

TEMPORARY EROSION CONTROL MEASURES:

- PERIMETER EROSION BARRIER (28000400)
- TEMPORARY FENCE (20101000)
- INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
- TEMPORARY DITCH CHECKS (28000305)
- TEMPORARY EROSION CONTROL SEEDING (28000250)
- TEMPORARY EROSION CONTROL BLANKET (28001100)
- STONE RIPRAP, CLASS A3 (28100105) (TEMPORARY HAUL ROAD) (SEE NOTE 3)
- TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
- WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

- SEEDING, CLASS 2A (25000210)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 3 (25000300)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 4B (25000314)
- STONE RIPRAP, CLASS A4 (28100107)
- ARTICULATED BLOCK REVETMENT MAT (28500400)
- EXISTING WETLANDS (SEE NOTE 2)
- TEMPORARY PAVEMENT
- EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

1. SILT FENCE SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER IN ORDER TO PROTECT ALL WETLAND SITES SHOWN IN THE PLANS.
2. THE CONTRACTOR SHALL AVOID THE AREA MARKED EXISTING WETLANDS UNLESS MARKED WITH THE TEMPORARY WETLAND CROSSING DEVICE OR STONE RIPRAP, CLASS A3 SYMBOLS ABOVE. IF THE CONTRACTOR WISHES TO USE THIS AREA MARKED EXISTING WETLANDS, HE/SHE MUST FIRST GET APPROVAL FROM THE ENGINEER. IF THE ENGINEER GRANTS APPROVAL, THIS AREA SHALL BE PROTECTED WITH THE TEMPORARY WETLAND CROSSING DEVICE AS DESCRIBED IN THE SPECIAL PROVISIONS.
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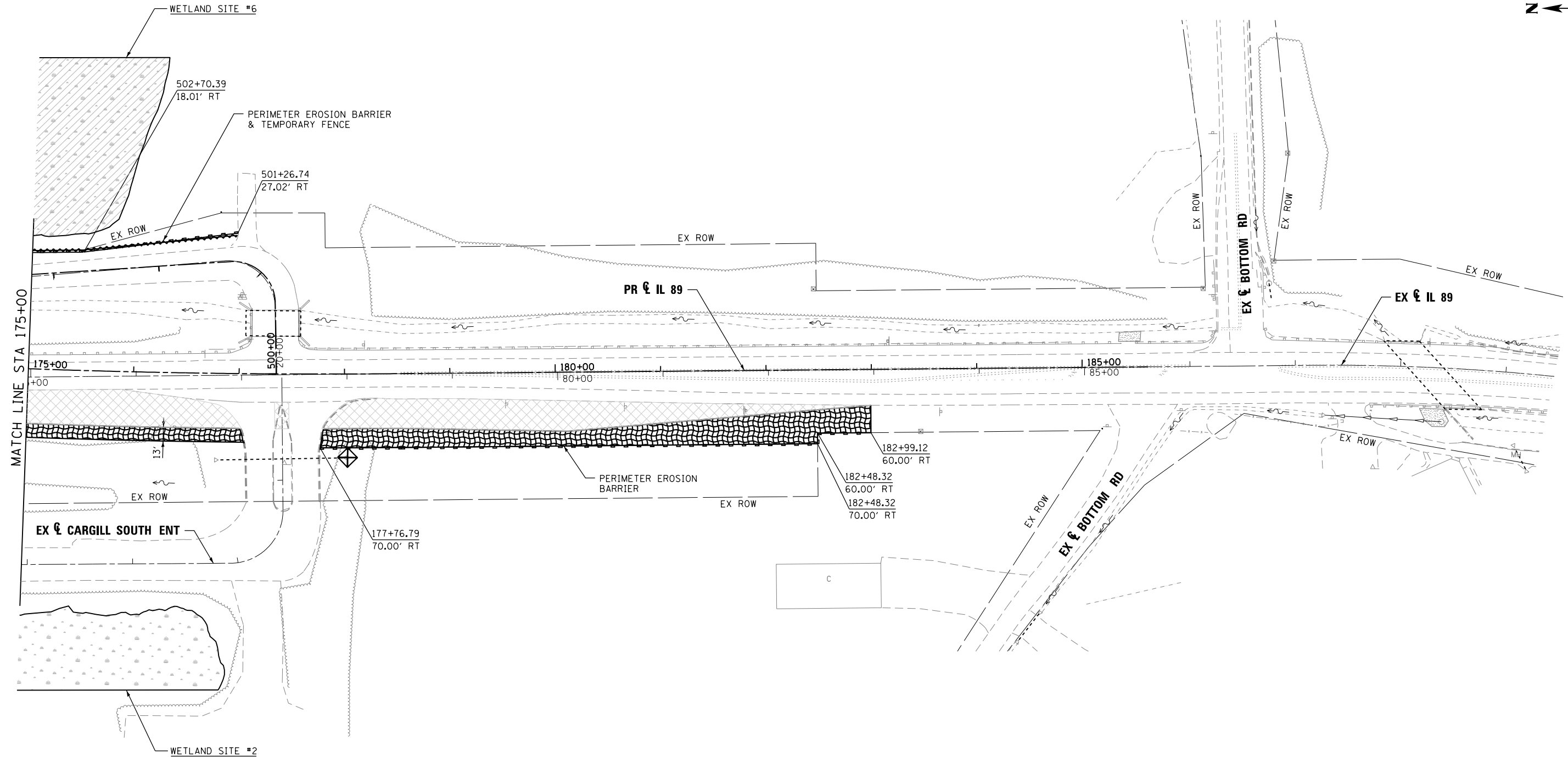
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION




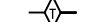
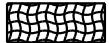



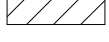
EROSION CONTROL PLAN
PRE-STAGE

SCALE: 1"=50' SHEET 5 OF 26 SHEETS STA. 160+00.00 TO STA. 175+00.00



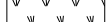
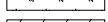
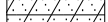





F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	102
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



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-  EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

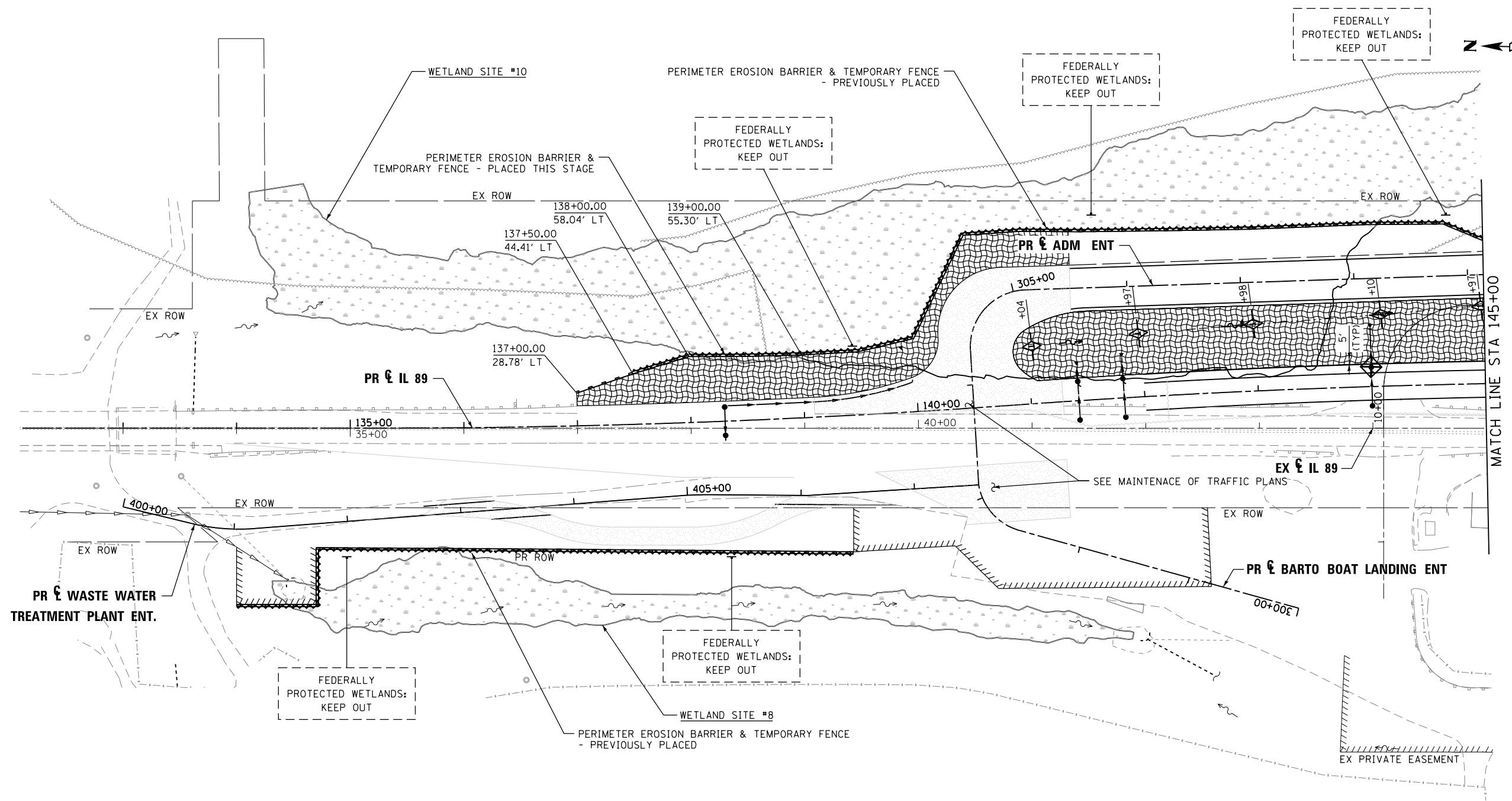
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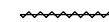

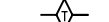


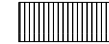


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN PRE-STAGE			
SCALE: 1"=50'	SHEET 6	OF 26 SHEETS	STA. 175+00.00 TO STA. EOP

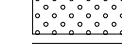
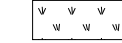




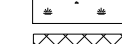


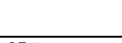
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	103
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



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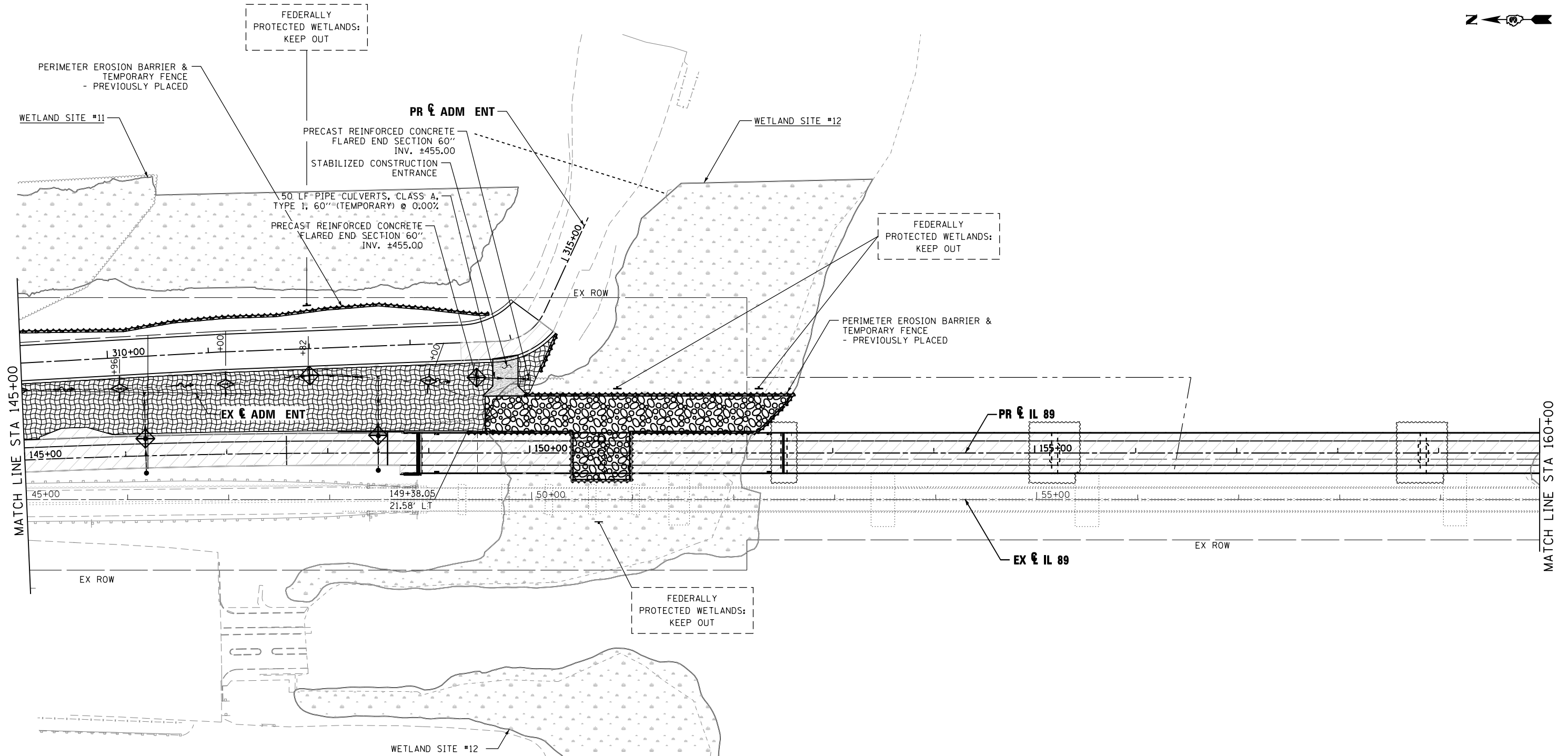
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


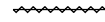




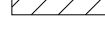
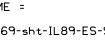
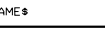
**EROSION CONTROL PLAN
STAGE 1A**

SCALE: 1"=50' SHEET 7 OF 26 SHEETS STA. POB TO STA. 145+00.00

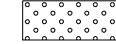
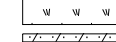


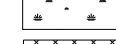
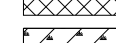
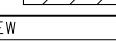
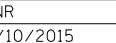

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	104
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



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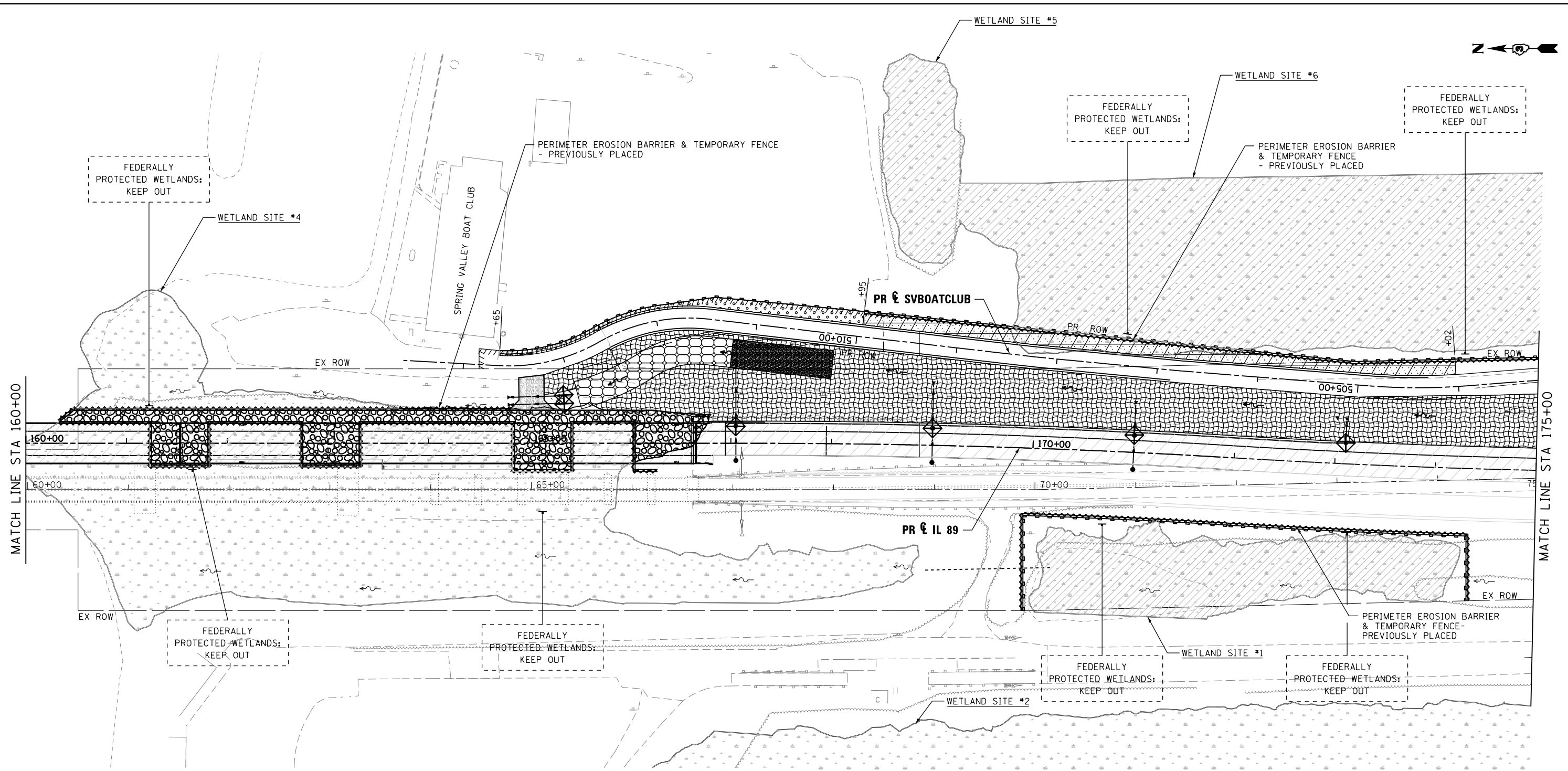
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
STAGE 1A**

SCALE: 1"=50' SHEET 8 OF 26 SHEETS STA. 145+00.00 TO STA. 160+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	105
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



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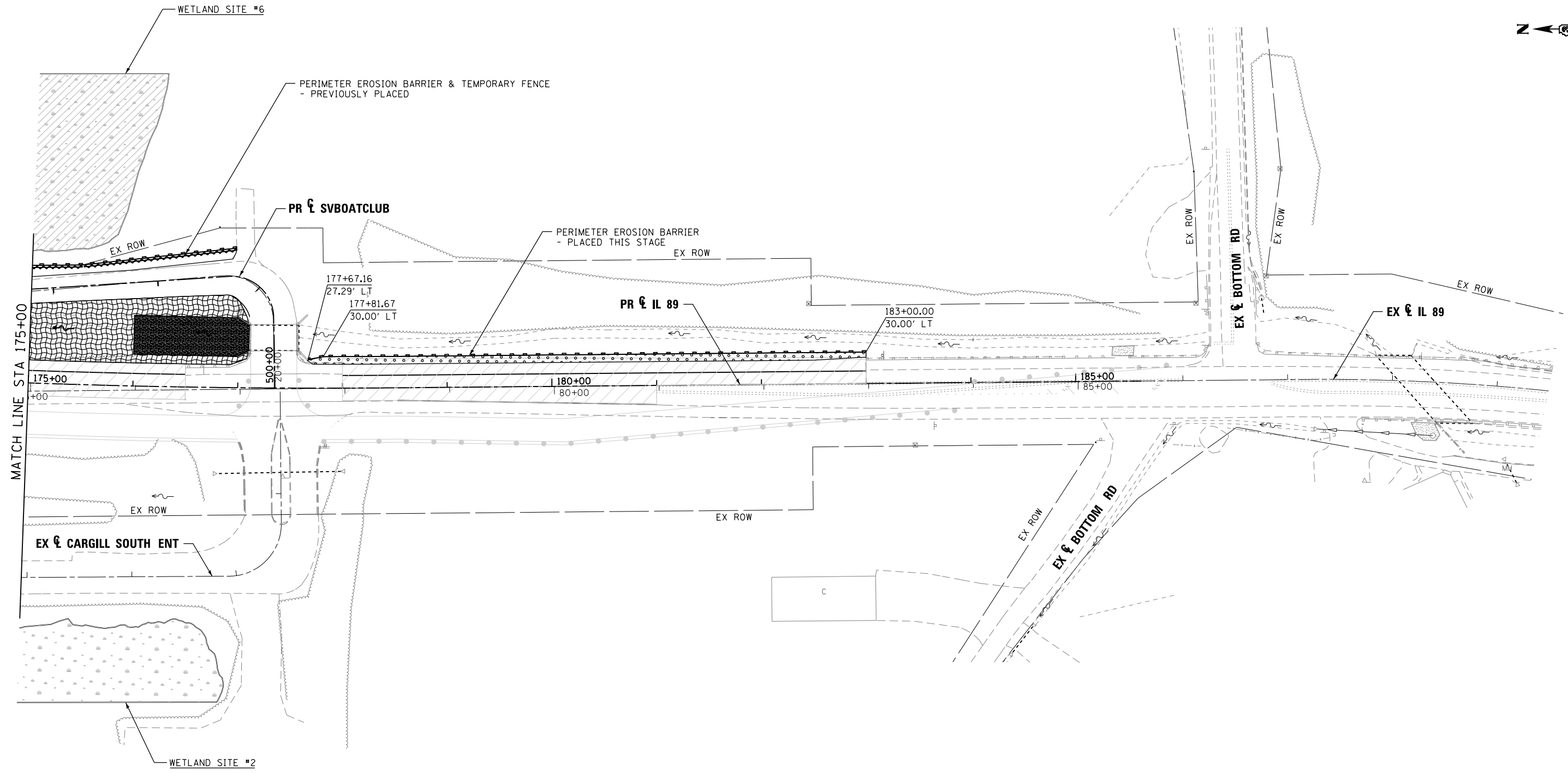
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
STAGE 1A**

SCALE: 1"=50' SHEET 9 OF 26 SHEETS STA. 160+00.00 TO STA. 175+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	106
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



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- SEEDING, CLASS 3 (25000300)
HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 4B (25000314)
- STONE RIPRAP, CLASS A4 (28100107)
- ARTICULATED BLOCK REVETMENT MAT (28500400)
- EXISTING WETLANDS (SEE NOTE 2)
- TEMPORARY PAVEMENT
- EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

1. SILT FENCE SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER IN ORDER TO PROTECT ALL WETLAND SITES SHOWN IN THE PLANS.
2. THE CONTRACTOR SHALL AVOID THE AREA MARKED EXISTING WETLANDS UNLESS MARKED WITH THE TEMPORARY WETLAND CROSSING DEVICE OR STONE RIPRAP, CLASS A3 SYMBOLS ABOVE. IF THE CONTRACTOR WISHES TO USE THIS AREA MARKED EXISTING WETLANDS, HE/SHE MUST FIRST GET APPROVAL FROM THE ENGINEER. IF THE ENGINEER GRANTS APPROVAL, THIS AREA SHALL BE PROTECTED WITH THE TEMPORARY WETLAND CROSSING DEVICE AS DESCRIBED IN THE SPECIAL PROVISIONS.
3. THIS AREA IN THE WETLANDS APPROVED AS A TEMPORARY HAUL ROAD. NO TEMPORARY CROSSING DEVICE NEEDED IN THIS AREA.
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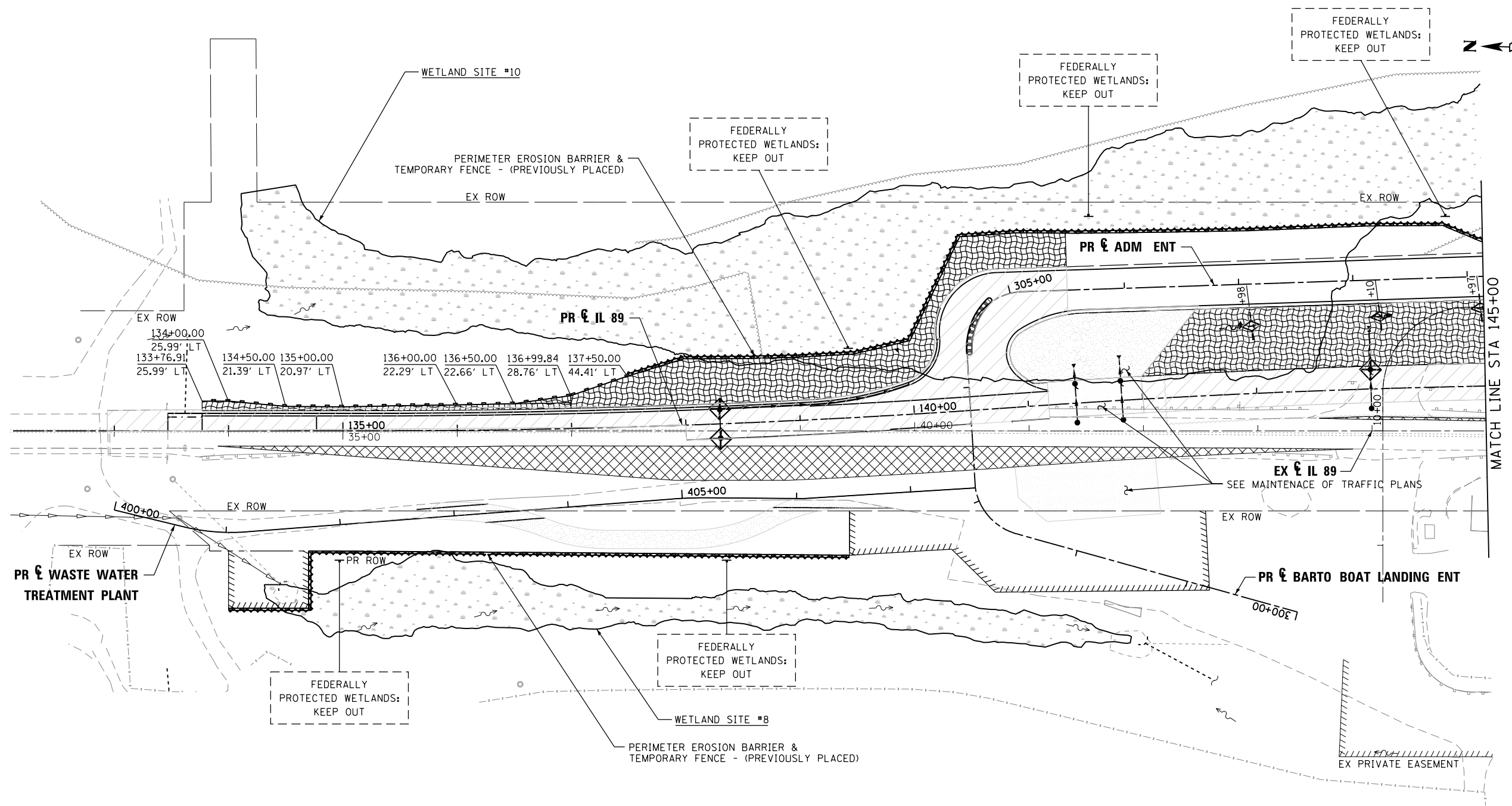
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

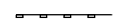





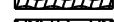


**EROSION CONTROL PLAN
STAGE 1A**

SCALE: 1"=50' SHEET 10 OF 26 SHEETS STA. 175+00.00 TO STA. EOP


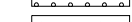

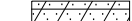
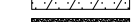





F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	107
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



TEMPORARY EROSION CONTROL MEASURES:

-  PERIMETER EROSION BARRIER (28000400)
-  TEMPORARY FENCE (20101000)
-  INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
-  TEMPORARY DITCH CHECKS (28000305)
-  TEMPORARY EROSION CONTROL SEEDING (28000250)
-  TEMPORARY EROSION CONTROL BLANKET (28001100)
-  STONE RIPRAP, CLASS A3 (28100105)
-  TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
-  WORK ZONE

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-  HEAVY DUTY EROSION CONTROL BLANKET (25100635)
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-  TEMPORARY PAVEMENT
-  EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

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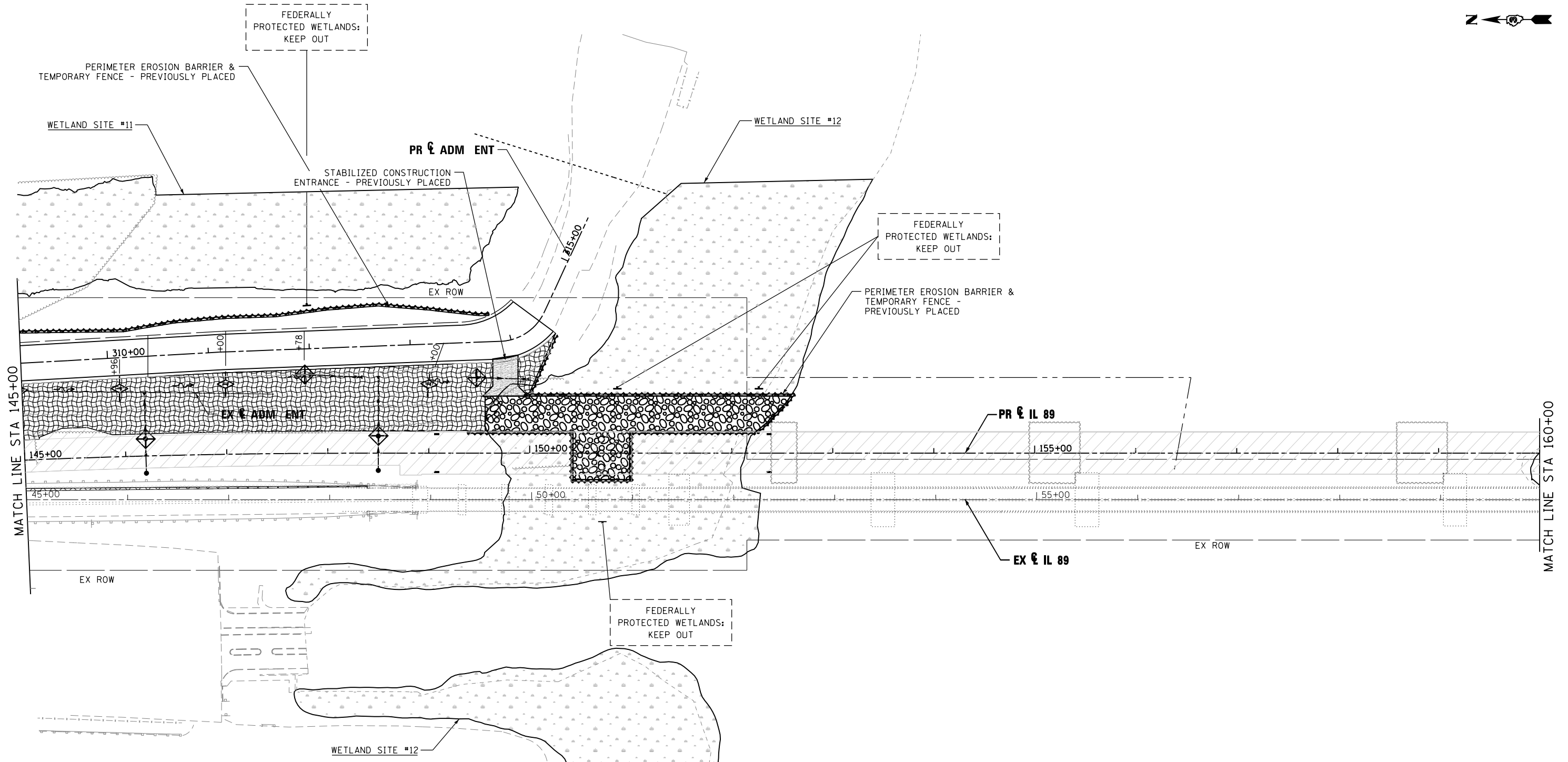
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
STAGE 1B**

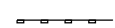


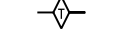





SCALE: 1"=50' SHEET 11 OF 26 SHEETS STA. POB TO STA. 145+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	108
CONTRACT NO. 66A69				

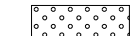
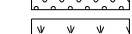
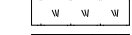
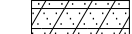
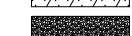



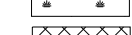

ILLINOIS FED. AID PROJECT



TEMPORARY EROSION CONTROL MEASURES:

-  PERIMETER EROSION BARRIER (28000400)
-  TEMPORARY FENCE (20101000)
-  INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
-  TEMPORARY DITCH CHECKS (28000305)
-  TEMPORARY EROSION CONTROL SEEDING (28000250)
-  TEMPORARY EROSION CONTROL BLANKET (28001100)
-  STONE RIPRAP, CLASS A3 (28100105) (TEMPORARY HAUL ROAD) (SEE NOTE 3)
-  TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
-  WORK ZONE

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-  TEMPORARY PAVEMENT
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 DATE 8/10/2015

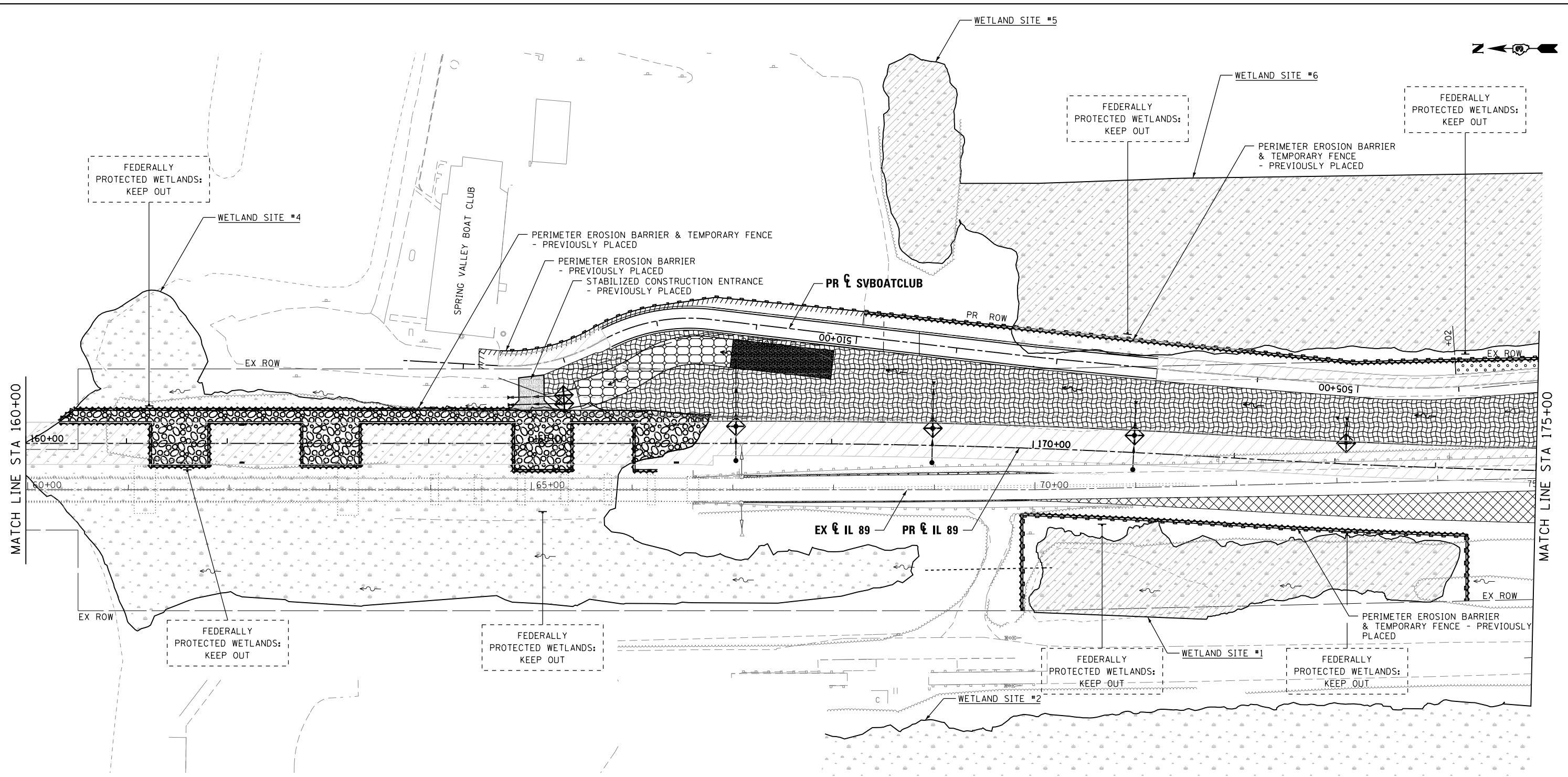
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**







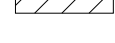
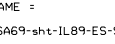
**EROSION CONTROL PLAN
 STAGE 1B**

SCALE: 1"=50' SHEET 12 OF 26 SHEETS STA.145+00.00 TO STA.160+00.00

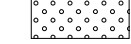
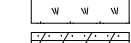
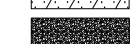
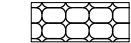
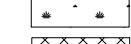

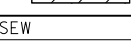
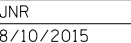
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	109
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



TEMPORARY EROSION CONTROL MEASURES:

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-  TEMPORARY DITCH CHECKS (28000305)
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(NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
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-  EXISTING WETLANDS (SEE NOTE 2)
-  TEMPORARY PAVEMENT
-  EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

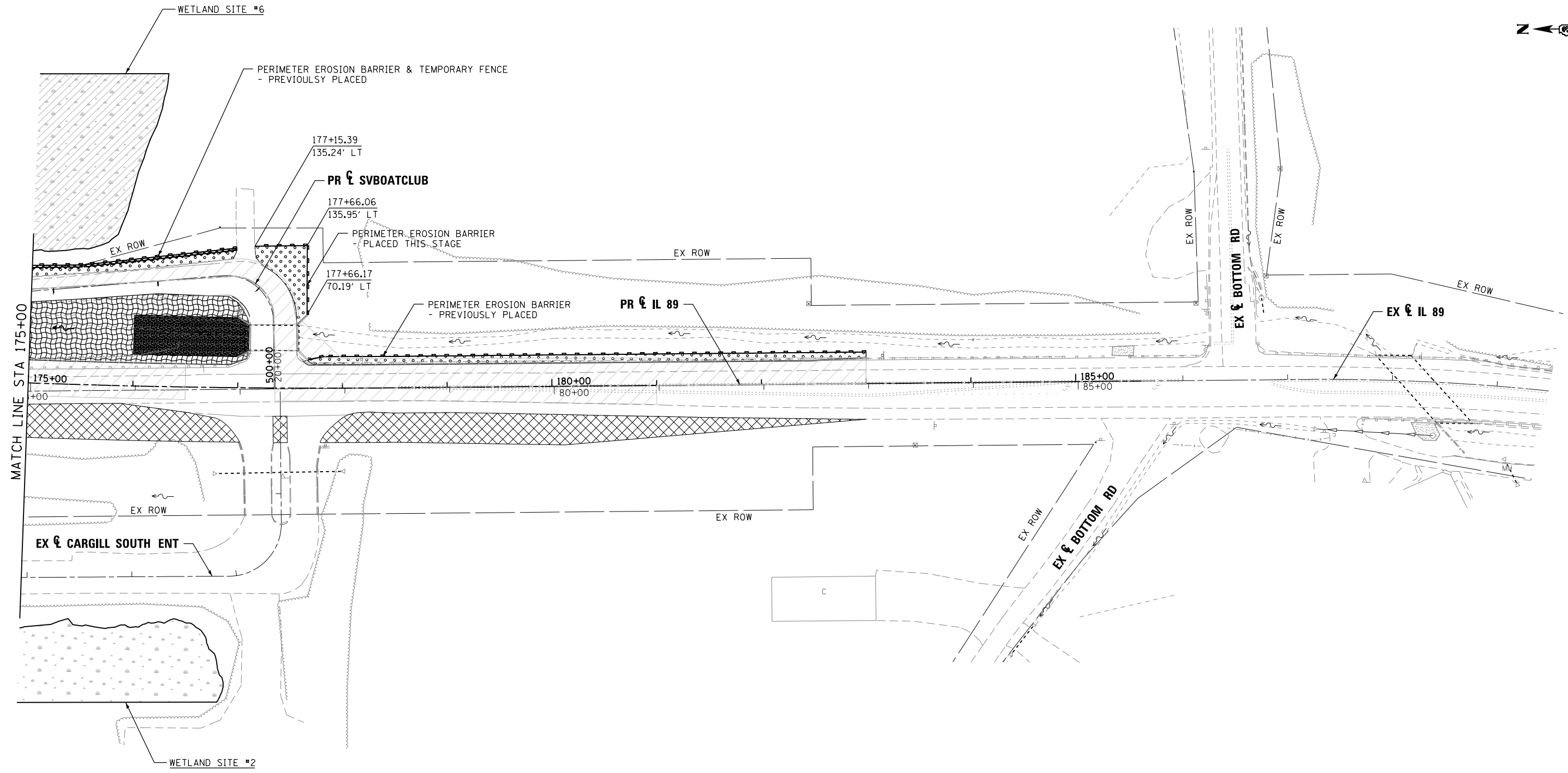
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





**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN STAGE 1B			
SCALE: 1"=50'	SHEET 13	OF 26 SHEETS	STA. 160+00.00 TO STA. 175+00.00


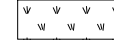




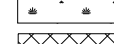


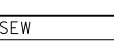
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698	1 (BR)	PUTNAM/BUREAU	415	110
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



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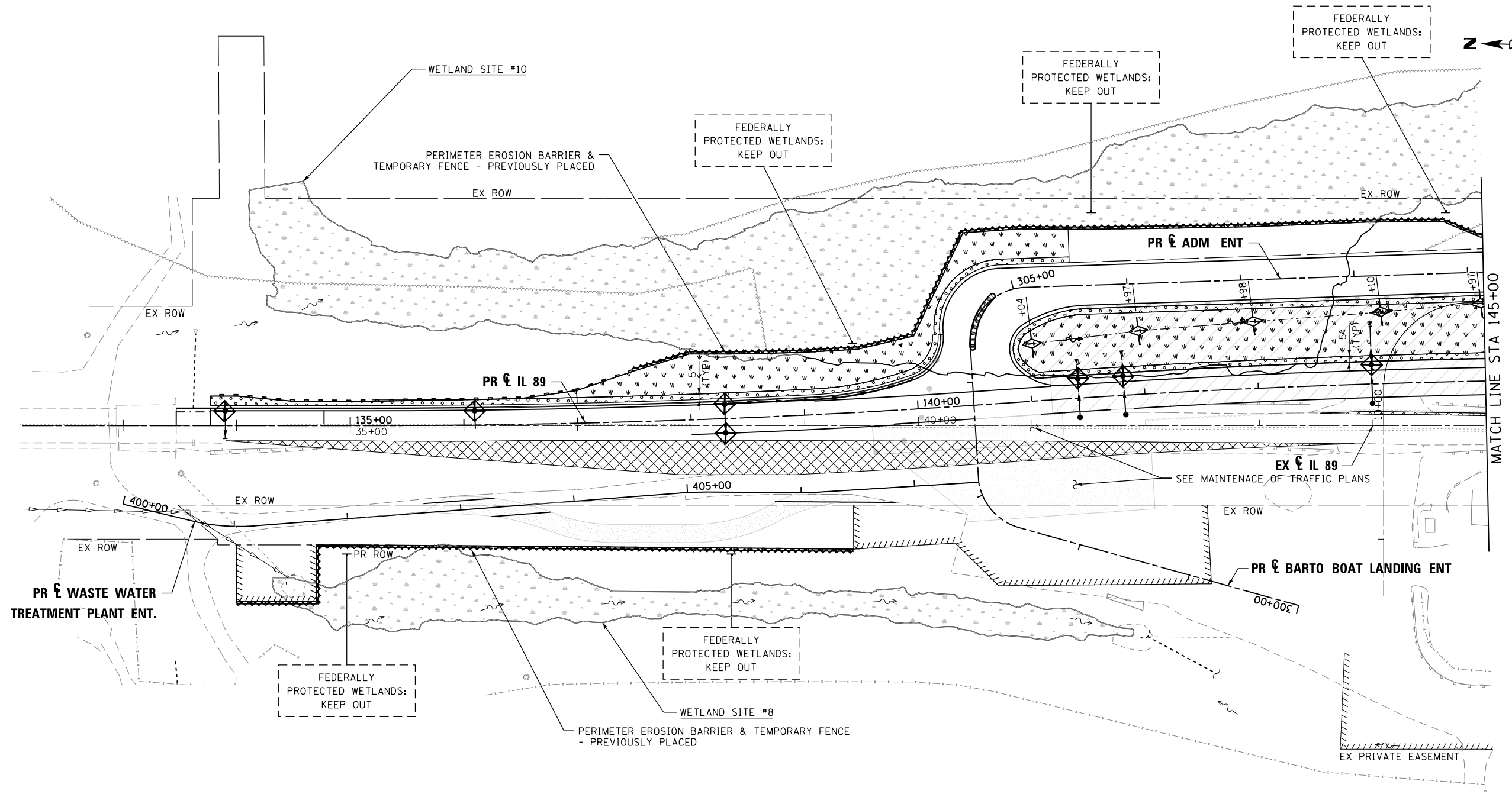
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

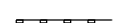
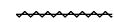




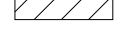
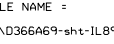
**EROSION CONTROL PLAN
STAGE 1B**

SCALE: 1"=50' SHEET 14 OF 26 SHEETS STA. 175+00.00 TO STA. EOP

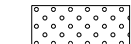
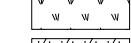

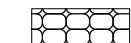
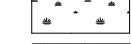
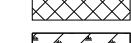
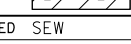
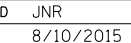
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	111
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



TEMPORARY EROSION CONTROL MEASURES:

-  PERIMETER EROSION BARRIER (28000400)
-  TEMPORARY FENCE (20101000)
-  INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
-  TEMPORARY DITCH CHECKS (28000305)
-  TEMPORARY EROSION CONTROL SEEDING (28000250) TEMPORARY EROSION CONTROL BLANKET (28001100)
-  STONE RIPRAP, CLASS A3 (28100105) (TEMPORARY HAUL ROAD) (SEE NOTE 3)
-  TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
-  WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

-  SEEDING, CLASS 2A (25000210) HEAVY DUTY EROSION CONTROL BLANKET (25100635)
-  SEEDING, CLASS 3 (25000300) HEAVY DUTY EROSION CONTROL BLANKET (25100635)
-  SEEDING, CLASS 4B (25000314)
-  STONE RIPRAP, CLASS A4 (28100107)
-  ARTICULATED BLOCK REVETMENT MAT (28500400)
-  EXISTING WETLANDS (SEE NOTE 2)
-  TEMPORARY PAVEMENT
-  EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

1. SILT FENCE SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER IN ORDER TO PROTECT ALL WETLAND SITES SHOWN IN THE PLANS.
2. THE CONTRACTOR SHALL AVOID THE AREA MARKED EXISTING WETLANDS UNLESS MARKED WITH THE TEMPORARY WETLAND CROSSING DEVICE OR STONE RIPRAP, CLASS A3 SYMBOLS ABOVE. IF THE CONTRACTOR WISHES TO USE THIS AREA MARKED EXISTING WETLANDS, HE/SHE MUST FIRST GET APPROVAL FROM THE ENGINEER. IF THE ENGINEER GRANTS APPROVAL, THIS AREA SHALL BE PROTECTED WITH THE TEMPORARY WETLAND CROSSING DEVICE AS DESCRIBED IN THE SPECIAL PROVISIONS.
3. THIS AREA IN THE WETLANDS APPROVED AS A TEMPORARY HAUL ROAD. NO TEMPORARY CROSSING DEVICE NEEDED IN THIS AREA.
4. IF THE CONTRACTOR ELECTS TO WORK IN THIS AREA, A TEMPORARY WETLAND CROSSING DEVICE WILL BE NEEDED; HOWEVER, NO ADDITIONAL COMPENSATION SHALL BE DUE THE CONTRACTOR FOR USING EXTRA WETLAND CROSSING DEVICES NOT SHOWN.
5. AREA MARKED OUT AS TEMPORARY HAUL ROAD SHALL BE DISKED AND SEEDING AT PROJECT COMPLETION.
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		DATE 8/10/2015	REVISED -

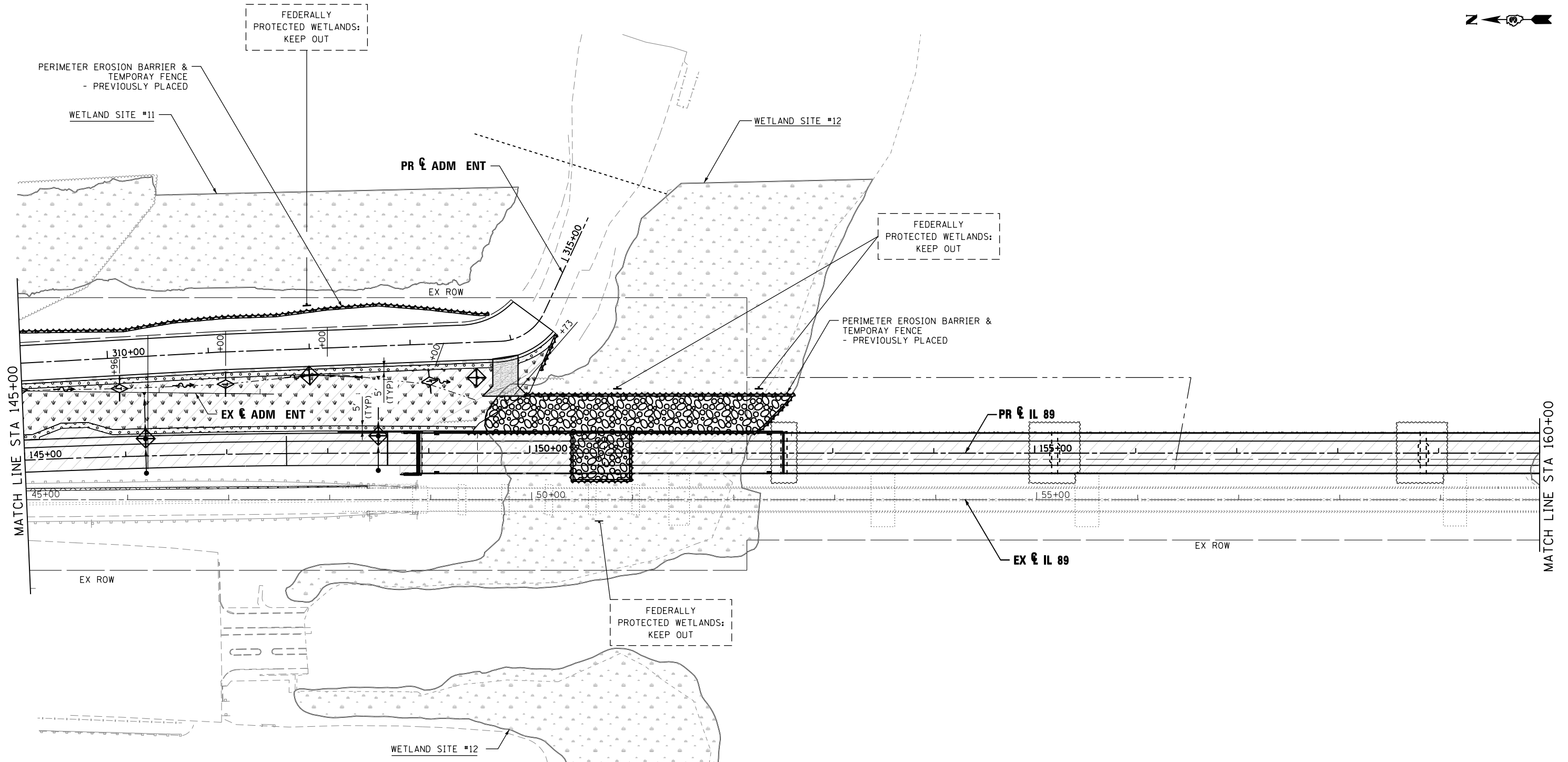
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CHECKED JNR	REVISED -
DATE 8/10/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
STAGE 1C**

SCALE: 1"=50' SHEET 15 OF 26 SHEETS STA. POB TO STA. 145+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	112
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



TEMPORARY EROSION CONTROL MEASURES:

- PERIMETER EROSION BARRIER (28000400)
- TEMPORARY FENCE (20101000)
- INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
- TEMPORARY DITCH CHECKS (28000305)
- TEMPORARY EROSION CONTROL SEEDING (28000250)
- TEMPORARY EROSION CONTROL BLANKET (28001100)
- STONE RIPRAP, CLASS A3 (28100105) (TEMPORARY HAUL ROAD) (SEE NOTE 3)
- TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
- WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

- SEEDING, CLASS 2A (25000210)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 3 (25000300)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
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- EXISTING WETLANDS (SEE NOTE 2)
- TEMPORARY PAVEMENT
- EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

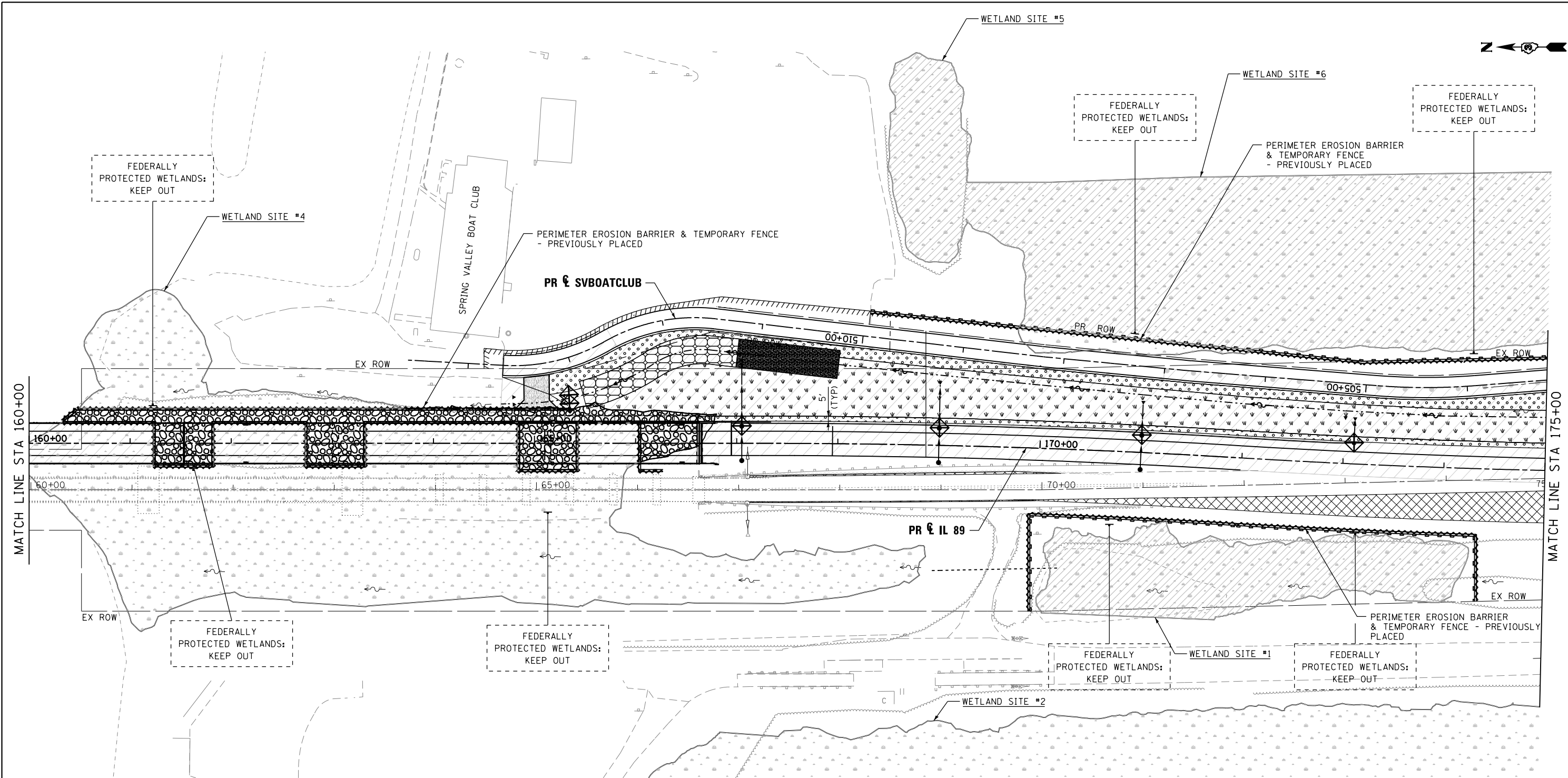
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	PLOT DATE = 8/6/2015	DATE 8/10/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN STAGE 1C			
SCALE: 1"=50'	SHEET 16	OF 26 SHEETS	STA. 145+00.00 TO STA. 160+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	113
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



TEMPORARY EROSION CONTROL MEASURES:

- PERIMETER EROSION BARRIER (28000400)
- TEMPORARY FENCE (20101000)
- INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
- TEMPORARY DITCH CHECKS (28000305)
- TEMPORARY EROSION CONTROL SEEDING (28000250)
TEMPORARY EROSION CONTROL BLANKET (28001100)
- STONE RIPRAP, CLASS A3 (28100105)
(TEMPORARY HAUL ROAD) (SEE NOTE 3)
- TEMPORARY WETLAND CROSSING DEVICE
(NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
- WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

- SEEDING, CLASS 2A (25000210)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 3 (25000300)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 4B (25000314)
- STONE RIPRAP, CLASS A4 (28100107)
- ARTICULATED BLOCK REVETMENT MAT (28500400)
- EXISTING WETLANDS (SEE NOTE 2)
- TEMPORARY PAVEMENT
- EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

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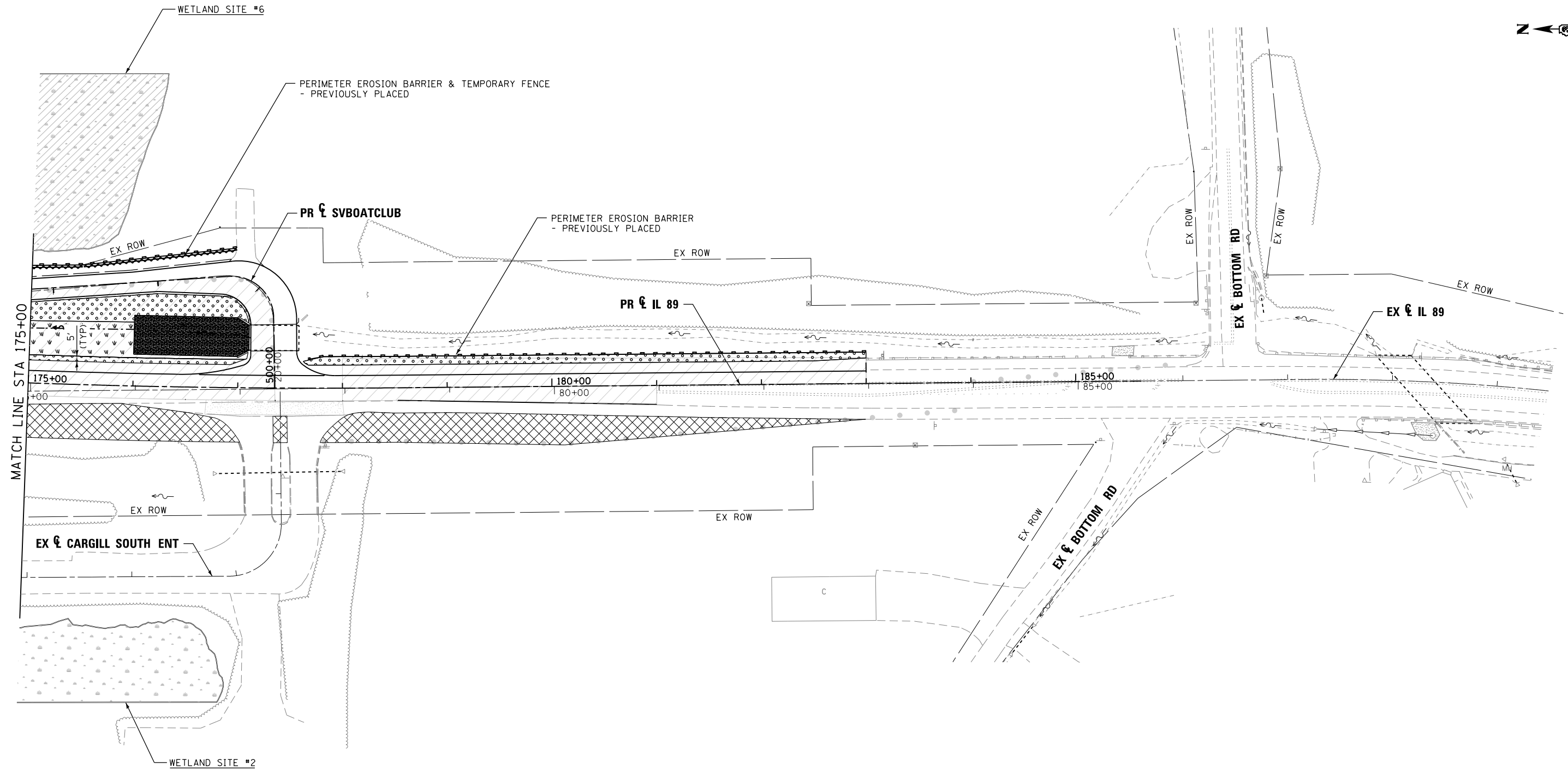
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

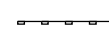
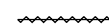






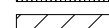
**EROSION CONTROL PLAN
STAGE 1C**

SCALE: 1"=50' SHEET 17 OF 26 SHEETS STA. 160+00.00 TO STA. 175+00.00


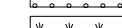
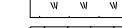



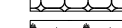
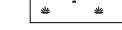

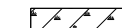
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	114
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



TEMPORARY EROSION CONTROL MEASURES:

-  PERIMETER EROSION BARRIER (28000400)
-  TEMPORARY FENCE (20101000)
-  INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
-  TEMPORARY DITCH CHECKS (28000305)
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-  TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
-  WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

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-  SEEDING, CLASS 3 (25000300)
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-  SEEDING, CLASS 4B (25000314)
-  STONE RIPRAP, CLASS A4 (28100107)
-  ARTICULATED BLOCK REVETMENT MAT (28500400)
-  EXISTING WETLANDS (SEE NOTE 2)
-  TEMPORARY PAVEMENT
-  EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

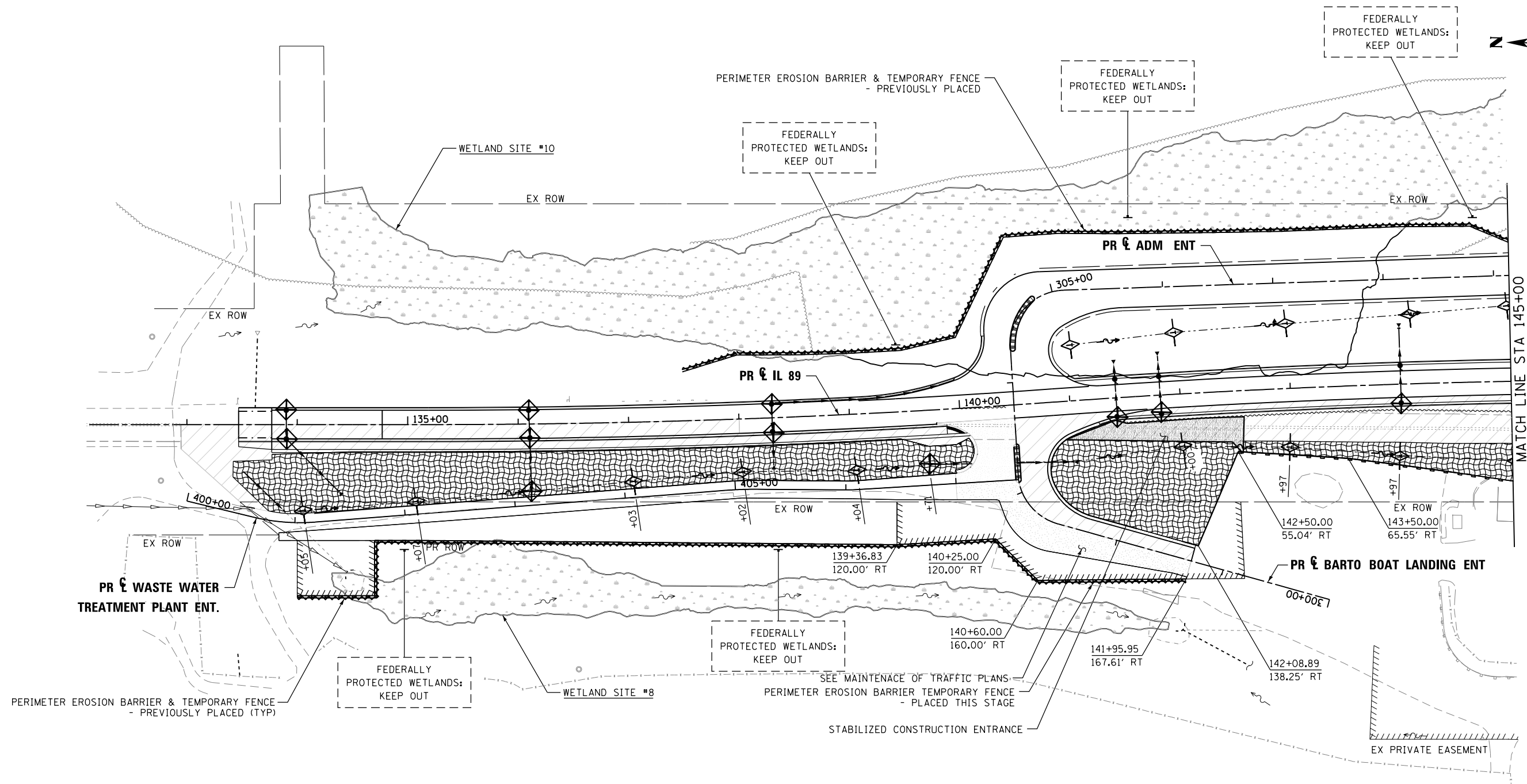
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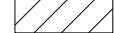
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN STAGE 1C			
SCALE: 1"=50'	SHEET 18	OF 26 SHEETS	STA. 175+00.00 TO STA. EOP

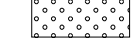
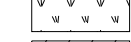




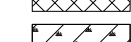
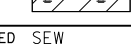
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	115
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



TEMPORARY EROSION CONTROL MEASURES:

-  PERIMETER EROSION BARRIER (28000400)
-  TEMPORARY FENCE (20101000)
-  INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
-  TEMPORARY DITCH CHECKS (28000305)
-  TEMPORARY EROSION CONTROL SEEDING (28000250)
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-  TEMPORARY WETLAND CROSSING DEVICE
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PERMANENT EROSION CONTROL MEASURES:

-  SEEDING, CLASS 2A (25000210)
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HEAVY DUTY EROSION CONTROL BLANKET (25100635)
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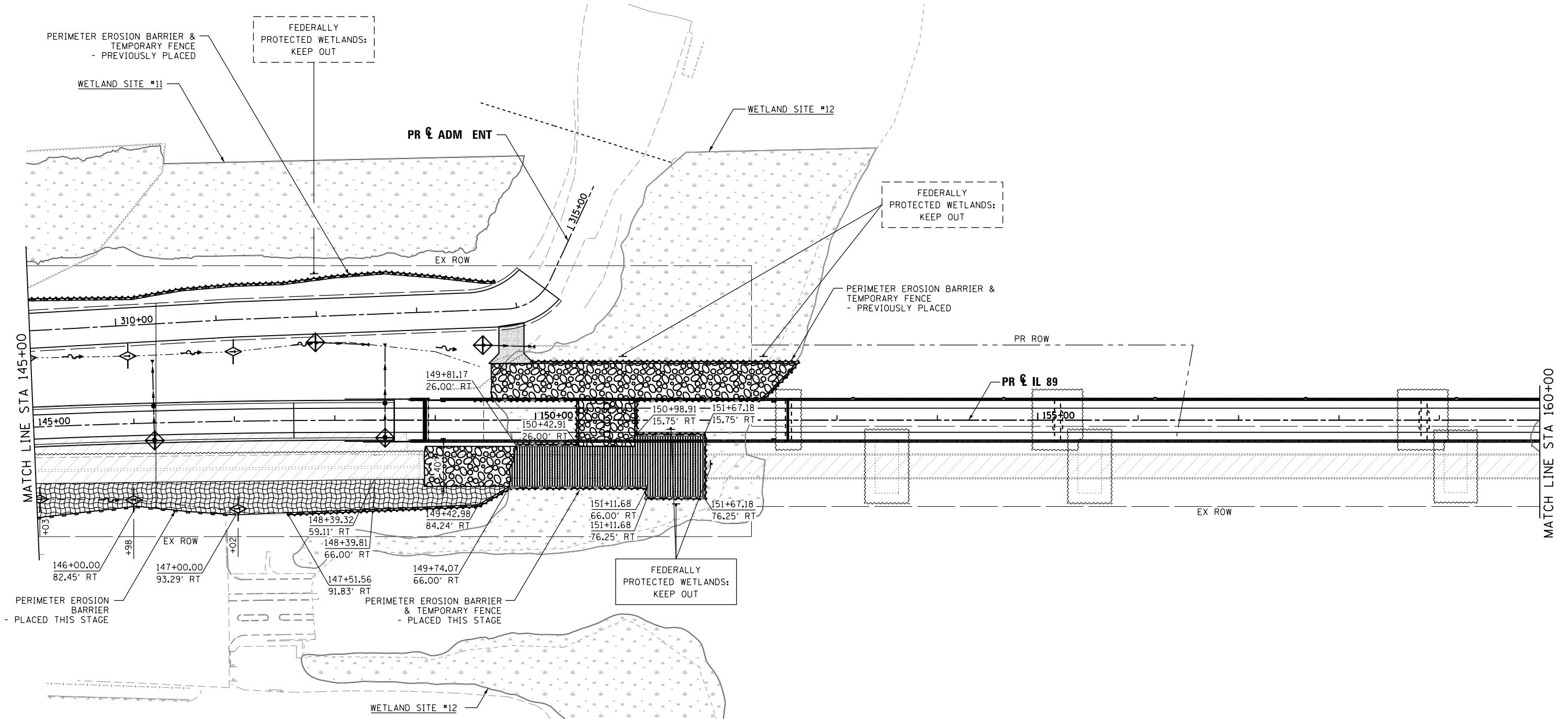
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
STAGE 2A**

SCALE: 1"=50' SHEET 19 OF 26 SHEETS STA. POB TO STA. 145+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	116
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



TEMPORARY EROSION CONTROL MEASURES:

- PERIMETER EROSION BARRIER (28000300)
- TEMPORARY FENCE (20101000)
- INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
- TEMPORARY DITCH CHECKS (28000305)
- TEMPORARY EROSION CONTROL SEEDING (28000250)
- TEMPORARY EROSION CONTROL BLANKET (28001100)
- STONE RIPRAP, CLASS A3 (28100105)
(TEMPORARY HAUL ROAD) (SEE NOTE 3)
- TEMPORARY WETLAND CROSSING DEVICE
(NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
- WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

- SEEDING, CLASS 2A (25000210)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 3 (25000300)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 4B (25000314)
- STONE RIPRAP, CLASS A4 (28100107)
- ARTICULATED BLOCK REVETMENT MAT (28500400)
- EXISTING WETLANDS (SEE NOTE 2)
- TEMPORARY PAVEMENT
- EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

1. SILT FENCE SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER IN ORDER TO PROTECT ALL WETLAND SITES SHOWN IN THE PLANS.
2. THE CONTRACTOR SHALL AVOID THE AREA MARKED EXISTING WETLANDS UNLESS MARKED WITH THE TEMPORARY WETLAND CROSSING DEVICE OR STONE RIPRAP, CLASS A3 SYMBOLS ABOVE. IF THE CONTRACTOR WISHES TO USE THIS AREA MARKED EXISTING WETLANDS, HE/SHE MUST FIRST GET APPROVAL FROM THE ENGINEER. IF THE ENGINEER GRANTS APPROVAL, THIS AREA SHALL BE PROTECTED WITH THE TEMPORARY WETLAND CROSSING DEVICE AS DESCRIBED IN THE SPECIAL PROVISIONS.
3. THIS AREA IN THE WETLANDS APPROVED AS A TEMPORARY HAUL ROAD. NO TEMPORARY CROSSING DEVICE NEEDED IN THIS AREA.
4. IF THE CONTRACTOR ELECTS TO WORK IN THIS AREA, A TEMPORARY WETLAND CROSSING DEVICE WILL BE NEEDED; HOWEVER, NO ADDITIONAL COMPENSATION SHALL BE DUE THE CONTRACTOR FOR USING EXTRA WETLAND CROSSING DEVICES NOT SHOWN.
5. AREA MARKED OUT AS TEMPORARY HAUL ROAD SHALL BE DISKED AND SEEDDED AT PROJECT COMPLETION.
6. THE WELANDS IN THESE AREAS CANNOT BE ENTERED UPON BY THE CONTRACTOR AT ANY TIME, NOR CAN THEY BE USED FOR ANY REASON AT ANY TIME BY THE CONTRACTOR FOR THE DURATION OF THE CONTRACT
7. ALL MATERIALS THAT ENTER THE WETLANDS AREA DUE TO CONSTRUCTION ACTIVITY SHALL BE REMOVED (TO THE SATISFACTION OF THE ENGINEER) FROM THE WETLANDS AT PROJECT COMPLETION.

