

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	1

01-21-2022 LETTING ITEM 137

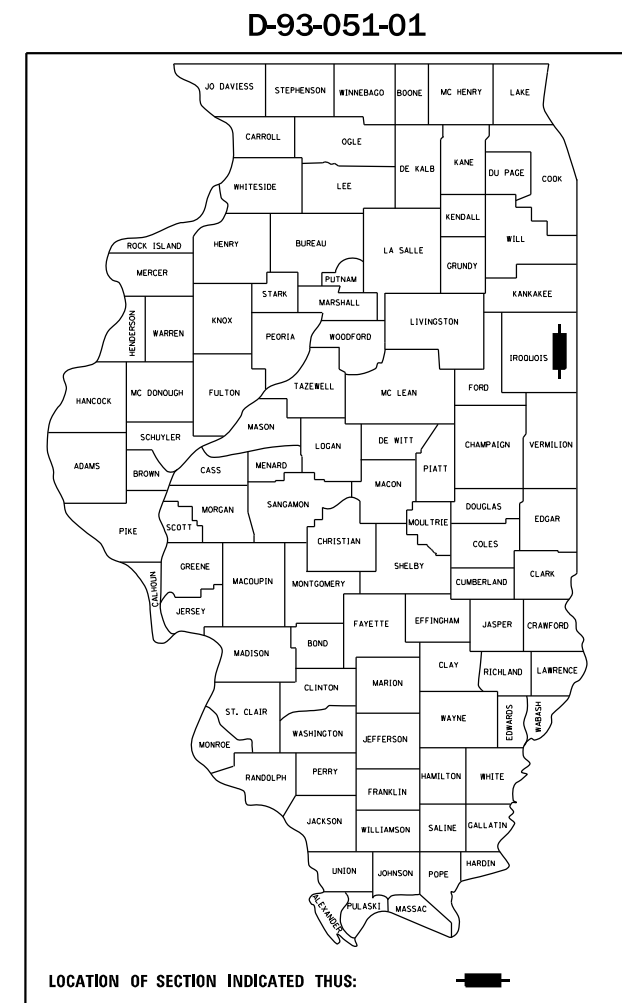
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**PROPOSED**  
**HIGHWAY PLANS**

**FAP ROUTE 332 (IL 1)**  
**SECTION 15R-BR**  
**PROJECT NHPP-85JV(533)**  
**BRIDGE REPLACEMENT**  
**IROQUOIS COUNTY**

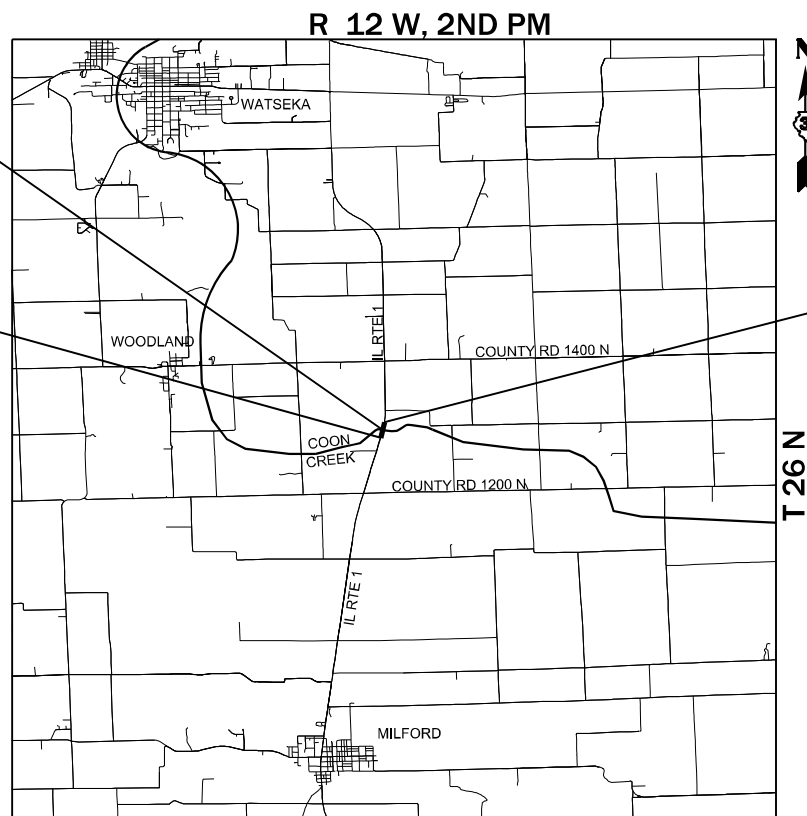
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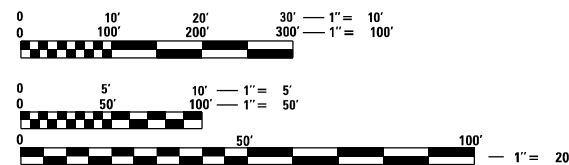
**PROJECT LOCATION**  
**PROPOSED STRUCTURE SN 038-0209**  
**EXISTING STRUCTURE SN 038-0023**

**BEGIN IMPROVEMENT**  
**STA. 1147 + 54.20**

**END IMPROVEMENT**  
**STA. 1155 + 78.12**



**FUNCTIONAL CLASSIFICATION**  
**OTHER PRINCIPAL ARTERIAL**  
**2022 ADT = 2,781**  
**P.V. = 86.8% S.U. = 5.2% M.U. = 8.0%**



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

**PROJECT ENGINEER: JOSEPH KANNEL, P.E.**  
**UNIT CHIEF: JORDAN LONGNECKER**  
**DISTRICT 3 NO. (815) 434-6131**  
**CONTRACT NO. 66932**

GROSS LENGTH = 723.50 FT. = 0.137 MILE  
 NET LENGTH = 723.50 FT. = 0.137 MILE



10/26/2021  
 DATE



EXPIRES 11-30-2021

*Michael J. Martin*  
 SIGNATURE  
 PROFESSIONAL DESIGN FIRM  
 LICENSE NO. 184-006877

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED October 29, 2021

*David Almond*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 10, 2021

*Stephen M. Farris*  
 ENGINEER OF DESIGN AND ENVIRONMENT

December 10, 2021

*Stephen M. Farris*  
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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**OF THE STATE OF ILLINOIS**

**GENERAL NOTES**

- EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
- THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES ( 100 MILLIMETERS) IN AREAS TO BE SEEDDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.
- ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LB / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION

- MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

FRONTIER

- NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

NONE

**INDEX OF HIGHWAY STANDARDS**

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT REBARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATE FOR BRIDGES
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-17	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-02	DELINEATORS
667101-02	PERMANENT SURVEY MARKER
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS DAY ONLY
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

**DISTRICT THREE STANDARD DETAILS**

EROSION CONTROL DETAILS FOR SILT FENCE  
 HMA DETAIL AT BUTT JOINTS  
 STOP LINE SIGN FOR TEMPORARY SIGNALS  
 TEMPORARY INFORMATION SIGNING - ROAD WORK  
 PAVEMENT MARKING  
 WIDTH RESTRICTION SIGN DETAIL

**COMMITMENTS:**

TREES THREE (3) INCHES OR GREATER IN DIAMETER, AT BREAST HEIGHT, SHALL NOT BE CLEARED APRIL 1 THROUGH SEPTEMBER 30.

HMA MIXTURE REQUIREMENT TABLE				
LOCATIONS	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT	ENTIRE PROJECT
	HMA SURFACE	HMA BINDER	HMA SHLD TOP LIFT	HMA SHLD BOTTOM LIFT(S)
BINDER GRADE	PG64-22	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 9.5FG	IL 9.5FG	IL 9.5FG	IL 19.0
FRICTION AGGREGATE	MIXTURE C	MIXTURE C	MIXTURE C	MIXTURE C
MIXTURE WEIGHT	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN	112 LB/SY/IN
QUALITY MANAGEMENT PROGRAM	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A	N/A	N/A
DENSITY TEST METHOD	CORES	CORES	CORES	CORES

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DISTRICT THREE  
 AS BUILT INFORMATION

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DISTRICT THREE

\_\_\_\_\_  
 SUPERVISING CONSTRUCTION FIELD ENGINEER

PREPARED BY: \_\_\_\_\_  
 DISTRICT STUDIES & PLANS ENGINEER

\_\_\_\_\_  
 RESIDENT ENGINEER / TECHNICIAN

DATE: \_\_\_\_\_

START & END DATES  
 OF CONSTRUCTION: \_\_\_\_\_

EXAMINED BY: \_\_\_\_\_  
 DISTRICT CONSTRUCTION ENGINEER

INSPECTORS: \_\_\_\_\_

\_\_\_\_\_  
 DISTRICT MATERIALS ENGINEER

\_\_\_\_\_  
 DISTRICT OPERATIONS ENGINEER

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USER NAME	mweber	DESIGNED	MAW	REVISED	
DRAWN	JMG	CHECKED	MM	REVISED	
DATE	10-21-21				

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

IL ROUTE 1 OVER COON CREEK  
 GENERAL NOTES

SCALE: NTS SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IRROUOIS	54	2
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



CODE NO.	ITEM	UNIT	80% FED 20% STATE	CONSTR. CODE
			TOTAL QUANTITY	BRIDGE 0010
40602965	HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50	TON	138	138
40604000	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5 FG, MIX "C", N50	TON	138	138
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	106	106
44000100	PAVEMENT REMOVAL	SQ YD	241	241
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	1964	1964
44004250	PAVED SHOULDER REMOVAL	SQ YD	893	893
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	34	34
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	843	843
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50200100	STRUCTURE EXCAVATION	CU YD	262	262
50300225	CONCRETE STRUCTURES	CU YD	73.2	73.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	181.0	181.0
50300260	BRIDGE DECK GROOVING	SQ YD	621	621
50300300	PROTECTIVE COAT	SQ YD	785	785

**LEGEND**

\* SPECIALTY ITEM

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PLOT DATE = 11/4/2021	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET 2 OF 6 SHEETS      STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	4
			CONTRACT NO. 66932	
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	80% FED 20% STATE	CONSTR. CODE
			TOTAL QUANTITY	BRIDGE 0010
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	106.1	106.1
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	1533	1533
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	88270	88270
50800515	BAR SPLICERS	EACH	631	631
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	390	390
51202305	DRIVING PILES	FOOT	390	390
51203200	TEST PILE METAL SHELLS	EACH	2	2
51204650	PILE SHOES	EACH	14	14
51500100	NAME PLATES	EACH	1	1
52100520	ANCHOR BOLTS, 1"	EACH	28	28
52200010	TEMPORARY SHEET PILING	SQ FT	441	441
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	152	152
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	79	79

**LEGEND**

\* SPECIALTY ITEM

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PLOT DATE = 11/4/2021	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET 3 OF 6 SHEETS      STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	5
CONTRACT NO. 66932			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	80% FED 20% STATE	CONSTR. CODE
			TOTAL QUANTITY	BRIDGE 0010
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	151	151
60600605	CONCRETE CURB, TYPE B	FOOT	61	61
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	800.0	800.0
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	1012	1012
* 66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	2	2
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8
67100100	MOBILIZATION	L SUM	1	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2	2
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1

**LEGEND**

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET 4 OF 6 SHEETS      STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	6
CONTRACT NO. 66932			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	80% FED 20% STATE	CONSTR. CODE
			TOTAL QUANTITY	BRIDGE 0010
70300100	SHORT TERM PAVEMENT MARKING	FOOT	248	248
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	97	97
70400100	TEMPORARY CONCRETE BARRIER	FOOT	450	450
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	114	114
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	375	375
70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2
70600352	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3296	3296
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	412	412
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	11	11
X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	4	4
X0327809	LINEAR DELINEATOR PANELS, 4 INCH	EACH	13	13
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1

**LEGEND**

\* SPECIALTY ITEM

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PLOT DATE = 11/4/2021	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
SUMMARY OF QUANTITIES**

SCALE: NTS    SHEET 5 OF 6 SHEETS    STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	7
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66932	

CODE NO.	ITEM	UNIT	80% FED 20% STATE	CONSTR. CODE
			TOTAL QUANTITY	BRIDGE 0010
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	4	4
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	42

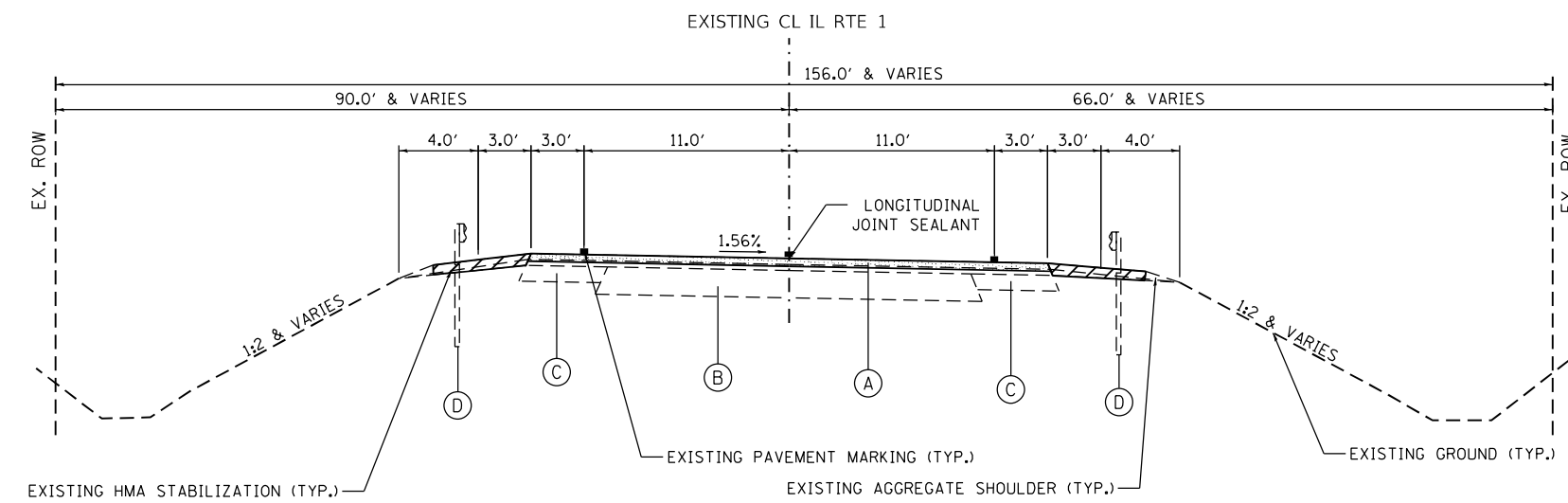
**LEGEND**

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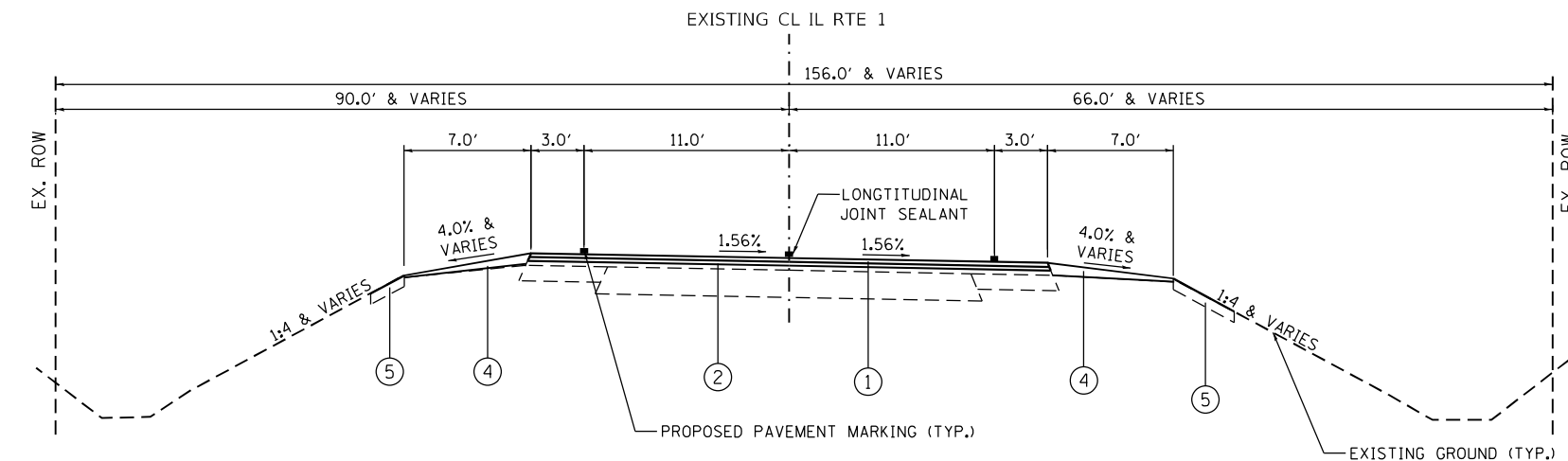
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PLOT SCALE = 100,0000' / in.	DRAWN -	REVISED -						332	15R-BR	IROQUOIS	54	8
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	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								





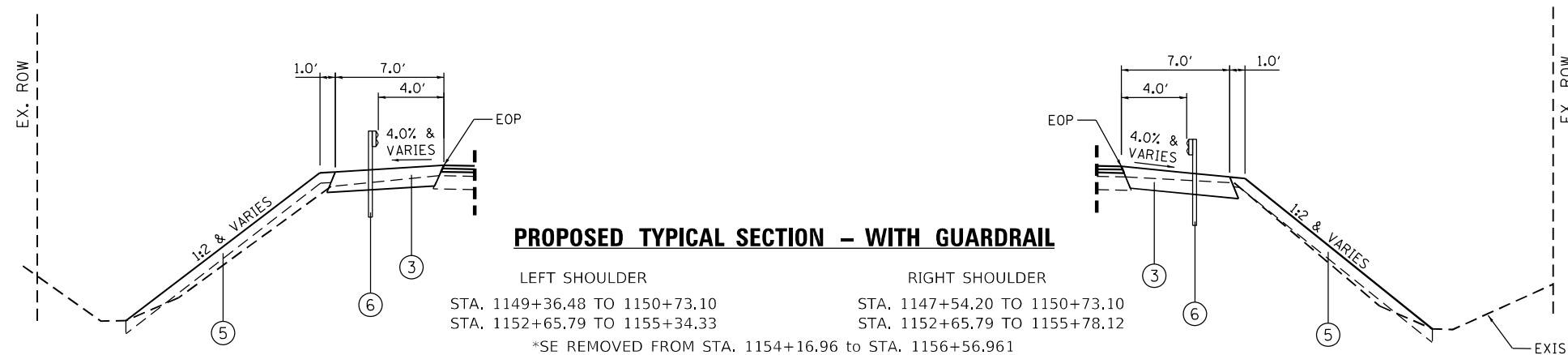
**EXISTING TYPICAL SECTION - RESURFACING**

STA. 1147+54.20 TO 1150+73.10  
 STA. 1152+65.79 TO 1155+78.12



**PROPOSED TYPICAL SECTION - WITHOUT GUARDRAIL**

LEFT SHOULDER STA. 1147+54.20 TO 1149+36.48  
 STA. 1155+34.33 TO 1155+78.12  
 RIGHT SHOULDER STA. 1147+21.01 TO 1147+54.20  
 \*SE REMOVED FROM STA. 1154+16.96 TO STA. 1156+56.961



**PROPOSED TYPICAL SECTION - WITH GUARDRAIL**

LEFT SHOULDER STA. 1149+36.48 TO 1150+73.10  
 STA. 1152+65.79 TO 1155+34.33  
 RIGHT SHOULDER STA. 1147+54.20 TO 1150+73.10  
 STA. 1152+65.79 TO 1155+78.12  
 \*SE REMOVED FROM STA. 1154+16.96 TO STA. 1156+56.961

**EXISTING LEGEND**

- (A) EXISTING HMA OVERLAY, 4"
- (B) EXISTING PCC PAVEMENT, 9"
- (C) EXISTING HMA SHOULDER, 5.5"
- (D) EXISTING GUARDRAIL (SEE REMOVAL PLAN FOR DETAILS)

- PAVEMENT REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL, 2.5"
- PAVED SHOULDER REMOVAL

**PROPOSED LEGEND**

- (1) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "C", N50, 1.25"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50, 1.25"
- (3) HOT-MIX ASPHALT SHOULDERS, 8"
- (4) AGGREGATE WEDGE SHOULDER, TYPE B
- (5) VEGETATION SUSTAINING SOIL, 4"
- (6) STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE OF QUANTITIES FOR DETAILS)
- (7) SUBBASE GRANULAR MATERIAL, TYPE B 10"
- (8) PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB

NOTES:  
 1. BINDER SHALL BE USED TO ACHIEVE THE MATCH OF EXISTING SUPERELEVATION AND PROFILE PRIOR TO PLACEMENT OF SURFACE COURSE.

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 CHECKED - MM  
 DATE - 10-21-21

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

IL ROUTE 1 OVER COON CREEK  
 TYPICAL SECTIONS

SCALE: NTS SHEET 1 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	9
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

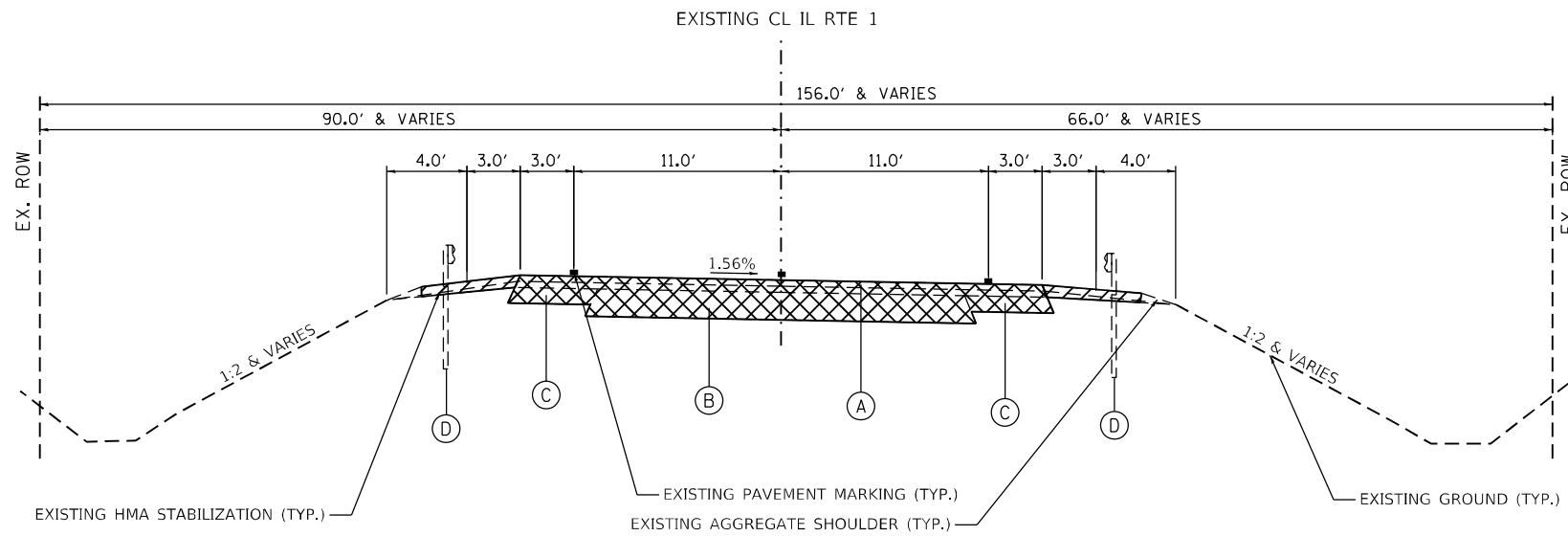
**EXISTING LEGEND**

- (A) EXISTING HMA OVERLAY, 4"
- (B) EXISTING PCC PAVEMENT, 9"
- (C) EXISTING HMA SHOULDER, 5.5"
- (D) EXISTING GUARDRAIL (SEE REMOVAL PLAN FOR DETAILS)

- PAVEMENT REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL, 2.5"
- PAVED SHOULDER REMOVAL

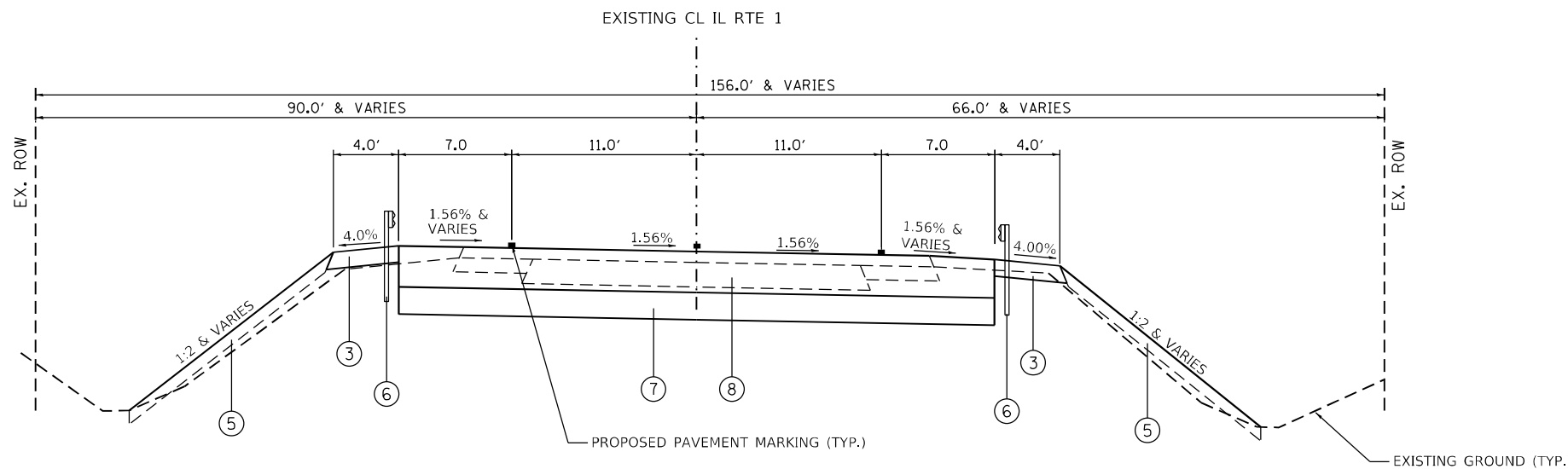
**PROPOSED LEGEND**

- (1) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "C", N50, 1.25"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50, 1.25"
- (3) HOT-MIX ASPHALT SHOULDERS, 8"
- (4) AGGREGATE WEDGE SHOULDER, TYPE B
- (5) VEGETATION SUSTAINING SOIL, 4"
- (6) STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE OF QUANTITIES FOR DETAILS)
- (7) SUBBASE GRANULAR MATERIAL, TYPE B 10"
- (8) PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB



**EXISTING TYPICAL SECTION - RECONSTRUCTION**

STA. 1150+73.10 TO 1151+12.58  
 STA. 1152+28.03 TO 1152+65.79



**PROPOSED TYPICAL SECTION - PAVEMENT CONNECTOR**

STA. 1150+73.10 TO 1150+83.18  
 STA. 1152+55.52 TO 1152+65.79

STATIONING IS ALONG CENTERLINE. SEE ROADWAY PLANS FOR DETAILED GEOMETRY.

**NOTES:**

1. BINDER SHALL BE USED TO ACHIEVE THE MATCH OF EXISTING SUPERELEVATION AND PROFILE PRIOR TO PLACEMENT OF SURFACE COURSE.

MODEL: D:\p\h\p\...  
 FILE NAME: R:\p\h\p\...  
 USER: mweber  
 DATE: 10/21/2021



USER NAME = mweber	DESIGNED - MAW	REVISED -
DRAWN - JMG	REVISIONS -	
PLOT SCALE = 10,0000' / in.	CHECKED - MM	REVISED -
PLOT DATE = 10/21/2021	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
 TYPICAL SECTIONS**

SCALE: NTS SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	10
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE							
LOCATION	CUT	FILL	LENGTH	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	SQ YD	SQ YD	YD	CU YD	CU YD	CU YD	CU YD
1147+54.00	0.5	0.0	46.00	8.3	6.2	1.0	5.3
1148+00.00	0.6	0.1	50.00	10.3	7.7	4.9	2.8
1148+50.00	0.6	0.5	50.00	10.4	7.8	5.9	1.9
1149+00.00	0.6	0.2	50.00	12.8	9.6	3.1	6.5
1149+50.00	0.9	0.2	50.00	13.8	10.4	7.0	3.3
1150+00.00	0.7	0.7	50.00	9.9	7.4	16.0	-8.6
1150+50.00	0.4	1.2	25.00	8.5	6.4	21.0	-14.6
1150+75.00	1.6	3.8	25.00	6.6	5.0	15.8	-10.8
1151+00.00	0.0	0.0					
BRIDGE							
1152+50.00	0.0	0.0	10.00	2.8	2.1	10.7	-8.6
1152+60.00	1.7	6.4	40.00	14.5	10.9	79.7	-68.9
1153+00.00	0.5	5.6	50.00	10.0	7.5	91.4	-84.0
1153+50.00	0.7	5.4	50.00	11.6	8.7	88.7	-80.0
1154+00.00	0.7	5.2	50.00	12.5	9.4	61.4	-52.0
1154+50.00	0.8	2.1	50.00	13.8	10.4	35.5	-25.1
1155+00.00	0.8	2.1	50.00	12.7	9.5	26.7	-17.3
1155+50.00	0.7	1.1	28.00	5.4	4.1	8.6	-4.5
1155+78.00	0.5	0.7					
<b>TOTAL</b>				<b>164</b>	<b>123</b>	<b>477</b>	<b>-355</b>

PROPOSED GUARDRAIL SCHEDULE										
LOCATION							STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TERMINAL MARKER DIRECT APPLIED
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE	FOOT	EACH	EACH	EACH
1149+36.48	19.00	LT	TO	1149+86.38	18.00	LT	--	--	1	1
1149+86.38	18.00	LT	TO	1150+61.22	18.00	LT	75.0	--	--	--
1150+61.22	18.00	LT	TO	1150+98.05	18.00	LT	--	1	--	--
1152+34.32	18.00	LT	TO	1152+71.15	18.00	LT	--	1	--	--
1152+71.15	18.00	LT	TO	1154+83.21	18.00	LT	212.5	--	--	--
1154+83.21	18.00	LT	TO	1155+33.21	19.00	LT	--	--	1	1
1147+54.20	19.00	RT	TO	1148+04.30	18.00	RT	--	--	1	1
1148+04.30	18.00	RT	TO	1150+67.35	18.00	RT	262.5	--	--	--
1150+67.35	18.00	RT	TO	1151+04.33	18.00	RT	--	1	--	--
1152+40.73	18.00	RT	TO	1152+77.71	18.00	RT	--	1	--	--
1152+77.71	18.00	RT	TO	1155+28.12	18.00	RT	250.0	--	--	--
1155+28.12	18.00	RT	TO	1155+78.12	19.00	RT	--	--	1	1
<b>TOTAL</b>							<b>800.0</b>	<b>4</b>	<b>4</b>	<b>4</b>

GUARDRAIL REMOVAL SCHEDULE							
LOCATION							GUARDRAIL REMOVAL
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE	FOOT
1149+52.37	20.30	LT	TO	1150+99.88	14.10	LT	148
1148+31.00	18.89	RT	TO	1151+10.27	15.90	RT	279
1152+49.63	13.75	RT	TO	1155+51.53	18.61	RT	302
1152+49.93	14.59	LT	TO	1155+32.57	17.97	LT	283
<b>TOTAL</b>							<b>1012</b>

CONCRETE CURB SCHEDULE							
LOCATION							CONCRETE CURB, TYPE B
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE	FOOT
1150+83.06	18.00	LT	TO	1150+98.05	18.00	LT	15
1150+89.07	18.00	RT	TO	1151+04.33	18.00	RT	16
1152+34.32	18.00	LT	TO	1152+49.29	18.00	LT	15
1152+40.73	18.00	RT	TO	1152+55.76	18.00	RT	15
<b>TOTAL</b>							<b>61</b>

REMOVAL SCHEDULE									
LOCATION							PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	PAVED SHOULDER REMOVAL
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE	SQ YD	SQ YD	SQ YD
1150+73.10	28.00	LT	TO	1151+12.64	28.00	RT	123	--	--
1152+27.97	28.00	LT	TO	1152+65.79	28.00	RT	118	--	--
1147+54.20	28.00	LT	TO	1150+73.10	28.00	RT	--	992	--
1152+65.79	28.00	LT	TO	1155+78.12	28.00	RT	--	972	--
1147+54.20	17.90	RT	TO	1151+15.59	16.69	RT	--	--	221
1147+54.20	19.01	LT	TO	1151+09.59	17.79	LT	--	--	197
1152+24.70	17.68	LT	TO	1155+34.05	19.35	LT	--	--	223
1152+30.86	16.79	RT	TO	1155+78.15	18.45	RT	--	--	251
<b>TOTAL</b>							<b>241</b>	<b>1964</b>	<b>893</b>

PAVEMENT CONNECTOR SCHEDULE							
LOCATION							PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE	SQ YD
1150+73.10	0.00	LT	TO	1150+86.18	0.00	LT	52.32
1152+52.52	0.00	LT	TO	1152+65.79	0.00	LT	53.08
<b>TOTAL</b>							<b>106</b>

TEMPORARY CONCRETE BARRIER SCHEDULE													
LOCATION								TEMPORARY CONCRETE BARRIER	FINNING TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW), TEST LEVEL 3	
STAGE	STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE	FOOT	EACH	EACH	EACH	EACH	
Stage 1	1149+82.03	4.00	RT	TO	1150+44.35	0.91	LT	62.5	12.0	--	1	--	
Stage 1	1150+44.35	0.91	LT	TO	1152+94.32	0.99	LT	250.0	24.0	--	--	--	
Stage 1	1152+94.32	0.99	LT	TO	1153+56.63	4.00	RT	62.5	12.0	--	1	--	
Stage 2	1149+43.84	4.00	LT	TO	1150+44.65	4.28	RT	--	21.0	100	--	1	
Stage 2	1150+44.65	4.28	RT	TO	1152+94.51	4.54	RT	--	24.0	250.0	--	--	
Stage 2	1152+94.51	4.54	RT	TO	1153+19.51	2.50	RT	--	6.0	25.0	--	--	
Stage 2	1153+19.51	2.50	RT	TO	1153+94.11	2.00	LT	75.0	15.0	--	--	1	
<b>TOTAL</b>								<b>450.0</b>	<b>114</b>	<b>375.0</b>	<b>2</b>	<b>2</b>	

SEEDING SCHEDULE											
LOCATION							SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE	ACRE	POUND	POUND	POUND	SQ YD
1147+54.20	22.00	RT	TO	1151+04.33	22.00	RT	0.093	8.38	8.38	8.38	450.42
1149+00.00	21.00	LT	TO	1150+98.05	22.00	LT	0.043	3.90	3.90	3.90	209.57
1152+40.73	22.00	RT	TO	1155+78.10	22.00	RT	0.148	13.30	13.30	13.30	715.58
1152+34.32	22.00	LT	TO	1155+46.47	22.00	LT	0.154	13.86	13.86	13.86	745.60
<b>TOTAL</b>							<b>0.5</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>2122</b>

PROPOSED DELINEATOR SCHEDULE										
LOCATION							SURFACE MOUNTED ON	LINEAR DELINEATOR PANELS, 4 INCH	LINEAR DELINEATOR PANELS, 6 INCH	
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE		EACH	EACH	
1149+86.38	18.00	LT	TO	1150+61.22	18.00	LT	GUARDRAIL	2	--	
1152+71.15	18.00	LT	TO	1154+83.21	18.00	LT	GUARDRAIL	3	--	
1148+04.30	19.00	RT	TO	1150+67.35	18.00	RT	GUARDRAIL	4	--	
1152+77.71	18.00	RT	TO	1155+28.12	18.00	RT	GUARDRAIL	4	--	
1150+98.05	19.42	LT	TO	1152+34.32	19.42	LT	PARAPET	--	2	
1151+04.33	19.42	RT	TO	1152+40.73	19.42	RT	PARAPET	--	2	
<b>TOTAL</b>								<b>13</b>	<b>4</b>	

PAVEMENT MARKING SCHEDULE													
LOCATION							PAINT PAVEMENT MARKING - LINE 4"	PAINT PAVEMENT MARKING - LINE 6"	SHORT TERM PAVEMENT MARKING	SHORT TERM PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER		
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE	FOOT	FOOT	FOOT	SQ FT	EACH		
1147+54.20	11.00	LT	TO	1155+78.12	11.00	LT	1648	--	83	28	--		
1147+54.20	11.00	RT	TO	1155+78.12	11.00	RT	1648	--	83	28	--		
1147+54.20	0.00	RT	TO	1155+78.12	0.00	RT	--	412	82	41	11		
<b>TOTAL</b>							<b>3296</b>	<b>412</b>	<b>248</b>	<b>97</b>	<b>11</b>		

MODEL Path: \\... FILE NAME: R:\Projects\DOT\171B\_197-02\11W09\_IL\_1\_Svr\_Coord\_Creek\04\_Design\01\_CAD\01\_CAD\_Schedule\366932-shed-schedule.dgn



USER NAME = mweber	DESIGNED - MAW	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - JMG	REVISED -
PLOT DATE = 10/22/2021	CHECKED - MM	REVISED -
	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
SCHEDULE OF QUANTITIES**

SCALE: NTS SHEET 1 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 11
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

