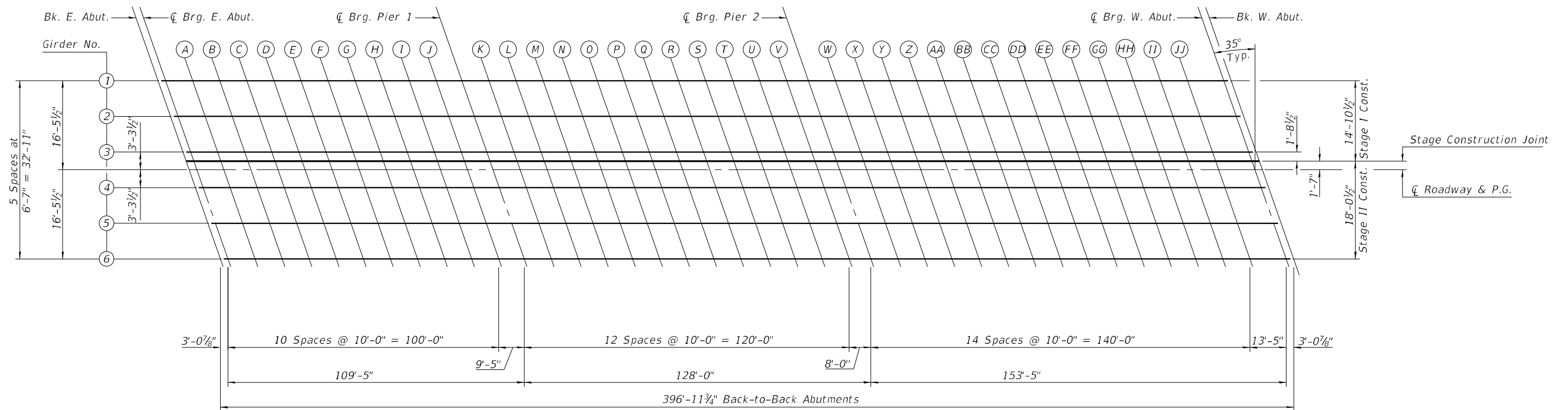
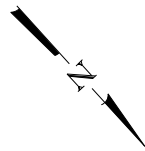
Note:

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 on Sheets 9 thru 11 of 49.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 9 thru 11 of 49, minus 8" slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



PLAN

(Sheet 1 of 4)

MODEL: Default
FILE NAME: p:\w\wme-pw-bentley.com\bfwme-pw-01\Documents\BFW\PROJECTS\2019 PROJECTS\19277 - IDOT D4 PTB 191-08 WO #3 IL 17 IL 91 Structure\DOT\CAD_Sheets\0880030-68698-008-Top of Slab Elevations

	BACON FARMER WORKMAN ENGINEERS & ARCHITECTS, INC. <small>441 NORTH FLORISSANT STREET MADISON, ILLINOIS 62401 PH: 618-398-2000</small>	USER NAME = _____ DESIGNED - FAM CHECKED - GBR PLOT SCALE = _____ DRAWN - FAM CHECKED - GBR PLOT DATE = 6/24/2022	REVISED - _____ REVISED - _____ REVISED - _____ REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 088-0030	F.A.P. RTE. = 643 SECTION = 11B (BR-1)	COUNTY = STARK	TOTAL SHEETS = 115 SHEET NO. = 41	CONTRACT NO. 68698
	SHEET NO. 8 OF 49 SHEETS		ILLINOIS FED. AID PROJECT						

MODEL: Default
 FILE NAME: p:\w\wme-pw\benley.com\bwme-pw-01\Documents\BFW\PROJECTS\2019 PROJECTS\DOT D4 PTB 191-08 WO #3 IL 17 IL 91 Structure\DOT\CAD_Sheets\0880030-68698-009-Top of Slab Elevations

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	61+34.17	-16.46	662.91	662.91
☐ Brg. E. Abut.	61+37.25	-16.46	662.84	662.84
A	61+47.25	-16.46	662.60	662.63
B	61+57.25	-16.46	662.37	662.43
C	61+67.25	-16.46	662.13	662.21
D	61+77.25	-16.46	661.90	661.99
E	61+87.25	-16.46	661.66	661.76
F	61+97.25	-16.46	661.43	661.52
G	62+07.25	-16.46	661.19	661.27
H	62+17.25	-16.46	660.96	661.02
I	62+27.25	-16.46	660.72	660.76
J	62+37.25	-16.46	660.49	660.50
☐ Brg. Pier 1	62+46.66	-16.46	660.27	660.27
K	62+56.66	-16.46	660.03	660.03
L	62+66.66	-16.46	659.80	659.79
M	62+76.66	-16.46	659.56	659.56
N	62+86.66	-16.46	659.33	659.33
O	62+96.66	-16.46	659.09	659.10
P	63+06.66	-16.46	658.86	658.86
Q	63+16.66	-16.46	658.62	658.62
R	63+26.66	-16.46	658.39	658.38
S	63+36.66	-16.46	658.15	658.14
T	63+46.66	-16.46	657.92	657.90
U	63+56.66	-16.46	657.67	657.67
V	63+66.66	-16.46	657.45	657.44
☐ Brg. Pier 2	63+74.66	-16.46	657.26	657.26
W	63+84.66	-16.46	657.02	657.04
X	63+94.66	-16.46	656.79	656.83
Y	64+04.66	-16.46	656.55	656.63
Z	64+14.66	-16.46	656.32	656.42
AA	64+24.66	-16.46	656.08	656.21
BB	64+34.66	-16.46	655.85	656.00
CC	64+44.66	-16.46	655.61	655.78
DD	64+54.66	-16.46	655.38	655.55
EE	64+64.66	-16.46	655.14	655.31
FF	64+74.66	-16.46	654.91	655.07
GG	64+84.66	-16.46	654.67	654.82
HH	64+94.66	-16.46	654.44	654.56
II	65+04.66	-16.46	654.20	654.29
JJ	65+14.66	-16.46	653.97	654.02
☐ Brg. W. Abut.	65+28.08	-16.46	653.65	653.65
Bk. W. Abut.	65+31.15	-16.46	653.58	653.58

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	61+38.78	-9.88	662.92	662.92
☐ Brg. E. Abut.	61+41.86	-9.88	662.85	662.85
A	61+51.86	-9.88	662.61	662.65
B	61+61.86	-9.88	662.38	662.44
C	61+71.86	-9.88	662.14	662.22
D	61+81.86	-9.88	661.91	662.00
E	61+91.86	-9.88	661.67	661.77
F	62+01.86	-9.88	661.44	661.53
G	62+11.86	-9.88	661.20	661.28
H	62+21.86	-9.88	660.97	661.03
I	62+31.86	-9.88	660.73	660.77
J	62+41.86	-9.88	660.50	660.51
☐ Brg. Pier 1	62+51.27	-9.88	660.28	660.28
K	62+61.27	-9.88	660.04	660.04
L	62+71.27	-9.88	659.81	659.81
M	62+81.27	-9.88	659.57	659.57
N	62+91.27	-9.88	659.34	659.34
O	63+01.27	-9.88	659.10	659.11
P	63+11.27	-9.88	658.87	658.88
Q	63+21.27	-9.88	658.63	658.64
R	63+31.27	-9.88	658.40	658.40
S	63+41.27	-9.88	658.16	658.15
T	63+51.27	-9.88	657.93	657.91
U	63+61.27	-9.88	657.69	657.68
V	63+71.27	-9.88	657.46	657.45
☐ Brg. Pier 2	63+79.27	-9.88	657.27	657.27
W	63+89.27	-9.88	657.03	657.06
X	63+99.27	-9.88	656.80	656.85
Y	64+09.27	-9.88	656.56	656.64
Z	64+19.27	-9.88	656.33	656.43
AA	64+29.27	-9.88	656.09	656.22
BB	64+39.27	-9.88	655.86	656.01
CC	64+49.27	-9.88	655.62	655.79
DD	64+59.27	-9.88	655.39	655.56
EE	64+69.27	-9.88	655.15	655.32
FF	64+79.27	-9.88	654.92	655.08
GG	64+89.27	-9.88	654.68	654.83
HH	64+99.27	-9.88	654.45	654.57
II	65+09.27	-9.88	654.21	654.30
JJ	65+19.27	-9.88	653.98	654.03
☐ Brg. W. Abut.	65+32.69	-9.88	653.66	653.66
Bk. W. Abut.	65+35.76	-9.88	653.59	653.59

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	61+43.39	-3.29	662.91	662.91
☐ Brg. E. Abut.	61+46.47	-3.29	662.84	662.84
A	61+56.47	-3.29	662.60	662.64
B	61+66.47	-3.29	662.37	662.43
C	61+76.47	-3.29	662.13	662.21
D	61+86.47	-3.29	661.90	661.99
E	61+96.47	-3.29	661.66	661.76
F	62+06.47	-3.29	661.43	661.52
G	62+16.47	-3.29	661.19	661.27
H	62+26.47	-3.29	660.96	661.02
I	62+36.47	-3.29	660.72	660.76
J	62+46.47	-3.29	660.49	660.50
☐ Brg. Pier 1	62+55.88	-3.29	660.27	660.27
K	62+65.88	-3.29	660.03	660.03
L	62+75.88	-3.29	659.80	659.80
M	62+85.88	-3.29	659.56	659.57
N	62+95.88	-3.29	659.33	659.34
O	63+05.88	-3.29	659.09	659.10
P	63+15.88	-3.29	658.86	658.87
Q	63+25.88	-3.29	658.62	658.63
R	63+35.88	-3.29	658.39	658.39
S	63+45.88	-3.29	658.15	658.14
T	63+55.88	-3.29	657.92	657.90
U	63+65.88	-3.29	657.68	657.67
V	63+75.88	-3.29	657.45	657.44
☐ Brg. Pier 2	63+83.88	-3.29	657.26	657.26
W	63+93.88	-3.29	657.03	657.05
X	64+03.88	-3.29	656.79	656.84
Y	64+13.88	-3.29	656.56	656.63
Z	64+23.88	-3.29	656.32	656.42
AA	64+33.88	-3.29	656.09	656.21
BB	64+43.88	-3.29	655.85	656.00
CC	64+53.88	-3.29	655.62	655.78
DD	64+63.88	-3.29	655.38	655.55
EE	64+73.88	-3.29	655.15	655.31
FF	64+83.88	-3.29	654.91	655.07
GG	64+93.88	-3.29	654.68	654.82
HH	65+03.88	-3.29	654.44	654.56
II	65+13.88	-3.29	654.21	654.29
JJ	65+23.88	-3.29	653.97	654.02
☐ Brg. W. Abut.	65+37.30	-3.29	653.65	653.65
Bk. W. Abut.	65+40.37	-3.29	653.58	653.58

(Sheet 2 of 4)

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	61+44.59	-1.58	662.91	662.91
☒ Brg. E. Abut.	61+47.66	-1.58	662.84	662.84
A	61+57.66	-1.58	662.60	662.63
B	61+67.66	-1.58	662.37	662.43
C	61+77.66	-1.58	662.13	662.21
D	61+87.66	-1.58	661.90	661.99
E	61+97.66	-1.58	661.66	661.76
F	62+07.66	-1.58	661.43	661.52
G	62+17.66	-1.58	661.19	661.27
H	62+27.66	-1.58	660.96	661.02
I	62+37.66	-1.58	660.72	660.76
J	62+47.66	-1.58	660.49	660.50
☒ Brg. Pier 1	62+57.08	-1.58	660.27	660.27
K	62+67.08	-1.58	660.03	660.03
L	62+77.08	-1.58	659.80	659.79
M	62+87.08	-1.58	659.56	659.56
N	62+97.08	-1.58	659.33	659.33
O	63+07.08	-1.58	659.09	659.10
P	63+17.08	-1.58	658.86	658.86
Q	63+27.08	-1.58	658.62	658.63
R	63+37.08	-1.58	658.39	658.38
S	63+47.08	-1.58	658.15	658.14
T	63+57.08	-1.58	657.92	657.90
U	63+67.08	-1.58	657.68	657.67
V	63+77.08	-1.58	657.45	657.44
☒ Brg. Pier 2	63+85.08	-1.58	657.26	657.26
W	63+95.08	-1.58	657.02	657.04
X	64+05.08	-1.58	656.79	656.83
Y	64+15.08	-1.58	656.55	656.63
Z	64+25.08	-1.58	656.32	656.42
AA	64+35.08	-1.58	656.08	656.21
BB	64+45.08	-1.58	655.85	655.99
CC	64+55.08	-1.58	655.61	655.77
DD	64+65.08	-1.58	655.38	655.55
EE	64+75.08	-1.58	655.14	655.31
FF	64+85.08	-1.58	654.91	655.07
GG	64+95.08	-1.58	654.67	654.82
HH	65+05.08	-1.58	654.44	654.56
II	65+15.08	-1.58	654.20	654.29
JJ	65+25.08	-1.58	653.97	654.02
☒ Brg. W. Abut.	65+38.50	-1.58	653.65	653.65
Bk. W. Abut.	65+41.57	-1.58	653.58	653.58

☒ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	61+45.70	0.00	662.91	662.91
☒ Brg. E. Abut.	61+48.77	0.00	662.83	662.83
A	61+58.77	0.00	662.60	662.63
B	61+68.77	0.00	662.36	662.42
C	61+78.77	0.00	662.13	662.21
D	61+88.77	0.00	661.89	661.99
E	61+98.77	0.00	661.66	661.76
F	62+08.77	0.00	661.42	661.52
G	62+18.77	0.00	661.19	661.27
H	62+28.77	0.00	660.95	661.01
I	62+38.77	0.00	660.72	660.76
J	62+48.77	0.00	660.48	660.50
☒ Brg. Pier 1	62+58.19	0.00	660.26	660.26
K	62+68.19	0.00	660.03	660.02
L	62+78.19	0.00	659.79	659.79
M	62+88.19	0.00	659.56	659.56
N	62+98.19	0.00	659.32	659.33
O	63+08.19	0.00	659.09	659.10
P	63+18.19	0.00	658.85	658.86
Q	63+28.19	0.00	658.62	658.62
R	63+38.19	0.00	658.38	658.38
S	63+48.19	0.00	658.15	658.14
T	63+58.19	0.00	657.91	657.90
U	63+68.19	0.00	657.68	657.67
V	63+78.19	0.00	657.44	657.44
☒ Brg. Pier 2	63+86.19	0.00	657.26	657.26
W	63+96.19	0.00	657.02	657.04
X	64+06.19	0.00	656.79	656.83
Y	64+16.19	0.00	656.55	656.62
Z	64+26.19	0.00	656.32	656.42
AA	64+36.19	0.00	656.08	656.21
BB	64+46.19	0.00	655.85	655.99
CC	64+56.19	0.00	655.61	655.77
DD	64+66.19	0.00	655.38	655.54
EE	64+76.19	0.00	655.14	655.31
FF	64+86.19	0.00	654.91	655.06
GG	64+96.19	0.00	654.67	654.81
HH	65+06.19	0.00	654.44	654.55
II	65+16.19	0.00	654.20	654.29
JJ	65+26.19	0.00	653.97	654.02
☒ Brg. W. Abut.	65+39.60	0.00	653.65	653.65
Bk. W. Abut.	65+42.68	0.00	653.58	653.58

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	61+48.00	3.29	662.80	662.80
☒ Brg. E. Abut.	61+51.08	3.29	662.73	662.73
A	61+61.08	3.29	662.50	662.53
B	61+71.08	3.29	662.26	662.32
C	61+81.08	3.29	662.03	662.11
D	61+91.08	3.29	661.79	661.88
E	62+01.08	3.29	661.56	661.65
F	62+11.08	3.29	661.32	661.41
G	62+21.08	3.29	661.09	661.16
H	62+31.08	3.29	660.85	660.91
I	62+41.08	3.29	660.62	660.65
J	62+51.08	3.29	660.38	660.40
☒ Brg. Pier 1	62+60.49	3.29	660.16	660.16
K	62+70.49	3.29	659.92	659.92
L	62+80.49	3.29	659.69	659.69
M	62+90.49	3.29	659.45	659.46
N	63+00.49	3.29	659.22	659.23
O	63+10.49	3.29	658.98	658.99
P	63+20.49	3.29	658.75	658.76
Q	63+30.49	3.29	658.51	658.52
R	63+40.49	3.29	658.28	658.28
S	63+50.49	3.29	658.04	658.04
T	63+60.49	3.29	657.81	657.80
U	63+70.49	3.29	657.57	657.56
V	63+80.49	3.29	657.34	657.33
☒ Brg. Pier 2	63+88.49	3.29	657.15	657.15
W	63+98.49	3.29	656.92	656.94
X	64+08.49	3.29	656.68	656.73
Y	64+18.49	3.29	656.45	656.52
Z	64+28.49	3.29	656.21	656.31
AA	64+38.49	3.29	655.98	656.10
BB	64+48.49	3.29	655.74	655.89
CC	64+58.49	3.29	655.51	655.67
DD	64+68.49	3.29	655.27	655.44
EE	64+78.49	3.29	655.04	655.21
FF	64+88.49	3.29	654.80	654.96
GG	64+98.49	3.29	654.57	654.71
HH	65+08.49	3.29	654.33	654.45
II	65+18.49	3.29	654.10	654.18
JJ	65+28.49	3.29	653.86	653.91
☒ Brg. W. Abut.	65+41.91	3.29	653.55	653.55
Bk. W. Abut.	65+44.98	3.29	653.47	653.47

(Sheet 3 of 4)

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 BACON FARMER WORKMAN <small>ENGINEERS & ARCHITECTS, INC.</small>	USER NAME =	DESIGNED - FAM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 088-0030	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED - GBR	REVISED -			643	11B (BR -1)	STARK	115	46
	PLOT DATE = 6/24/2022	DRAWN - FAM	REVISED -	SHEET NO. 10 OF 49 SHEETS		CONTRACT NO. 68698				
		CHECKED - GBR	REVISED -			ILLINOIS FED. AID PROJECT				

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GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	61+52.61	9.88	662.60	662.60
☉ Brg. E. Abut.	61+55.69	9.88	662.52	662.52
A	61+65.69	9.88	662.29	662.32
B	61+75.69	9.88	662.05	662.11
C	61+85.69	9.88	661.82	661.90
D	61+95.69	9.88	661.58	661.68
E	62+05.69	9.88	661.35	661.45
F	62+15.69	9.88	661.11	661.20
G	62+25.69	9.88	660.88	660.96
H	62+35.69	9.88	660.64	660.70
I	62+45.69	9.88	660.41	660.45
J	62+55.69	9.88	660.17	660.19
☉ Brg. Pier 1	62+65.10	9.88	659.95	659.95
K	62+75.10	9.88	659.72	659.71
L	62+85.10	9.88	659.48	659.48
M	62+95.10	9.88	659.25	659.25
N	63+05.10	9.88	659.01	659.02
O	63+15.10	9.88	658.78	658.79
P	63+25.10	9.88	658.54	658.55
Q	63+35.10	9.88	658.31	658.31
R	63+45.10	9.88	658.07	658.07
S	63+55.10	9.88	657.84	657.83
T	63+65.10	9.88	657.60	657.59
U	63+75.10	9.88	657.37	657.35
V	63+85.10	9.88	657.13	657.13
☉ Brg. Pier 2	63+93.10	9.88	656.94	656.94
W	64+03.10	9.88	656.71	656.73
X	64+13.10	9.88	656.47	656.52
Y	64+23.10	9.88	656.24	656.31
Z	64+33.10	9.88	656.00	656.11
AA	64+43.10	9.88	655.77	655.90
BB	64+53.10	9.88	655.53	655.68
CC	64+63.10	9.88	655.30	655.46
DD	64+73.10	9.88	655.06	655.23
EE	64+83.10	9.88	654.83	655.00
FF	64+93.10	9.88	654.59	654.75
GG	65+03.10	9.88	654.36	654.50
HH	65+13.10	9.88	654.12	654.24
II	65+23.10	9.88	653.89	653.98
JJ	65+33.10	9.88	653.65	653.71
☉ Brg. W. Abut.	65+46.52	9.88	653.34	653.34
Bk. W. Abut.	65+49.59	9.88	653.27	653.27

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	61+57.22	16.46	662.37	662.37
☉ Brg. E. Abut.	61+60.30	16.46	662.29	662.29
A	61+70.30	16.46	662.06	662.09
B	61+80.30	16.46	661.82	661.89
C	61+90.30	16.46	661.59	661.67
D	62+00.30	16.46	661.35	661.45
E	62+10.30	16.46	661.12	661.22
F	62+20.30	16.46	660.88	660.98
G	62+30.30	16.46	660.65	660.73
H	62+40.30	16.46	660.41	660.47
I	62+50.30	16.46	660.18	660.22
J	62+60.30	16.46	659.94	659.96
☉ Brg. Pier 1	62+69.71	16.46	659.72	659.72
K	62+79.71	16.46	659.49	659.48
L	62+89.71	16.46	659.25	659.25
M	62+99.71	16.46	659.02	659.02
N	63+09.71	16.46	658.78	658.79
O	63+19.71	16.46	658.55	658.56
P	63+29.71	16.46	658.31	658.32
Q	63+39.71	16.46	658.08	658.08
R	63+49.71	16.46	657.84	657.84
S	63+59.71	16.46	657.61	657.60
T	63+69.71	16.46	657.37	657.36
U	63+79.71	16.46	657.14	657.13
V	63+89.71	16.46	656.90	656.90
☉ Brg. Pier 2	63+97.71	16.46	656.72	656.72
W	64+07.71	16.46	656.48	656.50
X	64+17.71	16.46	656.25	656.29
Y	64+27.71	16.46	656.01	656.09
Z	64+37.71	16.46	655.78	655.88
AA	64+47.71	16.46	655.54	655.67
BB	64+57.71	16.46	655.31	655.46
CC	64+67.71	16.46	655.07	655.23
DD	64+77.71	16.46	654.84	655.01
EE	64+87.71	16.46	654.60	654.77
FF	64+97.71	16.46	654.37	654.53
GG	65+07.71	16.46	654.13	654.28
HH	65+17.71	16.46	653.90	654.02
II	65+27.71	16.46	653.66	653.75
JJ	65+37.71	16.46	653.43	653.48
☉ Brg. W. Abut.	65+51.13	16.46	653.11	653.11
Bk. W. Abut.	65+54.20	16.46	653.04	653.04

(Sheet 4 of 4)



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 ENGINEERS & TESTERS, INC.
44 NORTH FLIGHT STREET
 HANSON, ILLINOIS 60143
 PHONE: 630.581.0000

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 088-0030**

SHEET NO. 11 OF 49 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	47
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

SOUTH EDGE OF SHOULDER/INSIDE
FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations
E. End of E. Apr. Slab	61+04.31	-18.00	663.58
A1	61+14.31	-18.00	663.34
A2	61+24.31	-18.00	663.11
W. End of E. Apr. Slab	61+34.31	-18.00	662.87

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
E. End of E. Apr. Slab	61+08.52	-12.00	663.60
A1	61+18.52	-12.00	663.37
A2	61+28.52	-12.00	663.13
W. End of E. Apr. Slab	61+38.52	-12.00	662.90

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
E. End of E. Apr. Slab	61+15.81	-1.58	663.59
A1	61+25.81	-1.58	663.35
A2	61+35.81	-1.58	663.12
W. End of E. Apr. Slab	61+45.81	-1.58	662.88

☉ ROADWAY & P.G.

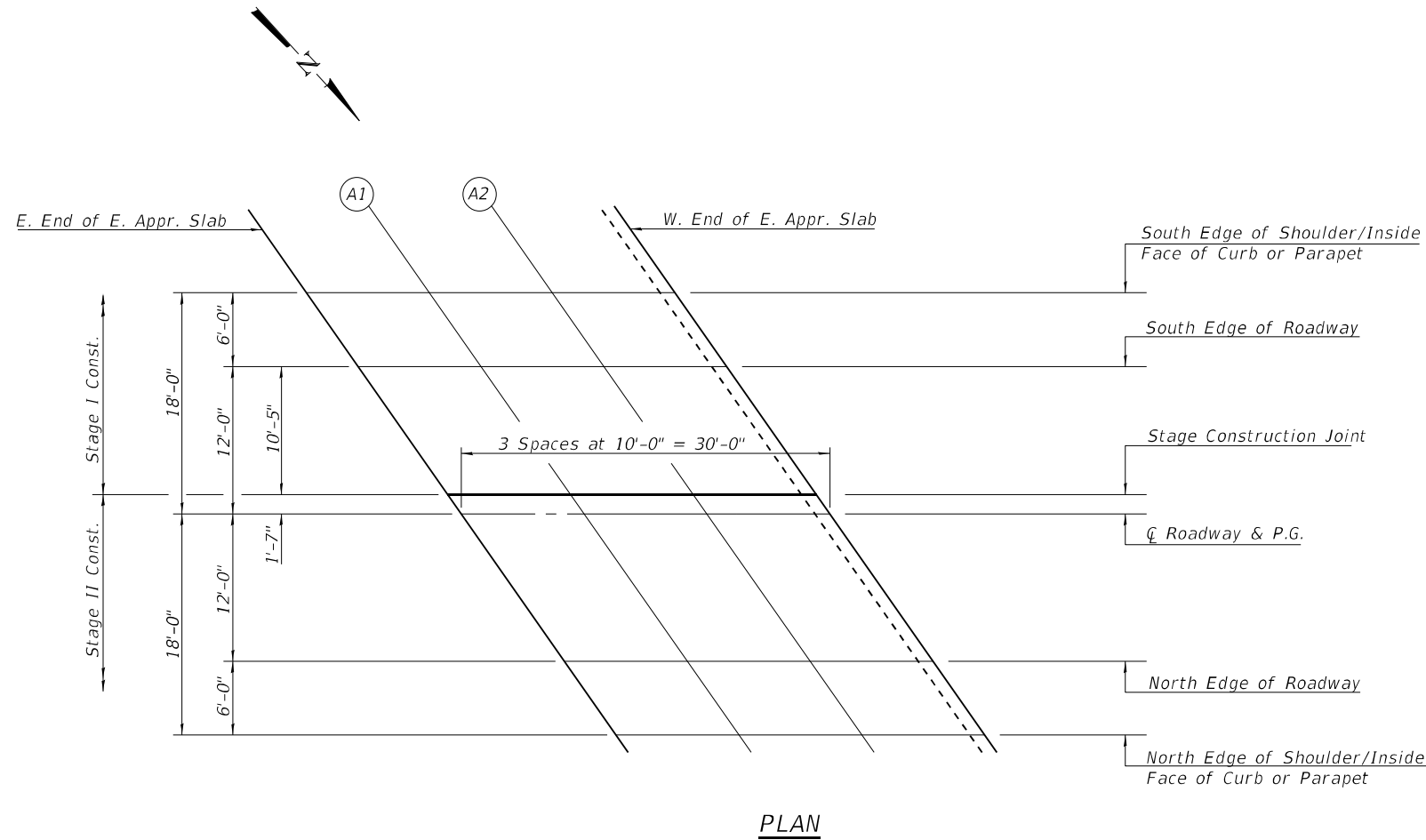
Location	Station	Offset	Theoretical Grade Elevations
E. End of E. Apr. Slab	61+16.92	0.00	663.58
A1	61+26.92	0.00	663.35
A2	61+36.92	0.00	663.11
W. End of E. Apr. Slab	61+46.92	0.00	662.88

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
E. End of E. Apr. Slab	61+25.32	12.00	663.21
A1	61+35.32	12.00	662.97
A2	61+45.32	12.00	662.74
W. End of E. Apr. Slab	61+55.32	12.00	662.50

NORTH EDGE OF SHOULDER/INSIDE
FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations
E. End of E. Apr. Slab	61+29.52	18.00	662.99
A1	61+39.52	18.00	662.75
A2	61+49.52	18.00	662.52
W. End of E. Apr. Slab	61+59.52	18.00	662.28



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 088-0030**

SHEET NO. 12 OF 49 SHEETS

F.A.P. RTE. 643	SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 48
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

SOUTH EDGE OF SHOULDER/INSIDE
FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations
E. End of W. Appr. Slab	65+28.85	-18.00	653.60
A3	65+38.85	-18.00	653.37
A4	65+48.85	-18.00	653.13
W. End of W. Appr. Slab	65+58.85	-18.00	652.91

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
E. End of W. Appr. Slab	65+33.05	-12.00	653.62
A3	65+43.05	-12.00	653.39
A4	65+53.05	-12.00	653.16
W. End of W. Appr. Slab	65+63.05	-12.00	652.94

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
E. End of W. Appr. Slab	65+40.35	-1.58	653.61
A3	65+50.35	-1.58	653.38
A4	65+60.35	-1.58	653.15
W. End of W. Appr. Slab	65+70.35	-1.58	652.94

☒ ROADWAY & P.G.

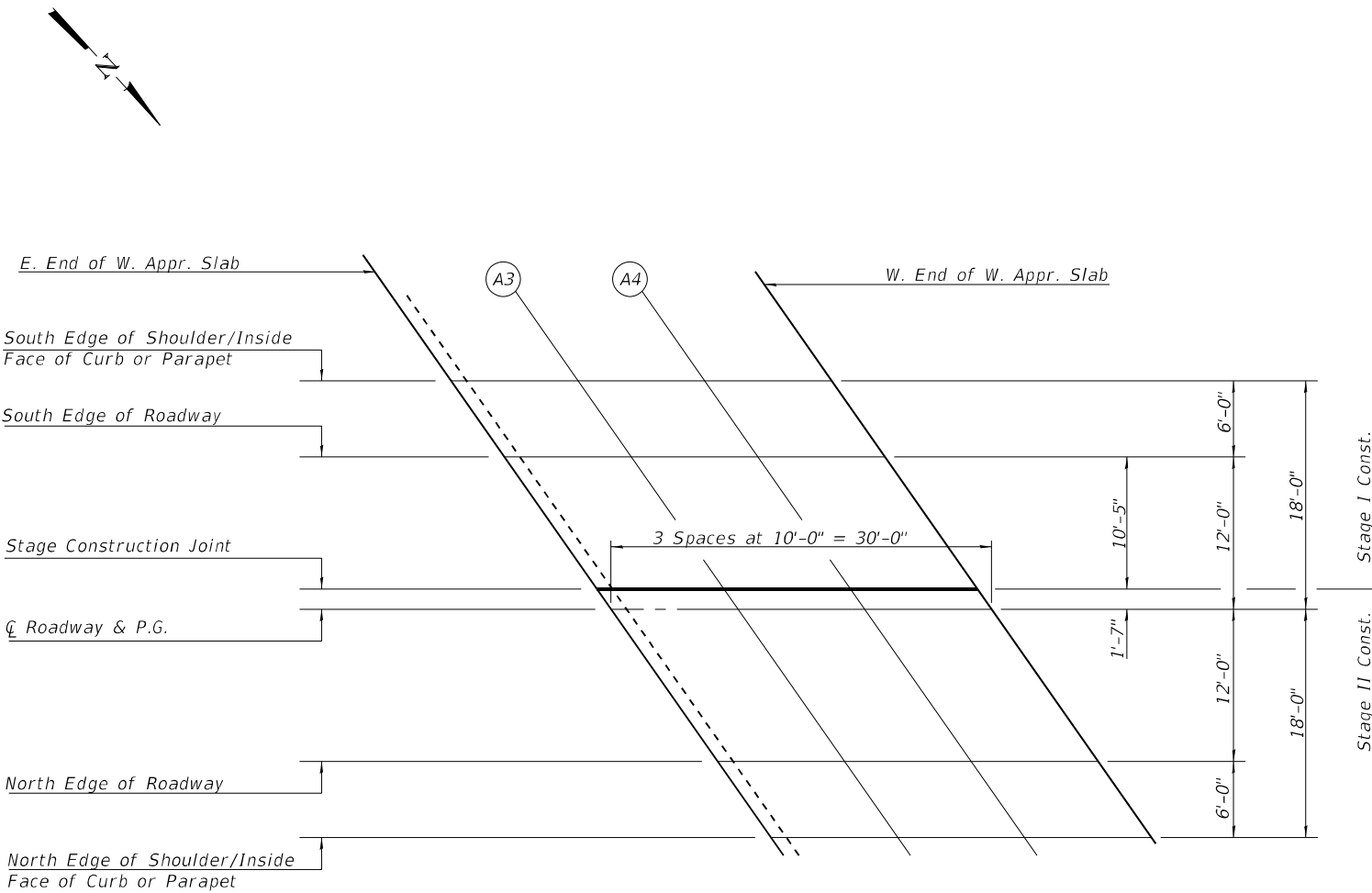
Location	Station	Offset	Theoretical Grade Elevations
E. End of W. Appr. Slab	65+41.46	0.00	653.60
A3	65+51.46	0.00	653.38
A4	65+61.46	0.00	653.15
W. End of W. Appr. Slab	65+71.46	0.00	652.94

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
E. End of W. Appr. Slab	65+49.86	12.00	653.23
A3	65+59.86	12.00	653.01
A4	65+69.86	12.00	652.79
W. End of W. Appr. Slab	65+79.86	12.00	652.58

NORTH EDGE OF SHOULDER/INSIDE
FACE OF CURB OR PARAPET

Location	Station	Offset	Theoretical Grade Elevations
E. End of W. Appr. Slab	65+54.06	18.00	653.02
A3	65+64.06	18.00	652.80
A4	65+74.06	18.00	652.58
W. End of W. Appr. Slab	65+84.06	18.00	652.38



PLAN

MODEL: Default
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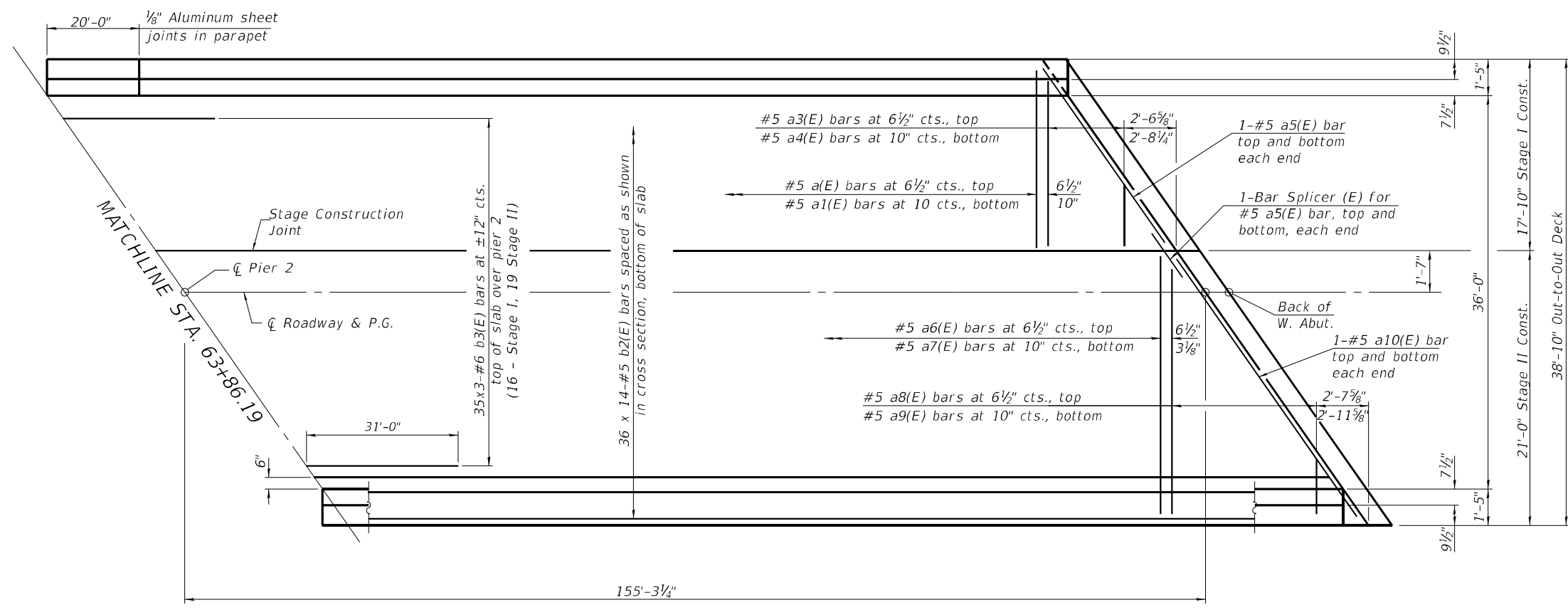
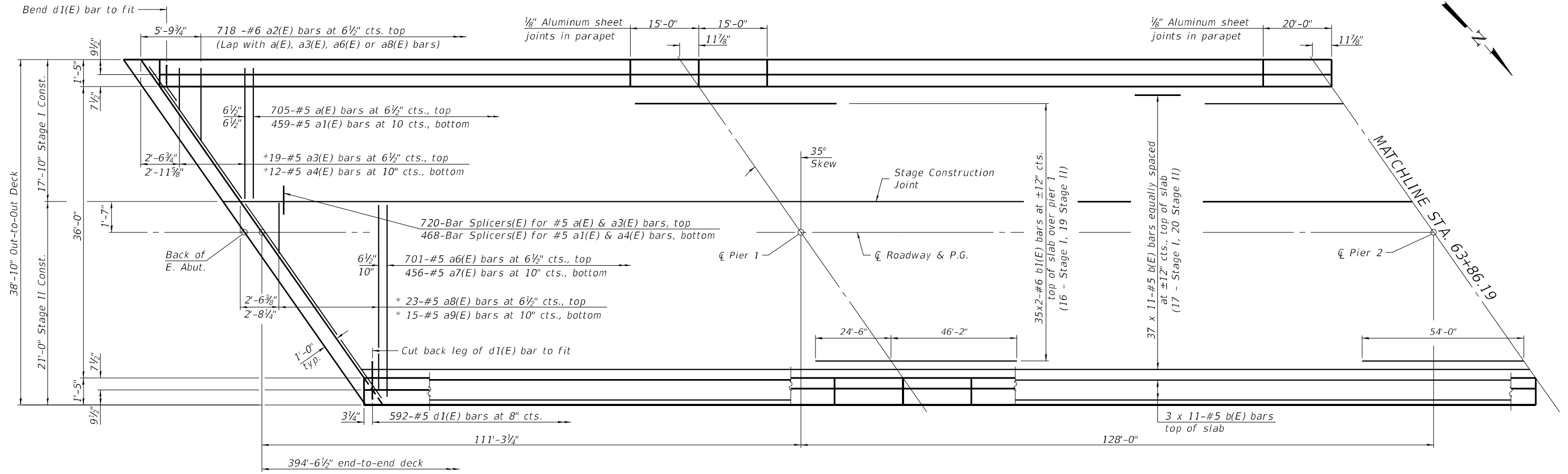
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 088-0030

SHEET NO. 13 OF 49 SHEETS

F.A.P. RTE. 643	SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 49
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

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PLAN

Notes:
 See sheet 1 of 49 for Scupper locations.
 See sheet 15 of 49 for cross section of deck.
 See sheet 15 & 16 of 49 for superstructure details and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 Cut bar splice assemblies to fit skew.

MINIMUM BAR LAP

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

*See Field Cutting Diagram on sheet 16 of 49.



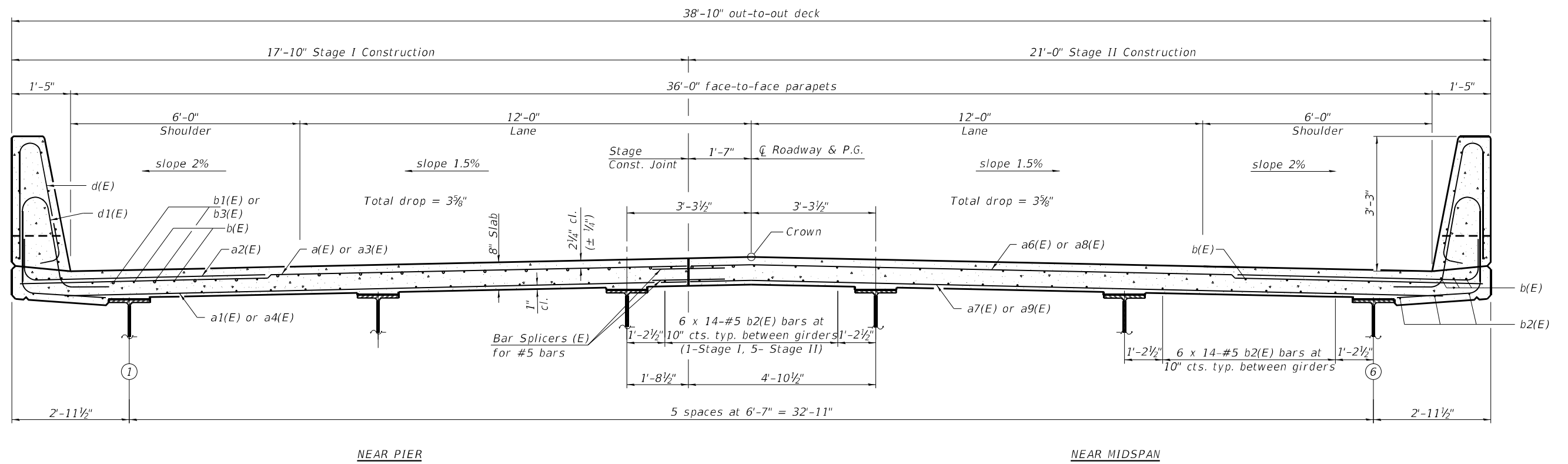
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
 STRUCTURE NO. 088-0030

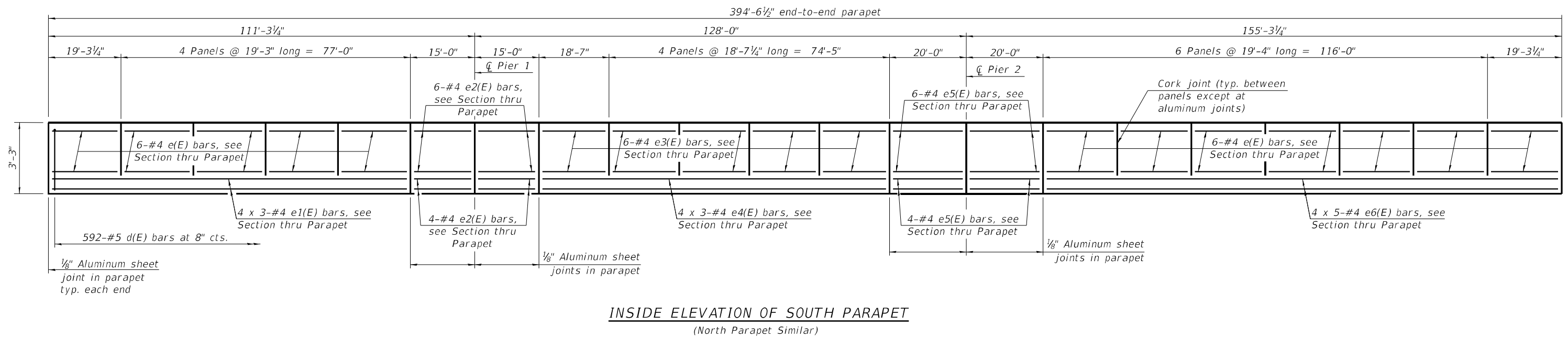
SHEET NO. 14 OF 49 SHEETS

F.A.P. RTE. 643	SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 50
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				



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

CROSS SECTION
(Looking West)



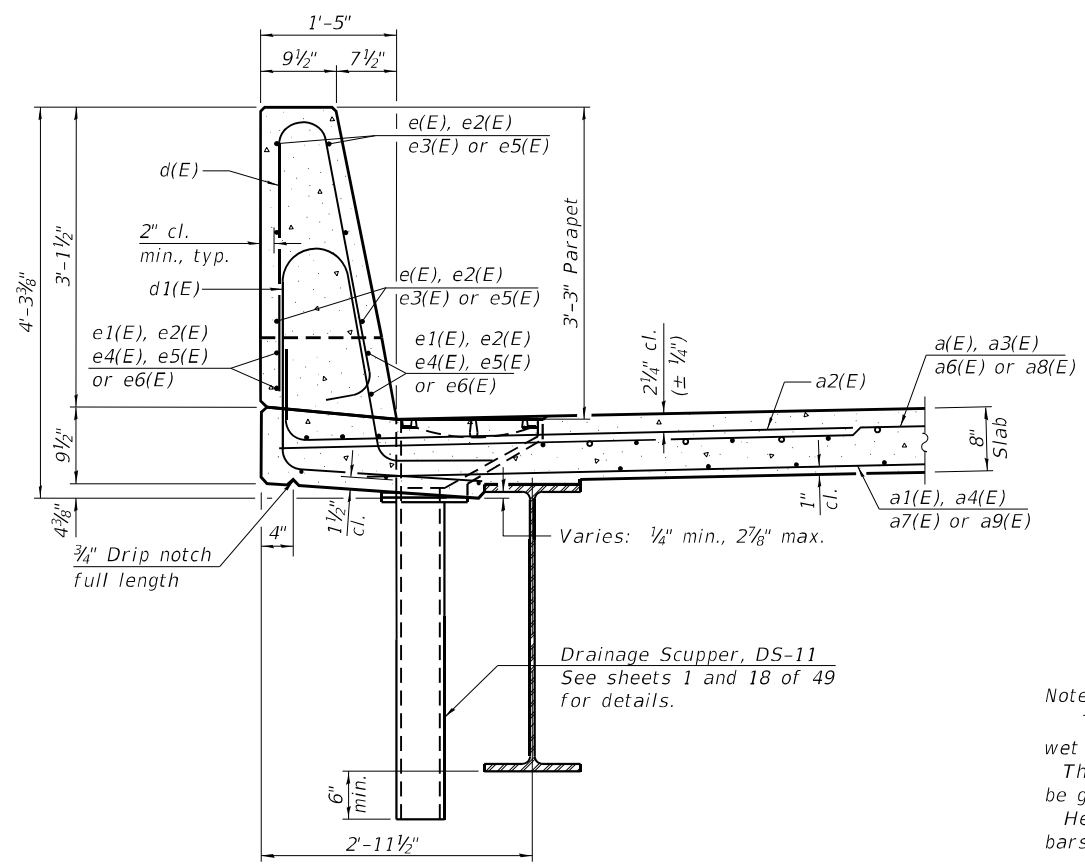
MINIMUM BAR LAP
#4 bar = 2'-5"

(Sheet 1 of 2)

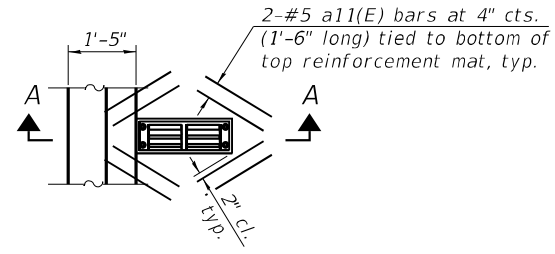
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	BACON FARMER WORKMAN ENGINEERS & ARCHITECTS, INC. <small>401 NORTH SECOND STREET SUITE 1000 PEORIA, ILLINOIS 61604</small>	USER NAME = DESIGNED - FAM CHECKED - GBR PLOT SCALE = DRAWN - FAM CHECKED - GBR PLOT DATE = 6/24/2022	DESIGNED - FAM CHECKED - GBR DRAWN - FAM CHECKED - GBR REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 088-0030 SHEET NO. 15 OF 49 SHEETS	F.A.P. RTE. 643 SECTION 11B (BR-1) COUNTY STARK TOTAL SHEETS 115 SHEET NO. 51 CONTRACT NO. 68698	ILLINOIS FED. AID PROJECT
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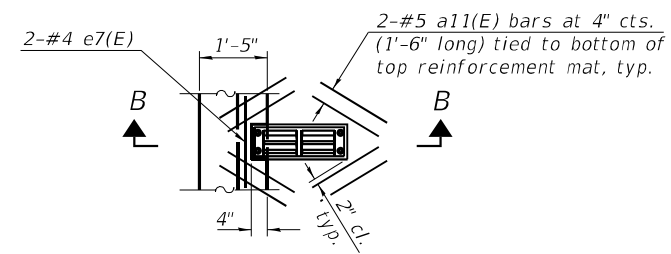


SECTION THRU PARAPET



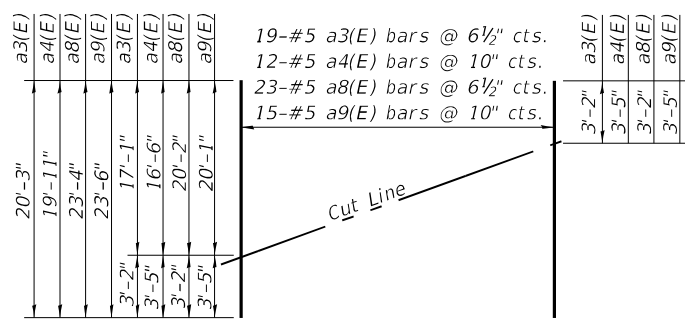
PLAN (SCUPPERS IN SPAN 1 & 2)

Note:
 Cut longitudinal reinforcement to clear drainage scuppers.



