11-5-2021 LETTING ITEM 047

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63*	1
	ILLINOIS	CONTRACT NO. 72L62		

* 63 - 1 = 62 TOTAL SHEETS

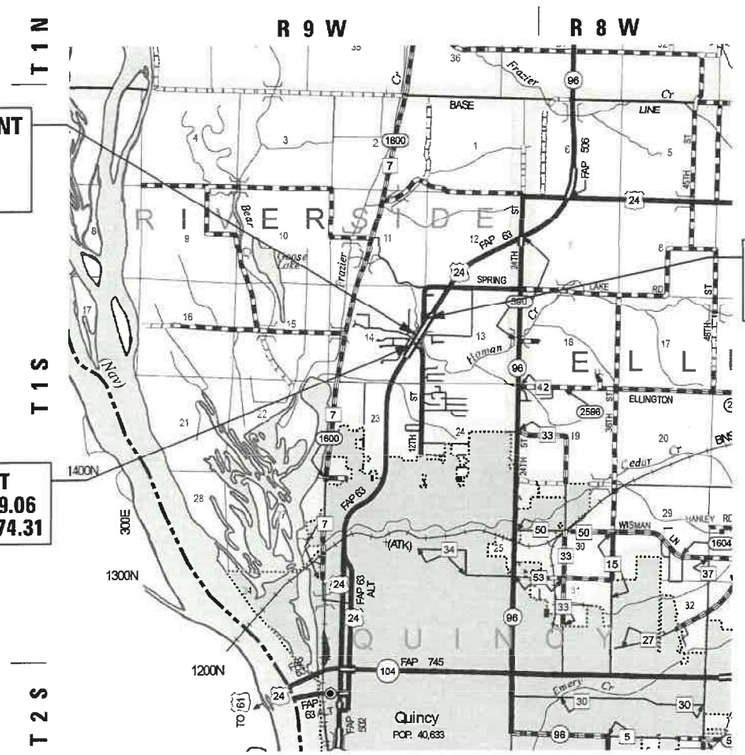
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP ROUTE 63 (US 24)
SECTION (78-3)D
FEDERAL PROJECT # NHPP-ES2L(270)
BRIDGE DECK REPLACEMENT
ADAMS COUNTY

FOR INDEX OF SHEETS, SEE SHEET NO. 2

C-96-047-20



BRIDGE IMPROVEMENT
SN 001-0010
STA. 322+64.57 TO
STA. 323+94.69

BEGIN IMPROVEMENT
EB POT STA 320+59.06
WB POT STA 320+74.31

END IMPROVEMENT
EB POT STA 326+74.69
WB POT STA 327+57.62

LOCATION MAP

GROSS LENGTH OF SECTION = 683.31 FT = 0.129 MILES
NET LENGTH OF SECTION = 683.31 FT = 0.129 MILES

D-96-027-20

LOCATION OF SECTION INDICATED THUS: –

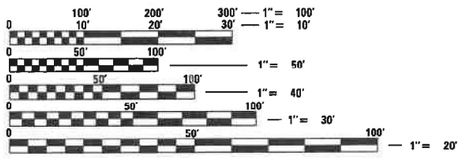
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 23 20 21
REGIONAL ENGINEER

October 1 20 21
ENGINEER OF DESIGN AND ENVIRONMENT

October 2 20 21
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

DESIGN DESIGNATION:
FAP 63
OTHER PRINCIPAL ARTERIAL
ADT = 4,650 (2019) 5,543 (2032)
SU = 5.0%
MU = 8.0%



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

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

PROJECT ENGINEER: JAY EDWARDS (217) 785-0597
TEAM MANAGER: JONATHAN COX (217) 782-1378

CONTRACT NO. 72L62

AARON M. SCHAFER
081-007926
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

8/20/2021

AARON M. SCHAFER DATE
REGISTERED STRUCTURAL ENGINEER
STATE OF ILLINOIS NO. 081-007926
LICENSE EXPIRES NOVEMBER 30, 2022

PLANS PREPARED BY:

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors

Quincy, Illinois
616 North 24th Street
217.223.3670

www.klingner.com
Galesburg, IL Burlington, IA Pella, IA
Davenport, IA Hannibal, MO Columbia, MO

STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FILE NAME = O:\Projects\19821\Work Order 85 - US 24 over Honan Creek Structure Plans\Cadd Sheets\0672L62-shtcover.dgn

REV. - MS

INDEX OF SHEETS

STANDARDS

STANDARD NOS.

000001-08	515001-04	630001-12	701306-04	725001-01	BLR 21-9	542201-02	701301-04
001001-02	606001-07	631031-17	701701-10	780001-05	353001-05	601001-05	
280001-07	606301-04	701001-02	701901-08	781001-04	420001-09	601101-02	
420401-13	610001-09	701006-05	720006-04	782006-01	482001-02	631011-10	

RATES OF APPLICATION TABLE

AGGREGATE (SURFACE, BASE, SUBBASE, OR BACKFILL)	1.60 TON / CU YD
STONE DUMPED RIPRAP	1.50 TON / CU YD
HOT-MIX ASPHALT:	
BITUMINOUS MATERIALS (TACK COAT)	0.050 POUND / SQ FT (SEE ARTICLE 406.05)
BITUMINOUS MATERIALS (TACK COAT)	0.025 POUND / SQ FT (SEE ARTICLE 406.05)
BITUMINOUS MATERIALS (PRIME COAT)	0.250 POUND / SQ FT (ON AGG BASE)
SURFACE / BINDER (112 lbs)	0.056 TON / SQ YD * IN
SEEDING:	
NITROGEN FERTILIZER NUTRIENT	90 LBS / ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS / ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS / ACRE
AGRICULTURAL GROUND LIMESTONE	2.0 TON / ACRE
MULCH, METHOD 2	2.0 TON / ACRE

COMMITMENTS

1. FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS CONCERNING ANY MAJOR PLAN CHANGE TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND ALLOW AN IMPROVED DESIGN FOR FUTURE PROJECTS.

GENERAL NOTES

1. DO NOT INCLUDE MULCH OR EMULSIFIED ASHPALT ON EROSION CONTROL BLANKET AREAS.
2. ACCESS TO ALL SIDEROADS AND ENTRANCES SHALL BE MAINTAINED AT ALL TIMES.
3. SHOULD THE CONTRACTOR REQUEST OLD/EXISTING STRUCTURE PLANS, THEY CAN CONTACT THE PROJECT ENGINEER OR TEAM MANAGER AS SHOWN ON THE COVER SHEET.
4. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S): / MIXTURE USE(S):	HMA BINDER	HMA SURF CSE SHOULDERS TOP LIFT	BASE COURSE WIDENING SHOULDERS LOWER LIFTS
AC/PG:	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN=50	4.0% @ N DESIGN=50	4.0% @ N DESIGN=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5FG	IL 9.5	IL 19.0
FRICTION AGGREGATE	N/A	MIX "C"	N/A
QUALITY	QA/AC	QA/QC	QA/QC
SUB-LOT SIZE	N/A	N/A	N/A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DISTRICT 6

EXAMINED August 5 20 21

ENGINEER OF OPERATIONS

EXAMINED August 6 20 21

ENGINEER OF PROJECT IMPLEMENTATION

EXAMINED August 20 20 21

ENGINEER OF PROGRAM DEVELOPMENT

REV. - MS

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Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
SHEET INDEX & GENERAL NOTES

SCALE: none | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	2
		CONTRACT NO. 72L62		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE PPS# 6-01053-0000					
				80% FED 20% STATE	80% FED 20% STATE				
				ROADWAY	STRUCTURE				
				0005	0013				
				URBAN	URBAN				
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25					
20200100	EARTH EXCAVATION	CU YD	120	120					
20300100	CHANNEL EXCAVATION	CU YD	690	690					
25000200	SEEDING, CLASS 2	ACRE	0.25	0.25					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23	23					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	23	23					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23	23					
25000700	AGRICULTURAL GROUND LIMESTONE	TON	1	1					
25100115	MULCH, METHOD 2	ACRE	0.25	0.25					
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	150	150					
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50	50					
28000400	PERIMETER EROSION BARRIER	FOOT	1100	1100					
28100805	STONE RIPRAP, CLASS A3	TON	376	119	257				

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PLOT DATE = 8/23/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	3
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE PPS# 6-01053-0000					
				80% FED 20% STATE	80% FED 20% STATE				
				ROADWAY	STRUCTURE				
				0005	0013				
				URBAN	URBAN				
28200200	FILTER FABRIC	SQ YD	3363	178	3185				
28400100	GABIONS	CU YD	115		115				
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	206	206					
28401000	SLOPE MATTRESS 12"	SQ YD	2096		2096				
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	908	908					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1254	1254					
40600990	TEMPORARY RAMP	SQ YD	153	153					
40602965	HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50	TON	101	101					
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	122	122					
44000100	PAVEMENT REMOVAL	SQ YD	335	335					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	1920	1920					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	319	319					
44003100	MEDIAN REMOVAL	SQ FT	259	259					
44004250	PAVED SHOULDER REMOVAL	SQ YD	290	290					
48101200	AGGREGATE SHOULDERS, TYPE B	TON	30	30					
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	133	133					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	4
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	

				CONSTRUCTION CODE					
				PPS# 6-01053-0000					
				80% FED 20% STATE	80% FED 20% STATE				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	STRUCTURE				
				0005	0013				
				URBAN	URBAN				
48203100	HOT-MIX ASPHALT SHOULDERS	TON	96	96					
50102400	CONCRETE REMOVAL	CU YD	34.9		34.9				
50104650	SLOPE WALL REMOVAL	SQ YD	1652		1652				
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1				
50105220	PIPE CULVERT REMOVAL	FOOT	135	135					
50200100	STRUCTURE EXCAVATION	CU YD	180		180				
50300225	CONCRETE STRUCTURES	CU YD	66.3		66.3				
50300255	CONCRETE SUPERSTRUCTURE	CU YD	347.2		347.2				
50300260	BRIDGE DECK GROOVING	SQ YD	1352		1352				
50300300	PROTECTIVE COAT	SQ YD	2099	533	1566				
50500505	STUD SHEAR CONNECTORS	EACH	3795		3795				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	161440		161440				
51500100	NAME PLATES	EACH	1		1				

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none | SHEET 3 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	5
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

				CONSTRUCTION CODE					
				PPS# 6-01053-0000					
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE	80% FED 20% STATE				
				ROADWAY	STRUCTURE				
				0005	0013				
				URBAN	URBAN				
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	33		33				
52100510	ANCHOR BOLTS, 3/4"	EACH	44		44				
52100520	ANCHOR BOLTS, 1"	EACH	22		22				
54262712	METAL FLARED END SECTIONS 12"	EACH	3	3					
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	205		205				
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	112		112				
60100945	PIPE DRAINS 12"	FOOT	27	27					
60605300	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)	FOOT	105	105					
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	557	557					
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	3	3					
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	625	625					
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1					
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4					

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none | SHEET 4 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	6
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

				CONSTRUCTION CODE					
				PPS# 6-01053-0000					
				80% FED 20% STATE	80% FED 20% STATE				
				ROADWAY	STRUCTURE				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005	0013				
				URBAN	URBAN				
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3					
63200310	GUARDRAIL REMOVAL	FOOT	874	874					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12					
67100100	MOBILIZATION	L SUM	1	1					
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1					
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	360	360					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	96	96					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2549	2549					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	94	94					
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	5198	5198					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	514	514					
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4					
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	2599	2599					
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	257	257					

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	7
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

				CONSTRUCTION CODE					
				PPS# 6-01053-0000					
				80% FED 20% STATE	80% FED 20% STATE				
				ROADWAY	STRUCTURE				
				0005	0013				
				URBAN	URBAN				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY						
* 78003100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	SQ FT	47	47					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	23	23					
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	14	14					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	23	23					
X0900084	CONCRETE SUPERSTRUCTURE (APPROACH SLAB), SPECIAL	CU YD	189.8		189.8				
X4201410	BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	SQ YD	399	399					
X4403800	MEDIAN SURFACE REMOVAL	SQ FT	634	634					
X4811900	AGGREGATE SHOULDERS (SPECIAL)	TON	213	213					
X6050700	REMOVE INLET BOX	EACH	3	3					
X6060700	CONCRETE MEDIAN, TYPE SB-9.06 (SPECIAL)	SQ FT	210	210					
X6061700	COMBINATION CONCRETE CURB AND GUTTER, TYPE B (SPECIAL)	FOOT	70	70					
X7011800	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1					
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	33		33				
Z0002900	BASE COURSE (OPTION)	SQ YD	269	269					

* SPECIALTY ITEM

REV. - MS

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Engineers • Architects • Surveyors
976 N 24TH ST. QUINCY, ILLINOIS 62301 217 223-3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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PLOT DATE = 8/23/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none | SHEET 6 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	8
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE PPS# 6-01053-0000					
					80% FED 20% STATE	80% FED 20% STATE				
					ROADWAY	STRUCTURE				
					0005	0013				
					URBAN	URBAN				
	Z0004552	APPROACH SLAB REMOVAL	SQ YD	489	489					
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
	Z0016702	DETOUR SIGNING	L SUM	1	1					
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	255		255				
Ø	Z0076600	TRAINEES	HOUR	1000	1000					
Ø	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000					

* SPECIALTY ITEM Ø 0042

REV. - MS

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616 N 24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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PLOT DATE = 8/23/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	9
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	

TREE REMOVAL, ACRES

STATION TO STATION		SIDE	WIDTH	20100500 ACRE
FAP 63 (US 24)				
322+54	323+36	LT	VARIES	0.06
323+80	323+95	LT	VARIES	0.01
322+08	322+81	RT	VARIES	0.04
322+56	322+99	RT	VARIES	0.01
323+38	324+55	RT	VARIES	0.11
TOTAL				0.22
USE				0.25

EARTH EXCAVATION SCHEDULE

LOCATION STATION TO STATION		SIDE	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED (25%)	EMBANKMENT	EARTHWORK BALANCE
			20200100 CU YD			
FAP 63 (US 24)						
320+50	328+50	LT & RT	119	89	70	70
TOTALS			119	89	70	70
USE			120	90	70	70

CHANNEL EXCAVATION

LOCATION STATION TO STATION		SIDE	20300100 CHANNEL EXCAVATION
			CU YD
FAP 63 (US 24)			
322+71	323+94	LT & RT	686.5
TOTALS			686.5
USE			690

SEEDING SCHEDULE

STATION TO STATION		SIDE	WIDTH	25000200 SEEDING CLASS 2	25000400 FERTILIZER NUTRIENTS NITROGEN	25000500 PHOSPHORUS	25000600 POTASSIUM	25100115 MULCH METHOD 2	25000700 AGRICULTURAL LIMESTONE
				ACRE	POUND			ACRE	TON
FAP 63 (US 24)									
322+50	324+50	LT	VARIES	0.01	0.6	0.6	0.6	0.02	0.01
322+00	324+53	RT	VARIES	0.08	6.9	6.9	6.9	0.10	0.20
TOTALS				0.09	7.5	7.5	7.5	0.23	0.21
USE				0.25	23	23	23	0.25	1

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE SEEDED, FERTILIZED, AND MULCHED.

RIPRAP SCHEDULE

STATION TO STATION		SIDE	LENGTH	28100805 STONE DUMPED CLASS A3	28200200 FILTER FABRIC
				TON	SQ YD
FAP 63 (US 24)					
324+32.4	324+49.4	LT	VARIES	30.9	46.3
322+10.1	322+36.0	RT	40.0	57.9	86.9
324+39.4	324+49.4	RT	40.0	29.6	44.4
TOTALS				118.4	177.7
USE				119	178

NOTE: SEE STRUCTURE PLANS FOR ADDITIONAL FILTER FABRIC AND STONE RIPRAP, CLASS A5 QUANTITIES.

EROSION CONTROL SCHEDULE

NUMBER	ITEM	UNIT	TOTAL
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50
28000400	PERIMETER EROSION BARRIER	FOOT	1100
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	150

THIS SCHEDULE INCLUDES ESTIMATED QUANTITIES. THEY MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THESE ESTIMATED QUANTITIES SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER.

SUBBASE GRANULAR MATERIAL, TYPE B

STATION TO STATION		SIDE	WIDTH	31101000 TON
FAP 63 (US 24)				
321+72.6	322+07.6	LT&RT	46.0	31.8
321+72.6	322+07.6	LT	11.1	12.9
321+72.6	322+07.6	RT	10.5	12.2
322+07.6	322+31.6	LT&RT	68.0	36.3
324+27.7	324+51.7	LT&RT	68.0	36.3
324+51.7	324+86.7	LT	11.1	13.0
324+51.7	324+86.7	LT	15.1	10.2
324+51.7	324+86.7	MEDIAN	VARIES	29.8
324+51.7	324+86.7	RT	15.1	10.4
324+517	324+86.7	RT	11.1	13.0
TOTAL				205.8
USE				206

MISCELLANEOUS PAVING ITEMS SCHEDULE

NUMBER	ITEM	UNIT	TOTAL
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	908
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1254
40600990	TEMPORARY RAMP	SQ YD	153

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ROADWAY PAVING SCHEDULE

LOCATION STATION TO STATION		SIDE	SURFACE WIDTH	40602965 HMA BINDER COURSE IL-9.5FG, N50	40604050 HMA SURFACE COURSE, IL-9.5, MIX "C", N50
				TON	
FAP 63 (US 24)					
320+74.31	321+72.56	LT	26.0	19.9	23.8
321+72.56	322+07.56	LT	26.0	7.1	8.5
320+59.06	321+72.56	RT	14.0	12.4	14.8
321+72.56	322+07.56	RT	14.0	3.8	4.6
324+51.70	324+86.70	LT&RT	29.0	7.9	9.5
324+86.70	327+57.62	LT	14.0	29.5	35.4
324+86.70	326+74.69	RT	14.0	20.5	24.6
TOTALS				101.0	121.2
USE				101	122

PAVEMENT REMOVAL

STATION TO STATION		SIDE	WIDTH	44000100 SQ YD
FAP 63 (US 24)				
321+72.6	322+15.7	LT	26.0	124.5
321+72.6	322+15.7	RT	14.0	67.1
324+43.6	324+86.7	LT	15.8	75.4
324+43.6	324+86.7	RT	14.0	67.0
TOTAL				334.1
USE				335

HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"

STATION TO STATION		SIDE	WIDTH	44000159 SQ YD
FAP 63 (US 24)				
320+59.1	321+72.6	RT	24.0	302.7
320+74.3	321+72.6	LT	36.0	393.0
324+86.7	326+74.7	RT	24.0	501.3
324+86.7	327+57.6	LT	24.0	722.5
TOTAL				1919.4
USE				1920

COMBINATION CURB AND GUTTER REMOVAL

STATION TO STATION		SIDE	44000500 FOOT
FAP 63 (US 24)			
321+72.56	322+67.10	LT	94.5
324+16.15	324+86.70	LT	70.5
324+19.46	324+86.70	RT	67.2
324+43.60	324+86.70	LT	43.1
324+43.60	324+86.70	RT	43.1
TOTAL			318.5
USE			319

MEDIAN REMOVAL

STATION TO STATION		SIDE	44003100 SQ FT
FAP 63 (US 24)			
321+72.6	322+15.7	LT & RT	258.7
TOTAL			258.7
USE			259

PAVED SHOULDER REMOVAL

STATION TO STATION		SIDE	WIDTH	44004250 SQ YD
FAP 63 (US 24)				
321+72.6	322+73.5	LT	8.0	89.7
321+72.6	322+43.3	RT	10.0	65.2
324+06.0	324+86.7	LT	8.0	58.4
323+85.7	324+86.7	RT	8.0	76.5
TOTAL				289.8
USE				290

AGGREGATE SHOULDERS, TYPE B

STATION TO STATION		SIDE	WIDTH	48101200 TON
FAP 63 (US 24)				
327+36.0	328+71.9	LT	VARIES	29.1
TOTAL				29.1
USE				30

HOT-MIX ASPHALT SHOULDERS, 8"

STATION TO STATION		SIDE	WIDTH	48203029 SQ YD
FAP 63 (US 24)				
321+72.6	322+07.6	LT	8.0	31.1
321+72.6	322+07.6	RT	10.0	38.9
324+51.7	324+86.7	LT&RT	8.0	62.2
TOTAL				132.2
USE				133

HOT-MIX ASPHALT SHOULDERS

STATION TO STATION		SIDE	48203100 TON
FAP 63 (US 24)			
320+74.31	321+72.56	LT	13.4
320+59.06	321+72.56	RT	19.4
324+86.70	327+57.62	LT	37.1
324+86.70	326+74.69	RT	25.7
TOTAL			95.7
USE			96

REV. - MS

PIPE CULVERT REMOVAL

			50105220
STATION	SIDE	DESCRIPTION	FOOT
FAP 63 (US 24)			
322+37	RT	12" CMP	45
324+22	LT	12" CMP	45
323+98	RT	12" CMP	45
TOTAL			135

PROTECTIVE COAT

	50300300
ITEM	SQ YD
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)	35.1
COMBINATION CONCRETE CURB AND GUTTER, TYPE B (SPECIAL)	13.8
BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	399.0
CONCRETE MEDIAN SURFACE, 4 INCH	61.8
CONCRETE MEDIAN, TYPE SB-9.06 (SPECIAL)	23.3
TOTALS	533.0
USE	533

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DRAINAGE STRUCTURES

		61000225	60100945	54262712
STATION	SIDE	TYPE F INLET BOX STD 610001	PIPE DRAINS 12"	METAL FLARED END SECTIONS 12"
		EACH	FOOT	EACH
FAP 63 (US 24)				
322+16.3	RT	1	9	1
324+46.0	LT	1	9	1
324+46.0	RT	1	9	1
TOTALS		3	27	3
USE		3	27	3

COMBINATION CONCRETE CURB & GUTTER

			60605300	X6061700
STATION TO STATION		SIDE	C&G, TYPE B-6.24 (MODIFIED)	C&G, TYP B (SPECIAL)
			FOOT	FOOT
FAP 63 (US 24)				
324+51.70	324+86.70	MEDIAN		70.0
321+72.56	322+07.56	LT	35.0	
324+51.70	324+86.70	LT	35.0	
324+51.70	324+86.70	RT	35.0	
TOTALS			105.0	70.0
USE			105	70

CONCRETE MEDIAN

			60618300	X6060700
STATION TO STATION		SIDE	CONCRETE MEDIAN SURFACE, 4"	CONC. MEDIAN, TYPE SB-9.06 (SPECIAL)
			SQ FT	SQ FT
FAP 63 (US 24)				
321+72.6	322+07.6	MEDIAN		210.0
324+51.7	324+86.7	MEDIAN	556.5	
TOTALS			556.5	210.0
USE			557	210

GUARDRAIL REMOVAL

			63200310
STATION TO STATION		SIDE	FOOT
FAP 63 (US 24)			
320+61.1	322+66.3	LT	205.2
321+47.7	322+42.3	RT	94.6
323+93.1	326+48.0	RT	254.9
324+17.2	327+35.8	LT	318.6
TOTAL			873.3
USE			874

GUARDRAIL SCHEDULE

			63000003	63100045	63100085	63100167	78200005	72501000
STATION TO STATION		SIDE	SPBGR TYPE A 9' POSTS	TRAF BARRIER TERMINAL TYPE 2	TRAF BARRIER TERMINAL TYPE 6	TRAF BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT)	GUARDRAIL REFLECTORS TYPE A	TERMINAL MARKERS DIRECT APPLIED
			FOOT	EACH	EACH	EACH	EACH	EACH
FAP 63 (US 24)								
320+61.43	322+64.13	LT	112.5		1	1	3	1
320+99.91	322+40.11	RT	50.0		1	1	2	1
324+19.15	328+09.35	LT	300.0		1	1	5	1
323+95.13	326+47.83	RT	162.5	1	1		4	1
TOTALS			625.0	1	4	3	14	4

MISCELLANEOUS PAVEMENT MARKING SCHEDULE

NUMBER	ITEM	UNIT	TOTAL
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	96
70300150	SHORT-TERM PAVEMENT MARKING REMOVAL	SQ FT	2549
70300210	TEMPORARY PAVEMENT MARKING - LETTERS & SYMBOLS	SQ FT	94
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	5198
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	514

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PAINT PAVEMENT MARKINGS

				78001120	78001130	78003100
STATION TO STATION		SIDE	DESCRIPTION	PAINT PAVEMENT MARKING - 5"	PAINT PAVEMENT MARKING - 6"	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B LETTERS AND SYMBOLS
				FOOT	FOOT	SQ FT
FAP 63 (US 24)						
320+74.31	327+57.62	LT	WHITE SOLID EDGE LINE	683.3		
320+74.31	327+57.62	MEDIAN	YELLOW SOLID EDGE LINE	683.9		
320+59.06	326+74.69	MEDIAN	YELLOW SOLID EDGE LINE	615.6		
320+59.06	326+74.69	RT	WHITE SOLID EDGE LINE	615.6		
320+74.31	322+66.80	LT	WHITE SOLID TURN		192.5	
322+66.80	325+17.45	LT	WHITE DASHED TURN		64.0	
320+79.00	322+49.00	LT	WHITE TURN ARROWS			46.8
TOTAL				2598.4	256.5	46.8
USE				2599	257	47

RAISED REFLECTIVE PAVEMENT MARKERS

					78100100	
STATION TO STATION			SIDE	MAXIMUM SPACING	ONE-WAY AMBER	ONE-WAY CRYSTAL
					EACH	EACH
FAP 63 (US 24)						
321+72.56	324+86.70		MEDIAN	40	9	
321+72.56	324+86.70		MEDIAN	40	9	
320+74.31	322+66.80		LT	40		5
TOTAL					18	5
USE					23	

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

			78300200
STATION TO STATION		SIDE	EACH
FAP 63 (US 24)			
320+74.31	324+86.70	LT&RT	23
TOTAL			23

BRIDGE APPROACH PAVEMENT CONNECTOR SCHEDULE

				X4201410
STATION TO STATION		SIDE	WIDTH	BRIDGE APPR PVMT CONNECTOR (SPECIAL)
				SQ YD
FAP 63 (US 24)				
322+07.6	322+34.6	LT & RT	67.00	199.5
324+24.7	324+51.7	LT & RT	67.00	198.7
TOTALS				398.2
USE				399

MEDIAN SURFACE REMOVAL

			X4403800
STATION TO STATION		SIDE	WIDTH	SQ FT
FAP 63 (US 24)				
324+43.6	324+86.7	LT&RT	VARIES	633.8
TOTAL				633.8
USE				634

AGGREGATE SHOULDERS (SPECIAL)

				X4811900
STATION TO STATION		SIDE	WIDTH	TON
FAP 63 (US 24)				
320+43	322+50	LT & RT	VARIES	63.4
324+00	327+36	LT & RT	VARIES	149.6
TOTAL				213.0
USE				213

REMOVE INLET BOX

			X6050700
STATION	SIDE	OFFSET	EACH
FAP 63 (US 24)			
322+37	RT	30	1
324+22	LT	30	1
323+98	RT	30	1
TOTAL			3

BASE COURSE (OPTION), 8"

				Z0002900
STATION TO STATION		SIDE	WIDTH	SQ YD
FAP 63 (US 24)				
321+72.6	322+07.6	LT	26	101.1
321+72.6	322+07.6	RT	14	54.4
324+51.7	324+86.7	LT	VARIES	58.3
324+51.7	324+86.7	RT	14	54.4
TOTAL				268.3
USE				269

APPROACH SLAB REMOVAL

			Z0004552
STATION TO STATION		SIDE	SQ YD
FAP 63 (US 24)			
322+15.7	322+64.0	LT&RT	245.0
323+95.2	324+43.6	LT&RT	243.6
TOTAL			488.6
USE			489

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KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = ams	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/30/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
SCHEDULE OF QUANTITIES

SCALE: none | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	11
		CONTRACT NO. 72L62		
	ILLINOIS FED. AID PROJECT			

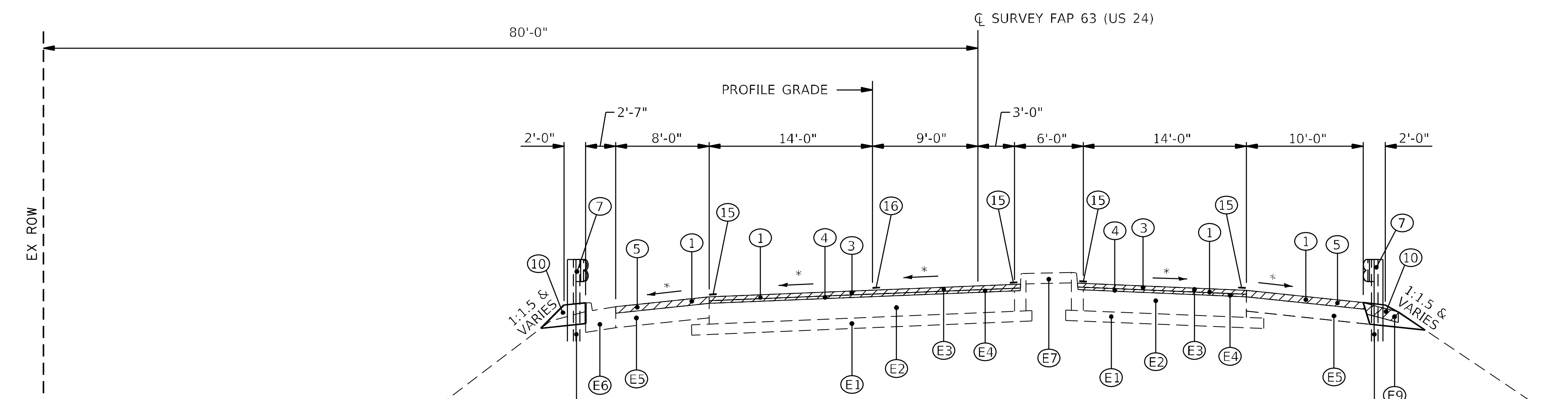
LEGEND

- (E1) EXISTING STABILIZED SUB-BASE, 4"
- (E2) EXISTING P.C.C. PAVEMENT, 8"
- (E3) EXISTING POLY BIT. CONC. SURFACE COURSE, 1 1/2"
- (E4) EXISTING LEVELING BINDER, 1"
- (E5) EXISTING HMA SHOULDER, 8"
- (E6) EXISTING CONCRETE CURB AND GUTTER
- (E7) EXISTING CONCRETE MEDIAN
- (E8) EXISTING GUARDRAIL
- (E9) EXISTING AGG. SHOULDER

- (1) PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- (2) PROPOSED PAVEMENT REMOVAL
- (3) PROPOSED HMA SURFACE COURSE, IL-9.5, MIX "C", N50, 1 1/2"
- (4) PROPOSED HMA BINDER COURSE, IL-9.5FG, N50, 1 1/4"
- (5) PROPOSED HMA SHOULDER, 2 3/4"
- (6) PROPOSED HMA SHOULDER, 8"
- (7) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS
- (8) PROPOSED COMBINATION CONC CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- (9) PROPOSED CONCRETE MEDIAN, TYPE SB-9.06 (SPECIAL)
- (10) PROPOSED AGGREGATE SHOULDERS (SPECIAL), 8"
- (11) PROPOSED CONCRETE MEDIAN SURFACE, 4 INCH
- (12) PROPOSED COMBINATION CONC CURB AND GUTTER, TYPE B (SPECIAL)
- (13) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B
- (14) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 4"
- (15) PROPOSED PAVEMENT MARKING - LINE 5"
- (16) PROPOSED PAVEMENT MARKING - LINE 6"
- (17) PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
- (18) BASE COURSE (OPTION), 8"
- ITEM TO BE REMOVED

GUARDRAIL NOTES:

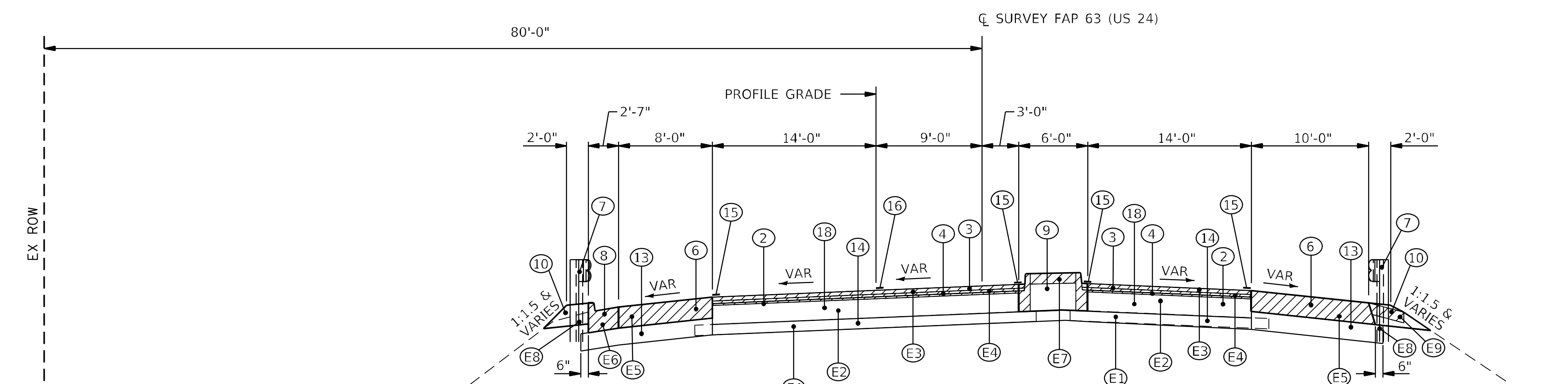
PROPOSED GUARDRAIL FROM STATION 320+61.43 TO STATION 322+64.13 LT
PROPOSED GUARDRAIL FROM STATION 320+99.91 TO STATION 322+40.11 RT
PROPOSED GUARDRAIL FROM STATION 324+19.15 TO STATION 328+09.35 LT
PROPOSED GUARDRAIL FROM STATION 323+95.13 TO STATION 326+47.83 RT



PROPOSED TYPICAL SECTION

WB STA 320+74.31 TO STA 321+72.56
EB STA 320+59.06 TO STA 321+72.56

* MATCH EXISTING SLOPE



PROPOSED TYPICAL SECTION

STA 321+72.56 TO STA 322+07.56
STA 322+07.56 TO STA 322+34.57 PCC PAVEMENT CONNECTOR
STA 322+34.57 TO STA 322+64.57 APPROACH PAVEMENT
STA 322+64.57 TO STA 323+94.69 SN 001-0010

NOTE:
SLOPES VARY TO MATCH EXISTING AND TO MATCH PROPOSED CONNECTOR

MODEL: Default
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KLINGNER & ASSOCIATES, P.C.
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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

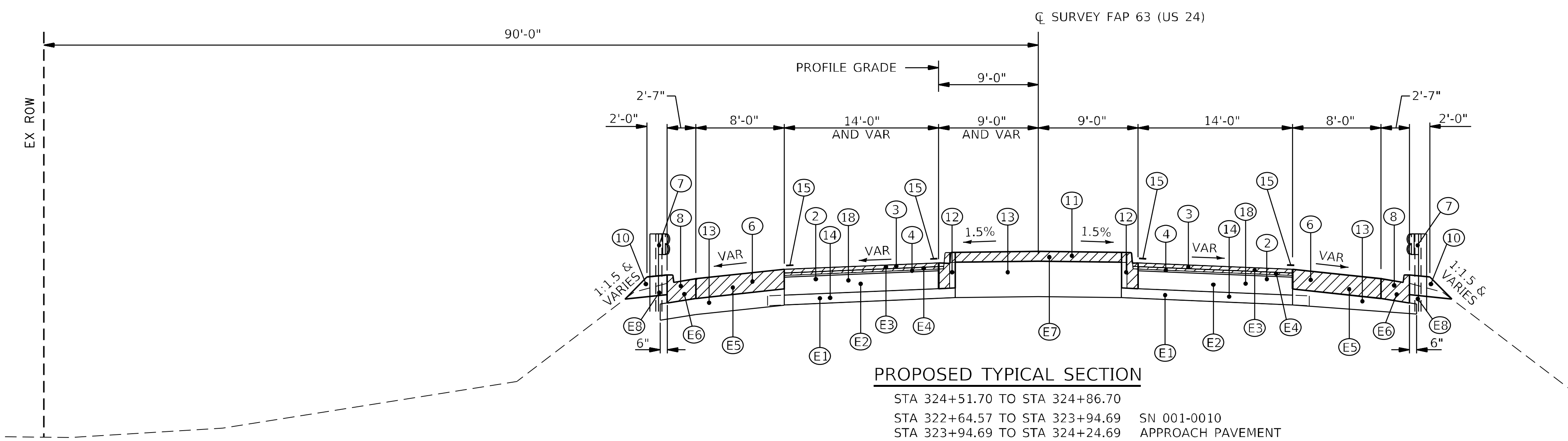
USER NAME = ams	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/19/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
TYPICAL SECTIONS