PROPOSED PAVEMENT SCHEDULE												
LOCATION							BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX "C", N50	LONGITUDINAL JOINT SEALANT **	AGGREGATE WEDGE SHOULDER, TYPE B	HOT-MIX ASPHALT SHOULDERS, 8"
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE						
1147+54.20	14.00	LT	TO	1150+73.10	14.00	RT	--	69.5	69.5	--	--	--
1152+65.79	14.00	RT	TO	1155+78.12	14.00	LT	218.6	68.0	68.0	--	--	--
1147+58.70	0.00	RT	TO	1150+73.10	0.00	RT	440.2	--	--	--	--	--
1152+65.79	0.00	RT	TO	1155+73.62	0.00	RT	431.0	--	--	--	--	--
1147+54.20	0.00	RT	TO	1150+73.10	0.00	RT	223.2	--	--	318.9	--	--
1150+73.10	0.00	RT	TO	1150+83.18	0.00	RT	--	--	--	--	--	--
1152+52.52	0.00	RT	TO	1152+65.79	0.00	RT	--	--	--	325.6	--	--
1149+36.48	21.00	LT	TO	1150+73.10	21.00	LT	--	--	--	--	--	106.3
1152+65.79	21.00	LT	TO	1155+33.21	21.00	LT	--	--	--	--	--	208.0
1147+54.20	21.00	RT	TO	1150+73.10	21.00	RT	--	--	--	--	--	248.0
1152+65.79	18.00	RT	TO	1155+78.12	18.00	RT	--	--	--	--	--	242.9
1150+73.10	21.00	LT	TO	1150+98.05	21.00	LT	--	--	--	--	--	8.3
1152+34.32	21.00	LT	TO	1152+65.79	21.00	LT	--	--	--	--	--	10.5
1150+73.10	21.00	RT	TO	1151+04.33	21.00	RT	--	--	--	--	--	10.4
1152+40.73	21.00	RT	TO	1152+65.79	21.00	RT	--	--	--	--	--	8.4
1147+54.20	21.00	LT	TO	1149+36.48	21.00	LT	--	--	--	21.3	--	--
1155+33.21	21.00	LT	TO	1155+78.12	21.00	LT	--	--	--	5.2	--	--
1147+21.01	18.15	RT	TO	1147+44.17	21.00	RT	--	--	--	2.2	--	--
1147+44.17	21.00	RT	TO	1147.54.2	21.00	RT	--	--	--	1.2	--	--
1155+78.12	22.00	RT	TO	1155+88.12	22.00	RT	--	--	--	1.3	--	--
1155+88.12	22.00	RT	TO	1156+09.74	17.92	RT	--	--	--	2.1	--	--
<b>TOTAL</b>							1313	138	138	645	34	843

\*\* LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE LIFT ALONG CENTERLINE

EROSION CONTROL SCHEDULE								
LOCATION							TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER
STATION	OFFSET	SIDE	TO	STATION	OFFSET	SIDE		
1147+53.97	43.81	LT	TO				6	
1148+00.00	44.93	LT	TO				6	
1148+24.81	43.27	LT	TO				6	
1148+49.66	42.05	LT	TO				6	
1148+74.54	42.43	LT	TO				6	
1147+53.89	36.92	RT	TO				6	
1147+79.00	37.24	RT	TO				6	
1148+04.10	37.31	RT	TO				6	
1148+29.21	37.92	RT	TO				6	
1148+54.31	38.44	RT	TO				6	
1148+79.42	38.38	RT	TO				6	
1150+32.58	50.94	LT	TO				6	
1150+80.39	52.85	LT	TO				6	
1152+55.36	53.43	LT	TO				6	
1152+97.78	50.76	LT	TO				6	
1153+50.59	49.47	LT	TO				6	
1154+21.70	48.51	LT	TO				6	
1152+52.15	52.44	RT	TO				6	
1153+32.91	51.28	RT	TO				6	
1153+98.73	50.65	RT	TO				6	
1154+69.56	48.11	RT	TO				6	
1148+89.25	33.42	RT	TO	1151+04.33	50.00	RT		217.4
1148+84.90	29.76	LT	TO	1150+31.93	45.66	LT		147.9
1150+56.23	63.88	RT	TO	1151+04.33	18.00	RT		91.4
1150+42.17	85.26	LT	TO	1150+98.14	19.54	LT		109.5
1152+40.57	19.26	RT	TO	1152+75.79	65.20	RT		76.3
1152+34.26	19.42	LT	TO	1152+80.98	85.41	LT		107.9
1154+76.97	43.49	RT	TO	1154+76.97	43.98	RT		98.1
1154+75.59	44.85	LT	TO	1154+76.97	44.11	LT		60.8
<b>TOTAL</b>							126	910

SURVEY MARKER SCHEDULE				
LOCATION			PERMANENT SURVEY MARKERS, TYPE 1	
STATION	OFFSET	SIDE	EACH	
1159+61.32	0.00		1	
1154+76.97	0.00		1	
<b>TOTAL</b>			2	

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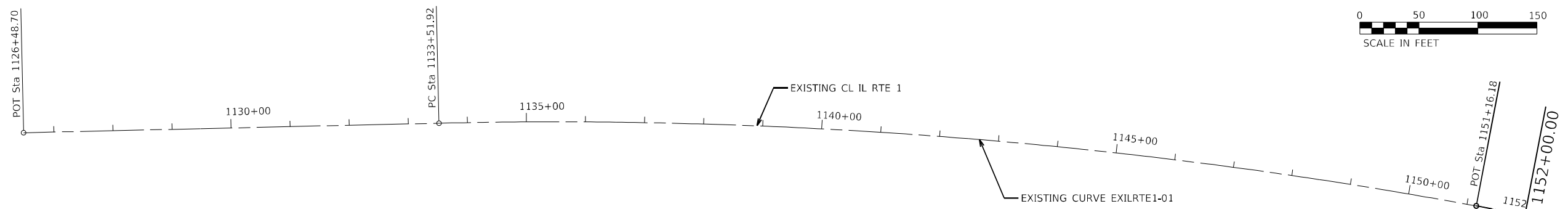
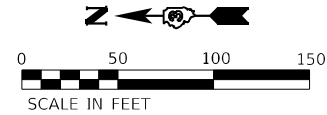
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PLOT SCALE = 100,0000' / in.	DRAWN - JMG	REVISED -
PLOT DATE = 10/22/2021	CHECKED - MM	REVISED -
	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
SCHEDULE OF QUANTITIES**

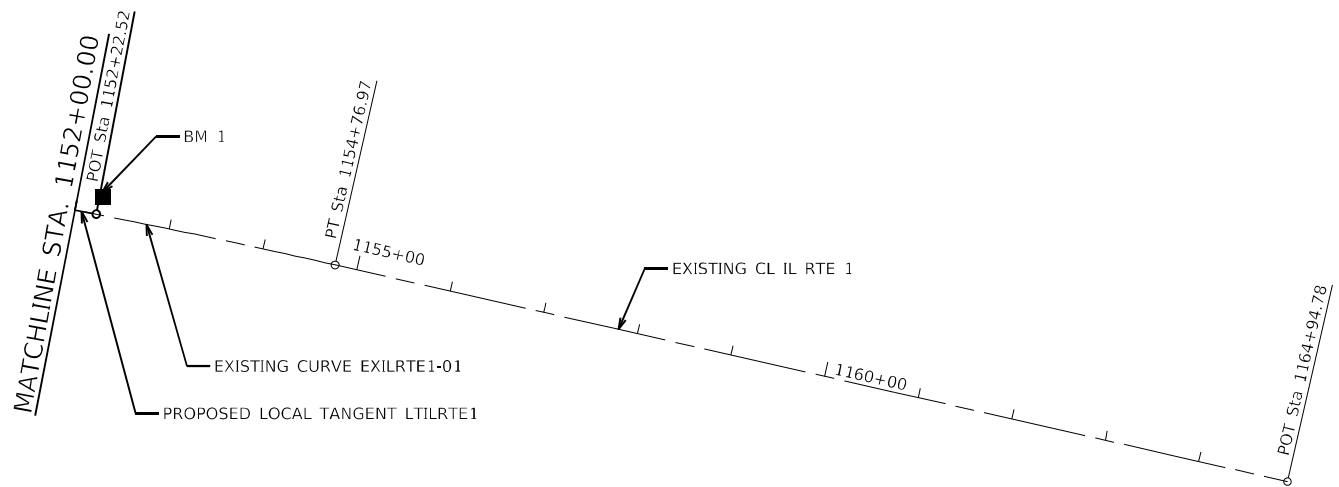
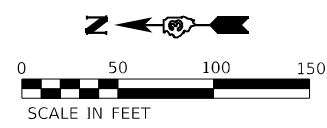
SCALE: NTS SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	12
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



SUPERELEVATION TRANSITIONS				
PAVEMENT TYPE	BEGIN TRANSITION STATION	END TRANSITION STATION	BEGIN SE (%)	END SE (%)
TRAVEL LANES	1131+71.91	1134+11.91	NC	1.56%
LT SHOULDER	1150+30.55	1150+86.15	4.00%	1.56%
RT SHOULDER	1150+61.75	1150+86.15	4.00%	1.56%
TRAVEL LANES	1154+16.96	1156+56.96	1.56%	NC
LT SHOULDER	1152+52.49	1153+08.09	1.56%	4.00%
RT SHOULDER	1152+52.49	1152+76.89	1.56%	4.00%

EXIST. CURVE EXILRTE1-01  
 PI STA. = 1144+19.86  
 $\Delta = 14^\circ 07' 47''$  (RT)  
 $D = 0^\circ 39' 54''$   
 $R = 8,617.00'$   
 $T = 1,067.95'$   
 $L = 2,125.06'$   
 $E = 65.93'$   
 $e = 1.56\%$   
 $T.R. = 117.65$   
 $S.E. RUN = 122.35$   
 $P.C. STA. = 1133+51.92$   
 $P.T. STA. = 1154+76.97$



EXISTING CL IL RTE 1				
POINT	CURVE NAME	STATION	NORTHING	EASTING
POT		1126+48.70	1472223.79	1164397.31
PC	EXILRTE1-01	1133+51.92	1471520.76	1164413.42
PT	EXILRTE1-01	1154+76.97	1469411.76	1164200.95
POT		1164+94.78	1468419.31	1163975.15

PROPOSED LOCAL TANGENT LTILRTE1				
POINT	CURVE NAME	STATION	NORTHING	EASTING
POT		1151+16.18	1469765.10	1164273.77
POT		1152+22.52	1469660.64	1164253.88

**BENCHMARKS**

BENCHMARK	ELEVATION	DESCRIPTION
BM 1	+/-659.86	CHISELED "SQUARE" ON S.E. WINGWALL +/- STA. 1152+25.75, +/-18'9" LT

MODEL: D:\p1\1164\1164.dwg  
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 197-02-11W09-IL-1-Over\_Coon\_Creek\04\_Design\01\_CAD\01\_CAD\_Sheets\0366932-shl-align\mtext-sec-benchmarks.dwg



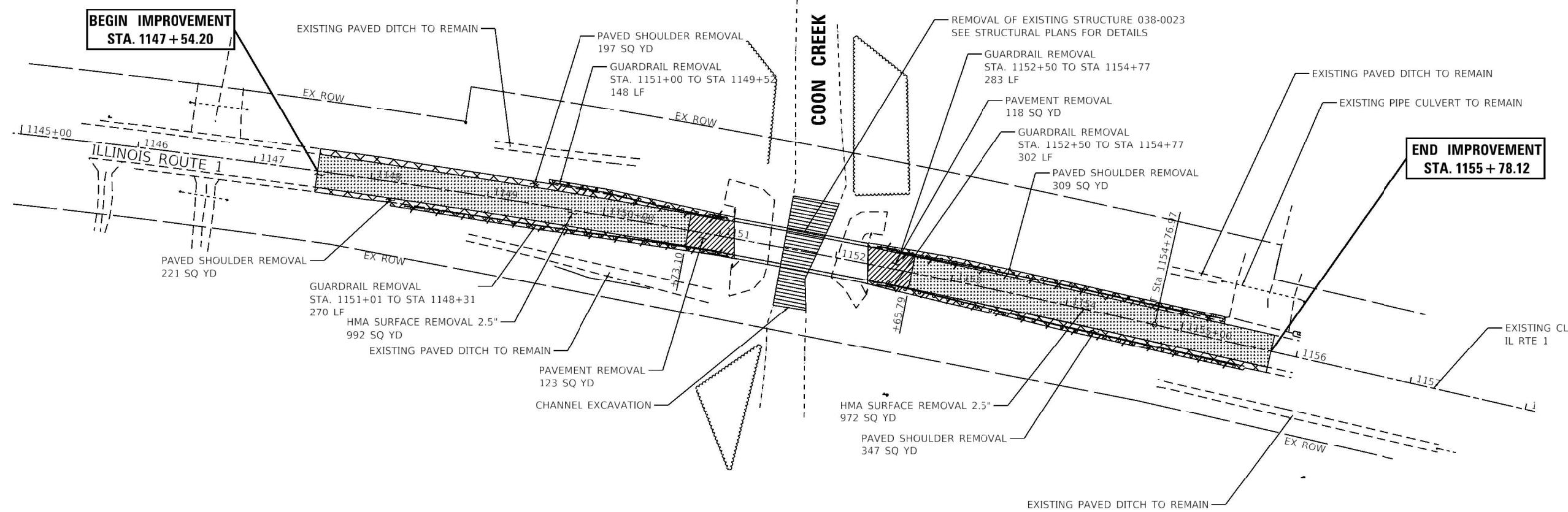
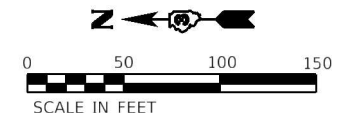
USER NAME = mweber	DESIGNED - MAW	REVISED -
PLOT SCALE = 200,0000' / in.	DRAWN - JMG	REVISED -
PLOT DATE = 10/21/2021	CHECKED - MM	REVISED -
	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
ALIGNMENT & BENCHMARKS**

SCALE: 1"=100' SHEET 1 OF 1 SHEETS STA. 1126+48.70 TO STA. 1164+94.78

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	13
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



**REMOVAL LEGEND**

-  PAVED SHOULDER REMOVAL
-  PAVEMENT REMOVAL
-  HOT-MIX ASPHALT REMOVAL, 2-1/2"
-  LINEAR REMOVAL

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 USER: GASP  
 DATE: 10/21/2021



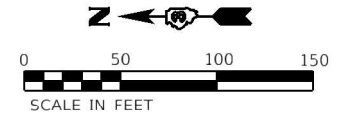
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	DRAWN - JMG	REVISED -
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PLOT DATE = 10/21/2021	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
REMOVAL PLAN**

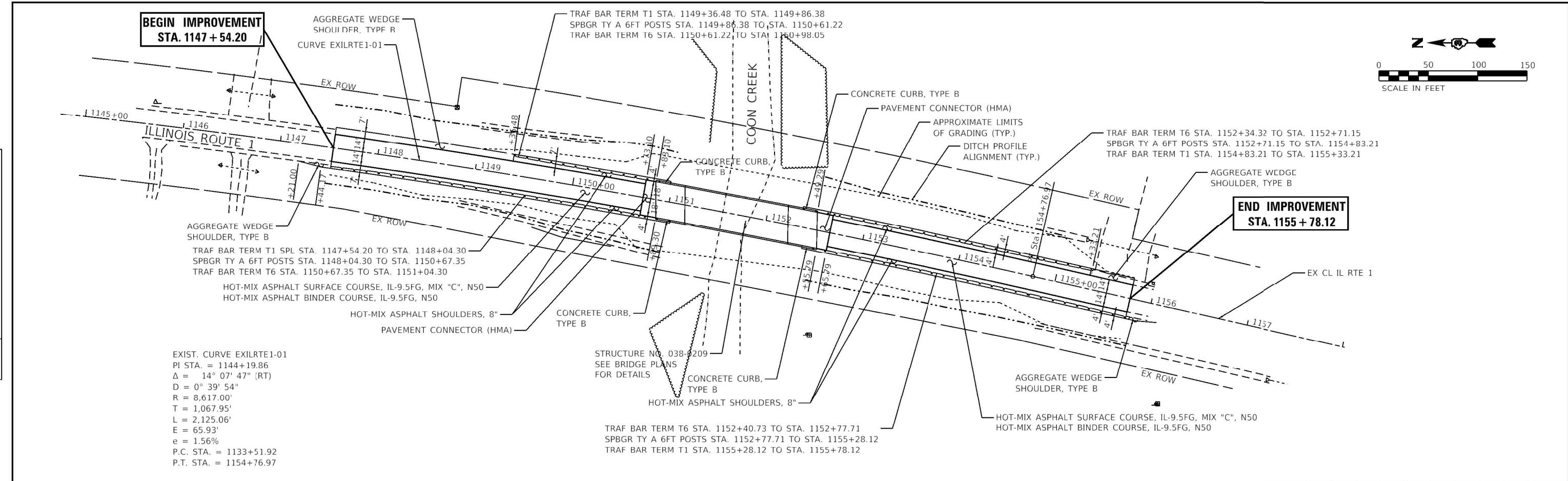
SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 1145+00 TO STA. 1156+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IRROQUOIS	54	14
			CONTRACT NO. 66932	
		ILLINOIS	FED. AID PROJECT	

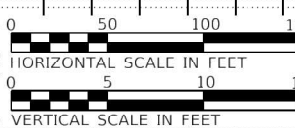
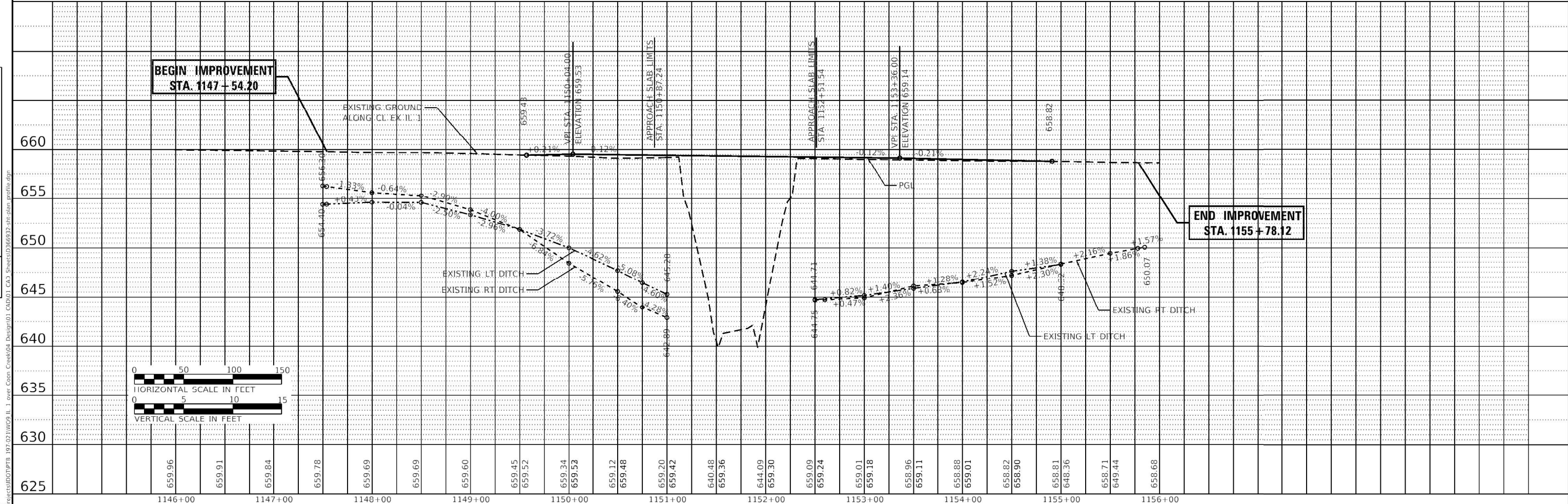


PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	
	CADD FILE NAME	

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



EXIST. CURVE EXILRTE1-01  
 PI STA. = 1144+19.86  
 $\Delta = 14^\circ 07' 47''$  (RT)  
 $D = 0^\circ 39' 54''$   
 $R = 8,617.00'$   
 $T = 1,067.95'$   
 $L = 2,125.06'$   
 $E = 65.93'$   
 $e = 1.56\%$   
 P.C. STA. = 1133+51.92  
 P.T. STA. = 1154+76.97



GASPERC ELBERTS CONSULTING 1401 Branding Avenue, Suite 230 Downers Grove, IL 60515	USER NAME = mweber DESIGNED - MAW DRAWN - MAW CHECKED - MJM DATE - 09-03-21	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL ROUTE 1 OVER COON CREEK</b> <b>PROPOSED PLAN AND PROFILE</b>	F.A. RTE. 332 SECTION 15R-BR COUNTY IROQUOIS TOTAL SHEETS 54 SHEET NO. 15 CONTRACT NO. 66932
	PLOT SCALE = 100.0000' / in. PLOT DATE = 10/21/2021	SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 1148+25.78 TO STA. 1155+49.27			ILLINOIS FED. AID PROJECT

MODEL: Default  
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**GENERAL NOTES – TRAFFIC CONTROL**

- EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE STAGE TRAFFIC PATTERNS DURING ALL STAGES OF CONSTRUCTION SHALL BE REMOVED VIA WATERBLASTING.
- ALL TRAFFIC CONTROL ITEMS NOT SHOWN ON STAGE 1 AND STAGE 2 PLANS SHALL BE PER THE REQUIREMENTS OF STANDARD 701321.

**SEQUENCE OF CONSTRUCTION**

STAGE 1 CONSTRUCTION:

- REMOVE SOUTHBOUND PAVEMENT WITHIN RECONSTRUCTION LIMITS.
- REMOVE AND REPLACE THE SOUTHBOUND PORTION OF BRIDGE STRUCTURE.
- CONSTRUCT BASE COURSE AND BINDER COURSE OF SOUTHBOUND PAVEMENT RECONSTRUCTION.
- PLACE SUBGRADE AND CONSTRUCT BASE COURSE FOR SOUTHBOUND PAVED SHOULDER.
- MILL PAVEMENT TO BE RESURFACED WHERE POSSIBLE WITHIN PROJECT LIMITS.
- CONSTRUCT SOUTHBOUND GUARDRAIL INSTALLATIONS.
- CONSTRUCT BINDER COURSE FOR SOUTHBOUND PAVED SHOULDER AND PAVEMENT.

STAGE 1 TRAFFIC:

PROVIDE ONE ELEVEN FOOT LANE THROUGH THE PROJECT LIMITS ON EXISTING NORTHBOUND PAVEMENT, SHOULDER, AND EXISTING STRUCTURE. UTILIZE HIGHWAY STANDARD 701321 AND TEMPORARY TRAFFIC SIGNALS FOR TRAFFIC CONTROL AND PROTECTION. UTILIZE TEMPORARY CONCRETE BARRIER BETWEEN TRAFFIC AND THE WORK ZONE AS SHOWN ON PLANS.

STAGE 2 CONSTRUCTION:

- REMOVE NORTHBOUND PAVEMENT WITHIN RECONSTRUCTION LIMITS.
- REMOVE AND REPLACE THE NORTHBOUND PORTION OF BRIDGE STRUCTURE.
- CONSTRUCT BASE COURSE AND BINDER COURSE OF NORTHBOUND PAVEMENT CONNECTOR.
- PLACE SUBGRADE AND CONSTRUCT BINDER COURSE FOR NORTHBOUND PAVED SHOULDER.
- MILL PAVEMENT TO BE RESURFACED WHERE POSSIBLE WITHIN PROJECT LIMITS.
- CONSTRUCT NORTHBOUND GUARDRAIL INSTALLATIONS.

STAGE 2 TRAFFIC:

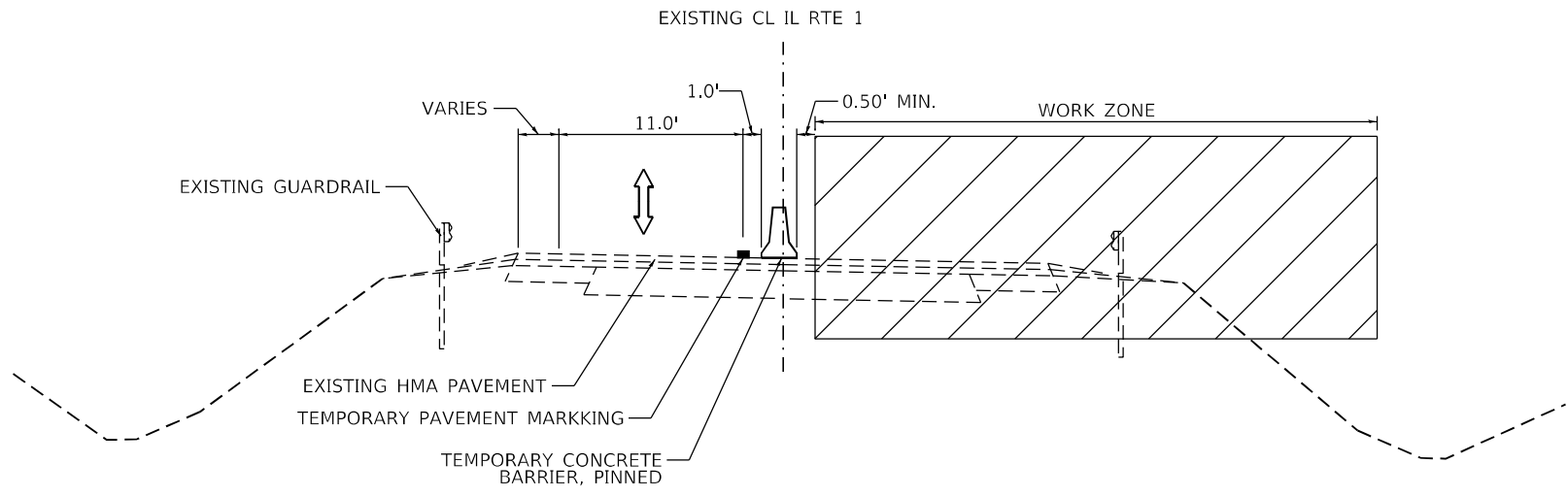
PROVIDE ONE ELEVEN FOOT LANE THROUGH THE PROJECT LIMITS ON EXISTING SOUTHBOUND PAVEMENT AND NEWLY CONSTRUCTED SOUTHBOUND PAVEMENT AND STRUCTURE. UTILIZE HIGHWAY STANDARD 701321 AND TEMPORARY TRAFFIC SIGNALS FOR TRAFFIC CONTROL AND PROTECTION. UTILIZE TEMPORARY CONCRETE BARRIER BETWEEN TRAFFIC AND THE WORK ZONE AS SHOWN ON PLANS.

STAGE 3 CONSTRUCTION (NOT SHOWN ON PLANS):

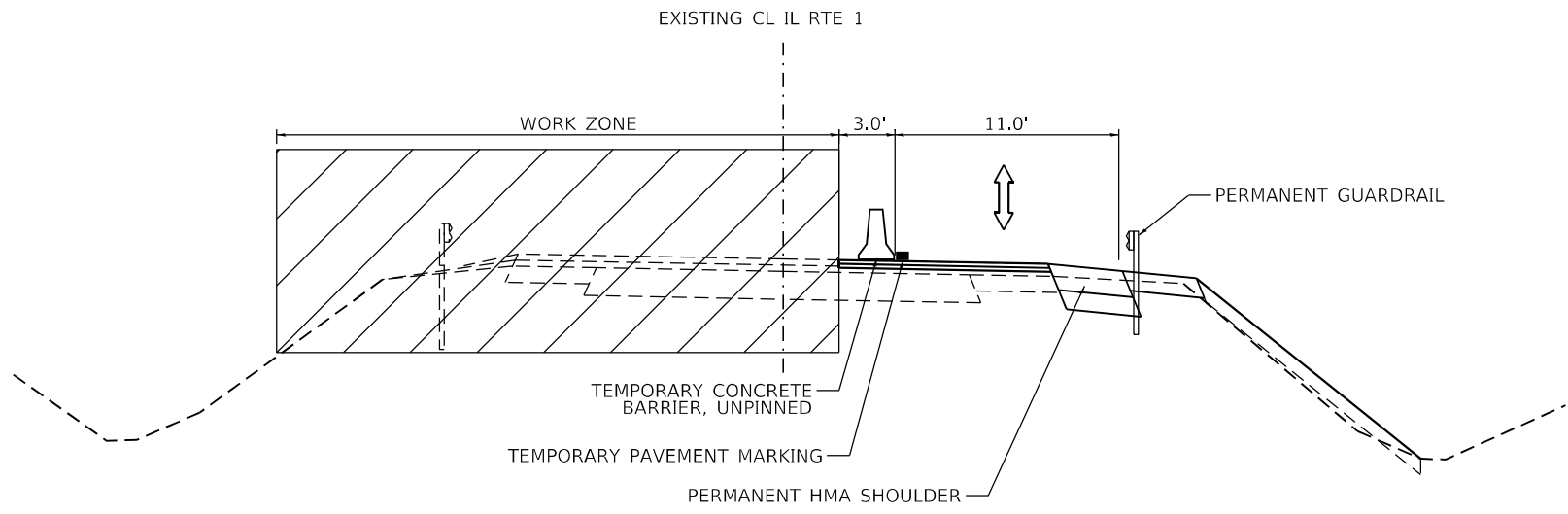
- COMPLETE MILLING OF EXISTING PAVEMENT IN RESURFACING LIMITS.
- CONSTRUCT BINDER COURSE ON NORTHBOUND AND SOUTHBOUND PAVEMENT WITHIN RESURFACING LIMITS.
- CONSTRUCT SURFACE COURSE ON NORTHBOUND AND SOUTHBOUND PAVEMENT.
- PLACE PERMANENT PAVEMENT MARKINGS.

STAGE 3 TRAFFIC (NOT SHOWN ON PLANS):

TRAFFIC IS IN THE PROPOSED CONFIGURATION. UTILIZE HIGHWAY STANDARD 701311 FOR TRAFFIC CONTROL AND PROTECTION.



**STAGE 1 ROADWAY TYPICAL SECTION**  
(LOOKING SOUTH)



**STAGE 2 ROADWAY TYPICAL SECTION**  
(LOOKING SOUTH)

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 USER: GSPERC\GSPERC\...  
 DATE: 10/21/2021



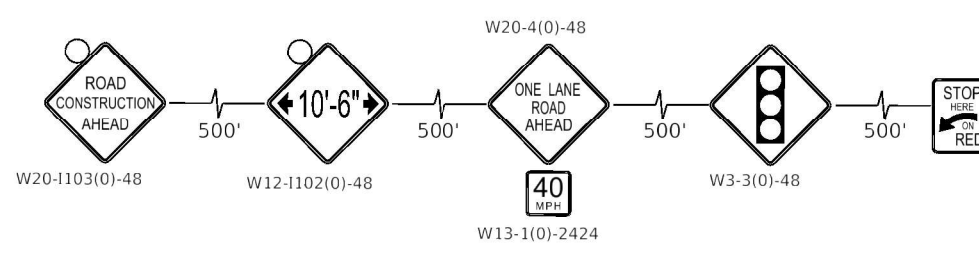
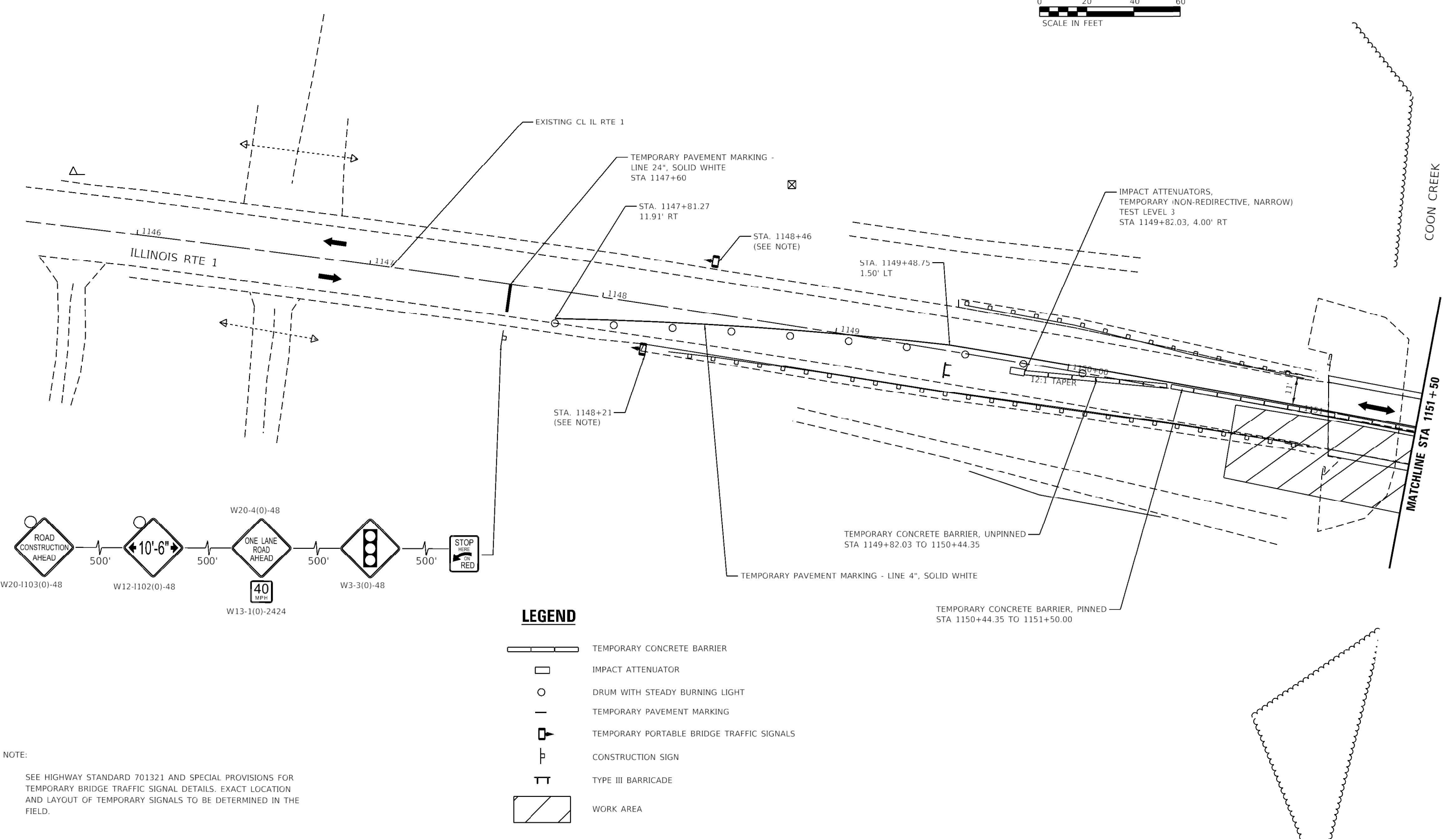
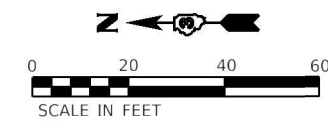
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PLOT SCALE = 2,000' / in.	DRAWN - JMG	REVISED -
PLOT DATE = 10/21/2021	CHECKED - MM	REVISED -
	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>IL ROUTE 1 OVER COON CREEK</b>			
<b>STAGE CONSTRUCTION &amp; TRAFFIC CONTROL TYPICAL SECTIONS &amp; NOTES</b>			
SCALE: NTS	SHEET 1 OF 5 SHEETS	STA. N/A TO STA. N/A	

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 16
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66932	



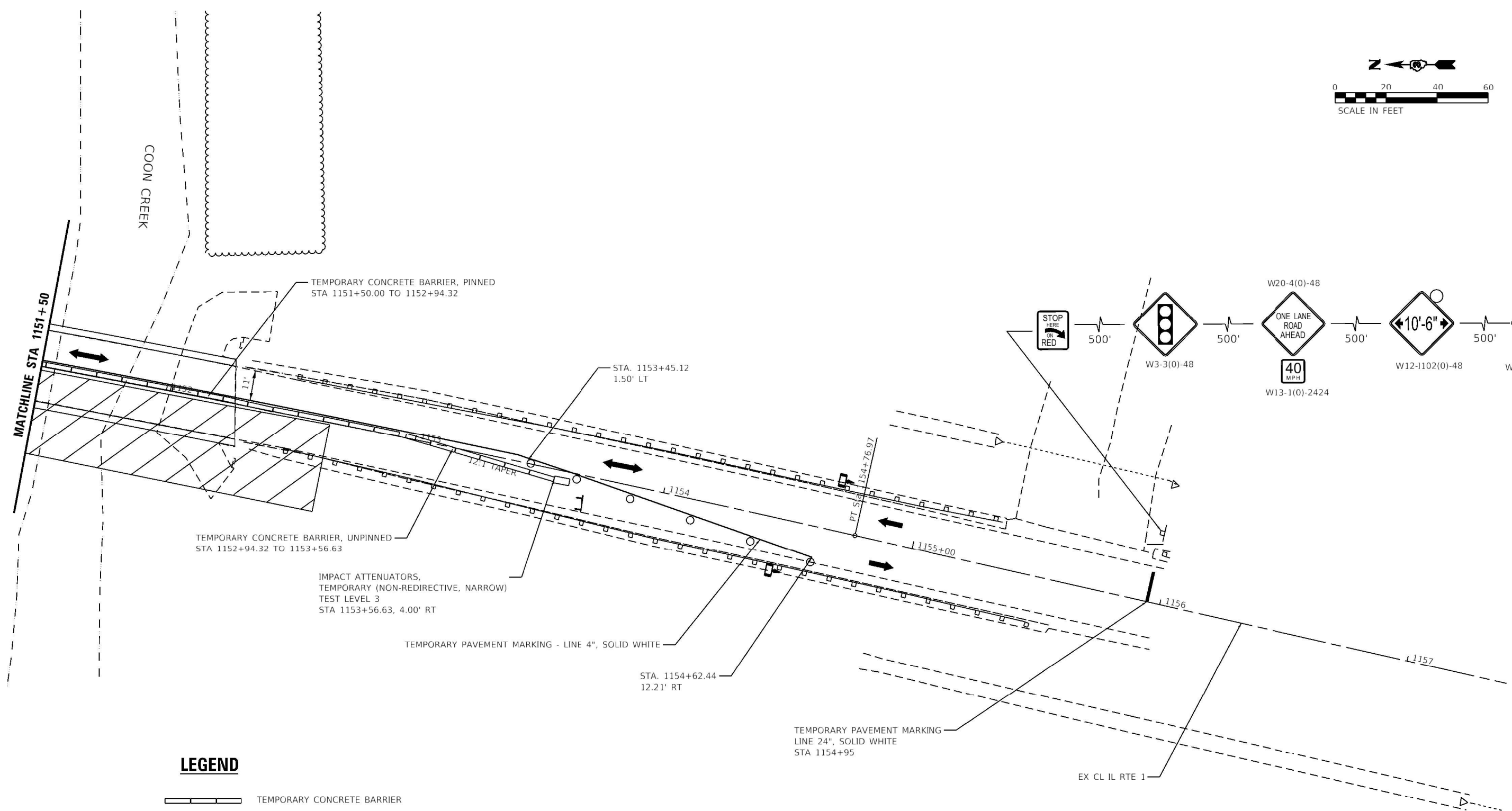
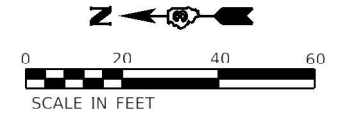


- LEGEND**
- TEMPORARY CONCRETE BARRIER
  - IMPACT ATTENUATOR
  - DRUM WITH STEADY BURNING LIGHT
  - TEMPORARY PAVEMENT MARKING
  - TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS
  - CONSTRUCTION SIGN
  - TYPE III BARRICADE
  - WORK AREA

NOTE:  
SEE HIGHWAY STANDARD 701321 AND SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNAL DETAILS. EXACT LOCATION AND LAYOUT OF TEMPORARY SIGNALS TO BE DETERMINED IN THE FIELD.