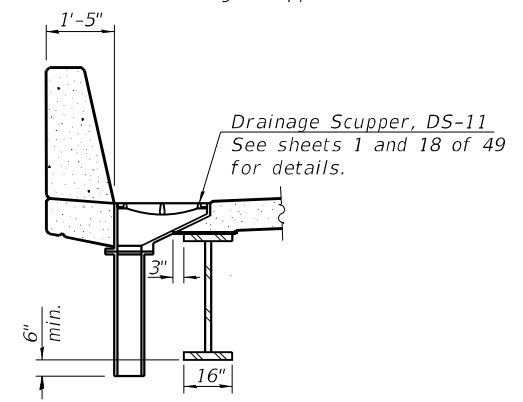
PLAN (SCUPPERS IN SPAN 3)

Note:
 Cut longitudinal reinforcement to clear drainage scuppers. Bend d(E) bars near scupper locations in Span 3 to clear drainage scuppers as shown on Section B-B. Cut d1(E) bars near scupper locations in Span 3 to clear drainage scuppers as shown on Section B-B.

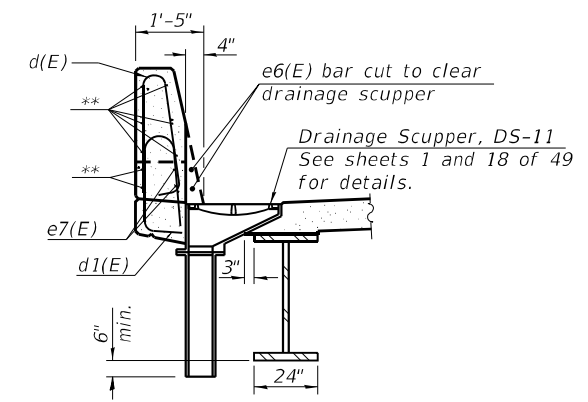


FIELD CUTTING DIAGRAM

Order a3(E), a4(E), a8(E) & a9(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

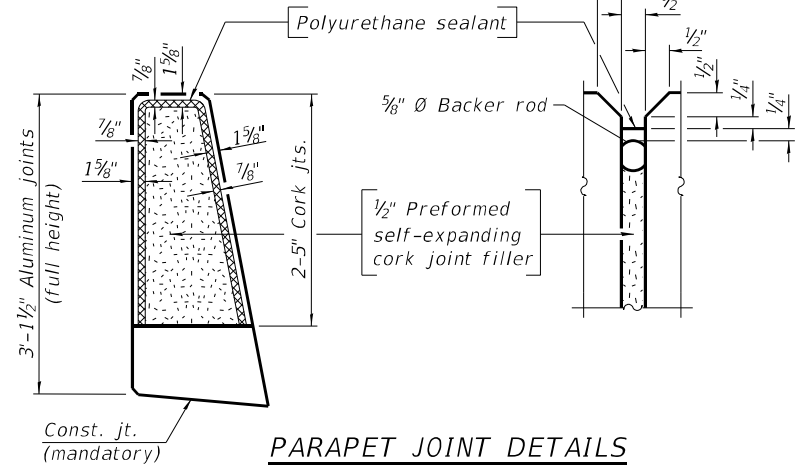


SECTION A-A



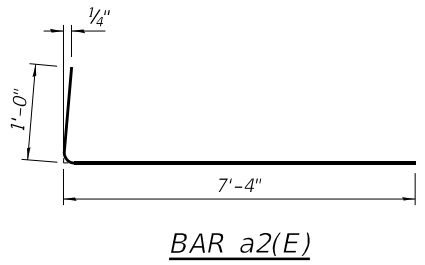
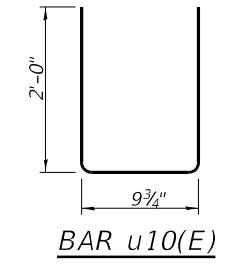
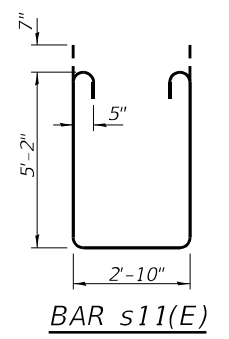
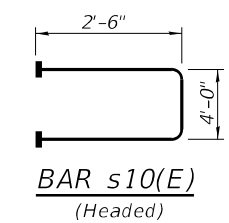
SECTION B-B

** See "Section Thru Parapet"



PARAPET JOINT DETAILS

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

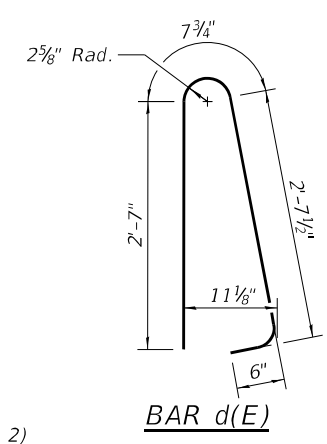


BAR a2(E)

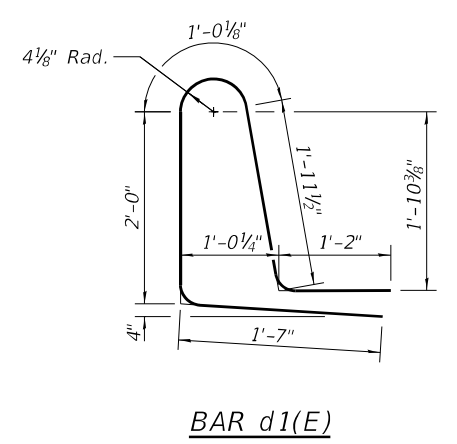
*Bar length provided is to the center of the mechanical splicer. The Contractor shall adjust the bar length as required for the selected splicer.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	705	#5	17'-6"	—
a1(E)	459	#5	17'-2"	—
a2(E)	1436	#6	8'-4"	—
a3(E)	19	#5	20'-3"	—
a4(E)	12	#5	19'-11"	—
a5(E)	4	#5	21'-0"	—
a6(E)	701	#5	20'-8"	—
a7(E)	456	#5	20'-4"	—
a8(E)	23	#5	23'-4"	—
a9(E)	15	#5	23'-6"	—
a10(E)	4	#5	24'-10"	—
a11(E)	48	#5	1'-6"	—
b(E)	473	#5	39'-0"	—
b1(E)	70	#6	37'-2"	—
b2(E)	504	#5	31'-5"	—
b3(E)	105	#6	30'-9"	—
d(E)	1184	#5	6'-5"	—
d1(E)	1184	#5	7'-9"	—
e(E)	144	#4	18'-11"	—
e1(E)	24	#4	33'-7"	—
e2(E)	40	#4	14'-8"	—
e3(E)	60	#4	18'-3"	—
e4(E)	24	#4	32'-6"	—
e5(E)	40	#4	19'-8"	—
e6(E)	40	#4	28'-11"	—
e7(E)	4	#4	2'-0"	—
m10(E)	14	#6	21'-5"	—
m11(E)	16	#6	7'-6"	—
m12(E)	32	#6	7'-6"	—
m13(E)	4	#4	21'-5"	—
m14(E)	16	#6	3'-2"	—
m15(E)	8	#6	3'-2"	—
m16(E)	8	#6	2'-7"	—
m17(E)	4	#6	2'-7"	—
m18(E)	8	#6	4'-10"	—
m19(E)	4	#6	4'-10"	—
m20(E)	14	#6	25'-3"	—
m21(E)	4	#4	25'-3"	—
s10(E)	72	#5	9'-0"	—
s11(E)	72	#5	14'-4"	—
u10(E)	72	#4	4'-10"	—
Reinforcement Bars, Epoxy Coated		Lbs.	136,880	
Concrete Superstructure		Cu. Yd.	580.5	



BAR d(E)



BAR d1(E)

(Sheet 2 of 2)



USER NAME	DESIGNED - FAM	REVISED -
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PLOT DATE	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

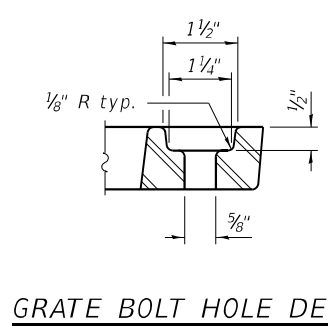
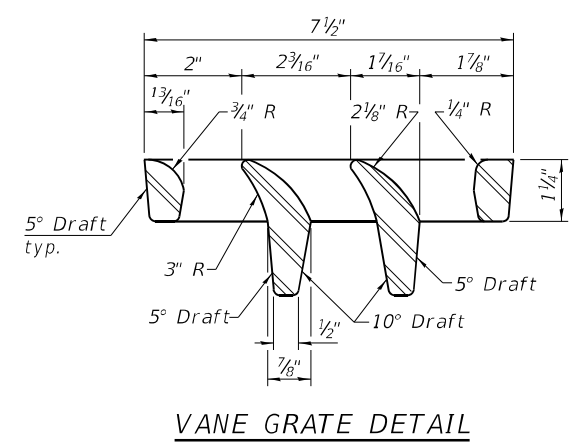
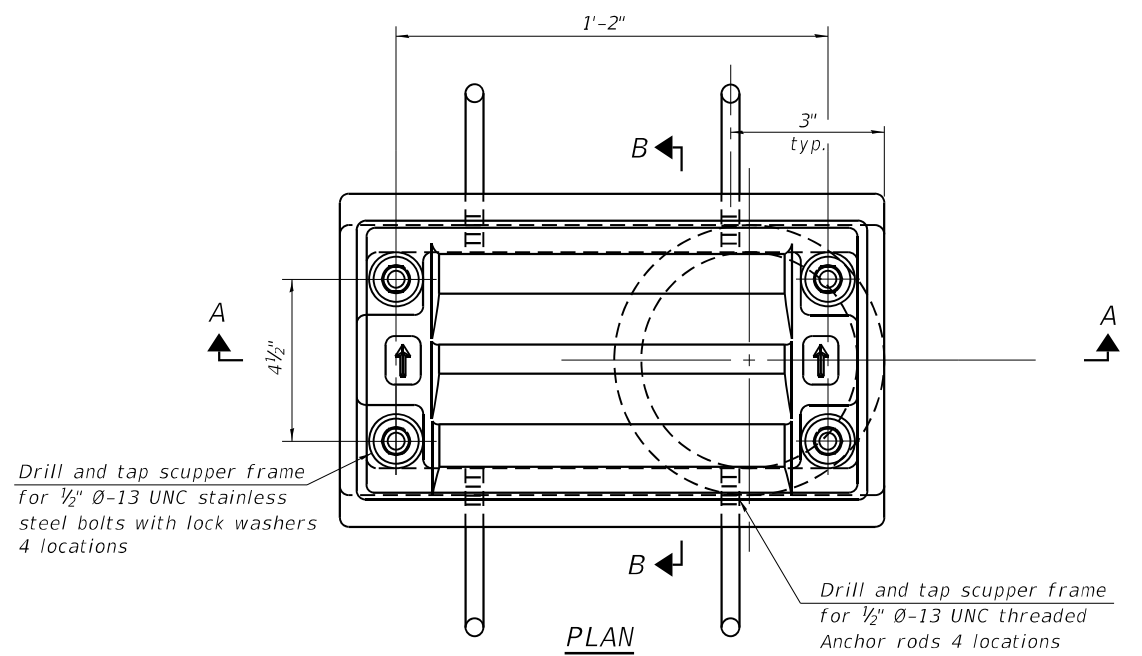
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS STRUCTURE NO. 088-0030

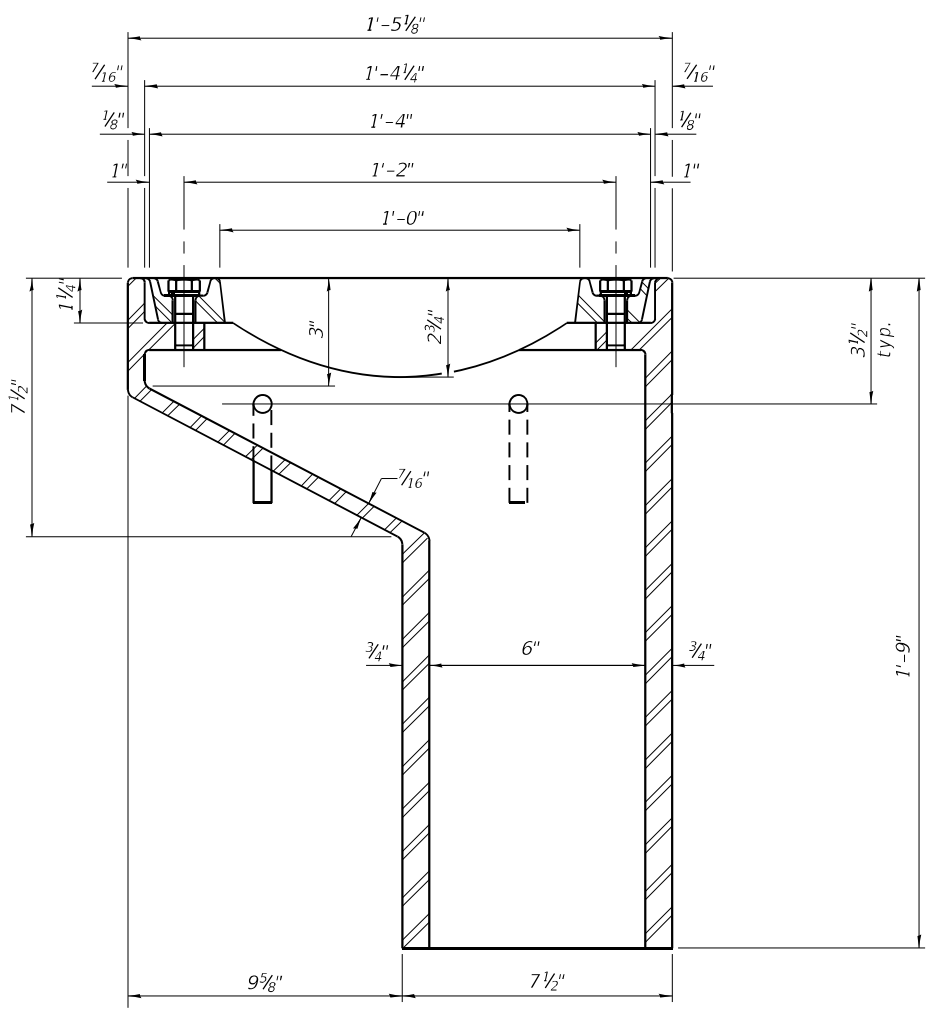
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	52
CONTRACT NO. 68698				

ILLINOIS FED. AID PROJECT

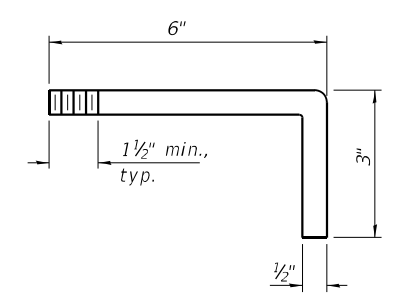
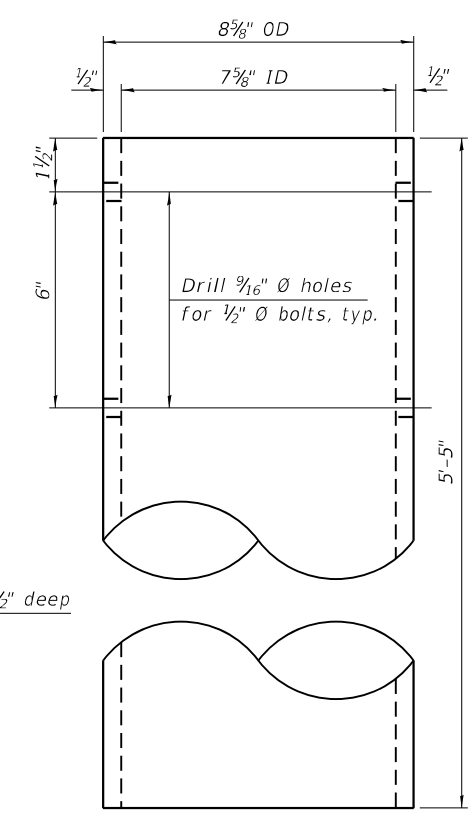
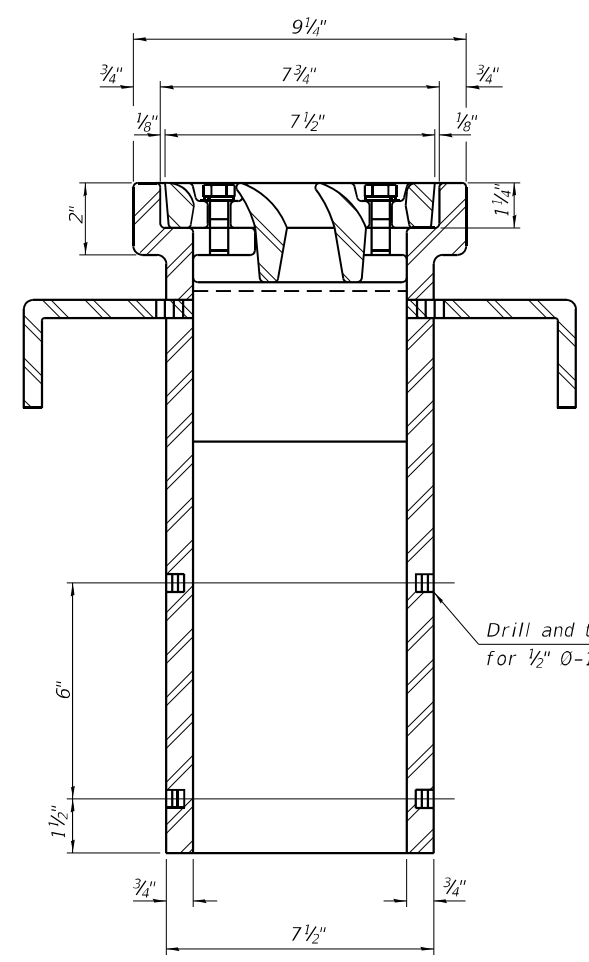
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Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B and AASHTO M 306.
 Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M 232. As an alternate stainless steel may be used.
 Stainless steel hardware shall be 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 frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M 111.
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
 Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be pigmented or painted to match the color of the adjacent beam.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.



See sheet 1 of 49 for scupper location relative to parapet.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	6

DS-11

1-1-2020



USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 6/24/2022	CHECKED - GBR	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

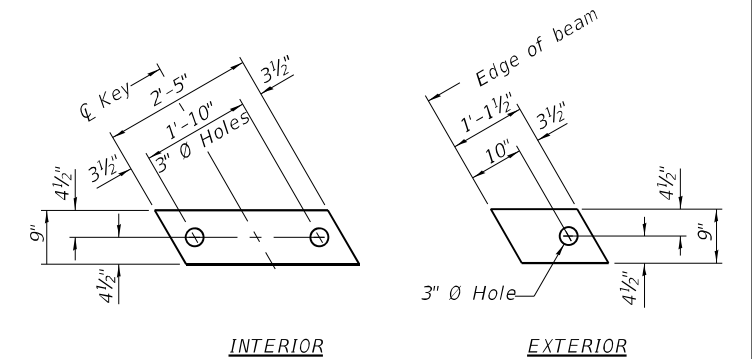
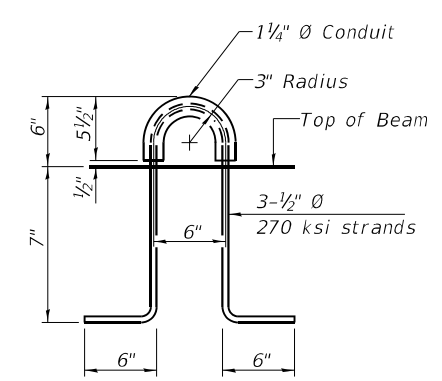
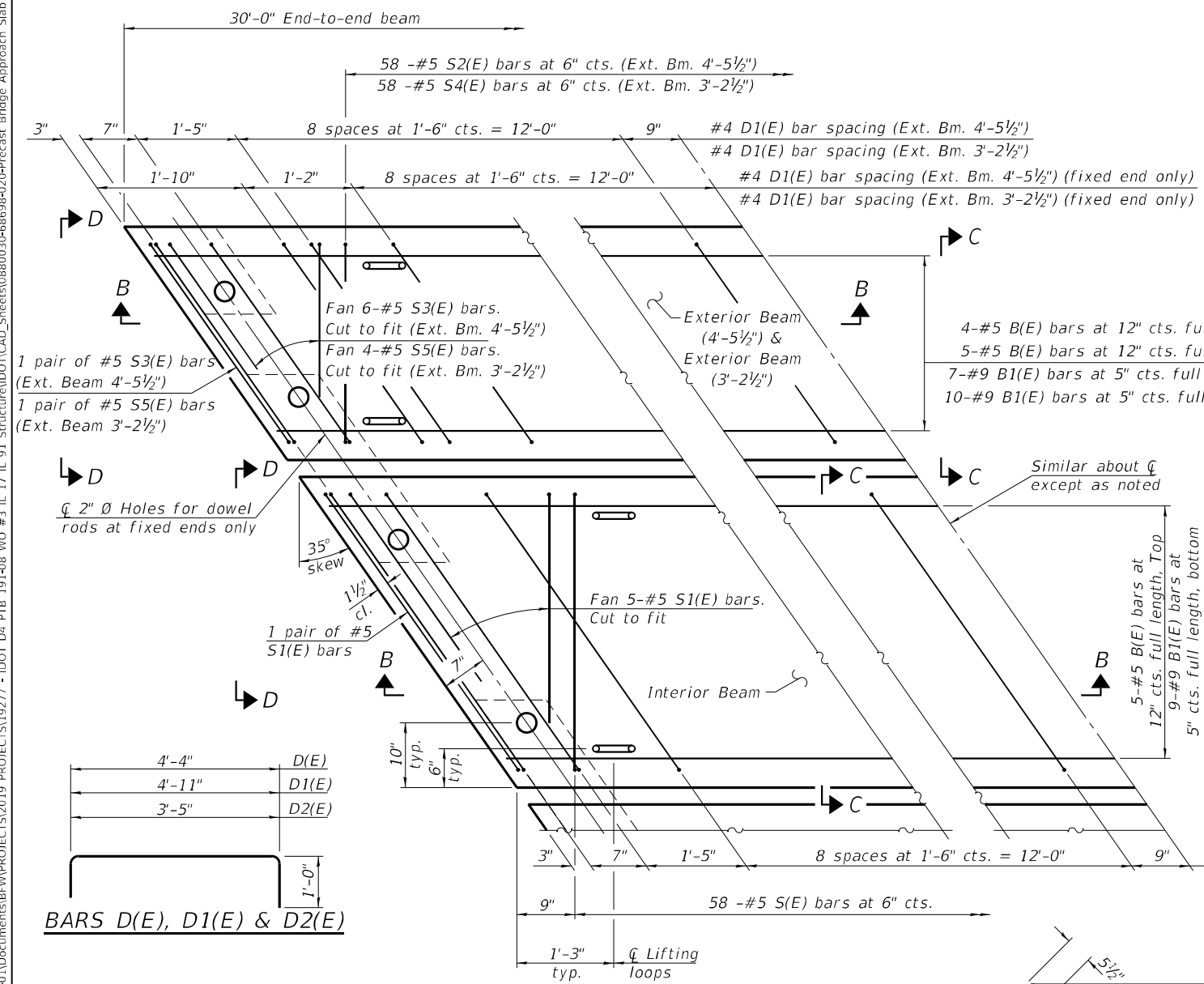
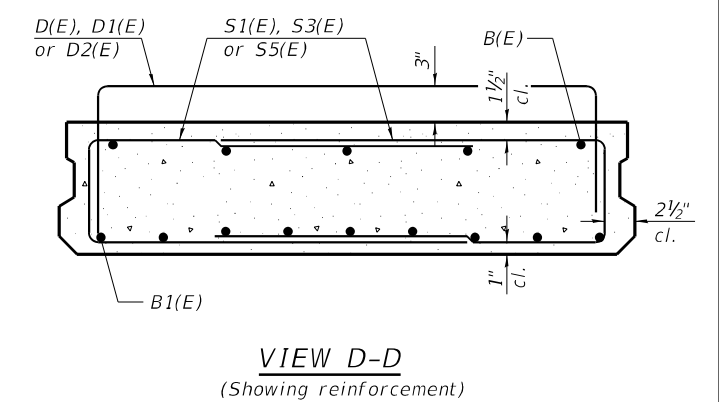
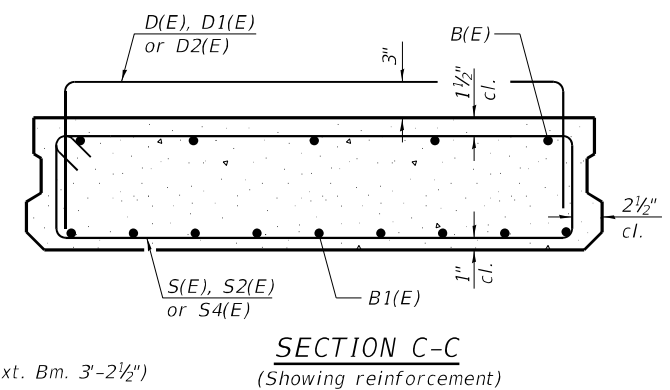
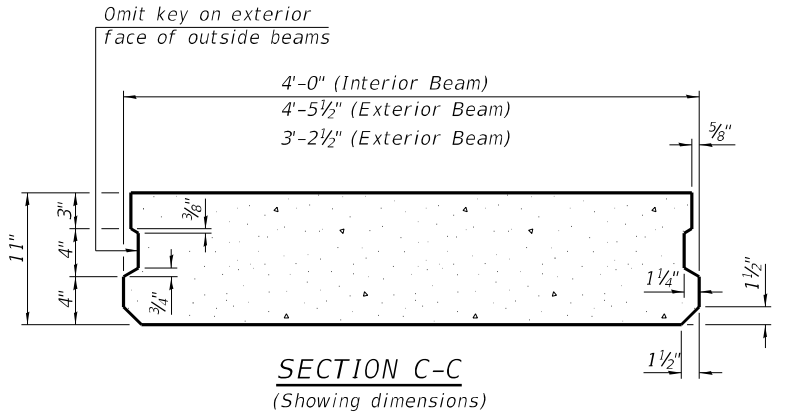
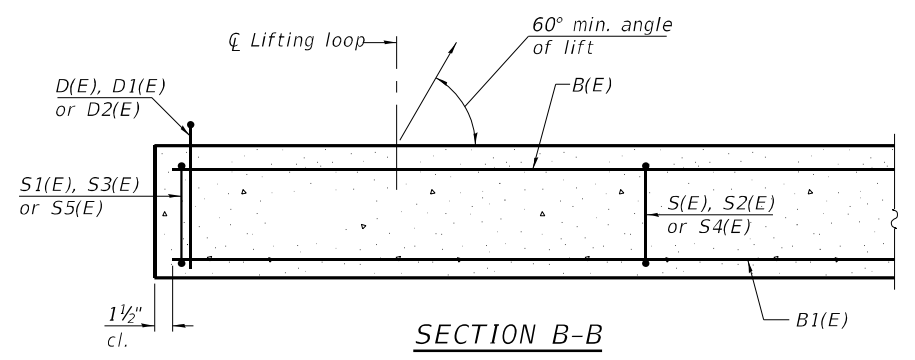
**DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 088-0030**

SHEET NO. 18 OF 49 SHEETS

F.A.P. RTE. 643	SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 54
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

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Notes:
 The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
 Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
 The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
 Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
 A minimum 2 1/2" Ø lifting pins shall be used to engage the lifting loops during handling.
 Compressive strength of precast concrete, f'c shall be 6,000 psi.
 Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.



LIFTING LOOP DETAIL
 (An alternate lifting loop with a proof load of 25,000 lbs. and utilized according to the manufacturer's recommendations may be used)

Notes:
 Bearing pads at fixed end shall be 1/2" thick and bearing pads at expansion end shall be 3/4" thick.
 Omit holes for fabric bearing pads at approach slab footing end of beams.

BAR LIST EACH EXTERIOR BEAM (4'-5 1/2")
 (For information only)

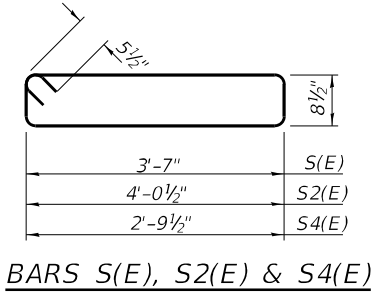
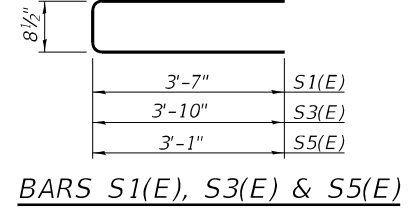
Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D1(E)	32	#4	6'-11"	┌
S2(E)	58	#5	10'-5"	▬
S3(E)	16	#5	8'-5"	▬

BAR LIST EACH INTERIOR BEAM
 (For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	9	#9	29'-8"	—
D(E)	22	#4	6'-4"	┌
S(E)	58	#5	9'-6"	▬
S1(E)	14	#5	7'-11"	▬

BAR LIST EACH EXTERIOR BEAM (3'-2 1/2")
 (For information only)

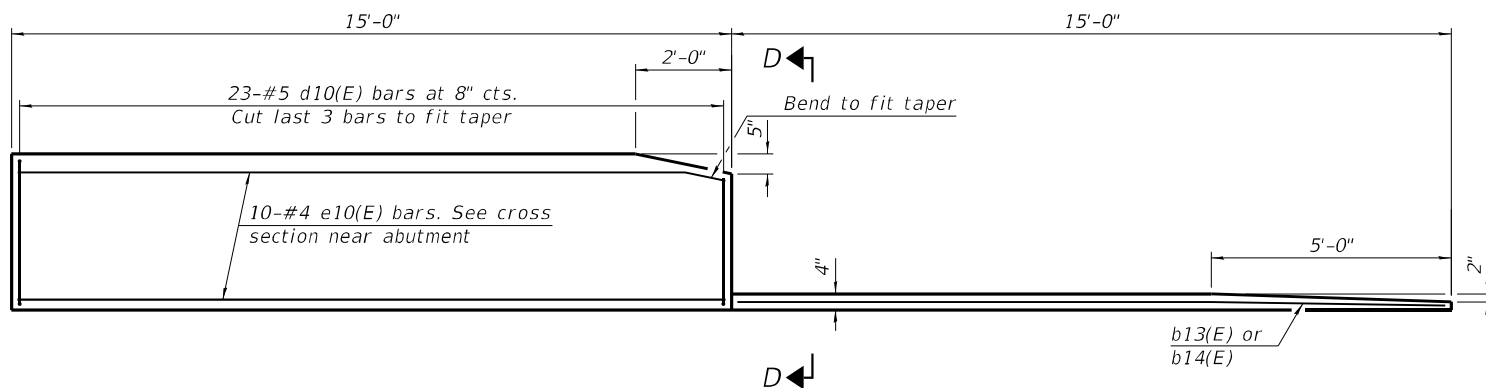
Bar	No.	Size	Length	Shape
B(E)	4	#5	29'-8"	—
B1(E)	7	#9	29'-8"	—
D2(E)	32	#4	5'-5"	┌
S4(E)	58	#5	7'-11"	▬
S5(E)	12	#5	6'-11"	▬



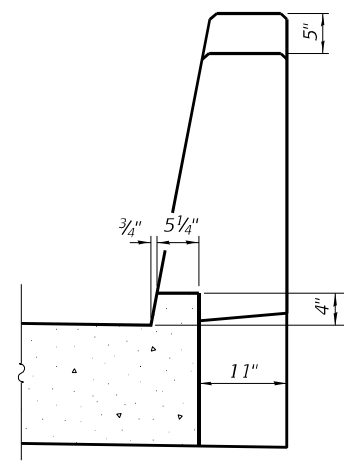
PLAN VIEW
 (showing precast bridge approach beams)
 (Spacing of D(E), D1(E) and D2(E) bars may be adjusted up to 3" to miss the dowel rod holes and the lifting loops at the beam ends)

(Sheet 2 of 3)

MODEL: Default
 FILE NAME: p:\w\wme-pw\benley.com\bfw\me-pw-01\Documents\BFW\PROJECTS\2019\PROJECTS\19277 - IDOT D4 PTB 191-08 WO #3 IL 17 IL 91 Structure\DOT\CAD_Sheets\0880030-68698-02-1-Precast Bridge Approach Slab



INSIDE ELEVATION OF PARAPET AND CURB
 (For Type 6 terminal connections see Highway Standard 631031.)



VIEW D-D

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

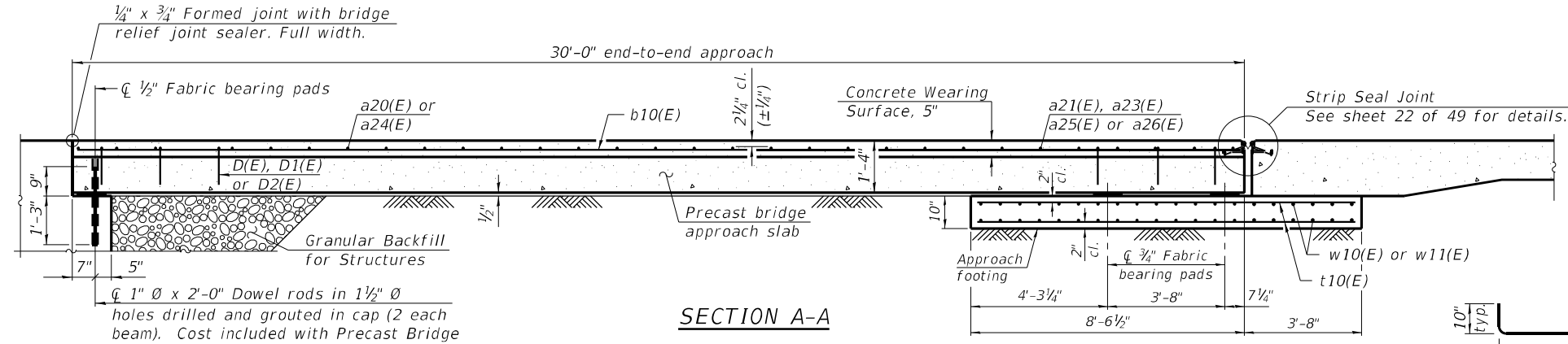
After precast bridge approach slabs have been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and cured according to Article 1020.13(a)(3) or 1020.13(a)(5) of the Standard Specifications for a minimum of 24 hours before casting the shear keys and wearing surface.

Any concrete poured monolithically with the wearing surface, such as curbs, shall not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5". The strip seal shall extend 6" beyond the edge of the approach slab on each end. Parapet concrete shall be paid for as Concrete Superstructure.

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.

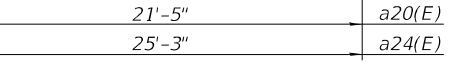
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 49. Cost of cellular polystyrene is included with Concrete Superstructure.



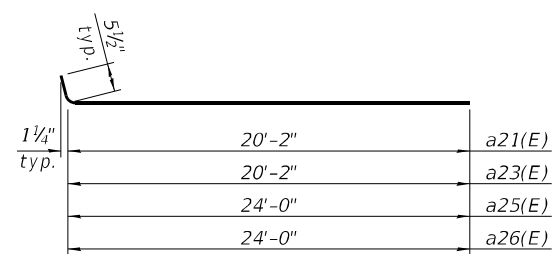
SECTION A-A

**TWO APPROACHES
 BILL OF MATERIAL**

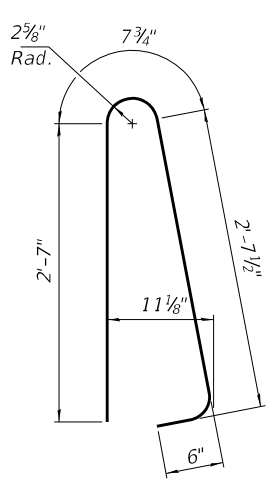
Bar	No.	Size	Length	Shape
a20(E)	25	#5	22'-3"	┌──┐
a21(E)	24	#4	20'-8"	┌──┐
a22(E)	50	#5	8'-2"	┌──┐
a23(E)	1	#5	20'-8"	┌──┐
a24(E)	25	#5	26'-1"	┌──┐
a25(E)	24	#4	24'-6"	┌──┐
a26(E)	1	#5	24'-6"	┌──┐
b10(E)	74	#4	29'-8"	──
b11(E)	8	#4	15'-6"	──
b12(E)	8	#4	14'-2"	──
b13(E)	2	#4	14'-4"	──
b14(E)	2	#4	14'-10"	──
d10(E)	92	#5	6'-5"	┌──┐
d11(E)	92	#5	6'-5"	┌──┐
e10(E)	40	#4	14'-8"	──
t10(E)	74	#4	11'-10"	──
w10(E)	80	#5	20'-3"	──
w11(E)	80	#5	24'-1"	──
Concrete Superstructure		Cu. Yd.	7.8	
Concrete Structures		Cu. Yd.	27.9	
Reinforcement Bars, Epoxy Coated		Pound	10,030	
Precast Bridge Approach Slab		Sq. Ft.	2221	
Concrete Wearing Surface, 5"		Sq. Yd.	253.0	



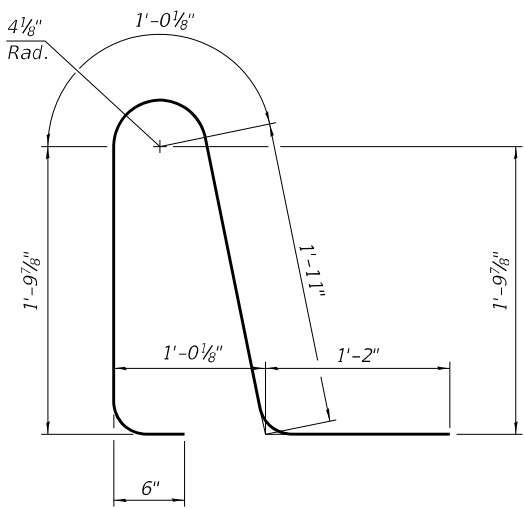
BAR a20(E) & a24(E)



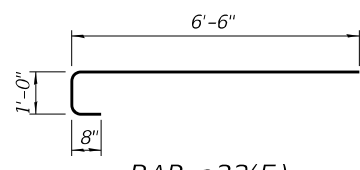
BAR a21(E), a23(E), a25(E) & a26(E)



BAR d10(E)



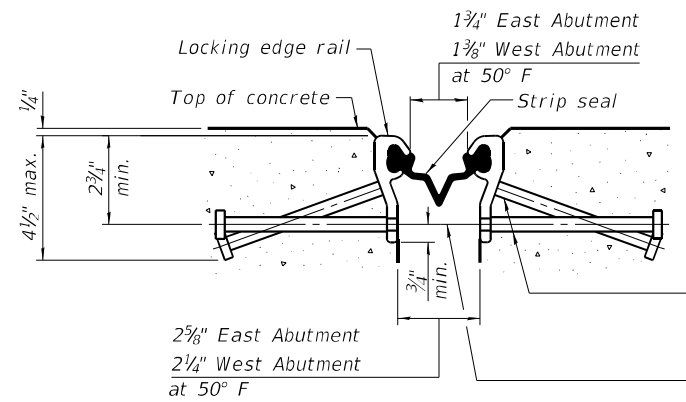
BAR d11(E)



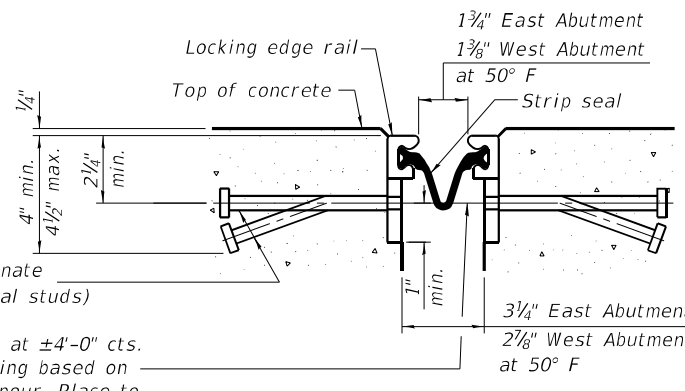
BAR a22(E)

(Sheet 3 of 3)

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SHOWING ROLLED RAIL JOINT

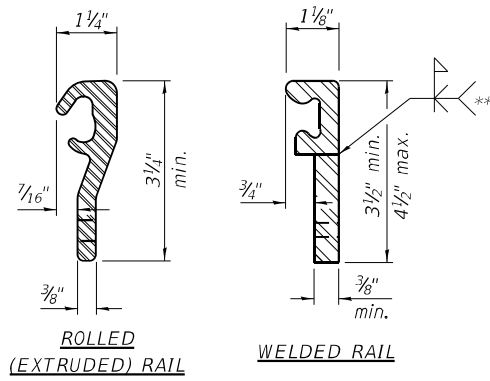


SHOWING WELDED RAIL JOINT

* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)
 3/8" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

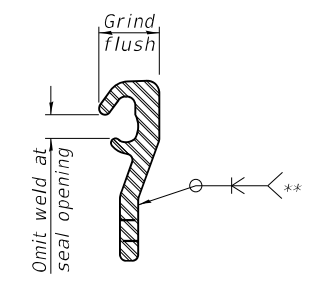
SECTION A-A

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



LOCKING EDGE RAILS

** 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.

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 configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.
 The manufacturer's recommended installation methods shall be followed.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	91



USER NAME =	DESIGNED - FAM	REVISED -
	CHECKED - GBR	REVISED -
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 6/24/2022	CHECKED - GBR	REVISED -

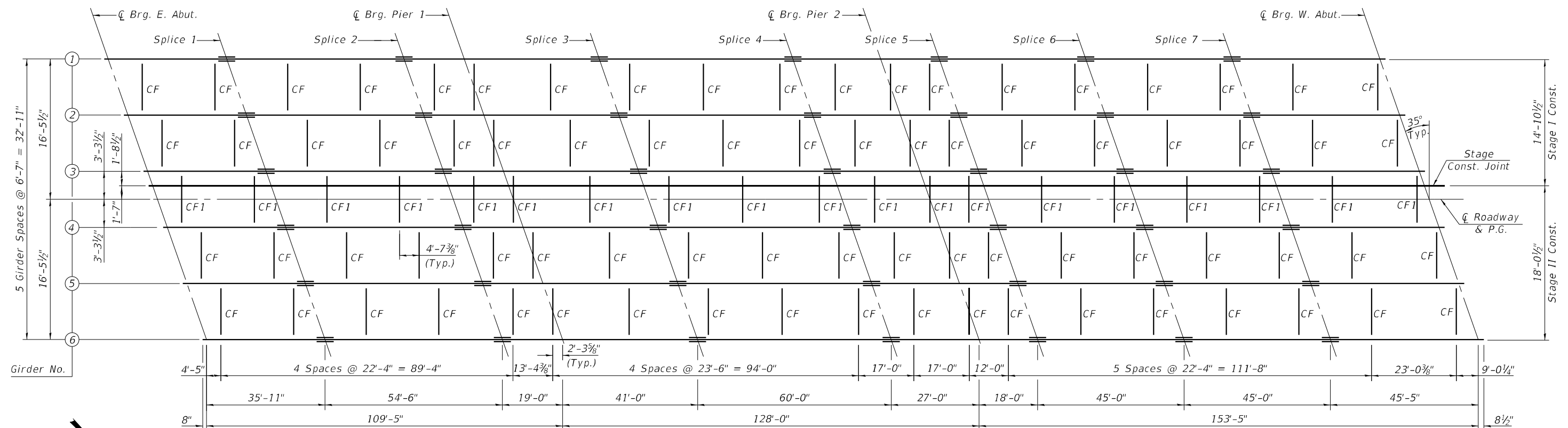
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 088-0030**

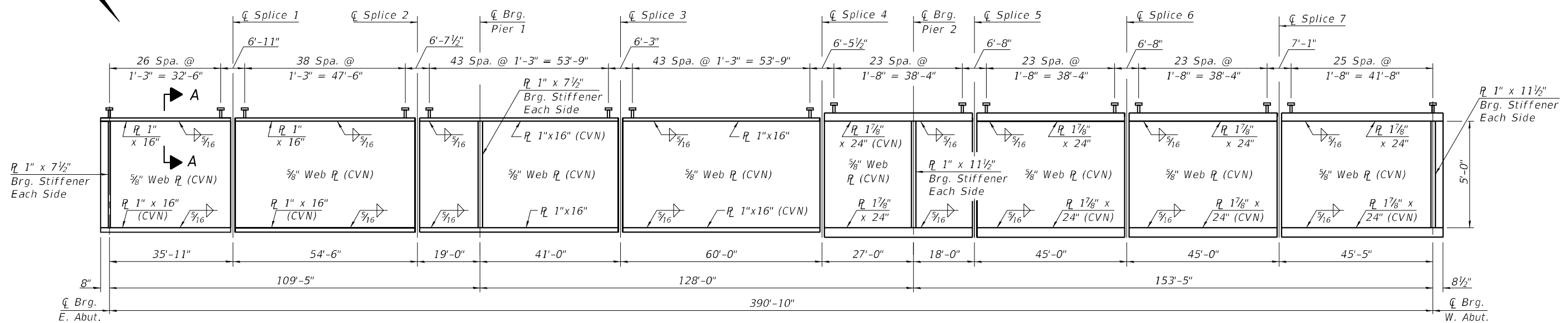
SHEET NO. 22 OF 49 SHEETS

F.A.P. RTE. 643	SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 58
			CONTRACT NO. 68698	
		ILLINOIS	FED. AID PROJECT	

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FRAMING PLAN



GIRDER ELEVATION

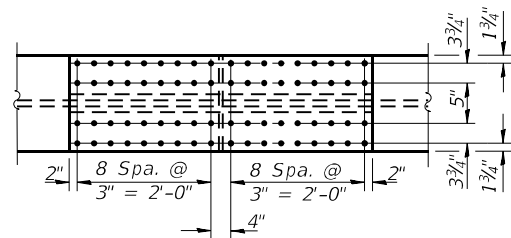
Notes:
 All flange, web, and bearing stiffener plates shall be AASHTO M 270, Grade 50.
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 Girders have bearing stiffeners and connections plates as required by the design. Additional stiffeners may be added at the Contractor's expense as necessary to prevent distortion of the girders during galvanizing. The Contractor shall coordinate with the fabricator and the galvanizer to determine if additional stiffeners are necessary, and where these should be placed. Any proposed changes shall be submitted to the Engineer for approval prior to making any changes and documented on the shop drawings.
 Temporary stiffener angles shall be bolted to each side of the splice ends of each girder segment to prevent distortion during galvanizing. Temporary stiffener angles shall be bolt or fit tight against top and bottom flanges and include space tubes to minimize damage to galvanizing during removal. Cost included with Furnishing and Erecting Structural Steel

"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.