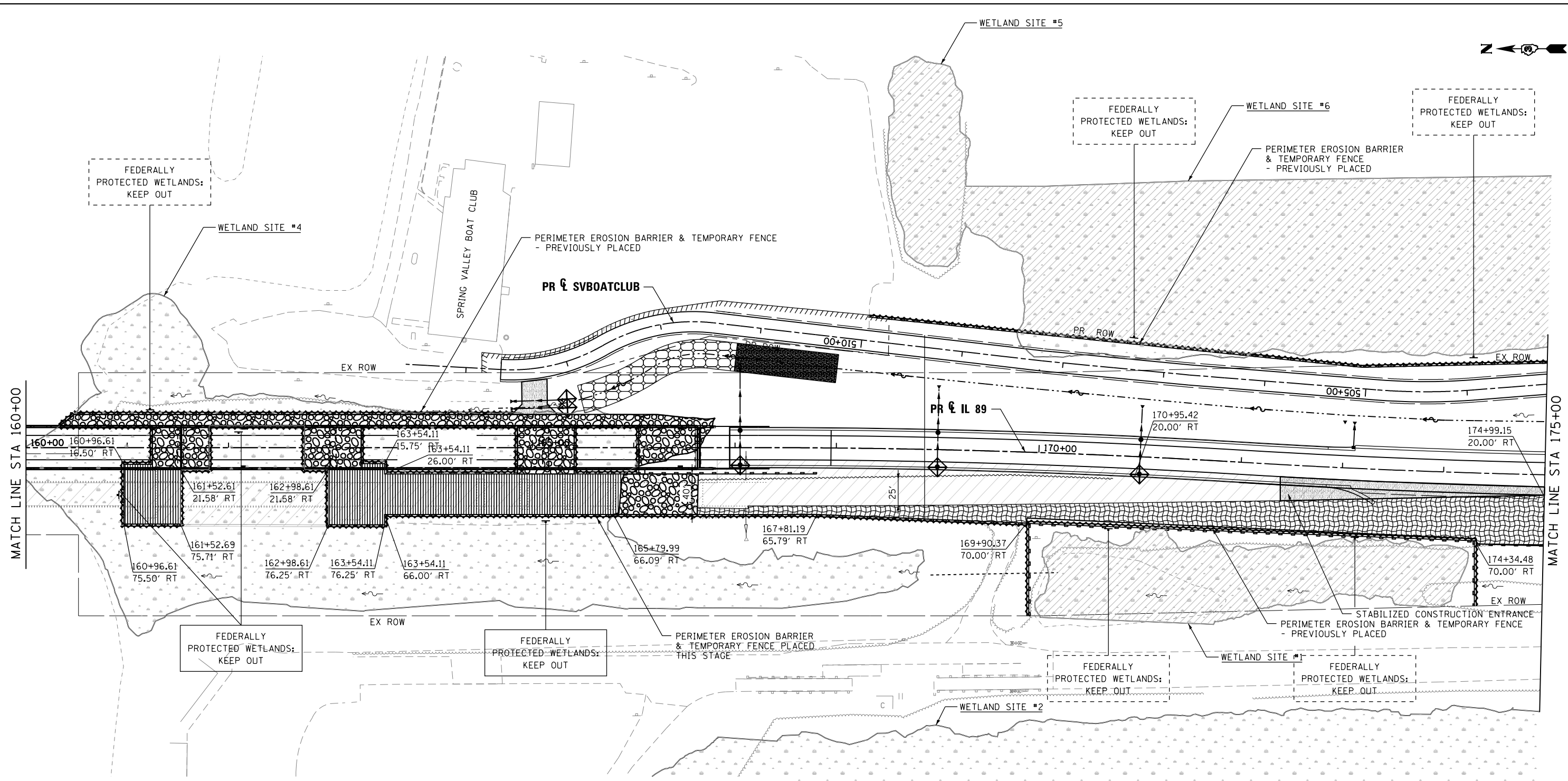
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		CHECKED JNR	REVISED -
		DATE 8/10/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
STAGE 2A

SCALE: 1"=50' SHEET 20 OF 26 SHEETS STA. 145+00.00 TO STA. 160+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	117
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



TEMPORARY EROSION CONTROL MEASURES:

- PERIMETER EROSION BARRIER (28000400)
- TEMPORARY FENCE (20101000)
- INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
- TEMPORARY DITCH CHECKS (28000305)
- TEMPORARY EROSION CONTROL SEEDING (28000250)
TEMPORARY EROSION CONTROL BLANKET (28001100)
- STONE RIPRAP, CLASS A3 (28100105)
(TEMPORARY HAUL ROAD) (SEE NOTE 3)
- TEMPORARY WETLAND CROSSING DEVICE
(NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
- WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

- SEEDING, CLASS 2A (25000210)
HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 3 (25000300)
HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 4B (25000314)
- STONE RIPRAP, CLASS A4 (28100107)
- ARTICULATED BLOCK REVETMENT MAT (28500400)
- EXISTING WETLANDS (SEE NOTE 2)
- TEMPORARY PAVEMENT
- EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

1. SILT FENCE SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER IN ORDER TO PROTECT ALL WETLAND SITES SHOWN IN THE PLANS.
2. THE CONTRACTOR SHALL AVOID THE AREA MARKED EXISTING WETLANDS UNLESS MARKED WITH THE TEMPORARY WETLAND CROSSING DEVICE OR STONE RIPRAP, CLASS A3 SYMBOLS ABOVE. IF THE CONTRACTOR WISHES TO USE THIS AREA MARKED EXISTING WETLANDS, HE/SHE MUST FIRST GET APPROVAL FROM THE ENGINEER. IF THE ENGINEER GRANTS APPROVAL, THIS AREA SHALL BE PROTECTED WITH THE TEMPORARY WETLAND CROSSING DEVICE AS DESCRIBED IN THE SPECIAL PROVISIONS.
3. THIS AREA IN THE WETLANDS APPROVED AS A TEMPORARY HAUL ROAD. NO TEMPORARY CROSSING DEVICE NEEDED IN THIS AREA.
4. IF THE CONTRACTOR ELECTS TO WORK IN THIS AREA, A TEMPORARY WETLAND CROSSING DEVICE WILL BE NEEDED; HOWEVER, NO ADDITIONAL COMPENSATION SHALL BE DUE THE CONTRACTOR FOR USING EXTRA WETLAND CROSSING DEVICES NOT SHOWN.
5. AREA MARKED OUT AS TEMPORARY HAUL ROAD SHALL BE DISKED AND SEEDED AT PROJECT COMPLETION.
6. THE WETLANDS IN THESE AREAS CANNOT BE ENTERED UPON BY THE CONTRACTOR AT ANY TIME, NOR CAN THEY BE USED FOR ANY REASON AT ANY TIME BY THE CONTRACTOR FOR THE DURATION OF THE CONTRACT.
7. ALL MATERIALS THAT ENTER THE WETLANDS AREA DUE TO CONSTRUCTION ACTIVITY SHALL BE REMOVED (TO THE SATISFACTION OF THE ENGINEER) FROM THE WETLANDS AT PROJECT COMPLETION.

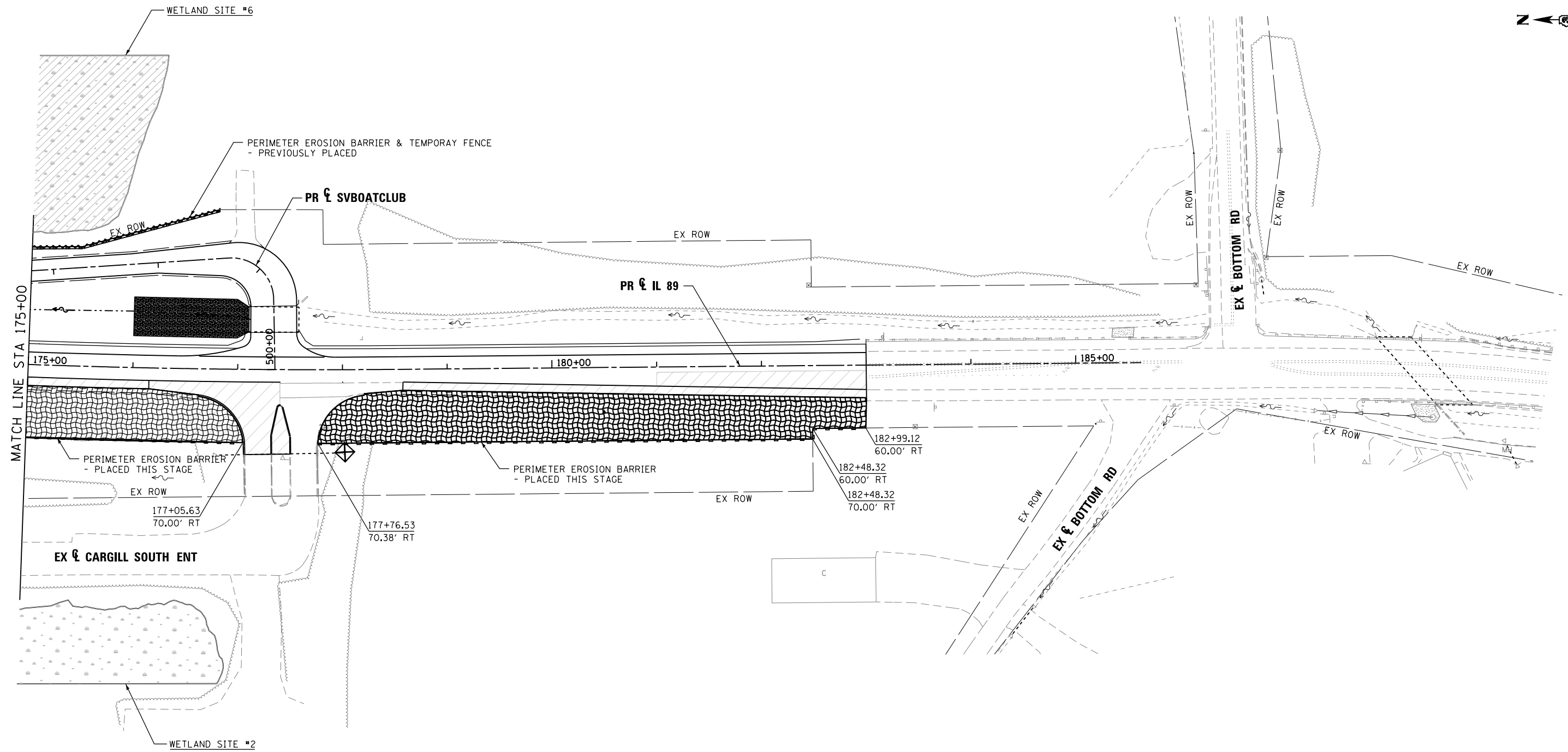
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**










**EROSION CONTROL PLAN
STAGE 2A**

SCALE: 1"=50' SHEET 21 OF 26 SHEETS STA. 160+00.00 TO STA. 175+00.00











F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	118
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



TEMPORARY EROSION CONTROL MEASURES:

-  PERIMETER EROSION BARRIER (28000400)
-  TEMPORARY FENCE (20101000)
-  INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
-  TEMPORARY DITCH CHECKS (28000305)
-  TEMPORARY EROSION CONTROL SEEDING (28000250)
-  TEMPORARY EROSION CONTROL BLANKET (28001100)
-  STONE RIPRAP, CLASS A3 (28100105) (TEMPORARY HAUL ROAD) (SEE NOTE 3)
-  TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
-  WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

-  SEEDING, CLASS 2A (25000210)
-  HEAVY DUTY EROSION CONTROL BLANKET (25100635)
-  SEEDING, CLASS 3 (25000300)
-  HEAVY DUTY EROSION CONTROL BLANKET (25100635)
-  SEEDING, CLASS 4B (25000314)
-  STONE RIPRAP, CLASS A4 (28100107)
-  ARTICULATED BLOCK REVETMENT MAT (28500400)
-  EXISTING WETLANDS (SEE NOTE 2)
-  TEMPORARY PAVEMENT
-  EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

1. SILT FENCE SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER IN ORDER TO PROTECT ALL WETLAND SITES SHOWN IN THE PLANS.
2. THE CONTRACTOR SHALL AVOID THE AREA MARKED EXISTING WETLANDS UNLESS MARKED WITH THE TEMPORARY WETLAND CROSSING DEVICE OR STONE RIPRAP, CLASS A3 SYMBOLS ABOVE. IF THE CONTRACTOR WISHES TO USE THIS AREA MARKED EXISTING WETLANDS, HE/SHE MUST FIRST GET APPROVAL FROM THE ENGINEER. IF THE ENGINEER GRANTS APPROVAL, THIS AREA SHALL BE PROTECTED WITH THE TEMPORARY WETLAND CROSSING DEVICE AS DESCRIBED IN THE SPECIAL PROVISIONS.
3. THIS AREA IN THE WETLANDS APPROVED AS A TEMPORARY HAUL ROAD. NO TEMPORARY CROSSING DEVICE NEEDED IN THIS AREA.
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7. ALL MATERIALS THAT ENTER THE WETLANDS AREA DUE TO CONSTRUCTION ACTIVITY SHALL BE REMOVED (TO THE SATISFACTION OF THE ENGINEER) FROM THE WETLANDS AT PROJECT COMPLETION.

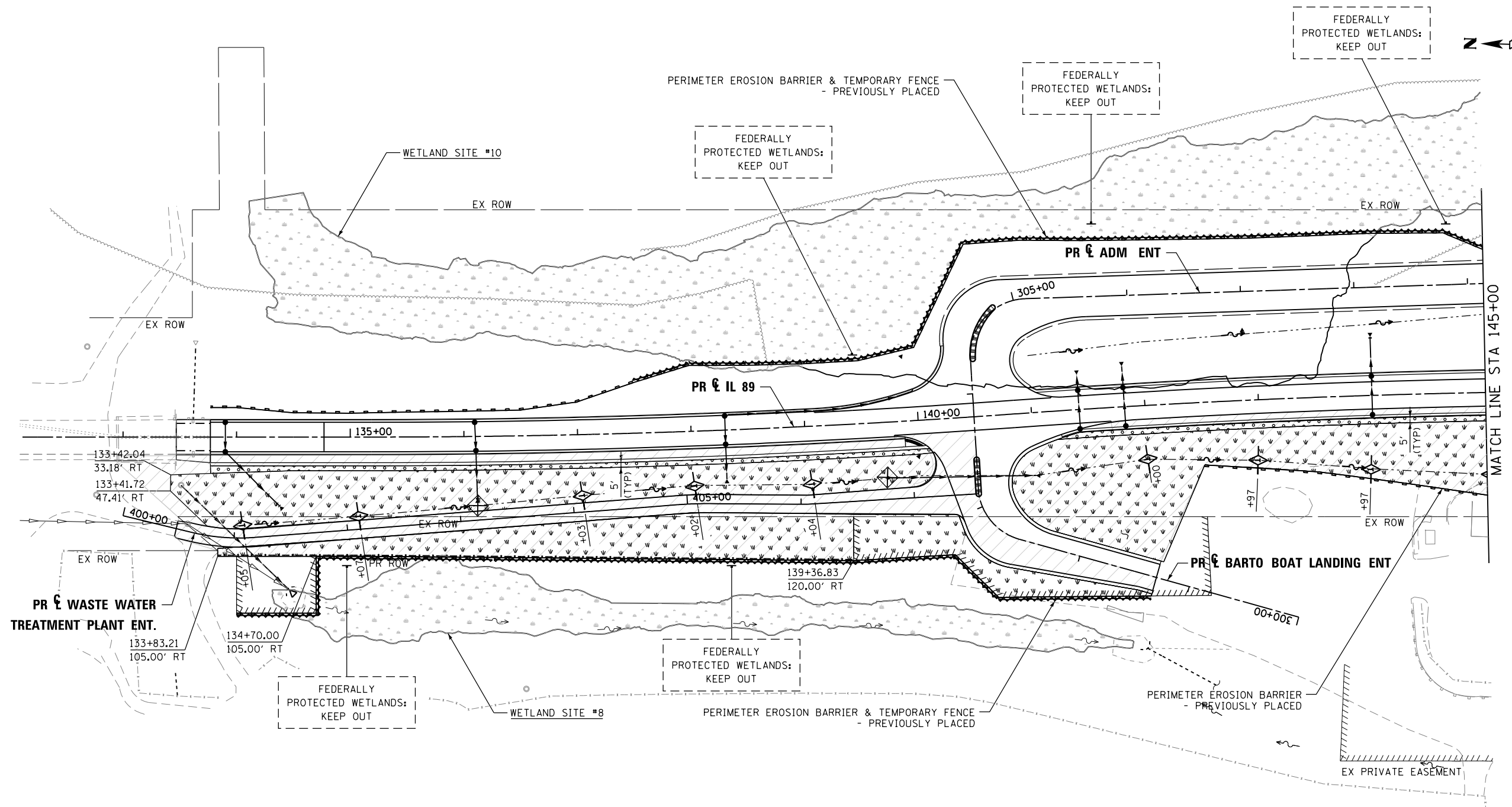
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


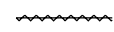

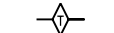


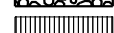


**EROSION CONTROL PLAN
STAGE 2A**

SCALE: 1"=50' SHEET 22 OF 26 SHEETS STA. 175+00.00 TO STA. EOP

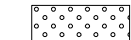
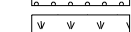
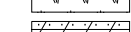
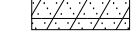


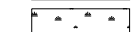

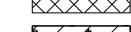

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	119
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



TEMPORARY EROSION CONTROL MEASURES:

-  PERIMETER EROSION BARRIER (28000400)
-  TEMPORARY FENCE (20101000)
-  INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
-  TEMPORARY DITCH CHECKS (28000305)
-  TEMPORARY EROSION CONTROL SEEDING (28000250)
-  TEMPORARY EROSION CONTROL BLANKET (28001100)
-  STONE RIPRAP, CLASS A3 (28100105) (TEMPORARY HAUL ROAD) (SEE NOTE 3)
-  TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
-  WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

-  SEEDING, CLASS 2A (25000210)
-  HEAVY DUTY EROSION CONTROL BLANKET (25100635)
-  SEEDING, CLASS 3 (25000300)
-  HEAVY DUTY EROSION CONTROL BLANKET (25100635)
-  SEEDING, CLASS 4B (25000314)
-  STONE RIPRAP, CLASS A4 (28100107)
-  ARTICULATED BLOCK REVETMENT MAT (28500400)
-  EXISTING WETLANDS (SEE NOTE 2)
-  TEMPORARY PAVEMENT
-  EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

1. SILT FENCE SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER IN ORDER TO PROTECT ALL WETLAND SITES SHOWN IN THE PLANS.
2. THE CONTRACTOR SHALL AVOID THE AREA MARKED EXISTING WETLANDS UNLESS MARKED WITH THE TEMPORARY WETLAND CROSSING DEVICE OR STONE RIPRAP, CLASS A3 SYMBOLS ABOVE. IF THE CONTRACTOR WISHES TO USE THIS AREA MARKED EXISTING WETLANDS, HE/SHE MUST FIRST GET APPROVAL FROM THE ENGINEER. IF THE ENGINEER GRANTS APPROVAL, THIS AREA SHALL BE PROTECTED WITH THE TEMPORARY WETLAND CROSSING DEVICE AS DESCRIBED IN THE SPECIAL PROVISIONS.
3. THIS AREA IN THE WETLANDS APPROVED AS A TEMPORARY HAUL ROAD. NO TEMPORARY CROSSING DEVICE NEEDED IN THIS AREA.
4. IF THE CONTRACTOR ELECTS TO WORK IN THIS AREA, A TEMPORARY WETLAND CROSSING DEVICE WILL BE NEEDED; HOWEVER, NO ADDITIONAL COMPENSATION SHALL BE DUE THE CONTRACTOR FOR USING EXTRA WETLAND CROSSING DEVICES NOT SHOWN.
5. AREA MARKED OUT AS TEMPORARY HAUL ROAD SHALL BE DISKED AND SEEDING AT PROJECT COMPLETION.
6. THE WETLANDS IN THESE AREAS CANNOT BE ENTERED UPON BY THE CONTRACTOR AT ANY TIME, NOR CAN THEY BE USED FOR ANY REASON AT ANY TIME BY THE CONTRACTOR FOR THE DURATION OF THE CONTRACT.
7. ALL MATERIALS THAT ENTER THE WETLANDS AREA DUE TO CONSTRUCTION ACTIVITY SHALL BE REMOVED (TO THE SATISFACTION OF THE ENGINEER) FROM THE WETLANDS AT PROJECT COMPLETION.

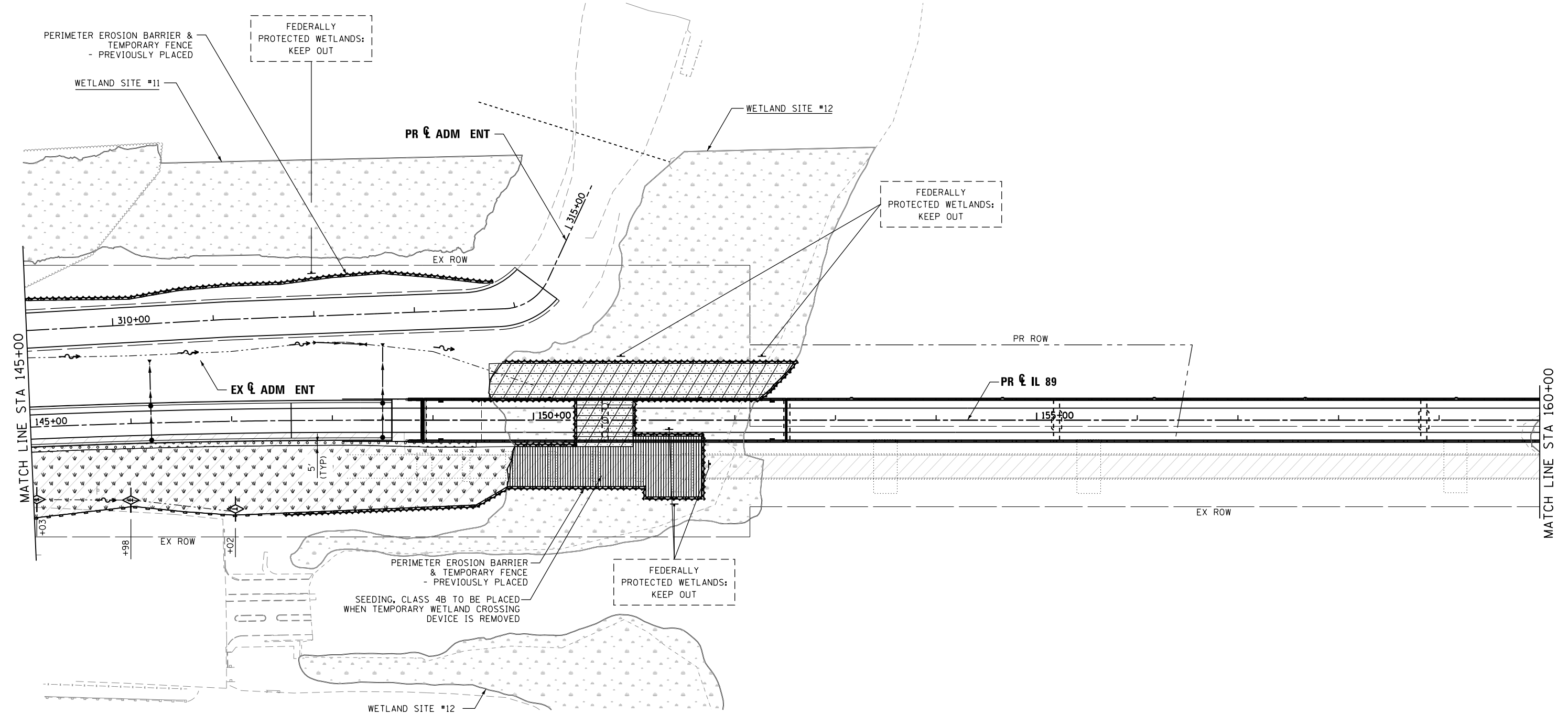
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		CHECKED JNR	REVISED -
		DATE 8/10/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
STAGE 2B**

SCALE: 1"=50' SHEET 23 OF 26 SHEETS STA. POB TO STA. 145+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	120
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



TEMPORARY EROSION CONTROL MEASURES:

- PERIMETER EROSION BARRIER & TEMPORARY FENCE (20101000)
- TEMPORARY FENCE (20101000)
- INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
- TEMPORARY DITCH CHECKS (28000305)
- TEMPORARY EROSION CONTROL SEEDING (28000250) TEMPORARY EROSION CONTROL BLANKET (28001100)
- STONE RIPRAP, CLASS A3 (28100105) (TEMPORARY HAUL ROAD) (SEE NOTE 3)
- TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
- WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

- SEEDING, CLASS 2A (25000210)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 3 (25000300)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 4B (25000314)
- STONE RIPRAP, CLASS A4 (28100107)
- ARTICULATED BLOCK REVETMENT MAT (28500400)
- EXISTING WETLANDS (SEE NOTE 2)
- TEMPORARY PAVEMENT
- EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

1. SILT FENCE SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER IN ORDER TO PROTECT ALL WETLAND SITES SHOWN IN THE PLANS.
2. THE CONTRACTOR SHALL AVOID THE AREA MARKED EXISTING WETLANDS UNLESS MARKED WITH THE TEMPORARY WETLAND CROSSING DEVICE OR STONE RIPRAP, CLASS A3 SYMBOLS ABOVE. IF THE CONTRACTOR WISHES TO USE THIS AREA MARKED EXISTING WETLANDS, HE/SHE MUST FIRST GET APPROVAL FROM THE ENGINEER. IF THE ENGINEER GRANTS APPROVAL, THIS AREA SHALL BE PROTECTED WITH THE TEMPORARY WETLAND CROSSING DEVICE AS DESCRIBED IN THE SPECIAL PROVISIONS.
3. THIS AREA IN THE WETLANDS APPROVED AS A TEMPORARY HAUL ROAD, NO TEMPORARY CROSSING DEVICE NEEDED IN THIS AREA.
4. IF THE CONTRACTOR ELECTS TO WORK IN THIS AREA, A TEMPORARY WETLAND CROSSING DEVICE WILL BE NEEDED; HOWEVER, NO ADDITIONAL COMPENSATION SHALL BE DUE THE CONTRACTOR FOR USING EXTRA WETLAND CROSSING DEVICES NOT SHOWN.
5. AREA MARKED OUT AS TEMPORARY HAUL ROAD SHALL BE DISKED AND SEEDED AT PROJECT COMPLETION.
6. THE WETLANDS IN THESE AREAS CANNOT BE ENTERED UPON BY THE CONTRACTOR AT ANY TIME, NOR CAN THEY BE USED FOR ANY REASON AT ANY TIME BY THE CONTRACTOR FOR THE DURATION OF THE CONTRACT.
7. ALL MATERIALS THAT ENTER THE WETLANDS AREA DUE TO CONSTRUCTION ACTIVITY SHALL BE REMOVED (TO THE SATISFACTION OF THE ENGINEER) FROM THE WETLANDS AT PROJECT COMPLETION.

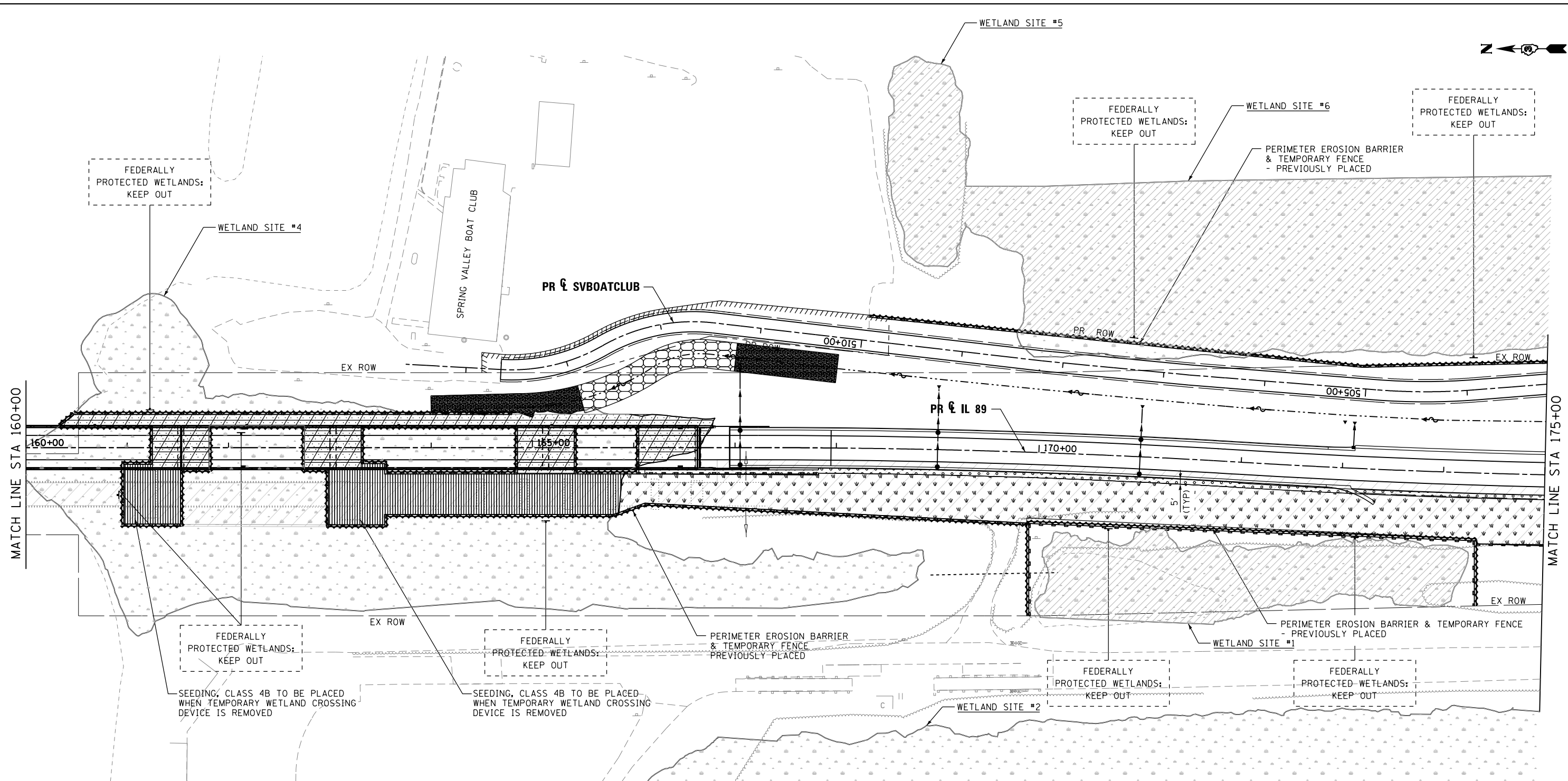
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

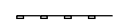



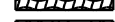




**EROSION CONTROL PLAN
STAGE 2B**

SCALE: 1"=50' SHEET 24 OF 26 SHEETS STA. 145+00.00 TO STA. 160+00.00

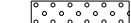
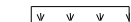
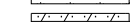
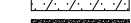





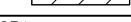
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	121
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



TEMPORARY EROSION CONTROL MEASURES:

-  PERIMETER EROSION BARRIER (28000400)
-  TEMPORARY FENCE (20101000)
-  INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
-  TEMPORARY DITCH CHECKS (28000305)
-  TEMPORARY EROSION CONTROL SEEDING (28000250)
-  TEMPORARY EROSION CONTROL BLANKET (28001100)
-  STONE RIPRAP, CLASS A3 (28100105) (TEMPORARY HAUL ROAD) (SEE NOTE 3)
-  TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
-  WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

-  SEEDING, CLASS 2A (25000210)
-  HEAVY DUTY EROSION CONTROL BLANKET (25100635)
-  SEEDING, CLASS 3 (25000300)
-  HEAVY DUTY EROSION CONTROL BLANKET (25100635)
-  SEEDING, CLASS 4B (25000314)
-  STONE RIPRAP, CLASS A4 (28100107)
-  ARTICULATED BLOCK REVETMENT MAT (28500400)
-  EXISTING WETLANDS (SEE NOTE 2)
-  TEMPORARY PAVEMENT
-  EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

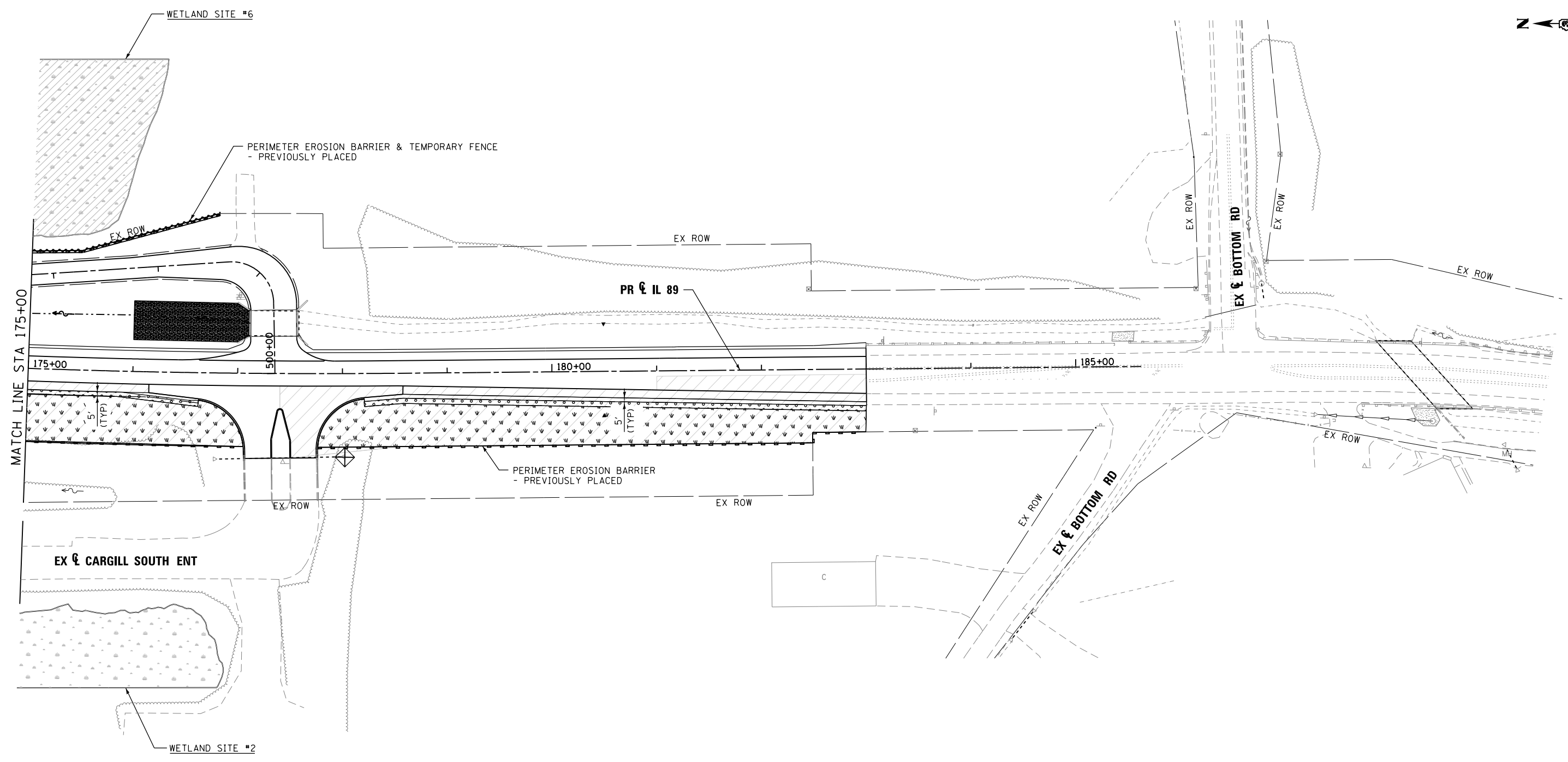
1. SILT FENCE SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER IN ORDER TO PROTECT ALL WETLAND SITES SHOWN IN THE PLANS.
2. THE CONTRACTOR SHALL AVOID THE AREA MARKED EXISTING WETLANDS UNLESS MARKED WITH THE TEMPORARY WETLAND CROSSING DEVICE OR STONE RIPRAP, CLASS A3 SYMBOLS ABOVE. IF THE CONTRACTOR WISHES TO USE THIS AREA MARKED EXISTING WETLANDS, HE/SHE MUST FIRST GET APPROVAL FROM THE ENGINEER. IF THE ENGINEER GRANTS APPROVAL, THIS AREA SHALL BE PROTECTED WITH THE TEMPORARY WETLAND CROSSING DEVICE AS DESCRIBED IN THE SPECIAL PROVISIONS.
3. THIS AREA IN THE WETLANDS APPROVED AS A TEMPORARY HAUL ROAD. NO TEMPORARY CROSSING DEVICE NEEDED IN THIS AREA.
4. IF THE CONTRACTOR ELECTS TO WORK IN THIS AREA, A TEMPORARY WETLAND CROSSING DEVICE WILL BE NEEDED; HOWEVER, NO ADDITIONAL COMPENSATION SHALL BE DUE THE CONTRACTOR FOR USING EXTRA WETLAND CROSSING DEVICES NOT SHOWN.
5. AREA MARKED OUT AS TEMPORARY HAUL ROAD SHALL BE DISKED AND SEEDING AT PROJECT COMPLETION.
6. THE WETLANDS IN THESE AREAS CANNOT BE ENTERED UPON BY THE CONTRACTOR AT ANY TIME, NOR CAN THEY BE USED FOR ANY REASON AT ANY TIME BY THE CONTRACTOR FOR THE DURATION OF THE CONTRACT.
7. ALL MATERIALS THAT ENTER THE WETLANDS AREA DUE TO CONSTRUCTION ACTIVITY SHALL BE REMOVED (TO THE SATISFACTION OF THE ENGINEER) FROM THE WETLANDS AT PROJECT COMPLETION.

FILE NAME = ...D366A69-sht-IL89-ES-St2B-03.dgn	USER NAME = swilkerson	DESIGNED SEW	REVISED -
		DRAWN TMB	REVISED -
		CHECKED JNR	REVISED -
		DATE 8/10/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN STAGE 2B			
SCALE: 1"=50'	SHEET 25	OF 26 SHEETS	STA. 160+00.00 TO STA. 175+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	122
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



TEMPORARY EROSION CONTROL MEASURES:

- PERIMETER EROSION BARRIER (28000400)
- TEMPORARY FENCE (20101000)
- INLET AND PIPE PROTECTION (28000500) OR INLET FILTERS (28000510)
- TEMPORARY DITCH CHECKS (28000305)
- TEMPORARY EROSION CONTROL SEEDING (28000250)
- TEMPORARY EROSION CONTROL BLANKET (28001100)
- STONE RIPRAP, CLASS A3 (28100105) (TEMPORARY HAUL ROAD) (SEE NOTE 3)
- TEMPORARY WETLAND CROSSING DEVICE (NEEDED IF USED BY CONTRACTOR - SEE NOTE 4)
- WORK ZONE

PERMANENT EROSION CONTROL MEASURES:

- SEEDING, CLASS 2A (25000210)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 3 (25000300)
- HEAVY DUTY EROSION CONTROL BLANKET (25100635)
- SEEDING, CLASS 4B (25000314)
- STONE RIPRAP, CLASS A4 (28100107)
- ARTICULATED BLOCK REVETMENT MAT (28500400)
- EXISTING WETLANDS (SEE NOTE 2)
- TEMPORARY PAVEMENT
- EXISTING WETLANDS (CONTROLLED) - SEE NOTE 6

NOTES:

1. SILT FENCE SHALL BE PLACED ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER IN ORDER TO PROTECT ALL WETLAND SITES SHOWN IN THE PLANS.
2. THE CONTRACTOR SHALL AVOID THE AREA MARKED EXISTING WETLANDS UNLESS MARKED WITH THE TEMPORARY WETLAND CROSSING DEVICE OR STONE RIPRAP, CLASS A3 SYMBOLS ABOVE. IF THE CONTRACTOR WISHES TO USE THIS AREA MARKED EXISTING WETLANDS, HE/SHE MUST FIRST GET APPROVAL FROM THE ENGINEER. IF THE ENGINEER GRANTS APPROVAL, THIS AREA SHALL BE PROTECTED WITH THE TEMPORARY WETLAND CROSSING DEVICE AS DESCRIBED IN THE SPECIAL PROVISIONS.
3. THIS AREA IN THE WETLANDS APPROVED AS A TEMPORARY HAUL ROAD. NO TEMPORARY CROSSING DEVICE NEEDED IN THIS AREA.
4. IF THE CONTRACTOR ELECTS TO WORK IN THIS AREA, A TEMPORARY WETLAND CROSSING DEVICE WILL BE NEEDED; HOWEVER, NO ADDITIONAL COMPENSATION SHALL BE DUE THE CONTRACTOR FOR USING EXTRA WETLAND CROSSING DEVICES NOT SHOWN.
5. AREA MARKED OUT AS TEMPORARY HAUL ROAD SHALL BE DISKED AND SEEDED AT PROJECT COMPLETION.
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7. ALL MATERIALS THAT ENTER THE WETLANDS AREA DUE TO CONSTRUCTION ACTIVITY SHALL BE REMOVED (TO THE SATISFACTION OF THE ENGINEER) FROM THE WETLANDS AT PROJECT COMPLETION.

FILE NAME = ...D366A69-sht-IL89-ES-St2B-04.dgn	USER NAME = swilkenson	DESIGNED SEW	REVISED -
		DRAWN TMB	REVISED -
		CHECKED JNR	REVISED -
		DATE 8/10/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN STAGE 2B			
SCALE: 1"=50'	SHEET 26	OF 26 SHEETS	STA. 175+00.00 TO STA. EOP

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	123
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				

NW 1/4 OF SEC. 2, T.15N., R.11E. OF THE 4TH P.M.



PROP. CURVE PREALIGNI
 PI STA. = 138+01.84
 Δ = 4° 07' 00" (LT)
 D = 0° 43' 39"
 R = 7,875.00'
 T = 283.03'
 L = 565.82'
 E = 5.08'

P.C. STA. = 135+18.81 N 1695501.279 E 2562184.905
 P.T. STA. = 140+84.63 N 1694936.467 E 2562216.494
 CHORD BEARING S3°12'04"E 565.70'

RECOVERED MONUMENT TABLE
 A I.P. 0.05' N & 0.08' E

PROP. CURVE PREALIGNI
 PI STA. = 144+56.62
 Δ = 5° 24' 32" (RT)
 D = 0° 43' 39"
 R = 7,875.00'
 T = 371.99'
 L = 743.44'
 E = 8.78'

P.C. STA. = 140+84.63 N 1694936.467 E 2562216.494
 P.T. STA. = 148+28.06 N 1694194.045 E 2562249.623
 CHORD BEARING S2°33'18"E 743.16'

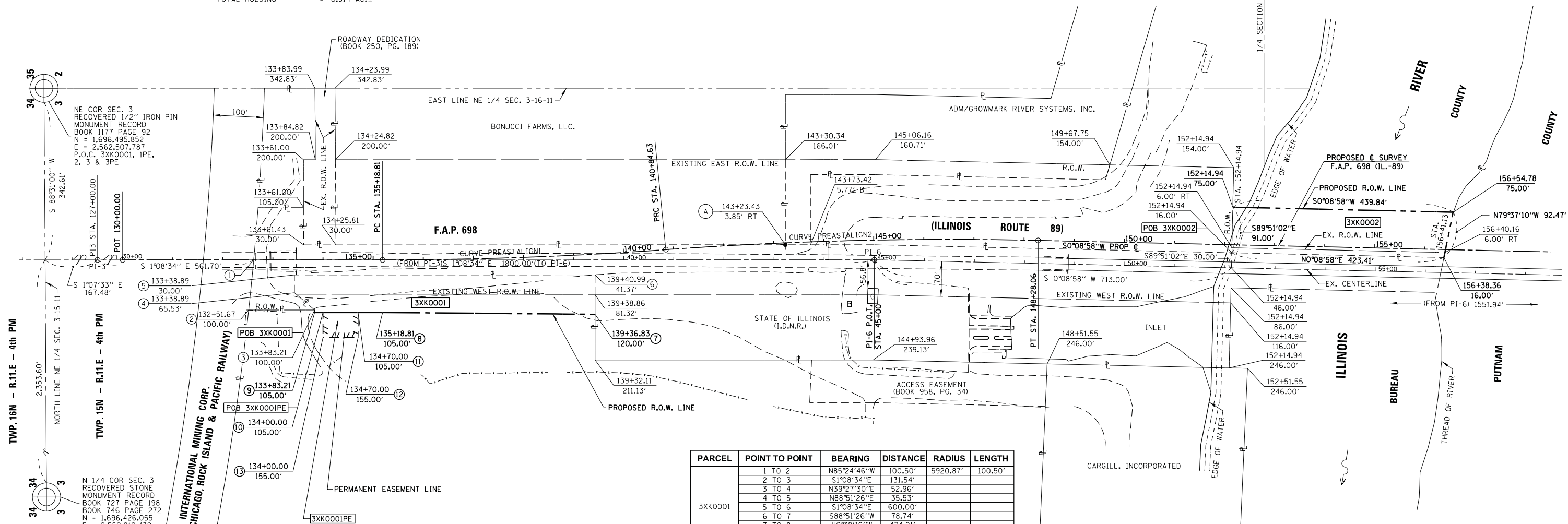
13-2012BU-625.0
3XK0002

ARCHER-DANIELS-MIDLAND COMPANY
 TOTAL HOLDING = 17.48 AC.± (7.40 WATER)
 TOTAL R.O.W. REQUIRED = 0.902 AC.± (0.888 WATER)
 AREA IN EXIST. R.O.W. = 0.097 AC.± (0.097 WATER)
 NET R.O.W. AREA = 0.805 AC.± (0.791 WATER)
 REMAINDER = 16.578 AC.± (6.512 WATER)

THE CITY OF SPRING VALLEY
 TOTAL HOLDING = 0.914 AC.±

BONUCCI FARMS LLC
 TOTAL HOLDING = 146.700 AC.±

ADM/GROWMARK RIVER SYSTEM, INC.
 TOTAL HOLDING = 4.480 AC.±



PARCEL	POINT TO POINT	BEARING	DISTANCE	RADIUS	LENGTH
3XK0001	1 TO 2	N85°24'46"W	100.50'	5920.87'	100.50'
	2 TO 3	S1°08'34"E	131.54'		
	3 TO 4	N39°27'30"E	52.96'		
	4 TO 5	N88°51'26"E	35.53'		
	5 TO 6	S1°08'34"E	600.00'		
	6 TO 7	S88°51'26"W	78.74'		
	7 TO 8	N0°38'16"W	424.21'		
3XK0001-PE	8 TO 9	N1°08'34"W	135.60'		
	9 TO 3	N88°51'26"E	5.00'		
	1 TO 2	N85°24'46"W	100.50'	5920.87'	100.50'
	2 TO 3	S1°08'34"E	131.54'		
	3 TO 9	S88°51'26"W	5.00'		
	9 TO 10	S1°08'34"E	16.79'		
	10 TO 11	S1°08'34"E	70.00'		
	11 TO 12	S88°51'26"W	50.00'		
	12 TO 13	N1°08'34"W	70.00'		
	13 TO 10	N88°51'26"E	50.00'		

13-2013BU-628.0
3XK0001
THE CITY OF SPRING VALLEY
 TOTAL HOLDING = 32.8 AC.±
 TOTAL R.O.W. REQUIRED = 1.031 AC.±
 AREA IN EXIST. R.O.W. = 0.551 AC.±
 NET R.O.W. AREA = 0.480 AC.±
 REMAINDER = 31.769 AC.±
 PERMANENT EASEMENT = 0.080 AC.±
 PURPOSE: STORM SEWER INSTALLATION & MAINTENANCE

I, RONALD C. THOMPSON, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED FAP 689 (ILLINOIS ROUTE 89) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE: December 5, 2014
 ILLINOIS PROFESSIONAL LAND SURVEYOR
 NO. 35-3467
 SURVEY BOOK NO. _____
 11-30-2016
 EXPIRATION DATE

- NOTES:
 1. ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE NAD 83 (2007 ADJ.).
 2. GRID DISTANCE (AS LABELED) x 0.999997011 = GROUND DISTANCE



Renwick & Associates, Inc.
 Professional Engineers & Land Surveyors
 1304 Genl Circle, Suite 4 • Ottawa, IL 61350

NE 1/4 OF SEC. 3, T.15N., R.11E. OF THE 4TH P.M.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

F.A.P. RTE. 698	SECTION (1)BR	COUNTY BUREAU	TOTAL SHEETS 415	SHEET NO. 124
PROJECT _____	JOB NO. R-93-002-13	CONTRACT NO. 66A69		
SCALE: 1"=100'	SHEET NO. 1 OF 3 SHEETS	STA. 25+00.00 TO 56+00.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

FILE NAME =	USER NAME = THOMPSON	DESIGNED -	REVISED 4-28-15 PVB CHANGE 3TE TO 3PE
		DRAWN -	REVISED 5-15-15 JJC DELETED IPE REV. ITE
	PLOT SCALE = 1" = 100'	CHECKED -	REVISED -
	PLOT DATE = December 5, 2014	DATE -	REVISED -

SW 1/4 OF SEC. 23, T.33N., R.1W. OF THE 3RD P.M.

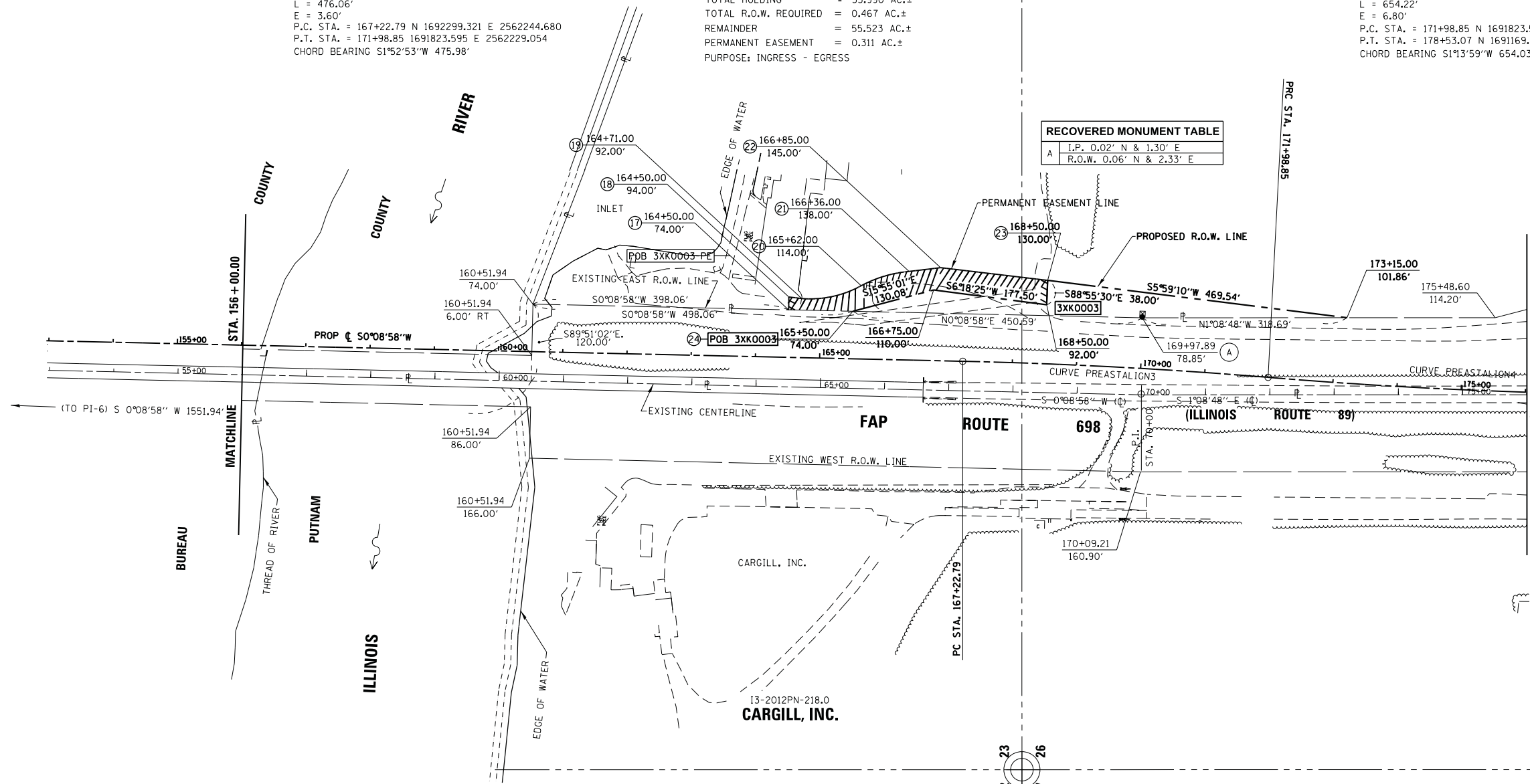
NW 1/4 OF SEC. 26, T.33N., R.1W. OF THE 3RD P.M.



PROP. CURVE PREALIGN3
 PI STA. = 169+60.89
 $\Delta = 3^\circ 27' 49''$ (RT)
 $D = 0^\circ 43' 39''$
 $R = 7,875.00'$
 $T = 238.10'$
 $L = 476.06'$
 $E = 3.60'$
 P.C. STA. = 167+22.79 N 1692299.321 E 2562244.680
 P.T. STA. = 171+98.85 1691823.595 E 2562229.054
 CHORD BEARING $S1^\circ 52' 53'' W$ 475.98'

13-2012PN-220.0
3XK0003
SPRING VALLEY BOAT CLUB, INC.
 TOTAL HOLDING = 55,990 AC.±
 TOTAL R.O.W. REQUIRED = 0.467 AC.±
 REMAINDER = 55,523 AC.±
 PERMANENT EASEMENT = 0.311 AC.±
 PURPOSE: INGRESS - EGRESS

PROP. CURVE PREALIGN4
 PI STA. = 175+26.15
 $\Delta = 4^\circ 45' 36''$ (LT)
 $D = 0^\circ 43' 39''$
 $R = 7,875.00'$
 $T = 327.30'$
 $L = 654.22'$
 $E = 6.80'$
 P.C. STA. = 171+98.85 N 1691823.595 E 2562229.054
 P.T. STA. = 178+53.07 N 1691169.714 E 2562214.979
 CHORD BEARING $S1^\circ 13' 59'' W$ 654.03'



RECOVERED MONUMENT TABLE

A	I.P. 0.02' N & 1.30' E
	R.O.W. 0.06' N & 2.33' E

PARCEL	POINT TO POINT	BEARING	DISTANCE	RADIUS	LENGTH
3XK0003PE	17 TO 18	S89°51'02"E	20.00'		
	18 TO 19	S5°35'23"W	21.10'		
	19 TO 20	S13°26'29"E	93.62'	165.00'	94.93'
	20 TO 21	S17°49'11"E	77.79'	193.78'	78.33'
	21 TO 22	S7°58'50"E	49.50'		
	22 TO 23	S5°38'03"W	167.86'		
	24 TO 17	N0°08'58"E	100.00'		

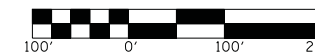
NE 1/4 OF SEC. 27, T.33N., R.1W. OF THE 3RD P.M.

I, RONALD C. THOMPSON, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED FAP 689 (ILLINOIS ROUTE 89) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE: December 5, 2014
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3467
 SURVEY BOOK NO. _____
 11-30-2016
 EXPIRATION DATE

SE 1/4 OF SEC. 22, T.33N., R.1W. OF THE 3RD P.M.

- NOTES:
- ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE NAD 83 (2007 ADJ.).
 - GRID DISTANCE (AS LABELED) x 0.999997011 = GROUND DISTANCE



Renwick & Associates, Inc.
 Professional Engineers & Land Surveyors
 1304 Genlnt Circle, Suite 4 • Ottawa, IL 61350

FILE NAME =	USER NAME = THOMPSON	DESIGNED -	REVISED 3XK0003 TOTAL ROW 1/6/15 MKB
		DRAWN -	REVISED 4-28-15 PVB CHANGE 3TE TO 3PE
	PLOT SCALE = 1" = 100'	CHECKED -	REVISED -
	PLOT DATE = December 5, 2014	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

PROJECT _____ JOB NO. R-93-002-13
 SCALE: 1"=100' SHEET NO. 2 OF 3 SHEETS STA. 53+00.00 TO 76+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1)BR	PUTNAM	415	125
CONTRACT NO.				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

NW 1/4 OF SEC. 26, T.33N., R.1W. OF THE 3RD P.M.

RECOVERED MONUMENT TABLE	
A	I.P. 2.08' S & 2.35' E
B	I.P. 1.64' N & 0.23' W
C	I.P. 2.30' N & 0.04' W
D	I.P. 1.89' S & 1.58' W
E	R.O.W. 1.81' S & 1.92' E
F	I.P. 0.50' S & 0.44' W
G	I.P. 0.26' N & 0.03' W
H	I.P. 0.42' N & 0.04' W
I	I.P. 1.20' S & 1.88' W
J	I.P. 0.25' W
K	R.O.W. 0.19' N & 0.64' W
L	R.O.W. 0.74' N & 0.15' E
M	R.O.W. 2.60' N & 0.05' W
N	R.O.W. 0.41' N & 1.03' W
O	I.P. 0.20' W
P	R.O.W. 0.52' N & 1.11' W
Q	I.P. 0.06' N & 0.20' W
R	I.P. 0.14' N & 0.23' W
S	R.O.W. 0.30' N & 0.30' E
T	I.P. 0.03' N & 0.17' W
U	R.O.W. 2.13' N & 1.07' W
V	I.P. 0.09' S & 0.16' E
W	R.O.W. 2.61' N & 1.46' E
X	I.P. 0.04' S & 0.22' E
Y	I.B. 0.15' S & 0.52' E
Z	I.B. 0.44' N & 0.94' E
AA	R.O.W. 0.13' S & 0.83' E
AB	STONE 0.25' S & 8.95' W

3XK0003
SPRING VALLEY BOAT CLUB, INC.
 SEE SHEET 2

RICHARD A. FOSTER, ET. UX.

JAMES PIANO, ET. AL.

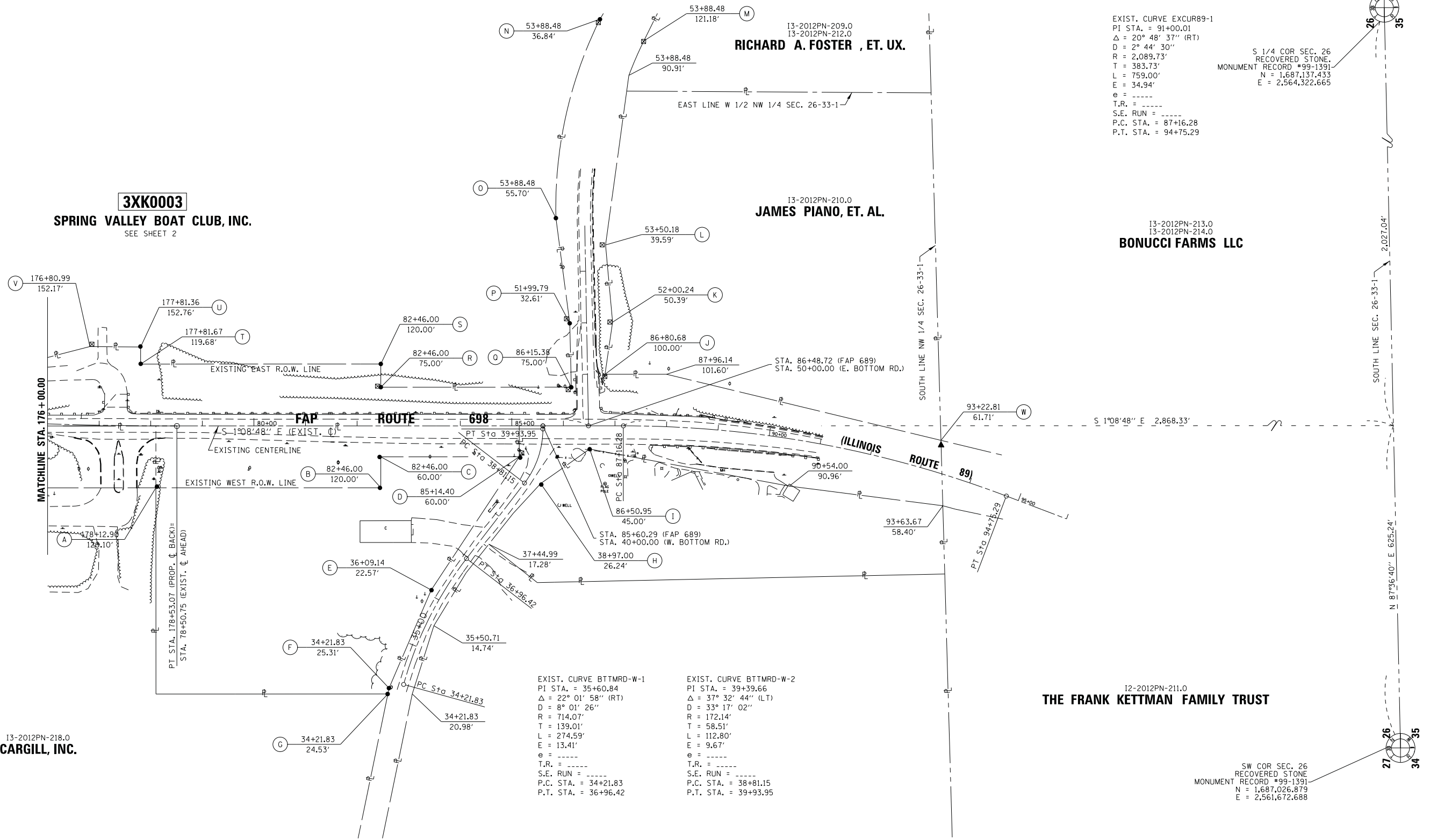
BONUCCI FARMS LLC

THE FRANK KETTMAN FAMILY TRUST

13-2012PN-218.0
CARGILL, INC.

13-2012PN-216.0
HAROLD J. KONIECZKI, ET UX.

13-2012PN-215.0
WALTER E. RAINERI, ET UX.



EXIST. CURVE EXCUR89-1
 PI STA. = 91+00.01
 Δ = 20° 48' 37" (RT)
 D = 2° 44' 30"
 R = 2,089.73'
 T = 383.73'
 L = 759.00'
 E = 34.94'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 87+16.28
 P.T. STA. = 94+75.29

S 1/4 COR SEC. 26
 RECOVERED STONE
 MONUMENT RECORD #99-1391
 N = 1,687,137.433
 E = 2,564,322.665

EXIST. CURVE BTMRO-W-1
 PI STA. = 35+60.84
 Δ = 22° 01' 58" (RT)
 D = 8° 01' 26"
 R = 714.07'
 T = 139.01'
 L = 274.59'
 E = 13.41'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 34+21.83
 P.T. STA. = 36+96.42

EXIST. CURVE BTMRO-W-2
 PI STA. = 39+39.66
 Δ = 37° 32' 44" (LT)
 D = 33° 17' 02"
 R = 172.14'
 T = 58.51'
 L = 112.80'
 E = 9.67'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 38+81.15
 P.T. STA. = 39+93.95

I, RONALD C. THOMPSON, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF PROPOSED FAP 689 (ILLINOIS ROUTE 89) WAS MADE BY RENWICK & ASSOCIATES, INC. UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATE: December 5, 2014
 ILLINOIS PROFESSIONAL LAND SURVEYOR
 NO. 35-3467
 SURVEY BOOK NO. _____
 11-30-2016
 EXPIRATION DATE

- NOTES:
1. ALL BEARINGS AND DISTANCES (GRID) ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE NAD 83 (2007 ADJ).
 2. GRID DISTANCE (AS LABELED) x 0.999997011 = GROUND DISTANCE



Renwick & Associates, Inc.
 Professional Engineers & Land Surveyors
 1304 Genini Circle, Suite 4 • Ottawa, IL 61350

NW 1/4 OF SEC. 26, T.33N., R.1W. OF THE 3RD P.M.