MODEL: D:\info\IT... FILE: I146E... PROJECT: I146E... DATE: 10/21/2021

<b>GASPERC ELBERTS</b> CONSULTING 1401 Branding Avenue, Suite 230 Downers Grove, IL 60515	USER NAME = mweber	DESIGNED - MAW	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>IL ROUTE 1 OVER COON CREEK</b> <b>STAGE CONSTRUCTION &amp; TRAFFIC CONTROL - STAGE 1</b>			F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 17
	PLOT SCALE = 40.0000' / in.	CHECKED - MM	REVISED -		SCALE: 1"=20'	SHEET 2	OF 5 SHEETS	STA. 1146+00 TO STA. 1151+50	CONTRACT NO. 66932		ILLINOIS	FED. AID PROJECT
PLOT DATE = 10/21/2021	DATE - 10-21-21	REVISED -										



**LEGEND**

- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- DRUM WITH STEADY BURNING LIGHT
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS
- CONSTRUCTION SIGN
- TYPE III BARRICADE
- WORK AREA

NOTE:  
SEE HIGHWAY STANDARD 701321 AND SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNAL DETAILS. EXACT LOCATION AND LAYOUT OF TEMPORARY SIGNALS TO BE DETERMINED IN THE FIELD.

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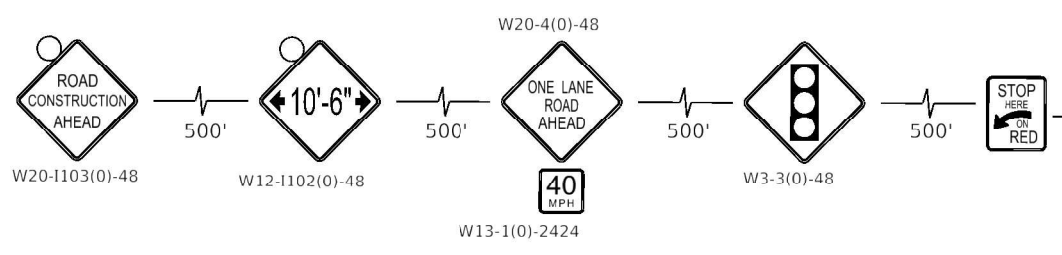
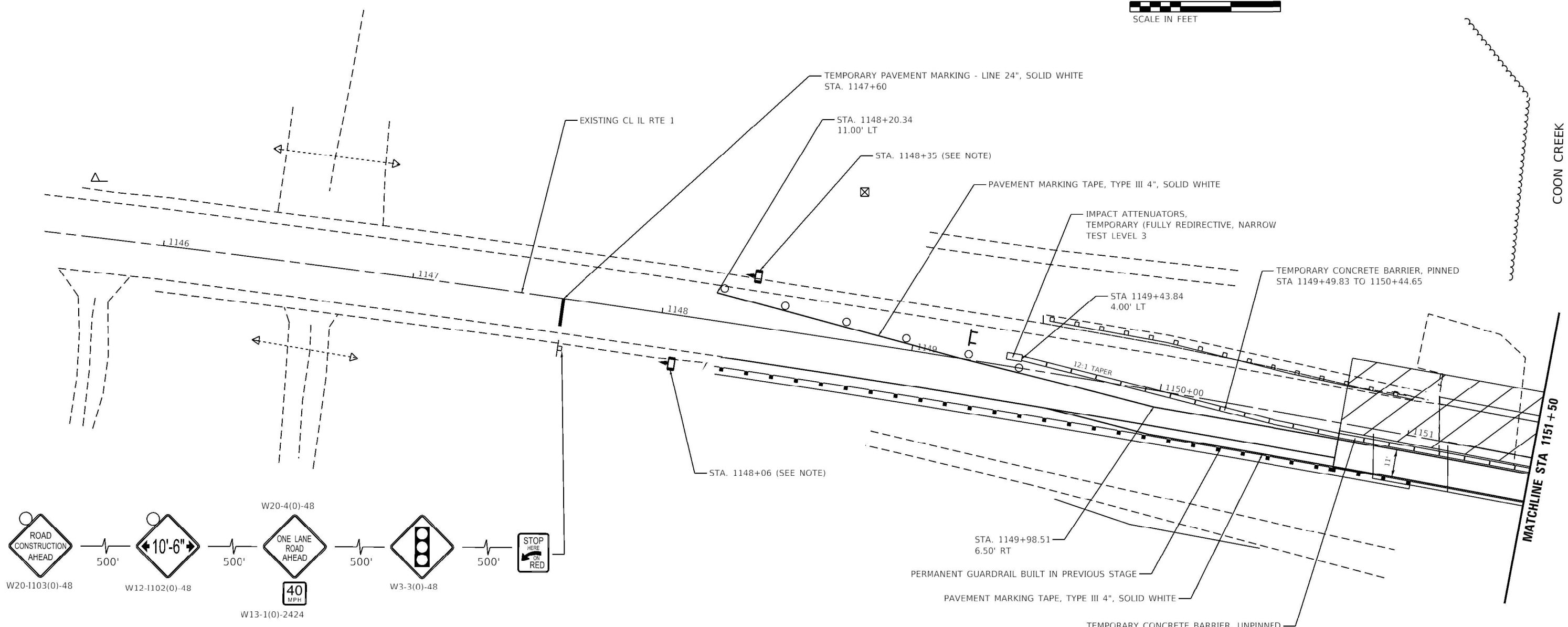
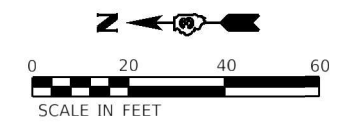


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DRAWN - JMG	REVISED -	
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PLOT DATE = 10/22/2021	DATE - 10-21-21	REVISED -

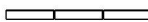






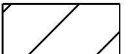
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>IL ROUTE 1 OVER COON CREEK</b>			
<b>STAGE CONSTRUCTION &amp; TRAFFIC CONTROL - STAGE 1</b>			
SCALE: 1"=20'	SHEET 3	OF 5 SHEETS	STA. 1151+50 TO STA. 1157+00

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 18
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



**LEGEND**

-  TEMPORARY CONCRETE BARRIER
-  IMPACT ATTENUATOR
-  DRUM WITH STEADY BURNING LIGHT
-  TEMPORARY PAVEMENT MARKING
-  TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS
-  CONSTRUCTION SIGN
-  TYPE III BARRICADE
-  WORK AREA

**NOTE:**  
SEE HIGHWAY STANDARD 701321 AND SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNAL DETAILS. EXACT LOCATION AND LAYOUT OF TEMPORARY SIGNALS TO BE DETERMINED IN THE FIELD.

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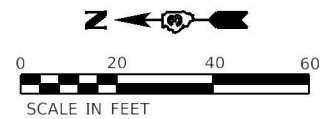


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	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

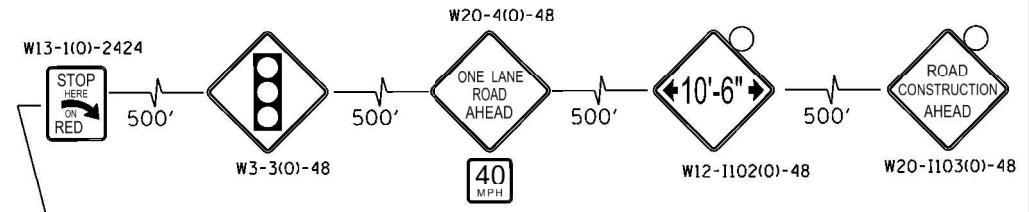
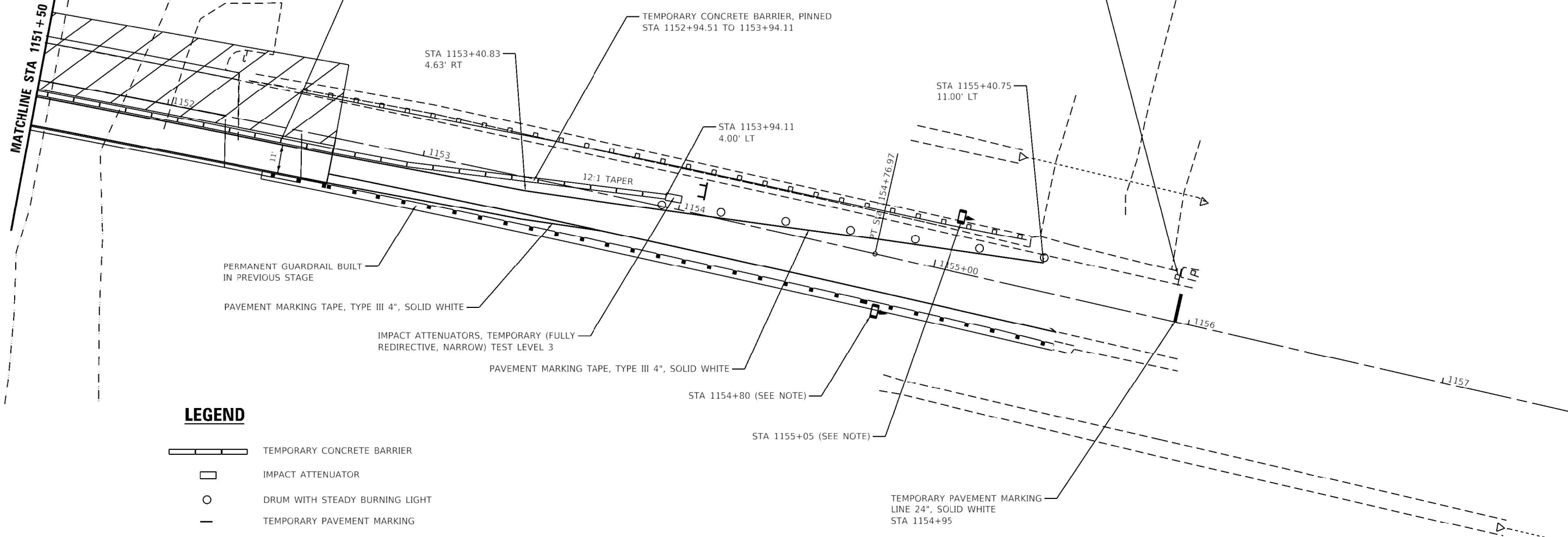
**IL ROUTE 1 OVER COON CREEK  
STAGE CONSTRUCTION & TRAFFIC CONTROL - STAGE 2**  
SCALE: 1"=20' SHEET 4 OF 5 SHEETS STA. 1146+00 TO STA. 1151+50

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 19
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



COON CREEK

MATCHLINE STA 1151+50



**LEGEND**

- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- DRUM WITH STEADY BURNING LIGHT
- TEMPORARY PAVEMENT MARKING
- TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS
- CONSTRUCTION SIGN
- TYPE III BARRICADE
- WORK AREA

NOTE:  
SEE HIGHWAY STANDARD 701321 AND SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNAL DETAILS. EXACT LOCATION AND LAYOUT OF TEMPORARY SIGNALS TO BE DETERMINED IN THE FIELD.

MODEL: D:\info\... GASPAREC ELBERTS CONSULTING



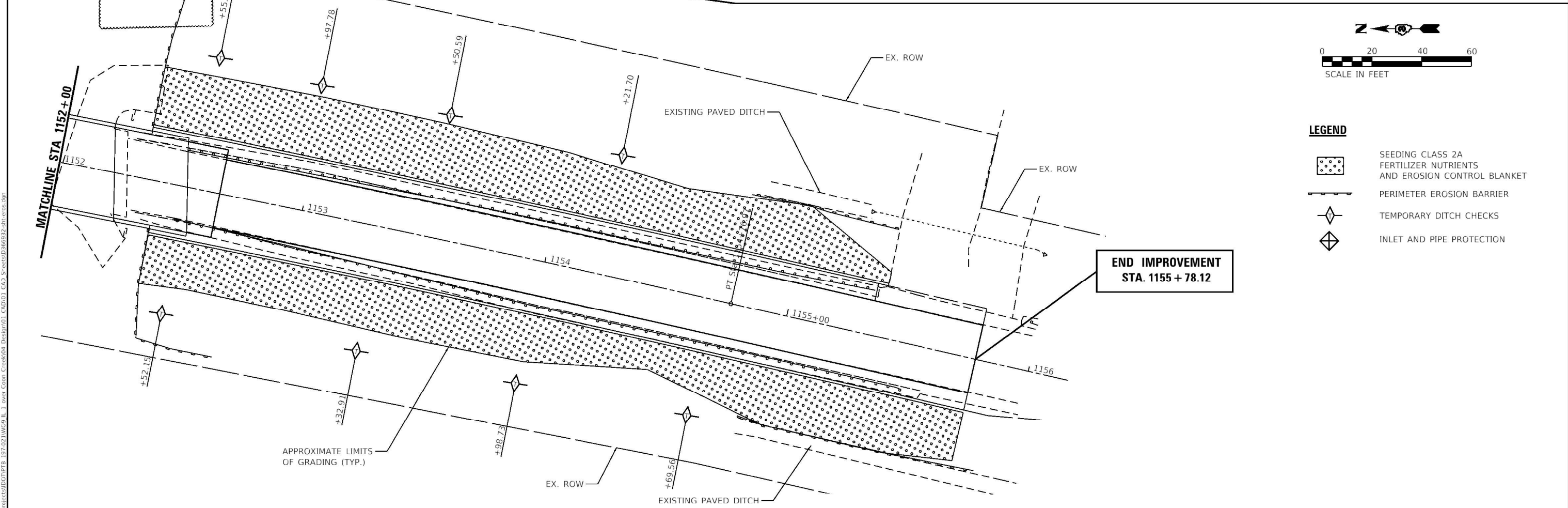
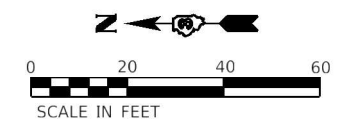
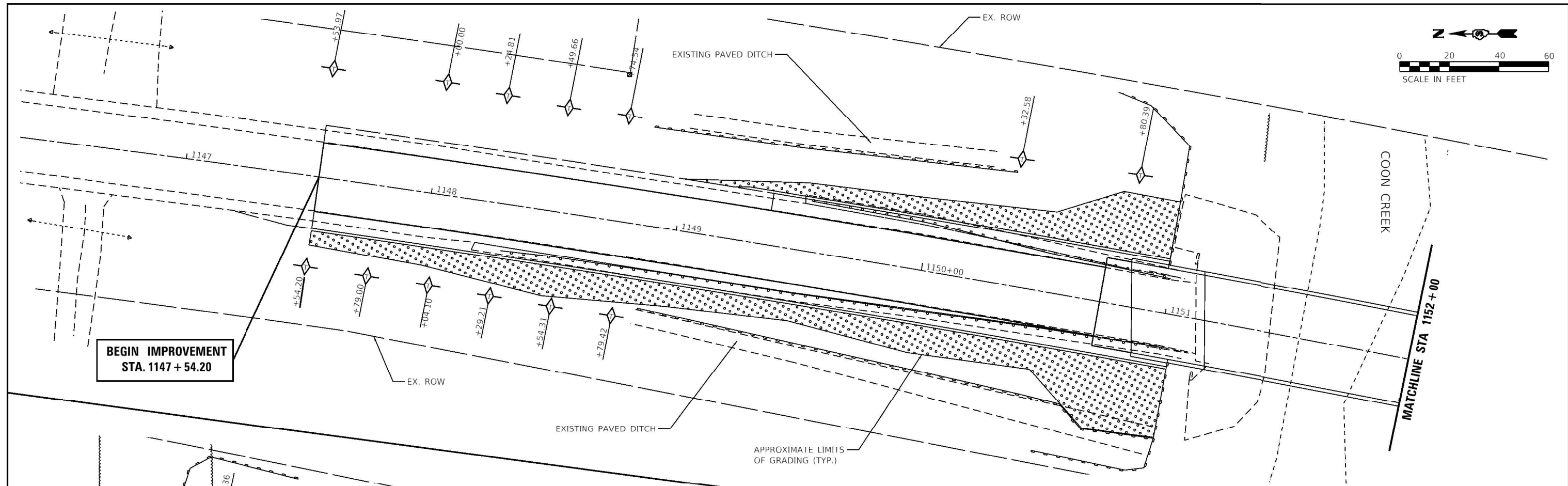
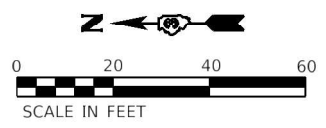
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



**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
STAGE CONSTRUCTION & TRAFFIC CONTROL - STAGE 2**

SCALE: 1"=20' SHEET 5 OF 5 SHEETS STA. 1151+50 TO STA. 1157+00

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 20
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66932	



- LEGEND**
-  SEEDING CLASS 2A FERTILIZER NUTRIENTS AND EROSION CONTROL BLANKET
  -  PERIMETER EROSION BARRIER
  -  TEMPORARY DITCH CHECKS
  -  INLET AND PIPE PROTECTION

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 USER: mweber  
 DATE: 10/21/2021



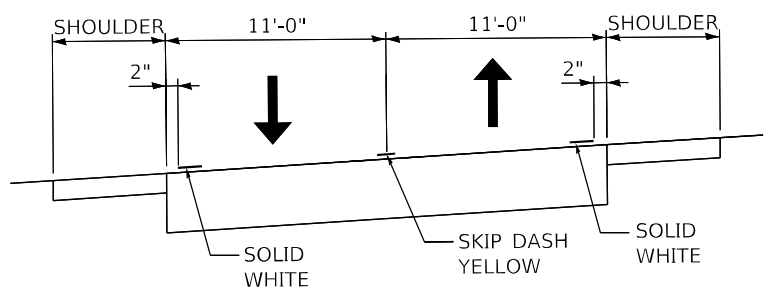
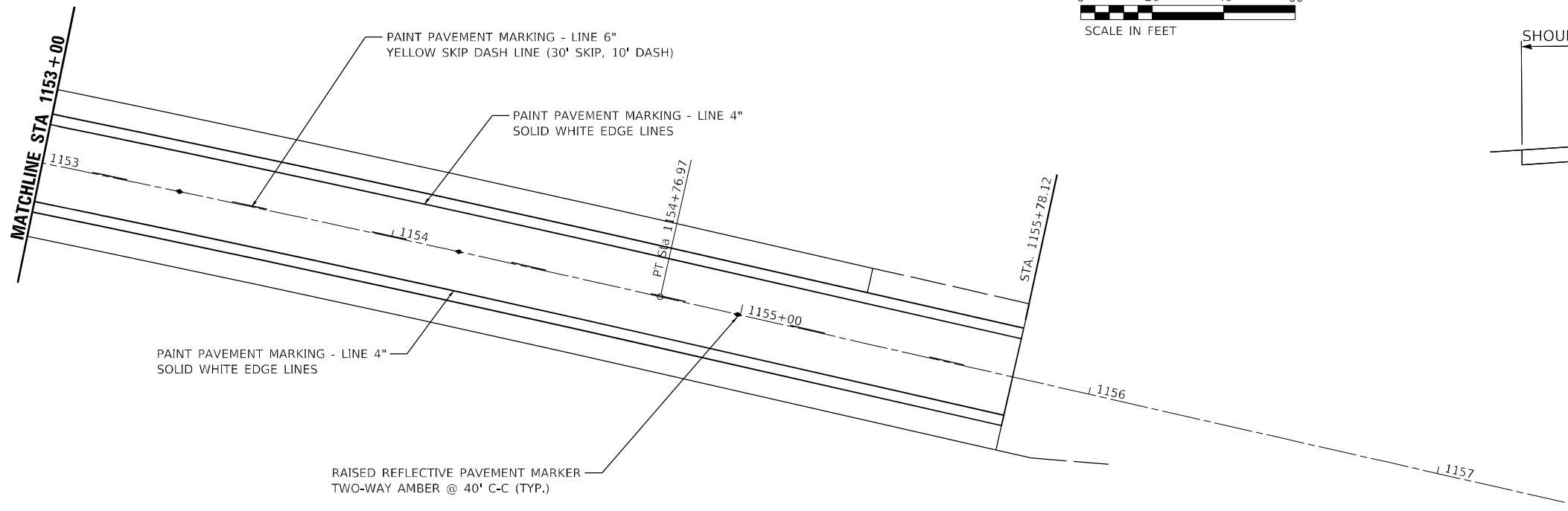
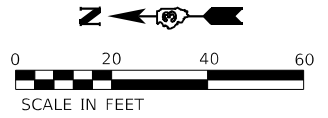
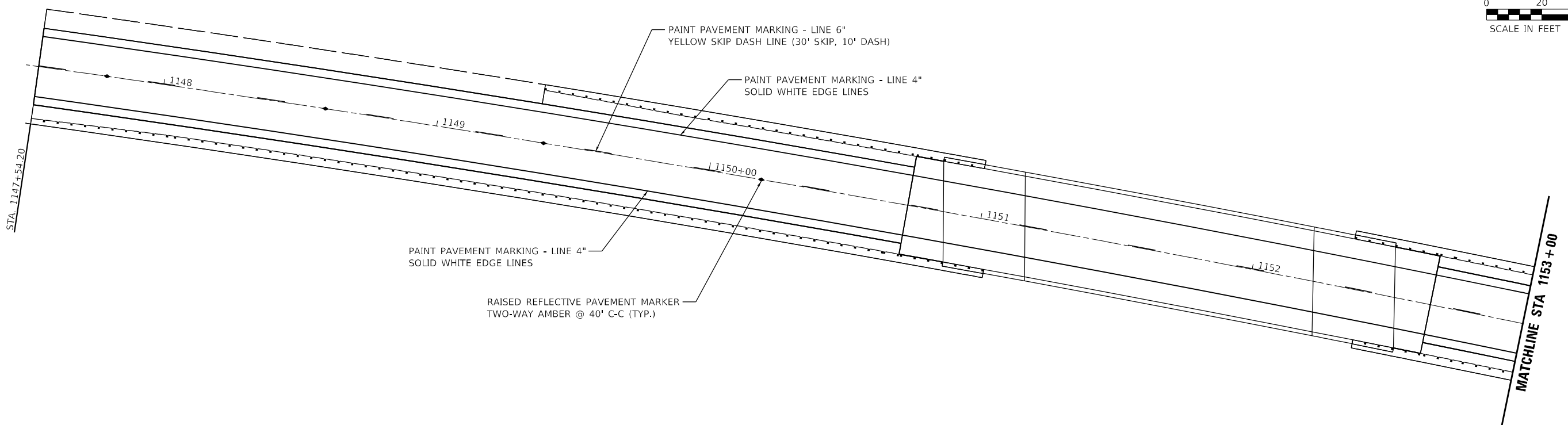
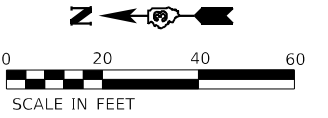
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PLOT DATE = 10/21/2021	CHECKED - MM	REVISED -
	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
EROSION CONTROL AND LANDSCAPING PLAN**

SCALE: 1"=20'    SHEET 1 OF 1 SHEETS    STA. 1147+81.27 TO STA. 1156+00

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 21
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



**PAVEMENT MARKING PLACEMENT DETAIL**

MODEL: D:\p\h\p\...  
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PLOT SCALE = 40,0000 * / in.	DRAWN - JMG	REVISED -
PLOT DATE = 10/21/2021	CHECKED - MM	REVISED -
	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
PAVEMENT MARKING PLAN**

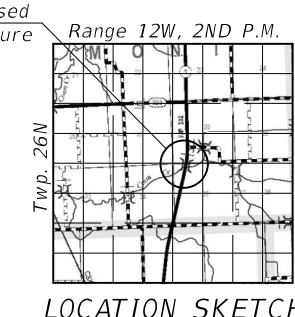
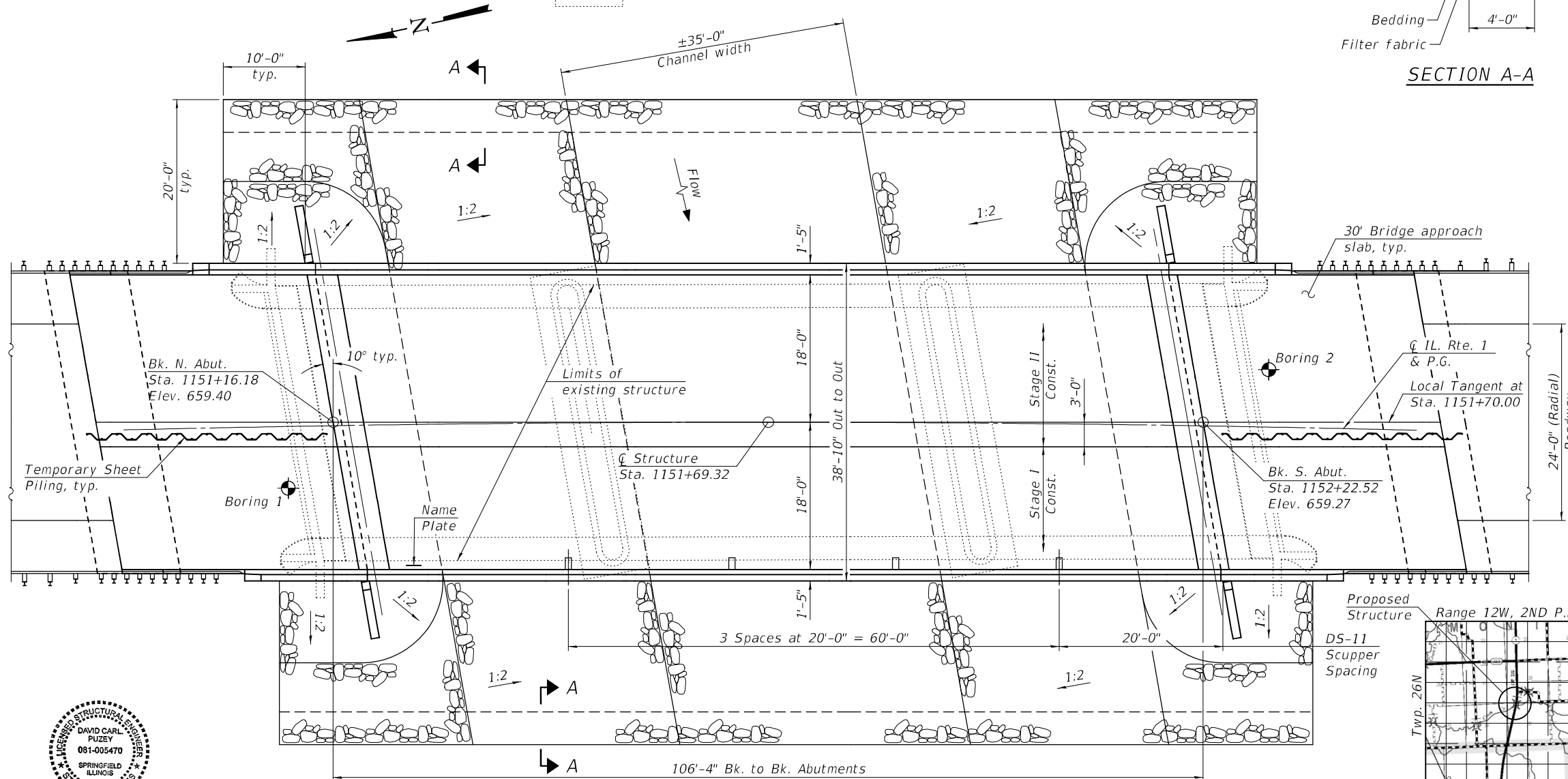
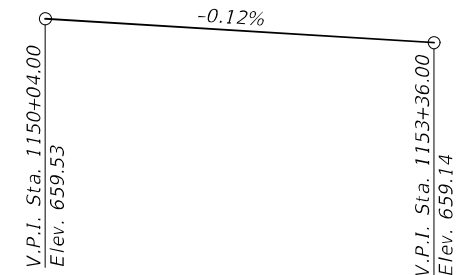
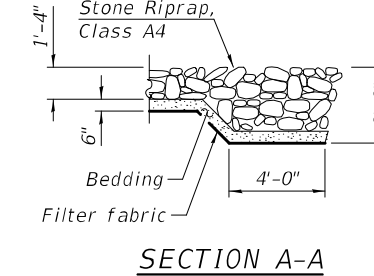
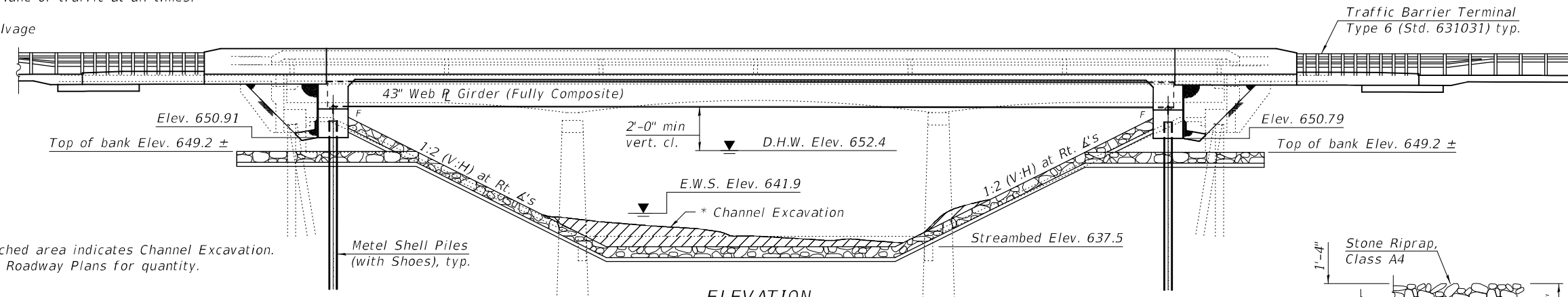
SCALE: 1"=20'    SHEET 1 OF 1 SHEETS    STA. 1147+81.27 TO STA. 1156+00

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 22
			CONTRACT NO. 66932	
ILLINOIS FED. AID PROJECT				

Bench Mark: Chiseled "square" on S.E. wingwall ±Sta. 1152+25.75, ±18'-9" Lt., Elev. ±659.86

Existing Structure: S.N. 038-0023 was built in 1953 as S.B.I. Route 1, Section 15-R-B, at Station 1151+70. The existing three span structure consists of continuous cast-in-place concrete T-girders supported on pile bent abutments and solid wall piers. The structure is 118'-0" back to back of abutments and 33'-8" out to out of deck. The existing structure will be replaced. Stage construction will be utilized to maintain one lane of traffic at all times.

No salvage



**DESIGN SPECIFICATIONS**  
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

**DESIGN STRESSES**  
**FIELD UNITS**  
f'<sub>c</sub> = 3,500 psi  
f'<sub>c</sub> = 4,000 (Superstructure)  
f<sub>y</sub> = 60,000 psi (Reinforcement)  
f<sub>y</sub> = 50,000 psi (M270 Grade 50W)

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



**SEISMIC DATA**  
Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.112 g  
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.178 g  
Soil Site Class = D

**GENERAL PLAN & ELEVATION**  
**IL. RTE. 1 OVER COON CREEK**  
**F.A.P. RTE. 332 - SECTION 15R-BR**  
**IROQUOIS COUNTY**  
**STATION 1151+69.32**  
**STRUCTURE NO. 038-0209**



Expires 11-30-22

MODEL: 0380209-66932-001  
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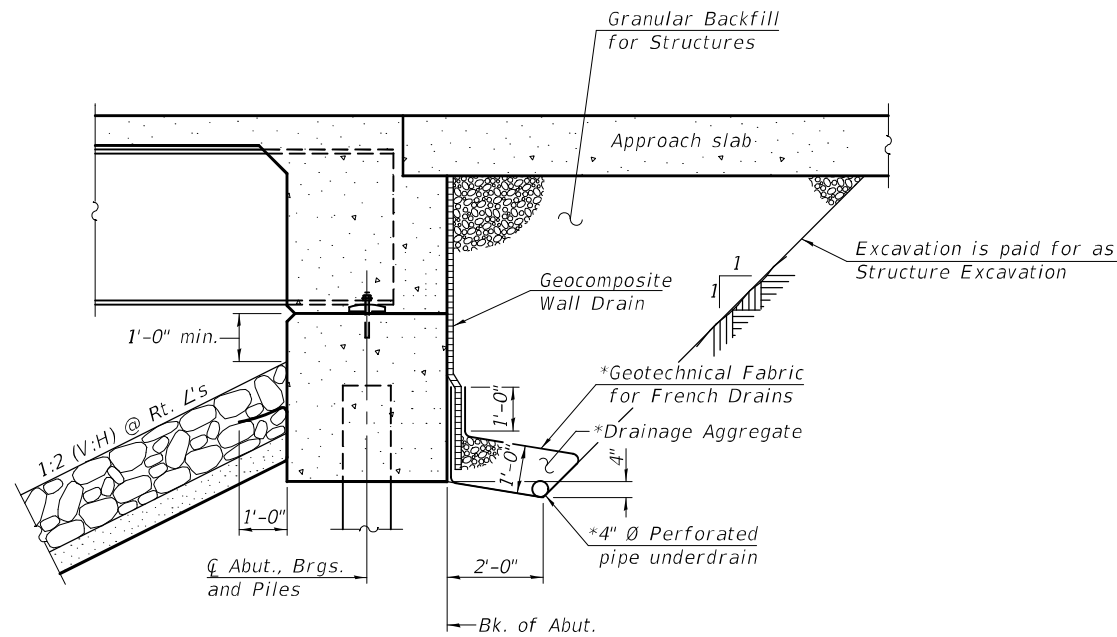
DESIGNED - TIFFANY L. MEIER	EXAMINED -  JAY F. ALIFF ENGINEER OF BRIDGE DESIGN	DATE - December 2, 2021
CHECKED - RYAN P. NEANGARD	PASSED -  R.P.N. ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - ANTHONY J. NOVELLO		REVISED -
CHECKED - R.P.N. / G.R.A.		

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

SHEET 1 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	23
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

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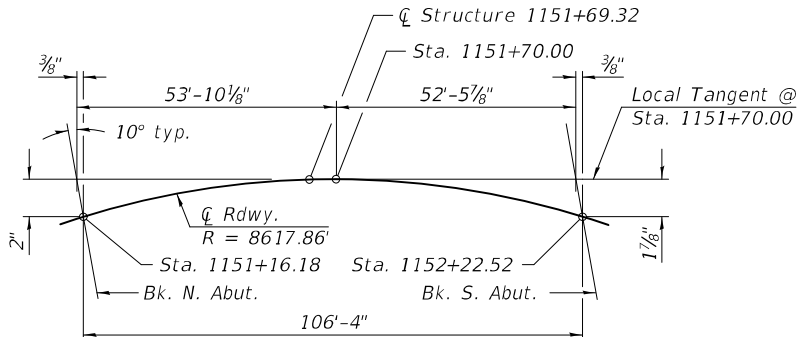


**SECTION THRU INTEGRAL ABUTMENT**  
(Horiz. dim. @ Rt. L's)

\*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).



**OFFSET SKETCH**

**HORIZONTAL CURVE DATA**

PI Sta. = 1144+19.85  
 $\Delta = 14^{\circ}-07'-42''$  (RT)  
 $R = 8617.86'$   
 $T = 1067.94'$   
 $L = 2125.05'$   
 $E = 65.92'$   
P.C. Sta. = 1133+51.91  
P.T. Sta. = 1154+76.96  
S.E. = 1.56%  
S.E. attained from Sta. 1131+71.91 to Sta. 1134+11.91  
S.E. removed from Sta. 1154+16.96 to Sta. 1156+56.96

STATION 1151+69.32  
 BUILT 20 BY  
 STATE OF ILLINOIS  
 F.A.P. RTE. 332 SEC. 15R-BR  
 LOADING HL-93  
 STRUCTURE NO. 038-0209

**NAME PLATE**  
See Std. 515001

**WATERWAY INFORMATION**

Flood		Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. Head - Ft.		Headwater El.	
			Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.
10 Yr.	10	2980	683	846	651.0	0.2	0.1	651.3	651.2
Design	50	4770	791	974	652.4	0.6	0.4	653.0	652.8
Base	100	5560	831	1021	652.9	0.8	0.5	653.7	653.4
Scour Check	200	6400	868	1065	653.4	1.0	0.6	654.4	654.0
Max. Calc.	500	7490	914	1118	653.9	1.3	0.8	655.2	654.7

Existing 10 Year Average Velocity = 4.6 fps  
 Proposed 10 Year Average Velocity = 3.6 fps

**DESIGN SCOUR ELEVATION TABLE**

Event / Limit State	Design Scour Elevations (ft.)		Item 113
	N. Abut.	S. Abut.	
Q100	650.91	650.79	8
Q200	650.91	650.79	
Design	650.91	650.79	
Check	650.91	650.79	

**GENERAL NOTES**

Fasteners shall be ASTM F3125 Grade A325 Type 1, mechanically galvanized bolts in painted or metallized areas and ASTM F3125 Grade A325 Type 3 weathering steel bolts in unpainted areas. Bolts  $\frac{3}{4}"$   $\emptyset$ , holes  $1\frac{1}{16}"$   $\emptyset$ , unless otherwise noted.  
 Calculated weight of Structural Steel = 162,800 lbs.  
 All structural steel shall be AASHTO M270 Grade 50W.  
 No field welding is permitted except as specified in the contract documents.  
 Reinforcement bars designated (E) shall be epoxy coated.  
 Structural steel shall be painted for a distance equal to the depth of embedment into the concrete cap plus 1'-6". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.  
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.  
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.  
 The Contractor is advised that the existing concrete superstructure is a continuous structure and removal must be done in a proper sequence, possibly with falsework support. See Special Provisions

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		1065	1065
Filter Fabric	Sq. Yd.		1065	1065
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		262	262
Concrete Structures	Cu. Yd.		73.2	73.2
Concrete Superstructure	Cu. Yd.	181.0		181.0
Bridge Deck Grooving	Sq. Yd.	621		621
Protective Coat	Sq. Yd.	785		785
Concrete Superstructure (Approach Slab)	Cu. Yd.	106.1		106.1
Furnishing and Erecting Structural Steel	L. Sum	1.00		1.00
Stud Shear Connectors	Each	1533		1533
Reinforcement Bars, Epoxy Coated	Pound	78330	9940	88270
Bar Splicers	Each	531	100	631
Furnishing Metal Shell Piles 14" x 0.312"	Foot		390	390
Driving Piles	Foot		390	390
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		14	14
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		28	28
Temporary Sheet Piling	Sq. Ft.		441	441
Granular Backfill for Structures	Cu. Yd.		152	152
Geocomposite Wall Drain	Sq. Yd.		79	79
Drainage Scuppers, DS-11	Each	4		4
Pipe Underdrains for Structures 4"	Foot		151	151

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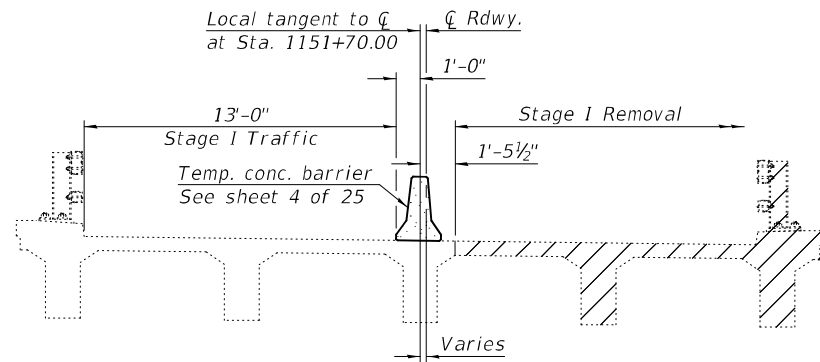
DESIGNED - TIFFANY L. MEIER	EXAMINED - <i>Joanne F. J. [Signature]</i>	DATE - DECEMBER 2, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl [Signature]</i>	REVISER -
DRAWN - ANTHONY J. NOVELLO	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -
CHECKED - R.P.N. / G.R.A.		