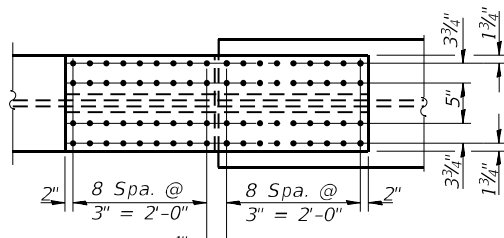
Notes:
 See sheet 24 of 49 for field splice details, top of web elevations, camber diagram and Section A-A.
 For Section at abutments and piers, see sheet 24 of 49.
 For cross frame details, see sheet 25 of 49.
 See sheet 26 of 49 for girder moment and shear table.

	USER NAME - DESIGNED - FAM CHECKED - GBR	DESIGNED - FAM CHECKED - GBR	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL STRUCTURE NO. 088-0030	P.A.P. RTE. 643 SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115 SHEET NO. 59	CONTRACT NO. 68698
	PLOT SCALE - PLOT DATE - 6/24/2022	DRAWN - FAM CHECKED - GBR	SHEET NO. 23 OF 49 SHEETS			ILLINOIS FED. AID PROJECT			

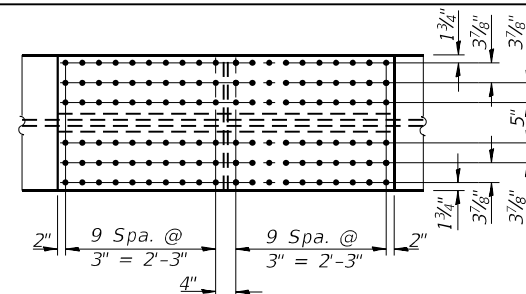
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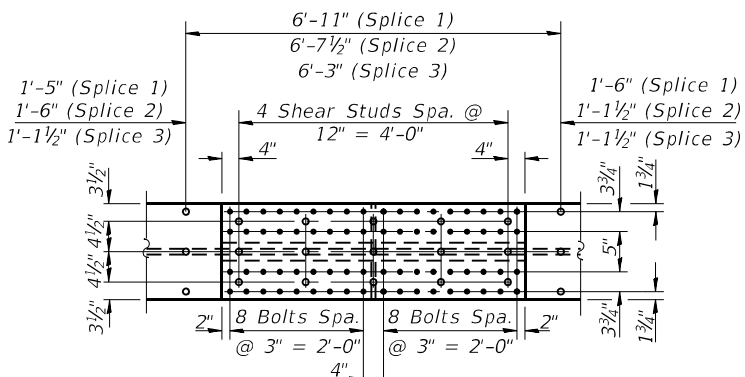
BOTTOM FLANGE



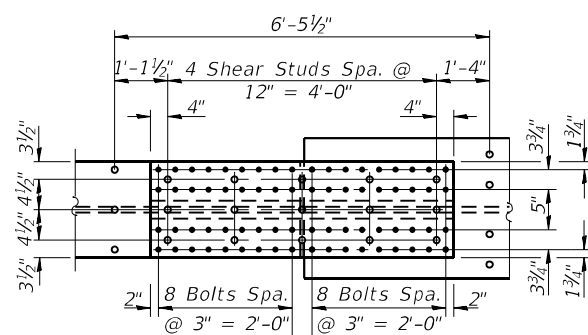
BOTTOM FLANGE



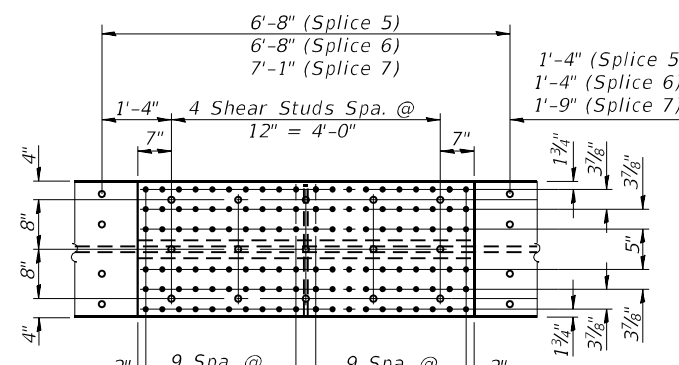
BOTTOM FLANGE



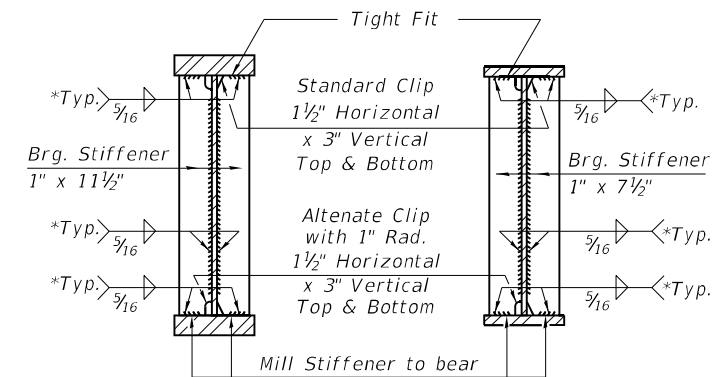
TOP FLANGE



TOP FLANGE



TOP FLANGE



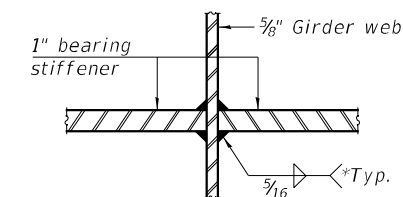
**SECTION AT WEST
ABUT. & PIER 2**

**SECTION AT EAST
ABUT. & PIER 1**

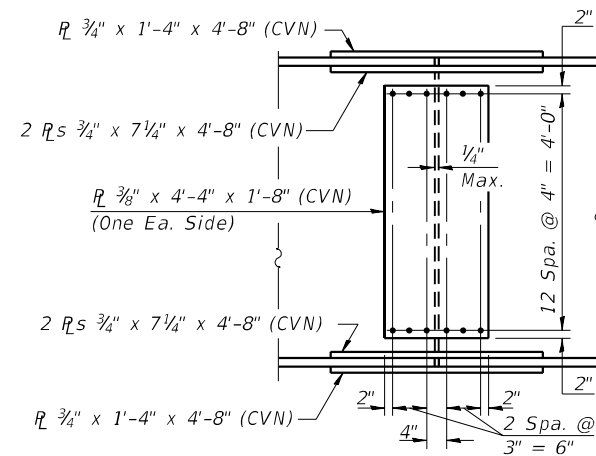
(No. plates required = 24)

(No. plates required = 24)

* Stop 1/4" (±1/8") from edges as shown, typical.



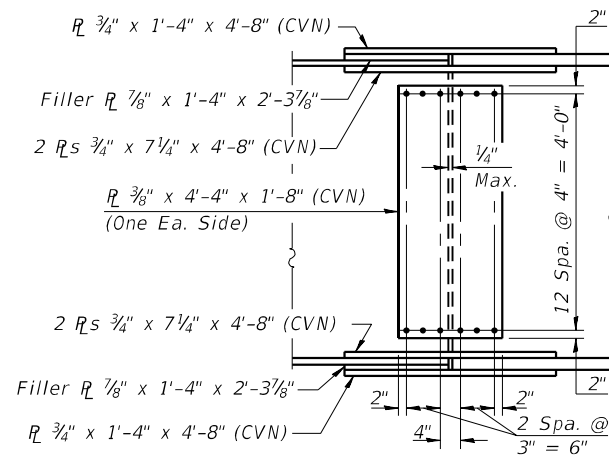
**WEB WELD DETAILS
AT BEARING STIFFENERS**



ELEVATION

FIELD SPLICE I DETAIL

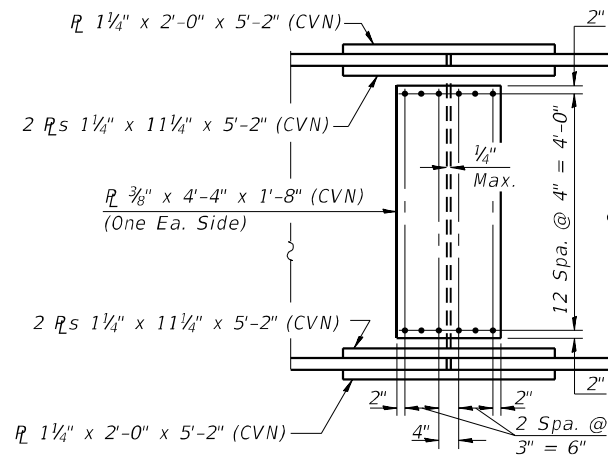
For Splice 1, 2 & 3
(18 Required)



ELEVATION

FIELD SPLICE II DETAIL

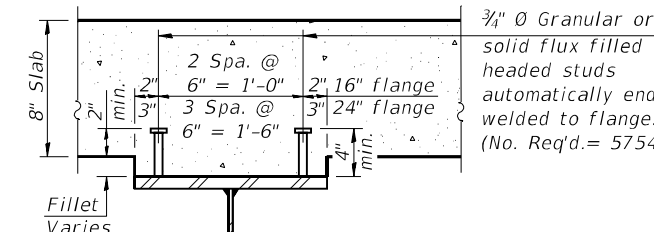
For Splice 4
(6 Required)



ELEVATION

FIELD SPLICE III DETAIL

For Splice 5, 6 & 7
(18 Required)



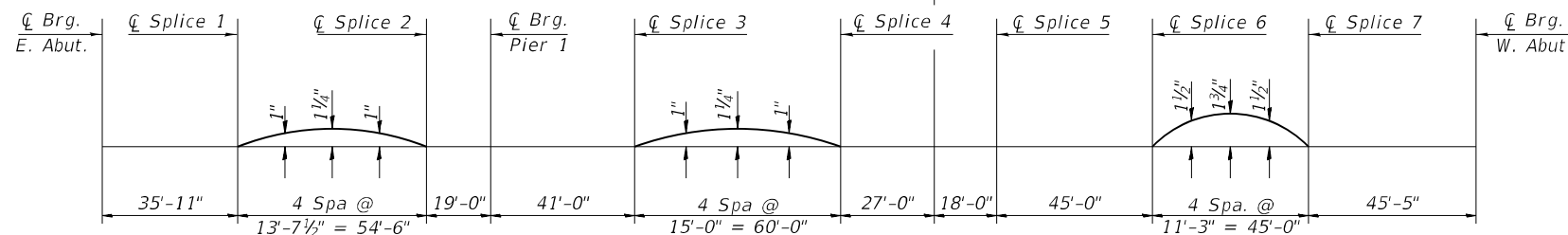
SECTION A-A

Notes:
 Use 7/8" Ø H.S. bolts with 1 1/16" Ø holes for all splice connections.
 "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
 All splice plates shall be AASHTO M 270 Grade 50.

****TOP OF WEB ELEVATIONS**

Location	℄ Brg. W. Abut.	℄ Splice 1	℄ Splice 2	℄ Pier 1	℄ Splice 3	℄ Splice 4	℄ Pier 2	℄ Splice 5	℄ Splice 6	℄ Splice 7	℄ Brg. E. Abut.
Girder 1	662.01	661.21	659.87	659.41	658.41	656.89	656.29	655.89	655.00	653.93	652.75
Girder 2	662.03	661.23	659.88	659.42	658.42	656.91	656.31	655.91	655.01	653.95	652.76
Girder 3	662.02	661.22	659.88	659.41	658.41	656.90	656.30	655.90	655.00	653.94	652.75
Girder 4	661.91	661.11	659.77	659.30	658.30	656.79	656.19	655.79	654.90	653.83	652.64
Girder 5	661.70	660.91	659.56	659.10	658.10	656.58	655.98	655.58	654.69	653.62	652.44
Girder 6	661.47	660.67	659.33	658.86	657.86	656.35	655.75	655.35	654.45	653.39	652.21

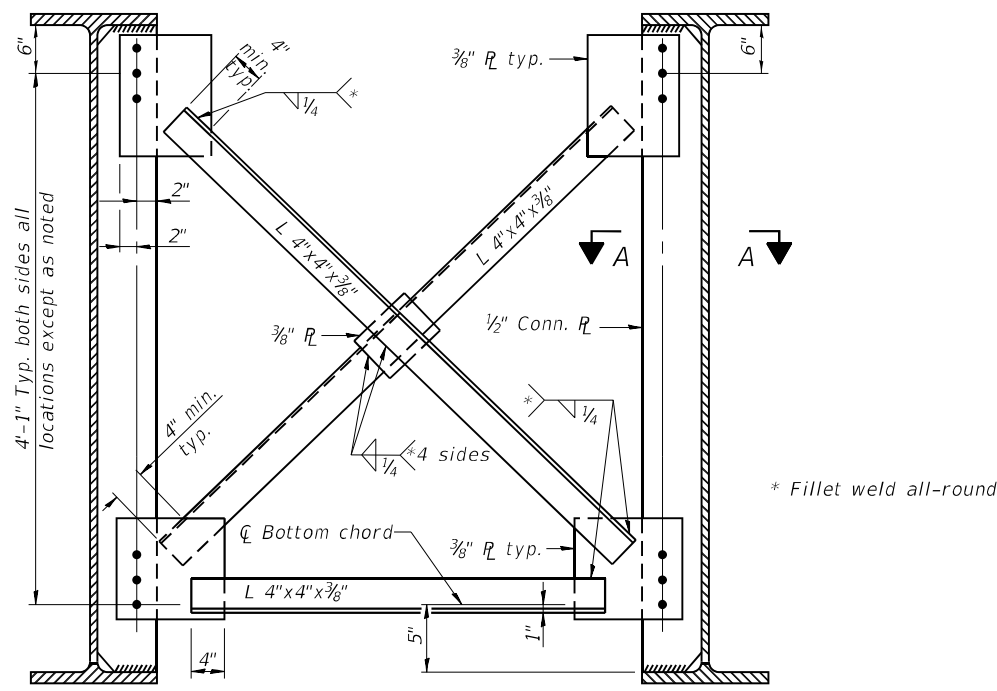
**For fabrication use only.



CAMBER DIAGRAM

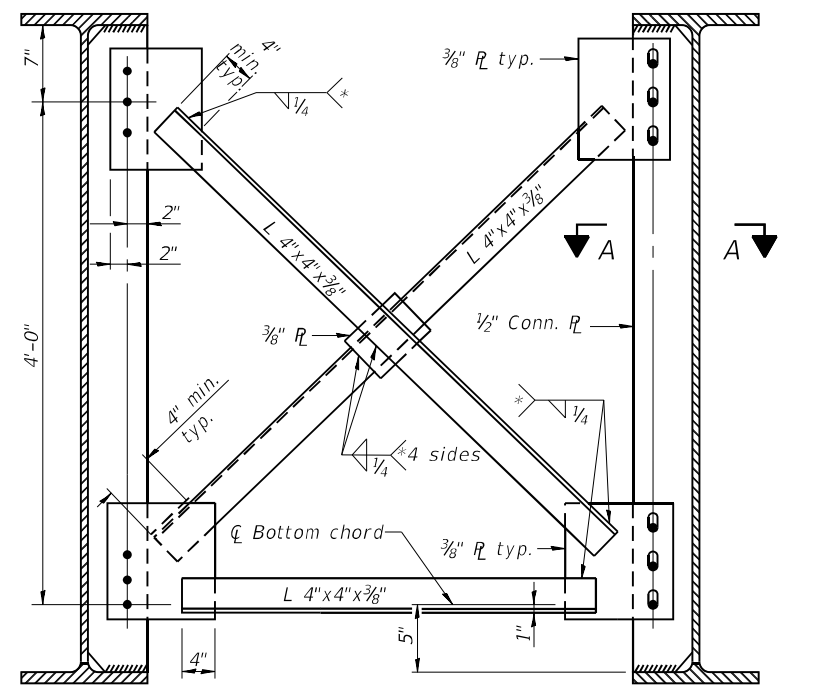
(Sheet 1 of 3)

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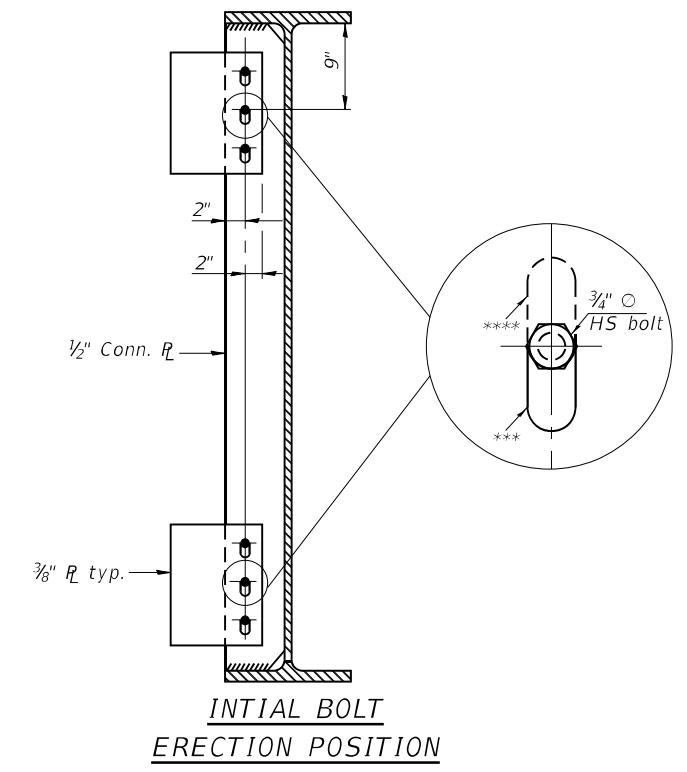
TYPICAL INTERIOR CROSS FRAME (CF)
 (No. Req'd. = 76)

3/4" Ø HS bolts with 1 5/16" Ø hole shall be provided for all cross frames connections except as noted.
 Two hardened washers required for each set of oversized holes.



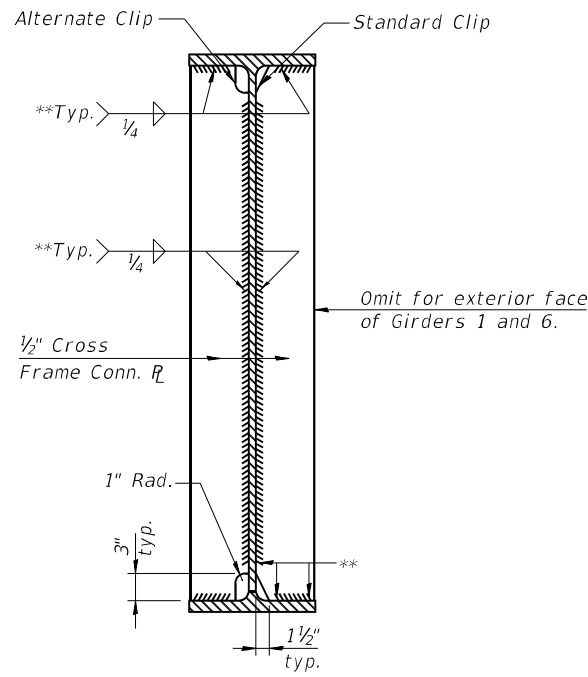
TYPICAL CROSS FRAME AT STAGE CONSTRUCTION BAY (GIRDER 4-5, CF1)
 (Showing Final Erection Position)
 (Looking West)
 (No. Req'd. = 19)

3/4" Ø HS bolts with 1 5/16" Ø hole shall be provided for all cross frames connections except as noted. 1 3/16" x 1 7/8" vertical slotted holes shall be provided for both connection plates on south side of girder 4 to accommodate the differential displacement between girder 3 and 4 due to stage construction. The 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 shall be positioned as shown to allow the bolts move to final erection position under deck load. The holes shall be positioned to allow maximum bolt displacement without laterally stressing the girders.
 Two hardened washers required for each set of oversized holes.
 See Framing Plans on Sheet 23 of 49 for cross frame orientation.



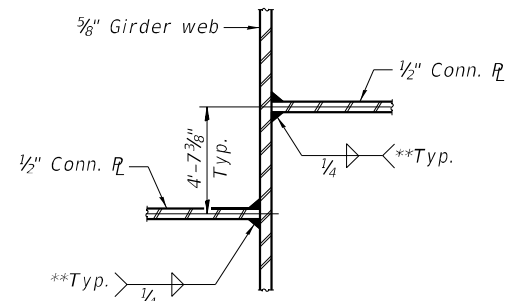
INITIAL BOLT ERECTION POSITION
 (South Side Girder 4)

*** Slotted hole in cross frame connection plate
 **** Slotted hole in girder connection plate

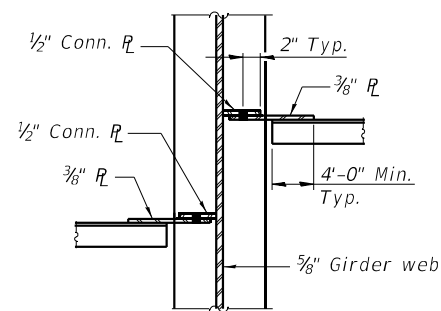


WELD LIMITS AND CLIP DETAILS AT CONNECTION PLATE LOCATIONS

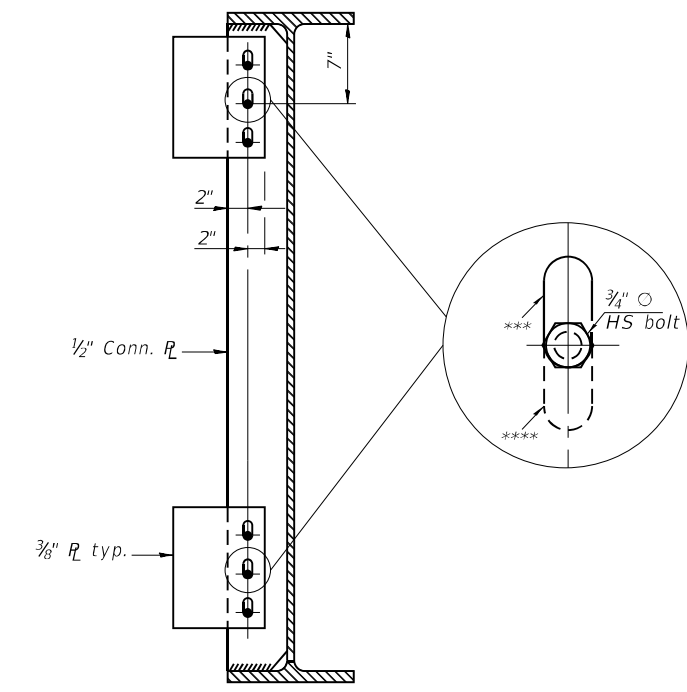
** Stop welds 1/4" (±1/8") from edges as shown, typical.
 Note:
 See Sheet 24 of 49 for weld limits, clip details and web weld details for bearing stiffener.



WEB WELD DETAILS FOR CONNECTION PLATES



SECTION A-A



FINAL BOLT ERECTION POSITION AFTER STAGE II DECK POUR
 (South Side Girder 4)

(Sheet 2 of 3)



BACON | FARMER | WORKMAN
 ENGINEERS & ARCHITECTS, INC.

USER NAME	DESIGNED - FAM	REVISED -
PLOT SCALE	CHECKED - GBR	REVISED -
PLOT DATE	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
 STRUCTURE NO. 088-0030

SHEET NO. 25 OF 49 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	61
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

MODEL: Default
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INTERIOR GIRDER MOMENT TABLE						
		0.4 Sp. 1	Pier 1	0.5 Sp.2	Pier 2	0.6 Sp.3
Is	(in ⁴)	41021	41021	41021	97418	97418
Ic(n)	(in ⁴)	88797	88797	88797	164407	164407
Ic(3n)	(in ⁴)	66227	66227	66227	127961	127961
Ic(cr)	(in ⁴)	---	48527	---	105639	---
Ss	(in ²)	1325	1325	1325	3056	3056
Sc(n)	(in ²)	1760	7688	1760	9486	3541
Sc(3n)	(in ²)	1604	3199	1604	5071	3322
Sc(cr)	(in ²)	---	1739	---	3513	---
DC1	(k/')	0.962	0.962	0.962	1.207	1.207
MDC1	('k)	960	-1120	228	-2556	2388
DC2	(k/')	0.175	0.175	0.175	0.175	0.175
MDC2	('k)	172	-198	69	-380	342
DW	(k/')	0.300	0.300	0.300	0.300	0.300
MDW	('k)	295	-340	119	-651	587
LLDF		0.542	0.542	0.542	0.542	0.542
M _{L + IM}	('k)	1483	-1206	1413	-1803	2320
Mu (Strength I)	('k)	4453	-4268	3023	-7802	8353
Øf Mn	('k)	8935	---	9377	---	16902
fs DC1	(ksi)	8.71	10.16	2.07	10.04	9.38
fs DC2	(ksi)	1.29	1.37	0.52	1.30	1.24
fs DW	(ksi)	2.21	2.35	0.89	2.22	2.12
fs (L+IM)	(ksi)	10.11	8.32	9.63	6.16	7.86
fs (Service II)	(ksi)	25.35	14.62	16.00	15.44	22.96
0.95Rh Fyf	(ksi)	47.50	47.50	47.50	47.50	47.50
fs (Total)(Strength I)	(ksi)	---	32.50	---	28.29	---
Øf Fn	(ksi)	---	41.80	---	41.80	---
Vf	(k)	64.0	72.9	52.3	71.2	69.1

GIRDER REACTION TABLE								
	East Abutment		Pier 1		Pier 2		West Abutment	
	Interior	Exterior	Interior	Exterior	Interior	Exterior	Interior	Exterior
LLDF	0.713	0.538	0.713	0.538	0.713	0.538	0.713	0.538
OCF	----	1.14	----	----	----	----	----	1.14
RDC1*	(k) 86.47	88.48	116.3	122.0	189.6	197.2	119.0	121.9
RDC2	(k) 7.76	7.76	21.17	21.17	28.52	28.52	10.95	10.94
RDW	(k) 13.30	13.29	36.29	36.30	48.88	48.90	18.77	18.76
R _L	(k) 69.70	59.95	128.5	97.03	150.4	113.5	79.24	68.15
R _{IM}	(k) 15.24	13.10	24.10	18.15	26.71	20.22	15.70	13.50
RTotal	(k) 192.5	182.6	326.4	294.7	444.1	408.3	243.7	233.3

* Girder reactions at abutments include dead loads due approach slab and semi-integral abutment diaphragm.

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.²).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

Ic(cr), Sc(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing fs (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

DC1: Un-factored non-composite dead load (kips/ft.).
 MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L + IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

Mu (Strength I): Factored design moment (kip-ft.).
 1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_{L + IM}

Øf Mn: 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.).

fs DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 MDC1/ Snc

fs DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 MDC2/ Sc(3n) or MDC2/ Sc(cr) as applicable.

fs DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 MDW/ Sc(3n) or MDW/ Sc(cr) as applicable.

fs (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} / Sc(n) or M_{L + IM} / Sc(cr) as applicable.

fs (Service II): Sum of stresses as computed below (ksi).
 fsDC1 + fsDC2 + fsDW + 1.3 fs(L + IM)

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

fs (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 1.25 (fsDC1 + fsDC2) + 1.5 fsDW + 1.75 fs(L + IM)

Øf Fn: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

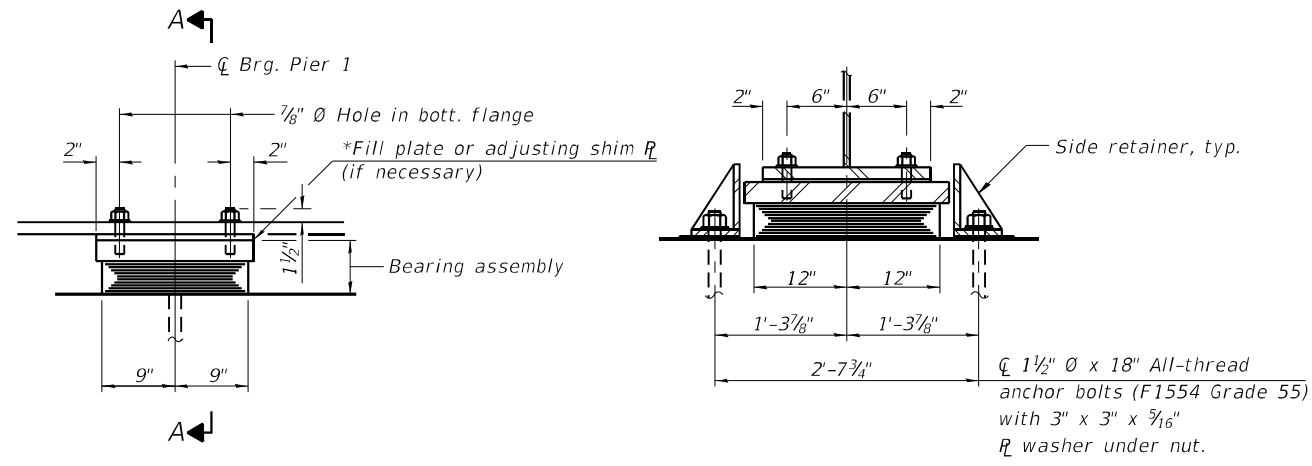
Vf: Maximum factored shear range in span computed according to Article 6.10.10.

LLDF: Live Load Distribution Factor
 OCF: Obtuse Correction Factor

(Sheet 3 of 3)

 BACON FARMER WORKMAN ENGINEERS & ARCHITECTS, INC. <small>401 NORTH COURT STREET WARREN, ILLINOIS 60590 PHONE: 630-329-8900</small>	USER NAME =	DESIGNED - FAM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS STRUCTURE NO. 088-0030	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - FAM	REVISED -			643	11B (BR-1)	STARK	115	62
PLOT DATE = 6/24/2022	CHECKED - GBR	REVISED -		SHEET NO. 26 OF 49 SHEETS			CONTRACT NO. 68698		ILLINOIS FED. AID PROJECT	

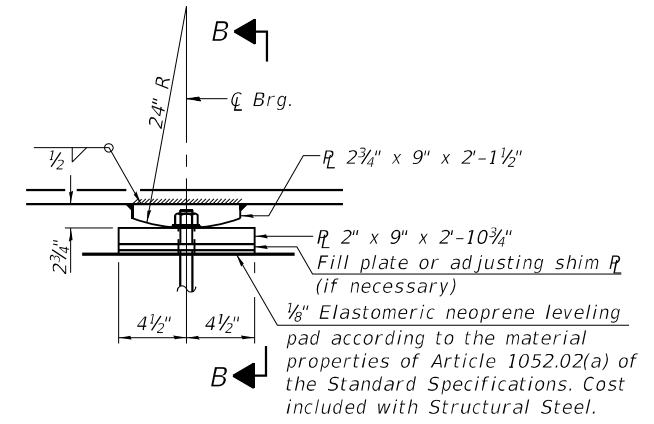
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ELEVATION AT PIER

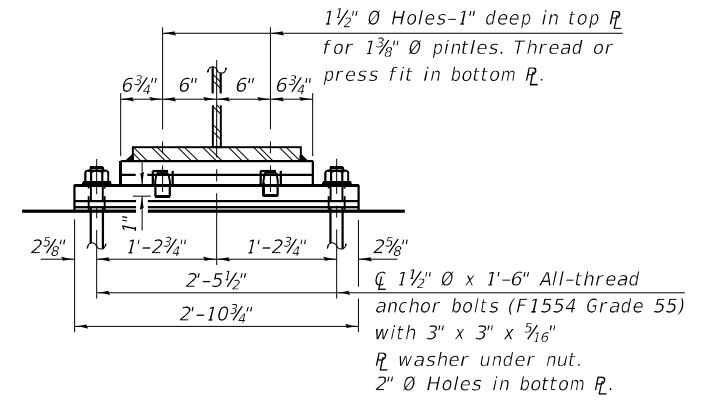
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG. AT PIER 1

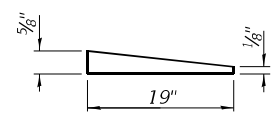


ELEVATION AT PIER

FIXED BEARING AT PIER 2

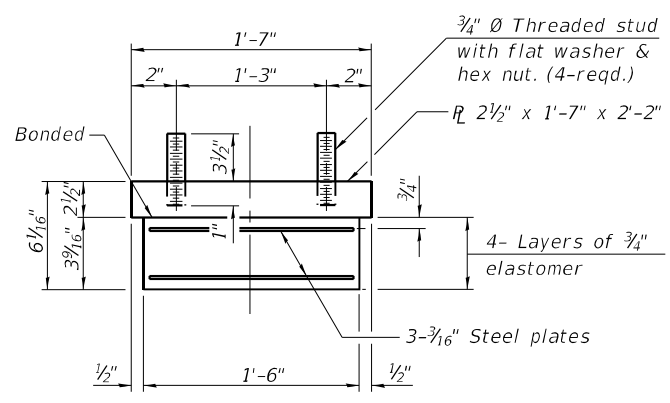


SECTION B-B



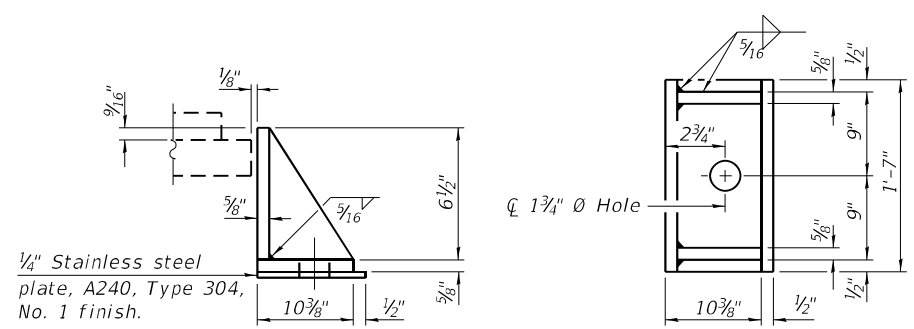
***SLOPE ADJUSTING FILL PLATE**

(Place thicker section at Span 1 side of all elastomeric bearings at Pier 1)



BEARING ASSEMBLY AT PIER 1

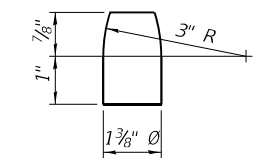
Note:
Shim plates shall not be placed under bearing assembly.



SIDE RETAINER AT PIER 1

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

Notes:
 Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
 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.
 The bearing plates and pintles shall be AASHTO M 270 Grade 50.
 All bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M 111 or M 232 as applicable.
 Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



PINTLE

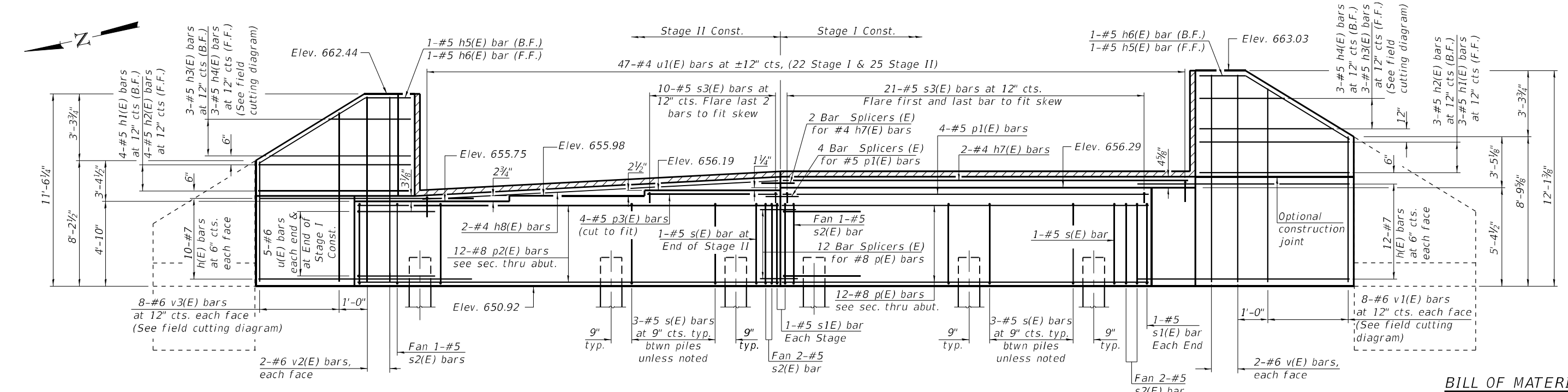
FILL PLATE THICKNESS

	Pier 1	Pier 2
Girder 1	---	---
Girder 2	1/8"	1/8"
Girder 3	---	---
Girder 4	---	---
Girder 5	---	---
Girder 6	---	---

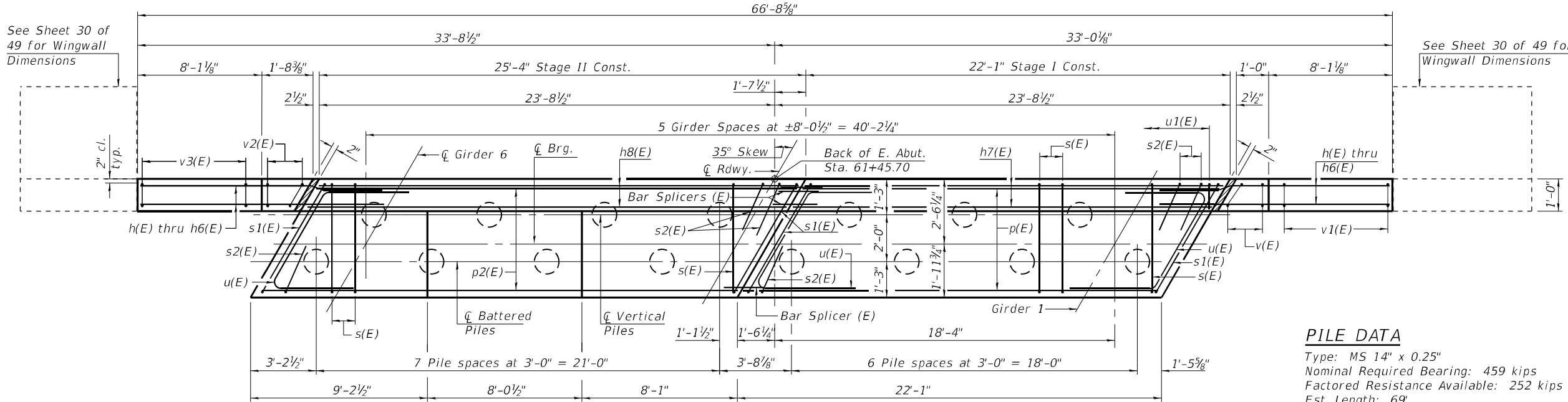
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts, 1 1/4" Ø	Each	24
Anchor Bolts, 1 1/2" Ø	Each	24

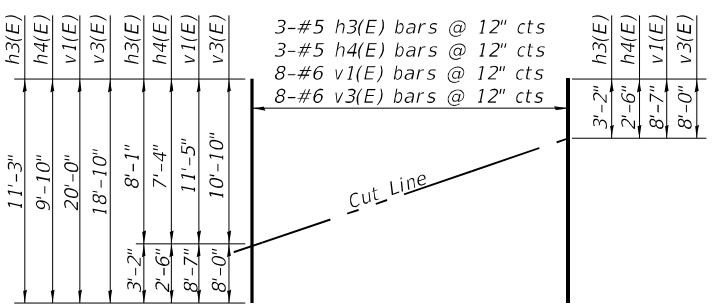
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ELEVATION
(Looking east)



PLAN



FIELD CUTTING DIAGRAM

Order h3(E), h4(E), v1(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite wing.

BAR h5(E) & h6(E)

BAR s(E) & s1(E)

BAR s2(E)

BAR s3(E)

BAR u(E)

BAR u1(E)

PILE DATA

Type: MS 14" x 0.25"
 Nominal Required Bearing: 459 kips
 Factored Resistance Available: 252 kips
 Est. Length: 69'
 No. Production Piles: 14
 No. Test Piles: 1
 No. of Pile Shoes: 15

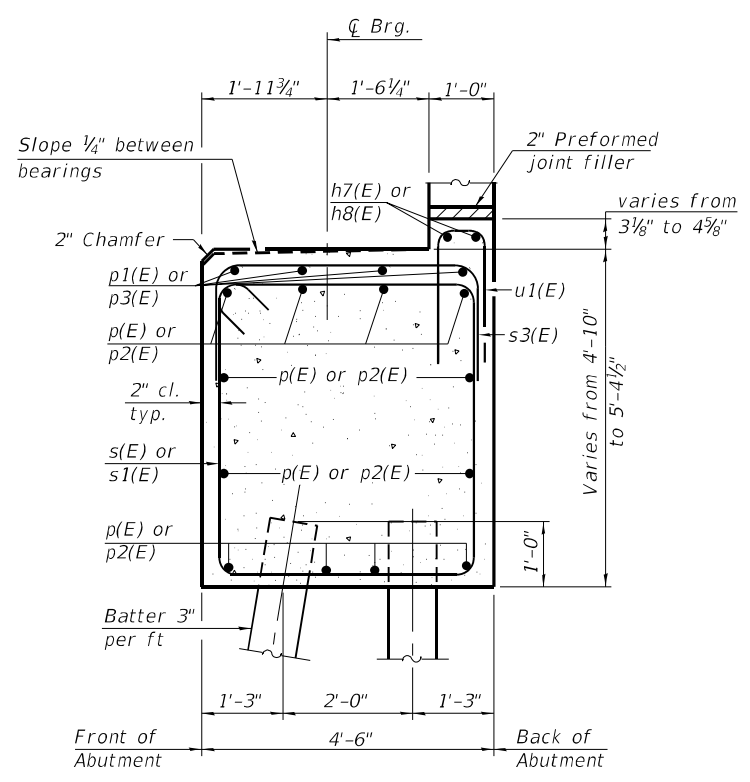
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	44	#7	13'-8"	—
h1(E)	7	#5	9'-5"	—
h2(E)	7	#5	8'-9"	—
h3(E)	3	#5	11'-3"	—
h4(E)	3	#5	9'-10"	—
h5(E)	2	#5	10'-1"	—
h6(E)	2	#5	9'-5"	—
h7(E)	2	#4	21'-9"	—
h8(E)	2	#4	25'-0"	—
p(E)	12	#8	21'-9"	—
p1(E)	4	#5	21'-9"	—
p2(E)	12	#8	25'-0"	—
p3(E)	4	#5	10'-9"	—
s(E)	41	#5	18'-8"	□
s1(E)	4	#5	20'-4"	□
s2(E)	6	#5	9'-6"	□
s3(E)	31	#5	8'-0"	□
u(E)	15	#6	13'-7"	┘
u1(E)	47	#4	4'-8"	┘
v(E)	4	#6	11'-9"	—
v1(E)	8	#6	20'-0"	—
v2(E)	4	#6	11'-2"	—
v3(E)	8	#6	18'-10"	—
Structure Excavation	Cu. Yd.		72.0	
Concrete Structures	Cu. Yd.		48.6	
Reinforcement Bars, Epoxy Coated	Pound		5430	
Furnishing Metal Shell Piles, 14" x 0.25"	Foot		966	
Driving Piles	Foot		966	
Test Pile, Metal Shell	Each		1	
Pile Shoes	Each		15	

Notes:
 Pour steps monolithically with cap.
 B.F. denotes Back Face.
 E.F. denotes Each Face.
 F.F. denotes Front Face.
 For Section Thru Abut., see Sheet 30 of 49.
 For Anchor Bolt Layout, see Sheet 30 of 49.
 For details of piles, see Sheet 37 of 49.

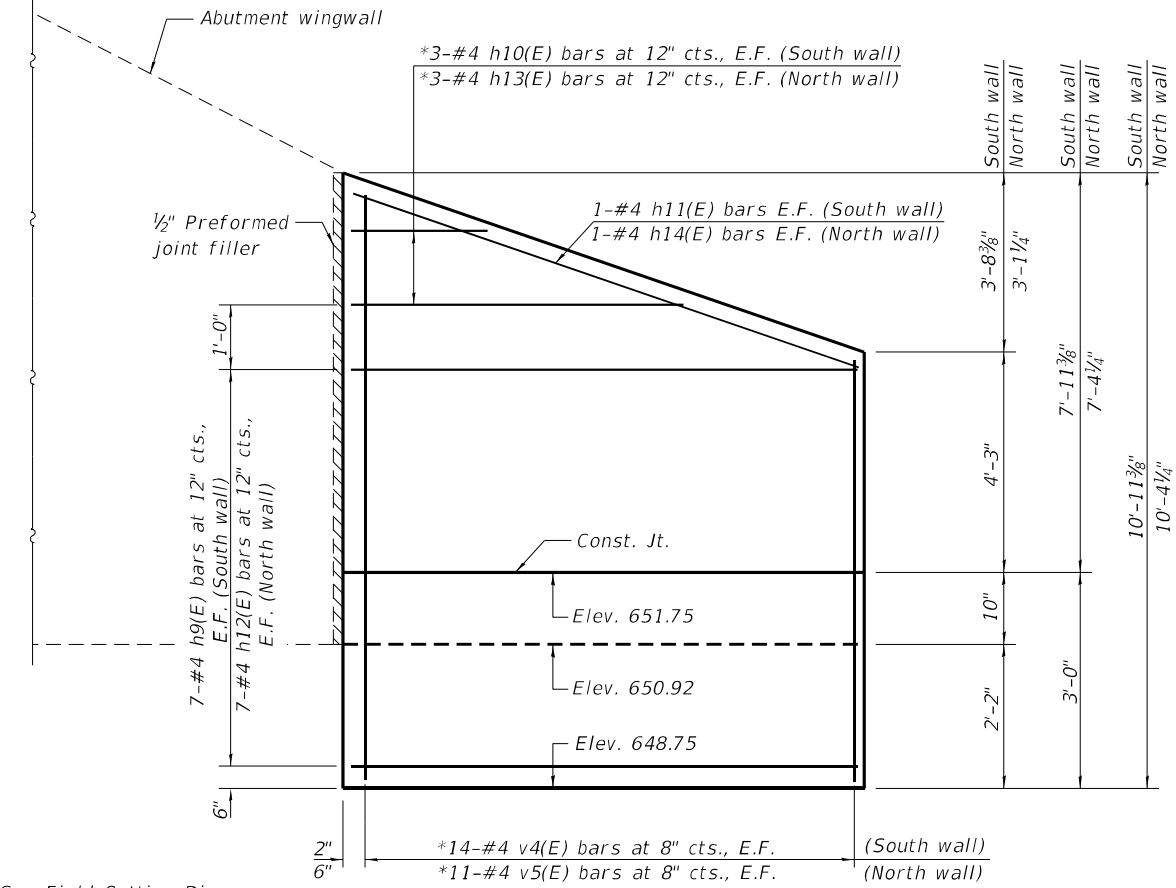
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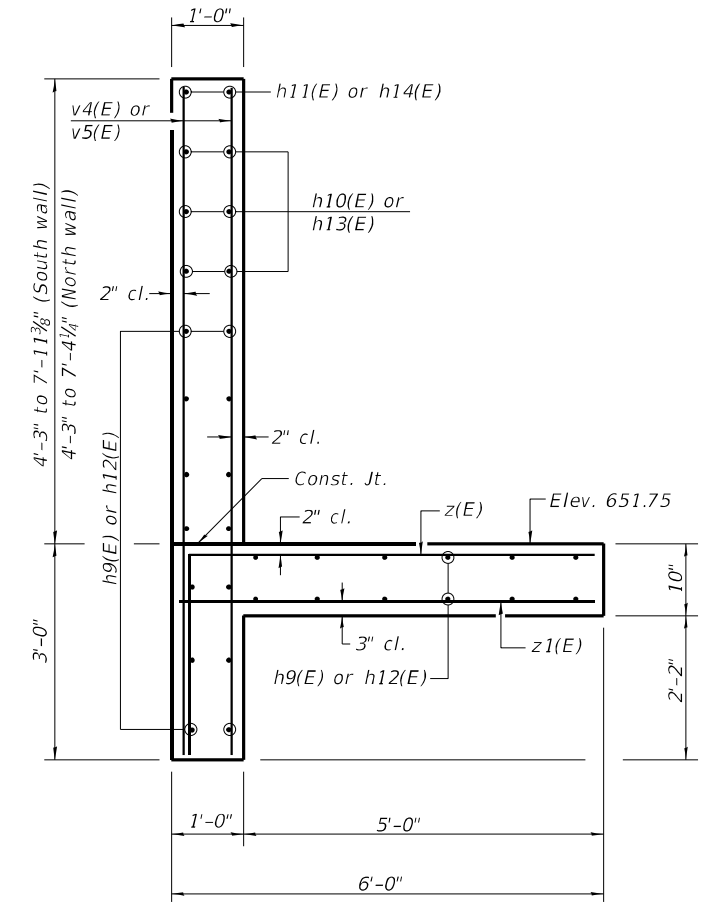


SEC. THRU ABUT.

