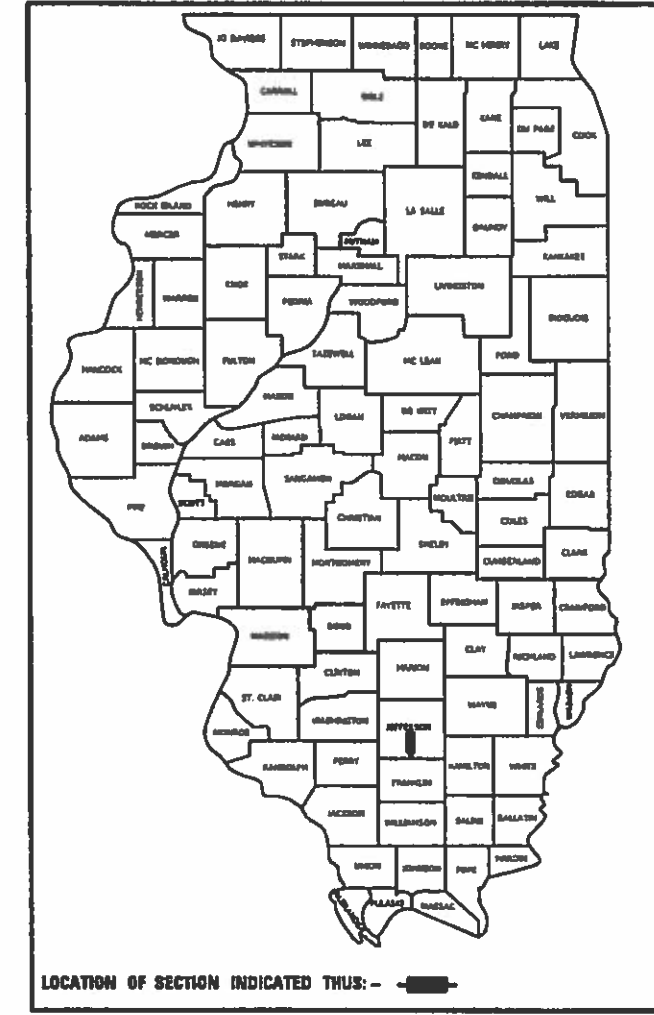


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	81	1
ILLINOIS CONTRACT NO. 78461				

D-99-021-15



**PROPOSED
HIGHWAY PLANS**

FAI ROUTE 57 (I-57)
SECTION (41-1)B2
PROJECT: NHPP-7YJB(792)
BRIDGE REPLACEMENT
JEFFERSON COUNTY

C-99-026-15



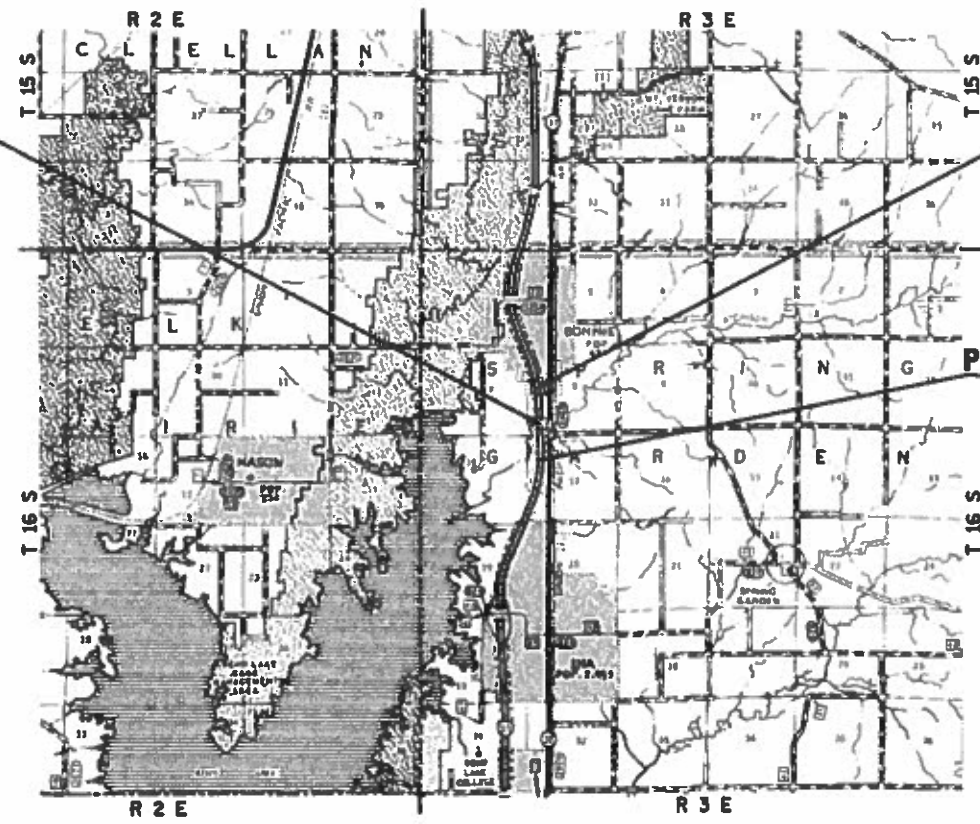
FOR INDEX OF SHEETS, SEE SHEET NO. 3
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 6-13
FOR STRUCTURAL PAVEMENT DESIGN INFORMATION, SEE SHEET NO. 14-15

TRAFFIC DATA

(2018)
PV = 22,685
SU = 865
MU = 10,760
ADT = 34,310

TOWNSHIPS
SPRING GARDEN

BRIDGE REPLACEMENTS
SN 041-0001 /0002 EXIST.
SN 041-0111 /0112 PROP.



PROJECT ENDS
STA 245+00

PROJECT BEGINS
STA 225+00

DESIGN DESIGNATION : 3695(28) INTERSTATE 15.71(FD-20)
COORDINATE SYSTEM : NAD 1983 STATEPLANE ILLINOIS EAST
POSTED SPEED : 70 MPH

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

PROJECT ENGINEER - CHARLES STEIN (618) 351-5210
PROJECT DESIGNER - JOHN A. BRANDON (618) 351-5319

GROSS LENGTH = 2000.00 FT. = 0.379 MILES
NET LENGTH = 2000.00 FT. = 0.379 MILES

CONTRACT NO. 78461

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Jan 29 20 19
Kurt Roberts
REGION FIVE ENGINEER

March 22 20 19
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

March 28 20 19
Paul P. [Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

DESIGNED -	REVISIONS
DRAWN -	REVISIONS
CHECKED -	REVISIONS
DATE -	REVISIONS
USER NAME - Anopam	
PLLOT SCALE - 100.0000 / in.	
PLLOT DATE - 11/8/2019	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
SCALE:	SHEET
OF	TO STA.
SIGNATURE SHEET	
F.A.I. SHEETS	TOTAL SHEETS
57	91
SECTION (41-1B-2)	COUNTY
	JEFFERSON
	CONTRACT NO. 78461
	ILLINOIS FED. AID PROJECT

Prepared By: *Charles Steier*
 DISTRICT STUDIES & PLANS ENGINEER

Examined By: *Nancy Steier*
 DISTRICT LAND ACQUISITION ENGINEER

Examined By: *Carrie Nelson*
 DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: *Carl Hill*
 DISTRICT OPERATIONS ENGINEER

Examined By: *Kerith Robertson*
 DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: *David J. Miller*
 DISTRICT CONSTRUCTION ENGINEER

Examined By: *[Signature]*
 DISTRICT MATERIALS ENGINEER

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SIGNATURE SHEET
3	INDEX OF SHEETS, HIGHWAY STANDARDS AND COMMITMENTS
4	GENERAL NOTES
5	MIX DESIGN
6-13	SUMMARY OF QUANTITIES
14-15	TYPICAL SECTIONS
16-18	SCHEDULES
19	ALIGNMENTS LAYOUT AND GEOPAK ELEMENT IDENTIFICATION
20-21	PLAN AND PROFILE SHEETS
22-26	SUGGESTED STAGING SHEETS
27	EROSION CONTROL
28	PAVEMENT MARKING
29-75	BRIDGE PLANS
76	DETAIL: CONCRETE BARRIER TRANSITION FROM 42" DOUBLE SIDE F-SHAPE TO 44" DOUBLE SIDE SINGLE SLOPE
77-78	DISTRICT DETAILS
79-91	CROSS SECTIONS

HIGHWAY STANDARDS

- 000001-07_STANDARDSYMBOLSABBREVIATIONS&PATTERNS
- 001001-02_AREASOFREINFREBARS
- 001006_DECIMALOFINCH&FOOT
- 280001-07_TEMPEROSIONCNTRLSYSTEMS
- 420001-09_PAVEMENTJOINTS
- 420401-13_PAVEMENTCONNECTOR(PCC)FORBRIDGEAPPROACHSLAB
- 420701-03_PAVEMENTWELDEDWIREREINFORCEMENT
- 482001-02_HMASHLDADJTOFLEXPVMT
- 515001-03_NAMEPLATEFORBRIDGES
- 602106-02_DRAINSTRUCT-TYPE4&5
- 602701-02_MANHOLESTEPS
- 604081-04_FRAME&GRATETYPE22
- 630001-12_STEELPLATEBEAMGRDRAIL
- 631026-06_TRAFBARTERMTYPE5
- 631031-15_TRAFBARTERMTYPE6
- 637006-04_CONCBARRIERDBLFACE44INHEIGHT
- 642001-02_SHOULDERRUMBLESTRIP16IN
- 667101-02_PERMANENTSURVEYMRKRS
- 701101-05_OFFRDOP-MULTILN-LESSTHAN15FTTOEOP
- 701106-02_OFFRDOP-MULTILN-MORETHAN15FTAWAY
- 701400-09_APPRCHTOLNCLOSURE-FRWAYEXPWAY
- 701401-12_LNCLOSUREFRWAYEXPWAY
- 701426-09_LNCLOSUREMULTILN-INTERMITTANTORMOVINGOP45MPHORMORE
- 701428-01_TRAFFICCONTROLSETUPREMOVALFREEWAYEXPRESSWAY
- 701901-08_TRAFCNTRLDEVICES
- 704001-08_TEMPONCBARRIER
- 780001-05_TYPICALPVMTMRKINGS
- 781001-04_TYPICALAPPRAISEDREFLCPVMTMRKRS
- 782006_GUARDRAILLANDBARRIERWALLREFLECTORMOUNTINGDETAILS

COMMITMENTS

NONE

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USER NAME = brandonja PLOT SCALE = 100.0000' / in. PLOT DATE = 1/29/2019	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS AND COMMITMENTS	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;">F.A.I. RTE.</th> <th style="width: 20%;">SECTION</th> <th style="width: 10%;">COUNTY</th> <th style="width: 10%;">TOTAL SHEETS</th> <th style="width: 10%;">SHEET NO.</th> </tr> <tr> <td>57</td> <td>(41-1)B-2</td> <td>JEFFERSON</td> <td>91</td> <td>3</td> </tr> <tr> <td colspan="5" style="text-align: center;">CONTRACT NO. 78461</td> </tr> </table>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	57	(41-1)B-2	JEFFERSON	91	3	CONTRACT NO. 78461				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.																
57	(41-1)B-2	JEFFERSON	91	3																
CONTRACT NO. 78461																				
SCALE: SHEET OF SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT																

GENERAL NOTES

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT	2.016 TONS/CU. YD.
ALL AGGREGATE	2.05 TONS/CU. YD.
RIPRAP	1.50 TONS/CU. YD.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE HMA SURFACE REMOVAL AND SURFACE COURSE.

AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT MIX ASPHALT SURFACE AT 300 FT INTERVALS ON THE INSIDE EDGE OF THE OUTSIDE SHOULDER AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

AFTER A LIFT OF HOT MIX ASPHALT HAS BEEN PLACED, THE LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150 DEGREES FAHRENHEIT

THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT OF WAY WITHIN THE PROJECT LIMITS. DISPOSAL WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WASTE MUST BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

PLACEMENT AND LOCATION OF PERMANENT SURVEY MARKERS SHALL BE DETERMINED BY THE ENGINEER IN COORDINATION WITH THE DISTRICT 9 SURVEYS UNIT. IN ADDITION TO THE REQUIREMENTS OF STANDARD 667101, BACKFILL USED IN CONJUNCTION WITH PRECAST MARKERS SHALL BE QUICK-MIX CONCRETE OR SIMILAR MATERIAL APPROVED BY THE ENGINEER.

SLIPFORMING OF THE MEDIAN CONCRETE BARRIER IS NOT ALLOWED.

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	USER NAME = brandonja	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					57	(41-1)B-2	JEFFERSON	91	4
	PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -									
	PLOT DATE = 1/29/2019	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
												ILLINOIS FED. AID PROJECT CONTRACT NO. 78461

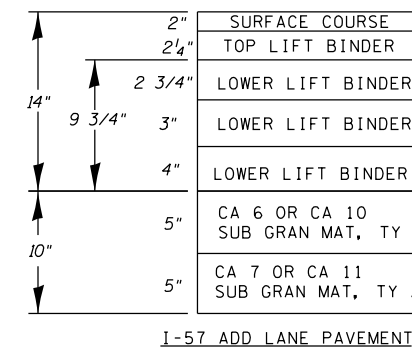
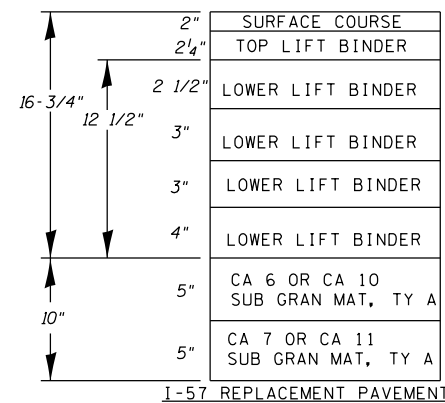
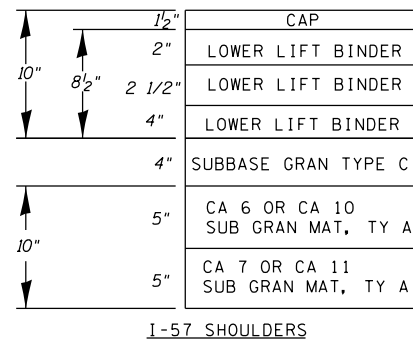
MIXTURES REQUIREMENTS

Locations	Hot-Mix Asphalt Surface Course
Mixture Use(s):	Polymerized Hot-Mix Asphalt Surface Course, Mix E, N90
AC/PG:	SBS PG76-22
ABR % (Max):	See Special Provision
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-9.5mm
Friction Aggregate:	E Surface
Mixture Weight:	112 lbs/Sq Yd/in
Quality Management Program:	QCQA
Sublot Size:	NA

Locations	Hot-Mix Asphalt Binder Course (Lower Lifts) Hot-Mix Asphalt Shoulders (Lower Lifts)
Mixture Use(s):	Hot-Mix Asphalt Binder Course, N90, IL-19.0
AC/PG:	PG64-22
ABR % (Max):	See Special Provision
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-19.0mm
Friction Aggregate:	None
Mixture Weight:	112 lbs/Sq Yd/in
Quality Management Program:	QCQA
Sublot Size:	NA

Locations	Hot-Mix Asphalt Binder Course (Top Lift)
Mixture Use(s):	Polymerized Hot-Mix Asphalt Binder Course, N90, IL-19.0
AC/PG:	SBS PG76-22
ABR % (Max):	See Special Provision
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-19.0mm
Friction Aggregate:	None
Mixture Weight:	112 lbs/Sq Yd/in
Quality Management Program:	QCQA
Sublot Size:	NA

Locations	Hot-Mix Asphalt Shoulders (Top Lift)
Mixture Use(s):	Hot-Mix Asphalt Surface Course, Mix C, N70
AC/PG:	PG64-22
ABR % (Max):	See Special Provision
Design Air Voids:	4.0 %, 70 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-9.5mm
Friction Aggregate:	C Surface
Mixture Weight:	112 lbs/Sq Yd/in
Quality Management Program:	QCQA
Sublot Size:	NA



HOT-MIX ASPHALT PAVING LIFT DIAGRAMS

NOTE: 1. SURFACE COURSE AND TOP LIFT BINDER DEPTHS ARE MINIMUMS.

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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MIXTURE REQUIREMENTS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	5
CONTRACT NO. 78461				
ILLINOIS		FED. AID PROJECT		

SUMMARY OF QUANTITIES

COUNTY:	JEFFERSON	
ROUTE:	I - 57	
FUNDING:	90% FED, 10% STATE	
LOCATION:	RURAL	
	ROADWAY	
	0010	

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	37		37
20200100	EARTH EXCAVATION	CU YD	1,765		1,765
20300100	CHANNEL EXCAVATION	CU YD	440		440
20400800	FURNISHED EXCAVATION	CU YD	2,138		2,138
20900110	POROUS GRANULAR BACKFILL	CU YD	569		569
25000210	SEEDING, CLASS 2A	ACRE	0.5		0.5
25000350	SEEDING, CLASS 7	ACRE	0.5		0.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45		45
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	45		45
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45		45
25000700	AGRICULTURAL GROUND LIMESTONE	TON	1		1
25100115	MULCH, METHOD 2	ACRE	0.5		0.5
25100630	EROSION CONTROL BLANKET	SQ YD	1,503		1,503
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	150		150

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USER NAME = brandonja DESIGNED - DRAWN - PLOT SCALE = 100.0000' / in. CHECKED - PLOT DATE = 1/29/2019 DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE. 57	SECTION (41-1)B-2	COUNTY JEFFERSON	TOTAL SHEETS 91	SHEET NO. 6
				SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 78461 ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES - CONT

COUNTY:	JEFFERSON	
ROUTE:	I - 57	
FUNDING:	90% FED, 10% STATE	
LOCATION:	RURAL	
	ROADWAY	
	0010	

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	
28000305	TEMPORARY DITCH CHECKS	FOOT	48	48	
28000400	PERIMETER EROSION BARRIER	FOOT	4,313	4,313	
28000500	INLET AND PIPE PROTECTION	EACH	20	20	
28100107	STONE RIPRAP, CLASS A4	SQ YD	2,590	2,590	
28200200	FILTER FABRIC	SQ YD	2,473	2,473	
31100900	SUBBASE GRANULAR MATERIAL, TYPE A 10"	SQ YD	15,232	15,232	
31102000	SUBBASE GRANULAR MATERIAL, TYPE C	CU YD	387	387	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	7,485	7,485	
40600295	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	2,930	2,930	
40600990	TEMPORARY RAMP	SQ YD	452	452	
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	731	731	
40700100	BITUMINOUS MATERIALS (TACK COAT)	POUND	3,514	3,514	
40700200	POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	POUND	2,957	2,957	
40701961	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14"	SQ YD	4,092	4,092	

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USER NAME = brandonja PLOT SCALE = 100.0000' / in. PLOT DATE = 1/29/2019	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	SCALE:	SHEET OF SHEETS STA. TO STA.	F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. 57 (41-1)B-2 JEFFERSON 91 7 CONTRACT NO. 78461 ILLINOIS FED. AID PROJECT
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SUMMARY OF QUANTITIES - CONT

COUNTY:	JEFFERSON	
ROUTE:	I - 57	
FUNDING:	90% FED, 10% STATE	
LOCATION:	RURAL	
	ROADWAY	
	0010	

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	
40702016	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 16 3/4"	SQ YD	2,477	2,477	
42000060	WELDED WIRE REINFORCEMENT	SQ YD	462	462	
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	462	462	
42001300	PROTECTIVE COAT	SQ YD	2,013	2,013	
44000100	PAVEMENT REMOVAL	SQ YD	2,551	2,551	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	10,165	10,165	
44004250	PAVED SHOULDER REMOVAL	SQ YD	3,011	3,011	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	1,308	1,308	
48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SQ YD	8,259	8,259	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	617	617	
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	1	
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1	1	
50200100	STRUCTURE EXCAVATION	CU YD	80	80	
50200300	COFFERDAM EXCAVATION	CU YD	349	349	

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USER NAME = brandonja DRAWN - CHECKED - DATE -	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE. 57 SECTION (41-1)B-2 COUNTY JEFFERSON TOTAL SHEETS 91 SHEET NO. 8 CONTRACT NO. 78461
PLOT SCALE = 100.0000' / in. PLOT DATE = 1/29/2019			SCALE: SHEET OF SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES - CONT

COUNTY:	JEFFERSON	
ROUTE:	I - 57	
FUNDING:	90% FED, 10% STATE	
LOCATION:	RURAL	
	ROADWAY	
	0010	

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1	1	
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1	1	
50201123	COFFERDAM (TYPE 2) (LOCATION - 3)	EACH	1	1	
50300100	FLOOR DRAINS	EACH	32	32	
50300225	CONCRETE STRUCTURES	CU YD	576.6	576.6	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	677.4	677.4	
50300265	SEAL COAT CONCRETE	CU YD	190.3	190.3	
50300300	PROTECTIVE COAT	SQ YD	3,083	3,083	
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	398	398	
50401305	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE BEAMS, 1L27N	FOOT	2,232	2,232	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	379,880	379,880	
50800515	BAR SPLICERS	EACH	1,644	1,644	
51202000	FURNISHING STEEL PILES HP14X102	FOOT	3,016	3,016	
51202305	DRIVING PILES	FOOT	3,016	3,016	

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USER NAME = brandonja PLOT SCALE = 100.0000' / in. PLOT DATE = 1/29/2019	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.I. RTE. 57	SECTION (41-1)B-2	COUNTY JEFFERSON	TOTAL SHEETS 91	SHEET NO. 9
SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 78461 ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES - CONT

COUNTY:	JEFFERSON	
ROUTE:	I - 57	
FUNDING:	90% FED, 10% STATE	
LOCATION:	RURAL	
	ROADWAY	
	0010	

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	
51204000	TEST PILE STEEL HP14X102	EACH	6	6	
51204650	PILE SHOES	EACH	84	84	
51500100	NAME PLATES	EACH	2	2	
52000030	PREFORMED JOINT SEAL 2 1/2"	FOOT	186	186	
52200010	TEMPORARY SHEET PILING	SQ FT	1,059	1,059	
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	1,150	1,150	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	335	335	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	191	191	
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	148	148	
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	3,070	3,070	
60270055	DRAINAGE STRUCTURES, TYPE 5 WITH TWO TYPE 22 FRAME AND GRATES	EACH	10	10	
60500060	REMOVING INLETS	EACH	2	2	
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	1,000	1,000	
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2	

* SPECIALTY ITEM

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PLOT DATE = 1/29/2019	DATE -	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	10
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES - CONT

COUNTY:	JEFFERSON	
ROUTE:	I - 57	
FUNDING:	90% FED, 10% STATE	
LOCATION:	RURAL	
	ROADWAY	
	0010	

* SPECIALTY ITEM

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2	
63200310	GUARDRAIL REMOVAL	FOOT	1,998	1,998	
63700280	CONCRETE BARRIER, DOUBLE FACE, 44 INCH HEIGHT	FOOT	1,564	1,564	
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	6,739	6,739	
64300370	IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE), TEST LEVEL 3	EACH	2	2	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	2	2	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	21	21	
67100100	MOBILIZATION	L SUM	1	1	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	20	20	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	56	56	
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,408	2,408	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	803	803	

* SPECIALTY ITEM

REV. - MS

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PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/29/2019	DATE -	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	11
			CONTRACT NO. 78461	
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES - CONT

COUNTY:	JEFFERSON	
ROUTE:	I - 57	
FUNDING:	90% FED, 10% STATE	
LOCATION:	RURAL	

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	27,965	27,965	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1,076	1,076	
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1,110	1,110	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	3,623	3,623	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,875	1,875	
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
* 78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	54	54	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	8,600	8,600	
* 78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	1,076	1,076	
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	1,110	1,110	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	116	116	
* 78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	18	18	
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	24	24	

* SPECIALTY ITEM

REV. - MS

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PLOT DATE = 1/29/2019	DATE -	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	12
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES - CONT

COUNTY:	JEFFERSON	
ROUTE:	I - 57	
FUNDING:	90% FED, 10% STATE	
LOCATION:	RURAL	
	ROADWAY	
	0010	

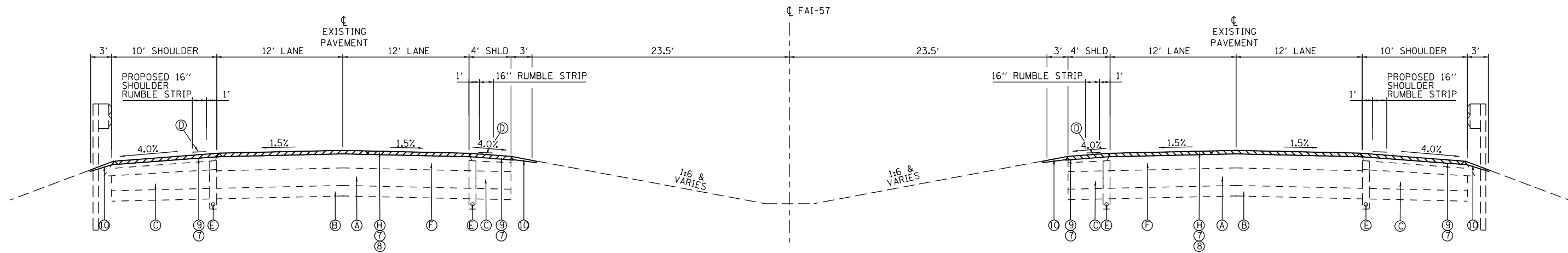
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78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	58	58	
X0327979	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	14,383	14,383	
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,981	1,981	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
Z0004552	APPROACH SLAB REMOVAL	SQ YD	428	428	
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2,582	2,582	
Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	6,441	6,441	
∅ Z0076600	TRAINEES	HOUR	1000	1000	
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	3,070	3,070	
∅ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	336	336	

∅ 0042

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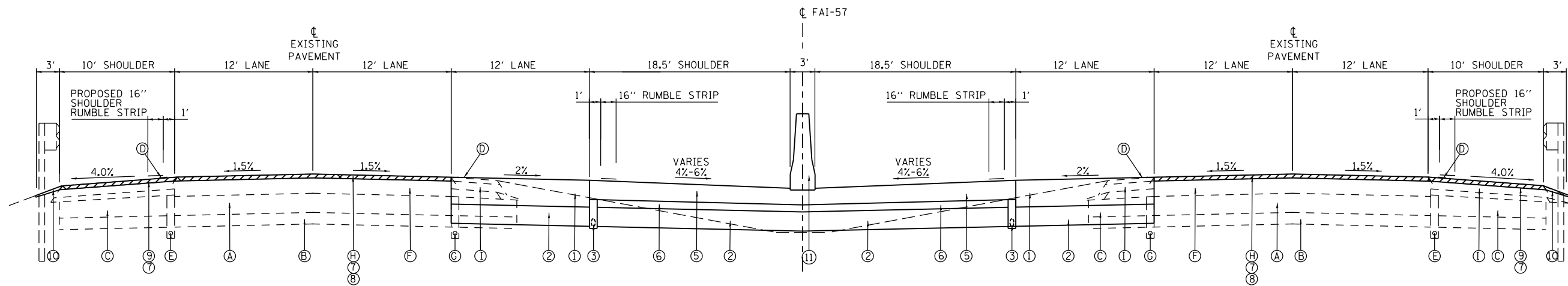
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PROPOSED TYPICAL SECTION FAI ROUTE 57

STA. 225+50.00 TO STA. 226+00.00
 STA. 243+50.00 TO STA. 244+50.00



PROPOSED TYPICAL SECTION FAI ROUTE 57

STA. 226+00.00 TO STA. 231+52.70
 STA. 238+32.40 TO STA. 243+50.00

PAVEMENT STRUCTURE DESIGN

STRUCTURAL DESIGN TRAFFIC;	YEAR 2028
PV = 26325	SU = 1000 MU = 12,485
ROAD/STREET CLASSIFICATION	CLASS 1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE;	
P = 20	S = 40 M = 40
TRAFFIC FACTOR	ACTUAL TF = 12.34
	MANUAL TF = NA
PG GRADE: TOP LIFT BINDER = 76-22	SURFACE = 76-22
	LOWER LIFT BINDER = 64-22

EXISTING

- (A) EXISTING RUBBLIZED PAVEMENT, 10"
- (B) EXISTING AGGREGATE SUBBASE 6"
- (C) EXISTING BITUMINOUS SHOULDER 13" AVERAGE THICKNESS
- (D) EXISTING SHOULDER RUMBLE STRIP
- (E) EXISTING PIPE UNDERDRAIN 4"
- (F) EXISTING HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 8"
- (G) PIPE UNDERDRAIN REMOVAL
- (H) EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105, 2"
- (I) EXISTING PAVED SHOULDER TO BE REMOVED ESTIMATED DEPTH 20"
- (J) EXISTING PAVED SHOULDER TO BE REMOVED ESTIMATED DEPTH 8"
- (K) EXISTING JOINTED PCC PAVEMENT, 10"
- (L) EXISTING PAVEMENT TO BE REMOVED ESTIMATED DEPTH 14"

PROPOSED

- (1) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 14"
- (2) SUBBASE GRANULAR MATERIAL, TYPE A 10"
- (3) PIPE UNDERDRAINS 4"
- (4) HOT-MIX ASPHALT SHOULDERS
- (5) HOT-MIX ASPHALT SHOULDERS 10"
- (6) SUBBASE GRANULAR MATERIAL, TYPE C
- (7) HOT-MIX ASPHALT REMOVAL 2"
- (8) POLY HOT-MIX ASPHALT SURFACE COURSE, MIX E, N90, 2"
- (9) HOT-MIX ASPHALT SHOULDERS 2"
- (10) AGGREGATE SHOULDERS, TYPE B
- (11) CONCRETE BARRIER, DOUBLE FACE, 44"
- (12) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 16 3/4"

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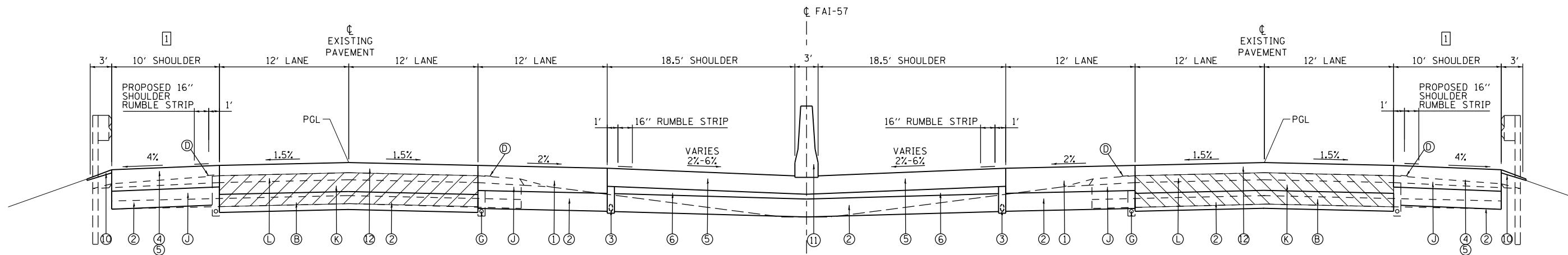
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PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	14
CONTRACT NO. 78461			ILLINOIS FED. AID PROJECT	



PROPOSED TYPICAL SECTION FAI ROUTE 57

STA. 231+52.70 TO STA. 238+32.40

OMISSION:
 STRUCTURE, BRIDGE APPROACH SLAB AND PAVEMENT
 CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
 STA. 233+85.17 TO STA. 236+00.83

① VARIES 10' TO 12'
 LT. STA. 233+85.17 TO STA. 233+35.17
 RT. STA. 233+85.17 TO STA. 233+35.17

 VARIES 12' TO 10'
 LT. STA. 236+00.83 TO STA. 236+50.83
 RT. STA. 236+00.83 TO STA. 236+50.83

PAVEMENT STRUCTURE DESIGN

STRUCTURAL DESIGN TRAFFIC;	YEAR 2028
PV = 26325	SU = 1000 MU = 12,485
ROAD/STREET CLASSIFICATION	CLASS 1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE;	
P = 20	S = 40 M = 40
TRAFFIC FACTOR	ACTUAL TF = 12.34
	MANUAL TF = NA
PG GRADE: TOP LIFT BINDER = 76-22	SURFACE = 76-22
	LOWER LIFT BINDER = 64-22

EXISTING

- Ⓐ EXISTING RUBBLIZED PAVEMENT, 10"
- Ⓑ EXISTING AGGREGATE SUBBASE 6"
- Ⓒ EXISTING BITUMINOUS SHOULDER 13" AVERAGE THICKNESS
- Ⓓ EXISTING SHOULDER RUMBLE STRIP
- Ⓔ EXISTING PIPE UNDERDRAIN 4"
- Ⓕ EXISTING HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 8"
- Ⓖ PIPE UNDERDRAIN REMOVAL
- Ⓗ EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105, 2"
- Ⓚ EXISTING PAVED SHOULDER TO BE REMOVED ESTIMATED DEPTH 20"
- Ⓛ EXISTING PAVED SHOULDER TO BE REMOVED ESTIMATED DEPTH 8"
- Ⓜ EXISTING JOINTED PCC PAVEMENT, 10"
- Ⓝ EXISTING PAVEMENT TO BE REMOVED ESTIMATED DEPTH 14"

PROPOSED

- ① HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 14"
- ② SUBBASE GRANULAR MATERIAL, TYPE A 10"
- ③ PIPE UNDERDRAINS 4"
- ④ HOT-MIX ASPHALT SHOULDERS
- ⑤ HOT-MIX ASPHALT SHOULDERS 10"
- ⑥ SUBBASE GRANULAR MATERIAL, TYPE C
- ⑦ HOT-MIX ASPHALT REMOVAL 2"
- ⑧ POLY HOT-MIX ASPHALT SURFACE COURSE, MIX E, N90, 2"
- ⑨ HOT-MIX ASPHALT SHOULDERS 2"
- ⑩ AGGREGATE SHOULDERS, TYPE B
- ⑪ CONCRETE BARRIER, DOUBLE FACE, 44"
- ⑫ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 16 3/4"

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PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	15
CONTRACT NO. 78461			ILLINOIS FED. AID PROJECT	

EARTHWORK SCHEDULE

LOCATION STATION TO STATION			EARTH EXCAVATION	FOR INFORMATION ONLY				FURNISHED EXCAVATION	
				AVERAGE SHRINKAGE FACTOR	EARTH EXCAVATION (ADJUSTED)	EMBANKMENT	EARTHWORK BALANCE		
							WASTE (+)		SHORTAGE (-)
			CU YD	%	CU YD	CU YD	CU YD	CU YD	
225+00	TO	234+29	877	24.0	666	1,363	-697	697	
235+57	TO	245+00	888	21.5	697	2138	-1441	1441	
TOTAL			1,765					2,138	

PIPE UNDERDRAIN SCHEDULE

STATION TO STATION			LOCATION	PIPE UNDERDRAINS, TYPE 2, 4"	PIPE UNDERDRAIN 4 SP	PIPE UNDERDRAIN REMOVAL	CONC HDWL PIPE UNDR RM (NOTE 1)	OUTLET AT STATION (NOTE 2)
				FOOT	FOOT	FOOT	EACH	
226+00	TO	227+50	NB / SB	300		300		
227+50	TO	229+00	NB / SB	300	37	300		229+00
229+00	TO	233+85	NB / SB	970	37	970	2	233+50
236+00	TO	239+00	NB / SB	600	37	600	2	239+00
239+00	TO	242+50	NB / SB	700	37	700	2	242+00
242+50	TO	243+50	NB / SB	200		200		
TOTAL				3070	148	3070		

PIPE UNDERDRAIN NOTES:

1. THE COST FOR "CONCRETE HEADWALL PIPE UNDERDR RM" SHALL BE INCLUDED IN THE COST FOR "PIPE UNDERDRAIN REMOVAL." IT IS SHOWN IN THE SCHEDULE AS A SEPARATE ITEM FOR ITEM FOR INFORMATIONAL PURPOSES ONLY.
2. TIE "PIPE UNDERDRAIN 4 SP" INTO PROPOSED "DR STR T5 W/2 T22F&G".

STORM SEWER SCHEDULE

LOCATION STATION TO STATION			POROUS GRAN BACKFILL	STORM SEW, CL A, TY 1 24
			CU YD	FOOT
227+50	TO	229+00	51	150
229+00	TO	231+00	149	200
231+00	TO	232+50	56	150
232+50	TO	233+50	27	100
236+50	TO	237+50	22	100
237+50	TO	239+00	97	150
239+00	TO	240+50	118	150
240+50	TO	242+00	49	150
TOTAL			569	1150

INLET SCHEDULE

STATION	OFFSET	DR STR T5 W/2 T22F&G	REMOV INLETS
		EACH	EACH
227+50	CL	1	
* 229+00	CL	1	1
231+00	CL	1	
232+50	CL	1	
233+50	CL	1	
236+50	CL	1	
237+50	CL	1	
* 239+00	CL	1	1
240+50	CL	1	
242+00	CL	1	
TOTAL		10	2

* NOTE: CONNECT EXISTING 24" RCP TO PROPOSED DR STR 5 W/2 T22 F&G.

TRAFFIC CONTROL ITEMS

STATION TO STATION	SHORT-TERM PAVT MKING	SHORT-TERM PAVT MKING REMOVAL	PAVEMENT MARKING REMOVAL - GRINDING	TEMP PVT MK LINE 4	TEMP CONC BARRIER	REL TEMP CONC BARRIER	IMP ATTN TEMP FRN TL3	IMP ATTN REL FRN TL3	
	FOOT	SQ FT	SQ FT	FOOT	FOOT	FOOT	EACH	EACH	
	STAGE 1								
STAGE 2									
224+00.00	TO	245+50.00	6631	9,676	3,623		2		
STAGE 3									
224+00.00	TO	245+50.00	3230	9689		1,875		2	
STAGE 4									
224+00.00	TO	245+50.00	2408	803					
TOTAL			2408	803	9861	19365	3623	1875	2

GUARDRAIL REMOVAL / REPLACEMENT

LOCATION STATION TO STATION			LT/ RT	SPBGR TY A 9 FT POSTS	TRAF BAR TERM T5	TRAF BAR TERM T6	GUARD RAIL REMOV	GUARDRAIL MKR TYPE B (NOTE 1)
				FOOT	EACH	EACH	FOOT	EACH
NORTHBOUND								
229+98.50	TO	234+26.00	LT				428	
231+42.25	TO	234+26.00	RT				284	
233+78.27	TO	234+17.67	RT			1		1
231+42.25	TO	233+78.27	RT	237.5				3
235+59.00	TO	238+42.75	RT				284	
235+70.83	TO	235+84.10	LT		1			1
235+84.10	TO	238+42.75	RT	262.5				4
SOUTHBOUND								
235+59.00	TO	239+93.75	RT				435	
235+59.00	TO	238+42.75	LT				284	
238+42.75	TO	236+07.73	LT	237.5				3
235+68.33	TO	236+07.73	LT			1		1
231+42.25	TO	234+26.00	LT				284	
234+01.90	TO	234+15.17	LT		1			1
231+42.25	TO	234+01.90	LT	262.5				4
TOTAL				1,000	2	2	1,998	18

GUARDRAIL NOTES:

1. ALL GUARDRAIL MKR TYPE B ARE SILVER MONODIRECTIONAL

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PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULES		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		57	(41-1)B-2	JEFFERSON	91	16
				CONTRACT NO. 78461		
SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
				ILLINOIS FED. AID PROJECT		

PAVEMENT AND SHOULDERS SCHEDULE

LOCATION STATION TO STATION	LENGTH (INFO ONLY)	40600290 BIT MAT TACK COAT	40600295 POLY BIT MAT TACK COAT	40700100 BIT MAT TACK COAT	40700200 POLY BIT MAT TACK COAT	SUBBASE GRANULAR MAT., TYPE A 10"	SUBBASE GRANULAR MAT., TYPE C	POLY HMA SURFACE COURSE, MIX "E", N90	HMA PAVMNT FULL DEPTH 14"	HMA PAVMNT FULL DEPTH 16 3/4"	LONGI-TUDINAL JOINT SEALANT (NOTES)	HMA SHLDS, 10"	HMA SHLDS	TEMP RAMP	PROTEC-TIVE COAT	PAVT CON (PCC) FOR BR APPR SLAB	PAVEMENT REM	HMA SURF REM. - 2"	APPROACH SLAB REM	PAVED SHLD REM	AGG SHLDS, TY B	SHLDR RUMBLE STRIP 16	
		FOOT	POUND	POUND	POUND	POUND	SQ YD	CU YD	TON	SQ YD	SQ YD	FOOT	SQ YD	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	TON	FOOT	
STAGE 1																							
231+52.70 TO 234+21.13	268.4	269				679						597								597			
235+64.37 TO 238+32.40	268.0	269				678						596								596			
STAGE 2																							
226+00.00 TO 233+85.17	785.2	2356		943	943	5,584	194		2,094		1,571	3,490								698			
233+85.17 TO 234+00.17	15.0					107	4								107	107			22	14			
234+00.17 TO 234+21.13	21.0																			19			
234+00.17 TO 234+30.17	30.0																		27				
235+55.83 TO 235+85.83	30.0																		27				
235+64.37 TO 235+85.83	21.5																			20			
235+85.83 TO 236+00.83	15.0					107	4								107	107			22	14			
236+00.83 TO 243+50.00	749.2	2248		900	900	5,328	185		1,998		1,499	3,330								666			
STAGE 3																							
231+52.7 TO 233+35.17	182.5	274		657	438	974				974	365		69						1,221				
233+35.17 TO 233+85.17	50.0	75		180	120	279				267	100	123	37							112			
233+85.17 TO 234+00.17	15.0					124									124	124			74	34			
234+00.17 TO 234+30.17	30.0																		91	47			
235+55.83 TO 235+85.83	30.0																		91	48			
235+85.83 TO 236+00.83	15.0					124									124	124			74	34			
236+00.83 TO 236+50.83	50.0	75		180	120	279				267	100	123	64							112			
236+50.83 TO 238+32.40	181.6	273		654	436	969				969	364		35						1,330				
STAGE 4																							
225+50.00 TO 226+00.00	50.0	70	120					30			100		18	113						423		64	200
226+00.00 TO 231+52.70	552.7	553	1327					331			1,106		138	113						4176		239	2,211
231+52.70 TO 233+35.17	182.5	183											46							406		77	730
233+35.17 TO 233+85.17	50.0																					166	200
236+00.83 TO 236+50.83	50.0																					142	200
236+50.83 TO 238+32.40	181.6	182											46							404		164	727
238+32.40 TO 243+50.00	517.6	518	1243					310			1,036		129	113						3911		294	2,071
243+50.00 TO 244+50.00	100.0	140	240					60			200		35	113						845		162	400
TOTAL		7485	2930	3514	2957	15232	387	731	4092	2477	6441	8259	617	452	462	462	2551	10165	428	3011	1308	6739	

LONGITUDINAL JOINT SEALANT NOTES:

1. STAGE 2: APPLY UNDER THE SURFACE LIFT OF LANE-TO-LANE JOINTS UNLESS PROHIBITED BY STAGE CONSTRUCTION.
2. STAGE 3: APPLY UNDER THE SURFACE LIFT OF LANE-TO-LANE JOINTS.
3. STAGE 4: APPLY UNDER THE SURFACE LIFT OF LANE-TO-LANE JOINTS.

USER NAME = brandonja DESIGNED - DRAWN - PLOT SCALE = 100,0000' / in. CHECKED - DATE = 1/29/2019	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES	F.A.I. RTE. 57 SECTION (41-1)B-2 COUNTY JEFFERSON TOTAL SHEETS 91 SHEET NO. 17 CONTRACT NO. 78461
SCALE:			SHEET OF SHEETS STA. TO STA.		

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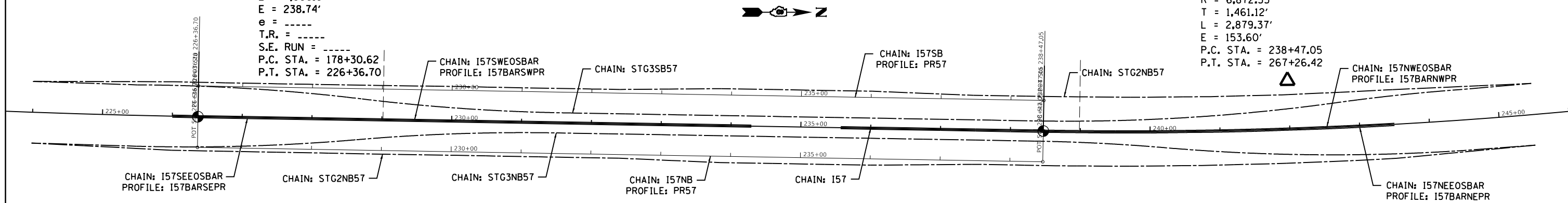
ALIGNMENT COORDINATES - I57			
	STATION	NORTHING	EASTING
PC	STA 178+30.62	548130.5969	819136.1757
PI	STA 202+64.76	550364.7171	820102.4803
PT	STA 226+36.70	552798.4992	820144.2176
PC	STA 238+47.05	554008.6730	820164.9710
PI	STA 253+08.17	555469.5782	820190.0243
PT	STA 267+26.42	556814.3215	819618.5900

ALIGNMENT COORDINATES - I57SB			
	STATION	NORTHING	EASTING
POT	STA 226+36.70	552799.2537	820100.2240
POT	STA 238+47.05	554009.4276	820120.9775

ALIGNMENT COORDINATES - I57NB			
	STATION	NORTHING	EASTING
POT	STA 226+36.70	552797.7448	820188.2111
POT	STA 238+47.05	554007.9187	820208.9645

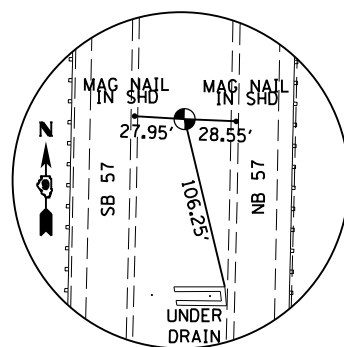
PROP. CURVE I57B
 PI STA. = 202+64.76
 $\Delta = 22^\circ 24' 25''$ (LT)
 $D = 0^\circ 27' 58''$
 $R = 12,289.35'$
 $T = 2,434.14'$
 $L = 4,806.07'$
 $E = 238.74'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 178+30.62
 P.T. STA. = 226+36.70

PROP. CURVE I57C
 PI STA. = 253+08.17
 $\Delta = 24^\circ 00' 18''$ (LT)
 $D = 0^\circ 50' 01''$
 $R = 6,872.55'$
 $T = 1,461.12'$
 $L = 2,879.37'$
 $E = 153.60'$
 P.C. STA. = 238+47.05
 P.T. STA. = 267+26.42

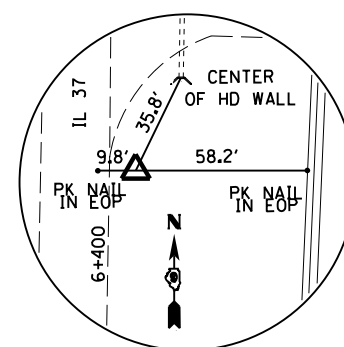


FILES FOR EDGE OF SHOULDER ALONG CONCRETE BARRIER WALL	
CHAIN NAME	PROFILE NAME
I57NWEOSBAR	I57BARNWPR
I57NEEOSBAR	I57BARNEPR
I57SWEOSBAR	I57BARSWPR
I57SEEOSBAR	I57BARSEPR

ALIGNMENT/CHAIN FILES FOR (SUGGESTED) STAGING	
STAGE	CHAIN NAME
STAGE 2 NORTH BOUND (I-57)	STG2NB57
STAGE 2 SOUTH BOUND (I-57)	STG2SB57
STAGE 3 NORTH BOUND (I-57)	STG3NB57
STAGE 3 SOUTH BOUND (I-57)	STG3SB57



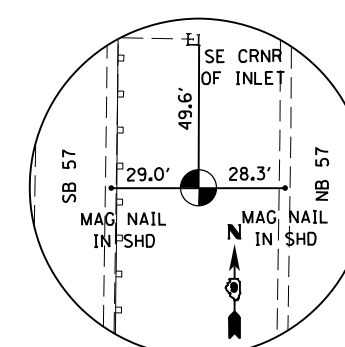
CONTROL POINT #PSM226
 226+36.62 0.08' RT.
 IDOT MON.
 $N=552798.416$
 $E=820144.295$
 ELEV=412.778



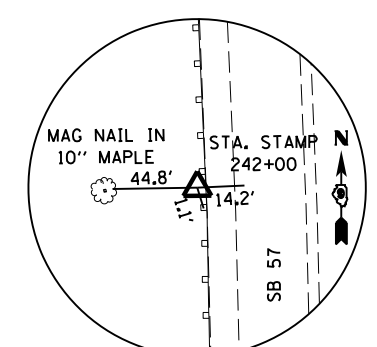
CONTROL POINT #90843
 227+75.54 220.05' RT.
 IRON PIN/CAP
 $N=552933.547$
 $E=820366.615$
 ELEV. 414.404

BM 41-0001
 CUT SQ. ON NE HDWL
 OF SN 041-0001 SET
 ON THE NW CORNER OF
 HDWL, NB I-57
 ELEV. 419.284

JEFFERSON COUNTY



CONTROL POINT #PSM238
 238+47.05 0.09' LT.
 IDOT MON.
 $N=554008.679$
 $E=820164.882$
 ELEV=413.025



CONTROL POINT #90846
 241+98.97 69.45' LT.
 IRON PIN/CAP
 $N=554358.176$
 $E=820092.582$
 ELEV. 417.251

MAPPING COORDINATES REFLECT NAD 83 (1997) VALUES
 ELEVATIONS REFLECT NAVD 88 VALUES

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	DRAWN -	REVISED -
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PLOT DATE = 1/29/2019	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CONTROL POINT TIES AND
 GEOPAK ELEMENT IDENTIFICATION

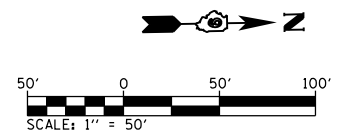
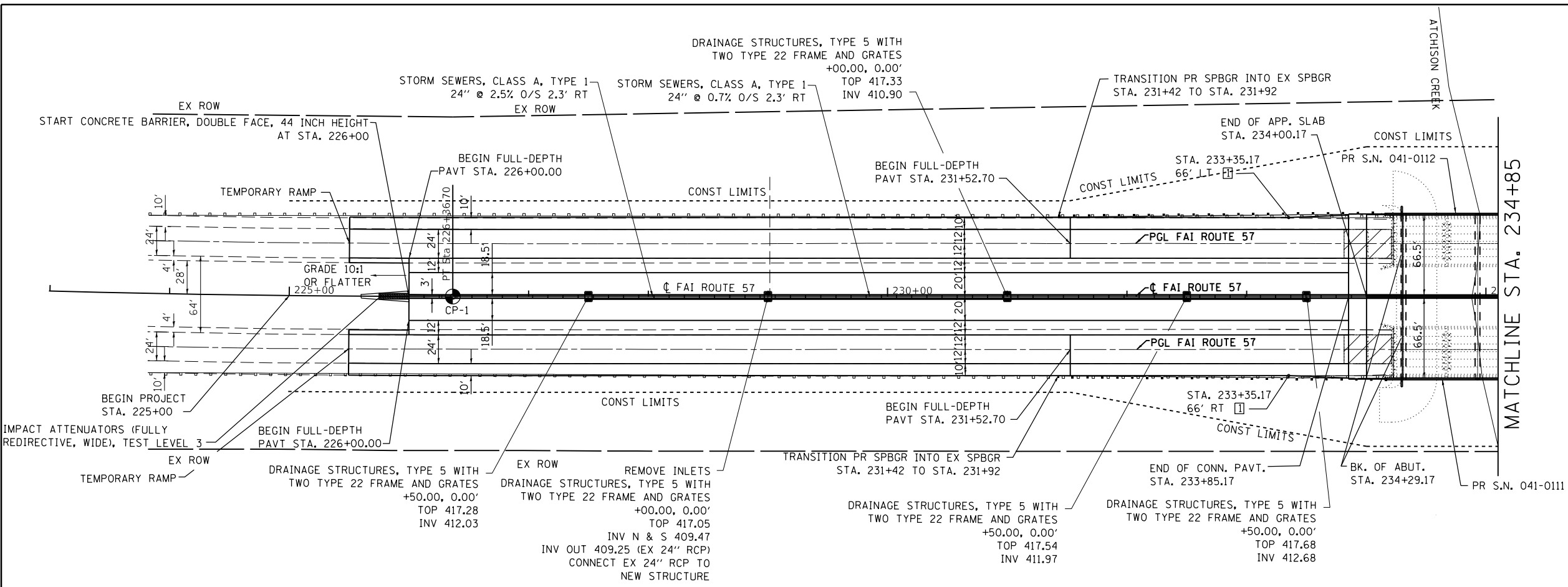
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	19
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	NO. _____		
	FILE NAME		