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

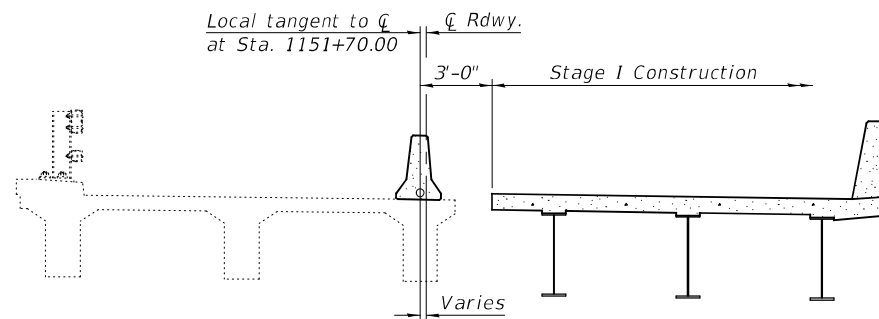
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**STRUCTURE NO. 038-0209**

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 24
SHEET 2 OF 25 SHEETS			CONTRACT NO. 66932	
ILLINOIS FED. AID PROJECT				

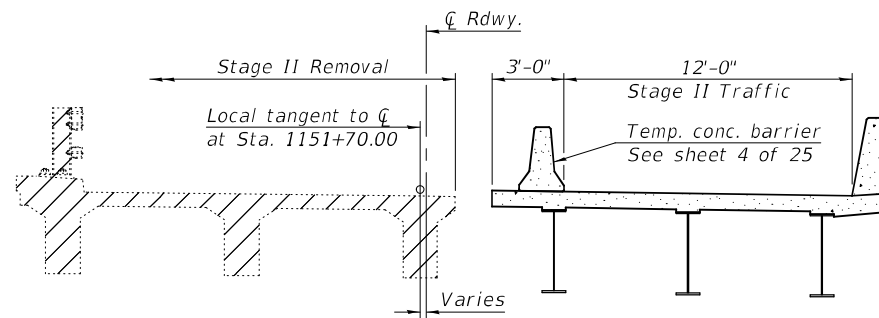




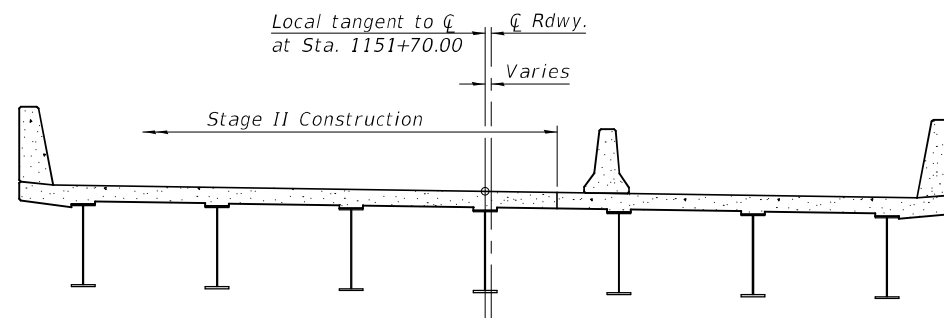
**STAGE I REMOVAL**



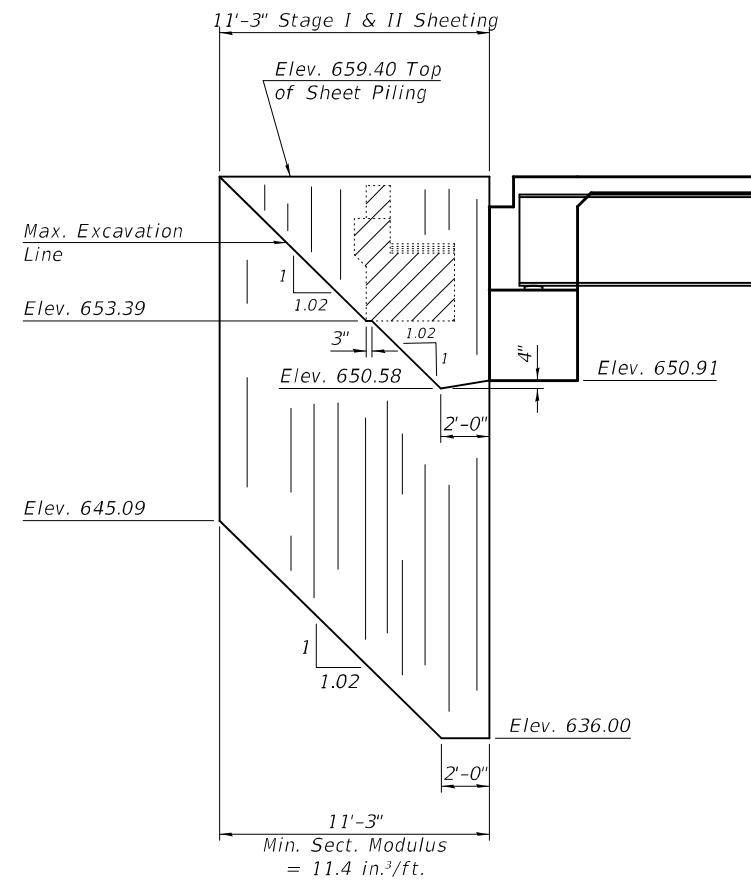
**STAGE I CONSTRUCTION**



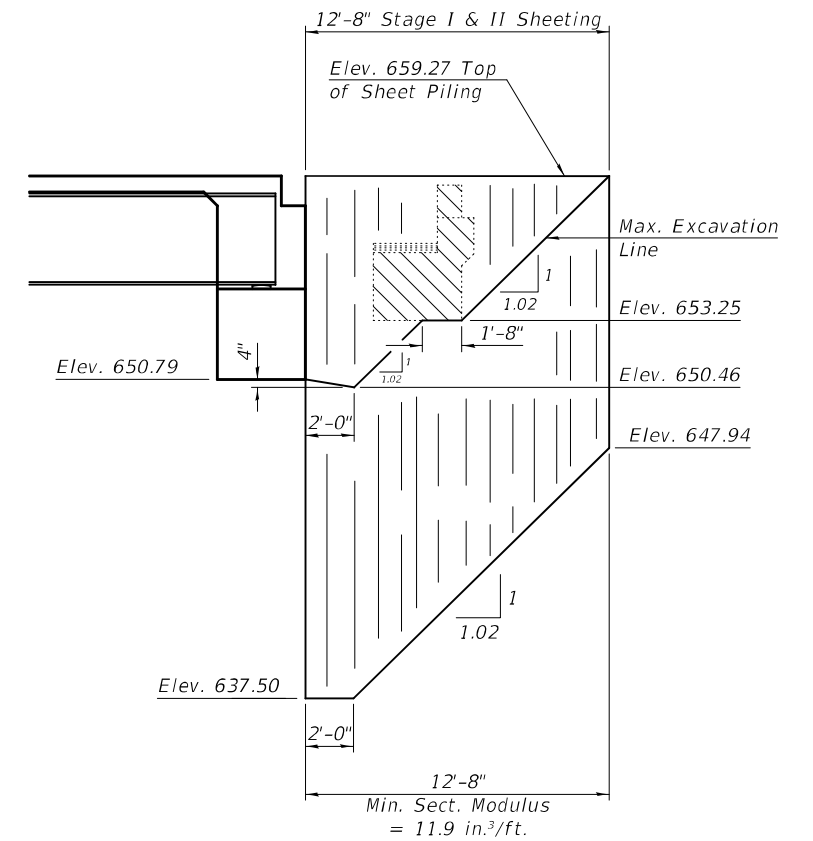
**STAGE II REMOVAL**



**STAGE II CONSTRUCTION**



**TEMPORARY SHEET PILING  
(North Abutment looking East)**



**TEMPORARY SHEET PILING  
(South Abutment looking East)**

Note:  
 All staging cross sections are looking South.  
 For quantity of Temporary Concrete Barrier, see roadway plans.  
 Hatched area indicates Removal of Existing Structures.  
 If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

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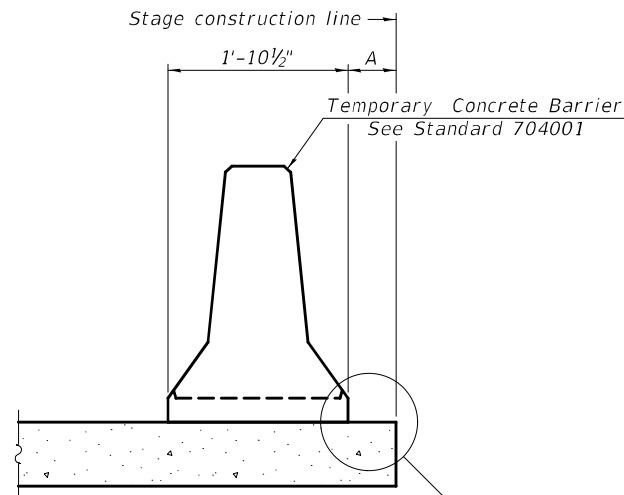
DESIGNED - TIFFANY L. MEIER	EXAMINED - <i>Joanne F. Joffe</i>	DATE - DECEMBER 2, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl Perry</i>	REVISER -
DRAWN - ANTHONY J. NOVELLO	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -
CHECKED - R.P.N. / G.R.A.		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS & TEMPORARY SHEET PILINGS  
STRUCTURE NO. 038-0209**

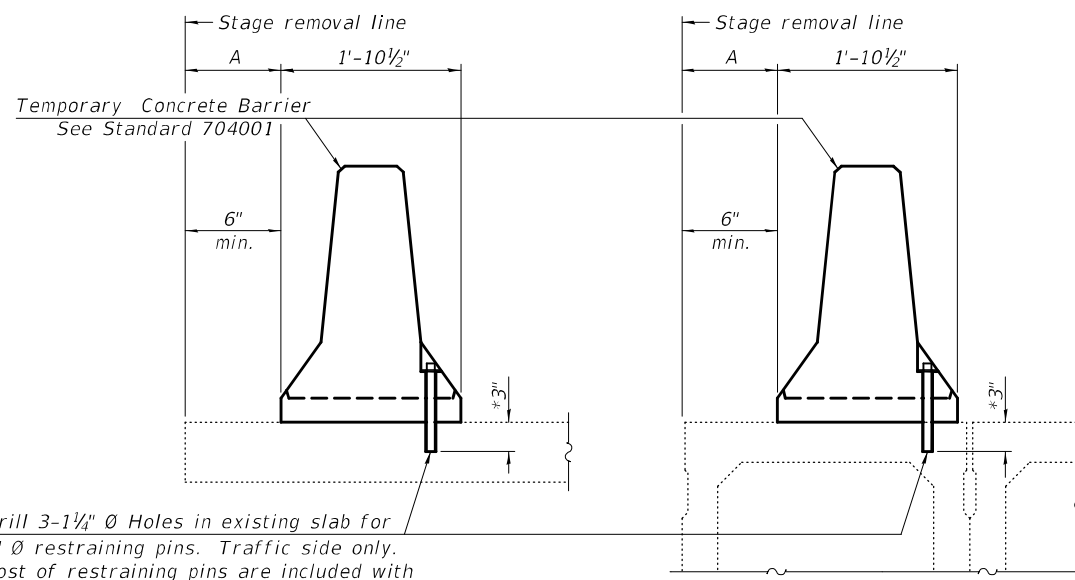
SHEET 3 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	25
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



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

NEW SLAB OR NEW DECK BEAM

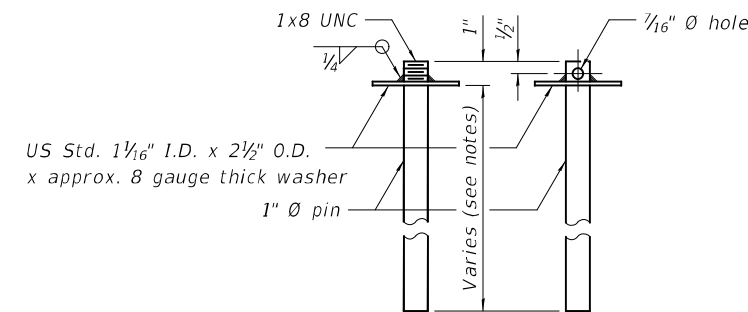


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

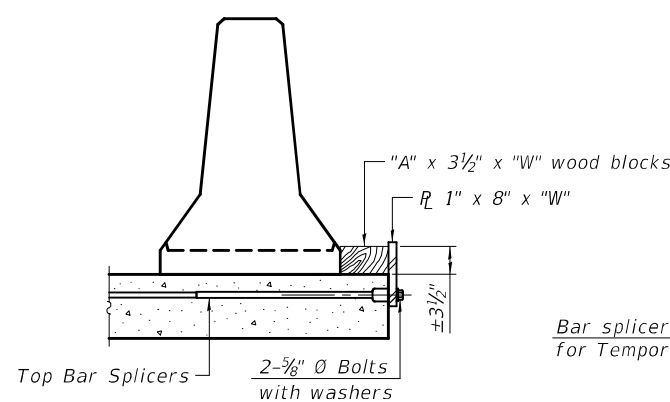
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

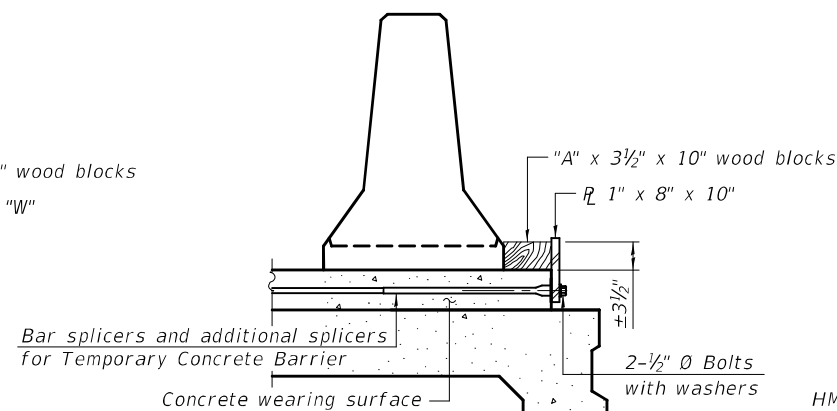


RESTRAINING PIN

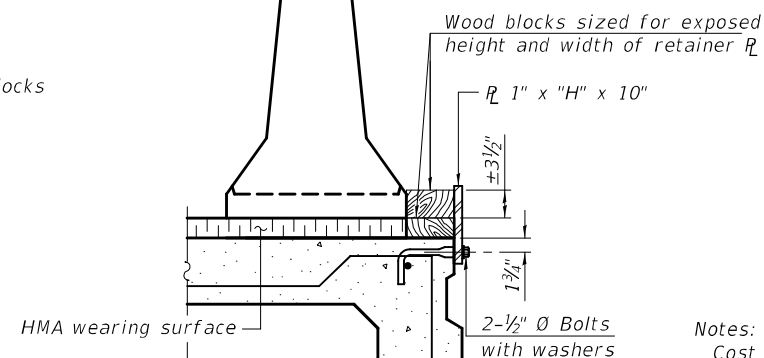
SECTIONS THRU SLAB OR DECK BEAM



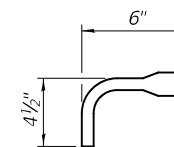
DETAIL I



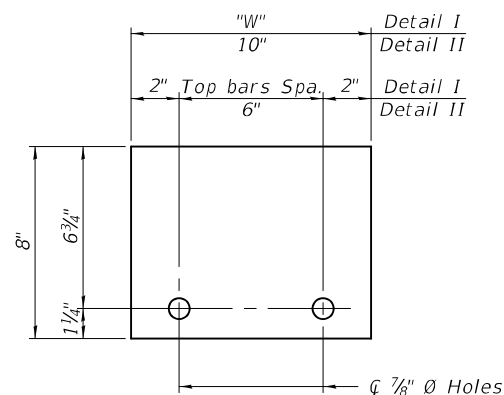
DETAIL II



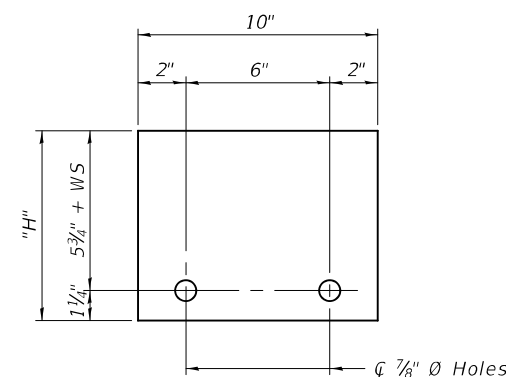
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



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

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

DESIGNED -	TIFFANY L. MEIER	EXAMINED	
CHECKED -	RYAN P. NEGANGARD	PASSED	
DRAWN -	ANTHONY J. NOVELLO		
CHECKED -	R.P.N. / G.R.A.		

DATE - DECEMBER 2, 2021  
 ENGINEER OF BRIDGES AND STRUCTURES  
 ENGINEER OF BRIDGES AND STRUCTURES

REVISD -	
REVISD -	

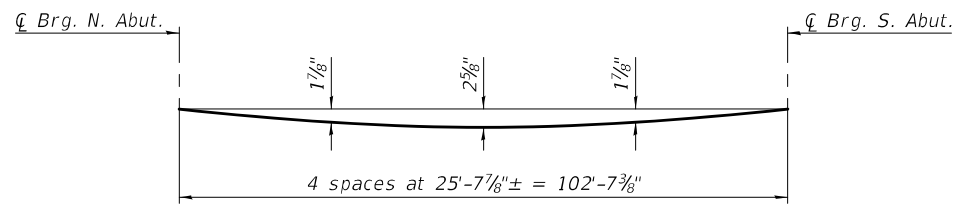
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER  
 STRUCTURE NO. 038-0209

SHEET 4 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	26
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

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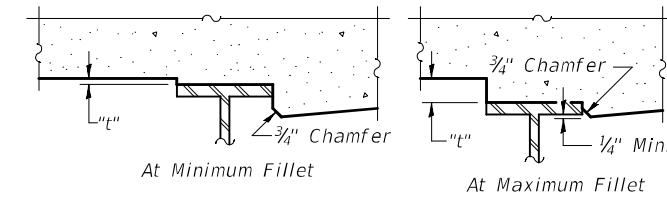


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only)

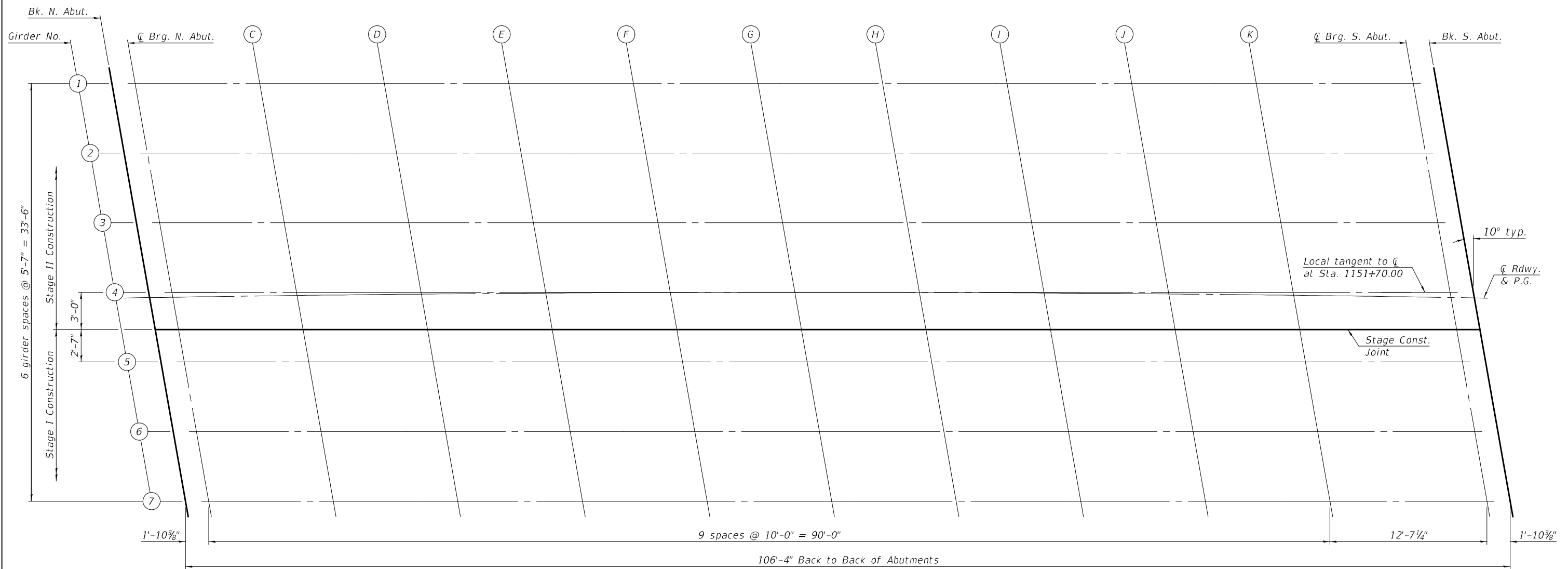
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 6 of 25.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet 6 of 25. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 6 of 25, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**PLAN**

MODEL: 0380209-66932-005  
FILE NAME: p:\w\lido-ppw-bentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0380209\CADD Plans\0380209-66932.dgn

DESIGNED -	TIFFANY L. MEIER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

EXAMINED	<i>Joanne F. J...</i>
PASSED	<i>Carl...</i>
ENGINEER OF BRIDGES AND STRUCTURES	

DATE -	DECEMBER 2, 2021
REVISED -	
REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 038-0209**

SHEET 5 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	27
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1151+13.31	-16.94	659.67	659.67
☉ Brg. N. Abut.	1151+15.17	-16.92	659.66	659.66
C	1151+25.15	-16.87	659.65	659.71
D	1151+35.13	-16.82	659.64	659.76
E	1151+45.11	-16.79	659.63	659.79
F	1151+55.09	-16.76	659.61	659.80
G	1151+65.07	-16.75	659.60	659.81
H	1151+75.05	-16.75	659.59	659.78
I	1151+85.03	-16.76	659.58	659.75
J	1151+95.01	-16.79	659.57	659.70
K	1152+04.99	-16.82	659.56	659.63
☉ Brg. S. Abut.	1152+17.58	-16.88	659.54	659.54
Bk. S. Abut.	1152+19.44	-16.89	659.54	659.54

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1151+14.26	-11.35	659.58	659.58
☉ Brg. N. Abut.	1151+16.12	-11.34	659.58	659.58
C	1151+26.10	-11.28	659.56	659.62
D	1151+36.09	-11.23	659.55	659.67
E	1151+46.08	-11.20	659.54	659.70
F	1151+56.06	-11.18	659.53	659.71
G	1151+66.05	-11.17	659.51	659.73
H	1151+76.04	-11.17	659.50	659.70
I	1151+86.03	-11.18	659.49	659.66
J	1151+96.01	-11.21	659.48	659.61
K	1152+06.00	-11.24	659.47	659.54
☉ Brg. S. Abut.	1152+18.59	-11.30	659.45	659.45
Bk. S. Abut.	1152+20.45	-11.31	659.45	659.45

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1151+15.21	-5.76	659.49	659.49
☉ Brg. N. Abut.	1151+17.07	-5.75	659.49	659.49
C	1151+27.06	-5.69	659.47	659.53
D	1151+37.05	-5.65	659.46	659.58
E	1151+47.05	-5.61	659.45	659.61
F	1151+57.04	-5.59	659.44	659.63
G	1151+67.03	-5.58	659.43	659.64
H	1151+77.03	-5.59	659.41	659.61
I	1151+87.02	-5.60	659.40	659.57
J	1151+97.01	-5.63	659.39	659.53
K	1152+07.01	-5.66	659.38	659.46
☉ Brg. S. Abut.	1152+19.61	-5.73	659.37	659.37
Bk. S. Abut.	1152+21.47	-5.74	659.36	659.36

**GIRDER 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1151+16.15	-0.17	659.40	659.40
☉ Brg. N. Abut.	1151+18.02	-0.16	659.40	659.40
C	1151+28.02	-0.10	659.39	659.45
D	1151+38.02	-0.06	659.37	659.49
E	1151+48.01	-0.03	659.36	659.53
F	1151+58.01	-0.01	659.35	659.54
G	1151+68.01	0.00	659.34	659.55
H	1151+78.01	0.00	659.33	659.52
I	1151+88.01	-0.02	659.31	659.48
J	1151+98.01	-0.05	659.30	659.44
K	1152+08.01	-0.08	659.29	659.37
☉ Brg. S. Abut.	1152+20.62	-0.15	659.28	659.28
Bk. S. Abut.	1152+22.49	-0.16	659.28	659.28

**☉ ROADWAY & PROFILE GRADE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1151+16.18	0.00	659.40	659.40
☉ Brg. N. Abut.	1151+18.04	0.00	659.40	659.40
C	1151+28.04	0.00	659.38	659.44
D	1151+38.04	0.00	659.37	659.49
E	1151+48.04	0.00	659.36	659.52
F	1151+58.04	0.00	659.35	659.54
G	1151+68.04	0.00	659.34	659.55
H	1151+78.04	0.00	659.33	659.52
I	1151+88.04	0.00	659.31	659.48
J	1151+98.04	0.00	659.30	659.44
K	1152+08.04	0.00	659.29	659.37
☉ Brg. S. Abut.	1152+20.65	0.00	659.28	659.28
Bk. S. Abut.	1152+22.52	0.00	659.27	659.27

**STAGE CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1151+16.66	2.83	659.35	659.35
☉ Brg. N. Abut.	1151+18.53	2.85	659.35	659.35
C	1151+28.53	2.90	659.34	659.40
D	1151+38.53	2.94	659.33	659.45
E	1151+48.54	2.97	659.31	659.48
F	1151+58.54	2.99	659.30	659.49
G	1151+68.54	3.00	659.29	659.50
H	1151+78.55	3.00	659.28	659.47
I	1151+88.55	2.98	659.27	659.44
J	1151+98.55	2.95	659.26	659.39
K	1152+08.56	2.91	659.24	659.32
☉ Brg. S. Abut.	1152+21.17	2.85	659.23	659.23
Bk. S. Abut.	1152+23.03	2.84	659.23	659.23

**GIRDER 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1151+17.10	5.42	659.31	659.31
☉ Brg. N. Abut.	1151+18.97	5.43	659.31	659.31
C	1151+28.97	5.49	659.30	659.36
D	1151+38.98	5.53	659.29	659.40
E	1151+48.99	5.56	659.27	659.44
F	1151+58.99	5.58	659.26	659.45
G	1151+69.00	5.58	659.25	659.46
H	1151+79.01	5.58	659.24	659.43
I	1151+89.01	5.56	659.23	659.40
J	1151+99.02	5.53	659.21	659.35
K	1152+09.02	5.49	659.20	659.28
☉ Brg. S. Abut.	1152+21.64	5.43	659.19	659.19
Bk. S. Abut.	1152+23.51	5.42	659.19	659.19

**GIRDER 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1151+18.06	11.01	659.22	659.22
☉ Brg. N. Abut.	1151+19.92	11.02	659.22	659.22
C	1151+29.93	11.07	659.21	659.27
D	1151+39.95	11.11	659.20	659.32
E	1151+49.96	11.14	659.18	659.35
F	1151+59.97	11.16	659.17	659.36
G	1151+69.98	11.17	659.16	659.37
H	1151+80.00	11.16	659.15	659.34
I	1151+90.01	11.14	659.14	659.31
J	1152+00.02	11.11	659.13	659.26
K	1152+10.04	11.07	659.12	659.19
☉ Brg. S. Abut.	1152+22.66	11.01	659.10	659.10
Bk. S. Abut.	1152+24.53	10.99	659.10	659.10

**GIRDER 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1151+19.01	16.60	659.14	659.14
☉ Brg. N. Abut.	1151+20.87	16.61	659.13	659.13
C	1151+30.89	16.66	659.12	659.18
D	1151+40.91	16.70	659.11	659.23
E	1151+50.93	16.73	659.10	659.26
F	1151+60.95	16.75	659.08	659.27
G	1151+70.97	16.75	659.07	659.28
H	1151+80.99	16.74	659.06	659.25
I	1151+91.01	16.72	659.05	659.22
J	1152+01.03	16.69	659.04	659.17
K	1152+11.05	16.65	659.03	659.10
☉ Brg. S. Abut.	1152+23.68	16.58	659.01	659.01
Bk. S. Abut.	1152+25.55	16.57	659.01	659.01

MODEL: 0380209-66932-006  
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DESIGNED -	TIFFANY L. MEIER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

EXAMINED	 ENGINEER OF BRIDGE DESIGN	DATE -	DECEMBER 2, 2021
PASSED		REVISER -	

REVISER -	
REVISER -	

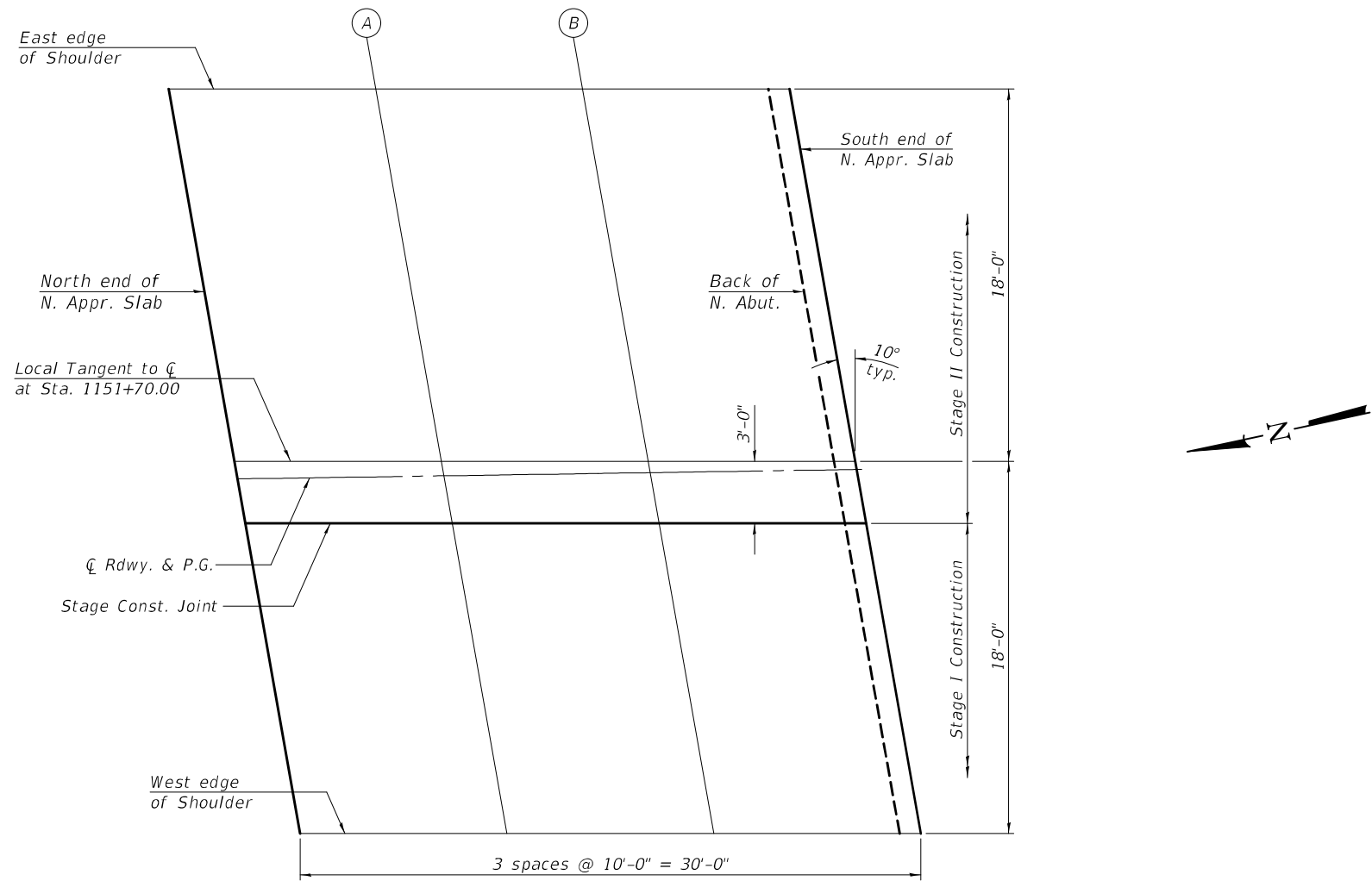
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 038-0209**

SHEET 6 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	28
CONTRACT NO. 66932				
ILLINOIS		FED. AID PROJECT		

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PLAN

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	1150+84.18	-18.43	659.72
A	1150+94.16	-18.33	659.71
B	1151+04.13	-18.25	659.70
South end of N. Appr. Slab	1151+14.11	-18.18	659.68

C ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	1150+87.24	0.00	659.43
A	1150+97.24	0.00	659.42
B	1151+07.24	0.00	659.41
South end of N. Appr. Slab	1151+17.20	0.00	659.40

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	1150+87.67	2.61	659.39
A	1150+97.67	2.70	659.38
B	1151+07.68	2.77	659.36
South end of N. Appr. Slab	1151+17.68	2.84	659.35

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
North end of N. Appr. Slab	1150+90.18	17.63	659.15
A	1151+00.20	17.72	659.14
B	1151+10.22	17.79	659.13
South end of N. Appr. Slab	1151+20.24	17.86	659.11

DESIGNED - TIFFANY L. MEIER  
 CHECKED - RYAN P. NEGANGARD  
 DRAWN - ANTHONY J. NOVELLO  
 CHECKED - R.P.N. / G.R.A.