SCALE: none | SHEET 1 OF 2 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	12
		CONTRACT NO. 72L62		
		ILLINOIS FED. AID PROJECT		

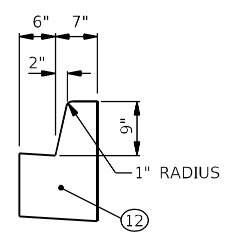


PROPOSED TYPICAL SECTION

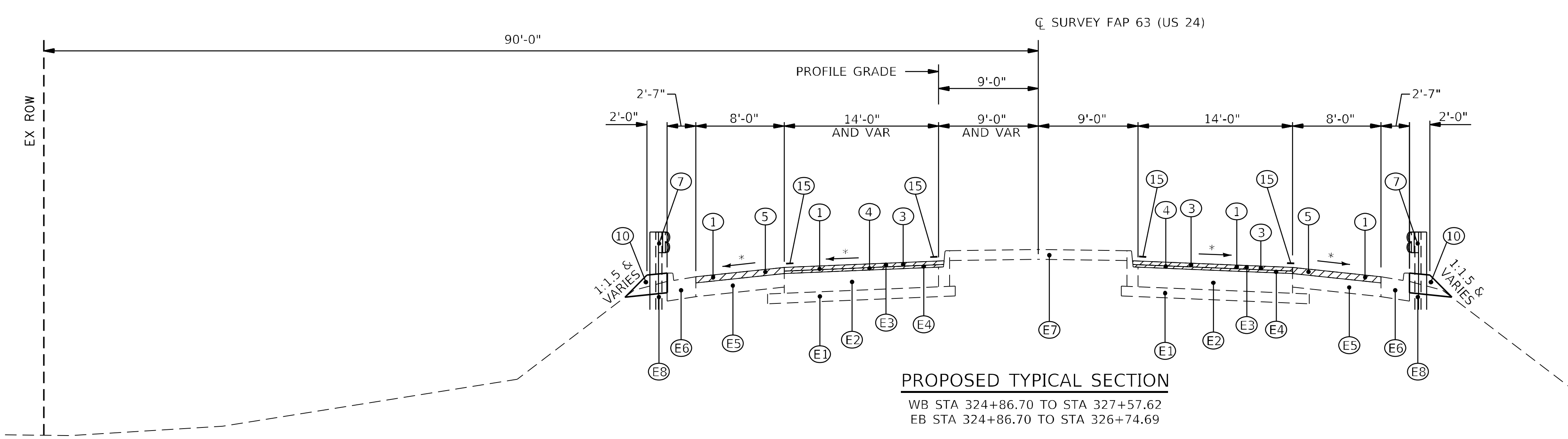
STA 324+51.70 TO STA 324+86.70

STA 322+64.57 TO STA 323+94.69 SN 001-0010
STA 323+94.69 TO STA 324+24.69 APPROACH PAVEMENT
STA 324+24.69 TO STA 324+51.70 PCC PAVEMENT CONNECTOR

NOTE:
SLOPES VARY TO MATCH EXISTING AND TO MATCH PROPOSED CONNECTOR



COMB. CONC. C&G, TYPE B (SPECIAL) DETAIL



PROPOSED TYPICAL SECTION

WB STA 324+86.70 TO STA 327+57.62
EB STA 324+86.70 TO STA 326+74.69

* MATCH EXISTING SLOPE

LEGEND

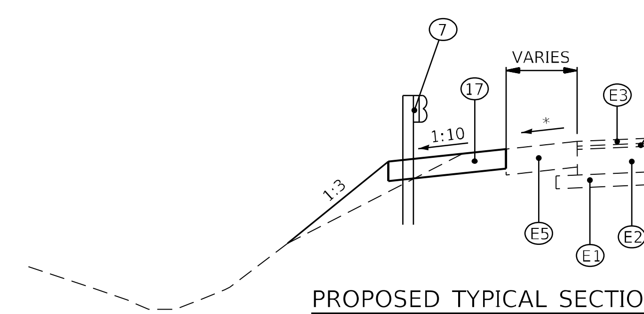
- E1 EXISTING STABILIZED SUB-BASE, 4"
- E2 EXISTING P.C.C. PAVEMENT, 8"
- E3 EXISTING POLY BIT. CONC. SURFACE COURSE, 1 1/2"
- E4 EXISTING LEVELING BINDER, 1"
- E5 EXISTING HMA SHOULDER, 8"
- E6 EXISTING CONCRETE CURB AND GUTTER
- E7 EXISTING CONCRETE MEDIAN
- E8 EXISTING GUARDRAIL
- E9 EXISTING AGG. SHOULDER

1. PROPOSED HMA SURFACE REMOVAL, 2 1/2"
2. PROPOSED PAVEMENT REMOVAL
3. PROPOSED HMA SURFACE COURSE, IL-9.5, MIX "C", N50, 1 1/2"
4. PROPOSED HMA BINDER COURSE, IL-9.5FG, N50, 1 1/4"
5. PROPOSED HMA SHOULDER, 2 3/4"
6. PROPOSED HMA SHOULDER, 8"
7. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS
8. PROPOSED COMBINATION CONC CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
9. PROPOSED CONCRETE MEDIAN, TYPE SB-9.06 (SPECIAL)
10. PROPOSED AGGREGATE SHOULDERS (SPECIAL), 8"
11. PROPOSED CONCRETE MEDIAN SURFACE, 4 INCH
12. PROPOSED COMBINATION CONC CURB AND GUTTER, TYPE B (SPECIAL)
13. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B
14. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 4"
15. PROPOSED PAVEMENT MARKING - LINE 5"
16. PROPOSED PAVEMENT MARKING - LINE 6"
17. PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
18. BASE COURSE (OPTION), 8"

(hatched) ITEM TO BE REMOVED

GUARDRAIL NOTES:

PROPOSED GUARDRAIL FROM STATION 320+61.43 TO STATION 322+64.13 LT
PROPOSED GUARDRAIL FROM STATION 320+99.91 TO STATION 322+40.11 RT
PROPOSED GUARDRAIL FROM STATION 324+19.15 TO STATION 328+09.35 LT
PROPOSED GUARDRAIL FROM STATION 323+95.13 TO STATION 326+47.83 RT



PROPOSED TYPICAL SECTION

WB STA 327+36.01 TO STA 328+71.91

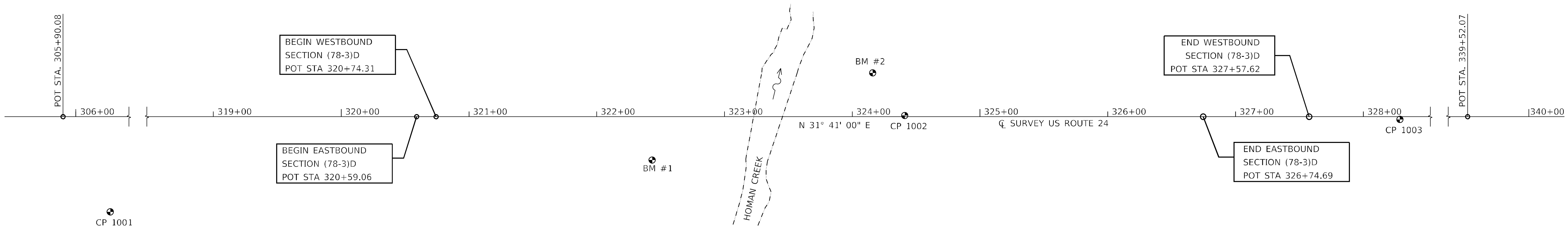
* MATCH EXISTING SLOPE

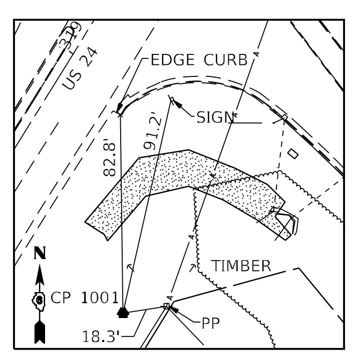
ALIGNMENT COORDINATES - US 24			
	STATION	N	E
POT	305+90.08	1,210,028.4327	1,950,935.3085
POT	320+59.06	1,210,851.3288	1,952,398.9203
POT	320+74.31	1,210,864.3060	1,952,406.9300
POT	326+74.69	1,211,375.2071	1,952,722.2651
POT	327+57.62	1,211,445.7774	1,952,765.8221
POT	339+52.07	1,212,889.3658	1,952,701.1153

* HORIZONTAL COORDINATES ARE NAD83/2007ADJ

BENCHMARK 1: CHISELED "□" ON CORNER OF SW BRIDGE APPROACH WALL OF EX. S.N. 001-0010, STA. 322+43.42, 33.85 FEET RIGHT OF ℄, NAVD 88 ELEV. 557.74.

BENCHMARK 2: CHISELED "□" IN CORNER OF NE BRIDGE APPROACH WALL OF EX. S.N. 001-0010, STA. 324+15.98, 34.20 FEET LEFT OF ℄, NAVD 88 ELEV. 560.13.

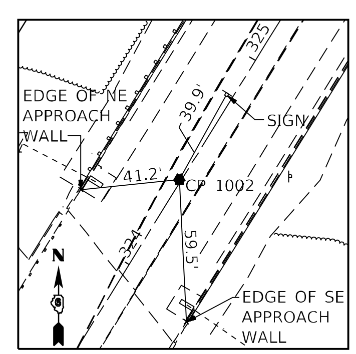




CONTROL POINT 1001

(FENO MONUMENT)

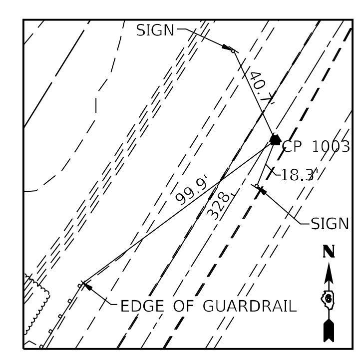
N 1,211,034.935 E 1,951,644.148



CONTROL POINT 1002

(CUT "X" IN MEDIAN)

N 1,211,604.036 E 1,951,906.823



CONTROL POINT 1003

(CUT "X" IN MEDIAN)

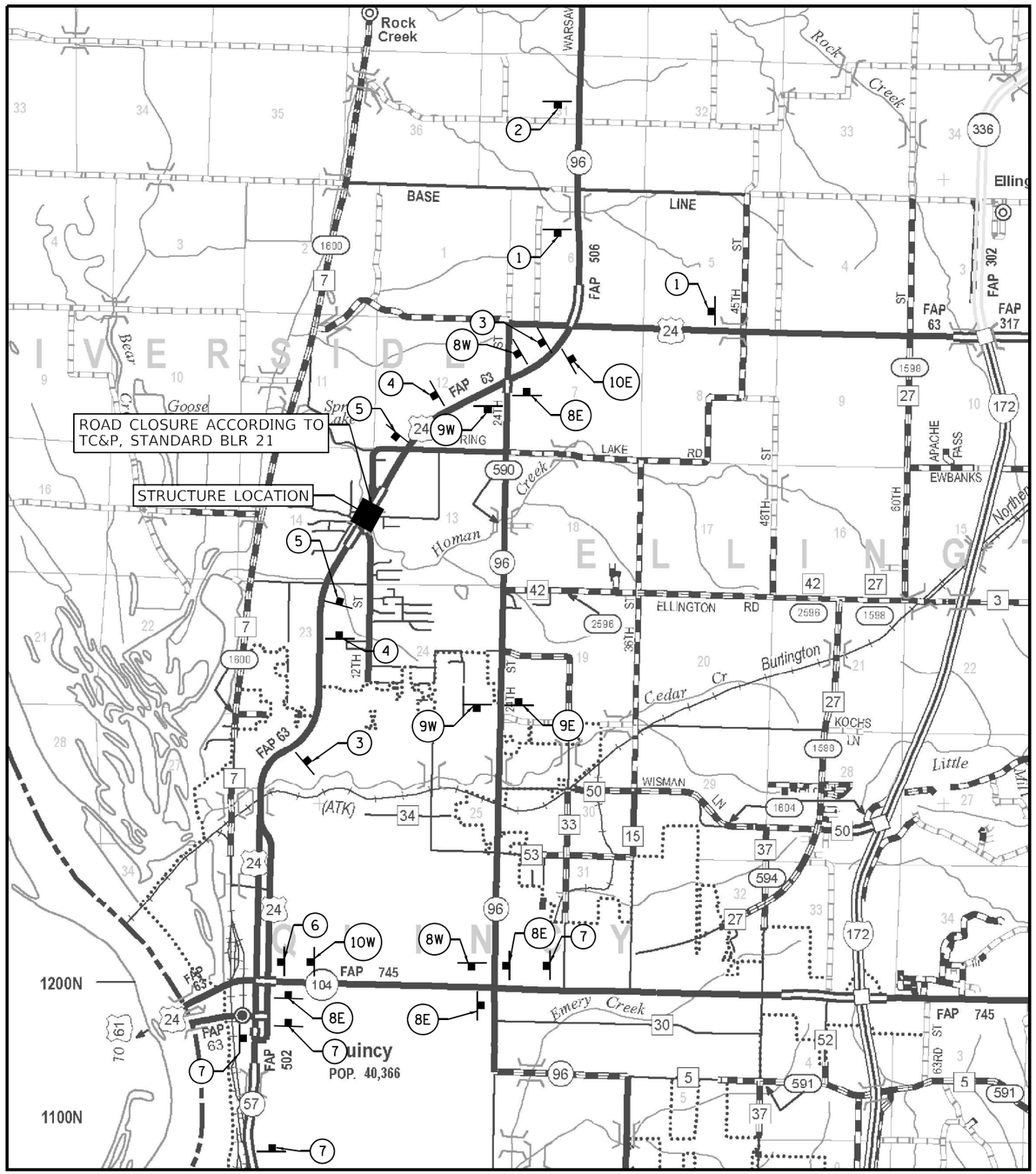
N 1,211,932.209 E 1,952,112.912

0 40 80 120

SCALE IN FEET

MODEL: Default
FILE NAME: Q:\19files\190212\Work Order 05 - US 24 over Homan Creek Structure Plans\Cadd Sheets\D672L62-sht-align.dgn

KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors 616 N.24TH ST, QUINCY, ILLINOIS 62301 217.223.3670 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	USER NAME = ams	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP ROUTE 63 (US 24) HORIZONTAL ALIGNMENT AND BENCHMARK DATA	F.A.P. RTE. 63	SECTION (78-3)D	COUNTY ADAMS	TOTAL SHEETS 63	SHEET NO. 14
		DRAWN -	REVISED -					CONTRACT NO. 72L62		
	PLOT SCALE = 80.0000 ' / in.	CHECKED -	REVISED -		SCALE: 1"=40' SHEET 1 OF 1 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		
	PLOT DATE = 8/19/2021	DATE -	REVISED -							



5000 2500 0 5000
GRAPHIC SCALE (IN FEET)
SCALE: 1"=2,500'

GENERAL NOTES

1) FLAGS SHALL BE USED AT EACH DETOUR SIGN LOCATION.
2) SEE SHEET 16 FOR DETAILS OF ROAD CLOSURE AT THE IMMEDIATE VICINITY OF THE HOMAN CREEK STRUCTURE.
3) ALL SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR.
4) THE LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
5) ALL SIGNS SHALL BE REMOVED WHEN NOT REQUIRED FOR FUTURE USE.
6) FURNISHING, ERECTING, MAINTAINING, AND REMOVAL OF THE SIGNS SHOWN SHALL BE PAID FOR ACCORDING TO THE CONTRACT UNIT COST PER LUMP SUM FOR "DETOUR SIGNING".
7) THE EXACT LOCATIONS OF ALL TRAFFIC CONTROL ITEMS SHALL BE APPROVED BY THE ENGINEER.
8) IF SIGNS ARE NOT IN USE THEY SHALL BE COVERED.
9) IDOT DISTRICT 6 BUREAU OF OPERATIONS (217-782-7314) SHALL BE GIVEN NOTICE OF IMPLEMENTATION OF THIS DETOUR 21 DAYS PRIOR TO USING THE DETOUR ROUTE.
10) PRIOR TO THE CLOSURE OF US 24, THE CONTRACTOR SHALL NOTIFY THE LOCAL EMERGENCY SERVICES, CITY OF QUINCY, US POSTAL SERVICE, COMMUNITY UNIT SCHOOL DISTRICT NO. 172, AND ADAMS COUNTY ENGINEER.

CITY OF QUINCY ENGINEER:

MR. JEFFREY CONTE, P.E.
730 MAINE STREET
QUINCY, IL 62301

FAX:
PHONE: 217-228-4527
MOBILE:
E-MAIL: ENGINEERING@QUINCYIL.GOV

COMMUNITY UNIT SCHOOL DISTRICT NO. 172 (QUINCY):

DIRECTOR OF TRANSPORTATION
SHANE BARNES
121 NORTH 20TH
QUINCY, IL 62301

FAX:
PHONE: 217-224-5910
MOBILE:
E-MAIL:

ADAMS COUNTY ENGINEER:

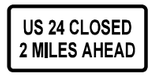
MR. JAMES FRANKENHOFF, P.E.
101 NORTH 54TH STREET
QUINCY, IL 62305

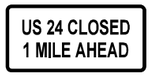
FAX: 217-223-9418
PHONE: 217-223-0614
MOBILE:
E-MAIL: ACHD@ADAMS.NET

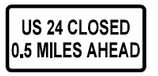
SIGNAGE LEGEND

1 — R11-3(O) - 60"x45" 2 EACH


2 — R11-3(O) - 60"x30" 1 EACH

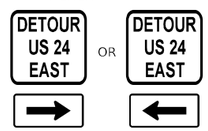

3 — R11-3(O) - 60"x30" 2 EACH


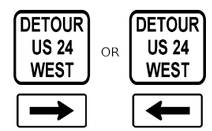
4 — R11-3(O) - 60"x30" 2 EACH


5 — R11-3(O) - 60"x30" 2 EACH


6 — R11-3(O) - 60"x30" WITH M6-1(O) - 21"x15" 1 EACH


7 — R11-3(O) - 60"x45" 4 EACH


8E — M4-8(O) - 24"x24" WITH M6-1(O) - 21"x15" 4 EACH


8W — M4-8(O) - 24"x24" WITH M6-1(O) - 21"x15" 2 EACH


N

9E — M4-8(O) - 24"x24" WITH M6-1(O) - 21"x15" 1 EACH


9W — M4-8(O) - 24"x24" WITH M6-1(O) - 21"x15" 2 EACH


10E — M4-8(O) - 24"x24" WITH M4-6(O) - 24"x12" 1 EACH


10W — M4-8(O) - 24"x24" WITH M4-6(O) - 24"x12" 1 EACH


MODEL: Default
FILE NAME: O:\19files\190212\Work Order 05 - US 24 over Homan Creek Structure #1\ms\Cadd Sheets\D6721.62-sh-Detour.dgn

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = ams	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
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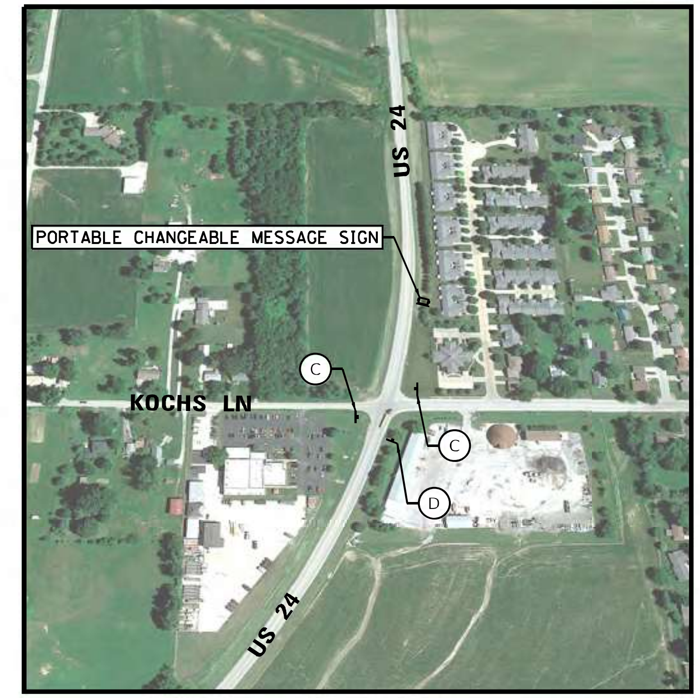
PLOT DATE = 8/19/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
DETOUR PLAN

SCALE: none | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	15
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



GENERAL NOTES

1) ALL SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR.

2) THE LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

3) THE LOCATION OF THE CHANGEABLE MESSAGE SIGNS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. MESSAGES SHALL INDICATE START DATE OF CONSTRUCTION ACTIVITIES AND ROAD CLOSURE. EACH SIGN MAY BE RELOCATED AS DIRECTED BY THE ENGINEER UP TO THREE TIMES DURING THE CONTRACT PERIOD. COST OF THE RELOCATION WILL BE INCLUDED IN THE UNIT PRICE FOR "CHANGEABLE MESSAGE SIGN".

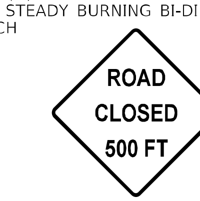
4) TRAFFIC CONTROL AND PROTECTION SHOWN ON THIS SHEET OTHER THAN THE CHANGEABLE MESSAGE SIGN SHALL BE PAID FOR ACCORDING TO THE CONTRACT UNIT PRICE PER LUMP SUM FOR "TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21.

5) SEE SHEET 15 FOR ADDITIONAL INFORMATION AND DETOUR SIGNAGE.

SIGNAGE LEGEND

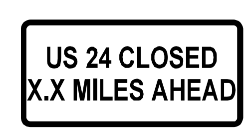
(A) W20-3(O) - 48"x48"
WITH STEADY BURNING BI-DIRECTIONAL LIGHTS
2 EACH

(B) W20-3(O) - 48"x48"
WITH STEADY BURNING BI-DIRECTIONAL LIGHTS
2 EACH



(C) R11-3(0) - 60"x30" WITH
M6-1(0) - 21"x15"
6 EACH

(D) R11-3(0) - 60"x30" WITH
M6-1(0) - 21"x15"
1 EACH



(E) TYPE III BARRICADES WITH
R11-2(W) - 48"x30" AND FLASHING
BI-DIRECTIONAL LIGHTS
2 EACH

(F) W20-I103(O) - 48"x48"
WITH STEADY BURNING BI-DIRECTIONAL LIGHTS
3 EACH

MODEL: Default
FILE NAME: Q:\19files\190212\Work Order 05 - US 24 over Homan Creek Structure Plans\Cadd Sheets\D672L62-sht-RoadClosurePlan.dgn

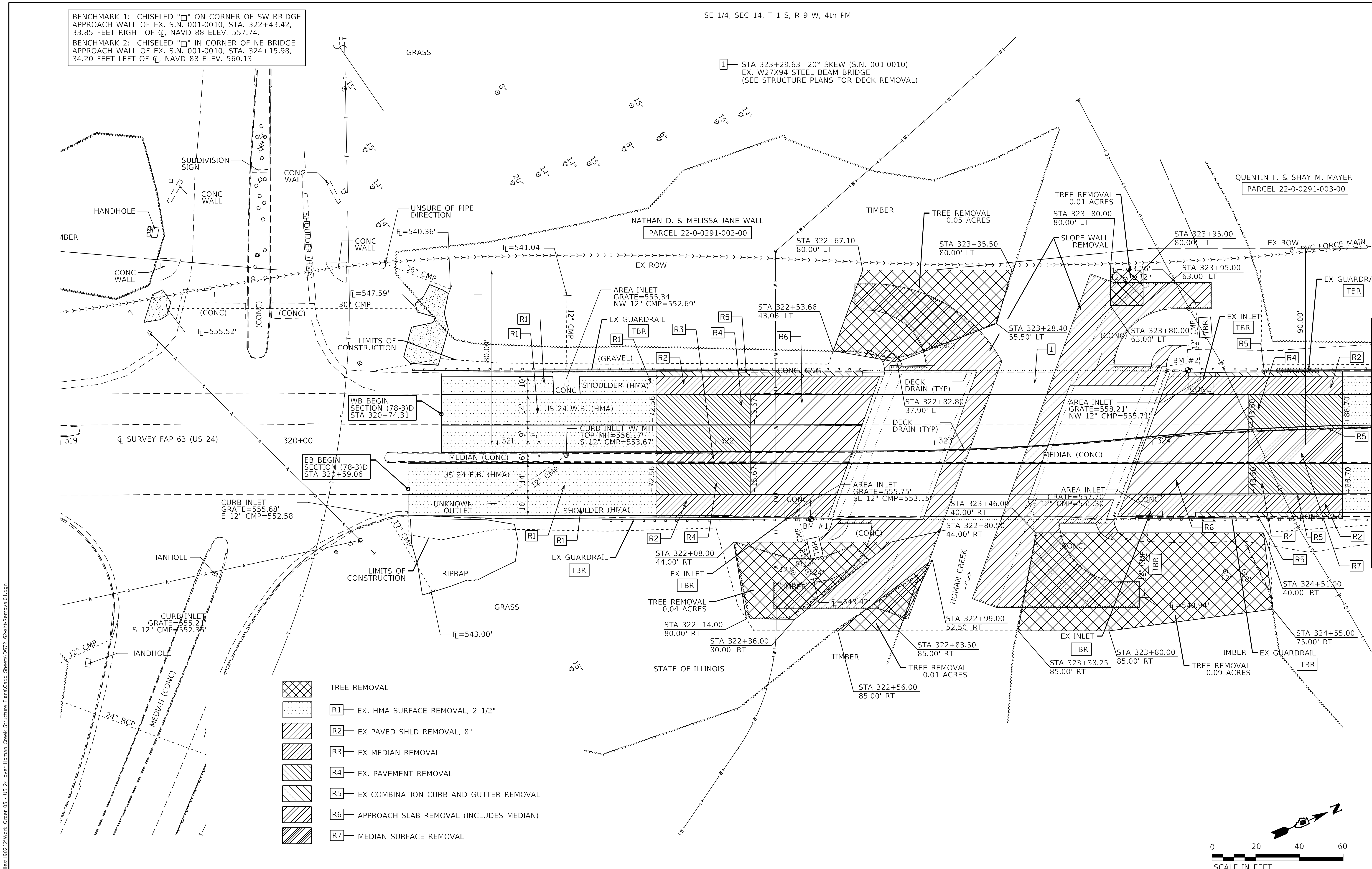
KLINGNER & ASSOCIATES, P.C. Engineers · Architects · Surveyors 616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	USER NAME = ams	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 5000.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/19/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
ROAD CLOSURE PLAN

SCALE: none | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	16
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



BENCHMARK 1: CHISELED "□" ON CORNER OF SW BRIDGE APPROACH WALL OF EX. S.N. 001-0010, STA. 322+43.42, 33.85 FEET RIGHT OF ℄, NAVD 88 ELEV. 557.74.
BENCHMARK 2: CHISELED "□" IN CORNER OF NE BRIDGE APPROACH WALL OF EX. S.N. 001-0010, STA. 324+15.98, 34.20 FEET LEFT OF ℄, NAVD 88 ELEV. 560.13.
SE 1/4, SEC 14, T 1 S, R 9 W, 4th PM
1 STA 323+29.63 20° SKEW (S.N. 001-0010) EX. W27X94 STEEL BEAM BRIDGE (SEE STRUCTURE PLANS FOR DECK REMOVAL)
GRASS
SUBDIVISION SIGN
CONC WALL
HANDHOLE
CONC WALL
UNSURE OF PIPE DIRECTION
NATHAN D. & MELISSA JANE WALL
PARCEL 22-0-0291-002-00
TIMBER
TREE REMOVAL 0.05 ACRES
TREE REMOVAL 0.01 ACRES
STA 323+80.00 80.00' LT
QUENTIN F. & SHAY M. MAYER
PARCEL 22-0-0291-003-00
STA 322+67.10 80.00' LT
STA 323+35.50 80.00' LT
SLOPE WALL REMOVAL
STA 323+95.00 80.00' LT
STA 323+95.00 63.00' LT
EX ROW
6" PVC FORCE MAIN
EX GUARDRAIL TBR
AREA INLET GRATE=555.34' NW 12" CMP=552.69'
EX GUARDRAIL TBR
STA 322+53.66 43.08' LT
STA 323+28.40 55.50' LT
STA 323+80.00 63.00' LT
EX INLET TBR
LIMITS OF CONSTRUCTION
30" CMP
36" CMP
12" CMP
(GRAVEL)
CONC C&G
DECK DRAIN (TYP)
STA 322+82.80 37.90' LT
AREA INLET GRATE=558.21' NW 12" CMP=555.71'
BM #2
SHOULDER (HMA)
WB BEGIN SECTION (78-3)D STA 320+74.31
US 24 W.B. (HMA)
CURB INLET W/ MH TOP MH=556.17' S 12" CMP=553.67'
℄ SURVEY FAP 63 (US 24)
319
320+00
321
322
323
324
MEDIAN (CONC)
EB BEGIN SECTION (78-3)D STA 320+59.06
US 24 E.B. (HMA)
AREA INLET GRATE=555.75' SE 12" CMP=553.15'
AREA INLET GRATE=557.70' SE 12" CMP=555.30'
STA 323+46.00 40.00' RT
STA 322+80.50 44.00' RT
CURB INLET GRATE=555.68' E 12" CMP=552.58'
UNKNOWN OUTLET
BM #1
MATCH LINE 325+00
HANHOLE
LIMITS OF CONSTRUCTION
RIPRAP
EX GUARDRAIL TBR
STA 322+08.00 44.00' RT
EX INLET TBR
TREE REMOVAL 0.04 ACRES
STA 322+14.00 80.00' RT
STA 322+36.00 80.00' RT
HOMAN CREEK
STA 322+99.00 52.50' RT
STA 322+83.50 85.00' RT
TREE REMOVAL 0.01 ACRES
STA 322+56.00 85.00' RT
EX INLET TBR
STA 323+38.25 85.00' RT
STA 323+80.00 85.00' RT
TREE REMOVAL 0.09 ACRES
TIMBER
EX GUARDRAIL TBR
STA 324+51.00 40.00' RT
STA 324+55.00 75.00' RT
GRASS
STATE OF ILLINOIS
CURB INLET GRATE=555.21' S 12" CMP=552.36'
HANDHOLE
24" RCP
MEDIAN (CONC)
TREE REMOVAL
R1 EX. HMA SURFACE REMOVAL, 2 1/2"
R2 EX PAVED SHLD REMOVAL, 8"
R3 EX MEDIAN REMOVAL
R4 EX. PAVEMENT REMOVAL
R5 EX COMBINATION CURB AND GUTTER REMOVAL
R6 APPROACH SLAB REMOVAL (INCLUDES MEDIAN)
R7 MEDIAN SURFACE REMOVAL
0 20 40 60
SCALE IN FEET

MODEL: Default
FILE NAME: Q:\19files\190212\Work Order 05 - US 24 over Homan Creek Structure Plans\Cadd Sheets\D672L62-sht-Removal01.dgn

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N.24TH ST, QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = ams	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/30/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
REMOVAL SHEET

SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. 319+00 TO STA. 325+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	17
		CONTRACT NO. 72L62		
		ILLINOIS FED. AID PROJECT		

SE 1/4, SEC 14, T 1 S, R 9 W, 4th PM

QUENTIN F. & SHAY M. MAYER
PARCEL 22-0-0291-003-00

TIMBER

WILLIAM & GENA AWERKAMP
PARCEL 22-0-0291-019-00

GRASS

(PLANTER ROCK)

P.E. (CONC)

CHARLES D. OBERLING
PARCEL 22-0-0291-018-00

P.E. (HMA)

EX ROW

12TH ST (HMA)

TIMBER

EX ROW

6" PVC FORCE MAIN

12" PVC

FL=572.66'

FL=570.78'

FL=570.76'

LIMITS OF CONSTRUCTION

90.00'

R1

EX GUARDRAIL
TBR

CONC FLUME

(GRAVEL)

12" RCP

SHOULDER (HMA) 10'

US 24 W.B. (HMA) 14'

END WB
SECTION (78-3)D
STA 327+57.62

MEDIAN (CONC) 9'

MEDIAN (C

325+00 326 327 328 329 330+00

MATCH LINE 325+00

9'

US 24 E.B. (HMA) 14'

SHOULDER (HMA) 10'

(GRAVEL)

CURB INLET W/ MH
TOP MH=575.50'
NW 12" RCP=571.55'

END EB
SECTION (78-3)D
STA 326+74.69

R1

LIMITS OF CONSTRUCTION

EX GUARDRAIL
TBR

STATE OF ILLINOIS

GRASS

TIMBER

FL=571.57'

18" CMP

FL=570.68'

SUMMER LN (HMA)

ELEC FENCE

TREE REMOVAL

R1 — EX. HMA SURFACE REMOVAL, 2 1/2"

R2 — EX PAVED SHLD REMOVAL, 8"

R3 — EX MEDIAN REMOVAL

R4 — EX. PAVEMENT REMOVAL

R5 — EX COMBINATION CURB AND GUTTER REMOVAL

R6 — APPROACH SLAB REMOVAL (INCLUDES MEDIAN)

R7 — MEDIAN SURFACE REMOVAL

EX ROW

N

0 20 40 60

SCALE IN FEET

MODEL: Default
FILE NAME: Q:\19files\19022\Work Order 05 - US 24 over Homan Creek Structure Plans\Cadd Sheets\D672162-sht-Removal02.dgn

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = ams	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/19/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
REMOVAL SHEET

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 325+00 | TO STA. 331+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	18
		CONTRACT NO. 72L62		
	ILLINOIS FED. AID PROJECT			

BENCHMARK 1: CHISELED "□" ON CORNER OF SW BRIDGE APPROACH WALL OF EX. S.N. 001-0010, STA. 322+43.42, 33.85 FEET RIGHT OF ℄, NAVD 88 ELEV. 557.74.

BENCHMARK 2: CHISELED "□" IN CORNER OF NE BRIDGE APPROACH WALL OF EX. S.N. 001-0010, STA. 324+15.98, 34.20 FEET LEFT OF ℄, NAVD 88 ELEV. 560.13.