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

PROJECT _____ JOB NO. R-93-002-13
 SCALE: 1"=100' SHEET NO. 3 OF 3 SHEETS STA. 76+00.00 TO 96+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 698	(1)BR	BUREAU	415	126
CONTRACT NO. _____				
FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = THOMPSON	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -



SOIL BORING LOG

Page 1 of 1

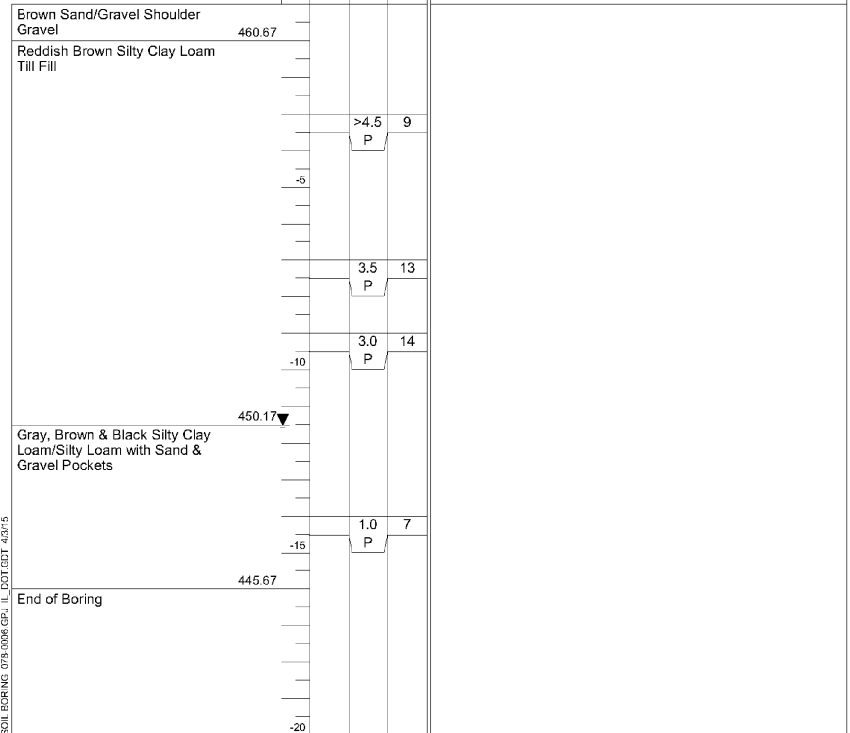
Date 6/18/13

ROUTE IL 89 (FAP 698) DESCRIPTION (Samples 8 & 9) LOGGED BY Larry Myers

SECTION (1)BR LOCATION SE 1/4, SEC. 3, TWP. 15N, RNG. 11E, Latitude 41.316562, Longitude -89.199677

COUNTY Putnam, Bureau DRILLING METHOD Push HAMMER TYPE CME Automatic

STRUCT. NO. _____ DEPT H S Qu T
 Station _____
 BORING NO. LB-04
 Station 141+00 (Prop.)
 Offset 4.0 ft Lt.
 Ground Surface Elev. 461.67 ft (ft) (/6") (tsf) (%)



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



SOIL BORING LOG

Page 1 of 1

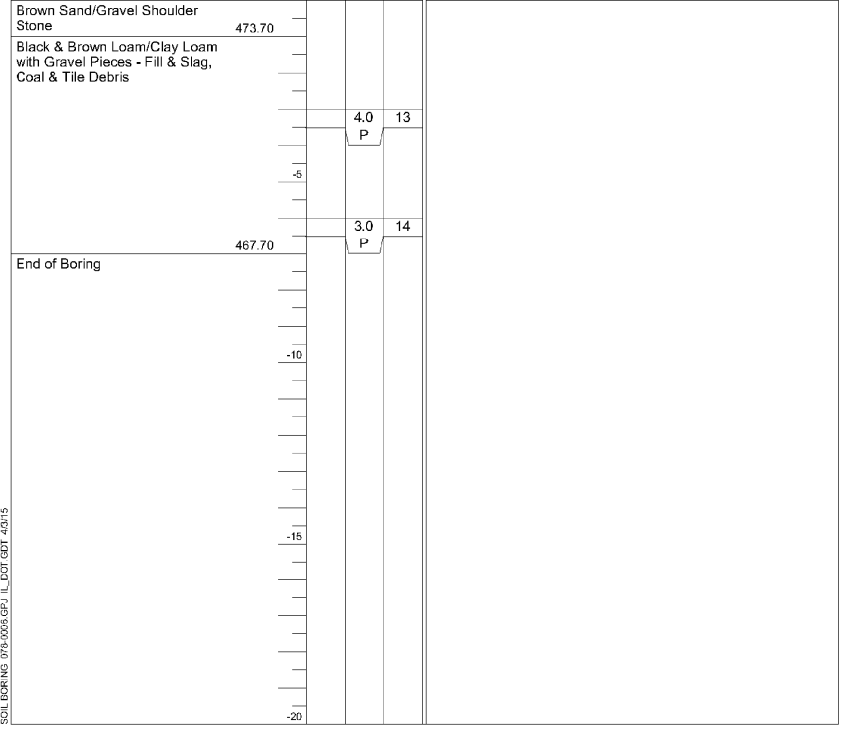
Date 6/18/13

ROUTE IL 89 (FAP 698) DESCRIPTION (Sample 10) LOGGED BY Larry Myers

SECTION (1)BR LOCATION NE 1/4, SEC. 3, TWP. 15N, RNG. 11E, Latitude 41.317582, Longitude -89.199688

COUNTY Putnam, Bureau DRILLING METHOD Push HAMMER TYPE CME Automatic

STRUCT. NO. _____ DEPT H S Qu T
 Station _____
 BORING NO. LB-05
 Station 137+00 (Prop.)
 Offset 14.0 ft Lt.
 Ground Surface Elev. 474.70 ft (ft) (/6") (tsf) (%)



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



SOIL BORING LOG

Page 1 of 2

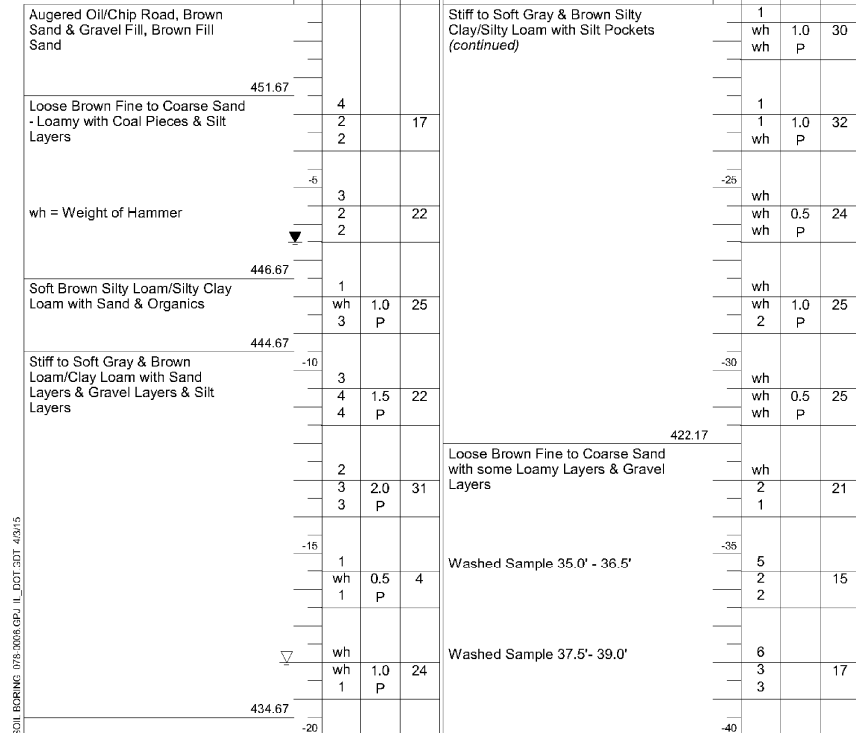
Date 6/19/13

ROUTE IL 89 (FAP 698) DESCRIPTION (Existing Boat Club Road) LOGGED BY Larry Myers

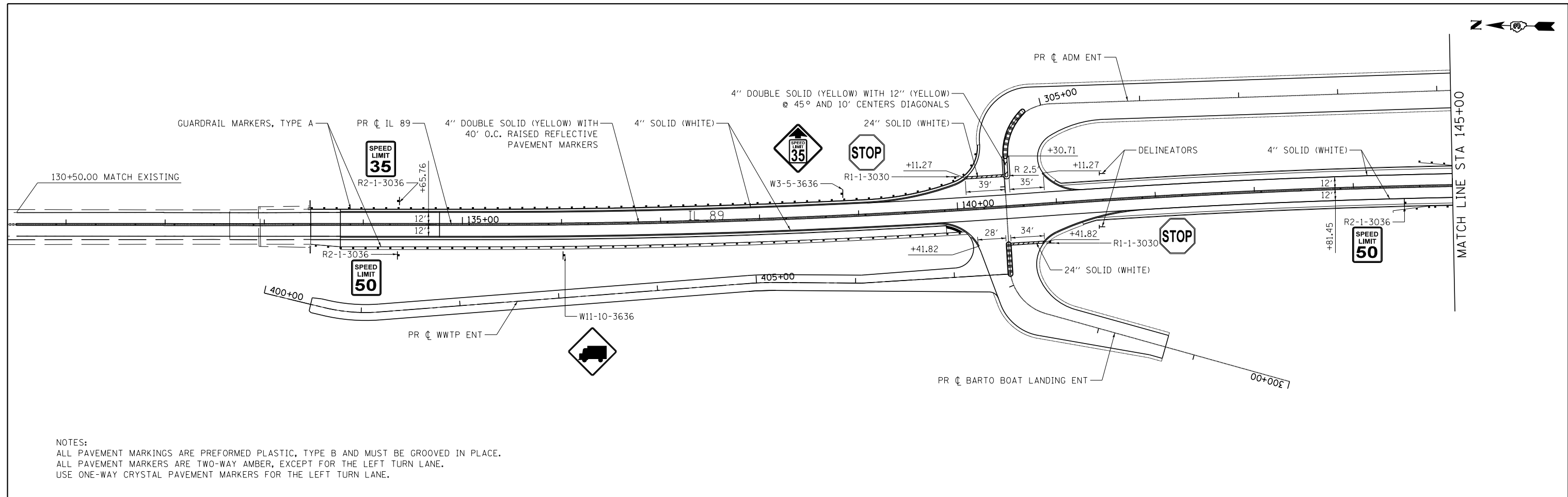
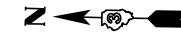
SECTION (1)BR LOCATION NW 1/4, SEC. 26, TWP. 33N, RNG. 1W, Latitude 41.308536, Longitude -89.199452

COUNTY Putnam, Bureau DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

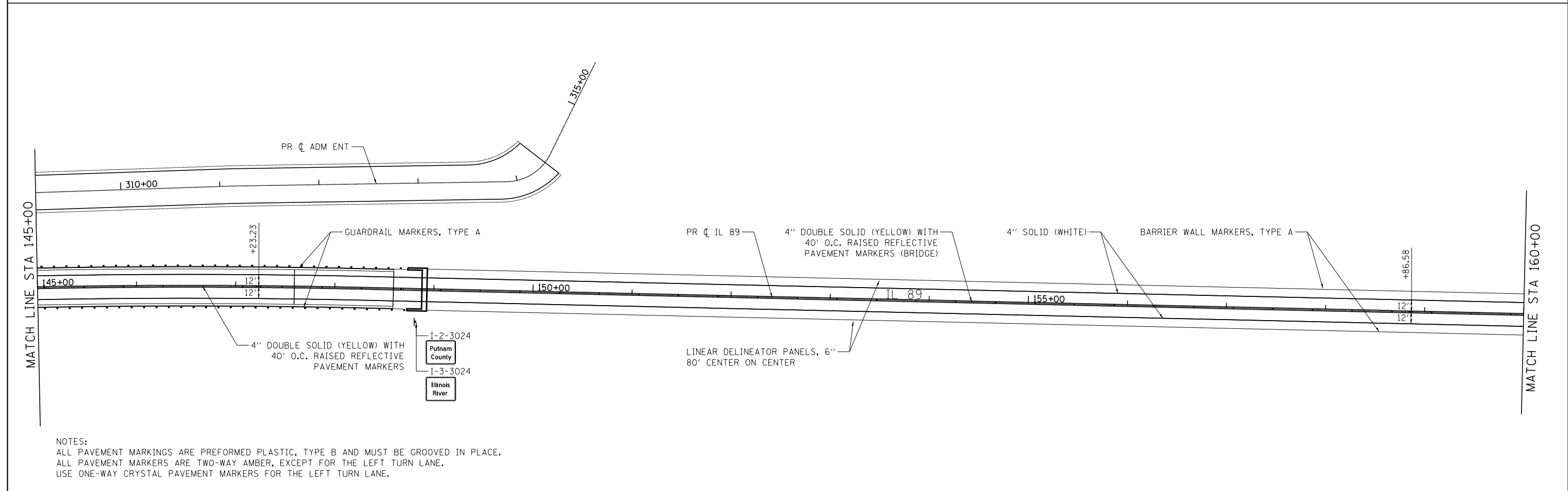
STRUCT. NO. _____ DEPT H S Qu T
 Station _____
 BORING NO. LB-06
 Station 170+00 (Prop.)
 Offset 50.0 ft LL
 Ground Surface Elev. 454.17 ft (ft) (/6") (tsf) (%)



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)

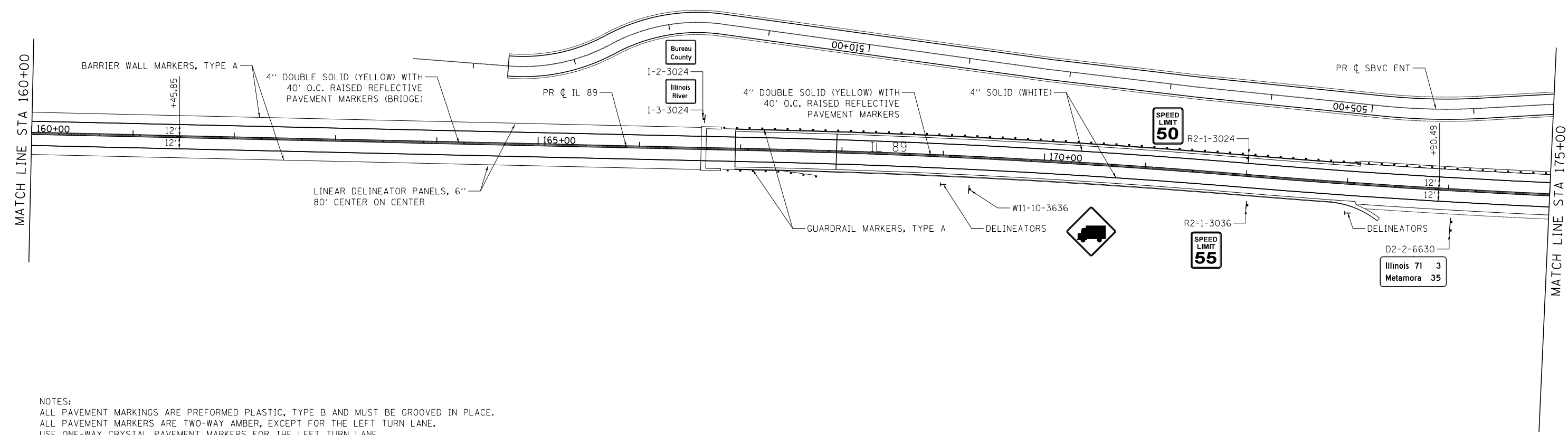
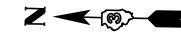


NOTES:
 ALL PAVEMENT MARKINGS ARE PREFORMED PLASTIC, TYPE B AND MUST BE GROOVED IN PLACE.
 ALL PAVEMENT MARKERS ARE TWO-WAY AMBER, EXCEPT FOR THE LEFT TURN LANE.
 USE ONE-WAY CRYSTAL PAVEMENT MARKERS FOR THE LEFT TURN LANE.

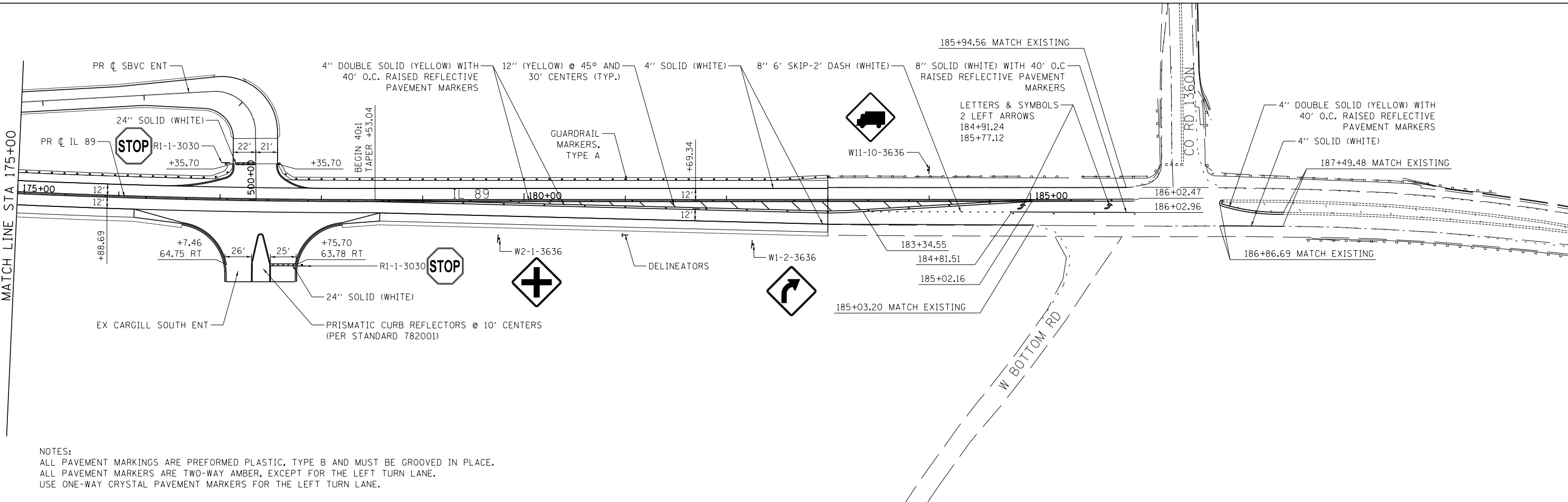


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 USE ONE-WAY CRYSTAL PAVEMENT MARKERS FOR THE LEFT TURN LANE.

EFK·Moen, LLC Civil Engineering Design	USER NAME = jsojas	DESIGNED - JH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND SIGNING			F.A.P. RTE. = 698	SECTION = 1 (BR)	COUNTY = PUTNAM/BUREAU	TOTAL SHEETS = 415	SHEET NO. = 131
	PLOT SCALE = 100.0000' / 1" =	CHECKED - PJK	REVISED -		SCALE: 1" = 50'	SHEET 1	OF 3 SHEETS	STA. 130+40.88	TO STA. 160+00.00	CONTRACT NO. 66A69		
	PLOT DATE = 8/7/2015	DATE - 8/7/2015	REVISED -		ILLINOIS FED. AID PROJECT							



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EFK Moen, LLC
 Civil Engineering Design

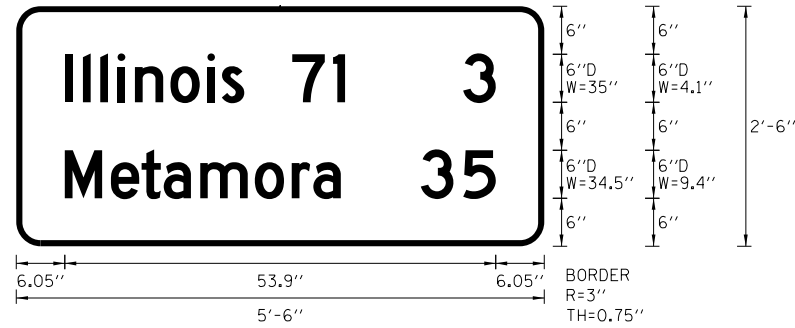
USER NAME = jrojas	DESIGNED - JH	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - MW	REVISED -
PLOT DATE = 8/7/2015	CHECKED - PJK	REVISED -
	DATE - 8/7/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

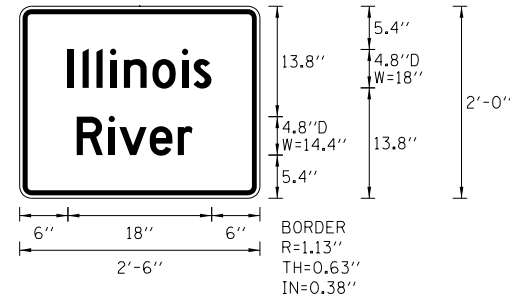
PAVEMENT MARKING AND SIGNING

SCALE: 1" = 50' SHEET 2 OF 3 SHEETS STA. 160+00.00 TO STA. 185+62.51

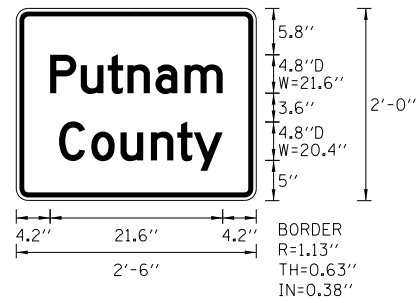
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	132
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



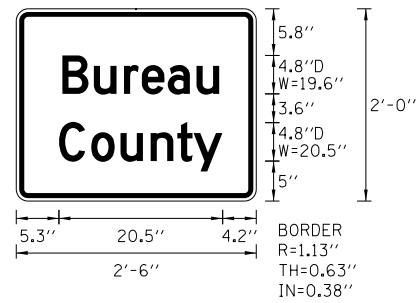
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M.U.T.C.D.: 2009 Edition



Panel Style: regulatory.ssi
M.U.T.C.D.: 2009 Edition



Panel Style: regulatory.ssi
M.U.T.C.D.: 2009 Edition



Panel Style: regulatory.ssi
M.U.T.C.D.: 2009 Edition

NOTES:

- ALL PROPOSED LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS, WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING. LIGHTING UNIT NUMBERING SHALL BE AS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
- THE PROPOSED LIGHT POLES SHALL BE INSTALLED, AS NOTED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. LIGHT POLE FOUNDATIONS SHALL BE INSTALLED PLUMB AND FLUSH WITH THE PROPOSED GRADE AND SHALL MEET THE HEIGHT REQUIREMENTS OF ARTICLE 836.03 OF THE STANDARD SPECIFICATIONS. AFTER UNIT DUCT IS INSTALLED, FOUNDATION WIRING WINDOW SHALL BE FILLED WITH FINE AGGREGATE ACCORDING TO ARTICLE 836.03.
- THE PROPOSED BRIDGE MOUNTED LIGHT POLES SHALL BE INSTALLED PER THE DETAILS SHOWN IN THE STRUCTURAL PLANS AND HIGHWAY STANDARD 830006-03 WITH VIBRATION ISOLATION PAD/WASHERS, LEVELING PLATE AND STAINLESS STEEL SCREEN.
- CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM OVERHEAD UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION ETC., OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE APPLICABLE PAY ITEM REQUIRING THIS WORK.
- ALL EXISTING LIGHT POLES SHALL OPERATE FROM DUSK TO DAWN DAILY FOR THE DURATION OF THIS PROJECT. EXISTING LIGHT POLES SHALL BE REMOVED PER THE PLANS BY THE CONTRACTOR AFTER THE PROPOSED LIGHTING IS OPERATIONAL, OR AS DIRECTED BY THE ENGINEER.
- NO LIGHTING CIRCUIT OR PORTION THEREOF SHALL BE REMOVED FROM NIGHTTIME OPERATION WITHOUT APPROVAL OF THE ENGINEER.
- CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION AND UTILITIES SHOWN ON THE PLANS.
- THE CONTRACTOR SHALL NOTIFY THE UNITED STATES COAST GUARD NORTH DISTRICT TWO WEEKS PRIOR TO ANY PLANNED NAVIGATION LIGHTING OUTAGE.
- THE CONTRACTOR'S CONSTRUCTION SEQUENCING SHALL MINIMIZE OUTAGE DURATION OF THE EXISTING NAVIGATION LIGHTING. THE CONTRACTOR SHALL FURNISH AND INSTALL TEMPORARY SOLAR/BATTERY OPERATED LED NAVIGATION LIGHTS IN PLACE OF THE EXISTING LIGHTS THAT ARE OUT OF SERVICE OR BLOCKED FROM VIEW BY THE PROPOSED BRIDGE. THE TEMPORARY LIGHTS SHALL CONFORM TO ALL UNITED STATES COAST GUARD GUIDELINES AND STANDARDS FOR BRIDGE LIGHTING. THE LIGHTS SHALL MATCH THE COLOR, INTENSITY, AND DISTRIBUTION OF THE EXISTING NAVIGATION LIGHTS. TEMPORARY LIGHTS SHALL BE IN SERVICE WHENEVER THE EXISTING LIGHTS ARE OUT OF SERVICE OR BLOCKED FROM VIEW BY THE PROPOSED BRIDGE. THE COST OF ANY TEMPORARY LED NAVIGATION LIGHTS SHALL BE INCLUDED IN THE PRICE OF THE "WATERWAY OBSTRUCTION WARNING LUMINAIRE, LED" PAY ITEM.
- NO POLE TO BE INSTALLED IN THE FLOWLINE OF DITCH. POLE SETBACK TO BE INCREASED IF NECESSARY AS DIRECTED BY THE ENGINEER.
- UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" AND 4" DIA. SHALL BE SCHEDULE 80 AS NOTED IN THE PLANS.
- UNIT DUCT SHALL BE SCHEDULE 40.
- LEVELING PLATES FOR BRIDGE MOUNTED LIGHT POLES SHALL BE ACCORDING TO THE PLANS AND SHALL BE HOT DIPPED GALVANIZED STEEL.

















SCHEDULE OF QUANTITIES

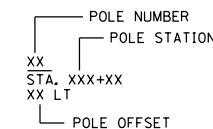
S.P.	DESCRIPTION	UNIT	IDOT QUANTITY	SPRING VALLEY QUANTITY	TOTAL QUANTITY
	ELECTRIC SERVICE INSTALLATION	EACH	1	1	2
	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	210	0	210
	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA.	FOOT	96	0	96
	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	0	230	230
	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC.	FOOT	3927	0	3927
	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"X12"X6"	EACH	9	2	11
	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1406	0	1406
	UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1268	785	2053
	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO.10	FOOT	6168	696	6864
	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO.8	FOOT	5718	0	5718
	WATERWAY OBSTRUCTION WARNING LUMINAIRE, LED	EACH	6	0	6
	LIGHTING CONTROLLER, POLE MOUNTED, 240VOLT, 60AMP	EACH	0	1	1
	NAVIGATION OBSTRUCTION LIGHTING CONTROLLER	EACH	1	0	1
	LIGHT POLE, ALUMINUM, 40 FT. M.H., 6 FT. DAVIT ARM	EACH	11	0	11
	LIGHT POLE, ALUMINUM, 45 FT. M.H., 15 FT. DAVIT ARM	EACH	15	5	20
	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	98	33	131
	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	4	0	4
	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	10	0	10
	REMOVAL OF POLE FOUNDATION	EACH	1	0	1
	REMOVAL OF NAVIGATION OBSTRUCTION WARNING LIGHTING SYSTEM	L SUM	1	0	1
	REMOVAL OF LIGHTING CONTROLLER	EACH	1	0	1
	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1	0	1
	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1	0	1
*	LUMINAIRE, LED, HORIZONTAL MOUNT, LOW WATTAGE	EACH	26	5	31
*	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	40	20	60

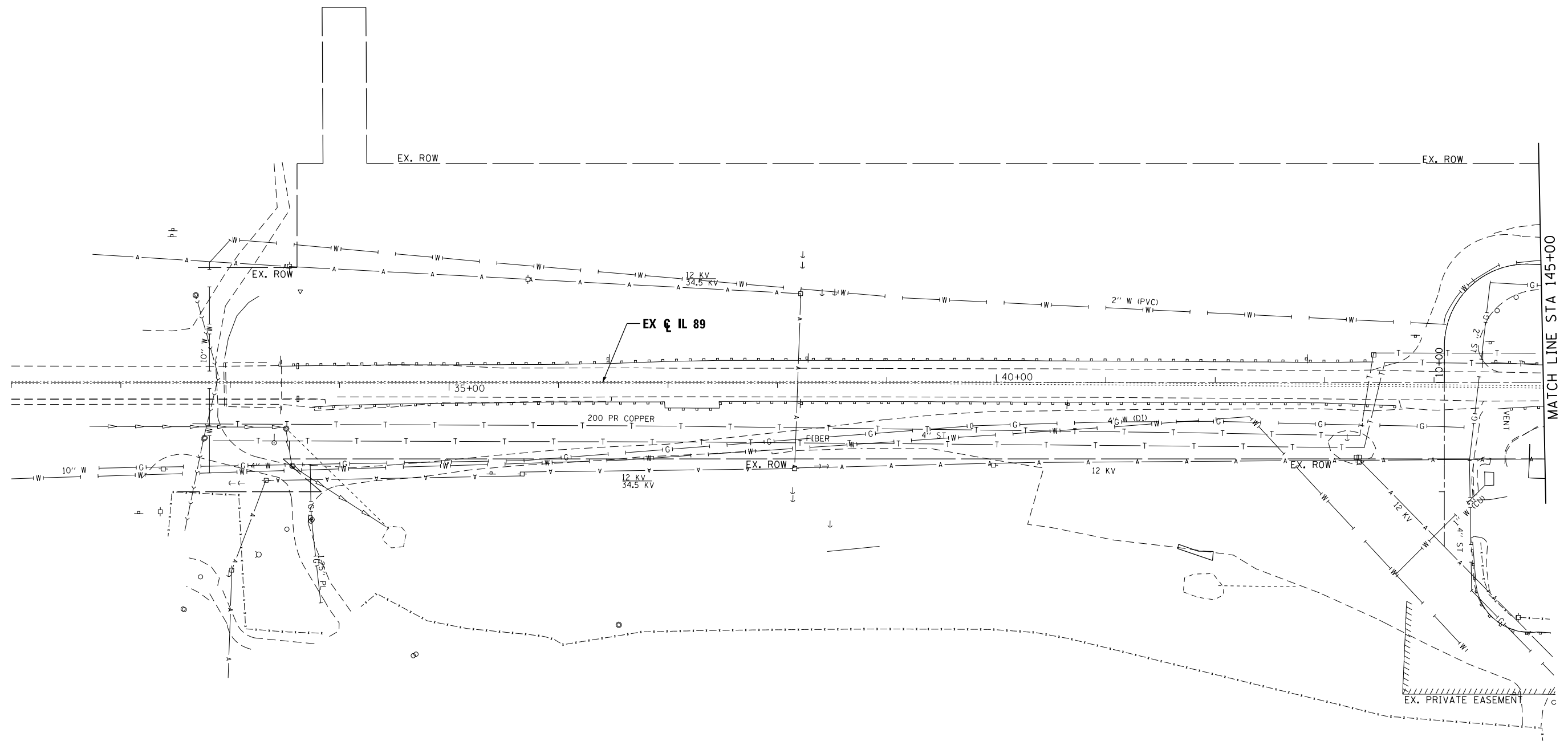
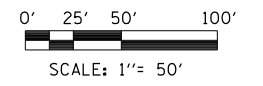
LED LUMINAIRES SHALL BE AS FOLLOWS, OR APPROVED EQUAL:

MANUFACTURER	IDOT MODEL	CITY MODEL
AEL	ATB2 60BLEDE85 480 R2 BL NL P7 AO SH	ATB2 60BLEDE85 MVOLT R2 BL NL P7 AO SH
LEOTEK	GC2 90F HV NW 2 GY 530 PCR7 SC WL	GC2 90F MV NW 2 GY 530 PCR7 SC WL
PHILIPS	RFL-145W64LED4K-T-R2M-HVU-DMG-FAWS-RCD7-SP1-PH9-GY3	RFL-145W64LED4K-T-R2M-UNIV-DMG-FAWS-RCD7-SP1-PH9-GY3

LEGEND:

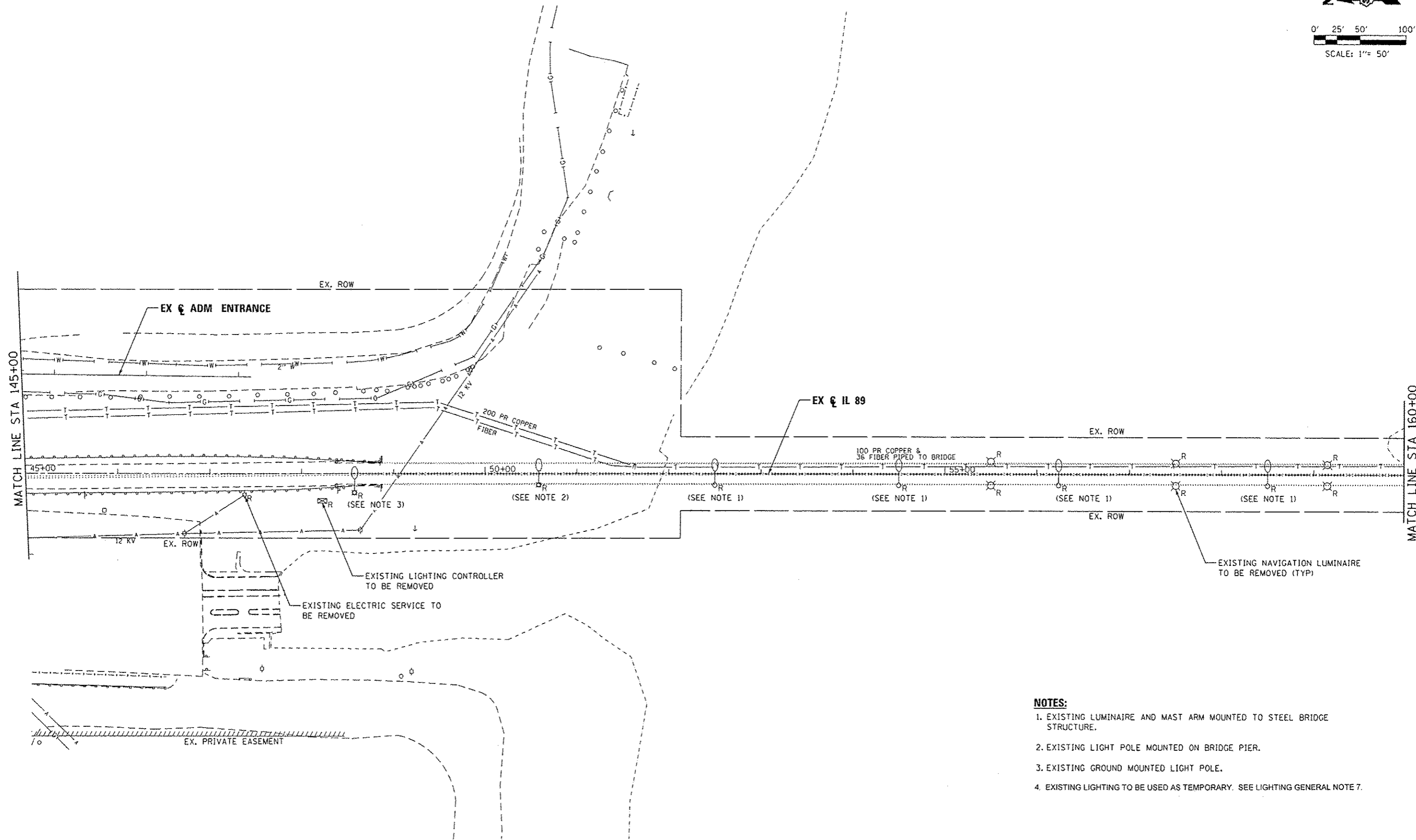
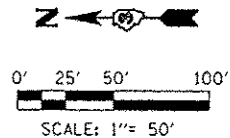
-  EXISTING ELECTRIC SERVICE INSTALLATION TO BE REMOVED
-  EXISTING LIGHTING CONTROLLER TO BE REMOVED
-  EXISTING LIGHTING UNIT TO BE REMOVED
-  EXISTING NAVIGATION LUMINAIRE TO BE REMOVED
-  PROPOSED ELECTRIC SERVICE INSTALLATION
-  PROPOSED LIGHTING CONTROLLER, SIZE AND TYPE AS NOTED
-  PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED
-  PROPOSED LIGHTING UNIT MOUNTED ON BREAKAWAY TRANSFORMER BASE (WHERE NOTED), 45 FT. M.H., LOW WATTAGE LED TYPE M-C-II HORIZONTAL MOUNT LUMINAIRE MOUNTED ON 15FT DAVIT ARM
-  PROPOSED STRUCTURE MOUNTED LIGHTING UNIT, 40 FT. M.H., LOW WATTAGE LED TYPE M-C-II HORIZONTAL MOUNT LUMINAIRE MOUNTED ON 6FT DAVIT ARM
-  PROPOSED CITY OF SPRING VALLEY LIGHTING UNIT MOUNTED ON BREAKAWAY TRANSFORMER BASE, (WHERE NOTED), 45 FT. M.H., LOW WATTAGE LED TYPE M-C-II HORIZONTAL MOUNT LUMINAIRE MOUNTED ON 15FT DAVIT ARM
-  PROPOSED NAVIGATION LUMINAIRE, LED RED 180 DEGREES
-  PROPOSED NAVIGATION LUMINAIRE, LED GREEN 360 DEGREES
-  PROPOSED GROUND
-  PROPOSED UNIT DUCT, SIZE AND TYPE AS NOTED
-  PROPOSED CABLE IN EXPOSED OR EMBEDDED CONDUIT, SIZE AND TYPE AS NOTED
-  PROPOSED UNIT DUCT IN UNDERGROUND CONDUIT, SIZE AND TYPE AS NOTED





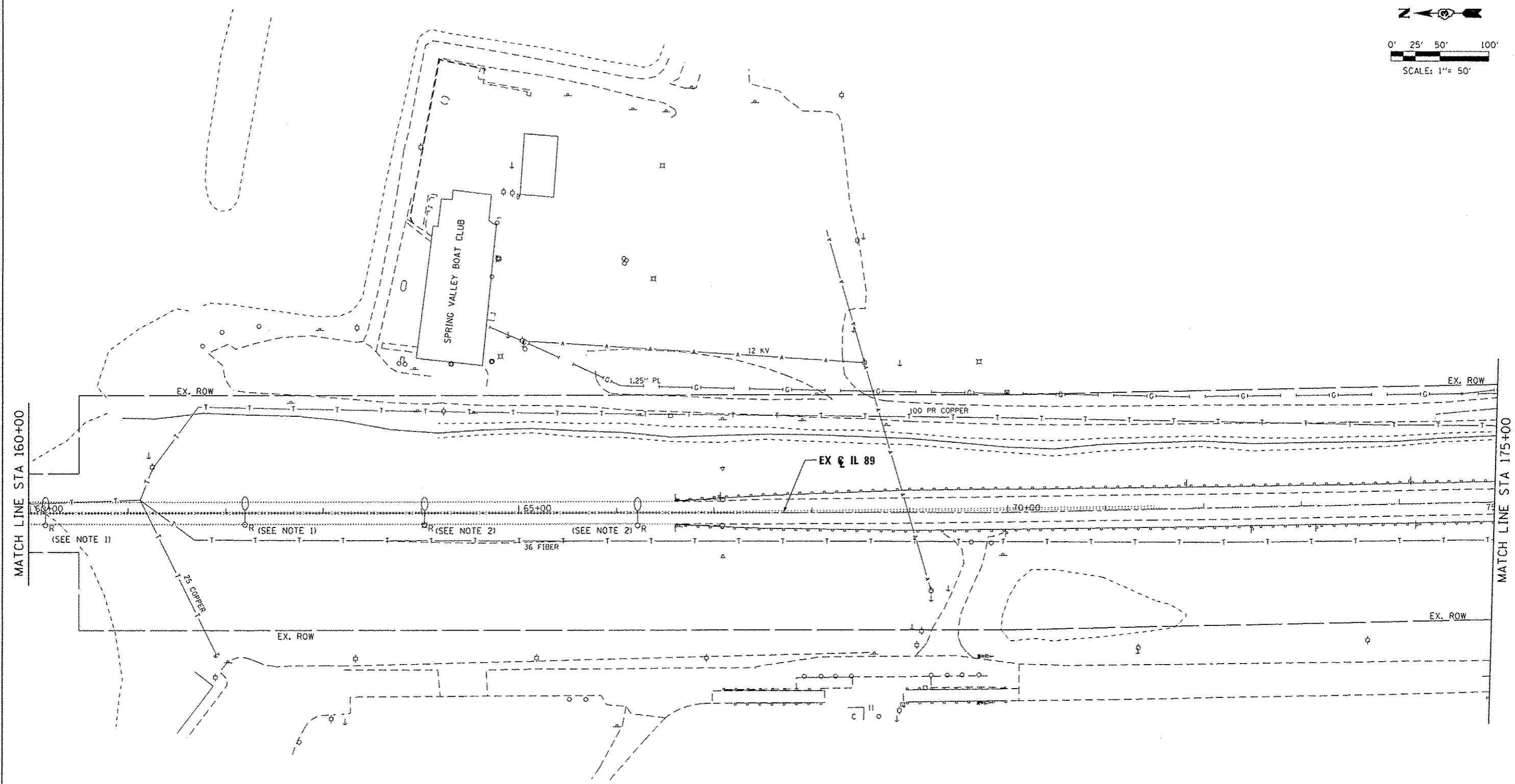
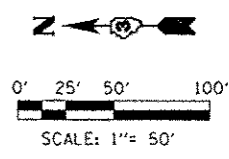
NO WORK ON THIS SHEET

FILE NAME = ...\\D366A69-sht-IL89-exlight-01.dgn	USER NAME = swilkinson	DESIGNED GR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 89 TEMPORARY LIGHTING AND REMOVAL PLAN	F.A. RTE. = 698	SECTION = 1 (BR)	COUNTY = PUTNAM/BUREAU	TOTAL SHEETS = 415	SHEET NO. = 135		
MODELNAME						SCALE: 1"=50'	SHEET 1 OF 4 SHEETS	STA. TO STA.	CONTRACT NO. 66A69			
PLOT SCALE = 1"=50'								ILLINOIS FED. AID PROJECT				
PLOT DATE = 8/6/2015												



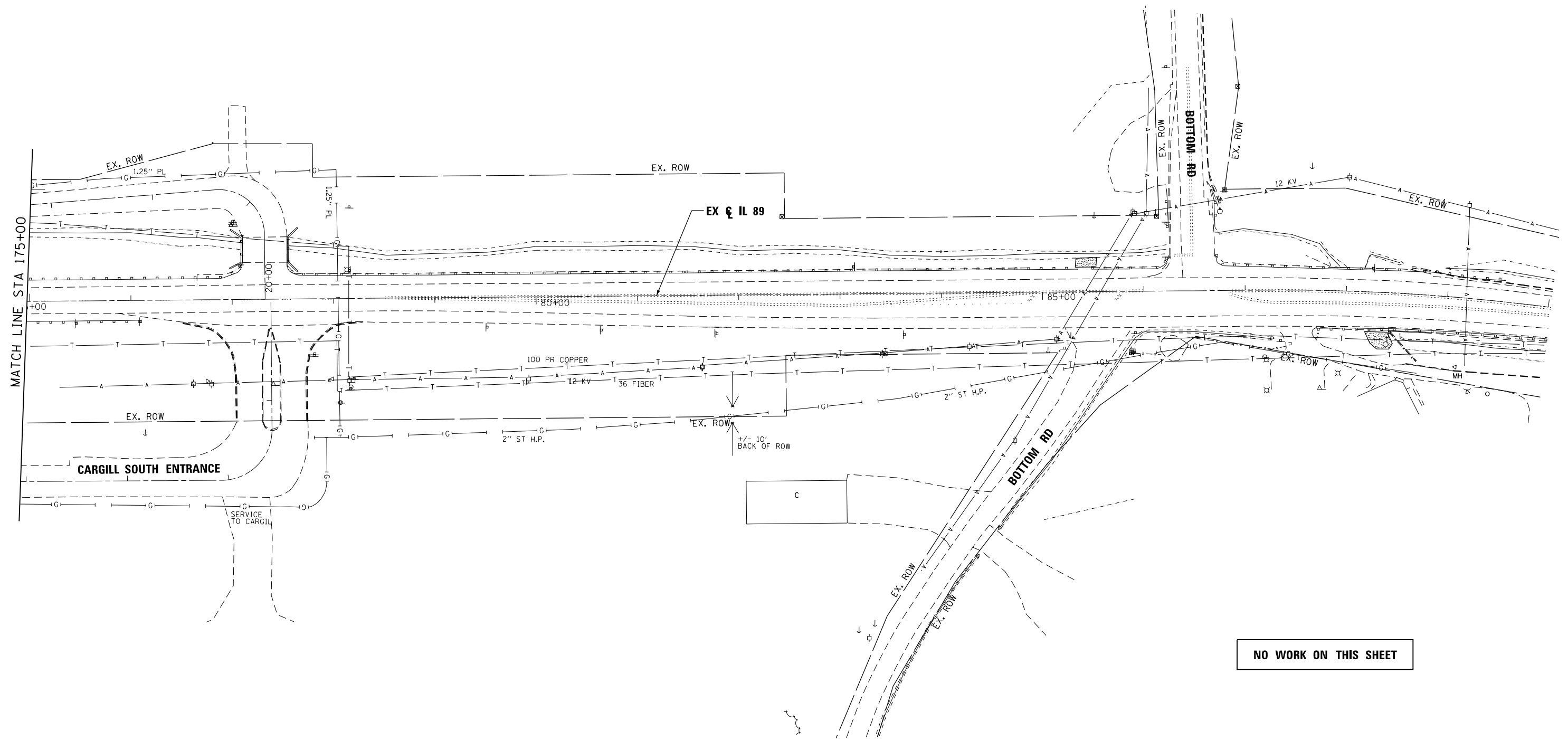
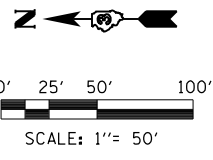
- NOTES:**
1. EXISTING LUMINAIRE AND MAST ARM MOUNTED TO STEEL BRIDGE STRUCTURE.
 2. EXISTING LIGHT POLE MOUNTED ON BRIDGE PIER.
 3. EXISTING GROUND MOUNTED LIGHT POLE.
 4. EXISTING LIGHTING TO BE USED AS TEMPORARY. SEE LIGHTING GENERAL NOTE 7.

FILE NAME : ...D366469-shr-IL89-exlight-02.dgn	USER NAME : ewilkinson	DESIGNED GR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 89 TEMPORARY LIGHTING AND REMOVAL PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1"=50'	CHECKED GT	REVISED -			698	1 (BR)	PUTNAM/BUREAU	415	136
MODELNAME	PLOT DATE = 8/6/2015	DATE 8/10/2015	REVISED -	SCALE: 1"=50' SHEET 2 OF 4 SHEETS STA. TO STA.		CONTRACT NO. 66A69 ILLINOIS FED. AID PROJECT				



- NOTES:**
1. EXISTING LUMINAIRE AND MAST ARM MOUNTED TO STEEL BRIDGE STRUCTURE.
 2. EXISTING LIGHT POLE MOUNTED ON BRIDGE PIER.
 3. EXISTING LIGHTING TO BE USED AS TEMPORARY. SEE LIGHTING GENERAL NOTE 7.

FILE NAME : ...D366A69-shr-IL89-light-03.dgn	USER NAME : wilkinson	DESIGNED GR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 89 TEMPORARY LIGHTING AND REMOVAL PLAN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE : 1"=50'	CHECKED GT	REVISED -		698	1 (BR)	PUTNAM/BUREAU	415	137		
#MODELNAME#	PLOT DATE : 8/6/2015	DATE 8/10/2015	REVISED -	SCALE: 1"=50'	SHEET 3	OF 4 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



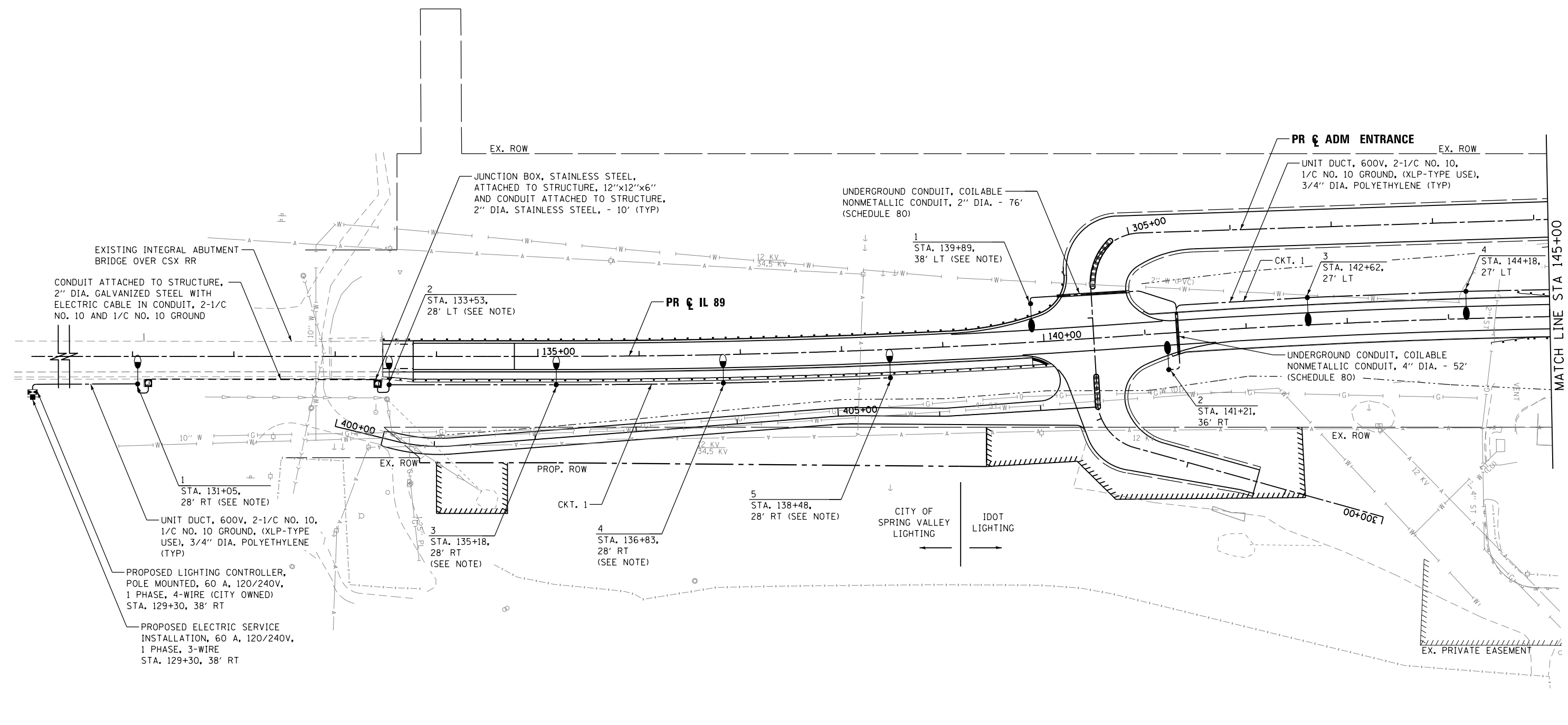
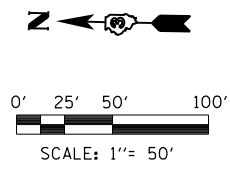
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		DRAWN JW	REVISED -
	PLOT SCALE = 1"=50'	CHECKED GT	REVISED -
	PLOT DATE = 8/6/2015	DATE 8/10/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 89
TEMPORARY LIGHTING AND REMOVAL PLAN**

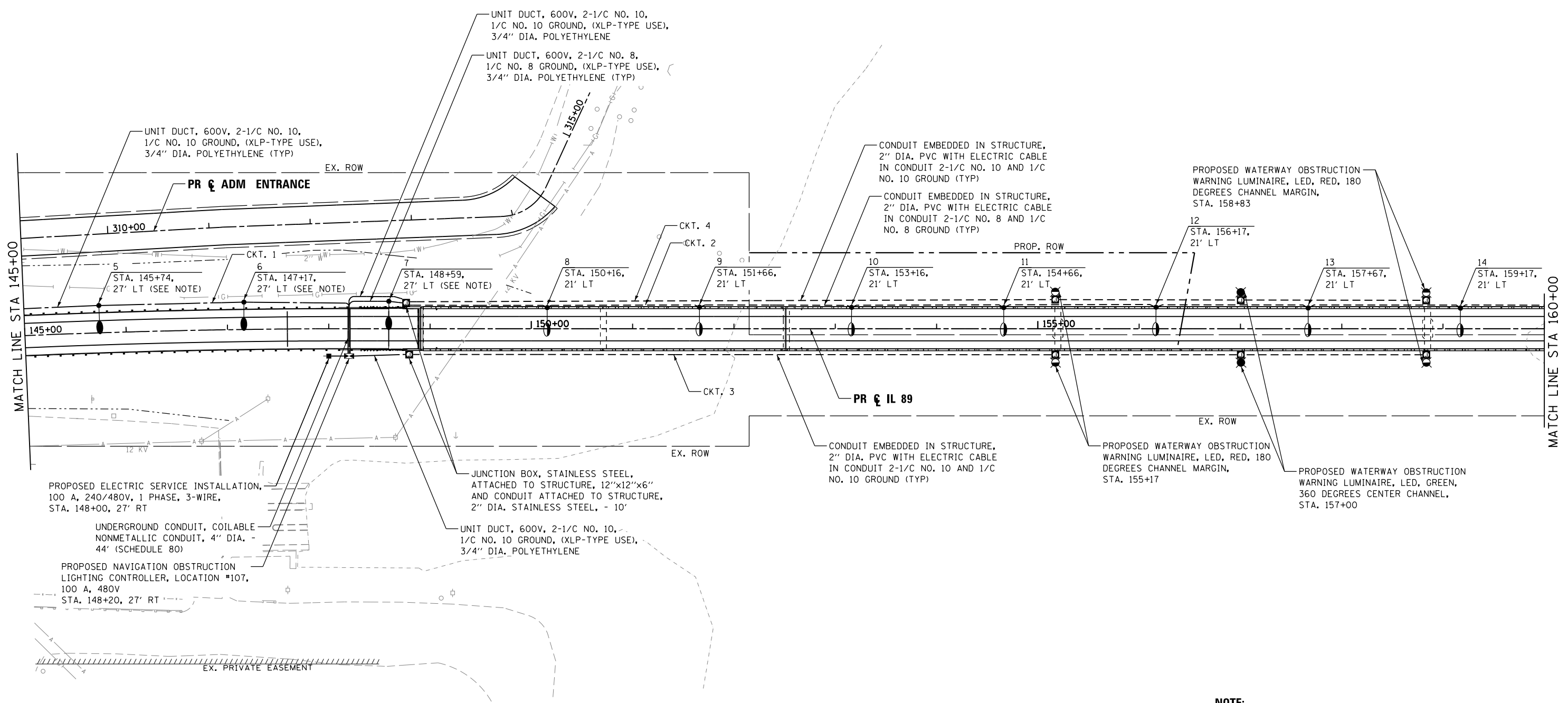
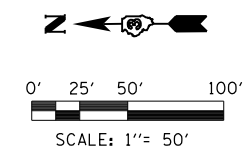
SCALE: 1"=50' SHEET 4 OF 4 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	138
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				



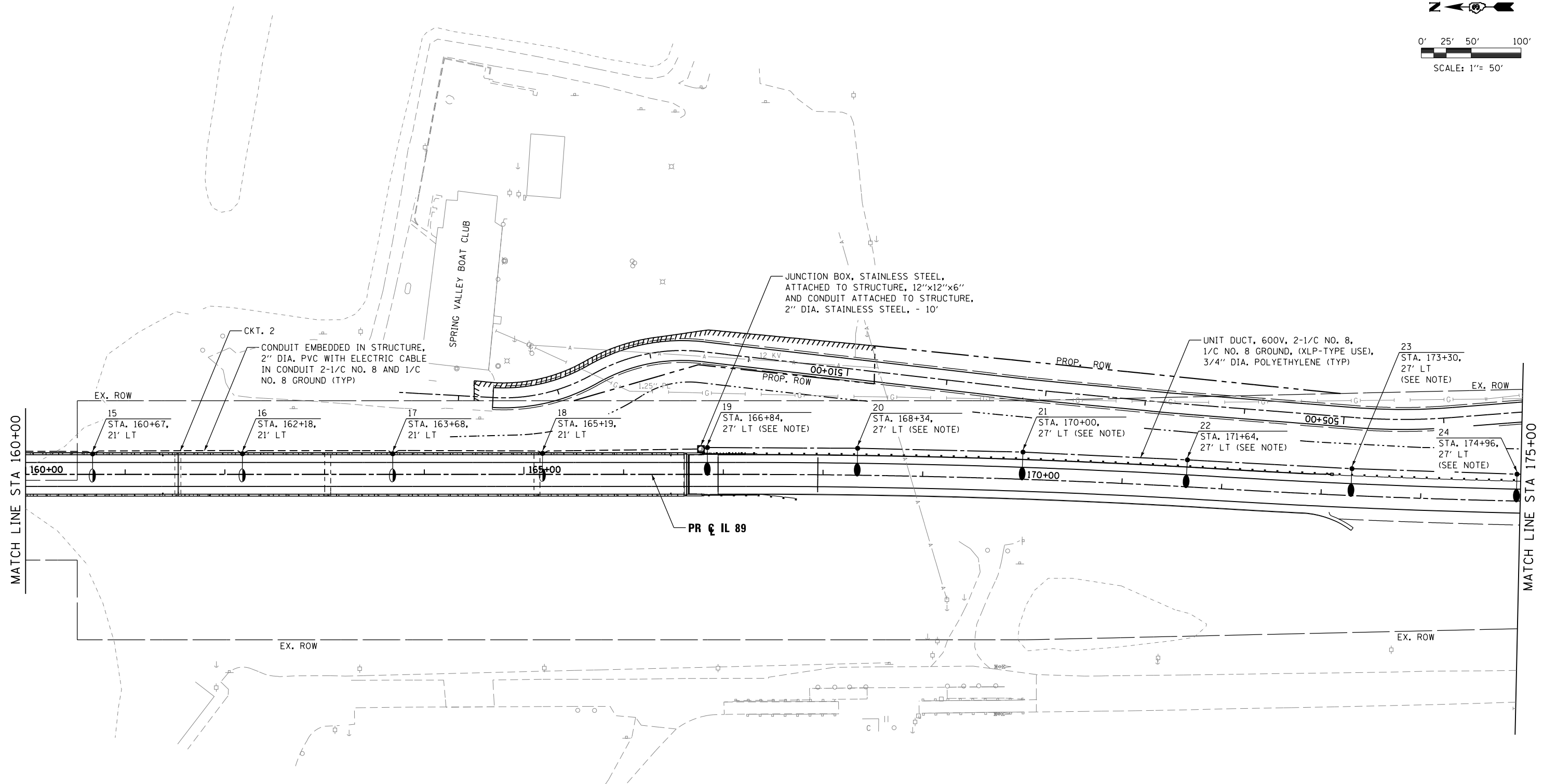
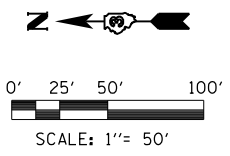
NOTE:
NO TRANSFORMER BASE FOR LIGHT POLES BEHIND BARRIER OR GUARDRAIL.

FILE NAME = ...D366A69-sht-IL89-pr-light-01.dgn	USER NAME = swilkinson	DESIGNED GR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 89 PROPOSED LIGHTING PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1"=50'	CHECKED GT	REVISED -			698	1 (BR)	PUTNAM/BUREAU	415	139
MODELNAME	PLOT DATE = 8/6/2015	DATE 8/10/2015	REVISED -	SCALE: 1"=50' SHEET 1 OF 4 SHEETS STA. TO STA.		CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



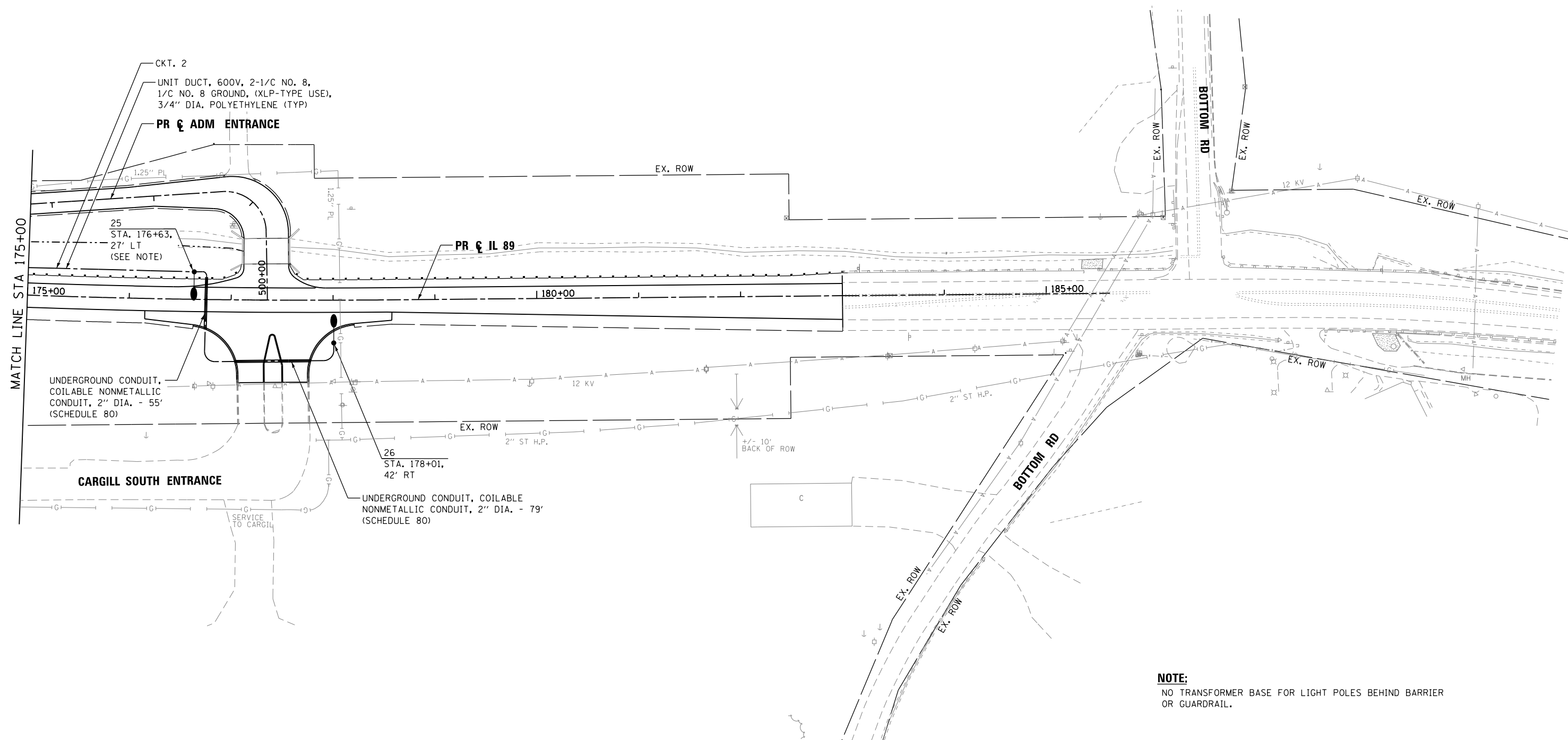
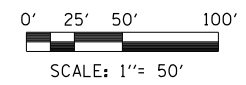
NOTE:
NO TRANSFORMER BASE FOR LIGHT POLES BEHIND BARRIER OR GUARDRAIL.

FILE NAME = ... \D366A69-sht-IL89-pr-light-02.dgn	USER NAME = swilkinson	DESIGNED GR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 89 PROPOSED LIGHTING PLAN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#MODELNAME#	PLOT SCALE = 1"=50'	CHECKED GT	REVISED -		SCALE: 1"=50'	SHEET 2	OF 4 SHEETS	STA.	TO STA.	PUTNAM/BUREAU	415	140
	PLOT DATE = 8/6/2015	DATE 8/10/2015	REVISED -		CONTRACT NO. 66A69							
ILLINOIS FED. AID PROJECT												



NOTE:
NO TRANSFORMER BASE FOR LIGHT POLES BEHIND BARRIER OR GUARDRAILS.

FILE NAME = ...\\0366A69-sht-IL89-pr-light-03.dgn	USER NAME = swilkinson	DESIGNED GR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 89 PROPOSED LIGHTING PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1"=50'	CHECKED GT	REVISED -			698	1 (BR)	PUTNAM/BUREAU	415	141
MODELNAME	PLOT DATE = 8/6/2015	DATE 8/10/2015	REVISED -	SCALE: 1"=50' SHEET 3 OF 4 SHEETS STA. TO STA.		CONTRACT NO. 66A69 ILLINOIS FED. AID PROJECT				



NOTE:
NO TRANSFORMER BASE FOR LIGHT POLES BEHIND BARRIER OR GUARDRAIL.

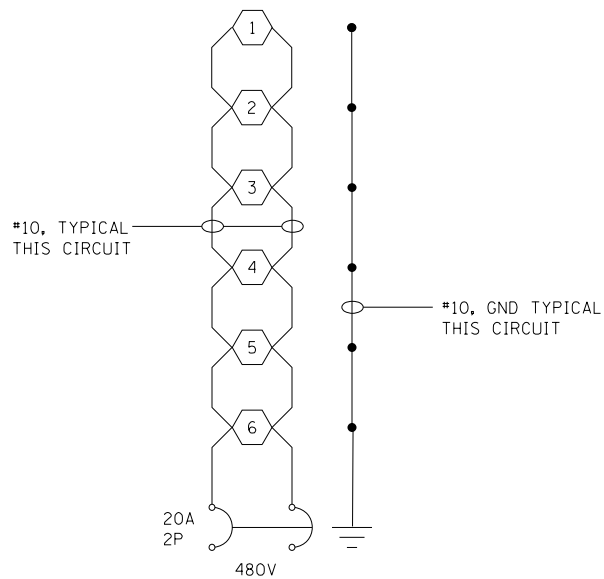
FILE NAME = ...D366A69-sht-IL89-pr-light-04.dgn	USER NAME = swilkinson	DESIGNED GR	REVISED -
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#MODELNAME#	PLOT DATE = 8/6/2015	CHECKED GT	REVISED -
		DATE 8/10/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

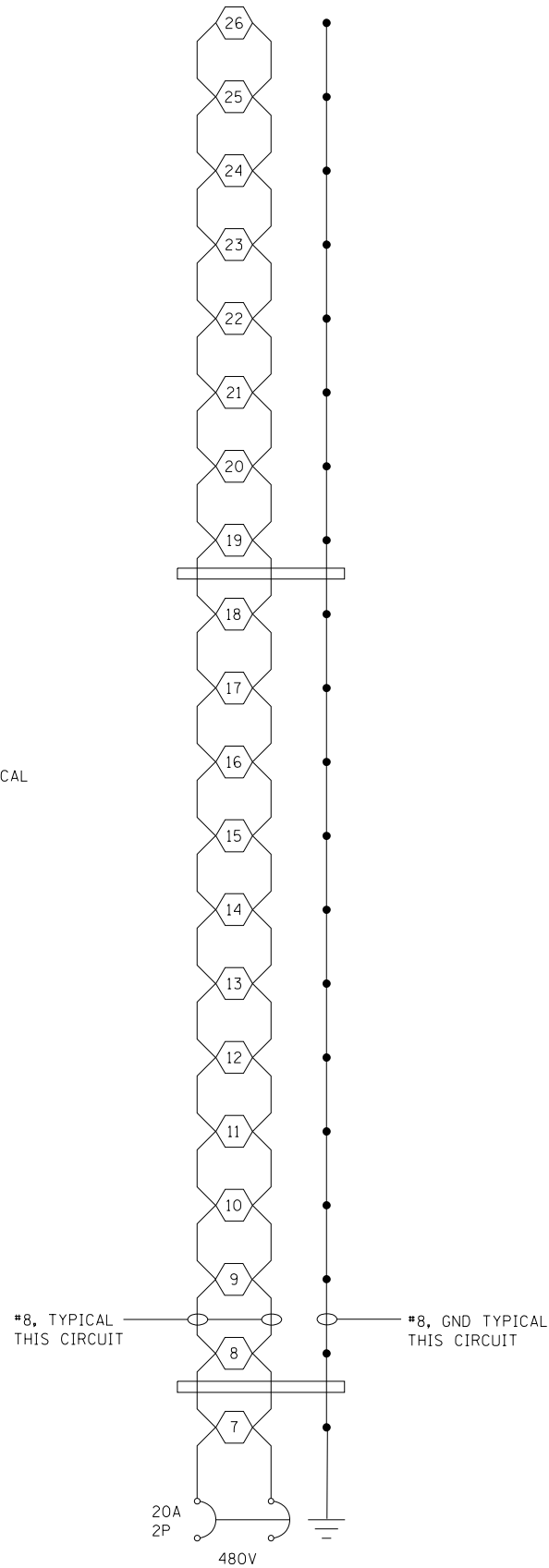
**IL 89
PROPOSED LIGHTING PLAN**

SCALE: 1"=50' SHEET 4 OF 4 SHEETS STA. TO STA.

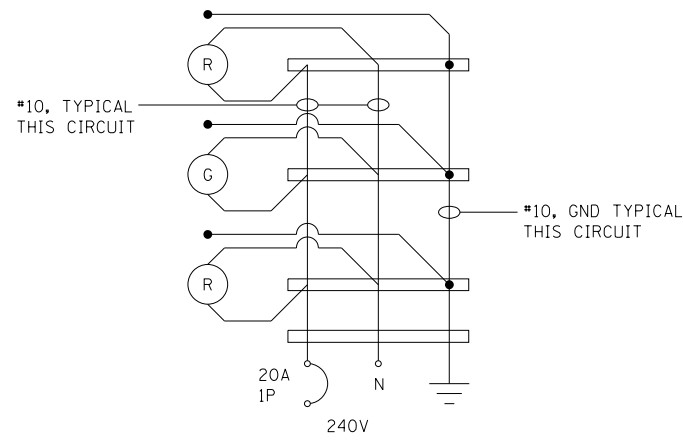
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1 (BR)	PUTNAM/BUREAU	415	142
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



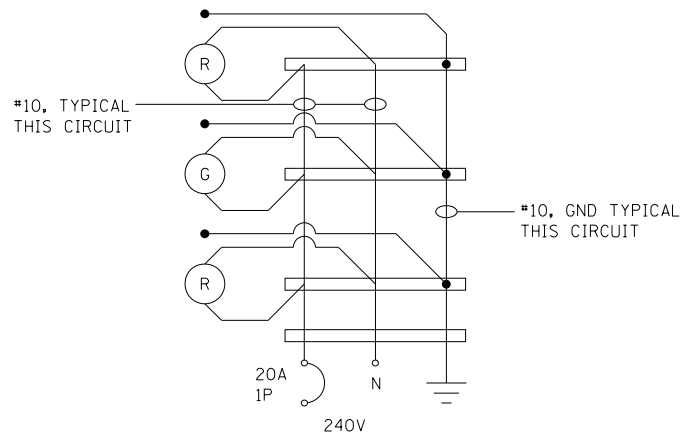
LIGHTING CKT 1:



LIGHTING CKT 2:



LIGHTING CKT 3:

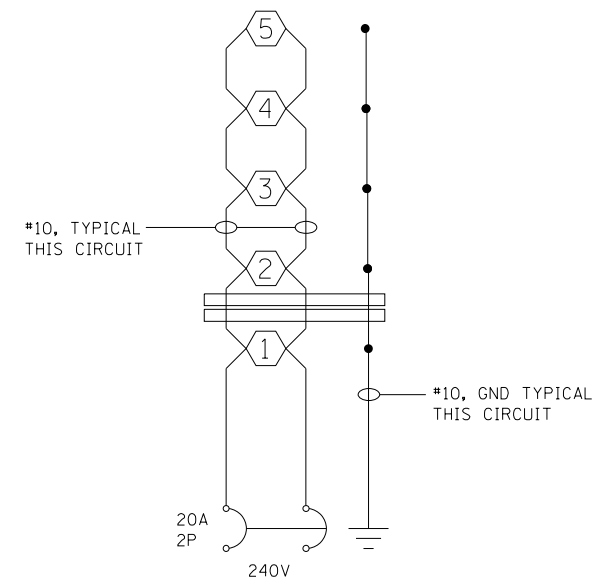


LIGHTING CKT 4:

- LEGEND:**
- LOW WATTAGE LED ROADWAY LUMINAIRE
 - RED 180 DEGREE CHANNEL MARGIN LED NAVIGATION LUMINAIRE
 - GREEN 360 DEGREE CENTER CHANNEL LED NAVIGATION LUMINAIRE
 - GROUND CONNECTION AT EACH POLE
 - GROUND ROD
 - JUNCTION BOX

NOTES:

1. ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.
2. BOND EACH JUNCTION BOX TO EQUIPMENT GROUNDING CONDUCTOR.



