

FOR INDEX OF SHEETS, SEE SHEET NO. 3 06-13-2025 LETTING ITEM 135

FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 5-11

# TRAFFIC DATA

I-57

FUNCTIONAL CLASSIFICATION: INTERSTATE

ADT: 43300 (2025)  
 PV: 65.1%  
 TRUCKS: 34.9%  
 DESIGN SPEED: 70 MPH  
 POSTED SPEED: 70 MPH

## STIRITZ ROAD

FUNCTIONAL CLASSIFICATION: LOCAL ROAD

ADT: 1060 (2025)  
 PV: 96.8%  
 TRUCKS: 3.2%  
 DESIGN SPEED: 50 MPH  
 POSTED SPEED: 45 MPH

# TOWNSHIP

WILLIAMSON COUNTY UNIT ROAD DISTRICT

DESIGN DESIGNATION : N/A

COORDINATE SYSTEM : NAD 1983 STATE PLANE ILLINOIS  
 EAST FIPS 1201 FEET (HORIZONTAL)  
 NGVD29 (VERTICAL)



IL LICENSE NO. 18400883-0006  
 JOB NO. 1359.14

EXISTING STRUCTURE NO. 100-0053  
 STATION 10+00.00  
 PROPOSED STRUCTURE NO. 100-0110  
 STATION 10+00.00  
 OVER I-57  
 TWO-SPAN BRIDGE  
 240'-6" BK TO BK ABUTMENTS  
 SKEWED 5°-02'-32" LEFT FORWARD



EXPIRES 11-30-25

SIGNATURE

03-10-25  
 DATE

THIS SEAL APPLIES TO SHEETS 1-56 AND 90-109 OF 109

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

PROJECT ENGINEER: EHREN KIRBY  
 PROJECT DESIGNER: ESCA CONSULTANTS, INC.

CONTRACT NO. 78831

PROJECT DESIGNER: ESCA CONSULTANTS, INC. 1000 N. WASHINGTON ST., SUITE 200, CHICAGO, IL 60610  
 PROJECT NO. 1359.14  
 SHEET NO. 1-56 OF 109

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION PROPOSED HIGHWAY PLANS FAI ROUTE 57 (I-57) SECTION X1-4(HB-3) PROJECT BR-7HDD(843) BRIDGE REPLACEMENT TR 23 (STIRITZ ROAD) OVER I-57 WILLIAMSON COUNTY C-99-014-21



LOCATION MAP

GROSS LENGTH = 1000.00 FT. = 0.19 MILES  
 NET LENGTH = 1000.00 FT. = 0.19 MILES

FAI RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	1
		ILLINOIS	CONTRACT NO. 78831	

D-99-006-21



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SUBMITTED March 14 20 25

Zora S. Runtz  
 REGION FIVE ENGINEER

May 9 20 25  
[Signature]  
 ENGINEER OF DESIGN AND ENVIRONMENT

May 9 20 25  
[Signature]  
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS

MOBLL\_PLOT  
FILE NAME: Y:\10001359-14-78831\CADD\Highway\CADD\_Sheets\09\8831-211-090101.dgn



USER NAME = IRC	DESIGNED - IRC	REVISED -
LSCA PROJECT NO. 1359.14	DRAWN - IRC	REVISED -
PLOT SCALE = 0.1867" / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SIGNATURE BLOCK

PREPARED BY: *Susan Poe*  
DISTRICT STUDIES & PLANS ENGINEER

EXAMINED BY: *Nancy Lee*  
DISTRICT LAND ACQUISITION ENGINEER

EXAMINED BY: *Carroll*  
DISTRICT PROGRAM DEVELOPMENT ENGINEER

EXAMINED BY: *Z Cao*  
DISTRICT OPERATIONS ENGINEER

EXAMINED BY: \_\_\_\_\_  
DISTRICT PROJECT IMPLEMENTATION ENGINEER

EXAMINED BY: *Burwills*  
DISTRICT CONSTRUCTION ENGINEER

EXAMINED BY: *Aam Hays*  
DISTRICT MATERIALS ENGINEER

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. _____ TO STA. _____	F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 2
						CONTRACT NO. 78831	
						ILLINOIS FED. AID PROJECT	



**LIST OF ILLINOIS DOT HIGHWAY STANDARDS**

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-10	PAVEMENT JOINTS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
442201-03	CLASS C AND D PATCHES
515001-04	NAME PLATE FOR BRIDGES
542401-04	METAL FLARED END SECTION FOR PIPE CULVERTS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
610001-09	SHOULDER INLET WITH CURB
630001-13	STEEL PLATE BEAM GUARDRAIL
630106-02	LONG-SPAN GUARDRAIL OVER CULVERT
630201-07	PCC / HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
642001-03	SHOULDER RUMBLE STRIPS, 16 in.
642006-01	SHOULDER RUMBLE STRIPS, 8 in.
665001-02	WOVEN WIRE FENCE
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15'(4.5 M) TO 24"(600 MM) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15'(4.5 M) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
701428-01	TRAFFIC CONTROL, SETUP AND REMOVAL, FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701451-05	RAMP CLOSURE FREEWAY/EXPRESSWAY
701901-10	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

**INDEX OF SHEETS**

SHEET NO.	DESCRIPTION
<b>ROADWAY PLANS</b>	
1.	COVER SHEET
2.	SIGNATURE BLOCK
3.	INDEX OF SHEETS AND HIGHWAY STANDARDS
4.	GENERAL NOTES AND COMMITMENTS
5.-11.	SUMMARY OF QUANTITIES
12.-16.	TYPICAL SECTIONS
17.-19.	SCHEDULES OF QUANTITIES
20.-24.	ALIGNMENT, TIES & BENCHMARKS
25.-28.	STIRITZ ROAD PLAN
29.-30.	STIRITZ ROAD PROFILE
31.	I-57 PLAN
32.	I-57 PROFILES
33.	I-57 SHOULDER CLOSURE
34.-35.	I-57 TEMPORARY CLOSURE DETOUR
36.-39.	I-57 SOUTHBOUND TEMPORARY CLOSURE TRAFFIC CONTROL DETAILS
40.-43.	I-57 NORTHBOUND TEMPORARY CLOSURE TRAFFIC CONTROL DETAILS
44.	STIRITZ ROAD CLOSURE
45.	BRIDGE OR ROAD CLOSURE DETAILS
46.	EROSION CONTROL PLAN
47.-50.	REMOVAL PLAN
51.	PAVEMENT CONNECTOR DETAILS
52.	PAVEMENT TRANSITION DETAILS
53.	CONCRETE GUTTER DETAILS
54.	ROADWAY DETAILS
55.	REINFORCED CONCRETE END SECTION
56.	SEEDING AND MULCHING & STEP CONSTRUCTION ON EXISTING FILL
<b>STRUCTURE PLANS – SN 100–0110</b>	
57.	GENERAL PLAN AND ELEVATION
58.	GENERAL DATA
59.-61.	TOP OF SLAB ELEVATIONS
62.-63.	TOP OF APPROACH SLAB ELEVATIONS
64.	SUPERSTRUCTURE
65.	SUPERSTRUCTURE DETAILS
66.	DIAPHRAGM DETAILS
67.-68.	BRIDGE APPROACH SLAB DETAILS
69.	FRAMING PLAN
70.	STEEL DETAILS
71.	BEARING DETAILS
72.	EAST ABUTMENT
73.	WEST ABUTMENT
74.	PIER DETAILS
75.	HP PILE DETAILS
76.	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
77.-81.	SOIL BORING DATA
<b>EXISTING STRUCTURE PLANS</b>	
82.-89.	SN 100-0053 EXISTING STRUCTURE PLANS
<b>CROSS SECTIONS</b>	
90.-104.	STIRITZ ROAD CROSS SECTIONS
105.-109.	I-57 CROSS SECTIONS

MODEL PLOT FILE NAME: Y:\DOT\1359-14\_78831\CADD\Highway\CADD\_Sheets\0978831-14-Highway-002.dgn



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PLOT SCALE = 0.1667' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 4/9/2025	DATE - 04/25	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS AND HIGHWAY STANDARDS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	3
CONTRACT NO. 78831				
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
- THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 10%.
- 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.
- EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

- ALL CULVERT EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY CULVERT, THE ENTIRE LENGTH OF THE EXISTING CULVERT SHALL BE CLEANED OF ALL EARTH AND DEBRIS. THIS WORK WILL BE PAID ACCORDING TO ARTICLE 109.04.
- LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE TOP LIFT OF FULL DEPTH HOT-MIX ASPHALT PAVEMENT IF A JOINT IS USED AT THE CENTERLINE. THE COST OF LONGITUDINAL JOINT SEALANT IS INCLUDED IN HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 8".
- REMOVAL OF ABANDONED UTILITIES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- THE TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**COMMITMENTS**

- TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT WILL NOT BE CLEARED APRIL 1 THROUGH SEPTEMBER 30.
- PAVEMENT PATCHING QUANTITIES HAVE BEEN INCLUDED FOR THE DETOUR ROUTE.

**HMA MIXTURES REQUIREMENTS TABLE**

LOCATIONS	HOT-MIX ASPHALT SURFACE COURSE	HOT-MIX ASPHALT BINDER COURSE	HOT-MIX SHOULDERS 8" (UPPER LIFT)	HOT-MIX SHOULDERS 8" (BOTTOM LIFT)
MIXTURE USES	HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70	HOT-MIX ASPHALT BINDER COURSE, IL-19mm, N70	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N30	HOT-MIX ASPHALT BINDER COURSE, IL-19.0mm, N30
PG:	PG64-22	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS:	4.0%, 70 GYRATION DESIGN	4.0%, 70 GYRATION DESIGN	4.0%, 30 GYRATION DESIGN	4.0%, 50 GYRATION DESIGN
MIX COMPOSITION:	IL-9.5mm	IL-19.0mm	IL-9.5L	IL-19.0mm
FRICTION AGGREGATE:	MIX D	NONE	NONE	NONE
MIXTURE WEIGHT:	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA	QC/QA	QC/QA
SUBLOT SIZE:	3000	3000	3000	3000
MATERIAL TRANSFER DEVICE (REQUIRED?)	NO	NO	NO	NO

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND COMMITMENTS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	4
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				ROADWAY	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				0004 ROADWAY	0010 S.N. 100-0110
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	3510	3510	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	1584	1584	
20200100	EARTH EXCAVATION	CU YD	1605	1605	
20400100	BORROW EXCAVATION	CU YD	21235	21235	
25000200	SEEDING, CLASS 2	ACRE	4.00	4.00	
25000350	SEEDING, CLASS 7	ACRE	4.00	4.00	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	360	360	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	360	360	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	360	360	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	8.0	8.0	
25100115	MULCH, METHOD 2	ACRE	8.00	8.00	
25100630	EROSION CONTROL BLANKET	SQ YD	18462	18462	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	800	800	
28000305	TEMPORARY DITCH CHECKS	FOOT	213	213	

MODEL: PLOT01  
FILE NAME: Y:\DOT\1359-14\_78831\CADD\Highway\CADD\_Sheets\DOT78831-14-H-001.dgn



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ESCA PROJECT NO. 1359.14  
PLOT SCALE = 0.1667' / in.  
PLOT DATE = 3/10/2025

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: NONE    SHEET NO. 1 OF 7 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	5
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				ROADWAY	STRUCTURE
				CONSTRUCTION CODE	
				0004 ROADWAY	0010 S.N. 100-0110
28000500	INLET AND PIPE PROTECTION	EACH	3	3	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1734	1734	
31100300	SUBBASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	100	100	
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	151	151	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	7816	7816	
40701841	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 8"	SQ YD	1634	1634	
42000060	WELDED WIRE REINFORCEMENT	SQ YD	112	112	
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	112	112	
42001300	PROTECTIVE COAT	SQ YD	184	184	
44000100	PAVEMENT REMOVAL	SQ YD	1658	1658	
44000400	GUTTER REMOVAL	FOOT	323	323	
44200050	WELDED WIRE REINFORCEMENT	SQ YD	192	192	
44201349	CLASS C PATCHES, TYPE I, 10 INCH	SQ YD	78	78	
44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	388	388	

REV - MS

MODEL: PLOT02  
FILE NAME: Y:\DOT\1359-14\78831\CADD\Highway\CADD Sheets\0978831.sht.sq01.dgn



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PLOT SCALE = 0.1667' / in.  
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: NONE    SHEET NO. 2 OF 7    SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	6
			CONTRACT NO. 78831	
		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				ROADWAY	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				0004 ROADWAY	0010 S.N. 100-0110
44201357	CLASS C PATCHES, TYPE III, 10 INCH	SQ YD	40	40	
44201359	CLASS C PATCHES, TYPE IV, 10 INCH	SQ YD	88	88	
44201389	CLASS C PATCHES, TYPE II, 13 INCH	SQ YD	14	14	
44201394	CLASS C PATCHES, TYPE III, 13 INCH	SQ YD	22	22	
44201396	CLASS C PATCHES, TYPE IV, 13 INCH	SQ YD	42	42	
44213204	TIE BARS 3/4"	EACH	210	210	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	44	44	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1076	1076	
48300500	PORTLAND CEMENT CONCRETE SHOULDERS 10"	SQ YD	68	68	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50157300	PROTECTIVE SHIELD	SQ YD	425		425
50200100	STRUCTURE EXCAVATION	CU YD	183		183

REV - MS

MODEL: PLOT03  
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PLOT DATE = 3/10/2025	DATE - 02/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 3 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	7
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				ROADWAY	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				0004	0010
				ROADWAY	S.N. 100-0110
50300225	CONCRETE STRUCTURES	CU YD	124.0		124.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	319.5		319.5
50300260	BRIDGE DECK GROOVING	SQ YD	1030		1030
50300300	PROTECTIVE COAT	SQ YD	1240		1240
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	89.5		89.5
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	2610		2610
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	126990		126990
50800530	MECHANICAL SPLICERS	EACH	36		36
51100100	SLOPE WALL 4 INCH	SQ YD	348		348
51201610	FURNISHING STEEL PILES HP12X63	FOOT	1648		1648
51202305	DRIVING PILES	FOOT	1648		1648
51203610	TEST PILE STEEL HP12X63	EACH	2		2
51204650	PILE SHOES	EACH	28		28

REV - MS

MODEL: PLOT04  
FILE NAME: Y:\DOT\1359-14\78831\CADD\Highway\CADD Sheets\0978831.sht\_ssq01.dgn



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PLOT DATE = 3/10/2025

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DATE - 02/25

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 4 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	8
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	



SUMMARY OF QUANTITIES				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				ROADWAY	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				0004	0010
				ROADWAY	S.N. 100-0110
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	36		36
542A0277	PIPE CULVERTS, CLASS A, TYPE 1 72"	FOOT	51	51	
54213507	END SECTIONS 72"	EACH	2	2	
54248510	CONCRETE COLLAR	CU YD	3.1	3.1	
54262712	METAL FLARED END SECTIONS 12"	EACH	4	4	
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	150		150
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	76		76
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4	
60100945	PIPE DRAINS 12"	FOOT	355	355	
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	137		137
61000050	CONCRETE THRUST BLOCKS	EACH	4	4	
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	4	4	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	2150	2150	

\* SPECIALTY ITEM

REV - MS

MODEL: PLOT05  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 5 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	9
			CONTRACT NO. 78831	
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				ROADWAY	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				0004 ROADWAY	0010 S.N. 100-0110
* 63000370	LONG-SPAN GUARDRAIL OVER CULVERT, 25 FT SPAN	FOOT	100	100	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	2714	2714	
66500105	WOVEN WIRE FENCE, 4'	FOOT	344	344	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	15	15	
67100100	MOBILIZATION	L SUM	1	1	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1	
70100815	TRAFFIC CONTROL AND PROTECTION, STANDARD 701446	L SUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	439	439	
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1800	1800	
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	72	72	

\* SPECIALTY ITEM

REV - MS

MODEL: PLOT06  
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USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. 1359.14	DRAWN - IRC	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/18/2025	DATE - 03/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	10
			CONTRACT NO. 78831	
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				90% FEDERAL 10% STATE	90% FEDERAL 10% STATE
				ROADWAY	STRUCTURE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				0004 ROADWAY	0010 S.N. 100-0110
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4	
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	3400	3400	
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	36	36	
* 78200010	BARRIER WALL REFLECTORS, TYPE B	EACH	16	16	
⊗⊗⊗ X2503100	MOWING	UNIT	10	10	
X5010523	REMOVE CONCRETE END SECTION	EACH	2	2	
X5080530	BAR TERMINATORS	EACH	514		514
X6062400	CONCRETE GUTTER (SPECIAL)	FOOT	338	338	
X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	380	380	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
∅ Z0076600	TRAINEES	HOUR	1500	1500	
∅ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1500	1500	

⊗⊗⊗ 100% STATE \* SPECIALTY ITEM ∅ 0042

REV - MS

MODEL: PLOT07  
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ESCA PROJECT NO. 1359.14  
PLOT SCALE = 0.1667' / in.  
PLOT DATE = 3/18/2025

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DRAWN - IRC  
CHECKED - ELH  
DATE - 03/25

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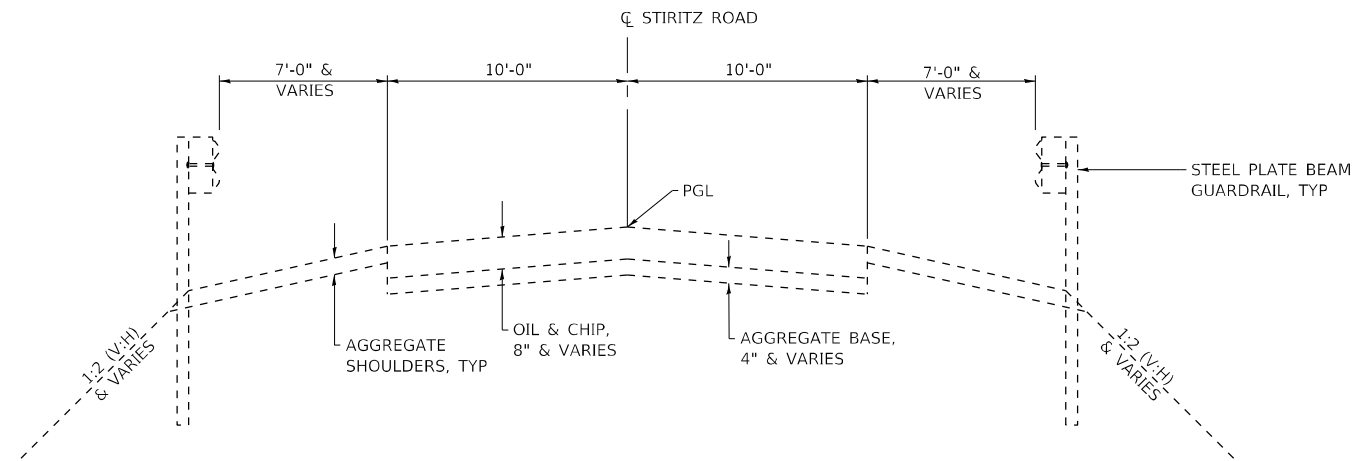
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

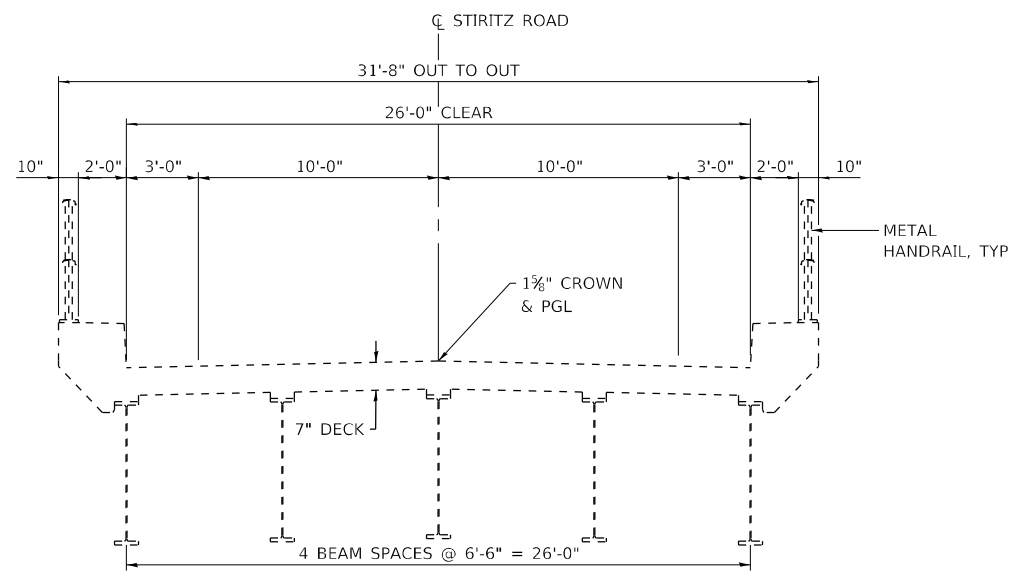
SCALE: NONE SHEET NO. 7 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	11
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	





**EXISTING TYPICAL SECTION**  
**STA 3+67.73 TO STA 8+83.50**  
**STA 11+16.50 TO STA 18+07.35**



**EXISTING TYPICAL SECTION**  
**STA 8+83.50 TO STA 11+16.50**

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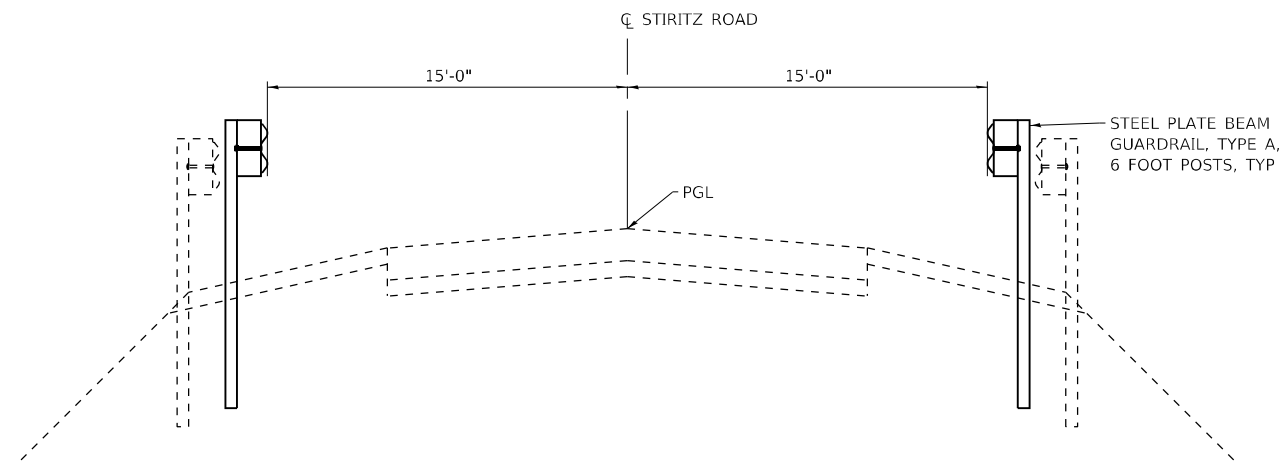
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PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

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

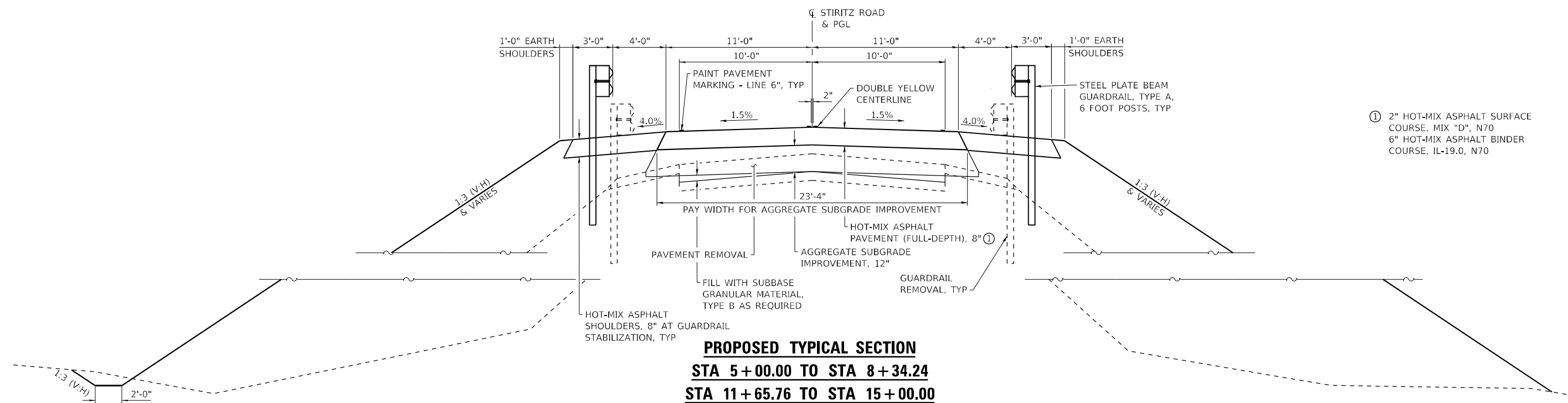
**STIRITZ ROAD TYPICAL SECTIONS**

SCALE: NONE SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	12
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**PROPOSED TYPICAL SECTION**  
**STA 3+65.00 TO STA 5+00.00**  
**STA 15+00.00 TO STA 18+10.00**



**PROPOSED TYPICAL SECTION**  
**STA 5+00.00 TO STA 8+34.24**  
**STA 11+65.76 TO STA 15+00.00**

① 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70  
 6" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70

MODEL\_PLOT  
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 PLOT DATE = 3/18/2025

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 DRAWN - ATN/NHC  
 CHECKED - ELH  
 DATE - 03/25

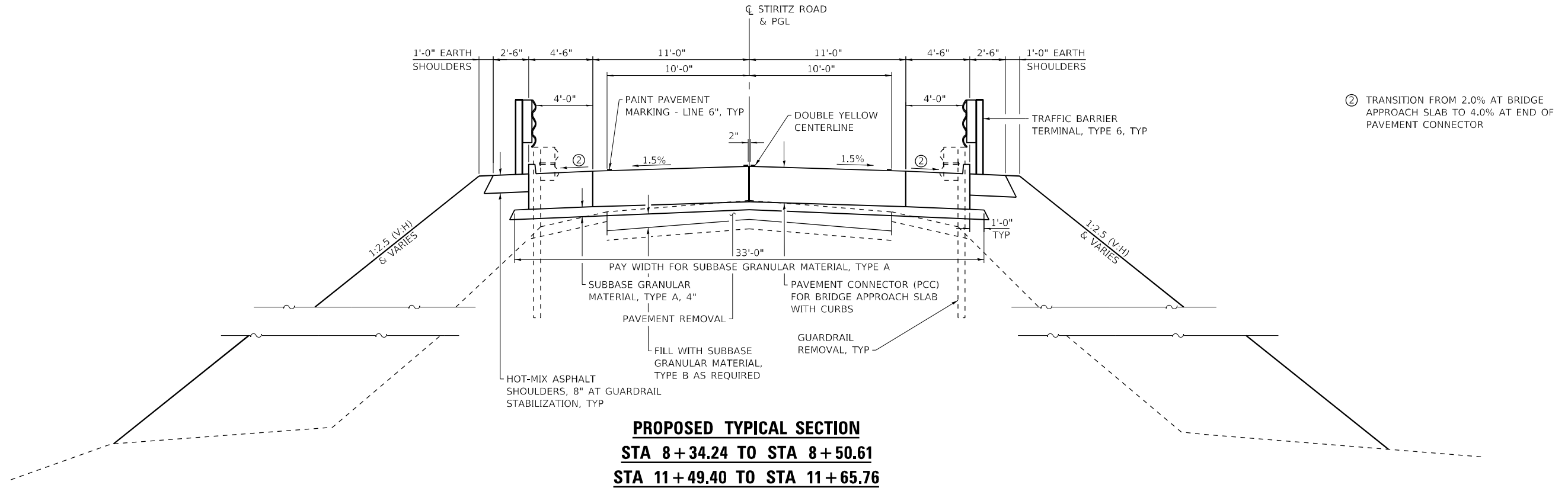
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

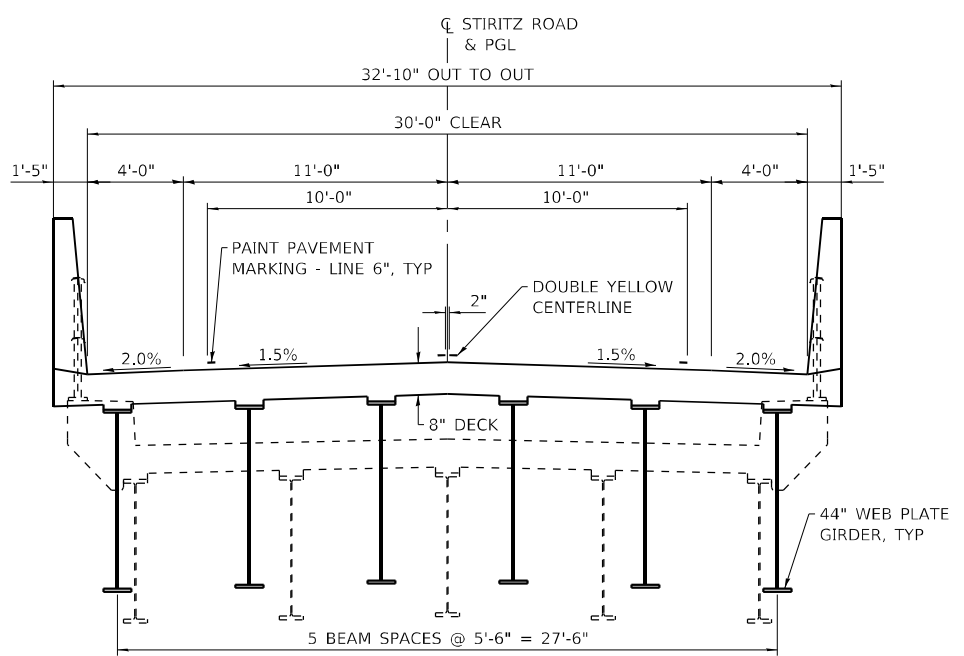
STIRITZ ROAD TYPICAL SECTIONS

SCALE: NONE SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-1(HB-3)	WILLIAMSON	109	13
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**PROPOSED TYPICAL SECTION**  
**STA 8+34.24 TO STA 8+50.61**  
**STA 11+49.40 TO STA 11+65.76**



**PROPOSED TYPICAL SECTION**  
**STA 8+79.75 TO STA 11+20.25**

② TRANSITION FROM 2.0% AT BRIDGE APPROACH SLAB TO 4.0% AT END OF PAVEMENT CONNECTOR

MODEL\_PLOT  
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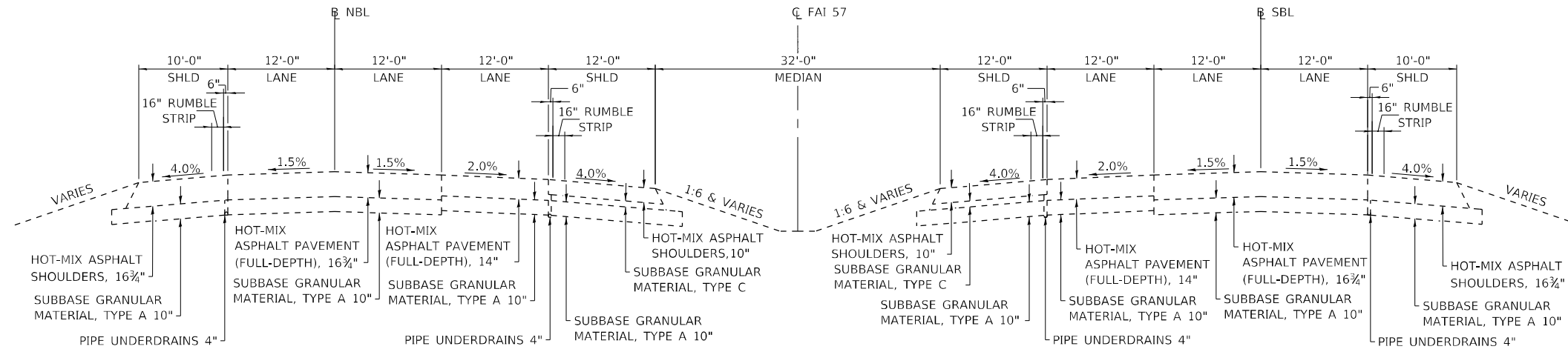
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ESCA PROJECT NO. 1359.14	DRAWN - ATN	REVISED -
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PLOT DATE = 3/18/2025	DATE - 03/25	REVISED -

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

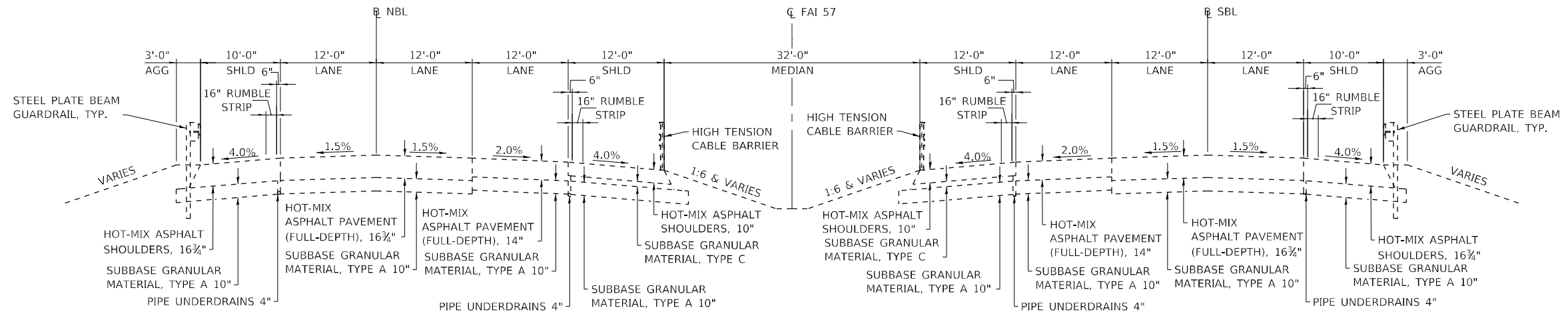
**STIRITZ ROAD TYPICAL SECTIONS**

SCALE: NONE    SHEET NO. 3 OF 3 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	14
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**EXISTING TYPICAL SECTION**  
**STA 79+50.00 TO STA 80+34.20 (NBL)**  
**STA 83+32.00 TO STA 84+50.00 (SBL)**



**EXISTING TYPICAL SECTION**  
**STA 80+34.20 TO STA 84+10.00 (NBL)**  
**STA 79+10.00 TO STA 83+32.00 (SBL)**

MODEL\_PLOT  
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PLOT SCALE = 0.1667' / in.  
PLOT DATE = 3/10/2025

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DRAWN - ATN/NHC  
CHECKED - ELH  
DATE - 09/24

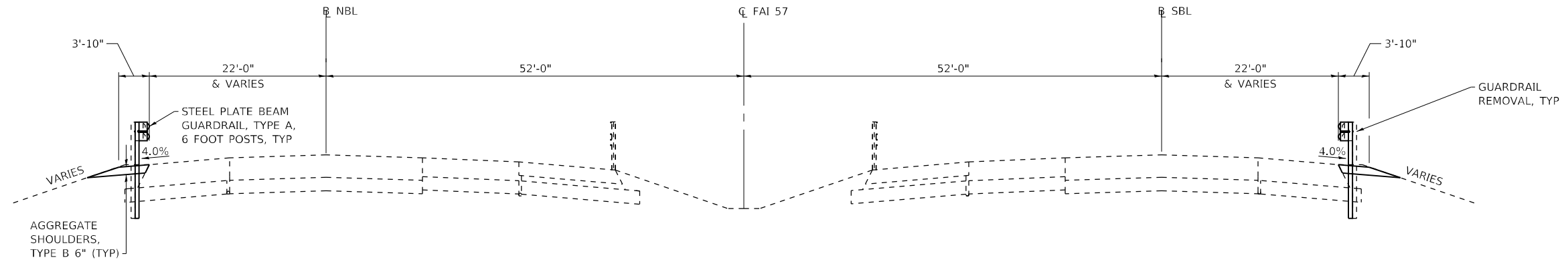
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

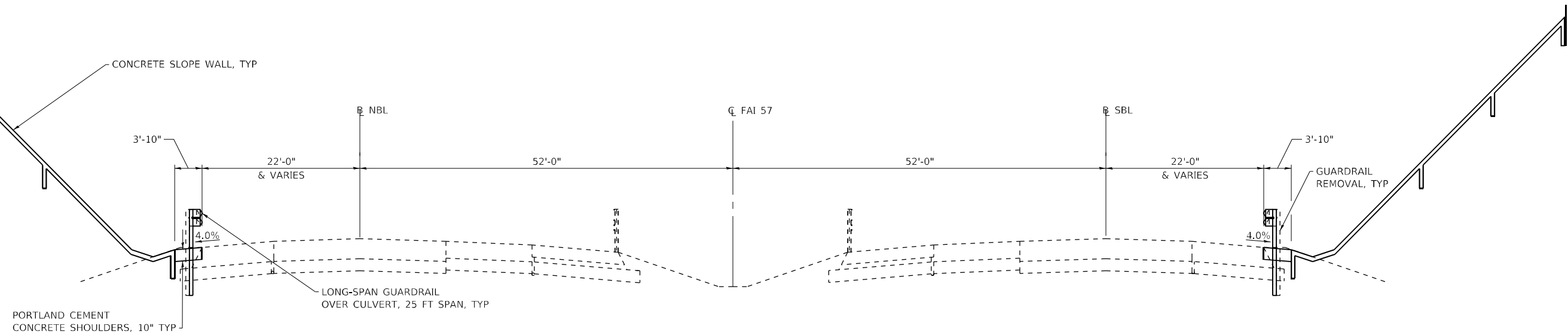
**I-57 TYPICAL SECTIONS**

SCALE: NONE    SHEET NO. 1 OF 2    SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	15
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**PROPOSED TYPICAL SECTION**  
**STA 81+31.90 TO STA 81+44.40 (NBL)**  
**STA 81+94.40 TO STA 82+19.40 (NBL)**  
**STA 81+32.70 TO STA 81+57.70 (SBL)**  
**STA 82+07.70 TO STA 82+20.20 (SBL)**



**PROPOSED TYPICAL SECTION**  
**STA 81+44.40 TO STA 81+94.40 (NBL)**  
**STA 81+57.70 TO STA 82+07.70 (SBL)**

MODEL PLOT  
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 PLOT SCALE = 0.1667' / in.  
 PLOT DATE = 3/10/2025

DESIGNED - ATN  
 DRAWN - ATN/NHC/IRC  
 CHECKED - ELH  
 DATE - 12/24

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 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**I-57 TYPICAL SECTIONS**

SCALE: NONE SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	16
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE										
LOCATION			EARTH EXCAVATION	AVERAGE SHRINKAGE FACTOR	EARTH EXCAVATION (ADJUSTED)	EMBANKMENT	EARTHWORK BALANCE		BORROW EXCAVATION	REMARKS
							EXCAVATION REQUIRED TO COMPLETE	EXCESS EXCAVATION		
STA	TO	STA	CU YD	%	CU YD	CU YD	CU YD	CU YD	CU YD	
3+31.00	RT	4+14.00	2	25	2	5	3			SHOULDER WIDENING TBT TY 1
3+34.00	LT	4+17.00	2	25	2	20	18			SHOULDER WIDENING TBT TY 1
5+00.00	RT	8+80.00	64	25	48	3810	3762			NE QUAD STIRITZ ROAD
5+00.00	LT	8+80.00	303	25	227	3795	3568			SE QUAD STIRITZ ROAD
-		-	192	25	144			144		EAST SLOPE WALL
-		-	192	25	144			144		WEST SLOPE WALL
11+20.00	RT	15+00.00	395	25	296	5125	4829			NW QUAD STIRITZ ROAD
11+20.00	LT	15+00.00	147	25	110	4260	4150			SW QUAD STIRITZ ROAD
17+58.00	RT	18+42.00				25	25			SHOULDER WIDENING TBT TY 1
17+60.00	LT	18+44.00				5	5			SHOULDER WIDENING TBT TY 1
80+57.00	LT	81+50.00	83	25	62	40		22		NE QUAD I-57
81+00.00	RT	81+64.00	65	25	49	20		29		NW QUAD I-57
81+88.00	LT	82+50.00	86	25	65	5		60		SE QUAD I-57
82+01.00	RT	82+95.00	74	25	56	20		36		SW QUAD I-57
TOTALS			1605			17130	-15925		21235	

\* BORROW EXCAVATION QUANTITY = EARTHWORK BALANCE / (1 - 0.25)

SEEDING SCHEDULE							
LOCATION	SEEDING, CLASS 2	SEEDING, CLASS 7	NITROGEN FERTILIZER	PHOSPHORUS FERTILIZER	POTASSIUM FERTILIZER	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2
	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE
STIRITZ ROAD							
STA 3+60.0 TO 9+15.4 RT	0.87	0.87	78.3	78.3	78.3	1.74	1.74
STA 3+62.7 TO 9+28.7 LT	0.91	0.91	81.9	81.9	81.9	1.82	1.82
STA 10+71.6 TO 18+12.3 RT	1.13	1.13	101.7	101.7	101.7	2.26	2.26
STA 10+84.5 TO 18+15.0 LT	1.05	1.05	94.5	94.5	94.5	2.1	2.10
I-57							
STA 81+45.0 TO 82+06.9 (MEDIAN)	0.04	0.04	3.6	3.6	3.6	0.08	0.08
TOTALS	4.00	4.00	360	360	360	8.0	8.00

EROSION CONTROL SCHEDULE				
LOCATION	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS	INLET AND PIPE PROTECTION
	SQ YD	POUND	FOOT	EACH
STIRITZ ROAD				
STA 3+60.0 TO 9+15.4 RT	4008	174		
STA 3+62.7 TO 9+28.7 LT	4198	182		
STA 5+18 LT			17	
STA 7+65 LT			17	
STA 8+50 RT			19	
STA 8+84 LT			15	
STA 8+95 RT				1
STA 9+29 LT				1
STA 10+71.6 TO 18+12.3 RT	5199	226		
STA 10+84.5 TO 18+15.0 LT	4878	210		
STA 11+30 RT			16	
STA 11+50 LT			24	
STA 11+75 RT			16	
STA 12+19 LT				1
STA 12+30 RT			16	
STA 12+89 LT			16	
STA 13+28 RT			17	
STA 13+72 RT			17	
STA 14+50 RT			23	
I-57				
STA 81+45.0 TO 82+06.9 (MEDIAN)	179	8		
TOTALS	18462	800	213	3

PAVEMENT MARKING SCHEDULE			
LOCATION	DESCRIPTION	PAINT PAVEMENT MARKING - LINE 6"	
		FOOT	
		WHITE	YELLOW
STIRITZ ROAD STA 5+00 TO STA 15+00 RT	EDGE LINE	1000	
STIRITZ ROAD STA 5+00 TO STA 11+00 RT	SOLID CENTERLINE		600
STIRITZ ROAD STA 11+00 TO STA 15+00 RT	SKIP DASH CENTERLINE		100
STIRITZ ROAD STA 5+00 TO STA 9+00 LT	SKIP DASH CENTERLINE		100
STIRITZ ROAD STA 9+00 TO STA 15+00 LT	SOLID CENTERLINE		600
STIRITZ ROAD STA 5+00 TO STA 15+00 LT	EDGE LINE	1000	
SUBTOTALS		2000	1400
TOTAL		3400	

MODEL: PLOT01  
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REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: NONE SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	17
			CONTRACT NO. 78831	
ILLINOIS FED. AID PROJECT				

GUARDRAIL SCHEDULE							
LOCATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	LONG-SPAN GUARDRAIL OVER CULVERT, 25 FT SPAN	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL REFLECTORS, TYPE A
	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH
STIRITZ ROAD							
STA 3+67.70 TO 9+08.50 RT	541						
STA 3+70.30 TO 9+11.70 LT	542						
STA 4+02.5 TO 8+27.5 RT		425		1	1	1	7
STA 4+05.2 TO 8+30.2 LT		425		1	1	1	7
STA 10+89.30 TO 18+04.40 RT	715						
STA 10+91.50 TO 18+07.30 LT	716						
STA 11+69.8 TO 17+69.8 RT		600		1	1	1	9
STA 11+72.5 TO 17+72.5 LT		600		1	1	1	9
I-57							
STA 81+31.9 TO 81+44.4 LT	12.5	12.5					
STA 81+20.2 TO 81+57.7 RT	37.5	37.5					
STA 81+44.4 TO 81+94.4 LT	50		50				2
STA 81+57.7 TO 82+07.7 RT	50		50				2
STA 81+94.4 TO 82+31.9 LT	37.5	37.5					
STA 82+07.7 TO 82+20.2 RT	12.5	12.5					
TOTALS	2714	2150	100	4	4	4	36

DRAINAGE SCHEDULE						
LOCATION	CONCRETE GUTTER (SPECIAL)	GUTTER REMOVAL	PIPE CULVERTS, CLASS A, TYPE 1 72"	CONCRETE COLLAR	END SECTIONS 72"	REMOVE CONCRETE END SECTION
	FOOT	FOOT	FOOT	CU YD	EACH	EACH
STIRITZ ROAD						
STA 12+19.00 LT					1	
STA 12+23.00 LT			14	1.55		1
STA 12+72.00 RT			37	1.55		1
STA 12+84.00 RT					1	
I-57						
STA 80+57.00 TO 81+50.30 LT	100					
STA 80+58.10 TO 81+51.58 LT		97				
STA 81+00.00 TO 81+64.30 RT	71					
STA 81+85.95 TO 82+79.50 LT		66				
STA 81+87.55 TO 82+50.00 LT	65					
STA 81+10.20 TO 81+65.30 RT		62				
STA 82+00.50 TO 82+90.50 RT		98				
STA 82+01.28 TO 82+95.00 RT	102					
TOTALS	338	323	51	3.1	2	2

SHOULDER SCHEDULE					
LOCATION	HOT-MIX ASPHALT SHOULDERS, 8"	BITUMINOUS MATERIALS (TACK COAT)	AGGREGATE SHOULDERS, TYPE B 6"	PORTLAND CEMENT CONCRETE SHOULDERS 10"	PROTECTIVE COAT
	SQ YD	POUND	SQ YD	SQ YD	SQ YD
STIRITZ ROAD					
STA 5+00.00 TO 8+64.40 RT	269	790			
STA 5+00.00 TO 8+67.10 LT	269	792			
STA 11+32.90 TO 15+00.00 RT	269	792			
STA 11+35.60 TO 15+00.00 LT	269	790			
I-57					
STA 81+31.90 TO STA 81+38.60 LT			4		
STA 81+38.60 TO STA 81+99.60 LT				34	34
STA 81+99.60 TO STA 82+31.90 LT			18		
STA 81+20.20 TO STA 81+52.30 RT			18		
STA 81+52.30 TO STA 82+13.30 RT				34	34
STA 82+13.30 TO STA 82+20.20 RT			4		
TOTALS	1076	3164	44	68	68

I-57 SHOULDER CLOSURE SCHEDULE			
LOCATION	TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
	FOOT	EACH	EACH
STA 77+98.50, 20.2' RT TO 78+98.50, 22.2' RT	100		1
STA 78+98.50, 22.2' RT TO 82+48.50, 22.2' RT	350		
STA 81+23.50 TO 81+48.50, 22.2' RT (TRANSITION)		3	
STA 81+48.50 TO 81+98.50, 22.2' RT (CONTINUOUS)		12	
STA 81+98.50 TO 82+23.50, 22.2' RT (TRANSITION)		3	
STA 77+98.50, 66.0' RT TO 78+98.50, 68.0' RT	100		1
STA 78+98.50, 68.0' RT TO 82+48.50, 68.0' RT	350		
STA 81+23.50 TO 81+48.50, 68.0' RT (TRANSITION)		3	
STA 81+48.50 TO 81+98.50, 68.0' RT (CONTINUOUS)		12	
STA 81+98.50 TO 82+23.50, 68.0' RT (TRANSITION)		3	
STA 81+03.50, 22.2' LT TO 84+53.50, 22.2' LT	350		
STA 84+53.50, 22.2' LT TO 85+53.50, 20.2' LT	100		1
STA 81+28.50 TO 81+53.50, 22.2' LT (TRANSITION)		3	
STA 81+53.50 TO 82+03.50, 22.2' LT (CONTINUOUS)		12	
STA 82+03.50 TO 82+28.50, 22.2' LT (TRANSITION)		3	
STA 81+03.50, 68.0' LT TO 84+53.50, 68.0' LT	350		
STA 84+53.50, 68.0' LT TO 85+53.50, 66.0' LT	100		1
STA 81+28.50 TO 81+53.50, 68.0' LT (TRANSITION)		3	
STA 81+53.50 TO 82+03.50, 68.0' LT (CONTINUOUS)		12	
STA 82+03.50 TO 82+28.50, 68.0' LT (TRANSITION)		3	
TOTALS	1800	72	4

TREE REMOVAL SCHEDULE		
LOCATION	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)
	UNIT	UNIT
SOUTHEAST QUADRANT SN 100-0110	885	365
NORTHEAST QUADRANT SN 100-0110	929	213
SOUTHWEST QUADRANT SN 100-0110	598	498
NORTHWEST QUADRANT SN 100-0110	1098	508
TOTALS	3510	1584

WOVEN WIRE FENCE SCHEDULE		
LOCATION	WOVEN WIRE FENCE, 4'	WOVEN WIRE FENCE REMOVAL
	FOOT	FOOT
NORTHEAST QUADRANT SN 100-0110	97	108
SOUTHEAST QUADRANT SN 100-0110	62	70
NORTHWEST QUADRANT SN 100-0110	79	86
SOUTHWEST QUADRANT SN 100-0110	106	116
TOTALS	344	380

PAVEMENT REMOVAL SCHEDULE	
LOCATION	PAVEMENT REMOVAL
	SQ YD
STA 5+00.00 TO 8+84.30	839
STA 11+16.00 TO 15+00.00	819
TOTAL	1658

MODEL: PLOT02  
 FILE NAME: Y:\PLOT01\359-14\_78831\CADD\Hwyway\CADD\_Sheets\0978831-14-HB-3-25-2025.dwg



USER NAME = IRC  
 ESCA PROJECT NO. 1359.14  
 PLOT SCALE = 0.1667' / in.  
 PLOT DATE = 3/18/2025

DESIGNED - IRC  
 DRAWN - IRC  
 CHECKED - ELH  
 DATE - 03/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: NONE SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	18
			CONTRACT NO. 78831	
ILLINOIS FED. AID PROJECT				



TRAFFIC CONTROL DETOUR PATCHING										
LOCATION	NUMBER	DISTANCE FROM END	LENGTH	WIDTH	AREA	CLASS C PATCHES, TYPE I	CLASS C PATCHES, TYPE II	CLASS C PATCHES, TYPE III	CLASS C PATCHES, TYPE IV	
		MILE				FOOT	FOOT	SQ YD	SQ YD	SQ YD
BROADWAY BOULEVARD										
NB I-57 OFF RAMP TO ROUTE 37	EB	0.0	75	5	41.67	0.00	0.00	0.00	41.67	***
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	16	12	21.33	0.00	0.00	21.33	0.00	***
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	15	12	20.00	0.00	0.00	20.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	60	4	26.67	0.00	0.00	0.00	26.67	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	8	12	10.67	0.00	10.67	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	8	12	10.67	0.00	10.67	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.1	4	12	5.33	0.00	5.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.2	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.2	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.2	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.2	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.2	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.2	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.2	10	12	13.33	0.00	13.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	5	18	10.00	0.00	10.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	4	12	5.33	0.00	5.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	25	12	33.33	0.00	0.00	0.00	33.33	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	6	6	4.00	4.00	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	6	6	4.00	4.00	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	8	12	10.67	0.00	10.67	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	6	6	4.00	4.00	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	6	6	4.00	4.00	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.3	6	6	4.00	4.00	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.4	5	5	2.78	2.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.4	5	5	2.78	2.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.4	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.4	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.4	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.4	12	12	5.33	0.00	5.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.4	4	12	5.33	0.00	5.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.4	5	5	2.78	2.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.4	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.4	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.5	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.5	6	6	4.00	4.00	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.5	6	6	4.00	4.00	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.5	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.5	4	12	5.33	0.00	5.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	EB	0.6	10	12	13.33	0.00	13.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.1	5	5	2.78	2.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.1	5	5	2.78	2.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.1	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.1	5	5	2.78	2.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.1	5	5	2.78	2.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.1	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.1	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.1	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.2	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.2	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.2	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.2	10	6	6.67	0.00	6.67	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.2	4	12	5.33	0.00	5.33	0.00	0.00	
SUBTOTALS					447.11	68.78	235.33	41.33	101.67	

\*\* FOR DISTANCE FROM END, ODOMETER SET TO 0 AT NB I-57 EXIT RAMP FOR EASTBOUND AND WESTBOUND PATCHES

\*\*\* 13 INCH PATCH THICKNESS

TRAFFIC CONTROL DETOUR PATCHING										
LOCATION	NUMBER	DISTANCE FROM END	LENGTH	WIDTH	AREA	CLASS C PATCHES, TYPE I	CLASS C PATCHES, TYPE II	CLASS C PATCHES, TYPE III	CLASS C PATCHES, TYPE IV	
		MILE				FOOT	FOOT	SQ YD	SQ YD	SQ YD
BROADWAY BOULEVARD										
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	15	12	20.00	0.00	0.00	20.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	50	5	27.78	0.00	0.00	0.00	27.78	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	18	5	10.00	0.00	10.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	5	12	6.67	0.00	6.67	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	5	12	6.67	0.00	6.67	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	4	12	5.33	0.00	5.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	5	5	2.78	2.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	5	15	8.33	0.00	8.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	6	6	4.00	4.00	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	18	6	12.00	0.00	12.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.3	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.4	5	10	5.56	0.00	5.56	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.4	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.4	5	12	6.67	0.00	6.67	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.4	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.4	5	12	6.67	0.00	6.67	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.4	6	12	8.00	0.00	8.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.5	16	6	10.67	0.00	10.67	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.5	4	4	1.78	1.78	0.00	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.5	5	12	6.67	0.00	6.67	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.5	20	6	13.33	0.00	13.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.5	4	12	5.33	0.00	5.33	0.00	0.00	
NB I-57 OFF RAMP TO ROUTE 37	WB	0.5	5	12	6.67	0.00	6.67	0.00	0.00	
SUBTOTALS					222.89	8.56	166.56	20.00	27.78	
TOTALS					672	78	402	62	130	

\*\* FOR DISTANCE FROM END, ODOMETER SET TO 0 AT NB I-57 EXIT RAMP FOR EASTBOUND AND WESTBOUND PATCHES

PCC PAVEMENT SCHEDULE					
LOCATION	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	WELDED WIRE REINFORCEMENT	PROTECTIVE COAT	SUBBASE GRANULAR MATERIAL, TYPE A 4"	SUBBASE GRANULAR MATERIAL, TYPE B
	SQ YD	SQ YD	SQ YD	SQ YD	TON
STA 8+34.24 TO 8+50.61	56	56	58	50	9
STA 8+50.61 TO 8+79.75					20
STA 11+20.25 TO 11+49.40					23
STA 11+49.40 TO 11+65.76	56	56	58	50	13
TOTALS	112	112	116	100	65

PAVING SCHEDULE				
LOCATION	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 8"	BITUMINOUS MATERIALS (TACK COAT)	AGGREGATE SUBGRADE IMPROVEMENT 12"	SUBBASE GRANULAR MATERIAL, TYPE B
	SQ YD	POUND	SQ YD	TON
STA 5+00.00 TO STA 8+34.24	817	2326	867	18
STA 11+65.76 TO STA 15+00.00	817	2326	867	68
TOTALS	1634	4652	1734	86

MODEL: PLOTS  
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USER NAME = IRC  
ESCA PROJECT NO. 1359.14  
PLOT SCALE = 0.1667' / in.  
PLOT DATE = 4/9/2025

DESIGNED - IRC  
DRAWN - IRC  
CHECKED - ELH  
DATE - 04/25

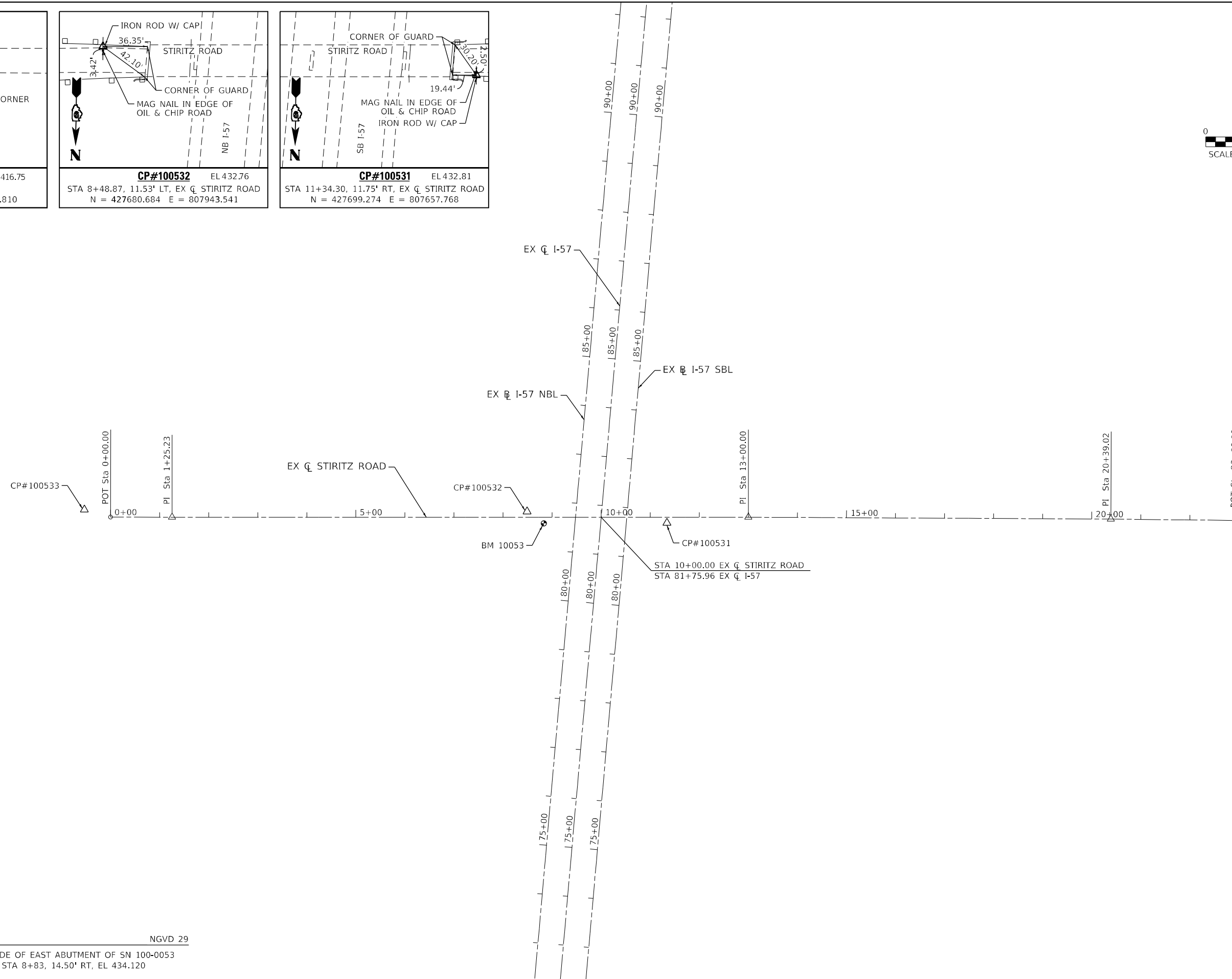
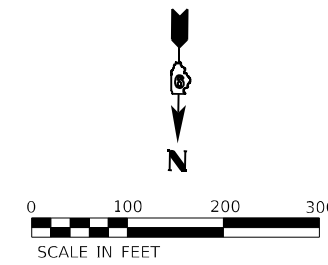
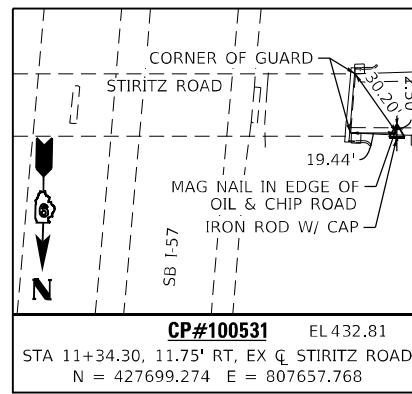
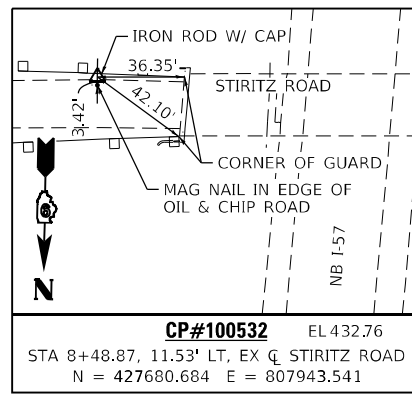
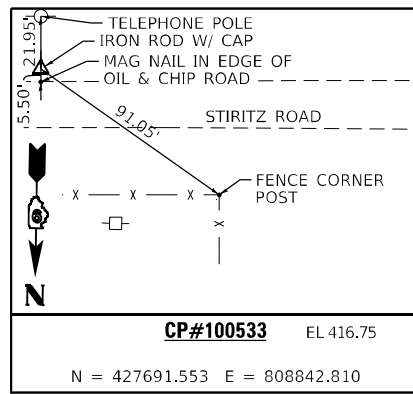
REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

SCALE: NONE SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	19
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**BENCHMARK** NGVD 29  
BM 10053 - "□" CUT ON NORTH SIDE OF EAST ABUTMENT OF SN 100-0053  
ALONG STIRITZ ROAD, STA 8+83, 14.50' RT, EL 434.120



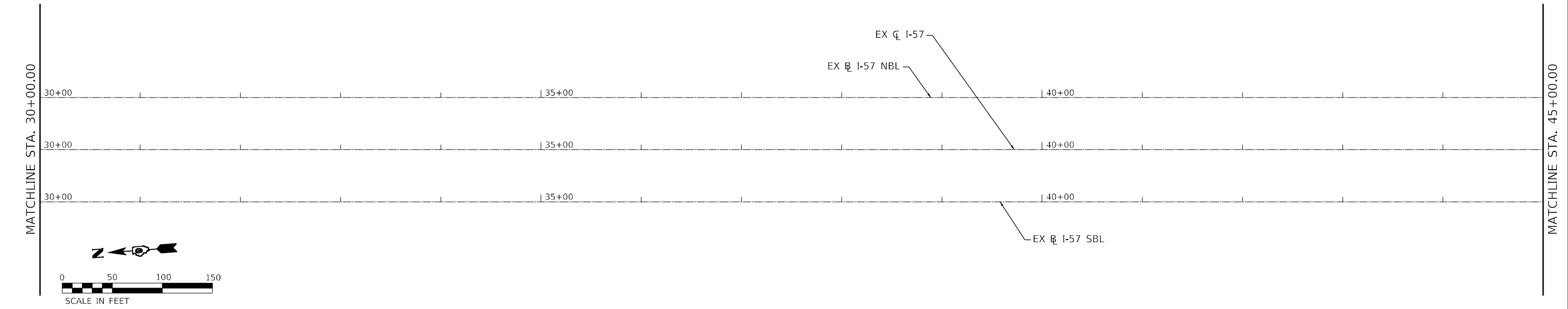
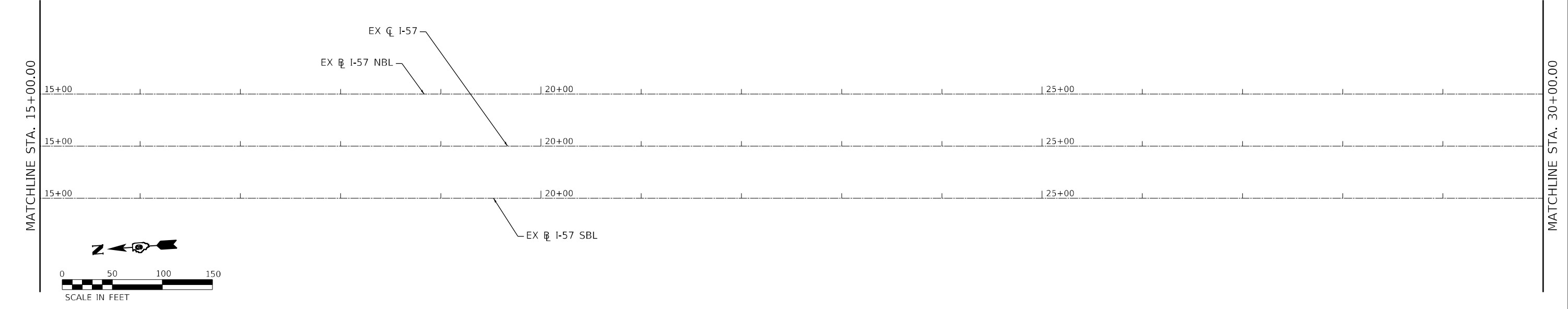
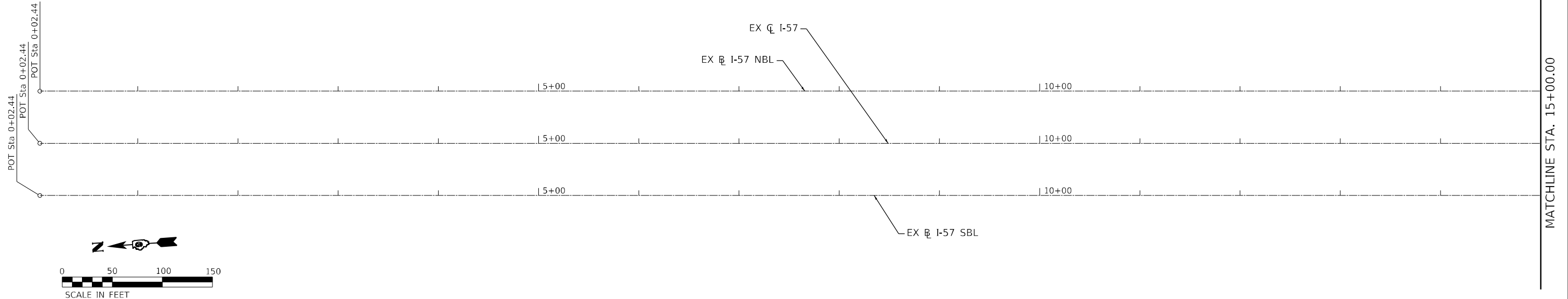
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DRAWN - RC	REVISED -	
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PLOT DATE = 12/18/2024	DATE - 04/2024	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS

SCALE: 1"=100' SHEET 1 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	20
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	



USER NAME = r0ber	DESIGNED - RC	REVISED -
	DRAWN - RC	REVISED -
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PLOT DATE = 12/18/2024	DATE - 04/2024	REVISED -

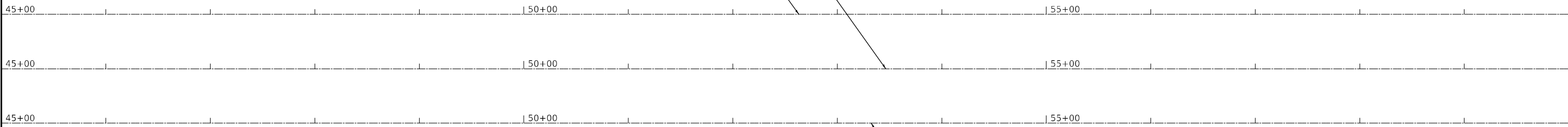
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES AND BENCHMARKS**

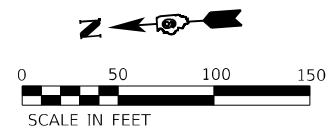
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	21
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	

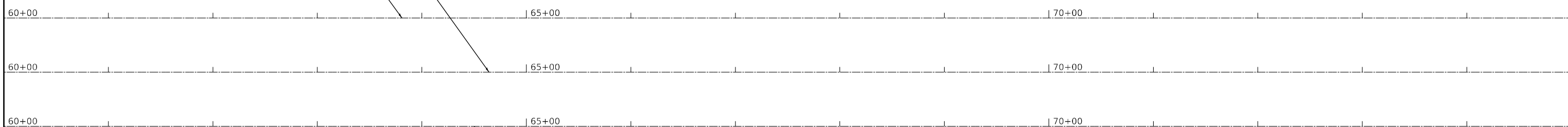
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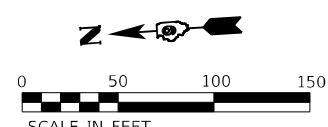
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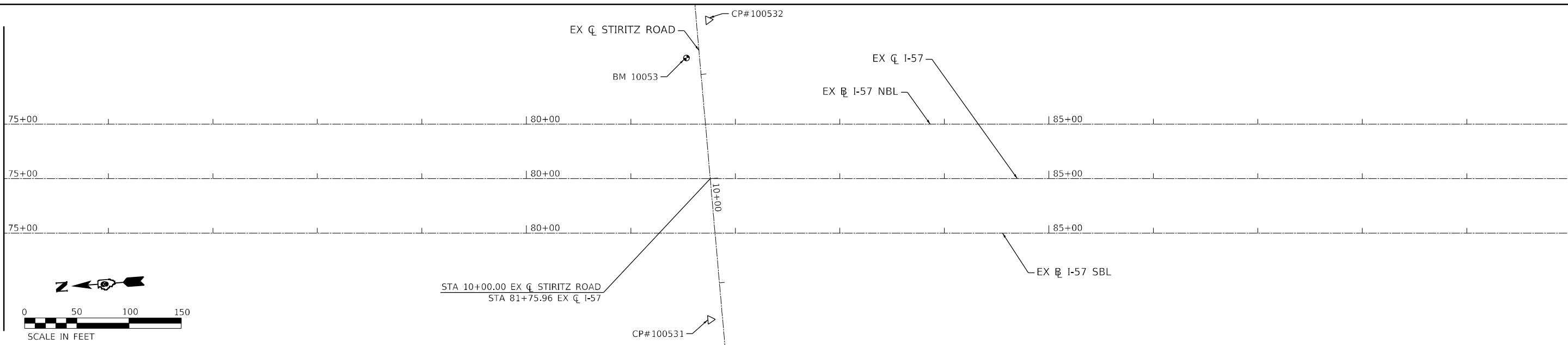
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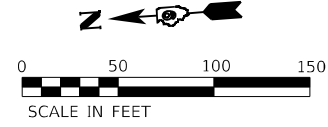
MATCHLINE STA. 75+00.00



MATCHLINE STA. 75+00.00



MATCHLINE STA. 90+00.00



USER NAME = r0ber	DESIGNED - RC	REVISED -
	DRAWN - RC	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED - ST	REVISED -
PLOT DATE = 12/18/2024	DATE - 04/2024	REVISED -

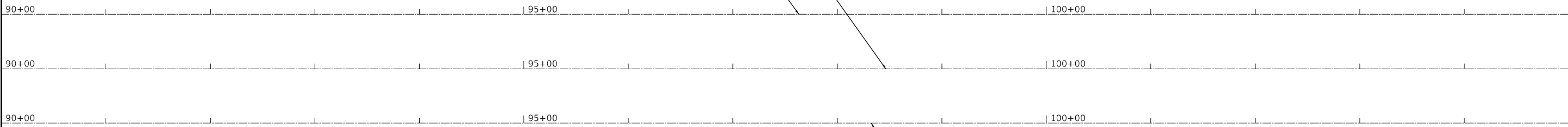
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES AND BENCHMARKS**

SCALE: 1"=50'    SHEET 3 OF 5 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	22
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	

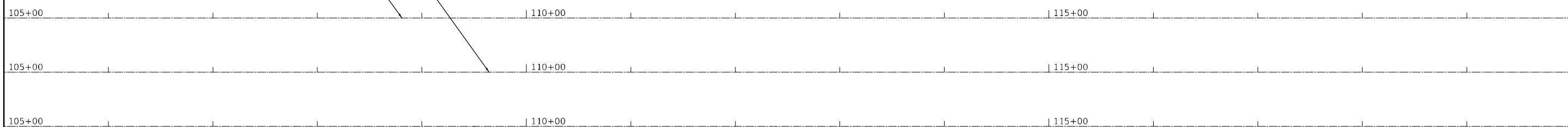
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MATCHLINE STA. 105+00.00



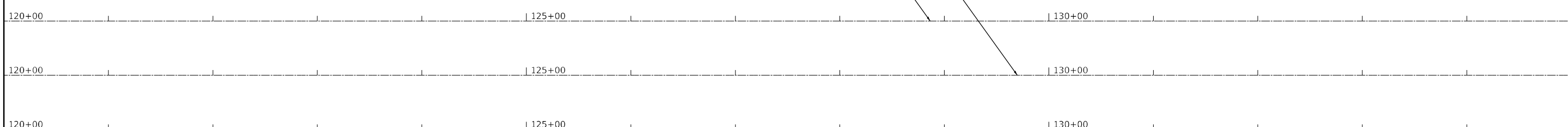
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MATCHLINE STA. 120+00.00



MATCHLINE STA. 120+00.00



MATCHLINE STA. 135+00.00

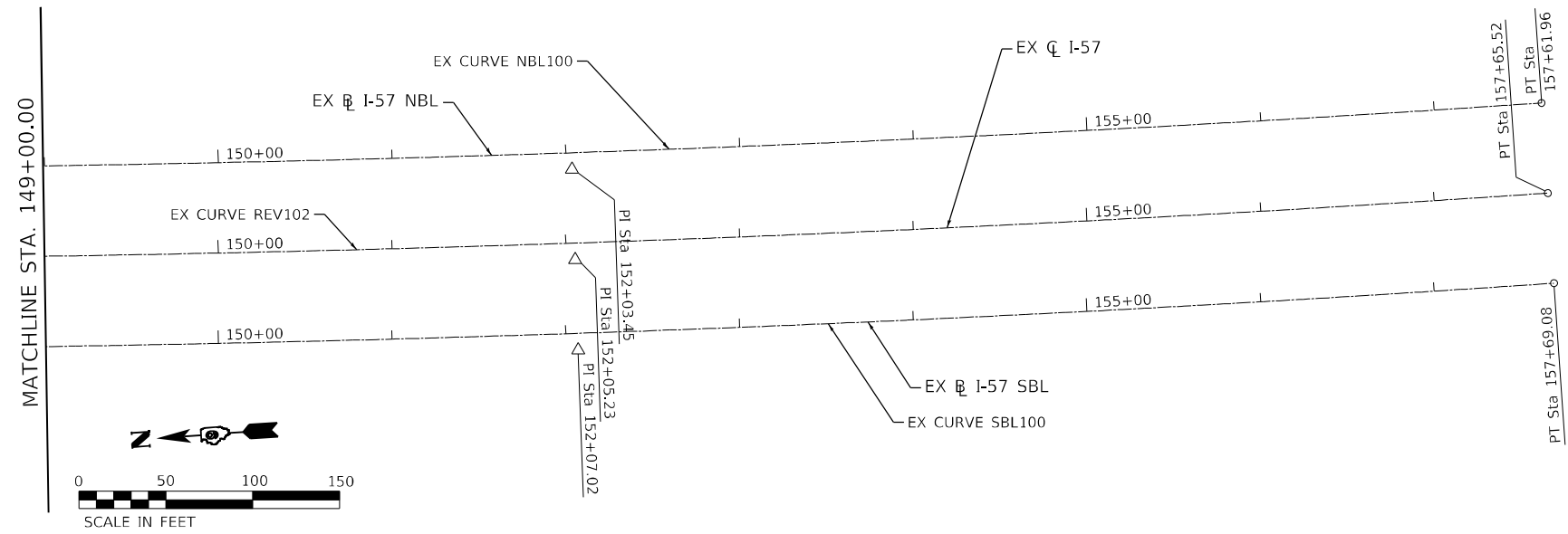
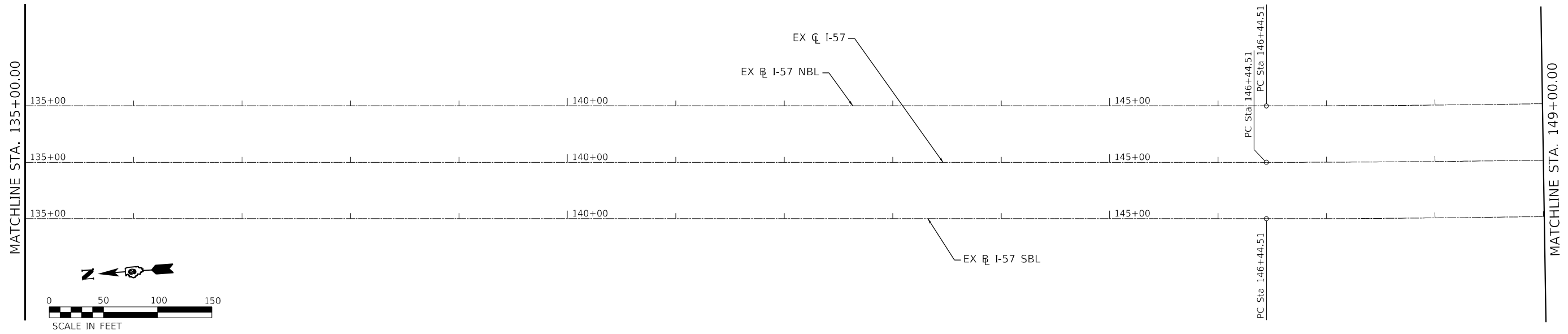


USER NAME = r0ber	DESIGNED - RC	REVISED -
	DRAWN - RC	REVISED -
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PLOT DATE = 12/18/2024	DATE - 04/2024	REVISED -

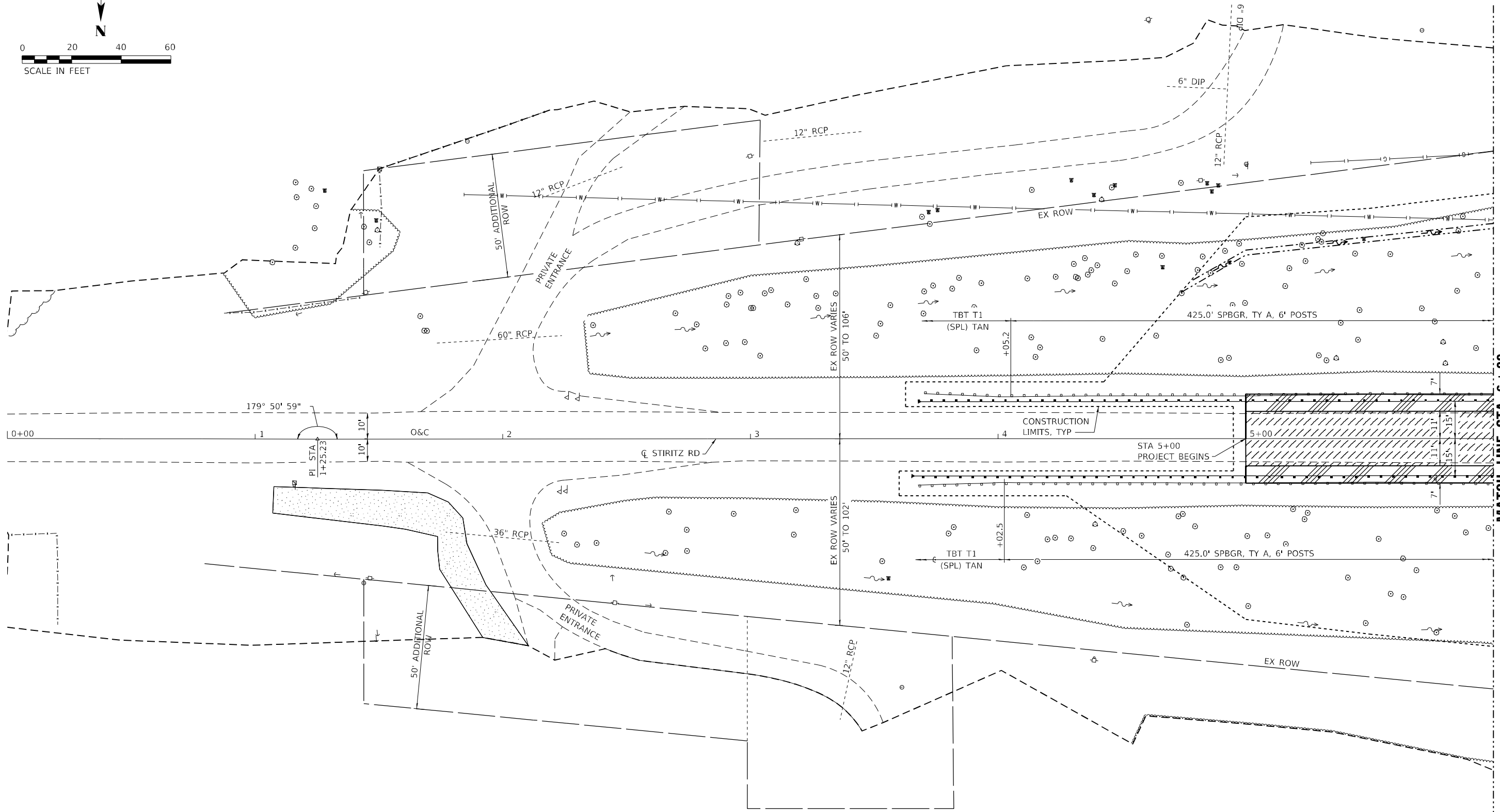
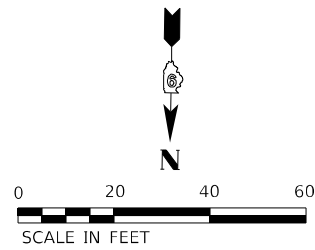
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ALIGNMENT, TIES AND BENCHMARKS</b>			
SCALE: 1"=50'	SHEET 4 OF 5 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	23
			CONTRACT NO. 78831	
ILLINOIS FED. AID PROJECT				



EXIST. CURVE SBL100	EXIST. CURVE REV102	EXIST. CURVE NBL100
PI STA. = 152+07.02	PI STA. = 152+05.23	PI STA. = 152+03.45
$\Delta = 3^\circ 55' 26''$ (LT)	$\Delta = 3^\circ 55' 26''$ (LT)	$\Delta = 3^\circ 55' 26''$ (LT)
D = 0° 20' 56"	D = 0° 21' 00"	D = 0° 21' 04"
R = 16,420.23'	R = 16,368.23'	R = 16,316.23'
T = 562.50'	T = 560.72'	T = 558.94'
L = 1,124.56'	L = 1,121.00'	L = 1,117.44'
E = 9.63'	E = 9.60'	E = 9.57'
e = _____	e = _____	e = _____
T.R. = _____	T.R. = _____	T.R. = _____
S.E. RUN = _____	S.E. RUN = _____	S.E. RUN = _____
P.C. STA. = 146+44.51	P.C. STA. = 146+44.51	P.C. STA. = 146+44.51
P.T. STA. = 157+69.08	P.T. STA. = 157+65.52	P.T. STA. = 157+61.96



MATCH LINE STA 6+00  
SEE SHEET 2 FOR CONT.