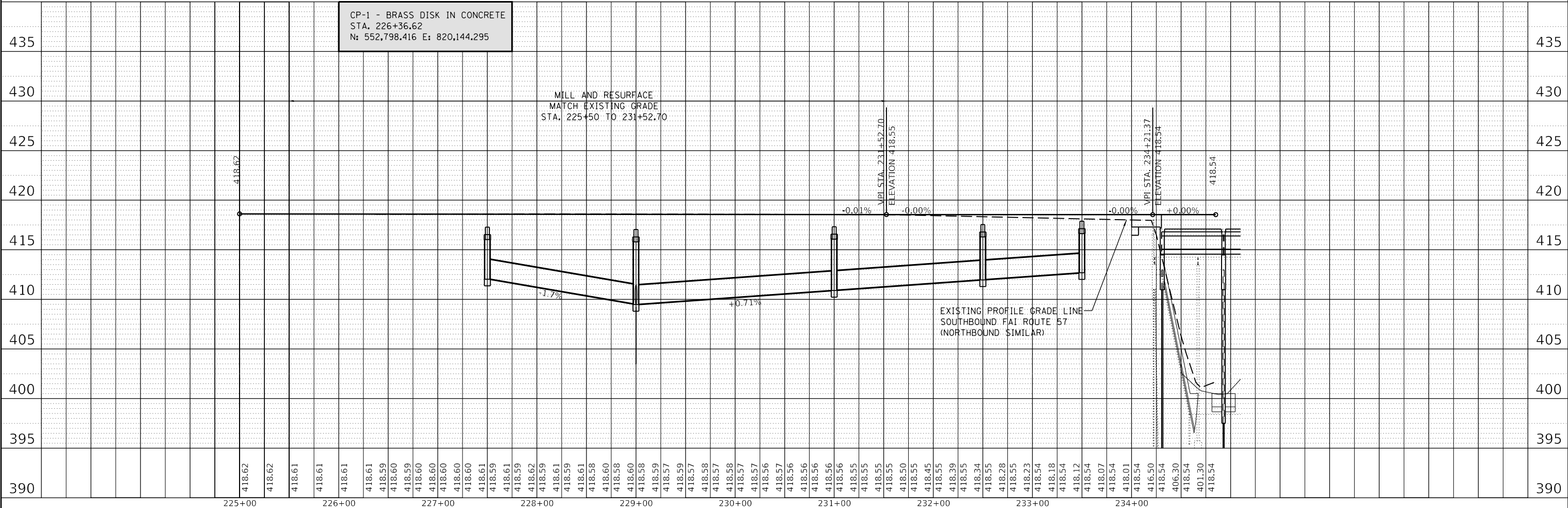
PROFILE	SURVEYED	BY	DATE
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- APPROACH SLAB REMOVAL

- BEGIN SHOULDER TRANSITION TO MATCH BRIDGE WIDTH



USER NAME =	brandonja	DESIGNED -	REVISED -
		DRAWN -	REVISED -
PLOT SCALE =	100,0000' / in.	CHECKED -	REVISED -
PLOT DATE =	1/29/2019	DATE -	REVISED -

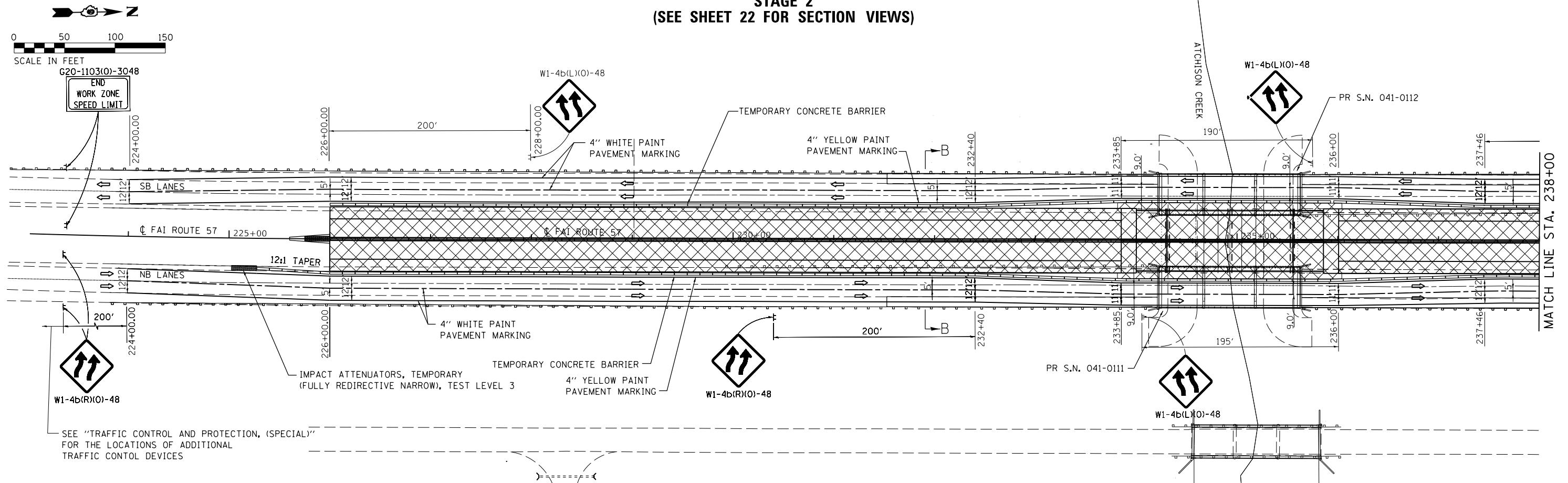
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN & PROFILE SHEET

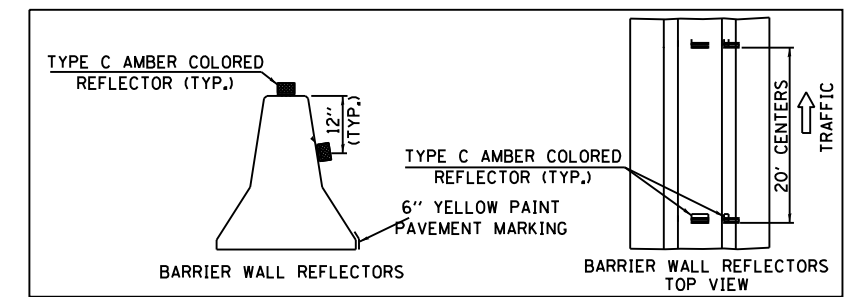
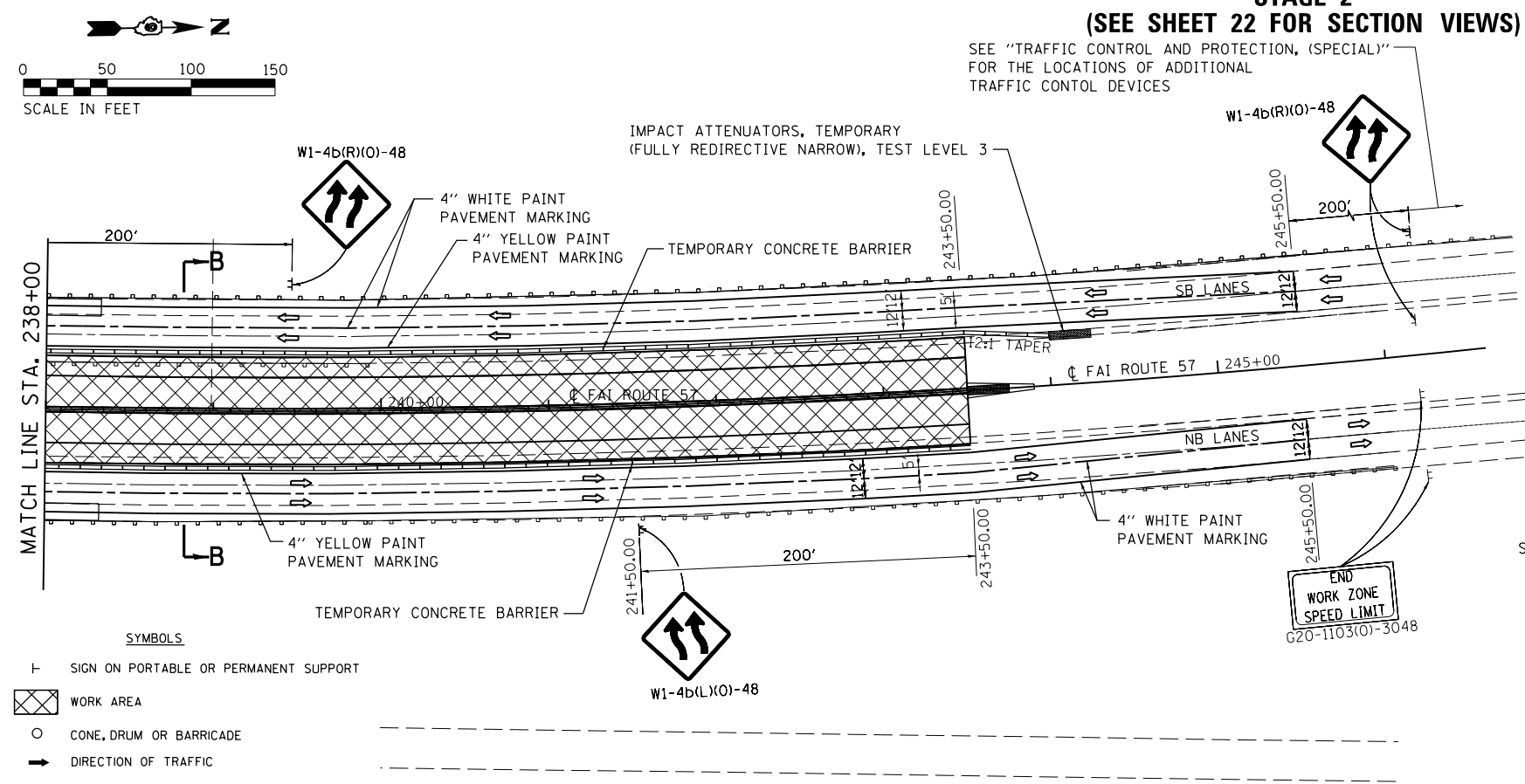
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	20	20
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

**STAGE 2
(SEE SHEET 22 FOR SECTION VIEWS)**



**STAGE 2
(SEE SHEET 22 FOR SECTION VIEWS)**



- NOTES:
- EXISTING PAVEMENT MARKINGS TO BE REMOVED.
 - ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT TO BOTTOM OF SIGN 7'.

STAGE 2: UTILIZING TRAFFIC CONTROL AND PROTECTION, (SPECIAL), SHIFT TRAFFIC TO THE OUTSIDE, UTILIZING A PORTION OF THE RECONSTRUCTED SHOULDER. REMOVE THE EXISTING INSIDE PORTION OF EACH STRUCTURE, THE INSIDE BITUMINOUS SHOULDERS, AND THE MEDIAN GUARDRAIL FROM STA. 226+00.00 TO STA. 243+50.00. CONSTRUCT THE INSIDE PORTION OF THE PROPOSED STRUCTURE, APPROACH SLAB, AND CONNECTOR PAVEMENT. CONSTRUCT THE MEDIAN SHOULDER INLETS, THE STORM SEWER, AND THE PROPOSED PIPE UNDERDRAINS. CONSTRUCT THE PROPOSED INSIDE PAVEMENT AND SHOULDERS TO THE PROPOSED FINAL PROFILE GRADE ELEVATION. CONSTRUCT THE PROPOSED MEDIAN BARRIER.

- SYMBOLS**
- SIGN ON PORTABLE OR PERMANENT SUPPORT
 - ▨ WORK AREA
 - CONE, DRUM OR BARRICADE
 - DIRECTION OF TRAFFIC

USER NAME = brandonja	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

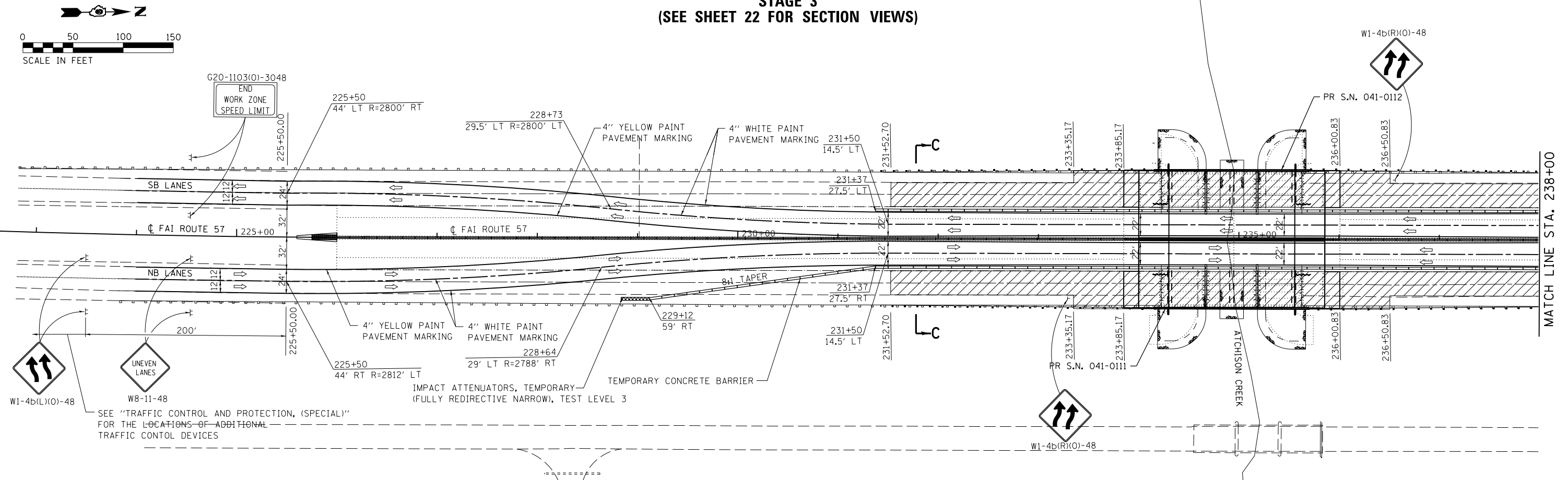
**SUGGESTED STAGE 2 CONSTRUCTION
I-57 OVER ATCHISON CREEK**

SCALE: SHEET OF SHEETS STA. TO STA.

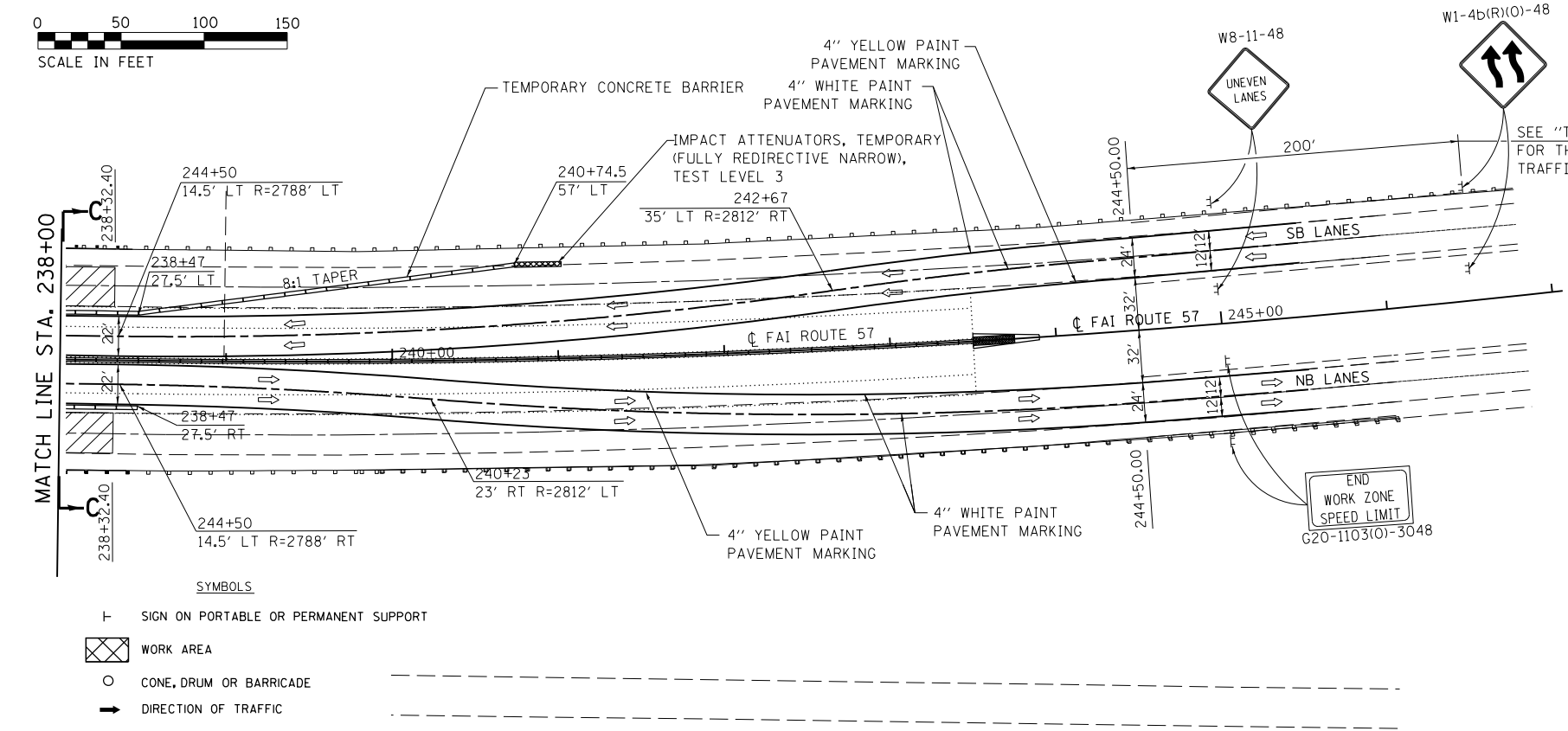
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CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

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**STAGE 3
(SEE SHEET 22 FOR SECTION VIEWS)**



**STAGE 3
(SEE SHEET 22 FOR SECTION VIEWS)**



- NOTES:**
- EXISTING PAVEMENT MARKINGS TO BE REMOVED.
 - ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT TO BOTTOM OF SIGN 7'.

STAGE 3: UTILIZING TRAFFIC CONTROL AND PROTECTION, (SPECIAL), SHIFT TRAFFIC TO THE INSIDE, UTILIZING THE NEW SHOULDER AND THE INSIDE LANE. REMOVE THE EXISTING OUTSIDE PORTION OF EACH STRUCTURE, THE REMAINING APPROACH SLAB, AND 50 FEET OF THE RECONSTRUCTED OUTSIDE SHOULDER AT EACH QUADRANT. CONSTRUCT THE OUTSIDE PORTION OF THE PROPOSED STRUCTURE, THE APPROACH PAVEMENT, HMA PAVEMENT (FULL DEPTH) FROM STA. 231+52.70 TO STA. 234+00.17 AND FROM STA. 235+85.83 TO STA. 238+32.40 AND PCC CONNECTOR PAVEMENT. CONSTRUCT THE PROPOSED EMBANKMENT, SUBBASE, AND HMA SHOULDERS AT EACH QUADRANT. ERECT THE PROPOSED GUARDRAIL.

STAGE 4: UTILIZING TRAFFIC CONTROL AND PROTECTION, STANDARD 701400 AND 701401, COMPLETE HMA SURFACE REMOVAL 2" ON THE EXISTING PAVEMENT AND EXISTING SHOULDERS FROM STA. 225+50.00 TO STA. 233+35.17 AND FROM STA. 236+50.83 TO STA. 244+50.00. CONSTRUCT THE 2" HMA SURFACE COURSE ON PAVEMENT AND SHOULDERS AND THE PROPOSED PERMANENT PAVEMENT MARKINGS FOR ALL LANES OF PAVEMENT.

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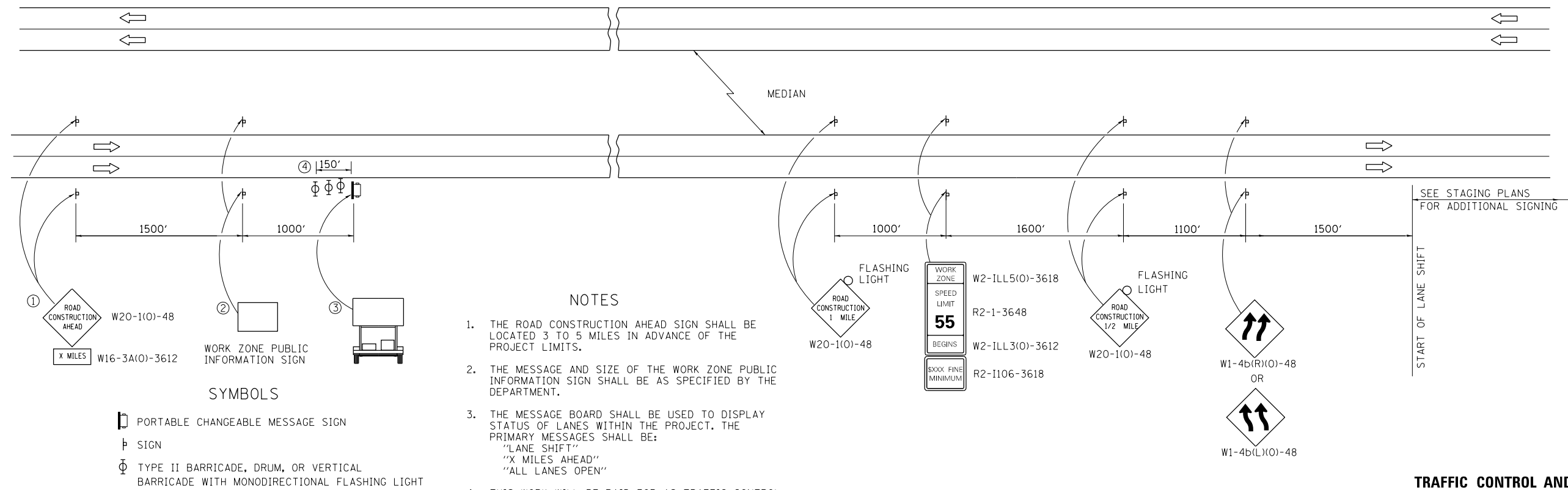
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PLOT DATE = 1/29/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUGGESTED STAGE 3 & 4 CONSTRUCTION			
I-57 OVER ATCHISON CREEK			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	25
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

DETAIL OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL)



NOTES

1. THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
2. THE MESSAGE AND SIZE OF THE WORK ZONE PUBLIC INFORMATION SIGN SHALL BE AS SPECIFIED BY THE DEPARTMENT.
3. THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:
"LANE SHIFT"
"X MILES AHEAD"
"ALL LANES OPEN"
4. THIS WORK WILL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

SYMBOLS

- PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH MONODIRECTIONAL FLASHING LIGHT

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

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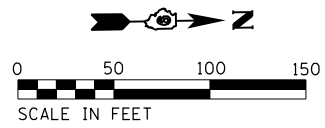
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PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

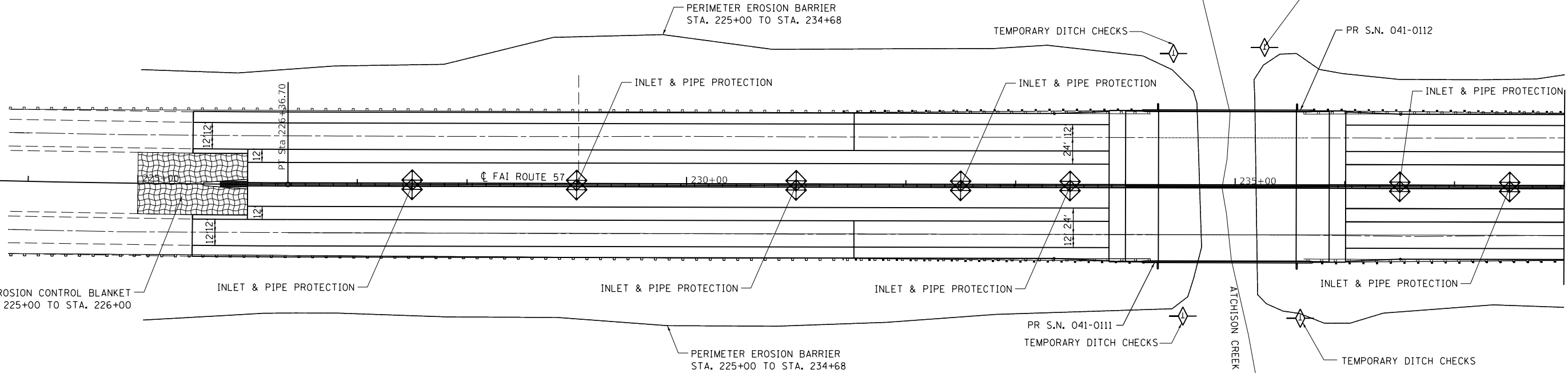
**DETAIL: TRAFFIC AND CONTROL, (SPECIAL)
I-57 OVER ATCHISON CREEK**

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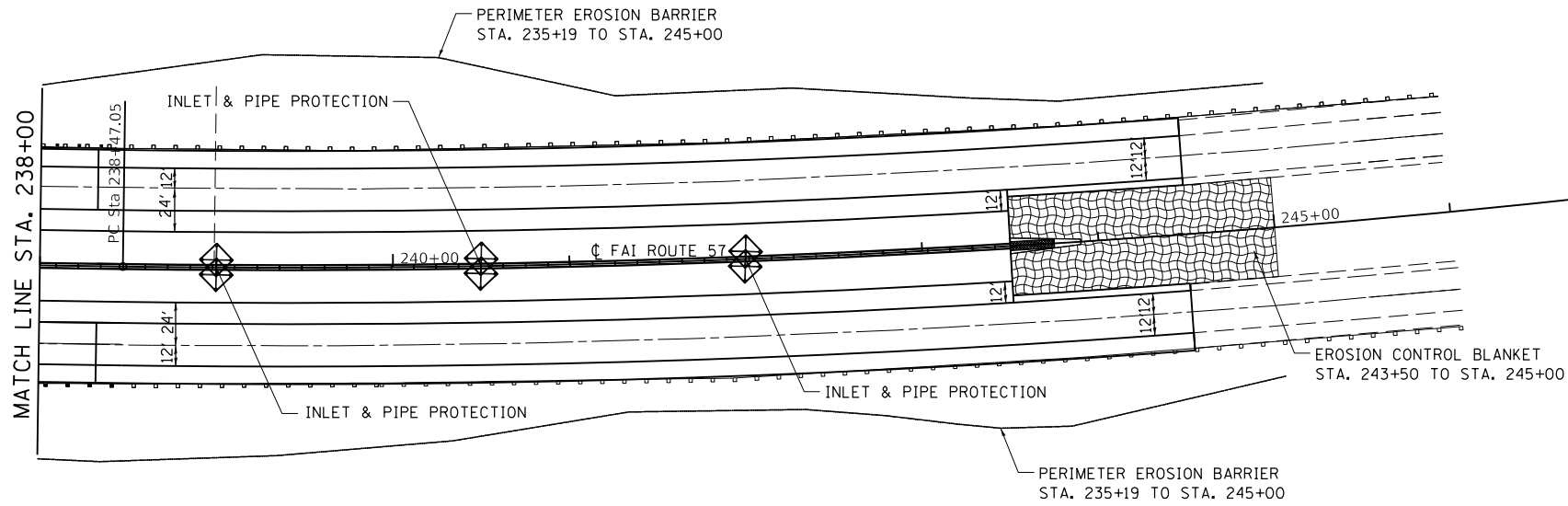
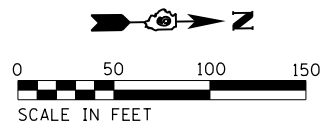
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57	(41-1)B-2	JEFFERSON	91	26
			CONTRACT NO. 78461	
		ILLINOIS	FED. AID PROJECT	



EROSION CONTROL BLANKET
STA. 225+00 TO STA. 226+00



MATCH LINE STA. 238+00



MATCH LINE STA. 238+00

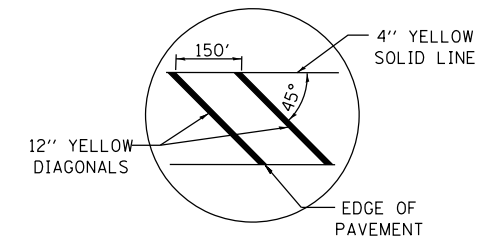
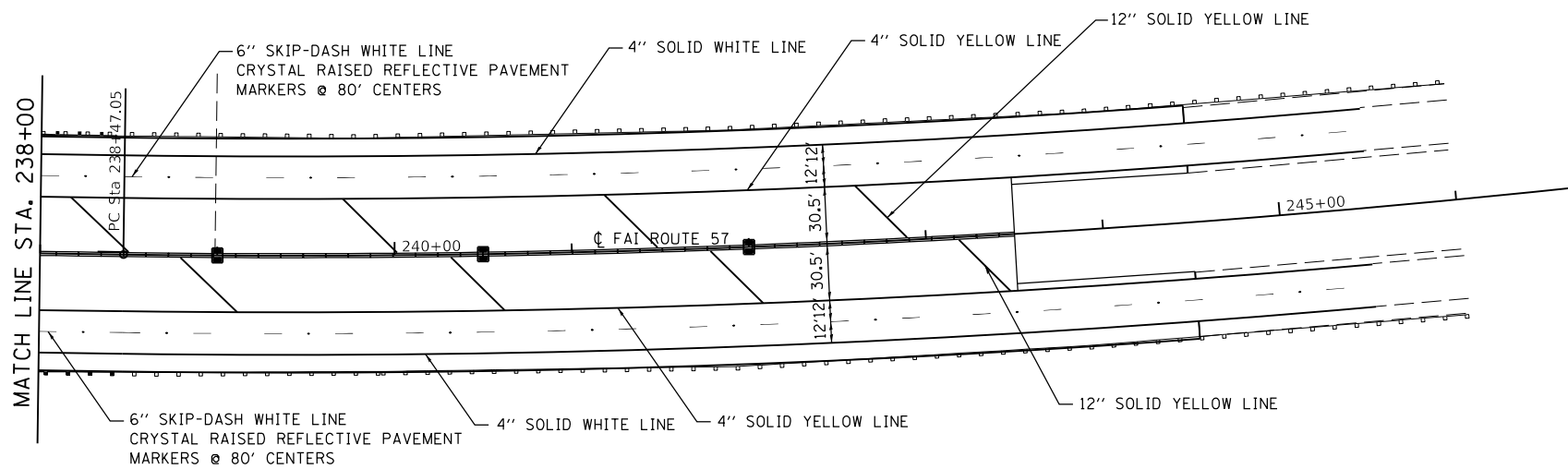
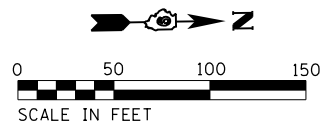
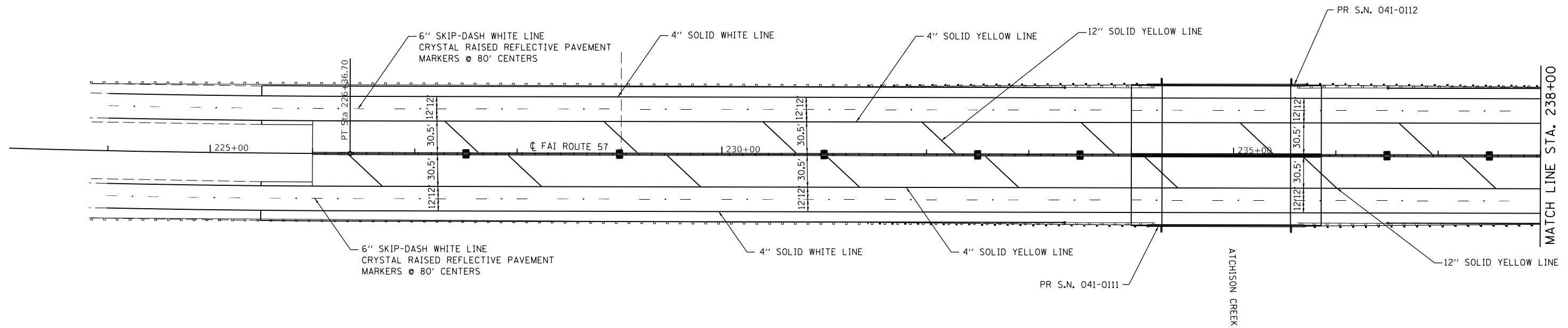
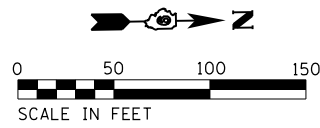
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PLOT DATE = 1/29/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	27
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				



TYPICAL APPLICATION FOR SHOULDER DIAGONALS
DETAIL 'A'
NOT TO SCALE

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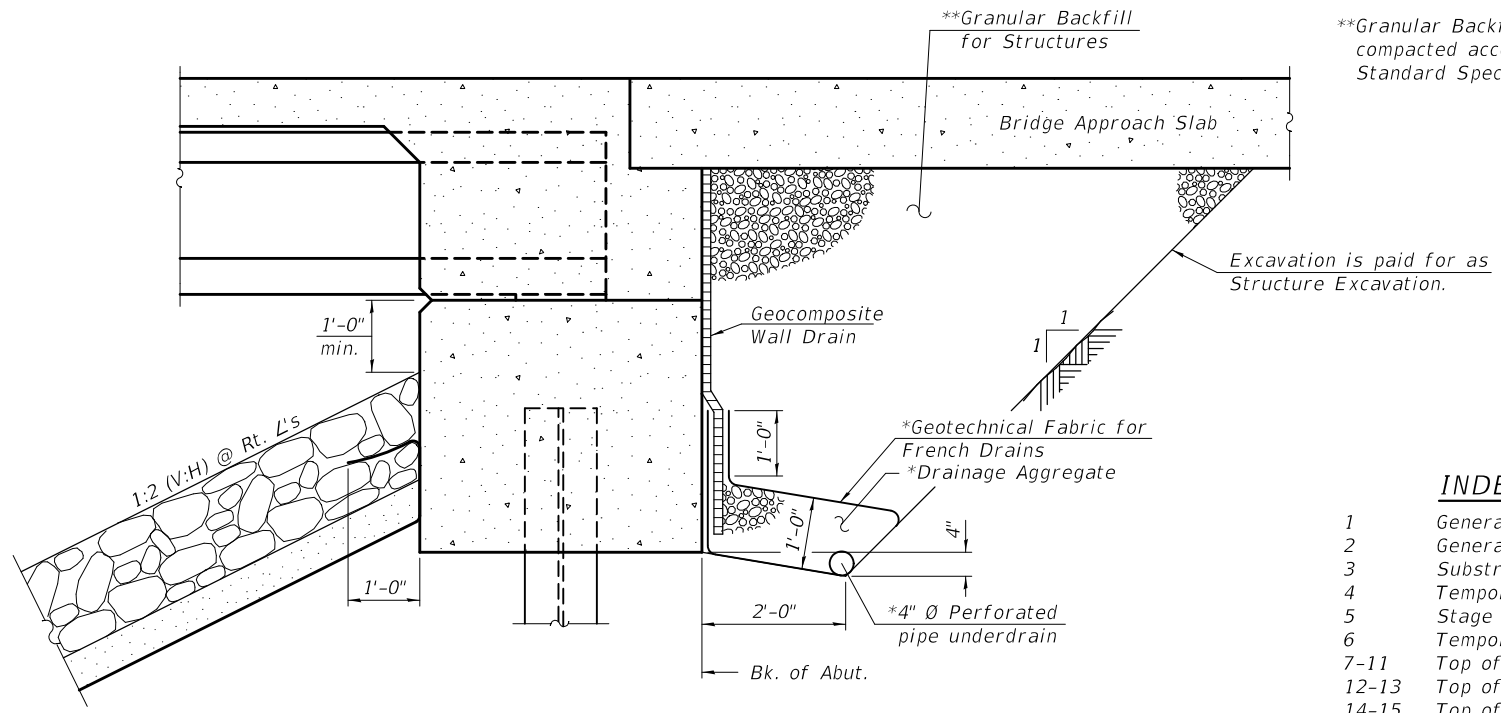
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PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING

SCALE: SHEET OF SHEETS STA. TO STA.

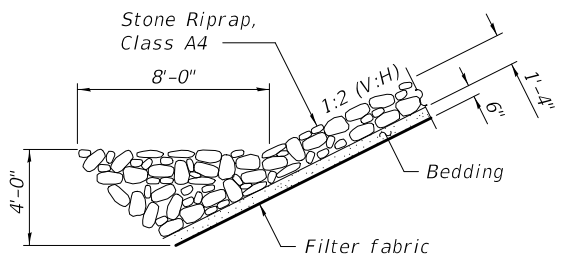
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CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				



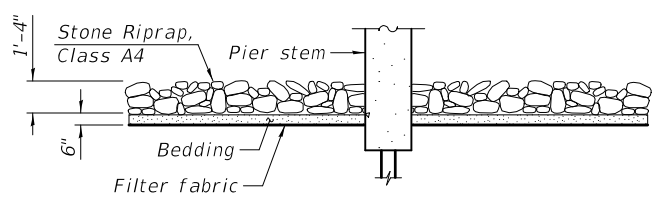
SECTION THRU INTEGRAL ABUTMENT

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

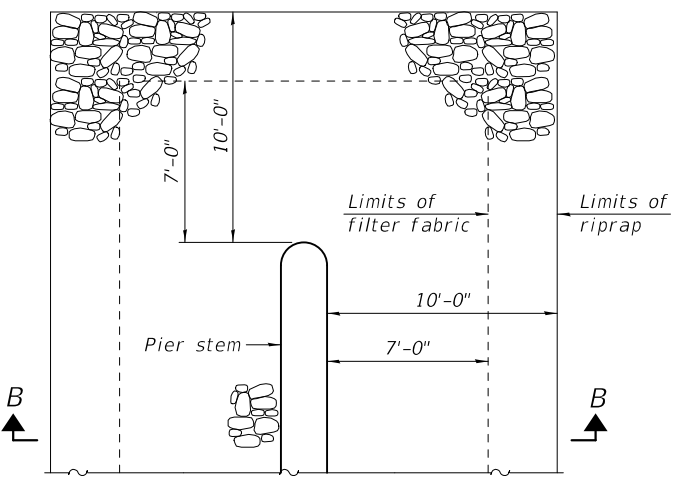
Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION A-A



SECTION B-B
(Seal coat not shown)



PLAN - RIPRAP PROTECTION AT PIERS

**Granular Backfill behind the abutments shall be compacted according to Article 205.06 of the Standard Specifications. See special provisions.

INDEX OF SHEETS

- 1 General Plan and Elevation
- 2 General Data
- 3 Substructure Layout
- 4 Temporary Sheet Piling
- 5 Stage Construction Details
- 6 Temporary Concrete Barrier for Stage Construction
- 7-11 Top of Slab Elevations
- 12-13 Top of Approach Slab Elevations - NB
- 14-15 Top of Approach Slab Elevations - SB
- 16-19 Superstructure - NB
- 20-23 Superstructure - SB
- 24 Abutment Diaphragm Details
- 25 Pier Diaphragm Details
- 26-28 Bridge Approach Slab Details - NB
- 29-31 Bridge Approach Slab Details - SB
- 32 Framing Plan - NB
- 33 Framing Plan - SB
- 34 Framing Plan Details
- 35 IL 27N Beam
- 36 IL 27N Beam Details
- 37 North Abutment
- 38 South Abutment
- 39 Abutment Details
- 40 Pier
- 41 Pier Details
- 42 HP Pile Details
- 43 Bar Splicer Assembly and Mechanical Splicer Details
- 44-47 Soil Boring Logs

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
Seal Coat thickness is estimated based on the Cofferdam Design Water Elevation (CDWE). Cofferdam and Seal Coat design and details shall be submitted to the Engineer for approval. CDWE is 5'-0" above Estimated Water Surface Elevation.
Slipforming of the parapets is not allowed.
Removal of Existing Structures No. 1 is for SN 041-0111.
Removal of Existing Structures No. 2 is for SN 041-0112.
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
The quantity for Bridge Deck Grooving (Longitudinal) includes the 24 ft. roadway, the 12 ft. future lane, and an additional 12 ft. of the 18'-6" interior shoulder (closest to the 12'-0" future lane) for each structure.

WATERWAY INFORMATION

Drainage Area = 23.45 sq. mi.		Exist. Low Grade Elev. 417.97 at Sta. 234+00		Prop. Low Grade Elev. 418.54 at Sta. 234+00		
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft.	Headwater El.
	10	3,480	1,046	412.2	0.3	412.5
Design	50	5,520	1,081	412.5	0.7	413.2
Base	100	6,420	1,093	412.6	0.9	413.5
Max. Calc.	500	8,750	1,157	413.1	1.9	415.0

DESIGN SCOUR ELEVATION TABLE

Event / Limit	Design Scour Elevations (ft.)			
	S. Abut.	Pier	N. Abut.	Item 113
Q100	411.06	393.5	411.06	5
Q500	411.06	392.5	411.06	
Design	411.06	393.5	411.06	
Check	411.06	392.5	411.06	

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		2590	2590
Filter Fabric	Sq. Yd.		2473	2473
Protective Coat	Sq. Yd.	3083		3083
Removal Of Existing Structures No. 1	Each			1
Removal Of Existing Structures No. 2	Each			1
Structure Excavation	Cu. Yd.		80	80
Cofferdam Excavation	Cu. Yd.		349.0	349.0
Cofferdam (Type 2) (Location - 1)	Each		1	1
Cofferdam (Type 2) (Location - 2)	Each		1	1
Cofferdam (Type 2) (Location - 3)	Each		1	1
Floor Drains	Each	32		32
Concrete Structures	Cu. Yd.		576.6	576.6
Concrete Superstructure	Cu. Yd.	677.4		677.4
Seal Coat Concrete	Cu. Yd.		190.3	190.3
Concrete Superstructure (Approach Slab)	Cu. Yd.	398.0		398.0
Furnishing And Erecting Precast Prestressed Concrete Beams, IL 27N	Foot	2232		2232
Reinforcement Bars, Epoxy Coated	Pound	326120	53760	379880
Bar Splicers	Each	1316	328	1644
Furnishing Steel Piles HP14x102	Foot		3016	3016
Driving Piles	Foot		3016	3016
Test Pile Steel HP14x102	Each		6	6
Pile Shoes	Each		84	84
Name Plates	Each	2		2
Temporary Sheet Piling	Sq. Ft.		1059	1059
Geocomposite Wall Drain	Sq. Yd.		191	191
Diamond Grinding (Bridge Section)	Sq. Yd.	2582		2582
Pipe Underdrains For Structures 4"	Foot		336.0	336.0
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1981		1981
Granular Backfill For Structures	Cu. Yd.		335.0	335.0
Preformed Joint Seal 2 1/2"	Foot	186		186

STATION 234+93.00
BUILT BY
STATE OF ILLINOIS
F.A.I. RTE. 57 SEC. (41-1)B-2
LOADING HL-93
STRUCTURE NO. 041-0111

STATION 234+93.00
BUILT BY
STATE OF ILLINOIS
F.A.I. RTE. 57 SEC. (41-1)B-2
LOADING HL-93
STRUCTURE NO. 041-0112

NAME PLATES
See Std. 515001

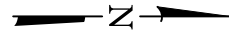
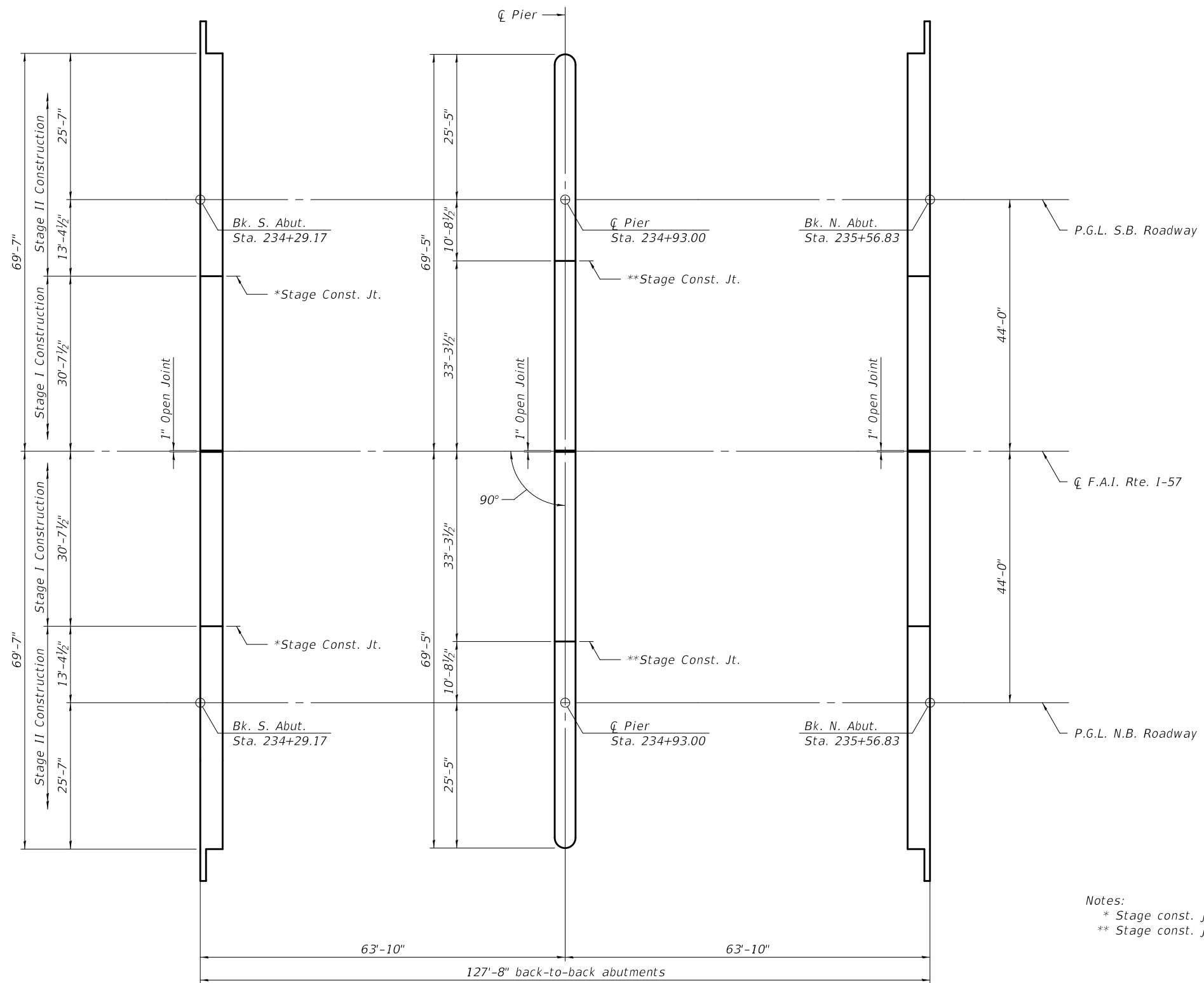
MODEL: \$MODELNAMES
FILE NAME: \$FILES

DESIGNED - ADAM L. STAGGEMEYER	EXAMINED - <i>Joanne F. Joffe</i>	DATE - MARCH 28, 2019
CHECKED - CRYSTAL D. STONE	PASSED - <i>Carl Kasper</i>	REVISOR -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISION -
CHECKED - A.L.S. / C.D.S. / R.P.N.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	30
CONTRACT NO. 78461				
SHEET 2 OF 47 SHEETS		ILLINOIS FED. AID PROJECT		



Notes:
 * Stage const. jt. for superstructure and abutments.
 ** Stage const. jt. for pier.