LIGHTING CKT 1:

**PROPOSED IDOT LIGHTING CONTROLLER
AT IL-89 AND ILLINOIS RIVER
LOCATION #107**

**PROPOSED CITY OF SPRING VALLEY
LIGHTING CONTROLLER AT
IL-89 AND ILLINOIS ST**

FILE NAME = ...D366A69-sht-IL89-wiring-01.dgn	USER NAME = swilkenson	DESIGNED GR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 89 LIGHTING WIRING DIAGRAMS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = NTS	CHECKED GT	REVISED -						698	1 (BR)	PUTNAM/BUREAU	415	143
\$MODELNAME\$	PLOT DATE = 8/6/2015	DATE 8/10/2015	REVISED -	SCALE: NTS	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT		
											CONTRACT NO. 66A69		

**ILLINOIS DEPARTMENT OF TRANSPORTATION
LOW WATTAGE LED LUMINAIRE PERFORMANCE TABLE (GROUND MOUNTED)**

GIVEN CONDITIONS

ROADWAY DATA:	PAVEMENT WIDTH	24 FT
	NUMBER OF LANES (ONE DIRECTION)	1
	MEDIAN WIDTH	N/A
	IES SURFACE CLASSIFICATION	R3
	Q-ZERO VALUE	.07
LIGHT POLE DATA:	MOUNTING HEIGHT	45 FT
	MAST ARM LENGTH	15 FT
	POLE SET-BACK FROM EDGE OF PAVEMENT	15 FT
LUMINAIRE DATA:	LAMP TYPE	LED
	LAMP LUMENS	15,900 MIN
	IES VERTICAL DISTRIBUTION	M
	IES CONTROL OF DISTRIBUTION	FC
	IES LATERAL DISTRIBUTION	2
	TOTAL LIGHT LOSS FACTOR	0.684
LAYOUT DATA:	SPACING	175 FT
	CONFIGURATION	SINGLE SIDED (FAR SIDE)
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	0 FT

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

PERFORMANCE REQUIREMENTS

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTABLE STANDARDS OF PHOTOMETRIC PERFORMANCE OF THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED ABOVE.

LUMINANCE:	AVERAGE LUMINANCE: (L_{AVE})	0.6 Cd/m ²
	UNIFORMITY RATIO: (L_{AVE}/L_{MIN})	3.5
	(L_{MAX}/L_{MIN})	6.0
	MAXIMUM VEILING LUMINANCE RATIO: (L_V/L_{AVE})	0.30

**ILLINOIS DEPARTMENT OF TRANSPORTATION
LOW WATTAGE LED LUMINAIRE PERFORMANCE TABLE (BRIDGE MOUNTED)**

GIVEN CONDITIONS

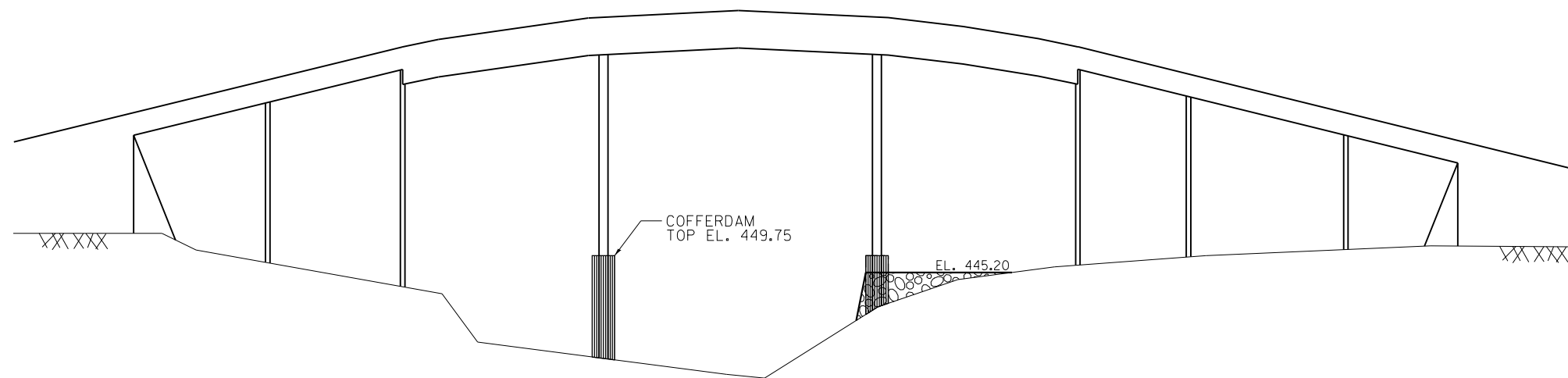
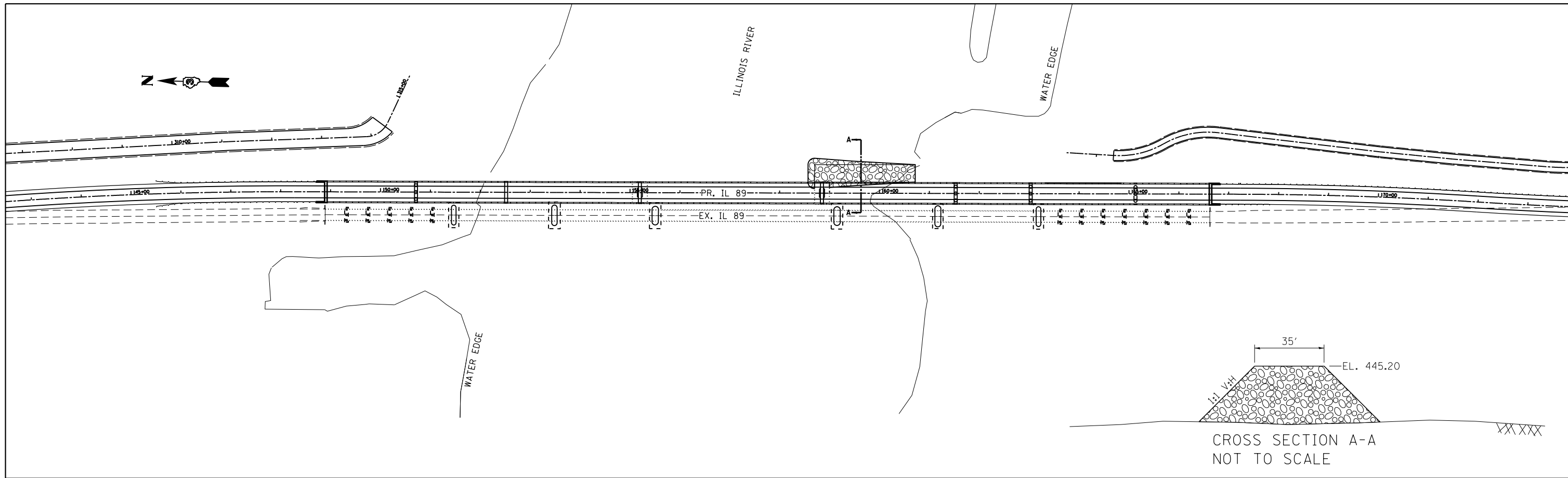
ROADWAY DATA:	PAVEMENT WIDTH	24 FT
	NUMBER OF LANES (ONE DIRECTION)	1
	MEDIAN WIDTH	N/A
	IES SURFACE CLASSIFICATION	R3
	Q-ZERO VALUE	.07
LIGHT POLE DATA:	MOUNTING HEIGHT	43 FT
	MAST ARM LENGTH	6 FT
	POLE SET-BACK FROM EDGE OF PAVEMENT	9.6 FT
LUMINAIRE DATA:	LAMP TYPE	LED
	LAMP LUMENS	15,900 MIN
	IES VERTICAL DISTRIBUTION	M
	IES CONTROL OF DISTRIBUTION	FC
	IES LATERAL DISTRIBUTION	2
	TOTAL LIGHT LOSS FACTOR	0.684
LAYOUT DATA:	SPACING	160 FT
	CONFIGURATION	SINGLE SIDED (FAR SIDE)
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	-3.6 FT

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

PERFORMANCE REQUIREMENTS

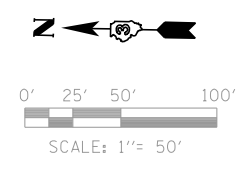
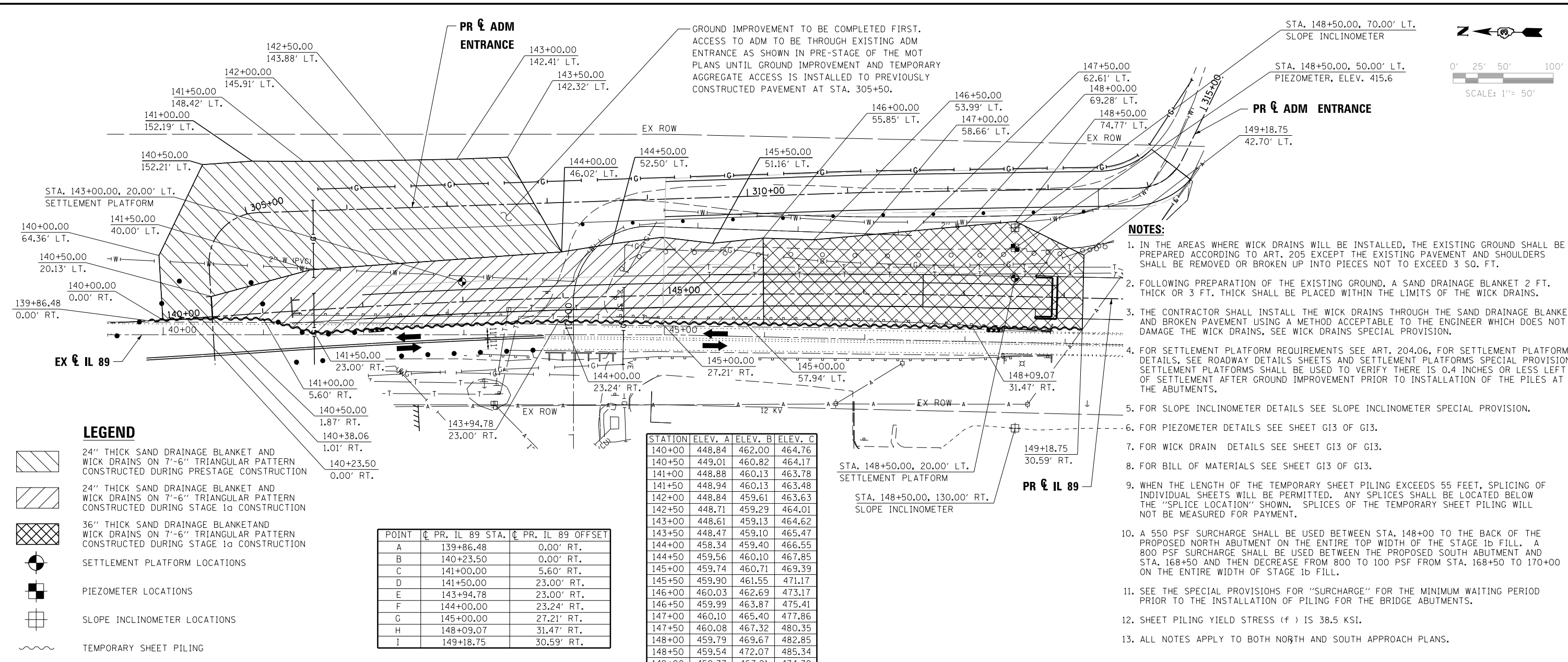
NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTABLE STANDARDS OF PHOTOMETRIC PERFORMANCE OF THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED ABOVE.

LUMINANCE:	AVERAGE LUMINANCE: (L_{AVE})	0.6 Cd/m ²
	UNIFORMITY RATIO: (L_{AVE}/L_{MIN})	3.5
	(L_{MAX}/L_{MIN})	6.0
	MAXIMUM VEILING LUMINANCE RATIO: (L_V/L_{AVE})	0.30



PLEASE SEE IDNR SPECIAL PROVISION

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SN 078-0006 CAUSEWAY PLAN & PROFILE				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISED -						698	(1)BR	PUTNAM	415	146
\$MODELNAME\$		CHECKED -	REVISED -		CONTRACT NO. 66A69				ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		



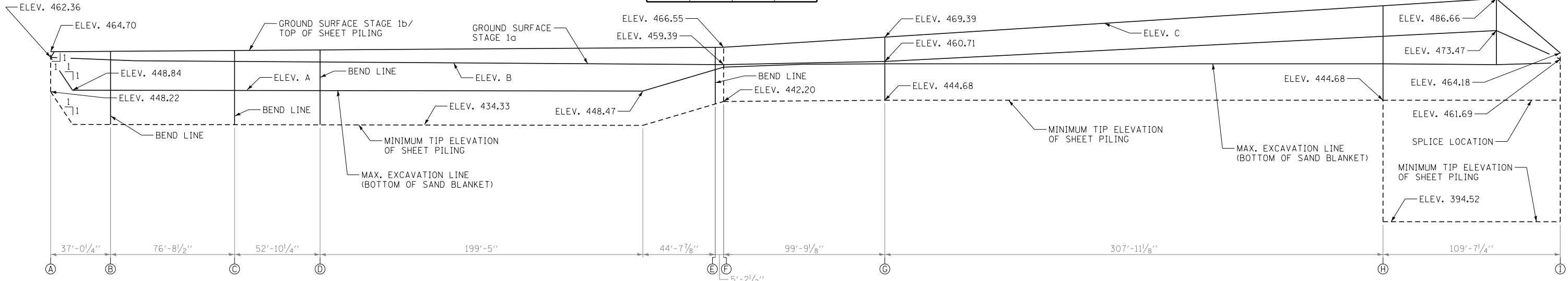
- NOTES:**
1. IN THE AREAS WHERE WICK DRAINS WILL BE INSTALLED, THE EXISTING GROUND SHALL BE PREPARED ACCORDING TO ART. 205 EXCEPT THE EXISTING PAVEMENT AND SHOULDERS SHALL BE REMOVED OR BROKEN UP INTO PIECES NOT TO EXCEED 3 SQ. FT.
 2. FOLLOWING PREPARATION OF THE EXISTING GROUND, A SAND DRAINAGE BLANKET 2 FT. THICK OR 3 FT. THICK SHALL BE PLACED WITHIN THE LIMITS OF THE WICK DRAINS.
 3. THE CONTRACTOR SHALL INSTALL THE WICK DRAINS THROUGH THE SAND DRAINAGE BLANKET AND BROKEN PAVEMENT USING A METHOD ACCEPTABLE TO THE ENGINEER WHICH DOES NOT DAMAGE THE WICK DRAINS, SEE WICK DRAINS SPECIAL PROVISION.
 4. FOR SETTLEMENT PLATFORM REQUIREMENTS SEE ART. 204.06, FOR SETTLEMENT PLATFORM DETAILS, SEE ROADWAY DETAILS SHEETS AND SETTLEMENT PLATFORMS SPECIAL PROVISION. SETTLEMENT PLATFORMS SHALL BE USED TO VERIFY THERE IS 0.4 INCHES OR LESS LEFT OF SETTLEMENT AFTER GROUND IMPROVEMENT PRIOR TO INSTALLATION OF THE PILES AT THE ABUTMENTS.
 5. FOR SLOPE INCLINOMETER DETAILS SEE SLOPE INCLINOMETER SPECIAL PROVISION.
 6. FOR PIEZOMETER DETAILS SEE SHEET G13 OF G13.
 7. FOR WICK DRAIN DETAILS SEE SHEET G13 OF G13.
 8. FOR BILL OF MATERIALS SEE SHEET G13 OF G13.
 9. WHEN THE LENGTH OF THE TEMPORARY SHEET PILING EXCEEDS 55 FEET, SPLICING OF INDIVIDUAL SHEETS WILL BE PERMITTED, ANY SPLICES SHALL BE LOCATED BELOW THE "SPlice LOCATION" SHOWN, SPLICES OF THE TEMPORARY SHEET PILING WILL NOT BE MEASURED FOR PAYMENT.
 10. A 550 PSF SURCHARGE SHALL BE USED BETWEEN STA. 148+00 TO THE BACK OF THE PROPOSED NORTH ABUTMENT ON THE ENTIRE TOP WIDTH OF THE STAGE 1b FILL. A 800 PSF SURCHARGE SHALL BE USED BETWEEN THE PROPOSED SOUTH ABUTMENT AND STA. 168+50 AND THEN DECREASE FROM 800 TO 100 PSF FROM STA. 168+50 TO 170+00 ON THE ENTIRE WIDTH OF STAGE 1b FILL.
 11. SEE THE SPECIAL PROVISIONS FOR "SURCHARGE" FOR THE MINIMUM WAITING PERIOD PRIOR TO THE INSTALLATION OF PILING FOR THE BRIDGE ABUTMENTS.
 12. SHEET PILING YIELD STRESS (f) IS 38.5 KSI.
 13. ALL NOTES APPLY TO BOTH NORTH AND SOUTH APPROACH PLANS.

LEGEND

- 24" THICK SAND DRAINAGE BLANKET AND WICK DRAINS ON 7'-6" TRIANGULAR PATTERN CONSTRUCTED DURING PRESTAGE CONSTRUCTION
- 24" THICK SAND DRAINAGE BLANKET AND WICK DRAINS ON 7'-6" TRIANGULAR PATTERN CONSTRUCTED DURING STAGE 1a CONSTRUCTION
- 36" THICK SAND DRAINAGE BLANKET AND WICK DRAINS ON 7'-6" TRIANGULAR PATTERN CONSTRUCTED DURING STAGE 1a CONSTRUCTION
- SETTLEMENT PLATFORM LOCATIONS
- PIEZOMETER LOCATIONS
- SLOPE INCLINOMETER LOCATIONS
- TEMPORARY SHEET PILING

POINT	PR. IL 89 STA.	PR. IL 89 OFFSET
A	139+86.48	0.00' RT.
B	140+23.50	0.00' RT.
C	141+00.00	5.60' RT.
D	141+50.00	23.00' RT.
E	143+94.78	23.00' RT.
F	144+00.00	23.24' RT.
G	145+00.00	27.21' RT.
H	148+09.07	31.47' RT.
I	149+18.75	30.59' RT.

STATION	ELEV. A	ELEV. B	ELEV. C
140+00	448.84	462.00	464.76
140+50	449.01	460.82	464.17
141+00	448.88	460.13	463.78
141+50	448.94	460.13	463.48
142+00	448.84	459.61	463.63
142+50	448.71	459.29	464.01
143+00	448.61	459.13	464.62
143+50	448.47	459.10	465.47
144+00	458.34	459.40	466.55
144+50	459.56	460.10	467.85
145+00	459.74	460.71	469.39
145+50	459.90	461.55	471.17
146+00	460.03	462.69	473.17
146+50	459.99	463.87	475.41
147+00	460.10	465.40	477.86
147+50	460.08	467.32	480.35
148+00	459.79	469.67	482.85
148+50	459.54	472.07	485.34
149+00	459.77	467.21	474.70



TEMPORARY SHEET PILING

(MINIMUM SECTION MODULUS 22.4 IN³/FT AND MOMENT OF INERTIA OF 138.3 IN⁴/FT BETWEEN STATIONS 139+86.48 AND 145+00.00)
 (MINIMUM SECTION MODULUS 26.1 IN³/FT AND MOMENT OF INERTIA OF 162.5 IN⁴/FT BETWEEN STATIONS 145+00.00 AND 149+18.75)
 (DIMENSIONS ALONG FRONT FACE OF TEMPORARY SHEET PILING, LOOKING AT FRONT FACE OF SHEET PILING)



USER NAME = habdou	DESIGNED HP/JJA	REVISED -
FILE NAME = D366A69-sht-G1-01.dgn	CHECKED JRS	REVISED -
PLOT SCALE =	DRAWN AJF	REVISED -
PLOT DATE = 10/13/2015	CHECKED JRS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**






**GROUND IMPROVEMENT
NORTH APPROACH PLAN**

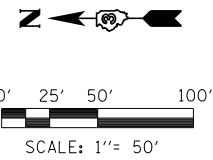
SHEET NO. G11 OF G13 SHEETS

F.A.P. RTE. 698	SECTION (1) BR	COUNTY BUREAU/PUTNAM	TOTAL SHEETS 415	SHEET NO. 147
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	

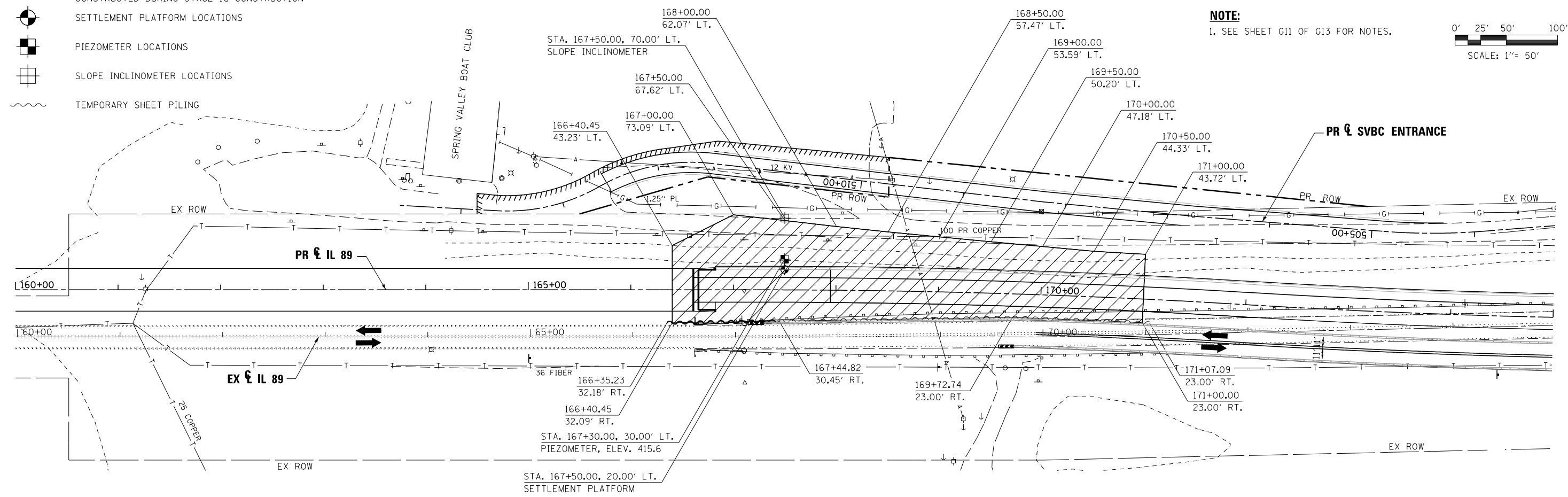
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LEGEND

-  24" THICK SAND DRAINAGE BLANKET AND WICK DRAINS ON 7'-6" TRIANGULAR PATTERN CONSTRUCTED DURING STAGE 1g CONSTRUCTION
-  SETTLEMENT PLATFORM LOCATIONS
-  PIEZOMETER LOCATIONS
-  SLOPE INCLINOMETER LOCATIONS
-  TEMPORARY SHEET PILING

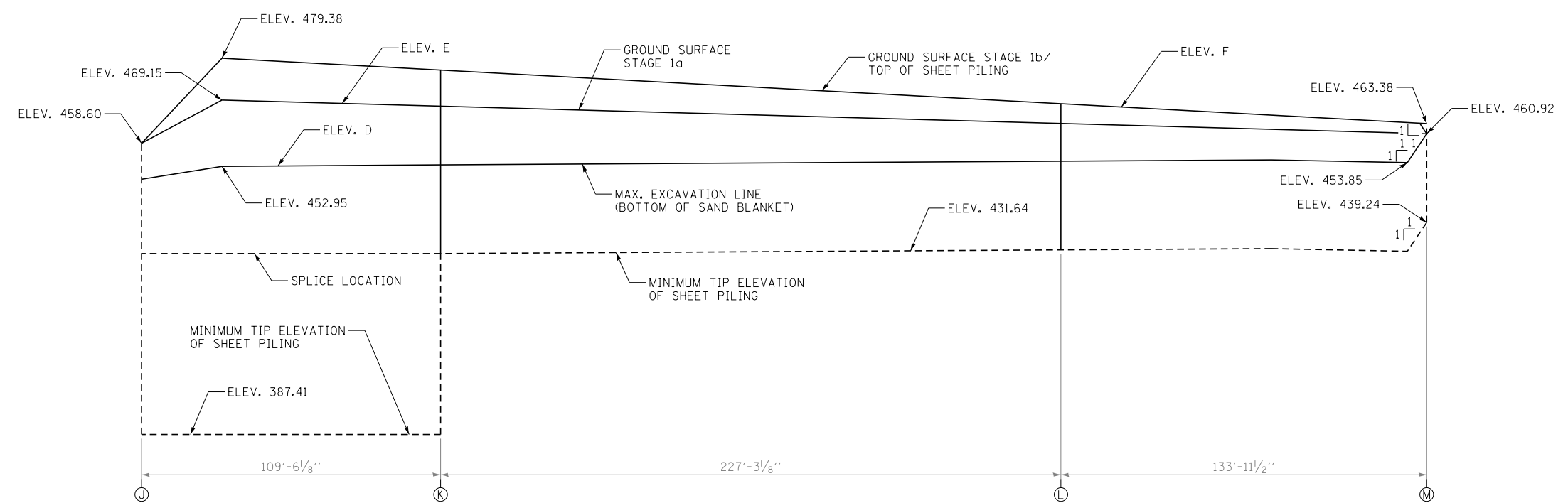


NOTE:
1. SEE SHEET G11 OF G13 FOR NOTES.



POINT	PR IL 89 STA.	PR IL 89 OFFSET
J	166+35.23	32.18' RT.
K	167+44.82	30.45' RT.
L	169+72.74	23.00' RT.
M	171+07.09	23.00' RT.

STATION	ELEV. D	ELEV. E	ELEV. F
166+50	451.42	464.07	469.38
167+00	453.12	467.88	478.08
167+50	453.37	466.10	475.60
168+00	453.82	464.31	473.28
168+50	454.04	462.82	471.19
169+00	454.02	461.66	469.33
169+50	454.16	461.05	467.69
170+00	454.26	460.59	466.28
170+50	454.51	460.84	465.09
171+00	453.85	460.91	463.64



TEMPORARY SHEET PILING

(MINIMUM SECTION MODULUS 31.7 IN³/F AND MOMENT OF INERTIA OF 265.3 IN⁴/FT)
(DIMENSIONS ALONG FACE OF TEMPORARY SHEET PILING, LOOKING AT FRONT FACE OF SHEET PILING)



USER NAME = mhellenenthal	DESIGNED HP/JJA	REVISED -
FILE NAME = D366A69-sht-G1-02.dgn	CHECKED JRS	REVISED -
PLOT SCALE =	DRAWN AJF	REVISED -
PLOT DATE = 8/6/2015	CHECKED JRS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

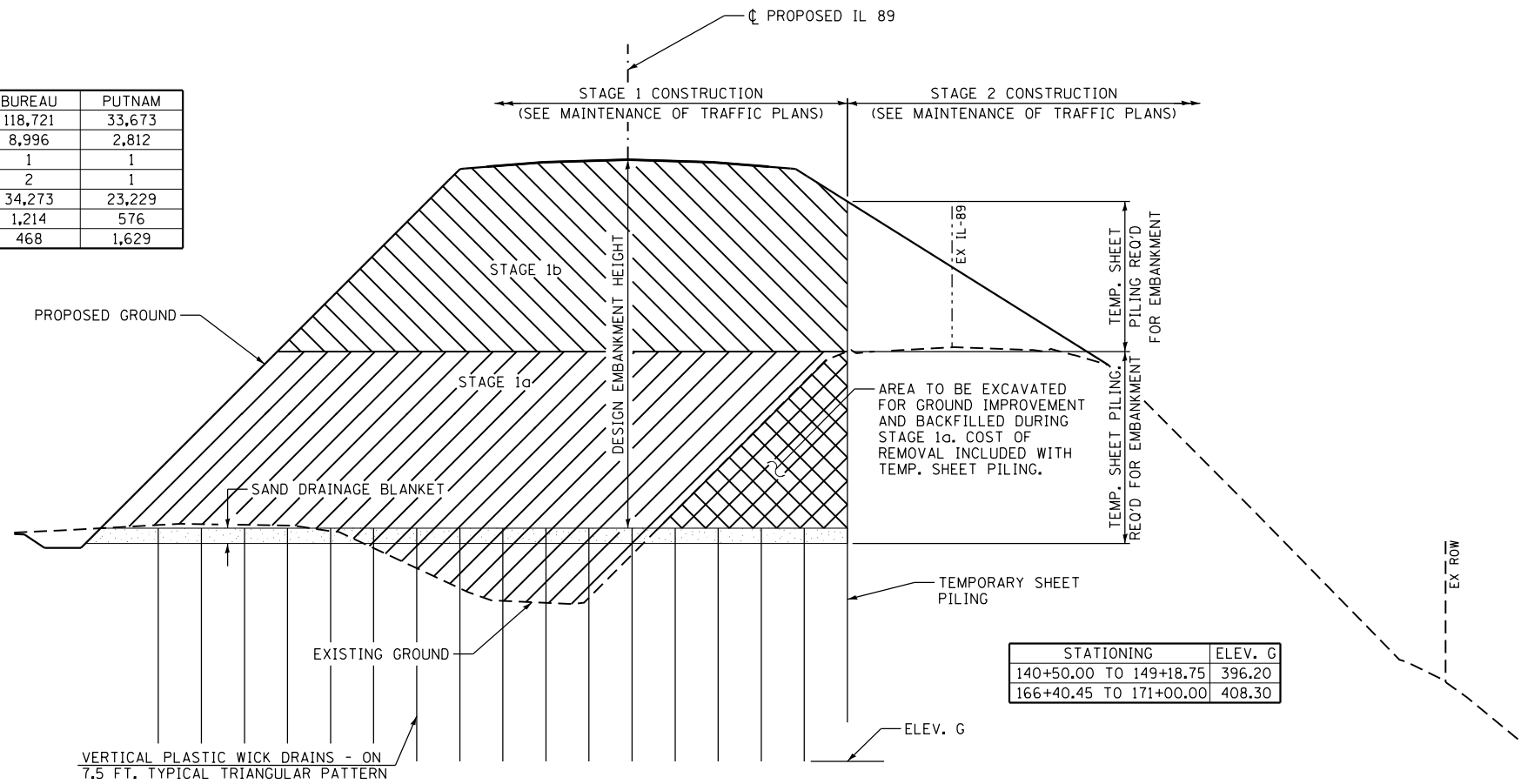
**GROUND IMPROVEMENT
SOUTH APPROACH PLAN**
SHEET NO. G12 OF G13 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	148
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	

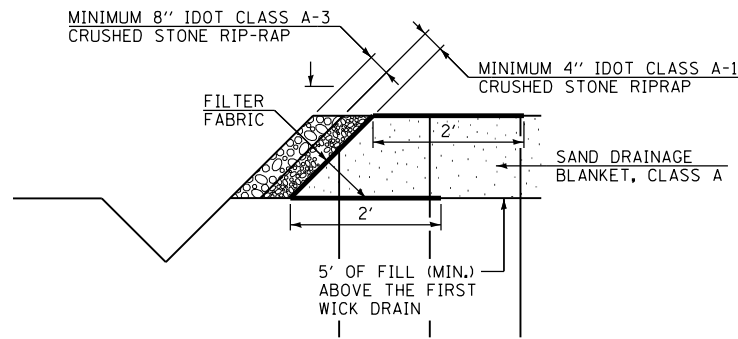
X:\101005\1014101\Eng-Docs\IL89PhaseII\SpringValleyBridge\Final\Lin_Eng\Ground Improvement\366A69-sht-G1-02.dgn 5:21:17 PM 8/6/2015

BILL OF MATERIAL

ITEM	UNIT	TOTAL	BUREAU	PUTNAM
WICK DRAINS	FEET	152,394	118,721	33,673
SAND DRAINAGE BLANKET	CU. YD.	11,808	8,996	2,812
PIEZOMETERS	EACH	2	1	1
SLOPE INCLINOMETER	EACH	3	2	1
TEMPORARY SHEET PILING	SO. FT.	57,502	34,273	23,229
FILTER FABRIC	SO. YD.	1,790	1,214	576
SURCHARGE	SO. YD.	2,097	468	1,629



GROUND IMPROVEMENT TYPICAL CROSS SECTION
(LOOKING SOUTH)



DRAINAGE BLANKET PROTECTION

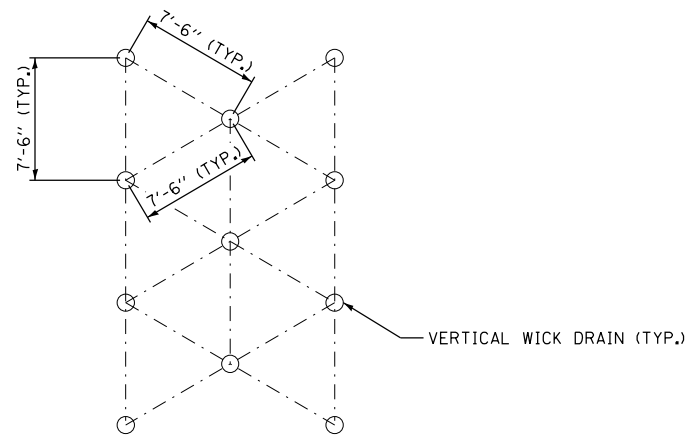
NOTES:

ANY WORKING PLATFORM NEEDED TO CONSTRUCT THE SAND DRAINAGE BLANKET OR THE WICK DRAINS WILL NOT BE MEASURED FOR PAYMENT.

INSTALLATION PER PIEZOMETER MANUFACTURER RECOMMENDATIONS AND AS APPROVED BY ENGINEER.

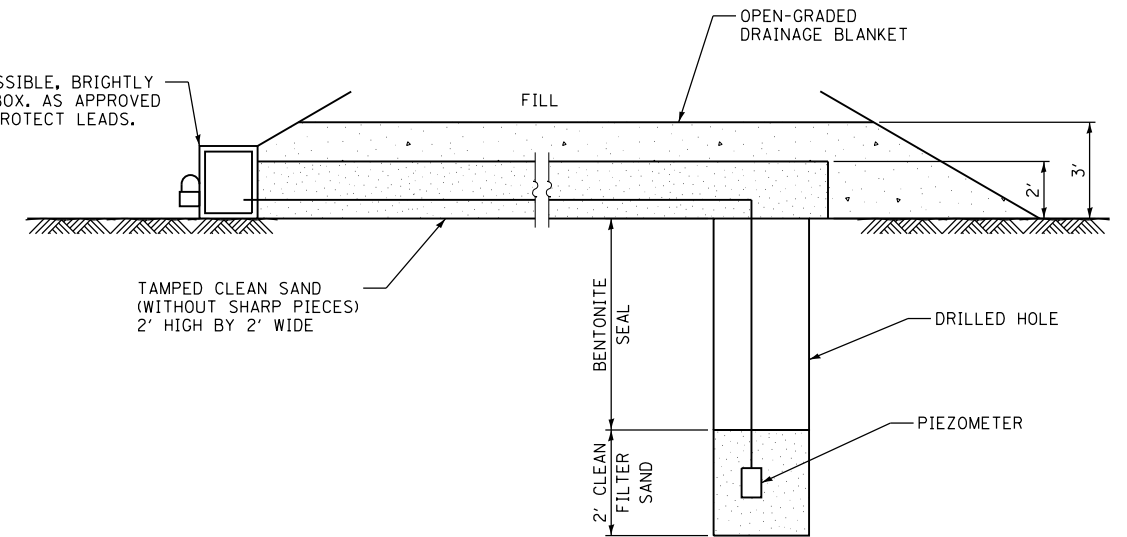
CONTRACTOR SHALL RECORD GROUNDWATER LEVEL DURING INSTALLATION AND SUBMIT TO ENGINEER.

THE CONTRACTOR SHALL TAKE CARE TO ENSURE THE PIEZOMETER INSTALLATIONS ARE PROTECTED FROM DAMAGE. SHOULD ANY DAMAGE OR MALFUNCTION OCCUR TO ANY PORTION OF THE INSTALLATION, THE CONTRACTOR SHALL IMMEDIATELY CEASE ALL WORK ON THE SUBJECT EMBANKMENT AND IMMEDIATELY MAKE THE NECESSARY REPAIRS AT NO ADDITIONAL COST TO THE CONTRACT. WORK ON THE SUBJECT EMBANKMENT SHALL NOT RESUME UNTIL ALL REPAIRS HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.



WICK DRAIN PATTERN

WATERPROOF, ACCESSIBLE, BRIGHTLY COLORED, SECURE BOX, AS APPROVED BY ENGINEER, TO PROTECT LEADS.



TYPICAL PIEZOMETER INSTALLATION DETAIL
(NOT TO SCALE)

PIEZOMETER ELEVATIONS AND ESTIMATED MAXIMUM PIEZOMETER WATER LEVEL READINGS ALLOWABLE TO MAINTAIN AN ADEQUATE FACTOR OF SAFETY AGAINST SLOPE FAILURE (DATA PROVIDED BY IDOT)

RECOMMENDED PIEZOMETER LOCATIONS

LOCATION NUMBER	STATION	OFFSET	NEAREST BORING	APPROXIMATE ELEVATION (FT.)	EST. INITIAL READING (psf)	EST. MAX ALLOWABLE READING (psf)						
						17.5 FT (FILL HT)	19.3 FT (FILL HT)	22.5 FT (FILL HT)	25.3 FT (FILL HT)	25.3 FT (FILL HT + 800 psf SURCHARGE)	29.3 FT (FILL HT)	29.3 FT (FILL HT + 550 psf SURCHARGE)
1	148+50	50' LT.	B-05(2013)	415.6	1660	2392		2350			2320	2310
2	167+50	30' LT.	B-04(2013)	430.6	792		1925		1812	1762		

Existing Structure:
 S.N. 006-0164 built in 2007 as IL Route 89 over CSX Railroad, Sec. IVBR at Sta. 32+32.00. Existing structure consists of a three span 36" rolled steel girder bridge, (52'-98'-80') with 30' approach spans at each end. The back to back of abutment length is 230'-0" and the out to out bridge width is 37'-7" with no skew. Integral abutments and multi-column piers on footings bear on steel H-piles.

Structure Improvements include removal and replacement of the south approach slab.

One lane of traffic in each direction is to be maintained during construction using staged construction.

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th edition with 2015 Interim

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

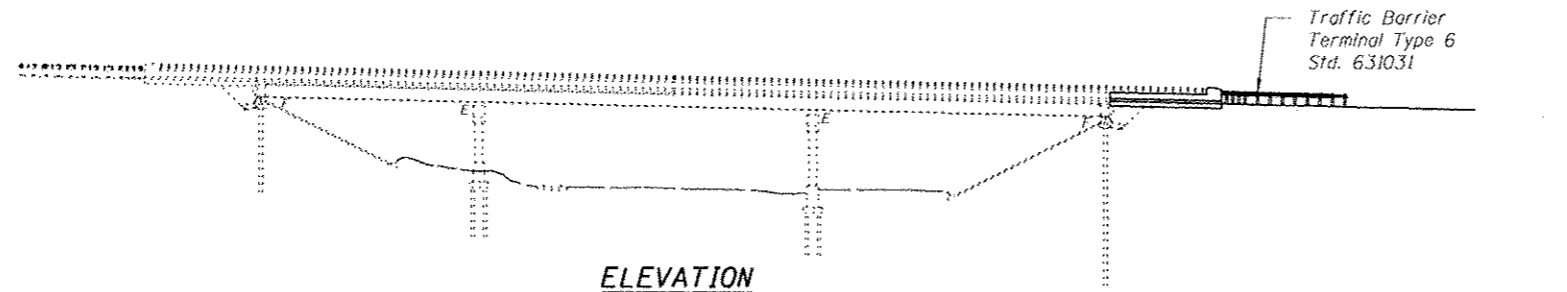
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

INDEX OF SHEETS

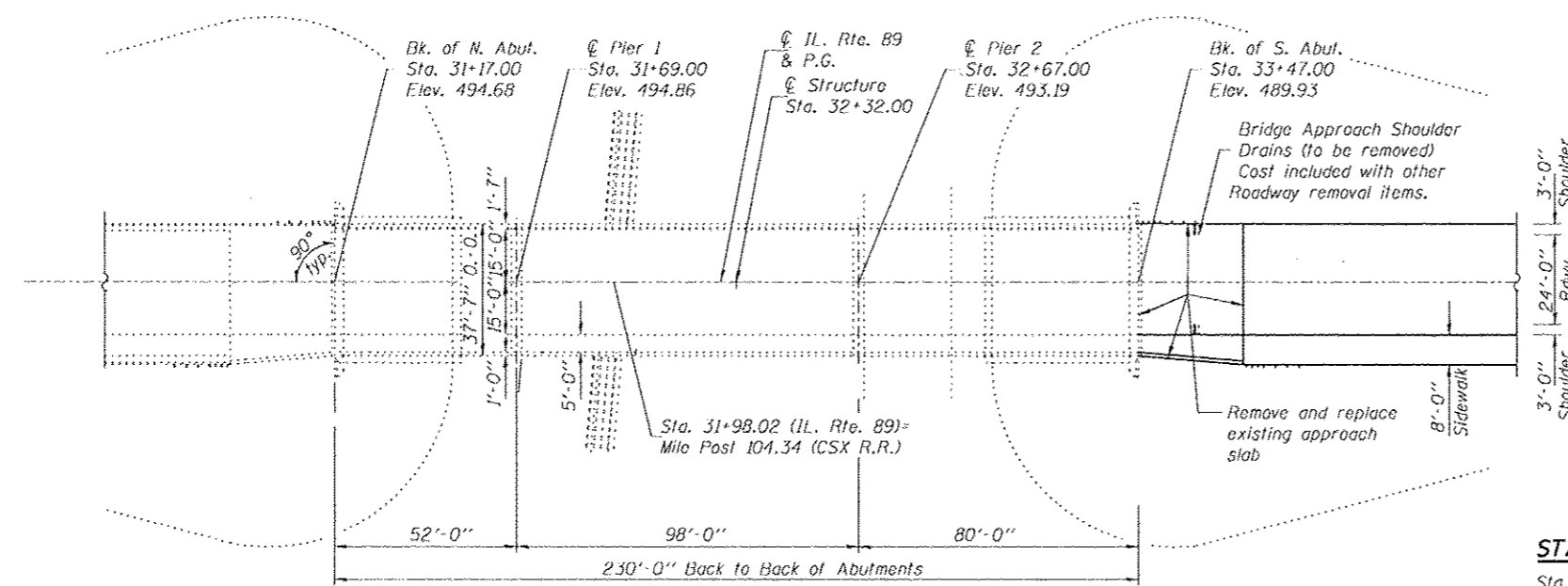
1. General Plan and Elevation
2. Stage Construction Details
3. Top of South Approach Slab Elevations
4. Bridge Approach Slab Details (1 of 3)
5. Bridge Approach Slab Details (2 of 3)
6. Bridge Approach Slab Details (3 of 3)
7. Bar Splicer Details
8. Temporary Concrete Barrier for Stage Construction

SCOPE OF WORK:

Remove and replace south approach slab.



ELEVATION



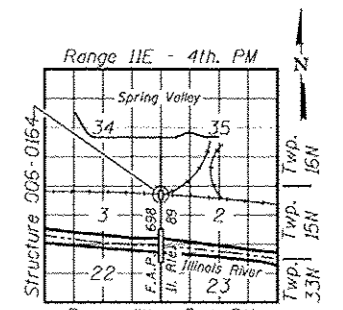
PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Structures	Cu. Yd.		12.2	12.2
Concrete Superstructure	Cu. Yd.	66.7		66.7
Bridge Deck Grooving	Sq. Yd.	93		93
Protective Coat	Sq. Yd.	137		137
Reinforcement Bars, Epoxy Coated	Pound	13,940	2,150	16,090
Bar Splicers	Each	111		111

STATION EQUATION:

Sta. 33+47.00 (Old Contract)
 Sta. 133+46.91 (Current Contract)



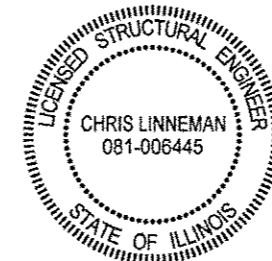
LOCATION SKETCH

GENERAL NOTES:

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

Reinforcement bars designated (E) shall be epoxy coated.
 Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost incidental to "Concrete Superstructure".

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Superstructures.



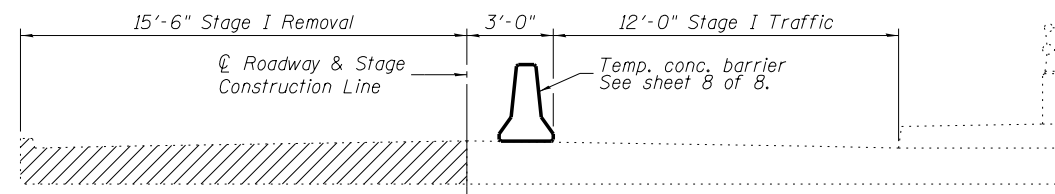
Signed:
 Date: 8/17/2015
 License Expires: 11/30/2016

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 89 OVER
CSX RAILROAD
F.A.P. RTE. 698 - SECTION IVBR
BUREAU COUNTY
STATION 32+32.00
STRUCTURE NO. 006-0164

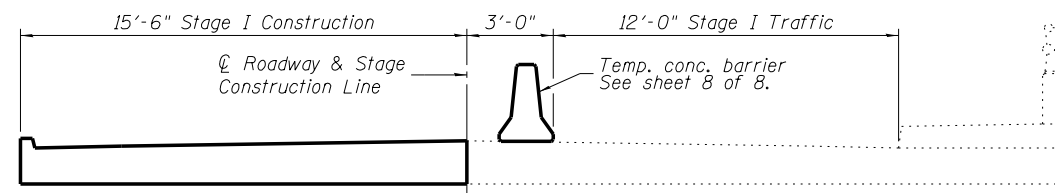
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EFK Moen, LLC Civil Engineering Design 303 Fountains Parkway, Suite 240 Fairview Heights, IL 62208 Phone 618-206-4250	USER NAME: hml/dmu	DESIGNED: CDL	REVISIONS:	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 006-0164 SHEET NO. 1 OF 8 SHEETS	F.A. RTE. 698	SECTION IVBR	COUNTY PUTNAM/BUREAU	TOTAL SHEETS 415	SHEET NO. 150
	PLOT SCALE: *SCALE*	CHECKED: CTW	REVISIONS:			CONTRACT NO. 66A69				
	PLotted DATE: 8/17/2015	DRAWN: JAA	DATE: 7/1/2015			ILLINOIS FED. AID PROJECT				

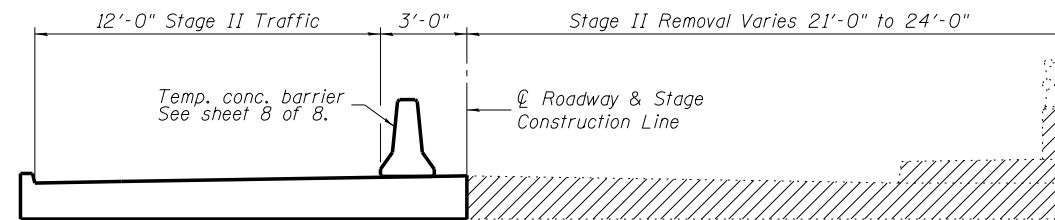
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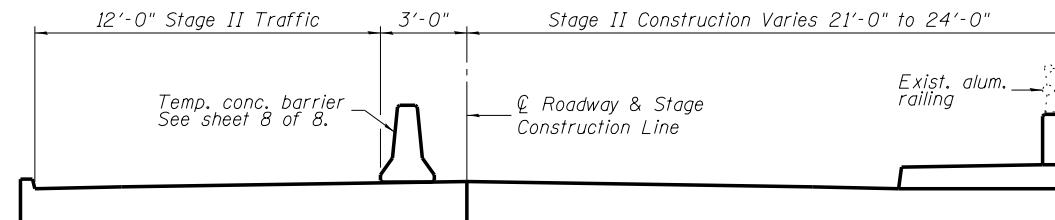
STAGE I REMOVAL
(Looking South)



STAGE I CONSTRUCTION
(Looking South)



STAGE II REMOVAL
(Looking South)



STAGE II CONSTRUCTION
(Looking South)

Notes: For quantity of Temporary Concrete Barrier, see roadway plans.
 Hatched areas indicate Removal of Existing Structures.
 The aluminum railing for the proposed structure is to be reused from the West parapet of the existing structure. See sheet 6 of 8 for details.

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PLOT DATE = 8/17/2015	DATE - 7/1/2015	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 006-0164

SHEET NO. 2 OF 8 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1VBR	PUTNAM/BUREAU	415	151
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	133+46.91	-15.00	489.30
A	133+56.91	-15.00	488.74
B	133+66.91	-15.00	488.27
S. End S. Appr. Pav't.	133+76.91	-15.00	487.79

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	133+46.91	-12.00	489.30
A	133+56.91	-12.00	488.80
B	133+66.91	-12.00	488.33
S. End S. Appr. Pav't.	133+76.91	-12.00	487.85

☐ ROADWAY P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	133+46.91	0.00	489.47
A	133+56.91	0.00	488.99
B	133+66.91	0.00	488.52
S. End S. Appr. Pav't.	133+76.91	0.00	488.04

WEST EDGE OF PAVEMENT

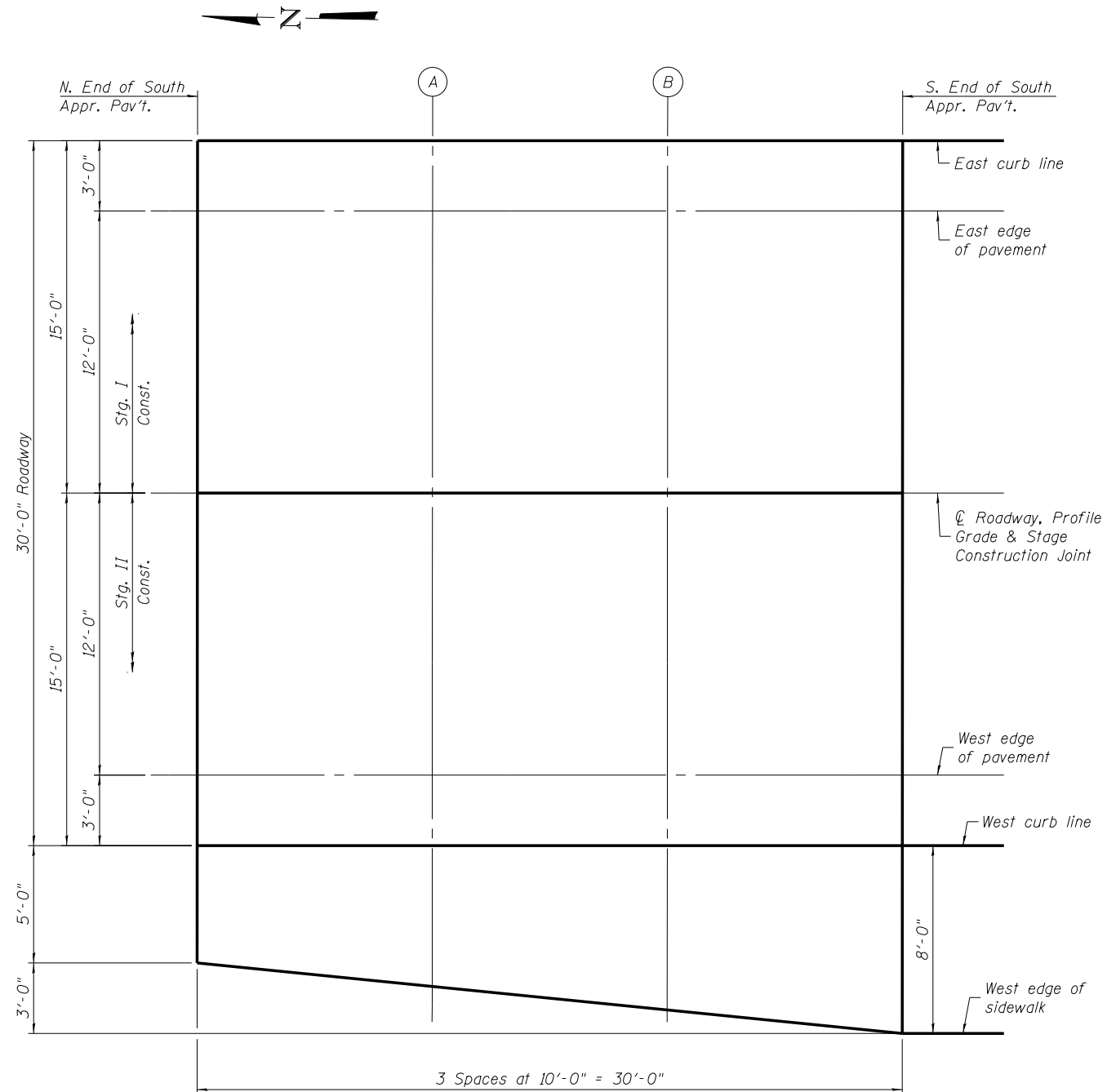
Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	133+46.91	12.00	489.24
A	133+56.91	12.00	488.80
B	133+66.91	12.00	488.33
S. End S. Appr. Pav't.	133+76.91	12.00	487.85

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	133+46.91	15.00	489.23
A	133+56.91	15.00	488.74
B	133+66.91	15.00	488.27
S. End S. Appr. Pav't.	133+76.91	15.00	487.79

WEST EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
N. End S. Appr. Pav't.	133+46.91	20.00	489.23
A	133+56.91	21.00	488.74
B	133+66.91	22.00	488.27
S. End S. Appr. Pav't.	133+76.91	23.00	487.79



PLAN

(South Approach)

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	DATE - 7/1/2015	REVISED -

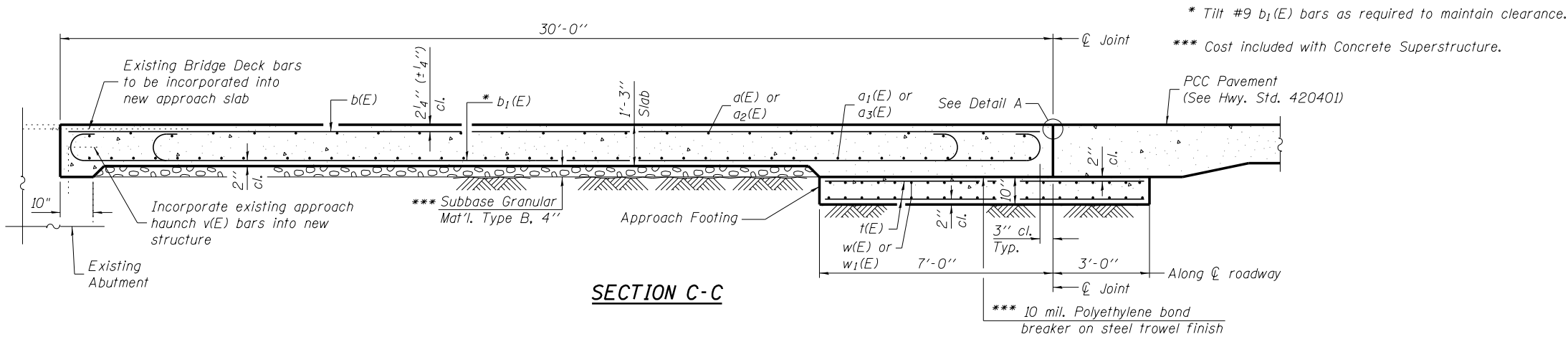
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 006-0164**

SHEET NO. 3 OF 8 SHEETS

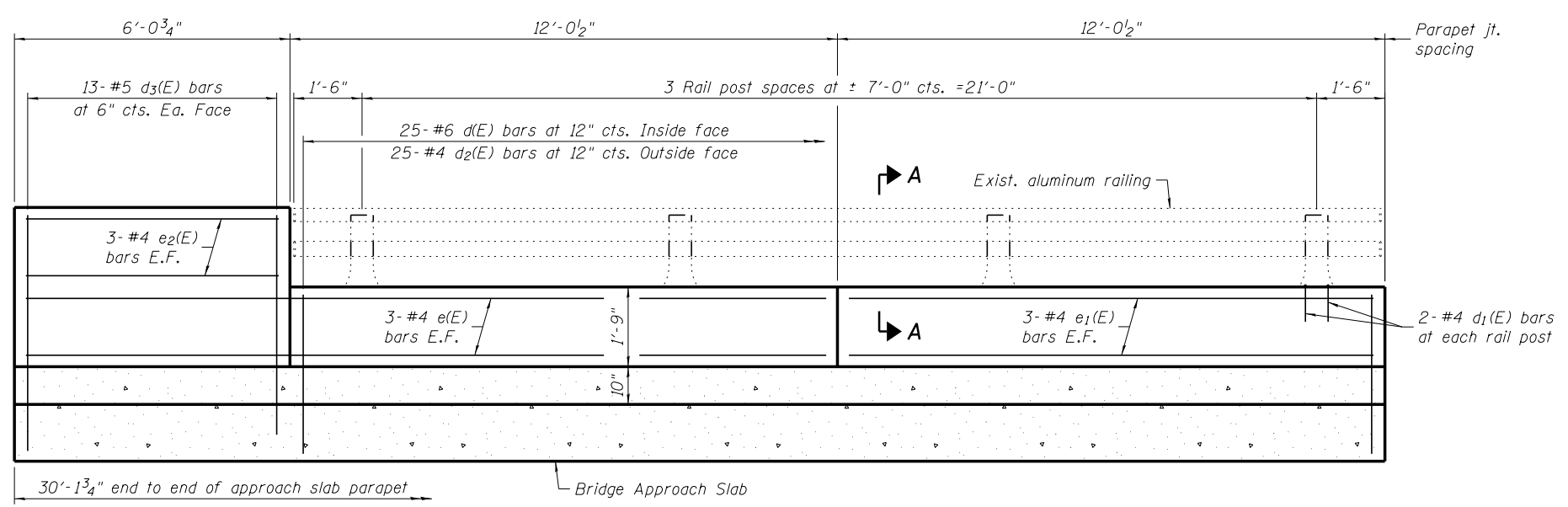
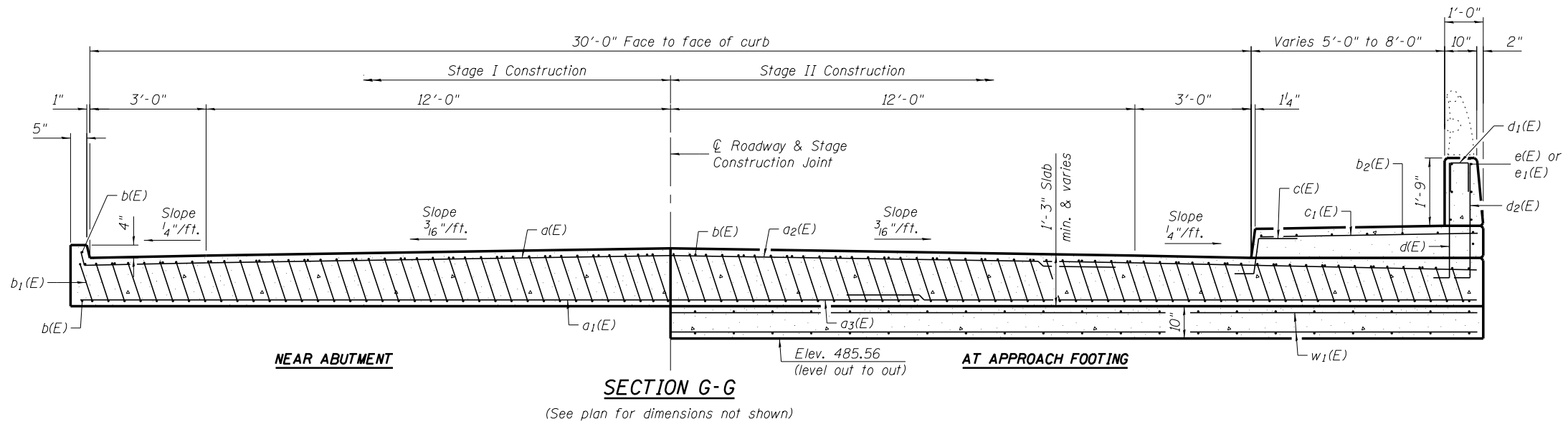
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				

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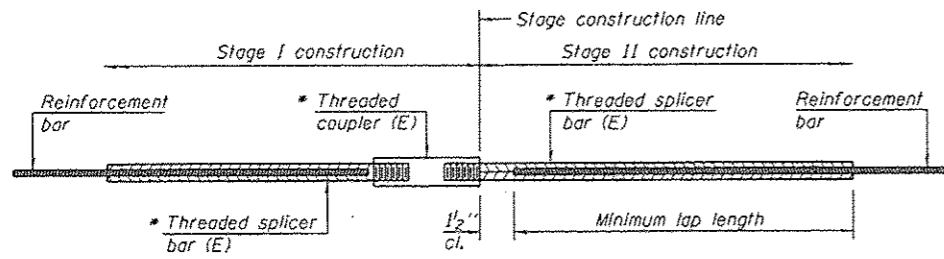


**ONE APPROACH
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	25	#4	15'-7"	—
a ₁ (E)	46	#5	15'-2"	—
a ₂ (E)	50	#4	13'-4"	—
a ₃ (E)	92	#5	13'-8"	—
b(E)	35	#4	29'-8"	—
b ₁ (E)	92	#9	29'-9"	—
b ₂ (E)	22	#5	16'-9"	—
c(E)	31	#5	2'-5"	—
c ₁ (E)	15	#5	14'-4"	—
d(E)	25	#6	3'-10"	—
d ₁ (E)	8	#4	2'-0"	—
d ₂ (E)	25	#4	3'-10"	—
d ₃ (E)	26	#5	5'-7"	—
e(E)	6	#4	17'-9"	—
e ₁ (E)	6	#4	11'-8"	—
e ₂ (E)	6	#4	5'-8"	—
t(E)	82	#4	9'-8"	—
w(E)	40	#5	15'-2"	—
w ₁ (E)	40	#5	23'-8"	—
Concrete Structures				Cu. Yd. 12.2
Concrete Superstructure				Cu. Yd. 66.7
Bridge Deck Grooving				Sq. Yd. 93
Protective Coat				Sq. Yd. 137
Reinforcement Bars, Epoxy Coated				Pound 16,090



Notes:
 See sheet 4 of 8 for Detail A.
 See sheet 6 of 8 for Section A-A.
 Approach slab, sidewalk and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 7 of 8.
 Cost of excavation for approach footing included with Concrete Structures.
 For additional parapet details, see sheet 6 of 8.
 Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans shall be included with Concrete Superstructure.
 Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Superstructures.

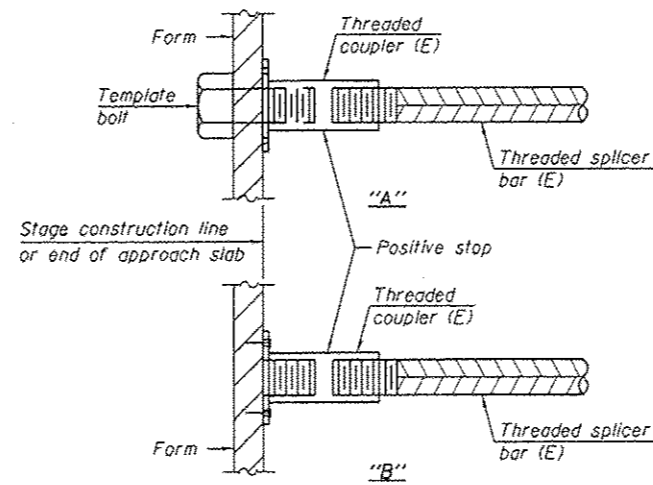


STANDARD BAR SPLICER ASSEMBLY

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

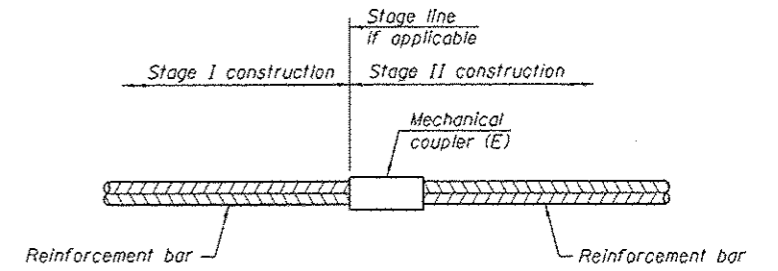
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Approach Slab	#4	25	2'-11"
Approach Slab	#5	46	3'-2"
Approach Footing	#5	40	3'-2"



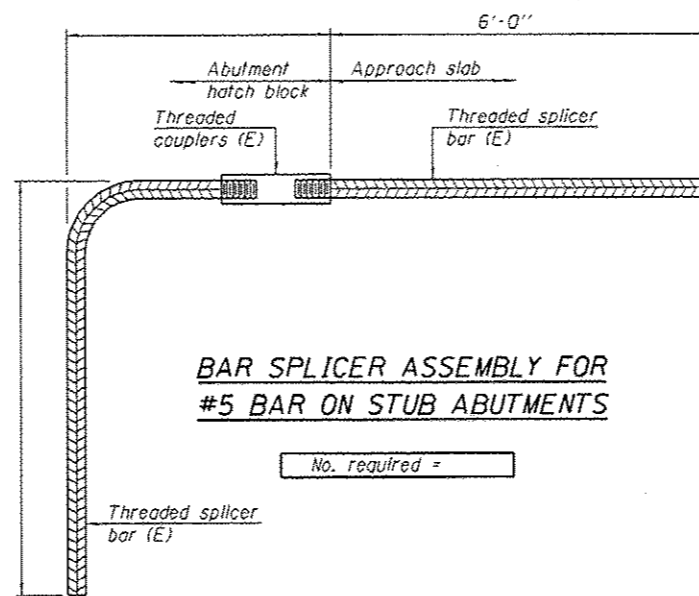
INSTALLATION AND SETTING METHODS

"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



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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BSD-1

6-8-15

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PLOT SCALE = 8/2" = 1'	CHECKED - CTW	REVISED -
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	DATE - 7/1/2015	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

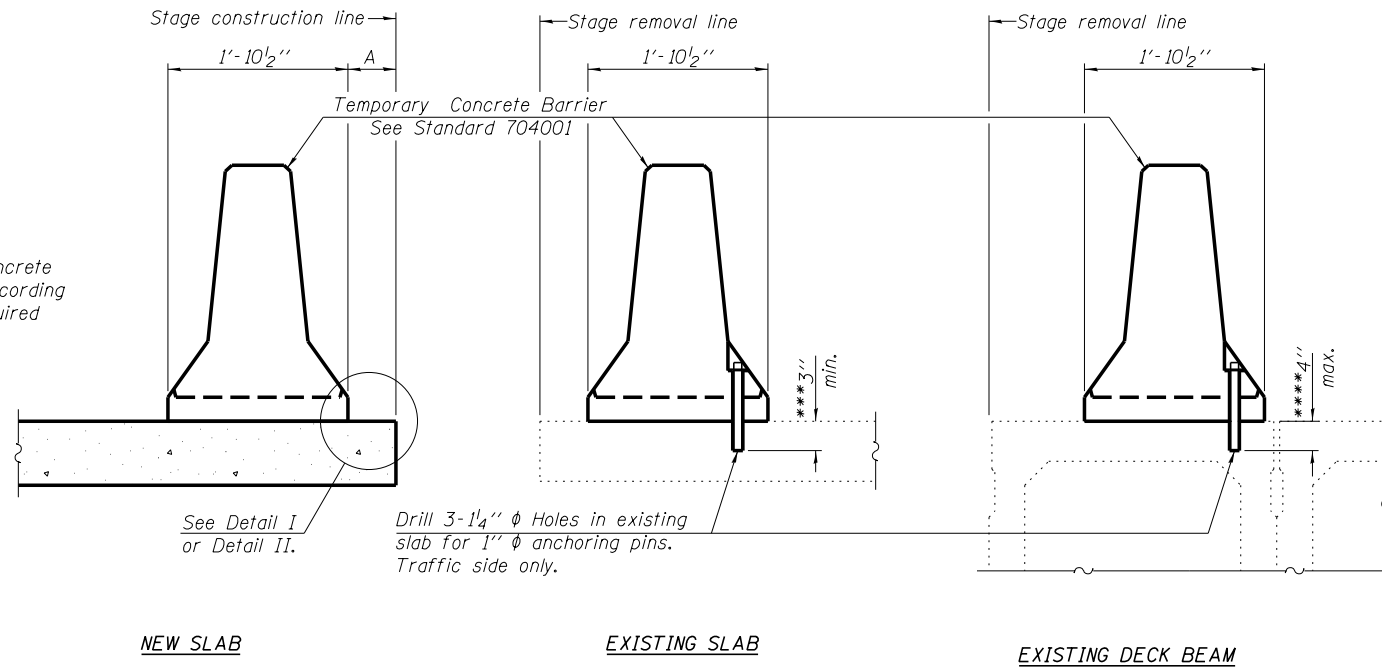
BAR SPLICER ASSEMBLY DETAILS
 STRUCTURE NO. 006-0164

SHEET NO. 7 OF 8 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
69B	IVBR	PUTNAM/BUREAU	415	156
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

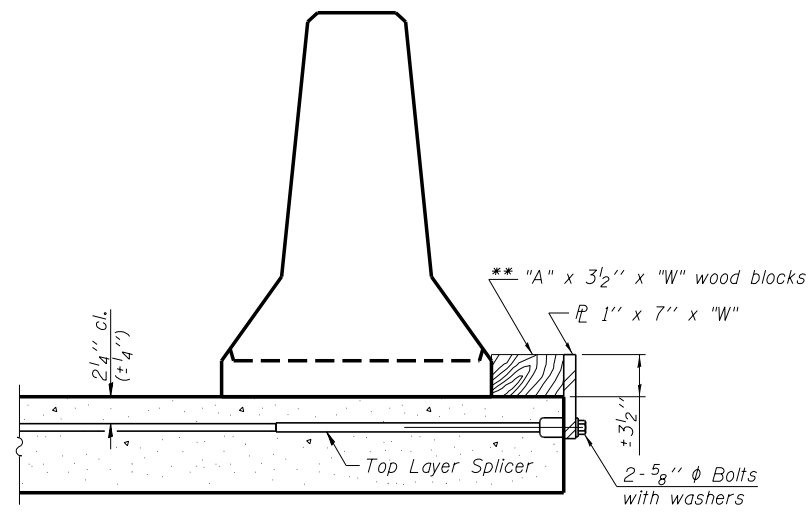
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" phi bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" phi Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

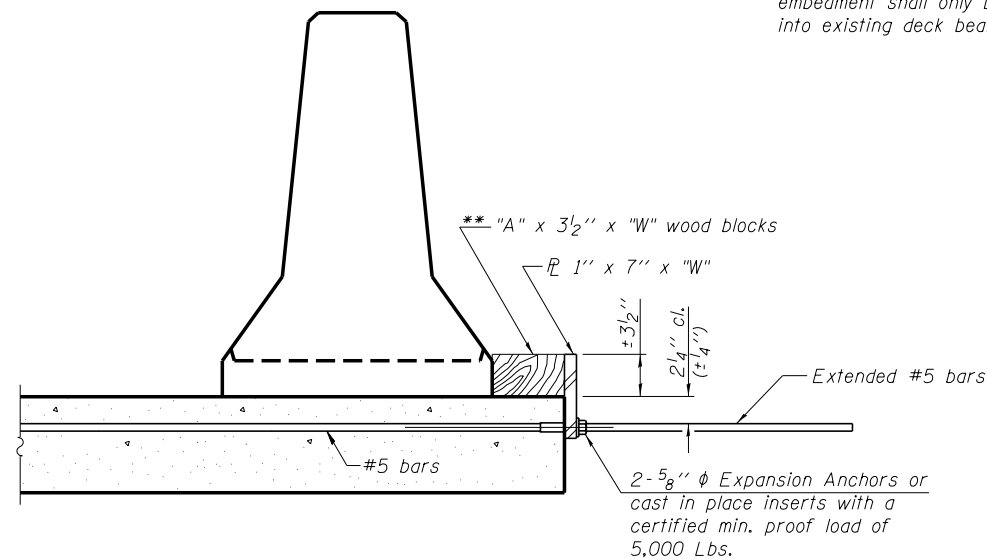
Cost of retainer assembly is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

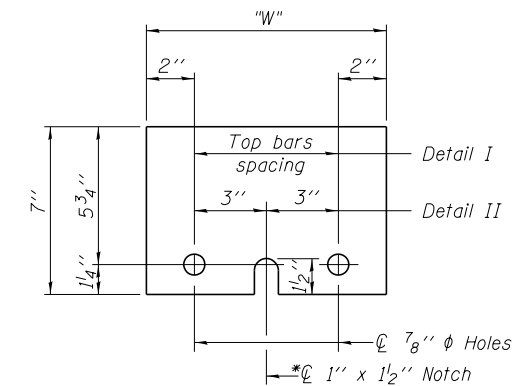
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x "W"

* Required only with Detail II

RETAINER ASSEMBLY

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

R-27

1-12-15

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Phone 618-206-4250

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PLOT DATE = 8/17/2015	DRAWN - JAA	REVISED -
	DATE - 7/1/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 006-0164**

SHEET NO. 8 OF 8 SHEETS

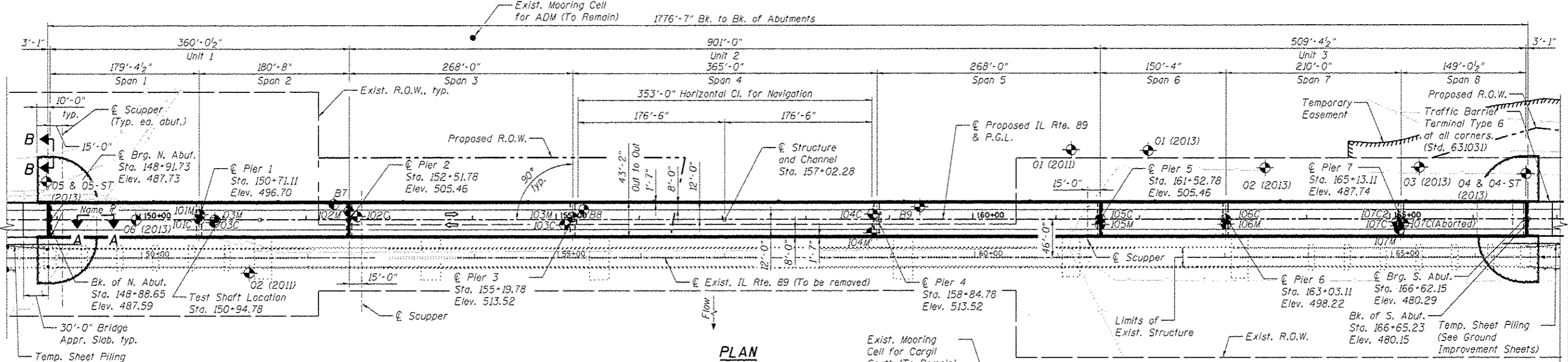
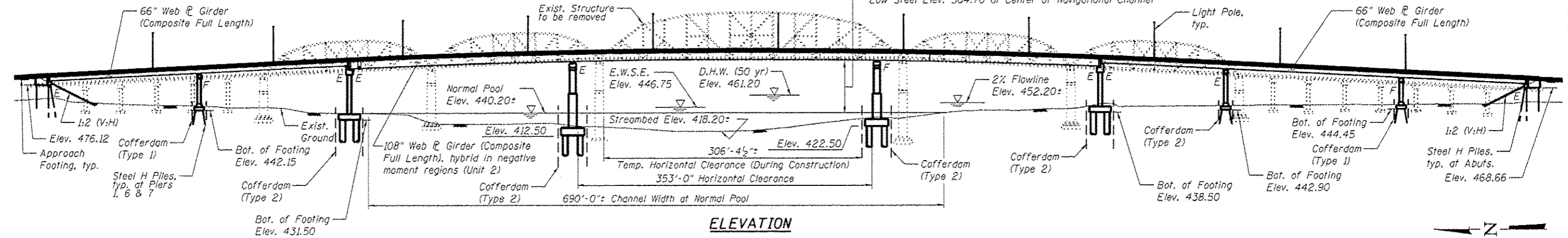
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	1VBR	PUTNAM/BUREAU	415	157
CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				

Benchmark: Chiseled "□" N. Abut., W. Side, PR IL 89 Sta. 148+89.19, 59.33 Ft., Elev. 474.26.