SE 1/4, SEC 14, T 1 S, R 9 W, 4th PM

1 — STA 323+29.63 20° SKEW (S.N. 001-0010)
W27X94 STEEL BEAM BRIDGE WITH 8"
CONCRETE DECK (COMPOSITE-FULL LENGTH)
(SEE STRUCTURE PLANS)

D1 — STA 322+16.30 RT
TYPE F INLET BOX (STD 610001), 1 EACH
PIPE DRAIN 12"Ø, 9'
METAL FLARED END SECTION (STD 542401), 1 EACH
USFL = 553.1 (31.3' RT)
DSFL = 552.7 (40.3' RT)

D2 — STA 324+46.0 LT
TYPE F INLET BOX (STD 610001), 1 EACH
PIPE DRAIN 12"Ø, 9'
METAL FLARED END SECTION (STD 542401), 1 EACH
USFL = 556.0 (31.3' LT)
DSFL = 555.6 (40.3' LT)

D3 — STA 324+46.0 RT
TYPE F INLET BOX (STD 610001), 1 EACH
PIPE DRAIN 12"Ø, 9'
METAL FLARED END SECTION (STD 542401), 1 EACH
USFL = 556.1 (31.4' RT)
DSFL = 555.7 (40.4' RT)

SUBDIVISION SIGN
CONC WALL
HANDHOLE
UNSURE OF PIPE DIRECTION
PR GUARDRAIL (SEE SCHEDULE)
NATHAN D. & MELISSA JANE WALL
PARCEL 22-0-0291-002-00
TIMBER
SEE STRUCTURAL PLANS FOR SCOUR PROTECTION AT BRIDGE
QUENTIN F. & SHAY M. MAYER
PARCEL 22-0-0291-003-00
PR STONE DUMPED RIPRAP, CLASS A3
EX ROW
6" WATER MAIN
PR BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL) (SEE DETAIL)
PR BRIDGE APPROACH PAVEMENT (SEE STRUCTURAL PLANS)
PR BRIDGE APPROACH PAVEMENT (SEE STRUCTURE PLANS)
LIMITS OF CONSTRUCTION
AREA INLET GRATE=555.34' NW 12" CMP=552.69'
℄=540.36'
℄=541.04'
℄=543.26'
℄=547.59'
℄=555.52'
36" CMP
30" CMP
12" CMP
STA. 320+42.57
(GRAVEL)
SHOULDER (HMA)
CONC
US 24 W.B. (HMA)
DECK DRAIN (TYP)
AREA INLET GRATE=558.21' NW 12" CMP=555.71'
CURB INLET W/ MH TOP MH=556.17' S 12" CMP=553.67'
MEDIAN (CONC)
US 24 E.B. (HMA)
BEGIN WB SECTION (78-3)D STA 320+74.31
BEGIN EB SECTION (78-3)D STA 320+59.06
℄ SURVEY FAP 63 (US 24)
319
320+00
321
322
323
324
+72.56
+07.56
+51.70
+86.70
MATCH LINE 325+00
CURB INLET GRATE=555.68' E 12" CMP=552.58'
UNKNOWN OUTLET
AREA INLET GRATE=555.75' SE 12" CMP=553.15'
AREA INLET GRATE=557.70' SE 12" CMP=555.30'
HANHOLE
CURB INLET GRATE=555.21' S 12" CMP=552.36'
HANDHOLE
24" RCP
RIPRAP
GRASS
HOMAN CREEK
℄=543.00'
℄=540.94'
℄=537.63'
TIMBER
STATE OF ILLINOIS

P1 — PR HMA BINDER CSE, IL-9.5FG, N50, 1 1/4"
PR HMA SURF CSE, IL-9.5, MIX "C", N50, 1 1/2"

P2 — PR HMA SHLD. 2 3/4"

P3 — PR HMA SHLD., 8"
PR SUBBASE GR. MAT., TYPE B, 4"

P4 — PR COMB. C&G, TYPE B-6.24 (MODIFIED)
PR SUBBASE GR. MAT., TYPE B, 4"

P5 — PR CONC. MEDIAN, TYPE SB-9.06 (SPECIAL)

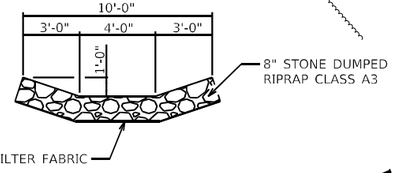
P6 — PR AGGREGATE SHOULDERS (SPECIAL), 8"

P7 — PR AGGREGATE SHOULDERS, TYPE B 6"

P8 — PR COMB. C&G, TYPE B (SPECIAL)

P9 — PR CONC. MEDIAN SURFACE, 4 INCH
PR SUBBASE GR. MAT., TYPE B

P10 — PR HMA BINDER CSE, IL-9.5FG, N50, 1 1/4"
PR HMA SURF CSE, IL-9.5, MIX "C", N50, 1 1/2"
PR BASE COURSE (OPTION), 8"
PR AGGREGATE SHOULDERS, TYPE B 6"



SECTION A-A

0 20 40 60
SCALE IN FEET

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Engineers • Architects • Surveyors
616 N.24TH ST., QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME = ams	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/30/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
PLAN SHEET

SCALE: 1"=20' | SHEET 1 OF 4 SHEETS | STA. 319+00 | TO STA. 325+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	19
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

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

PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
CROSS SECTIONS CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD

595 590 585 580 575 570 565 560 555 550 545 540 535 530 525 520 515 510

35' RAMP (1:240 MIN TAPER RATE)
PAVEMENT REMOVAL
PR HMA BINDER CSE, IL-9.5FG, N50, 1 1/4"
PR HMA SURF CSE, IL-9.5, MIX "C", N50, 1 1/2"
PR BASE COURSE (OPTION), 8"
PR AGGREGATE SHOULDERS, TYPE B 6"

35' RAMP (1:240 MIN TAPER RATE)
PAVEMENT REMOVAL
PR HMA BINDER CSE, IL-9.5FG, N50, 1 1/4"
PR HMA SURF CSE, IL-9.5, MIX "C", N50, 1 1/2"
PR BASE COURSE (OPTION), 8"
PR AGGREGATE SHOULDERS, TYPE B 6"

HMA SURFACE REMOVAL, 2 1/2"
HMA BINDER COURSE, IL-9.5FG, N50, 1 1/4"
HMA SURFACE COURSE, IL-9.5, MIX "C", N50, 1 1/2"

PROPOSED PROFILE GRADE
SEE BRIDGE PLANS

CX PROFILE GRADE

5' - TAPER HMA PAVEMENT TO MATCH EXISTING PAVEMENT

5' - TAPER HMA PAVEMENT TO MATCH EXISTING PAVEMENT

STA 321+72.56
ELEV 555.91

BEGIN PROFILE GRADE
VPI STA 322+07.56
ELEV 555.95

PR PROFILE GRADE

S.N. 001-0010

END PROFILE GRADE
VPI STA 324+51.70
ELEV 559.16

STA 324+86.70
ELEV 559.96

BEGIN WEST BOUND SECTION (78-3)D STA 320+74.31

BEGIN EASTBOUND SECTION (78-3)D STA 320+59.06

MILL & RESURFACE

-3.52% +3.68%

VPI STA 321+50.00
ELEV = 546.34
1050' V.C.
E = 9.56'
K = 145.76 (D.S.=60MPH)

50 YR HWE = 542.22

ESWE = 537.3

1:2

1:2

319+00	319+50	320+00	320+50	321+00	321+50	322+00	322+50	323+00	323+50	324+00	324+50	325+00
557.73	557.45	557.14	556.73	556.49	556.29	556.10	555.98 / 555.98	555.90 / 555.90	555.88 / 555.88	555.90 / 555.90	555.91 / 555.91	555.96 / 555.94
556.06 / 556.04	556.19 / 556.21	556.47 / 556.43	556.68 / 556.68	557.01 / 556.98	557.37 / 557.33	557.76 / 557.71	558.13 / 558.14	558.68 / 558.61	559.25 / 559.12	559.86 / 559.81	560.47 / 560.47	

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PLOT DATE = 9/30/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

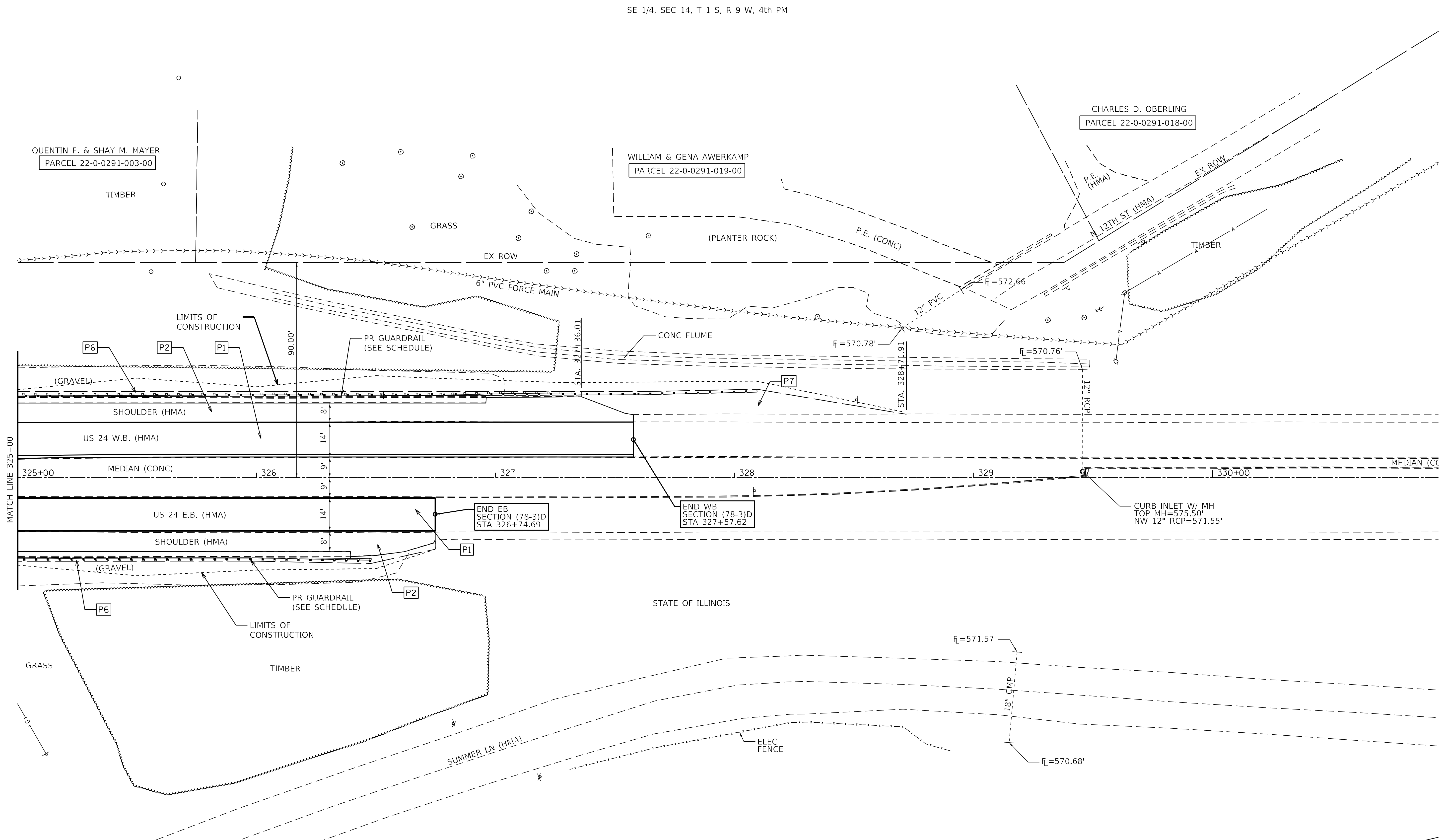
FAP ROUTE 63 (US 24)
PROFILE SHEET

SCALE: 1"=20' | SHEET 2 OF 4 SHEETS | STA. 319+00 | TO STA. 325+00

REV. - MS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	20
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	

SE 1/4, SEC 14, T 1 S, R 9 W, 4th PM



P1 — PR HMA BINDER CSE, IL-9.5FG, N50, 1 1/4"
PR HMA SURF CSE, IL-9.5, MIX "C", N50, 1 1/2"

P2 — PR HMA SHLD. 2 3/4"

P3 — PR HMA SHLD., 8"
PR SUBBASE GR. MAT., TYPE B, 4"

P4 — PR COMB. C&G, TYPE B-6.24 (MODIFIED)
PR SUBBASE GR. MAT., TYPE B, 4"

P5 — PR CONC. MEDIAN, TYPE SB-9.06 (SPECIAL)

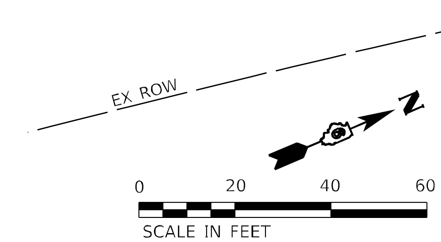
P6 — PR AGGREGATE SHOULDERS (SPECIAL), 8"

P7 — PR AGGREGATE SHOULDERS, TYPE B 6"

P8 — PR COMB. C&G, TYPE B (SPECIAL)

P9 — PR CONC. MEDIAN SURFACE, 4 INCH
PR SUBBASE GR. MAT., TYPE B

P10 — PR HMA BINDER CSE, IL-9.5FG, N50, 1 1/4"
PR HMA SURF CSE, IL-9.5, MIX "C", N50, 1 1/2"
PR BASE COURSE (OPTION), 8"
PR AGGREGATE SHOULDERS, TYPE B 6"



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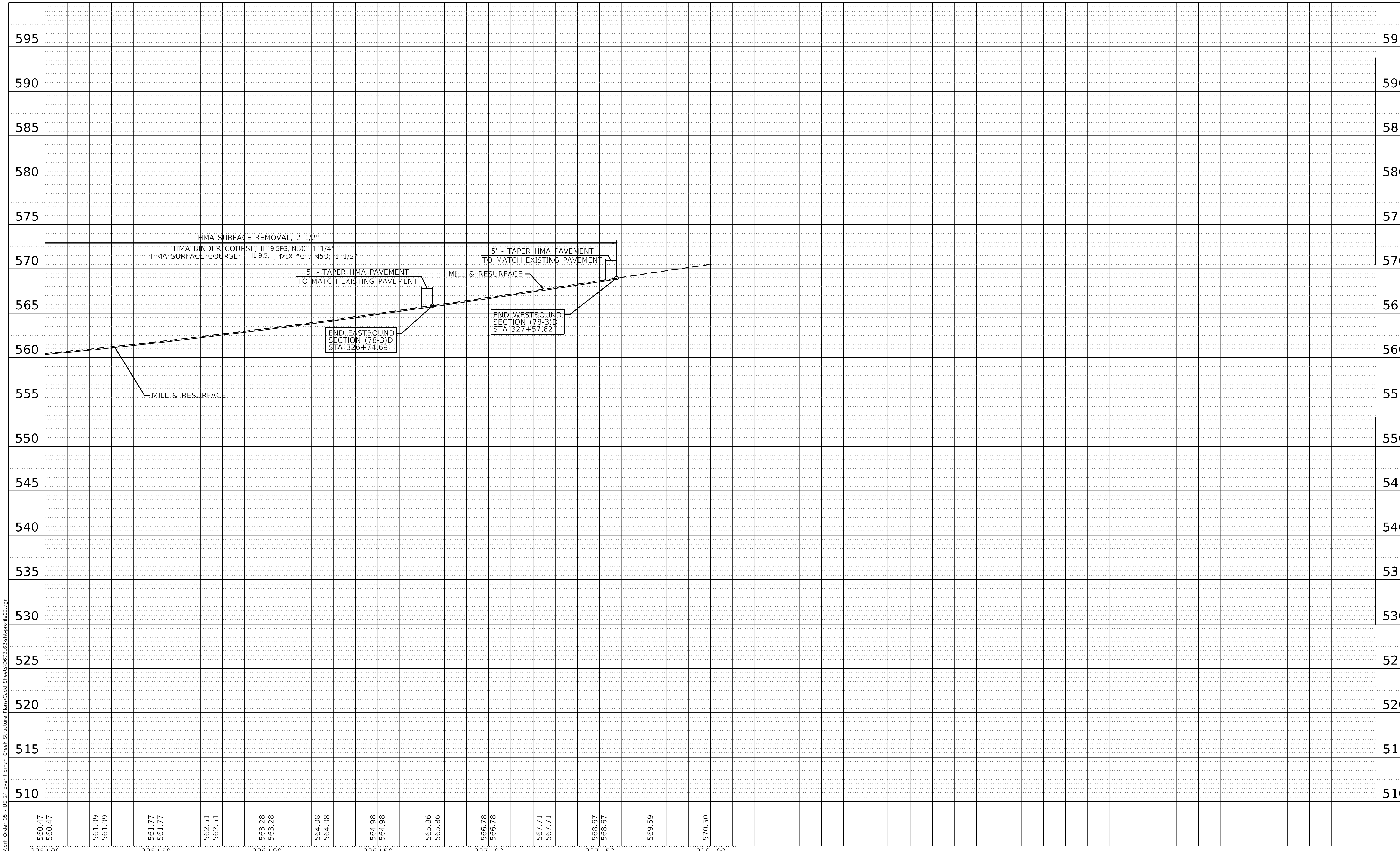
PLOT DATE = 8/19/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
PLAN SHEET

SCALE: 1"=20' | SHEET 3 OF 4 SHEETS | STA. 325+00 TO STA. 331+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	21
		CONTRACT NO. 72L62		
		ILLINOIS FED. AID PROJECT		



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

PROFILE
NOTE BOOK
NO.____
SURVEYED ____
PLOTTED ____
GRADES CHECKED ____
B.M. NOTED ____
STRUCTURE NOTAT'NS CH'KD ____
BY
DATE

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PLOT DATE = 8/19/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
PROFILE SHEET

SCALE: 1"=20' | SHEET 4 OF 4 SHEETS | STA. 325+00 TO STA. 331+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	22
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

SE 1/4, SEC 14, T 1 S, R 9 W, 4th PM

SUBDIVISION SIGN
CONC WALL
CONC WALL
CONC WALL
CONC WALL
HANDHOLE
SHOULDER LIMIT
(CONC)
(CONC)
(CONC)
NATHAN D. & MELISSA JANE WALL
PARCEL 22-0-0291-002-00
TIMBER
QUENTIN F. & SHAY M. MAYER
PARCEL 22-0-0291-003-00
EX ROW
EX ROW
(GRAVEL)
STA. 322+67
(CONC)
(CONC)
BM #2
CONC
CONC
SHOULDER (HMA)
BEGIN WB
SECTION (78-3)D
STA 320+74.31
US 24 W.B. (HMA)
319
℄ SURVEY FAP 63 (US 24)
320+00
321
322
323
324
MEDIAN (CONC)
BEGIN EB
SECTION (78-3)D
STA 320+59.06
24 E.B. (HMA)
STA. 320+79.00
STA. 321+64.00
STA. 322+49.00
SHOULDER (HMA)
CONC
CONC
CONC
BM #1
(CONC)
(CONC)
HANHOLE
RIPRAP
GRASS
TIMBER
HOMAN CREEK
TIMBER
TIMBER
STATE OF ILLINOIS
HANDHOLE
MEDIAN (CONC)
TIMBER
MATCH LINE 325+00

A	PAINT PAVEMENT MARKING - LINE 5" (YELLOW SOLID)
B	PAINT PAVEMENT MARKING - LINE 5" (WHITE SOLID)
C	PAINT PAVEMENT MARKING - LINE 6" (WHITE SOLID)
D	PAINT PAVEMENT MARKING - LINE 6" WHITE (6' SKIP, 2' DASH)
E	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B LEFT TURN ARROW - (WHITE SOLID)
▷	PR RAISED REFLECTIVE PAVEMENT MARKERS, ONE-WAY CRYSTAL
▶	PR RAISED REFLECTIVE PAVEMENT MARKERS, ONE-WAY AMBER

N

0 20 40 60
SCALE IN FEET

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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PLOT DATE = 8/19/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
PAVEMENT MARKINGS

SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. 319+00 | TO STA. 325+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	23
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

SE 1/4, SEC 14, T 1 S, R 9 W, 4th PM

QUENTIN F. & SHAY M. MAYER
PARCEL 22-0-0291-003-00

TIMBER

GRASS

WILLIAM & GENA AWERKAMP
PARCEL 22-0-0291-019-00

(PLANTER ROCK)

P.E. (CONC)

CHARLES D. OBERLING
PARCEL 22-0-0291-018-00

P.E. (HMA)

EX ROW

12TH ST (HMA)

TIMBER

EX ROW

6" PVC FORCE MAIN

12" PVC

FL=572.66'

FL=570.78'

FL=570.76'

CONC FLUME

90.00'

(GRAVEL)

SHOULDER (HMA) 8'

US 24 W.B. (HMA) 14'

MEDIAN (CONC) 9'

US 24 E.B. (HMA) 14'

SHOULDER (HMA) 8'

(GRAVEL)

MATCH LINE 325+00

325+00 326 327 328 329 330+00

12" RCP

MEDIAN (CC

END WB
SECTION (78-3)D
STA 327+57.62

END EB
SECTION (78-3)D
STA 326+74.69

CURB INLET W/ MH
TOP MH=575.50'
NW 12" RCP=571.55'

STATE OF ILLINOIS

GRASS

TIMBER

SUMMER LN (HMA)

FL=571.57'

18" CMP

FL=570.68'

ELEC
FENCE

EX ROW

N

0 20 40 60

SCALE IN FEET

A	PAINT PAVEMENT MARKING - LINE 5" (YELLOW SOLID)
B	PAINT PAVEMENT MARKING - LINE 5" (WHITE SOLID)
C	PAINT PAVEMENT MARKING - LINE 6" (WHITE SOLID)
D	PAINT PAVEMENT MARKING - LINE 6" WHITE (6' SKIP, 2' DASH)
E	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B LEFT TURN ARROW - (WHITE SOLID)
▷	PR RAISED REFLECTIVE PAVEMENT MARKERS, ONE-WAY CRYSTAL
▶	PR RAISED REFLECTIVE PAVEMENT MARKERS, ONE-WAY AMBER

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PLOT DATE = 8/19/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
PAVEMENT MARKINGS

SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 325+00 | TO STA. 331+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	24
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

Benchmark 1: Chiseled "□" in corner of Southwest bridge approach wall of existing S.N. 001-0010, Sta. 322+43.42, 33.85 feet right of ℄, NAVD 88 Elev. 557.74.

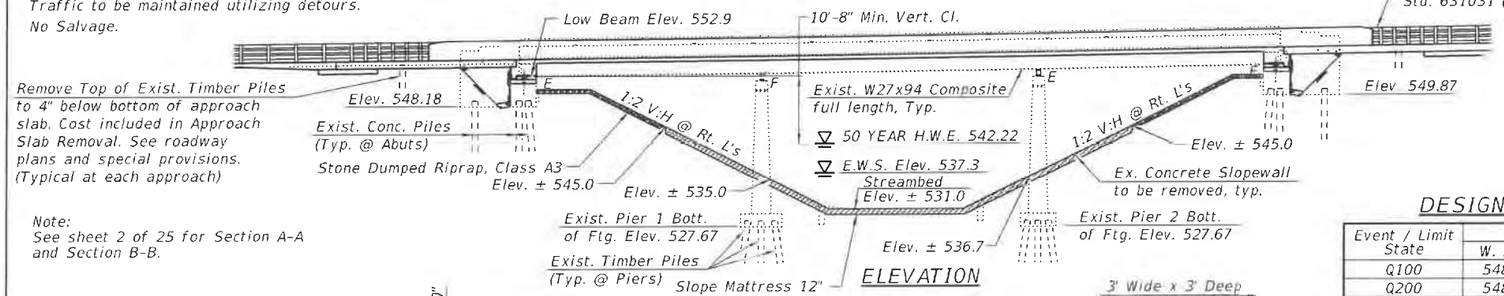
Benchmark 2: Chiseled "□" in corner of Northeast bridge approach wall of existing S.N. 001-0010, Sta. 324+15.98, 34.20 feet left of ℄, NAVD 88 Elev. 560.13.

Existing S.N. 001-0010: The existing structure was originally built in 1968 as FA-Route 36, Section 78-3B as a three span steel beam bridge with reinforced concrete deck. A microsilica overlay was added in 1994 as FAP-63, Section (78-3B)I and deck patching and expansion joint repairs were completed in 2018. The existing structure measures 132'-3" back-to-back of abutments with a 68'-0" out-to-out deck width. The substructure consists of stub abutments supported by concrete piles and solid wall piers supported by untreated timber piles. The existing abutment bearings and concrete deck will be removed and replaced and the abutments will be converted to semi-integral abutments.

The roadway will be closed during construction.

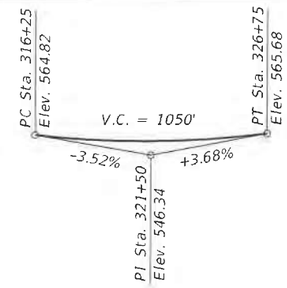
Traffic to be maintained utilizing detours.

No Salvage.



Note:
See sheet 2 of 25 for Section A-A and Section B-B.

ELEVATION



PROFILE GRADE

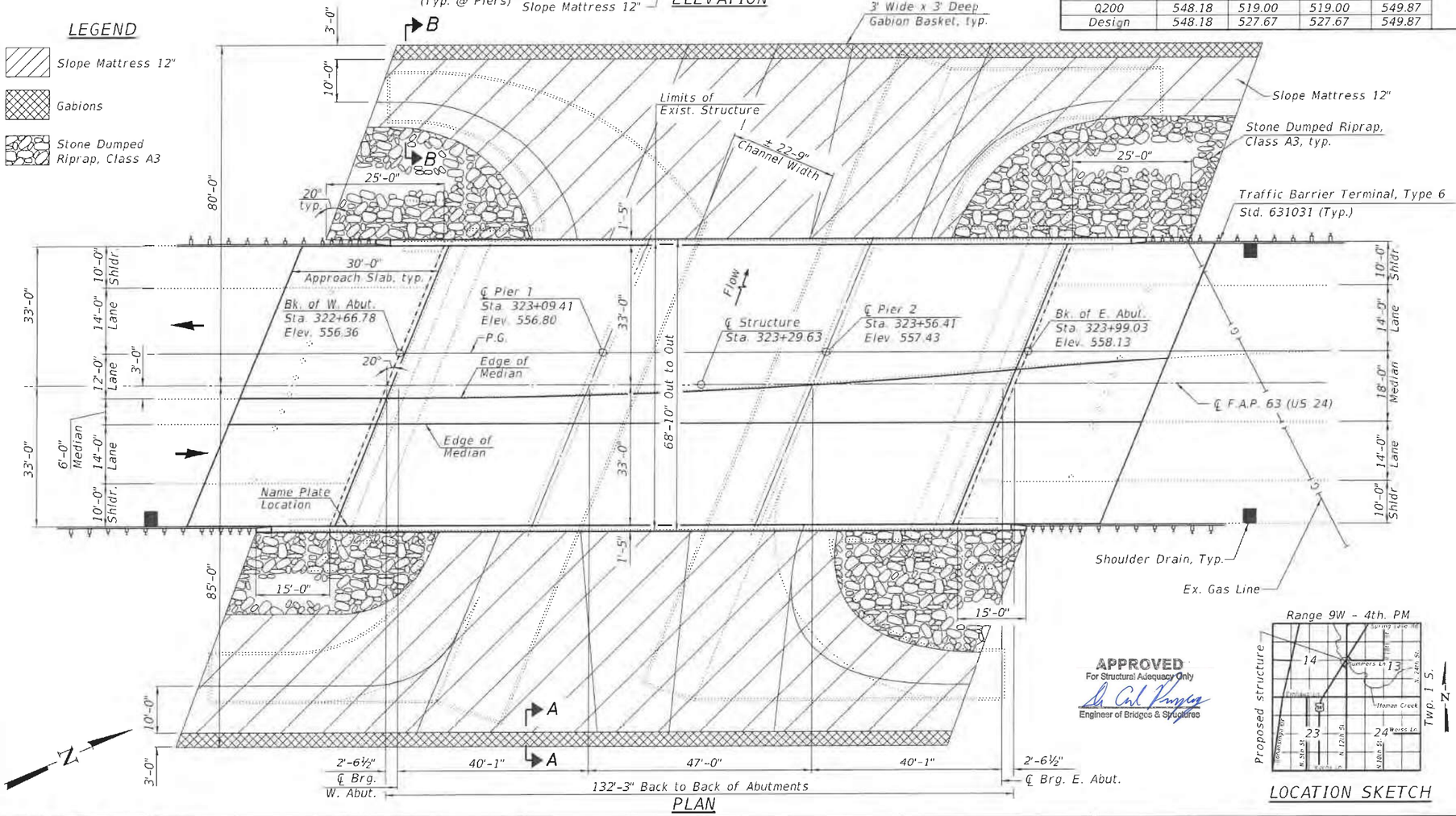
(9' LT ℄ US 24)

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)				
	W. Abut.	Pier 1	Pier 2	E. Abut.	Item 113
Q100	548.18	520.00	520.00	549.87	
Q200	548.18	519.00	519.00	549.87	7
Design	548.18	527.67	527.67	549.87	

LEGEND

- Slope Mattress 12"
- Gabions
- Stone Dumped Riprap, Class A3



PLAN

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

LOCATION SKETCH

INDEX OF SHEETS

AARON M. SCHAFER
081-007926
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

9/29/2021

Aaron M. Schafer — Date
Licensed Structural Engineer
State of Illinois No. 081-007926
License Expires 11/30/2022

LOADING HS20-44 (New Const.)

Allow 25#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS (New Const.)

2002 AASHTO Standard Specifications for Highway Brides, 17th Edition

DESIGN STRESSES

FIELD UNITS (New Construction)

f'_c = 4,000 psi (Superstructure)
f'_c = 3,500 psi (Substructure)
f_y = 50,000 psi (Structural Steel)
f_y = 60,000 psi (Reinforcement)

FIELD UNITS (Exist. Construction)

f'_c = 3,500 psi
f_y = 36,000 psi (Structural Steel)
f_y = 40,000 psi (Reinforcement)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 0.042g
Site Coefficient (S) = 1.5

GENERAL PLAN & ELEVATION

F.A.P. ROUTE 63 (US 24)
OVER HOMAN CREEK
SECTION (78-3)D
ADAMS COUNTY
STATION 323+29.63
STRUCTURE NO. 001-0010

MODEL: Default
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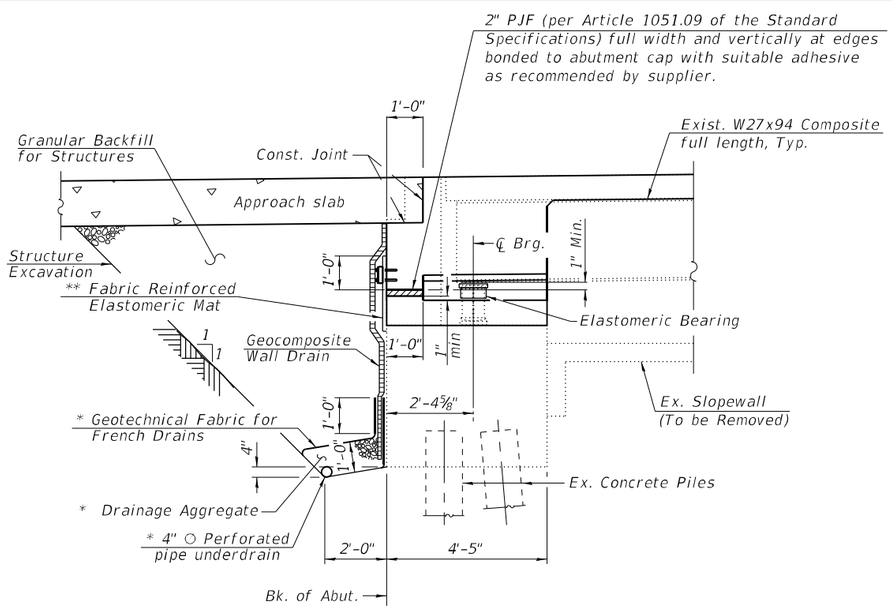
USER NAME =	DESIGNED - AMS	REVISED -	
	CHECKED - RJP	REVISED -	
PLOT SCALE =	DRAWN - AMS	REVISED -	
PLOT DATE =	CHECKED - RJP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 001-0010
SHEET 1 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	25
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



SECTION THRU SEMI-INTEGRAL ABUTMENT

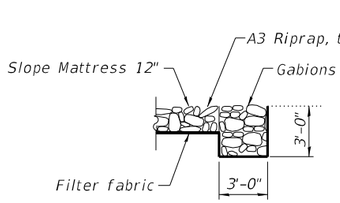
(Horiz. dim. @ Rt. L's)

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).

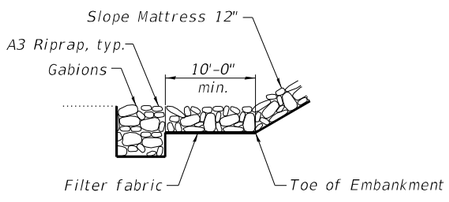
* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

** Fabric Reinforced Elastomeric Mat according to Section 1028 of the Standard Specifications. Fabric mat shall be 24" wide and attached full width and vertically at edges to the abutment cap with a ⅜" x 5" steel plate and ½" Ø studs with nuts and washers at 12" cts. Cost included with Concrete Superstructure.



SECTION A-A

Cost of A3 Riprap included in the cost of Gabions and Slope Mattress 12".



SECTION B-B

Cost of A3 Riprap included in the cost of Gabions and Slope Mattress 12".

SCOPE OF WORK

1. Set-up traffic control and close roadway.
2. Remove railing, curbs, deck, top of abutment backwalls and upper portion of wingwalls.
3. Remove existing rocker expansion bearings at the abutments and Pier 2 and replace with elastomeric bearings.
4. Remove existing slope walls.
5. Place slope mattresses and gabion baskets.
6. Reconfigure existing abutments and wingwalls to semi-integral abutment configuration.
7. Place Riprap.
8. Install shear connectors across full length of beams.
9. Construct new 8" concrete deck, parapets, median and approach slabs.

GENERAL NOTES

No field welding is permitted except as specified in the contract documents. Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding ¼ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

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

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Cleaning and field painting of beam ends shall be completed as specified on Sheet 12 of 25. Any additional field painting will be done under a separate painting contract.

The existing structural steel coating and abutment bearing plates contain lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

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

STATION 323+29.63
RE-BUILT 202_ BY
STATE OF ILLINOIS
F.A.P. RT. 63 SEC. (78-3)D
LOADING HS-20
STRUCTURE NO. 001-0010

NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.		205	205
Stone Dumped Riprap, Class A3	Ton		257	257
Filter Fabric	Sq. Yd.		3,185	3,185
Structure Excavation	Cu. Yd.		180	180
Concrete Removal	Cu. Yd.		34.9	34.9
Slope Wall Removal	Sq. Yd.		1,652	1,652
Removal of Existing Concrete Deck	Each	1		1
Concrete Structures	Cu. Yd.		66.3	66.3
Concrete Superstructure	Cu. Yd.	347.2		347.2
Bridge Deck Grooving	Sq. Yd.	1,352		1,352
Protective Coat	Sq. Yd.	1,566		1,566
Concrete Superstructure (Approach Slab), Special	Cu. Yd.	189.8		189.8
Stud Shear Connectors	Each	3,795		3,795
Reinforcement Bars, Epoxy Coated	Pound	159,060	2,380	161,440
Name Plates	Each			1
Elastomeric Bearing Assembly, Type I	Each	33		33
Anchor Bolts, ¾"	Each	44		44
Anchor Bolts, 1"	Each	22		22
Geocomposite Wall Drain	Sq. Yd.		112	112
Pipe Underdrains for Structures 4"	Foot		255	255
Gabions	Cu. Yd.		115	115
Slope Mattress 12"	Sq. Yd.		2,096	2,096
Jack and Remove Existing Bearings	Each	33		33

Current Ratings on File for Existing Structure

S.N. 001-0010:
Inventory - 1.000
Operating - 1.860
Live Load Restrictions: No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS Loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

CURVE DATA #1

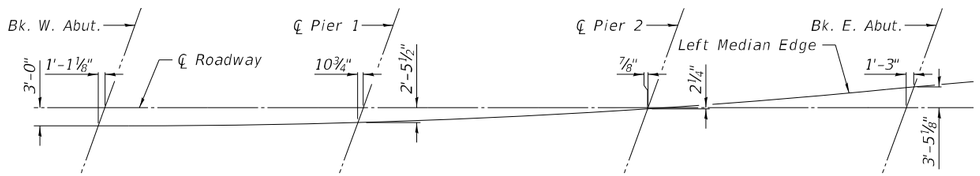
(Left Median Edge)

Δ = 5°29'46" (LT)
D = 4°23'25"
R = 1,305.08'
T = 62.64'
L = 125.19'
E = 1.50'
P.C. Sta. = 322+67.45 (3' RT ℄ US 24)
P.I. Sta. = 323+30.09 (3' RT ℄ US 24)
P.R.C. Sta. = 323+92.45 (3' LT ℄ US 24)

CURVE DATA #2

(Left Median Edge)

Δ = 5°29'46" (RT)
D = 4°23'25"
R = 1,305.08'
T = 62.64'
L = 125.19'
E = 1.50'
P.R.C. Sta. = 323+92.45 (3' LT ℄ US 24)
P.I. Sta. = 324+55.21 (9' LT ℄ US 24)
P.T. Sta. = 325+17.45 (9' LT ℄ US 24)



OFFSET SKETCH

(Left Median Edge)

MODEL: Default
FILE NAME: Q:\19files\190212\Work Order 05 - US 24 over Homan Creek Structure Plans\Bridge Plans\GE&P Plans.dgn

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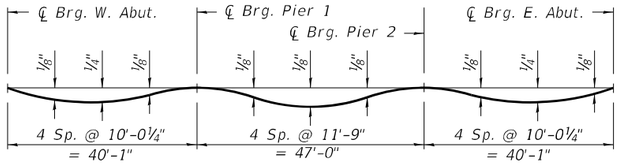
KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors 616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	USER NAME =	DESIGNED - AMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 001-0010
	PLOT SCALE =	CHECKED - RJP	REVISED -		
	PLOT DATE =	DRAWN - AMS	REVISED -		
		CHECKED - RJP	REVISED -		SHEET 2 OF 25 SHEETS

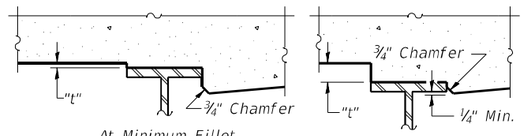
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	26
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	



DEAD LOAD DEFLECTION DIAGRAM

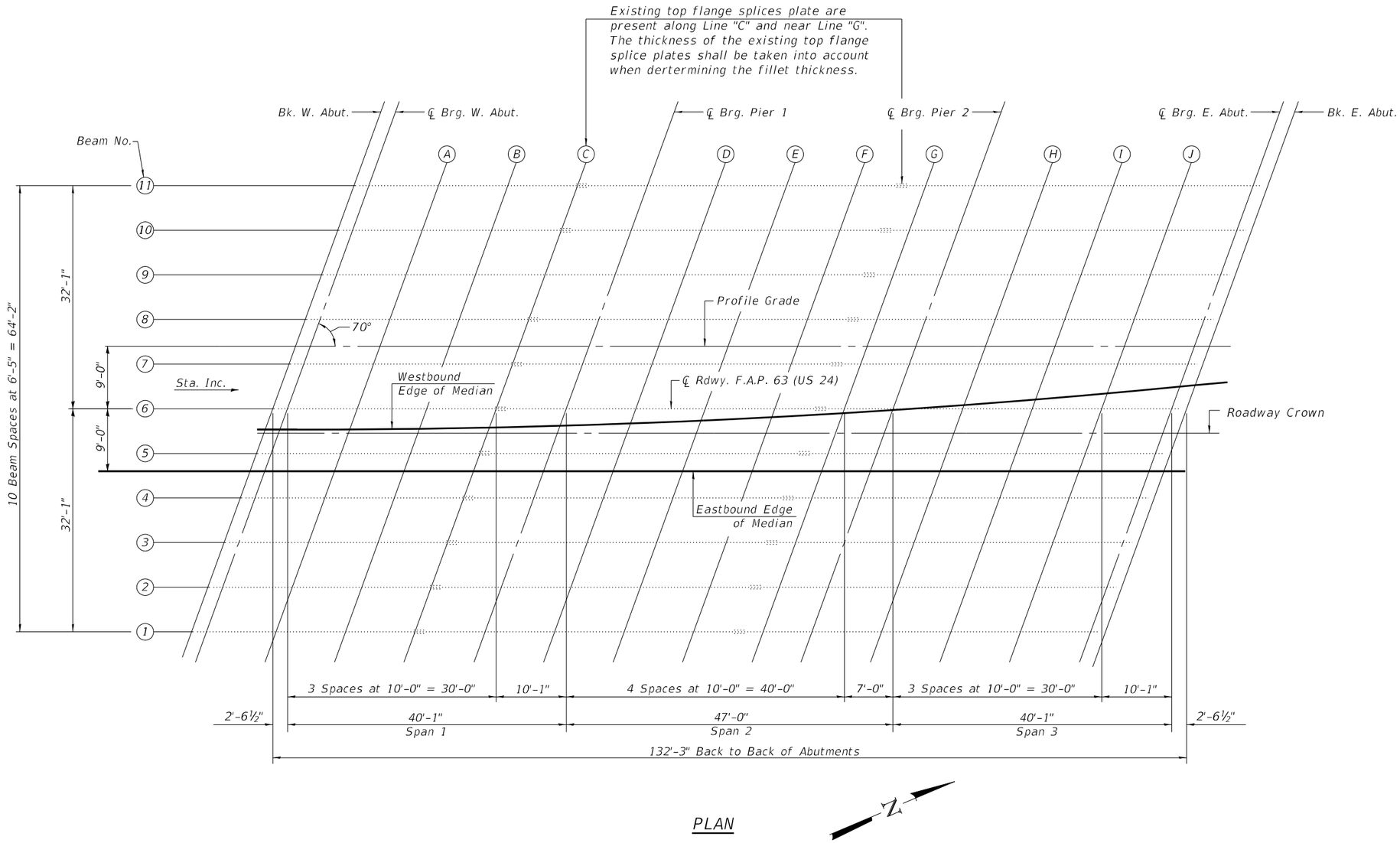
(Includes weight of concrete only.)