Dimensions at right angles to abutment.

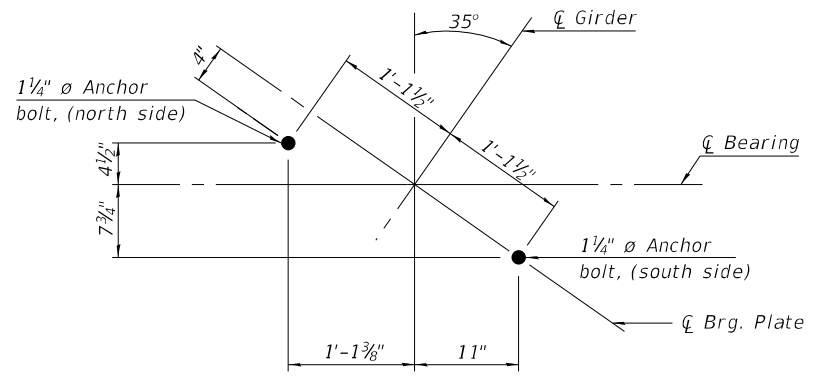


ELEVATION - WINGWALL EXTENSION

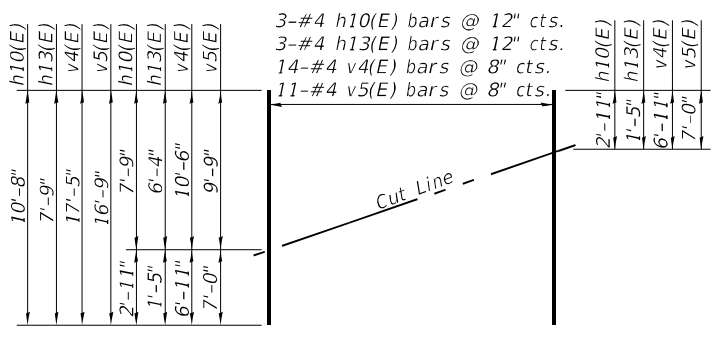


SECTION A-A

Maximum Applied Service Bearing Pressure, Qmax = 2121 psf

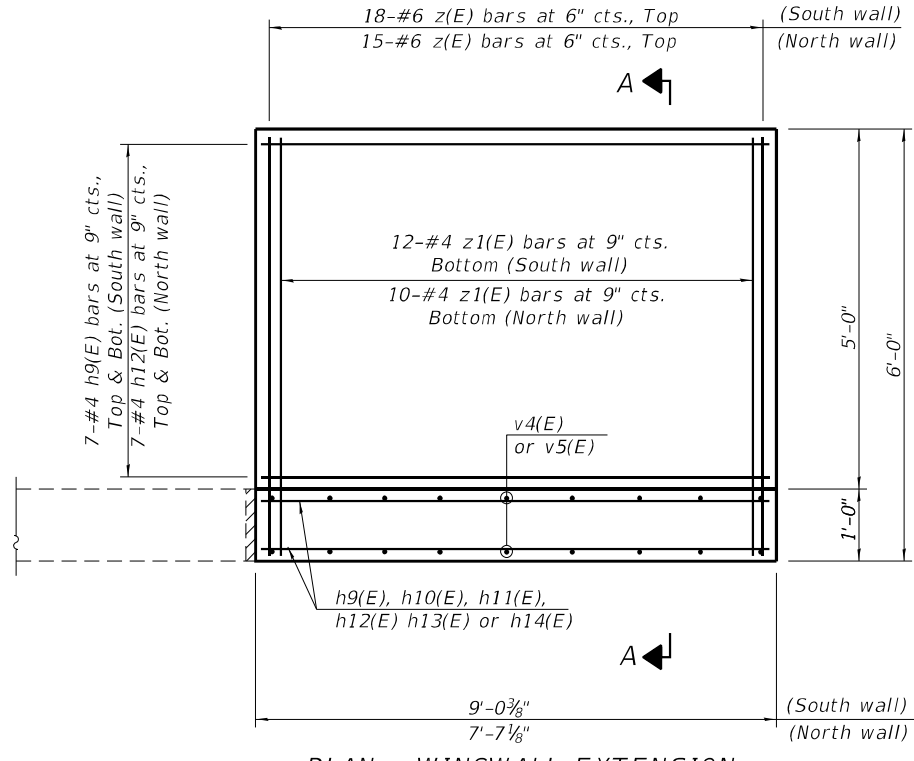


ANCHOR BOLT DETAIL

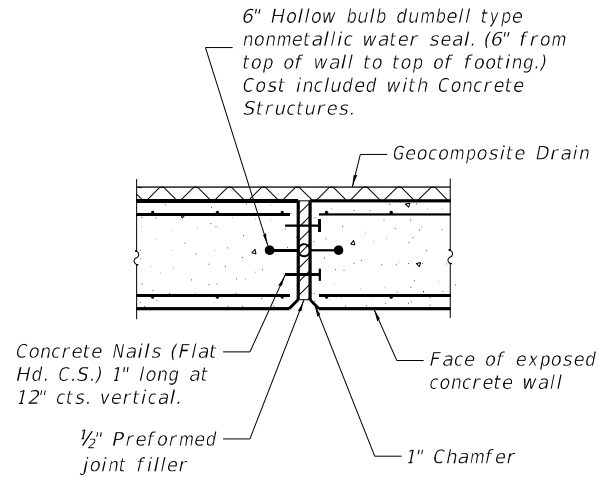


FIELD CUTTING DIAGRAM

Order h10(E), h13(E), v4(E) and v5(E) full length.
 Cut as shown and use remainder of bars in opposite face.



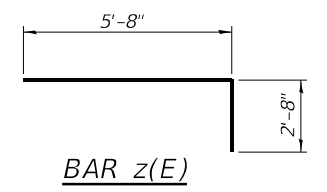
PLAN - WINGWALL EXTENSION



EXPANSION JOINT DETAIL

**BILL OF MATERIAL
 2 WINGWALL EXTENSIONS**

Bar	No.	Size	Length	Shape	
h9(E)	28	#4	8'-8"	—	
h10(E)	3	#4	10'-8"	—	
h11(E)	2	#4	9'-4"	—	
h12(E)	28	#4	7'-3"	—	
h13(E)	3	#4	7'-9"	—	
h14(E)	2	#4	7'-10"	—	
v4(E)	14	#4	17'-5"	—	
v5(E)	11	#4	16'-9"	—	
z(E)	33	#6	8'-4"	┌	
z1(E)	22	#4	5'-8"	┌	
Concrete Structures				Cu. Yd.	8.1
Reinforcement Bars, Epoxy Coated				Pound	1140



BAR z(E)

(Sheet 2 of 2)



BACON FARMER WORKMAN
 ENGINEERS & ARCHITECTS, INC.

USER NAME	=	DESIGNED	-	FAM	REVISED	-	---
CHECKED	-	GBR	REVISIONS	-	---	-	---
PLOT SCALE	=	DRAWN	-	FAM	REVISED	-	---
PLOT DATE	=	CHECKED	-	GBR	REVISED	-	---

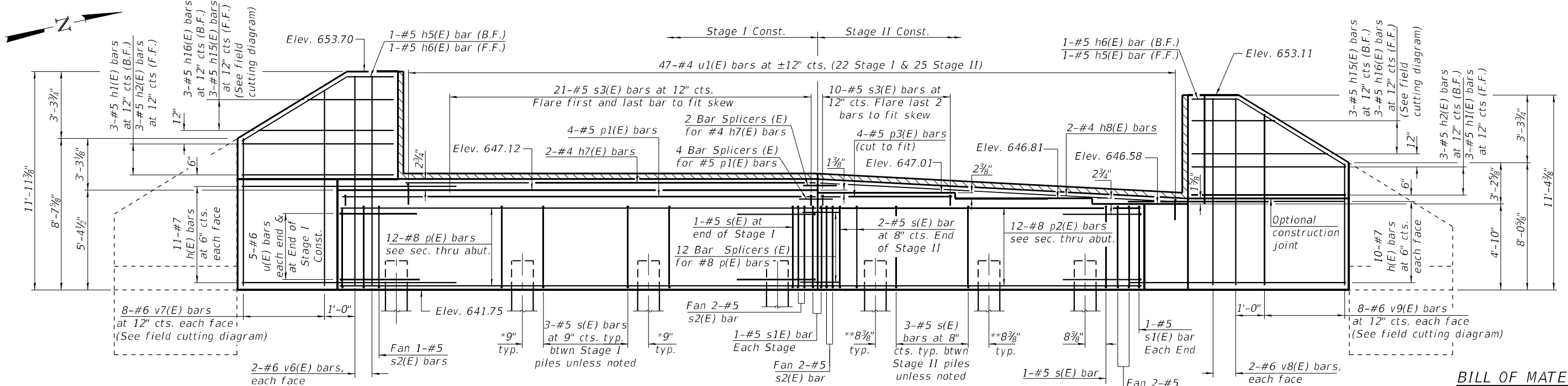
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CHECKED	-	GBR	REVISIONS	-	---
DRAWN	-	FAM	REVISED	-	---
CHECKED	-	GBR	REVISED	-	---

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT DETAILS & WINGWALL EXTENSION
 STRUCTURE NO. 088-0030**

SHEET NO. 30 OF 49 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	66
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				



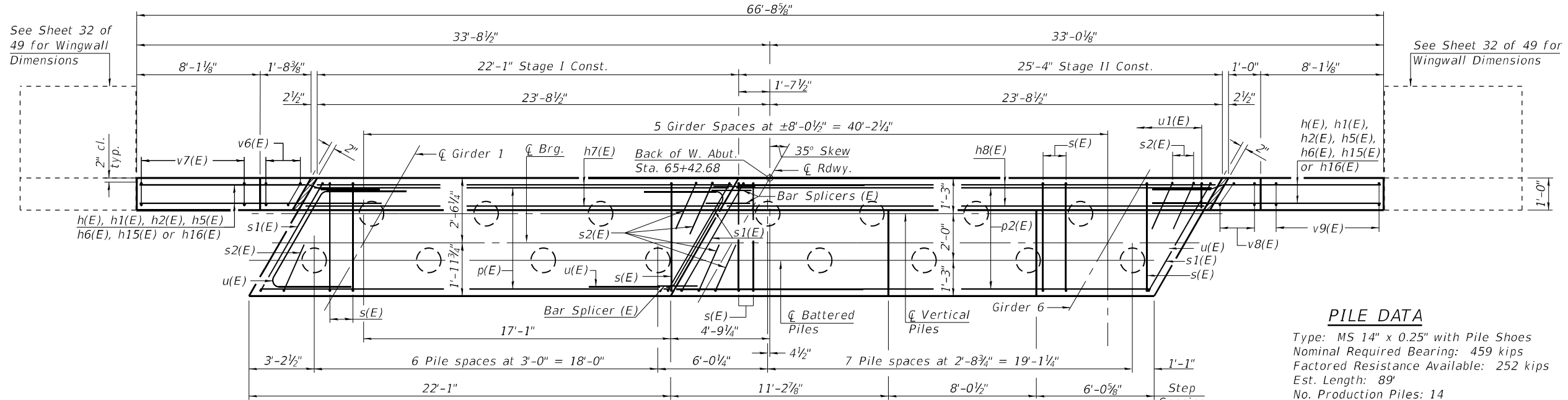
ELEVATION
(Looking west)

BILL OF MATERIAL

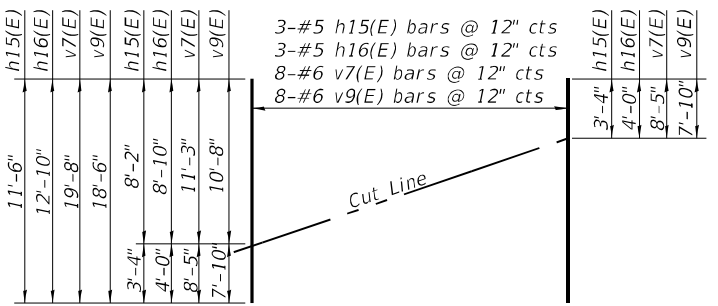
Bar	No.	Size	Length	Shape
h(E)	42	#7	13'-8"	—
h1(E)	6	#5	9'-5"	—
h2(E)	6	#5	8'-9"	—
h5(E)	2	#5	10'-1"	—
h6(E)	2	#5	9'-5"	—
h7(E)	2	#4	21'-9"	—
h8(E)	2	#4	25'-0"	—
h15(E)	3	#5	11'-6"	—
h16(E)	3	#5	12'-10"	—
p(E)	12	#8	21'-9"	—
p1(E)	4	#5	21'-9"	—
p2(E)	12	#8	25'-0"	—
p3(E)	4	#5	10'-9"	—
s(E)	43	#5	18'-8"	—
s1(E)	4	#5	20'-4"	—
s2(E)	7	#5	9'-6"	—
s3(E)	31	#5	8'-0"	—
u(E)	15	#6	13'-7"	—
u1(E)	47	#4	4'-8"	—
v6(E)	4	#6	11'-7"	—
v7(E)	8	#6	19'-8"	—
v8(E)	4	#6	11'-0"	—
v9(E)	8	#6	18'-6"	—
Structure Excavation		Cu. Yd.	107.0	
Concrete Structures		Cu. Yd.	48.4	
Reinforcement Bars, Epoxy Coated		Pound	5400	
Furnishing Metal Shell Piles, 14" x 0.25"		Foot	1246	
Driving Piles		Foot	1246	
Test Pile, Metal Shell		Each	1	
Pile Shoes		Each	15	

PILE DATA

Type: MS 14" x 0.25" with Pile Shoes
 Nominal Required Bearing: 459 kips
 Factored Resistance Available: 252 kips
 Est. Length: 89'
 No. Production Piles: 14
 No. Test Piles: 1
 No. of Pile Shoes: 15

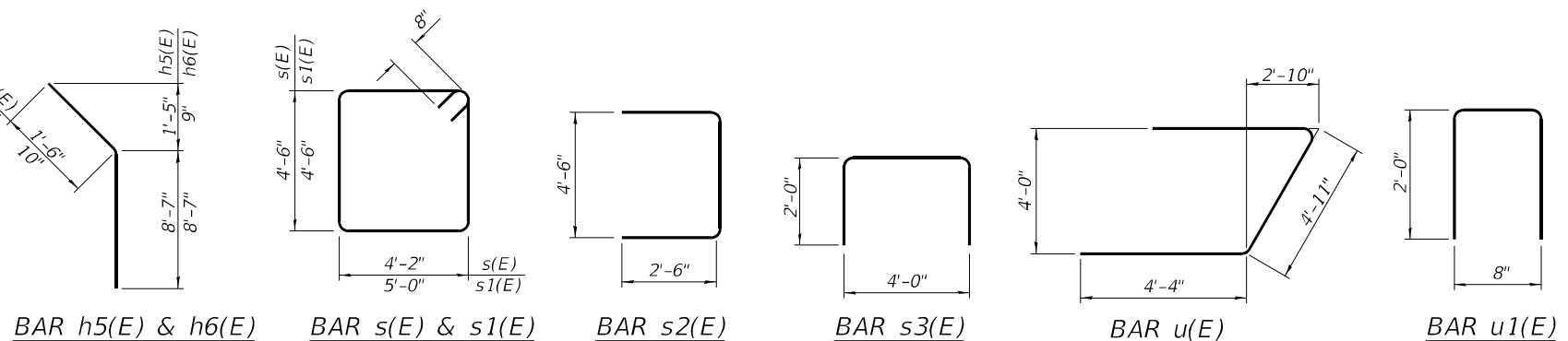


PLAN



FIELD CUTTING DIAGRAM

Order h15(E), h16(E), v7(E) and v9(E) full length. Cut as shown and use remainder of bars in opposite wing.



Notes:
 Pour steps monolithically with cap.
 B.F. denotes Back Face.
 E.F. denotes Each Face.
 F.F. denotes Front Face.
 For Section Thru Abut., see Sheet 32 of 49.
 For Bill of Materials, see Sheet 32 of 49.
 For details of piles, see Sheet 37 of 49.

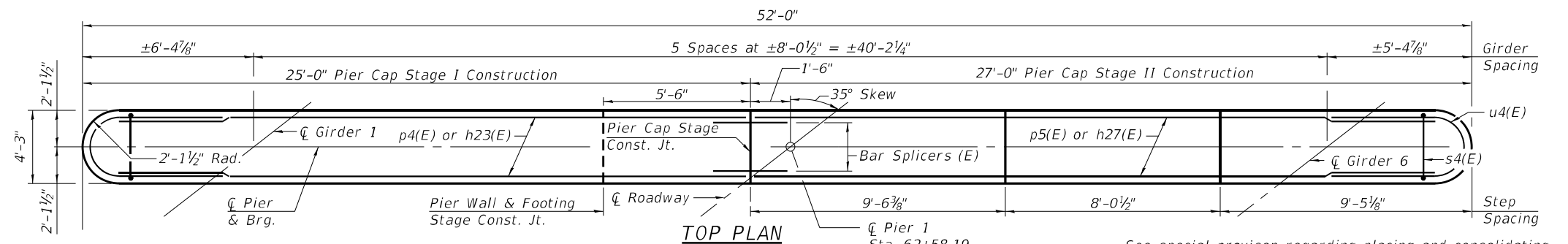
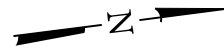
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PILOT SCALE	CHECKED - GBR	REVISED -
PLOT DATE	DRAWN - FAM	REVISED -
	CHECKED - GBR	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	67
CONTRACT NO. 68698				

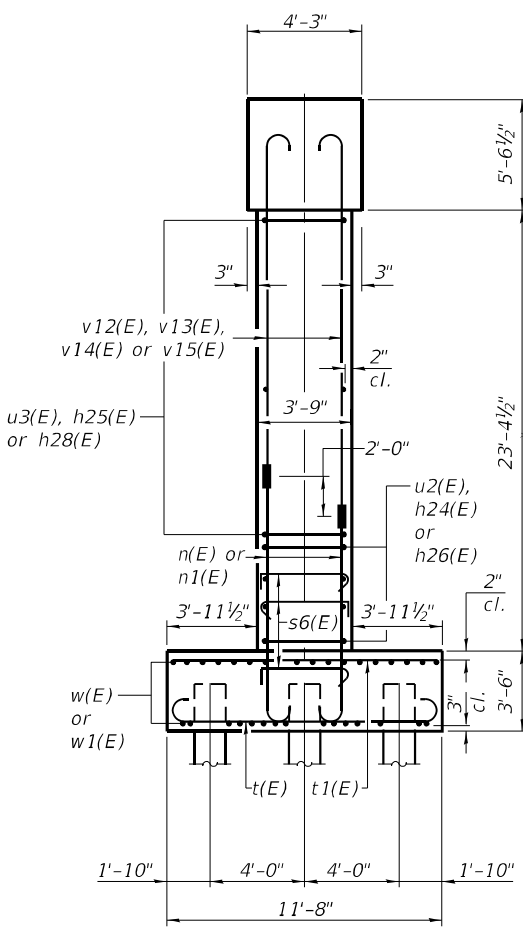
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PILE DATA

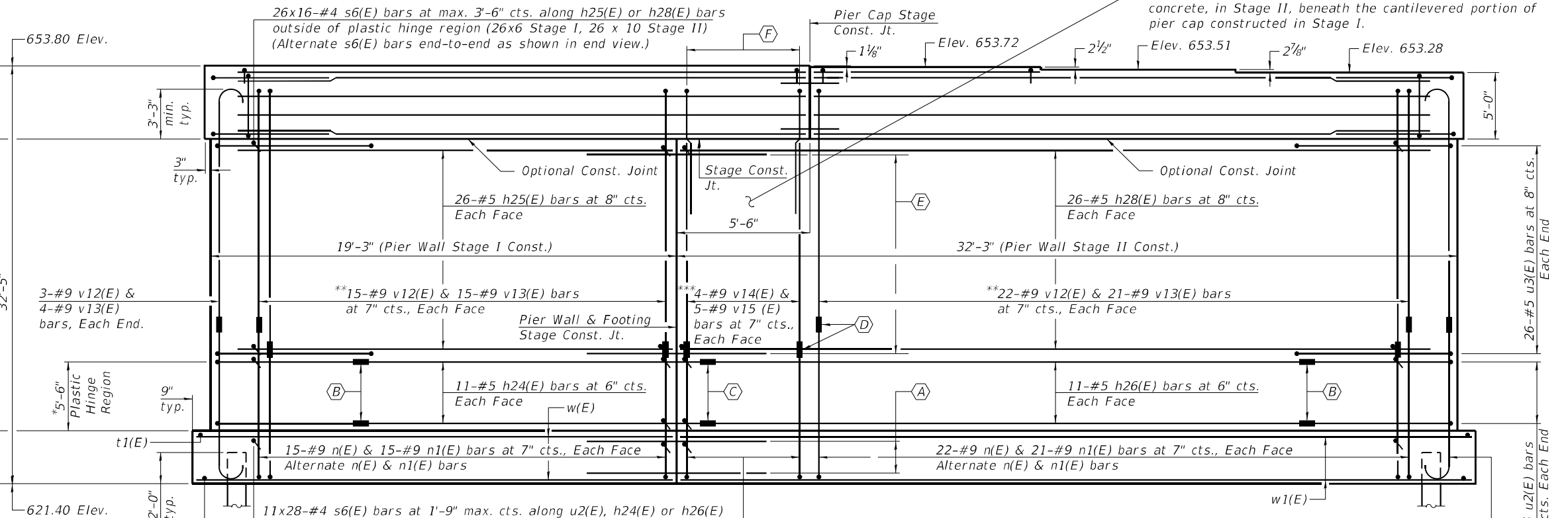
Type: MS 16" x 0.375" with Pile Shoes
 Nominal Required Bearing: 654 kips
 Factored Resistance Available: 304 kips
 Est. Length: 68'
 No. Production Piles: 37 (18 Stage I; 19 Stage II)
 No. Test Piles: 1 (Stage I)
 No. Pile Shoes: 38



TOP PLAN



END VIEW

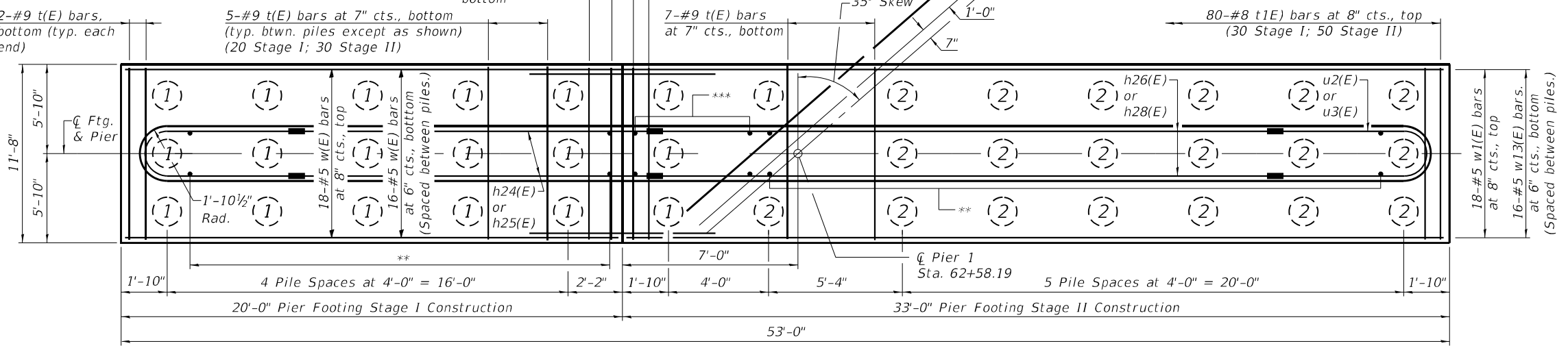


ELEVATION
(Looking West)

*Lap splicing of reinforcement is prohibited within region.
 **v12(E) bars spliced with n(E) bars. v13(E) bars spliced with n1(E) bars.
 ***v14(E) bars spliced with n1(E) bars. v15(E) bars spliced with n(E) bars

Notes:
 Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap.
 For pier cap reinforcement, bar details, anchor bolt layout, and Bill of Materials, see sheet 34 of 49.
 For details of piles, see sheet 37 of 49.
 For bar splicer & mechanical splicer details, see sheet 38 of 49.
 s6(E) bars indicated 11x28-#4 etc. indicates 11 rows of bars with 28 bars per row.

- (A) 34 - Bar Splicers (E) for #5 w(E) bars
- (B) 11 - Mechanical Splicers (E) for #5 u2(E) bars, Each Face
- (C) 11 - Mechanical Splicers (E) for #5 h24(E) bars, Each Face
- (D) 178 - Mechanical Splicers (E) for #9 n(E) & n1(E) bars
- (E) 26 - Bar Splicers (E) for #5 h25(E) bars, Each Face
- (F) 9 - Hooked Bar Splicers (E) for #9 v14(E) and v15(E) bars, Each Face
- (1) - Piles driven in Stage I
- (2) - Piles driven in Stage II



FOOTING PLAN

(Sheet 1 of 2)

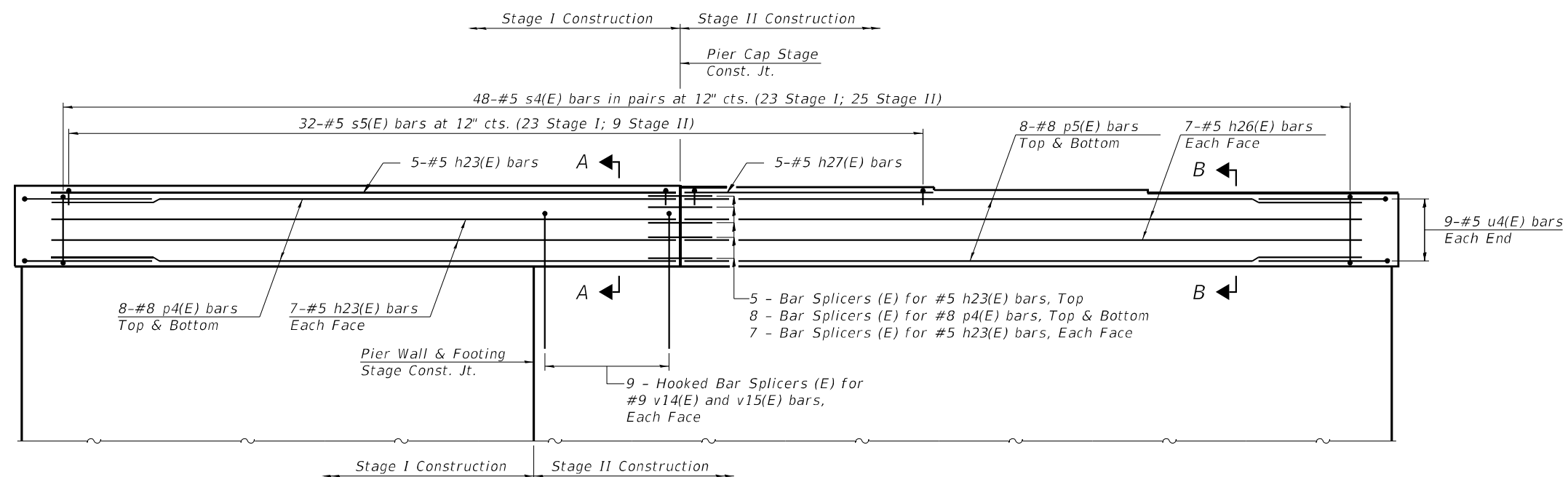
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 1
 STRUCTURE NO. 088-0030

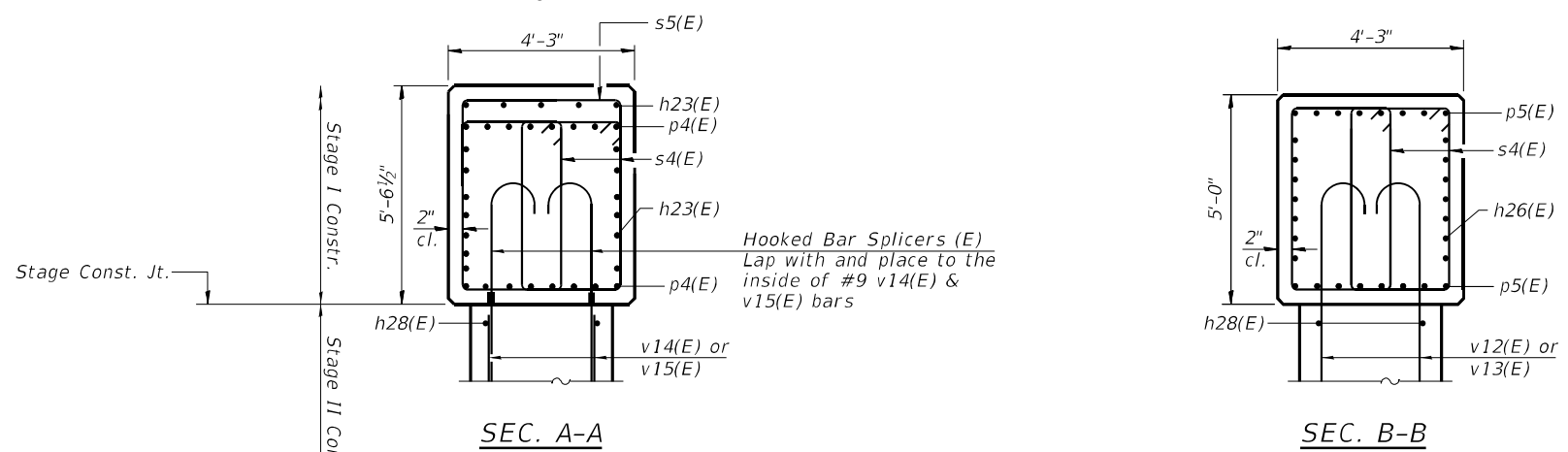
FA. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	69
CONTRACT NO. 68698				

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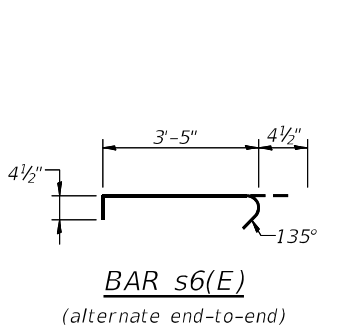
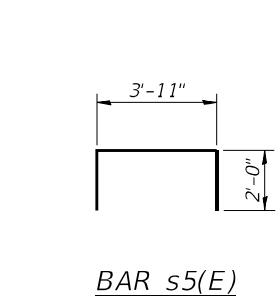
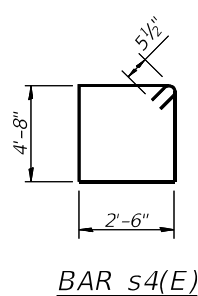
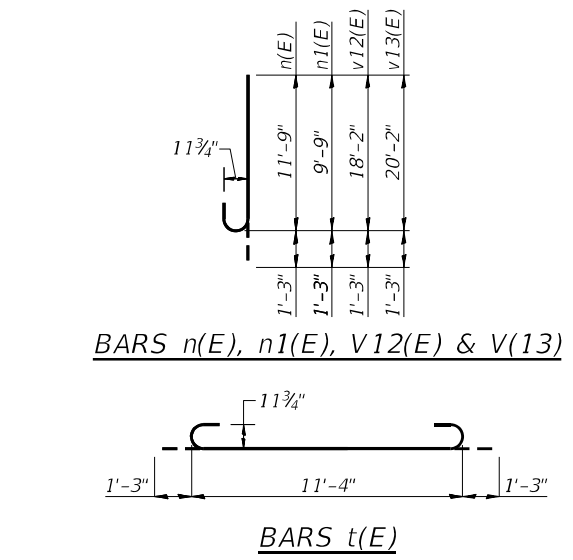
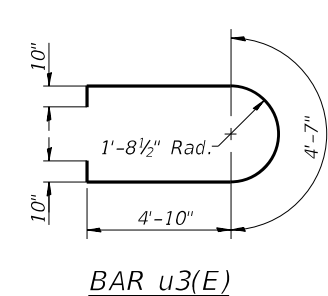
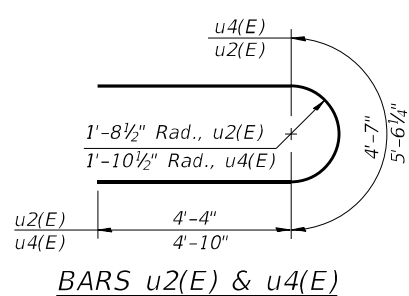
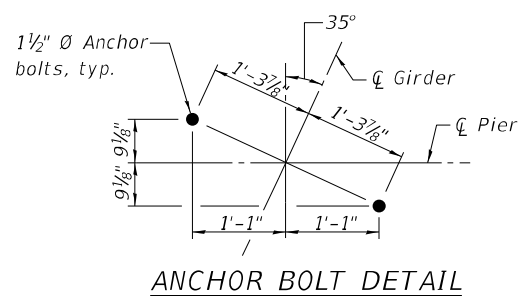
ELEVATION - PIER CAP REINFORCEMENT
(Looking West)



*Bar length provided is to the center of the mechanical splicer. The Contractor shall adjust the bar length as required for the selected splicer.

BILL OF MATERIAL

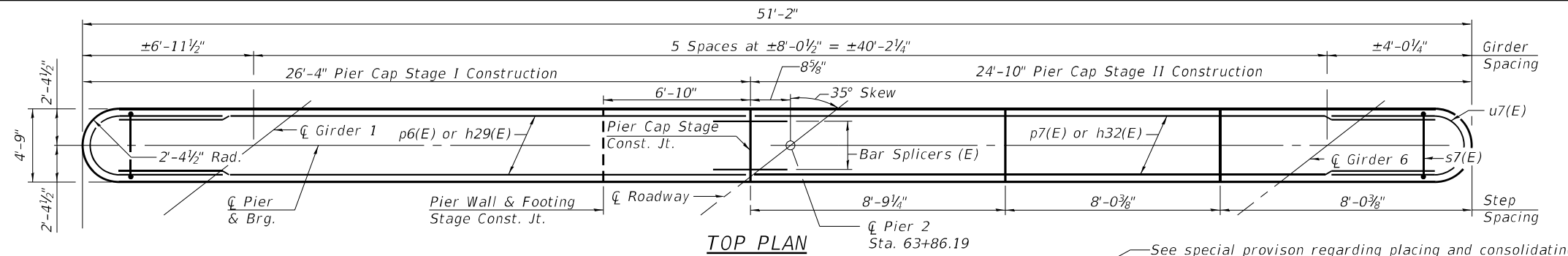
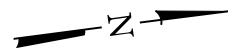
Bar	No.	Size	Length	Shape
h23(E)	19	#5	22'-9"	—
h24(E)	22	#5	14'-4"	—
h25(E)	52	#5	17'-3"	—
h26(E)	36	#5	24'-9"	—
h27(E)	5	#5	9'-2"	—
h28(E)	52	#5	30'-3"	—
n(E)	88	#9	13'-0"	U
n1(E)	90	#9	11'-0"	U
p4(E)	16	#8	22'-9"	—
p5(E)	16	#8	24'-9"	—
s4(E)	96	#5	15'-3"	□
s5(E)	32	#5	7'-11"	□
s6(E)	752	#4	4'-2"	□
t(E)	66	#9	13'-10"	U
t1(E)	80	#8	11'-4"	—
u2(E)	22	#5	13'-3"	U
u3(E)	52	#5	15'-11"	U
u4(E)	18	#5	15'-4"	U
v12(E)	80	#9	19'-5"	U
v13(E)	80	#9	21'-5"	U
v14(E)	8	#9	16'-9"	—
v15(E)	10	#9	14'-9"	—
w(E)	34	#5	19'-8"	—
w1(E)	34	#5	32'-8"	—
Cofferdam Excavation			Cu. Yd.	318
Cofferdam Type 2 (Location - 1)			Each	1
Concrete Structures			Cu. Yd.	288.0
Seal Coat Concrete			Cu. Yd.	99.3
Reinforcement Bars, Epoxy Coated			Pound	38410
Furnishing Metal Shell Piles (16" x 0.375")			Foot	2516
Driving Piles			Foot	2516
Test Pile Metal Shells			Each	1
Pile Shoes			Each	38



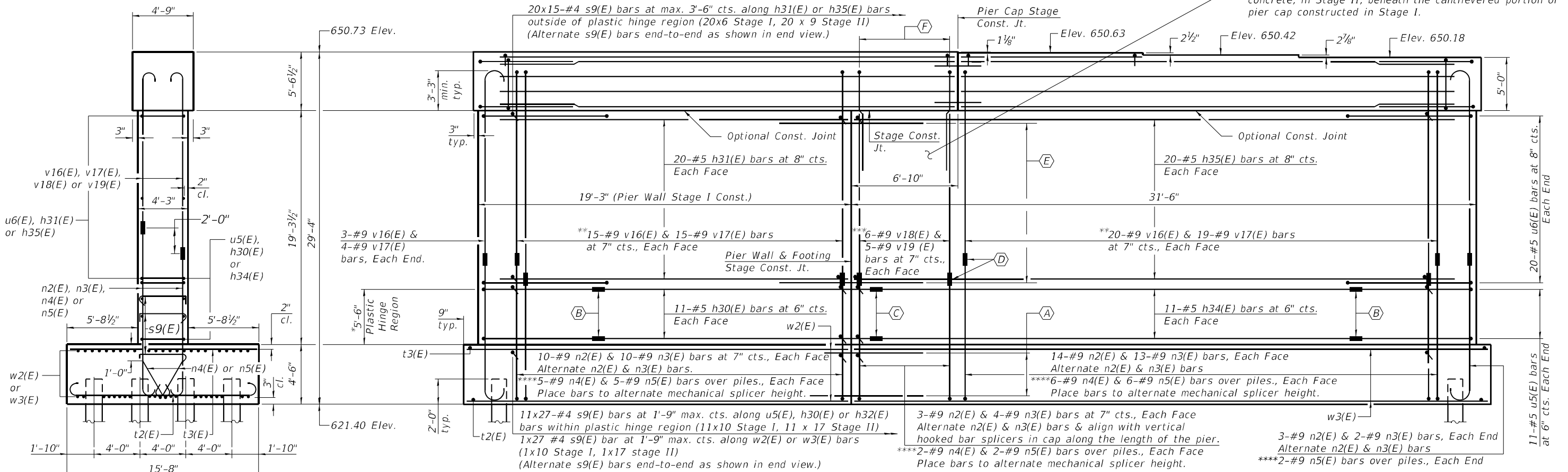
(Sheet 2 of 2)

PILE DATA

Type: MS 16" x 0.375" with Pile Shoes
 Nominal Required Bearing: 689 kips
 Factored Resistance Available: 255 kips
 Est. Length: 66'
 No. Production Piles: 50 (25 Stage I; 25 Stage II)
 No. Test Piles: 1 (Stage I)
 No. Pile Shoes: 51



TOP PLAN
Sta. 63+86.19



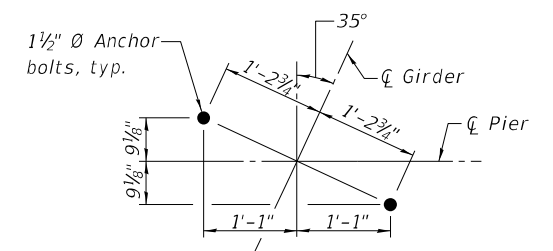
ELEVATION
(Looking West)

Notes:

Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 See sheet 34 of 49 for Section A-A & B-B, bar details & Bill of Materials.
 For details of piles, see sheet 37 of 49.
 For bar splicer & mechanical splicer details, see sheet 38 of 49.
 s9(E) bars indicated 11x27-#4 etc. indicates 11 rows of bars with 27 bars per row.

- (A) 46 - Bar Splicers (E) for #5 w2(E) bars
- (B) 11 - Mechanical Splicers (E) for #5 u5(E) bars, Each Face
- (C) 11 - Mechanical Splicers (E) for #5 h30(E) bars, Each Face
- (D) 174 - Mechanical Splicers (E) for #9 n2(E), n3(E), n4(E) or n5(E) bars
- (E) 20 - Bar Splicers (E) for #5 h31(E) bars, Each Face
- (F) 11 - Hooked Bar Splicers (E) for #9 v18(E) and v19(E) bars, Each Face

*Lap splicing of reinforcement is prohibited within region.
 **v16(E) bars spliced with n2(E) or n4(E) bars. v17(E) bars spliced with n3(E) or n5(E) bars.
 ***v18(E) bars spliced with n3(E) or n5(E) bars. v19(E) bars spliced with n2(E) or n4(E) bars
 ****At locations where piles interfere with n2(E) bars use n4(E) bars. At locations where piles interfere n3(E) use n5(E) bars.

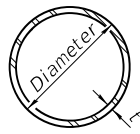


ANCHOR BOLT DETAIL

(Sheet 1 of 2)

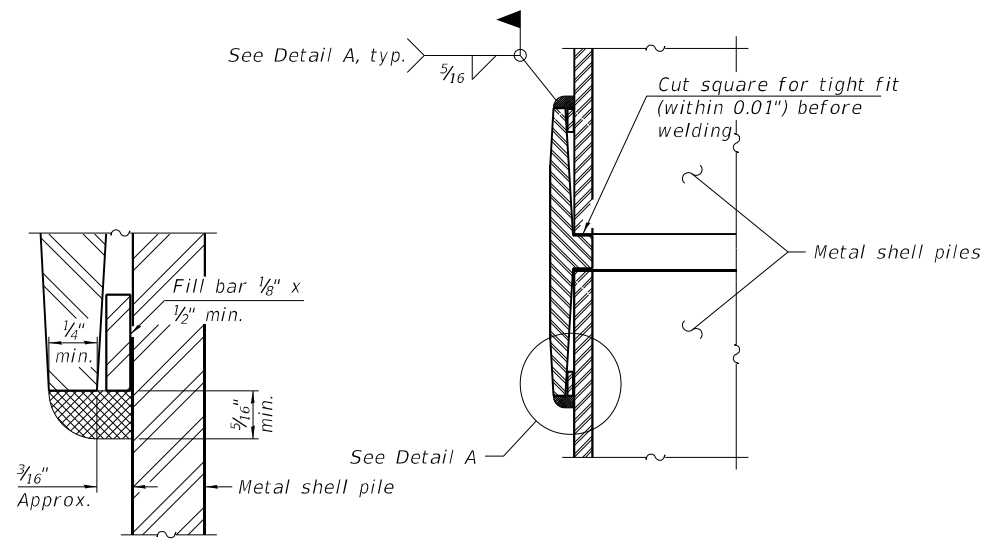
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	USER NAME = _____ PLOT SCALE = _____ PLOT DATE = _____	DESIGNED - FAM CHECKED - JGY DRAWN - JGY CHECKED - GBR	REVISED - _____ REVISED - _____ REVISED - _____ REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 2 STRUCTURE NO. 088-0030	F.A. RT# = 643 SECTION = 11B (BR-1)	COUNTY = STARK	TOTAL SHEETS = 115 SHEET NO. = 71	CONTRACT NO. 68698
	SHEET NO. 35 OF 49 SHEETS						ILLINOIS FED. AID PROJECT		

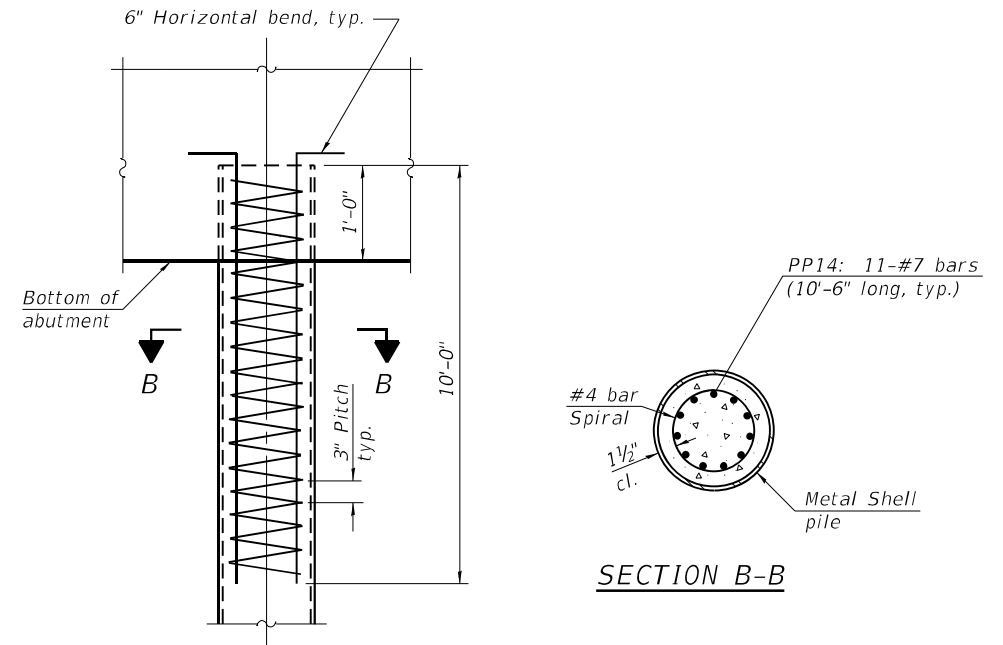


METAL SHELL PILE TABLE

Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP14	0.250"	36.71	0.0368
PP16	0.375"	62.64	0.0470



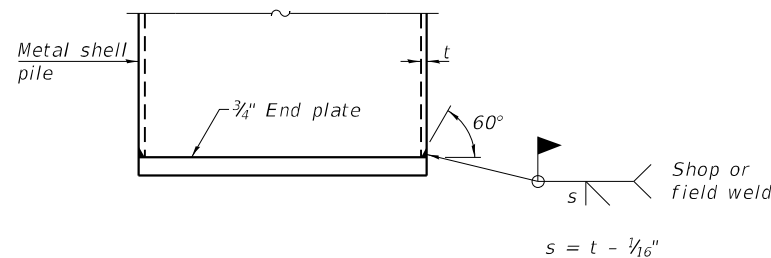
DETAIL A



ELEVATION

SECTION B-B

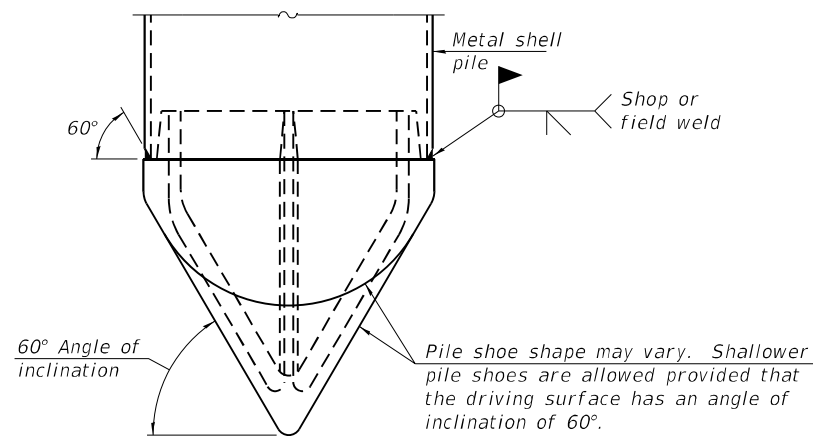
REINFORCEMENT AT ABUTMENTS



END PLATE ATTACHMENT

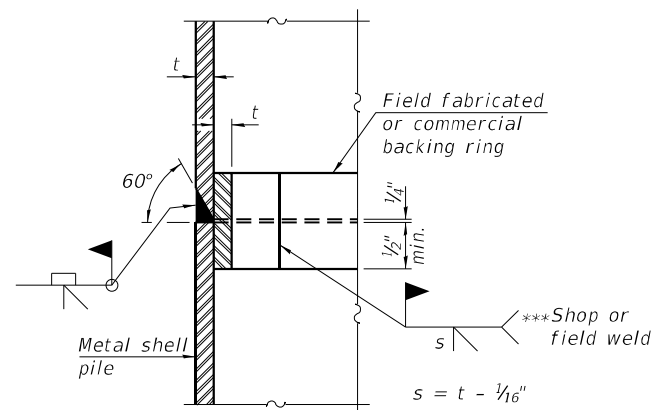
WELDED COMMERCIAL SPLICE

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.