Existing Structure: SN 078-0006 was originally built in 1934 to carry IL 89 over the Illinois River (Sta. 57+32) and consists of 19 spans. The first six approach spans and the last eight approach spans are on multi-column bents supported by concrete piles. The middle five spans are Pennsylvania Steel Trusses supported by six solid wall piers. The truss span Piers 1, 2, 3 & 6 are supported by timber piles while Piers 4 & 5 are supported on spread footings on rock. The bridge is 1775'-7 3/8" back to back of abutments and 23'-4" out to out, and is on 0° skew with respect to the Roadway alignment. Traffic to remain on existing structure during construction of new bridge on parallel alignment.
Salvage: None

62'-10" Clearance to Normal Pool (56'-0" Req'd)
50'-10" Clearance to 2% Flowline (50'-0" Req'd)
41'-10" Clearance to D.H.W.

Low Steel Elev. 503.03 at face of Piers 3 & 4
Low Steel Elev. 504.70 at Center of Navigational Channel



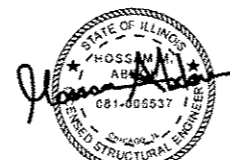
WATERWAY INFORMATION

Drainage Area = 12,000 sq. mi. Existing Low Grade Elev. 459.34 at Sta. 43+00 Proposed Low Grade Elev. 462.90 at Sta. 174+00

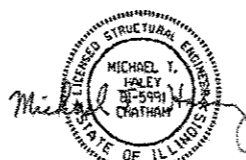
Flood Event	Freq. Yr.	C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	156,000	33,477	33,733	461.2	0.20	0.20	461.4	461.4
Base	100	173,000	35,767	36,037	462.6	0.30	0.30	462.9	462.9
Scour Des. Check	200	188,000	37,897	38,177	464.0	0.30	0.30	464.3	464.3
Overtop Exist.	25	140,000	30,444	-	459.2	0.20	-	459.4	-
Overtop Prop.	101	175,000	-	36,462	462.9	-	0.30	-	463.2
Max. Calc.	500	206,000	39,912	40,198	465.3	0.30	0.30	465.6	465.6

All Elevations are given to NAVD 1988 Datum.
NAVD 1929 Datum = NAVD 1988 Datum + 0.30'

APPROVED
For Structural Adequacy Only
Carl R. ...
Engineer of Bridges & Structures



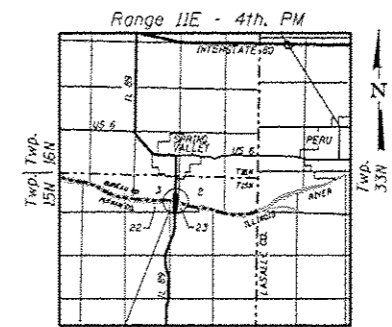
EXP. DATE: 11-30-2016
DATE: 05-08-2015



EXP. DATE: 11-30-2016
DATE: 05-08-2015

LEGEND

- BI Indicates Soil Boring Location and Number
- E.W.S.E. Indicates Estimated Water Surface Elevation
- D.H.W. Indicates Design High Water



GENERAL PLAN AND ELEVATION
IL. RTE. 89 OVER ILLINOIS RIVER
PUBLIC WATER
F.A.P. 698 - SEC. (1)BR
BUREAU & PUTNAM COUNTIES
STATION 157+02.28
STRUCTURE NO. 078-0047



FILE NAME: 3788247_66A69_021.gpa.dgn	USER NAME: hebdow	DESIGNED: MRB	REVISÉ: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 078-0047 SHEET NO. 501 OF 519 SHEETS	F.A.P. RTE.: 698	SECTION: (1) BR	COUNTY: BUREAU/PUTNAM	TOTAL SHEETS: 415	SHEET NO.: 158	
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S1 General Plan And Elevation	S45 Framing Details II - Unit 1
S2 General Data	S46 Framing Plan And Girder Elevation I - Unit 2
S3 Plan And Elevation Unit 1	S47 Framing Plan And Girder Elevation II - Unit 2
S4 Plan And Elevation - Unit 2	S48 Framing Plan And Girder Elevation II - Unit 2
S5 Plan And Elevation - Unit 3	S49 Framing Details I - Unit 2
S6 General Notes And Total Bill Of Material	S50 Framing Details II - Unit 2
S7 Foundation Layout	S51 Framing Details III - Unit 2
S8 Deck Elevation Plan - Unit 1	S52 Framing Details IV - Unit 2
S9 Deck Elevations I - Unit 1	S53 Moment, Reactions And Dfs Tables - Unit 2
S10 Deck Elevations II - Unit 1	S54 Camber Diagram - Unit 2
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S16 Deck Elevation Plan - Unit 3	S60 Elastomeric Bearing Assemblies II
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S18 Deck Elevations II - Unit 3	S62 HLMR Fixed Bearings Details
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S20 South Approach Slab Elevations	S64 North Abutment Details
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S22 Superstructure II - Unit 1	S66 South Abutment Details
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S24 Superstructure IV - Unit 2	S68 Pier 1 Reinforcement Details
S25 Superstructure V - Unit 2	S69 Pier 2 - Plan & Elevation
S26 Superstructure VI - Unit 3	S70 Pier 2 - Details & Bill Of Material
S27 Parapet Details - Unit 1	S71 Pier 3 - Plan & Elevation
S28 Parapet Details - Unit 2	S72 Pier 3 - Details & Bill Of Material
S29 Parapet Details - Unit 3	S73 Pier 4 - Plan & Elevation
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S31 Superstructure Bill Of Material	S75 Pier 5 - Plan & Elevation
S32 Parapet Railing Details	S76 Pier 5 - Details & Bill Of Material
S33 Approach Slab Details I	S77 Pier 6 - Plan & Elevation
S34 Approach Slab Details II	S78 Pier 6 - Details & Bill Of Material
S35 Strip Seal Joint Details	S79 Pier 7 - Plan & Elevation
S36 Modular Exp. Joint - Pier 2	S80 Pier 7 - Details & Bill Of Material
S37 Modular Exp. Joint - Pier 5	S81 Drilled Shafts Details
S38 Modular Exp. Joint Details	S82 HP Pile Details
S39 Lighting, Railing & Scupper Plan - Unit 1	S83 Bar Splicer Assembly & Mechanical Splicer Details
S40 Lighting, Railing & Scupper Plan - Unit 2	S84 Bridge Clearance Gauges
S41 Lighting, Railing & Scupper Plan - Unit 3	S85 Concrete Parapet Slipforming Option
S42 Drainage Scupper Details	S86-S119 Bridge Soil Boring Logs
S43 Framing Plan And Girder Elevation - Unit 1	
S44 Framing Details I - Unit 1	

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition with 2013 Interims

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface
AASHTO Vehicle Live Load deflection criteria L/800

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50W)
 $f_y = 70,000$ psi (M270 Grade 70W)

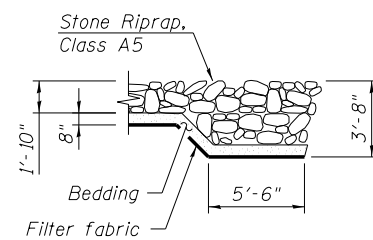
SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec (S_{D1}) = 0.099 g
Design Spectral Acceleration at 0.2 sec (S_{D5}) = 0.162 g
Soil Site Class = D
Operational Category = Essential
(1000 year return with Zone 2 Substructure Details)

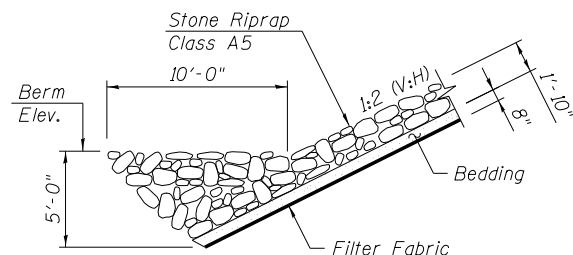
STATION 157+02.28
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. 698 - SEC. (1)BR
LOADING HL-93
STR. NO. 078-0047

NAME PLATE

See Std. 515001



SECTION B-B

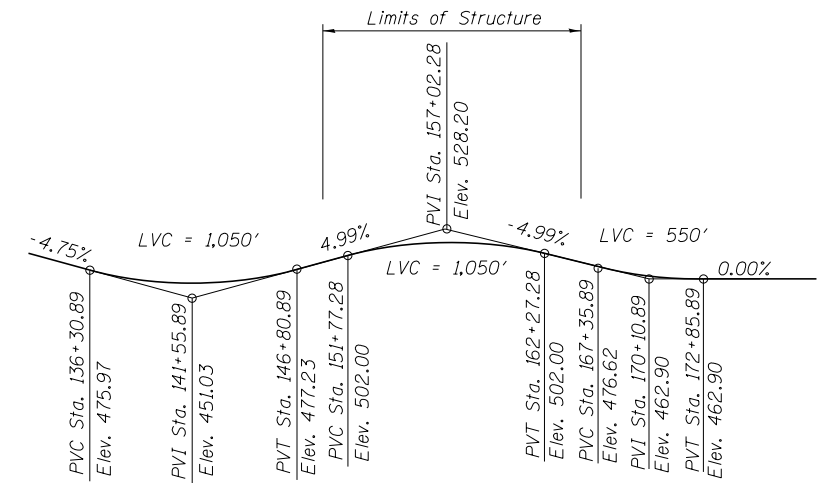


SECTION A-A

DESIGN SCOUR ELEVATION TABLE

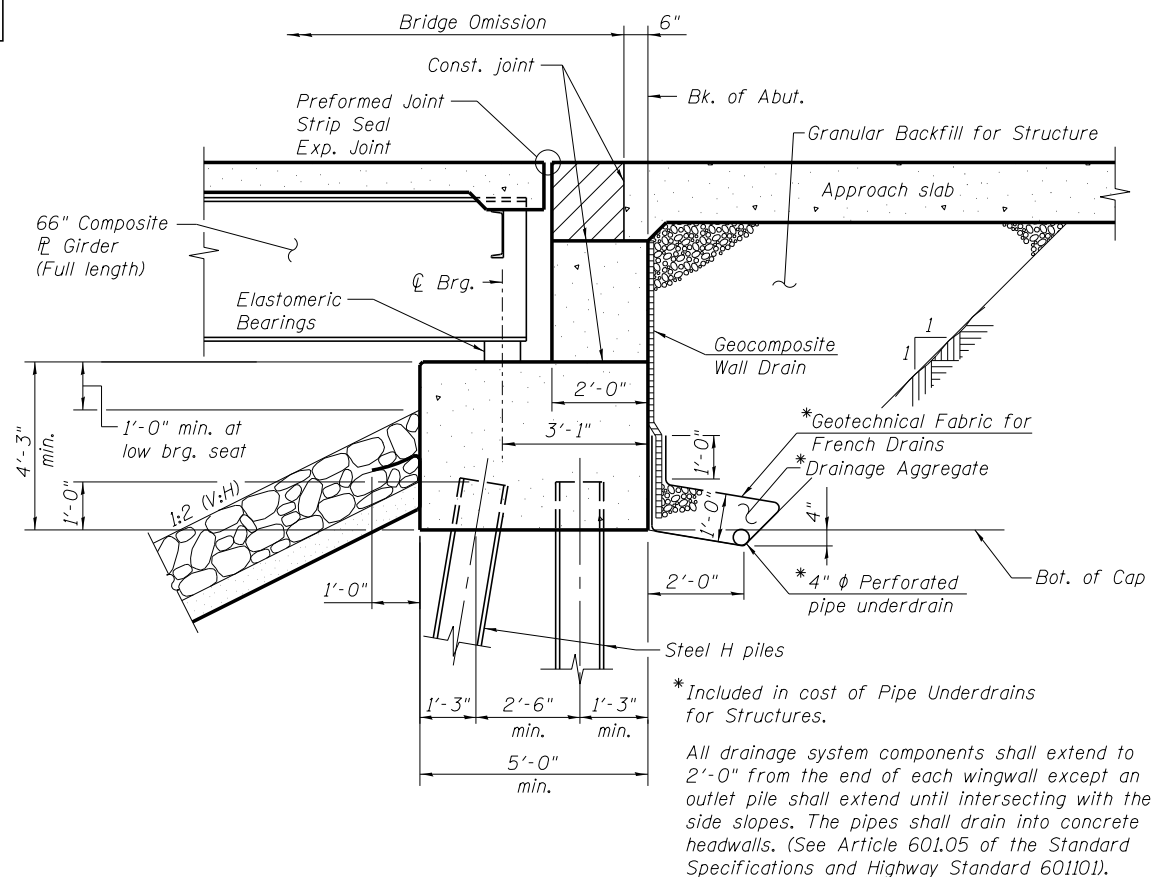
Design scour elevation for pier 2, 3, 4 & 5 is based on the potential thalweg movement in the future

	Design Scour Elevations (ft.)									
	N. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	S. Abut.	
Q50	476.12	442.1	396.4	393.0	392.1	423.2	440.6	442.7	468.66	
Q100	476.12	441.8	396.0	392.6	391.7	423.2	440.1	442.1	468.66	
Q200	476.12	443.1	395.6	392.2	390.6	423.2	441.4	443.3	468.66	
Q500	476.12	442.1	395.3	391.9	390.2	423.2	440.5	442.5	468.66	



PROFILE GRADE

(Along ϕ Proposed IL Rte. 89)



SECTION THRU PILE SUPPORTED

STUB ABUTMENT

(South shown, North similar)

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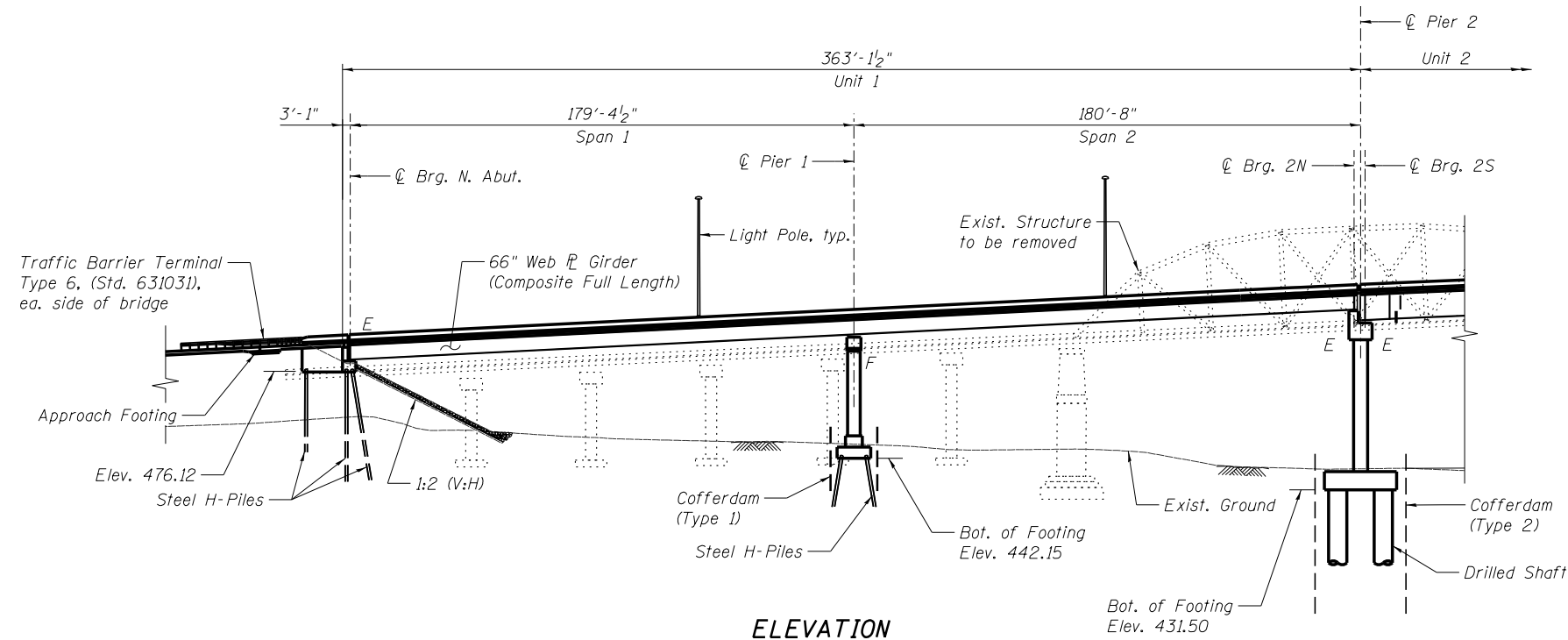
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA
STRUCTURE NO. 078-0047**

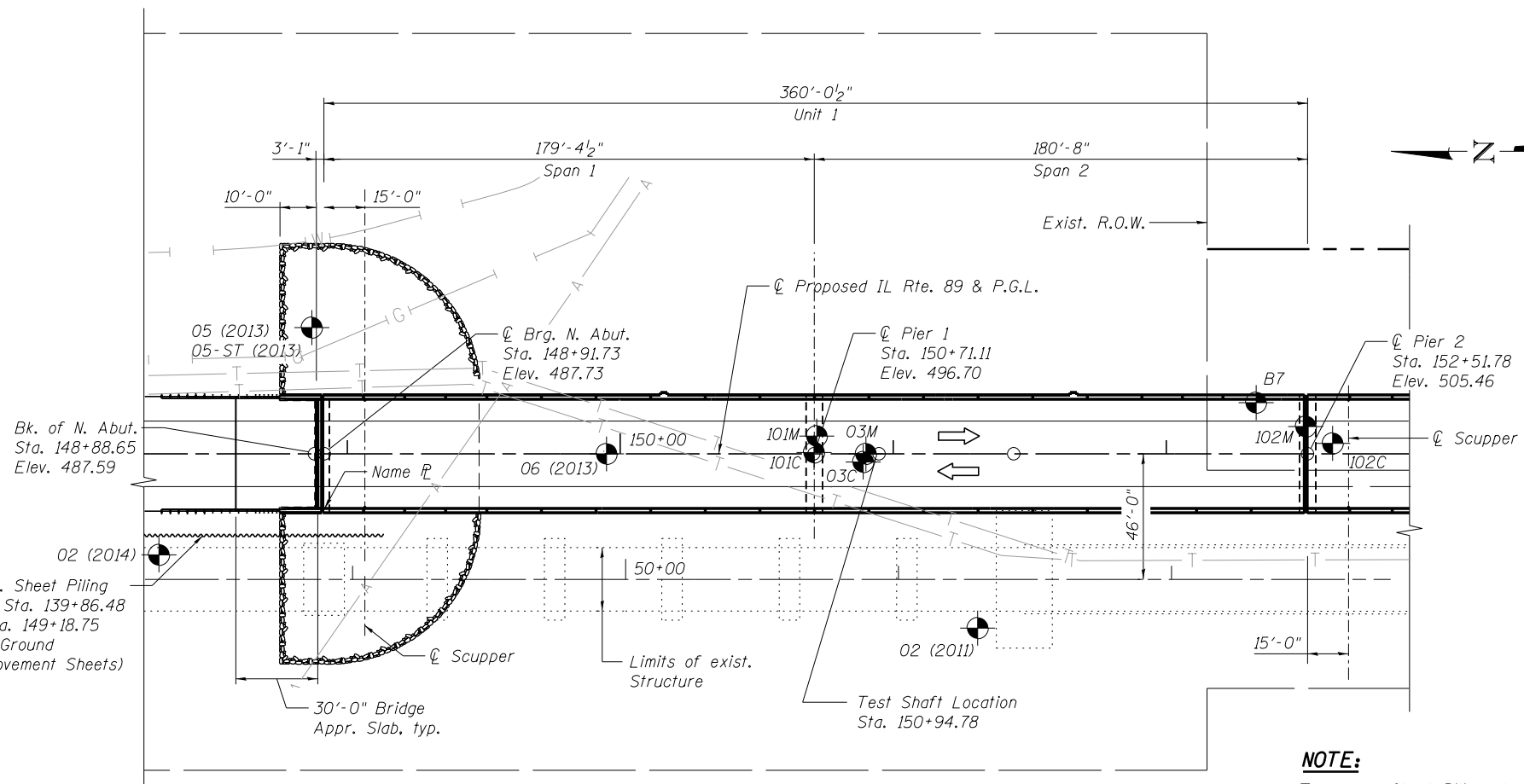
SHEET NO. S02 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	159
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A69	

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ELEVATION



PLAN

UTILITIES LEGEND

- A — Ameren Aerial Power Line
- W — City of Spring Valley Water Line
- G — Ameren Gas Line
- T — Frontiere Telephone Line (200 PR Copper & 36 Fiber)
100 Pr Copper & 36 Fiber attached to existing bridge

NOTE:

Temporary Sheet Piling shall be in place prior to the beginning of ground improvement and will remain in place until the estimated remaining settlement is a maximum of 0.4 inches and as directed by the Engineer.

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205 North Michigan Avenue, Suite 2400
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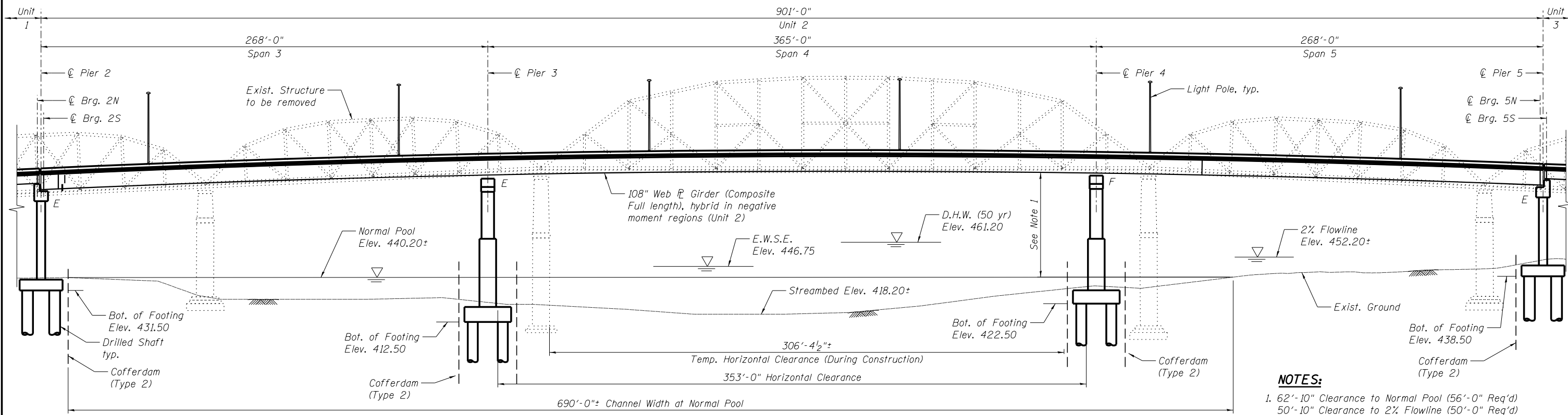
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN AND ELEVATION UNIT 1
STRUCTURE NO. 078-0047**

SHEET NO. S03 OF S119 SHEETS

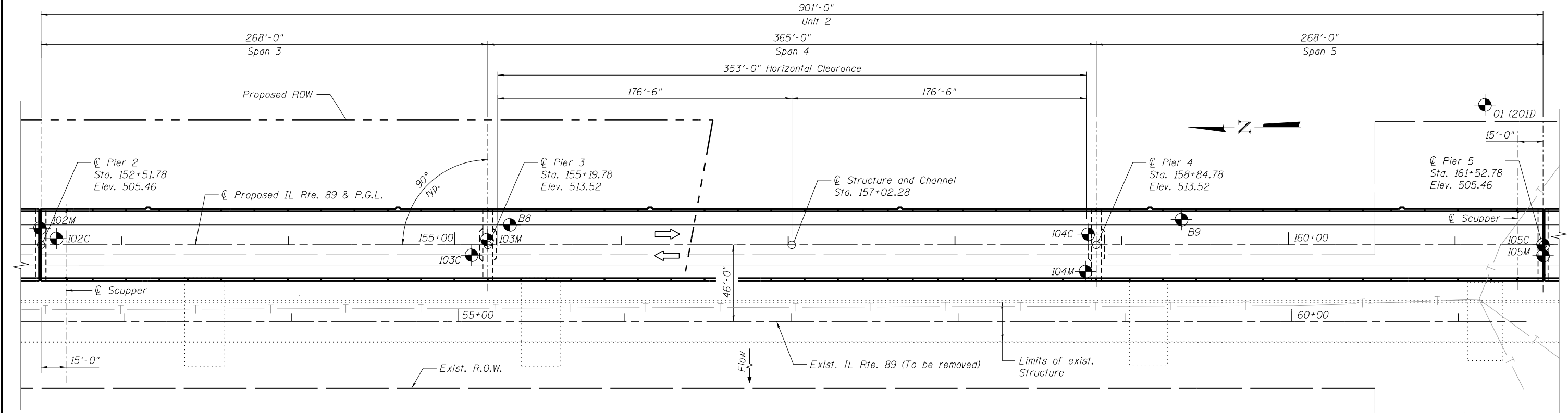
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	160
CONTRACT NO. 66A69				

ILLINOIS FED. AID PROJECT



- NOTES:**
- 62'-10" Clearance to Normal Pool (56'-0" Req'd)
 - 50'-10" Clearance to 2% Flowline (50'-0" Req'd)
 - 41'-10" Clearance to D.H.W.
 - Low Steel Elev. 503.03 at face of Piers 3 & 4
 - Low Steel Elev. 504.70 at Center of Navigational Channel

ELEVATION



PLAN

UTILITIES LEGEND

— T — Frontiere Telephone Line (200 PR Copper & 36 Fiber)
 (100 Pr Copper & 36 Fiber attached to existing bridg

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 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

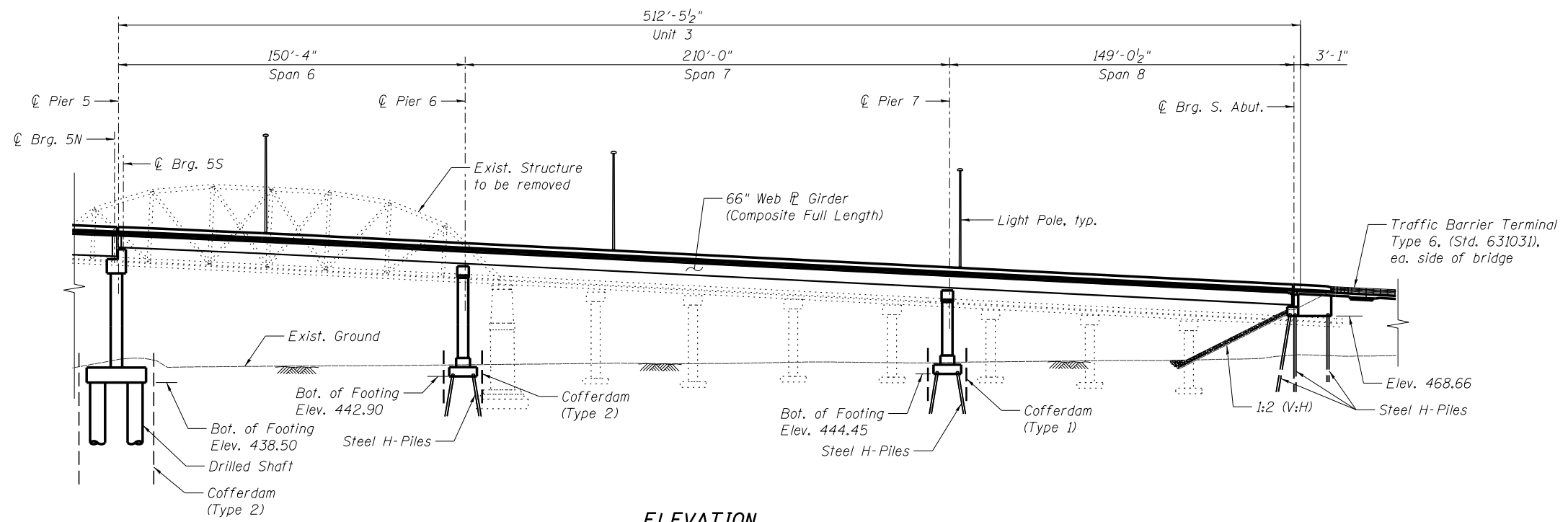
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 STRUCTURE NO. 078-0047**

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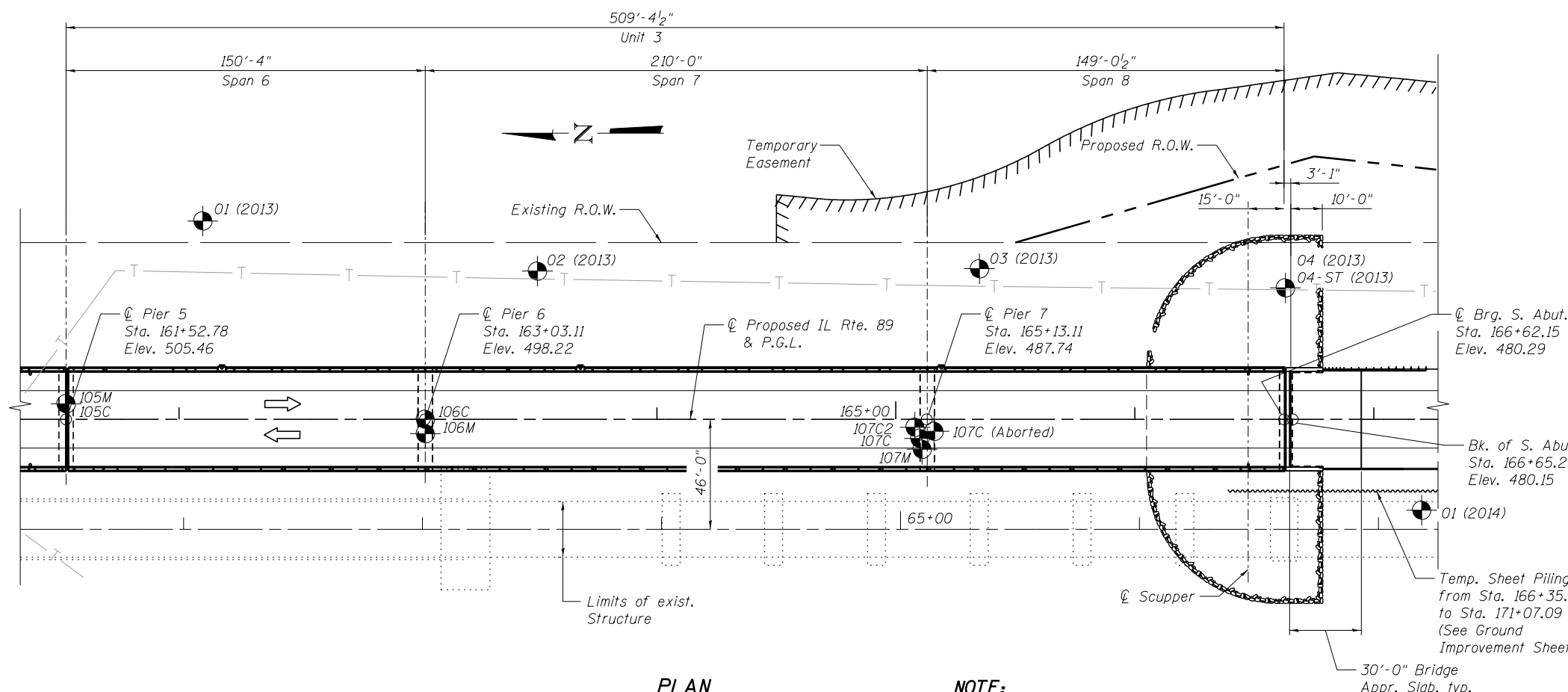
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	161
CONTRACT NO. 66A69				

ILLINOIS FED. AID PROJECT

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ELEVATION



PLAN

NOTE:

Temporary Sheet Piling shall be in place prior to the beginning of ground improvement and will remain in place until the estimated remaining settlement is a maximum of 0.4 inches and as directed by the Engineer.

UTILITIES LEGEND

— T — Frontiere Telephone Line (200 PR Copper & 36 Fiber) (100 Pr Copper & 36 Fiber attached to existing bridge)



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

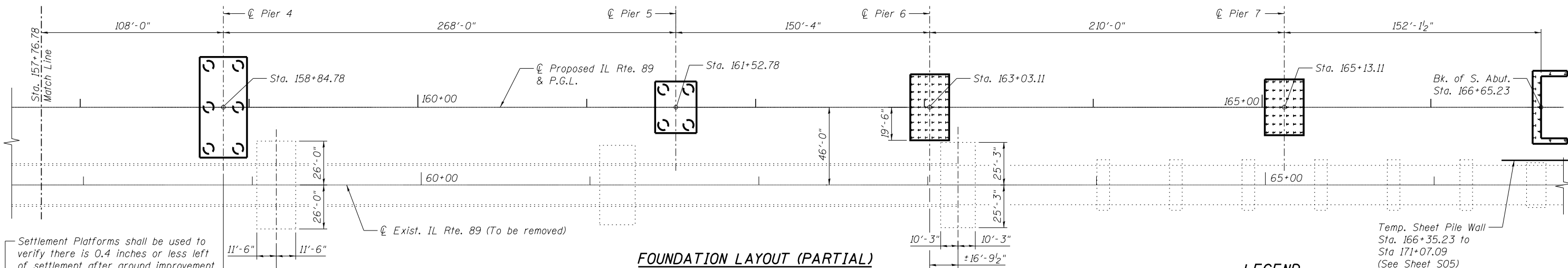
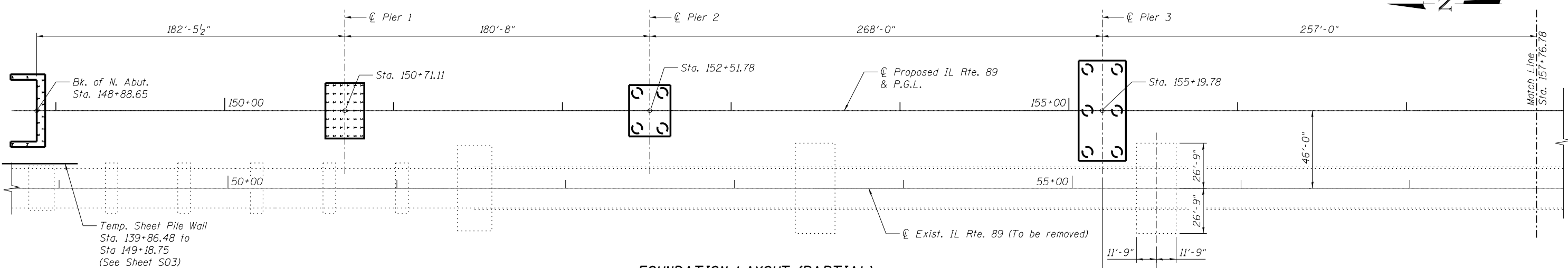
**PLAN AND ELEVATION UNIT 3
STRUCTURE NO. 078-0047**

SHEET NO. S05 OF S119 SHEETS

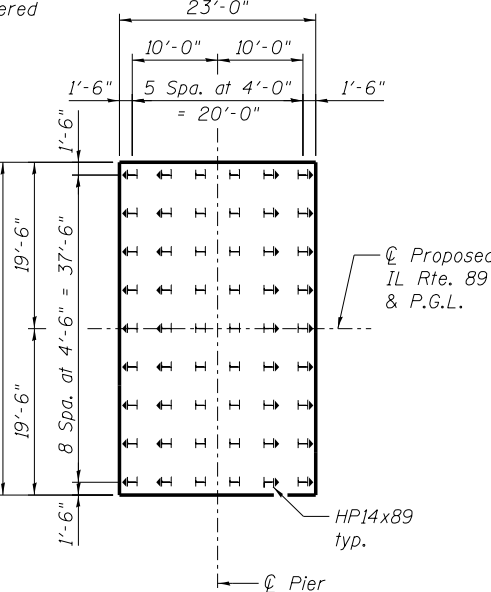
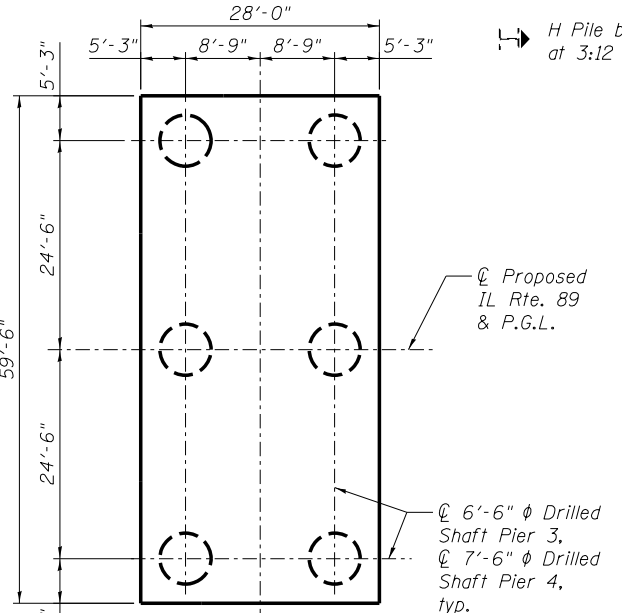
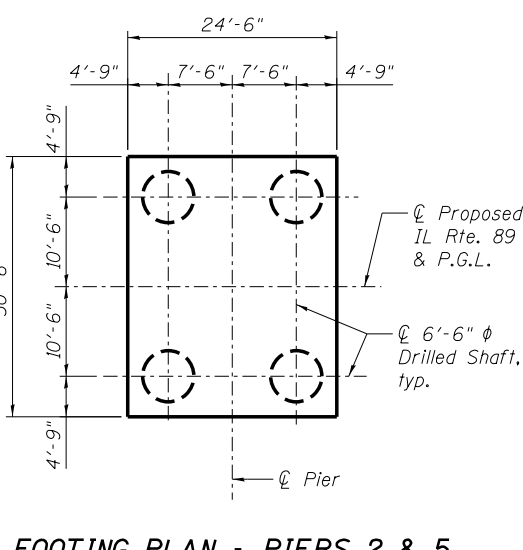
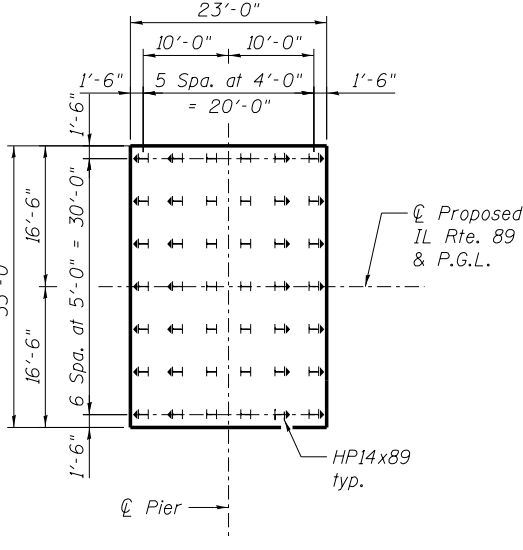
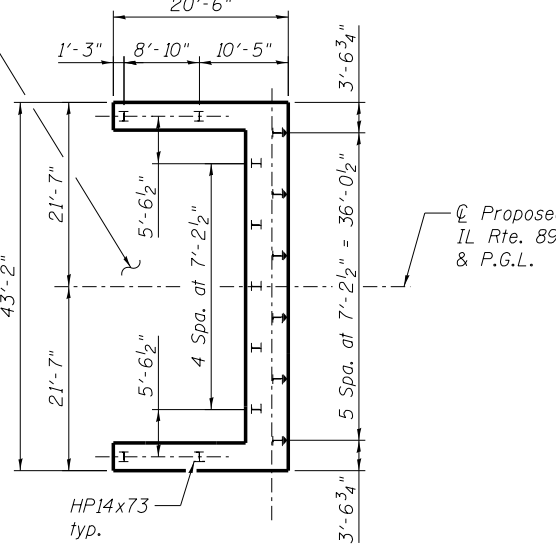
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	162
CONTRACT NO. 66A69				

ILLINOIS FED. AID PROJECT

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Settlement Platforms shall be used to verify there is 0.4 inches or less left of settlement after ground improvement prior to installation of the piles at the abutments. See Ground Improvement sheets for location.



LEGEND

H Pile battered at 3:12

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Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10141.01

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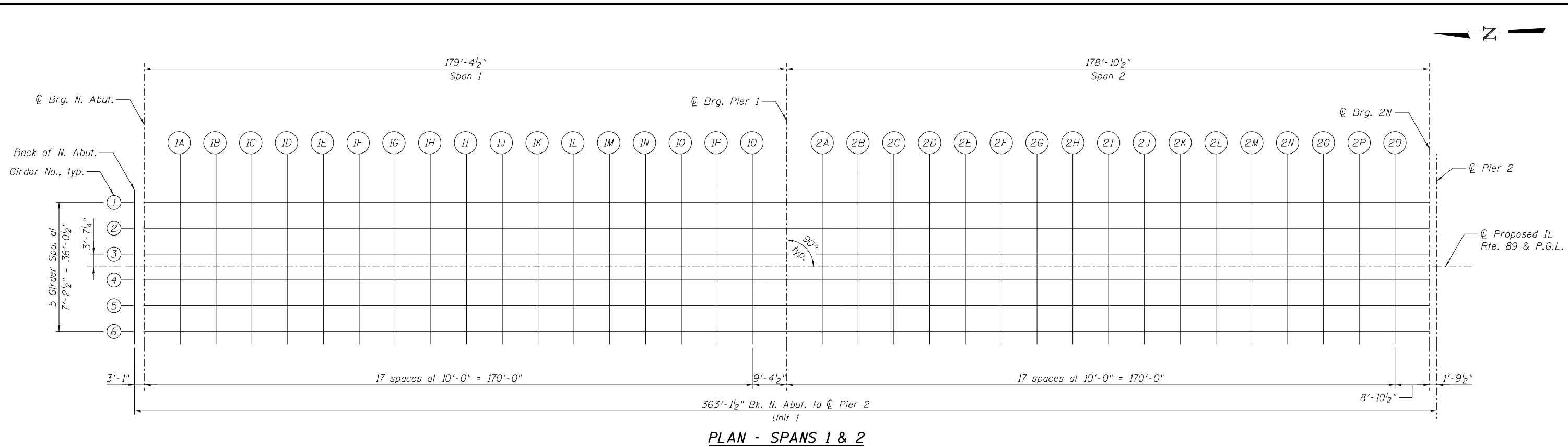
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUNDATION LAYOUT
STRUCTURE NO. 078-0047**

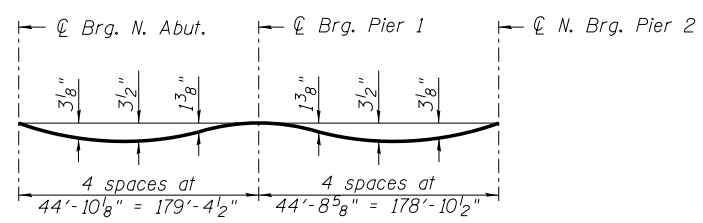
SHEET NO. S07 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	

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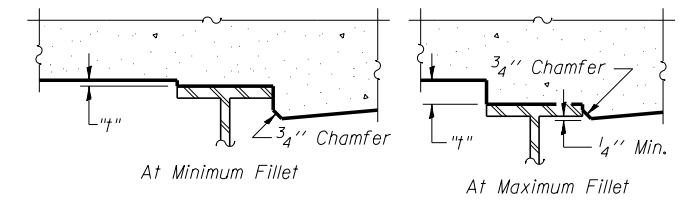
PLAN - SPANS 1 & 2



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S9 and S10.
 The deflections shown are based on the deck pouring sequence given on sheet S22.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S9 and S10, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

GIRDER 1

GIRDER 2

GIRDER 3

PROPOSED IL RTE. 89 & P.G.L.

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Back of N. Abut., Q Brg. N. Abut., and various pier locations (IA through 2O).

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Back of N. Abut., Q Brg. N. Abut., and various pier locations (IA through 2O).

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Back of N. Abut., Q Brg. N. Abut., and various pier locations (IA through 2O).

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Back of N. Abut., Q Brg. N. Abut., and various pier locations (IA through 2O).



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PLOT DATE = 8/14/2015

DESIGNED HP/JJA
CHECKED JRS
DRAWN AJF
CHECKED JRS

REVISED -
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS I - UNIT 1
STRUCTURE NO. 078-0047

SHEET NO. 509 OF 118 SHEETS

Table with 5 columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 698, (1) BR, BUREAU/PUTNAM, 415, 166.

ILLINOIS FED. AID PROJECT

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of N. Abut.	148+88.65	3.60	487.54	487.54
⊕ Brg. N. Abut.	148+91.73	3.60	487.69	487.69
1A	149+01.73	3.60	488.19	488.25
1B	149+11.73	3.60	488.69	488.83
1C	149+21.73	3.60	489.19	489.39
1D	149+31.73	3.60	489.69	489.94
1E	149+41.73	3.60	490.19	490.47
1F	149+51.73	3.60	490.69	491.00
1G	149+61.73	3.60	491.19	491.50
1H	149+71.73	3.60	491.69	492.00
1I	149+81.73	3.60	492.19	492.48
1J	149+91.73	3.60	492.68	492.95
1K	150+01.73	3.60	493.18	493.41
1L	150+11.73	3.60	493.68	493.87
1M	150+21.73	3.60	494.18	494.32
1N	150+31.73	3.60	494.68	494.77
1O	150+41.73	3.60	495.18	495.23
1P	150+51.73	3.60	495.68	495.70
1Q	150+61.73	3.60	496.18	496.18
⊕ Brg. Pier 1	150+71.11	3.60	496.65	496.65
2A	150+81.11	3.60	497.14	497.15
2B	150+91.11	3.60	497.64	497.67
2C	151+01.11	3.60	498.14	498.20
2D	151+11.11	3.60	498.64	498.74
2E	151+21.11	3.60	499.14	499.28
2F	151+31.11	3.60	499.64	499.82
2G	151+41.11	3.60	500.14	500.36
2H	151+51.11	3.60	500.64	500.90
2I	151+61.11	3.60	501.14	501.43
2J	151+71.11	3.60	501.64	501.94
2K	151+81.11	3.60	502.13	502.44
2L	151+91.11	3.60	502.62	502.92
2M	152+01.11	3.60	503.11	503.38
2N	152+11.11	3.60	503.58	503.81
2O	152+21.11	3.60	504.04	504.23
2P	152+31.11	3.60	504.49	504.62
2Q	152+41.11	3.60	504.94	504.98
⊕ Brg. 2N	152+49.98	3.60	505.32	505.32
⊕ Pier 2	152+51.78	3.60	505.40	505.40

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of N. Abut.	148+88.65	10.81	487.43	487.43
⊕ Brg. N. Abut.	148+91.73	10.81	487.58	487.58
1A	149+01.73	10.81	488.08	488.14
1B	149+11.73	10.81	488.58	488.72
1C	149+21.73	10.81	489.08	489.28
1D	149+31.73	10.81	489.58	489.82
1E	149+41.73	10.81	490.08	490.36
1F	149+51.73	10.81	490.58	490.88
1G	149+61.73	10.81	491.08	491.39
1H	149+71.73	10.81	491.57	491.89
1I	149+81.73	10.81	492.07	492.37
1J	149+91.73	10.81	492.57	492.84
1K	150+01.73	10.81	493.07	493.30
1L	150+11.73	10.81	493.57	493.75
1M	150+21.73	10.81	494.07	494.21
1N	150+31.73	10.81	494.57	494.66
1O	150+41.73	10.81	495.07	495.12
1P	150+51.73	10.81	495.57	495.59
1Q	150+61.73	10.81	496.07	496.07
⊕ Brg. Pier 1	150+71.11	10.81	496.53	496.53
2A	150+81.11	10.81	497.03	497.04
2B	150+91.11	10.81	497.53	497.56
2C	151+01.11	10.81	498.03	498.08
2D	151+11.11	10.81	498.53	498.62
2E	151+21.11	10.81	499.03	499.17
2F	151+31.11	10.81	499.53	499.71
2G	151+41.11	10.81	500.03	500.25
2H	151+51.11	10.81	500.52	500.79
2I	151+61.11	10.81	501.02	501.31
2J	151+71.11	10.81	501.52	501.83
2K	151+81.11	10.81	502.02	502.33
2L	151+91.11	10.81	502.51	502.81
2M	152+01.11	10.81	502.99	503.27
2N	152+11.11	10.81	503.46	503.70
2O	152+21.11	10.81	503.93	504.12
2P	152+31.11	10.81	504.38	504.51
2Q	152+41.11	10.81	504.82	504.87
⊕ Brg. 2N	152+49.98	10.81	505.21	505.21
⊕ Pier 2	152+51.78	10.81	505.29	505.29

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of N. Abut.	148+88.65	18.02	487.28	487.28
⊕ Brg. N. Abut.	148+91.73	18.02	487.44	487.44
1A	149+01.73	18.02	487.94	487.99
1B	149+11.73	18.02	488.44	488.57
1C	149+21.73	18.02	488.94	489.13
1D	149+31.73	18.02	489.43	489.67
1E	149+41.73	18.02	489.93	490.21
1F	149+51.73	18.02	490.43	490.73
1G	149+61.73	18.02	490.93	491.24
1H	149+71.73	18.02	491.43	491.73
1I	149+81.73	18.02	491.93	492.22
1J	149+91.73	18.02	492.43	492.69
1K	150+01.73	18.02	492.93	493.15
1L	150+11.73	18.02	493.43	493.61
1M	150+21.73	18.02	493.93	494.06
1N	150+31.73	18.02	494.42	494.52
1O	150+41.73	18.02	494.92	494.98
1P	150+51.73	18.02	495.42	495.45
1Q	150+61.73	18.02	495.92	495.93
⊕ Brg. Pier 1	150+71.11	18.02	496.39	496.39
2A	150+81.11	18.02	496.89	496.89
2B	150+91.11	18.02	497.39	497.41
2C	151+01.11	18.02	497.89	497.94
2D	151+11.11	18.02	498.38	498.48
2E	151+21.11	18.02	498.88	499.02
2F	151+31.11	18.02	499.38	499.56
2G	151+41.11	18.02	499.88	500.10
2H	151+51.11	18.02	500.38	500.64
2I	151+61.11	18.02	500.88	501.16
2J	151+71.11	18.02	501.38	501.68
2K	151+81.11	18.02	501.88	502.18
2L	151+91.11	18.02	502.37	502.66
2M	152+01.11	18.02	502.85	503.12
2N	152+11.11	18.02	503.32	503.55
2O	152+21.11	18.02	503.78	503.97
2P	152+31.11	18.02	504.24	504.36
2Q	152+41.11	18.02	504.68	504.72
⊕ Brg. 2N	152+49.98	18.02	505.06	505.06
⊕ Pier 2	152+51.78	18.02	505.14	505.14



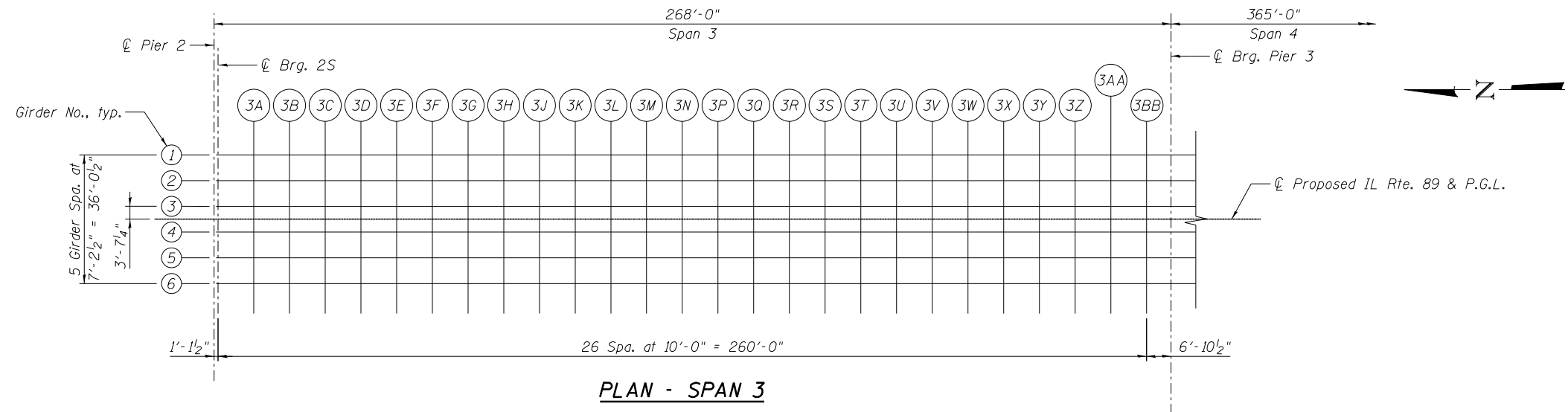
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	CHECKED JRS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

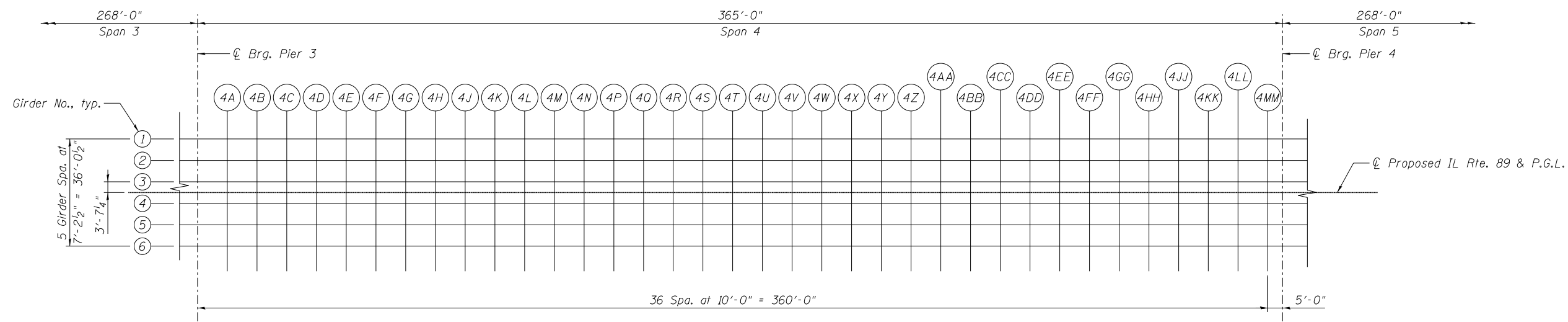
DECK ELEVATIONS II - UNIT 1
STRUCTURE NO. 078-0047

SHEET NO. S10 OF 118 SHEETS

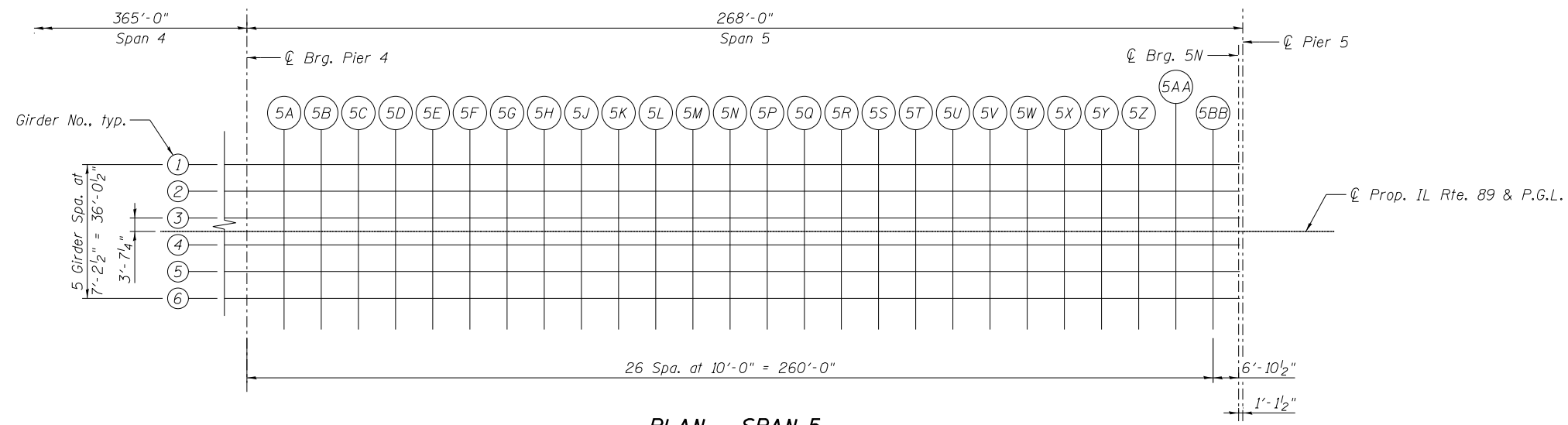
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	167
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	



PLAN - SPAN 3



PLAN - SPAN 4



PLAN - SPAN 5



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10141.01

FILE NAME = 0780047.66A69.011.U2.Screed_Plan.dgn

USER NAME = rgrmm
DESIGNED - VJK
CHECKED - MRB
DRAWN - RMG
PLOT DATE = 8/14/2015
REVISOR - HMA

DESIGNED - VJK
CHECKED - MRB
DRAWN - RMG
CHECKED - HMA

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

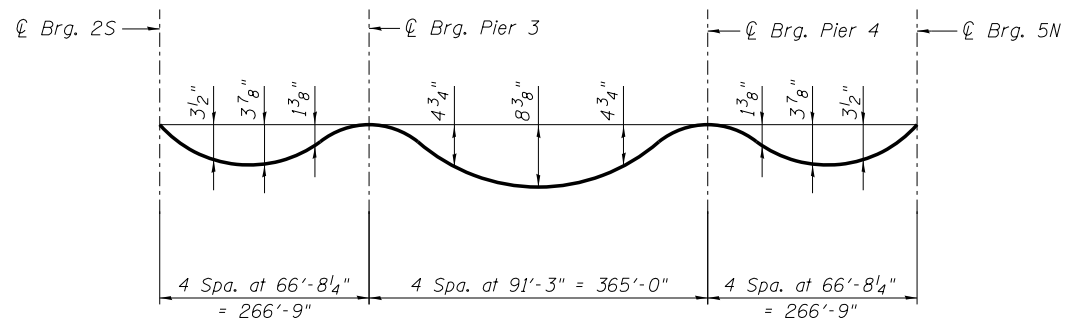
**DECK ELEVATION PLAN - UNIT 2
STRUCTURE NO. 078-0047**

SHEET NO. S11 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	168
CONTRACT NO. 66A69				

ILLINOIS FED. AID PROJECT

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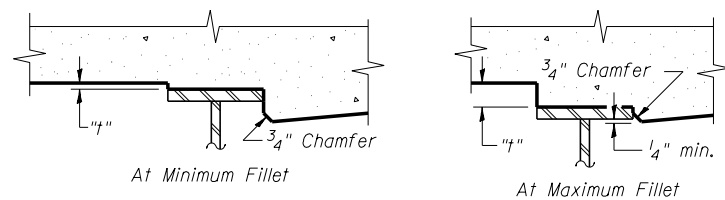


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

The deflections shown are based on the deck pouring sequence shown on Sheet S24.

Note: The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection".



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on sheet S11 and on sheets S12 thru S15. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S12 thru S15, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊕ Pier 2	152+51.78	-18.02	505.14	505.14
⊕ Brg. 2S	152+52.91	-18.02	505.19	505.19
3A	152+62.91	-18.02	505.61	505.67
3B	152+72.91	-18.02	506.03	506.14
3C	152+82.91	-18.02	506.43	506.59
3D	152+92.91	-18.02	506.82	507.02
3E	153+02.91	-18.02	507.21	507.45
3F	153+12.91	-18.02	507.58	507.86
3G	153+22.91	-18.02	507.95	508.26
3H	153+32.91	-18.02	508.30	508.64
3J	153+42.91	-18.02	508.65	508.99
3K	153+52.91	-18.02	508.99	509.34
3L	153+62.91	-18.02	509.31	509.67
3M	153+72.91	-18.02	509.63	509.97
3N	153+82.91	-18.02	509.94	510.27
3P	153+92.91	-18.02	510.24	510.55
3Q	154+02.91	-18.02	510.53	510.81
3R	154+12.91	-18.02	510.81	511.06
3S	154+22.91	-18.02	511.08	511.30
3T	154+32.91	-18.02	511.34	511.52
3U	154+42.91	-18.02	511.59	511.74
3V	154+52.91	-18.02	511.83	511.95
3W	154+62.91	-18.02	512.07	512.15
3X	154+72.91	-18.02	512.29	512.35
3Y	154+82.91	-18.02	512.50	512.53
3Z	154+92.91	-18.02	512.70	512.72
3AA	155+02.91	-18.02	512.90	512.91
3BB	155+12.91	-18.02	513.08	513.08
⊕ Brg. Pier 3	155+19.78	-18.02	513.21	513.21
4A	155+29.78	-18.02	513.37	513.40
4B	155+39.78	-18.02	513.53	513.58
4C	155+49.78	-18.02	513.68	513.76
4D	155+59.78	-18.02	513.82	513.94
4E	155+69.78	-18.02	513.95	514.13
4F	155+79.78	-18.02	514.08	514.30
4G	155+89.78	-18.02	514.19	514.46
4H	155+99.78	-18.02	514.29	514.62
4J	156+09.78	-18.02	514.38	514.77
4K	156+19.78	-18.02	514.46	514.91
4L	156+29.78	-18.02	514.54	515.04
4M	156+39.78	-18.02	514.60	515.14
4N	156+49.78	-18.02	514.66	515.25
4P	156+59.78	-18.02	514.70	515.32
4Q	156+69.78	-18.02	514.74	515.39
4R	156+79.78	-18.02	514.76	515.43
4S	156+89.78	-18.02	514.78	515.47
4T	156+99.78	-18.02	514.79	515.48
4U	157+09.78	-18.02	514.79	515.47
4V	157+19.78	-18.02	514.77	515.44
4W	157+29.78	-18.02	514.75	515.41
4X	157+39.78	-18.02	514.72	515.36
4Y	157+49.78	-18.02	514.68	515.28
4Z	157+59.78	-18.02	514.63	515.20
4AA	157+69.78	-18.02	514.57	515.09
4BB	157+79.78	-18.02	514.50	514.98
4CC	157+89.78	-18.02	514.42	514.84
4DD	157+99.78	-18.02	514.34	514.70
4EE	158+09.78	-18.02	514.24	514.55
4FF	158+19.78	-18.02	514.13	514.39
4GG	158+29.78	-18.02	514.02	514.22
4HH	158+39.78	-18.02	513.89	514.03
4JJ	158+49.78	-18.02	513.75	513.85
4KK	158+59.78	-18.02	513.61	513.68
4LL	158+69.78	-18.02	513.45	513.49
4MM	158+79.78	-18.02	513.29	513.30

GIRDER 1 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
⊕ Brg. Pier 4	158+84.78	-18.02	513.21	513.21
5A	158+94.78	-18.02	513.03	513.03
5B	159+04.78	-18.02	512.84	512.84
5C	159+14.78	-18.02	512.64	512.66
5D	159+24.78	-18.02	512.44	512.48
5E	159+34.78	-18.02	512.22	512.28
5F	159+44.78	-18.02	511.99	512.09
5G	159+54.78	-18.02	511.76	511.88
5H	159+64.78	-18.02	511.51	511.67
5J	159+74.78	-18.02	511.26	511.45
5K	159+84.78	-18.02	511.00	511.23
5L	159+94.78	-18.02	510.72	510.98
5M	160+04.78	-18.02	510.44	510.73
5N	160+14.78	-18.02	510.15	510.46
5P	160+24.78	-18.02	509.85	510.18
5Q	160+34.78	-18.02	509.53	509.88
5R	160+44.78	-18.02	509.21	509.57
5S	160+54.78	-18.02	508.88	509.23
5T	160+64.78	-18.02	508.54	508.89
5U	160+74.78	-18.02	508.19	508.52
5V	160+84.78	-18.02	507.84	508.13
5W	160+94.78	-18.02	507.47	507.74
5X	161+04.78	-18.02	507.09	507.32
5Y	161+14.78	-18.02	506.70	506.89
5Z	161+24.78	-18.02	506.31	506.45
5AA	161+34.78	-18.02	505.90	505.99
5BB	161+44.78	-18.02	505.48	505.52
⊕ Brg. 5N	161+51.66	-18.02	505.19	505.19
⊕ Pier 5	161+52.78	-18.02	505.14	505.14



Alfred Benesch & Company
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Chicago, Illinois 60601
312-565-0450 Job No. 10141.01

FILE NAME =	0780047.66A69.012.U2.Deck.Elev.1.dgn	USER NAME =	habdou	DESIGNED -	VJK	REVISED -	
		CHECKED -	MRB	REVISED -			
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		PLOT DATE =	9/15/2015	CHECKED -	HMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS I - UNIT 2
STRUCTURE NO. 078-0047

SHEET NO. S12 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	169
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	

GIRDER 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 2, Brg. 2S, and Brg. Pier 3.

