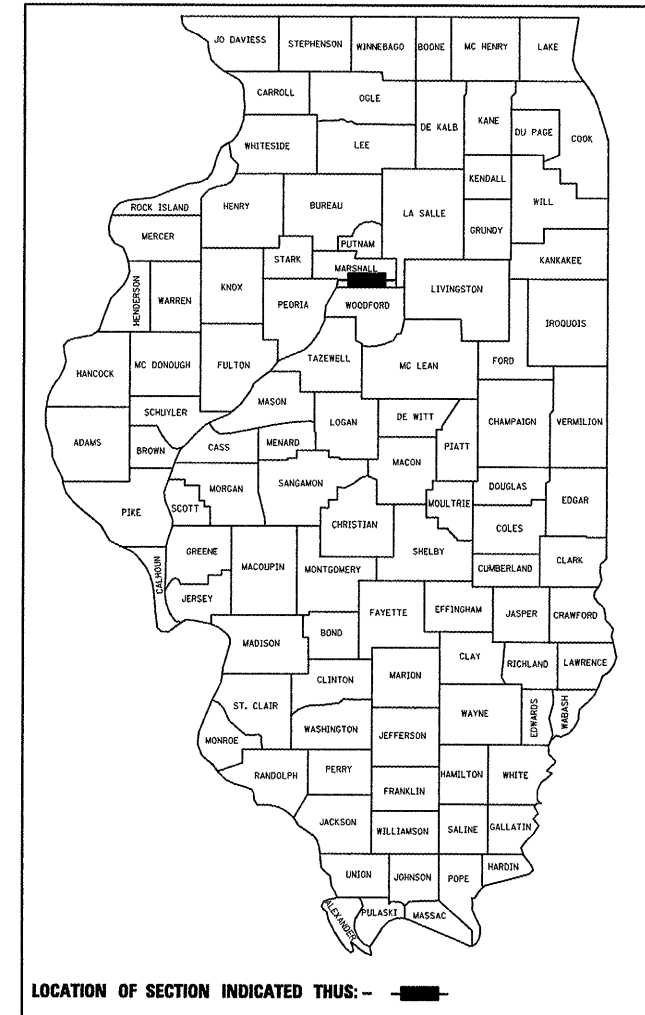


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105 BR) BR	MARSHALL	71	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 68479		

D-94-061-05



ADT = 1000 (2003); 2200 (2026)
 %SU = 22.5 (2003)
 %MU = 7.5 (2003)
 TOWNSHIP: STEUBEN
 FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL (NON URBAN)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED *April 13, 2009*

Eric E. Storm
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 3, 2008
Eric E. Storm
 ENGINEER OF DESIGN AND ENVIRONMENT

October 3, 2008
Christina M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

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

FAP ROUTE 645 (IL RTE 17)
 SECTION (105 BR) BR
 PROJECT ACBRF-0645(004)
 MARSHALL COUNTY
 C-94-070-05
 R 9E, 3rd PM

SHEET NO. INDEX OF SHEETS

1	TITLE SHEET
2	GENERAL NOTES, COMMITMENTS & MIX REQUIREMENTS
3-4	SUMMARY OF QUANTITIES
5-8	TYPICAL SECTIONS
9-10	SCHEDULE OF QUANTITIES
11-12	EXISTING PLAN AND PROFILE - REMOVAL
13-14	PLAN & PROFILE
15-17	TRAFFIC CONTROL PLAN - STAGING
18-41	STRUCTURE DETAILS
42-43	ROADWAY DETAILS
43-58	DISTRICT CADD STANDARDS
59-71	CROSS SECTIONS

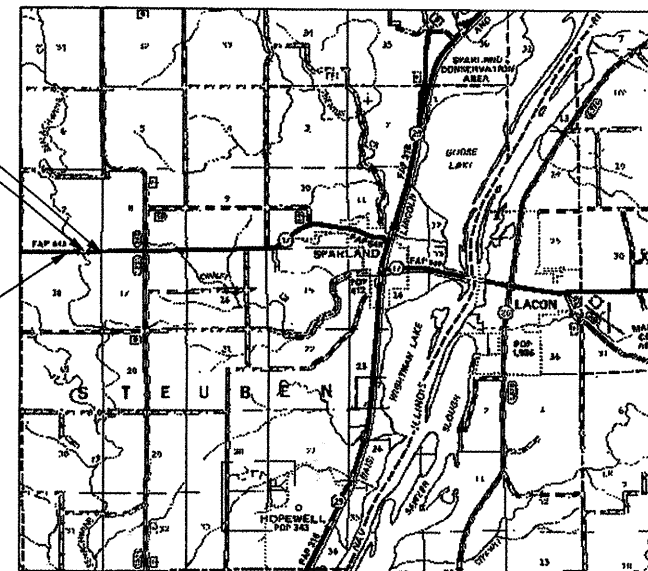
LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-05	701001-01
280001-04	701006-02
353001-04	701011-01
420001-07	701201-02
420401-06	701301-02
421001-02	701306-01
482011-03	701311-02
515001-02	701321-07
601101	701326-02
606101-02	701901
630001-07	704001-04
630301-04	780001-01
631031-06	781001-02
635006-02	886001
635011-01	886006
609001-03	
666001	

PROPOSED PROJECT ENDS
 STA. 338+45

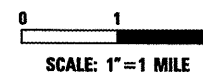
PROPOSED INTEGRAL ABUTMENT
 P.P.C. I-BEAMS (COMPOSITE)
 140'-0" BK-BK ABUTMENTS, 35'-2" O. TO O.
 DECK WIDTH WITH F SHAPE PARAPETS
 65° SKEW S.N. 062-0072 STA. 334+90.00
 EXIST S.N. 062-0016

PROPOSED PROJECT BEGINS
 STA. 330+50



LOCATION MAP

NET LENGTH OF PROJECT = 750 FT. = 0.142 MI.

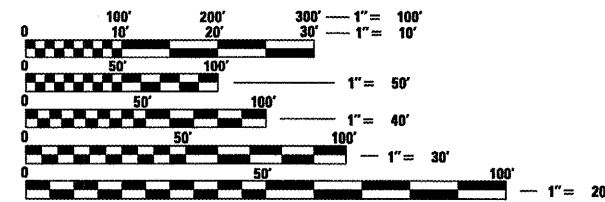


BRIDGE REPLACEMENT
 OVER SENACHWINE CREEK

QC/QA
 Concrete



M. Silvester 07-31-08
 MARTIN SILVESTER, P.E.
 LICENSE EXP. DATE 11-30-09



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

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

CATALOG No. 033060-00D
 CONTRACT NO. 68479

PROJECT ENGINEER: RICH DOTSON (309-671-3455)

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.

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

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

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FORM
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

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.

GENERAL NOTES

1. THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
2. EXCEPT AS NOTED IN THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
3. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER OR AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
4. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITION. AREAS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER AND SEEDED AS SOON AS POSSIBLE.
5. ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1 1/2" UNLESS OTHERWISE SPECIFIED IN A DETAIL SHOWN IN THE PLANS.
6. UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
7. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
8. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
9. IN ADDITION TO THE FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

10. THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT, AND NO COMPENSATION WILL BE ALLOWED.
11. THE LOCATION OF ALL UTILITIES ARE BASED ON INFORMATION PROVIDED BY OTHERS AND IS INTENDED TO BE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS. ALL POTENTIAL CONFLICTS SHALL BE INVESTIGATED AND REMEDIAL ACTION TAKEN PRIOR TO INTERRUPTION OF THE CONTRACTOR'S PROGRESS.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FORM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED.
13. ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON U.S.G.S. MEAN SEAL LEVEL DATUM. ALL STATION AND OFFSET REFERENCES ARE TO THE ROADWAY CENTERLINE UNLESS OTHERWISE NOTED. THE STATE PLANE COORDINATE SYSTEM HAS BEEN USED FOR THE HORIZONTAL CONTROL.
14. THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKING (PHONE: 309-671-4460).

COMMITMENTS:

RESIDENT ENGINEER WILL CONTACT MR. WILLIAM J. RIDDELL AT (309) 238-4409 THIRTY (30) DAYS PRIOR TO WORKING ON THE NEWLY PURCHASED RIGHT OF WAY.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED TO CALCULATE THE PLAN QUANTITIES:

HOT MIX ASPHALT MATERIALS (PRIME COAT)	0.00038 TON/SQ. YD. (ON PAVEMENT)
HOT MIX ASPHALT MATERIALS (PRIME COAT)	0.001425 TON/SQ. YD. (ON AGG)
HOT MIX ASPHALT SURFACE / BINDER	0.056 TON/SQ. YD. PER 1"
AGGREGATE MATERIAL	2.05 TON/CU. YD.
RIPRAP	1.35 TON/CU. YD.
NITROGEN FERTILIZER NUTRIENT	90 LBS./ACRE
PHOSPHOROUS FERTILIZER NUTRIENT	90 LBS./ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS./ACRE
AGGREGATE PRIME COAT	0.002 TON/SQ. YD.

MIXTURE REQUIREMENTS

LOCATION(S)	SURFACE				
MIXTURE USE(S):	HOT MIX ASPHALT SURFACE COURSE MIX "D", N50 AND TEMPORARY RAMP	VAR. DEPTH BINDER	BASE COURSE WIDENING	HMA SHOULDERS (LOWER LIFTS)	HMA SHOULDERS (SURFACE LIFT)
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
(MAX). RAP%:	15%	25%	25%	30%	30%
DESIGN AIR VOIDS	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	4.0% @ N = 50	4.0% @ N = 30	3.0% @ N = 30
MIXTURE COMPOSITION	IL 9.5 OR 12.5	IL 19.0	IL 19.0	IL 19.0 L	IL 9.5 L
FRICTION AGGREGATE	MIX D	N/A	N/A	N/A	N/A

* IF THE RAP OPTIONS SELECTED THE ASPHALT CEMENT GRADE MAY BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

STATUS OF UTILITES					
Route	Offset	Location	Type of Utility	Type of Conflict	Disposition
Ameren CILCO (electric)					
IL 17	50' RT. +/-	Sta. 337+33	Aerial Electric	Ditch Cut	Relocate
Mediacom Communications					
IL 17	50' RT. +/-	Sta. 337+33 to 337+60	Aerial CATV	Ditch Cut	Relocate

SUMMARY OF QUANTITIES				ROADWAY FAP 645 80% FEDERAL 20% STATE	STRUCTURE SN.062-0072 80% FEDERAL 20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				1000-2A	X081-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	39	39	
20200100	EARTH EXCAVATION	CU YD	1775	1775	
20200500	EARTH EXCAVATION (WIDENING)	CU YD	62	62	
20400800	FURNISHED EXCAVATION	CU YD	69	69	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	165		165
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD.	3446	3446	
25000200	SEEDING, CLASS 2	ACRE	0.9	0.9	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	90	90	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	90	90	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	90	90	
25100630	EROSION CONTROL BLANKET	SQ YD	4840	4840	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100	100	
28000300	TEMPORARY DITCH CHECKS	EACH	4	4	
28000400	PERIMETER EROSION BARRIER	FOOT	1359	1359	
28100109	STONE RIPRAP, CLASS A5	SQ YD	1134		1134
28100705	STONE DUMPED RIPRAP, CLASS A3	SQ YD.	250	250	
28200200	FILTER FABRIC	SQ YD	1134		1134
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	435	435	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	1.09	1.09	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	217	217	
40600990	TEMPORARY RAMP	SQ YD	36	36	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	945	945	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	158	158	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD.	226	226	
42001300	PROTECTIVE COAT	SQ YD	368	368	
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	142	142	
44000100	PAVEMENT REMOVAL	SQ YD	349	349	
44000400	GUTTER REMOVAL	FOOT	238	238	
44000920	BITUMINOUS CONCRETE SHOULDER REMOVAL	SQ YD	233	233	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	120	120	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	29	29	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	268		268
50300225	CONCRETE STRUCTURES	CU YD	62.8		62.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	201.3		201.3
50300260	BRIDGE DECK GROOVING	SQ YD	465.6		465.6
50300280	CONCRETE ENCASEMENT	CU YD	4.2		4.2
50300300	PROTECTIVE COAT	SQ YD	618		618
50400905	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 42 IN.	FOOT	826.5		826.5
50800105	REINFORCEMENT BARS	POUND	6,480		6,480
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	57,540		57,540
50800515	BAR SPLICERS	EACH	498		498
51201600	FURNISHING STEEL PILES HP12X53	FOOT	242		242
51202305	DRIVING PILES	FOOT	242		242
51203600	TEST PILE STEEL HP12X53	EACH	1		1
51500100	NAME PLATES	EACH	1		1

SUMMARY OF QUANTITIES				ROADWAY FAP 645 80% FEDERAL 20% STATE	STRUCTURE SN.062-0072 80% FEDERAL 20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				1000-2A	X081-2A
51602000	PERMANENT CASING	FOOT	15.5		15.5
51604000	DRILLED SHAFT IN ROCK	CU YD	20.6		20.6
54215547	METAL END SECTIONS 12"	EACH	2	2	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	84		84
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4	4	
60100945	PIPE DRAINS 12"	FOOT	69	69	
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	28	28	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	161.2		161.2
60602500	CONCRETE GUTTER, TYPE A	FOOT	100	100	
60900115	TYPE B INLET BOX, STANDARD 609001	EACH	2	2	
60900515	CONCRETE THRUST BLOCKS	EACH	2	2	
* 63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	500	500	
* 63100085	TRAFFIC BARRIER TERMINAL TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3	
63200310	GUARDRAIL REMOVAL	FOOT	660	660	
* 63300725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	59	59	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	11	11	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	60	60	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	227	227	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2768	2768	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1338	1338	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	800	800	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	800	800	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2768	2768	
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	4	4	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3	
78300100	PAVEMENT MARKING REMOVAL	SQ. FT	913	913	
X0301512	GUARDRAIL AGGREGATE EROSION CONTROL	TON	197	197	
X0321781	MECHANICAL SPLICE	EACH	40		40
X0322584	REVTMENT MAT REMOVAL	SQ YD	106	106	
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ. FT	904	80	824
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	24		24
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0022800	FENCE REMOVAL	FOOT	1010	1010	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0037300	PAVEMENT GROOVING	SQ YD	334	334	
Z0038700	PERMANENT BENCH MARKS	EACH	1	1	
Z0076600	TRAINEES	HOUR	500		500
X0326211	MACRO SYNTHETIC FIBERS FOR BRIDGE SUPERSTRUCTURE CONCRETE	POUND	600		600

*SPECIALTY ITEM ■ Y080 (80% FED 20% STATE)

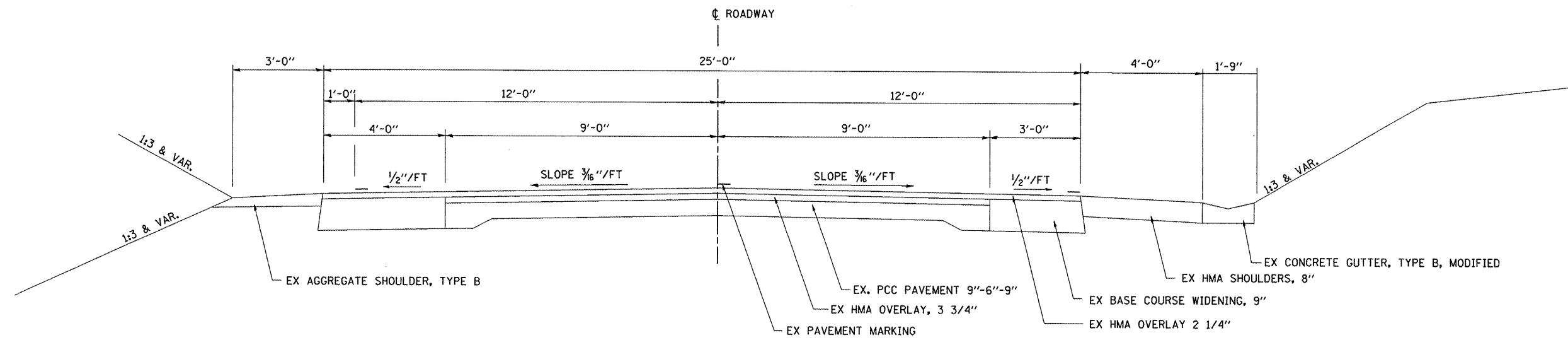
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THE UPCHURCH GROUP, INC.	PLOT DATE = 9/13/2008 #TIME#	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
ILLINOIS ROUTE 17 OVER SENACHWINE CREEK

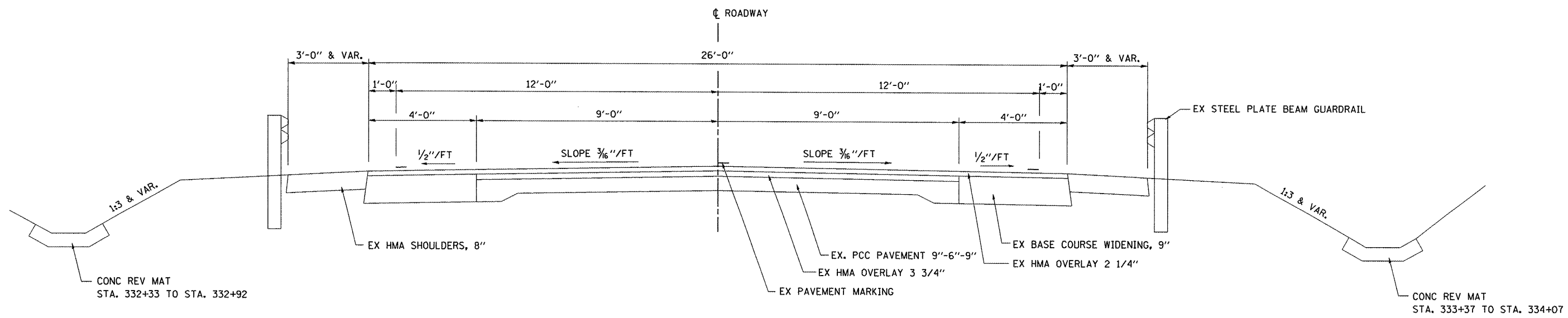
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	4
CONTRACT NO. 68479			FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT	



EXISTING TYPICAL SECTION

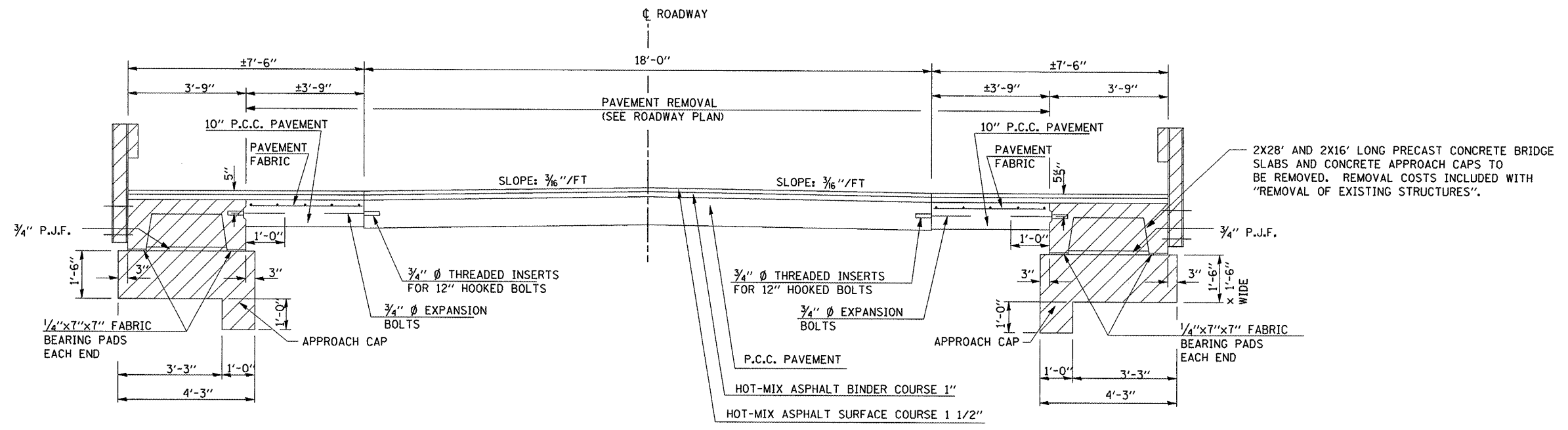
LT. STA. 330+50 TO STA. 332+06.00
RT. STA. 330+50 TO STA. 332+75.00



EXISTING TYPICAL SECTION

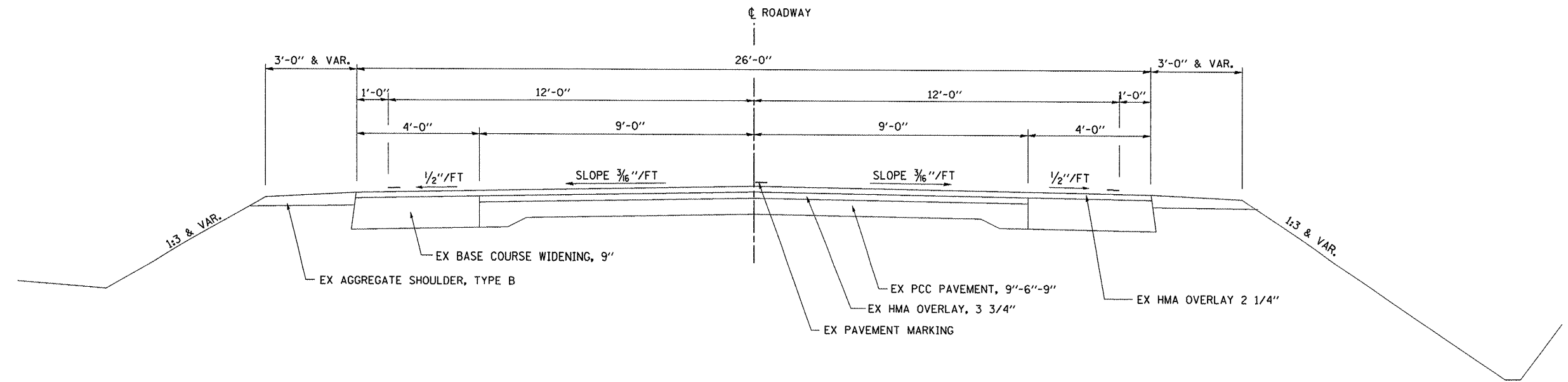
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RT. STA. 332+75.00 TO STA. 334+33.20
LT. STA. 335+26.50 TO STA. 336+65.00
RT. STA. 335+56.46 TO STA. 337+20.00

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THE UPCHURCH GROUP, INC.	PLOT SCALE = #SCALE#	DRAWN - GEW	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 68479	
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		DATE -	REVISED -									



EXISTING TYPICAL SECTION

LT. STA. 334+03.24 TO STA. 334+31.16
 RT. STA. 334+33.20 TO STA. 334+49.12
 BRIDGE OMISSION
 LT. STA. 335+10.58 TO STA. 335+26.50
 RT. STA. 335+28.54 TO STA. 335+56.46



EXISTING TYPICAL SECTION

LT. STA. 336+65.00 TO STA. 338+00.00
 RT. STA. 337+20.00 TO STA. 338+00.00

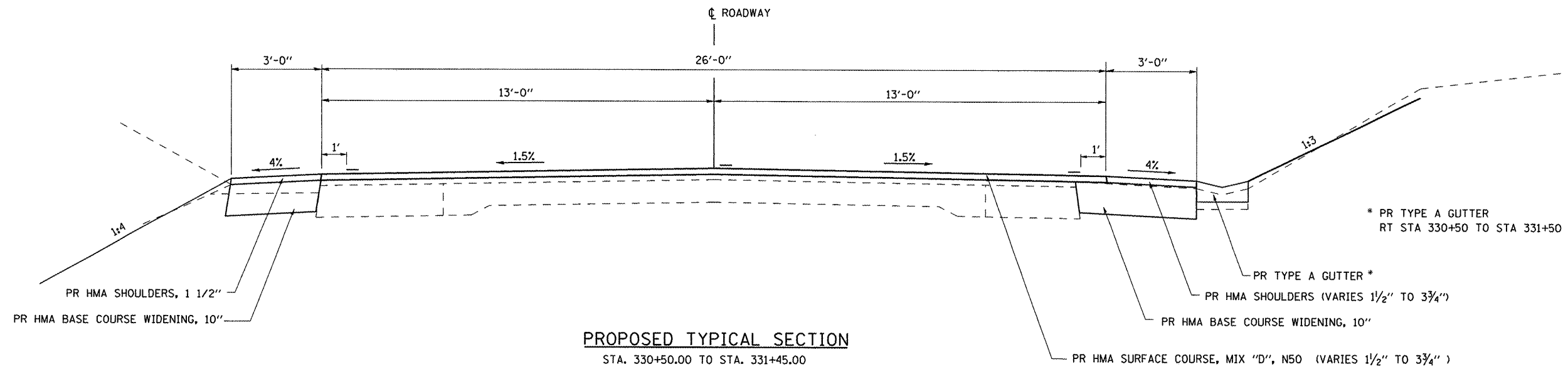
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	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EXISTING TYPICAL SECTIONS ILLINOIS ROUTE 17 OVER SENACHWINE CREEK			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE. 645	SECTION (105BR)BR	COUNTY Marshall	TOTAL SHEETS 71	SHEET NO. 6
CONTRACT NO. 68479				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



* PR TYPE A GUTTER
RT STA 330+50 TO STA 331+50

PR HMA SHOULDERS, 1 1/2"

PR HMA BASE COURSE WIDENING, 10"

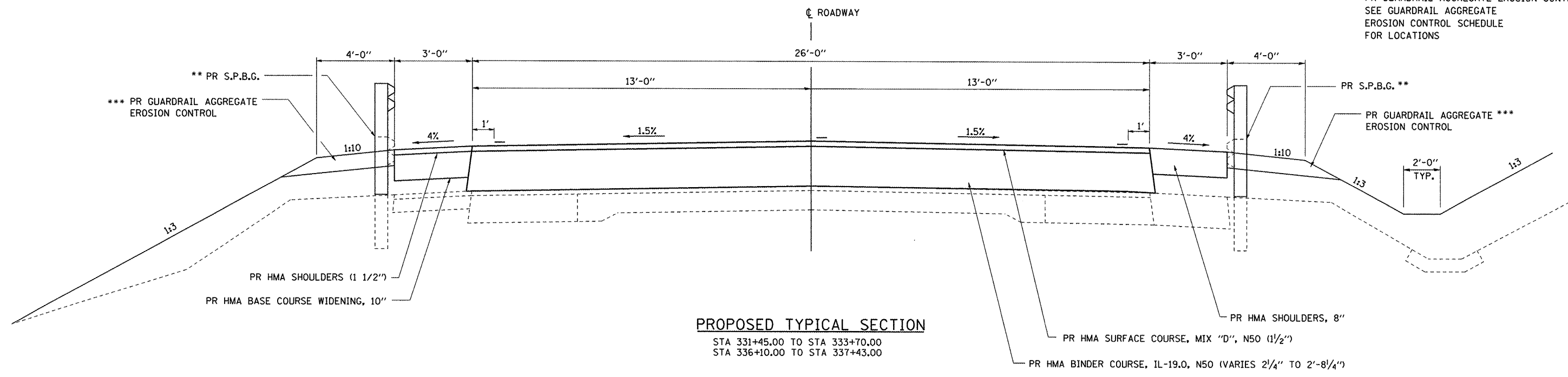
PR TYPE A GUTTER *
PR HMA SHOULDERS (VARIES 1 1/2" TO 3 3/4")

PR HMA BASE COURSE WIDENING, 10"

PR HMA SURFACE COURSE, MIX "D", N50 (VARIES 1 1/2" TO 3 3/4")

** PR SPBG
SEE GUARDRAIL SCHEDULE
FOR LOCATIONS

*** PR GUARDRAIL AGGREGATE EROSION CONTROL
SEE GUARDRAIL AGGREGATE
EROSION CONTROL SCHEDULE
FOR LOCATIONS



** PR S.P.B.G.

*** PR GUARDRAIL AGGREGATE
EROSION CONTROL

PR HMA SHOULDERS (1 1/2")

PR HMA BASE COURSE WIDENING, 10"

PR S.P.B.G. **

PR GUARDRAIL AGGREGATE ***
EROSION CONTROL

PR HMA SHOULDERS, 8"

PR HMA SURFACE COURSE, MIX "D", N50 (1 1/2")

PR HMA BINDER COURSE, IL-19.0, N50 (VARIES 2 1/4" TO 2'-8 1/4")

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THE UPCHURCH GROUP, INC.

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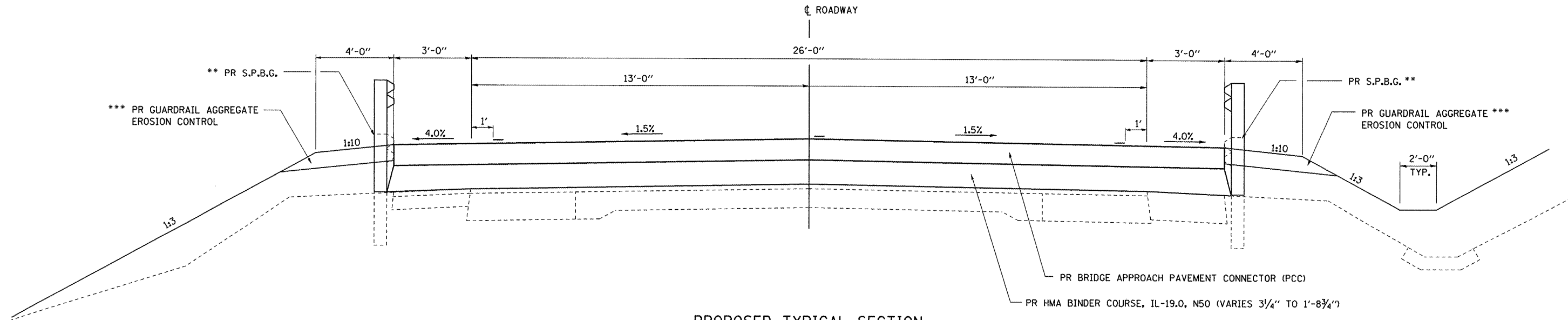
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED TYPICAL SECTIONS
ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

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

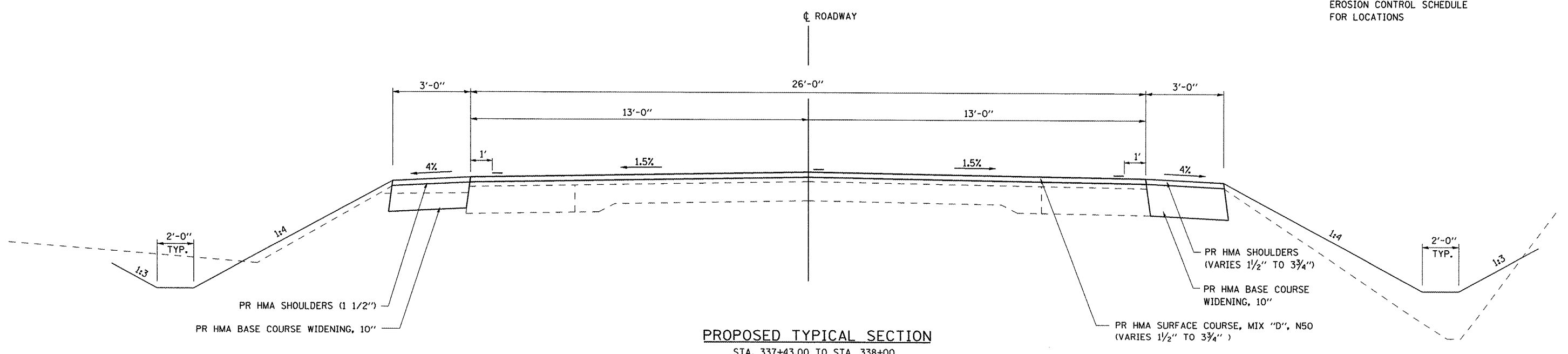
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	7
CONTRACT NO. 68479				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL SECTION
 STA 333+70.00 TO STA 333+90.00
 STA 335+90.00 TO STA 336+10.00

** PR SPBG
 SEE GUARDRAIL SCHEDULE
 FOR LOCATIONS

*** PR GUARDRAIL AGGREGATE EROSION CONTROL
 SEE GUARDRAIL AGGREGATE
 EROSION CONTROL SCHEDULE
 FOR LOCATIONS



PROPOSED TYPICAL SECTION
 STA. 337+43.00 TO STA. 338+00

FILE NAME =
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THE UPCHURCH GROUP, INC.

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROPOSED TYPICAL SECTIONS ILLINOIS ROUTE 17 OVER SENACHWINE CREEK				
SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	8
CONTRACT NO. 68479				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

EXCAVATION BALANCE				
STAGE 1				
LOCATION	EARTH EXCAVATION (CY)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT (CY)	EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-)
STA 330+00 TO 334+20	22	16	636	-620
STA 335+60 TO 339+00	77	58	329	-271
BULK EXCAVATION BEHIND EX ABUTMENTS	208	156	-	156
STRUCTURE EXCAVATION (FROM BRIDGE PLANS)	134	100	-	100
EARTH EXCAVATION (WIDENING)	32	24	-	24
TOTAL (STAGE 1)	473	354	965	-611
STAGE 2				
LOCATION	EARTH EXCAVATION (CY)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT (CY)	EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-)
STA 330+00 TO 334+20	963	722	233	489
STA 335+60 TO 339+00	297	223	448	-225
BULK EXCAVATION BEHIND EX ABUTMENTS	208	156	-	156
STRUCTURE EXCAVATION (FROM BRIDGE PLANS)	134	100	-	100
EARTH EXCAVATION (WIDENING)	30	22	-	22
TOTAL (STAGE 2)	1632	1223	681	542
TOTAL (STAGES 1 & 2)	2105	1577	1646	-69
FURNISHED EXCAVATION = EMBANKMENT - (EXCAVATION x 0.75)				

GUARDRAIL SCHEDULE		
ITEM	LOCATION	QUANTITY
STEEL PLATE BEAM GUARDRAIL, TYPE A	RT STA 331+96.80 TO STA 333+84.30	187.50 LF
	RT STA 336+10.60 TO STA 336+73.10	62.50 LF
	LT STA 332+94.40 TO STA 333+69.40	75.00 LF
	LT STA 335+95.70 TO STA 337+70.70	175.00 LF
TRAFFIC BARRIER TERMINAL, TYPE 6	RT STA 333+84.30 TO STA 334+27.45	1 EACH
	RT STA 335+67.45 TO STA 336+10.60	1 EACH
	LT STA 333+69.40 TO STA 334+12.55	1 EACH
	LT STA 335+52.55 TO STA 335+95.70	1 EACH
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)	RT STA 331+46.80 TO STA 331+96.80	1 EACH
	LT STA 332+44.40 TO STA 332+94.40	1 EACH
	RT STA 336+73.10 TO STA 337+23.10	1 EACH
STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	LT STA 337+70.70 TO STA 338+08.55	58.50 LF
GUARDRAIL REMOVAL	RT STA 333+31.28 TO STA 336+61.28	330 LF
	LT STA 332+93.80 TO STA 336+23.80	330 LF
TERMINAL MARKER - DIRECT APPLIED	RT STA 331+46.80	1 EACH
	RT STA 337+23.10	1 EACH
	LT STA 332+44.40	1 EACH
GUARDRAIL MARKERS, TYP A	LT STA 332+44.40 TO STA 338+08.55	8 EACH
	RT STA 331+46.80 TO STA 337+23.10	8 EACH

PAVEMENT MARKING SCHEDULE						
LOCATION	PAVEMENT MARKING REMOVAL		SHORT TERM PVMT MARKING		PAINT PVMT MARKING LINE - 4"	
	SOLID WHITE (SQ. FT.)	YELLOW SKIP DASH & NO PASSING (SQ. FT.)	WHITE (FOOT)	YELLOW (FOOT)	SOLID WHITE (FOOT)	YELLOW SKIP DASH & NO PASSING (FOOT)
☉ STA 328+77 TO 340+12 (SKIP-DASH)		94				290
☉ STA 328+77 TO 337+65 (SOLID)		293				888
RT STA 330+50 TO 338+45	263				795	
LT STA 330+50 TO 338+45	263				795	
☉ STA 328+77 TO 340+12			227			
TOTAL	526	387	227		1590	1178

NOTE:
SHORT-TERM PAVEMENT MARKING QUANTITIES ARE FOR TWO APPLICATION.
• 10% OF TOTAL LENGTH FOR SHORT-TERM PAVEMENT MARKING

BRIDGE APPROACH PAVEMENT SCHEDULE		
ITEM	LOCATION	QUANTITY
BRIDGE APPROACH PAVEMENT	STA 333+90.00 TO STA 334+20.00	113 SQ YD
	STA 335+60.00 TO STA 335+90.00	113 SQ YD
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	STA 333+70.00 TO STA 333+90.00	71 SQ YD
	STA 335+90.00 TO STA 336+10.00	71 SQ YD
PROTECTIVE COAT	STA 333+70.00 TO STA 334+20.00	184 SQ YD
	STA 335+60.00 TO STA 336+10.00	184 SQ YD
PAVEMENT GROOVING	STA 333+70.00 TO STA 334+20.00	167 SQ YD
	STA 335+60.00 TO STA 336+10.00	167 SQ YD

ITEM NO. 20100110
TREE REMOVAL (6 TO 15) UNITS DIA.

LOCATION	UNIT
RT STA 334+15 TO 334+23	16
LT STA 333+87 TO 333+96	23
TOTAL = 39	

ITEM NO. 40600200
BITUMINOUS MATERIAL (PRIME COAT)

LOCATION	TON
STA 330+50.00 TO 331+45.00	0.13
STA 331+45.00 TO 333+70.00	0.49
STA 333+70.00 TO 333+90.00	0.03
STA 335+90.00 TO 336+10.00	0.03
STA 336+10.00 TO 337+43.00	0.29
STA 337+43.00 TO 338+00.00	0.08
STA 331+45.00 TO 333+70.00	0.03
STA 336+10.00 TO 337+43.00	0.02
TOTAL = 1.09	

ITEM NO. 44000100 PAVEMENT REMOVAL

LOCATION	SQ. YD.
RT STA 333+90.00 TO 334+40.14	145
RT STA 335+19.56 TO 335+90.00	204
TOTAL = 349	

ITEM NO. 66600105
FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

LOCATION	EACH
STA 331+00, 60' RT	1
STA 331+50, 65' RT	1
STA 333+00, 60' RT	1
STA 335+00, 60' RT	1
STA 335+50, 70' RT	1
STA 337+50, 70' RT	1
STA 338+00, 53.33' RT	1
STA 332+50, 57.50' LT	1
STA 333+00, 70' LT	1
STA 337+50, 50' LT	1
STA 338+00, 40' LT	1
TOTAL = 11	

ITEM NO. 28000300
TEMPORARY DITCH CHECKS

LOCATION	EACH
RT STA 334+40	1
RT STA 335+50	1
LT STA 334+18	1
LT STA 335+43	1
TOTAL = 4	

ITEM NO. 40600982
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	SQ. YD.
STA 330+50.00 TO 330+80.00	110
STA 337+00.00 TO 338+00.00	107
TOTAL = 217	

ITEM NO. 44000920 BIT CONC SHOULDER REMOVAL

LOCATION	SQ. YD.
RT STA 330+50.00 TO 332+75.00	110
RT STA 332+75.00 TO 334+34.69	53
RT STA 335+56.11 TO 337+20.00	55
RT ENTRANCE STA 338+05 TO 338+28	8
LT ENTRANCE STA 337+93 TO STA 338+45	17
TOTAL = 233	

ITEM NO. 28000400
PERIMETER EROSION BARRIER

LOCATION	FOOT
RT STA 330+50 TO 334+74	428
RT STA 335+50 TO 338+00	253
LT STA 330+50 TO 334+26	376
LT STA 334+94 TO 338+00	302
TOTAL = 1359	

ITEM NO. 40600990 TEMPORARY RAMP

LOCATION	SQ. YD.
STA 333+65.00 TO 333+70.00	18
STA 336+10.00 TO 336+15.00	18
TOTAL = 36	

ITEM NO. 48203029
HOT-MIX ASPHALT SHOULDERS, 8"

LOCATION	SQ. YD.
STA 331+45.00 TO 333+78.16	78
STA 336+18.16 TO 337+43.00	42
TOTAL = 120	

ITEM NO. X0301512
GUARDRAIL AGGREGATE EROSION CONTROL

LOCATION	TON
RT STA 331+36 TO 337+57	103
LT STA 332+10 TO 338+08.55	94
TOTAL = 197	

ITEM NO. 35600716
HMA BASE COURSE WIDENING, 10"

LOCATION	SQ. YD.
RT STA 330+50.00 TO 331+45.00	42.22
RT STA 331+45.00 TO 333+78.16	77.72
RT STA 336+18.16 TO 337+90.82	57.55
RT STA 337+90.82 TO 338+00.00	5.61
RT STA 338+00.00 TO 338+45.00	40.00
LT STA 330+50.00 TO 333+61.84	103.90
LT STA 336+01.84 TO 337+93.00	63.72
LT STA 337+93.00 TO 338+00.00	4.28
LT STA 338+00.00 TO 338+45.00	40.00
TOTAL = 435.05	

ITEM NO. 40603335 HOT MIX ASPHALT
SURFACE COURSE MIX "D", N50

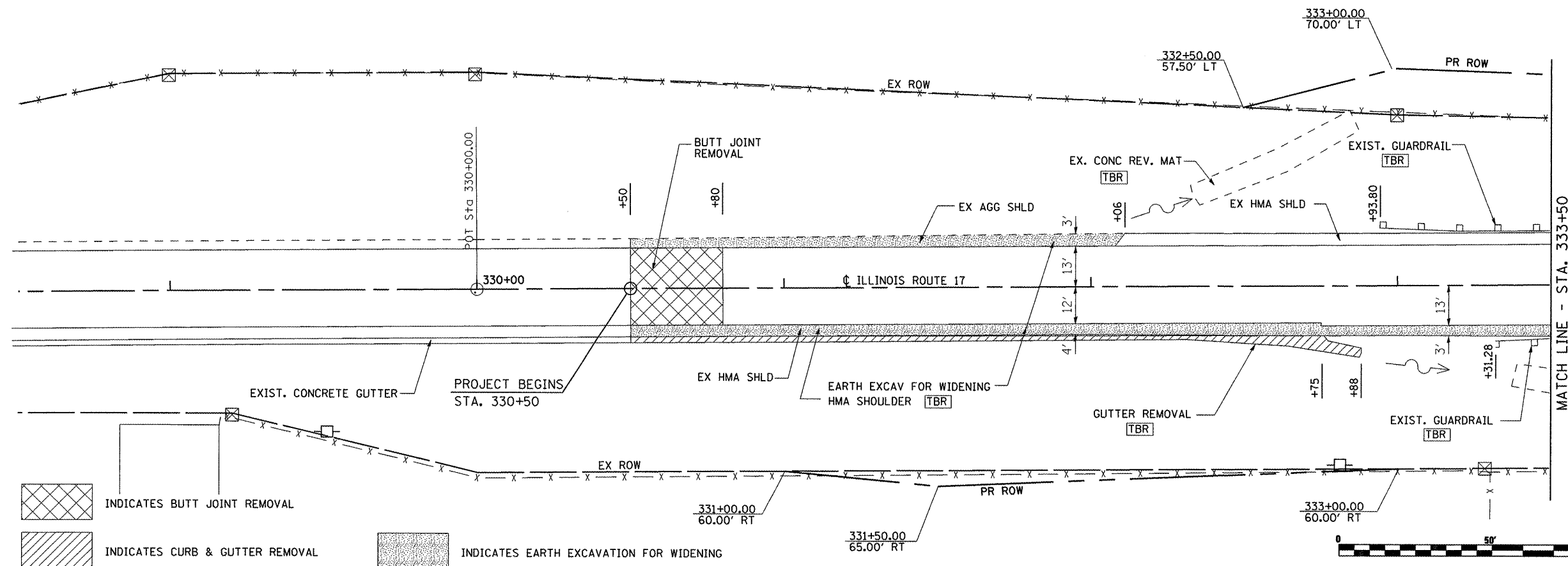
LOCATION	THK	TON
STA 330+50.00 TO 331+45.00	1 1/2" - 3 3/4"	40.34
STA 331+45.00 TO 333+70.00	1 1/2"	54.60
STA 336+10.00 TO 337+43.00	1 1/2"	32.27
STA 337+43.00 TO 338+00.00	1 1/2" - 3 3/4"	24.21
LEFT ENTRANCE	1 1/2"	3.20
RIGHT ENTRANCE	1 1/2"	3.44
TOTAL = 158.06		

ITEM NO. 48203100
HOT-MIX ASPHALT SHOULDERS

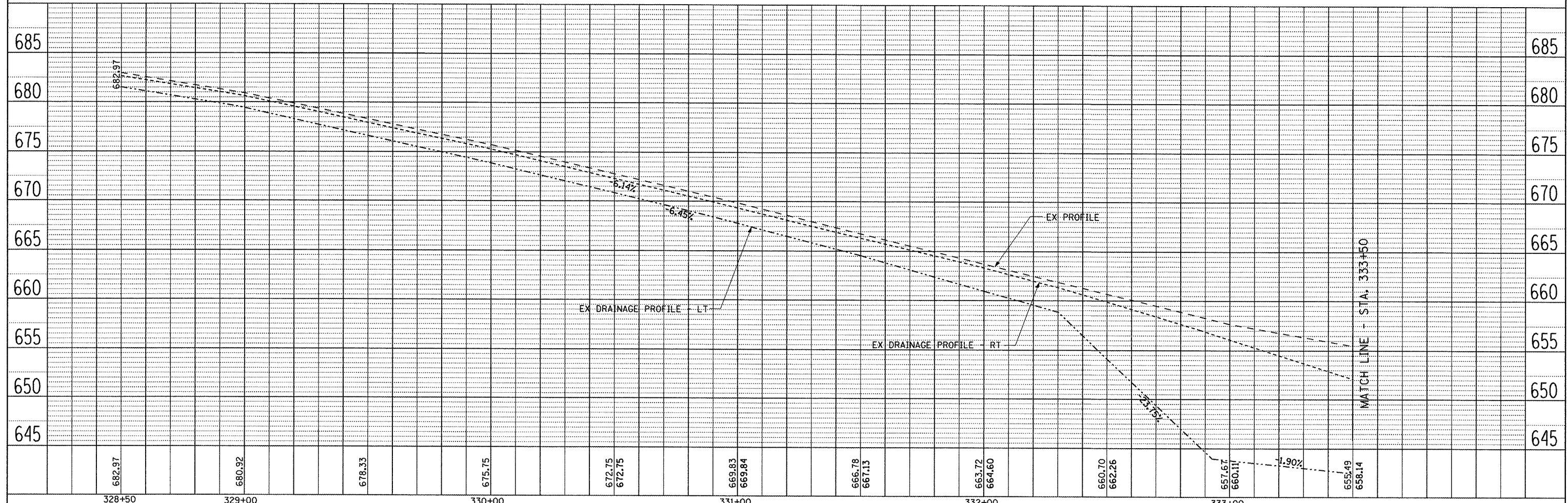
LOCATION	TON
RT 330+50.00 TO 331+45.00	4.66
RT 337+43.00 TO 337+89.32	2.27
RT 337+89.32 TO 338+00.00	0.55
RT 338+00.00 TO 338+45.00	3.36
LT 330+50.00 TO 333+61.84	8.73
LT 336+01.84 TO 337+43.00	3.95
LT 337+43.00 TO 337+93.21	1.41
LT 337+93.21 TO 338+00.00	0.35
LT 338+00.00 TO 338+45.00	3.36
TOTAL = 28.64	