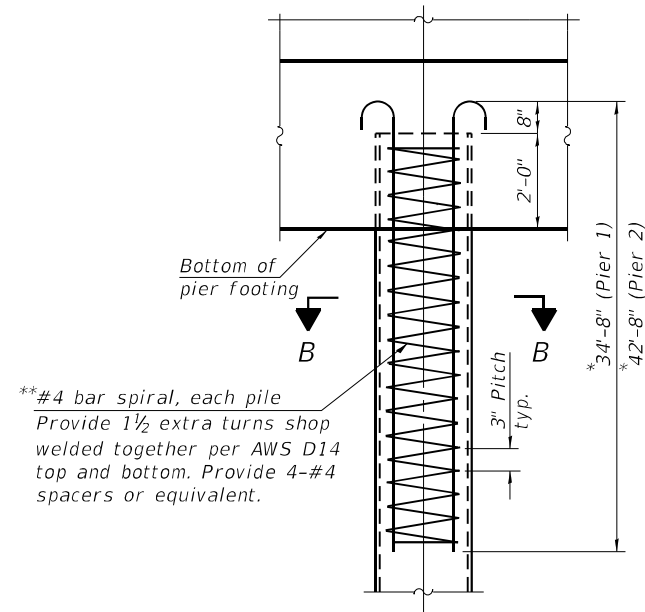
PILE SHOE ATTACHMENT

(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 80-50 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).

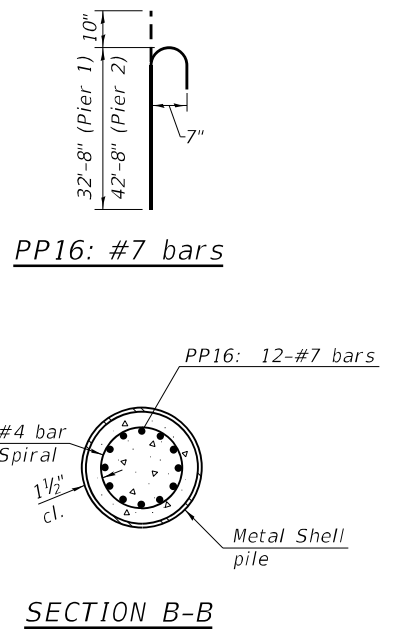


COMPLETE PENETRATION WELD SPLICE

*** 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



SECTION B-B

REINFORCEMENT AT PIERS

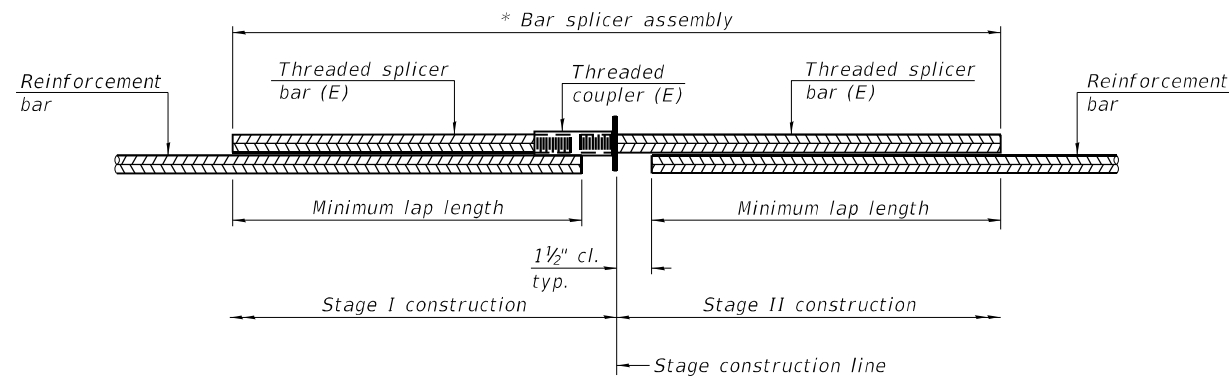
*Splicing of reinforcement will not be allowed.
 **Allowable substitution: Provide 1 1/2 extra turns top and bottom with 135 degree standard hook into core at ends of spiral.

Note:
 The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

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	USER NAME - DESIGNED - FAM CHECKED - GBR PLOT SCALE - PLOT DATE - 6/24/2022	DESIGNED - FAM CHECKED - GBR DRAWN - FAM CHECKED - GBR	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	METAL SHELL PILE DETAILS STRUCTURE NO. 088-0030	F.A.P. RTE. 643	SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 73
	SHEET NO. 37 OF 49 SHEETS						CONTRACT NO. 68698			

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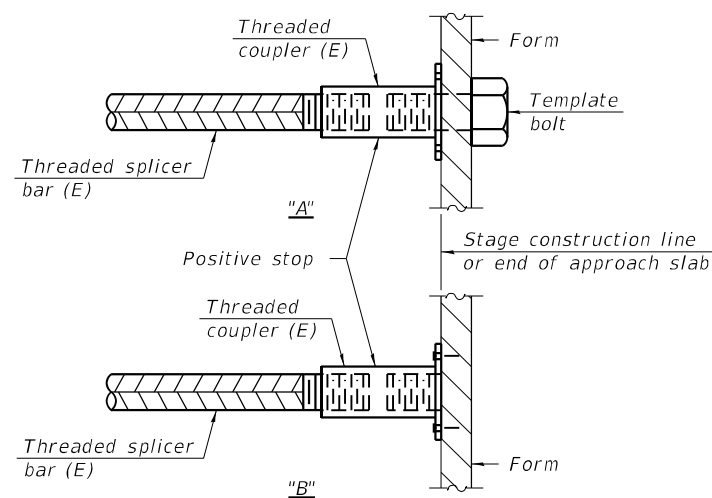
STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

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

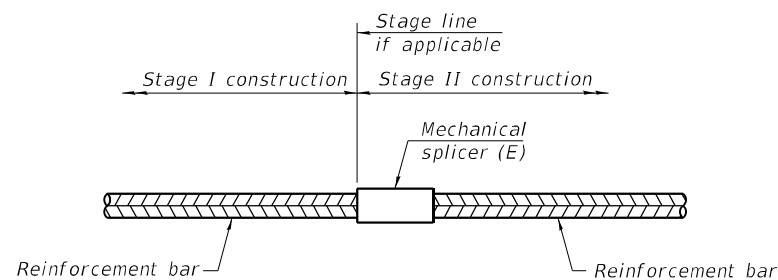
Location	Bar size	No. assemblies required	Minimum lap length
Top of Slab	#5	722	3'-1"
Bottom of Slab	#5	470	3'-6"
E. Abut. Diaph.	#6	7	4'-0"
E. Abut. Diaph.	#4	2	2'-5"
W. Abut. Diaph.	#6	7	4'-0"
W. Abut. Diaph.	#4	2	2'-5"
E. Approach (C.W.S.)	#5	13	3'-1"
E. Approach (C.W.S.)	#4	12	2'-5"
W. Approach (C.W.S.)	#5	13	3'-1"
W. Approach (C.W.S.)	#4	12	2'-5"
E. Approach Footing	#5	40	3'-2"
W. Approach Footing	#5	40	3'-2"
E. Abut. Cap	#8	12	5'-9"
E. Abut. Cap	#5	4	3'-7"
E. Abut. Cap	#4	2	2'-5"
W. Abut. Cap	#8	12	5'-9"
W. Abut. Cap	#5	4	3'-7"
W. Abut. Cap	#4	2	2'-5"
Pier 1 Cap	#8	16	5'-9"
Pier 1 Cap	#5	19	3'-7"
Pier 1 Wall	#5	52	3'-7"
Pier 1 Footing	#5	34	3'-7"
Pier 2 Cap	#8	16	5'-9"
Pier 2 Cap	#5	19	3'-7"
Pier 2 Wall	#5	40	3'-7"
Pier 2 Footing	#5	46	3'-7"

Note
 C.W.S. means Concrete Wearing Surface



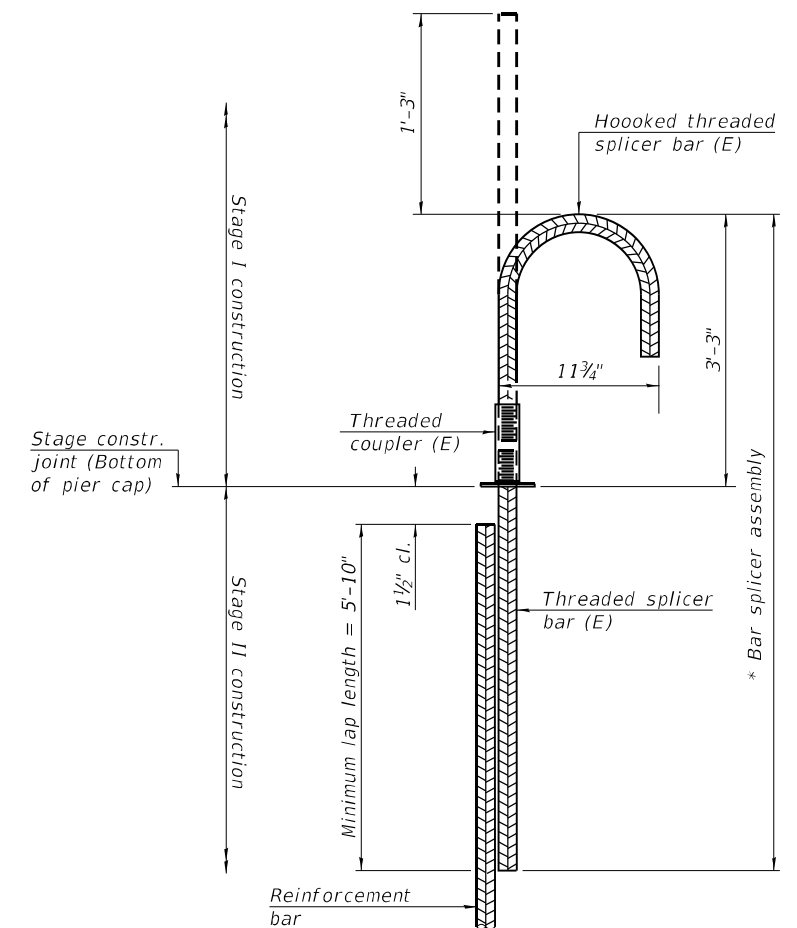
INSTALLATION AND SETTING METHODS

"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
E. Abut. Diaph.	#6	6
W. Abut. Diaph.	#6	6
Pier 1 Wall	#5	66
Pier 1 Wall	#9	178
Pier 2 Wall	#6	66
Pier 2 Wall	#6	174

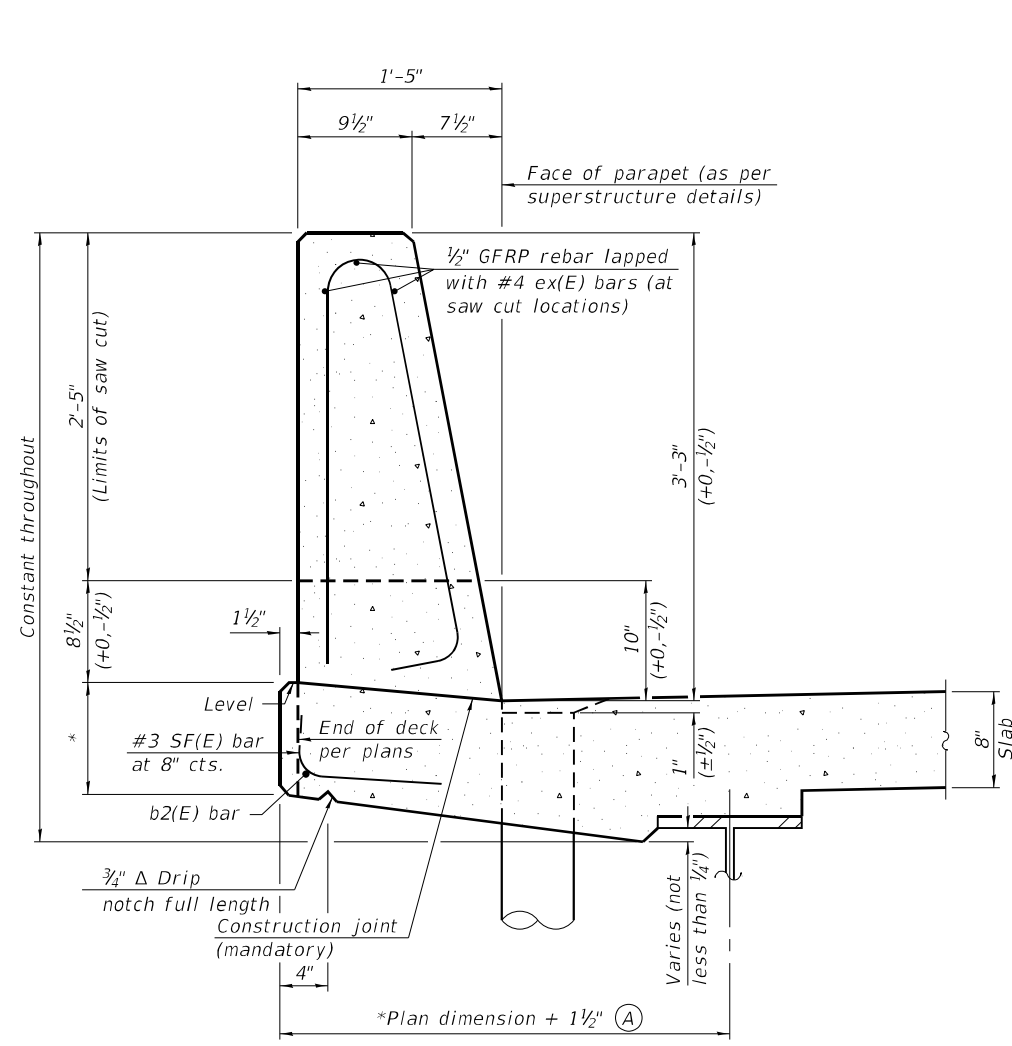


HOOKED BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

Location	Bar size	No. assemblies required
Pier 1	#9	18
Pier 2	#9	22

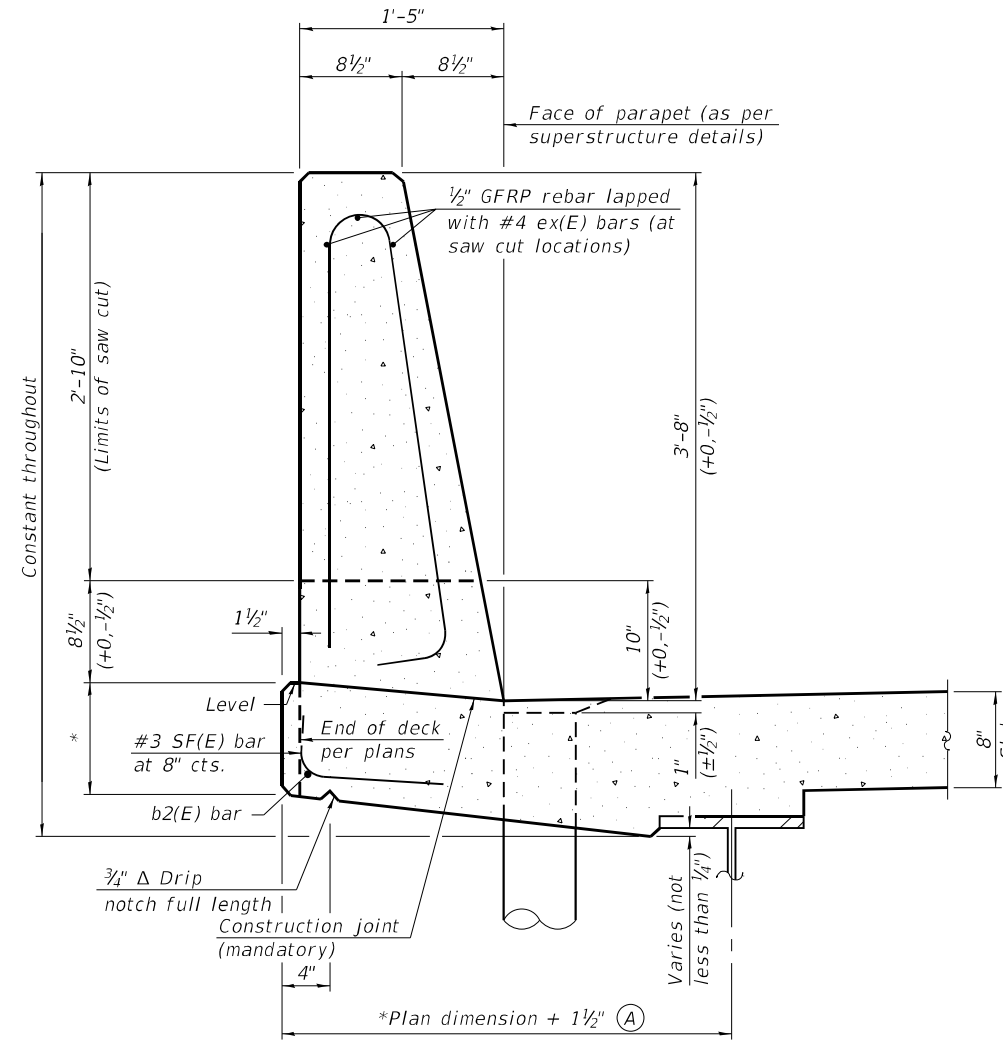
Notes:
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.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

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**39" CONSTANT-SLOPE
 PARAPET SECTION**

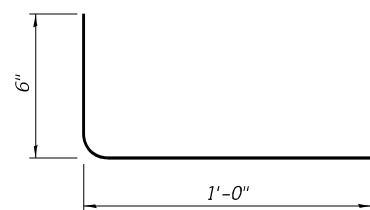
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



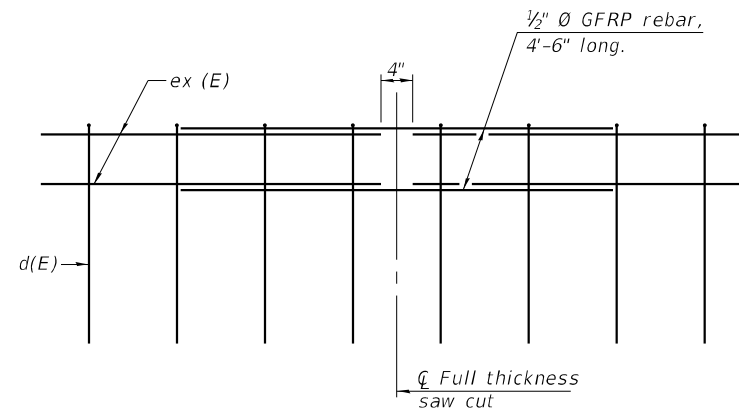
**44" CONSTANT-SLOPE
 PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



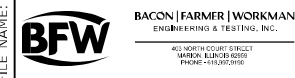
GFRP REBAR STIFFENING DETAIL

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

Notes:
 All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
 Place full depth aluminum sheets as shown on superstructure details.
 Replace all cork joint filler locations with a full thickness saw cut.
 Steel superstructure shown. Other superstructure types similar.

SFP 39-44

1-1-2020



USER NAME =	DESIGNED - FAM	REVISED -
CHECKED - GBR	REVISIONS -	
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 6/24/2022	CHECKED - GBR	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
 STRUCTURE NO. 088-0030**

SHEET NO. 39 OF 49 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	75
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 11/28/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION W. Abut. SEC. 34, TWP. 13N, RNG. 6E, Latitude, Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 088-0030	D	B	U	M	Surface Water Elev. 631.45 ft	D	B	U	M
Station 63+00	E	L	C	O	Stream Bed Elev. 630.75 ft	P	L	C	O
BORING NO. B-1	T	W	Q	S	Groundwater Elev.:	H	W	Q	S
Station 65+07	S	Qu	T	T	First Encounter 629.9 ft	S	Qu	T	T
Offset 13.00ft RT	(ft)	(/6")	(tsf)	(%)	Upon Completion NA ft	(ft)	(/6")	(tsf)	(%)
Ground Surface Elev. 651.93 ft					After - Hrs. - ft				

Asphalt - 8 inches, Base Course - 6 inches	650.73	3		1	Very Loose to Loose Brown to Gray, Moist to Wet Medium to Coarse SAND (continued)	2			
Brown and Gray, Moist CLAY (Fill), trace sand		3	2.3	15		1			39
		3	P			2			
		2				2			21
		2	3.5	25		3			
		3	P			3			
		-5				-25			
Black, Moist SANDY LOAM (Fill), trace organics	645.43	3		27	Very Loose to Loose Gray, Wet SANDY LOAM	1			22
		4	2.0			0			
		5	P			0			
		5				3			
		4		31		3	0.4	26	
		-10				-30	5	B	
Dark Brown to Black, Moist SANDY LOAM (Fill) with buried topsoil	640.93	4		16					
		4							
		5							
Medium Stiff Dark Brown, Moist SANDY CLAY LOAM	638.43	3		15		3			21
		2				2			
		-15				-35	4		
		2		19					
		2	0.5						
		2	B						
Very Loose to Loose Brown to Gray, Moist to Wet Medium to Coarse SAND	633.43	4		17		3			25
		3				3	0.5		
		-20				-40	5	B	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 11/28/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION W. Abut. SEC. 34, TWP. 13N, RNG. 6E, Latitude, Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 088-0030	D	B	U	M	Surface Water Elev. 631.45 ft	D	B	U	M
Station 63+00	E	L	C	O	Stream Bed Elev. 630.75 ft	P	L	C	O
BORING NO. B-1	T	W	Q	S	Groundwater Elev.:	H	W	Q	S
Station 65+07	S	Qu	T	T	First Encounter 629.9 ft	S	Qu	T	T
Offset 13.00ft RT	(ft)	(/6")	(tsf)	(%)	Upon Completion NA ft	(ft)	(/6")	(tsf)	(%)
Ground Surface Elev. 651.93 ft					After - Hrs. - ft				

Soft to Medium Stiff Gray, Moist SILTY CLAY LOAM (continued)									
		3		19		3			
		3	0.4			10	2.9	13	
		5	B			10	12	S	
		-45				-65			
Switched to mud rotary at 45 ft.									
		10		14		8			
		3	0.8			10	3.1	17	
		-50	7	P		-70	14	S	
Stiff to Very Stiff Gray, Moist CLAY LOAM, trace gravel	598.43	7		13		7			15
		10	3.8			8	3.1		
		-85	14	S		-75	12	S	
		10		15		6			17
		11	3.0			10	3.2		
		-60	17	S		-80	18	S	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 11/28/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION W. Abut. SEC. 34, TWP. 13N, RNG. 6E, Latitude, Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 088-0030	D	B	U	M	Surface Water Elev. 631.45 ft	D	B	U	M
Station 63+00	E	L	C	O	Stream Bed Elev. 630.75 ft	P	L	C	O
BORING NO. B-1	T	W	Q	S	Groundwater Elev.:	H	W	Q	S
Station 65+07	S	Qu	T	T	First Encounter 629.9 ft	S	Qu	T	T
Offset 13.00ft RT	(ft)	(/6")	(tsf)	(%)	Upon Completion NA ft	(ft)	(/6")	(tsf)	(%)
Ground Surface Elev. 651.93 ft					After - Hrs. - ft				

Stiff to Very Stiff Gray, Moist CLAY LOAM, trace gravel (continued)									
		6		16		6			10
		8	2.0			8	2.0		
		-85	12	S		-85	12	S	
Extremely Dense Gray, Wet Coarse SAND with gravel	548.93			10					10
		6		19		6			10
		8	1.7			8	1.7		
		-90	10	S		-90	10	S	
End of Boring	542.93								
		3		21		3			21
		2				2			
		-100	3			-100	3		
Loose Gray, Wet Fine SAND	559.43								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

MODEL: Default FILE NAME: p:\w\wme-pw-bentley.com\bfwme-pw-01\Documents\BFW\PROJECTS\2019 PROJECTS\19277 - IDOT D4 PTB 191-08 WO #3 IL 17 IL 91 Structure\DOT\CAD_Sheets\0880030-68698-040-Soil Boring Logs

	BACON FARMER WORKMAN ENGINEERS & SURVEYORS, INC.	USER NAME =	DESIGNED - FAM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 088-0030	F.A.P. RTE. 643	SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 76
	CONTRACT NO. 68698	PLOT SCALE =	DRAWN - FAM	REVISED -			SHEET NO. 40 OF 49 SHEETS	ILLINOIS FED. AID PROJECT			
	6/24/2022	CHECKED - GBR	REVISED -								



SOIL BORING LOG

Page 1 of 3
Date 11/30/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC
SECTION (11B) BR-1 LOCATION W. Abut. SEC. 34 TWP. 13N. RNG. 6E.
COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	DEPTH (ft)	BLOW COUNT	UCS (tsf)	M O I S T (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT	UCS (tsf)	M O I S T (%)
088-0030	63+00					Surface Water Elev. 631.45 ft				
						Stream Bed Elev. 630.75 ft				
BORING NO. B-2	Station 64+21					Groundwater Elev.: First Encounter 629.7 ft				
	Offset 24.00ft LT					Upon Completion NA ft				
	Ground Surface Elev. 639.73 ft					After - Hrs. - ft				
		638.73	3	1.8	25	Loose to Medium Dense SANDY LOAM with Topsoil		7		17
			3	P		Medium Stiff to Stiff Dark Brown, Moist SANDY CLAY LOAM		8		
			2					4		
			1	0.5	27			3	2.7	13
			2	B				2		
			-5					-25		
		613.73	4			Medium Stiff to Stiff Gray, Moist SILTY CLAY LOAM		4		
			2	0.5	27			3	0.5	27
			2					3	B	
		631.23	2			Loose Brown, Moist Medium to Coarse SAND		2		
			2					3	1.6	31
			2		16			3	S	
			2			Loose Brown, Moist to Wet Coarse SAND, with gravel		3		
			3					11		
			10					-30		
		628.73	1			Loose Brown, Wet Medium to Coarse SAND		1		
			1		23			2		
			3					9	2.9	14
			8			Medium Dense Brown, Wet Coarse SAND, with gravel		10	S	
			4		11			10		
			-15					-55		
			16			Very Loose Gray, Wet Fine SAND changes to Coarse SAND with gravel		7		
			16		16			10	3.3	14
			5					14	S	
			6			Loose to Medium Dense Brown to Gray, Wet Fine to Medium SAND		7		
			5		21			10		
			8					10		
			-20					-40		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 3
Date 11/30/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC
SECTION (11B) BR-1 LOCATION W. Abut. SEC. 34 TWP. 13N. RNG. 6E.
COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	DEPTH (ft)	BLOW COUNT	UCS (tsf)	M O I S T (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT	UCS (tsf)	M O I S T (%)
088-0030	63+00					Surface Water Elev. 631.45 ft				
						Stream Bed Elev. 630.75 ft				
BORING NO. B-2	Station 64+21					Groundwater Elev.: First Encounter 629.7 ft				
	Offset 24.00ft LT					Upon Completion NA ft				
	Ground Surface Elev. 639.73 ft					After - Hrs. - ft				
						Stiff to Very Stiff Gray, Moist CLAY LOAM, trace gravel (continued)				
			5					9		
			8	2.7	13			11	3.8	12
			12	S				14	S	
			-45					-65		
			6			Stiff to Very Stiff Gray, Moist CLAY LOAM, trace gravel (continued)		6		
			9	3.1	13			9	2.7	17
			11	S				11	S	
			-50					-70		
			6			Extremely Dense Gray, Wet Coarse SAND, with gravel		6		
			9					7	2.5	18
			10	S				10	S	
			-55					-75		
			7			End of Boring		6		
			10	3.3	14			8	1.8	17
			14	S				11	S	
			-60					-80		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 3 of 3
Date 11/30/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC
SECTION (11B) BR-1 LOCATION W. Abut. SEC. 34 TWP. 13N. RNG. 6E.
COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	DEPTH (ft)	BLOW COUNT	UCS (tsf)	M O I S T (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT	UCS (tsf)	M O I S T (%)
088-0030	63+00					Surface Water Elev. 631.45 ft				
						Stream Bed Elev. 630.75 ft				
BORING NO. B-2	Station 64+21					Groundwater Elev.: First Encounter 629.7 ft				
	Offset 24.00ft LT					Upon Completion NA ft				
	Ground Surface Elev. 639.73 ft					After - Hrs. - ft				
						Stiff to Very Stiff Gray, Moist CLAY LOAM, trace gravel (continued)				
			7	1.9	19			7		
			11	S				11	S	
			-85					-85		
			10			Extremely Dense Gray, Wet Coarse SAND, with gravel		10		
			27		13			27		
			110					110		
			-90					-90		
			6			End of Boring		6		
			8	1.8	17			8	1.8	17
			11	S				11	S	
			-100					-100		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

MODEL: Default
FILE NAME: p:\w\wme-pw-bentley.com\bfwme-pw-01\Documents\BFW\PROJECTS\2019 PROJECTS\19277 - IDOT D4 PTB 191-08 WO #3 IL 17 IL 91 Structure\DOT\CAD_Sheets\0880030-68698-041-Soil Boring Logs



SOIL BORING LOG

Date 12/1/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION Pier 2, SEC. 34, TWP. 13N, RNG. 6E, Latitude, Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	B	U	M	Surface Water Elev.	D	B	U	M	
088-0030	63+00	LO	C	O	631.45 ft	E	L	C	O	
BORING NO.	Station	P	S	I	Stream Bed Elev.	P	O	S	I	
B-3	63+90	H	Qu	T	630.75 ft	T	W	S	S	
Offset	Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.:	(ft)	(/6")	(tsf)	(%)
24.00ft RT	638.43 ft					First Encounter				
						627.4 ft				
						Upon Completion				
						NA ft				
						After				
						- Hrs.				
Dark Brown, Moist SANDY LOAM with Topsoil	637.63			21		Very Loose to Medium Dense Brown, Wet Coarse SAND, with gravel (continued)				
Soft to Stiff Dark Brown, Moist SANDY CLAY LOAM		0					9			
		1	2.0	25			12	0.6	14	
		3	P		616.43		14	B		
						Medium Stiff Gray, Moist SILTY CLAY LOAM				
		1					2			
		2	0.4	32			2	1.3	24	
		3	B				3	S		
		-5					-25			
						Medium Dense Gray, Wet SANDY LOAM, trace gravel				
		1			612.43		2			
		2	0.4	27			3		20	
		3	B				9			
						Loose Brown, Moist to Wet Medium to Coarse SAND, trace gravel				
		3			629.93		6			
		3		15			6		15	
		-10				Switched to mud rotary at 30 ft.	10			
						Very Loose to Medium Dense Brown, Wet Coarse SAND, with gravel				
		2			627.43					
		1		16						
		1								
		2			604.93		24			
		5		17		Dense Gray, Wet Coarse SAND, with gravel	23		7	
		6					21			
		-15					-35			
		0								
		12		13						
		6								
						Stiff to Very Stiff Gray, Moist CLAY LOAM, trace gravel				
		2			599.93		7			
		1		17			9	3.2	13	
		1					13	S		
		-20					-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 12/1/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION Pier 2, SEC. 34, TWP. 13N, RNG. 6E, Latitude, Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	B	U	M	Surface Water Elev.	D	B	U	M	
088-0030	63+00	LO	C	O	631.45 ft	E	L	C	O	
BORING NO.	Station	P	S	I	Stream Bed Elev.	P	O	S	I	
B-3	63+90	H	Qu	T	630.75 ft	T	W	S	S	
Offset	Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	Groundwater Elev.:	(ft)	(/6")	(tsf)	(%)
24.00ft RT	638.43 ft					First Encounter				
						627.4 ft				
						Upon Completion				
						NA ft				
						After				
						- Hrs.				
Stiff to Very Stiff Gray, Moist CLAY LOAM, trace gravel (continued)										
		10								
		9	3.8	13						
		12	S							
		-45								
		7								
		9	3.9	13						
		12	S							
		-50								
		7								
		11	3.0	16						
		14	P							
		-55								
		8								
		11	3.2	14						
		15	S							
		-60								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

MODEL: Default
FILE NAME: p:\w\wme-pw-bentley.com\bfwme-pw-01\Documents\BFW\PROJECTS\2019 PROJECTS\19277 - IDOT D4 PTB 191-08 WO #3 IL 17 IL 91 Structure\DOT\CAD_Sheets\0880030-68698-042-Soil Boring Logs



USER NAME =	DESIGNED - FAM	REVISED -
CHECKED - GBR	REVISED -	
PLOT SCALE =	DRAWN - FAM	REVISED -
PLOT DATE = 6/24/2022	CHECKED - GBR	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 088-0030
SHEET NO. 42 OF 49 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	78
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 12/2/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION E. Abut. SEC. 34, TWP. 13N, RNG. 6E.

Latitude Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	DEPTH	BLOW	UCS	MOIST
088-0030	63+00	(ft)	(/ft)	(tsf)	(%)	631.45 ft	630.75 ft	(ft)	(/ft)	(tsf)	(%)
		0									
		4	5	1.5	19			3	4		
		5	5	P				7	7	5	
		4						3			
		4	4	2.5	21			4	4	5	
		5	5	P				4	4		
		-5						-29			
		653.75									
		3						2			
		2	2	1.5	24			1	1	30	
		3	3	P				2			
		2						4			
		2	2	1.3	24			4	4	28	
		3	3	P				6	6		
		-10						-30			
		647.75									
		1	1		17			11			
		1	1		12			4	4	23	
		2	2					5	5		
		-15						-35			
		4			5						
		5	5								
		6	6								
		7	7					3			
		7	7					4	4	1.8	14
		6	6					5	5	P	
		-20						-40			
		619.75									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 12/2/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION E. Abut. SEC. 34, TWP. 13N, RNG. 6E.

Latitude Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	DEPTH	BLOW	UCS	MOIST
088-0030	63+00	(ft)	(/ft)	(tsf)	(%)	631.45 ft	630.75 ft	(ft)	(/ft)	(tsf)	(%)
		8	8	2.4	15			9	9		
		14	14	S				12	12	3.9	14
		-45						-55			
		8						11			
		11	11	3.3	14			14	14	4.5	14
		14	14	S				20	20	S	
		-70						-90			
		8						10			
		10	10					20	20	4.2	14
		13	13	4.8	12			24	24	S	
		-55						-75			
		9						7			
		12	12	4.2	14			9	9	3.0	18
		18	18	S				13	13		
		-80						-80			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 12/2/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION E. Abut. SEC. 34, TWP. 13N, RNG. 6E.

Latitude Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	DEPTH	BLOW	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	DEPTH	BLOW	UCS	MOIST
088-0030	63+00	(ft)	(/ft)	(tsf)	(%)	631.45 ft	630.75 ft	(ft)	(/ft)	(tsf)	(%)
		9	9	2.5	17			7			
		9	9	S				9	9	1.6	16
		-85						-105			
		554.25									
		11	11	S							
		4						6			
		6	6	2.1	19			9	9	S	
		-90						-110			
		7						10			
		8	8	1.9	19			10	10	S	
		-95						-115			
		6						8			
		8	8	1.9	18			10	10	S	
		-100						-120			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Date 12/5/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION E. Abut. SEC. 34, TWP. 13N, RNG. 6E, Latitude Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 088-0030
 Station 63+00

BORING NO. B-5
 Station 61+37
 Offset 37.00ft RT
 Ground Surface Elev. 661.77 ft

DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)
660.77	3		26	Dark Brown, Moist CLAY, with topsoil				
	3	2.3	27	Stiff to Very Stiff Brown, Moist CLAY, trace sand				
	3	1.9	27					
	3	S						
655.77	2	0.8	28	Medium Stiff Brown, Moist SANDY CLAY				
	3	B						
653.27	2			Loose Brown, Moist SANDY LOAM				
	3		13					
	2							
650.27	2		17	Loose to Medium Dense Brown, Moist to Wet Fine to Medium SAND				
	2							
	5							
	6		7					
	10							
	5							
	6		4					
	7							
	4							
	6		4					
	7							
622.27	7	2.8	14					
	7	S						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 12/5/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION E. Abut. SEC. 34, TWP. 13N, RNG. 6E, Latitude Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 088-0030
 Station 63+00

BORING NO. B-5
 Station 61+37
 Offset 37.00ft RT
 Ground Surface Elev. 661.77 ft

DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)
				Very Stiff Gray, Moist CLAY LOAM, trace gravel (continued)				
	5							
	5		2					
	6							
	4							
	4	2.8	13					
	12	S						
	9							
	12							
	12	S						
	8							
	11	3.5	12					
	13	S						
	7							
	9	3.2	12					
	11	S						
	15	S						
	8							
	10	3.3	13					
	13	S						
	6							
	8	2.7	12					
	11	S						
	4							
	8	2.7	12					
	11	S						
	5							
	6	3.3	13					
	9	S						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 12/5/11

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY KSC

SECTION (11B) BR-1 LOCATION E. Abut. SEC. 34, TWP. 13N, RNG. 6E, Latitude Longitude

COUNTY Stark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 088-0030
 Station 63+00

BORING NO. B-5
 Station 61+37
 Offset 37.00ft RT
 Ground Surface Elev. 661.77 ft

DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)	DESCRIPTION	DEPTH (ft)	BLOWS (6")	UCS (tsf)	MOIST (%)
				Very Stiff Gray, Moist CLAY LOAM, trace gravel (continued)				
	12							
	13	3.5	18					
	16	P						
	12							
	11	2.7	17					
	15	S						
	8							
	9	2.5	18					
	11	S						
	8							
	10	3.3	13					
	13	S						
	6							
	8	2.3	16					
	10	S						

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, form 137 (Rev. 8-99)

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	BACON FARMER WORKMAN ENGINEERS & TESTERS, INC.	USER NAME =	DESIGNED - FAM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 088-0030	F.A.P. RTE. 643	SECTION 11B (BR-1)	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 80
	411 NORTH CLAYTON STREET MADISON, ILLINOIS 62401 PHONE: 618-399-8900	PLOT SCALE =	DRAWN - FAM	REVISED -			SHEET NO. 44 OF 49 SHEETS	CONTRACT NO. 68698			
		PLOT DATE = 6/24/2022	CHECKED - GBR	REVISED -					ILLINOIS	FED. AID PROJECT	



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 4

Date 12/9/20

ROUTE FAP 643 (IL 17/91) DESCRIPTION Rock probe boring LOGGED BYMRK(Terracon)

SECTION (11B)(BR-1) LOCATION SE 1/4, SEC. 34, TWP. 13N, RNG. 6E, 4th PM

Latitude 41d 03' 46" N, Longitude 89d 47' 42" W

COUNTY Stark DRILLING METHOD HSA to 40' then mud rotary HAMMER TYPE AUTO

STRUCT. NO.	088-0002 (EX)	D	B	U	M	Surface Water Elev.	ft	D	B	U	M	
	088-0030 (PR)	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O	
Station	63+00 (EX), 63+44 (PR)	P	O	S	I	Groundwater Elev.:		P	O	S	I	
		T	W	Q	T	First Encounter	ft	T	W	Q	T	
BORING NO.	B-5P	H	S			Upon Completion	Dry ft	H	S			
Station	61+07					After	Hrs.					
Offset	34.0 ft RT											
Ground Surface Elev.	661.00	ft	(ft)	(/6")	(tsf)	(%)		ft	(ft)	(/6")	(tsf)	(%)

Blind drilled to 80 feet. See B-5 boring log by GSG dated 12/5/11 for subsurface conditions from 0 to 80 feet.

Blind drilled to 80 feet. See B-5 boring log by GSG dated 12/5/11 for subsurface conditions from 0 to 80 feet. (continued)

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) 3BS, form 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 4

Date 12/9/20

ROUTE FAP 643 (IL 17/91) DESCRIPTION Rock probe boring LOGGED BYMRK(Terracon)

SECTION (11B)(BR-1) LOCATION SE 1/4, SEC. 34, TWP. 13N, RNG. 6E, 4th PM

Latitude 41d 03' 46" N, Longitude 89d 47' 42" W

COUNTY Stark DRILLING METHOD HSA to 40' then mud rotary HAMMER TYPE AUTO

STRUCT. NO.	088-0002 (EX)	D	B	U	M	Surface Water Elev.	ft	D	B	U	M	
	088-0030 (PR)	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O	
Station	63+00 (EX), 63+44 (PR)	P	O	S	I	Groundwater Elev.:		P	O	S	I	
		T	W	Q	T	First Encounter	ft	T	W	Q	T	
BORING NO.	B-5P	H	S			Upon Completion	Dry ft	H	S			
Station	61+07					After	Hrs.					
Offset	34.0 ft RT											
Ground Surface Elev.	661.00	ft	(ft)	(/6")	(tsf)	(%)		ft	(ft)	(/6")	(tsf)	(%)

Blind drilled to 80 feet. See B-5 boring log by GSG dated 12/5/11 for subsurface conditions from 0 to 80 feet. (continued)

Blind drilled to 80 feet. See B-5 boring log by GSG dated 12/5/11 for subsurface conditions from 0 to 80 feet. (continued)

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

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USER NAME	=	DESIGNED	-	FAM	REVISED	-	_____
		CHECKED	-	GBR	REVISED	-	_____
PLOT SCALE	=	DRAWN	-	FAM	REVISED	-	_____
PLOT DATE	=	CHECKED	-	GBR	REVISED	-	_____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 088-0030

SHEET NO. 45 OF 49 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	11B (BR-1)	STARK	115	81
			CONTRACT NO. 68698	
		ILLINOIS FED. AID PROJECT		



SOIL BORING LOG

Date 4/9/14

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY JJR
SECTION (11B) BR-1 LOCATION Pier 1, SEC. 34, TWP. 13N, RNG. 6E.
Latitude 41.062913, Longitude 89.795191
COUNTY Stark DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns: DEPTH (ft), BLOW COUNT, UCS (tsf), MOISTURE (%), SOIL DESCRIPTION, SURFACE WATER ELEV., STREAM BED ELEV., GROUNDWATER ELEV., FIRST ENCOUNTER, UPON COMPLETION, AFTER HRS.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 4/9/14

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY JJR
SECTION (11B) BR-1 LOCATION Pier 1, SEC. 34, TWP. 13N, RNG. 6E.
Latitude 41.062913, Longitude 89.795191
COUNTY Stark DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns: DEPTH (ft), BLOW COUNT, UCS (tsf), MOISTURE (%), SOIL DESCRIPTION, SURFACE WATER ELEV., STREAM BED ELEV., GROUNDWATER ELEV., FIRST ENCOUNTER, UPON COMPLETION, AFTER HRS.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 4/9/14

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY JJR
SECTION (11B) BR-1 LOCATION Pier 1, SEC. 34, TWP. 13N, RNG. 6E.
Latitude 41.062913, Longitude 89.795191
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Table with columns: DEPTH (ft), BLOW COUNT, UCS (tsf), MOISTURE (%), SOIL DESCRIPTION, SURFACE WATER ELEV., STREAM BED ELEV., GROUNDWATER ELEV., FIRST ENCOUNTER, UPON COMPLETION, AFTER HRS.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

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BACON | FARMER | WORKMAN
ENGINEERS & TESTERS, INC.

Table with columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 088-0030

SHEET NO. 47 OF 49 SHEETS

Table with columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

ILLINOIS FED. AID PROJECT



SOIL BORING LOG

Date 4/8/14

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY JJR
SECTION (11B) BR-1 LOCATION Pier 2, SEC. 34, TWP. 13N, RNG. 6E
Latitude 41.063064, Longitude 09.795670
COUNTY Stark DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns for Soil Description, Depth (ft), Blows (6"), UCS (tsf), and Moisture (%). Includes soil layers like Topsoil, Sandy Loam, and Clay.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 4/8/14

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY JJR
SECTION (11B) BR-1 LOCATION Pier 2, SEC. 34, TWP. 13N, RNG. 6E
Latitude 41.063064, Longitude 09.795670
COUNTY Stark DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns for Soil Description, Depth (ft), Blows (6"), UCS (tsf), and Moisture (%). Includes soil layers like Clay Loam, Sandy Loam, and Clay.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 4/8/14

ROUTE F.A Route 643 (S.B.I-30) DESCRIPTION IL Rt. 17/IL Rt. 91 over Spoon River LOGGED BY JJR
SECTION (11B) BR-1 LOCATION Pier 2, SEC. 34, TWP. 13N, RNG. 6E
Latitude 41.063064, Longitude 09.795670
COUNTY Stark DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns for Soil Description, Depth (ft), Blows (6"), UCS (tsf), and Moisture (%). Includes soil layers like Clay Loam, Sandy Loam, and Clay.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

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SOIL BORING LOG

Date 12/10/20

ROUTE FAP 643 (IL 17/91) DESCRIPTION Rock probe boring LOGGED BYMRK(Terracon)

SECTION (11B)(BR-1) LOCATION SE 1/4, SEC. 34, TWP. 13N, RNG. 6E, 4th PM
Latitude 41d 03' 47" N, Longitude 89d 47' 44" W
COUNTY Stark DRILLING METHOD HSA to 40' then mud rotary HAMMER TYPE AUTO

STRUCT. NO.	088-0002 (EX) 088-0030 (PR)	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	63+00 (EX), 63+44 (PR)	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
BORING NO.	B-7P	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	63+80	H	S	Qu	T	First Encounter	554.0 ft ▼	H	S	Qu	T
Offset	25.0 ft LT					Upon Completion	Artesian ft				
Ground Surface Elev.	641.00 ft	(ft)	(/6")	(tsf)	(%)	After	Hrs. see notes ft	(ft)	(/6")	(tsf)	(%)

Blind drilled to 83.5 feet. See B-7 boring log by GSG dated 4/8/14 for subsurface conditions from 0 to 80 feet.