SUBSTRUCTURE LAYOUT

MODEL: \$MODELNAMES
 FILE NAME: \$FILES

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	<i>Joanne F. [Signature]</i>
PASSED	<i>Carl [Signature]</i>
ENGINEER OF BRIDGES AND STRUCTURES	

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

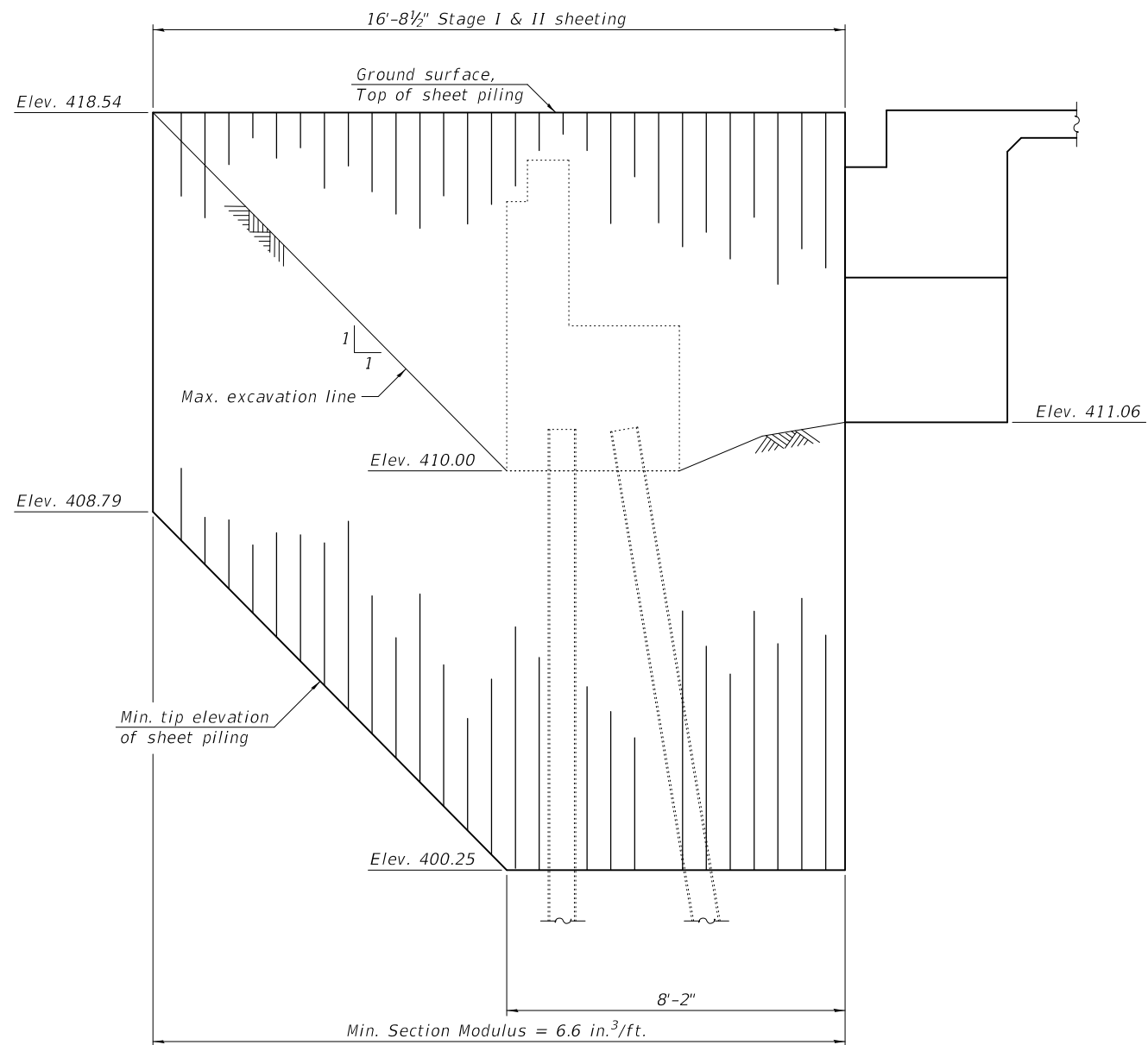
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE LAYOUT
 STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)**

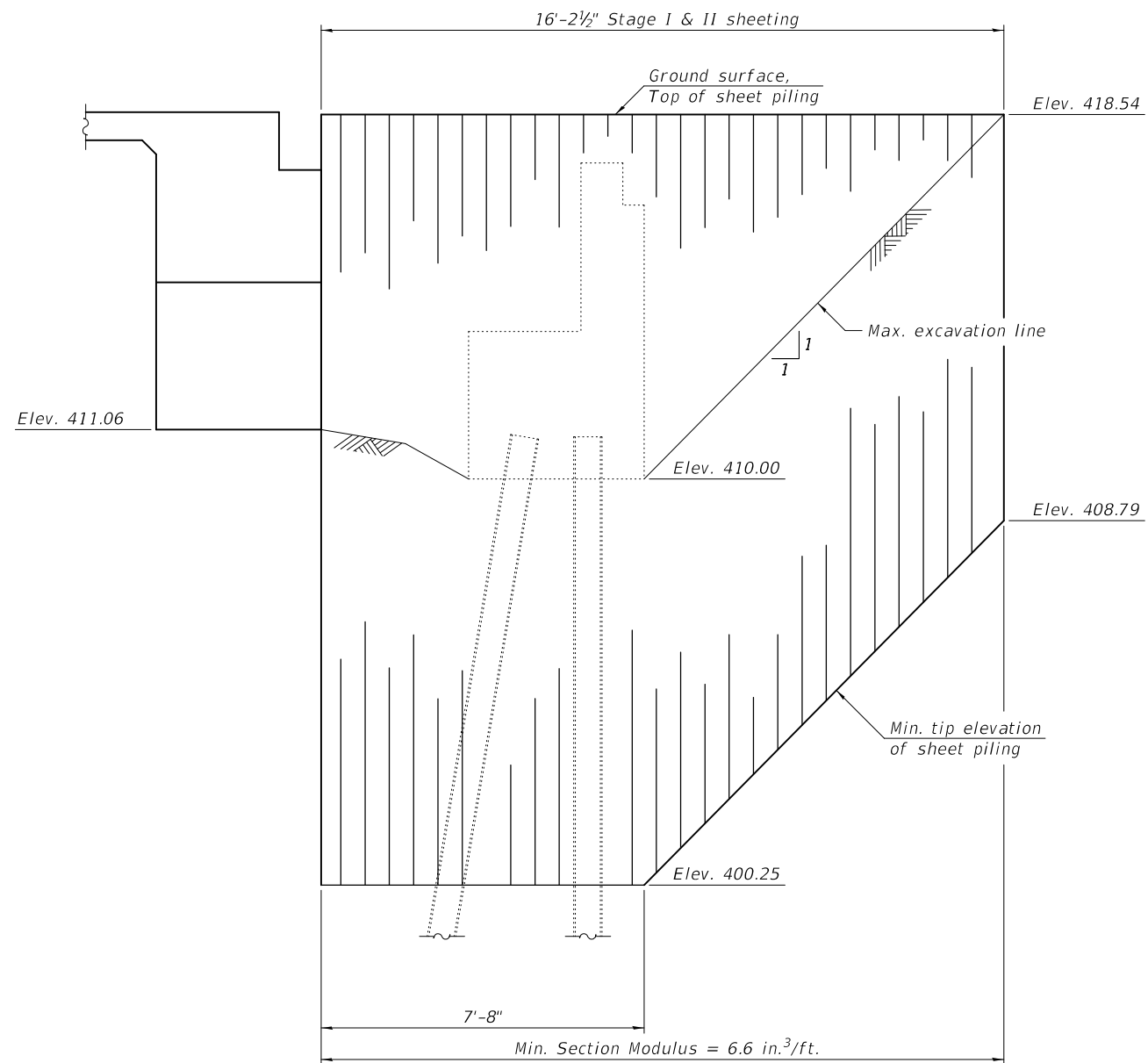
SHEET 3 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	31
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

\$DATE\$ \$TIME\$



TEMPORARY SHEET PILING AT SOUTH ABUTMENT
(Looking West)



TEMPORARY SHEET PILING AT NORTH ABUTMENT
(Looking West)

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

MODEL: \$MODELNAME\$
FILE NAME: \$FILEL\$

DESIGNED -	CRYSTAL D. STONE
CHECKED -	RYAN P. NEGANGARD
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

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

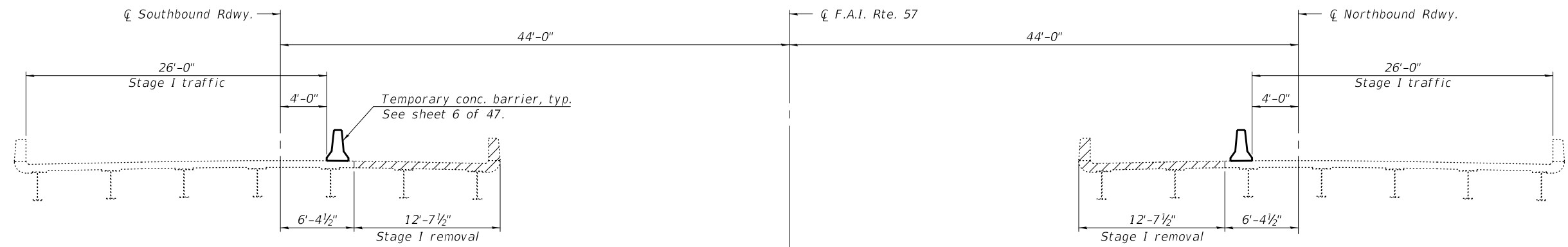
DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

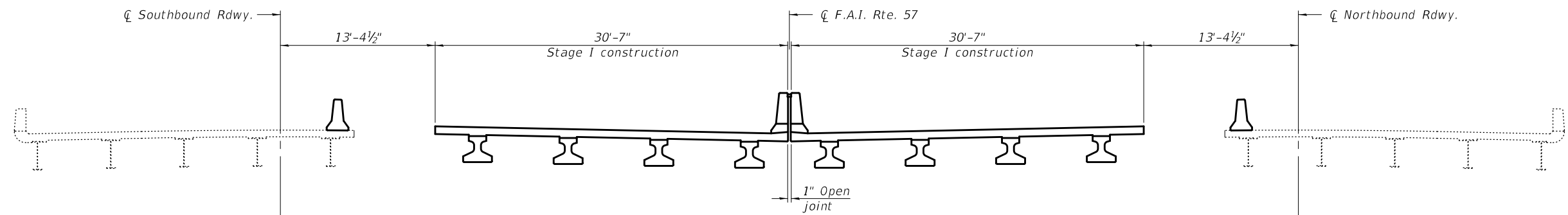
TEMPORARY SHEET PILING
STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)

SHEET 4 OF 47 SHEETS

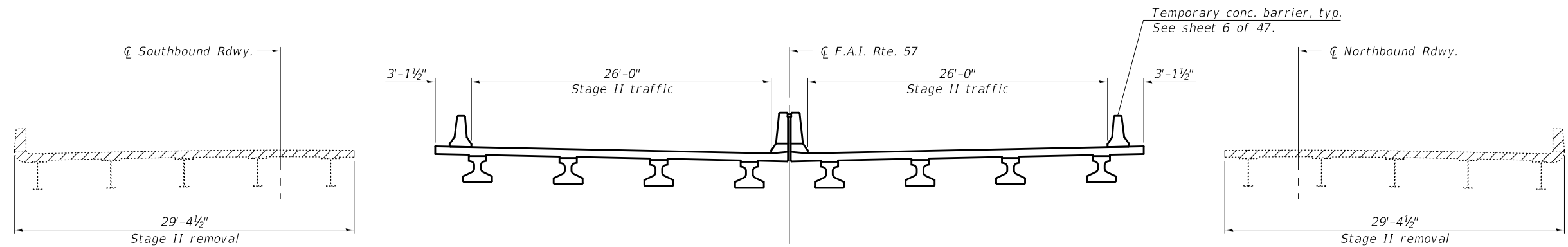
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	32
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				



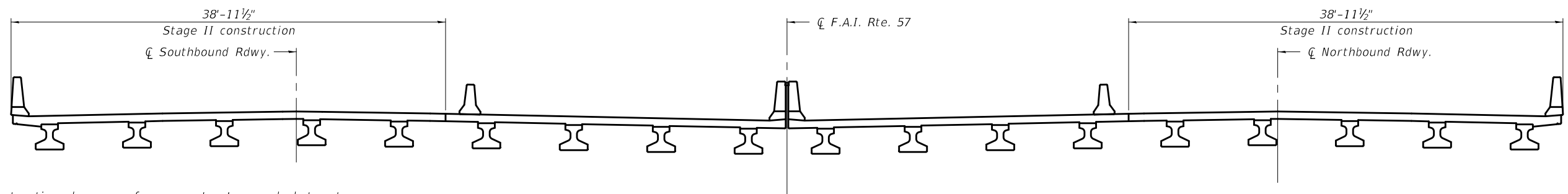
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION

Notes:
 Stage I & II construction shown are for superstructure and abutments.
 Stage I & II construction for the pier is different. See sheets 40 & 41 of 47.
 Hatched area indicates Removal of Existing Structures No. 1 or No. 2.
 For quantities of temporary concrete barrier, see roadway plans.
 All staging cross sections are looking north.

MODEL: \$MODELNAME\$
 FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	<i>Joanne F. [Signature]</i>
PASSED	<i>Carl [Signature]</i>
	ENGINEER OF BRIDGES AND STRUCTURES

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

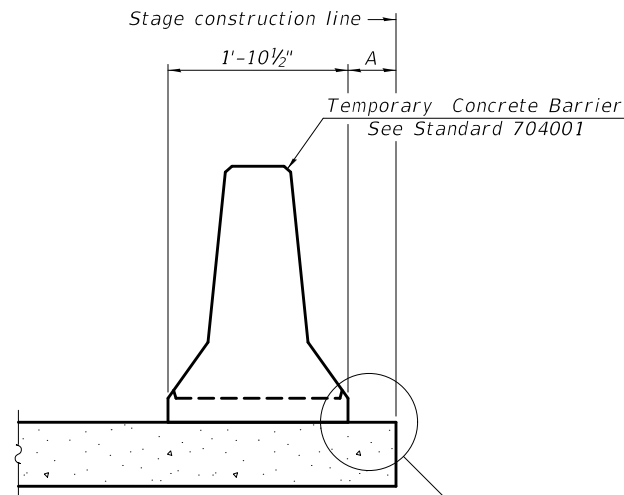
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)

SHEET 5 OF 47 SHEETS

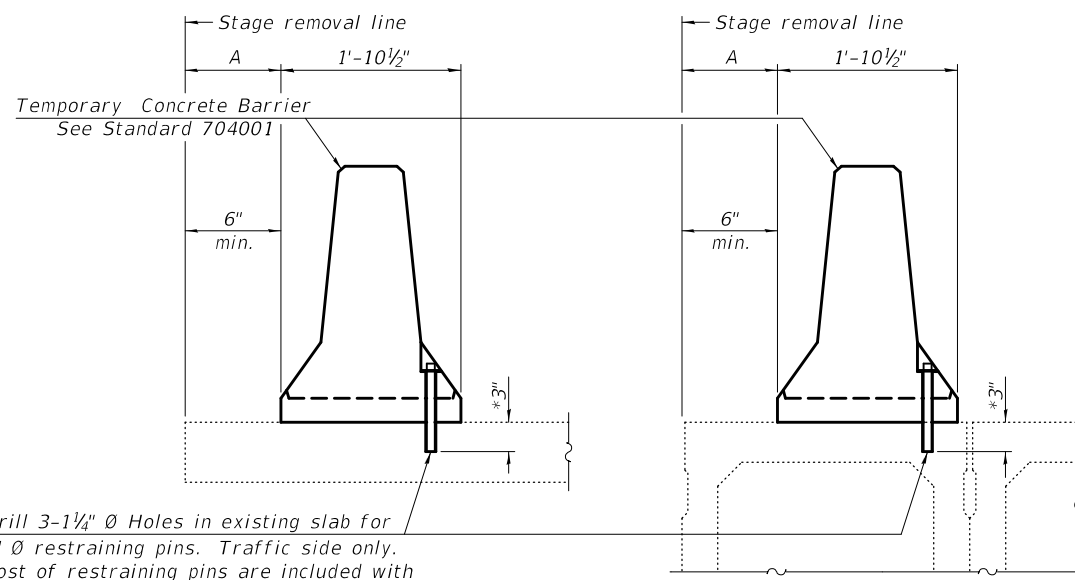
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	33
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

\$DATE\$ \$TIME\$



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

NEW SLAB OR NEW DECK BEAM

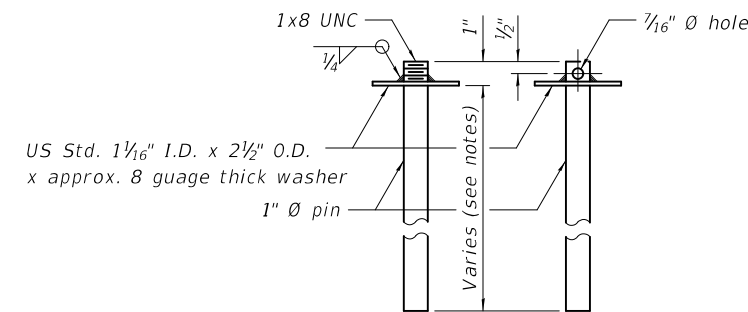


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

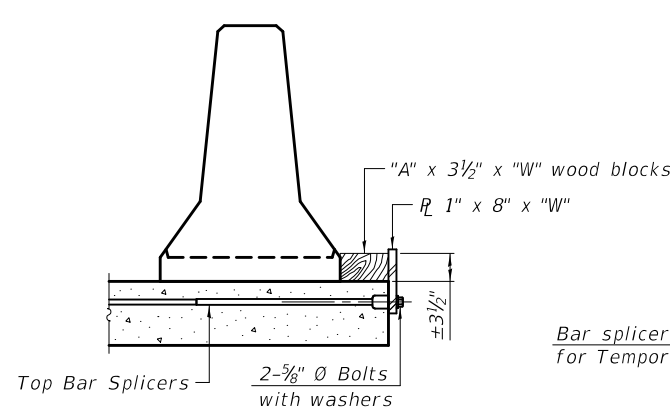
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM



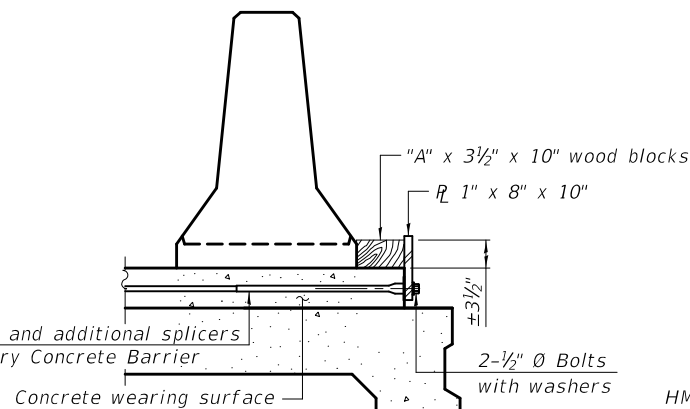
RESTRAINING PIN

SECTIONS THRU SLAB OR DECK BEAM

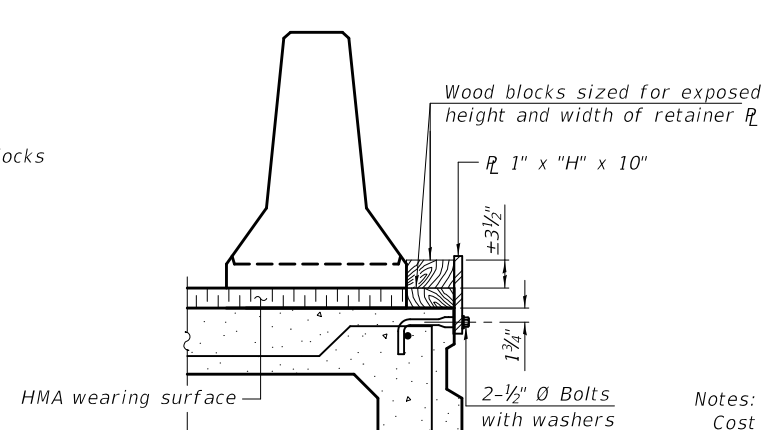


DETAIL I

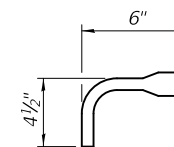
Bar splicers and additional splicers for Temporary Concrete Barrier



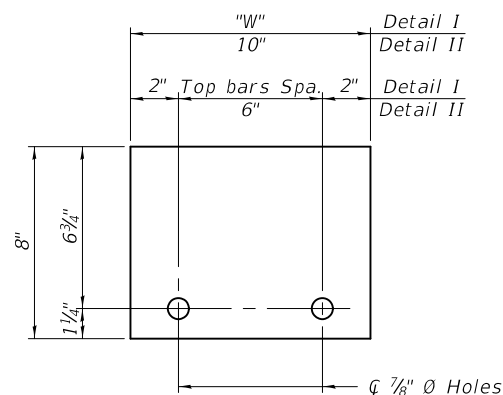
DETAIL II



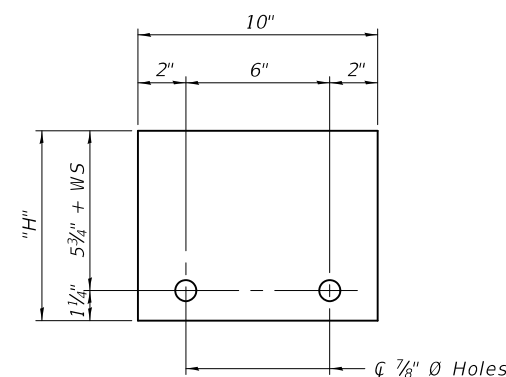
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



STEEL RETAINER 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 center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

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

MODEL: \$MODEL\$
 FILE NAME: \$FILES\$

R-27 8-11-2017

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	MICHAEL B. MOSSMAN
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	<i>Joanne F. Joffe</i>
PASSED	<i>Carl Kroyer</i>

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

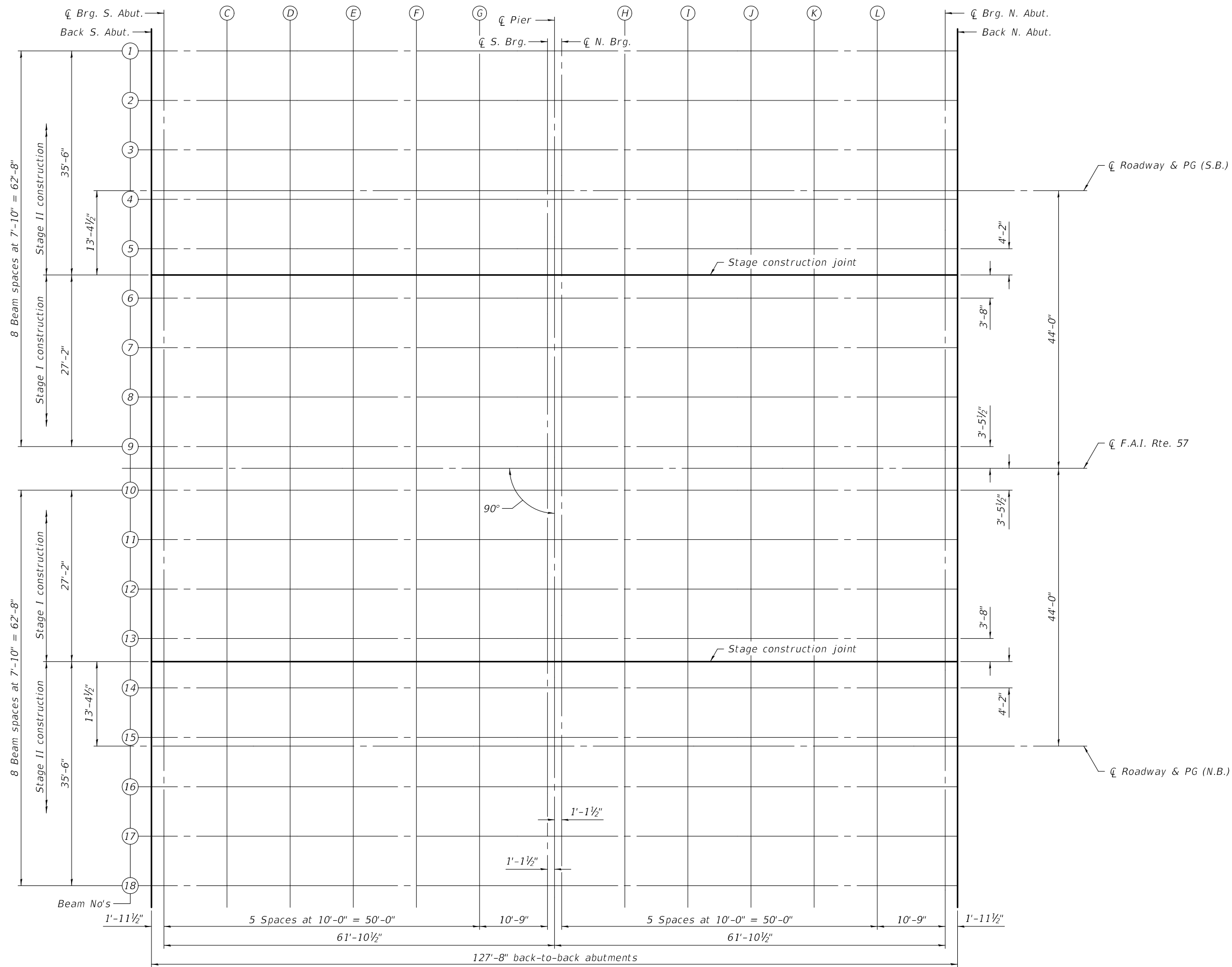
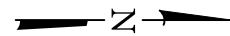
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)

SHEET 6 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	34
CONTRACT NO. 78461				

ILLINOIS FED. AID PROJECT



PLAN

MODEL: \$MODELNAMES
FILE NAME: \$FILES

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	 ENGINEER OF BRIDGE DESIGN
PASSED	

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	35
CONTRACT NO. 78461				

SHEET 7 OF 47 SHEETS

ILLINOIS FED. AID PROJECT

\$DATE\$ \$TIME\$

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	3.46	417.76	417.78
Q Brg. S. Abut.	234+31.13	3.46	417.76	417.78
C	234+41.13	3.46	417.76	417.83
D	234+51.13	3.46	417.76	417.87
E	234+61.13	3.46	417.76	417.89
F	234+71.13	3.46	417.76	417.87
G	234+81.13	3.46	417.76	417.84
Q S. Brg.	234+91.88	3.46	417.76	417.78
Q Pier	234+93.00	3.46	417.76	417.78
Q N. Brg.	234+94.13	3.46	417.76	417.78
H	235+04.13	3.46	417.76	417.83
I	235+14.13	3.46	417.76	417.87
J	235+24.13	3.46	417.76	417.89
K	235+34.13	3.46	417.76	417.87
L	235+44.13	3.46	417.76	417.84
Q Brg. N. Abut.	235+54.88	3.46	417.76	417.78
Back N. Abut.	235+56.83	3.46	417.76	417.78

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	11.29	417.92	417.94
Q Brg. S. Abut.	234+31.13	11.29	417.92	417.94
C	234+41.13	11.29	417.92	418.00
D	234+51.13	11.29	417.92	418.03
E	234+61.13	11.29	417.92	418.06
F	234+71.13	11.29	417.92	418.04
G	234+81.13	11.29	417.92	418.00
Q S. Brg.	234+91.88	11.29	417.92	417.94
Q Pier	234+93.00	11.29	417.92	417.94
Q N. Brg.	234+94.13	11.29	417.92	417.94
H	235+04.13	11.29	417.92	418.00
I	235+14.13	11.29	417.92	418.03
J	235+24.13	11.29	417.92	418.06
K	235+34.13	11.29	417.92	418.04
L	235+44.13	11.29	417.92	418.00
Q Brg. N. Abut.	235+54.88	11.29	417.92	417.94
Back N. Abut.	235+56.83	11.29	417.92	417.94

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	19.13	418.08	418.10
Q Brg. S. Abut.	234+31.13	19.13	418.08	418.10
C	234+41.13	19.13	418.08	418.16
D	234+51.13	19.13	418.08	418.20
E	234+61.13	19.13	418.08	418.22
F	234+71.13	19.13	418.08	418.20
G	234+81.13	19.13	418.08	418.16
Q S. Brg.	234+91.88	19.13	418.08	418.10
Q Pier	234+93.00	19.13	418.08	418.10
Q N. Brg.	234+94.13	19.13	418.08	418.10
H	235+04.13	19.13	418.08	418.16
I	235+14.13	19.13	418.08	418.20
J	235+24.13	19.13	418.08	418.22
K	235+34.13	19.13	418.08	418.20
L	235+44.13	19.13	418.08	418.16
Q Brg. N. Abut.	235+54.88	19.13	418.08	418.10
Back N. Abut.	235+56.83	19.13	418.08	418.10

BEAM 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	26.96	418.25	418.27
Q Brg. S. Abut.	234+31.13	26.96	418.25	418.27
C	234+41.13	26.96	418.25	418.32
D	234+51.13	26.96	418.25	418.36
E	234+61.13	26.96	418.25	418.38
F	234+71.13	26.96	418.25	418.36
G	234+81.13	26.96	418.25	418.32
Q S. Brg.	234+91.88	26.96	418.25	418.27
Q Pier	234+93.00	26.96	418.25	418.27
Q N. Brg.	234+94.13	26.96	418.25	418.27
H	235+04.13	26.96	418.25	418.32
I	235+14.13	26.96	418.25	418.36
J	235+24.13	26.96	418.25	418.38
K	235+34.13	26.96	418.25	418.36
L	235+44.13	26.96	418.25	418.32
Q Brg. N. Abut.	235+54.88	26.96	418.25	418.27
Back N. Abut.	235+56.83	26.96	418.25	418.27

STAGE CONSTRUCTION JOINT

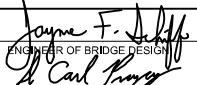

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	30.63	418.32	418.34
Q Brg. S. Abut.	234+31.13	30.63	418.32	418.34
C	234+41.13	30.63	418.32	418.40
D	234+51.13	30.63	418.32	418.44
E	234+61.13	30.63	418.32	418.46
F	234+71.13	30.63	418.32	418.44
G	234+81.13	30.63	418.32	418.40
Q S. Brg.	234+91.88	30.63	418.32	418.34
Q Pier	234+93.00	30.63	418.32	418.34
Q N. Brg.	234+94.13	30.63	418.32	418.34
H	235+04.13	30.63	418.32	418.40
I	235+14.13	30.63	418.32	418.44
J	235+24.13	30.63	418.32	418.46
K	235+34.13	30.63	418.32	418.44
L	235+44.13	30.63	418.32	418.40
Q Brg. N. Abut.	235+54.88	30.63	418.32	418.34
Back N. Abut.	235+56.83	30.63	418.32	418.34

BEAM 14

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	34.79	418.39	418.41
Q Brg. S. Abut.	234+31.13	34.79	418.39	418.41
C	234+41.13	34.79	418.39	418.47
D	234+51.13	34.79	418.39	418.51
E	234+61.13	34.79	418.39	418.53
F	234+71.13	34.79	418.39	418.51
G	234+81.13	34.79	418.39	418.47
Q S. Brg.	234+91.88	34.79	418.39	418.41
Q Pier	234+93.00	34.79	418.39	418.41
Q N. Brg.	234+94.13	34.79	418.39	418.41
H	235+04.13	34.79	418.39	418.47
I	235+14.13	34.79	418.39	418.51
J	235+24.13	34.79	418.39	418.53
K	235+34.13	34.79	418.39	418.51
L	235+44.13	34.79	418.39	418.47
Q Brg. N. Abut.	235+54.88	34.79	418.39	418.41
Back N. Abut.	235+56.83	34.79	418.39	418.41

MODEL: S:\MODEL\NAMES
FILE NAME: SFILES

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	
PASSED	

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 041 - 0111 (N.B.)

SHEET 8 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	36
CONTRACT NO. 78461				
ILLINOIS		FED. AID PROJECT		

BEAM 15

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	42.63	418.52	418.54
Q Brg. S. Abut.	234+31.13	42.63	418.52	418.54
C	234+41.13	42.63	418.52	418.59
D	234+51.13	42.63	418.52	418.63
E	234+61.13	42.63	418.52	418.65
F	234+71.13	42.63	418.52	418.63
G	234+81.13	42.63	418.52	418.60
Q S. Brg.	234+91.88	42.63	418.52	418.54
Q Pier	234+93.00	42.63	418.52	418.54
Q N. Brg.	234+94.13	42.63	418.52	418.54
H	235+04.13	42.63	418.52	418.59
I	235+14.13	42.63	418.52	418.63
J	235+24.13	42.63	418.52	418.65
K	235+34.13	42.63	418.52	418.63
L	235+44.13	42.63	418.52	418.60
Q Brg. N. Abut.	235+54.88	42.63	418.52	418.54
Back N. Abut.	235+56.83	42.63	418.52	418.54

Q ROADWAY & PG (N.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	44.00	418.54	418.56
Q Brg. S. Abut.	234+31.13	44.00	418.54	418.56
C	234+41.13	44.00	418.54	418.61
D	234+51.13	44.00	418.54	418.65
E	234+61.13	44.00	418.54	418.67
F	234+71.13	44.00	418.54	418.65
G	234+81.13	44.00	418.54	418.62
Q S. Brg.	234+91.88	44.00	418.54	418.56
Q Pier	234+93.00	44.00	418.54	418.56
Q N. Brg.	234+94.13	44.00	418.54	418.56
H	235+04.13	44.00	418.54	418.61
I	235+14.13	44.00	418.54	418.65
J	235+24.13	44.00	418.54	418.67
K	235+34.13	44.00	418.54	418.65
L	235+44.13	44.00	418.54	418.62
Q Brg. N. Abut.	235+54.88	44.00	418.54	418.56
Back N. Abut.	235+56.83	44.00	418.54	418.56

BEAM 16

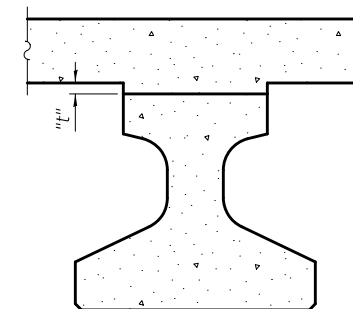
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	50.46	418.44	418.46
Q Brg. S. Abut.	234+31.13	50.46	418.44	418.46
C	234+41.13	50.46	418.44	418.51
D	234+51.13	50.46	418.44	418.55
E	234+61.13	50.46	418.44	418.57
F	234+71.13	50.46	418.44	418.55
G	234+81.13	50.46	418.44	418.52
Q S. Brg.	234+91.88	50.46	418.44	418.46
Q Pier	234+93.00	50.46	418.44	418.46
Q N. Brg.	234+94.13	50.46	418.44	418.46
H	235+04.13	50.46	418.44	418.51
I	235+14.13	50.46	418.44	418.55
J	235+24.13	50.46	418.44	418.57
K	235+34.13	50.46	418.44	418.55
L	235+44.13	50.46	418.44	418.52
Q Brg. N. Abut.	235+54.88	50.46	418.44	418.46
Back N. Abut.	235+56.83	50.46	418.44	418.46

BEAM 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	58.29	418.30	418.32
Q Brg. S. Abut.	234+31.13	58.29	418.30	418.32
C	234+41.13	58.29	418.30	418.38
D	234+51.13	58.29	418.30	418.42
E	234+61.13	58.29	418.30	418.44
F	234+71.13	58.29	418.30	418.42
G	234+81.13	58.29	418.30	418.38
Q S. Brg.	234+91.88	58.29	418.30	418.32
Q Pier	234+93.00	58.29	418.30	418.32
Q N. Brg.	234+94.13	58.29	418.30	418.32
H	235+04.13	58.29	418.30	418.38
I	235+14.13	58.29	418.30	418.42
J	235+24.13	58.29	418.30	418.44
K	235+34.13	58.29	418.30	418.42
L	235+44.13	58.29	418.30	418.38
Q Brg. N. Abut.	235+54.88	58.29	418.30	418.32
Back N. Abut.	235+56.83	58.29	418.30	418.32

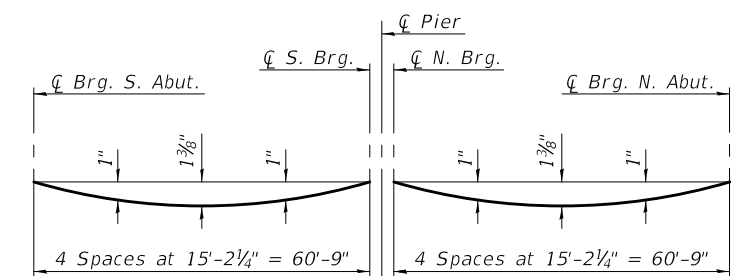
BEAM 18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	66.13	418.14	418.16
Q Brg. S. Abut.	234+31.13	66.13	418.14	418.16
C	234+41.13	66.13	418.14	418.22
D	234+51.13	66.13	418.14	418.25
E	234+61.13	66.13	418.14	418.28
F	234+71.13	66.13	418.14	418.26
G	234+81.13	66.13	418.14	418.22
Q S. Brg.	234+91.88	66.13	418.14	418.16
Q Pier	234+93.00	66.13	418.14	418.16
Q N. Brg.	234+94.13	66.13	418.14	418.16
H	235+04.13	66.13	418.14	418.22
I	235+14.13	66.13	418.14	418.25
J	235+24.13	66.13	418.14	418.28
K	235+34.13	66.13	418.14	418.26
L	235+44.13	66.13	418.14	418.22
Q Brg. N. Abut.	235+54.88	66.13	418.14	418.16
Back N. Abut.	235+56.83	66.13	418.14	418.16



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet and on sheet 8 of 47. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on this sheet and on sheet 8 of 47, minus 8 1/4" slab thickness, equals the fillet heights "t" above top flanges of beams.
 The slab is to be ground after curing to achieve smoothness but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on this sheet and on sheet 8 of 47. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 and grinding as shown on this sheet and on sheet 8 of 47.

MODEL: \$MODELNAME\$
 FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	<i>Jaime F. Joffe</i>	DATE -	MARCH 28, 2019
PASSED	<i>Carl Berger</i>	REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 041 - 0111 (N.B.)**

SHEET 9 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	37
CONTRACT NO. 78461				
ILLINOIS		FED. AID PROJECT		

BEAM 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Back S. Abut., Q Brg. S. Abut., C, D, E, F, G, Q S. Brg., Q Pier, Q N. Brg., H, I, J, K, L, Q Brg. N. Abut., Back N. Abut.

BEAM 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Back S. Abut., Q Brg. S. Abut., C, D, E, F, G, Q S. Brg., Q Pier, Q N. Brg., H, I, J, K, L, Q Brg. N. Abut., Back N. Abut.

BEAM 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Back S. Abut., Q Brg. S. Abut., C, D, E, F, G, Q S. Brg., Q Pier, Q N. Brg., H, I, J, K, L, Q Brg. N. Abut., Back N. Abut.

Q ROADWAY & PG (S.B.)

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Back S. Abut., Q Brg. S. Abut., C, D, E, F, G, Q S. Brg., Q Pier, Q N. Brg., H, I, J, K, L, Q Brg. N. Abut., Back N. Abut.

BEAM 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Back S. Abut., Q Brg. S. Abut., C, D, E, F, G, Q S. Brg., Q Pier, Q N. Brg., H, I, J, K, L, Q Brg. N. Abut., Back N. Abut.

BEAM 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding. Rows include Back S. Abut., Q Brg. S. Abut., C, D, E, F, G, Q S. Brg., Q Pier, Q N. Brg., H, I, J, K, L, Q Brg. N. Abut., Back N. Abut.

MODEL: S:\MODEL\NAMES
FILE NAME: SFILES

DESIGNED - ADAM L. STAGGEMEYER
CHECKED - CRYSTAL D. STONE
DRAWN - DENNIS A. POP
CHECKED - A.L.S. / C.D.S. / R.P.N.

EXAMINED
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 28, 2019
REVISOR -
REVISOR -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 041 - 0112 (S.B.)

SHEET 10 OF 47 SHEETS

F.A.I. RTE. 57 SECTION (41-1)B-2 COUNTY JEFFERSON TOTAL SHEETS 91 SHEET NO. 38 CONTRACT NO. 78461 ILLINOIS FED. AID PROJECT

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	-30.63	418.32	418.34
Q Brg. S. Abut.	234+31.13	-30.63	418.32	418.34
C	234+41.13	-30.63	418.32	418.40
D	234+51.13	-30.63	418.32	418.44
E	234+61.13	-30.63	418.32	418.46
F	234+71.13	-30.63	418.32	418.44
G	234+81.13	-30.63	418.32	418.40
Q S. Brg.	234+91.88	-30.63	418.32	418.34
Q Pier	234+93.00	-30.63	418.32	418.34
Q N. Brg.	234+94.13	-30.63	418.32	418.34
H	235+04.13	-30.63	418.32	418.40
I	235+14.13	-30.63	418.32	418.44
J	235+24.13	-30.63	418.32	418.46
K	235+34.13	-30.63	418.32	418.44
L	235+44.13	-30.63	418.32	418.40
Q Brg. N. Abut.	235+54.88	-30.63	418.32	418.34
Back N. Abut.	235+56.83	-30.63	418.32	418.34

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	-26.96	418.25	418.27
Q Brg. S. Abut.	234+31.13	-26.96	418.25	418.27
C	234+41.13	-26.96	418.25	418.32
D	234+51.13	-26.96	418.25	418.36
E	234+61.13	-26.96	418.25	418.38
F	234+71.13	-26.96	418.25	418.36
G	234+81.13	-26.96	418.25	418.32
Q S. Brg.	234+91.88	-26.96	418.25	418.27
Q Pier	234+93.00	-26.96	418.25	418.27
Q N. Brg.	234+94.13	-26.96	418.25	418.27
H	235+04.13	-26.96	418.25	418.32
I	235+14.13	-26.96	418.25	418.36
J	235+24.13	-26.96	418.25	418.38
K	235+34.13	-26.96	418.25	418.36
L	235+44.13	-26.96	418.25	418.32
Q Brg. N. Abut.	235+54.88	-26.96	418.25	418.27
Back N. Abut.	235+56.83	-26.96	418.25	418.27

BEAM 7

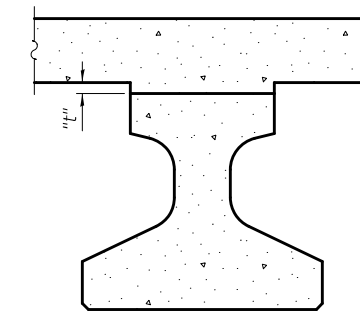
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	-19.13	418.08	418.10
Q Brg. S. Abut.	234+31.13	-19.13	418.08	418.10
C	234+41.13	-19.13	418.08	418.16
D	234+51.13	-19.13	418.08	418.20
E	234+61.13	-19.13	418.08	418.22
F	234+71.13	-19.13	418.08	418.20
G	234+81.13	-19.13	418.08	418.16
Q S. Brg.	234+91.88	-19.13	418.08	418.10
Q Pier	234+93.00	-19.13	418.08	418.10
Q N. Brg.	234+94.13	-19.13	418.08	418.10
H	235+04.13	-19.13	418.08	418.16
I	235+14.13	-19.13	418.08	418.20
J	235+24.13	-19.13	418.08	418.22
K	235+34.13	-19.13	418.08	418.20
L	235+44.13	-19.13	418.08	418.16
Q Brg. N. Abut.	235+54.88	-19.13	418.08	418.10
Back N. Abut.	235+56.83	-19.13	418.08	418.10

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	-11.29	417.92	417.94
Q Brg. S. Abut.	234+31.13	-11.29	417.92	417.94
C	234+41.13	-11.29	417.92	418.00
D	234+51.13	-11.29	417.92	418.03
E	234+61.13	-11.29	417.92	418.06
F	234+71.13	-11.29	417.92	418.04
G	234+81.13	-11.29	417.92	418.00
Q S. Brg.	234+91.88	-11.29	417.92	417.94
Q Pier	234+93.00	-11.29	417.92	417.94
Q N. Brg.	234+94.13	-11.29	417.92	417.94
H	235+04.13	-11.29	417.92	418.00
I	235+14.13	-11.29	417.92	418.03
J	235+24.13	-11.29	417.92	418.06
K	235+34.13	-11.29	417.92	418.04
L	235+44.13	-11.29	417.92	418.00
Q Brg. N. Abut.	235+54.88	-11.29	417.92	417.94
Back N. Abut.	235+56.83	-11.29	417.92	417.94

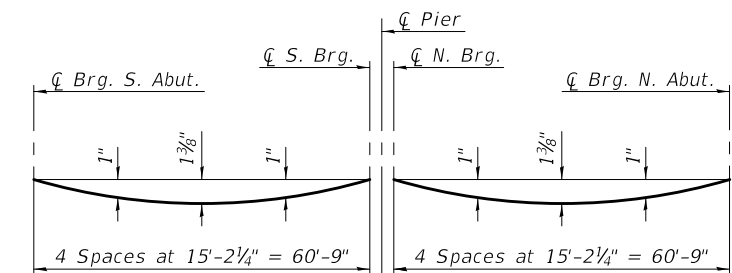
BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back S. Abut.	234+29.17	-3.46	417.76	417.78
Q Brg. S. Abut.	234+31.13	-3.46	417.76	417.78
C	234+41.13	-3.46	417.76	417.83
D	234+51.13	-3.46	417.76	417.87
E	234+61.13	-3.46	417.76	417.89
F	234+71.13	-3.46	417.76	417.87
G	234+81.13	-3.46	417.76	417.84
Q S. Brg.	234+91.88	-3.46	417.76	417.78
Q Pier	234+93.00	-3.46	417.76	417.78
Q N. Brg.	234+94.13	-3.46	417.76	417.78
H	235+04.13	-3.46	417.76	417.83
I	235+14.13	-3.46	417.76	417.87
J	235+24.13	-3.46	417.76	417.89
K	235+34.13	-3.46	417.76	417.87
L	235+44.13	-3.46	417.76	417.84
Q Brg. N. Abut.	235+54.88	-3.46	417.76	417.78
Back N. Abut.	235+56.83	-3.46	417.76	417.78



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet and on sheet 10 of 47. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on this sheet and on sheet 10 of 47, minus 8 1/4" slab thickness, equals the fillet heights "t" above top flanges of beams. The slab is to be ground after curing to achieve smoothness but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on this sheet and on sheet 10 of 47. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 and grinding as shown on this sheet and on sheet 10 of 47.

MODEL: \$MODELNAME\$
FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

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

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 041 - 0112 (S.B.)**

SHEET 11 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	39
CONTRACT NO. 78461				
ILLINOIS		FED. AID PROJECT		

\$DATE\$ \$TIME\$

WEST EDGE OF SHOULDER

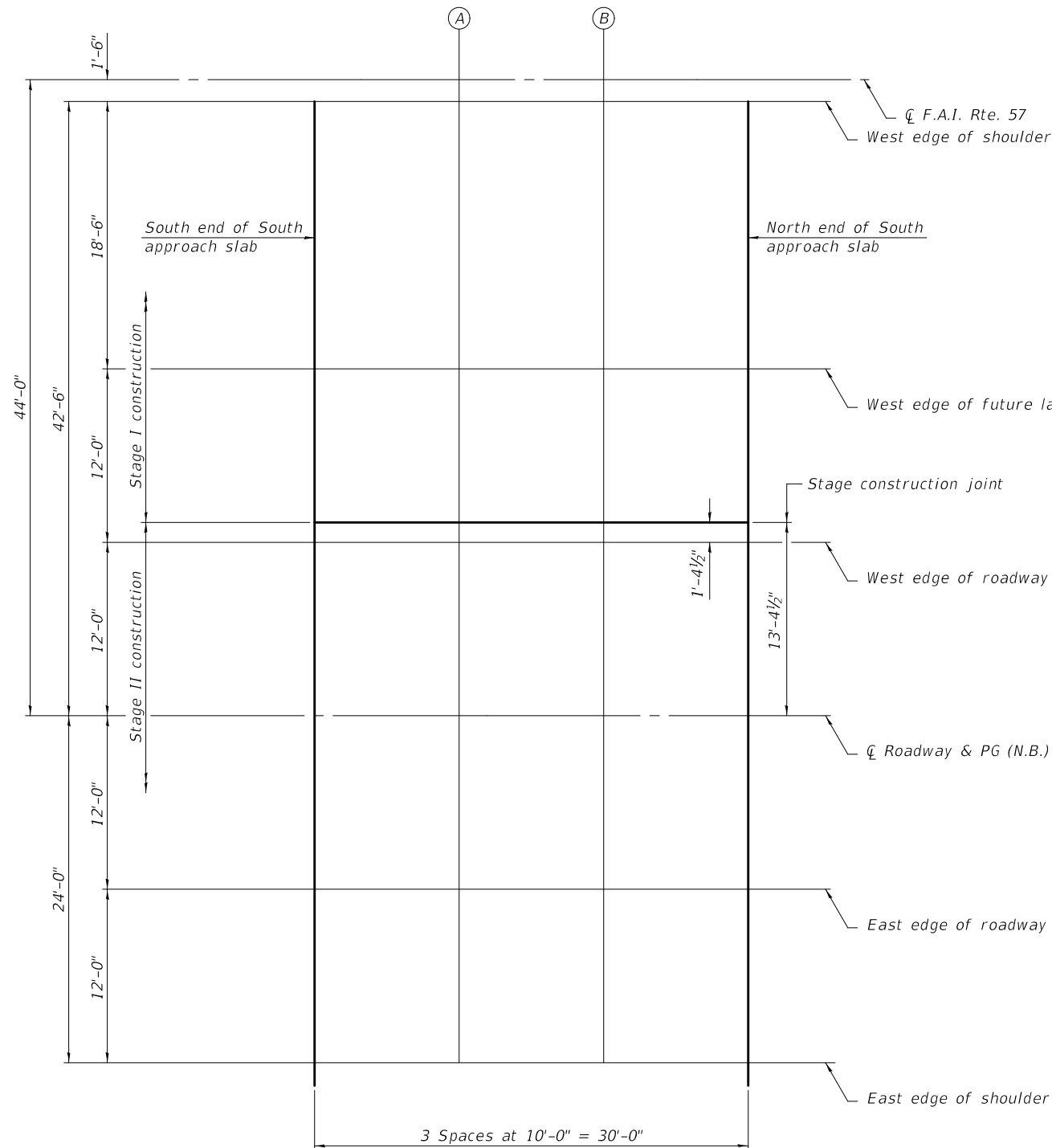
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	1.50	417.72	417.74
A	234+10.17	1.50	417.72	417.74
B	234+20.17	1.50	417.72	417.74
N. End of S. Appr. Slab	234+30.17	1.50	417.72	417.74

WEST EDGE OF FUTURE LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	20.00	418.10	418.12
A	234+10.17	20.00	418.10	418.12
B	234+20.17	20.00	418.10	418.12
N. End of S. Appr. Slab	234+30.17	20.00	418.10	418.12

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	30.63	418.32	418.34
A	234+10.17	30.63	418.32	418.34
B	234+20.17	30.63	418.32	418.34
N. End of S. Appr. Slab	234+30.17	30.63	418.32	418.34



PLAN

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	32.00	418.35	418.37
A	234+10.17	32.00	418.35	418.37
B	234+20.17	32.00	418.35	418.37
N. End of S. Appr. Slab	234+30.17	32.00	418.35	418.37

☐ ROADWAY & PG (N.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	44.00	418.54	418.56
A	234+10.17	44.00	418.54	418.56
B	234+20.17	44.00	418.54	418.56
N. End of S. Appr. Slab	234+30.17	44.00	418.54	418.56

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	56.00	418.35	418.37
A	234+10.17	56.00	418.35	418.37
B	234+20.17	56.00	418.35	418.37
N. End of S. Appr. Slab	234+30.17	56.00	418.35	418.37

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	68.00	418.10	418.12
A	234+10.17	68.00	418.10	418.12
B	234+20.17	68.00	418.10	418.12
N. End of S. Appr. Slab	234+30.17	68.00	418.10	418.12

MODEL: \$MODELNAME\$
FILE NAME: \$FILEL\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	<i>Joanne F. [Signature]</i>
PASSED	<i>Carl [Signature]</i>
ENGINEER OF BRIDGES AND STRUCTURES	

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 041 - 0111 (N.B.)**

SHEET 12 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	40
CONTRACT NO. 78461				
ILLINOIS		FED. AID PROJECT		

\$DATE\$ \$TIME\$

WEST EDGE OF SHOULDER

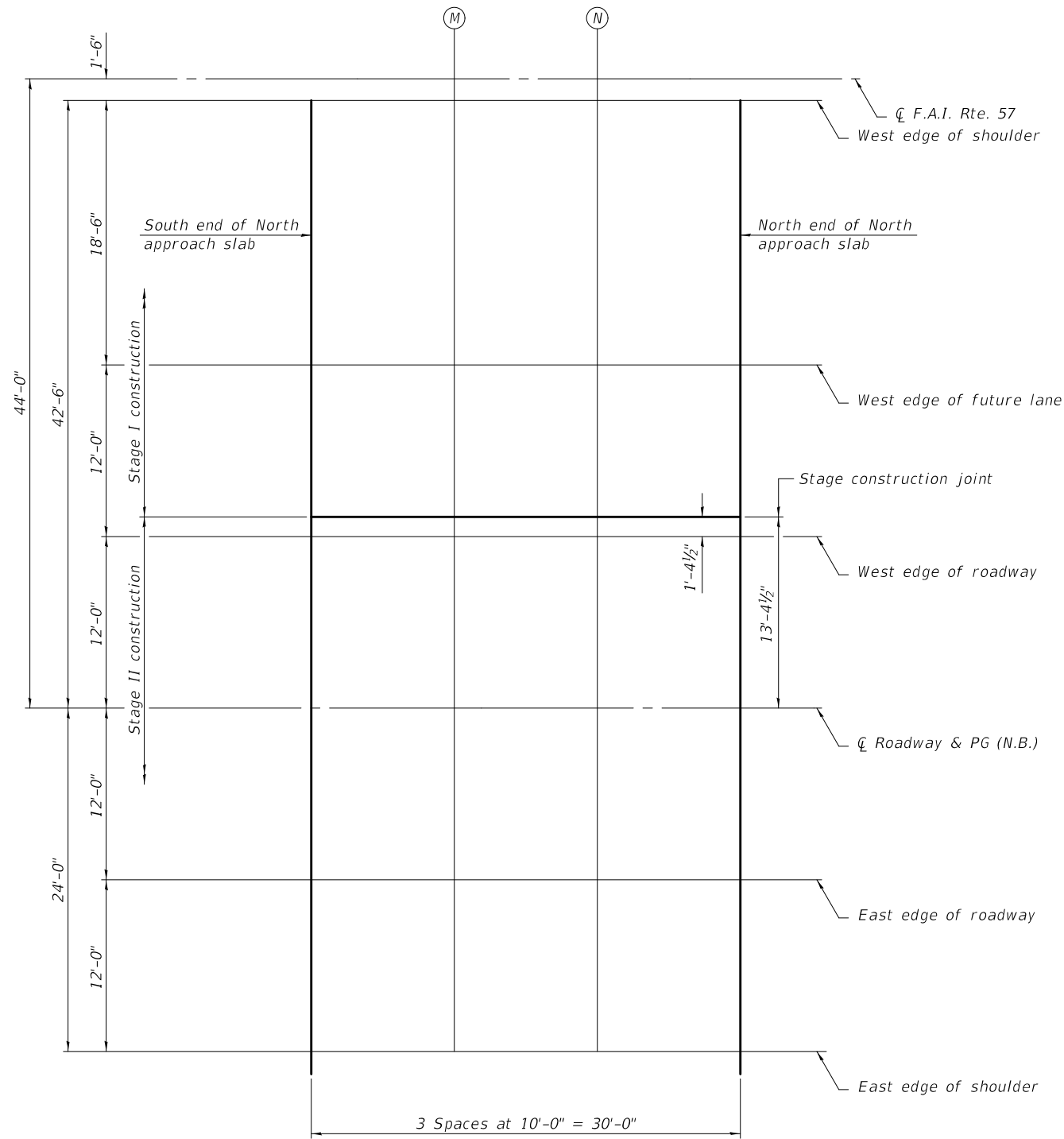
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	1.50	417.72	417.74
M	235+65.83	1.50	417.72	417.74
N	235+75.83	1.50	417.72	417.74
N. End of N. Appr. Slab	235+85.83	1.50	417.72	417.74

WEST EDGE OF FUTURE LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	20.00	418.10	418.12
M	235+65.83	20.00	418.10	418.12
N	235+75.83	20.00	418.10	418.12
N. End of N. Appr. Slab	235+85.83	20.00	418.10	418.12

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	30.63	418.32	418.34
M	235+65.83	30.63	418.32	418.34
N	235+75.83	30.63	418.32	418.34
N. End of N. Appr. Slab	235+85.83	30.63	418.32	418.34



PLAN

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	32.00	418.35	418.37
M	235+65.83	32.00	418.35	418.37
N	235+75.83	32.00	418.35	418.37
N. End of N. Appr. Slab	235+85.83	32.00	418.35	418.37

☐ ROADWAY & PG (N.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	44.00	418.54	418.56
M	235+65.83	44.00	418.54	418.56
N	235+75.83	44.00	418.54	418.56
N. End of N. Appr. Slab	235+85.83	44.00	418.54	418.56

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	56.00	418.35	418.37
M	235+65.83	56.00	418.35	418.37
N	235+75.83	56.00	418.35	418.37
N. End of N. Appr. Slab	235+85.83	56.00	418.35	418.37

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	68.00	418.10	418.12
M	235+65.83	68.00	418.10	418.12
N	235+75.83	68.00	418.10	418.12
N. End of N. Appr. Slab	235+85.83	68.00	418.10	418.12

MODEL: \$MODELNAMES
FILE NAME: \$FILES

DESIGNED - ADAM L. STAGGEMEYER
CHECKED - CRYSTAL D. STONE
DRAWN - DENNIS A. POP
CHECKED - A.L.S. / C.D.S. / R.P.N.