PLAN	SURVEYED	DATE
	ALIGNED	
	NOTED	
	CHECKED	
	BY	
	NO.	
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PROFILE	SURVEYED	DATE
	GRADES	
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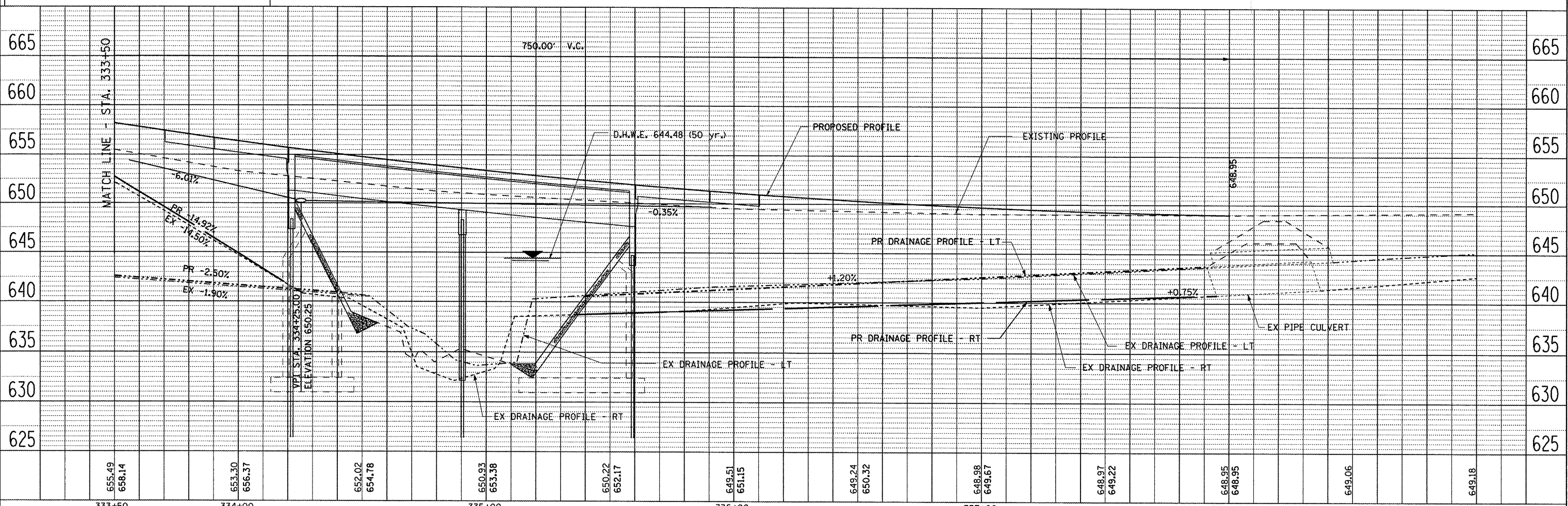
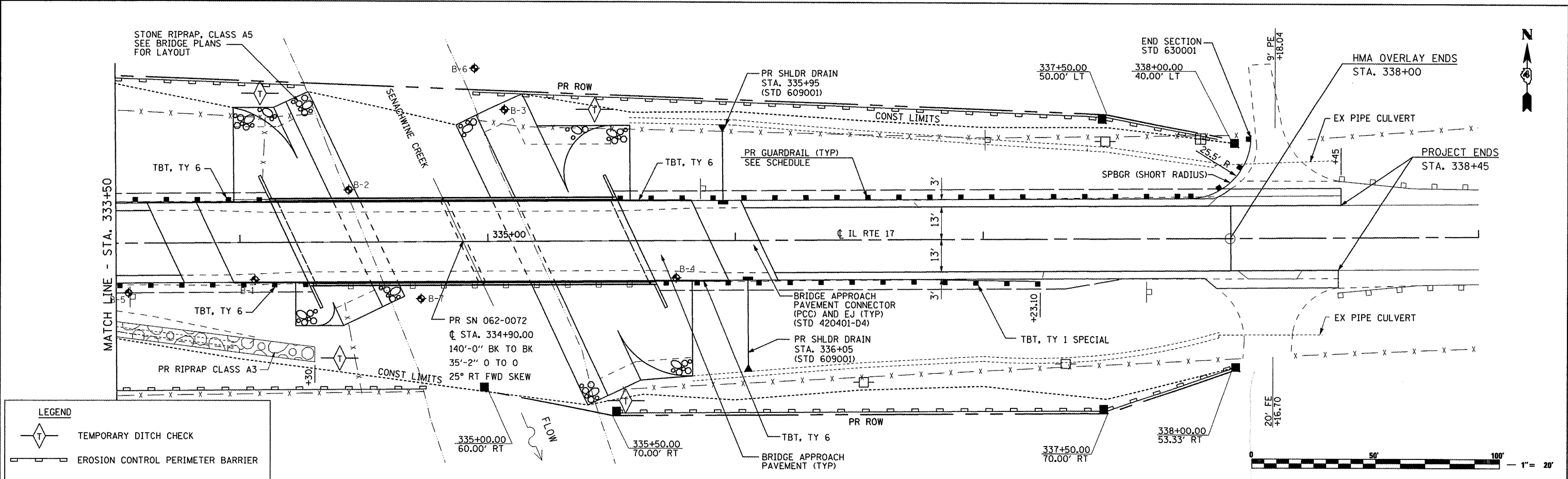
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- INDICATES CURB & GUTTER REMOVAL
- INDICATES EARTH EXCAVATION FOR WIDENING



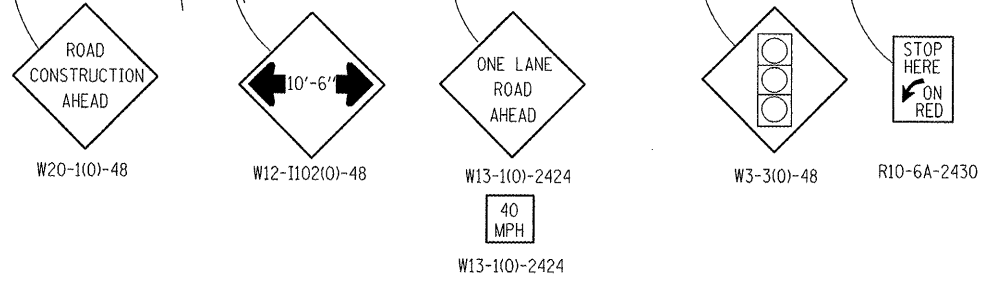
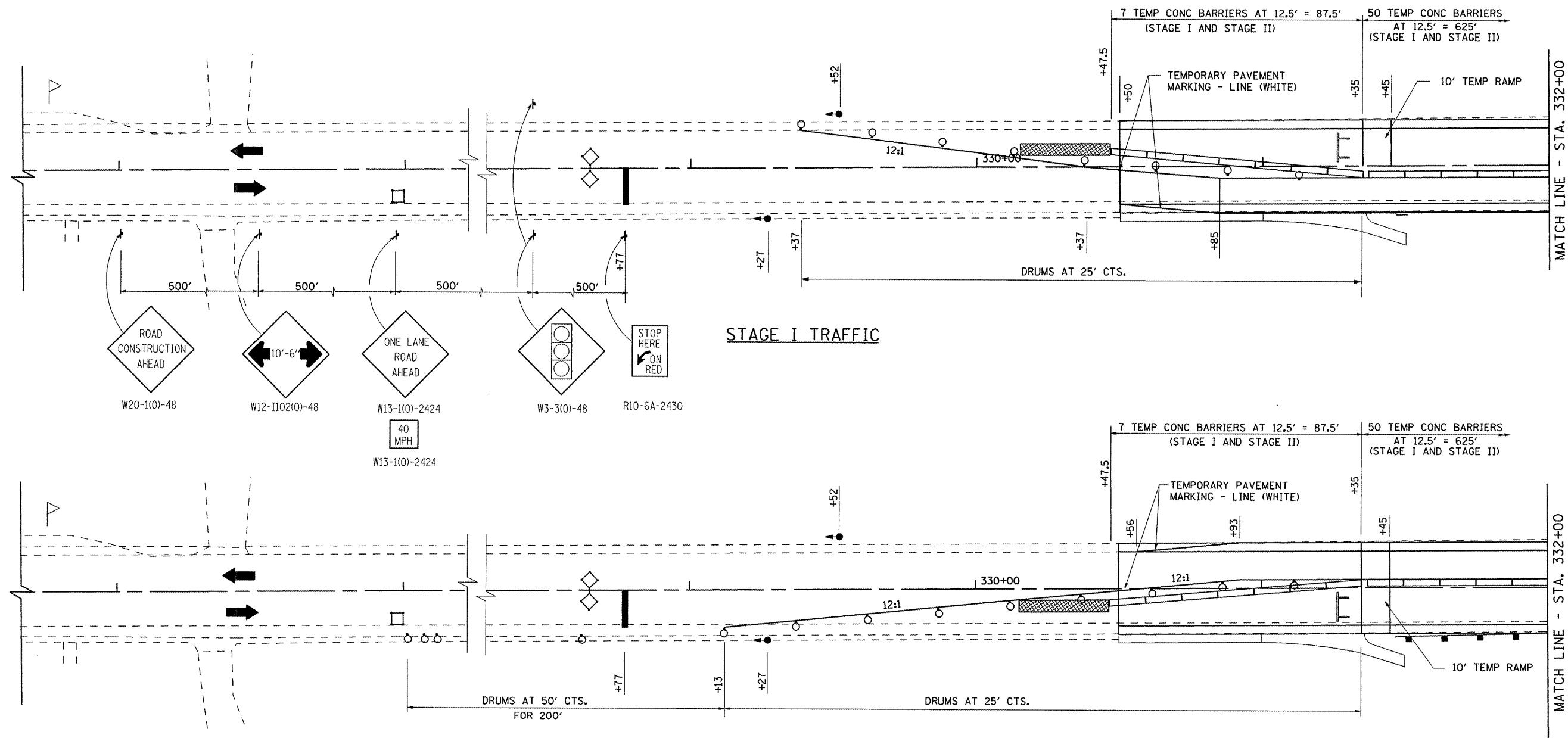
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		DATE -	REVISED -								

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	ALIGNED		
	NOTED		
	NO. OF WAY CHECKED		
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PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	B.M. NOTED		
	STRUCTURE NOTATING OK'D		



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THE UPCHURCH GROUP, INC.		CHECKED -	REVISED -			CONTRACT NO. 68479				
		DATE -	REVISED -			FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



STAGE I TRAFFIC

SUGGESTED STAGE CONSTRUCTION SEQUENCE

STAGE I

1. CONSTRUCT HMA BASE COURSE WIDENING 10" STA 330+50 RT TO STA. 338+45 RT.
2. ERECT TRAFFIC CONTROL FOR STAGE I.
3. REMOVE EXISTING BRIDGE AND PAVEMENT LT.
4. CONSTRUCT PROPOSED BRIDGE, HMA BASE COURSE WIDENING 10" STA 330+50 LT TO STA 338+45 LT, HMA BASE COURSE STA 331+45 LT TO STA 337+43 LT AND TEMPORARY RAMPS.
5. CONSTRUCT PROPOSED GUARDRAIL & TERMINALS STA. 332+37 LT TO STA. 337+95 LT.

STAGE II

1. ERECT TRAFFIC CONTROL FOR STAGE II.
2. REMOVE EXISTING BRIDGE AND PAVEMENT RT.
3. CONSTRUCT PROPOSED BRIDGE, HMA SHOULDERS AND HMA BASE COURSE STA. 331+45 RT TO STA 337+43 RT AND TEMPORARY RAMPS.
4. CONSTRUCT PROPOSED GUARDRAIL & TERMINALS STA 331+52 RT TO STA 337+22 RT.

GENERAL NOTES

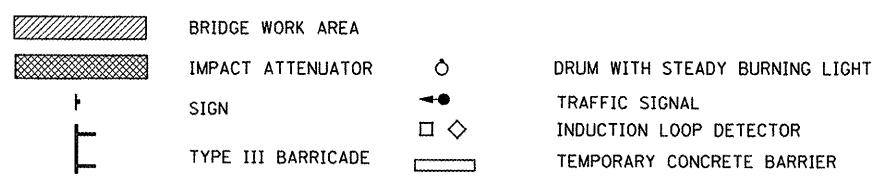
1. THIS TRAFFIC CONTROL DETAIL SHALL BE USED IN CONJUNCTION WITH STANDARD 701321.
2. EXISTING PAVEMENT MARKING THAT CONFLICT WITH THE REVISED STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL".
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL PROPERTIES DURING ALL PHASES OF CONSTRUCTION.
4. EACH DETECTOR LOOP SHALL BE CONNECTED TO A SEPARATE DETECTOR AMPLIFIER.

FINAL

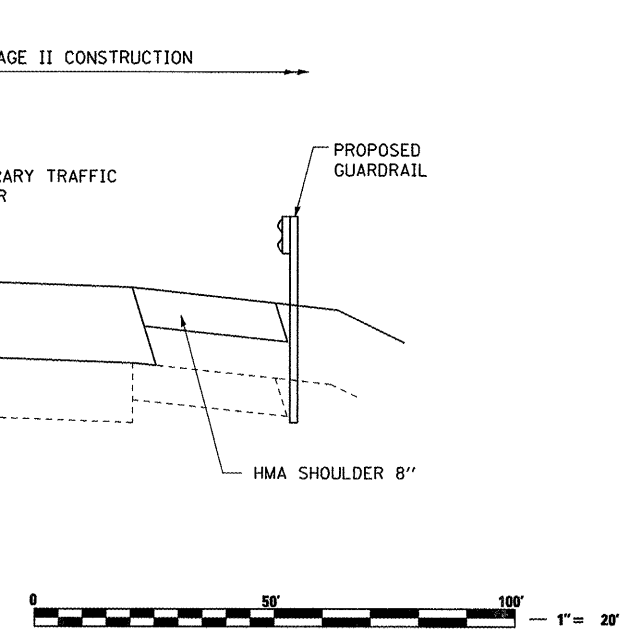
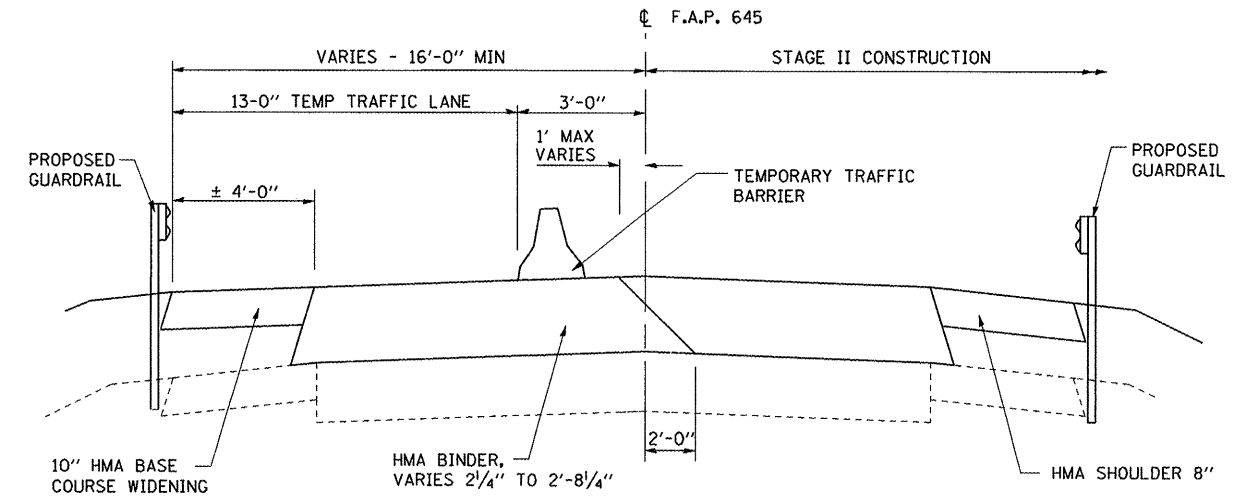
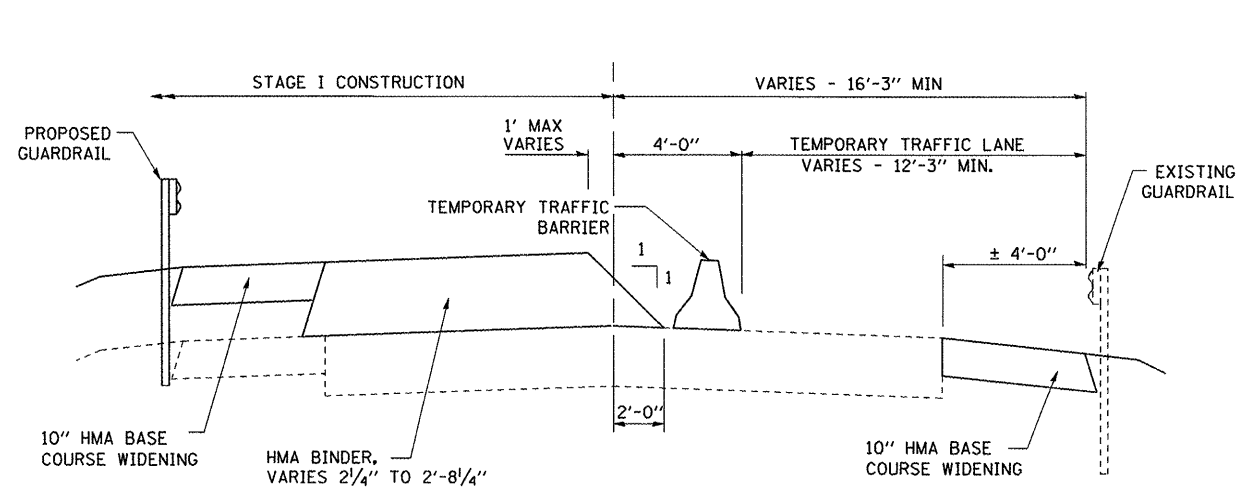
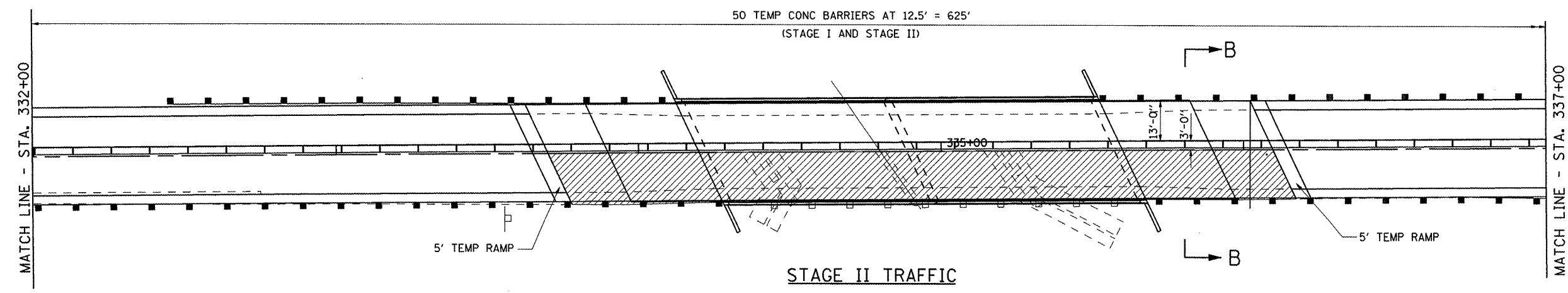
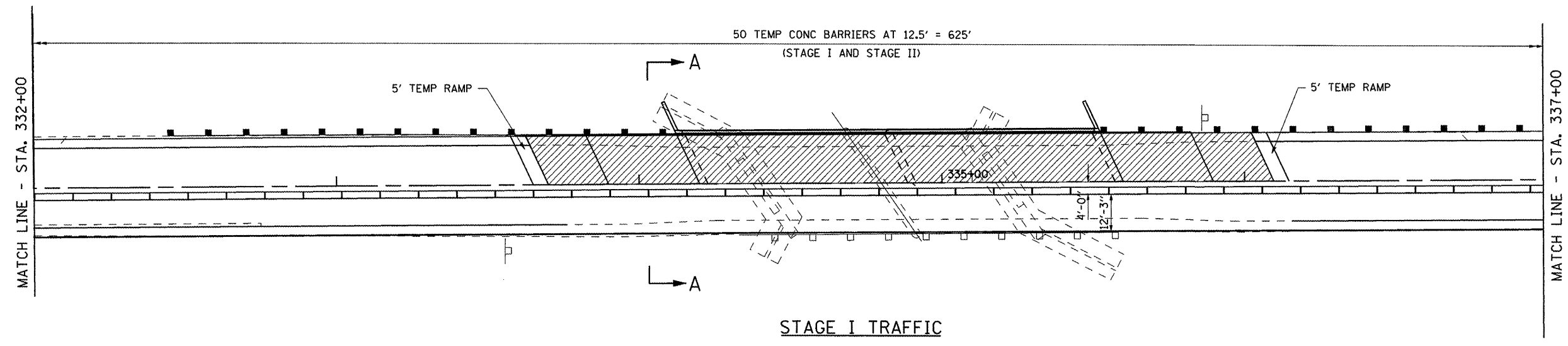
1. REMOVE ALL STAGE TRAFFIC CONTROL AND RE-ESTABLISH NORMAL TRAFFIC PATTERNS.
2. COMPLETE HOT MIX ASPHALT SURFACE REMOVAL, AND SURFACE COURSE UNDER TRAFFIC WITH FLAGGERS.
3. FINAL STRIPING, SEEDING AND MISCELLANEOUS CLEANUP.

STAGE II TRAFFIC

LEGEND



FILE NAME = ...\\CAD\roadway\TrafContr\1_01.aht	USER NAME = USER	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL PLAN - STAGE I AND II ILLINOIS ROUTE 17 OVER SENACHWINE CREEK	F.A.P. RTE. 645	SECTION (105BR)BR	COUNTY Marshall	TOTAL SHEETS 71	SHEET NO. 15		
THE UPCHURCH GROUP, INC.	PLOT SCALE = #SCALE#	DRAWN - GEW	REVISED -			SCALE: 1"=20'	SHEET NO. OF SHEETS	STA. 326+50	TO STA. 332+00	CONTRACT NO. 68479		
	PLOT DATE = 7/31/2008 12:33:04 PM	CHECKED - MJS	REVISED -							FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -									



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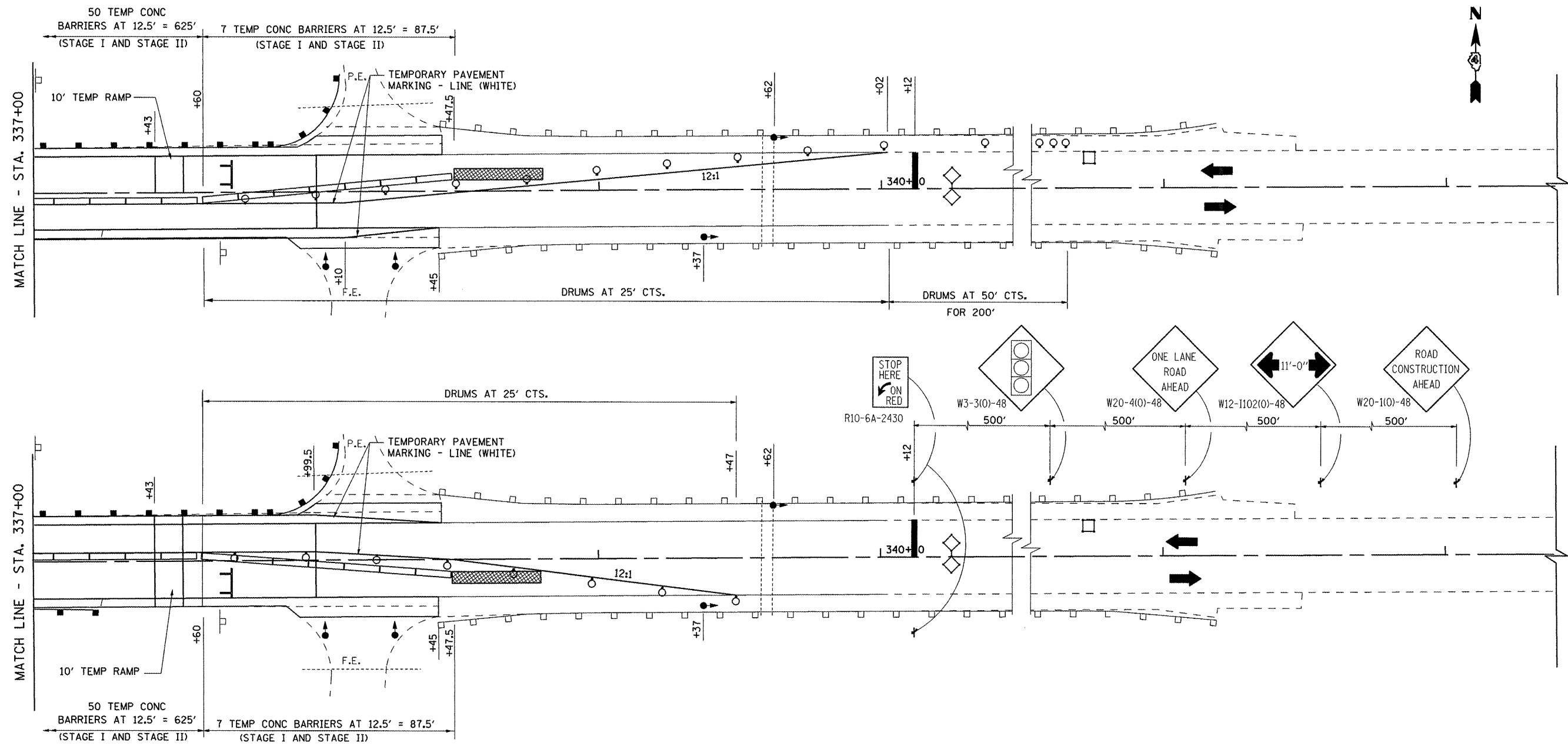
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN - STAGE I AND II
ILLINOIS ROUTE 17 OVER SENACHWINE CREEK

SCALE: 1"=20'

SHEET NO. OF SHEETS STA. 332+00 TO STA. 337+00

F.A.P. RTE. #	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	16
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT			CONTRACT NO. 68479	

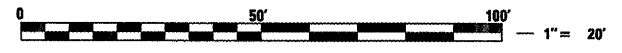


TRAFFIC CONTROL SCHEDULE

LOCATION STATION TO STATION	TEMP. CONC. BARRIER (FOOT)	RELOCATE TEMP. CONC. BARRIER (FOOT)	IMPACT ATTENUATOR TEMPORARY (EACH)	RELOCATE IMPACT ATTENUATOR (EACH)
STAGE I STA. 330+47.5 TO 338+47.5	800		2	
STAGE II STA. 330+47.5 TO 338+47.5		800		2
TOTAL	800	800	2	2

WORK ZONE PAVEMENT MARKING REMOVAL SCHEDULE

LOCATION STATION TO STATION	WORK ZONE PVMT. MARKING REMOVAL (SQ. FT.)
STAGE I	
STA. 330+50 TO STA. 338+45 RT	260
STA. 329+37 TO STA. 340+02 LT	351
STAGE II	
STA. 328+77 RT	24
STA. 340+12 LT	24
STA. 329+13 TO STA. 339+47 RT	343
STA. 330+56 TO STA. 338+45 LT	260
SHORT TERM	
STA 328+77 TO STA. 340+12	76
TOTAL	1338



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THE UPCHURCH GROUP, INC.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLAN - STAGE I AND II
ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**
SCALE: 1"=20' SHEET NO. OF SHEETS STA. 337+00 TO STA. 342+50

F.A.P. RTE. 645	SECTION (105BR)BR	COUNTY Marshall	TOTAL SHEETS 71	SHEET NO. 17
CONTRACT NO. 68479				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				

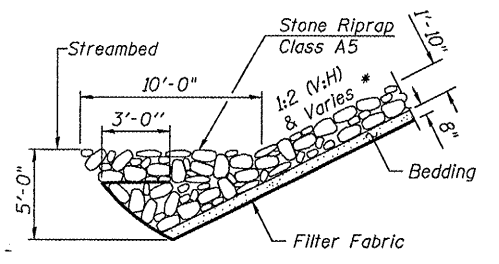
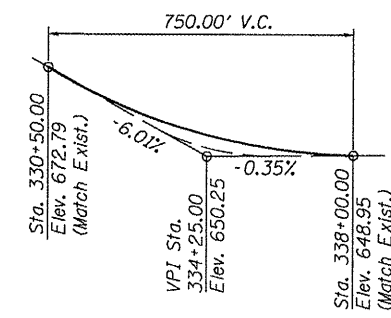
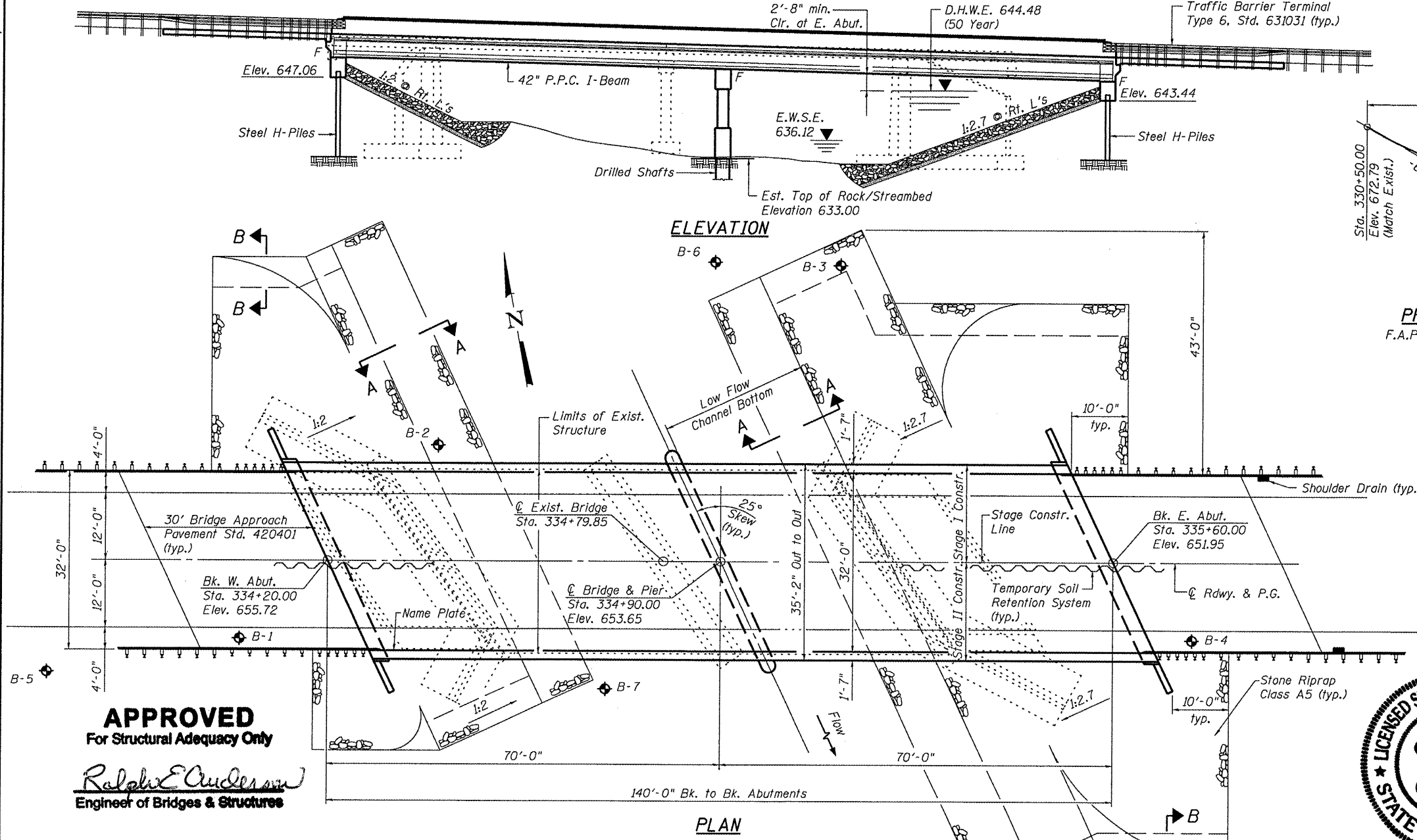
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 645		Marshall	71	18
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

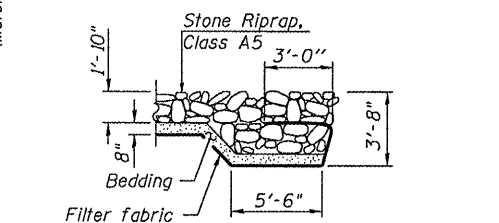
(105BR)BR
Contract - 68479

Benchmarks: Chisled "□" on top of N.E. Wingwall Bridge S.N. 062-0016 Elev. 648.58.
Existing Structure: Structure number 062-0016 was built in 1929 as Section 105-C, SBI Rt. 90 over Senachwine Creek Sta. 334+79.60. Then a solid concrete center pier was added and the superstructure was replaced in 1974 as Section 105BR. The existing structure is 33'-0" Out to Out of Deck, 79'-5" Back to Back of Abutments. It has 2-spans at 39'-8 1/2" each with 17" Precast Concrete Deck Beams with closed abutments on timber piling and a solid pier on spread footing. The existing structure shall be removed and replaced using stage construction.

No Salvage



SECTION A-A
* See Elevation View for slope information.



SECTION B-B

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

PRECAST PRESTRESSED UNITS

$f'_c = 6,000$ psi
 $f_{ci} = 5,000$ psi
 $f'_s = 270,000$ psi (1/2" Low Relax. Strands)
 $f_{si} = 201,960$ psi (1/2" Low Relax. Strands)

SEISMIC DATA

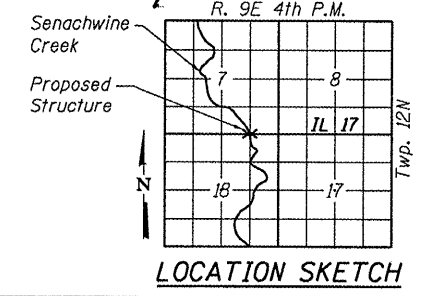
Seismic Performance Zone (SP2) = 1
Bedrock Acceleration Coefficient (A) = 0.039g
Site Coefficient (S) = 1.0

HIGHWAY CLASSIFICATION

F.A.P. Route 645 (IL Route 17)
Class: Minor Arterial (Non-Urban)
ADT: 1000 (2003); 2200 (2026)
ADTT: 300 (2026)
Design Speed: 55 m.p.h.
Posted Speed: 55 m.p.h.



C. E. Hodel
8-26-08
EXP. 11-30-08
R. 9E 4th P.M.



GENERAL PLAN AND ELEVATION
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Date: 8/26/2008

Filename: L:\Jobs\DOT BBS\6966 BBS Various\03\CADD_Struct\062-0072 4-18-08.dgn

APPROVED
For Structural Adequacy Only

Ralph E. Anderson
Engineer of Bridges & Structures

DESIGN SCOUR TABLE

	West Abut.	Pier	East Abut.
Design Scour Elevation	647.06	631.50	643.44

WATERWAY INFORMATION

Drainage Area = 28.3 sq. mi. Exist. Low Grade Elev. 648.95 @ Sta. 338+00.00
Prop. Low Grade Elev. 648.95 @ Sta. 338+00.00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
10	10	3488	507	637	643.55	0.69	0.62	644.24	644.17	
Design	50	5504	563	728	644.48	1.66	0.80	646.14	645.28	
Base	100	6430	585	762	644.82	2.20	1.08	647.02	645.90	
Max. Calc.	500	8664	630	833	645.52	3.93	1.85	649.45	647.37	

10yr Velocity through Existing Bridge = 7.1 fps
10yr Velocity through Proposed Bridge = 5.6 fps

STATION 334+90.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 645 SEC. (105BR)BR
LOADING HL-93
STR. NO. 062-0072

NAME PLATE
See Std. 515001

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC



Operator: dneberling Date: 8/26/2008 Filename: L:\Jobs\DOT BBS\69566 BBS Various\Various\69566.03\CADD_Struc\062-0072 4-18-08.dgn

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

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

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

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

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

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

The steel beam shown in the optional parapet slipforming details on sheet 10A is conceptual only. All appropriate details for the overhang and concrete parapet on sheet 10A shall be applied to the details for the concrete beams on the subject contract if the Contractor elects to utilize the slipforming option.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Porous Granular Embankment (Special)	Cu. Yd.		165	165
Structure Excavation	Cu. Yd.		268	268
Pipe Underdrains for Structures, 4"	Foot		162	162
Geocomposite Wall Drain	Sq. Yd.		84	84
Stone Riprap, Class A5	Sq. Yd.		1,134	1,134
Filter Fabric	Sq. Yd.		1,134	1,134
Concrete Superstructure	Cu. Yd.	201.3		201.3
Concrete Structures	Cu. Yd.		62.8	62.8
Protective Coat	Sq. Yd.	618		618
Concrete Encasement	Cu. Yd.		4.2	4.2
Furnishing and Erecting Precast Prestressed Concrete I Beams, 42"	Foot	826.5		826.5
Drilled Shaft in Rock	Cu. Yd.		20.6	20.6
Reinforcement Bars, Epoxy Coated	Pound	44,230	13,310	57,540
Reinforcement Bars	Pound		6,480	6,480
Temporary Soil Retention System	Sq. Ft.		824	824
Name Plates	Each	1		1
Bridge Deck Grooving	Sq. Yd.	466		466
Bar Splicers	Each	470	28	498
Furnishing Steel Piles HP12x53	Foot		242	242
Driving Piles	Foot		242	242
Test Pile Steel HP12x53	Each		1	1
Asbestos Bearing Pad Removal	Each	24		24
Mechanical Splice	Each		40	40
Permanent Casing	Foot		15.5	15.5

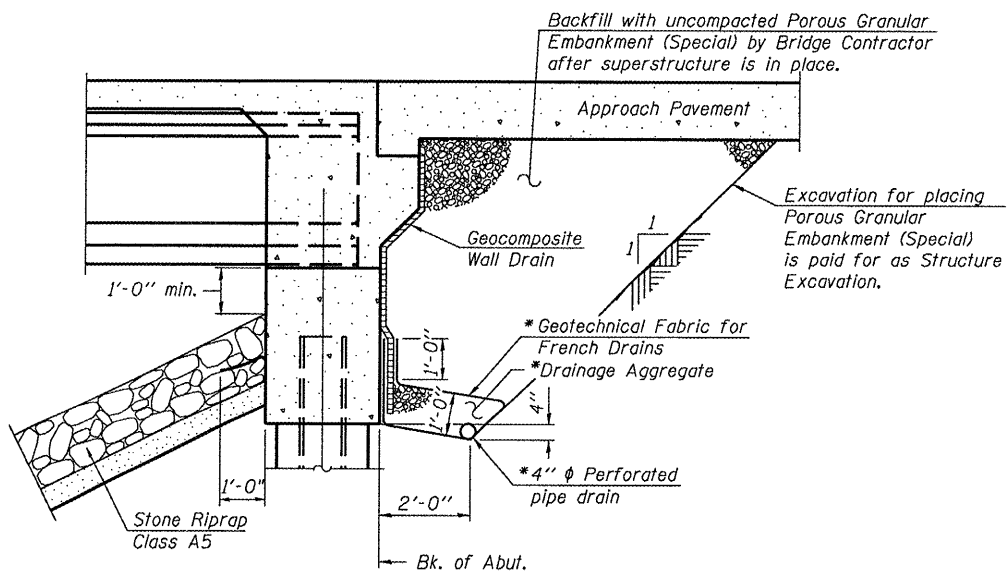
INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction Details
4. Temporary Concrete Barrier
- 5-6. Top of Slab Elevations
7. Top of West Approach Pavement Elevations
8. Top of East Approach Pavement Elevations
9. Superstructure
10. Superstructure Details
- 10A. Concrete Parapet Slipforming Option
- 11-12. Diaphragm Details
13. Framing Plan
14. 42" PPC I-Beam
15. 42" PPC I-Beam Details
16. West Abutment
17. East Abutment
18. Pier
19. Bar Splicer Assembly Details
20. Pile Details
- 21-23. Soil Boring Logs

ROUTE NO.	SECTION	COUNTY	POST MILE	SHEET NO.
F.A.P. 645		Marshall	71	19
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	

SHEET NO. 2
23 SHEETS

*(105BR)BR
Contract - 68479

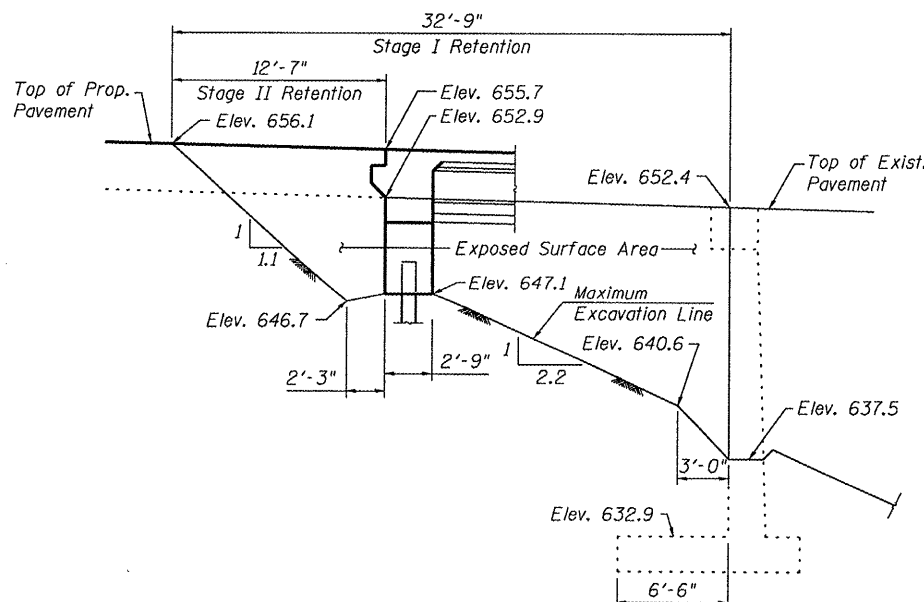


SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

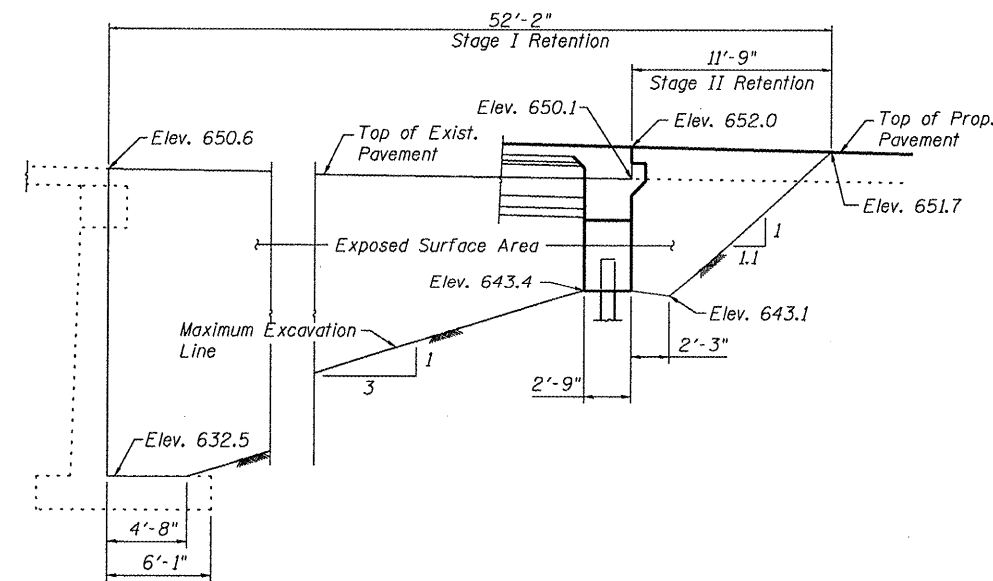
* Included in the cost of Pipe Underdrains for Structures.

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).



TEMPORARY SOIL RETENTION SYSTEM - W. ABUT.
(Looking North)



TEMPORARY SOIL RETENTION SYSTEM - E. ABUT.
(Looking North)

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.

All horizontal dimensions are given along centerline of roadway.