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



To determine "t": After removal of the existing concrete deck, 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

KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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	CHECKED - RJP	REVISED -
PLOT SCALE =	DRAWN - AMS	REVISED -
PLOT DATE =	CHECKED - RJP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 001-0010
SHEET 3 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	27
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+51.83	32.08	555.99	555.99
℄ Brg. W. Abut.	322+54.37	32.08	556.01	556.01
A	322+64.37	32.08	556.10	556.11
B	322+74.37	32.08	556.19	556.20
C	322+84.37	32.08	556.28	556.29
℄ Brg. Pier 1	322+94.45	32.08	556.39	556.39
D	323+04.45	32.08	556.50	556.50
E	323+14.45	32.08	556.62	556.63
F	323+24.45	32.08	556.74	556.75
G	323+34.45	32.08	556.87	556.87
℄ Brg. Pier 2	323+41.45	32.08	556.97	556.97
H	323+51.45	32.08	557.11	557.12
I	323+61.45	32.08	557.26	557.28
J	323+71.45	32.08	557.42	557.43
℄ Brg. E. Abut.	323+81.54	32.08	557.58	557.58
Bk. E. Abut.	323+84.08	32.08	557.63	557.63

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+54.16	25.67	556.11	556.11
℄ Brg. W. Abut.	322+56.70	25.67	556.13	556.13
A	322+66.70	25.67	556.21	556.23
B	322+76.70	25.67	556.30	556.32
C	322+86.70	25.67	556.40	556.41
℄ Brg. Pier 1	322+96.79	25.67	556.51	556.51
D	323+06.79	25.67	556.62	556.63
E	323+16.79	25.67	556.74	556.75
F	323+26.79	25.67	556.87	556.88
G	323+36.79	25.67	557.00	557.00
℄ Brg. Pier 2	323+43.79	25.67	557.10	557.10
H	323+53.79	25.67	557.24	557.25
I	323+63.79	25.67	557.39	557.41
J	323+73.79	25.67	557.55	557.56
℄ Brg. E. Abut.	323+83.87	25.67	557.72	557.72
Bk. E. Abut.	323+86.41	25.67	557.76	557.76

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+56.50	19.25	556.22	556.22
℄ Brg. W. Abut.	322+59.04	19.25	556.24	556.24
A	322+69.04	19.25	556.33	556.34
B	322+79.04	19.25	556.42	556.44
C	322+89.04	19.25	556.52	556.53
℄ Brg. Pier 1	322+99.12	19.25	556.63	556.63
D	323+09.12	19.25	556.75	556.75
E	323+19.12	19.25	556.87	556.88
F	323+29.12	19.25	556.99	557.00
G	323+39.12	19.25	557.13	557.13
℄ Brg. Pier 2	323+46.12	19.25	557.23	557.23
H	323+56.12	19.25	557.37	557.38
I	323+66.12	19.25	557.53	557.54
J	323+76.12	19.25	557.69	557.70
℄ Brg. E. Abut.	323+86.21	19.25	557.85	557.85
Bk. E. Abut.	323+88.75	19.25	557.90	557.90

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+58.83	12.83	556.34	556.34
℄ Brg. W. Abut.	322+61.38	12.83	556.36	556.36
A	322+71.38	12.83	556.45	556.46
B	322+81.38	12.83	556.54	556.56
C	322+91.38	12.83	556.64	556.65
℄ Brg. Pier 1	323+01.46	12.83	556.75	556.75
D	323+11.46	12.83	556.87	556.87
E	323+21.46	12.83	556.99	557.00
F	323+31.46	12.83	557.12	557.13
G	323+41.46	12.83	557.26	557.26
℄ Brg. Pier 2	323+48.46	12.83	557.36	557.36
H	323+58.46	12.83	557.50	557.51
I	323+68.46	12.83	557.66	557.67
J	323+78.46	12.83	557.82	557.83
℄ Brg. E. Abut.	323+88.54	12.83	557.99	557.99
Bk. E. Abut.	323+91.08	12.83	558.03	558.03

EASTBOUND - EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+60.23	9.00	556.41	556.41
℄ Brg. W. Abut.	322+62.77	9.00	556.43	556.43
A	322+72.77	9.00	556.52	556.53
B	322+82.77	9.00	556.61	556.63
C	322+92.77	9.00	556.72	556.72
℄ Brg. Pier 1	323+02.85	9.00	556.83	556.83
D	323+12.85	9.00	556.94	556.95
E	323+22.85	9.00	557.07	557.08
F	323+32.85	9.00	557.20	557.21
G	323+42.85	9.00	557.33	557.34
℄ Brg. Pier 2	323+49.85	9.00	557.43	557.43
H	323+59.85	9.00	557.58	557.59
I	323+69.85	9.00	557.74	557.75
J	323+79.85	9.00	557.90	557.91
℄ Brg. E. Abut.	323+89.94	9.00	558.07	558.07
Bk. E. Abut.	323+92.48	9.00	558.12	558.12

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+61.17	6.42	556.45	556.45
℄ Brg. W. Abut.	322+63.71	6.42	556.48	556.48
A	322+73.71	6.42	556.57	556.58
B	322+83.71	6.42	556.66	556.68
C	322+93.71	6.42	556.76	556.77
℄ Brg. Pier 1	323+03.79	6.42	556.88	556.88
D	323+13.79	6.42	556.99	557.00
E	323+23.79	6.42	557.12	557.13
F	323+33.79	6.42	557.25	557.26
G	323+43.79	6.42	557.39	557.39
℄ Brg. Pier 2	323+50.79	6.42	557.49	557.49
H	323+60.79	6.42	557.64	557.64
I	323+70.79	6.42	557.79	557.81
J	323+80.79	6.42	557.96	557.97
℄ Brg. E. Abut.	323+90.88	6.42	558.13	558.13
Bk. E. Abut.	323+93.42	6.42	558.17	558.17

ROADWAY CROWN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+62.23	3.50	556.51	556.51
℄ Brg. W. Abut.	322+64.77	3.50	556.53	556.53
A	322+74.77	3.50	556.62	556.63
B	322+84.77	3.50	556.72	556.73
C	322+94.77	3.50	556.82	556.83
℄ Brg. Pier 1	323+04.86	3.50	556.93	556.93
D	323+14.86	3.50	557.05	557.05
E	323+24.86	3.50	557.17	557.19
F	323+34.86	3.50	557.31	557.32
G	323+44.86	3.50	557.44	557.45
℄ Brg. Pier 2	323+51.86	3.50	557.55	557.55
H	323+61.86	3.50	557.70	557.70
I	323+71.86	3.50	557.85	557.87
J	323+81.86	3.50	558.02	558.03
℄ Brg. E. Abut.	323+91.94	3.50	558.19	558.19
Bk. E. Abut.	323+94.48	3.50	558.23	558.23

WESTBOUND - EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+62.41	3.00	556.50	556.50
℄ Brg. W. Abut.	322+64.95	3.00	556.52	556.52
A	322+74.96	2.98	556.61	556.63
B	322+84.99	2.88	556.71	556.73
C	322+95.06	2.71	556.81	556.82
℄ Brg. Pier 1	323+05.23	2.45	556.92	556.92
D	323+15.35	2.12	557.04	557.04
E	323+25.50	1.71	557.16	557.17
F	323+35.68	1.22	557.28	557.29
G	323+45.89	0.64	557.42	557.42
℄ Brg. Pier 2	323+53.06	0.19	557.51	557.51
H	323+63.32	-0.53	557.66	557.67
I	323+73.61	-1.32	557.81	557.82
J	323+83.93	-2.21	557.97	557.98
℄ Brg. E. Abut.	323+94.37	-3.17	558.13	558.13
Bk. E. Abut.	323+97.00	-3.43	558.17	558.17

Note:
Offsets to the left of ℄ F.A.P. 63 are negative.
Offsets to the right of ℄ F.A.P. 63 are positive.

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Engineers • Architects • Surveyors
616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670
STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

USER NAME =	DESIGNED - AMS	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 001-0010
SHEET 4 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	28
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

BEAM 6 AND ℄ FAP 63 (US 24)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+63.51	0.00	556.46	556.46
℄ Brg. W. Abut.	322+66.05	0.00	556.49	556.49
A	322+76.05	0.00	556.58	556.59
B	322+86.05	0.00	556.68	556.69
C	322+96.05	0.00	556.78	556.79
℄ Brg. Pier 1	323+06.13	0.00	556.89	556.89
D	323+16.13	0.00	557.01	557.02
E	323+26.13	0.00	557.14	557.15
F	323+36.13	0.00	557.27	557.28
G	323+46.13	0.00	557.41	557.41
℄ Brg. Pier 2	323+53.13	0.00	557.51	557.51
H	323+63.13	0.00	557.66	557.67
I	323+73.13	0.00	557.82	557.84
J	323+83.13	0.00	557.99	558.00
℄ Brg. E. Abut.	323+93.21	0.00	558.16	558.16
Bk. E. Abut.	323+95.76	0.00	558.20	558.20

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+65.84	-6.42	556.39	556.39
℄ Brg. W. Abut.	322+68.38	-6.42	556.41	556.41
A	322+78.38	-6.42	556.50	556.52
B	322+88.38	-6.42	556.60	556.62
C	322+98.38	-6.42	556.71	556.72
℄ Brg. Pier 1	323+08.47	-6.42	556.82	556.82
D	323+18.47	-6.42	556.95	556.95
E	323+28.47	-6.42	557.07	557.08
F	323+38.47	-6.42	557.21	557.22
G	323+48.47	-6.42	557.35	557.35
℄ Brg. Pier 2	323+55.47	-6.42	557.45	557.45
H	323+65.47	-6.42	557.60	557.61
I	323+75.47	-6.42	557.76	557.78
J	323+85.47	-6.42	557.93	557.94
℄ Brg. E. Abut.	323+95.55	-6.42	558.10	558.10
Bk. E. Abut.	323+98.09	-6.42	558.15	558.15

PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+66.78	-9.00	556.36	556.36
℄ Brg. W. Abut.	322+69.32	-9.00	556.38	556.38
A	322+79.32	-9.00	556.47	556.49
B	322+89.32	-9.00	556.57	556.59
C	322+99.32	-9.00	556.68	556.69
℄ Brg. Pier 1	323+09.41	-9.00	556.80	556.80
D	323+19.41	-9.00	556.92	556.92
E	323+29.41	-9.00	557.05	557.06
F	323+39.41	-9.00	557.18	557.19
G	323+49.41	-9.00	557.32	557.33
℄ Brg. Pier 2	323+56.41	-9.00	557.43	557.43
H	323+66.41	-9.00	557.58	557.59
I	323+76.41	-9.00	557.74	557.76
J	323+86.41	-9.00	557.91	557.92
℄ Brg. E. Abut.	323+96.49	-9.00	558.08	558.08
Bk. E. Abut.	323+99.03	-9.00	558.13	558.13

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+68.18	-12.83	556.31	556.31
℄ Brg. W. Abut.	322+70.72	-12.83	556.34	556.34
A	322+80.72	-12.83	556.43	556.44
B	322+90.72	-12.83	556.53	556.55
C	323+00.72	-12.83	556.64	556.65
℄ Brg. Pier 1	323+10.80	-12.83	556.76	556.76
D	323+20.80	-12.83	556.88	556.88
E	323+30.80	-12.83	557.01	557.02
F	323+40.80	-12.83	557.14	557.15
G	323+50.80	-12.83	557.29	557.29
℄ Brg. Pier 2	323+57.80	-12.83	557.39	557.39
H	323+67.80	-12.83	557.54	557.55
I	323+77.80	-12.83	557.70	557.72
J	323+87.80	-12.83	557.87	557.89
℄ Brg. E. Abut.	323+97.88	-12.83	558.05	558.05
Bk. E. Abut.	324+00.43	-12.83	558.09	558.09

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+70.51	-19.25	556.24	556.24
℄ Brg. W. Abut.	322+73.05	-19.25	556.26	556.26
A	322+83.05	-19.25	556.36	556.37
B	322+93.05	-19.25	556.46	556.48
C	323+03.05	-19.25	556.57	556.58
℄ Brg. Pier 1	323+13.14	-19.25	556.69	556.69
D	323+23.14	-19.25	556.81	556.82
E	323+33.14	-19.25	556.94	556.95
F	323+43.14	-19.25	557.08	557.09
G	323+53.14	-19.25	557.22	557.23
℄ Brg. Pier 2	323+60.14	-19.25	557.33	557.33
H	323+70.14	-19.25	557.48	557.49
I	323+80.14	-19.25	557.65	557.66
J	323+90.14	-19.25	557.82	557.83
℄ Brg. E. Abut.	324+00.22	-19.25	557.99	557.99
Bk. E. Abut.	324+02.76	-19.25	558.04	558.04

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+72.85	-25.67	556.16	556.16
℄ Brg. W. Abut.	322+75.39	-25.67	556.19	556.19
A	322+85.39	-25.67	556.28	556.30
B	322+95.39	-25.67	556.39	556.41
C	323+05.39	-25.67	556.50	556.51
℄ Brg. Pier 1	323+15.47	-25.67	556.62	556.62
D	323+25.47	-25.67	556.74	556.75
E	323+35.47	-25.67	556.88	556.89
F	323+45.47	-25.67	557.02	557.03
G	323+55.47	-25.67	557.16	557.16
℄ Brg. Pier 2	323+62.47	-25.67	557.27	557.27
H	323+72.47	-25.67	557.43	557.43
I	323+82.47	-25.67	557.59	557.61
J	323+92.47	-25.67	557.76	557.77
℄ Brg. E. Abut.	324+02.56	-25.67	557.94	557.94
Bk. E. Abut.	324+05.10	-25.67	557.99	557.99

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	322+75.18	-32.08	556.09	556.09
℄ Brg. W. Abut.	322+77.72	-32.08	556.11	556.11
A	322+87.72	-32.08	556.21	556.23
B	322+97.72	-32.08	556.32	556.33
C	323+07.72	-32.08	556.43	556.44
℄ Brg. Pier 1	323+17.81	-32.08	556.55	556.55
D	323+27.81	-32.08	556.68	556.68
E	323+37.81	-32.08	556.81	556.82
F	323+47.81	-32.08	556.95	556.96
G	323+57.81	-32.08	557.10	557.10
℄ Brg. Pier 2	323+64.81	-32.08	557.21	557.21
H	323+74.81	-32.08	557.37	557.37
I	323+84.81	-32.08	557.53	557.55
J	323+94.81	-32.08	557.71	557.72
℄ Brg. E. Abut.	324+04.89	-32.08	557.89	557.89
Bk. E. Abut.	324+07.43	-32.08	557.93	557.93

Note:
Offsets to the left of ℄ F.A.P. 63 are negative.
Offsets to the right of ℄ F.A.P. 63 are positive.

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DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 001-0010
SHEET 5 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	29
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

Note:
Offsets to the left of ℄ F.A.P. 63 are negative.
Offsets to the right of ℄ F.A.P. 63 are positive.

NORTH EDGE OF SHOULDER

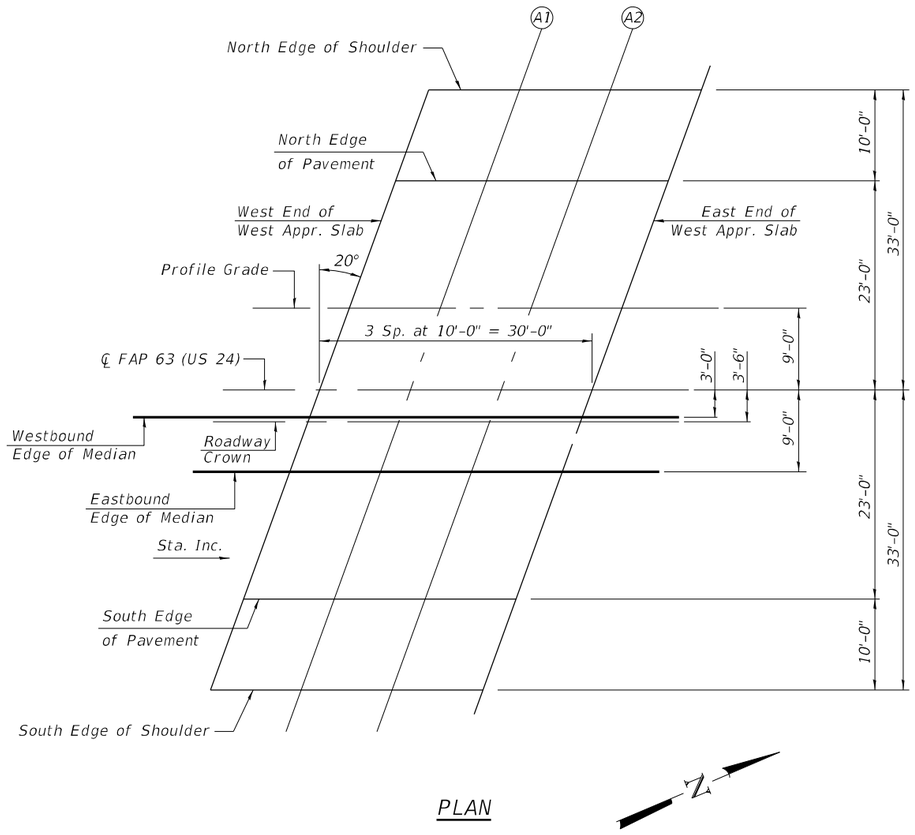
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	322+46.58	-33.00	555.83
A1	322+56.58	-33.00	555.91
A2	322+66.58	-33.00	556.00
E. End West Appr. Slab	322+76.58	-33.00	556.09

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	322+42.94	-23.00	555.96
A1	322+52.94	-23.00	556.03
A2	322+62.94	-23.00	556.12
E. End West Appr. Slab	322+72.94	-23.00	556.20

PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	322+37.84	-9.00	556.13
A1	322+47.84	-9.00	556.20
A2	322+57.84	-9.00	556.28
E. End West Appr. Slab	322+67.84	-9.00	556.37



PLAN

℄ FAP 63 (US 24)

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	322+34.57	0.00	556.24
A1	322+44.57	0.00	556.31
A2	322+54.57	0.00	556.39
E. End West Appr. Slab	322+64.57	0.00	556.47

WESTBOUND EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	322+33.48	3.00	556.28
A1	322+43.48	3.00	556.35
A2	322+53.48	3.00	556.43
E. End West Appr. Slab	322+63.48	3.00	556.51

ROADWAY CROWN

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	322+33.30	3.50	556.29
A1	322+43.30	3.50	556.36
A2	322+53.30	3.50	556.43
E. End West Appr. Slab	322+63.30	3.50	556.52

EASTBOUND EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	322+31.29	9.00	556.19
A1	322+41.29	9.00	556.26
A2	322+51.29	9.00	556.33
E. End West Appr. Slab	322+61.29	9.00	556.42

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	322+26.20	23.00	555.95
A1	322+36.20	23.00	556.02
A2	322+46.20	23.00	556.09
E. End West Appr. Slab	322+56.20	23.00	556.16

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	322+22.56	33.00	555.78
A1	322+32.56	33.00	555.84
A2	322+42.56	33.00	555.91
E. End West Appr. Slab	322+52.56	33.00	555.98

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DEPARTMENT OF TRANSPORTATION

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 001-0010
SHEET 6 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	30
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

Note:
Offsets to the left of ℄ F.A.P. 63 are negative.
Offsets to the right of ℄ F.A.P. 63 are positive.

NORTH EDGE OF SHOULDER

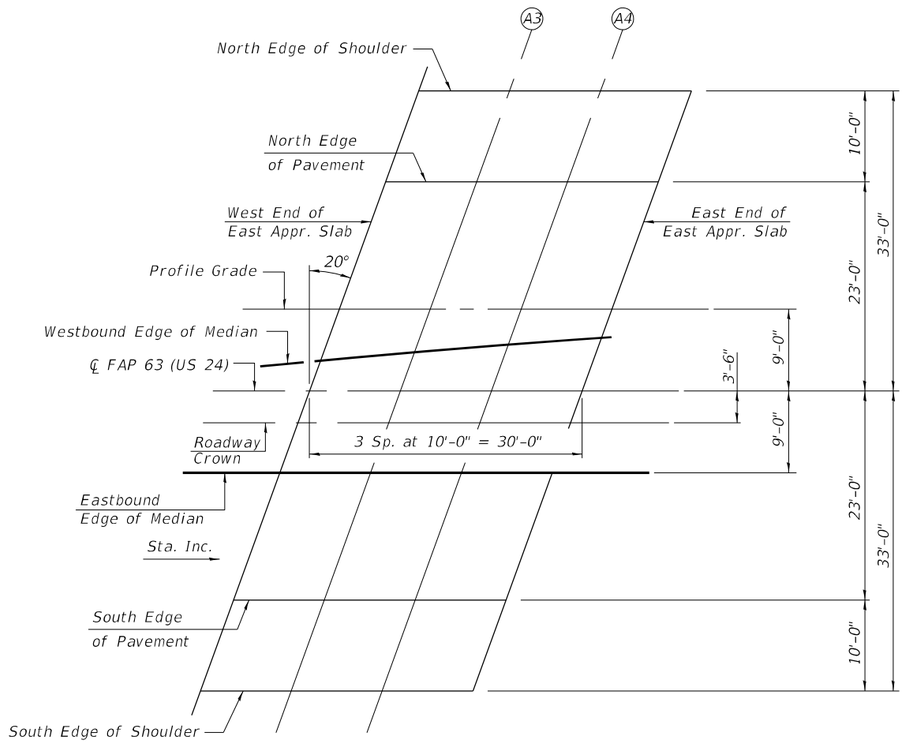
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	324+06.70	-33.00	557.91
A3	324+16.70	-33.00	558.09
A4	324+26.70	-33.00	558.29
E. End East Appr. Slab	324+36.70	-33.00	558.49

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	324+03.06	-23.00	557.99
A3	324+13.06	-23.00	558.17
A4	324+23.06	-23.00	558.37
E. End East Appr. Slab	324+33.06	-23.00	558.57

PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	323+97.97	-9.00	558.11
A3	324+07.97	-9.00	558.29
A4	324+17.97	-9.00	558.48
E. End East Appr. Slab	324+27.97	-9.00	558.67



PLAN

WESTBOUND EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	323+95.90	-3.33	558.16
A3	324+06.24	-4.25	558.33
A4	324+16.54	-5.09	558.51
E. End East Appr. Slab	324+26.82	-5.85	558.70

℄ FAP 63 (US 24)

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	323+94.69	0.00	558.18
A3	324+04.69	0.00	558.36
A4	324+14.69	0.00	558.55
E. End East Appr. Slab	324+24.69	0.00	558.74

ROADWAY CROWN

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	323+93.42	3.50	558.21
A3	324+03.42	3.50	558.39
A4	324+13.42	3.50	558.58
E. End East Appr. Slab	324+23.42	3.50	558.77

EASTBOUND EDGE OF MEDIAN

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	323+91.42	9.00	558.10
A3	324+01.42	9.00	558.27
A4	324+11.42	9.00	558.46
E. End East Appr. Slab	324+21.42	9.00	558.65

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	323+86.32	23.00	557.80
A3	323+96.32	23.00	557.97
A4	324+06.32	23.00	558.15
E. End East Appr. Slab	324+16.32	23.00	558.34

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	323+82.68	33.00	557.59
A3	323+92.68	33.00	557.76
A4	324+02.68	33.00	557.94
E. End East Appr. Slab	324+12.68	33.00	558.12

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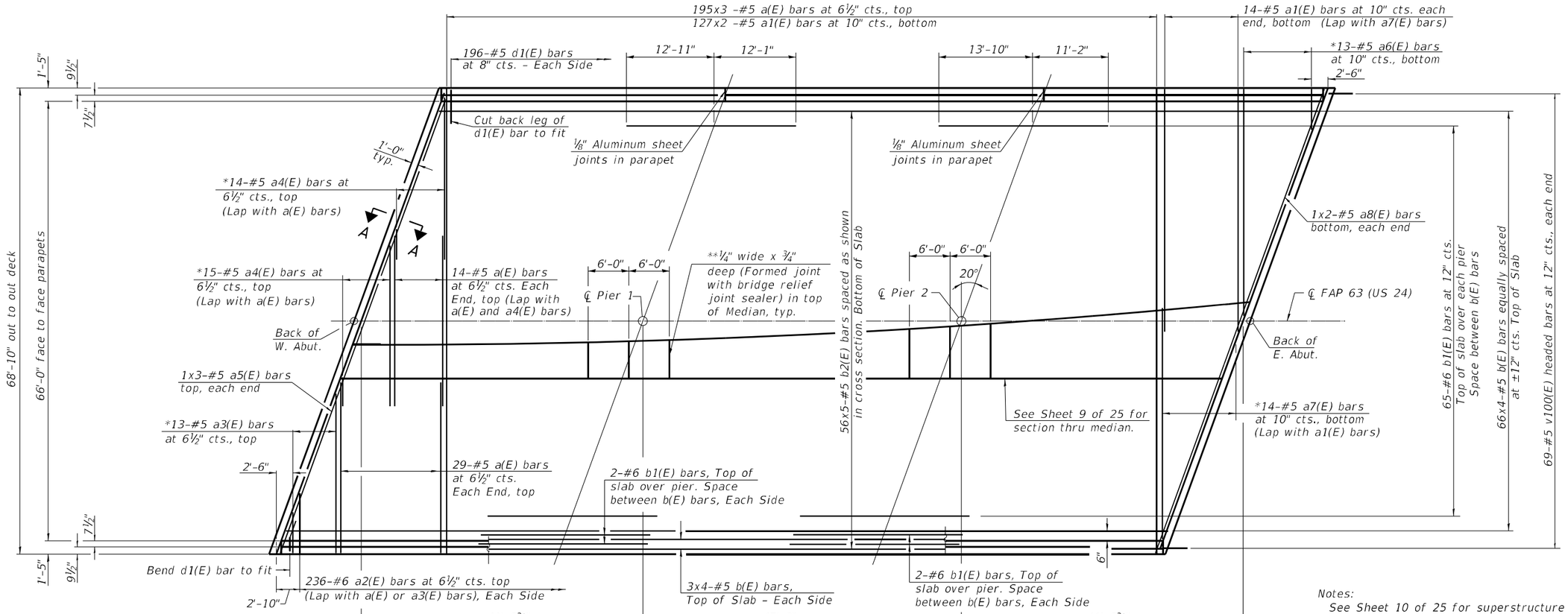
TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 001-0010
SHEET 7 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	31
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



MINIMUM BAR LAP

#5 bar = 3'-6"

* See Field Cutting Diagram on sheet 10 of 25. Order bars full length. Cut to fit skew and use remainder of bars in opposite end.

** Full width along joint - backer rod not required Cost included in Concrete Superstructure

PLAN

Notes:

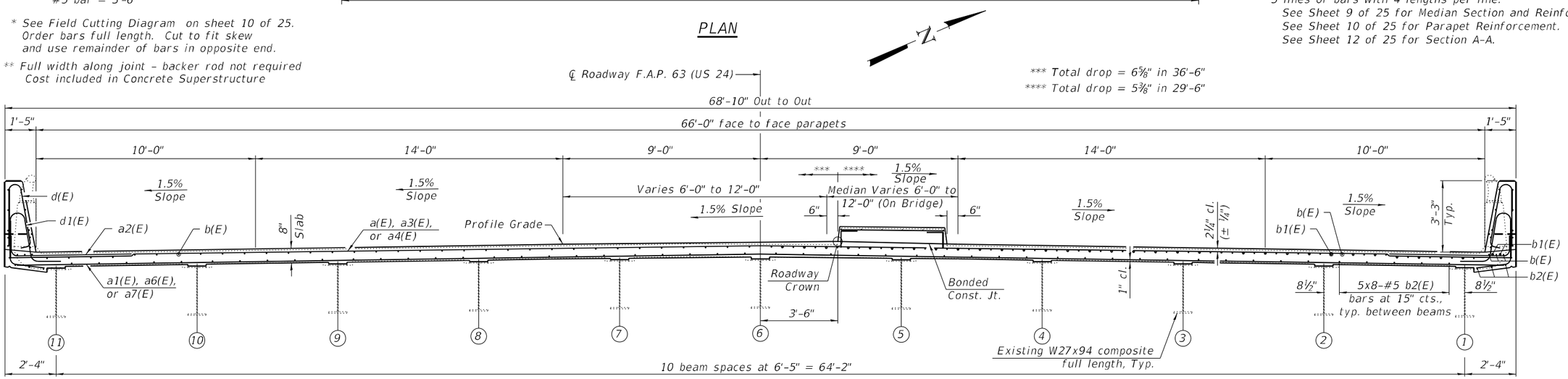
See Sheet 10 of 25 for superstructure details and Bill of Material.

Bars indicated thus 3x4-#5 etc. indicates 3 lines of bars with 4 lengths per line.

See Sheet 9 of 25 for Median Section and Reinforcement.

See Sheet 10 of 25 for Parapet Reinforcement.

See Sheet 12 of 25 for Section A-A.



*** Total drop = 6⅝" in 36'-6"

**** Total drop = 5⅜" in 29'-6"

NEAR MIDSPAN

CROSS SECTION

(Looking East)

NEAR PIER

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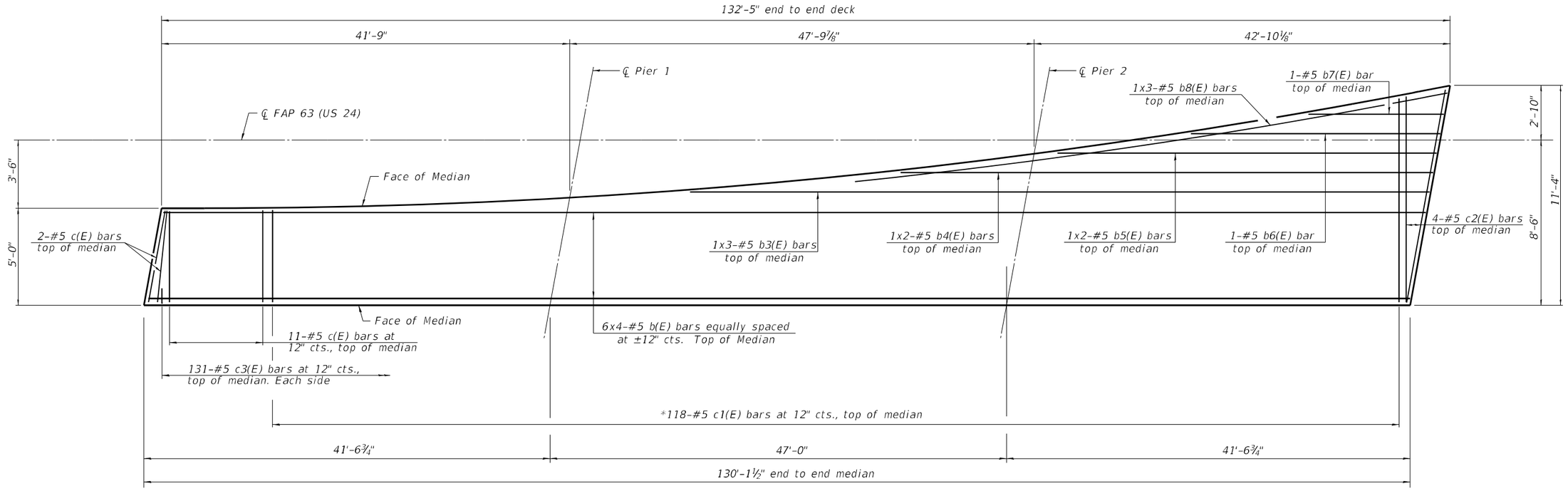
SUPERSTRUCTURE
STRUCTURE NO. 001-0010
SHEET 8 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	32
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

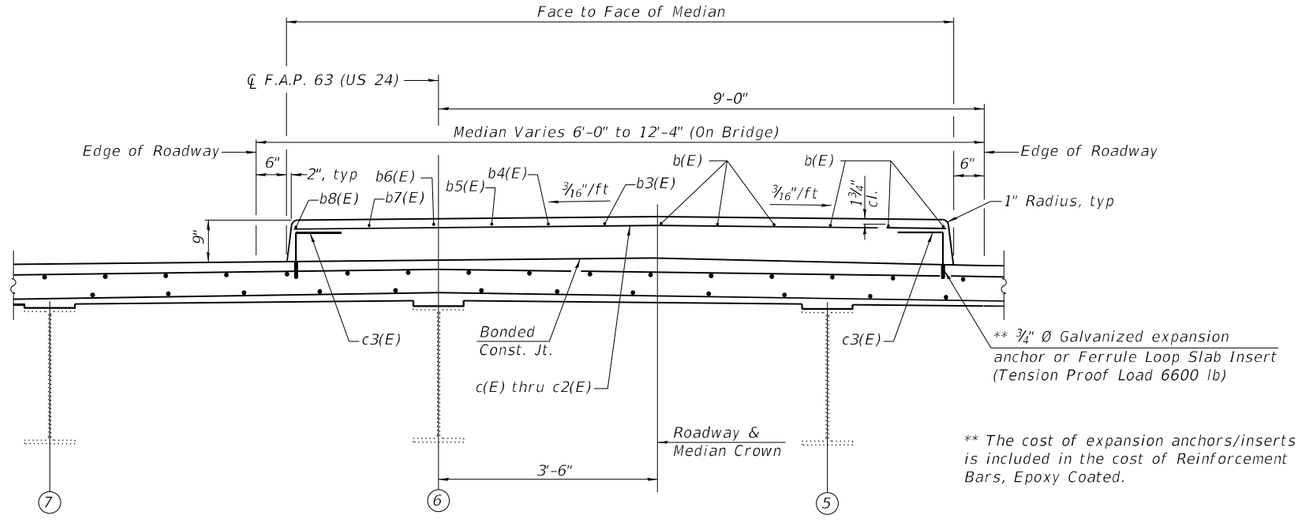


MEDIAN PLAN

* See Field Cutting Diagram on sheet 10 of 25.
Order bars full length. Cut to fit skew
and use remainder of bars in opposite end.