EXAMINED
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 28, 2019
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 041 - 0111 (N.B.)**

SHEET 13 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	41
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

\$DATE\$ \$TIME\$

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	-68.00	418.10	418.12
A	234+10.17	-68.00	418.10	418.12
B	234+20.17	-68.00	418.10	418.12
N. End of S. Appr. Slab	234+30.17	-68.00	418.10	418.12

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	-56.00	418.35	418.37
A	234+10.17	-56.00	418.35	418.37
B	234+20.17	-56.00	418.35	418.37
N. End of S. Appr. Slab	234+30.17	-56.00	418.35	418.37

☐ ROADWAY & PG (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	-44.00	418.54	418.56
A	234+10.17	-44.00	418.54	418.56
B	234+20.17	-44.00	418.54	418.56
N. End of S. Appr. Slab	234+30.17	-44.00	418.54	418.56

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	-32.00	418.35	418.37
A	234+10.17	-32.00	418.35	418.37
B	234+20.17	-32.00	418.35	418.37
N. End of S. Appr. Slab	234+30.17	-32.00	418.35	418.37

STAGE CONSTRUCTION JOINT

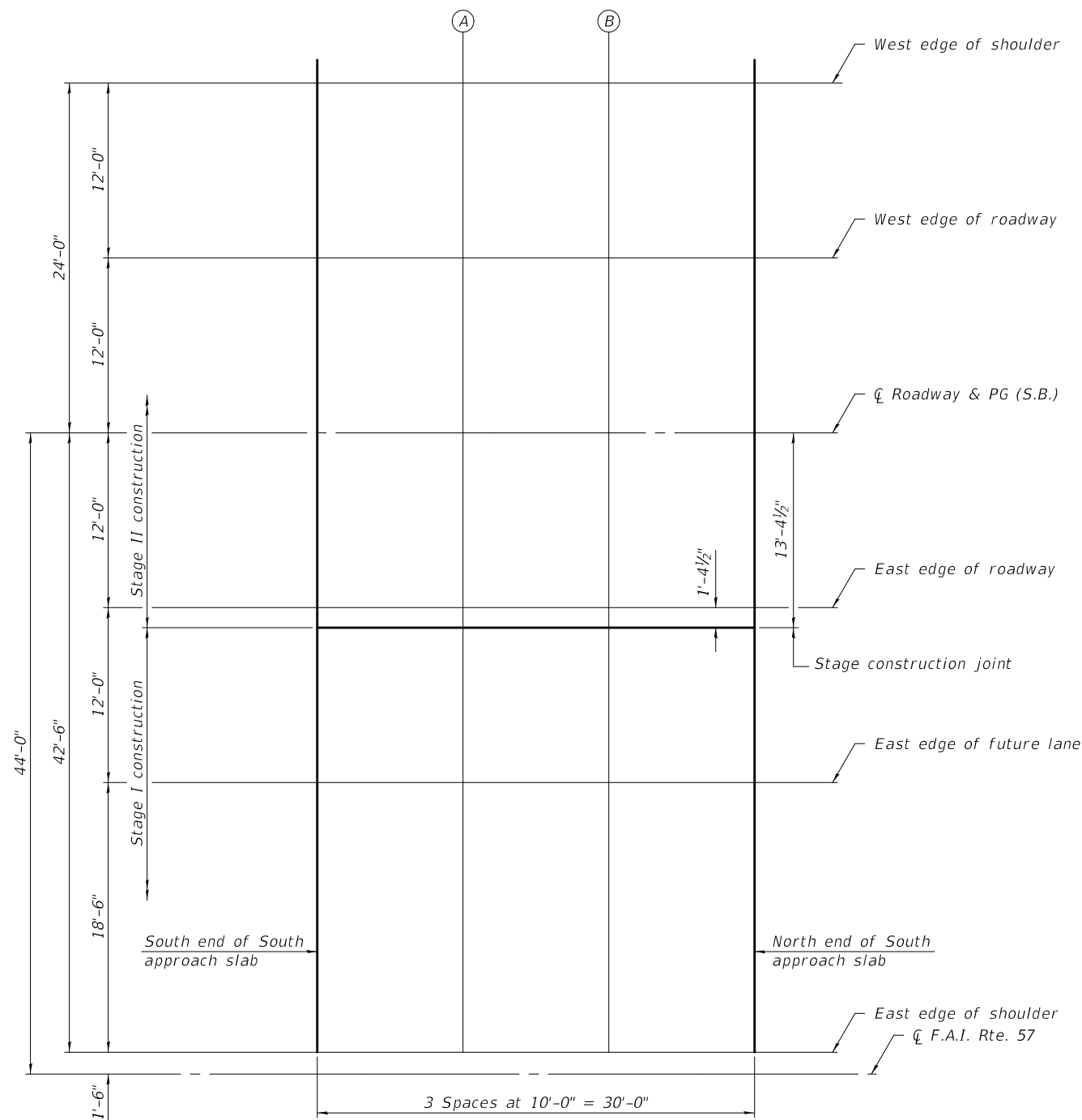
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	-30.63	418.32	418.34
A	234+10.17	-30.63	418.32	418.34
B	234+20.17	-30.63	418.32	418.34
N. End of S. Appr. Slab	234+30.17	-30.63	418.32	418.34

EAST EDGE OF FUTURE LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	-20.00	418.10	418.12
A	234+10.17	-20.00	418.10	418.12
B	234+20.17	-20.00	418.10	418.12
N. End of S. Appr. Slab	234+30.17	-20.00	418.10	418.12

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of S. Appr. Slab	234+00.17	-1.50	417.72	417.74
A	234+10.17	-1.50	417.72	417.74
B	234+20.17	-1.50	417.72	417.74
N. End of S. Appr. Slab	234+30.17	-1.50	417.72	417.74



PLAN

MODEL: \$MODELNAME\$
FILE NAME: \$FILES\$

DESIGNED - ADAM L. STAGGEMEYER
CHECKED - CRYSTAL D. STONE
DRAWN - DENNIS A. POP
CHECKED - A.L.S. / C.D.S. / R.P.N.

EXAMINED
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 28, 2019
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 041 - 0112 (S.B.)

SHEET 14 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	42
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

\$DATE\$ \$TIME\$

WEST EDGE OF SHOULDER

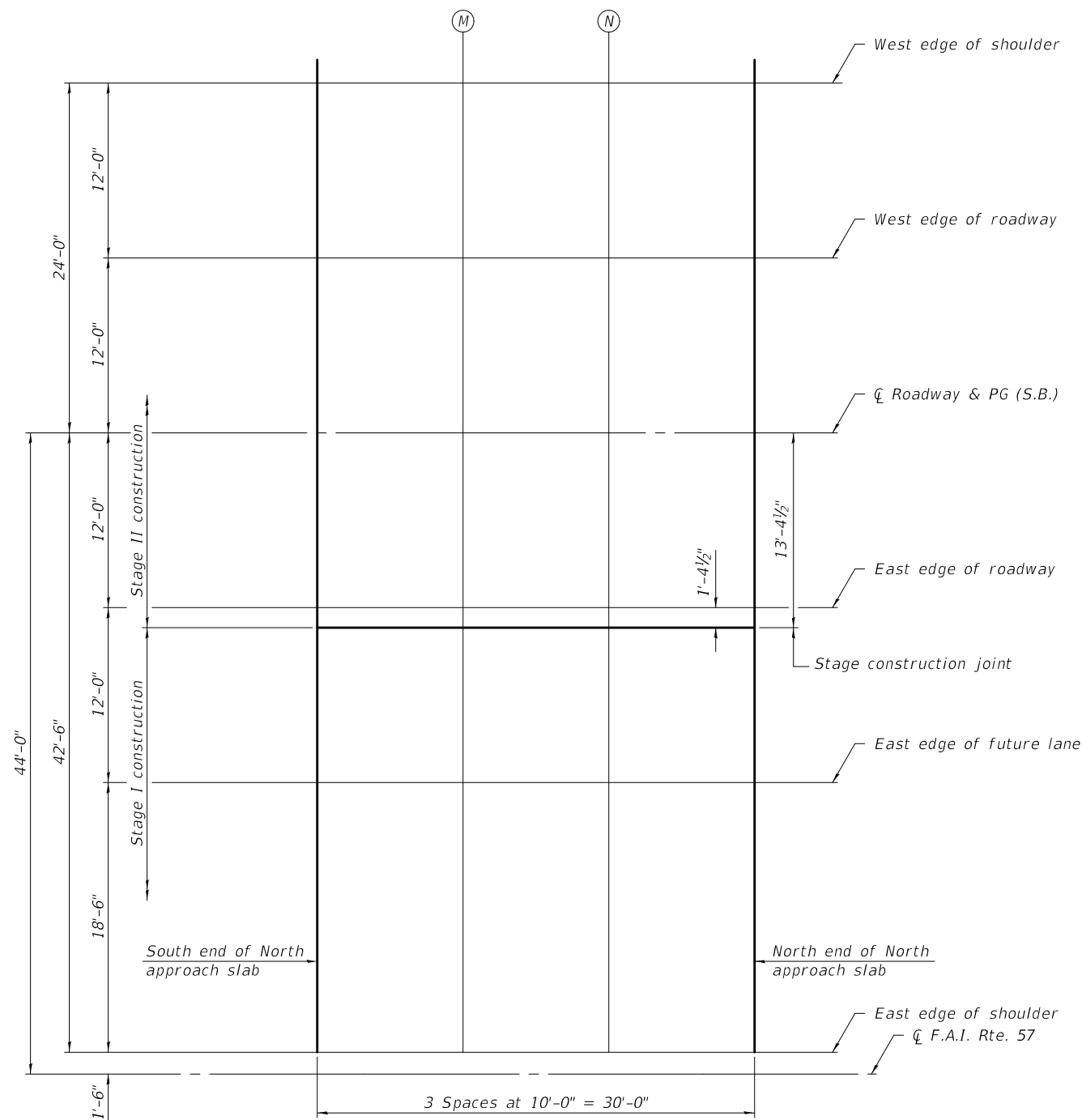
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	-68.00	418.10	418.12
M	235+65.83	-68.00	418.10	418.12
N	235+75.83	-68.00	418.10	418.12
N. End of N. Appr. Slab	235+85.83	-68.00	418.10	418.12

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	-56.00	418.35	418.37
M	235+65.83	-56.00	418.35	418.37
N	235+75.83	-56.00	418.35	418.37
N. End of N. Appr. Slab	235+85.83	-56.00	418.35	418.37

☐ ROADWAY & PG (S.B.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	-44.00	418.54	418.56
M	235+65.83	-44.00	418.54	418.56
N	235+75.83	-44.00	418.54	418.56
N. End of N. Appr. Slab	235+85.83	-44.00	418.54	418.56



PLAN

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	-32.00	418.35	418.37
M	235+65.83	-32.00	418.35	418.37
N	235+75.83	-32.00	418.35	418.37
N. End of N. Appr. Slab	235+85.83	-32.00	418.35	418.37

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	-30.63	418.32	418.34
M	235+65.83	-30.63	418.32	418.34
N	235+75.83	-30.63	418.32	418.34
N. End of N. Appr. Slab	235+85.83	-30.63	418.32	418.34

EAST EDGE OF FUTURE LANE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	-20.00	418.10	418.12
M	235+65.83	-20.00	418.10	418.12
N	235+75.83	-20.00	418.10	418.12
N. End of N. Appr. Slab	235+85.83	-20.00	418.10	418.12

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elev.'s Adjusted For Grinding
S. End of N. Appr. Slab	235+55.83	-1.50	417.72	417.74
M	235+65.83	-1.50	417.72	417.74
N	235+75.83	-1.50	417.72	417.74
N. End of N. Appr. Slab	235+85.83	-1.50	417.72	417.74

MODEL: \$MODEL\$
FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	<i>Joanne F. Duff</i>	DATE -	MARCH 28, 2019
PASSED	<i>Carl Papp</i>	REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

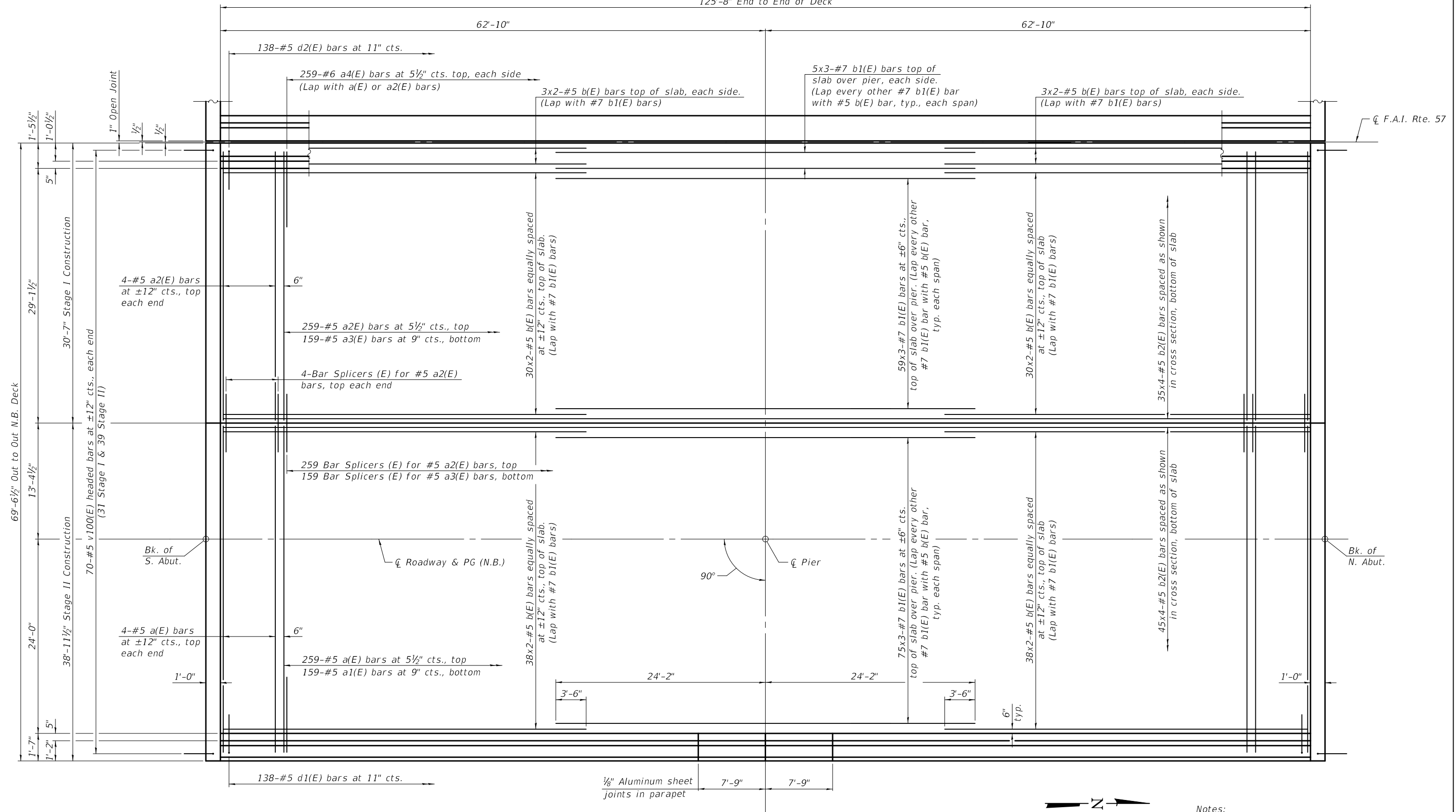
TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 041 - 0112 (S.B.)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	43
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

SHEET 15 OF 47 SHEETS

\$DATE\$ \$TIME\$

125'-8" End to End of Deck



☉ F.A.I. Rte. 57

MINIMUM BAR LAP
 Lap between two #5 bars = 3'-6"
 Lap between two #7 bars = 5'-2"
 Lap between a #5 bar and a #7 bar = 3'-6"

PLAN - NORTHBOUND

Notes:
 See sheet 17 of 47 for cross section.
 See sheets 18 & 19 of 47 for superstructure details and sheet 19 of 47 for Bill of Material.
 Bars indicated thus 38x2-#5 etc. indicates 38 lines of bars with 2 lengths per line.

MODEL: \$MODEL\$
FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

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

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

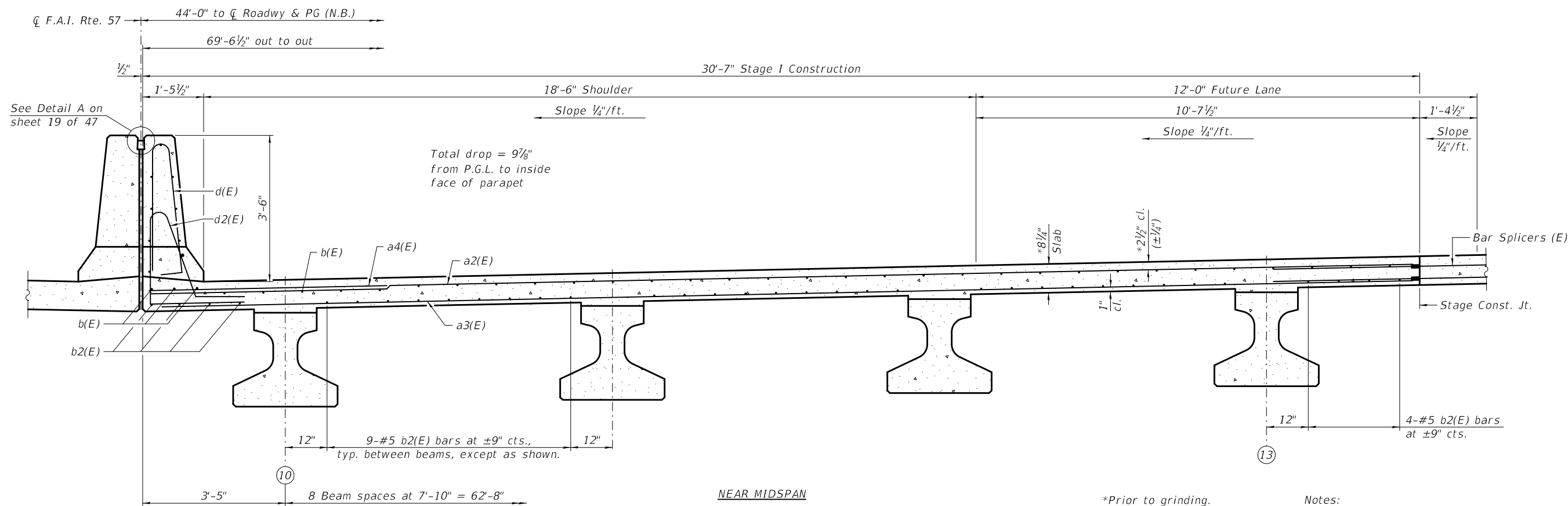
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 041 - 0111 (N.B.)

SHEET 16 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	44
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

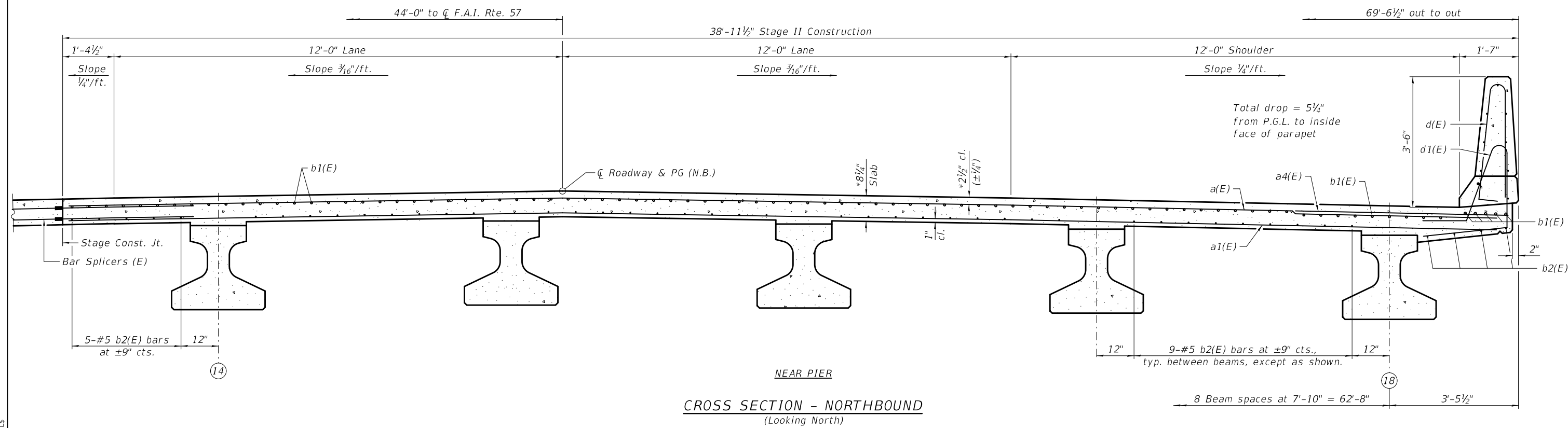
\$DATE\$ \$TIME\$



CROSS SECTION - NORTHBOUND
(Looking North)

*Prior to grinding.

Notes:
See sheets 18 & 19 of 47 for superstructure details and sheet 19 of 47 for Bill of Material.



CROSS SECTION - NORTHBOUND
(Looking North)

MODEL: \$MODEL\$
FILE NAME: \$FILE\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	 Joanne F. Jaffe ENGINEER OF BRIDGE DESIGN
PASSED	
DATE -	

REVISD -	
REVISD -	

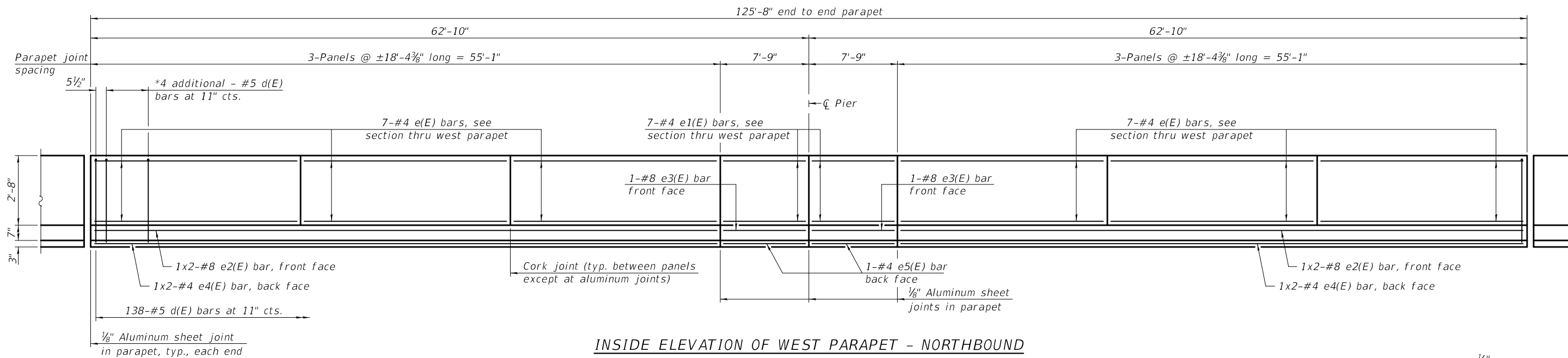
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 041 - 0111 (N.B.)

SHEET 17 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	45
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

\$DATE\$ \$TIME\$



INSIDE ELEVATION OF WEST PARAPET - NORTHBOUND

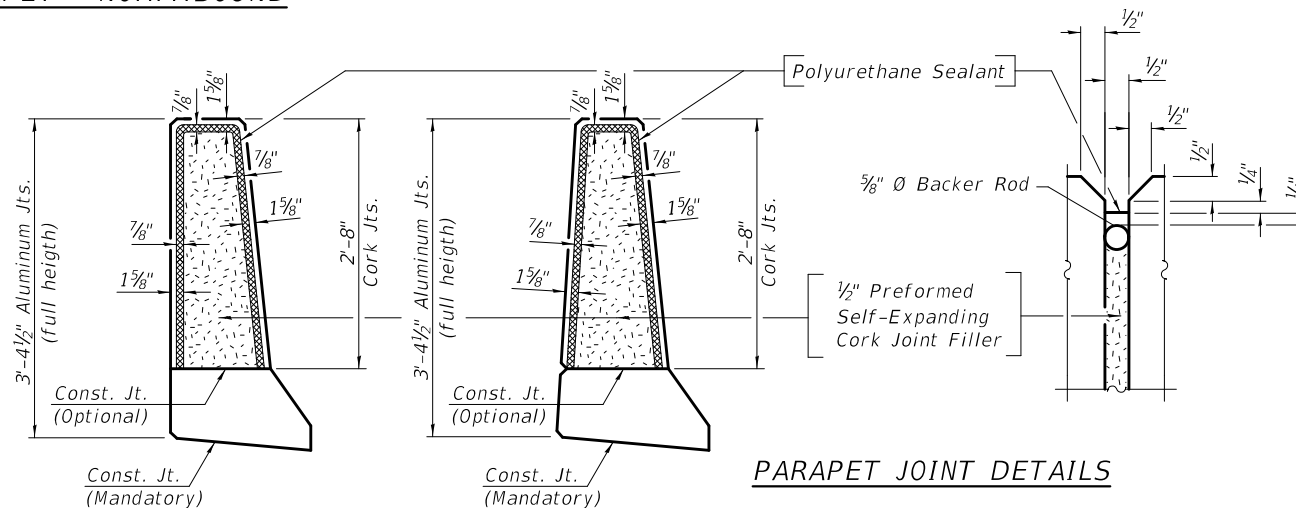
MINIMUM BAR LAP

(Parapet)
 #4 bar = 2'-5"
 #8 bar = 5'-11"

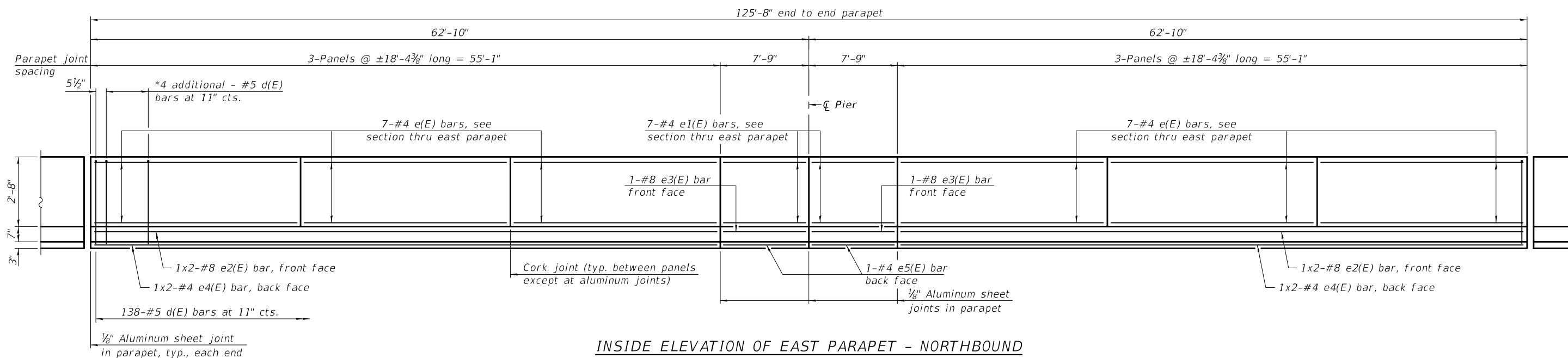
*Typical at parapet ends and each side of aluminum sheeted joints.

Notes:

Bars indicated thus 1x2-#8 etc. indicates 1 line of bars with 2 lengths per line.
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 See sheet 19 of 47 for additional superstructure details, sections thru parapet and Bill of Material.



PARAPET JOINT DETAILS



INSIDE ELEVATION OF EAST PARAPET - NORTHBOUND

MODEL: \$MODEL\$
 FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED
 PASSED

Signature: *Joanne F. ...*
 ENGINEER OF BRIDGE DESIGN
 Signature: *Carl ...*
 ENGINEER OF BRIDGES AND STRUCTURES

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

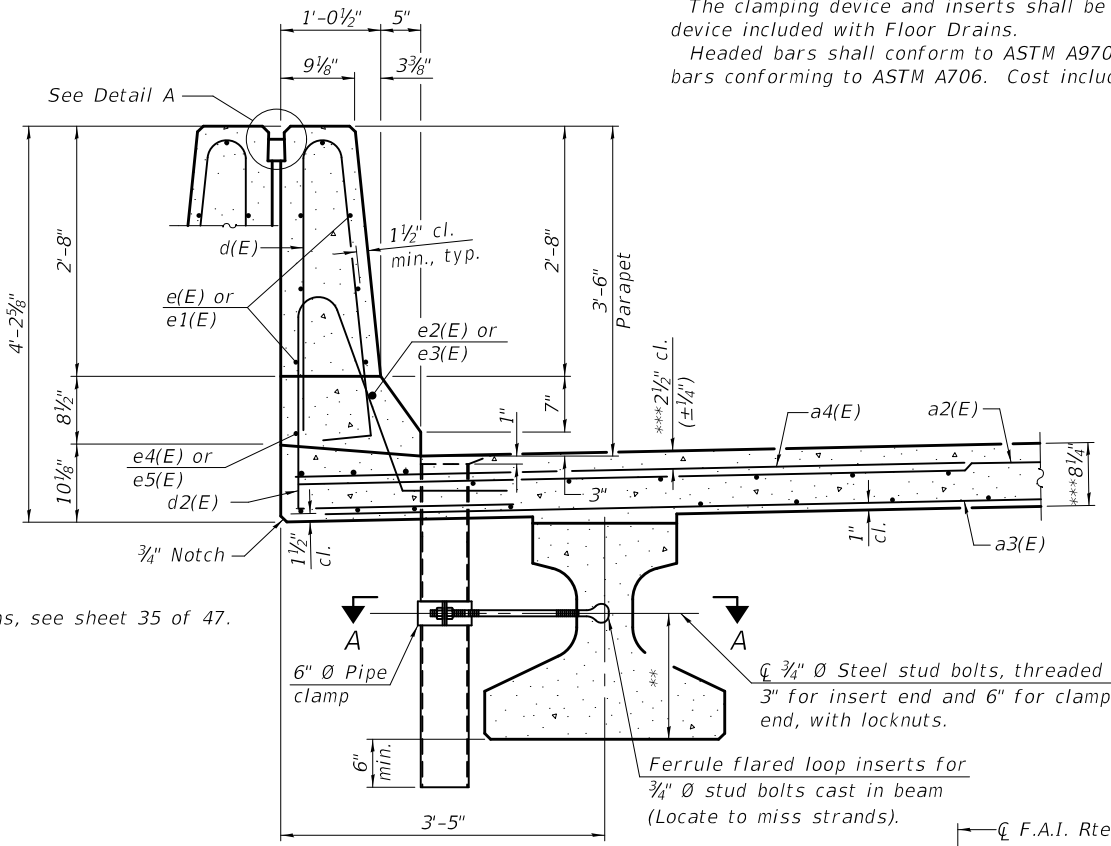
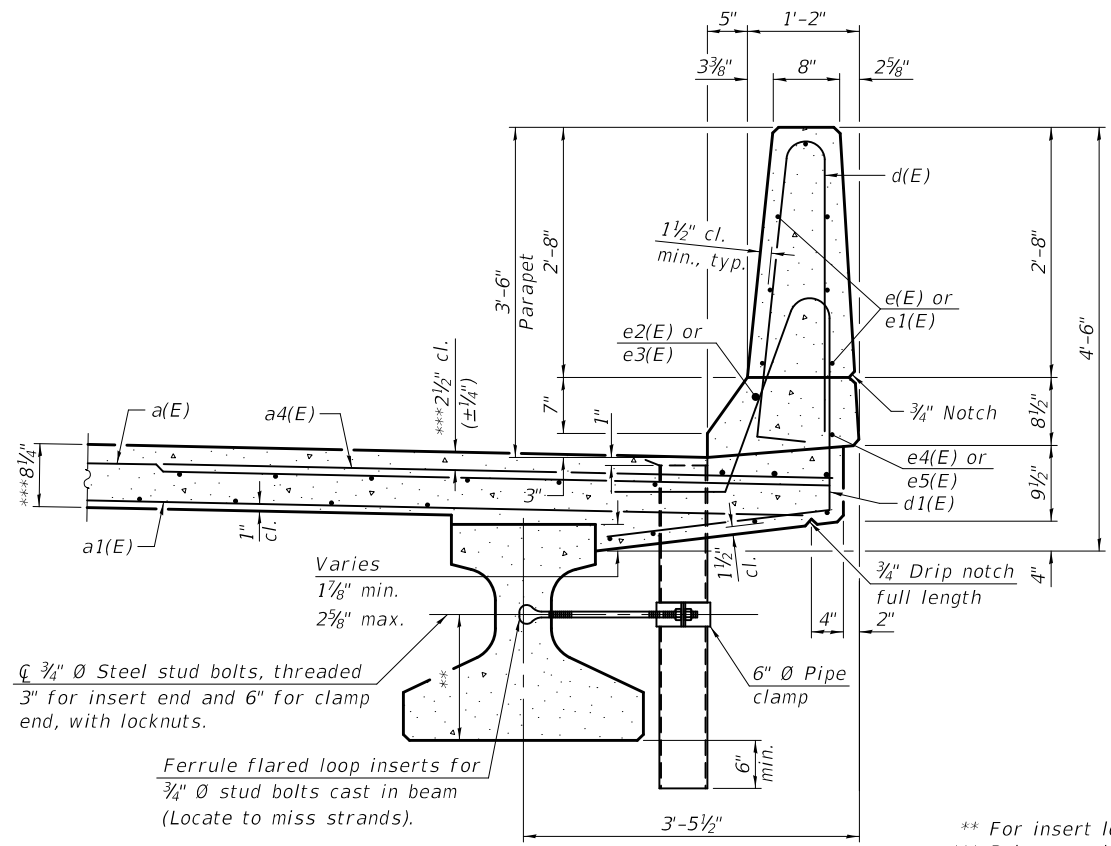
SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 041 - 0111 (N.B.)

SHEET 18 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	46
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

SDATE\$ \$TIME\$

Notes:
 Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 The exterior surfaces of the fiberglass floor drains shall be pigmented by the manufacturer with a color that matches the concrete.
 The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
 The clamping device and inserts shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
 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.



3/4" Ø Steel stud bolts, threaded
 3" for insert end and 6" for clamp end, with locknuts.

Ferrule flared loop inserts for
 3/4" Ø stud bolts cast in beam
 (Locate to miss strands).

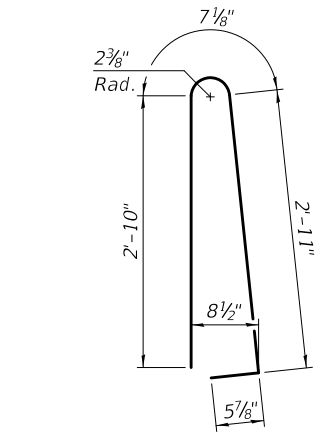
3/4" Ø Steel stud bolts, threaded
 3" for insert end and 6" for clamp end, with locknuts.

Ferrule flared loop inserts for
 3/4" Ø stud bolts cast in beam
 (Locate to miss strands).

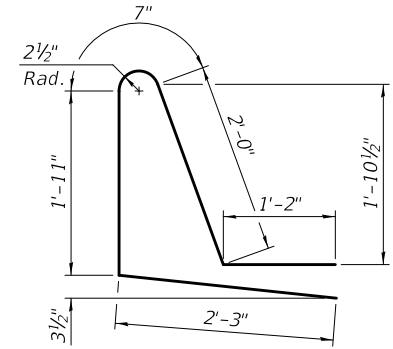
SECTION THRU EAST PARAPET

For section thru beam web and floor drains, see Section A-A.

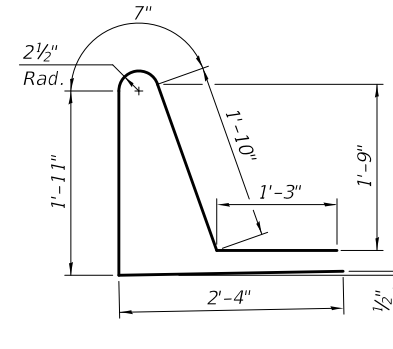
SECTION THRU WEST PARAPET



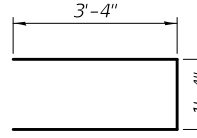
BAR d(E)



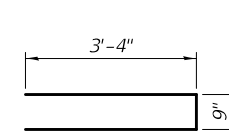
BAR d1(E)



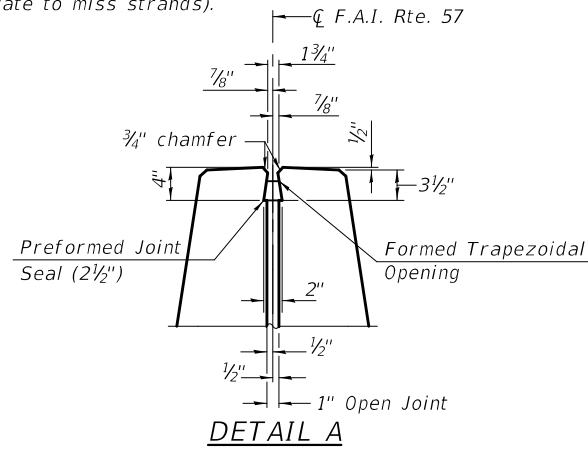
BAR d2(E)



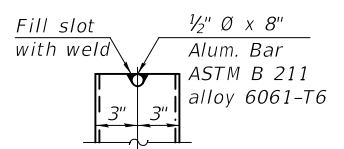
BAR s10(E)



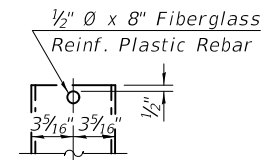
BAR s12(E)



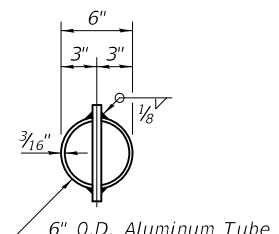
DETAIL A



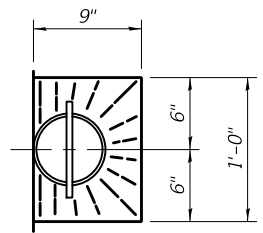
ALUMINUM TUBE



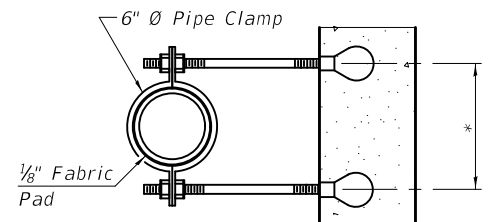
FIBERGLASS PIPE



TOP PLAN

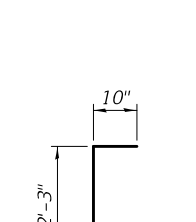


TOP PLAN

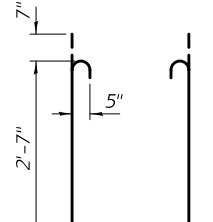


SECTION A-A

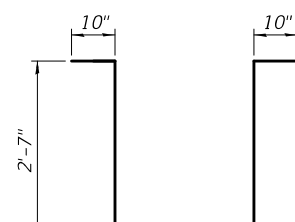
*Dimension as required by Pipe Clamp.
 (West parapet and exterior beam shown)
 (East parapet and exterior beam similar)



BAR v100(E)
 (Headed)



BAR s11(E)



BAR s20(E)

NORTHBOUND SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	267	#5	38'-8"	—
a1(E)	159	#5	37'-9"	—
a2(E)	267	#5	30'-4"	—
a3(E)	159	#5	30'-0"	—
a4(E)	518	#6	6'-6"	—
b(E)	296	#5	22'-9"	—
b1(E)	432	#7	19'-7"	—
b2(E)	320	#5	34'-0"	—
d(E)	340	#5	6'-10"	U
d1(E)	138	#5	7'-11"	U
d2(E)	138	#5	7'-11"	U
e(E)	84	#4	18'-1"	—
e1(E)	28	#4	7'-6"	—
e2(E)	8	#8	30'-5"	—
e3(E)	4	#8	7'-6"	—
e4(E)	8	#4	28'-8"	—
e5(E)	4	#4	7'-6"	—
m10(E)	8	#6	30'-3"	—
m11(E)	8	#6	38'-7"	—
m12(E)	28	#6	6'-8"	—
m13(E)	8	#6	2'-8"	—
m14(E)	14	#6	5'-0"	—
m15(E)	4	#6	1'-10"	—
m16(E)	36	#5	4'-0"	—
m20(E)	14	#6	5'-0"	—
m21(E)	28	#6	6'-8"	—
m22(E)	18	#5	4'-0"	—
s10(E)	110	#5	8'-0"	U
s11(E)	110	#5	8'-11"	U
s12(E)	72	#5	7'-5"	U
s20(E)	49	#5	10'-0"	U
v100(E)	140	#5	3'-1"	L
Reinforcement Bars, Epoxy Coated		Lbs.		83250
Concrete Superstructure		Cu. Yds.		327.4
Preformed Joint Seal 2 1/2"		Foot		126

Bars indicated thus 1x2-#8 etc. indicates 1 line of bars with 2 lengths per line.

MODEL: SMODELNAMES
 FILE NAME: SFILES

DESIGNED - ADAM L. STAGGEMEYER
 CHECKED - CRYSTAL D. STONE
 DRAWN - DENNIS A. POP
 CHECKED - A.L.S. / C.D.S. / R.P.N.

EXAMINED
 PASSED
 ENGINEER OF BRIDGES AND STRUCTURES

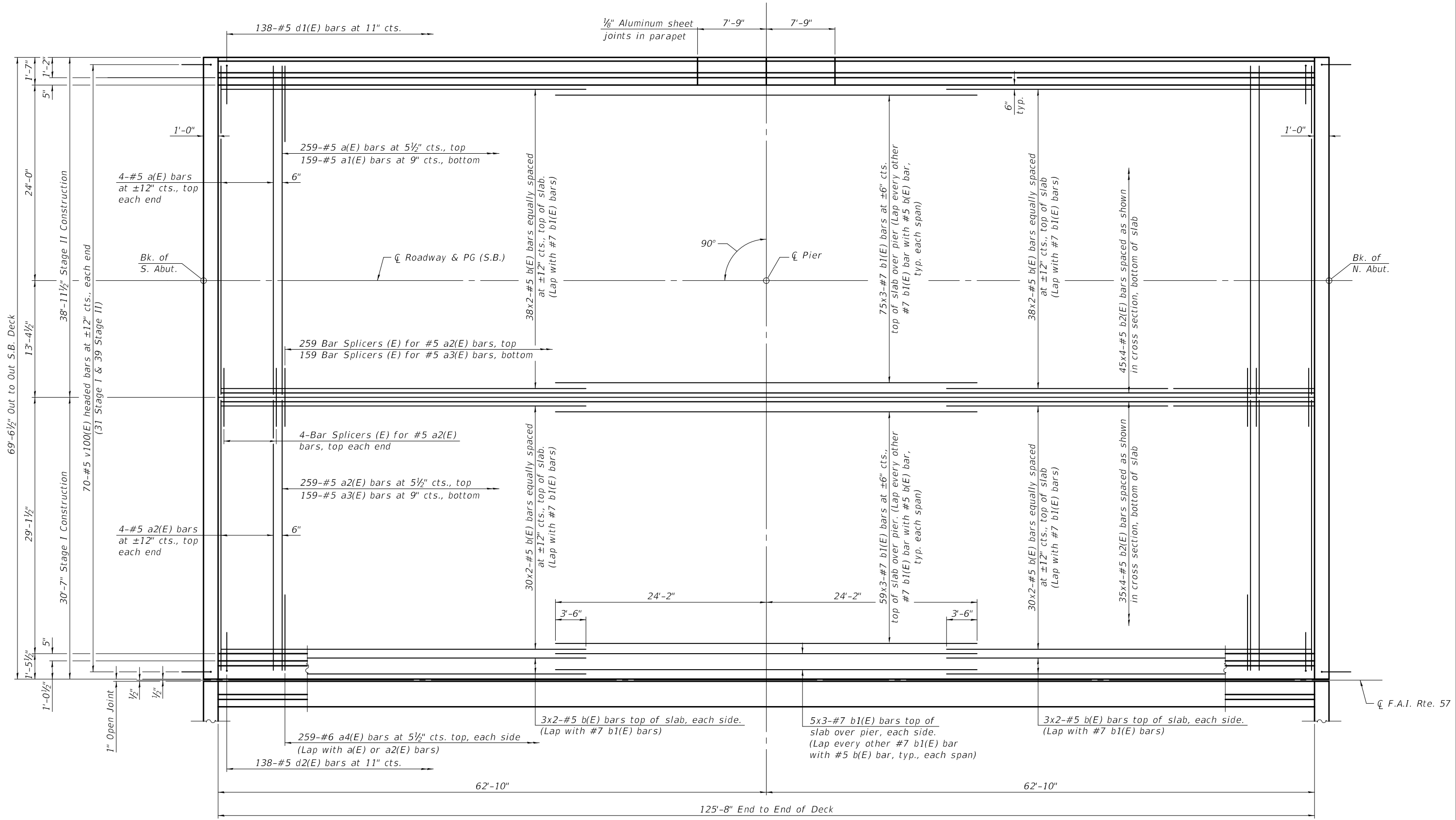
DATE - MARCH 28, 2019
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 041 - 0111 (N.B.)

SHEET 19 OF 47 SHEETS

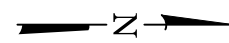
F.A.I. RTE. 57 SECTION (41-1)B-2 COUNTY JEFFERSON TOTAL SHEETS 91 SHEET NO. 47 CONTRACT NO. 78461 ILLINOIS FED. AID PROJECT



PLAN - SOUTHBOUND

MINIMUM BAR LAP
 Lap between two #5 bars = 3'-6"
 Lap between two #7 bars = 5'-2"
 Lap between a #5 bar and a #7 bar = 3'-6"

Notes:
 See sheet 21 of 47 for cross section.
 See sheets 22 & 23 of 47 for superstructure details and sheet 23 of 47 for Bill of Material.
 Bars indicated thus 38x2-#5 etc. indicates 38 lines of bars with 2 lengths per line.



MODEL: \$MODELNAMES
 FILE NAME: \$FILES

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	 ENGINEER OF BRIDGE DESIGN	DATE -	MARCH 28, 2019
PASSED		REVISOR -	

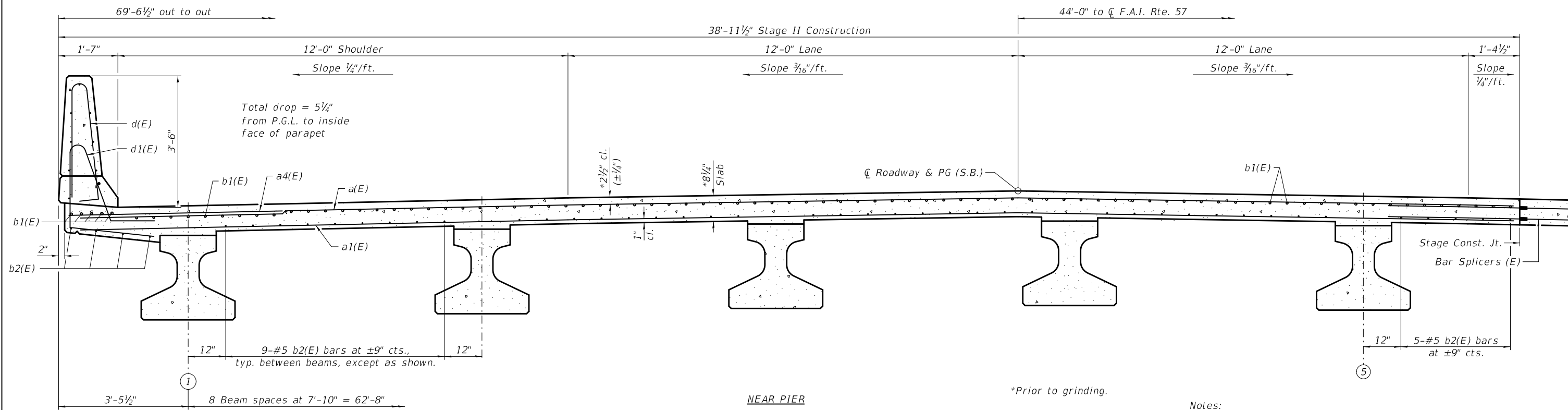
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
 STRUCTURE NO. 041-0112 (S.B.)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	48
CONTRACT NO. 78461				

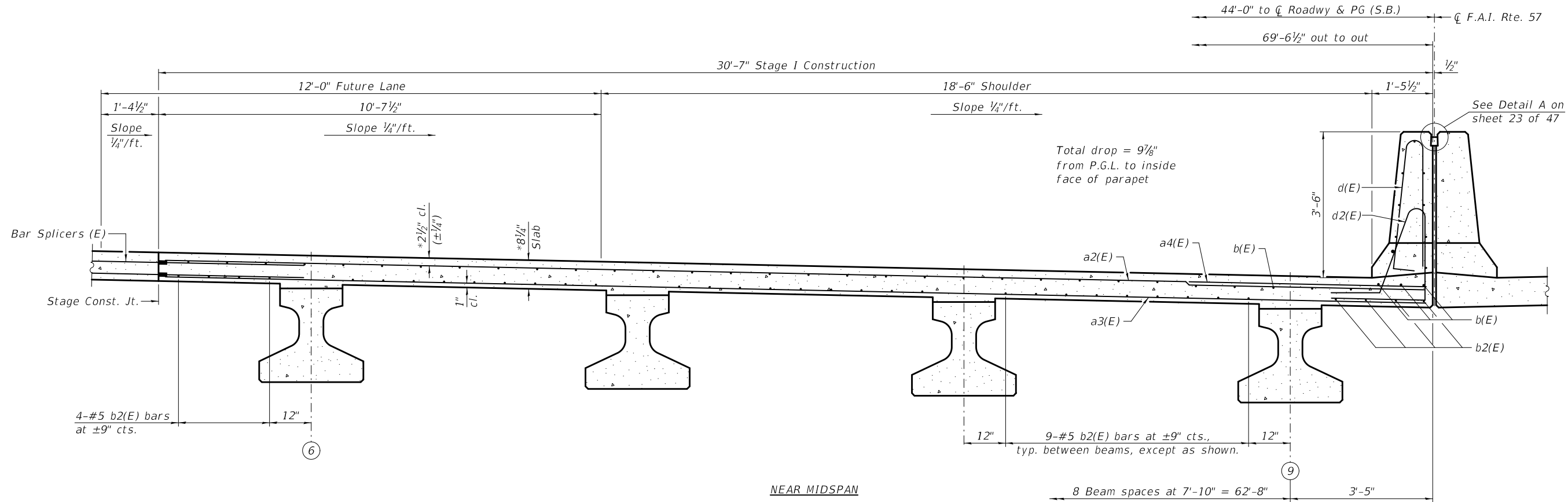
SHEET 20 OF 47 SHEETS

ILLINOIS FED. AID PROJECT



CROSS SECTION - SOUTHBOUND
(Looking North)

Notes:
See sheets 22 & 23 of 47 for superstructure details and sheet 23 of 47 for Bill of Material.