EXAMINED  
 PASSED  
*Joanne F. Jaffe*  
 ENGINEER OF BRIDGE DESIGN  
*Carl Kasper*  
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - DECEMBER 2, 2021  
 REVISED -  
 REVISED -

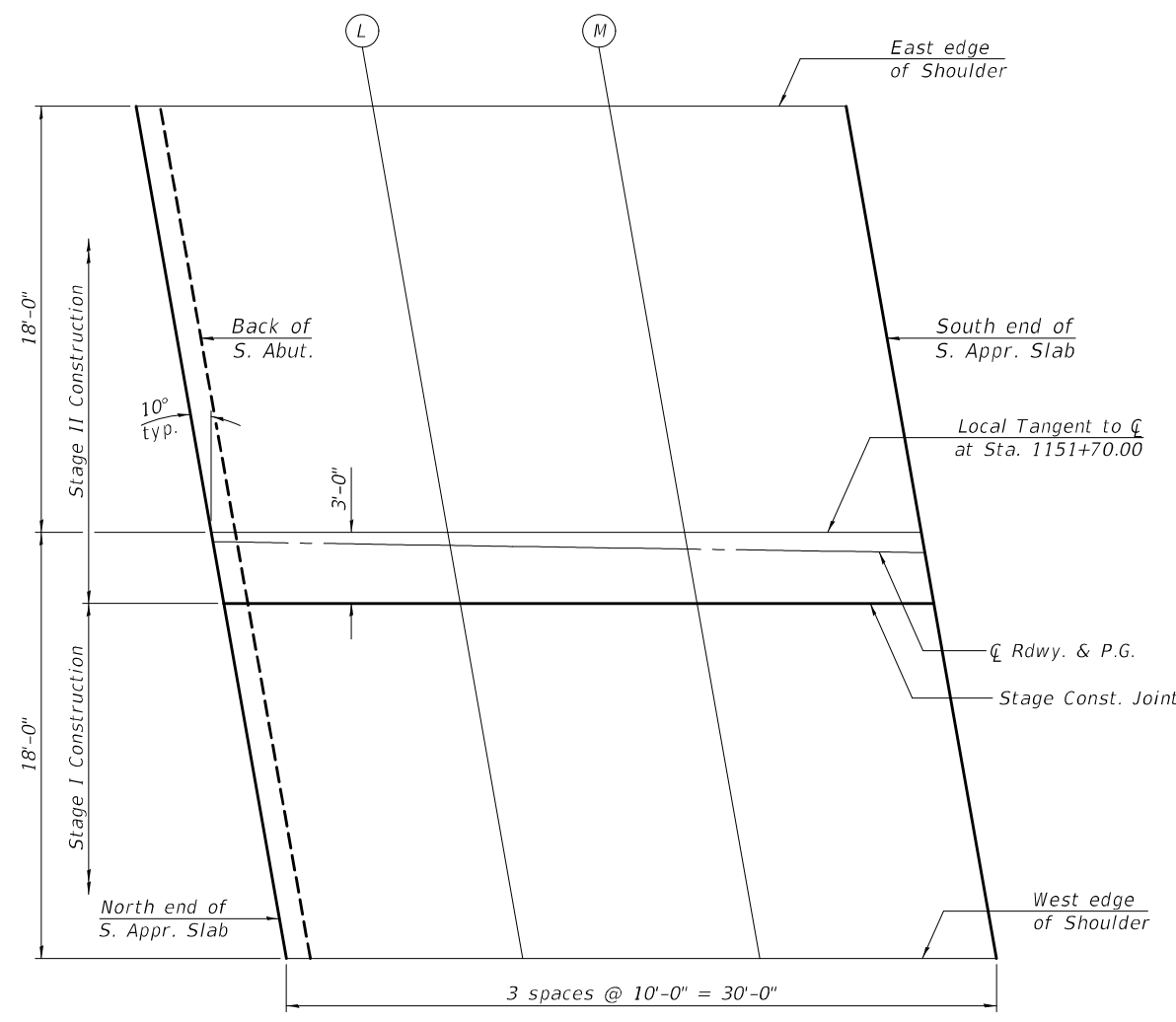
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS  
 STRUCTURE NO. 038-0209

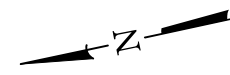
SHEET 7 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	29
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

MODEL: 0380209-66932-008  
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PLAN



EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	1152+18.20	-18.14	659.56
L	1152+28.17	-18.20	659.55
M	1152+38.15	-18.27	659.54
South end of S. Appr. Slab	1152+48.13	-18.35	659.53

C ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	1152+21.50	0.00	659.27
L	1152+31.50	0.00	659.26
M	1152+41.50	0.00	659.25
South end of S. Appr. Slab	1152+51.54	0.00	659.24

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	1152+22.02	2.84	659.23
L	1152+32.02	2.78	659.22
M	1152+42.02	2.70	659.21
South end of S. Appr. Slab	1152+52.03	2.61	659.20

WEST EDGE OF SHOULDER

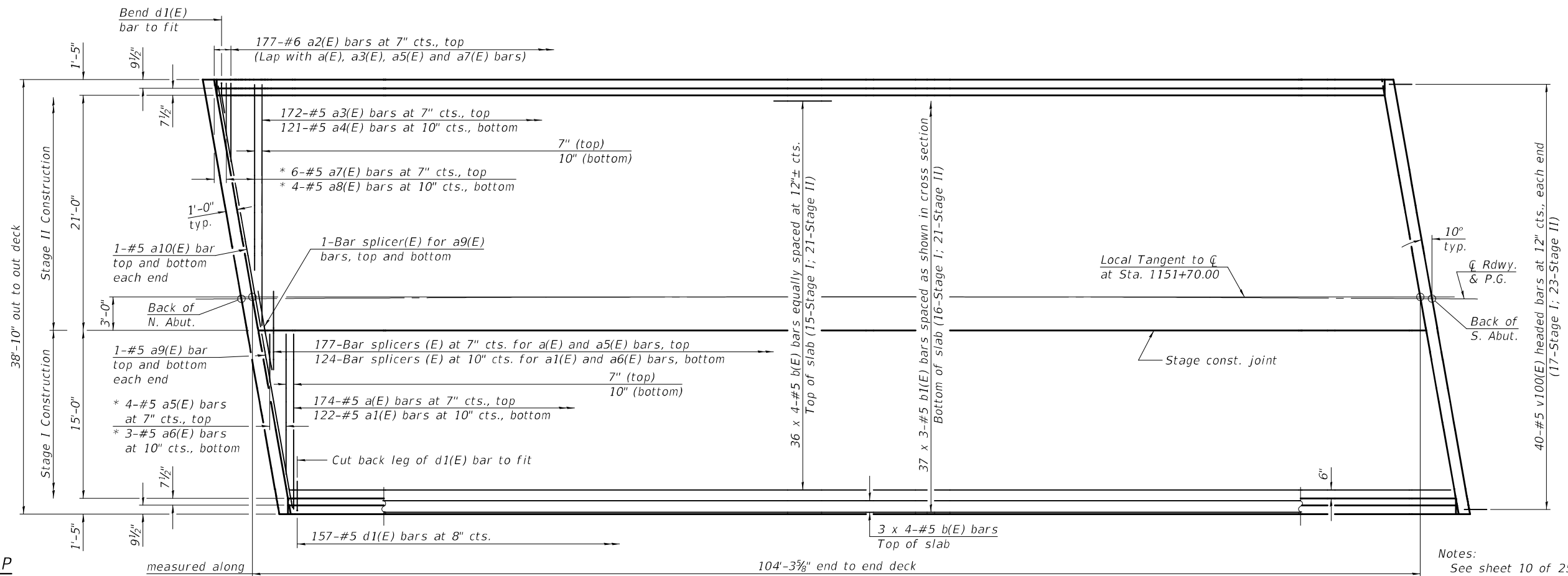
Location	Station	Offset	Theoretical Grade Elevations
North end of S. Appr. Slab	1152+24.76	17.83	658.99
L	1152+34.78	17.76	658.98
M	1152+44.80	17.68	658.97
South end of S. Appr. Slab	1152+54.82	17.58	658.96

DESIGNED - TIFFANY L. MEIER	EXAMINED - <i>Jaime F. [Signature]</i>	DATE - DECEMBER 2, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>[Signature]</i>	REVISER -
DRAWN - ANTHONY J. NOVELLO	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -
CHECKED - R.P.N. / G.R.A.		

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS  
 STRUCTURE NO. 038-0209

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	30
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

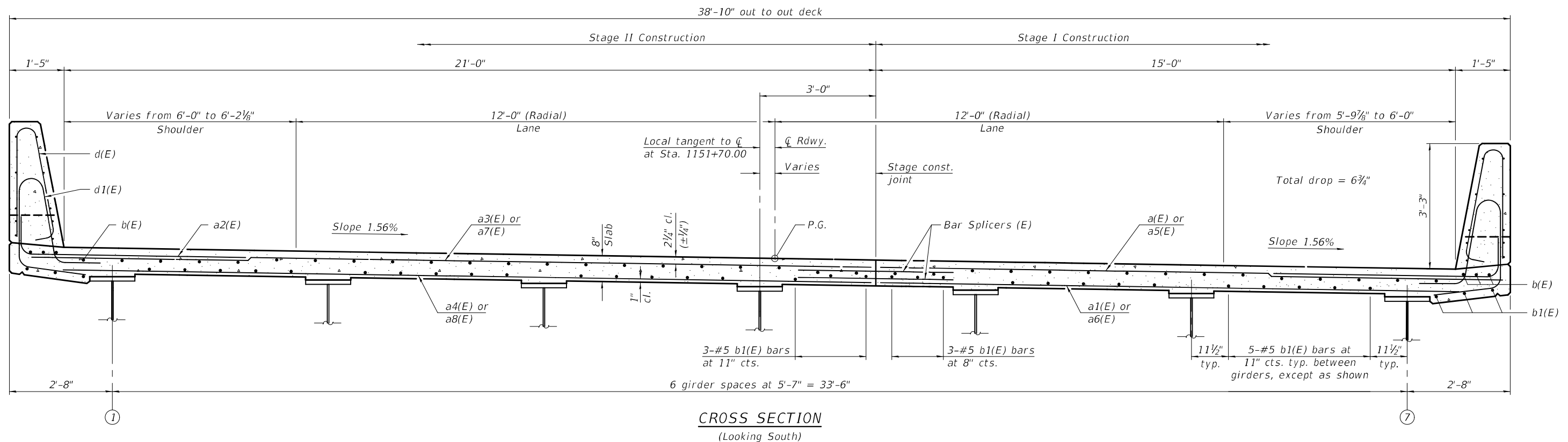


**MINIMUM BAR LAP**

#5 bar = 3'-6"

\* See Field Cutting Diagram on sheet 10 of 25.

Notes:  
See sheet 10 of 25 for superstructure details and Bill of Material.  
Bars indicated thus 36 x 4-#5 etc. indicates 36 lines of bars with 4 lengths per line.



MODEL: 0380209-66932-009  
FILE NAME: p:\w\p\w\benley.com\FWIDOT\Documents\Bridges and Structures\Projects\0380209\CADD Plans\0380209-66932.dgn

DESIGNED -	TIFFANY L. MEIER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

EXAMINED	<i>Jaime F. Joffe</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Carl Perry</i> ENGINEER OF BRIDGES AND STRUCTURES

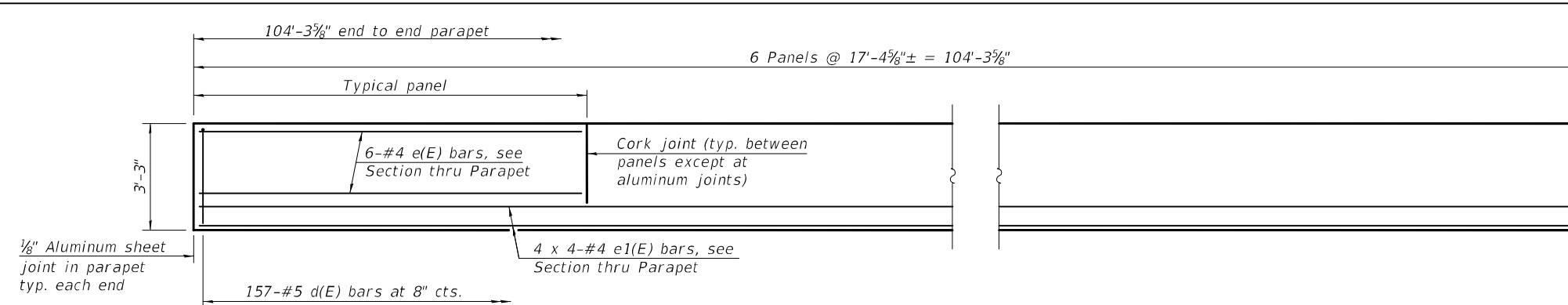
DATE -	DECEMBER 2, 2021
REVISED -	
REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

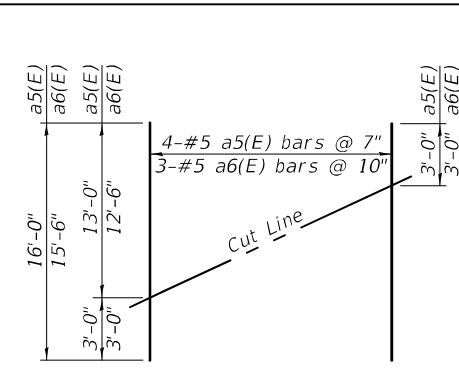
**SUPERSTRUCTURE  
STRUCTURE NO. 038-0209**

SHEET 9 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	31
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

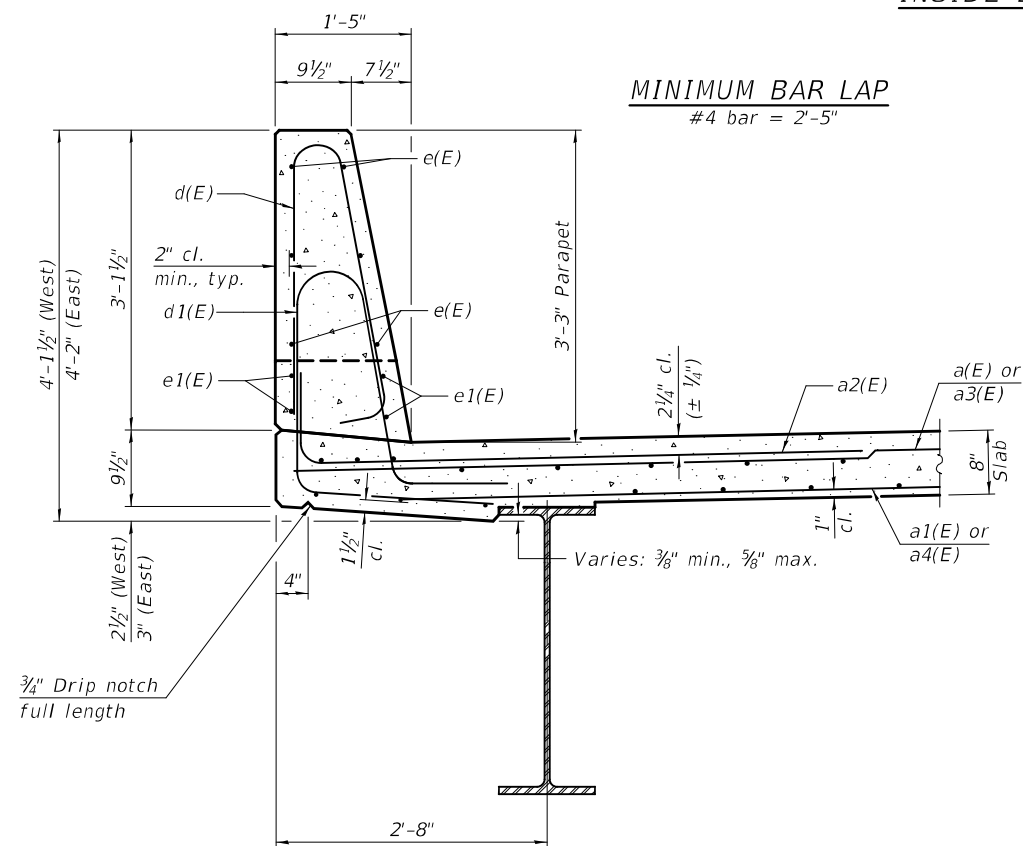


INSIDE ELEVATION OF PARAPET

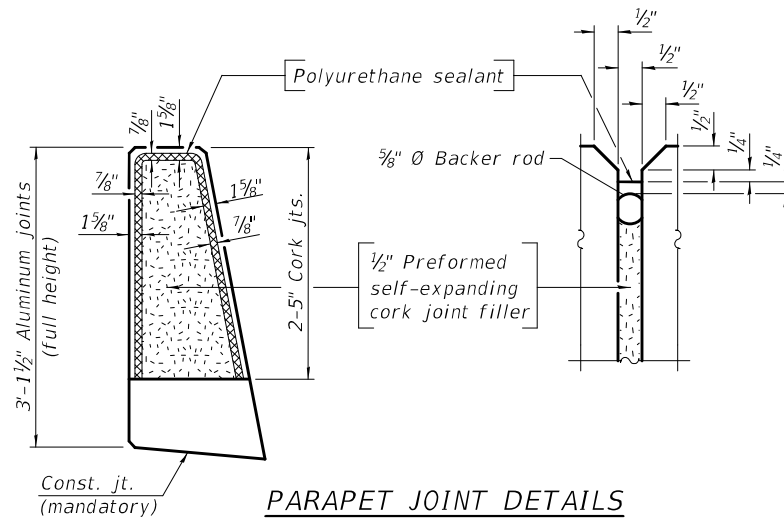


FIELD CUTTING DIAGRAM

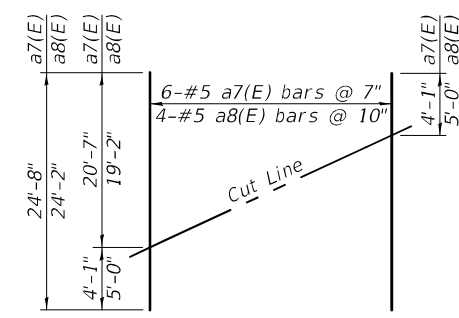
Order a5(E) and a6(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



SECTION THRU PARAPET



PARAPET JOINT DETAILS



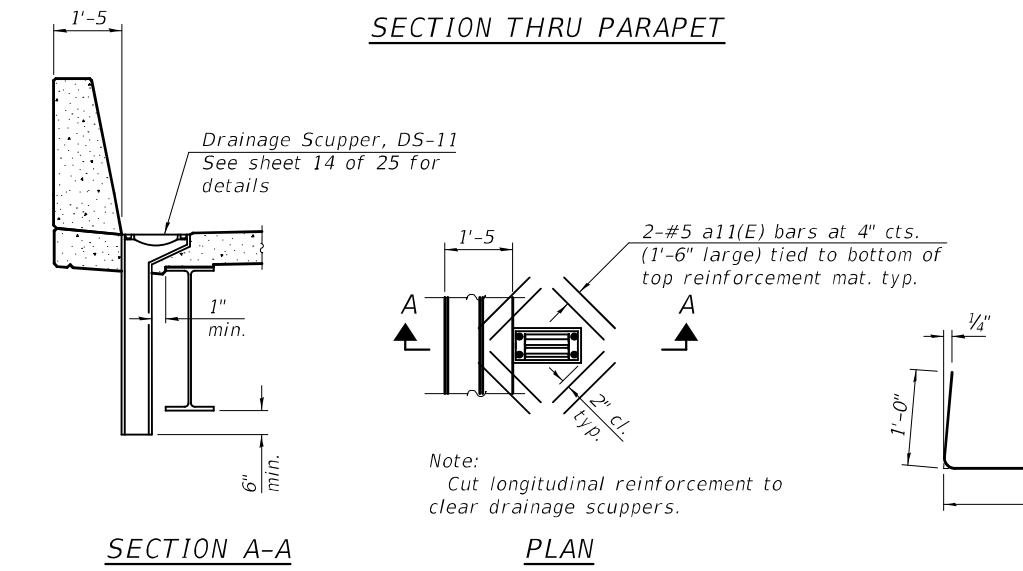
FIELD CUTTING DIAGRAM

Order a7(E) and a8(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

Notes:  
 The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.  
 The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.  
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.  
 The exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall not be painted.

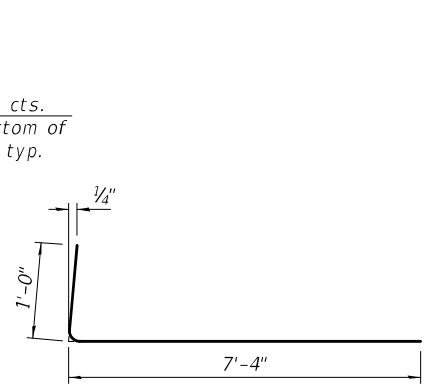
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	174	#5	16'-1"	—
a1(E)	122	#5	15'-3"	—
a2(E)	354	#6	8'-4"	└
a3(E)	172	#5	22'-1"	—
a4(E)	121	#5	21'-3"	—
a5(E)	4	#5	16'-0"	—
a6(E)	3	#5	15'-6"	—
a7(E)	6	#5	24'-8"	—
a8(E)	4	#5	24'-2"	—
a9(E)	4	#5	16'-4"	—
a10(E)	4	#5	22'-6"	—
a11(E)	32	#5	1'-6"	—
b(E)	168	#5	28'-8"	—
b1(E)	111	#5	37'-0"	—
d(E)	314	#5	6'-5"	└
d1(E)	314	#5	7'-11"	└
e(E)	72	#4	17'-1"	—
e1(E)	32	#4	27'-10"	—
m10(E)	10	#6	16'-4"	—
m11(E)	40	#6	5'-4"	—
m12(E)	16	#6	2'-4"	—
m13(E)	10	#6	22'-6"	—
s10(E)	74	#5	9'-1"	└
s11(E)	74	#5	12'-1"	└
v100(E)	80	#5	3'-1"	└
Reinforcement Bars, Epoxy Coated		Pound	34,780	
Concrete Superstructure		Cu. Yd.	173.2	

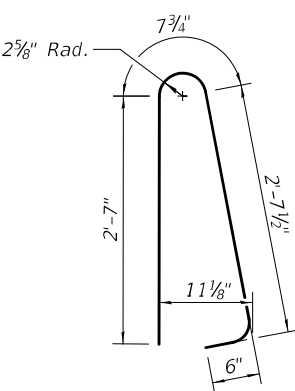


SECTION A-A

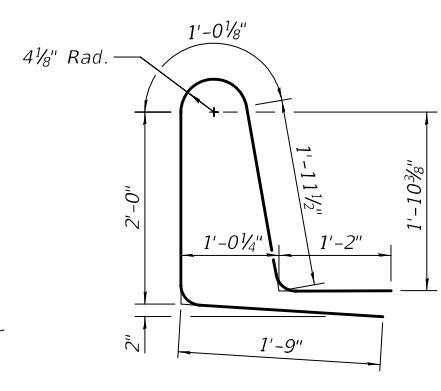
PLAN



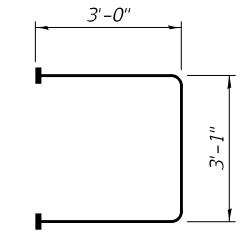
BAR a2(E)



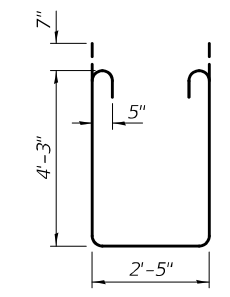
BAR d(E)



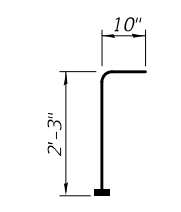
BAR d1(E)



BAR s10(E)  
(Headed)



BAR s11(E)



BAR v100(E)  
(Headed)

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DESIGNED -	TIFFANY L. MEIER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

EXAMINED  
 PASSED  
*Joanne F. Joffe*  
 ENGINEER OF BRIDGE DESIGN  
*Carl R. King*  
 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	DECEMBER 2, 2021
REVISED -	
REVISED -	

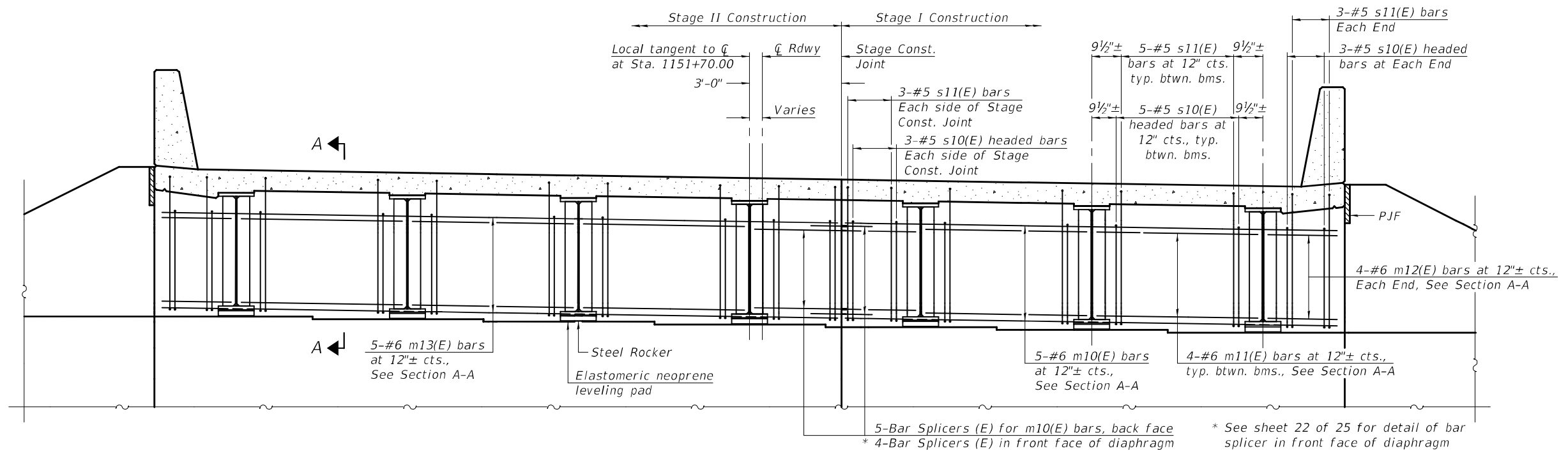
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS  
 STRUCTURE NO. 038-0209

SHEET 10 OF 25 SHEETS

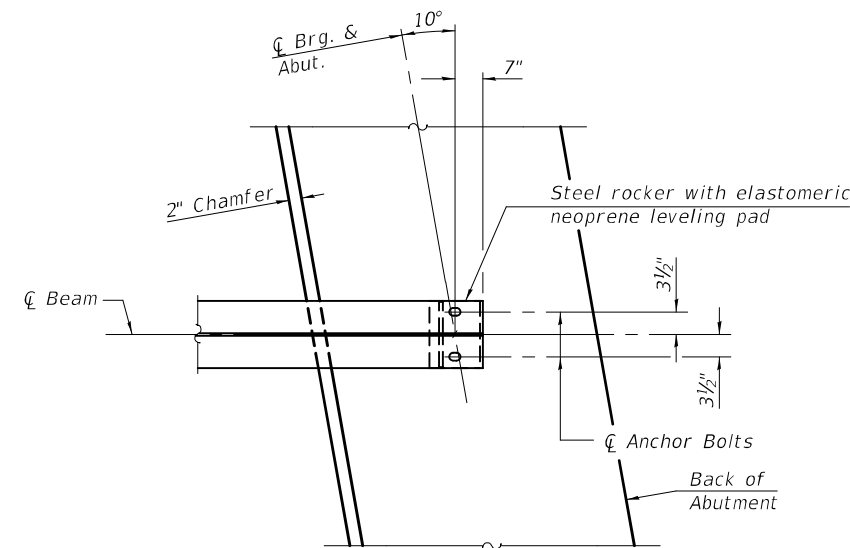
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	32
CONTRACT NO. 66932				
ILLINOIS		FED. AID PROJECT		



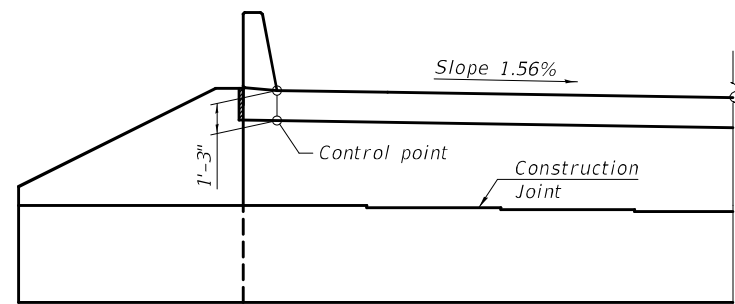


**DIAPHRAGM AT ABUTMENT**  
 (South diaphragm shown - looking South  
 North diaphragm similar)

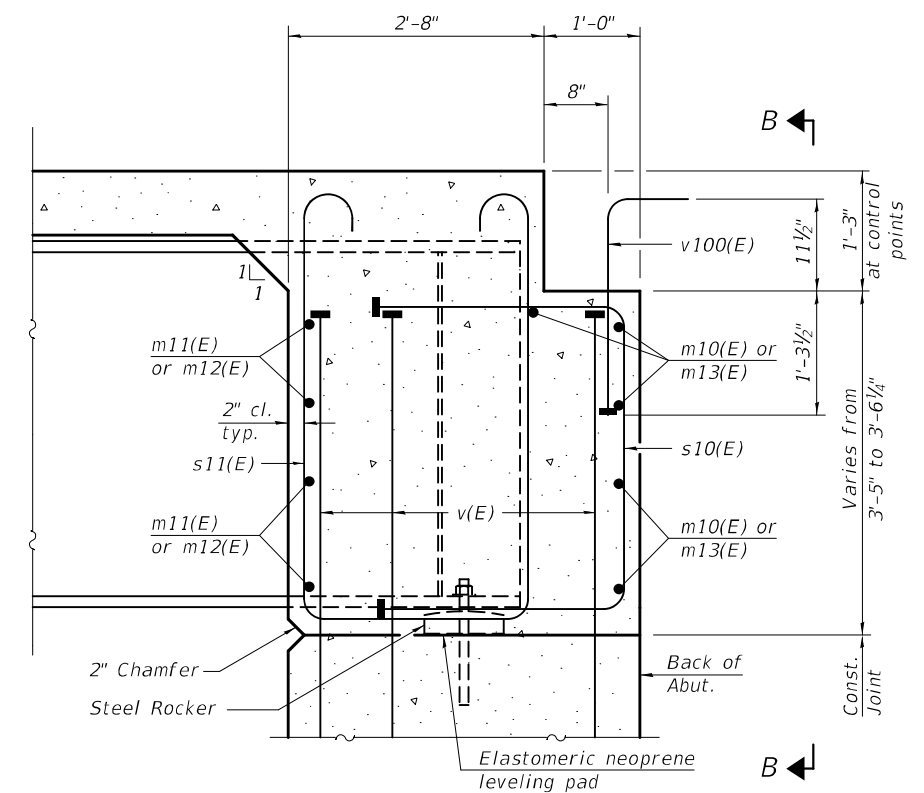
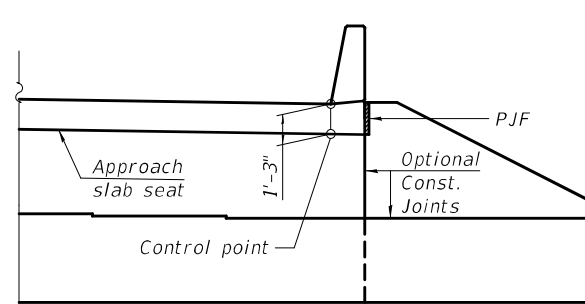
Notes:  
 See sheet 10 of 25 for superstructure details and Bill of Material.  
 See sheet 13 of 25 for PJF details.  
 The s10(E) and s11(E) bars shall be placed parallel to the beams.  
 Spacing for these bars shall be at right angles to the beams.  
 The approach slab seat shall have a constant slope determined from the control points shown.



**PLAN AT ABUTMENT**  
 (Showing bottom flange of beam)



**VIEW B-B**



**SECTION A-A**  
 (at Rt. L's)

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DESIGNED -	TIFFANY L. MEIER
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DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

EXAMINED

PASSED

*Joanne F. Jaffe*  
 ENGINEER OF BRIDGE DESIGN

*Carl Kasper*  
 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	DECEMBER 2, 2021
REVISED -	
REVISED -	

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

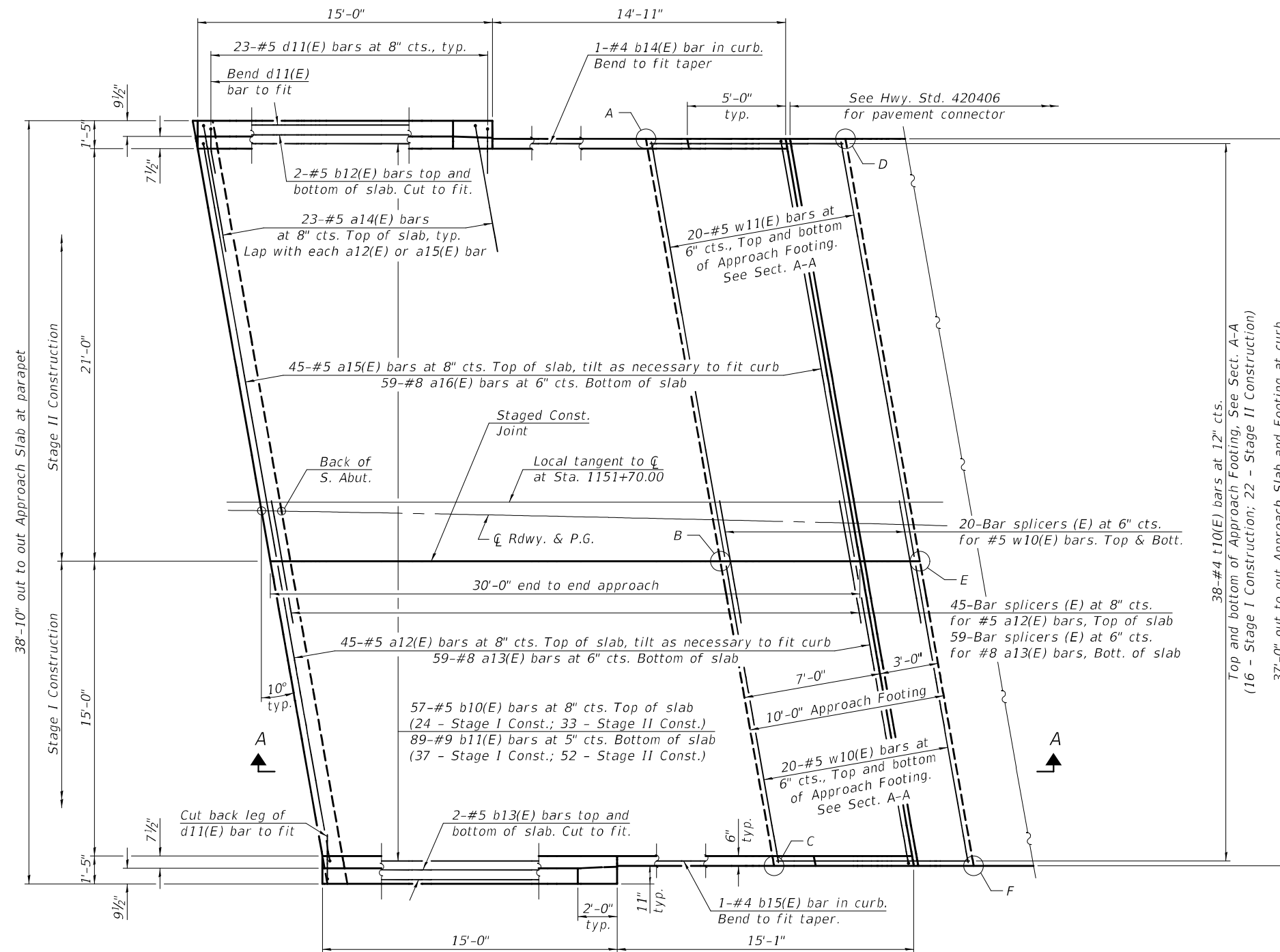
**DIAPHRAGM DETAILS**  
**STRUCTURE NO. 038-0209**

SHEET 11 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	33
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

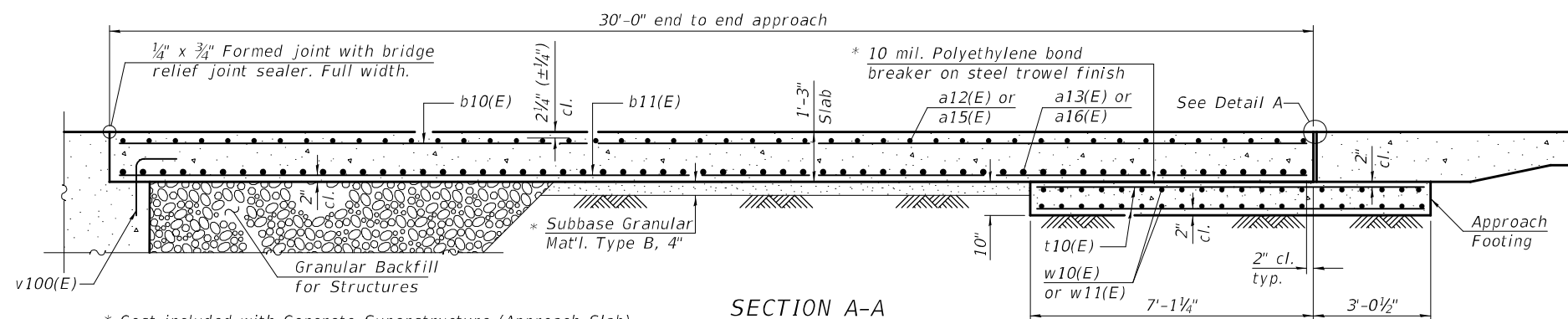
TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING

Point / Location	North		South		
	Top	Bottom	Top	Bottom	
A - SW	657.89	657.06	A - NE	658.29	657.46
B - S SCJ	658.13	657.30	B - N SCJ	657.96	657.13
C - SE	658.47	657.64	C - NW	657.71	656.88
D - NW	657.90	657.07	D - SE	658.28	657.45
E - N SCJ	658.15	657.32	E - S SCJ	657.94	657.11
F - NE	658.49	657.66	F - SW	657.70	656.87

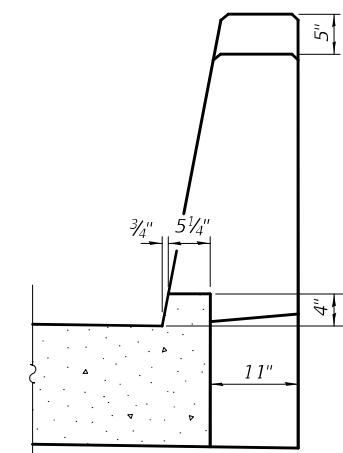


PLAN

(South Approach shown; North Approach similar by 180° rotation)



SECTION A-A



VIEW B-B

(Sheet 1 of 2)

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DESIGNED - TIFFANY L. MEIER  
CHECKED - RYAN P. NEGANGARD  
DRAWN - ANTHONY J. NOVELLO  
CHECKED - R.P.N. / G.R.A.

