06"11"2021 LETTING ITEM 209

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR)BR	FULTON	263	1
	ILLINOIS	CONTRACT NO. 68D34		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF STANDARDS, SEE SHEET NO. 2

FAP ROUTE 317A (U.S. ROUTE 24 /IL RT 9)
SECTION (43-BR) BR
PROJECT NHPP-HA2U (912)
JOB NO C-94-077-16
STRUCTURE REPLACEMENT ON EXISTING ALIGNMENT
FULTON COUNTY

DESIGN DESIGNATION

U.S. ROUTE 24/IL RT 9
MAJOR COLLECTOR
ADT = 9,100 (2019)
PV = 87.6%
MU = 6.7%
SU = 5.7%

DRAWING SCALES

PROFILE VERTICAL: 1" = 10'

CROSS SECTION VERTICAL: 1" = 5'

CROSS SECTION HORIZONTAL: 1" = 10'

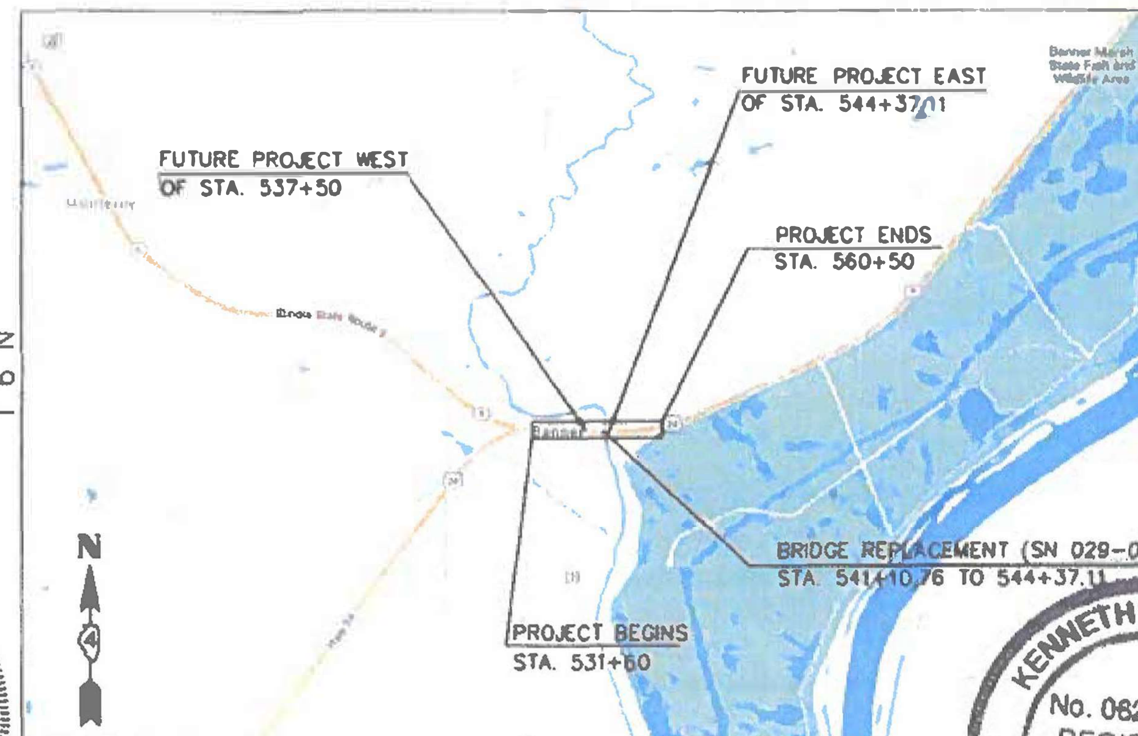
PLAN: 1" = 100'
PROFILE HORIZONTAL: 1" = 10'

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

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

R 5 E

T 6 N



4th P.M.

LOCATION MAP

0' 2000' 4000'

LICENSED PROFESSIONAL ENGINEER
SEAN D. MAXWELL
062.071986
OF ILLINOIS

SEAN D. MAXWELL 03/19/2021
DATE
ILLINOIS REGISTERED PROFESSIONAL ENGINEER
No. 062-071986
EXPIRATION DATE 11/30/21
SHEETS 68 TO 76

QUIGG ENGINEERING INC

KENNETH M. COULTER
No. 062-038839
REGISTERED PROFESSIONAL ENGINEER
PEORIA, IL
STATE OF ILLINOIS

KENNETH M. COULTER 3/19/21
DATE
ILLINOIS REGISTERED PROFESSIONAL ENGINEER
No. 062-038839
EXPIRATION DATE 11/30/21
SHEETS 1 TO 67
SHEETS 124 TO 263

MW
Associates, Inc.
IL Design Firm Reg.
No. 184-005896

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Mar 19 20 21
Kenneth A. Garnett KSO
REGIONAL ENGINEER

May 7, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

May 7, 2021
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION 13

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER RICH DOTSON (309) 671-3455
PROJECT MANAGER RON NOLTE (309) 671-3470
PROJECT MANAGER KEN COULTER (MWEA) (309) 222-8600
CATALOG NO. 030100-08D
CONTRACT NO. 68D34

GROSS LENGTH = 2,950 FT. = 0.56 MILES
NET LENGTH = 2,950 FT. = 0.56 MILES

REV. 4/27/21

INDEX OF SHEETS

COMMITMENTS

THE ARCHAEOLOGICAL SITE LOCATED BETWEEN THE EXISTING SOUTHERLY RIGHT OF WAY AND THE PROPOSED SOUTHERLY RIGHT OF WAY BETWEEN RIGHT STATION 544+00 AND RIGHT STATION 550+50 EAST OF THE BRIDGE SHALL NOT BE DISTURBED. NO WORK BEYOND THE EXISTING SOUTHERLY RIGHT OF WAY SHALL BE DONE WITH THE EXCEPTION OF WORK WITHIN THE EXISTING LIMITS OF THE DRIVEWAY LOCATED AT RIGHT STATION 548+73. IN ADDITION, AN ARCHAEOLOGIST SHALL BE REQUIRED TO BE ON SITE FOR ANY CONSTRUCTION WORK INVOLVING EXCAVATIONS BETWEEN RIGHT STATION 544+00 AND RIGHT STATION 550+50 EAST OF BRIDGE. THE CONTRACTOR SHALL CONTACT GREG LARSON AT (309)671-3479 OR DAVID NOLAN AT (309)833-3097 TWO WEEKS PRIOR TO BEGINNING ANY WORK WITHIN THE ABOVE MENTION STATIONING. SEE REMOVAL SHEET FOR LOCATION.

PROJECT MONITORING

THE CONTRACTOR SHALL CONTACT ILLINOIS STATE ARCHAEOLOGICAL SURVEY (ISAS) PERSONNEL WITHIN 48 HOURS PRIOR TO ANY EXCAVATION OPERATIONS WITHIN THE LIMITS OF SITE AREA. ISAS PERSONNEL MUST ATTEND THE PRECONSTRUCTION MEETING TO DISCUSS MONITORING PROCEDURES AND SAFETY PROTOCOLS WITH IDOT STAFF AND THE CONTRACTOR. ISAS PERSONNEL WILL MONITOR PROJECT EXCAVATIONS AND WILL HAVE THE AUTHORITY TO HALT EXCAVATIONS TO DOCUMENT AND REMOVE ARCHAEOLOGICAL MATERIALS. IF HUMAN REMAINS ARE DISCOVERED, CONSTRUCTION WILL BE HALTED UNTIL APPROVAL TO RESUME CONSTRUCTION IS APPROVED BY THE ILLINOIS STATE BURIAL LAW COORDINATOR AND INTERESTED TRIBES

TREE CLEARING FOR TREES 3" DIAMETER OR GREATER, SHALL NOT BE DONE BETWEEN APRIL 1 AND SEPTEMBER 30.

LIST OF HIGHWAY STANDARDS

000001-08	515001-04	602306-03	701001-02
001001-02	542301-03	602401-07	701006-05
280001-07	542401-04	602402-03	701011-04
420001-09		602406-11	701201-05
420101-06		602601-06	701206-05
420106-06		602701-02	701301-04
420401-13		604001-05	701306-04
420406		604036-03	701311-03
		606001-07	701326-04
		606101-05	701336-07
		630001-12	701901-08
		630301-09	704001-08
		631031-17	720001-01
		642001-02	720011-01
		643001-02	725001-01
		667101-02	728001-01
		601101-02	731001-01
			780001-05
			782006-01
			BLR21-9

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK INDEX OF SHEETS, COMMITMENTS AND STANDARDS	F.A.P. RTE. 317A	SECTION (43-BR) BR	COUNTY FULTON	TOTAL SHEETS 263 / SHEET NO. 2
		DRAWN - KRS	REVISED -					CONTRACT NO. 68D34	
	PLOT SCALE = 1.000 FT / in.	CHECKED - CSA	REVISED -		SCALE: NONE SHEET OF SHEETS STA. TO STA.				
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -			ILLINOIS FED. AID PROJECT			

...8400_CAD\8403_Plans\INDEX.dgn

REV. 5/10/21

105.04 SOIL REPORT AVAILABILITY

The Soils Report and all soils data collected and processed in conjunction with the design of improvement is on file at the District Office where it is available for inspection by Contractors or prospective bidders. By submitting a bid, the Contractor acknowledges that the Soils Report and data have been made available, that the Contractor is aware of the report contents and appendices, and that the Soils Report is part of the contract documents.

105.06 AVAILABILITY OF ELECTRONIC FILES

Micro Station and GEOPAK files of this project will be made available to the Contractor after contract award. If there is a conflict between the electronic files and the printed contract plans and documents, the printed contract plans and documents shall take precedence over the electronic files. The Contractor shall accept all risk associated with using the electronic files and shall hold the Department harmless for any errors or omissions in the electronic files and the data contained therein. Errors or delays resulting from the use of the electronic files by the Contractor shall not result in an extension of time for any interim or final completion date or shall not be considered cause for additional compensation. The Contractor shall not use, share, or distribute these electronic files except for the purpose of constructing this contract. Any claims by third parties due to use or errors shall be the responsibility of the Contractor. The Contractor shall include this disclaimer with the transfer of these electronic files to any other parties and shall include appropriate language binding them to similar responsibilities.

105.07 TREE REMOVAL – UTILITY RELOCATION

Tree removal may be necessary prior to utility companies being able to relocate their facilities outside the construction limits. The Contractor should coordinate any contract tree removal activities with the utility companies to eliminate conflicts and potential delays caused by utility tree removal activities or incomplete utility relocations.

105.09A

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

All elevations shown on the plans are established from U. S. G. S. mean sea level datum.

107.00 COMMITMENTS

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

107.09B TEMPORARY MATERIAL REQUIREMENTS – UTILITY AND DRIVEWAY CROSSINGS

Incidental hot–mix asphalt surface shall be used for all temporary side road crossings. Aggregate surface course may be used for all driveway crossings except during winter shutdown in accordance with Article 107.09.

202.08 EARTH EXCAVATION – INCIDENTAL TO CURB, GUTTER & DRIVEWAY

Earth excavation and backfill for proposed curb and gutters and driveway pavements shall be included in the unit cost of the various items.

204.00 ENVIRONMENTAL REVIEWS

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run–arounds, etc.) and waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

Prior to any waste materials being removed from the construction site the required environmental resource surveys will need to be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

The required environmental resource documentation shall include the following:

* BDE Form 2289 (Environmental Survey Request)
* BDE Form 2290 (Waste/Use Area Review)
* A location map showing the size limits and location of the use area
* Color photographs depicting the use area
* Borrow Area Entry Agreement form–D4 PI0101

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

351.08 AGGREGATE FOR DRIVEWAY REPLACEMENT

The material used for construction of permanent aggregate driveways shall be gravel or crushed stone, as directed by the Engineer, to replace in kind the existing aggregate driveways. No additional compensation shall be provided for this requirement but shall be considered as included in the cost of the pay item for the aggregate as specified on the plans.

406.03 PAVEMENT STATION NUMBERS & PLACEMENT

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 inch (20 mm) wide, 5 inches (125 mm) high and 5/8 inch (15 mm) deep.

The pavement station numbers shall be installed as specified herein:

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

Bottom of Numbers – 6 inches (150 mm) from the inside edge of the pavement marking Location:

–2, 3, & 5 Lane Pavements – right edge of pavement in direction of increasing stations

–Multi–Lane Divided Roadways – outside edge of pavement in both directions

–Ramps – along baseline edge of pavement

Position – stations shall be placed so they can be read from the adjacent shoulder

Format – English (Metric) pavement stations shall use this format *XXX (XX+X00)*, where X represents the pavement station.

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

406.18 BUTT JOINT CUTTING TIME RESTRICTION

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

406.19 PAVING SURFACE COURSE

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the hot–mix asphalt surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

440.02 SAW CUT – 18" (450 mm) SHOULDER REMOVAL – IN–PLACE WHEEL SAW GRINDING PERMITTED

A full depth saw cut shall be required at the joint between the pavement that is to be left in place and the existing shoulder that is to be removed. The Contractor may have the option of using a wheel saw to grind up the existing shoulder and leave the finely ground pieces on site under the new shoulder and on the foreslope, with the approval of the Engineer. Maximum size of pieces shall be no more than 3" (75 mm). Larger pieces shall be picked up/removed from the jobsite. No additional compensation will be allowed for variations in assumed thickness. This work shall not be paid for separately, but shall be included in the cost of the removal items.

503.00 CROSSING EXISTING STRUCTURES WITH EQUIPMENT

The following structure, SN 029–0069 may be crossed with the empty MTD
Any structures not listed above shall be verified by the resident prior to beginning work.

406.10 HOT–MIX ASPHALT MIXTURE REQUIREMENTS

Location(s):	U.S. ROUTE 24 / IL 9			2 LANE PAVEMENT		HMA DRIVEWAY PAVEMENT AND SHOULDERS		CONCRETE ALTERNATE
Pay Item:	HMA PAVEMENT (FULL DEPTH), 10.75"			HMA PAVEMENT (FULL DEPTH), 9"				STABILIZED SUBBASE – HMA, 4"
Lift:	1ST LIFT (4") AND 2ND LIFT (2.5")	TOP BINDER LIFT	SURFACE	1ST LIFT (4") 2ND LIFT (3")	SURFACE	LOWER LIFT	SURFACE	SUBBASE
Mixture Use(s):	Polymerized HMA	Polymerized Binder Course, 2.25"	Polymerized Surface Course, 2"	Polymerized HMA	Polymerized Surface Course, 2"	Lower Lift Base Course, 4" or 6"	Surface Course 2"	Binder Course, 4"
PG:	SBS 64–28	SBS 76–28	SBS 76–28	SBS 64–28	SBS 76–28	PG 58–28	PG 58–28	SBS 64–28
Design Air Voids:	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50	4.0% N=50
Mixture Composition: (Gradation Mixture):	IL 19.0	IL 9.5	IL 9.5	IL 19.0	IL 9.5	IL 19.0	IL 9.5FG	IL 19.0
Friction Aggregate:	N/A	N/A	MIX D	N/A	MIX D	N/A	MIX C	N/A
Mixture Weight:	112#/SQ YD/IN	112#/SQ YD/IN	112#/SQ YD/IN	112#/SQ YD/IN	112#/SQ YD/IN	112#/SQ YD/IN	112#/SQ YD/IN	112#/SQ YD/IN
Quality Management: Program	QCQA	QCQA	QCQA	QCQA	QCQA	QCQA	QC/QA	QCQA

Note 1: Individual lift thickness of each mix type will be not less than 3 times nominal maximum aggregate size and no more than 6 times nominal aggregate size, unless otherwise approved by the Engineer.

Note 2: For design purposes, mixture weight for all mixes is determined to be 112.0 lbs/s.y./in., unless otherwise noted.

Note 3: Sublot sizes for PFP and QCP mixes will be 600 tons, unless otherwise agreed to by the Engineer and the paving contractor.

Location(s):	ROSKAMP ROAD AND TEMPORARY PAVEMENT	
Pay Item:	HMA FULL PAVEMENT (FULL DEPTH) 7.5" AND TEMPORARY PAVEMENT	
Lift	1ST LIFT (3"); 2ND LIFT (2.5")	SURFACE
Mixture Use(s):	Lower Lift Base Course	Non–Polymerized Surface Course, 2"
PG:	PG 58–28	PG 58–28
Design Air Voids:	4.0% @ N=50	4.0% @ N=50
Mixture Composition:	IL 19.0	IL 9.5
Friction Aggregate:	N/A	MIX C
Mixture Weight:	112#/SQ YD/IN	112#/SQ YD/IN
Quality Management:	QCQA	QCQA

406.05 POLYMERIZED BITUMINOUS MATERIALS (TACK COAT) RATES

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

Location(s) / Mixture Use(s):	4" HMA SHOULDERS	INCIDENTAL SURFACE
Lift	Binder Course, 4"	Non–Polymerized Surface Course
PG:	PG 58–28	PG 58–28
Design Air Voids:	4.0% @ N=50	4.0% @ N=50
Mixture Composition:	IL 19.0	IL 9.5
Friction Aggregate:	N/A	MIX C
Mixture Weight:	112#/SQ YD/IN	112#/SQ YD/IN
Quality Management:	QCQA	QCQA

542.00 ORDERING LENGTH CONFIRMATION – DRAINAGE ITEMS

The Contractor shall consult with the Engineer in regard to the exact length of the box culverts, pipe culverts, storm sewers, and pipe drains required prior to ordering these items.

602.00 EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES

In accordance with Section 602 of the Standard Specifications, the connecting of existing drain tiles, pipe culverts, or storm sewers to the proposed drainage system structures will not be paid for separately but shall be considered as included in the pay items provided.

606.14 TRANSITION PAYMENT METHOD – NEW/OLD CONSTRUCTION

Ten feet (10 ft.) (3 m) transitions shall be used to match proposed items of work to existing items in the field unless otherwise shown. The transition shall be paid for at the contract unit price for the proposed item of work specified.

667.00 SETTING OF SECTION CORNER MONUMENTATION

All section corner location on this project shall be located and verified by a licensed Land Surveyor prior to any removal work being performed. The Land Surveyor shall locate the existing section corners through courthouse research, personal knowledge or through the assistance of local firms performing Land Surveying in the area. If the section corner does not exist through either its physical location or through ties in the field it shall not be reset, there shall be no calculating of section corners onto a project required.

Once the paving and striping operations have been performed the section corner shall be reset at the direction of a licensed Land Surveyor. If any dimensions have been changed, it shall be the responsibility of the surveyor to file a new monument record in the appropriate courthouse.

A copy of all drawings or monument records produced from this project shall be sent to the Chief of Surveys, Illinois Department of Transportation, Region Three/District Four, Peoria, Illinois.

The supplying, drilling, setting of disks, professional services, labor and any other additional work required to perform this work shall be paid for under pay item for Permanent Survey Markers, Type I.

Refer to District Four CADD Standard 667101 for details.

720.00 SIGNING

Sign locations may vary from the stations shown on the plans in accordance with directions from the Engineer at the time of construction. Sign locations may be adjusted in the field to avoid any found utilities.

All sign post locations shall be verified with the Bureau of Operations, Traffic Section, before installation.

Route	Offset	Location	Type of Utility	Type of Conflict	Disposition	Owner
US 24/ IL9	77' RT	Sta. 544 + 90	Electric Pole	Earthwork	Relocate	Ameren Illinois (Electric)
US 24/ IL9	75' Rt	Sta. 547 + 22	Electric Pole	Earthwork	Relocate	Ameren Illinois (Electric)
US 24/ IL9	70' Rt	Sta. 549 + 48	Electric Pole	Earthwork	Relocate	Ameren Illinois (Electric)
US 24/ IL9	62' Rt	Sta. 552 + 73	Electric Pole	Earthwork	Relocate	Ameren Illinois (Electric)
US 24/ IL9	60' Rt	Sta. 555 + 90	Electric Pole	Earthwork	Relocate	Ameren Illinois (Electric)
US 24/ IL9	63' Rt	Sta. 559 + 03	Electric Pole	Earthwork	Relocate	Ameren Illinois (Electric)
US 24/ IL9		Northeast corner of Roskamp Road and US Route 24	Electric Pole	Earthwork	Caution	Ameren Illinois (Electric)
US 24/ IL9	66' Rt	Sta. 562 + 25	Electric Pole	Earthwork	Caution	Ameren Illinois (Electric)
US 24/ IL9	Variable (34' to 55' Rt)	Sta. 531 + 75 to Sta. 539 + 50	2" Steel Gas	Earthwork/Ditch Cuts/ Storm Sewer Install	Relocate	Ameren Illinois (Gas)
US 24/ IL9	46' RT	Sta. 533 + 80	Pole & Aerial Phone	Ditch/ Culvert	Relocate	AT&T
US 24/ IL9	47' RT	Sta. 534 + 90	Pole & Aerial Phone	Ditch/ Culvert	Relocate	AT&T
US 24/ IL9	48' RT	Sta. 536 + 08	Pole & Aerial Phone	Ditch/ Culvert	Relocate	AT&T
US 24/ IL9	52' RT	Sta. 537 + 56	Pole & Aerial Phone	Culvert/ Driveway	Relocate	AT&T
US 24/ IL9	55' RT	Sta. 539 + 13	Pole & Aerial Phone	Earthwork	Relocate	AT&T
US 24/ IL9	60' RT	Sta. 541 + 39	Pole & Aerial Phone	Tree Removal	Relocate	AT&T
US 24/ IL9	68' RT	Sta. 544 + 60	Pole, Aerial Phone, & Pedestal	Earthwork	Relocate	AT&T
US 24/ IL9	Variable	Rt Sta. 544 + 85 to Rt Sta. 559 + 25	Buried Phone Cable	Earthwork	Relocate	AT&T

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	20100500	TREE REMOVAL, ACRES	ACRE	0.75	0.75	0.75			
	20200100	EARTH EXCAVATION	CU YD	5595	5750			5595	5750
	20400800	FURNISHED EXCAVATION	CU YD	16820	16255			16820	16255
	20800150	TRENCH BACKFILL	CU YD	272	272	272			
	21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	341	341	341			
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	24536	24536	24536			
	25000210	SEEDING, CLASS 2A	ACRE	5.25	5.25	5.25			
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	457	457	457			
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	457	457	457			
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	457	457	457			
**	25000750	MOWING	ACRE	5.25	5.25	5.25			
	25100115	MULCH, METHOD 2	ACRE	5.25	5.25	5.25			
	25100630	EROSION CONTROL BLANKET	SQ YD	24536	24536	24536			
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	487	487	487			

** THIS ITEM IS PAID FOR 100% WITH STATE FUNDS

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE NHPP - 80% STATE - 20% 0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	28000305	TEMPORARY DITCH CHECKS	FOOT	470	470	470			
	28000400	PERIMETER EROSION BARRIER	FOOT	5115	5115	5115			
	28000500	INLET AND PIPE PROTECTION	EACH	12	12	12			
	28000510	INLET FILTERS	EACH	6	6	6			
	28100105	STONE RIPRAP, CLASS A3	SQ YD	59	59	59			
	28100107	STONE RIPRAP, CLASS A4	SQ YD	53	53	53			
	28100109	STONE RIPRAP, CLASS A5	SQ YD	2209	2209		2209		
	28200200	FILTER FABRIC	SQ YD	2063	2063	112	1951		
	31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	11645	11645	11645			
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	479	479	479			
	31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD		10816				10816
	35100500	AGGREGATE BASE COURSE, TYPE A 6"	SQ YD	1009	1009	1009			
	40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	20541	7218			20541	7218
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	206	206	206			

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	40603205	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	30	30	30			
	40603535	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	39	39	39			
	40701831	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 7 1/2"	SQ YD	345	345	345			
	40701861	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9"	SQ YD	658	658	658			
	40701896	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10 3/4"	SQ YD	8350				8350	
	42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	360	360	360			
	42000401	PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)	SQ YD		8350				8350
	42001300	PROTECTIVE COAT	SQ YD	730	11357			730	11357
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	264	264	264			
	44000100	PAVEMENT REMOVAL	SQ YD	3337	3337	3337			
	44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	564	564	564			
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	429	429	429			
	44004000	PAVED DITCH REMOVAL	FOOT	397	397	397			
	44004250	PAVED SHOULDER REMOVAL	SQ YD	1757	1757	1757			

MW Midwest Engineering Associates, Inc.

USER NAME = MWEA
PLOT SCALE = 2.0000 ' / in.
PLOT DATE = 3/19/2021

DESIGNED - KMC
DRAWN - KRS DLC
CHECKED - RDC
DATE - 03/17/21

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
SUMMARY OF QUANTITES

SCALE: NONE | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	10

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT

REV. 4/2/21

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	39	39	39			
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	132	132	132			
	48203013	HOT-MIX ASPHALT SHOULDERS, 4"	SQ YD	564	564	564			
	48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	2942	665			2942	665
	48300400	PORTLAND CEMENT CONCRETE SHOULDERS 9"	SQ YD		2277				2277
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1		1		
	50105220	PIPE CULVERT REMOVAL	FOOT	463	463	463			
	50200100	STRUCTURE EXCAVATION	CU YD	542	542		542		
	50200300	COFFERDAM EXCAVATION	CU YD	991	991		991		
	50201121	COFFERDAM (TYPE 2) (LOCATION 1)	EACH	1	1		1		
	50300225	CONCRETE STRUCTURES	CU YD	419.3	419.3		419.3		
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	758.3	758.3		758.3		
	50300260	BRIDGE DECK GROOVING	SQ YD	2918	2918		2918		
	50300265	SEAL COAT CONCRETE	CU YD	178	178		178		

		SUMMARY OF QUANTITIES				FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	50300300	PROTECTIVE COAT	SQ YD	3240	3240		3240		
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1		1		
	50500505	STUD SHEAR CONNECTORS	EACH	11130	11130		11130		
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	242010	242010		242010		
	50800515	BAR SPLICERS	EACH	1021	1021		1021		
	50800530	MECHANICAL SPLICERS	EACH	322	322		322		
	51201610	FURNISHING STEEL PILES, HP12X63	FOOT	1107	1107		1107		
	51201710	FURNISHING STEEL PILES, HP12X84	FOOT	871	871		871		
	51202305	DRIVING PILES	FOOT	1978	1978		1978		
	51203610	TEST PILE STEEL, HP12X63	EACH	1	1		1		
	51203710	TEST PILE STEEL, HP12X84	EACH	2	2		2		
	51500100	NAME PLATES	EACH	1	1		1		
	52000110	PREFORMED JOINT STRIP SEAL, 2 5/8"	FOOT	168.5	168.5		168.5		
	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	14	14		14		

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	52100520	ANCHOR BOLTS, 1"	EACH	56	56		56		
	52100540	ANCHOR BOLTS, 1-1/2"	EACH	28	28		28		
	52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	3963	3963	3023	940		
	54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1	1			
	54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	3	3	3			
	54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1	1			
	54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2	2	2			
	54262721	METAL FLARED END SECTIONS 21"	EACH	1	1	1			
	54262736	METAL FLARED END SECTIONS 36"	EACH	2	2	2			
	542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	37	37	37			
	542D0226	PIPE CULVERTS, CLASS D, TYPE 1 21"	FOOT	71	71	71			
	542D0241	PIPE CULVERTS, CLASS D, TYPE 1 36"	FOOT	10	10	10			
	542D1081	PIPE CULVERTS, CLASS D, TYPE 2 36"	FOOT	43	43	43			
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	13	13	13			

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	27	27	27			
	550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	60	60	60			
	550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	122	122	122			
	550A0130	STORM SEWERS, CLASS A, TYPE 1 27"	FOOT	82	82	82			
	550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	597	597	597			
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	186	186		186		
	60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	3	3	3			
	60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	24	24	24			
	60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1	1			
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	1			
	60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	4	4	4			
	60224005	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 8 GRATE	EACH	1	1	1			
	60240303	INLETS, TYPE B, TYPE 9 FRAME AND GRATE	EACH	2	2	2			
	60500060	REMOVING INLETS	EACH	1	1	1			

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	60600095	CLASS SI CONCRETE (OUTLET)	CU YD	0.9	0.9	0.9			
	60607400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24	FOOT	270	270	270			
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	525	525	525			
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3	3			
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3	3			
	63200310	GUARDRAIL REMOVAL	FOOT	595	595	595			
	64300430	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 2	EACH	1	1	1			
*	66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	13	13	13			
*	66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	5	5	4	1		
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	24	24	24			
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	1			
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1	1			
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1	1			
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	2	2	2			

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	18	18			
	67100100	MOBILIZATION	LSUM	1	1	1			
*	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	300	300	300			
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	300	300	300			
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	59	59	59			
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	19	19	19			
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	36000	36000	36000			
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	2650	2650	2650			
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2390	2390	2390			
	70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	75	75	75			
	70500665	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1	1			
	70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	3	3	3			
	70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	2			
*	72000100	SIGN PANEL - TYPE 1	SQ FT	9	9	9			

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
*	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	9	9	9			
*	72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	1	1	1			
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3	3			
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	14	14	14			
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	11362	11362	11362			
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	17	17	17			
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	64	64	64			
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	15	15	15			
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10	10			
	X0322936	REMOVE EXISTING FLARED END SECTION	EACH	3	3	3			
	X0323660	DROP BOX NO.1	EACH	1	1	1			
	X0327112	STUMP REMOVAL, ACRES	ACRE	1.75	1.75	1.75			
	X0327423	CONNECTION TO EXISTING CULVERT	EACH	2	2	2			
	X1200055	INFILTRATION AGGREGATE	CU YD	42	42	42			

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	X2010400	STUMP REMOVAL ONLY	UNIT	103	103	103			
	X4020700	AGGREGATE SURFACE COURSE, TYPE B 8"	SQ YD	329	329	329			
	X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	3167	3167	3167			
	X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	558.4	558.4		558.4		
	X5040100	PRECAST BRIDGE APPROACH SLAB	SQ FT	4875	4875		4875		
	X6062700	CONCRETE GUTTER, TYPE A (SPECIAL)	FOOT	114	114	114			
	X6670109	PERMANENT SURVEY TIES	EACH	5	5	5			
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1	1			
	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	12000	12000	12000			
	X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	1270	1270	1270			
	X7050165	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	EACH	1	1	1			
	Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	171	171	171			
	Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	215	215	215			
	Z0004638	PAVEMENT BREAKING	SQ YD	2711	2711	2711			

SUMMARY OF QUANTITIES						FUNDING CATEGORY \ CONSTRUCTION TYPE CODE			
						NHPP - 80% STATE - 20%			
						0004	00010	0004	0004
SPECIALTY ITEM	PAY CODE	PAY ITEM	UNIT	TOTAL QUANTITY 1,2, ALT A	TOTAL QUANTITY 1,2, ALT B	ROADWAY CORE ITEMS (1)	BRIDGE (2)	ROADWAY (ALT A)	ROADWAY (ALT B)
	Z0007601	BUILDING REMOVAL NO. 1	L SUM	1	1	1			
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	1			
	Z0022800	FENCE REMOVAL	FOOT	550	550	550			
*	Z0024475	TUBULAR MARKER	EACH	77	77	77			
	Z0034105	MATERIAL TRANSFER DEVICE	TON	8770	2723			8770	2723
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	250	250		250		
	Z0062456	TEMPORARY PAVEMENT	SQ YD	4677	4677	4677			
Ø	Z0076600	TRAINEES	HOUR	1,000	1,000	1,000			
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000	1,000			

Ø 0042

MW
Midwest Engineering
Associates, Inc.

USER NAME = MWEA	DESIGNED - KMC	REVISED -
	DRAWN - KRS DLC	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - RDC	REVISED -
PLOT DATE = 3/19/2021	DATE - 03/17/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
SUMMARY OF QUANTITES

SCALE: NONE | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	19

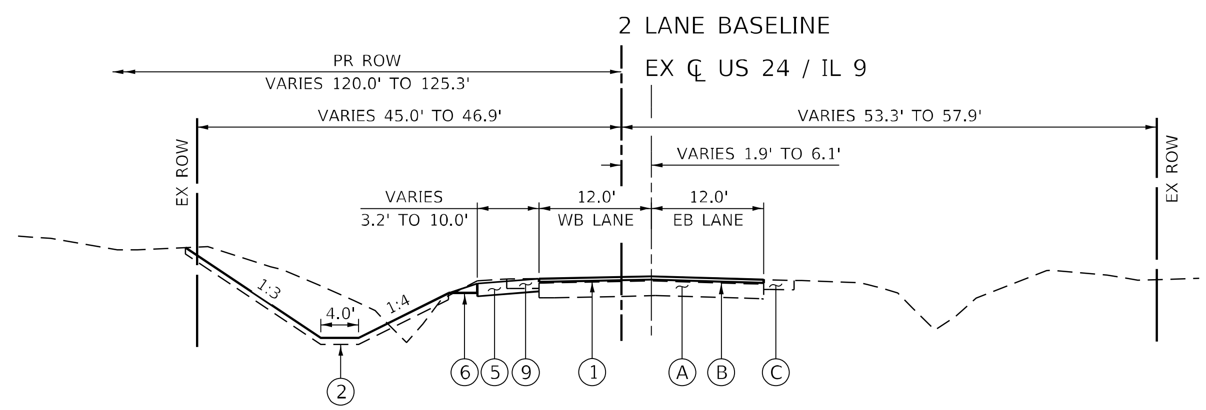
CONTRACT NO. 68D34

ILLINOIS | FED. AID PROJECT

REV. 5/3/21 REV. 4/20/21 REV. 4/2/21

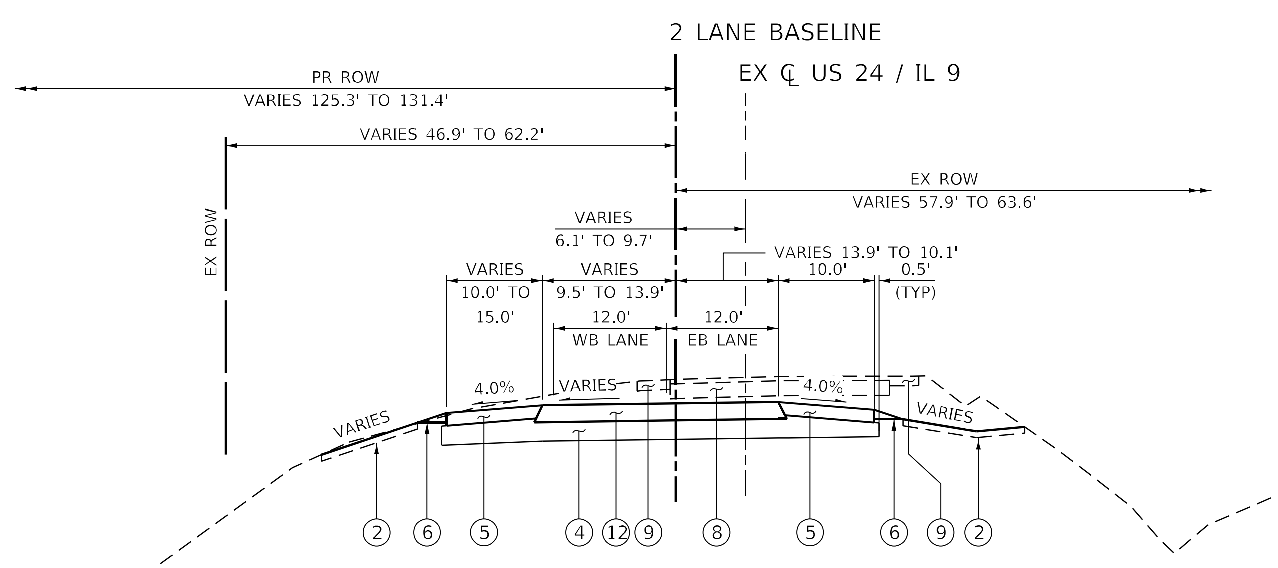
LEGEND

- (A) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- (B) EXISTING BITUMINOUS CONCRETE SURFACE, 4.75"
- (C) EXISTING PAVED SHOULDER
- (1) POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX D, N50, 2"
- (2) SEEDING, CLASS 2A AND TOPSOIL, 4"
- (3) HMA PAVEMENT FULL DEPTH, 10.75"
- (4) SUBBASE GRANULAR MATERIAL, TYPE A 12"
- (5) HMA SHOULDERS, 8"
- (6) AGGREGATE WEDGE SHOULDER, TYPE B
- (7) COMB CC&G TB9.24
- (8) PAVEMENT REMOVAL
- (9) PAVED SHOULDER REMOVAL
- (10) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (11) HMA STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL
- (12) HMA PAVEMENT FULL DEPTH, 9"
- (13) HMA PAVEMENT FULL DEPTH, 7.5"
- (14) AGGREGATE BASE COURSE, TYPE A, 6"



PROPOSED TYPICAL SECTION

(STA 532+25 TO STA 535+00)



PROPOSED TYPICAL SECTION

(STA 535+00 TO STA 537+50)

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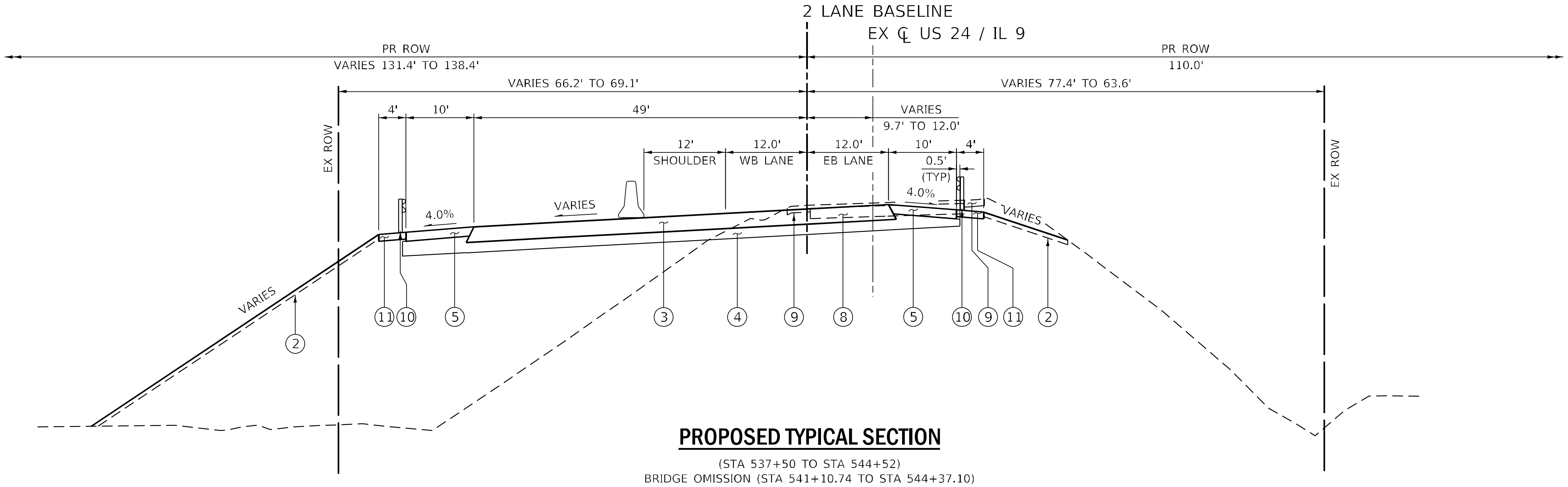
QEI QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - RG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS FINAL – BASE BID & ALTERNATE BID
		DRAWN - RG	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - MV	REVISED -		
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -		SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	20
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

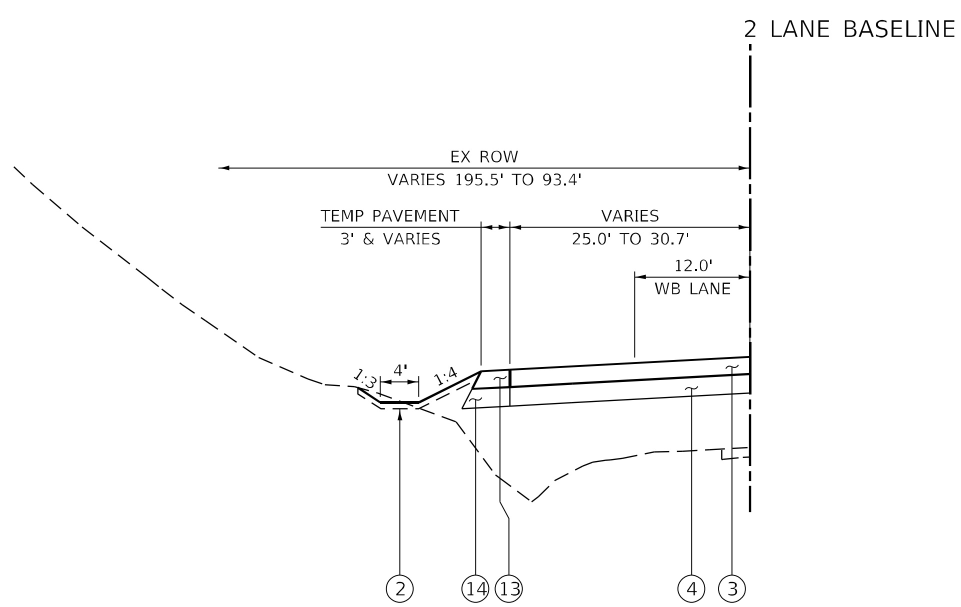


PROPOSED TYPICAL SECTION

(STA 537+50 TO STA 544+52)
BRIDGE OMISSION (STA 541+10.74 TO STA 544+37.10)

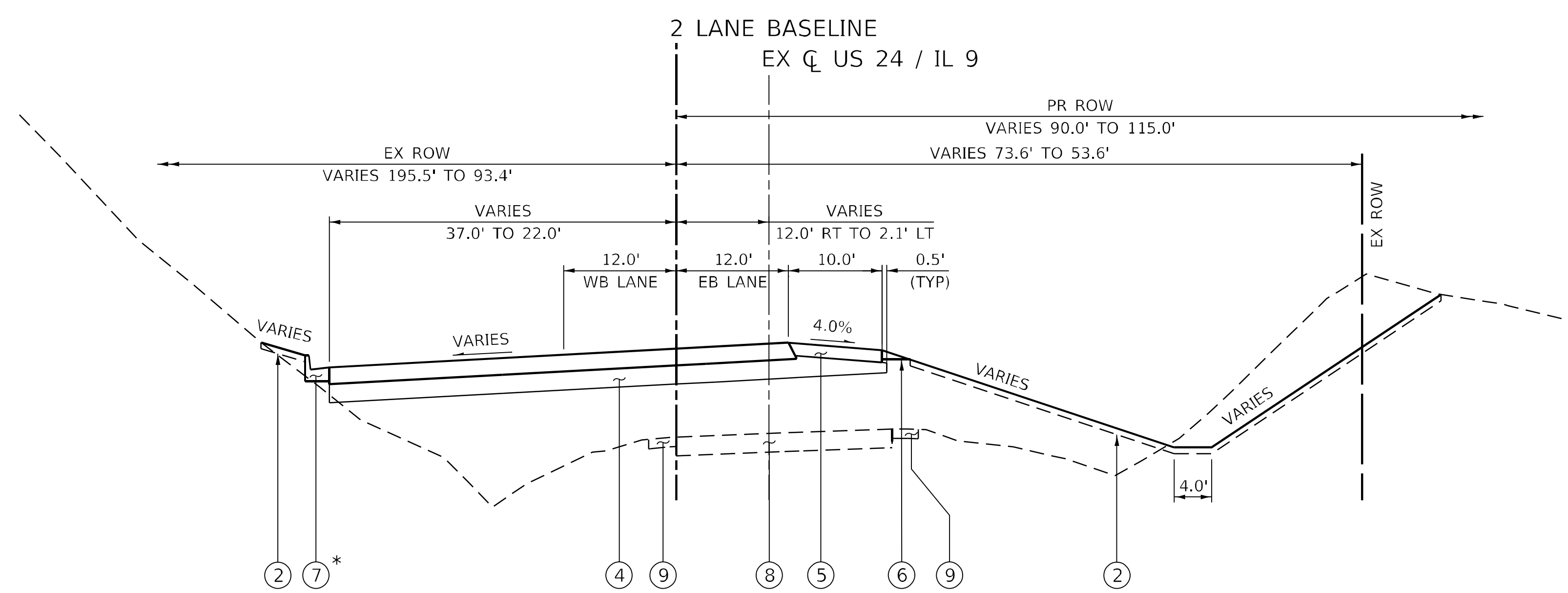
LEGEND

- (A) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- (B) EXISTING BITUMINOUS CONCRETE SURFACE, 4.75"
- (C) EXISTING PAVED SHOULDER
- (1) POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX D, N50, 2"
- (2) SEEDING, CLASS 2A AND TOPSOIL, 4"
- (3) HMA PAVEMENT FULL DEPTH, 10.75"
- (4) SUBBASE GRANULAR MATERIAL, TYPE A 12"
- (5) HMA SHOULDERS, 8"
- (6) AGGREGATE WEDGE SHOULDER, TYPE B
- (7) COMB CC&G TB9.24
- (8) PAVEMENT REMOVAL
- (9) PAVED SHOULDER REMOVAL
- (10) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (11) HMA STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL
- (12) HMA PAVEMENT FULL DEPTH, 9"
- (13) HMA PAVEMENT FULL DEPTH, 7.5"
- (14) AGGREGATE BASE COURSE, TYPE A, 6"



PROPOSED TYPICAL SECTION

(LT STA 547+50 TO STA 559+50)



* STA 545+36 TO STA 547+50

PROPOSED TYPICAL SECTION

(STA 544+52 TO STA 557+64)
ROSKAMP ROAD OMISSION (STA 544+52 TO STA 545+36)

MODEL: Default
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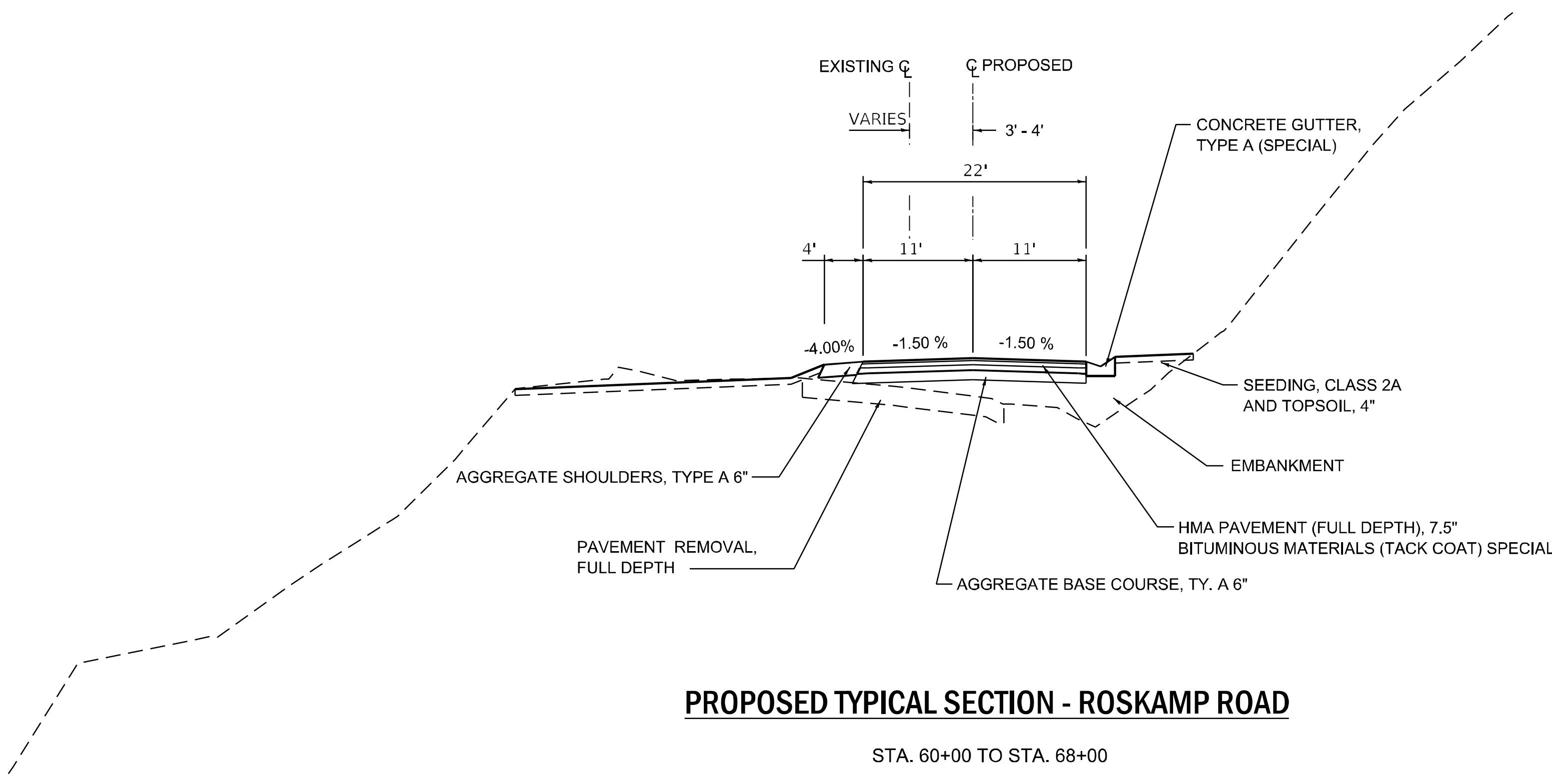
QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - RG	REVISED -
		DRAWN - RG	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - MV	REVISED -
	PLOT DATE = 3/16/2021	DATE - 3/16/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS FINAL – BASE BID

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	21
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		



PROPOSED TYPICAL SECTION - ROSKAMP ROAD

STA. 60+00 TO STA. 68+00

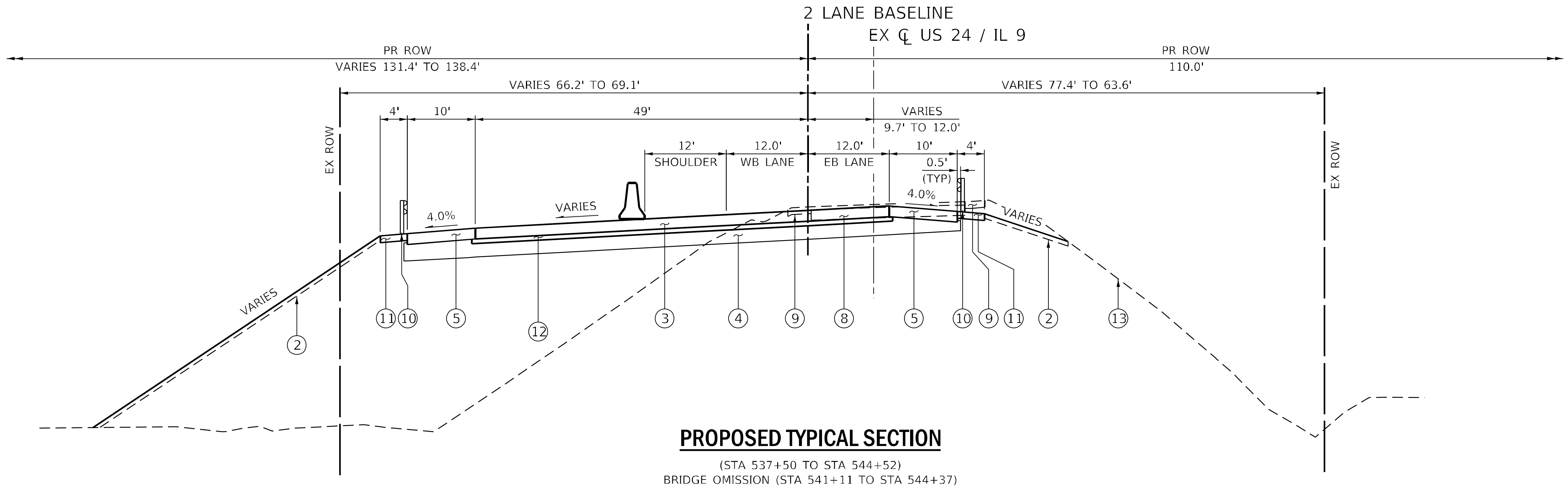
MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -
		DRAWN - KRS DLC	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - RDC	REVISED -
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
TYPICAL SECTION – ROSKAMP ROAD

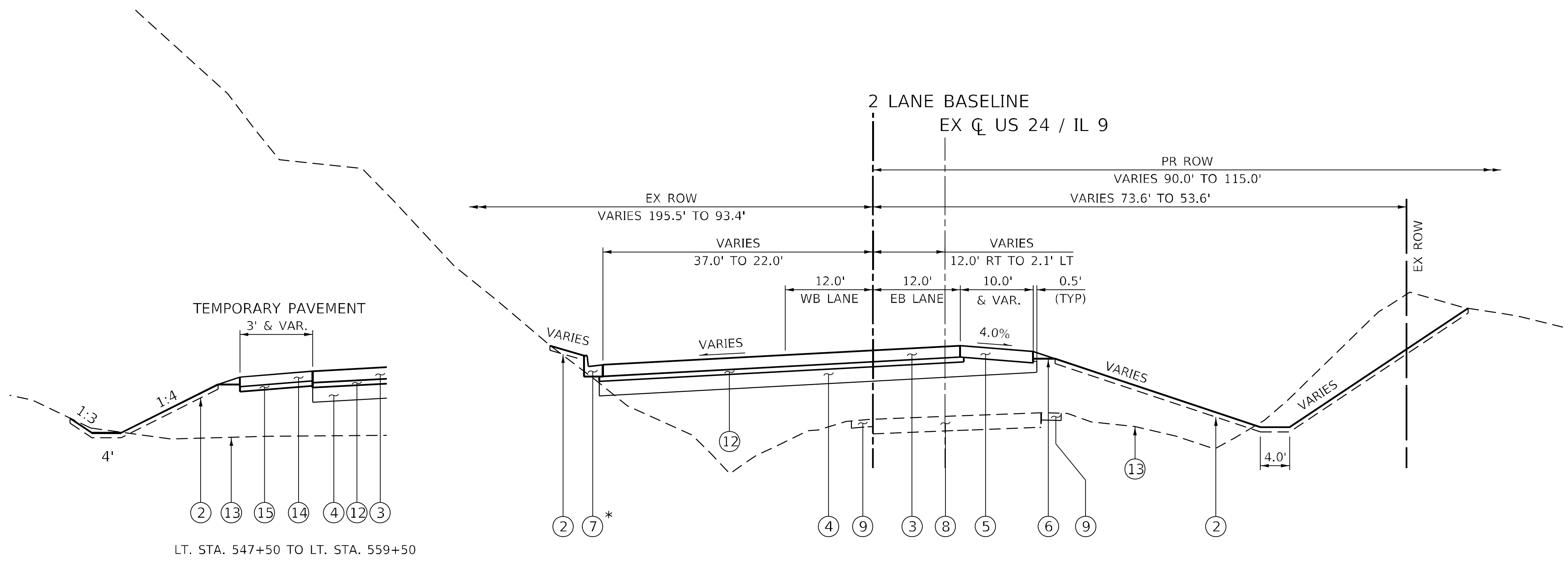
SCALE: NONE | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	22
		CONTRACT NO. 68D34		
	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION

(STA 537+50 TO STA 544+52)
BRIDGE OMISSION (STA 541+11 TO STA 544+37)



* STA 545+36 TO STA 547+50 ONLY

PROPOSED TYPICAL SECTION

(STA 544+52 TO STA 557+64)
ROSKAMP ROAD OMISSION (STA 544+52 TO STA 545+36)

LEGEND

- (A) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- (B) EXISTING BITUMINOUS CONCRETE SURFACE, 4.75"
- (C) EXISTING PAVED SHOULDER
- (1) POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX D, N50, 2"
- (2) SEEDING, CLASS 2A AND TOPSOIL, 4"
- (3) PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)
- (4) SUBBASE GRANULAR MATERIAL, TYPE A 12"
- (5) PCC SHOULDERS, 9"
- (6) AGGREGATE WEDGE SHOULDER, TYPE B
- (7) COMB CC&G TB9.24
- (8) PAVEMENT REMOVAL
- (9) PAVED SHOULDER REMOVAL
- (10) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- (11) HMA STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL
- (12) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
- (13) EXISTING GROUND
- (14) HMA PAVEMENT (FULL DEPTH 7.5")
- (15) AGGREGATE BASE COURSE, TYPE A, 6"

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK PCC TYPICAL SECTIONS - ALTERNATE BID
		DRAWN - KRS DLC	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - RDC	REVISED -		
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -		SCALE: NONE · SHEET OF SHEETS · STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	23
		CONTRACT NO. 68D34		
		ILLINOIS	FED. AID PROJECT	

REMOVAL ITEMS				HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	DRIVEWAY PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	PAVED DITCH REMOVAL	GUARDRAIL REMOVAL	TEMPORARY PAVEMENT REMOVAL	PAVEMENT BREAKING	BUILDING REMOVAL NO. 1	FENCE REMOVAL
LOCATION			LT /RT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT	FOOT	SQ YD	SQ YD	L SUM	FOOT
STA. 533+50.00		STA. 533+90.00		102										
STA. 558+66.00		STA. 559+06.00		104										
STA. 535+00.00		STA. 541+48.55			1,669									
STA. 554+00.00		STA. 556+00.00			911									
STA. 556+00.00		STA. 558+00.00			520									
STA. 61+50.00		STA. 62+48.00			237									
STA. 545+00.00		STA. 559+50.00	LT			564								
STA. 532+23.16		STA. 532+85.95	RT				95							
STA. 533+42.42		STA. 533+94.42	RT				88							
STA. 534+22.92		STA. 533+86.66	RT				100							
STA. 536+59.97		STA. 536+93.65	RT				19							
STA. 537+48.03		STA. 537+82.73	RT				21							
STA. 548+65.83		STA. 548+82.47	RT				68							
STA. 550+60.29		STA. 551+00.00	RT				38							
STA. 532+25.00		STA. 541+48.55	LT					337						
STA. 532+23.00		STA. 541+48.55	RT					310						
STA. 544+32.00		STA. 560+50.00	RT					552						
STA. 545+00.00		STA. 559+50.00	LT					558						
STA. 534+15.15		STA. 535+83.04	LT						169.5					
STA. 537+01.38		STA. 537+54.05	RT						50.9					
STA. 537+83.47		STA. 538+40.58	RT						55.8					
STA. 544+14.38		STA. 545+00.00	RT						89.0					
STA. 557+75.00			LT						32.0					
STA. 539+84.00		STA. 541+50.15	LT							166.2				
STA. 539+24.62		STA. 541+50.53	RT							225.9				
STA. 544+28.93		STA. 545+92.97	RT							164.0				
ROSKAMP RD										38.2				
532+24	-	537+50	RT								551			
545+92	-	551+50	RT								815			
551+50	-	560+50	RT								1801			
ROSKAMP RD												186.7		
STA. 544+32.14		STA. 554+00.00										2,524		
STA. 533+54.10			LT										1	
STA. 550+50.00		STA. 556+00.00	RT											550
		TOTAL		206	3,337	564	429	1,757	397	595	3,167	2,711	1	550