**LEGEND**

- HMA SHOULDERS, 8"
- HMA PVTM (FULL-DEPTH), 8" &  
AGG SUBGRADE IMPROVEMENT, 12"

MODEL: D:\p\h\p ESCA\PROJECTS\1359-14\78831\CADD\Highway\CADD\_Sheets\0978831.ctb\plan01.dgn



USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN	REVISED -
PLOT SCALE = 40,0000 * / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

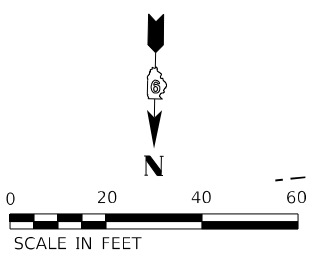
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD PLAN**

SCALE: AS SHOWN    SHEET NO. 1 OF 4    SHEETS    STA. 0+00    TO STA. 6+00

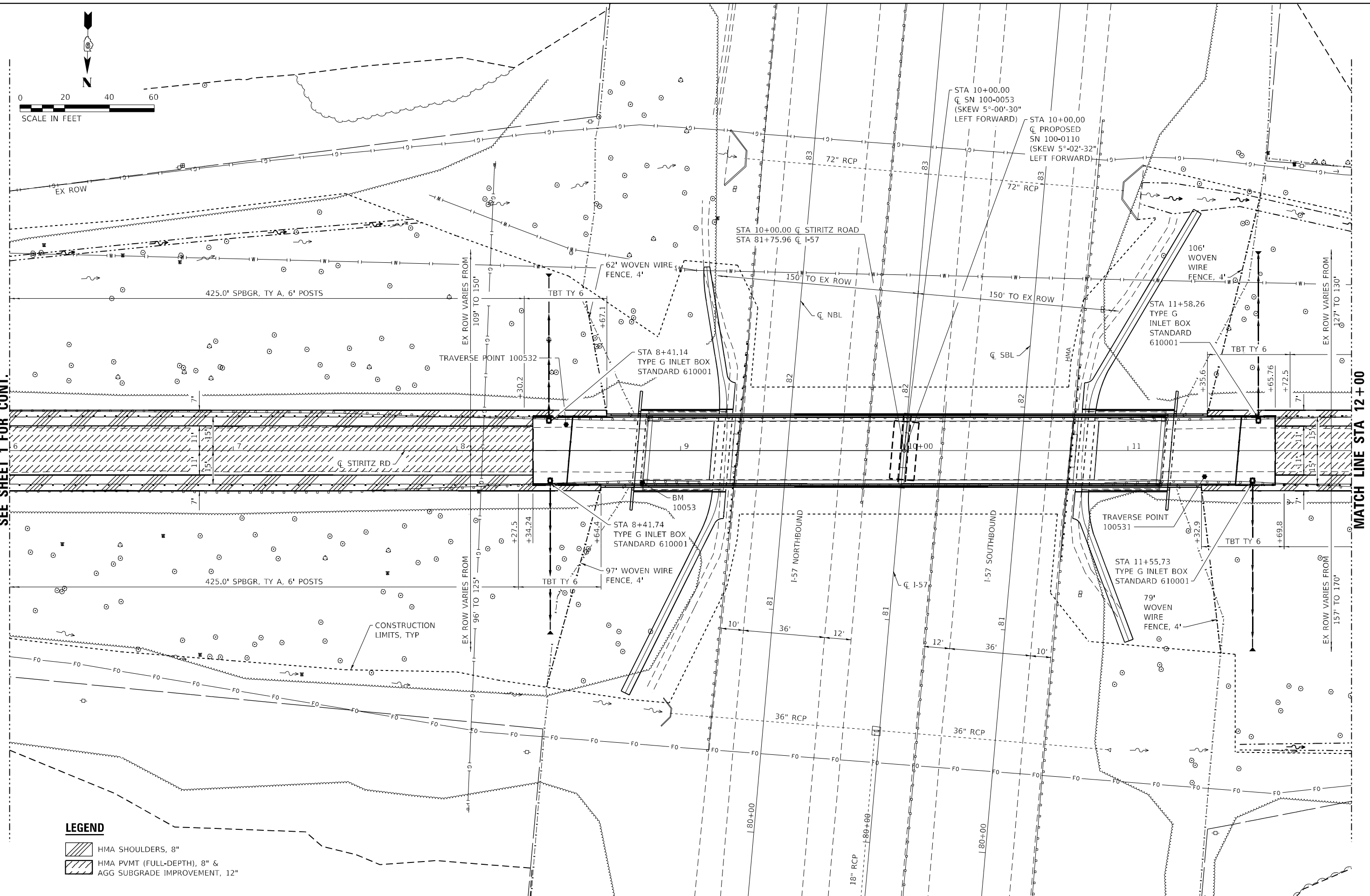
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	25
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				





MATCH LINE STA 6+00  
SEE SHEET 1 FOR CONT.

MATCH LINE STA 12+00  
SEE SHEET 3 FOR CONT.



**LEGEND**

	HMA SHOULDERS, 8"
	HMA PVMT (FULL-DEPTH), 8" & AGG SUBGRADE IMPROVEMENT, 12"

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FILE NAME: X:\DOT\1359-14\_78831\CADD\Highway\CADD\_Sheet\0978831.ctb\plan01.dgn



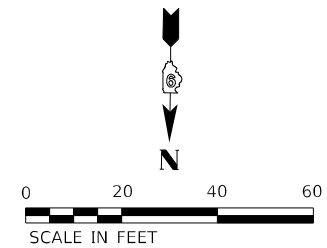
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PLOT DATE = 3/10/2025	DATE - 02/25	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD PLAN**

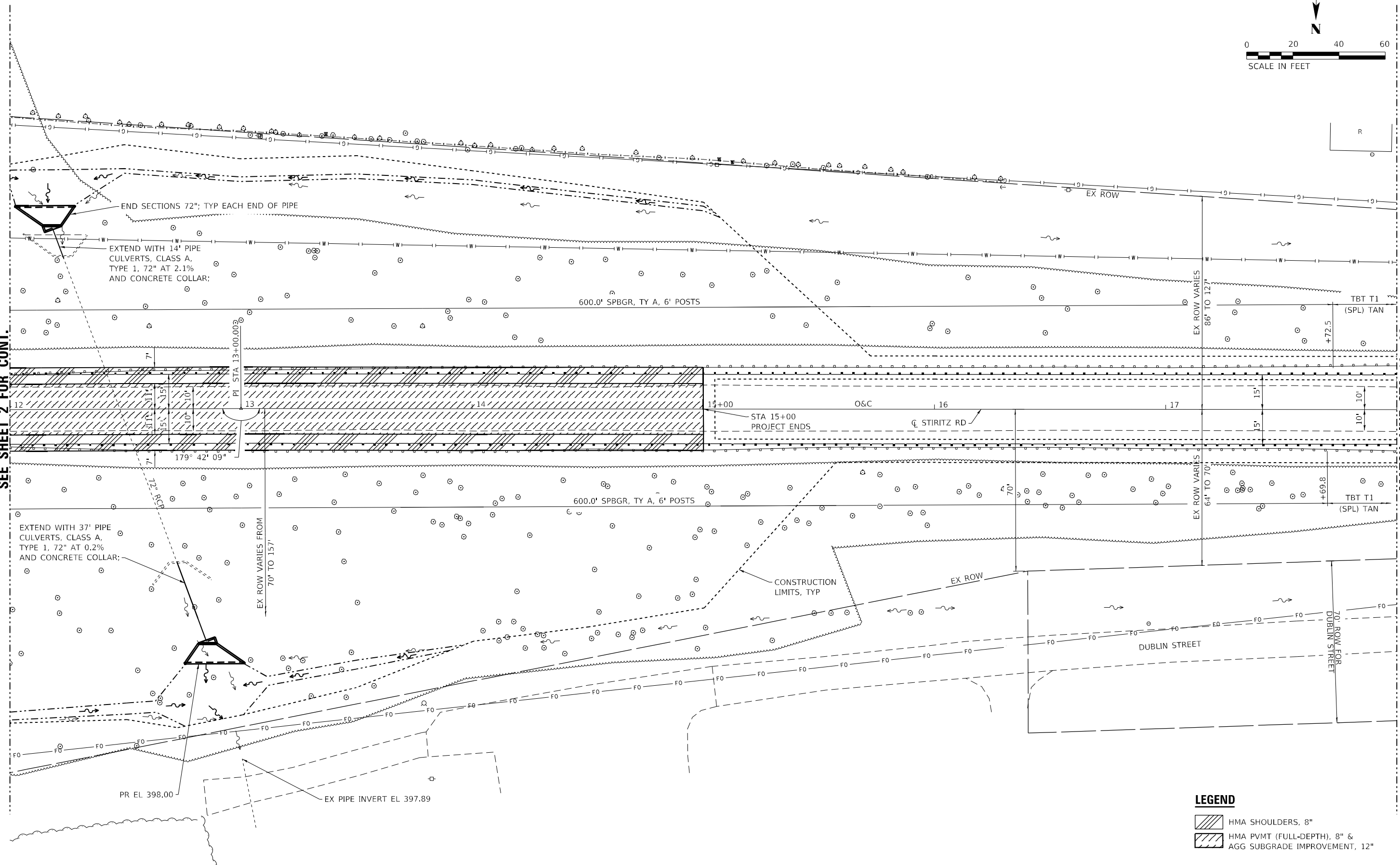
SCALE: AS SHOWN    SHEET NO. 2 OF 4 SHEETS    STA. 6+00    TO STA. 12+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	26
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA 12+00  
SEE SHEET 2 FOR CONT.

MATCH LINE STA 18+00  
SEE SHEET 4 FOR CONT.



**LEGEND**

	HMA SHOULDERS, 8"
	HMA PVMT (FULL-DEPTH), 8" & AGG SUBGRADE IMPROVEMENT, 12"

MODEL: D:\p4\h...  
FILE NAME: X:\DOT\1359-14\_78831\CADD\Highway\CADD\_Sheets\0978831-14-hb-01.dgn



USER NAME = IRC  
ESCA PROJECT NO. 1359,14  
PLOT SCALE = 40,0000 \* / in.  
PLOT DATE = 3/10/2025

DESIGNED - ATN  
DRAWN - KAH/ATN  
CHECKED - ELH  
DATE - 04/24

REVISED -  
REVISED -  
REVISED -  
REVISED -

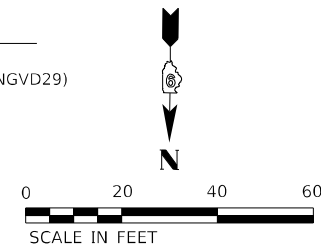
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD PLAN**  
SCALE: AS SHOWN SHEET NO. 3 OF 4 SHEETS STA. 12+00 TO STA. 18+00

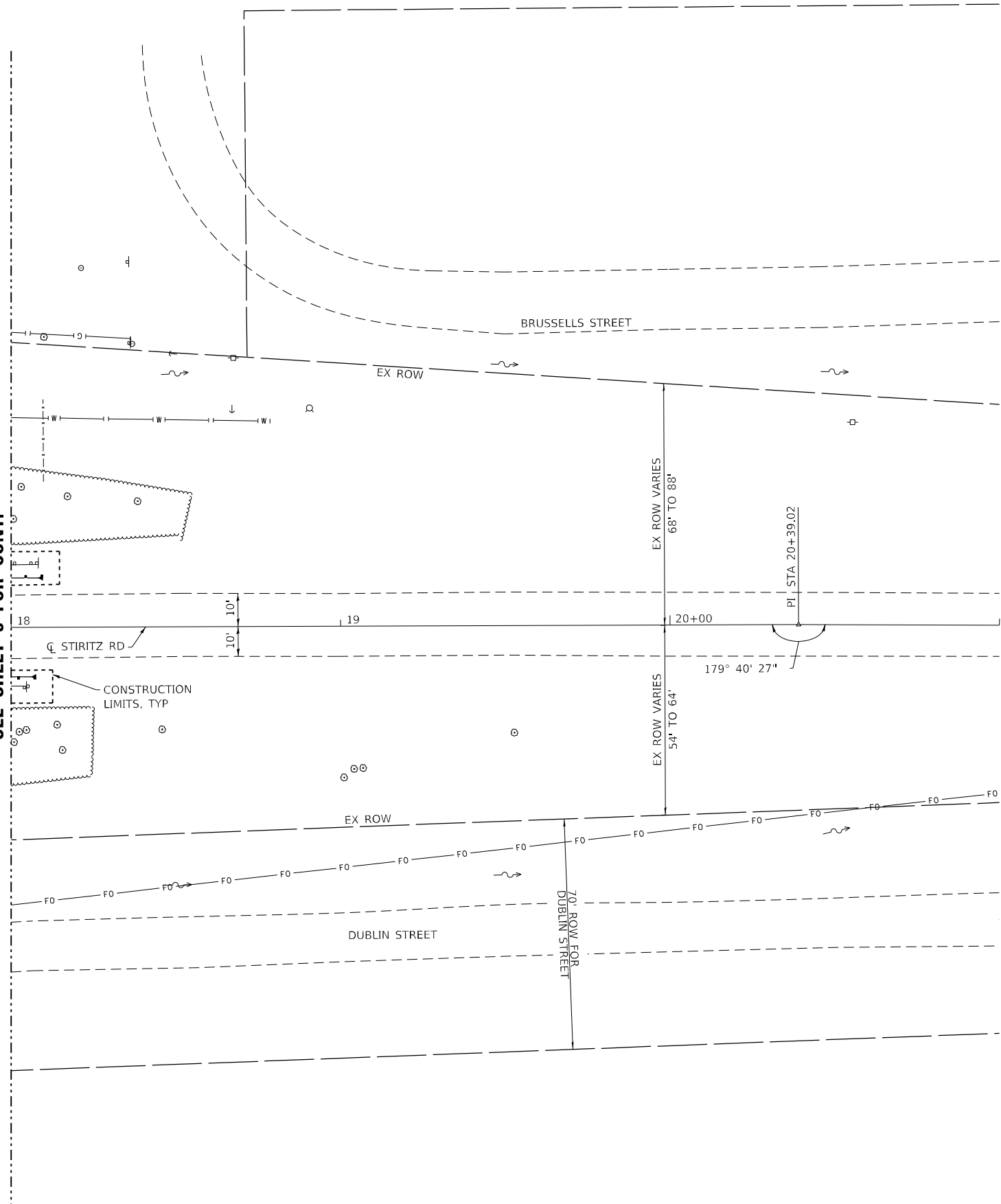
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	27
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

**BENCHMARK**

BM 10053 - SQUARE CUT ON NORTH SIDE OF EAST ABUTMENT  
OF SN 100-0053, STA 8+83, 14.5' RT, ELEV. 434.120 (NGVD29)



MATCH LINE STA 18+00  
SEE SHEET 3 FOR CONT.



MODEL: D:\p4\h...  
FILE NAME: X:\DOT\1359-14\_78831\CADD\Highway\CADD\_Sheets\0978831-rt-hb-01.dgn



USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN	REVISED -
PLOT SCALE = 40,0000 * / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

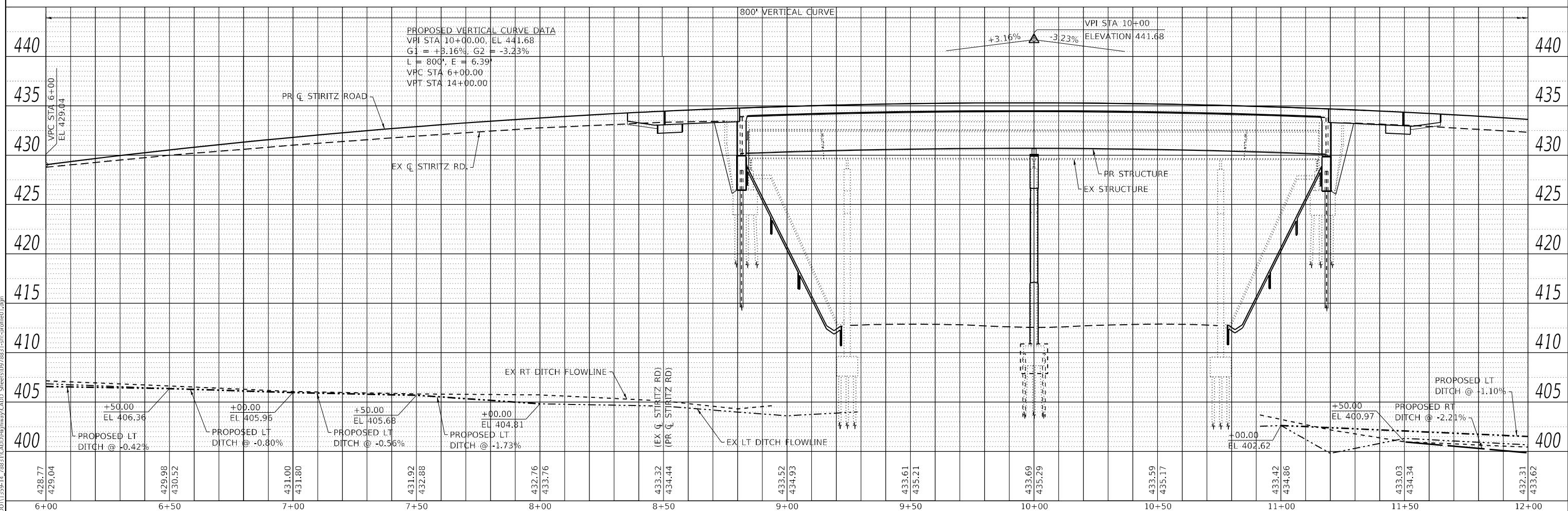
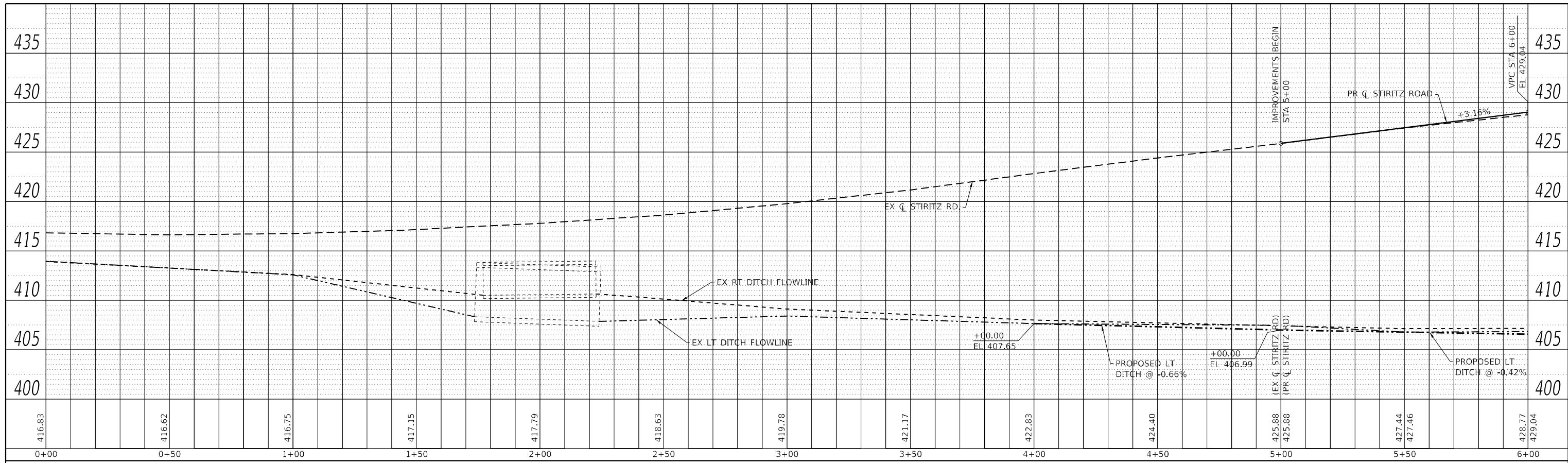
**STIRITZ ROAD PLAN**

SCALE: AS SHOWN SHEET NO. 4 OF 4 SHEETS STA. 18+00 TO STA. 21+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	28
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

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

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATION CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	



PROPOSED VERTICAL CURVE DATA  
 VPI STA 10+00.00, EL 441.68  
 G1 = +3.16%, G2 = -3.23%  
 L = 800', E = 6.39'  
 VPC STA 6+00.00  
 VPT STA 14+00.00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STIRITZ ROAD PROFILE

USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359.14	DRAWN - KAH/ATN	REVISED -
PLOT SCALE = 40,0000' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

SCALE: AS SHOWN SHEET NO. 1 OF 2 SHEETS STA. 0+00 TO STA. 12+00

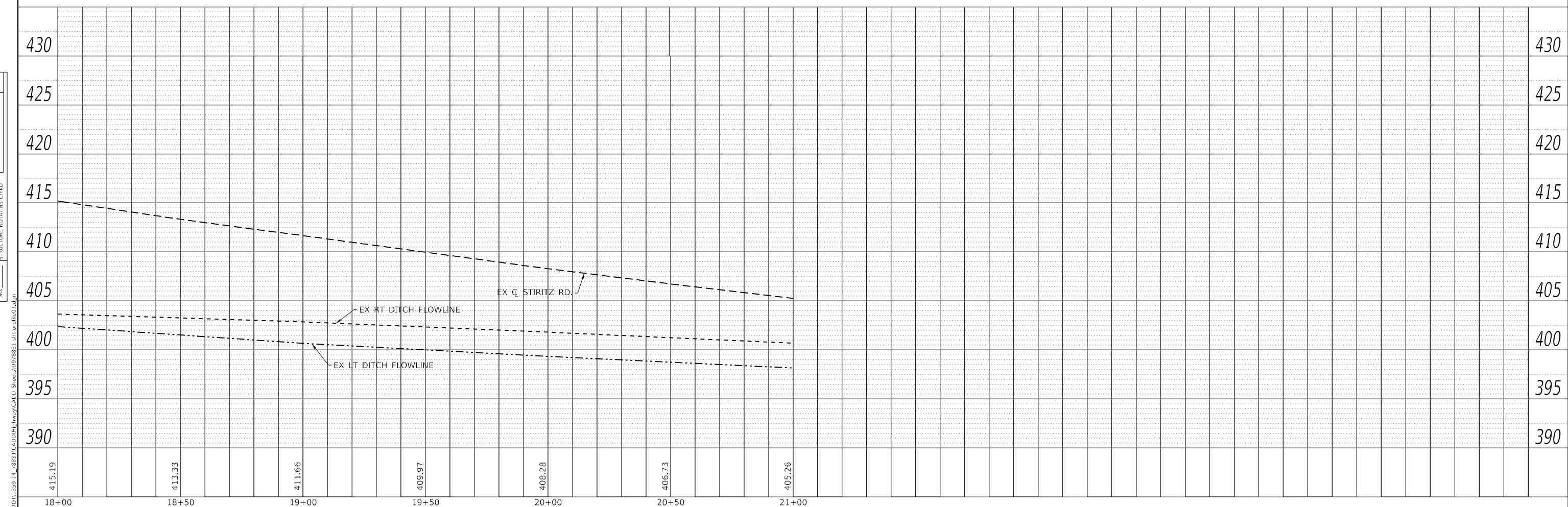
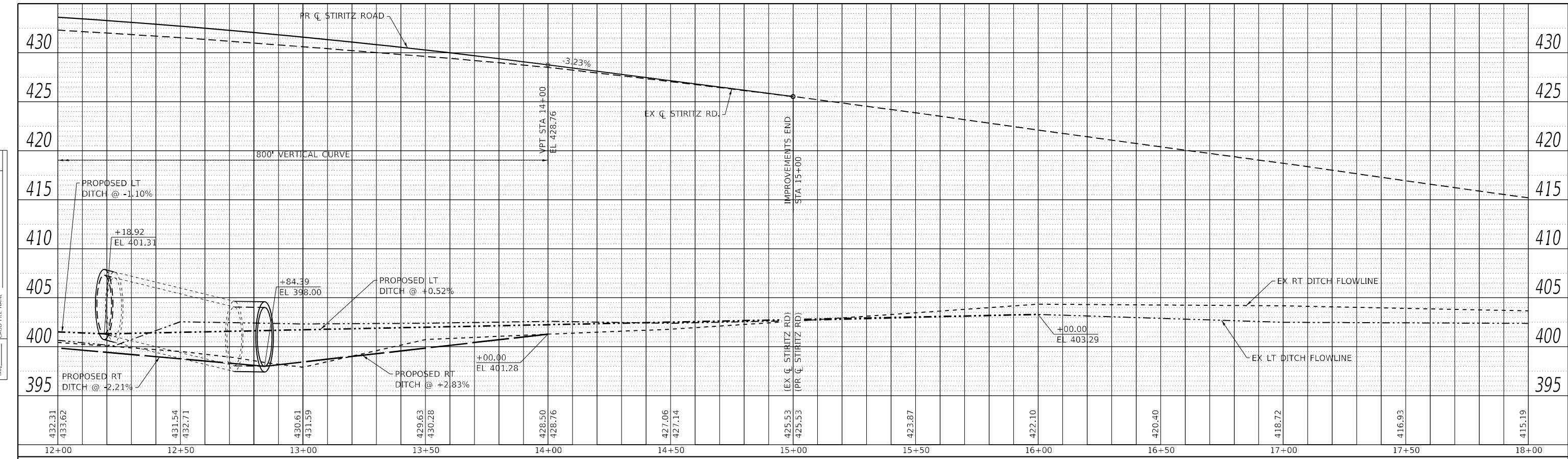
F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 29
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



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

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATION CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	



USER NAME =	IRC
ESCA PROJECT NO.	1359,14
PLOT SCALE =	40,0000 * / in.
PLOT DATE =	3/10/2025

DESIGNED -	ATN	REVISED -
DRAWN -	KAH/ATN	REVISED -
CHECKED -	ELH	REVISED -
DATE -	03/25	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STIRTZ ROAD PROFILE**

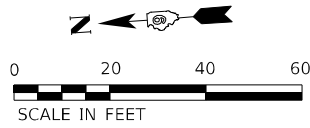
SCALE: AS SHOWN    SHEET NO. 2 OF 2 SHEETS    STA. 12+00 TO STA. 21+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	30
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

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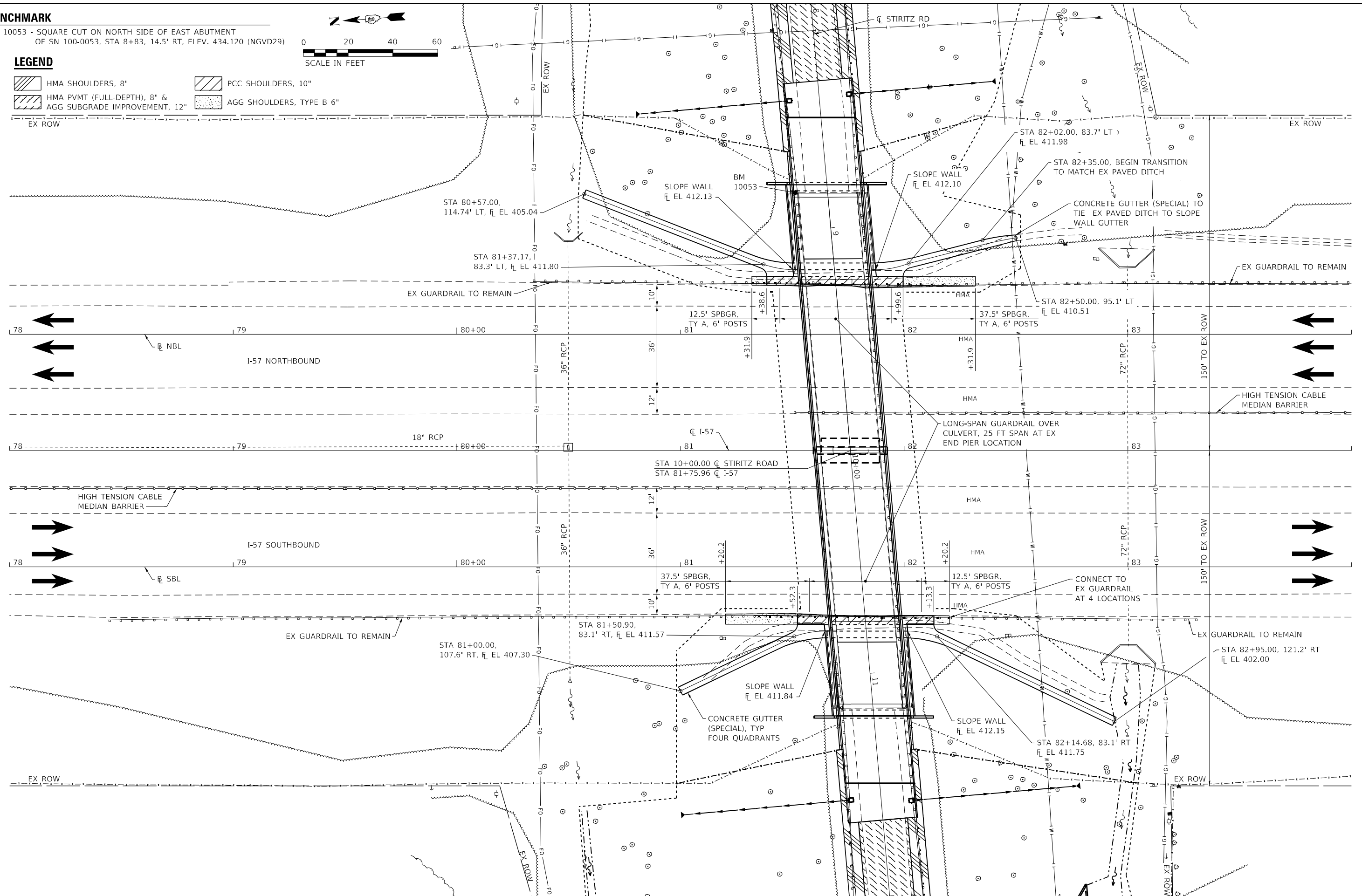
**BENCHMARK**

BM 10053 - SQUARE CUT ON NORTH SIDE OF EAST ABUTMENT  
OF SN 100-0053, STA 8+83, 14.5' RT, ELEV. 434.120 (NGVD29)



**LEGEND**

- 
- 
- 
- 



MODEL: D:\p\h\p\...  
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USER NAME = IRC  
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 PLOT SCALE = 40,0000 \* / in.  
 PLOT DATE = 3/10/2025

DESIGNED - ELH  
 DRAWN - KAH/NHC  
 CHECKED - ELH  
 DATE - 02/25

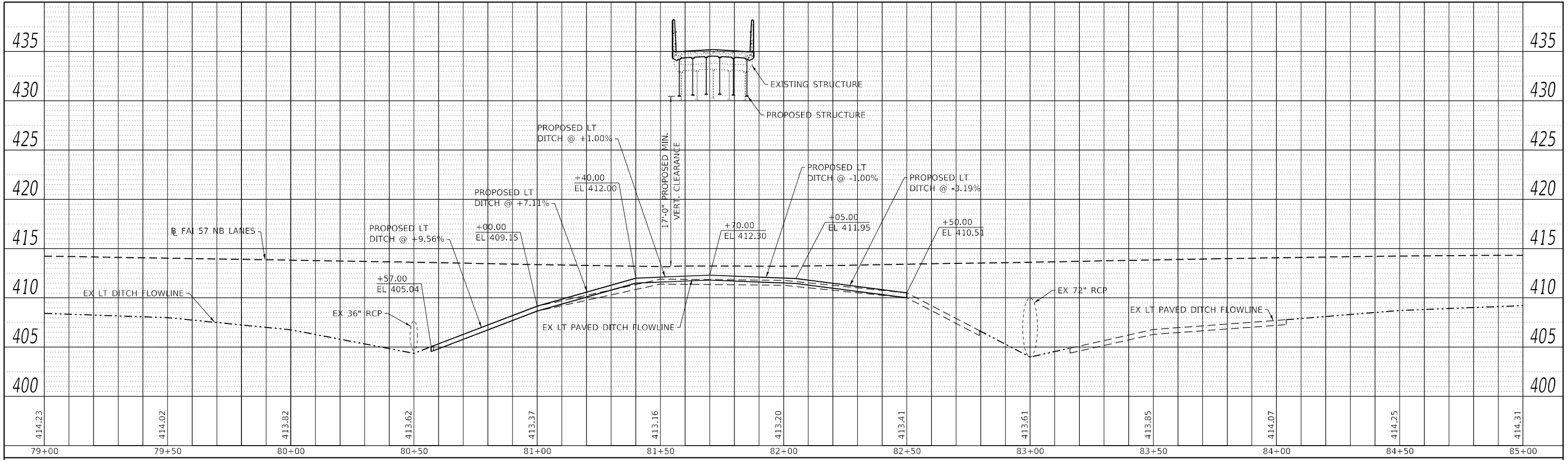
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 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-57 PLAN**  
 SCALE: AS SHOWN SHEET NO. 1 OF 1 SHEETS STA. 78+00 TO STA. 84+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	31
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

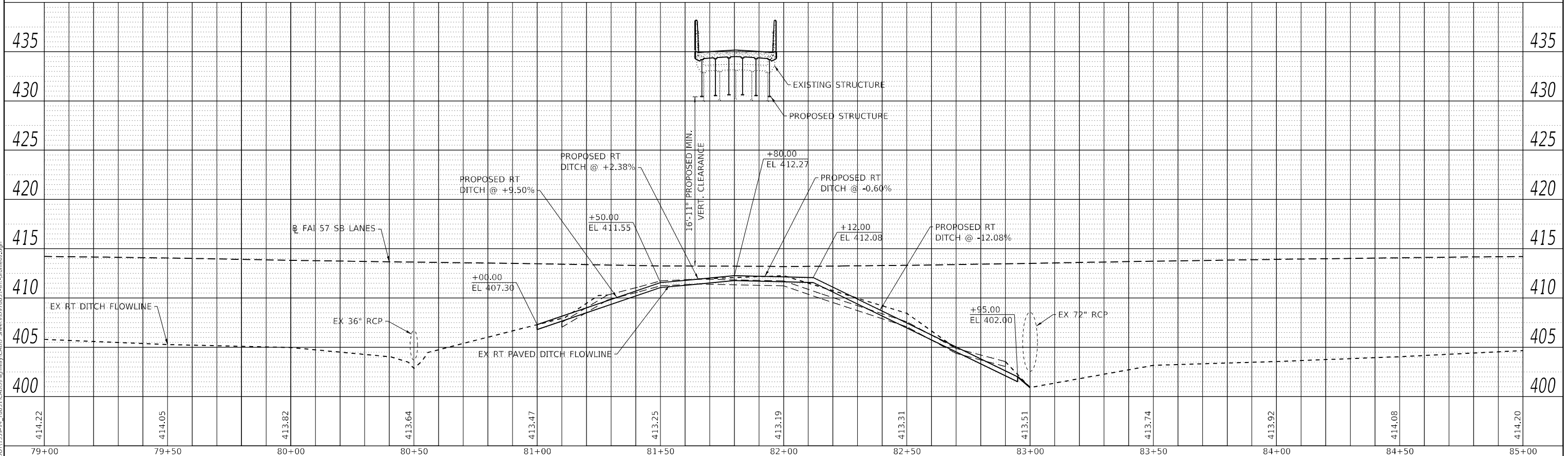
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	PLOTTED	
	ALIGNMENT CHECKED	
	GRADES CHECKED	
	STRUCTURE NOTARIS SIGNED	
	NOTE BOOK NO.	
	CADD FILE NAME	



**NORTHBOUND LANES**

**SOUTHBOUND LANES**

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTARIS SIGNED	
	NOTE BOOK NO.	
	CADD FILE NAME	



USER NAME = IRC	DESIGNED - ELH	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/NHC	REVISED -
PLOT SCALE = 40,0000' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

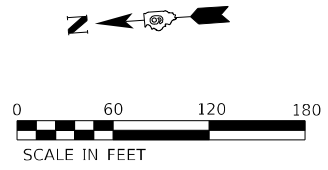
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DRAWN - KAH/NHC	REVISED -
CHECKED - ELH	REVISED -
DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-57 PROFILES**

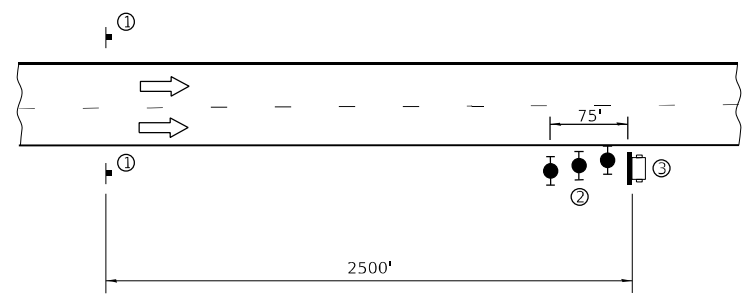
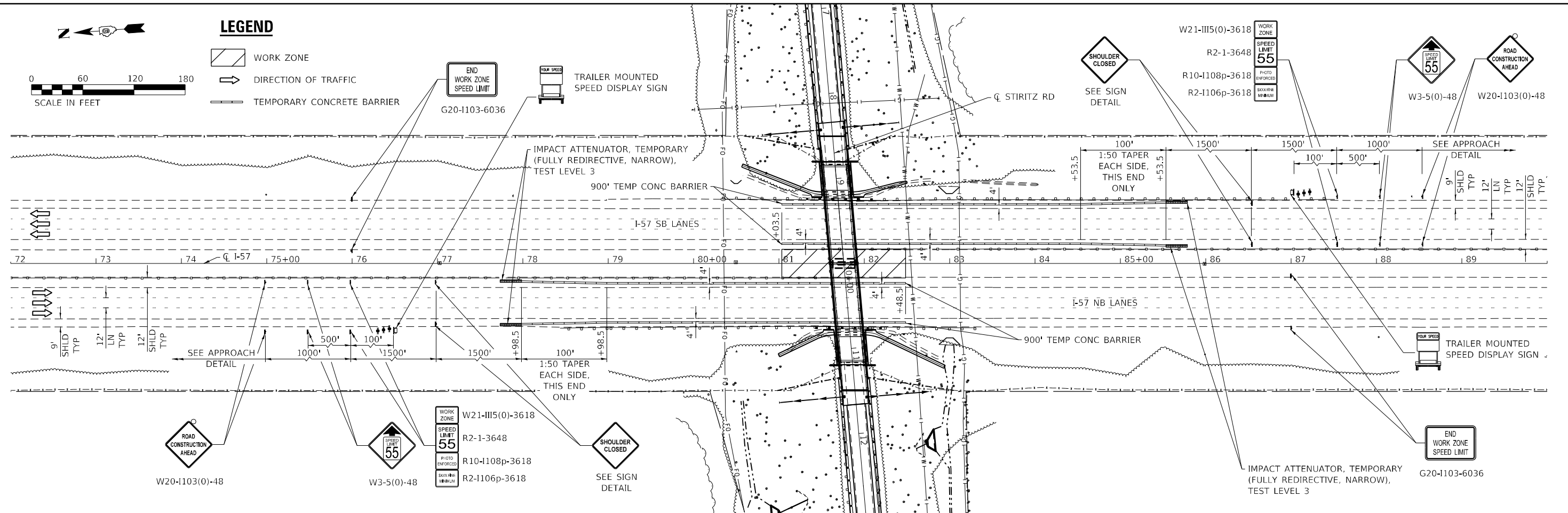
SCALE: AS SHOWN    SHEET NO. 1 OF 1    SHEETS    STA. 79+00    TO STA. 85+00

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 32
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**LEGEND**

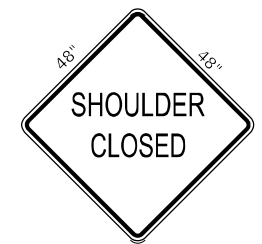
- WORK ZONE
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER



- ① ROAD CONSTRUCTION AHEAD W20-1103(0)-48
- ② X MILES W16-3a(0)-3612
- ③ PORTABLE CHANGEABLE MESSAGE SIGN

**APPROACH DETAIL**

- ① THE ROAD CONSTRUCTION AHEAD SIGN SHALL BE LOCATED 3 TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS.
- ② THREE TYPE II BARRICADES, DRUMS, OR VERTICAL BARRICADES AT 25' CENTERS.
- ③ THE MESSAGE BOARD SHALL BE USED TO DISPLAY STATUS OF LANES WITHIN THE PROJECT. THE PRIMARY MESSAGES SHALL BE:  
I-57 NORTHBOUND = "SHOULDER CLOSED" / "X MILES AHEAD" / "ALL LANES OPEN"  
I-57 SOUTHBOUND = "SHOULDER CLOSED" / "X MILES AHEAD" / "ALL LANES OPEN"



**SIGN DETAIL**

**LEGEND**

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

**GENERAL NOTES**

1. ALL TRAFFIC SIGNS SHALL BE POST MOUNTED.
2. USE TRAFFIC CONTROL AND PROTECTION STANDARD 701428 FOR SETUP.
3. COORDINATE LOCATION OF SIGNS WITH FINAL WORK AS DIRECTED BY THE ENGINEER.
4. ONE TYPE A LOW INTENSITY FLASHING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE ROAD CONSTRUCTION AHEAD WARNING SIGNS.
5. ALL TRAFFIC CONTROL DEVICES SHOWN SHALL BE FURNISHED, ERECTED, MAINTAINED, & REMOVED BY THE CONTRACTOR.
6. THE COST FOR TRAFFIC CONTROL SHOWN ON THIS SHEET WILL NOT BE PAID FOR SEPARATELY BUT IS INCLUDED IN TRAFFIC CONTROL & PROTECTION, (SPECIAL). TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS WILL BE PAID FOR SEPARATELY.
7. ATTENUATOR BASES, WHEN REQUIRED BY THE MANUFACTURER, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE TEMPORARY IMPACT ATTENUATORS.

MODEL PLOT FILE NAME: Y:\DOT\1359-14\_78831\CADD\Highway\CADD\_Sheets\0978831-sh-cta-01.dgn



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ESCA PROJECT NO. 1359.14	DRAWN - IRC	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/18/2025	DATE - 03/25	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-57 SHOULDER CLOSURE**

SCALE: NA SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-1(HB-3)	WILLIAMSON	109	33
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



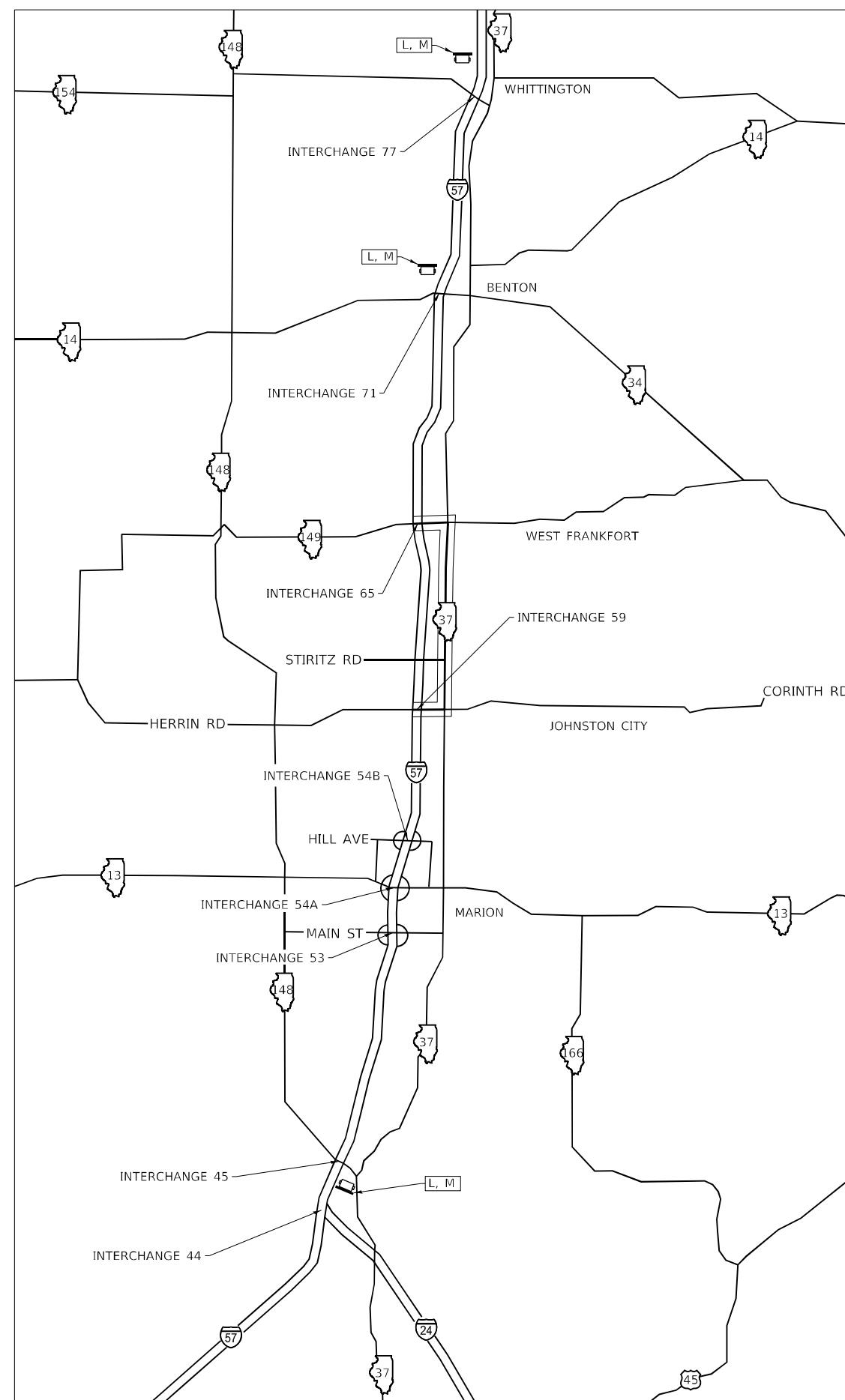
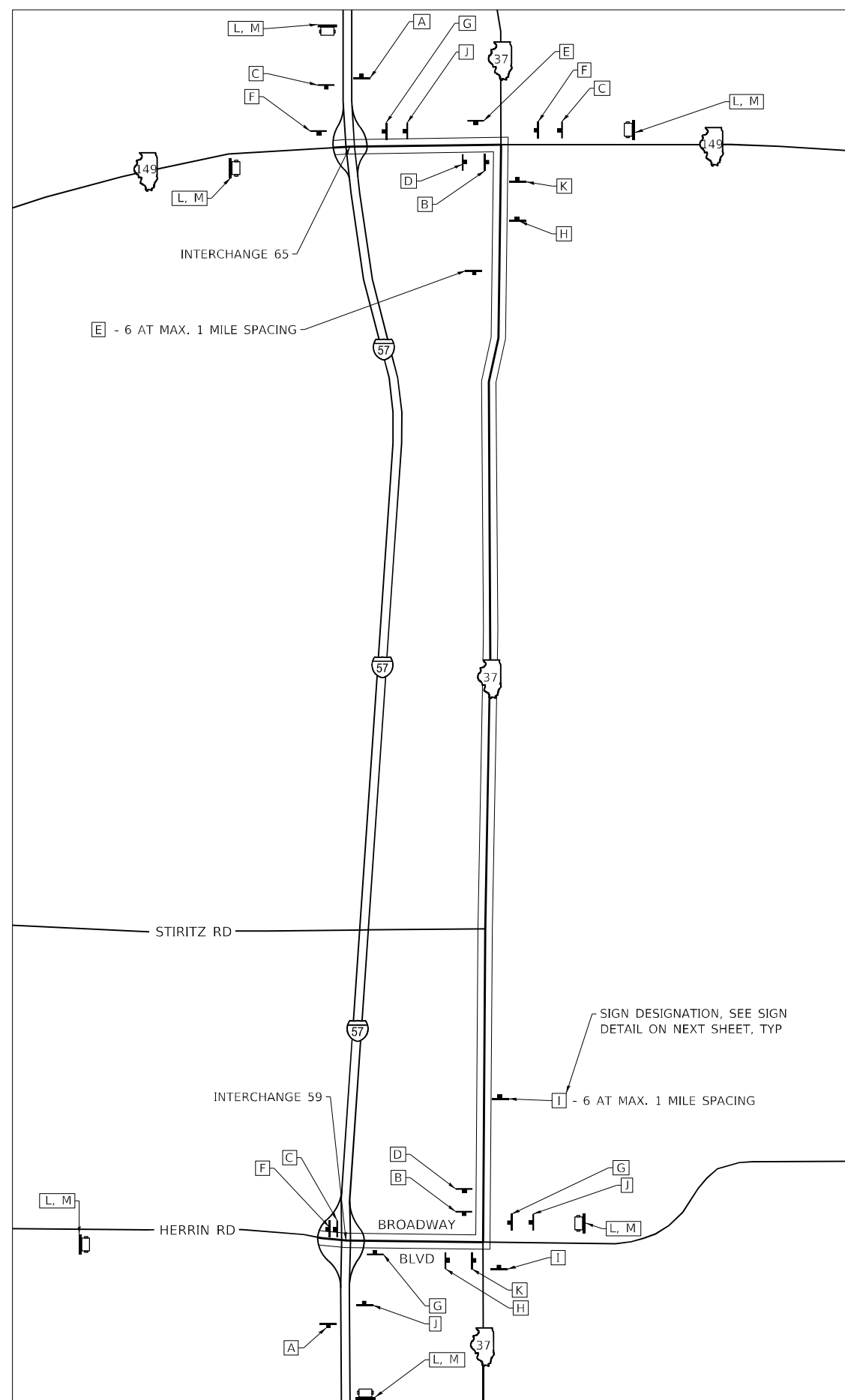


**LEGEND**

- SIGN ON PERMANENT SUPPORT
- PROPOSED DETOUR ROUTE
- CHANGEABLE MESSAGE SIGN

**NOTES**

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.
2. ALL SIGNS SHALL BE POST MOUNTED AND SHALL BE IN PLACE FOR THE DURATION OF THE PROJECT.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC CONTROL REQUIREMENTS.
5. SEE HIGHWAY STANDARD 701901 AND THE BRIDGE OR ROAD CLOSURE DETAILS SHEET FOR ADDITIONAL DETAILS.
6. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET IS INCLUDED IN THE LUMP SUM AMOUNT FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL) UNLESS NOTED OTHERWISE.
7. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED TWO WEEKS PRIOR TO CLOSURE AND WILL BE PAID FOR SEPARATELY. THEY SHALL BE USED FOR THE DURATION OF THE ROAD CLOSURE AND BE RELOCATED AS DIRECTED BY THE ENGINEER.
8. ALL I-57 TEMPORARY CLOSURE DETOUR SIGNAGE SHALL BE COVERED OR REMOVED WHEN NOT IN EFFECT.
9. THE DISTRICT 9 OPERATIONS ENGINEER SHALL BE CONTACTED 10 DAYS PRIOR TO THE ERECTION OF SIGNS.
10. IDOT TO MONITOR AND ADJUST SIGNALS ALONG THE DETOUR ROUTE TO MAXIMIZE CAPACITY.