EXAMINED  
PASSED  
12/2/2021 9:21:37 AM

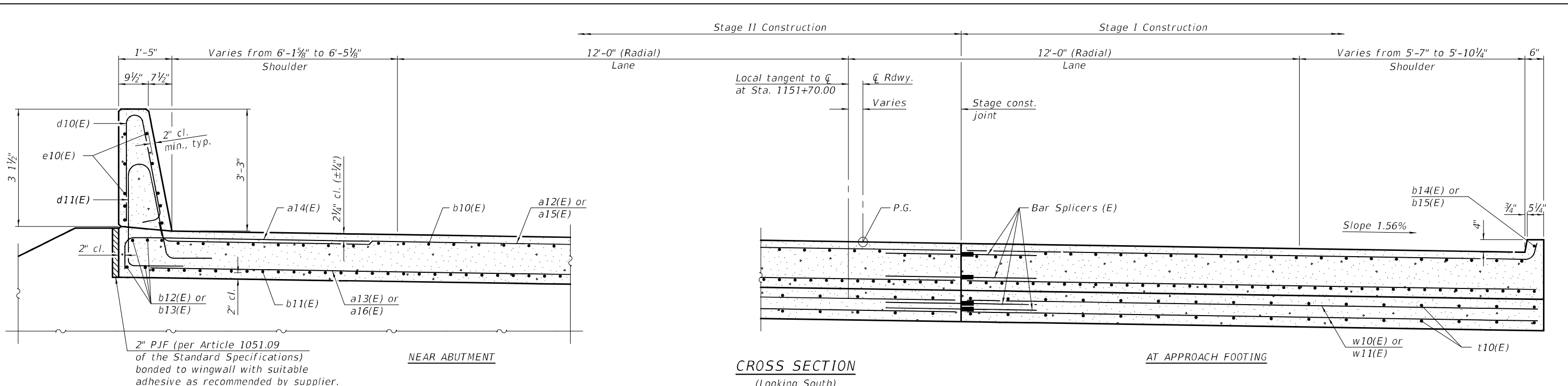
DATE - DECEMBER 2, 2021  
REVISIONS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 038-0209

SHEET 12 OF 25 SHEETS

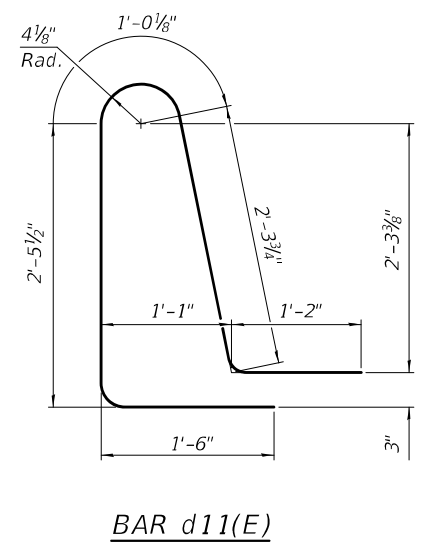
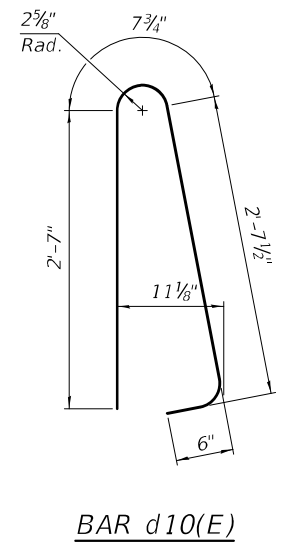
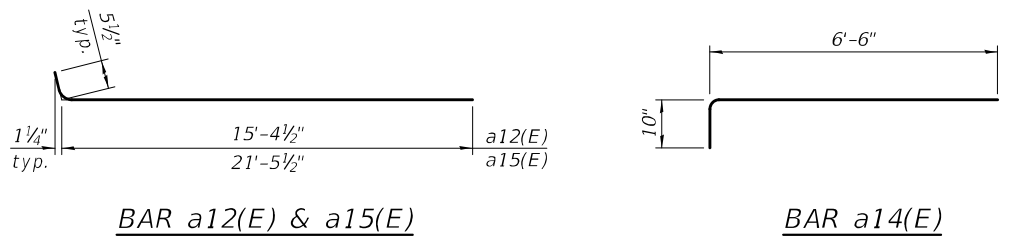
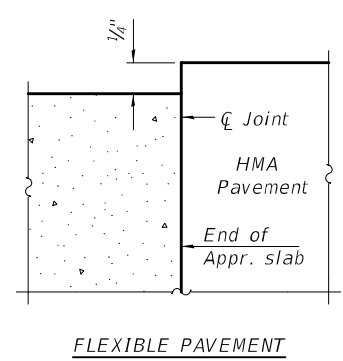
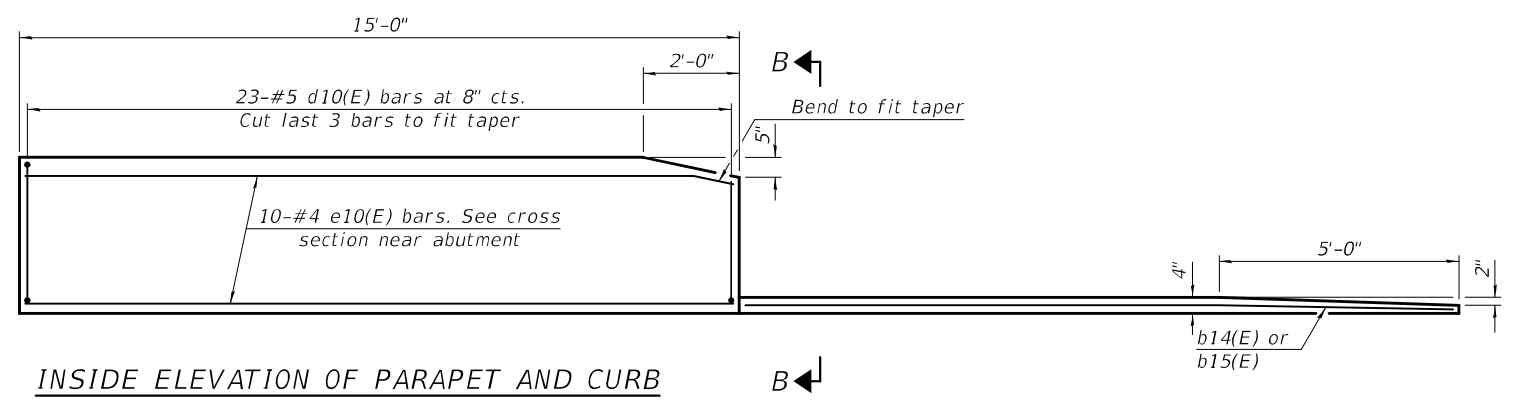
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	34
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



**TWO APPROACHES  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a12(E)	90	#5	15'-10"	┌───┐
a13(E)	118	#8	15'-5"	┌───┐
a14(E)	92	#5	7'-4"	┌───┐
a15(E)	90	#5	21'-11"	┌───┐
a16(E)	118	#8	21'-6"	┌───┐
b10(E)	114	#5	29'-8"	┌───┐
b11(E)	178	#9	29'-8"	┌───┐
b12(E)	8	#5	14'-11"	┌───┐
b13(E)	8	#5	14'-7"	┌───┐
b14(E)	2	#4	14'-8"	┌───┐
b15(E)	2	#4	14'-9"	┌───┐
d10(E)	92	#5	6'-5"	┌───┐
d11(E)	92	#5	8'-6"	┌───┐
e10(E)	40	#4	14'-8"	┌───┐
t10(E)	152	#4	9'-10"	┌───┐
w10(E)	80	#5	15'-5"	┌───┐
w11(E)	80	#5	21'-6"	┌───┐
Concrete Superstructure		Cu. Yd.	7.8	
Concrete Superstructure (Approach Slab)		Cu. Yd.	106.1	
Concrete Structures		Cu. Yd.	23.2	
Reinforcement Bars, Epoxy Coated		Pound	43,550	

Notes:  
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.  
 Parapet concrete shall be paid for as Concrete Superstructure.  
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).  
 Approach footing concrete shall be paid for as Concrete Structures.  
 The approach footing maximum applied service bearing pressure (Q<sub>max</sub>) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, See sheet 2 of 25.



MODEL: 0380209-66932-013  
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DESIGNED - TIFFANY L. MEIER	EXAMINED - <i>Joanne F. Jaffe</i>	DATE - DECEMBER 2, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl Ringer</i>	REVISOR -
DRAWN - ANTHONY J. NOVELLO	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -
CHECKED - R.P.N. / G.R.A.		

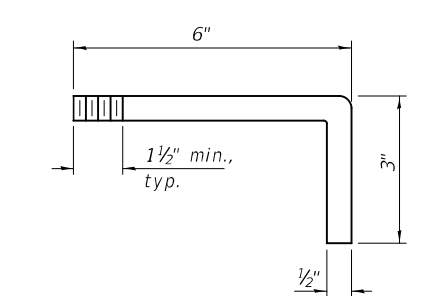
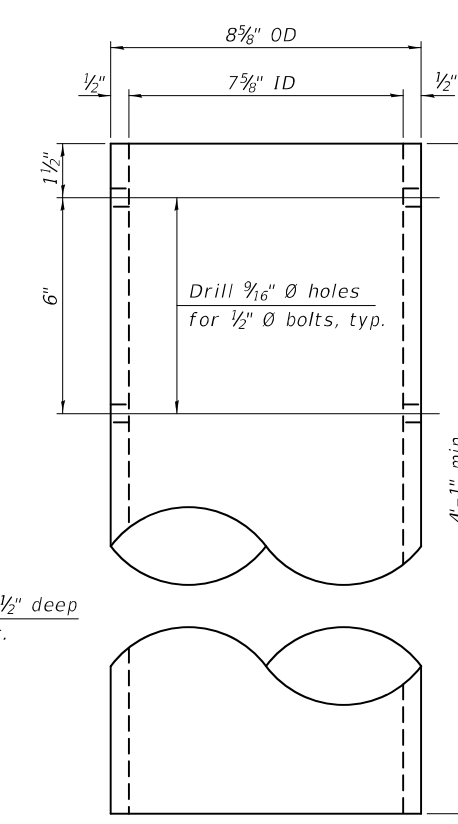
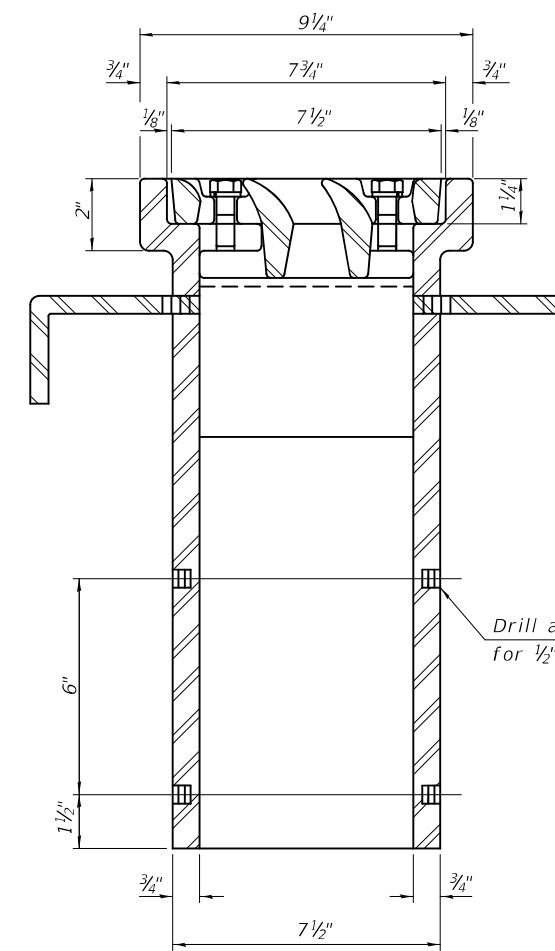
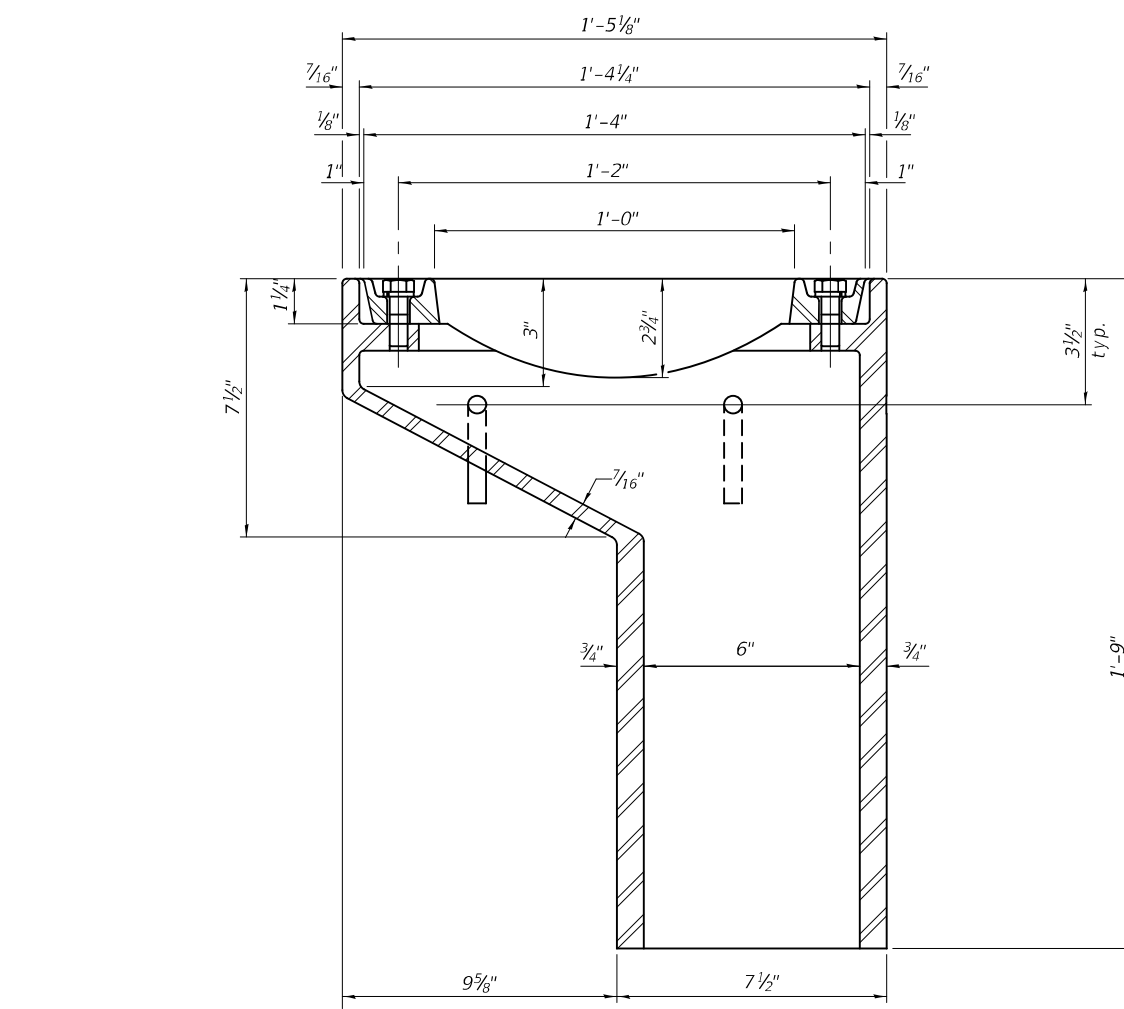
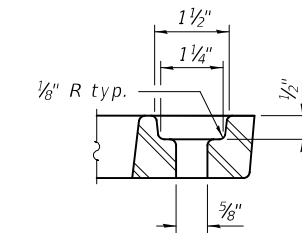
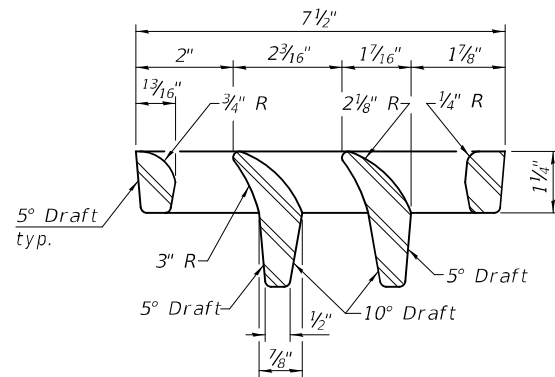
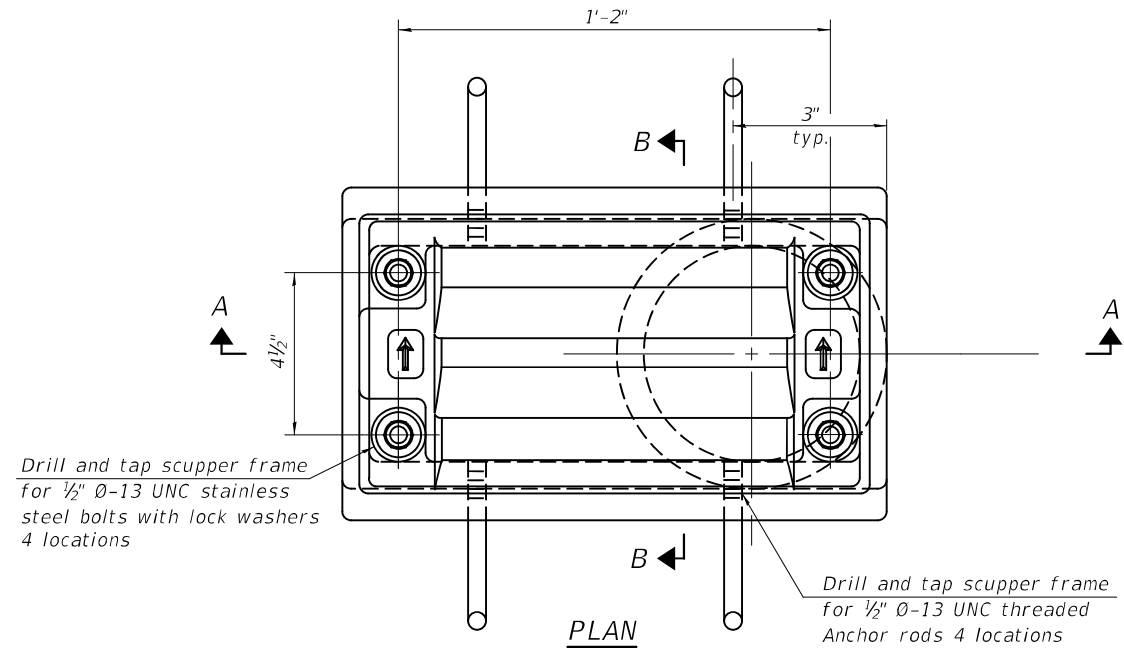
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 038-0209**

SHEET 13 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	35
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

(Sheet 2 of 2)



See sheet 10 of 25 for scupper location relative to parapet.

Drill and tap 4 holes 1/2" deep for 1/2" Ø-13 UNC bolts.

Notes:  
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.  
 Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.  
 Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.  
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.  
 Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.  
 As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.  
 Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 10 of 25.  
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.  
 Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DS-11

1-1-2020

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 FILE NAME: p:\w\p\w\benley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0380209\CADD Plans\0380209-66932.dgn

DESIGNED - TIFFANY L. MEIER	EXAMINED
CHECKED - RYAN P. NEGANGARD	PASSED
DRAWN - ANTHONY J. NOVELLO	
CHECKED - R.P.N. / G.R.A.	

DATE - DECEMBER 2, 2021

REVISOR: *Joanne F. Joffe*  
 ENGINEER OF BRIDGE DESIGN

REVISOR: *Carl Ringer*  
 ENGINEER OF BRIDGES AND STRUCTURES

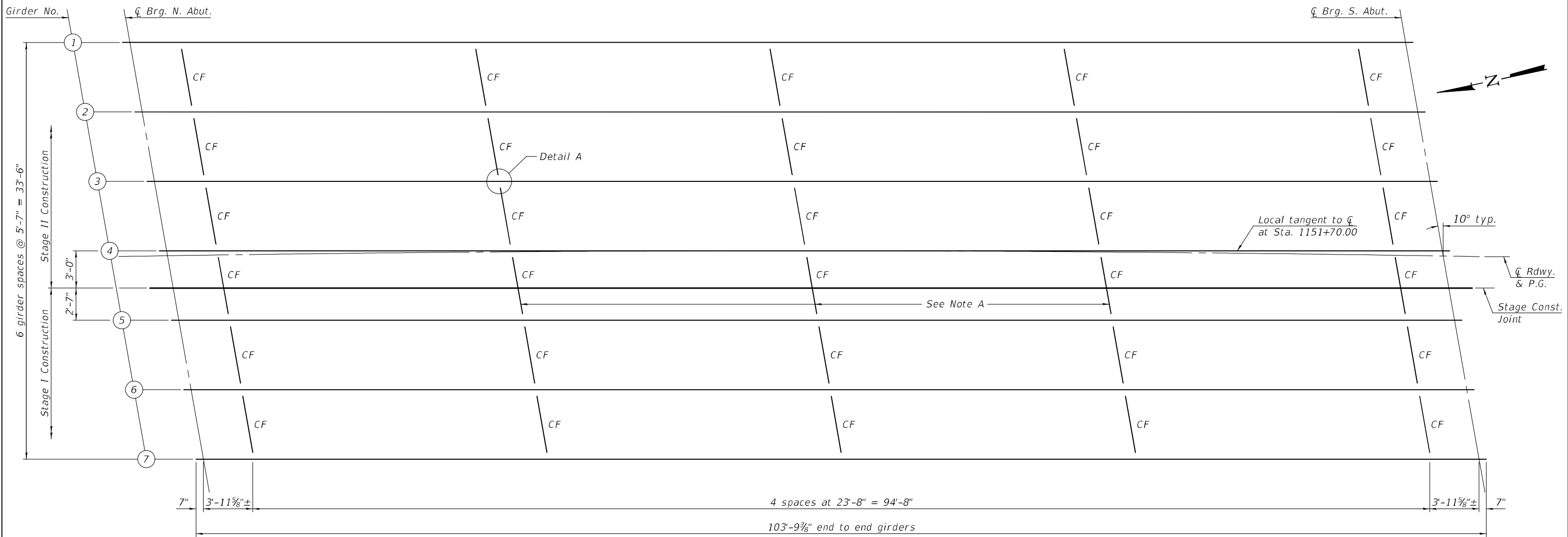
STATE OF ILLINOIS  
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DRAINAGE SCUPPER, DS-11  
 STRUCTURE NO. 038-0209

SHEET 14 OF 25 SHEETS

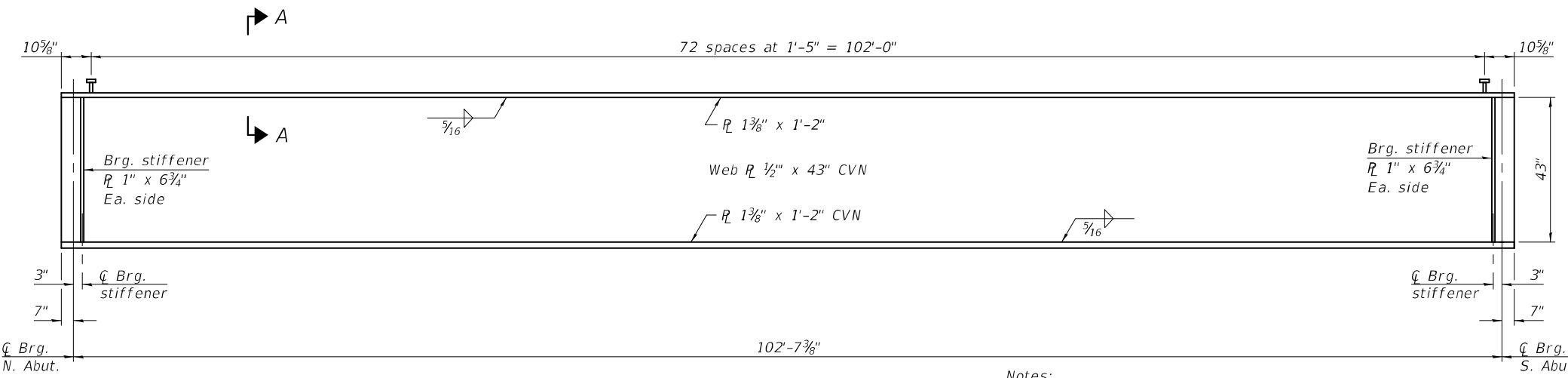
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	36
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

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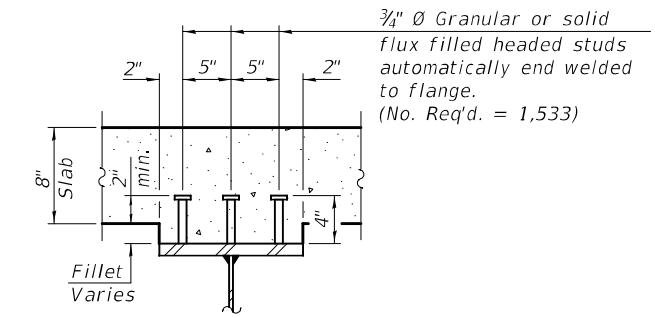
**PLAN**

Note A: For details of Temporary Bracing for Stage I & II Construction, see sheet 16 of 25.  
For Detail A, see sheet 16 of 25.

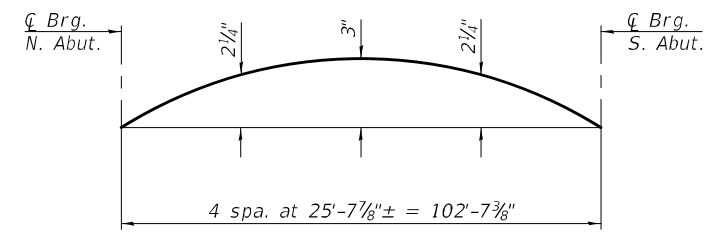


**GIRDER ELEVATION**

Notes:  
"CVN" denotes Charpy-V-Notch impact energy requirements, Zone 2.



**SECTION A-A**



**CAMBER DIAGRAM**

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FILE NAME: p:\w\p\w\benley.com\FWIDOT\Documents\Bureau of Bridges and Structures\Projects\0380209\CADD Plans\0380209-66932.dgn

DESIGNED - TIFFANY L. MEIER	EXAMINED - <i>Jaime F. DeLuca</i>	DATE - DECEMBER 2, 2021
CHECKED - RYAN P. NEGANGARD	PASSED - <i>Carl Perry</i>	
DRAWN - ANTHONY J. NOVELLO		
CHECKED - R.P.N. / G.R.A.		

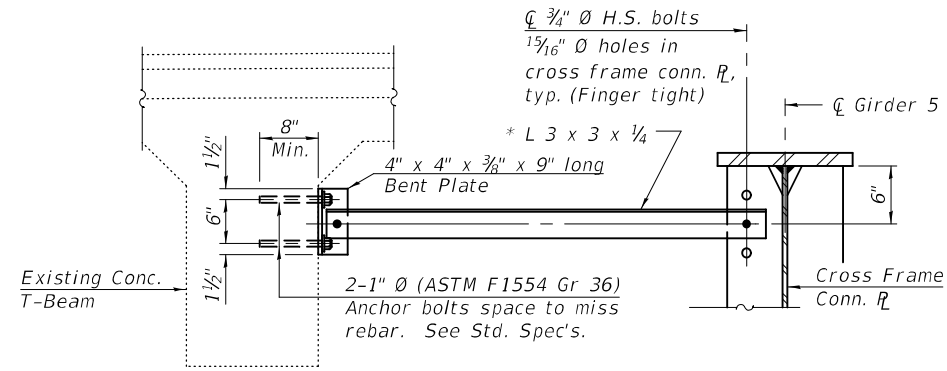
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL  
STRUCTURE NO. 038-0209**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	37
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

SHEET 15 OF 25 SHEETS

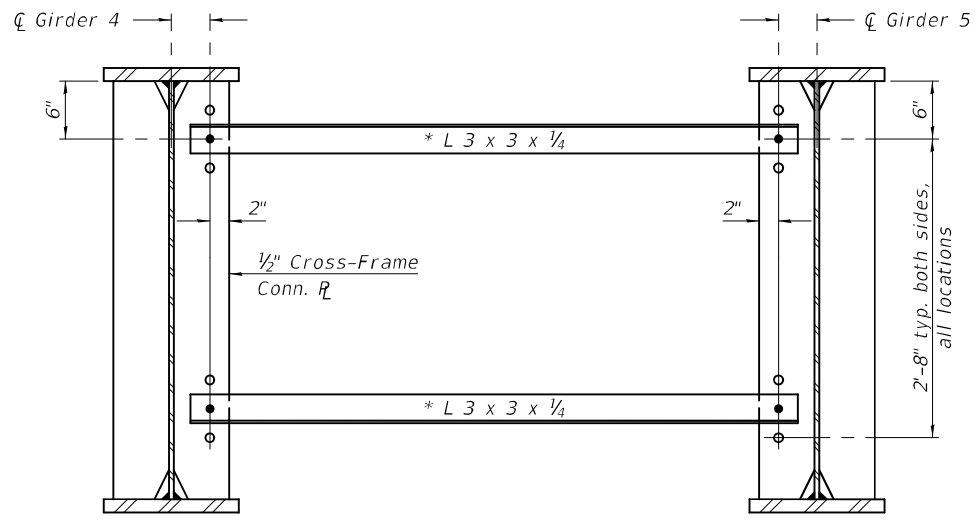
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**TEMPORARY BRACING FOR STAGE I CONSTRUCTION**

(3 Required)

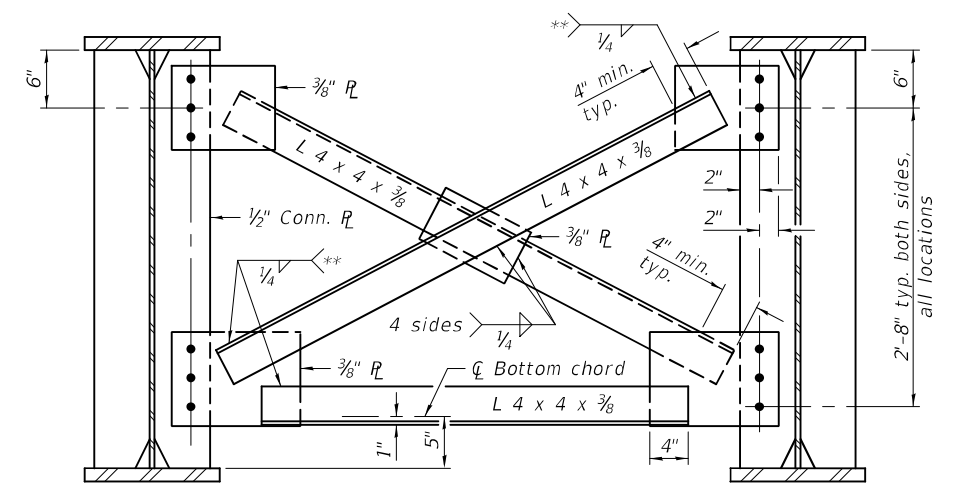
The horizontal dimension between the holes in the diaphragm, connection plate and the L 4 x 4 shall be measured in the field. The holes in the L 4 x 4 shall be field drilled at this dimension. Cost included with Furnishing & Erecting Structural Steel.



**TEMPORARY BRACING FOR STAGE II CONSTRUCTION**

(3 Required)

\* L 3 x 3 x 1/4 to be used as temporary bracing during the Stage I & Stage II deck pour. Remove and replace with Cross-Frame CF after Stage II deck pour is completed. Use between girders 4 and 5 only. Cost included with Furnishing & Erecting Structural Steel.

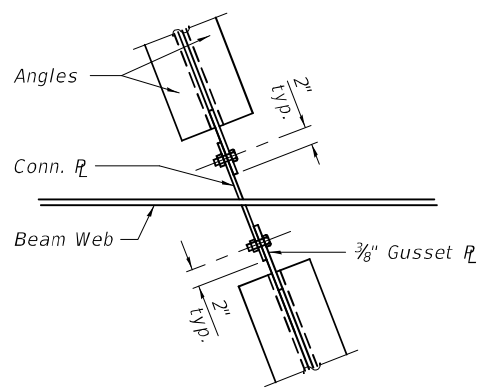


**CROSS-FRAME (CF)**

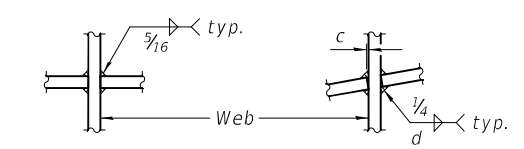
(30 required)

\*\* Fillet weld angles along 3 sides on one face of gusset plate.

Notes:  
 Detail 1 5/16\"/>



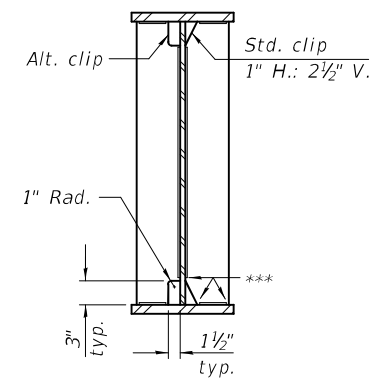
**DETAIL A**



**BRG. STIFFENER CONNECTION**

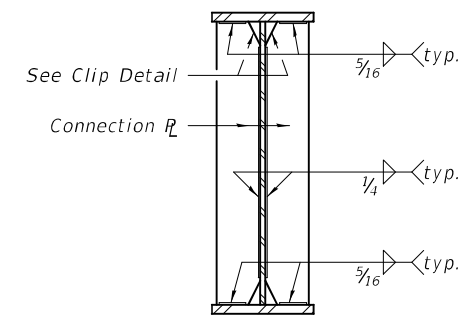
**WEB WELD DETAIL**

$d = 1/4 + c$

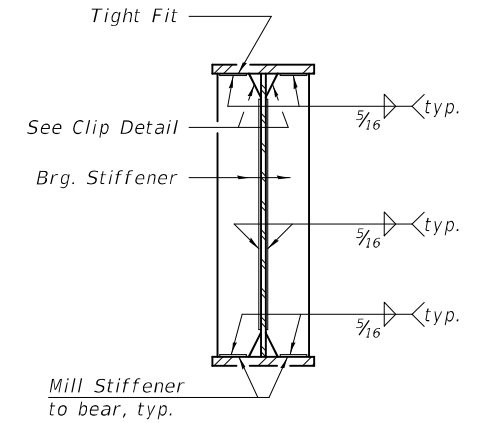


**WELD LIMITS & CLIP DETAILS**

\*\*\* Stop welds 1/4\"/>



**CONNECTION PLATE DETAIL**



**BEARING STIFFENER DETAIL**

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DESIGNED -	TIFFANY L. MEIER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

EXAMINED  
 PASSED  
 ENGINEER OF BRIDGE DESIGN  
 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	DECEMBER 2, 2021
REVISED -	
REVISED -	

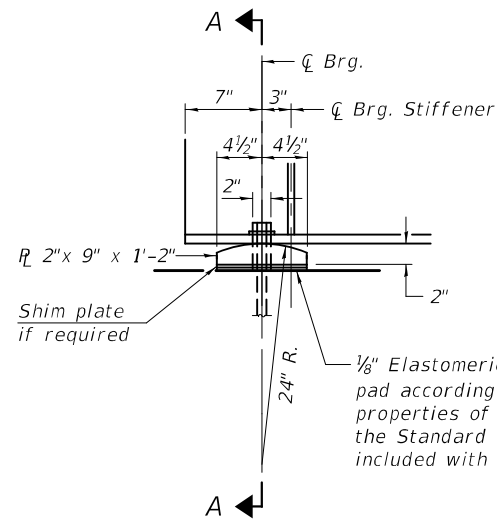
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS  
 STRUCTURE NO. 038-0209**

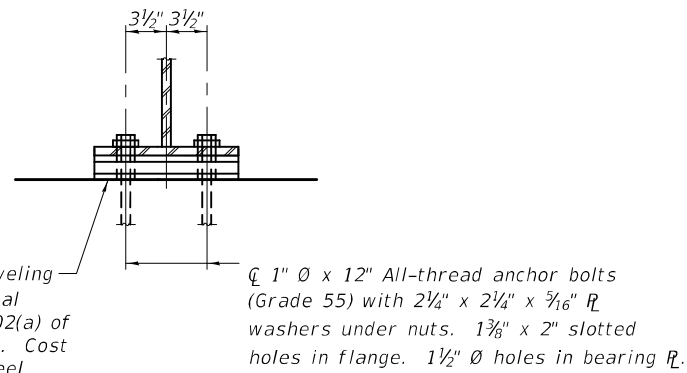
SHEET 16 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	38
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

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**ELEVATION AT ABUTMENTS**



**SECTION A-A**

**FIXED ABUTMENT BEARING**  
(14 Required)

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

INTERIOR GIRDER MOMENT TABLE		0.5 Span
$I_s$	(in <sup>4</sup> )	22,272
$I_c(n)$	(in <sup>4</sup> )	47,909
$I_c(3n)$	(in <sup>4</sup> )	35,708
$S_s$	(in <sup>3</sup> )	974.0
$S_c(n)$	(in <sup>3</sup> )	1,257.0
$S_c(3n)$	(in <sup>3</sup> )	1,156.0
DC1	(k/ft)	0.833
$M_{DC1}$	(k)	1,096.3
DC2	(k/ft)	0.175
$M_{DC2}$	(k)	230.3
DW	(k/ft)	0.279
$M_{DW}$	(k)	367.2
LLDF		0.489
$M_{\ell + IM}$	(k)	1,431.0
$M_u$ (Strength I)	(k)	4,713.4
$\phi_r M_n$	(k)	6,121.8
$f_s$ DC1	(ksi)	13.51
$f_s$ DC2	(ksi)	2.39
$f_s$ DW	(ksi)	3.81
$f_s$ ( $\ell + IM$ )	(ksi)	13.66
$f_s$ (Service II)	(ksi)	37.47
$0.95R_n F_{yr}$	(ksi)	47.50
$f_s$ (Total)(Strength I)	(ksi)	-
$\phi_r F_n$	(ksi)	-
$V_r$	(k)	27.4

GIRDER REACTION TABLE		
	Interior	Exterior
LLDF	0.640	0.519
OCF	-	1.038
$R_{DC1}$	(k) 42.7	42.1
$R_{DC2}$	(k) 9.0	9.0
$R_{DW}$	(k) 14.3	10.4
$R_{\ell}$	(k) 65.1	52.9
$R_{IM}$	(k) 14.3	11.7
$R_{TOTAL}$	(k) 145.4	126.1

**\*TOP OF WEB ELEVATIONS**

Location	☐ Brg. N. Abut.	☐ Brg. S. Abut.
Girder 1	658.82	658.70
Girder 2	658.74	658.61
Girder 3	658.65	658.53
Girder 4	658.56	658.44
Girder 5	658.47	658.35
Girder 6	658.38	658.26
Girder 7	658.29	658.17

\* For fabrication use only.

$I_s, S_s$  : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$ (Total-Strength I, and Service II) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).

$I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$ (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).

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

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 (kips/ft.).

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

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

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

$M_u$  (Strength I): Factored design moment (kip-ft.).

$1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell + IM}$

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

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

$M_{DC1} / S_{nc}$

$f_s$  DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

$M_{DC2} / S_c(3n)$  or  $M_{DC2} / S_c(cr)$  as applicable.

$f_s$  DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

$M_{DW} / S_c(3n)$  or  $M_{DW} / S_c(cr)$  as applicable.

$f_s$  ( $\ell + IM$ ): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).

$M_{\ell + IM} / S_c(n)$  or  $M_{\ell + IM} / S_c(cr)$  as applicable.

$f_s$  (Service II): Sum of stresses as computed below (ksi).

$f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\ell + IM)$

$0.95R_n F_{yr}$ : Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

$f_s$  (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

$1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (\ell + IM)$

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

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

OCF: Obtuse Correction Factor applied to non-continuous exterior beam ends and computed according to Article 4.6.2.2.3c-1 or as further simplified by IDOT provisions.

$R_{DC1}$  : Un-factored reaction due to non-composite dead load (kip).

$R_{DC2}$  : Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).