DESIGNED CEH	<p>ENGINEERS PLANNERS LAND SURVEYORS</p> <p>MASON CITY, IOWA DUBUQUE, IOWA ANES, IOWA E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA</p>
CHECKED CWC	
DRAWN DLH	
CHECKED CEH / CWC	

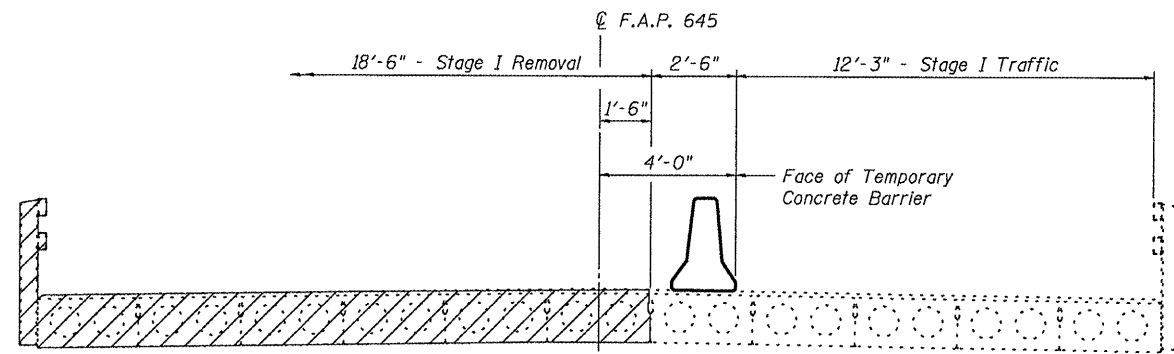
GENERAL DATA
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

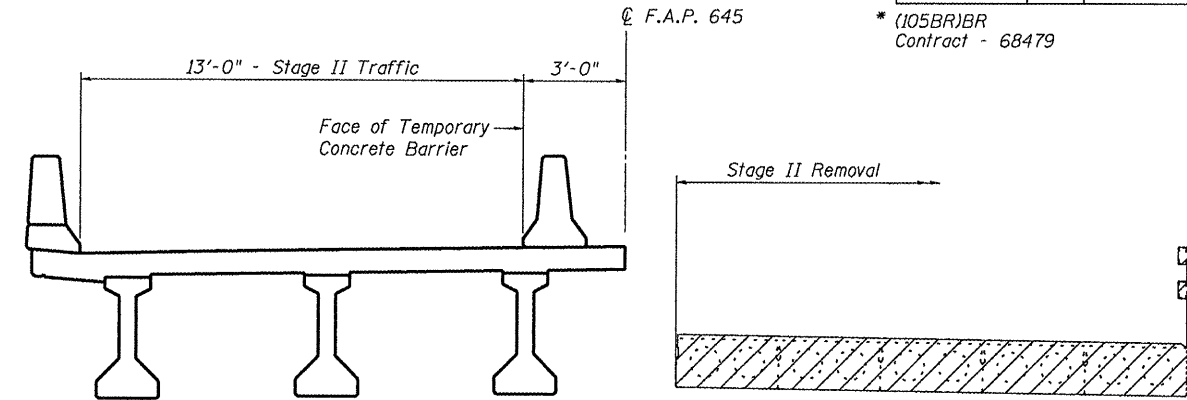
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 645	#	Marshall	11	20
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	

SHEET NO. 3
23 SHEETS

*(105BR)BR
Contract - 68479

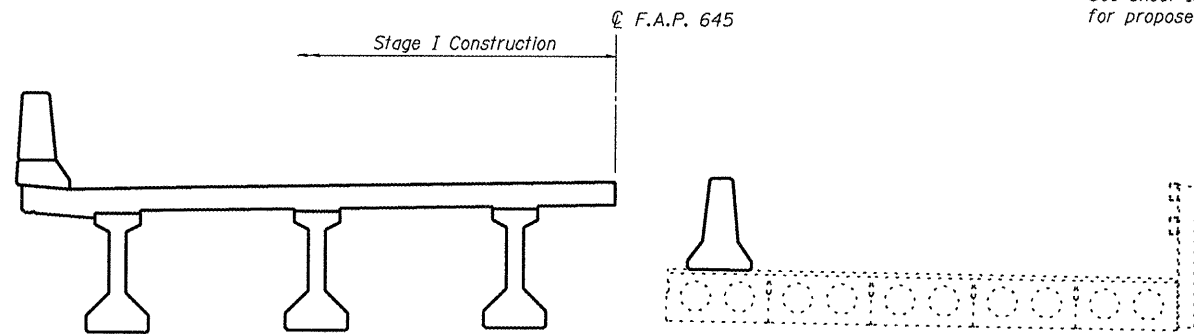


STAGE I REMOVAL

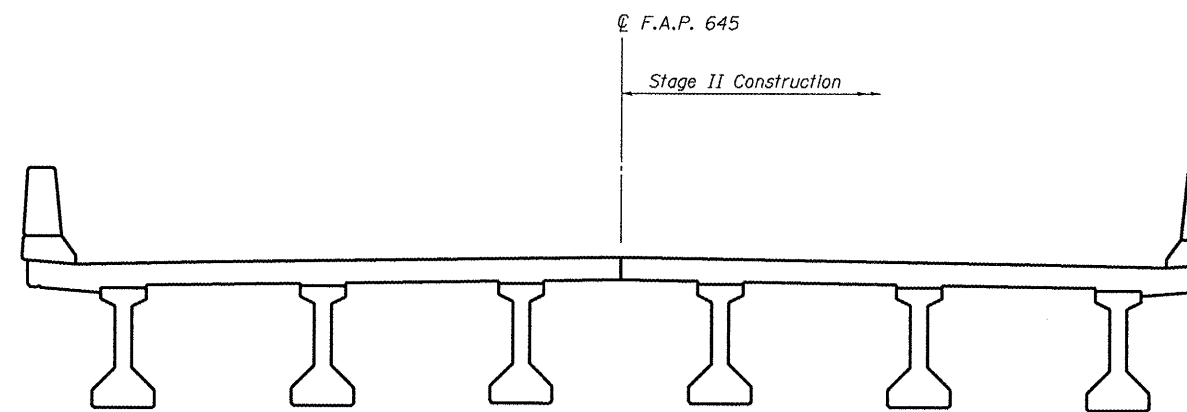


STAGE II REMOVAL

Note:
All cross sections are looking east.
See sheet 4 of 23 for Temporary Concrete Barrier details.
Hatched area indicates removal of existing structures.
For quantity of Temporary Concrete Barrier, see roadway plans.
See sheet 18 of 23 for location of stage construction line for proposed pier construction.



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

DESIGNED CEH
CHECKED CWC
DRAWN DLH
CHECKED CEH / CWC



STAGE CONSTRUCTION DETAILS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Operator: dhaberling

Date: 8/26/2008

Filename: L:\Jobs\DOT BBS\9956 BBS Various\Various\9956 03\CADD_Struc\062-0072 4-18-08.dgn

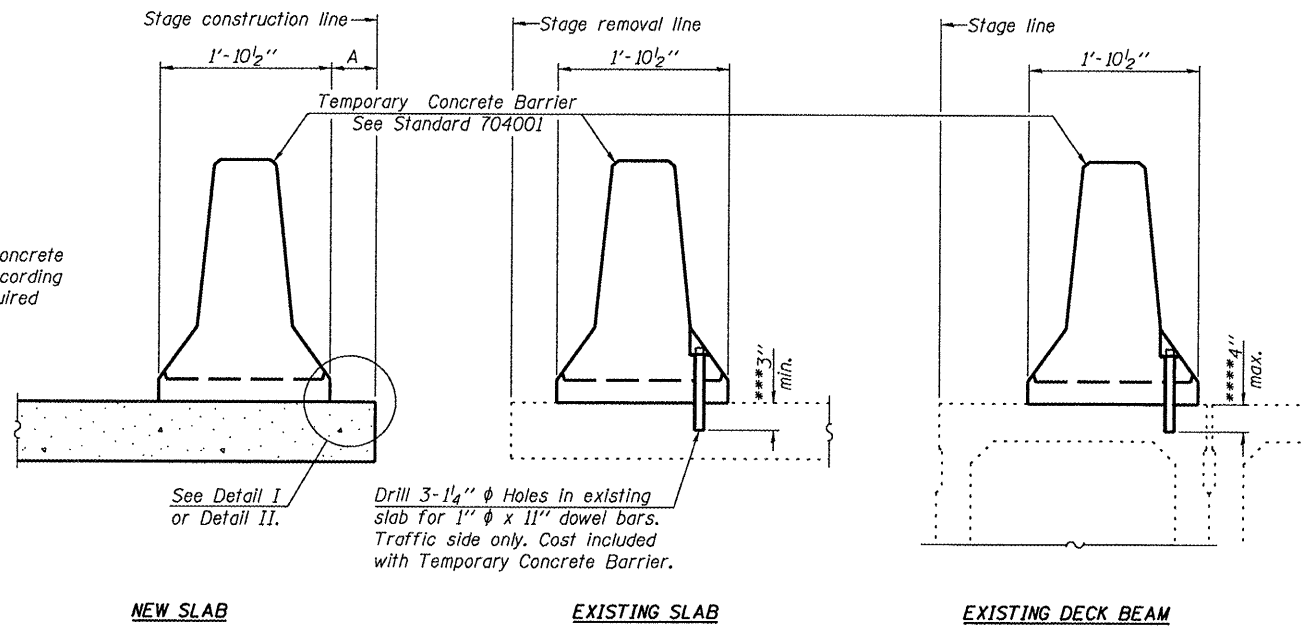
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 645	*	Marshall	71	21
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4
23 SHEETS

*(105BR)BR
Contract - 68479

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



NEW SLAB EXISTING SLAB EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

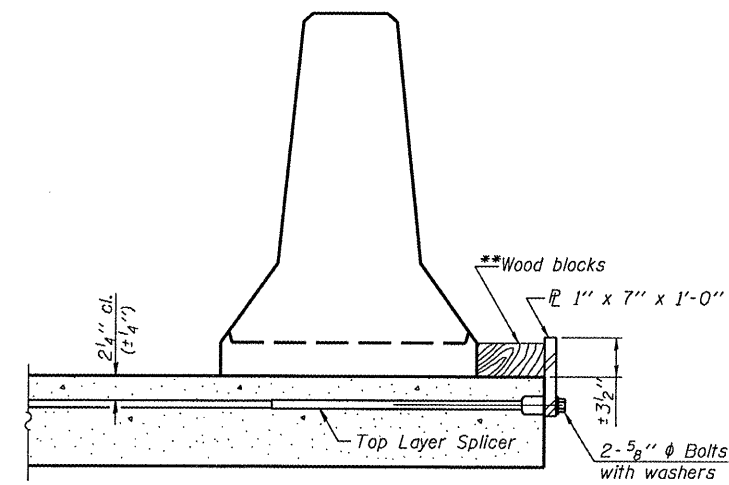
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x1'-0" steel \bar{r} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{c} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{r} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{c} of each barrier panel.

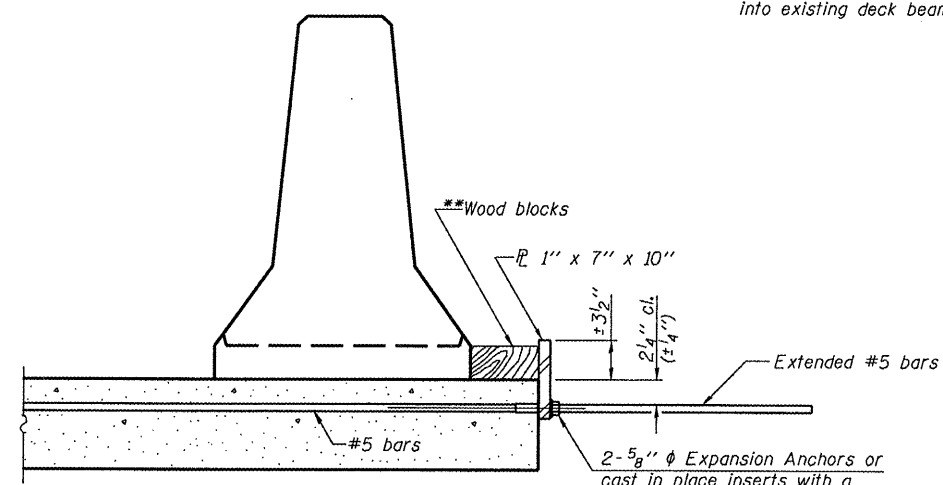
Cost of anchorage is included with Temporary Concrete Barrier. The steel retainer plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

***Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

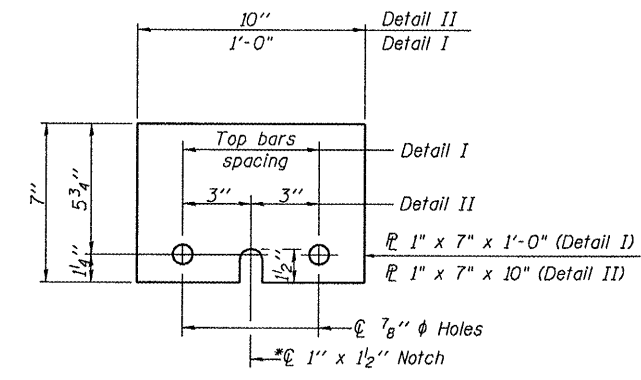
****If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{r}

*Required only with Detail II

**Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

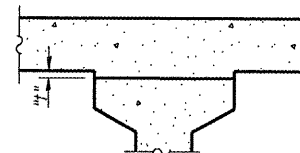
DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC

WHKS & CO.
ENGINEERS PLANNERS LAND SURVEYORS
MASON CITY, IOWA DUBUQUE, IOWA ANES, IOWA
E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Operator: dheberling Date: 8/26/2008 Filename: L:\Jobs\IDOT BBS\6956 BBS Various\Various\6956.03\CADD_Struct\062-0072 4-18-08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



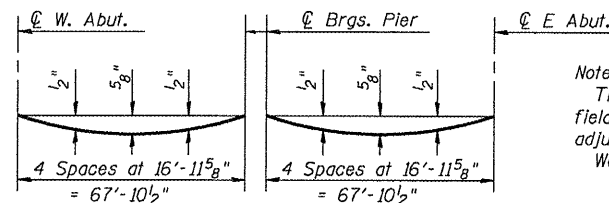
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
F.A.P. 645	*	Marshall	71	22
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
23 SHEETS

*(105BR)BR
Contract - 68479

To determine "f": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown below, minus slab thickness, equals the fillet heights "f" above top flanges of beams.

FILLET HEIGHTS



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 below.
Work this sheet with sheet 6 of 23.

DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete, excluding beams).

BEAM 1

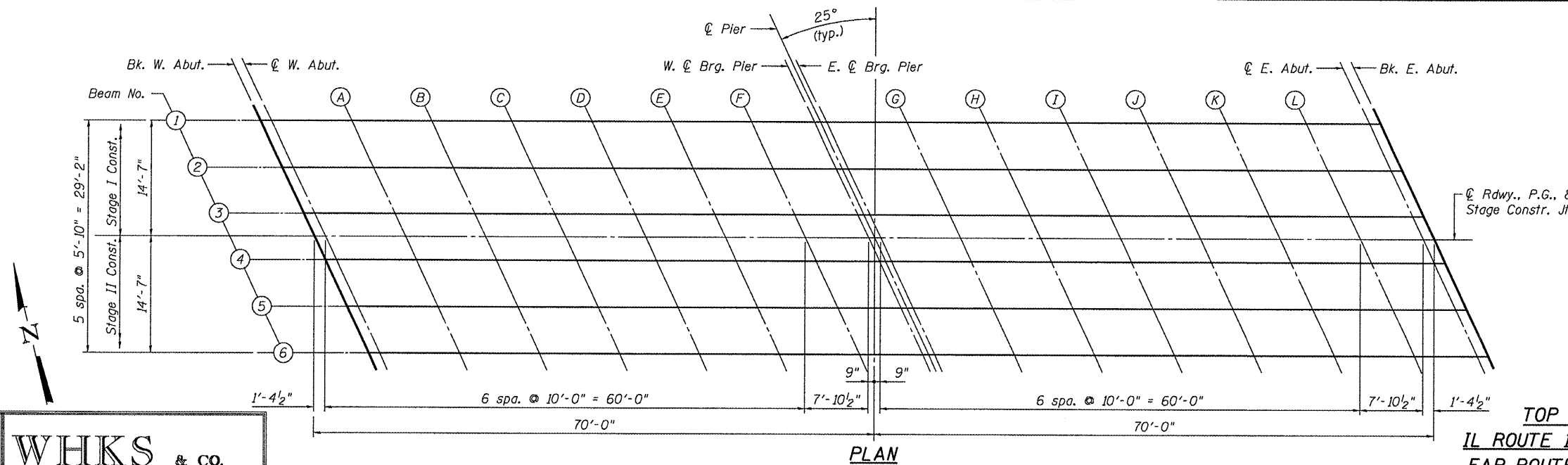
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. of W. Abut.	33413.20	-14.58	655.70	655.70
Cl. W. Abut.	33414.58	-14.58	655.65	655.65
A	33424.58	-14.58	655.33	655.35
B	33434.58	-14.58	655.02	655.06
C	33444.58	-14.58	654.71	654.76
D	33454.58	-14.58	654.41	654.46
E	33464.58	-14.58	654.12	654.16
F	33474.58	-14.58	653.83	653.85
W. Cl. Brg. Pier	33482.45	-14.58	653.62	653.62
Cl. Pier	33483.20	-14.58	653.59	653.59
E. Cl. Brg. Pier	33483.95	-14.58	653.57	653.57
G	33493.95	-14.58	653.30	653.32
H	33503.95	-14.58	653.04	653.08
I	33513.95	-14.58	652.79	652.84
J	33523.95	-14.58	652.54	652.59
K	33533.95	-14.58	652.30	652.34
L	33543.95	-14.58	652.07	652.09
Cl. E. Abut.	33551.82	-14.58	651.89	651.89
Bk. of E. Abut.	33553.20	-14.58	651.86	651.86

BEAM 2

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. of W. Abut.	33415.92	-8.75	655.71	655.71
Cl. W. Abut.	33417.30	-8.75	655.67	655.67
A	33427.30	-8.75	655.35	655.37
B	33437.30	-8.75	655.04	655.08
C	33447.30	-8.75	654.73	654.78
D	33457.30	-8.75	654.43	654.48
E	33467.30	-8.75	654.14	654.18
F	33477.30	-8.75	653.86	653.88
W. Cl. Brg. Pier	33485.17	-8.75	653.65	653.65
Cl. Pier	33485.92	-8.75	653.62	653.62
E. Cl. Brg. Pier	33486.67	-8.75	653.60	653.60
G	33496.67	-8.75	653.34	653.36
H	33506.67	-8.75	653.08	653.12
I	33516.67	-8.75	652.82	652.87
J	33526.67	-8.75	652.58	652.63
K	33536.67	-8.75	652.34	652.38
L	33546.67	-8.75	652.11	652.13
Cl. E. Abut.	33554.54	-8.75	651.94	651.94
Bk. of E. Abut.	33555.92	-8.75	651.91	651.91

BEAM 3

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. of W. Abut.	33418.64	-2.92	655.72	655.72
Cl. W. Abut.	33420.02	-2.92	655.67	655.67
A	33430.02	-2.92	655.35	655.37
B	33440.02	-2.92	655.04	655.08
C	33450.02	-2.92	654.74	654.79
D	33460.02	-2.92	654.45	654.50
E	33470.02	-2.92	654.16	654.20
F	33480.02	-2.92	653.88	653.90
W. Cl. Brg. Pier	33487.89	-2.92	653.66	653.66
Cl. Pier	33488.64	-2.92	653.64	653.64
E. Cl. Brg. Pier	33489.39	-2.92	653.62	653.62
G	33499.39	-2.92	653.36	653.38
H	33509.39	-2.92	653.10	653.14
I	33519.39	-2.92	652.85	652.90
J	33529.39	-2.92	652.60	652.65
K	33539.39	-2.92	652.37	652.41
L	33549.39	-2.92	652.14	652.16
Cl. E. Abut.	33557.26	-2.92	651.97	651.97
Bk. of E. Abut.	33558.64	-2.92	651.94	651.94



PLAN

TOP OF SLAB ELEVATIONS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

DESIGNED CEH
CHECKED CWC
DRAWN DLH
CHECKED CEH / CWC

WHKS & CO.
ENGINEERS PLANNERS LAND SURVEYORS
MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

Operator: dtheberling Date: 8/26/2008 Filename: L:\obs\DOT BBS\6956 BBS Various\Various\03\CADD_Struct\062-0072 4-18-08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET
F.A.P. 645	*	Marshall	71	23
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

SHEET NO. 6
23 SHEETS

*(105BR)BR
Contract - 68479

RDWY., P.G. & STAGE CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. of W. Abut.	33420.00	0.00	655.72	655.72
Cl. W. Abut.	33421.38	0.00	655.67	655.67
A	33431.38	0.00	655.36	655.38
B	33441.38	0.00	655.05	655.09
C	33451.38	0.00	654.75	654.80
D	33461.38	0.00	654.45	654.50
E	33471.38	0.00	654.17	654.21
F	33481.38	0.00	653.89	653.91
W. Cl. Brg. Pier	33489.25	0.00	653.67	653.67
Cl. Pier	33490.00	0.00	653.65	653.65
E. Cl. Brg. Pier	33490.75	0.00	653.63	653.63
G	33500.75	0.00	653.37	653.39
H	33510.75	0.00	653.11	653.15
I	33520.75	0.00	652.86	652.91
J	33530.75	0.00	652.62	652.67
K	33540.75	0.00	652.38	652.42
L	33550.75	0.00	652.16	652.18
Cl. E. Abut.	33558.62	0.00	651.98	651.98
Bk. of E. Abut.	33560.00	0.00	651.95	651.95

BEAM 4

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. of W. Abut.	33421.36	2.92	655.63	655.63
Cl. W. Abut.	33422.74	2.92	655.59	655.59
A	33432.74	2.92	655.27	655.29
B	33442.74	2.92	654.96	655.00
C	33452.74	2.92	654.66	654.71
D	33462.74	2.92	654.37	654.42
E	33472.74	2.92	654.08	654.12
F	33482.74	2.92	653.80	653.82
W. Cl. Brg. Pier	33490.61	2.92	653.59	653.59
Cl. Pier	33491.36	2.92	653.57	653.57
E. Cl. Brg. Pier	33492.11	2.92	653.55	653.55
G	33502.11	2.92	653.29	653.31
H	33512.11	2.92	653.03	653.07
I	33522.11	2.92	652.78	652.83
J	33532.11	2.92	652.54	652.59
K	33542.11	2.92	652.31	652.35
L	33552.11	2.92	652.08	652.10
Cl. E. Abut.	33559.98	2.92	651.91	651.91
Bk. of E. Abut.	33561.36	2.92	651.88	651.88

BEAM 5

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. of W. Abut.	33424.08	8.75	655.45	655.45
Cl. W. Abut.	33425.46	8.75	655.41	655.41
A	33435.46	8.75	655.09	655.11
B	33445.46	8.75	654.79	654.83
C	33455.46	8.75	654.49	654.54
D	33465.46	8.75	654.20	654.25
E	33475.46	8.75	653.91	653.95
F	33485.46	8.75	653.64	653.66
W. Cl. Brg. Pier	33493.33	8.75	653.43	653.43
Cl. Pier	33494.08	8.75	653.41	653.41
E. Cl. Brg. Pier	33494.83	8.75	653.39	653.39
G	33504.83	8.75	653.12	653.14
H	33514.83	8.75	652.87	652.91
I	33524.83	8.75	652.62	652.67
J	33534.83	8.75	652.38	652.43
K	33544.83	8.75	652.15	652.19
L	33554.83	8.75	651.93	651.95
Cl. E. Abut.	33562.70	8.75	651.76	651.76
Bk. of E. Abut.	33564.08	8.75	651.73	651.73

BEAM 6

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVATIONS ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. of W. Abut.	33426.80	14.58	655.26	655.26
Cl. W. Abut.	33428.18	14.58	655.22	655.22
A	33438.18	14.58	654.90	654.92
B	33448.18	14.58	654.60	654.64
C	33458.18	14.58	654.30	654.35
D	33468.18	14.58	654.01	654.06
E	33478.18	14.58	653.73	653.77
F	33488.18	14.58	653.46	653.48
W. Cl. Brg. Pier	33496.05	14.58	653.25	653.25
Cl. Pier	33496.80	14.58	653.23	653.23
E. Cl. Brg. Pier	33497.55	14.58	653.21	653.21
G	33507.55	14.58	652.95	652.97
H	33517.55	14.58	652.70	652.74
I	33527.55	14.58	652.45	652.50
J	33537.55	14.58	652.22	652.27
K	33547.55	14.58	651.99	652.03
L	33557.55	14.58	651.77	651.79
Cl. E. Abut.	33565.42	14.58	651.60	651.60
Bk. of E. Abut.	33566.80	14.58	651.57	651.57

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC



TOP OF SLAB ELEVATIONS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Operator: dtheberling

Date: 8/28/2008

Filename: L:\Jobs\IDOT BBS\6956 BBS Various\Various\03\CADD_Struct\062-0072 4-18-08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 645	*	Marshall	71	24
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

SHEET NO. 7
23 SHEETS

*(105BR)BR
Contract - 68479

NORTH CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	33382.54	-16.00	656.71
A	33392.54	-16.00	656.36
B	33402.54	-16.00	656.02
Bk. of W. Abut.	33412.54	-16.00	655.69

NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	33384.40	-12.00	656.72
A	33394.40	-12.00	656.38
B	33404.40	-12.00	656.04
Bk. of W. Abut.	33414.40	-12.00	655.71

☉ RDWY., P.G., & STAGE CONSTRUCTION JOINT

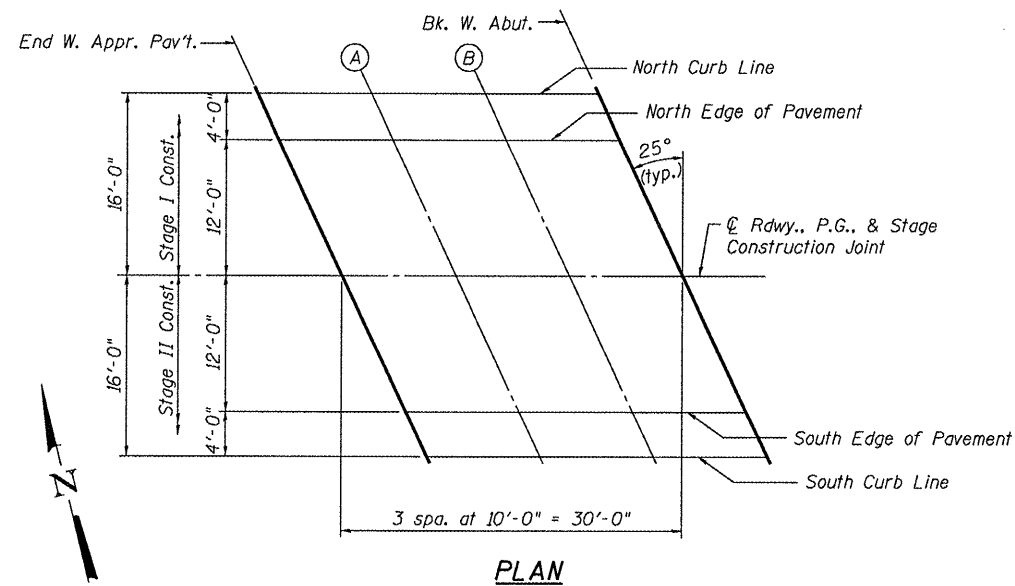
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	33390.00	0.00	656.72
A	33400.00	0.00	656.38
B	33410.00	0.00	656.04
Bk. of W. Abut.	33420.00	0.00	655.72

SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	33395.60	12.00	656.34
A	33405.60	12.00	656.00
B	33415.60	12.00	655.67
Bk. of W. Abut.	33425.60	12.00	655.35

SOUTH CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	33397.46	16.00	656.19
A	33407.46	16.00	655.86
B	33417.46	16.00	655.53
Bk. of W. Abut.	33427.46	16.00	655.21



PLAN

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC



TOP OF WEST APPROACH
PAVEMENT ELEVATIONS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Operator: dheberling

Date: 8/26/2008

Filename: L:\Jobs\IDOT BBS\6956 BBS Various\Various\03\CADD_Struc\062-0072 4-18-08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 645	*	Marshall	71	25
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

SHEET NO. 8
23 SHEETS

*(105BR)BR
Contract - 68479

NORTH CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
Bk. of E. Abut.	33552.54	-16.00	651.85
A	33562.54	-16.00	651.63
B	33572.54	-16.00	651.42
End E. Appr. Pav't.	33582.54	-16.00	651.21

NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
Bk. of E. Abut.	33554.40	-12.00	651.89
A	33564.40	-12.00	651.67
B	33574.40	-12.00	651.46
End E. Appr. Pav't.	33584.40	-12.00	651.26

℄ RDWY., P.G., & STAGE CONSTRUCTION JOINT

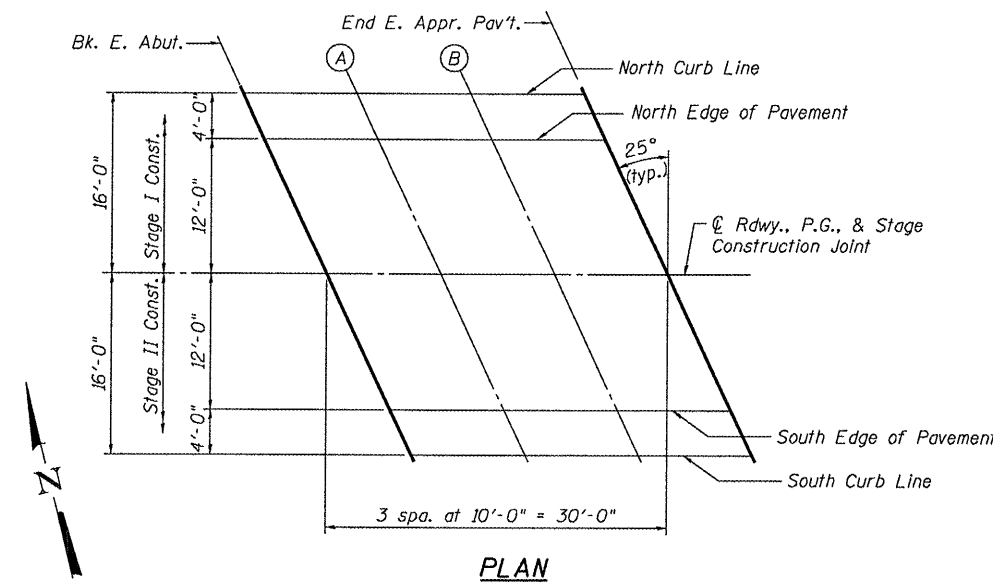
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
Bk. of E. Abut.	33560.00	0.00	651.95
A	33570.00	0.00	651.74
B	33580.00	0.00	651.54
End E. Appr. Pav't.	33590.00	0.00	651.34

SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
Bk. of E. Abut.	33565.60	12.00	651.65
A	33575.60	12.00	651.44
B	33585.60	12.00	651.24
End E. Appr. Pav't.	33595.60	12.00	651.04

SOUTH CURB LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
Bk. of E. Abut.	33567.46	16.00	651.52
A	33577.46	16.00	651.32
B	33587.46	16.00	651.12
End E. Appr. Pav't.	33597.46	16.00	650.93



PLAN

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC



TOP OF EAST APPROACH
PAVEMENT ELEVATIONS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Operator: dheberling

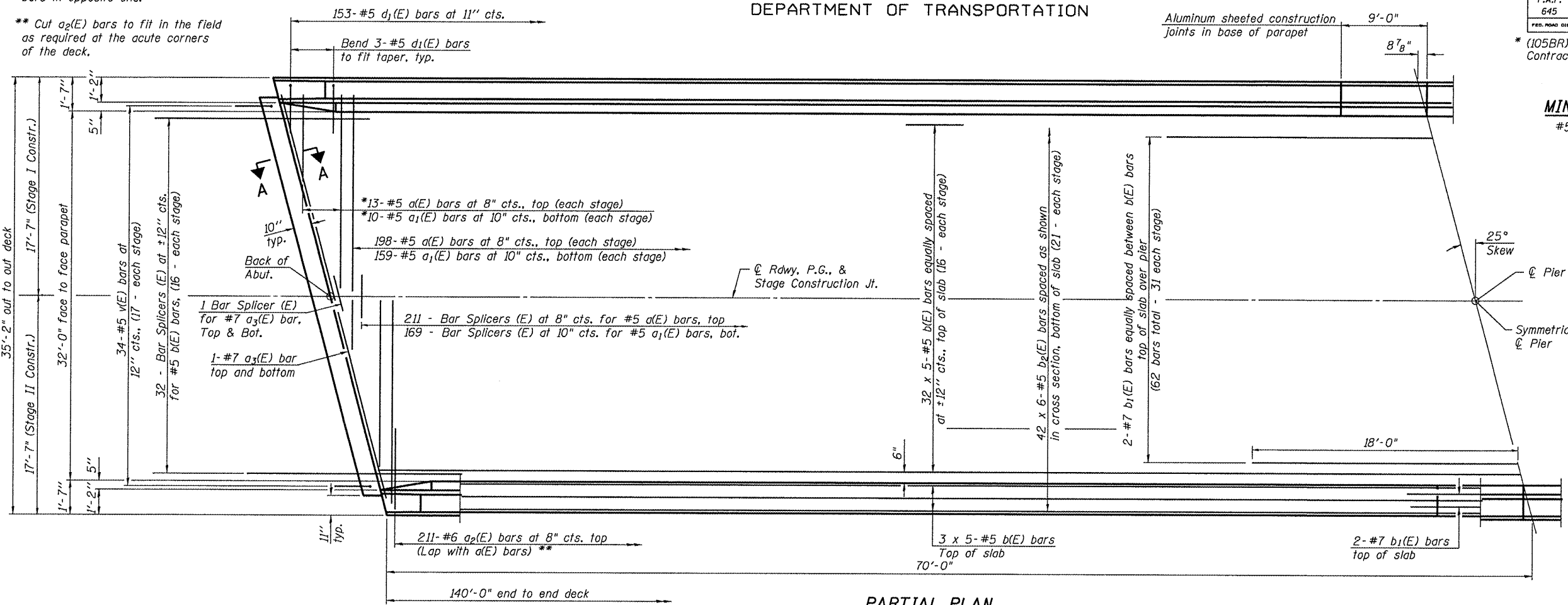
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

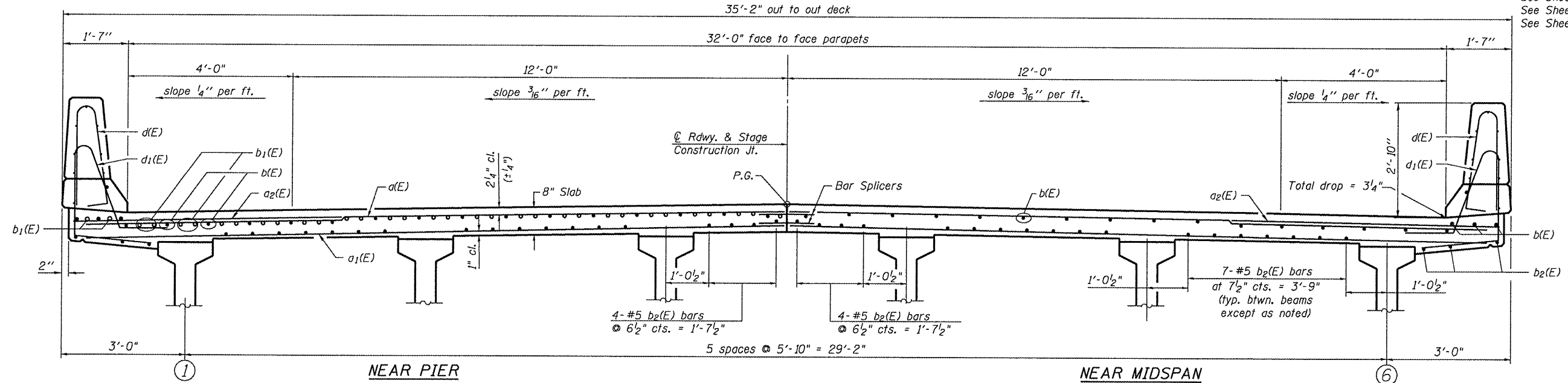
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO.
F.A.P. 645	*	Marshall	71	26	23 SHEETS
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT			

*(105BR)BR
Contract - 68479



PARTIAL PLAN

Notes:
See Sheet 10 of 23 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.
See Sheet 10 of 23 for parapet reinforcement.
See Sheet 12 of 23 for Section A-A.
See Sheet 10 of 23 for Section B-B.
See Sheet 19 of 23 for bar splicer details.



CROSS SECTION
(Looking East)

SUPERSTRUCTURE
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

DESIGNED CEH
CHECKED CWC
DRAWN DLH
CHECKED CEH / CWC

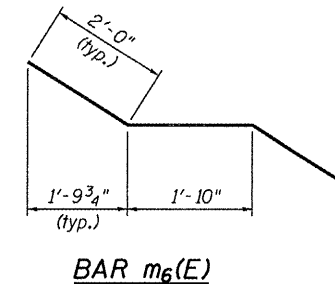
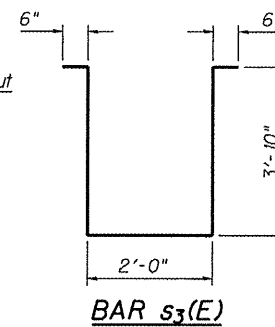
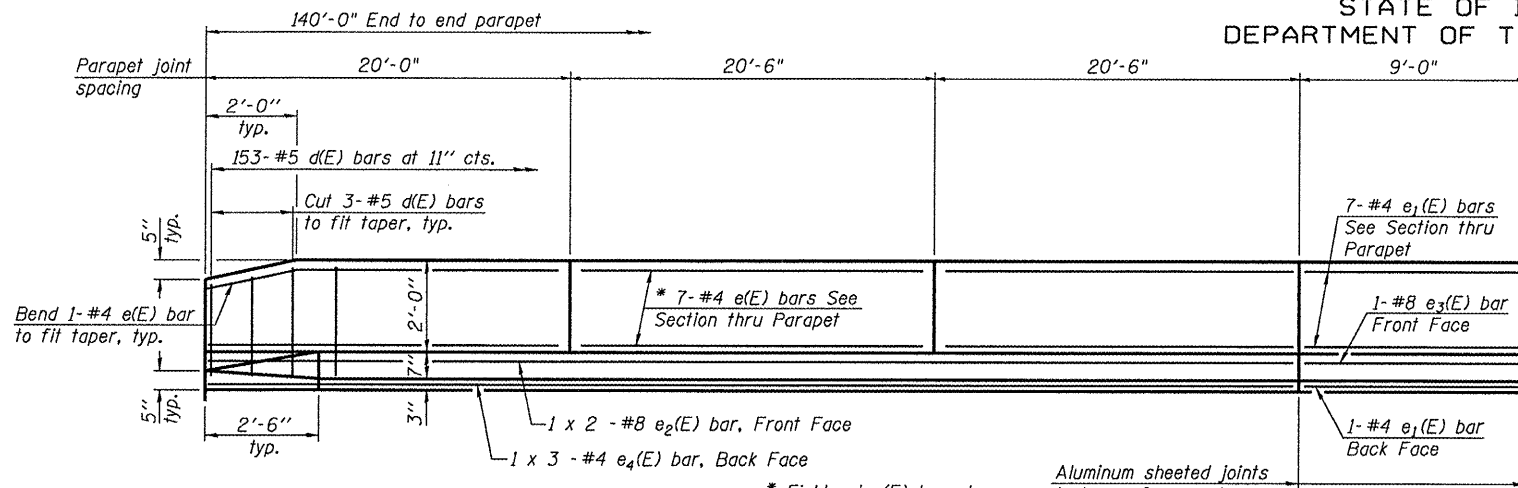
WHKS & CO.
ENGINEERS PLANNERS LAND SURVEYORS
MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

Operator: dnebrining Date: 8/26/2008 Filename: L:\Jobs\DOT BBS\6956 BBS Various\Various\6956\03\CADD_Struc\062-0072 4-18-08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

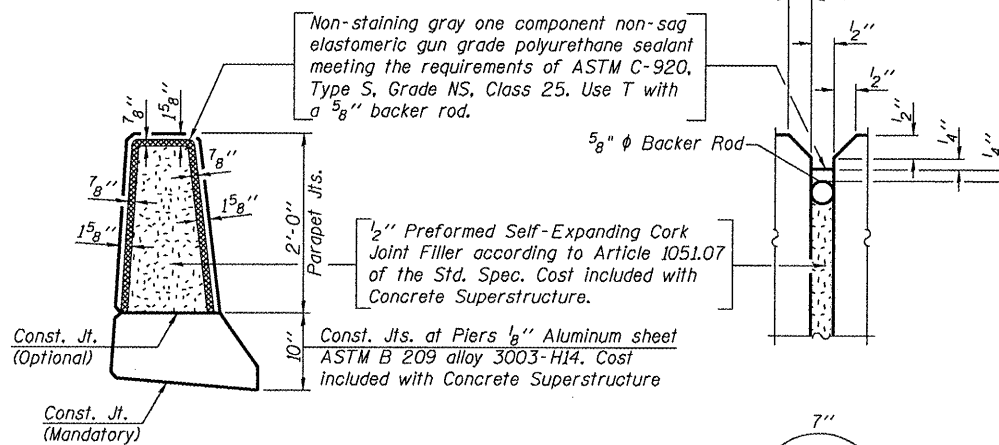
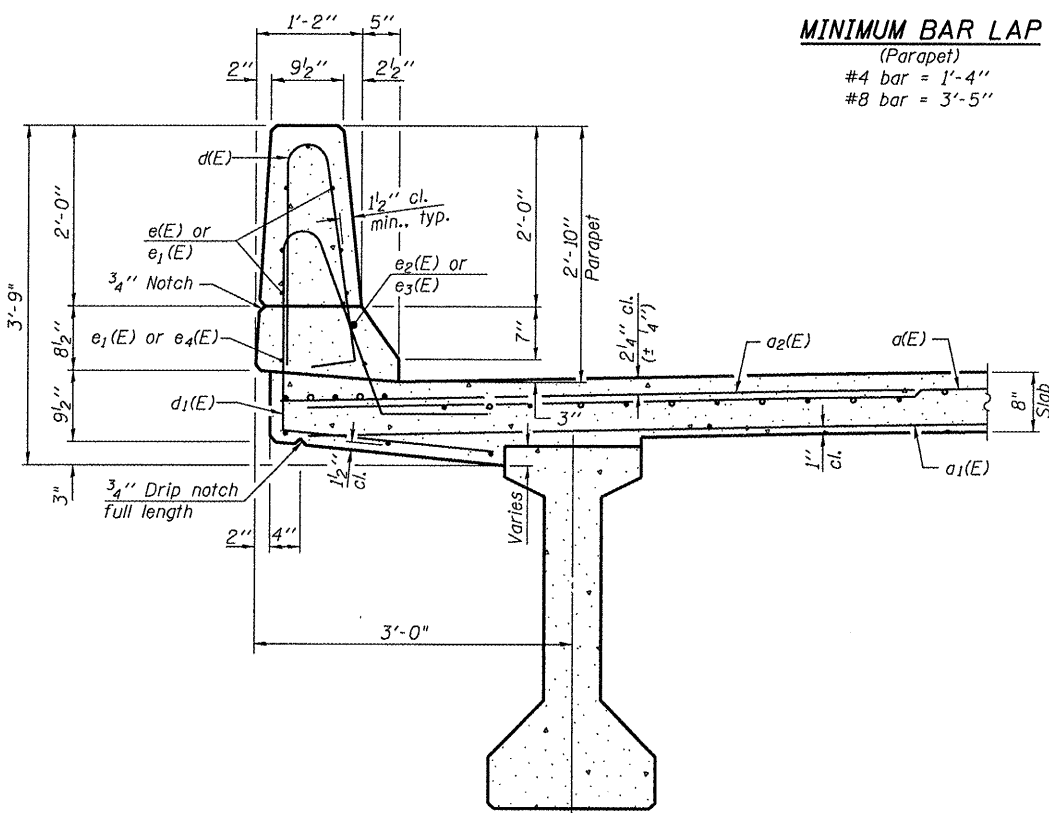
ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
F.A.P. 645	*	Marshall	71	27
FED. ROAD DIST. NO. 4		ILLINOIS	FED. ROAD PROJECT	

SHEET NO. 10
23 SHEETS

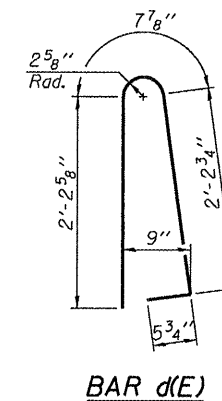


INSIDE ELEVATION OF PARAPET

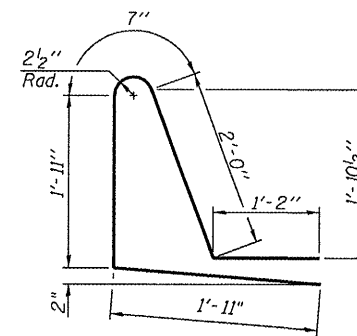
MINIMUM BAR LAP
(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"



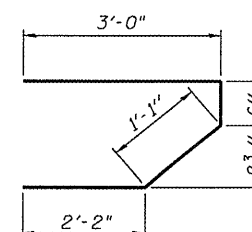
PARAPET JOINT DETAILS



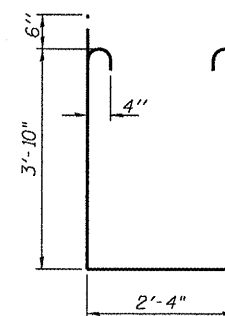
BAR d(E)



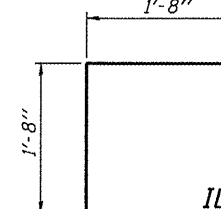
BAR d1(E)



BAR s(E)



BAR s1(E)



BAR v(E)

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	422	#5	17'-1"	—
a1(E)	338	#5	16'-9"	—
a2(E)	422	#6	6'-6"	—
a3(E)	8	#7	18'-9"	—
b(E)	190	#5	29'-9"	—
b1(E)	66	#7	36'-0"	—
b2(E)	252	#5	25'-3"	—
d(E)	306	#5	5'-7"	—
d1(E)	306	#5	7'-7"	—
e(E)	84	#4	20'-2"	—
e1(E)	32	#4	8'-8"	—
e2(E)	8	#8	32'-3"	—
e3(E)	4	#8	8'-8"	—
e4(E)	12	#4	21'-3"	—
m(E)	8	#6	18'-0"	—
m1(E)	12	#6	19'-0"	—
m2(E)	24	#6	8'-4"	—
m3(E)	16	#6	4'-1"	—
m4(E)	12	#6	1'-11"	—
m5(E)	16	#6	5'-6"	—
m6(E)	6	#8	5'-10"	—
m7(E)	8	#6	2'-7"	—
s(E)	72	#5	6'-9"	—
s1(E)	52	#4	11'-0"	—
s3(E)	20	#4	10'-8"	—
v(E)	68	#5	3'-4"	—
Reinforcement Bars, Epoxy Coated			Lbs.	44,230
Concrete Superstructure			Cu. Yds.	201.3

Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.
Work this sheet with sheets 9, 11, and 12 of 23.