MODEL\_PLOT FILE NAME: Y:\IDOT\1359-14-78831\CADD\Hwyway\CADD\_Sheets\0978831-cthc-detail03.dgn



USER NAME = IRC  
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 PLOT DATE = 3/10/2025

DESIGNED - IRC  
 DRAWN - IRC  
 CHECKED - ELH  
 DATE - 02/25

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**I-57 TEMPORARY CLOSURE DETOUR**

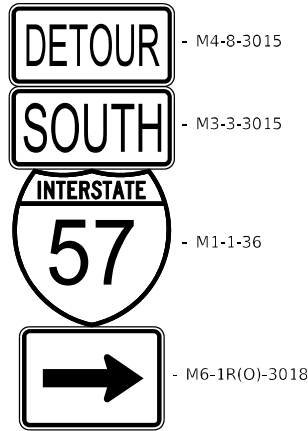
SCALE: NA SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	34
CONTRACT NO. 78831				

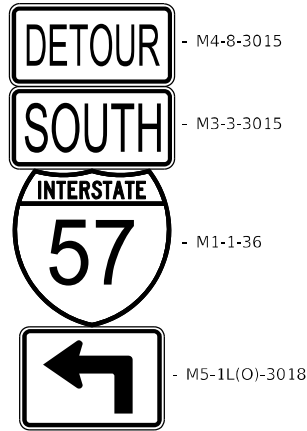
ILLINOIS FED. AID PROJECT



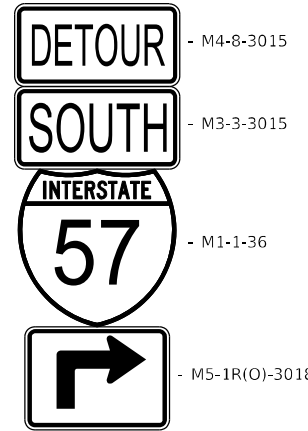
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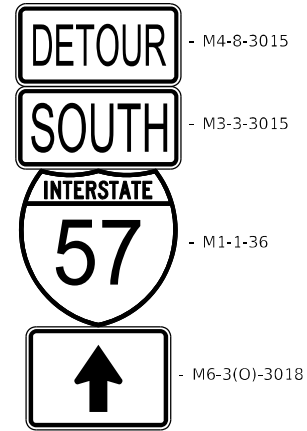
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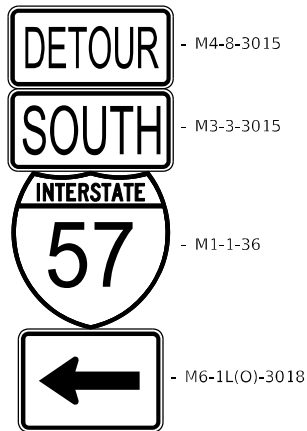
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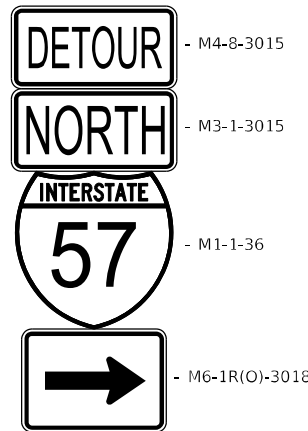
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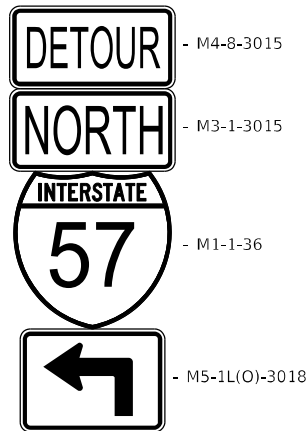
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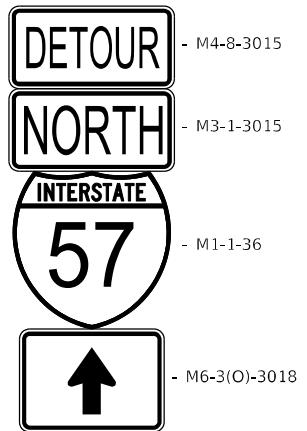
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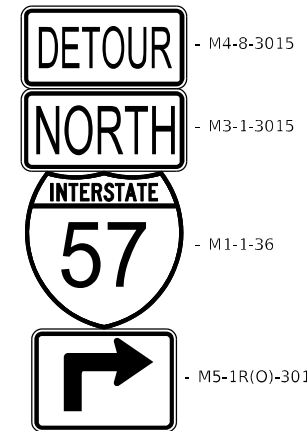
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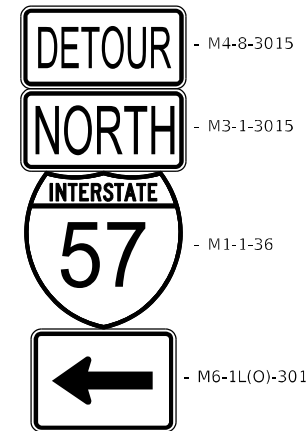
H



I



J



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I-57 WILL BE CLOSED  
HERRIN ROAD TO IL 149  
DATE/TIME TO DATE/TIME

PRIOR

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I-57 IS CLOSED  
HERRIN ROAD TO IL 149  
USE MARKED DETOUR

DURING

M

MODEL\_PLOT  
FILE NAME: Y:\PROJECTS\1359-14-78831\CADD\Highway\CADD\_Sheets\0978831-Left-Detail04.dgn



USER NAME = IRC  
ESCA PROJECT NO. 1359.14  
PLOT SCALE = 0.1667" / 1" in.  
PLOT DATE = 3/10/2025

DESIGNED - IRC  
DRAWN - IRC  
CHECKED - ELH  
DATE - 02/25

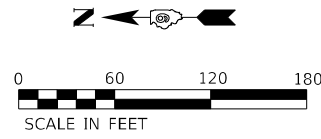
REVISED -  
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REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

I-57 TEMPORARY CLOSURE DETOUR

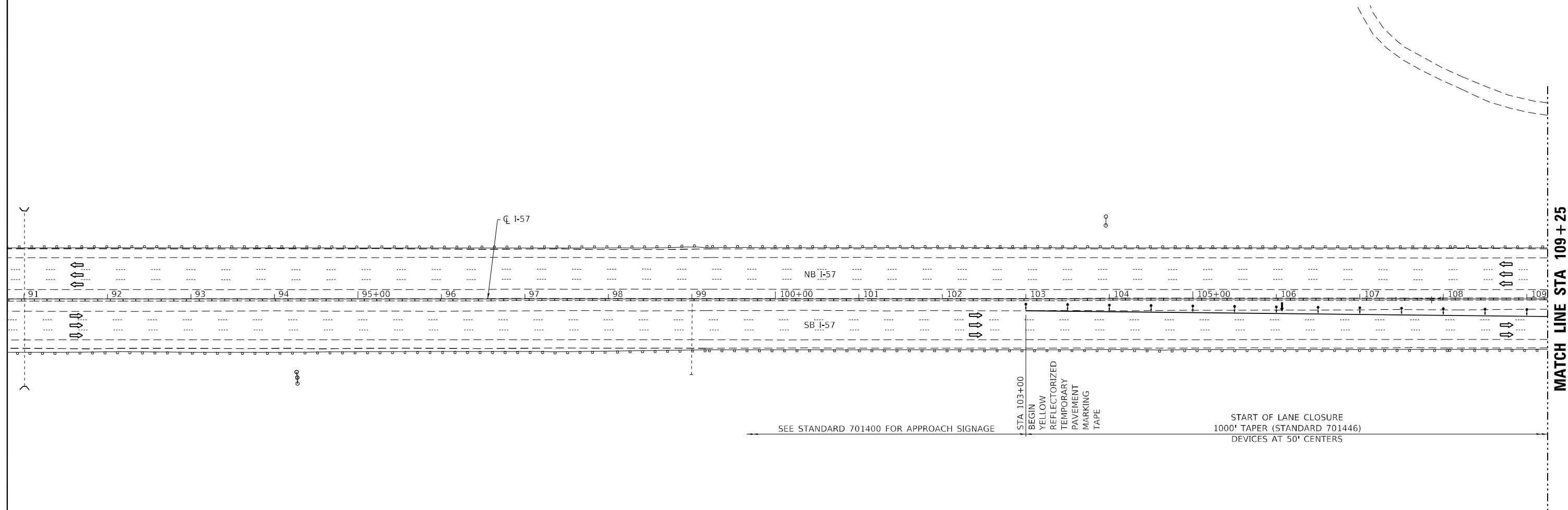
SCALE: NA SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	35
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	



**LEGEND**

- BARRICADE OR DRUM WITH LIGHT
- ↓ DIRECTIONAL INDICATOR BARRICADE WITH LIGHT
- ⇐ DIRECTION OF TRAFFIC
- ↑ ARROW BOARD



MODEL PLOT  
FILE NAME: Y:\DOT\1359-14\_78831\CADD\Highway\CADD\_Sheets\0978831-14-traffic01.dgn



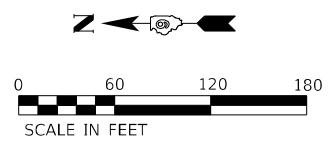
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PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

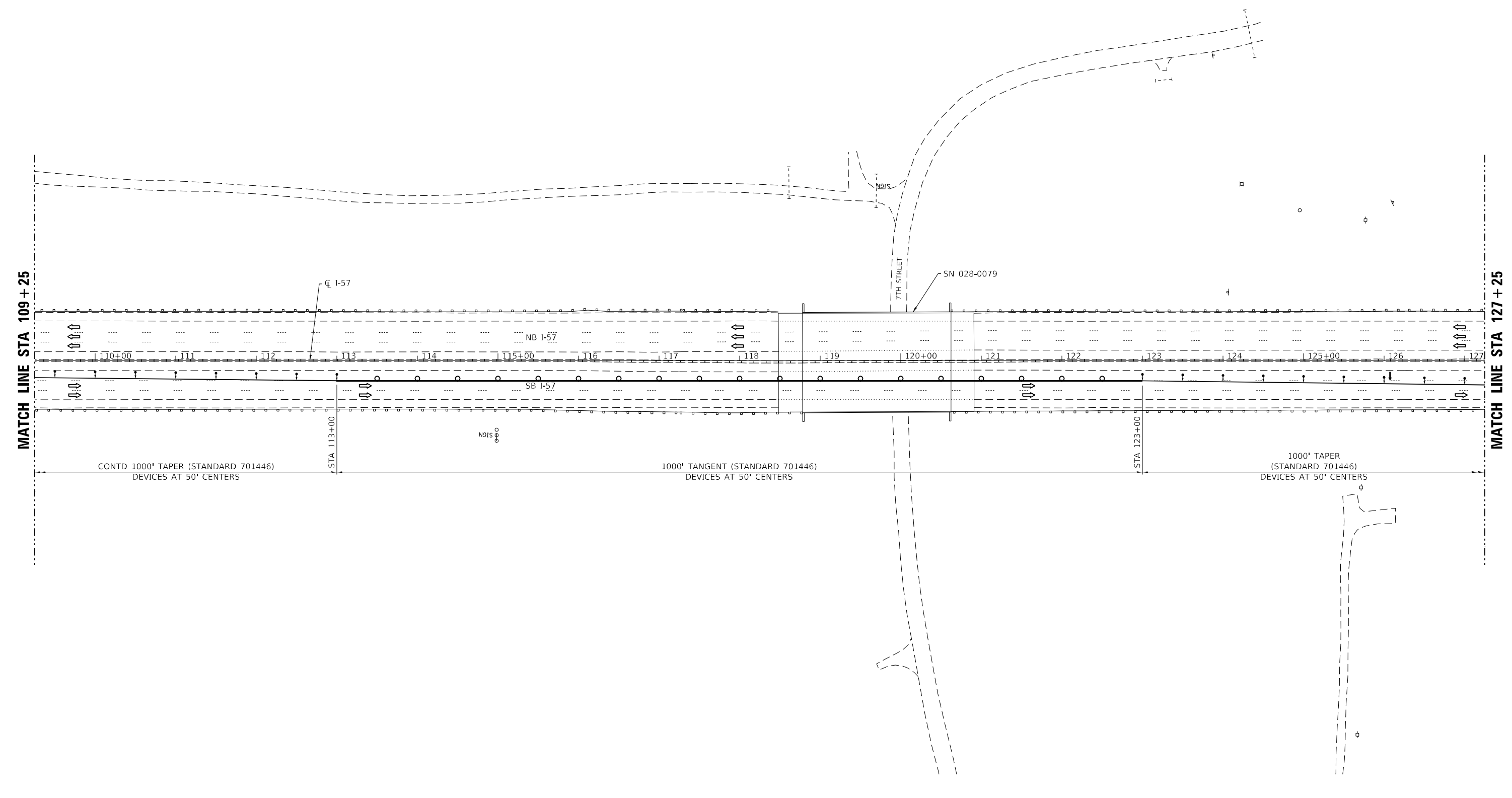
**I-57 SOUTHBOUND TEMPORARY CLOSURE  
TRAFFIC CONTROL DETAILS**

SCALE: 1" = 60'      SHEET NO. 1 OF 4 SHEETS      STA.      TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	36
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	



- LEGEND**
- BARRICADE OR DRUM WITH LIGHT
  - ↓ DIRECTIONAL INDICATOR BARRICADE WITH LIGHT
  - ↔ DIRECTION OF TRAFFIC
  - ↑ ARROW BOARD



MODEL\_PLOT  
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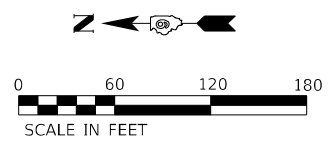
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DRAWN - IRC	REVISED -
CHECKED - ELH	REVISED -
DATE - 12/24	REVISED -

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

**I-57 SOUTHBOUND TEMPORARY CLOSURE**  
**TRAFFIC CONTROL DETAILS**

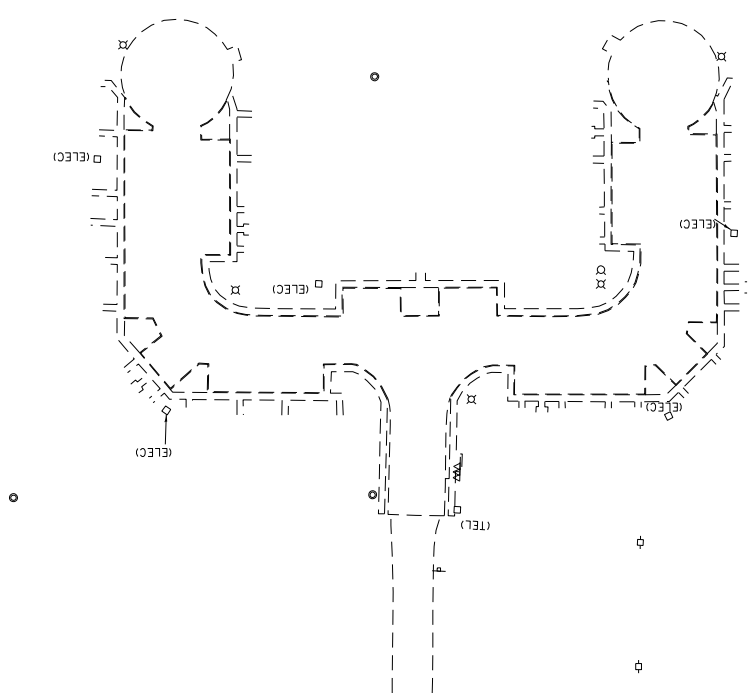
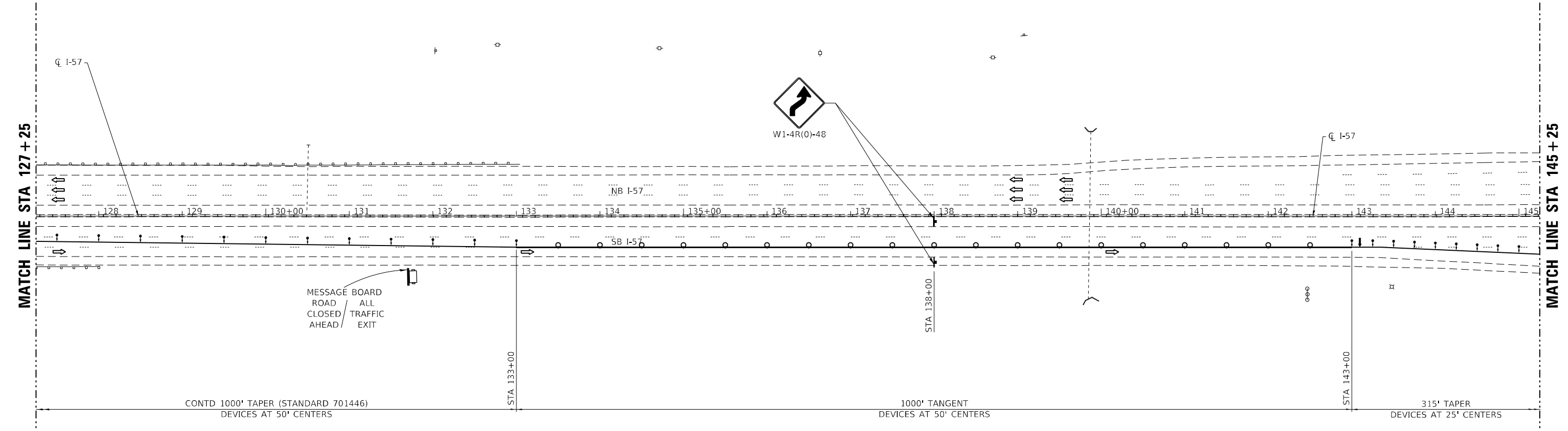
SCALE: 1" = 60'    SHEET NO. 2 OF 4 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	37
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78831	



**LEGEND**

- ┆ SIGN
- ↑ ARROW BOARD
- BARRICADE OR DRUM WITH LIGHT
- ☐ PORTABLE CHANGEABLE MESSAGE SIGN
- ↓ DIRECTIONAL INDICATOR BARRICADE WITH LIGHT
- ⚡ TYPE III BARRICADE WITH FLASHING LIGHT
- ↔ DIRECTION OF TRAFFIC



MODEL\_PLOT  
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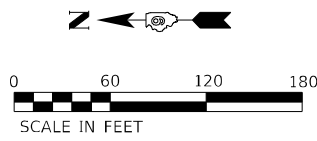


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ESCA PROJECT NO. 1359.14	DRAWN - IRC	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

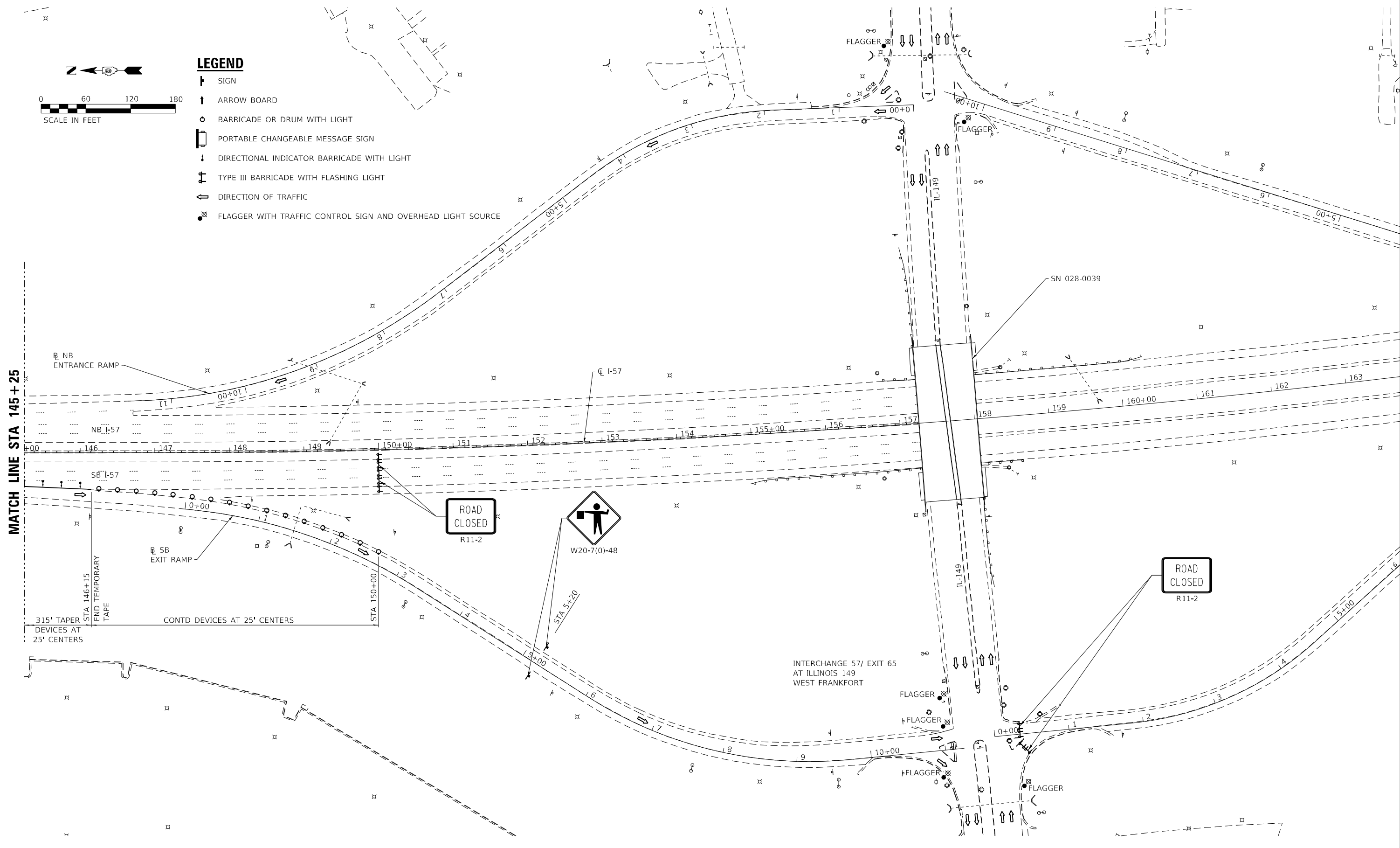
<b>I-57 SOUTHBOUND TEMPORARY CLOSURE TRAFFIC CONTROL DETAILS</b>	
SCALE: 1" = 60'	TO STA.
SHEET NO. 3 OF 4 SHEETS	FROM STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	38
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78831	



**LEGEND**

- SIGN
- ARROW BOARD
- BARRICADE OR DRUM WITH LIGHT
- PORTABLE CHANGEABLE MESSAGE SIGN
- DIRECTIONAL INDICATOR BARRICADE WITH LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHT
- DIRECTION OF TRAFFIC
- FLAGGER WITH TRAFFIC CONTROL SIGN AND OVERHEAD LIGHT SOURCE



MODEL\_PLOT  
 FILE\_NAME: Y:\PROJECTS\1359-14\_78831\CADD\Highway\CADD\_Sheets\0978831-14-traffic04.dgn



USER NAME = IRC	DESIGNED - IRC	REVISED -
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PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

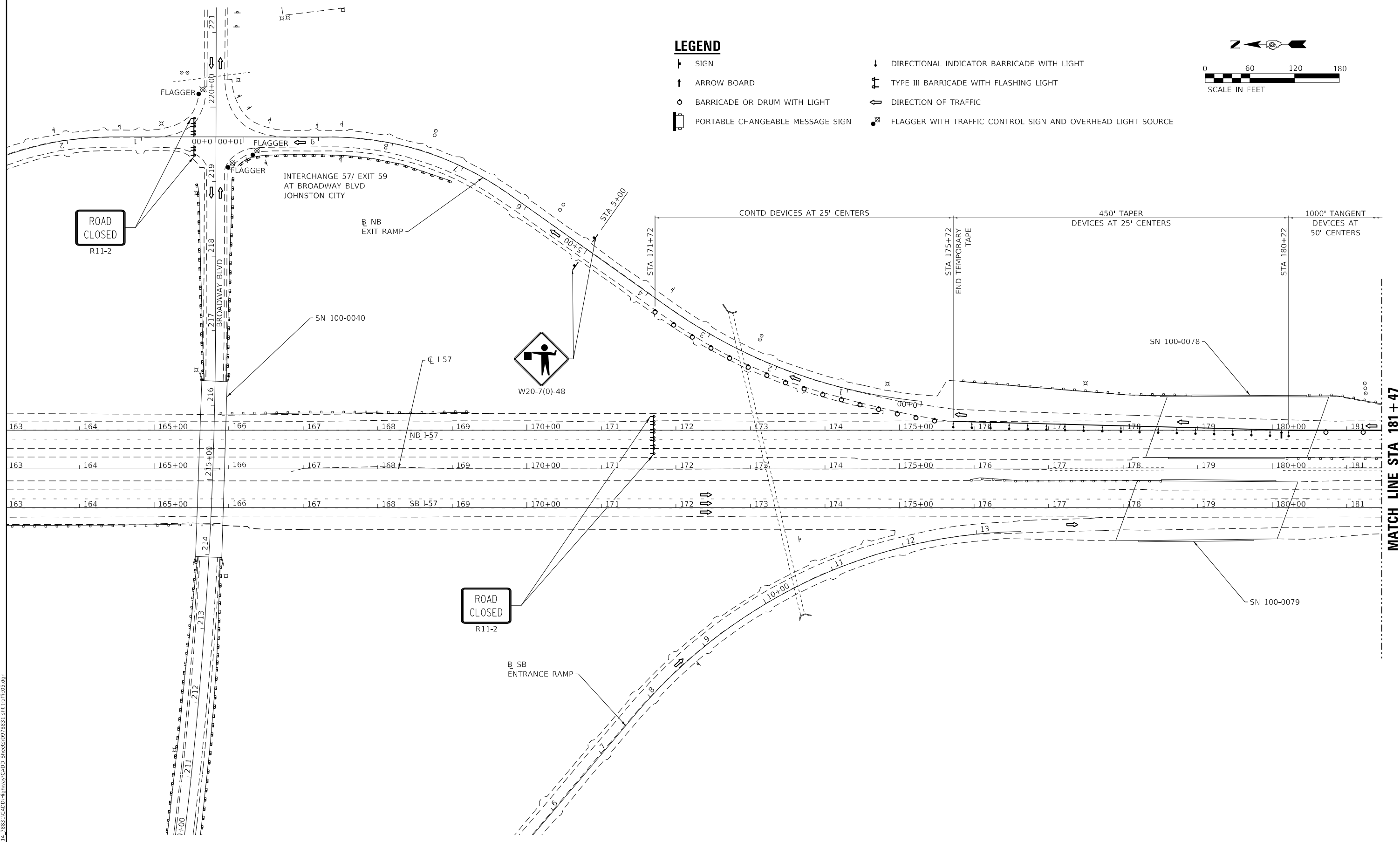
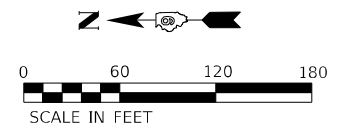
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>I-57 SOUTHBOUND TEMPORARY CLOSURE TRAFFIC CONTROL DETAILS</b>	
SCALE: 1" = 60'	TO STA.
SHEET NO. 4 OF 4 SHEETS	STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	39
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	

**LEGEND**

- ↑ SIGN
- ↑ ARROW BOARD
- BARRICADE OR DRUM WITH LIGHT
- ☐ PORTABLE CHANGEABLE MESSAGE SIGN
- ↓ DIRECTIONAL INDICATOR BARRICADE WITH LIGHT
- ↑ TYPE III BARRICADE WITH FLASHING LIGHT
- ↔ DIRECTION OF TRAFFIC
- ⊗ FLAGGER WITH TRAFFIC CONTROL SIGN AND OVERHEAD LIGHT SOURCE



MODEL\_PLOT  
 FILE\_NAME: Y:\DOT\1359-14\_78831\CADD\Highway\CADD\_Sheets\0978831-14-Highway\05.dgn



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ESCA PROJECT NO. 1359.14	DRAWN - IRC	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

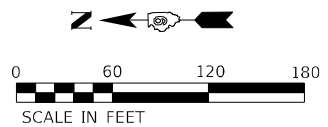
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-57 NORTHBOUND TEMPORARY CLOSURE  
TRAFFIC CONTROL DETAILS**

SCALE: 1" = 60' SHEET NO. 1 OF 4 SHEETS STA. TO STA.

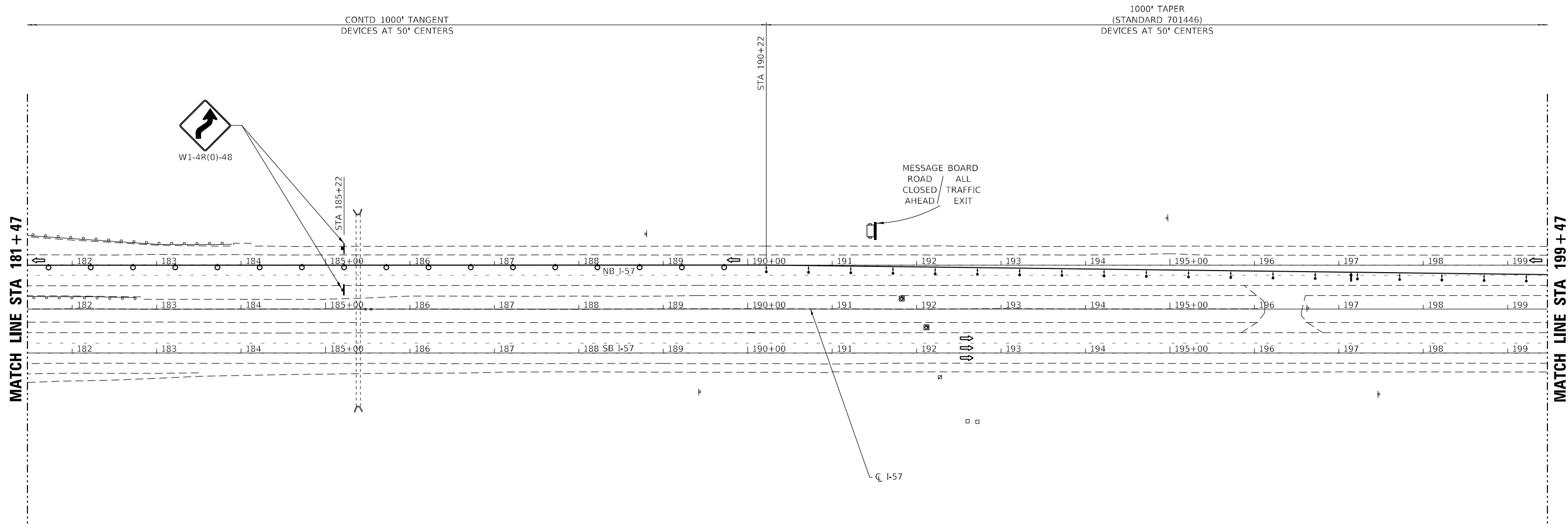
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	40
			CONTRACT NO. 78831	

ILLINOIS FED. AID PROJECT



**LEGEND**

- ┆ SIGN
- ↑ ARROW BOARD
- BARRICADE OR DRUM WITH LIGHT
- ☐ PORTABLE CHANGEABLE MESSAGE SIGN
- ↓ DIRECTIONAL INDICATOR BARRICADE WITH LIGHT
- ⚡ TYPE III BARRICADE WITH FLASHING LIGHT
- ↔ DIRECTION OF TRAFFIC



MODEL\_PLOT  
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PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

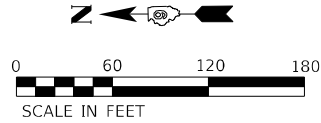
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-57 NORTHBOUND TEMPORARY CLOSURE  
TRAFFIC CONTROL DETAILS**

SCALE: 1" = 60'    SHEET NO. 2 OF 4 SHEETS    STA.    TO STA.

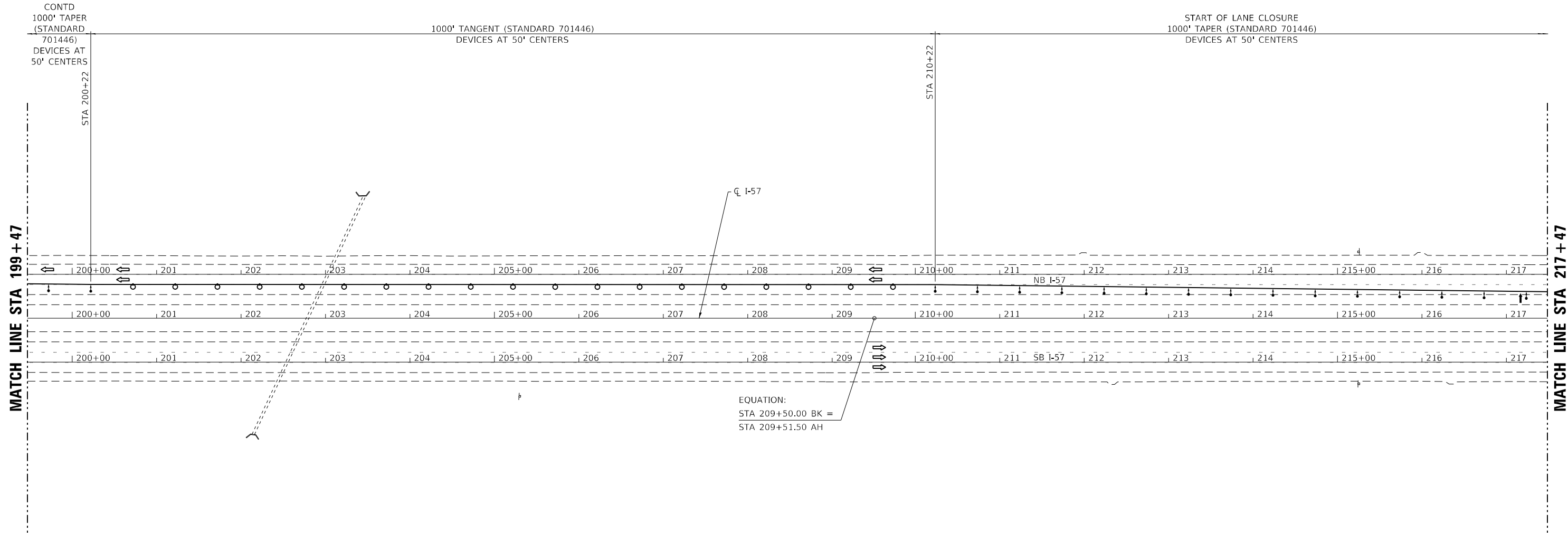
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	41
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	





**LEGEND**

- ↑ ARROW BOARD
- BARRICADE OR DRUM WITH LIGHT
- ↓ DIRECTIONAL INDICATOR BARRICADE WITH LIGHT
- ↔ DIRECTION OF TRAFFIC



MODEL\_PLOT  
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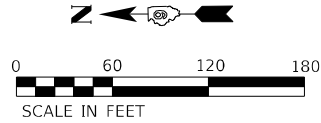


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ESCA PROJECT NO. 1359.14	DRAWN - IRC	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

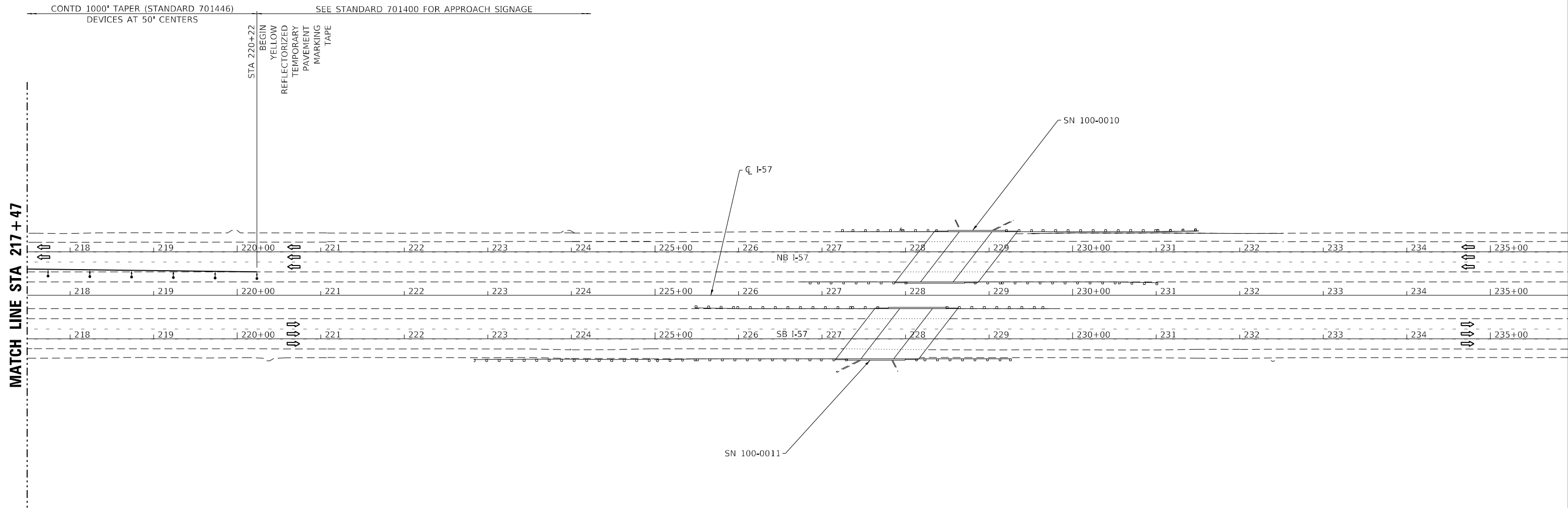
<b>I-57 NORTHBOUND TEMPORARY CLOSURE TRAFFIC CONTROL DETAILS</b>		
SCALE: 1" = 60'	SHEET NO. 3 OF 4 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-1(HB-3)	WILLIAMSON	109	42
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	



**LEGEND**

- BARRICADE OR DRUM WITH LIGHT
- ↓ DIRECTIONAL INDICATOR BARRICADE WITH LIGHT
- ⇌ DIRECTION OF TRAFFIC



MODEL\_PLOT  
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ESCA PROJECT NO. 1359.14
PLOT SCALE = 0.1667' / in.
PLOT DATE = 3/10/2025

DESIGNED - IRC	REVISED -
DRAWN - IRC	REVISED -
CHECKED - ELH	REVISED -
DATE - 12/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



**I-57 NORTHBOUND TEMPORARY CLOSURE  
TRAFFIC CONTROL DETAILS**

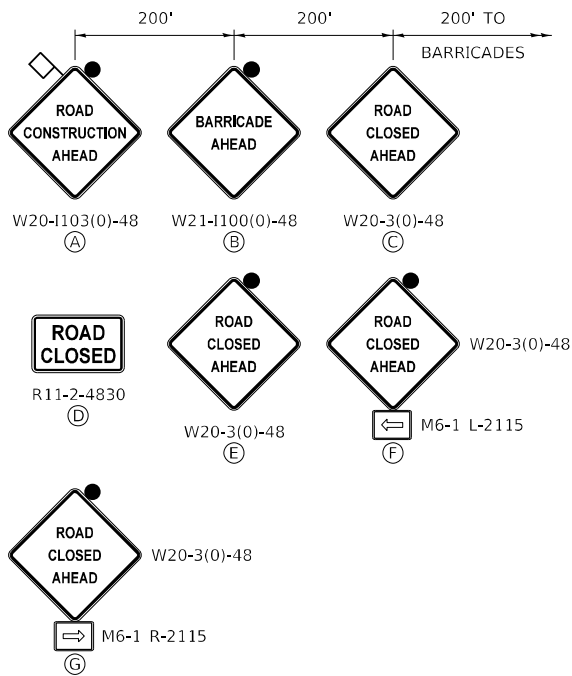
SCALE: 1" = 60'    SHEET NO. 4 OF 4 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-1(HB-3)	WILLIAMSON	109	43
			CONTRACT NO. 78831	
ILLINOIS FED. AID PROJECT				



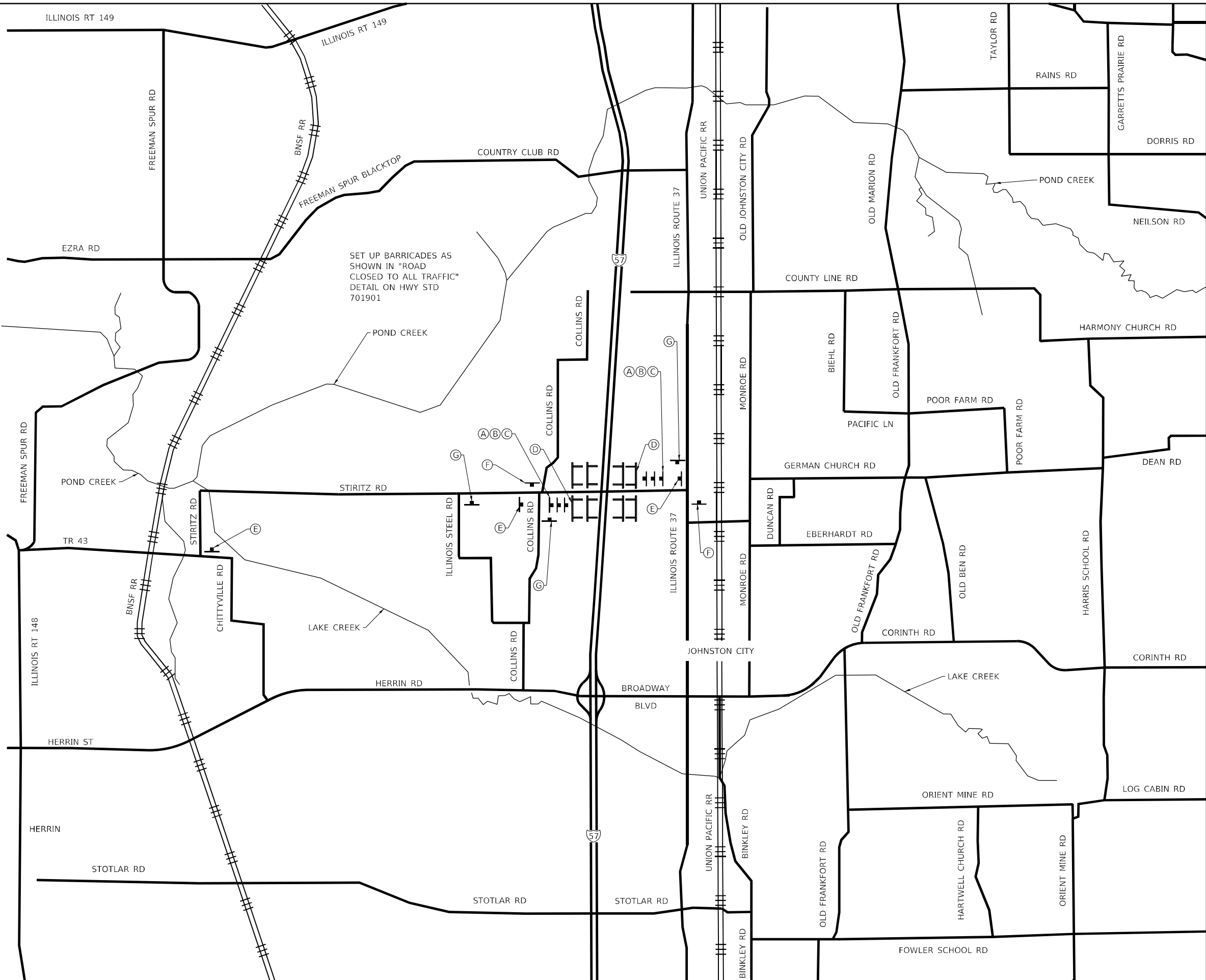
**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  TYPE III BARRICADES WITH FLASHING LIGHTS



**NOTES**

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.
2. ALL SIGNS NOT ATTACHED TO BARRICADES SHALL BE POST MOUNTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. SEE STANDARD 701901 FOR ADDITIONAL DETAILS.
5. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET IS INCLUDED IN THE LUMP SUM AMOUNT FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).



MODEL PLOT  
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PLOT SCALE = 0.1667' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

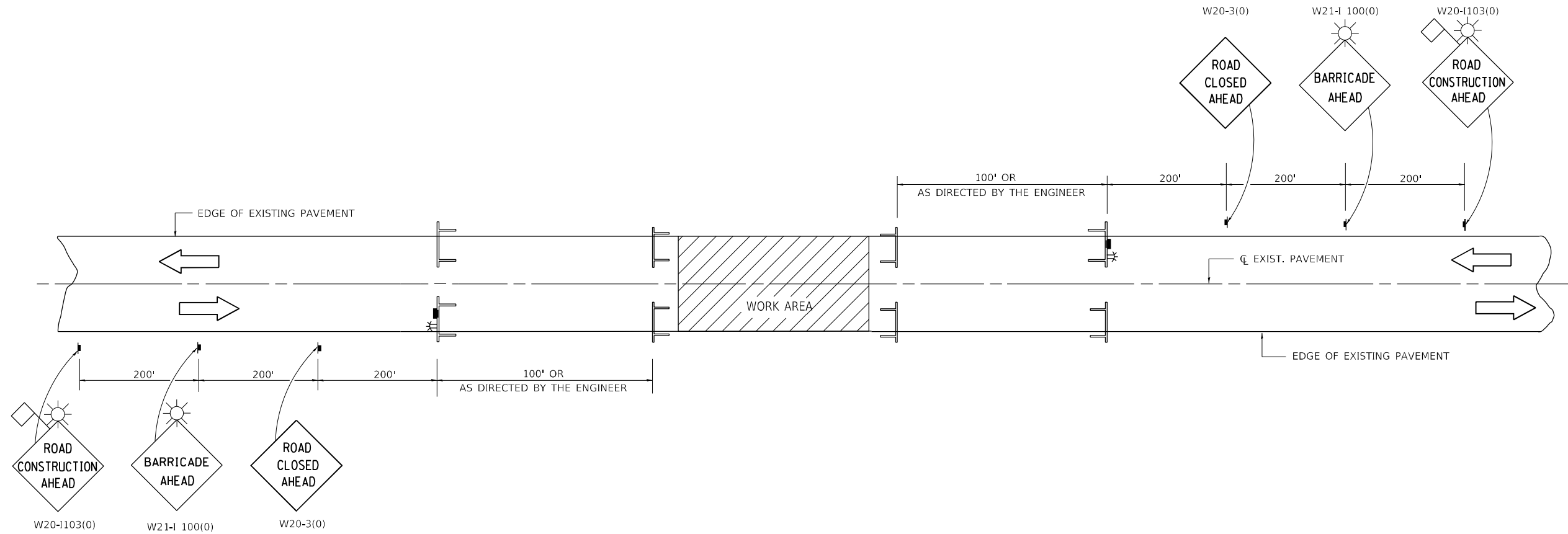
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CLOSURE**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-1(HB-3)	WILLIAMSON	109	44
			CONTRACT NO. 78831	
ILLINOIS FED. AID PROJECT				

## TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR BRIDGE OR ROAD CLOSURE









### GENERAL NOTES

- FLASHING BEACONS SHALL BE INSTALLED ABOVE THE TYPE III BARRICADES AT THE LOCATIONS SHOWN ABOVE. THE BEACONS SHALL BE ATTACHED 18 TO 24 INCHES ABOVE THE BARRICADES IN ALIGNMENT WITH TRAFFIC APPROACHING FROM EACH DIRECTION.
- EACH BEACON SHALL HAVE A YELLOW LENS WITH A NOMINAL DIAMETER OF 8 INCHES, A PARABOLIC REFLECTOR, AN AC POWERED CLEAR LAMP WITH A MINIMUM RATING OF 64 WATTS, AND A CONTROLLER WHICH IS SET TO PROVIDE BETWEEN 50 AND 60 FLASHES PER MINUTE WITH EQUAL ON AND OFF INTERVALS. THE BEACONS WILL BE KEPT BURNING 24 HOURS PER DAY.
- THE CONTROLLER SHALL BE HOUSED IN A WEATHERPROOF CABINET AND MOUNTED ON A POST OR POLE. THE ELECTRICAL CABLE MUST EITHER BE AERIALY SUSPENDED, OR BURIED WITH A MINIMUM OF 2 INCHES OF COVER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ARRANGEMENTS AND COST OF 110 VOLT ELECTRICAL SERVICE.
- THE ENGINEER MAY REQUIRE THAT DRUMS, EITHER 55 GALLON OR 30 GALLON, BE USED TO SUPPLEMENT THE BARRICADES IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.

- FLASHING LIGHTS SHALL BE USED ON EACH APPROACH IN ADVANCE OF THE WORK AREA DURING HOURS OF DARKNESS. THESE LIGHTS SHALL BE INSTALLED ABOVE THE FIRST TWO SIGNS IN EACH SERIES.
- WHEN A SIDE ROAD INTERSECTS THE HIGHWAY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROL DEVICES SHALL BE ERECTED AS DIRECTED BY THE ENGINEER.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- ALL WARNING SIGNS SHALL HAVE MINIMUM DIMENSIONS OF 48 IN. BY 48 IN. AND SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE REFLECTORIZED BACKGROUND.
- ALL ITEMS NECESSARY TO COMPLETE THIS DETAIL SHALL BE INCLUDED IN THE LUMP SUM AMOUNT FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
- TYPE III BARRICADES AND R11-2 SIGNS SHALL BE POSITIONED AS SHOWN IN "ROAD CLOSED TO ALL TRAFFIC" DETAIL ON HIGHWAY STANDARD 701901.

### SYMBOLS

-  WORK AREA
-  SIGN WITH 18 IN. BY 18 IN. (MINIMUM) ORANGE FLAG ATTACHED
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH FLASHING BEACON AND "ROAD CLOSED" SIGN STD. R11-2
-  FLASHING BEACON

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ESCA PROJECT NO. 1359.14  
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PLOT DATE = 3/10/2025

DESIGNED - IRC  
DRAWN - IRC  
CHECKED - ELH  
DATE - 03/24

REVISED -  
REVISED -  
REVISED -  
REVISED -





**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

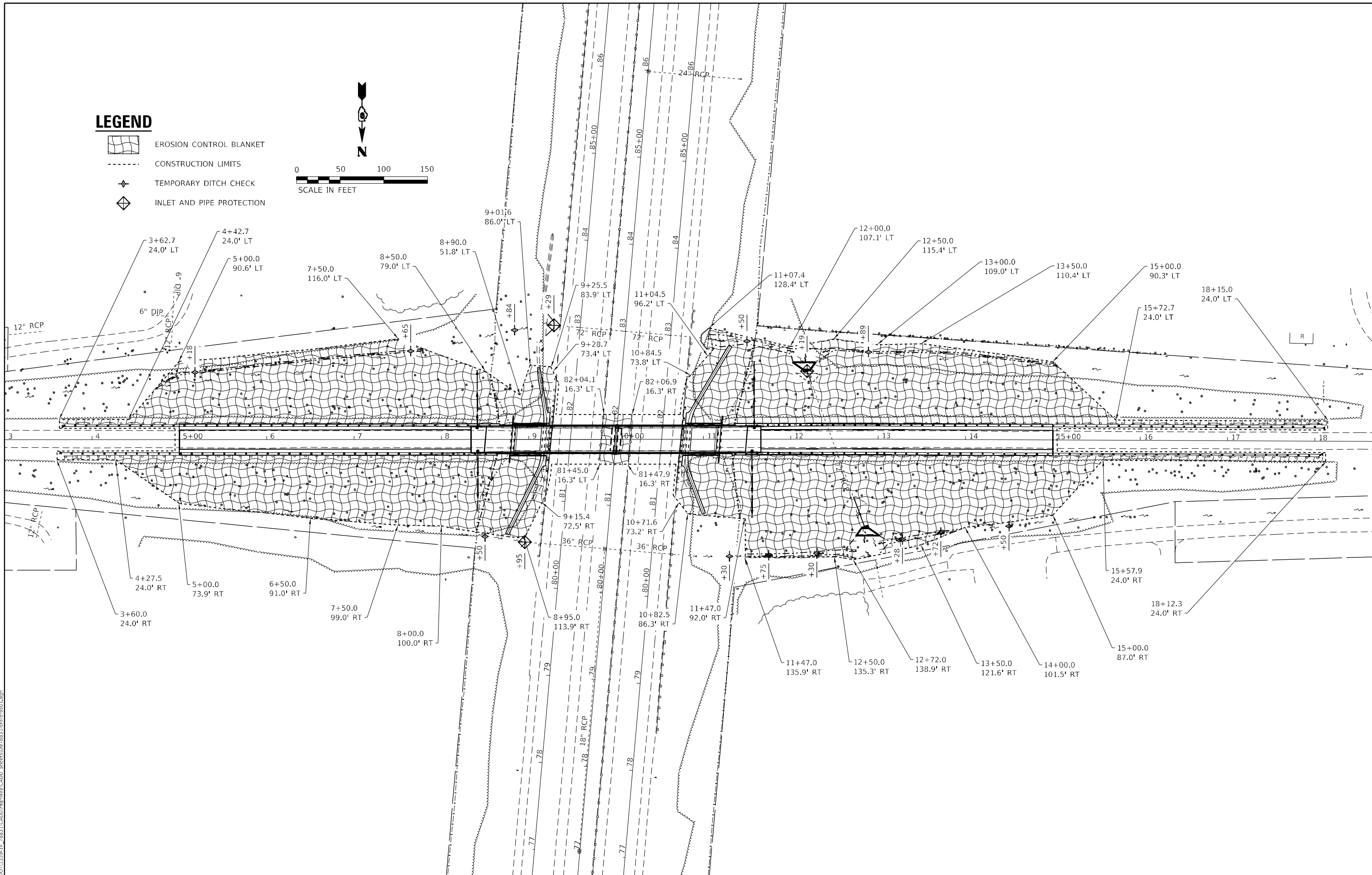
**BRIDGE OR ROAD CLOSURE DETAILS**

SCALE: AS SHOWN SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	45
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

**LEGEND**

-  EROSION CONTROL BLANKET
-  CONSTRUCTION LIMITS
-  TEMPORARY DITCH CHECK
-  INLET AND PIPE PROTECTION



MODEL\_PLOT  
FILE NAME: Y:\DOT\1359-14\_78831\CADD\Highway\CADD\_Sheets\0978831-14-erc01.dgn



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ESCA PROJECT NO. 1359.14  
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DRAWN - IRC  
CHECKED - ELH  
DATE - 03/25

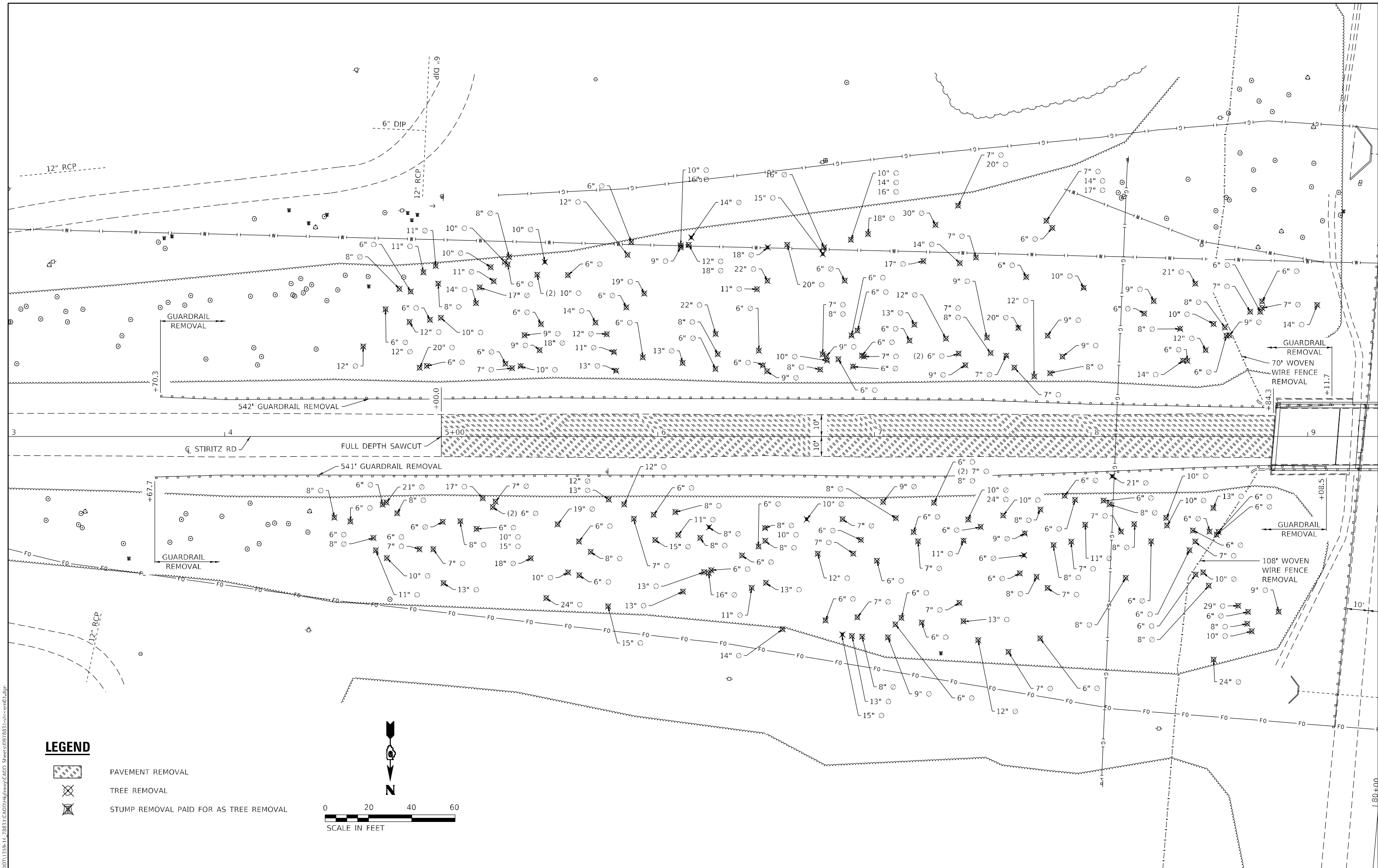
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**




**EROSION CONTROL PLAN**

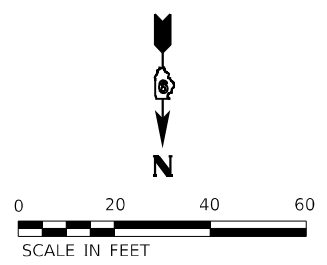
SCALE: AS SHOWN SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-1(HB-3)	WILLIAMSON	109	46
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**LEGEND**

-  PAVEMENT REMOVAL
-  TREE REMOVAL
-  STUMP REMOVAL PAID FOR AS TREE REMOVAL



MODEL: Default  
 FILE NAME: Y:\DOT\1359-14-78831\CADD\Highway\CADD\_Sheets\DP78831-14-1-rem01.dwg



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 DRAWN - IRC  
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 DATE - 04/24

REVISED -  
 REVISED -  
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 REVISED -




**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

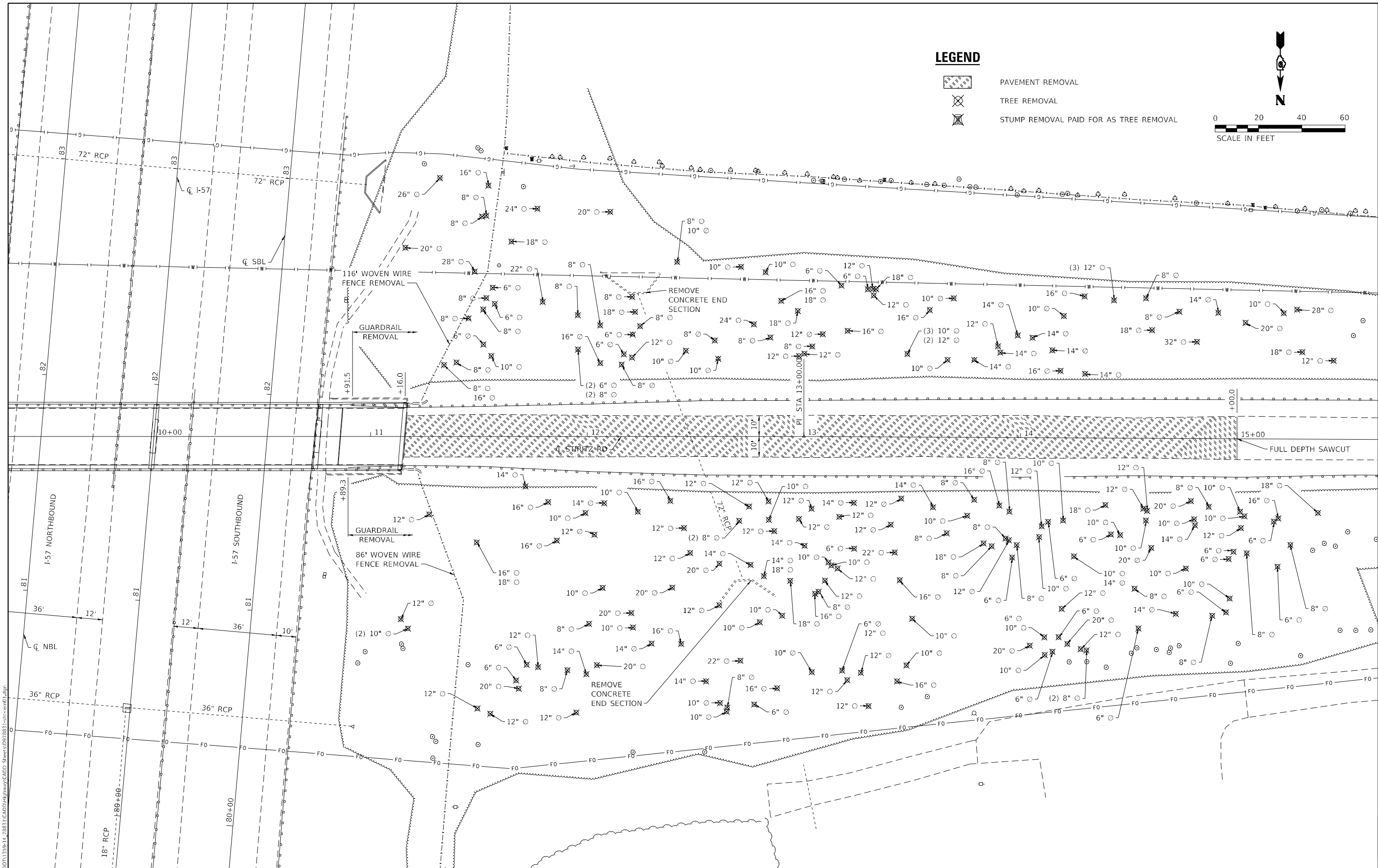
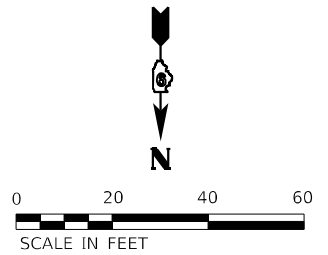
**REMOVAL PLAN**

SCALE: AS SHOWN    SHEET 1 OF 4 SHEETS    STA. 3+00.00    TO STA. 9+32.60

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	47
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

**LEGEND**

-  PAVEMENT REMOVAL
-  TREE REMOVAL
-  STUMP REMOVAL PAID FOR AS TREE REMOVAL



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 PLOT DATE = 3/10/2025

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 DRAWN - IRC  
 CHECKED - ELH  
 DATE - 04/24

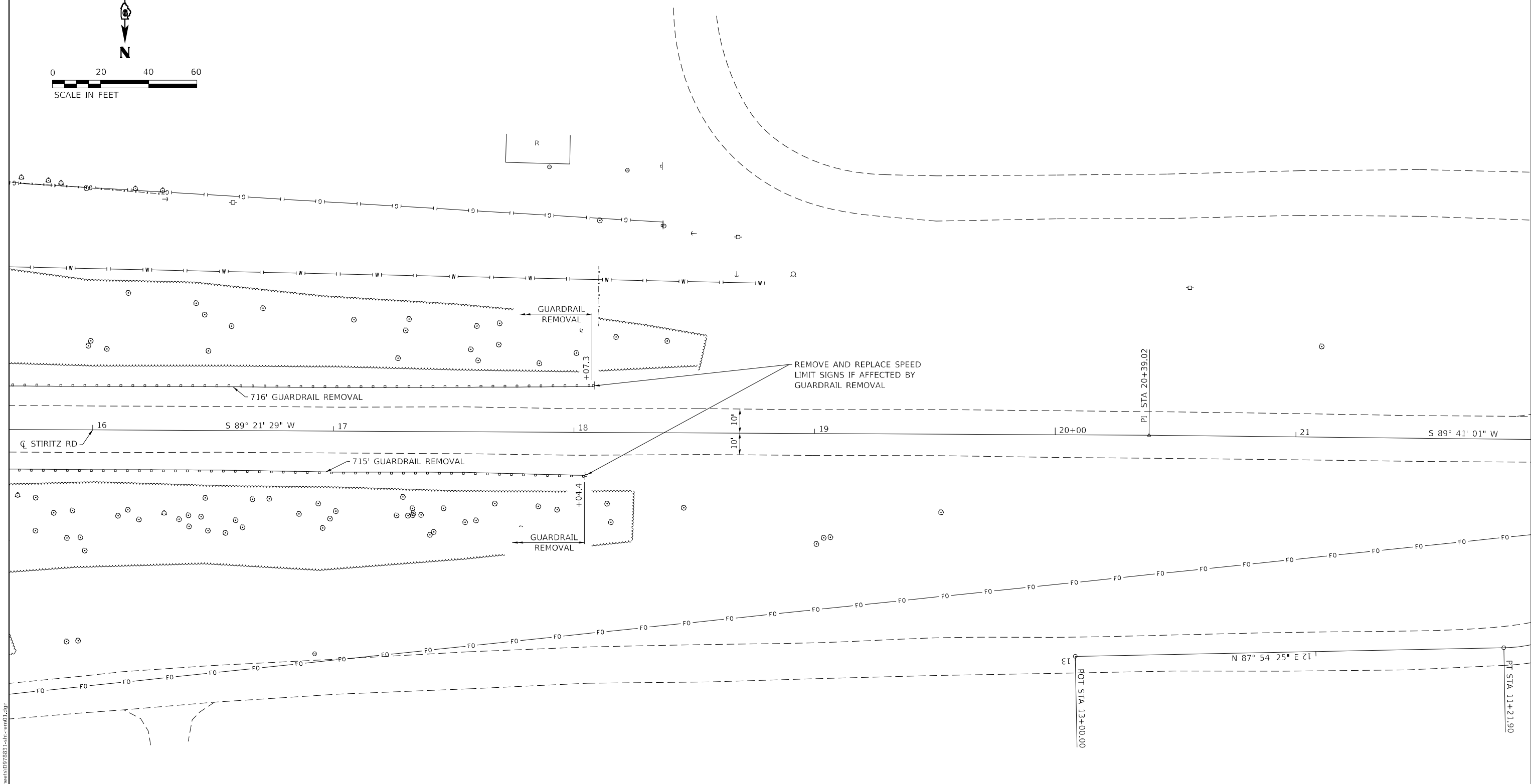
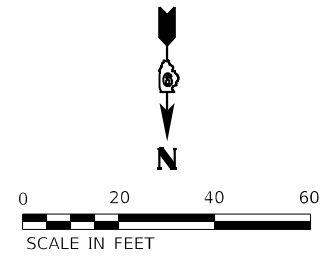
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 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN**

SCALE: AS SHOWN    SHEET 2 OF 4 SHEETS    STA. 9+32.60    TO STA. 15+65.20

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	48
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



NOTE: SPEED LIMIT SIGN REMOVAL AND REPLACEMENT SHALL BE CONSIDERED INCIDENTAL TO THE COST OF GUARDRAIL REMOVAL

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PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN**

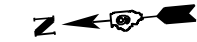
SCALE: AS SHOWN    SHEET 3 OF 4 SHEETS    STA. 15+65.20    TO STA. 21+97.82

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	49
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**LEGEND**

 GUTTER REMOVAL



MODEL: Default  
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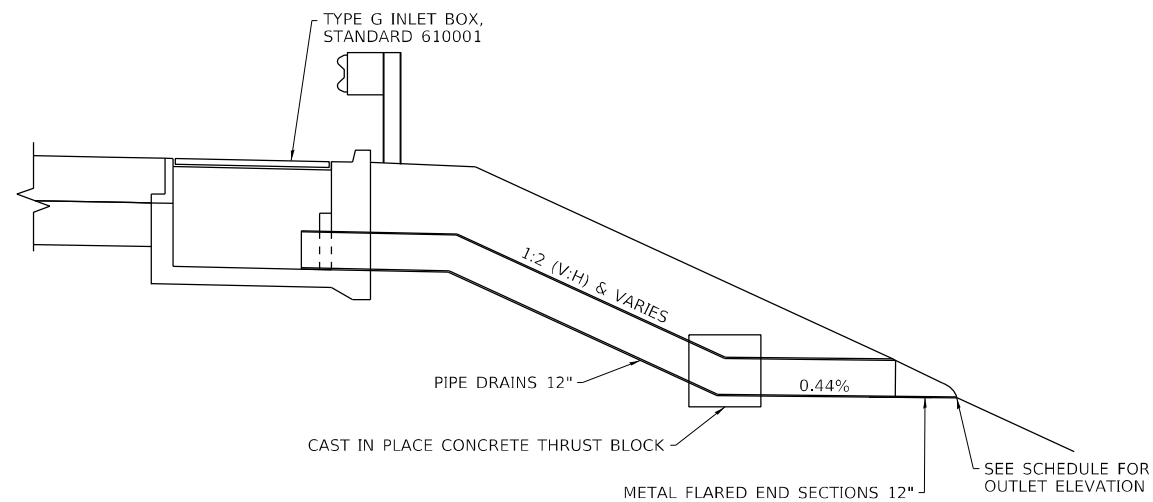
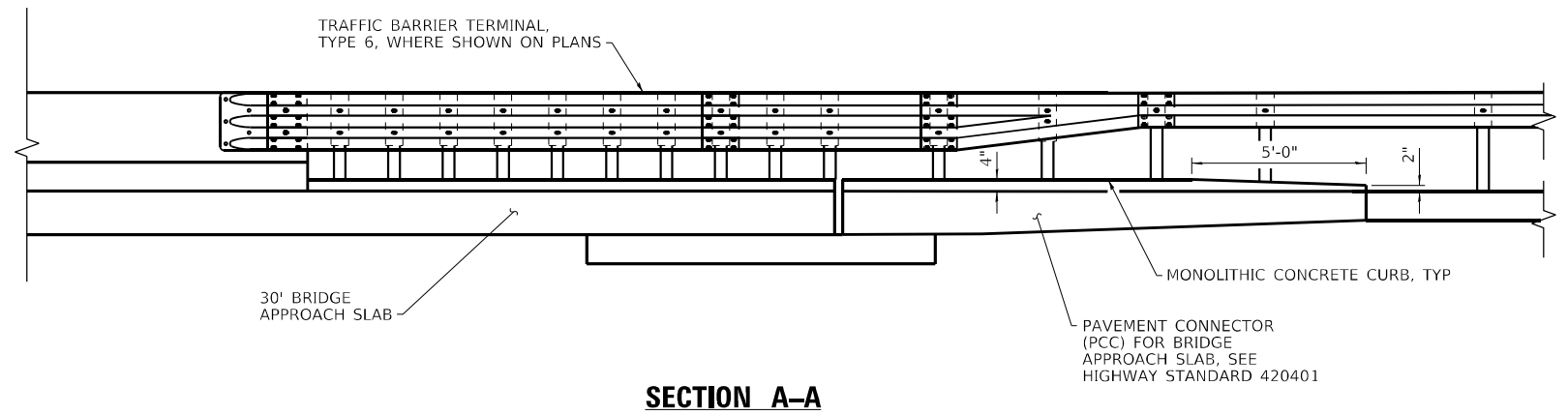
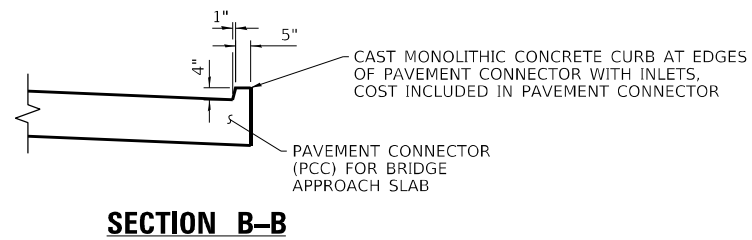
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

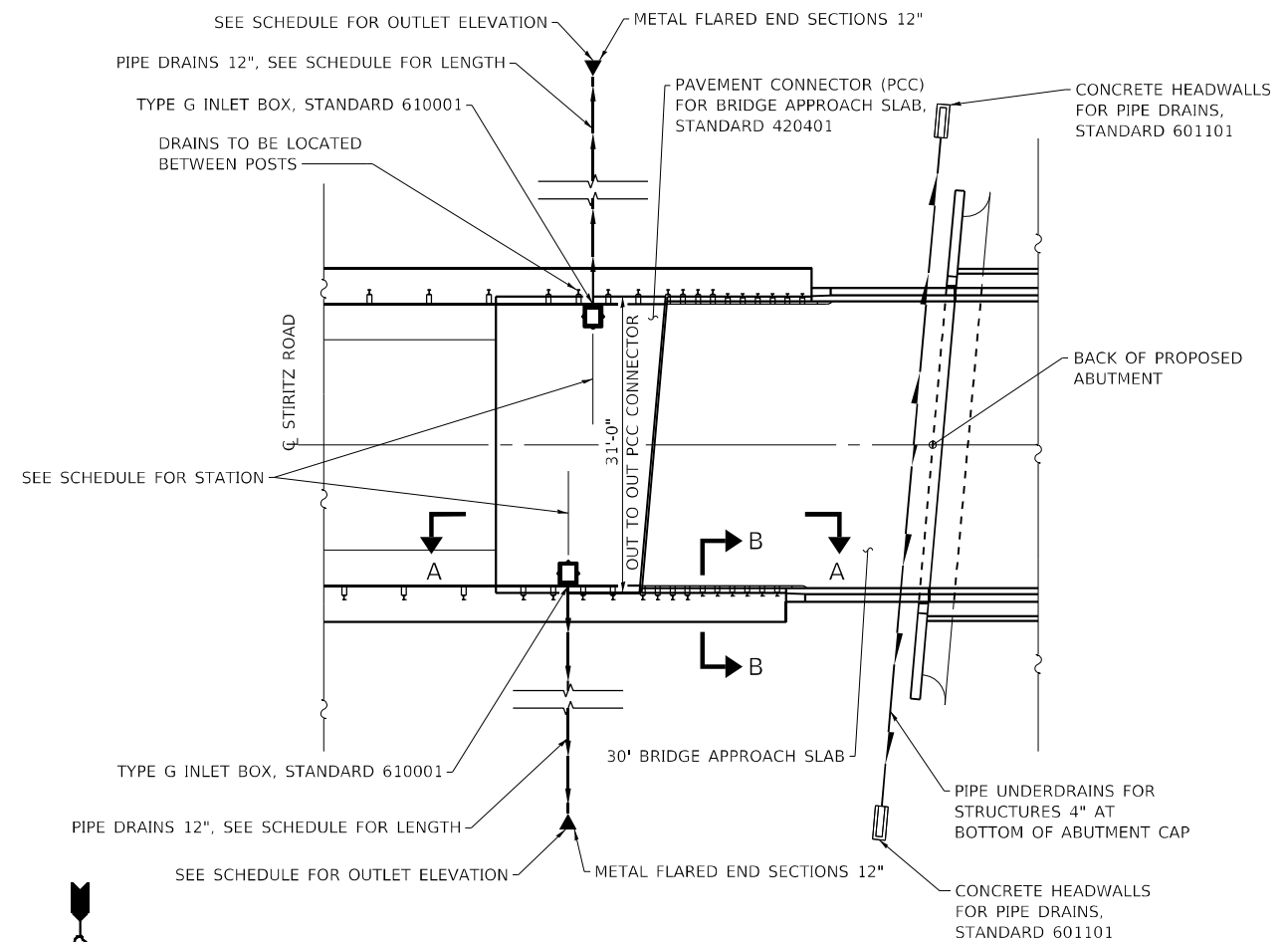
**REMOVAL PLAN**

SCALE: AS SHOWN SHEET 4 OF 4 SHEETS STA. 78+59.66 TO STA. 84+92.26

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	50
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	



**SECTION AT TYPE G INLET BOX**



**PAVEMENT CONNECTOR PLAN**

(EAST ABUTMENT OF SN 100-0110 SHOWN; WEST ABUTMENT SIMILAR)

PCC PAVEMENT CONNECTOR DRAINAGE SCHEDULE							
LOCATION			INLET BOX, STD 610001 TYPE G	CONCRETE THRUST BLOCKS	PIPE DRAINS 12"	METAL FLARED END SECTIONS 12"	OUTLET ELEVATION
STATION	LANE	OFFSET	EACH	EACH	FOOT	EACH	
8+41.74	WBL	RIGHT	1	1	85	1	409.10
8+41.14	EBL	LEFT	1	1	80	1	410.51
11+55.73	WBL	RIGHT	1	1	95	1	406.51
11+58.26	EBL	LEFT	1	1	95	1	406.59
TOTALS			4	4	355	4	

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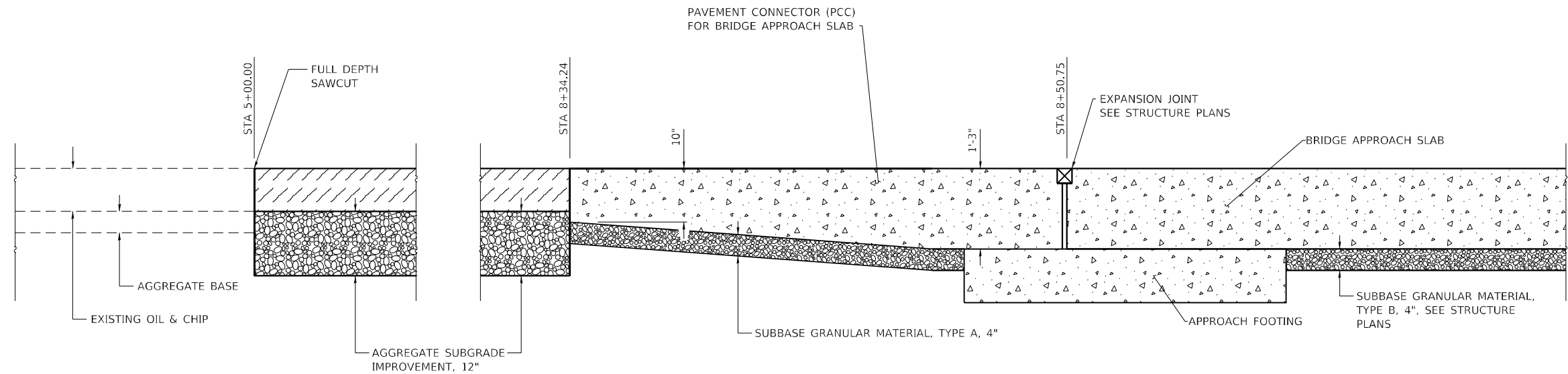
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

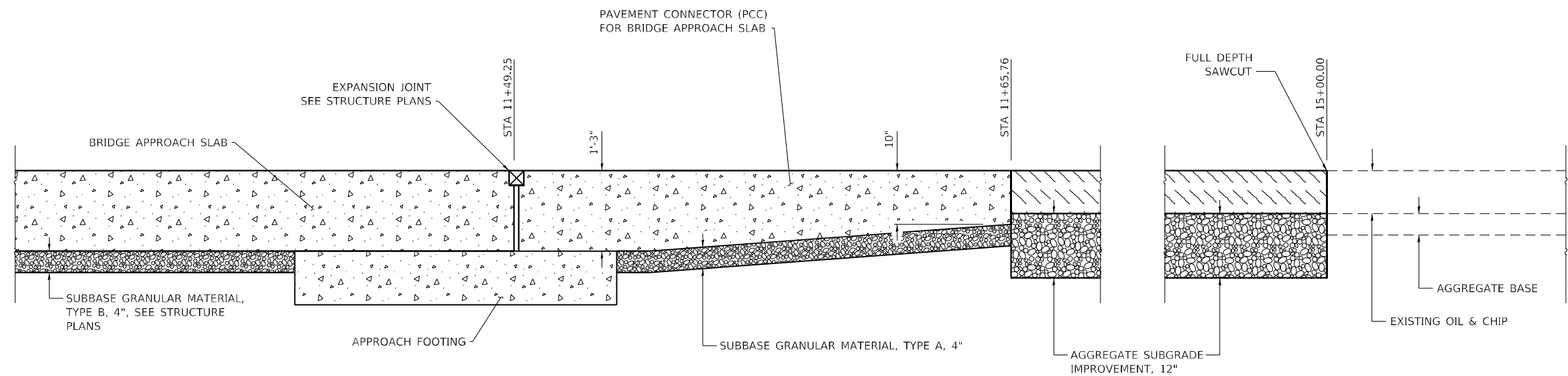
**PAVEMENT CONNECTOR DETAILS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	51
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**LONGITUDINAL SECTION**  
TR 23 (STIRITZ ROAD) STA 5+00.00 TO STA 8+80.80



**LONGITUDINAL SECTION**  
TR 23 (STIRITZ ROAD) STA 11+20.00 TO STA 15+00.00

MODEL\_PLOT  
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DRAWN - IRC  
CHECKED - ELH  
DATE - 02/25

REVISED -  
REVISED -  
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REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