CROSS SECTION - SOUTHBOUND
(Looking North)

MODEL: SMODELNAMES
FILE NAME: SFILELS

DESIGNED - ADAM L. STAGGEMEYER	EXAMINED - <i>Joanne F. J...</i>	DATE - MARCH 28, 2019
CHECKED - CRYSTAL D. STONE	PASSED - <i>Carl...</i>	REVISD -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISD -
CHECKED - A.L.S. / C.D.S. / R.P.N.		

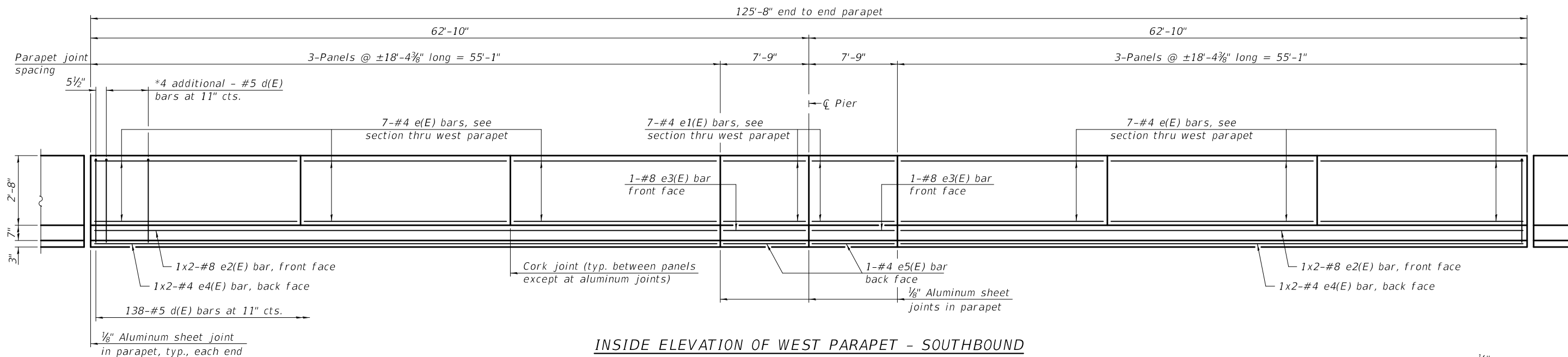
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 041-0112 (S.B.)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	49
CONTRACT NO. 78461				

SHEET 21 OF 47 SHEETS

ILLINOIS FED. AID PROJECT



INSIDE ELEVATION OF WEST PARAPET - SOUTHBOUND

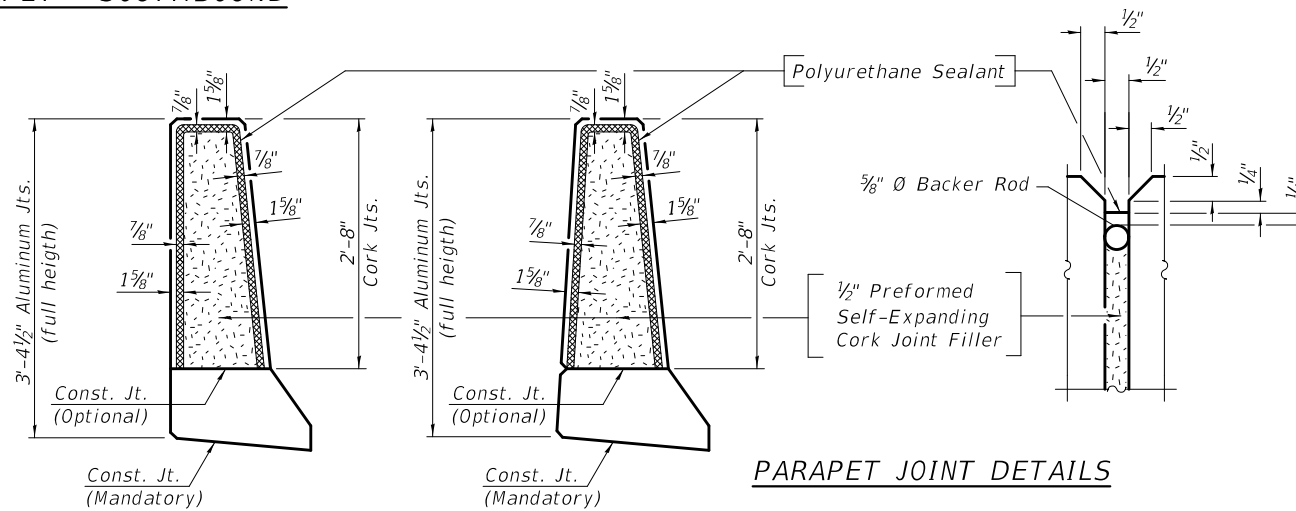
MINIMUM BAR LAP

(Parapet)
 #4 bar = 2'-5"
 #8 bar = 5'-11"

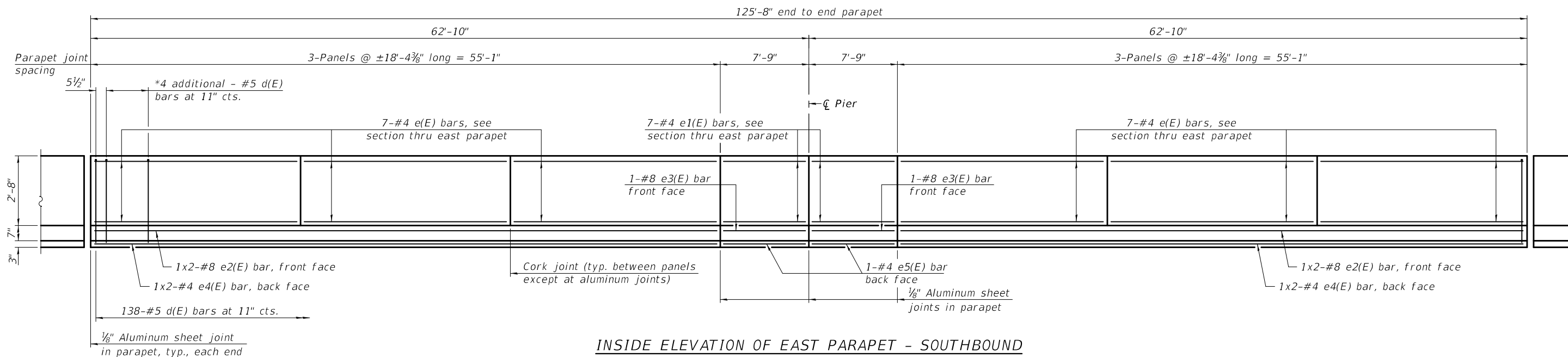
*Typical at parapet ends and each side of aluminum sheeted joints.

Notes:

Bars indicated thus 1x2-#8 etc. indicates 1 line of bars with 2 lengths per line.
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 See sheet 23 of 47 for additional superstructure details, sections thru parapet and Bill of Material.



PARAPET JOINT DETAILS



INSIDE ELEVATION OF EAST PARAPET - SOUTHBOUND

MODEL: \$MODEL\$
 FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED
 PASSED

Joanne F. Joffe
 ENGINEER OF BRIDGE DESIGN
 Carl Kasper
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 28, 2019

REVISED -
 REVISED -

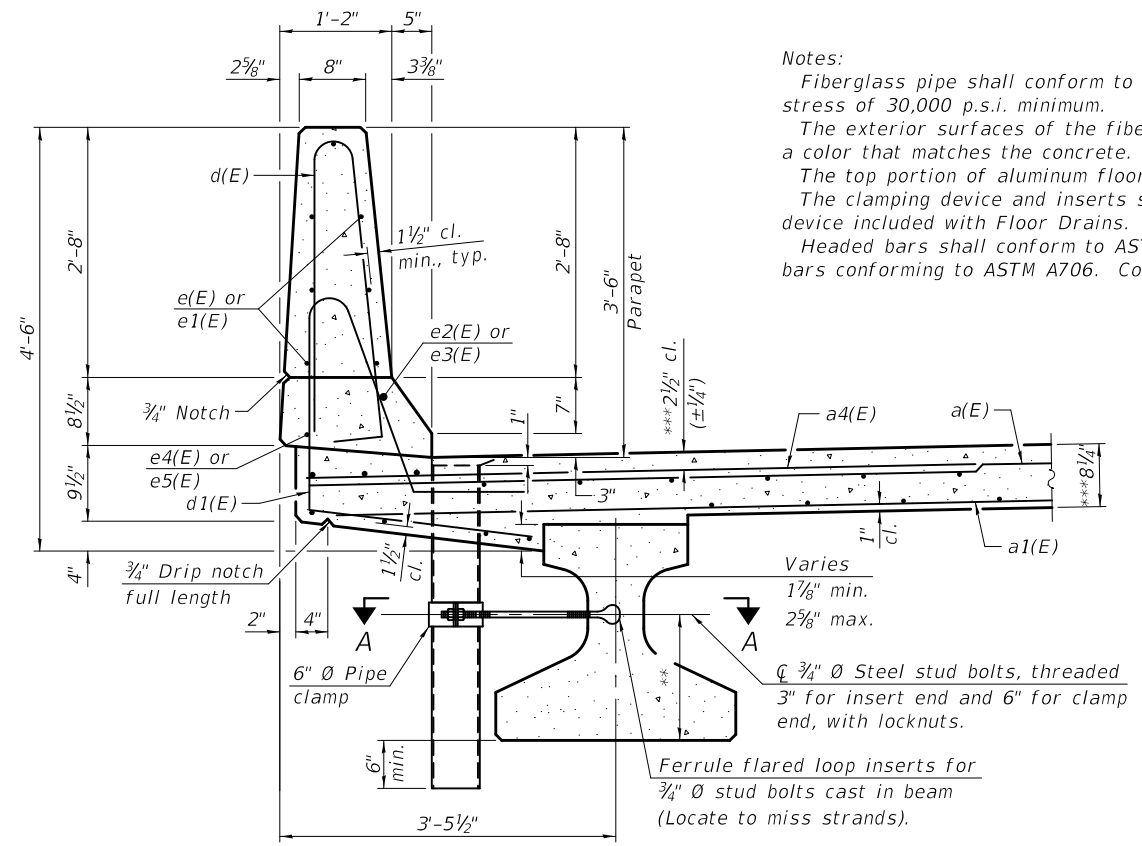
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
 STRUCTURE NO. 041-0112 (S.B.)

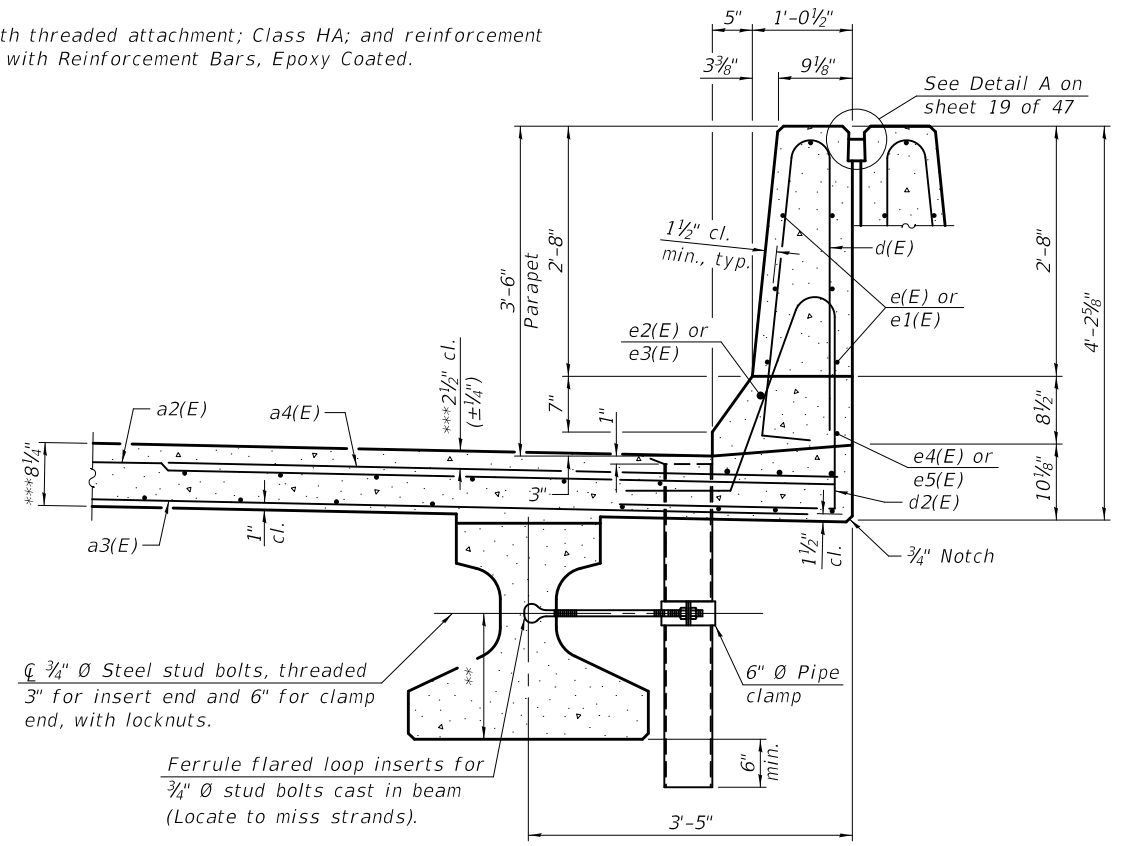
SHEET 22 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	50
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

SDATE\$ \$TIME\$

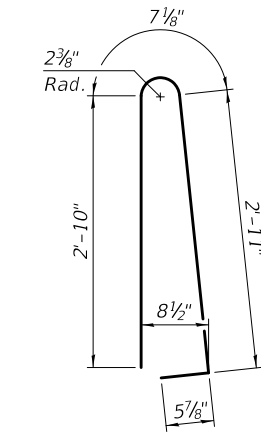


SECTION THRU WEST PARAPET

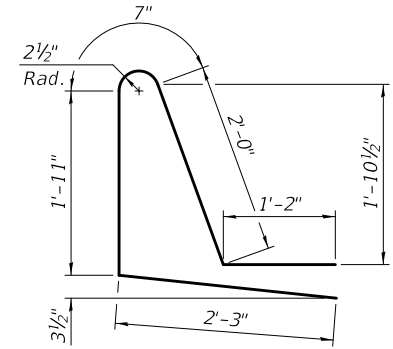


SECTION THRU EAST PARAPET

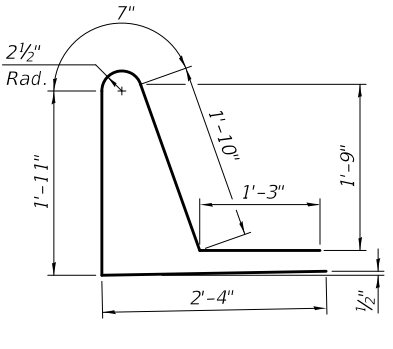
For section thru beam web and floor drains, see Section A-A.



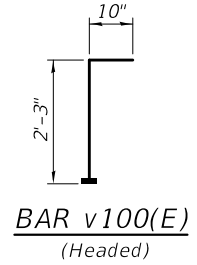
BAR d(E)



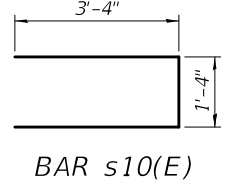
BAR d1(E)



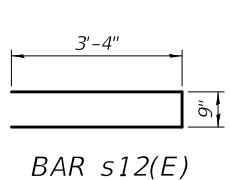
BAR d2(E)



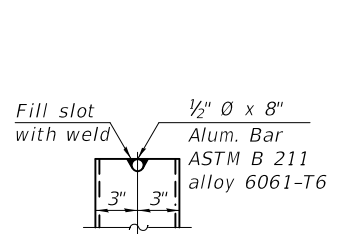
BAR v100(E)
(Headed)



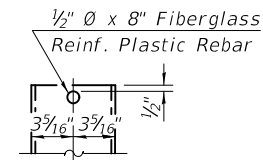
BAR s10(E)



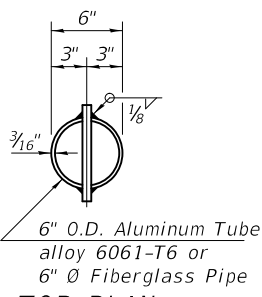
BAR s12(E)



ALUMINUM TUBE

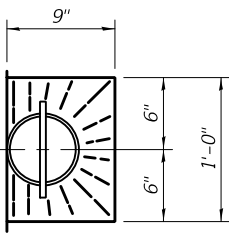


FIBERGLASS PIPE

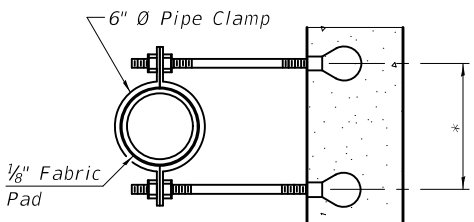


TOP PLAN

(Showing Aluminum Tube)

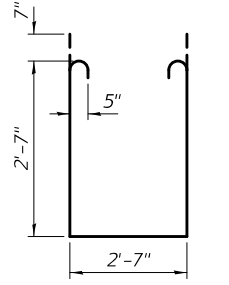


TOP PLAN

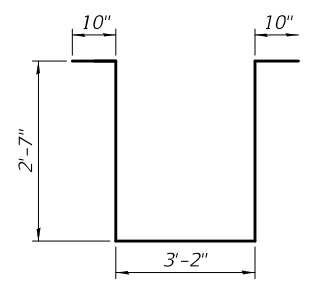


SECTION A-A

*Dimension as required by Pipe Clamp.
 (West parapet and exterior beam shown)
 (East parapet and exterior beam similar)



BAR s11(E)



BAR s20(E)

SOUTHBOUND SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	267	#5	38'-8"	—
a1(E)	159	#5	37'-9"	—
a2(E)	267	#5	30'-4"	—
a3(E)	159	#5	30'-0"	—
a4(E)	518	#6	6'-6"	—
b(E)	296	#5	22'-9"	—
b1(E)	432	#7	19'-7"	—
b2(E)	320	#5	34'-0"	—
d(E)	340	#5	6'-10"	⏏
d1(E)	138	#5	7'-11"	⏏
d2(E)	138	#5	7'-11"	⏏
e(E)	84	#4	18'-1"	—
e1(E)	28	#4	7'-6"	—
e2(E)	8	#8	30'-5"	—
e3(E)	4	#8	7'-6"	—
e4(E)	8	#4	28'-8"	—
e5(E)	4	#4	7'-6"	—
m10(E)	8	#6	30'-3"	—
m11(E)	8	#6	38'-7"	—
m12(E)	28	#6	6'-8"	—
m13(E)	8	#6	2'-8"	—
m14(E)	14	#6	5'-0"	—
m15(E)	4	#6	1'-10"	—
m16(E)	36	#5	4'-0"	—
m20(E)	14	#6	5'-0"	—
m21(E)	28	#6	6'-8"	—
m22(E)	18	#5	4'-0"	—
s10(E)	110	#5	8'-0"	⏏
s11(E)	110	#5	8'-11"	⏏
s12(E)	72	#5	7'-5"	⏏
s20(E)	49	#5	10'-0"	⏏
v100(E)	140	#5	3'-1"	⏏
Reinforcement Bars, Epoxy Coated			Lbs.	83250
Concrete Superstructure			Cu. Yds.	327.4

Bars indicated thus 1x2-#8 etc. indicates 1 line of bars with 2 lengths per line.

MODEL: SMOELNAMES
 FILE NAME: SFILES

DESIGNED - ADAM L. STAGGEMEYER
 CHECKED - CRYSTAL D. STONE
 DRAWN - DENNIS A. POP
 CHECKED - A.L.S. / C.D.S. / R.P.N.

EXAMINED
 PASSED
 ENGINEER OF BRIDGES AND STRUCTURES

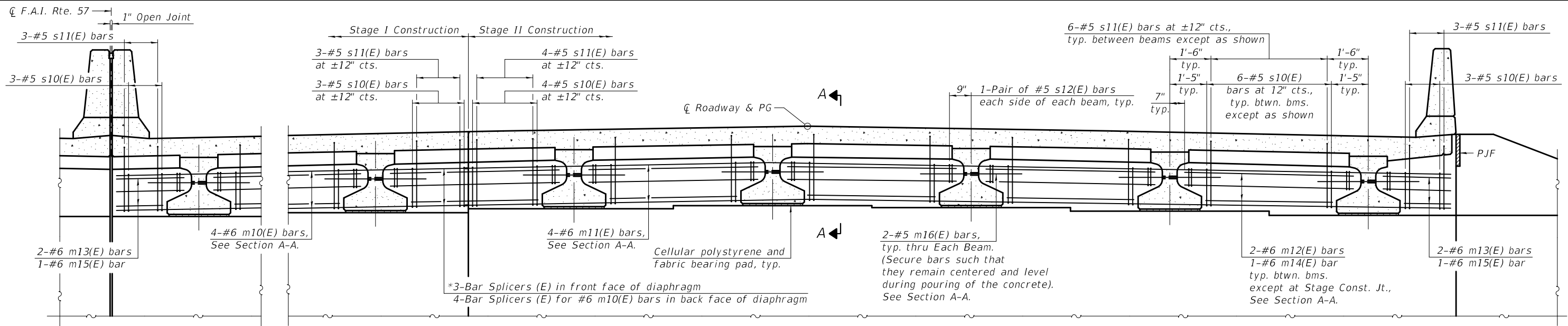
DATE - MARCH 28, 2019
 REVISED -
 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS STRUCTURE NO. 041-0112 (S.B.)

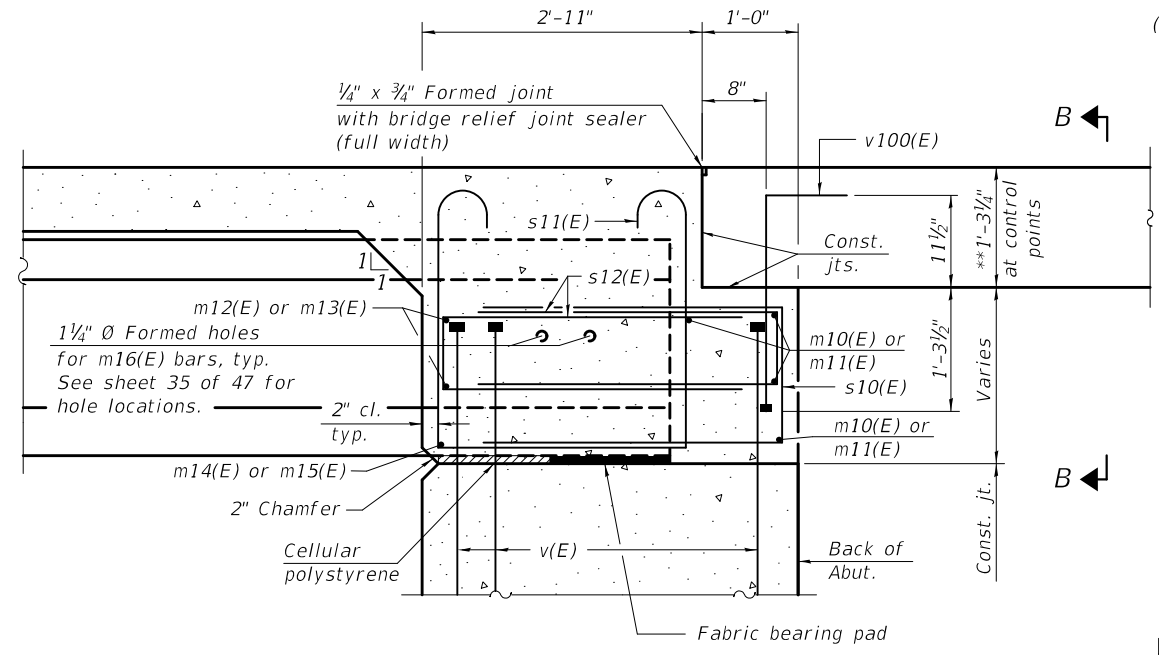
SHEET 23 OF 47 SHEETS

F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 57 (41-1)B-2 JEFFERSON 91 51
 CONTRACT NO. 78461
 ILLINOIS FED. AID PROJECT

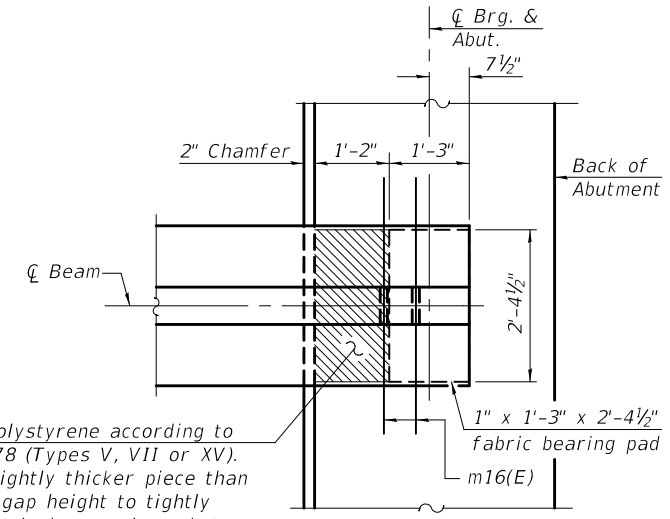


DIAPHRAGM AT ABUTMENT

(Looking North at N.B - Looking South at S.B.)
 (N.B. shown, S.B. Symmetrical about \bar{C} F.A.I. Rte. 57)



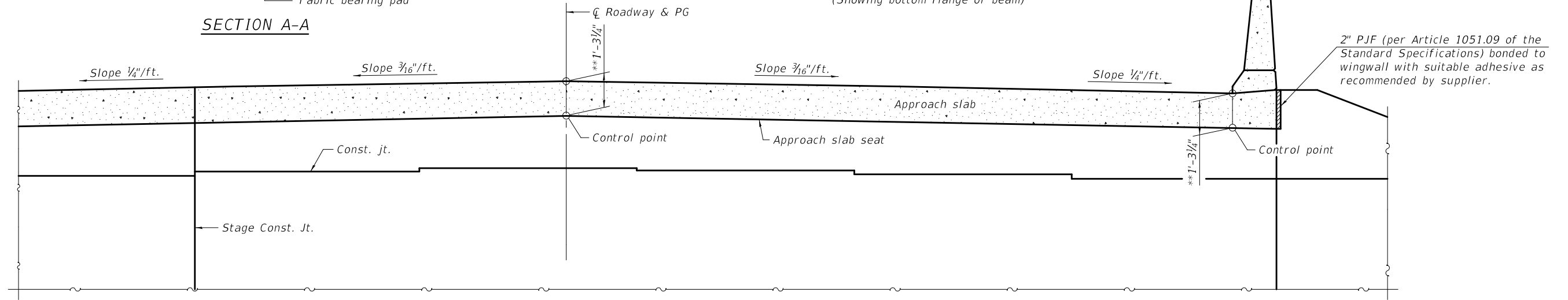
SECTION A-A



PLAN AT ABUTMENT
 (Showing bottom flange of beam)

Notes:
 See sheets 19 & 23 of 47 for superstructure details and Bill of Material.
 Reinforcement bars in diaphragm are billed with superstructure on sheets 19 & 23 of 47.
 Concrete in diaphragm is included with Concrete Superstructure on sheets 19 & 23 of 47.
 For details of bars s10(E), s11(E), s12(E) and v100(E) see sheets 19 & 23 of 47.
 The approach slab seat shall have a constant slope determined from the control points shown.
 Cost of cellular polystyrene is included with Concrete Superstructure.
 Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

* See sheet 43 of 47 for details of bar splicers.
 ** Prior to grinding



SECTION B-B

(Looking North at N.B - Looking South at S.B.)
 (N.B. shown, S.B. Symmetrical about \bar{C} F.A.I. Rte. 57)

MODEL: \$MODEL\$
 FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED
 PASSED

 ENGINEER OF BRIDGES AND STRUCTURES

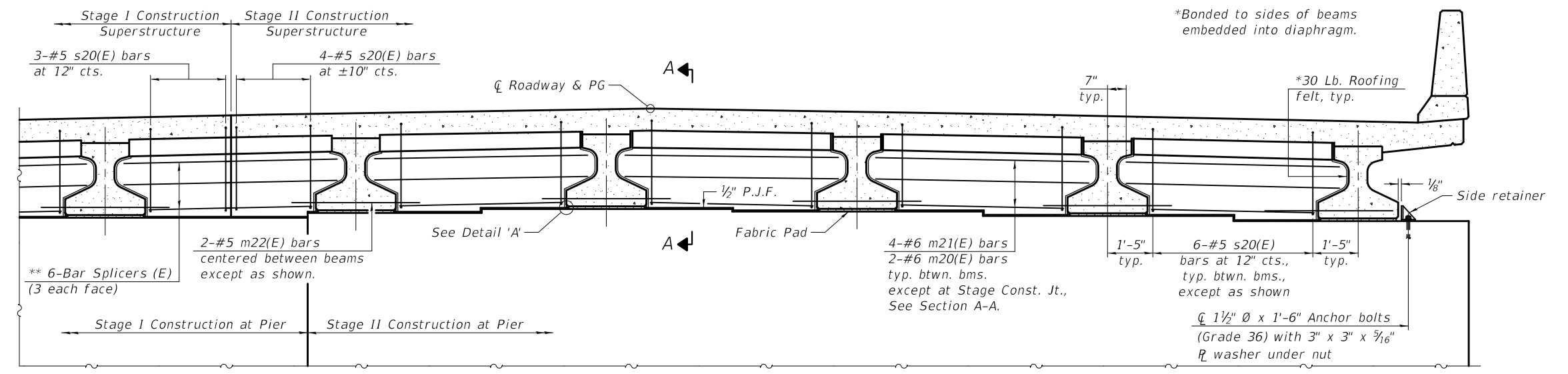
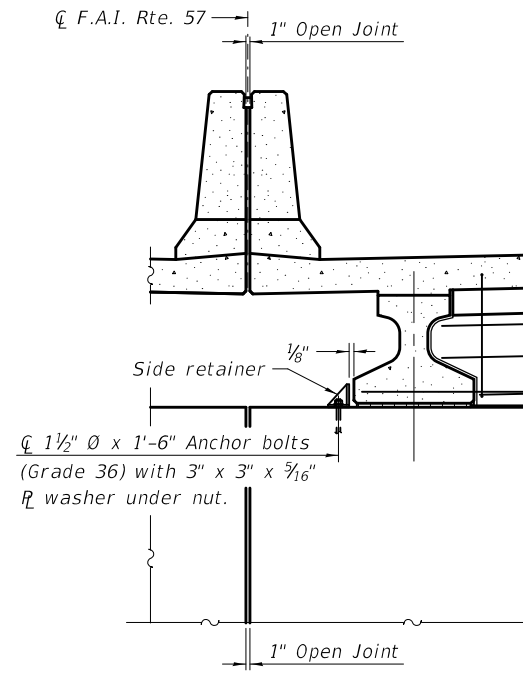
DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

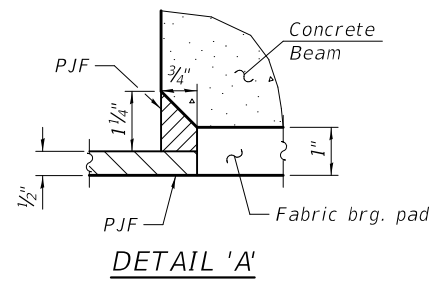
ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)

SHEET 24 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	52
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

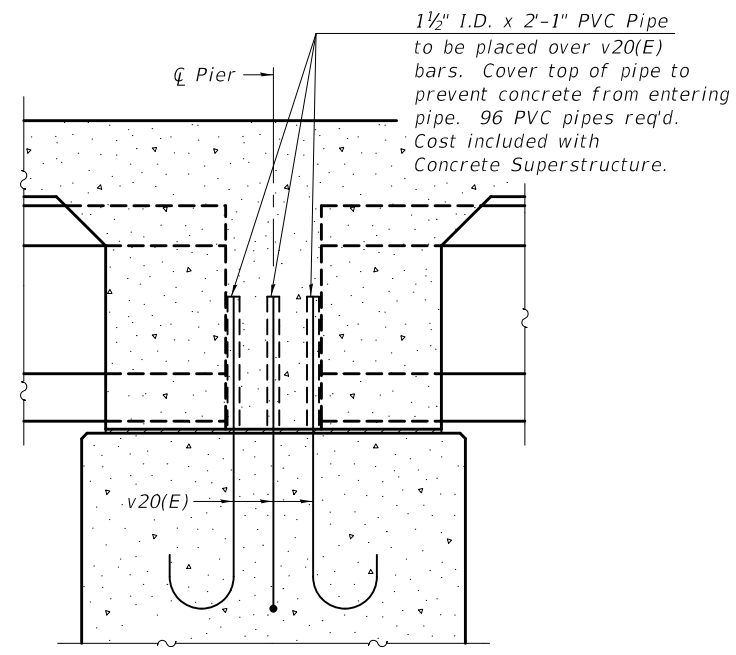


DIAPHRAGM AT PIER

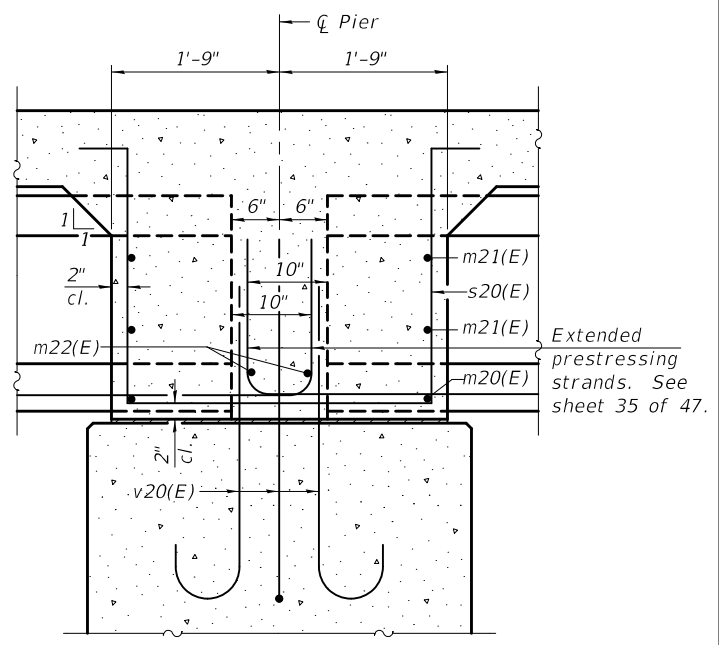


DETAIL 'A'

** See sheet 43 of 47 for bar splicer details.

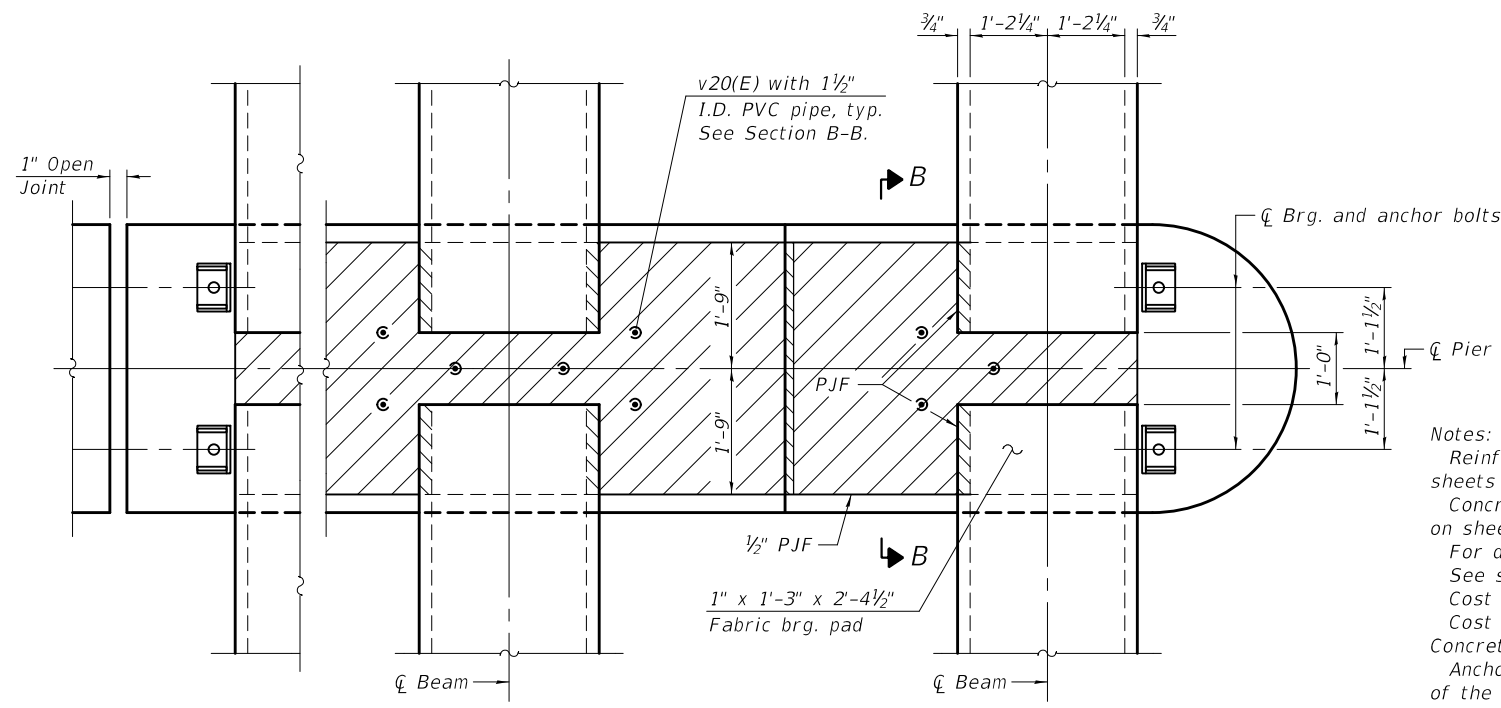


SECTION B-B



SECTION A-A

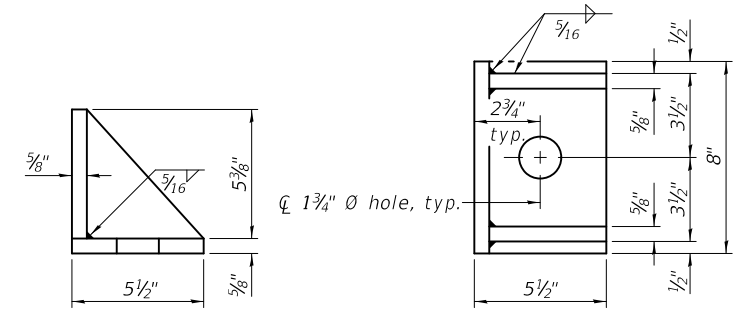
(PVC pipes over v20(E) bars are not shown for clarity.)



PLAN AT PIER

(Showing bearing pads and P.J.F. details)

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheets 19 & 23 of 47.
 Concrete in diaphragm is included with Concrete Superstructure on sheets 19 & 23 of 47.
 For detail of bar s20(E) see sheets 19 & 23 of 47.
 See sheets 19 & 23 of 47 for superstructure details and Bill of Material.
 Cost of 30 Lb. roofing felt is included with Concrete Superstructure.
 Cost of side retainer and anchor bolts shall be included with Concrete Structures.
 Anchor bolts and side retainers shall be according to Article 521.06 of the Standard Specifications. Side retainers shall be hot dip galvanized.
 Anchor bolts and side retainers shall be installed as each exterior beam is erected unless an equivalent temporary means of lateral restraint is used.
 See sheets 40 & 41 of 47 for details and locations of v20(E) bars.



SIDE RETAINER

(2 required each end of each pier. 8 total required).
 Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

MODEL: SMODELNAMES
 FILE NAME: SFILES

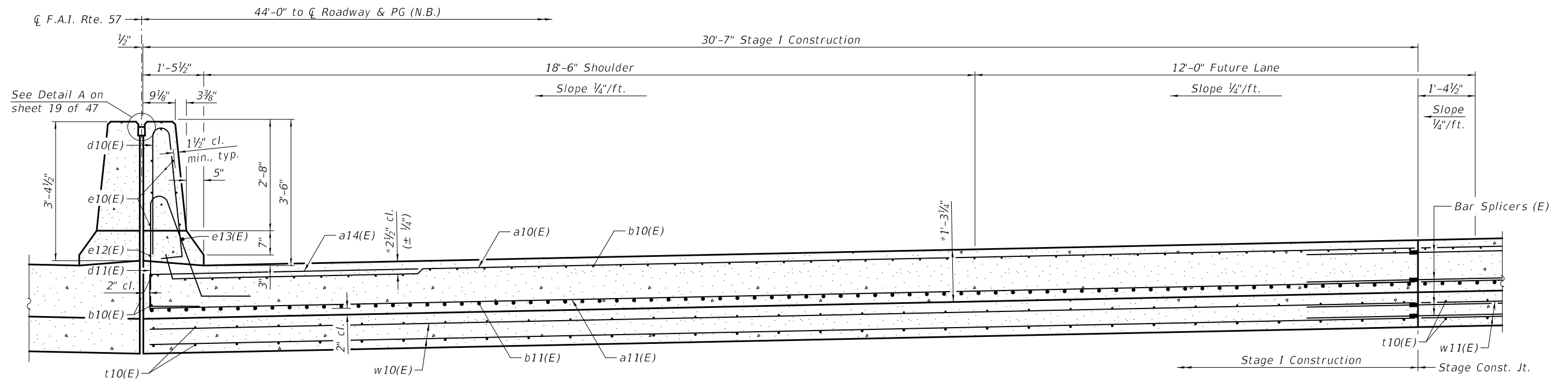
DESIGNED - ADAM L. STAGGEMEYER	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - MARCH 28, 2019
CHECKED - CRYSTAL D. STONE	PASSED - <i>Carl [Signature]</i>	REVISER -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISER -
CHECKED - A.L.S. / C.D.S. / R.P.N.		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PIER DIAPHRAGM DETAILS
 STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)**

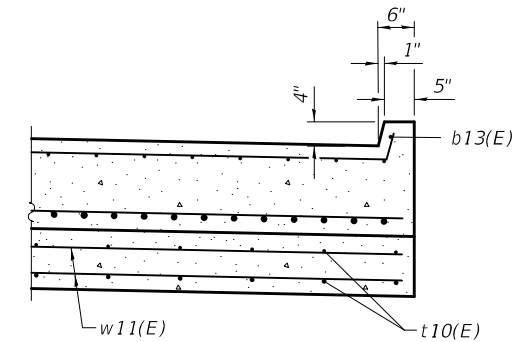
SHEET 25 OF 47 SHEETS

F.A.I. RTE. 57	SECTION (41-1)B-2	COUNTY JEFFERSON	TOTAL SHEETS 91	SHEET NO. 53
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

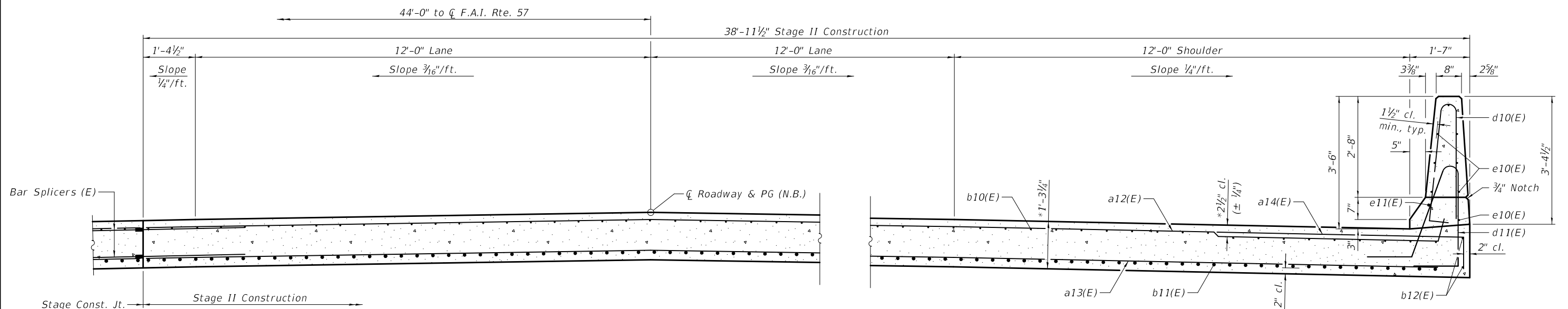


AT APPROACH FOOTING
CROSS SECTION - NORTHBOUND
 (Looking North)

*Prior to grinding.



SECTION B-B



NEAR ABUTMENT
CROSS SECTION - NORTHBOUND
 (Looking North)

MODEL: SMODELNAMES
 FILE NAME: SFILELS

DESIGNED - ADAM L. STAGGEMEYER
 CHECKED - CRYSTAL D. STONE
 DRAWN - DENNIS A. POP
 CHECKED - A.L.S. / C.D.S. / R.P.N.

EXAMINED
 PASSED

Joanne F. Joffe
 ENGINEER OF BRIDGE DESIGN
Carl Kroyer
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 28, 2019
 REVISED -
 REVISED -

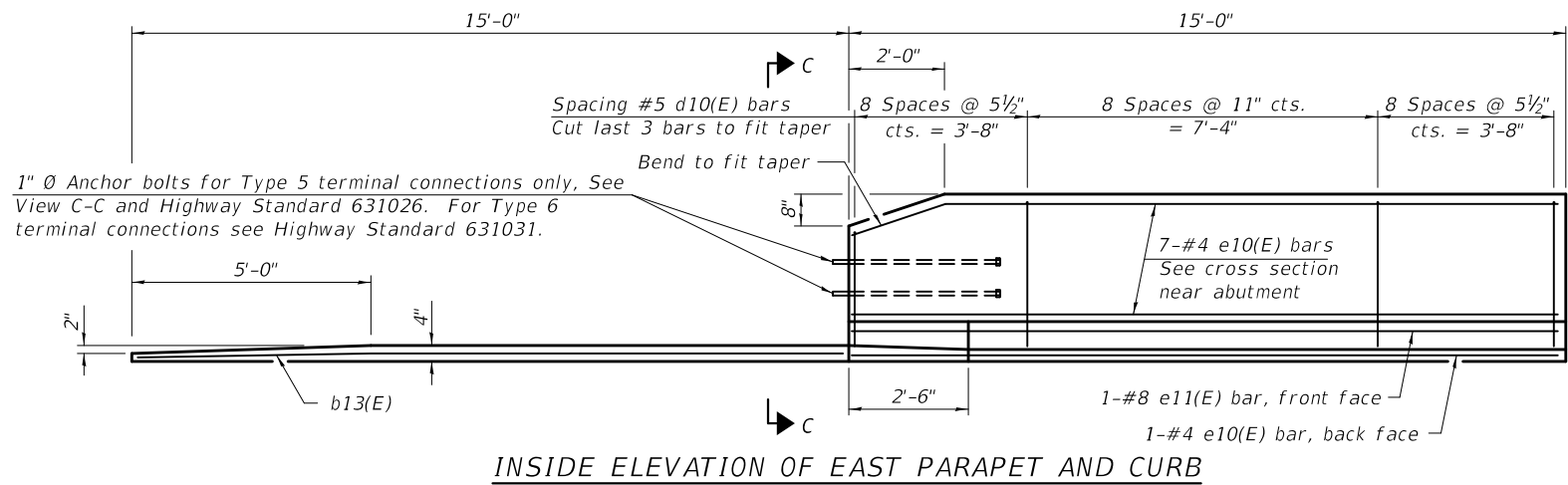
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 041 - 0111 (N.B.)

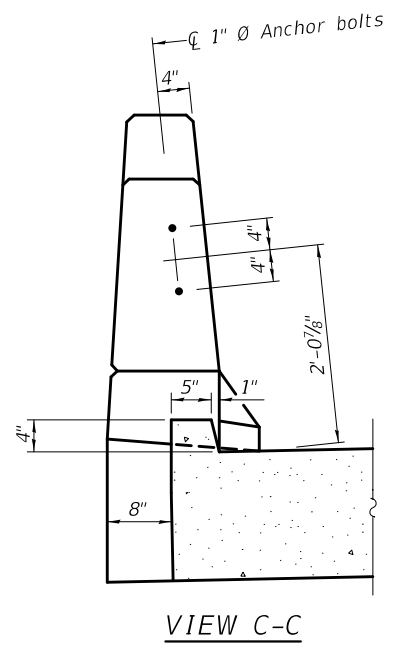
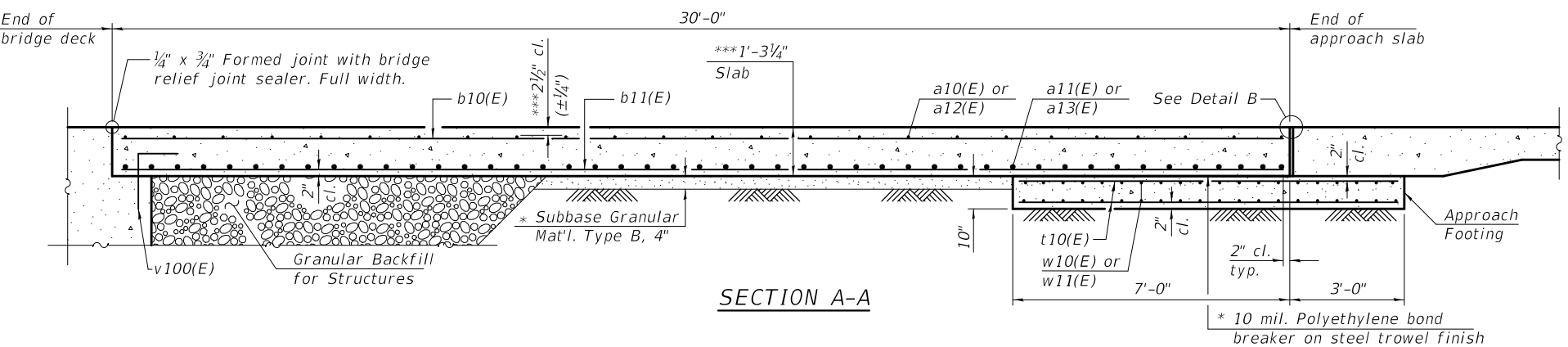
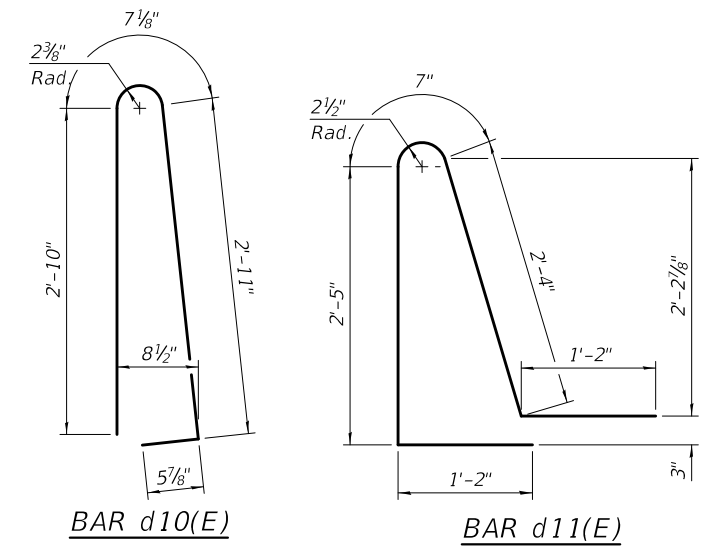
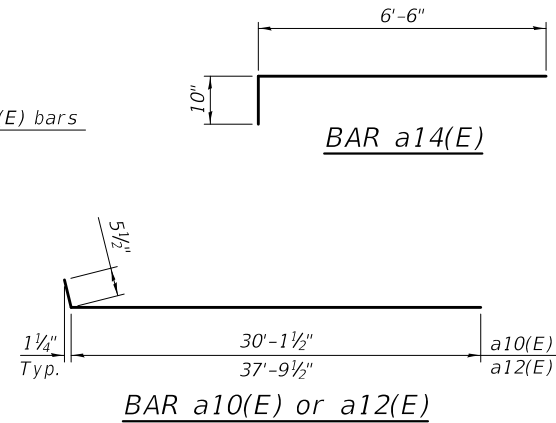
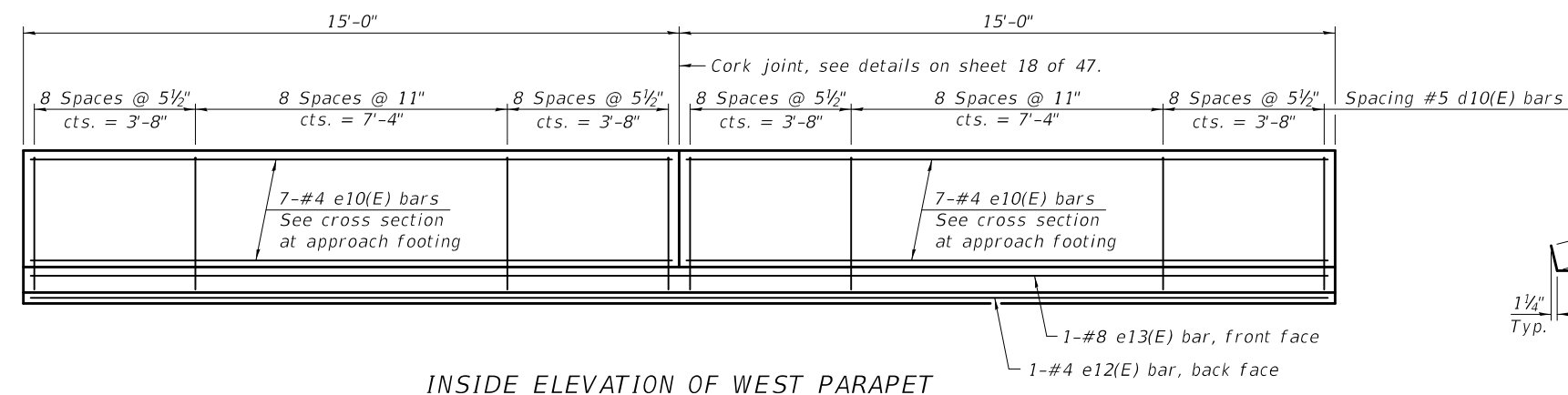
SHEET 27 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	55
CONTRACT NO. 78461				
		ILLINOIS	FED. AID PROJECT	

SDATE\$ \$TIMES\$

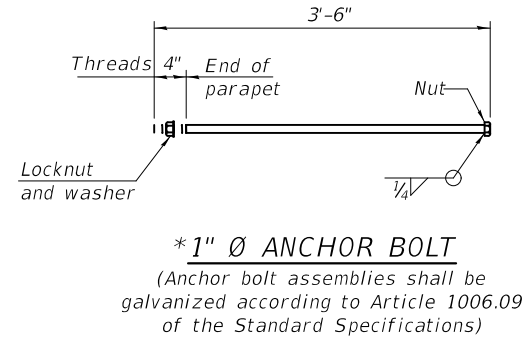
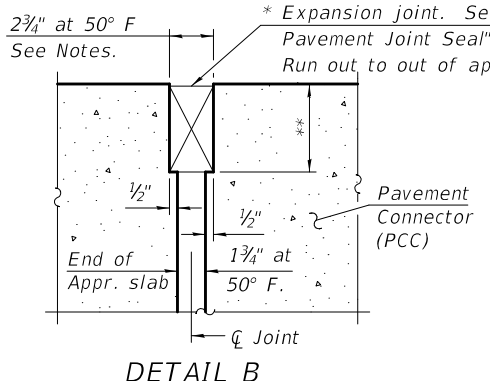


Notes:
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 47.
 For Bar Splicer details, see sheet 43 of 47.
 Bar v100(E) is billed with superstructure. See sheet 19 of 47 for bar detail and Bill of Material.