MINIMUM BAR LAP

#5 bar = 3'-6"



SECTION THRU MEDIAN

** The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

Notes:
See Sheet 10 of 25 for superstructure details and Bill of Material.
Bars indicated thus 6x4-#5 etc. indicates 6 lines of bars with 4 lengths per line.
See Sheet 2 of 25 for median curve data.

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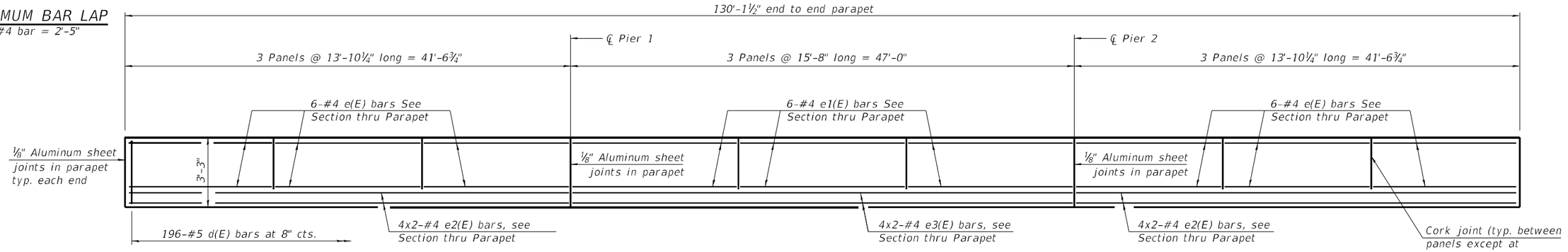
SUPERSTRUCTURE MEDIAN DETAILS
STRUCTURE NO. 001-0010
SHEET 9 OF 25 SHEETS

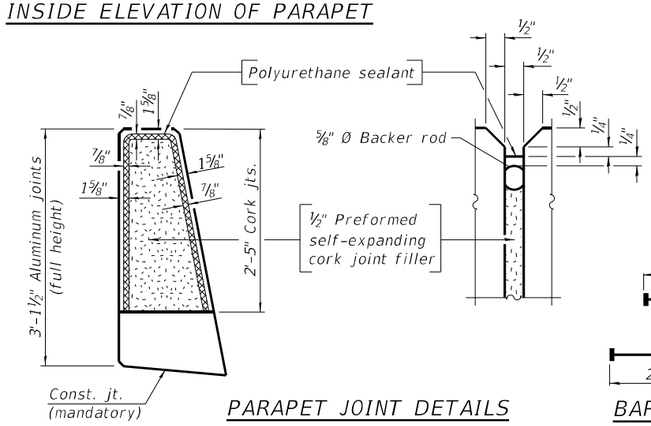
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	33
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	

MINIMUM BAR LAP

#4 bar = 2'-5"



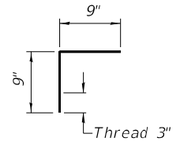
INSIDE ELEVATION OF PARAPET



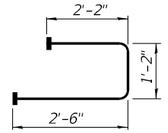
PARAPET JOINT DETAILS

BAR v100(E)

(Headed)

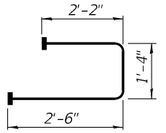


BAR c3(E)



BAR s1(E)

(Headed)



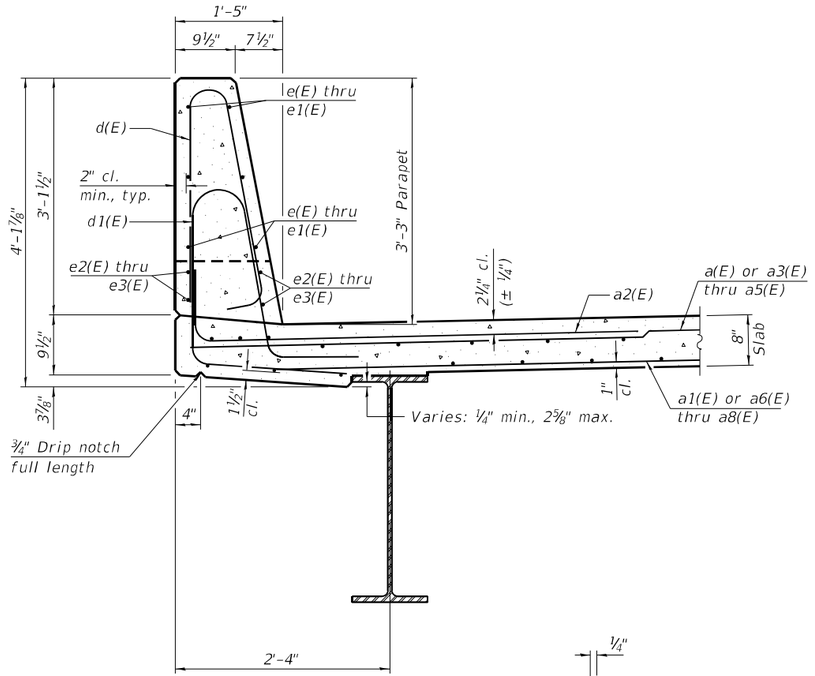
BAR s2(E)

(Headed)

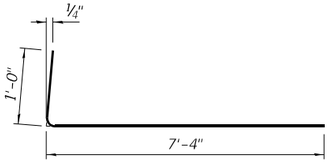
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	671	#5	25'-2"	
a1(E)	282	#5	35'-10"	
a2(E)	472	#6	8'-4"	
a3(E)	13	#5	30'-0"	
a4(E)	29	#5	28'-5"	
a5(E)	6	#5	26'-8"	
a6(E)	13	#5	39'-6"	
a7(E)	14	#5	38'-9"	
a8(E)	4	#5	38'-3"	
b(E)	312	#5	35'-1"	
b1(E)	138	#6	25'-0"	
b2(E)	280	#5	28'-10"	
b3(E)	3	#5	28'-9"	
b4(E)	2	#5	30'-4"	
b5(E)	2	#5	22'-1"	
b6(E)	1	#5	27'-1"	
b7(E)	1	#5	15'-2"	
b8(E)	3	#5	28'-1"	
c(E)	13	#5	4'-5"	
c1(E)	59	#5	14'-9"	
c2(E)	4	#5	10'-5"	
c3(E)	262	#5	1'-6"	
d(E)	392	#5	6'-5"	
d1(E)	392	#5	7'-9"	
e(E)	72	#4	13'-6"	
e1(E)	36	#4	15'-4"	
e2(E)	32	#4	21'-10"	
e3(E)	16	#4	24'-6"	
m(E)	20	#6	38'-3"	
m1(E)	40	#6	6'-6"	
m2(E)	8	#6	2'-1"	
m3(E)	40	#6	6'-6"	
m4(E)	8	#6	2'-1"	
s(E)	112	#5	7'-6"	
s1(E)	66	#5	5'-10"	
s2(E)	66	#5	6'-0"	
v100(E)	138	#5	3'-1"	
Reinforcement Bars, Epoxy Coated			Lbs.	75,170
Concrete Superstructure			Cu. Yd.	325.6

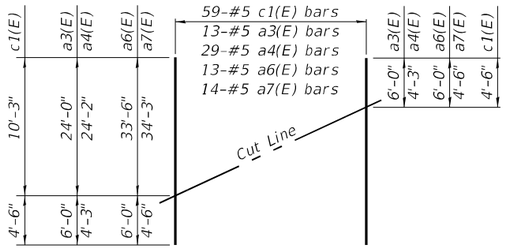
Bars indicated thus 4x2-#4 etc. indicates 4 line of bars with 2 lengths per line.



SECTION THRU PARAPET

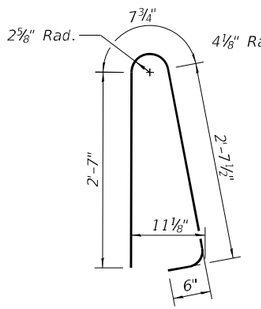


BAR a2(E)

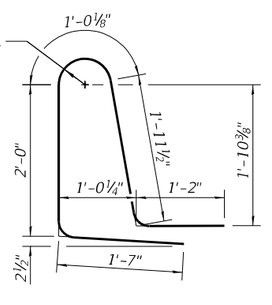


FIELD CUTTING DIAGRAM

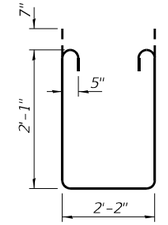
Order bars full length.
Cut as shown and use remainder of bars in opposite end of deck.



BAR d(E)



BAR d1(E)



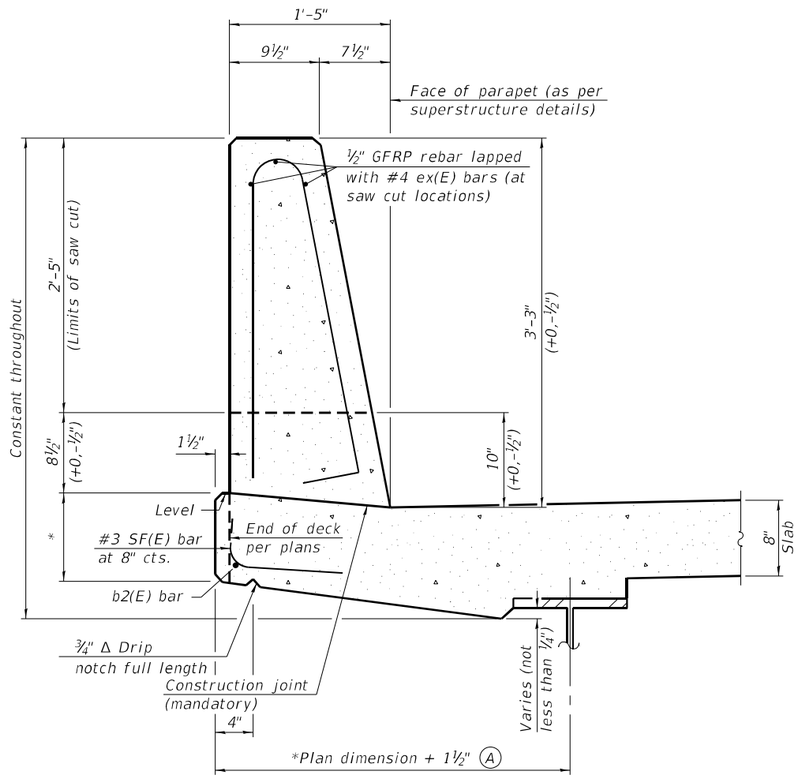
BAR s(E)

Notes:

The ⅛" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.

The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

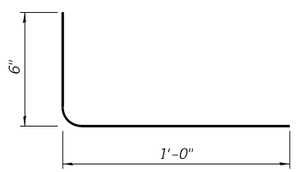
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



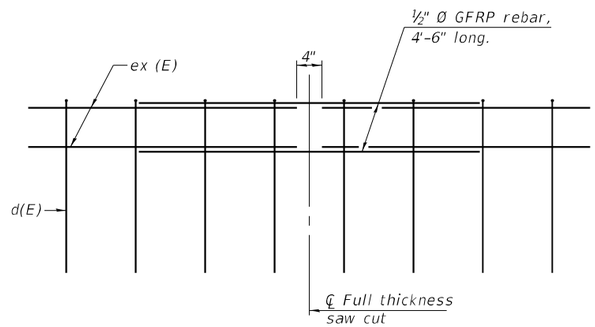
39" CONSTANT-SLOPE PARAPET SECTION

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

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

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

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.

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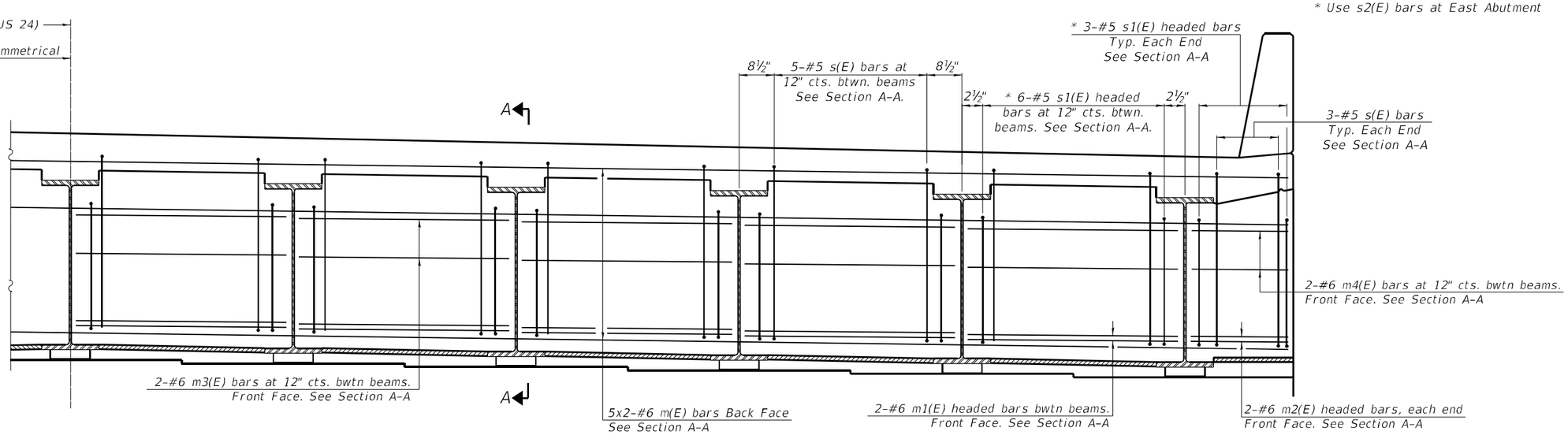
CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 001-0010
SHEET 11 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	35
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

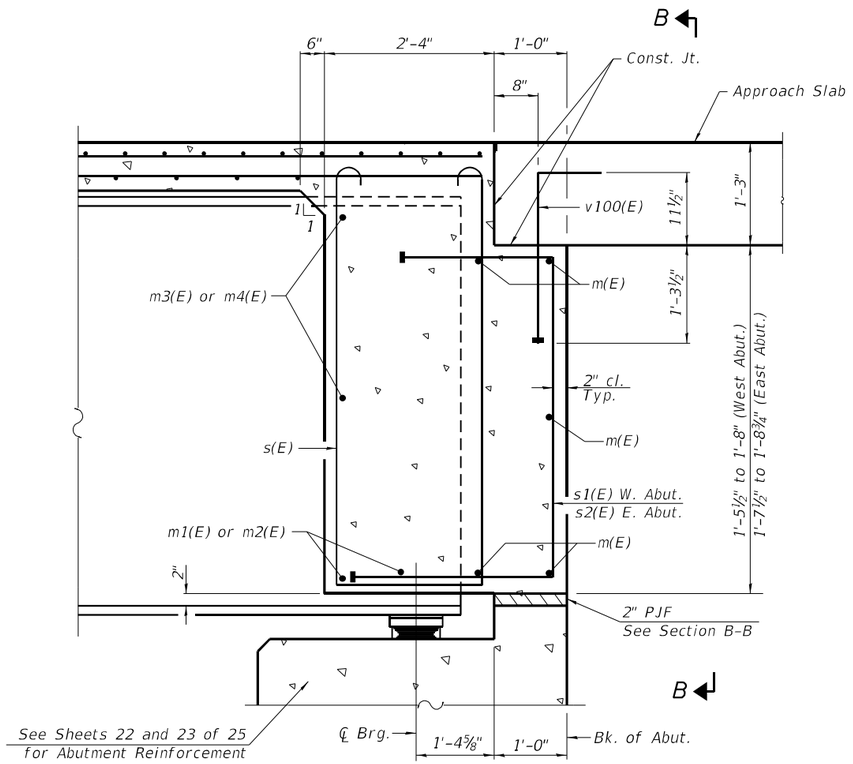
MINIMUM BAR LAP

#6 bar = 3'-7"



DIAPHRAGM ELEVATION AT ABUTMENT

(West Abutment shown, East Abutment Similar)



SECTION A-A

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 25.

Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 25.

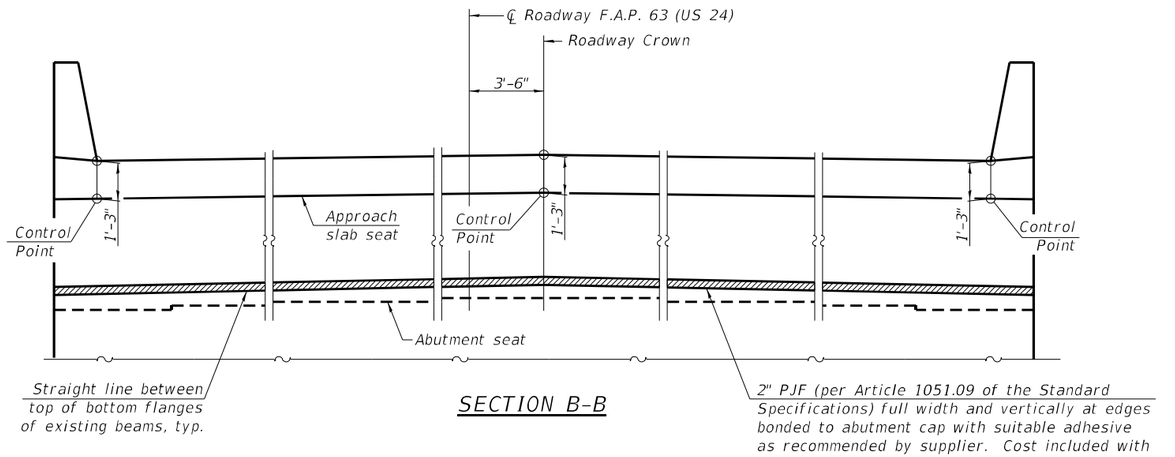
For details of bars s(E), s1(E), s2(E) and v100(E) see sheet 10 of 25.

The approach slab seat shall have a constant slope determined from the control points shown.

For bearing details see sheet 19 of 25.

The s(E), s1(E), s2(E), and v100(E) bars shall be placed parallel to beams and spaced at right angles to beams.

All existing steel beams and end diaphragms within 2.0 ft., measured along the beam, or either side of beam ends, shall be cleaned per Power Tool Cleaning Modified SSPC SP-3. Areas required to be cleaned per Power Tool Cleaning Modified SSPC-SP3 shall be coated with one coat of an approved organic zinc-rich or epoxy-mastic primer. Cost include in Concrete Superstructure.



SECTION B-B

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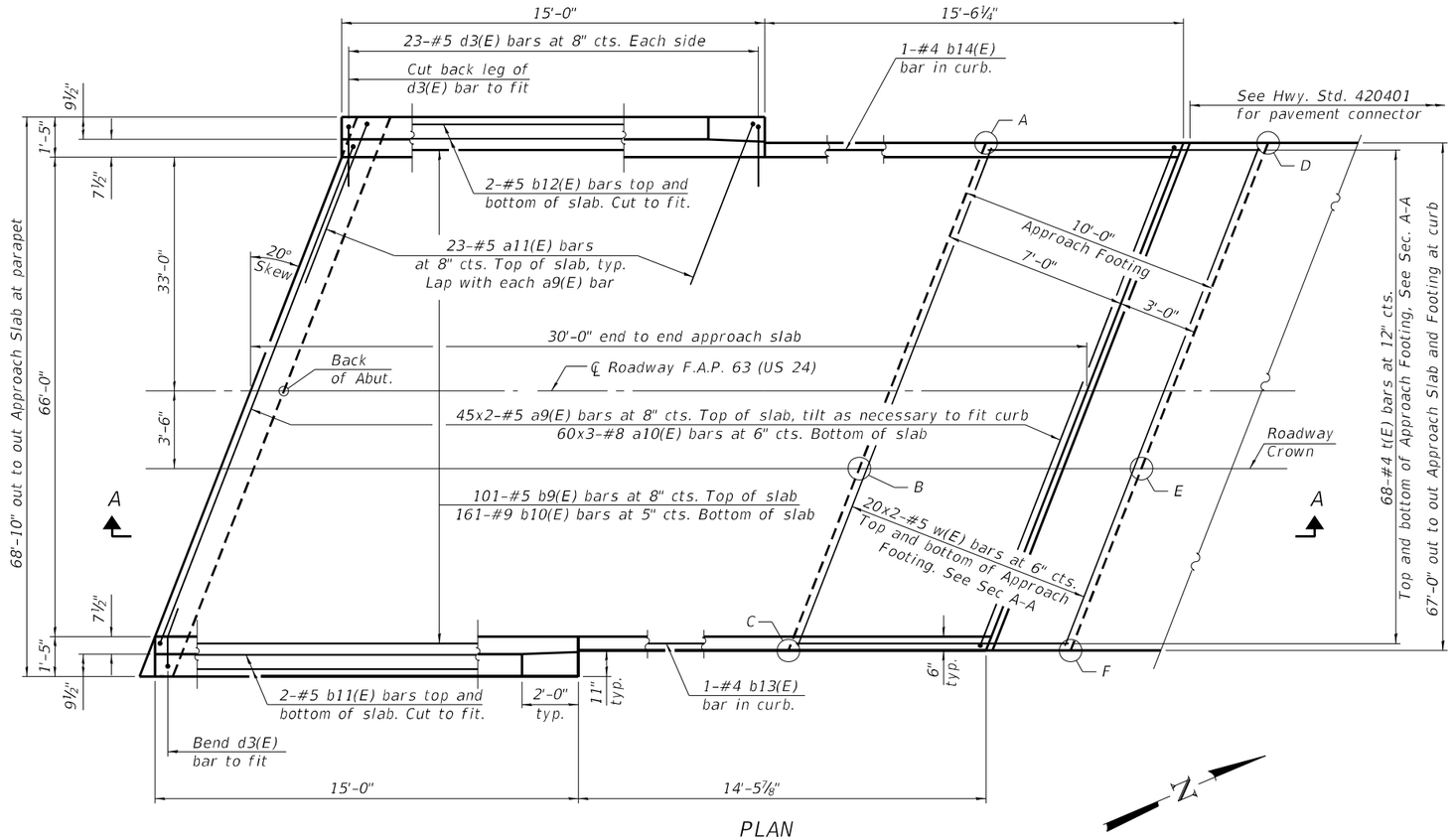
DIAPHRAGM DETAILS
STRUCTURE NO. 001-0010

SHEET 12 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	36
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



PLAN

(East Approach shown, West Abutment Similar)

MINIMUM BAR LAP

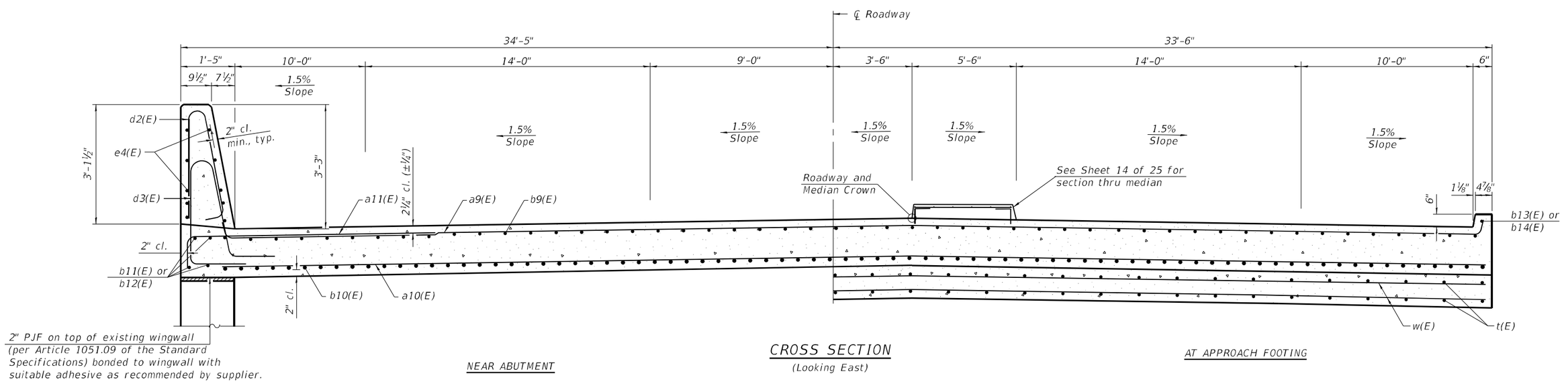
#5 bar = 3'-6"
#8 bar = 4'-9"

TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

	West Approach				East Approach			
Point	Station	Offset	Top	Bottom	Station	Offset	Top	Bottom
A	322+54.21	-33.50	554.64	553.80	324+29.43	-33.50	557.09	556.26
B	322+40.74	3.50	555.09	554.26	324+15.97	3.50	557.38	556.54
C	322+29.83	33.50	554.57	553.74	324+05.05	33.50	556.73	555.90
D	322+43.57	-33.50	554.55	553.72	324+40.08	-33.50	557.31	556.48
E	322+30.10	3.50	555.02	554.18	324+26.61	3.50	557.58	556.75
F	322+19.18	33.50	554.51	553.68	324+15.69	33.50	556.93	556.10

Offsets to the left of ℄ F.A.P. 63 are negative.
Offsets to the right of ℄ F.A.P. 63 are positive.

Notes:
See Sheet 15 of 25 for approach details and Bill of Material.
Bars indicated thus 45x2-#5 etc. indicates 45 lines of bars with 2 lengths per line.
See Sheet 15 of 25 for Parapet Elevation and Section A-A.
Median not shown on plan for clarity. See Sheet 14 of 25 for median section and reinforcement



NEAR ABUTMENT

CROSS SECTION

(Looking East)

AT APPROACH FOOTING

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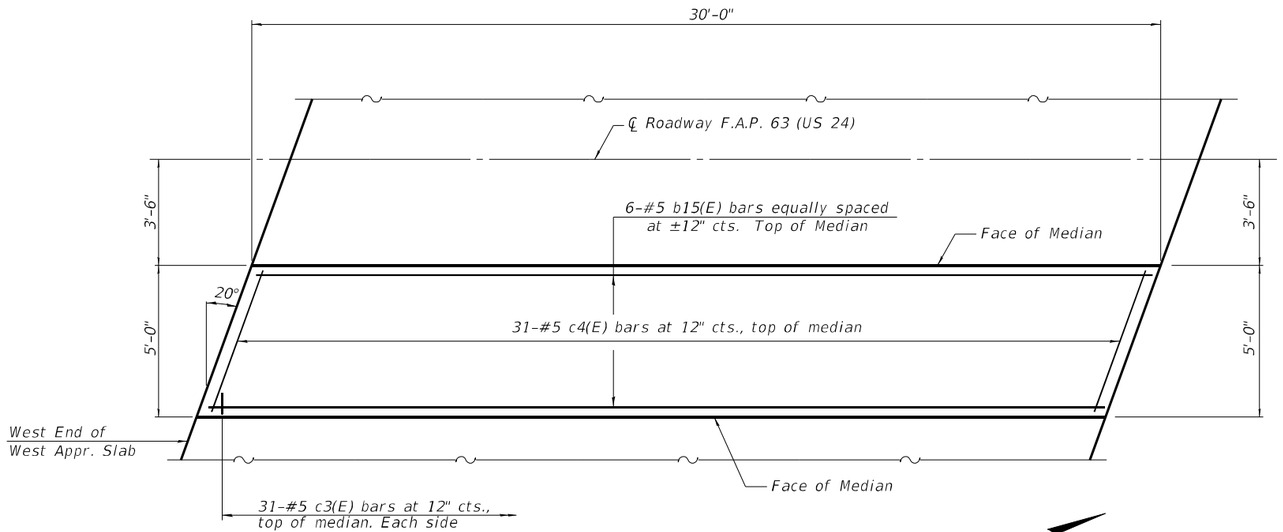
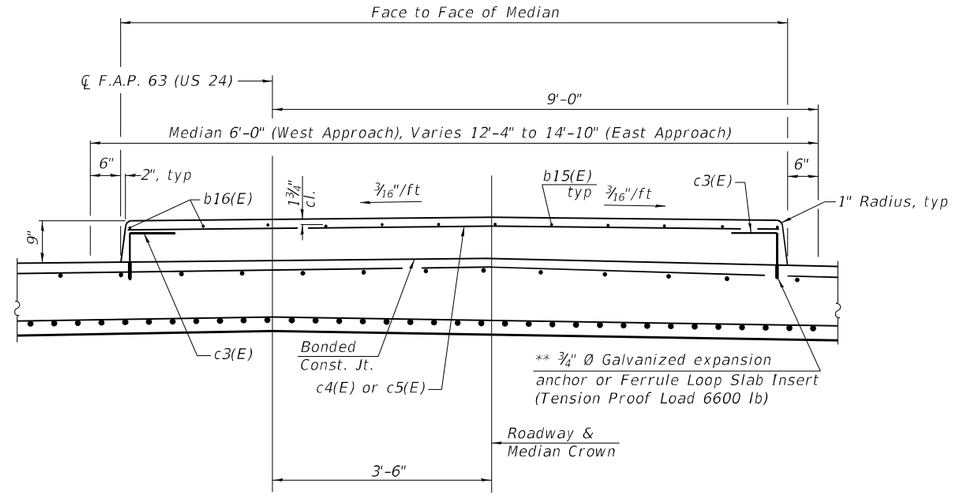
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 001-0010
SHEET 13 OF 25 SHEETS

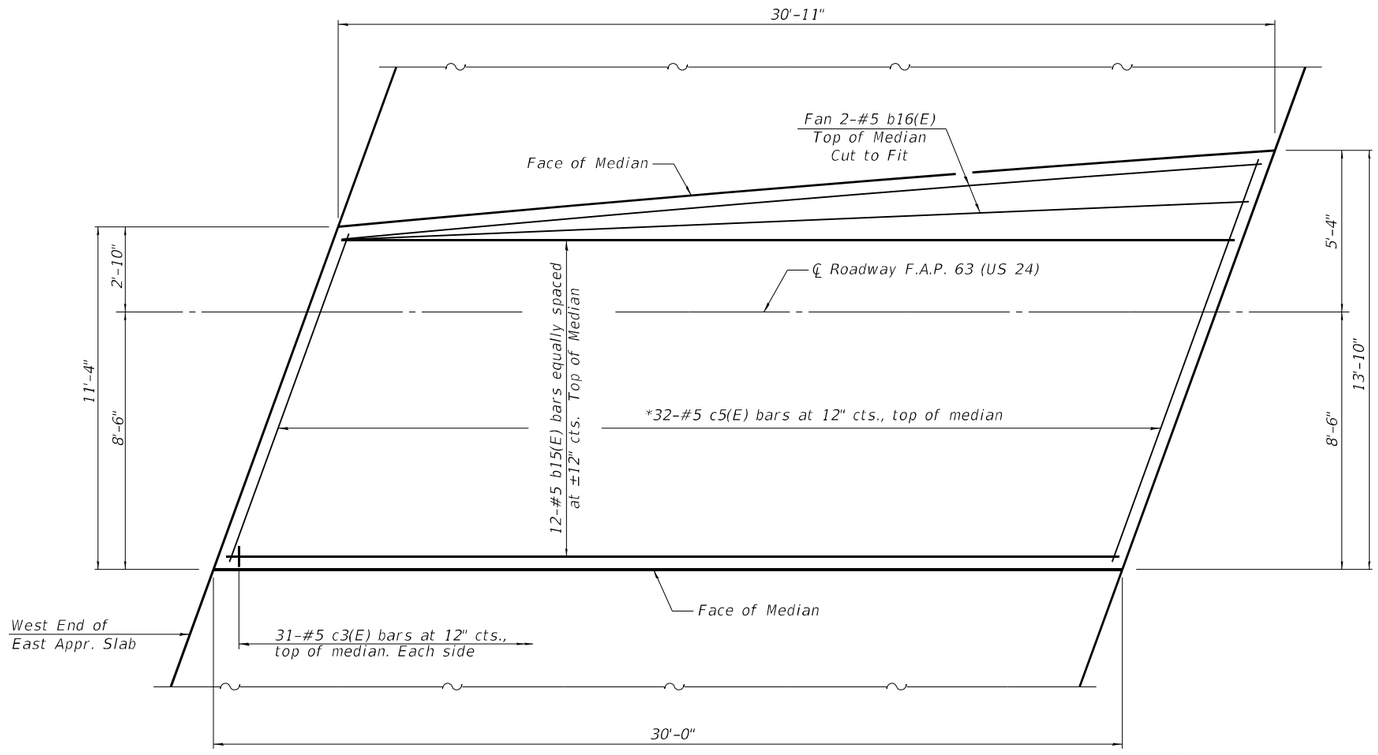
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	37
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	



WEST APPROACH SLAB MEDIAN PLAN



SECTION THRU MEDIAN



EAST APPROACH SLAB MEDIAN PLAN

Notes:
See Sheet 15 of 25 for approach details and Bill of Material.
See Sheet 2 of 25 for median curve data.
See Sheet 9 of 25 for median section.
* See Field Cutting Diagram on sheet 15 of 25. Order bars full length. Cut to fit skew and use remainder of bars in opposite end.
** The cost of expansion anchors/inserts is included in the cost of Reinforcement Bars, Epoxy Coated.

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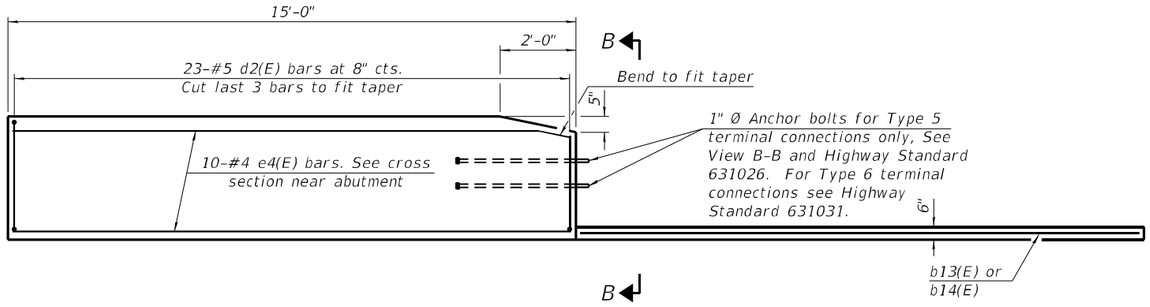
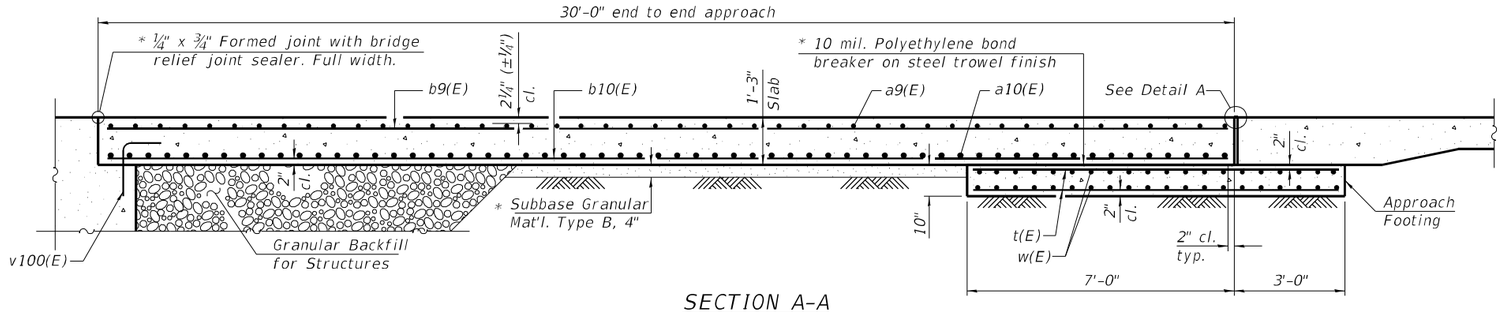
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 001-0010
SHEET 14 OF 25 SHEETS

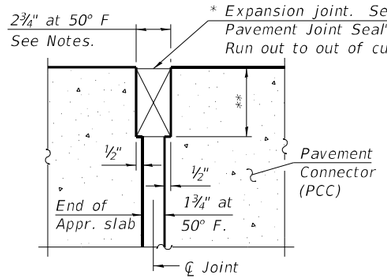
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	38
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



INSIDE ELEVATION OF PARAPET AND CURB



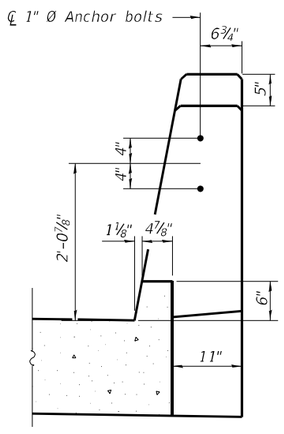
SECTION A-A



DETAIL A
(@ Rt. L's)

* Cost included with Concrete Superstructure (Approach Slab), Special.