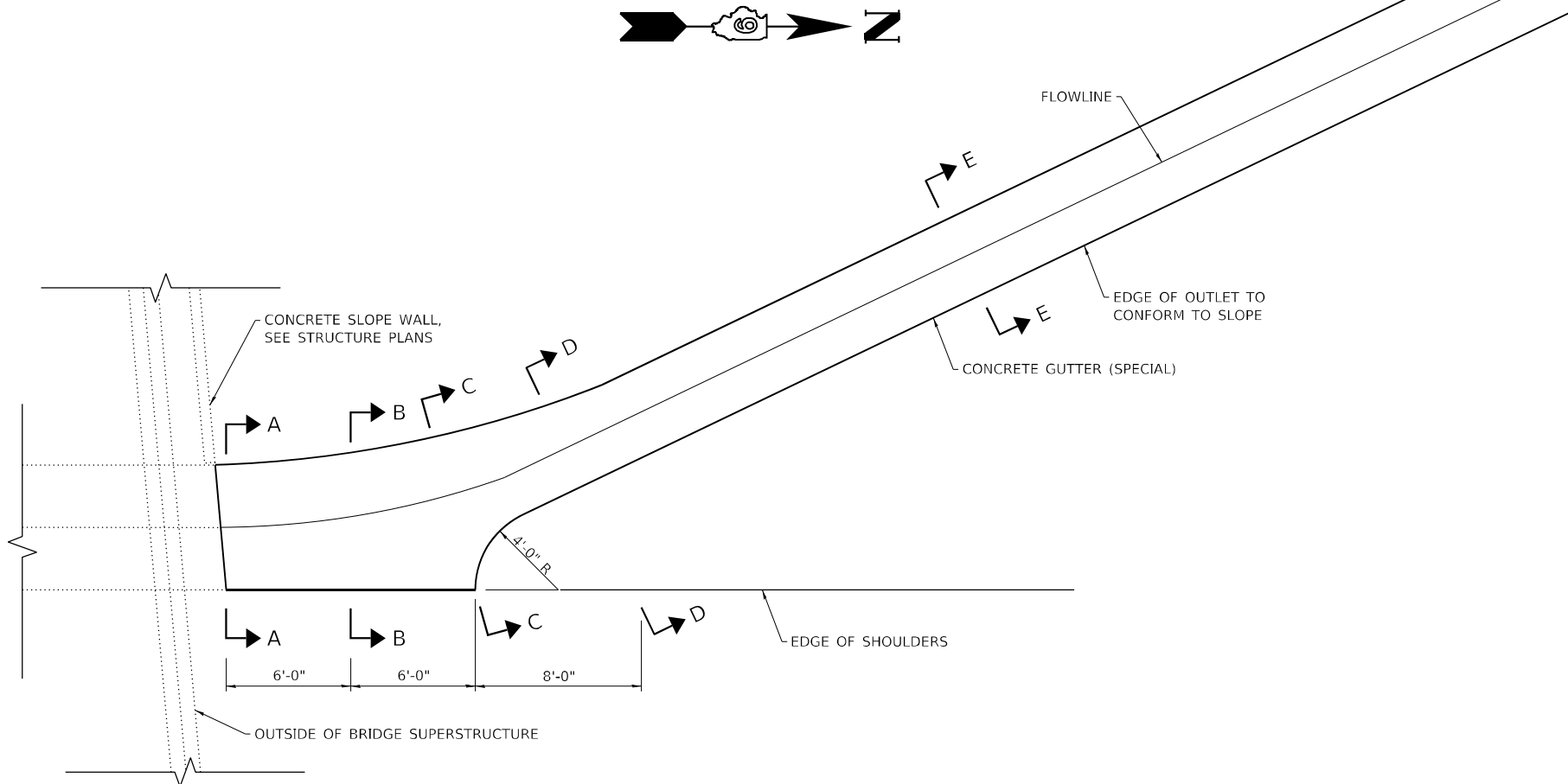
**PAVEMENT TRANSITION DETAILS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	52
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

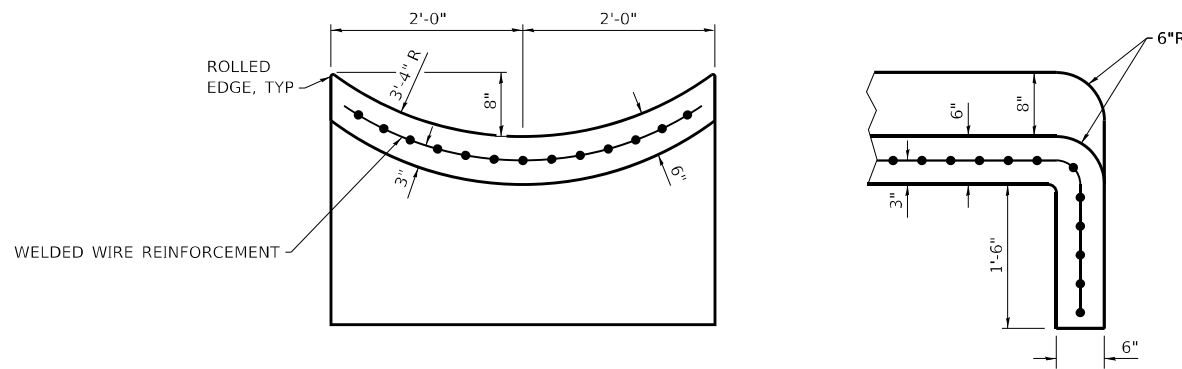
NOTE: WELDED WIRE REINFORCEMENT IS NOT LESS THAN 58 LBS/100 SQ FT AND COST IS INCLUDED IN CONCRETE GUTTER (SPECIAL)

SEE SHT. 31 FOR STATIONS AND OFFSETS



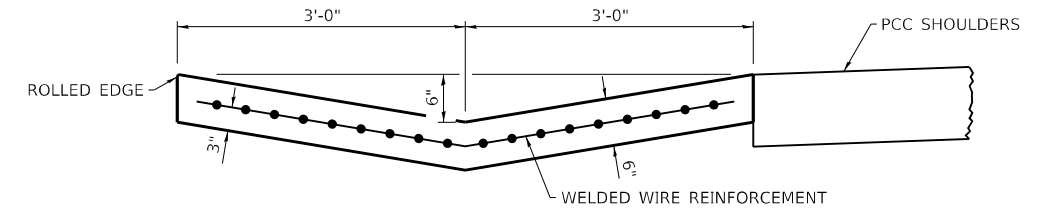
**PLAN**

(NORTH WEST GUTTER SHOWN; OTHER QUADRANTS SIMILAR)

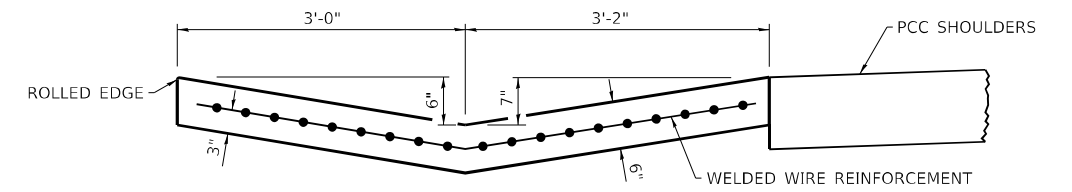


**SECTIONS AT END OF OUTLET**

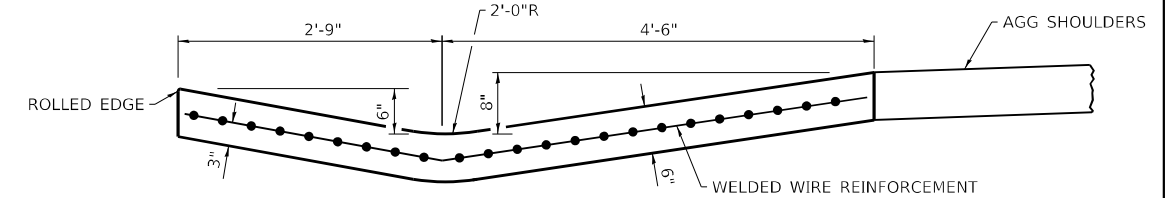
**CONCRETE GUTTER (SPECIAL)**



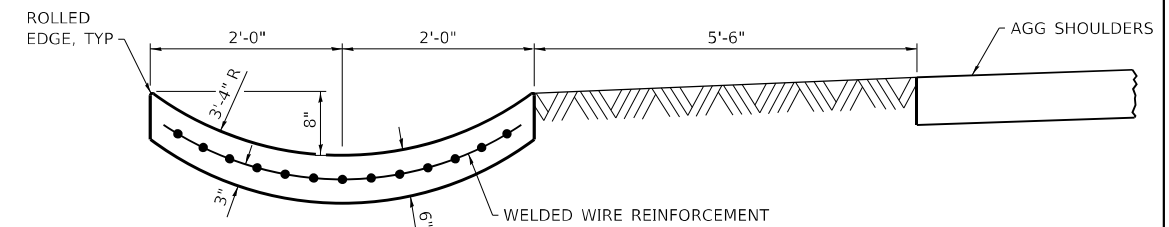
**SECTION A-A**



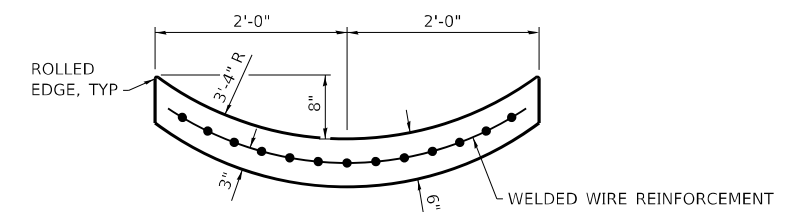
**SECTION B-B**



**SECTION C-C**



**SECTION D-D**



**SECTION E-E**

MODEL: PLOT FILE: NAME: Y:\PLOT\1359-14\_78831\CADD\Hwyway\CADD\_Sheets\0978831-14-78831.dgn



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 CHECKED - ELH  
 DATE - 02/25

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 REVISED -

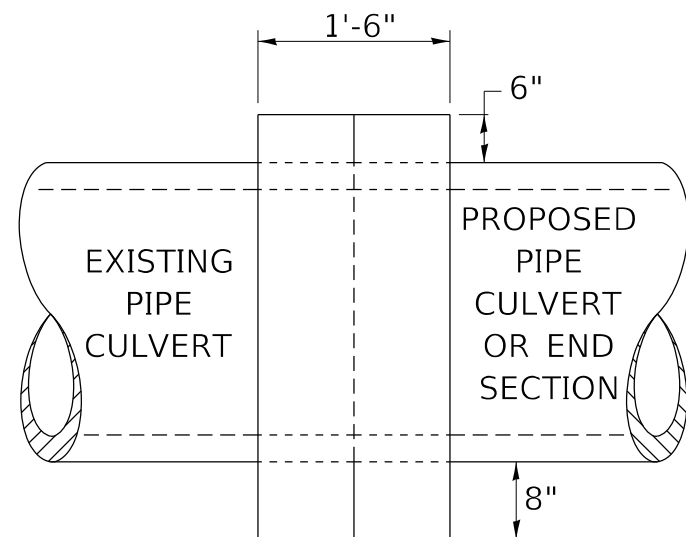
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CONCRETE GUTTER DETAILS

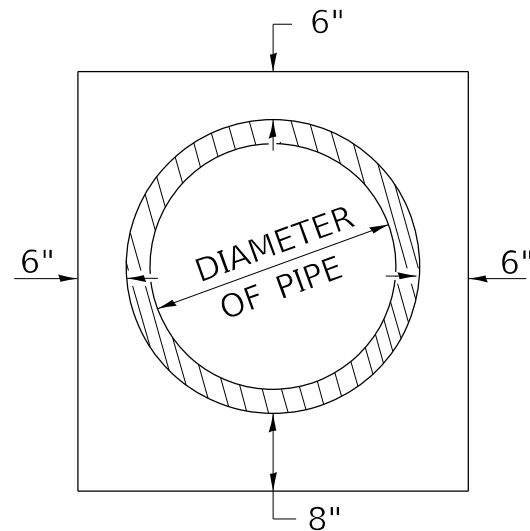
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	53
				CONTRACT NO. 78831
ILLINOIS FED. AID PROJECT				

# CONCRETE COLLAR PIPE TO PIPE



**SIDE VIEW**



**END VIEW**

## TABULATION

DIAMETER OF PIPE	CL SI CONC CU YDS EST
12"	0.24
15"	0.29
18"	0.32
24"	0.44
30"	0.56
36"	0.66
42"	0.80
48"	0.93
54"	1.07
60"	1.22
72"	1.55

THE CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CONCRETE COLLAR, AS SHOWN ON THE PLANS, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS THE EXISTING HEADWALLS AS MAY BE REQUIRED.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

### REVISIONS

DRAWN	7-13-90
REVISED	8-22-94
REVISED	3-26-08
REVISED	5-17-13
REVISED	10-21-21

STD. 9-79

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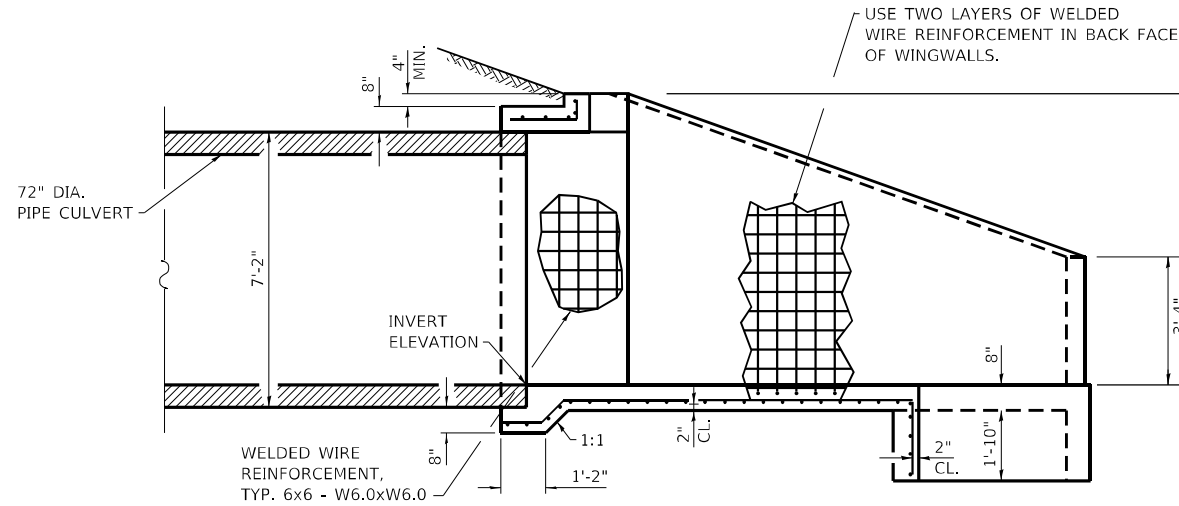
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

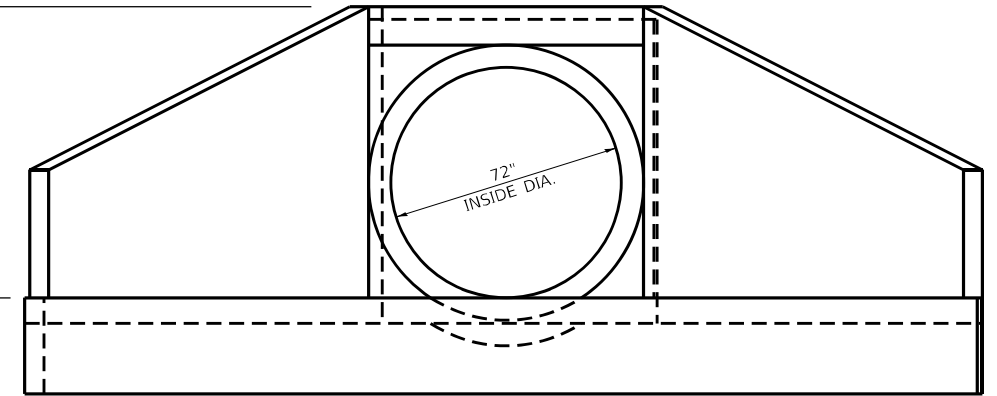
**ROADWAY DETAILS**

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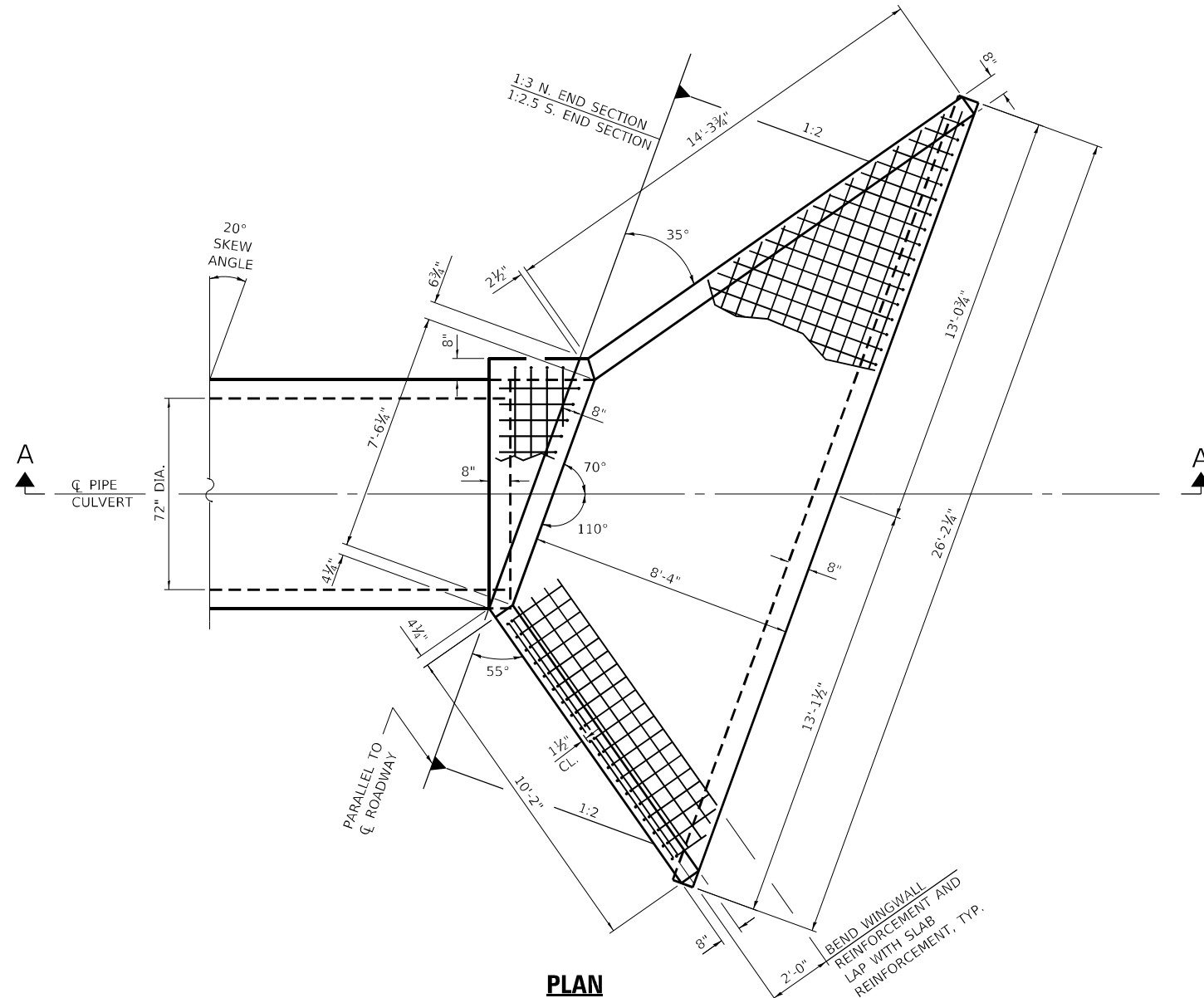
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	54
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**SECTION A-A**



**END VIEW**



**PLAN**

**TWO END SECTIONS  
BILL OF MATERIAL**

CONCRETE	CU YD	10.1
WELDED WIRE REINFORCEMENT	SQ YD	61.7

**GENERAL NOTES**

- BUILD TOPS OF HEADWALLS PARALLEL TO GRADE LINE.
- WHEN LAPPING SHEETS OF WELDED WIRE REINFORCEMENT, THE OVERLAP MEASURED BETWEEN THE OUTERMOST CROSS WIRES OF EACH REINFORCEMENT SHEET SHALL NOT BE LESS THAN 8".
- ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
- END SECTION MAY BE PRECAST OR CAST-IN-PLACE, EACH PAID FOR AS END SECTIONS 72".
- SEE SHEET 54 FOR CONCRETE COLLAR DETAILS.

MODEL\_PLOT  
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CHECKED - ELH  
DATE - 02/25

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REVISED -

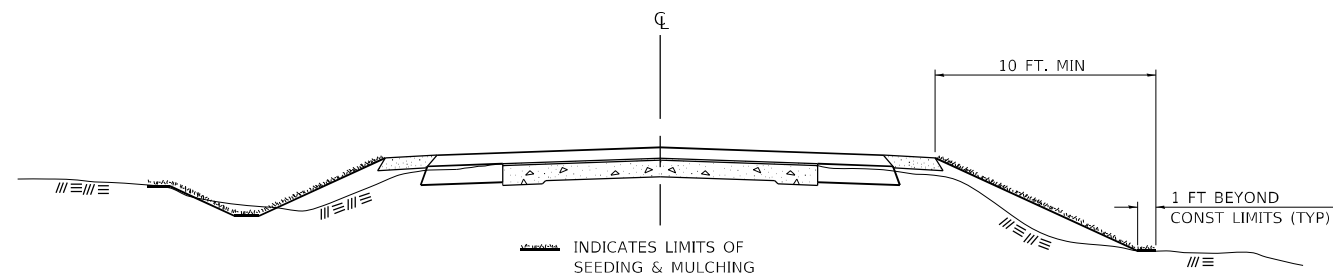
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REINFORCED CONCRETE END SECTION**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	X1-4(HB-3)	WILLIAMSON	109	55
			CONTRACT NO. 78831	
ILLINOIS FED. AID PROJECT				

## 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 SEEDING SHALL BE CLASS 7.

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

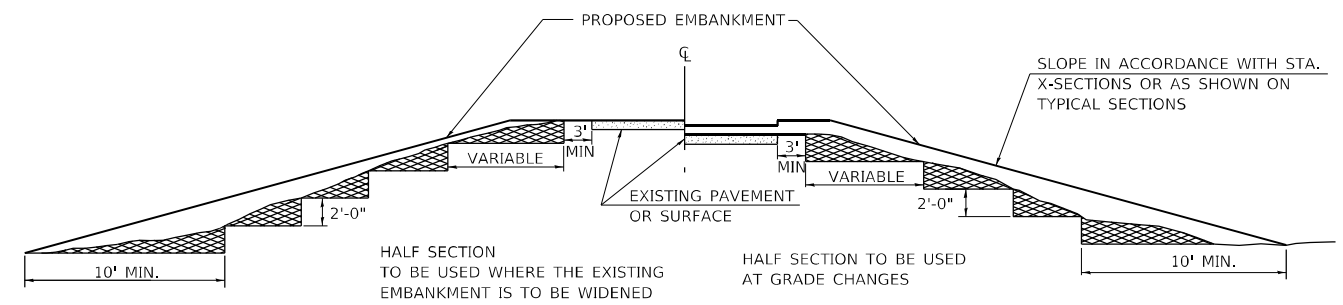
THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

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

STD. 9-12

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
REVISED	6-3-99
REVISED	3-27-08
REVISED	5-16-13
REVISED	10-21-21

## TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL



STEPS SHALL BE CUT IN THE EXISTING SLOPE IN ACCORDANCE WITH ART. 205.03 EXCEPT THAT THE REQUIREMENT THAT STEPS SHALL BE CUT INTO THE EXISTING SLOPE BEFORE THE CONSTRUCTION OF THE EXISTING EMBANKMENT IS STARTED SHALL NOT APPLY. MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

STD. 9-16

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
CHECKED	6-3-99
RESIZED	5-7-08
REVISED	5-17-13
REVISED	4-22-21
REVISED	10-21-21

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PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SEEDING AND MULCHING & STEP CONSTRUCTION ON EXISTING FILL			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	56
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

Benchmark: BM10053: Square cut on north side of east abutment of SN 100-0053 at Sta. 8+83, 14.5' Rt. Elev. 434.120 (NGVD 29)

Existing Structure:

SN 100-0053 was originally constructed in 1961 as FAI Route 57 Section X1-4HB-1. The structure consists of 4 spans of reinforced concrete deck on five lines of rolled steel beams on concrete piers and open abutments. Two pin and link plates are located at each line of the beams. The abutments are supported by concrete piles. The piers are supported by creosoted timber piles. The bridge length is 233'-0" back-to-back of the abutments along the centerline of the roadway, and the width is 31'-8" out-to-out of deck. The existing bridge is skewed 5°-00'-30" left forward.

Stiritz Road will be closed during construction. Interstate 57 will be closed for short time periods for removing or setting bridge beams, and traffic will be detoured to Illinois 37.

No salvage.

INDEX OF SHEETS

- 1. General Plan and Elevation
2. General Data
3-5. Top of Slab Elevations
6-7. Top of Approach Slab Elevations
8. Superstructure
9. Superstructure Details
10. Diaphragm Details
11-12. Bridge Approach Slab Details
13. Framing Plan
14. Steel Details
15. Bearing Details
16. East Abutment
17. West Abutment
18. Pier Details
19. HP Pile Details
20. Bar Splicer Assembly and Mechanical Splicer Details
21-25. Soil Boring Data

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi (substructure)
f'c = 4,000 psi (superstructure)
fy = 50,000 psi (AASHTO M270, Grade 50)
fy = 60,000 psi (reinforcement)

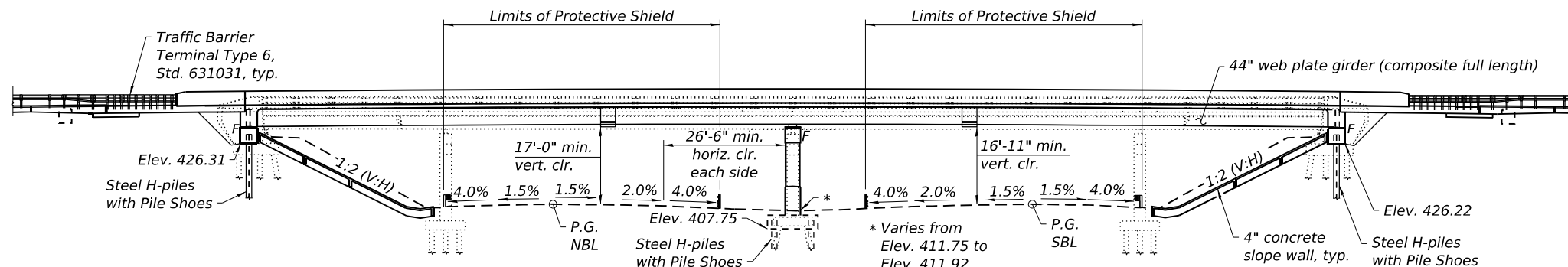
All structural steel shall be metallized.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.256 g
Design Spectral Acceleration at 0.2 sec. (SD5) = 0.707 g
Soil Site Class = C

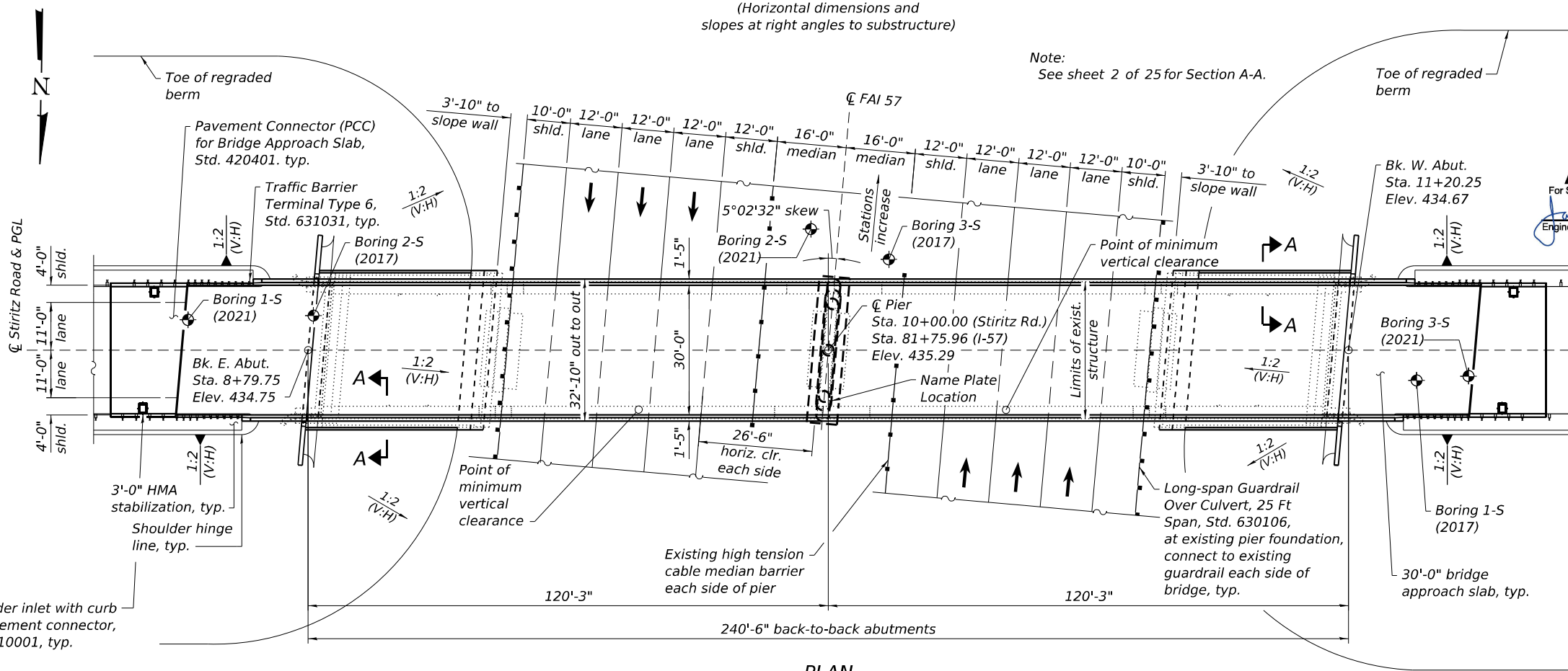
LOADING HL-93

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

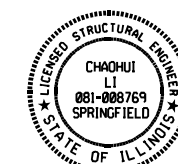


ELEVATION

(Horizontal dimensions and slopes at right angles to substructure)



PLAN



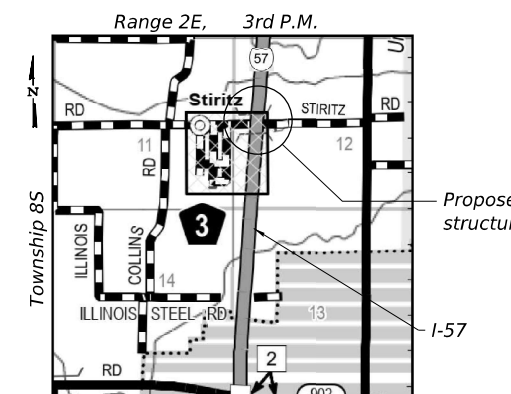
Chaohui Li

12/23/2024

Chaohui Li
Licensed Structural Engineer
State of Illinois No. 081-008769
Expires 11/30/2024

Date

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
STIRITZ ROAD OVER I-57
FAI ROUTE 57 - SECTION X1-4(HB-3)
WILLIAMSON COUNTY
STATION 10+00.00
STRUCTURE NO. 100-0110

MODEL: Default
FILE NAME: E:\2028\14\Struct\SN\_100-0110\Final\_Design\CADD\_Sheets\1000110-78831-001-GPE.dgn

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

Table with columns: DESIGNED, CHECKED, DRAWN, CHECKED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

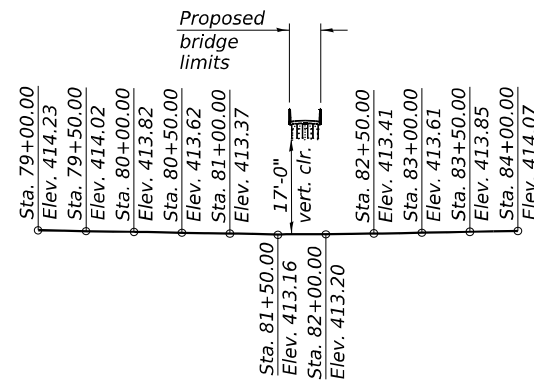
SHEET 1 OF 25 SHEETS

Table with columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO.

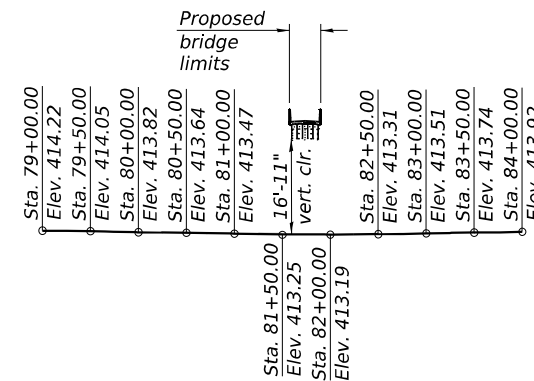


**GENERAL NOTES**

- Fasteners shall be ASTM F 3125 Grade A325 Type 1, hot dip galvanized bolts in metallized areas. Bolts 7/8 in. Ø, holes 15/16 in. Ø, unless otherwise noted. See special provision for "Metallizing of Structural Steel".
- Calculated weight of Structural Steel = 296,200 lbs (AASHTO M270, Grade 50)  
13,940 lbs (AASHTO M270, Grade 36)
- All structural steel shall be metallized. See Special Provision for "Metallizing of Structural Steel." All structural steel shall be AASHTO M270 Grade 50, except cross frames and connection plates shall be AASHTO M270 Grade 36.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.
- Exterior fascia and bottom of bottom flange areas shall be metallized and shop painted with System 3, except the final finish coat shall be applied in the field. The color of the final finish coat of paint of fascia areas shall be Reddish Brown, Munsell No. 2.5YR 3/4. See special provision for "Metallizing of Structural Steel." (The interior metallized areas shall be painted with System 1.)
- Slipforming of the parapets is not allowed.
- The cost of concrete slope wall removal and bridge rail removal are included in Removal of Existing Structures.



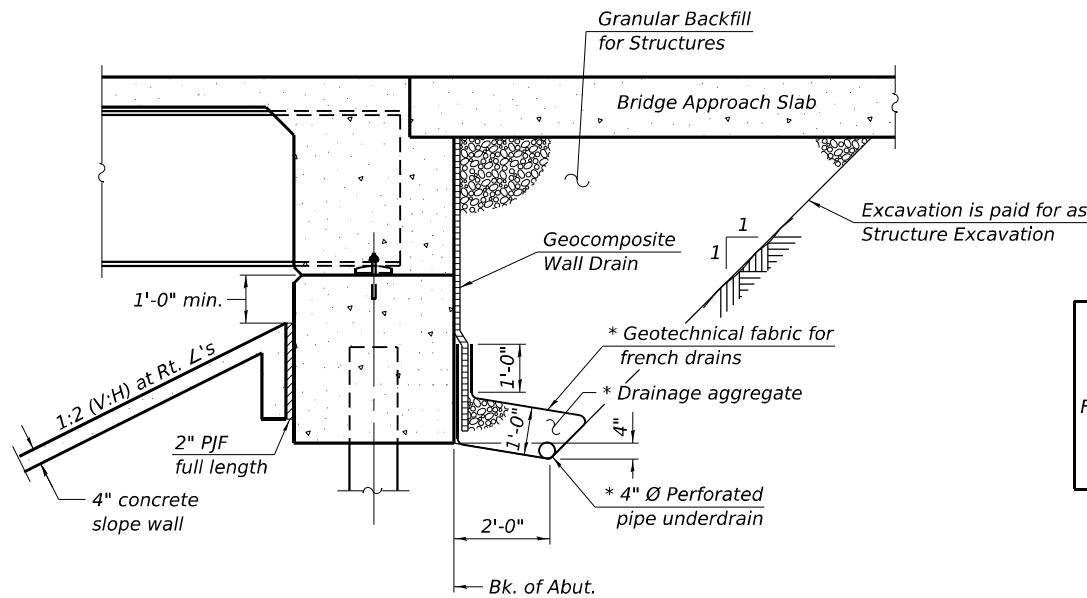
**EXISTING I-57 NBL PROFILE GRADE**  
(Along east edge of center lane)



**EXISTING I-57 SBL PROFILE GRADE**  
(Along west edge of center lane)

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	1	-	1
Protective Shield	Sq. Yd.	425	-	425
Structure Excavation	Cu. Yd.	-	183	183
Concrete Structures	Cu. Yd.	-	124.0	124.0
Concrete Superstructure	Cu. Yd.	319.5	-	319.5
Bridge Deck Grooving	Sq. Yd.	1,030	-	1,030
Protective Coat	Sq. Yd.	1,240	-	1,240
Concrete Superstructure (Approach Slab)	Cu. Yd.	89.5	-	89.5
Furnishing and Erecting Structural Steel	Lump Sum	1	-	1
Stud Shear Connectors	Each	2,610	-	2,610
Reinforcement Bars, Epoxy Coated	Pound	104,380	22,610	126,990
Mechanical Splicers	Each	-	36	36
Slope Wall 4 Inch	Sq. Yd.	-	348	348
Furnishing Steel Piles HP 12x63	Foot	-	1,648	1,648
Driving Piles	Foot	-	1,648	1,648
Test Pile Steel HP 12x63	Each	-	2	2
Pile Shoes	Each	-	28	28
Name Plates	Each	-	1	1
Anchor Bolts, 1"	Each	-	36	36
Granular Backfill for Structures	Cu. Yd.	-	150	150
Geocomposite Wall Drain	Sq. Yd.	-	76	76
Pipe Underdrains for Structures 4"	Foot	-	137	137
Bar Terminators	Each	190	324	514



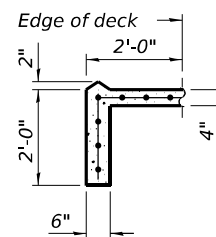
**SECTION THRU INTEGRAL ABUTMENT**  
(Horiz. dim. at Rt. L's)

\*Included in the cost of Pipe Underdrains for Structures.

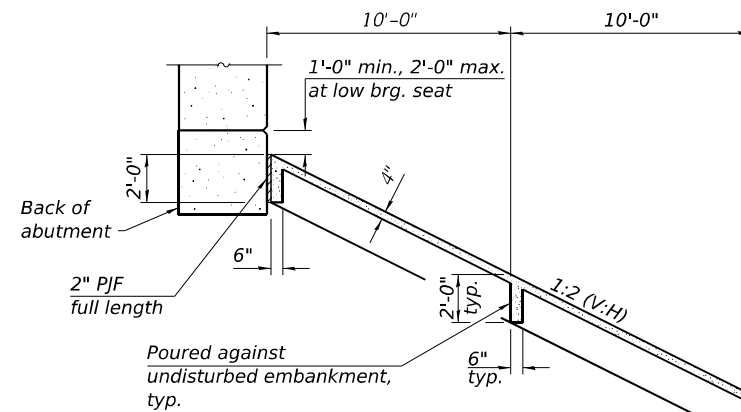
Note:  
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

STA. 10+00.00  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.I. RT. 57 - SEC. X1-4(HB-3)  
LOADING HL-93  
STRUCTURE NO. 100-0110

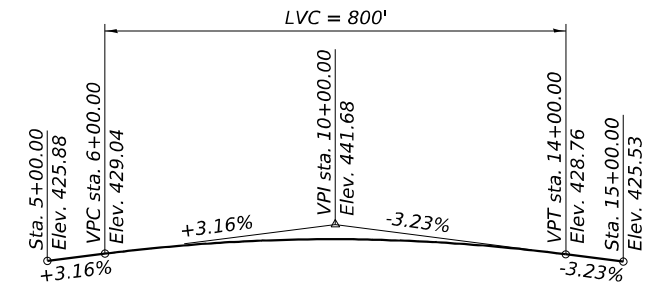
**NAME PLATE**  
See Std. 515001



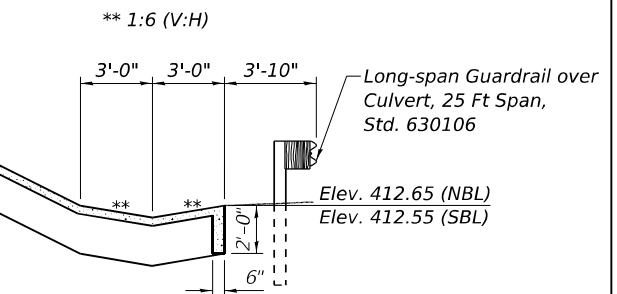
**SECTION A-A**



**SECTION THRU CONCRETE SLOPE WALL**  
(Horizontal dimensions and slopes at right angles to abutment)



**STIRITZ ROAD PROFILE GRADE**  
(Along C Stirtz Road)



Note:  
Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

MODEL: Default  
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Consulting Engineers  
Springfield, Illinois

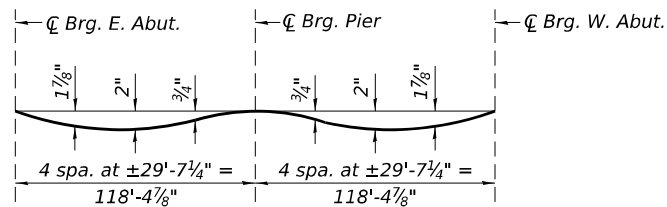
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PLOT DATE = 2/6/2025	DRAWN - AJF	REVISED -
	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA**  
STRUCTURE NO. 100-0110

SHEET 2 OF 25 SHEETS

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 58
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78831	

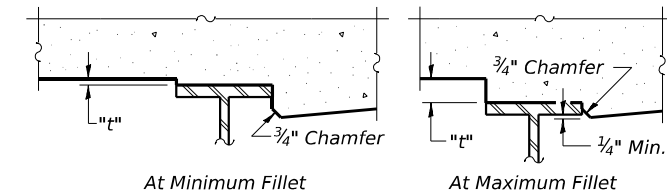


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

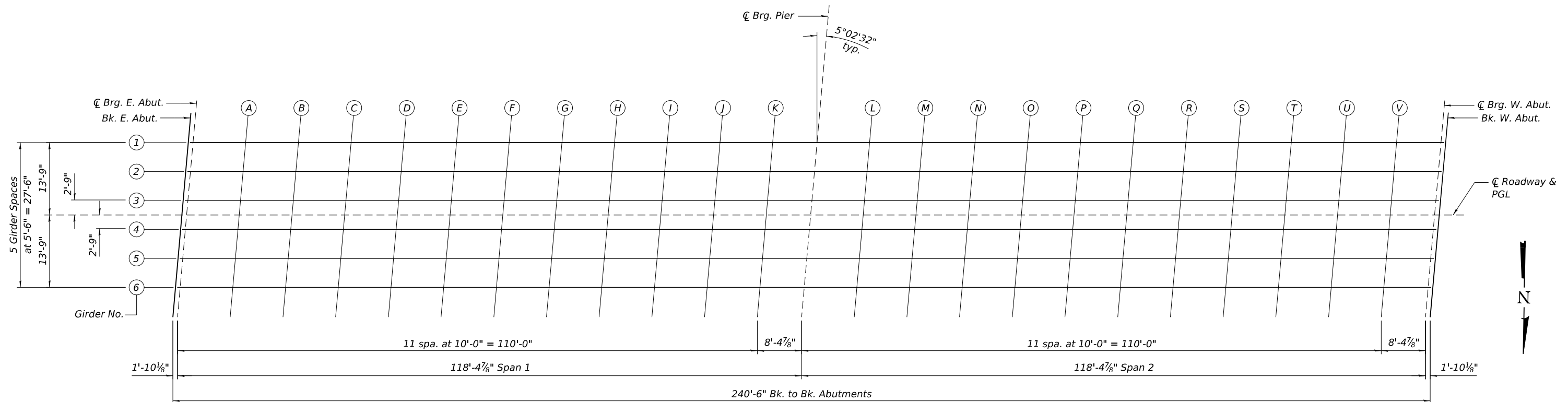
**Note:**

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4 and 5 of 25.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 4 and 5 of 25, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**



**PLAN**

(Sheet 1 of 3)

MODEL: Default  
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PLOT DATE = 2/6/2025	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 100-0110**

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 59
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

SHEET 3 OF 25 SHEETS

**GIRDER 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	8+80.96	-13.75	434.55 434.56	434.55
☐ Brg. E. Abut.	8+82.80	-13.75		434.56
A	8+92.80	-13.75	434.65	434.71
B	9+02.80	-13.75	434.73	434.84
C	9+12.80	-13.75	434.80	434.95
D	9+22.80	-13.75	434.86	435.04
E	9+32.80	-13.75	434.91	435.09
F	9+42.80	-13.75	434.96	435.12
G	9+52.80	-13.75	435.00	435.13
H	9+62.80	-13.75	435.03	435.13
I	9+72.80	-13.75	435.05	435.11
J	9+82.80	-13.75	435.06	435.09
K	9+92.80	-13.75	435.07	435.08
☐ Brg. Pier	10+01.21	-13.75	435.07	435.07
L	10+11.21	-13.75	435.06	435.07
M	10+21.21	-13.75	435.04	435.08
N	10+31.21	-13.75	435.02	435.09
O	10+41.21	-13.75	434.99	435.09
P	10+51.21	-13.75	434.95	435.09
Q	10+61.21	-13.75	434.90	435.07
R	10+71.21	-13.75	434.84	435.02
S	10+81.21	-13.75	434.78	434.95
T	10+91.21	-13.75	434.71	434.86
U	11+01.21	-13.75	434.63	434.73
V	11+11.21	-13.75	434.54	434.59
☐ Brg. W. Abut.	11+19.62	-13.75	434.46	434.46
Bk. W. Abut.	11+21.46	-13.75	434.44	434.44

**GIRDER 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	8+80.48	-8.25	434.64	434.64
☐ Brg. E. Abut.	8+82.32	-8.25	434.65	434.65
A	8+92.32	-8.25	434.74	434.80
B	9+02.32	-8.25	434.82	434.94
C	9+12.32	-8.25	434.89	435.05
D	9+22.32	-8.25	434.95	435.13
E	9+32.32	-8.25	435.01	435.19
F	9+42.32	-8.25	435.05	435.22
G	9+52.32	-8.25	435.09	435.23
H	9+62.32	-8.25	435.12	435.22
I	9+72.32	-8.25	435.15	435.21
J	9+82.32	-8.25	435.16	435.19
K	9+92.32	-8.25	435.17	435.17
☐ Brg. Pier	10+00.73	-8.25	435.17	435.17
L	10+10.73	-8.25	435.16	435.17
M	10+20.73	-8.25	435.14	435.18
N	10+30.73	-8.25	435.12	435.19
O	10+40.73	-8.25	435.09	435.19
P	10+50.73	-8.25	435.05	435.19
Q	10+60.73	-8.25	435.00	435.17
R	10+70.73	-8.25	434.94	435.12
S	10+80.73	-8.25	434.88	435.06
T	10+90.73	-8.25	434.81	434.96
U	11+00.73	-8.25	434.73	434.84
V	11+10.73	-8.25	434.64	434.69
☐ Brg. W. Abut.	11+19.14	-8.25	434.56	434.56
Bk. W. Abut.	11+20.98	-8.25	434.54	434.54

**GIRDER 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	8+79.99	-2.75	434.72	434.72
☐ Brg. E. Abut.	8+81.83	-2.75	434.73	434.73
A	8+91.83	-2.75	434.82	434.88
B	9+01.83	-2.75	434.90	435.02
C	9+11.83	-2.75	434.97	435.13
D	9+21.83	-2.75	435.03	435.21
E	9+31.83	-2.75	435.09	435.27
F	9+41.83	-2.75	435.13	435.30
G	9+51.83	-2.75	435.17	435.31
H	9+61.83	-2.75	435.20	435.30
I	9+71.83	-2.75	435.23	435.29
J	9+81.83	-2.75	435.24	435.27
K	9+91.83	-2.75	435.25	435.26
☐ Brg. Pier	10+00.24	-2.75	435.25	435.25
L	10+10.24	-2.75	435.24	435.25
M	10+20.24	-2.75	435.23	435.26
N	10+30.24	-2.75	435.20	435.27
O	10+40.24	-2.75	435.17	435.28
P	10+50.24	-2.75	435.13	435.27
Q	10+60.24	-2.75	435.08	435.25
R	10+70.24	-2.75	435.03	435.21
S	10+80.24	-2.75	434.96	435.14
T	10+90.24	-2.75	434.89	435.04
U	11+00.24	-2.75	434.81	434.92
V	11+10.24	-2.75	434.72	434.78
☐ Brg. W. Abut.	11+18.65	-2.75	434.64	434.64
Bk. W. Abut.	11+20.49	-2.75	434.63	434.63

**☐ ROADWAY & PGL**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	8+79.75	0.00	434.75	434.75
☐ Brg. E. Abut.	8+81.59	0.00	434.77	434.77
A	8+91.59	0.00	434.86	434.92
B	9+01.59	0.00	434.94	435.06
C	9+11.59	0.00	435.01	435.17
D	9+21.59	0.00	435.07	435.25
E	9+31.59	0.00	435.13	435.31
F	9+41.59	0.00	435.17	435.34
G	9+51.59	0.00	435.21	435.35
H	9+61.59	0.00	435.24	435.34
I	9+71.59	0.00	435.27	435.33
J	9+81.59	0.00	435.28	435.31
K	9+91.59	0.00	435.29	435.30
☐ Brg. Pier	10+00.00	0.00	435.29	435.29
L	10+10.00	0.00	435.28	435.29
M	10+20.00	0.00	435.27	435.30
N	10+30.00	0.00	435.24	435.31
O	10+40.00	0.00	435.21	435.32
P	10+50.00	0.00	435.17	435.31
Q	10+60.00	0.00	435.13	435.29
R	10+70.00	0.00	435.07	435.25
S	10+80.00	0.00	435.01	435.18
T	10+90.00	0.00	434.94	435.09
U	11+00.00	0.00	434.86	434.97
V	11+10.00	0.00	434.77	434.82
☐ Brg. W. Abut.	11+18.41	0.00	434.69	434.69
Bk. W. Abut.	11+20.25	0.00	434.67	434.67

Note:  
Offsets measured from ☐ roadway.

(Sheet 2 of 3)

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	PLOT DATE = 2/6/2025	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 100-0110**

SHEET 4 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	60
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78831	

**GIRDER 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	8+79.51	2.75	434.71	434.71
☉ Brg. E. Abut.	8+81.35	2.75	434.73	434.73
A	8+91.35	2.75	434.82	434.88
B	9+01.35	2.75	434.89	435.01
C	9+11.35	2.75	434.97	435.12
D	9+21.35	2.75	435.03	435.21
E	9+31.35	2.75	435.08	435.27
F	9+41.35	2.75	435.13	435.30
G	9+51.35	2.75	435.17	435.31
H	9+61.35	2.75	435.20	435.30
I	9+71.35	2.75	435.23	435.29
J	9+81.35	2.75	435.24	435.27
K	9+91.35	2.75	435.25	435.26
☉ Brg. Pier	9+99.76	2.75	435.25	435.25
L	10+09.76	2.75	435.24	435.25
M	10+19.76	2.75	435.23	435.26
N	10+29.76	2.75	435.20	435.27
O	10+39.76	2.75	435.17	435.28
P	10+49.76	2.75	435.13	435.27
Q	10+59.76	2.75	435.09	435.25
R	10+69.76	2.75	435.03	435.21
S	10+79.76	2.75	434.97	435.14
T	10+89.76	2.75	434.90	435.05
U	10+99.76	2.75	434.82	434.93
V	11+09.76	2.75	434.73	434.78
☉ Brg. W. Abut.	11+18.17	2.75	434.65	434.65
Bk. W. Abut.	11+20.01	2.75	434.63	434.63

**GIRDER 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	8+79.02	8.25	434.62	434.62
☉ Brg. E. Abut.	8+80.86	8.25	434.64	434.64
A	8+90.86	8.25	434.73	434.79
B	9+00.86	8.25	434.81	434.93
C	9+10.86	8.25	434.88	435.04
D	9+20.86	8.25	434.94	435.12
E	9+30.86	8.25	435.00	435.18
F	9+40.86	8.25	435.05	435.21
G	9+50.86	8.25	435.09	435.22
H	9+60.86	8.25	435.12	435.22
I	9+70.86	8.25	435.14	435.20
J	9+80.86	8.25	435.16	435.19
K	9+90.86	8.25	435.17	435.17
☉ Brg. Pier	9+99.27	8.25	435.17	435.17
L	10+09.27	8.25	435.16	435.17
M	10+19.27	8.25	435.14	435.18
N	10+29.27	8.25	435.12	435.19
O	10+39.27	8.25	435.09	435.20
P	10+49.27	8.25	435.05	435.19
Q	10+59.27	8.25	435.01	435.17
R	10+69.27	8.25	434.95	435.13
S	10+79.27	8.25	434.89	435.06
T	10+89.27	8.25	434.82	434.97
U	10+99.27	8.25	434.74	434.85
V	11+09.27	8.25	434.65	434.70
☉ Brg. W. Abut.	11+17.68	8.25	434.57	434.57
Bk. W. Abut.	11+19.52	8.25	434.55	434.55


**GIRDER 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. E. Abut.	8+78.54	13.75	434.52	434.52
☉ Brg. E. Abut.	8+80.38	13.75	434.54	434.54
A	8+90.38	13.75	434.63	434.69
B	9+00.38	13.75	434.71	434.83
C	9+10.38	13.75	434.78	434.94
D	9+20.38	13.75	434.84	435.02
E	9+30.38	13.75	434.90	435.08
F	9+40.38	13.75	434.95	435.11
G	9+50.38	13.75	434.99	435.12
H	9+60.38	13.75	435.02	435.12
I	9+70.38	13.75	435.05	435.11
J	9+80.38	13.75	435.06	435.09
K	9+90.38	13.75	435.07	435.08
☉ Brg. Pier	9+98.79	13.75	435.07	435.07
L	10+08.79	13.75	435.06	435.07
M	10+18.79	13.75	435.05	435.08
N	10+28.79	13.75	435.03	435.09
O	10+38.79	13.75	435.00	435.10
P	10+48.79	13.75	434.96	435.10
Q	10+58.79	13.75	434.91	435.08
R	10+68.79	13.75	434.86	435.04
S	10+78.79	13.75	434.79	434.97
T	10+88.79	13.75	434.72	434.88
U	10+98.79	13.75	434.65	434.75
V	11+08.79	13.75	434.56	434.61
☉ Brg. W. Abut.	11+17.20	13.75	434.48	434.48
Bk. W. Abut.	11+19.04	13.75	434.46	434.46

Note:  
Offsets measured from ☉ roadway.

(Sheet 3 of 3)

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	PLOT DATE = 2/6/2025	CHECKED - MTH	REVISED -

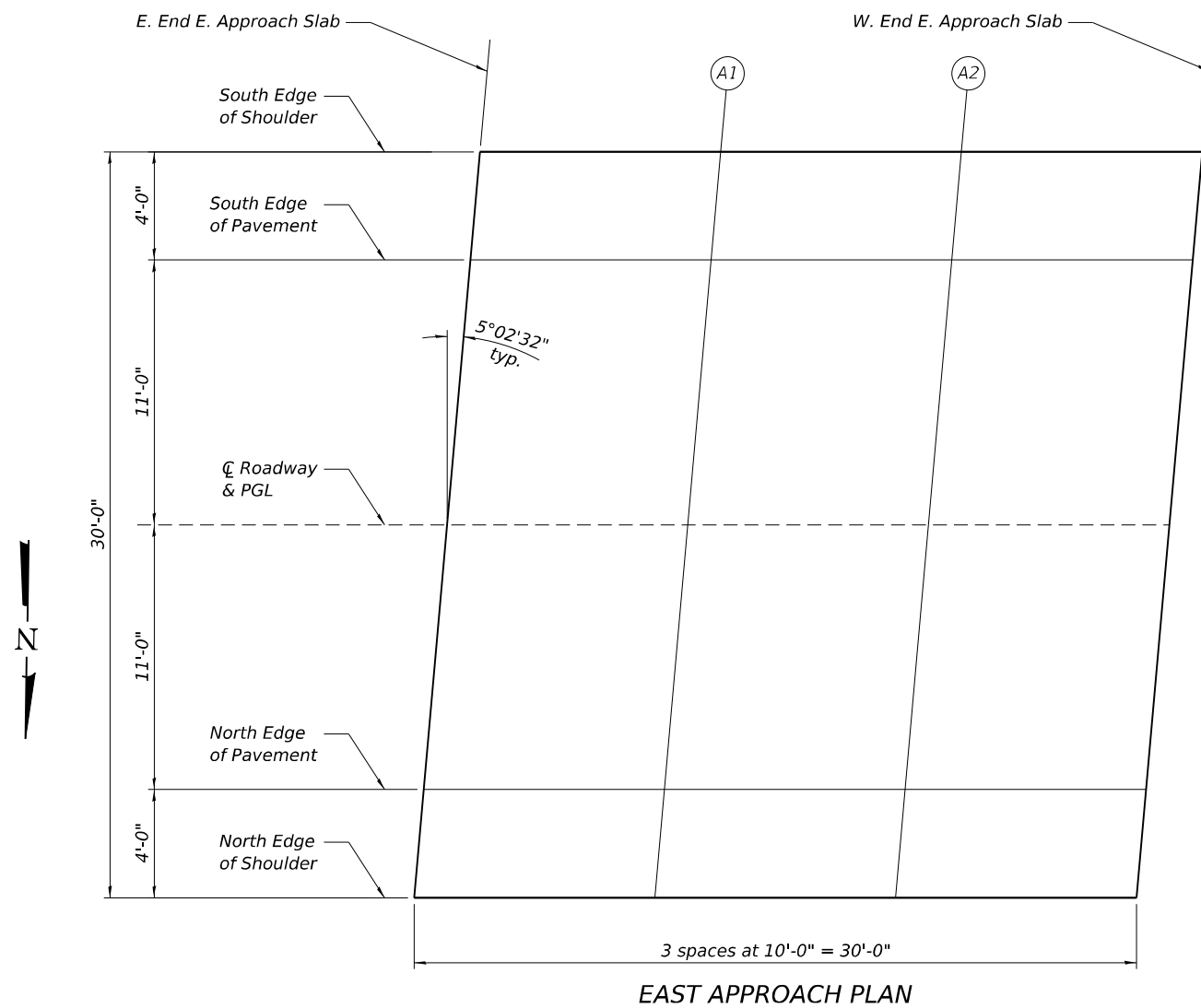
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 100-0110**

SHEET 5 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	61
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78831	

MODEL: Default  
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**EAST APPROACH PLAN**

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
E. End E. Approach Slab	8+52.08	-15.00	434.22
A1	8+62.08	-15.00	434.33
A2	8+72.08	-15.00	434.44
W. End E. Approach Slab	8+82.08	-15.00	434.53

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End E. Approach Slab	8+51.72	-11.00	434.30
A1	8+61.72	-11.00	434.41
A2	8+71.72	-11.00	434.51
W. End E. Approach Slab	8+81.72	-11.00	434.61

**CL ROADWAY & PGL**

Location	Station	Offset	Theoretical Grade Elevations
E. End E. Approach Slab	8+50.75	0.00	434.45
A1	8+60.75	0.00	434.56
A2	8+70.75	0.00	434.67
W. End E. Approach Slab	8+80.75	0.00	434.76

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End E. Approach Slab	8+49.78	11.00	434.28
A1	8+59.78	11.00	434.39
A2	8+69.78	11.00	434.49
W. End E. Approach Slab	8+79.78	11.00	434.59

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
E. End E. Approach Slab	8+49.43	15.00	434.19
A1	8+59.43	15.00	434.31
A2	8+69.43	15.00	434.41
W. End E. Approach Slab	8+79.43	15.00	434.51

Note:  
 Offsets measured from CL roadway.

(Sheet 1 of 2)

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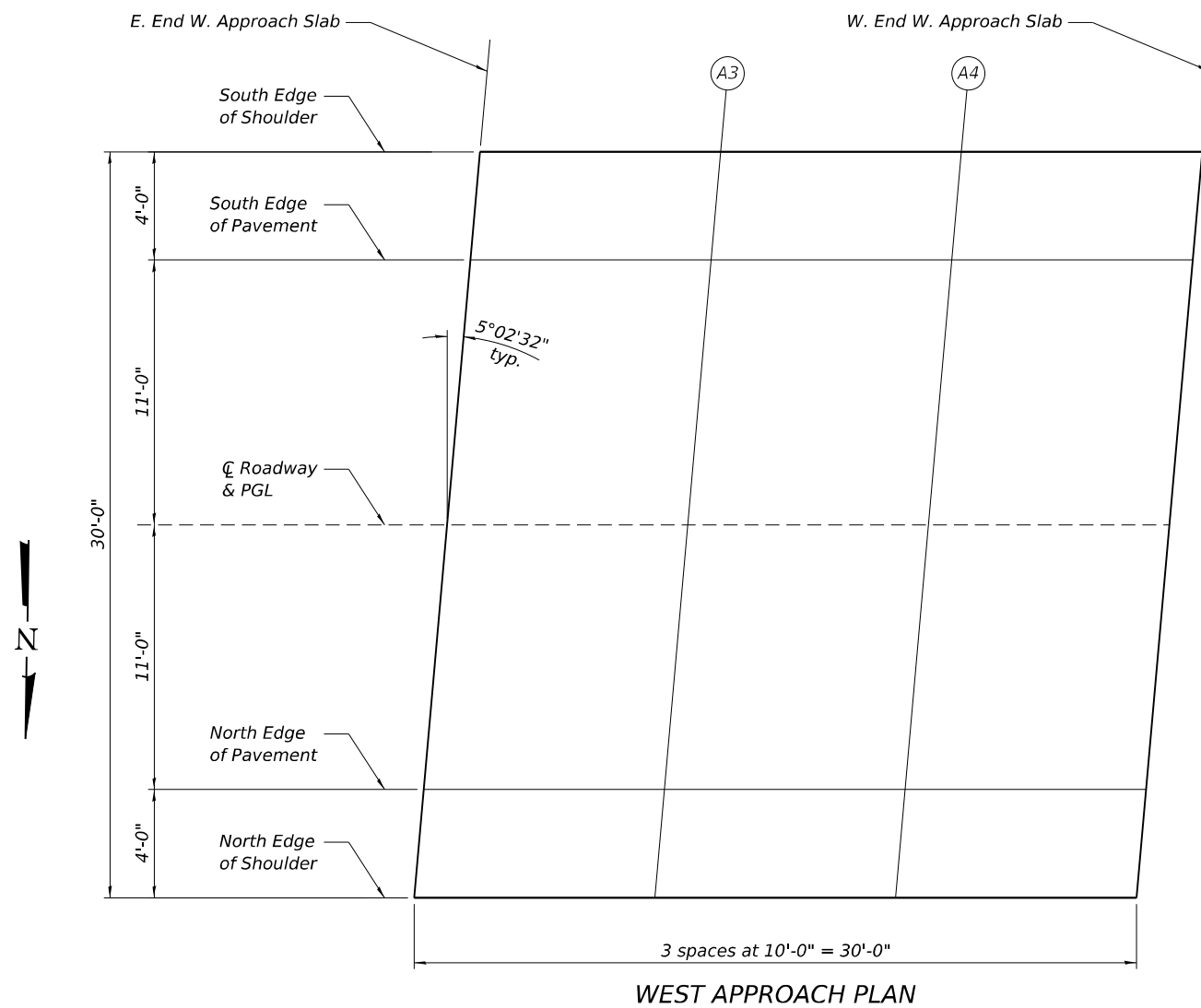
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS  
 STRUCTURE NO. 100-0110**

SHEET 6 OF 25 SHEETS

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 62
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

MODEL: Default  
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**WEST APPROACH PLAN**

**SOUTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
E. End W. Approach Slab	11+20.57	-15.00	434.42
A3	11+30.57	-15.00	434.32
A4	11+40.57	-15.00	434.21
W. End W. Approach Slab	11+50.57	-15.00	434.09

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End W. Approach Slab	11+20.22	-11.00	434.51
A3	11+30.22	-11.00	434.40
A4	11+40.22	-11.00	434.29
W. End W. Approach Slab	11+50.22	-11.00	434.17

**CL ROADWAY & PGL**

Location	Station	Offset	Theoretical Grade Elevations
E. End W. Approach Slab	11+19.25	0.00	434.68
A3	11+29.25	0.00	434.58
A4	11+39.25	0.00	434.47
W. End W. Approach Slab	11+49.25	0.00	434.35

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
E. End W. Approach Slab	11+18.28	11.00	434.52
A3	11+28.28	11.00	434.42
A4	11+38.28	11.00	434.31
W. End W. Approach Slab	11+48.28	11.00	434.20

**NORTH EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
E. End W. Approach Slab	11+17.92	15.00	434.45
A3	11+27.92	15.00	434.35
A4	11+37.92	15.00	434.24
W. End W. Approach Slab	11+47.92	15.00	434.12

Note:  
 Offsets measured from CL roadway.

(Sheet 2 of 2)



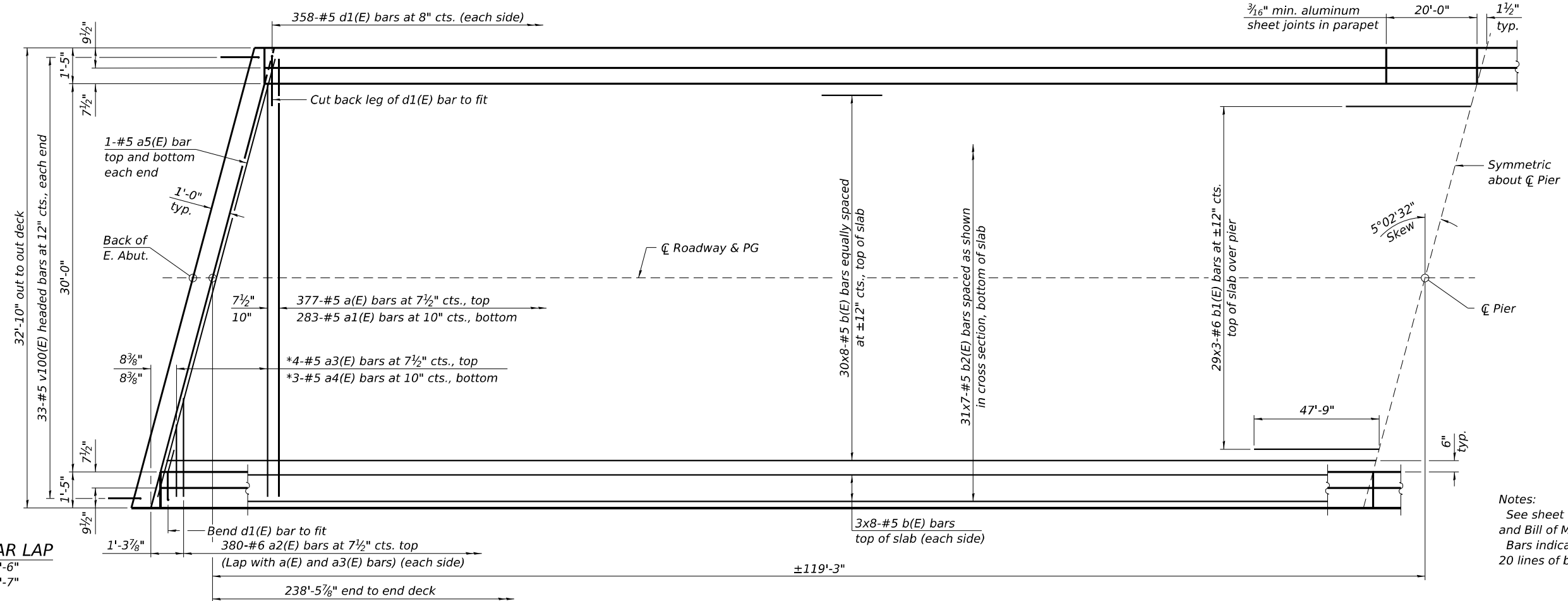
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TOP OF APPROACH SLAB ELEVATIONS  
 STRUCTURE NO. 100-0110**

SHEET 7 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	63
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

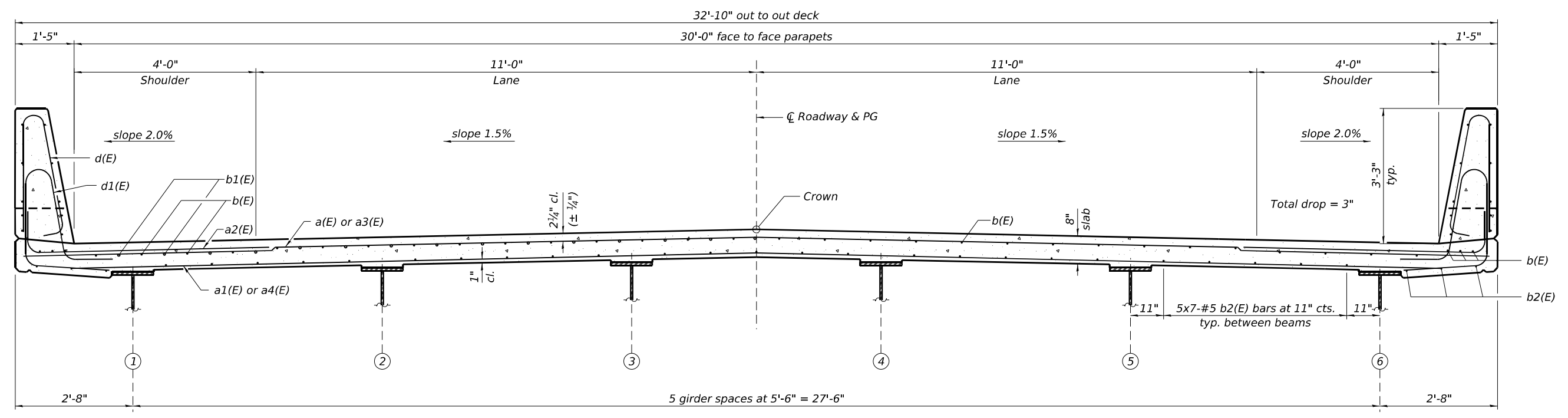


**MINIMUM BAR LAP**  
 #5 bar = 3'-6"  
 #6 bar = 3'-7"

\* See Field Cutting Diagram on sheet 9 of 25.