TREE REMOVAL				TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)	TREE REMOVAL, ACRES	STUMP REMOVAL ACRES	STUMP REMOVAL ONLY
STATION		STATION	LT /RT	UNIT	UNIT	ACRES	ACRE	UNIT
STA. 535+05.00		STA. 543+00.00	LT			0.33		
STA. 550+90.00		STA. 553+85.00	RT			0.12		
STA. 554+64.00		STA. 560+00.00	RT			0.20		
STA. 535+08.00		STA. 542+85.00	LT				0.61	
STA. 539+10.00		STA. 542+85.00	RT				0.19	
STA. 543+68.00		STA. 554+35.00	LT				0.18	
STA. 543+68.00		STA. 544+80.00	RT				0.12	
STA. 544+88.00		STA. 555+10.00	LT				0.52	
STA. 550+25.00		STA. 550+70.00	RT				0.01	
STA. 536+53.00			53 RT					16
STA. 546+15.00			67 RT					6
STA. 546+25.00			66 RT					6
STA. 546+35.00			66 RT					7
STA. 546+42.00			69 RT					7
STA. 546+54.00			67 RT					7
STA. 547+46.00			66 RT					6
STA. 547+57.00			66 RT					6
STA. 547+67.00			66 RT					6
STA. 549+57.00			60 RT					6
STA. 549+63.00			72 RT					6
STA. 557+50.00			108 LT					17
STA. 557+54.00			108 LT					7
			TOTAL	0	0	0.65	1.63	103

CULVERT AND STRUCTURE REMOVAL				PIPE CULVERT REMOVAL	REMOVING INLETS	REMOVING EXISTING FLARED END SECTION
LOCATION			LT /RT	FOOT	EACH	EACH
STA. 532+38.94		STA. 532+87.88	31.38 RT	48.9		
STA. 532+88.66		STA. 533+15.20	24.87 LT	26.5		
STA. 533+38.92		STA. 533+93.76	33.31 RT	54.8		
STA. 533+90.98		STA. 534+14.17	24.62 LT	23.2		
STA. 534+23.91		STA. 534+78.06	38.82 RT	54.1		
STA. 536+65.73		STA. 537+01.38	40.29 RT	35.6		
STA. 537+54.05		STA. 537+83.47	49.59 RT	29.4		
STA. 544+38.34		STA. 544+94.80	51.58 LT	56.5		
STA. 550+66.89		STA. 550+95.60	34.90 RT	28.7		
STA. 551+84.21		STA. 552+08.00	28.09 LT	23.0		
STA. 552+64.87		STA. 553+23.91	LT-RT	81.6		
STA. 532+85.65			24.87 LT		1	
STA. 553+23.72			23.82 RT			1
STA. 557+68.52			37.10 RT			1
STA. 557+75.16			34.28 LT			1
		TOTAL		463	1	3

STORM SEWER AND CULVERTS				TRENCH BACKFILL	P CUL CL D 1 15	P CUL CL D 1 21	P CUL CL D 1 36	P CUL CL D 2 36	STORM SEW CL A 1 12	STORM SEW CL A 1 15	STORM SEW CL A 1 18	STORM SEW CL A 1 24	STORM SEW CL A 1 27	STORM SEW CL A 1 30
PIPE NO.	STRUCTURE	TO	STRUCTURE	CU YD	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
P100	100	-	101	11.2		71.3								
P104	104	-	105	13.8								122.0		
P105	105	-	106	31.0										83.7
P106	106	-	107	25.8										64.3
P107	107	-	109											169.1
P108	108	-	107						12.6					
P109	109	-	110	25.6										81.3
P110	110	-	111	28.8										59.9
P200	200	-	201	4.7							60.0			
P201	203	-	204	17.7	37.2									
P300	300	-	301	112.9									81.6	
P302	302	-	301							26.8				
P303	301	-	303											138.4
P304	304	-	EX RCP				9.8							
P305	EX RCP	-	305					42.6						
			TOTAL	271.5	37.2	71.3	9.8	42.6	12.6	26.8	60.0	122.0	81.6	596.7

PAVEMENT MARKING					MOD URETH PM LINE 4	MOD URETH PM LINE 24	RAISED REFL PAVT MKR	RAISED REF PVT MK REM
	STATION	TO	STATION		FOOT	FOOT	EACH	EACH
SOLID WHITE								
	532+25		541+10	LT/RT	1770			
	541+10		544+37	LT/RT	654			
	544+37		559+06	LT/RT	2938			
	61+07		62+43	LT/RT	272			
DOUBLE YELLOW								
	532+25		541+10		1770		22	
	541+10		544+37		654			
	544+37		559+06		2938		37	
	61+07		62+90		366		5	
STOP BAR								
	061+25			LT		17		
	532+25		535+00					10
TOTAL					11362	17	64	10

DESCRIPTION			PRC FLAR END SEC 12	PRC FLAR END SEC 15	PRC FLAR END SEC 18	PRC FLAR END SEC 30	METAL FL END SEC 21"	METAL FL END SEC 36"	MAN TA 4 DIA T8G	MAN TA 5 DIA T1F CL	MAN TA 5 DIA T8G	MAN TA 6 DIA T8G	INLETS TB T9F&G	DROP BOX NO. 1	CONNECT EXIST CULVERT
STRUCTURE NO.	STATION	OFFSET	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
100	532+85.8	25.9 LT											1		
101	533+30.6	30.1 LT					1								
104	532+20.4	31.1 RT							1						
105	533+38.9	32.9 RT									1				
106	534+22.4	37.8 RT									1				
107	534+86.7	38.9 RT										1			
108	534+76.2	46.0 RT	1												
109	536+55.9	38.7 RT									1				
110	537+36.9	46.5 RT									1				
111	537+96.3	54.0 RT				1									
201	61+96.3	11.8 RT											1		
202	62+11.9	45.9 LT			1										
203	550+63.3	45.1 RT		1											
204	550+98.0	62.9 RT		1											
300	552+65.4	31.7 LT												1	
301	553+25.1	26.3 RT								1					
302	553+09.2	47.8 RT		1											
303	554+47.2	88.6 RT				1									
304	557+74.4	47.8 LT						1							
305	557+77.4	80.4 RT						1							
P304	557+73.0	LT													1
P305	557+73.0	RT													1
		TOTAL	1	3	1	2	1	2	1	1	4	1	2	1	2

GUARDRAIL AND MISC ITEMS				SPBGR TY A 6FT POSTS	TR BAR TRM T6	TR BAR TRM T1 SPL TAN	IMP ATTEN NRD TL2	FUR ERECT ROW MARKERS	PERM SURV MKRS T1	TERMINAL MARKER-DA	GRDRAIL REF TYPE A	PERM SURVEY TIES	TUBULAR MARKER	CONSTRUCTION LAYOUT
STATION	TO	STATION		FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LSUM
US24 & ROSKAMP RD														1
538+52.5		541+02.5	RT	250.0							4			
544+44.5		545+07.0	RT	62.5							2			
538+91.9		541+04.4	LT	212.5							3			
541+40.0			RT		1						1			
544+07.0			RT		1						1			
541+38.9			LT		1						1			
538+02.5			RT			1				1	1			
545+57.0			RT			1				1	1			
538+47.3			LT			1				1	1			
544+07			LT				1							
547+00.00			90.00 RT					1						
549+23.09			90.00 RT					1						
553+50.00			90.00 RT					1						
554+50.00			120.00 RT					1						
555+50.00			120.00 RT					1						
532+86.34			44.34 LT					1						
532+83.28			120.00 LT					1						
544+03.64			135.00 LT					1						
554+50.00			110.00 RT					1						
557+00.00			115.00 RT					1						
557+63.68			115.00 RT					1						
559+14.60			115.00 RT					1						
565+31.10			115.00 RT					1						
541+42.60			25.2 RT						1					
538+78.39			18.83 LT						1					
539+24.21			36.33 LT						1					
546+76.87			18.50 LT						1					
549+06.77			18.50 LT						1					
537+50		554+07	LT										66	
RADIUS			LT										2	
545+35		547+50	LT										9	
TOTAL				525.0	3	3	1	13	5	3	15	5	77	1

LANDSCAPING					TOPSOIL FURN & PLACE 4	SEEDING CL 2A	NITROGEN FERT NUTR	PHOSPHORUS FERT NUTR	POTASSIUM FERT NUTR	MOWING	MULCH METHOD 2	EROS CONTR BLANKET	STONE DUMP RIPRAP CLA3	STONE DUMP RIPRAP CLA4	FILTER FABRIC
STATION	TO	STATION		SQ FT	SQ YD	ACRE	POUND	POUND	POUND	ACRE	ACRE	SQ YD	SQ YD	SQ YD	SQ YD
532+78		541+41	LT	60,020	6669	1.38	124	124	124	1.38	1.38	6669			
543+64		544+50	LT	5,359	595	0.12	11	11	11	0.12	0.12	595			
062+48		559+51	LT	38,200	4244	0.88	79	79	79	0.88	0.88	4244			
532+00		532+53	RT	1,858	206	0.04	4	4	4	0.04	0.04	206			
532+86		533+52	RT	1,813	201	0.04	4	4	4	0.04	0.04	201			
533+74		534+25	RT	1,561	173	0.04	3	3	3	0.04	0.04	173			
534+55		536+76	RT	5,385	598	0.12	11	11	11	0.12	0.12	598			
536+90		537+62	RT	1,992	221	0.05	4	4	4	0.05	0.05	221			
537+73		541+41	RT	14,317	1591	0.33	30	30	30	0.33	0.33	1591			
544+07		548+67	RT	18,757	2084	0.43	39	39	39	0.43	0.43	2084			
548+81		550+78	RT	7,686	854	0.18	16	16	16	0.18	0.18	854			
550+88		560+27	RT	63,898	7100	1.47	132	132	132	1.47	1.47	7100			
538+10			RT											27	27
554+53			RT											27	27
62+08.0			LT										59		59
TOTAL					24536	5.07	457	457	457	5.07	5.07	24536	59	54	112

MAINTENANCE OF TRAFFIC				TR CONT SURVEILLANCE	CHANGEABLE MESSAGE SN	SHORT TERM PAVT MKING	SHRT TRM PAVT MK REM	TEMP PVT MK LINE 4	TEMP CONC BARRIER	REL TEMP CONC BARRIER	TEMP SPBGR TY A	TEMP TR BAR TERM T6	IMP ATTN TEMP NRD TL3	IMP ATTN REL NRD TL3	TRAF CONT & PROT SPL	TEMP PAVT MKING REMOV	PIN TEMP CONC BARRIER	TEMP TR BAR TM T1 SPL
	STATION	TO	STATION	CAL DA	CAL DA	FOOT	SQ FT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	L SUM	SQ FT	EACH	EACH
US 24 / IL 9				300.0	300.0										1			
ALL STAGES	532+60		RT															
	533+25		LT															
	533+70		RT															
	534+60		RT															
	536+80		RT															
	537+65		RT															
	548+75		RT															
	550+80		RT															
PRE-STAGE	531+00		561+00					12000								4000		
STAGE 1	531+00		561+00					12000								4000		
	532+50		540+30						780								374	
	537+55		539+30						175								84	
	541+50		558+40						1690								811	
	544+30		545+93								75.0							
	544+30		RT									1						
	545+93		RT															1
	532+50		LT										1					
	537+55		RT										1					
	558+40		LT										1					
STAGE 2	531+00		561+00					12000								4000		
	534+35		558+25							2390								
	534+35		RT											1				
	558+25		RT											1				
STAGE 3																		
	532+25	-	541+10			22	7											
	544+38	-	559+06			37	12											
TOTAL				300	300	59	19	36000	2645	2390	75.0	1	3	2	1	12000	1270	1

MISC PCC ITEMS					PVT CON PCC BR APP SL	PCC DRIVEWAY PAVT 8	CLASS SI CONC OUTLET	COMB CC&G TB9.24	CONC GUTTER TA SPL	PROTECTIVE COAT
SHEET NO.	STATION	TO	STATION		SQ YD	SQ YD	CU YD	FOOT	FOOT	SQ YD
MOT	540+90.7	-	541+10.7		180					180
	544+37.1	-	544+57.1		180					180
30	532+65	-		RT		120				120
	533+65	-		RT		70				70
	534+60	-		RT		74				74
32	61+87	-	61+90	RT			0.93			6
31	61+58	-	547+50	RT				270		75
31	61+58	-	62+45	RT					114	25
TOTAL					360	264	0.93	270	114	730

BASE BID -- HMA ITEMS					SUB GRAN MAT A 12	HMA PAVT FD 10 3/4	HMA SHOULDERS 8	P BIT MATLS TACK CT	MATL TRANSFER DEVICE
SHEET NO.	STATION	TO	STATION		SQ YD	SQ YD	SQ YD	POUND	TON
30,31,32 (P&P)	537+50		540+90		3102	2303	799	3829	1745
30,31,32 (P&P)	544+57		557+64		7525	6047	1478	9494	4303
TOTAL					10627	8350	2277	13323	6047

ALTERNATE BID -- PCC ITEMS					SUB GRAN MAT A 12	STAB SUBBASE HMA 4	PCC PVT 9 JOINTED	PCC SHOULDER 9	PROTECTIVE COAT
SHEET NO.	STATION	TO	STATION		SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
30,31,32 (P&P)	537+50		540+90		3102	3140	2303	799	3102
30,31,32 (P&P)	544+38		557+64		7525	7676	6047	1478	7525
TOTAL					10627	10816	8350	2277	10627

MODEL: $MODELNAME$
FILE NAME: S:\Engineering\Projects\Illinois Department of Transportation\20190103 Ph 2 Design US24 IL9 Bridge Replacement\400 CAD\403 Plans\SCH OF QUANTITIES.dgn

USER NAME = MWEA	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/19/2021	DATE - 03/17/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
SCHEDULE OF QUANTITIES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	27
		CONTRACT NO. 68D34		
		ILLINOIS	FED. AID PROJECT	

HMA PAVEMENT					P HMA BC IL-9.5 N50	HMA SC IL-9.5 D N50	HMA PAVT FD 7 1/2	HMA PAVT FD 9	HMA SHOULDERS 4	HMA SHOULDERS 8	HMA DRIVEWAY PAVT 6	MATL TRANSFER DEVICE	TEMP PAVEMENT	P BIT MATLS TACK CT
SHEET NO.	STATION	TO	STATION		TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	SQ YD	POUND
30, (P&P)	533+50	-	535+00			14.5						14.5		174
32, (P&P)	557+64	-	559+06		29.6	24.7						24.7		328
37	ROSKAMP RD						345					144.9		155
33	557+64	-	559+50	LT								73.9	176	158
Temp Pvmt	523+25	-	537+50	LT								448.1	1067	960
Temp Pvmt	532+24	-	537+50	RT								231.6	551	496
Temp Pvmt	545+92	-	551+50	RT								342.3	815	734
Temp Pvmt	551+50	-	560+50	RT								756.4	1801	1621
Temp Pvmt	546+00	-	554+00	LT								112.0	267	240
30, (P&P)	535+00		537+50					658				276.5		889
30,31,32 (P&P)	532+25		537+50	RT						489		219.3		441
30,31,32 (P&P)	557+64		560+50	RT						175		78.5		158
41	545+00	-	559+50	LT					564					254
		-												
31	548+75	-		RT							114			51
31	550+80	-		RT							101			45
		-												
TOTAL					**29.6**	**39.2**	**345**	**658**	**564**	**665**	**215**	**2723**	**4677**	**6704**

SIGNING SCHEDULE					SIGN PANEL - TYPE 1	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	TELESCOPING STEEL SIGN SUPPORT
STATION	LT/RT	SIGN CODE	DIMENSION	DESCRIPTION	(SQ FT)	(EACH)	(EACH)	(FOOT)
532+91	LT	W14-3	48" X 48" X36"	NO PASSING ZONE		1		
535+10	RT	W2-2L	30" X 30"	INTERSECTION WARNING				
		W16-8p	24" X 8"	2850 E		1		
537+00	LT	I1-I100	30" X 18"	BANNER 200				
		R2-1	24" X 30"	SPEED LIMIT 45			1	
		R8-1	12" X 18"	NO PARKING ON SHOULDER				
540+02	RT	R2-1	24" X 30"	SPEED LIMIT 45		1		
		R8-1	12" X 18"	NO PARKING ON SHOULDER				
541+26	RT	I1-I104	36" X 18"	COPPERAS CREEK		1		
544+09	LT	I1-I104	36" X 18"	COPPERAS CREEK		1		
544+44	LT	D3-1	30" X 8"	US 24 HWY		1		
		D3-1	36" X 8"	ROSKAMP RD				
544+56	LT	R1-1	36" X 36"	STOP	9			14
548+03	RT	R2-1	30" X 30"	SPEED LIMIT 55		1		
548+03	LT	R2-1	30" X 30"	SPEED LIMIT 45		1		
533+28	LT	W3-5	36" X 36"	REDUCED SPEED LIMIT AHEAD		1		
555+51	LT	W2-2R	30" X 30"	INTERSECTION WARNING				
537+00	RT							
551+00	LT							
TOTAL					**9**	**9**	**1**	**14**

MODEL: $MODELNAME$
FILE NAME: S:\Engineering\Projects\Illinois Department of Transportation\20190103 Ph 2 Design US24 IL9 Bridge Replacement\400 CAD\403 Plans\SCH OF QUANTITES.dgn

USER NAME = MWEA	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/19/2021	DATE - 03/17/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
SCHEDULE OF QUANTITIES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	28

CONTRACT NO. 68D34

ILLINOIS | FED. AID PROJECT

EROSION CONTROL					TEMP EROS CONT SEED	TEMP DITCH CHECKS	PERIMETER EROS BARRIER	INLET & PIPE PROTECT	INLET FILTER	TEMP SOIL RET SYS	CONC HDWL FOR P DRAIN	PIPE UNDERDRAINS 4 SPL	INFILTRATION AGGREGATE
STATION	TO	STATION		SQ FT	POUND	FOOT	FOOT	EACH	EACH	SQ FT	EACH	FOOT	CU YD
532+78		542+84	LT	59,983	138								
543+68		544+50	LT	4,821	11								
063+00		559+63	LT	45,458	104								
532+00		532+53	RT	1,812	4								
532+86		533+52	RT	1,537	4								
533+74		534+25	RT	0,834	2								
534+55		536+76	RT	3,457	8								
536+90		537+91	RT	1,457	3								
537+73		541+50	RT	13,056	30								
543+69		550+75	RT	24,327	56								
550+90		560+54	RT	55,547	127								
532+78		538+00	LT			100							
538+00		551+50	LT			80							
538+00		551+50	RT			190							
551+50		559+14	LT			80							
551+50		559+71	RT			20							
532+78		542+89	LT				1082						
543+68		544+18	LT				71						
062+49		559+63	LT				1581						
534+54		536+73	RT				220						
537+72		541+49	RT				394						
543+74		550+81	RT				736						
550+91		560+50	RT				1031						
532+78		538+00	LT					1					
532+00		538+00	RT					7					
538+00		551+50	LT					1					
551+50		559+14	LT					2					
551+50		559+71	RT					1					
532+20			RT						1				
533+39			RT						1				
534+87			RT						1				
536+56			RT						1				
537+37			RT						1				
61+96			RT						1				
541+10			LT								1	8	
541+10			RT								1	8	
544+08			RT								1	8	
544+50		554+00								3023			88
TOTAL					487	470	5115	12	6	3023	3	24	88

SPECIAL WASTE				NON-SPECIAL WASTE	REG SUB P-CONST PLAN	REG SUB MON	REG SUB F CON REPORT	SOIL DISPOSAL ANALYV
STATION	TO	STATION		CU YD	L SUM	CAL DAYS	L SUM	EACH
532+00	-	532+75	RT	24	1	2	1	1
533+70	-	534+60	LT					
				24	1	2	1	1

MODEL: $MODELNAME$
FILE NAME: S:\Engineering\Projects\Illinois Department of Transportation\20190103 Ph 2 Design US24 IL9 Bridge Replacement\400 CAD\403 Plans\SCH OF QUANTITES.dgn

USER NAME = MWEA	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/19/2021	DATE - 03/17/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
SCHEDULE OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	29
CONTRACT NO. 68D34				
ILLINOIS	FED. AID PROJECT			

EARTHWORK SCHEDULE - PRE-STAGE

LOCATION			EARTH EXCAVATION	UNSUITABLE OR UNSTABLE MATERIAL	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	TOPSOIL EXCAVATION	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
US 24 / IL 9									
532+50	-	541+00	278	0	208	0	272	-63	
544+50	-	560+00	1310	0	982	170	4683	-3701	
TOTAL =			1588	0	1191	170	4955	-3764	3764

EARTHWORK SCHEDULE - STAGE 1

LOCATION			EARTH EXCAVATION	UNSUITABLE OR UNSTABLE MATERIAL	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	TOPSOIL EXCAVATION	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
US 24 / IL 9									
533+50	-	541+00	1843	0	1382	0	8191	-6809	
544+50	-	559+00	865	0	649	171	4633	-3984	
TOTAL =			2708	0	2031	171	12825	-10794	10794

EARTHWORK SCHEDULE - STAGE 2

LOCATION			EARTH EXCAVATION	UNSUITABLE OR UNSTABLE MATERIAL	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	TOPSOIL EXCAVATION	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
US 24 / IL 9									
533+50	-	541+00	1979	0	1485	0	0	1485	
544+50	-	559+00	282	0	212	0	3446	-3234	
TOTAL =			2262	0	1696	0	3446	-1750	1750

EARTHWORK SCHEDULE - BASE BID

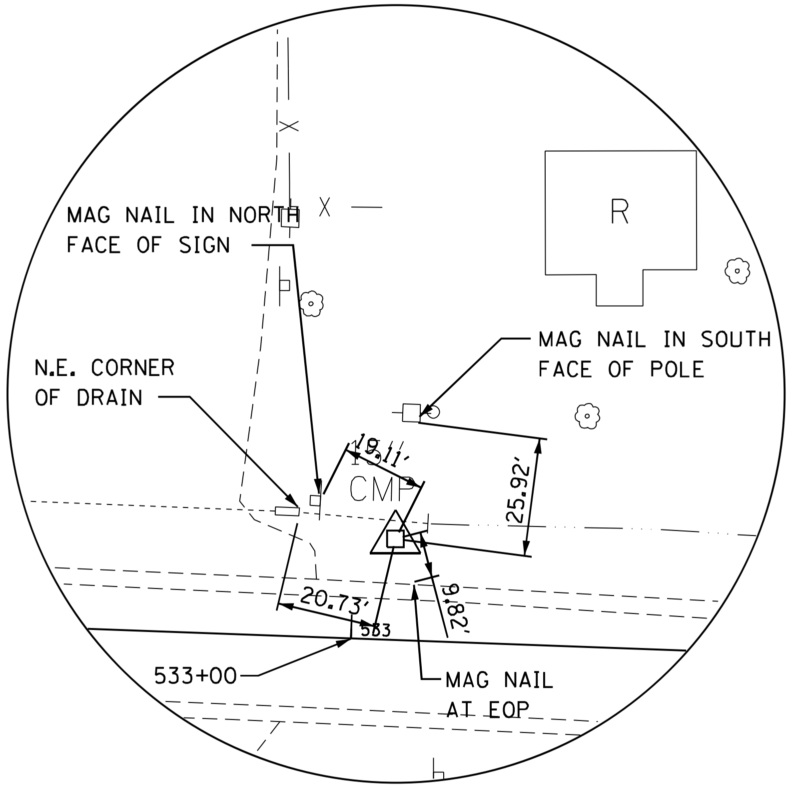
LOCATION			EARTH EXCAVATION	UNSUITABLE OR UNSTABLE MATERIAL	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	TOPSOIL EXCAVATION	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
US 24 / IL 9									
532+50	-	541+50	3772	0	2829	0	8401	-5572	
544+50	-	559+00	1825	0	1369	341	12617	-11248	
ROSKAMP RD			62	0	47	0	189	-142	
TOTAL =			5597	0	4198	341	21018	-16821	16821

AGGREGATE

SHEET NO.	STATION	TO	STATION		SUB GRAN MAT A 12	SUB GRAN MAT B 4	AGG BASE CSE A 6	AGGREGATE SHLDS A 6	AGG WEDGE SHLD TYPE B	AGG SURF CSE B 8	GDRL AGG EROS CONT
					SQ YD	SQ YD	SQ YD	SQ YD	TON	SQ YD	TON
30, (P&P)	535+00		537+50		658						
	540+90.7	-	541+10.7		180						
	544+37.1	-	544+57.1		180						
37	ROSKAMP RD						345	39			
Driveways	548+75	-		RT		114					
	550+80	-		RT		101					
	532+65	-		RT		120					
	533+65	-		RT		70					
	534+60	-		RT		74					
UNDER SHOULDER	557+63.00	-	559+50.00	RT			176				
Typical Section	532+25		537+50	LT					21		
	532+25		537+50	RT			489		21		
	547+50		554+00	LT					26		
	557+64		559+50	LT					7		
	547+29		560+50	RT					53		
	061+59		062+47	LT					4		
31	533+24		Driveway	LT						329	
31	537+86.0		541+40.7	RT							61
	538+15.0		541+40.7	LT							56
	544+07.1		547+28.0	RT							54
TOTAL					1018	479	1009	39	132	329	171

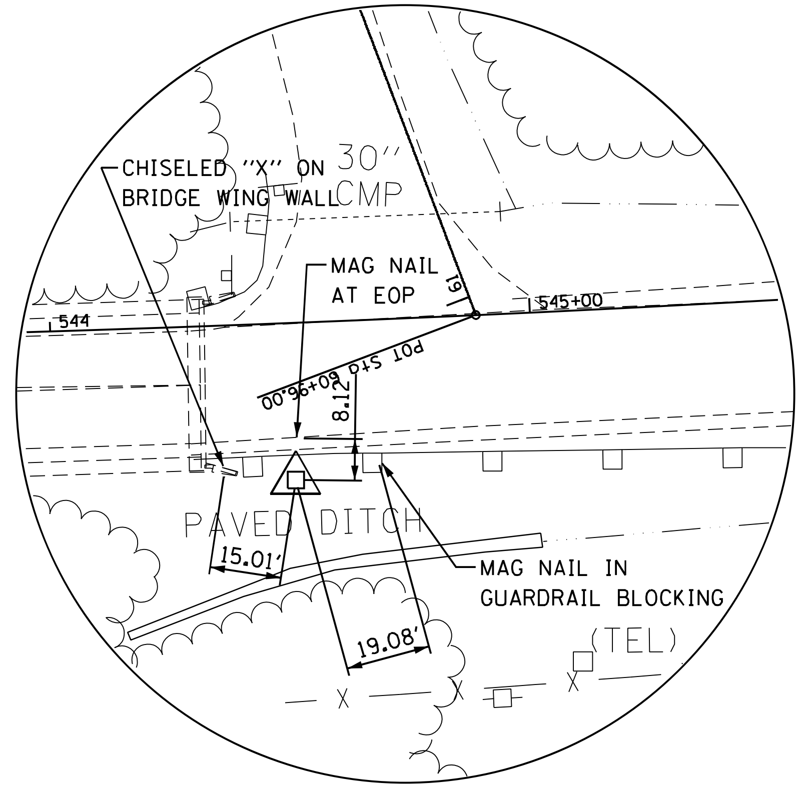
EARTHWORK SCHEDULE - ALTERNATE BID (PCC PAVEMENT)

LOCATION			EARTH EXCAVATION	UNSUITABLE OR UNSTABLE MATERIAL	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	TOPSOIL EXCAVATION	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	FURNISHED EXCAVATION
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
US 24 / IL 9									
532+50	-	541+50	3898	0	2923	0	8307	-5384	
544+50	-	559+00	1851	0	1388	341	12260	-10872	
ROSKAMP RD			62	0	47	0	189	-142	
TOTAL =			5748	0	4311	341	20567	-16256	16256



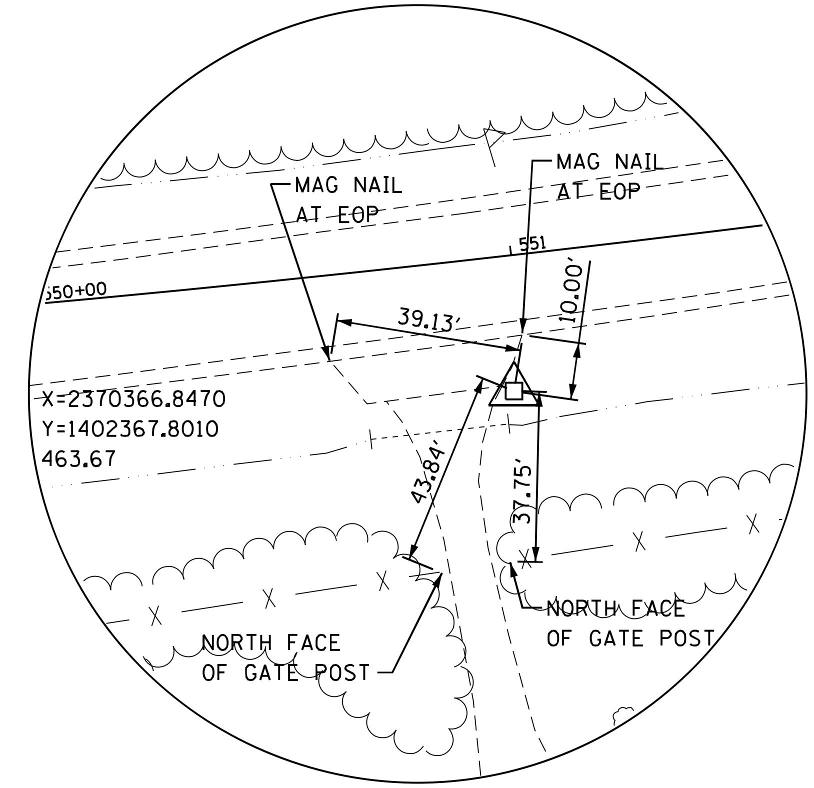
CONTROL POINT CP1

N=1402392.1350
E=2368577.9040
EL=469.143



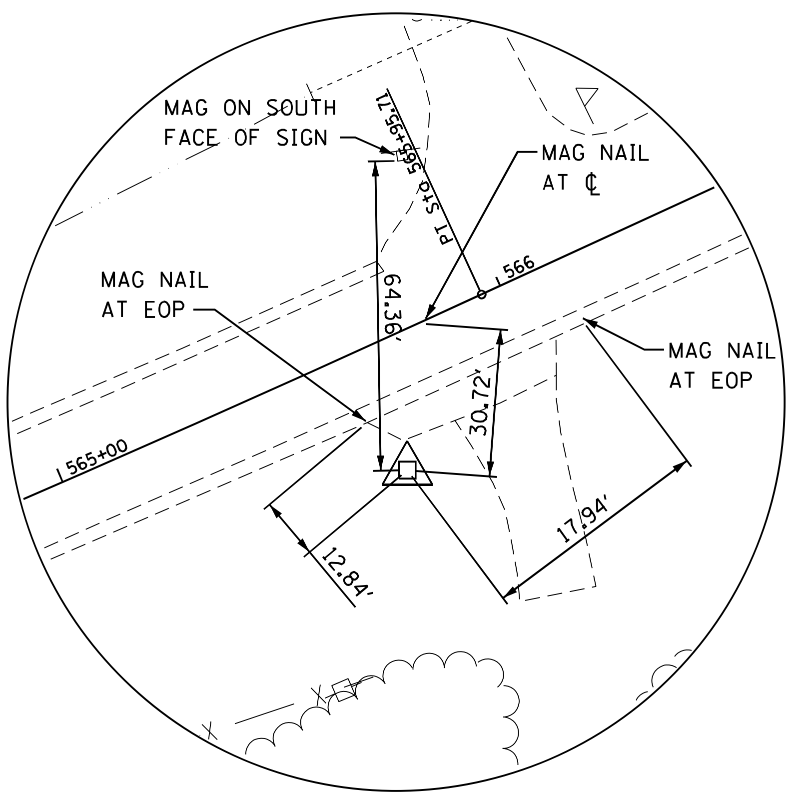
CONTROL POINT CP2

N=1402319.5910
E=2369697.9180
EL=465.795



CONTROL POINT CP3

N=1402367.8010
E=2370366.8470
EL=463.67



CONTROL POINT CP4

N=1402764.6770
E=2371784.0500
EL=459.142

TEMPORARY BENCHMARKS						
BENCHMARK	STATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM1W	531+46.13	50.43' RT.	1402326.5770	2368412.9970	474.41	HIGHEST POINT ON CONCRETE MONUMENT, DISK HAS BEEN DESTROYED
BM1	541+48.58	4.73' LT.	1402348.2170	2369416.7290	468.53	CHISELED SQUARE ON N.W. QUADRANT OF BRIDGE
TBM1E	544+28.84	28.07' RT.	1402319.5910	2369697.9180	466.01	CHISELED SQUARE ON S.W. QUADRANT OF BRIDGE
TBM3E	594+90.83	51.24' RT.	1403963.8340	2374451.5000	452.52	CHISELED SQUARE ON TOP OF BOX CULVERT

N

0 20 40 60
SCALE IN FEET

...\CONTROL_POINT_TIES.dgn

MW
Midwest Engineering
Associates, Inc.

USER NAME = MWEA	DESIGNED - KMC	REVISED -
	DRAWN - KRS	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - CSA	REVISED -
PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

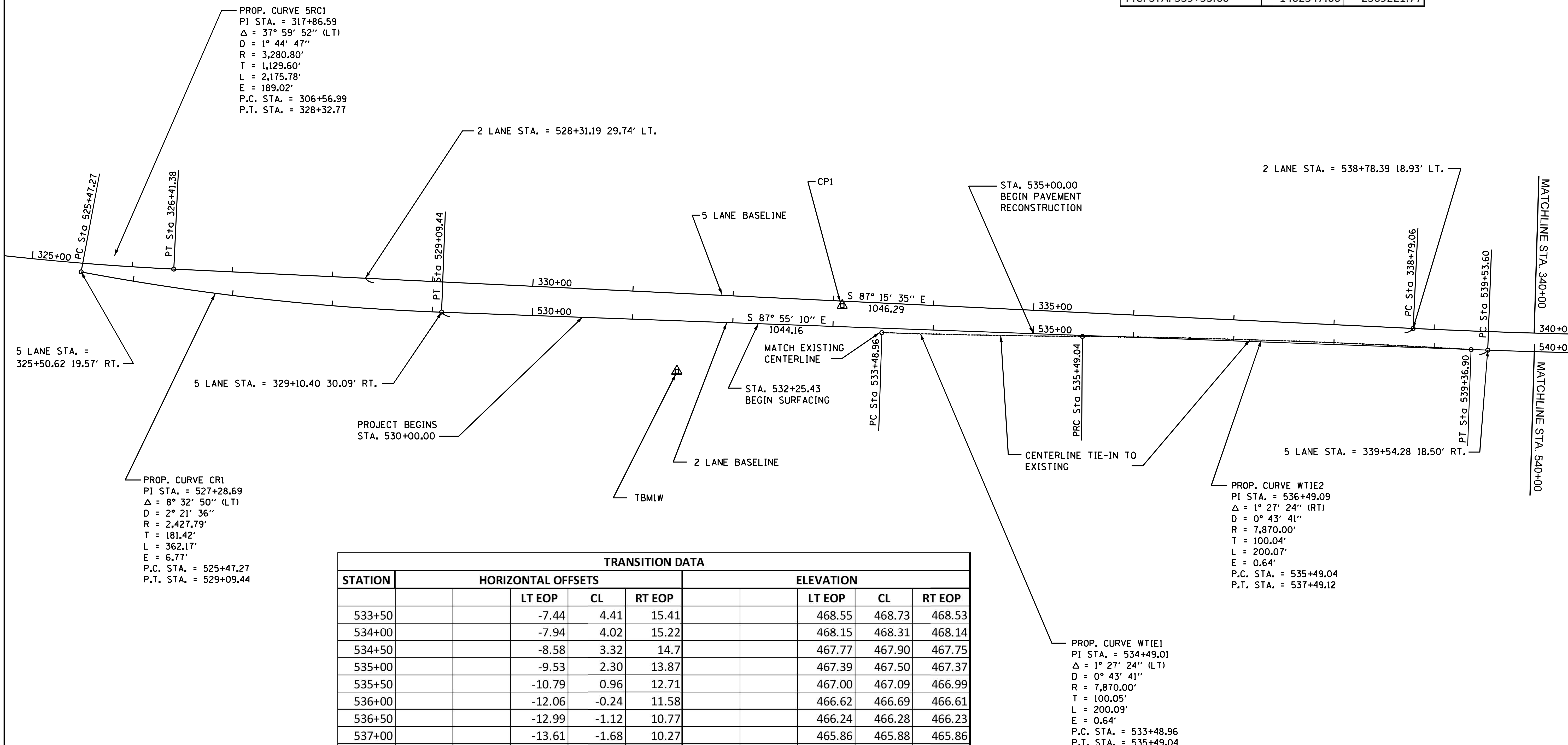
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
CONTROL POINT TIES AND BENCHMARKS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	31
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

COORDINATE DATA - 2 LANE BASELINE		
	GROUND COORDINATES	
BASELINE STATION	NORTHING	EASTING
P.T. STA. 529+09.44	1402385.57	2368178.30
P.C. STA. 539+53.60	1402347.66	2369221.77



TRANSITION DATA										
STATION	HORIZONTAL OFFSETS					ELEVATION				
			LT EOP	CL	RT EOP			LT EOP	CL	RT EOP
533+50			-7.44	4.41	15.41			468.55	468.73	468.53
534+00			-7.94	4.02	15.22			468.15	468.31	468.14
534+50			-8.58	3.32	14.7			467.77	467.90	467.75
535+00			-9.53	2.30	13.87			467.39	467.50	467.37
535+50			-10.79	0.96	12.71			467.00	467.09	466.99
536+00			-12.06	-0.24	11.58			466.62	466.69	466.61
536+50			-12.99	-1.12	10.77			466.24	466.28	466.23
537+00			-13.61	-1.68	10.27			465.86	465.88	465.86
	LT EOP	LT LANE	CL	RT LANE	RT EOP	LT EOP	LT LANE	CL	RT LANE	RT EOP
537+50	-50.91	-38.91	-20.41	-1.91	10.09	464.96	465.20	465.47	465.47	465.47
538+00	-50.34	-38.34	-19.84	-1.33	10.67	464.52	464.76	465.04	465.17	465.25
538+50	-49.76	-37.76	-19.26	-0.76	11.24	464.15	464.39	464.67	464.93	465.09
539+00	-49.22	-37.22	-18.72	-0.22	11.78	463.79	464.04	464.43	464.82	465.07
539+50	-49.00	-37.00	-18.50	0.00	12.00	463.51	463.83	464.33	464.83	465.15

NOTE: NEGATIVE NUMBERS REPRESENT LEFT SIDE OF 2 LANE BASELINE

MW
Midwest Engineering
Associates, Inc.

USER NAME = MWEA
PLOT SCALE = 100.0000 ' / in.
PLOT DATE = 3/18/2021

DESIGNED - KMC
DRAWN - KRS DLC
CHECKED - RDC
DATE - 03/17/21

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

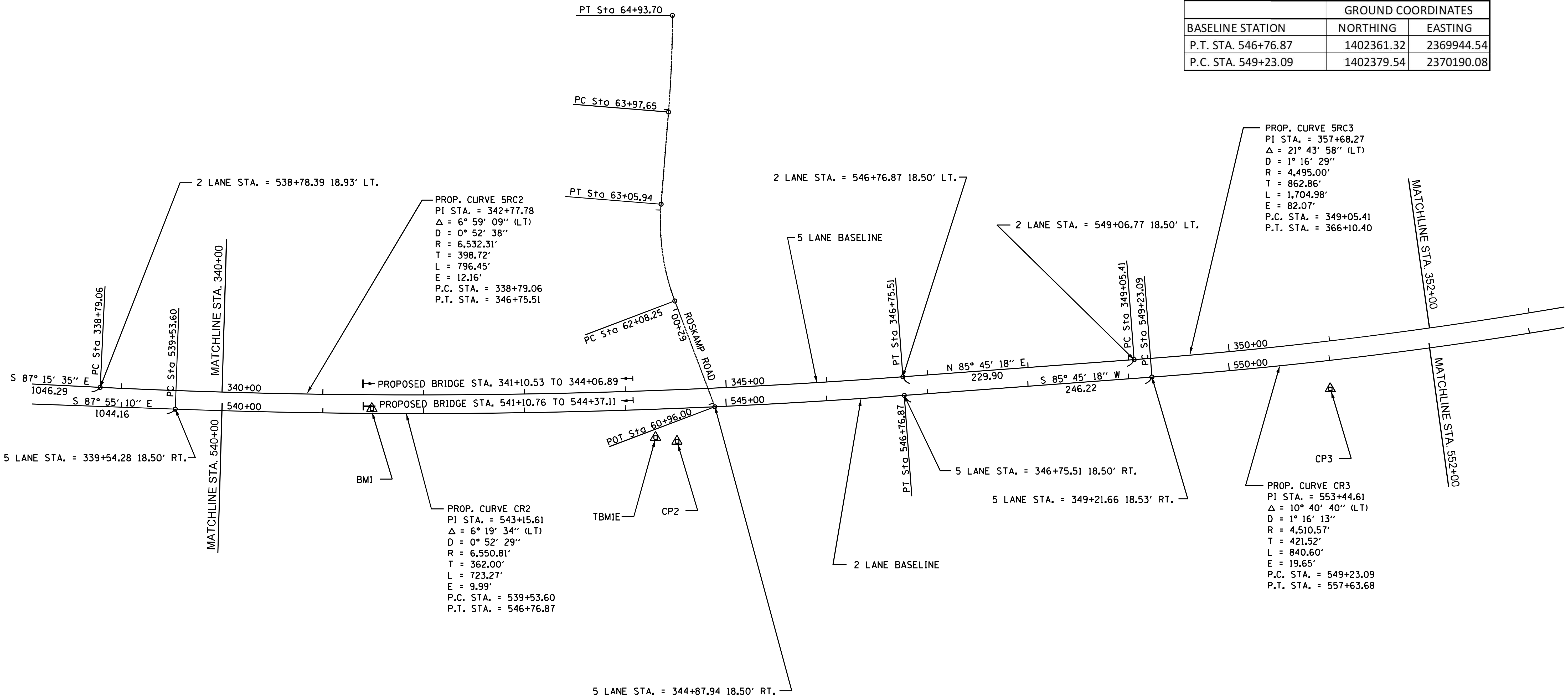
US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
LINE DIAGRAM

SCALE: NONE | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	32

CONTRACT NO. 68D34
ILLINOIS | FED. AID PROJECT

COORDINATE DATA - 2 LANE BASELINE		
	GROUND COORDINATES	
BASELINE STATION	NORTHING	EASTING
P.T. STA. 546+76.87	1402361.32	2369944.54
P.C. STA. 549+23.09	1402379.54	2370190.08



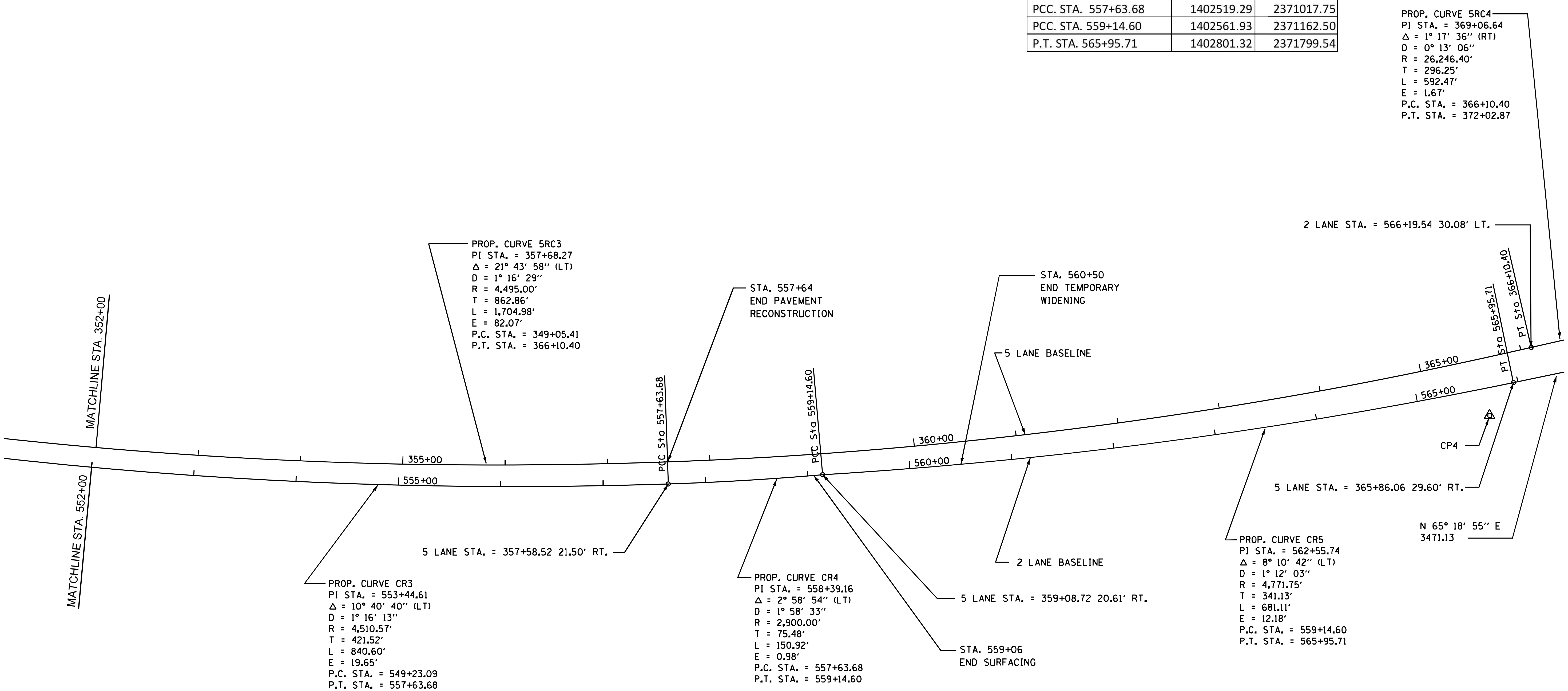
MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - KRS DLC	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -	
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -	

US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
LINE DIAGRAM

SCALE: NONE | SHEET OF SHEETS | STA. TO STA.

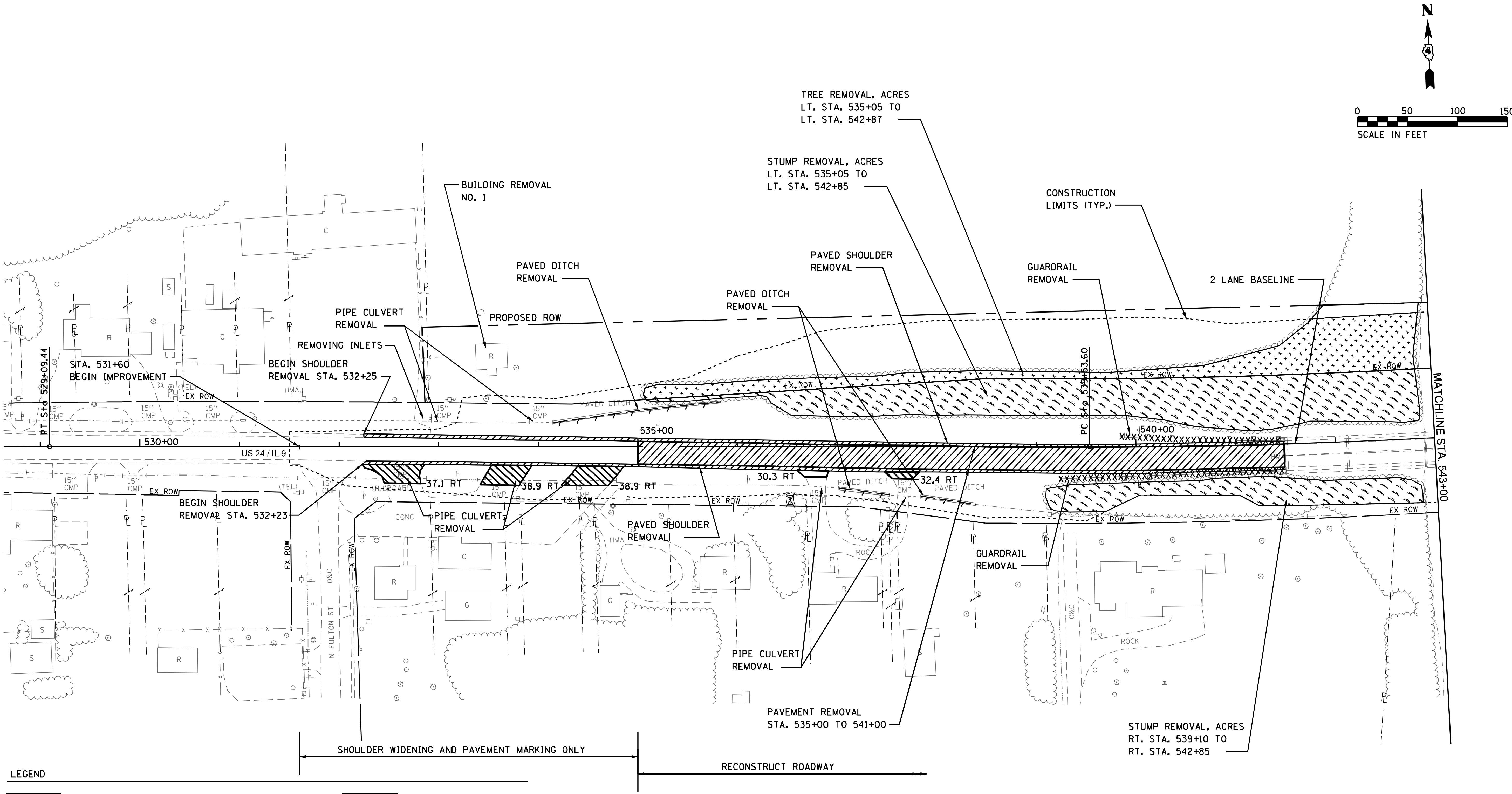
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	33
		CONTRACT NO. 68D34		
	ILLINOIS	FED. AID PROJECT		

COORDINATE DATA - 2 LANE BASELINE		
	GROUND COORDINATES	
BASELINE STATION	NORTHING	EASTING
PCC. STA. 557+63.68	1402519.29	2371017.75
PCC. STA. 559+14.60	1402561.93	2371162.50
P.T. STA. 565+95.71	1402801.32	2371799.54



MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK LINE DIAGRAM
		DRAWN - KRS DLC	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -		
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -		SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	34
		CONTRACT NO. 68D34		
	ILLINOIS	FED. AID PROJECT		

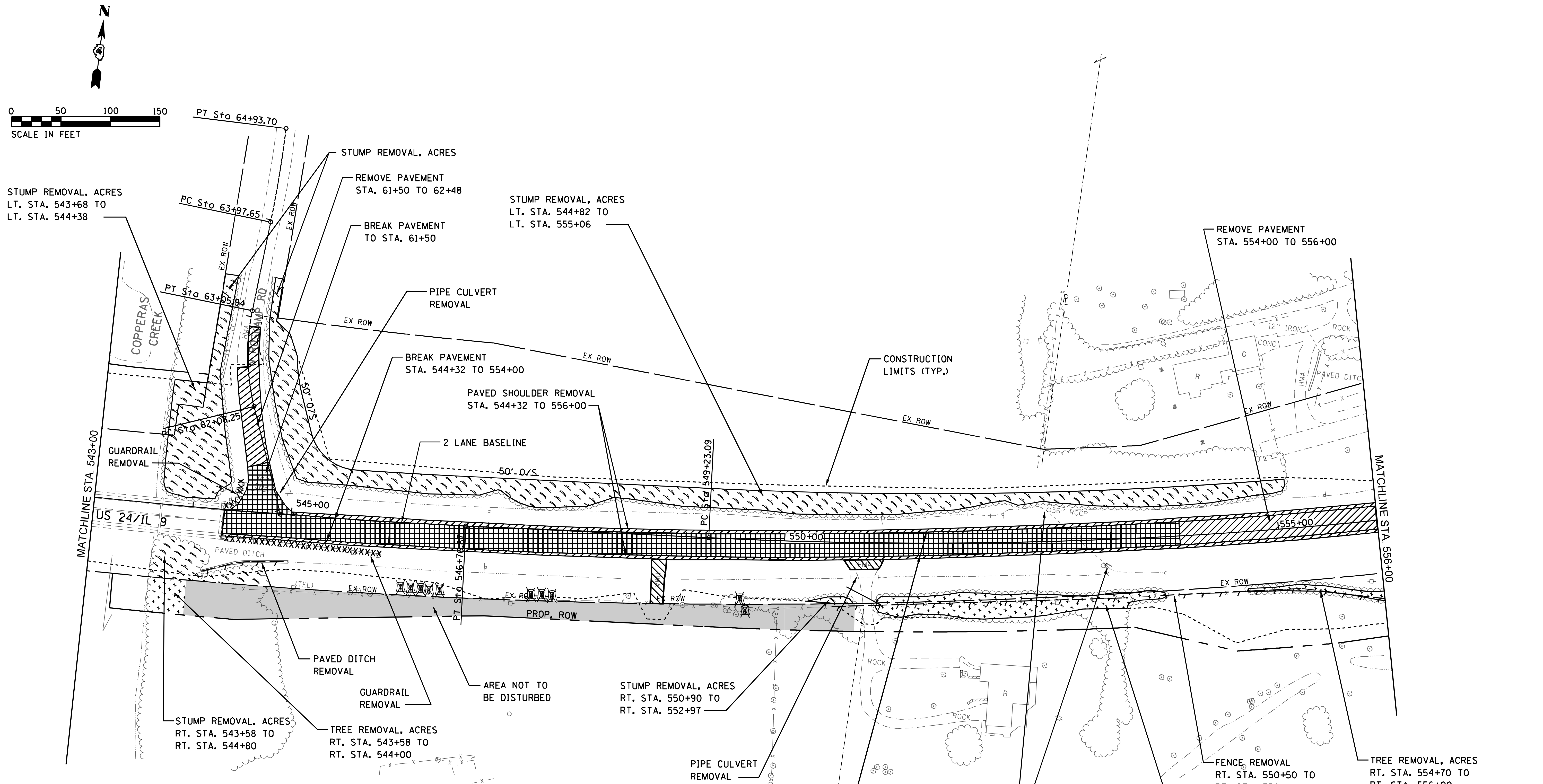


LEGEND

- DRIVEWAY PAVEMENT REMOVAL
- PAVEMENT REMOVAL OR SHOULDER REMOVAL
- BREAK EXISTING PAVEMENT PER ARTICAL 205.03
- XXXXXXXXX GUARDRAIL REMOVAL
- LINEAR REMOVAL
- TREE REMOVAL, ACRES
- STUMP REMOVAL, ACRES
- STUMP REMOVAL ONLY

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK REMOVAL PLAN
		DRAWN - KRS	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -		
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	35
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		



LEGEND

DRIVEWAY PAVEMENT REMOVAL	TREE REMOVAL, ACRES
PAVEMENT REMOVAL OR SHOULDER REMOVAL	STUMP REMOVAL, ACRES
BREAK EXISTING PAVEMENT PER ARTICLE 205.03	STUMP REMOVAL ONLY
GUARDRAIL REMOVAL	ARCHEOLOGICAL AREA NOT TO BE DISTURBED
LINEAR REMOVAL	

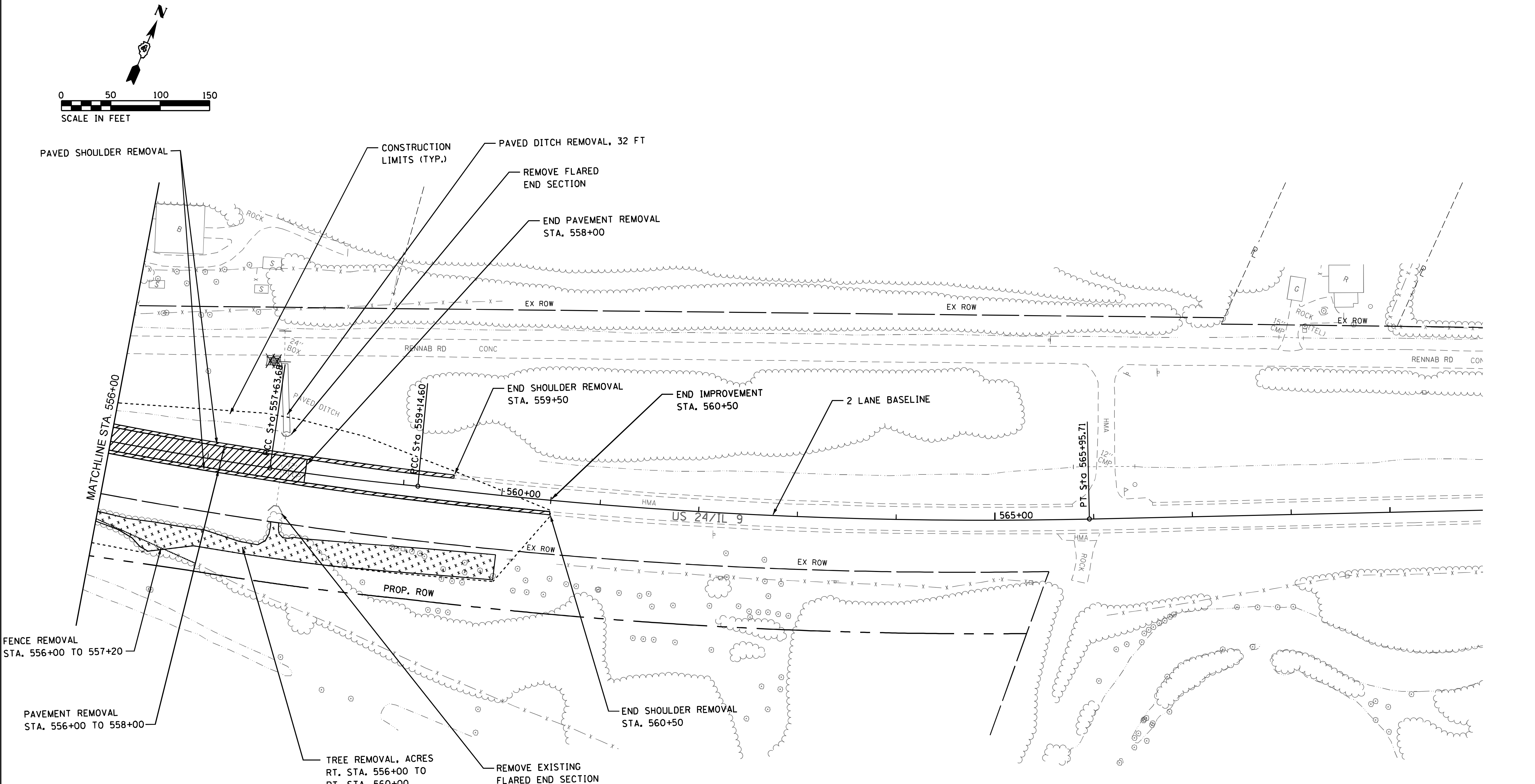
MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -
		DRAWN - KRS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -
	PLOT DATE = 3/18/2021	DATE - $DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
REMOVAL PLAN

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

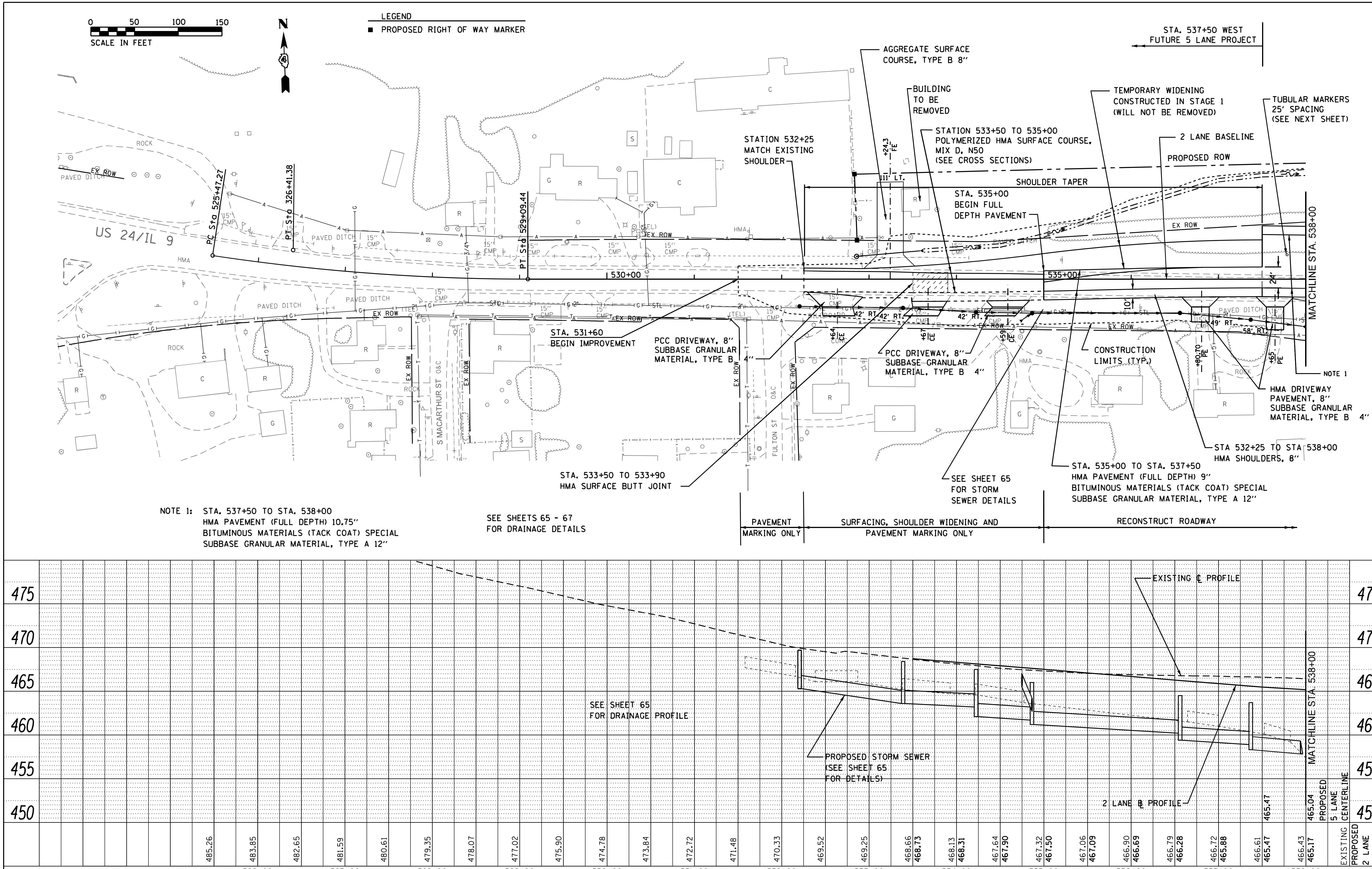
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	36
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		



LEGEND

- DRIVEWAY PAVEMENT REMOVAL
- PAVEMENT REMOVAL OR SHOULDER REMOVAL
- BREAK EXISTING PAVEMENT PER ARTICAL 205.03
- GUARDRAIL REMOVAL
- LINEAR REMOVAL
- TREE REMOVAL, ACRES
- STUMP REMOVAL, ACRES
- STUMP REMOVAL ONLY

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK REMOVAL PLAN	F.A.P. RTE. 317A	SECTION (43-BR) BR	COUNTY FULTON	TOTAL SHEETS 263 / SHEET NO. 37
		DRAWN - KRS	REVISED -						CONTRACT NO. 68D34
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -						



PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, CADD FILE NAME; NOTE BOOK NO.; BY; DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BM. NOTED, STRUCTURE NOTATN'S CHK'D; NOTE BOOK NO.; BY; DATE

MW
Midwest Engineering Associates, Inc.