GIRDER 2 (CONT.)

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Brg. Pier 4, Brg. 5N, and Pier 5.

GIRDER 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Pier 2, Brg. 2S, Brg. Pier 3, and Brg. 5N.

GIRDER 3 (CONT.)

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Brg. Pier 4, Brg. 5N, and Pier 5.



Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10141.01

Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS II - UNIT 2
STRUCTURE NO. 078-0047

SHEET NO. S13 OF S119 SHEETS

Table with 5 columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO.

ILLINOIS FED. AID PROJECT

IL ROUTE 89 & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 2	152+51.78	0.00	505.46	505.46
☉ Brg. 2S	152+52.91	0.00	505.50	505.50
3A	152+62.91	0.00	505.93	505.98
3B	152+72.91	0.00	506.34	506.45
3C	152+82.91	0.00	506.74	506.90
3D	152+92.91	0.00	507.14	507.34
3E	153+02.91	0.00	507.52	507.76
3F	153+12.91	0.00	507.90	508.17
3G	153+22.91	0.00	508.26	508.57
3H	153+32.91	0.00	508.62	508.95
3J	153+42.91	0.00	508.96	509.30
3K	153+52.91	0.00	509.30	509.65
3L	153+62.91	0.00	509.63	509.98
3M	153+72.91	0.00	509.95	510.28
3N	153+82.91	0.00	510.25	510.58
3P	153+92.91	0.00	510.55	510.86
3Q	154+02.91	0.00	510.84	511.12
3R	154+12.91	0.00	511.12	511.37
3S	154+22.91	0.00	511.39	511.61
3T	154+32.91	0.00	511.65	511.84
3U	154+42.91	0.00	511.90	512.05
3V	154+52.91	0.00	512.15	512.26
3W	154+62.91	0.00	512.38	512.46
3X	154+72.91	0.00	512.60	512.66
3Y	154+82.91	0.00	512.81	512.84
3Z	154+92.91	0.00	513.02	513.03
3AA	155+02.91	0.00	513.21	513.22
3BB	155+12.91	0.00	513.40	513.40
☉ Brg. Pier 3	155+19.78	0.00	513.52	513.52
4A	155+29.78	0.00	513.69	513.71
4B	155+39.78	0.00	513.85	513.89
4C	155+49.78	0.00	514.00	514.07
4D	155+59.78	0.00	514.14	514.25
4E	155+69.78	0.00	514.27	514.44
4F	155+79.78	0.00	514.39	514.61
4G	155+89.78	0.00	514.50	514.78
4H	155+99.78	0.00	514.60	514.93
4J	156+09.78	0.00	514.69	515.08
4K	156+19.78	0.00	514.78	515.23
4L	156+29.78	0.00	514.85	515.35
4M	156+39.78	0.00	514.92	515.45
4N	156+49.78	0.00	514.97	515.56
4P	156+59.78	0.00	515.02	515.64
4Q	156+69.78	0.00	515.05	515.70
4R	156+79.78	0.00	515.08	515.74
4S	156+89.78	0.00	515.09	515.78
4T	156+99.78	0.00	515.10	515.79
4U	157+09.78	0.00	515.10	515.78
4V	157+19.78	0.00	515.09	515.75
4W	157+29.78	0.00	515.07	515.72
4X	157+39.78	0.00	515.03	515.67
4Y	157+49.78	0.00	514.99	515.59
4Z	157+59.78	0.00	514.94	515.51
4AA	157+69.78	0.00	514.88	515.41
4BB	157+79.78	0.00	514.82	515.29
4CC	157+89.78	0.00	514.74	515.15
4DD	157+99.78	0.00	514.65	515.01
4EE	158+09.78	0.00	514.55	514.86
4FF	158+19.78	0.00	514.45	514.70
4GG	158+29.78	0.00	514.33	514.53
4HH	158+39.78	0.00	514.20	514.34
4JJ	158+49.78	0.00	514.07	514.16
4KK	158+59.78	0.00	513.92	513.99
4LL	158+69.78	0.00	513.77	513.80
4MM	158+79.78	0.00	513.60	513.61

IL ROUTE 89 & PROFILE GRADE (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 4	158+84.78	0.00	513.52	513.52
5A	158+94.78	0.00	513.34	513.34
5B	159+04.78	0.00	513.15	513.16
5C	159+14.78	0.00	512.96	512.97
5D	159+24.78	0.00	512.75	512.79
5E	159+34.78	0.00	512.53	512.59
5F	159+44.78	0.00	512.31	512.40
5G	159+54.78	0.00	512.07	512.20
5H	159+64.78	0.00	511.83	511.99
5J	159+74.78	0.00	511.57	511.77
5K	159+84.78	0.00	511.31	511.54
5L	159+94.78	0.00	511.04	511.30
5M	160+04.78	0.00	510.75	511.04
5N	160+14.78	0.00	510.46	510.78
5P	160+24.78	0.00	510.16	510.49
5Q	160+34.78	0.00	509.85	510.19
5R	160+44.78	0.00	509.53	509.88
5S	160+54.78	0.00	509.20	509.54
5T	160+64.78	0.00	508.86	509.20
5U	160+74.78	0.00	508.51	508.83
5V	160+84.78	0.00	508.15	508.44
5W	160+94.78	0.00	507.78	508.05
5X	161+04.78	0.00	507.40	507.63
5Y	161+14.78	0.00	507.01	507.20
5Z	161+24.78	0.00	506.62	506.76
5AA	161+34.78	0.00	506.21	506.30
5BB	161+44.78	0.00	505.80	505.83
☉ Brg. 5N	161+51.66	0.00	505.50	505.50
☉ Pier 5	161+52.78	0.00	505.46	505.46

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 2	152+51.78	3.60	505.40	505.40
☉ Brg. 2S	152+52.91	3.60	505.45	505.45
3A	152+62.91	3.60	505.87	505.92
3B	152+72.91	3.60	506.28	506.39
3C	152+82.91	3.60	506.69	506.84
3D	152+92.91	3.60	507.08	507.28
3E	153+02.91	3.60	507.46	507.71
3F	153+12.91	3.60	507.84	508.11
3G	153+22.91	3.60	508.21	508.51
3H	153+32.91	3.60	508.56	508.89
3J	153+42.91	3.60	508.91	509.24
3K	153+52.91	3.60	509.24	509.59
3L	153+62.91	3.60	509.57	509.92
3M	153+72.91	3.60	509.89	510.23
3N	153+82.91	3.60	510.20	510.52
3P	153+92.91	3.60	510.50	510.80
3Q	154+02.91	3.60	510.79	511.07
3R	154+12.91	3.60	511.07	511.32
3S	154+22.91	3.60	511.34	511.55
3T	154+32.91	3.60	511.60	511.78
3U	154+42.91	3.60	511.85	512.00
3V	154+52.91	3.60	512.09	512.21
3W	154+62.91	3.60	512.32	512.40
3X	154+72.91	3.60	512.54	512.60
3Y	154+82.91	3.60	512.76	512.79
3Z	154+92.91	3.60	512.96	512.97
3AA	155+02.91	3.60	513.16	513.16
3BB	155+12.91	3.60	513.34	513.34
☉ Brg. Pier 3	155+19.78	3.60	513.46	513.46
4A	155+29.78	3.60	513.63	513.66
4B	155+39.78	3.60	513.79	513.83
4C	155+49.78	3.60	513.94	514.02
4D	155+59.78	3.60	514.08	514.20
4E	155+69.78	3.60	514.21	514.38
4F	155+79.78	3.60	514.33	514.55
4G	155+89.78	3.60	514.44	514.72
4H	155+99.78	3.60	514.55	514.88
4J	156+09.78	3.60	514.64	515.03
4K	156+19.78	3.60	514.72	515.17
4L	156+29.78	3.60	514.80	515.29
4M	156+39.78	3.60	514.86	515.40
4N	156+49.78	3.60	514.91	515.50
4P	156+59.78	3.60	514.96	515.58
4Q	156+69.78	3.60	514.99	515.64
4R	156+79.78	3.60	515.02	515.68
4S	156+89.78	3.60	515.04	515.72
4T	156+99.78	3.60	515.04	515.74
4U	157+09.78	3.60	515.04	515.72
4V	157+19.78	3.60	515.03	515.70
4W	157+29.78	3.60	515.01	515.67
4X	157+39.78	3.60	514.98	515.62
4Y	157+49.78	3.60	514.94	515.54
4Z	157+59.78	3.60	514.89	515.45
4AA	157+69.78	3.60	514.83	515.35
4BB	157+79.78	3.60	514.76	515.23
4CC	157+89.78	3.60	514.68	515.10
4DD	157+99.78	3.60	514.59	514.95
4EE	158+09.78	3.60	514.50	514.80
4FF	158+19.78	3.60	514.39	514.64
4GG	158+29.78	3.60	514.27	514.47
4HH	158+39.78	3.60	514.15	514.29
4JJ	158+49.78	3.60	514.01	514.11
4KK	158+59.78	3.60	513.87	513.93
4LL	158+69.78	3.60	513.71	513.74
4MM	158+79.78	3.60	513.55	513.56

GIRDER 4 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 4	158+84.78	3.60	513.46	513.46
5A	158+94.78	3.60	513.28	513.29
5B	159+04.78	3.60	513.10	513.10
5C	159+14.78	3.60	512.90	512.92
5D	159+24.78	3.60	512.69	512.73
5E	159+34.78	3.60	512.48	512.54
5F	159+44.78	3.60	512.25	512.34
5G	159+54.78	3.60	512.01	512.14
5H	159+64.78	3.60	511.77	511.93
5J	159+74.78	3.60	511.52	511.71
5K	159+84.78	3.60	511.25	511.48
5L	159+94.78	3.60	510.98	511.24
5M	160+04.78	3.60	510.70	510.98
5N	160+14.78	3.60	510.40	510.72
5P	160+24.78	3.60	510.10	510.43
5Q	160+34.78	3.60	509.79	510.14
5R	160+44.78	3.60	509.47	509.82
5S	160+54.78	3.60	509.14	509.48
5T	160+64.78	3.60	508.80	509.14
5U	160+74.78	3.60	508.45	508.77
5V	160+84.78	3.60	508.09	508.39
5W	160+94.78	3.60	507.72	507.99
5X	161+04.78	3.60	507.35	507.58
5Y	161+14.78	3.60	506.96	507.15
5Z				

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 2	152+51.78	10.81	505.29	505.29
☉ Brg. 2S	152+52.91	10.81	505.34	505.34
3A	152+62.91	10.81	505.76	505.81
3B	152+72.91	10.81	506.17	506.28
3C	152+82.91	10.81	506.57	506.73
3D	152+92.91	10.81	506.97	507.17
3E	153+02.91	10.81	507.35	507.60
3F	153+12.91	10.81	507.73	508.00
3G	153+22.91	10.81	508.09	508.40
3H	153+32.91	10.81	508.45	508.78
3J	153+42.91	10.81	508.79	509.13
3K	153+52.91	10.81	509.13	509.48
3L	153+62.91	10.81	509.46	509.81
3M	153+72.91	10.81	509.78	510.11
3N	153+82.91	10.81	510.08	510.41
3P	153+92.91	10.81	510.38	510.69
3Q	154+02.91	10.81	510.67	510.95
3R	154+12.91	10.81	510.95	511.20
3S	154+22.91	10.81	511.22	511.44
3T	154+32.91	10.81	511.48	511.67
3U	154+42.91	10.81	511.74	511.88
3V	154+52.91	10.81	511.98	512.09
3W	154+62.91	10.81	512.21	512.29
3X	154+72.91	10.81	512.43	512.49
3Y	154+82.91	10.81	512.65	512.67
3Z	154+92.91	10.81	512.85	512.86
3AA	155+02.91	10.81	513.04	513.05
3BB	155+12.91	10.81	513.23	513.23
☉ Brg. Pier 3	155+19.78	10.81	513.35	513.35
4A	155+29.78	10.81	513.52	513.55
4B	155+39.78	10.81	513.68	513.72
4C	155+49.78	10.81	513.83	513.90
4D	155+59.78	10.81	513.97	514.09
4E	155+69.78	10.81	514.10	514.27
4F	155+79.78	10.81	514.22	514.44
4G	155+89.78	10.81	514.33	514.61
4H	155+99.78	10.81	514.43	514.77
4J	156+09.78	10.81	514.53	514.91
4K	156+19.78	10.81	514.61	515.06
4L	156+29.78	10.81	514.68	515.18
4M	156+39.78	10.81	514.75	515.29
4N	156+49.78	10.81	514.80	515.39
4P	156+59.78	10.81	514.85	515.47
4Q	156+69.78	10.81	514.88	515.53
4R	156+79.78	10.81	514.91	515.57
4S	156+89.78	10.81	514.92	515.61
4T	156+99.78	10.81	514.93	515.62
4U	157+09.78	10.81	514.93	515.61
4V	157+19.78	10.81	514.92	515.59
4W	157+29.78	10.81	514.90	515.56
4X	157+39.78	10.81	514.87	515.50
4Y	157+49.78	10.81	514.83	515.42
4Z	157+59.78	10.81	514.78	515.34
4AA	157+69.78	10.81	514.72	515.24
4BB	157+79.78	10.81	514.65	515.12
4CC	157+89.78	10.81	514.57	514.99
4DD	157+99.78	10.81	514.48	514.84
4EE	158+09.78	10.81	514.38	514.69
4FF	158+19.78	10.81	514.28	514.53
4GG	158+29.78	10.81	514.16	514.36
4HH	158+39.78	10.81	514.03	514.17
4JJ	158+49.78	10.81	513.90	513.99
4KK	158+59.78	10.81	513.75	513.82
4LL	158+69.78	10.81	513.60	513.63
4MM	158+79.78	10.81	513.44	513.45

GIRDER 5 (CONT.)

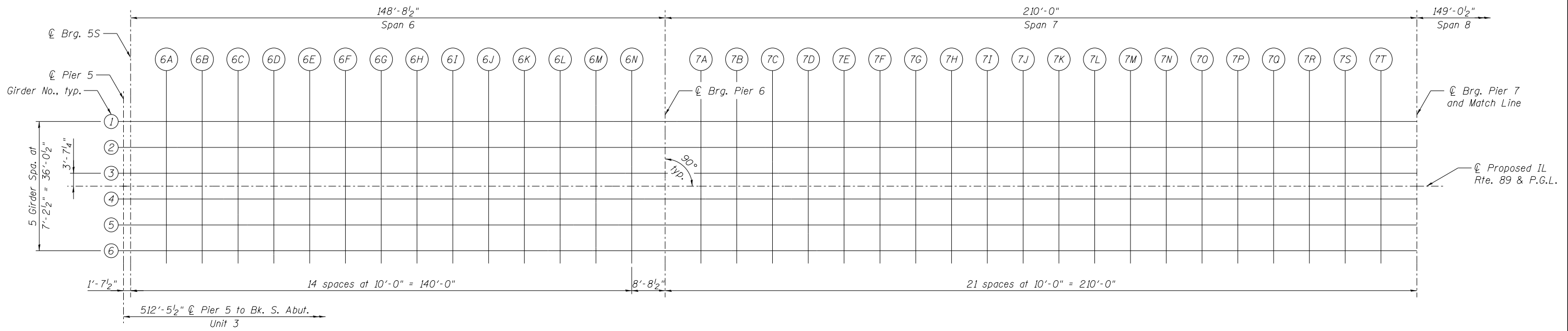
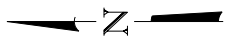
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 4	158+84.78	10.81	513.35	513.35
5A	158+94.78	10.81	513.17	513.17
5B	159+04.78	10.81	512.98	512.99
5C	159+14.78	10.81	512.79	512.80
5D	159+24.78	10.81	512.58	512.62
5E	159+34.78	10.81	512.36	512.42
5F	159+44.78	10.81	512.14	512.23
5G	159+54.78	10.81	511.90	512.03
5H	159+64.78	10.81	511.66	511.82
5J	159+74.78	10.81	511.40	511.60
5K	159+84.78	10.81	511.14	511.37
5L	159+94.78	10.81	510.87	511.13
5M	160+04.78	10.81	510.58	510.87
5N	160+14.78	10.81	510.29	510.61
5P	160+24.78	10.81	509.99	510.32
5Q	160+34.78	10.81	509.68	510.02
5R	160+44.78	10.81	509.36	509.71
5S	160+54.78	10.81	509.03	509.37
5T	160+64.78	10.81	508.69	509.03
5U	160+74.78	10.81	508.34	508.66
5V	160+84.78	10.81	507.98	508.27
5W	160+94.78	10.81	507.61	507.88
5X	161+04.78	10.81	507.23	507.46
5Y	161+14.78	10.81	506.85	507.04
5Z	161+24.78	10.81	506.45	506.59
5AA	161+34.78	10.81	506.04	506.13
5BB	161+44.78	10.81	505.63	505.67
☉ Brg. 5N	161+51.66	10.81	505.34	505.34
☉ Pier 5	161+52.78		505.29	505.29

GIRDER 6

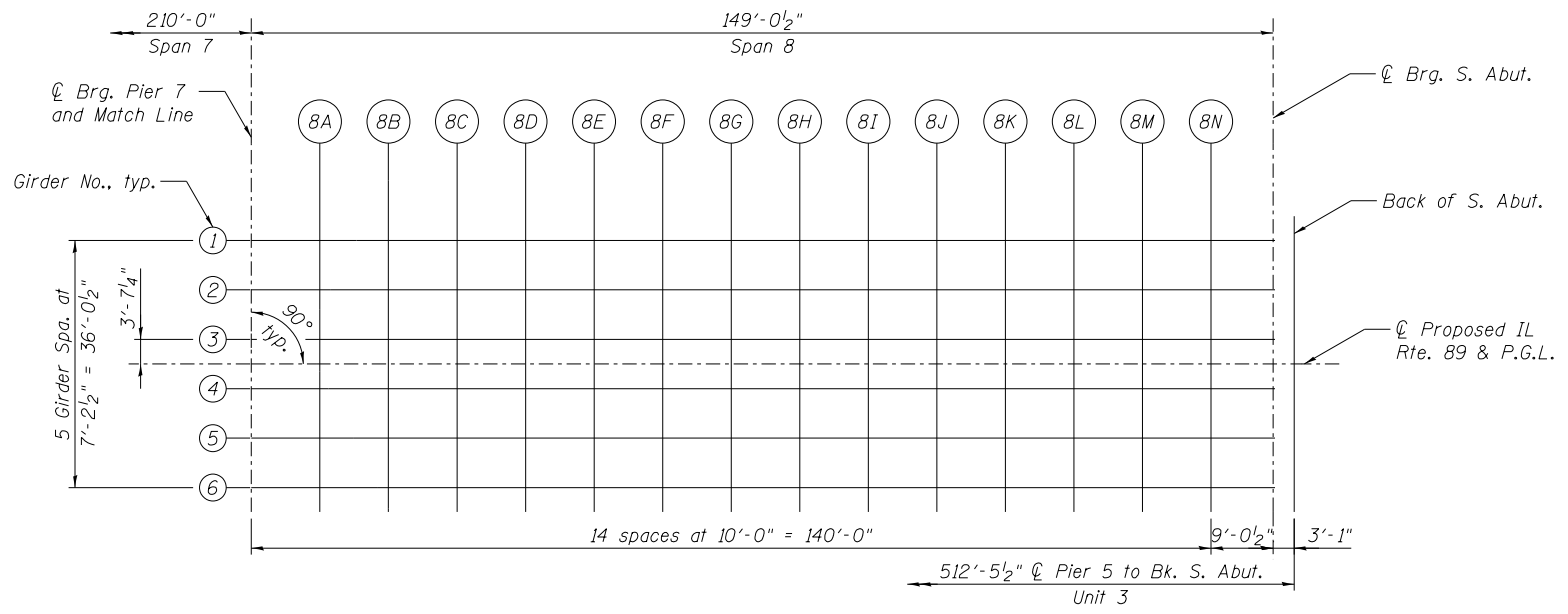
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 2	152+51.78	18.02	505.14	505.14
☉ Brg. 2S	152+52.91	18.02	505.19	505.19
3A	152+62.91	18.02	505.61	505.67
3B	152+72.91	18.02	506.03	506.13
3C	152+82.91	18.02	506.43	506.59
3D	152+92.91	18.02	506.82	507.02
3E	153+02.91	18.02	507.21	507.45
3F	153+12.91	18.02	507.58	507.86
3G	153+22.91	18.02	507.95	508.26
3H	153+32.91	18.02	508.30	508.63
3J	153+42.91	18.02	508.65	508.99
3K	153+52.91	18.02	508.99	509.34
3L	153+62.91	18.02	509.31	509.66
3M	153+72.91	18.02	509.63	509.97
3N	153+82.91	18.02	509.94	510.27
3P	153+92.91	18.02	510.24	510.54
3Q	154+02.91	18.02	510.53	510.81
3R	154+12.91	18.02	510.81	511.06
3S	154+22.91	18.02	511.08	511.30
3T	154+32.91	18.02	511.34	511.52
3U	154+42.91	18.02	511.59	511.74
3V	154+52.91	18.02	511.83	511.95
3W	154+62.91	18.02	512.07	512.15
3X	154+72.91	18.02	512.29	512.34
3Y	154+82.91	18.02	512.50	512.53
3Z	154+92.91	18.02	512.70	512.72
3AA	155+02.91	18.02	512.90	512.91
3BB	155+12.91	18.02	513.08	513.08
☉ Brg. Pier 3	155+19.78	18.02	513.21	513.21
4A	155+29.78	18.02	513.37	513.40
4B	155+39.78	18.02	513.53	513.58
4C	155+49.78	18.02	513.68	513.76
4D	155+59.78	18.02	513.82	513.94
4E	155+69.78	18.02	513.95	514.13
4F	155+79.78	18.02	514.08	514.30
4G	155+89.78	18.02	514.19	514.46
4H	155+99.78	18.02	514.29	514.62
4J	156+09.78	18.02	514.38	514.77
4K	156+19.78	18.02	514.46	514.91
4L	156+29.78	18.02	514.54	515.04
4M	156+39.78	18.02	514.60	515.14
4N	156+49.78	18.02	514.66	515.25
4P	156+59.78	18.02	514.70	515.33
4Q	156+69.78	18.02	514.74	515.39
4R	156+79.78	18.02	514.76	515.43
4S	156+89.78	18.02	514.78	515.47
4T	156+99.78	18.02	514.79	515.48
4U	157+09.78	18.02	514.79	515.47
4V	157+19.78	18.02	514.77	515.44
4W	157+29.78	18.02	514.75	515.41
4X	157+39.78	18.02	514.72	515.36
4Y	157+49.78	18.02	514.68	515.28
4Z	157+59.78	18.02	514.63	515.20
4AA	157+69.78	18.02	514.57	515.10
4BB	157+79.78	18.02	514.50	514.98
4CC	157+89.78	18.02	514.42	514.84
4DD	157+99.78	18.02	514.34	514.70
4EE	158+09.78	18.02	514.24	514.55
4FF	158+19.78	18.02	514.13	514.39
4GG	158+29.78	18.02	514.02	514.22
4HH	158+39.78	18.02	513.89	514.03
4JJ	158+49.78	18.02	513.75	513.85
4KK	158+59.78	18.02	513.61	513.68
4LL	158+69.78	18.02	513.45	513.49
4MM	158+79.78	18.02	513.29	513.30

GIRDER 6 (CONT.)

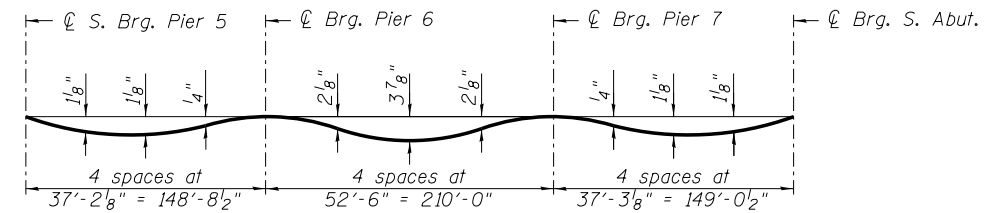
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 4	158+84.78	18.02	513.21	513.21
5A	158+94.78	18.02	513.03	513.03
5B	159+04.78	18.02	512.84	512.84
5C	159+14.78	18.02	512.64	512.66
5D	159+24.78	18.02	512.44	512.48
5E	159+34.78	18.02	512.22	512.28
5F	159+44.78	18.02	511.99	512.09
5G	159+54.78	18.02	511.76	511.88
5H	159+64.78	18.02	511.51	511.67
5J	159+74.78	18.02	511.26	511.45
5K	159+84.78	18.02	511.00	511.23
5L	159+94.78	18.02	510.72	510.98
5M	160+04.78	18.02	510.44	510.73
5N	160+14.78	18.02	510.15	510.46
5P	160+24.78	18.02	509.85	510.18
5Q	160+34.78	18.02	509.53	509.88
5R	160+44.78	18.02	509.21	509.57
5S	160+54.78	18.02	508.88	509.23
5T	160+64.78	18.02	508.54	508.88
5U	160+74.78	18.02	508.19	508.52
5V	160+84.78	18.02	507.84	508.13
5W	160+94.78			



PLAN - SPANS 6 & 7



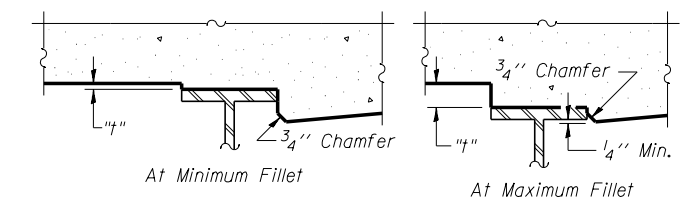
PLAN - SPAN 8



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S17 and S18.
 The deflections shown are based on the deck pouring sequence given on sheet S26.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets S17 and S18, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 5	161+52.78	-18.02	505.14	505.14
☉ Brg. 5S	161+54.40	-18.02	505.07	505.07
6A	161+64.40	-18.02	504.64	504.66
6B	161+74.40	-18.02	504.19	504.25
6C	161+84.40	-18.02	503.74	503.82
6D	161+94.40	-18.02	503.28	503.38
6E	162+04.40	-18.02	502.80	502.91
6F	162+14.40	-18.02	502.32	502.43
6G	162+24.40	-18.02	501.83	501.93
6H	162+34.40	-18.02	501.33	501.42
6I	162+44.40	-18.02	500.83	500.90
6J	162+54.40	-18.02	500.33	500.38
6K	162+64.40	-18.02	499.83	499.86
6L	162+74.40	-18.02	499.34	499.34
6M	162+84.40	-18.02	498.84	498.83
6N	162+94.40	-18.02	498.34	498.33
☉ Brg. Pier 6	163+03.11	-18.02	497.90	497.90
7A	163+13.11	-18.02	497.40	497.42
7B	163+23.11	-18.02	496.91	496.95
7C	163+33.11	-18.02	496.41	496.48
7D	163+43.11	-18.02	495.91	496.03
7E	163+53.11	-18.02	495.41	495.57
7F	163+63.11	-18.02	494.91	495.12
7G	163+73.11	-18.02	494.41	494.66
7H	163+83.11	-18.02	493.91	494.19
7I	163+93.11	-18.02	493.41	493.71
7J	164+03.11	-18.02	492.91	493.22
7K	164+13.11	-18.02	492.41	492.73
7L	164+23.11	-18.02	491.92	492.22
7M	164+33.11	-18.02	491.42	491.69
7N	164+43.11	-18.02	490.92	491.16
7O	164+53.11	-18.02	490.42	490.62
7P	164+63.11	-18.02	489.92	490.08
7Q	164+73.11	-18.02	489.42	489.54
7R	164+83.11	-18.02	488.92	489.00
7S	164+93.11	-18.02	488.42	488.47
7T	165+03.11	-18.02	487.92	487.94
☉ Brg. Pier 7	165+13.11	-18.02	487.42	487.42
8A	165+23.11	-18.02	486.93	486.92
8B	165+33.11	-18.02	486.43	486.42
8C	165+43.11	-18.02	485.93	485.94
8D	165+53.11	-18.02	485.43	485.45
8E	165+63.11	-18.02	484.93	484.98
8F	165+73.11	-18.02	484.43	484.50
8G	165+83.11	-18.02	483.93	484.02
8H	165+93.11	-18.02	483.43	483.53
8I	166+03.11	-18.02	482.93	483.04
8J	166+13.11	-18.02	482.43	482.54
8K	166+23.11	-18.02	481.94	482.03
8L	166+33.11	-18.02	481.44	481.52
8M	166+43.11	-18.02	480.94	481.00
8N	166+53.11	-18.02	480.44	480.46
☉ Brg. S. Abut.	166+62.15	-18.02	479.99	479.99
Back of S. Abut.	166+65.23	-18.02	479.83	479.83

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 5	161+52.78	-10.81	505.29	505.29
☉ Brg. 5S	161+54.40	-10.81	505.22	505.22
6A	161+64.40	-10.81	504.78	504.81
6B	161+74.40	-10.81	504.34	504.40
6C	161+84.40	-10.81	503.88	503.97
6D	161+94.40	-10.81	503.42	503.52
6E	162+04.40	-10.81	502.95	503.06
6F	162+14.40	-10.81	502.47	502.58
6G	162+24.40	-10.81	501.97	502.08
6H	162+34.40	-10.81	501.48	501.56
6I	162+44.40	-10.81	500.98	501.04
6J	162+54.40	-10.81	500.48	500.52
6K	162+64.40	-10.81	499.98	500.00
6L	162+74.40	-10.81	499.48	499.49
6M	162+84.40	-10.81	498.98	498.98
6N	162+94.40	-10.81	498.48	498.48
☉ Brg. Pier 6	163+03.11	-10.81	498.05	498.05
7A	163+13.11	-10.81	497.55	497.57
7B	163+23.11	-10.81	497.05	497.09
7C	163+33.11	-10.81	496.55	496.63
7D	163+43.11	-10.81	496.05	496.17
7E	163+53.11	-10.81	495.55	495.72
7F	163+63.11	-10.81	495.05	495.27
7G	163+73.11	-10.81	494.55	494.81
7H	163+83.11	-10.81	494.06	494.34
7I	163+93.11	-10.81	493.56	493.86
7J	164+03.11	-10.81	493.06	493.38
7K	164+13.11	-10.81	492.56	492.88
7L	164+23.11	-10.81	492.06	492.37
7M	164+33.11	-10.81	491.56	491.84
7N	164+43.11	-10.81	491.06	491.31
7O	164+53.11	-10.81	490.56	490.77
7P	164+63.11	-10.81	490.06	490.23
7Q	164+73.11	-10.81	489.56	489.69
7R	164+83.11	-10.81	489.07	489.15
7S	164+93.11	-10.81	488.57	488.61
7T	165+03.11	-10.81	488.07	488.08
☉ Brg. Pier 7	165+13.11	-10.81	487.57	487.57
8A	165+23.11	-10.81	487.07	487.06
8B	165+33.11	-10.81	486.57	486.57
8C	165+43.11	-10.81	486.07	486.08
8D	165+53.11	-10.81	485.57	485.60
8E	165+63.11	-10.81	485.07	485.12
8F	165+73.11	-10.81	484.57	484.64
8G	165+83.11	-10.81	484.08	484.16
8H	165+93.11	-10.81	483.58	483.68
8I	166+03.11	-10.81	483.08	483.19
8J	166+13.11	-10.81	482.58	482.69
8K	166+23.11	-10.81	482.08	482.18
8L	166+33.11	-10.81	481.58	481.66
8M	166+43.11	-10.81	481.08	481.14
8N	166+53.11	-10.81	480.58	480.61
☉ Brg. S. Abut.	166+62.15	-10.81	480.13	480.13
Back of S. Abut.	166+65.23	-10.81	479.98	479.98

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 5	161+52.78	-3.60	505.40	505.40
☉ Brg. 5S	161+54.40	-3.60	505.33	505.33
6A	161+64.40	-3.60	504.89	504.92
6B	161+74.40	-3.60	504.45	504.51
6C	161+84.40	-3.60	504.00	504.08
6D	161+94.40	-3.60	503.53	503.63
6E	162+04.40	-3.60	503.06	503.17
6F	162+14.40	-3.60	502.58	502.69
6G	162+24.40	-3.60	502.09	502.19
6H	162+34.40	-3.60	501.59	501.67
6I	162+44.40	-3.60	501.09	501.16
6J	162+54.40	-3.60	500.59	500.63
6K	162+64.40	-3.60	500.09	500.11
6L	162+74.40	-3.60	499.59	499.60
6M	162+84.40	-3.60	499.09	499.09
6N	162+94.40	-3.60	498.59	498.59
☉ Brg. Pier 6	163+03.11	-3.60	498.16	498.16
7A	163+13.11	-3.60	497.66	497.68
7B	163+23.11	-3.60	497.16	497.21
7C	163+33.11	-3.60	496.66	496.74
7D	163+43.11	-3.60	496.16	496.29
7E	163+53.11	-3.60	495.66	495.83
7F	163+63.11	-3.60	495.17	495.38
7G	163+73.11	-3.60	494.67	494.92
7H	163+83.11	-3.60	494.17	494.45
7I	163+93.11	-3.60	493.67	493.98
7J	164+03.11	-3.60	493.17	493.49
7K	164+13.11	-3.60	492.67	492.99
7L	164+23.11	-3.60	492.17	492.48
7M	164+33.11	-3.60	491.67	491.96
7N	164+43.11	-3.60	491.17	491.43
7O	164+53.11	-3.60	490.67	490.89
7P	164+63.11	-3.60	490.18	490.34
7Q	164+73.11	-3.60	489.68	489.80
7R	164+83.11	-3.60	489.18	489.26
7S	164+93.11	-3.60	488.68	488.72
7T	165+03.11	-3.60	488.18	488.20
☉ Brg. Pier 7	165+13.11	-3.60	487.68	487.68
8A	165+23.11	-3.60	487.18	487.18
8B	165+33.11	-3.60	486.68	486.68
8C	165+43.11	-3.60	486.18	486.19
8D	165+53.11	-3.60	485.68	485.71
8E	165+63.11	-3.60	485.19	485.23
8F	165+73.11	-3.60	484.69	484.76
8G	165+83.11	-3.60	484.19	484.28
8H	165+93.11	-3.60	483.69	483.79
8I	166+03.11	-3.60	483.19	483.30
8J	166+13.11	-3.60	482.69	482.80
8K	166+23.11	-3.60	482.19	482.29
8L	166+33.11	-3.60	481.69	481.78
8M	166+43.11	-3.60	481.19	481.26
8N	166+53.11	-3.60	480.69	480.72
☉ Brg. S. Abut.	166+62.15	-3.60	480.24	480.24
Back of S. Abut.	166+65.23	-3.60	480.09	480.09

☉ PROPOSED IL RTE. 89 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 5	161+52.78	0.00	505.45	505.45
☉ Brg. 5S	161+54.40	0.00	505.38	505.38
6A	161+64.40	0.00	504.95	504.98
6B	161+74.40	0.00	504.51	504.57
6C	161+84.40	0.00	504.05	504.14
6D	161+94.40	0.00	503.59	503.69
6E	162+04.40	0.00	503.12	503.23
6F	162+14.40	0.00	502.63	502.74
6G	162+24.40	0.00	502.14	502.24
6H	162+34.40	0.00	501.64	501.73
6I	162+44.40	0.00	501.15	501.21
6J	162+54.40	0.00	500.65	500.69
6K	162+64.40	0.00	500.15	500.17
6L	162+74.40	0.00	499.65	499.65
6M	162+84.40	0.00	499.15	499.15
6N	162+94.40	0.00	498.65	498.64
☉ Brg. Pier 6	163+03.11	0.00	498.22	498.22
7A	163+13.11	0.00	497.72	497.73
7B	163+23.11			

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 5	161+52.78	3.60	505.40	505.40
☉ Brg. 5S	161+54.40	3.60	505.33	505.33
6A	161+64.40	3.60	504.89	504.92
6B	161+74.40	3.60	504.45	504.51
6C	161+84.40	3.60	504.00	504.08
6D	161+94.40	3.60	503.53	503.63
6E	162+04.40	3.60	503.06	503.17
6F	162+14.40	3.60	502.58	502.69
6G	162+24.40	3.60	502.09	502.19
6H	162+34.40	3.60	501.59	501.67
6I	162+44.40	3.60	501.09	501.16
6J	162+54.40	3.60	500.59	500.63
6K	162+64.40	3.60	500.09	500.11
6L	162+74.40	3.60	499.59	499.60
6M	162+84.40	3.60	499.09	499.09
6N	162+94.40	3.60	498.59	498.59
☉ Brg. Pier 6	163+03.11	3.60	498.16	498.16
7A	163+13.11	3.60	497.66	497.68
7B	163+23.11	3.60	497.16	497.21
7C	163+33.11	3.60	496.66	496.74
7D	163+43.11	3.60	496.16	496.29
7E	163+53.11	3.60	495.66	495.83
7F	163+63.11	3.60	495.17	495.38
7G	163+73.11	3.60	494.67	494.92
7H	163+83.11	3.60	494.17	494.45
7I	163+93.11	3.60	493.67	493.98
7J	164+03.11	3.60	493.17	493.49
7K	164+13.11	3.60	492.67	492.99
7L	164+23.11	3.60	492.17	492.48
7M	164+33.11	3.60	491.67	491.96
7N	164+43.11	3.60	491.17	491.43
7O	164+53.11	3.60	490.67	490.89
7P	164+63.11	3.60	490.18	490.34
7Q	164+73.11	3.60	489.68	489.80
7R	164+83.11	3.60	489.18	489.26
7S	164+93.11	3.60	488.68	488.72
7T	165+03.11	3.60	488.18	488.20
☉ Brg. Pier 7	165+13.11	3.60	487.68	487.68
8A	165+23.11	3.60	487.18	487.18
8B	165+33.11	3.60	486.68	486.68
8C	165+43.11	3.60	486.18	486.19
8D	165+53.11	3.60	485.68	485.71
8E	165+63.11	3.60	485.19	485.23
8F	165+73.11	3.60	484.69	484.76
8G	165+83.11	3.60	484.19	484.28
8H	165+93.11	3.60	483.69	483.79
8I	166+03.11	3.60	483.19	483.30
8J	166+13.11	3.60	482.69	482.80
8K	166+23.11	3.60	482.19	482.29
8L	166+33.11	3.60	481.69	481.78
8M	166+43.11	3.60	481.19	481.26
8N	166+53.11	3.60	480.69	480.72
☉ Brg. S. Abut. Back of S. Abut.	166+62.15 166+65.23	3.60 3.60	480.24 480.09	480.24 480.09

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 5	161+52.78	10.81	505.29	505.29
☉ Brg. 5S	161+54.40	10.81	505.22	505.22
6A	161+64.40	10.81	504.78	504.81
6B	161+74.40	10.81	504.34	504.40
6C	161+84.40	10.81	503.88	503.97
6D	161+94.40	10.81	503.42	503.52
6E	162+04.40	10.81	502.95	503.06
6F	162+14.40	10.81	502.47	502.58
6G	162+24.40	10.81	501.97	502.08
6H	162+34.40	10.81	501.48	501.56
6I	162+44.40	10.81	500.98	501.04
6J	162+54.40	10.81	500.48	500.52
6K	162+64.40	10.81	499.98	500.00
6L	162+74.40	10.81	499.48	499.49
6M	162+84.40	10.81	498.98	498.98
6N	162+94.40	10.81	498.48	498.48
☉ Brg. Pier 6	163+03.11	10.81	498.05	498.05
7A	163+13.11	10.81	497.55	497.57
7B	163+23.11	10.81	497.05	497.09
7C	163+33.11	10.81	496.55	496.63
7D	163+43.11	10.81	496.05	496.17
7E	163+53.11	10.81	495.55	495.72
7F	163+63.11	10.81	495.05	495.27
7G	163+73.11	10.81	494.55	494.81
7H	163+83.11	10.81	494.06	494.34
7I	163+93.11	10.81	493.56	493.86
7J	164+03.11	10.81	493.06	493.38
7K	164+13.11	10.81	492.56	492.88
7L	164+23.11	10.81	492.06	492.37
7M	164+33.11	10.81	491.56	491.84
7N	164+43.11	10.81	491.06	491.31
7O	164+53.11	10.81	490.56	490.77
7P	164+63.11	10.81	490.06	490.23
7Q	164+73.11	10.81	489.56	489.69
7R	164+83.11	10.81	489.07	489.15
7S	164+93.11	10.81	488.57	488.61
7T	165+03.11	10.81	488.07	488.08
☉ Brg. Pier 7	165+13.11	10.81	487.57	487.57
8A	165+23.11	10.81	487.07	487.06
8B	165+33.11	10.81	486.57	486.57
8C	165+43.11	10.81	486.07	486.08
8D	165+53.11	10.81	485.57	485.60
8E	165+63.11	10.81	485.07	485.12
8F	165+73.11	10.81	484.57	484.64
8G	165+83.11	10.81	484.08	484.16
8H	165+93.11	10.81	483.58	483.68
8I	166+03.11	10.81	483.08	483.19
8J	166+13.11	10.81	482.58	482.69
8K	166+23.11	10.81	482.08	482.18
8L	166+33.11	10.81	481.58	481.66
8M	166+43.11	10.81	481.08	481.14
8N	166+53.11	10.81	480.58	480.61
☉ Brg. S. Abut. Back of S. Abut.	166+62.15 166+65.23	10.81 10.81	480.13 479.98	480.13 479.98

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Pier 5	161+52.78	18.02	505.14	505.14
☉ Brg. 5S	161+54.40	18.02	505.07	505.07
6A	161+64.40	18.02	504.64	504.66
6B	161+74.40	18.02	504.19	504.25
6C	161+84.40	18.02	503.74	503.82
6D	161+94.40	18.02	503.28	503.38
6E	162+04.40	18.02	502.80	502.91
6F	162+14.40	18.02	502.32	502.43
6G	162+24.40	18.02	501.83	501.93
6H	162+34.40	18.02	501.33	501.42
6I	162+44.40	18.02	500.83	500.90
6J	162+54.40	18.02	500.33	500.38
6K	162+64.40	18.02	499.83	499.86
6L	162+74.40	18.02	499.34	499.34
6M	162+84.40	18.02	498.84	498.83
6N	162+94.40	18.02	498.34	498.33
☉ Brg. Pier 6	163+03.11	18.02	497.90	497.90
7A	163+13.11	18.02	497.40	497.42
7B	163+23.11	18.02	496.91	496.95
7C	163+33.11	18.02	496.41	496.48
7D	163+43.11	18.02	495.91	496.03
7E	163+53.11	18.02	495.41	495.57
7F	163+63.11	18.02	494.91	495.12
7G	163+73.11	18.02	494.41	494.66
7H	163+83.11	18.02	493.91	494.19
7I	163+93.11	18.02	493.41	493.71
7J	164+03.11	18.02	492.91	493.22
7K	164+13.11	18.02	492.41	492.73
7L	164+23.11	18.02	491.92	492.22
7M	164+33.11	18.02	491.42	491.69
7N	164+43.11	18.02	490.92	491.16
7O	164+53.11	18.02	490.42	490.62
7P	164+63.11	18.02	489.92	490.08
7Q	164+73.11	18.02	489.42	489.54
7R	164+83.11	18.02	488.92	489.00
7S	164+93.11	18.02	488.42	488.47
7T	165+03.11	18.02	487.92	487.94
☉ Brg. Pier 7	165+13.11	18.02	487.42	487.42
8A	165+23.11	18.02	486.93	486.92
8B	165+33.11	18.02	486.43	486.42
8C	165+43.11	18.02	485.93	485.94
8D	165+53.11	18.02	485.43	485.45
8E	165+63.11	18.02	484.93	484.98
8F	165+73.11	18.02	484.43	484.50
8G	165+83.11	18.02	483.93	484.02
8H	165+93.11	18.02	483.43	483.53
8I	166+03.11	18.02	482.93	483.04
8J	166+13.11	18.02	482.43	482.54
8K	166+23.11	18.02	481.94	482.03
8L	166+33.11	18.02	481.44	481.52
8M	166+43.11	18.02	480.94	481.00
8N	166+53.11	18.02	480.44	480.46
☉ Brg. S. Abut. Back of S. Abut.	166+62.15 166+65.23	18.02 18.02	479.99 479.83	479.99 479.83



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PLOT DATE = 8/14/2015	DRAWN AJF	REVISED -
	CHECKED JRS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK ELEVATIONS II - UNIT 3
STRUCTURE NO. 078-0047**

SHEET NO. S18 OF 118 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	175
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	

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8/14/2015

EAST EDGE OF SHOULDER

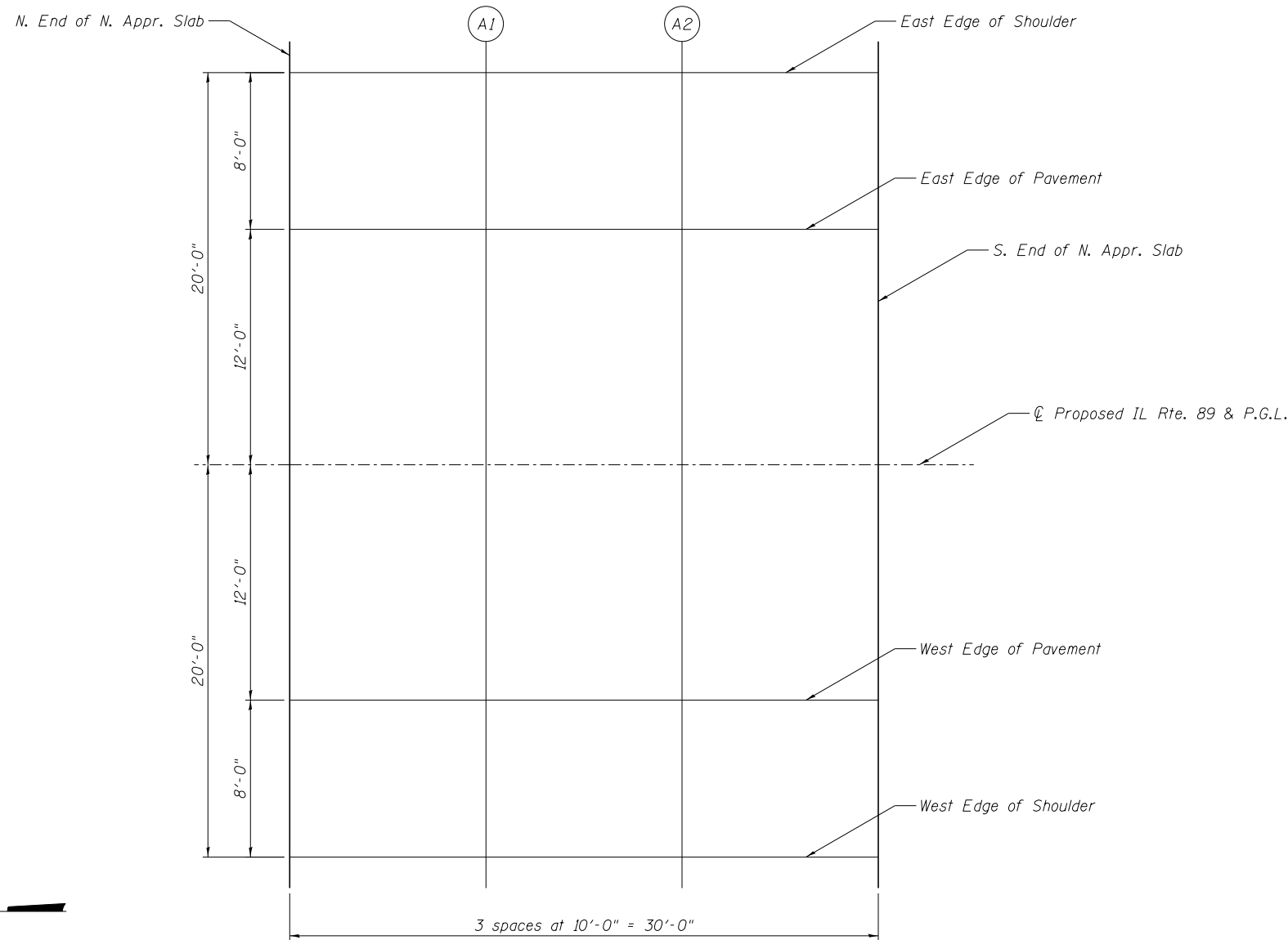
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	148+59.15	-20.00	485.77
A1	148+69.15	-20.00	486.27
A2	148+79.15	-20.00	486.77
S. End of N. Appr. Slab	148+89.15	-20.00	487.27

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	148+59.15	-12.00	485.94
A1	148+69.15	-12.00	486.44
A2	148+79.15	-12.00	486.94
S. End of N. Appr. Slab	148+89.15	-12.00	487.43

℄ PROPOSED IL RTE. 89 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	148+59.15	0.00	486.13
A1	148+69.15	0.00	486.62
A2	148+79.15	0.00	487.12
S. End of N. Appr. Slab	148+89.15	0.00	487.62



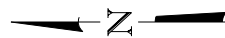
PLAN
(North Approach)

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	148+59.15	12.00	485.94
A1	148+69.15	12.00	486.44
A2	148+79.15	12.00	486.94
S. End of N. Appr. Slab	148+89.15	12.00	487.43

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	148+59.15	20.00	485.77
A1	148+69.15	20.00	486.27
A2	148+79.15	20.00	486.77
S. End of N. Appr. Slab	148+89.15	20.00	487.27



EAST EDGE OF SHOULDER

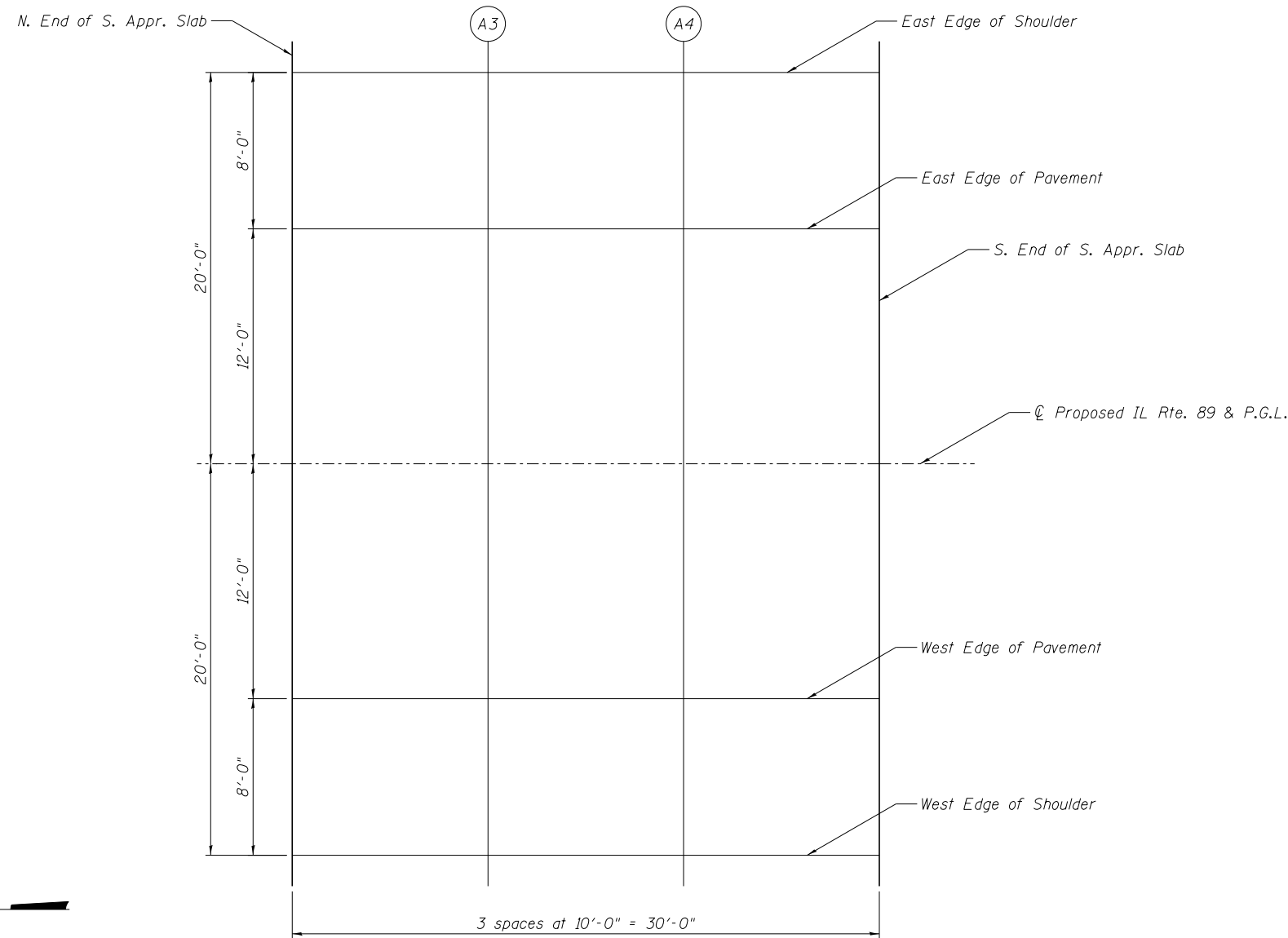
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	166+64.73	-20.00	479.82
A3	166+74.73	-20.00	479.32
A4	166+84.73	-20.00	478.82
S. End of S. Appr. Slab	166+94.73	-20.00	478.32

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	166+64.73	-12.00	479.98
A3	166+74.73	-12.00	479.48
A4	166+84.73	-12.00	478.99
S. End of S. Appr. Slab	166+94.73	-12.00	478.49

℄ PROPOSED IL RTE. 89 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	166+64.73	0.00	480.17
A3	166+74.73	0.00	479.67
A4	166+84.73	0.00	479.17
S. End of S. Appr. Slab	166+94.73	0.00	478.67



PLAN
(South Approach)

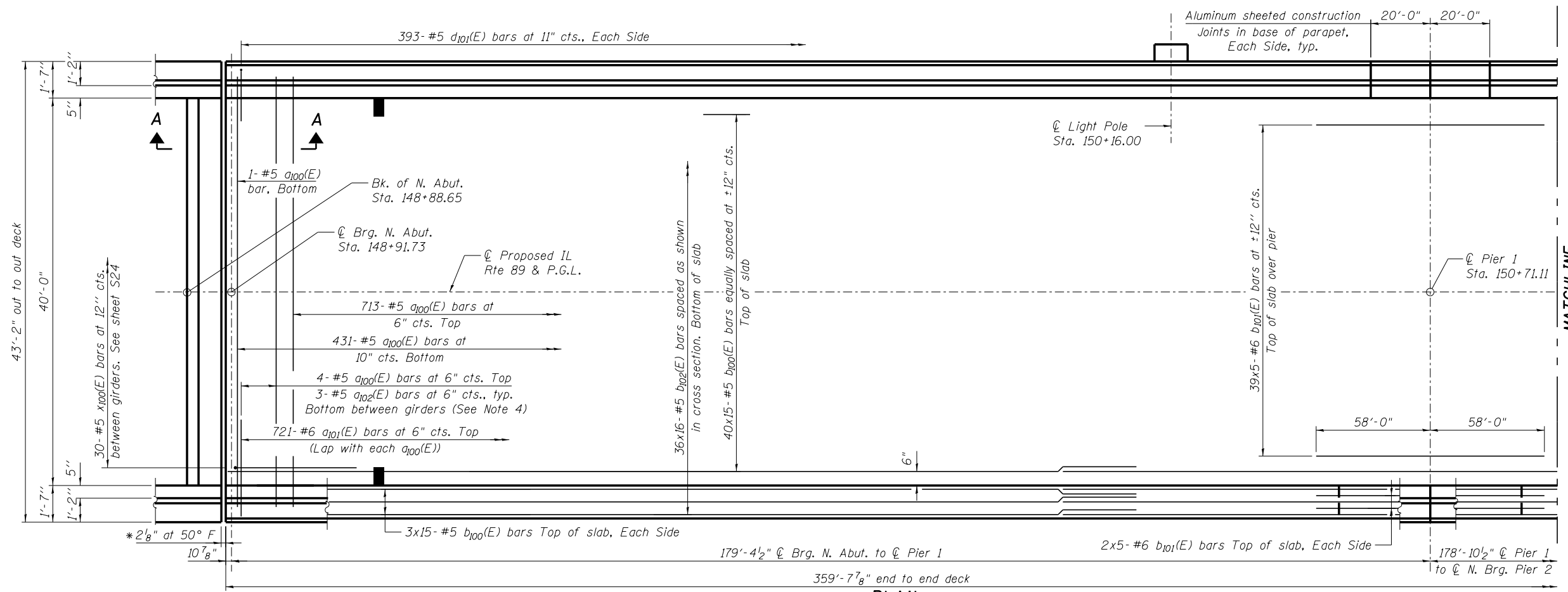
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	166+64.73	12.00	479.98
A3	166+74.73	12.00	479.48
A4	166+84.73	12.00	478.99
S. End of S. Appr. Slab	166+94.73	12.00	478.49

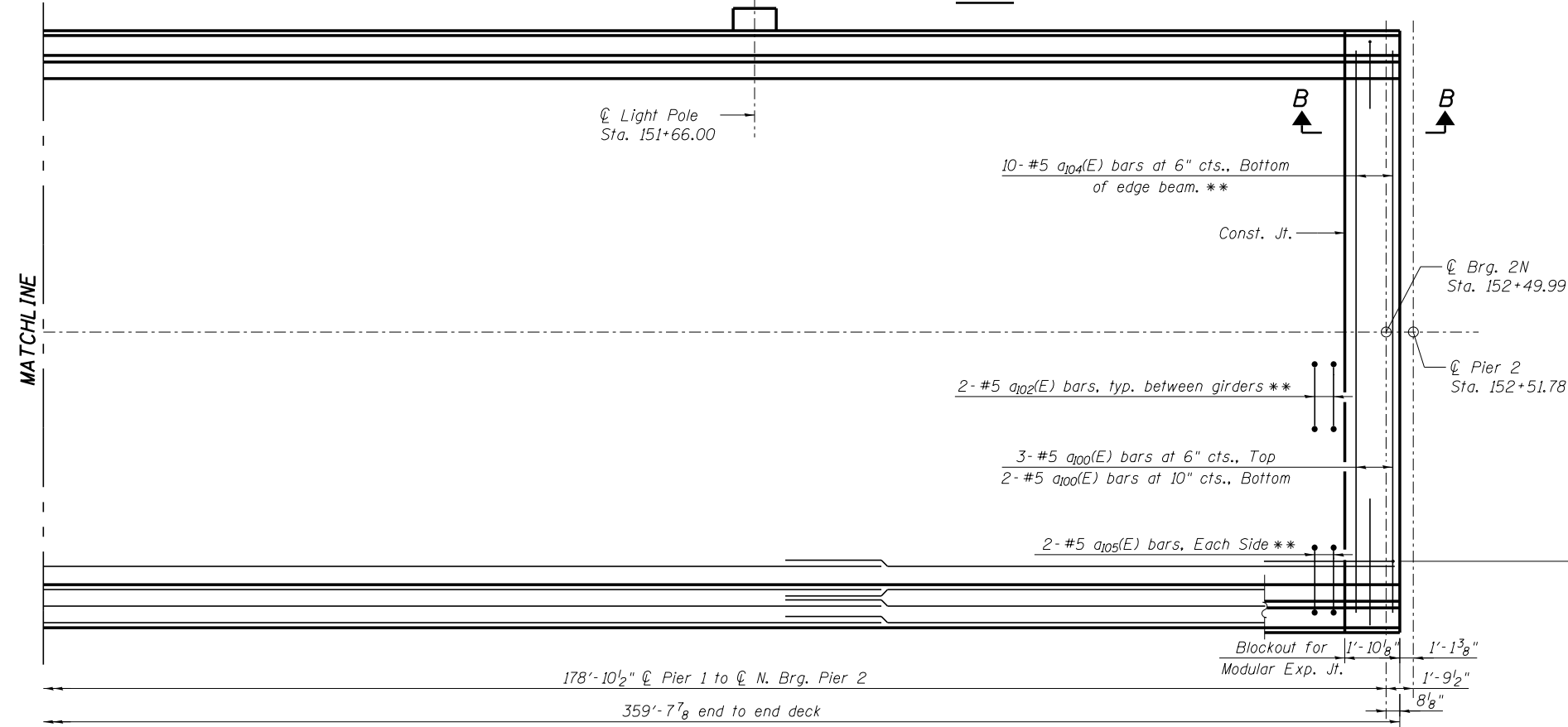
WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	166+64.73	20.00	479.82
A3	166+74.73	20.00	479.32
A4	166+84.73	20.00	478.82
S. End of S. Appr. Slab	166+94.73	20.00	478.32

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PLAN



PLAN

MINIMUM BAR LAP

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

NOTES:

1. Bars indicated thus 39 x 5-#6 etc. indicates 39 lines of bars with 5 lengths per line.
2. Space d101 (E) bars to miss parapet joints
3. See Sheet S22 for section A-A, layout of bars and additional edge beam reinforcement
4. See Sheet S24 for section B-B, layout of bars and additional edge beam reinforcement
5. See Sheet S27 for parapet reinforcement
6. See Sheet S30 for superstructure details and reinforcement around scuppers
7. See Sheet S31 for bar bends and bill of material
8. See Sheet S39 for rail post spacing and scupper locations.

* Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint deck dimensions may require adjustments to satisfy the details on sheet S35.

** Space as shown in Deck Section at Modular Joint, see sheet S30.



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FILE NAME = 0788847.66A69.021.U1.Superstructure.dgn
PLOT DATE = 9/15/2015

DESIGNED HP/JJA
CHECKED JRS
DRAWN AJF
CHECKED JRS

REVISED -
REVISED -
REVISED -
REVISED -

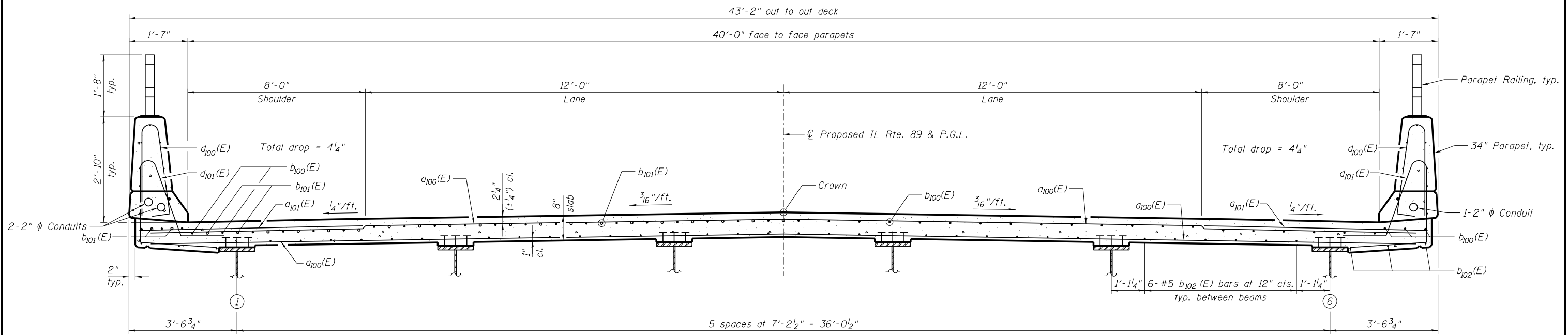
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE I - UNIT 1
STRUCTURE NO. 078-0047**

SHEET NO. S21 OF 118 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	178
CONTRACT NO. 66A69				

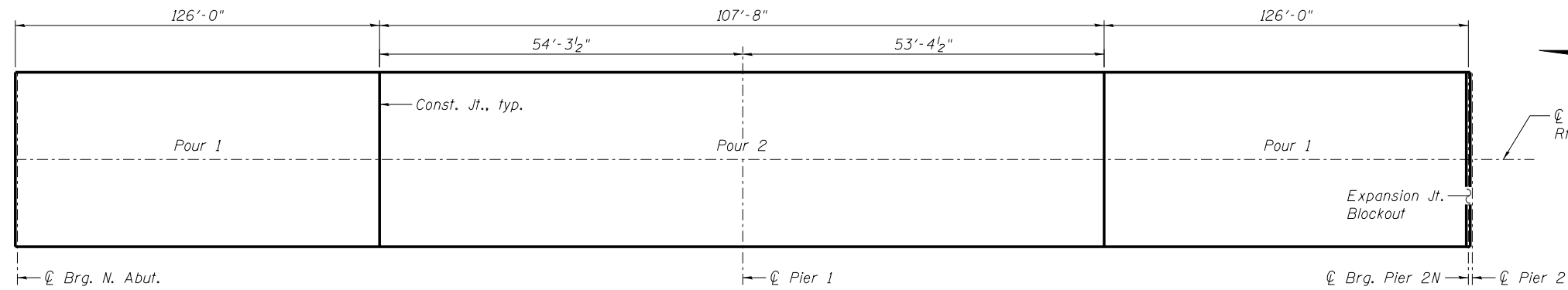
ILLINOIS FED. AID PROJECT



NEAR PIER

CROSS SECTION
(Looking South)

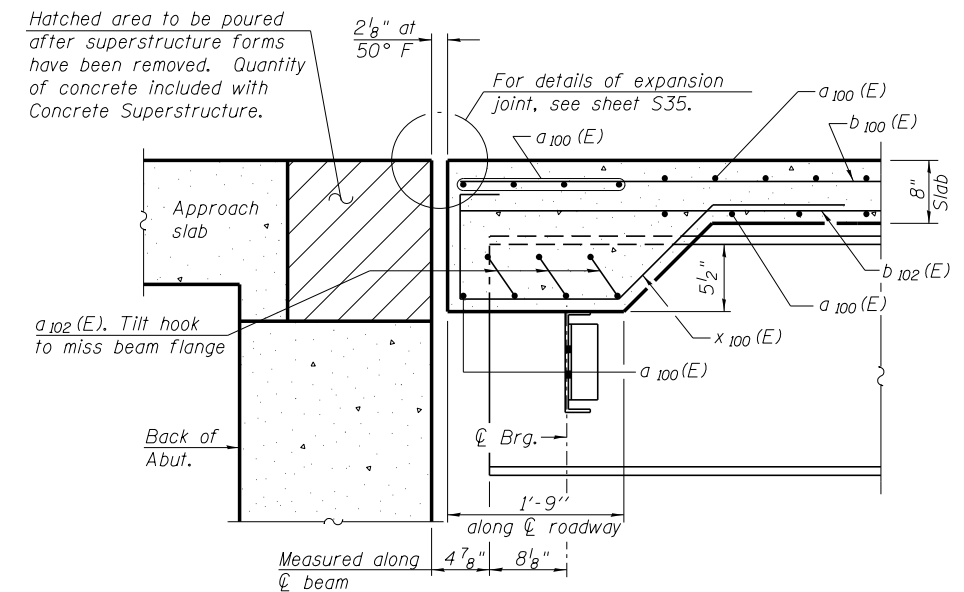
NEAR MIDSPAN



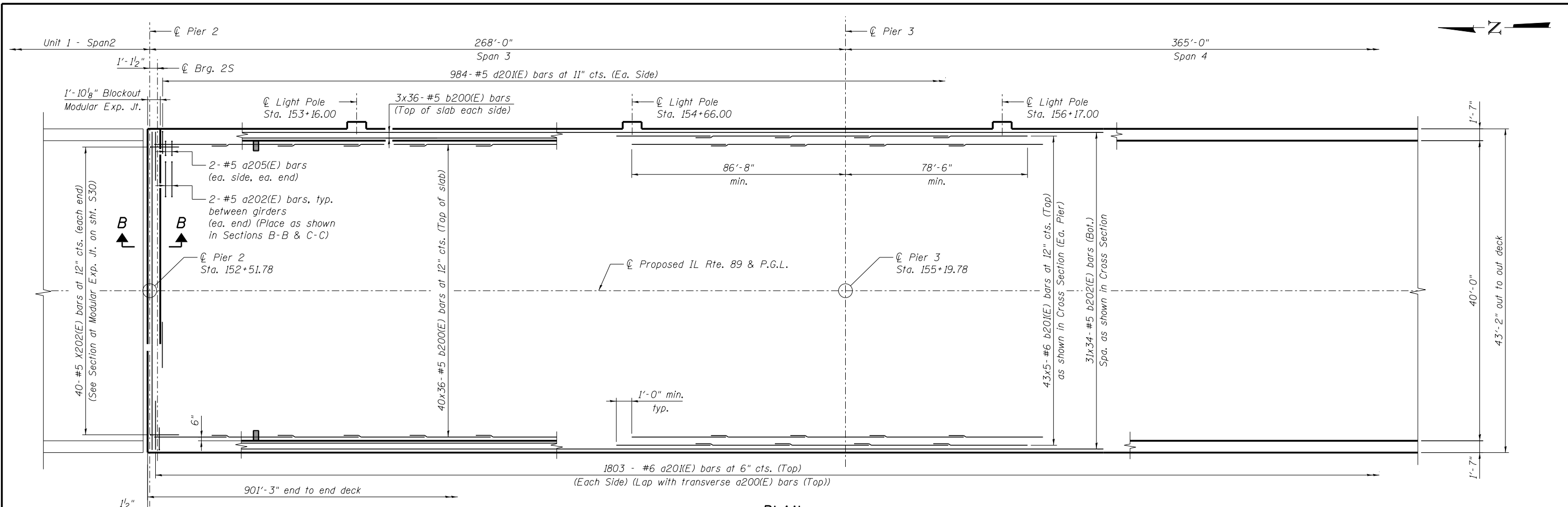
DECK POUR SEQUENCE

NOTES:

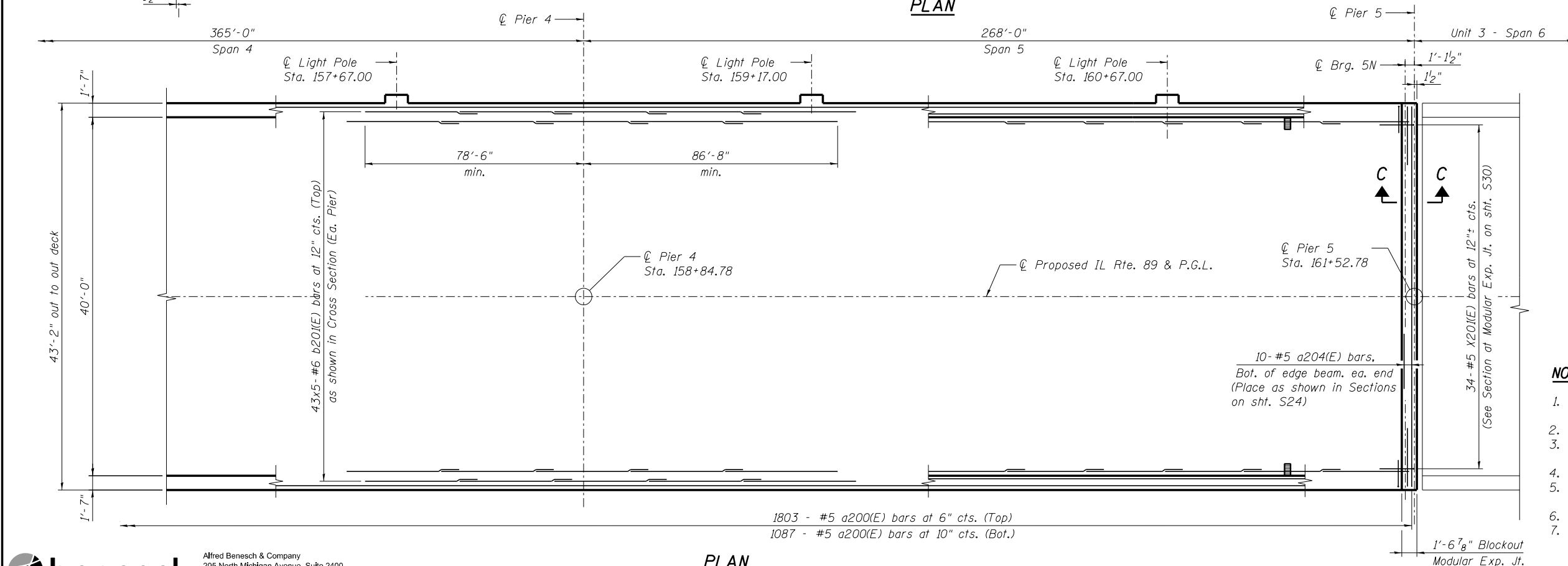
1. When the deck pour is stopped for the day at the transverse bonded construction joint in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - a. At least 72 hours shall have elapsed from the end of the previous pour.
 - b. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
2. The Contractor is alerted that camber and dead load deflection values shown on the girder detail drawings were developed based on the deck pouring sequence shown above. Any deviation from this pouring sequence will result in changes to camber and deck elevations. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations, prepared and sealed by an Illinois Licensed Structural Engineer, shall be submitted to the Engineer for review and approval.