**Notes:**  
 See sheet 9 of 25 for superstructure details and Bill of Material.  
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

**PARTIAL PLAN**



**NEAR PIER**

**CROSS SECTION**

(Looking West)  
 (Stud Shear Connectors not shown for clarity)

**NEAR MIDSPAN**

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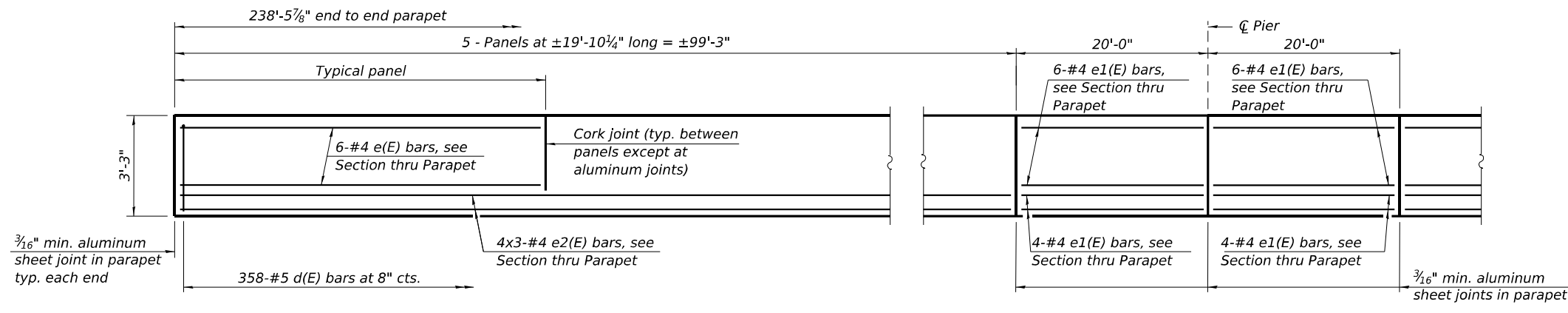
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**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE**  
**STRUCTURE NO. 100-0110**

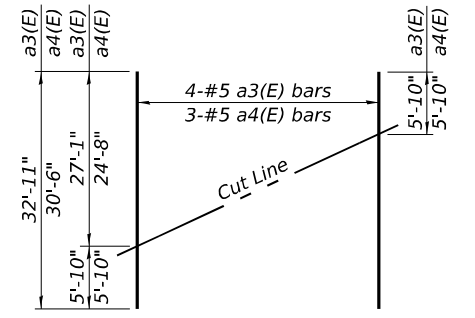
SHEET 8 OF 25 SHEETS

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 64
CONTRACT NO. 78831				

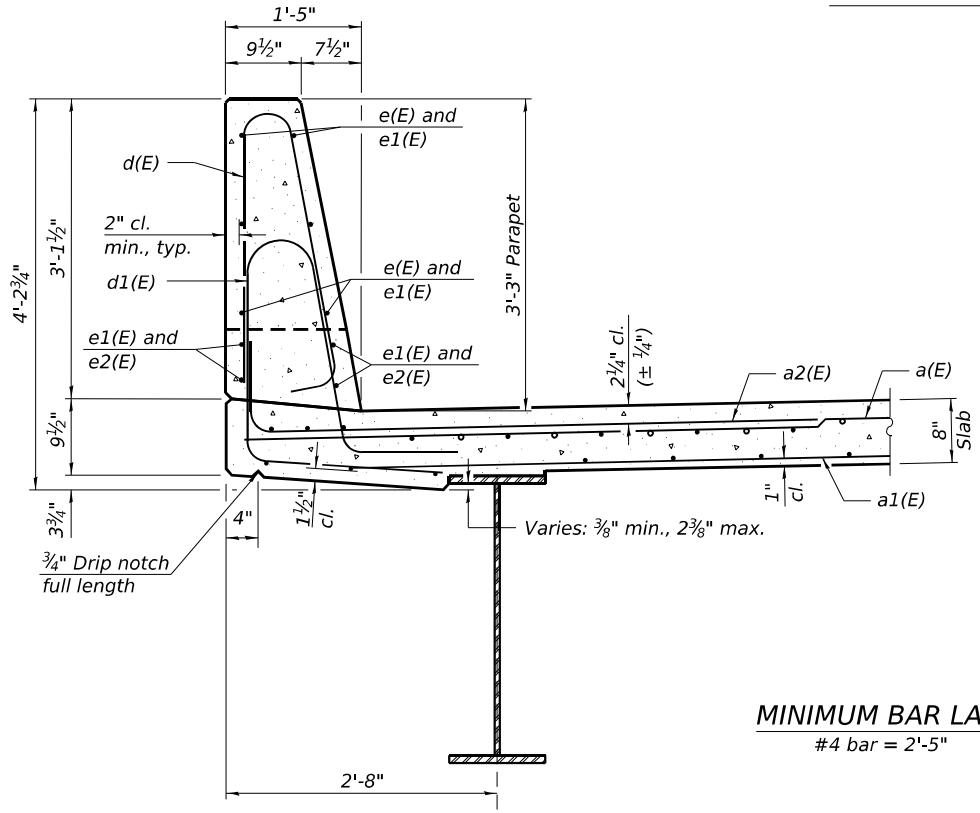
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**INSIDE ELEVATION OF PARAPET**

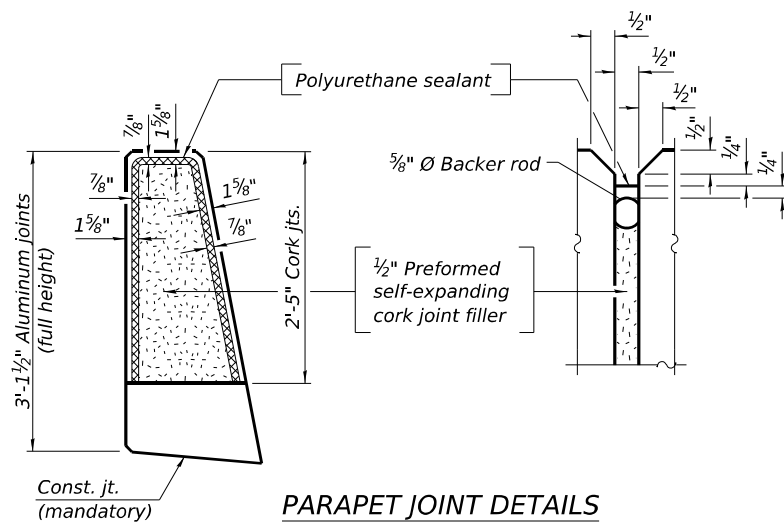


**FIELD CUTTING DIAGRAM**  
Order a3(E) and a4(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.



**SECTION THRU PARAPET**

**MINIMUM BAR LAP**  
#4 bar = 2'-5"



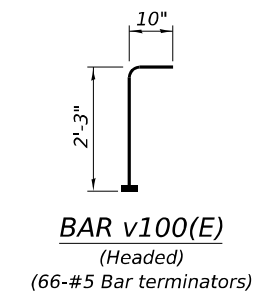
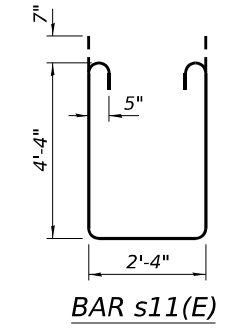
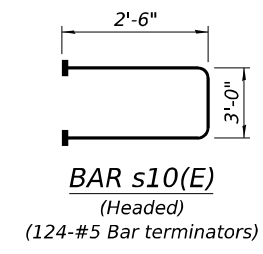
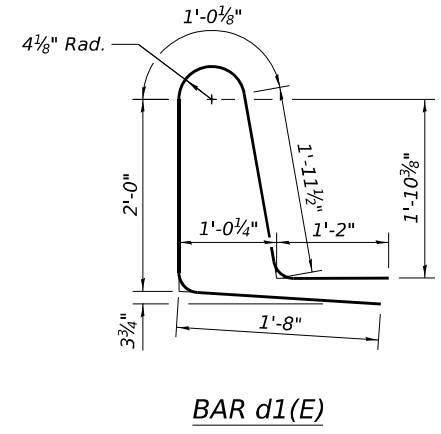
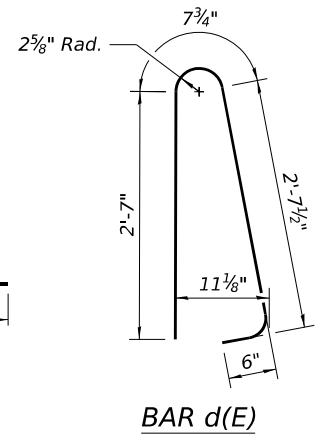
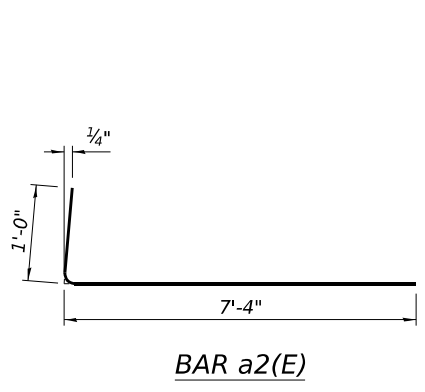
**PARAPET JOINT DETAILS**

**SUPERSTRUCTURE BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	377	#5	32'-6"	—
a1(E)	283	#5	31'-10"	—
a2(E)	760	#6	8'-4"	└
a3(E)	4	#5	32'-11"	—
a4(E)	3	#5	30'-6"	—
a5(E)	4	#5	32'-7"	—
b(E)	288	#5	32'-10"	—
b1(E)	87	#6	34'-3"	—
b2(E)	217	#5	37'-0"	—
d(E)	716	#5	6'-5"	└
d1(E)	716	#5	7'-10"	└
e(E)	120	#4	19'-7"	—
e1(E)	40	#4	19'-8"	—
e2(E)	48	#4	34'-8"	—
m10(E)	10	#6	32'-7"	—
m11(E)	40	#6	5'-1"	—
m12(E)	16	#6	2'-3"	—
s10(E)	62	#5	8'-0"	└
s11(E)	62	#5	12'-2"	└
v100(E)	66	#5	3'-1"	└
Reinforcement Bars, Epoxy Coated			Lbs.	70,990
Concrete				
Superstructure			Cu. Yds.	311.7

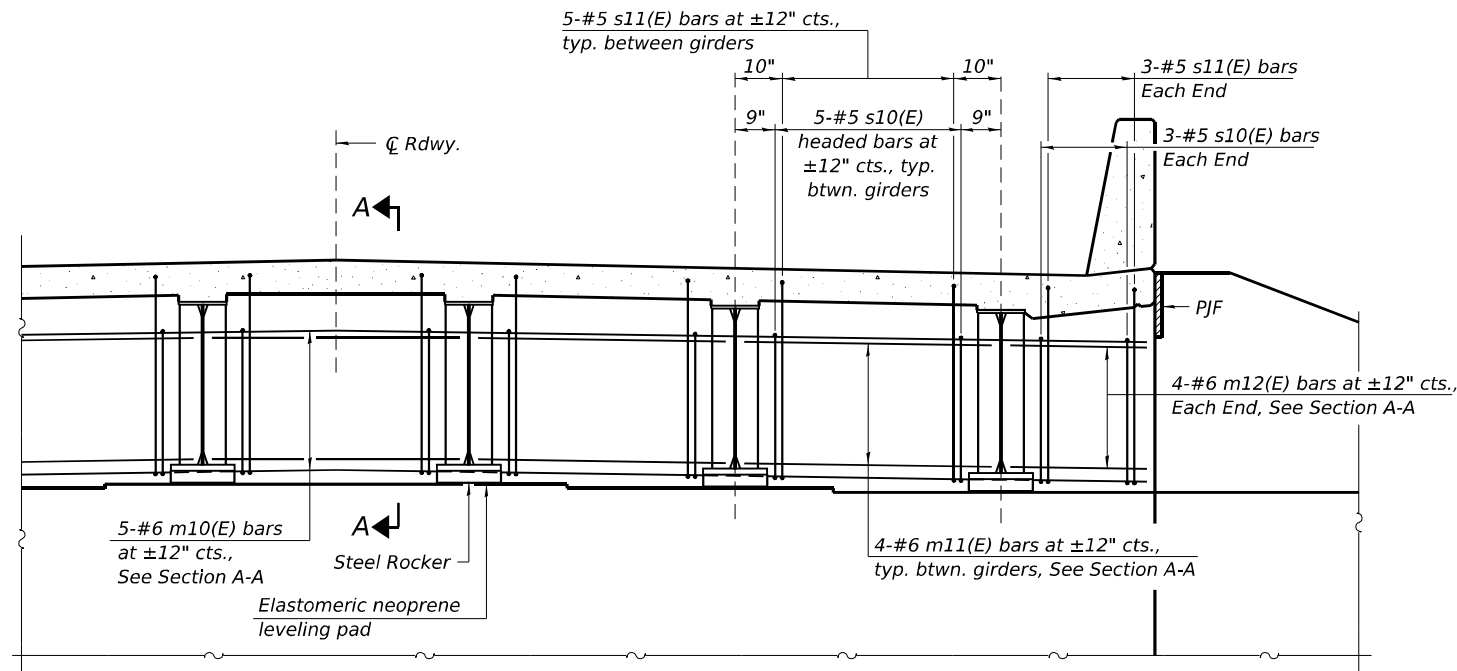
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

**Notes:**  
The 3/16" min. aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint 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.  
Bar terminators, paid for separately. See Total Bill of Material.

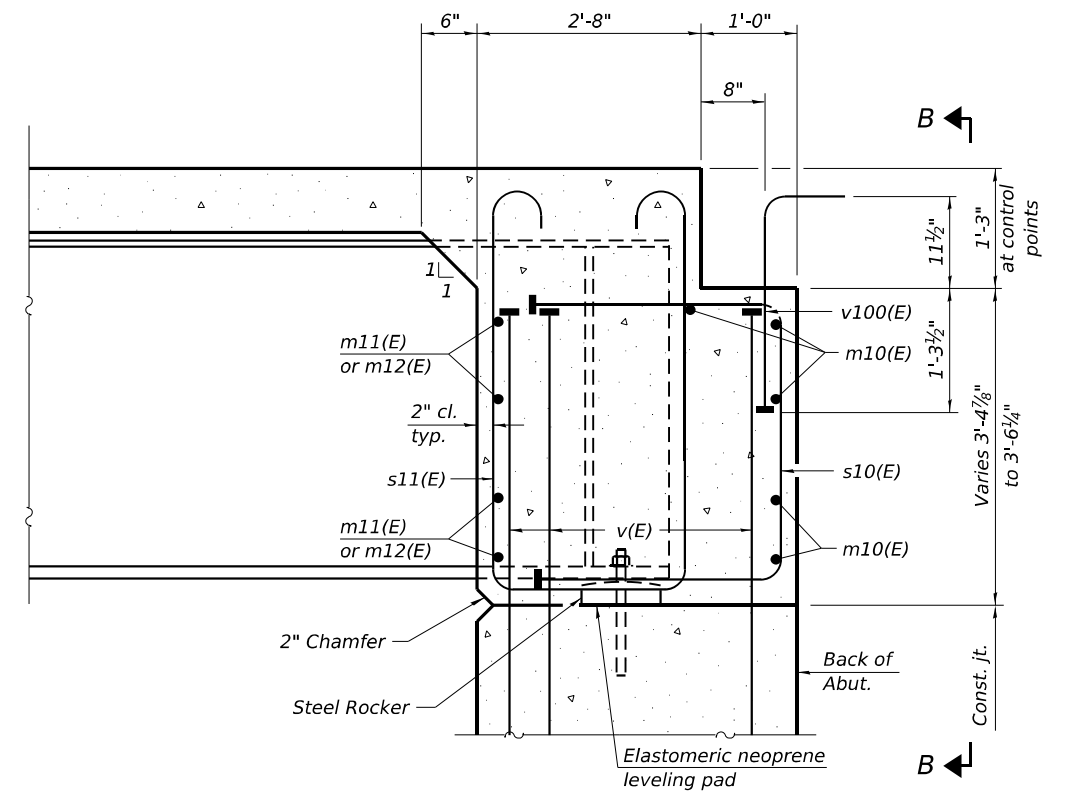


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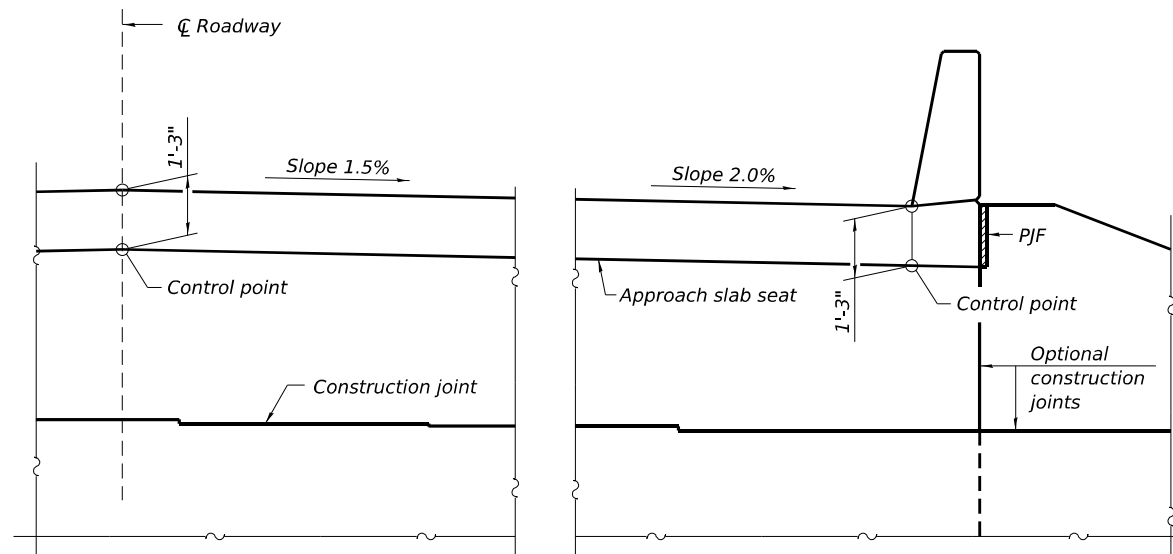




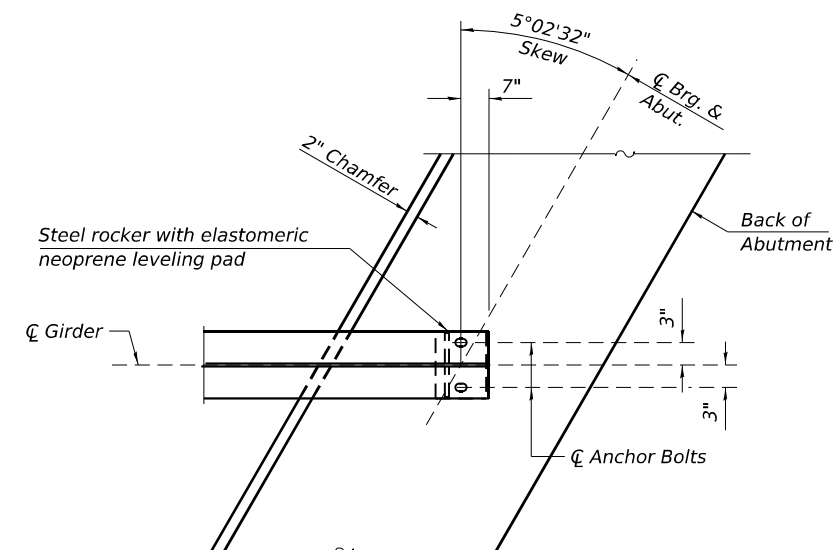
**DIAPHRAGM AT ABUTMENT**



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



**VIEW B-B**



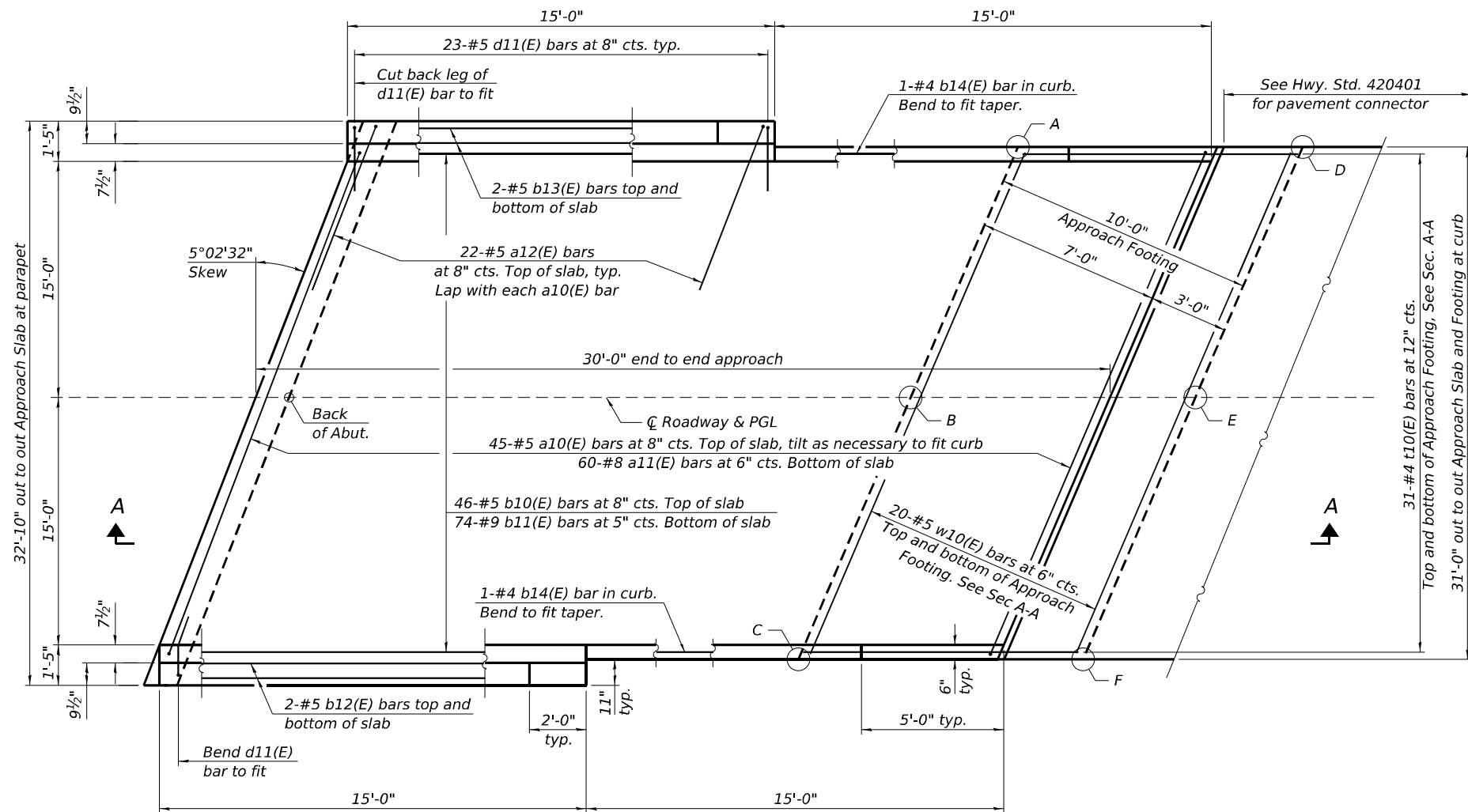
**PLAN AT ABUTMENT**  
(Showing bottom flange of girder)

Notes:  
 See sheet 9 of 25 for superstructure details and Bill of Material.  
 See sheet 11 of 25 for P.J.F. details.  
 The s10(E) and s11(E) bars shall be placed parallel to the beams.  
 Spacing for these bars shall be at right angles to the beams.  
 The approach slab seat shall have a constant slope determined from the control points shown.

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F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 66
CONTRACT NO. 78831				



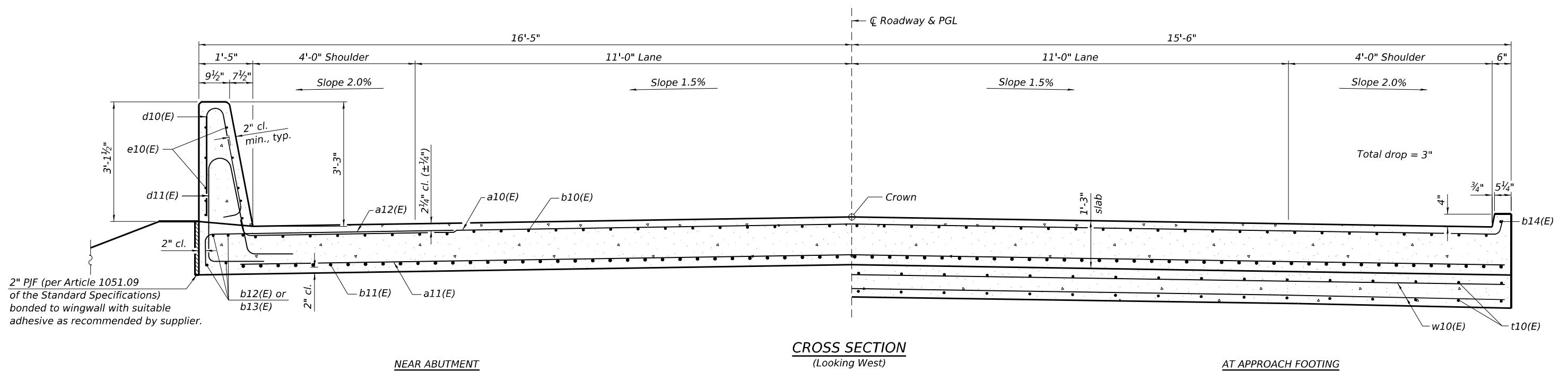
**PLAN**  
(West approach slab shown; East approach slab similar by 180° rotation)



**TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING**

East Approach			West Approach		
Point/Location	Top	Bottom	Point/Location	Top	Bottom
A - 8+59.15 / 15.50' Lt.	433.04	432.21	A - 11+43.59 / 15.50' Lt.	432.91	432.08
B - 8+57.78 / $\bar{C}$	433.28	432.45	B - 11+42.22 / $\bar{C}$	433.18	432.35
C - 8+56.41 / 15.50' Rt.	433.01	432.18	C - 11+40.85 / 15.50' Rt.	432.94	432.11
D - 8+49.11 / 15.50' Lt.	432.93	432.10	D - 11+53.62 / 15.50' Lt.	432.79	431.96
E - 8+47.74 / $\bar{C}$	433.17	432.33	E - 11+52.26 / $\bar{C}$	433.06	432.23
F - 8+46.38 / 15.50' Rt.	432.90	432.06	F - 11+50.89 / 15.50' Rt.	432.82	431.99

Note:  
See sheet 12 of 25 for Section A-A  
and Approach Slab Details.



**NEAR ABUTMENT**

**CROSS SECTION**  
(Looking West)

**AT APPROACH FOOTING**

(Sheet 1 of 2)

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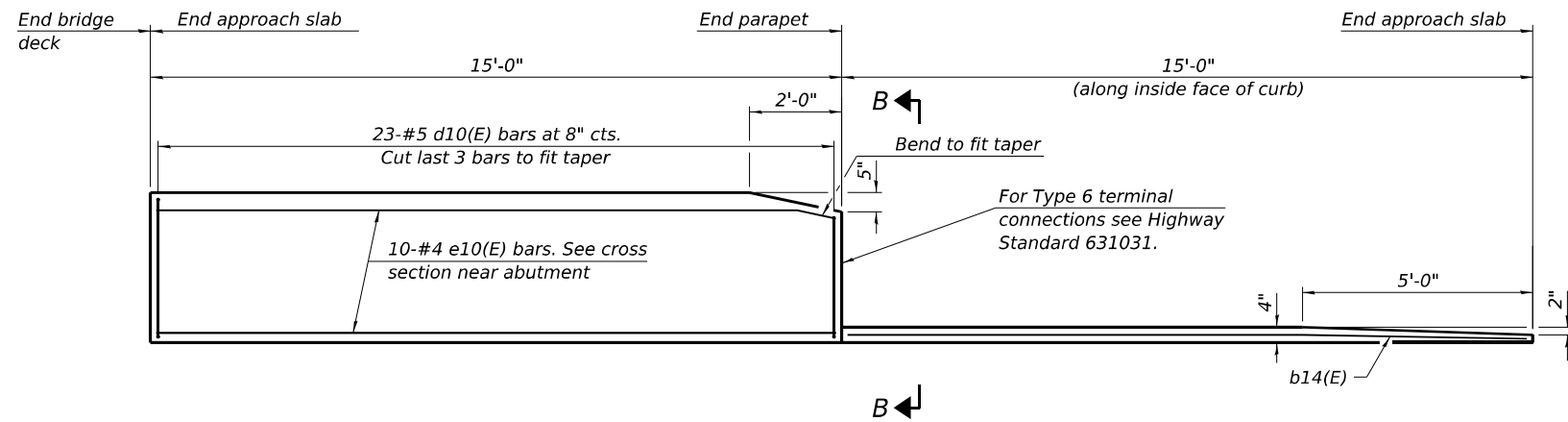
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**BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 100-0110**

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 67
CONTRACT NO. 78831				
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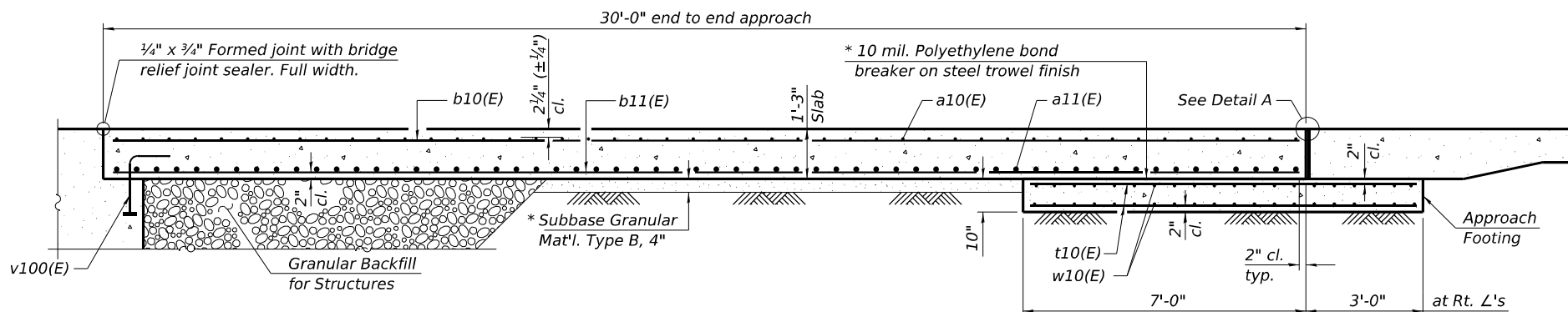
SHEET 11 OF 25 SHEETS



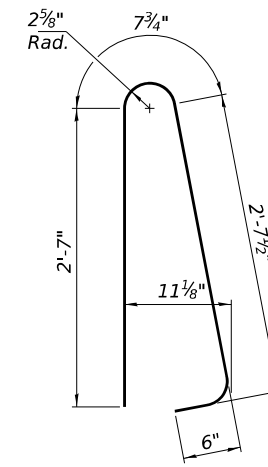
**INSIDE ELEVATION OF PARAPET AND CURB**

**Notes:**

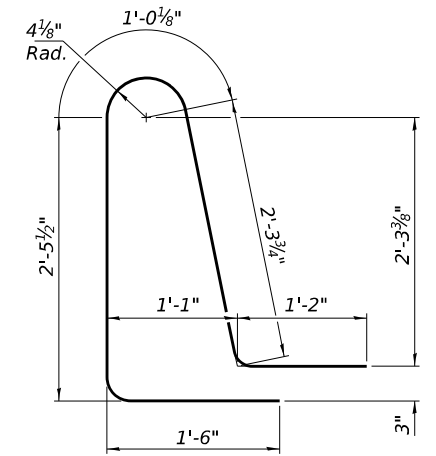
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.  
 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 25.



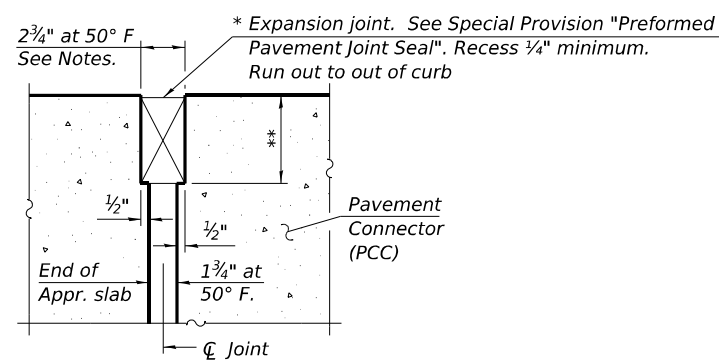
**SECTION A-A**



**BAR d10(E)**



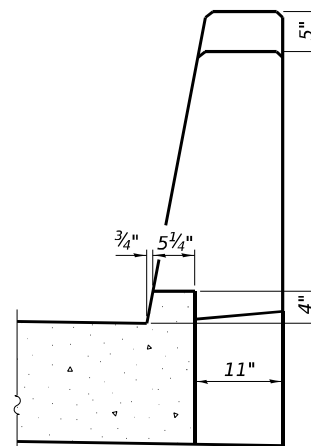
**BAR d11(E)**



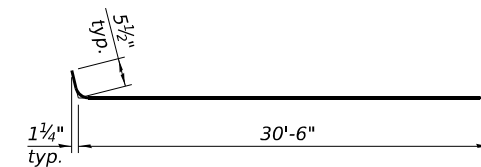
**DETAIL A**  
(at Rt. L's)

\* Cost included with Concrete Superstructure (Approach Slab).

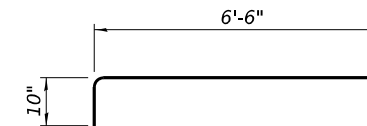
\*\* Per manufacturer recommendations



**VIEW B-B**



**BAR a10(E)**



**BAR a12(E)**

**TWO APPROACHES**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	90	#5	31'-5"	U
a11(E)	120	#8	30'-10"	U
a12(E)	88	#5	7'-4"	U
b10(E)	92	#5	29'-8"	U
b11(E)	148	#9	29'-8"	U
b12(E)	8	#5	14'-10"	U
b13(E)	8	#5	14'-8"	U
b14(E)	4	#4	14'-8"	U
d10(E)	92	#5	6'-5"	U
d11(E)	92	#5	8'-6"	U
e10(E)	40	#4	14'-8"	U
t10(E)	124	#4	9'-8"	U
w10(E)	80	#5	30'-9"	U
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	89.5
Concrete Structures			Cu. Yd.	19.4
Reinforcement Bars, Epoxy Coated			Pound	36,760

(Sheet 2 of 2)

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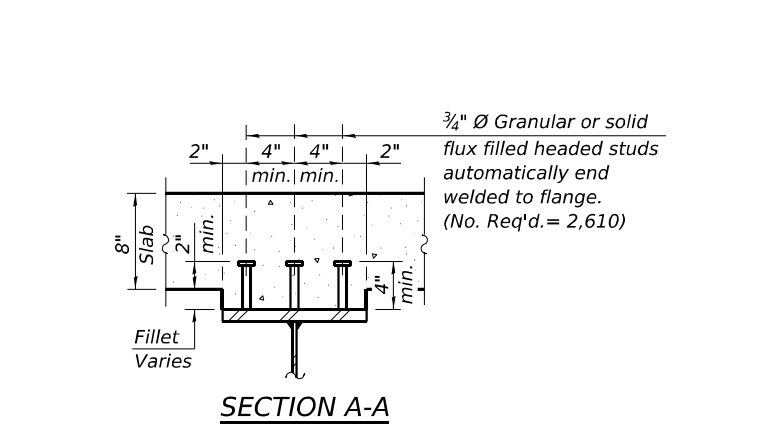
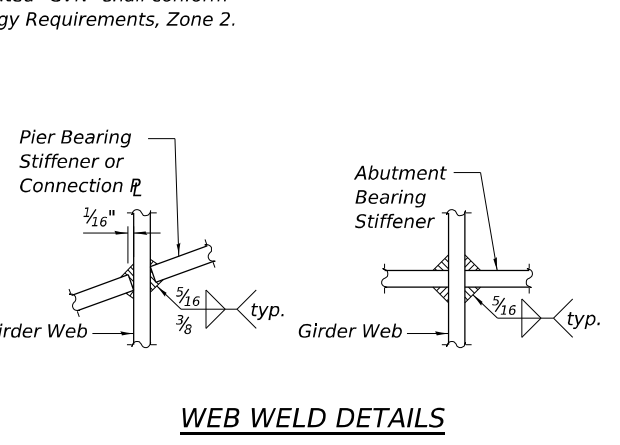
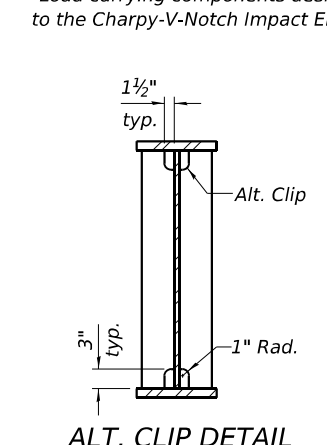
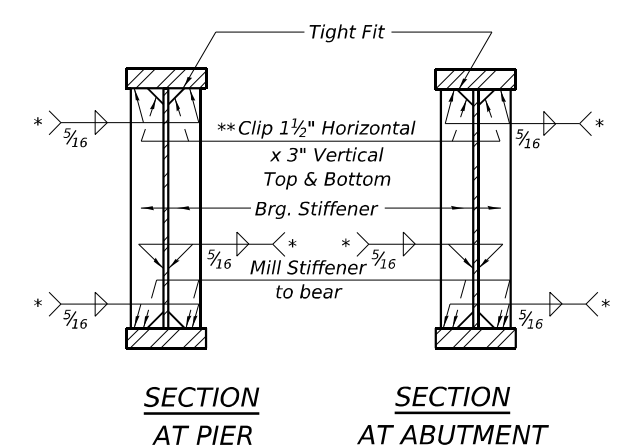
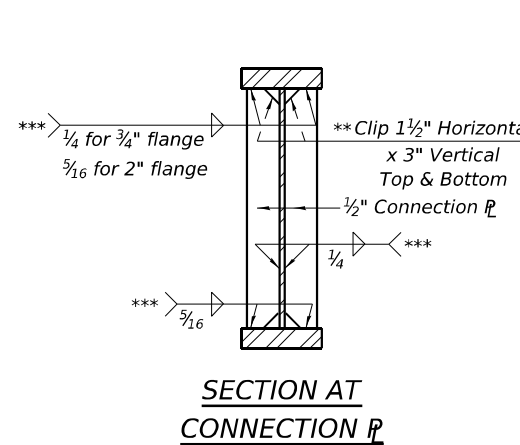
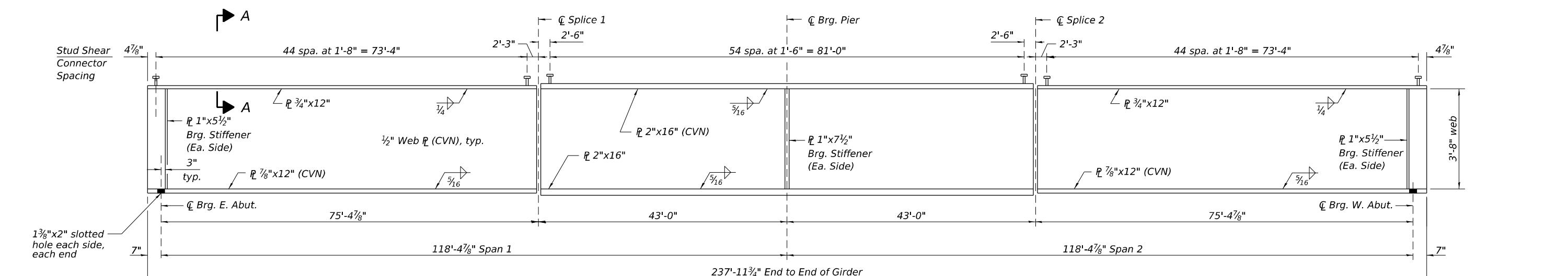
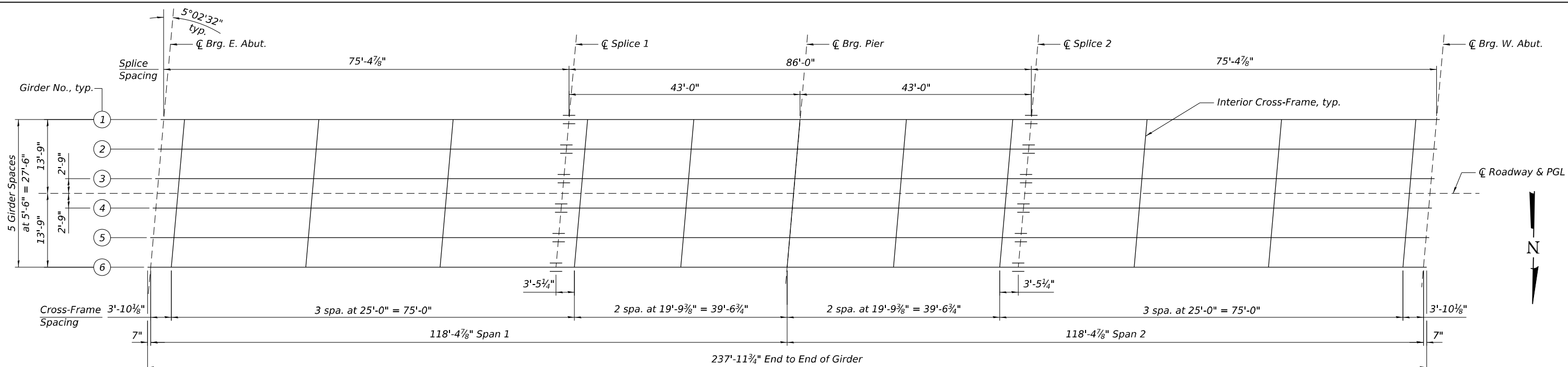
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**DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS**  
**STRUCTURE NO. 100-0110**

SHEET 12 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	68
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



\* Terminate 1/4" (±1/8") from the end of plate intersects.  
 \*\* Clip may be rounded for ease of shop painting.  
 \*\*\* Stop welds 1/4" (±1/8") from edges.

(See Sections at Stiffener and Connection Plate for weld details)

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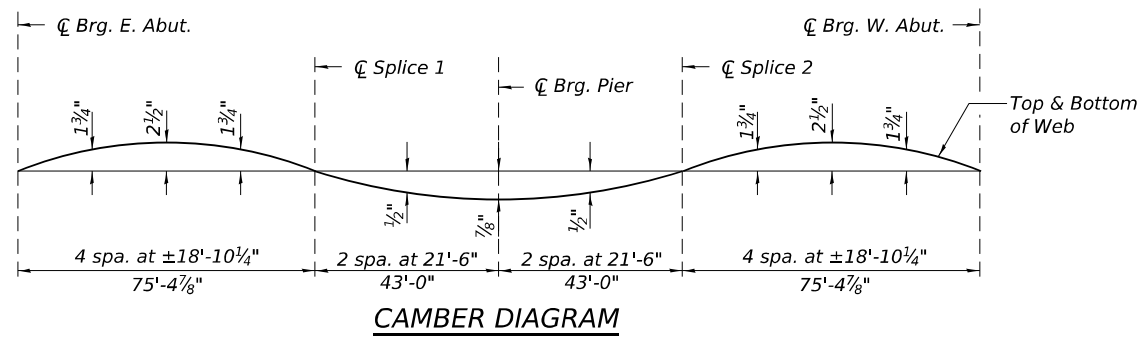
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FRAMING PLAN  
 STRUCTURE NO. 100-0110

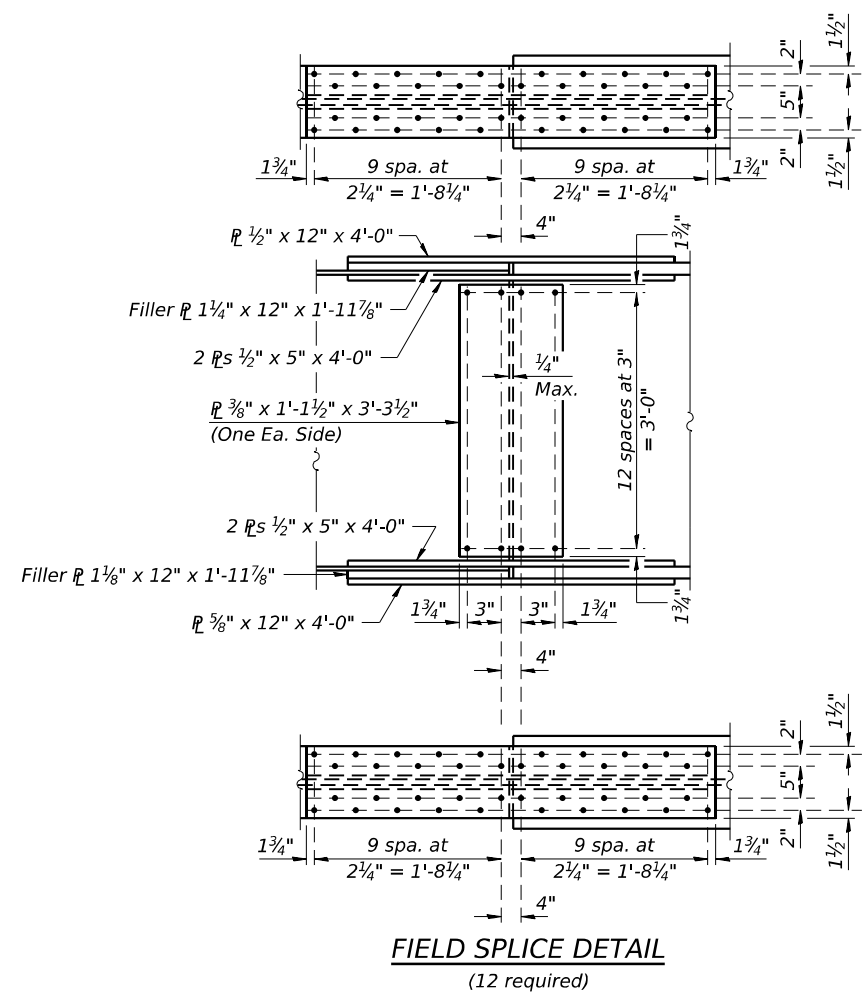
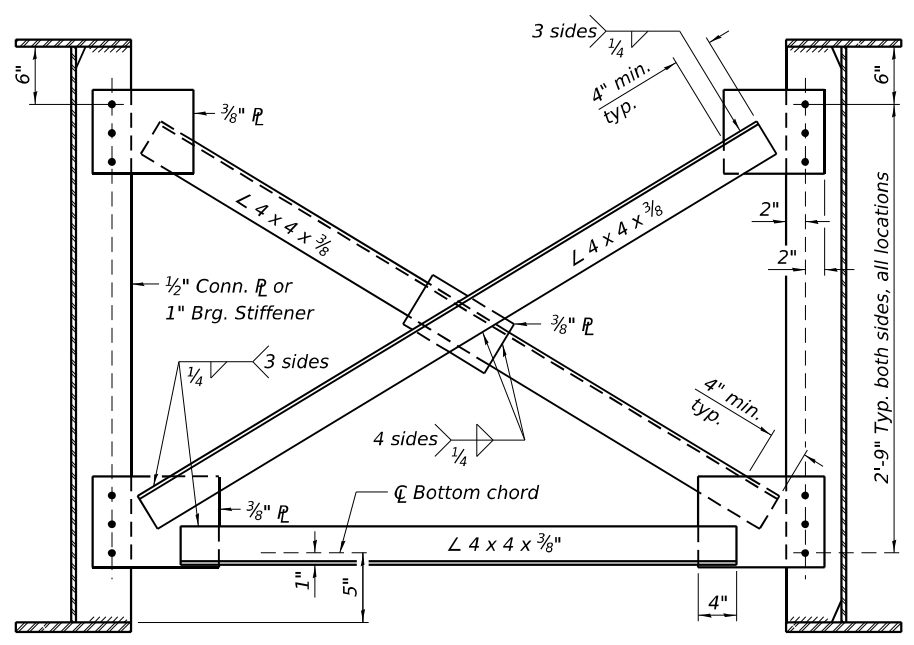
SHEET 13 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	69
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**TOP OF WEB ELEVATIONS**  
(For Fabrication Only)

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6
$\text{C Brg. E. Abut.}$	433.75	433.84	433.92	433.92	433.83	433.73
$\text{C Splice 1}$	434.20	434.30	434.38	434.38	434.29	434.19
$\text{C Brg. Pier}$	434.11	434.21	434.29	434.29	434.21	434.11
$\text{C Splice 2}$	434.16	434.26	434.35	434.35	434.27	434.17
$\text{C Brg. W. Abut.}$	433.64	433.75	433.83	433.84	433.76	433.67



Notes:  
 All flange and web splice plates, except filler plates, shall be AASHTO M270 Grade 50 (CVN). Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.  
 All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.  
 Detail  $1\frac{5}{16}" \text{ } \emptyset$  holes for all  $\frac{3}{4}" \text{ } \emptyset$  bolts at all interior cross frames.  
 Two hardened washers required for each set of oversized holes at the interior cross frames.

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PLOT DATE = 2/6/2025	DRAWN - AJF	REVISED -
	CHECKED - MTH	REVISED -

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

**STEEL DETAILS**  
**STRUCTURE NO. 100-0110**

SHEET 14 OF 25 SHEETS

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 70
ILLINOIS		FED. AID PROJECT		

INTERIOR GIRDER MOMENT TABLE			
		0.4 Sp. 1 or 0.6 Sp. 2	Pier
$I_s$	(in <sup>4</sup> )	13,314	37,427
$I_c(n)$	(in <sup>4</sup> )	33,777	-
$I_c(3n)$	(in <sup>4</sup> )	25,064	-
$I_c(cr)$	(in <sup>4</sup> )	-	41,434
$S_s$	(in <sup>3</sup> )	604	1,559
$S_c(n)$	(in <sup>3</sup> )	853	-
$S_c(3n)$	(in <sup>3</sup> )	778	-
$S_c(cr)$	(in <sup>3</sup> )	-	1,616
$S_x$	(in <sup>3</sup> )	775	1,643
DC1	(k/ft)	0.727	0.889
M <sub>DC1</sub>	(k)	548	1,821
DC2	(k/ft)	0.175	0.175
M <sub>DC2</sub>	(k)	143	380
DW	(k/ft)	0.275	0.275
M <sub>DW</sub>	(k)	204	542
LLDF		0.473	0.473
M <sub>ℓ + IM</sub>	(k)	1,277	1,712
f <sub>ℓ</sub> (Strength I)	(ksi)	0.00	0.00
M <sub>u</sub> + 1/3 f <sub>x</sub>	(k)	3,403	6,561
Φ <sub>f</sub> M <sub>n</sub>	(k)	4,195	7,503
f <sub>s</sub> DC1	(ksi)	10.88	14.01
f <sub>s</sub> DC2	(ksi)	2.20	2.82
f <sub>s</sub> DW	(ksi)	3.14	4.03
f <sub>s</sub> (ℓ+IM)	(ksi)	17.96	12.72
f <sub>ℓ</sub> (Service II)	(ksi)	0.00	0.00
f <sub>s</sub> + f <sub>ℓ</sub> /2 (Service II)	(ksi)	39.57	37.39
Service II Resistance	(ksi)	47.50	47.50
f <sub>s</sub> + f <sub>ℓ</sub> /3 (Strength I)	(ksi)	-	-
Φ <sub>f</sub> F <sub>n</sub>	(ksi)	-	-
V <sub>r</sub>	(k)	29.1	28.8

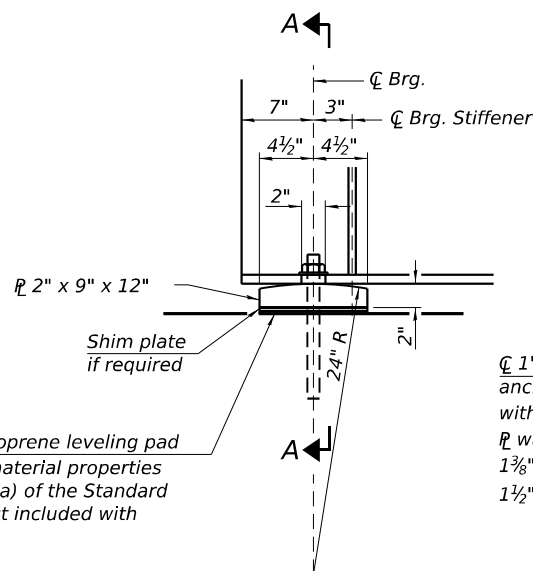
GIRDER REACTION TABLE				
	Abuts.		Pier	
	Interior	Exterior	Interior	Exterior
LLDF	0.634	0.518	0.634	0.518
OCF	1.02	1.02	1.02	1.02
R <sub>DC1</sub>	(k) 28.7	28.1	126.9	124.8
R <sub>DC2</sub>	(k) 7.2	7.2	27.1	27.1
R <sub>DW</sub>	(k) 10.2	10.2	38.8	38.8
R <sub>ℓ</sub>	(k) 61.1	49.9	129.2	105.1
R <sub>Im</sub>	(k) 13.4	11.0	24.0	19.5
R <sub>Total(Strength I)(Impact)</sub>	(k) 190.6	165.9	518.8	466.0
R <sub>Total(Strength I)(No Impact)</sub>	(k) 167.0	146.7	476.8	431.9

- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $S_x$ : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (in.<sup>3</sup>).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M<sub>DC1</sub>: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M<sub>DC2</sub>: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.
- M<sub>ℓ + IM</sub>: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M<sub>u</sub>: Strength I load combination of factored design moments (kip-ft.).  
1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M<sub>ℓ + IM</sub>
- f<sub>ℓ</sub>: Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).
- Φ<sub>f</sub> M<sub>n</sub>: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

- f<sub>s</sub> DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).  
M<sub>DC1</sub> / S<sub>s</sub>
- f<sub>s</sub> DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).  
M<sub>DC2</sub> / S<sub>c(3n)</sub> or M<sub>DC2</sub> / S<sub>c(cr)</sub> as applicable.
- f<sub>s</sub> DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).  
M<sub>DW</sub> / S<sub>c(3n)</sub> or M<sub>DW</sub> / S<sub>c(cr)</sub> as applicable.
- f<sub>s</sub> (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).  
M<sub>ℓ + IM</sub> / S<sub>c(n)</sub> or M<sub>ℓ + IM</sub> / S<sub>c(cr)</sub> as applicable.
- f<sub>s</sub> + f<sub>ℓ</sub> / 2 (Service II): Sum of stresses as computed below (ksi).  
f<sub>s</sub> DC1 + f<sub>s</sub> DC2 + f<sub>s</sub> DW + 1.3 f<sub>s</sub> (ℓ + IM) + f<sub>ℓ</sub> / 2
- Service II Resistance: Composite (0.95R<sub>n</sub>F<sub>y</sub>) or noncomposite (0.80R<sub>n</sub>F<sub>y</sub>) stress capacity according to Article 6.10.4.2 (ksi).
- f<sub>s</sub> + f<sub>ℓ</sub> / 3 (Strength I): Sum of stresses as computed below on non-compact sections (ksi).  
1.25 (f<sub>s</sub> DC1 + f<sub>s</sub> DC2) + 1.5 f<sub>s</sub> DW + 1.75 f<sub>s</sub> (ℓ + IM) + f<sub>ℓ</sub> / 3
- Φ<sub>f</sub> F<sub>n</sub>: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).
- V<sub>r</sub>: Maximum factored shear range in span computed according to Article 6.10.10.
- OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.
- R<sub>DC1</sub>: Un-factored reaction due to non-composite dead load (kip).
- R<sub>DC2</sub>: Un-factored reaction due to long-term composite (superimposed excluding future wearing surface) dead load (kip).
- R<sub>DW</sub>: Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).
- R<sub>ℓ</sub>: Un-factored live load reaction (kip).
- R<sub>Im</sub>: Un-factored dynamic load allowance (impact) (kip).
- R<sub>Total(Strength I)(Impact)</sub>: Strength I load combination of factored design reactions (kip).  
1.25 (R<sub>DC1</sub> + R<sub>DC2</sub>) + 1.5 R<sub>DW</sub> + 1.75 (R<sub>ℓ</sub> + R<sub>Im</sub>)
- R<sub>Total(Strength I)(No Impact)</sub>: Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip).  
1.25 (R<sub>DC1</sub> + R<sub>DC2</sub>) + 1.5 R<sub>DW</sub> + 1.75 (R<sub>ℓ</sub>)

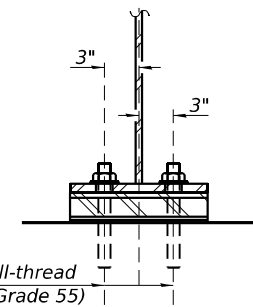
Notes:

- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- All bearing plates, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
- Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
- Cost of fixed bearing assemblies are included with Furnishing and Erecting Structural Steel.

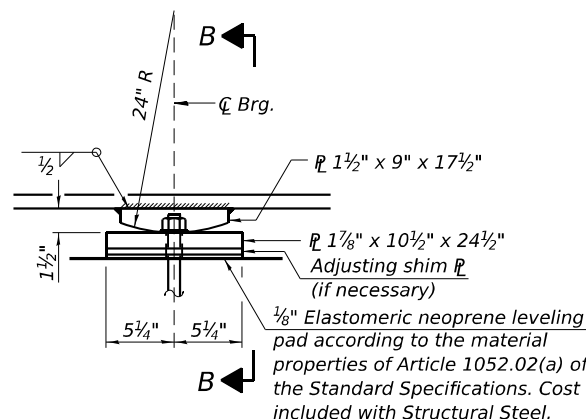


ELEVATION AT ABUTMENT

FIXED ABUTMENT BEARING  
(12 required)

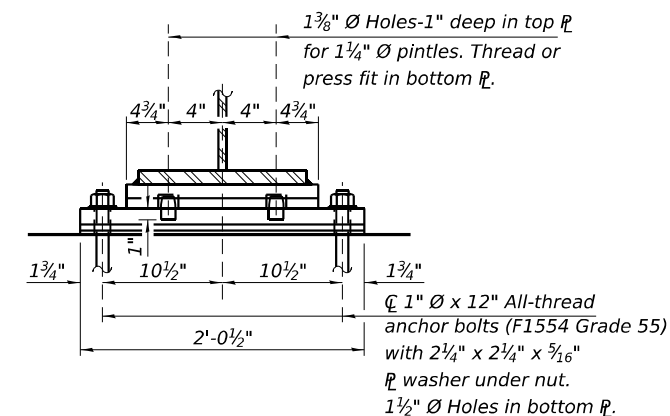


SECTION A-A

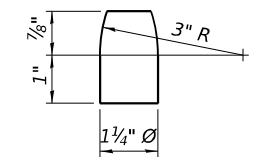


ELEVATION AT PIER

FIXED PIER BEARING  
(6 required)



SECTION B-B



PINTLE

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	36

MODEL: Default  
FILE NAME: E:\2028-14\Struct\SN\_100-0110\Final\_Design\CADD\_Sheets\1000110-78831-015-BearingDetails.dgn

**LE** LIN ENGINEERING, LTD.  
Consulting Engineers  
Springfield, Illinois

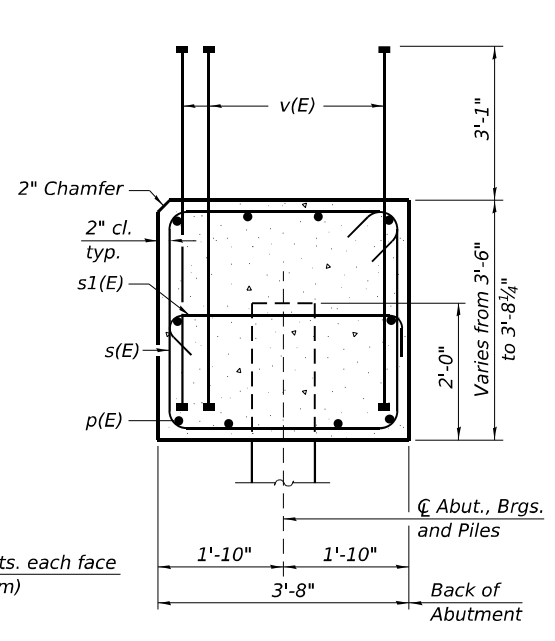
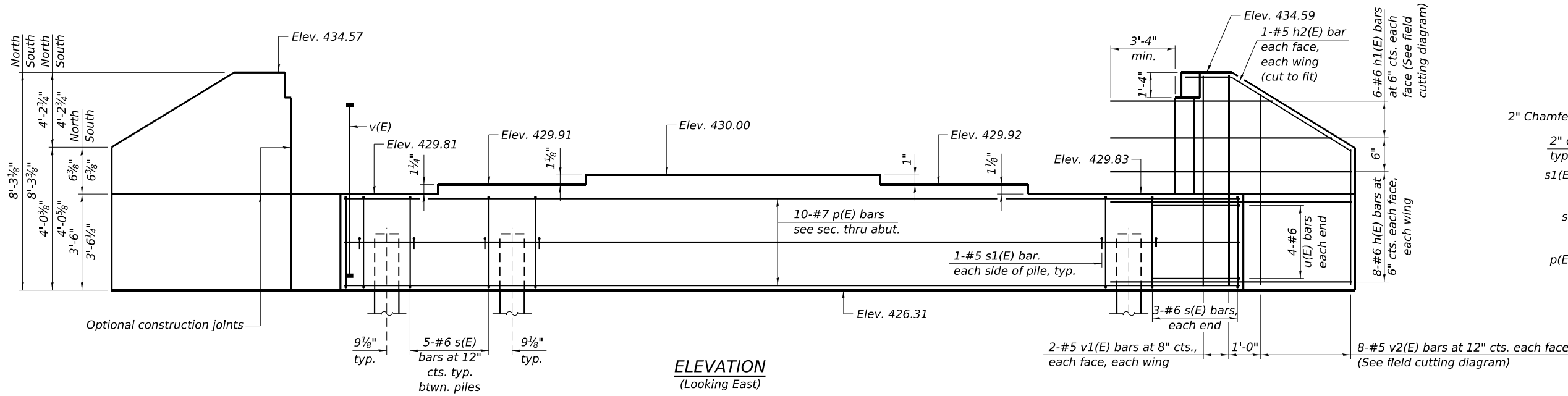
USER NAME =	DESIGNED - LM	REVISED -
PLOT SCALE =	CHECKED - MTH	REVISED -
PLOT DATE = 2/6/2025	DRAWN - AJF	REVISED -
	CHECKED - MTH	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS  
STRUCTURE NO. 100-0110

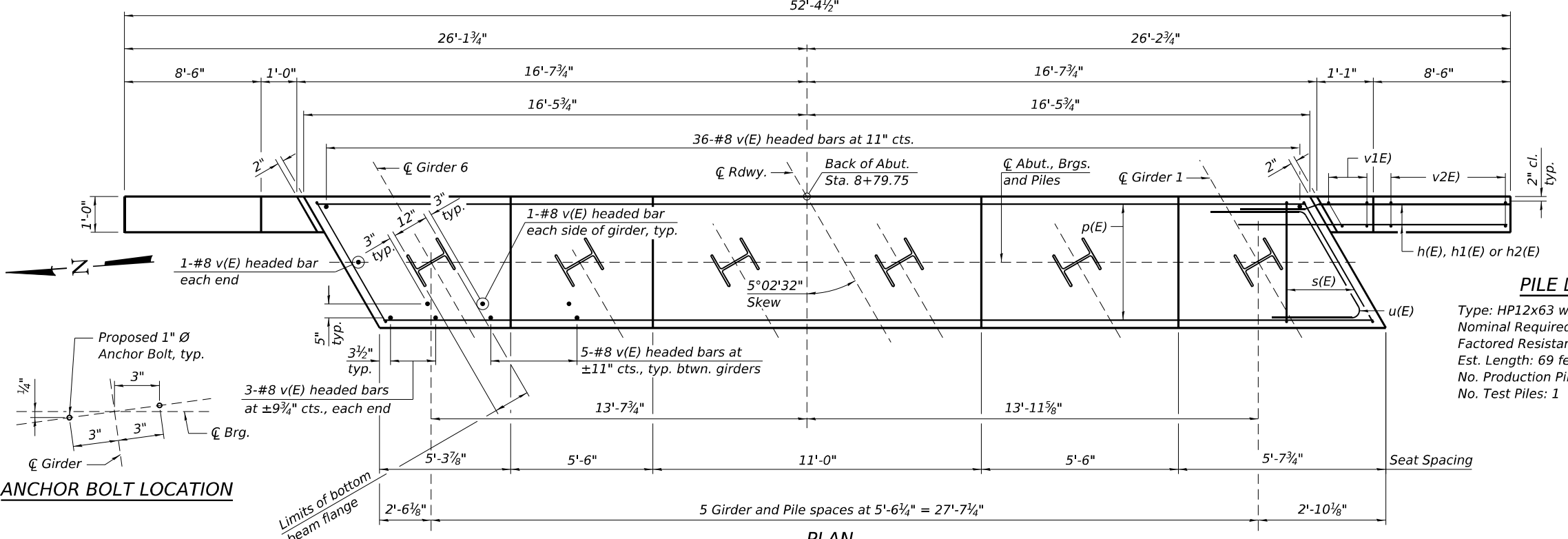
SHEET 15 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	71
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



**ELEVATION**  
(Looking East)

**SEC. THRU ABUT.**  
Dimensions at right angles to abutment.

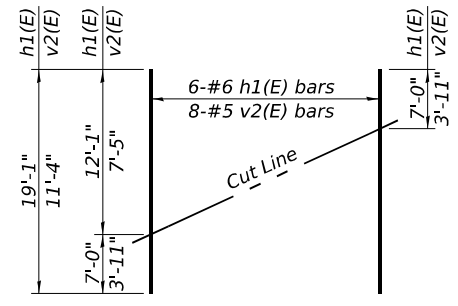
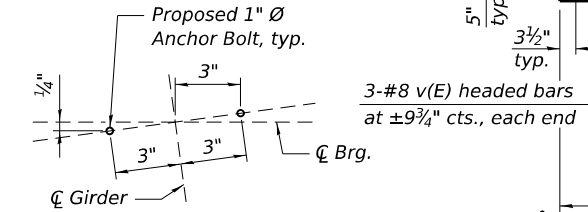


**PILE DATA**  
Type: HP12x63 w/ pile shoes  
Nominal Required Bearing: 497 kips  
Factored Resistance Available: 273 kips  
Est. Length: 69 feet  
No. Production Piles: 5  
No. Test Piles: 1

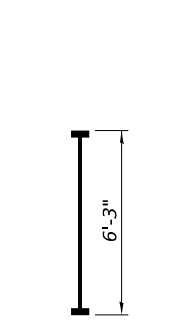
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	32	#6	12'-8"	—
h1(E)	12	#6	19'-1"	—
h2(E)	4	#5	10'-0"	—
p(E)	10	#7	32'-8"	—
s(E)	31	#6	14'-4"	—
s1(E)	12	#5	4'-4"	—
u(E)	8	#6	11'-11"	—
v(E)	81	#8	6'-3"	—
v1(E)	8	#5	7'-11"	—
v2(E)	16	#5	11'-4"	—
Structure Excavation		Cu. Yd.	75	
Concrete Structures		Cu. Yd.	20.7	
Reinforcement Bars, Epoxy Coated		Pound	4,140	
Furnishing Steel Piles HP12x63		Foot	345	
Driving Piles		Foot	345	
Test Pile Steel HP12x63		Each	1	
Pile Shoes		Each	6	

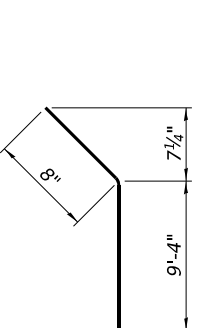
**ANCHOR BOLT LOCATION**



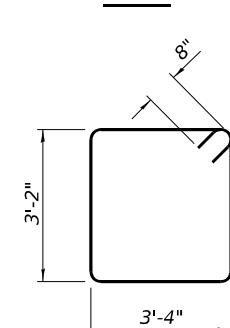
**FIELD CUTTING DIAGRAM**  
Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



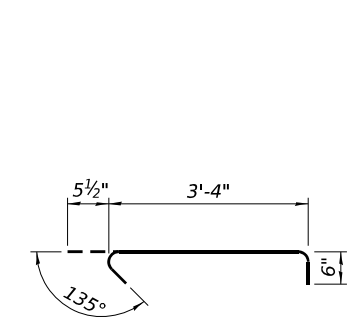
**BAR v(E)**  
(Headed)  
(162-#8 terminators)



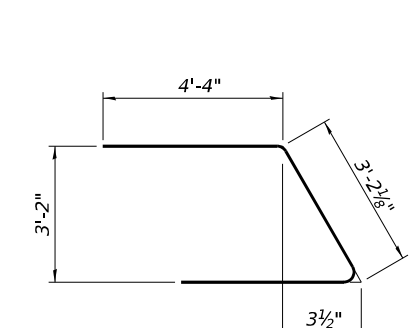
**BAR h2(E)**



**BAR s(E)**



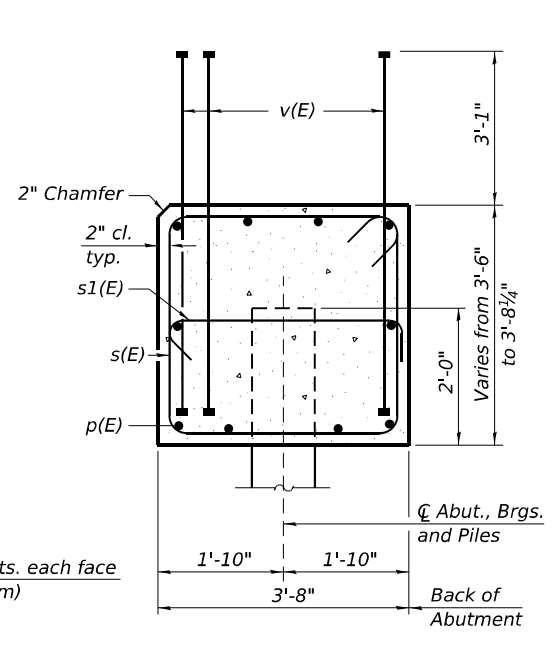
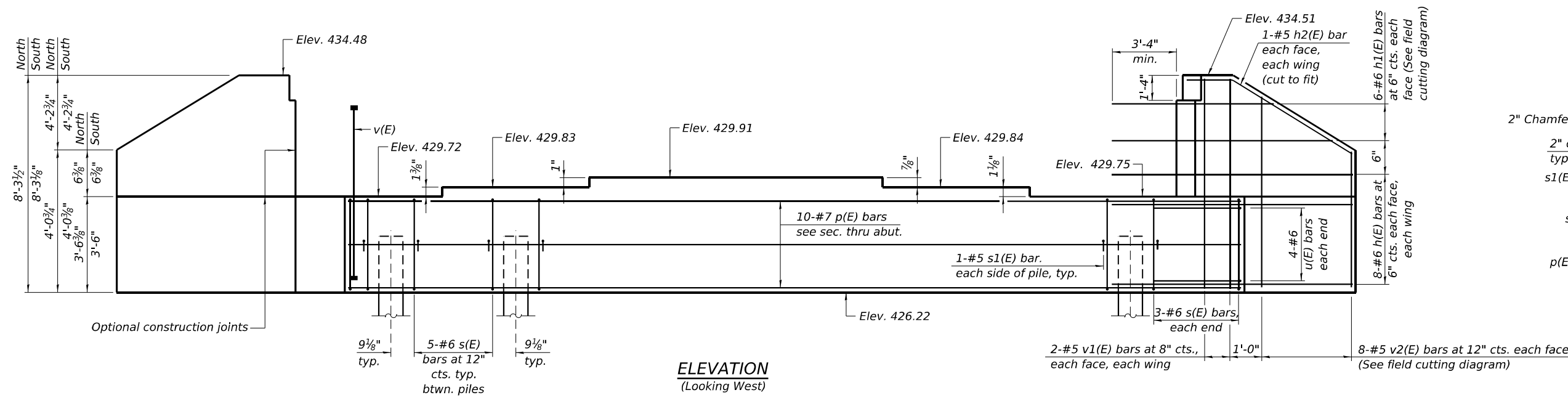
**BAR s1(E)**



**BAR u(E)**

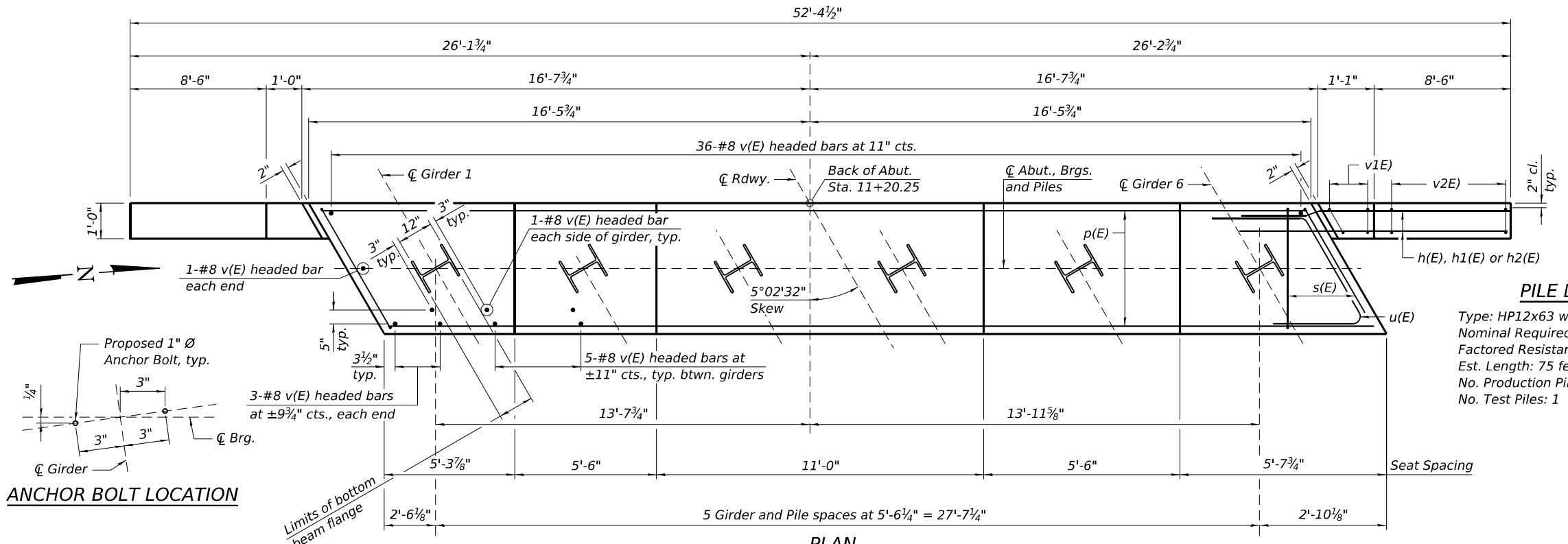
**Notes:**  
Pour steps monolithically with cap.  
For details of piles see sheet 19 of 25.  
For drainage details see sheet 2 of 25.  
Space reinforcement in cap to miss anchor bolts.  
Bar terminators paid separately. See Total Bill of Material.