USER NAME = MWEA	DESIGNED - KMC	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -	
PLOT DATE = 3/19/2021	DATE - 03/17/21	REVISED -	

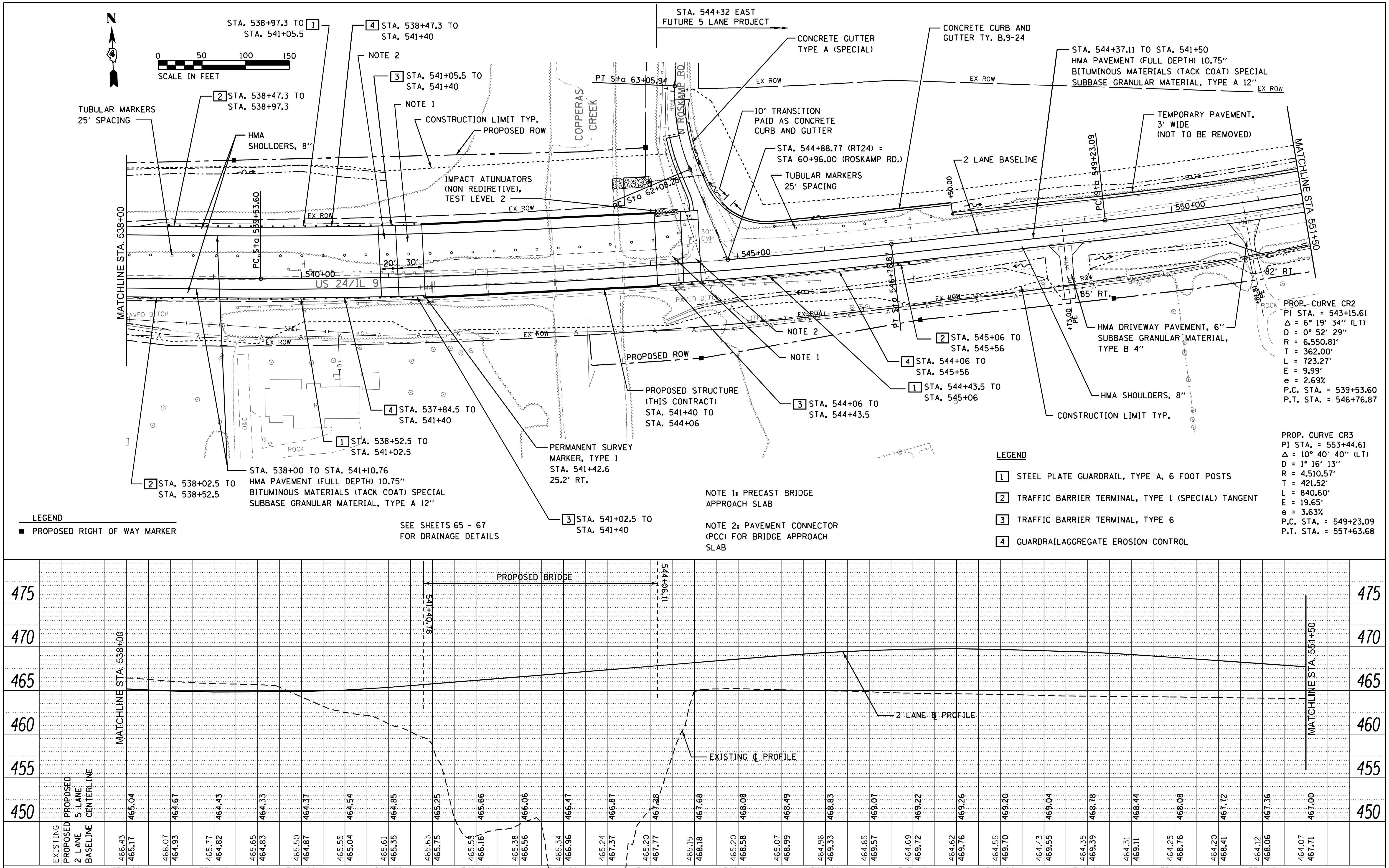
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
ROADWAY PLAN AND PROFILE - BASE BID

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	38

CONTRACT NO. 68D34
ILLINOIS FED. AID PROJECT



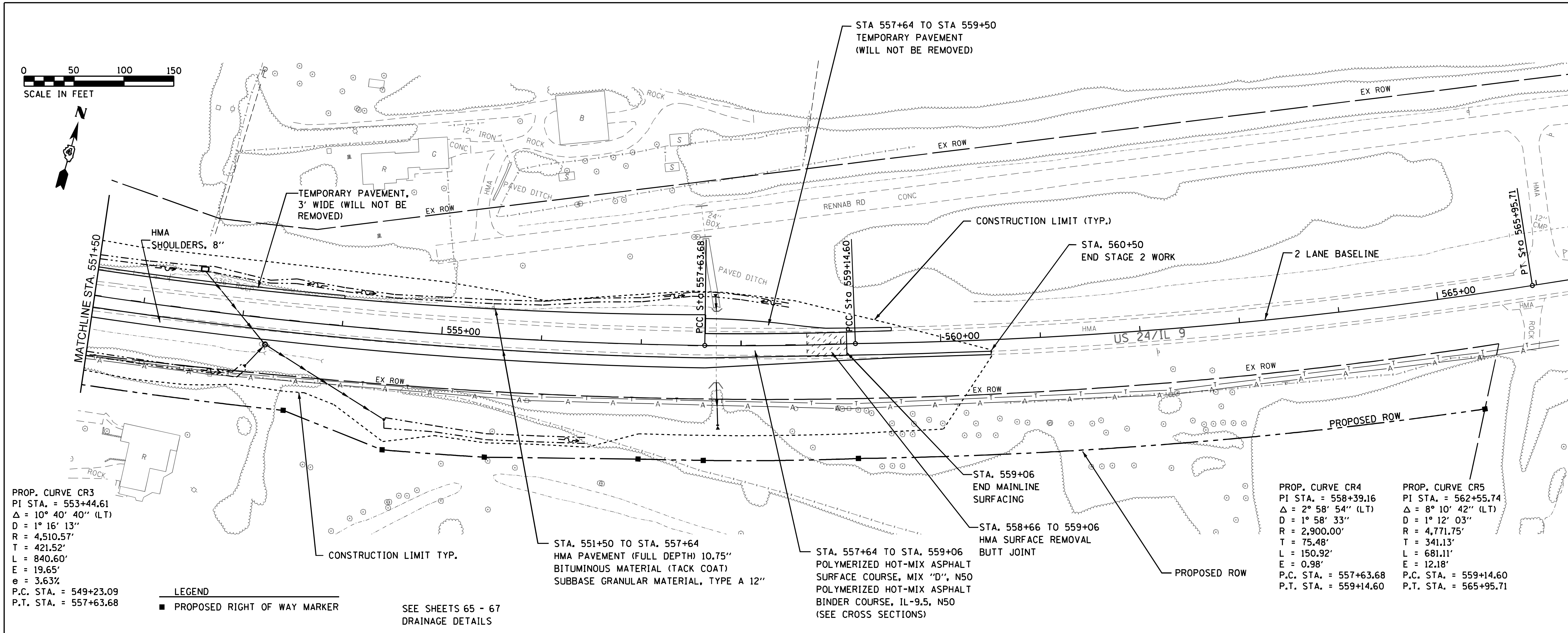
MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -
		DRAWN - KRS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

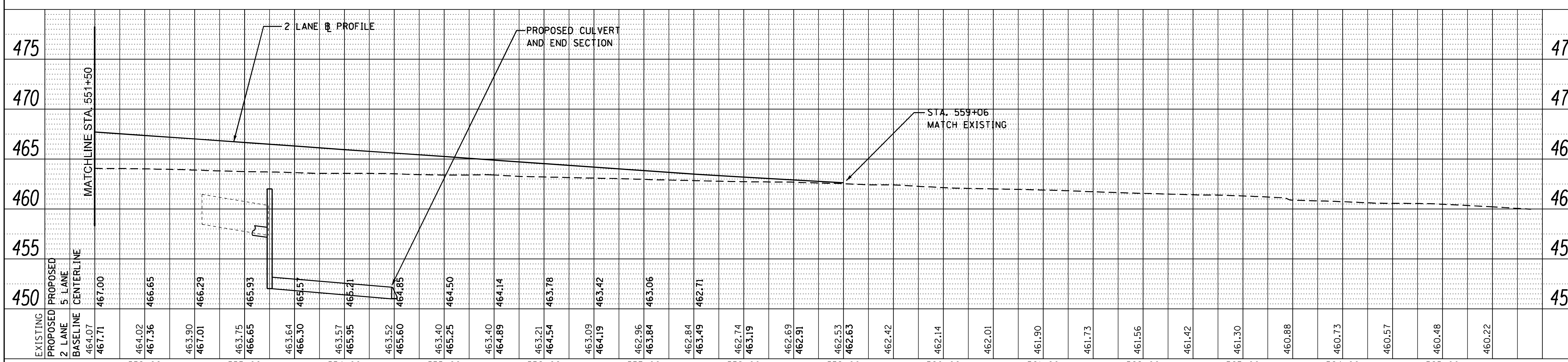
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
ROADWAY PLAN AND PROFILE - BASE BID

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR)BR	FULTON	263	39
CONTRACT NO. 68D34				
ILLINOIS FED. AID PROJECT				





PLAN: SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.T. OF WAY CHECKED / CADD FILE NAME — NOTE BOOK NO.

PROFILE: SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD — NOTE BOOK NO.

DATE / BY

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -
		DRAWN - KRS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

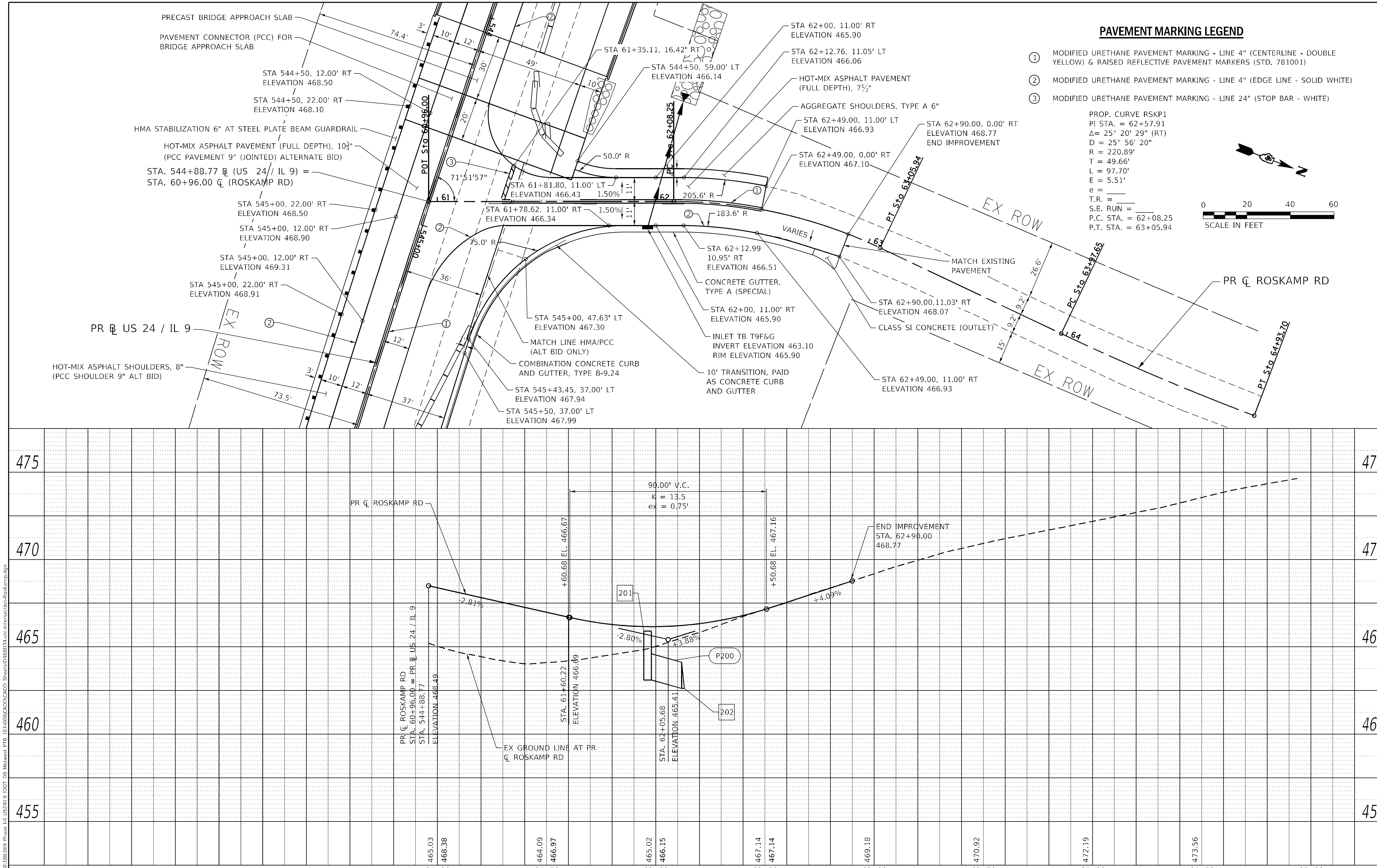
US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
ROADWAY PLAN AND PROFILE - BASE BID

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	40

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT



PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.T. OF WAY CHECKED, CADD FILE NAME; NOTE BOOK; NO. ___; BY; DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHECKED; NOTE BOOK; NO. ___; BY; DATE

MODEL: Default
FILE NAME: S:\2018\188.009 Phase I-II US24\IL9 IDOT D8 Midwest PTB 187-008\CADD\CADD Sheets\D468D34-sht-intersection-Roskamp.dgn

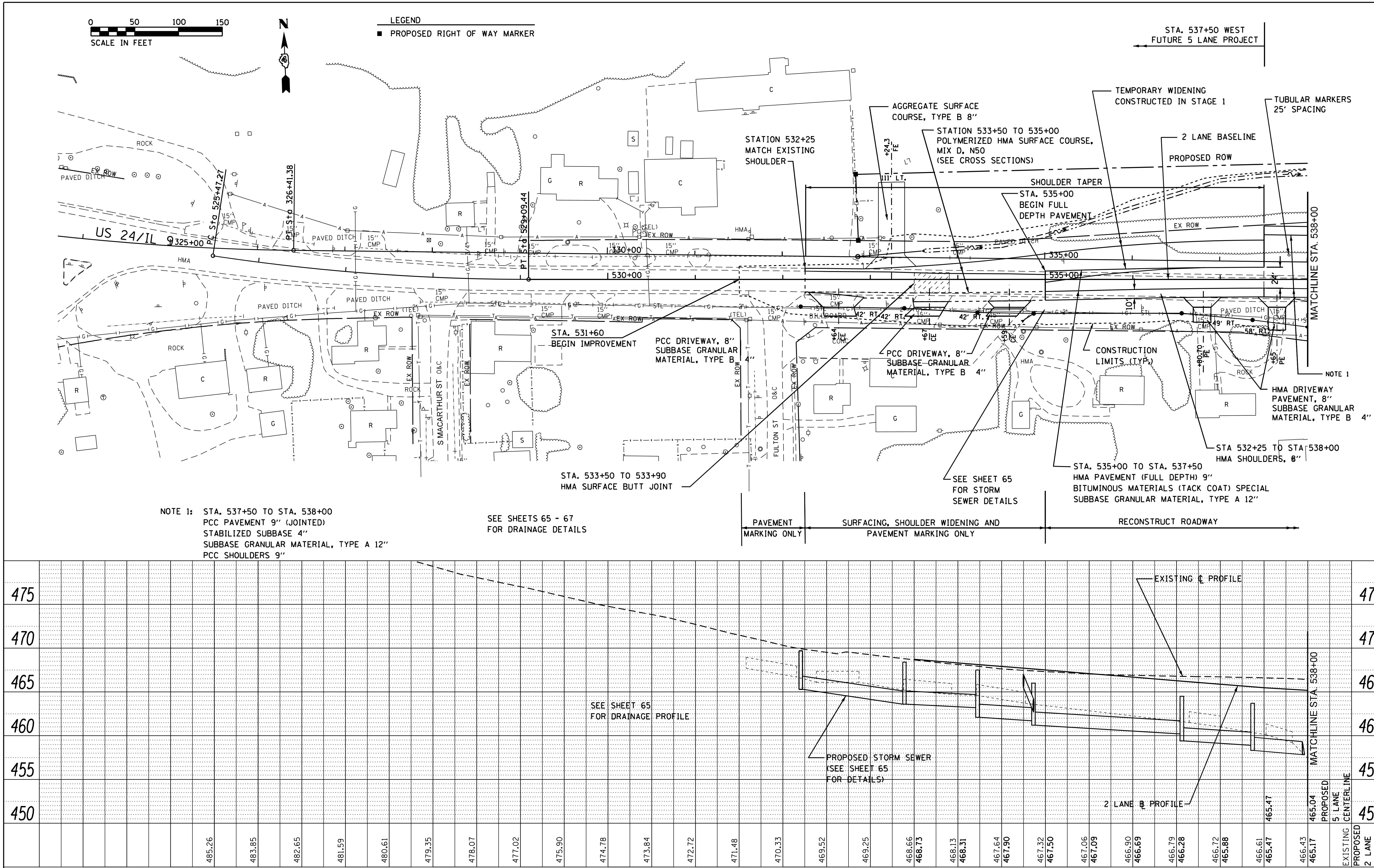
QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - SDM	REVISED -
		DRAWN - SDM	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - MV	REVISED -
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROSKAMP ROAD PLAN AND PROFILE

SCALE:1"=20' | SHEET 1 OF 1 SHEETS | STA. 60+96.00 TO STA. 62+90.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	41
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		



MW Midwest Engineering Associates, Inc.

USER NAME = MWEA	DESIGNED - KMC	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -	
PLOT DATE = 3/19/2021	DATE - 03/17/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

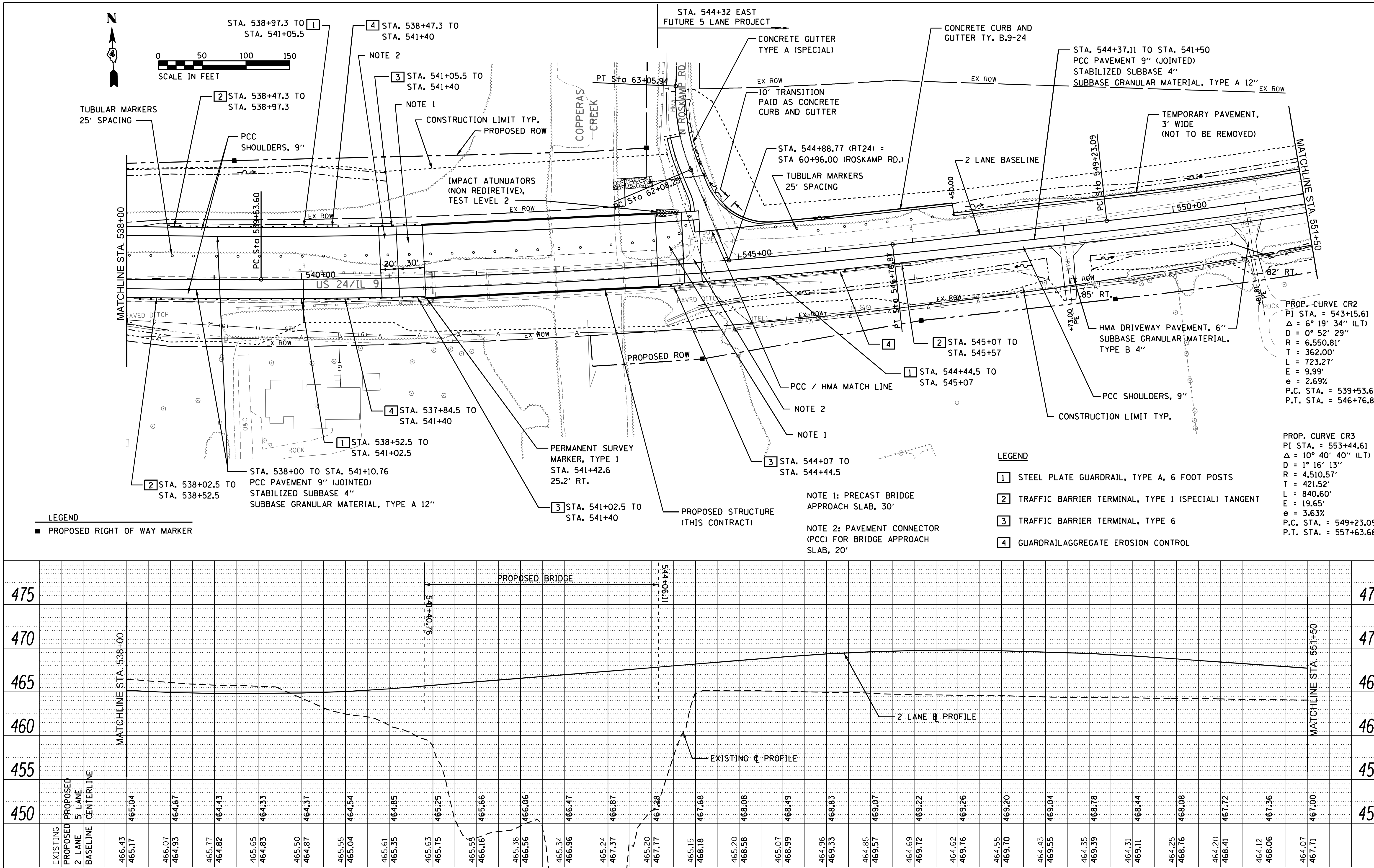
US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
ROADWAY PLAN AND PROFILE - ALTERNATE BID

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	42

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT



LEGEND

■ PROPOSED RIGHT OF WAY MARKER

NOTE 1: PRECAST BRIDGE APPROACH SLAB, 30'

NOTE 2: PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB, 20'

LEGEND

[1] STEEL PLATE GUARDRAIL, TYPE A, 6 FOOT POSTS

[2] TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

[3] TRAFFIC BARRIER TERMINAL, TYPE 6

[4] GUARDRAILAGGREGATE EROSION CONTROL

PROP. CURVE CR2
PI STA. = 543+15.61
Δ = 6° 19' 34" (LT)
D = 0° 52' 29"
R = 6,550.81'
T = 362.00'
L = 723.27'
E = 9.99'
e = 2.69%
P.C. STA. = 539+53.60
P.T. STA. = 546+76.87

PROP. CURVE CR3
PI STA. = 553+44.61
Δ = 10° 40' 40" (LT)
D = 1° 16' 13"
R = 4,510.57'
T = 421.52'
L = 840.60'
E = 19.65'
e = 3.63%
P.C. STA. = 549+23.09
P.T. STA. = 557+63.68

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R/T. OF WAY CHECKED / NOTE BOOK NO. / CADD FILE NAME — BY / DATE

PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHECKED / NOTE BOOK NO. — BY / DATE

MW Midwest Engineering Associates, Inc.

USER NAME = MWEA	DESIGNED - KMC	REVISED -
	DRAWN - KRS	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -
PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

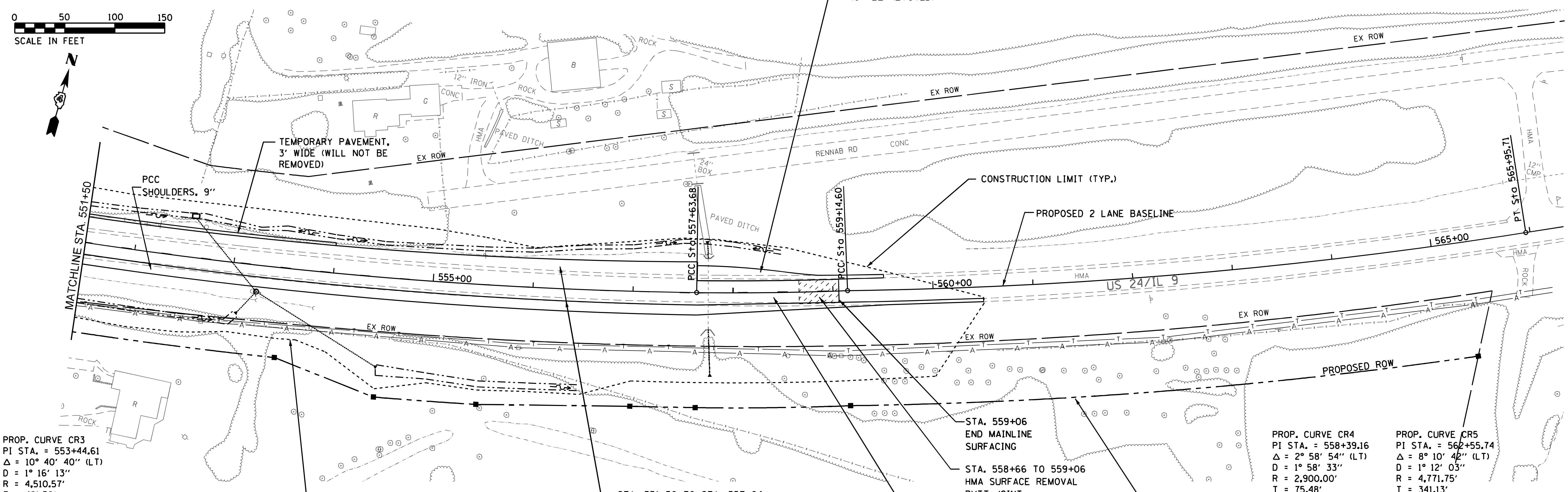
US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
ROADWAY PLAN AND PROFILE - ALTERNATE BID

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR)BR	FULTON	263	43

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT



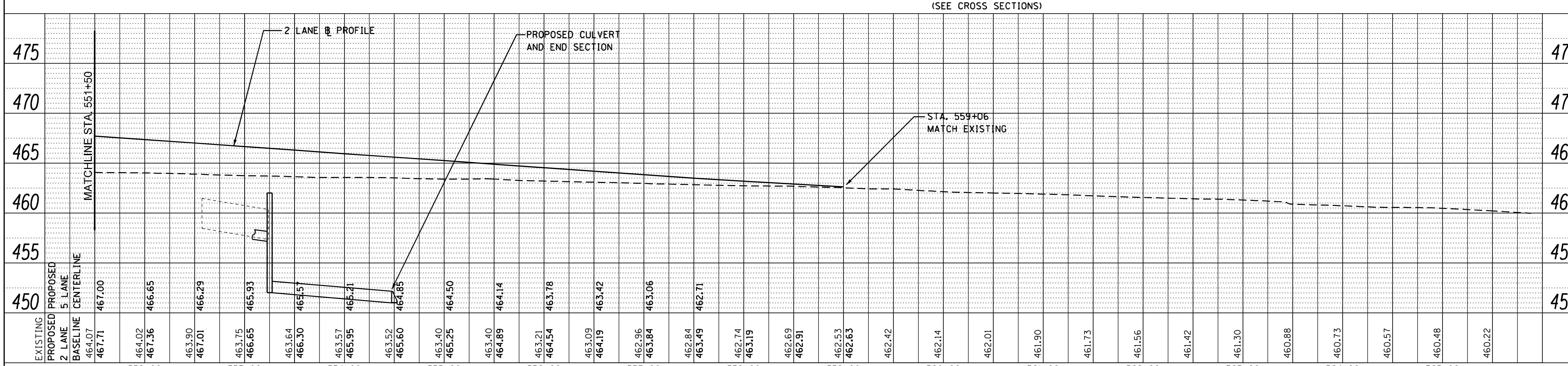
PROP. CURVE CR3
PI STA. = 553+44.61
Δ = 10° 40' 40" (LT)
D = 1° 16' 13"
R = 4,510.57'
T = 421.52'
L = 840.60'
E = 19.65'
e = 3.63%
P.C. STA. = 549+23.09
P.T. STA. = 557+63.68

PROP. CURVE CR4
PI STA. = 558+39.16
Δ = 2° 58' 54" (LT)
D = 1° 58' 33"
R = 2,900.00'
T = 75.48'
L = 150.92'
E = 0.98'
P.C. STA. = 557+63.68
P.T. STA. = 559+14.60

PROP. CURVE CR5
PI STA. = 562+55.74
Δ = 8° 10' 42" (LT)
D = 1° 12' 03"
R = 4,771.75'
T = 341.13'
L = 681.11'
E = 12.18'
P.C. STA. = 559+14.60
P.T. STA. = 565+95.71

LEGEND
■ PROPOSED RIGHT OF WAY MARKER

SEE SHEETS 65 - 67
DRAINAGE DETAILS

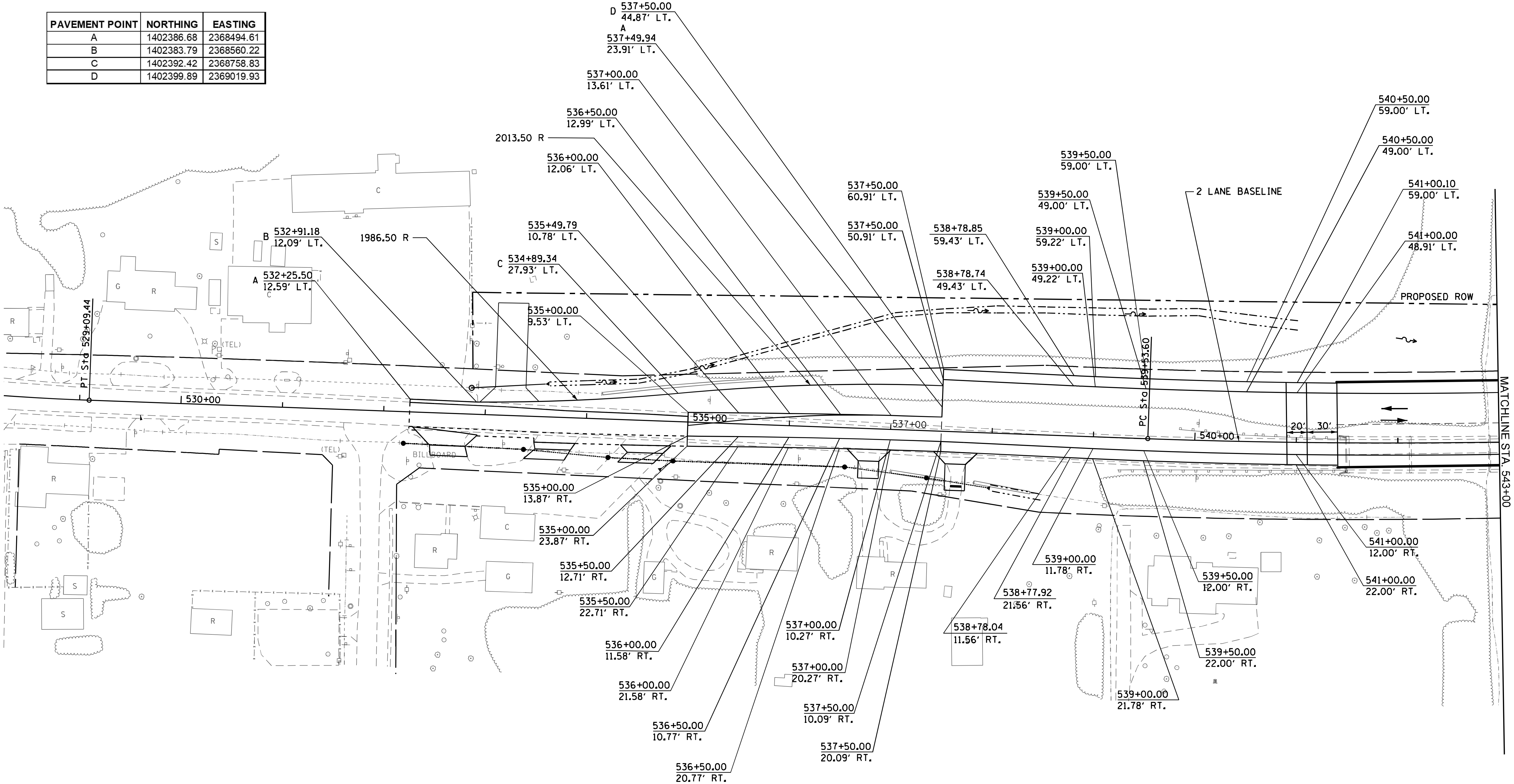


MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - KRS	REVISED -		ROADWAY PLAN AND PROFILE - ALTERNATE BID	317A	(43-BR) BR	FULTON	263	44
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -			CONTRACT NO. 68D34				
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				

PLAN: NOTE BOOK NO. ___ | SURVEYED | PLOTTED | ALIGNMENT CHECKED | PT. OF WAY CHECKED | CADD FILE NAME | BY | DATE

PROFILE: NOTE BOOK NO. ___ | SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | STRUCTURE NOTATNS CHKD | BY | DATE

PAVEMENT POINT	NORTHING	EASTING
A	1402386.68	2368494.61
B	1402383.79	2368560.22
C	1402392.42	2368758.83
D	1402399.89	2369019.93



NOTE:
SEE SHEET 32 FOR
BASELINE CURVE DATA

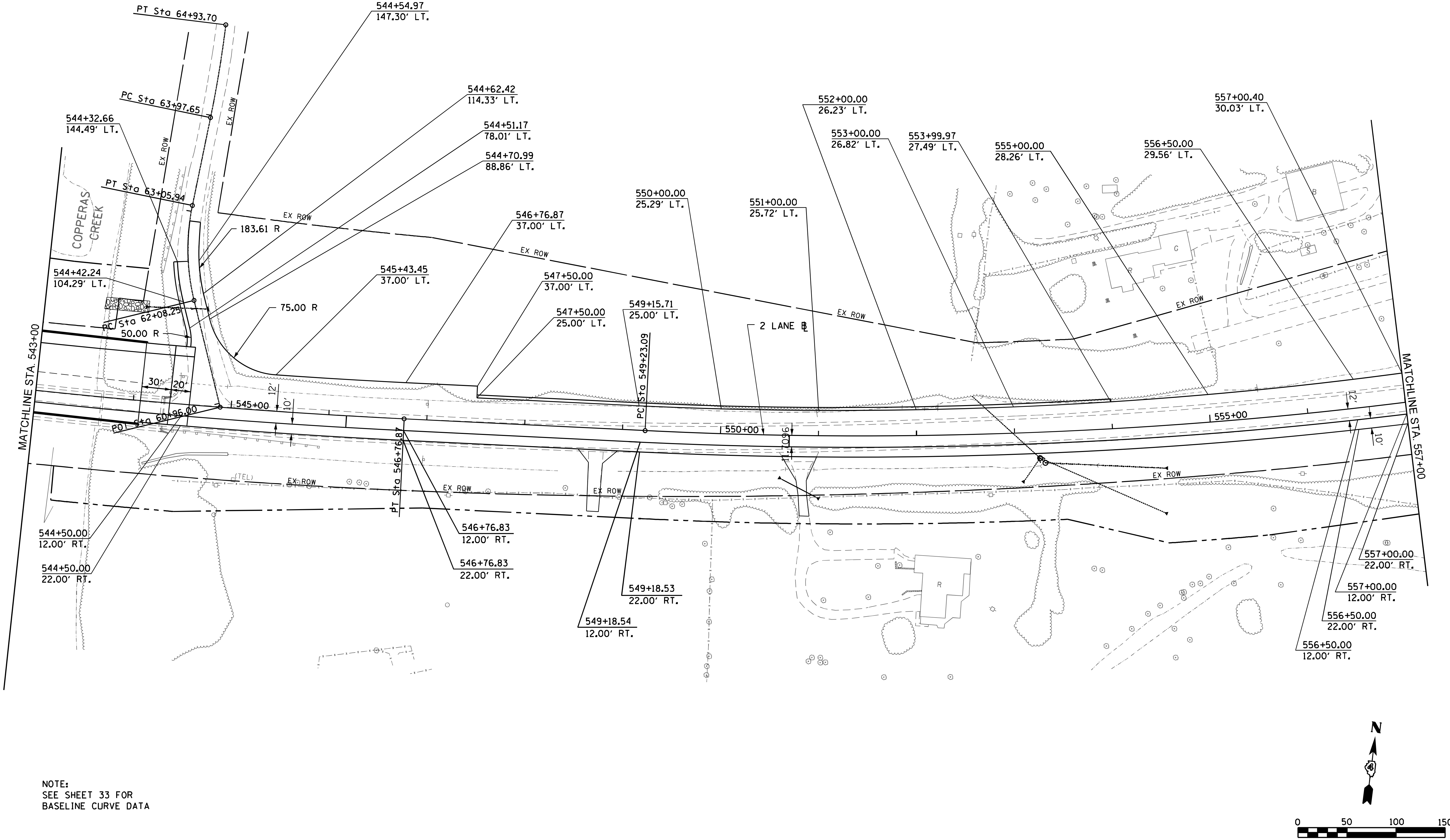
MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -
		DRAWN - KRS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
PAVEMENT LAYOUT

SCALE: SHEET OF SHEETS STA. TO STA.

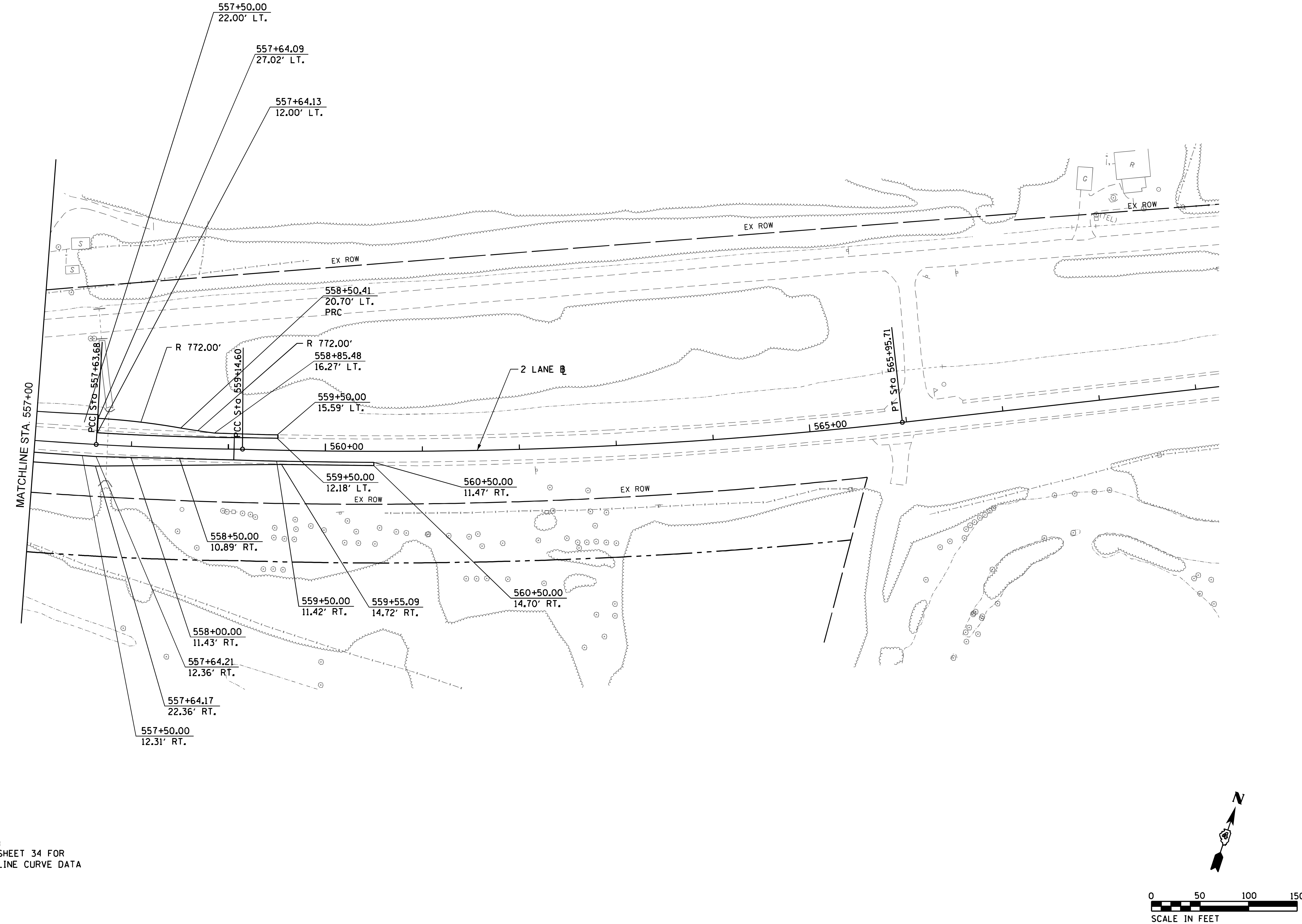
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	45
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		



NOTE:
SEE SHEET 33 FOR
BASELINE CURVE DATA

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK PAVEMENT LAYOUT
		DRAWN - KRS	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -		
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	46
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		



NOTE:
SEE SHEET 34 FOR
BASELINE CURVE DATA

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK PAVEMENT LAYOUT	
		DRAWN - KRS	REVISED -			
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -			
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	47
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

PRESTAGE

CONSTRUCTION:

HMA SURFACE REMOVAL 4" ON WESTBOUND SHOULDER FROM STA. 545+00 TO 561+00.

CONSTRUCT 4" HMA ON WESTBOUND SHOULDER TO REPLACE REMOVED SHOULDER.

RESTRIPE PAVEMENT PER PRESTAGE TYPICAL SECTION.

CONSTRUCT STORM SEWER AND STAGE 1 DITCHING PER PLANS.

CONSTRUCT EARTHWORK, TEMPORARY PAVEMENT AND COLLATERAL WORK SHOWN IN PRESTAGE PLANS AND CROSS SECTIONS. TEMPORARY PAVEMENT TO BE CONSTRUCTED UNDER HIGHWAY STANDARD 701326.

TRAFFIC:

TRAFFIC WILL REMAIN ON EXISTING LANES AND WESTBOUND SHOULDER AFTER SHOULDER IS RECONSTRUCTED. PRESTAGE WORK SHALL BE COMPLETED UNDER HIGHWAY STANDARD 701326.

STAGE 1

CONSTRUCTION:

SHIFT TRAFFIC TO TEMPORARY PAVEMENT .

CONSTRUCT WEST BOUND LANES.

CONSTRUCT NORTH HALF OF BRIDGE.

CONSTRUCT CONNECTION TO ROSKAMP ROAD AND ROSKAMP ROAD IMPROVEMENTS.

TRAFFIC:

USING TEMPORARY PAVEMENT AND EXISTING EASTBOUND LANE FOR 2 WAY TRAFFIC.

ROSKAMP ROAD CLOSED.

STAGE 2

CONSTRUCTION:

SHIFT TRAFFIC TO NEWLY CONSTRUCTED WESTBOUND LANE AND SHOULDER.

CONSTRUCT EASTBOUND LANES.

CONSTRUCT SOUTH HALF OF BRIDGE.

TRAFFIC:

BOTH LANES ON NEW WESTBOUND LANE AND SHOULDER.

STAGE 3

CONSTRUCTION:

FINAL PAVEMENT MARKING.

FINAL SEEDING AND CLEAN UP.

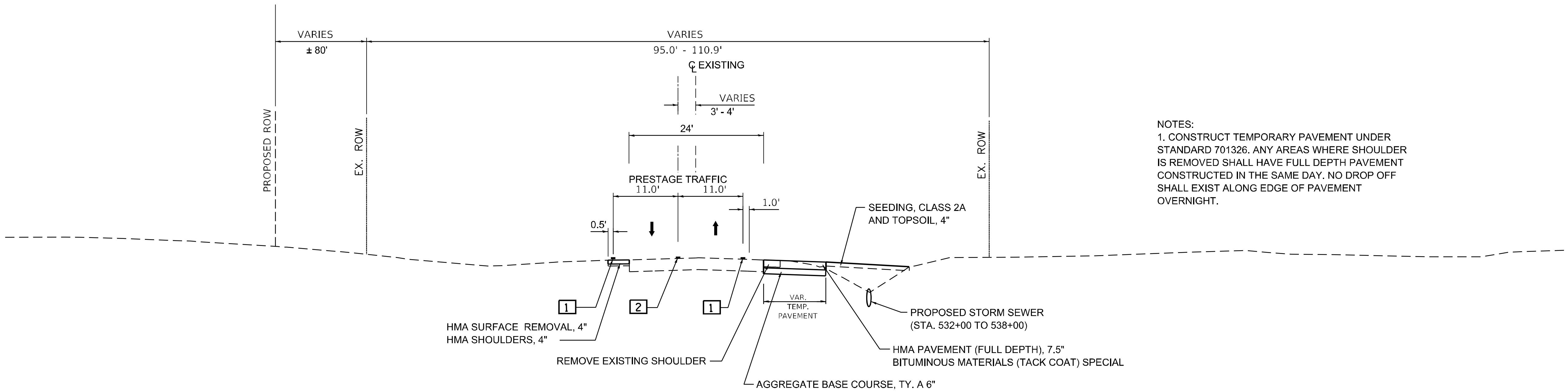
TRAFFIC:

ON NEW TRAFFIC LANES.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DRIVEWAYS:

DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE SHOWN ON THE PLANS OR OTHERWISE ARRANGED WITH THE PROPERTY OWNER. ANY SPECIAL ARRANGEMENTS MADE BY THE CONTRACTOR SHALL BE APPROVED BY THE ENGINEER.



NOTES:
1. CONSTRUCT TEMPORARY PAVEMENT UNDER STANDARD 701326. ANY AREAS WHERE SHOULDER IS REMOVED SHALL HAVE FULL DEPTH PAVEMENT CONSTRUCTED IN THE SAME DAY. NO DROP OFF SHALL EXIST ALONG EDGE OF PAVEMENT OVERNIGHT.

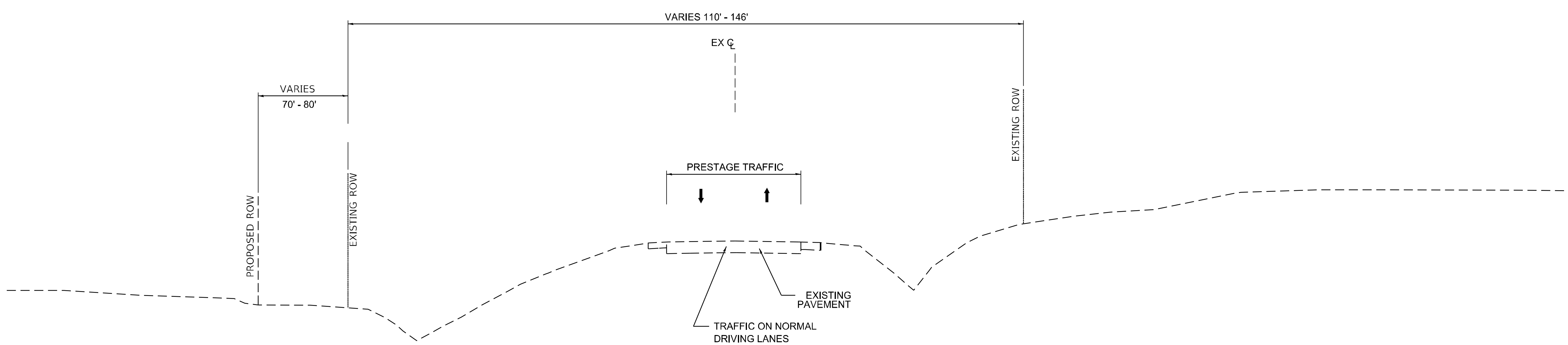
LEGEND

1 TEMPORARY PAVEMENT MARKING 4" SOLID WHITE

2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW

PROPOSED TYPICAL SECTION - MAINTENANCE OF TRAFFIC - PRESTAGE

IL ROUTE 9/ US ROUTE 24
STA. 531+60 TO STA. 537+50



PROPOSED TYPICAL SECTION - MAINTENANCE OF TRAFFIC - PRESTAGE

IL ROUTE 9/ US ROUTE 24
STA. 537+50 TO STA. 545+00

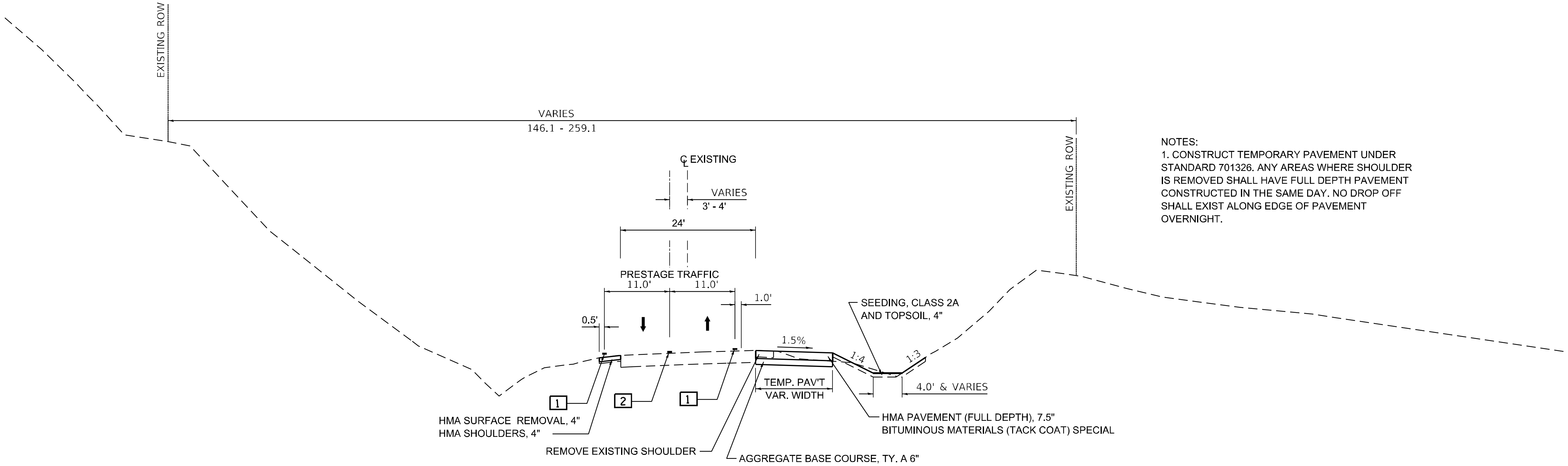
MW
Midwest Engineering
Associates, Inc.

USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KRS DLC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - RDC	REVISED -	
PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -	

US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
PRESTAGE MOT TYPICAL SECTIONS

SCALE: NONE | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	49
		CONTRACT NO. 68D34		
	ILLINOIS	FED. AID PROJECT		



NOTES:
1. CONSTRUCT TEMPORARY PAVEMENT UNDER STANDARD 701326. ANY AREAS WHERE SHOULDER IS REMOVED SHALL HAVE FULL DEPTH PAVEMENT CONSTRUCTED IN THE SAME DAY. NO DROP OFF SHALL EXIST ALONG EDGE OF PAVEMENT OVERNIGHT.