** Per manufacturer recommendations



VIEW B-B

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 and median concrete shall be paid for as Concrete Superstructure.

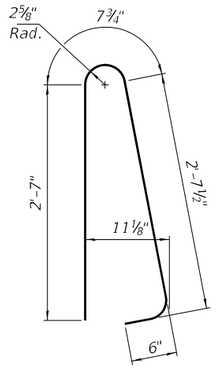
Approach slab shall be paid for as Concrete Superstructure (Approach Slab), Special.

Approach footing concrete shall be paid for as Concrete Structures.

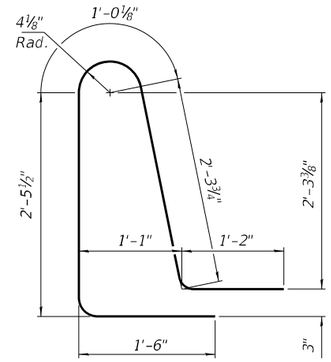
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

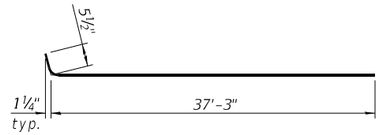
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 25.



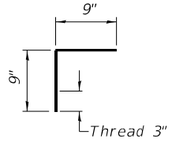
BAR d2(E)



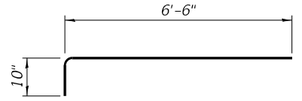
BAR d3(E)



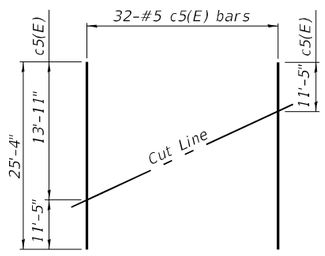
BAR a9(E)



BAR c3(E)

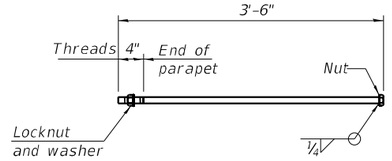


BAR a11(E)



FIELD CUTTING DIAGRAM

Order c5(E) bars full length.
Cut as shown and use remainder of bars in opposite end of median.



*1" Ø ANCHOR BOLT

(Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a9(E)	180	#5	37'-9"	
a10(E)	360	#8	26'-10"	
a11(E)	92	#5	7'-4"	
b9(E)	202	#5	29'-8"	
b10(E)	322	#9	29'-8"	
b11(E)	8	#5	15'-2"	
b12(E)	8	#5	14'-5"	
b13(E)	2	#4	14'-2"	
b14(E)	2	#4	15'-2"	
b15(E)	18	#5	29'-8"	
b16(E)	2	#5	30'-6"	
c3(E)	124	#5	1'-6"	
c4(E)	31	#5	4'-7"	
c5(E)	16	#5	25'-4"	
d2(E)	92	#5	6'-5"	
d3(E)	92	#5	8'-6"	
e4(E)	40	#4	14'-8"	
t(E)	272	#4	10'-3"	
w(E)	160	#5	37'-3"	
Concrete Superstructure		Cu. Yd.	21.6	
Concrete Superstructure (Approach Slab), Special		Cu. Yd.	189.8	
Concrete Structures		Cu. Yd.	44.0	
Reinforcement Bars, Epoxy Coated		Pound	83,890	

(Sheet 3 of 3)

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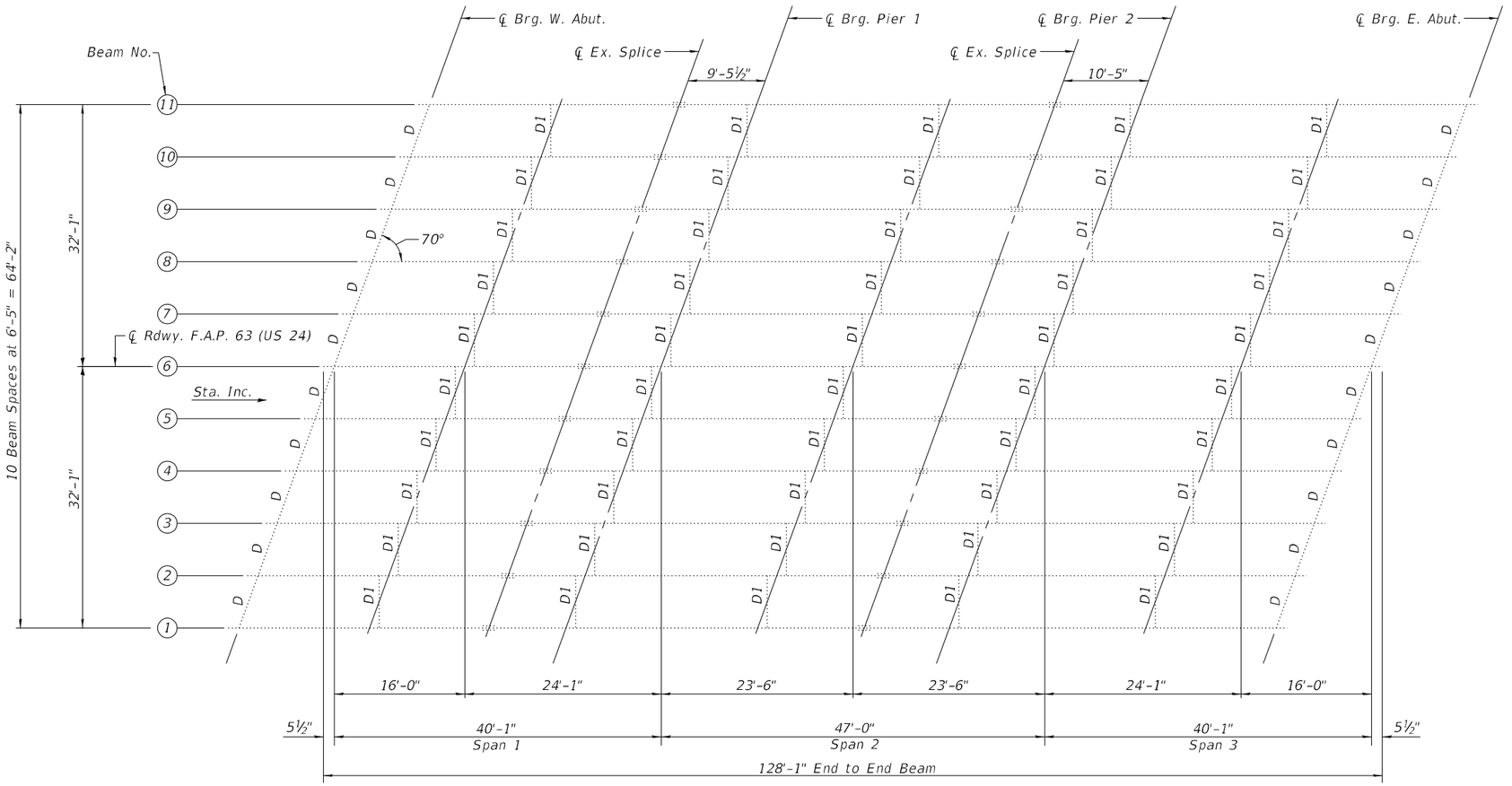
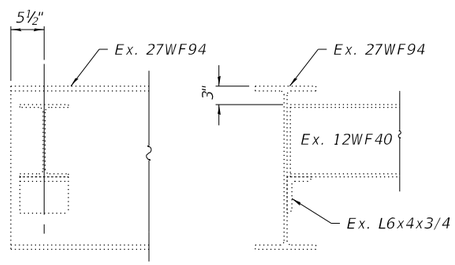
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 001-0010
SHEET 15 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	39
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

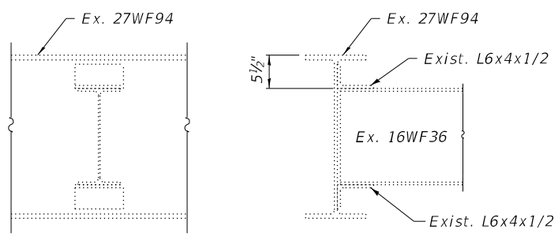


FRAMING PLAN



EXISTING END DIAPHRAGM, D

Existing steel end diaphragms shall be cleaned and primed prior to casting concrete end diaphragms.



EXISTING DIAPHRAGM, D1

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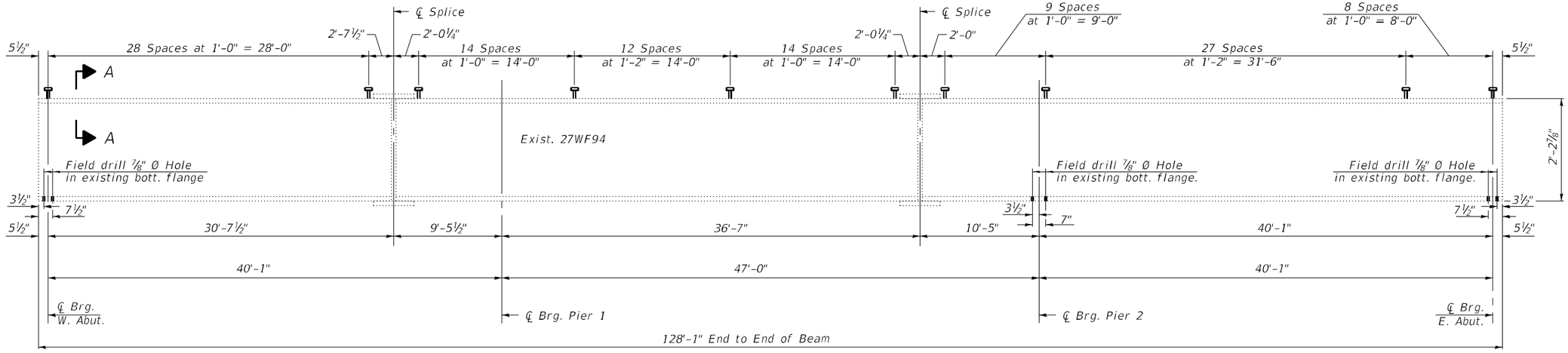
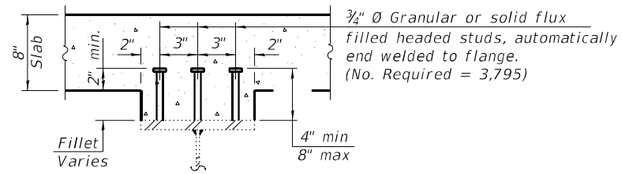
FRAMING PLAN
STRUCTURE NO. 001-0010
SHEET 16 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	40
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



BEAM ELEVATION



SECTION A-A

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 & 0.6 Sp. 3	Piers 1 & 2	0.5 Sp. 2
Is	(in^4)	3,270	3,270	3,270
Ic(n)	(in^4)	10,252	10,252	10,252
Ic(3n)	(in^4)	7,704	7,704	7,704
Ss	(in^3)	243	243	243
Sc(n)	(in^3)	384	1,171	384
Sc(3n)	(in^3)	349	578	349
w_{ℓ}	(k/')	0.770	0.770	0.770
M_{ℓ}	('k)	90	-146	66
s_{ℓ}	(k/')	0.365	0.365	0.365
$M_{s\ell}$	('k)	43	-69	31
M_L	('k)	211	-163	203
MI	('k)	63	-48	61
$\frac{5}{3}$ [M_L + I]	('k)	457	-352	440
Ma	('k)	767	-737	698
* Mu	('k)	1,190	-	1,403
fs ℓ non-comp	(ksi)	4.4	7.2	3.3
fs ℓ (comp)	(ksi)	1.5	1.4	1.1
fs $\frac{5}{3}$ [M_L + M_I]	(ksi)	14.3	3.6	13.8
fs (Overload)	(ksi)	20.2	12.2	18.1
** fs (Total)	(ksi)	-	15.9	-
VR	(k)	44	49	34

* Compact section
** Braced non-compact and partially braced section

INTERIOR GIRDER REACTION TABLE			
		W. & E. Abut.	Piers 1 & 2
R_{ℓ}	(k)	26	55
R_L	(k)	31	37
R_I	(k)	9	11
R_{Total}	(k)	66	103

Is, Ss: Non-composite moment of inertia and section modulus of the steel section used for computing fs(Total and Overload) due to non-composite dead loads ($in.^4$ and $in.^3$).

Ic(n), Sc(n): Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing fs(Total and Overload) due to short-term composite live loads ($in.^4$ and $in.^3$).

Ic(3n), Sc(3n): Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing fs(Total and Overload) due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

w_{ℓ}: Un-factored non-composite dead load (kips/ft.).

M_{ℓ}: Un-factored moment due to non-composite dead load (kip-ft.).

s_{ℓ}: Un-factored long-term composite (superimposed) dead load (kips/ft.)

$M_{s\ell}$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L: Un-factored live load moment (kip-ft.).

MI: Un-factored moment due to impact (kip-ft.).

Ma: Factored design moment (kip-ft.).
$1.3\ [M_{\ell} + M_{s\ell} + \frac{5}{3}(M_L + MI)]$

Mu: Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

fs (Overload): Sum of stresses as computed from the moments below (ksi).
$M_{\ell} + M_{s\ell} + \frac{5}{3}(M_L + MI)$

fs (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.3\ [M_{\ell} + M_{s\ell} + \frac{5}{3}(M_L + MI)]$

VR: Maximum M_L + impact shear range within the composite portion of the span for stud shear connector design (kips).

① TOP OF BEAM ELEVATIONS				
Beam No.	℄ Brg. W. Abut.	℄ Brg. Pier 1	℄ Brg. Pier 2	℄ Brg. E. Abut.
1	555.09	555.46	556.10	556.74
2	555.21	555.61	556.23	556.90
3	555.35	555.74	556.38	557.00
4	555.50	555.87	556.51	557.12
5	555.61	555.98	556.61	557.21
6	555.66	556.03	556.65	557.25
7	555.66	556.05	556.67	557.29
8	555.59	555.96	556.60	557.21
9	555.53	555.89	556.53	557.12
10	555.44	555.80	556.44	557.10
11	555.39	555.75	556.39	557.06

① Theoretical top of beam after new bearings are in place

BILL OF MATERIAL

Item	Unit	Total
Stud Shear Connectors	Each	3,795

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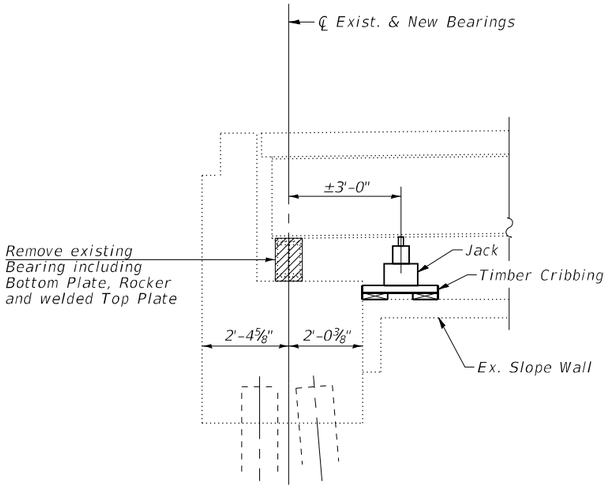
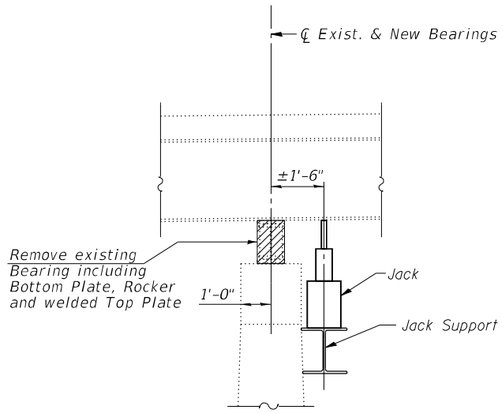
STRUCTURAL STEEL DETAILS
STRUCTURE NO. 001-0010
SHEET 17 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	41
			CONTRACT NO. 72L62	
		ILLINOIS	FED. AID PROJECT	



AT ABUTMENTS



AT PIER 2

EXISTING BEARING REMOVAL DETAIL

(Dimensions at Rt L's)

JACK AND REMOVE EXISTING BEARINGS PROCEDURES

1. Jacking shall be done after existing deck removal is completed.
2. The Contractor shall submit for approval by the Engineer plans for jacking, prior to commencing any work at the bearings. The maximum dead load reaction with the deck removed (per bearing) at the west and east abutments = 3 kips. The minimum jack capacity at each beam shall be 6 kips at the west and east abutments. The maximum dead load reaction with the deck removed (per bearing) at pier 2 = 9 kips. The minimum jack capacity at each beam shall be 18 kips at pier 2.
3. Top of beam elevations shall be measured prior to jacking and shall remain the same after bearings are in place.
4. There shall be at least one jack per bearing and the jack shall be placed close to the bearing. The steel shall be raised a maximum of ¼" and shall be blocked in position until after the completion of the installation of new bearings.
5. Burn the existing anchor bolts flush with the concrete surface, grind smooth, and seal with epoxy. The rollers and top and bottom plates shall be removed. The top plate shall be removed using the air-arc method. Grind smooth all weld material remaining on the bottom flange. Cost of removing anchor bolts, rockers, top plates, and bottom plates shall be included with "Jack and Remove Existing Bearings."
6. The new elastomeric bearings shall be in place and the jacks lowered before the new concrete deck is poured.

BILL OF MATERIAL

Item	Unit	Total
Jack and Remove Existing Bearings	Each	33

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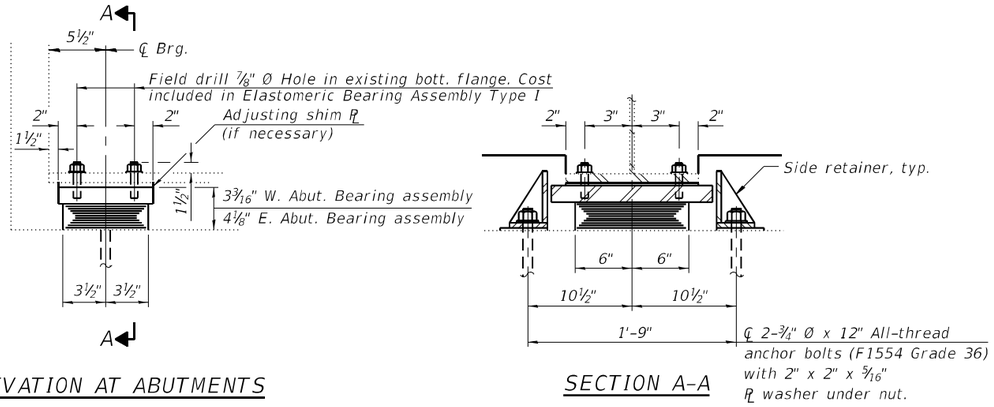
JACK AND REMOVE EXISTING BEARINGS
STRUCTURE NO. 001-0010
SHEET 18 OF 25 SHEETS

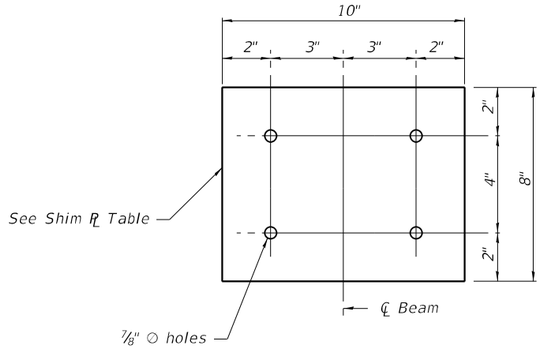
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	42
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



ELEVATION AT ABUTMENTS

SECTION A-A

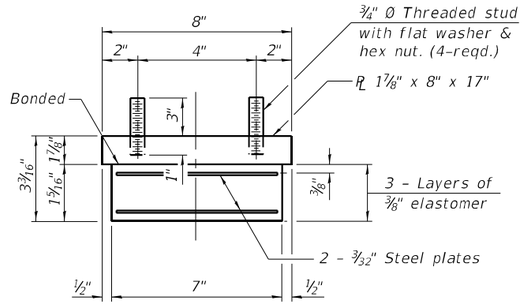
TYPE I ELASTOMERIC EXP. BRG.



Shim ℙ Table	
Size	Location
10" x 8" x ⅛"	Beam 4 – W. Abut.
10" x 8" x ¼"	Beam 5 – W. Abut.
10" x 8" x ⅛"	Beam 6 – W. Abut.
10" x 8" x ⅛"	Beam 9 – W. Abut.
10" x 8" x ⅛"	Beam 11 – W. Abut.
10" x 8" x ½"	Beam 6 – E. Abut.
10" x 8" x ¼"	Beam 7 – E. Abut.
10" x 8" x ⅛"	Beam 9 – E. Abut.
10" x 8" x ¼"	Beam 11 – E. Abut.

SHIM ℙ - ABUTMENTS

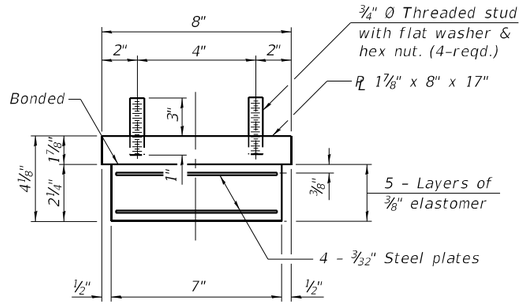
Note:
Shim plates shall be placed above bearing assembly top plate.



BEARING ASSEMBLY

(West Abutment)

Note:
Shim plates shall not be placed under bearing assembly.



BEARING ASSEMBLY

(East Abutment)

Note:
Shim plates shall not be placed under bearing assembly.

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Side retainers, steel extensions, and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

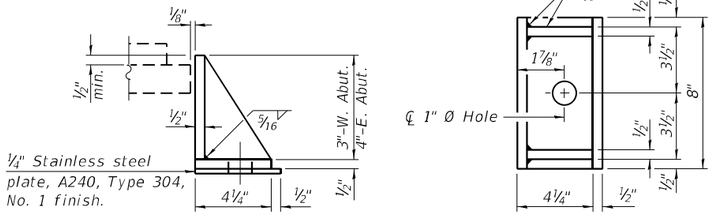
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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

Prior to ordering any material, the Contractor shall verify in the field all bearing heights and shim thickness dimensions.

All (embedded and separate) bearing plates, side retainers, extensions, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable unless noted otherwise.

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.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	22
Anchor Bolts, ¾"	Each	44

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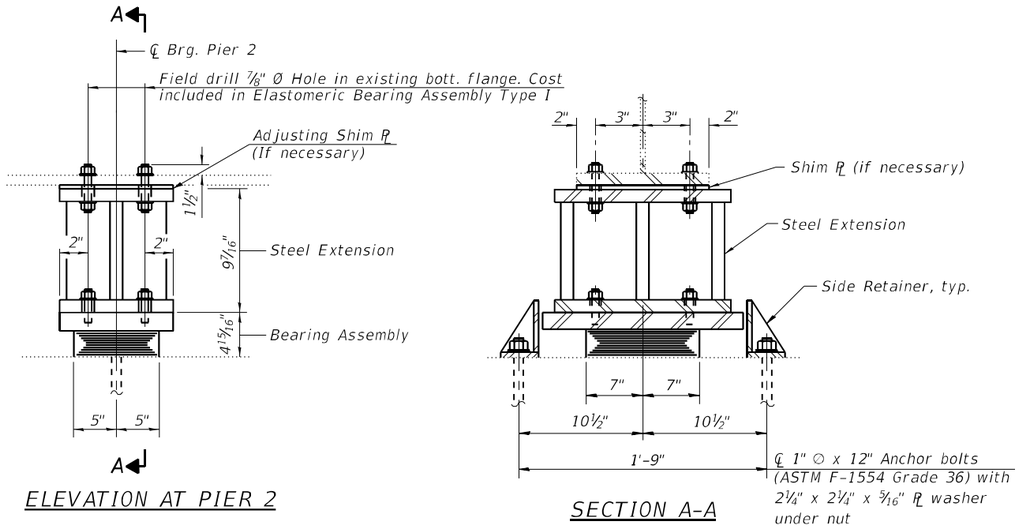
ABUTMENT BEARING DETAILS
STRUCTURE NO. 001-0010
SHEET 19 OF 25 SHEETS

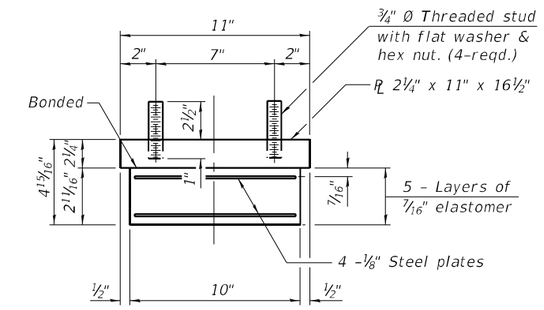
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	43
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	



ELEVATION AT PIER 2

SECTION A-A

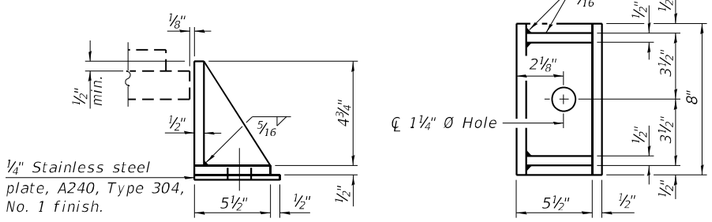
TYPE I ELASTOMERIC EXP. BRG. - PIER 2



BEARING ASSEMBLY

(Pier 2)

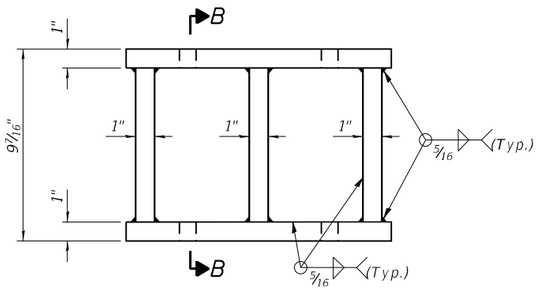
Note:
Shim plates shall not be placed under bearing assembly.



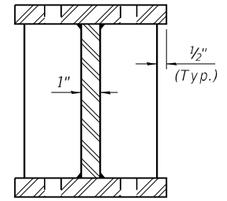
SIDE RETAINER

(Pier 2)

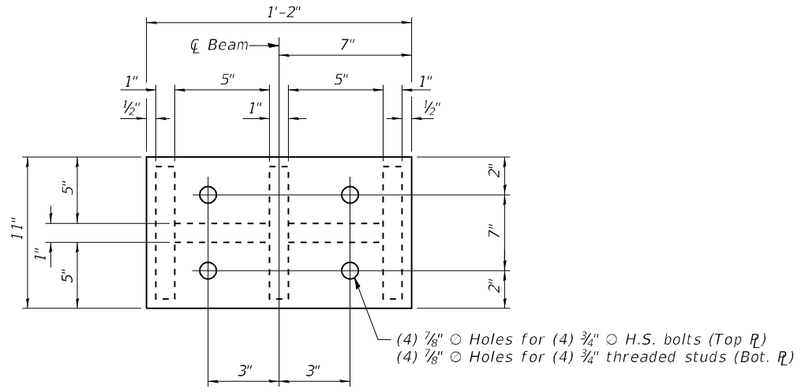
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



ELEVATION - STEEL EXTENSION



SECTION B-B



PLAN - STEEL EXTENSION

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Side retainers, steel extensions, and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

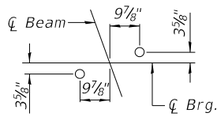
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

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

Prior to ordering any material, the Contractor shall verify in the field all bearing heights and shim thickness dimensions.

All (embedded and separate) bearing plates, side retainers, extensions, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable unless noted otherwise.

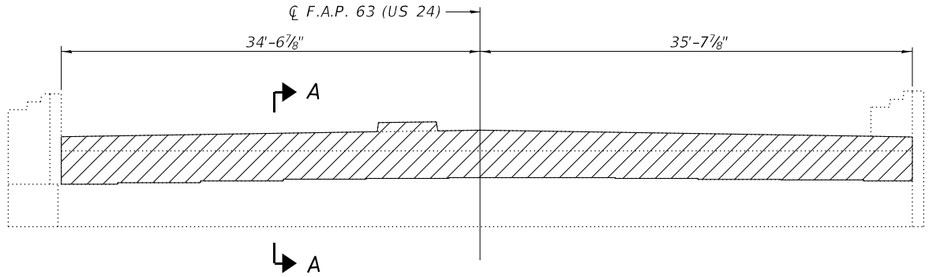
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



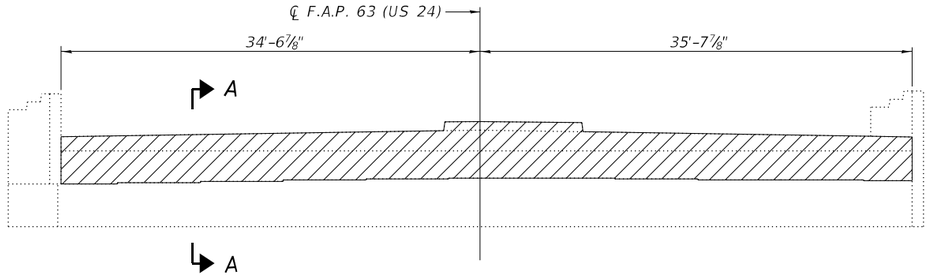
ANCHOR BOLT LAYOUT DETAIL

BILL OF MATERIAL

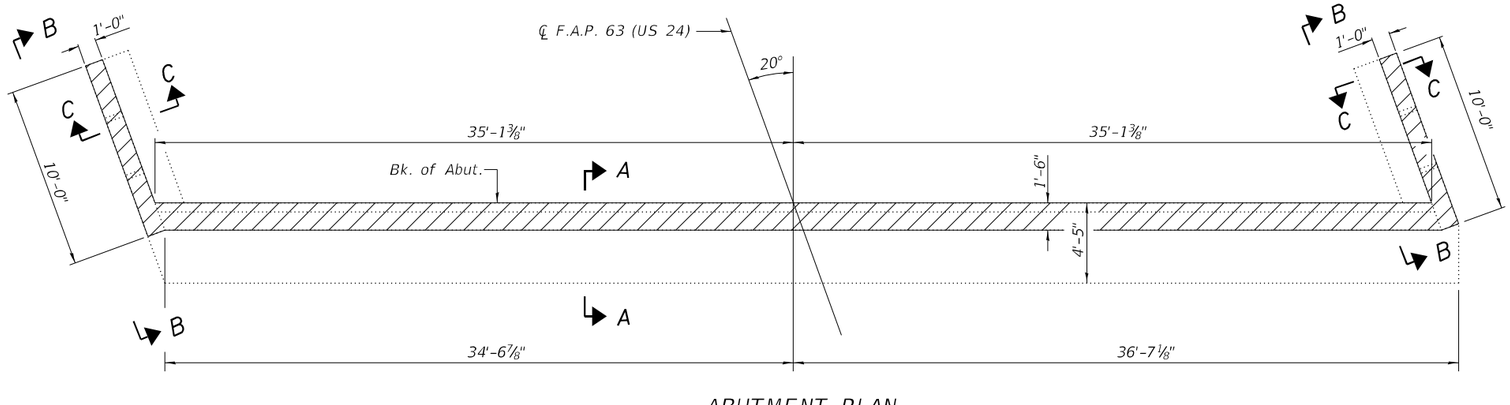
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	11
Anchor Bolts, 1"	Each	22



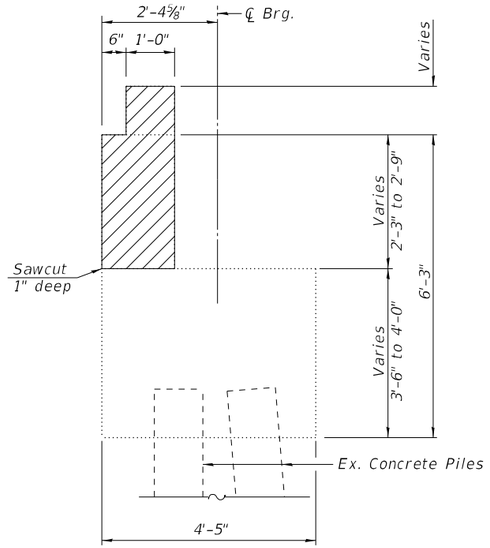
REMOVAL ELEVATION
(West Abutment – Looking West)



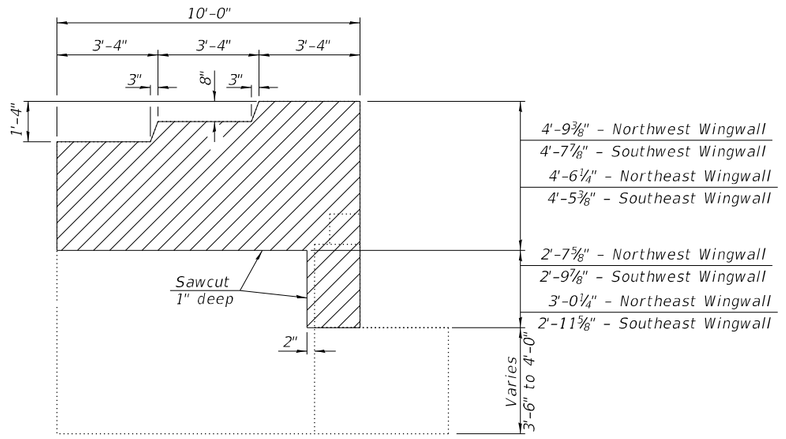
REMOVAL ELEVATION
(East Abutment – Looking East)



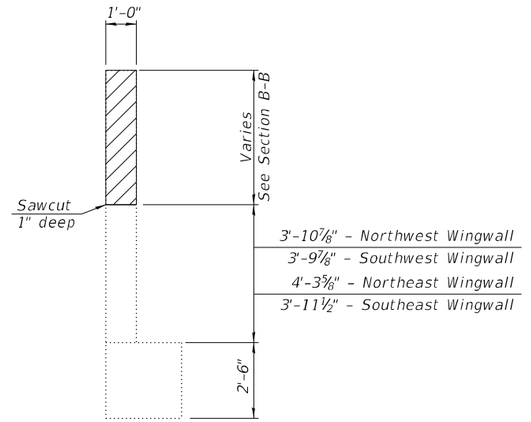
ABUTMENT PLAN
(West Abutment Shown)
(East Abutment Similar)



SECTION A-A
(Horiz. dim. @ Rt. L's)



SECTION B-B



SECTION C-C

Concrete Removal

Note:
Burn the existing reinforcement bars flush with the concrete surface, grind smooth, and seal with epoxy.