MODEL: Default  
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**ELEVATION**  
(Looking West)

**SEC. THRU ABUT.**  
Dimensions at right angles to abutment.

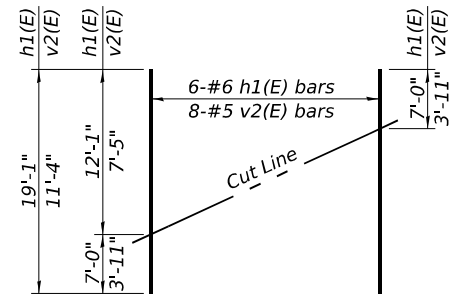
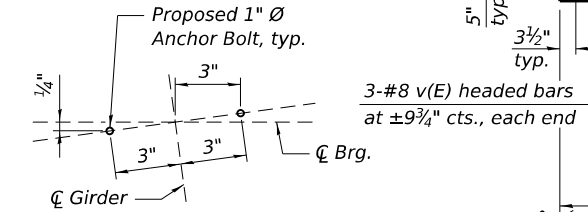


**PILE DATA**  
Type: HP12x63 w/ pile shoes  
Nominal Required Bearing: 497 kips  
Factored Resistance Available: 273 kips  
Est. Length: 75 feet  
No. Production Piles: 5  
No. Test Piles: 1

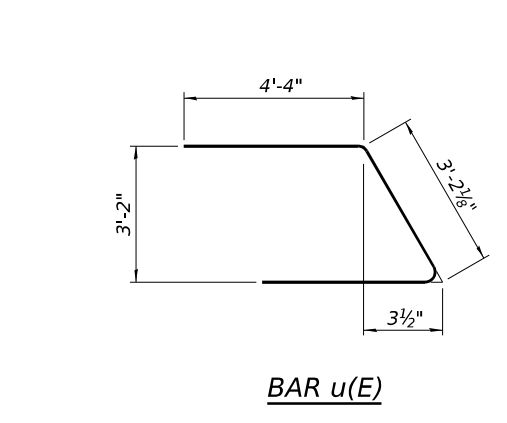
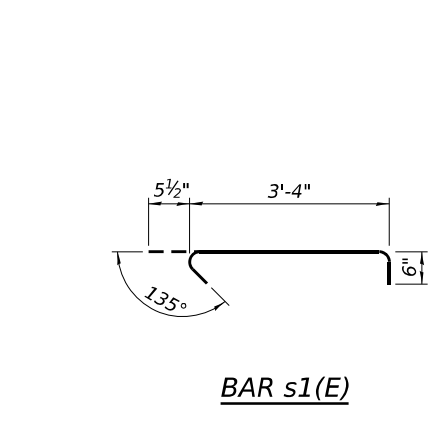
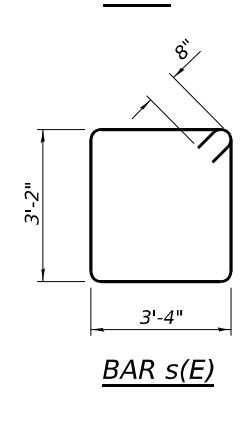
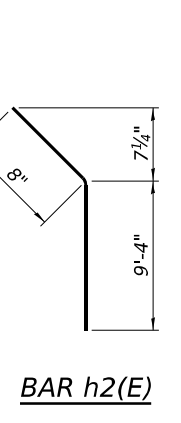
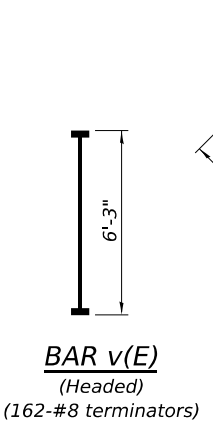
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	32	#6	12'-8"	—
h1(E)	12	#6	19'-1"	—
h2(E)	4	#5	10'-0"	—
p(E)	10	#7	32'-8"	—
s(E)	31	#6	14'-4"	—
s1(E)	12	#5	4'-4"	—
u(E)	8	#6	11'-11"	—
v(E)	81	#8	6'-3"	—
v1(E)	8	#5	7'-11"	—
v2(E)	16	#5	11'-4"	—
Structure Excavation		Cu. Yd.	75	
Concrete Structures		Cu. Yd.	20.7	
Reinforcement Bars, Epoxy Coated		Pound	4,140	
Furnishing Steel Piles HP12x63		Foot	375	
Driving Piles		Foot	375	
Test Pile Steel HP12x63		Each	1	
Pile Shoes		Each	6	

**ANCHOR BOLT LOCATION**



**FIELD CUTTING DIAGRAM**  
Order h1(E) and v2(E) full length. Cut as shown and use remainder of bars in opposite wing.



Notes:  
Pour steps monolithically with cap.  
For details of piles see sheet 19 of 25.  
For drainage details see sheet 2 of 25.  
Space reinforcement in cap to miss anchor bolts.  
Bar terminators paid separately. See Total Bill of Material.

MODEL: Default  
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**LE** LIN ENGINEERING, LTD.  
Consulting Engineers  
Springfield, Illinois

USER NAME =	DESIGNED - LM	REVISED -
PLOT SCALE =	CHECKED - MTH	REVISED -
PLOT DATE = 2/6/2025	DRAWN - AJF	REVISED -
	CHECKED - MTH	REVISED -

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

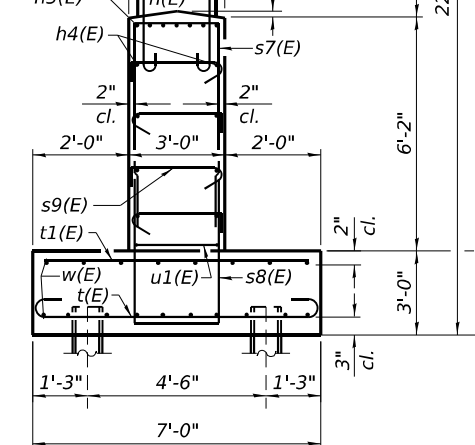
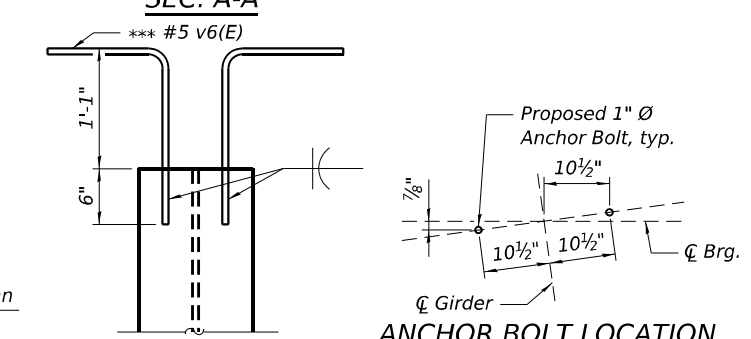
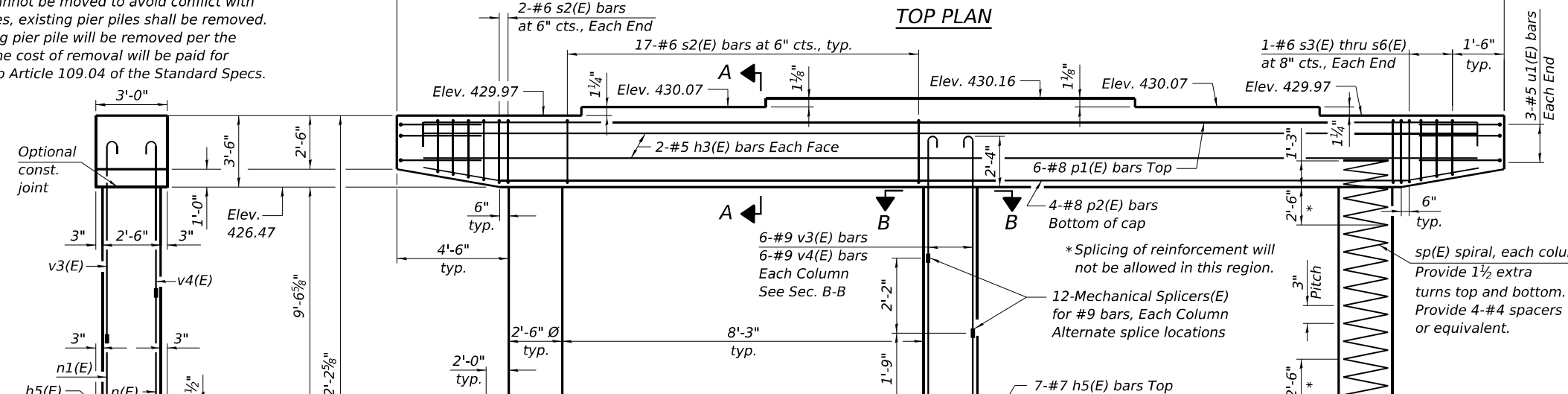
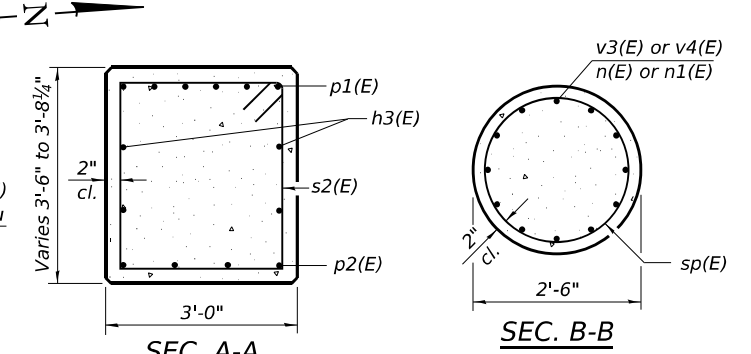
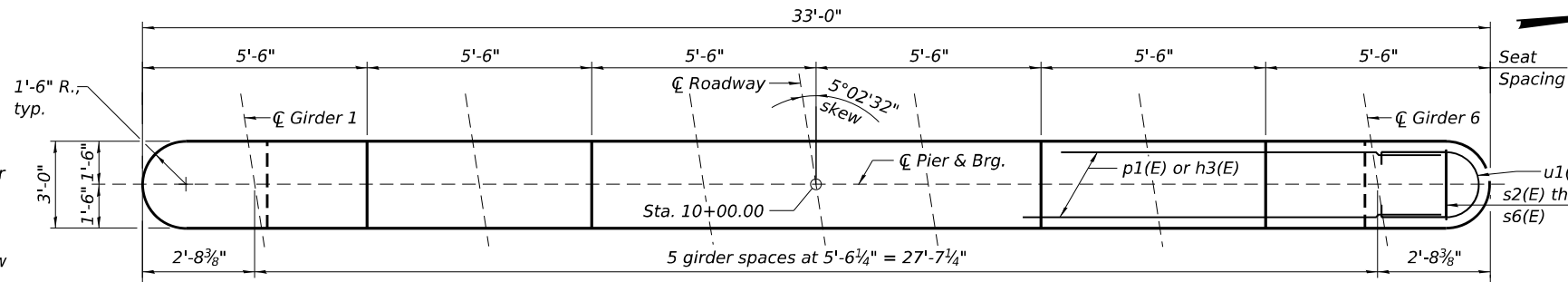
**WEST ABUTMENT**  
**STRUCTURE NO. 100-0110**  
SHEET 17 OF 25 SHEETS

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 73
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78831	



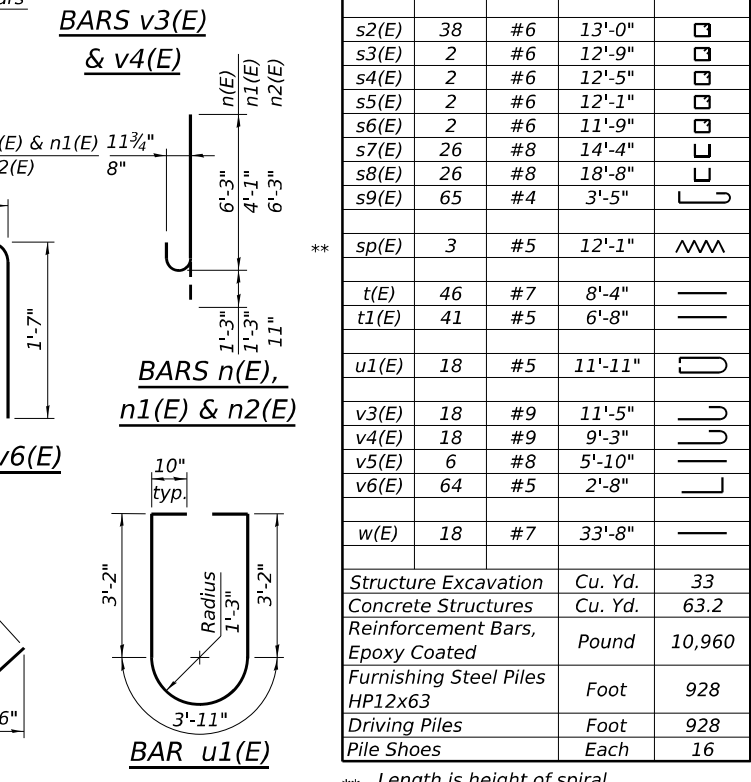
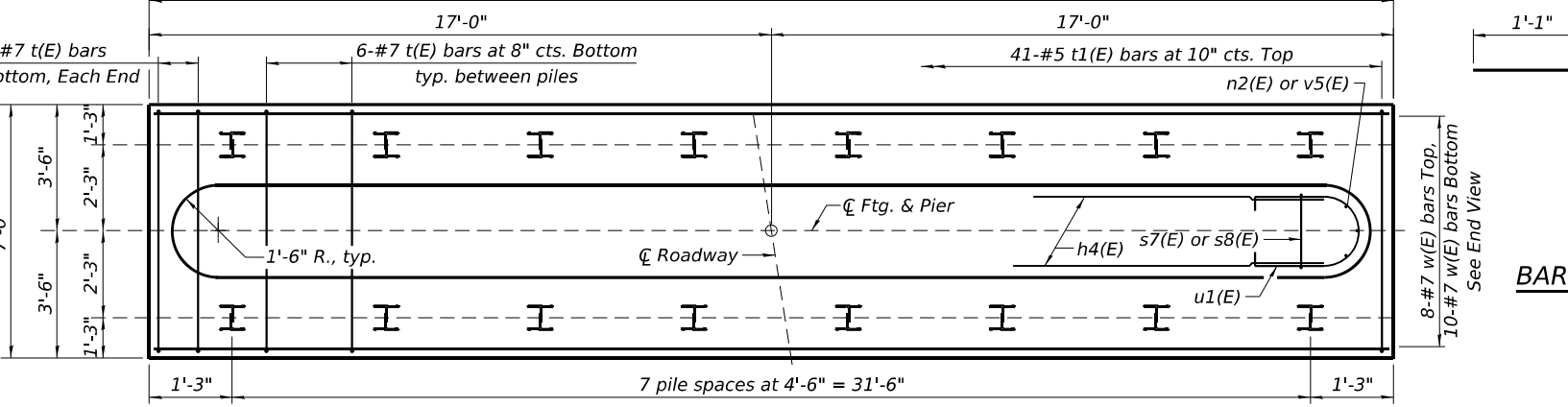
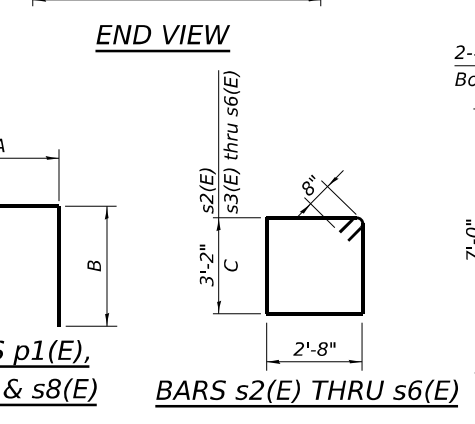
Notes:

Space reinforcement in cap to miss anchor bolts.  
 Pour steps monolithically with cap.  
 For details of piles, see sheet 19 of 25.  
 When splicing of spiral reinforcement is necessary, the spirals shall be provided with 1½ extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4, or shall both terminate with a 135° standard hook.  
 New piles can be moved up to 8 inches to avoid contact with the existing piles if/when a conflict occurs in the field and not change the design. If new pier piles cannot be moved to avoid conflict with existing piles, existing pier piles shall be removed. If an existing pier pile will be removed per the Engineer, the cost of removal will be paid for according to Article 109.04 of the Standard Specs.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	4	#5	30'-0"	—
h4(E)	10	#5	25'-0"	—
h5(E)	7	#7	25'-0"	—
n(E)	18	#9	7'-6"	J
n1(E)	18	#9	5'-4"	J
n2(E)	6	#8	7'-2"	J
p1(E)	6	#8	32'-8"	J
p2(E)	4	#8	30'-1"	J
s2(E)	38	#6	13'-0"	□
s3(E)	2	#6	12'-9"	□
s4(E)	2	#6	12'-5"	□
s5(E)	2	#6	12'-1"	□
s6(E)	2	#6	11'-9"	□
s7(E)	26	#8	14'-4"	U
s8(E)	26	#8	18'-8"	U
s9(E)	65	#4	3'-5"	U
sp(E)	3	#5	12'-1"	AAA
t(E)	46	#7	8'-4"	—
t1(E)	41	#5	6'-8"	—
u1(E)	18	#5	11'-11"	U
v3(E)	18	#9	11'-5"	J
v4(E)	18	#9	9'-3"	J
v5(E)	6	#8	5'-10"	J
v6(E)	64	#5	2'-8"	J
w(E)	18	#7	33'-8"	—



PILE DATA

Type: HP12x63 w/ pile shoes  
 Nominal Required Bearing: 497 kips  
 Factored Resistance Available: 273 kips  
 Est. Length: 58 feet  
 No. Production Piles: 16  
 No. Test Piles: 0

\*\* Length is height of spiral.

MODEL: Default  
 FILE NAME: E:\2028-1\Structural\100-0110\Final\_Design\CADD\_Sheets\1000110-78831-01B-Pier.dgn

**LIN ENGINEERING, LTD.**  
 Consulting Engineers  
 Springfield, Illinois

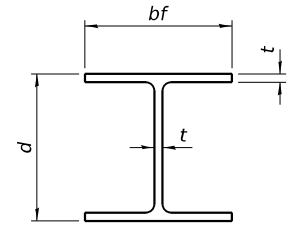
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 CHECKED - MTH  
 PLOT SCALE =  
 DRAWN - AJF  
 PLOT DATE = 2/6/2025  
 CHECKED - MTH  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

PIER DETAILS  
 STRUCTURE NO. 100-0110

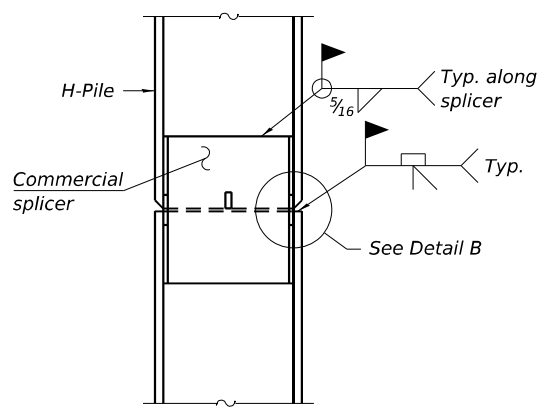
SHEET 18 OF 25 SHEETS

F.A.I. RTE. 57  
 SECTION X1-4(HB-3)  
 COUNTY WILLIAMSON  
 TOTAL SHEETS 109  
 SHEET NO. 74  
 CONTRACT NO. 78831  
 ILLINOIS FED. AID PROJECT

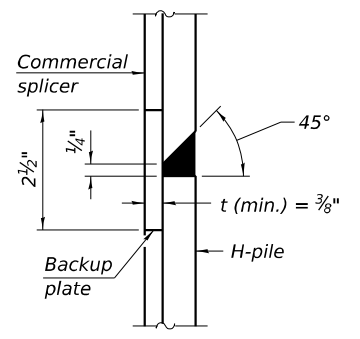


**STEEL PILE TABLE**

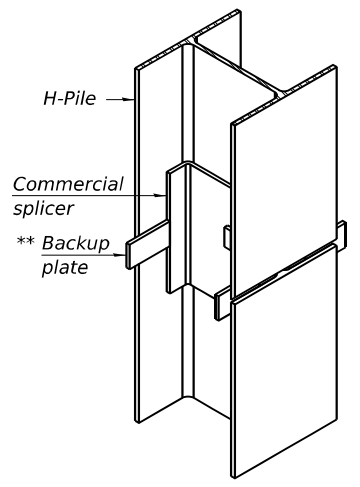
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 18x181	18	18	1	36"
x157	17 3/4"	17 7/8"	7/8"	36"
x135	17 1/2"	17 3/4"	3/4"	36"
HP 16x183	16 1/2"	16 1/2"	1 1/8"	36"
x162	16 1/4"	16 1/8"	1"	36"
x141	16	16	7/8"	36"
x121	15 3/4"	15 7/8"	3/4"	36"
HP 14x117	14 1/4"	14 7/8"	13/16"	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**

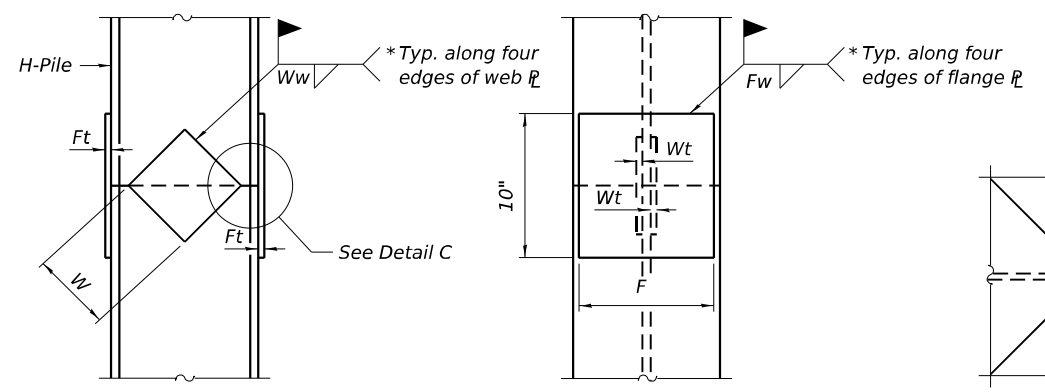


**DETAIL B**



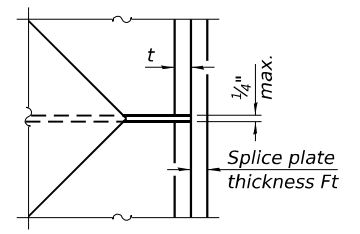
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**



**ELEVATION**

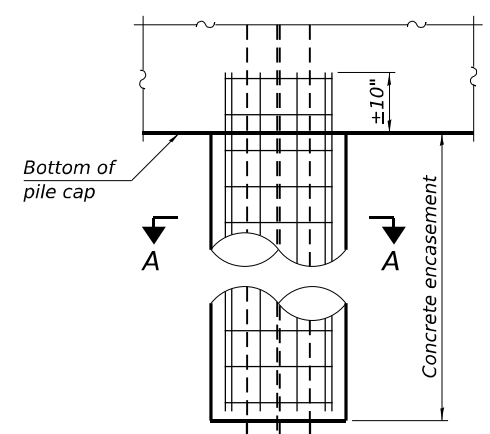
**END VIEW**



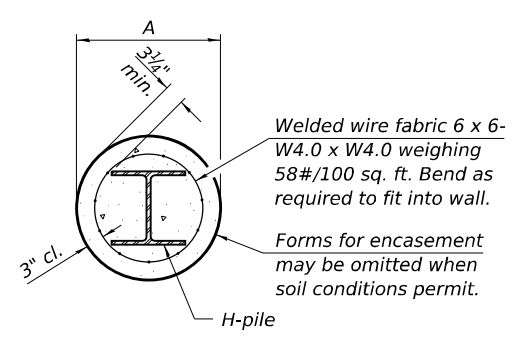
**DETAIL C**

Designation	F	Ft	Fw	W	Wt	Ww
HP 18x181	15 1/2"	1 1/2"	1"	9 1/2"	7/8"	3/4"
x157	15 1/4"	1 1/4"	1"	9 1/2"	7/8"	3/4"
x135	15 1/4"	1 1/4"	1"	9 1/2"	7/8"	3/4"
HP 16x183	13 3/4"	1 1/2"	1"	8 1/4"	7/8"	3/4"
x162	13 1/2"	1 1/2"	1"	8 1/4"	3/4"	5/8"
x141	13 1/2"	1 1/4"	7/8"	8 1/4"	3/4"	5/8"
x121	13 1/2"	1 1/4"	7/8"	8 1/4"	3/4"	5/8"
HP 14x117	12 1/2"	1 1/4"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	1"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	7/8"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	3/4"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	1"	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"	3/4"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	3/4"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	7/8"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	6 3/4"	5/8"	7/16"	4"	1/2"	3/8"

**WELDED PLATE FIELD SPLICE**

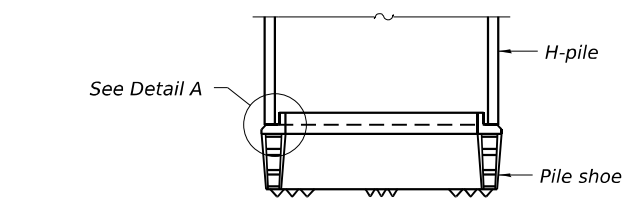


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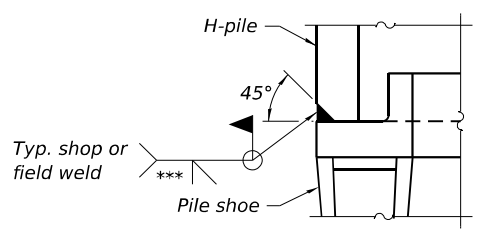


**SECTION A-A**

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



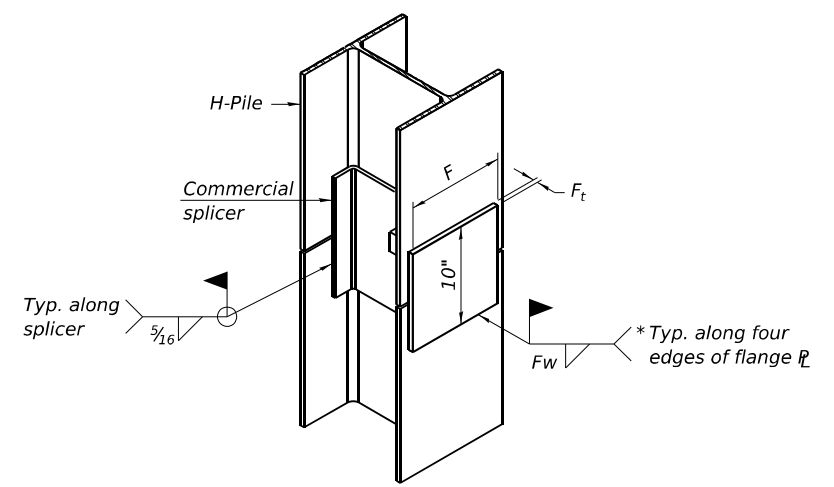
**ELEVATION**



**DETAIL A**

**SHOE ATTACHMENT**

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



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

- \* 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 (7/16" min.).

MODEL: Default  
FILE NAME: E:\2028\1\Struct\SN\_100-0110\Final\_Design\CADD\_Sheets\1000110-78831-019-HPileDetails.dgn

**F-HP**  
LIN ENGINEERING, LTD.  
Consulting Engineers  
Springfield, Illinois

USER NAME =	DESIGNED - LM	REVISED -
PLOT SCALE =	CHECKED - MTH	REVISED -
PLOT DATE = 2/6/2025	DRAWN - AJF	REVISED -
	CHECKED - MTH	REVISED -

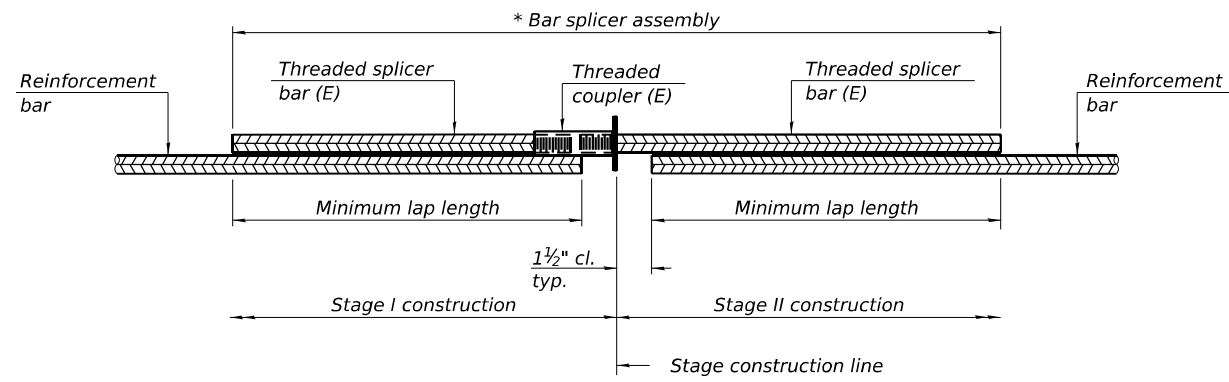
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**HP PILE DETAILS  
STRUCTURE NO. 100-0110**

SHEET 19 OF 25 SHEETS

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 75
CONTRACT NO. 78831				

ILLINOIS FED. AID PROJECT



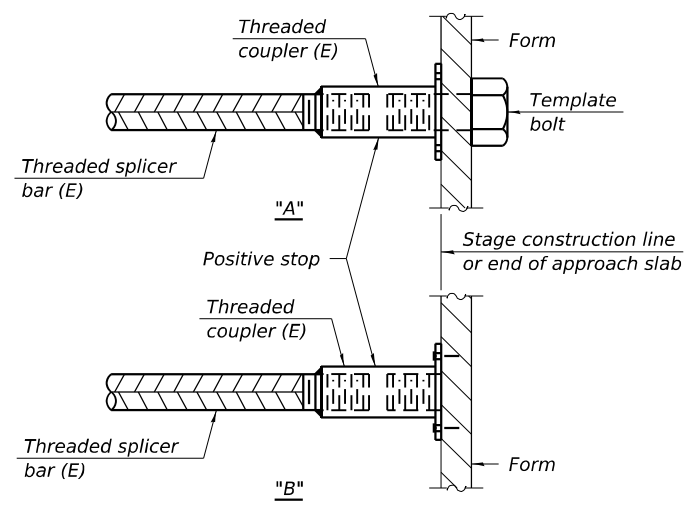
**STANDARD BAR SPLICER ASSEMBLY PLAN**

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

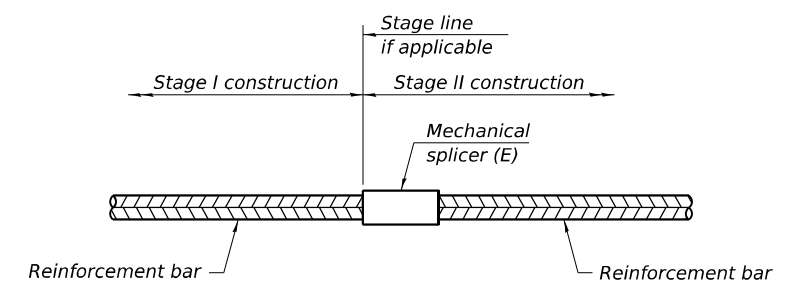
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length



**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
Pier	#9	36

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: Default  
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BSD-1 5-15-2023



USER NAME =	DESIGNED - LM	REVISED -
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PLOT SCALE =	DRAWN - AJF	REVISED -
PLOT DATE = 2/6/2025	CHECKED - MTH	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 100-0110

SHEET 20 OF 25 SHEETS

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 76
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



### SOIL BORING LOG

Page 1 of 3

ROUTE TR 23 (Stirtz Road) DESCRIPTION TR 23 (Stirtz Road) over I-57 LOGGED BY Gonzalez

SECTION X1-4HB-1 (Ex.) LOCATION 1.5 mi N. of Broadway St., 0.6 mi W of IL 37

COUNTY Williamson DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	DEPTH	SOIL TYPE	MOISTURE	UNIFIED	UCS	Failure Mode	SPPT
100-0110	10+10.00		ASPHALT - 8"					
		432.6	CRUSHED ROCK - 4"					
		432.3	CLAY (CH) - Brown and Gray, Medium Dense, Moist	2.0	20			
		430.3	SILTY CLAY (CL) - Dark Gray, Stiff, Moist	4				
		428.8	SILTY CLAY (CL) - Gray and Brown, Soft, Moist	3	18			
		426.6	SILT (ML) - Dark Gray, Soft, Moist	0.4	27			
		425.3	SILTY CLAY LOAM (CL-ML) - Gray, Stiff, Moist, w/ Trace Coal, A-7-6(27)	2.5	26			
			LL=48% PL=23%					
		417.8	SILTY CLAY (CL) - Brown, Stiff, Moist, w/ Trace Coal	2.4	19			
			SAND (SP) - Brown, Medium Dense, Fine Grained, Moist	8	17			
			CLAY (CH) - Brown to Gray, Stiff, Dry	1.1	22			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T209) BBS, form 137 (Rev. 8-99)



### SOIL BORING LOG

Page 2 of 3

ROUTE TR 23 (Stirtz Road) DESCRIPTION TR 23 (Stirtz Road) over I-57 LOGGED BY Gonzalez

SECTION X1-4HB-1 (Ex.) LOCATION 1.5 mi N. of Broadway St., 0.6 mi W of IL 37

COUNTY Williamson DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	Station	DEPTH	SOIL TYPE	MOISTURE	UNIFIED	UCS	Failure Mode	SPPT
100-0110	10+10.00		CLAY (CH) - Brown to Gray, Stiff, Dry (continued)					
		391.3	SILT (ML) - Gray, Stiff, Dry, w/ Fine Sand Layers	4				
		369.3	CLAYEY SHALE (CL) - Reddish Brown to Brown, Soft, Dry, Weathered	1.8	20			
		380.3	LOAM (CL-ML) - Gray, Very Stiff, Dry	4	18			
		376.3	SILTY CLAY (CL) - Gray and Brown, Stiff, Moist	1.1	22			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T209) BBS, form 137 (Rev. 8-99)



### ROCK CORE LOG

Page 3 of 3

ROUTE TR 23 (Stirtz Road) DESCRIPTION TR 23 (Stirtz Road) over I-57 LOGGED BY Gonzalez

SECTION X1-4HB-1 (Ex.) LOCATION 1.5 mi N. of Broadway St., 0.6 mi W of IL 37

COUNTY Williamson CORING METHOD Water

STRUCT. NO.	Station	DEPTH	ROCK TYPE	REMARKS	Core Diameter	Top of Rock Elev.	Begin Core Elev.	UCS	Failure Mode	SPPT
100-0110	10+10.00		SHALE (CLAYEY SHALE) - Gray to Dark Gray, Soft, Highly Weathered, w/ Coal Layers		2 in	359.30 ft	359.30 ft			
		359.30	SHALE (CLAYEY SHALE) - Light Gray, Soft, Highly Weathered							
		344.30	End of Boring							

Color pictures of the cores \_\_\_\_\_ Cores will be stored for examination until \_\_\_\_\_ The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 137 (Rev. 8-99)

MODEL: Default FILE NAME: E:\2028-1\Struct\SN\_100-0110\Final\_Design\CADD\_Sheets\1000110-78831-021-SoilBorings.dgn



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PLOT DATE = 2/6/2025	DRAWN - AJF	REVISED -
	CHECKED - MTH	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING DATA STRUCTURE NO. 100-0110

SHEET 21 OF 25 SHEETS

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 77
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78831	

(Sheet 1 of 5)



**SOIL BORING LOG**

Page 1 of 3

ROUTE TR 23 (Stirtz Road) DESCRIPTION TR 23 (Stirtz Road) over I-57 LOGGED BY Gonzalez

SECTION X1-4HB-1 (Ex.) LOCATION 1.5 mi N. of Broadway St., 0.6 mi W of IL 37

COUNTY Williamson DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 100-0110  
 Station 10+10.00  
 BORING NO. 2-S  
 Station 9+96  
 Offset 28.0 ft LT  
 Ground Surface Elev. 412.00 ft

DEPTH (ft)	DESCRIPTION	DEPTH (ft)	BLOWS	UNSATURATED QUANTITY (%)	DEPTH (ft)	BLOWS	UNSATURATED QUANTITY (%)
2	CLAY (CH) - Brown and Gray, Stiff, Moist, w/ Iron Nodules	2	2	16	2	2	17
3		3	2.9	16	3	1.9	17
5		5	S		5	6	17
3		3			3		
3	CLAY (CH) - Gray, Stiff, Moist, w/ Fine to Coarse Sands	3	2.3	18	3	1.9	17
3		3	S		3	S	
4		4			4		
5	COAL or CINDERS	5	1.5	7	5	1.6	21
2		2	P		2	S	
1	SANDY CLAY (SC) - Dark Gray, Medium Stiff, Moist	1			1		
2		2	0.6	24	2	2.6	26
2	COAL	2	S		2	P	
2	CLAY (CH) - Light Gray, Medium Stiff, Moist	2			2		
3		3	0.5	20	3	1.4	18
3	SILTY LOAM (CL-ML) - Light Gray, Soft, Moist, A-7.6(34) LL=64% PL=15%	3	P		3	S	
3		3			3		
3	CLAY (CH) - Light Gray, Stiff, Moist	3	2.6	21	3	1.4	21
4		4	S		4	S	
2		2			2		
2		2	1.1	19	2	1.8	22
3	CLAY (CH) - Gray, Medium Stiff, Moist	3	S		3	S	
3		3			3		
3		3	3.1	16	3	1.7	22
5		5	S		5	S	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T209)  
 BBS, form 137 (Rev. 8-99)



**SOIL BORING LOG**

Page 2 of 3

ROUTE TR 23 (Stirtz Road) DESCRIPTION TR 23 (Stirtz Road) over I-57 LOGGED BY Gonzalez

SECTION X1-4HB-1 (Ex.) LOCATION 1.5 mi N. of Broadway St., 0.6 mi W of IL 37

COUNTY Williamson DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 100-0110  
 Station 10+10.00  
 BORING NO. 2-S  
 Station 9+96  
 Offset 28.0 ft LT  
 Ground Surface Elev. 412.00 ft

DEPTH (ft)	DESCRIPTION	DEPTH (ft)	BLOWS	UNSATURATED QUANTITY (%)	DEPTH (ft)	BLOWS	UNSATURATED QUANTITY (%)
2	CLAY (CH) - Gray and Brown, Stiff, Moist (continued)	2	2	17	2	2	17
3		3	1.9	17	3	1.9	17
5		5	6	17	5	6	17
3		3			3		
3	CLAY (CH) - Gray, Stiff, Moist, w/ Fine to Coarse Sands	3	2.3	18	3	1.9	17
3		3	S		3	S	
4		4			4		
5	COAL or CINDERS	5	1.5	7	5	1.6	21
2		2	P		2	S	
1	SANDY CLAY (SC) - Dark Gray, Medium Stiff, Moist	1			1		
2		2	0.6	24	2	2.6	26
2	COAL	2	S		2	P	
2	CLAY (CH) - Light Gray, Medium Stiff, Moist	2			2		
3		3	0.5	20	3	1.4	18
3	SILTY LOAM (CL-ML) - Light Gray, Soft, Moist, A-7.6(34) LL=64% PL=15%	3	P		3	S	
3		3			3		
3	CLAY (CH) - Light Gray, Stiff, Moist	3	2.6	21	3	1.4	21
4		4	S		4	S	
2		2			2		
2		2	1.1	19	2	1.8	22
3	CLAY (CH) - Gray, Medium Stiff, Moist	3	S		3	S	
3		3			3		
3		3	3.1	16	3	1.7	22
5		5	S		5	S	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T209)  
 BBS, form 137 (Rev. 8-99)



**ROCK CORE LOG**

Page 3 of 3

ROUTE TR 23 (Stirtz Road) DESCRIPTION TR 23 (Stirtz Road) over I-57 LOGGED BY Gonzalez

SECTION X1-4HB-1 (Ex.) LOCATION 1.5 mi N. of Broadway St., 0.6 mi W of IL 37

COUNTY Williamson CORING METHOD Water

STRUCT. NO. 100-0110  
 Station 10+10.00  
 BORING NO. 2-S  
 Station 9+96  
 Offset 28.0 ft LT  
 Ground Surface Elev. 412.00 ft

DEPTH (ft)	DESCRIPTION	DEPTH (ft)	RECORDED	CORE	STRENGTH
1	SHALE (CLAYEY SHALE) - Light Gray, Soft, Moderately Weathered	1	80	46	20.3
2		2	97	83	0.75
3		3	100	47	1.08
End of Boring		330.00			

Color pictures of the cores  
 Cores will be stored for examination until  
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
 BBS, form 137 (Rev. 8-99)

MODEL: Default FILE NAME: E:\20228-14\Struct\SN 100-0110\Final\_Design\CADD\_Sheets\10001-10-78831-022-SoilBorings.dgn



USER NAME =	DESIGNED - LM	REVISED -
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PLOT DATE = 2/6/2025	DRAWN - AJF	REVISED -
	CHECKED - MTH	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SOIL BORING DATA  
 STRUCTURE NO. 100-0110**

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 78
SHEET 22 OF 25 SHEETS			CONTRACT NO. 78831	
ILLINOIS FED. AID PROJECT				

(Sheet 2 of 5)



### SOIL BORING LOG

Page 1 of 3

ROUTE TR 23 (Stirtz Road) DESCRIPTION TR 23 (Stirtz Road) over I-57 LOGGED BY Gonzalez

SECTION X1-4HB-1 (Ex.) LOCATION 1.5 mi N. of Broadway St., 0.6 mi W of IL 37

COUNTY Williamson DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 100-0110 Station 10+10.00 BORING NO. 3-S Station 11+48 Offset 6.0 R.R.T. Ground Surface Elev. 432.90 ft

Table with columns for Depth (ft), Blows (6"/ft), SPT (tsf), and Soil Description. Includes entries for Asphalt, Crushed Rock, Clay (CH), Silty Clay (CL), Silty Loam (CL-ML), and Clay Loam (CL).

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T209) BBS, form 137 (Rev. 8-99)



### SOIL BORING LOG

Page 2 of 3

ROUTE TR 23 (Stirtz Road) DESCRIPTION TR 23 (Stirtz Road) over I-57 LOGGED BY Gonzalez

SECTION X1-4HB-1 (Ex.) LOCATION 1.5 mi N. of Broadway St., 0.6 mi W of IL 37

COUNTY Williamson DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 100-0110 Station 10+10.00 BORING NO. 3-S Station 11+48 Offset 6.0 R.R.T. Ground Surface Elev. 432.90 ft

Table with columns for Depth (ft), Blows (6"/ft), SPT (tsf), and Soil Description. Includes entries for Silty Loam (CL-ML), Clay (CH), Sand (SW), Silty (ML), and Shale (Clayey Shale).

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T209) BBS, form 137 (Rev. 8-99)



### ROCK CORE LOG

Page 3 of 3

ROUTE TR 23 (Stirtz Road) DESCRIPTION TR 23 (Stirtz Road) over I-57 LOGGED BY Gonzalez

SECTION X1-4HB-1 (Ex.) LOCATION 1.5 mi N. of Broadway St., 0.6 mi W of IL 37

COUNTY Williamson CORING METHOD Water

STRUCT. NO. 100-0110 Station 10+10.00 BORING NO. 3-S Station 11+48 Offset 6.0 R.R.T. Ground Surface Elev. 432.90 ft

Table with columns for Depth (ft), Core Diameter (in), Top of Rock Elev. (ft), Begin Core Elev. (ft), and Rock Core Properties (R, Q, D, T, M, E, N, G, T, H).

Color pictures of the cores Cores will be stored for examination until The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938) BBS, form 137 (Rev. 8-99)

MODEL: Default FILE NAME: E:\2028-1\Struct\SN\_100-0110\Final\_Design\CADD\_Sheets\1000110-78831-023-SoilBorings.dgn



Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, and MTH.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING DATA STRUCTURE NO. 100-0110

SHEET 23 OF 25 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO., and ILLINOIS FED. AID PROJECT.

(Sheet 3 of 5)

ILLINOIS DEPARTMENT OF TRANSPORTATION District Nine Materials										Bridge Foundation Boring Log											
TR 23 (Stirtz Road) Over FAI 57										Sheet 1 of 2											
Route: FAI 57 Structure Number: 100-0053 Date: 4/26/2017										Section XI-4HB-1 Bored By: R Moberly											
County: Williamson Location: North of Johnson City Interchange										Checked By: A Hayes											
Boring No 1-S (2017)		D E L O P T H		B L O W S		Q u t s f		W %		Surr Wat Elev:											
Station 11+36 (TR 23)		P O		F O		T W		Q u t s f		W %		Ground Water Elevation		D E L O P T H							
Offset 7' Rt CL TR 23		T W		S		Q u t s f		W %		At Completion		F O		P O							
Ground Surface 433.0 Ft		H S		T W		Q u t s f		W %		At:		H S		T W							
Oil and chip with aggregate										3		2.5B		24							
431.5										3		2.5B		24							
Medium, moist to very moist, brown, Clay A7-6										3		0.7S		20							
428.5										2		0.7S		20							
Very stiff, moist, brown, Clay to Silty Clay A7-6										5.0		1		2.9B		22					
428.5										4		2.9B		22							
Very stiff, moist, grey mottled brown, Clay to Silty Loam A-4										30.0		4		1.9S		18					
403.5										8		1.9S		18							
Very stiff, moist, grey mottled brown, Clay to Clay Loam A7-6										WH		2		2.1B		24					
401.0										2		2.1B		24							
Stiff, moist, brown mottled grey, Clay to Silty Clay A7-6										38.0		1		1.7B		18					
398.5										4		1.7B		18							
Stiff, moist, brown, Clay to Silty Clay A7-6										1		4		2.7B		18					
421.0										3		1.2B		26							
Stiff, moist, to very moist, brown and grey, Clay A7-6										15.0		1		1.6B		20					
393.5										4		1.6B		20							
Medium, very moist, brown, Clay to Silty Clay A7-6										40.0		1		0.9B		19					
410.0										3		0.9B		19							
Stiff, moist, grey, Silty Clay to Silty Clay Loam A-6										2		3		1.2B		20					
410.0										4		1.2B		20							
Very soft, very moist, grey, Silty Clay to Silty Clay Loam A-6										20.0		1		0.2B		25					
413.5										2		0.2B		25							
Stiff, moist, brown, Clay A7-6										2		3		1.7B		20					
411.0										5		1.7B		20							
408.5										25.0		1									
N-Std Penr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall. B-Bulge S-Shear E-Estimated P-Penetrometer)										50.0		4									

ILLINOIS DEPARTMENT OF TRANSPORTATION District Nine Materials										Bridge Foundation Boring Log											
TR 23 (Stirtz Road) Over FAI 57										Sheet 2 of 2											
Route: FAI 57 Structure Number: 100-0053 Date: 4/26/2017										Section XI-4HB-1 Bored By: R Moberly											
County: Williamson Location: North of Johnson City Interchange										Checked By: A Hayes											
Boring No 1-S (2017)		D E L O P T H		B L O W S		Q u t s f		W %		Surr Wat Elev:											
Station 11+36 (TR 23)		P O		F O		T W		Q u t s f		W %		Ground Water Elevation		D E L O P T H							
Offset 7' Rt CL TR 23		T W		S		Q u t s f		W %		At Completion		F O		P O							
Ground Surface 433.0 Ft		H S		T W		Q u t s f		W %		At:		H S		T W							
Very stiff, moist, gray, Silt to Silty Loam A-4										9		2.4S		23							
378.5										9		2.4S		23							
Stiff, moist, gray, Clay to Silty Clay A7-6										3		1.8B		19							
378.5										6		1.8B		19							
Stiff, moist to very moist, gray, Silt to Silty Loam A-4										55.0		1		1.3S		25					
378.5										6		1.3S		25							
Hard, dry, grey, Clay Shale										80.0		100/5"									
373.5										60.0		WH									
Very stiff, moist, gray, Silty Clay to Clay A-6										60.0		WH									
373.5										1		2.3B		17							
Stiff, moist, gray, Clay to Silty Clay A7-6										65.0		3		1.5B		18					
368.5										5		1.5B		18							
Bottom of hole = 88.8 Feet																					
Free water observed at 44.5 feet																					
Elevation referenced to BM #41																					
Elevation = 409.8 feet																					
Borehole advanced with hollow stem auger (8" O.D., 3.25" I.D.)																					
To convert 'N' values to 'N60' multiply by 1.25																					
75.0										1		100.0									
N-Std Penr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall. B-Bulge S-Shear E-Estimated P-Penetrometer)										100.0											

ILLINOIS DEPARTMENT OF TRANSPORTATION District Nine Materials										Bridge Foundation Boring Log											
TR 23 (Stirtz Road) Over FAI 57										Sheet 1 of 2											
Route: FAI 57 Structure Number: 100-0053 Date: 4/27/2017										Section XI-4HB-1 Bored By: R Moberly											
County: Williamson Location: North of Johnson City Interchange										Checked By: A Hayes											
Boring No 2-S (2017)		D E L O P T H		B L O W S		Q u t s f		W %		Surr Wat Elev:											
Station 8+81 (TR 23)		P O		F O		T W		Q u t s f		W %		Ground Water Elevation		D E L O P T H							
Offset 8' Lt CL TR 23		T W		S		Q u t s f		W %		At Completion		F O		P O							
Ground Surface 433.4 Ft		H S		T W		Q u t s f		W %		At:		H S		T W							
Oil and chip with gravel										407.9		5		1.7B		19					
431.9										16		1.7B		19							
Stiff, moist, brown, Clay to Silty Clay A7-6										406.4		3		1.2S		21					
428.9										3		1.1B		21							
Very stiff, moist, grey, Silty Clay Loam A-4										5.0		2		2.1B		18					
428.9										4		2.1B		18							
Stiff, moist, grey and brown, Clay to Silty Clay A7-6										401.4		1		4		2.3B		22			
428.4										3		1.5B		26							
Very stiff, moist, grey and brown, Clay to Silty Clay A7-6										10.0		1		2.3B		23					
423.9										2		2.3B		23							
Stiff, moist, brown, Silty Clay to Clay A7-6										38.0		2		1.4B		18					
396.4										3		1.4B		18							
Loose to medium dense, wet, brown, Sand to Sand Loam A-2-4										3		4		2.5B		17					
396.4										6		2.5B		17							
Hard, moist, brown, Clay to Clay Loam A-6										40.0		4		7		4.7S		16			
393.9										9		4.7S		16							
Stiff, moist, grey and brown, Clay to Silty Clay A7-6										20.0		1		4		1.8B		20			
413.0										4		1.8B		20							
Very stiff, moist, brown mottled grey, Clay to Silty Clay A7-6										2		4		2.5B		21					
411.4										6		2.5B		21							
Very soft, very moist, grey, Gandy Clay Loam A-4										384.4		50.0		1		0.1E		25			
408.4										25.0		2		0.1E		25					
N-Std Penr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall. B-Bulge S-Shear E-Estimated P-Penetrometer)										384.4		50.0		1		0.1E		25			

(Sheet 4 of 5)

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PLOT DATE = 2/6/2025	DRAWN - AJF	REVISED -
	CHECKED - MTH	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING DATA  
STRUCTURE NO. 100-0110

SHEET 24 OF 25 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	80
ILLINOIS			CONTRACT NO. 78831	
FED. AID PROJECT				



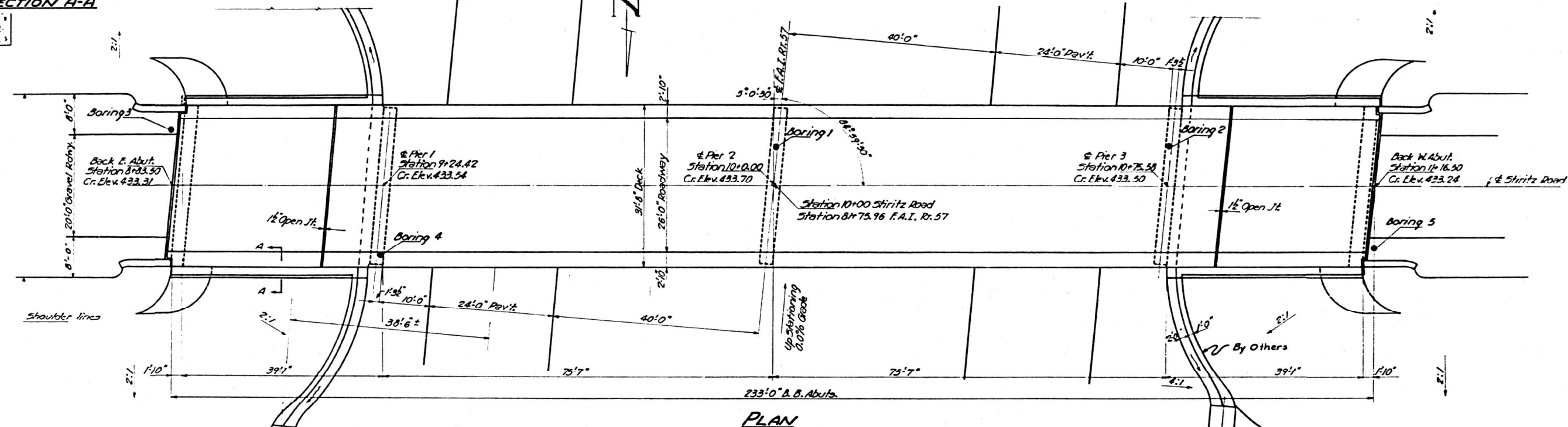
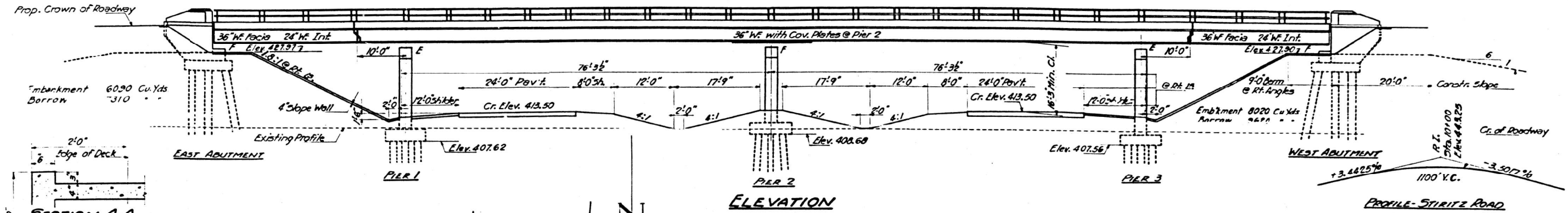


B.M. 6 Conc. Monument 143' Rt. Sta. 81+42 Elev. 407.74  
Existing Structure - None

STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	XI-4HB-1	WILLIAMSON	8	5
PROJECT			34	6

SHEET NO. 5  
10 SHEETS



**GENERAL NOTES**

Class-X Concrete shall be used throughout except in end posts.  
Handrail Concrete shall be used in end posts.  
The concrete floor slab shall be finished in accordance with Art. 54.19 of the Standard Specifications.  
Slope Wall shall be reinforced with welded wire fabric 6"x6" mesh & wires, weighing 38 Lbs. per 100 Sq. Ft. Rivets 1/2", Open Holes 7/8", unless noted.

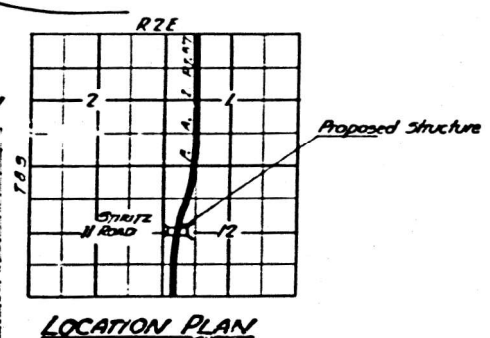
All rockers, bolsters, bearing plates, lead plates, pintles and anchor bolts shall be fabricated and set in accordance with Art. 51.15 of the Standard Specifications and are included in quantity of Structural Steel. Estimated weight 7170 lbs.  
Anchor Bolts shall be set before riveting diaphragms over supports.  
All steel handrail posts shall be vertical.  
Expansion guards shall be fabricated and erected in accordance with Art. 51.13(d) of the Standard Specifications. Expansion Guards are included in quantity of Structural Steel. Estimated weight 1490 lbs.  
Except as otherwise provided, all Structural Steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Arts. 56.1 to 56.5 inclusive of the Standard Specifications.  
All paint shall be furnished and applied by the Contractor.

The Contractor shall drive one concrete test pile in a permanent location at the East Abutment as directed by the Engineer before ordering remainder of Piles; and one timber test pile near Pier 2 as directed by the Engineer.  
Piles in both Abutments shall be driven in holes precored through the Embankment to the Natural Ground line in accordance with Art. 60.9(C) of the Standard Specifications.

**TOTAL BILL OF MATERIAL-SEC. XI-4HB-1**

ITEM	SUPER.	SUBSTR.	TOTAL
Borrow Excavation	Cu.Yds.	16990	16990
Class-A Excavation for Struct.	Cu.Yds.	60	60
Erecting Structural Steel	Lbs.	197720	197720
Handrail Concrete	Cu.Yds.	2.3	2.3
Class-X Concrete	Cu.Yds.	202.5	3728
Metal Handrail	Lin.Ft.	462	462
Reinforcement Bars	Lbs.	33170	46360
Cresoted Piles	Lin.Ft.	1705	1008
Test Piles Timber	Each	1	1
Concrete Piles	Lin.Ft.	595	595
Test Piles Concrete	Each	1	1
Name Plates	Each		2
Slope Wall	Sq.Yds.	336	336

SECTION XI-4HB-1  
Furnishing Structural Steel Lbs. 197720 197720



STATION 81+75.96  
BUILT 1960 BY  
STATE OF ILLINOIS  
F.A.I. RT. 57-SEC. XI-4HB-1  
PROJECT E57-2(B)  
LOADING H15-512

LETTERING FOR NAME PLATE  
See Standard 2113

DESIGNED: J. J. Zittel  
CHECKED: A. K. Elwick  
DRAWN: M. Miller  
CHECKED: A. K. Elwick

MAY 25 1960  
EXAMINED: V. M. Korman  
PASSED: E. H. ...  
APPROVED: E. K. ...

Revised 11-15-60 Quantity Reinf. Bars in Super. changed as per T.8(57) NCG  
Revised: 3-8-61- Added 'F' Section - W.S.

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ESCA PROJECT NO. 1359.14  
PLOT SCALE = 0.1667' / in.  
PLOT DATE = 3/10/2025

DESIGNED - IRC  
DRAWN - IRC  
CHECKED - ELH  
DATE - 12/24

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

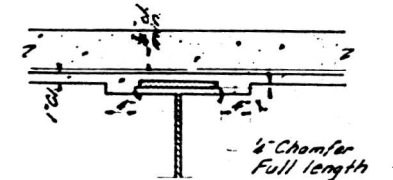
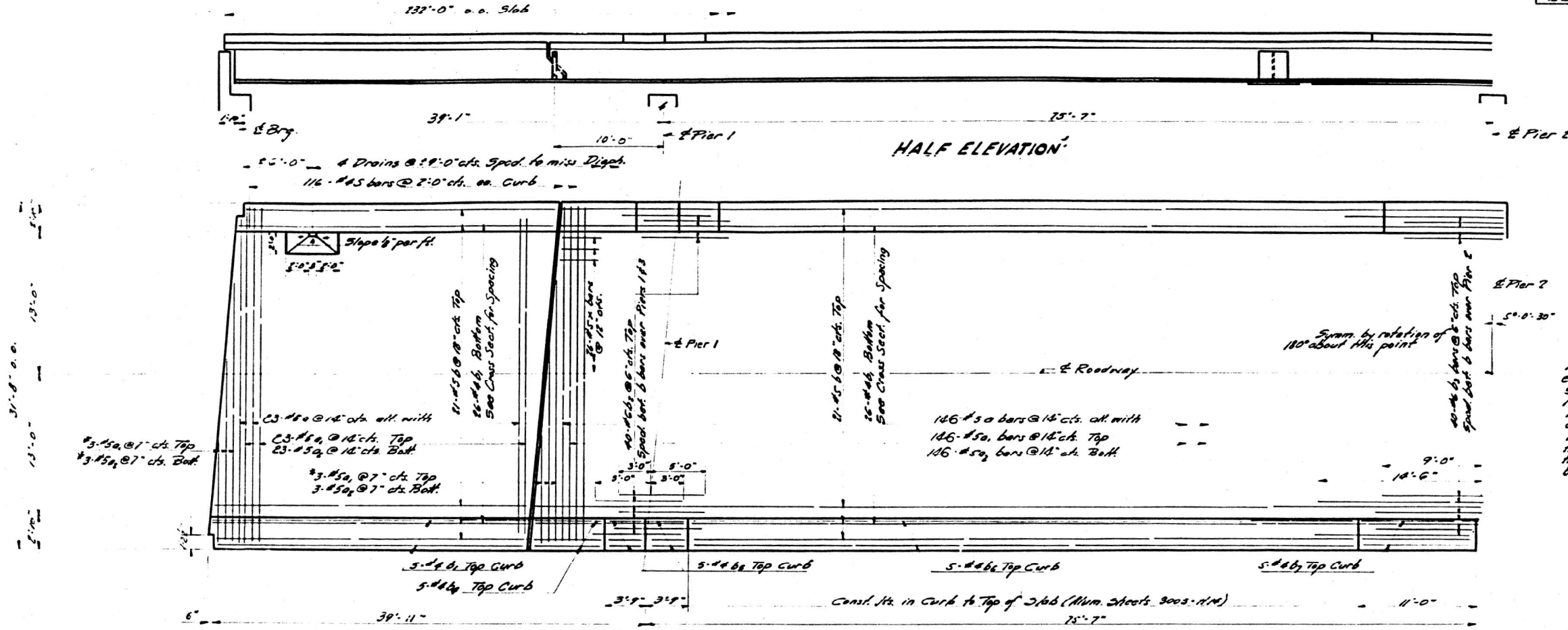
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FOR INFORMATION ONLY  
SCALE: AS SHOWN SHEET NO. 1 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	XI-4(HB-3)	WILLIAMSON	109	82
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

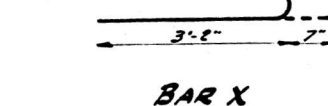
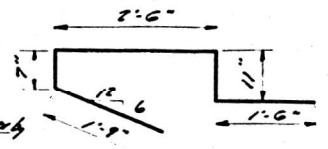
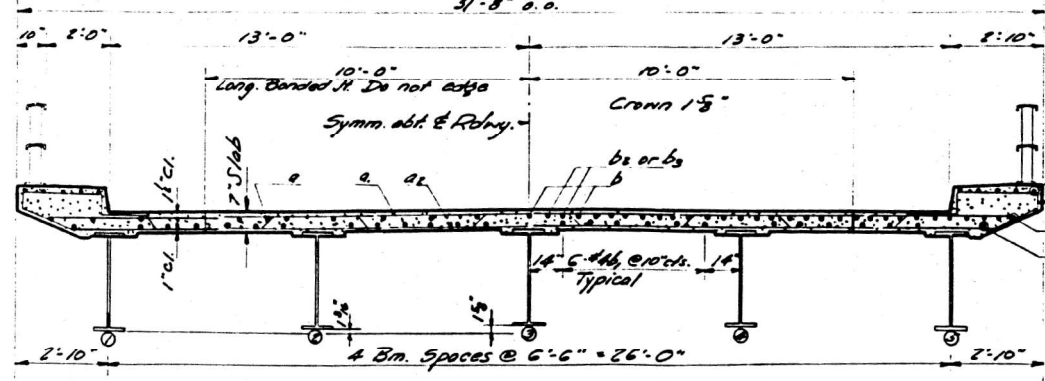
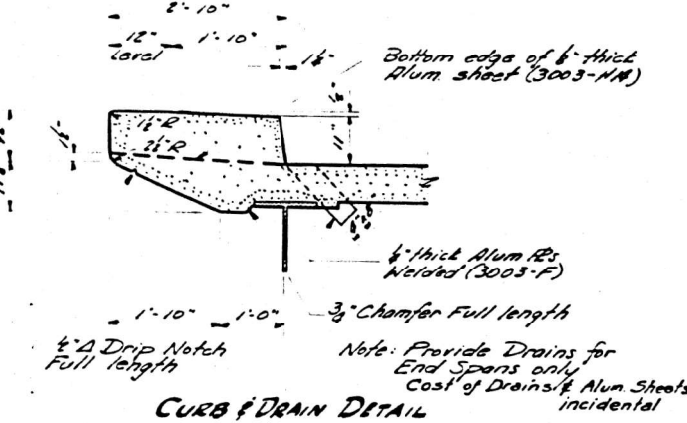
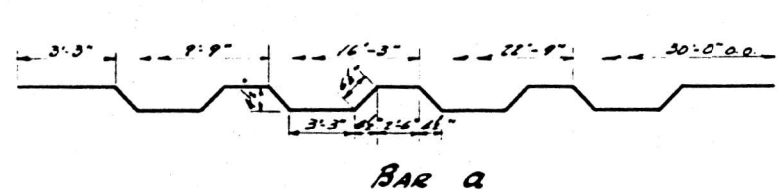
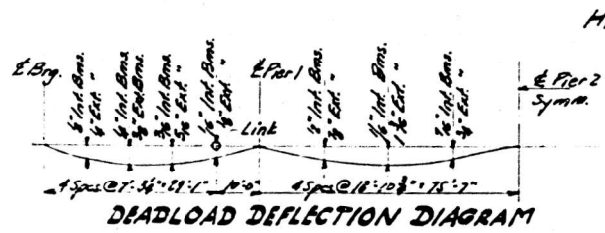
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. RT. 57	X1-4(HB-F)	WILLIAMSON	8	6
TOTAL SHEETS			34	7

SHEET NO. 2  
10 SHEETS



**FILLET DETAIL**  
Method of Determining Fillet Heights  
After all Structural Steel has been erected elevations of the top flanges of the beams shall be taken at intervals not to exceed 10 ft. From these elevations subtract the increment of deflection for these points, determined from the D.L. deflection diagram. The elevations so obtained subtracted from the theoretical grade elevations, minus floor thickness, equals the fillet heights above top of beam.

\* Order  $a_1$  and  $a_2$  bars in this area full length. Cut to fit span and use remainder in other end.



**BILL OF MATERIALS**

Bar No.	Size	Length	Shape
a	1/2"	31'-6"	
a <sub>1</sub>	201	25	30'-0"
a <sub>2</sub>	201	25	28'-0"
b	1/2"	25	27'-9"
b <sub>1</sub>	456	22	15'-6"
b <sub>2</sub>	20	26	8'-0"
b <sub>3</sub>	20	26	23'-6"
b <sub>4</sub>	20	26	6'-3"
b <sub>5</sub>	20	26	3'-6"
b <sub>6</sub>	60	22	20'-9"
b <sub>7</sub>	20	26	10'-9"
s	232	20	7'-3"
x	52	25	3'-9"
Class X Concrete Cu/Yd			205.5
Reinforcement Bars Lbs.			30,800
Structural Steel Lbs.			19,720

**SUPERSTRUCTURE**  
F.A.I. RT. 57 SEC X1-4(HB,F-I)  
WILLIAMSON COUNTY  
STA 81+75.96

DESIGNED: *Quarant*  
CHECKED: *Abraham (E.P. Beck)*  
DRAWN: *D. Brown*  
CHECKED: *A. K. (E.P. Beck)*

EXAMINED: *V.M. Romine*  
PASSED: *[Signature]*  
APPROVED: *[Signature]*

MAY 25 1960

Revised 11-15-60 Slab redesigned per T.B.(59) Spacing of main reinforcement changed from 15" to 14" NCC

Revised 1-26-61 - H.C.C. - Near the left hand edge of HALF PLAN, fillet on the number 23 shape of the notation "#5 @ 14" Cts. Both."

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ESCA PROJECT NO. 1359.14	DRAWN - IRC	REVISED -
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PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

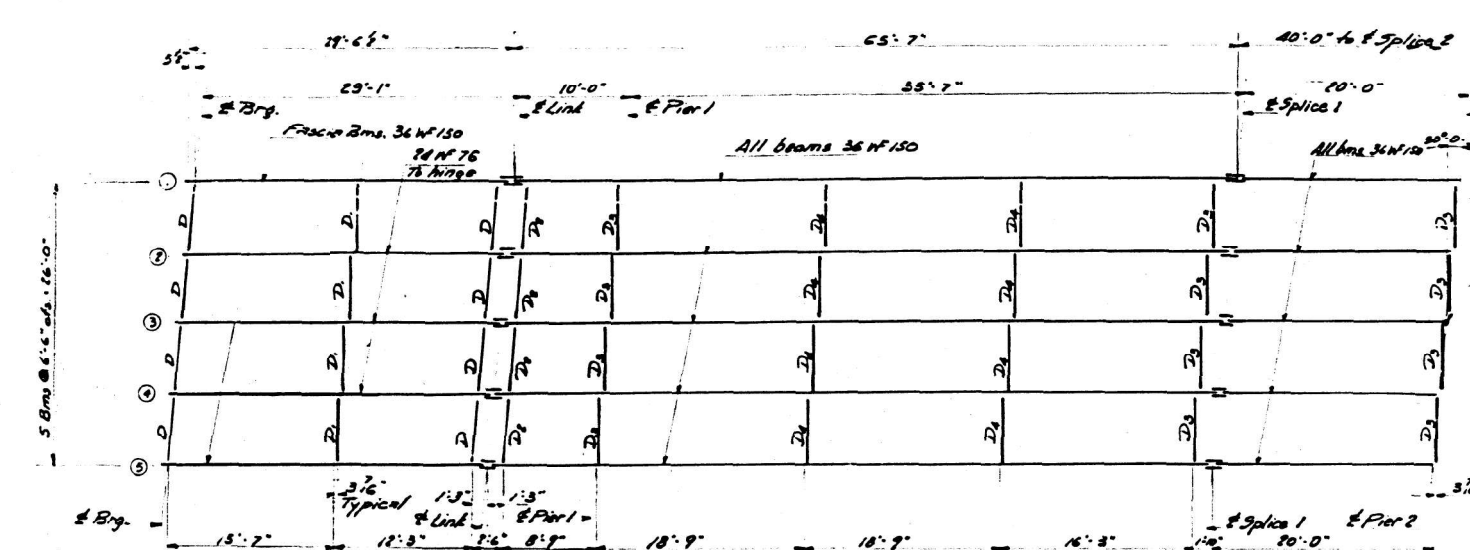
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SN 100-0053 EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

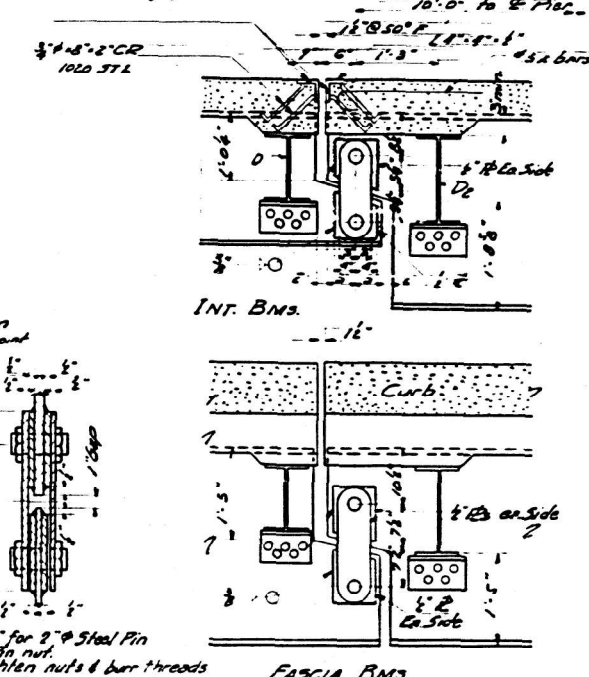
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	83
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

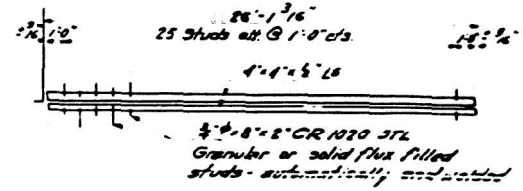
1/2" holes @ 12" c/w for 3/8" bolts. All bolts shall be hot dipped galvanized or dipped with back of ropes after removal of forms.