LEGEND

1 TEMPORARY PAVEMENT MARKING 4" SOLID WHITE

2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW

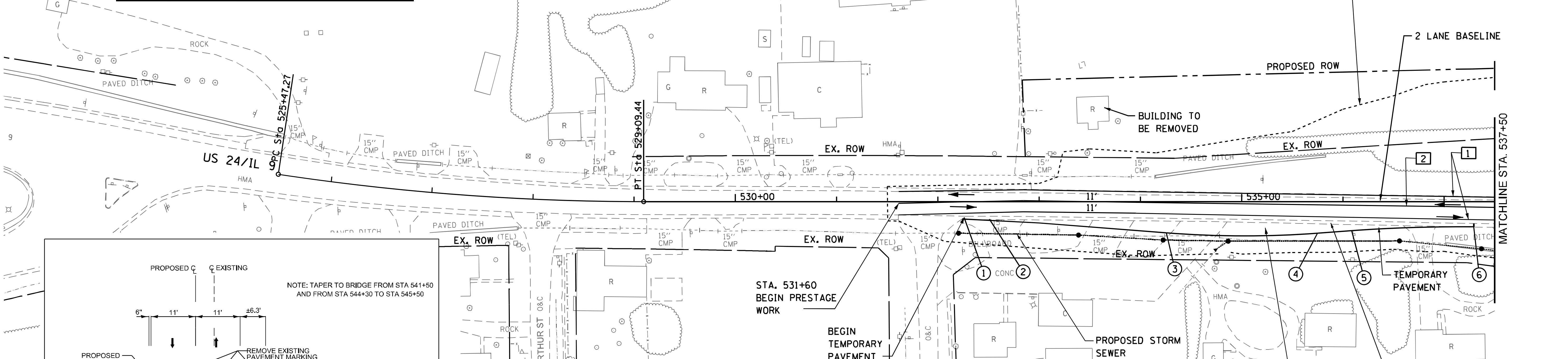
PROPOSED TYPICAL SECTION - MAINTENANCE OF TRAFFIC - PRESTAGE

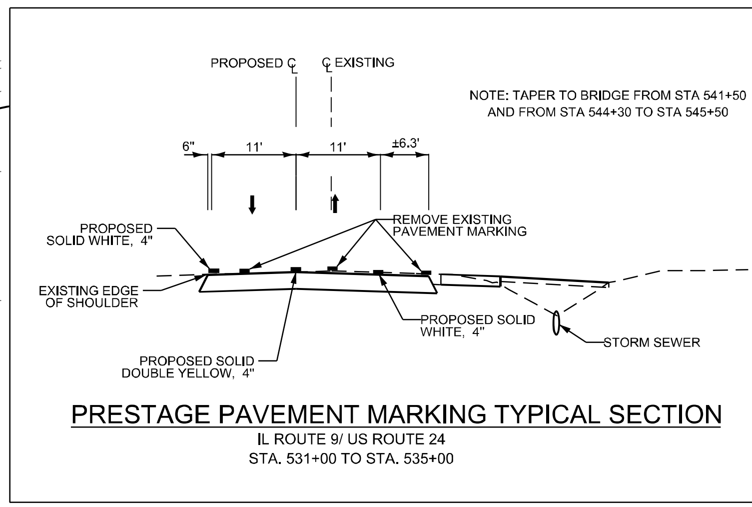
IL ROUTE 9/ US ROUTE 24
STA. 545+00 TO STA. 561+00

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK	F.A.P. RTE. 317A; SECTION (43-BR) BR; COUNTY FULTON; TOTAL SHEETS 263; SHEET NO. 50
		DRAWN - KRS DLC	REVISED -		PRESTAGE MOT TYPICAL SECTION	CONTRACT NO. 68D34
	PLOT SCALE = 20.0000 ' / in.	CHECKED - RDC	REVISED -		SCALE: NONE SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -			

TEMPORARY WIDENING EDGE OF PAVEMENT LAYOUT				
LOCATION	STATION	OFFSET	NORTHING	EASTING
1	532+23.93	17.12	1402357.0437	2368491.9595
2	533+00.00	21.07	1402350.3296	2368567.8332
3	534+25.72	30.78	1402336.0672	2368693.1187
4	535+74.97	31.13	1402330.2992	2368842.2561
5	536+08.69	28.68	1402331.5173	2368876.0399
6	537+29.27	24.81	1402331.0118	2368996.6864

TEMPORARY WIDENING EDGE OF PAVEMENT CURVE DATA				
			MIDPOINT COORDINATE	
LOCATION	RADIUS	DELTA	NORTHING	EASTING
3 TO 4	1000.00	8° 34'	1402330.3970	2368767.5796
5 TO 6	1500.00	4° 37'	1402332.4780	2368936.3683

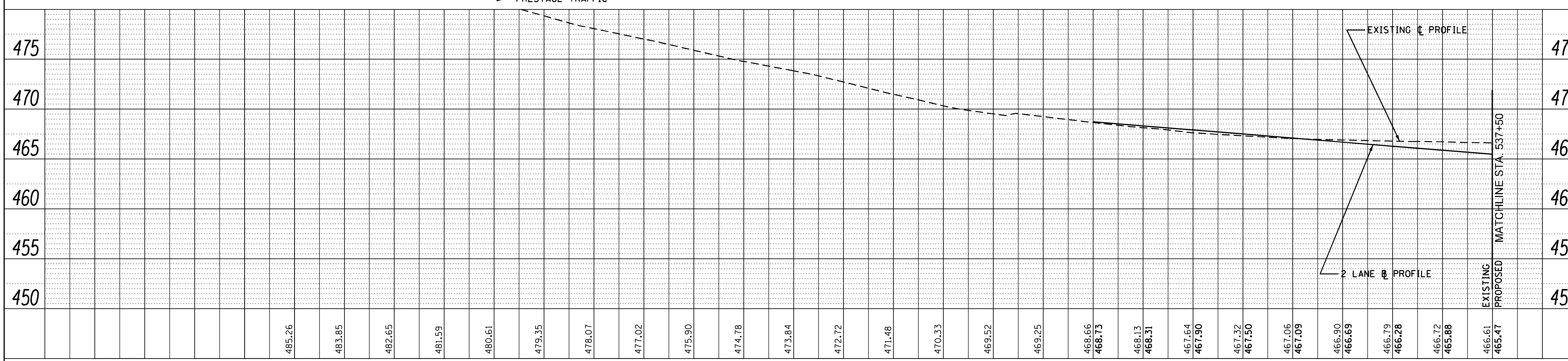




PRESTAGE PAVEMENT MARKING TYPICAL SECTION
IL ROUTE 9/ US ROUTE 24
STA. 531+00 TO STA. 535+00

LEGEND

- 1 TEMPORARY PAVEMENT MARKING 4" SOLID WHITE
- 2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW
- TEMPORARY CONCRETE BARRIER
- PRESTAGE TRAFFIC



PLAN: NOTE BOOK NO. / SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / BY / DATE

PROFILE: NOTE BOOK NO. / SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD / BY / DATE

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -
		DRAWN - KRS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
MAINTENANCE OF TRAFFIC PRE-STAGE PLAN AND PROFILE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	51

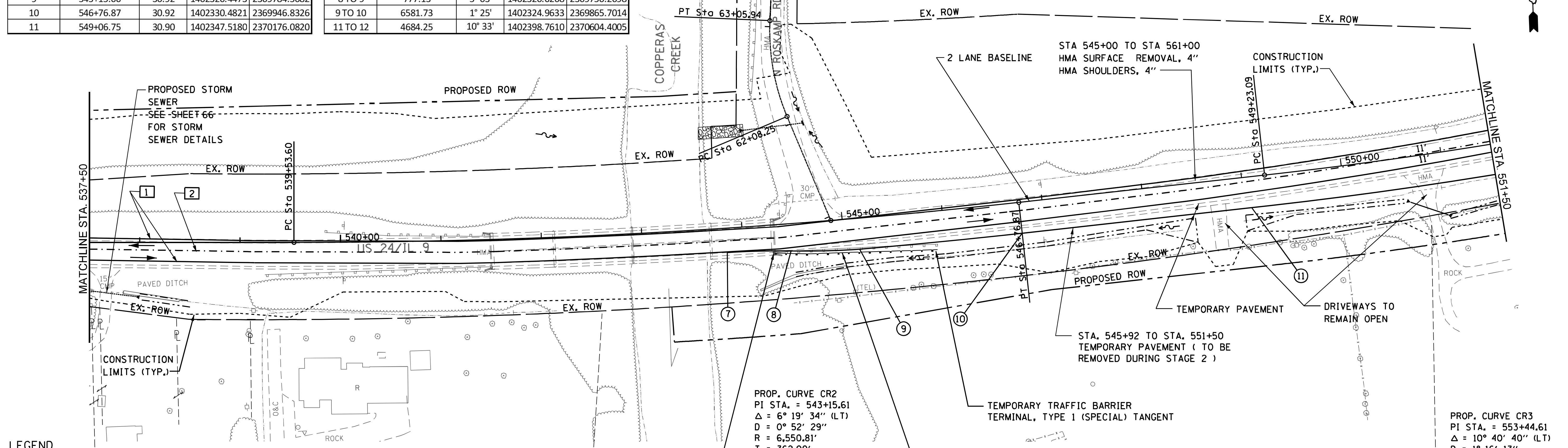
CONTRACT NO. 68D34
ILLINOIS FED. AID PROJECT

TEMPORARY WIDENING EDGE OF PAVEMENT LAYOUT

LOCATION	STATION	OFFSET	NORTHING	EASTING
7	543+83.80	24.30	1402321.8802	2369652.6045
8	544+46.93	27.23	1402321.1149	2369716.0461
9	545+15.00	30.92	1402320.4473	2369784.5082
10	546+76.87	30.92	1402330.4821	2369946.8326
11	549+06.75	30.90	1402347.5180	2370176.0820

TEMPORARY WIDENING EDGE OF PAVEMENT CURVE DATA

			MIDPOINT COORDINATE	
LOCATION	RADIUS	DELTA	NORTHING	EASTING
7 TO 8	760	4° 47'	1402322.1599	2369684.3333
8 TO 9	777.13	5° 03'	1402320.0268	2369750.2698
9 TO 10	6581.73	1° 25'	1402324.9633	2369865.7014
11 TO 12	4684.25	10° 33'	1402398.7610	2370604.4005



PROP. CURVE CR2
PI STA. = 543+15.61
Δ = 6° 19' 34" (LT)
D = 0° 52' 29"
R = 6,550.81'
T = 362.00'
L = 723.27'
E = 9.99'
P.C. STA. = 539+53.60
P.T. STA. = 546+76.87

PROP. CURVE CR3
PI STA. = 553+44.61
Δ = 10° 40' 40" (LT)
D = 1° 16' 13"
R = 4,510.57'
T = 421.52'
L = 840.60'
E = 19.65'
P.C. STA. = 549+23.09
P.T. STA. = 557+63.68

NOTE: 4" SHOULDER REMOVAL AND REPLACEMENT LT STA 545+00 TO 561+00 AND LT STA 532+50 TO 539+50 SHALL BE COMPLETED PRIOR TO BEGINNING PRESTAGE WORK

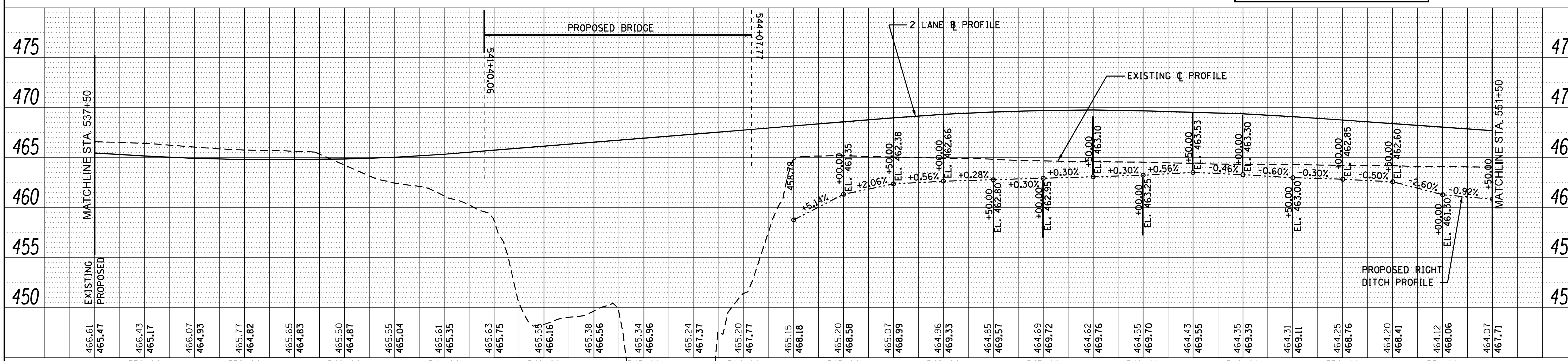
LEGEND

1 TEMPORARY PAVEMENT MARKING 4" SOLID WHITE

2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW

TEMPORARY CONCRETE BARRIER

PRESTAGE TRAFFIC



USER NAME = MWEA	DESIGNED - KMC	REVISED -
	DRAWN - KRS	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -
PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

Midwest Engineering Associates, Inc.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
MAINTENANCE OF TRAFFIC PRE-STAGE PLAN AND PROFILE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	52

CONTRACT NO. 68D34

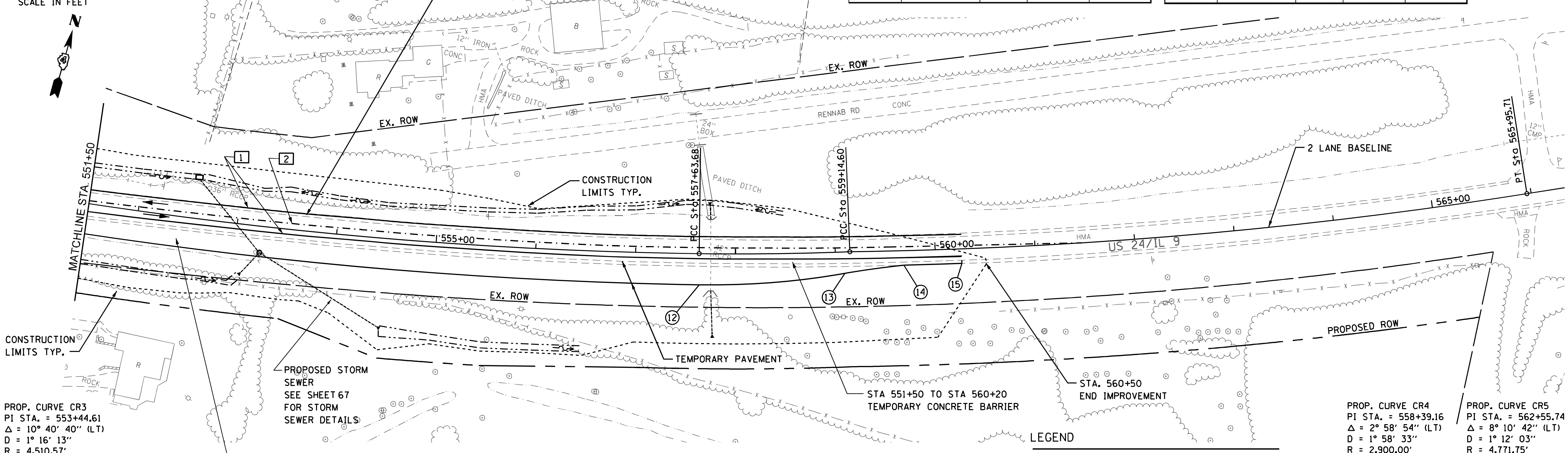
ILLINOIS FED. AID PROJECT

TEMPORARY WIDENING EDGE OF PAVEMENT LAYOUT

LOCATION	STATION	OFFSET	NORTHING	EASTING
12	557+64.08	31.26	1402489.1888	2371026.1888
13	559+08.79	21.51	1402539.6632	2371163.5375
14	559+68.45	14.53	1402563.6378	2371218.3246
15	560+26.30	14.54	1402581.0770	2371273.6676

TEMPORARY WIDENING EDGE OF PAVEMENT CURVE DATA

			MIDPOINT COORDINATE	
LOCATION	RADIUS	DELTA	NORTHING	EASTING
11 TO 12	4684.25	10° 33'	1402398.7610	2370604.4005
12 TO 13	772.00	10° 53'	1402511.1644	2371096.0618
13 TO 14	864.47	3° 58'	1402552.1244	2371190.7237



PROP. CURVE CR3
PI STA. = 553+44.61
Δ = 10° 40' 40" (LT)
D = 1° 16' 13"
R = 4,510.57'
T = 421.52'
L = 840.60'
E = 19.65'
P.C. STA. = 549+23.09
P.T. STA. = 557+63.68

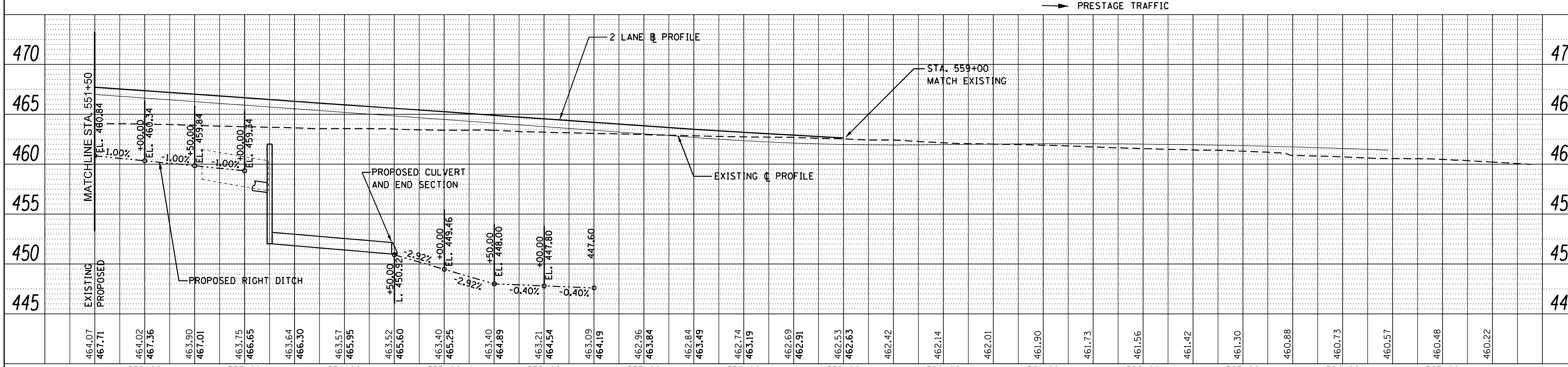
NOTE: 4" SHOULDER REMOVAL AND REPLACEMENT LT STA 545+00 TO 561+00 SHALL BE COMPLETED PRIOR TO BEGINNING PRESTAGE WORK

LEGEND

1 TEMPORARY PAVEMENT MARKING 4" SOLID WHITE
2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW
TEMPORARY CONCRETE BARRIER
PRESTAGE TRAFFIC

PROP. CURVE CR4
PI STA. = 558+39.16
Δ = 2° 58' 54" (LT)
D = 1° 58' 33"
R = 2,900.00'
T = 75.48'
L = 150.92'
E = 0.98'
P.C. STA. = 557+63.68
P.T. STA. = 559+14.60

PROP. CURVE CR5
PI STA. = 562+55.74
Δ = 8° 10' 42" (LT)
D = 1° 12' 03"
R = 4,771.75'
T = 341.13'
L = 681.11'
E = 12.18'
P.C. STA. = 559+14.60
P.T. STA. = 565+95.71



PLAN: SURVEYED / PLOTTED / ALIGNMENT CHECKED / PT. OF WAY CHECKED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE: SURVEYED / PLOTTED / GRADES CHECKED / BM. NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK / NO. / BY / DATE

MW Midwest Engineering Associates, Inc.

USER NAME = MWEA	DESIGNED - KMC	REVISED -
	DRAWN - KRS	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -
PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
MAINTENANCE OF TRAFFIC PRE-STAGE PLAN AND PROFILE

SCALE: SHEET OF SHEETS STA. TO STA.

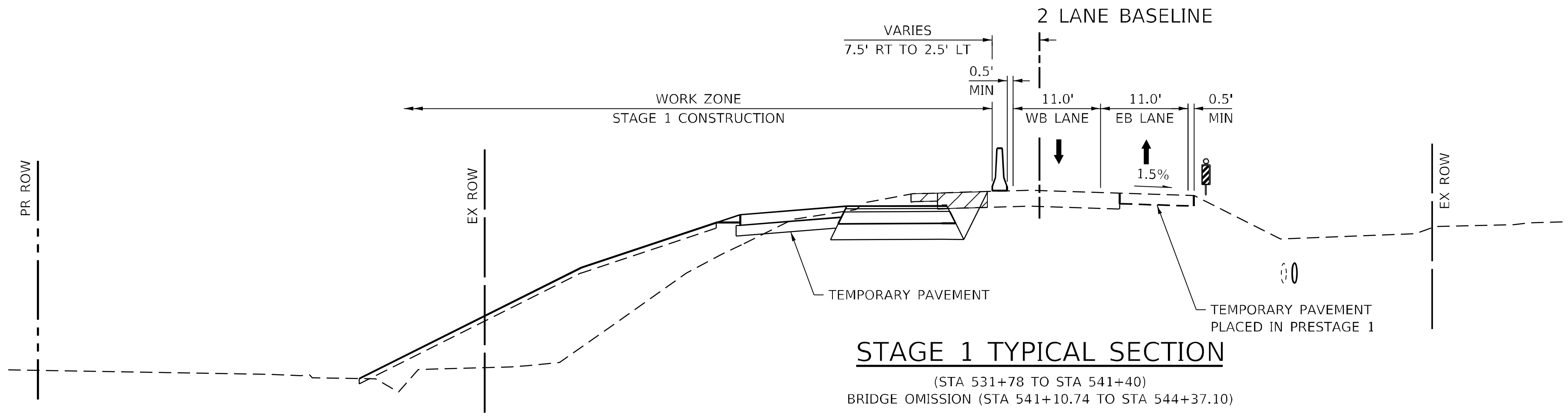
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	53

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT

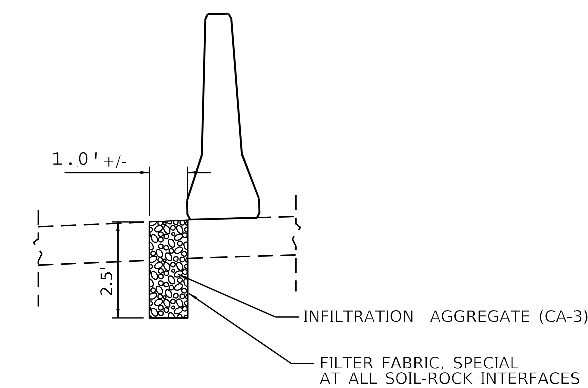
LEGEND

- PAVEMENT REMOVAL OR PAVEMENT BREAKING
- TEMPORARY CONCRETE BARRIER
- VERTICAL BARRICADE
- TRAFFIC DIRECTION



STAGE 1 TYPICAL SECTION

(STA 531+78 TO STA 541+40)
BRIDGE OMISSION (STA 541+10.74 TO STA 544+37.10)

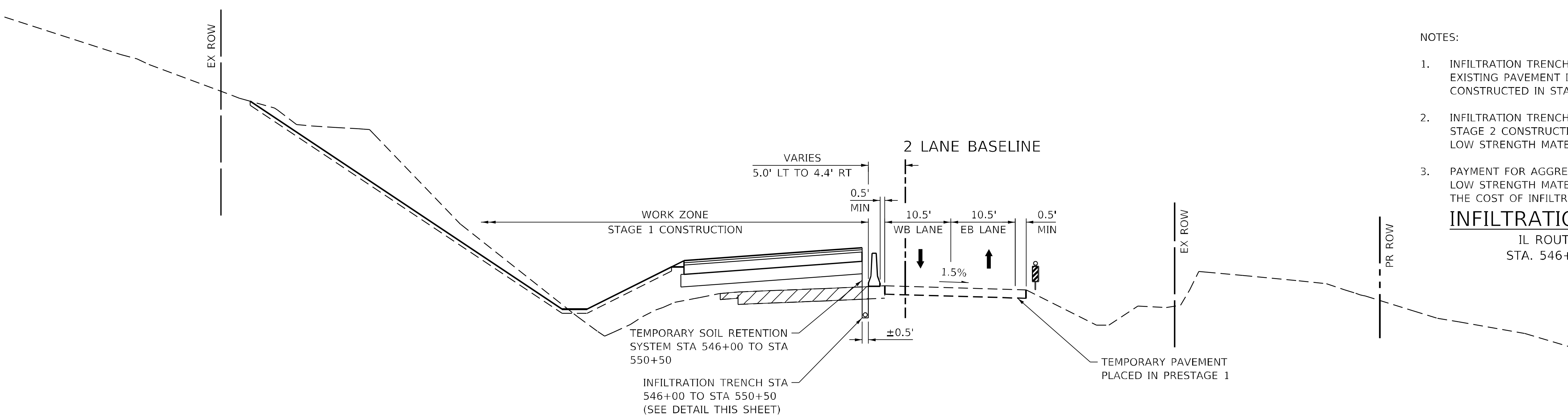


NOTES:

1. INFILTRATION TRENCH TO BE PROVIDED WHERE EXISTING PAVEMENT IS TO REMAIN BELOW EMBANKMENTS CONSTRUCTED IN STAGE 1.
2. INFILTRATION TRENCH TO BE REMOVED DURING STAGE 2 CONSTRUCTION AND BACKFILLED WITH CONTROLLED LOW STRENGTH MATERIAL.
3. PAYMENT FOR AGGREGATE, FILTER FABRIC, AND CONTROLLED LOW STRENGTH MATERIAL SHALL BE CONSIDERED INCLUDED IN THE COST OF INFILTRATION AGGREGATE.

INFILTRATION TRENCH DETAIL

IL ROUTE 9/ US ROUTE 24
STA. 546+00 TO STA. 550+50



STAGE 1 TYPICAL SECTION

(STA 544+38 TO STA 560+50)

NOTE:

THE CONTRACTOR SHALL SAW CUT ALONG THE REMOVAL LINE WHERE A PORTION OF THE EXISTING PAVEMENT IS TO REMAIN. COST OF SAW CUTS SHALL BE INCIDENTAL TO PAVEMENT REMOVAL.

MODEL: Default
FILE NAME: S:\2018\18IL009 Phase I-II US24IL9 IDOT D8 Midwest PTB 187-008\CADD\CADD Sheets\D468D34-sht-mot-stage1-typ.dgn

QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - RG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - RG	REVISED -	
	PLOT SCALE = 20.0000 ' / in.	CHECKED - MV	REVISED -	
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -	

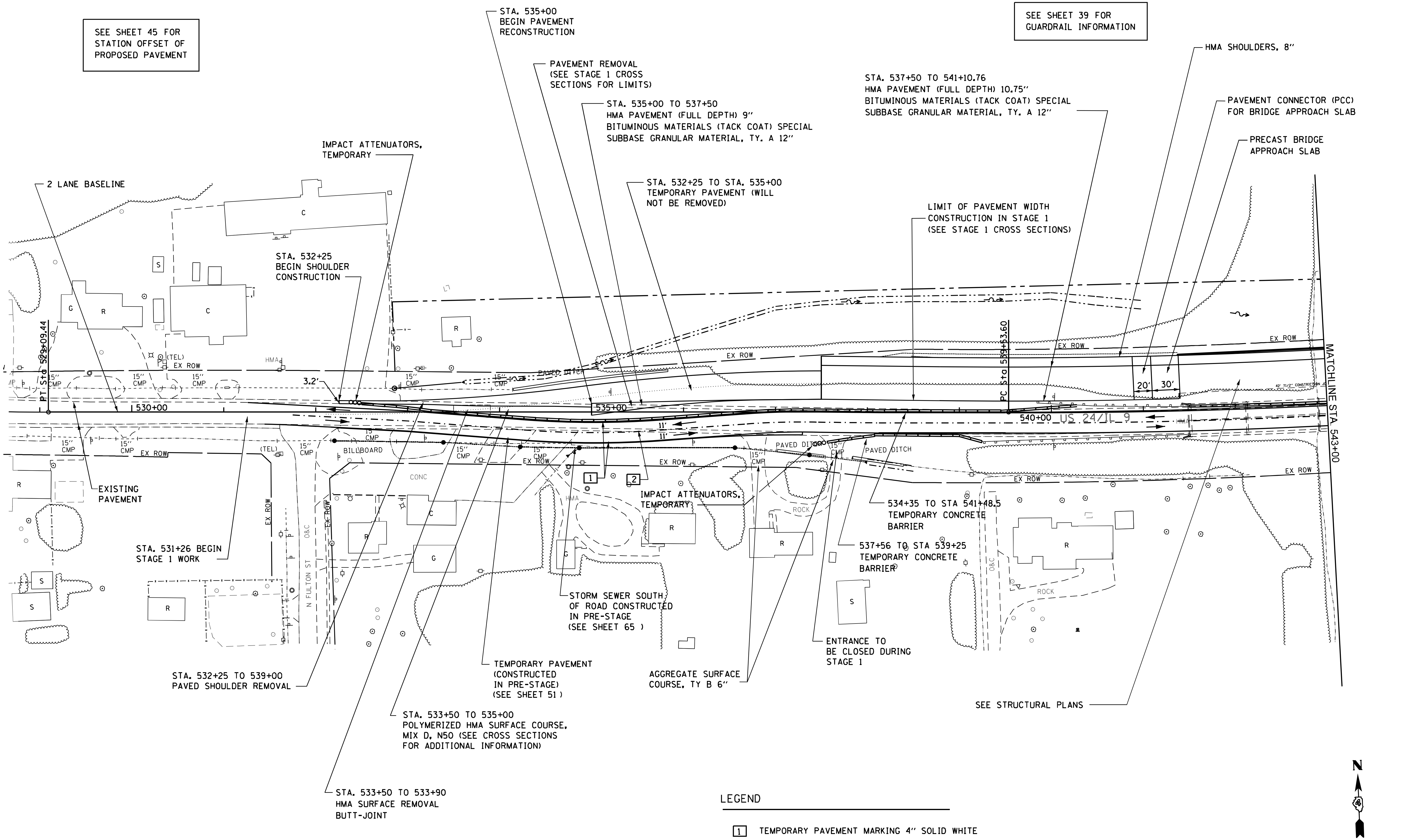
TYPICAL SECTIONS STAGE 1

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	54
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

SEE SHEET 45 FOR STATION OFFSET OF PROPOSED PAVEMENT

SEE SHEET 39 FOR GUARDRAIL INFORMATION



LEGEND

1 TEMPORARY PAVEMENT MARKING 4" SOLID WHITE

2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW

TEMPORARY CONCRETE BARRIER

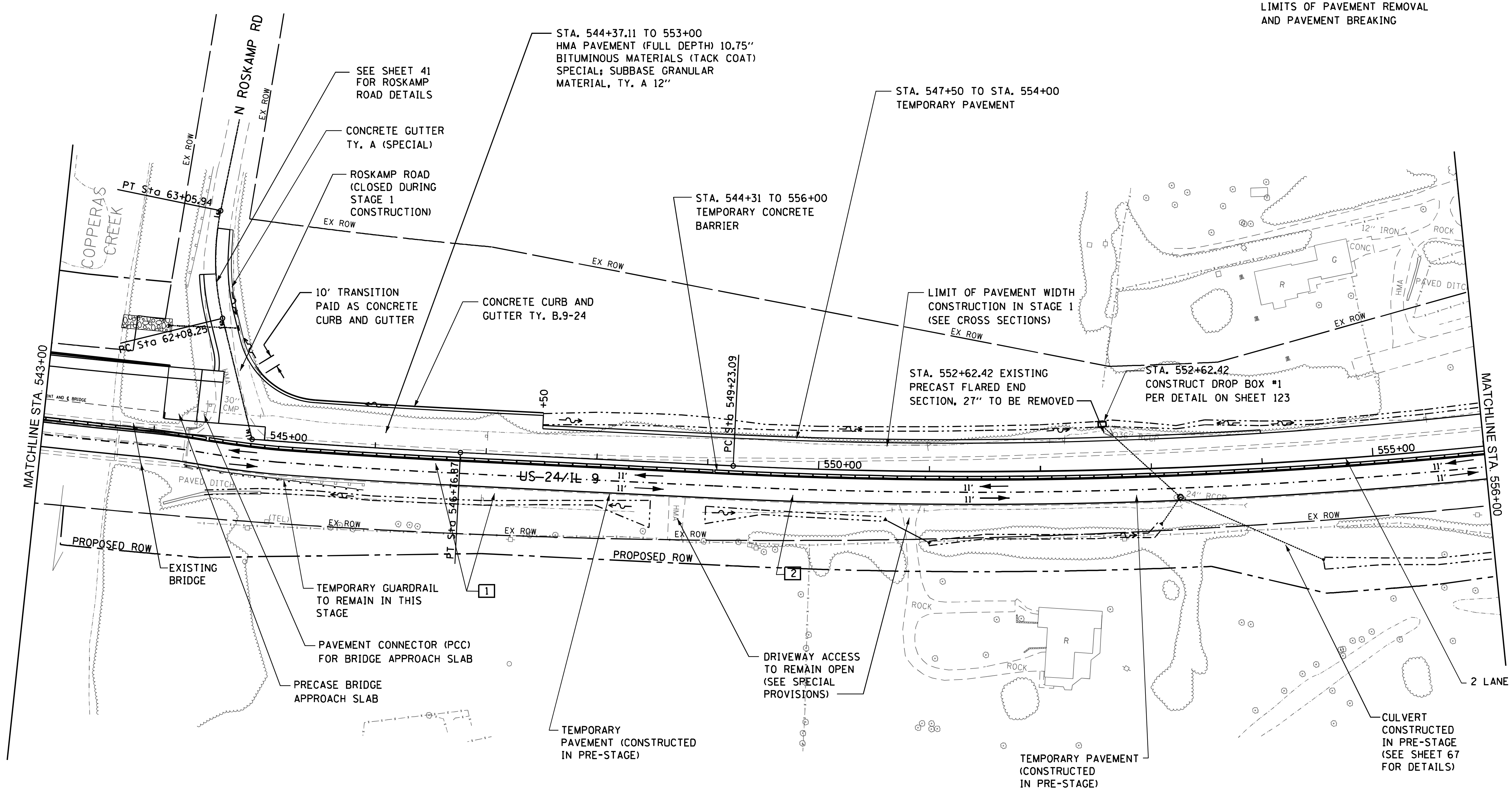
STAGE 1 TRAFFIC

SEE ALTERNATE BID PLAN / PROFILE FOR PAVEMENT AND SHOULDER MATERIAL IF ALTERNATE BID IS AWARDED.

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK MAINTENANCE OF TRAFFIC STAGE 1	F.A.P. RTE. 317A	SECTION (43-BR) BR	COUNTY FULTON	TOTAL SHEETS 263	SHEET NO. 55
		DRAWN - KRS	REVISED -							
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -			CONTRACT NO. 68D34				
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				

SEE SHEET 46 FOR
STATION OFFSET OF
PROPOSED PAVEMENT

NOTE:
REFER TO REMOVAL PLANS
AND CROSS SECTIONS FOR
LIMITS OF PAVEMENT REMOVAL
AND PAVEMENT BREAKING



LEGEND

1 TEMPORARY PAVEMENT MARKING 4" SOLID WHITE

2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW

TEMPORARY CONCRETE BARRIER

STAGE 1 TRAFFIC

SEE DRAINAGE PLANS AND
CROSS SECTIONS FOR
DITCHING AND CULVERT
INFORMATION

N

0 50 100 150
SCALE IN FEET

SEE ALTERNATE BID PLAN / PROFILE
FOR PAVEMENT AND SHOULDER MATERIAL
IF ALTERNATE BID IS AWARDED.

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -
		DRAWN - KRS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
MAINTENANCE OF TRAFFIC STAGE 1

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	56
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

SEE SHEET 47 FOR
STATION OFFSET OF
PROPOSED PAVEMENT

STA. 556+00 TO 557+64
HMA PAVEMENT (FULL DEPTH) 10.75"
BITUMINOUS MATERIALS (TACK COAT)
SPECIAL; SUBBASE GRANULAR
MATERIAL, TY. A 12"

LIMIT OF PAVEMENT WIDTH
CONSTRUCTION IN STAGE 1
(SEE CROSS SECTIONS)

STA. 557+64 END PAVEMENT
RECONSTRUCTION

STA. 557+64 TO STA. 559+06
POLYMERIZED HOT-MIX ASPHALT
SURFACE COURSE, MIX "D", N50
POLYMERIZED HOT-MIX ASPHALT
BINDER COURSE, IL-9.5, N50
(SEE CROSS SECTIONS)

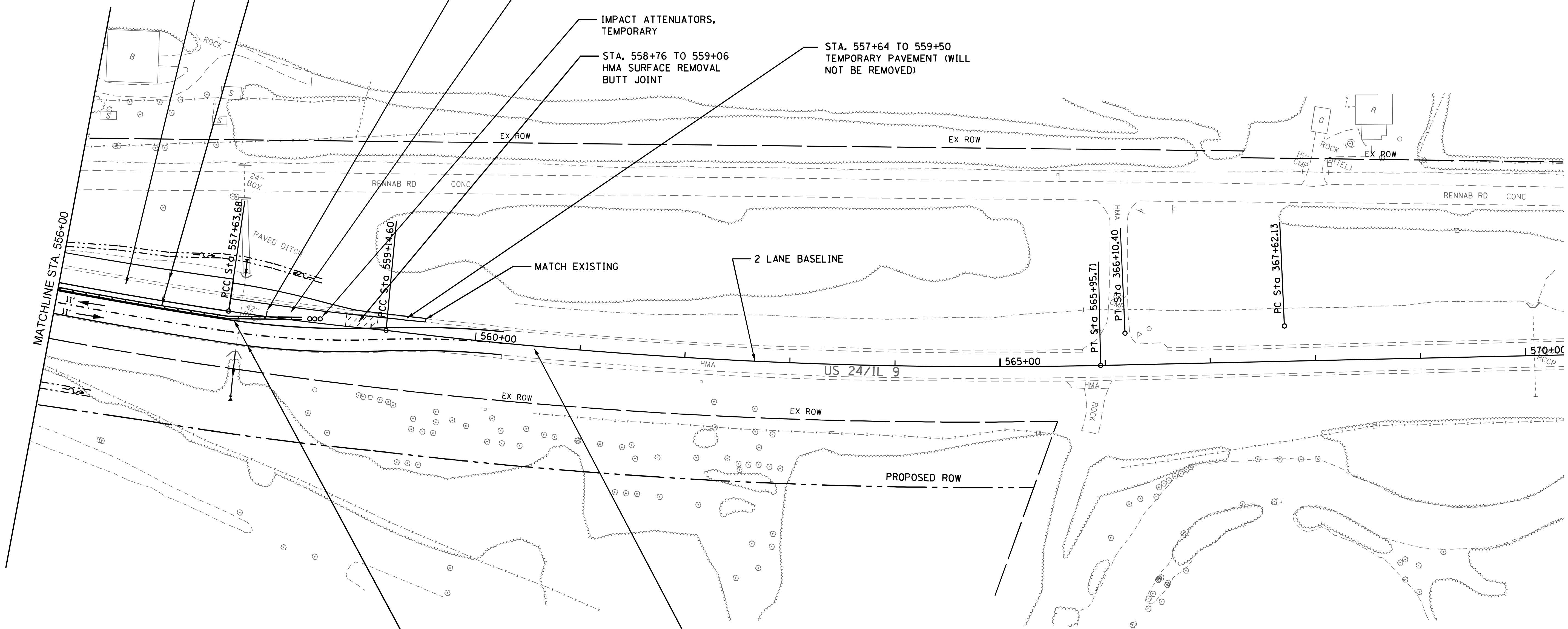
IMPACT ATTENUATORS,
TEMPORARY

STA. 558+76 TO 559+06
HMA SURFACE REMOVAL
BUTT JOINT

STA. 557+64 TO 559+50
TEMPORARY PAVEMENT (WILL
NOT BE REMOVED)

MATCH EXISTING

2 LANE BASELINE



TEMPORARY PAVEMENT
(CONSTRUCTED IN PRESTAGE)

STA. 560+50 END
STAGE 1 IMPROVEMENTS

NOTE:
REFER TO REMOVAL PLANS
AND CROSS SECTIONS FOR
LIMITS OF PAVEMENT REMOVAL
AND PAVEMENT BREAKING

LEGEND

1 TEMPORARY PAVEMENT MARKING 4" SOLID WHITE

2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW

TEMPORARY CONCRETE BARRIER

STAGE 1 TRAFFIC

0 50 100 150
SCALE IN FEET

SEE ALTERNATE BID PLAN / PROFILE
FOR PAVEMENT AND SHOULDER MATERIAL
IF ALTERNATE BID IS AWARDED.

MW
Midwest Engineering
Associates, Inc.

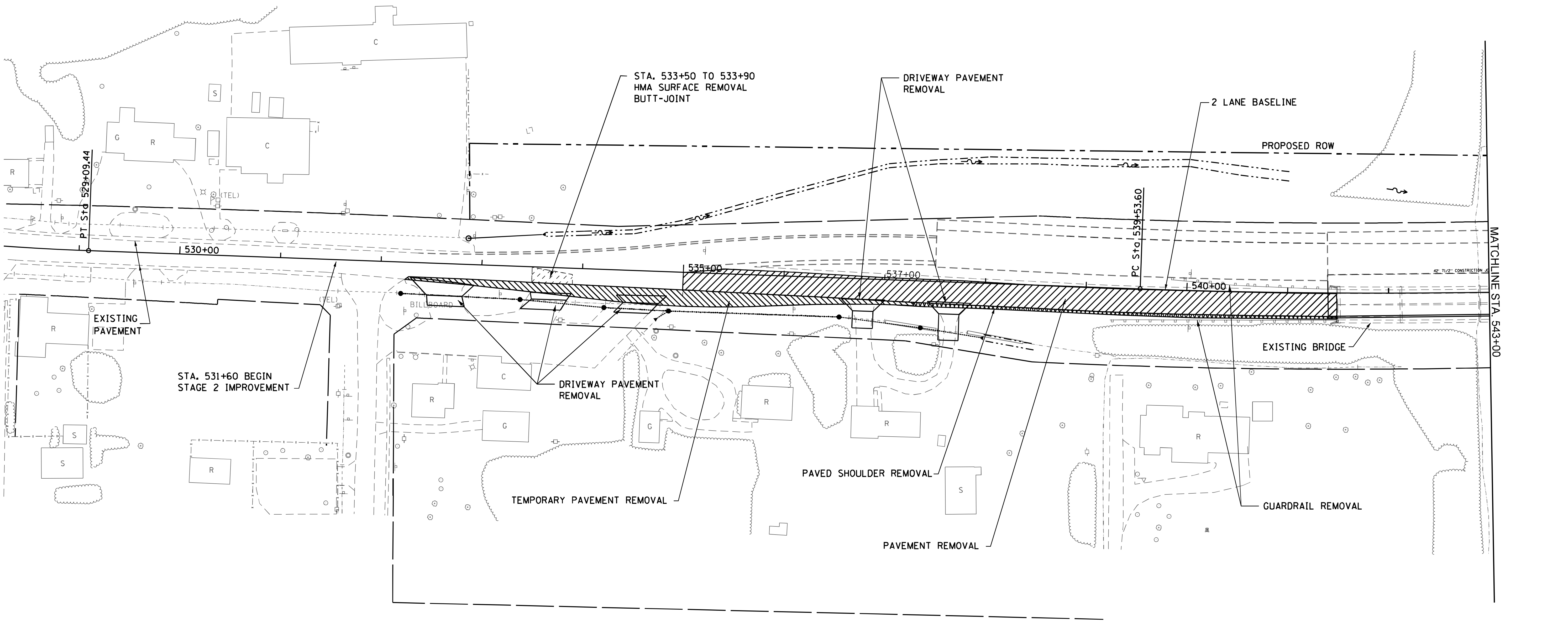
USER NAME = MWEA	DESIGNED - KMC	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -	
PLOT DATE = 3/19/2021	DATE - 03/17/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
MAINTENANCE OF TRAFFIC STAGE 1

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	57
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		



LEGEND

PAVEMENT REMOVAL

TEMPORARY PAVEMENT REMOVAL

BREAK EXISTING PAVEMENT PER ARTICAL 205.03

PAVED SHOULDER REMOVAL

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -
		DRAWN - KRS	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

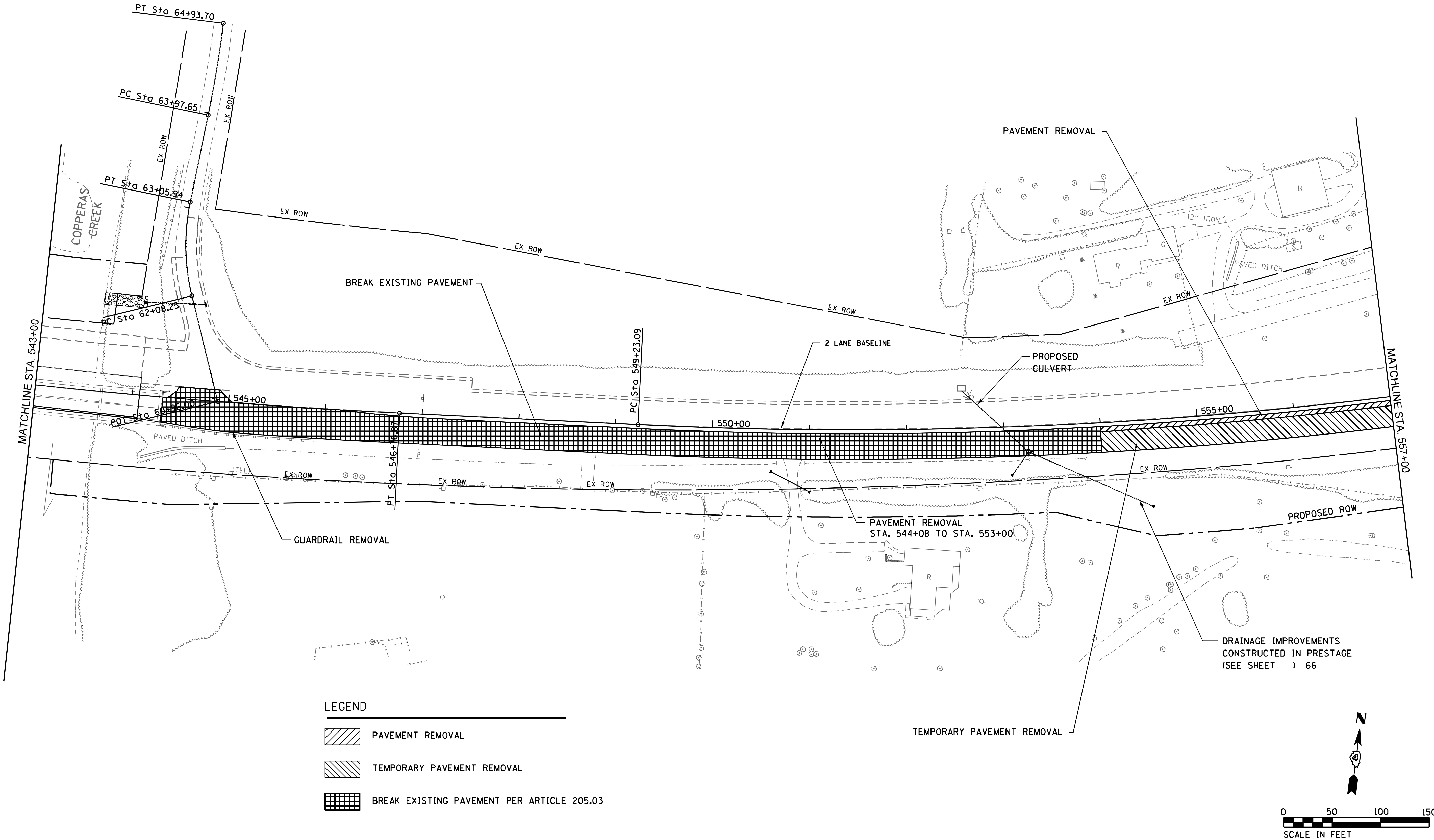
US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
MAINTENANCE OF TRAFFIC STAGE 2 REMOVAL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	58

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT



MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - KRS	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -	
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -	

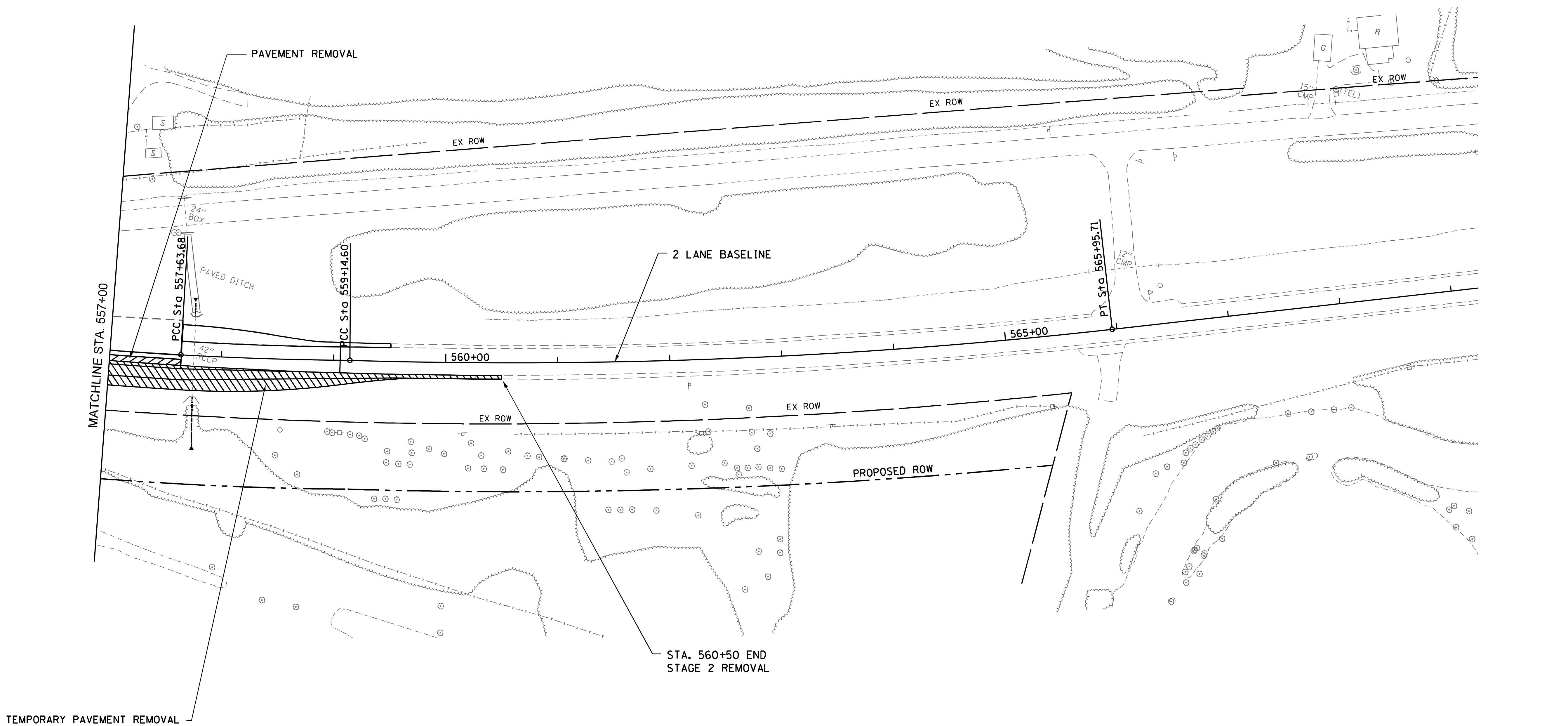
US24 /IL9 – BRIDGE REPLACEMENT OVER COPPERAS CREEK
MAINTENANCE OF TRAFFIC STAGE 2 REMOVAL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	59

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT



LEGEND

PAVEMENT REMOVAL

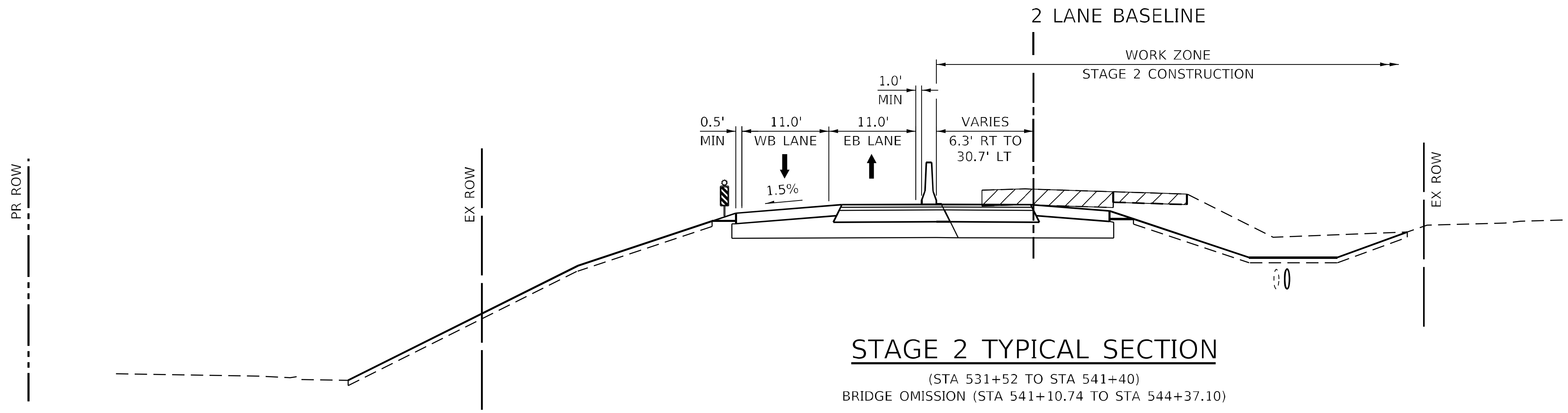
TEMPORARY PAVEMENT REMOVAL

BREAK EXISTING PAVEMENT PER ARTICLE 205.03

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK MAINTENANCE OF TRAFFIC STAGE 2 REMOVAL	F.A.P. RTE. 317A	SECTION (43-BR) BR	COUNTY FULTON	TOTAL SHEETS 263 / SHEET NO. 60
		DRAWN - KRS	REVISED -						
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -			CONTRACT NO. 68D34			
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT			

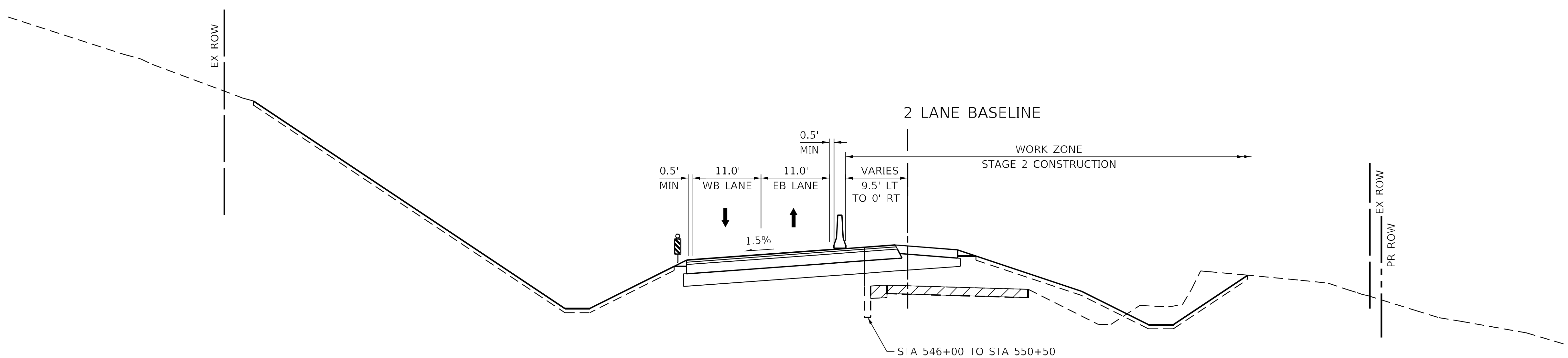
LEGEND

- PAVEMENT REMOVAL OR PAVEMENT BREAKING
- TEMPORARY CONCRETE BARRIER
- VERTICAL BARRICADE
- TRAFFIC DIRECTION



STAGE 2 TYPICAL SECTION

(STA 531+52 TO STA 541+40)
BRIDGE OMISSION (STA 541+10.74 TO STA 544+37.10)



STAGE 2 TYPICAL SECTION

(STA 544+38 TO STA 559+60)

MODEL: Default
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QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - RG	REVISED -
		DRAWN - RG	REVISED -
	PLOT SCALE = 20.0000 ' / in.	CHECKED - MV	REVISED -
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

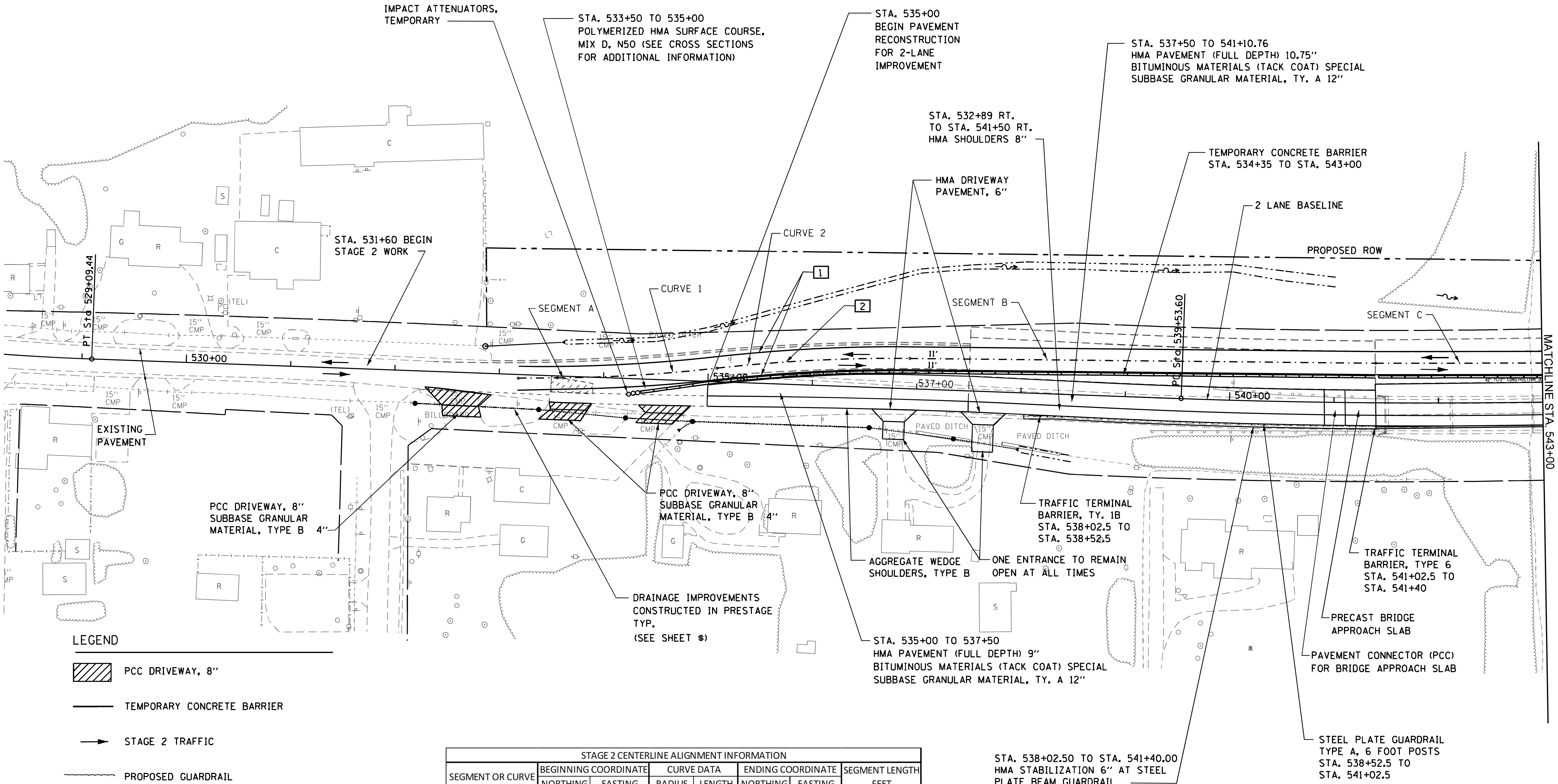
TYPICAL SECTIONS STAGE 2

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	61

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT



LEGEND

PCC DRIVEWAY, 8"

TEMPORARY CONCRETE BARRIER

STAGE 2 TRAFFIC

PROPOSED GUARDRAIL

TEMPORARY PAVEMENT MARKING LEGEND

1 TEMPORARY PAVEMENT MARKING 4" WHITE

2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW

SEE ALTERNATE BID PLAN / PROFILE FOR PAVEMENT AND SHOULDER MATERIAL IF ALTERNATE BID IS AWARDED.