-5

-10

-15

-20

Blind drilled to 83.5 feet. See B-7 boring log by GSG dated 4/8/14 for subsurface conditions from 0 to 80 feet. (continued)

-25

-30

-35

-40

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 12/10/20

ROUTE FAP 643 (IL 17/91) DESCRIPTION Rock probe boring LOGGED BYMRK(Terracon)

SECTION (11B)(BR-1) LOCATION SE 1/4, SEC. 34, TWP. 13N, RNG. 6E, 4th PM
Latitude 41d 03' 47" N, Longitude 89d 47' 44" W
COUNTY Stark DRILLING METHOD HSA to 40' then mud rotary HAMMER TYPE AUTO

STRUCT. NO.	088-0002 (EX) 088-0030 (PR)	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	63+00 (EX), 63+44 (PR)	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
BORING NO.	B-7P	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	63+80	H	S	Qu	T	First Encounter	554.0 ft ▼	H	S	Qu	T
Offset	25.0 ft LT					Upon Completion	Artesian ft				
Ground Surface Elev.	641.00 ft	(ft)	(/6")	(tsf)	(%)	After	Hrs. see notes ft	(ft)	(/6")	(tsf)	(%)

Blind drilled to 83.5 feet. See B-7 boring log by GSG dated 4/8/14 for subsurface conditions from 0 to 80 feet. (continued)

-45

-50

-55

-60

Blind drilled to 83.5 feet. See B-7 boring log by GSG dated 4/8/14 for subsurface conditions from 0 to 80 feet. (continued)

-65

-70

-75

-80

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) EBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 12/10/20

ROUTE FAP 643 (IL 17/91) DESCRIPTION Rock probe boring LOGGED BYMRK(Terracon)

SECTION (11B)(BR-1) LOCATION SE 1/4, SEC. 34, TWP. 13N, RNG. 6E, 4th PM
Latitude 41d 03' 47" N, Longitude 89d 47' 44" W
COUNTY Stark DRILLING METHOD HSA to 40' then mud rotary HAMMER TYPE AUTO

STRUCT. NO.	088-0002 (EX) 088-0030 (PR)	D	B	U	M	Surface Water Elev.	ft	D	B	U	M
Station	63+00 (EX), 63+44 (PR)	E	L	C	O	Stream Bed Elev.	ft	E	L	C	O
BORING NO.	B-7P	P	O	S	I	Groundwater Elev.:		P	O	S	I
Station	63+80	H	S	Qu	T	First Encounter	554.0 ft ▼	H	S	Qu	T
Offset	25.0 ft LT					Upon Completion	Artesian ft				
Ground Surface Elev.	641.00 ft	(ft)	(/6")	(tsf)	(%)	After	Hrs. see notes ft	(ft)	(/6")	(tsf)	(%)

Blind drilled to 83.5 feet. See B-7 boring log by GSG dated 4/8/14 for subsurface conditions from 0 to 80 feet. (continued)

557.50

CLAY LOAM, gray, medium stiff to stiff

4

6

9

0.5

18

B

Driller's Note: At about 87', driller reported a sudden change in fluid pressure but was able to continue drilling to 91' and run SPT. Soon after, artesian groundwater flowed up to the surface and sprayed out of the hollow stem auger.

551.00

-90

HIGHLY WEATHERED SHALE

50

Driller's Note: At 91.5', apparent coal pieces were observed in the drilling mud tank.

-95

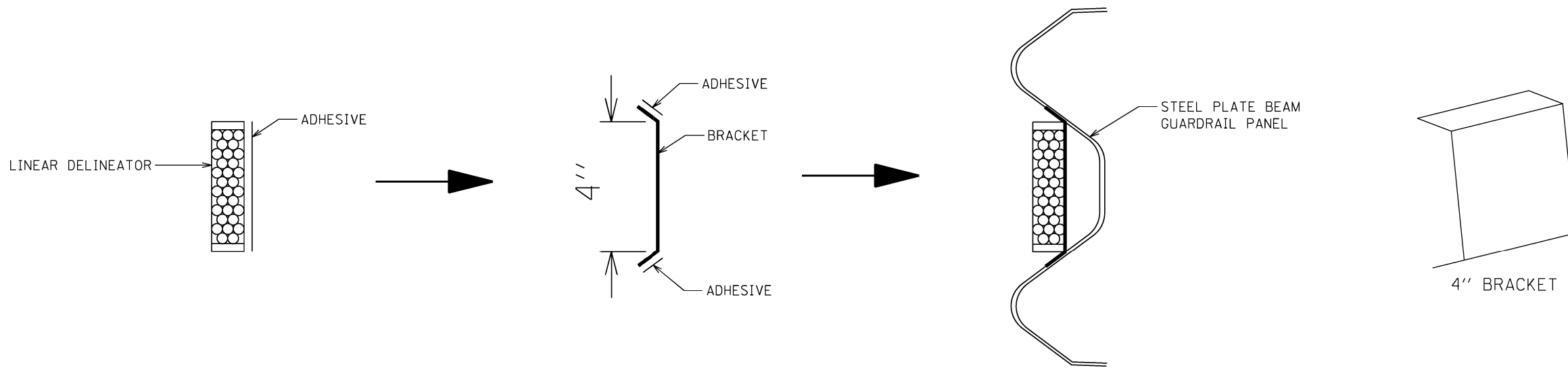
545.00

End of Boring

-100

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

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LINEATOR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL

LINEATOR DELINEATOR SHALL BE APLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS

MODEL: D:\a\11...
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USER NAME = Vonachenjc	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 99.9989' / in.	CHECKED -	REVISED -
PLOT DATE = 6/14/2022	DATE -	REVISED -

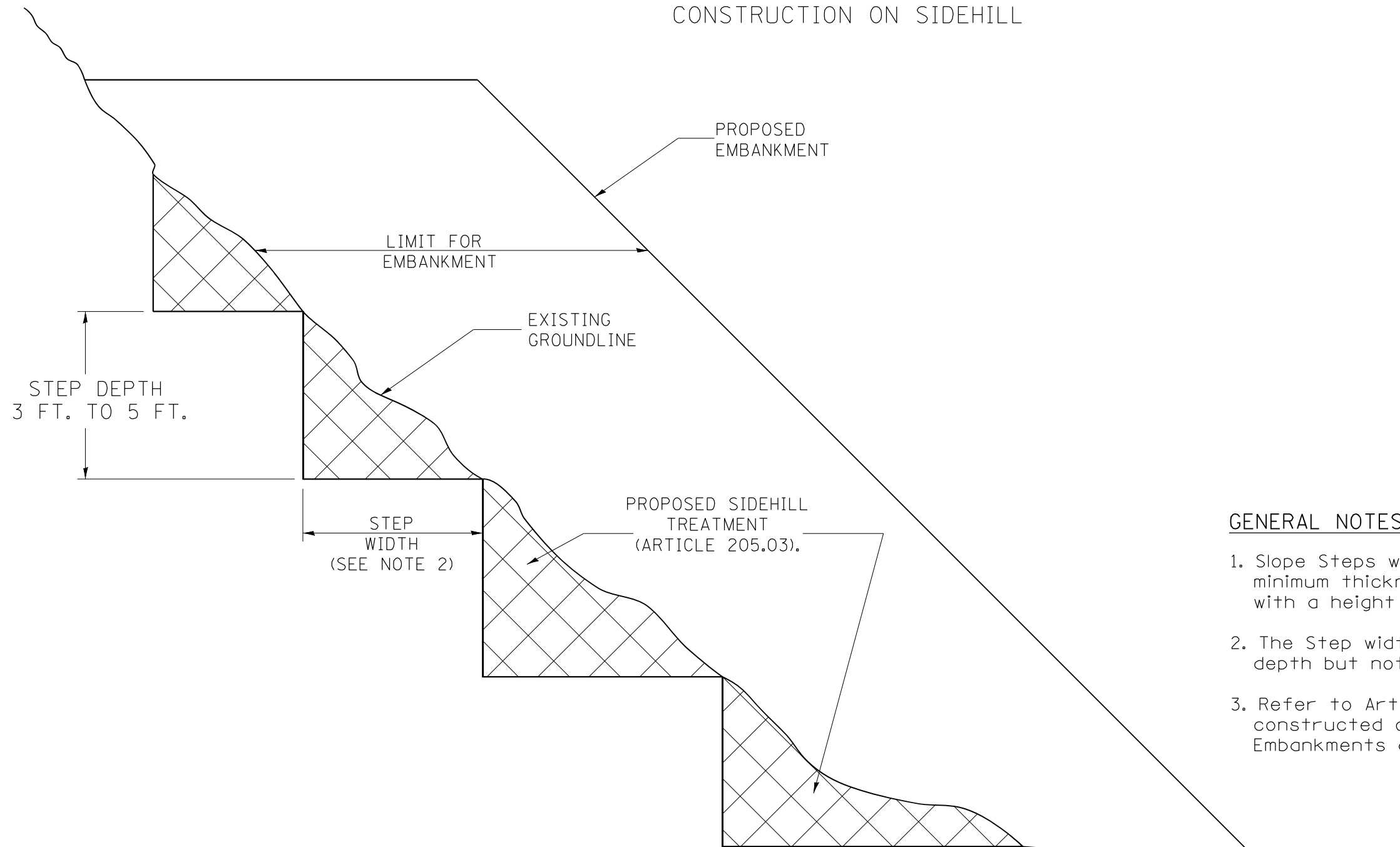
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

LINEATOR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL			
SCALE:	SHEET 1	OF 1	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	86
CONTRACT NO. 68698			ILLINOIS FED. AID PROJECT	

SLOPE STEPS DETAIL

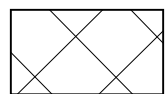
TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "sliver fills" and on all 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.
5-30-18	MINOR CORRECTION	R.D.

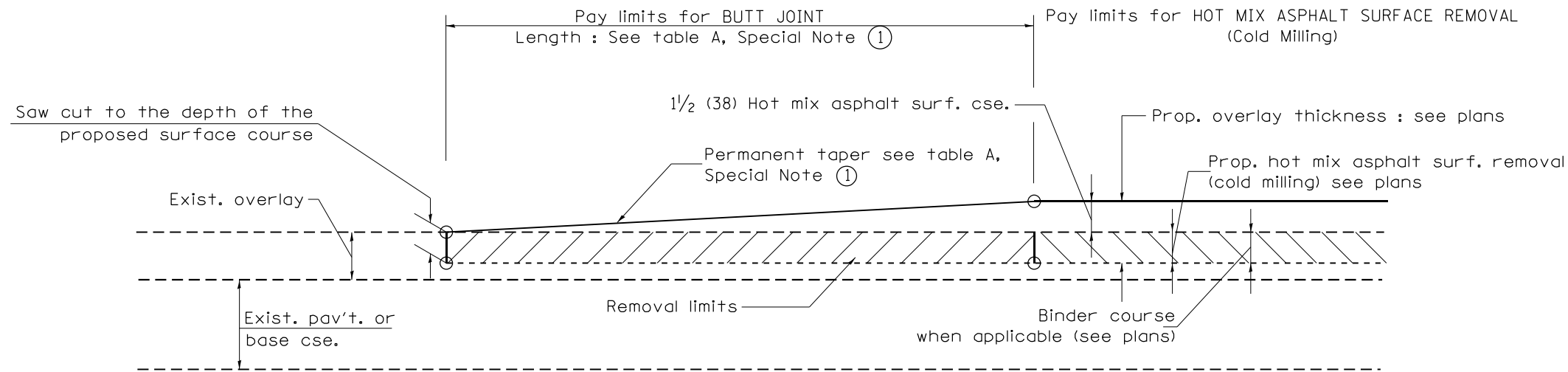
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SLOPE STEPS DETAIL

NOT TO SCALE

CADD STD. 205001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	87
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68698	



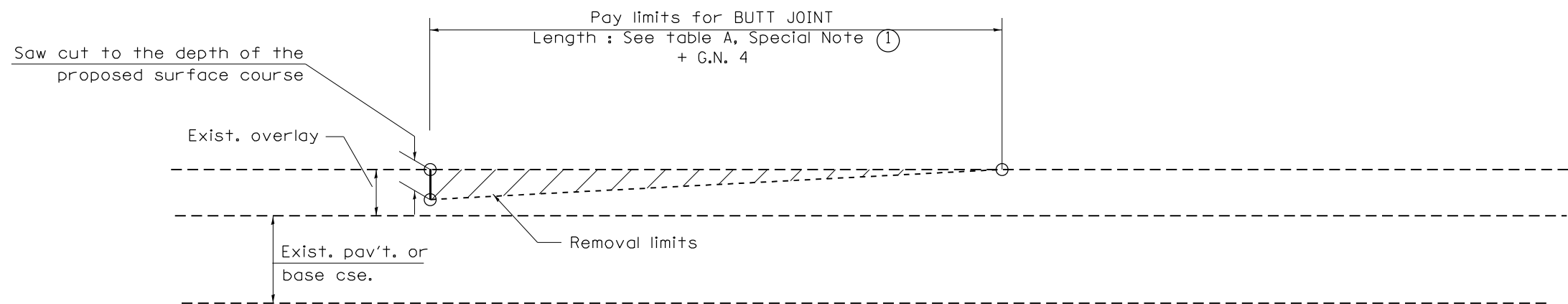
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

**TABLE A
TAPER RATES**

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	BUTT JOINT TAPER RATE	1:480	1:240
②	TEMPORARY RAMP TAPER RATE	1:80	1:40

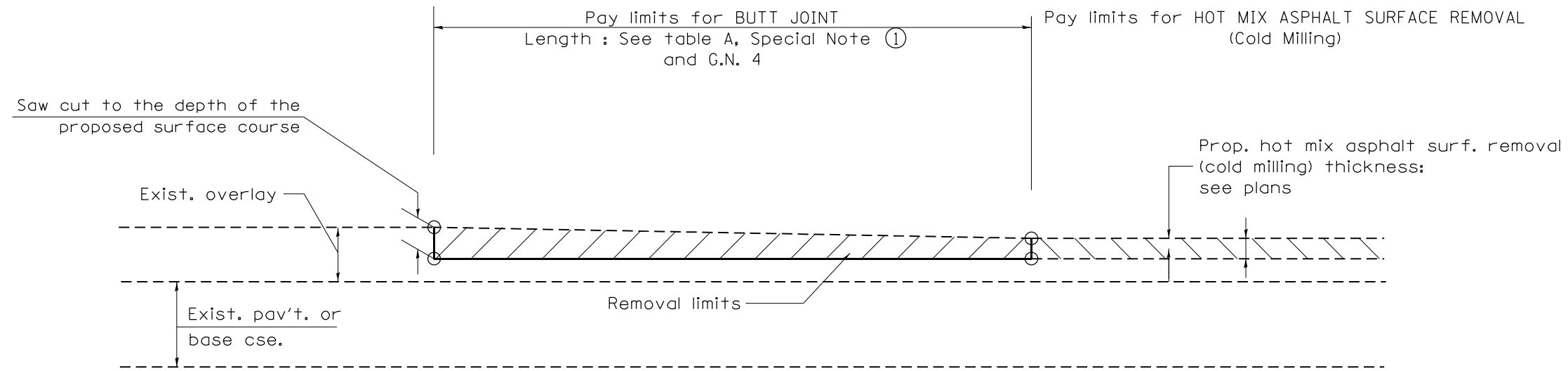
GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.

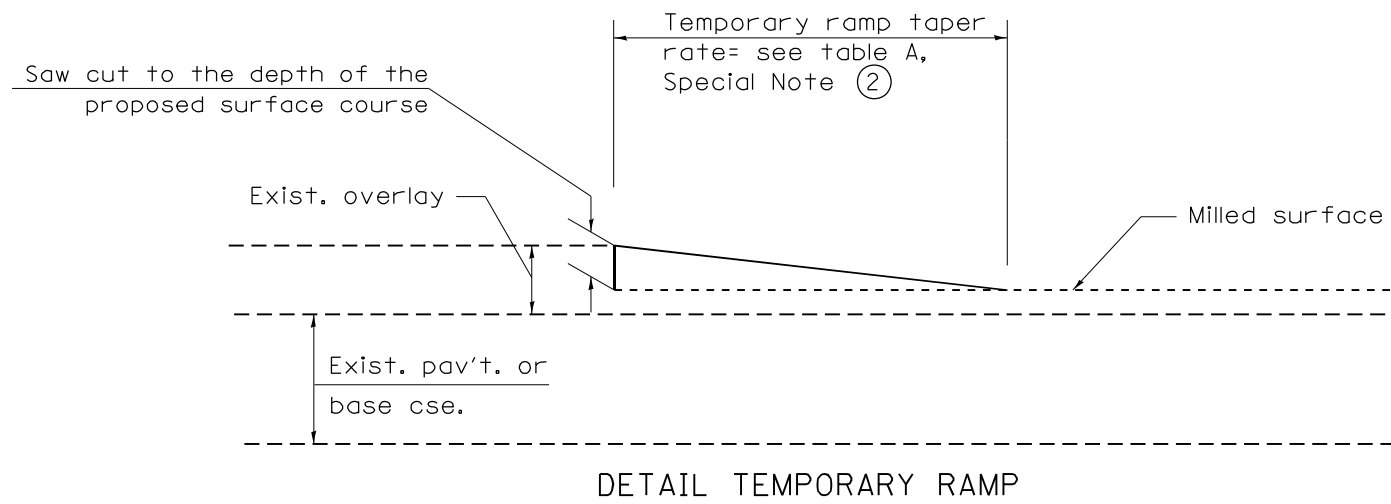


CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

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

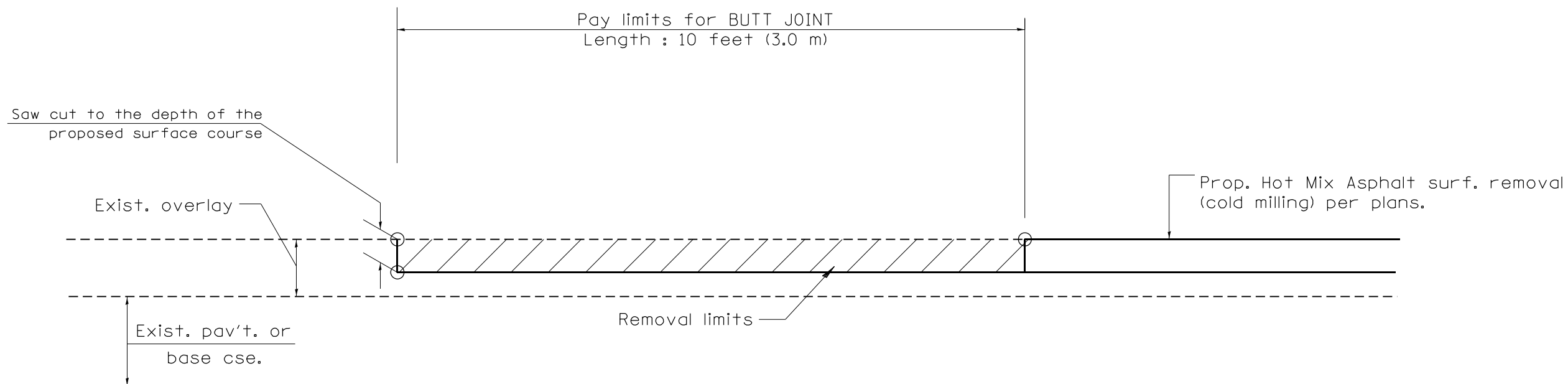


**CASE 3 : HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



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

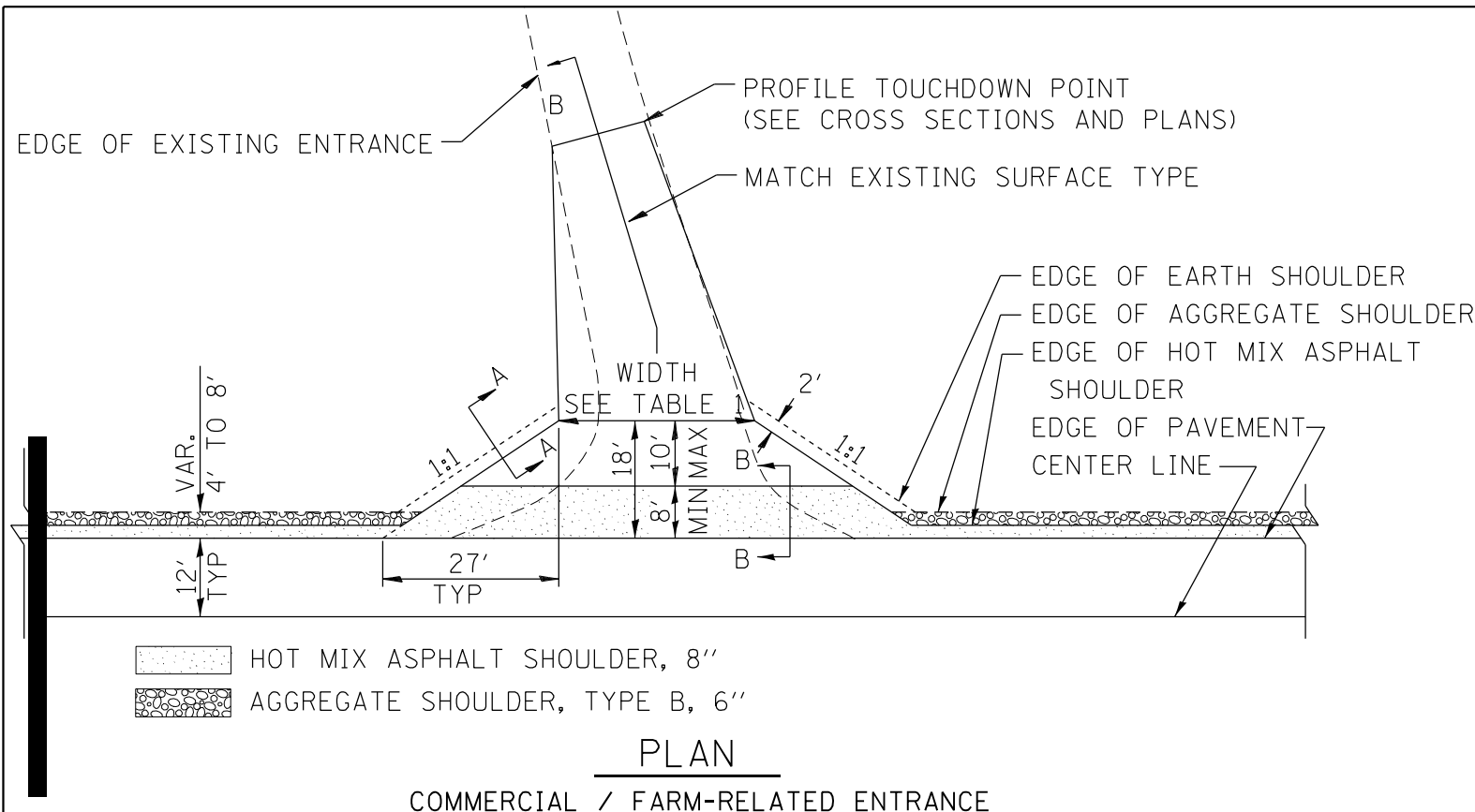
				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BUTT JOINTS		SHT. 2 OF 3 CADD STD. 406101-D4	
				NOT TO SCALE				CONTRACT NO. 68698	
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.					
643	(11B)BR-1	STARK	115	89					
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT							



**CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**

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

				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BUTT JOINTS		SHT. 3 OF 3 CADD STD. 406101-D4	
				NOT TO SCALE				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.					
643	(11B)BR-1	STARK	115	90	CONTRACT NO. 68698				



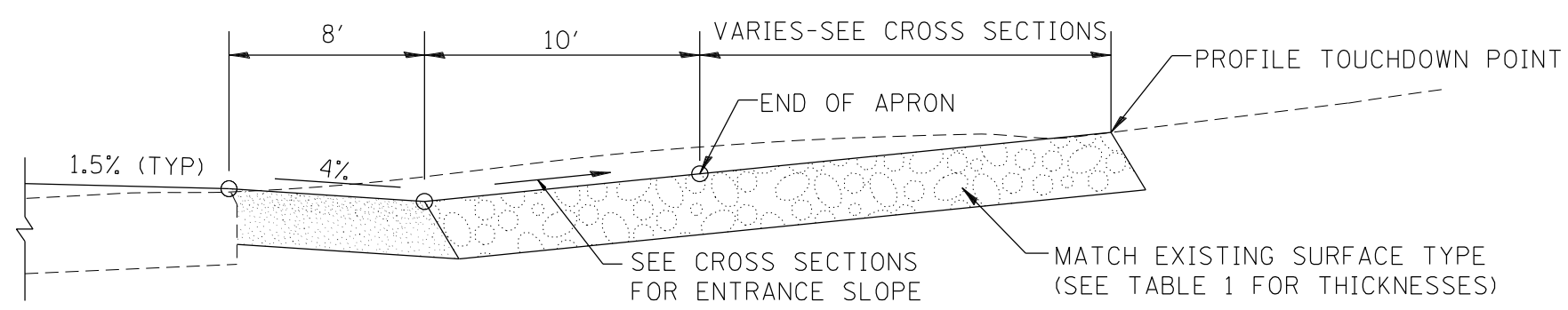
HOT MIX ASPHALT SHOULDER, 8"
 AGGREGATE SHOULDER, TYPE B, 6"

PLAN

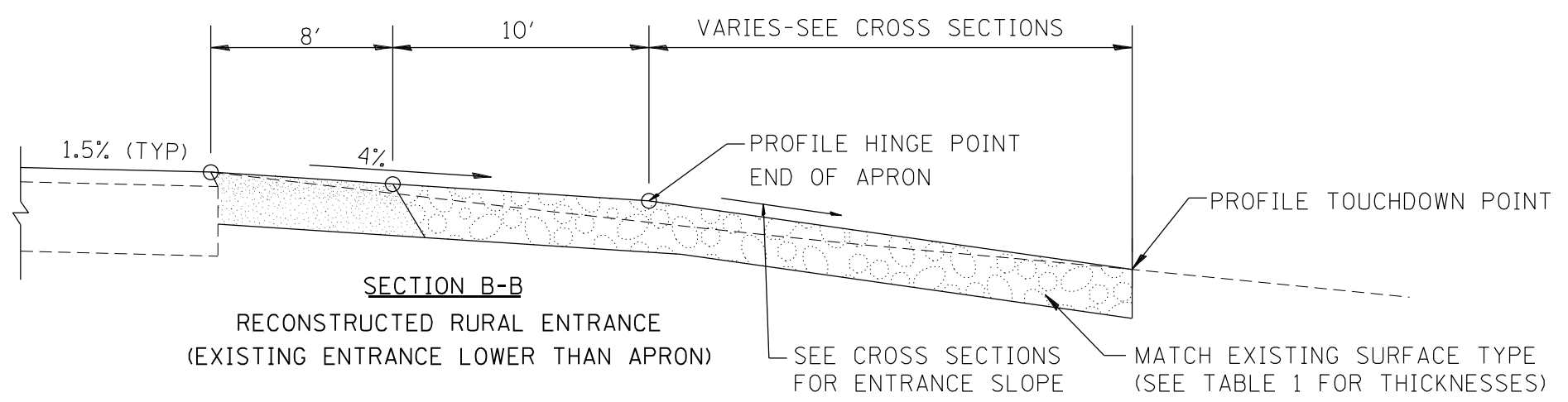
COMMERCIAL / FARM-RELATED ENTRANCE

TABLE 1						
RURAL ENTRANCE DESIGN						
ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT		COMMERCIAL	
					1-WAY OPERATION	2-WAY OPERATION
WIDTH (W)	12'(3.6m) Min.	24'(7.2m) Max.	20' (6.1m)Min.	30'(9.0m)Max.	14'(4.3m) Min.	24'(7.2m) Max.
FLARE						1:1.5
MAX. GRADE (G)	12%		12%		10%	

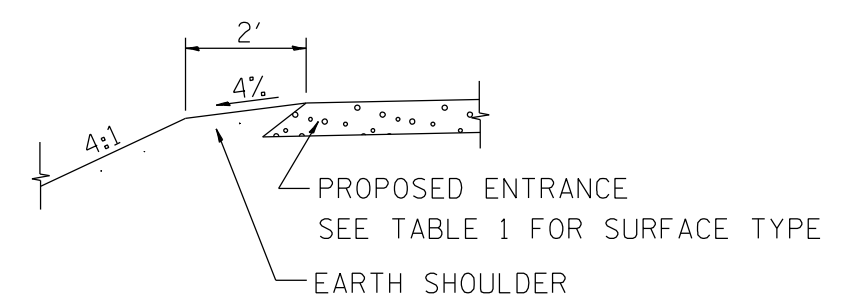
SURFACE TYPE			
INCIDENTAL HOT MIX ASPHALT SURFACING	6"	—	8"
AGGREGATE SURFACE COURSE	6"	8"	—
PCC DRIVEWAY PAVEMENT	6"	—	7"



SECTION B-B
RECONSTRUCTED RURAL ENTRANCE
(EXISTING ENTRANCE HIGHER THAN APRON)



SECTION B-B
RECONSTRUCTED RURAL ENTRANCE
(EXISTING ENTRANCE LOWER THAN APRON)



SECTION A-A
SHOULDER TREATMENT FOR RURAL ENTRANCES

GENERAL NOTES

- ENTRANCES SHALL SLOPE AWAY FROM THE PAVEMENT AT A RATE EQUAL TO THE SHOULDER SLOPE FOR A MINIMUM DISTANCE OF 8'.
- A MINIMUM 8' PAVED SHOULDER SHALL BE CONSTRUCTED BETWEEN LOCATIONS WHERE THE RURAL ENTRANCE IS LESS THAN 50' FROM AN ADJACENT SIDEROAD, ENTRANCE OR MAILBOX TURNOUT.
- A TAPER RATE OF 5:1 IS DESIRABLE WHEN TRANSITING FROM THE RURAL ENTRANCE WIDTH SHOWN IN TABLE 1, TO THE EXISTING ENTRANCE WIDTH.

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

01-01-97	RENUM. C-103.06, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.
07-01-97	REVISE DESIGNER NOTES	J.A.	9-15-15	UPDATED TABLE 1	R.D.
01-17-03	ADJUST DESIGN, CHANGE ENTRANCE	JATR	2-29-16	MINOR CORRECTIONS	R.D.
09-15-05	RADIUS FOR FLARE	M.M.A.	5-9-17	CHANGED TAPER RATE	R.D.

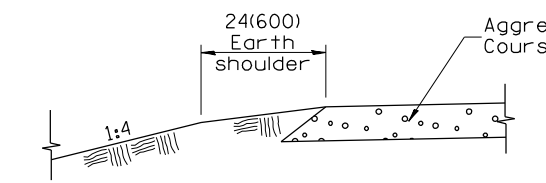
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RURAL ENTRANCES FOR "3R" PROJECTS

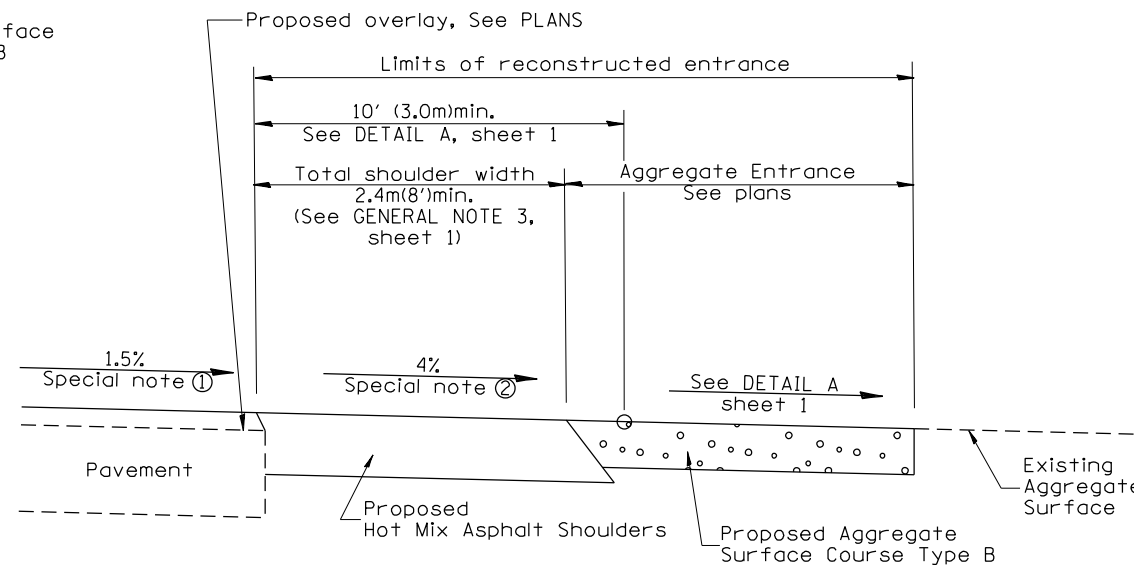
NOT TO SCALE

SHT. 1 OF 2
CADD STD. 406301-D4

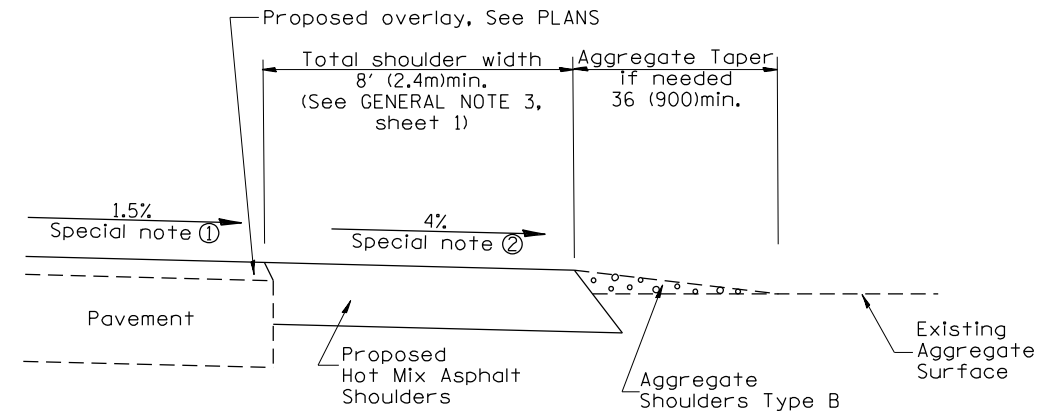
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	91
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68698	



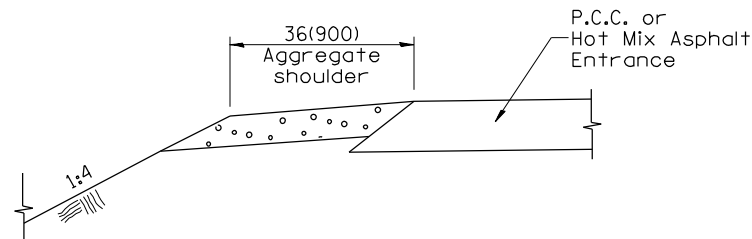
SECTION A-A
SHOULDER TREATMENT FOR AGGREGATE ENTRANCES



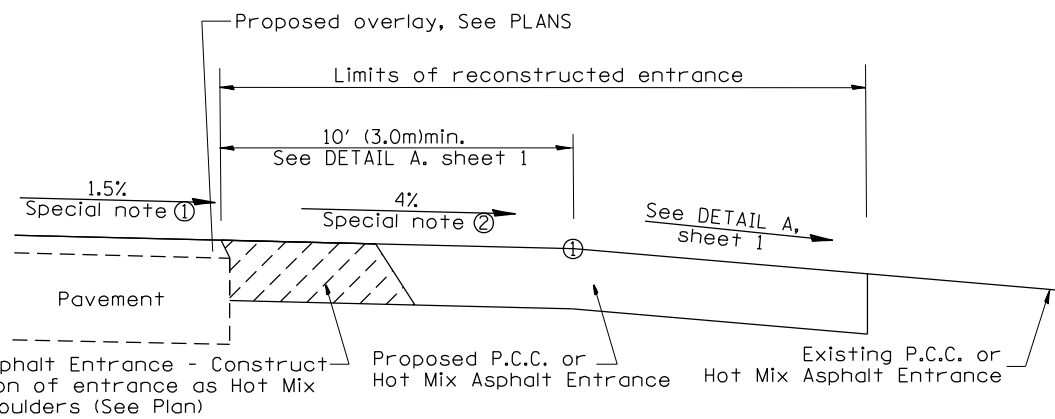
SECTION B-B
RECONSTRUCTED AGGREGATE ENTRANCE



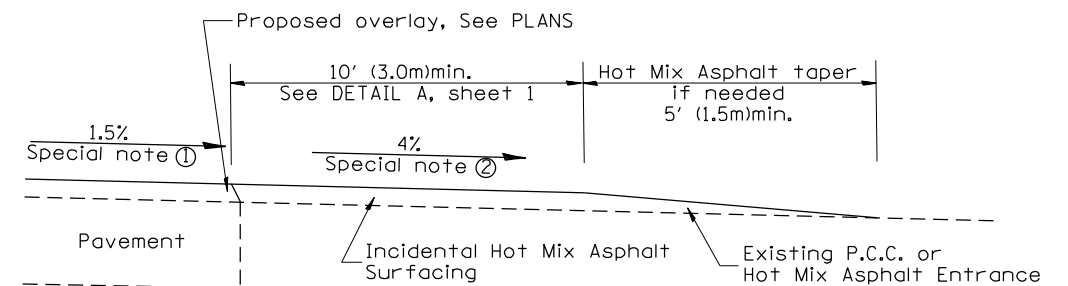
SECTION B-B
EXISTING AGGREGATE ENTRANCE



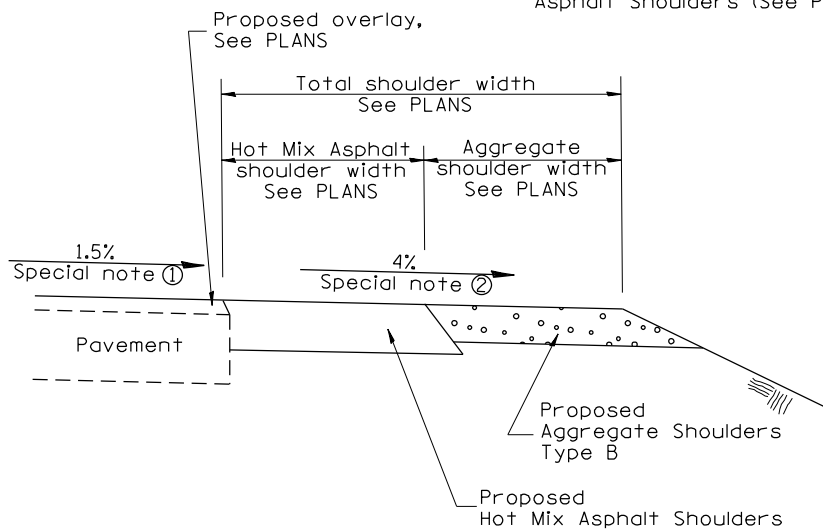
SECTION C-C
SHOULDER TREATMENT FOR P.C.C. OR HOT MIX ASPHALT ENTRANCES



SECTION D-D
RECONSTRUCTED P.C.C. OR HOT MIX ASPHALT ENTRANCE



SECTION D-D
EXISTING P.C.C. OR HOT MIX ASPHALT ENTRANCE



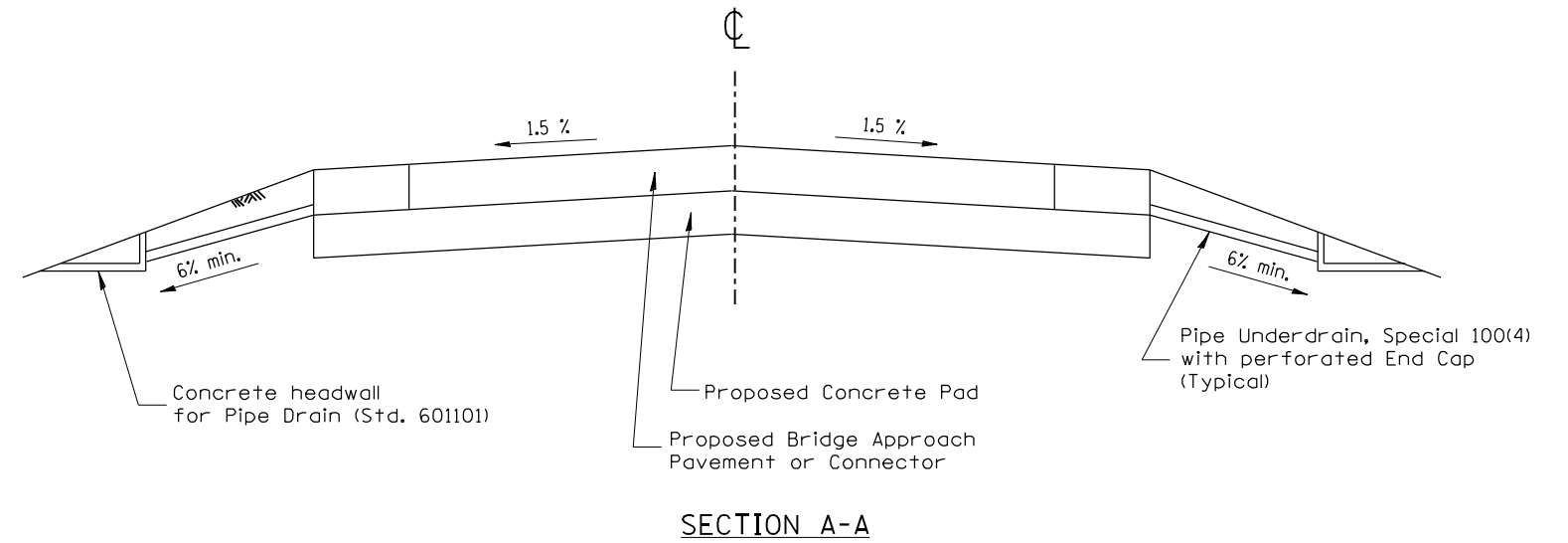
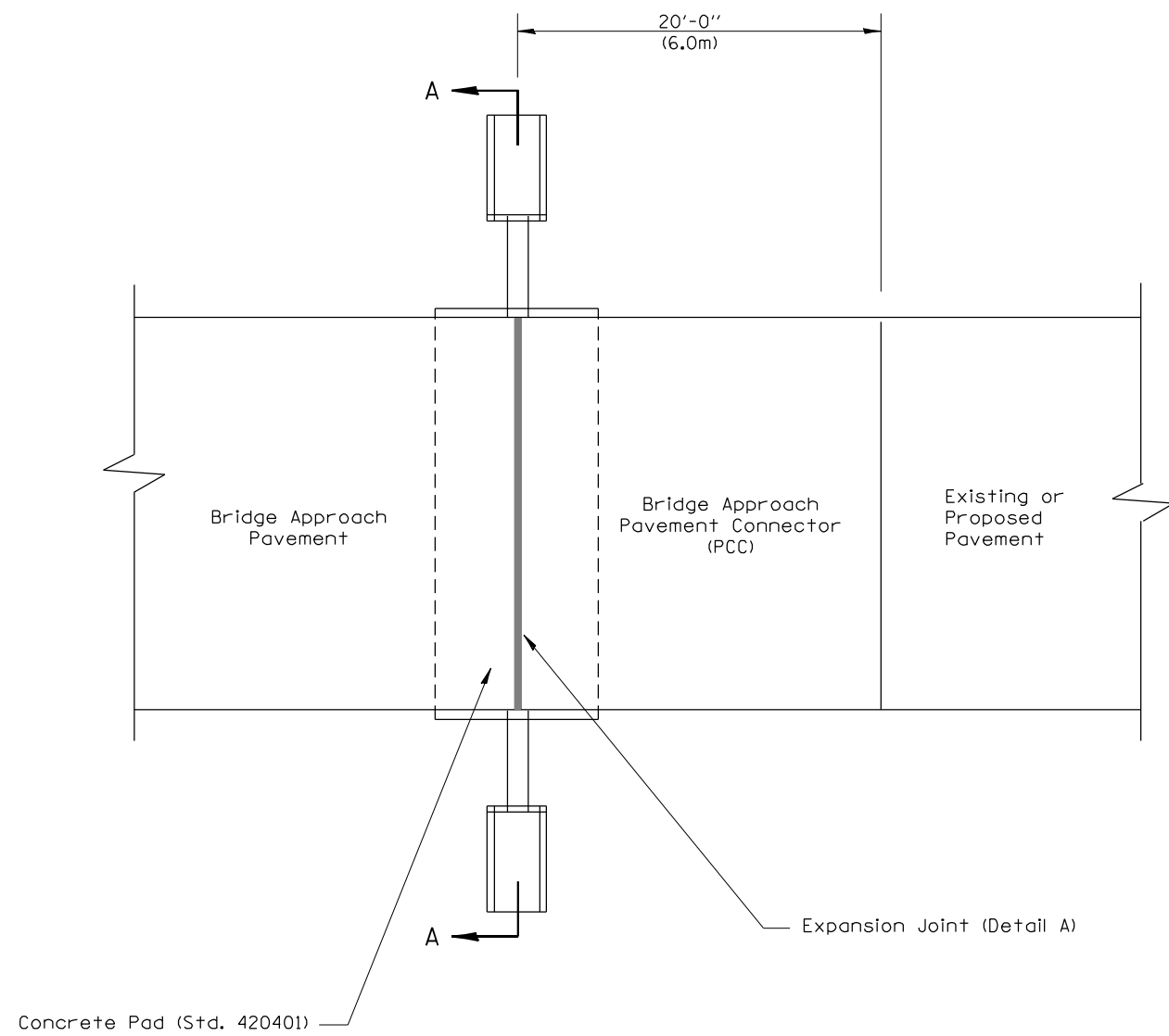
SECTION E-E
MAINLINE SHOULDER TREATMENT

SPECIAL NOTES

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on super-elevated horizontal curves.
- ② The shoulder slope shall control the entrance profile for a distance of 10' (3.0m) minimum from the pavement edge. The shoulder cross-slope is 4% for tangent alignment. Through super-elevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6' (1.8m) and wider and 12% for shoulders 4' (1.2m) and less. Where 12' (366cm) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

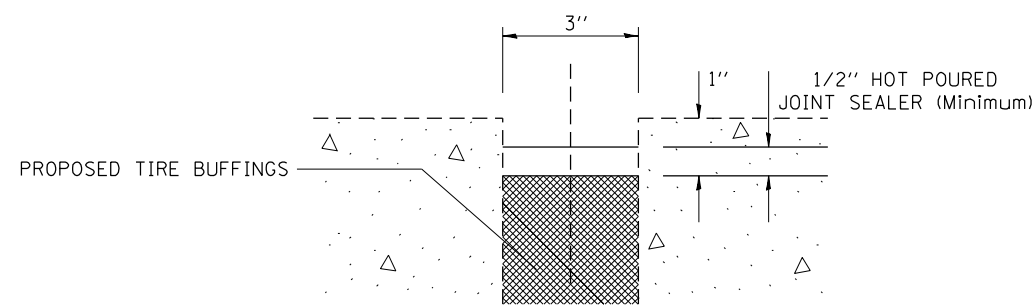
All dimensions are in inches (millimeters) unless otherwise noted.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				RURAL ENTRANCES FOR "3R" PROJECTS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				NOT TO SCALE				643	(11B)BR-1	STARK	115	92
				SHT. 2 OF 2 CADD STD. 406301-D4				CONTRACT NO. 68698				
								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



GENERAL NOTES:

1. All work shall be done as directed by the Engineer.
2. All work shall be done in accordance with Standard 420401 except as shown herein.
3. The concrete headwalls and pipe underdrain special will be in accordance with Section 601.
4. This work will be paid for in feet of PIPE UNDERDRAIN, SPECIAL, 4", and each of CONCRETE HEADWALL FOR PIPE DRAIN.