SECTION A-A



PLAN



PLAN

MINIMUM BAR LAP
(Slab)
#5 bar = 3'-3"
#6 bar = 3'-10"

- NOTES:**
1. Bars indicated thus 45 x 5-#6 etc. indicates 45 lines of bars with 5 lengths per line.
 2. Space d201 (E) bars to miss parapet joints.
 3. See Sheet S24 for sections B-B, C-C, layout of bars and additional edge beam reinforcement.
 4. See Sheet S28 for parapet reinforcement.
 5. See Sheet S30 for superstructure details and reinforcement around scuppers.
 6. See Sheet S31 for bar bends and Bill of Material.
 7. See Sheet S40 for rail post spacing and scupper locations.

benesch
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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10141.01

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	PLOT DATE = 8/14/2015	DRAWN - RMG	REVISED -
		CHECKED - HMA/SLD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

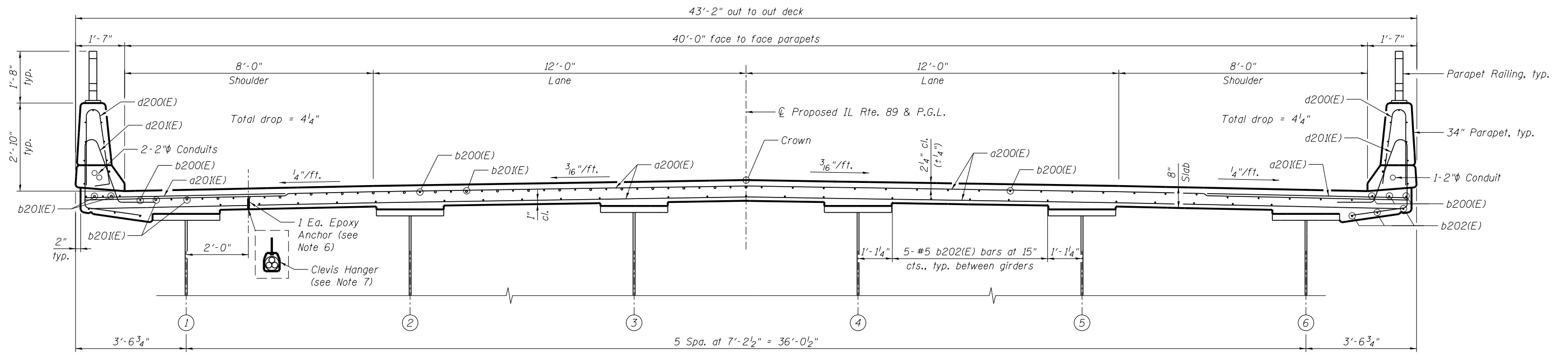
SUPERSTRUCTURE III - UNIT 2
STRUCTURE NO. 078-0047

SHEET NO. S23 OF S119 SHEETS

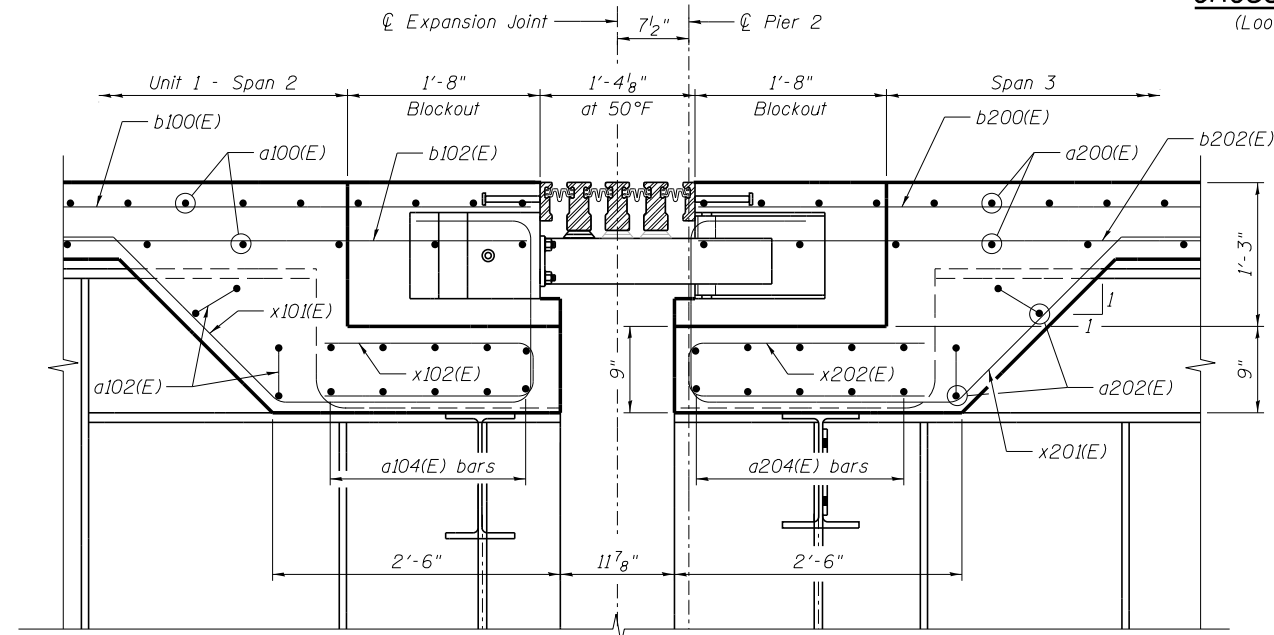
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	180
CONTRACT NO. 66A69				

ILLINOIS FED. AID PROJECT

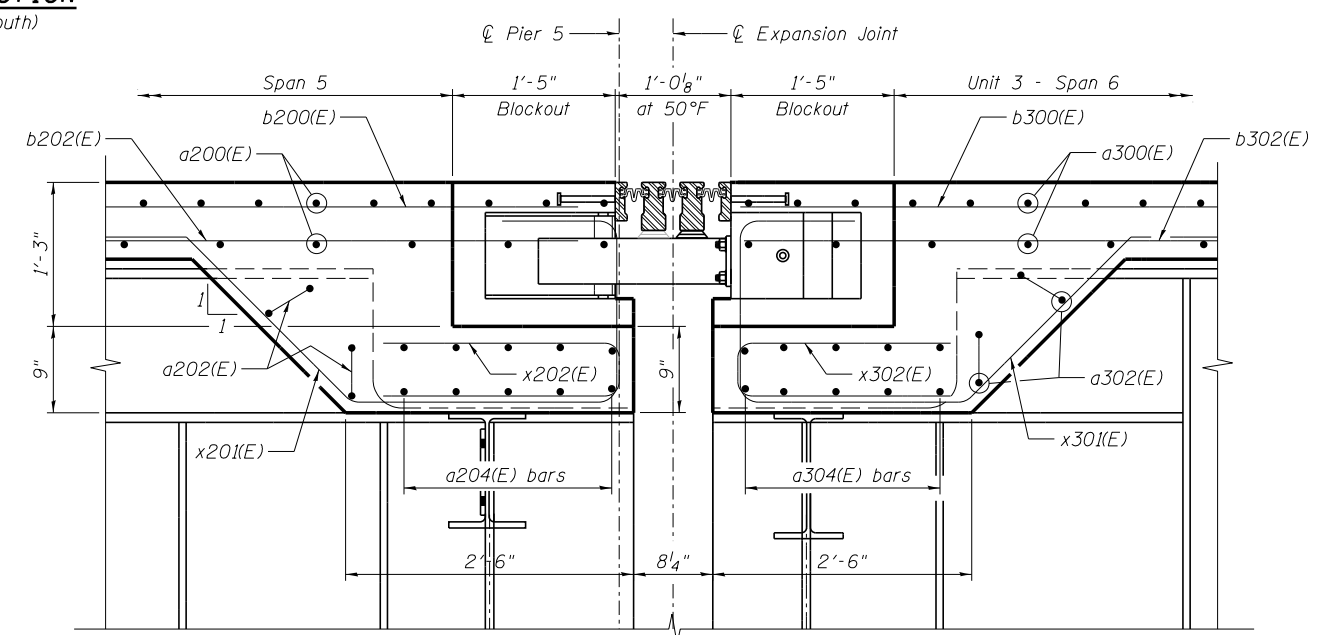
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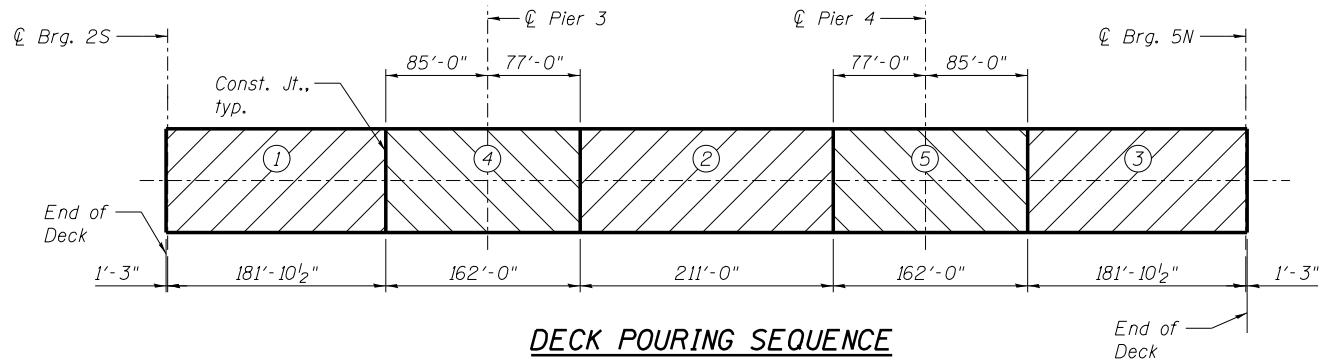
CROSS SECTION
(Looking South)



SECTION B-B
(At Pier 2)



SECTION C-C
(At Pier 5)



DECK POURING SEQUENCE

NOTES:

- When the deck pour is stopped for the day at the transverse bonded construction joint in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
- The Contractor is alerted that camber and dead load deflection values shown on the girder detail drawings were developed based on the deck pouring sequence shown at left. Any deviation from this pouring sequence will result in changes to camber and deck elevations. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations, prepared and sealed by an Illinois Licensed Structural Engineer, shall be submitted to the Engineer for review and approval.
- See Sheets S36, S37 and S38 for modular expansion joint details and blockout dimensions not shown.
- Reinforcing bars a100(E), a200(E) and a300(E) located within the Blockout area shall be cut to fit when there is a conflict with Support Boxes. See Modular Expansion Joint shop drawings prior to joint placement and cutting of reinforcing bars. Reinforcing bars can only be cut with approval by the Engineer.
- Epoxy anchors shall be 4 1/8"x1/2" 0.28 lbs. Use 3/4" drill bit and min. hole depth of 4 1/8". Min. embedment shall be 4". Space anchor inserts at 5'-0" max. cts. longitudinally for the full length of Unit 2.
- Proposed Frontier Communications attachment shown for information only. Frontier Communications to supply anchors and epoxy to Contractor. Contractor is responsible for placing anchor inserts per layout details and Frontier direction. Contractor to drill holes and place anchors in epoxy. Contractor also has the option to install anchors during deck pour in lieu of drilling inserts. Frontier to supply and install Clevis Hanger and steel ducts within hanger. There is no separate payment of anchor inserts. The work involved in placing inserts is included in the cost of Concrete Superstructure.

benesch
Alfred Benesch & Company
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10141.01

FILE NAME =	USER NAME = habdou	DESIGNED - VJK	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

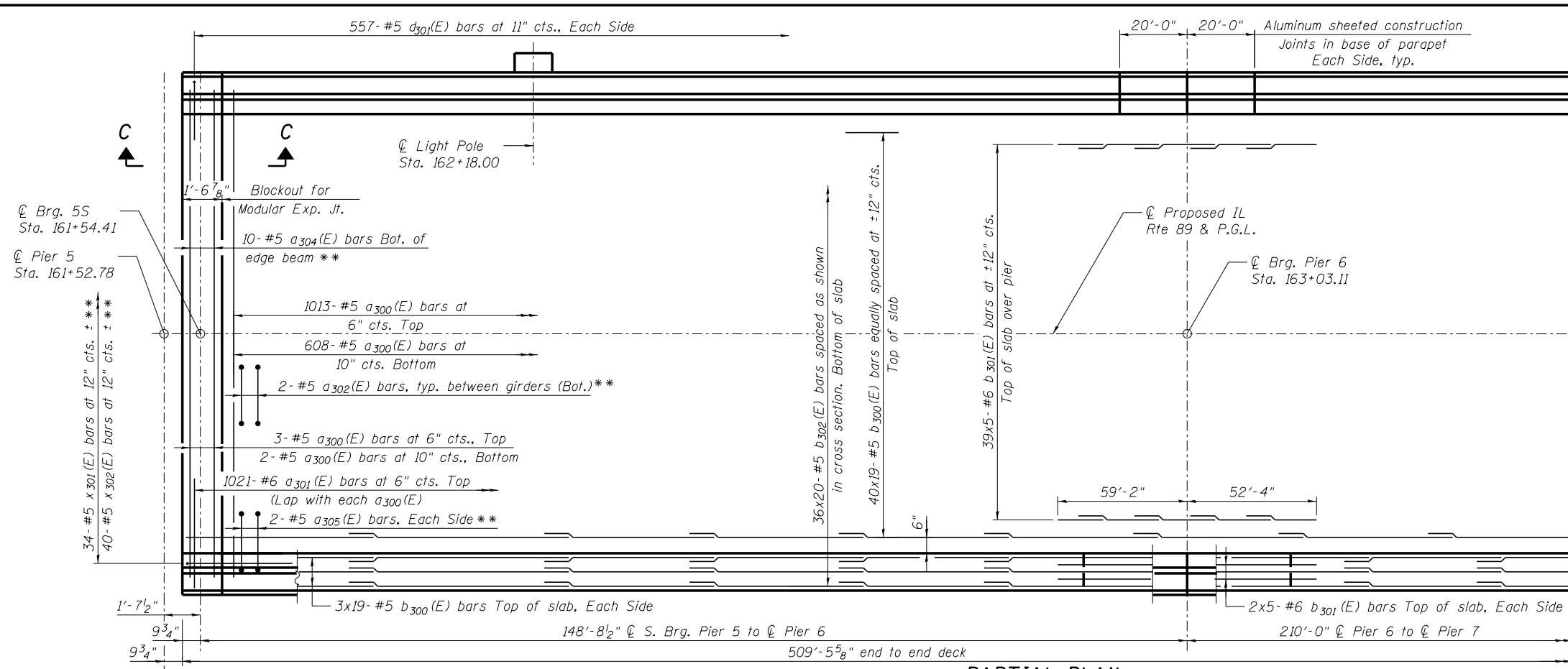
SUPERSTRUCTURE IV - UNIT 2
STRUCTURE NO. 078-0047

SHEET NO. S24 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	181
CONTRACT NO. 66A69				

ILLINOIS FED. AID PROJECT

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PARTIAL PLAN

MATCH LINE

NOTES:

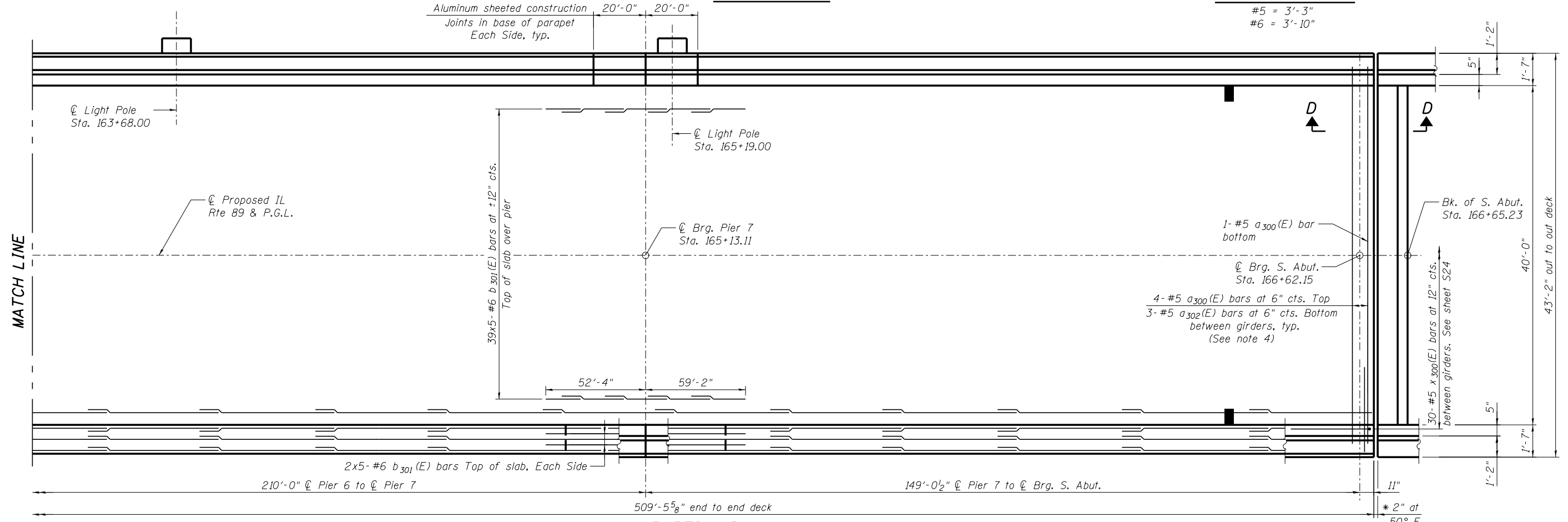
1. Bars indicated thus 39 x 5-#6 etc. indicates 39 lines of bars with 5 lengths per line.
2. Space d301 (E) bars to miss parapet joints
3. See Sheet S24 for section C-C, layout of bars and additional edge beam reinforcement
4. See Sheet S26 for section D-D, layout of bars and additional edge beam reinforcement
5. See Sheet S29 for parapet reinforcement
6. See Sheet S30 for superstructure details and reinforcement around scuppers
7. See Sheet S31 for bar bends and bill of material
8. See Sheet S41 for rail post spacing and scupper locations.

* Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint deck dimensions may require adjustments to satisfy the details on sheet S35

** Space as shown in Deck Section at Modular Joint, see sheet S30.

MINIMUM BAR LAP

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



PARTIAL PLAN

MATCH LINE



USER NAME = habdou
 FILE NAME =
 0780047.66A69.025.U3.Superstructure.dgn
 PLOT DATE = 9/15/2015

DESIGNED HP/JJA
 CHECKED JRS
 DRAWN AJF
 CHECKED JRS

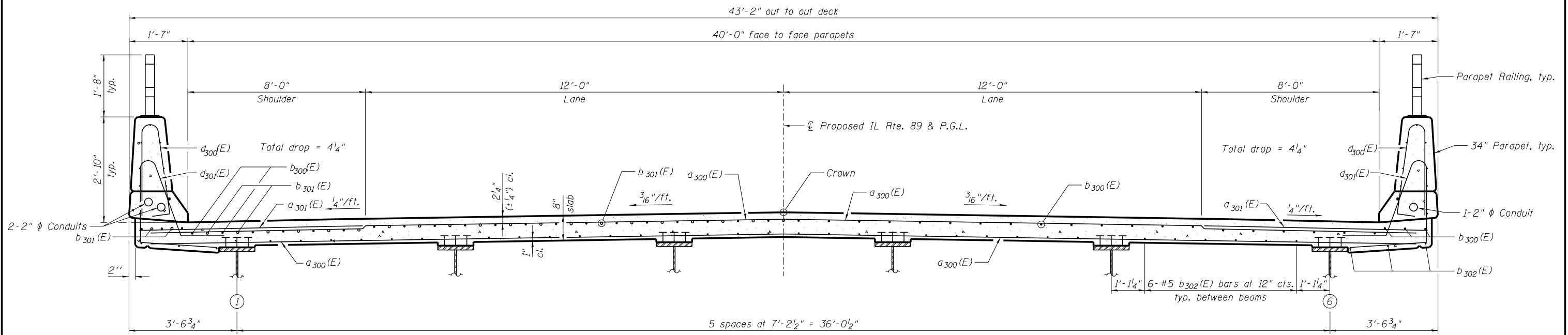
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

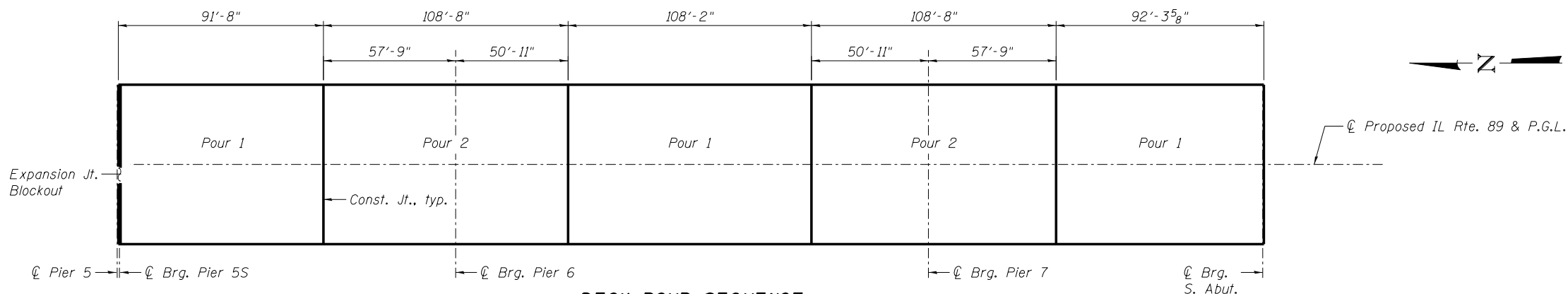
SUPERSTRUCTURE V - UNIT 3
 STRUCTURE NO. 078-0047

SHEET NO. S25 OF 118 SHEETS

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ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A69	



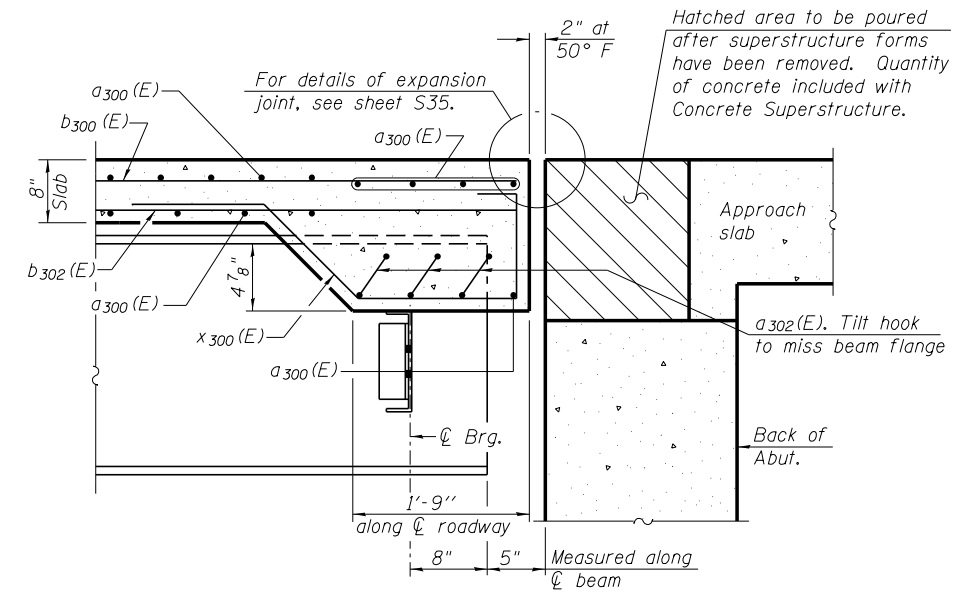
CROSS SECTION
(Looking South)



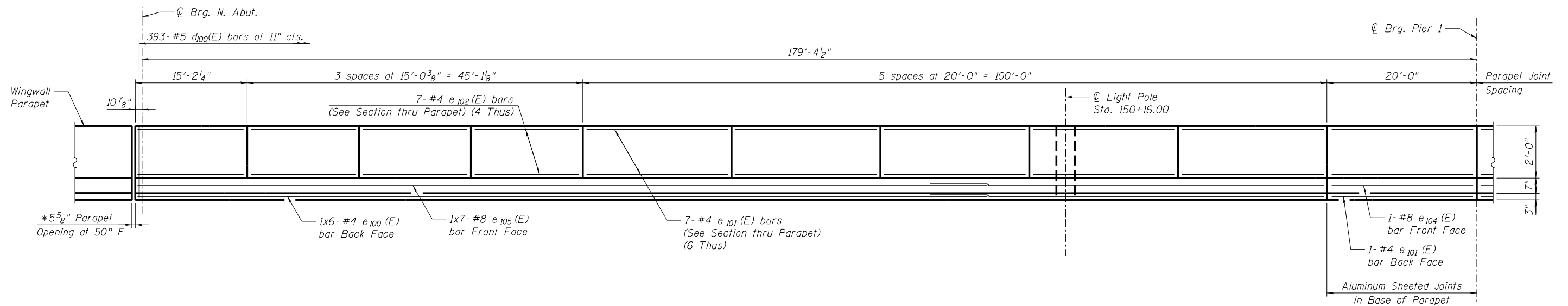
DECK POUR SEQUENCE

NOTES:

1. When the deck pour is stopped for the day at the transverse bonded construction joint in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - a. At least 72 hours shall have elapsed from the end of the previous pour.
 - b. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
2. The Contractor is alerted that camber and dead load deflection values shown on the girder detail drawings were developed based on the deck pouring sequence shown above. Any deviation from this pouring sequence will result in changes to camber and deck elevations. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations, prepared and sealed by an Illinois Licensed Structural Engineer, shall be submitted to the Engineer for review and approval.



SECTION D-D

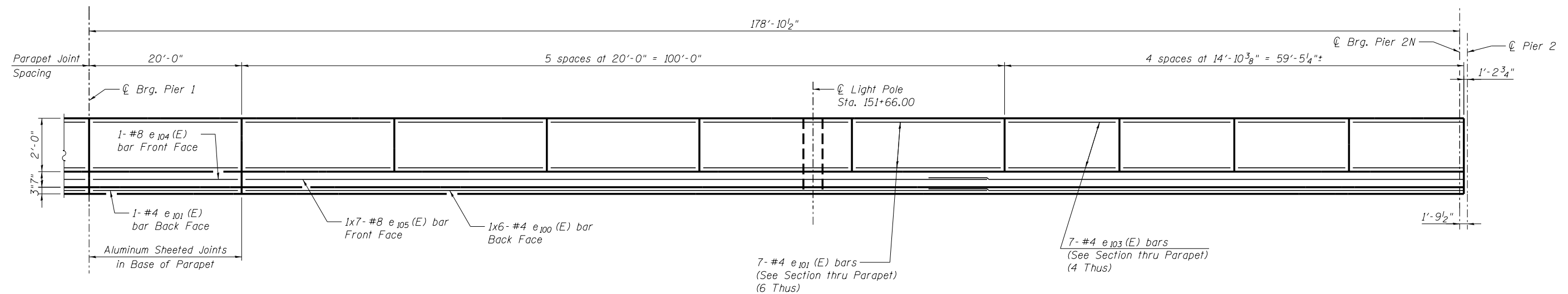


INSIDE ELEVATION OF PARAPET - SPAN 1

(East Parapet shown, West Parapet opposite hand and as noted)
(Light Poles Located on East Parapet Only)

MINIMUM BAR LAP

(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



INSIDE ELEVATION OF PARAPET - SPAN 2

(East Parapet shown, West Parapet opposite hand and as noted)
(Light Poles Located on East Parapet Only)

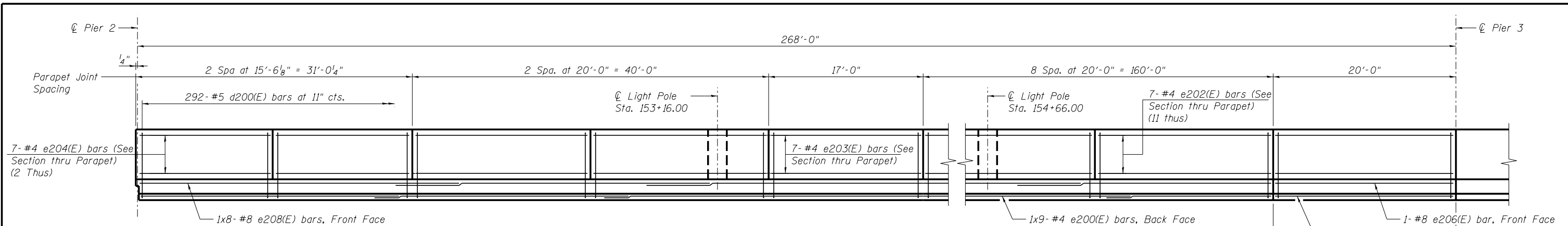
NOTES:

1. Bars indicated thus 1 x 7- #8 etc. indicates 1 line of bars with 7 lengths per line.
2. See Sheet S30 for parapet joint and light pole foundation details
3. Pier 2 Modular Jt. R's are not shown for clarity. See Sheet S38 for details
4. See Sheet S21 for additional notes
5. Reinforcement bars shall not pass through aluminum sheets or cork filler.

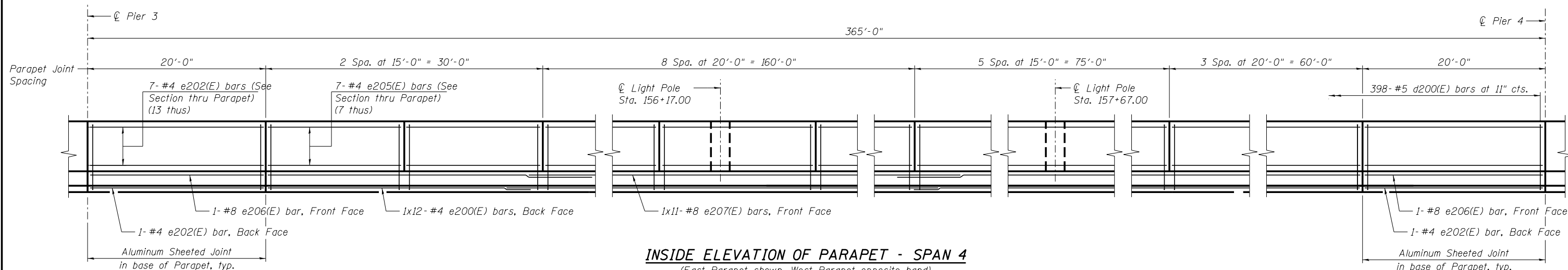
*Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint deck dimensions may require adjustments to satisfy the details on sheet S35

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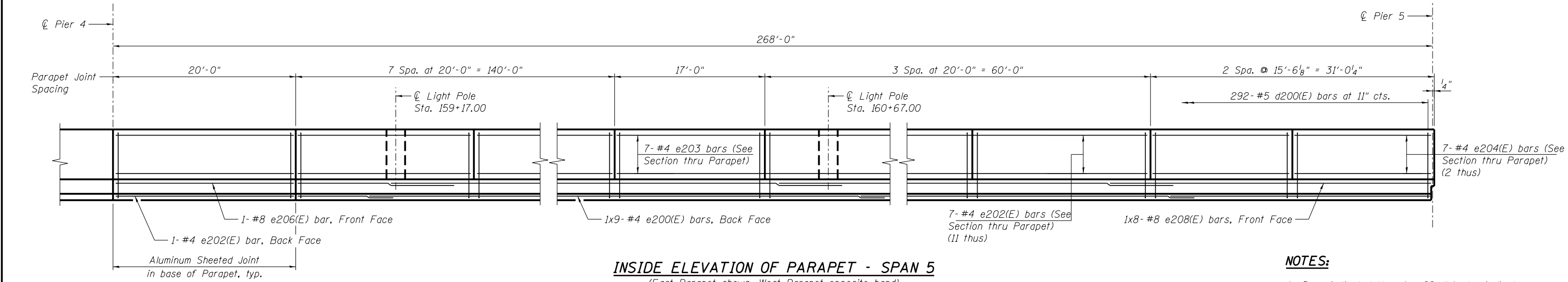
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	184
CONTRACT NO. 66A69				



INSIDE ELEVATION OF PARAPET - SPAN 3
 (East Parapet shown, West Parapet opposite hand)
 (Light Poles located on East Parapet only)



INSIDE ELEVATION OF PARAPET - SPAN 4
 (East Parapet shown, West Parapet opposite hand)
 (Light Poles located on East Parapet only)



INSIDE ELEVATION OF PARAPET - SPAN 5
 (East Parapet shown, West Parapet opposite hand)
 (Light Poles located on East Parapet only)

MINIMUM BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

- NOTES:**
1. Bars indicated thus 1 x 99-#4 etc. indicates 1 line of bars with 9 lengths per line.
 2. See Sheet S30 for parapet joint and light pole foundation details
 3. Pier 2 & 5 Modular Jt. \bar{r} s are not shown for clarity. See Sheet S38 for details
 4. Reinforcement bars shall not pass through aluminum sheets or cork filler.
 5. See Sheet S23 for additional notes.

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 312-565-0450 Job No. 10141.01

FILE NAME =	USER NAME = rgrmm	DESIGNED - VJK	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET DETAILS - UNIT 2
STRUCTURE NO. 078-0047
 SHEET NO. S28 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	185
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A69	

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MINIMUM BAR LAP

(Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

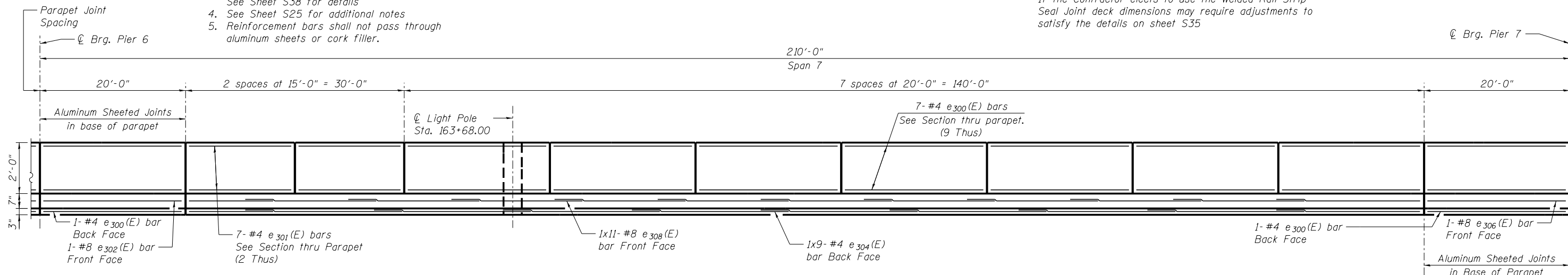
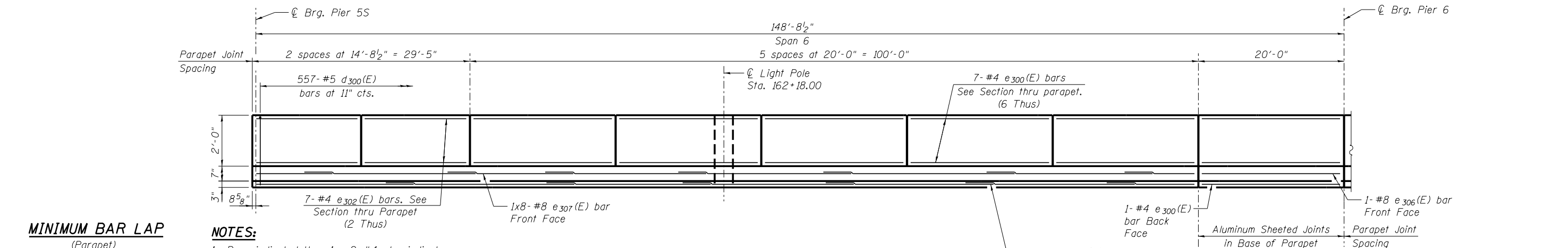
NOTES:

1. Bars indicated thus 1 x 9-#4 etc. indicates 1 line of bars with 9 lengths per line.
2. See Sheet S30 for parapet joint and light pole foundation details
3. Pier 5 Modular Jt. \bar{r} s are not shown for clarity. See Sheet S38 for details
4. See Sheet S25 for additional notes
5. Reinforcement bars shall not pass through aluminum sheets or cork filler.

INSIDE ELEVATION OF PARAPET - SPAN 6

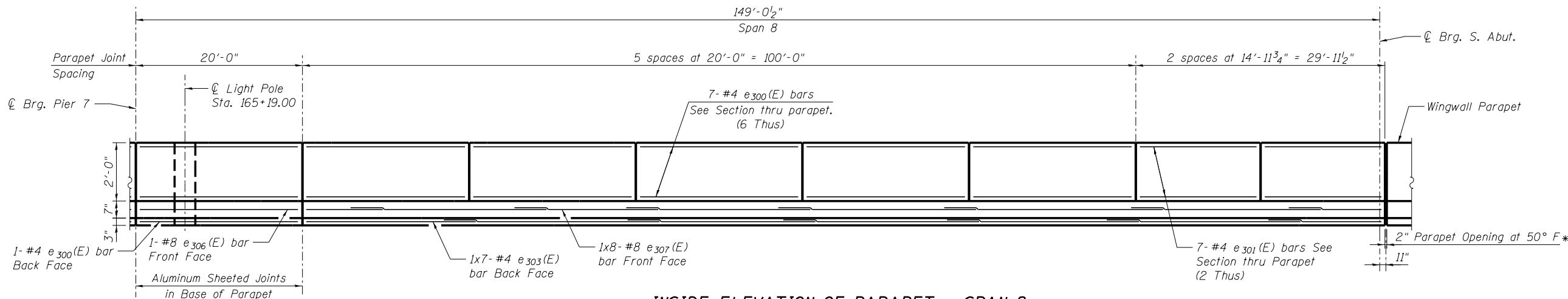
(East Parapet shown, West Parapet opposite hand and as noted)
 (Light Poles Located on East Parapet Only)

*Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal Joint deck dimensions may require adjustments to satisfy the details on sheet S35



INSIDE ELEVATION OF PARAPET - SPAN 7

(East Parapet shown, West Parapet opposite hand and as noted)
 (Light Poles Located on East Parapet Only)



INSIDE ELEVATION OF PARAPET - SPAN 8

(East Parapet shown, West Parapet opposite hand and as noted)
 (Light Poles Located on East Parapet Only)



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DESIGNED HP/JJA
 CHECKED JRS
 DRAWN AJF
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STATE OF ILLINOIS
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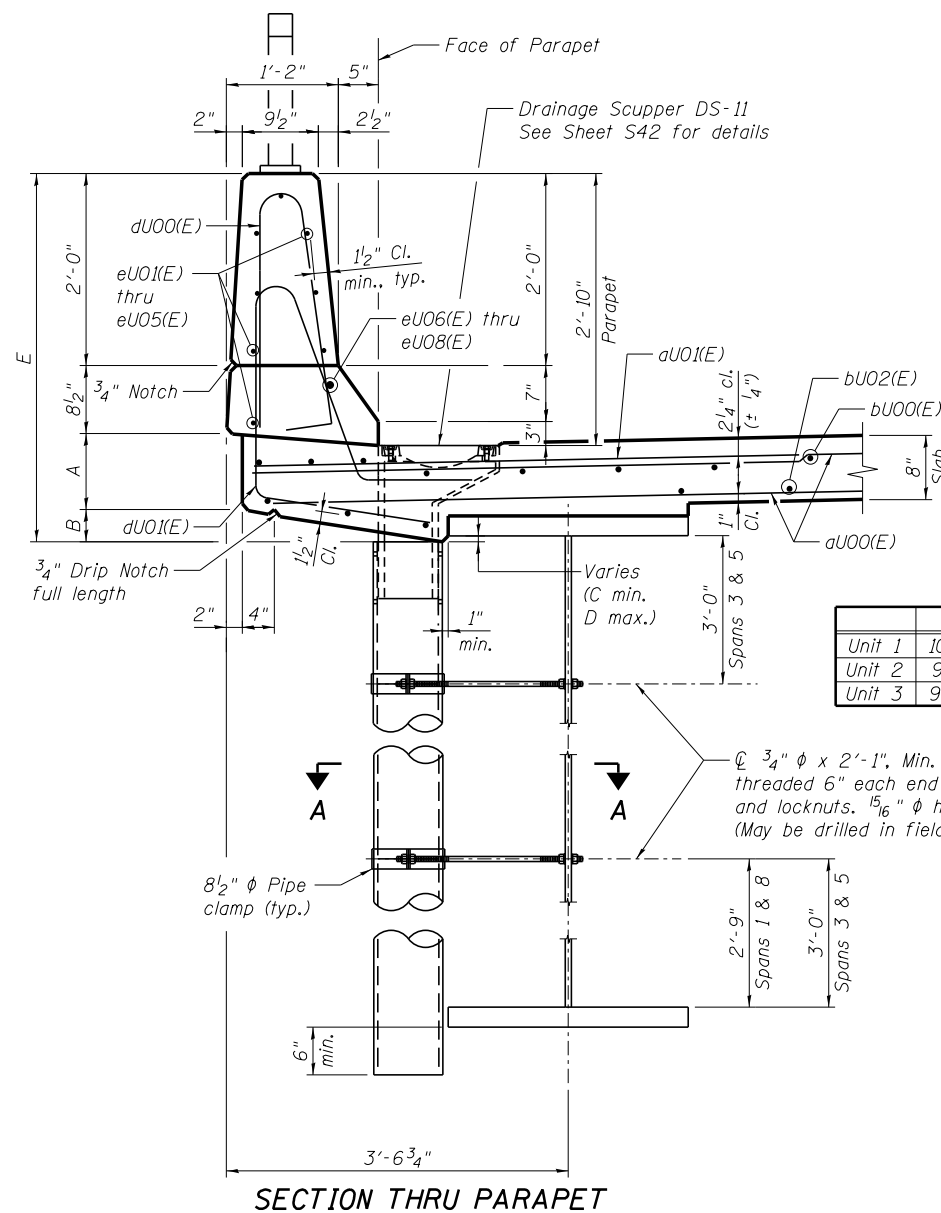
PARAPET DETAILS - UNIT 3
 STRUCTURE NO. 078-0047

SHEET NO. S29 OF 118 SHEETS

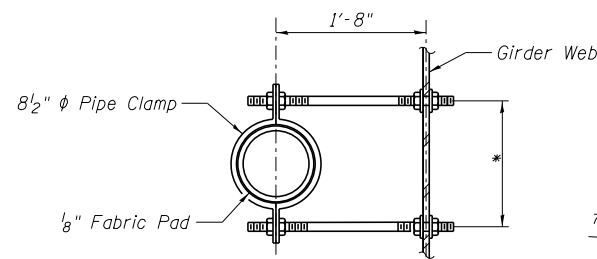
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	186
CONTRACT NO. 66A69				

ILLINOIS FED. AID PROJECT

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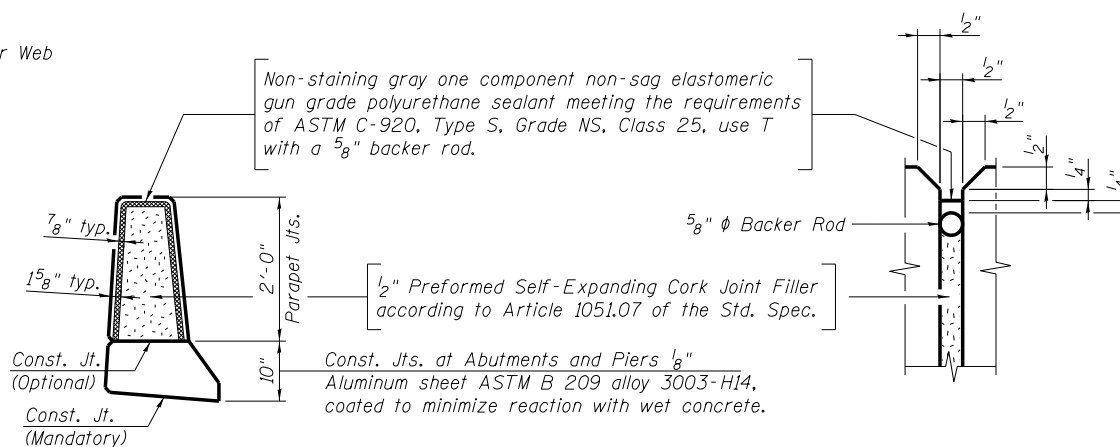


SECTION THRU PARAPET



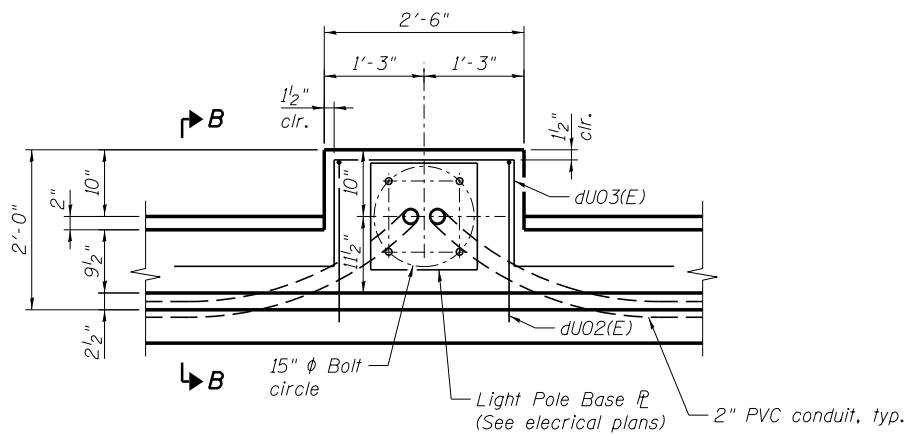
SECTION A-A

*Dimension as required by Pipe Clamp



PARAPET JOINT DETAILS

(Cost included with Concrete Superstructure)

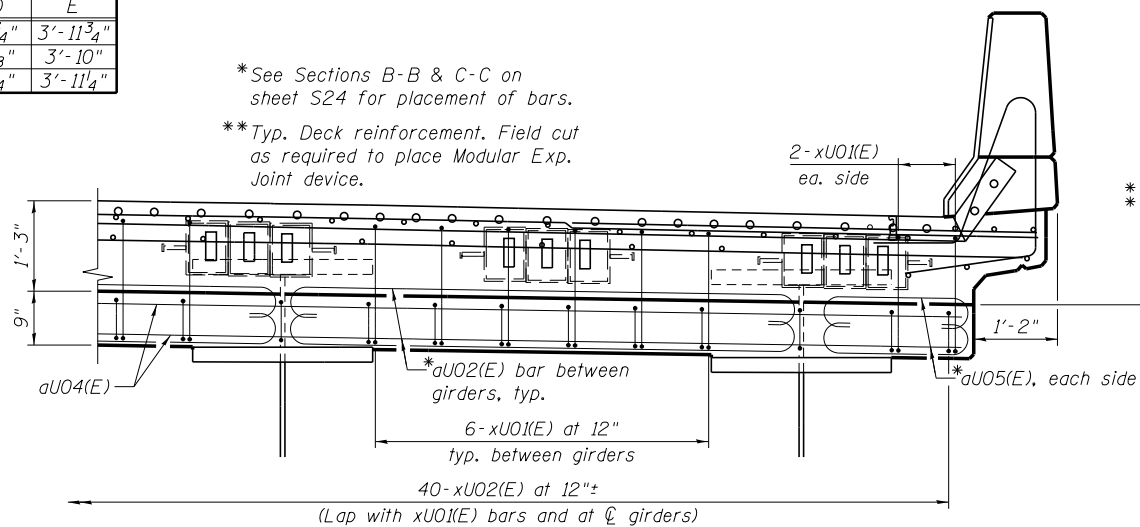


PLAN AT LIGHT POLE SUPPORT

Note:
Cost of anchor rods is included with Concrete Superstructure. Conduit to be paid for separately.

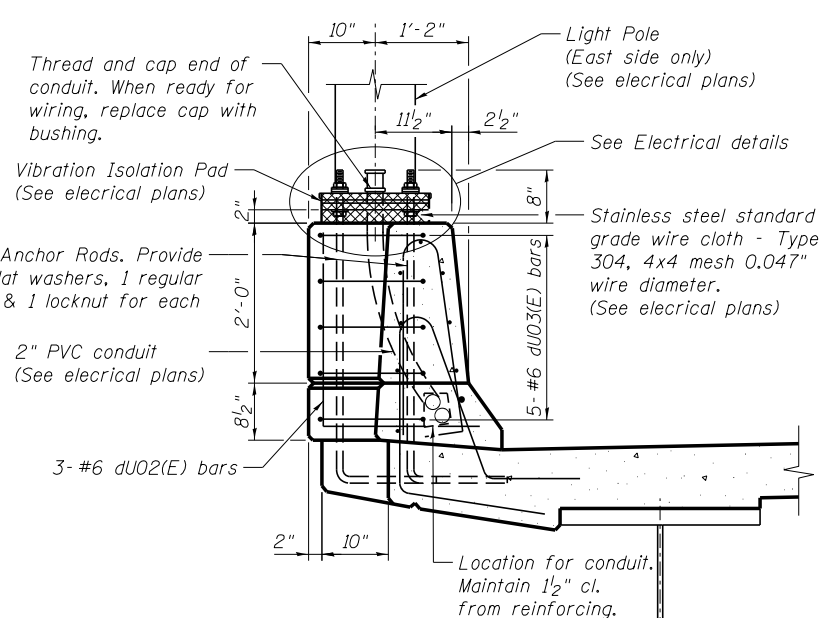
* See Sections B-B & C-C on sheet S24 for placement of bars.

**Typ. Deck reinforcement. Field cut as required to place Modular Exp. Joint device.

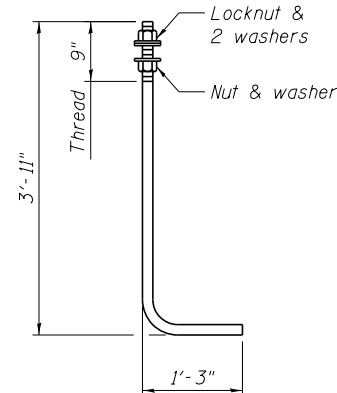


DECK SECTION AT MODULAR EXPANSION JOINT

(Section at Pier 2, shown)
(Section at Pier 5, similar)

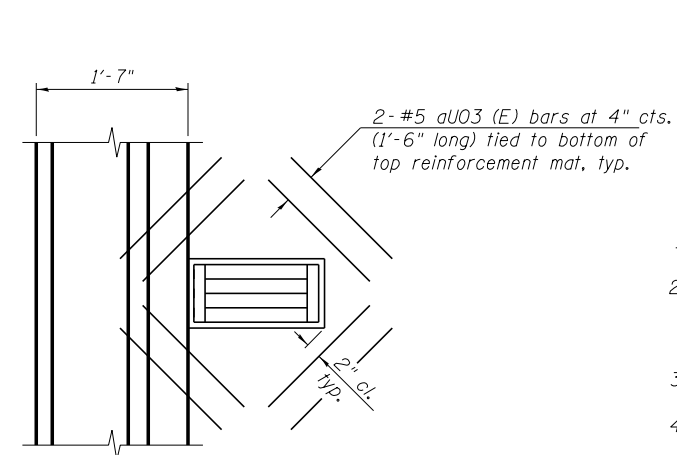


SECTION B-B



ANCHOR ROD

(1" ϕ ASTM F 1554 Grade 105)
Full length hot dipped galvanized



PLAN

(Reinforcement around Scupper)

NOTES:

- All edges shall have $\frac{3}{4}$ " chamfer unless noted otherwise.
- For bars indicated thus dU03(E) etc.
U = 1 for Unit 1
2 for Unit 2
3 for Unit 3
- Cut longitudinal reinforcement to clear drainage scuppers.
- Galvanize clamping device according with AASHTO M232. Cost of clamping device and inserts is included with "Drainage Scupper, DS-11"
- Down spouts need not be painted.

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10141.01

FILE NAME =	USER NAME = habdou	DESIGNED - VJK	REVISED -
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	PLOT DATE = 9/17/2015	CHECKED - HMA/SLD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 078-0047**

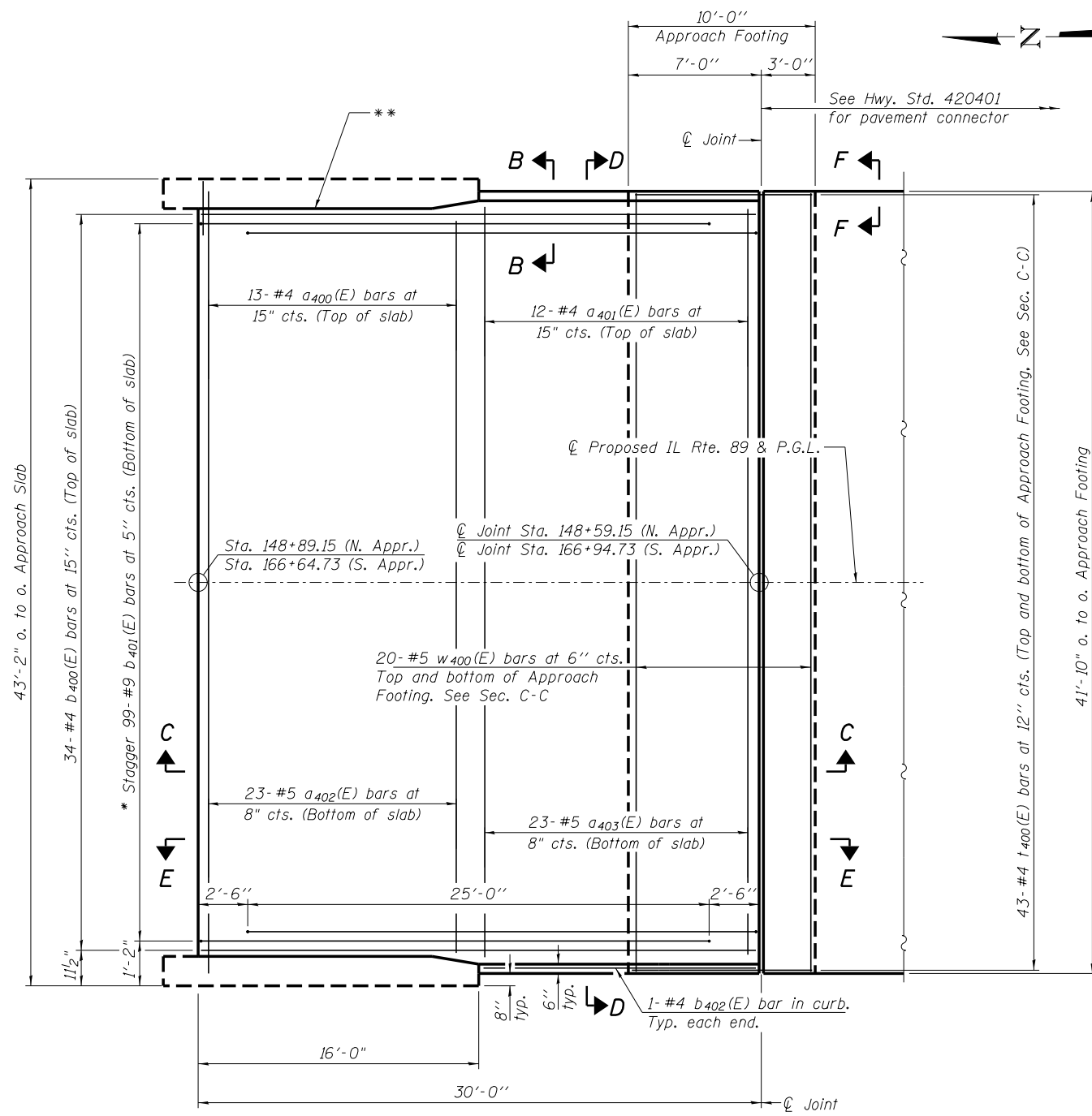
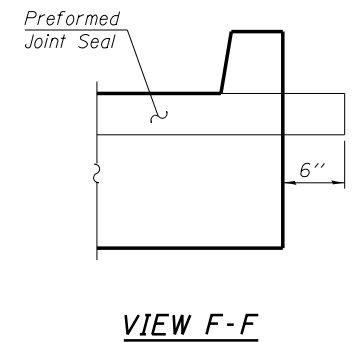
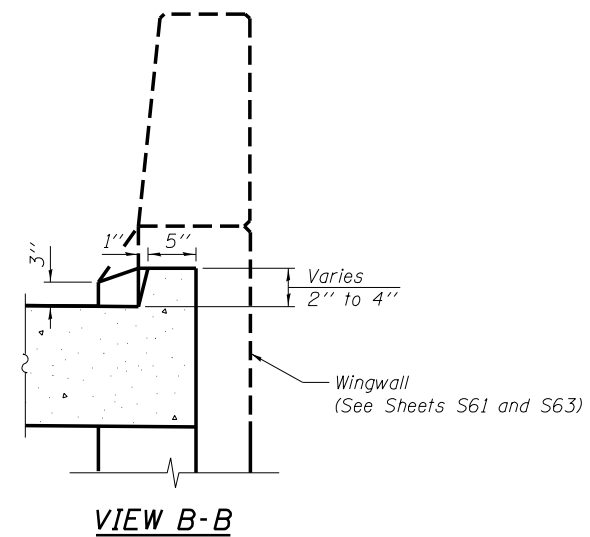
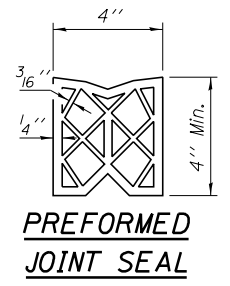
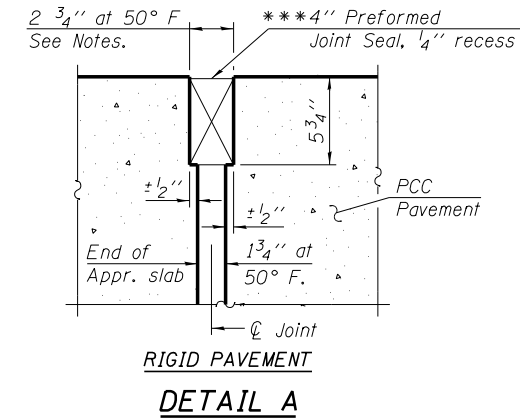
SHEET NO. S30 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	187
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A69	

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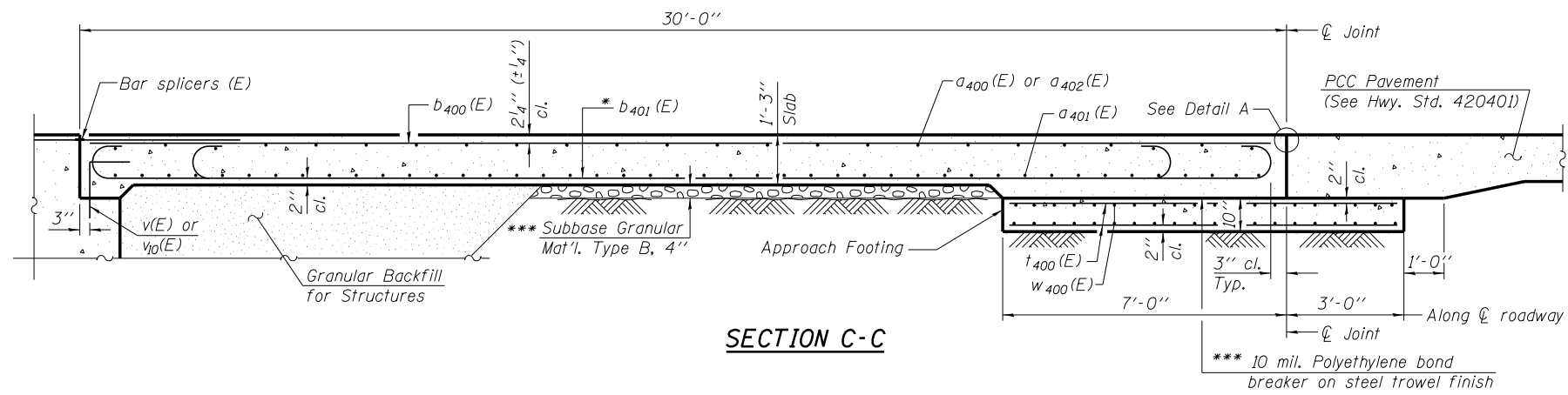
Notes:
 See sheet S34 for Sections C-C & D-D and View E-E.
 $a_{400}(E)$ and $a_{401}(E)$ bar spacings measured along C.Rdwy.
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be $1\frac{1}{2}$ " for installation purposes.

*** Cost included with Concrete Superstructure.

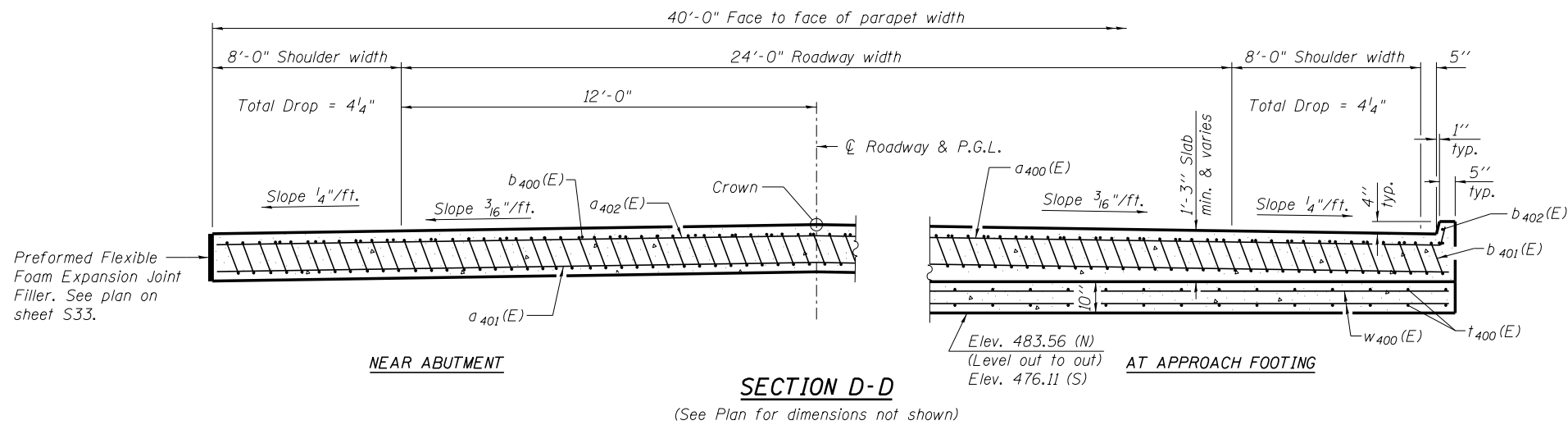


(South Approach shown, North Approach similar by 180° rotation)

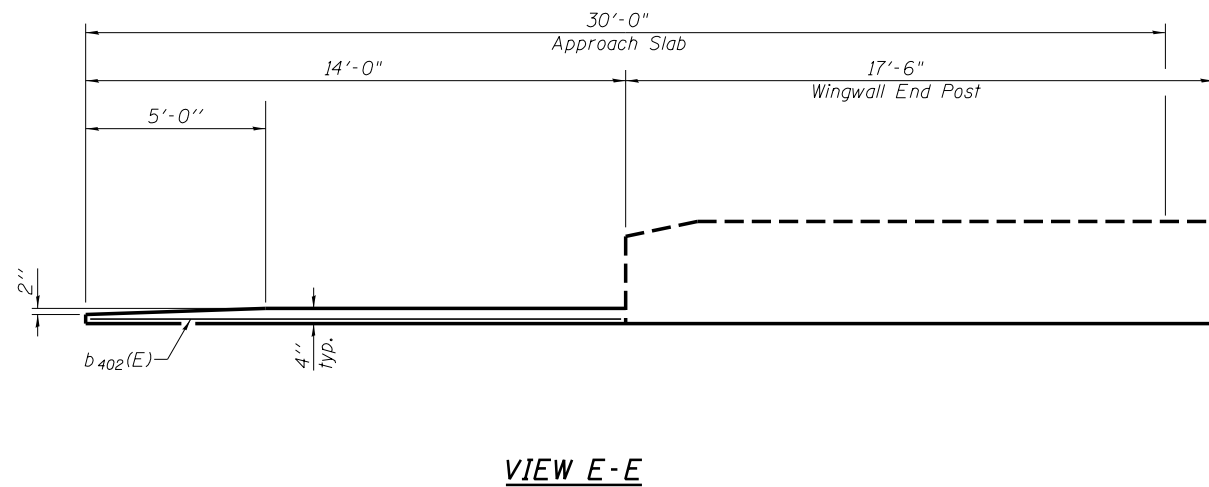
- * Tilt #9 $b_{401}(E)$ bars as required to maintain clearance.
- ** Preformed Flexible Foam Expansion Joint Filler according to Article 1051.09 of the Standard Specifications; full depth of slab, full length of parapet. Typical each parapet. Cost included with "Concrete Superstructure".



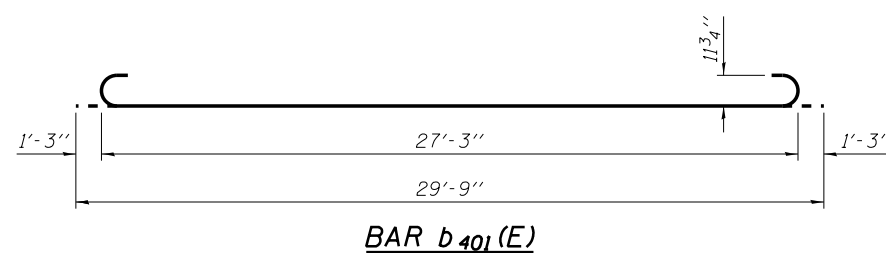
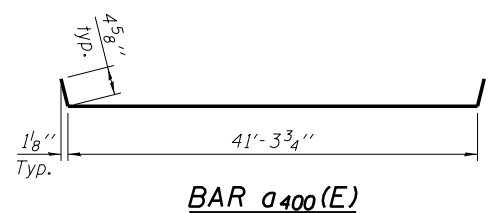
Notes:
 See sheet S33 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet S83.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet S2.
 For Wingwall End Post details, see sheets S64 and S66.
 For v(E) or v₁₀(E) bar details, see sheet S63 and S65.