STAGE 2 CENTERLINE ALIGNMENT INFORMATION

SEGMENT OR CURVE	BEGINNING COORDINATE		CURVE DATA		ENDING COORDINATE		SEGMENT LENGTH
	NORTHING	EASTING	RADIUS	LENGTH	NORTHING	EASTING	FEET
A	1402367.16	2368586.74			1402367.49	2368624.25	37.51
CURVE 1	1402367.49	2368624.25	1484.50	153.16	1402376.72	2368777.06	
CURVE 2	1402376.72	2368777.06	1515.50	185.20	1402386.13	2368961.91	
B	1402386.13	2368961.91			1402381.55	2369408.13	446.25
C	1402381.55	2369408.13			1402381.79	2369680.24	272.11
CURVE 3	1402381.79	2369680.24	930.50	56.62	1402380.12	2369736.82	
CURVE 4	1402380.12	2369736.82	2090.77	280.25	1402382.10	2370016.85	
D	1402382.10	2370016.85			1402385.80	2370066.72	50.00
E	1402385.80	2370066.72			1402393.67	2370172.72	106.30
CURVE 5	1402393.67	2370172.72	4637.98	854.51	1402533.94	2371014.42	
CURVE 6	1402533.94	2371014.42	760.00	84.36	1402550.84	2371097.02	
CURVE 7	1402550.84	2371097.02	760.00	115.92	1402576.39	2371209.98	

SEE SHEET 59 FOR STAGE 2 REMOVAL INFORMATION

SEE DRAINAGE SHEETS FOR CULVERT AND DITCHING INFORMATION

N

0 50 100 150
SCALE IN FEET

MW
Midwest Engineering Associates, Inc.

USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS
	DRAWN - KRS	REVISED -	DEPARTMENT OF TRANSPORTATION
PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -	
PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -	

US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
MAINTENANCE OF TRAFFIC STAGE 2

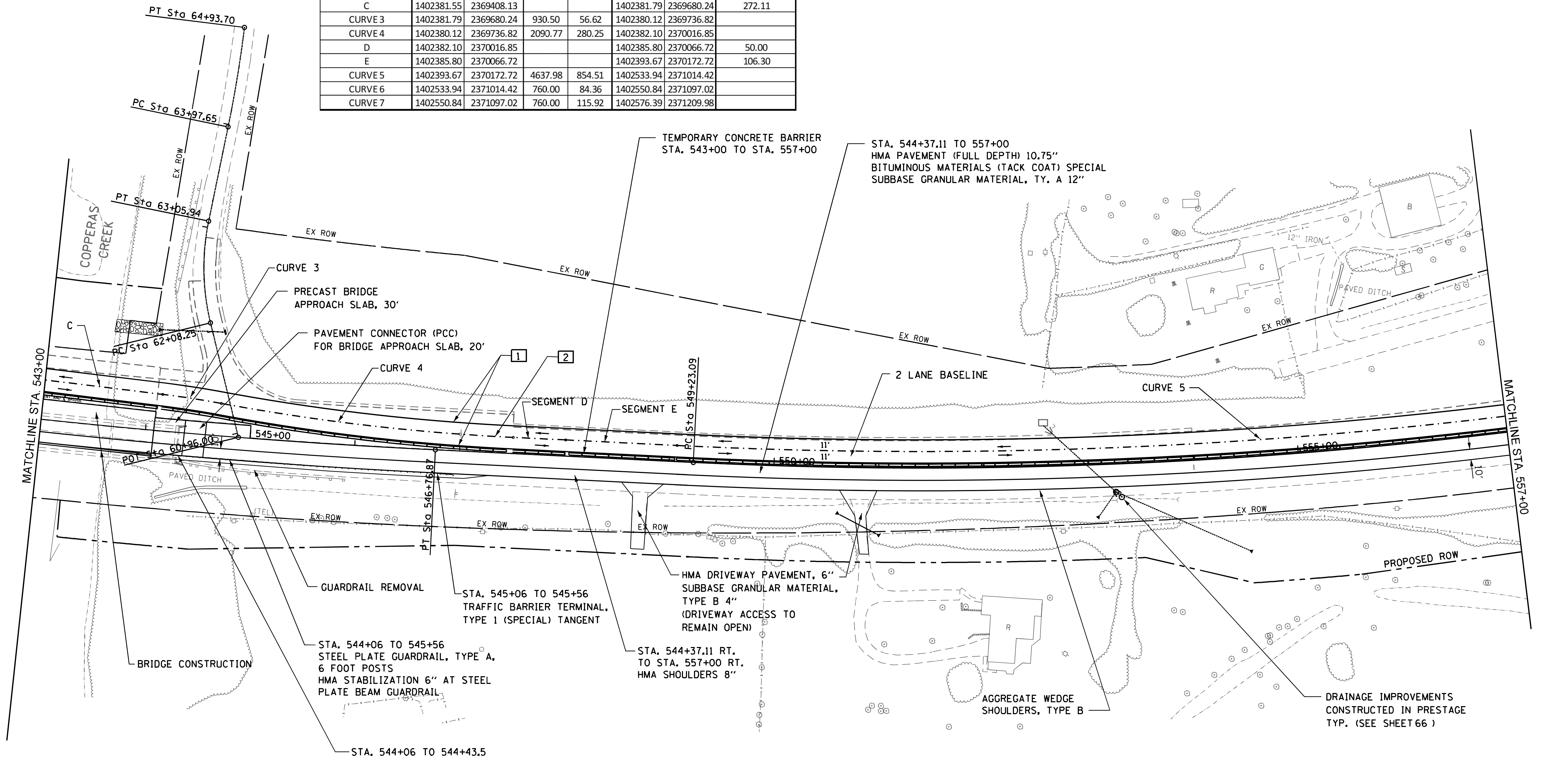
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	62

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT

STAGE 2 CENTERLINE ALIGNMENT INFORMATION							
SEGMENT OR CURVE	BEGINNING COORDINATE		CURVE DATA		ENDING COORDINATE		SEGMENT LENGTH
	NORTHING	EASTING	RADIUS	LENGTH	NORTHING	EASTING	FEET
A	1402367.16	2368586.74			1402367.49	2368624.25	37.51
CURVE 1	1402367.49	2368624.25	1484.50	153.16	1402376.72	2368777.06	
CURVE 2	1402376.72	2368777.06	1515.50	185.20	1402386.13	2368961.91	
B	1402386.13	2368961.91			1402381.55	2369408.13	446.25
C	1402381.55	2369408.13			1402381.79	2369680.24	272.11
CURVE 3	1402381.79	2369680.24	930.50	56.62	1402380.12	2369736.82	
CURVE 4	1402380.12	2369736.82	2090.77	280.25	1402382.10	2370016.85	
D	1402382.10	2370016.85			1402385.80	2370066.72	50.00
E	1402385.80	2370066.72			1402393.67	2370172.72	106.30
CURVE 5	1402393.67	2370172.72	4637.98	854.51	1402533.94	2371014.42	
CURVE 6	1402533.94	2371014.42	760.00	84.36	1402550.84	2371097.02	
CURVE 7	1402550.84	2371097.02	760.00	115.92	1402576.39	2371209.98	



LEGEND

- PCC DRIVEWAY, 8"
- TEMPORARY CONCRETE BARRIER
- STAGE 2 TRAFFIC
- PROPOSED GUARDRAIL

TEMPORARY PAVEMENT MARKING LEGEND

1 TEMPORARY PAVEMENT MARKING 4" WHITE

2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW

SEE SHEET 60 FOR STAGE 2 REMOVAL INFORMATION

SEE DRAINAGE SHEETS FOR CULVERT AND DITCHING INFORMATION

N

0 50 100 150
SCALE IN FEET

SEE ALTERNATE BID PLAN / PROFILE FOR PAVEMENT AND SHOULDER MATERIAL IF ALTERNATE BID IS AWARDED.

MW
Midwest Engineering Associates, Inc.

USER NAME = MWEA	DESIGNED - KMC	REVISED -	
	DRAWN - KRS	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -	
PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK
MAINTENANCE OF TRAFFIC STAGE 2

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	63

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT

STAGE 2 CENTERLINE ALIGNMENT INFORMATION							
SEGMENT OR CURVE	BEGINNING COORDINATE		CURVE DATA		ENDING COORDINATE		SEGMENT LENGTH
	NORTHING	EASTING	RADIUS	LENGTH	NORTHING	EASTING	FEET
A	1402367.16	2368586.74			1402367.49	2368624.25	37.51
CURVE 1	1402367.49	2368624.25	1484.50	153.16	1402376.72	2368777.06	
CURVE 2	1402376.72	2368777.06	1515.50	185.20	1402386.13	2368961.91	
B	1402386.13	2368961.91			1402381.55	2369408.13	446.25
C	1402381.55	2369408.13			1402381.79	2369680.24	272.11
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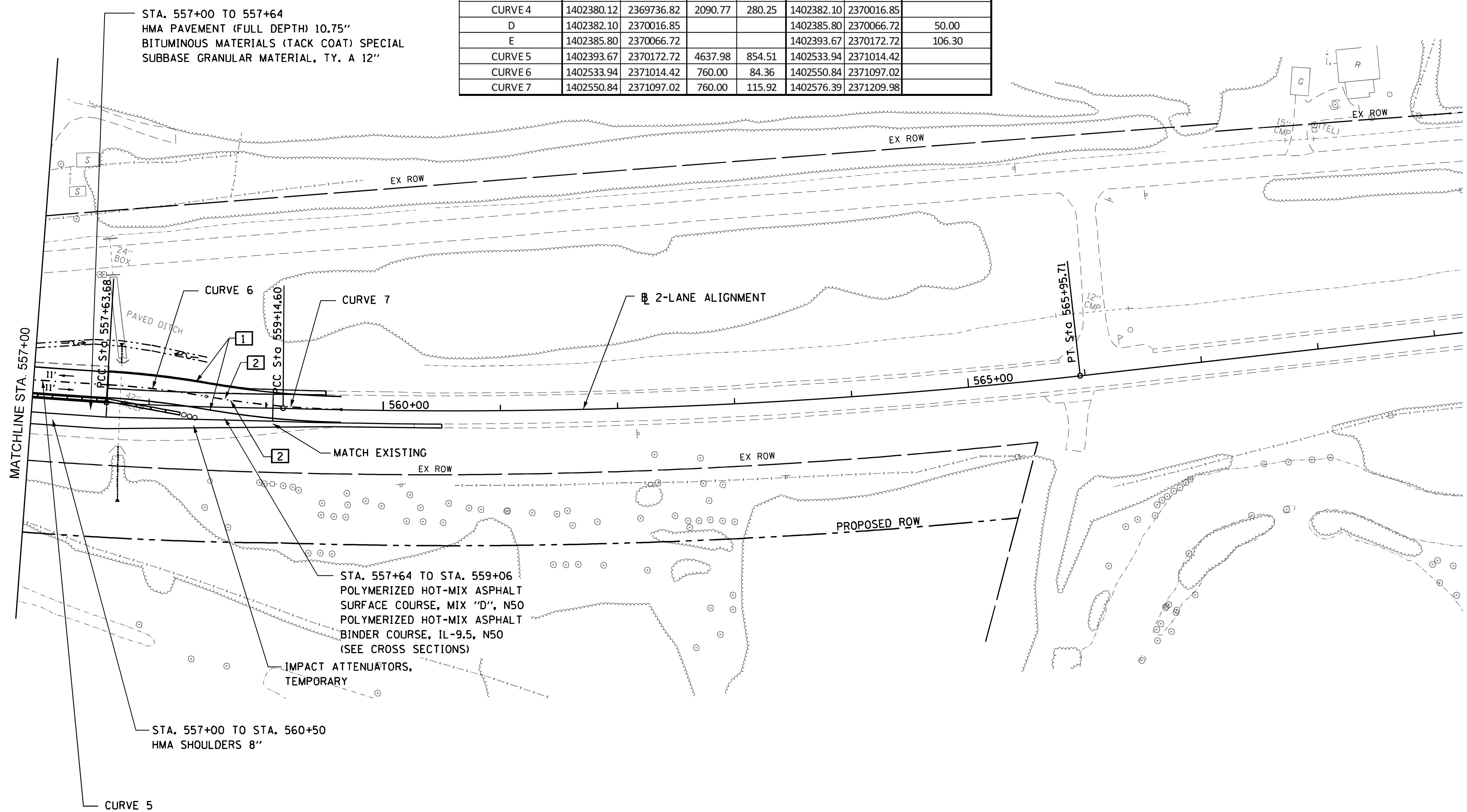
CURVE 4	1402380.12	2369736.82	2090.77	280.25	1402382.10	2370016.85	
D	1402382.10	2370016.85			1402385.80	2370066.72	50.00
E	1402385.80	2370066.72			1402393.67	2370172.72	106.30
CURVE 5	1402393.67	2370172.72	4637.98	854.51	1402533.94	2371014.42	
CURVE 6	1402533.94	2371014.42	760.00	84.36	1402550.84	2371097.02	
CURVE 7	1402550.84	2371097.02	760.00	115.92	1402576.39	2371209.98	



TEMPORARY PAVEMENT MARKING LEGEND

1 TEMPORARY PAVEMENT MARKING 4" WHITE

2 TEMPORARY PAVEMENT MARKING 4" DOUBLE YELLOW

LEGEND

PCC DRIVEWAY, 8"

TEMPORARY CONCRETE BARRIER

STAGE 2 TRAFFIC

PROPOSED GUARDRAIL

SEE SHEET 60 FOR STAGE 2 REMOVAL INFORMATION

SEE DRAINAGE SHEETS FOR CULVERT AND DITCHING INFORMATION

N

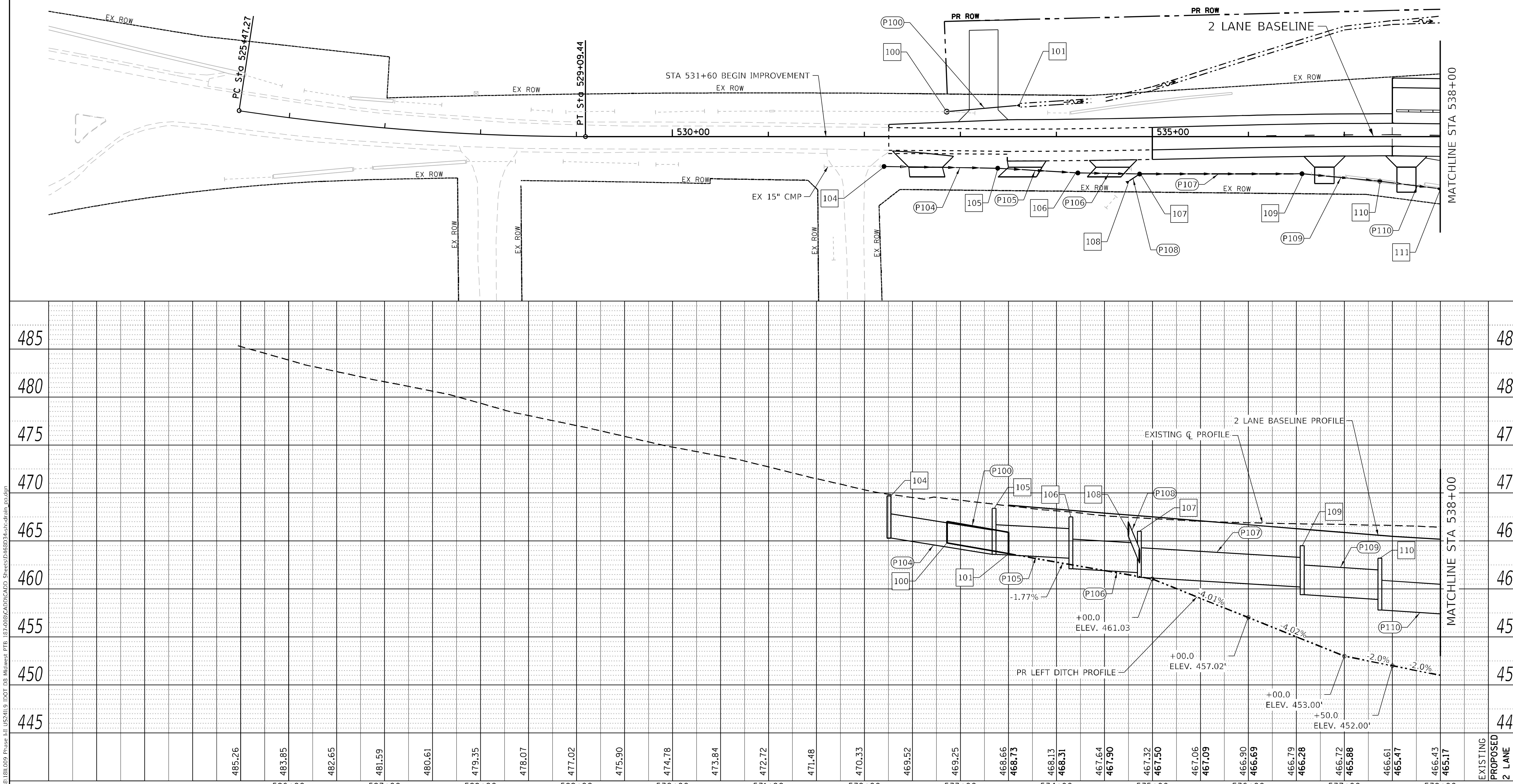
0 50 100 150
SCALE IN FEET

SEE ALTERNATE BID PLAN / PROFILE FOR PAVEMENT AND SHOULDER MATERIAL IF ALTERNATE BID IS AWARDED.

MW Midwest Engineering Associates, Inc.	USER NAME = MWEA	DESIGNED - KMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US24 /IL9 - BRIDGE REPLACEMENT OVER COPPERAS CREEK MAINTENANCE OF TRAFFIC STAGE 2	F.A.P. RTE. 317A	SECTION (43-BR) BR
		DRAWN - KRS	REVISED -			COUNTY FULTON	TOTAL SHEETS 263
	PLOT SCALE = 100.0000 ' / in.	CHECKED - RDC	REVISED -			SHEET NO. 64	CONTRACT NO. 68D34
	PLOT DATE = 3/18/2021	DATE - 03/17/21	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT	

STR #	STATION	OFFSET	RIM ELEV	INVERT ELEV	STRUCTURE TYPE
100	532+85.80	25.91 LT	468.40	464.80 E, 466.50 W (EX)	INLETS TB T9F&G
101	533+58.39	32.30 LT		463.54	METAL FL END SEC 21
104	532+20.40	31.14 RT	469.70	466.30 W (EX), 465.70 E	MAN TA 4 DIA T8G
105	533+38.92	32.93 RT	467.80	463.26 E, W	MAN TA 5 DIA T8G
106	534+22.45	37.87 RT	467.10	462.60 W, E	MAN TA 5 DIA T8G
107	534+86.76	38.98 RT	466.42	461.70 W, 461.20 E, 462.70 SW	MAN TA 6 DIA T8G
108	534+76.16	46.02 RT		465.50	PRC FLAR END SEC 12
109	536+55.96	38.73 RT	464.50	460.20 W, 459.40 E	MAN TA 5 DIA T8G
110	537+36.91	46.52 RT	463.42	458.90 W, 458.30 E	MAN TA 5 DIA T8G
111	537+96.31	54.00 RT		457.80	PRC FLAR END SEC 30

PIPE #	STR	-	STR	LENGTH	TYPE	SLOPE
P100	100	-	101	71.3	P CUL CL D 1 21	1.77%
P104	104	-	105	122.0	STORM SEW CL A 1 24	2.00%
P105	105	-	106	83.7	STORM SEW CL A 1 30	0.79%
P106	106	-	107	64.3	STORM SEW CL A 1 30	1.40%
P107	107	-	109	169.1	STORM SEW CL A 1 30	0.59%
P108	108	-	107	12.6	STORM SEW CL A 1 12	22.22%
P109	109	-	110	81.3	STORM SEW CL A 1 30	0.62%
P110	110	-	111	59.9	STORM SEW CL A 1 30	0.83%



PLAN — NOTE BOOK NO. — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.T. OF WAY CHECKED / CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK NO. — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHECKED — BY — DATE

MODEL: Default
FILE NAME: S:\2018\188.009 Phase I-II US24IL9 IDOT D8 Midwest PTB 187-008\CADD\CADD Sheets\D468D34-sht-drain-pp.dgn

QUIGG ENGINEERING INC

USER NAME = smaxwell	DESIGNED - JB	REVISED -	
	DRAWN - SDM	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MV	REVISED -	
PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. 525+00.00 TO STA. 538+00.00

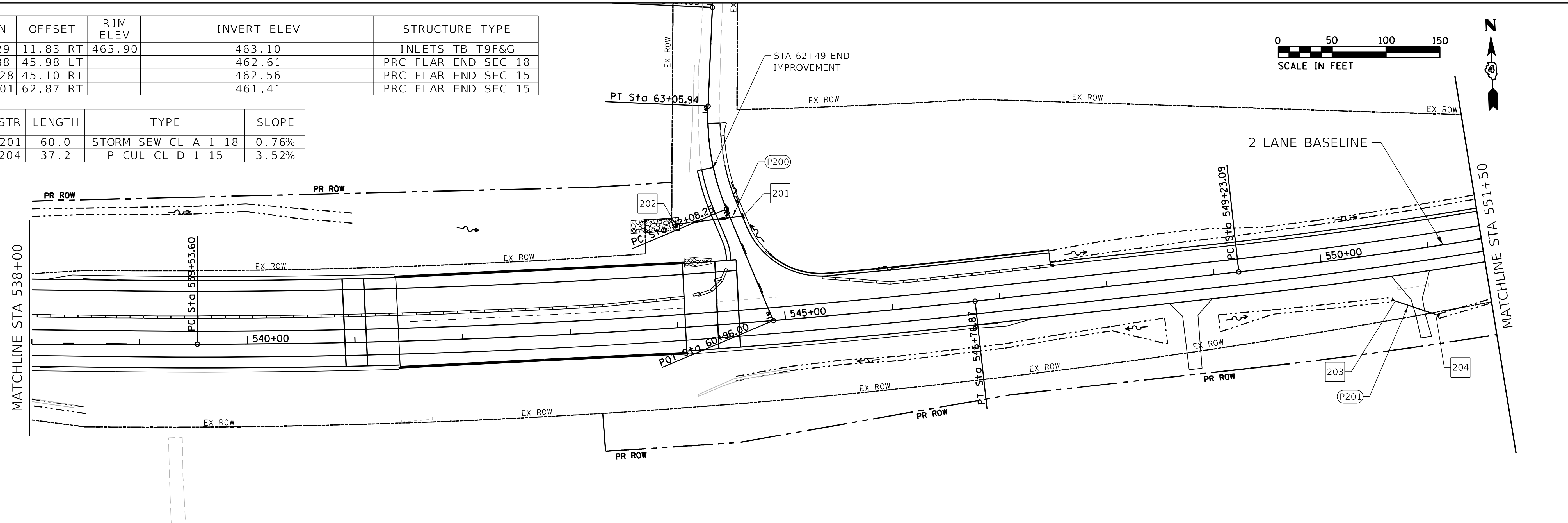
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	65

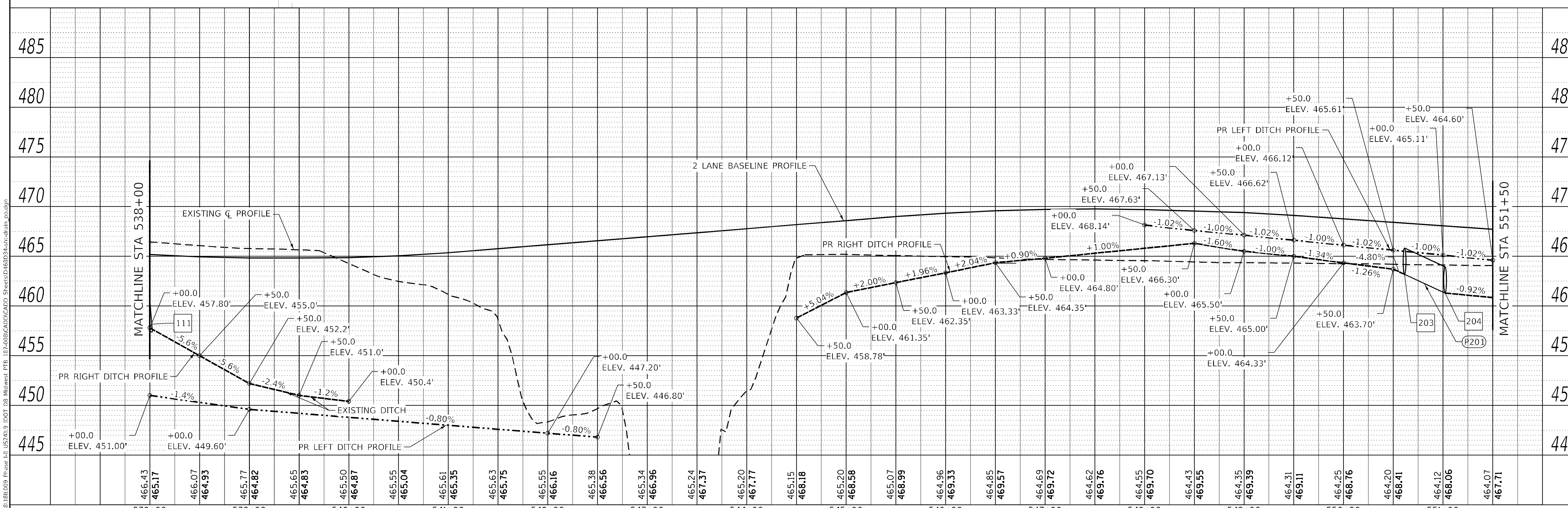
CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT

STR #	STATION	OFFSET	RIM ELEV	INVERT ELEV	STRUCTURE TYPE
201	61+96.29	11.83 RT	465.90	463.10	INLETS TB T9F&G
202	62+11.88	45.98 LT		462.61	PRC FLAR END SEC 18
203	550+63.28	45.10 RT		462.56	PRC FLAR END SEC 15
204	550+98.01	62.87 RT		461.41	PRC FLAR END SEC 15

PIPE #	STR	-	STR	LENGTH	TYPE	SLOPE
P200	200	-	201	60.0	STORM SEW CL A 1 18	0.76%
P201	203	-	204	37.2	P CUL CL D 1 15	3.52%





PLAN — NOTE BOOK NO. — SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.O.W. CHECKED, CADD FILE NAME — BY — DATE

PROFILE — NOTE BOOK NO. — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHECKED — BY — DATE

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QUIGG ENGINEERING INC

USER NAME = smaxwell	DESIGNED - JB	REVISED -	
	DRAWN - SDM	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MV	REVISED -	
PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

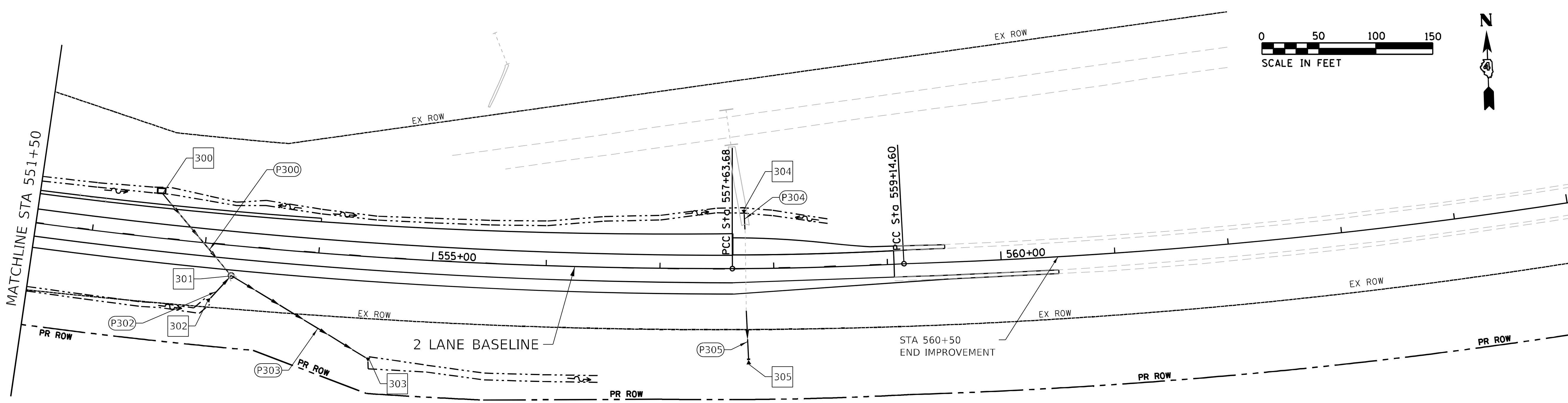
DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 538+00.00 TO STA. 551+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	66

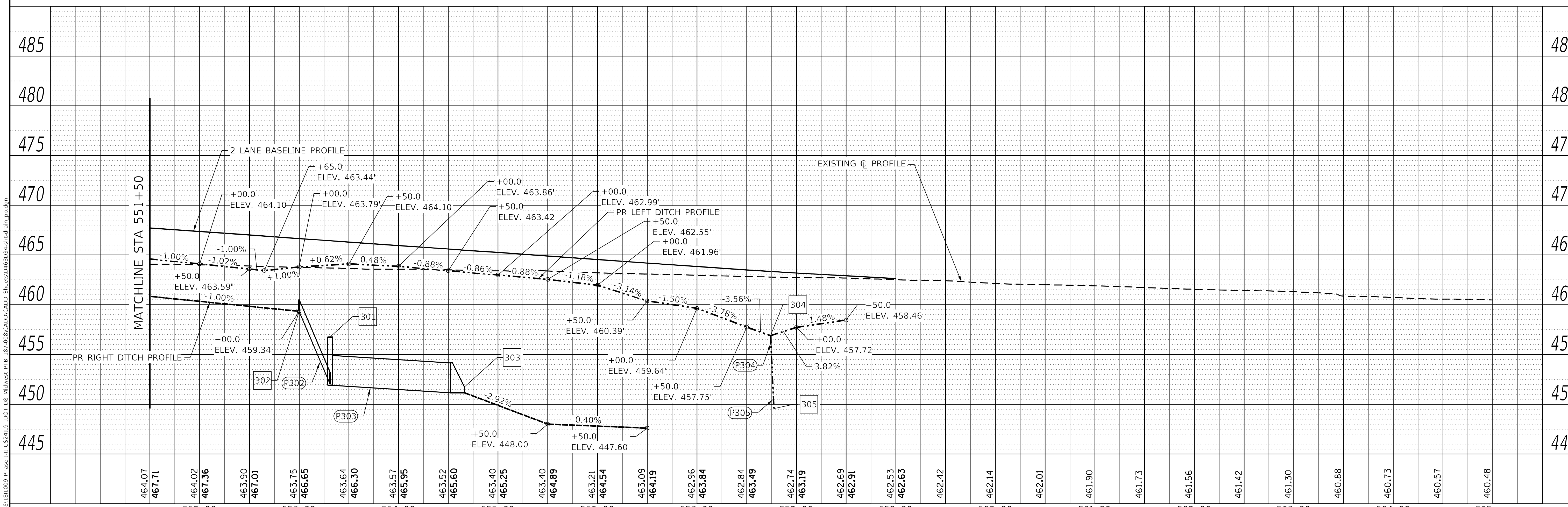
CONTRACT NO. 68D34

ILLINOIS | FED. AID PROJECT



STR #	STATION	OFFSET	RIM ELEV	INVERT ELEV	STRUCTURE TYPE
300	552+65.42	31.69 LT	463.4	458.50	DROP BOX NO. 1
301	553+25.11	26.34 RT	465.4	457.26 NW, 457.16 SW, 452.01 SE	MAN TA 5 DIA T1F CL
302	553+09.17	47.85 RT		457.34	PRC FLAR END SEC 15
303	554+47.16	88.57 RT		451.00	PRC FLAR END SEC 30
304	557+74.36	47.81 LT		456.85	METAL FL END SEC 36"
305	557+77.36	80.35 RT		449.57	METAL FL END SEC 36"

PIPE #	STR	-	STR	LENGTH	TYPE	SLOPE	TBF
P300	300	-	301	81.6	STORM SEW CL A 1 27	1.52%	
P302	302	-	301	26.8	STORM SEW CL A 1 15	0.67%	
P303	301	-	303	138.4	STORM SEW CL A 1 30	0.73%	
P304	304	-	EX RCP	9.8	P CUL CL D 1 36	2.57%	
P305	EX RCP	-	305	42.6	P CUL CL D 2 36	1.18%	



QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - JB	REVISED -
		DRAWN - SDM	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - MV	REVISED -
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE PLAN AND PROFILE

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 551+50.00 TO STA. 565+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	67

CONTRACT NO. 68D34

ILLINOIS | FED. AID PROJECT

MODEL: Default
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PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.T. OF WAY CHECKED, CADD FILE NAME, NOTE BOOK NO., BY, DATE

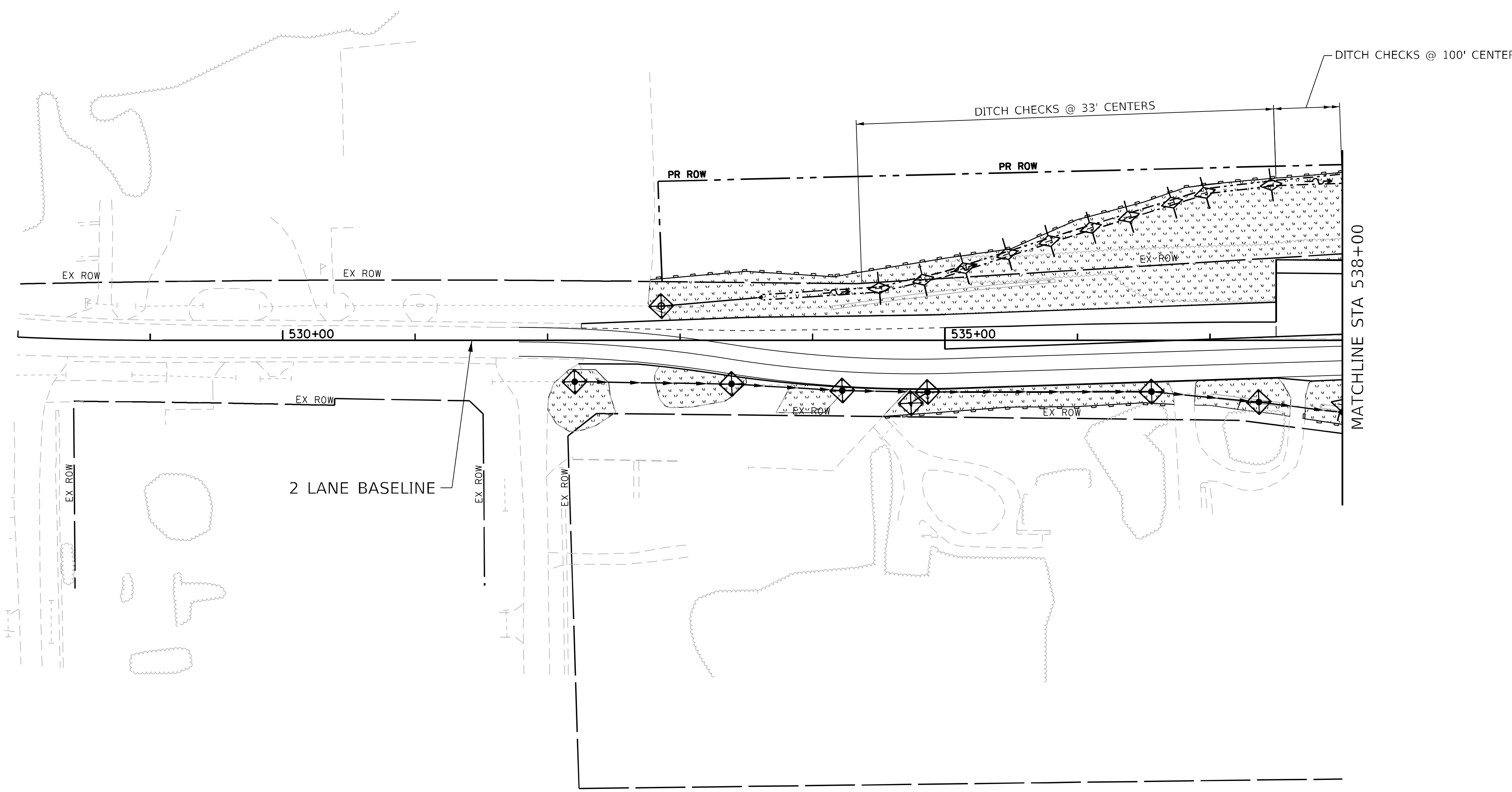
PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BM. NOTED, STRUCTURE NOTATIONS CHECKED, NOTE BOOK NO., BY, DATE

TEMPORARY EROSION CONTROL LEGEND

- DITCH FLOW
- TEMPORARY DITCH CHECK
- TEMPORARY EROSION CONTROL SEEDING
- PERIMETER EROSION BARRIER
- INLET & PIPE PROTECTION

0 50 100 150
SCALE IN FEET

N



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QUIGG ENGINEERING INC

USER NAME = smaxwell	DESIGNED - RG	REVISED -	
	DRAWN - RG	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MV	REVISED -	
PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

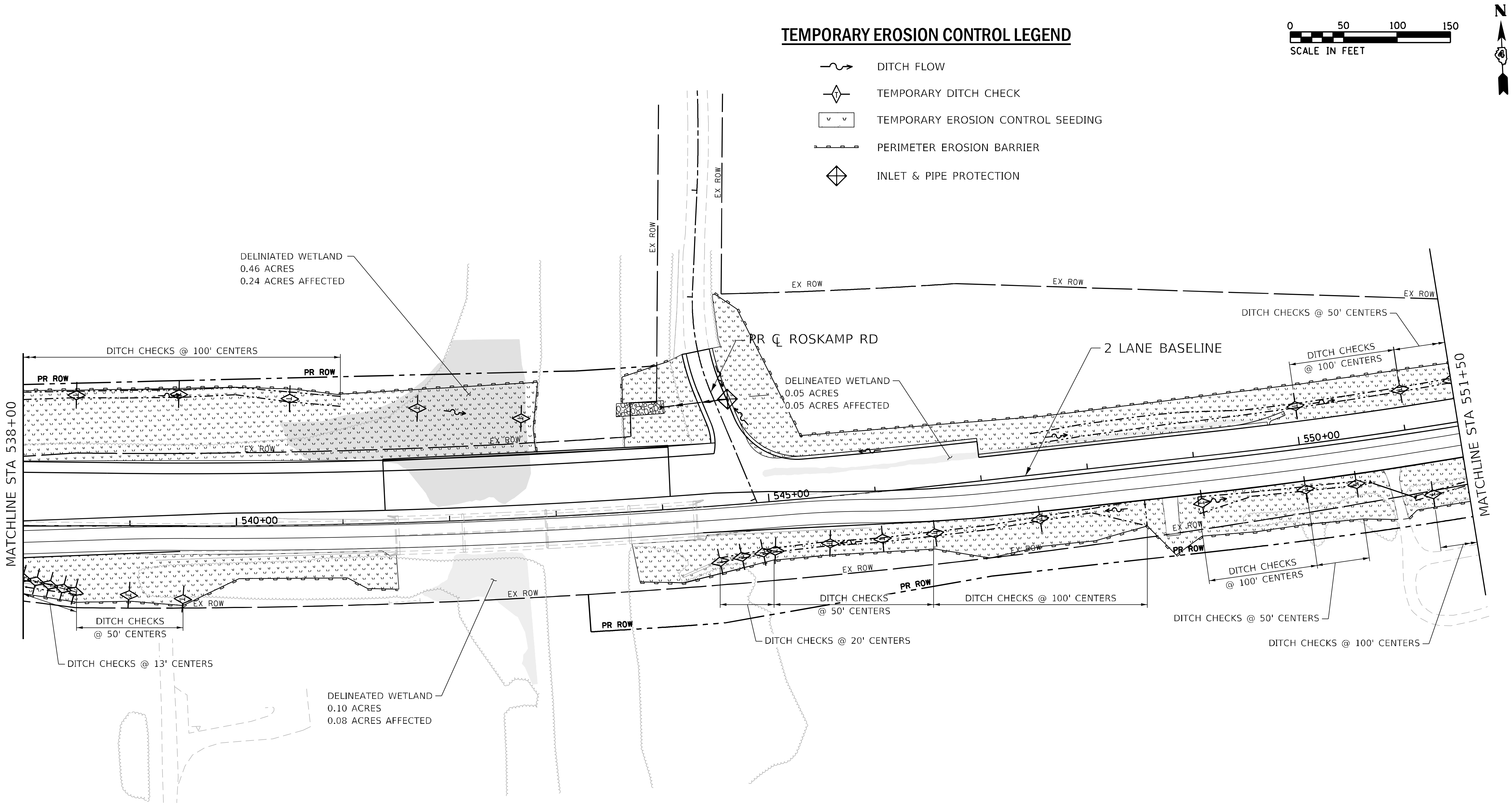
TEMPORARY EROSION CONTROL

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. 525+00.00 TO STA. 538+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	68

CONTRACT NO. 68D34

ILLINOIS | FED. AID PROJECT



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QEI QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - RG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - RG	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED - MV	REVISED -	
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -	

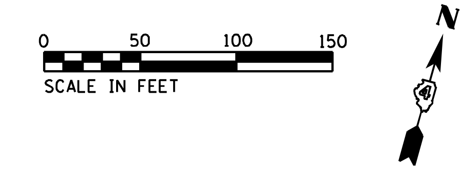
TEMPORARY EROSION CONTROL

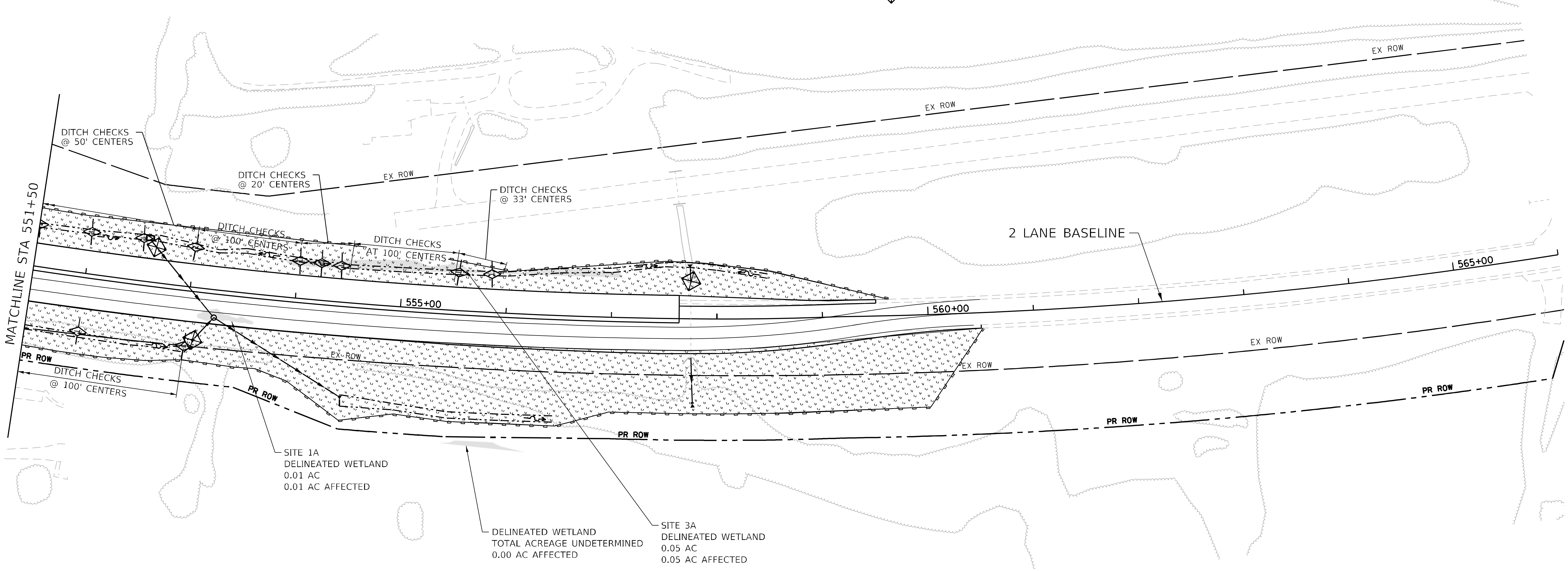
SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 538+00.00 TO STA. 551+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	69
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

TEMPORARY EROSION CONTROL LEGEND

- DITCH FLOW
- TEMPORARY DITCH CHECK
- TEMPORARY EROSION CONTROL SEEDING
- PERIMETER EROSION BARRIER
- INLET & PIPE PROTECTION





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QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - RG	REVISED -
		DRAWN - RG	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - MV	REVISED -
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION CONTROL

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 551+50.00 TO STA. 565+00.00

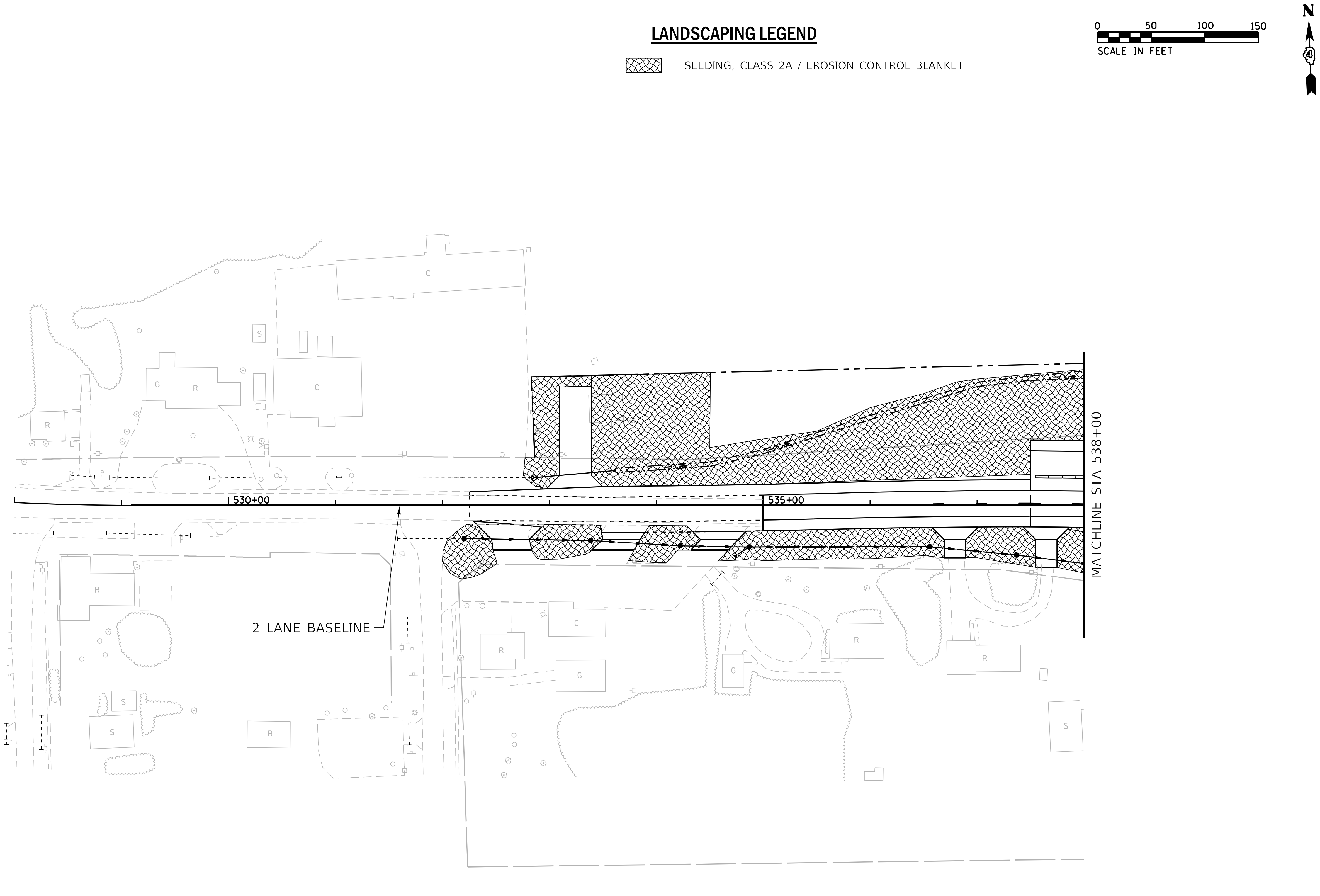
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	70

CONTRACT NO. 68D34

ILLINOIS | FED. AID PROJECT

LANDSCAPING LEGEND

SEEDING, CLASS 2A / EROSION CONTROL BLANKET



QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - SDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - SDM	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED - MV	REVISED -	
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -	

LANDSCAPE /PERMANENT

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. 525+00.00 TO STA. 538+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	71
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

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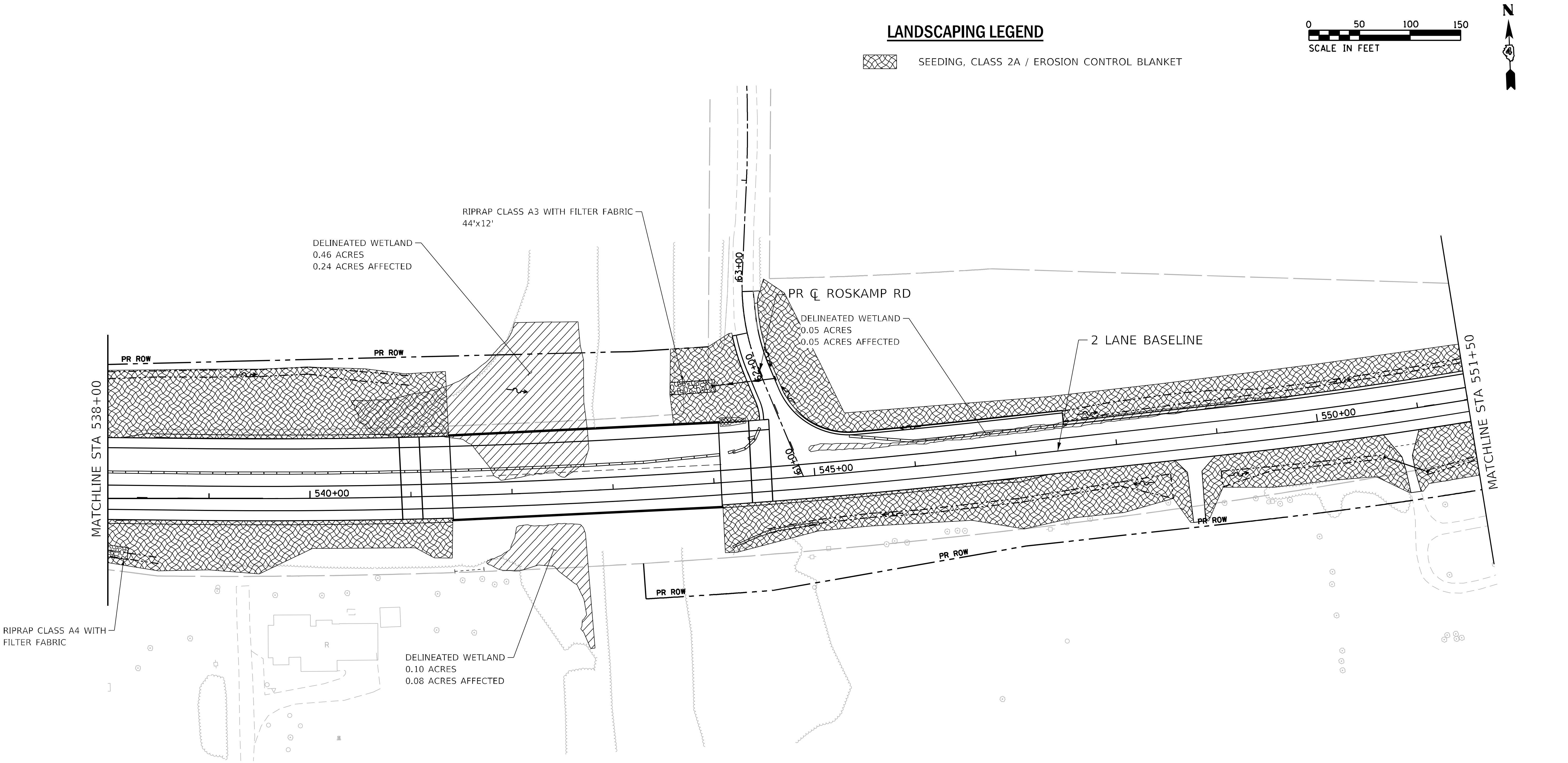
LANDSCAPING LEGEND