JOINT DETAIL

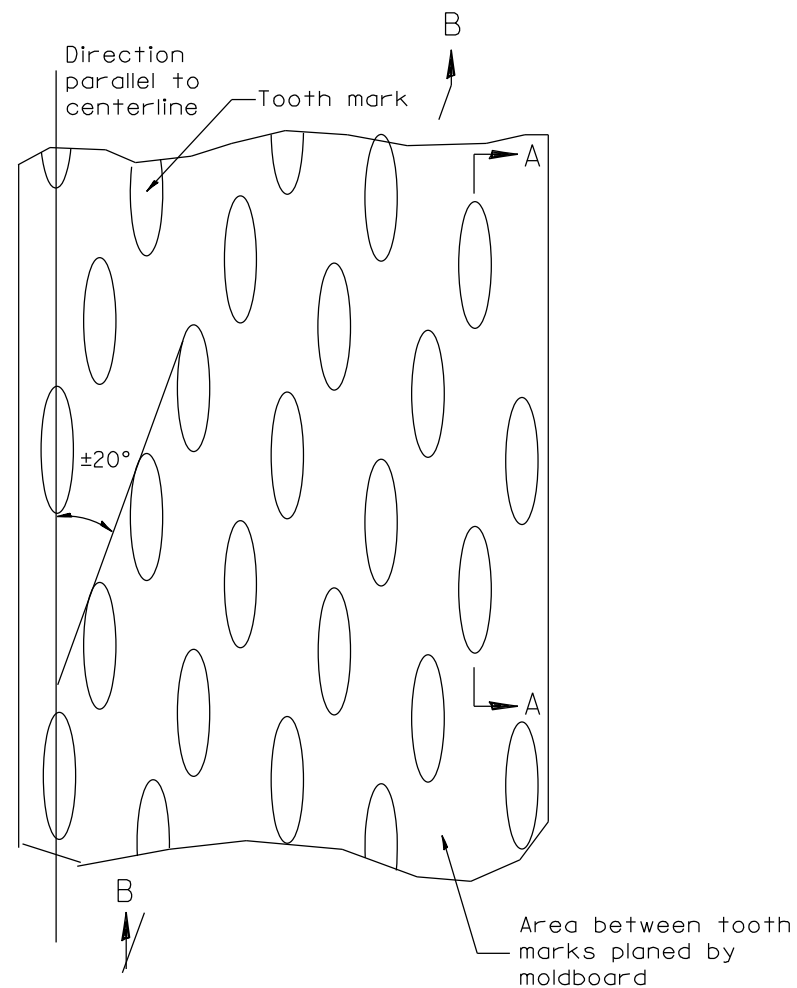
All dimensions are in inches (millimeters) unless otherwise noted.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

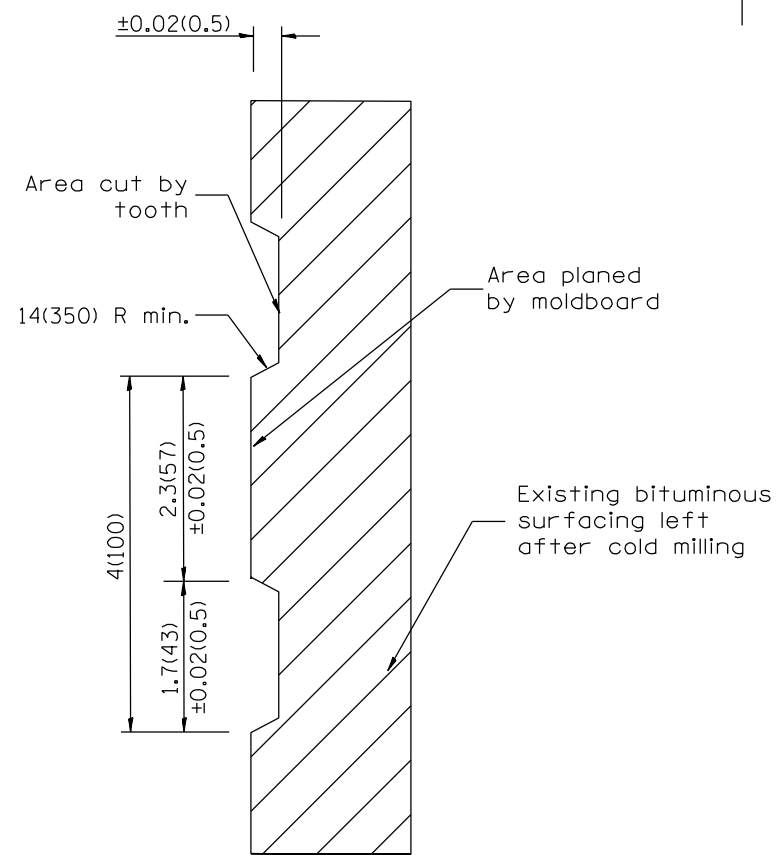
BRIDGE APPROACH DETAIL

NOT TO SCALE

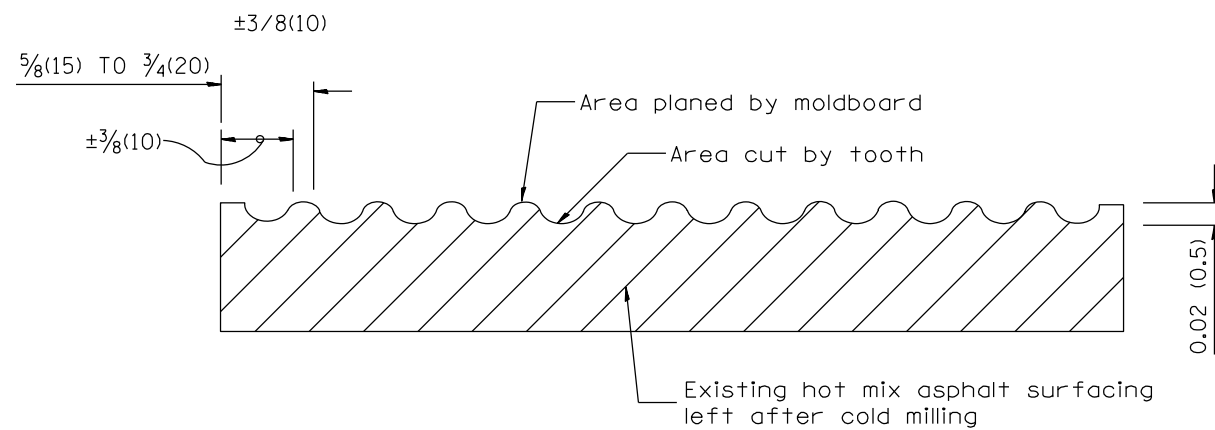
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	93
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68698	



PLAN



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.

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

01-01-97	RENUM. C-104.01, NEW REVISION BOX	T.P.
04-20-98	REMOVED MILLING DETAIL FROM STANDARD	J.A.
09-08-98	CORRECT NOTE LEADER PLACEMENT	R.W.
10-16-06	REVISED TO 2007 SPEC.	M.A.

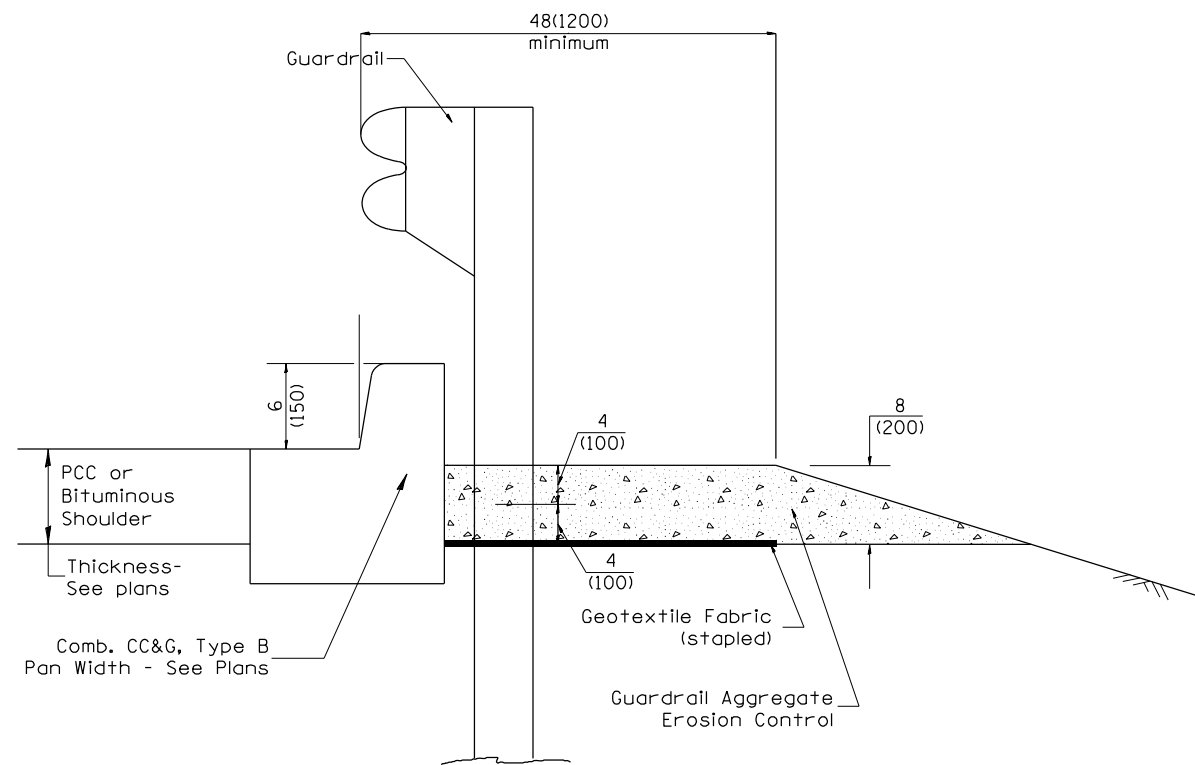
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

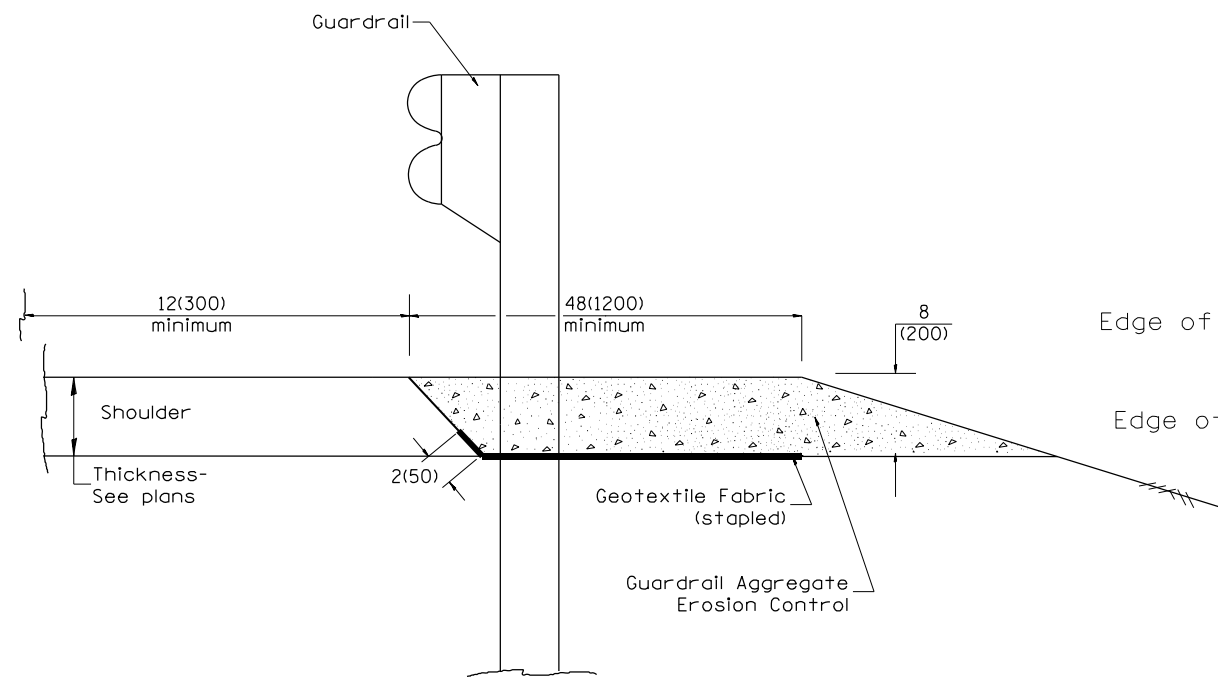
NOT TO SCALE

CADD STD. 440001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	94
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68698	



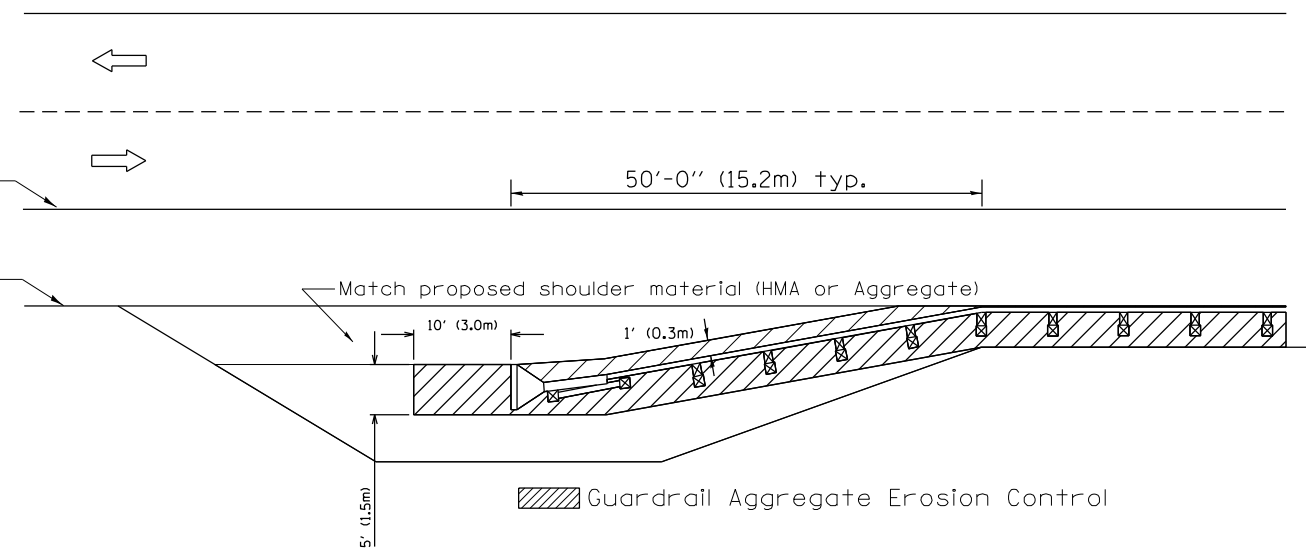
TYPICAL SECTION WITH COMBINATION CONCRETE CURB & GUTTER



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
 - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
 - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.



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

03-07-11	ADDED DETAIL SHOWING PLAN VIEW	R.D.	5-30-18	CHANGE B CURB TO CC&G	R.D.
08-10-12	REVISED CURB "B" AND AGGREGATE	R.D.	07-16-19	SPELLING CORRECTIONS	R.D.
07-15-15	ADDRESSED SHOULDER INLET CURB	R.D.			
01-26-17	REVISED	R.D.			

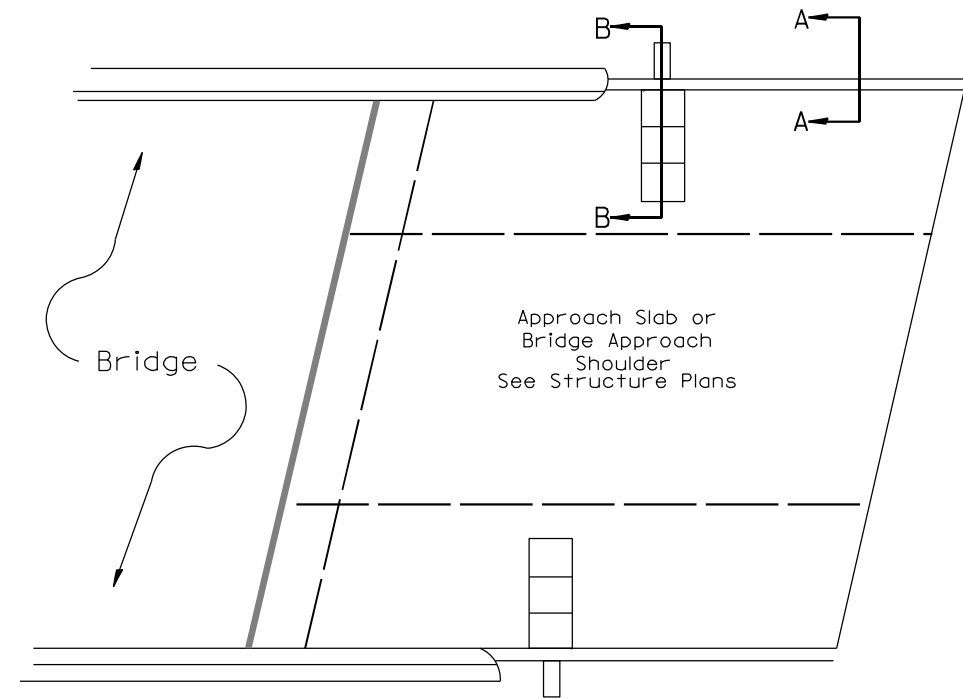
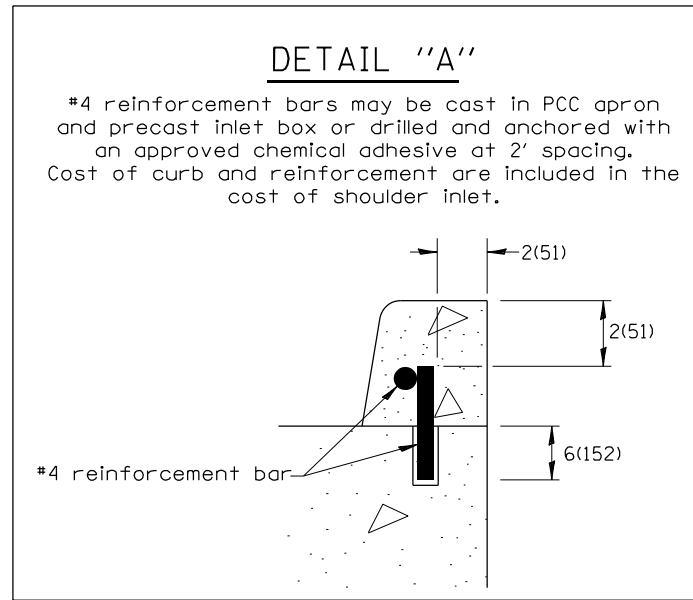
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

NOT TO SCALE

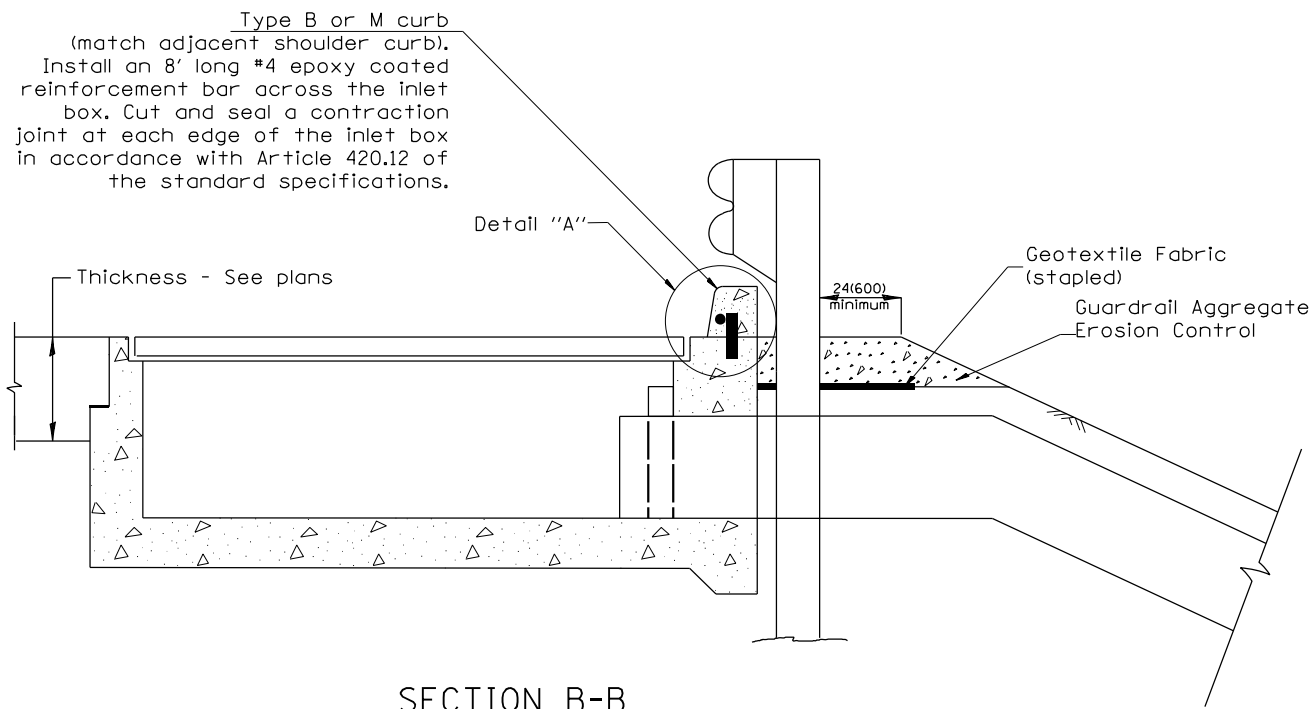
GUARDRAIL EROSION CONTROL TREATMENTS

SHT. 1 OF 2
CADD STD. 630101-D4

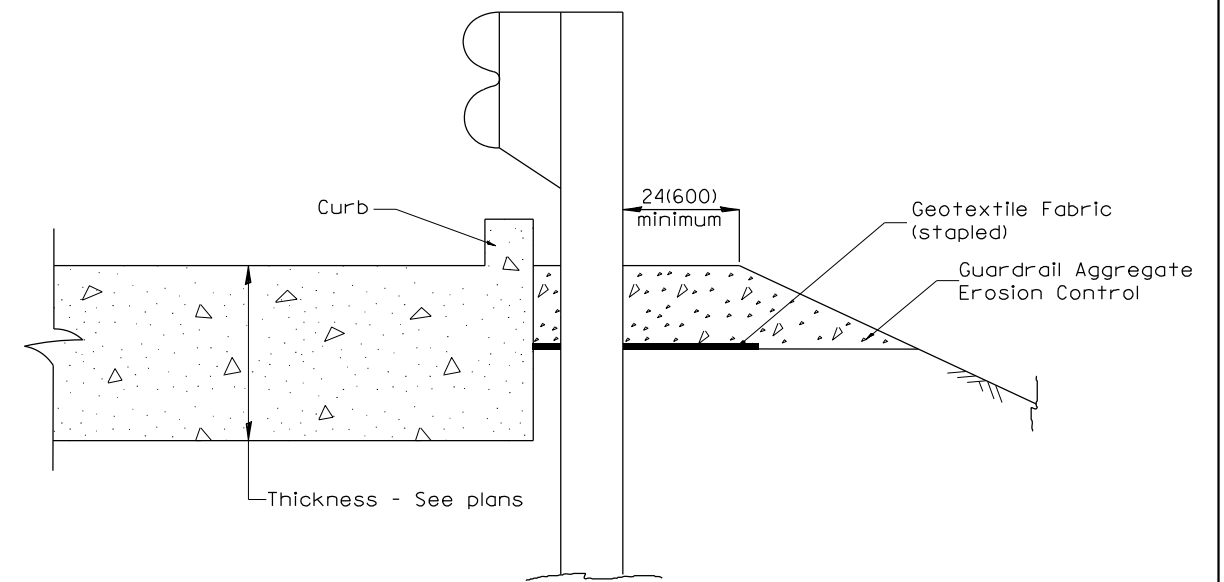
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	95
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68698	



PLAN VIEW
APPROACH SLAB OR SHOULDER PLACEMENT



SECTION B-B
TYPICAL SECTION AT INLETS
TYPE E, F & G (HIGHWAY STANDARD 610001)



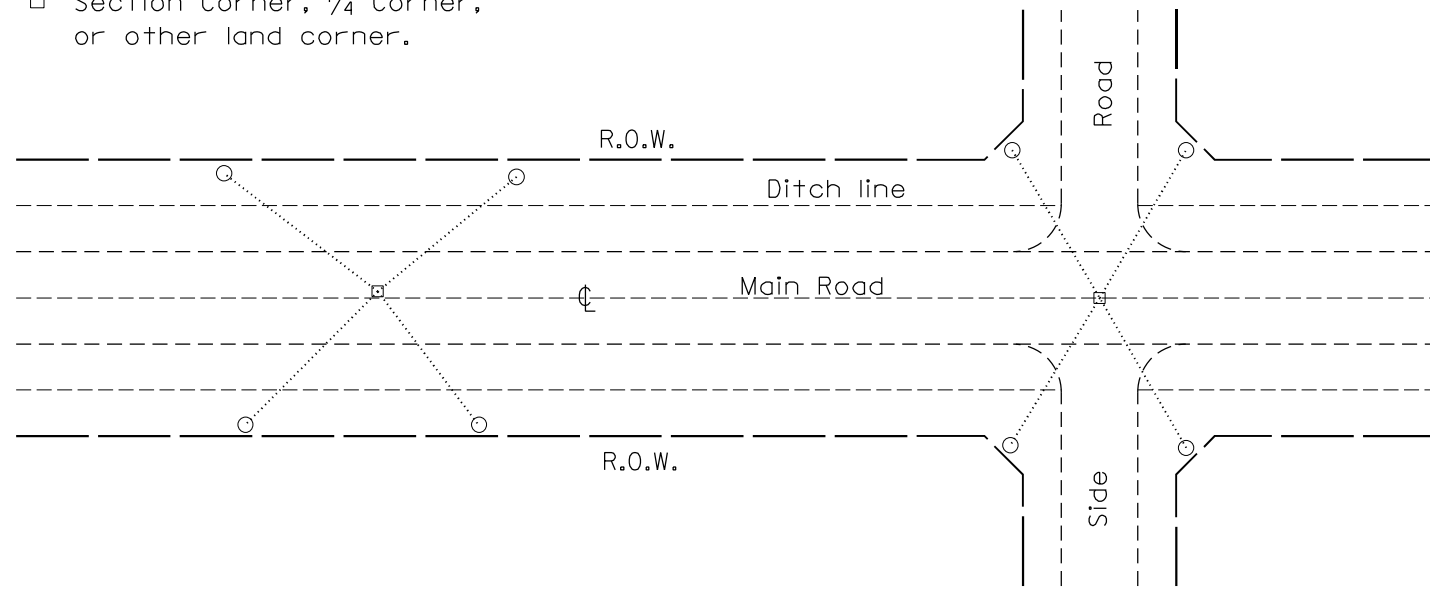
SECTION A-A
TYPICAL SECTION WITH BRIDGE APPROACH CURB

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

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				GUARDRAIL EROSION CONTROL TREATMENTS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				NOT TO SCALE				643	(11B)BR-1	STARK	115	96
				SHT. 2 OF 2 CADD STD. 630101-D4				CONTRACT NO. 68698				
								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PERMANENT SURVEY TIES

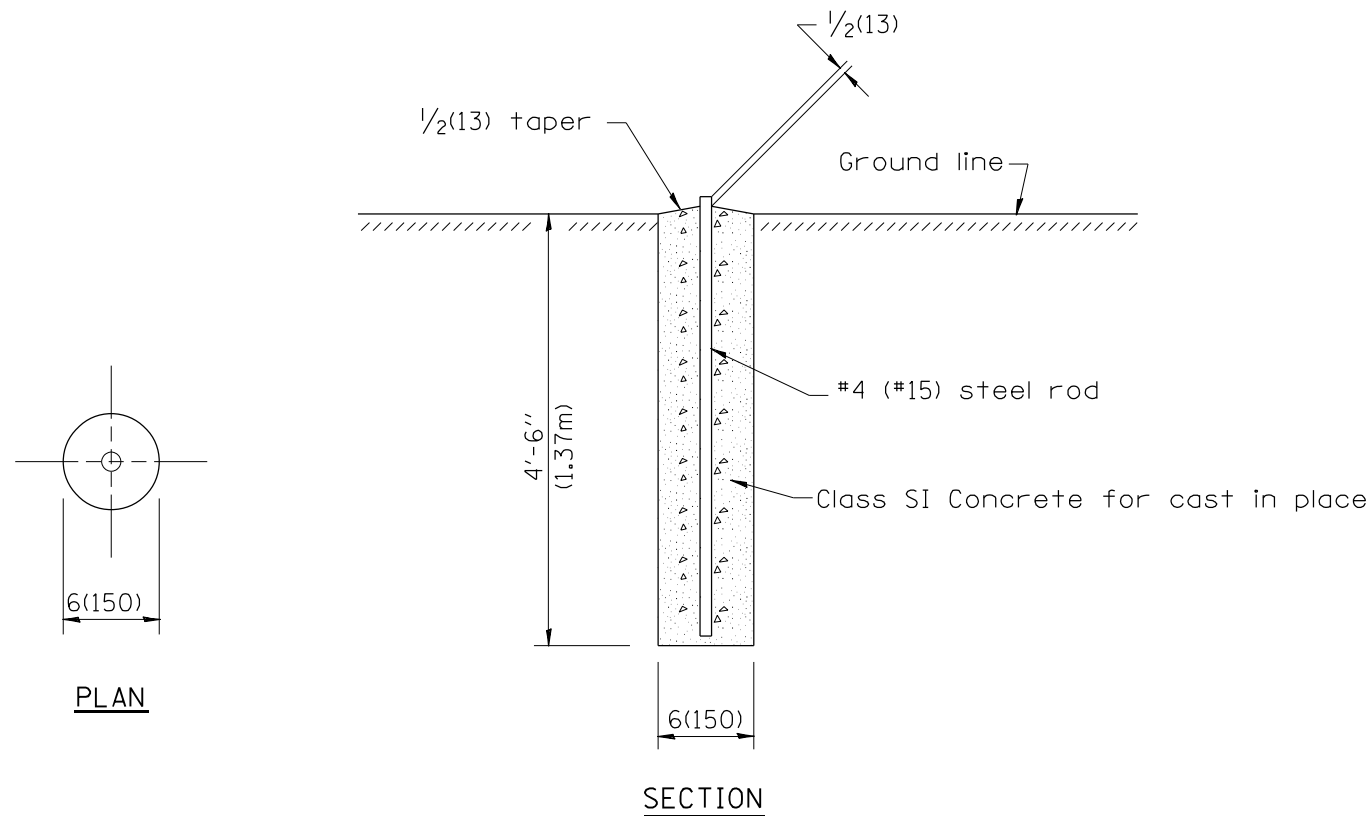
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



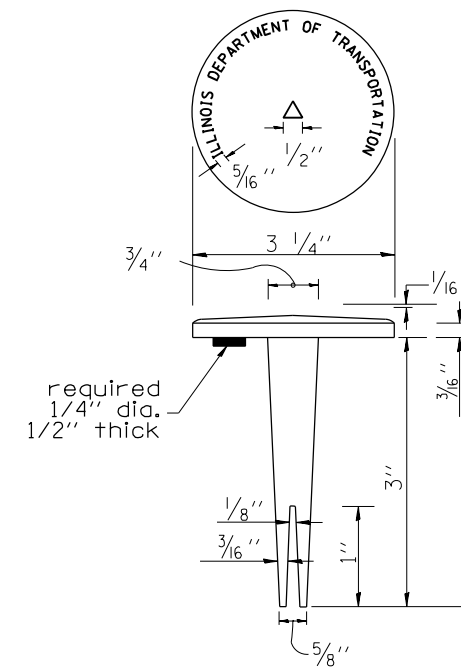
TYPICAL APPLICATION

GENERAL NOTES

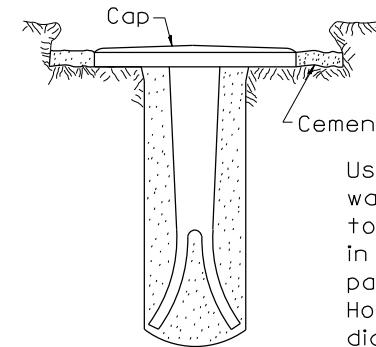
1. The marker shall be cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the surveyor setting the PSM. All ties shall be turned over to the IDOT Chief of Surveys or Chief of Plats for recordation.
4. All documentation shall be performed by a PLS



PERMANENT SURVEY MARKERS

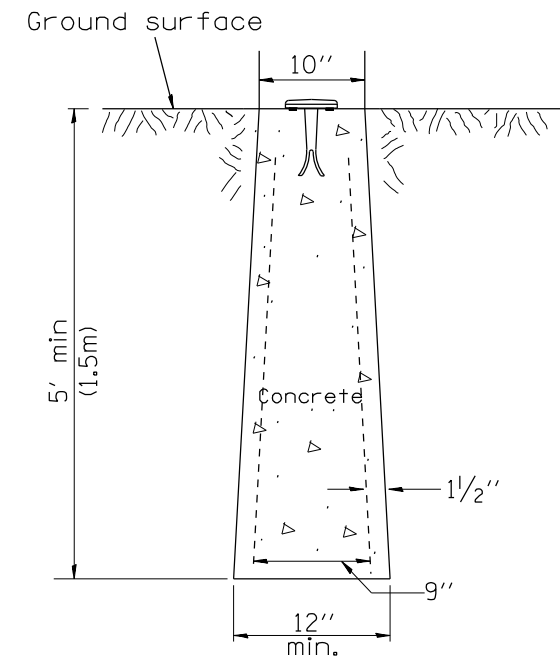


BRASS TABLET



Tablet constructed in rock ledge or concrete.

TYPE I



**TYPE II
CAST-IN-PLACE MARKER**

GENERAL NOTES

1. All type II markers shall be cast in place, and precast markers will not be allowed.
2. Two permanent magnets, each having a diameter of 3/4 (19) and a thickness of 1/4 (6), or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
3. The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s, P.C.'s, and P.I.'s located within the R.O.W. of horizontal curves and spaces along the tangents in a way that a minimum of two markers are always inter-visible, and not to exceed 1000' (300m).
4. The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
5. The project designation, the centerline station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.

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

01-01-97	RENUM. D-3.01, NEW REVISION BOX, REVISED	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.
	TITLE BOX, ADD DESIGNER NOTE		01-04-11	REVISED FOR CORRECTIONS	R.D.
07-07-98	ADD DESIGNER NOTE	J.A.	08-21-13	CHANGED MIN. DIAMETER	R.D.
05-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.	08-25-15	REVISED MATERIAL	R.D.

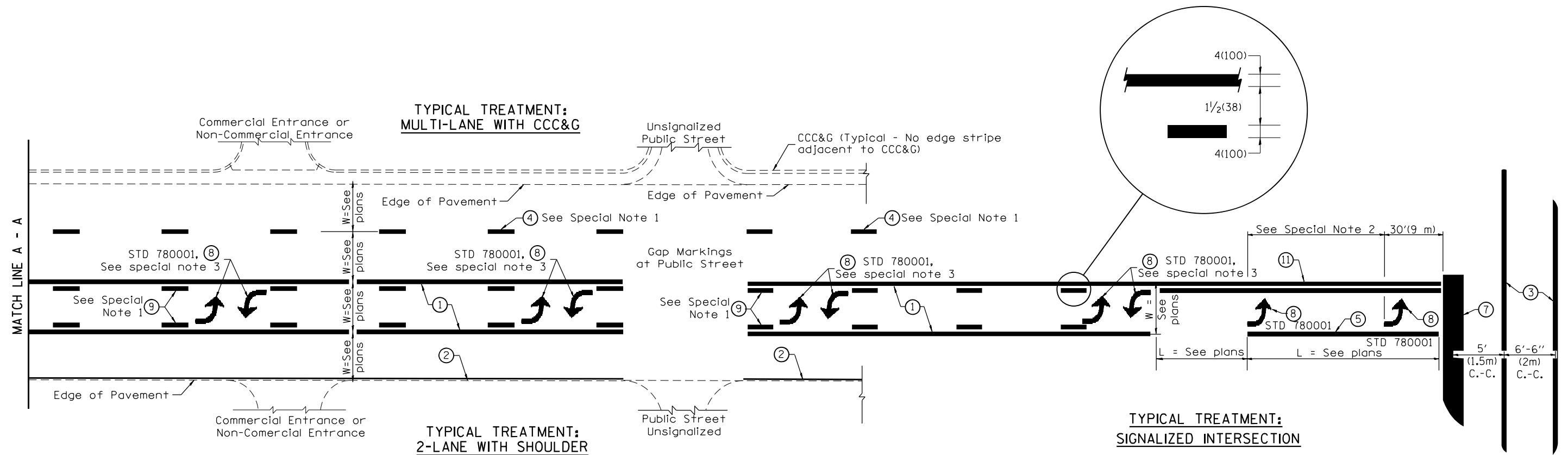
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

NOT TO SCALE

**PERMANENT SURVEY TIE &
PERMANENT SURVEY MARKERS TY.I - TY.II**

CADD STD. 667101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	97
CONTRACT NO. 68698				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

TYPICAL PAVEMENT MARKING LEGEND

(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A) (See Table A)
- ⑪ 4(100) Double Solid (Yellow) (See Table A)

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
 - A. A minimum of two (2) arrows is required.
 - B. The maximum spacing between arrows is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 200' (61 m).
 - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
 - D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.
3. Refer to Article 780.13 for letter, number and symbol areas (sq. ft.)
4. Areas are grooved 1" beyond each edge for the following symbols:
Through Arrow= 14.8 sq. ft.
Large Left or Right Arrow= 21.9 sq. ft.
2 Arrow Combination Left (or Right) and Through= 34.9 sq. ft.
Wrong Way Arrow= 29.5 sq. ft.
Railroad Crossing Symbol= 69.8 sq. ft.
(For further information, refer to BDE Special Provision: Grooving for Recessed Pavement Markings)

01-01-97	RENUM. F-8.03, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.	
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.	2/29/16	ADDED GROOVING AREAS	R.D.
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.	07-16-19	SPELLING CORRECTIONS	R.D.
08-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

NOT TO SCALE

TYPICAL PAVEMENT MARKINGS

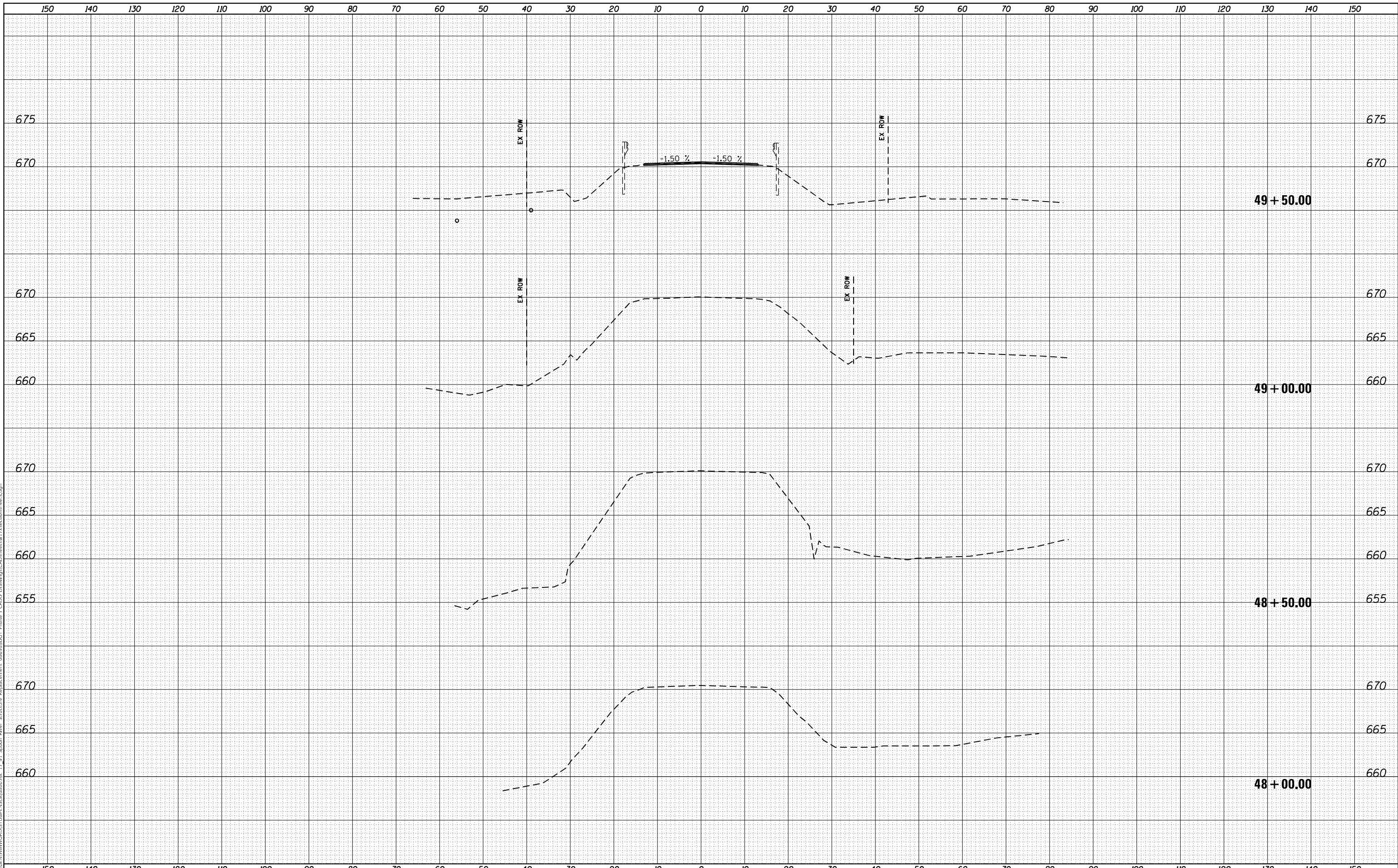
SHT. 1 OF 2
CADD STD. 780001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	98
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68698	

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

ORIGINAL SURVEY NO.	SURVEYED	DATE
	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	

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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000 * / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/L 91
CROSS SECTIONS**

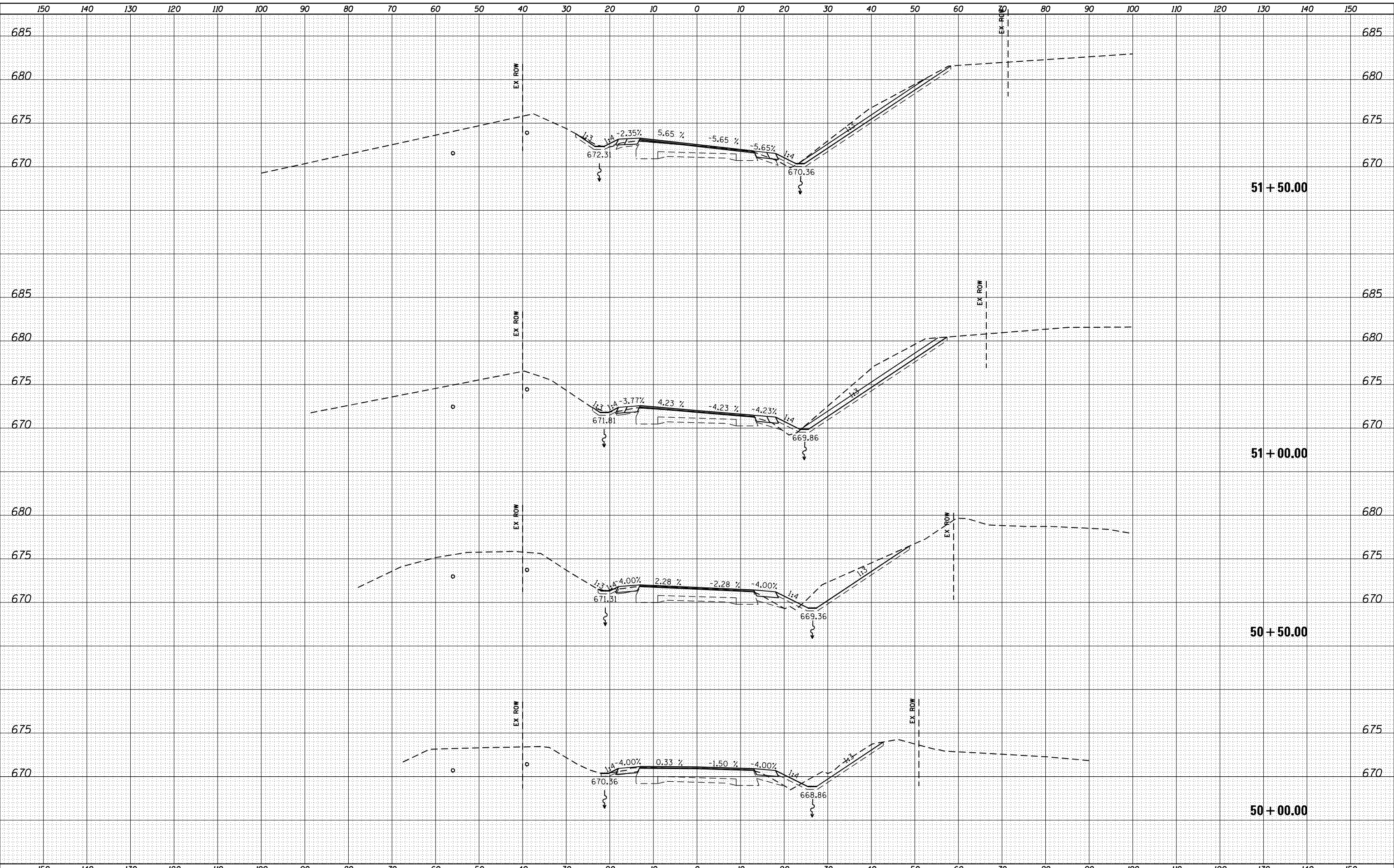
SCALE: SHEET 1 OF 16 SHEETS STA. 48+00.00 TO STA. 49+50.00

F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 100
			CONTRACT NO. 68698	
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000 * / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/L 91
CROSS SECTIONS**