TWO ABUTMENTS
BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	34.9

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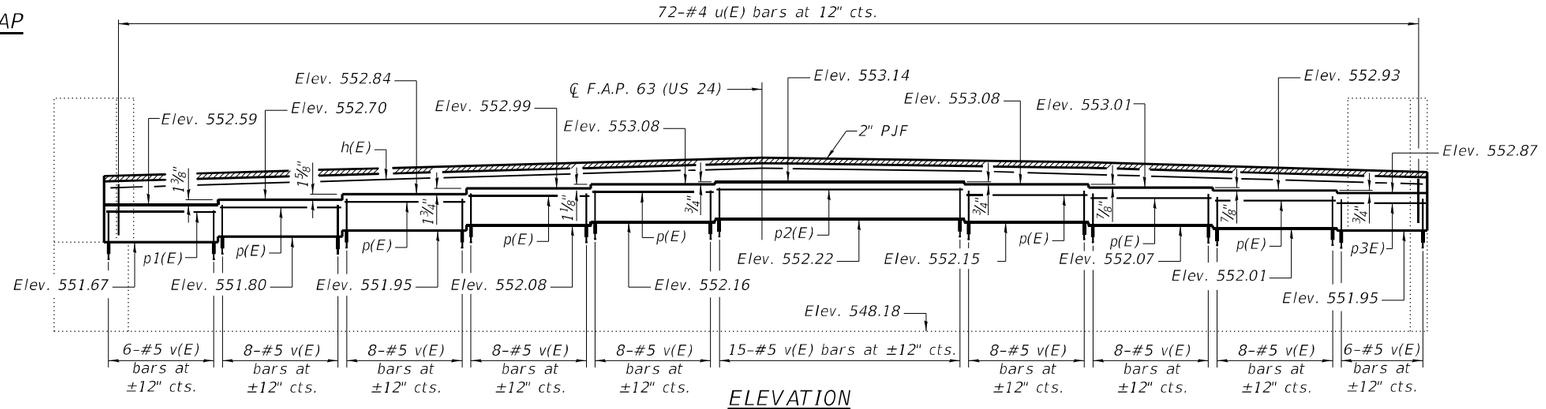
ABUTMENT CONCRETE REMOVAL DETAILS
STRUCTURE NO. 001-0010
SHEET 21 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	45
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

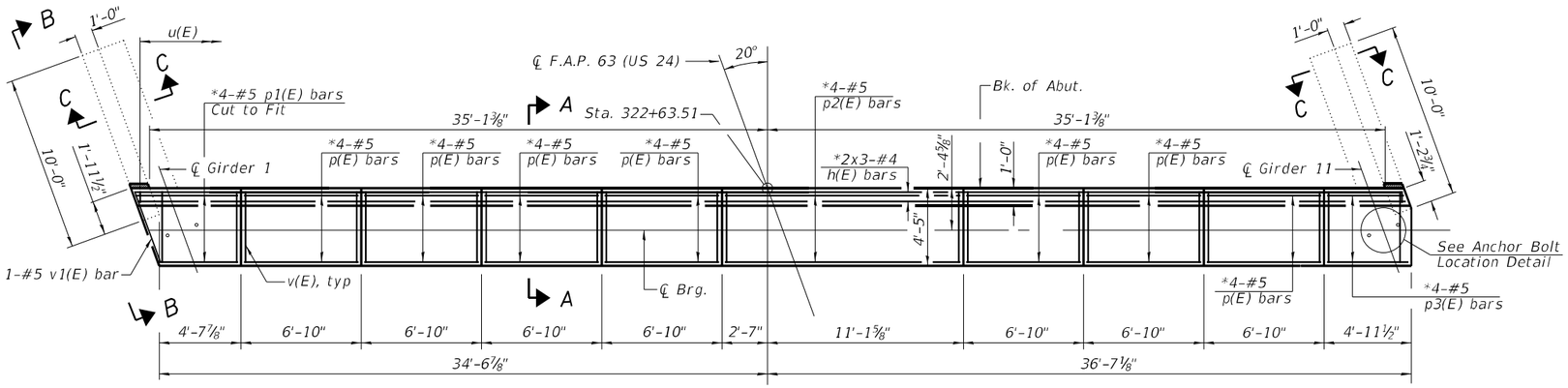
MINIMUM BAR LAP

#4 bar = 2'-7"



ELEVATION

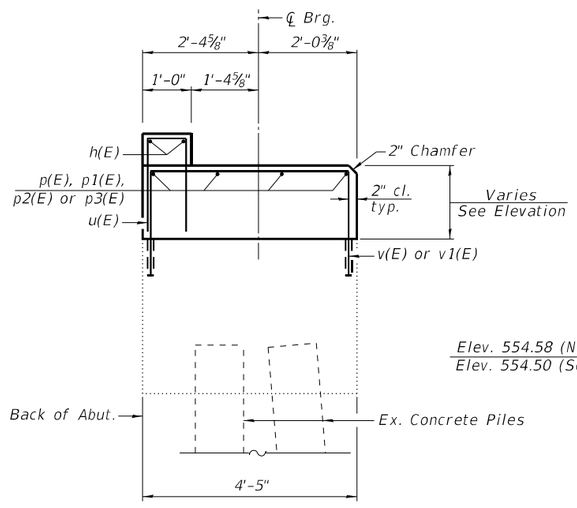
(West Abutment - Looking West)



ABUTMENT PLAN

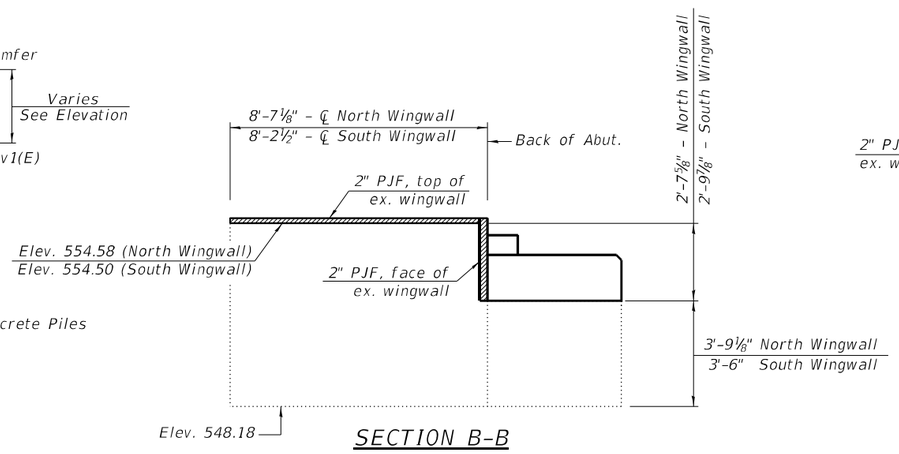
(West Abutment)

* Spaced as Shown in Section A-A.

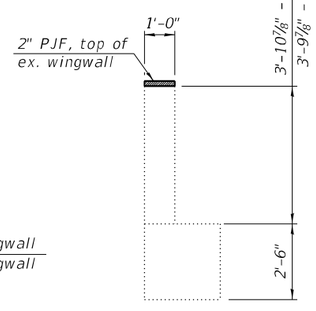


SECTION A-A

(Horiz. dim. @ Rt. L's)



SECTION B-B



SECTION C-C

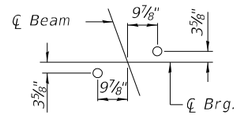
Notes:

Pour steps monolithically with cap.

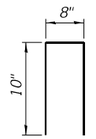
Space reinforcement in cap to miss anchor bolts.

2" PJF (per Article 1051.09 of the Standard Specifications) full width and vertically at edges bonded to abutment cap and wing walls with suitable adhesive as recommended by supplier. Cost included with Concrete Superstructure.

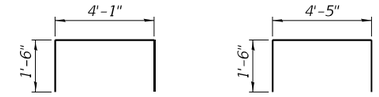
Bars indicated thus 2x3-#5 etc. indicates 2 line of bars with 3 lengths per line.



ANCHOR BOLT LOCATION DETAIL



BAR u(E)



BAR v(E)

BAR v1(E)

Epoxy grout v(E) and v1(E) bars in 9" min. drilled holes according to Section 584 of the Standard Specifications

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#4	26'-0"	
p(E)	28	#5	6'-6"	
p1(E)	4	#5	5'-10"	
p2(E)	4	#5	13'-4"	
p3(E)	4	#5	4'-8"	
u(E)	72	#5	2'-4"	
v(E)	83	#5	7'-1"	
v1(E)	1	#5	7'-5"	
Concrete Structures		Cu. Yd.	11.7	
Reinforcement Bars, Epoxy Coated		Pound	1,190	
Structure Excavation		Cu. Yd.	90	

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738

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PLOT DATE =	CHECKED - RJP	REVISED -	

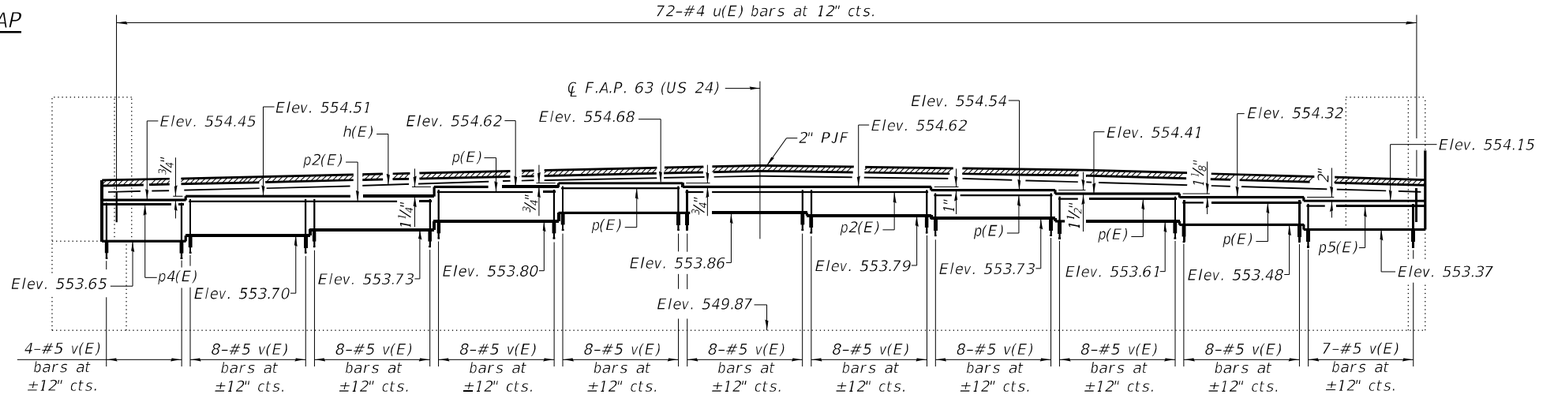
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT
STRUCTURE NO. 001-0010
SHEET 22 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	46
		CONTRACT NO. 72L62		
	ILLINOIS FED. AID PROJECT			

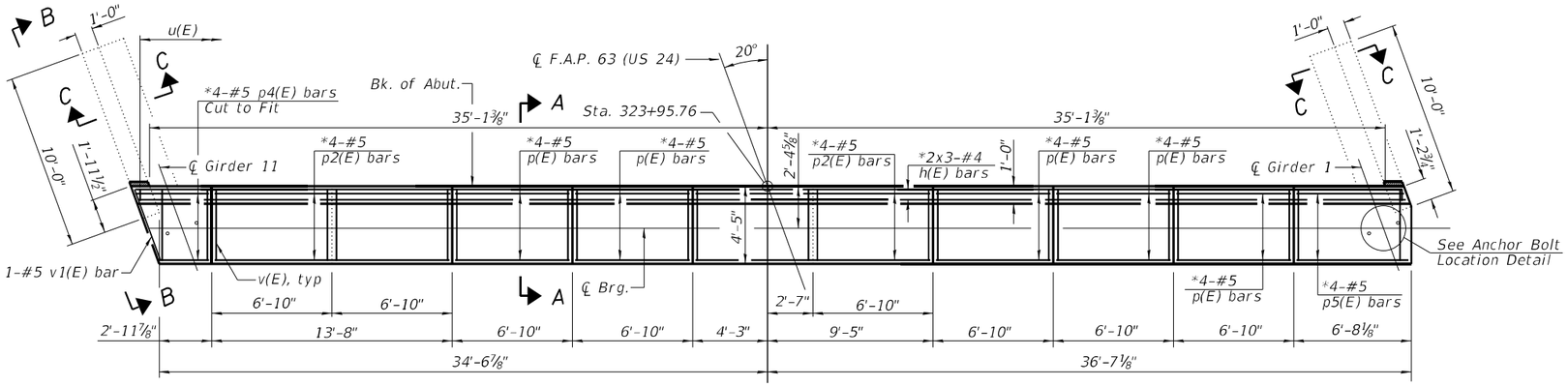
MINIMUM BAR LAP

#4 bar = 2'-7"



ELEVATION

(East Abutment - Looking East)



ABUTMENT PLAN

(East Abutment)

* Spaced as Shown in Section A-A.

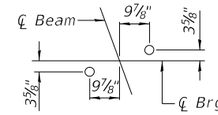
Notes:

Pour steps monolithically with cap.

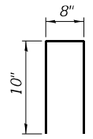
Space reinforcement in cap to miss anchor bolts.

2" PJF (per Article 1051.09 of the Standard Specifications) full width and vertically at edges bonded to abutment cap and wing walls with suitable adhesive as recommended by supplier. Cost included with Concrete Superstructure.

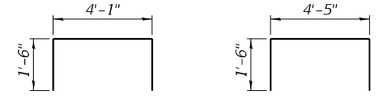
Bars indicated thus 2x3-#5 etc. indicates 2 line of bars with 3 lengths per line.



ANCHOR BOLT LOCATION DETAIL



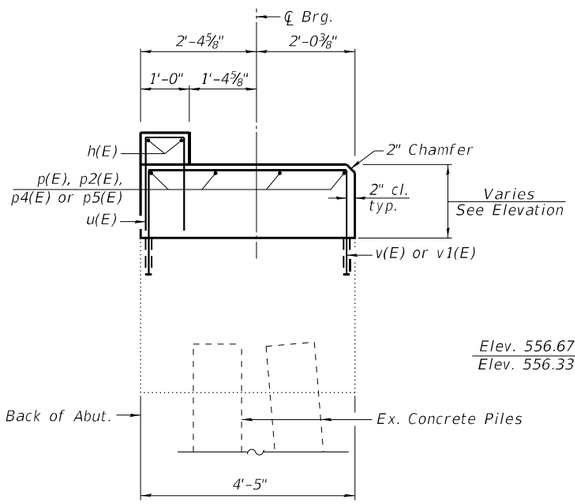
BAR u(E)



BAR v(E)

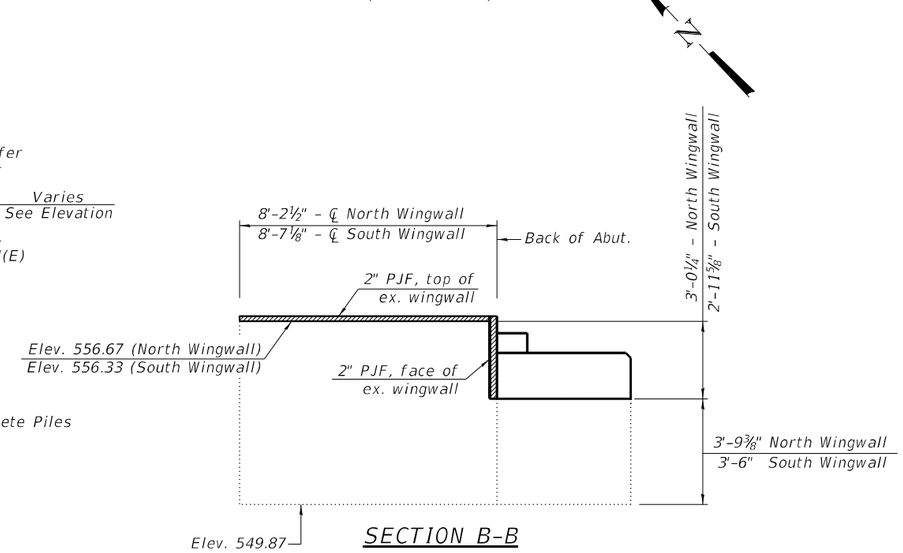
BAR v1(E)

Epoxy grout v(E) and v1(E) bars in 9" min. drilled holes according to Section 584 of the Standard Specifications

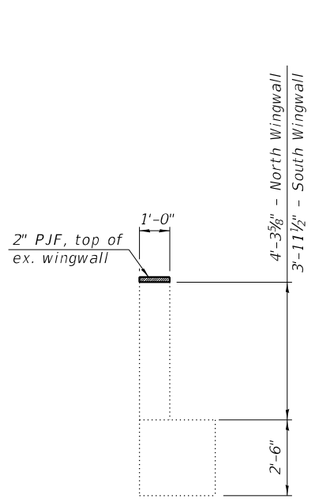


SECTION A-A

(Horiz. dim. @ Rt. L's)



SECTION B-B



SECTION C-C

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	6	#4	26'-0"	
p(E)	20	#5	6'-6"	
p2(E)	8	#5	13'-4"	
p4(E)	4	#5	4'-3"	
p5(E)	4	#5	6'-4"	
u(E)	72	#5	2'-4"	
v(E)	83	#5	7'-1"	
v1(E)	1	#5	7'-5"	
Concrete Structures			Cu. Yd.	10.6
Reinforcement Bars, Epoxy Coated			Pound	1,190
Structure Excavation			Cu. Yd.	90

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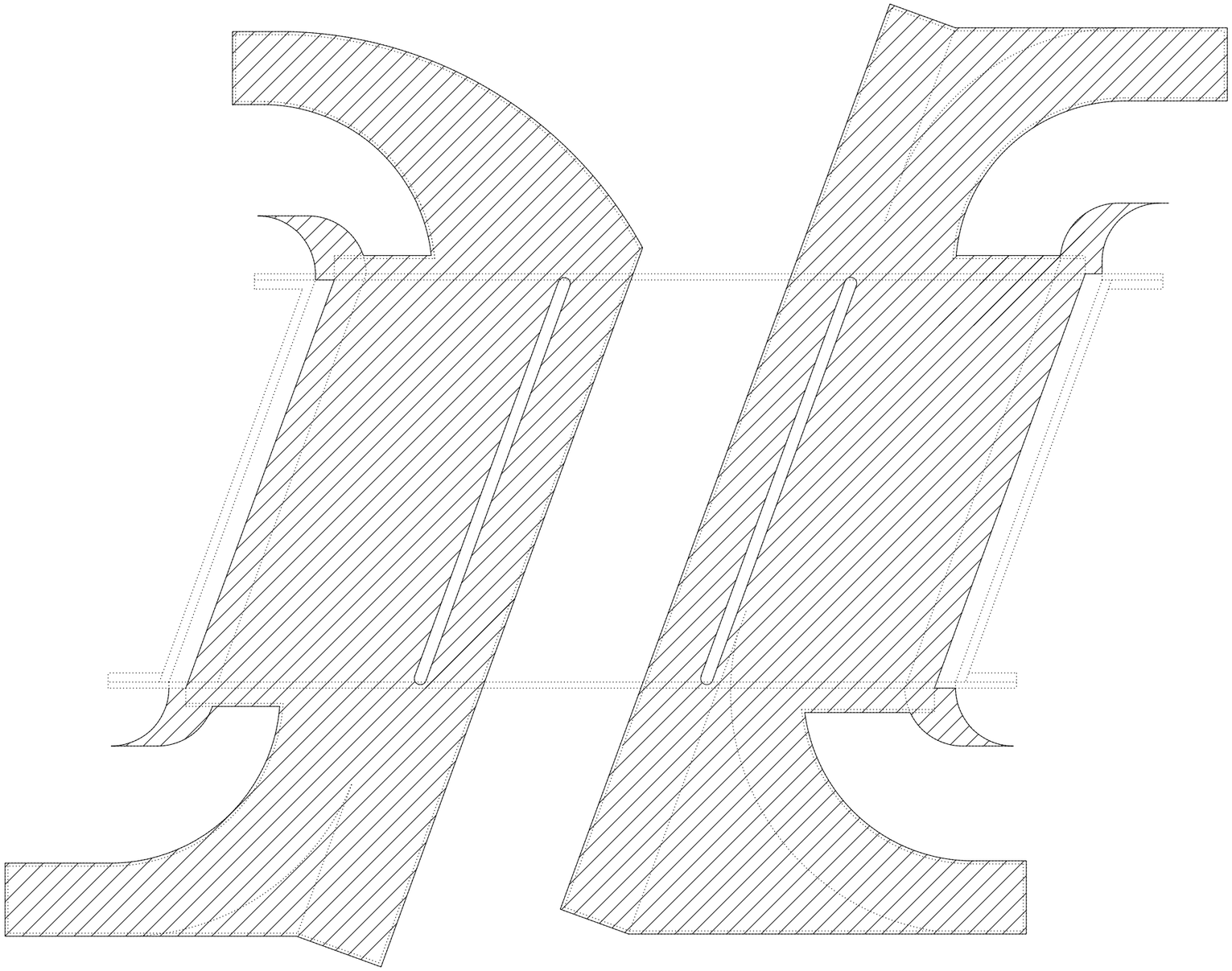
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 001-0010
SHEET 23 OF 25 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	47
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	

Slope Wall Removal



SLOPE WALL PLAN

N

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Removal	Sq. Yd.	1,652

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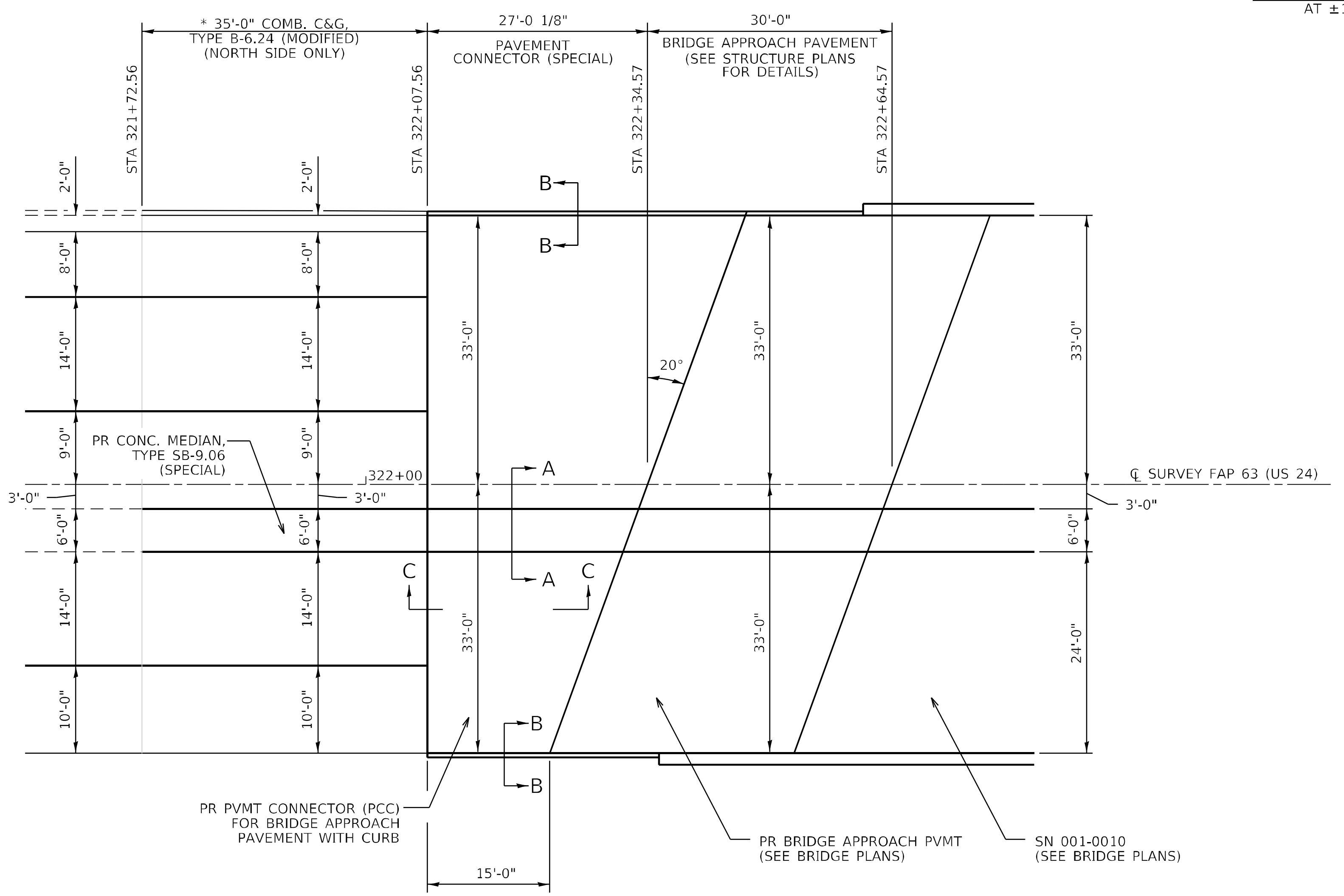
PLOT DATE =	CHECKED - RJP	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE SLOPE WALL REMOVAL
STRUCTURE NO. 001–0010
SHEET 24 OF 25 SHEETS

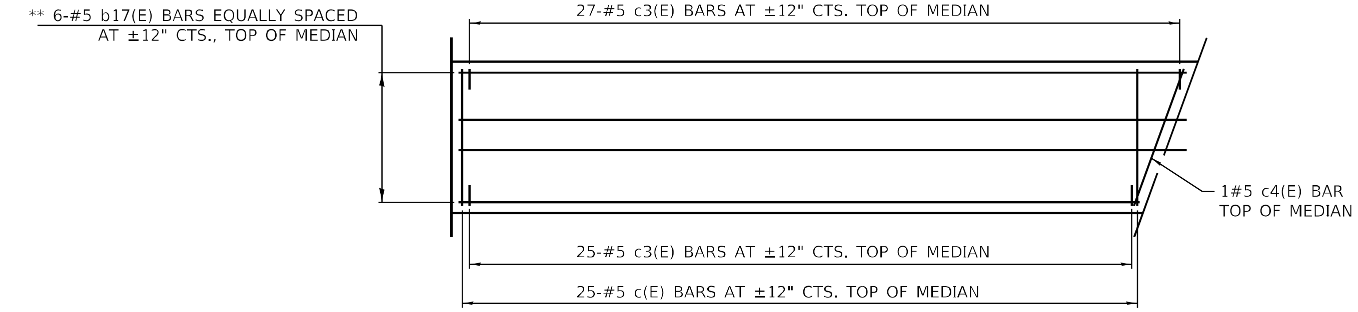
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	48
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

* TRANSITION PROPOSED ROADWAY CROSS SECTION, MEDIAN, AND CURB AND GUTTER TO MATCH EXISTING ROADWAY CROSS SECTION, MEDIAN, AND CURB AND GUTTER.



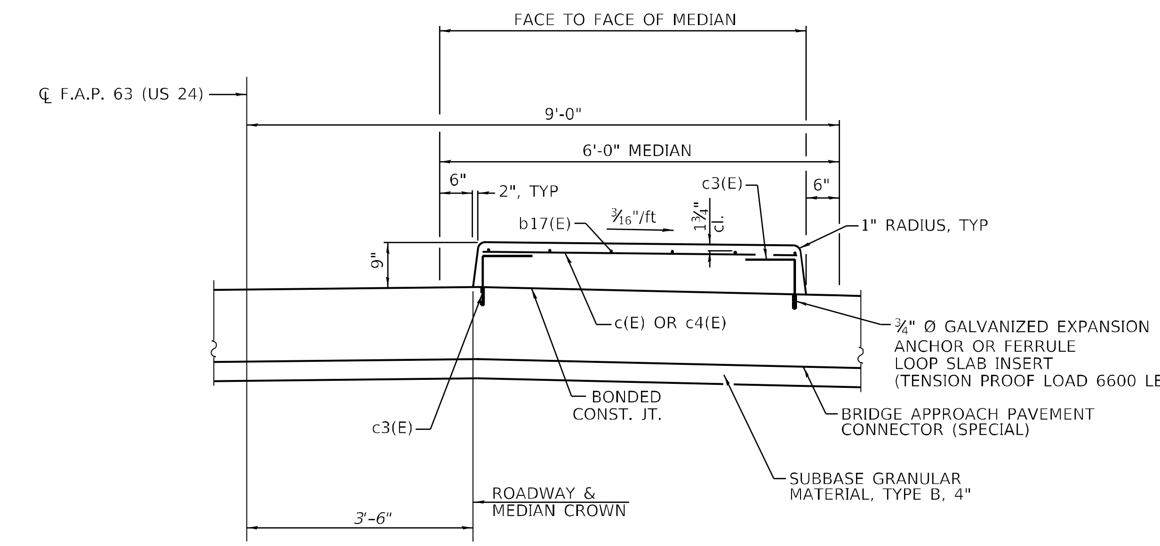
WEST APPROACH PLAN

INLET NOT SHOWN FOR CLARITY (SEE PLAN SHEET FOR LOCATION)



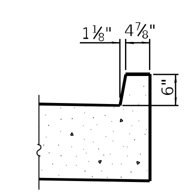
BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL) – MEDIAN PLAN

** SEE FIELD CUTTING DIAGRAM. ORDER BARS FULL LENGTH. CUT TO FIT SKEW AND USE REMAINDER OF BARS IN OPPOSITE END.

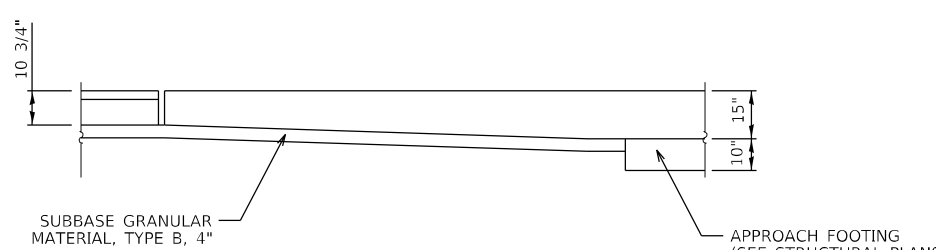


SECTION A–A

FOR ADDITIONAL DETAILS SEE STANDARD 420401

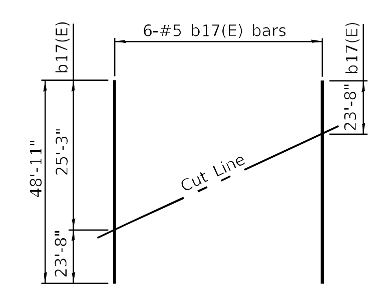


SECTION B–B



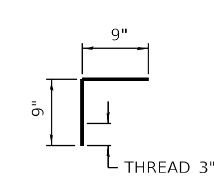
SECTION C–C

FOR ADDITIONAL DETAILS SEE STANDARD 420401



FIELD CUTTING DIAGRAM

Order b17(E) bars full length. Cut as shown and use remainder of bars in opposite end of median.



BAR c3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b17(E)	3	#5	48'-11"	—
c(E)	25	#5	4'-5"	—
c3(E)	52	#5	1'-6"	⌐
c4(E)	1	#5	4'-8"	—
BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)		SQ. YD.	200	

COST OF MEDIAN REBAR, CONCRETE, AND ANCHORS INCLUDED IN BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)

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REVISED - | REVISED - | REVISED - | REVISED -

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FAP ROUTE 63 (US 24) PAVEMENT CONNECTOR DETAILS

SCALE: none | SHEET 1 OF 2 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	50

CONTRACT NO. 72L62

ILLINOIS FED. AID PROJECT

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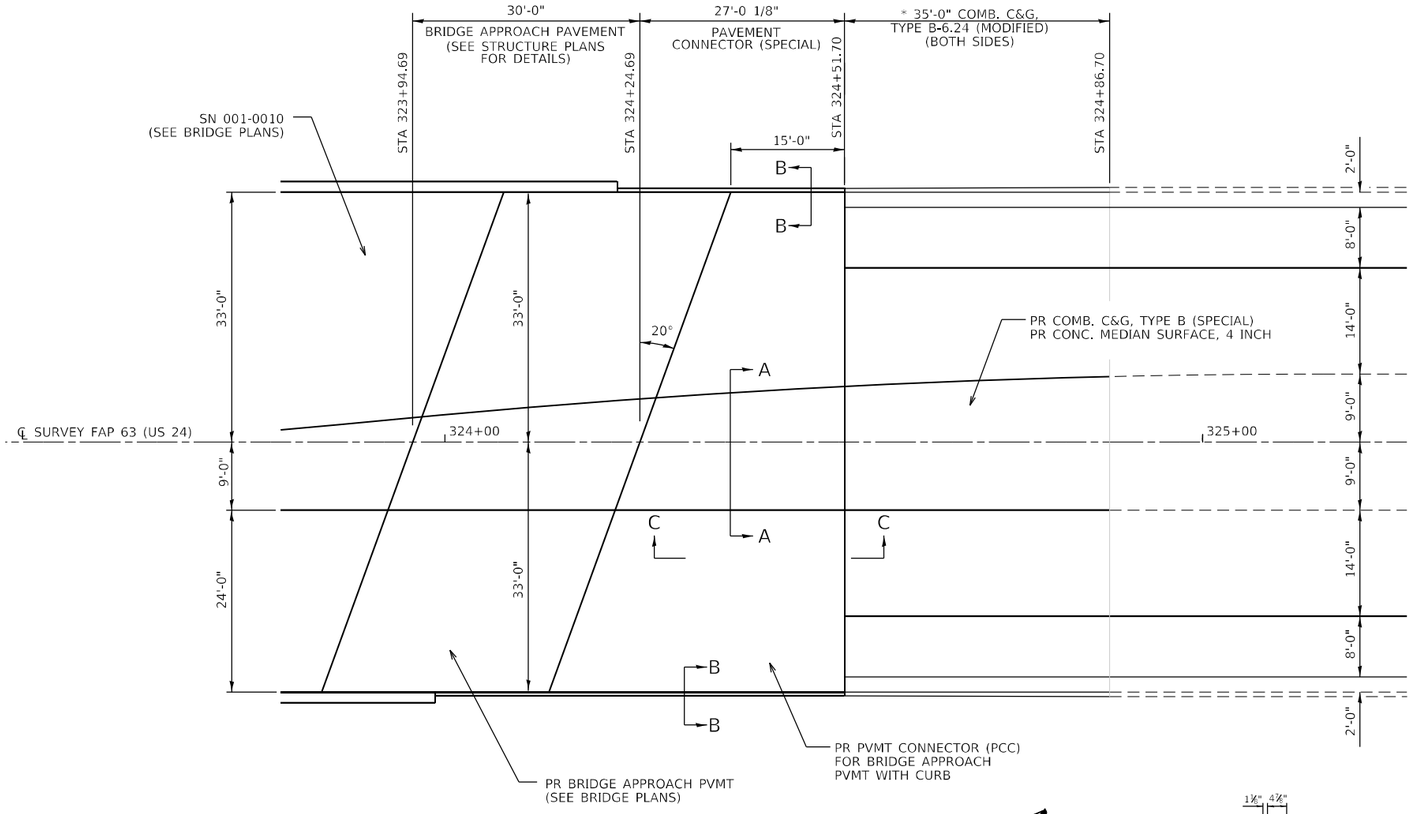
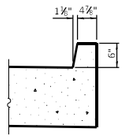
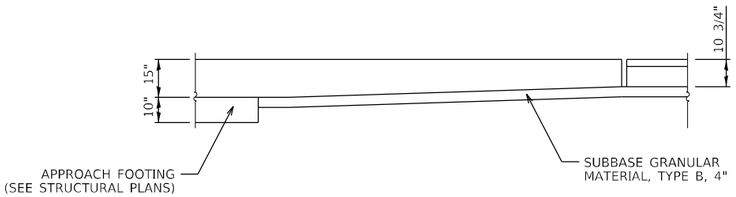


EAST APPROACH PLAN

INLETS NOT SHOWN FOR CLARITY
(SEE PLAN SHEET FOR LOCATIONS)

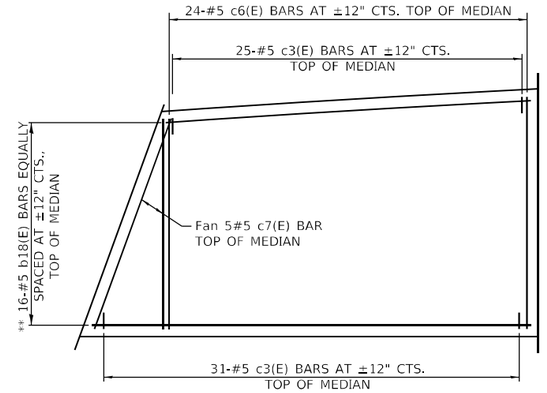


SECTION B–B



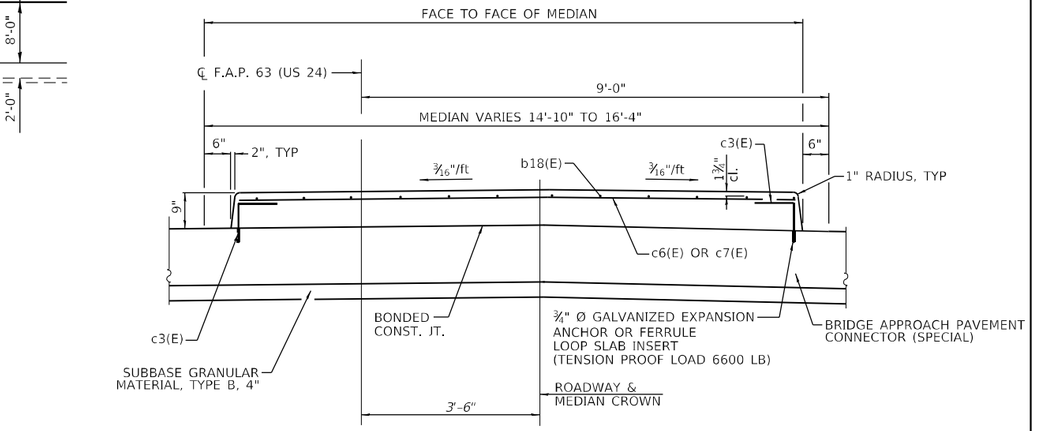
SECTION C–C

FOR ADDITIONAL DETAILS SEE STANDARD 420401



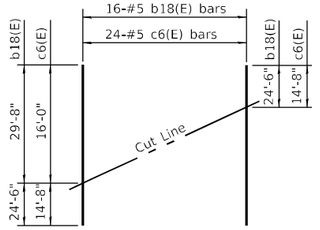
BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL) – MEDIAN PLAN

** SEE FIELD CUTTING DIAGRAM. ORDER BARS FULL LENGTH. CUT TO FIT SKEW AND USE REMAINDER OF BARS IN OPPOSITE END.



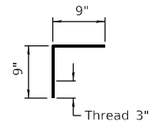
SECTION A–A

FOR ADDITIONAL DETAILS SEE STANDARD 420401



FIELD CUTTING DIAGRAM

Order b18(E) bars full length.
Cut as shown and use remainder of bars in opposite end of median.