SEEDING, CLASS 2A / EROSION CONTROL BLANKET



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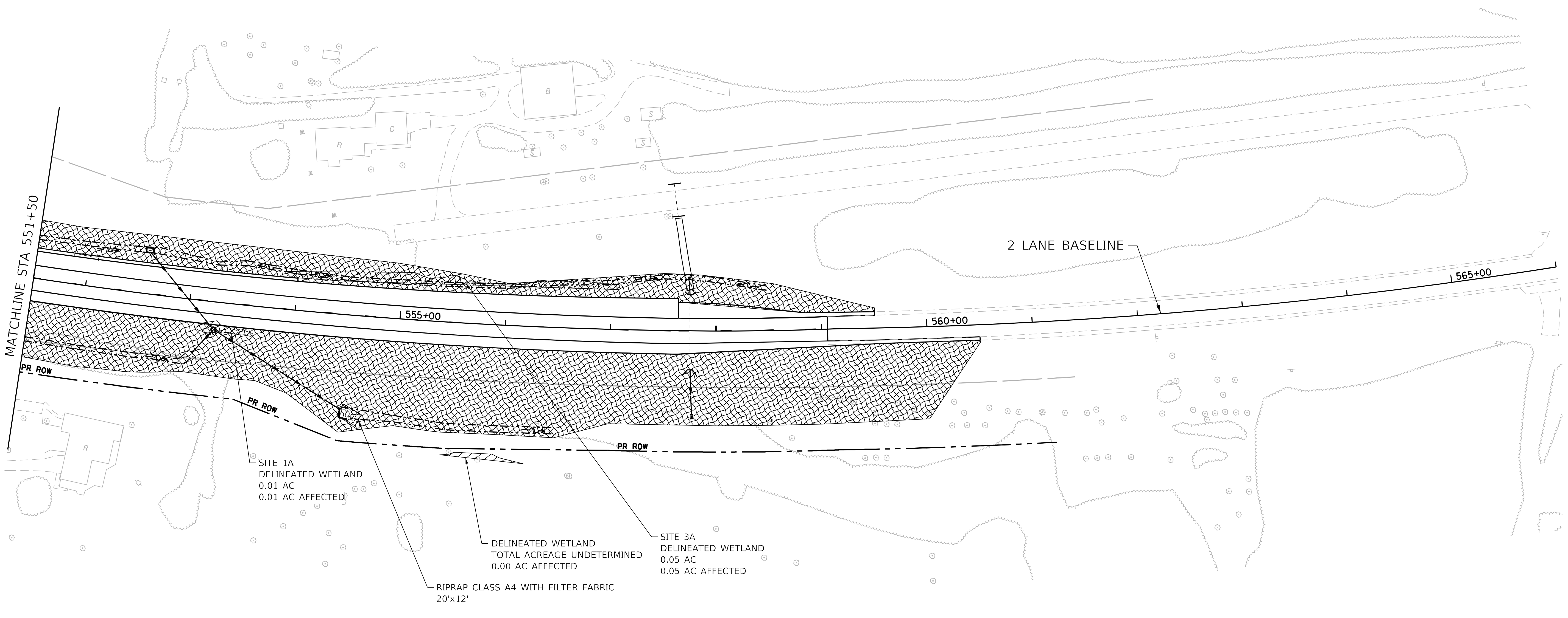
QEI QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - SDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANDSCAPE /PERMANENT	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - SDM	REVISED -			317	(43-BR)BR	FULTON	263	72
	PLOT SCALE = 100.0000 ' / in.	CHECKED - MV	REVISED -			CONTRACT NO. 68D34				
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -		SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. 538+00.00 TO STA. 551+50.00	ILLINOIS FED. AID PROJECT				

LANDSCAPING LEGEND

SEEDING, CLASS 2A / EROSION CONTROL BLANKET

0 50 100 150
SCALE IN FEET

N



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QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - SDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - SDM	REVISED -	
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	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -	

LANDSCAPE /PERMANENT

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 551+50.00 TO STA. 565+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	73

CONTRACT NO. 68D34

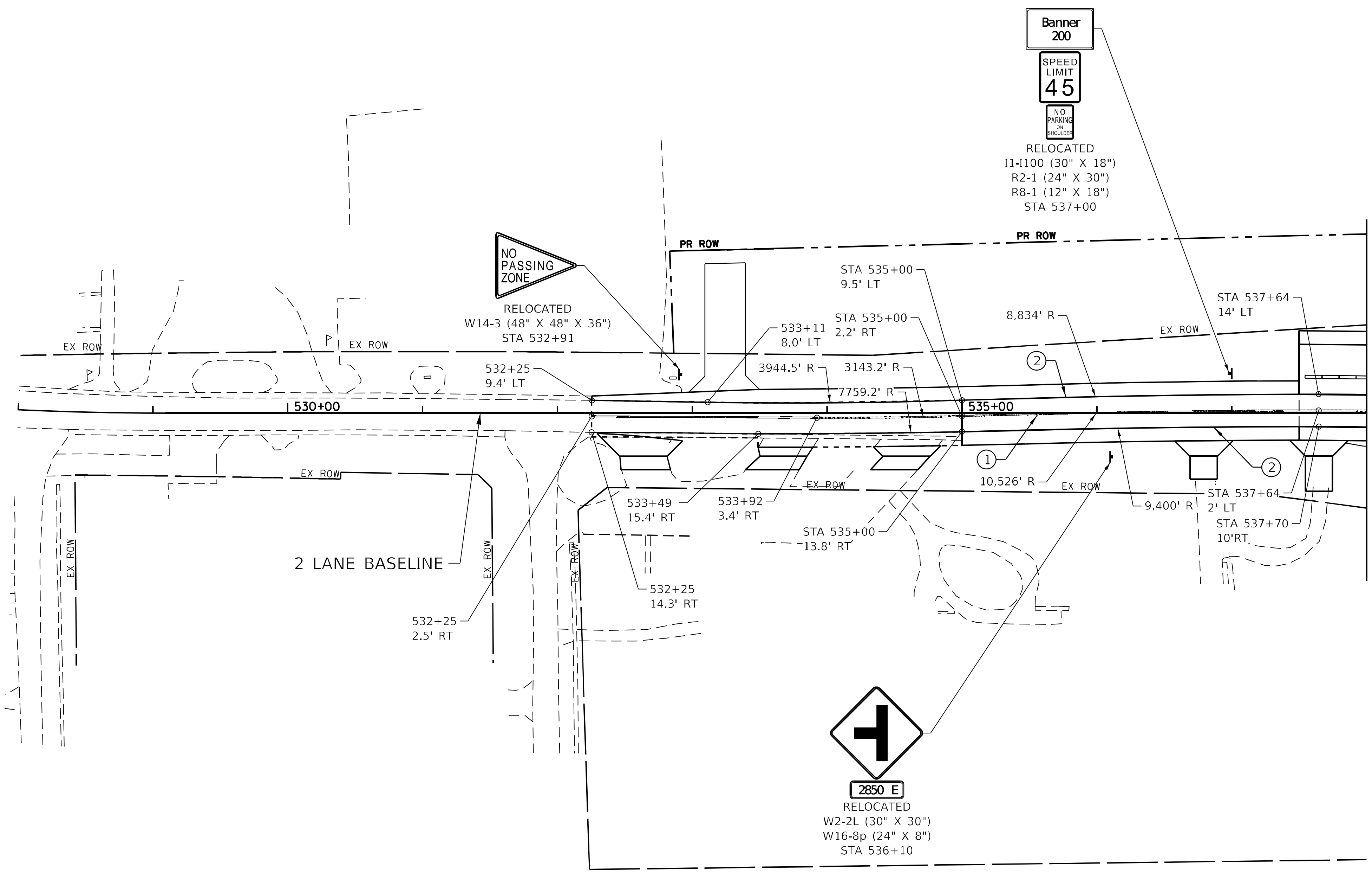
ILLINOIS | FED. AID PROJECT

PAVEMENT MARKING LEGEND

1. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (CENTERLINE - DOUBLE YELLOW) & RAISED REFLECTIVE PAVEMENT MARKERS (STD. 781001)
2. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (EDGE LINE - SOLID WHITE)
3. MODIFIED URETHANE PAVEMENT MARKING - LINE 24" (STOP BAR - WHITE)

N

0 50 100 150
SCALE IN FEET



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QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED -	SDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND SIGNING	
		DRAWN -	SDM	REVISED -			
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	MV	REVISED -			
	PLOT DATE = 3/16/2021	DATE -	03/16/2021	REVISED -		SCALE: 1"=50'	SHEET 1 OF 3 SHEETS STA. 525+00.00 TO STA. 538+00.00

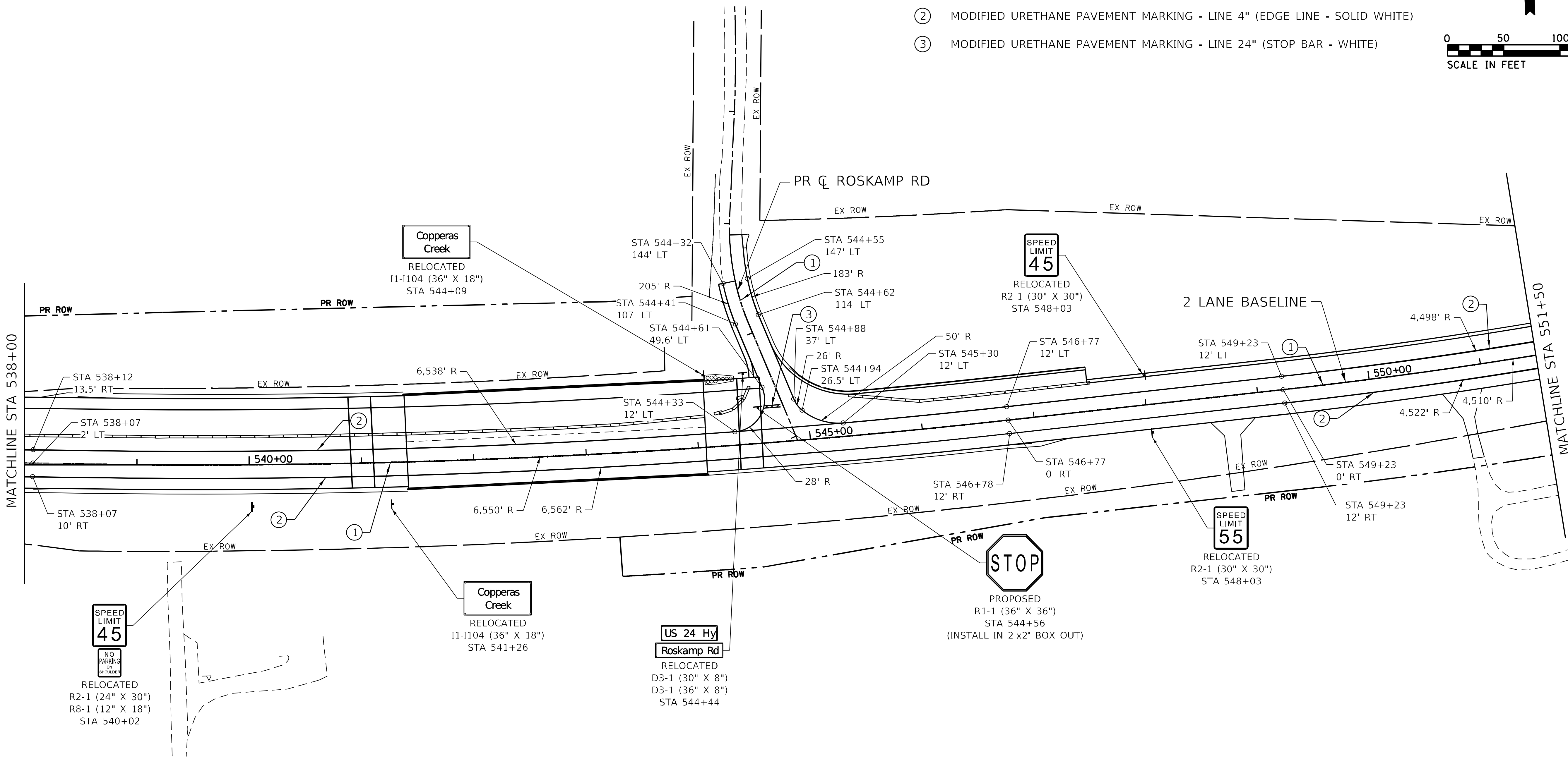
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	74
		CONTRACT NO. 68D34		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING LEGEND

1. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (CENTERLINE - DOUBLE YELLOW) & RAISED REFLECTIVE PAVEMENT MARKERS (STD. 781001)
2. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (EDGE LINE - SOLID WHITE)
3. MODIFIED URETHANE PAVEMENT MARKING - LINE 24" (STOP BAR - WHITE)

N

0 50 100 150
SCALE IN FEET



QEI QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - SDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND SIGNING	F.A.P RTE. 317	SECTION (43-BR)BR	COUNTY FULTON	TOTAL SHEETS 263 / SHEET NO. 75
		DRAWN - SDM	REVISED -						
	PLOT SCALE = 100.0000 ' / in.	CHECKED - MV	REVISED -			CONTRACT NO. 68D34			
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -		SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. 538+00.00 TO STA. 551+50.00	ILLINOIS FED. AID PROJECT			

MODEL: Default
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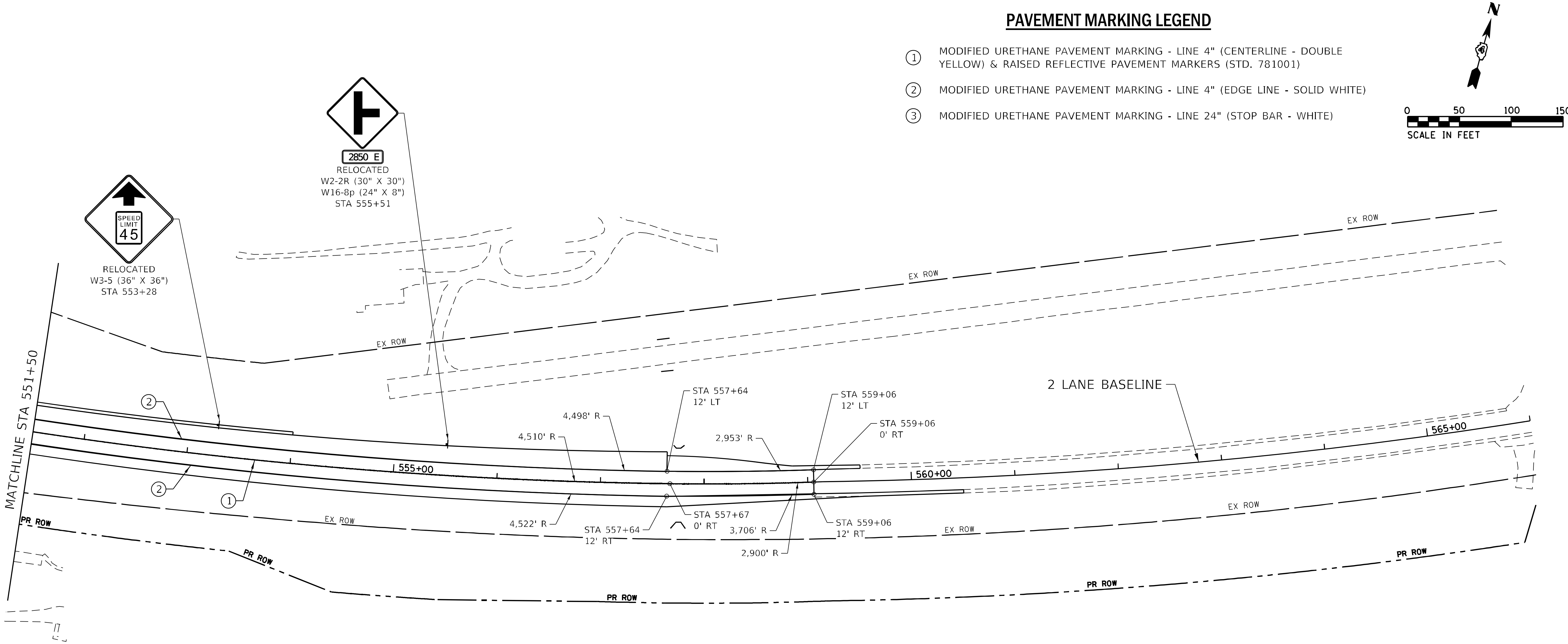
PAVEMENT MARKING LEGEND

1. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (CENTERLINE - DOUBLE YELLOW) & RAISED REFLECTIVE PAVEMENT MARKERS (STD. 781001)
2. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (EDGE LINE - SOLID WHITE)
3. MODIFIED URETHANE PAVEMENT MARKING - LINE 24" (STOP BAR - WHITE)



QUIGG ENGINEERING INC	USER NAME = smaxwell	DESIGNED - SDM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND SIGNING
		DRAWN - SDM	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - MV	REVISED -		
	PLOT DATE = 3/16/2021	DATE - 03/16/2021	REVISED -		SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. 551+50.00 TO STA. 565+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	76
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

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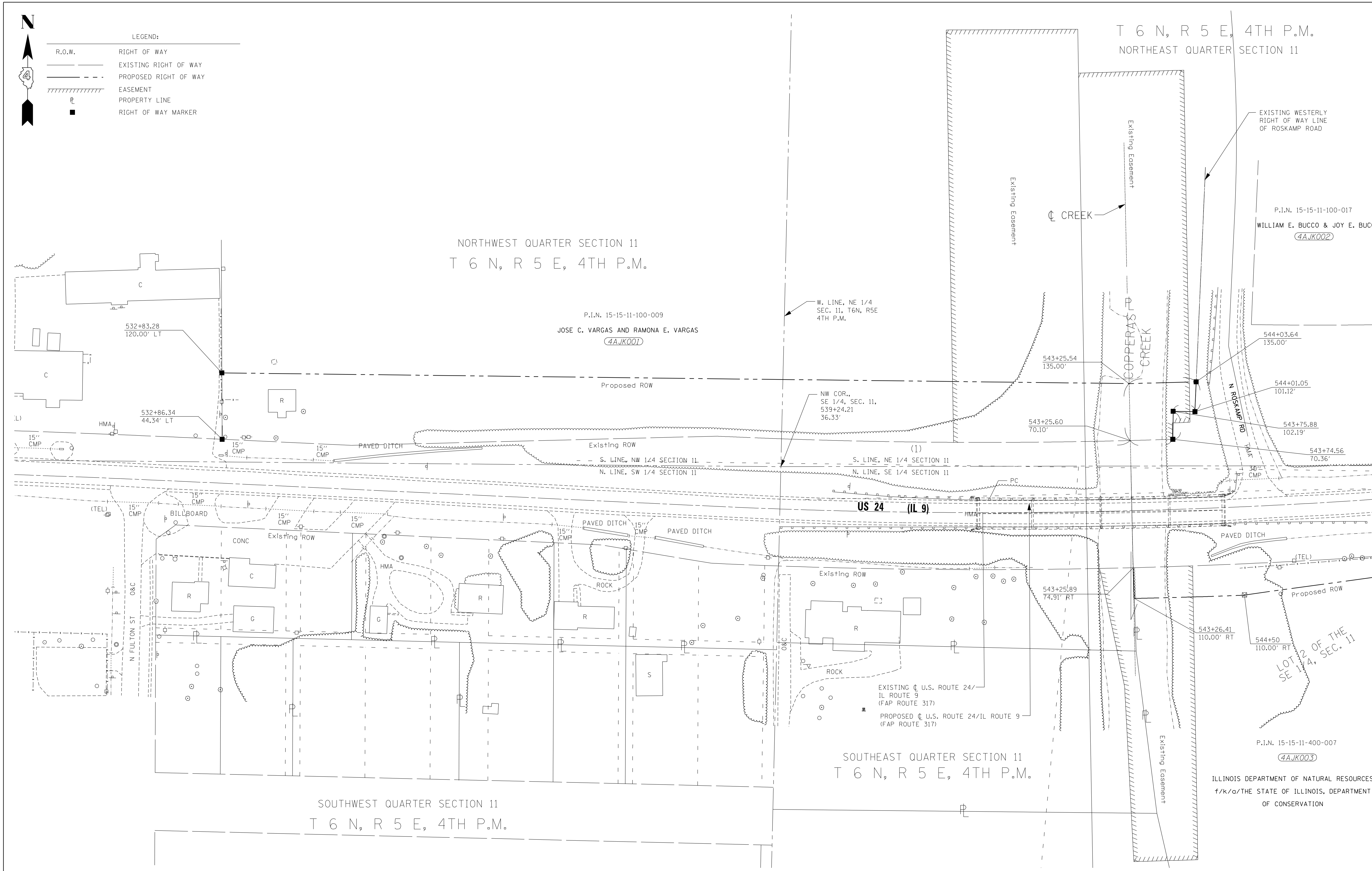


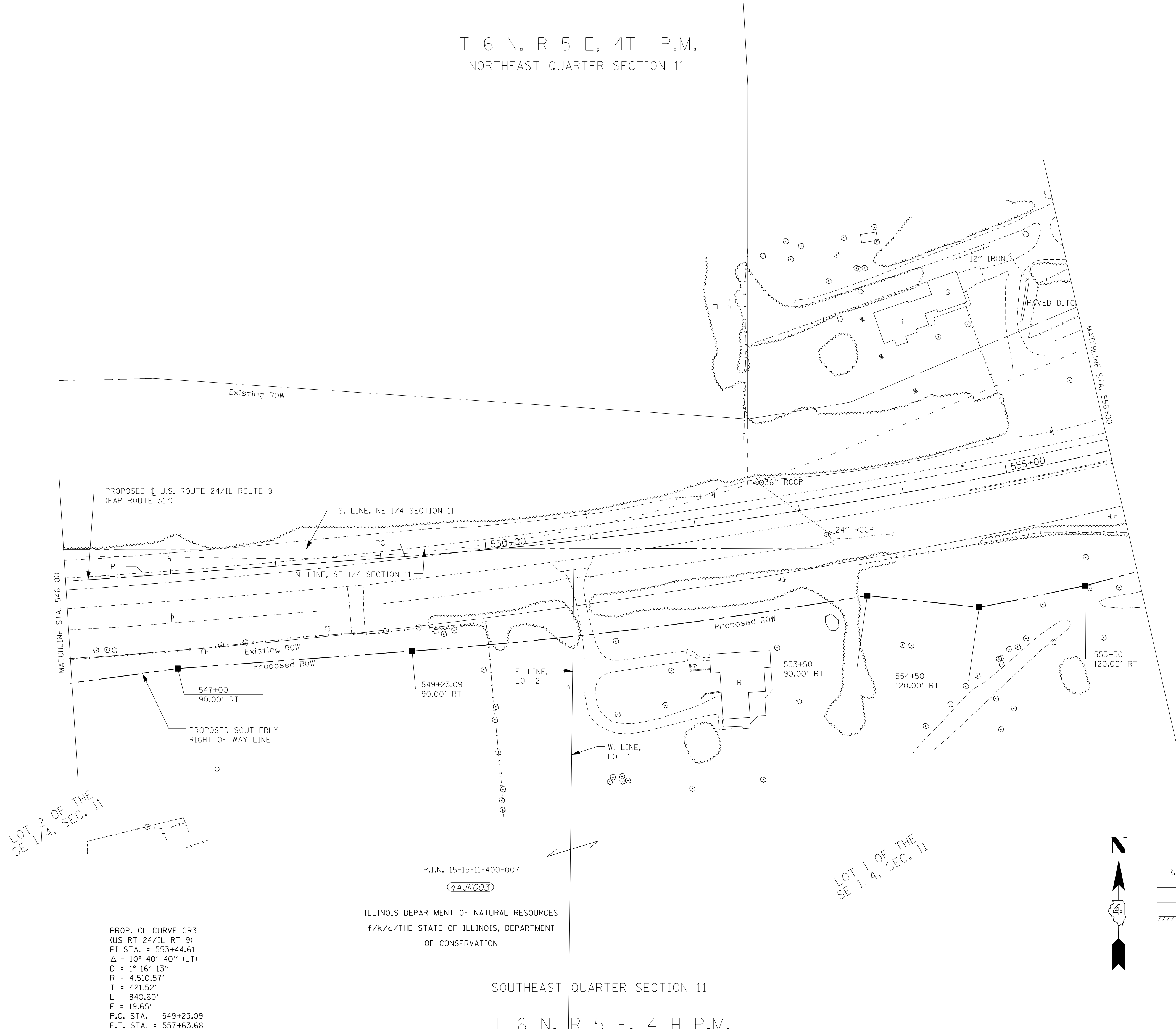
FILE NAME = ROW Plan - Sheet 1.dgn	USER NAME = dhuffman	DESIGNED - DJE	REVISED -
		DRAWN - SLB	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 3/17/2021	DATE - 6-5-20	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

SCALE: 1" = 50' | SHEET 1 OF 3 SHEETS | STA. 531+00 TO STA. 546+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	77
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		



PROP. CL CURVE CR2
(US RT 24/IL RT 9)
PI STA. = 543+15.61
Δ = 6° 19' 34" (LT)
D = 0° 52' 29"
R = 6,550.81'
T = 362.00'
L = 723.27'
E = 9.99'
P.C. STA. = 539+53.60
P.T. STA. = 546+76.87

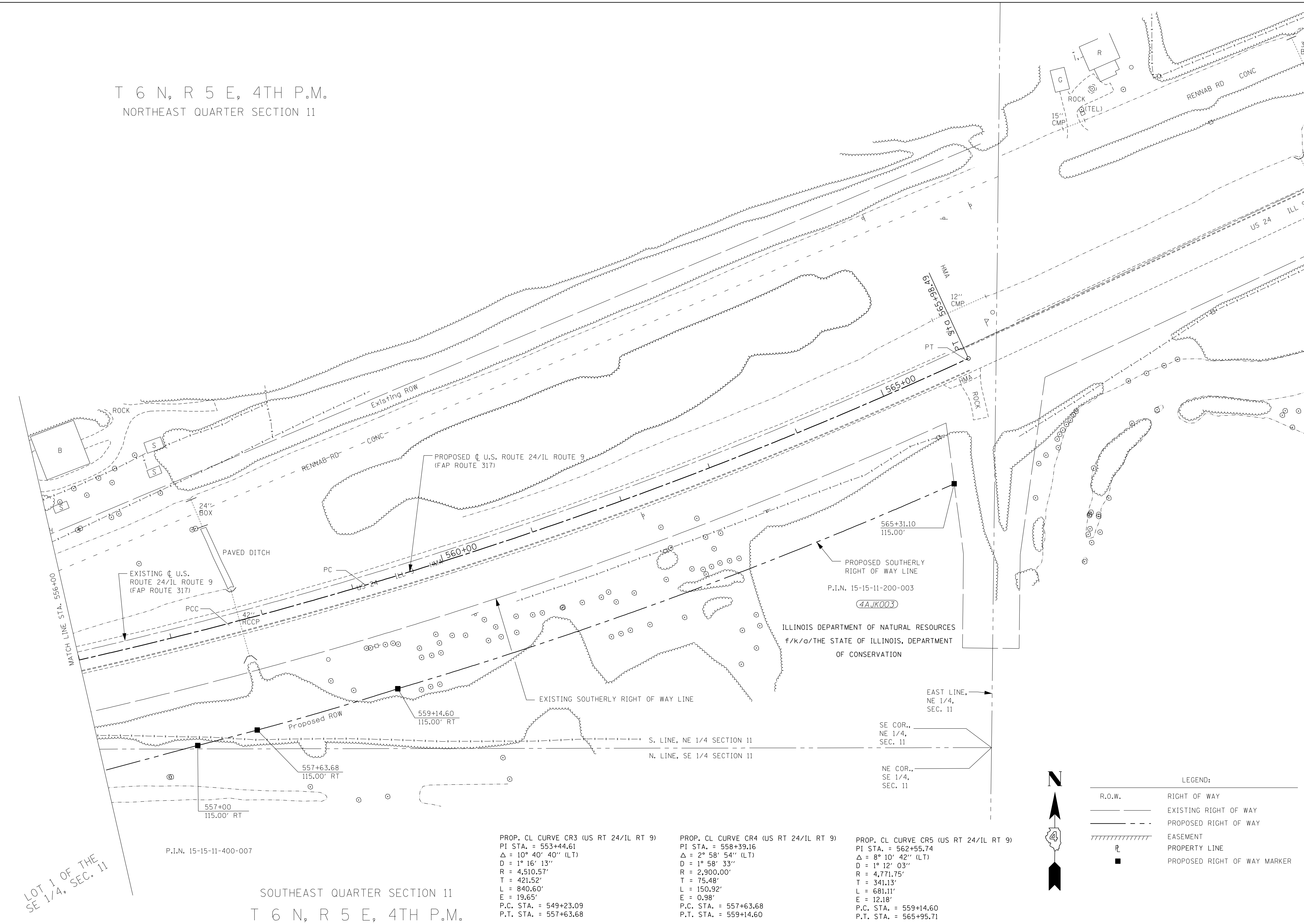
PROP. CL CURVE CR3
(US RT 24/IL RT 9)
PI STA. = 553+44.61
Δ = 10° 40' 40" (LT)
D = 1° 16' 13"
R = 4,510.57'
T = 421.52'
L = 840.60'
E = 19.65'
P.C. STA. = 549+23.09
P.T. STA. = 557+63.68

LEGEND:

R.O.W.	RIGHT OF WAY
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	EASEMENT
℄	PROPERTY LINE
■	RIGHT OF WAY MARKER

FILE NAME =	USER NAME = dhuffman	DESIGNED - DJE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY PLANS
ROW Plan - Sheet 2.dgn		DRAWN - SLB	REVISED -		
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -		
Default	PLOT DATE = 3/17/2021	DATE - 6-5-20	REVISED -		SCALE: 1" = 50' | SHEET 2 OF 3 SHEETS | STA. 546+00 TO STA. 556+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317A	(43-BR) BR	FULTON	263	78
		CONTRACT NO. 68D34		
	ILLINOIS FED. AID PROJECT			



PROP. CL CURVE CR3 (US RT 24/IL RT 9)
PI STA. = 553+44.61
Δ = 10° 40' 40" (LT)
D = 1° 16' 13"
R = 4,510.57'
T = 421.52'
L = 840.60'
E = 19.65'
P.C. STA. = 549+23.09
P.T. STA. = 557+63.68

PROP. CL CURVE CR4 (US RT 24/IL RT 9)
PI STA. = 558+39.16
Δ = 2° 58' 54" (LT)
D = 1° 58' 33"
R = 2,900.00'
T = 75.48'
L = 150.92'
E = 0.98'
P.C. STA. = 557+63.68
P.T. STA. = 559+14.60

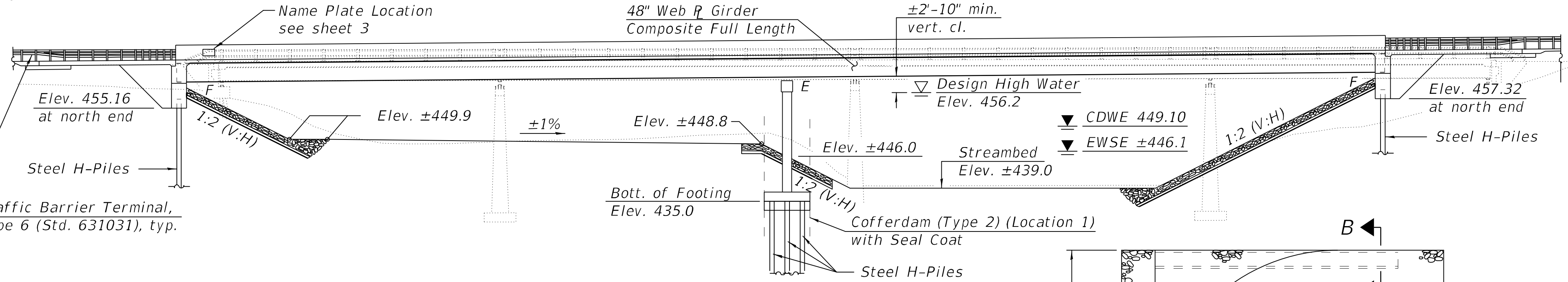
PROP. CL CURVE CR5 (US RT 24/IL RT 9)
PI STA. = 562+55.74
Δ = 8° 10' 42" (LT)
D = 1° 12' 03"
R = 4,771.75'
T = 341.13'
L = 681.11'
E = 12.18'
P.C. STA. = 559+14.60
P.T. STA. = 565+95.71

FILE NAME = ROW Plan - Sheet 3.dgn Default	USER NAME = dhuffman	DESIGNED - DJE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY PLANS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - SLB	REVISED -			317A	(43-BR) BR	FULTON	263	79
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 68D34		
	PLOT DATE = 3/17/2021	DATE - 6-5-20	REVISED -		SCALE: 1" = 50' SHEET 3 OF 3 SHEETS STA. 556+00 TO STA. 569+00		ILLINOIS FED. AID PROJECT			

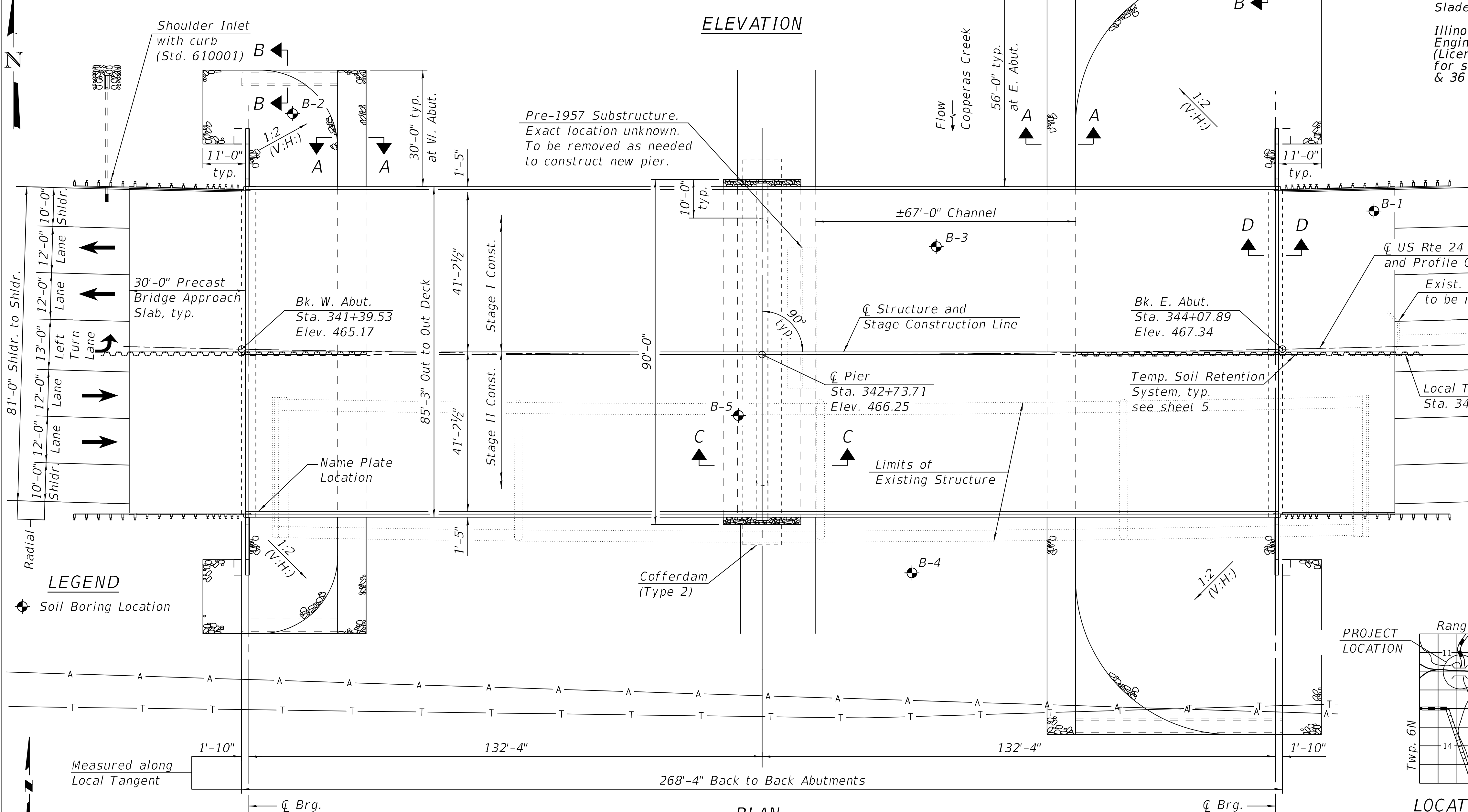
Benchmark: Chiseled "□" on top of guardrail at southeast corner of bridge (S.N. 029-0001) over Copperas Creek east of Banner. Elev. 466.00.

Existing Structure: S.N. 029-0001. Built as SBI Rte. 9 (F.A. Route 10), Section 43 BR-FR, at Station 1000+00.00 in 1957.
Superstructure: Consists of 4 span continuous rolled steel beams and reinforced concrete slab, non composite in all spans.
Substructure: Consists of stub abutments and solid wall type piers on steel piles.
Bk. to Bk. abutments is 281'-7" and Out to Out deck 35'-8".
Traffic is to be maintained utilizing stage construction.

Salvage: None



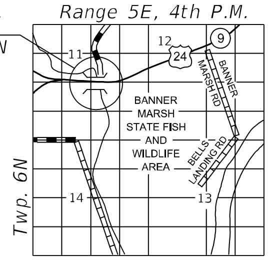
ELEVATION



LEGEND

⊕ Soil Boring Location

PLAN



LOCATION SKETCH

STATE OF ILLINOIS
PHILIP J. LANE
4084
PEORIA, IL
LICENSED STRUCTURAL ENGINEER

Philip J. Lane 1/8/2021
Date

Illinois Licensed Structural Engineer No. 081-004084 (License Expires 11/30/2022) for sheets 1-6, 14-15, 20-23, 28-35, & 37-43 of 43

STATE OF ILLINOIS
SLADE B. CHELBIAN
081-006565
SPRINGFIELD
LICENSED STRUCTURAL ENGINEER

Slade B. Chelbian 1/8/2021
Date

Illinois Licensed Structural Engineer No. 081-006565 (License Expires 11/30/2022) for sheets 7-13, 16-19, 24-27, & 36 of 43

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

INDEX OF SHEETS

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

LOADING HL-93

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

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi (Superstructure)
f'c = 3,500 psi (Substructure)
f'c = 5,000 psi (Concrete Wearing Surface)
f'c = 6,000 psi (Precast Units)
f'ci = 5,000 psi (Precast Units)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

Note:
All structural steel shall be galvanized.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.116g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.183g
Soil Site Class = D

GENERAL PLAN & ELEVATION
US ROUTE 24 / IL 9
OVER COPPERAS CREEK
FAP RTE 317 SECTION (43-BR)BR
FULTON COUNTY
STA. 342+73.71
STRUCTURE NUMBER 029-0069

design firm No. 184-005896
MW Midwest Engineering Associates, Inc.

USER NAME = ___	DESIGNED - PJL	REVISED - ___	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
FILE NAME = 029-0069.dgn	CHECKED - AKM	REVISED - ___	
PLOT SCALE = ___	DRAWN - KRS	REVISED - ___	
PLOT DATE = 01/05/2021	CHECKED - PJL	REVISED - ___	

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 029-0069
SHEET NO. 1 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	80
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

1. Fasteners shall be ASTM F 3125 Grade A325 Type 1. Bolts 7/8" dia., holes 15/16" dia., unless otherwise noted. Fasteners shall be hot dip galvanized. See Special Provision for ""Hot Dip Galvanizing Structural Steel"".

2. Calculated weight of Structural Steel = 1,019,620 pounds for Gr. 50; and 57,010 pounds for Gr. 36.

3. All new structural steel shall be hot dip galvanized. See Special Provision for "Hot Dip Galvanizing Structural Steel".

4. Girders have bearing stiffeners and connection plates as required by design. Additional stiffeners may be added at the Contractor"s expense as necessary to prevent distortion of the girders during galvanizing. The Contractor shall coordinate with the fabricator and the galvanizer to determine if additional stiffeners are necessary, and where these should be placed. Any proposed changes shall be submitted to the Engineer for approval prior to making any changes and documented on the shop drawings.

5. Temporary stiffener angles shall be bolted to each side of the splice ends of each girder segment to prevent distortion during galvanizing. Temporary stiffener angles shall bolt or fit tight against top and bottom flanges and shall include spacer tubes to minimize damage to galvanizing during removal. Cost included with Furnishing and Erecting Structural Steel.

6. No field welding is permitted except as specified in the contract documents.

7. Reinforcement bars designated (E) shall be epoxy coated.

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

9. The existing structural steel coating contains lead. The contractor shall take appropriate precautions to deal with the presence of lead on this project.

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

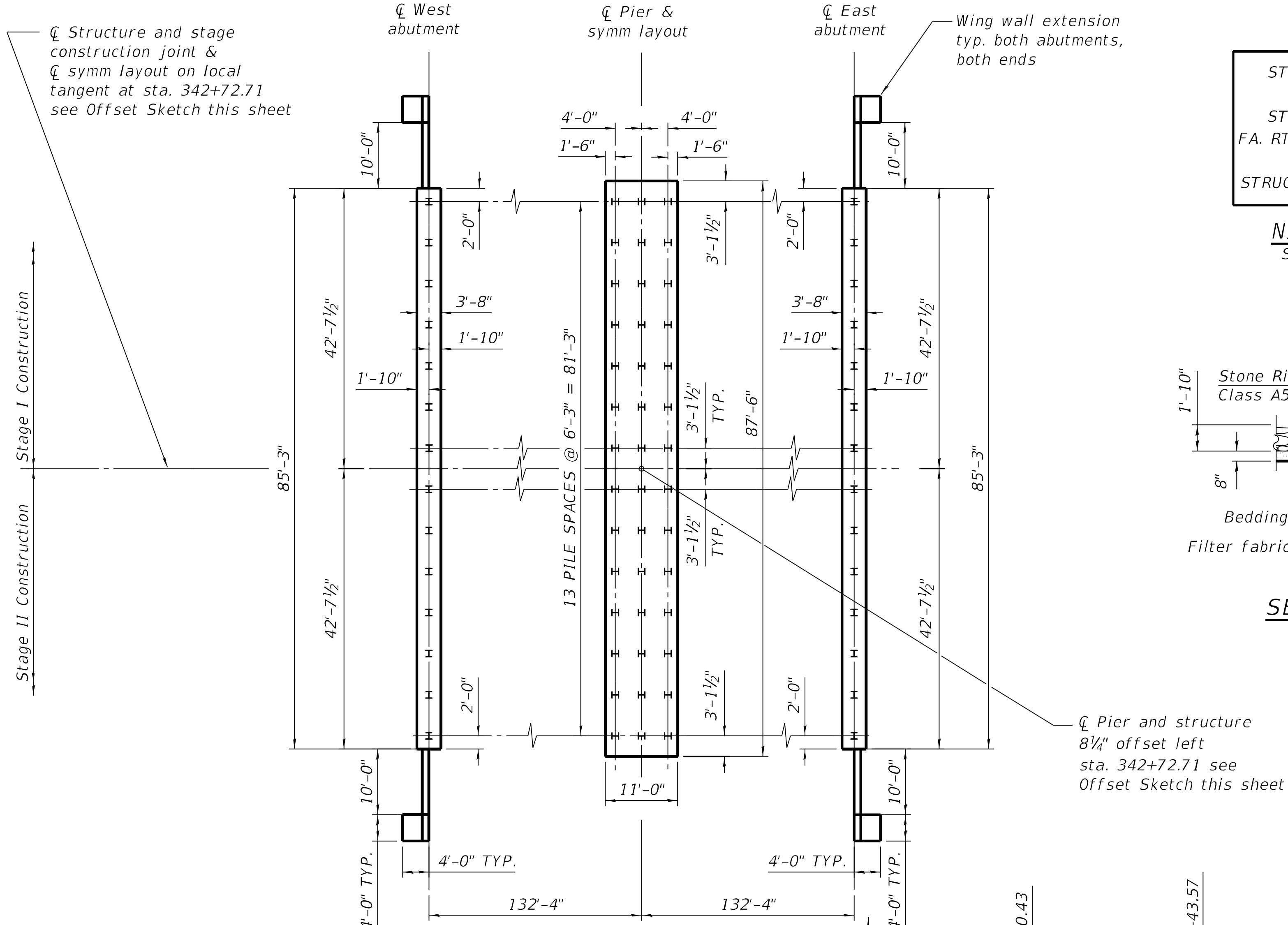
11. Seal coat thickness design is based on the Cofferdam Design Water Surface Elevation (CDWE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.

12. Current ratings on file for existing structure
Inventory: HS10.6
Operating: HS17.8
Live Load Restrictions: NO

Inventory and operating ratings and live load restrictions are provided for information only. inventory and operating ratings are based on HS loading and configuration. Live load restrictions are based on Illinois legal loads and configurations. The ratings and live load restrictions are not necessarily representative of capacities to support the contractor's equipment.

TOTAL BILL OF MATERIAL

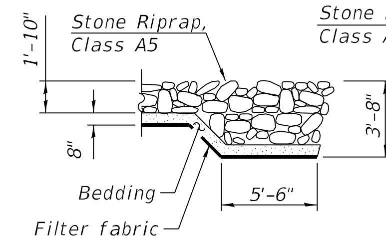
Item	Unit	Substructure	Superstructure	Total
Removal of Existing Structures	Each		1	1
Stone Riprap, Class A5	Square Yard	2209		2209
Filter Fabric	Square Yard	1951		1951
Structure Excavation	Cubic Yard	542		542
Cofferdam Excavation	Cubic Yard	991		991
Cofferdam (Type 2) (Location 1)	Each	1		1
Concrete Structures	Cubic Yard	419.3		419.3
Concrete Superstructure	Cubic Yard		758.3	758.3
Bridge Deck Grooving	Square Yard		2918	2918
Seal Coat Concrete	Cubic Yard	178		178
Concrete Wearing Surface, 5"	Square Yard		558.4	558.4
Protective Coat	Square Yard		3240	3240
Precast Bridge Approach Slab	Square Foot		4875	4875
Furnishing and Erecting Structural Steel	Lump Sum		1	1
Stud Shear Connectors	Each		11130	11130
Reinforcement Bars, Epoxy Coated	Pound	75820	166190	242010
Bar Splicers	Each	176	845	1021
Mechanical Splicers	Each	322		322
Furnishing Steel Piles, HP12x63	Foot	1107		1107
Furnishing Steel Piles, HP12x84	Foot	871		871
Driving Piles	Foot	1978		1978
Test Pile Steel, HP12x63	Each	1		1
Test Pile Steel, HP12x84	Each	2		2
Name Plates	Each		1	1
Preformed Joint Strip Seal, 2-5/8"	Foot		168.5	168.5
Elastomeric Bearing Assembly, Type I	Each	14		14
Anchor Bolts, 1"	Each	56		56
Anchor Bolts, 1-1/2"	Each	28		28
Temporary Soil Retention System	Square Foot	940		940
Geocomposite Wall Drain	Square Yard	186		186
Pipe Underdrains for Structures, 4"	Foot	250		250



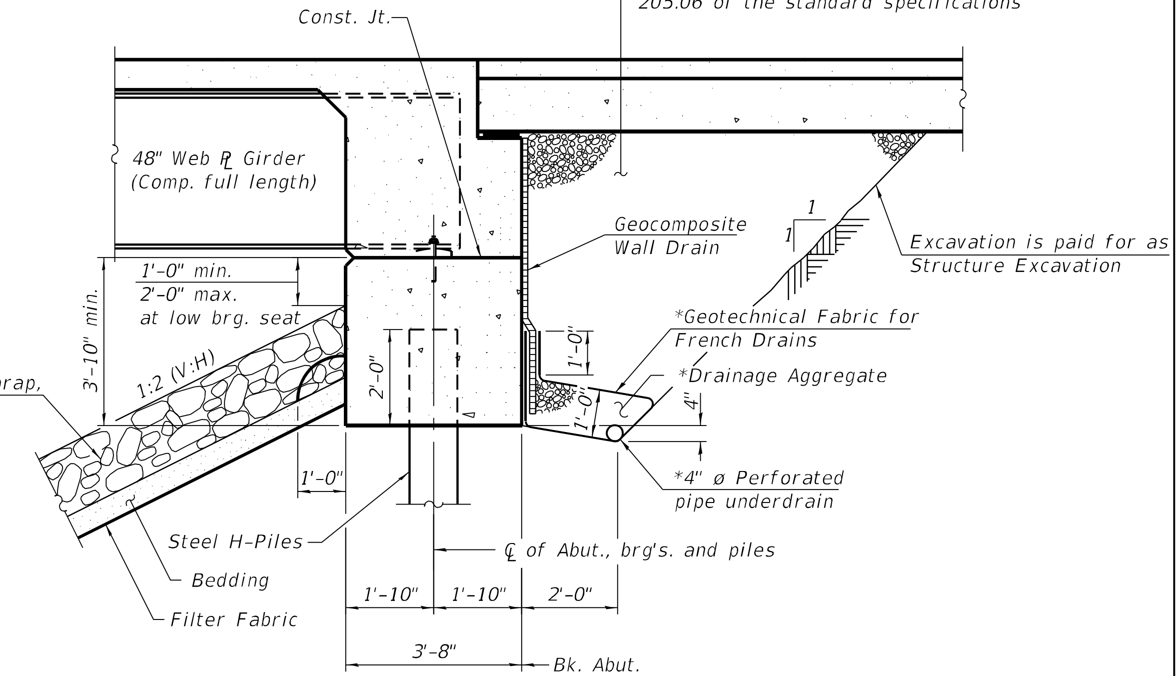
SUBSTRUCTURE LAYOUT

STATION 342+73.71
BUILT BY
STATE OF ILLINOIS
F.A. RT. 317 SEC(43-BR)BR
LOADING HL-93
STRUCTURE NO. 029-0069

NAME PLATE
See Std. 515001



SECTION B-B



SECTION D-D THRU INTEGRAL ABUTMENT

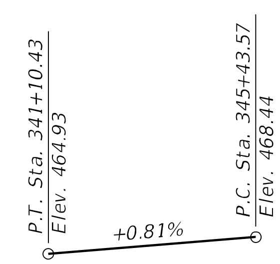
*included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

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

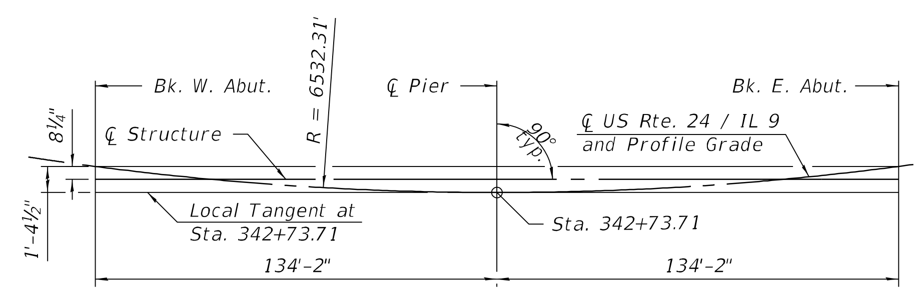
CURVE DATA

(Prop. Curve 5RC2)

PI Sta. = 342+77.78
Δ = 6° 59' 09" (LT)
D = 0° 52' 38"
R = 6,532.31'
T = 398.72'
L = 796.45'
E = 12.16'
S.E. = 2.69%
P.C. Sta. = 338+79.06
P.T. Sta. = 346+75.51



PROPOSED PROFILE GRADE
Along ℄ US Rte. 24 / IL 9



OFFSET SKETCH

DESIGN SCOUR ELEVATION TABLE

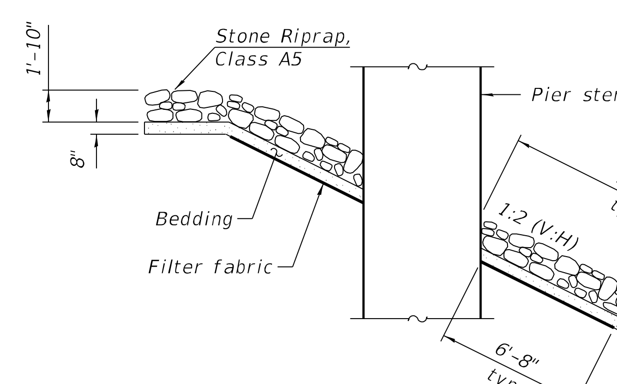
Event / Limit State	Design Scour Elev. (ft.) W. Abut.	Pier	E. Abut.	Item 113
Q100	455.0	441.2	457.2	8
Q200	455.0	441.0	457.2	
Design	455.0	435.0	457.2	
Check	455.0	435.0	457.2	

WATERWAY INFORMATION

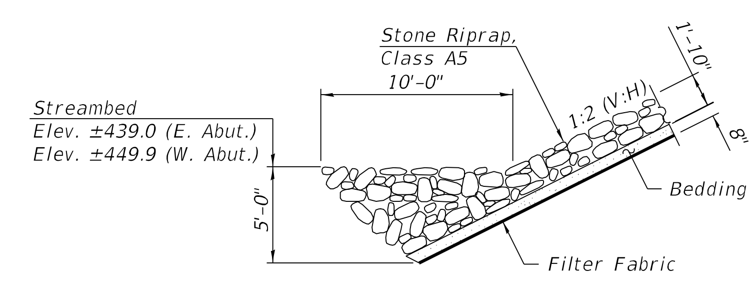
Drainage Area = 129.6 sq. mi.