SUPERSTRUCTURE DETAILS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

DESIGNED CEH
CHECKED CWC
DRAWN DLH
CHECKED CEH / CWC

WHKS & CO.
ENGINEERS PLANNERS LAND SURVEYORS
MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

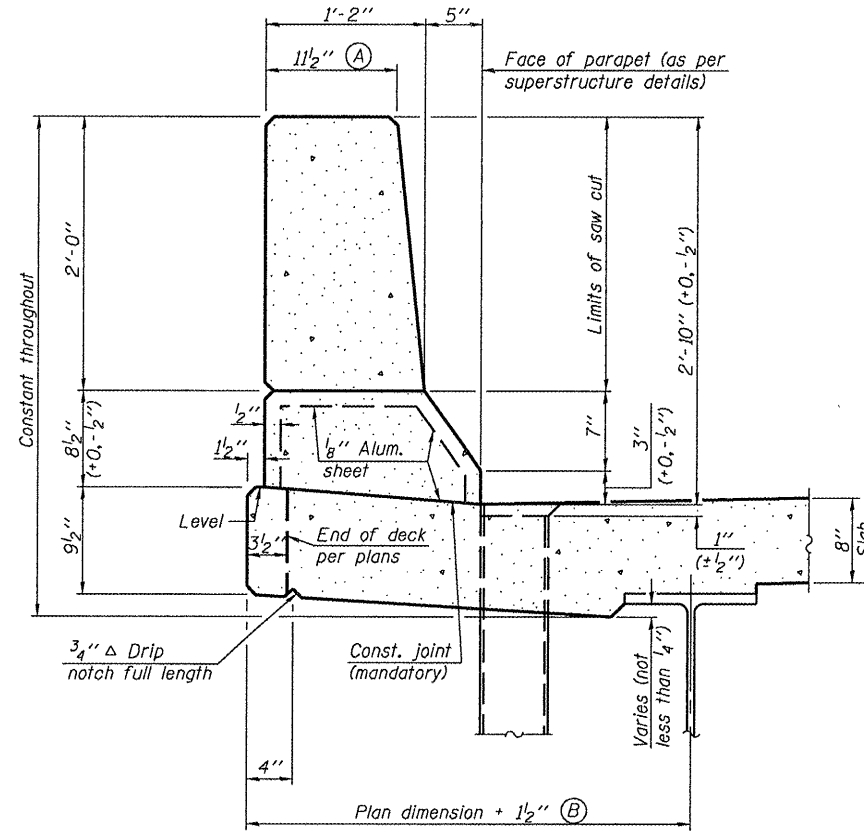
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

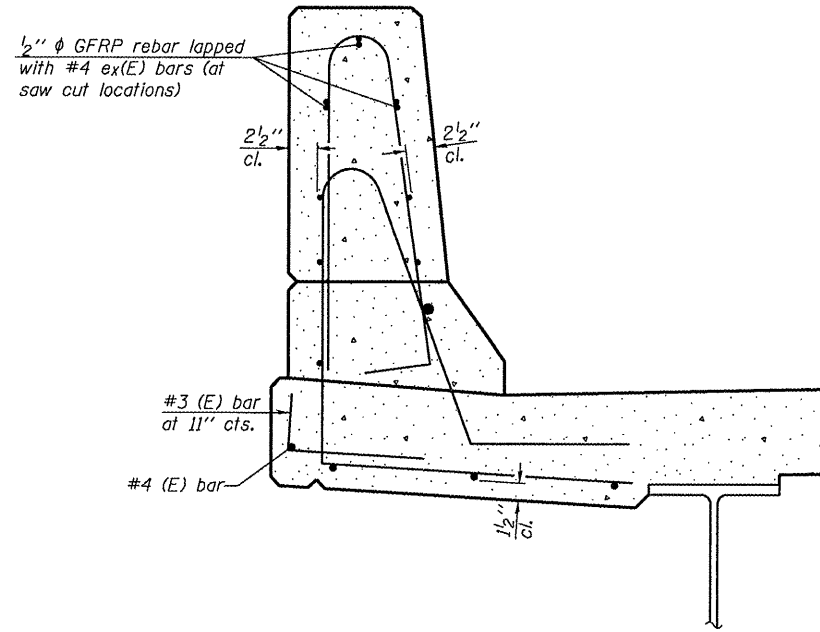
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET
F.A.P. 645	#	Marshall	71	23
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	

SHEET NO. 10A
23 SHEETS

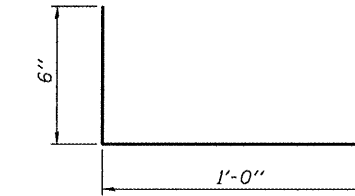
*(105BR)BR
Contract - 68479



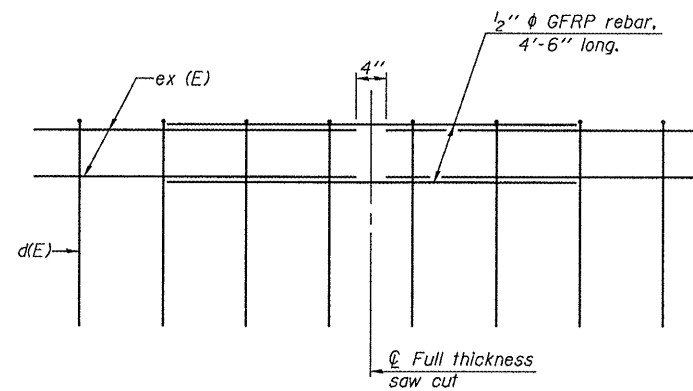
SECTION
(Showing dimensions)



SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

CONCRETE PARAPET SLIPFORMING OPTION
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Operator: dtheberling

Date: 8/26/2008

Filename: L:\Jobs\IDOT\BBS\6956\BBS\Various\Various\6956\03\CADD_S\Struct\062-0072_4-18-08.dgn

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC

WHKS & CO.
ENGINEERS PLANNERS LAND SURVEYORS
MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

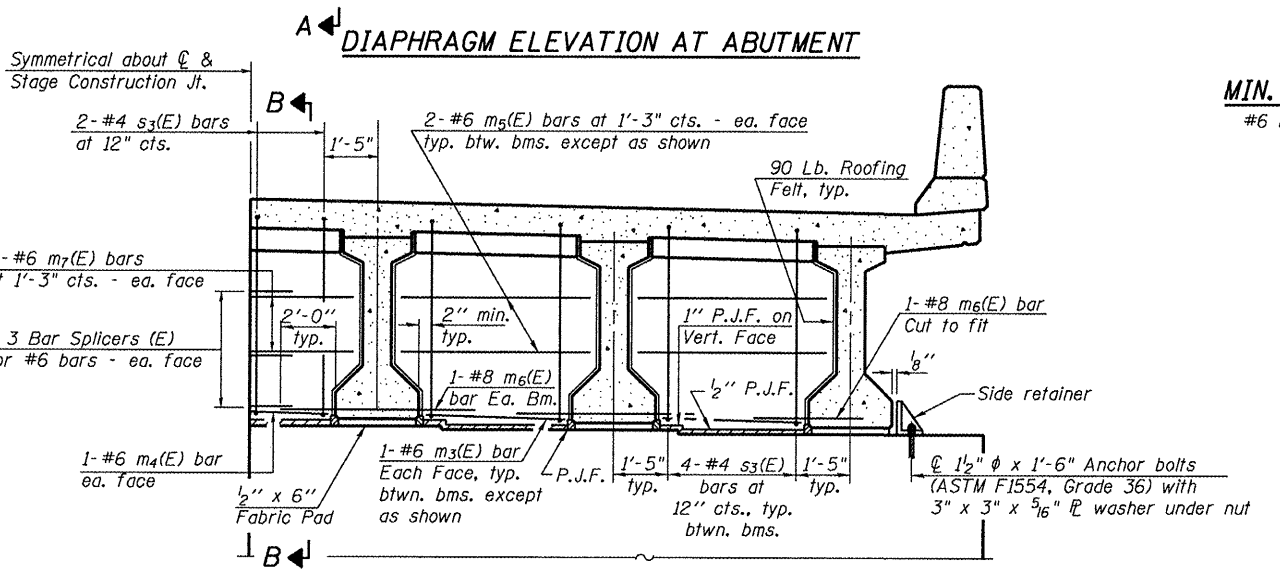
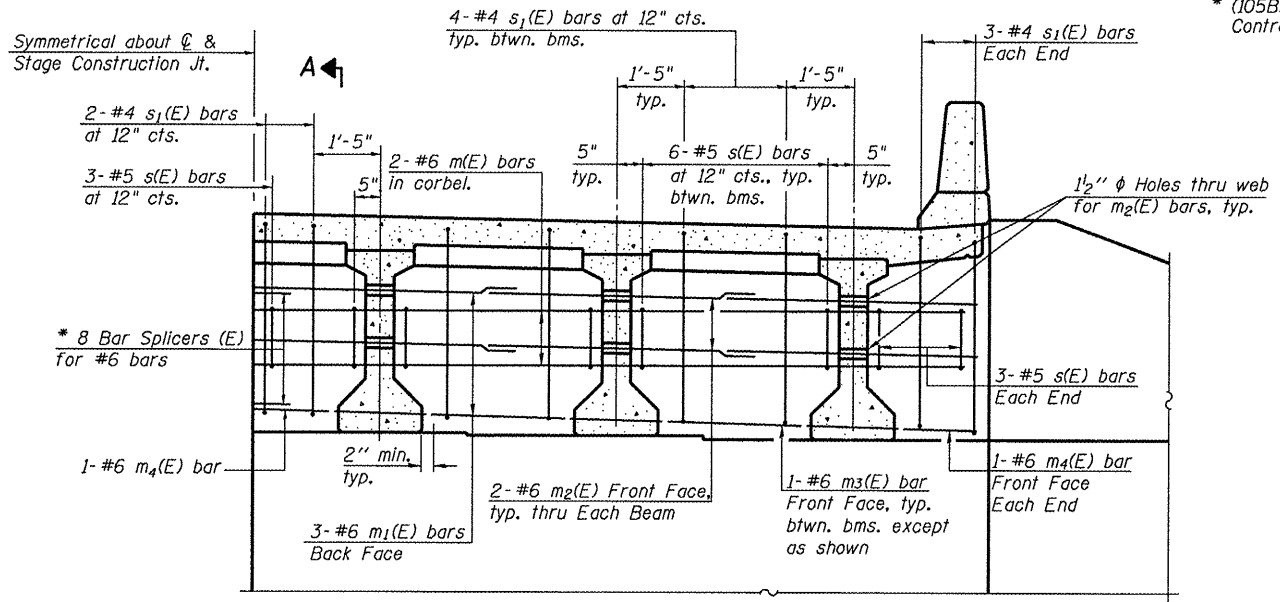
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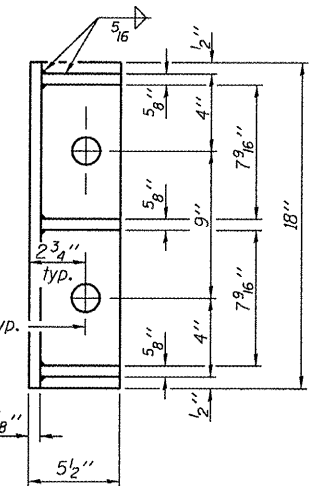
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO.
F.A.P. 645	*	Marshall	71	29	23 SHEETS
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT			

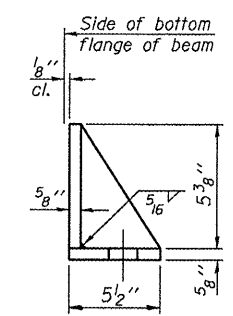
*(105BR)BR
Contract - 68479



MIN. BAR LAP
#6 bar = 2'-9"



* Cut bar splicers (E) to fit in field as required.



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

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 23.
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 23.
For details of bars s(E), s1(E) and s3(E) see sheet 10 of 23.
The s(E), s1(E) and s3(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.
See sheet 12 of 23 for Sections A-A and B-B.
Cost of 90 Lb. roofing felt is included with Concrete Superstructure.
The side retainer shall be galvanized after shop fabrication according to AASHTO M 111.
Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts for side retainers may be either cast in place or installed in holes drilled after the supporting member is in place and prior to pouring the deck.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Cost of side retainer and anchor bolts shall be included with Concrete Structures.
See sheet 19 of 23 for bar splicer details.

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC

WHKS & CO.
ENGINEERS PLANNERS LAND SURVEYORS
MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

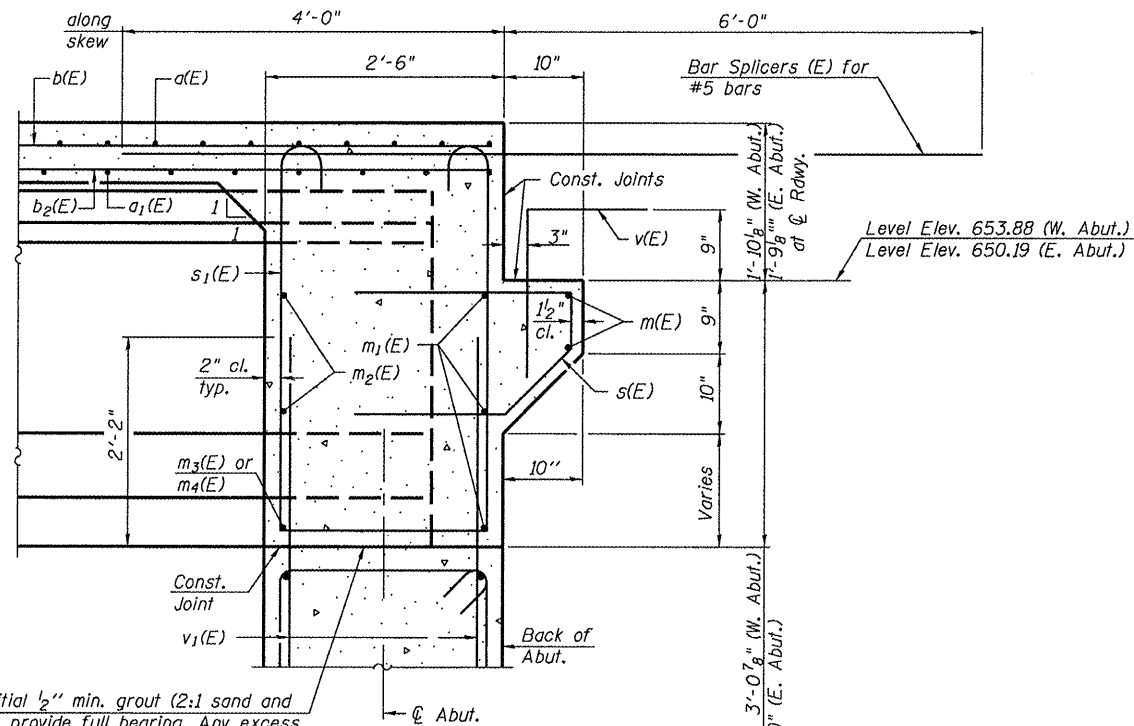
DIAPHRAGM DETAILS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Operator: dneberling Date: 8/26/2008 Filename: L:\Jobs\IDOT BBS\6956 BBS Various\Various\6956.03\CADD_Struct\062-0072 4-18-08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 12 23 SHEETS
F.A.P. 645	*	Marshall	71	30	
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT		

*(105BR)BR
Contract - 68479

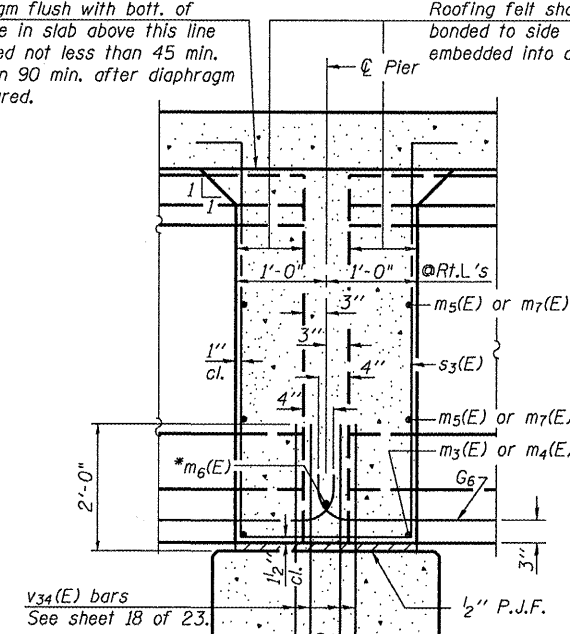


Beam ends shall be set on an initial 1/2" min. grout (2:1 sand and portland cement, very dry mix) to provide full bearing. Any excess grout squeezed out from under the beam shall be removed. Cost included with Concrete Structures.

SECTION A-A
Dimensions at right angles to abutment, except as shown.

Pour diaphragm flush with bott. of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.

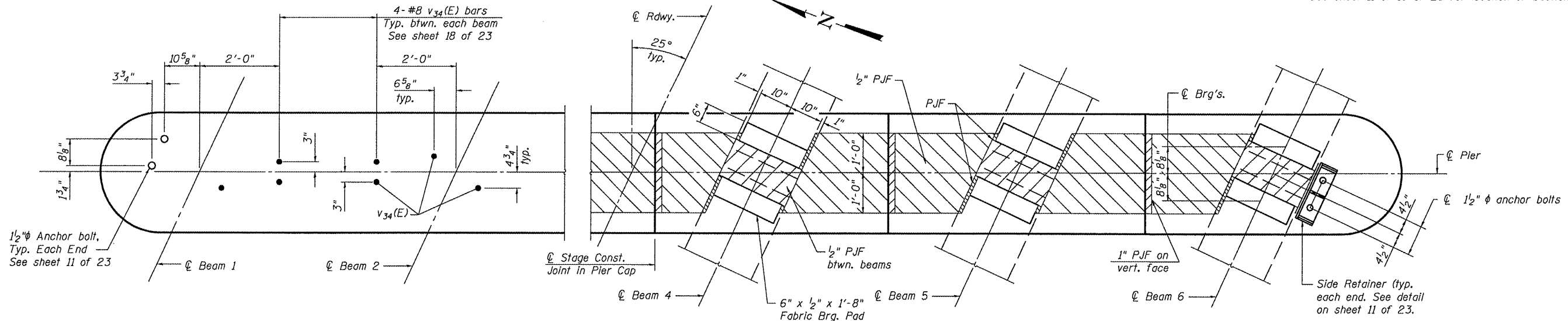
Roofing felt shall be bonded to side of beam embedded into diaphragm.



SECTION B-B
Dimensions along centerline of beam, except as shown.

* Tightly fasten the #8 bars together with No. 9 wire ties.

Note:
See sheet 11 or 13 of 23 for location of Sections A-A and B-B.



(Showing anchor bolt and reinforcement layout.)

(Showing typical bearing pad and P.J.F. details.)

PARTIAL PLAN AT PIER

DIAPHRAGM DETAILS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC

WHKS & CO.

ENGINEERS PLANNERS LAND SURVEYORS

MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

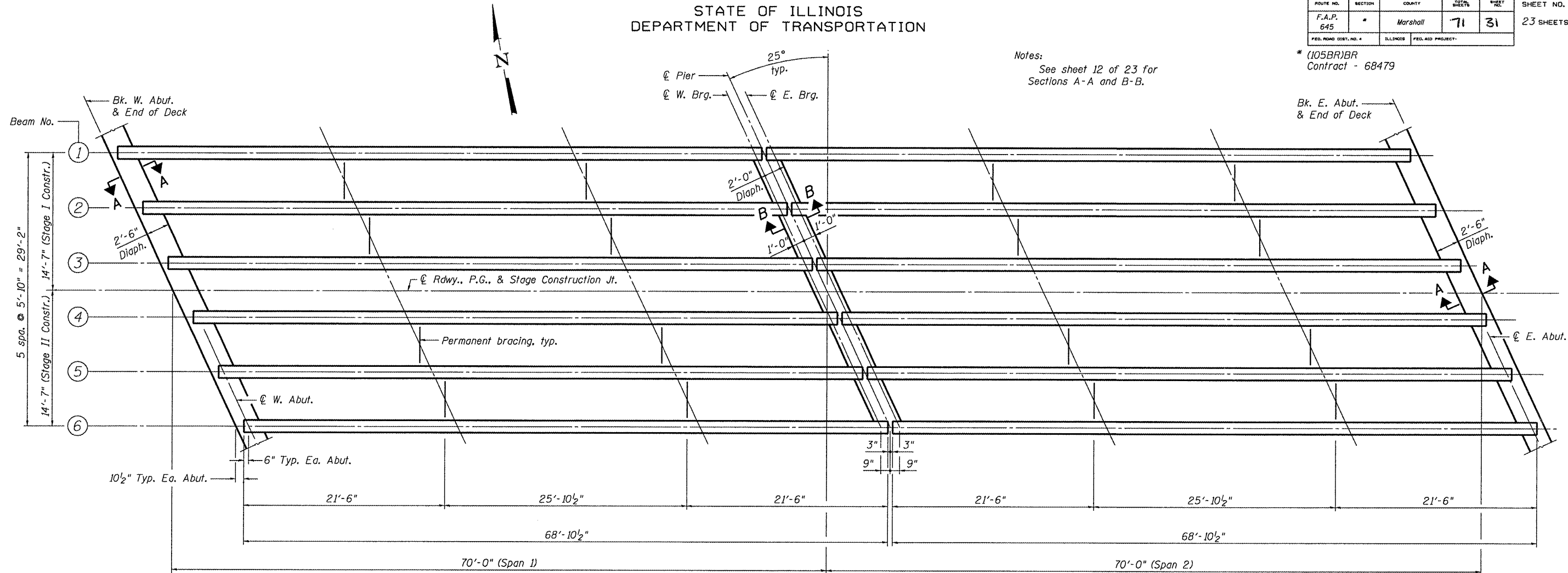
Operator: dtheberling Date: 8/26/2008 Filename: L:\Jobs\DOT BBS\6966 BBS Various\Various\03\CADD_Struct\062-0072_4-18-08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET	SHEET NO.
F.A.P. 645	*	Marshall	71	31	13
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT		23 SHEETS

Notes:
See sheet 12 of 23 for
Sections A-A and B-B.

*(105BR)BR
Contract - 68479



Operator: dtheberling

Date: 8/26/2008

Filename: L:\Jobs\DOT\BBS\9556\BBS Various\Various\03\CADD_Struct\062-0072_4-18-08.dgn

- I Non-composite moment of inertia of beam section (in.⁴).
- I' Composite moment of inertia of beam section (in.⁴).
- S_b Non-composite section modulus for bottom fiber of the prestressed beam (in.³).
- S_b' Composite section modulus for the bottom fiber of the prestressed beam (in.³).
- S_t Non-composite section modulus for top fiber of the prestressed beam (in.³).
- S_t' Composite section modulus for the top fiber of the prestressed beam (in.³).
- $DC1$ Un-factored non-composite dead load (kips/ft.).
- M_{DC1} Un-factored moment due to non-composite dead load (kip-ft.).
- $DC2$ Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW Un-factored long-term composite (superimposed future wearing surface only) dead load (kip/ft.).
- M_{DW} Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M_{LL+imp} Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

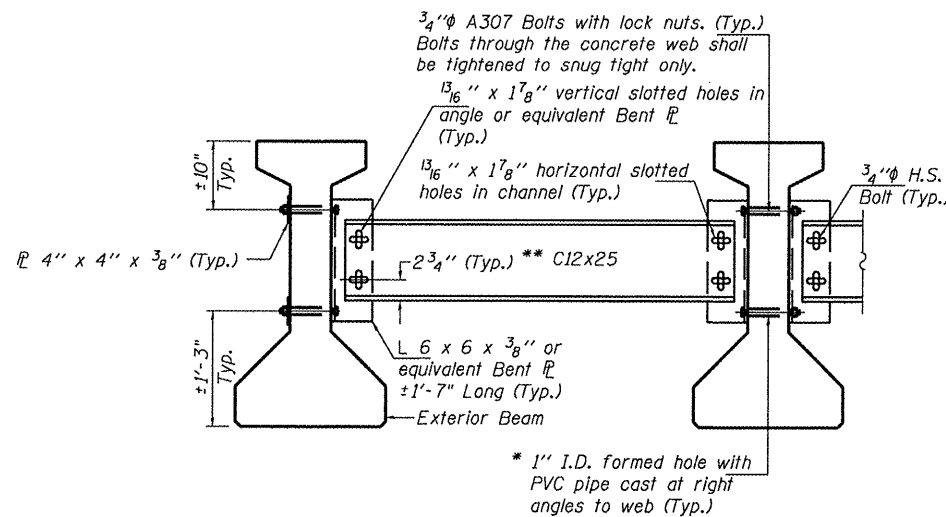
INTERIOR BEAM MOMENT TABLE

	0.4 Sp. 1	0.6 Sp. 2	Pier
I	(in ⁴)	90956	—
I'	(in ⁴)	286454	—
S_b	(in ³)	5153	—
S_b'	(in ³)	8988	—
S_t	(in ³)	3735	—
S_t'	(in ³)	28278	—
$DC1$	(k/')	1.09	—
M_{DC1}	(k)	600	—
$DC2$	(k/')	0.15	0.15
M_{DC2}	(k)	49	88
DW	(k/')	0.30	0.30
M_{DW}	(k)	99	176
M_{LL+imp}	(k)	755	768

INTERIOR BEAM REACTION TABLE

HL93 Loading			
	Abut.	Pier - Span 1	Pier - Span 2
R_{DC1}	(k)	36.8	36.8
R_{DC2}	(k)	3.9	6.5
R_{DW}	(k)	7.7	13.0
R_{LL+imp}	(k)	73.1	50
R_{Total}	(k)	121.5	106.3

FRAMING PLAN



PERMANENT BRACING DETAILS

Notes:
All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
Two hardened washers are required for each set of oversized holes.
All holes shall be 15/16" ϕ unless otherwise noted.
5/16" x 3" x 3" plate washers are required over all slotted holes.
All bolts shall be galvanized according to AASHTO M232.
Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
Furnishing and erecting all components of the permanent bracing is included with the cost of Furnishing and Erecting Precast Prestressed Concrete I Beams.

* Fabricator shall locate to miss strands within permissible tolerances.

** Alternate C12x30 channels are permitted to facilitate material acquisition. The alternate, if utilized, shall be provided at no extra cost to the Department.

FRAMING PLAN
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC

WHKS & CO.

ENGINEERS PLANNERS LAND SURVEYORS

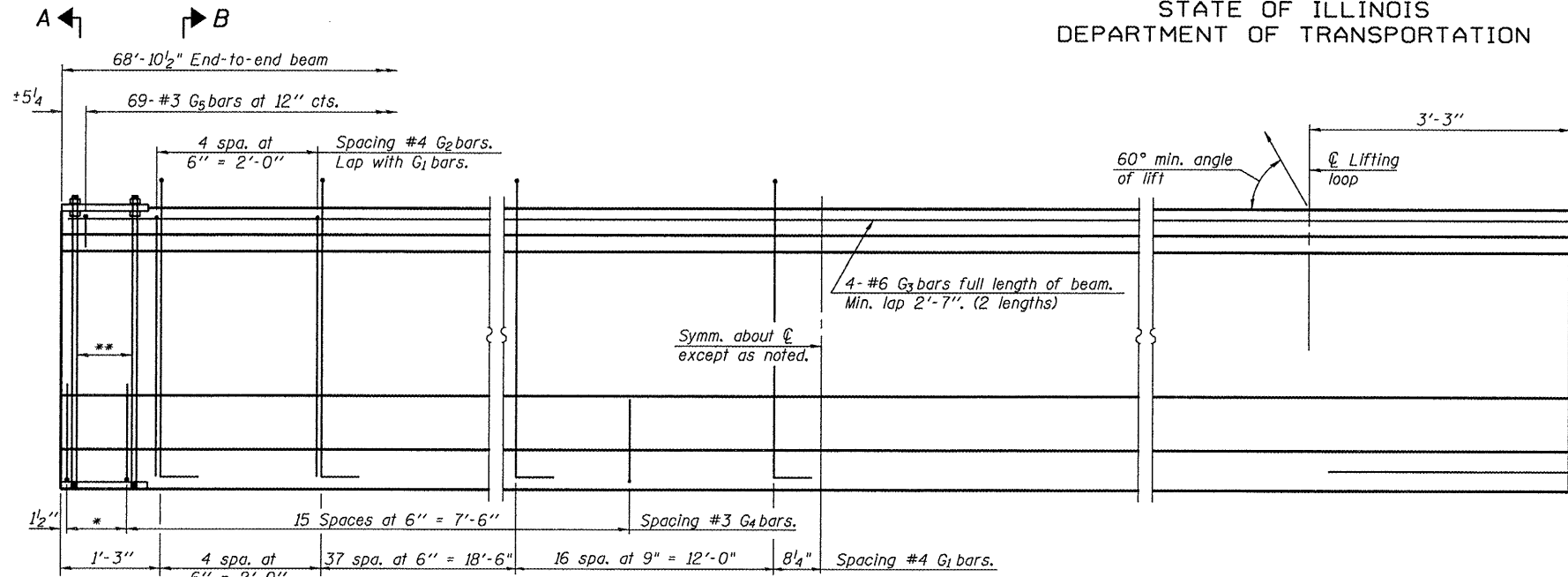
MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA

E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 645	SECTION *	COUNTY Marshall	SHEETS 71	SHEET NO. 32	SHEET NO. 14 23 SHEETS
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT		

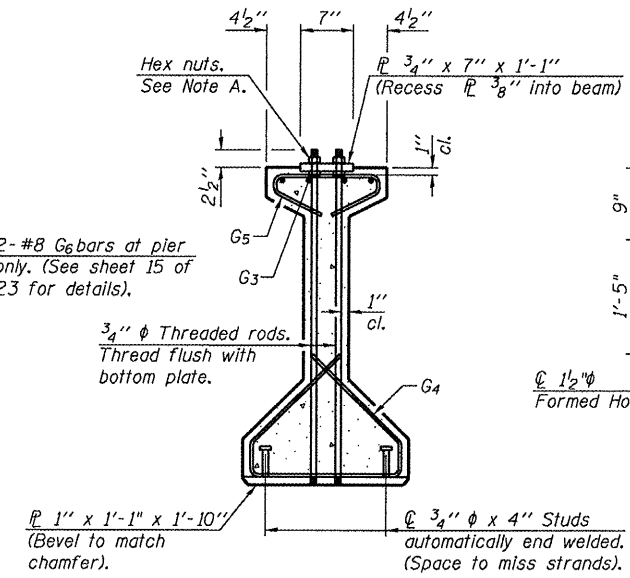
*(105BR)BR
Contract - 68479



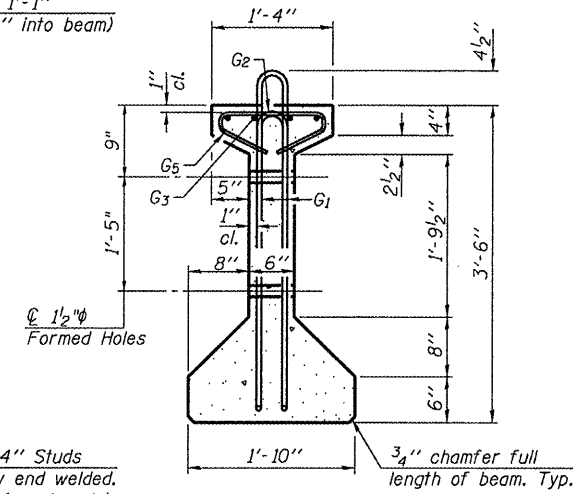
ELEVATION OF BEAM
(Showing reinforcement & dimensions)

*3 spaces at 3" = 9".
**4-3/4" φ threaded dowel rods at 3" cts., Each Face.

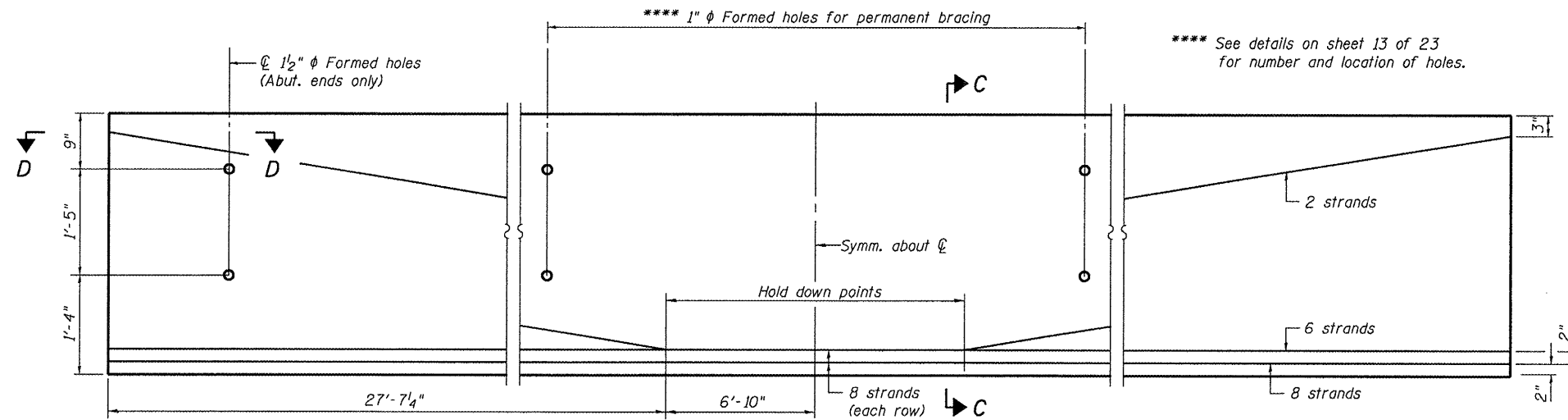
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



SECTION A-A

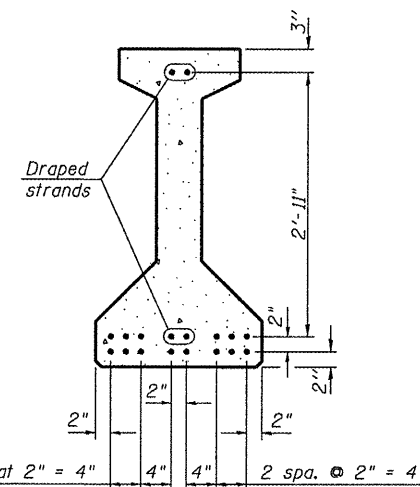


SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)

**** See details on sheet 13 of 23 for number and location of holes.



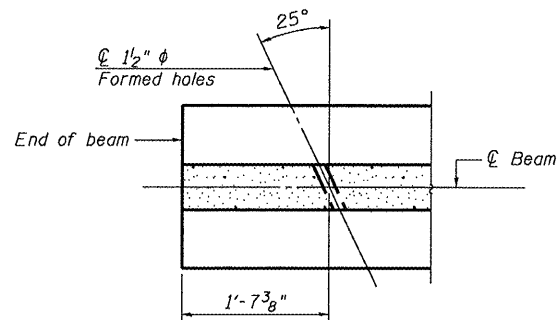
SECTION C-C

*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G1	117	#4	8'-5"	⊔
G2	10	#4	6'-8"	⊔
G3	8	#6	35'-9"	—
G4	38	#3	4'-11"	⊔
G5	69	#3	2'-6"	⊔
G6	2	#8	3'-9"	⊔

***For information only

Notes:
See sheet 15 of 23 for additional details and Bill of Material.
Required release strength, f'ci, shall be 5000 psi.



SECTION D-D

DESIGNED CEH	<p>ENGINEERS PLANNERS LAND SURVEYORS</p> <p>MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA</p>
CHECKED CWC	
DRAWN DLH	
CHECKED CEH / CWC	

PI-4-42

9-3-07

42" PPC I-BEAM
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Operator: dnebearing

Date: 8/26/2008

Filename: L:\Jobs\IDOT BBS\6956 BBS Various\Various\03\CADD_S\Struct\062-0072_4-18-08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

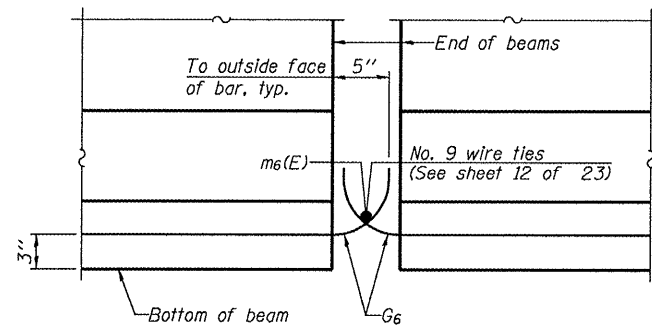
ROUTE NO.	SECTION	COUNTY	STATE SHEETS	SHEET NO.
F.A.P. 645	*	Marshall	71	33
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT	

SHEET NO. 15
23 SHEETS

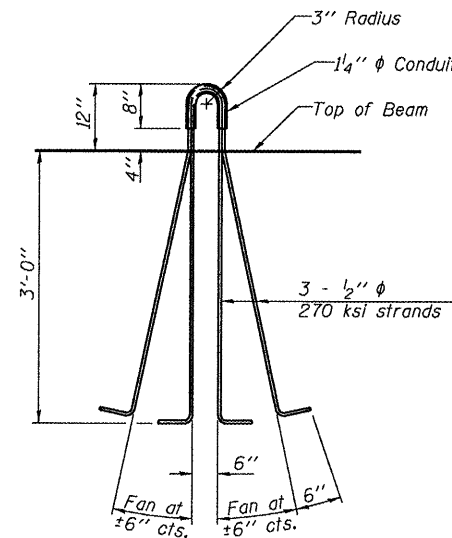
*(105BR)BR
Contract - 68479

NOTES

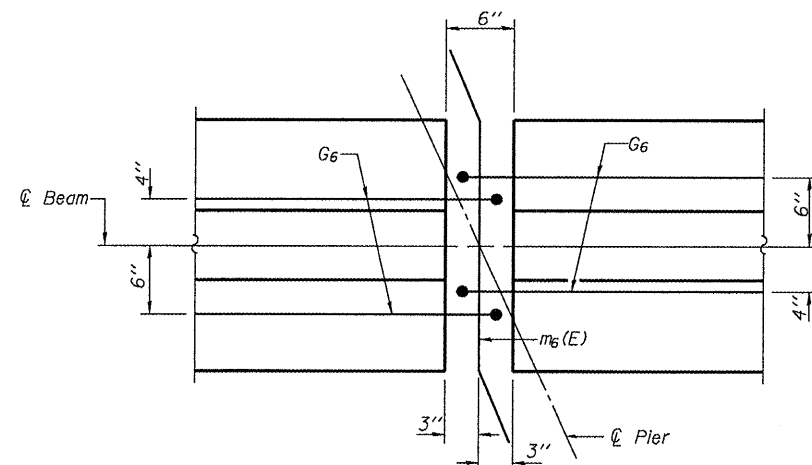
Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two strut, coil type for interior beams and single coil, flared loop type for exterior beams.
 Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
 The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.
 Non-prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.
 A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling.
 Cut G_6 bars when necessary to maintain $1\frac{1}{2}$ " clearance.
 The top and bottom plates shall be AASHTO M270 Grade 50.
 The bottom plates and studs shall be galvanized according to AASHTO M111.
 Threaded rods shall be ASTM F 1554 Grade 55.



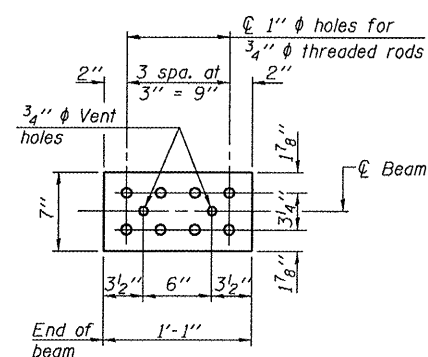
ELEVATION OF BEAM AT PIER



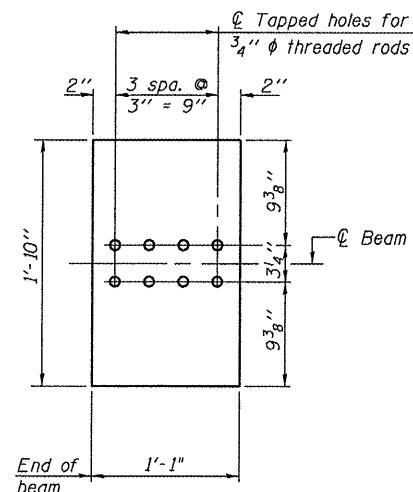
LIFTING LOOP DETAIL



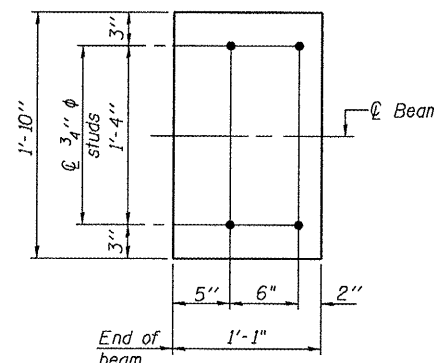
PLAN OF BEAM AT PIER



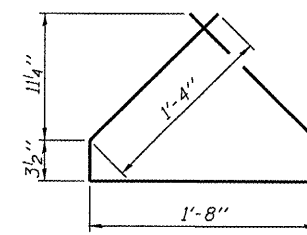
TOP PLATE



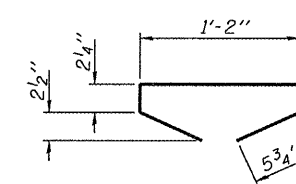
BOTTOM PLATE
(Showing threaded rods)



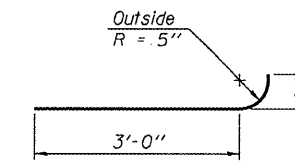
BOTTOM PLATE
(Showing studs)



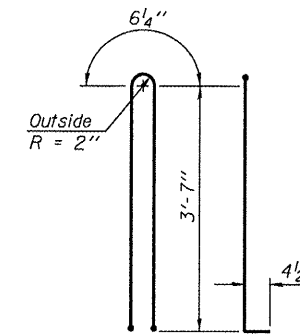
BAR G₄



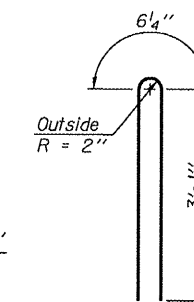
BAR G₅



BAR G₆



BAR G₁



BAR G₂

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42"	Ft.	826.5

42" PPC I-BEAM DETAILS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Operator: dthebarfing

Date: 8/26/2008

Filename: L:\Jobs\DOT BBS\6956 BBS Various Various\6956.03\CADD_Struct\062-0072_4-18-08.dgn

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC

WHKS & CO.
 ENGINEERS PLANNERS LAND SURVEYORS
 MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
 E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

PI-4-42D

9-3-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

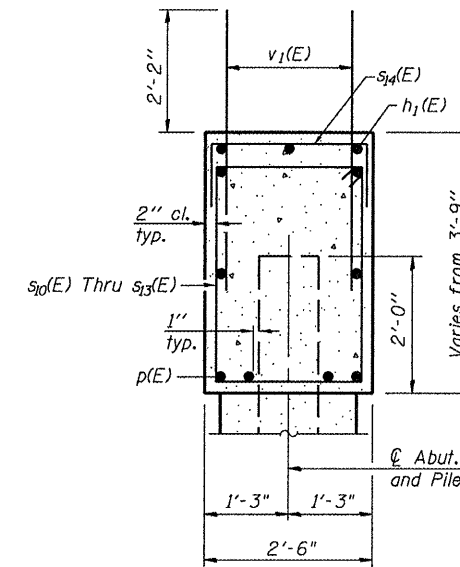
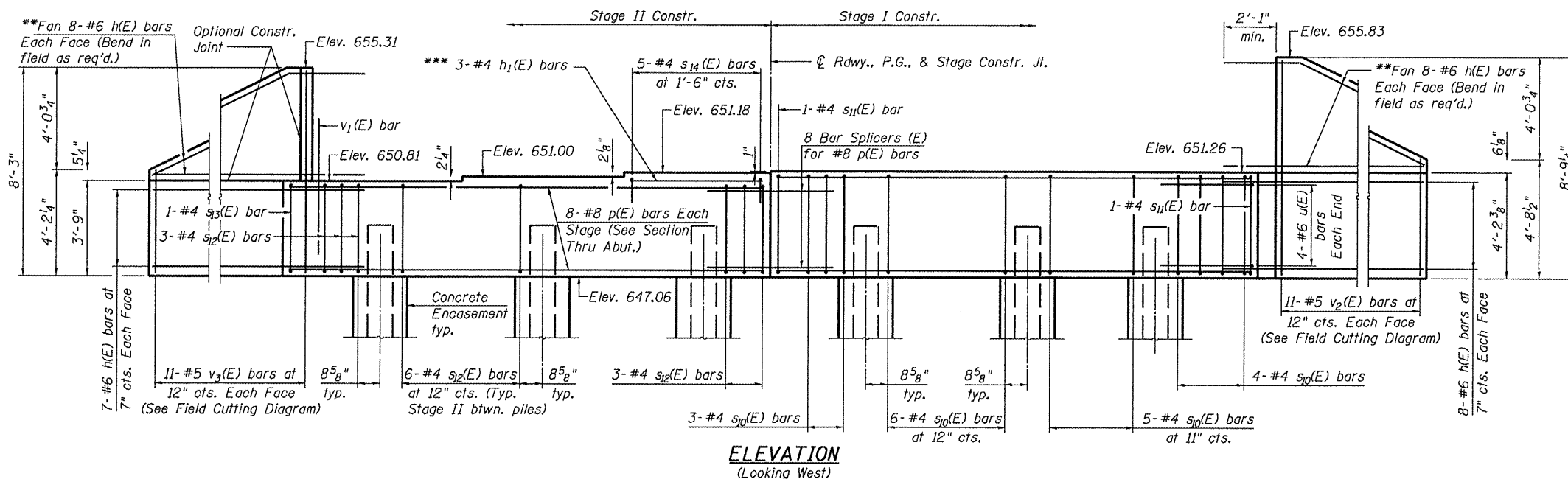
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 645		Marshall	71	34
SHEET NO. 16				
23 SHEETS				

Note:
Four steps monolithically with cap.

*** Cut $h_1(E)$ bars in field as required to accommodate skew.

** Cut $h(E)$ bars in field as required to clear concrete I-beams.

*(105BR)BR
Contract - 68479



SEC. THRU ABUT.