* Tilt #9 b₄₀₁(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



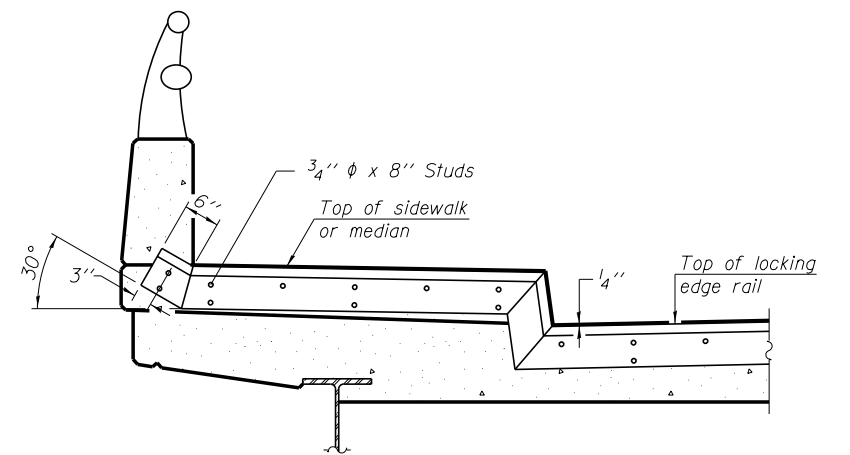
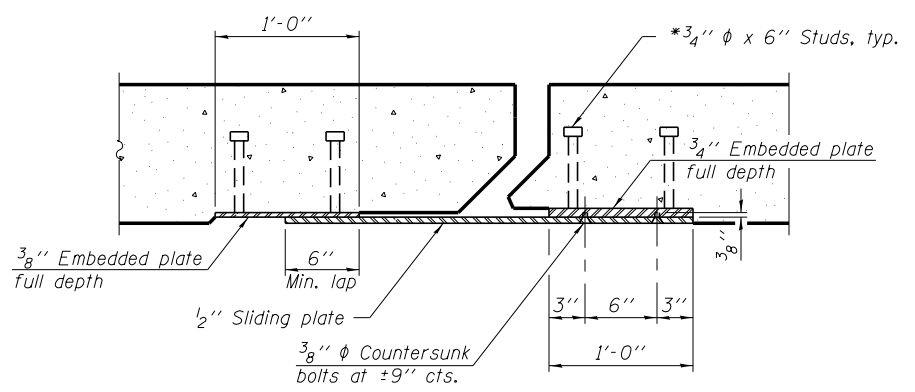
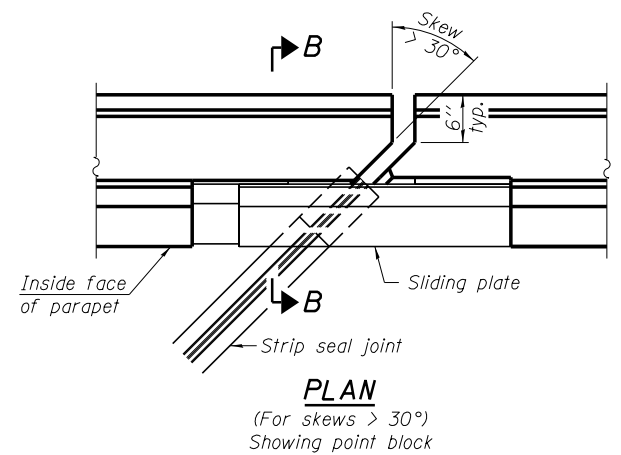
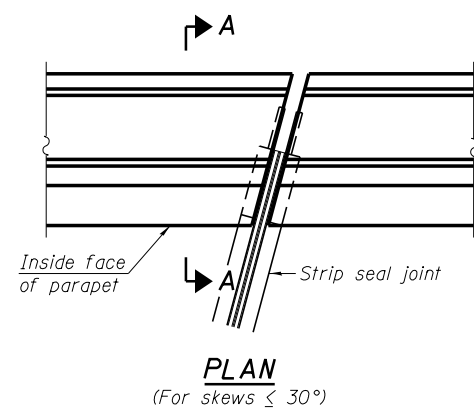
VIEW E-E



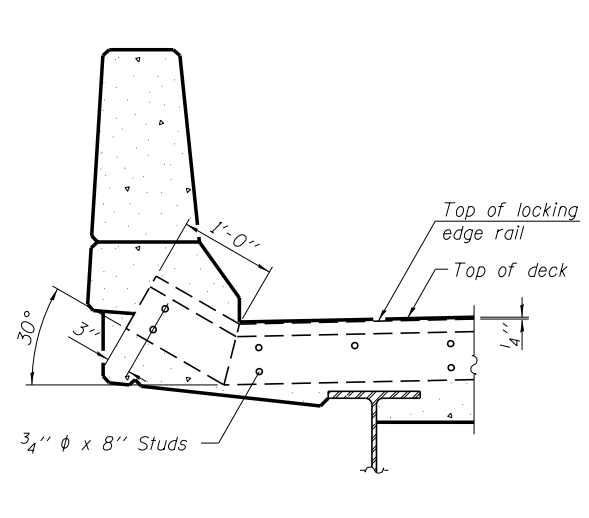
(Sheet 2 of 2)

**TWO APPROACHES
 BILL OF MATERIAL**

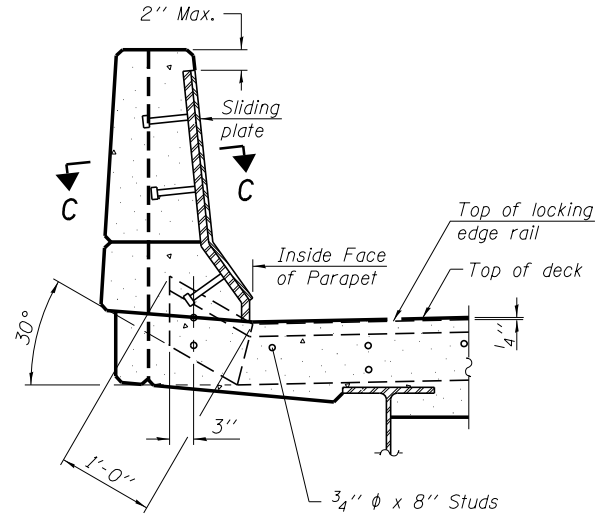
Bar	No.	Size	Length	Shape
a ₄₀₀ (E)	26	#4	39'-8"	U
a ₄₀₁ (E)	24	#4	42'-1"	U
a ₄₀₂ (E)	46	#5	39'-8"	U
a ₄₀₃ (E)	46	#5	41'-6"	U
b ₄₀₀ (E)	68	#4	29'-8"	U
b ₄₀₁ (E)	198	#9	29'-9"	U
b ₄₀₂ (E)	4	#4	12'-2"	U
t ₄₀₀ (E)	172	#4	9'-8"	U
w ₄₀₀ (E)	80	#5	41'-6"	U
Concrete Superstructure			Cu. Yd.	119.6
Concrete Structures			Cu. Yd.	26.0
Reinforcement Bars, Epoxy Coated			Pound	31,260



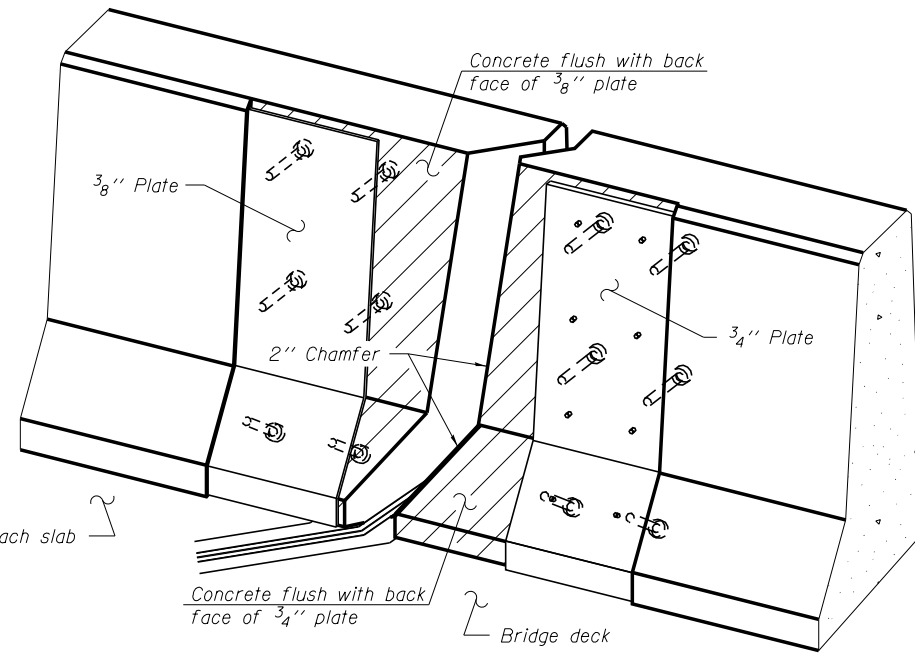
TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN
 Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



SECTION A-A

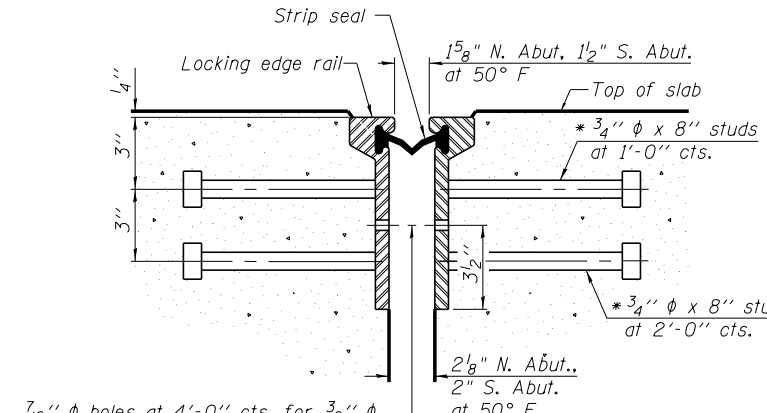


SECTION B-B



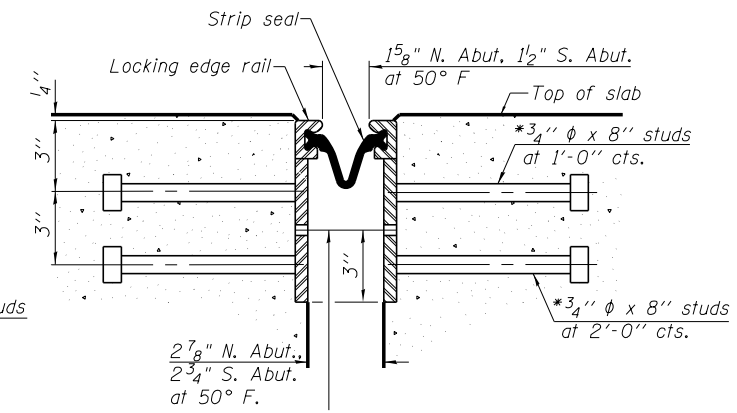
TRIMETRIC VIEW (Showing back plates only)

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
 The manufacturer's recommended installation methods shall be followed.
 The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
 Parapet plates and anchorage studs for skews > 30 degrees included in the cost of Preformed Joint Strip Seal.



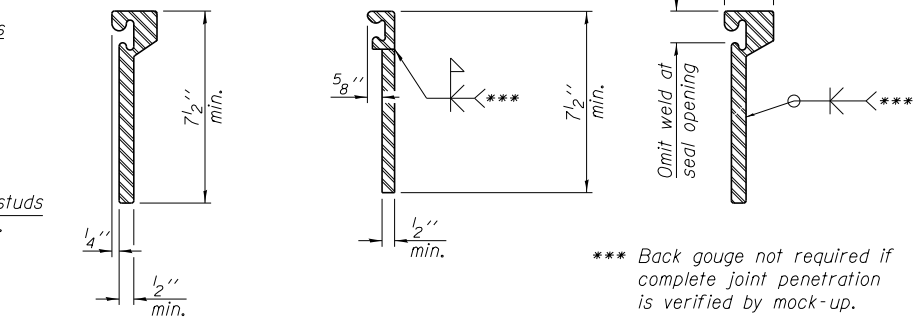
SECTION THRU ROLLED RAIL JOINT

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



SECTION THRU WELDED RAIL JOINT

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



ROLLED EXTRUDED RAIL WELDED RAIL

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

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	84

EJ-SSJ

1-27-12

LE LIN ENGINEERING, LTD.
 Consulting Engineers
 Springfield, Illinois

USER NAME = rgrmm
 FILE NAME = 0780047_66A69_035_Uk.Strip.Seal.Joint.Details.dgn
 PLOT DATE = 8/14/2015

DESIGNED HP/JJA
 CHECKED JRS
 DRAWN AJF
 CHECKED JRS

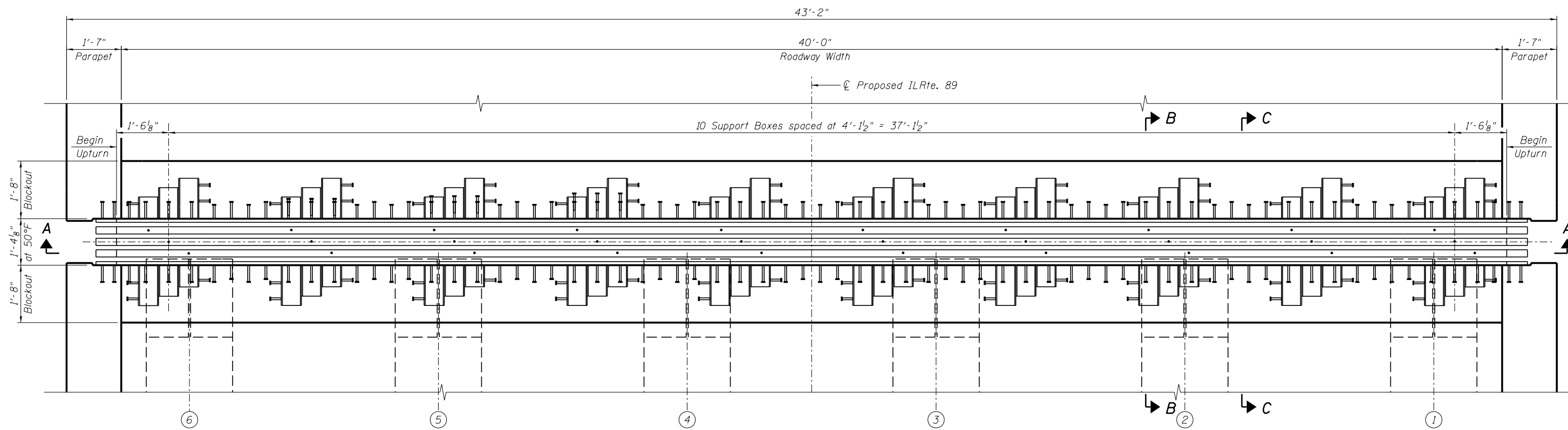
REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

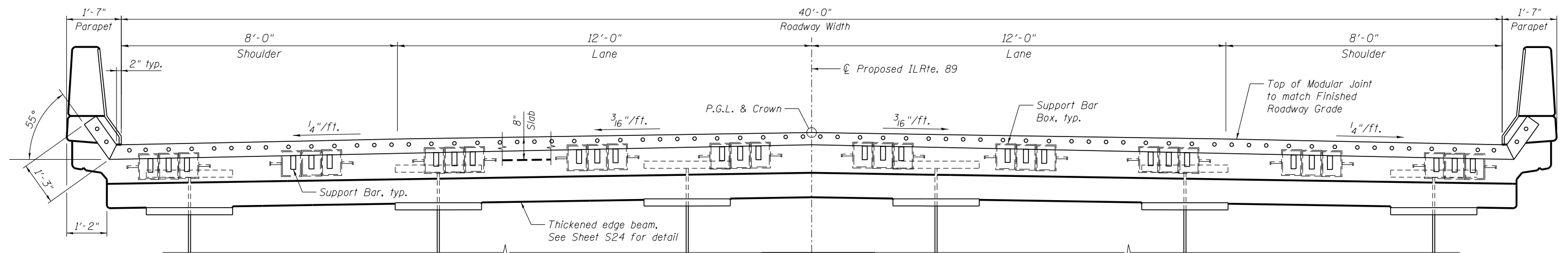
STRIP SEAL JOINT DETAILS
 STRUCTURE NO. 078-0047
 SHEET NO. S35 OF 118 SHEETS

F.A.P. RT.E. SECTION COUNTY TOTAL SHEETS SHEET NO.
 698 (1) BR BUREAU/PUTNAM 415 192
 CONTRACT NO. 66A69
 ILLINOIS FED. AID PROJECT

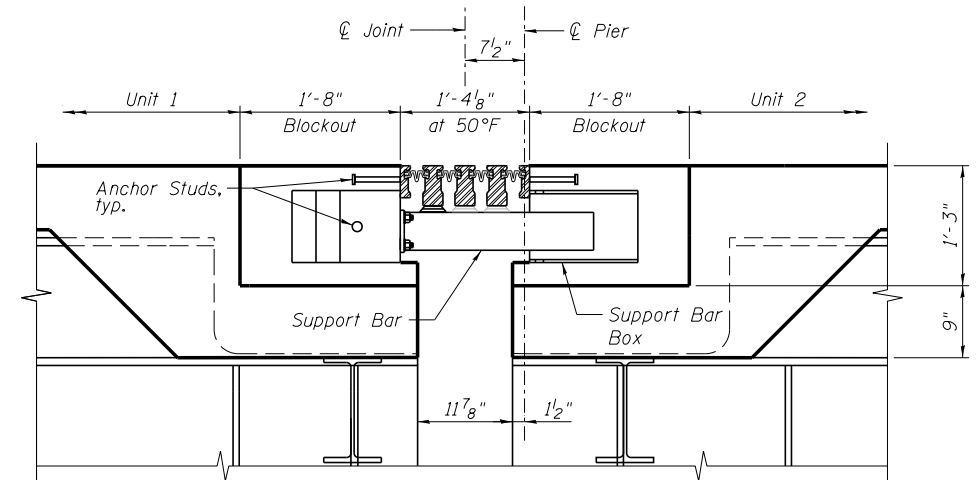
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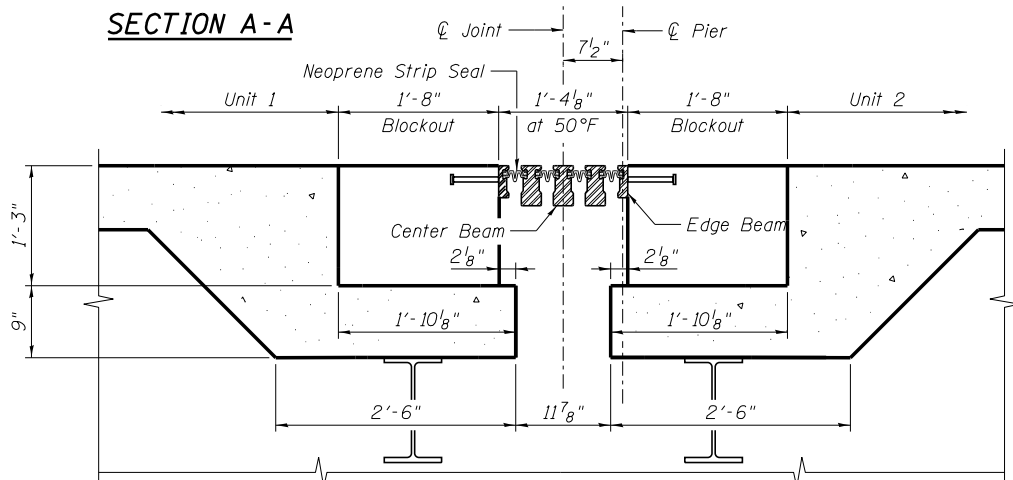
PLAN AT MODULAR EXPANSION JOINT



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

1. The modular expansion joint system, including anchorages and support bar boxes shall be supplied by the approved chosen manufacturer.
2. The details shown are intended to be schematic. The actual components of the expansion joint system may vary from those shown. This includes, but is not limited to the number of cells, number of support bars, support bar spacing. And support bar box size. However, the total required range of expansion remains unchanged regardless of manufacturer chosen.
3. Structural steel for modular joints shall be galvanized.
4. The modular expansion joint system at Pier 2 shall accommodate 10 1/4" total longitudinal movement.
5. Modular expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.

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 Alfred Benesch & Company
 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450 Job No. 10141.01

FILE NAME =	USER NAME = hebdo	DESIGNED - HMA	REVISED -
		CHECKED - KWS/SLD	REVISED -
		DRAWN - RMG	REVISED -
		CHECKED - HMA	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MODULAR EXPANSION JOINT DETAILS - PIER 2
 STRUCTURE NO. 078-0047

SHEET NO. S36 OF S119 SHEETS

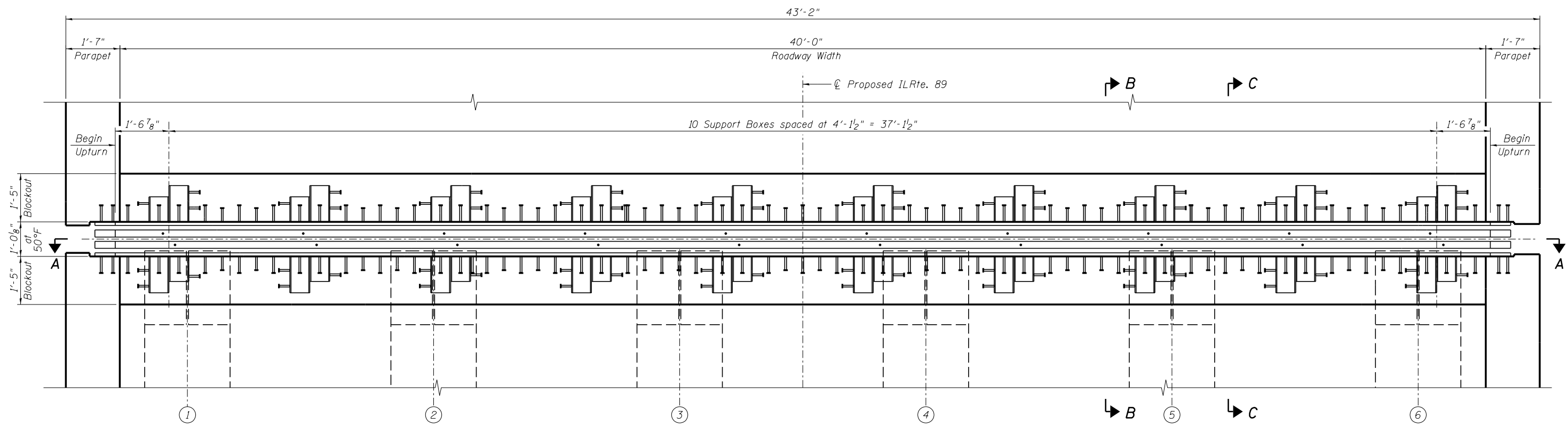
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	193
CONTRACT NO. 66A69				

ILLINOIS FED. AID PROJECT

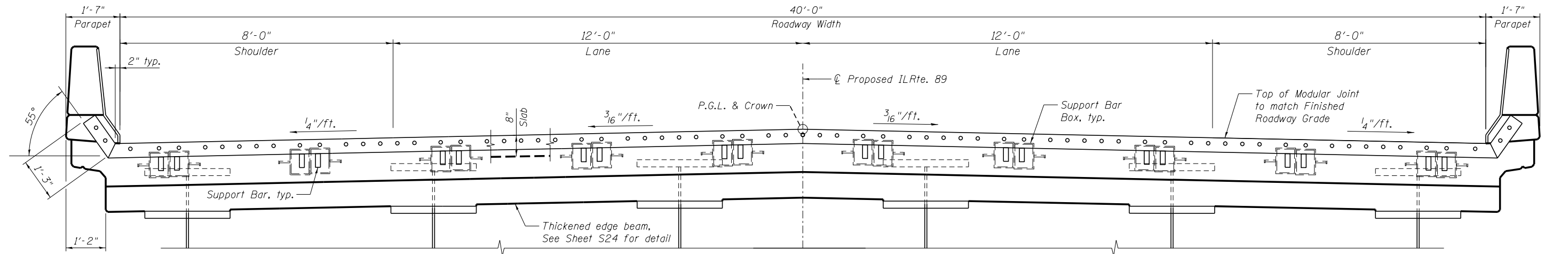
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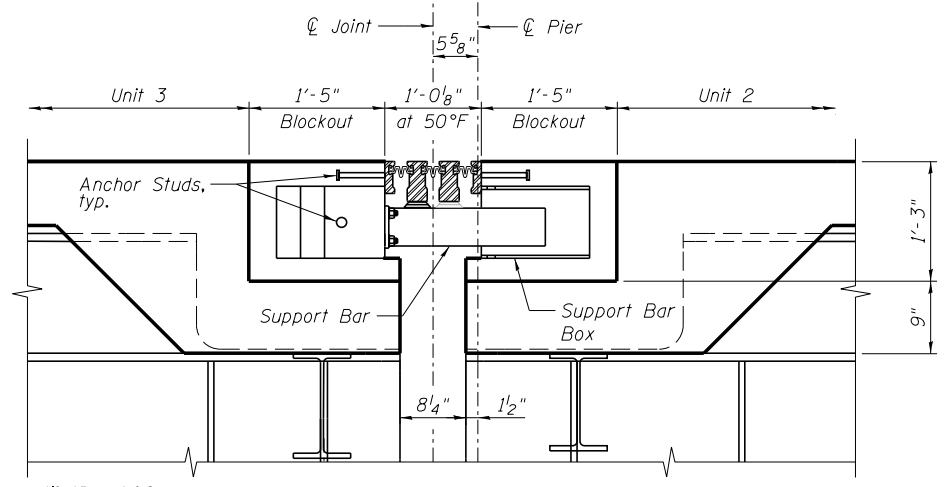
9/15/2015



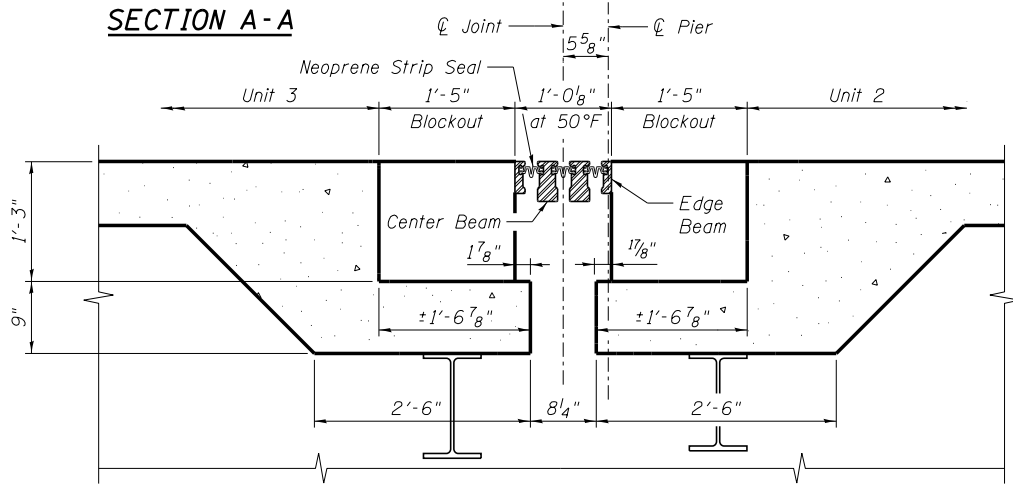
PLAN AT MODULAR EXPANSION JOINT



SECTION A-A



SECTION B-B



SECTION C-C

- NOTES:**
1. The modular expansion joint system at Pier 5 shall accommodate 7 7/8" total longitudinal movement.
 2. See Sheet S36 for additional notes.

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FILE NAME =	USER NAME = hebdo	DESIGNED - HMA	REVISED -
		CHECKED - KWS/SLD	REVISED -
		DRAWN - RMG	REVISED -
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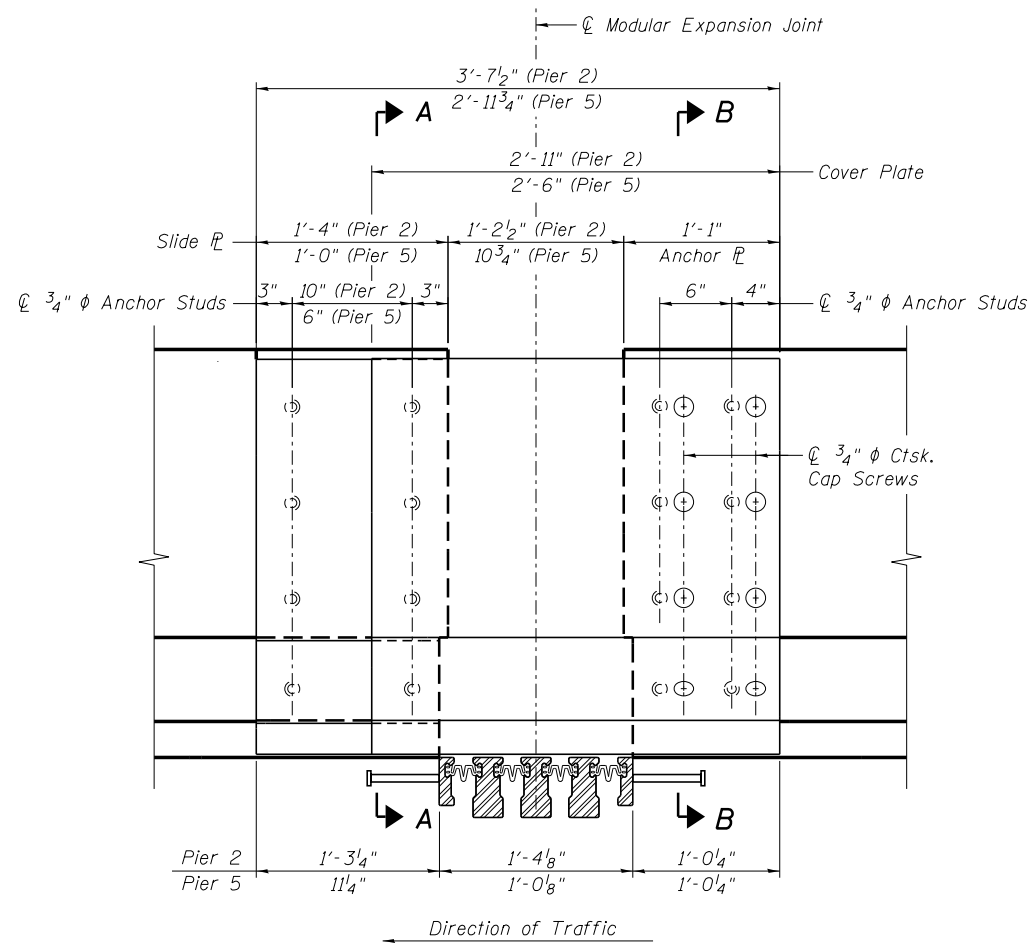
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MODULAR EXPANSION JOINT DETAILS - PIER 5
 STRUCTURE NO. 078-0047**

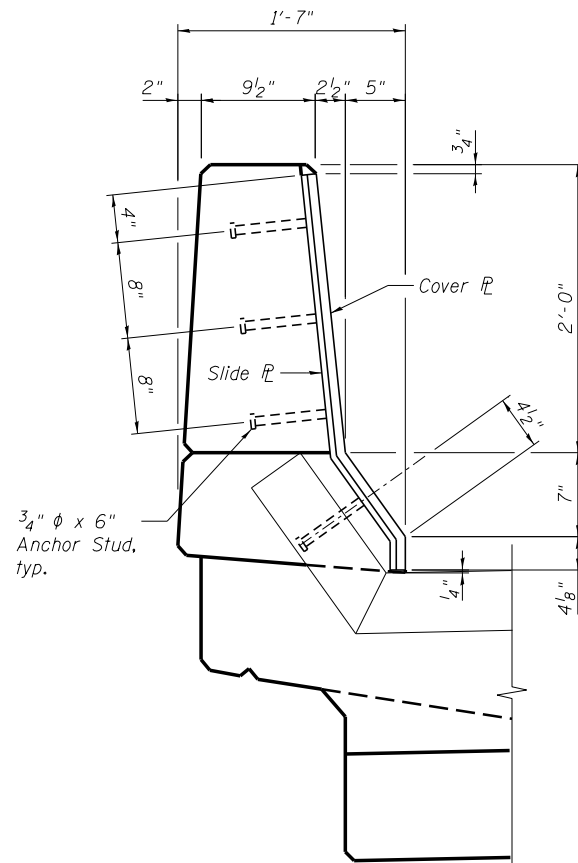
SHEET NO. S37 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66A69				
ILLINOIS FED. AID PROJECT				

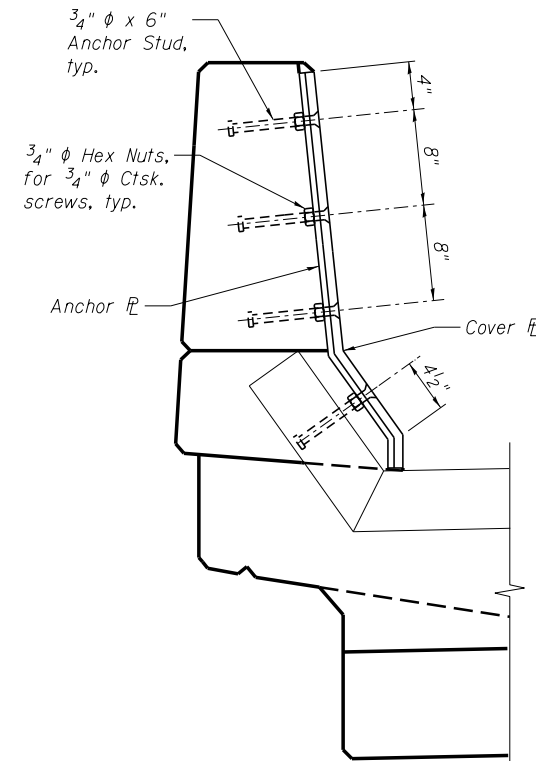
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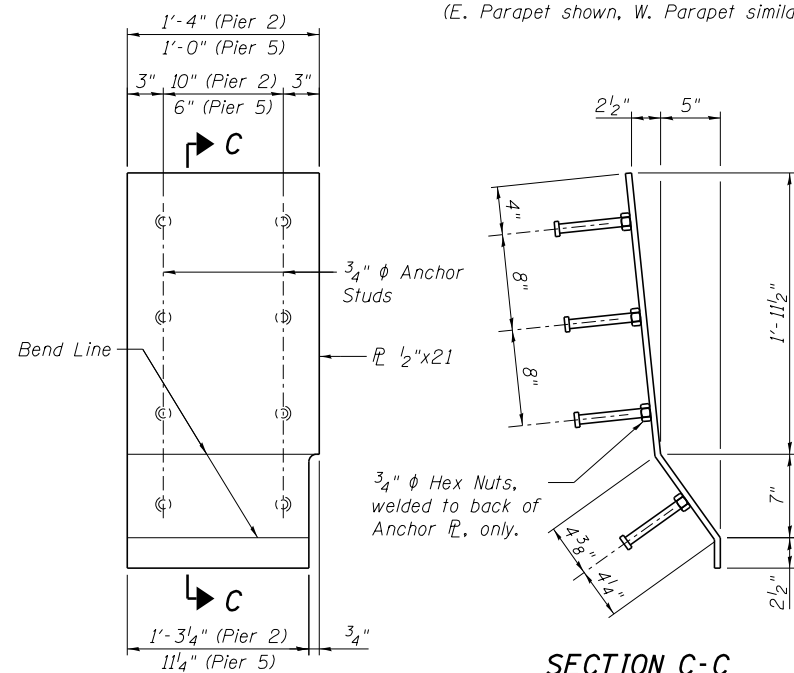
**PARAPET ELEVATION
AT MODULAR EXPANSION JT.**
All dimensions are at 50° F
(E. Parapet shown, W. Parapet similar)



SECTION A-A

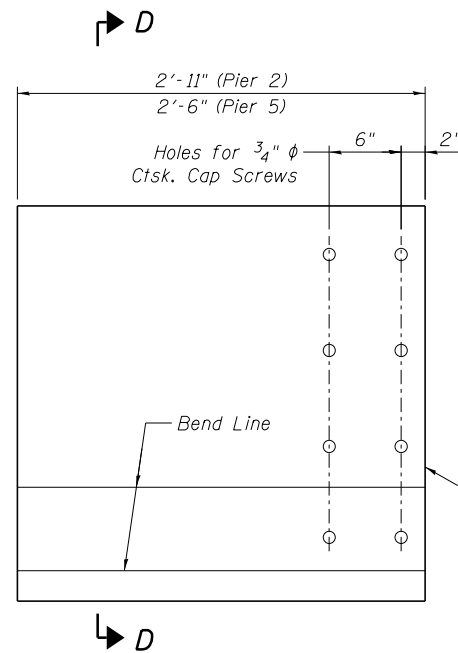


SECTION B-B

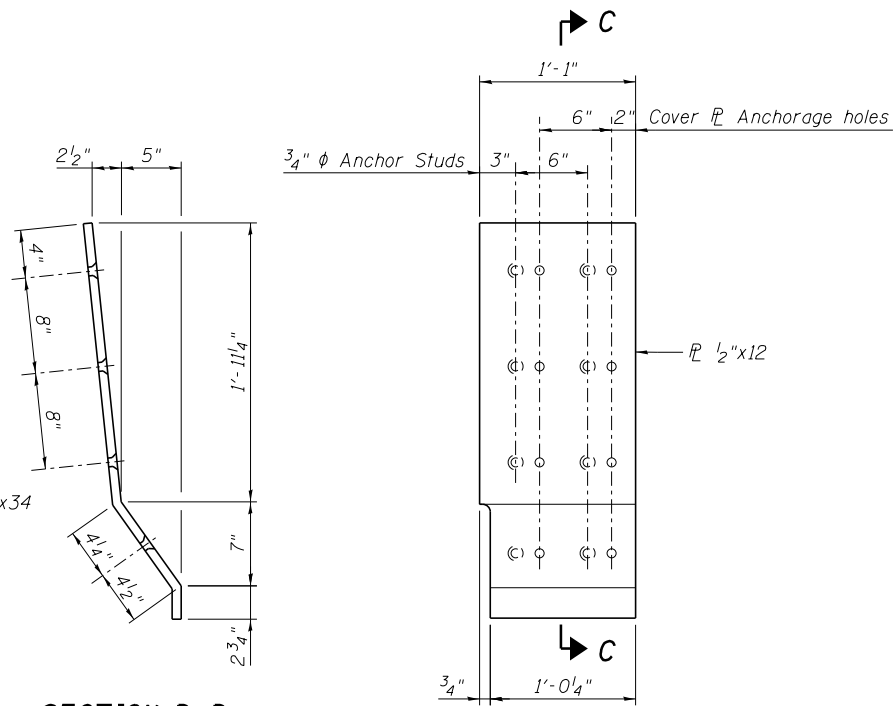


SECTION C-C

SLIDE PLATE



COVER PLATE



ANCHOR PLATE

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Modular Expansion Joint, 9"	FOOT	43
Modular Expansion Joint, 12"	FOOT	43

NOTES:

- All plates shall be ASTM-A36 steel and galvanized after fabrication in accordance with ASTM-A123.
- Cover Plates shall be mounted towards oncoming traffic.
- Plastic caps shall be utilized on back of nuts to prevent concrete from entering threads.
- Conduit in Parapet to be placed above upturns.
- Railing located on top of parapet not shown for clarity.



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312-565-0450 Job No. 10141.01

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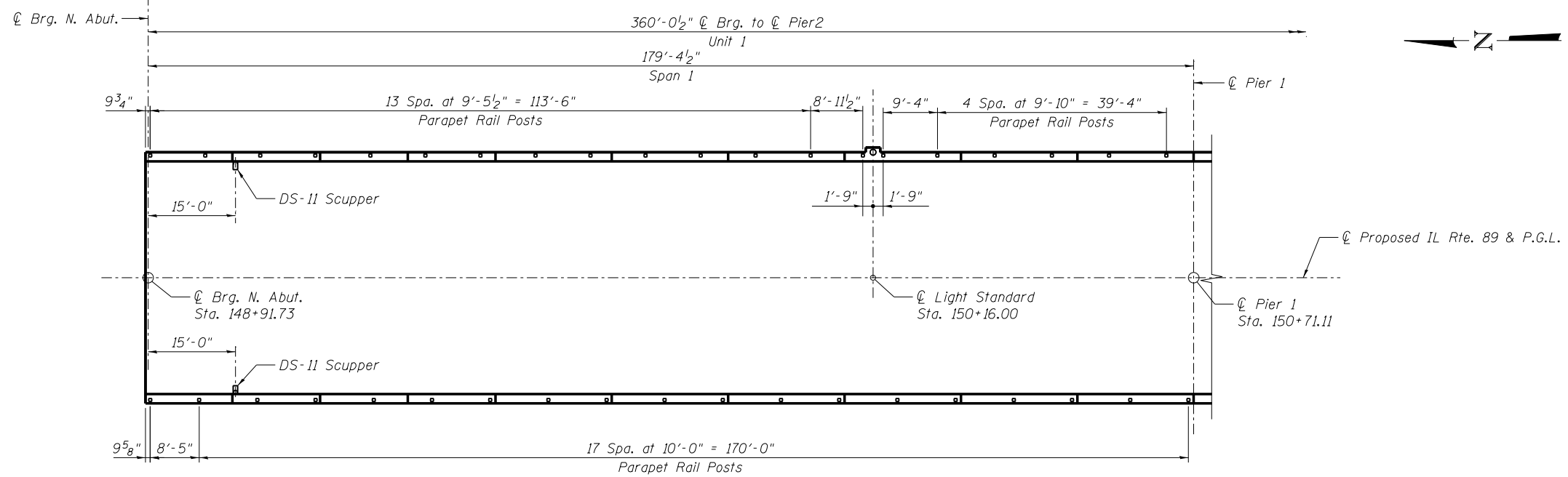
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MODULAR EXPANSION JOINT DETAILS
STRUCTURE NO. 078-0047**

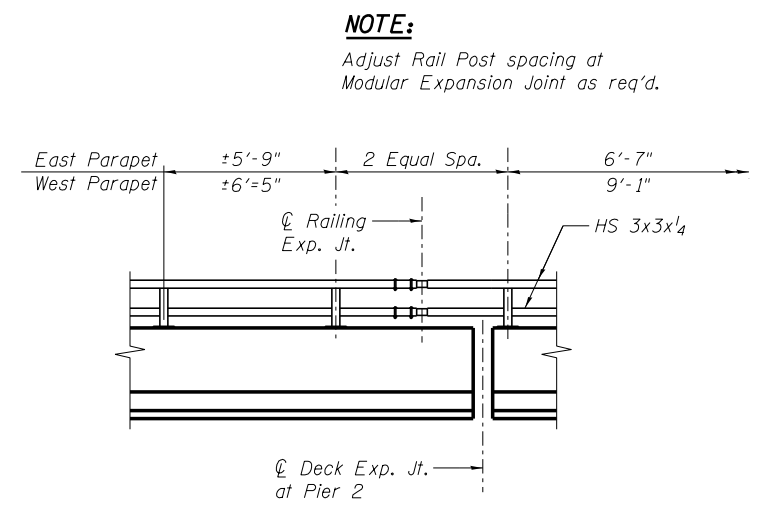
SHEET NO. S38 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66A69				

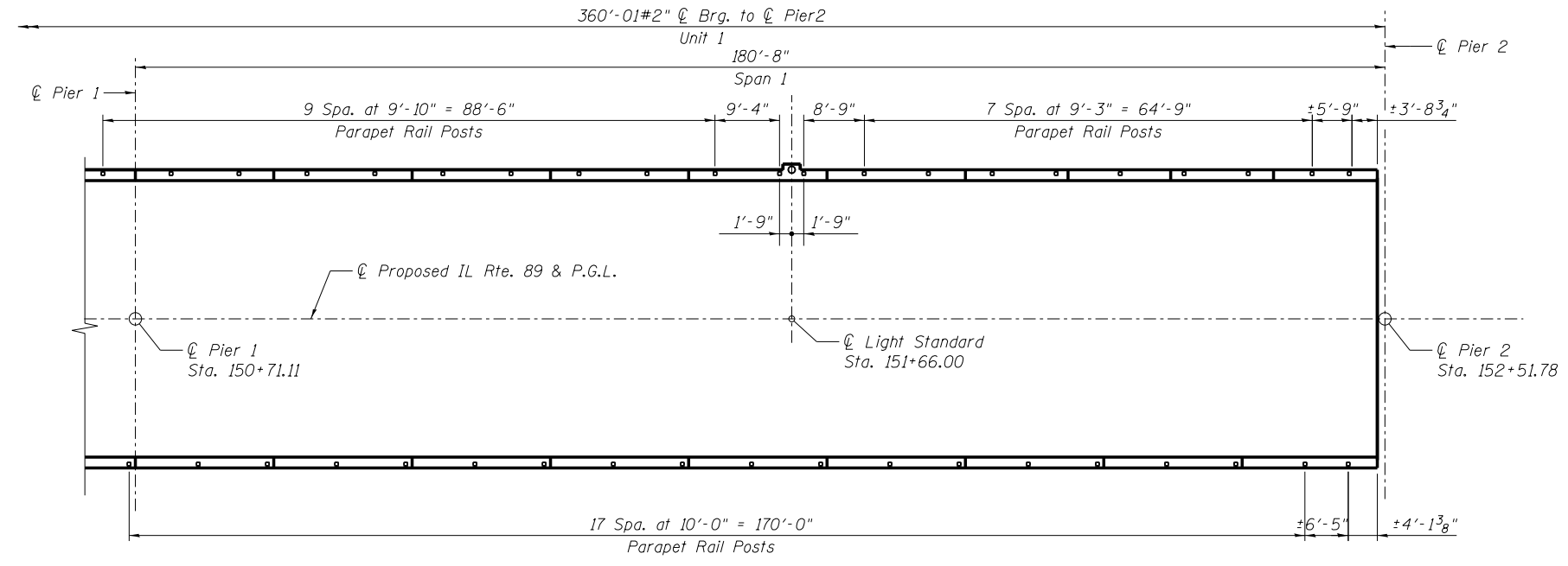
ILLINOIS FED. AID PROJECT



PLAN - SPAN 1



RAILING DETAIL AT MODULAR EXPANSION JOINT



PLAN - SPAN 2

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 312-565-0450 Job No. 10141.01

FILE NAME =	USER NAME = habdou	DESIGNED - VJK	REVISED -
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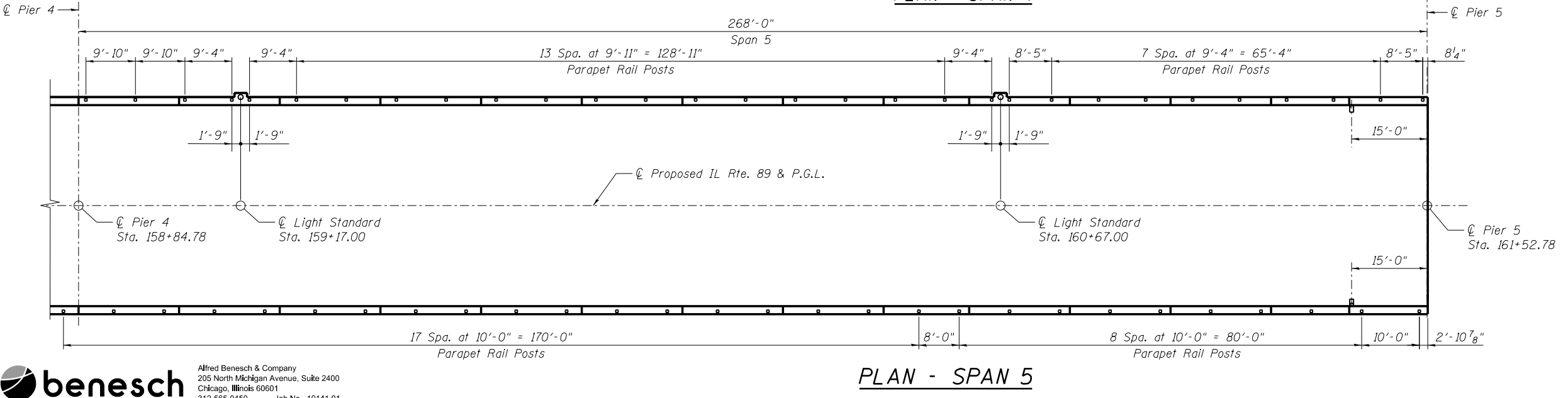
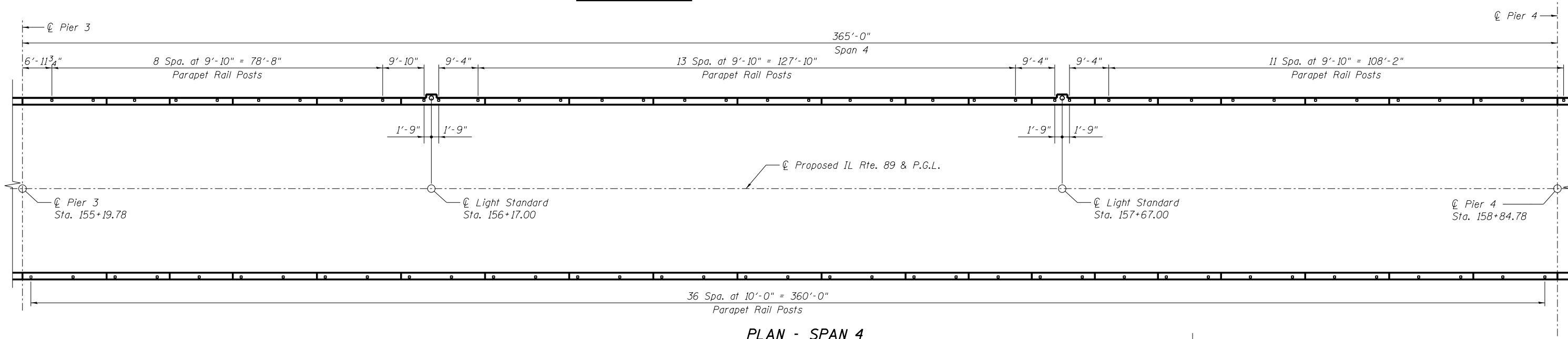
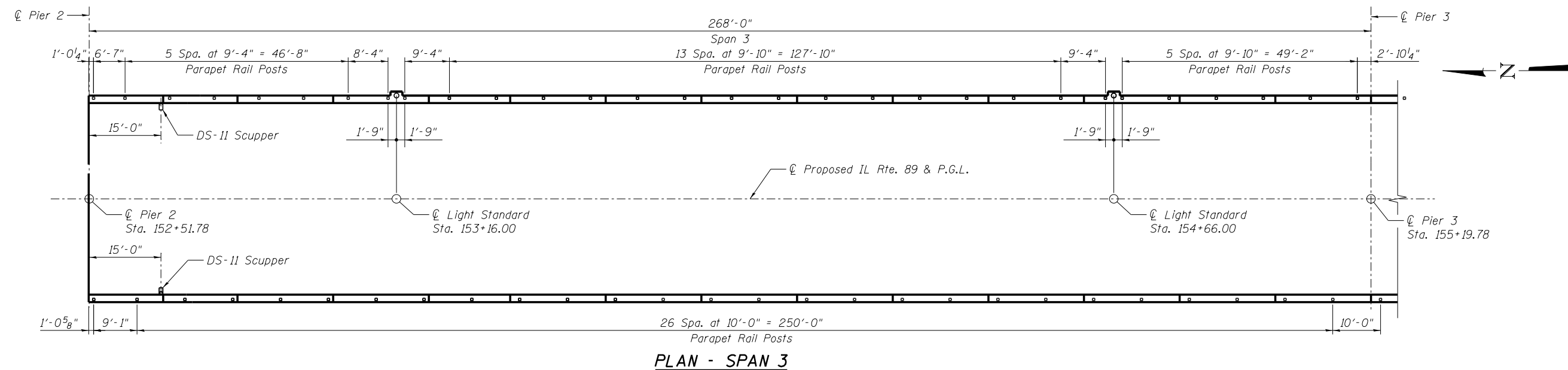
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**LIGHTING, RAILING & SCUPPER PLAN - UNIT 1
 STRUCTURE NO. 078-0047**

SHEET NO. S39 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	196
CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	

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 Alfred Benesch & Company
 205 North Michigan Avenue, Suite 2400
 Chicago, Illinois 60601
 312-565-0450 Job No. 10141.01

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

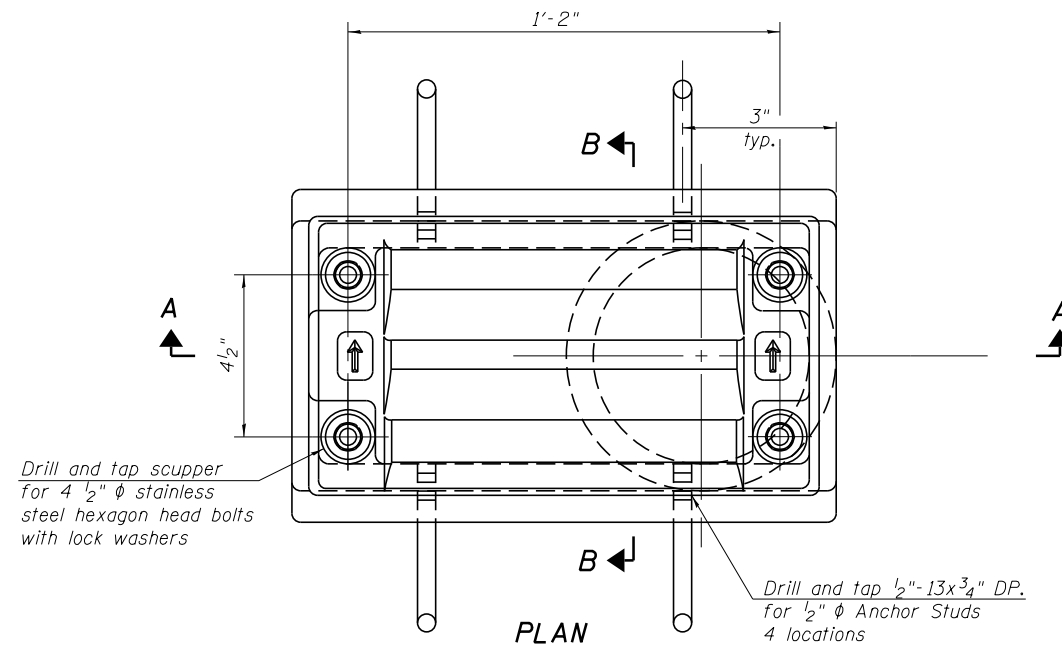
**LIGHTING, RAILING & SCUPPER PLAN - UNIT 2
 STRUCTURE NO. 078-0047**

SHEET NO. S40 OF S119 SHEETS

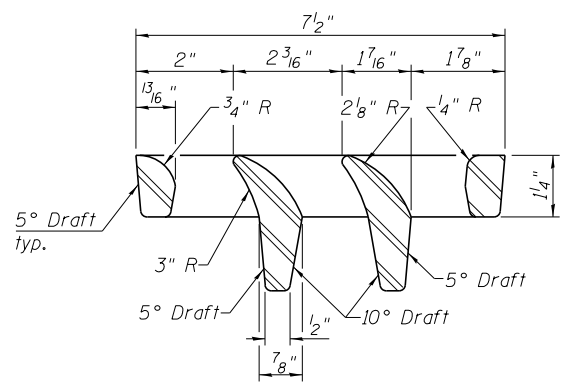
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(1) BR	BUREAU/PUTNAM	415	197
CONTRACT NO. 66A69				

ILLINOIS FED. AID PROJECT

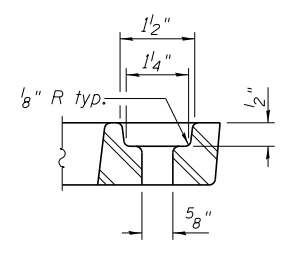
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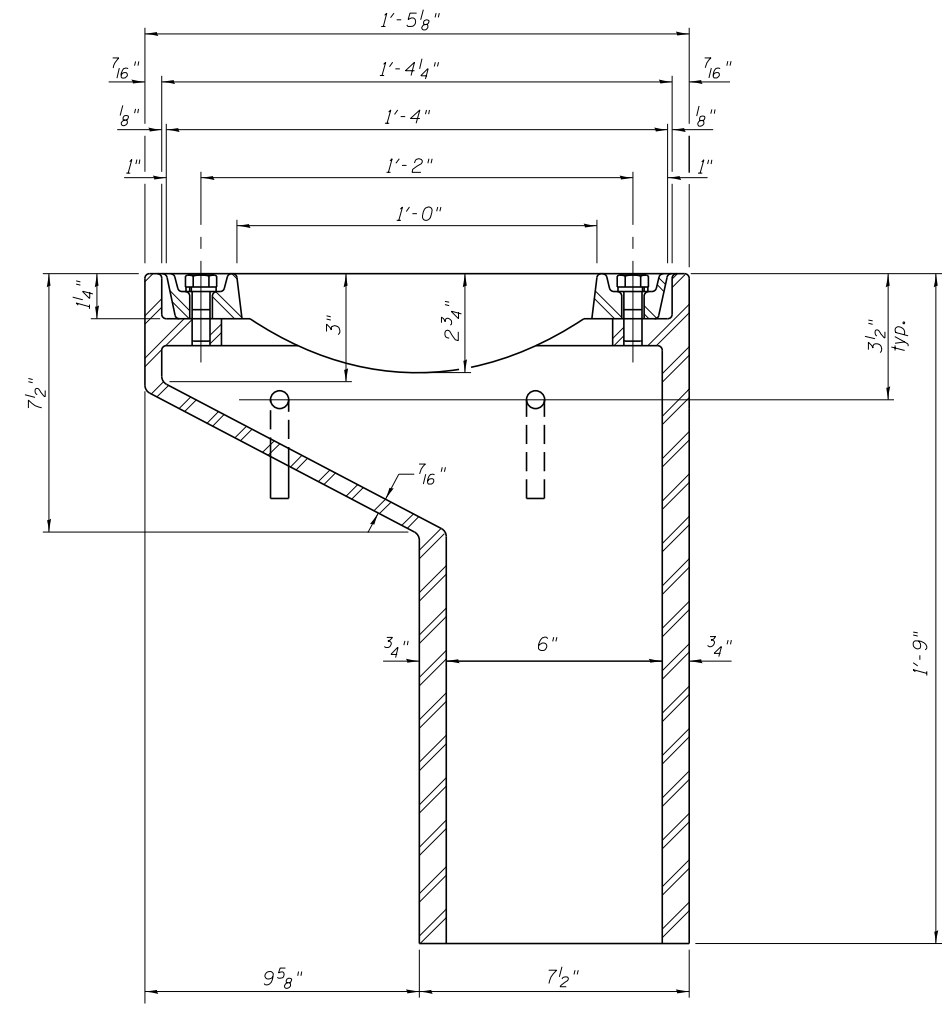
PLAN



VANE GRATE DETAIL

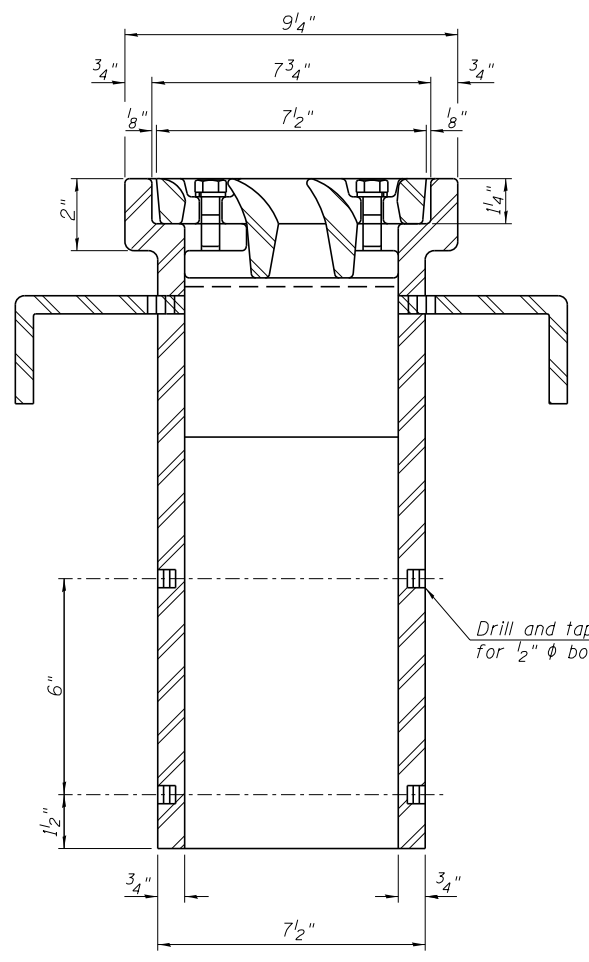


BOLT HOLE DETAIL

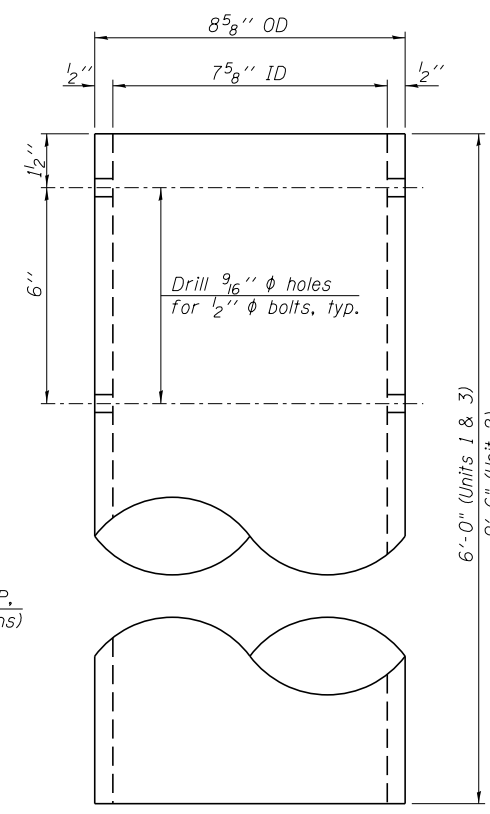


SECTION A-A

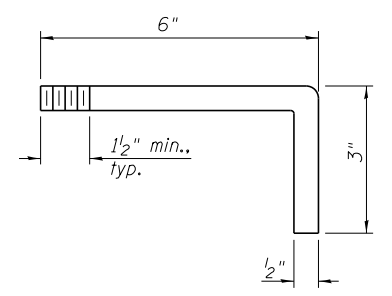
See sheet 24 of 92 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	8

Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



Alfred Benesch & Company
 205 North Michigan Avenue, Suite 2400
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 312-565-0450 Job No. 10141.01

DS-11

7-1-10

FILE NAME = 0780047.66A69_042_Scupper_DS11.dgn

USER NAME = habdou
 PLOT SCALE =
 PLOT DATE = 9/15/2015

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 CHECKED - HMA
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REVISED -
 REVISED -
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 REVISED -

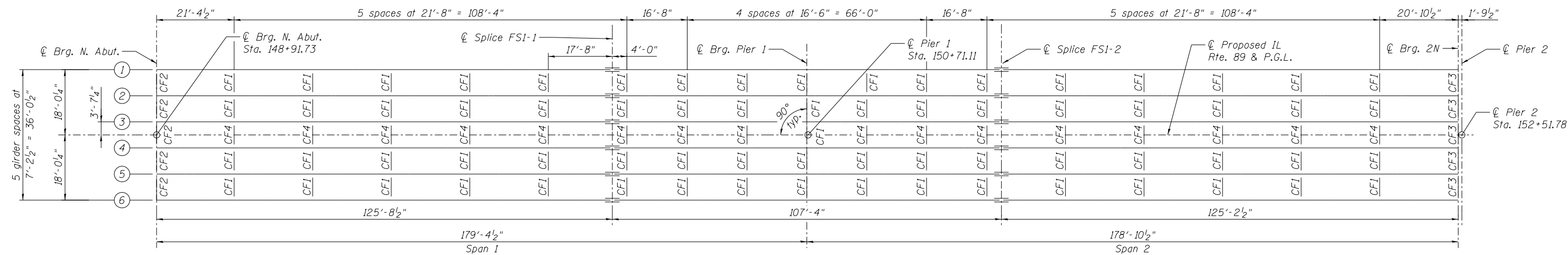
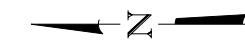
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCUPPER DETAILS
 STRUCTURE NO. 078-0047**

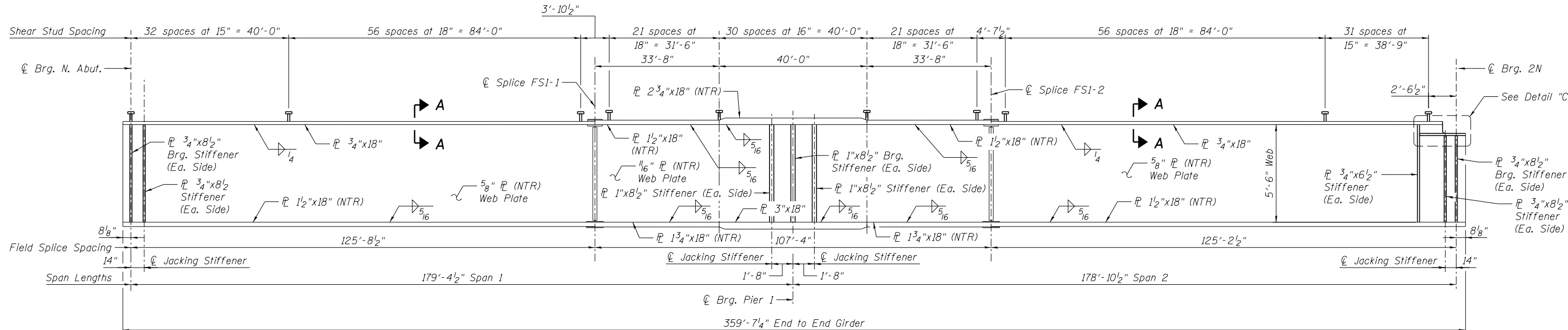
SHEET NO. S42 OF S119 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 66A69			ILLINOIS FED. AID PROJECT	

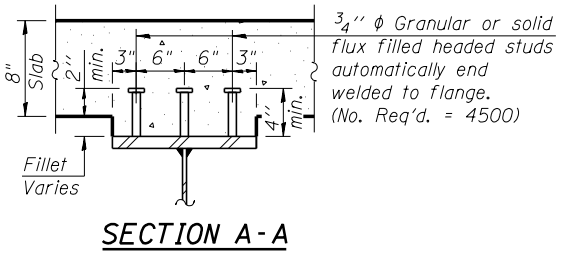
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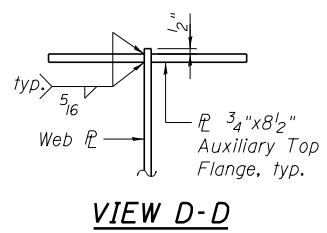
FRAMING PLAN
(Unit 1)



GIRDER ELEVATION



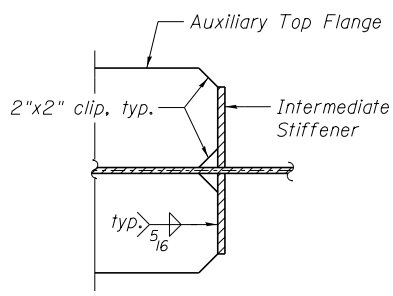
SECTION A-A



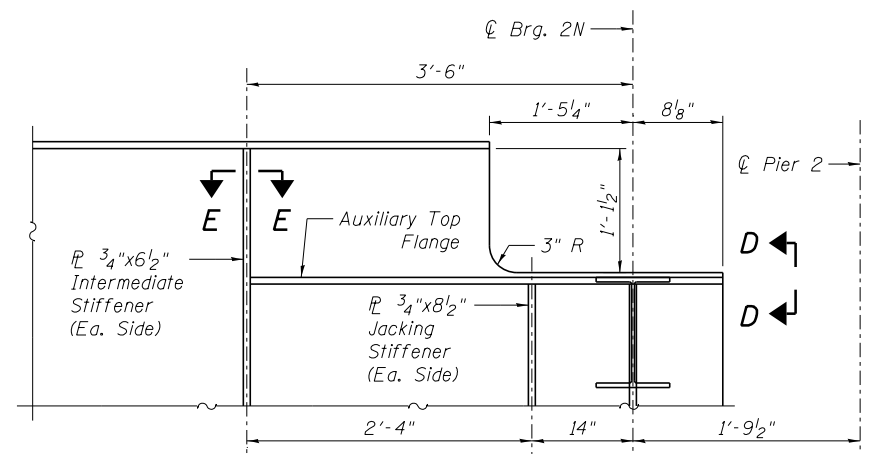
VIEW D-D

NOTES:

1. All cross frames between girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
2. Work this sheet with sheets S44 and S45.
3. All Structural Steel shall be AASHTO M270 Grade 50W.
4. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.



SECTION E-E



DETAIL C

LIN ENGINEERING, LTD. Consulting Engineers Springfield, Illinois	USER NAME = rgramm FILE NAME = 0780047_66A69_043.U1.Framing.Plan.Girder.Elev.dgn PLOT DATE = 8/14/2015	DESIGNED <i>HP/JJA</i> CHECKED <i>JRS</i> DRAWN <i>AJF</i> CHECKED <i>JRS</i>	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING PLAN AND GIRDER ELEVATION - UNIT 1 STRUCTURE NO. 078-0047 SHEET NO. S43 OF 118 SHEETS	F.A.P. R.T.E. = 698	SECTION = (1) BR	COUNTY = BUREAU/PUTNAM	TOTAL SHEETS = 415	SHEET NO. = 200
	ILLINOIS FED. AID PROJECT					CONTRACT NO. 66A69	8/14/2015			