Flood	Freq. Yr.	Discharge ft^3/s	Waterway Opening – $ft.^2$ Existing	Proposed	Natural H.W.E. ft.	Head – ft. Existing	Proposed	Headwater Elevation ft. Existing	Proposed
	10	9,712	2,037	2,157	454.0	0.3	0.2	454.3	454.2
Design	50	15,609	2,551	2,689	456.2	0.6	0.4	456.8	456.6
Base	100	18,293	2,755	2,898	457.1	0.8	0.5	457.9	457.6
Scour Design Check	200	21,217	2,972	3,119	458.0	0.9	0.5	458.9	458.5
Max. Calc.	500	25,003	3,246	3,396	459.1	1.1	0.6	460.2	459.7

10 Year Velocity through Exist. Bridge = 5.3 ft./s
10 Year Velocity through Prop. Bridge = 5.3 ft./s



SECTION C-C



SECTION A-A

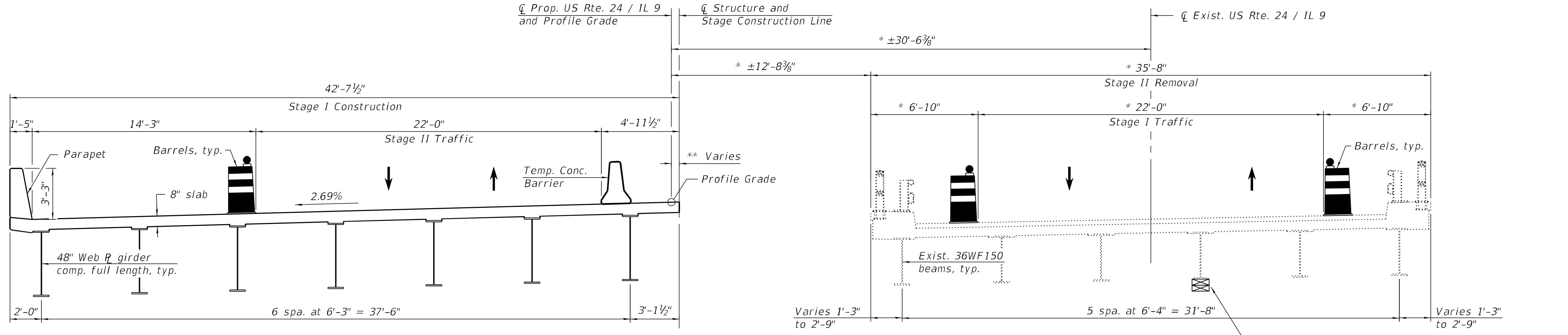
design firm No. 184-005896 MW Midwest Engineering Associates, Inc.	USER NAME =	DESIGNED - PJL	REVISED -
	FILE NAME = 029-0069.dgn	CHECKED - AKM	REVISED -
	PLOT SCALE =	DRAWN - KRS	REVISED -
	PLOT DATE = 01/05/2021	CHECKED - PJL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

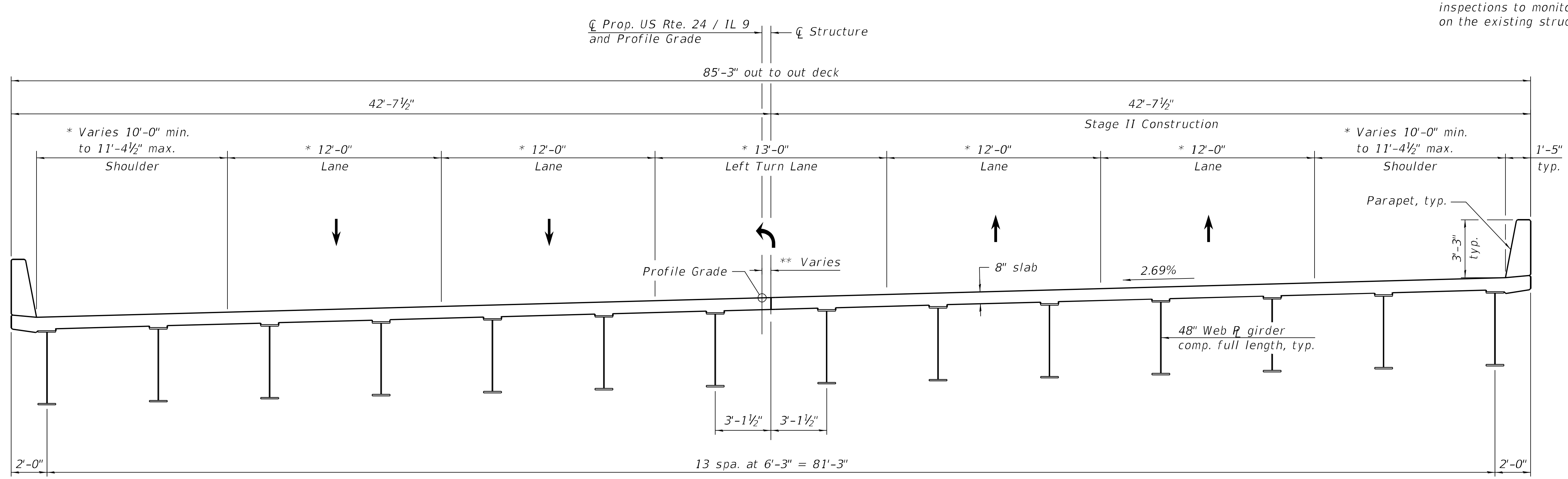
FOOTING LAYOUT & GENERAL DATA
STRUCTURE NO. 029-0069
SHEET NO. 3 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	82

CONTRACT NO. 68D34
ILLINOIS FED. AID PROJECT



STAGE I CONSTRUCTION AND STAGE II REMOVAL
(Looking East)



STAGE II CONSTRUCTION AND FINAL CROSS SECTION
(Looking East)

* Radial Dimensions

** See Offset Sketch

design firm No. 184-005896 MW Midwest Engineering Associates, Inc.	USER NAME =	DESIGNED - PJL	REVISED -
	FILE NAME = 029-0069.dgn	CHECKED - AKM	REVISED -
	PLOT SCALE =	DRAWN - KRS	REVISED -
	PLOT DATE = 01/05/2021	CHECKED - PJL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
STRUCTURE NO. 029-0069
SHEET NO. 4 OF 43 SHEETS

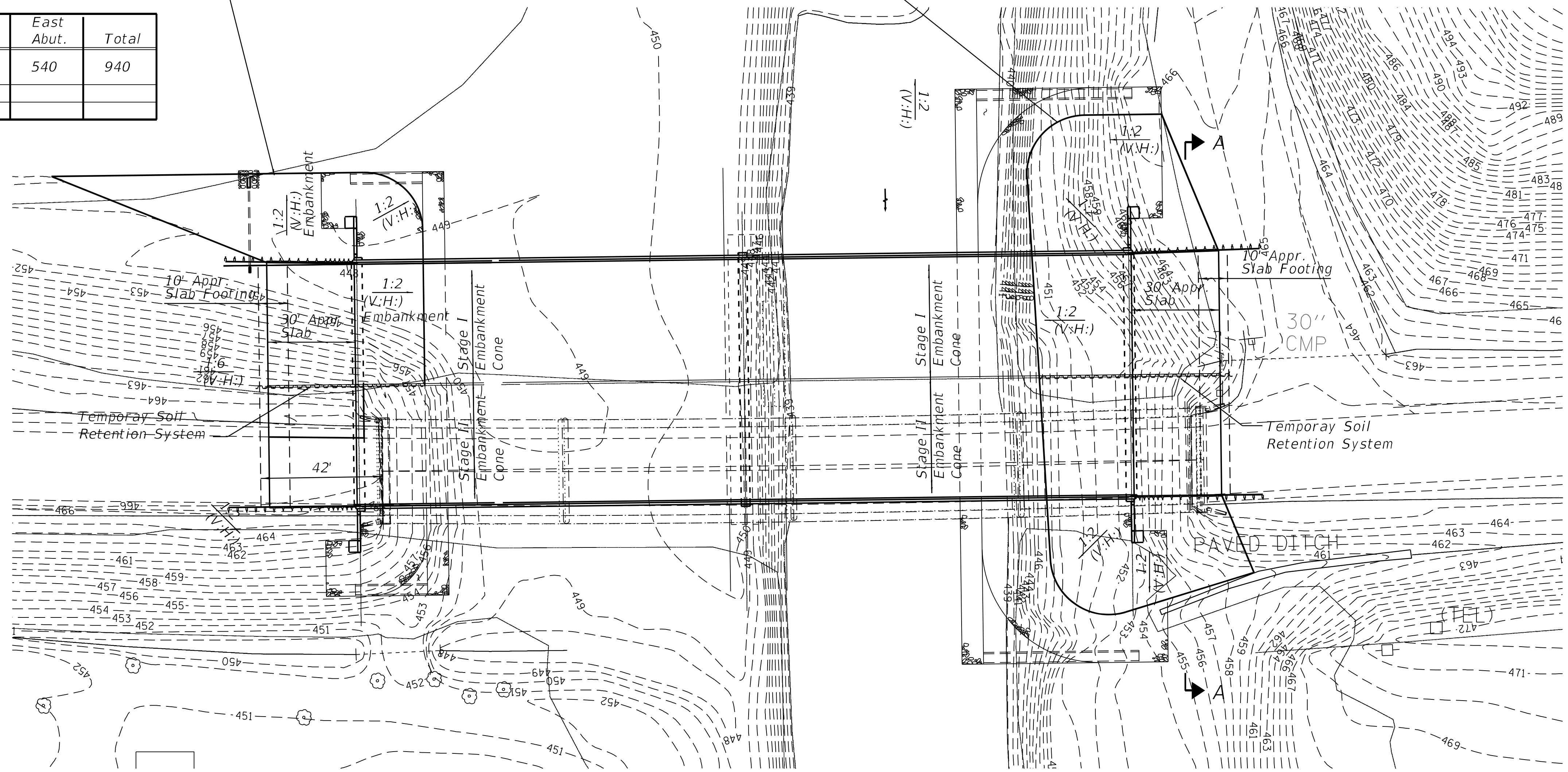
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	83
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

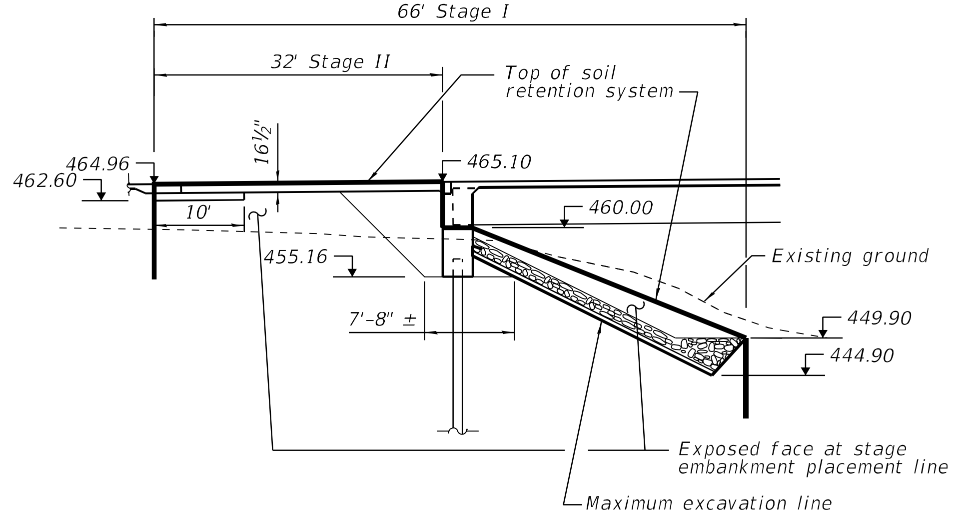
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

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

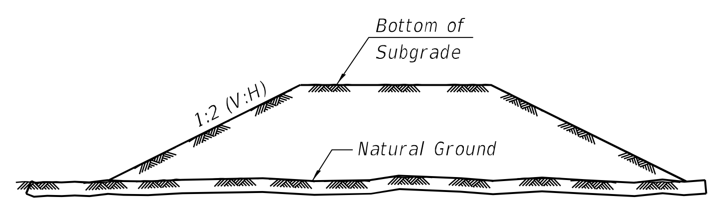
BILL OF MATERIAL

	Unit	West Abut.	East Abut.	Total
Temporary Soil Retention System	Sq. Ft.	400	540	940



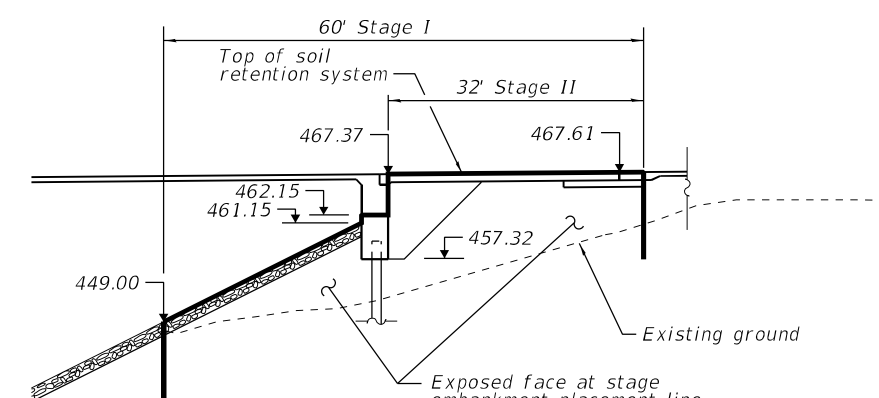


WEST ABUTMENT - TEMPORARY SOIL RETENTION SYSTEM



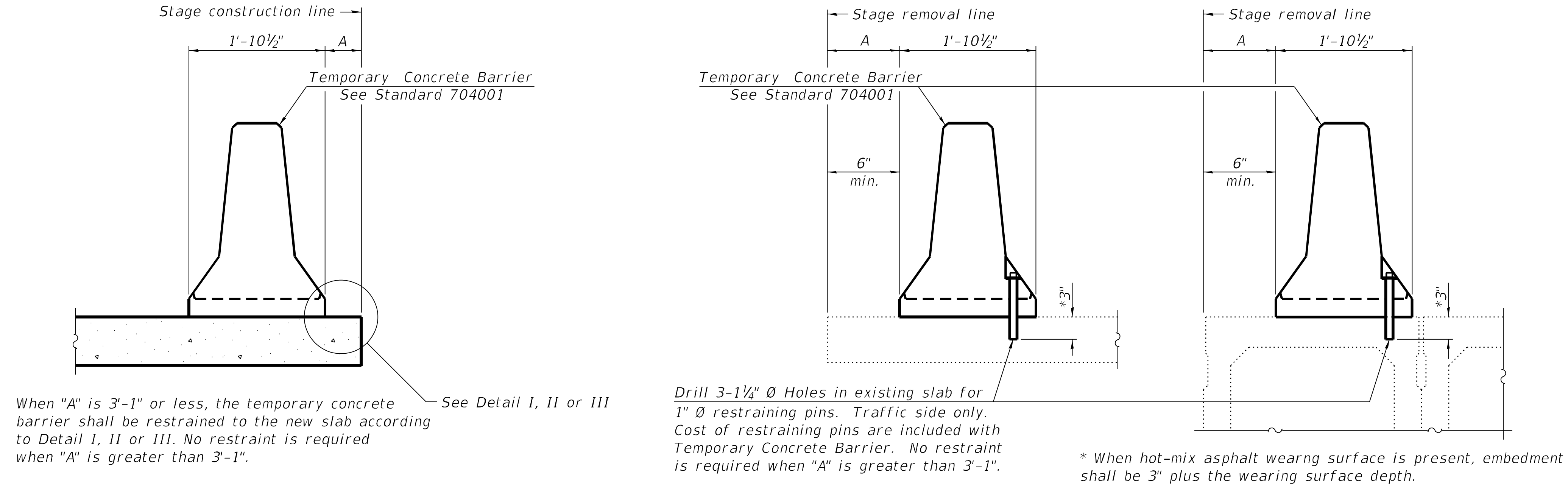
SECTION A-A

East abutment shown, West abutment similar



EAST ABUTMENT - TEMPORARY SOIL RETENTION SYSTEM

design firm No. 184-005896 MW Midwest Engineering Associates, Inc.	USER NAME =	DESIGNED - PJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY SOIL RETENTION SYSTEM STRUCTURE NO. 029-0069	F.A.P. RTE. 317; SECTION (43-BR)BR; COUNTY FULTON; TOTAL SHEETS 263; SHEET NO. 84
	FILE NAME = 029-0069.dgn	CHECKED - AKM	REVISED -			CONTRACT NO. 68D34
	PLOT SCALE =	DRAWN - KRS	REVISED -			
	PLOT DATE = 01/05/2021	CHECKED - PJL	REVISED -		SHEET NO. 5 OF 43 SHEETS	ILLINOIS FED. AID PROJECT

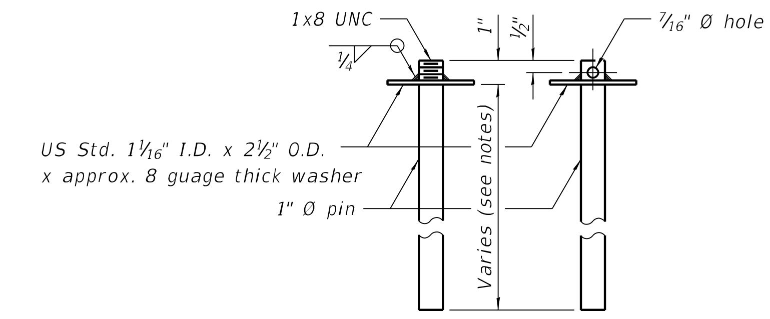


NEW SLAB OR NEW DECK BEAM

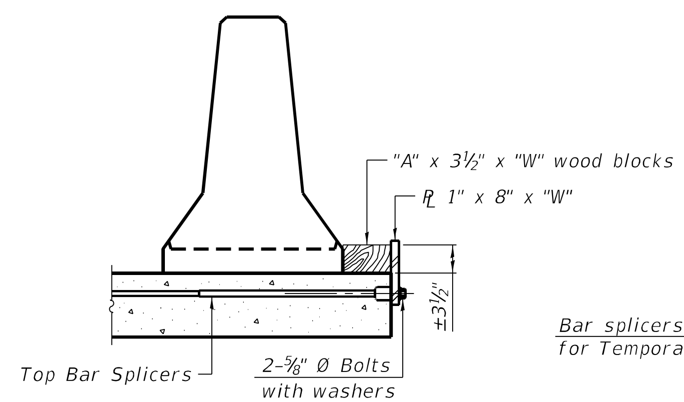
EXISTING SLAB

EXISTING DECK BEAM

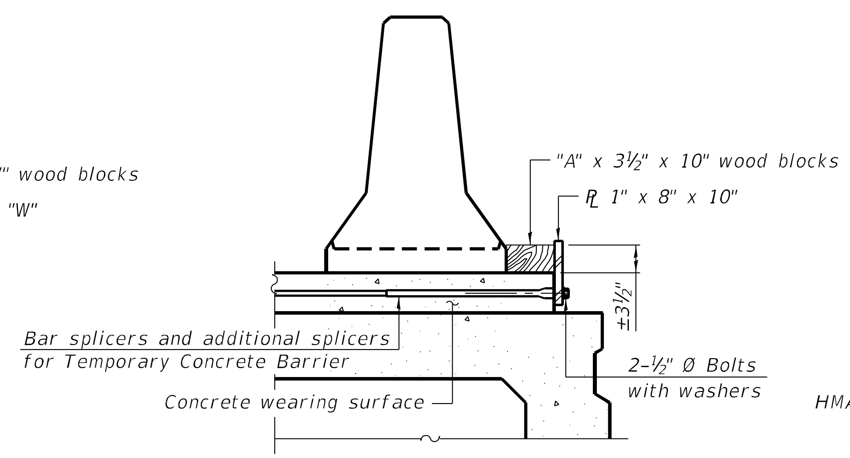
SECTIONS THRU SLAB OR DECK BEAM



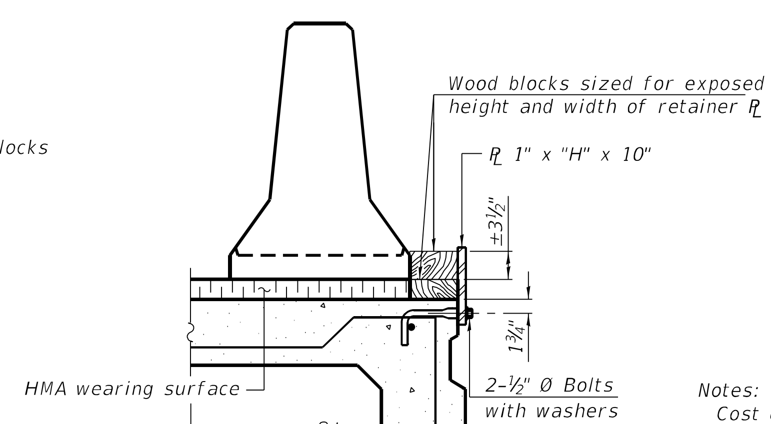
RESTRAINING PIN



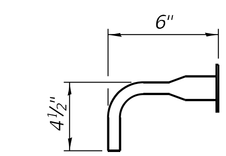
DETAIL I



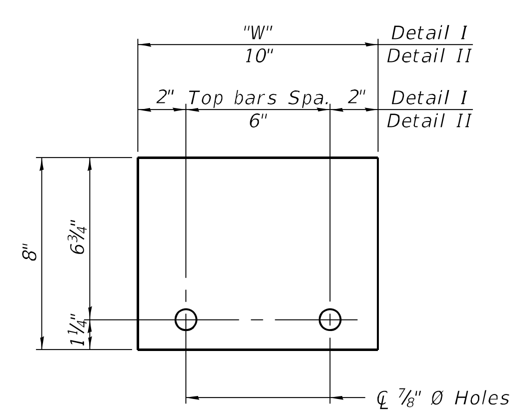
DETAIL II



DETAIL III

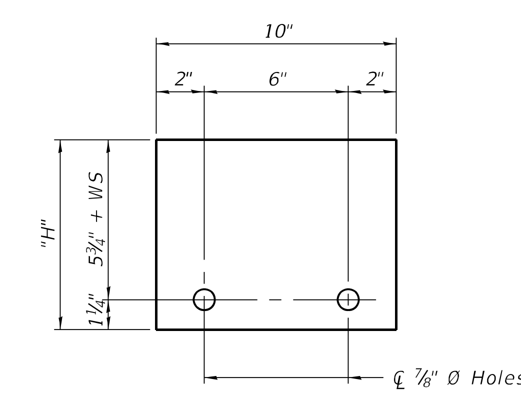


BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER PL 1" x 8" x "W"

(Detail I and II)



STEEL RETAINER PL 1" x "H" x 10"

(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

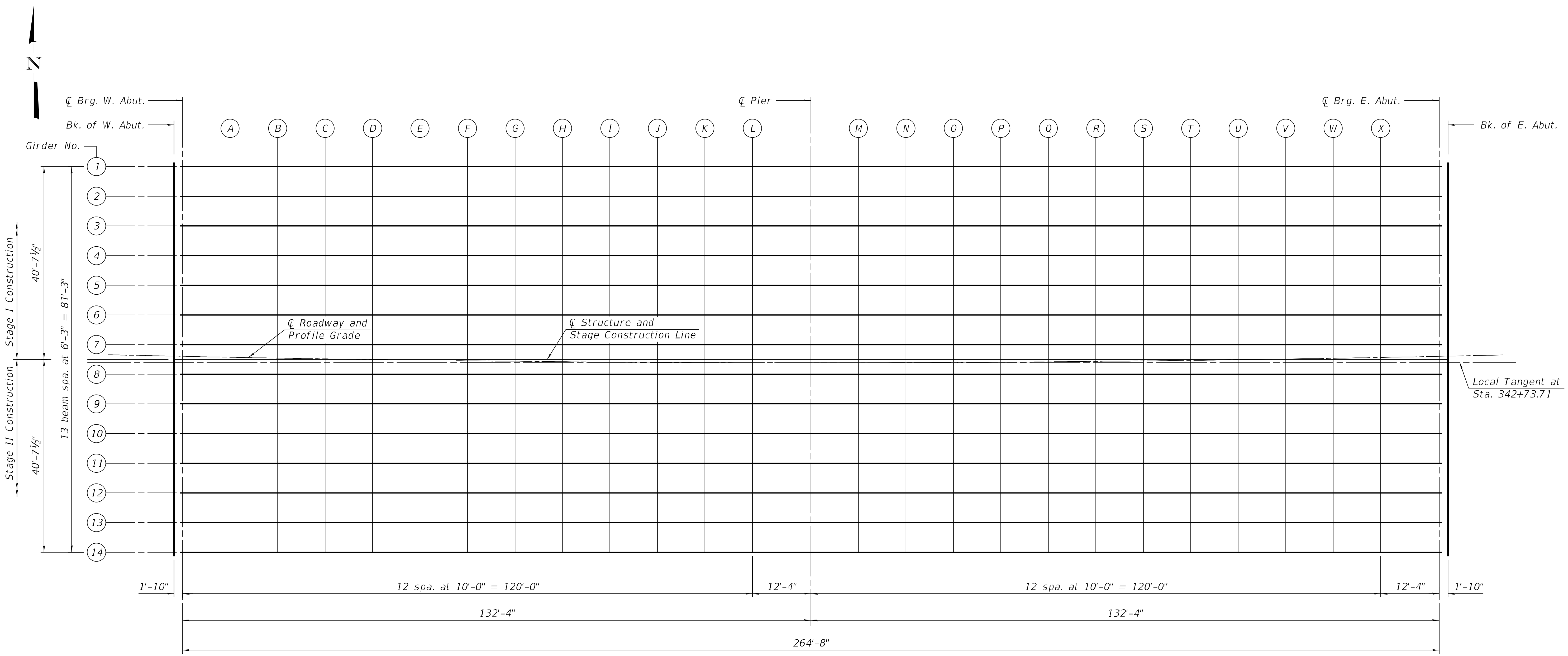
Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate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

R-27

2-17-2017

design firm No. 184-005896 MW Midwest Engineering Associates, Inc.	USER NAME =	DESIGNED - PJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 029-0069
	FILE NAME = 029-0069.dgn	CHECKED - AKM	REVISED -		
	PLOT SCALE =	DRAWN - KRS	REVISED -		
	PLOT DATE = 01/05/2021	CHECKED - PJL	REVISED -		SHEET NO. 6 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	85
CONTRACT NO. 68D34				
ILLINOIS FED. AID PROJECT				



PLAN

FILE NAME: L:\Jobs\Midwest Engineers\8711 IL 9 over Copperas Creek Ph I\CADD\CADD Sheets\0290001-68D34.dgn

design firm no. 184001036 — whks engineers + planners + land surveyors

USER NAME = dheberling	DESIGNED - CEH	REVISED
FILE NAME = 0290001-68D34.dgn	CHECKED - SBC	REVISED
PLOT SCALE = 0:2 ':" / in.	DRAWN - DLH	REVISED
PLOT DATE = 3/17/2021	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

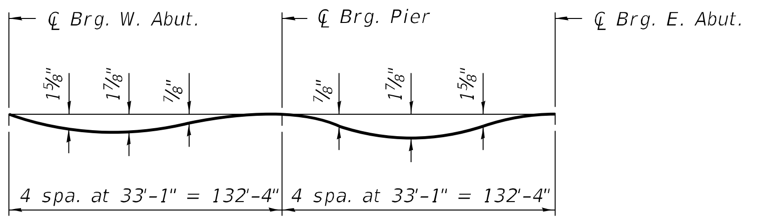
TOP OF SLAB ELEVATIONS
STRUCTURE NO. 029–0069

SHEET NO. 7 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	86

CONTRACT NO. 68D34

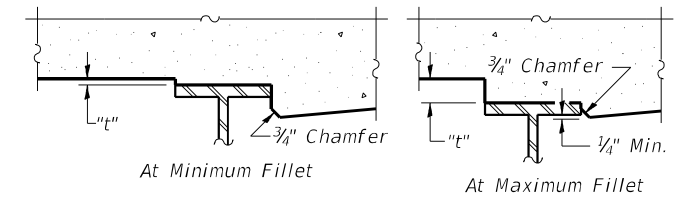
ILLINOIS FED. AID PROJECT



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 8-13.



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 7. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 8-13, 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
Bk. of W. Abut.	341+38.71	-39.93	464.09	464.09
℄ Brg. W. Abut.	341+40.55	-39.96	464.10	464.10
A	341+50.61	-40.16	464.18	464.23
B	341+60.67	-40.34	464.25	464.34
C	341+70.73	-40.51	464.33	464.46
D	341+80.79	-40.66	464.41	464.57
E	341+90.85	-40.79	464.48	464.65
F	342+00.92	-40.91	464.56	464.72
G	342+10.98	-41.01	464.64	464.79
H	342+21.04	-41.10	464.72	464.85
I	342+31.10	-41.17	464.80	464.90
J	342+41.17	-41.23	464.88	464.95
K	342+51.23	-41.27	464.96	465.00
L	342+61.29	-41.30	465.04	465.06
℄ Pier	342+73.71	-41.31	465.14	465.14
M	342+83.77	-41.30	465.22	465.23
N	342+93.83	-41.28	465.31	465.34
O	343+03.90	-41.24	465.39	465.45
P	343+13.96	-41.19	465.47	465.56
Q	343+24.02	-41.12	465.55	465.67
R	343+34.09	-41.04	465.64	465.79
S	343+44.15	-40.94	465.72	465.88
T	343+54.21	-40.82	465.81	465.98
U	343+64.27	-40.69	465.89	466.05
V	343+74.34	-40.54	465.98	466.12
W	343+84.40	-40.38	466.06	466.16
X	343+94.46	-40.20	466.15	466.21
℄ Brg. E. Abut.	344+06.86	-39.96	466.26	466.26
Bk. of E. Abut.	344+08.71	-39.93	466.27	466.27

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+38.84	-33.68	464.25	464.25
℄ Brg. W. Abut.	341+40.68	-33.71	464.27	464.27
A	341+50.73	-33.91	464.34	464.39
B	341+60.78	-34.09	464.42	464.51
C	341+70.83	-34.26	464.50	464.63
D	341+80.88	-34.41	464.58	464.74
E	341+90.93	-34.54	464.65	464.82
F	342+00.99	-34.66	464.73	464.89
G	342+11.04	-34.76	464.81	464.96
H	342+21.09	-34.85	464.89	465.02
I	342+31.15	-34.92	464.97	465.07
J	342+41.20	-34.98	465.05	465.12
K	342+51.25	-35.02	465.13	465.17
L	342+61.31	-35.05	465.21	465.23
℄ Pier	342+73.71	-35.06	465.31	465.31
M	342+83.76	-35.05	465.39	465.40
N	342+93.81	-35.03	465.47	465.50
O	343+03.87	-34.99	465.56	465.62
P	343+13.92	-34.94	465.64	465.73
Q	343+23.98	-34.87	465.72	465.84
R	343+34.03	-34.79	465.81	465.96
S	343+44.08	-34.69	465.89	466.05
T	343+54.13	-34.57	465.97	466.14
U	343+64.19	-34.44	466.06	466.22
V	343+74.24	-34.29	466.15	466.29
W	343+84.29	-34.13	466.23	466.33
X	343+94.34	-33.95	466.32	466.38
℄ Brg. E. Abut.	344+06.74	-33.72	466.42	466.42
Bk. of E. Abut.	344+08.58	-33.68	466.44	466.44

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+38.96	-27.43	464.42	464.42
℄ Brg. W. Abut.	341+40.81	-27.47	464.44	464.44
A	341+50.85	-27.66	464.51	464.56
B	341+60.89	-27.84	464.59	464.68
C	341+70.93	-28.01	464.67	464.80
D	341+80.97	-28.16	464.74	464.90
E	341+91.01	-28.29	464.82	464.99
F	342+01.06	-28.41	464.90	465.06
G	342+11.10	-28.51	464.98	465.13
H	342+21.14	-28.60	465.06	465.19
I	342+31.19	-28.67	465.14	465.24
J	342+41.23	-28.73	465.22	465.29
K	342+51.27	-28.77	465.30	465.34
L	342+61.32	-28.80	465.38	465.40
℄ Pier	342+73.71	-28.81	465.48	465.48
M	342+83.75	-28.80	465.56	465.57
N	342+93.80	-28.78	465.64	465.67
O	343+03.84	-28.74	465.72	465.78
P	343+13.88	-28.69	465.81	465.90
Q	343+23.93	-28.62	465.89	466.01
R	343+33.97	-28.54	465.97	466.12
S	343+44.01	-28.44	466.06	466.22
T	343+54.06	-28.32	466.14	466.31
U	343+64.10	-28.19	466.23	466.39
V	343+74.14	-28.04	466.31	466.45
W	343+84.18	-27.88	466.40	466.50
X	343+94.22	-27.71	466.48	466.54
℄ Brg. E. Abut.	344+06.61	-27.47	466.59	466.59
Bk. of E. Abut.	344+08.45	-27.43	466.61	466.61

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.09	-21.18	464.59	464.59
℄ Brg. W. Abut.	341+40.93	-21.22	464.61	464.61
A	341+50.96	-21.41	464.68	464.73
B	341+61.00	-21.59	464.76	464.85
C	341+71.03	-21.76	464.84	464.97
D	341+81.06	-21.91	464.91	465.07
E	341+91.09	-22.04	464.99	465.16
F	342+01.13	-22.16	465.07	465.23
G	342+11.16	-22.26	465.15	465.30
H	342+21.19	-22.35	465.23	465.36
I	342+31.23	-22.42	465.31	465.41
J	342+41.26	-22.48	465.39	465.46
K	342+51.30	-22.52	465.47	465.51
L	342+61.33	-22.55	465.55	465.57
℄ Pier	342+73.71	-22.56	465.65	465.65
M	342+83.74	-22.55	465.73	465.74
N	342+93.78	-22.53	465.81	465.84
O	343+03.81	-22.49	465.89	465.95
P	343+13.84	-22.44	465.97	466.06
Q	343+23.88	-22.37	466.06	466.18
R	343+33.91	-22.29	466.14	466.29
S	343+43.95	-22.19	466.23	466.39
T	343+53.98	-22.07	466.31	466.48
U	343+64.01	-21.94	466.39	466.55
V	343+74.05	-21.79	466.48	466.62
W	343+84.08	-21.63	466.57	466.67
X	343+94.11	-21.46	466.65	466.71
℄ Brg. E. Abut.	344+06.48	-21.22	466.76	466.76
Bk. of E. Abut.	344+08.32	-21.18	466.77	466.77

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.22	-14.93	464.76	464.76
℄ Brg. W. Abut.	341+41.06	-14.97	464.78	464.78
A	341+51.08	-15.16	464.85	464.90
B	341+61.10	-15.34	464.93	465.02
C	341+71.13	-15.51	465.00	465.13
D	341+81.15	-15.66	465.08	465.24
E	341+91.17	-15.79	465.16	465.33
F	342+01.20	-15.91	465.24	465.40
G	342+11.22	-16.01	465.32	465.47
H	342+21.24	-16.10	465.39	465.52
I	342+31.27	-16.17	465.47	465.57
J	342+41.29	-16.23	465.55	465.62
K	342+51.32	-16.27	465.63	465.67
L	342+61.34	-16.30	465.71	465.73
℄ Pier	342+73.71	-16.31	465.81	465.81
M	342+83.73	-16.30	465.90	465.91
N	342+93.76	-16.28	465.98	466.01
O	343+03.78	-16.24	466.06	466.12
P	343+13.81	-16.19	466.14	466.23
Q	343+23.83	-16.12	466.23	466.35
R	343+33.86	-16.04	466.31	466.46
S	343+43.88	-15.94	466.39	466.55
T	343+53.90	-15.82	466.48	466.65
U	343+63.93	-15.69	466.56	466.72
V	343+73.95	-15.55	466.65	466.79
W	343+83.97	-15.38	466.73	466.83
X	343+93.99	-15.21	466.82	466.88
℄ Brg. E. Abut.	344+06.35	-14.97	466.93	466.93
Bk. of E. Abut.	344+08.19	-14.93	466.94	466.94

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.35	-8.68	464.93	464.93
℄ Brg. W. Abut.	341+41.19	-8.72	464.94	464.94
A	341+51.20	-8.92	465.02	465.07
B	341+61.21	-9.10	465.10	465.19
C	341+71.22	-9.26	465.17	465.30
D	341+81.24	-9.41	465.25	465.41
E	341+91.25	-9.54	465.33	465.50
F	342+01.26	-9.66	465.41	465.57
G	342+11.28	-9.76	465.48	465.63
H	342+21.29	-9.85	465.56	465.69
I	342+31.31	-9.93	465.64	465.74
J	342+41.32	-9.98	465.72	465.79
K	342+51.34	-10.02	465.80	465.84
L	342+61.35	-10.05	465.88	465.90
℄ Pier	342+73.71	-10.06	465.98	465.98
M	342+83.72	-10.05	466.06	466.07
N	342+93.74	-10.03	466.15	466.18
O	343+03.75	-9.99	466.23	466.29
P	343+13.77	-9.94	466.31	466.40
Q	343+23.78	-9.87	466.39	466.51
R	343+33.80	-9.79	466.48	466.63
S	343+43.81	-9.69	466.56	466.72
T	343+53.83	-9.57	466.64	466.81
U	343+63.84	-9.44	466.73	466.89
V	343+73.85	-9.30	466.81	466.95
W	343+83.87	-9.14	466.90	467.00
X	343+93.88	-8.96	466.99	467.05
℄ Brg. E. Abut.	344+06.23	-8.72	467.09	467.09
Bk. of E. Abut.	344+08.06	-8.68	467.11	467.11

FILE NAME: L:\Jobs\Midwest Engineers\8711 IL 9 over Copperas Creek Ph I\CADD\CADD Sheets\0290001-68D34.dgn

design firm no. 184001036

whks engineers • planners • land surveyors

USER NAME = dheberling	DESIGNED - CEH	REVISED
FILE NAME = 0290001-68D34.dgn	CHECKED - SBC	REVISED
PLOT SCALE = 0:2 ':" / in.	DRAWN - DLH	REVISED
PLOT DATE = 3/17/2021	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 029-0069

SHEET NO. 9 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	88
		CONTRACT NO. 68D34		
	ILLINOIS FED. AID PROJECT			

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.48	-2.43	465.10	465.10
℄ Brg. W. Abut.	341+41.31	-2.47	465.11	465.11
A	341+51.32	-2.67	465.19	465.24
B	341+61.32	-2.85	465.27	465.36
C	341+71.32	-3.01	465.34	465.47
D	341+81.33	-3.16	465.42	465.58
E	341+91.33	-3.29	465.50	465.67
F	342+01.33	-3.41	465.57	465.73
G	342+11.34	-3.51	465.65	465.80
H	342+21.34	-3.60	465.73	465.86
I	342+31.35	-3.68	465.81	465.91
J	342+41.35	-3.73	465.89	465.96
K	342+51.36	-3.77	465.97	466.01
L	342+61.37	-3.80	466.05	466.07
℄ Pier	342+73.71	-3.81	466.15	466.15
M	342+83.71	-3.80	466.23	466.24
N	342+93.72	-3.78	466.31	466.34
O	343+03.72	-3.74	466.40	466.46
P	343+13.73	-3.69	466.48	466.57
Q	343+23.73	-3.62	466.56	466.68
R	343+33.74	-3.54	466.64	466.79
S	343+43.74	-3.44	466.73	466.89
T	343+53.75	-3.32	466.81	466.98
U	343+63.75	-3.19	466.90	467.06
V	343+73.76	-3.05	466.98	467.12
W	343+83.76	-2.89	467.07	467.17
X	343+93.76	-2.71	467.15	467.21
℄ Brg. E. Abut.	344+06.10	-2.47	467.26	467.26
Bk. of E. Abut.	344+07.93	-2.43	467.28	467.28

℄ STRUCTURE AND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.54	0.69	465.18	465.18
℄ Brg. W. Abut.	341+41.38	0.65	465.20	465.20
A	341+51.37	0.46	465.27	465.32
B	341+61.37	0.28	465.35	465.44
C	341+71.37	0.11	465.43	465.56
D	341+81.37	-0.03	465.50	465.66
E	341+91.37	-0.17	465.58	465.75
F	342+01.37	-0.29	465.66	465.82
G	342+11.37	-0.39	465.74	465.89
H	342+21.37	-0.48	465.82	465.95
I	342+31.37	-0.55	465.90	466.00
J	342+41.37	-0.61	465.97	466.04
K	342+51.37	-0.65	466.05	466.09
L	342+61.37	-0.68	466.13	466.15
℄ Pier	342+73.71	-0.69	466.23	466.23
M	342+83.71	-0.68	466.32	466.33
N	342+93.71	-0.66	466.40	466.43
O	343+03.71	-0.62	466.48	466.54
P	343+13.71	-0.57	466.56	466.65
Q	343+23.71	-0.50	466.65	466.77
R	343+33.71	-0.41	466.73	466.88
S	343+43.71	-0.31	466.81	466.97
T	343+53.71	-0.20	466.90	467.07
U	343+63.71	-0.07	466.98	467.14
V	343+73.71	0.08	467.07	467.21
W	343+83.71	0.24	467.15	467.25
X	343+93.71	0.41	467.24	467.30
℄ Brg. E. Abut.	344+06.04	0.65	467.34	467.34
Bk. of E. Abut.	344+07.87	0.69	467.36	467.36

℄ ROADWAY AND PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.53	0.00	465.17	465.17
℄ Brg. W. Abut.	341+41.36	0.00	465.18	465.18
A	341+51.37	0.00	465.26	465.31
B	341+61.37	0.00	465.34	465.43
C	341+71.37	0.00	465.42	465.55
D	341+81.37	0.00	465.50	465.66
E	341+91.37	0.00	465.59	465.76
F	342+01.37	0.00	465.67	465.83
G	342+11.37	0.00	465.75	465.90
H	342+21.37	0.00	465.83	465.96
I	342+31.37	0.00	465.91	466.01
J	342+41.37	0.00	465.99	466.06
K	342+51.37	0.00	466.07	466.11
L	342+61.37	0.00	466.15	466.17
℄ Pier	342+73.71	0.00	466.25	466.25
M	342+83.71	0.00	466.33	466.34
N	342+93.71	0.00	466.42	466.45
O	343+03.71	0.00	466.50	466.56
P	343+13.71	0.00	466.58	466.67
Q	343+23.71	0.00	466.66	466.78
R	343+33.71	0.00	466.74	466.89
S	343+43.71	0.00	466.82	466.98
T	343+53.71	0.00	466.90	467.07
U	343+63.71	0.00	466.98	467.14
V	343+73.71	0.00	467.06	467.20
W	343+83.71	0.00	467.14	467.24
X	343+93.71	0.00	467.23	467.29
℄ Brg. E. Abut.	344+06.05	0.00	467.33	467.33
Bk. of E. Abut.	344+07.89	0.00	467.34	467.34

LOCAL TANGENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.56	1.38	465.20	465.20
℄ Brg. W. Abut.	341+41.39	1.34	465.22	465.22
A	341+51.39	1.15	465.29	465.34
B	341+61.38	0.97	465.37	465.46
C	341+71.38	0.80	465.45	465.58
D	341+81.38	0.65	465.52	465.68
E	341+91.38	0.52	465.60	465.77
F	342+01.38	0.40	465.68	465.84
G	342+11.38	0.30	465.76	465.91
H	342+21.37	0.21	465.83	465.96
I	342+31.37	0.14	465.91	466.01
J	342+41.37	0.08	465.99	466.06
K	342+51.37	0.04	466.07	466.11
L	342+61.37	0.01	466.15	466.17
℄ Pier	342+73.71	0.00	466.25	466.25
M	342+83.71	0.01	466.33	466.34
N	342+93.71	0.03	466.42	466.45
O	343+03.71	0.07	466.50	466.56
P	343+13.71	0.12	466.58	466.67
Q	343+23.71	0.19	466.66	466.78
R	343+33.70	0.28	466.75	466.90
S	343+43.70	0.38	466.83	466.99
T	343+53.70	0.49	466.91	467.08
U	343+63.70	0.62	467.00	467.16
V	343+73.70	0.77	467.08	467.22
W	343+83.70	0.93	467.17	467.27
X	343+93.69	1.10	467.26	467.32
℄ Brg. E. Abut.	344+06.02	1.34	467.36	467.36
Bk. of E. Abut.	344+07.85	1.38	467.38	467.38

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.61	3.81	465.27	465.27
℄ Brg. W. Abut.	341+41.44	3.78	465.28	465.28
A	341+51.43	3.58	465.36	465.41
B	341+61.43	3.40	465.43	465.52
C	341+71.42	3.24	465.51	465.64
D	341+81.41	3.09	465.59	465.75
E	341+91.41	2.96	465.67	465.84
F	342+01.40	2.84	465.74	465.90
G	342+11.40	2.73	465.82	465.97
H	342+21.39	2.65	465.90	466.03
I	342+31.39	2.57	465.98	466.08
J	342+41.39	2.52	466.06	466.13
K	342+51.38	2.48	466.14	466.18
L	342+61.38	2.45	466.22	466.24
℄ Pier	342+73.71	2.44	466.32	466.32
M	342+83.70	2.45	466.40	466.41
N	342+93.70	2.47	466.48	466.51
O	343+03.70	2.51	466.56	466.62
P	343+13.69	2.56	466.65	466.74
Q	343+23.69	2.63	466.73	466.85
R	343+33.68	2.71	466.81	466.96
S	343+43.68	2.81	466.90	467.06
T	343+53.67	2.93	466.98	467.15
U	343+63.67	3.06	467.06	467.22
V	343+73.66	3.20	467.15	467.29
W	343+83.66	3.36	467.23	467.33
X	343+93.65	3.54	467.32	467.38
℄ Brg. E. Abut.	344+05.97	3.78	467.43	467.43
Bk. of E. Abut.	344+07.80	3.81	467.44	467.44

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.74	10.06	465.44	465.44
℄ Brg. W. Abut.	341+41.57	10.03	465.45	465.45
A	341+51.55	9.83	465.53	465.58
B	341+61.53	9.65	465.60	465.69
C	341+71.52	9.49	465.68	465.81
D	341+81.50	9.34	465.76	465.92
E	341+91.49	9.21	465.83	466.00
F	342+01.47	9.09	465.91	466.07
G	342+11.46	8.98	465.99	466.14
H	342+21.44	8.90	466.07	466.20
I	342+31.43	8.82	466.15	466.25
J	342+41.42	8.77	466.23	466.30
K	342+51.40	8.73	466.31	466.35
L	342+61.39	8.70	466.39	466.41
℄ Pier	342+73.71	8.69	466.49	466.49
M	342+83.69	8.70	466.57	466.58
N	342+93.68	8.72	466.65	466.68
O	343+03.67	8.76	466.73	466.79
P	343+13.65	8.81	466.81	466.90
Q	343+23.64	8.88	466.90	467.02
R	343+33.63	8.96	466.98	467.13
S	343+43.61	9.06	467.06	467.22
T	343+53.60	9.18	467.15	467.32
U	343+63.58	9.31	467.23	467.39
V	343+73.57	9.45	467.32	467.46
W	343+83.55	9.61	467.40	467.50
X	343+93.53	9.79	467.49	467.55
℄ Brg. E. Abut.	344+05.85	10.03	467.59	467.59
Bk. of E. Abut.	344+07.68	10.06	467.61	467.61

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.86	16.31	465.61	465.61
℄ Brg. W. Abut.	341+41.69	16.27	465.62	465.62
A	341+51.67	16.08	465.70	465.75
B	341+61.64	15.90	465.77	465.86
C	341+71.62	15.74	465.85	465.98
D	341+81.59	15.59	465.93	466.09
E	341+91.57	15.46	466.00	466.17
F	342+01.54	15.34	466.08	466.24
G	342+11.52	15.23	466.16	466.31
H	342+21.49	15.15	466.24	466.37
I	342+31.47	15.07	466.32	466.42
J	342+41.45	15.02	466.40	466.47
K	342+51.42	14.98	466.48	466.52
L	342+61.40	14.95	466.56	466.58
℄ Pier	342+73.71	14.94	466.65	466.65
M	342+83.68	14.95	466.74	466.75
N	342+93.66	14.97	466.82	466.85
O	343+03.64	15.01	466.90	466.96
P	343+13.61	15.06	466.98	467.07
Q	343+23.59	15.13	467.06	467.18
R	343+33.57	15.21	467.15	467.30
S	343+43.54	15.31	467.23	467.39
T	343+53.52	15.43	467.31	467.48
U	343+63.50	15.56	467.40	467.56
V	343+73.47	15.70	467.48	467.62
W	343+83.45	15.86	467.57	467.67
X	343+93.42	16.04	467.65	467.71
℄ Brg. E. Abut.	344+05.72	16.27	467.76	467.76
Bk. of E. Abut.	344+07.55	16.31	467.78	467.78

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+39.99	22.56	465.78	465.78
℄ Brg. W. Abut.	341+41.82	22.52	465.79	465.79
A	341+51.78	22.33	465.87	465.92
B	341+61.75	22.15	465.94	466.03
C	341+71.71	21.99	466.02	466.15
D	341+81.68	21.84	466.09	466.25
E	341+91.64	21.70	466.17	466.34
F	342+01.61	21.59	466.25	466.41
G	342+11.58	21.48	466.33	466.48
H	342+21.54	21.40	466.41	466.54
I	342+31.51	21.32	466.48	466.58
J	342+41.48	21.27	466.56	466.63
K	342+51.45	21.23	466.64	466.68
L	342+61.41	21.20	466.72	466.74
℄ Pier	342+73.71	21.19	466.82	466.82
M	342+83.67	21.20	466.90	466.91
N	342+93.64	21.22	466.99	467.02
O	343+03.61	21.26	467.07	467.13
P	343+13.58	21.31	467.15	467.24
Q	343+23.54	21.38	467.23	467.35
R	343+33.51	21.46	467.32	467.47
S	343+43.48	21.56	467.40	467.56
T	343+53.44	21.68	467.48	467.65
U	343+63.41	21.81	467.57	467.73
V	343+73.38	21.95	467.65	467.79
W	343+83.34	22.11	467.74	467.84
X	343+93.31	22.29	467.82	467.88
℄ Brg. E. Abut.	344+05.59	22.52	467.93	467.93
Bk. of E. Abut.	344+07.42	22.56	467.94	467.94

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+40.12	28.81	465.95	465.95
℄ Brg. W. Abut.	341+41.94	28.77	465.96	465.96
A	341+51.90	28.58	466.03	466.08
B	341+61.85	28.40	466.11	466.20
C	341+71.81	28.24	466.19	466.32
D	341+81.77	28.09	466.26	466.42
E	341+91.72	27.95	466.34	466.51
F	342+01.68	27.84	466.42	466.58
G	342+11.64	27.73	466.50	466.65
H	342+21.59	27.65	466.57	466.70
I	342+31.55	27.57	466.65	466.75
J	342+41.51	27.52	466.73	466.80
K	342+51.47	27.48	466.81	466.85
L	342+61.42	27.45	466.89	466.91
℄ Pier	342+73.71	27.44	466.99	466.99
M	342+83.66	27.45	467.07	467.08
N	342+93.62	27.47	467.15	467.18
O	343+03.58	27.51	467.24	467.30
P	343+13.54	27.56	467.32	467.41
Q	343+23.50	27.63	467.40	467.52
R	343+33.45	27.71	467.48	467.63
S	343+43.41	27.81	467.57	467.73
T	343+53.37	27.93	467.65	467.82
U	343+63.32	28.05	467.73	467.89
V	343+73.28	28.20	467.82	467.96
W	343+83.24	28.36	467.90	468.00
X	343+93.19	28.53	467.99	468.05
℄ Brg. E. Abut.	344+05.47	28.77	468.09	468.09
Bk. of E. Abut.	344+07.29	28.81	468.11	468.11

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+40.25	35.06	466.11	466.11
℄ Brg. W. Abut.	341+42.07	35.02	466.13	466.13
A	341+52.02	34.83	466.20	466.25
B	341+61.96	34.65	466.28	466.37
C	341+71.91	34.48	466.36	466.49
D	341+81.85	34.34	466.43	466.59
E	341+91.80	34.20	466.51	466.68
F	342+01.75	34.09	466.59	466.75
G	342+11.70	33.98	466.66	466.81
H	342+21.64	33.90	466.74	466.87
I	342+31.59	33.82	466.82	466.92
J	342+41.54	33.77	466.90	466.97
K	342+51.49	33.73	466.98	467.02
L	342+61.44	33.70	467.06	467.08
℄ Pier	342+73.71	33.69	467.16	467.16
M	342+83.66	33.70	467.24	467.25
N	342+93.60	33.72	467.32	467.35
O	343+03.55	33.76	467.40	467.46
P	343+13.50	33.81	467.49	467.58
Q	343+23.45	33.88	467.57	467.69
R	343+33.40	33.96	467.65	467.80
S	343+43.34	34.06	467.73	467.89
T	343+53.29	34.17	467.82	467.99
U	343+63.24	34.30	467.90	468.06
V	343+73.19	34.45	467.99	468.13
W	343+83.13	34.61	468.07	468.17
X	343+93.08	34.78	468.16	468.22
℄ Brg. E. Abut.	344+05.34	35.02	468.26	468.26
Bk. of E. Abut.	344+07.17	35.06	468.28	468.28

GIRDER 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of W. Abut.	341+40.37	41.31	466.28	466.28
℄ Brg. W. Abut.	341+42.20	41.27	466.30	466.30
A	341+52.13	41.08	466.37	466.42
B	341+62.07	40.90	466.45	466.54
C	341+72.00	40.73	466.52	466.65
D	341+81.94	40.59	466.60	466.76
E	341+91.88	40.45	466.68	466.85
F	342+01.82	40.34	466.76	466.92
G	342+11.75	40.23	466.83	466.98
H	342+21.69	40.15	466.91	467.04
I	342+31.63	40.07	466.99	467.09
J	342+41.57	40.02	467.07	467.14
K	342+51.51	39.98	467.15	467.19
L	342+61.45	39.95	467.23	467.25
℄ Pier	342+73.71	39.94	467.33	467.33
M	342+83.65	39.95	467.41	467.42
N	342+93.59	39.97	467.49	467.52
O	343+03.52	40.01	467.57	467.63
P	343+13.46	40.06	467.65	467.74
Q	343+23.40	40.13	467.74	467.86
R	343+33.34	40.21	467.82	467.97
S	343+43.28	40.31	467.90	468.06
T	343+53.22	40.42	467.98	468.15
U	343+63.15	40.55	468.07	468.23
V	343+73.09	40.70	468.15	468.29
W	343+83.03	40.86	468.24	468.34
X	343+92.96	41.03	468.32	468.38
℄ Brg. E. Abut.	344+05.22	41.27	468.43	468.43
Bk. of E. Abut.	344+07.04	41.31	468.44	468.44

FILE NAME: L:\Jobs\Midwest Engineers\8711 IL 9 over Copperas Creek Ph I\CADD\CADD Sheets\0290001-68D34.dgn

design firm no. 184001036
whks
engineers + planners + land surveyors

USER NAME = dheberling	DESIGNED - CEH	REVISED
FILE NAME = 0290001-68D34.dgn	CHECKED - SBC	REVISED
PLOT SCALE = 0.2 ':" / in.	DRAWN - DLH	REVISED
PLOT DATE = 3/17/2021	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 029-0069
SHEET NO. 13 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	92

CONTRACT NO. 68D34
ILLINOIS FED. AID PROJECT

North Edge of Approach Slab

Location	Station	Offset	Theoretical Grade Elevations
West End, West Approach.	341+09.50	41.01 LT.	463.82
A1	341+19.56	41.04 LT.	463.90
A2	341+29.63	41.04 LT.	463.98
East End, West Approach.	341+39.69	41.03 LT.	464.07

North Edge of Traffic Lane

Location	Station	Offset	Theoretical Grade Elevations
West End, West Approach.	341+09.76	30.50 LT.	464.11
A1	341+19.81	30.50 LT.	464.19
A2	341+29.86	30.50 LT.	464.27
East End, West Approach.	341+39.91	30.50 LT.	464.35

Centerline Rte. 24 and PGL

Location	Station	Offset	Theoretical Grade Elevations
West End, West Approach.	341+10.53	0.00 RT.	464.93
A1	341+20.53	0.00 RT.	465.01
A2	341+30.53	0.00 RT.	465.09
East End, West Approach.	341+40.53	0.00 RT.	465.18

Approach Slab Stage Construction Joint

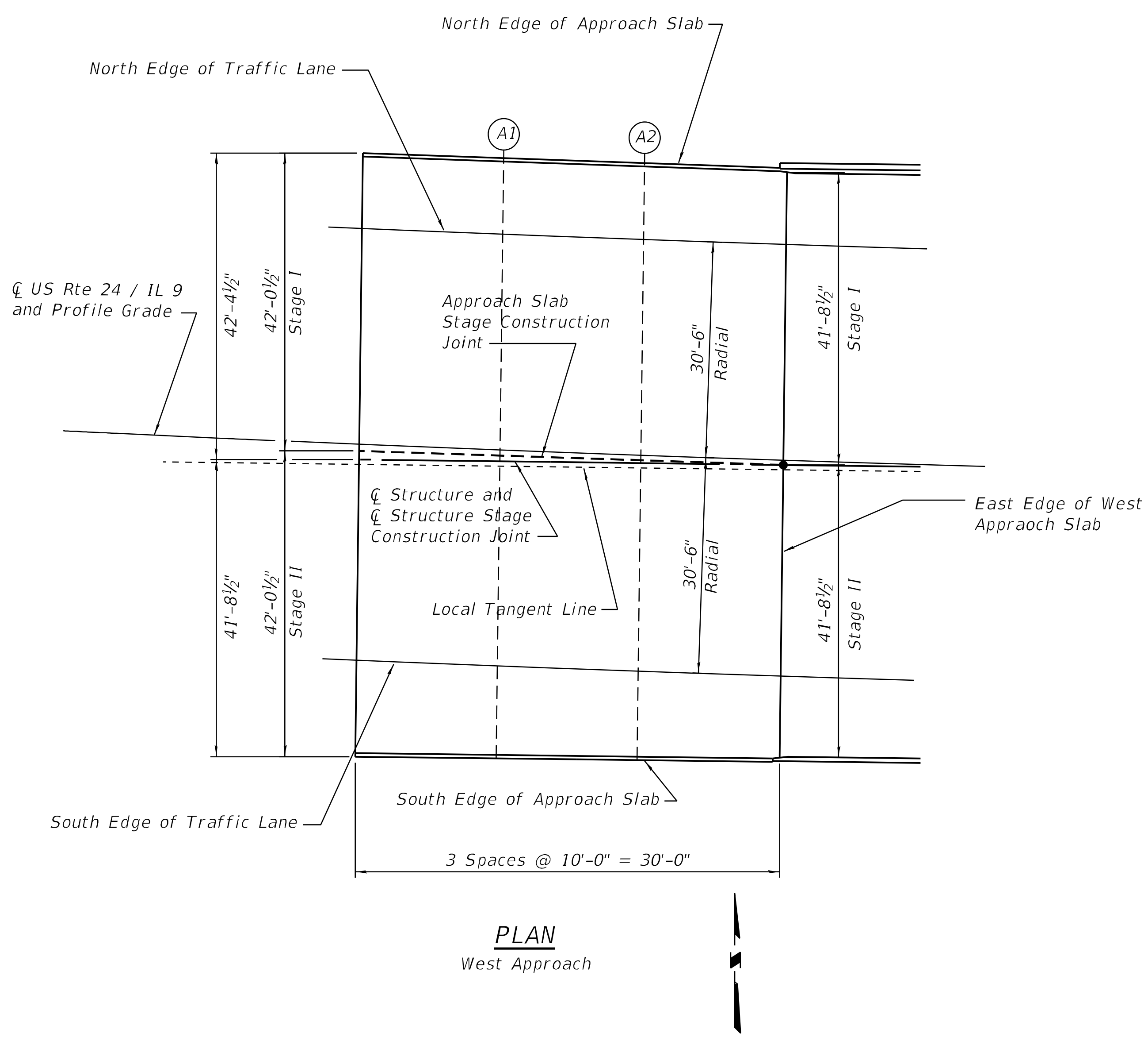
Location	Station	Offset	Theoretical Grade Elevations
West End, West Approach.	341+10.55	1.02 RT.	464.96
A1	341+20.55	0.88 RT.	465.04
A2	341+30.55	0.77 RT.	465.12
East End, West Approach.	341+40.55	0.67 RT.	465.19

South Edge of Traffic Lane

Location	Station	Offset	Theoretical Grade Elevations
West End, West Approach.	341+11.29	30.50 RT.	465.76
A1	341+21.24	30.50 RT.	465.84
A2	341+31.20	30.50 RT.	465.92
East End, West Approach.	341+41.15	30.50 RT.	466.00

South Edge of Approach Slab

Location	Station	Offset	Theoretical Grade Elevations
West End, West Approach.	341+11.60	43.04 RT.	466.10
A1	341+21.53	42.80 RT.	466.17
A2	341+31.46	42.58 RT.	466.25
East End, West Approach.	341+41.39	42.37 RT.	466.32



PLAN
West Approach

E-AS

2-17-2017

design firm No. 184-005896 MW Midwest Engineering Associates, Inc.	USER NAME =	DESIGNED - PJL / KRS	REVISED -
	FILE NAME = 029-0069.dgn	CHECKED - FUH	REVISED -
	PLOT SCALE =	DRAWN - KRS	REVISED -
	PLOT DATE = 01/05/2021	CHECKED - PJL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 029-0069
SHEET NO. 14 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	93

CONTRACT NO. 68D34
ILLINOIS FED. AID PROJECT

North Edge of Approach Slab

Location	Station	Offset	Theoretical Grade Elevations
West End, East Approach.	344+07.73	41.03 LT.	466.24
A3	344+17.80	41.04 LT.	466.32
A4	344+27.87	41.03 LT.	466.40
East End, East Approach.	344+37.93	41.01 LT.	466.48

North Edge of Traffic Lane

Location	Station	Offset	Theoretical Grade Elevations
West End, East Approach.	344+07.52	30.50 LT.	466.52
A3	344+17.57	30.50 LT.	466.60
A4	344+27.62	30.50 LT.	466.68
East End, East Approach.	344+37.67	30.50 LT.	466.77

Centerline Rte. 24 and PGL

Location	Station	Offset	Theoretical Grade Elevations
West End, East Approach.	344+06.89	0.00 RT.	467.34
A3	344+16.89	0.00 RT.	467.42
A4	344+26.90	0.00 RT.	467.50
East End, East Approach.	344+36.90	0.00 RT.	467.58