**NORTHBOUND - TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	92	#5	30'-7"	—
a11(E)	120	#8	30'-3"	—
a12(E)	92	#5	38'-3"	—
a13(E)	120	#8	38'-0"	—
a14(E)	138	#5	7'-4"	—
b10(E)	214	#5	29'-8"	—
b11(E)	332	#9	29'-8"	—
b12(E)	4	#5	14'-8"	—
b13(E)	2	#4	14'-8"	—
d10(E)	150	#5	6'-10"	—
d11(E)	102	#5	7'-8"	—
e10(E)	44	#4	14'-8"	—
e11(E)	2	#8	14'-8"	—
e12(E)	2	#4	29'-8"	—
e13(E)	2	#8	29'-8"	—
t10(E)	280	#4	9'-8"	—
w10(E)	80	#5	30'-3"	—
w11(E)	80	#5	38'-0"	—
Concrete Superstructure			Cu. Yd.	11.3
Concrete Superstructure (Approach Slab)			Cu. Yd.	199
Concrete Structures			Cu. Yd.	42.5
Reinforcement Bars, Epoxy Coated			Pound	79810
Preformed Joint Seal 2 1/2"			Foot	60



* Cost included with Concrete Superstructure (Approach Slab).
 ** Per manufacturer recommendations

MODEL: \$MODELNAMES
 FILE NAME: \$FILES

DESIGNED - ADAM L. STAGGEMEYER
 CHECKED - CRYSTAL D. STONE
 DRAWN - DENNIS A. POP
 CHECKED - A.L.S. / C.D.S. / R.P.N.

EXAMINED
 PASSED
 ENGINEER OF BRIDGES AND STRUCTURES

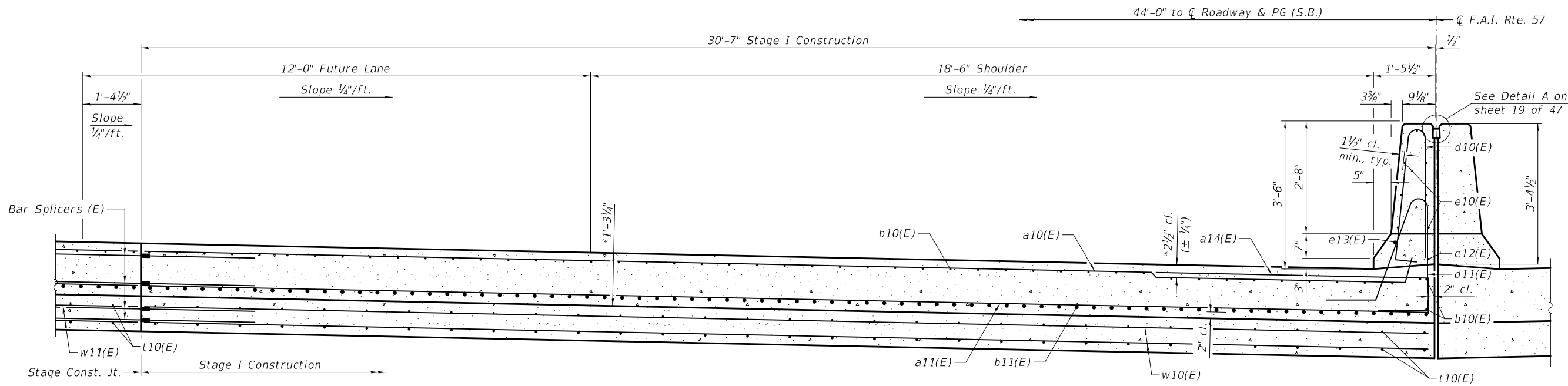
DATE - MARCH 28, 2019
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 041 - 0111 (N.B.)

SHEET 28 OF 47 SHEETS

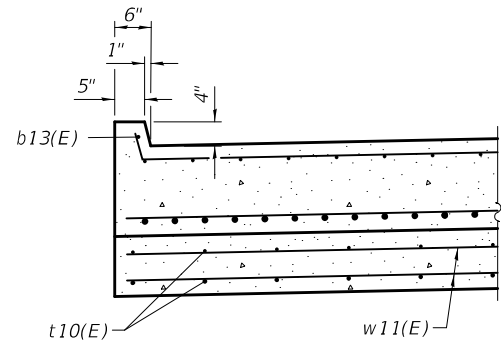
F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 57 (41-1)B-2 JEFFERSON 91 56
 CONTRACT NO. 78461
 ILLINOIS FED. AID PROJECT



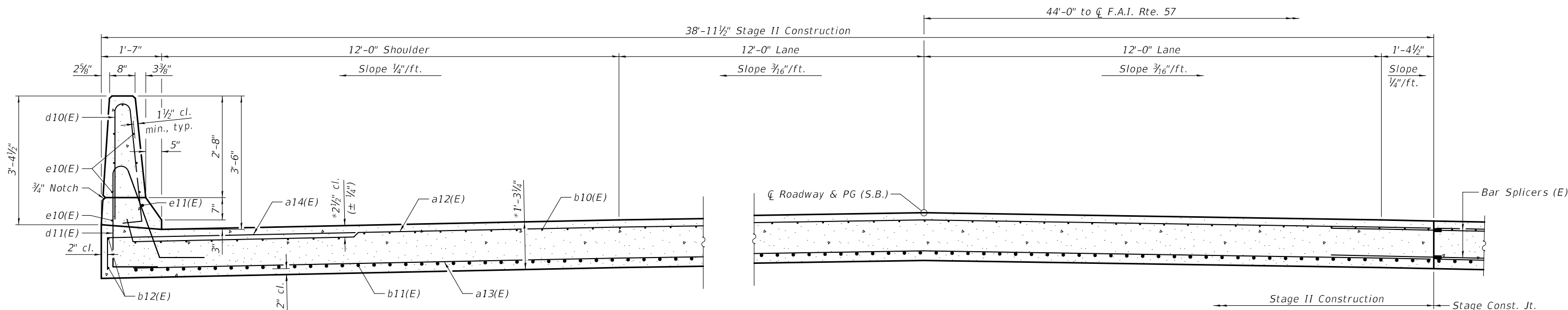
AT APPROACH FOOTING

CROSS SECTION - SOUTHBOUND
(Looking North)

*Prior to grinding.



SECTION B-B



NEAR ABUTMENT

CROSS SECTION - SOUTHBOUND
(Looking North)

MODEL: SMODELNAMES
FILE NAME: SFILES

DESIGNED - ADAM L. STAGGEMEYER
CHECKED - CRYSTAL D. STONE
DRAWN - DENNIS A. POP
CHECKED - A.L.S. / C.D.S. / R.P.N.

EXAMINED
PASSED

Joanne F. [Signature]
ENGINEER OF BRIDGE DESIGN

Carl [Signature]
ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 28, 2019
REVISED -
REVISED -

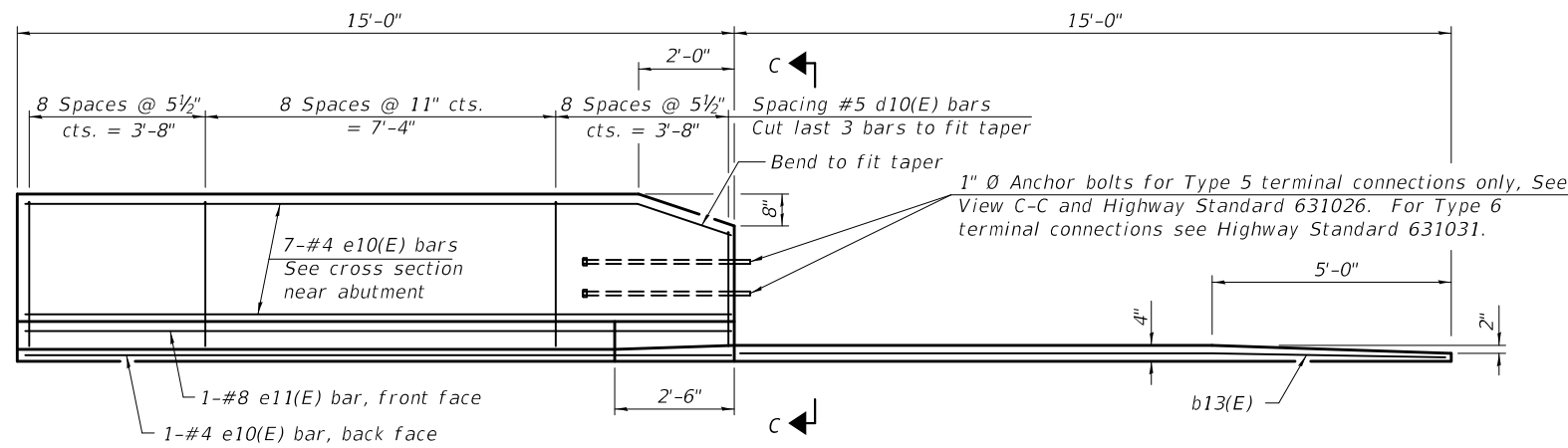
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 041 - 0112 (S.B.)

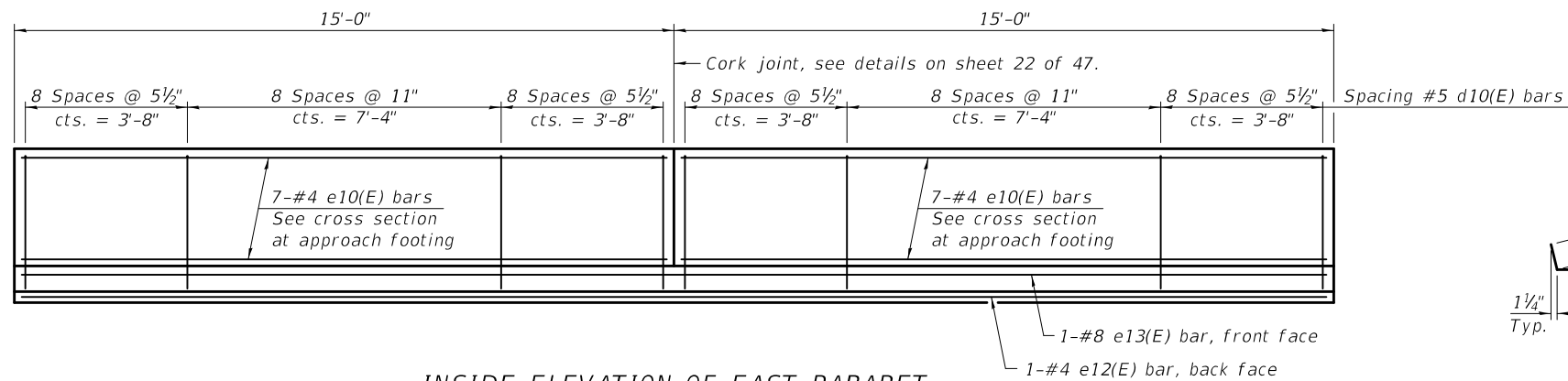
SHEET 30 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	58
CONTRACT NO. 78461				

ILLINOIS FED. AID PROJECT

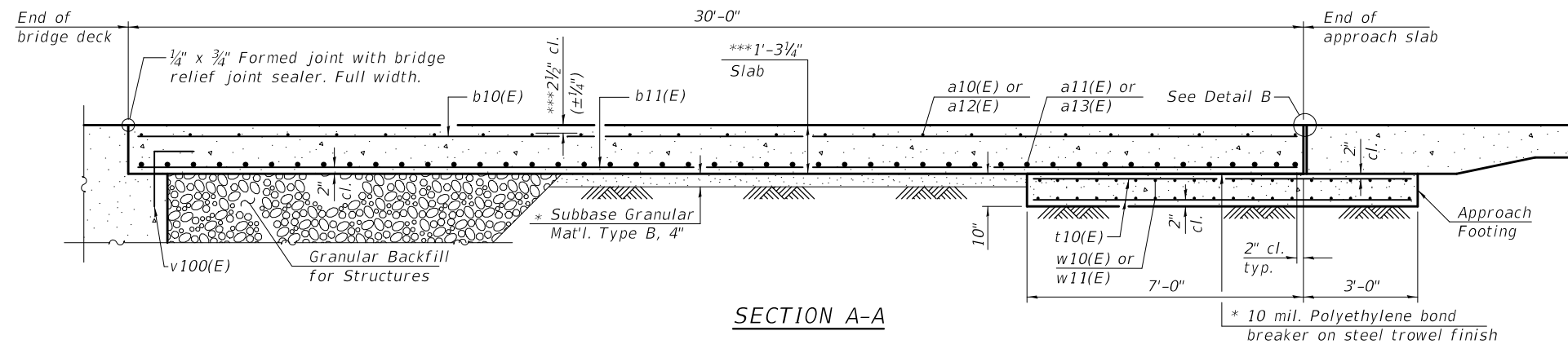
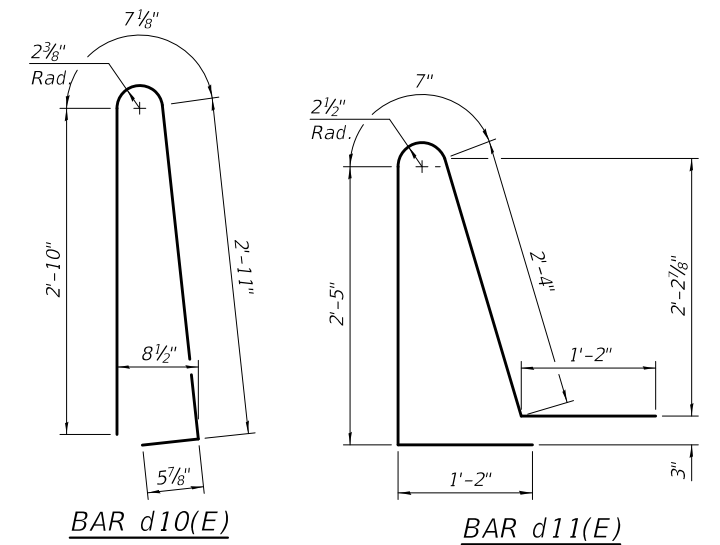
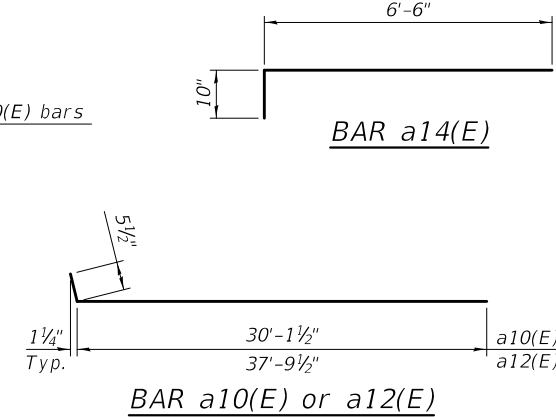


INSIDE ELEVATION OF WEST PARAPET AND CURB

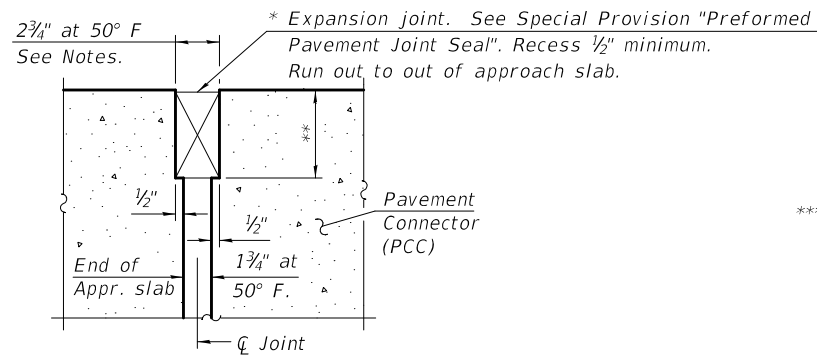


INSIDE ELEVATION OF EAST PARAPET

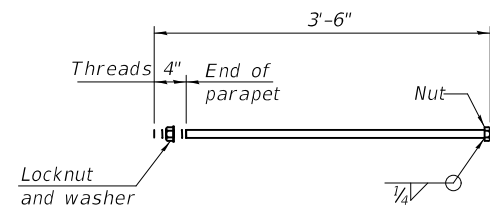
Notes:
 The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.
 Parapet concrete shall be paid for as Concrete Superstructure.
 Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
 Approach footing concrete shall be paid for as Concrete Structures.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 47.
 For Bar Splicer details, see sheet 43 of 47.
 Bar v100(E) is billed with superstructure. See sheet 19 of 47 for bar detail and Bill of Material.



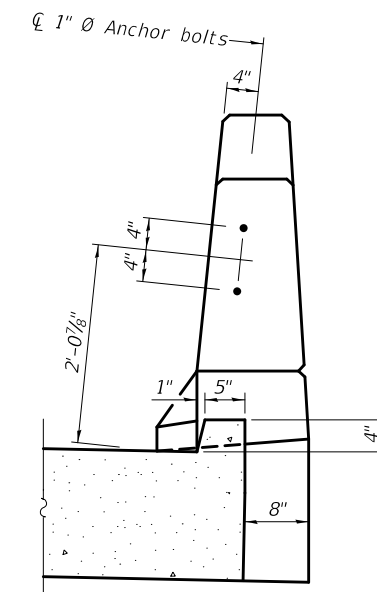
SECTION A-A



DETAIL B



1" Ø ANCHOR BOLT
 (Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)



VIEW C-C

SOUTHBOUND - TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	92	#5	30'-7"	—
a11(E)	120	#8	30'-3"	—
a12(E)	92	#5	38'-3"	—
a13(E)	120	#8	38'-0"	—
a14(E)	138	#5	7'-4"	—
b10(E)	214	#5	29'-8"	—
b11(E)	332	#9	29'-8"	—
b12(E)	4	#5	14'-8"	—
b13(E)	2	#4	14'-8"	—
d10(E)	150	#5	6'-10"	—
d11(E)	102	#5	7'-8"	—
e10(E)	44	#4	14'-8"	—
e11(E)	2	#8	14'-8"	—
e12(E)	2	#4	29'-8"	—
e13(E)	2	#8	29'-8"	—
t10(E)	280	#4	9'-8"	—
w10(E)	80	#5	30'-3"	—
w11(E)	80	#5	38'-0"	—
Concrete Superstructure		Cu. Yd.	11.3	
Concrete Superstructure (Approach Slab)		Cu. Yd.	199	
Concrete Structures		Cu. Yd.	42.5	
Reinforcement Bars, Epoxy Coated		Pound	79810	

MODEL: \$MODELNAMES
 FILE NAME: \$FILES

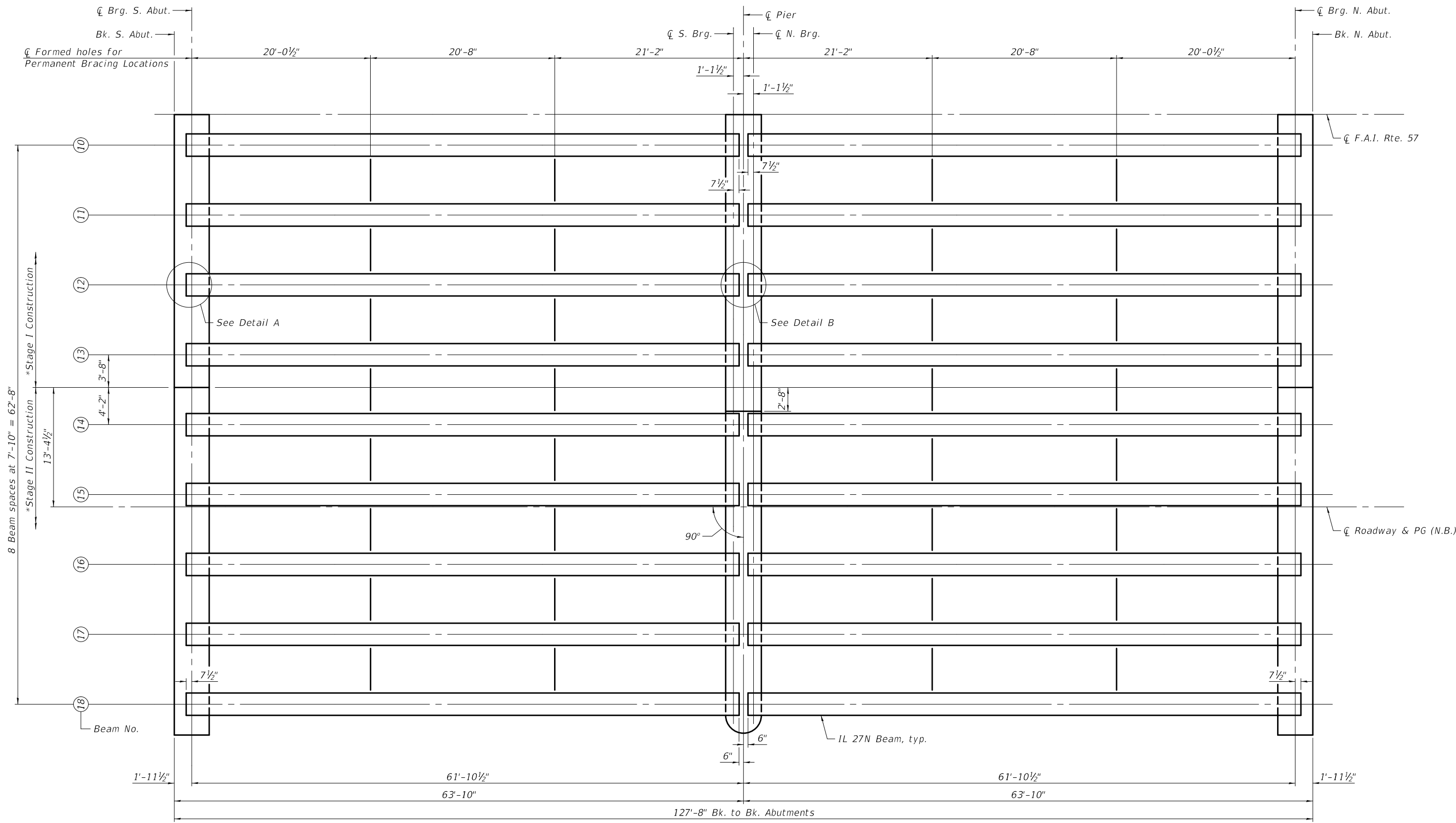
DESIGNED - ADAM L. STAGGEMEYER	EXAMINED - <i>Joanne F. Joffe</i>	DATE - MARCH 28, 2019
CHECKED - CRYSTAL D. STONE	PASSED - <i>Carl Kasper</i>	REVISOR -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -
CHECKED - A.L.S. / C.D.S. / R.P.N.		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

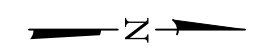
BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 041 - 0112 (S.B.)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	59
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

SHEET 31 OF 47 SHEETS



FRAMING PLAN - NORTHBOUND



* Stage construction line shown is for abutments and superstructure.

Note:
For Detail A, Detail B and the permanent bracing details, see sheet 34 of 47.

MODEL: \$MODELNAMES
FILE NAME: \$FILES

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	<i>Joanne F. [Signature]</i>
PASSED	<i>Carl [Signature]</i>
ENGINEER OF BRIDGES AND STRUCTURES	

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

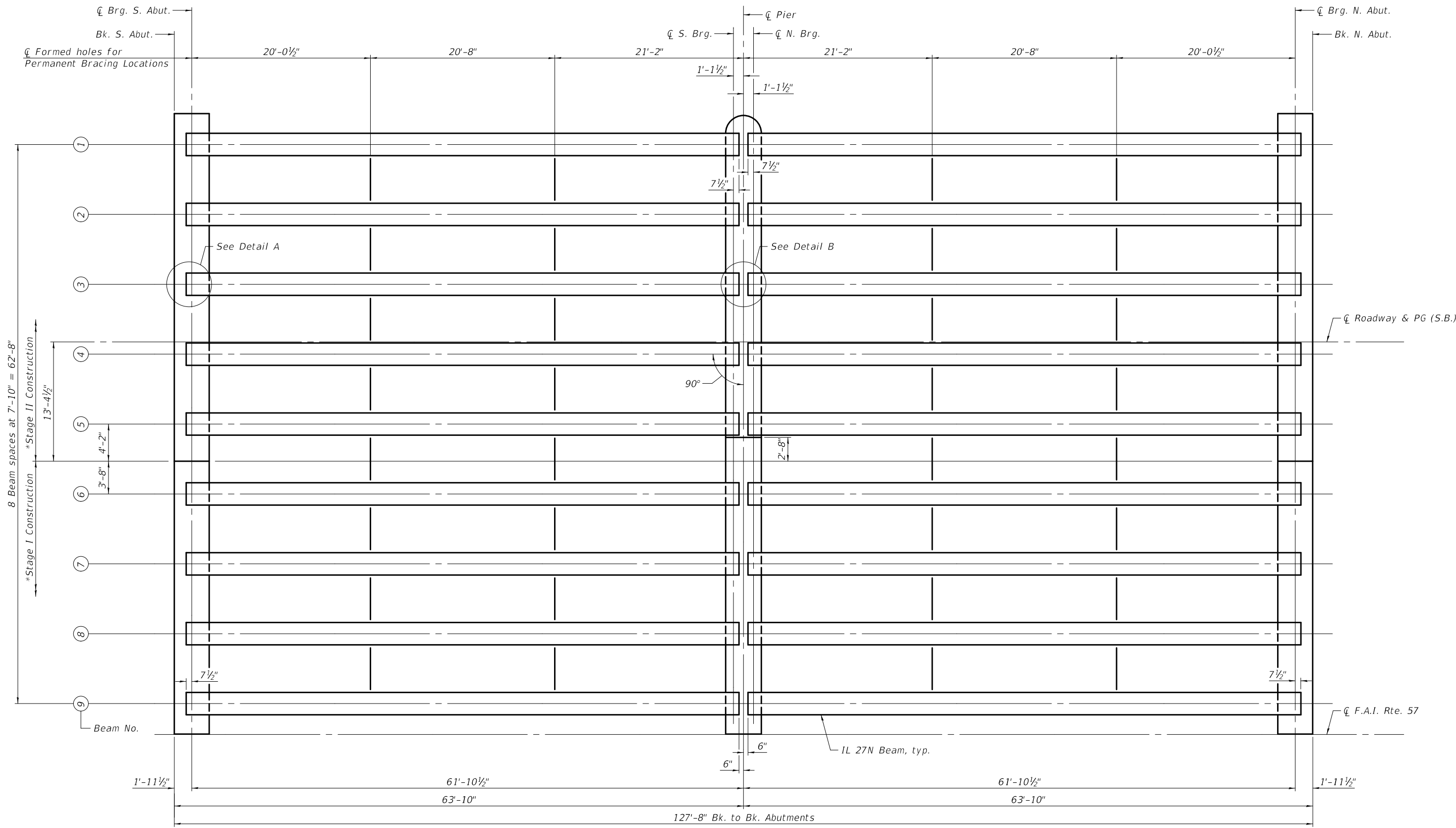
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 041-0111 (N.B.)

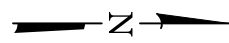
SHEET 32 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	60
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

SDATE\$ \$TIMES\$



FRAMING PLAN - SOUTHBOUND



* Stage construction line shown is for abutments and superstructure.

Note:
For Detail A, Detail B and the permanent bracing details, see sheet 34 of 47.

MODEL: \$MODELNAMES
FILE NAME: \$FILES

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

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

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

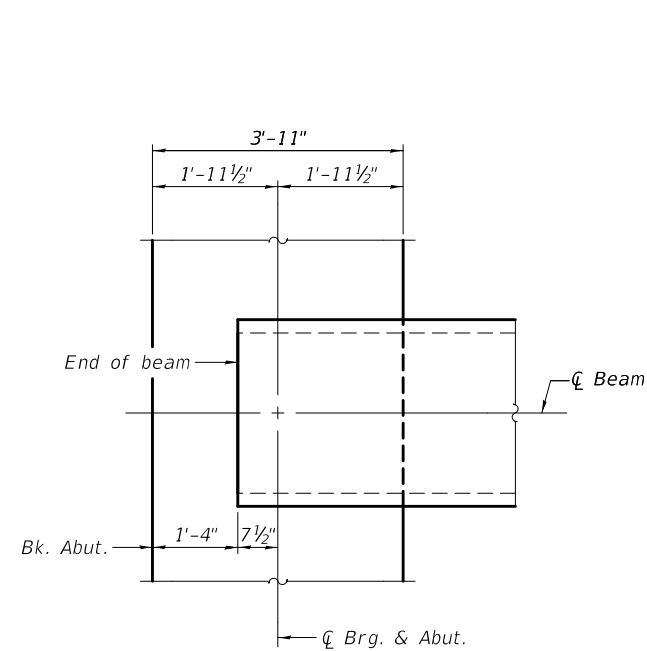
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 041-0112 (S.B.)

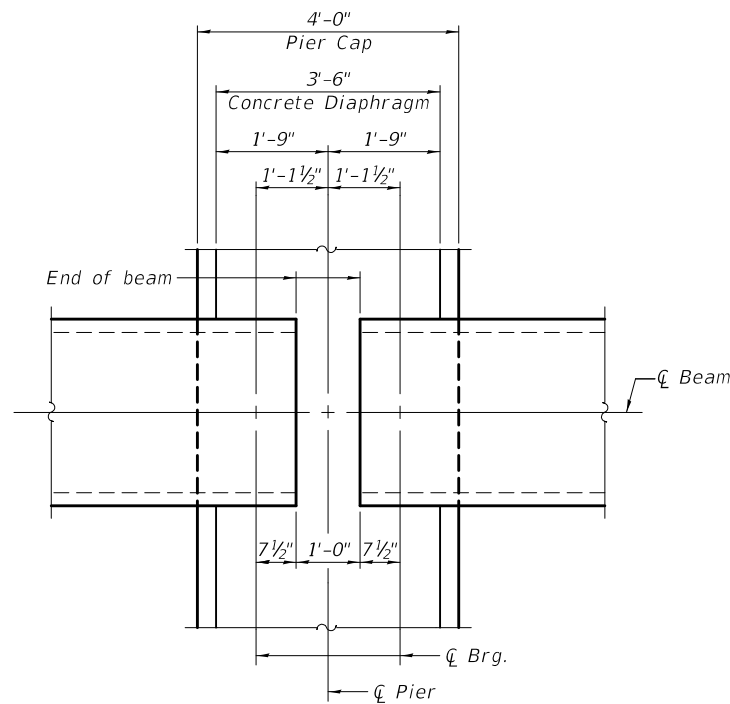
SHEET 33 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	61
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

\$DATE\$ \$TIME\$

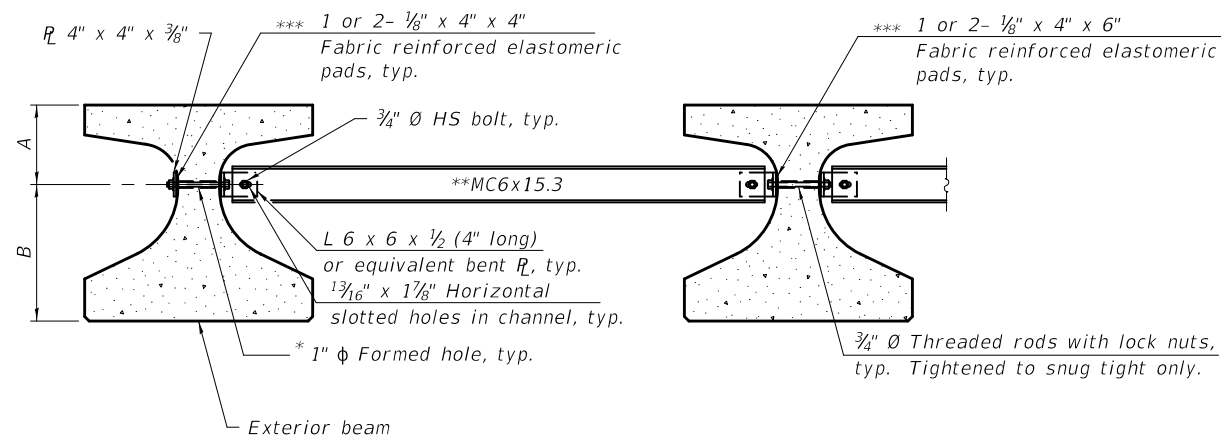


DETAIL A



DETAIL B

- I*: Non-composite moment of inertia of beam section (in^4).
- I'*: Composite moment of inertia of beam section (in^4).
- S_b*: Non-composite section modulus for the bottom fiber of the prestressed beam (in^3).
- S_b'*: Composite section modulus for the bottom fiber of the prestressed beam (in^3).
- S_t*: Non-composite section modulus for the top fiber of the prestressed beam (in^3).
- S_t'*: Composite section modulus for the top fiber of the prestressed beam (in^3).
- DC1*: Un-factored non-composite dead load (kips/ft.).
- MDC1*: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2*: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2*: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW*: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW*: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M_L + IM*: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).



Notes:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.

Two hardened washers are required for each set of oversized holes.

All holes shall be 1 3/16 inch diameter unless otherwise noted.

3/16 inch x 3 inch x 3 inch plate washers are required over all slotted holes.

All bolts, threaded rods, and hardware shall be galvanized according to AASHTO M232.

Threaded rods shall be ASTM F 1554 Grade 55.

Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

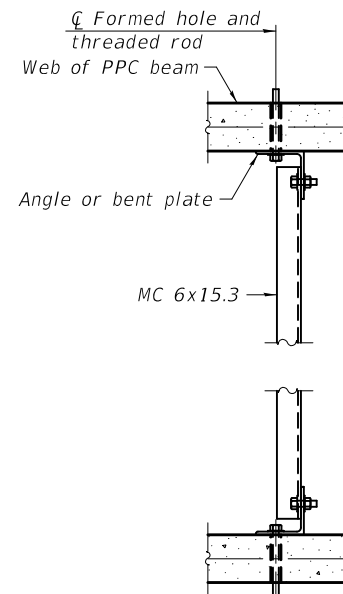
Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete Beams.

Beam	A	B
IL27N	11 1/4"	1'-3 3/4"

* Fabricator shall locate to miss strands within permissible tolerances.

** Alternate MC6x18 channels are permitted to facilitate material acquisition.

*** Place pads as necessary to provide a flat mounting surface between the steel and concrete.



PLAN

INTERIOR BEAM MOMENT TABLE			
		0.4 Sp. 1 0.6 Sp. 2	Pier
<i>I</i>	(in^4)	33879	-
<i>I'</i>	(in^4)	157655	-
<i>S_b</i>	(in^3)	3060.4	-
<i>S_b'</i>	(in^3)	6824.9	-
<i>S_t</i>	(in^3)	2126.7	-
<i>S_t'</i>	(in^3)	40424.4	-
<i>DC1</i>	(k/ft)	1.298	1.298
<i>MDC1</i>	(k)	596.3	0
<i>DC2</i>	(k/ft)	0.173	0.173
<i>MDC2</i>	(k)	46.4	82.8
<i>DW</i>	(k/ft)	0.369	0.369
<i>MDW</i>	(k)	98.9	176.6
<i>M_L + IM</i>	(k)	742.9	698.1

INTERIOR BEAM REACTION TABLE				
		Abut.	Pier 1 Span 1	Pier 1 Span 2
<i>RDC1</i>	(k)	40.2	40.2	40.2
<i>RDC2</i>	(k)	4.0	6.7	6.7
<i>RDW</i>	(k)	8.6	14.3	14.3
<i>R_L + IM</i>	(k)	76.6	57.1	57.1
<i>RTotal</i>	(k)	129.4	118.3	118.3

† At continuous piers, reactions from composite loads are assumed to be equally distributed to each bearing line.

MODEL: \$MODEL\$
FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	CRYSTAL D. STONE
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

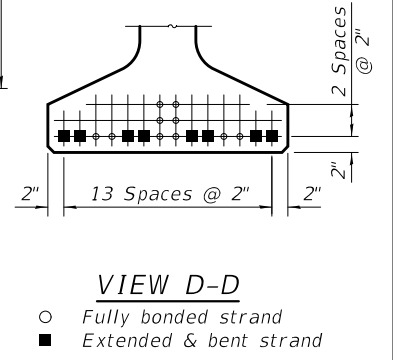
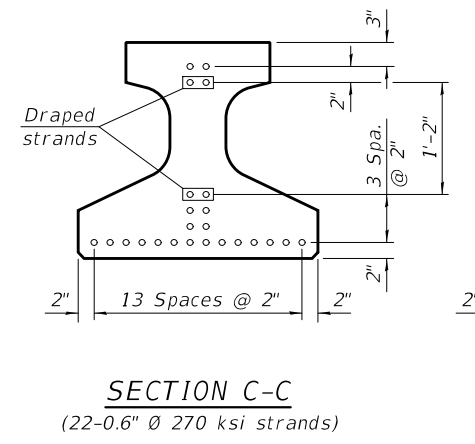
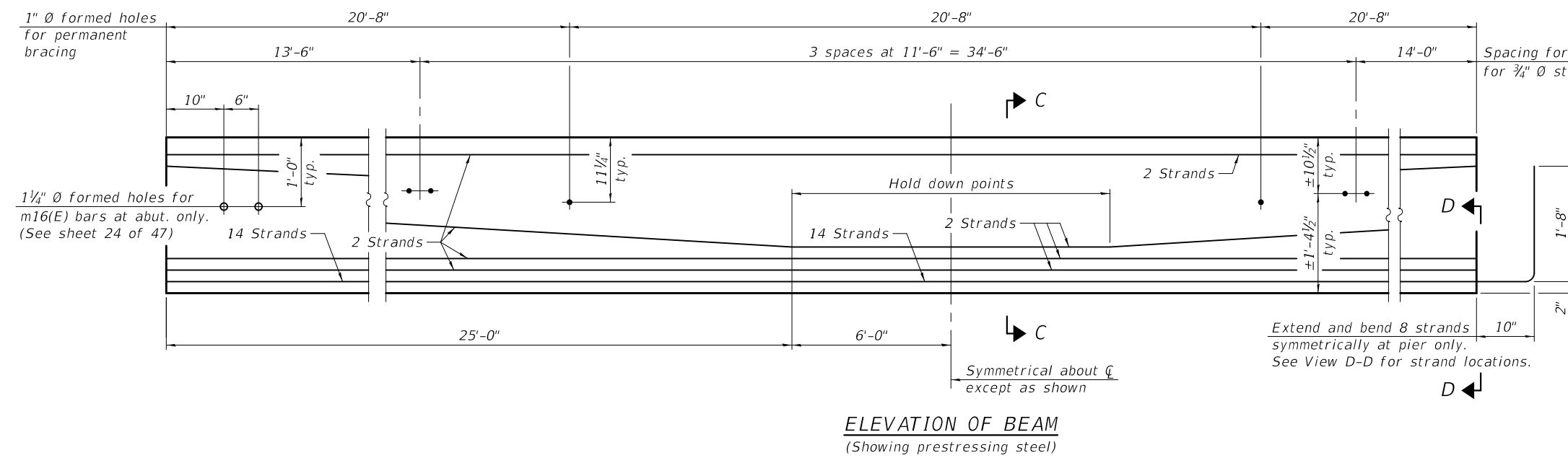
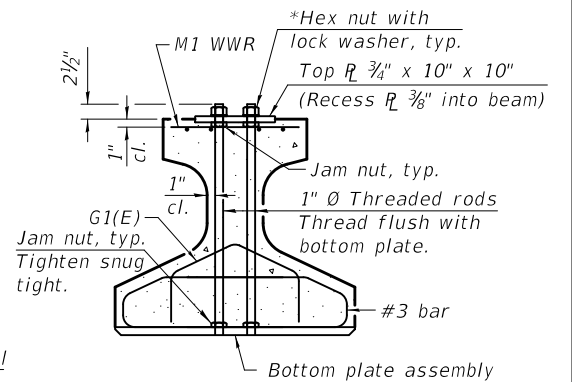
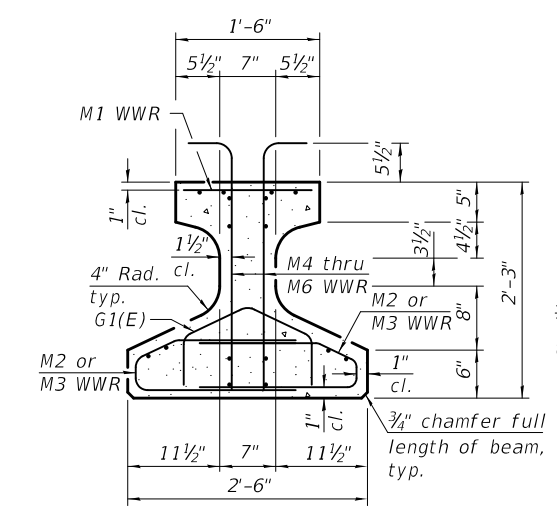
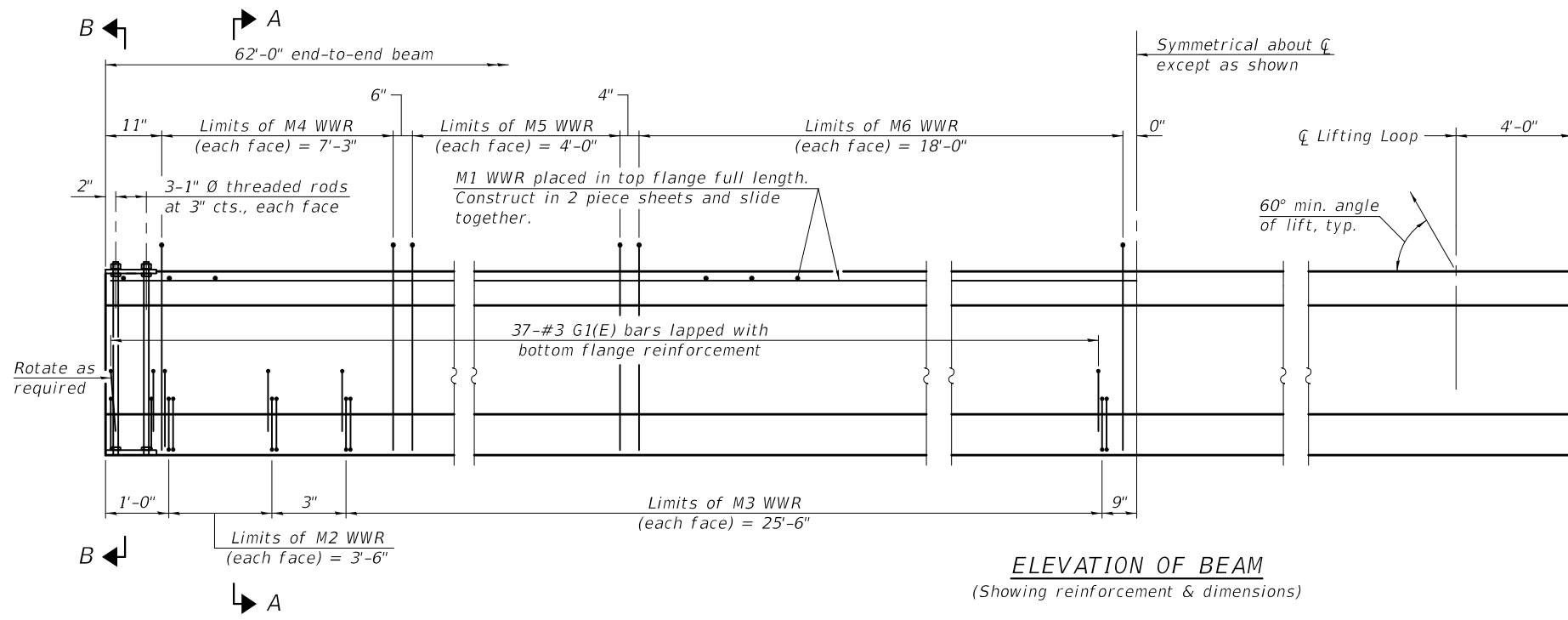
EXAMINED	<i>Joanne F. Joffe</i>	DATE -	MARCH 28, 2019
PASSED	<i>Carl Perry</i>	REVISED -	
	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN DETAILS
STRUCTURE NO. 041-0111 (N.B.) & 041-0112 (S.B.)

SHEET 34 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	62
CONTRACT NO. 78461				
ILLINOIS		FED. AID PROJECT		



Note:
See sheet 36 of 47 for additional details and Bill of Material.

MODEL: \$MODEL\$
FILE NAME: \$FILES\$

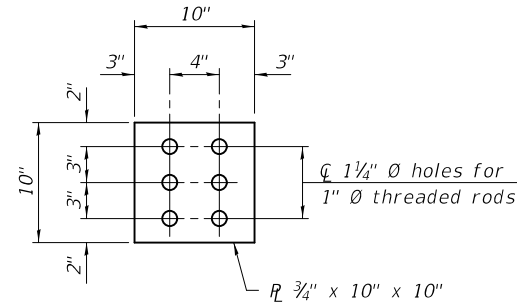
DESIGNED - ADAM L. STAGGEMEYER	EXAMINED - <i>Joanne F. Joffe</i>	DATE - MARCH 28, 2019
CHECKED - CRYSTAL D. STONE	PASSED - <i>Carl Kroyer</i>	REVISOR -
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISOR -
CHECKED - A.L.S. / C.D.S. / R.P.N.		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

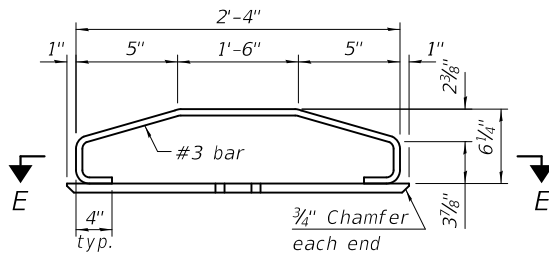
IL27N BEAM
STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)

SHEET 35 OF 47 SHEETS

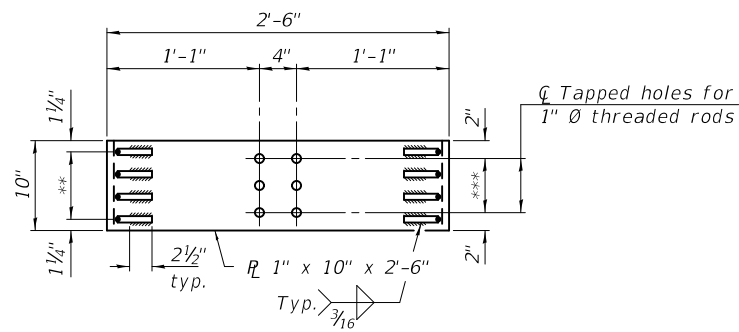
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	63
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				



PLAN - TOP PLATE



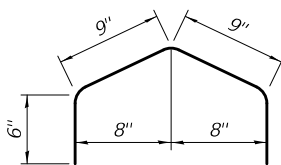
ELEVATION - BOTTOM PLATE ASSEMBLY



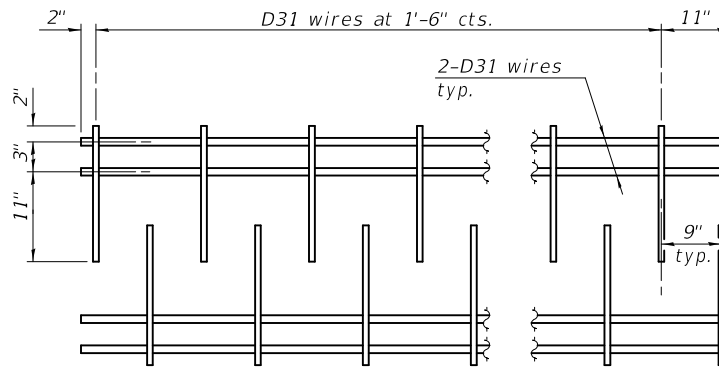
SECTION E-E

** 3 Spaces at 2 1/2" = 7 1/2"

*** 2 Spaces at 3" = 6"

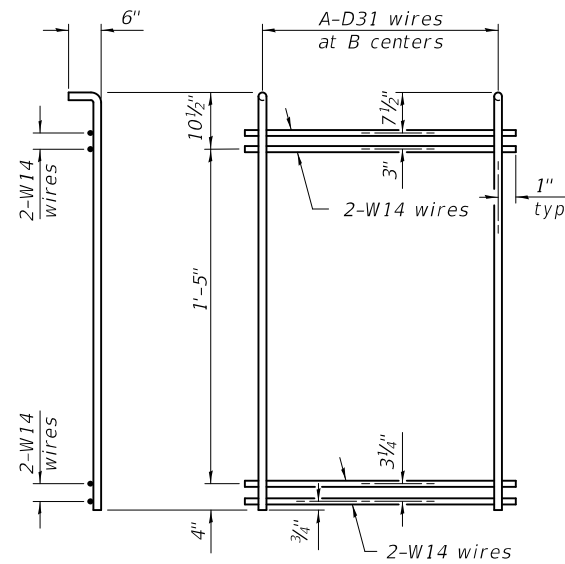


BAR G1(E)



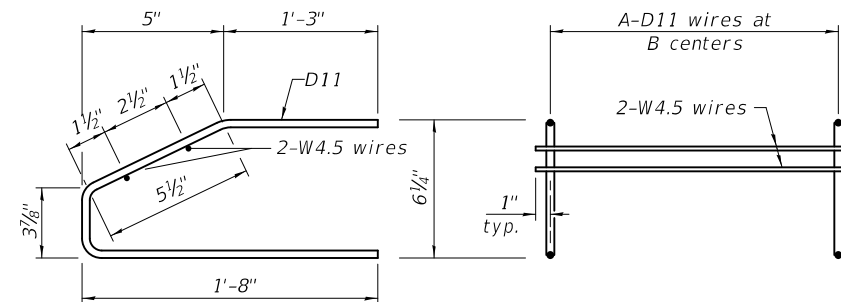
M1 WWR DETAIL

When multiple sheets of M1 WWR are required along the beam length, #5(E) bars (5'-0" long) shall be used to splice the longitudinal D31 wires together (Min. Lap 2'-2").