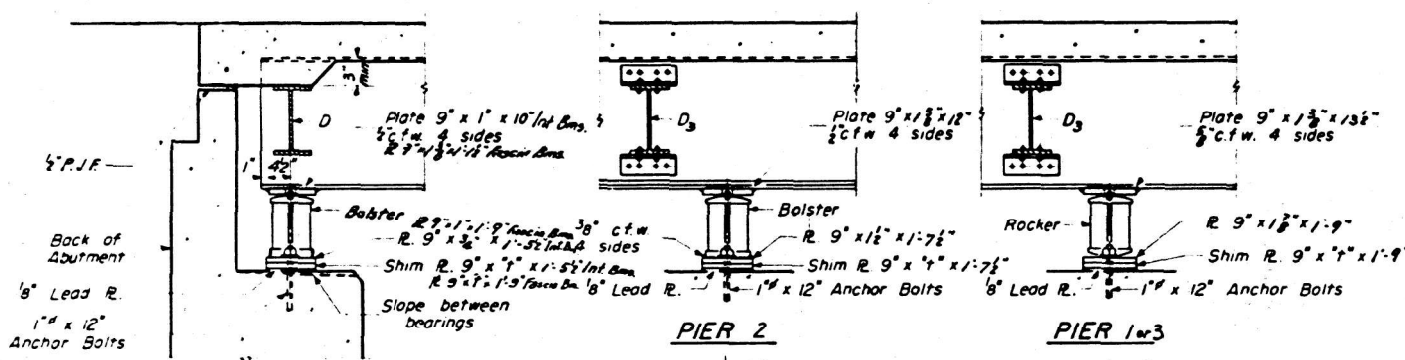
HALF LAYOUT OF STRUCTURAL STEEL



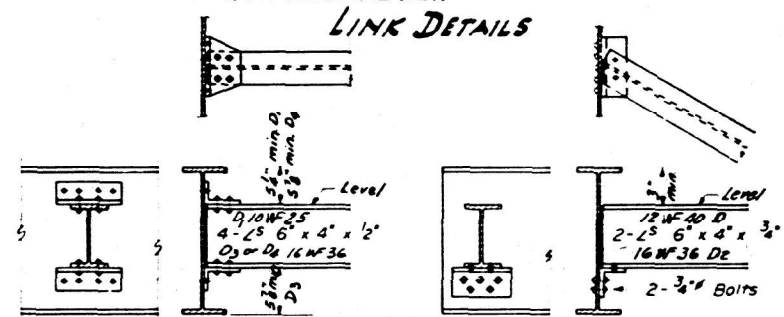
TYPICAL SECTIONAL VIEW  
LINK DETAILS



EXP. GUARD DETAIL



SECTION AT ABUTMENT

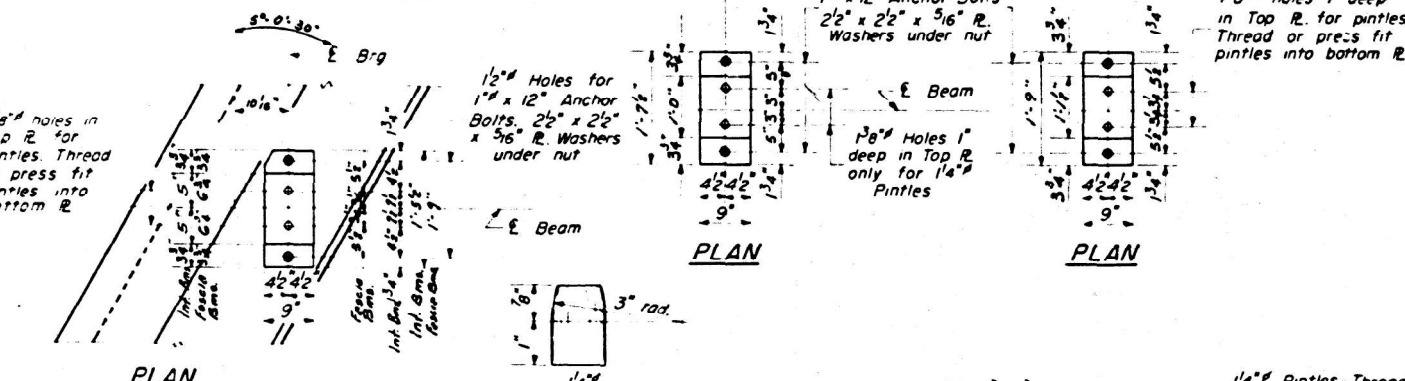


DIAPHRAGM D1, D3 & D4  
DIAPHRAGM D2 & D2

ERECTION DIAGRAM

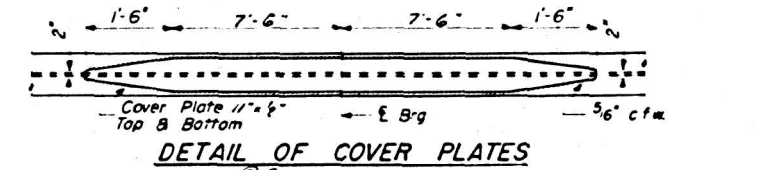
ELEVATION TOP OF BEAMS

Location	Bm 1	Bm 2	Bm 3	Bm 4	Bm 5
E. Brg. E. Abut.	432.63	432.72	432.75	432.71	432.61
E. Link	432.81	432.90	432.93	432.90	432.79
E. Pier 1	432.82	432.92	432.95	432.91	432.81
E. Splice 1	432.93	433.03	433.07	433.03	432.93
E. Pier 2	432.93	433.02	433.06	433.02	432.98
E. Splice 2	432.92	433.02	433.05	433.02	432.92
E. Pier 3	432.76	432.86	432.90	432.87	432.77
E. Link	432.76	432.84	432.88	432.85	432.76
E. Brg. W. Abut.	432.54	432.64	432.68	432.65	432.56



PLAN

PLAN

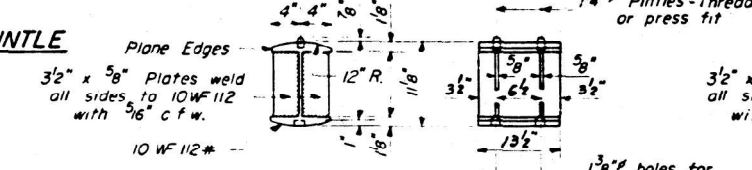


DETAIL OF COVER PLATES

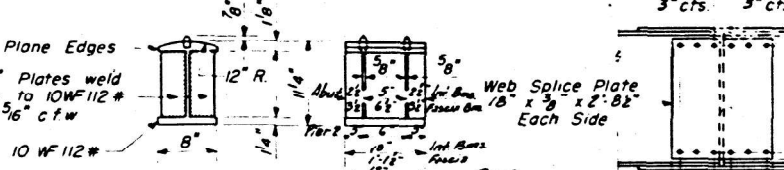
TABLE OF "t" DIMENSIONS

	Bm 1	Bm 2	Bm 3	Bm 4	Bm 5
E. Abut.	3/8"	3/8"	3/8"	-	-
Pier 1	3/8"	3/8"	3/8"	-	-
Pier 2	-	-	3/8"	-	-
Pier 3	-	-	3/8"	-	-
W. Abut.	-	-	3/8"	3/8"	3/8"

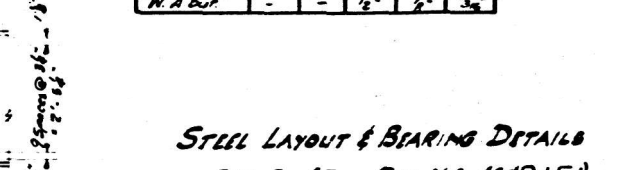
DESIGNED: [Signature]  
CHECKED: Abraham E. Beck  
DRAWN: W. A. Sausamon  
MAY 25 1960  
EXAMINED: V. M. Korman  
PASSED: [Signature]  
APPROVED: [Signature]



DETAIL OF BEARING AT PIERS 1 & 3



DETAIL OF BEARING AT PIER 2 & ABUTS



DETAIL OF SPLICE

STEEL LAYOUT & BEARING DETAILS  
F.A.Z. Rt. 57 SEC. X1-4(HB-1-F-1)  
WILLIAMSON COUNTY  
STA. 81+75.96

I-2-L Re-drawn 9-21-59

MODEL: PLOT  
FILE NAME: Y:\DOT\13359-14\_78831\CADD\Highway\CADD\_Sheets\100-0053\103.dgn



USER NAME = IRC  
ESCA PROJECT NO. 1359.14  
PLOT SCALE = 0.1667 1/ in.  
PLOT DATE = 3/10/2025

DESIGNED - IRC  
DRAWN - IRC  
CHECKED - ELH  
DATE - 12/24

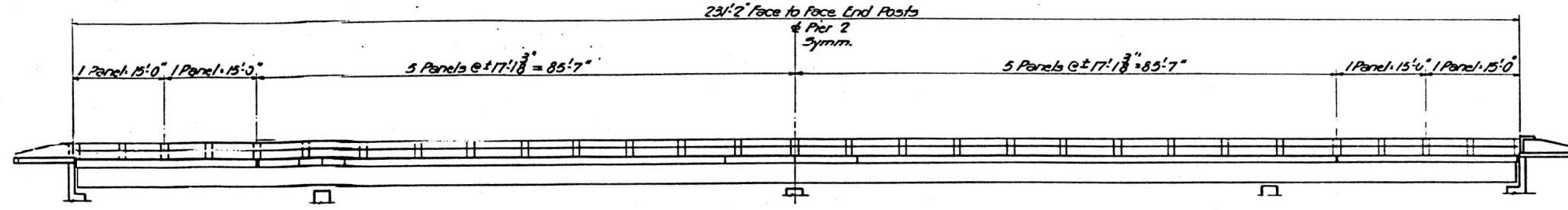
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REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SN 100-0053 EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY  
SCALE: AS SHOWN SHEET NO. 3 OF 8 SHEETS STA. TO STA.

F.A.I. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
57 X1-4(HB-3) WILLIAMSON 109 84  
CONTRACT NO. 78831  
ILLINOIS FED. AID PROJECT

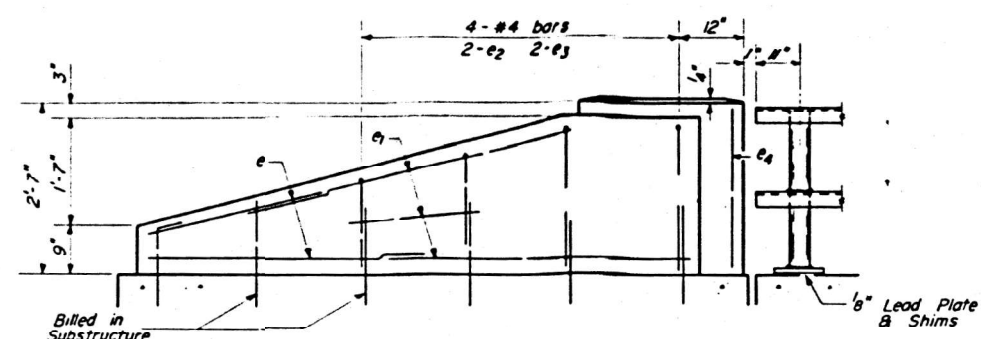




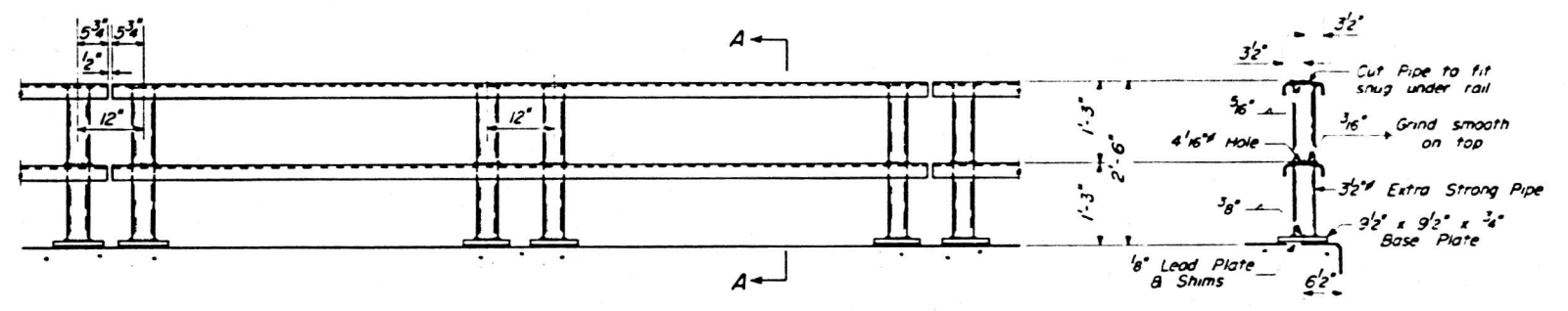
**ELEVATION**

Note: Use Single Post Anchor Device at Expansion Joints and Pier 2

See Sheet 5a for Connection Details

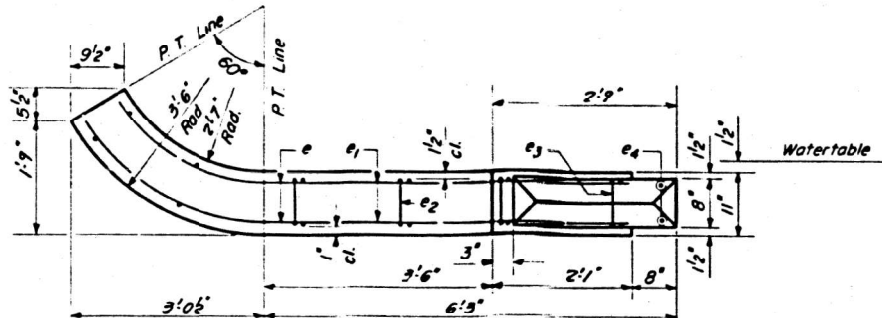


**ELEVATION**

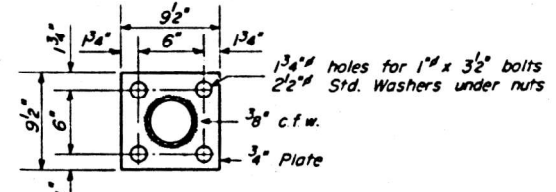


**ELEVATION TYPICAL PANEL**

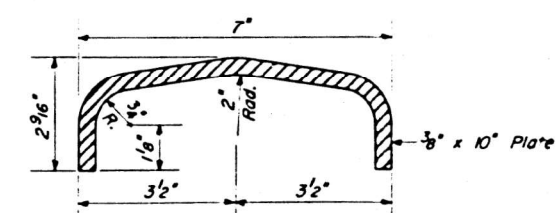
**SECTION A-A**



**PLAN - END POST**



**BASE PLATE ALL POSTS - SUPERSTRUCTURE**



**DETAIL OF RAIL**

**BILL OF MATERIAL**

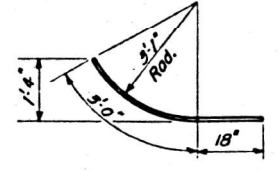
Handrail Concrete	Cu. Yds. 2.9
Reinforcement Bars	Lbs. 170
Metal Handrail	Lin. Ft. 462

**GENERAL NOTES**

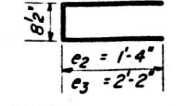
All End Posts shall be Handrail Concrete.  
After erection all Bolts and Washers shall be spot painted with one coat of red lead and painted two coats of aluminum paint.  
Provide 1-1/8" and 2-1/8" Shims for 50% of the Posts.

**BILL OF REINFORCEMENT**

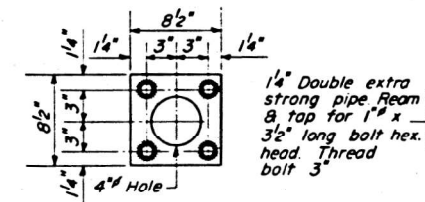
Bar	No.	Size	Length	Shape
e	16	#4	4'-6"	—
e1	24	#4	5'-0"	—
e2	8	#4	3'-4"	□
e3	8	#4	5'-0"	□
e4	8	#4	2'-3"	—



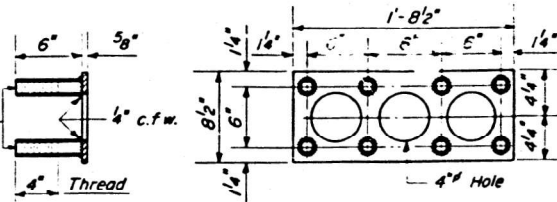
**BAR e**



**BAR e2 or e3**



**ANCHOR DEVICE At Single Post**



**ANCHOR DEVICE At Double Post**

**HANDRAIL DETAILS**  
F.A.I. Rt. 57-SEC. 11-41B-1  
WILLIAMSON COUNTY  
STATION 81+75.96

DESIGNED: *Q. Cabrell*  
CHECKED: *Shabam El Bek*  
DRAWN: *W. A. Sausaman*  
MAY 25 1960  
EXAMINED: *V. M. Rossini*  
PASSED: *[Signature]*  
APPROVED: *R. J. Hartmann*

R-6 Re-Drawn 9-15-59

MODEL: PLOT FILE: NAME: X:\DOT\1359-14-78831\CADD\Hwyway\CADD\_Sheets\0978831-14-78831-10.dgn



USER NAME = IRC  
ESCA PROJECT NO. 1359.14  
PLOT SCALE = 0.1667 1/ in.  
PLOT DATE = 3/10/2025

DESIGNED - IRC  
DRAWN - IRC  
CHECKED - ELH  
DATE - 12/24

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

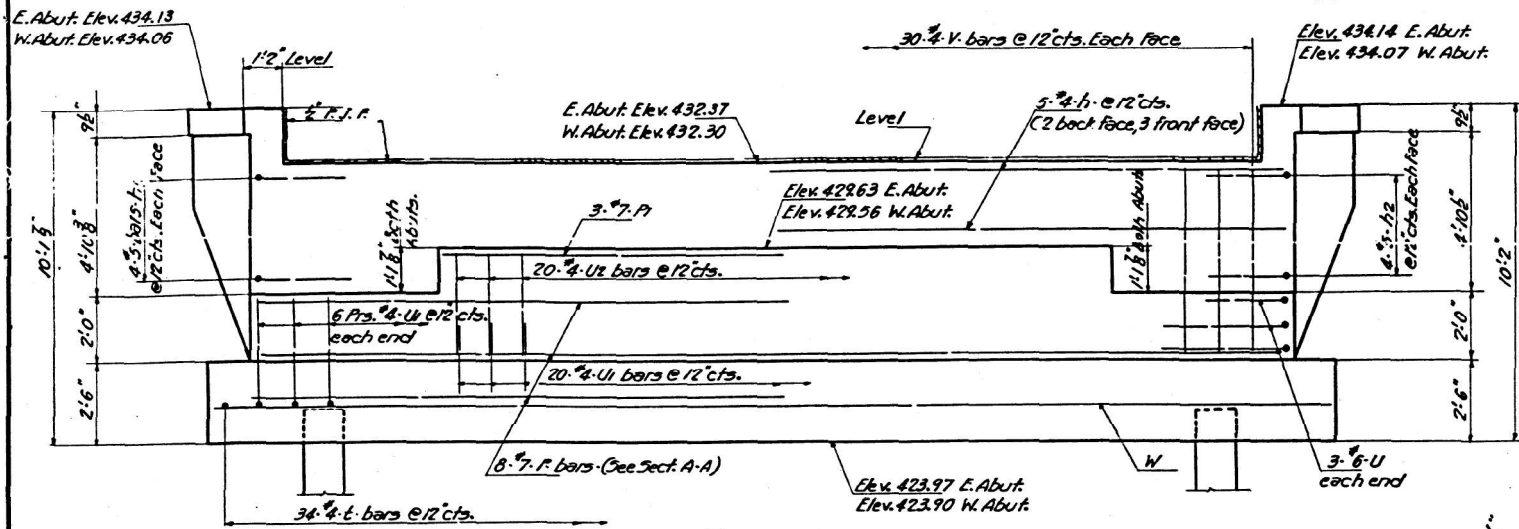
SN 100-0053 EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

SCALE: AS SHOWN SHEET NO. 4 OF 8 SHEETS STA. TO STA.

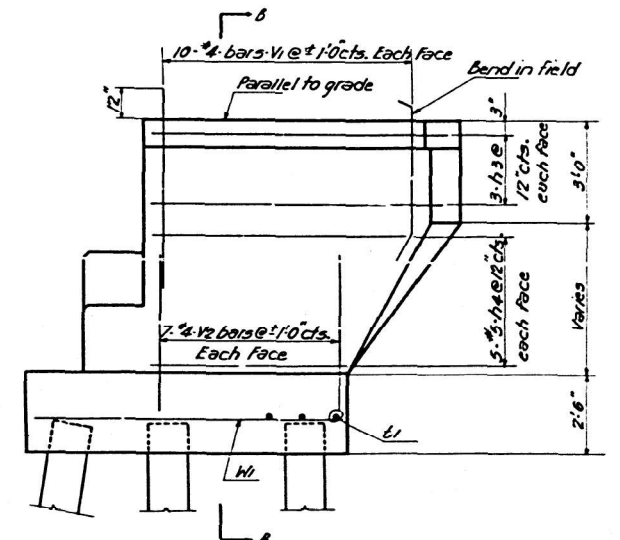
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	85
			CONTRACT NO. 78831	
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

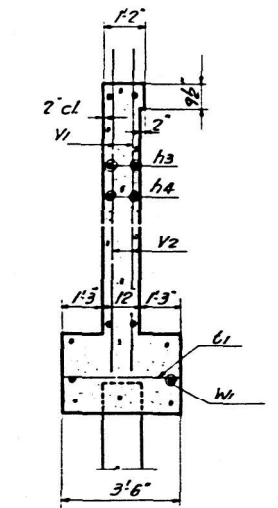
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	34	12
SHEET NO. 6 10 SHEETS				



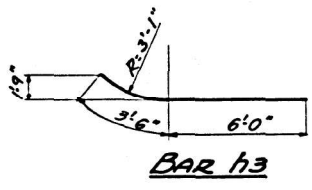
**ELEVATION**  
At Right B. to & Roadway  
Looking East at E. Abut.  
Looking West at W. Abut.



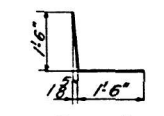
**SIDE ELEVATION**



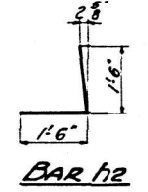
**SECTION B-B**



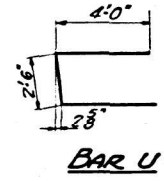
**BAR h3**



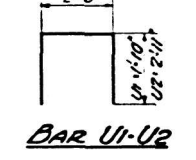
**BAR h1**



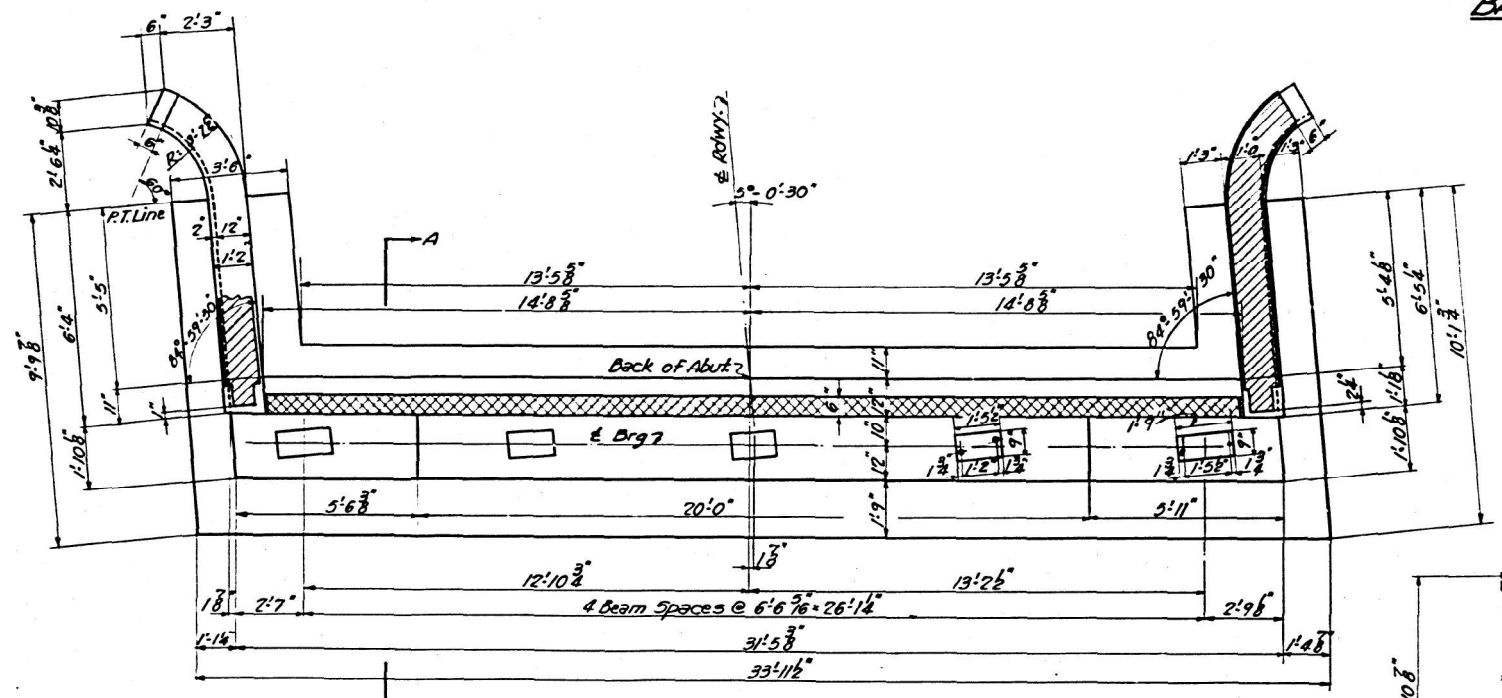
**BAR h2**



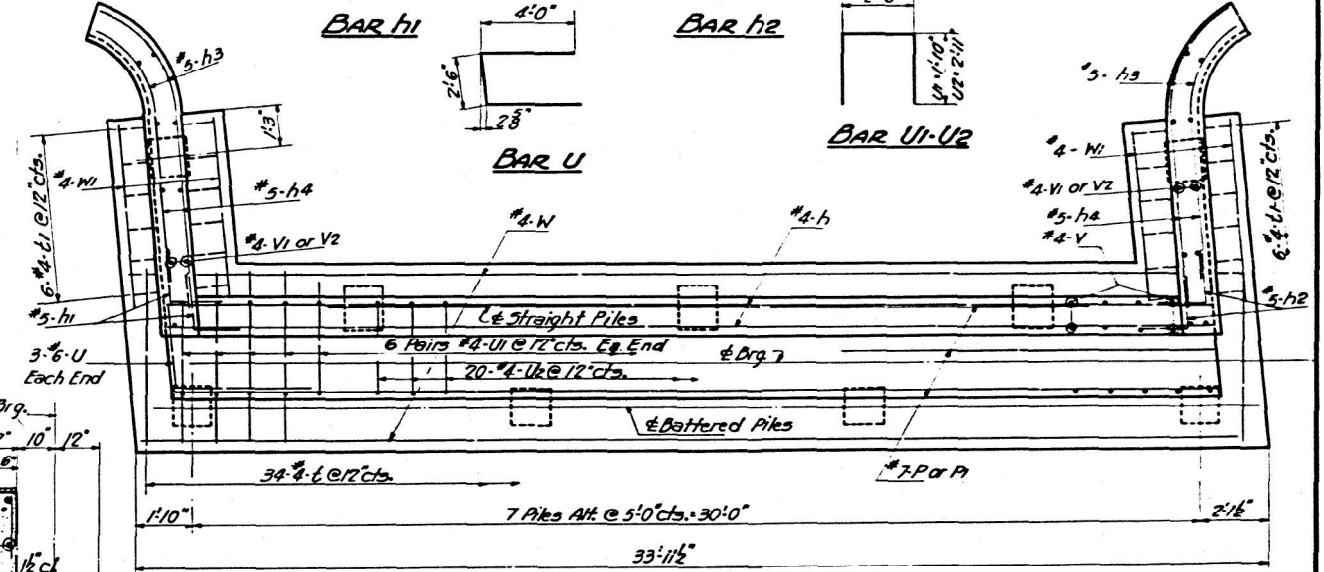
**BAR U**



**BAR U1-U2**



**PLAN**  
Dimensions



**PLAN**  
Reinforcement and Pile Spacing

**PILE DATA**  
Type Concrete Pile  
Capacity 22 tons  
Estimated Length 35 ft.  
No. Required 18 (2 Abuts.)

**BILL OF REINFORCEMENT-2 ABUTS.**

BAR	No.	SIZE	LENGTH	SHAPE
h	20	#4	16'0"	—
h1	16	#5	3'0"	—
h2	16	#5	3'0"	—
h3	24	#5	7'6"	—
h4	40	#5	6'0"	—
P	18	#7	31'0"	—
P1	6	#7	17'9"	—
U	12	#6	10'6"	—
U1	88	#4	6'2"	—
U2	40	#4	8'4"	—
V	120	#4	5'0"	—
V1	80	#4	6'6"	—
V2	36	#4	4'0"	—
U	68	#4	5'3"	—
U1	24	#4	3'3"	—
W	8	#4	17'3"	—
W1	8	#4	5'6"	—

**BILL OF MATERIAL-2 ABUTS.**

ITEM	UNIT	QUANTITY
Class 'C' Concrete	Cu. Yds.	72.4
Reinforcement Bars	Lbs.	4140
Concrete Piles	Lin. Ft.	595
Concrete Test Piles	Each	One

DESIGNED: *[Signature]*  
CHECKED: *[Signature]*  
DRAWN: *[Signature]*  
CHECKED: *[Signature]*

MAY 25 1960  
EXAMINED: *[Signature]*  
PASSED: *[Signature]*  
APPROVED: *[Signature]*

**SECTION A-A**

**ABUTMENTS**  
F.A.I. ROUTE 57-SEC. 14 HB-1  
WILLIAMSON COUNTY  
STATION 81+75.96

MODEL: PLOT  
FILE NAME: X:\DOT\1359-14-78831\CADD\Highway\CADD\_Sheets\0978831.dwg



USER NAME = IRC	DESIGNED - IRC	REVISED -
ESCA PROJECT NO. 1359.14	DRAWN - IRC	REVISED -
PLOT SCALE = 0.1667' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

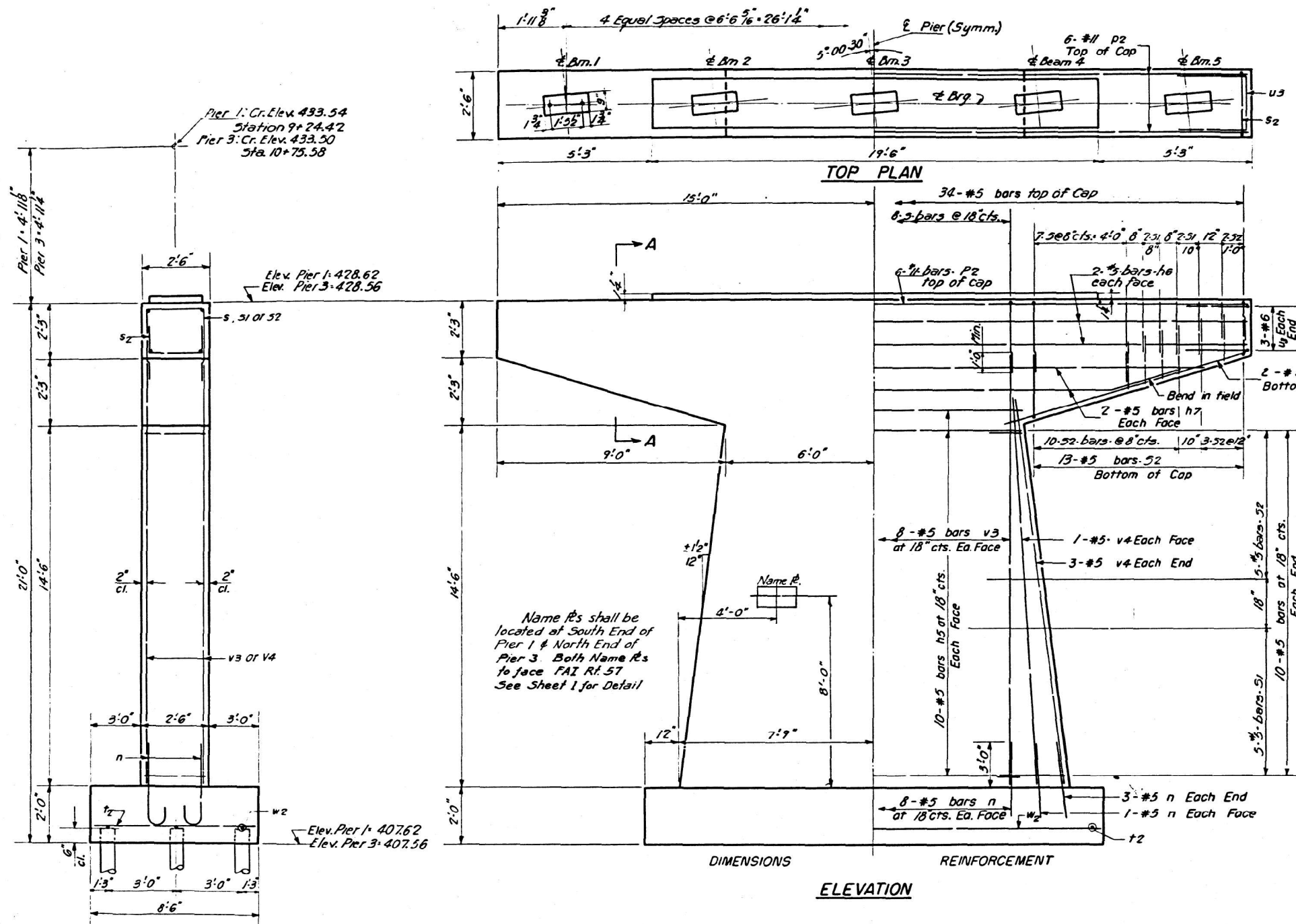
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SN 100-0053 EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

SCALE: AS SHOWN SHEET NO. 5 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	86
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS



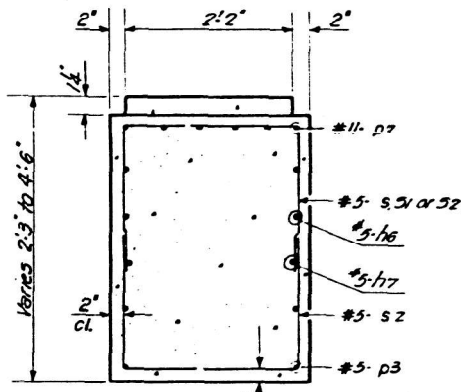
Pier 1: Cr. Elev. 433.54  
Station 9+24.42  
Pier 3: Cr. Elev. 433.50  
Sta. 10+75.58

Elev. Pier 1-428.62  
Elev. Pier 3-428.56

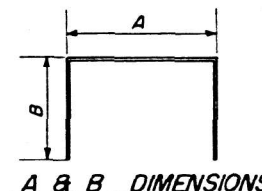
Elev. Pier 1-407.62  
Elev. Pier 3-407.56

Name P's shall be located at South End of Pier 1 & North End of Pier 3. Both Name P's to face FAI Rt. 57. See Sheet 1 for Detail.

Note: All edges shall have standard 3/4" chamfers except footings.



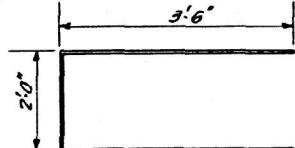
SECTION A-A



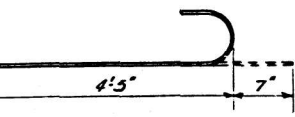
A & B DIMENSIONS

Bar	A	B
s	2'-2"	3'-2"
s1	2'-2"	2'-6"
s2	2'-2"	2'-0"

s, s1 & s2 BARS



u3 BAR



n BAR

PIERS-1&3  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h5	40	#5	8'-9"	—
h6	8	#5	2'-9"	—
h7	8	#5	20'-0"	—
n	52	#5	5'-0"	U
p2	12	#11	2'-9"	—
p3	8	#5	11'-0"	—
s	44	#5	8'-6"	□
s1	36	#5	7'-2"	□
s2	80	#5	6'-2"	□
t2	38	#6	8'-3"	—
u3	12	#6	9'-0"	□
v3	32	#5	16'-6"	—
v4	20	#5	15'-0"	—
w2	6	#4	17'-5"	—
Class-X Concrete				Cu. Yds. 80.5
Reinforcement Bars				Lbs. 5900
Crested Piles				Ln.Ft. 648

PILE DATA

Type: Crested Piles  
Capacity: 16 Tons  
Estimated Length: 18 Ft.  
No. Required: 36 (2 Piers)

PIERS 1&3  
F.A.I. Rt. 57-SEC. XI-4HB-1  
WILLIAMSON COUNTY  
STATION 81+75.96

DESIGNED: [Signature]  
CHECKED: [Signature]  
DRAWN: [Signature]  
L. CHECKED: [Signature]  
EXAMINED: V.M. Romine  
PASSED: [Signature]  
APPROVED: [Signature]

P-2 Re-drawn 7-17-59 Rev. 11-25-59



USER NAME = IRC  
ESCA PROJECT NO. 1359.14  
PLOT SCALE = 0.1667' / in.  
PLOT DATE = 3/10/2025

DESIGNED - IRC  
DRAWN - IRC  
CHECKED - ELH  
DATE - 12/24

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SN 100-0053 EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

SCALE: AS SHOWN SHEET NO. 6 OF 8 SHEETS STA. TO STA.

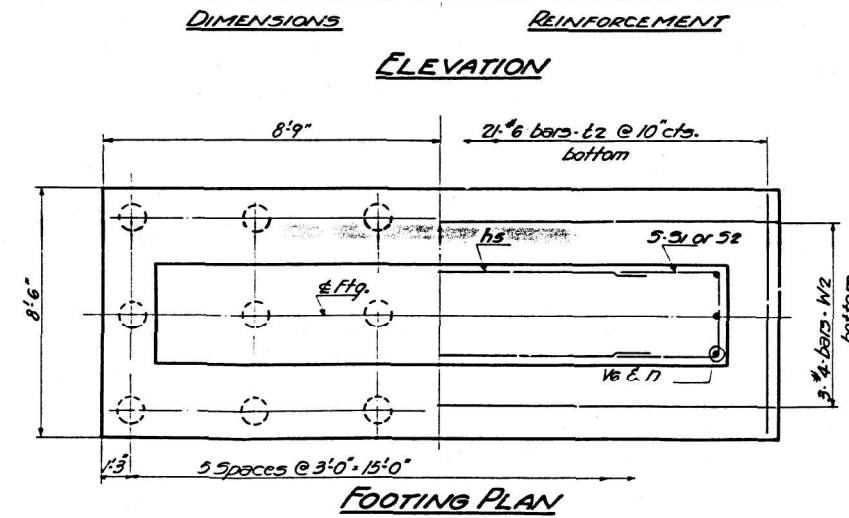
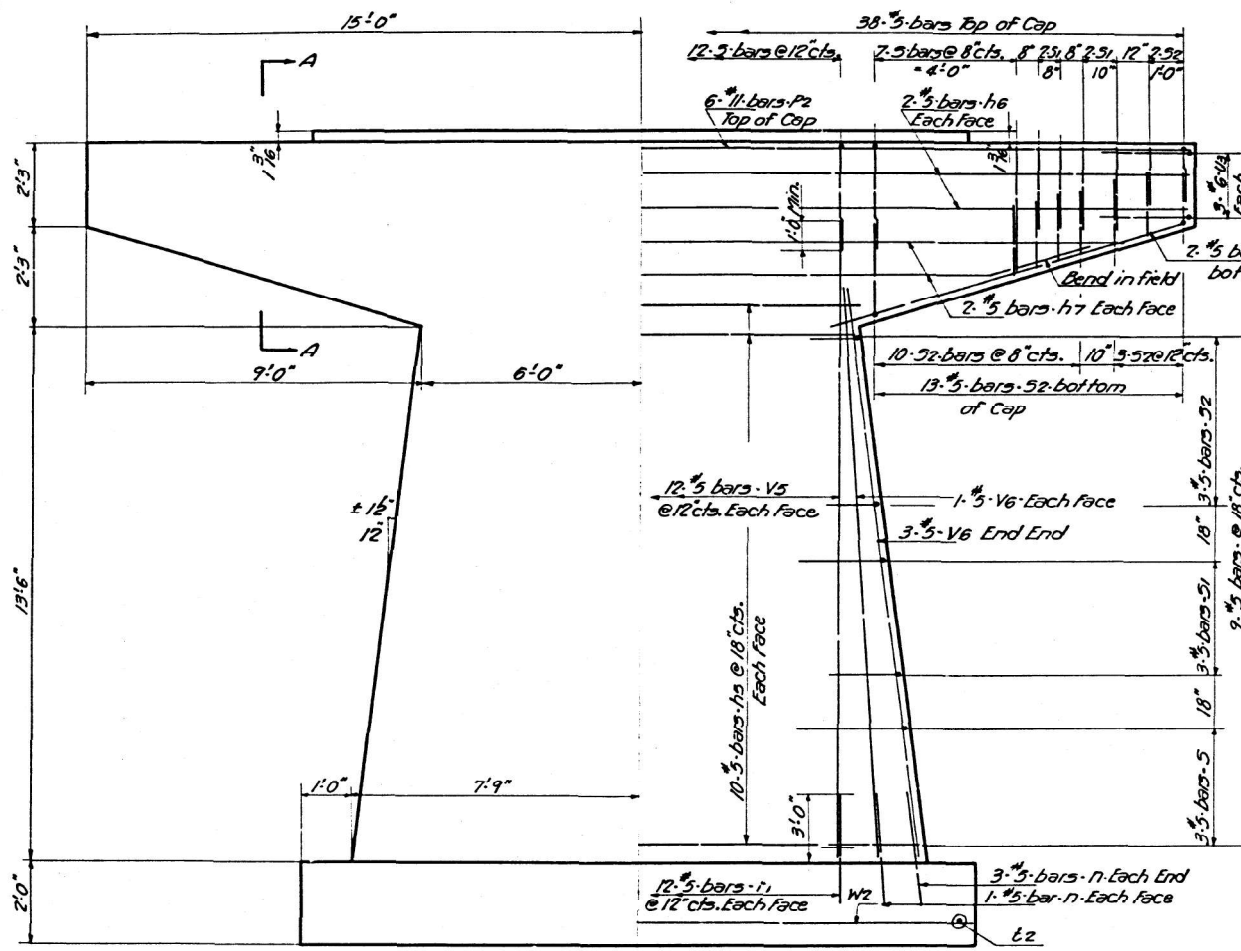
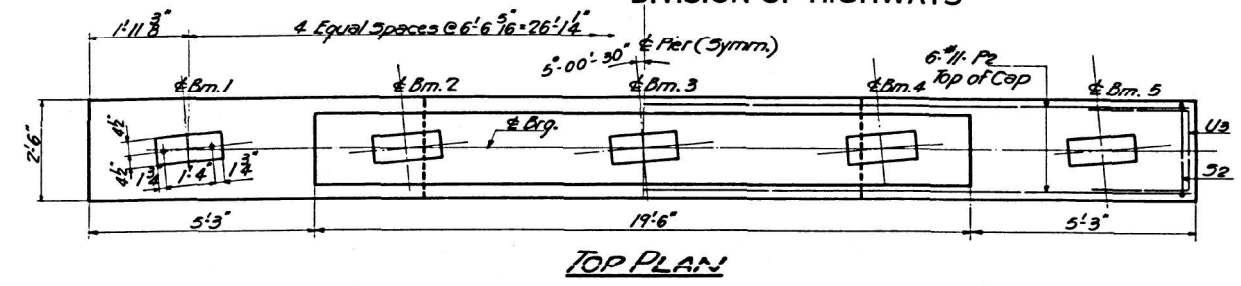
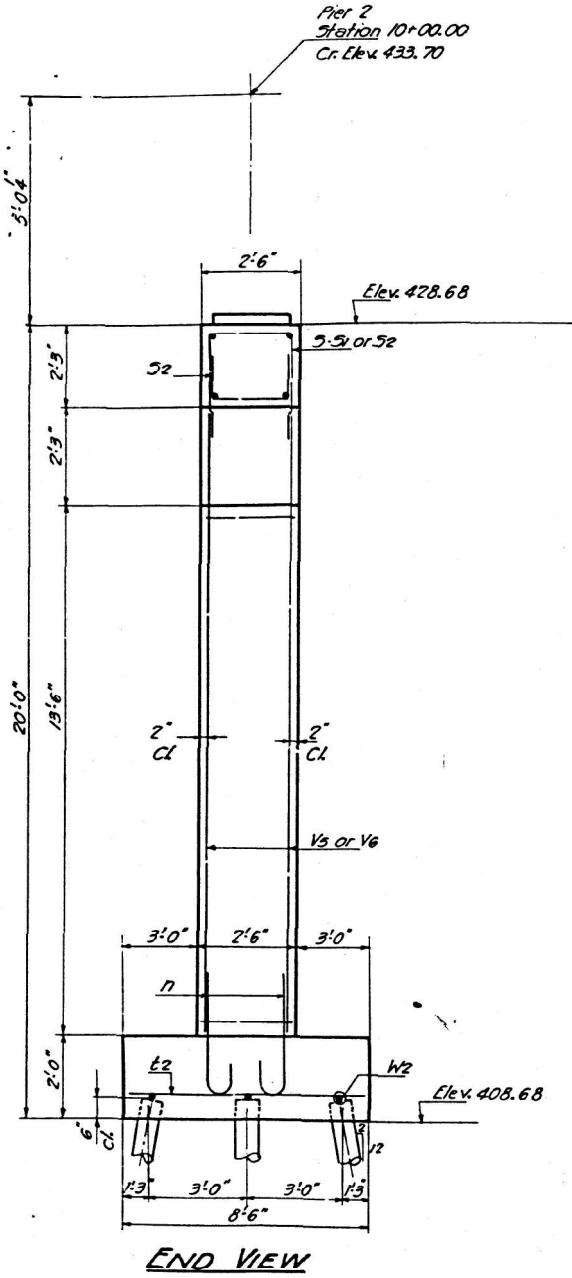
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	87
				CONTRACT NO. 78831
ILLINOIS FED. AID PROJECT				



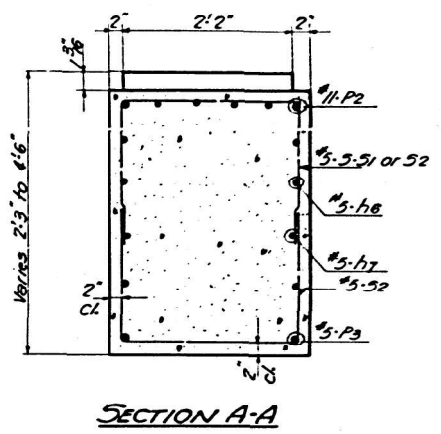
STATE OF ILLINOIS  
DEPARTMENT OF PUBLIC WORKS & BUILDINGS  
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4HB-1	WILLIAMSON	34	14
FED. ROAD DIST. NO. 1				
ILLINOIS				
FED. AID PROJECT				

SHEET NO. 14  
10 SHEETS

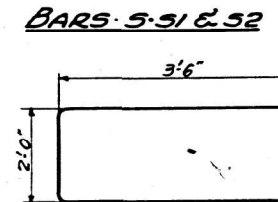
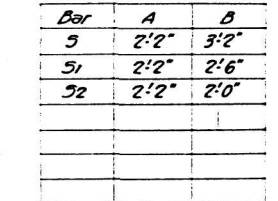


Note: All edges shall have Standard 3 Chamfers except footings



A & B DIMENSIONS

Bar	A	B
5	2'-2"	3'-2"
51	2'-2"	2'-6"
52	2'-2"	2'-0"



BILL OF MATERIAL

BAR NO.	SIZE	LENGTH	SHAPE
h5	#5	11'-9"	—
h6	#5	29'-9"	—
h7	#5	20'-0"	—
N	#5	5'-0"	U
P2	#11	29'-9"	—
P3	#5	11'-0"	—
5	#5	8'-6"	□
51	#5	7'-2"	□
52	#5	6'-2"	□
t2	#6	8'-3"	—
U3	#6	9'-0"	□
V5	#5	15'-6"	—
V6	#5	14'-0"	—
W2	#4	17'-3"	—
Class-X Concrete Cu/Yds. 39.0			
Reinforcement Bars Lbs. 3150			
Crested Piles Lin.Ft. 360			
Test Piles, Timber Each One			

PILE DATA  
Type Crested Piles  
Capacity 18 tons  
Estimated Length 20 Ft.  
No. Required 10

PIER 2  
F.A.I. RT. 57-SEC. 7U-4HB-1  
WILLIAMSON COUNTY  
STATION 81+75.96

DESIGNED: [Signature]  
CHECKED: [Signature]  
DRAWN: [Signature]  
CHECKED: [Signature]  
EXAMINED: V.M. Romine  
PASSED: [Signature]  
APPROVED: [Signature]

MAY 25 1960



USER NAME = IRC  
ESCA PROJECT NO. 1359.14  
PLOT SCALE = 0.1667' / in.  
PLOT DATE = 3/10/2025

DESIGNED - IRC  
DRAWN - IRC  
CHECKED - ELH  
DATE - 12/24

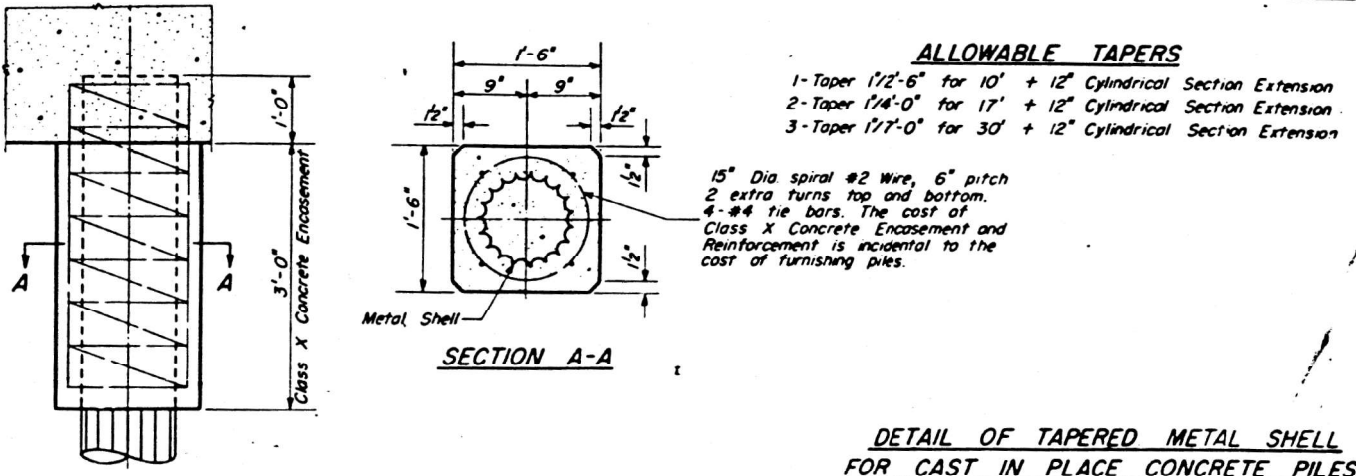
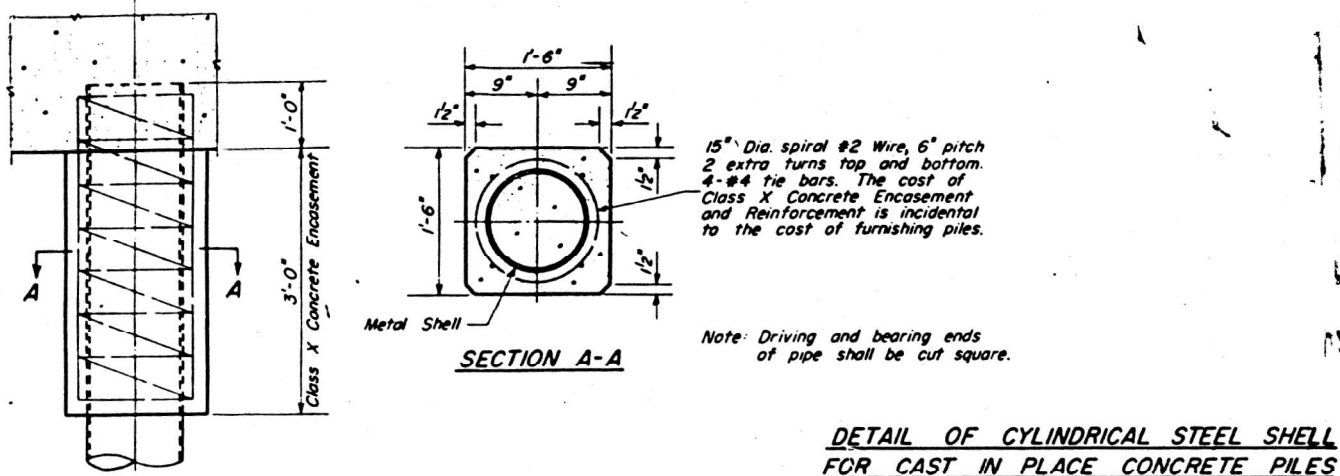
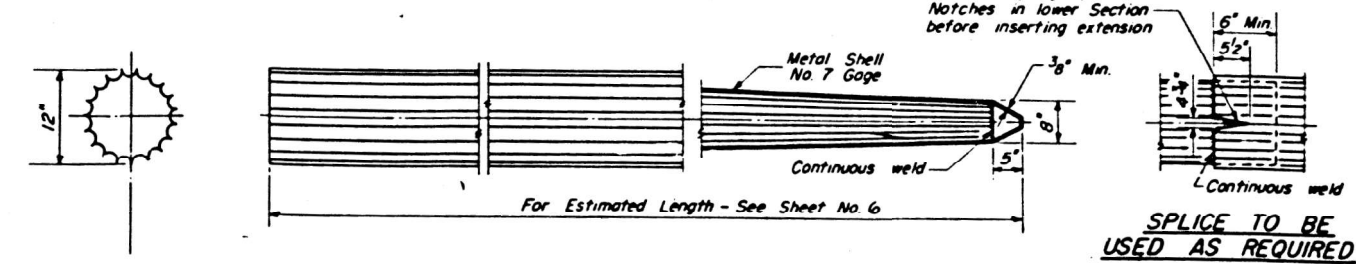
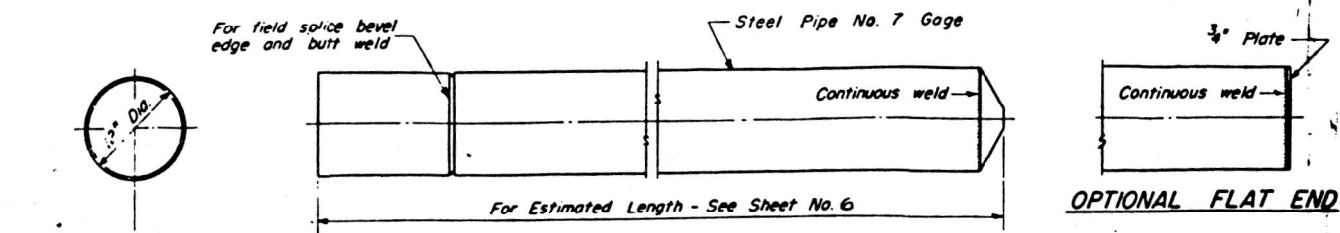
REVISED -  
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REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SN 100-0053 EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

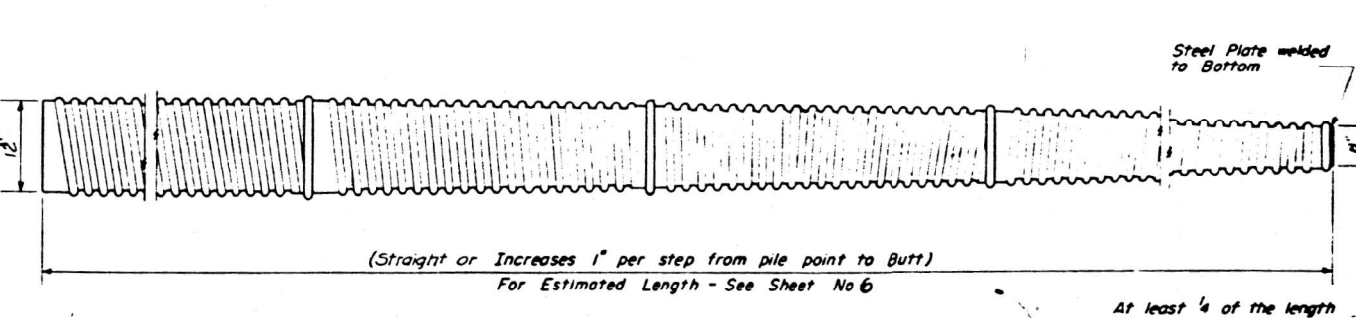
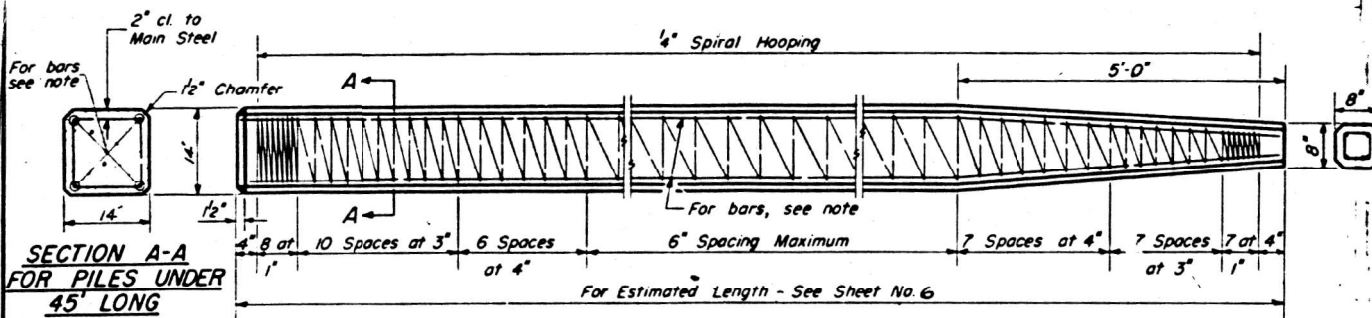
SCALE: AS SHOWN SHEET NO. 7 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	88
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES

DETAIL OF TAPERED METAL SHELL FOR CAST IN PLACE CONCRETE PILES



Note: For 14" Piles 45' long or more use 8-#8 bars 4 for the full length and 4 to the point of bevel. For 16" Piles under 45' long use 4-#9 bars the full length.

Handling: For Pile lengths up to 45', use two slings placed at a distance of 0.21 L\* from each end. For Piles longer than 45', use three slings placed at a distance of 0.12 L\* from each end and at mid-point of pile.

\*L = Over all length of pile to be handled.

At least 1/4 of the length of pile shall have a Butt diameter equal to or greater than 12". Gages are furnished to suit soil conditions (14 Gage Min.)

Reinforcement is incidental to the cost of furnishing piles.

6-#6 bars (For Details, See below)

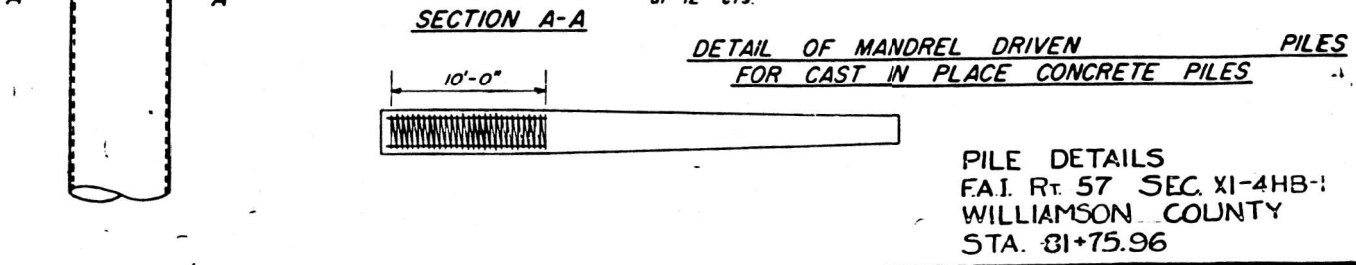
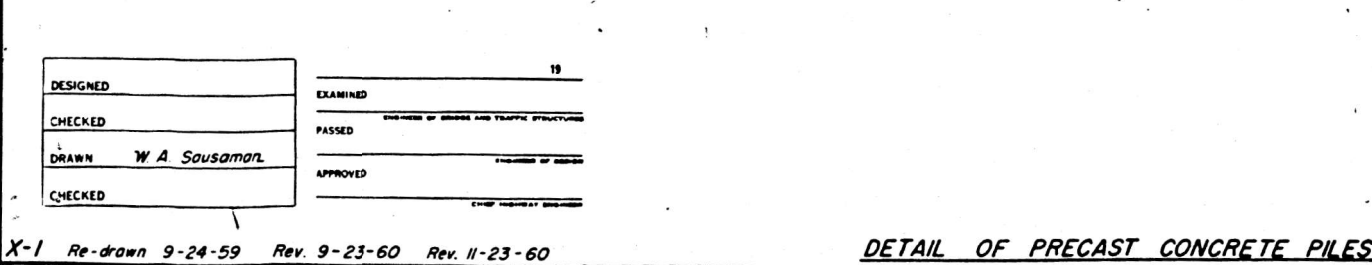
1/4" Spiral Hooping at 6" spacing or #4 Ties at 12" cts.

1" Min. 2" Max.

12" Min.

8" Min.

POINT (Applies only to Step Taper type pile)



DETAIL OF MANDREL DRIVEN PILES FOR CAST IN PLACE CONCRETE PILES

PILE DETAILS  
F.A.I. Rt. 57 SEC. XI-4HB-1  
WILLIAMSON COUNTY  
STA. 31+75.96

DESIGNED	EXAMINED
CHECKED	PASSED
DRAWN W A Sausaman	APPROVED
CHECKED	



USER NAME = IRC  
ESCA PROJECT NO. 1359.14  
PLOT SCALE = 0.1667' / in.  
PLOT DATE = 3/10/2025

DESIGNED - IRC  
DRAWN - IRC  
CHECKED - ELH  
DATE - 12/24

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SN 100-0053 EXISTING STRUCTURE PLANS  
FOR INFORMATION ONLY

SCALE: AS SHOWN SHEET NO. 8 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	XI-4(HB-3)	WILLIAMSON	109	89
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78831	

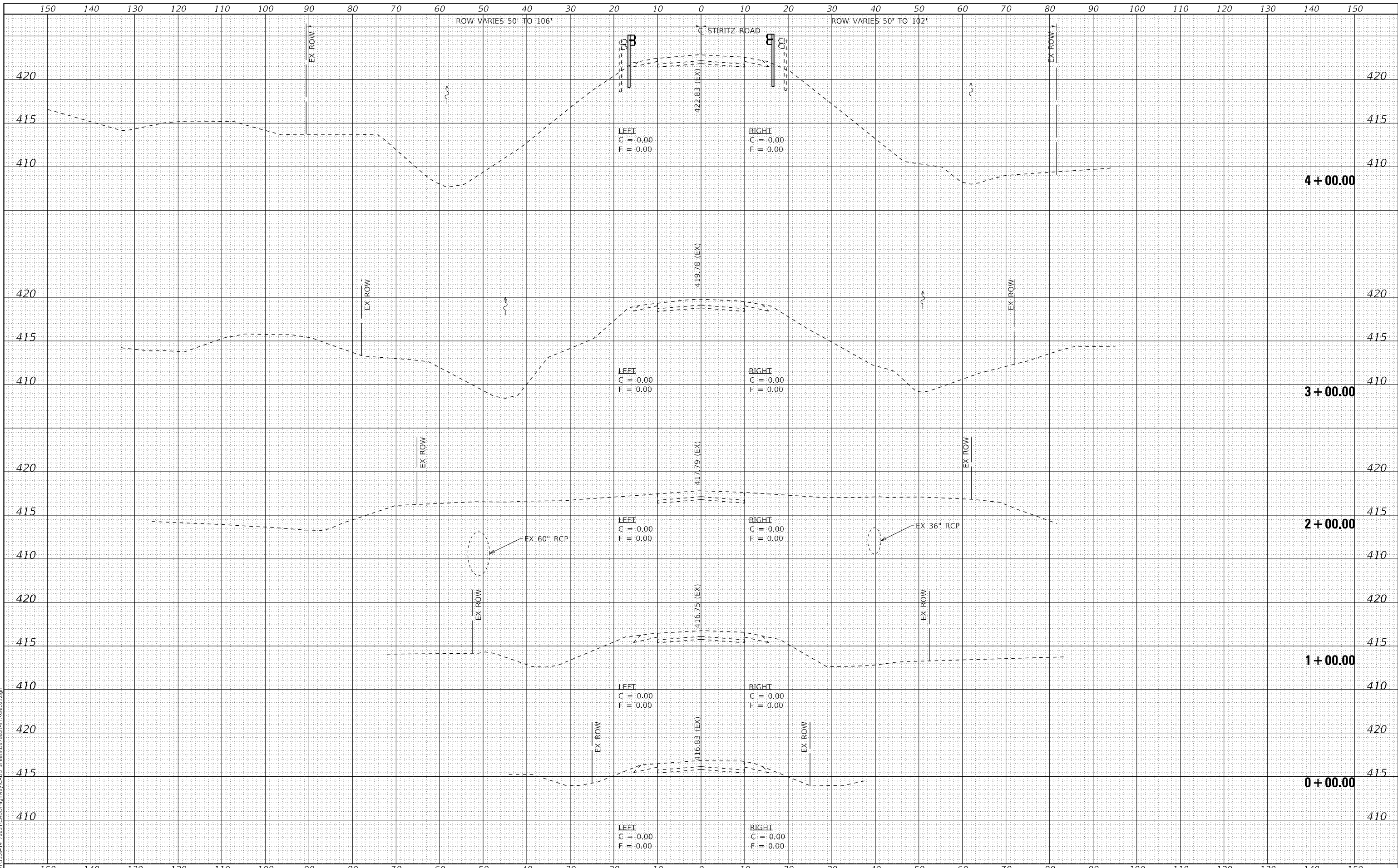
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AREAS CHECKED	
FINAL SURVEY	
NOTE BOOK	
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TEMPLATE	
AREAS CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
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MODEL: Definit  
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USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359-14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

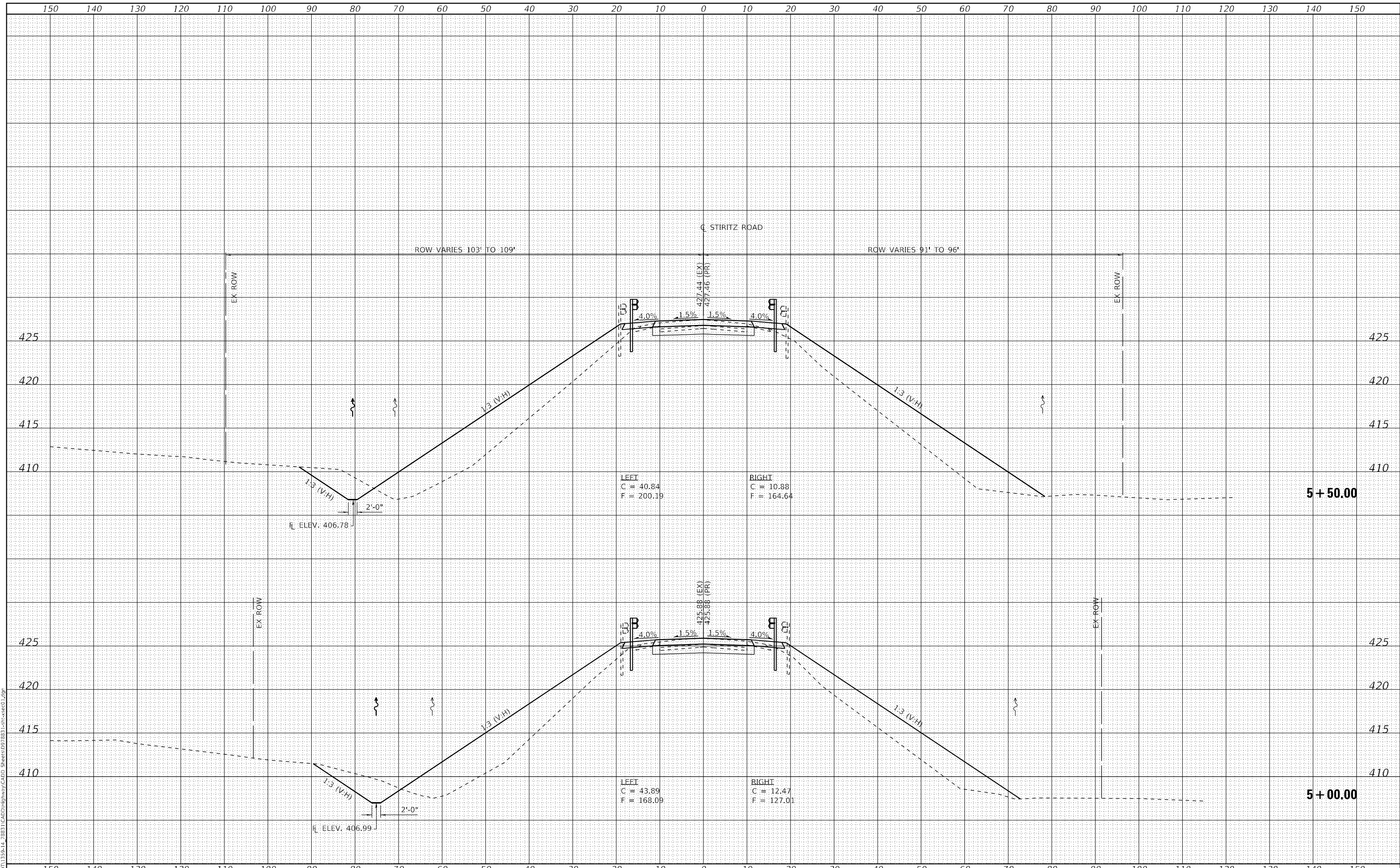
SCALE: AS SHOWN SHEET NO. 1 OF 15 SHEETS STA. 0+00.00 TO STA. 4+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	90
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

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

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

MODEL: D:\mfr\h  
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USER NAME = IRC  
 ESCA PROJECT NO. 1359-14  
 PLOT SCALE = 20,0000 \* / in.  
 PLOT DATE = 3/10/2025

DESIGNED - ATN  
 DRAWN - KAH/ATN/NHC  
 CHECKED - ELH  
 DATE - 04/24

REVISED -  
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 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STIRITZ ROAD CROSS SECTIONS

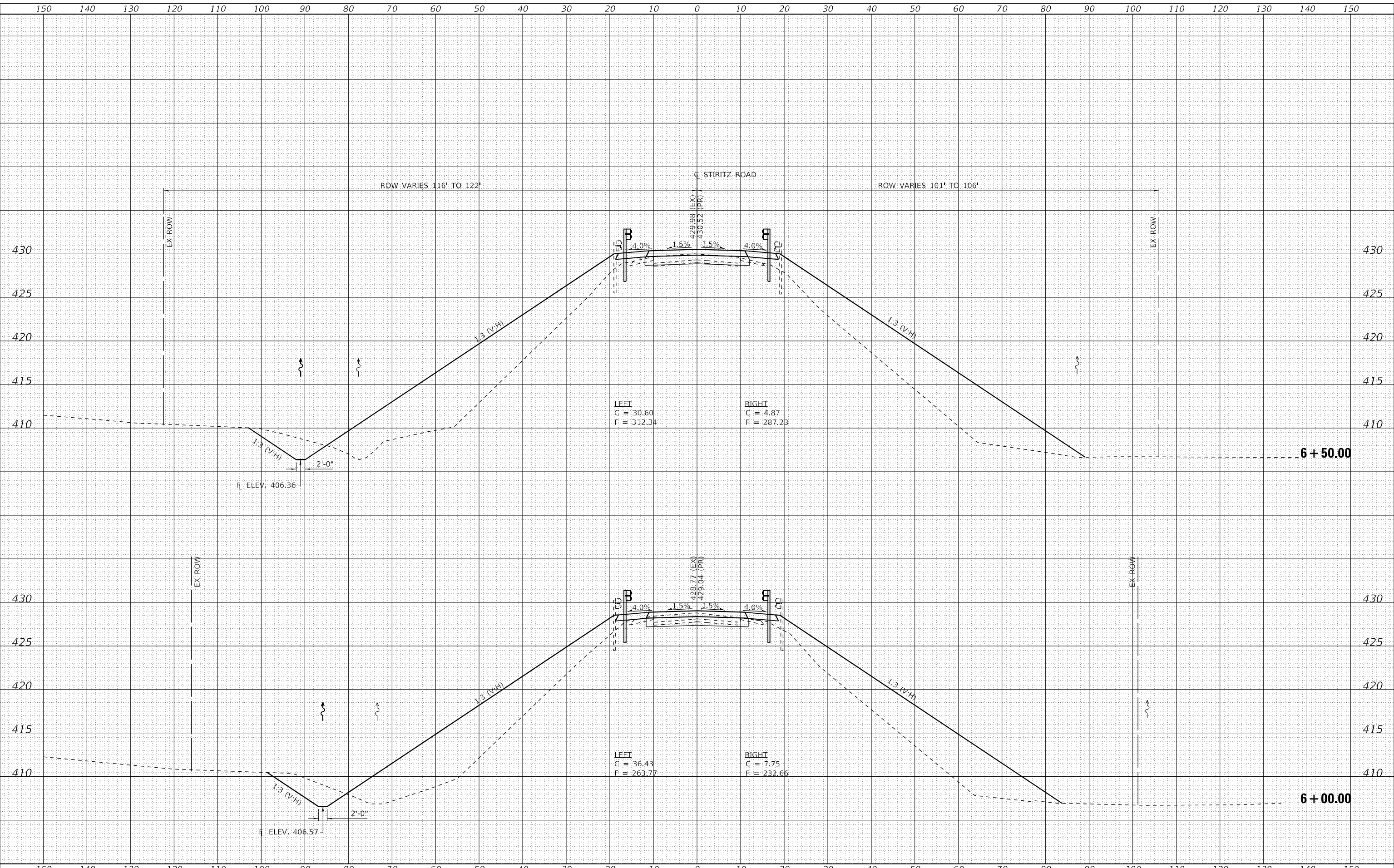
SCALE: AS SHOWN SHEET NO. 2 OF 15 SHEETS STA. 5+00.00 TO STA. 5+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	91
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS
	CHECKED