Approach Slab Stage Construction Joint

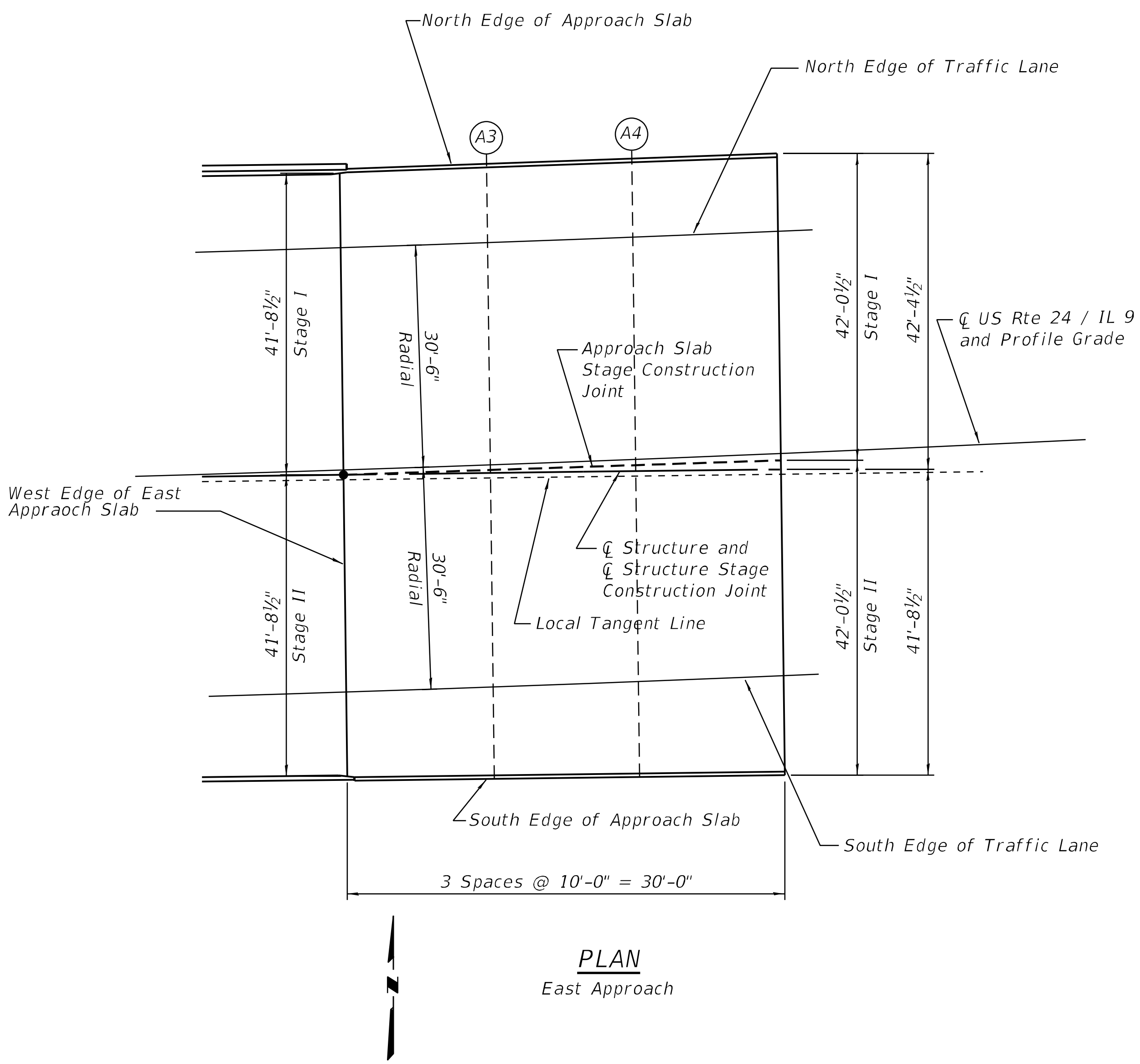
Location	Station	Offset	Theoretical Grade Elevations
West End, East Approach.	344+06.88	0.67 RT.	467.35
A3	344+16.88	0.77 RT.	467.44
A4	344+26.86	0.89 RT.	467.52
East End, East Approach.	344+36.87	1.02 RT.	467.61

South Edge of Traffic Lane

Location	Station	Offset	Theoretical Grade Elevations
West End, East Approach.	344+06.27	30.50 RT.	468.15
A3	344+16.23	30.50 RT.	468.23
A4	344+26.18	30.50 RT.	468.31
East End, East Approach.	344+36.14	30.50 RT.	468.39

South Edge of Approach Slab

Location	Station	Offset	Theoretical Grade Elevations
West End, East Approach.	344+06.03	42.37 RT.	468.47
A3	344+15.97	42.60 RT.	468.55
A4	344+25.90	42.80 RT.	468.64
East End, East Approach.	344+35.83	43.05 RT.	468.73



PLAN
East Approach

E-AS   2-17-2017

design firm No. 184-005896 MW Midwest Engineering Associates, Inc.	USER NAME =	DESIGNED - PJL / KRS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF EAST APPROACH SLAB ELEVATIONS STRUCTURE NO. 029-0069
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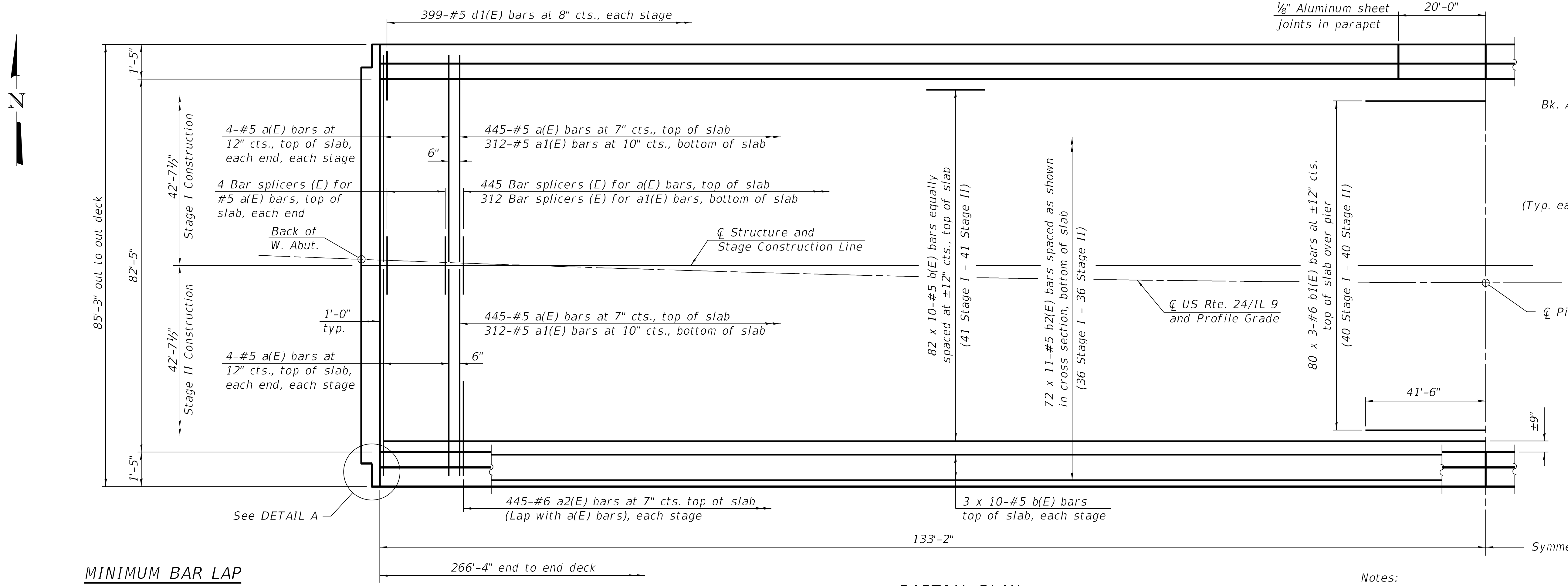
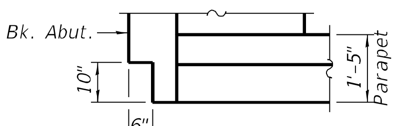
	PLOT DATE = 01/05/2021	CHECKED - PJL	REVISED -		SHEET NO. 15 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	94
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		



PARTIAL PLAN



DETAIL A

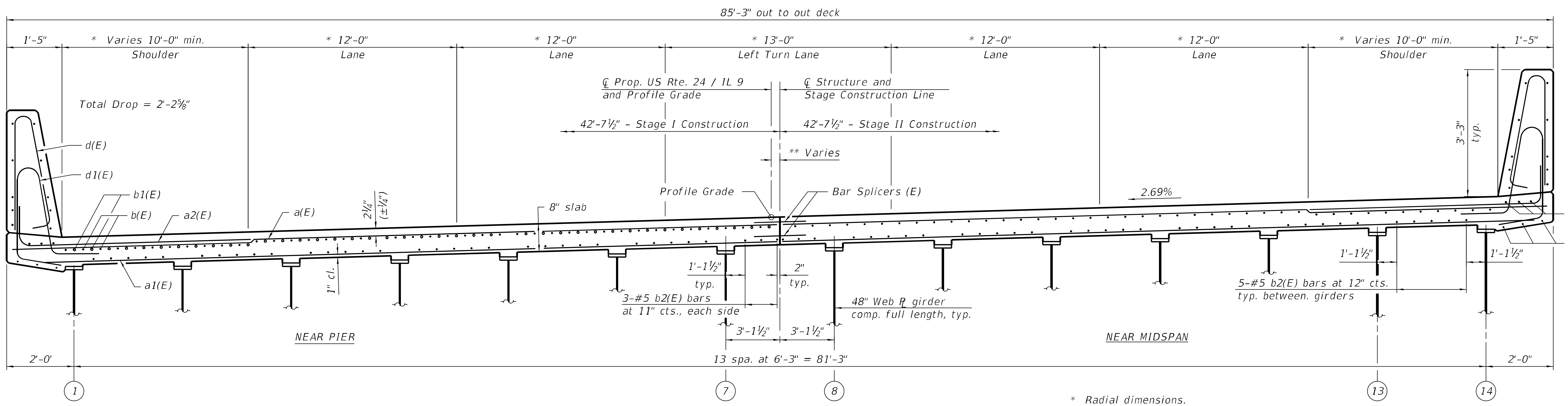
(Typ. each corner, each abutment diaphragm.)

MINIMUM BAR LAP

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

Notes:

1. See sheet 17 for superstructure details and Bill of Material.
2. Bars indicated thus 82 x 10-#5 etc. indicates 82 lines of bars with 10 lengths per line.



* Radial dimensions.
** See Offset Sketch on sheet 2.

CROSS SECTION

(Looking East)

FILE NAME: L:\Jobs\Midwest Engineers\8711 IL 9 over Copperas Creek Ph I\CADD\CADD Sheets\0290001-68D34.dgn

design firm no. 184001036
whks engineers • planners • land surveyors

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FILE NAME = 0290001-68D34.dgn	CHECKED - BJJ	REVISED
PLOT SCALE = 0:2 ':" / in.	DRAWN - DLH	REVISED
PLOT DATE = 3/17/2021	CHECKED - SBC	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

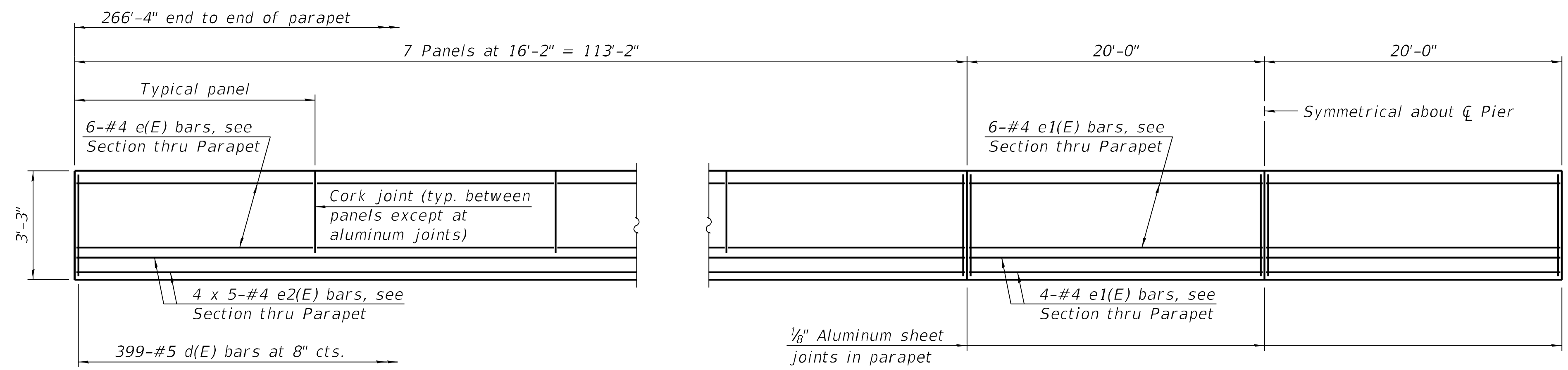
SUPERSTRUCTURE
STRUCTURE NO. 029-0069

SHEET NO. 16 OF 43 SHEETS

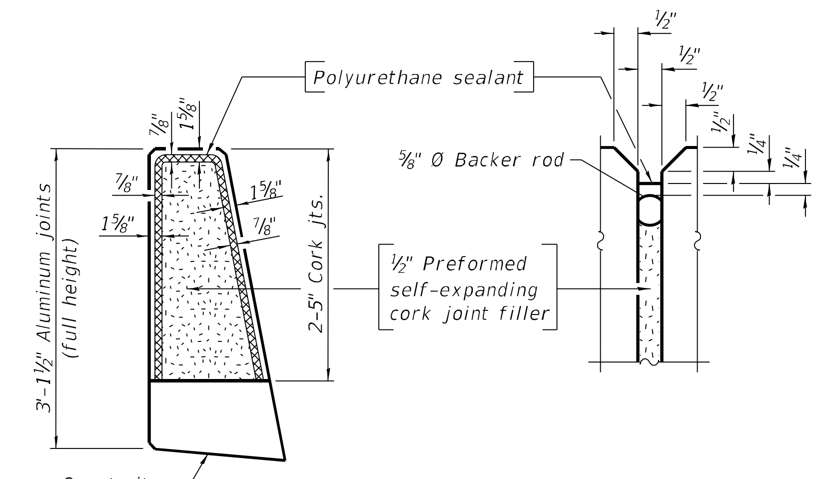
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	95

CONTRACT NO. 68D34

ILLINOIS FED. AID PROJECT



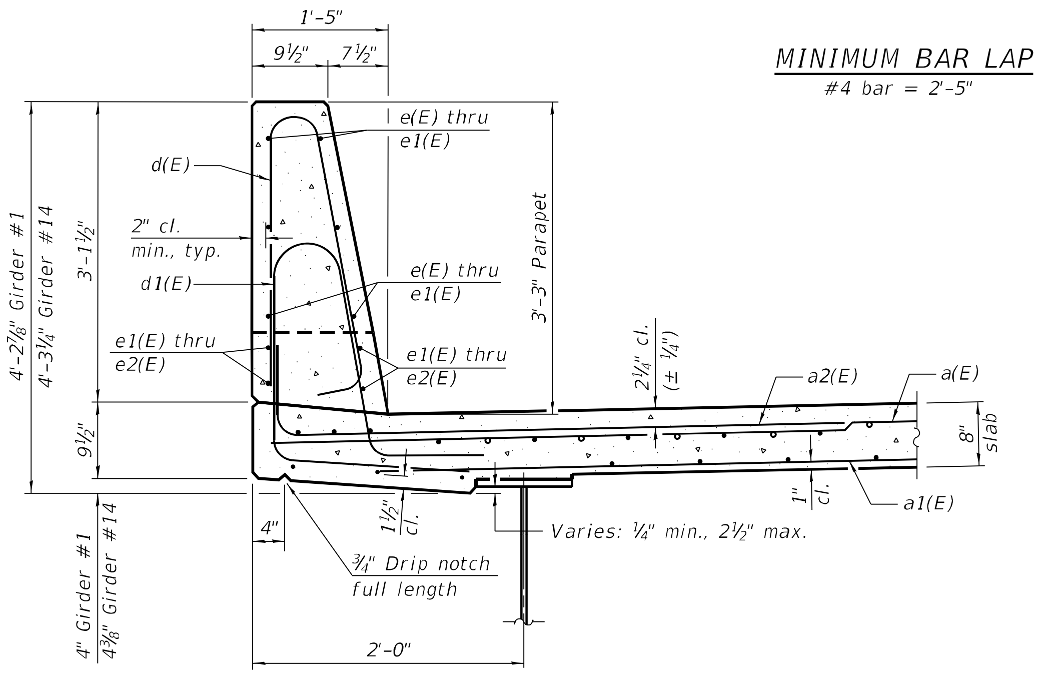
INSIDE ELEVATION OF PARAPET



PARAPET JOINT DETAILS

MINIMUM BAR LAP

#4 bar = 2'-5"



SECTION THRU PARAPET

(Girder #1 shown, Girder #14 similar, except as noted.)

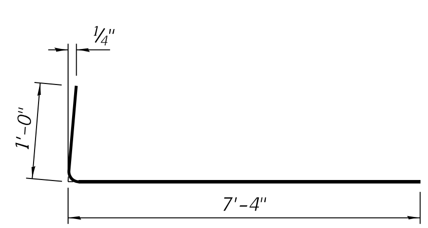
Notes:

1. The ⅛" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
2. The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
3. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

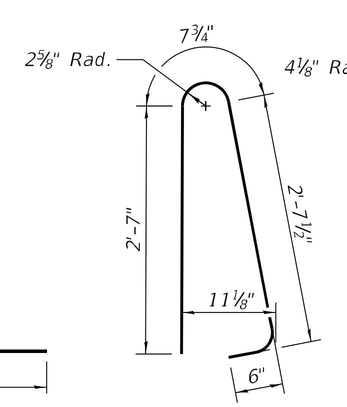
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	906	#5	42'-4"	
a1(E)	624	#5	41'-1"	
a2(E)	890	#6	8'-4"	
b(E)	880	#5	29'-10"	
b1(E)	240	#6	30'-11"	
b2(E)	792	#5	27'-5"	
d(E)	798	#5	6'-5"	
d1(E)	798	#5	7'-1"	
e(E)	168	#4	15'-10"	
e1(E)	40	#4	19'-8"	
e2(E)	80	#4	24'-7"	
m10(E)	16	#6	40'-8"	
m11(E)	96	#6	5'-10"	
m12(E)	16	#6	1'-8"	
m13(E)	16	#6	2'-10"	
m14(E)	4	#6	42'-4"	
s10(E)	160	#5	8'-4"	
s11(E)	140	#5	12'-10"	
Reinforcement Bars, Epoxy Coated		Lbs.	159,330	
Concrete Superstructure		Cu. Yds.	758.3	

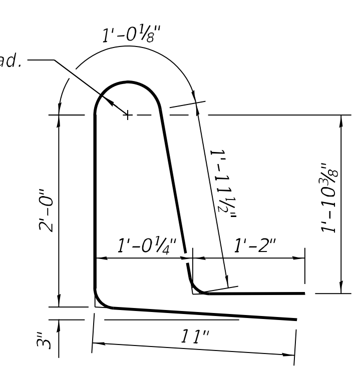
Bars indicated thus 4 x 5#4 etc. indicates 4 line of bars with 5 lengths per line.



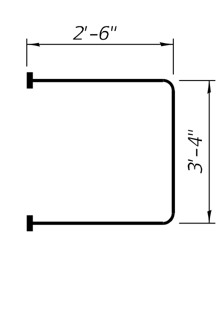
BAR a2(E)



BAR d(E)

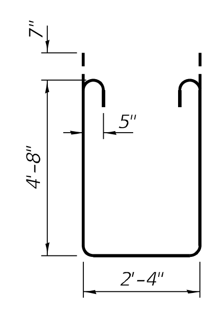


BAR d1(E)

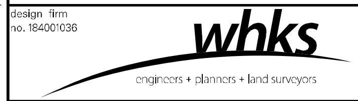


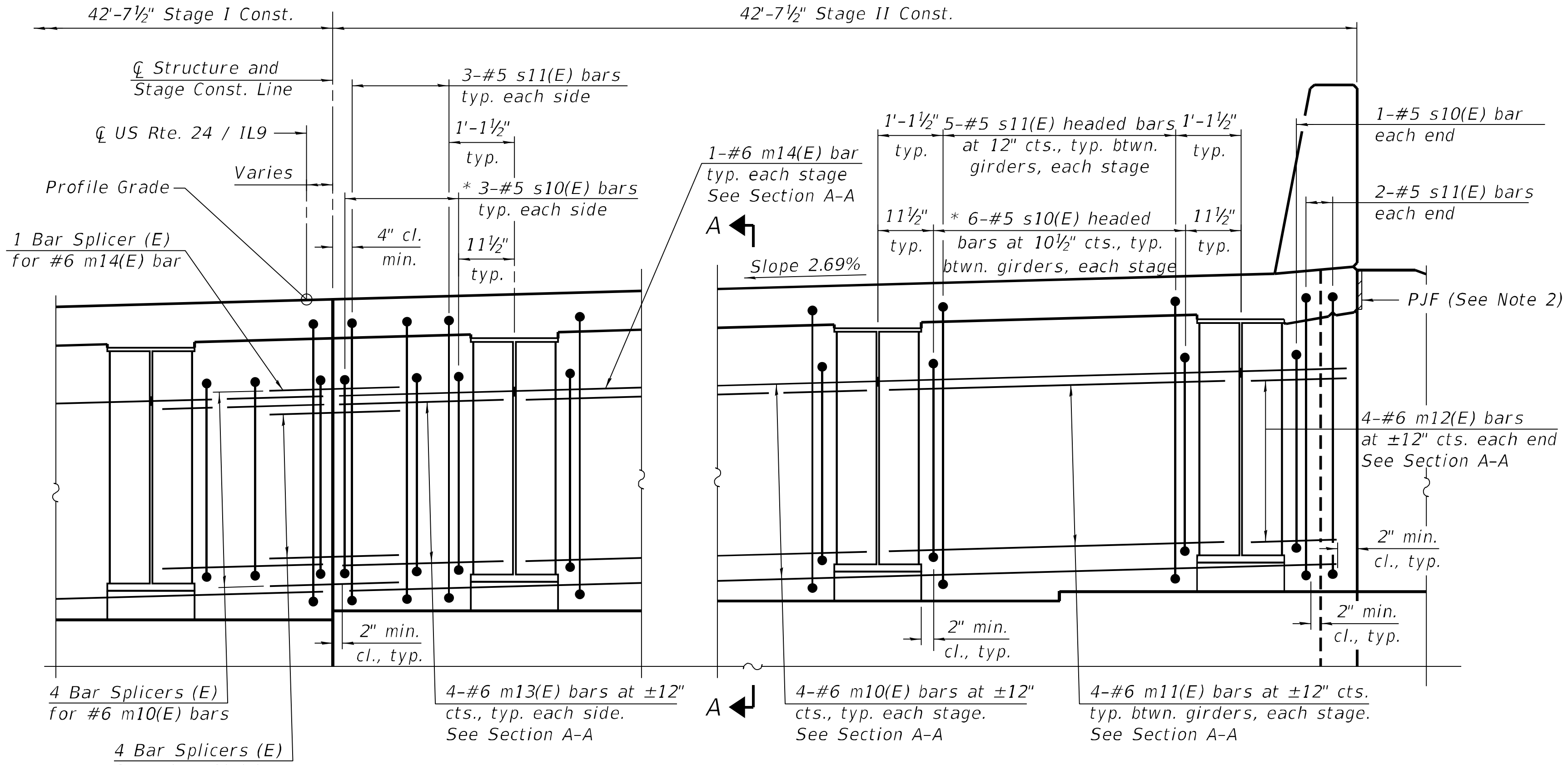
BAR s10(E)

(Headed)



BAR s11(E)

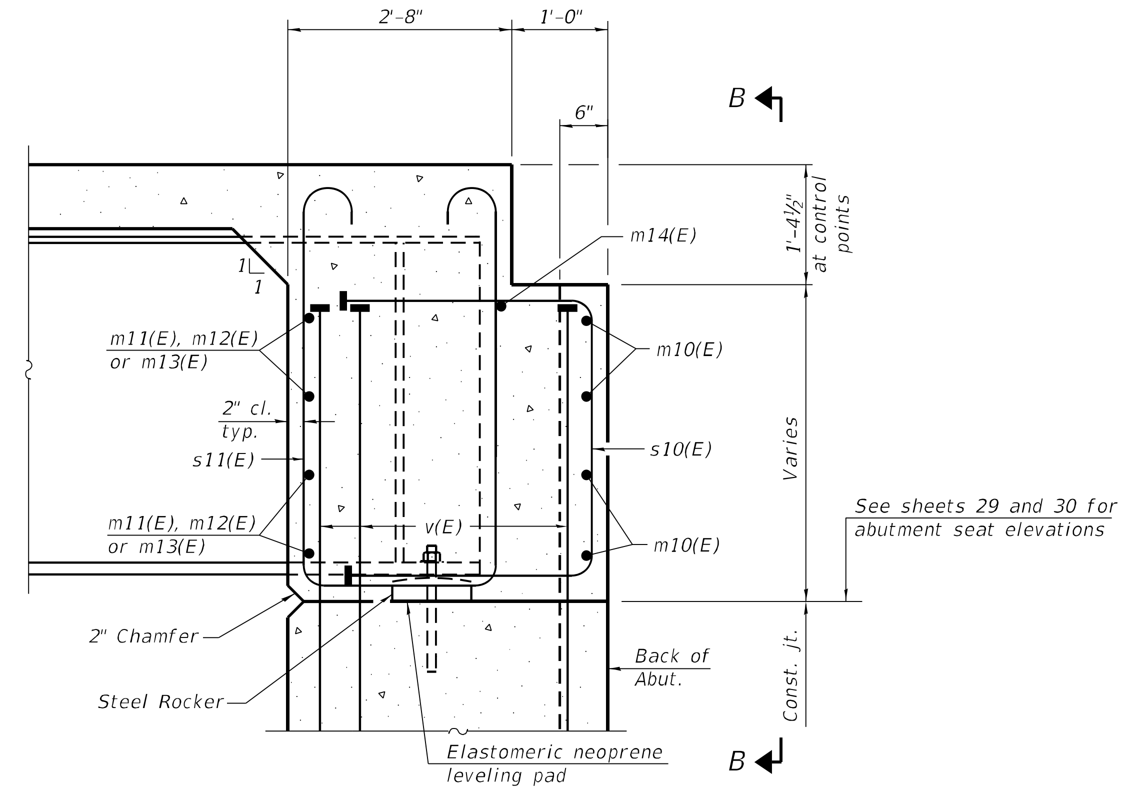




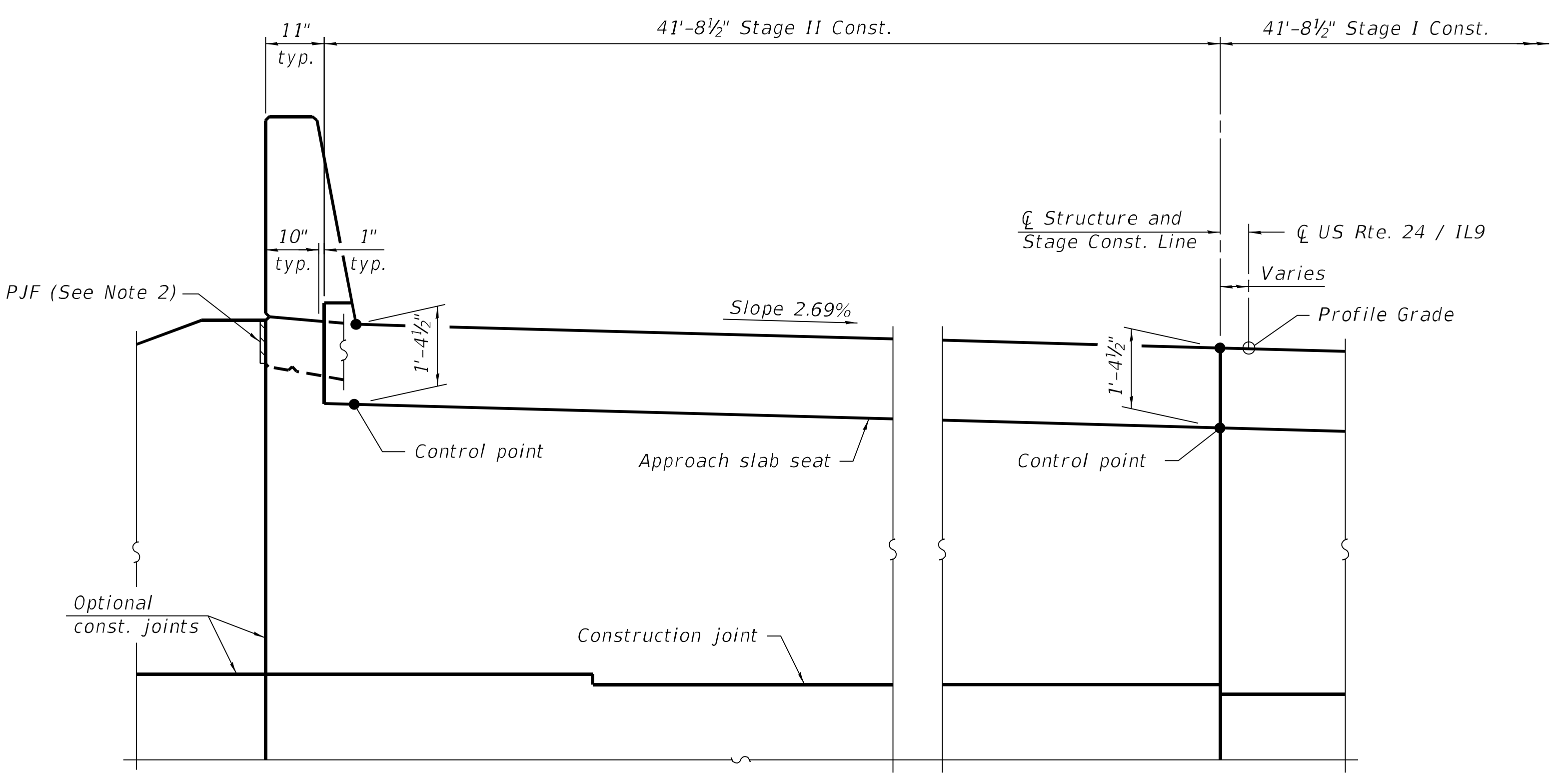
DIAPHRAGM AT ABUTMENT

(E. Abut. looking East shown, West Abut. looking west similar.)

* s10(E) bar spacing may be adjusted to avoid conflict with post installed precast bridge approach slab dowel rods but shall not exceed 12". See Sheets 20 - 22 for dowel rod locations.

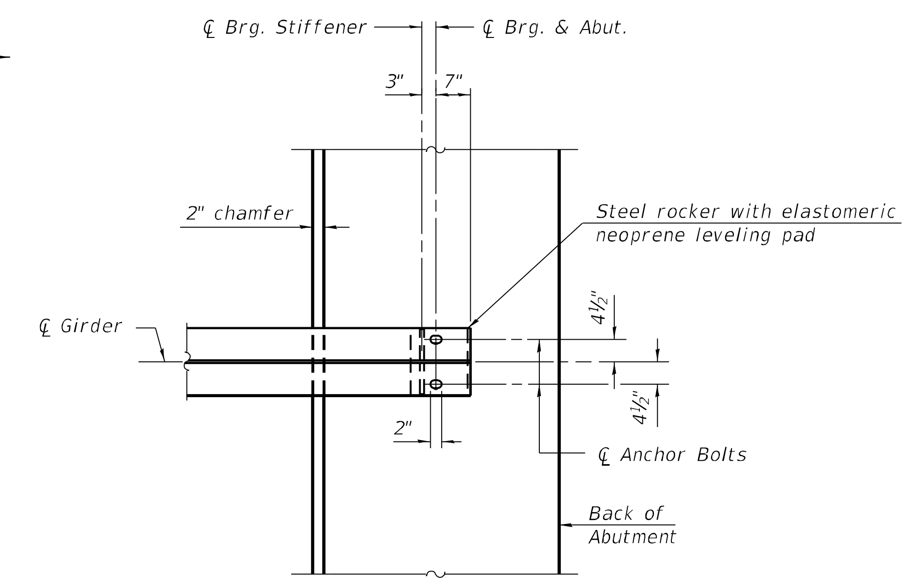


SECTION A-A



VIEW B-B

(Looking West)



PLAN AT ABUTMENT

(Showing bottom flange of girder)

Notes:

1. See sheet 17 for superstructure details and Bill of Material.
2. 2" PJF (per Article 1051.09 of the Standard Specifications) bonded to wingwall with suitable adhesive as recommended by supplier. See sheets 20 and 22 for PJF details.
3. The approach slab seat shall have a constant slope determined from the control points shown.

FILE NAME: L:\Jobs\Midwest Engineers\8711 IL 9 over Copperas Creek Ph I\CADD\CADD Sheets\0290001-68D34.dgn

design firm no. 184001036

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

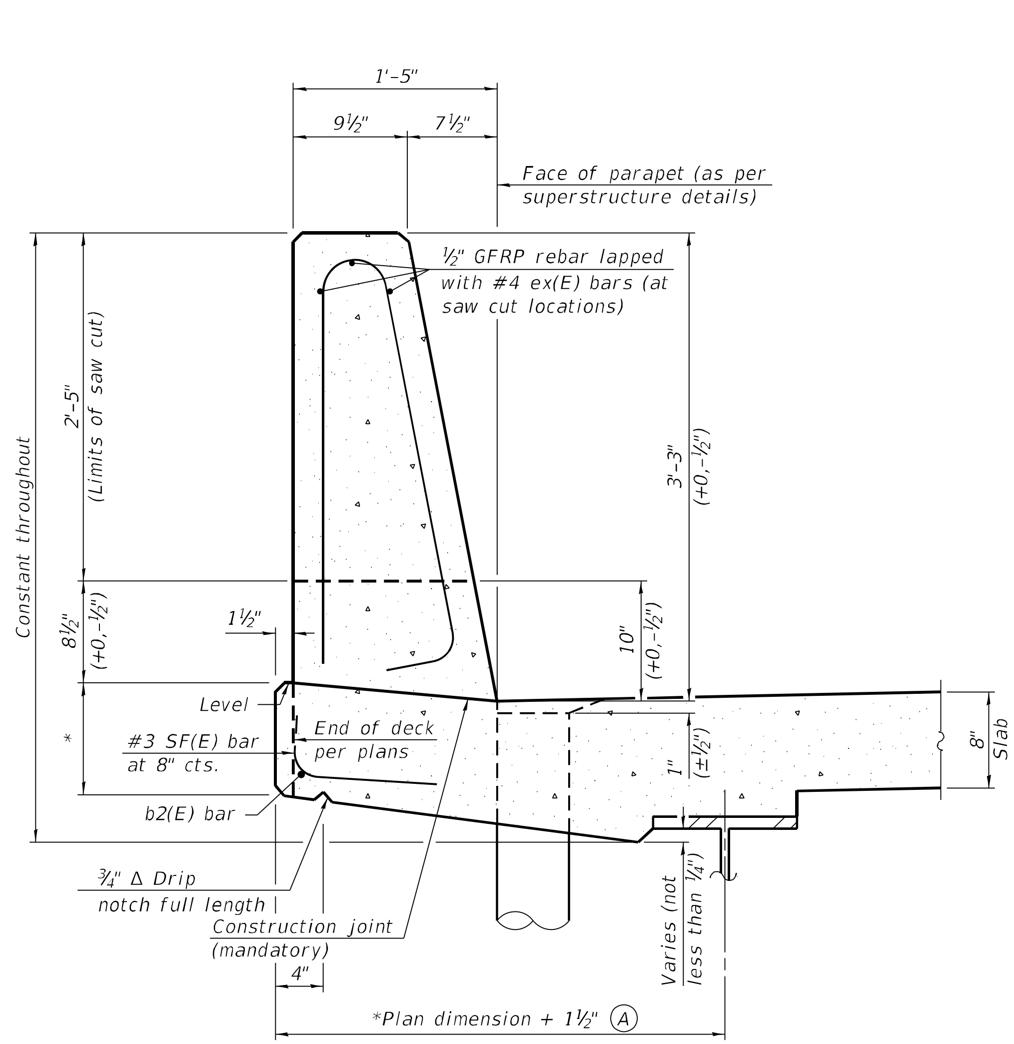
DIAPHRAGM DETAILS
STRUCTURE NO. 029-0069

SHEET NO. 18 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	97
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		

Notes:

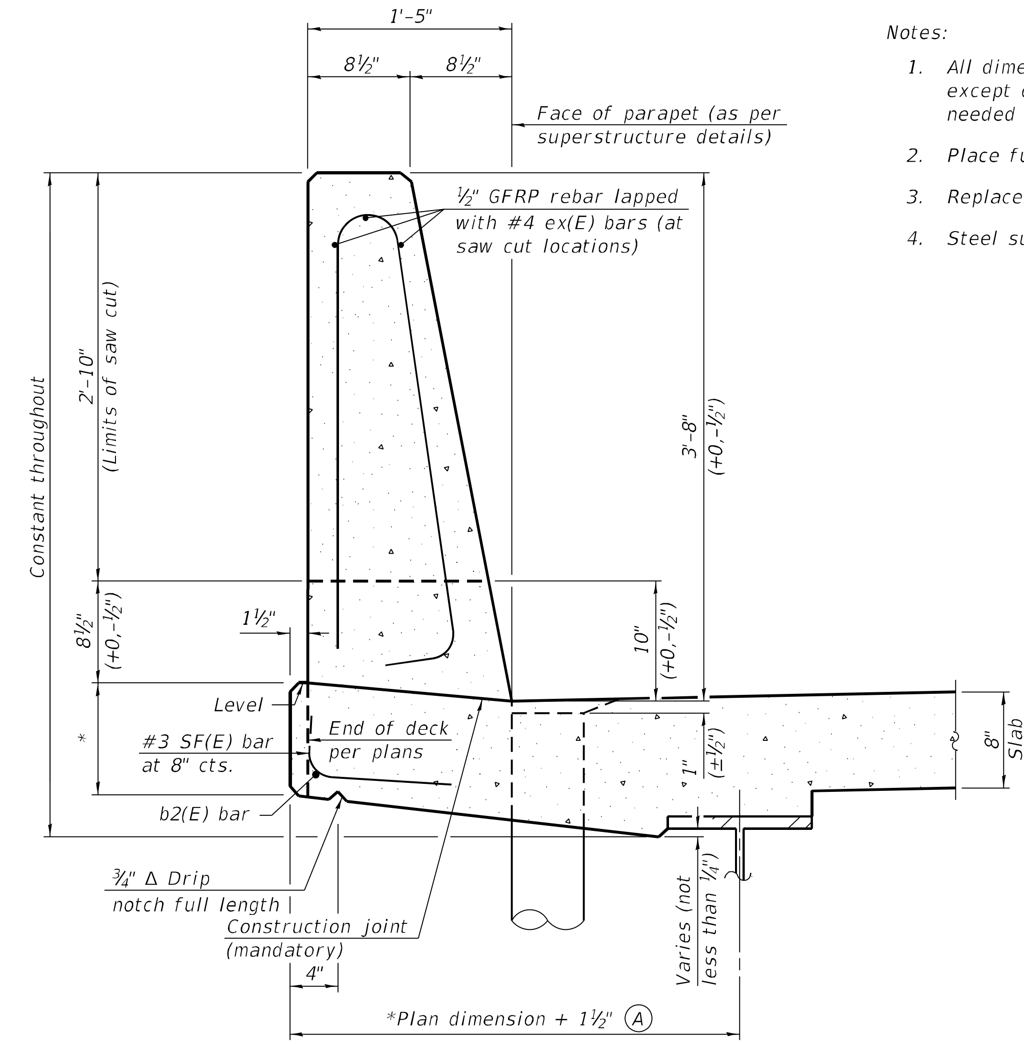
1. All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
2. Place full depth aluminum sheets as shown on superstructure details.
3.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



39" CONSTANT-SLOPE PARAPET SECTION

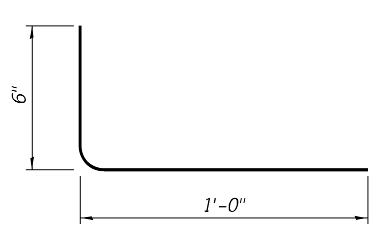
(Showing dimensions, d(E), and ½" Ø GFRP rebar)

* See Superstructure Details.

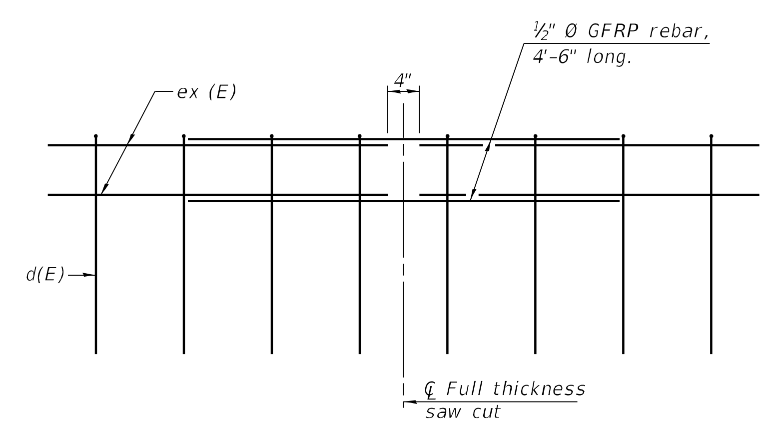


44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

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

SFP 39-44 1-1-2020

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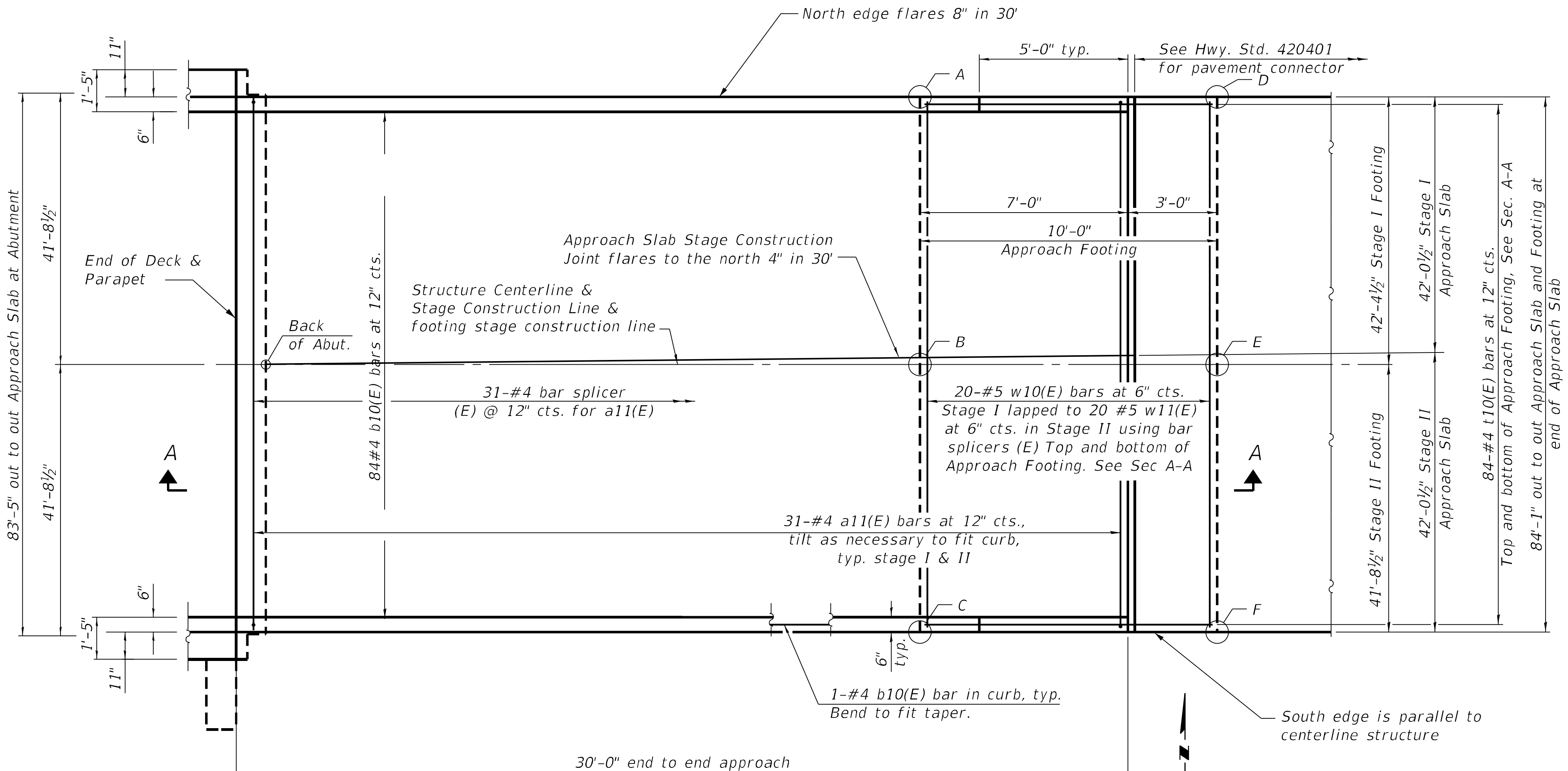
PLOT DATE = 3/17/2021	CHECKED - SBC	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

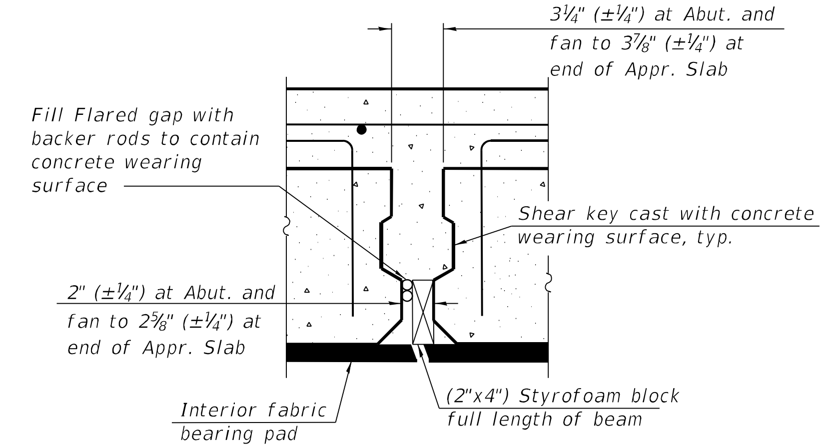
CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 029-0069
SHEET NO. 19 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	98
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		



PLAN

East end shown, West end opposite hand

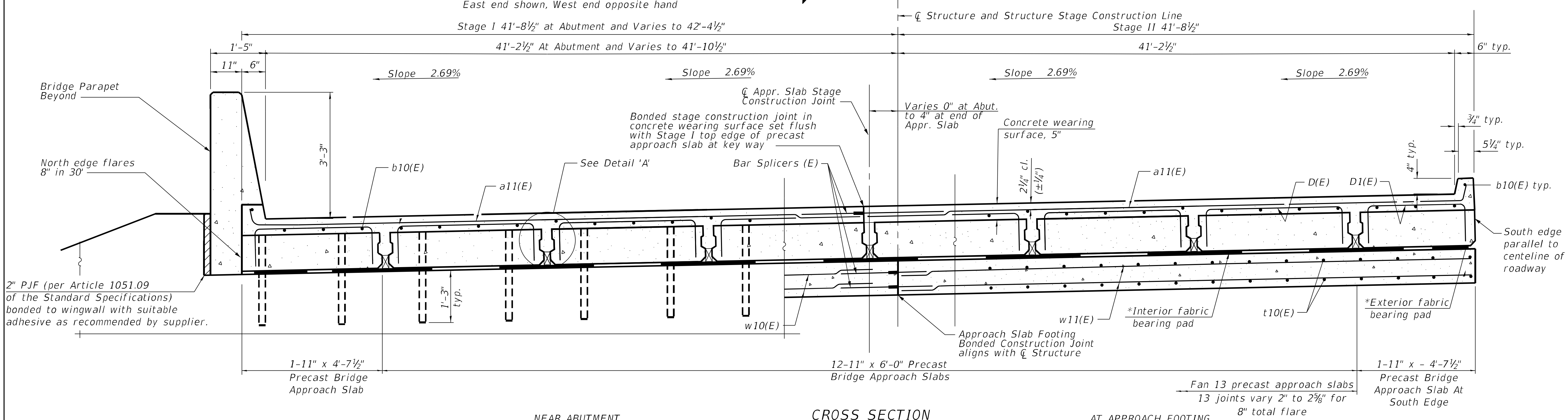


DETAIL 'A'

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach		East Approach	
Point	Top	Bottom	Top	Bottom
A	462.45	461.61	464.87	464.03
B	463.56	462.72	465.97	465.13
C	464.73	463.89	467.10	466.26
D	462.53	461.69	464.95	464.11
E	463.64	462.80	466.05	465.21
F	464.80	463.96	467.18	466.34

* Fabric bearing pads at the expansion end shall be recessed ¼" into the approach footing and bonded. Adjusting shims, when required, shall be bonded to the top of the fabric bearing pads.



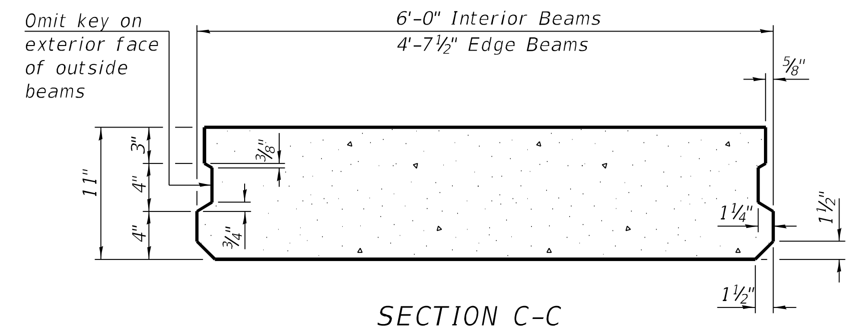
CROSS SECTION

(Looking East)

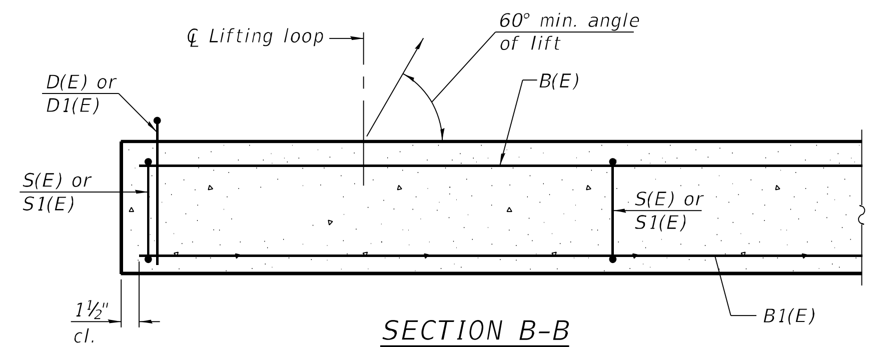
(Beams: 36" min. width; 72" max. width)

(Sheet 1 of 3)

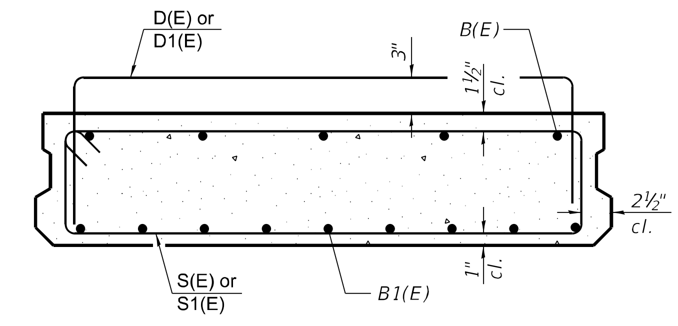
Notes:
The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.
Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.
The top surface of precast bridge approach slabs shall be finished similar to precast prestressed deck beams with concrete wearing surface as specified in the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."
Two ⅛" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.
A minimum 2½" Ø lifting pins shall be used to engage the lifting loops during handling.
Compressive strength of precast concrete, f'c shall be 6,000 psi.
Compressive strength of precast concrete during initial lifting, f'ci shall be 5,000 psi.



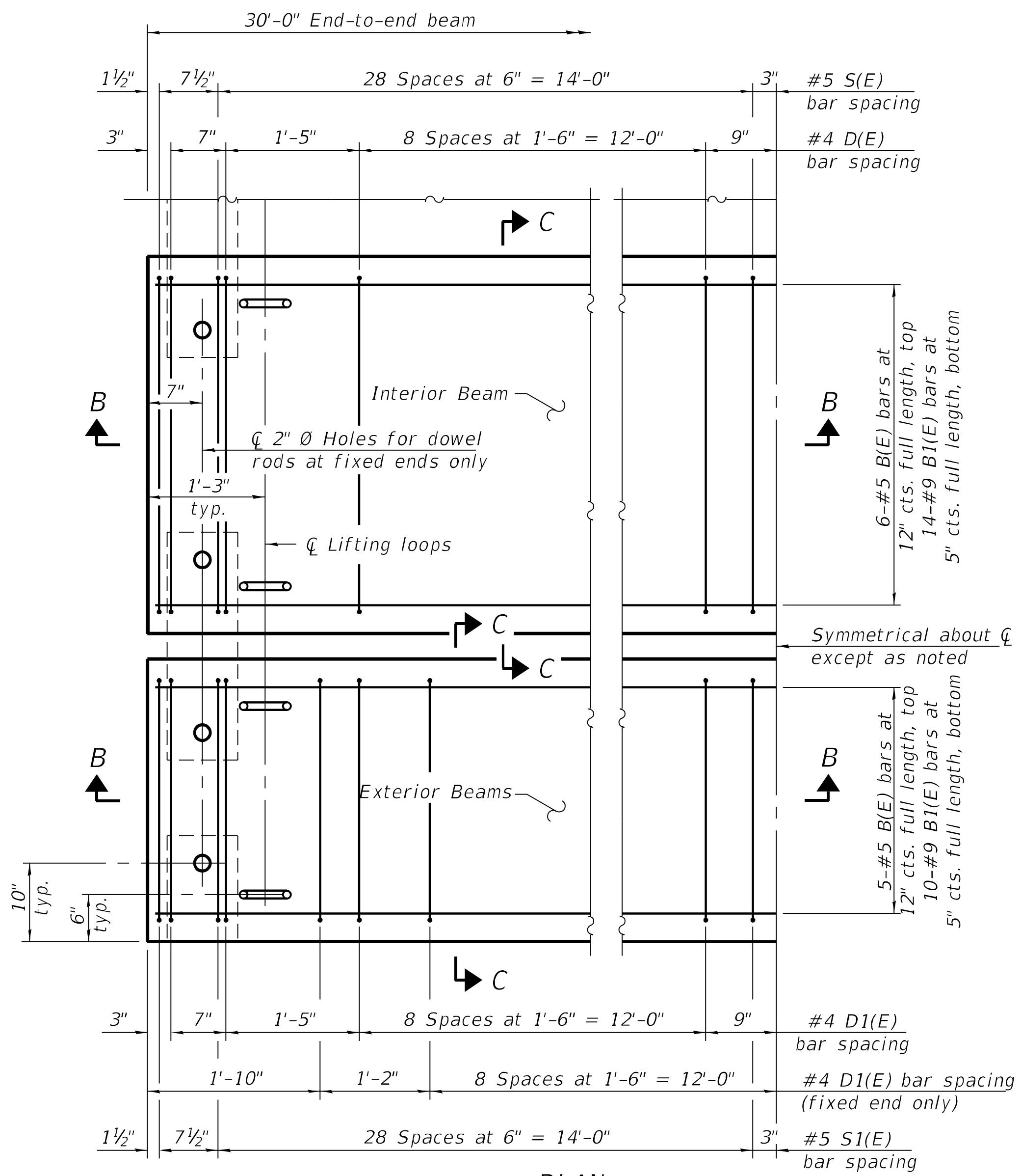
SECTION C-C
(Showing dimensions)



SECTION B-B

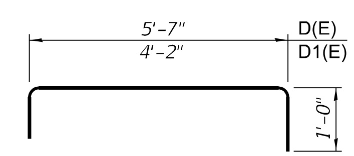


SECTION C-C
(Showing reinforcement)

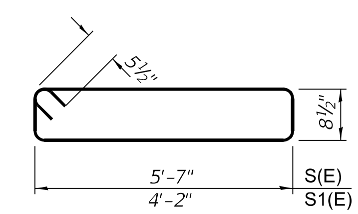


PLAN
Fan beams to centeline of structure

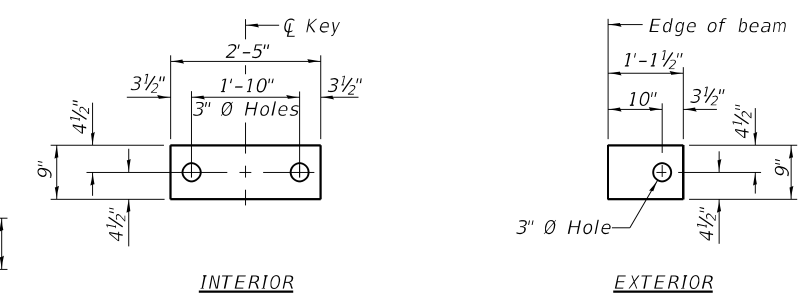
(Beams: 36" min. width; 72" max. width)



BARS D(E) & D1(E)

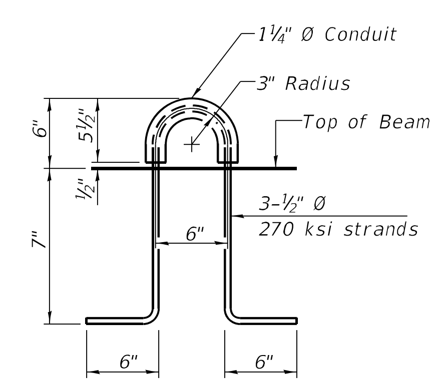


BARS S(E) & S1(E)



FABRIC BEARING PAD

Notes:
Bearing pads at fixed end shall be ½" thick and bearing pads at expansion end shall be ¾" thick.
Omit holes for fabric bearing pads at approach slab footing end of beams.



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

BAR LIST
EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D(E)	22	#4	7'-7"	⊓
S(E)	58	#5	13'-6"	▭

BAR LIST
EACH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D1(E)	32	#4	6'-2"	⊓
S1(E)	58	#5	10'-8"	▭

(Sheet 2 of 3)

design firm
No. 184-005896
MW
Midwest Engineering Associates, Inc.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 029-0069

SHEET NO. 21 OF 43 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
317	(43-BR)BR	FULTON	263	100
		CONTRACT NO. 68D34		
		ILLINOIS FED. AID PROJECT		