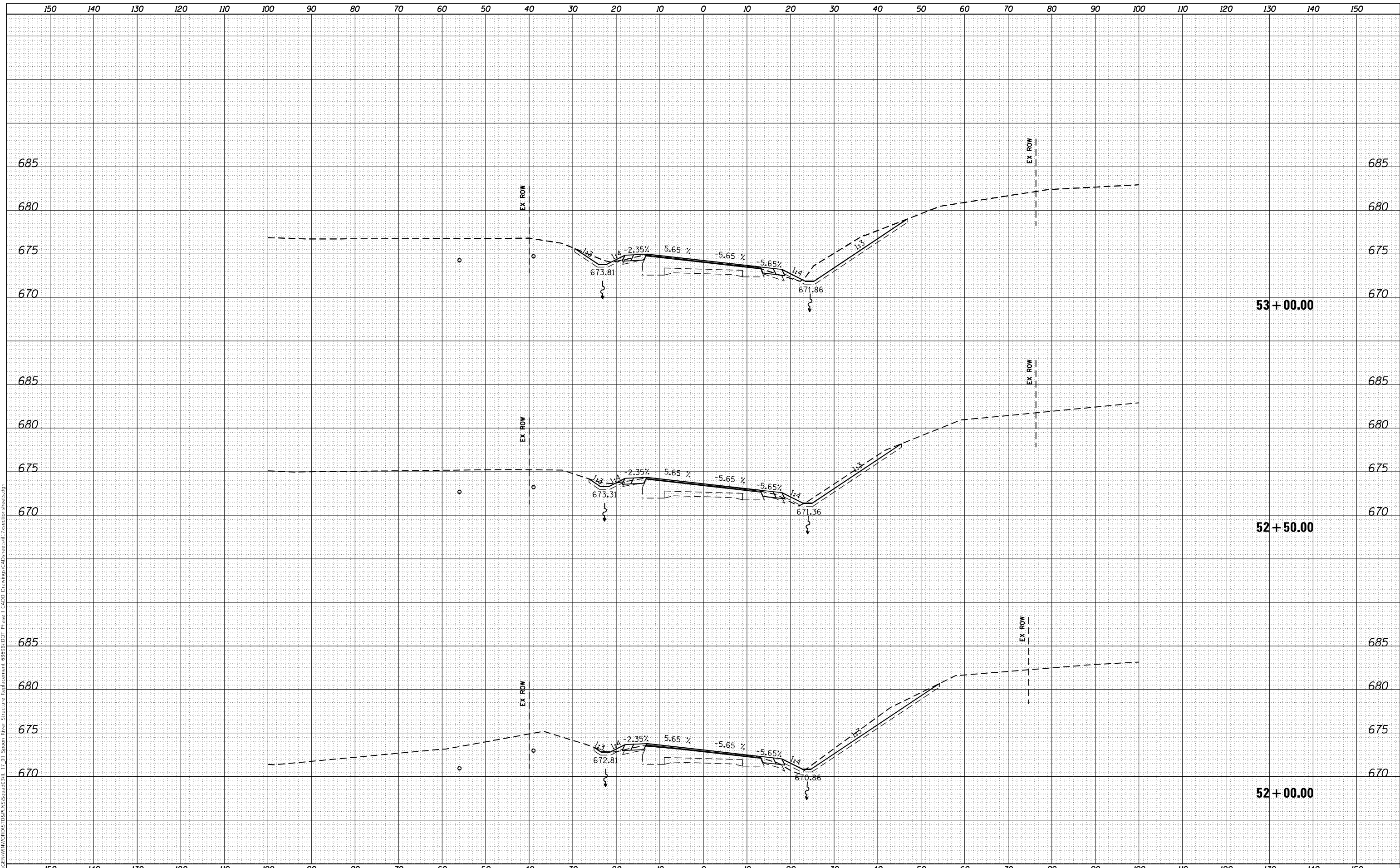
SCALE: SHEET 2 OF 16 SHEETS STA. 50+00.00 TO STA. 51+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	101
CONTRACT NO. 68698				
ILLINOIS		FED. AID PROJECT		

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000 * / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/1 91
CROSS SECTIONS**

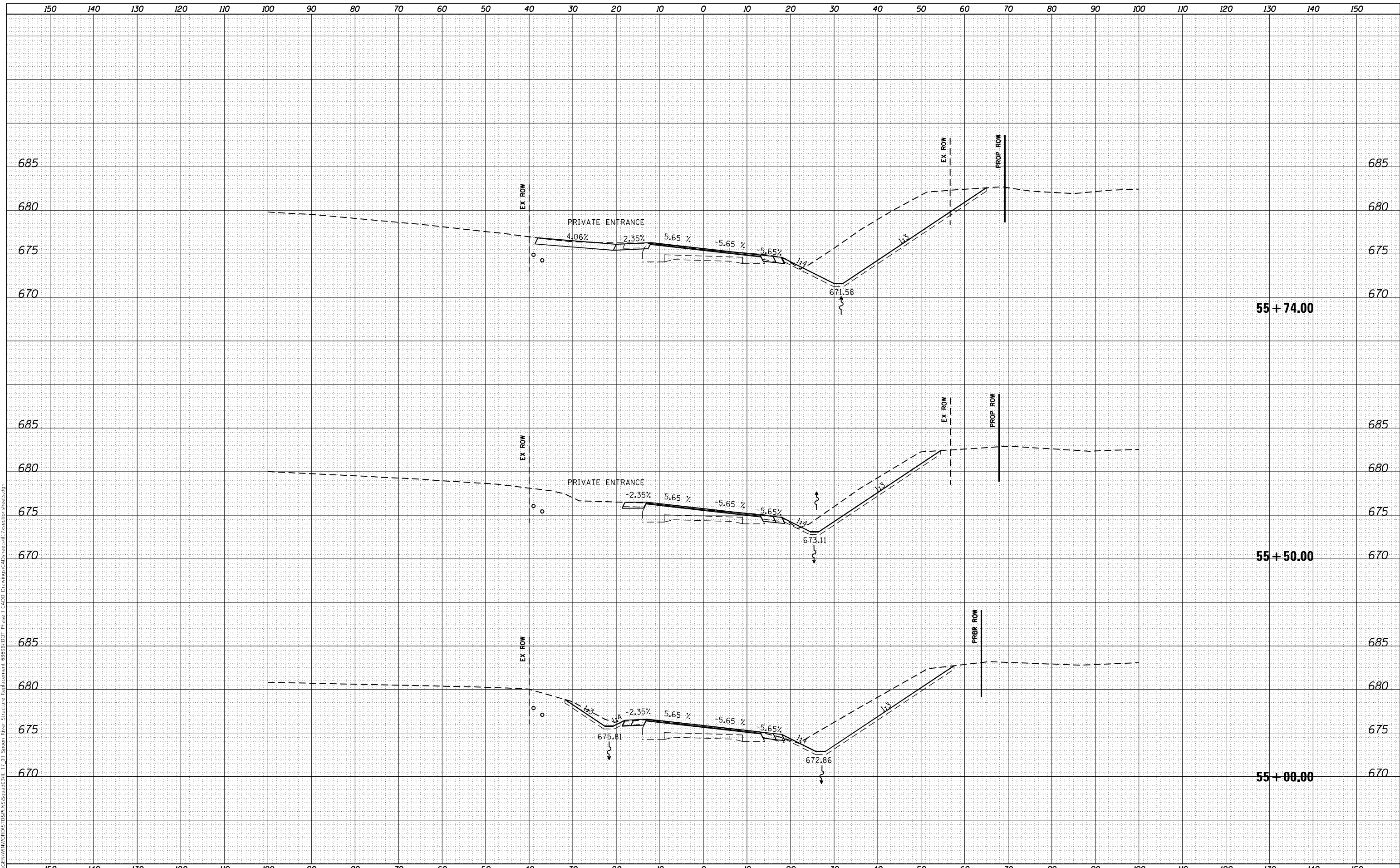
SCALE: SHEET 3 OF 16 SHEETS STA. 52+00.00 TO STA. 53+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	102
CONTRACT NO. 68698				
ILLINOIS		FED. AID PROJECT		

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	

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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/L 91
CROSS SECTIONS**

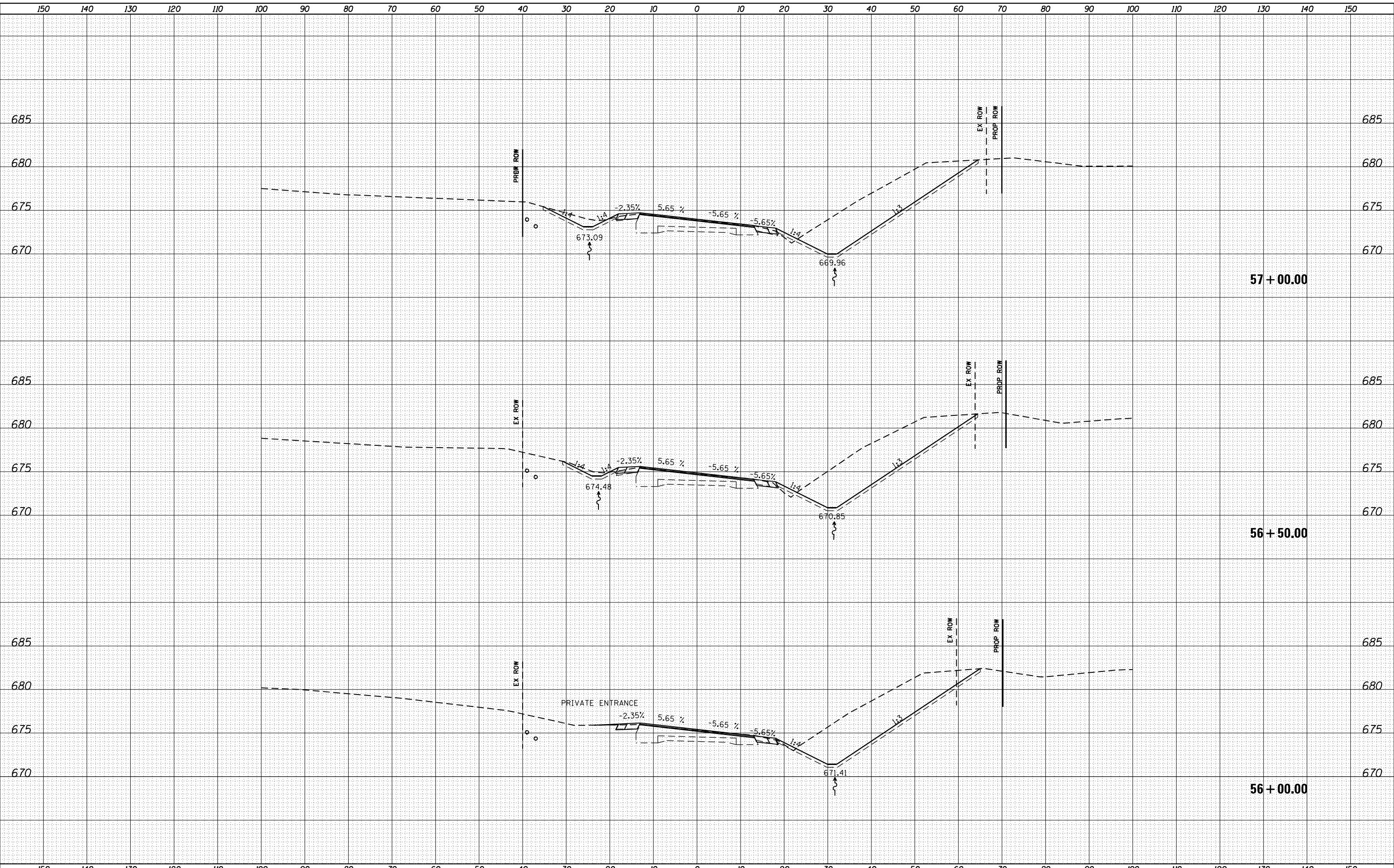
SCALE: SHEET 5 OF 16 SHEETS STA. 55+00.00 TO STA. 55+74.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	104
CONTRACT NO. 68698				
ILLINOIS		FED. AID PROJECT		

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

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

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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 171L 91
CROSS SECTIONS**

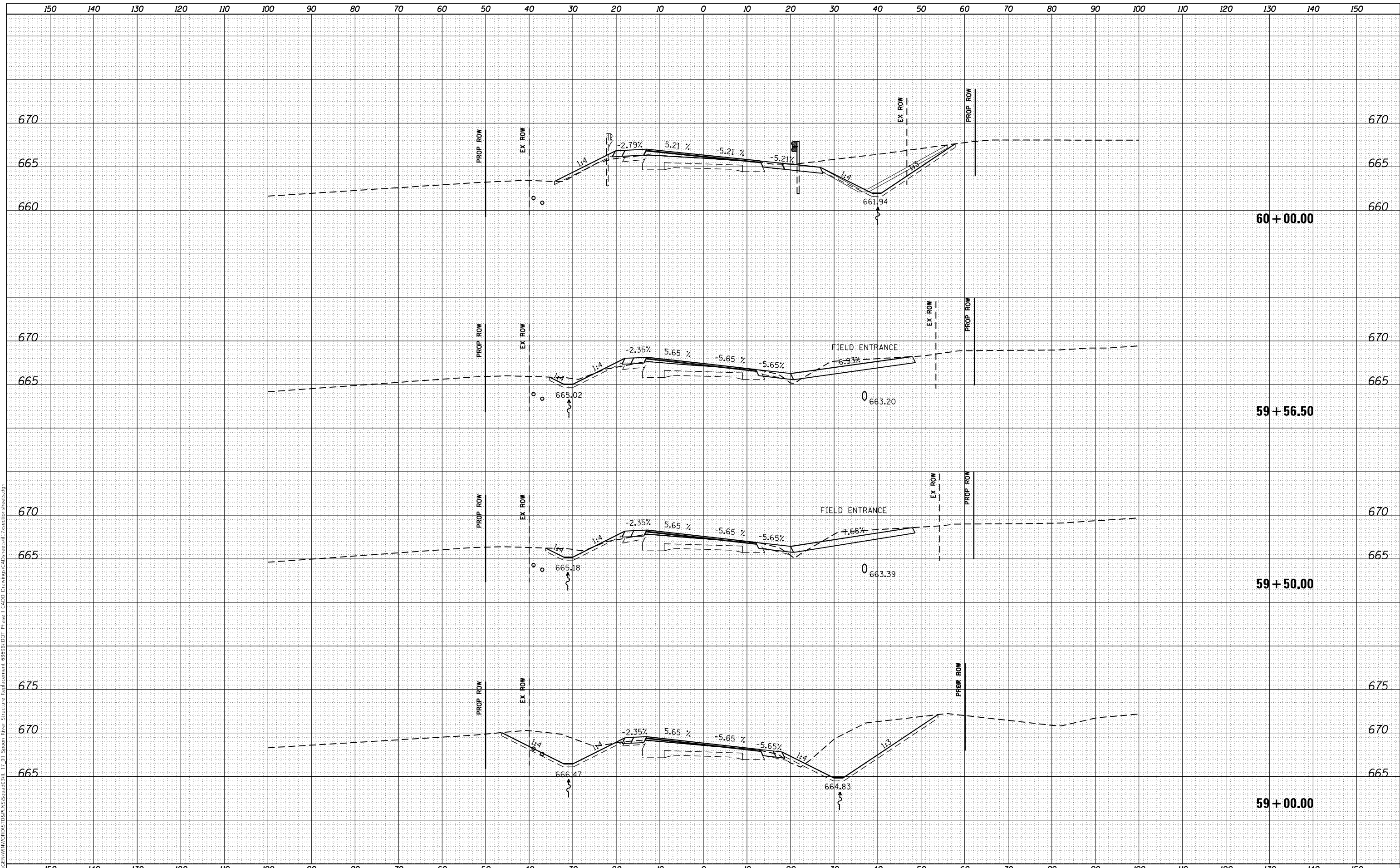
SCALE: SHEET 6 OF 16 SHEETS STA. 56+00.00 TO STA. 57+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	105
			CONTRACT NO. 68698	
			ILLINOIS FED. AID PROJECT	

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

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

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 Phase 1 CADD Drawings\CA\Sheets\17\sectionsheets.dgn



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/L 91
CROSS SECTIONS**

USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

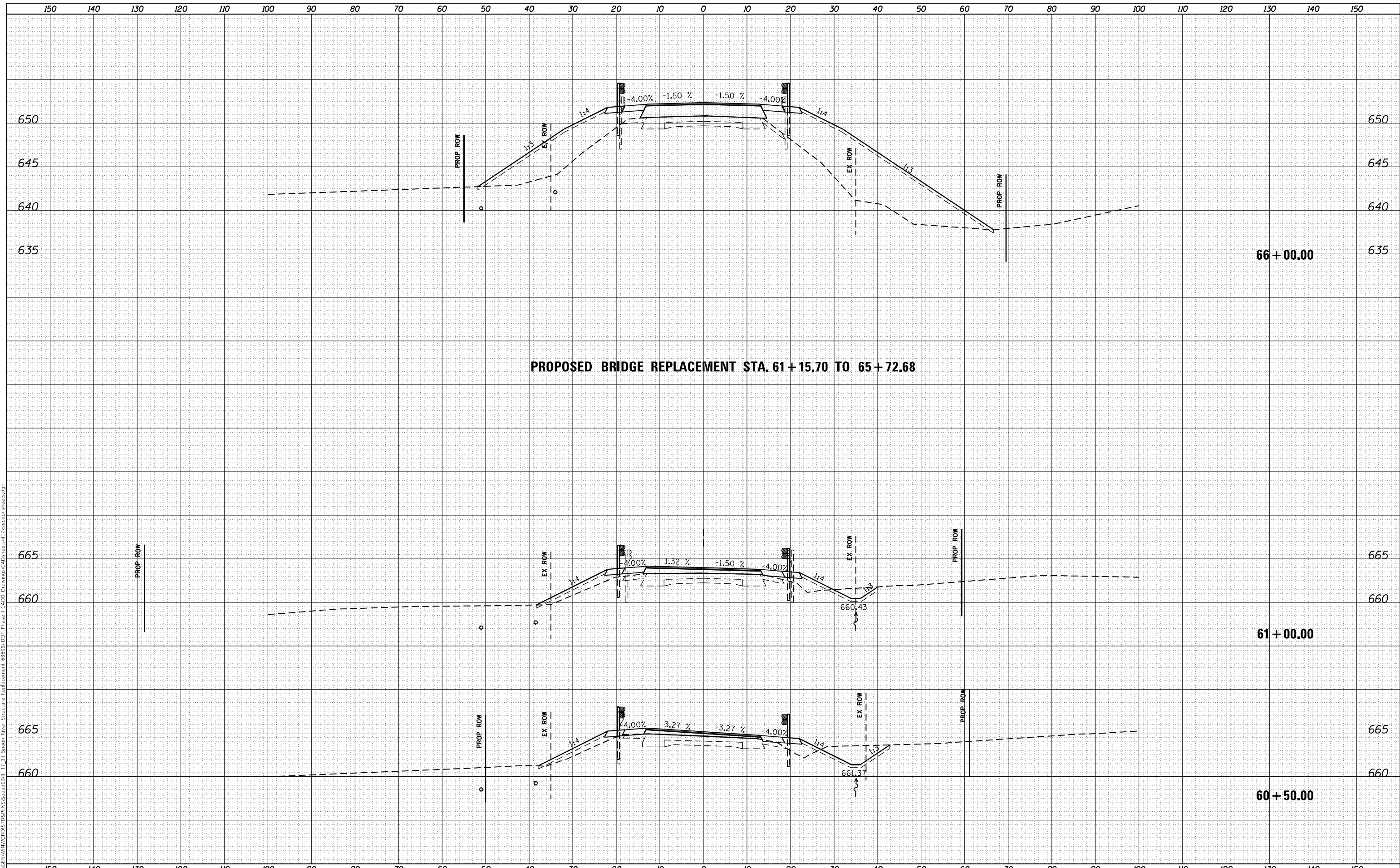
SCALE: SHEET 8 OF 16 SHEETS STA. 59+00.00 TO STA. 60+00.00

F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 107
			CONTRACT NO. 68698	
		ILLINOIS FED. AID PROJECT		

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

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

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PROPOSED BRIDGE REPLACEMENT STA. 61 + 15.70 TO 65 + 72.68

USER NAME	= Kyle.Harrison
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISD	-
REVISD	-
REVISD	-
REVISD	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 17/1 91
 CROSS SECTIONS**

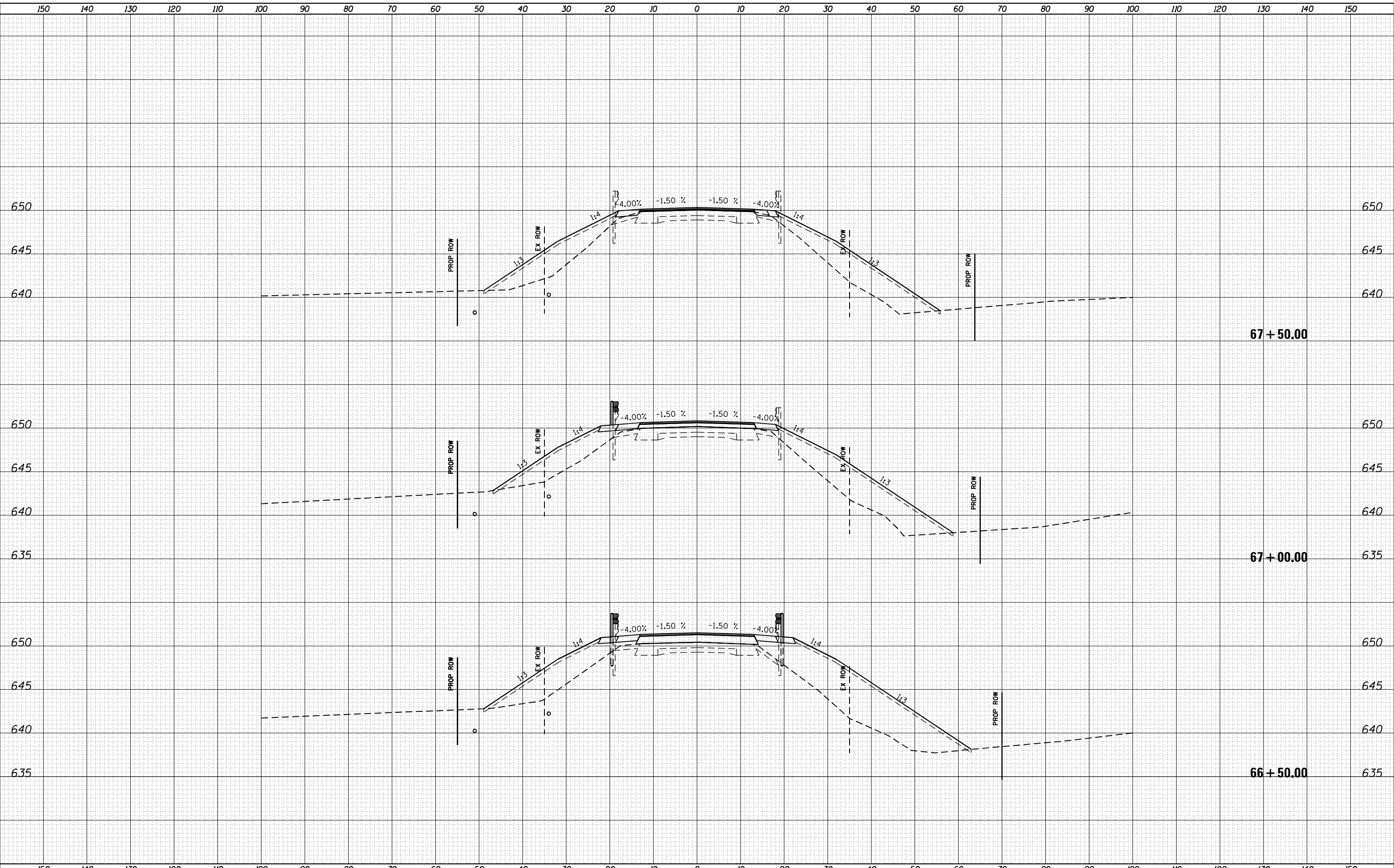
SCALE: SHEET 9 OF 16 SHEETS STA. 60+50.00 TO STA. 66+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	108
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/1 91
CROSS SECTIONS**

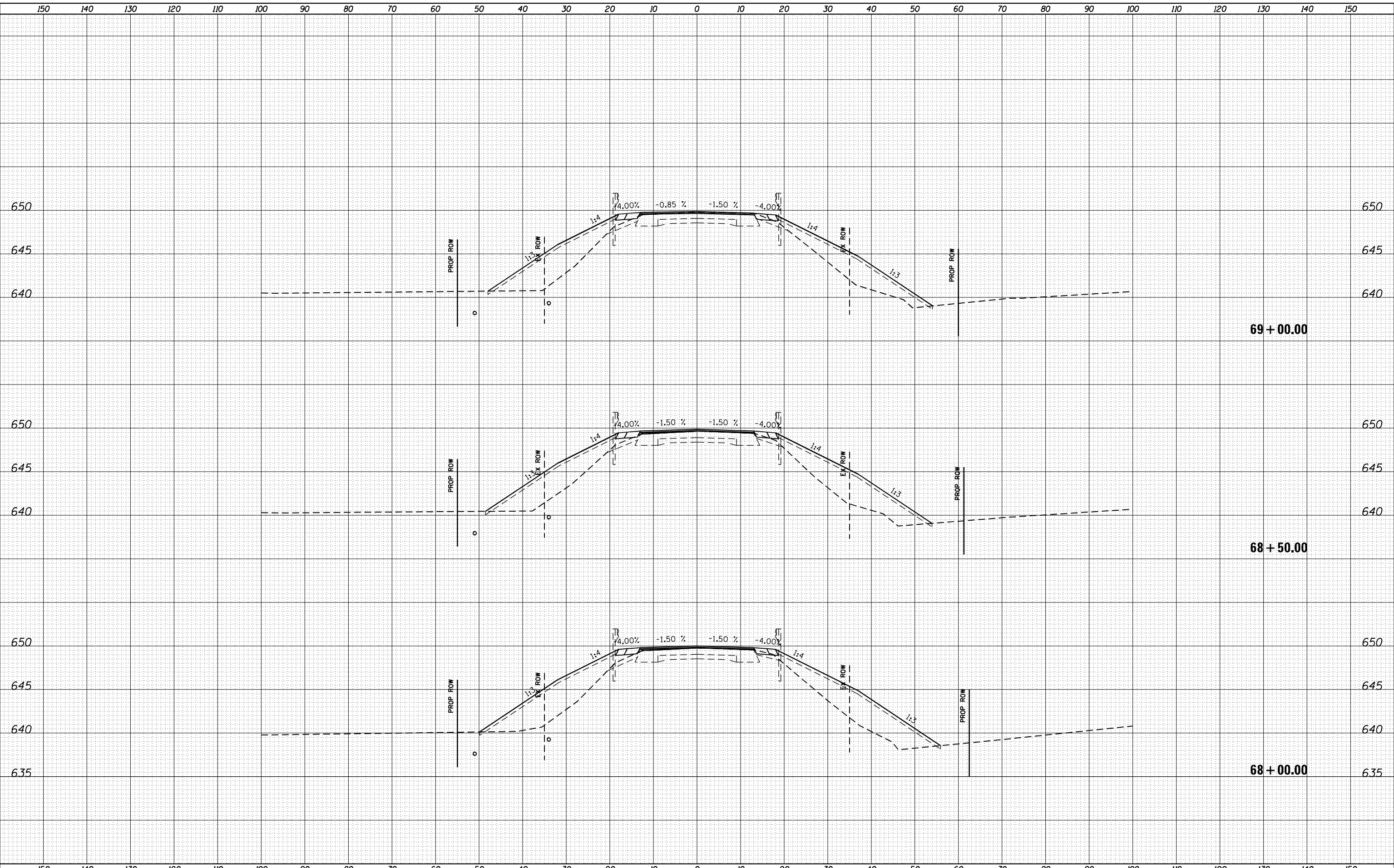
SCALE: SHEET 10 OF 16 SHEETS STA. 66+50.00 TO STA. 67+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	109
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/1L 91
CROSS SECTIONS**

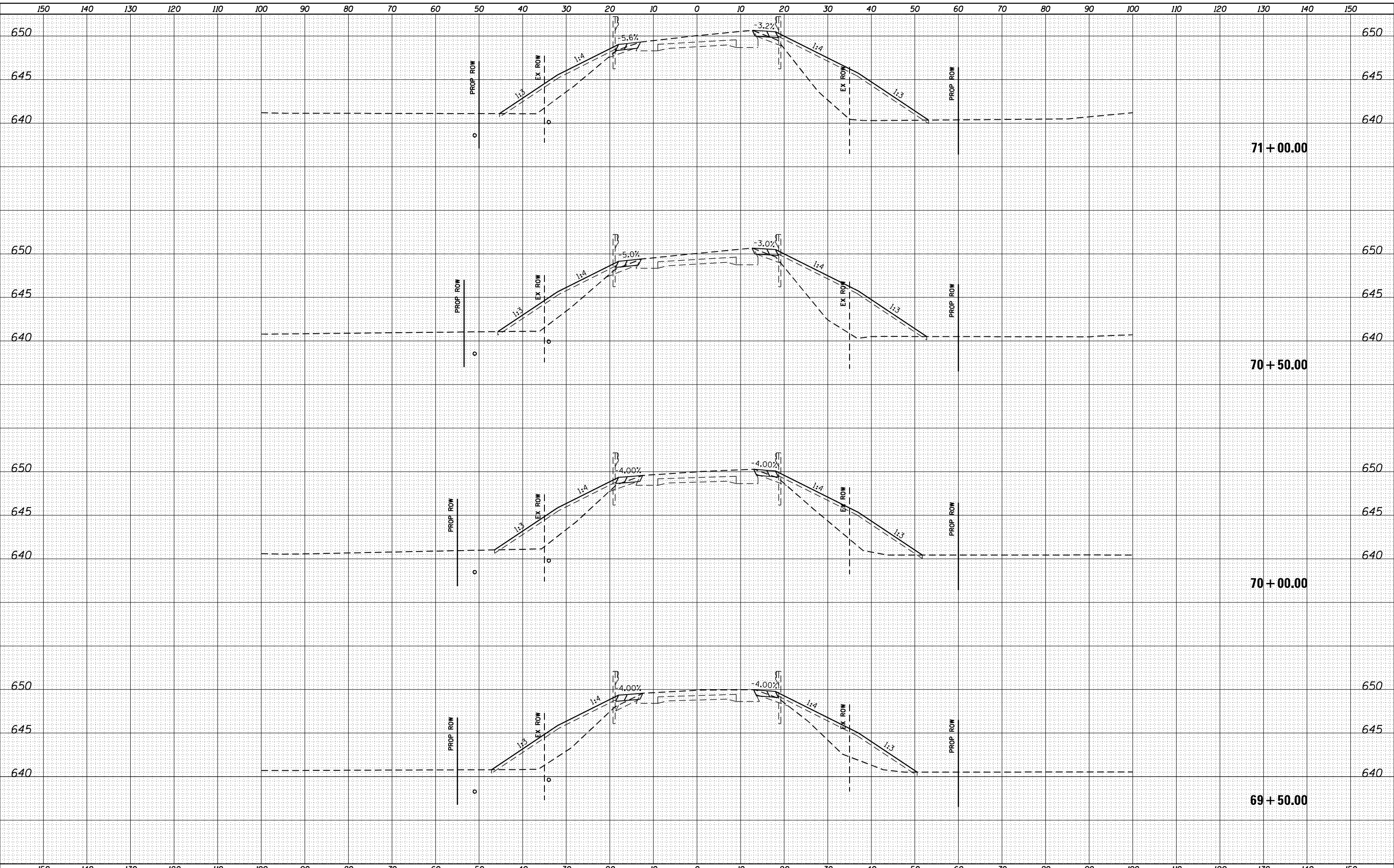
SCALE: SHEET 11 OF 16 SHEETS STA. 68+00.00 TO STA. 69+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	110
CONTRACT NO. 68698				
ILLINOIS		FED. AID PROJECT		

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

ORIGINAL SURVEY NO.	SURVEYED	DATE
	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	

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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000 * / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/L 91
CROSS SECTIONS**

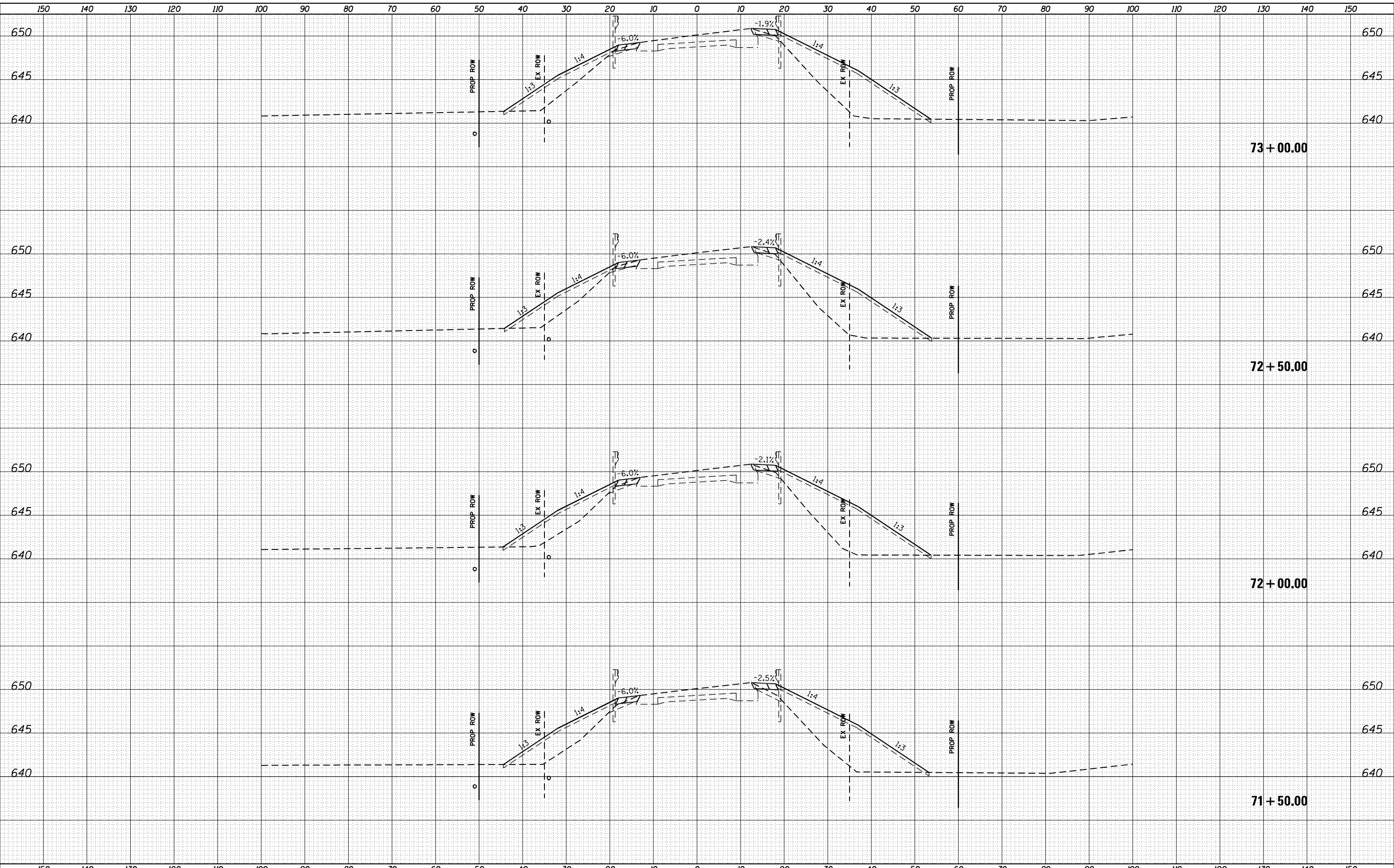
SCALE: SHEET 12 OF 16 SHEETS STA. 69+50.00 TO STA. 71+00.00

F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 111
			CONTRACT NO. 68698	
		ILLINOIS FED. AID PROJECT		

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

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

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USER NAME = Kyle.Harrison	DESIGNED -	REVISD -
	DRAWN -	REVISD -
PLOT SCALE = 20,0000 * / in.	CHECKED -	REVISD -
PLOT DATE = 2/14/2023	DATE -	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/L 91
CROSS SECTIONS**

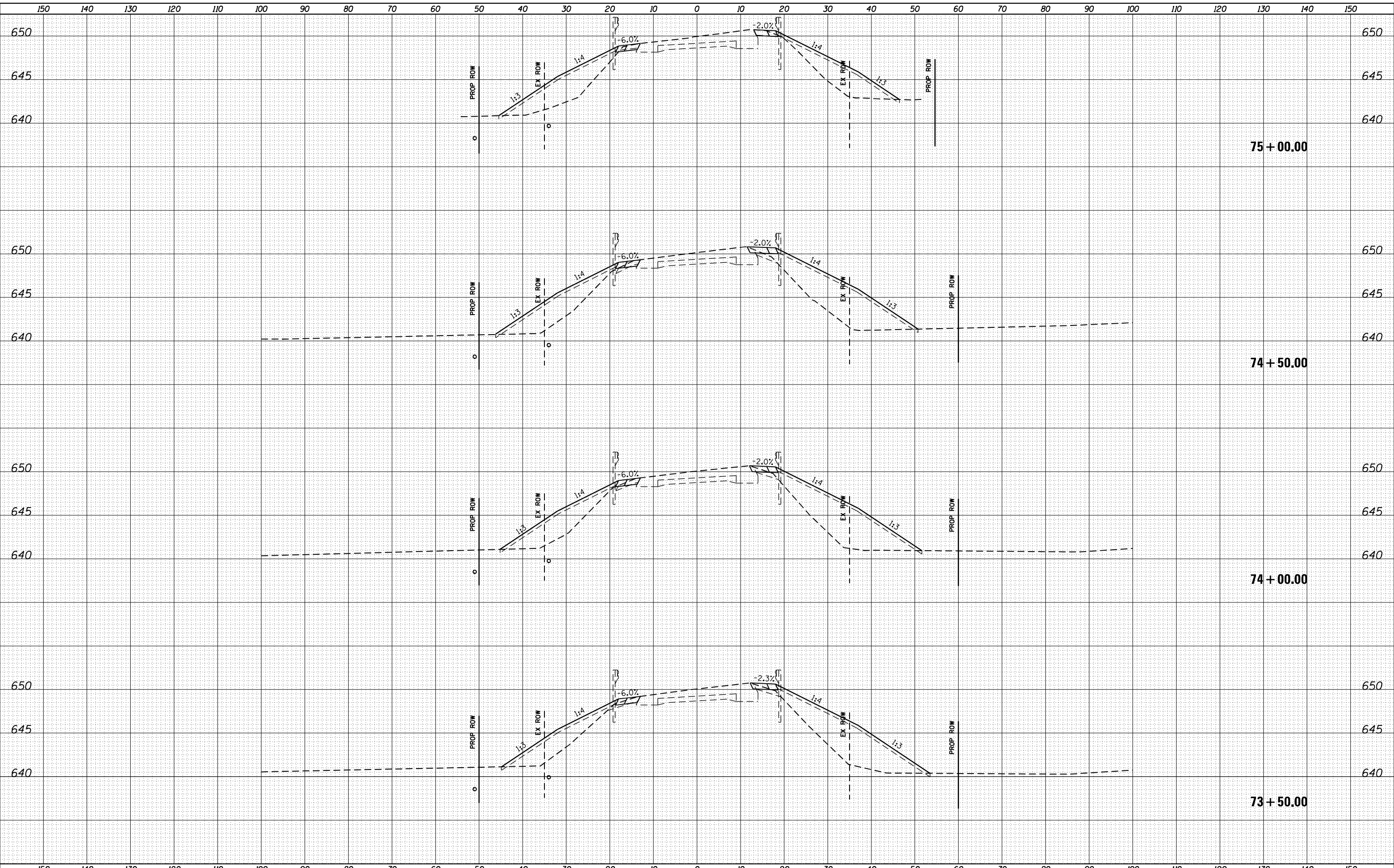
SCALE: SHEET 13 OF 16 SHEETS STA. 71+50.00 TO STA. 73+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	112
			CONTRACT NO. 68698	
		ILLINOIS	FED. AID PROJECT	

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

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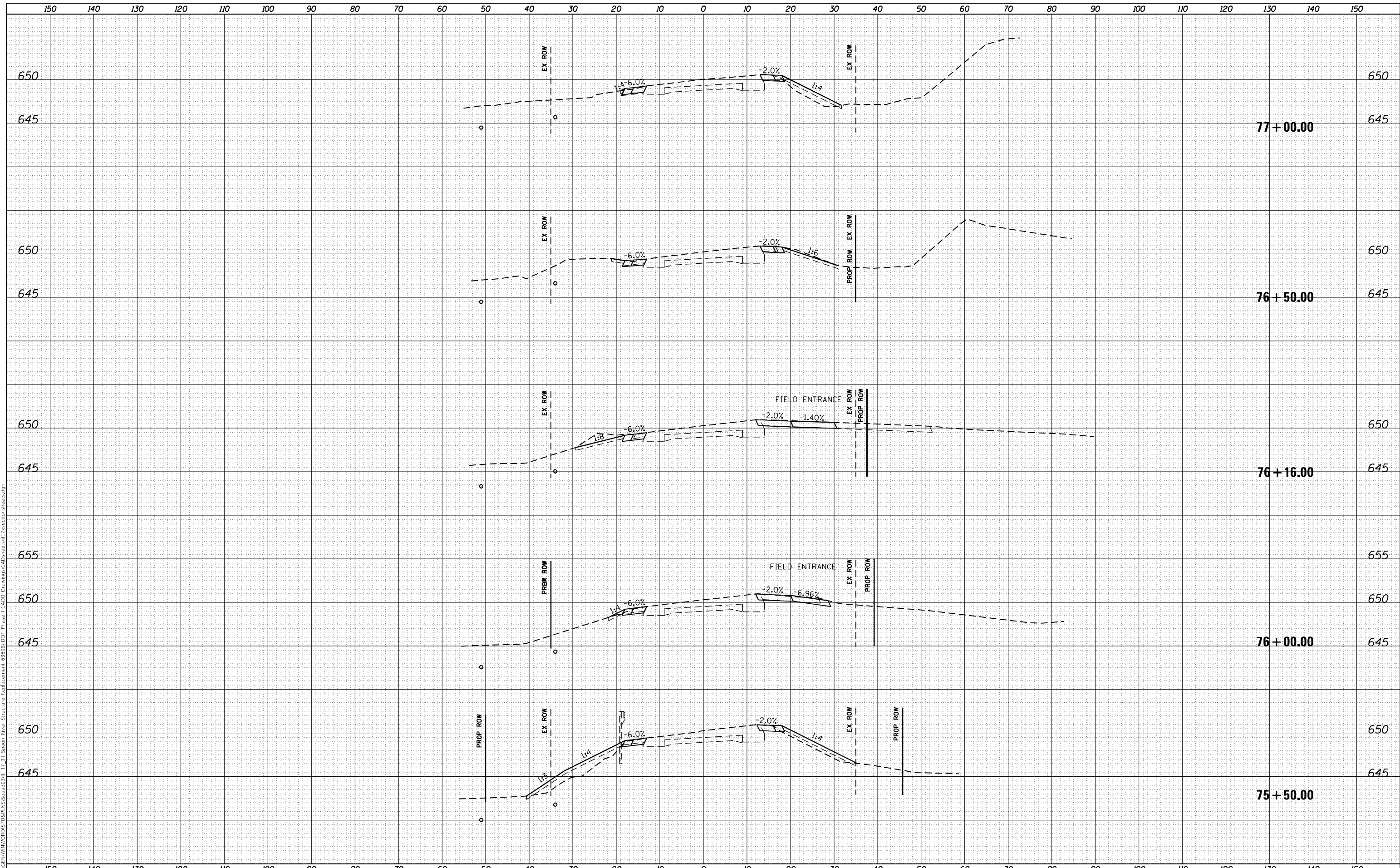


USER NAME = Kyle.Harrison	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 17/L 91 CROSS SECTIONS		F.A.P. RTE. 643	SECTION (11B)BR-1	COUNTY STARK	TOTAL SHEETS 115	SHEET NO. 113		
PLOT SCALE = 20,0000 * / in.	DRAWN -	REVISED -		SCALE:	SHEET 14	OF 16 SHEETS	STA. 73+50.00	TO STA. 75+00.00	CONTRACT NO. 68698			
PLOT DATE = 2/14/2023	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
	DATE -	REVISED -										

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

ORIGINAL SURVEY NO.	SURVEYED	DATE
	PLOTTED	
	TEMPLATE	
	AREAS CHECKED	

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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000 * / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/1 91
CROSS SECTIONS**

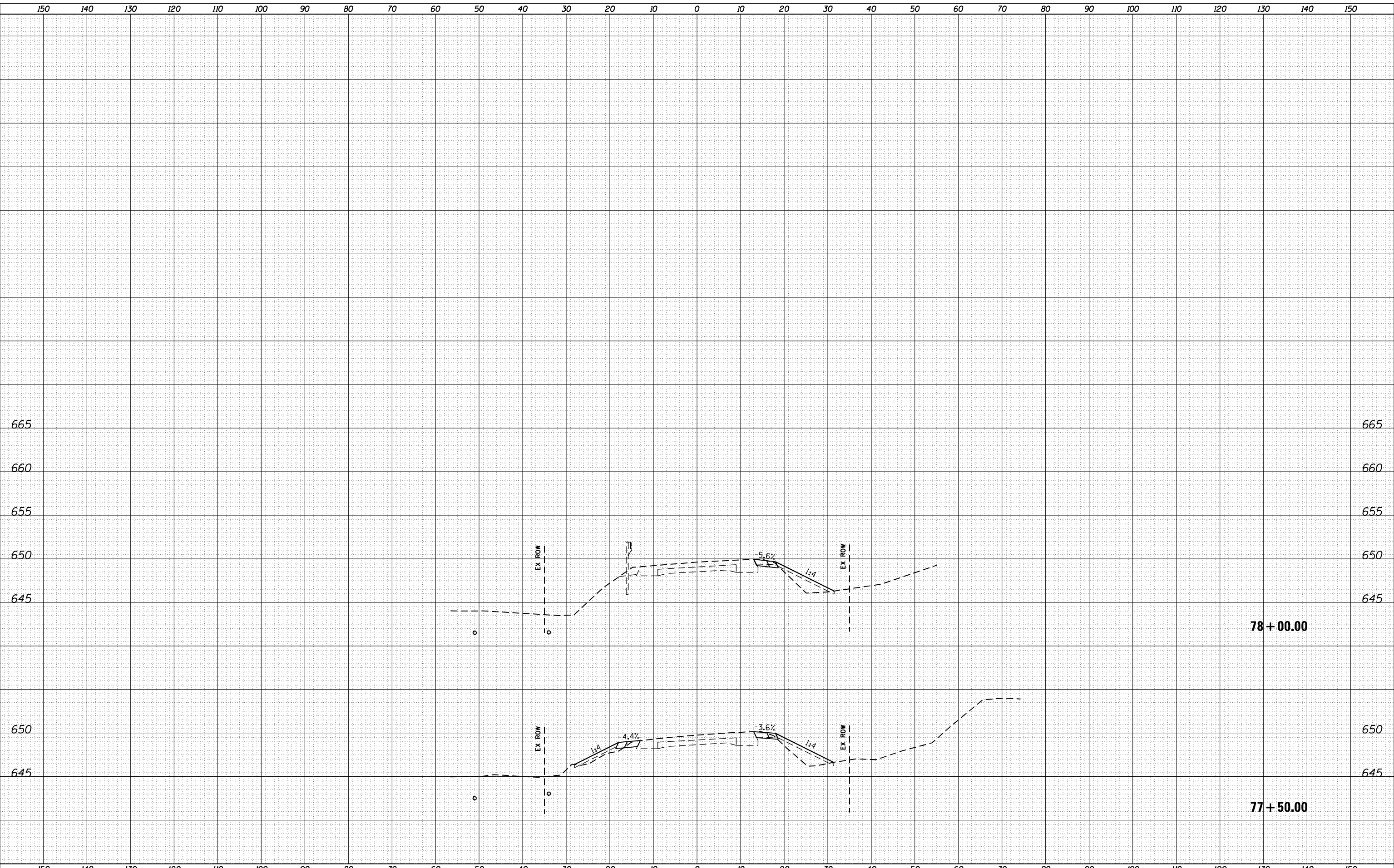
SCALE: SHEET 15 OF 16 SHEETS STA. 75+50.00 TO STA. 77+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	114
				CONTRACT NO. 68698
				ILLINOIS FED. AID PROJECT

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

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

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USER NAME = Kyle.Harrison	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20,0000 * / in.	CHECKED -	REVISED -
PLOT DATE = 2/14/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 17/L 91
CROSS SECTIONS**

SCALE: SHEET 16 OF 16 SHEETS STA. 77+50.00 TO STA. 78+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
643	(11B)BR-1	STARK	115	115
CONTRACT NO. 68698				
ILLINOIS FED. AID PROJECT				