$R_{DW}$  : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

$R_{\ell}$  : Un-factored live load reaction (kip).

$R_{IM}$  : Un-factored dynamic load allowance (impact) (kip).

**BILL OF MATERIAL**

Item	Unit	Total
Anchor Bolts, 1"	Each	28

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DESIGNED -	TIFFANY L. MEIER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

EXAMINED		DATE -	DECEMBER 2, 2021
PASSED		REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

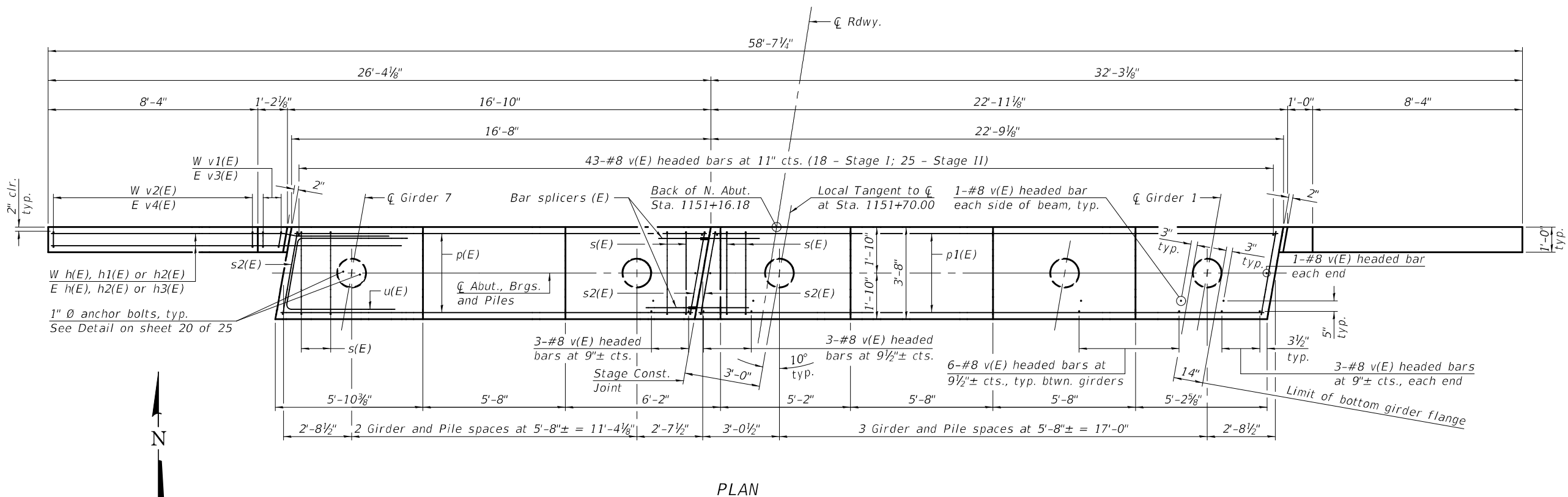
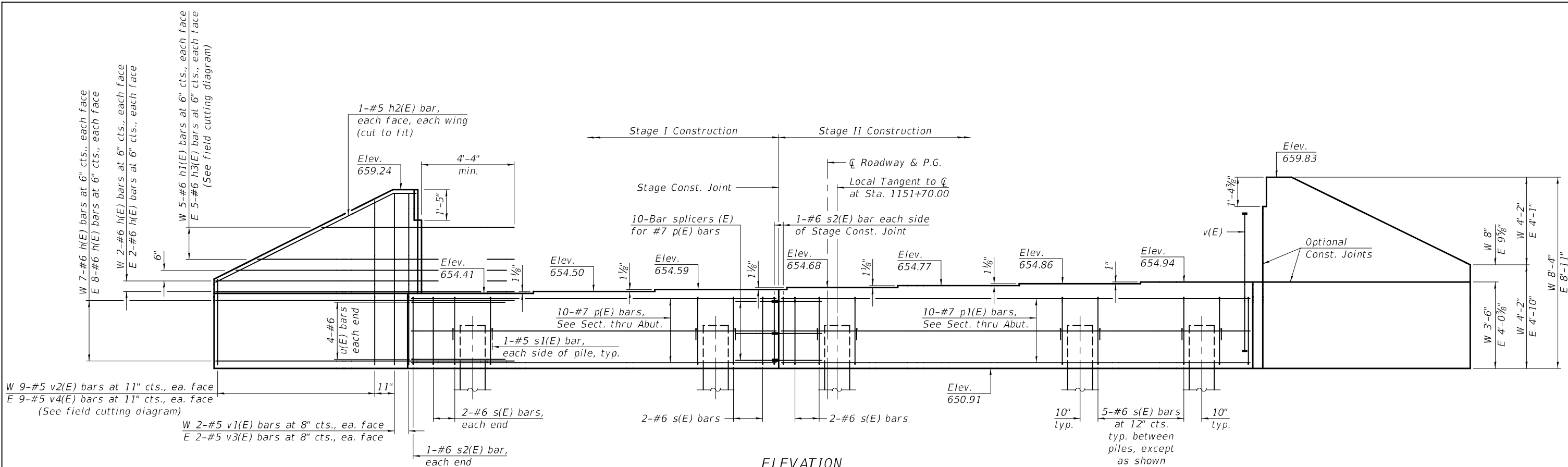
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STRUCTURAL STEEL DETAILS**  
**STRUCTURE NO. 038-0209**

SHEET 17 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	39
CONTRACT NO. 66932				
ILLINOIS		FED. AID PROJECT		

MODEL: 0380209-66932-018  
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DESIGNED -	TIFFANY L. MEIER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

EXAMINED  
 PASSED  
 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	DECEMBER 2, 2021
REVISED -	
REVISED -	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

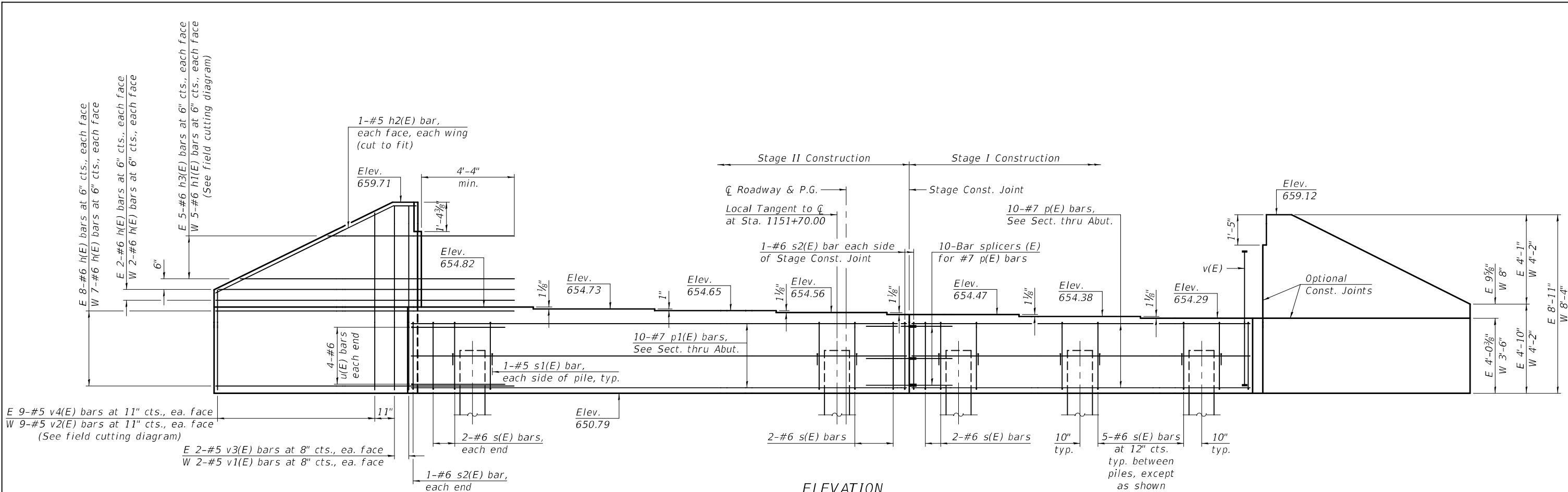
**NORTH ABUTMENT  
 STRUCTURE NO. 038-0209**

SHEET 18 OF 25 SHEETS

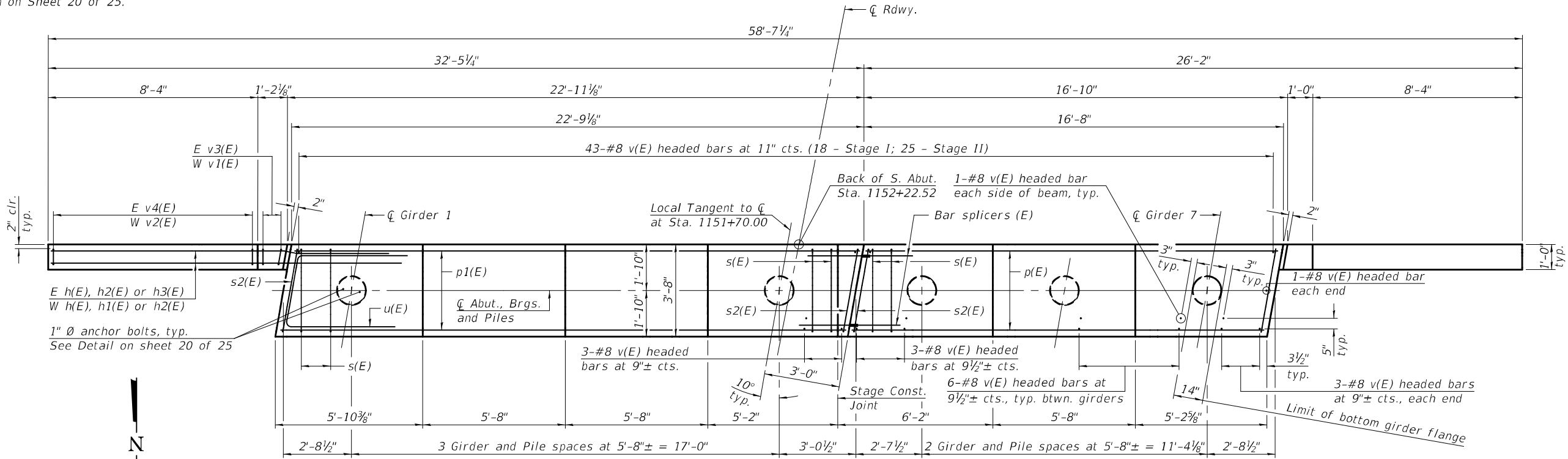
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CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



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**ELEVATION**  
(Looking South)



**PLAN**

DESIGNED -	TIFFANY L. MEIER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

EXAMINED  
 PASSED  
*Joanne F. [Signature]*  
 ENGINEER OF BRIDGES AND STRUCTURES

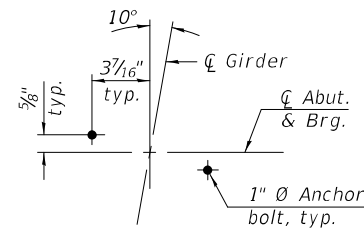
DATE -	DECEMBER 2, 2021
REVISED -	
REVISED -	

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

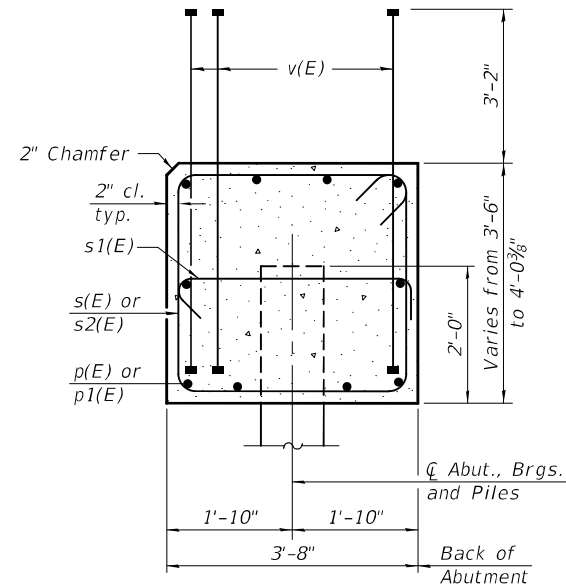
**SOUTH ABUTMENT**  
**STRUCTURE NO. 038-0209**

SHEET 19 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	41
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

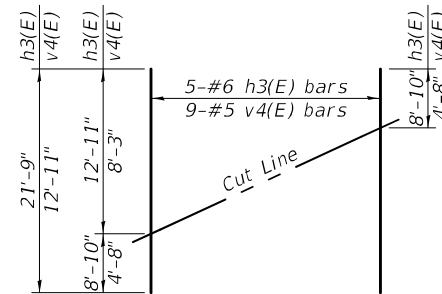


**ANCHOR BOLT DETAIL**



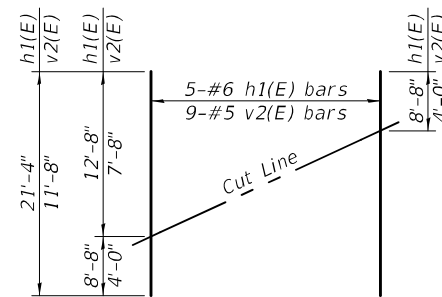
**SEC. THRU ABUT.**

Dimensions at right angles to abutment.



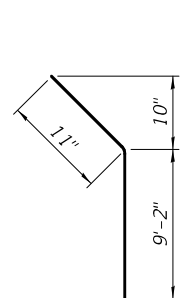
**FIELD CUTTING DIAGRAM**

Order h3(E) and v4(E) full length. Cut as shown and use remainder of bars in opposite face (NE & SE wingwalls).

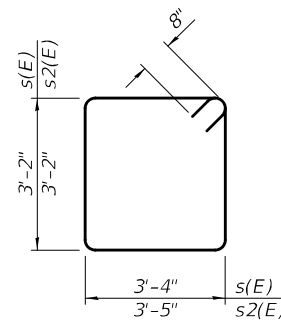


**FIELD CUTTING DIAGRAM**

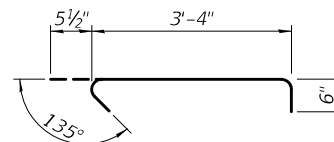
Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite face (NW & SW wingwalls).



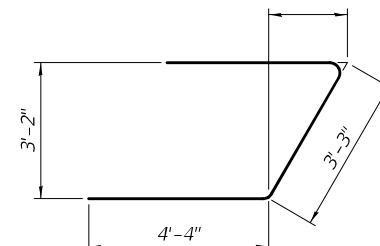
**BAR h2(E)**



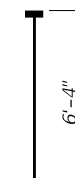
**BAR s(E) & s2(E)**



**BAR s1(E)**



**BAR u(E)**



**BAR v(E)**  
(Headed)

**BILL OF MATERIAL  
NORTH ABUTMENT**

Bar	No.	Size	Length	Shape
h(E)	38	#6	13'-11"	—
h1(E)	5	#6	21'-4"	—
h2(E)	4	#5	10'-1"	—
h3(E)	5	#6	21'-9"	—
p(E)	10	#7	16'-4"	—
p1(E)	10	#7	22'-6"	—
s(E)	33	#6	14'-4"	□
s1(E)	14	#5	4'-4"	□
s2(E)	4	#6	14'-6"	□
u(E)	8	#6	11'-11"	▤
v(E)	101	#8	6'-4"	—
v1(E)	4	#5	8'-0"	—
v2(E)	9	#5	11'-8"	—
v3(E)	4	#5	8'-7"	—
v4(E)	9	#5	12'-11"	—
Structure Excavation		Cu. Yd.	131	
Concrete Structures		Cu. Yd.	25	
Reinforcement Bars, Epoxy Coated		Pound	4,970	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	192	
Driving Piles		Foot	192	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	7	

**PILE DATA  
NORTH ABUTMENT**

Type: Metal Shell - 14" x 0.312"  
Nominal Required Bearing: 424k  
Factored Resistance Available: 233k  
Est. Length: 32'  
No. Production Piles: 6  
No. Test Piles: 1

**BILL OF MATERIAL  
SOUTH ABUTMENT**

Bar	No.	Size	Length	Shape
h(E)	38	#6	13'-11"	—
h1(E)	5	#6	21'-4"	—
h2(E)	4	#5	10'-1"	—
h3(E)	5	#6	21'-9"	—
p(E)	10	#7	16'-4"	—
p1(E)	10	#7	22'-6"	—
s(E)	33	#6	14'-4"	□
s1(E)	14	#5	4'-4"	□
s2(E)	4	#6	14'-6"	□
u(E)	8	#6	11'-11"	▤
v(E)	101	#8	6'-4"	—
v1(E)	4	#5	8'-0"	—
v2(E)	9	#5	11'-8"	—
v3(E)	4	#5	8'-7"	—
v4(E)	9	#5	12'-11"	—
Structure Excavation		Cu. Yd.	131	
Concrete Structures		Cu. Yd.	25	
Reinforcement Bars, Epoxy Coated		Pound	4,970	
Furnishing Metal Shell Piles 14" x 0.312"		Foot	198	
Driving Piles		Foot	198	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	7	

**PILE DATA  
SOUTH ABUTMENT**

Type: Metal Shell - 14" x 0.312"  
Nominal Required Bearing: 424k  
Factored Resistance Available: 233k  
Est. Length: 33'  
No. Production Piles: 6  
No. Test Piles: 1

Notes:  
Pour steps monolithically with cap.  
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.  
For details of piles see sheet 21 of 25.

MODEL: 0380209-66932-020  
FILE NAME: p:\w\lidoi-pw-bentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0380209\CADD Plans\0380209-66932.dgn

DESIGNED -	TIFFANY L. MEIER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

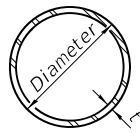
EXAMINED	<i>Joanne F. Joffe</i>	DATE -	DECEMBER 2, 2021
PASSED	<i>Carl Berger</i>	REVISED -	
	ENGINEER OF BRIDGE DESIGN	REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT DETAILS  
STRUCTURE NO. 038-0209**

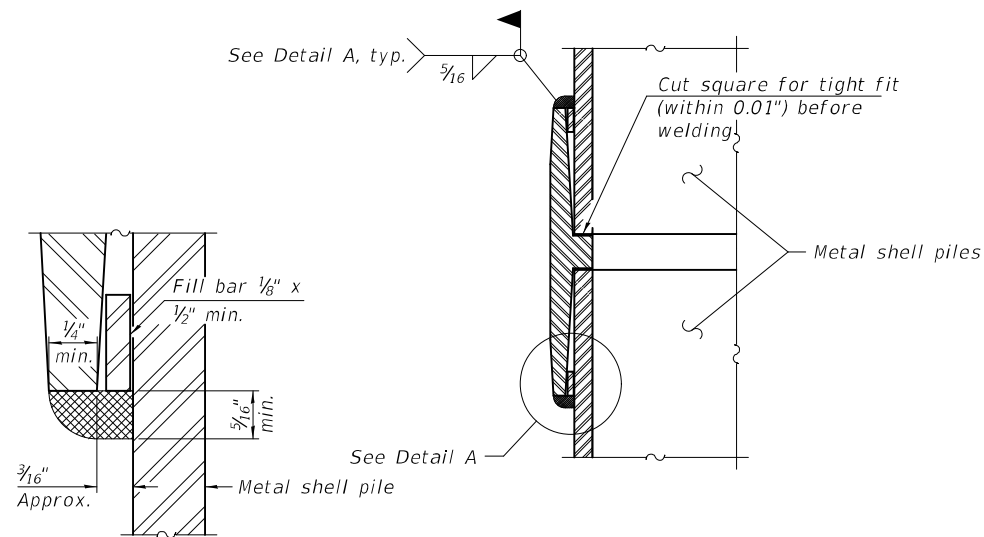
SHEET 20 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	42
				CONTRACT NO. 66932
				ILLINOIS FED. AID PROJECT



**METAL SHELL PILE TABLE**

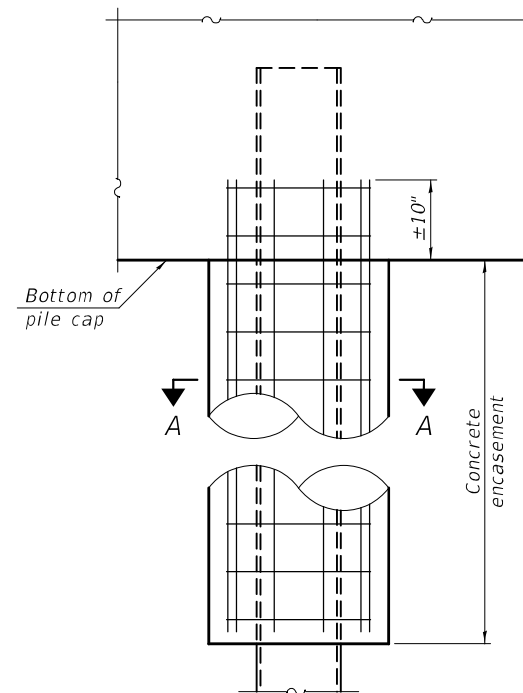
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. <sup>3</sup> /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



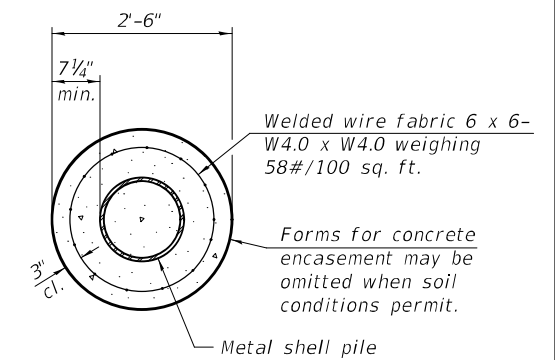
**DETAIL A**

**WELDED COMMERCIAL SPLICE**

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

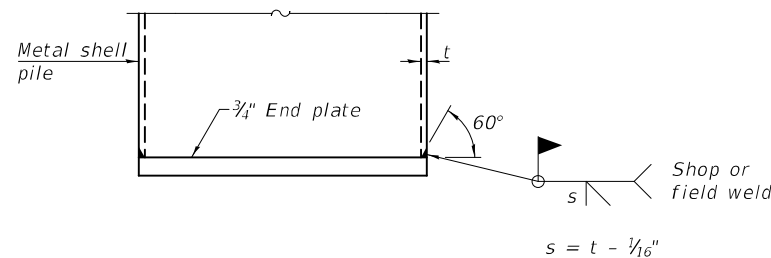


**ELEVATION**

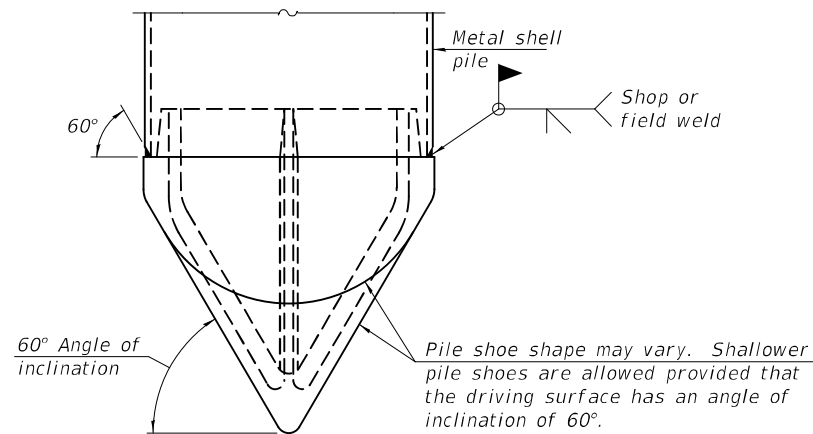


**SECTION A-A**

**INDIVIDUAL PILE CONCRETE ENCASUREMENT**  
 (When specified)

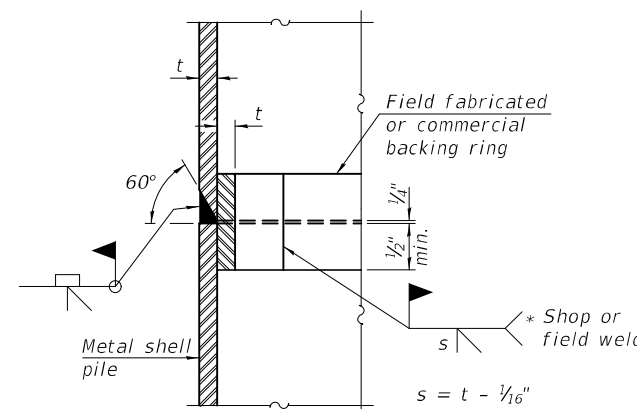


**END PLATE ATTACHMENT**



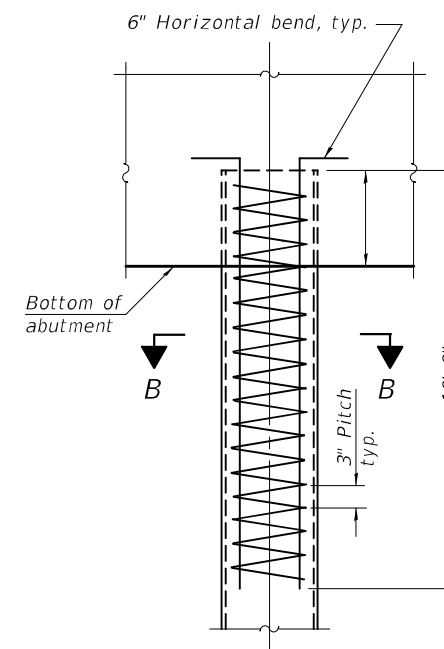
**PILE SHOE ATTACHMENT**

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).

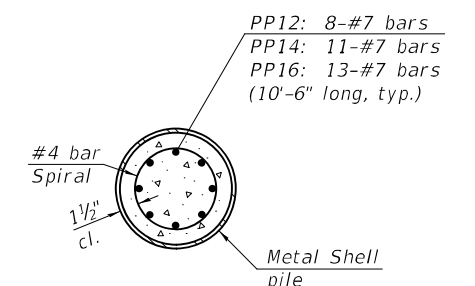


**COMPLETE PENETRATION WELD SPLICE**

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



**ELEVATION**



**SECTION B-B**

**REINFORCEMENT AT ABUTMENTS**  
 (Omit when concrete encasement is specified)

Note:  
 The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.  
 If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

MODEL: 0380209-66932-021  
 FILE NAME: p:\w\pwbentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0380209\CADD Plans\0380209-66932.dgn

F-MS 1-1-2020

DESIGNED - TIFFANY L. MEIER	EXAMINED
CHECKED - RYAN P. NEGANGARD	PASSED
DRAWN - ANTHONY J. NOVELLO	
CHECKED - R.P.N. / G.R.A.	

DATE - DECEMBER 2, 2021

ENGINEER OF BRIDGE DESIGN  
  
 ENGINEER OF BRIDGES AND STRUCTURES

REVISIONS	
REVISIONS	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS  
 STRUCTURE NO. 038-0209**

SHEET 21 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	43
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

MODEL: 0380209-66932-022  
FILE NAME: p:\w\lido-ppw-bentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0380209\CADD Plans\0380209-66932.dgn

BSD-1

1-1-2020

DESIGNED -	TIFFANY L. MEIER
CHECKED -	RYAN P. NEGANGARD
DRAWN -	ANTHONY J. NOVELLO
CHECKED -	R.P.N. / G.R.A.

EXAMINED \_\_\_\_\_  
PASSED \_\_\_\_\_  
*James F. Jaffe*  
ENGINEER OF BRIDGE DESIGN  
*Carl [Signature]*  
ENGINEER OF BRIDGES AND STRUCTURES

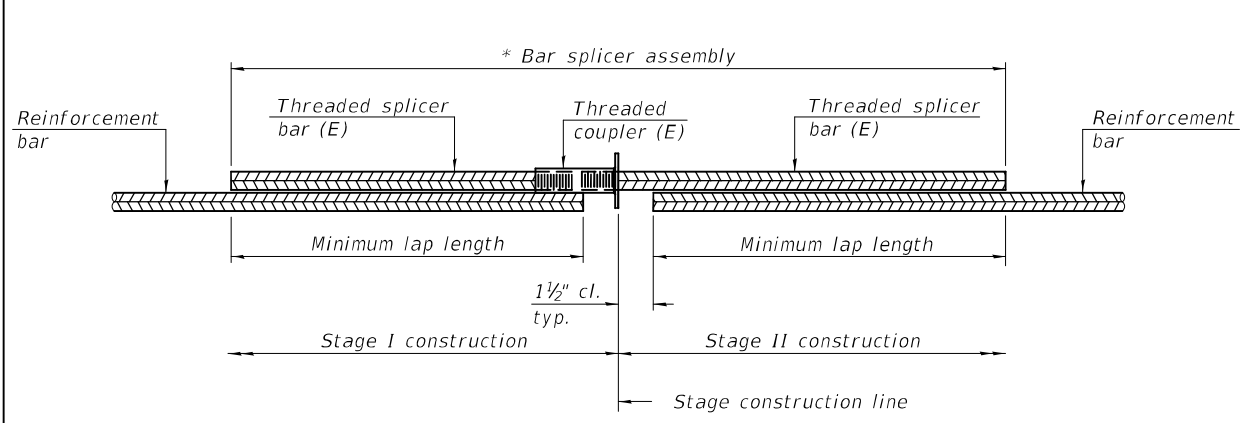
DATE -	DECEMBER 2, 2021
REVISED -	
REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER DETAILS  
STRUCTURE NO. 038-0209**

SHEET 22 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	44
CONTRACT NO. 66932			ILLINOIS FED. AID PROJECT	

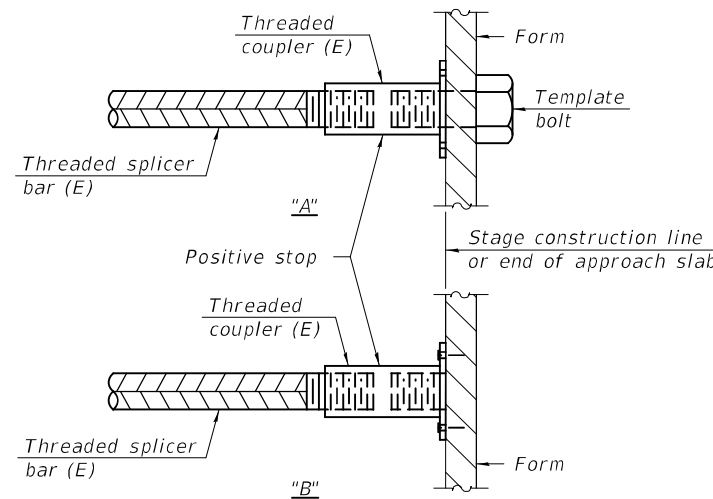


**STANDARD BAR SPLICER ASSEMBLY PLAN**  
(All components shall be provided from one supplier)

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

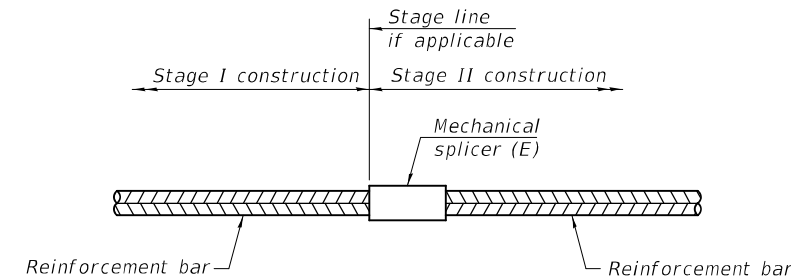
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Slab Top	#5	177	3'-0"
Slab Bottom	#5	124	3'-6"
Slab Along Ends	#5	4	3'-4"
Abutment Diaphragm Back Face	#6	10	4'-0"
Abutment Diaphragm, Front Face	#6	8	See Diaphragm Bar Splicer Detail
Approach Slab Top	#5	90	3'-4"
Approach Slab Bottom	#8	118	4'-9"
Approach Slab Footing	#5	80	3'-2"
Abutment Caps	#7	20	5'-0"



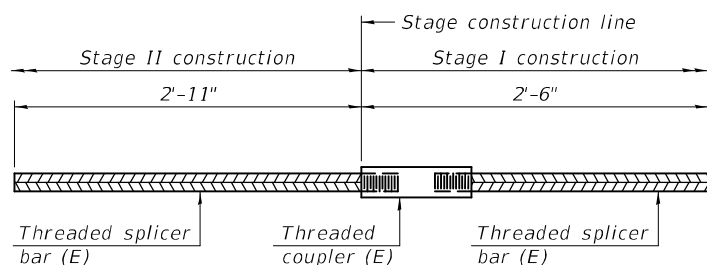
**INSTALLATION AND SETTING METHODS**

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



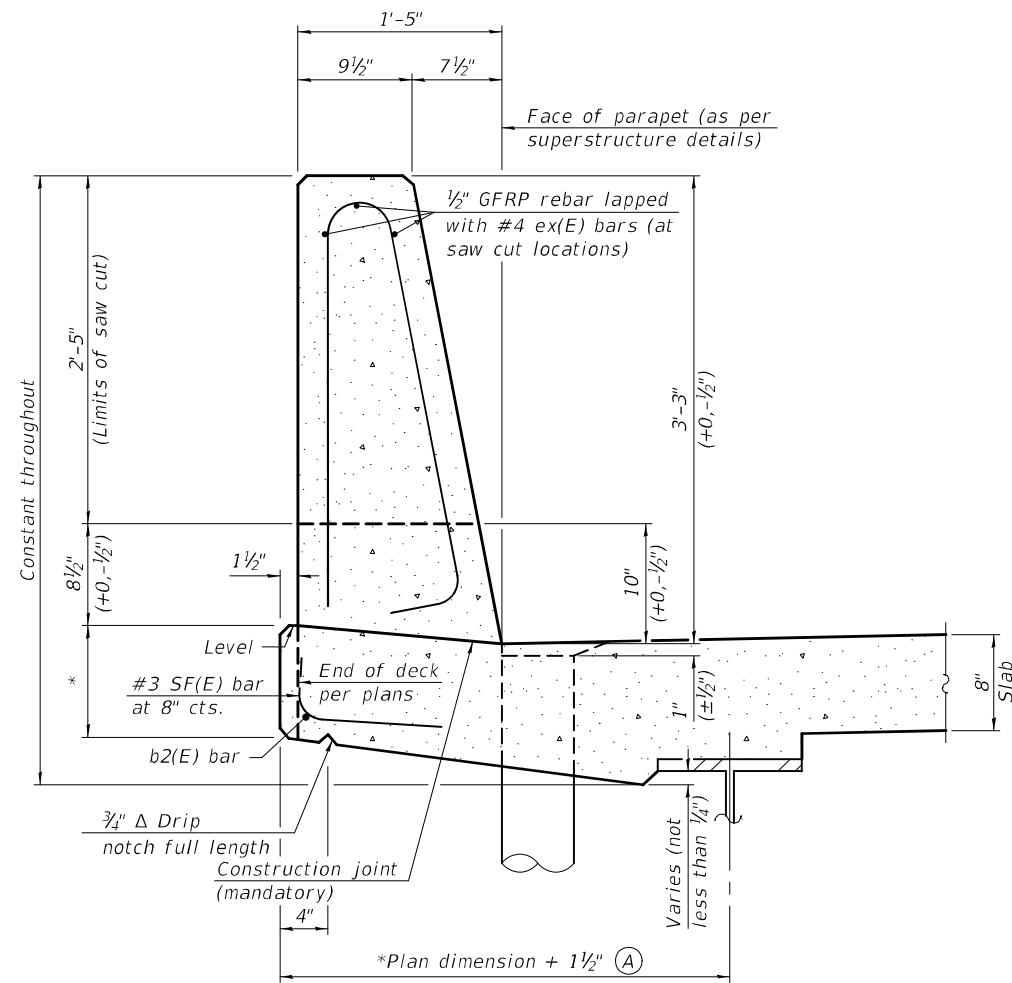
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



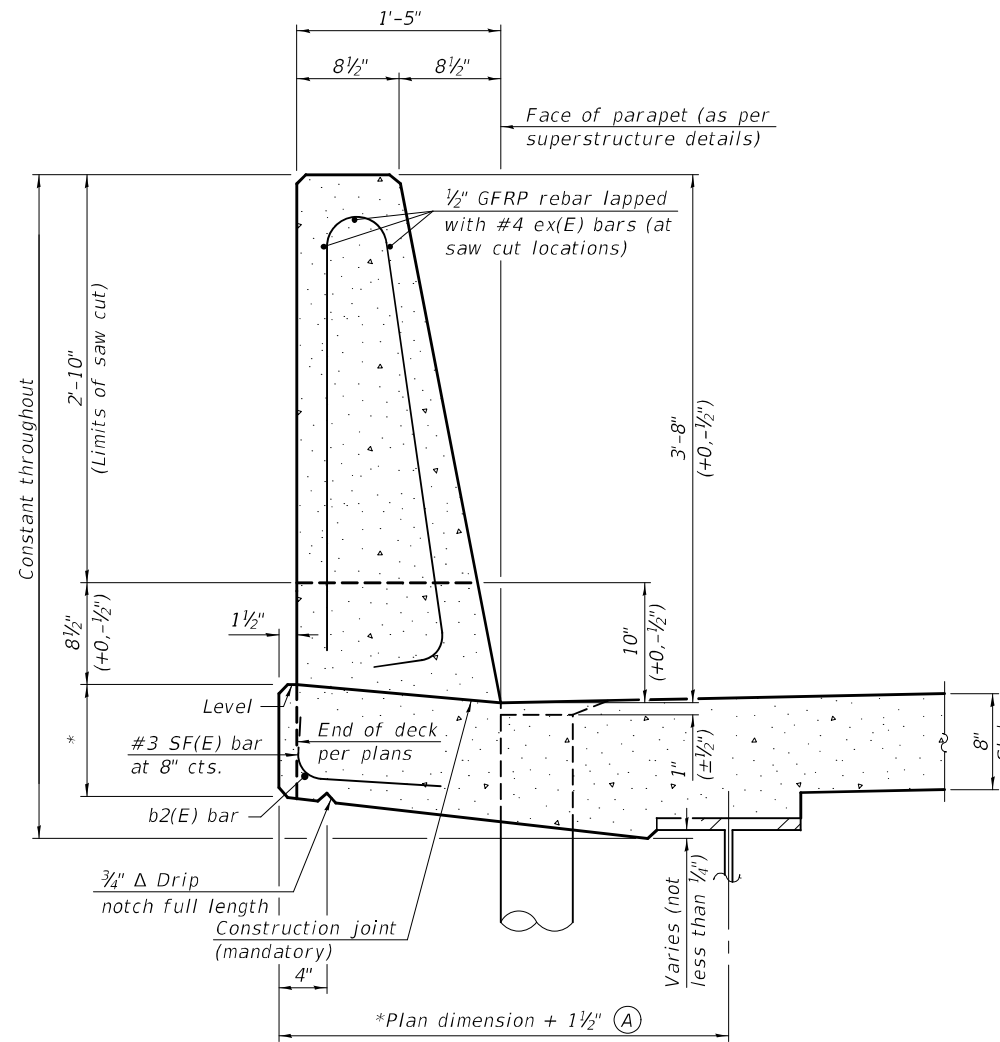
**DIAPHRAGM BAR SPLICER DETAIL**

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



**39" CONSTANT-SLOPE  
 PARAPET SECTION**

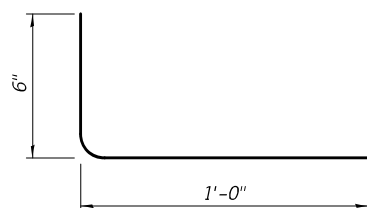
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



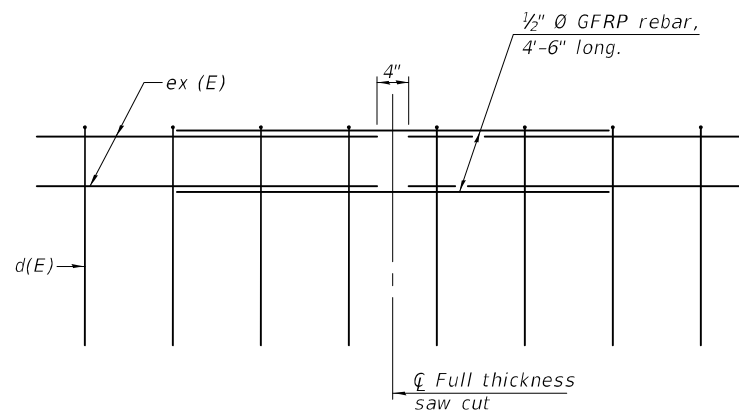
**44" CONSTANT-SLOPE  
 PARAPET SECTION**

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

\*See Superstructure Details.