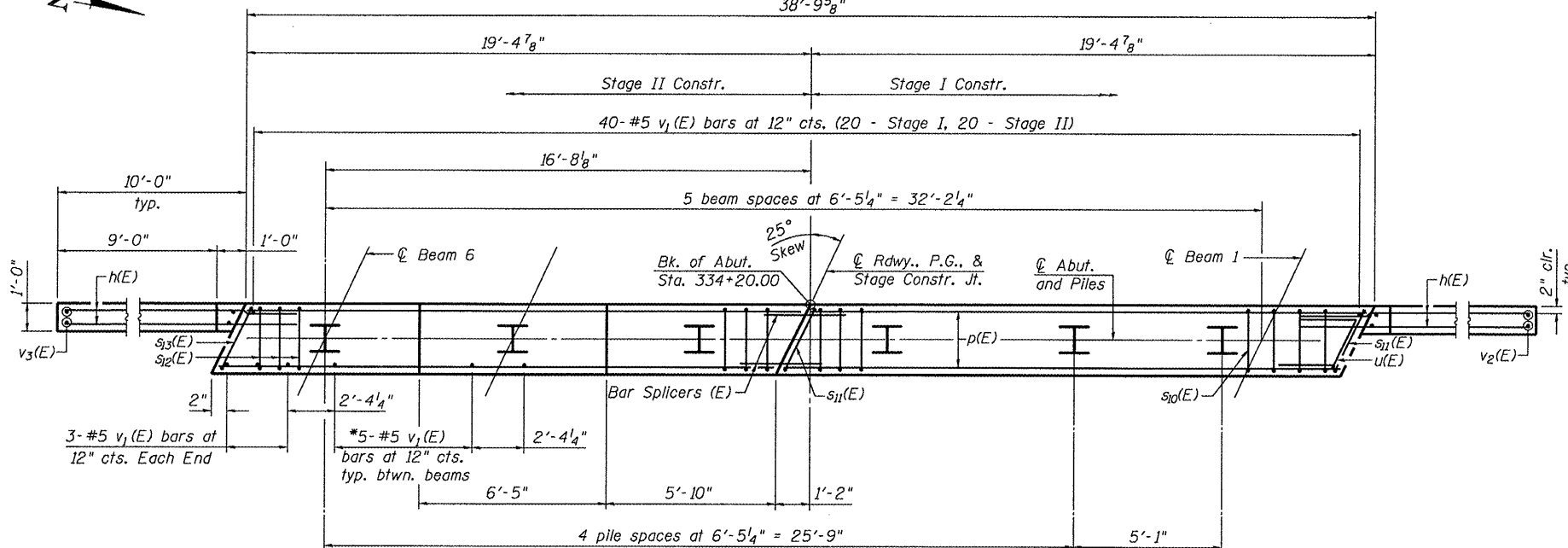
BILL OF MATERIAL

Bar No.	Size	Length	Shape
$h(E)$	#6	13'-0"	—
$h_1(E)$	#4	6'-8"	—
$p(E)$	#8	19'-1"	—
$s_{10}(E)$	#4	12'-9"	□
$s_{11}(E)$	#4	13'-3"	□
$s_{12}(E)$	#4	11'-11"	□
$s_{13}(E)$	#4	12'-5"	□
$s_{14}(E)$	#4	6'-2"	□
$u(E)$	#6	9'-5"	—
$v_1(E)$	#5	4'-4"	—
$v_2(E)$	#5	12'-11"	—
$v_3(E)$	#5	11'-9"	—
Structure Excavation	Cu. Yd.	121	
Concrete Structures	Cu. Yd.	19.4	
Reinforcement Bars, Epoxy Coated	Pound	3,110	
Furnishing Steel	Foot	132	
Piles HP 12 x 53	Foot	132	
Concrete Encasement	Cu. Yd.	2.1	

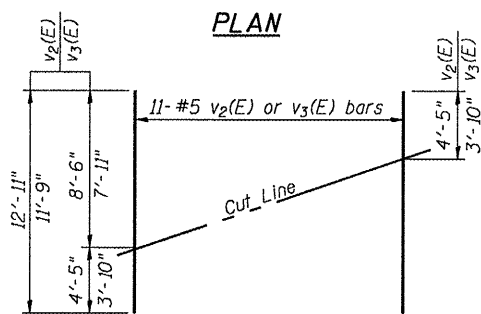
For details of Bar Splicers, see sheet 19 of 23.
For details of piles and Concrete Encasement, see sheet 20 of 23.

WEST ABUTMENT
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

ELEVATION
(Looking West)



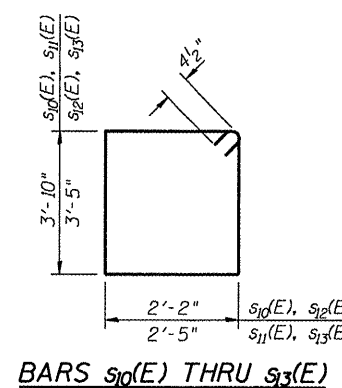
PLAN



FIELD CUTTING DIAGRAM

Order $v_2(E)$ and $v_3(E)$ full length. Cut as shown and use remainder of bars in opposite face.

BAR $s_{14}(E)$



BARS $s_{10}(E)$ THRU $s_{13}(E)$

BAR $u(E)$

PILE DATA

Type: Steel HP 12 x 53
Nominal Required Bearing: 419k
Factored Resistance Available: 210k
Est. Length: 22 ft.
No. Production Piles: 6

* Between beam 3 and 4 provide
3 - $v_1(E)$ bars in Stage I and
2 - $v_1(E)$ bars in Stage II.

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC

WHKS & CO.
ENGINEERS PLANNERS LAND SURVEYORS
MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

Operator: dheberling

Date: 8/28/2008

Filename: L:\Jobs\IDOT BBS\6956 BBS Various\Various\03\CADD_S\Struct\062-0072 4-18-08.dgn

Operator: dshbearing Date: 8/26/2008 File: L:\Jobs\IDOT\BBS\6956\BBS Various\Various\03\CADD_Struct\062-0072_4-18-08.dgn

*** Contractor is responsible for determining the casing thickness and the actual tip elevation to be used. See Article 516.06(d) of the Standard Specifications.

Pay limits for the Permanent Casing are based on the minimum length shown.

Hooks for the $v_{32}(E)$ and $v_{33}(E)$ bars may be rotated outward to facilitate placement and consolidation of concrete. A min. 2" clear cover shall be maintained between the hooks and the face of the pier cap.

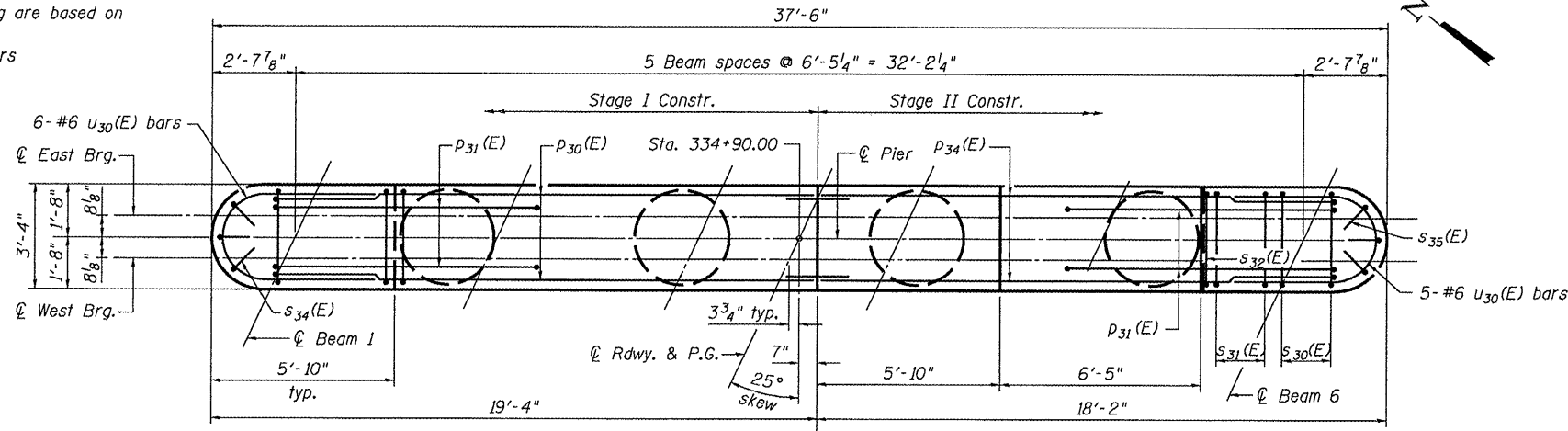
Excavation through soil to construct the drilled shafts shall be included in the cost of Drilled Shaft in Rock.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

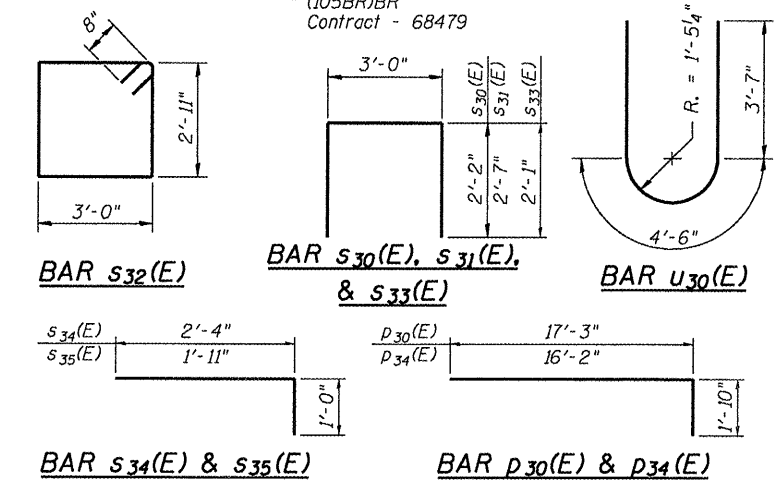
MIN. BAR LAP
 #6 $s_{31}(E)$ & $s_{32}(E)$ = 1'-10"

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.P. 645		Marshall	71	36	23 SHEETS
FED. ROAD DIST. NO. 4		ILLINOIS	FED. AID PROJECT		

*(105BR)BR
 Contract - 68479



PLAN



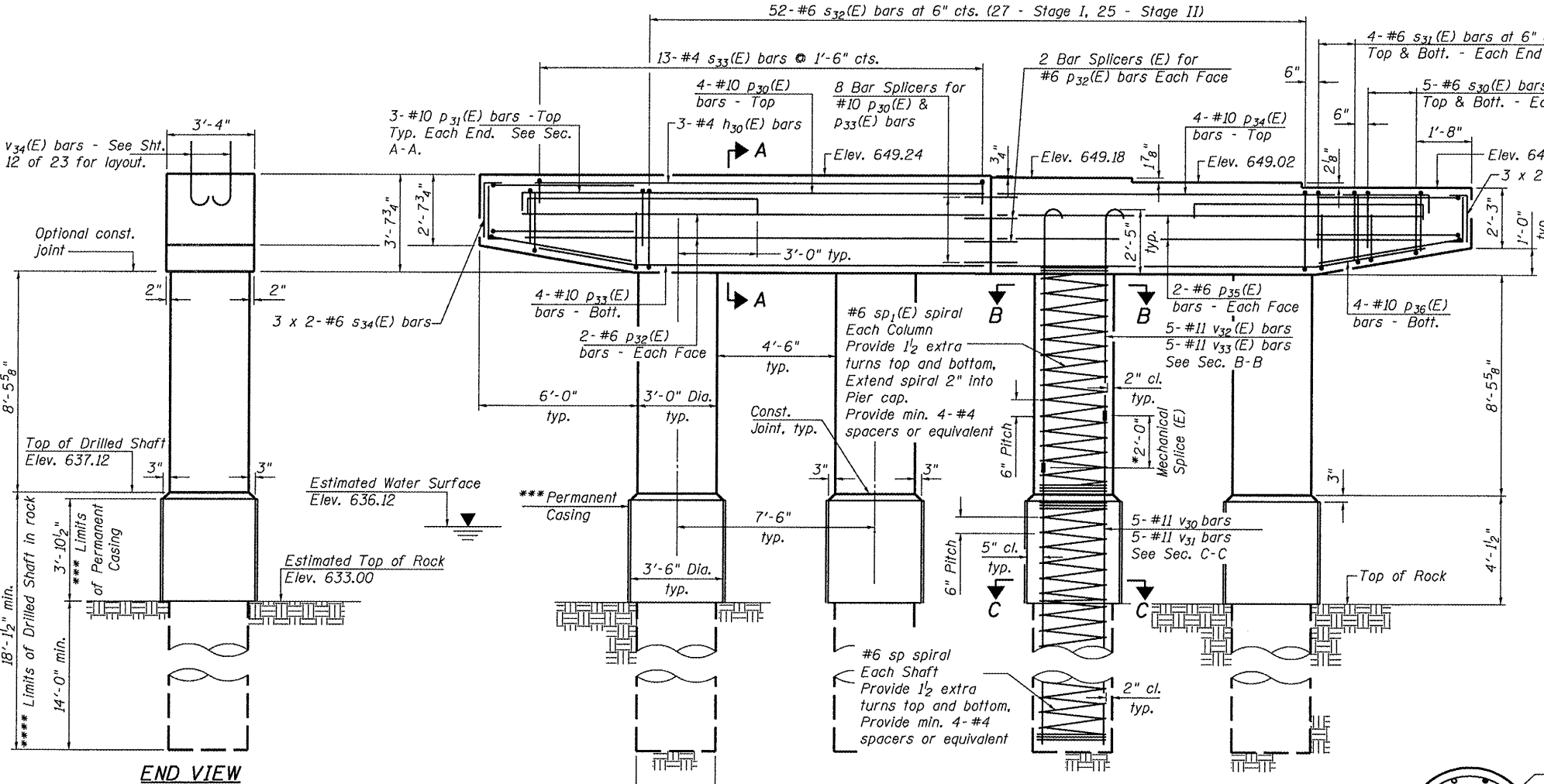
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_{30}(E)$	3	#4	17'-3"	—
$D_{30}(E)$	4	#10	19'-1"	—
$P_{31}(E)$	6	#10	12'-4"	—
$P_{32}(E)$	4	#6	17'-3"	—
$P_{33}(E)$	4	#10	17'-7"	—
$P_{34}(E)$	4	#10	18'-0"	—
$P_{35}(E)$	4	#6	16'-2"	—
$P_{36}(E)$	4	#10	16'-5"	—
$s_{30}(E)$	20	#6	7'-4"	U
$s_{31}(E)$	16	#6	8'-2"	U
$s_{32}(E)$	52	#6	13'-2"	U
$s_{33}(E)$	13	#4	7'-2"	U
$s_{34}(E)$	6	#6	3'-4"	—
$s_{35}(E)$	6	#6	2'-11"	—
sp	4	#6	17'-9"	—
$sp_1(E)$	4	#6	8'-5"	—
$u_{30}(E)$	11	#6	11'-8"	—
v_{30}	20	#11	19'-3"	—
v_{31}	20	#11	21'-3"	—
$v_{32}(E)$	20	#11	11'-3"	—
$v_{33}(E)$	20	#11	9'-3"	—
$v_{34}(E)$	30	#8	4'-2"	—
Concrete Structures		Cu. Yd.	24.3	
Reinforcement Bars, Epoxy Coated		Pound	7,180	
Reinforcement Bars		Pounds	6,480	
Drilled Shaft in Rock		Cu. Yd.	20.6	
Mechanical Splice		Each	40	
Permanent Casing		Foot	15.5	

Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. See Sht. 12 of 23 for anchor bolt layout. Minimum lap for spirals = 3'-0" ** Length is height of spiral. For details of Bar Splicers, see sheet 19 of 23.

PIER DETAILS

IL ROUTE 17 OVER SENACHWINE CREEK
 FAP ROUTE 645 - SECTION (105BR)BR
 MARSHALL COUNTY
 STATION 334+90.00
 STRUCTURE NO. 062-0072

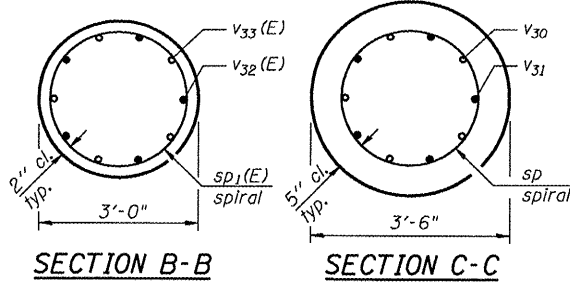


ELEVATION
(Looking East)

DESIGNED CEH
 CHECKED CWC
 DRAWN DLH
 CHECKED CEH / CWC

WHKS & CO.
 ENGINEERS PLANNERS LAND SURVEYORS
 MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
 E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

**** If the prevailing water surface elevation during construction is consistently different than estimated on the plans, the contractor may propose an adjustment to the top of the drilled shaft elevation as part of their installation procedure. The top of all drilled shafts within a substructure unit shall be constructed to the same elevation and extend above the prevailing water surface. The quantities and reinforcement detailing are based on the top of shaft and the estimated elevations shown and may change based on the actual elevations encountered at each shaft and the final top of shaft elevation.



SECTION B-B

SECTION C-C

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 645	*	Marshall	71	37
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

SHEET NO. 19
23 SHEETS

*(105BR)BR
Contract - 68479

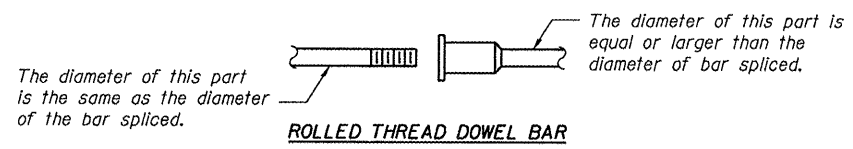
NOTES

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

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

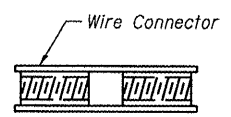
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-9"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



ROLLED THREAD DOWEL BAR



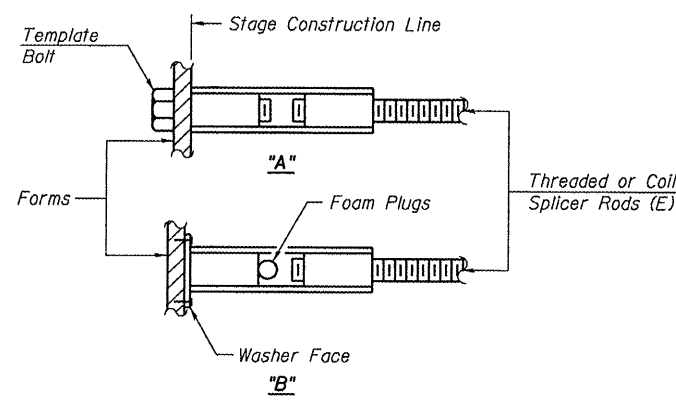
** ONE PIECE



WELDED SECTIONS

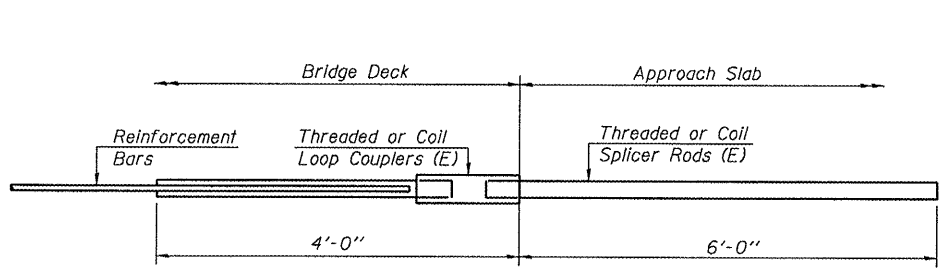
BAR SPLICER ASSEMBLY ALTERNATIVES

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



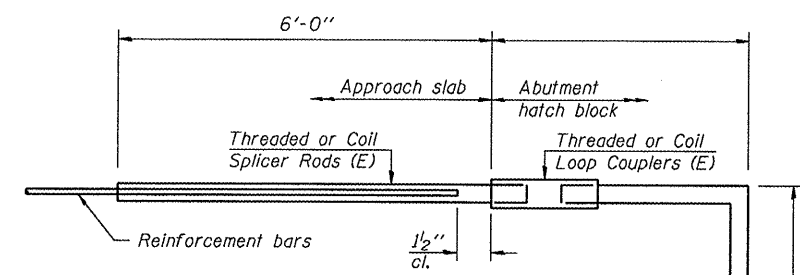
INSTALLATION AND SETTING METHODS

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



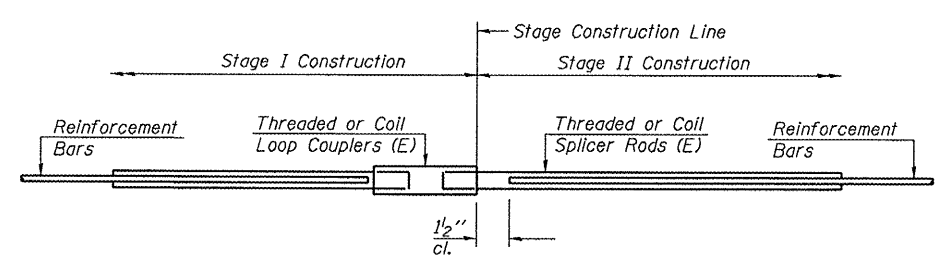
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 64



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = NA



STANDARD

Bar Size	No. Assemblies Required	Location
#5	380	Deck
#7	4	Deck
#6	22	Diaphragms
#8	8	W. Abut.
#8	8	E. Abut.
#10	8	Pier
#6	4	Pier

BAR SPLICER ASSEMBLY DETAILS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

Operator: dheberling
Date: 8/26/2008
Filename: L:\Jobs\DOT\BBS\6856 BBS Various\Various\03\CADD_S\Struct\062-0072_4-18-08.dgn

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC

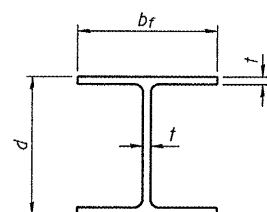
WHKS & CO.
ENGINEERS PLANNERS LAND SURVEYORS
MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 645	*	Marshall	71	33
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

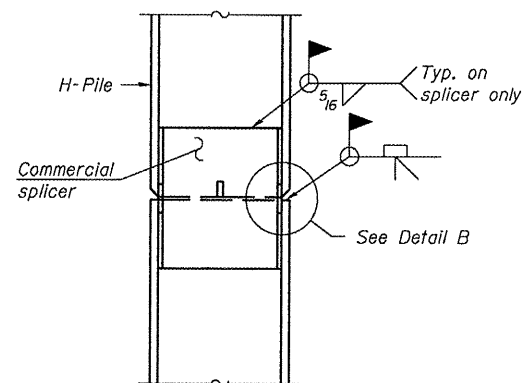
*(105BR)BR
Contract - 68479

SHEET NO. 20
23 SHEETS

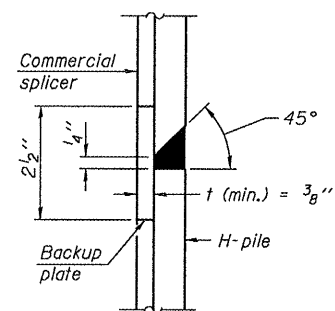


STEEL PILE TABLE

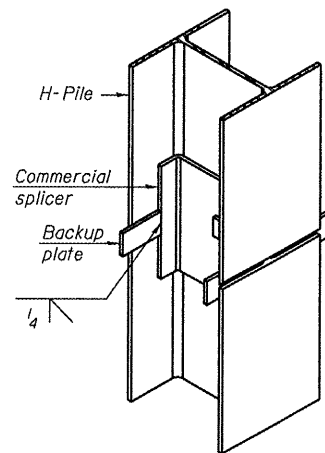
Designation	Depth d	Flange width b _f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

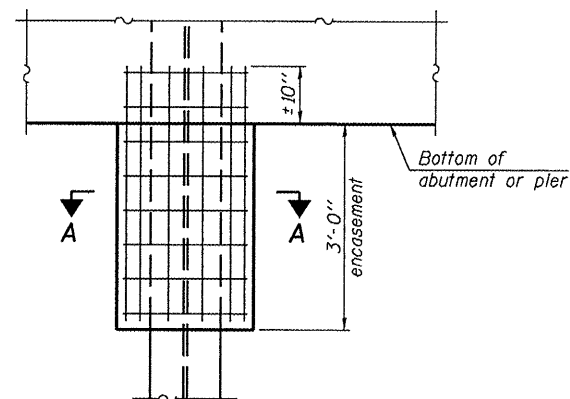


DETAIL "B"

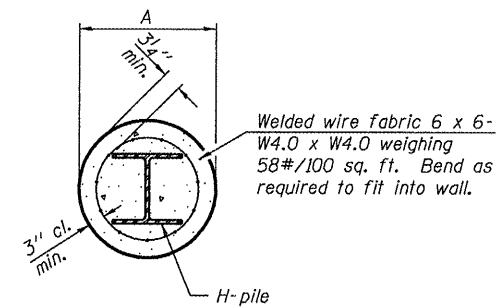


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



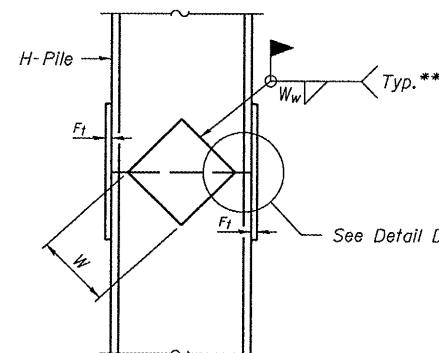
ELEVATION



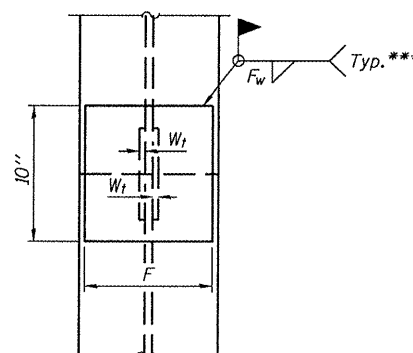
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

PILE ENCASUREMENT



ELEVATION

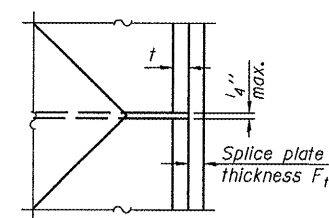


END VIEW

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

PILE DETAILS

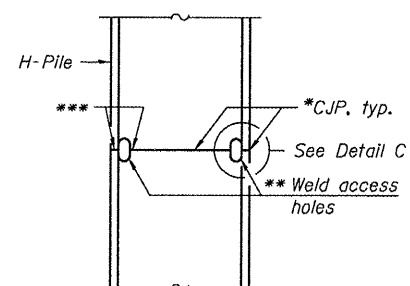
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072



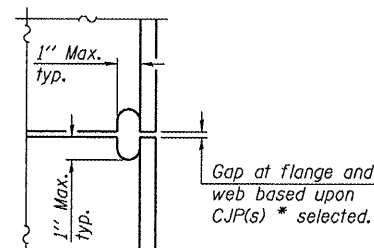
DETAIL D

WELDED PLATE FIELD SPLICE

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.



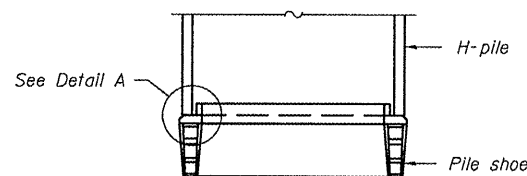
ELEVATION



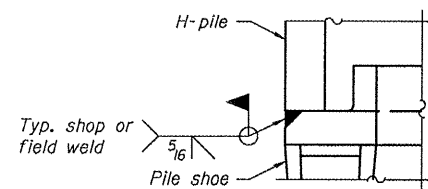
DETAIL C

COMPLETE PENETRATION WELD SPLICE

- * Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
- ** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
- *** Interrupt welds 1/4" from end of each pile.



ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT

DESIGNED	CEH
CHECKED	CWC
DRAWN	DLH
CHECKED	CEH / CWC

WHKS & CO.
ENGINEERS PLANNERS LAND SURVEYORS
MASON CITY, IOWA DUBUQUE, IOWA AMES, IOWA
E. DUBUQUE, ILLINOIS SPRINGFIELD, ILLINOIS ROCHESTER, MINNESOTA

F-HP

9-3-07

Operator: dhsberling

Date: 8/28/2008

Filename: L:\Jobs\DOT_BBS\6966 BBS Various\Various\03\CADD_Struct\062-0072 4-18-08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SPTS	SHEETS	SHEET NO. 21 23 SHEETS
F.A.P. 645	.	Marshall	71	39	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

*(105BR)BR
Contract - 68479

Operator: dtheberling

Date: 8/26/2008

Filename: L:\Jobs\DOT\BBS\6856 BBS Various\Various\6956.03\CADD_Struc\062-0072 4-18-08.dgn

Illinois Department of Transportation
Division of Highways
District - Materials

SOIL BORING LOG

Page 1 of 1
Date 11/29/06

ROUTE FAP 645 (IL 17) DESCRIPTION IL 17 over Senachwine Cr. 3.5mi. west of Sparland LOGGED BY JAR

SECTION 105 BR LOCATION SEC. TWP. RNG. Latitude, Longitude
COUNTY MARSHALL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 062-0016 (EXIST) Station 334+96	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>D</td><td>B</td><td>U</td><td>M</td><td>Surface Water Elev.</td><td>634.53</td><td>ft</td><td>D</td><td>B</td><td>U</td><td>M</td> </tr> <tr> <td>E</td><td>L</td><td>C</td><td>O</td><td>Stream Bed Elev.</td><td></td><td>ft</td><td>E</td><td>L</td><td>C</td><td>O</td> </tr> <tr> <td>P</td><td>O</td><td>S</td><td>I</td><td>Groundwater Elev.:</td><td></td><td></td><td>P</td><td>O</td><td>S</td><td>I</td> </tr> <tr> <td>T</td><td>W</td><td>S</td><td>S</td><td>First Encounter</td><td>643.0</td><td>ft</td><td>T</td><td>W</td><td>S</td><td>S</td> </tr> <tr> <td>H</td><td>S</td><td>Q_u</td><td>T</td><td>Upon Completion</td><td>639.5</td><td>ft</td><td>H</td><td>S</td><td>Q_u</td><td>T</td> </tr> <tr> <td></td><td></td><td></td><td></td><td>After 24 Hrs. Not Taken</td><td></td><td>ft</td><td></td><td></td><td></td><td></td> </tr> <tr> <td colspan="4"></td> <td>(R)</td><td>(6")</td><td>(in)</td><td>(%)</td><td colspan="3"></td> </tr> </table>	D	B	U	M	Surface Water Elev.	634.53	ft	D	B	U	M	E	L	C	O	Stream Bed Elev.		ft	E	L	C	O	P	O	S	I	Groundwater Elev.:			P	O	S	I	T	W	S	S	First Encounter	643.0	ft	T	W	S	S	H	S	Q _u	T	Upon Completion	639.5	ft	H	S	Q _u	T					After 24 Hrs. Not Taken		ft									(R)	(6")	(in)	(%)				BORING NO. 1 (W. ABUT) Station 334+96 Offset 15.00ft R/L Ground Surface Elev. 632.96
D		B	U	M	Surface Water Elev.	634.53	ft	D	B	U	M																																																																				
E	L	C	O	Stream Bed Elev.		ft	E	L	C	O																																																																					
P	O	S	I	Groundwater Elev.:			P	O	S	I																																																																					
T	W	S	S	First Encounter	643.0	ft	T	W	S	S																																																																					
H	S	Q _u	T	Upon Completion	639.5	ft	H	S	Q _u	T																																																																					
				After 24 Hrs. Not Taken		ft																																																																									
				(R)	(6")	(in)	(%)																																																																								
Shoulder Gravel w/SILTY CLAY LOAM																																																																															
Brown, Dark Brown, Gray SILTY CLAY LOAM																																																																															
traces of organics																																																																															
Gray CLAY SHALE/SHALEY 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 (ASTM D 2938)

Illinois Department of Transportation
Division of Highways
District - Materials

SOIL BORING LOG

Page 1 of 2
Date 11/29/06

ROUTE FAP 645 (IL 17) DESCRIPTION IL 17 over Senachwine Cr. 3.5mi. west of Sparland LOGGED BY JAR

SECTION 105 BR LOCATION SEC. TWP. RNG. Latitude, Longitude
COUNTY MARSHALL DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 062-0016 (EXIST) Station 334+44	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>D</td><td>B</td><td>U</td><td>M</td><td>Surface Water Elev.</td><td>634.53</td><td>ft</td><td>D</td><td>B</td><td>U</td><td>M</td> </tr> <tr> <td>E</td><td>L</td><td>C</td><td>O</td><td>Stream Bed Elev.</td><td></td><td>ft</td><td>E</td><td>L</td><td>C</td><td>O</td> </tr> <tr> <td>P</td><td>O</td><td>S</td><td>I</td><td>Groundwater Elev.:</td><td></td><td></td><td>P</td><td>O</td><td>S</td><td>I</td> </tr> <tr> <td>T</td><td>W</td><td>S</td><td>S</td><td>First Encounter</td><td>None</td><td>ft</td><td>T</td><td>W</td><td>S</td><td>S</td> </tr> <tr> <td>H</td><td>S</td><td>Q_u</td><td>T</td><td>Upon Completion</td><td>Not Taken</td><td>ft</td><td>H</td><td>S</td><td>Q_u</td><td>T</td> </tr> <tr> <td colspan="4"></td> <td>After 120 Hrs.</td><td>636.0</td><td>ft</td><td colspan="3"></td><td></td> </tr> <tr> <td colspan="4"></td> <td>(R)</td><td>(6")</td><td>(in)</td><td>(%)</td><td colspan="3"></td> </tr> </table>	D	B	U	M	Surface Water Elev.	634.53	ft	D	B	U	M	E	L	C	O	Stream Bed Elev.		ft	E	L	C	O	P	O	S	I	Groundwater Elev.:			P	O	S	I	T	W	S	S	First Encounter	None	ft	T	W	S	S	H	S	Q _u	T	Upon Completion	Not Taken	ft	H	S	Q _u	T					After 120 Hrs.	636.0	ft									(R)	(6")	(in)	(%)				BORING NO. 2 (W. PIER) Station 334+44 Offset 21.00ft L/L Ground Surface Elev. 639.44
D		B	U	M	Surface Water Elev.	634.53	ft	D	B	U	M																																																																				
E	L	C	O	Stream Bed Elev.		ft	E	L	C	O																																																																					
P	O	S	I	Groundwater Elev.:			P	O	S	I																																																																					
T	W	S	S	First Encounter	None	ft	T	W	S	S																																																																					
H	S	Q _u	T	Upon Completion	Not Taken	ft	H	S	Q _u	T																																																																					
				After 120 Hrs.	636.0	ft																																																																									
				(R)	(6")	(in)	(%)																																																																								
Brown, Gray SILTY CLAY LOAM																																																																															
Gray CLAY SHALE/SHALEY CLAY																																																																															
Borehole continued with rock coring.																																																																															

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 (ASTM D 2938)

Illinois Department of Transportation
Division of Highways
District - Materials

ROCK BORING LOG

Page 2 of 2
Date 11/29/06

ROUTE FAP 645 (IL 17) DESCRIPTION IL 17 over Senachwine Cr. 3.5mi. west of Sparland LOGGED BY JAR

SECTION 105 BR LOCATION SEC. TWP. RNG. Latitude, Longitude
COUNTY MARSHALL CORING METHOD HSA & DUAL BARREL

STRUCT. NO. 062-0016 (EXIST) Station 334+44	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>D</td><td>C</td><td>R</td><td>S</td><td>Surface Water Elev.</td><td>634.53</td><td>ft</td><td>D</td><td>C</td><td>R</td><td>S</td> </tr> <tr> <td>E</td><td>O</td><td>V</td><td>E</td><td>Stream Bed Elev.</td><td></td><td>ft</td><td>E</td><td>O</td><td>V</td><td>E</td> </tr> <tr> <td>P</td><td>R</td><td>E</td><td>D</td><td>Groundwater Elev.:</td><td></td><td></td><td>P</td><td>R</td><td>E</td><td>D</td> </tr> <tr> <td>T</td><td>H</td><td>E</td><td>T</td><td>First Encounter</td><td>None</td><td>ft</td><td>T</td><td>H</td><td>E</td><td>T</td> </tr> <tr> <td>H</td><td>Y</td><td></td><td></td><td>Upon Completion</td><td>Not Taken</td><td>ft</td><td>H</td><td>Y</td><td></td><td></td> </tr> <tr> <td colspan="4"></td> <td>After 120 Hrs.</td><td>636.0</td><td>ft</td><td colspan="3"></td><td></td> </tr> <tr> <td colspan="4"></td> <td>(R)</td><td>(#)</td><td>(%)</td><td>(min)</td><td>(ft)</td><td colspan="2"></td> </tr> </table>	D	C	R	S	Surface Water Elev.	634.53	ft	D	C	R	S	E	O	V	E	Stream Bed Elev.		ft	E	O	V	E	P	R	E	D	Groundwater Elev.:			P	R	E	D	T	H	E	T	First Encounter	None	ft	T	H	E	T	H	Y			Upon Completion	Not Taken	ft	H	Y							After 120 Hrs.	636.0	ft									(R)	(#)	(%)	(min)	(ft)			BORING NO. 2 (W. PIER) Station 334+44 Offset 21.00ft L/L Ground Surface Elev. 639.44
D		C	R	S	Surface Water Elev.	634.53	ft	D	C	R	S																																																																				
E	O	V	E	Stream Bed Elev.		ft	E	O	V	E																																																																					
P	R	E	D	Groundwater Elev.:			P	R	E	D																																																																					
T	H	E	T	First Encounter	None	ft	T	H	E	T																																																																					
H	Y			Upon Completion	Not Taken	ft	H	Y																																																																							
				After 120 Hrs.	636.0	ft																																																																									
				(R)	(#)	(%)	(min)	(ft)																																																																							
Gray CLAY SHALE																																																																															
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Gray SILTSTONE/SILTY SHALE																																																																															
Gray CLAY SHALE																																																																															
End of Boring																																																																															

Color pictures of the cores _____ No _____
Cores will be stored for examination until _____ Completion _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

SOIL BORINGS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
F.A.P. 645	*	Marshall	71	41	23 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

*(105BR)BR
Contract - 68479

Operator: dheberling

Date: 8/26/2008

Filename: L:\Jobs\IDOT\BBS\69566 BBS\Various Various\69566.03\CADD_Struc\062-0072_4-18-08.dgn

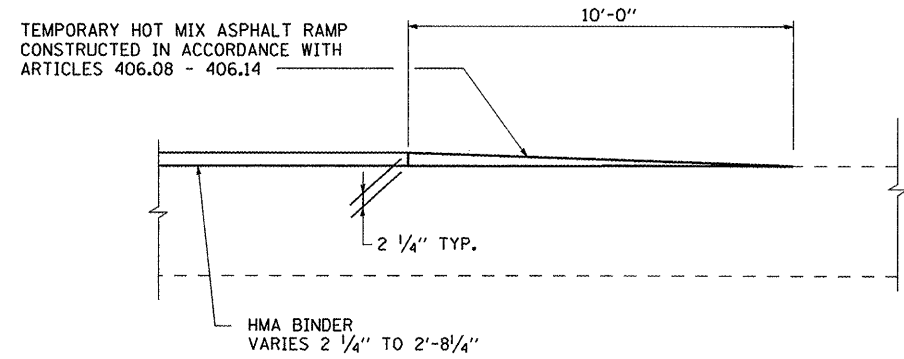
Illinois Department of Transportation		SOIL BORING LOG				Page 1 of 1
Division of Highways District - Materials		IL 17 over Senachwine Cr. 3.6mi. west of Sparland				Date 7/4/71
ROUTE	FAP 645 (IL 17)	DESCRIPTION	Sparland			LOGGED BY RLI
SECTION	105 BR	LOCATION	SEC. TWP. RNG.	Latitude, Longitude		
COUNTY	MARSHALL	DRILLING METHOD	HSA	HAMMER TYPE		
STRUCT. NO.	062-0016 (EXIST)					
Station	062-072(PROP)					
BORING NO.	6					
Station	334+85					
Offset	70.00ft L2					
Ground Surface Elev.	641.77 ft	(ft)	(ft)	(ft)	(ft)	(ft)
D	B	U	M	Surface Water Elev. _____ ft		
E	L	C	O	Stream Bed Elev. _____ ft		
P	O	S	I	Groundwater Elev.:		
T	W	S	T	First Encounter _____ ft		
H	S	Qu	T	Upon Completion 684.0 ft ✓		
				After _____ Hrs. _____ ft		
Dk. Brown, Moist SILTY CLAY (Traces of SAND)						
	4	0.8				
	4	S				
838.77						
Dk. Gray, Moist SILTY CLAY (Traces of SAND)						
	4	0.8				
	4	S				
633.77						
Gray, Damp SHALEY CLAY						
	3	0.6				
	3	B				
633.77						
	60	@6"				
	60	@5"				
	60	@6"				
	60	@5"				
	60	@5"				
	60	@5"				
	60	@5"				
	60	@5"				
	60	@5"				
	60	@5"				
	60	@5"				
End of Boring						

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)

Illinois Department of Transportation		SOIL BORING LOG				Page 1 of 1
Division of Highways District - Materials		IL 17 over Senachwine Cr. 3.6mi. west of Sparland				Date 5600
ROUTE	FAP 645 (IL 17)	DESCRIPTION	Sparland			LOGGED BY DPS
SECTION	105 BR	LOCATION	SEC. TWP. RNG.	Latitude, Longitude		
COUNTY	MARSHALL	DRILLING METHOD	HSA	HAMMER TYPE AUTO		
STRUCT. NO.	062-0016 (EXIST)					
Station	062-072(PROP)					
BORING NO.	7					
Station	334+78					
Offset	23.00ft R2					
Ground Surface Elev.	637.76 ft	(ft)	(ft)	(ft)	(ft)	(ft)
Brown SILTY CLAY LOAM						
	1					
	3	0.6	22			
	3	B				
633.76						
Gray SHALEY CLAY/CLAY SHALE						
	14					
	25	9.0	9			
	24					
	14					
	45		10			
	45					
	51					
	100	@5"	12			
	21					
	100	@3"	18			
	38					
	100	@3"	15			
End of Boring						

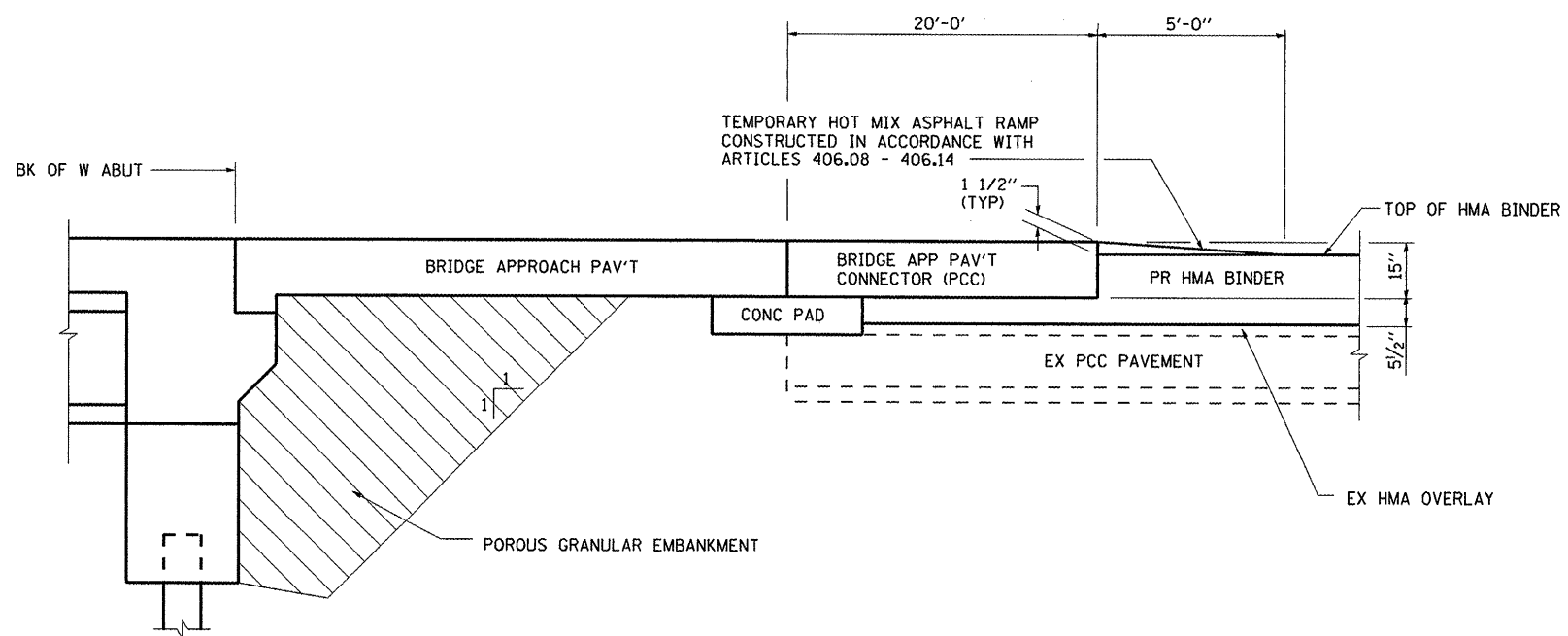
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

SOIL BORINGS
IL ROUTE 17 OVER SENACHWINE CREEK
FAP ROUTE 645 - SECTION (105BR)BR
MARSHALL COUNTY
STATION 334+90.00
STRUCTURE NO. 062-0072

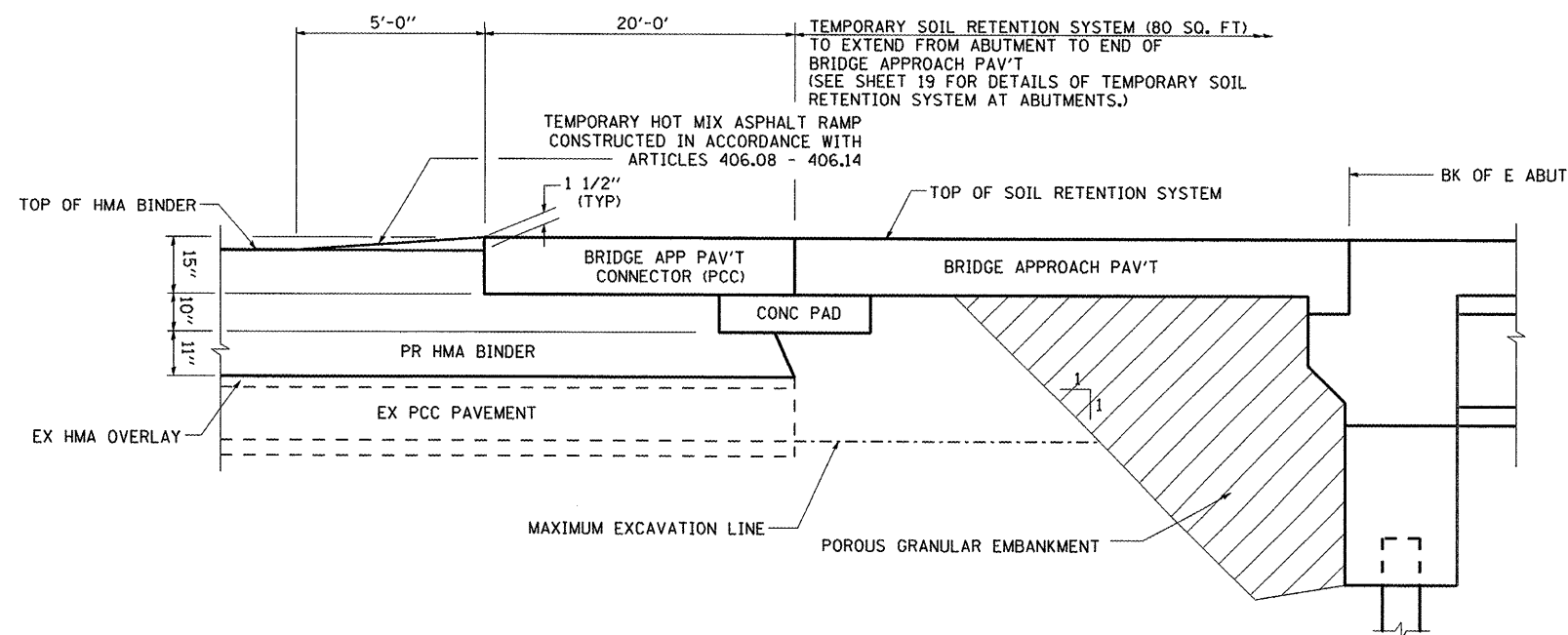


TEMPORARY RAMP DETAIL

STA. 331+35 TO STA. 331+45
STA. 337+43 TO STA. 337+53



**PAV'T CONNECTOR AND TEMPORARY RAMP DETAIL
AT WEST ABUTMENT**



**PAV'T CONNECTOR AND TEMPORARY RAMP DETAIL
AT EAST ABUTMENT**

FILE NAME =
...\\CAD\roadway\BJdetails.sht

THE UPCHURCH GROUP, INC.