M4 THRU M6 WWR DETAIL

(See Table of Dimensions)



M2 AND M3 WWR DETAIL

(See Table of Dimensions)

TABLE OF DIMENSIONS

SPAN 1

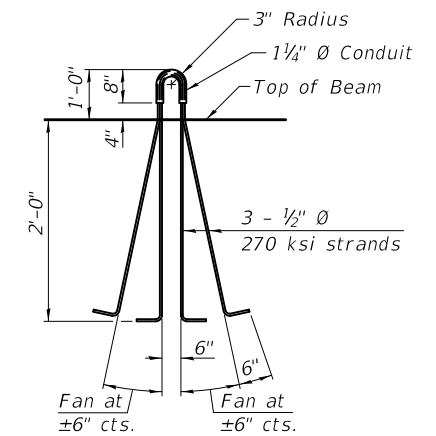
WWR	A	B
M2	15	3"
M3	18	1'-6"
M4	30	3"
M5	9	6"
M6	19	1'-0"

SPAN 2

WWR	A	B
M2	15	3"
M3	18	1'-6"
M4	30	3"
M5	9	6"
M6	19	1'-0"

NOTES

- Inserts for 3/4" diameter threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.
- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter for beam strands shall be 0.6" and the nominal cross-sectional area shall be 0.217 sq. in. The nominal diameter for lifting loops shall be 1/2" and the nominal cross sectional area shall be 0.153 sq. in.
- The beams shall have a final concrete compressive strength, f'c, of 8500 psi and a release concrete compressive strength, f'ci, of 7000 psi.
- A minimum 2 1/2" diameter lifting pin shall be used to engage the lifting loops during handling.
- Bend the extended strands inward on the fascia beams to maintain 1 1/2" clearance inside the pier diaphragm.
- The top and bottom plates shall be AASHTO M270 Grade 50.
- The top plates and bottom plate assemblies shall be galvanized according to AASHTO M111.
- The threaded rods, nuts and washers shall be galvanized according to AASHTO M232.
- Threaded rods shall be ASTM F 1554 Grade 55.
- Beams shall not be released from the fabricator until they have attained 45 days of age or older.
- Welded Wire Reinforcement (WWR) shall conform to ASTM A884 with a Class A, Type 1 epoxy coating or ASTM A1060, Table 3 galvanized coating.



LIFTING LOOP DETAIL

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Beams, IL27N	Foot	2232

MODEL: \$MODELNAMES
FILE NAME: \$FILES

DESIGNED - ADAM L. STAGGEMEYER
CHECKED - CRYSTAL D. STONE
DRAWN - DENNIS A. POP
CHECKED - A.L.S. / C.D.S. / R.P.N.

EXAMINED
PASSED

Jaime F. Joffe
ENGINEER OF BRIDGE DESIGN
Carlynn
ENGINEER OF BRIDGES AND STRUCTURES

DATE - MARCH 28, 2019

REVISED -
REVISED -

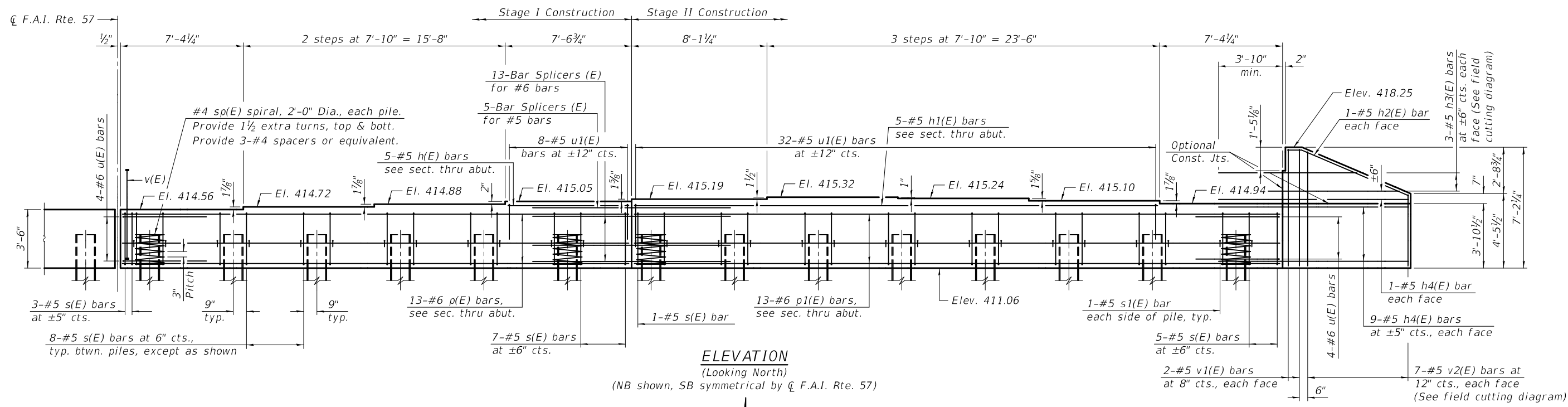
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL27N BEAM DETAILS
STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)

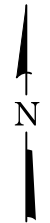
SHEET 36 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	64
CONTRACT NO. 78461				

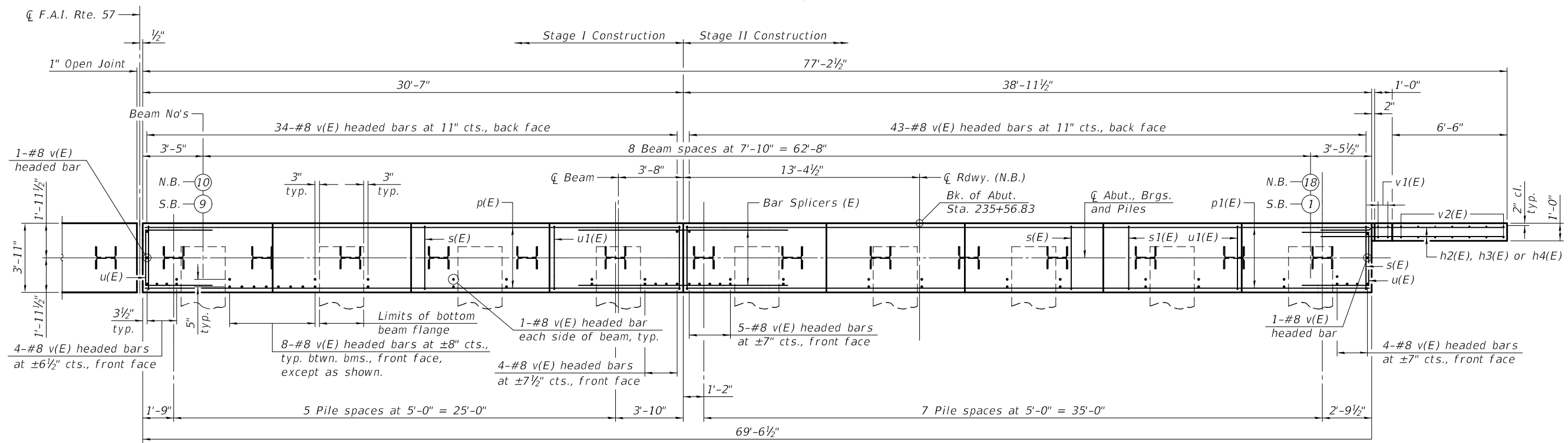
ILLINOIS FED. AID PROJECT



ELEVATION
(Looking North)
(NB shown, SB symmetrical by \bar{C} F.A.I. Rte. 57)



Notes:
Pour steps monolithically with cap.
See sheet 39 of 47 for additional abutment details and Bill of Materials.
For details of piles see sheet 42 of 47.
For bar splicer details see sheet 43 of 47.



PLAN
(NB shown, SB symmetrical by \bar{C} F.A.I. Rte. 57)

PILE DATA

Type: HP 14x102 with Pile Shoes
Nominal Required Bearing: 810 kips
Factored Resistance Available: 446 kips
Est. Length: 40 ft.
No. Production Piles: 26 (13 at NB & 13 at SB)
No. Test Piles: 2 (1 at NB & 1 at SB)

MODEL: SMODELNAMES
FILE NAME: SFILES

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	C.D.S. / R.P.N.
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

EXAMINED	 ENGINEER OF BRIDGE DESIGN
PASSED	
DATE -	

REVISD -	
REVISD -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)

SHEET 37 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	65
CONTRACT NO. 78461				
		ILLINOIS	FED. AID PROJECT	

NORTHBOUND - TWO ABUTMENTS

BILL OF MATERIAL

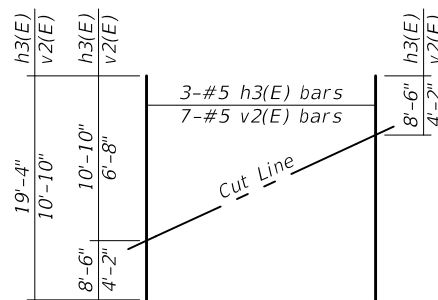
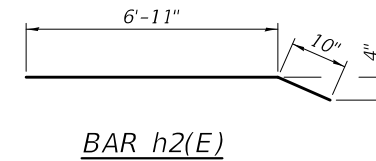
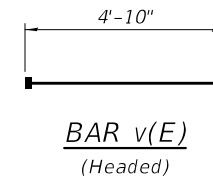
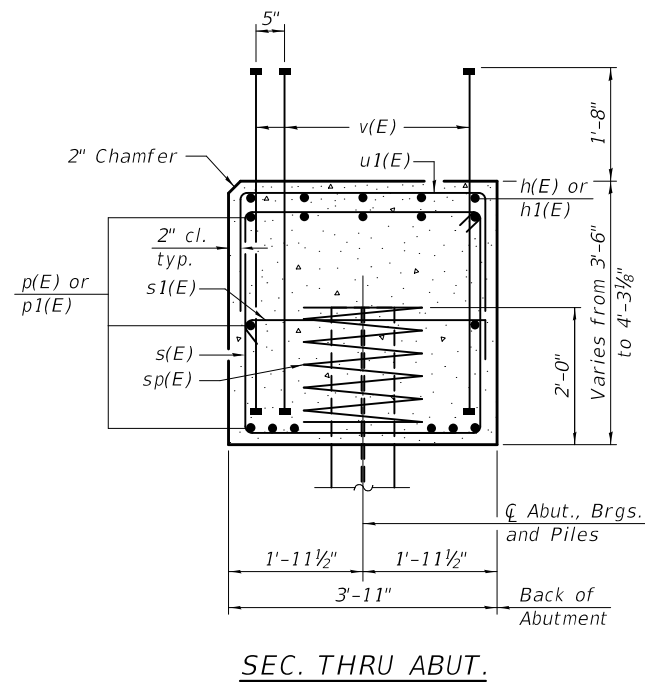
Bar	No.	Size	Length	Shape
h(E)	10	#5	7'-3"	—
h1(E)	10	#5	31'-4"	—
h2(E)	4	#5	7'-9"	—
h3(E)	6	#5	19'-4"	—
h4(E)	40	#5	11'-4"	—
p(E)	26	#6	30'-4"	—
p1(E)	26	#6	38'-8"	—
s(E)	224	#5	14'-5"	□
s1(E)	56	#5	4'-7"	┌
sp(E)	28	#4	2'-0"	MMM
u(E)	16	#6	12'-1"	└
u1(E)	80	#5	7'-9"	└
v(E)	340	#8	4'-10"	—
v1(E)	8	#5	6'-10"	—
v2(E)	14	#5	10'-10"	—
Structure Excavation		Cu. Yd.	40	
Concrete Structures		Cu. Yd.	83.0	
Reinforcement Bars, Epoxy Coated		Pound	14170	
Furnishing Steel Piles, HP14x102		Foot	988	
Pile Shoes		Each	28	
Driving Piles		Foot	988	
Test Pile Steel, HP14x102		Each	2	

Notes:

Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

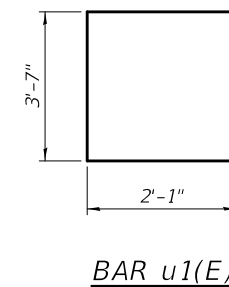
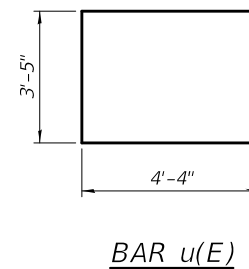
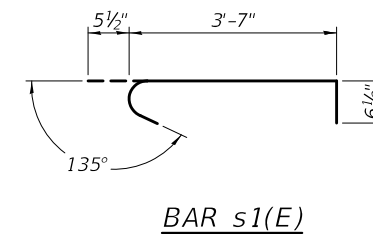
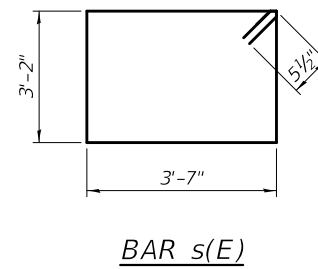
For details of piles see sheet 42 of 47.

* Length is height of spiral.



FIELD CUTTING DIAGRAM

Order h3(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite face.



SOUTHBOUND - TWO ABUTMENTS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	10	#5	7'-3"	—
h1(E)	10	#5	31'-4"	—
h2(E)	4	#5	7'-9"	—
h3(E)	6	#5	19'-4"	—
h4(E)	40	#5	11'-4"	—
p(E)	26	#6	30'-4"	—
p1(E)	26	#6	38'-8"	—
s(E)	224	#5	14'-5"	□
s1(E)	56	#5	4'-7"	┌
sp(E)	28	#4	2'-0"	MMM
u(E)	16	#6	12'-1"	└
u1(E)	80	#5	7'-9"	└
v(E)	340	#8	4'-10"	—
v1(E)	8	#5	6'-10"	—
v2(E)	14	#5	10'-10"	—
Structure Excavation		Cu. Yd.	40	
Concrete Structures		Cu. Yd.	83.0	
Reinforcement Bars, Epoxy Coated		Pound	14170	
Furnishing Steel Piles, HP14x102		Foot	988	
Pile Shoes		Each	28	
Driving Piles		Foot	988	
Test Pile Steel, HP14x102		Each	2	

MODEL: \$MODEL\$
FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	C.D.S. / R.P.N.
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

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

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

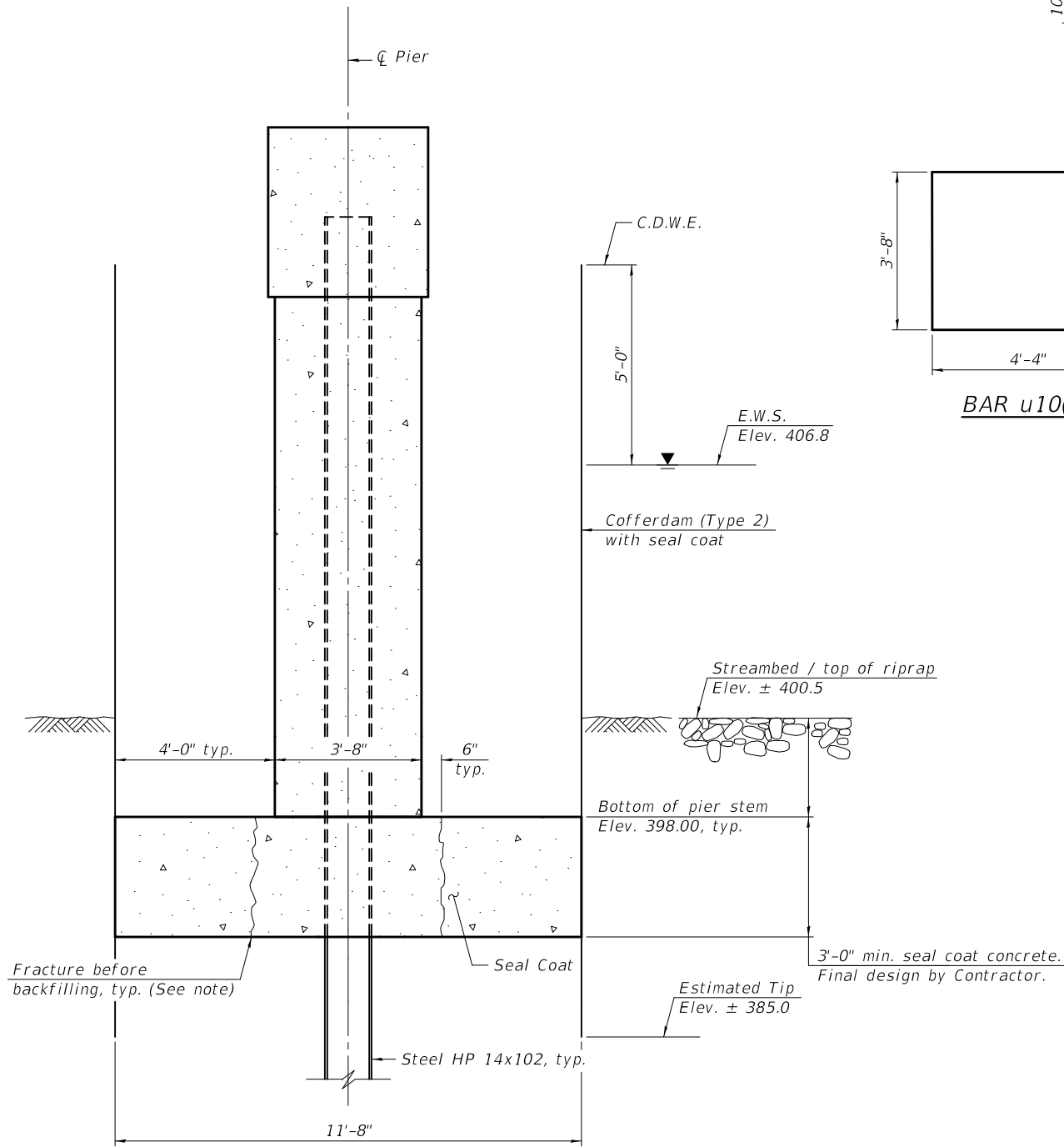
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)

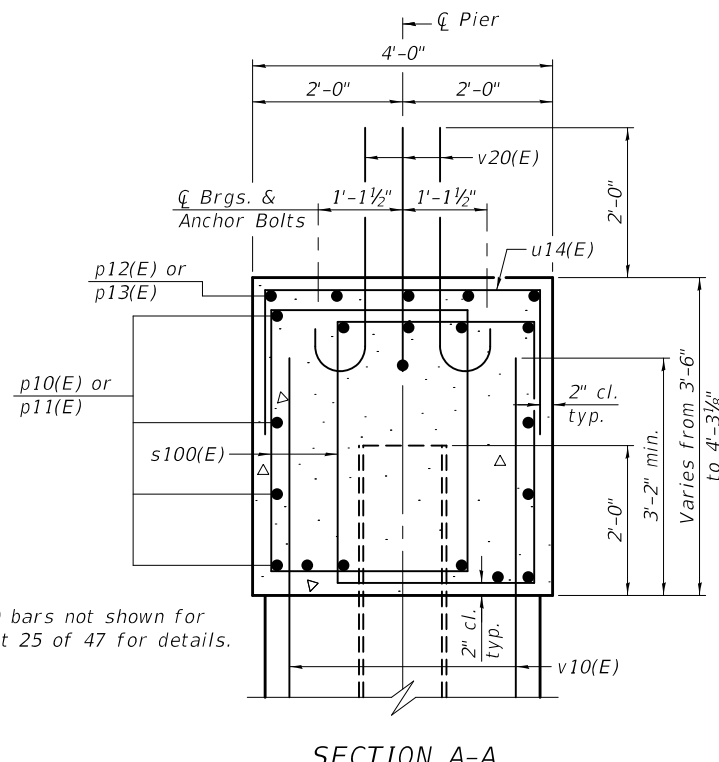
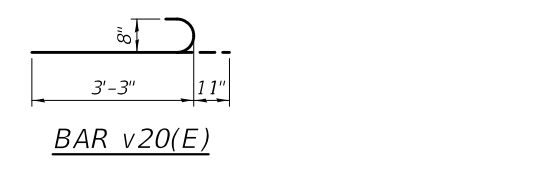
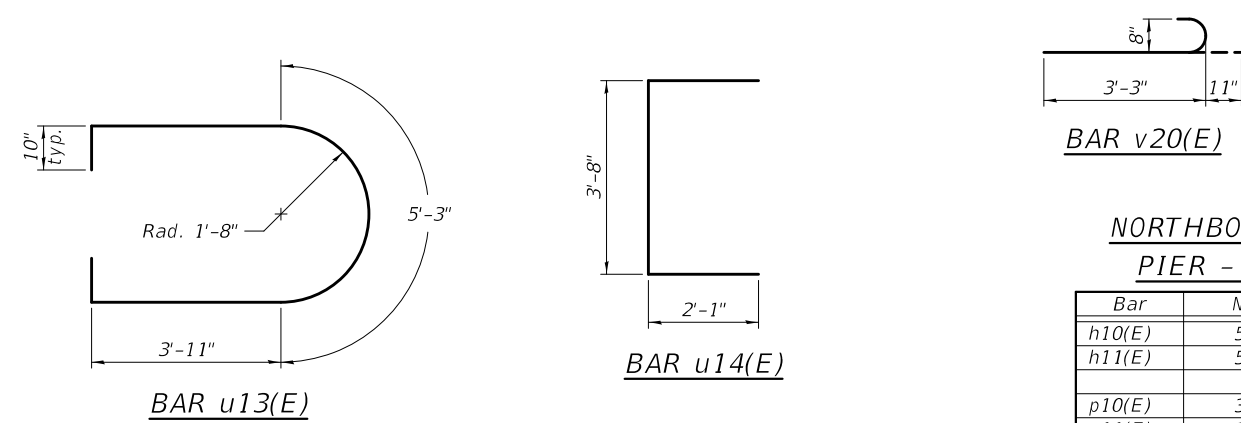
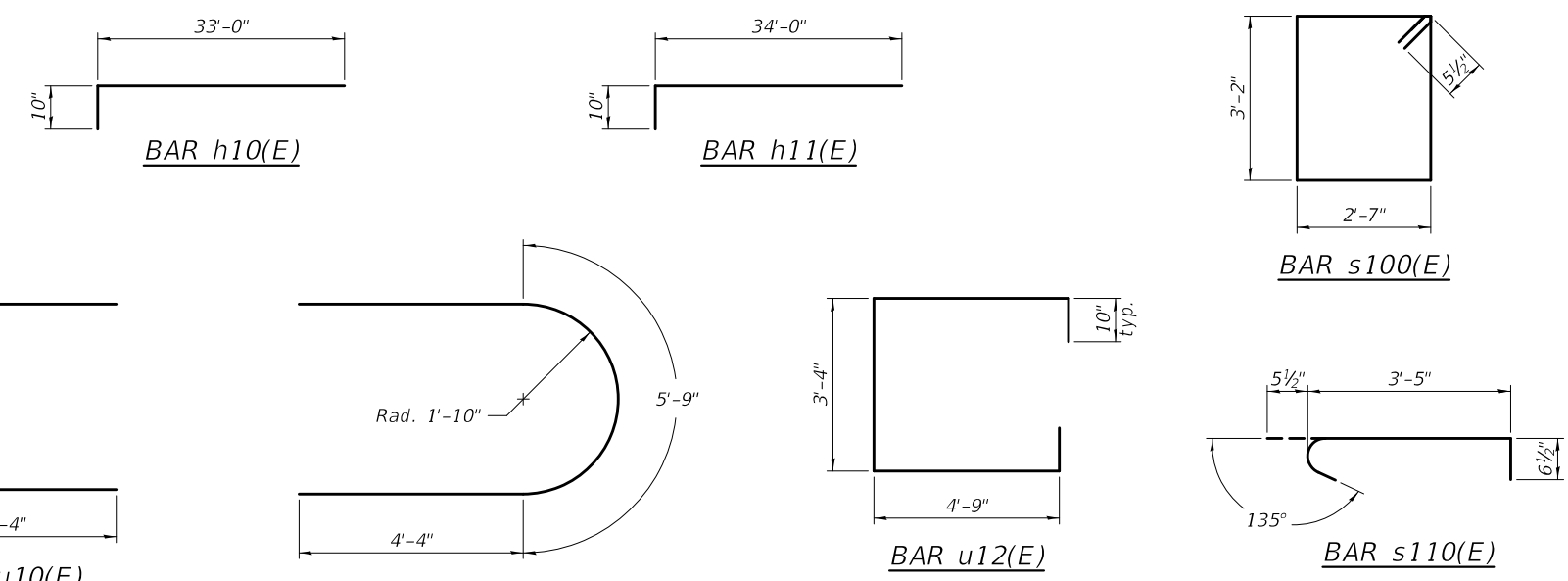
SHEET 39 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	67
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

\$DATE\$ \$TIME\$



Cofferdam and Seal Coat
 Contractor shall fracture seal coat (full depth) approximately 6" from each side of stem wall prior to backfilling. Care shall be taken to avoid damage to new construction. Cost included with Cofferdam (Type 2) (Locations 1, 2 & 3).



**NORTHBOUND & SOUTHBOUND
 PIER - BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h10(E)	56	#5	33'-10"	┌───┐
h11(E)	56	#5	34'-10"	┌───┐
p10(E)	30	#7	33'-0"	───
p11(E)	30	#7	34'-0"	───
p12(E)	10	#5	9'-11"	───
p13(E)	10	#5	28'-8"	───
s100(E)	436	#5	12'-5"	┌───┐
s110(E)	784	#5	4'-5"	┌───┐
u10(E)	8	#6	12'-4"	┌───┐
u11(E)	8	#6	14'-5"	┌───┐
u12(E)	28	#5	14'-6"	┌───┐
u13(E)	28	#5	14'-9"	┌───┐
u14(E)	82	#5	7'-10"	┌───┐
v10(E)	282	#5	16'-1"	───
v20(E)	96	#8	4'-2"	┌───┐
Cofferdam Excavation			Cu. Yd.	349.0
Concrete Structures			Cu. Yd.	325.6
Reinforcement Bars, Epoxy Coated			Pound	25420
Furnishing Steel Piles, HP 14x102			Foot	1040
Driving Piles			Foot	1040
Test Pile Steel, HP 14x102			Each	2
Pile Shoes			Each	28
Seal Coat Concrete			Cu. Yd.	190.3
Cofferdam (Type 2) (Location - 1)			Each	1
Cofferdam (Type 2) (Location - 2)			Each	1
Cofferdam (Type 2) (Location - 3)			Each	1

Note:
 PVC over v20(E) bars not shown for clarity. See sheet 25 of 47 for details.

MODEL: \$MODEL\$
 FILE NAME: \$FILES\$

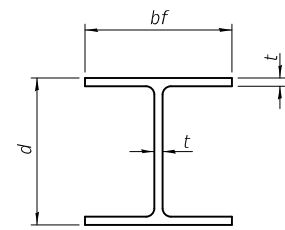
DESIGNED - ADAM L. STAGGEMEYER	EXAMINED - <i>Joanne F. Joffe</i>	DATE - MARCH 28, 2019
CHECKED - C.D.S. / R.P.N.	PASSED - <i>Carl Kasper</i>	REVISIONS
DRAWN - DENNIS A. POP	ENGINEER OF BRIDGES AND STRUCTURES	REVISIONS
CHECKED - A.L.S. / C.D.S. / R.P.N.		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PIER DETAILS
 STRUCTURE NO. 041 - 0111 (N.B.) & 041 - 0112 (S.B.)**

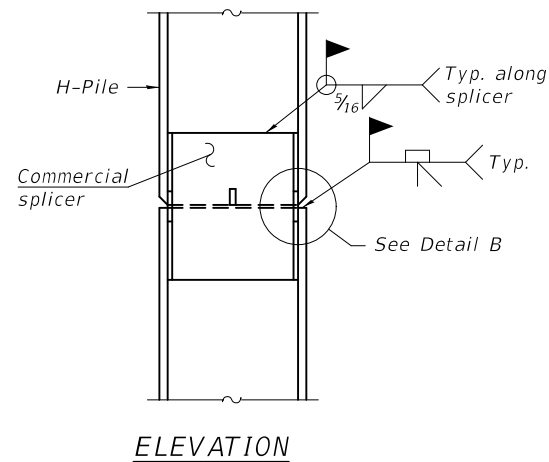
SHEET 41 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	69
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

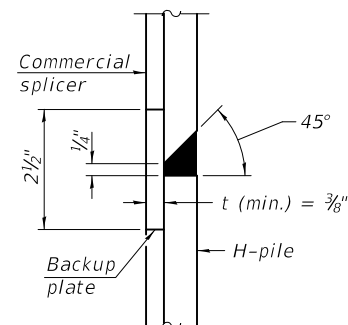


STEEL PILE TABLE

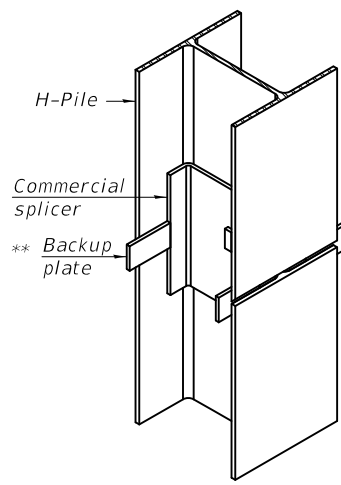
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 3/8"	14 3/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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



ELEVATION

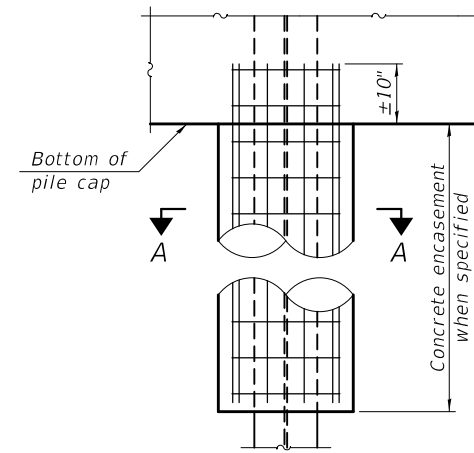


DETAIL "B"

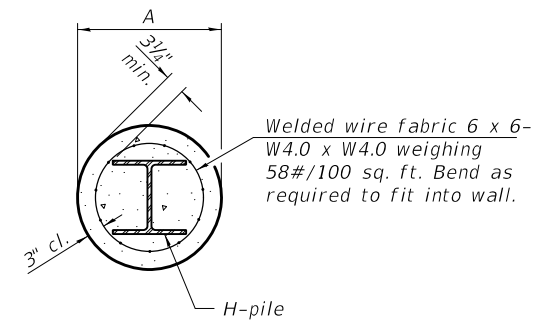


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE

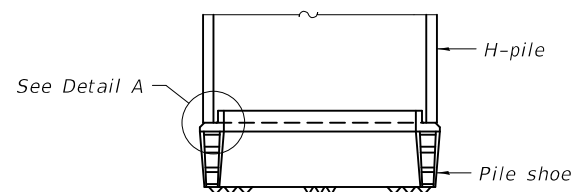


ELEVATION

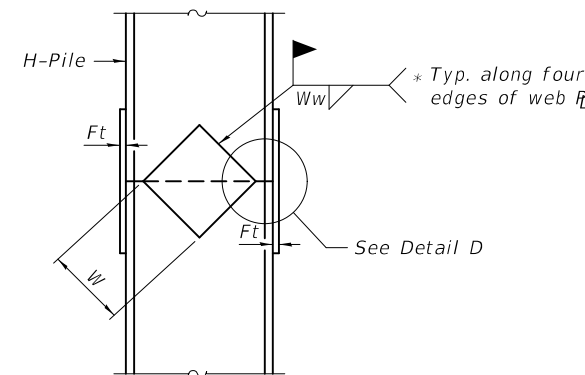


SECTION A-A

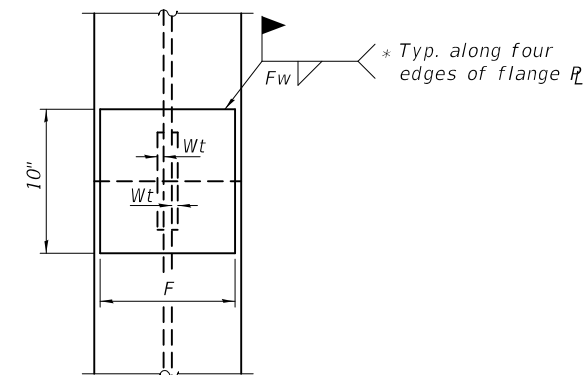
INDIVIDUAL PILE CONCRETE ENCASUREMENT
(Forms for encasement may be omitted when soil conditions permit).



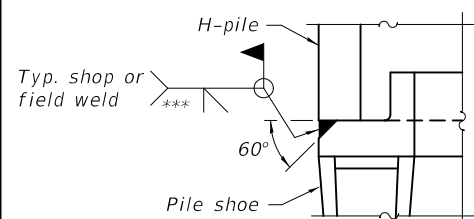
ELEVATION



ELEVATION

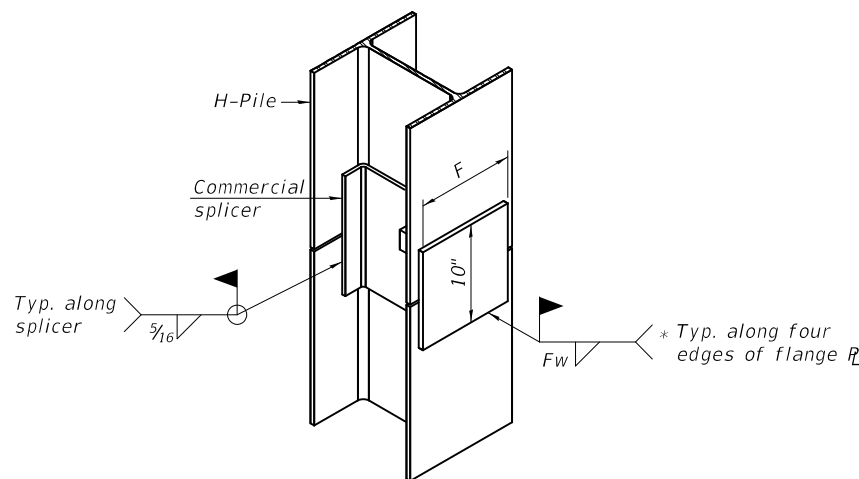


END VIEW



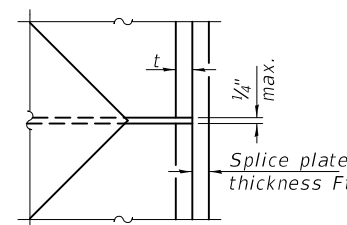
DETAIL A

SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE



DETAIL D

WELDED PLATE FIELD SPLICE

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

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

* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).

MODEL: SMODELNAMES
FILE NAME: SFILES

F-HP 8-11-2017

DESIGNED - ADAM L. STAGGEMEYER	EXAMINED
CHECKED - CRYSTAL D. STONE	PASSED
DRAWN - DENNIS A. POP	
CHECKED - A.L.S. / C.D.S. / R.P.N.	

DATE - MARCH 28, 2019

 ENGINEER OF BRIDGE DESIGN

 ENGINEER OF BRIDGES AND STRUCTURES

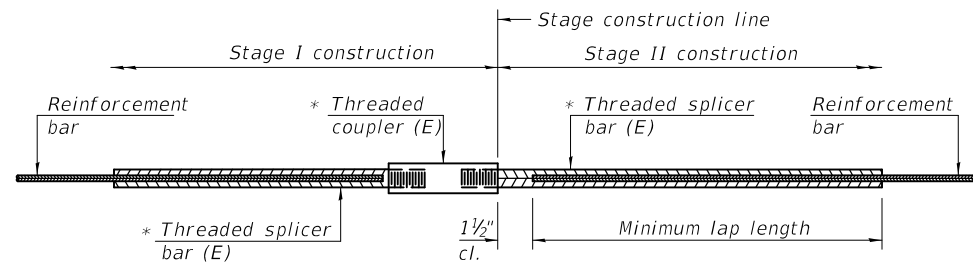
REVISIONS	
REVISIONS	
REVISIONS	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 041-0111 (N.B.) & 041-0112 (S.B.)

SHEET 42 OF 47 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	70
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

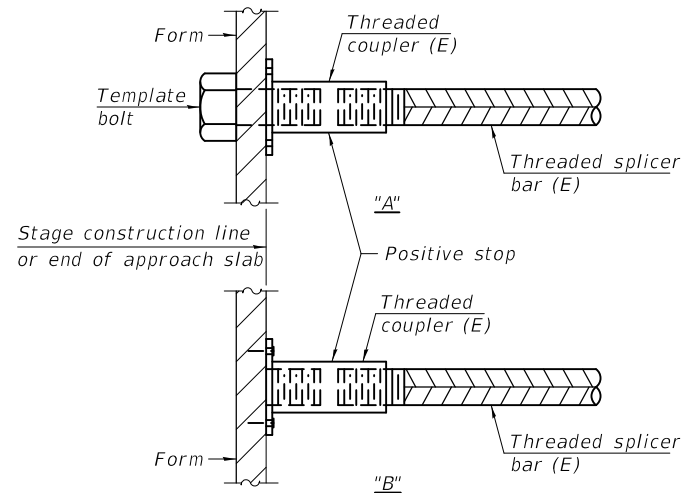


STANDARD BAR SPLICER ASSEMBLY

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Slab	#5	852	3'-6"
Approach Slab Top	#5	184	3'-4"
Approach Slab Bottom	#8	240	4'-9"
Approach Slab Footing	#5	160	3'-2"
Abutment Diaphragm, Back Face	#6	16	4'-0"
Abutment Diaphragm, Front Face, Web area	#6	8	See Diaphragm Bar Splicer Detail
Abutment Diaphragm, Front Face, Flange area	#6	4	See Diaphragm Bar Splicer Detail
Pier Diaphragm, Web area	#6	8	See Diaphragm Bar Splicer Detail
Pier Diaphragm, Flange area	#6	4	See Diaphragm Bar Splicer Detail
Abutment Cap	#6	52	4'-9"
Abutment Cap Steps	#5	20	3'-7"
Pier Cap	#7	30	5'-6"
Pier Cap Steps	#5	10	3'-7"
Pier Wall	#5	56	3'-7"

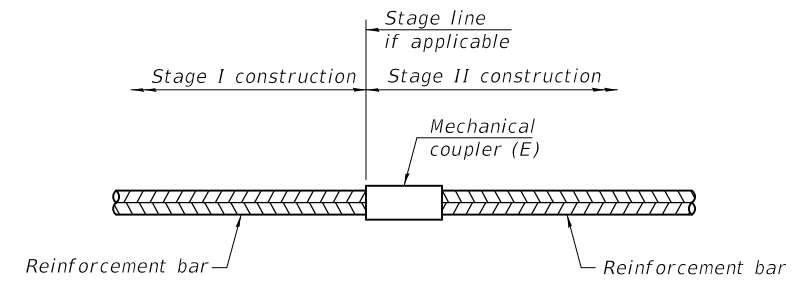


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

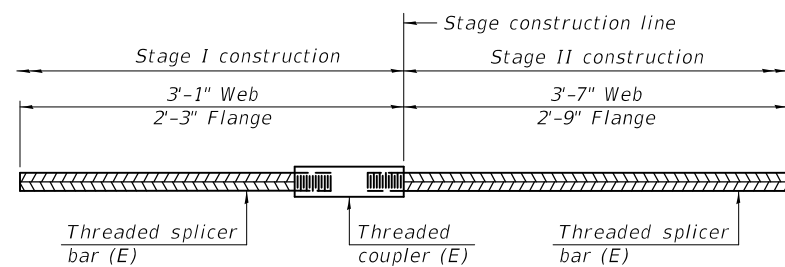
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.

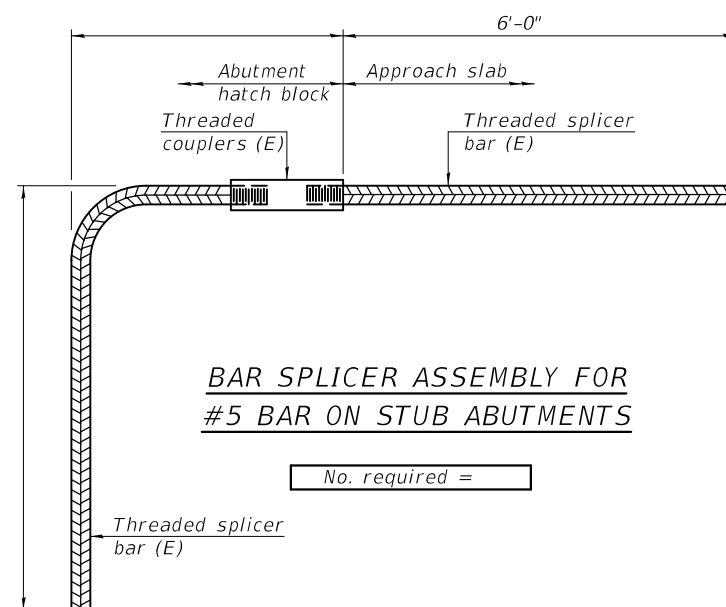


STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



DIAPHRAGM BAR SPLICER DETAIL



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: \$MODEL\$
FILE NAME: \$FILES\$

DESIGNED -	ADAM L. STAGGEMEYER
CHECKED -	C.D.S. / R.P.N.
DRAWN -	DENNIS A. POP
CHECKED -	A.L.S. / C.D.S. / R.P.N.

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

DATE -	MARCH 28, 2019
REVISED -	
REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

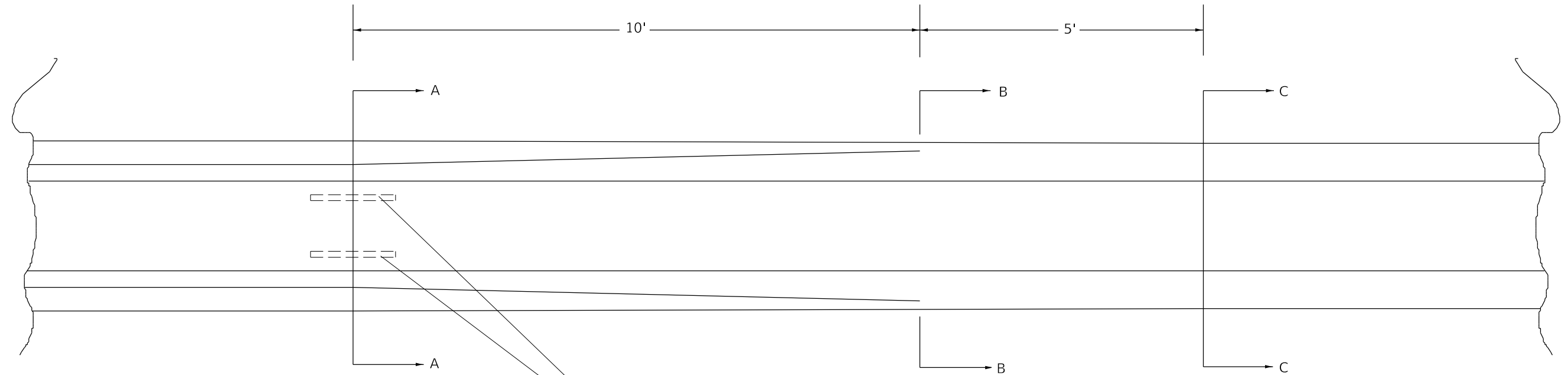
**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 041-0111 (N.B.) & 041-0112 (S.B.)**

SHEET 43 OF 47 SHEETS

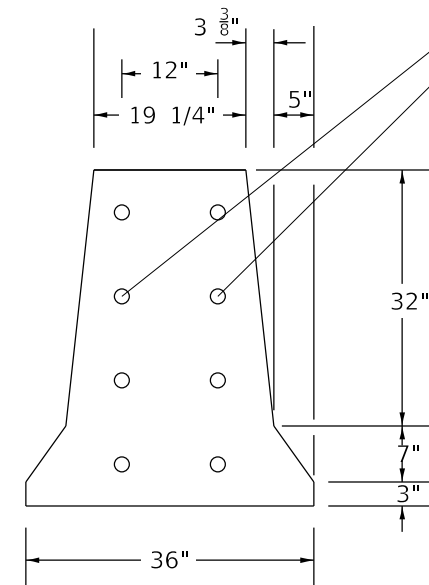
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	71
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

\$DATE\$ \$TIME\$

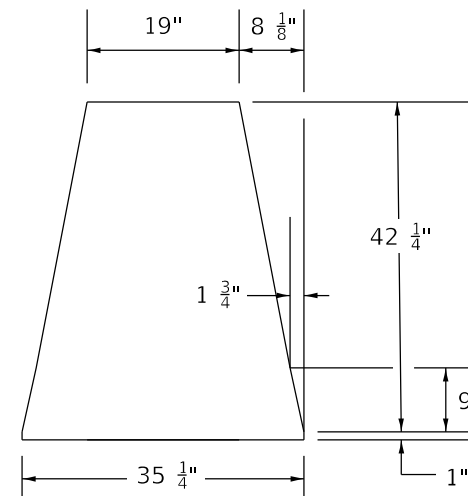
PLAN



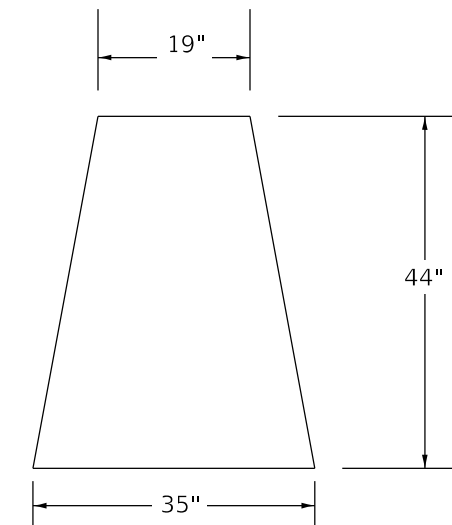
1 1/4" X 18" DOWEL BARS @ 11" C-C VERTICALLY
 DRILL EXISTING BARRIER AND SECURE
 WITH CHEMICAL ADHESIVE



SECTION A-A
 (CONSTRUCTION JOINT AT
 END OF APPROACH SLAB)



SECTION B-B
 TRANSITION FROM 42" DOUBLE SIDE
 F-SHAPE TO 44" DOUBLE SIDE
 SINGLE SLOPE



SECTION C-C
 (CONTRACTION JOINT AS NEEDED)
 FOUNDATION ANCHORING ACCORDING TO
 CONCRETE BARRIER DOUBLE FACE (637006)

TO BE USED:
STA 233+85 TO STA 234+00
STA 235+85 TO STA 236+00

MODEL: Default
 FILE: \\nas01.cba.uillinois.edu\BID\NTEC\Illinois\gov\FWIDOT\Documents\BID\DOT_Offices\Director_9\Projects\78461\CADD\Drawings\CAD\Drawings\78461_Sht-76.dwg

USER NAME = brandonja	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 1/29/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

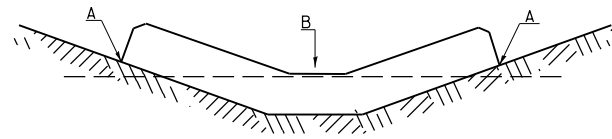
DETAIL: CONCRETE BARRIER TRANSITION FROM 42" DOUBLE
SIDE F-SHAPE TO 44" DOUBLE SIDE SINGLE SLOPE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	76
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

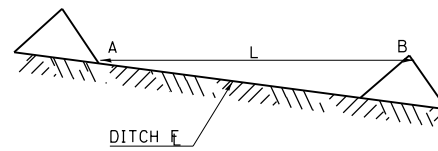
TEMPORARY DITCH CHECKS

PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGE WAY



POINTS A SHOULD BE HIGHER THAN POINT B

SPACING BETWEEN TEMPORARY DITCH CHECKS



L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

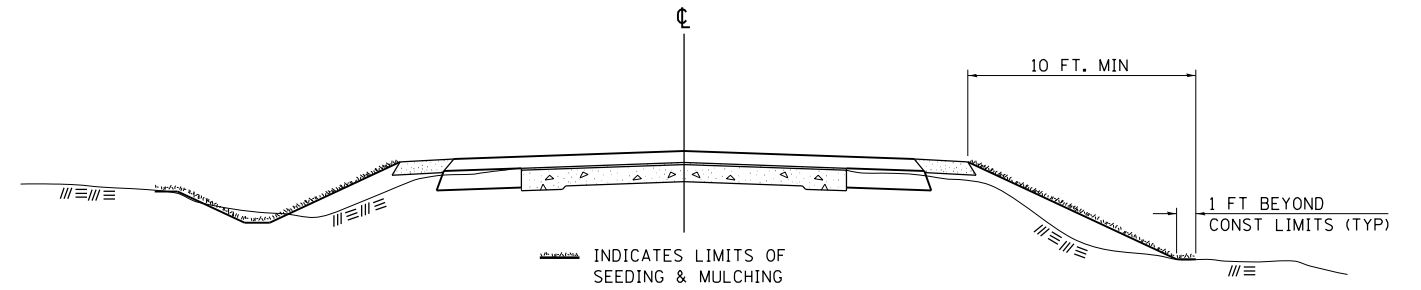
B = THE LOW POINT IN CENTER OF CHECK

REVISIONS

DRAWN	9-01-99
REVISED	10-3-01
RESIZED	5-8-08
REVISED	05-04-10
REVIEWED	5-17-13

STD. 9-108

SEEDING & MULCHING



GENERAL NOTES

IN GENERAL, ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SEEDED AND MULCHED UPON COMPLETION OF ALL GRADING OPERATIONS.

ON DETOUR ROADS, SLOPES SHALL BE SEEDED IMMEDIATELY UPON COMPLETION OF ANY GIVEN STAGE GRADING. TEMPORARY SEEDED SHALL BE CLASS 7.

FERTILIZER NUTRIENTS SHALL BE APPLIED TO ALL SEEDED AREAS. LIMESTONE SHALL BE APPLIED TO ALL AREAS OF FINAL SEEDED.

THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR ROAD AND BRIDGE CONSTRUCTION.