**#3 (E) BAR**



**GFRP REBAR STIFFENING DETAIL**

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

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

MODEL: 0380209-66932-023  
 FILE NAME: p:\w\lido-pw-bentley.com\FWIDOT\Documents\DOT Offices\Bureau of Bridges and Structures\Projects\0380209\CADD Plans\0380209-66932.dgn

SFP 39-44 1-1-2020

DESIGNED	-	TIFFANY L. MEIER
CHECKED	-	RYAN P. NEGANGARD
DRAWN	-	ANTHONY J. NOVELLO
CHECKED	-	R.P.N. / G.R.A.

EXAMINED	<i>Joanne F. Joffe</i>	
PASSED	<i>Carl King</i>	
	ENGINEER OF BRIDGES AND STRUCTURES	

DATE	-	DECEMBER 2, 2021
REVISED	-	
REVISED	-	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION  
 STRUCTURE NO. 038-0209**

SHEET 23 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	45
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



Page 1 of 2

**Illinois Department of Transportation**  
Division of Highways  
**SOIL BORING LOG**

Date 1/25/01

ROUTE FAP 332(IL1) DESCRIPTION IL 1 over Coon Creek, 5.35 miles South of US 24 LOGGED BY B.S.

SECTION 15R-B LOCATION NW 1/4, SEC. 35, TWP. 26N, RNG. 12W, 2nd PM,  
Latitude , Longitude

COUNTY IROQUOIS DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 038-0023 Exst.  
Station 1151+70

BORING NO. 2 (S. Abut.)  
Station 1152+42  
Offset 6.5 ft LL  
Ground Surface Elev. 659.25 ft

DEPTH H S	B L O W S	U C S Qu	M O I S T	Surface Water Elev.		D E P T H	B L O W S	U C S Qu	M O I S T
				ft	ft				
				6			4	-	17
				4			4	-	17
				637.25					
				10			1		
				3			5	4.0	19
				3	<0.5		8	B	
				3	P				
				-5					
				4			4		
				4	<0.5		6	4.9	17
				3	P		11	B	
				2			4		
				2	<0.5		8	4.7	17
				4	P		10	B	
				649.75					
				-10			3		
				4			6	2.9	19
				4	<0.5		15	B	
				3	P				
				647.25					
				4			17		
				7	>4.5		20	>4.5	17
				10	P		50	P	
				644.75					
				-15			16		
				3			22	>4.5	-
				3	1.1		30	P	
				4	B				
				642.25					
				1			6		
				2	<0.5		9	4.0	20
				3	P		12	P	
				639.75					
				-20					

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

Page 2 of 2

**Illinois Department of Transportation**  
Division of Highways  
**SOIL BORING LOG**

Date 1/25/01

ROUTE FAP 332(IL1) DESCRIPTION IL 1 over Coon Creek, 5.35 miles South of US 24 LOGGED BY B.S.

SECTION 15R-B LOCATION NW 1/4, SEC. 35, TWP. 26N, RNG. 12W, 2nd PM,  
Latitude , Longitude

COUNTY IROQUOIS DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 038-0023 Exst.  
Station 1151+70

BORING NO. 2 (S. Abut.)  
Station 1152+42  
Offset 6.5 ft LL  
Ground Surface Elev. 659.25 ft

DEPTH H S	B L O W S	U C S Qu	M O I S T	Surface Water Elev.		D E P T H	B L O W S	U C S Qu	M O I S T
				ft	ft				
				2			2	1.5	30
				16	>4.5		3	P	
				22	P				
				8					WOH
				15	>4.5		3	1.5	-
				17	P		4	P	
				-45					
				8			4		
				19	2.8		5	2.0	29
				22	P		6	P	
				607.25					
				5					
				7	1.7		7	1.7	22
				9	B				
				604.75					
				-55					
				6			6		
				22	>4.5		5	1.6	25
				7	P				
				57.5' - 59.0' No Recovery			2		
				2			2		
				3			3		
				-60					

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

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FILE NAME: p:\w\idol-pw\benley.com\FWIDOT\Documents\IDOT Offices\Bureau of Bridges and Structures\Projects\0380209\CADD Plans\0380209-66932.dgn

DESIGNED - TIFFANY L. MEIER  
CHECKED - RYAN P. NEGANGARD  
DRAWN - ANTHONY J. NOVELLO  
CHECKED - R.P.N. / G.R.A.

EXAMINED  
PASSED  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES

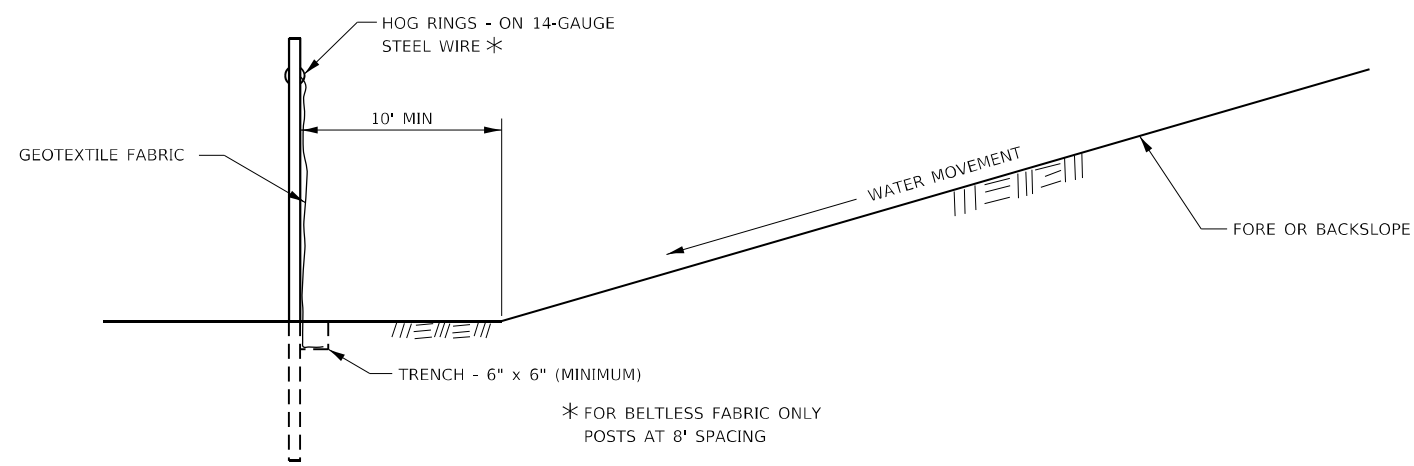
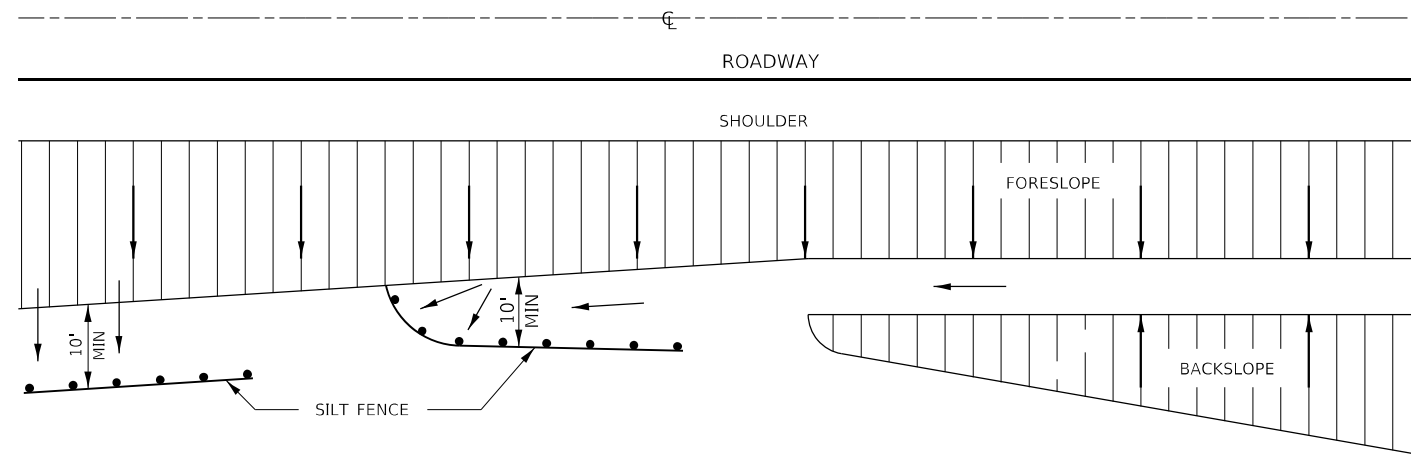
DATE - DECEMBER 2, 2021  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS  
STRUCTURE NO. 038-0209**

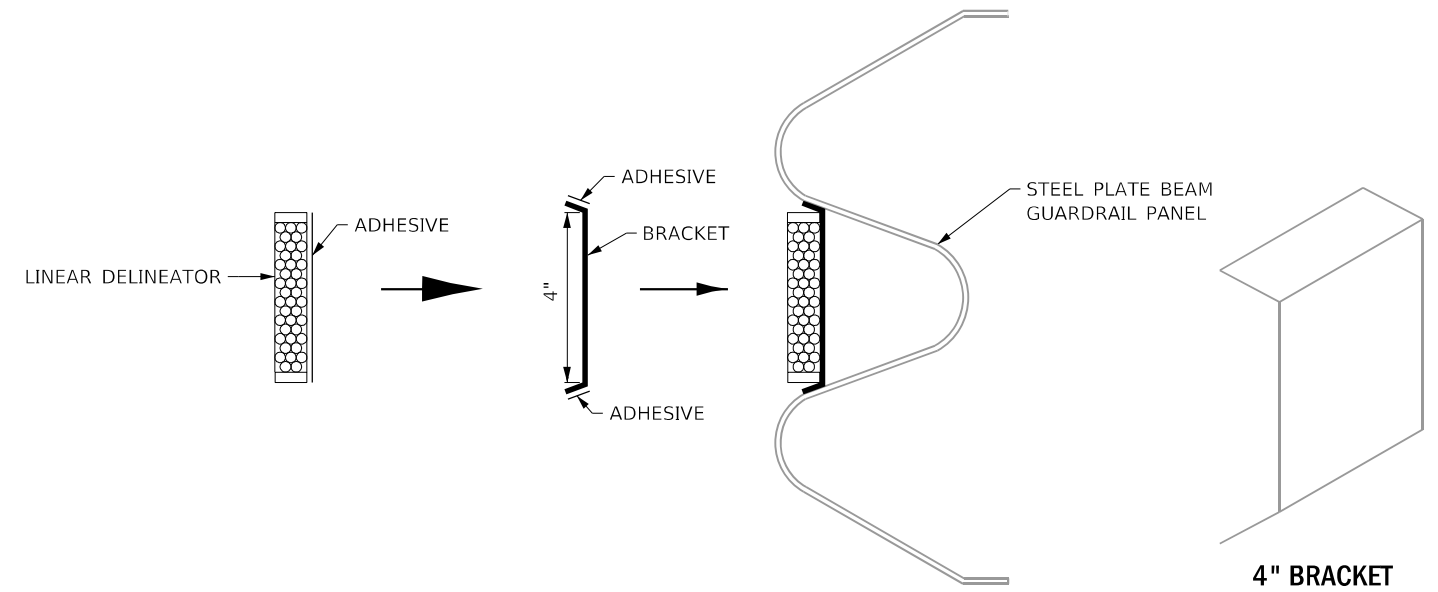
SHEET 25 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	47
CONTRACT NO. 66932				
ILLINOIS		FED. AID PROJECT		



DETAILS OF SILT FENCE

**EROSION CONTROL DETAILS  
FOR SILT FENCE**



**LINEAR DELINEATOR APPLICATION TO STANDARD GALVANIZED GUARDRAIL**

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

MODEL Path: R:\Projects\DOT\17B\_197-021\W09\_IL\_1\_svr\_Comp\_Creata\04\_Design\01\_CAD\01\_CAD\_Sheets\0366932-shd\detail-01.dgn  
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USER NAME = mweber	DESIGNED - MAW	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - JMG	REVISED -
PLOT DATE = 10/21/2021	CHECKED - MM	REVISED -
	DATE - 10-21-21	REVISED -

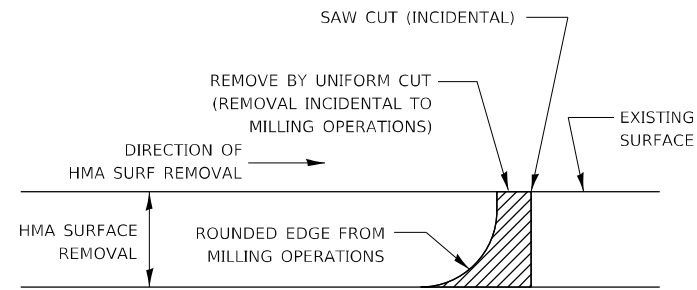
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
DETAILS**

SCALE: NTS	SHEET 1 OF 3 SHEETS	STA. N/A	TO STA. N/A
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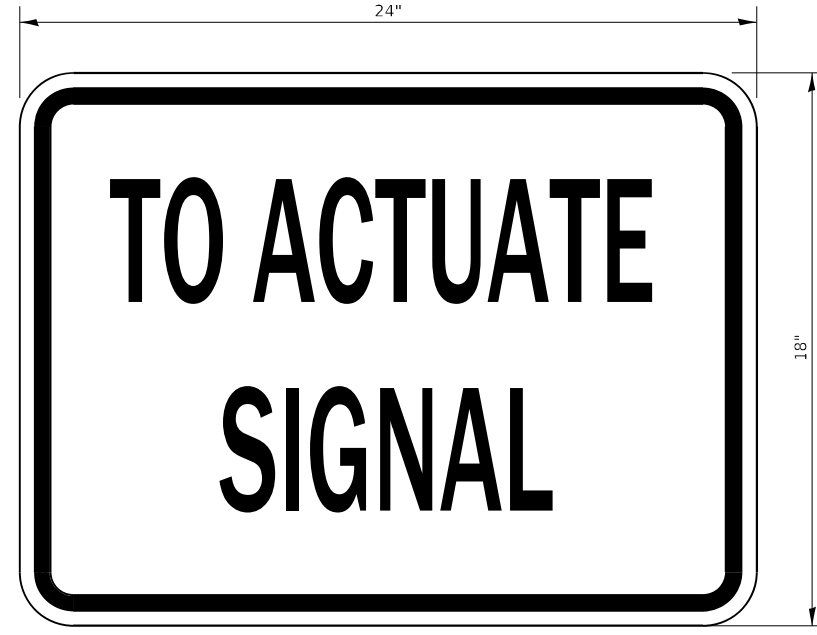
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	48
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				





NOTE:  
 WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

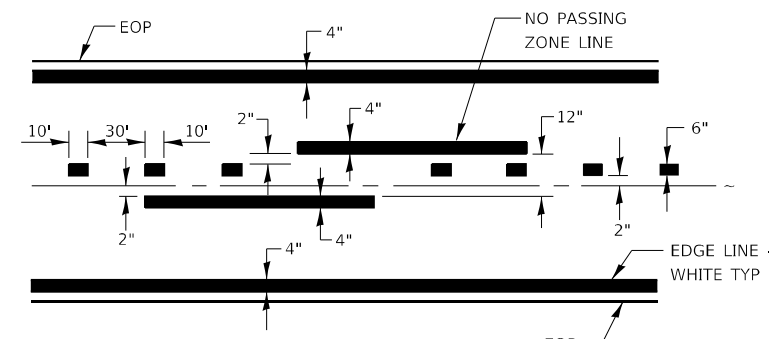
**HMA DETAIL AT BUTT JOINTS**



SIZE: 24" x 18"  
 4" CAPITAL LETTERS - BLACK  
 1/2" BORDER - BLACK  
 WHITE REFLECTIVE - TYPE B  
 ENGINEERING GRADE SHEETING

**GENERAL NOTE:**  
 THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY THE ENGINEER.

**STOP LINE SIGN FOR TEMPORARY SIGNALS**



CENTERLINE & NO PASSING ZONE LINES - YELLOW

**PAVEMENT MARKING**

MODEL Path.dwg  
 FILE NAME: R:\projects\DOT\17FB\_197-021\W09\_IL\_1\_svr\_Comp\_Creata\04\_Design\01\_CAD\01\_CAD\_Sheets\0366932-shd\detail-02.dwg

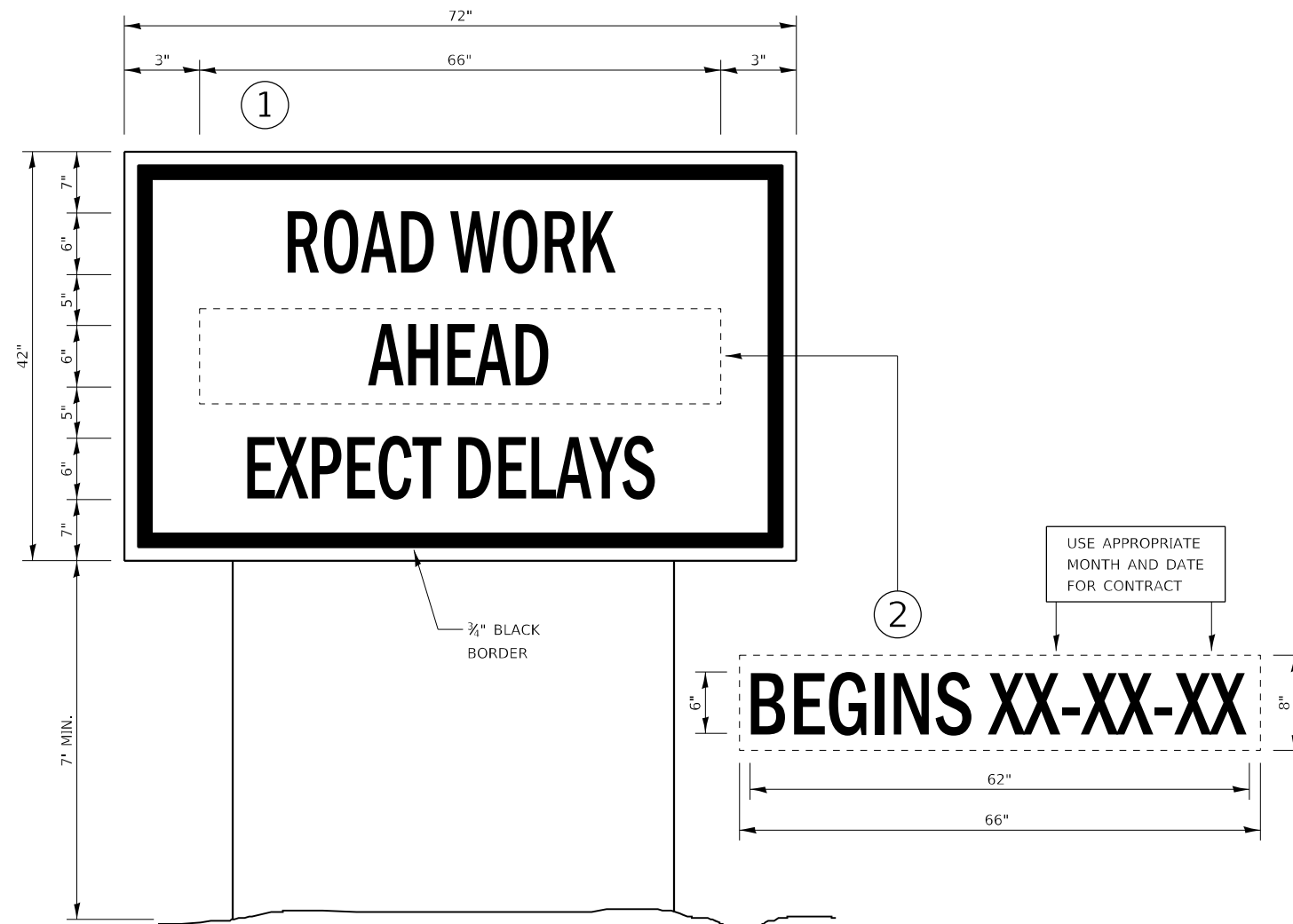


USER NAME = mweber	DESIGNED - MAW	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - JMG	REVISED -
PLOT DATE = 10/21/2021	CHECKED - MM	REVISED -
	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>IL ROUTE 1 OVER COON CREEK DETAILS</b>			
SCALE: NTS	SHEET 2	OF 3 SHEETS	STA. N/A TO STA. N/A

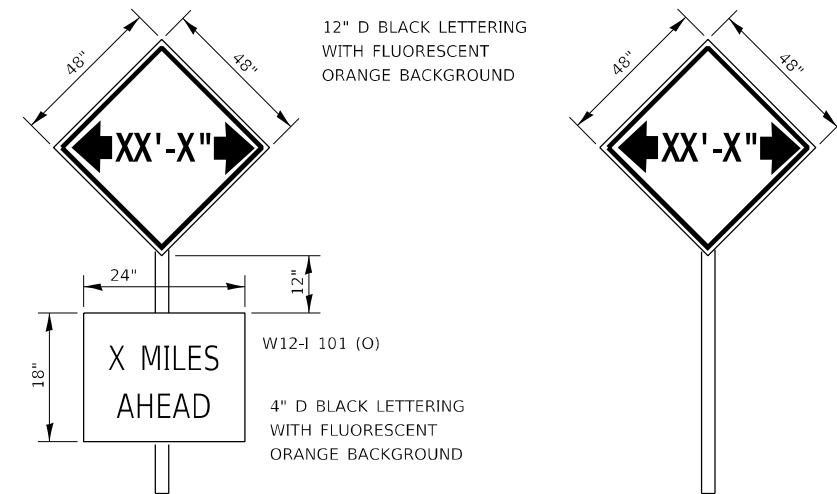
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	49
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				



### TEMPORARY INFORMATION SIGNING

**NOTES:**

1. USE 6" D BLACK LETTERING ON FLUORESCENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE LANE CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.



TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

### WIDTH RESTRICTION SIGNING DETAILS

MODEL: D:\p\h\... FILE NAME: R:\projects\DOT\17FB\_197-021\W09\_IL\_1\_svr\_Comp\_Creedit\04\_Design\01\_CAD\01\_CAD\_Sheets\0366932-shr-decal-03.dgn



USER NAME = mweber	DESIGNED - MAW	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - JMG	REVISED -
PLOT DATE = 10/21/2021	CHECKED - MM	REVISED -
	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
DETAILS**

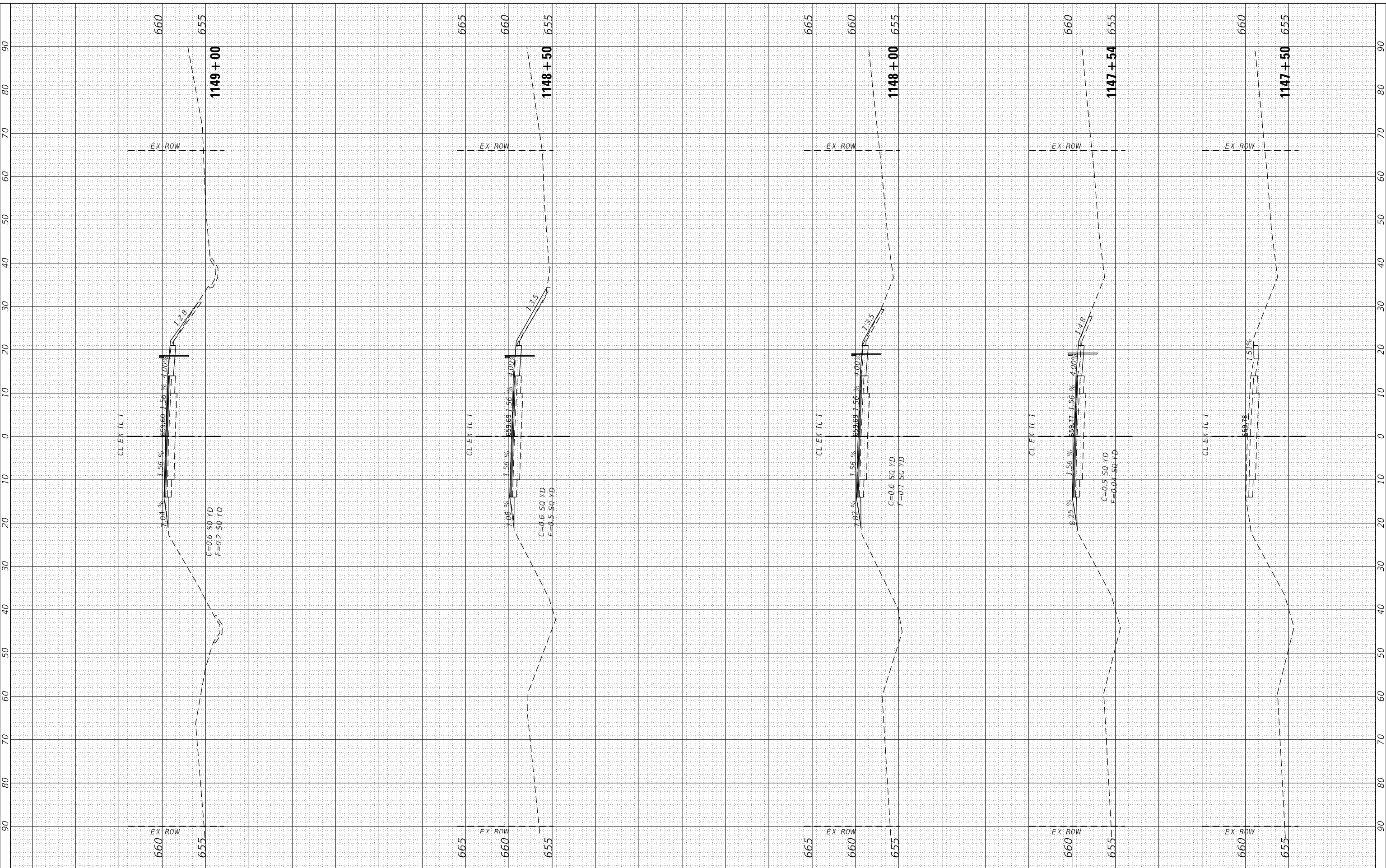
SCALE: NTS SHEET 3 OF 3 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	50
CONTRACT NO. 66932			ILLINOIS FED. AID PROJECT	

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

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

MODEL: Default  
 FILE NAME: R:\projects\1107\1107\_19\_02\_11\W09\_IL\_1\_Over Coon Creek\04 Design\01 CAD\01 CAD Sheets\0366932-shp-arc.dgn



USER NAME = mweber	DESIGNED - MAW	REVISIONS
	DRAWN - MAW	REVISIONS
PLOT SCALE = 20,0000' / in.	CHECKED - MJM	REVISIONS
PLOT DATE = 10/22/2021	DATE - 10-21-21	REVISIONS

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
 CROSS SECTIONS**

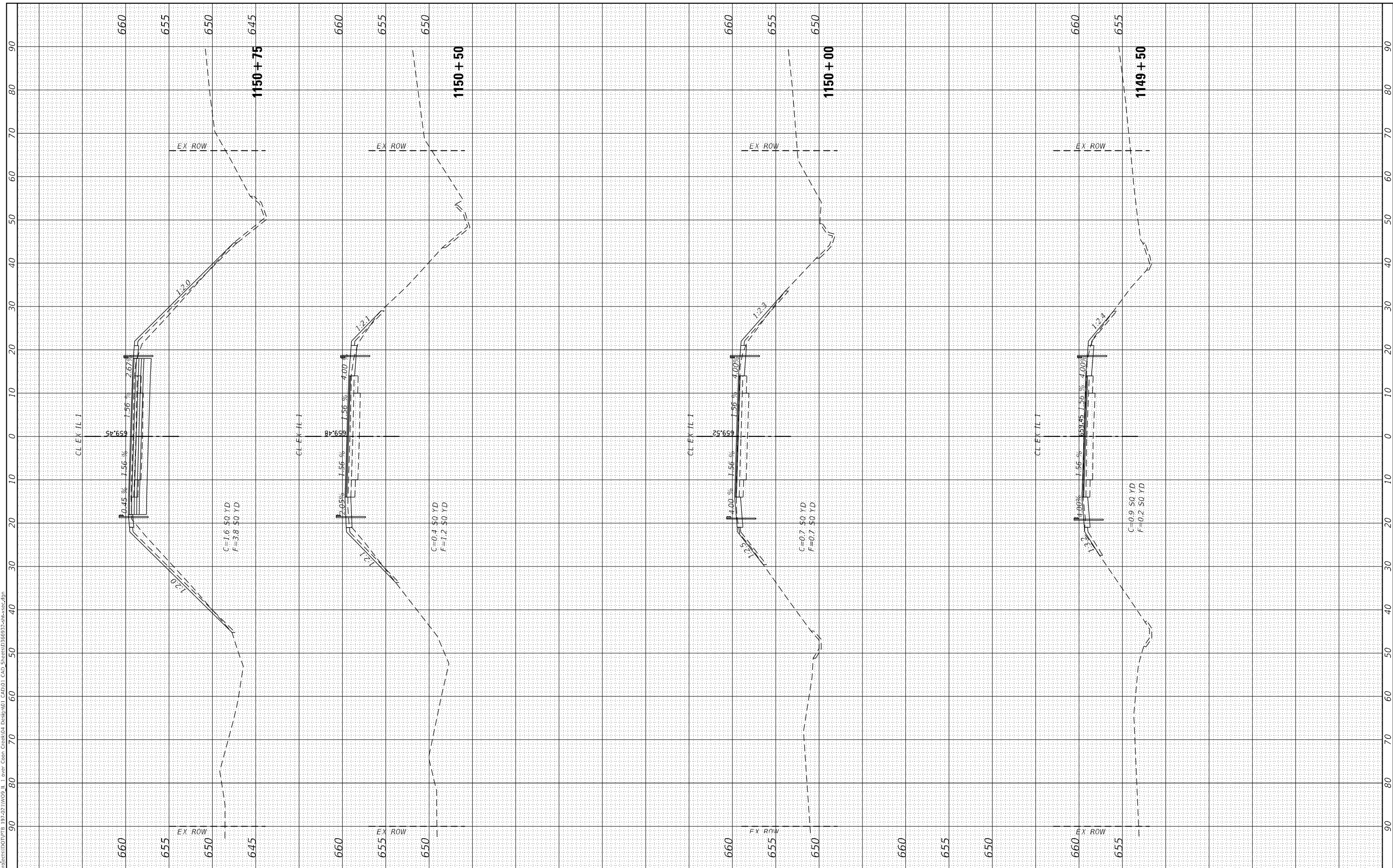
SCALE: 1" = 50' V, 1" = 50' H  
 SHEET 1 OF 4 SHEETS  
 STA. 1147+50 TO STA. 1149+00

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 51
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: Definit  
 FILE NAME: R:\projects\1109\1109\_11\_15\over Coon Creek\1101 CAD Sheets\0366932-shp-arc.dgn



USER NAME = mweber	DESIGNED - MAW	REVISED -
	DRAWN - MAW	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED - MJM	REVISED -
PLOT DATE = 10/22/2021	DATE - 10-21-21	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
 CROSS SECTIONS**

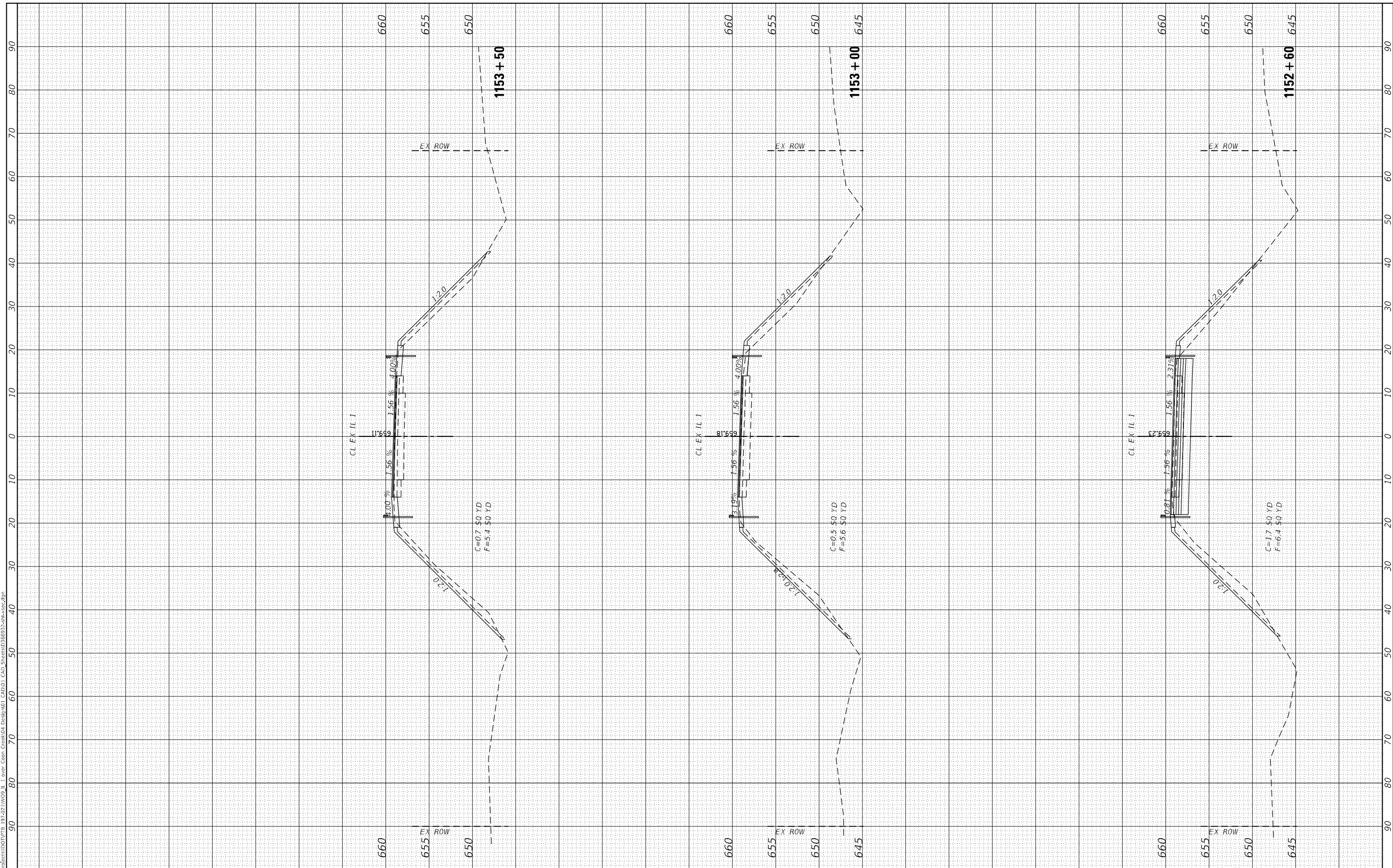
SCALE: 1"=50' H  
 SHEET 2 OF 4 SHEETS  
 STA. 1149+25 TO STA. 1150+75

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 52
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: Default  
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USER NAME = mweber  
PLOT SCALE = 20,0000 \* / in.  
PLOT DATE = 10/22/2021

DESIGNED - MAW  
DRAWN - MAW  
CHECKED - MJM  
DATE - 10-21-21

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL ROUTE 1 OVER COON CREEK  
CROSS SECTIONS

SCALE: 1" = 50' H  
SHEET 3 OF 4 SHEETS  
STA. 1152+60 TO STA. 1153+75

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	15R-BR	IROQUOIS	54	53
CONTRACT NO. 66932				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: Definit  
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USER NAME = mweber
PLOT SCALE = 20,0000' / in.
PLOT DATE = 10/22/2021

DESIGNED - MAW
DRAWN - MAW
CHECKED - MJM
DATE - 10-21-21

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 1 OVER COON CREEK  
CROSS SECTIONS**

SCALE: 1" = 33' H  
 SHEET 4 OF 4 SHEETS STA. 1154+00 TO STA. 1155+85

F.A.P. RTE. 332	SECTION 15R-BR	COUNTY IROQUOIS	TOTAL SHEETS 54	SHEET NO. 54
			CONTRACT NO. 66932	
ILLINOIS FED. AID PROJECT				