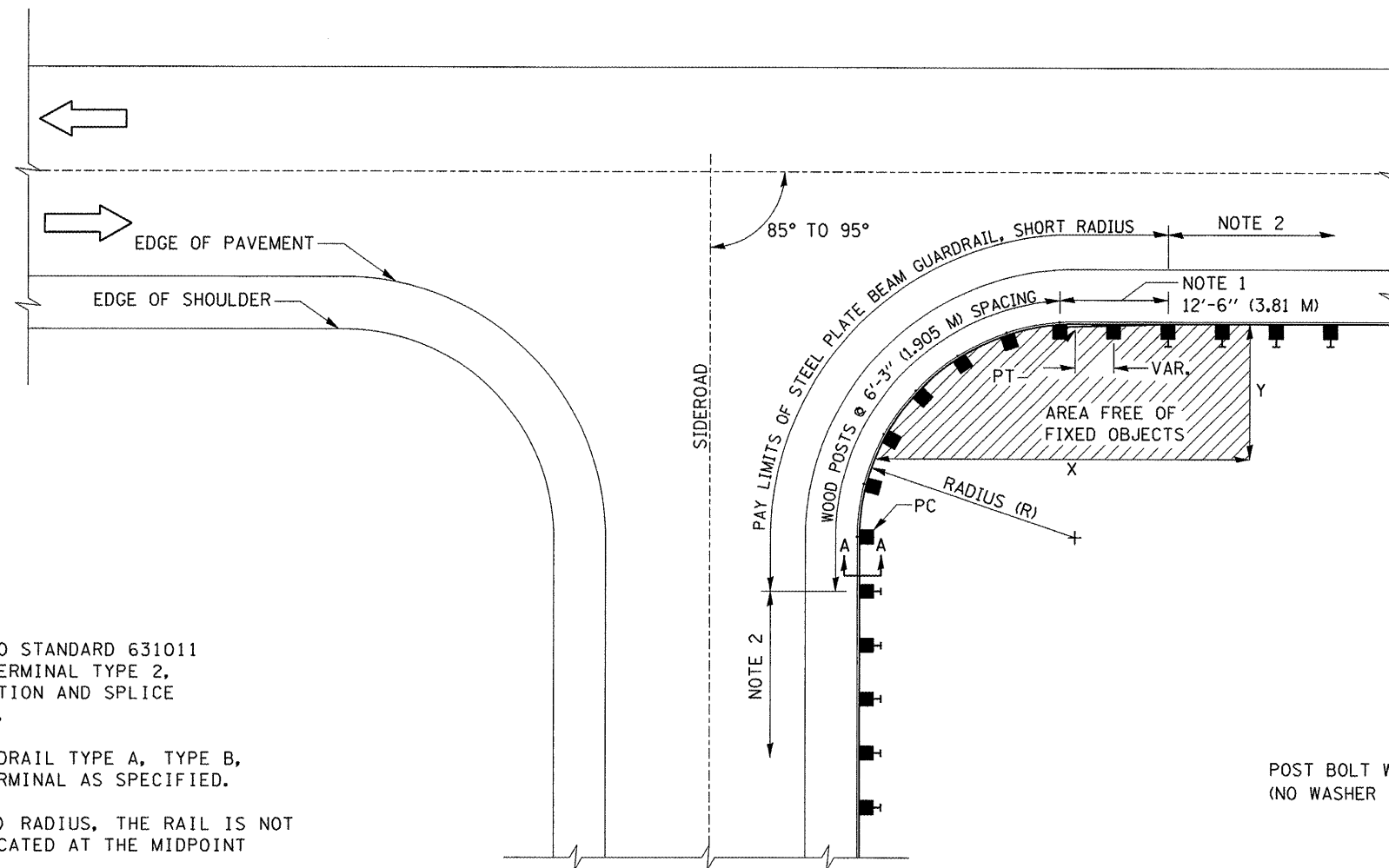
USER NAME = .USER.	DESIGNED -	REVISED -
PLOT SCALE = #SCALE#	DRAWN - AGG	REVISED -
PLOT DATE = 7/31/2008 12:39:13 PM	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY DETAILS
ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

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

F.A.P. RTE. 645	SECTION (105BR)BR	COUNTY Marshall	TOTAL SHEETS 71	SHEET NO. 42
CONTRACT NO. 68479				
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT				



PLAN

NOTES

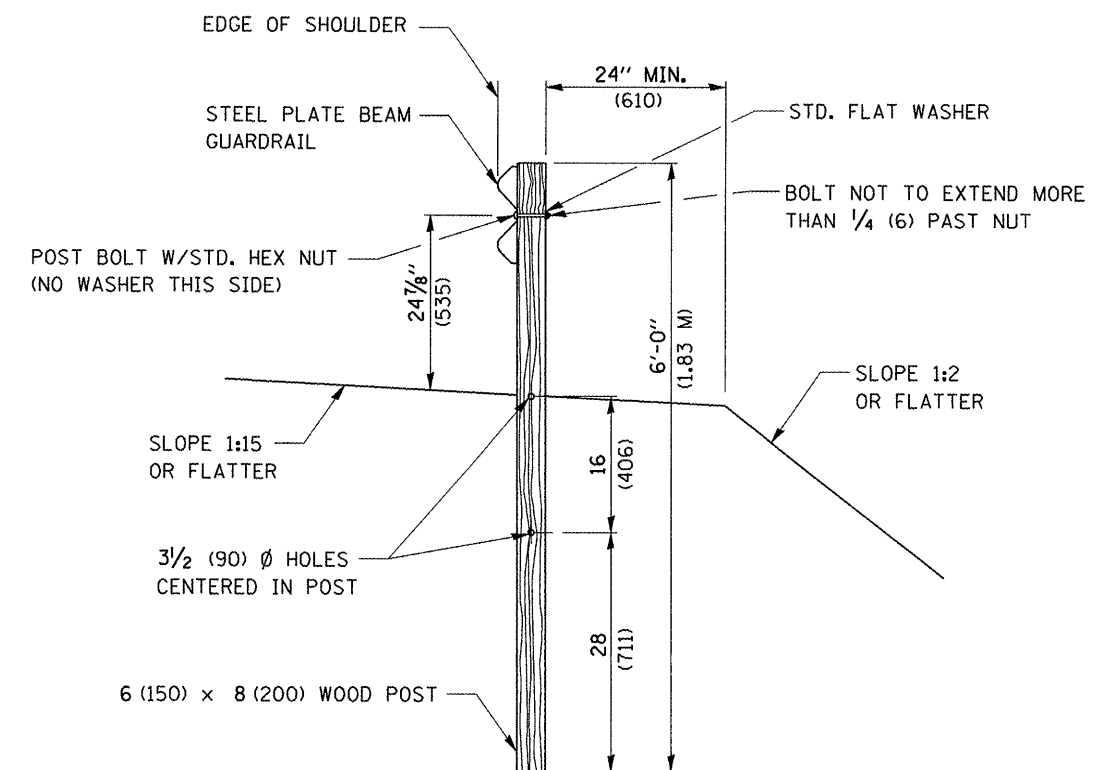
1. CONSTRUCT ACCORDING TO STANDARD 631011 FOR TRAFFIC BARRIER TERMINAL TYPE 2, EXCEPT DELETE END SECTION AND SPLICE INTO RADIUS GUARDRAIL.
2. STEEL PLATE BEAM GUARDRAIL TYPE A, TYPE B, OR TRAFFIC BARRIER TERMINAL AS SPECIFIED.
3. FOR THE 8'-6" (2.59 M) RADIUS, THE RAIL IS NOT BOLTED TO THE POST LOCATED AT THE MIDPOINT OF THE CURVE.

GENERAL NOTES

ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).

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

INSTALLATION CHARACTERISTICS PER DESIGN RADIUS (R)			
R	NO. OF WOOD POSTS	X	Y
8'-6" (2.59)	5 (NOTE 3)	25' (7.6 m)	15' (4.6)
17'-0" (5.18)	6	30' (9.1 m)	15' (4.6)
25'-6" (7.77)	8	40' (12.2 m)	20' (6.1)
35'-0" (10.67)	11	50' (15.2 m)	20' (6.1)



SECTION A-A

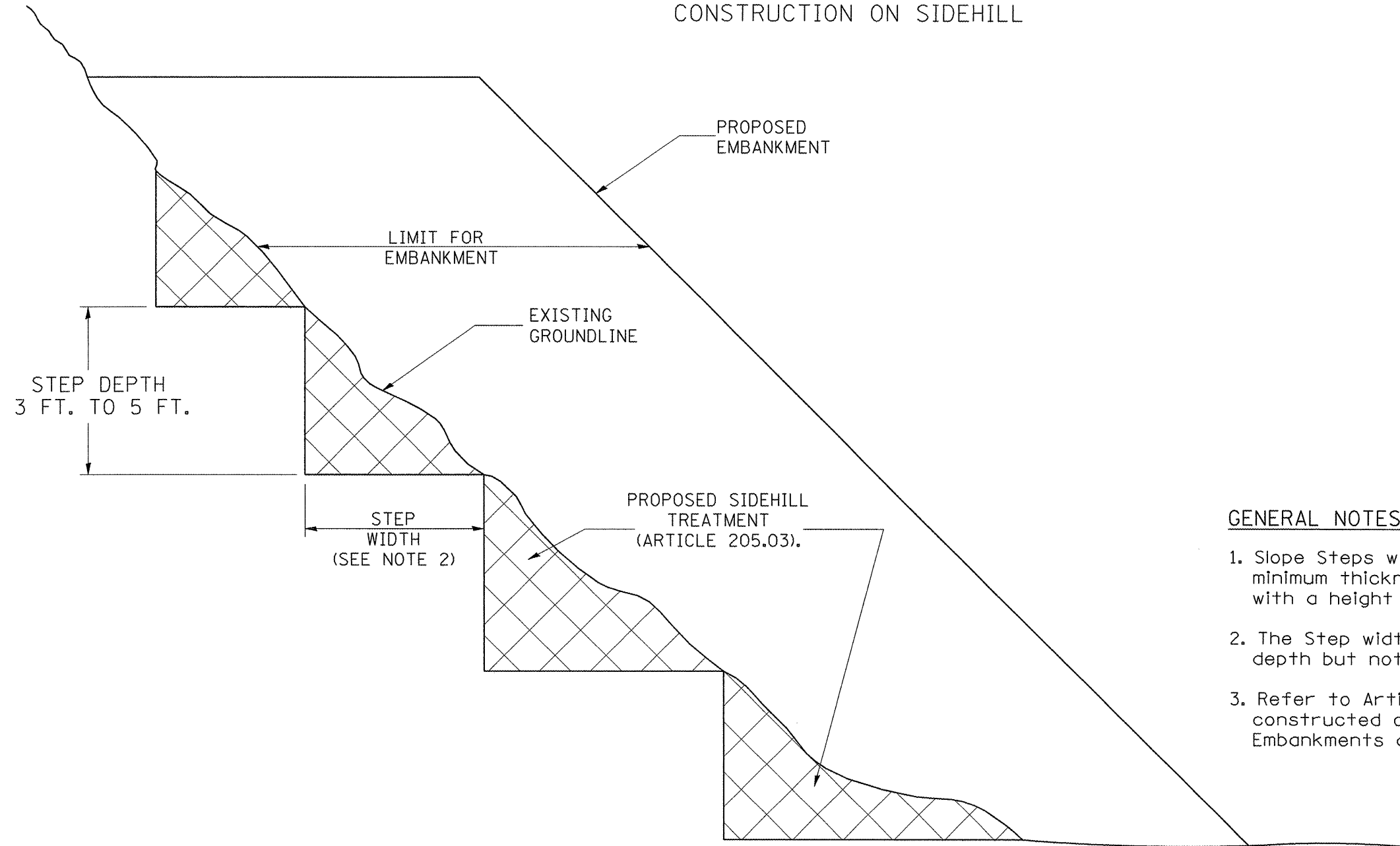
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DETAIL NO. 63300725

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	44
STA.		TO STA.		
FED. ROAD DIST. NO.		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 "silver fills" and on a fills with a height of 10'(3.0m).
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.

DESIGNER NOTE:
 1. EACH PROJECT SHOULD BE REVIEWED INDEPENDENTLY FOR TREATMENT REQUIRED.
 2. REFER TO THIS DETAIL WITH NOTE ON APPLICABLE TYPICAL SECTIONS.

REPLACEMENT MATERIAL:



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

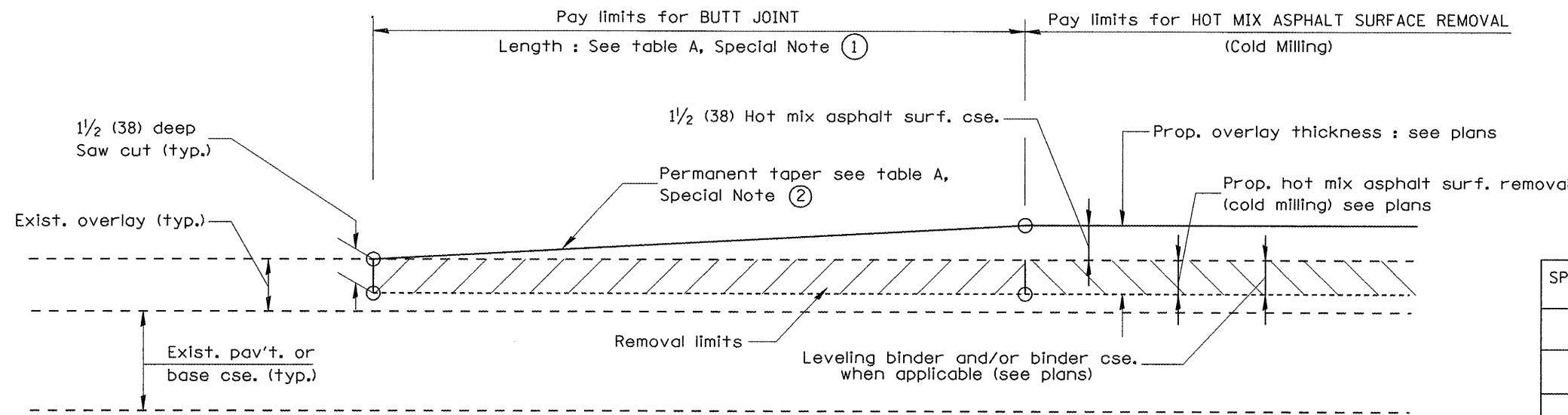
DATE	REVISIONS	BY
1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

**SLOPE STEPS
DETAIL**

CADD STD. NO. 205001-D4
SCALE: NOT DRAWN TO SCALE

DRAWN BY CADD
CHECKED BY

205001-D4



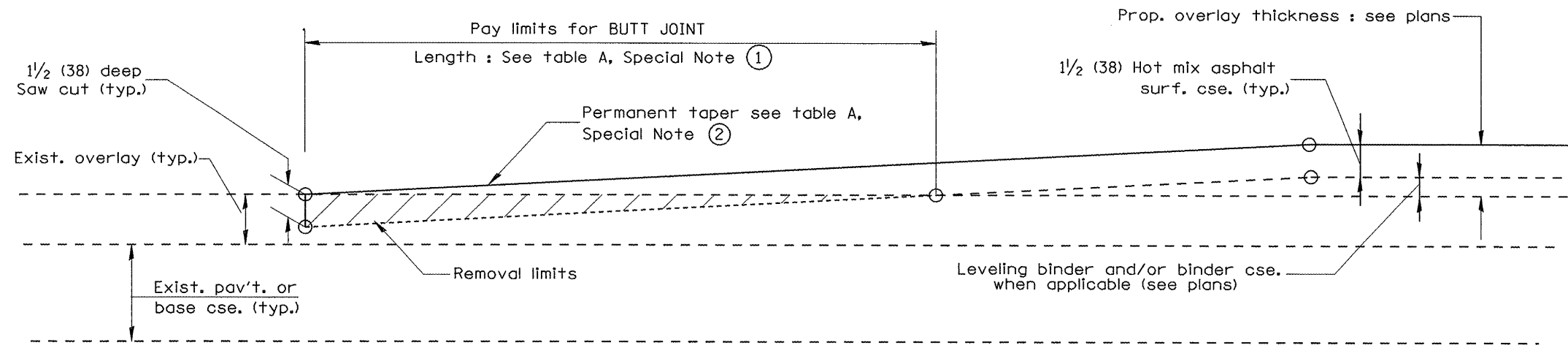
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	LENGTH OF BUTT JOINT	60'(18.0 m)	30'(9.0 m)
②	PERMANENT TAPER RATE	1:480	1:240
③	TEMPORARY RAMP TAPER RATE	1:80	1:40
④	TEMPORARY RAMP LENGTH	10'(3.0 m)	5'(1.5 m)
⑤	LENGTH OF BUTT JOINT	10'(3.0 m)	10'(3.0 m)

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.



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

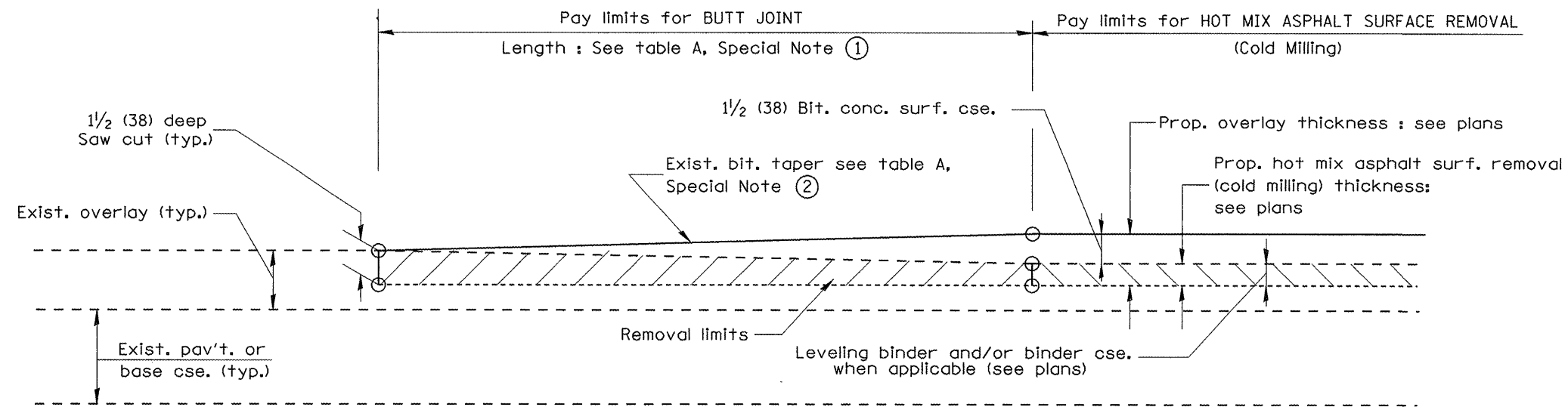
DATE	REVISIONS	BY
1-1-97	RENUM. C-23.01, NEW REVISION BOX	T.P.
4-1-97	CORRECTION TO DEPTH	J.A.
9-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

BUTT JOINTS
CADD STD NO. 406101-D4 SHEET 1 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
DATE CHECKED BY

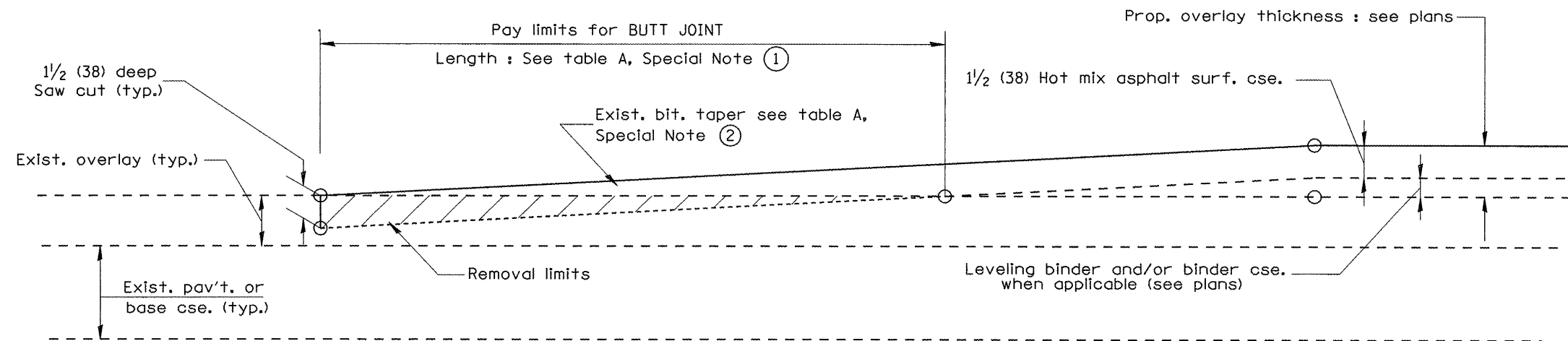
406101-D4 (1)

DESIGNER NOTES:
 1. Include District Special Provision for Butt Joints & for Hot Mix Asphalt Removal (Cold Milling).
 2. The butt joints pay item includes the saw cut & temporary ramp. Payment for the Butt Joint applies whether or not the project features Hot Mix Asphalt Removal (Cold Milling).

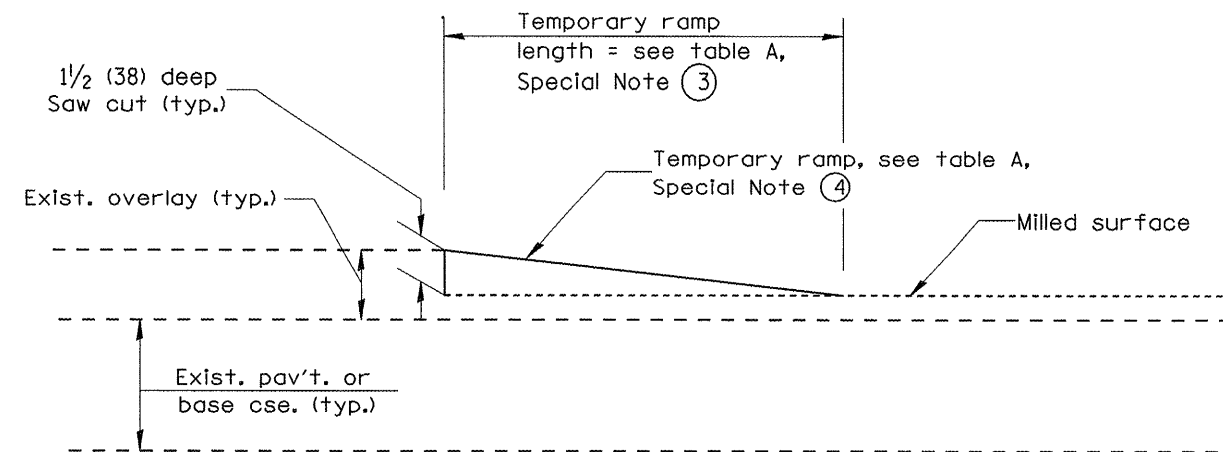
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	1105BRIBR	Marshall	71	46
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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



**CASE 4 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



DETAIL TEMPORARY RAMP

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

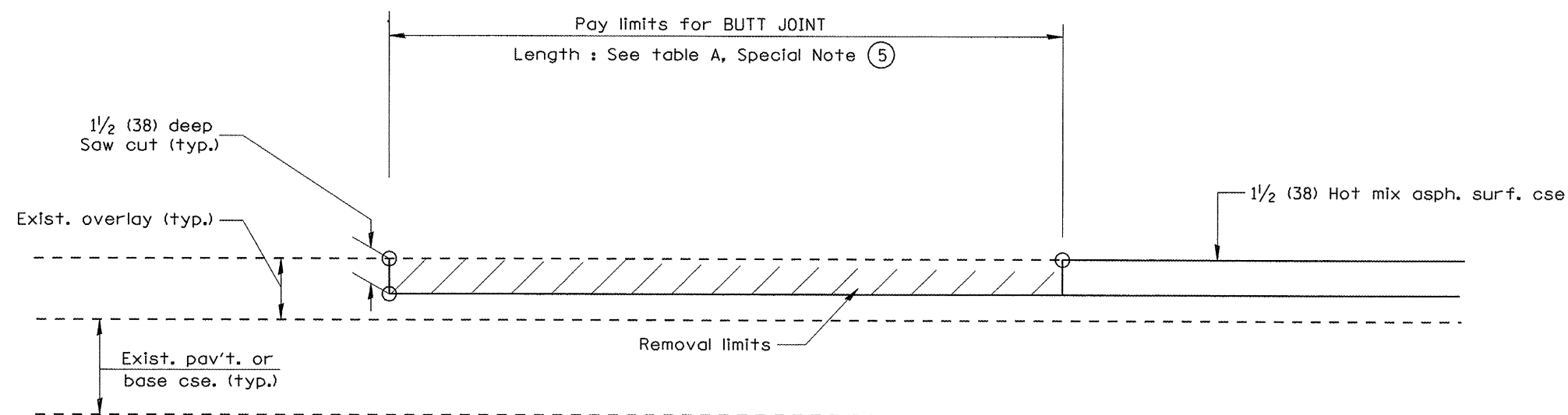
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 2 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
CHECKED BY

406101-D4 (2)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	47
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



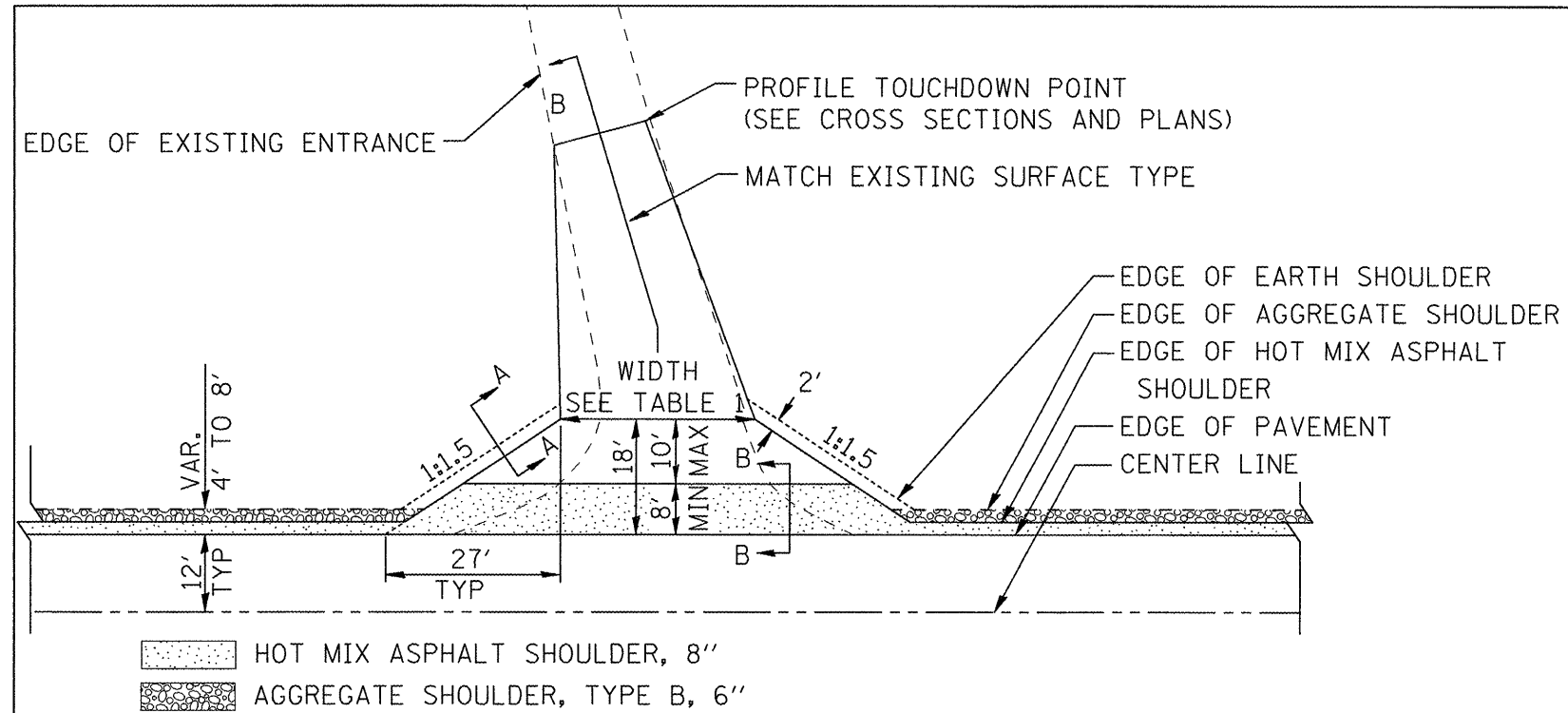
CASE 5 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT CADD STANDARD

BUTT JOINTS
 CADD STD NO. 406101-D4 SHEET 3 OF 3
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
 CHECKED BY

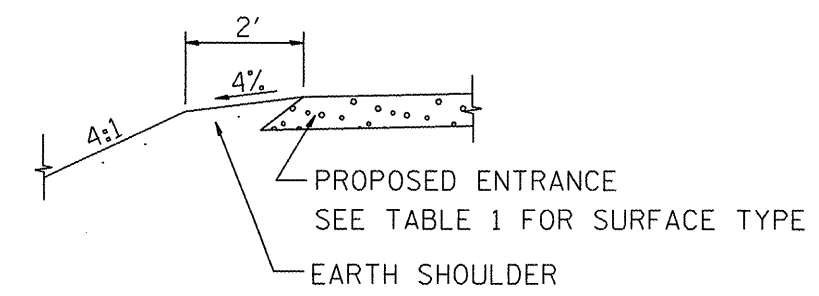
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	48
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLAN

COMMERCIAL / FARM-RELATED ENTRANCE

ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT		COMMERCIAL	
	12'(3.6m) Min.	24'(7.2m) Max.	20'(6.1m)Max.	30'(9.0m)Max.	1-WAY OPERATION	2-WAY OPERATION
WIDTH (W)	12'(3.6m) Min.	24'(7.2m) Max.	20'(6.1m)Max.	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"		8"	
PCC DRIVEWAY PAVEMENT	6"		—		7"	

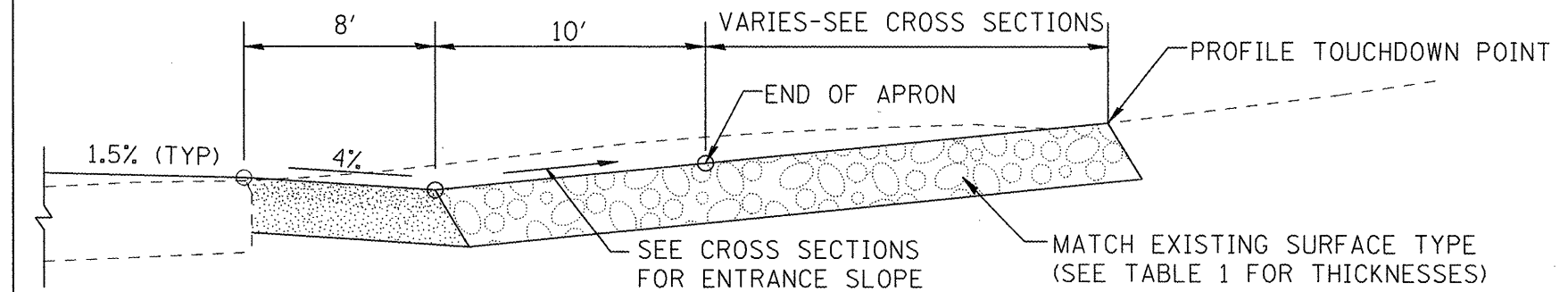


SECTION A-A

SHOULDER TREATMENT FOR RURAL ENTRANCES

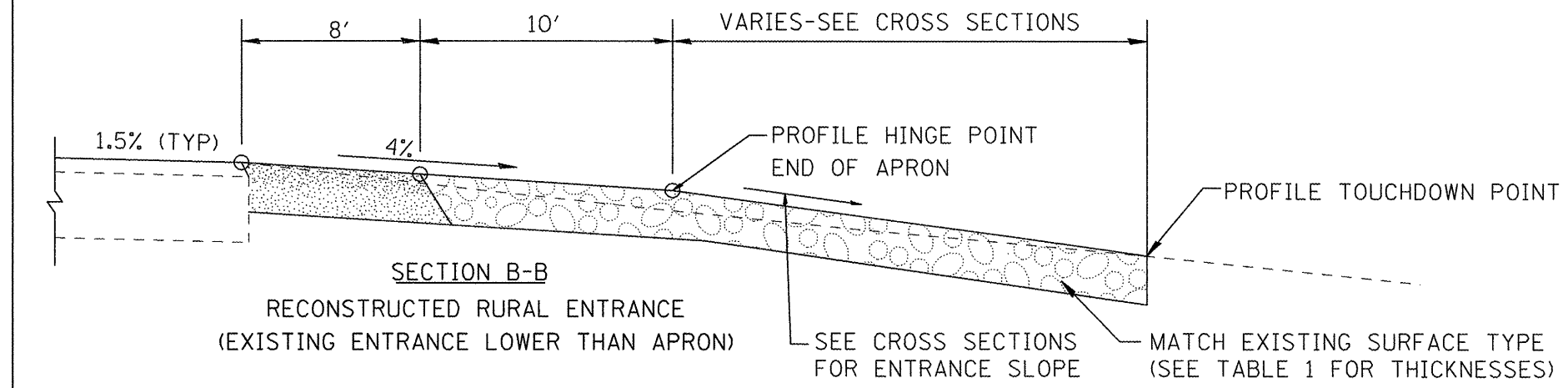
GENERAL NOTES

- 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.



SECTION B-B

RECONSTRUCTED RURAL ENTRANCE
(EXISTING ENTRANCE HIGHER THAN APRON)



SECTION B-B

RECONSTRUCTED RURAL ENTRANCE
(EXISTING ENTRANCE LOWER THAN APRON)

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

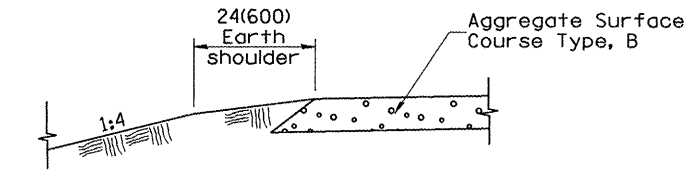
RURAL ENTRANCES FOR
"3R" PROJECTS

SHEET 1 OF 2

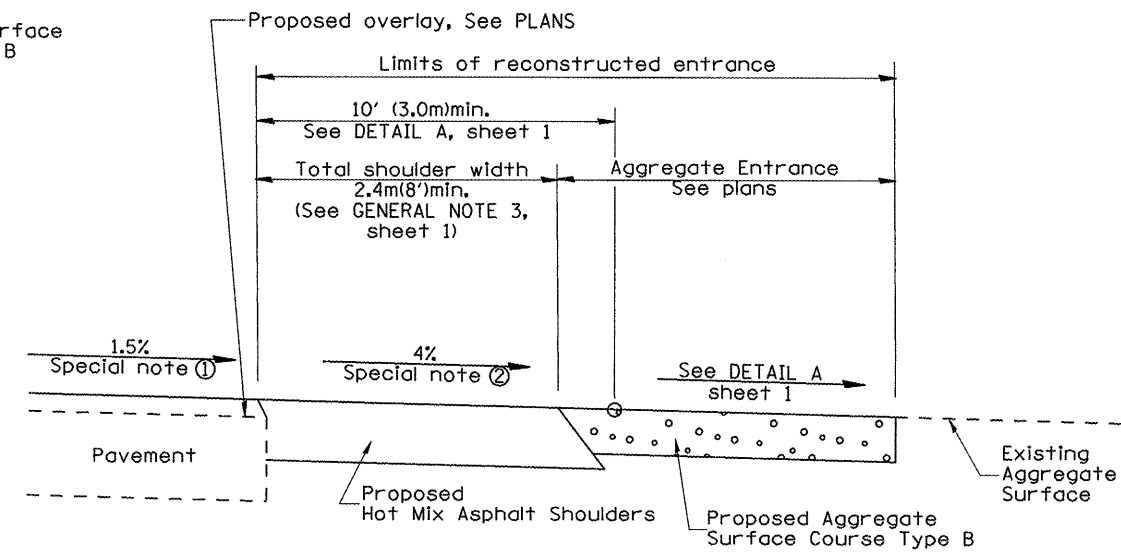
CADD STD NO. 406301-D4
SCALE: NOT DRAWN TO SCALE
DRAWN BY: CADD
CHECKED BY: T. PICKERING

DATE	REVISIONS	BY
1-1-97	RENUM. C-103.06, NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.
1-17-03	ADJUST DESIGN, CHANGE ENTRANCE	J.A.T.R.
9-15-05	RADIUS FOR FLARE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

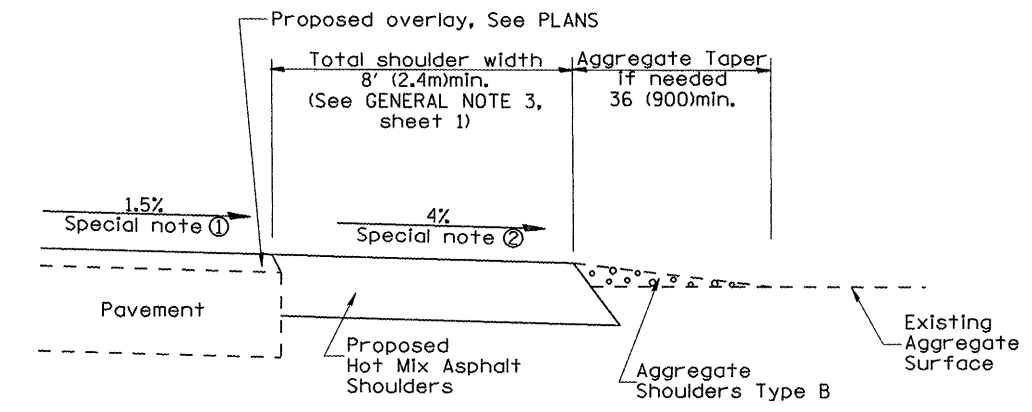
F.A. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	49
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



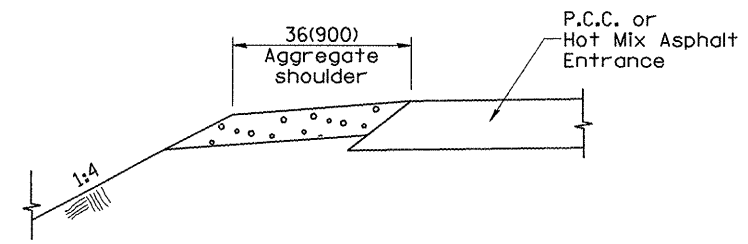
SECTION A-A
SHOULDER TREATMENT FOR AGGREGATE ENTRANCES



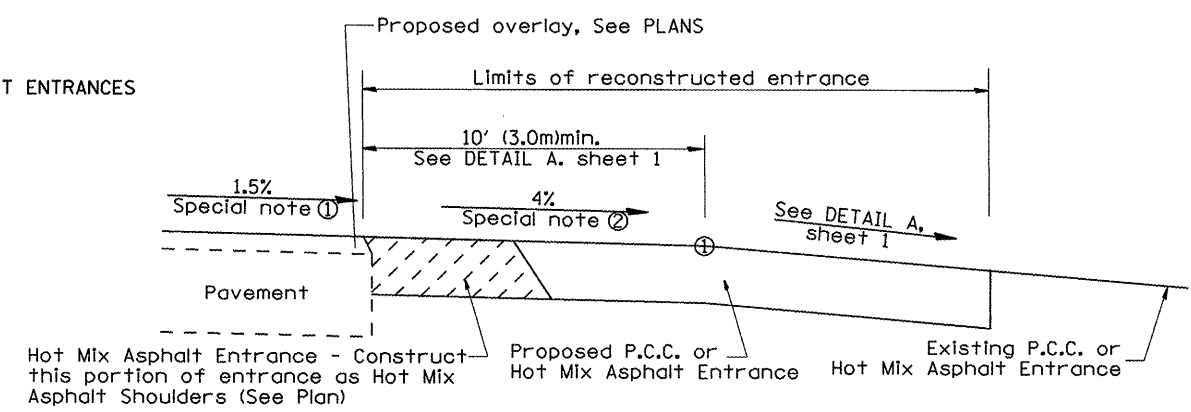
SECTION B-B
RECONSTRUCTED AGGREGATE ENTRANCE



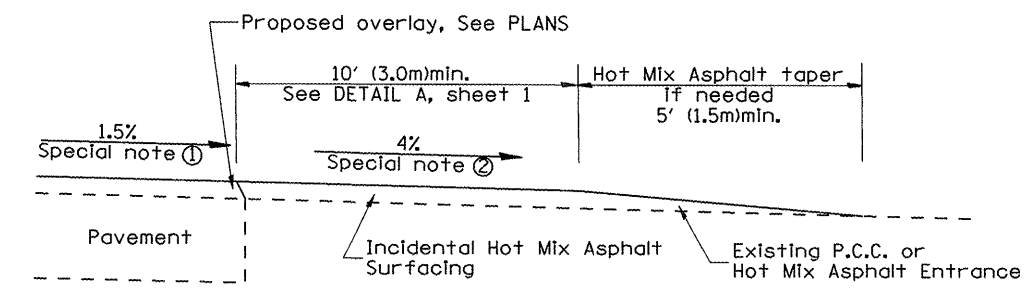
SECTION B-B
EXISTING AGGREGATE ENTRANCE



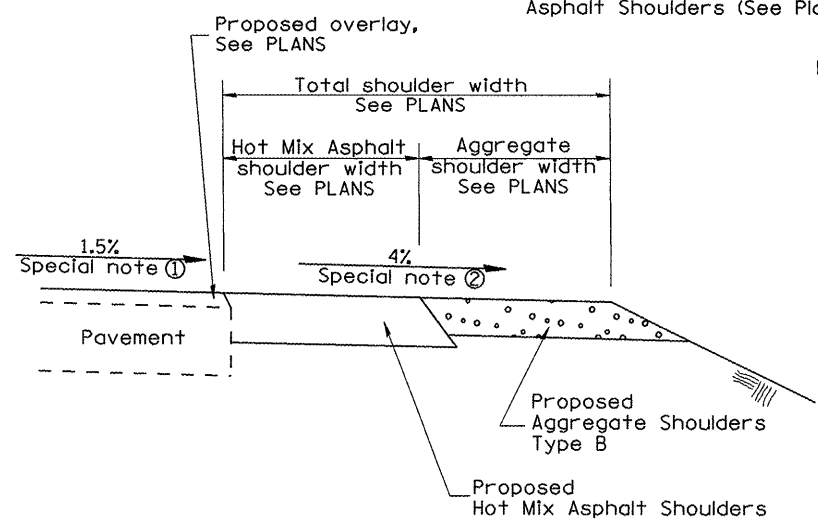
SECTION C-C
SHOULDER TREATMENT FOR P.C.C. OR HOT MIX ASPHALT ENTRANCES



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

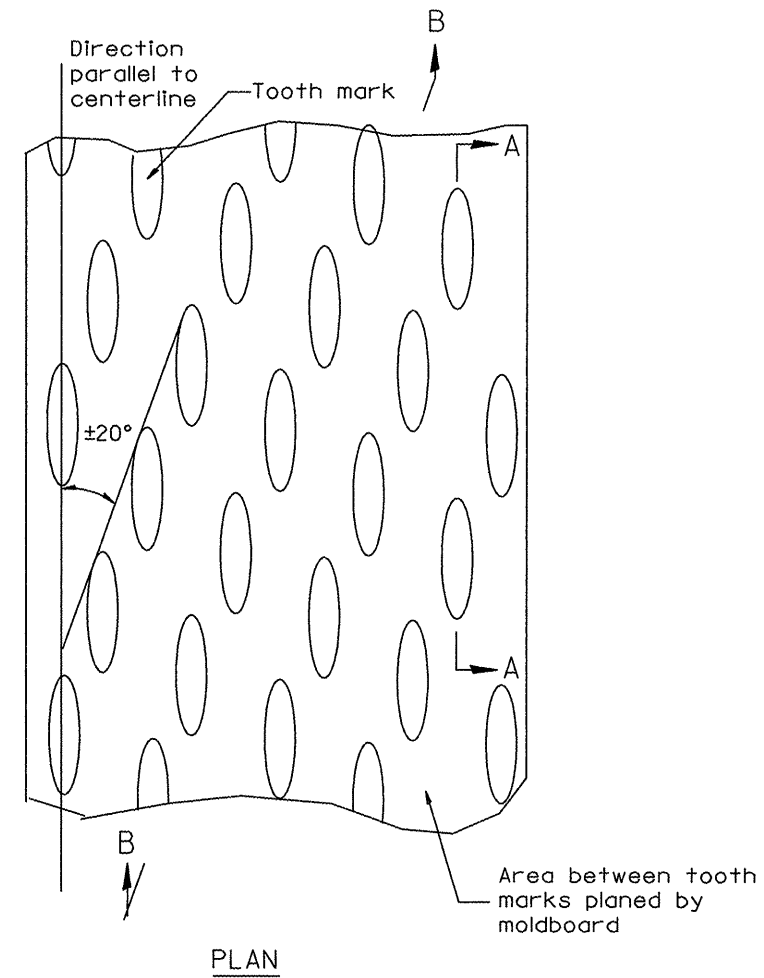
SPECIAL NOTES

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated 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 superelevated 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 slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H). All dimensions are in inches (millimeters) unless otherwise noted.