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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	CHECKED

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USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

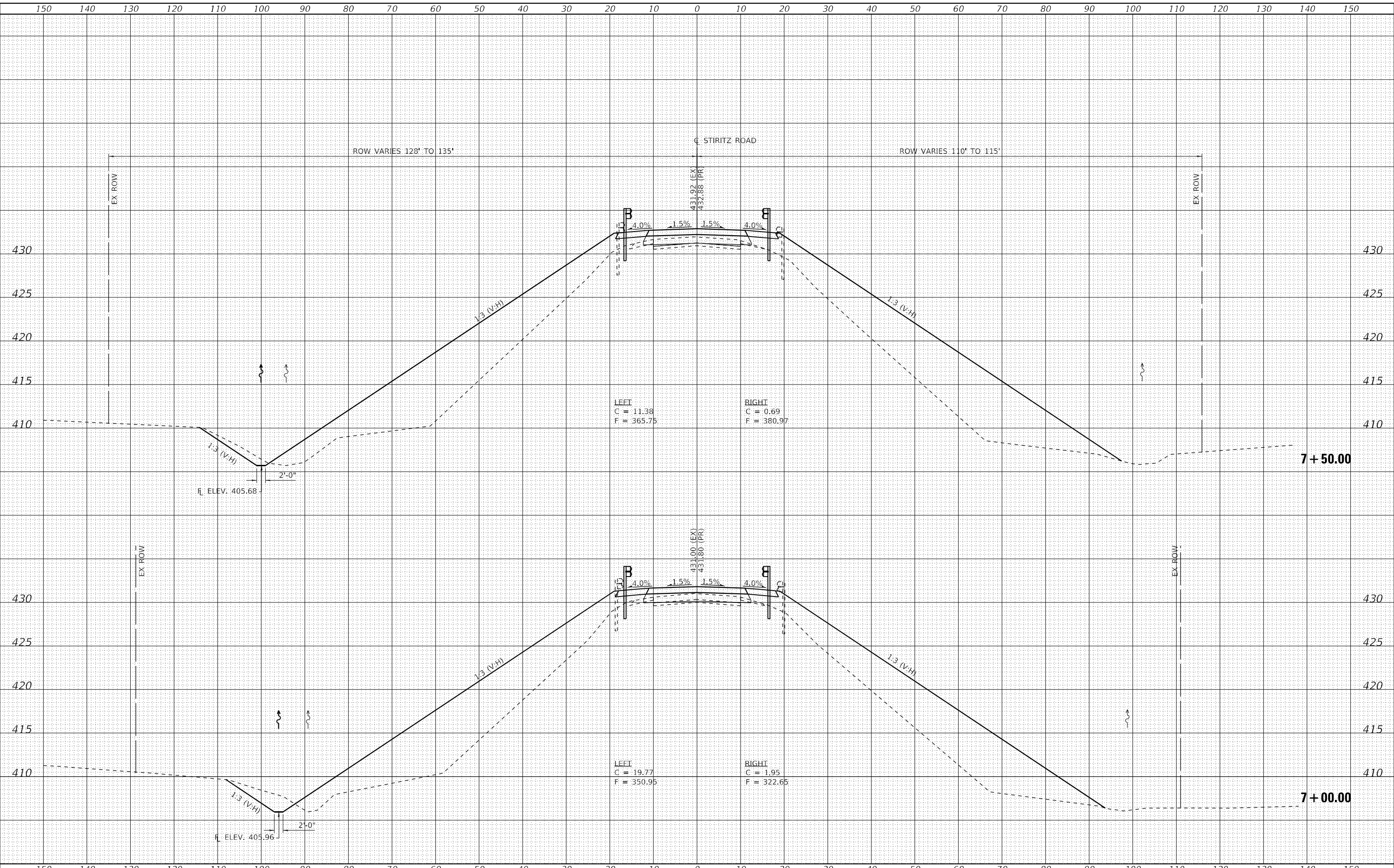
SCALE: AS SHOWN    SHEET NO. 3 OF 15 SHEETS    STA. 6+00.00 TO STA. 6+50.00

F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 92
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED
	AREAS CHECKED

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

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USER NAME	= IRC
ESCA PROJECT NO.	1359-14
PLOT SCALE	= 20,0000 * / in.
PLOT DATE	= 3/10/2025

DESIGNED	- ATN	REVISED	-
DRAWN	- KAH/ATN/NHC	REVISED	-
CHECKED	- ELH	REVISED	-
DATE	- 04/24	REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

SCALE: AS SHOWN    SHEET NO. 4 OF 15 SHEETS    STA. 7+00.00    TO STA. 7+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	93
				CONTRACT NO. 78831
ILLINOIS FED. AID PROJECT				

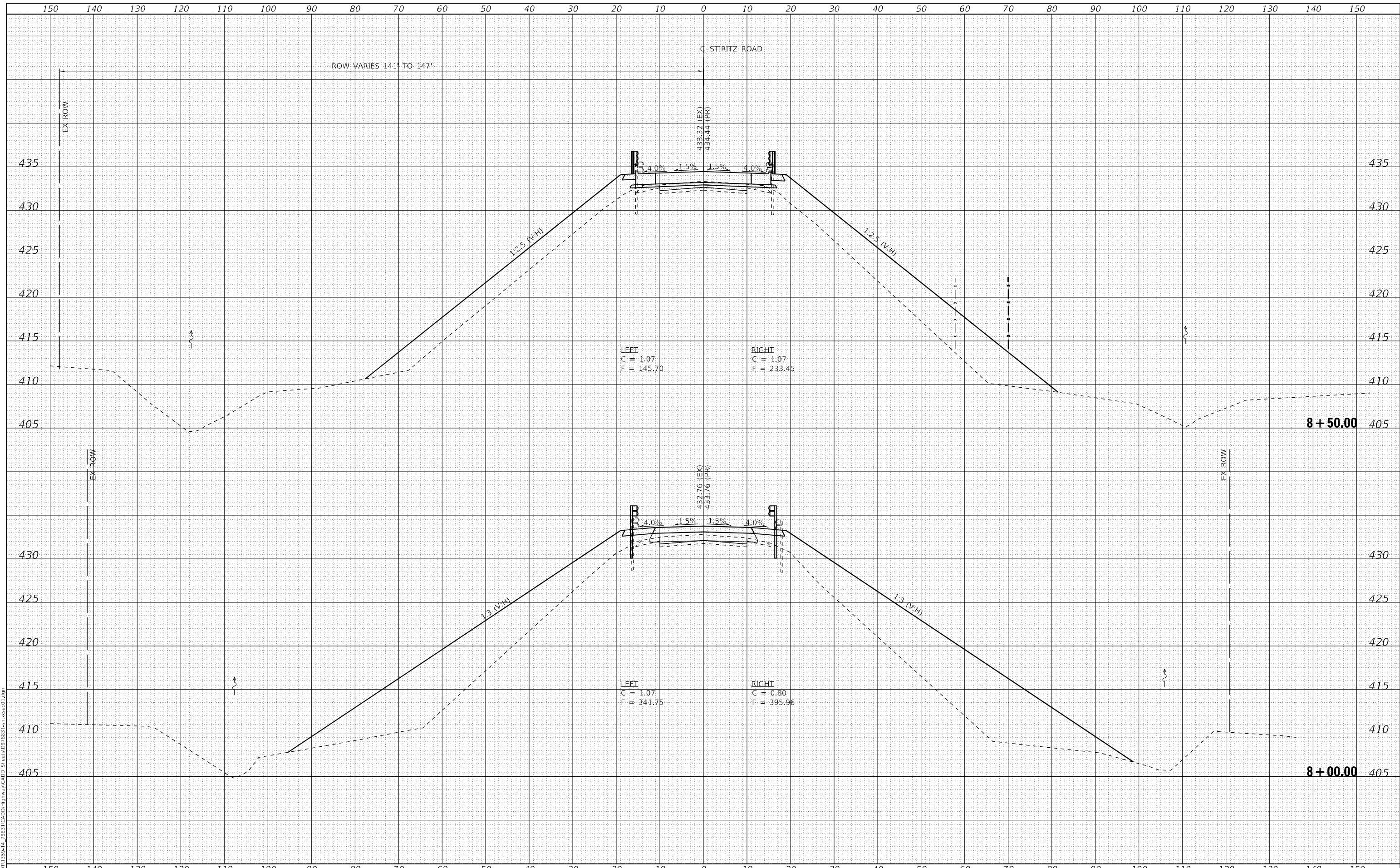




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FINAL SURVEY NO.	
NOTE BOOK NO.	
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ORIGINAL SURVEY NO.	
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

SCALE: AS SHOWN SHEET NO. 5 OF 15 SHEETS STA. 8+00.00 TO STA. 8+50.00

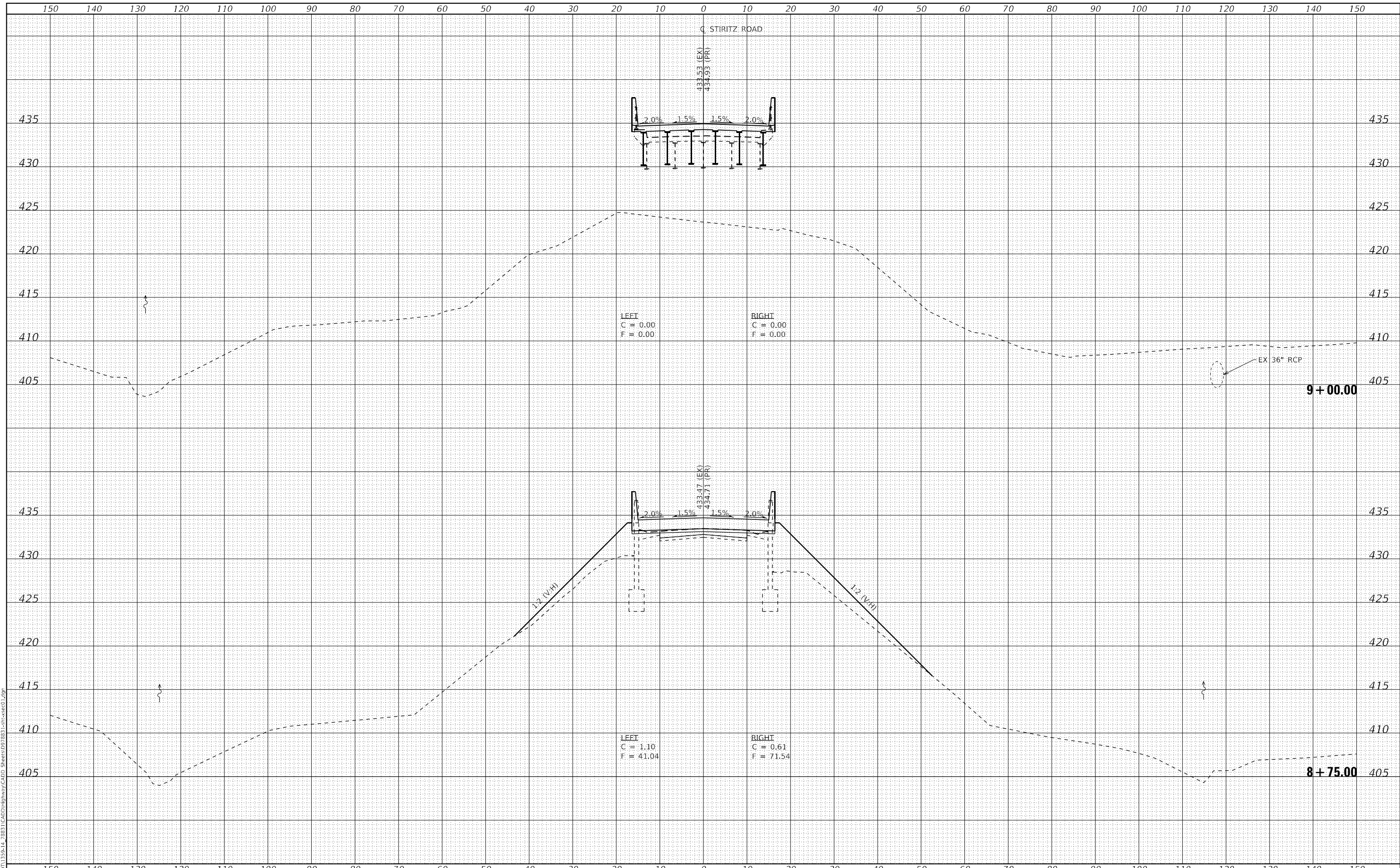
F.A.I. RTE. 57	SECTION X1-4(HB-3)	COUNTY WILLIAMSON	TOTAL SHEETS 109	SHEET NO. 94
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

MODEL: Definitive  
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LEFT  
 C = 0.00  
 F = 0.00

RIGHT  
 C = 0.00  
 F = 0.00

LEFT  
 C = 1.10  
 F = 41.04

RIGHT  
 C = 0.61  
 F = 71.54

EX 36" RCP  
**9+00.00**

**8+75.00**



USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

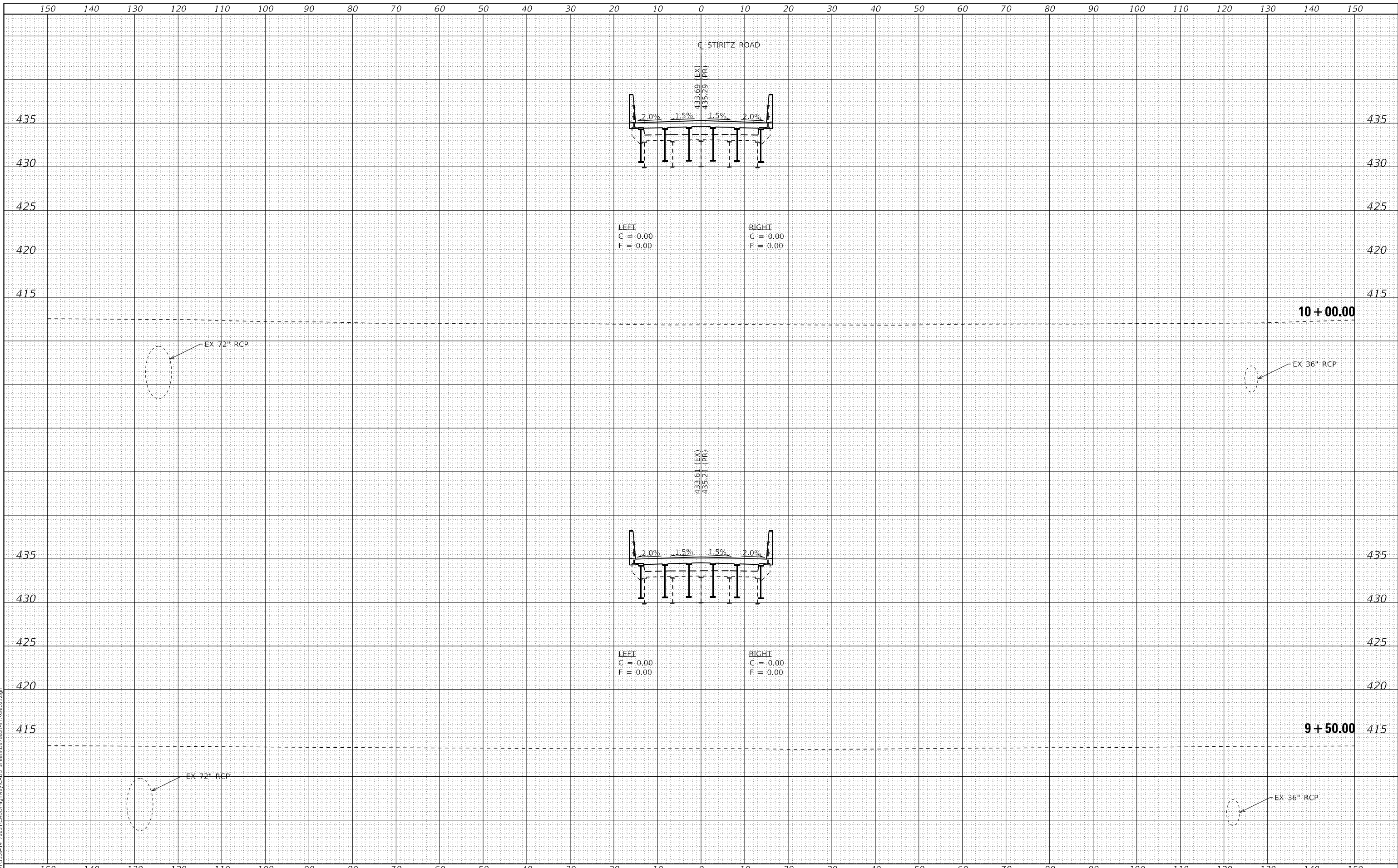
SCALE: AS SHOWN SHEET NO. 6 OF 15 SHEETS STA. 8+75.00 TO STA. 9+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	95
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

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AREAS CHECKED	
ORIGINAL SURVEY	
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MODEL: Definit  
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USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000 * / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

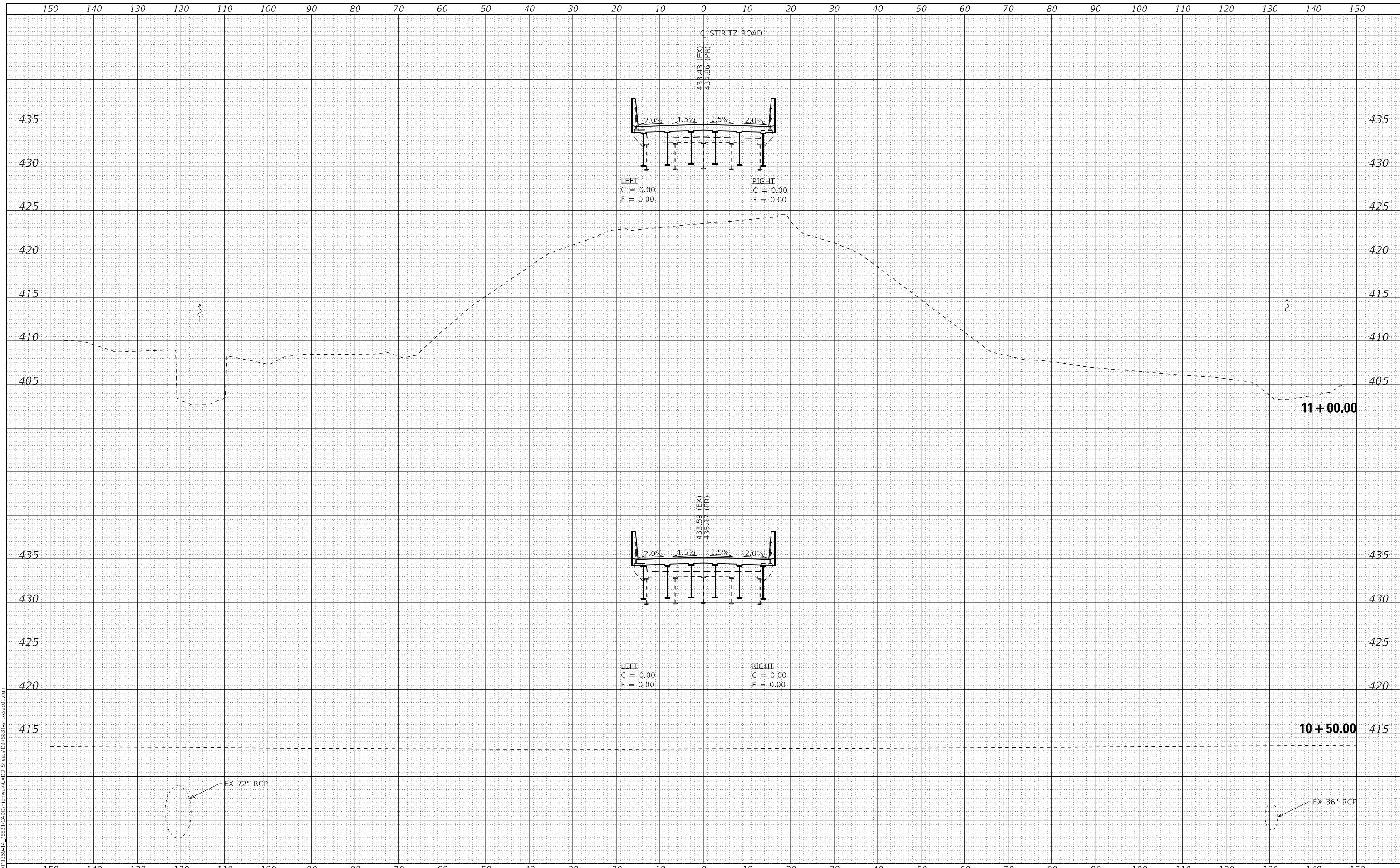
SCALE: AS SHOWN SHEET NO. 7 OF 15 SHEETS STA. 9+50.00 TO STA. 10+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	96
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

DATE	
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FINAL SURVEY NO.	
NOTE BOOK NO.	
AREAS CHECKED	

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AREAS CHECKED	
ORIGINAL SURVEY NO.	
NOTE BOOK NO.	
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MODEL: Definit  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

SCALE: AS SHOWN    SHEET NO. 8 OF 15 SHEETS    STA. 10+50.00 TO STA. 11+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	97
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

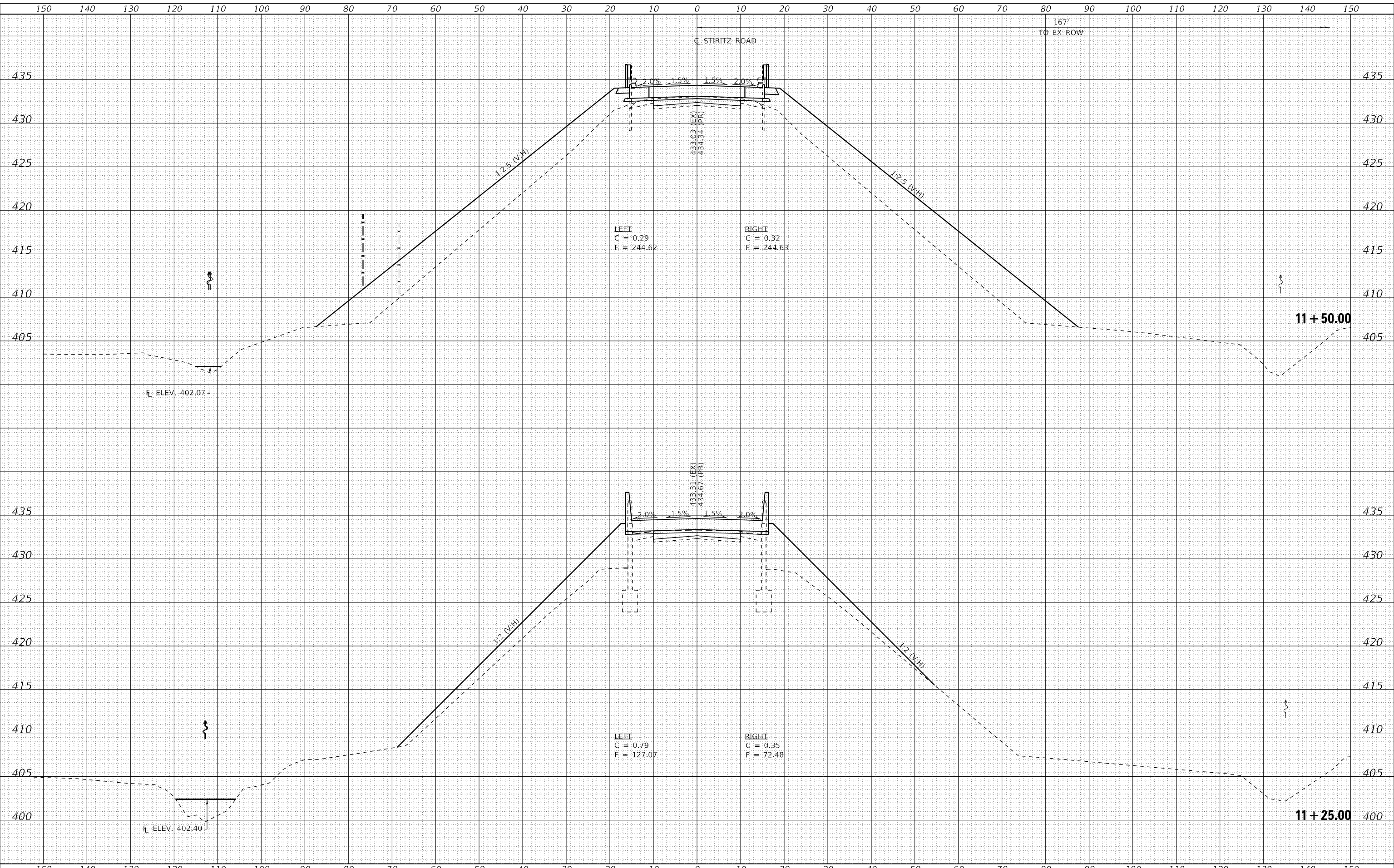




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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED

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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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	AREAS CHECKED

MODEL: D:\mfr\1359-14\_28831\CADD\Highway\CADD\_Sheets\DF78831-1-1-24.dwg



USER NAME = IRC  
 ESCA PROJECT NO. 1359,14  
 PLOT SCALE = 20,0000 \* / in.  
 PLOT DATE = 3/10/2025

DESIGNED - ATN  
 DRAWN - KAH/ATN/NHC  
 CHECKED - ELH  
 DATE - 04/24

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STIRITZ ROAD CROSS SECTIONS

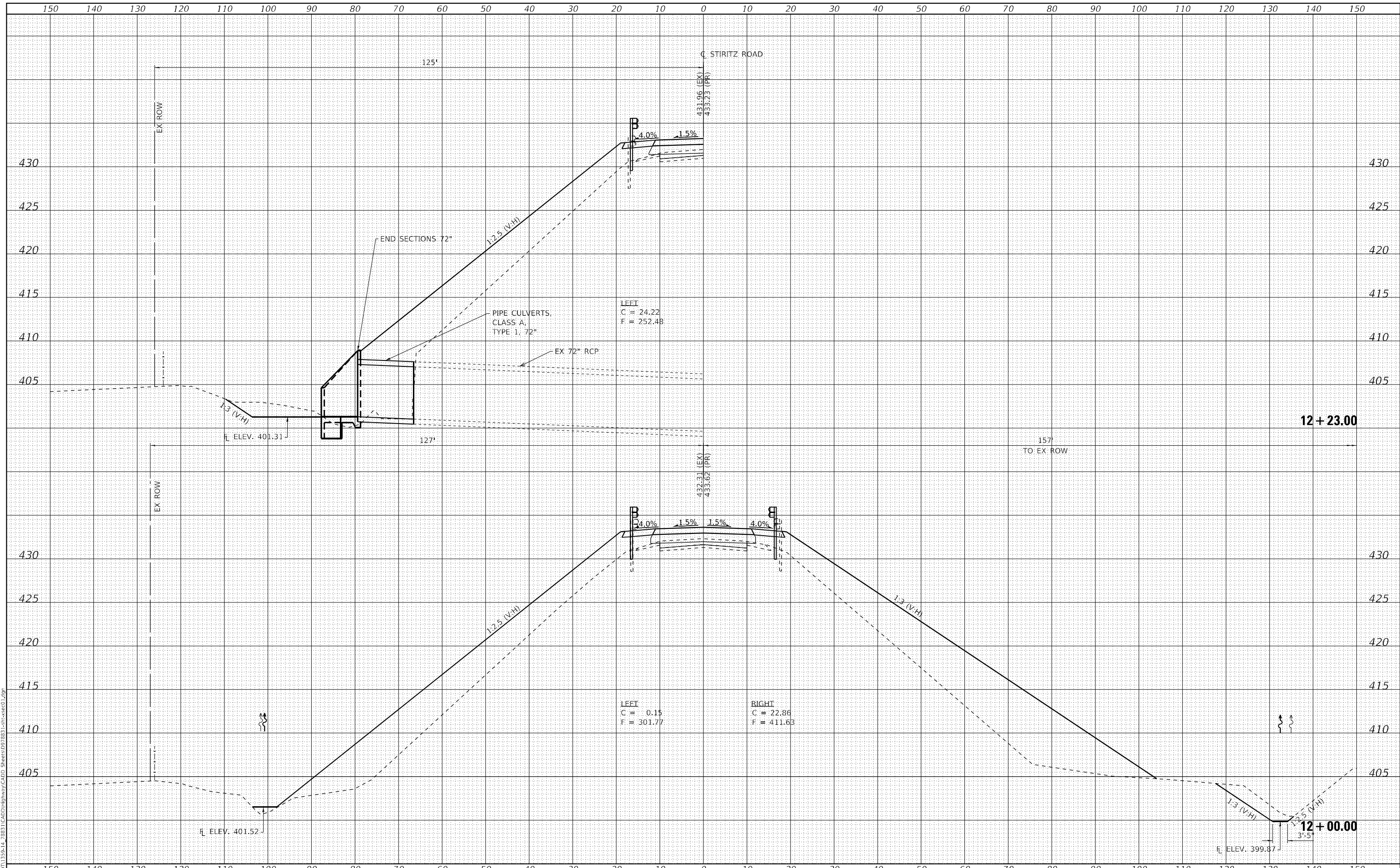
SCALE: AS SHOWN SHEET NO. 9 OF 15 SHEETS STA. 11+25.00 TO STA. 11+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	98
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000 * / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 03/25	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

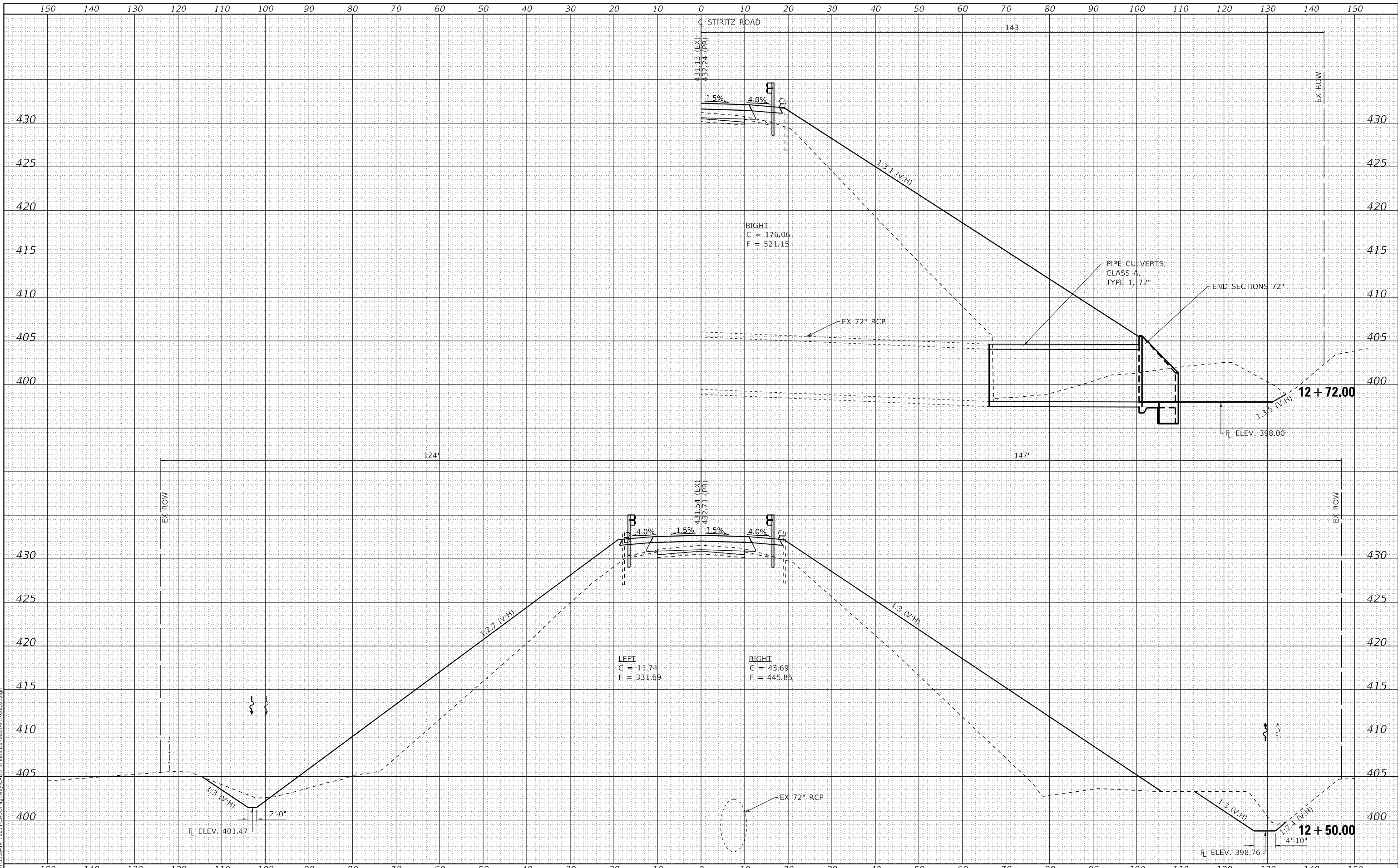
SCALE: AS SHOWN    SHEET NO. 10 OF 15 SHEETS    STA. 12+00.00    TO STA. 12+23.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	99
				CONTRACT NO. 78831
ILLINOIS FED. AID PROJECT				

DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED

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USER NAME = IRC  
 ESCA PROJECT NO. 1359,14  
 PLOT SCALE = 20,0000 \* / in.  
 PLOT DATE = 3/10/2025

DESIGNED - ATN  
 DRAWN - KAH/ATN/NHC  
 CHECKED - ELH  
 DATE - 03/25

REVISED -  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

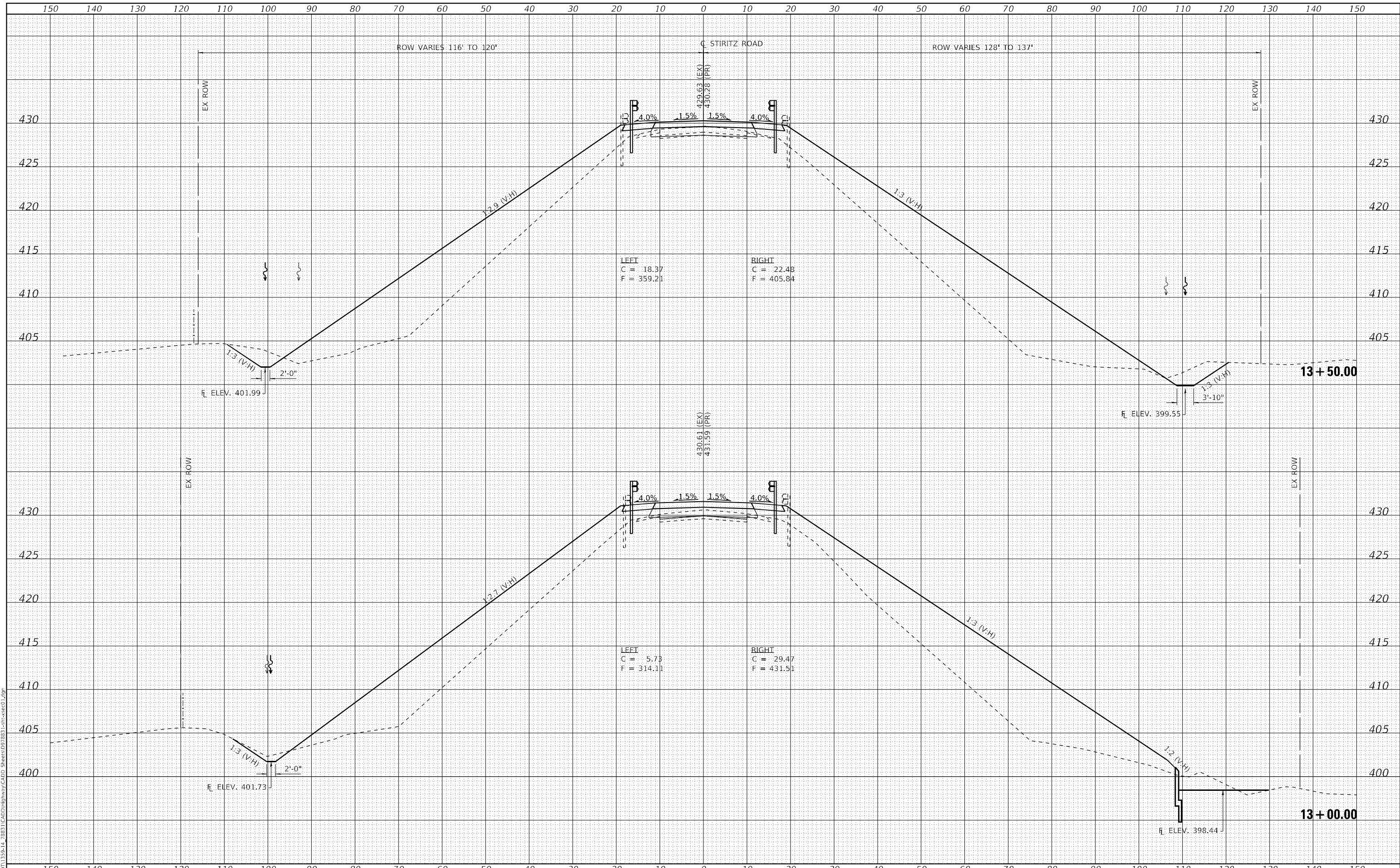
SCALE: AS SHOWN SHEET NO. 11 OF 15 SHEETS STA. 12+50.00 TO STA. 12+72.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	100
CONTRACT NO. 78831			ILLINOIS FED. AID PROJECT	

DATE	
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NOTE BOOK	
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USER NAME = IRC  
 ESCA PROJECT NO. 1359,14  
 PLOT SCALE = 20,000 \* / in.  
 PLOT DATE = 3/10/2025

DESIGNED - ATN  
 DRAWN - KAH/ATN/NHC  
 CHECKED - ELH  
 DATE - 03/25

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 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STIRITZ ROAD CROSS SECTIONS

SCALE: AS SHOWN SHEET NO. 12 OF 15 SHEETS STA. 13+00.00 TO STA. 13+50.00

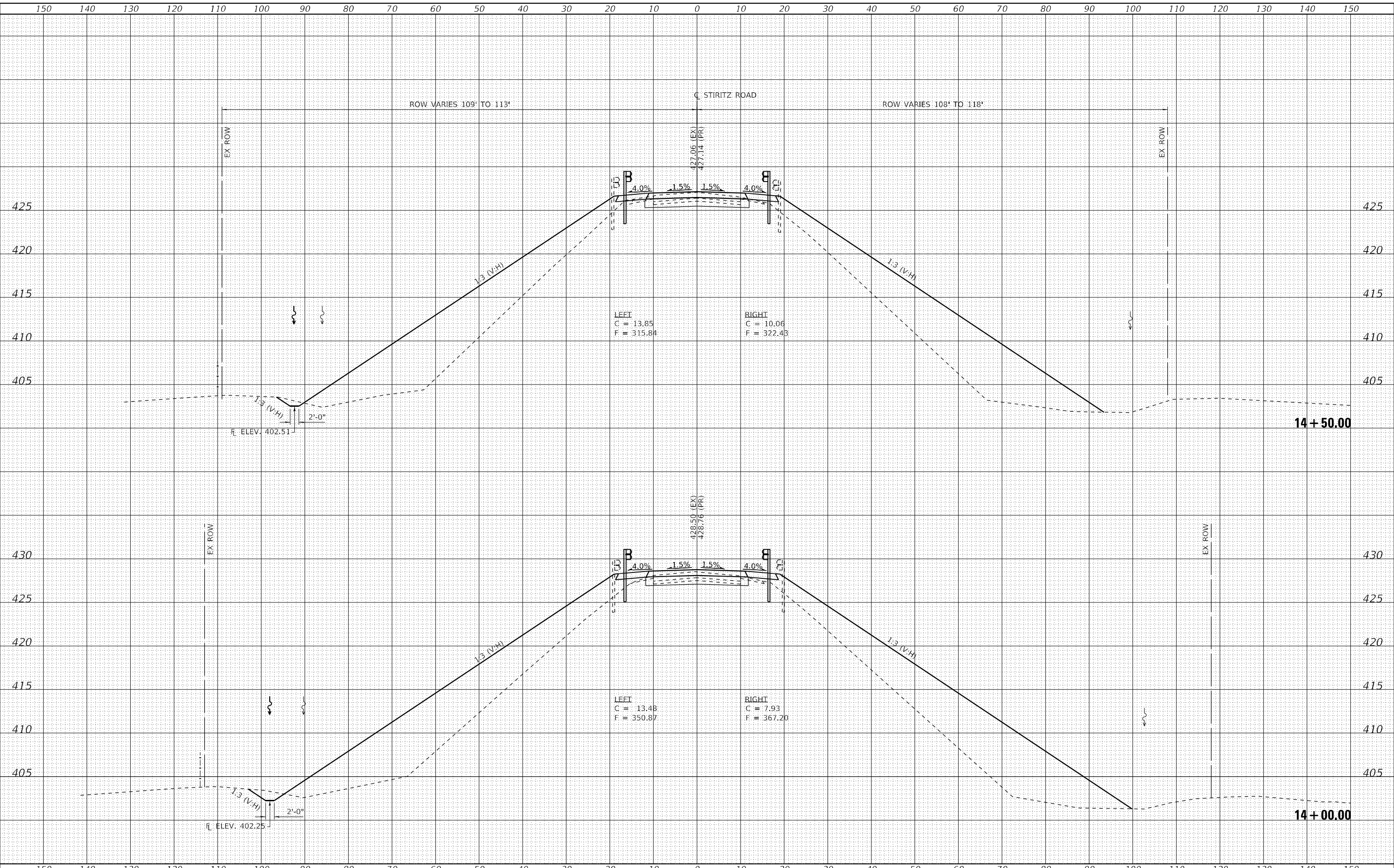
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	101
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED
	AREAS CHECKED

MODEL: D:\mfr\...  
 FILE NAME: T:\DOT\1359-14-2883\CADD\Highway\CADD\_Sheets\DF78831-14-2883-001.dwg



USER NAME	= IRC
ESCA PROJECT NO.	1359,14
PLOT SCALE	= 20,0000 * / in.
PLOT DATE	= 3/10/2025

DESIGNED	- ATN	REVISED	-
DRAWN	- KAH/ATN/NHC	REVISED	-
CHECKED	- ELH	REVISED	-
DATE	- 04/24	REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

SCALE: AS SHOWN    SHEET NO. 13 OF 15 SHEETS    STA. 14+00.00    TO STA. 14+50.00

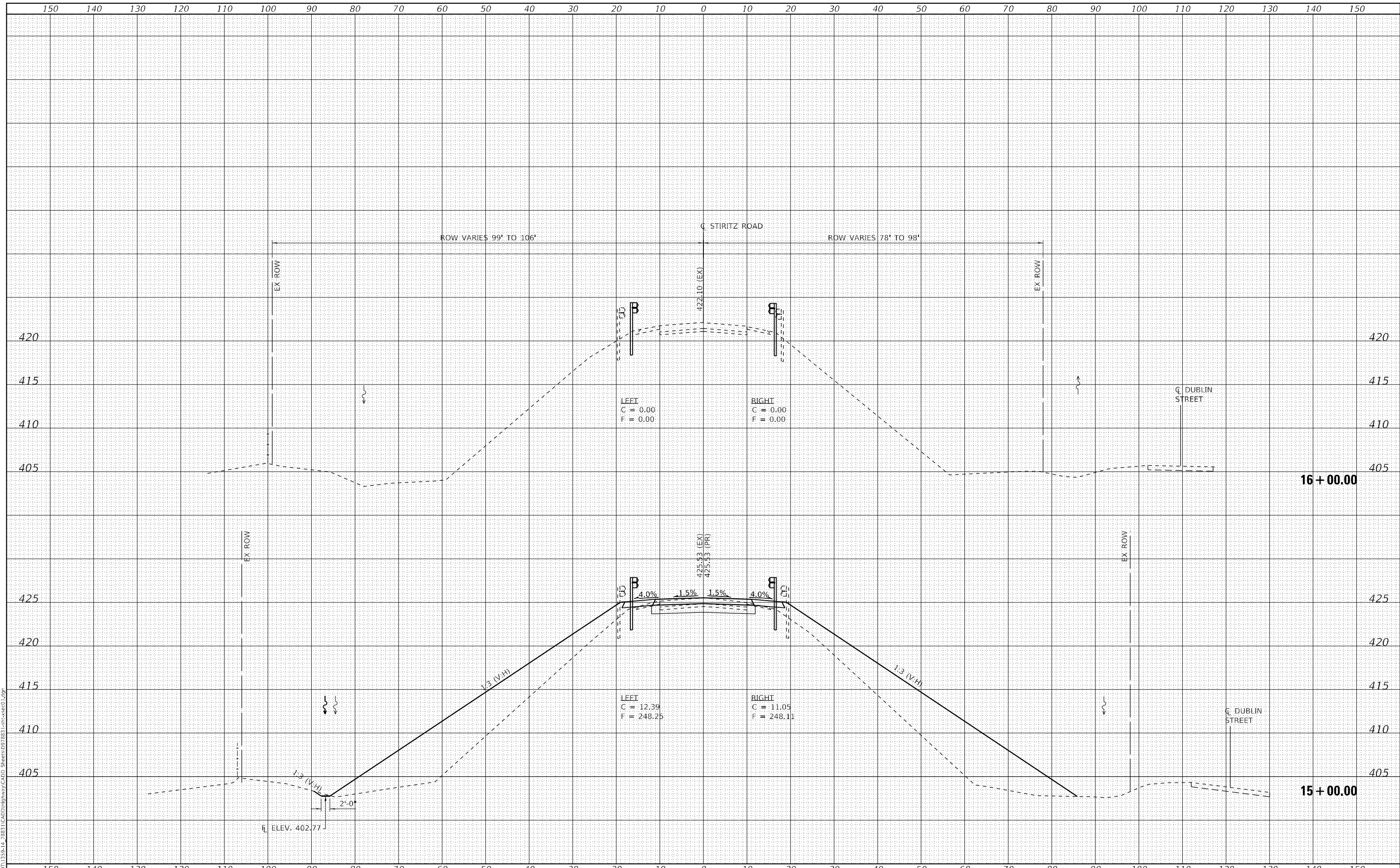
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	102
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				



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

MODEL: Definit  
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USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000 * / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

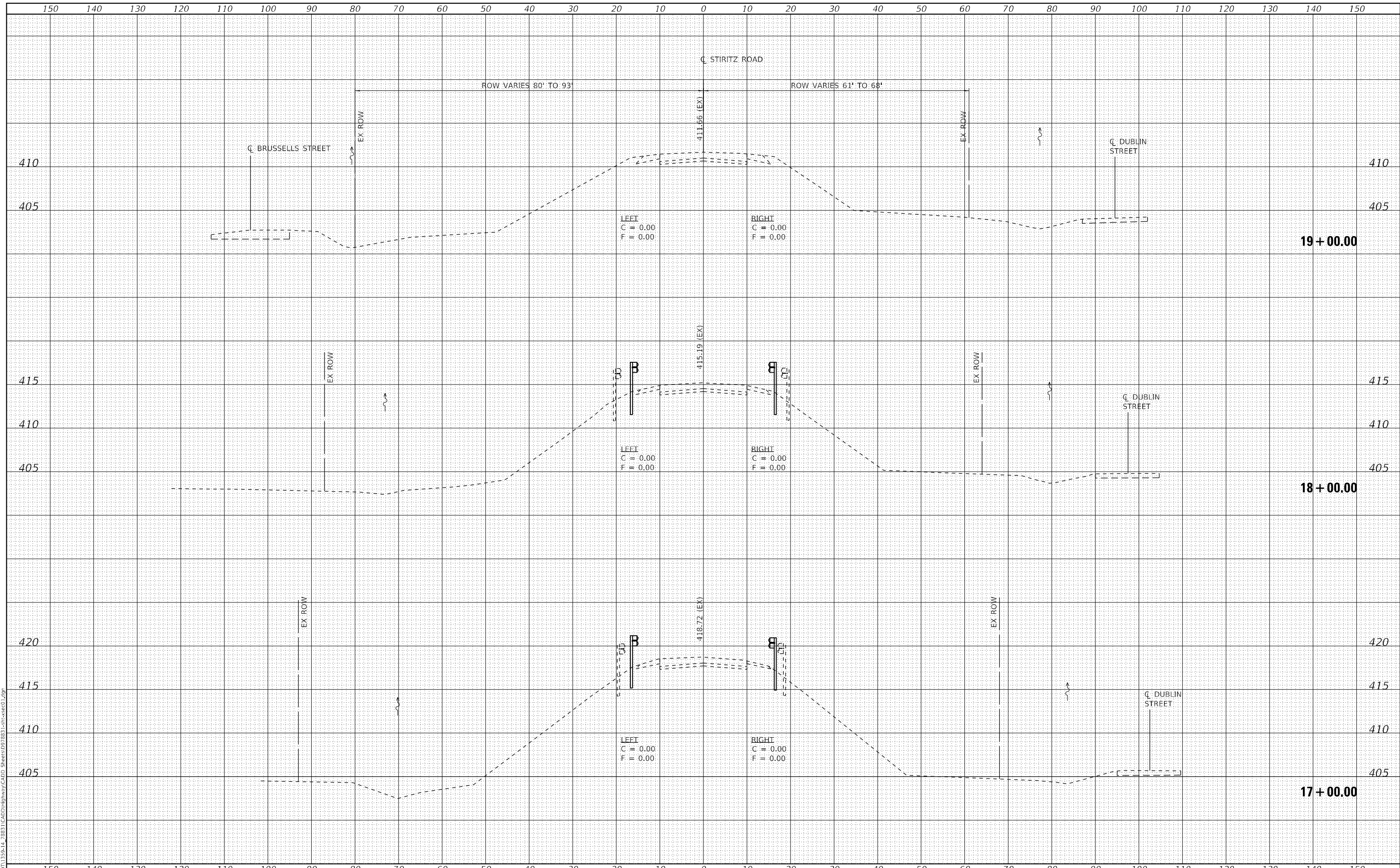
SCALE: AS SHOWN    SHEET NO. 14 OF 15 SHEETS    STA. 15+00.00 TO STA. 16+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	103
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				

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FINAL SURVEY	
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MODEL: Definit  
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USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000 * / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STIRITZ ROAD CROSS SECTIONS**

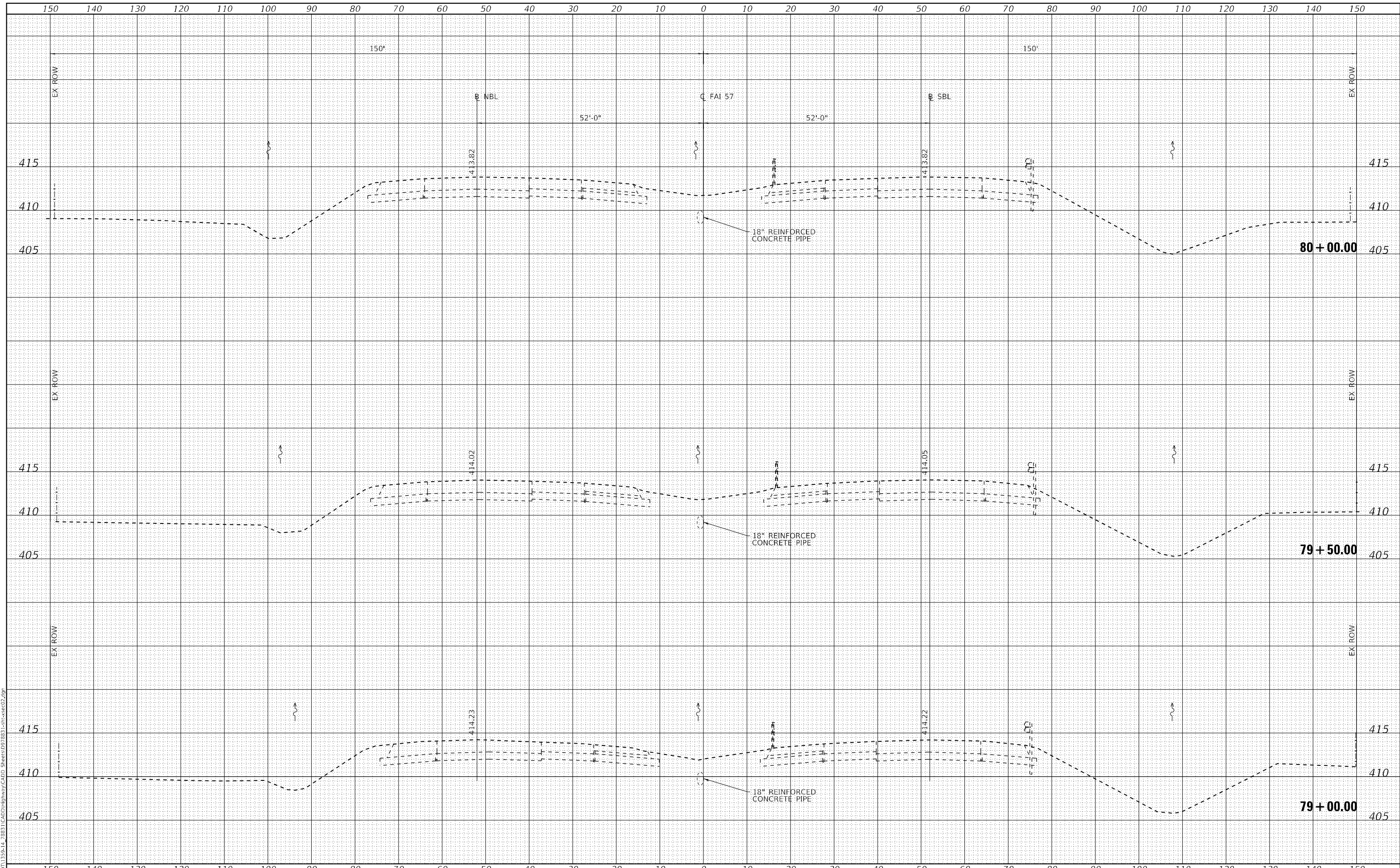
SCALE: AS SHOWN    SHEET NO. 15 OF 15    SHEETS    STA. 17+00.00    TO STA. 19+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	104
				CONTRACT NO. 78831
ILLINOIS FED. AID PROJECT				

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FINAL SURVEY	
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ORIGINAL SURVEY	
NOTE BOOK	
NO.	

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USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-57 CROSS SECTIONS**

SCALE: AS SHOWN    SHEET NO. 1 OF 5    SHEETS    STA. 79+00.00    TO STA. 80+00.00

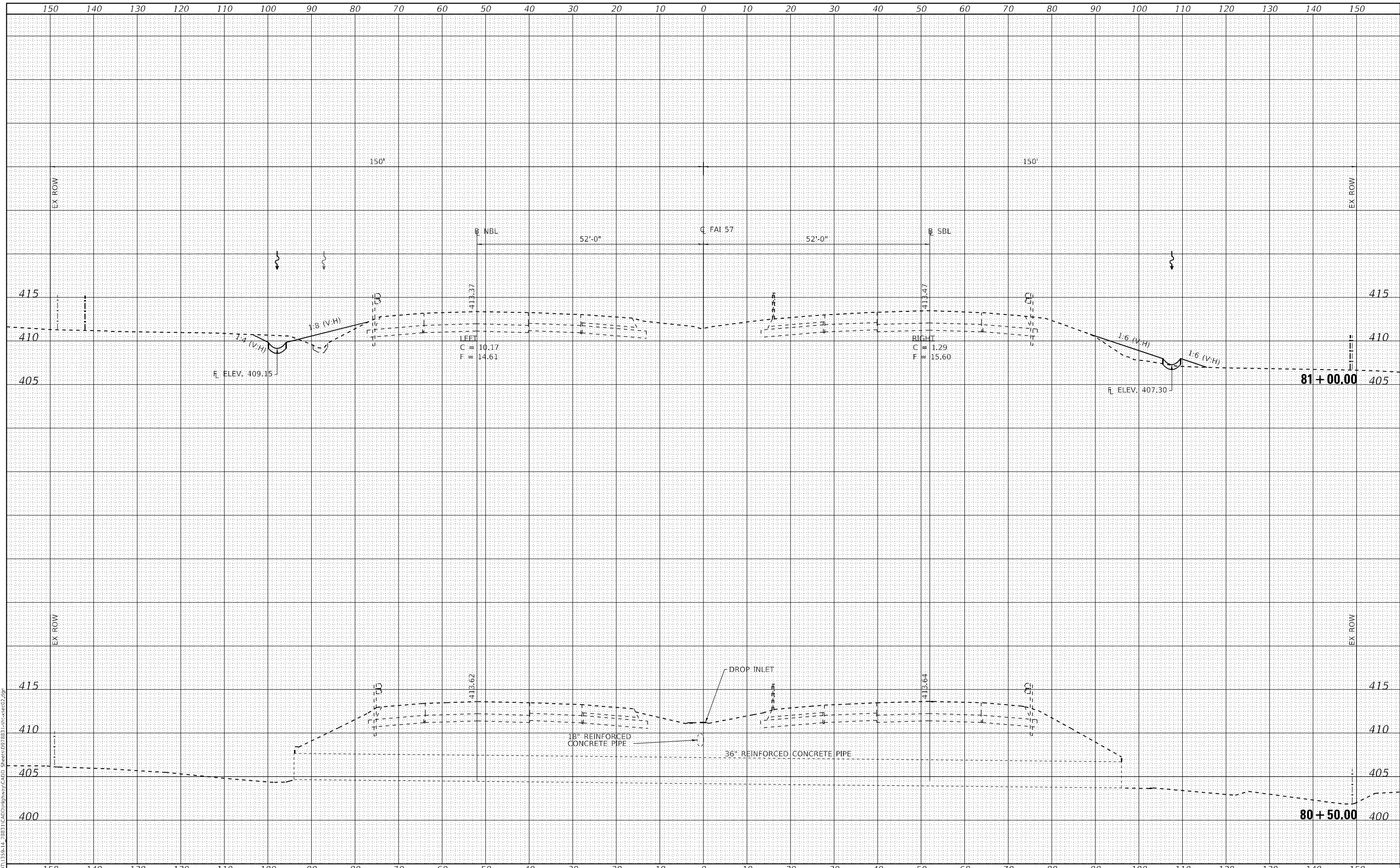
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	105
				CONTRACT NO. 78831
ILLINOIS FED. AID PROJECT				



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

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

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ESCA PROJECT NO. 1359-14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-57 CROSS SECTIONS**

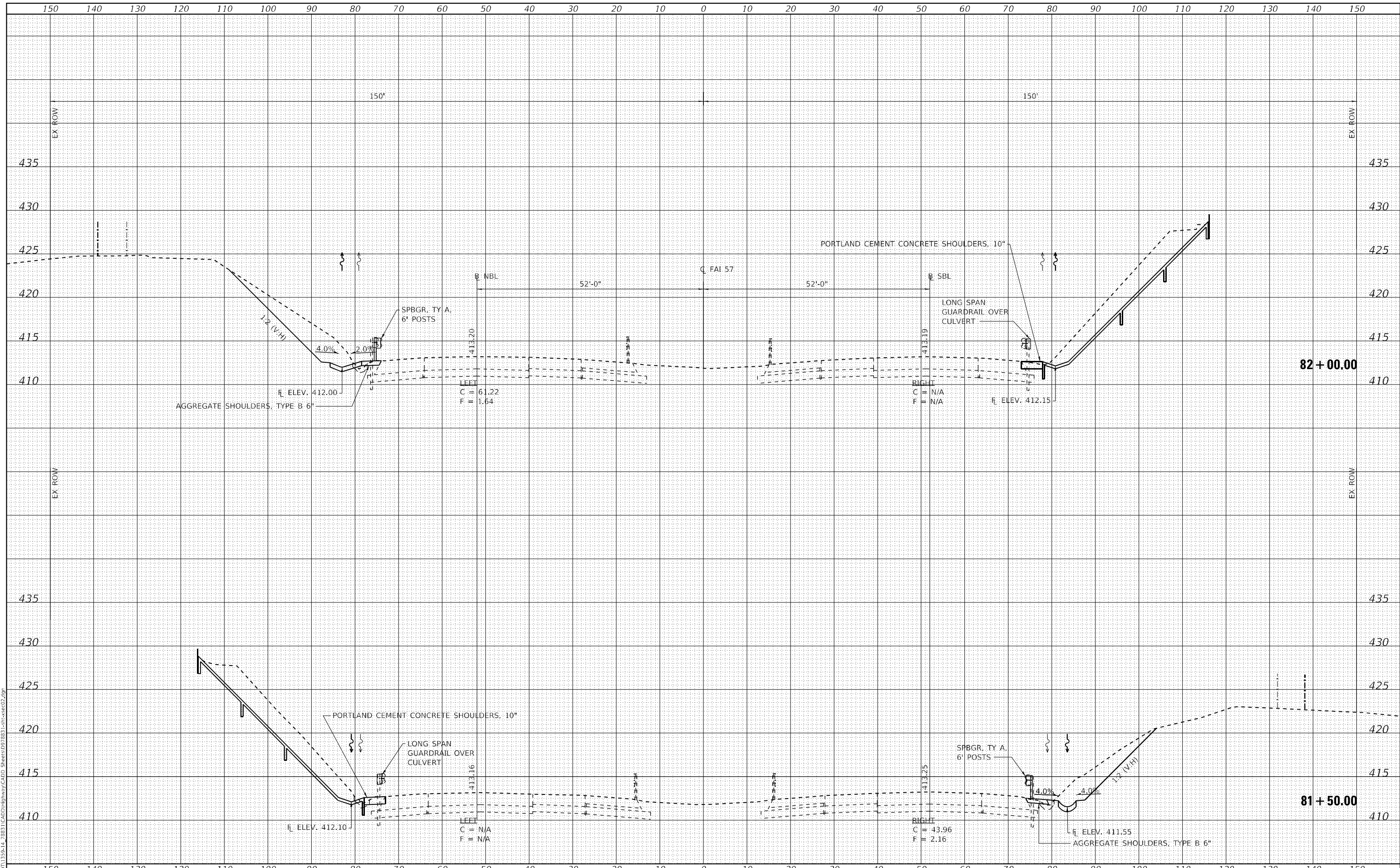
SCALE: AS SHOWN    SHEET NO. 2 OF 5 SHEETS    STA. 80+50.00 TO STA. 81+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	106
CONTRACT NO. 78831				
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 = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
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PLOT DATE = 3/10/2025	DATE - 12/24	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**I-57 CROSS SECTIONS**

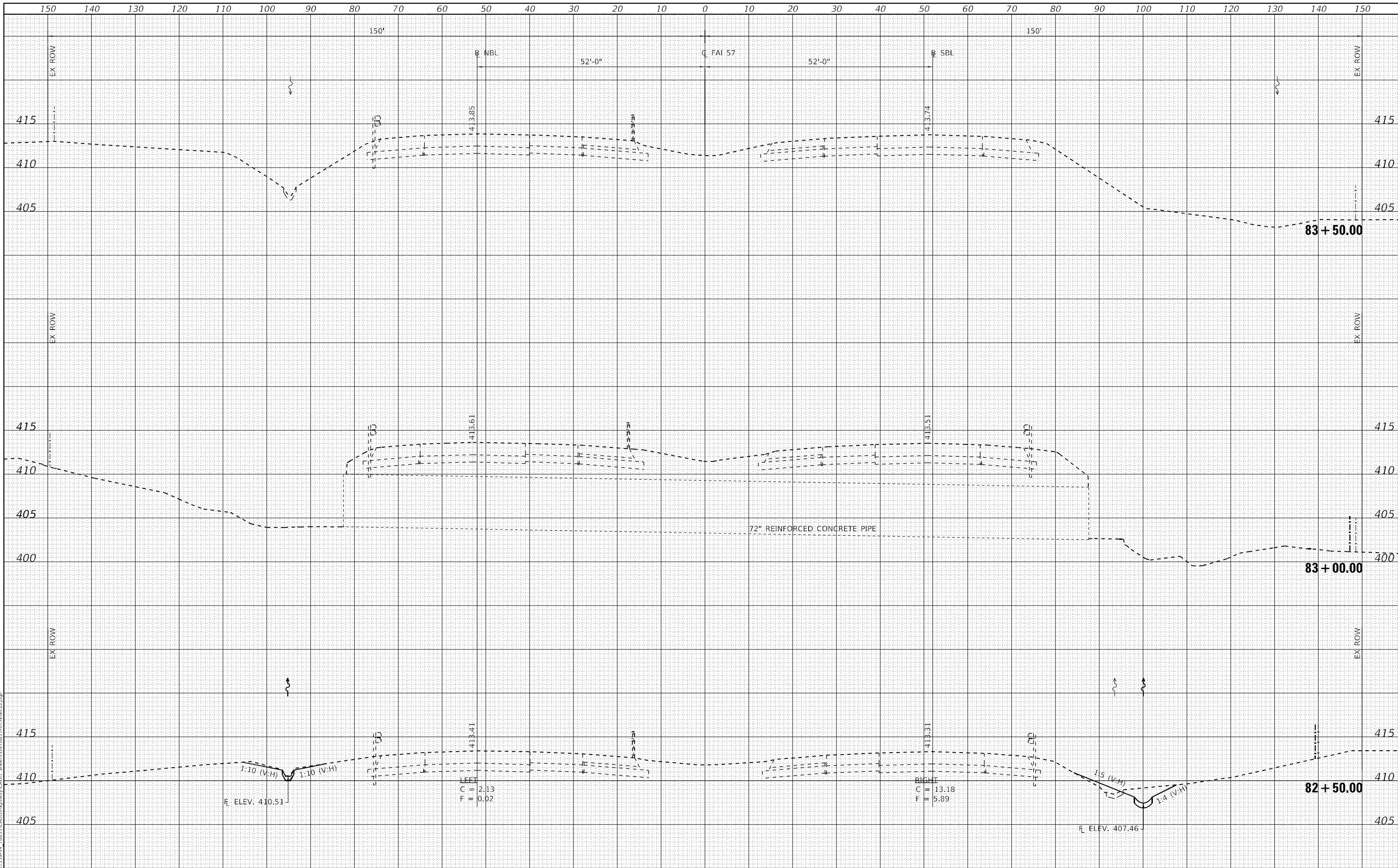
SCALE: AS SHOWN SHEET NO. 3 OF 5 SHEETS STA. 81+50.00 TO STA. 82+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	107
				CONTRACT NO. 78831
ILLINOIS FED. AID PROJECT				

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

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

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ESCA PROJECT NO.	1359,14
PLOT SCALE	= 20,0000 * / in.
PLOT DATE	= 3/10/2025
DESIGNED	- ATN
DRAWN	- KAH/ATN/NHC
CHECKED	- ELH
DATE	- 04/24

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

I-57 CROSS SECTIONS

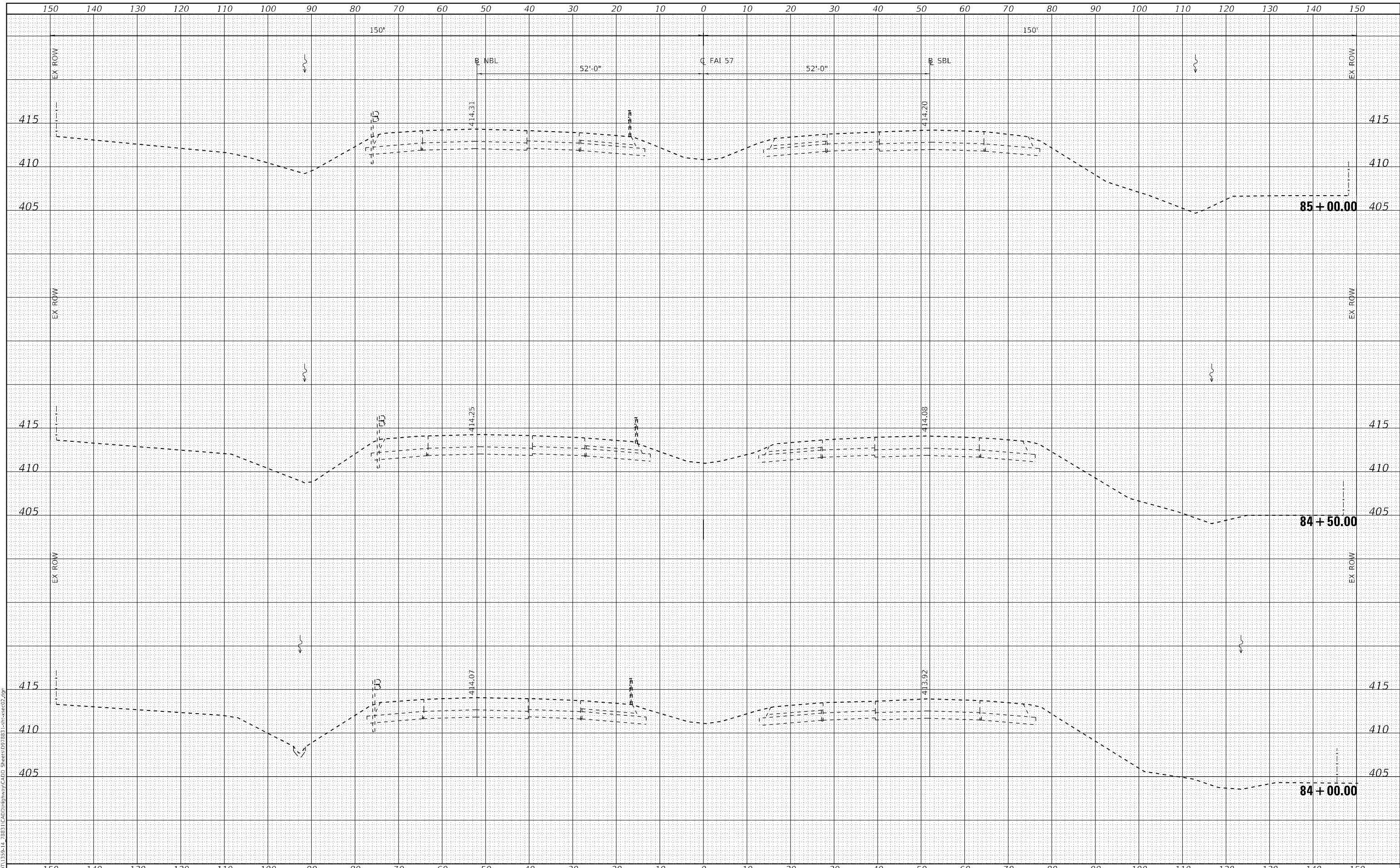
SCALE: AS SHOWN SHEET NO. 4 OF 5 SHEETS STA. 82+50.00 TO STA. 83+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	108
CONTRACT NO. 78831				
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

MODEL: Definit  
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USER NAME = IRC	DESIGNED - ATN	REVISED -
ESCA PROJECT NO. 1359,14	DRAWN - KAH/ATN/NHC	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED - ELH	REVISED -
PLOT DATE = 3/10/2025	DATE - 04/24	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-57 CROSS SECTIONS**

SCALE: AS SHOWN    SHEET NO. 5 OF 5 SHEETS    STA. 84+00.00 TO STA. 85+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-4(HB-3)	WILLIAMSON	109	109
CONTRACT NO. 78831				
ILLINOIS FED. AID PROJECT				