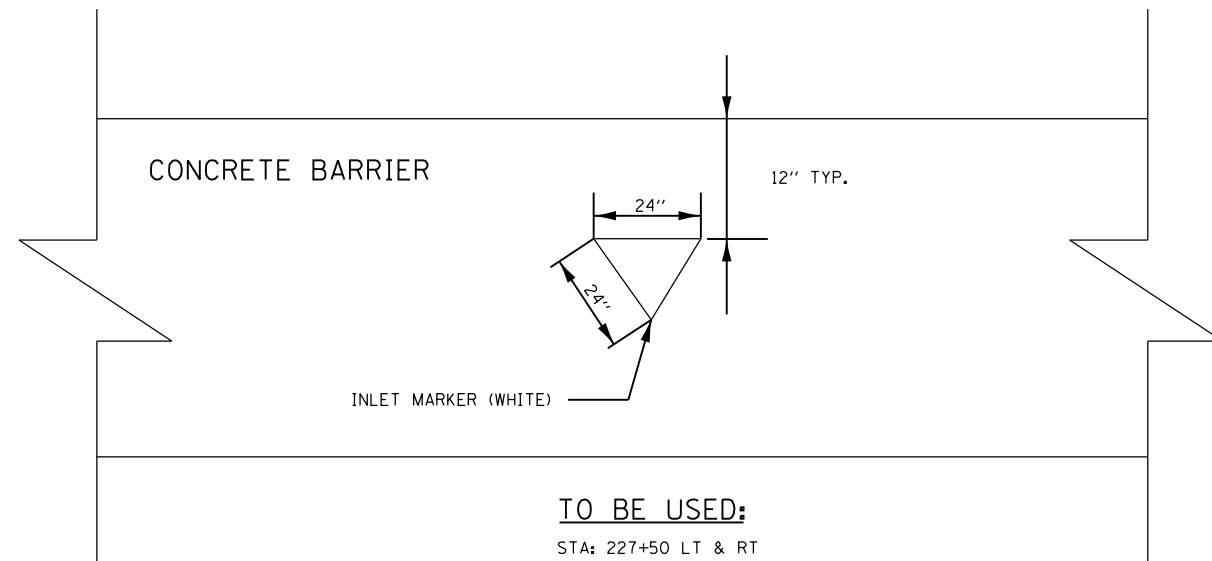
SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

REVISIONS

REDRAWN	2-15-89
REVISED	8-15-94
REVISED	6-3-99
REVISED	3-27-08
REVISED	5-16-13

STD. 9-12

TYPICAL INLET MARKER DETAIL



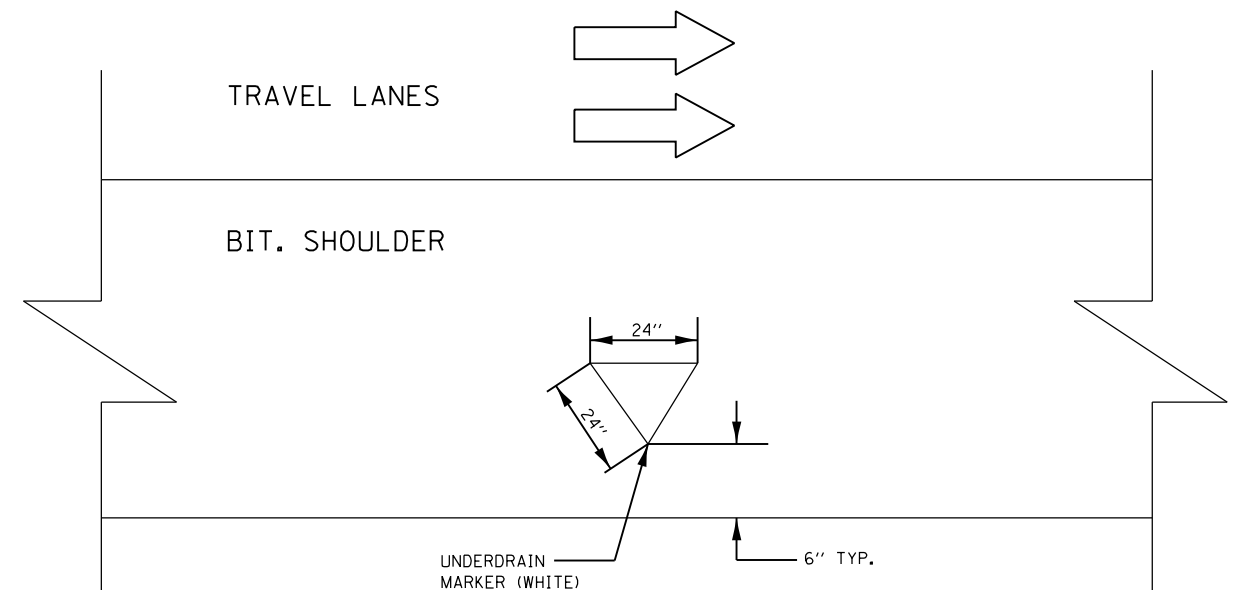
TO BE USED:

STA: 227+50 LT & RT
 STA: 229+00 LT & RT
 STA: 231+00 LT & RT
 STA: 232+50 LT & RT
 STA: 233+50 LT & RT
 STA: 236+50 LT & RT
 STA: 237+50 LT & RT
 STA: 239+00 LT & RT
 STA: 240+50 LT & RT
 STA: 242+00 LT & RT

NOTES:

TO BE PAID FOR AS POLYUREA PAVEMENT MARKING - LETTERS AND SYMBOLS (USE 2 SQ FT FOR AREA)

TYPICAL UNDERDRAIN OUTLET MARKER DETAIL



TO BE USED:

STA: 225+30 NB-W&E
 STA: 229+76 NB-E
 STA: 240+00 NB-E
 STA: 245+00 NB-W&E
 STA: 245+00 SB-E

NOTES:

TO BE PAID FOR AS POLYUREA PAVEMENT MARKING - LETTERS AND SYMBOLS (USE 2 SQ FT FOR AREA)

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DISTRICT DETAILS

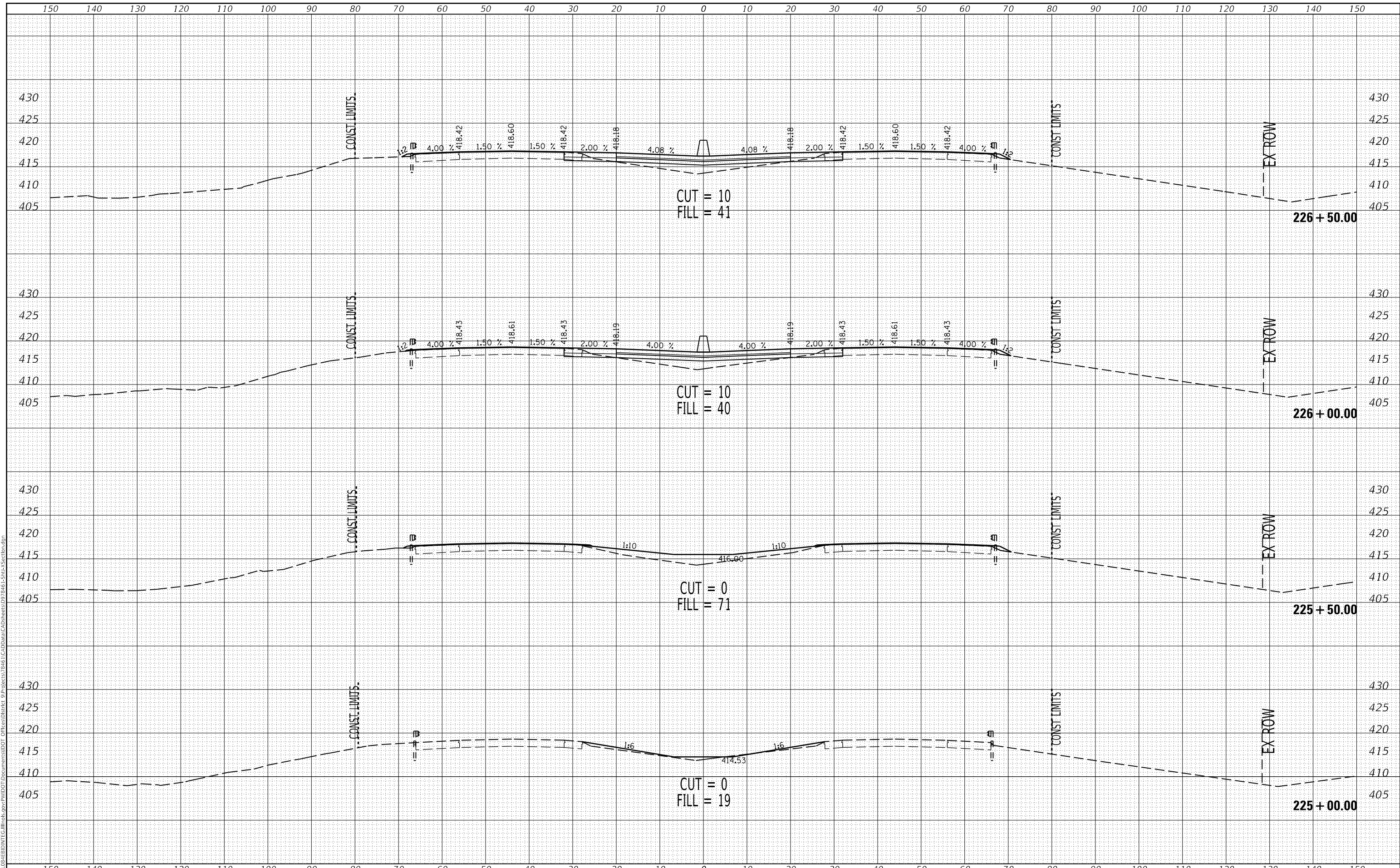
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	78
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

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

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

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 I-57 OVER ATCHISON CREEK**

USER NAME =	brandonja
DESIGNED -	REVISD -
DRAWN -	REVISD -
PLOT SCALE =	20.0000' / in.
CHECKED -	REVISD -
DATE -	REVISD -
PLOT DATE =	1/29/2019

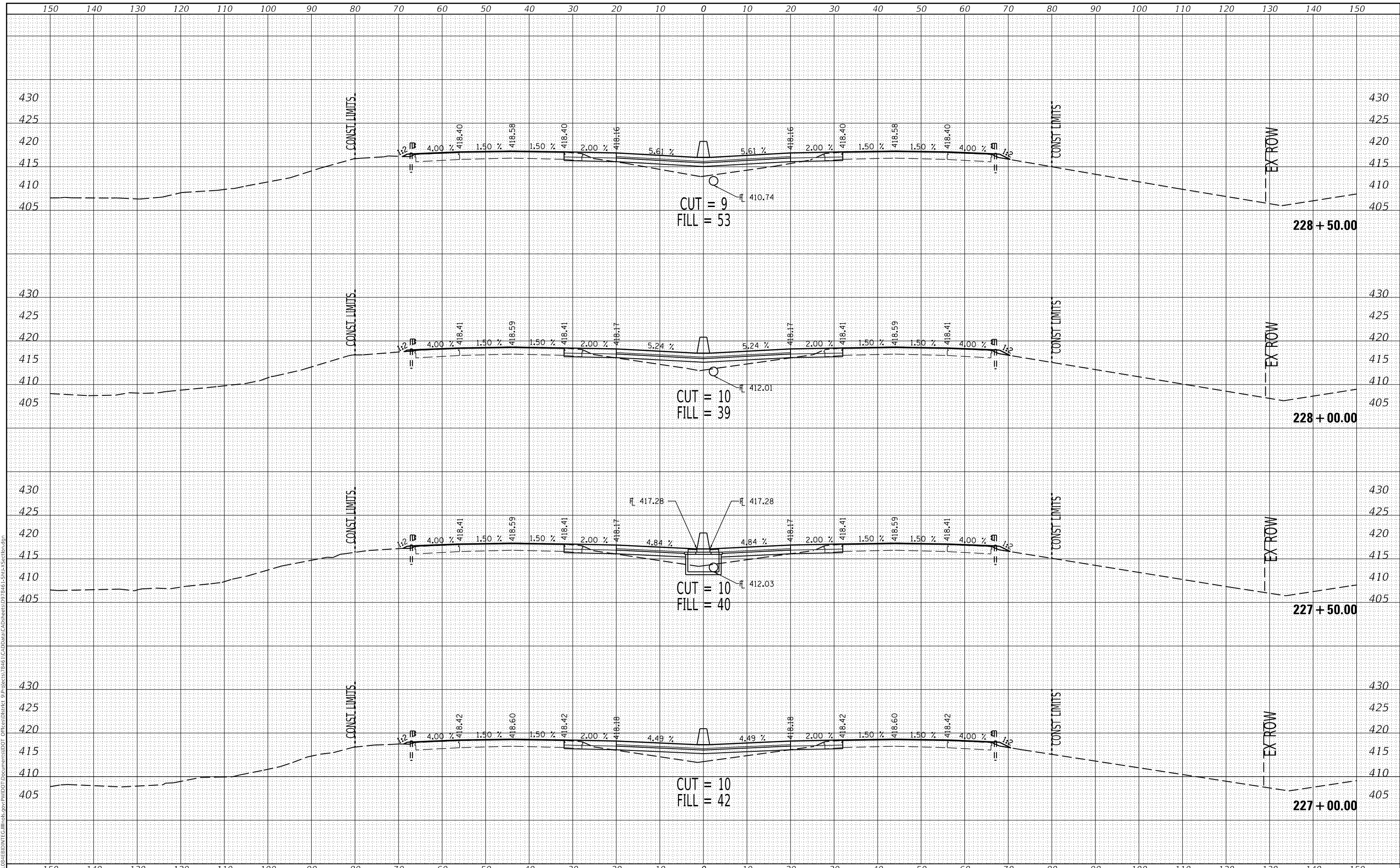
SCALE: SHEET OF SHEETS STA. 225+00.00 TO STA. 226+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	79
			CONTRACT NO. 78461	
		ILLINOIS	FED. AID PROJECT	

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

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

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 I-57 OVER ATCHISON CREEK**

USER NAME = brandonja	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

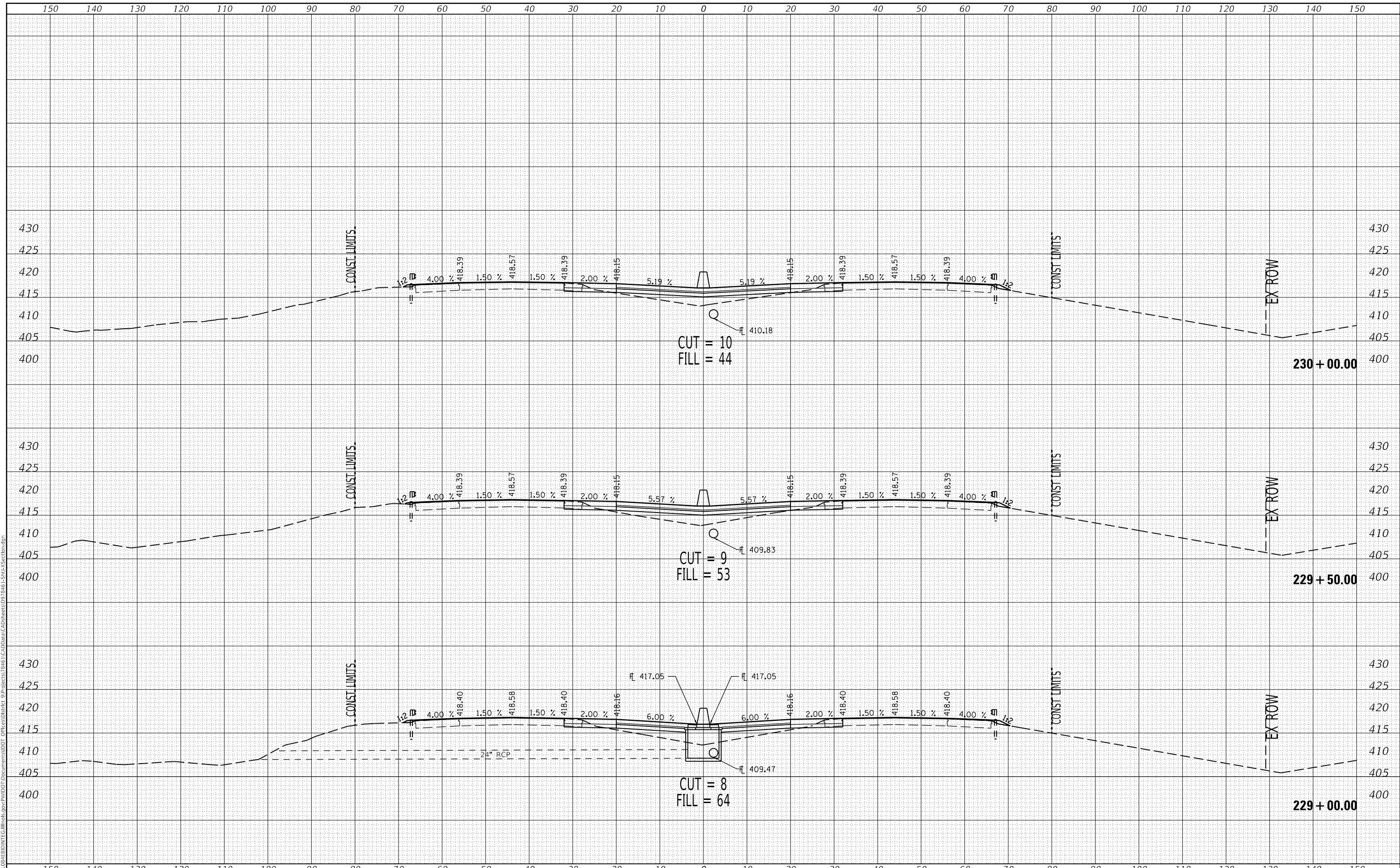
SCALE: SHEET OF SHEETS STA. 227+00.00 TO STA. 228+50.00

F.A.I. RTE. 57	SECTION (41-1)B-2	COUNTY JEFFERSON	TOTAL SHEETS 91	SHEET NO. 80
			CONTRACT NO. 78461	
ILLINOIS			FED. AID PROJECT	

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

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

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USER NAME = brandonja	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

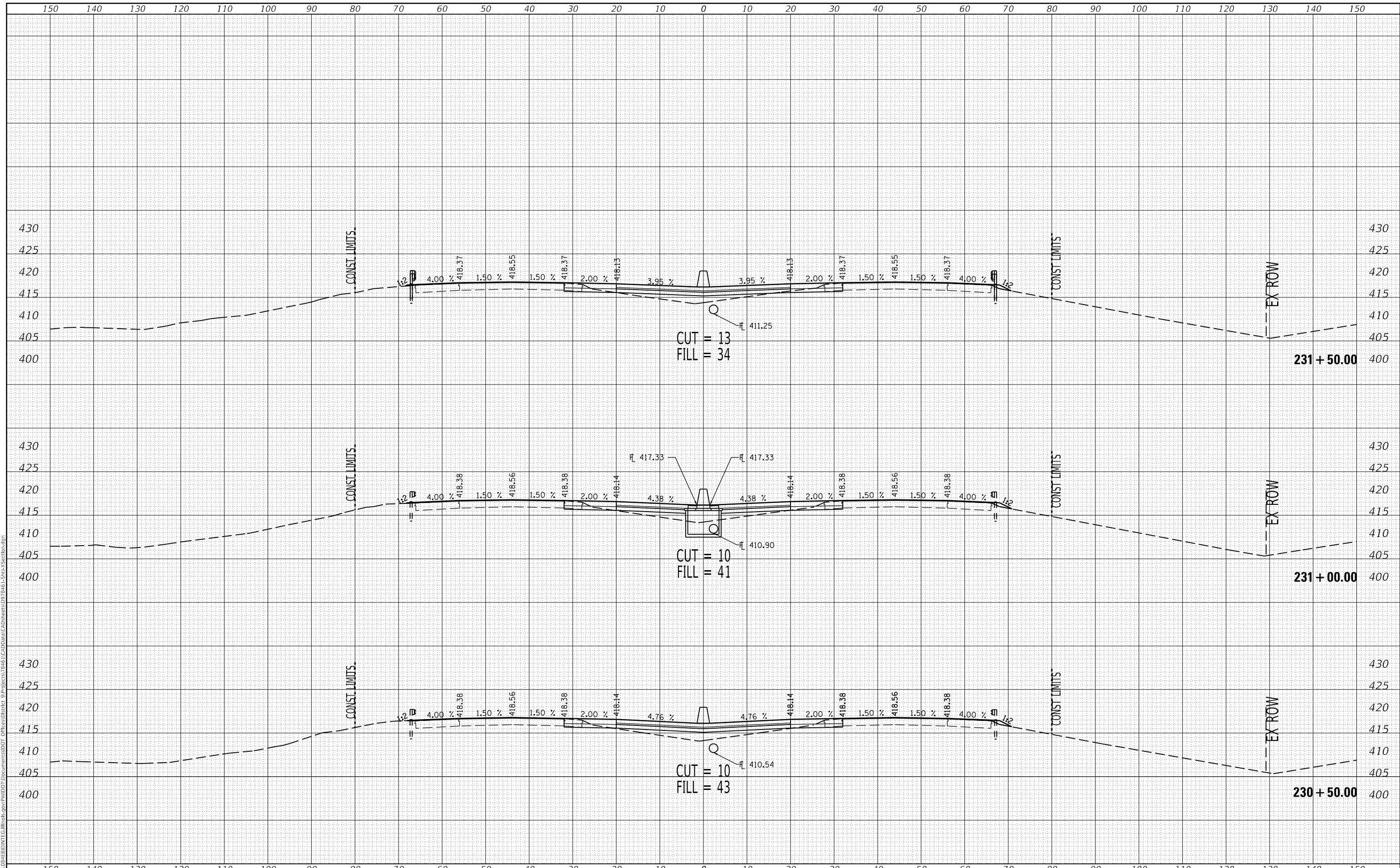
CROSS SECTIONS	
I-57 OVER ATCHISON CREEK	
SCALE:	SHEET OF SHEETS
STA. 229+00.00	TO STA. 230+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	81
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = brandonja	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
I-57 OVER ATCHISON CREEK**

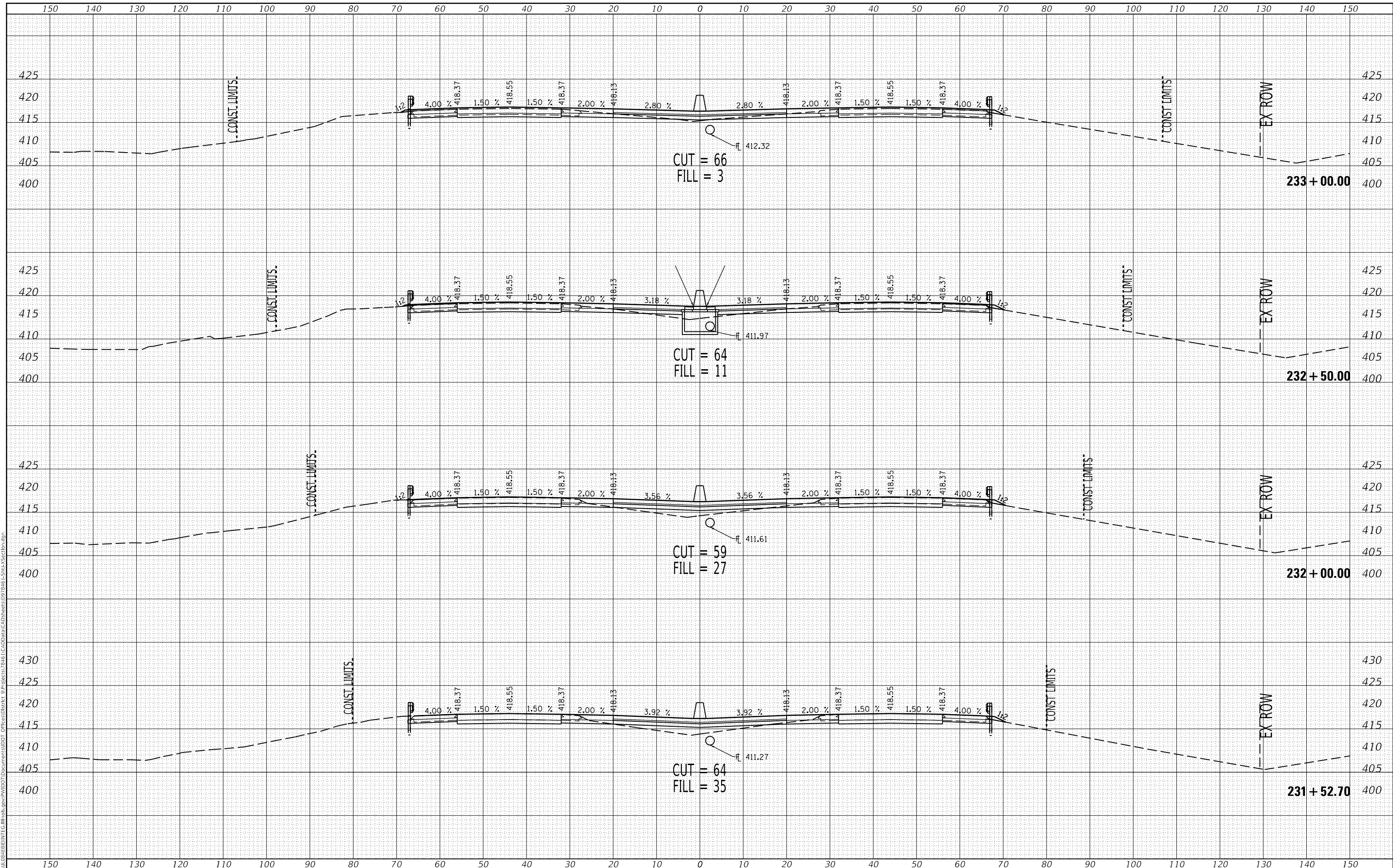
SCALE: SHEET OF SHEETS STA. 230+50.00 TO STA. 231+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	82
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = brandonja	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

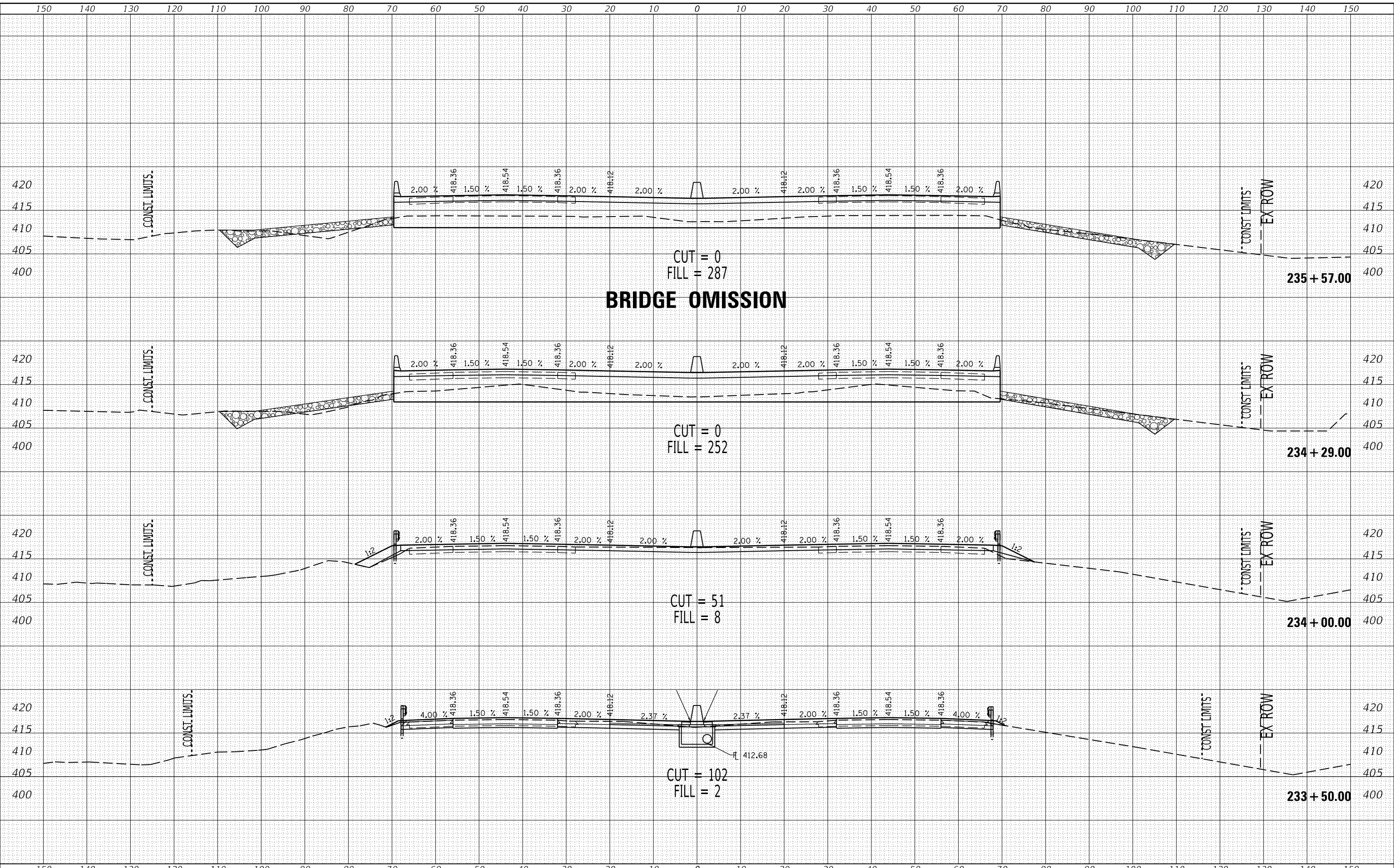
CROSS SECTIONS	
I-57 OVER ATCHISON CREEK	
SCALE:	SHEET OF SHEETS
	STA. 231+52.70 TO STA. 233+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	83
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = brandonja	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

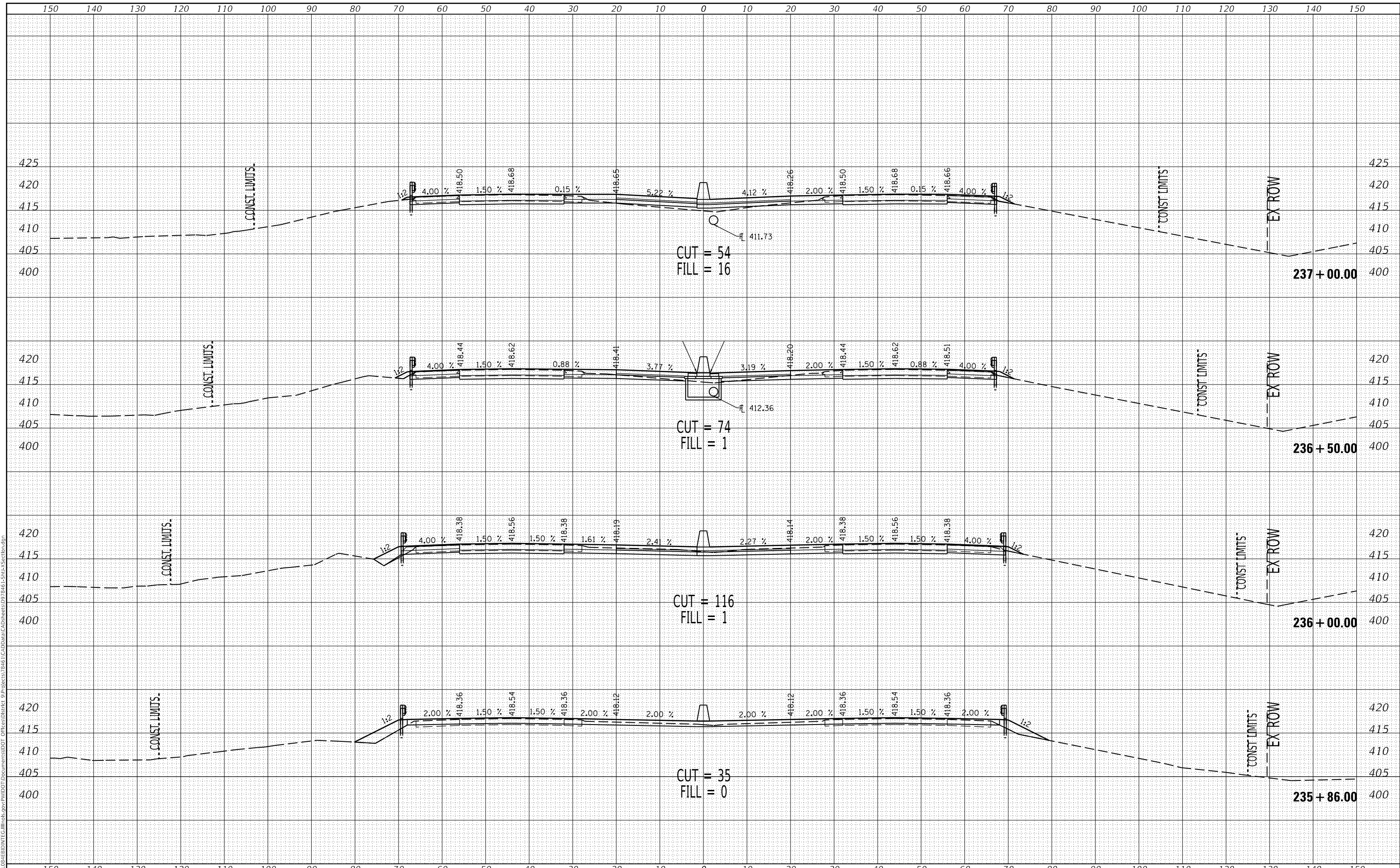
CROSS SECTIONS	
I-57 OVER ATCHISON CREEK	
SCALE:	SHEET OF SHEETS
STA. 233+50.00	TO STA. 235+57.00

F.A.I. RTE. 57	SECTION (41-1)B-2	COUNTY JEFFERSON	TOTAL SHEETS 91	SHEET NO. 84
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = brandonja	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

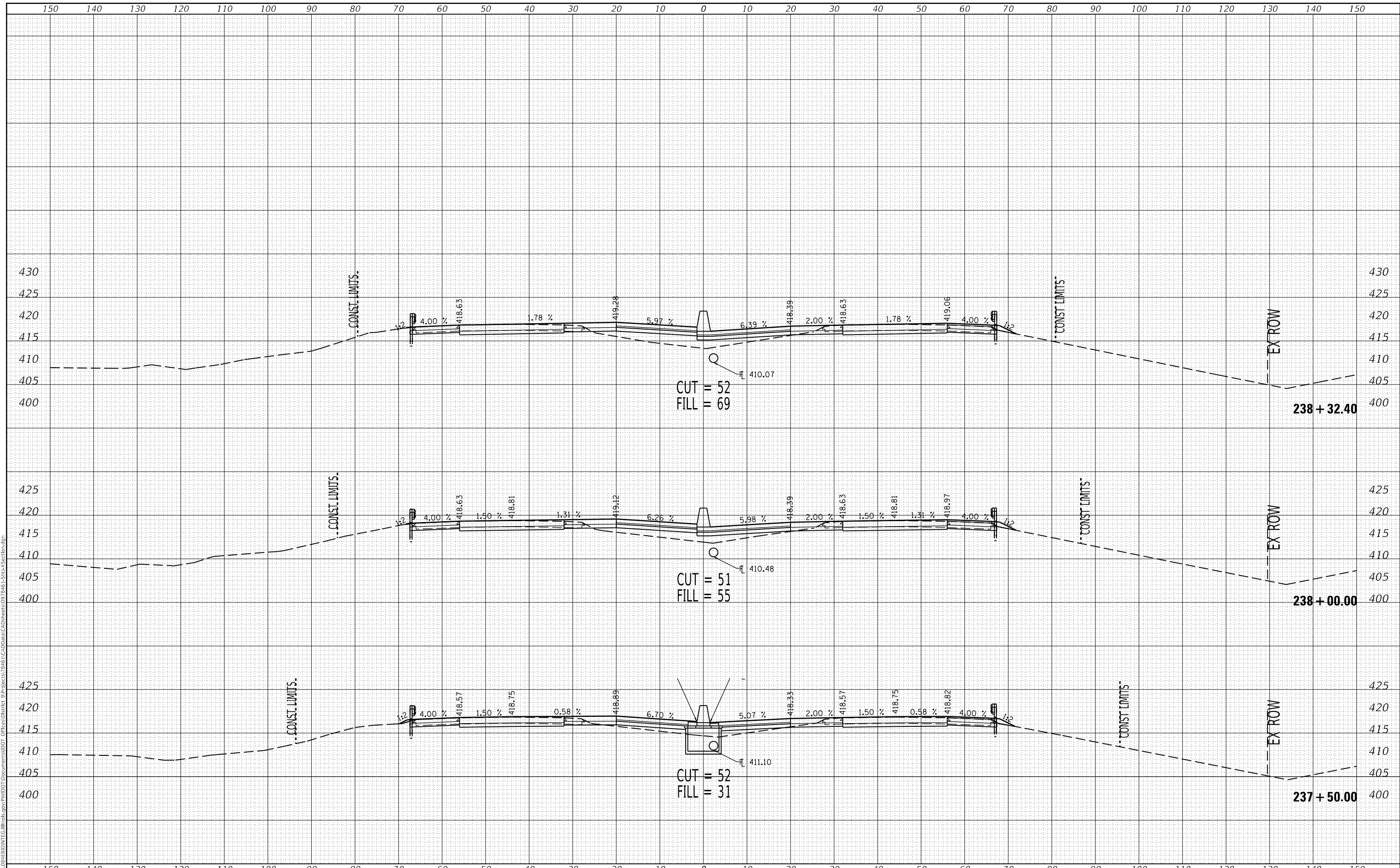
CROSS SECTIONS	
I-57 OVER ATCHISON CREEK	
SCALE:	SHEET OF SHEETS
STA. 235+86.00	TO STA. 237+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	85
				CONTRACT NO. 78461
		ILLINOIS	FED. AID PROJECT	

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

ORIGINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
AREAS CHECKED	TEMPLATE	
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USER NAME = brandonja	DESIGNED -	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 1/29/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

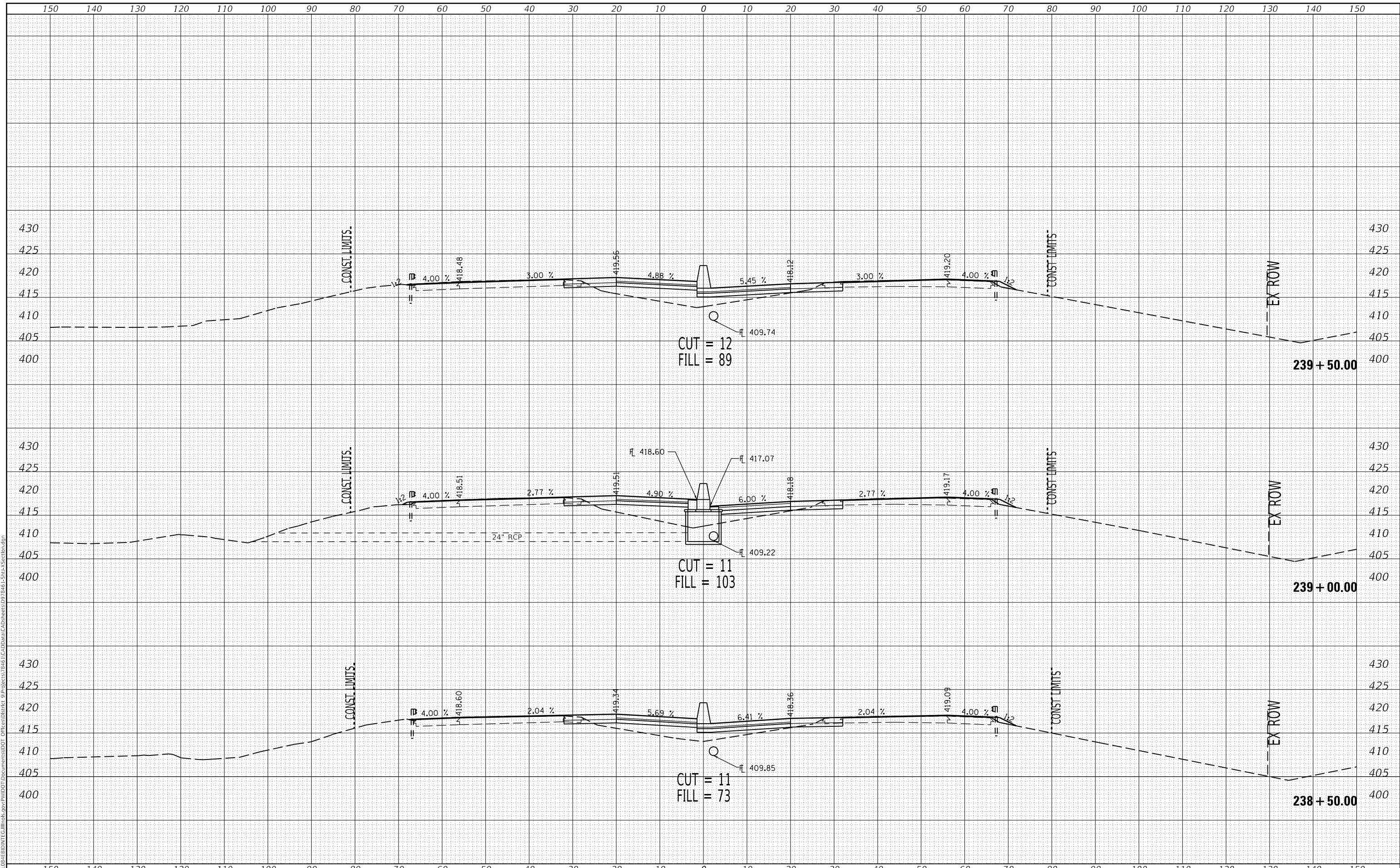
CROSS SECTIONS	
I-57 OVER ATCHISON CREEK	
SCALE:	SHEET OF SHEETS STA. 237+50.00 TO STA. 238+32.40

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	86
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

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

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

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	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 I-57 OVER ATCHISON CREEK**

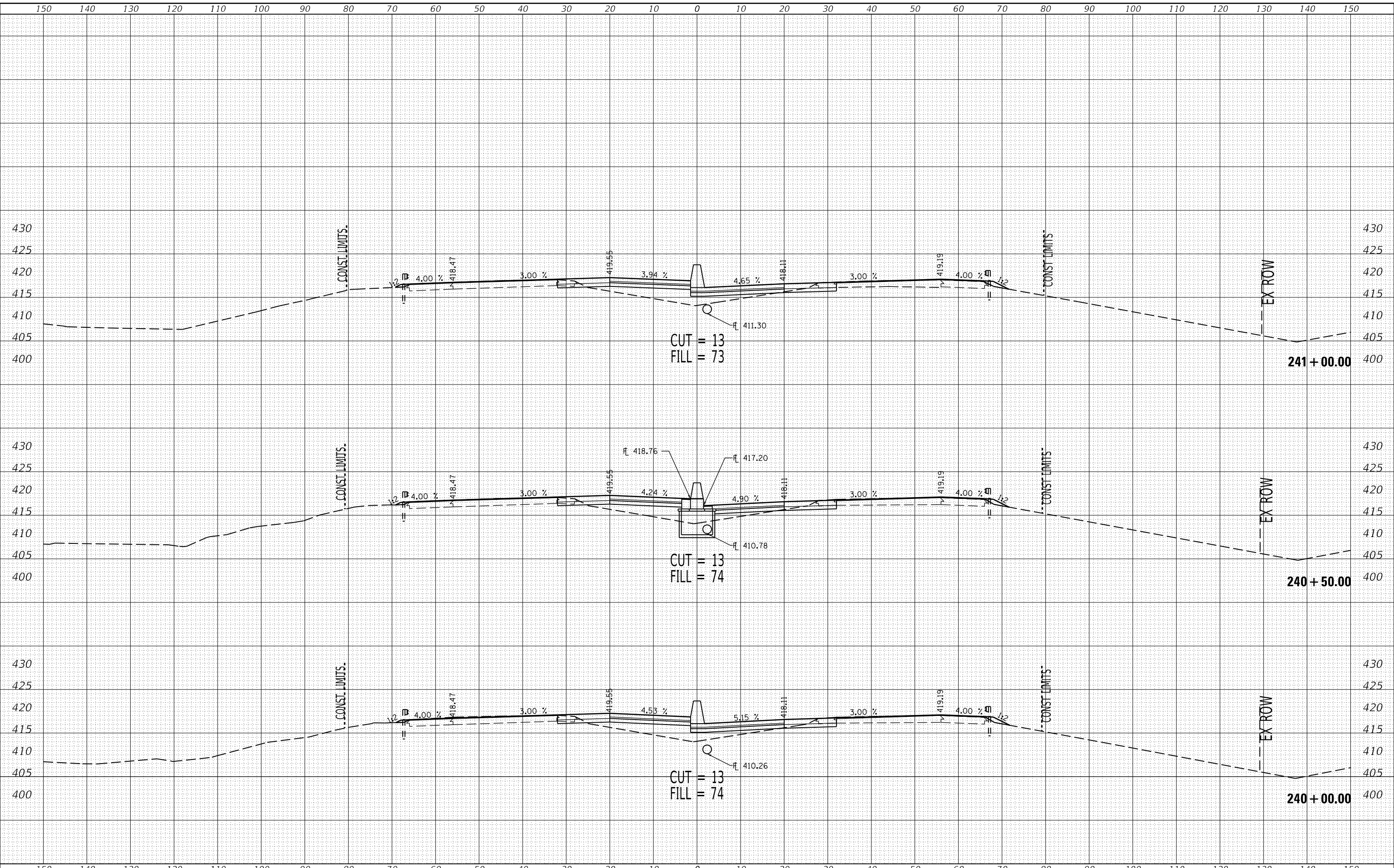
SCALE: SHEET OF SHEETS STA. 238+50.00 TO STA. 239+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	87
CONTRACT NO. 78461				
ILLINOIS		FED. AID PROJECT		

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

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

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USER NAME = brandonja	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

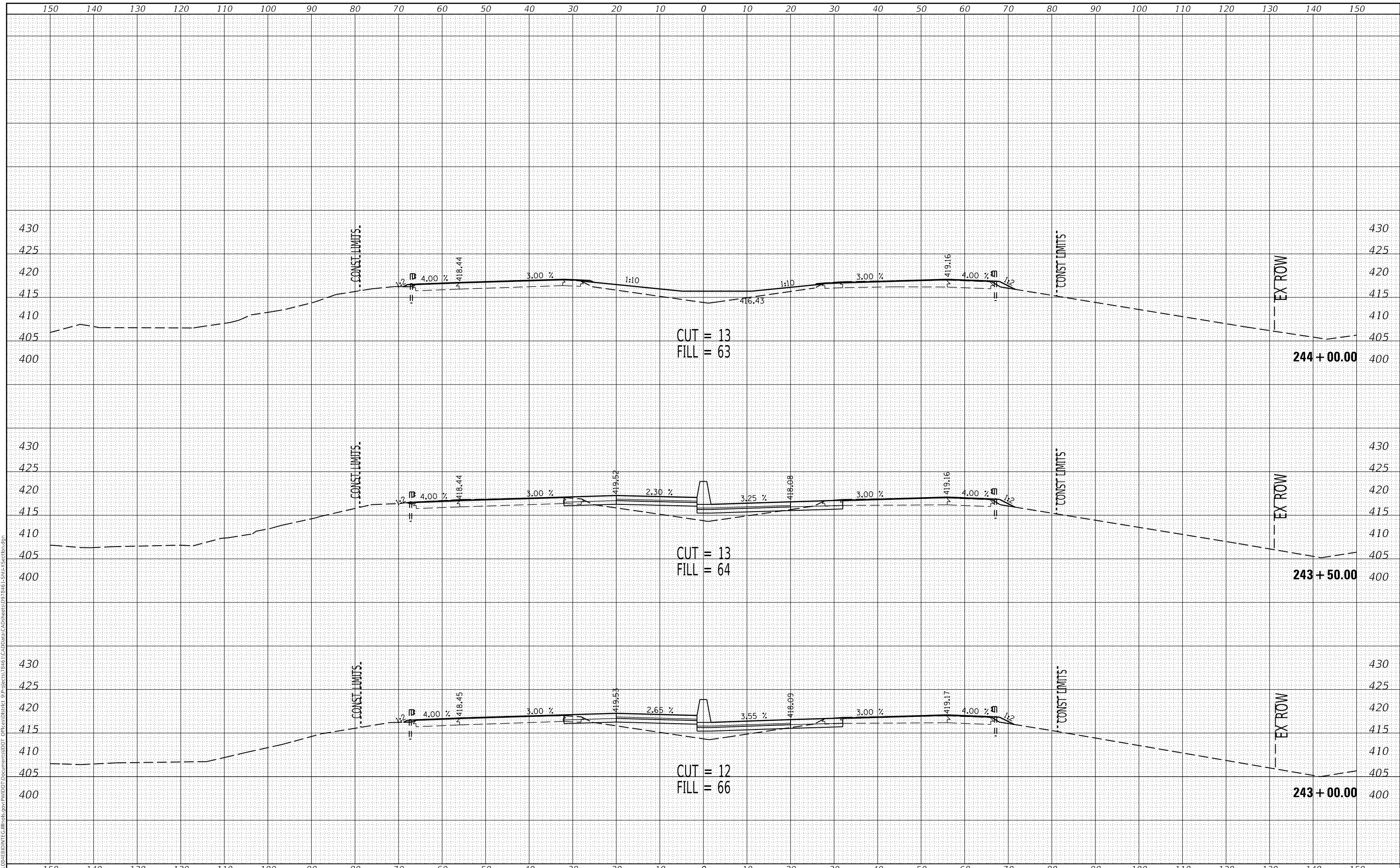
CROSS SECTIONS	
I-57 OVER ATCHISON CREEK	
SCALE:	SHEET OF SHEETS
STA. 240+00.00	TO STA. 241+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	88
CONTRACT NO. 78461				
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = brandonja	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 I-57 OVER ATCHISON CREEK**

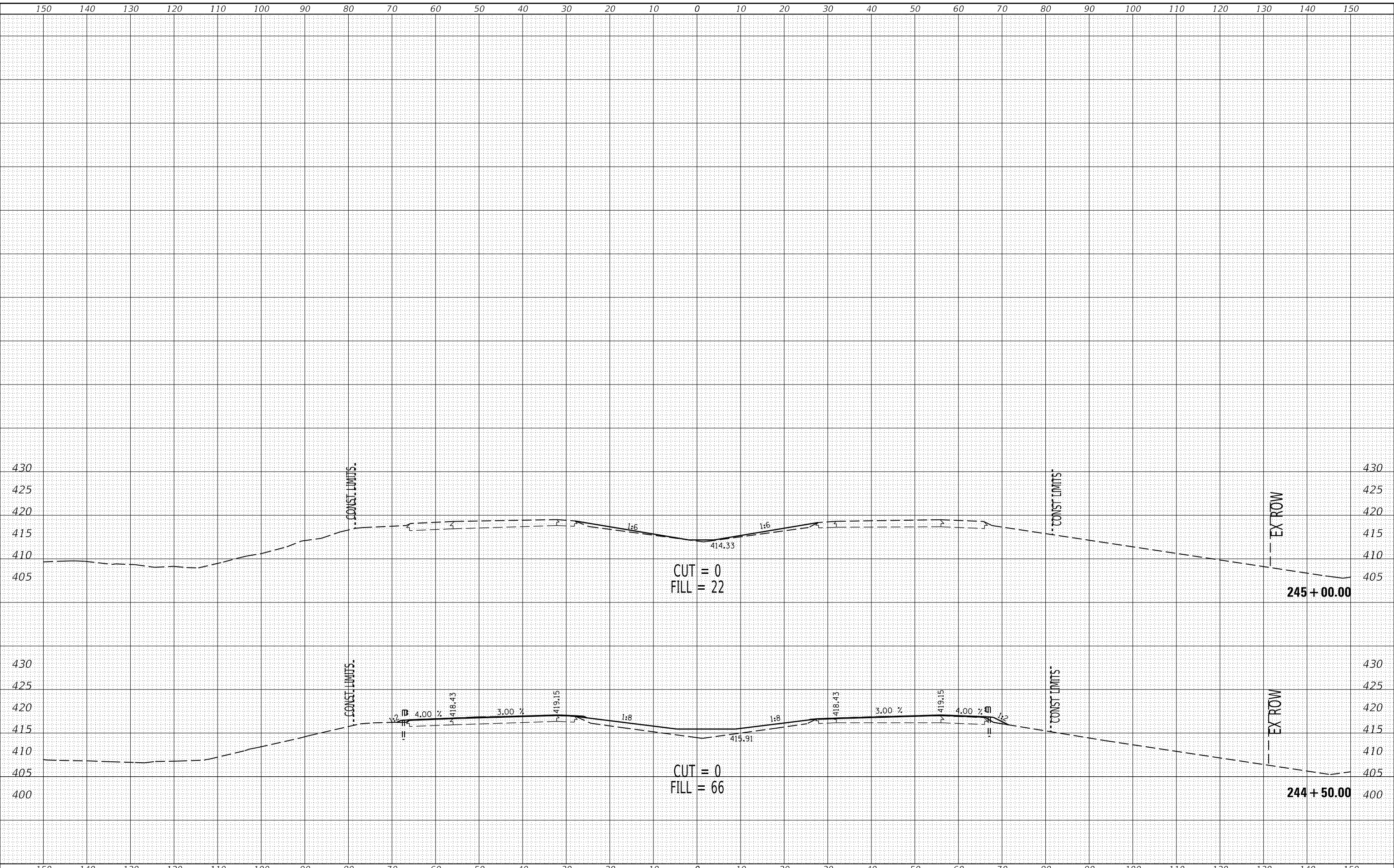
SCALE: SHEET OF SHEETS STA. 243+00.00 TO STA. 244+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	90
				CONTRACT NO. 78461
		ILLINOIS	FED. AID PROJECT	

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

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

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	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 1/29/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 I-57 OVER ATCHISON CREEK**

SCALE: SHEET OF SHEETS STA. 244+50.00 TO STA. 245+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(41-1)B-2	JEFFERSON	91	91
				CONTRACT NO. 78461
		ILLINOIS	FED. AID PROJECT	