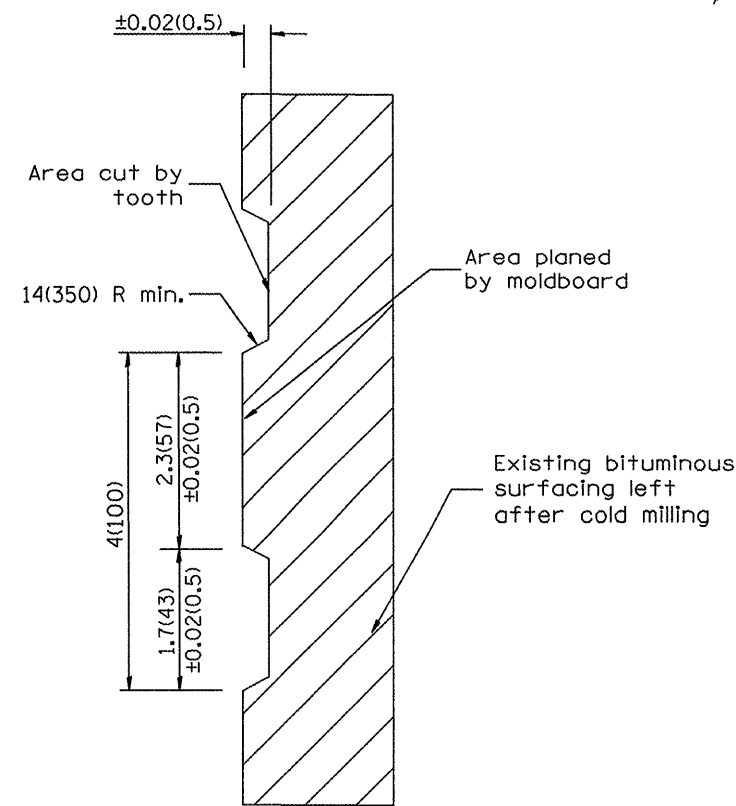
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
RURAL ENTRANCES FOR "3R" PROJECTS	
SHEET 2 OF 2	
CADD STD NO. 406301-D4	DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE	CHECKED BY: T. PICKERING

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	50
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

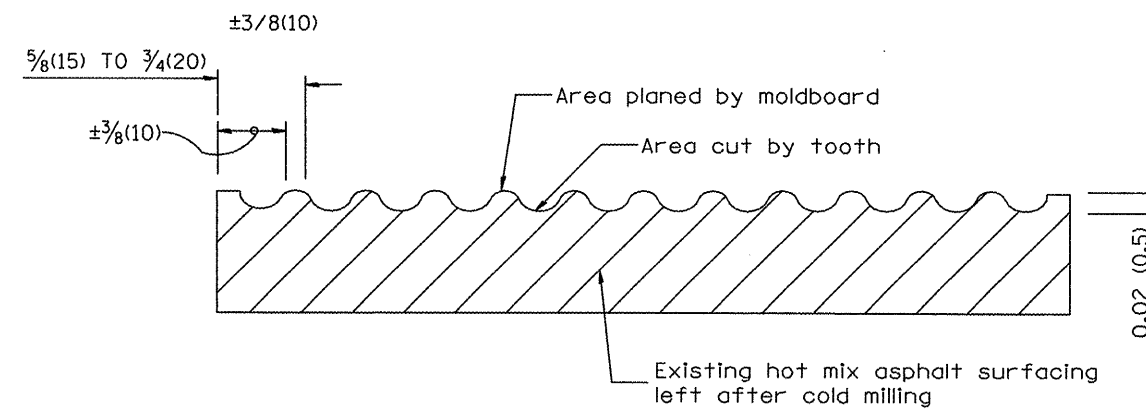


General notes:

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.



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. C-104.01, NEW REVISION BOX	T. P.
4-20-98	REMOVED MILLING DETAIL FROM STD.	J. A.
9-08-98	CORRECT NOTE LEADER PLACEMENT	R. W.
10-16-06	REVISED TO 2007 SPEC.	M.A.

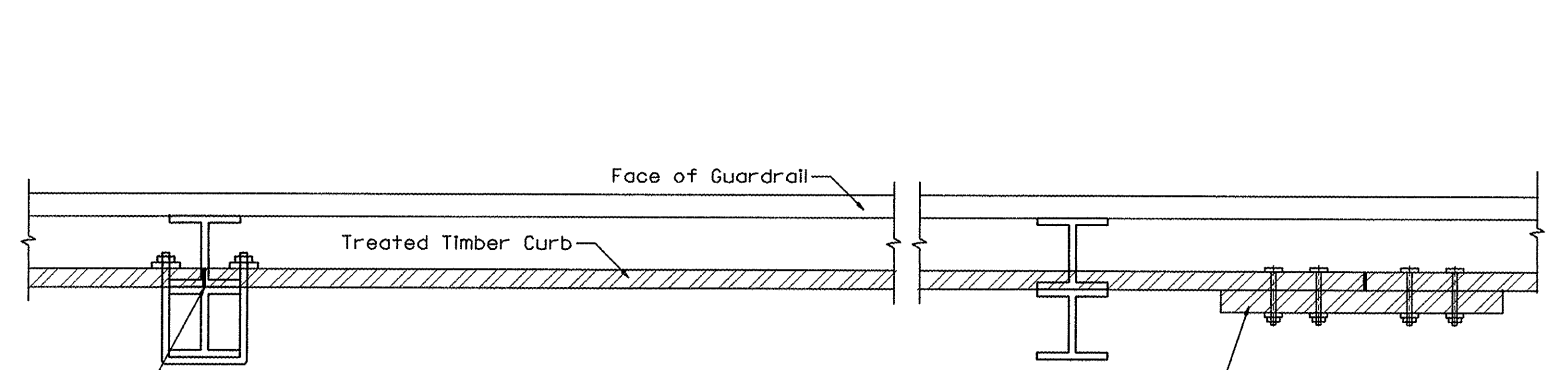
HOT MIX ASPHALT
SURFACE REMOVAL
(COLD MILLING)

CADD STD NO. 440001-D4

SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
DATE CHECKED BY

DESIGNER NOTE
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.

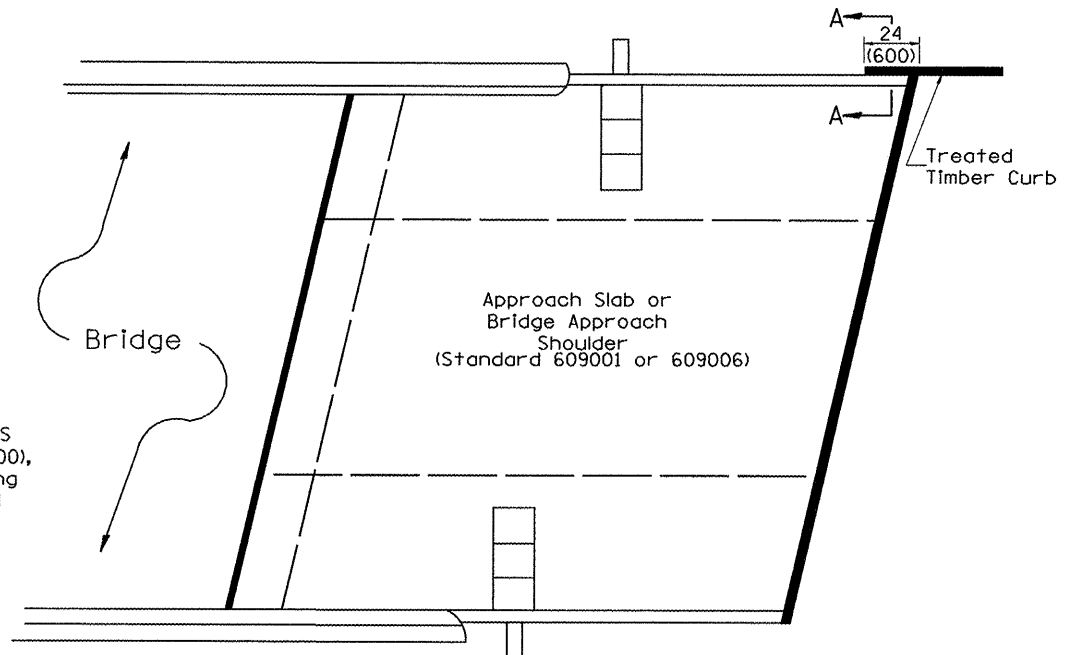
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	52
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



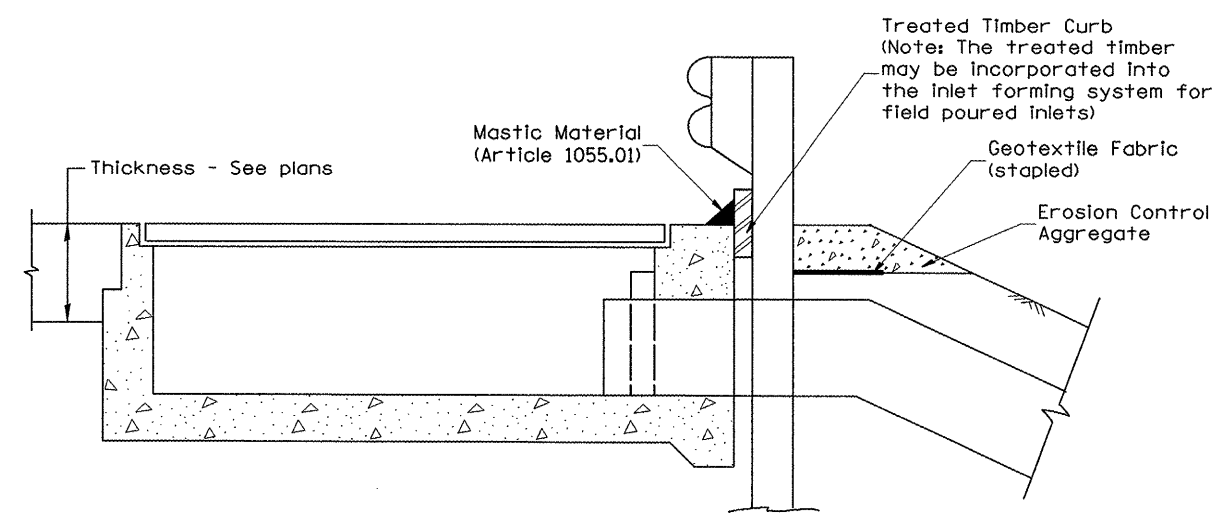
SPLICE LOCATED AT GUARDRAIL POST
1/2(M12) galvanized U-bolt with
nut & washer

SPLICE LOCATED BETWEEN GUARDRAIL POSTS
treated timber splice plate 2x12 (50x300),
actual size 1 1/2x11 1/2 (40x290), 24(600) long
with 8 evenly spaced 1/2(M12) galvanized
bolts with nuts & washers.

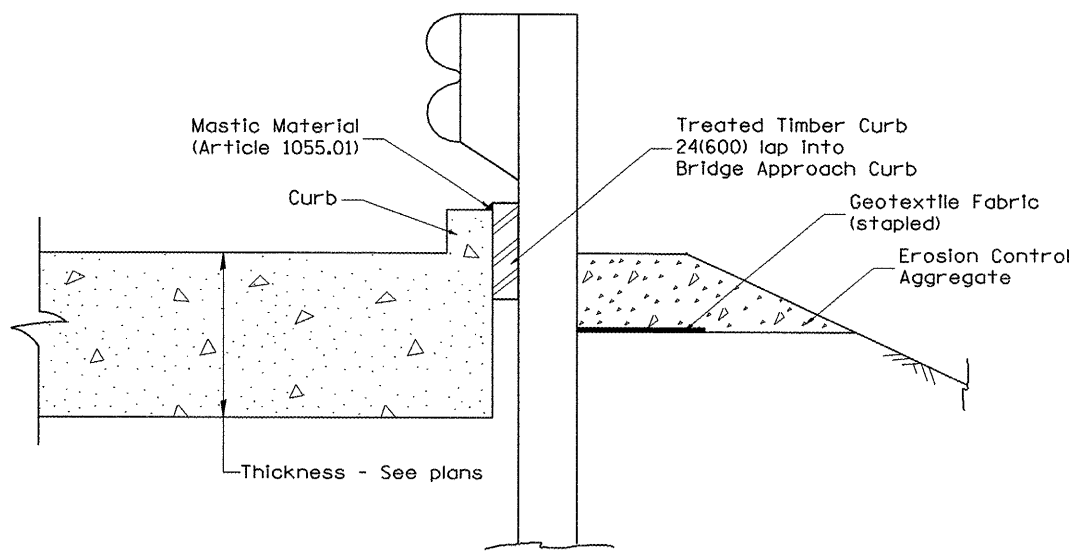
DETAIL A
(Typical Treated Timber Splices)



PLAN VIEW
APPROACH SLAB OR BRIDGE APPROACH SHOULDER
(STANDARD 609001 or 609006)



TYPICAL SECTION WITH EROSION CONTROL CURB
AT INLETS TYPE E & F (STANDARD 610001)
AND INLET TYPE B (STANDARD 609001)

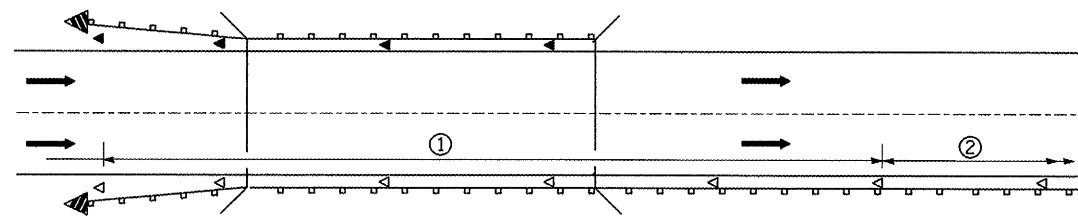


SECTION A-A
TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

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

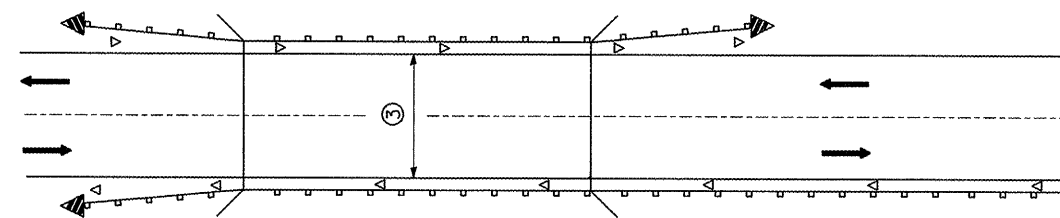
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL EROSION CONTROL TREATMENTS	
CADD STD NO. 630101-D4(2)	SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	53
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- ① Spacing 80 ft. (24 m) max. for first 400 ft. (122 m) or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length).
- ② After 400 ft. (122 m), transition to normal delineator spacing shown in Standard 635001, and continue as required.

ONE-WAY TRAFFIC



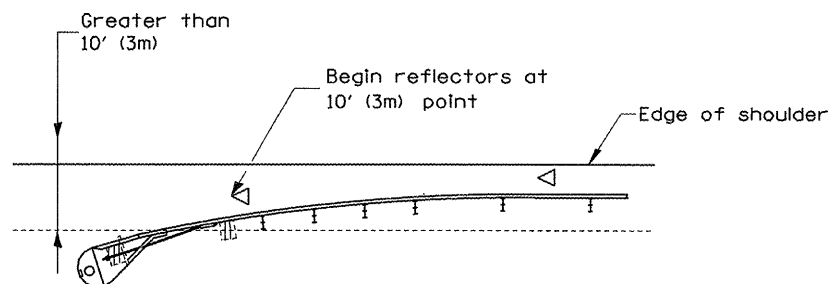
- ③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the bridge pavement is less than 24 (610) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

LEGEND

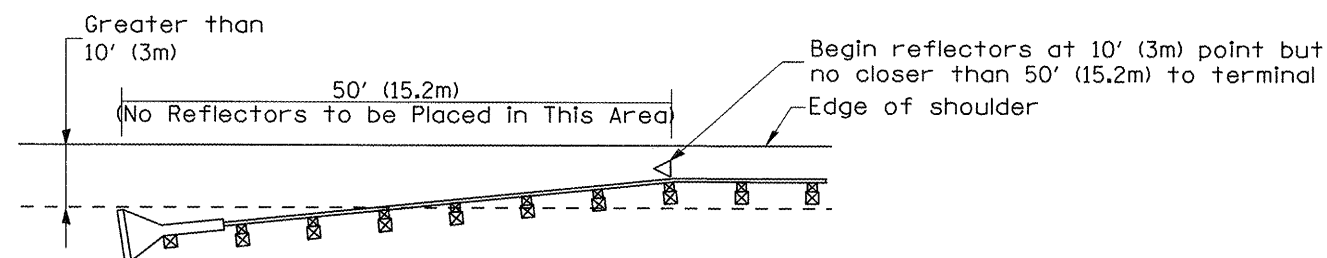
- ◁ Monodirectional silver
- ◄ Monodirectional amber
- ◄ Terminal Marker - Black/Yellow
Left or Right as appropriate



NOTE: Omit terminal marker when terminal over 10' (3m) from edge of paved shoulder or break point of unpaved shoulder, or when terminal buried in backslope.

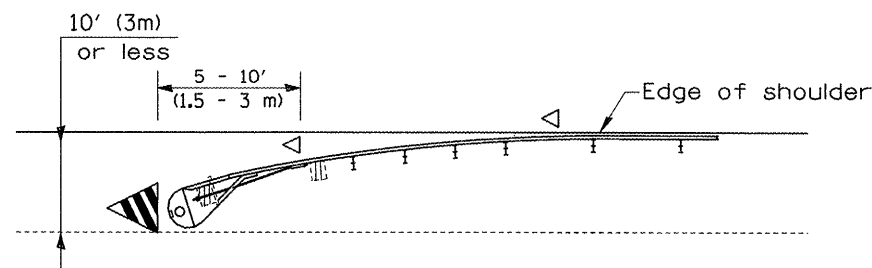
Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) from edge of shoulder]
*See Plans for Type



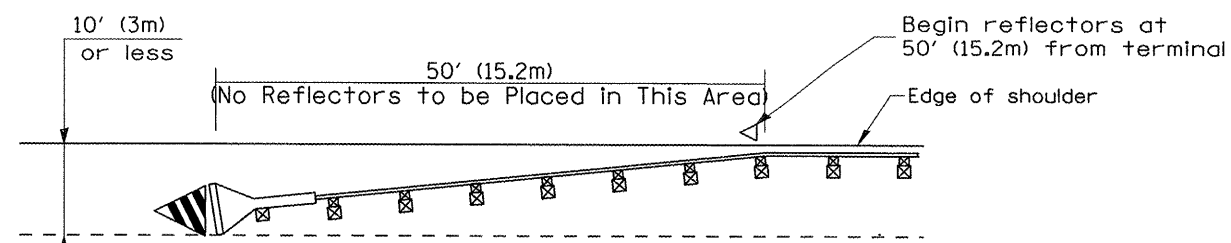
NOTE: Omit terminal marker when terminal over (10') from edge of paved shoulder or break point of unpaved shoulder.

Traffic Barrier Terminal Type 1 (Special)
[Terminal over 10' (3m) from edge of shoulder]



Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) or less from edge of shoulder]
*See Plans for Type



Traffic Barrier Terminal Type 1(Special)
[Terminal 10' (3m) or less from edge of shoulder]

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

**ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD**

DATE	REVISIONS	BY
1-1-97	RENUM. E-10.02, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. SPEC. *	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

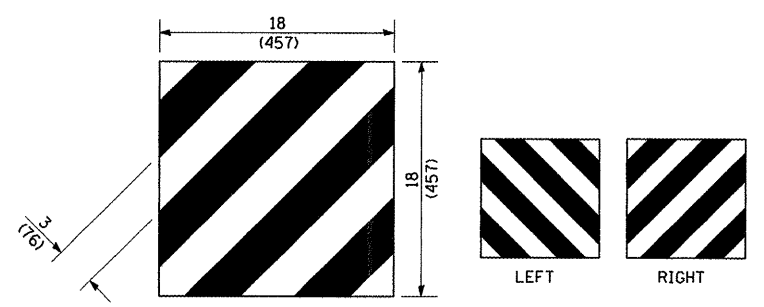
**GUARDRAIL AND
BARRIER WALL DELINEATION**

CADD STD. NO. 635101-D4 SHEET 1 OF 3
SCALE: NOT DRAWN TO SCALE DRAWN BY CADD
CHECKED BY

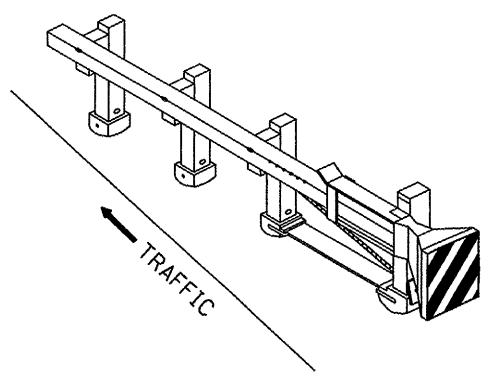
TERMINAL MARKER PLACEMENT

DESIGNER NOTE:
 1. INCLUDE APPROPRIATE SPECIAL PROVISIONS FOR "GUARD RAIL DELINEATION POLICY: 1. TERMINAL MARKER, 2. TERMINAL MARK POST, AND 3. GUARDRAIL AND BARRIER WALL MARKERS."
 FROM INTERIM SPECIAL PROVISIONS 94-74; "GUARDRAIL AND BARRIER WALL DELINEATION."
 2. IF POST MOUNT TERMINAL MARKER IS USED, INCLUDE STATE STD. 720011.

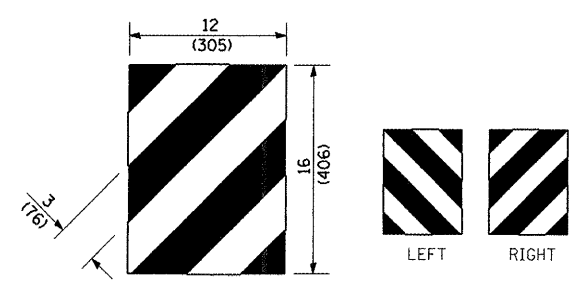
CONTRACT NO. 68479				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	54
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



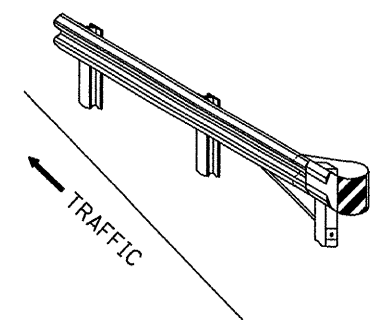
For Traffic Barrier Terminal Type 1 (Special)



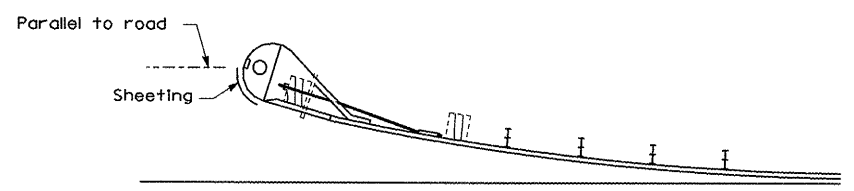
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



For Traffic Barrier Terminal Type (*)
and Post Mount
• See Plans for Type



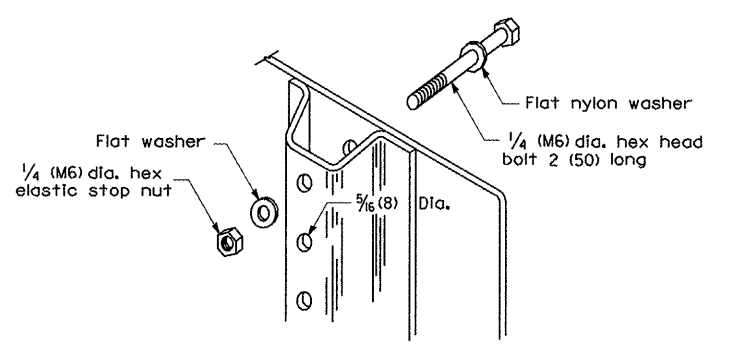
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type (*)
• See Plans for Type



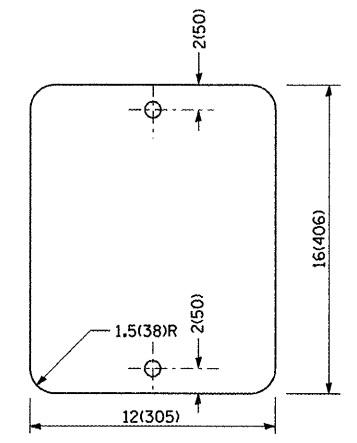
Sheeting Position for
Traffic Barrier Terminal Type (*)
• See Plans for Type

TERMINAL MARKER DETAILS

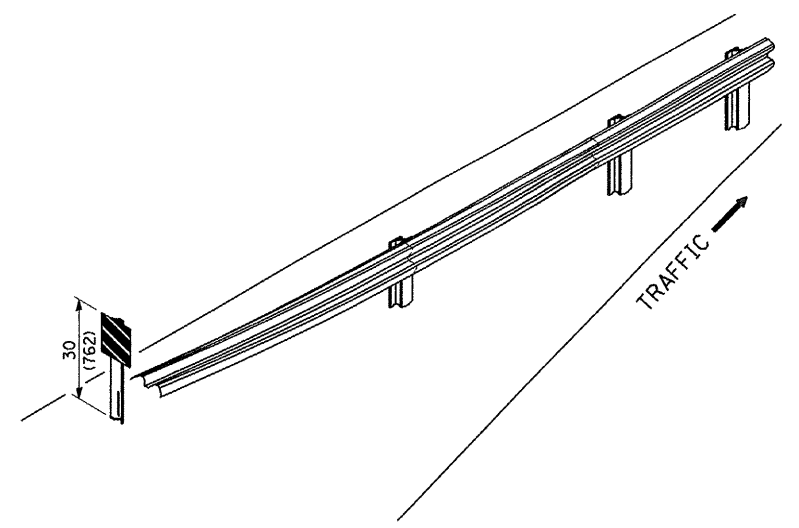
- Color: Black / Yellow reflectorized
- OM - I100 (L or R) Direct applied reflective sheeting
- OM - I200 (L or R) Post mounted



DETAIL OF MOUNTING TERMINAL MARKER TO POST



STANDARD TERMINAL MARKER



ALTERNATE TREATMENT - POST MOUNTED
(For turned-down terminal where sheeting cannot be direct applied)

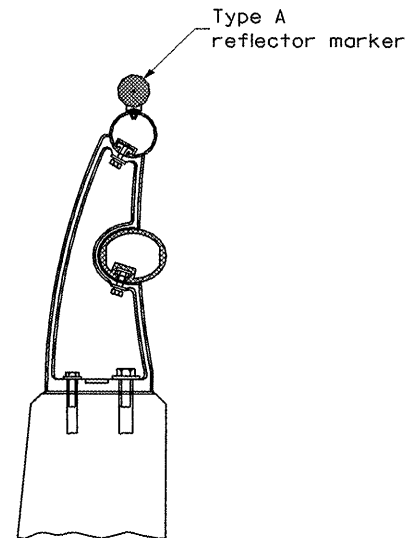
TERMINAL MARKER TREATMENTS

GENERAL NOTES

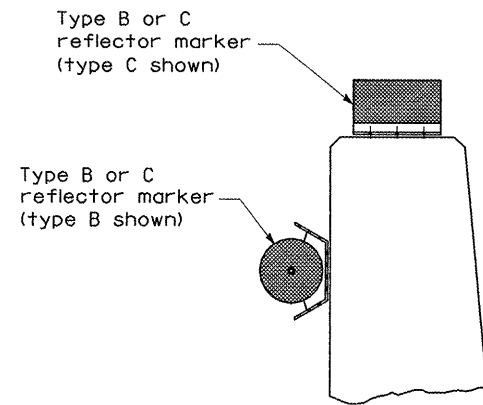
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL AND BARRIER WALL DELINEATION	
CADD STD. NO. 635101-D4	SHEET 2 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	55
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

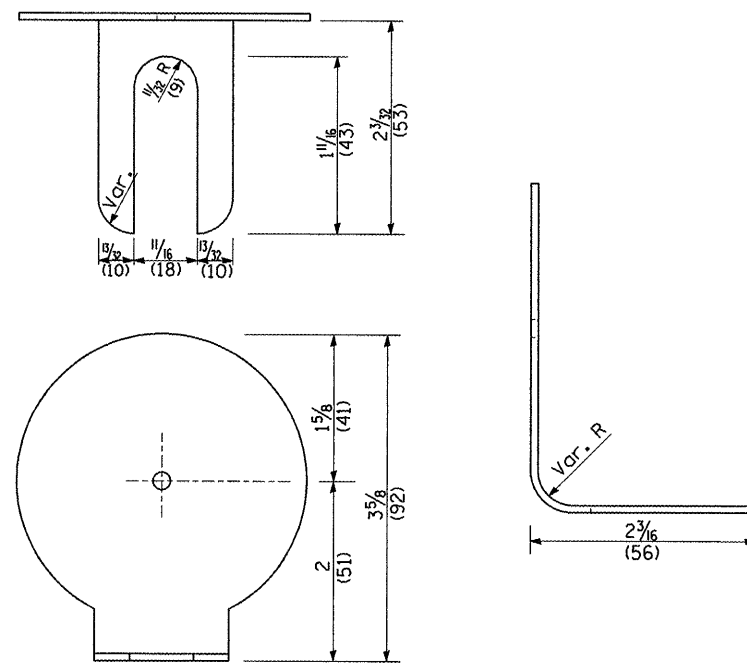


TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR



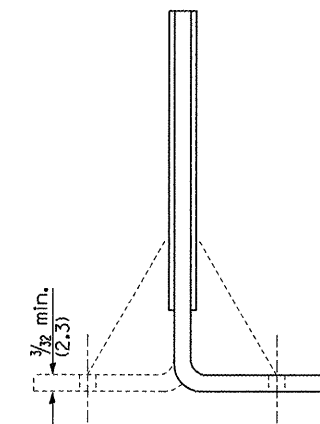
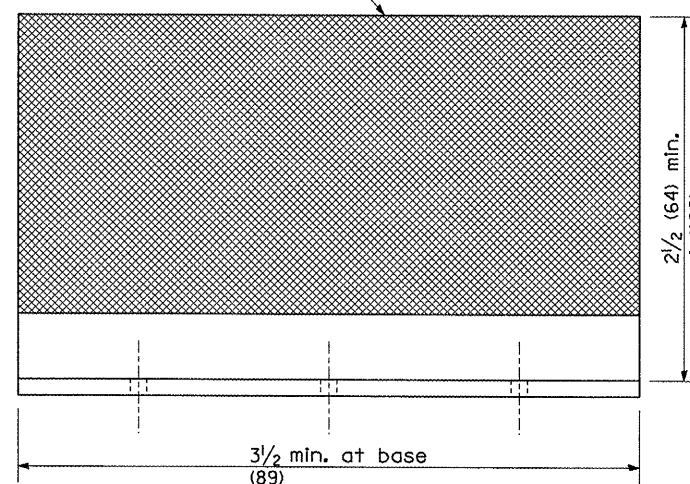
TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

REFLECTOR MOUNTING



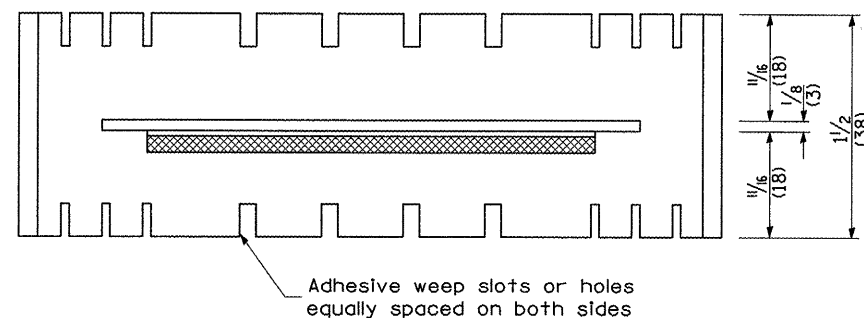
REFLECTOR MARKER TYPE A

Min. reflective area 6 1/2 sq. in. (4,194 mm²) each side. May be rectangular or slight trapezoid.

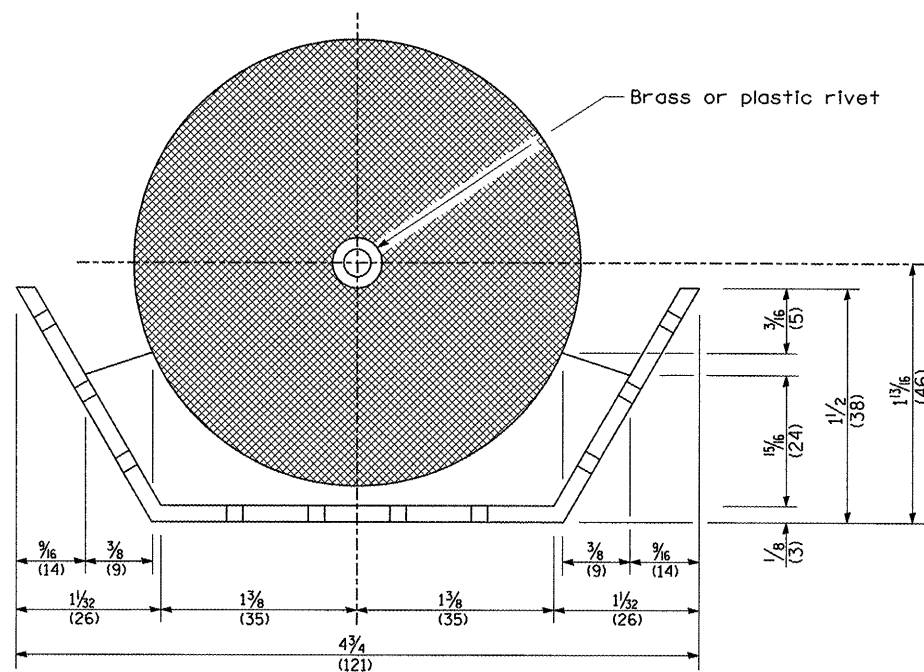


Cross section may be "T" or "L" shaped and may have side supports at ends.

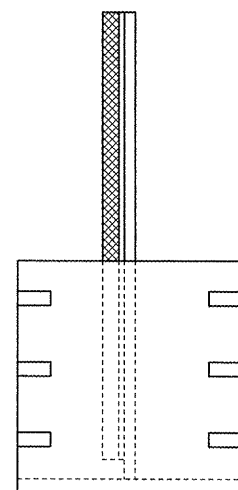
REFLECTORS



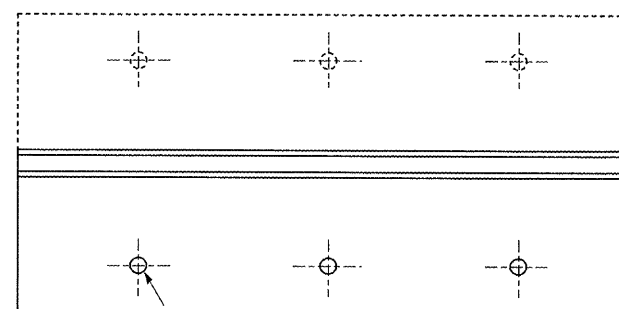
Adhesive weep slots or holes equally spaced on both sides



REFLECTOR MARKER TYPE B



REFLECTOR MARKER TYPE C



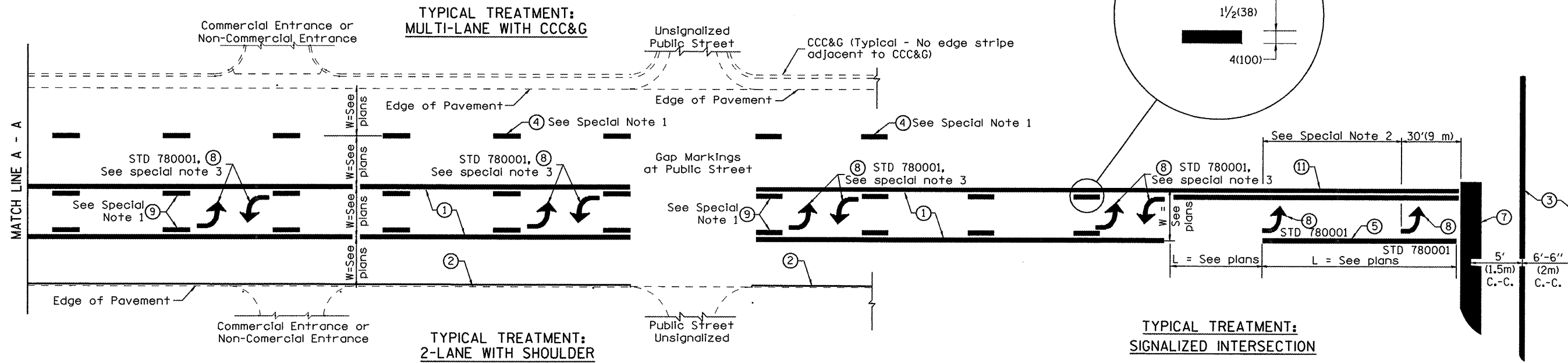
Minimum total area of base 7.0 Sq. in. (4,516 mm²)

3 min. adhesive weep holes or slots each side, variable spacing.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL AND BARRIER WALL DELINEATION	
CADD STD. NO. 635101-D4	SHEET 3 OF 3
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	1105BR/BR	Marshall	71	56
STA.		TO STA.		
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)
- 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.

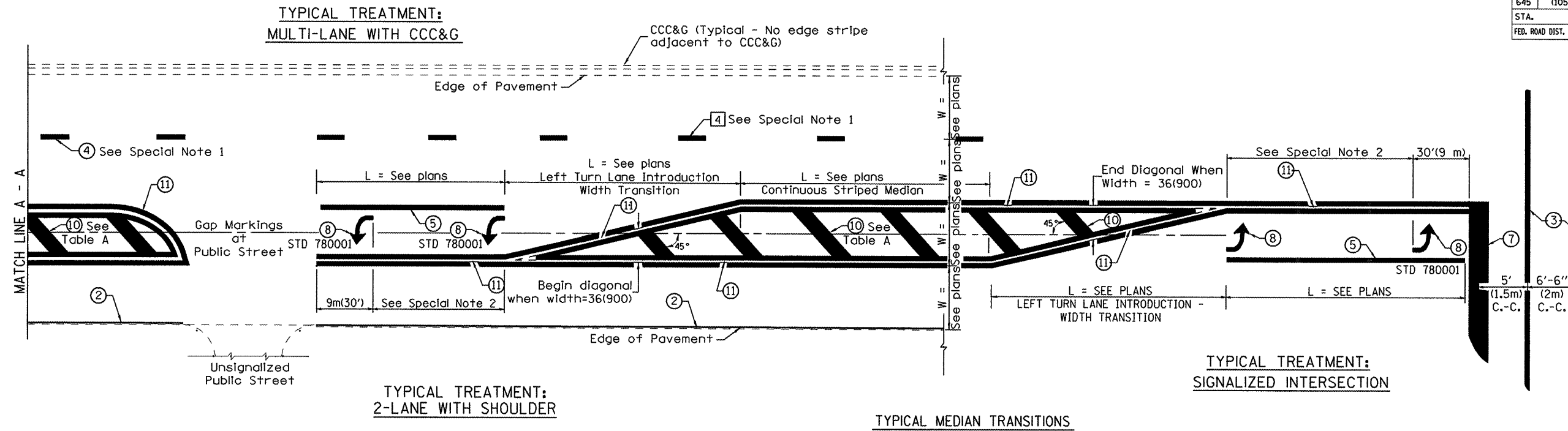
All dimensions are in inches (millimeters) unless otherwise noted.

DATE	REVISIONS	BY
1-1-97	RENUM. F-8.03, NEW REVISION BOX	T.P.
2-7-97	ADD BI DIRECTIONAL DIMENSION	J.A.
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.
8-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
TYPICAL PAVEMENT MARKINGS	
CADD STANDARD 780001-D4	SHEET 1 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

DESIGNER NOTES:
1. Include State Standard 780001 (Typical Pavement Markings)

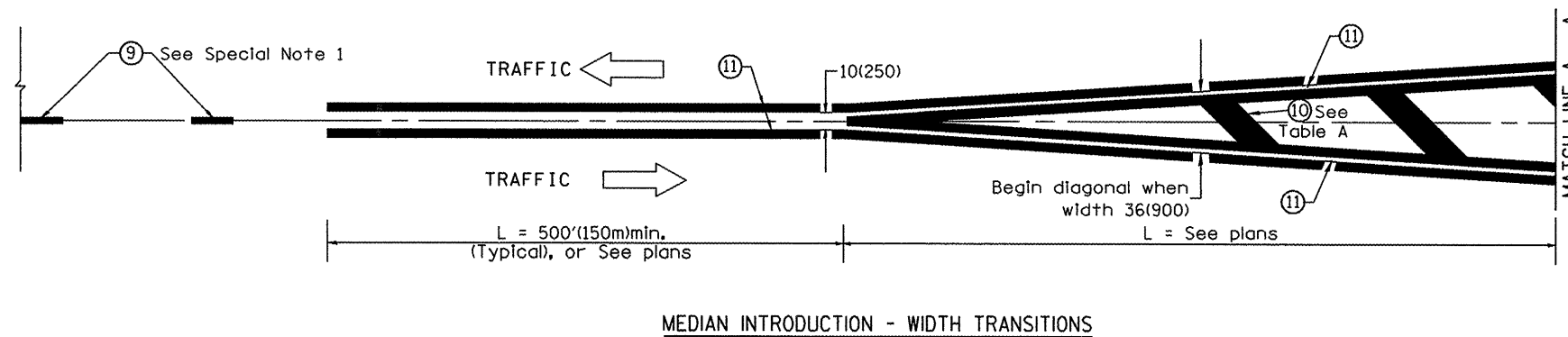
CONTRACT NO.			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
645	(105BR)BR	Marshall	71
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

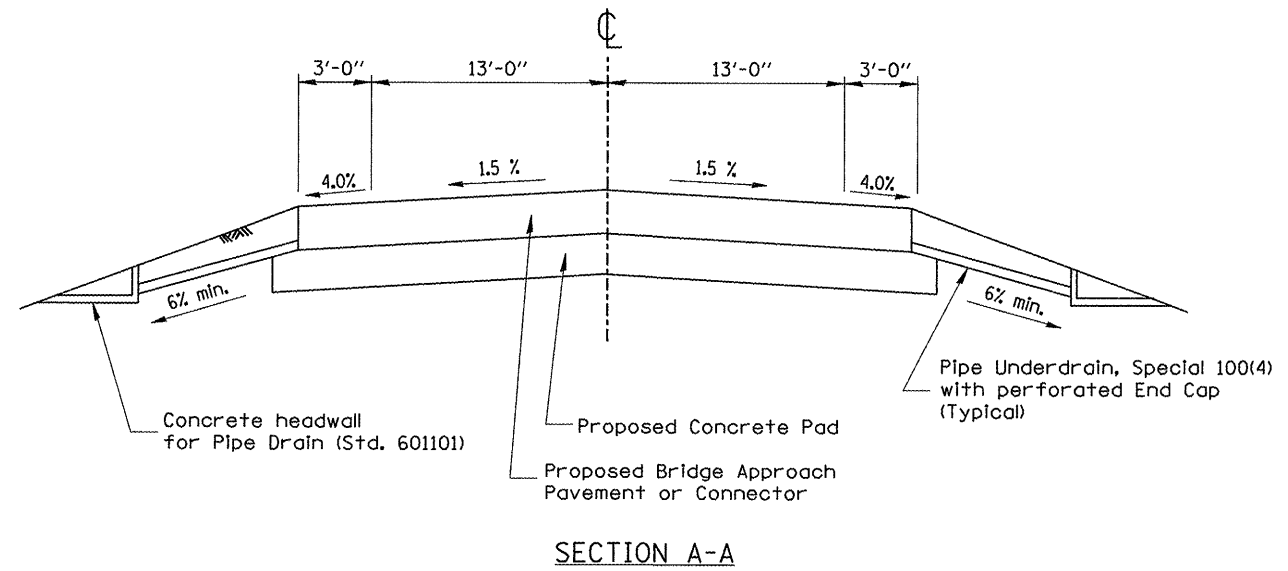
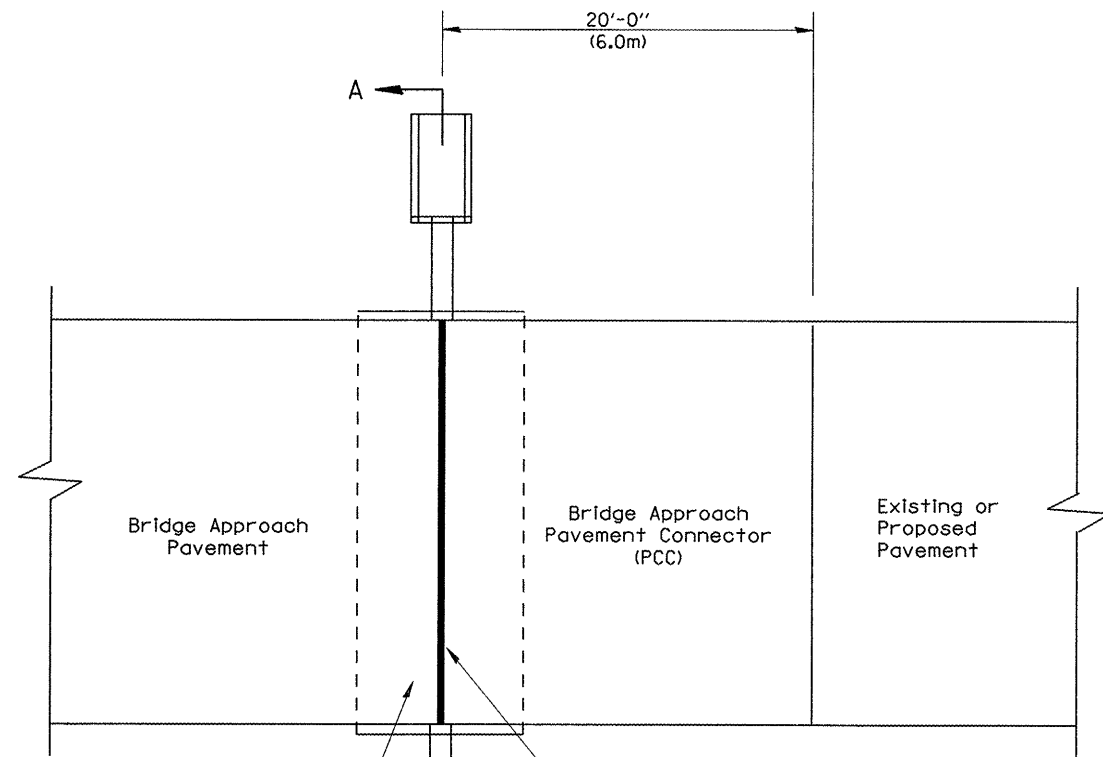
SPEED LIMIT RANGE	CONTINUOUS	INTERSECTION CHANNELIZATION
		(Includes Width Transitions for Median and Left Turn Lane Introductions)
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



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

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
TYPICAL PAVEMENT MARKINGS	
CADD STANDARD 780001-D4	SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

F.A. RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	58
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

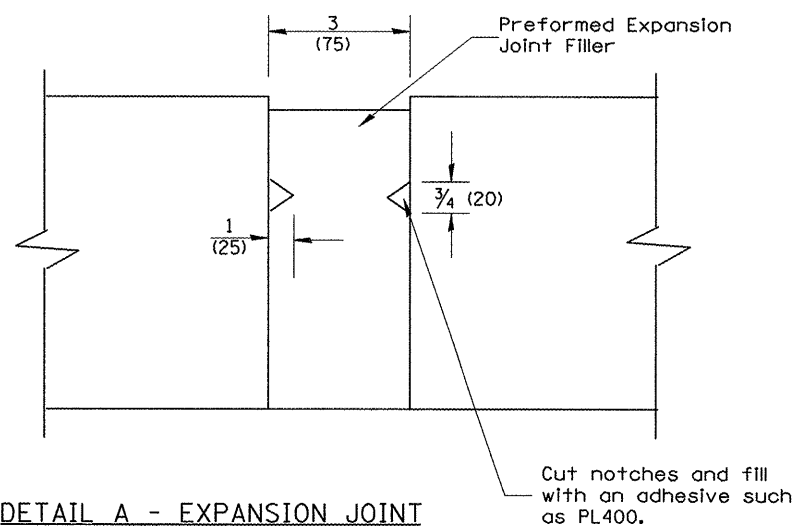


Concrete Pad (Std. 420401)

Expansion Joint (Detail A)

GENERAL NOTES:

1. All work shall be done in accordance with Standard 420401 except as shown herein.
2. The concrete headwalls and pipe underdrain special will be in accordance with Section 601.
3. The bridge approach pavement connector (pcc) shall be constructed similar to section G-G for existing construction rigid pavement as shown standard 420401. Adjacent to PCC base course or pavement deformed bars will be required. Adjacent to bituminous pavement deformed bars will not be required.



DETAIL A - EXPANSION JOINT

Preformed Expansion Joint Filler shall meet the requirements of Article 1051.08 or 1051.09. The expansion joint shall be constructed in accordance with Expansion Joint Sealing Detail shown on Standard 420001 and as shown herein.

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

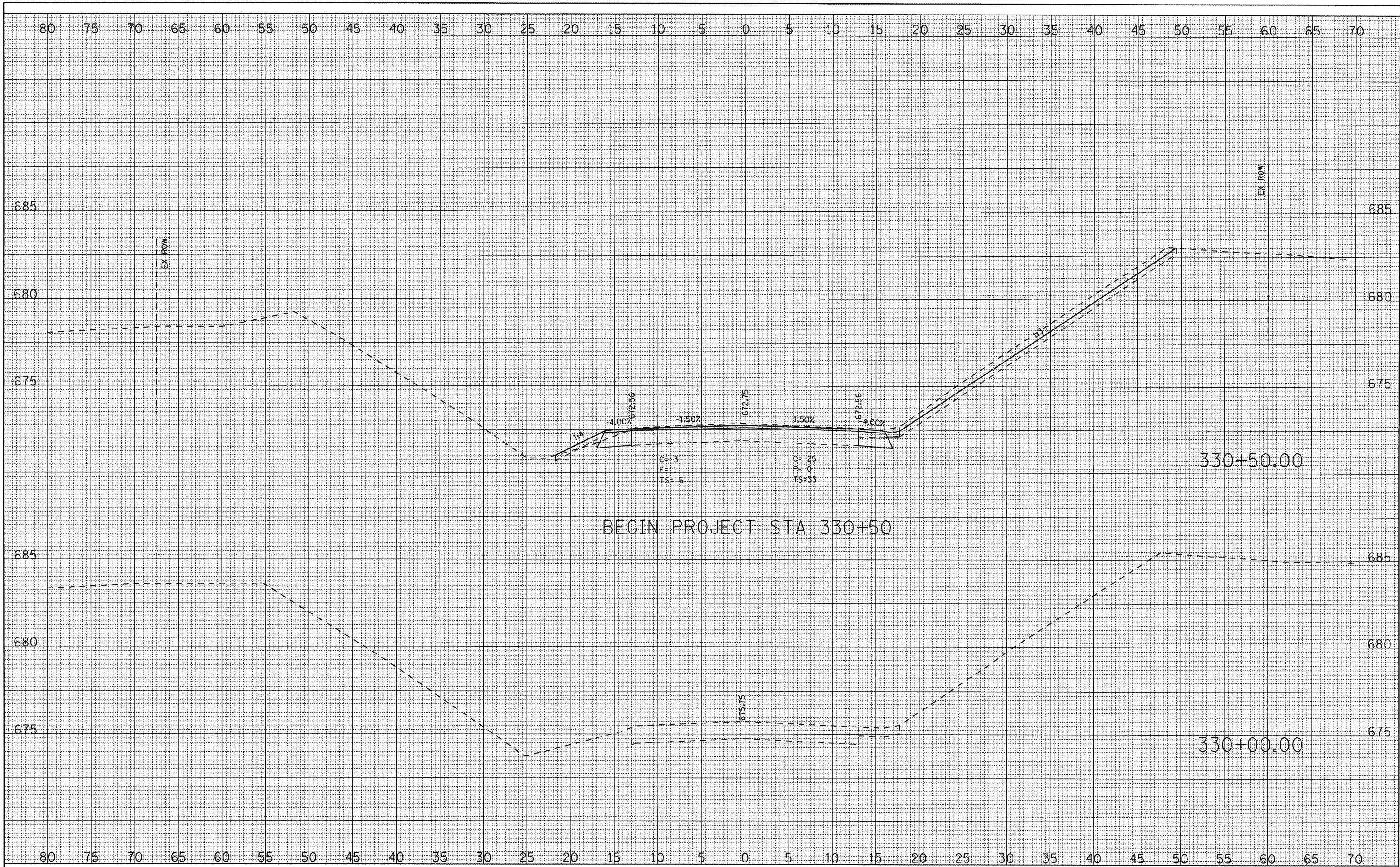
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
BRIDGE APPROACH DETAIL	
CADD STD. NO. 420401-D4	DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE	CHECKED BY

DATE	REVISIONS	BY
1-1-97	RENUM. H-6.09, NEW REVISION BOX, NOTES	T.P.
2-22-97	REVISED SECTION A-A	
3-1-97	CORRECT STD. NO. IN NOTES	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

DESIGNER NOTES:
1. Include Standards 420001, 601101 and 420401 in plans.

DATE	
BY	
SURVEYED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
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TEMPLATE	
NOTE BOOK	
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DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

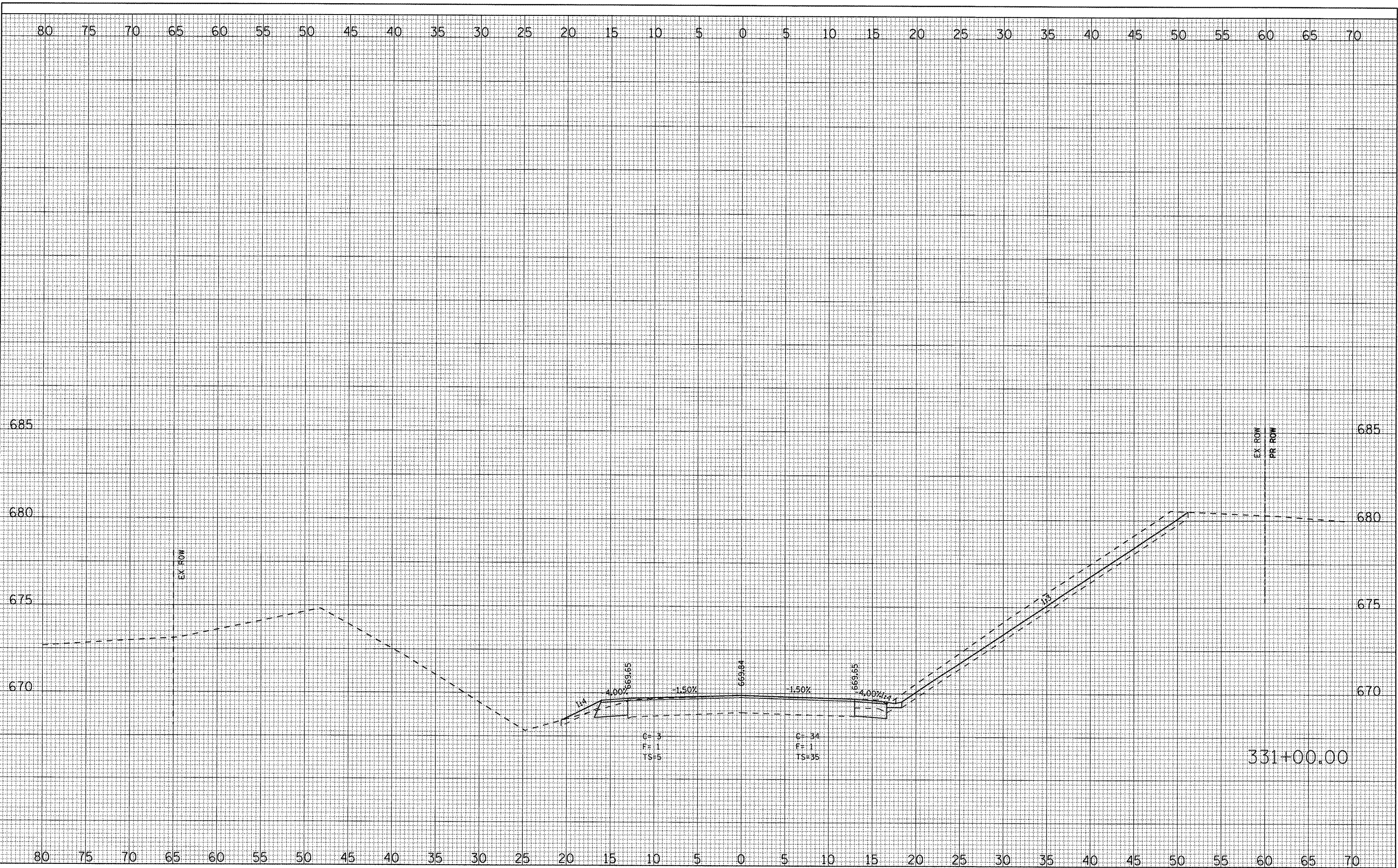
**CROSS SECTIONS
 ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

SCALE: SHEET NO. OF SHEETS STA. 330+00.00 TO STA. 330+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	59
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
			CONTRACT NO. 68479	

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

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NO. _____	BY _____	_____
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

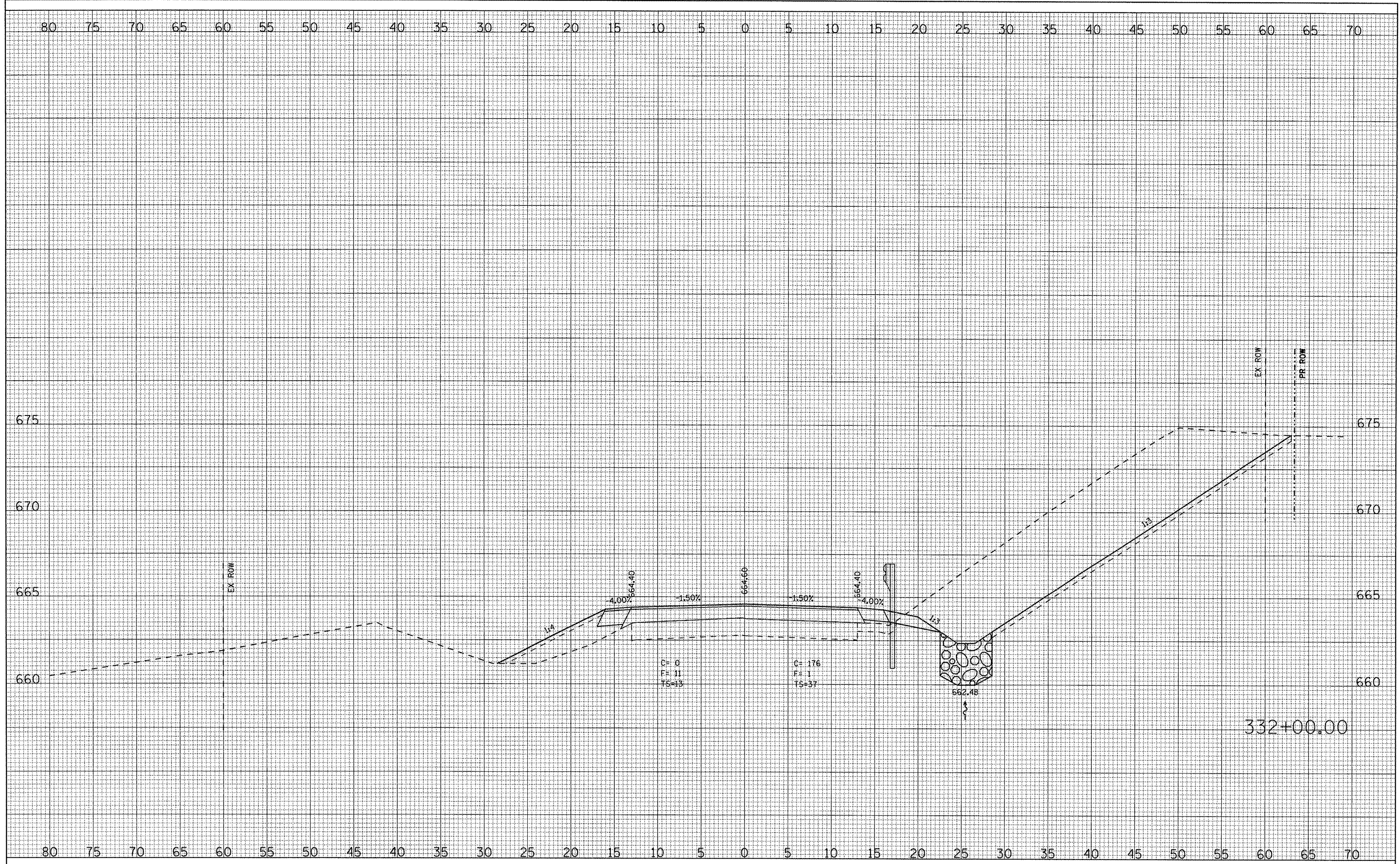
**CROSS SECTIONS
 ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	60
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68479	

FINAL SURVEY	SURVEYED	BY	DATE
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

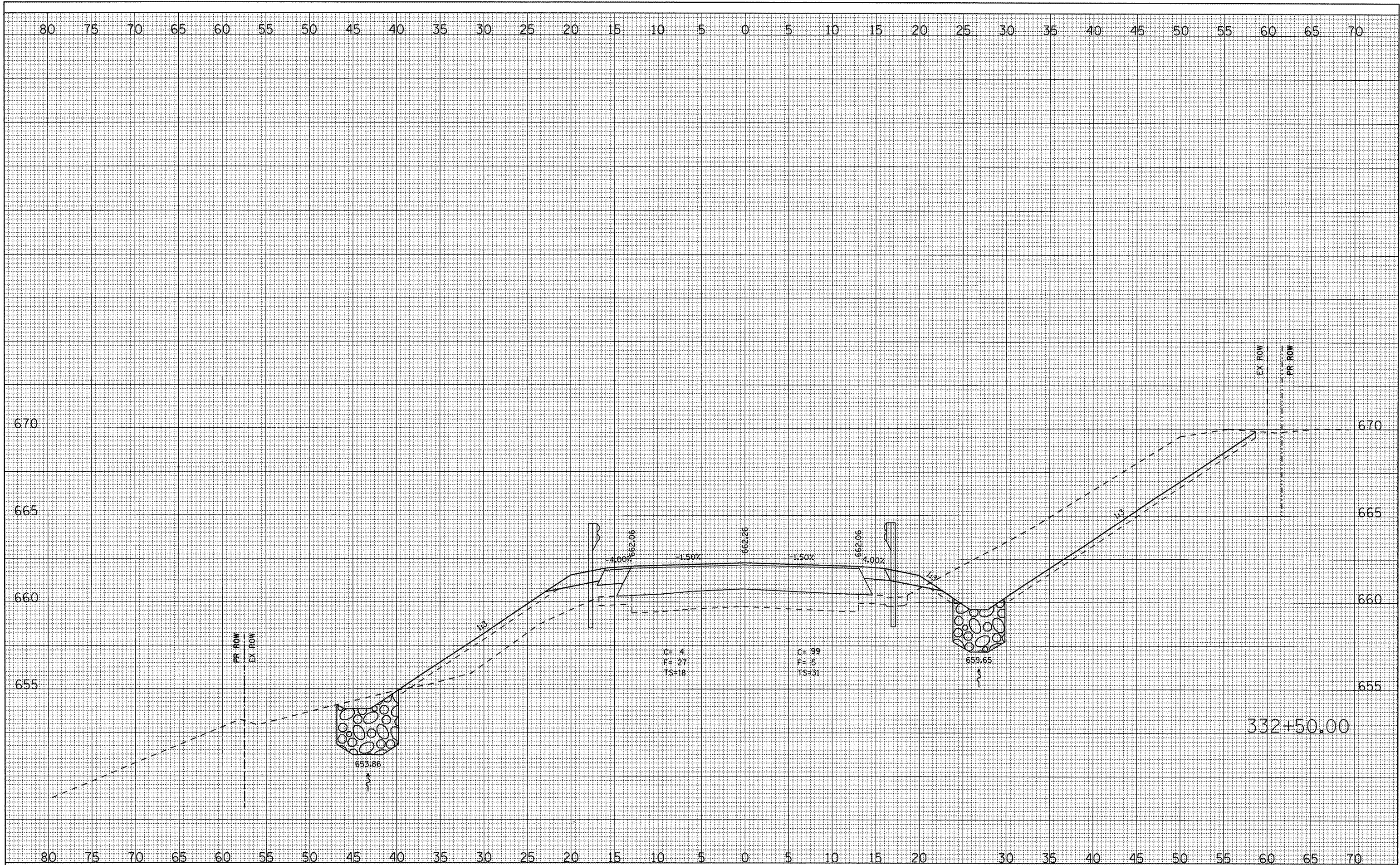
**CROSS SECTIONS
 ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

SCALE: SHEET NO. OF SHEETS STA. 332+00.00 TO STA. 332+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	62
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68479	

DATE	
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PLOTTED	
NOTE BOOK	
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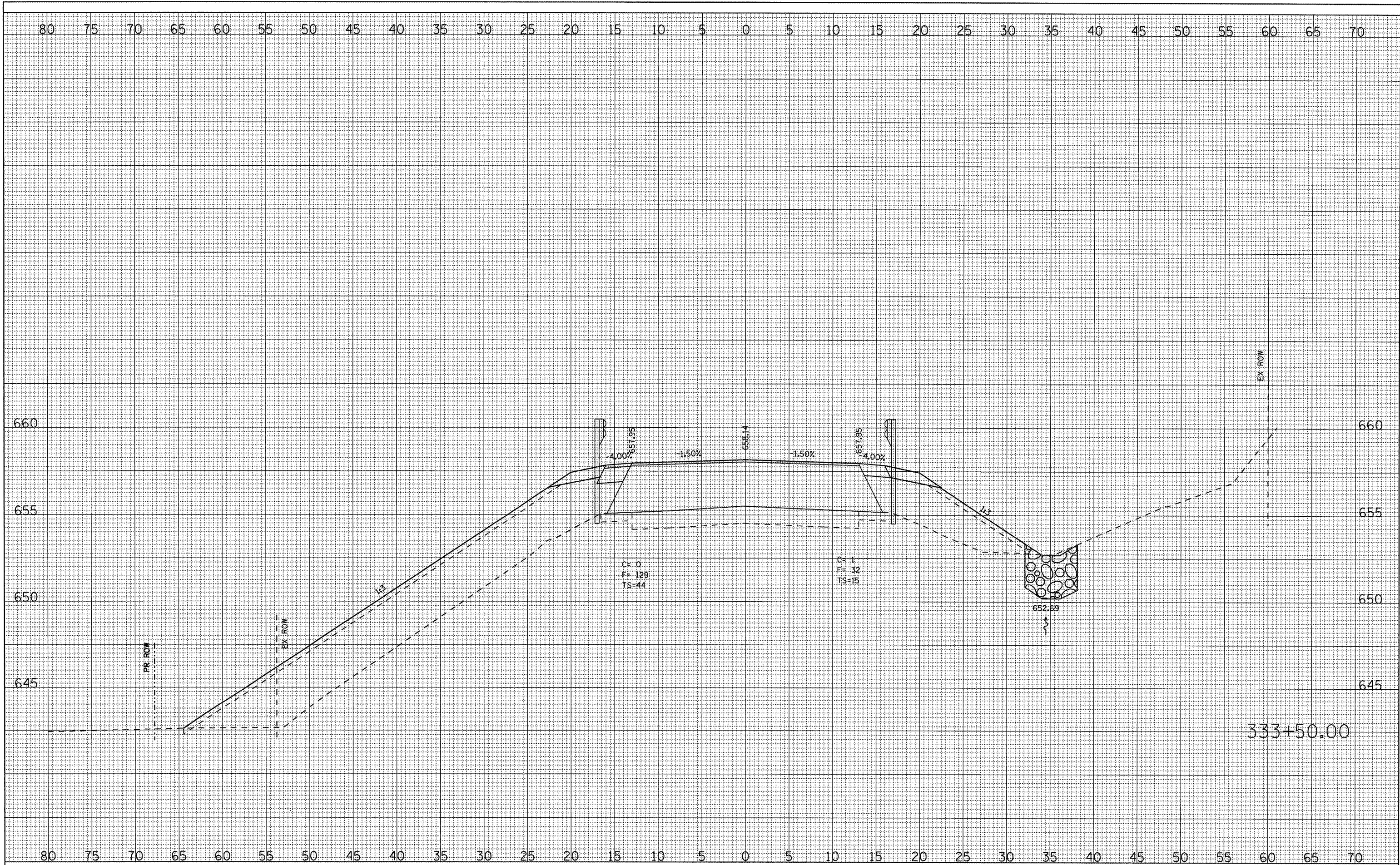
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS
ILLINOIS ROUTE 17 OVER SENACHWINE CREEK
 SCALE: SHEET NO. OF SHEETS STA. 332+50.00 TO STA. 332+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	63
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 68479		

FINAL SURVEY	DATE
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ORIGINAL SURVEY	DATE
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AREAS	
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DATE	-	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

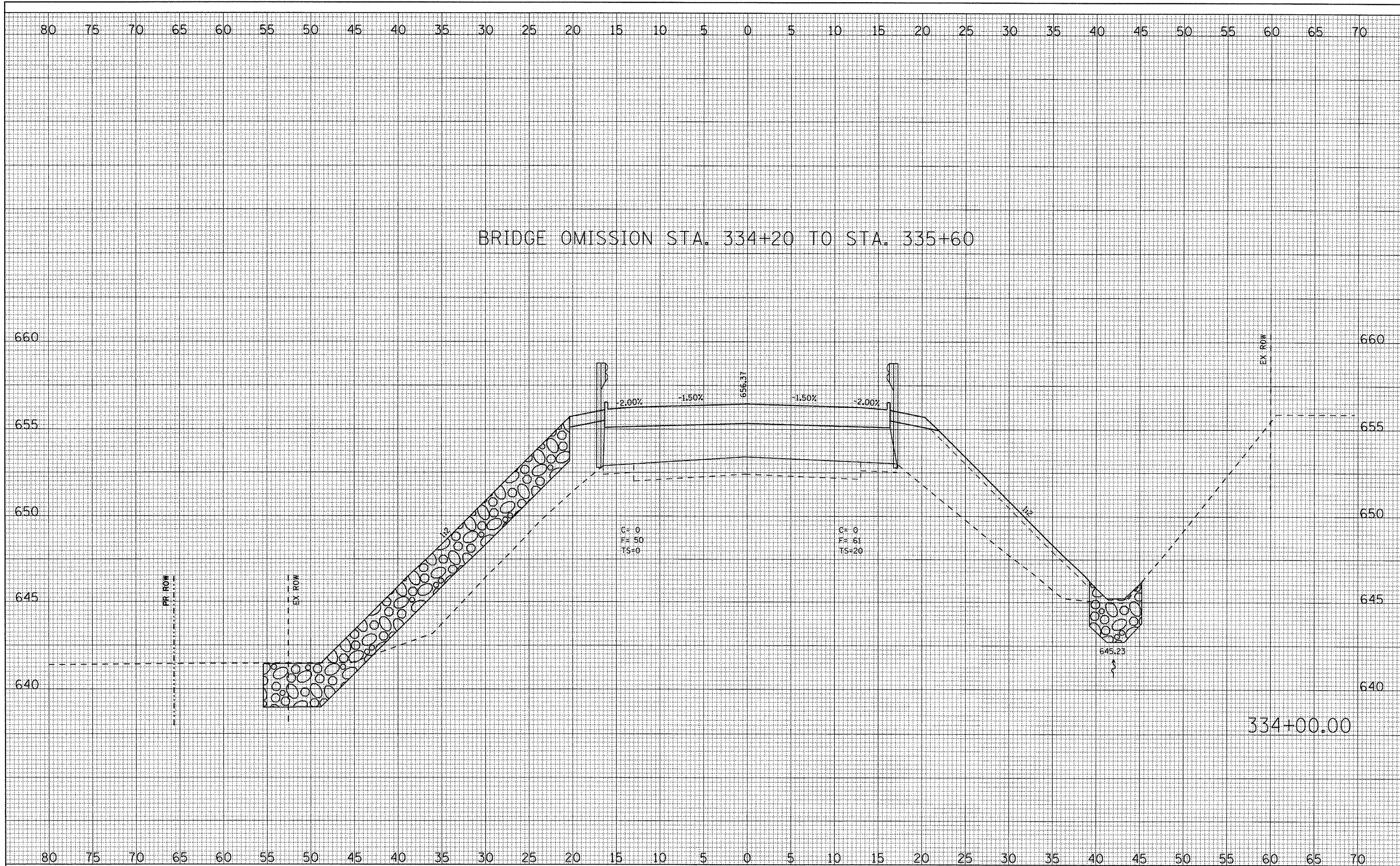
**CROSS SECTIONS
 ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

SCALE: SHEET NO. OF SHEETS STA. 333+50.00 TO STA. 333+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	65
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 68479		

DATE	
BY	
SURVEYED	
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NOTE BOOK	
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DATE	
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NOTE BOOK	
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CHECKED	-	REVISED	-
DATE	-	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

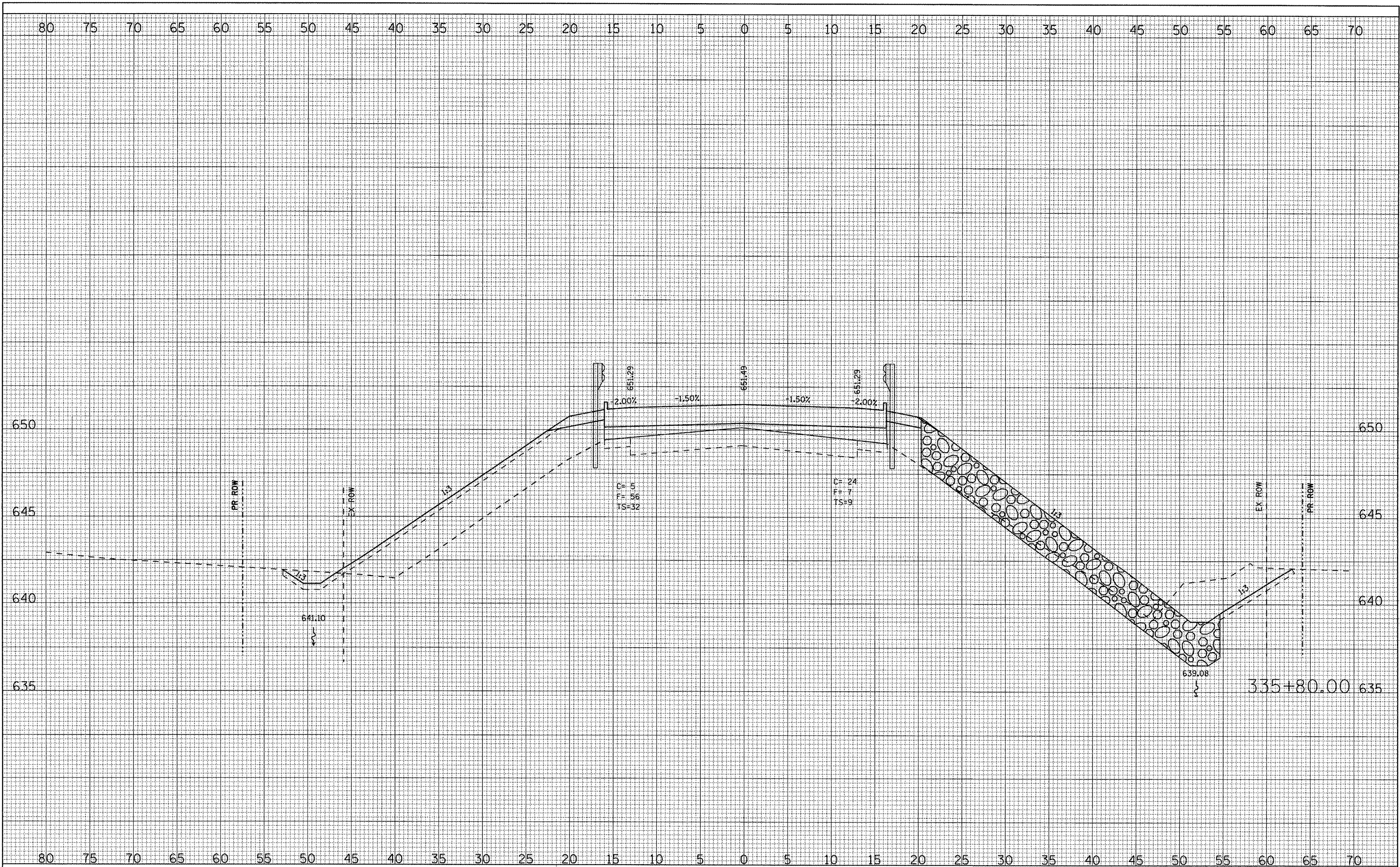
**CROSS SECTIONS
 ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

SCALE: SHEET NO. OF SHEETS STA. 333+97.57 TO STA. 333+97.57

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	1105BR/BR	Marshall	71	66
CONTRACT NO. 68479			ILLINOIS FED. AID PROJECT	

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

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



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THE UPCHURCH GROUP, INC.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

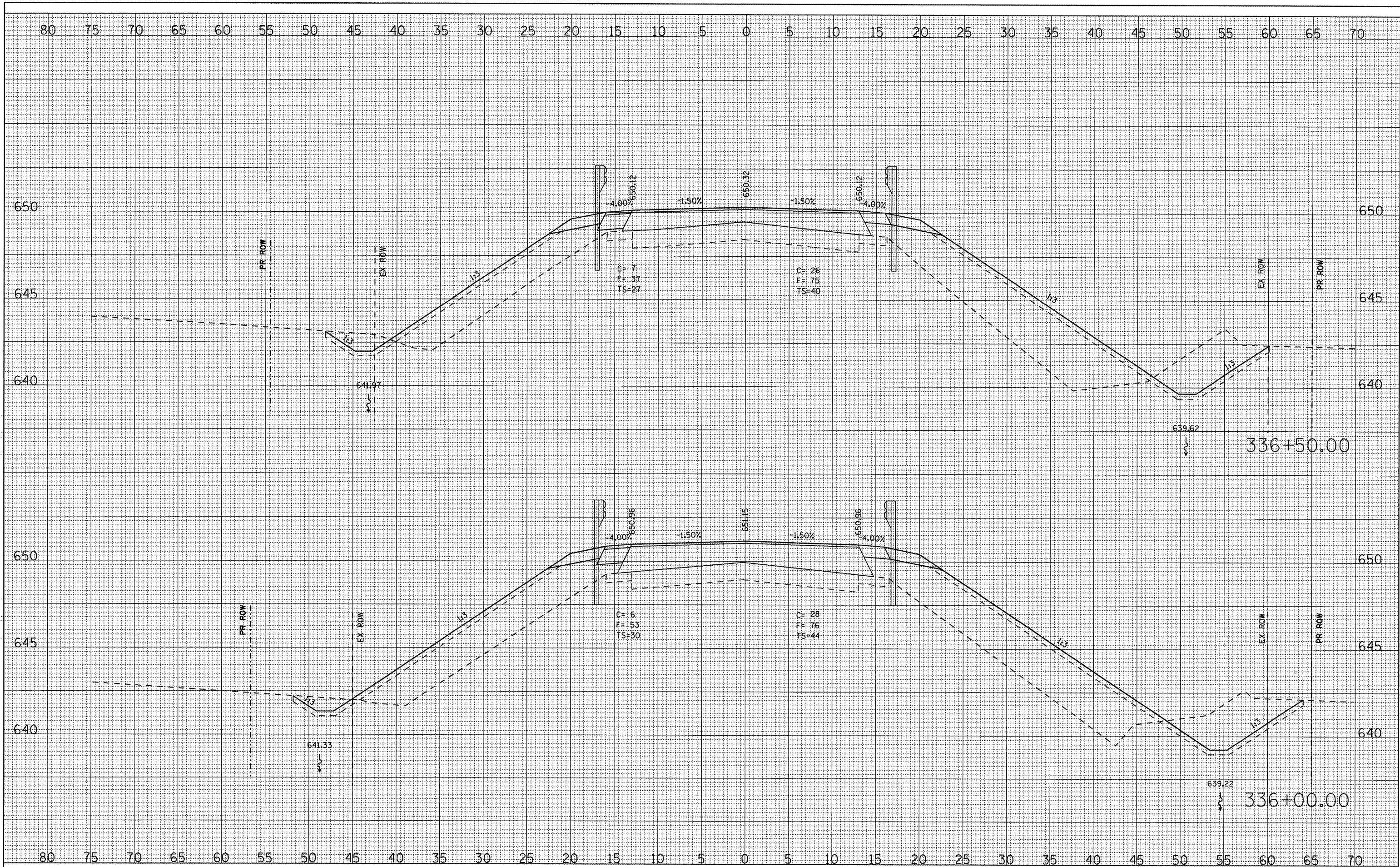
**CROSS SECTIONS
ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

SCALE: SHEET NO. OF SHEETS STA. 335+82.43 TO STA. 335+82.43

F.A.P. RTE. 645	SECTION (105BR)BR	COUNTY Marshall	TOTAL SHEETS 71	SHEET NO. 67
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 68479		

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

DATE	
BY	
ORIGINAL SURVEY	
SURVEY	
NOTE BOOK	
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

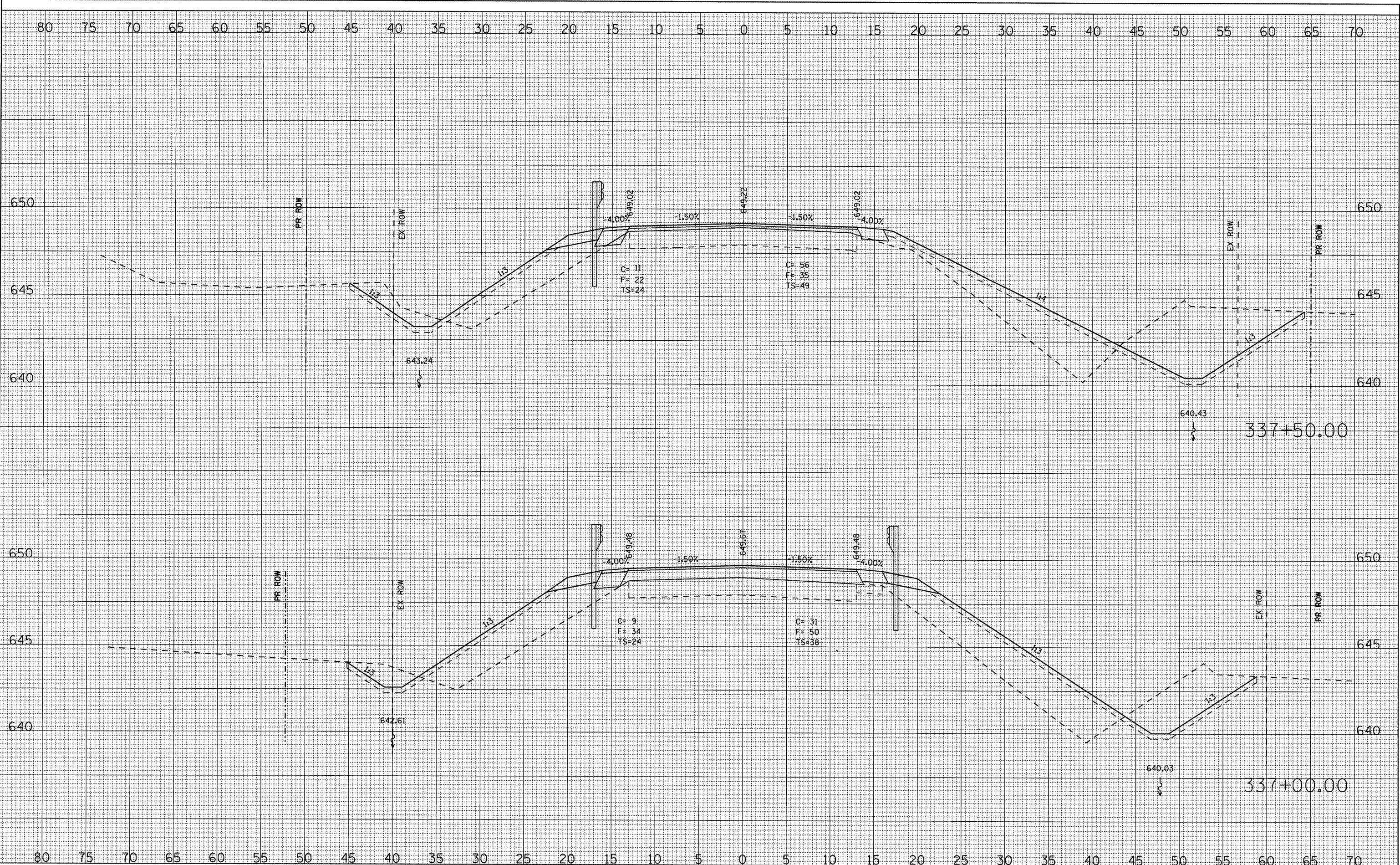
**CROSS SECTIONS
 ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

SCALE: SHEET NO. OF SHEETS STA. 336+00.00 TO STA. 336+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	68
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 68479	

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 FINAL SURVEY _____
 NOTE BOOK _____
 NO. _____

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 ORIGINAL SURVEY _____
 NOTE BOOK _____
 NO. _____



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

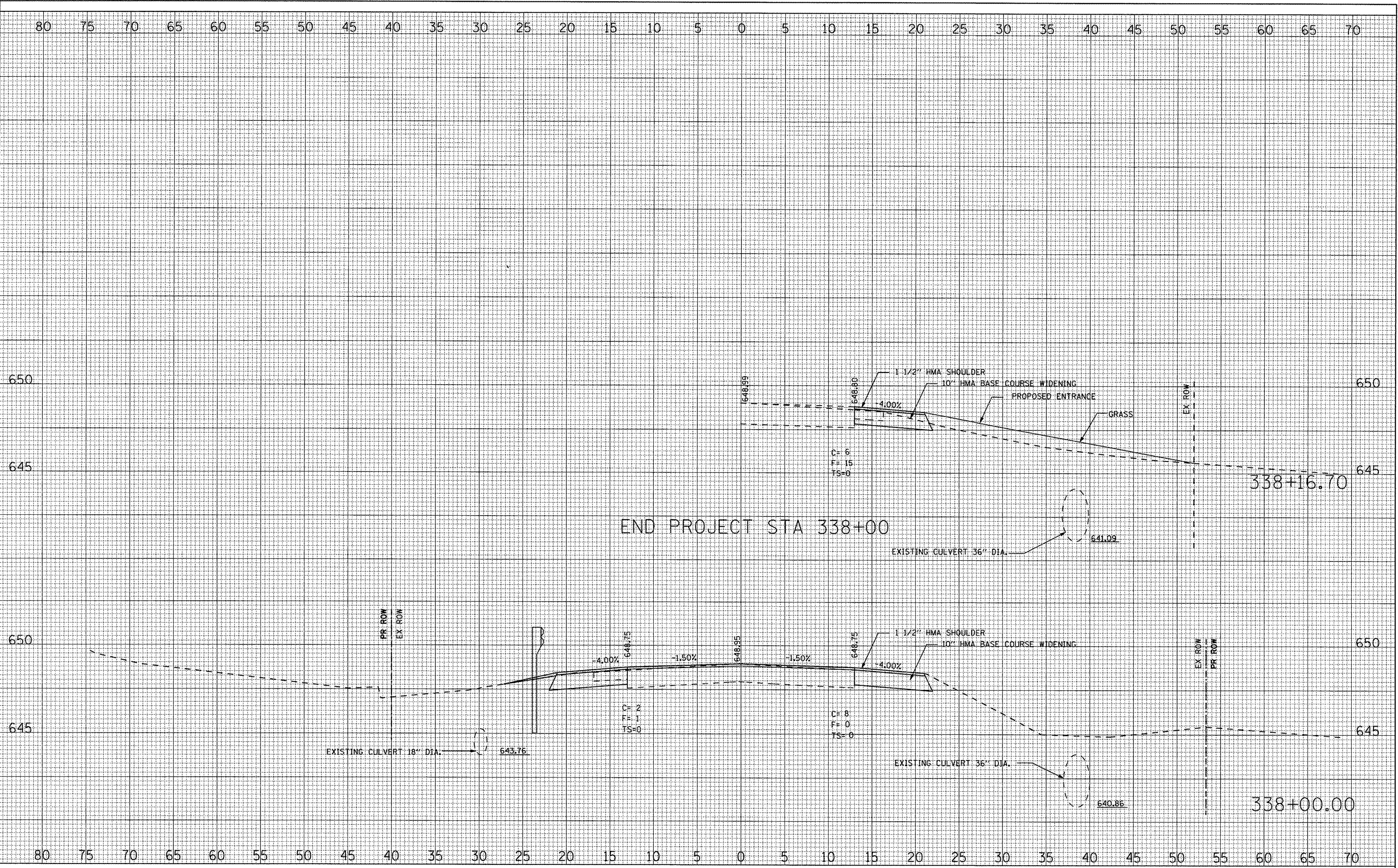
**CROSS SECTIONS
 ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. 337+00.00 TO STA. 337+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(1058)BR	Marshall	71	69
CONTRACT NO. 68479			ILLINOIS FED. AID PROJECT	

DATE	
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END PROJECT STA 338+00

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THE UPCHURCH GROUP, INC.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

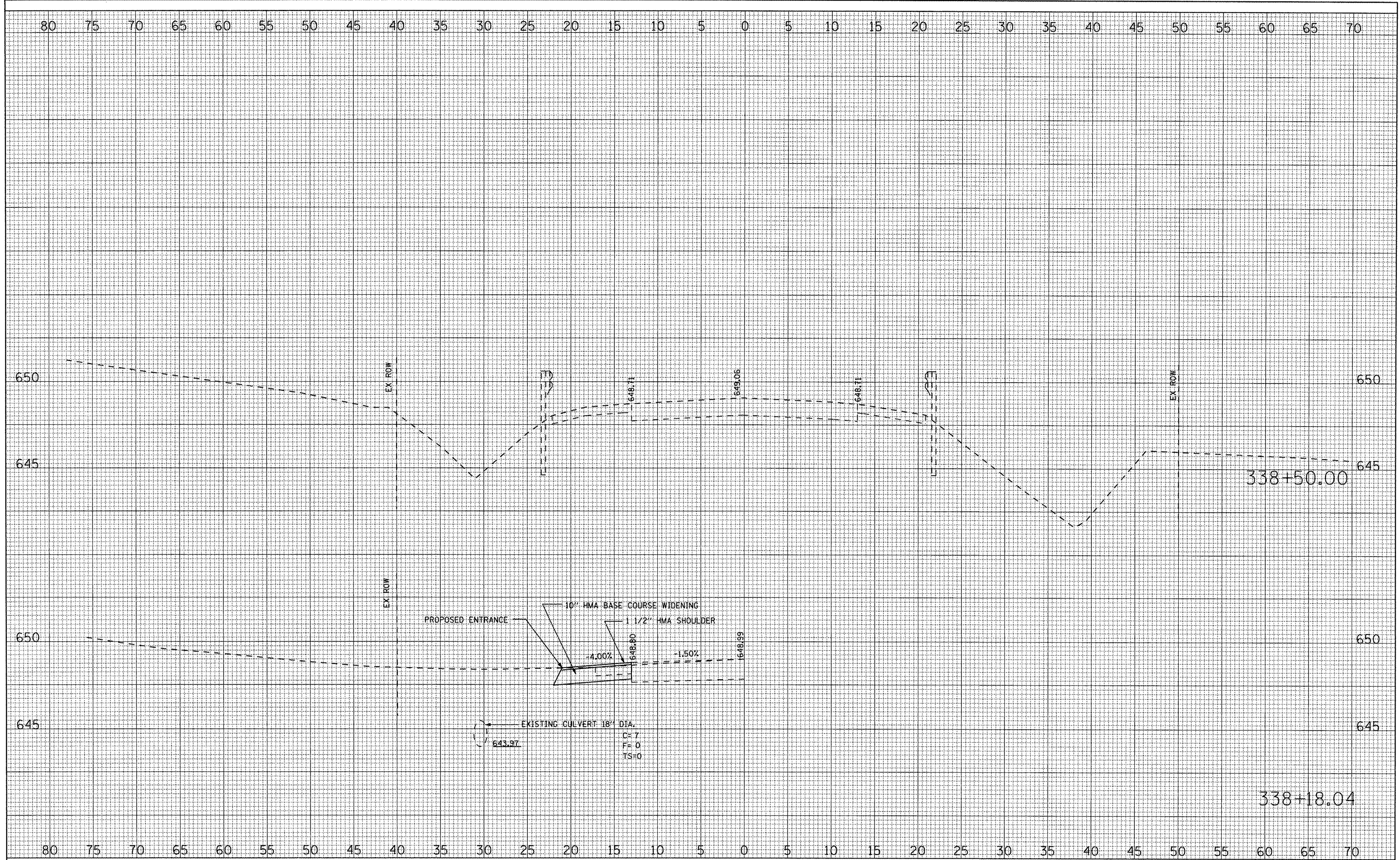
**CROSS SECTIONS
ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

SCALE: SHEET NO. OF SHEETS STA. 338+00.00 TO STA. 338+16.70

F.A.P. RTE. 645	SECTION (105BR)BR	COUNTY Marshall	TOTAL SHEETS 71	SHEET NO. 70
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 68479				

DATE	
BY	
SURVEYED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
NOTE BOOK	
AREAS CHECKED	
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THE UPCHURCH GROUP, INC.

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 ILLINOIS ROUTE 17 OVER SENACHWINE CREEK**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
645	(105BR)BR	Marshall	71	71
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 68479	