BAR c3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
b18(E)	8	#5	54'-2"	—
c3(E)	56	#5	1'-6"	⌐
c6(E)	12	#5	30'-8"	—
c7(E)	5	#5	15'-5"	—
BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)		SQ. YD.	199	

COST OF MEDIAN REBAR, CONCRETE, AND ANCHORS INCLUDED IN BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)

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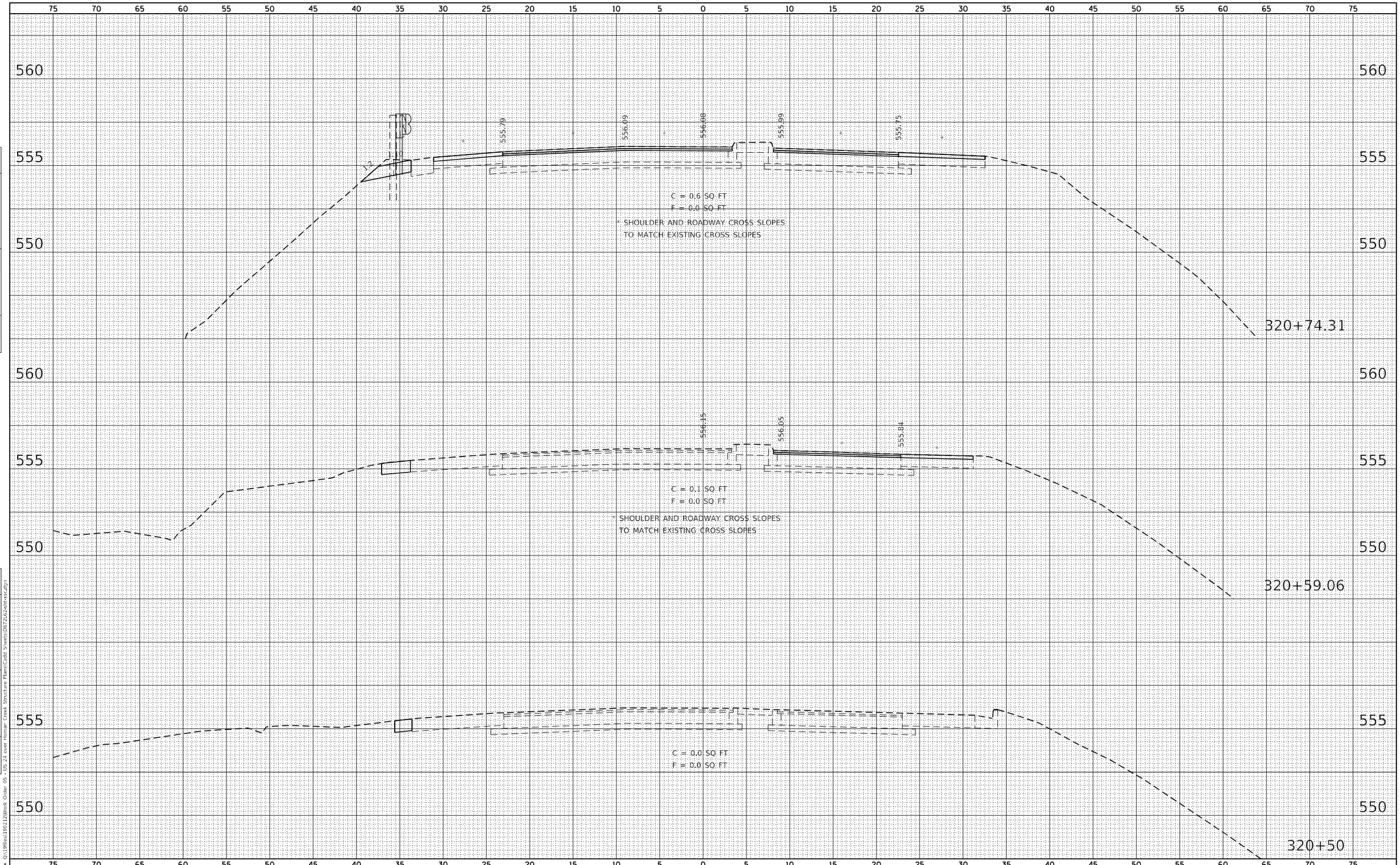
PLOT DATE = 8/19/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
PAVEMENT CONNECTOR DETAILS

SCALE: none | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	51
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



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

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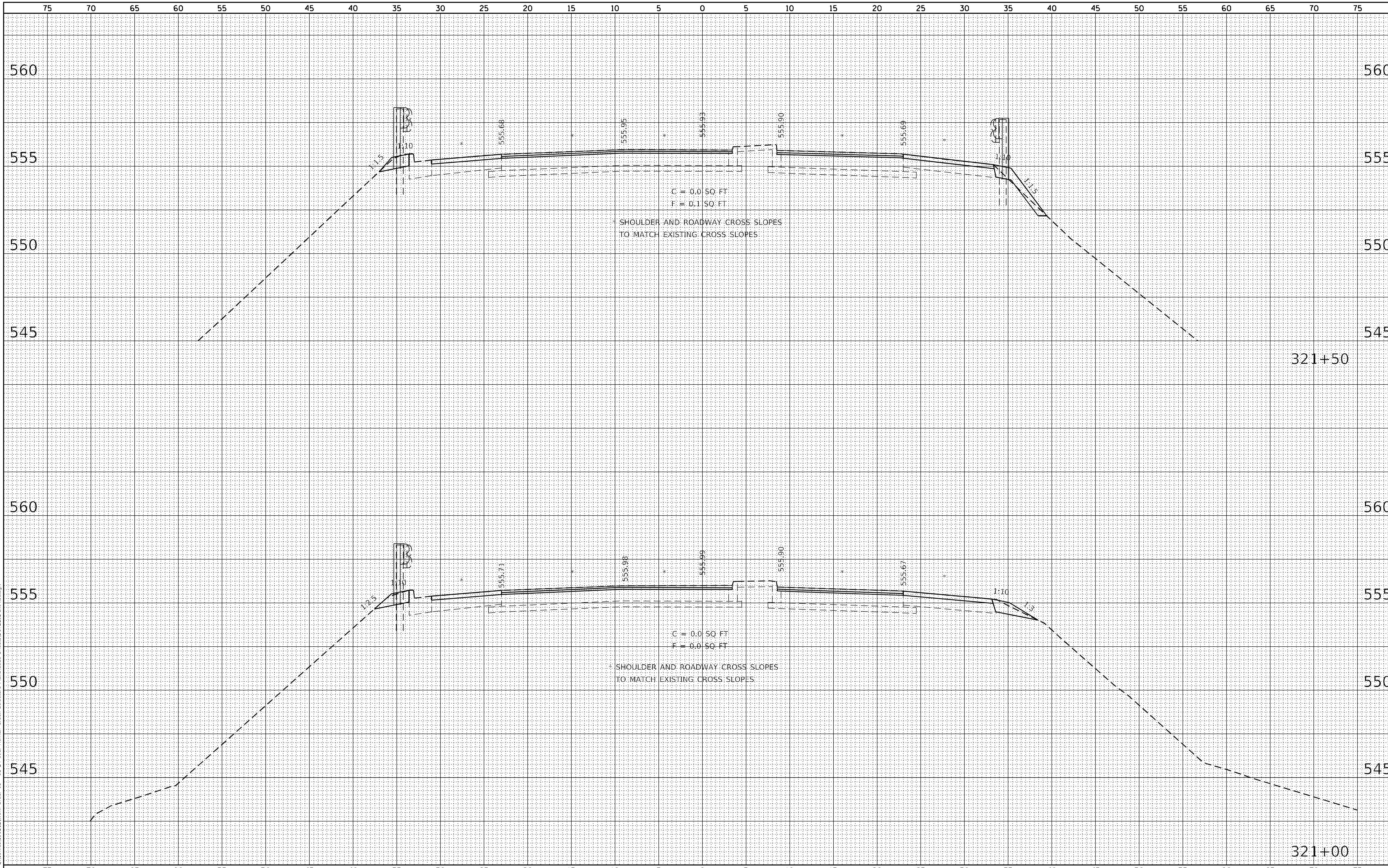
	DRAWN -	REVISED -	FAP ROUTE 63 (US 24) CROSS SECTIONS
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -	SCALE: / SHEET NO. 1 OF 12 SHEETS / STA. 320+50 TO STA. 320+74.31
PLOT DATE = 9/30/2021	DATE -	REVISED -	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	52
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



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PLOT DATE = 9/30/2021	DATE -	REVISED -	

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FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 2 OF 12 SHEETS | STA. 321+00 TO STA. 321+50

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	53

CONTRACT NO. 72L62

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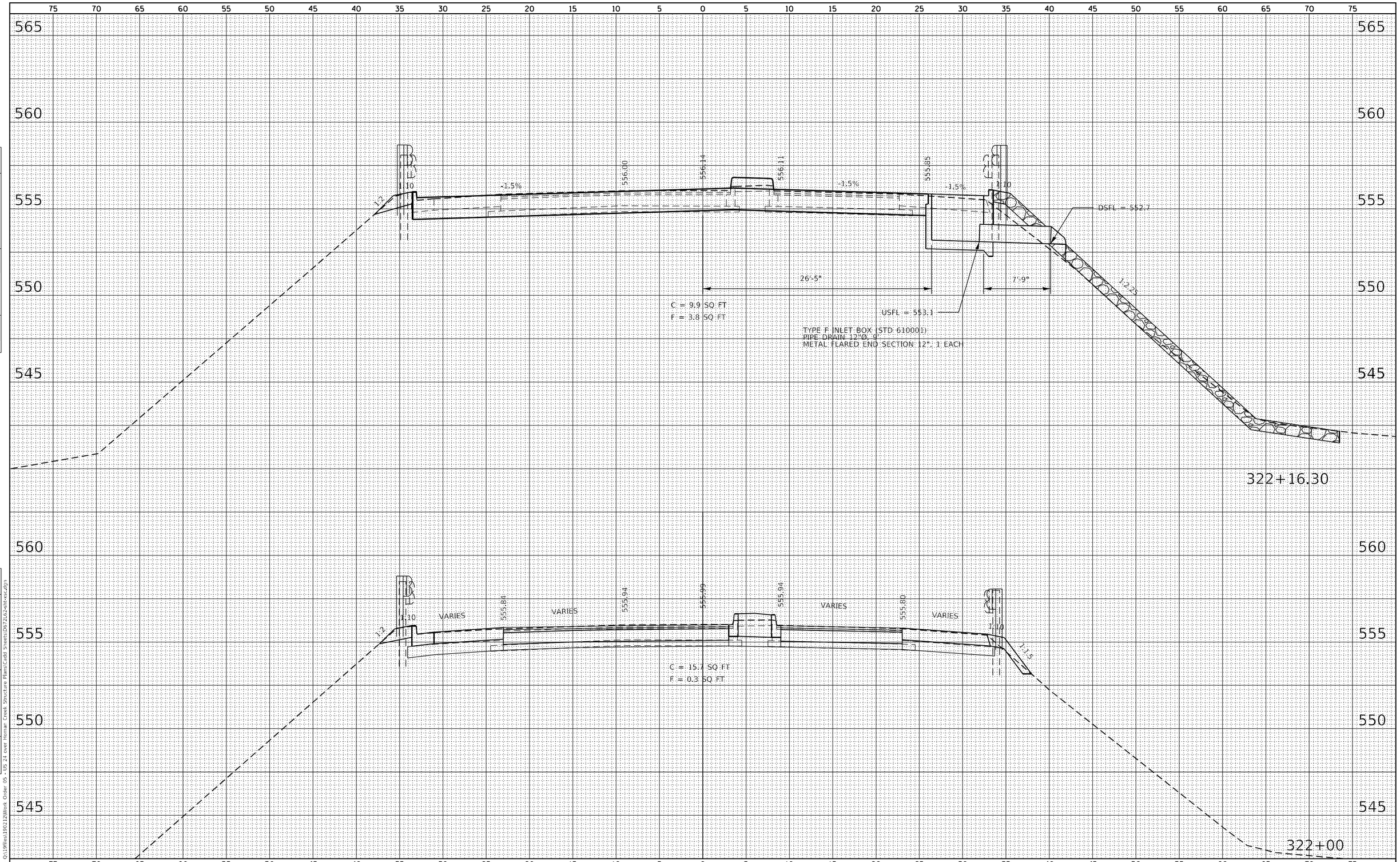

FINAL SURVEY — NOTE BOOK — NO.
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ORIGINAL SURVEY — NOTE BOOK — NO.
SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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PLOT DATE = 9/30/2021	DATE -	REVISED -

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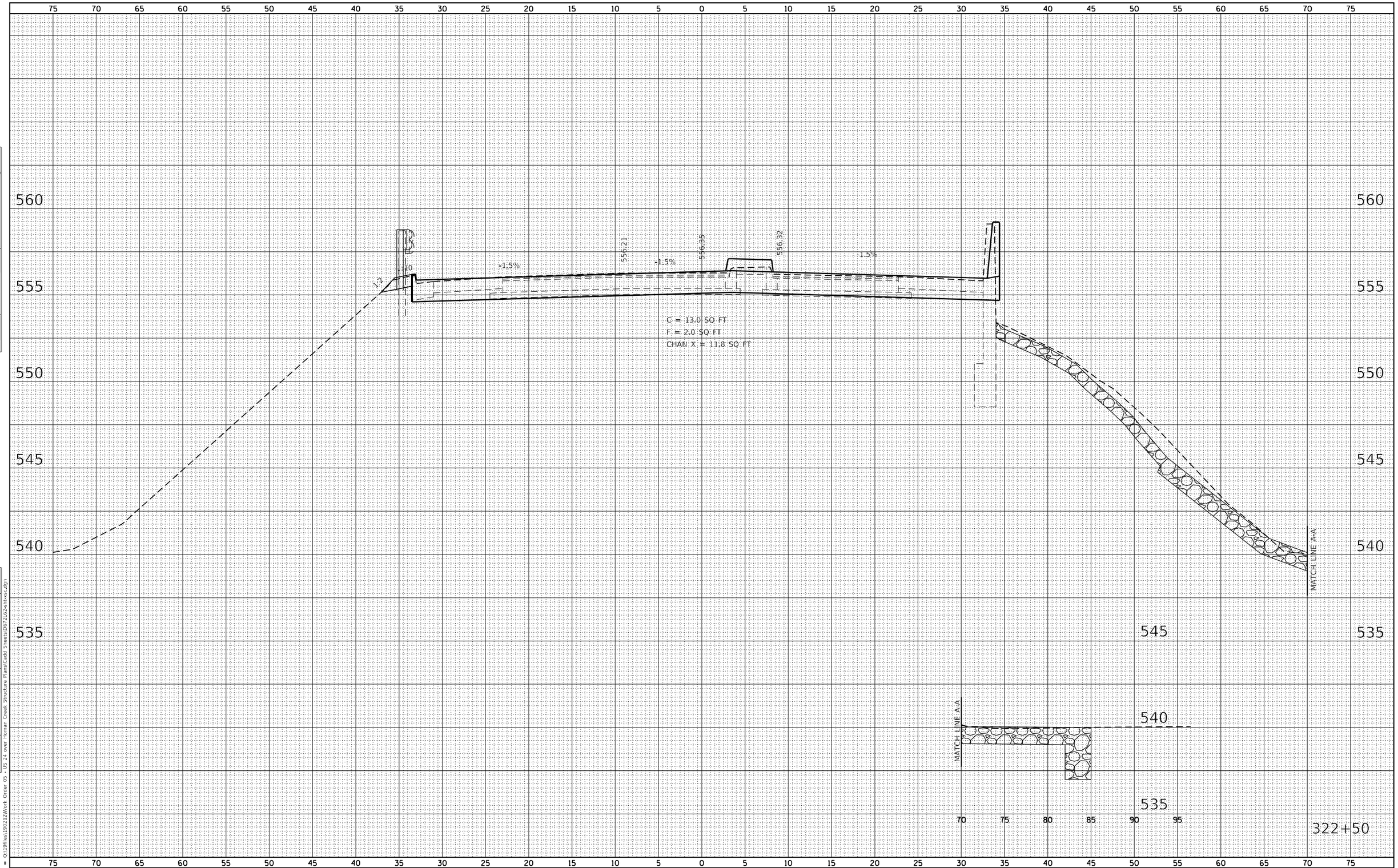
FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 3 OF 12 SHEETS | STA. 322+00 TO STA. 322+16.30

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	54
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



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

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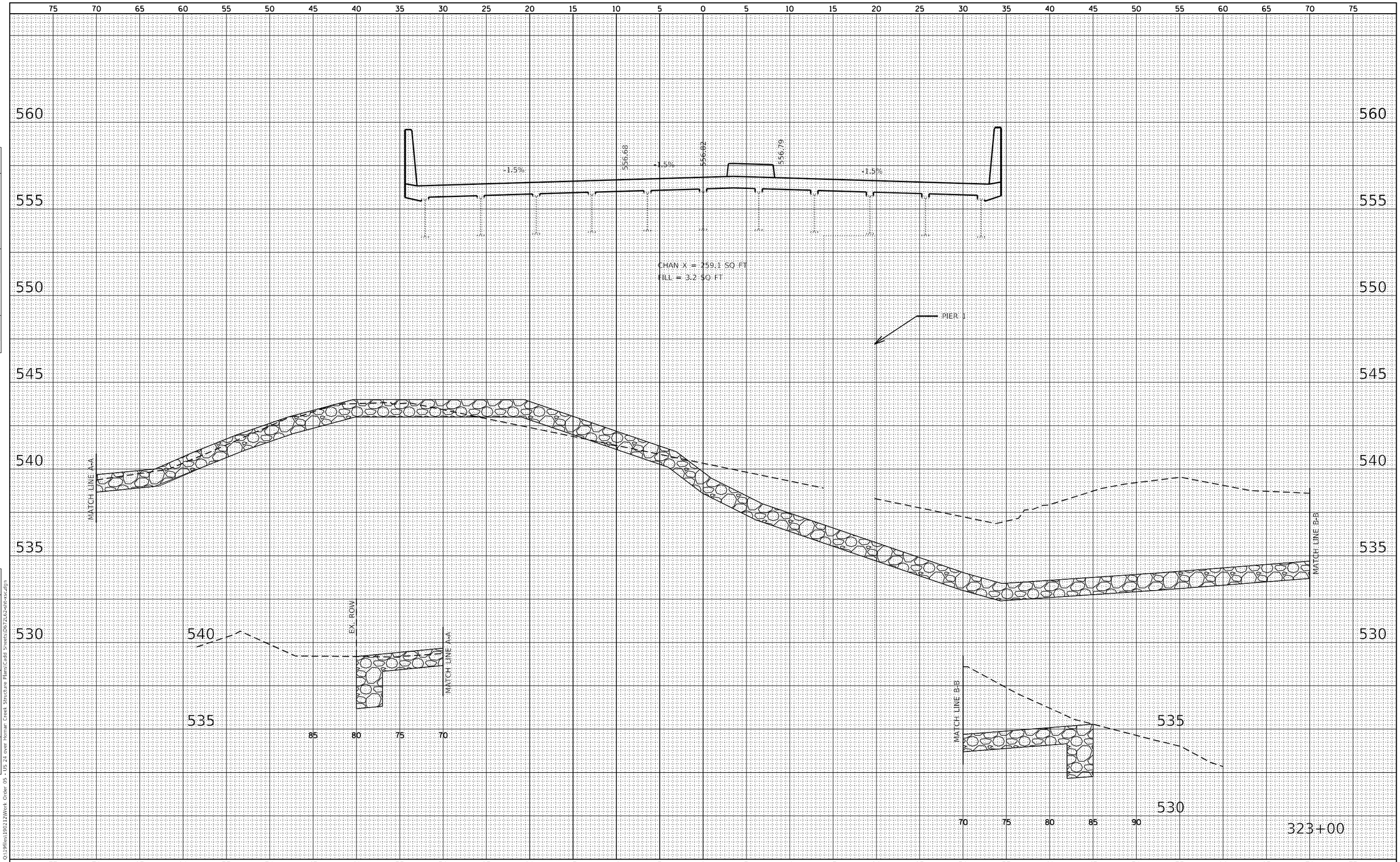
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 4 OF 12 SHEETS | STA. 322+50 TO STA. 322+50

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	55
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	



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

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

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STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	PLOT DATE = 9/30/2021	DATE -	REVISED -

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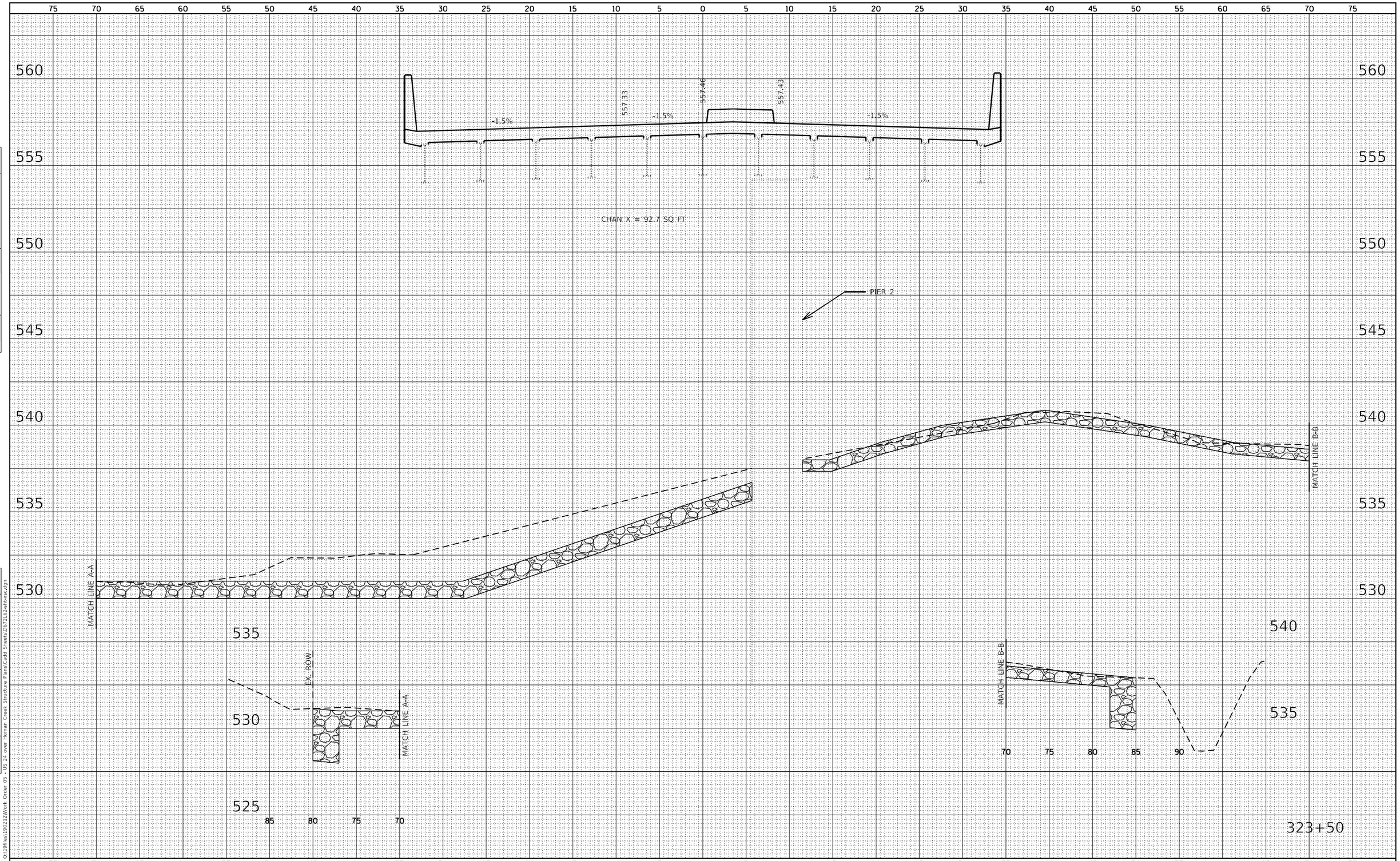
FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 5 OF 12 SHEETS | STA. 323+00 TO STA. 323+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	56
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



KLINGNER & ASSOCIATES, P.C. Engineers • Architects • Surveyors 616 N.24TH ST. QUINCY, ILLINOIS 62301 217.223.3670 STATE OF ILLINOIS DESIGN FIRM NO. 184-2738	USER NAME = ams	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/30/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 6 OF 12 SHEETS | STA. 323+50 TO STA. 323+50

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	57
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		

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

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

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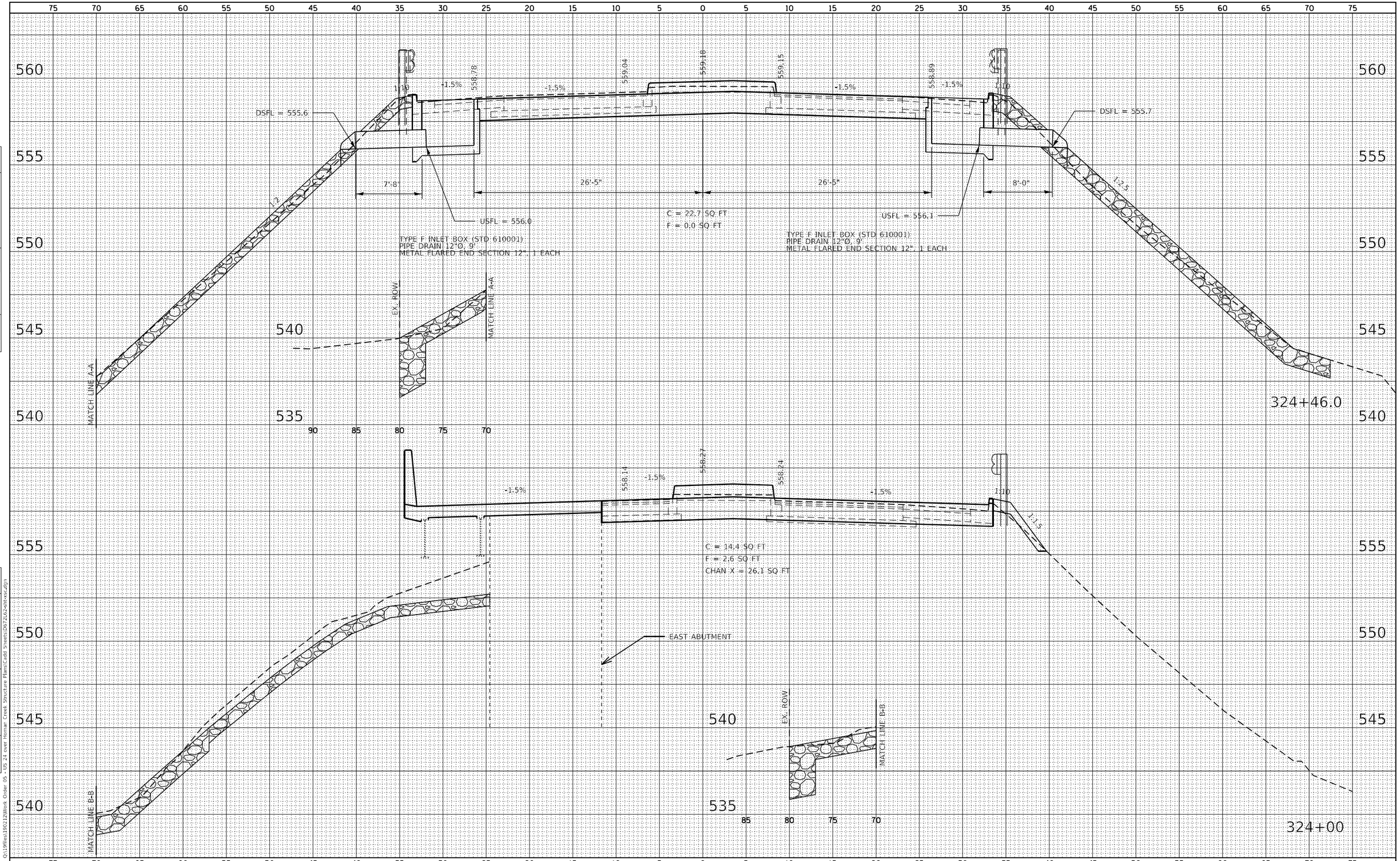

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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

FILE NAME = Q:\19files\19021212Work Order 05 - US 24 over Homan Creek Structure Plans\Cadd Sheets\D672L62+sht-xsc-dgn

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	DRAWN -	REVISED -
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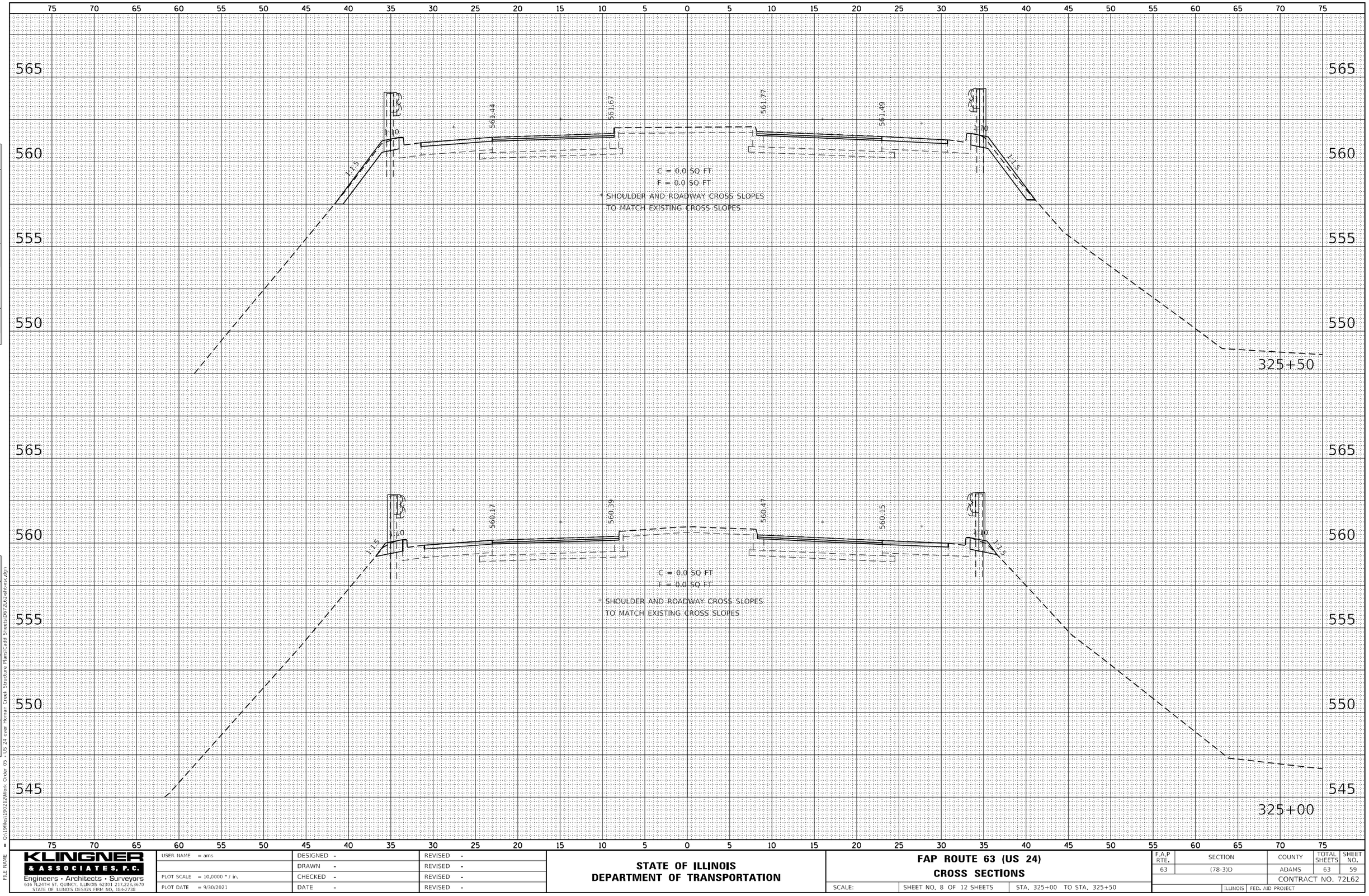
PLOT DATE = 9/30/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 7 OF 12 SHEETS | STA. 324+00 TO STA. 324+46.0

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	58
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



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	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/30/2021	DATE -	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 8 OF 12 SHEETS | STA. 325+00 TO STA. 325+50

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	59
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	

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

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

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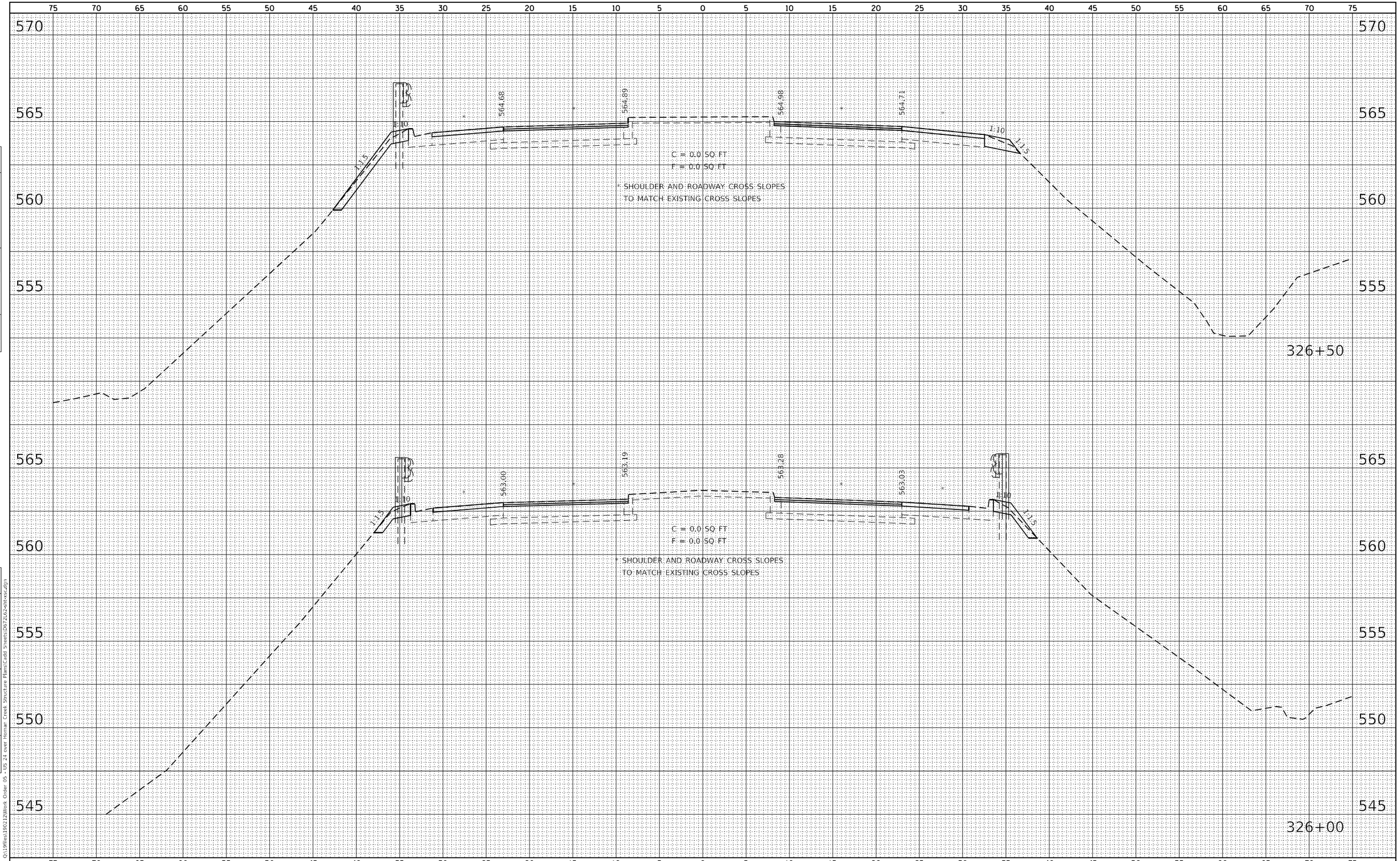

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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

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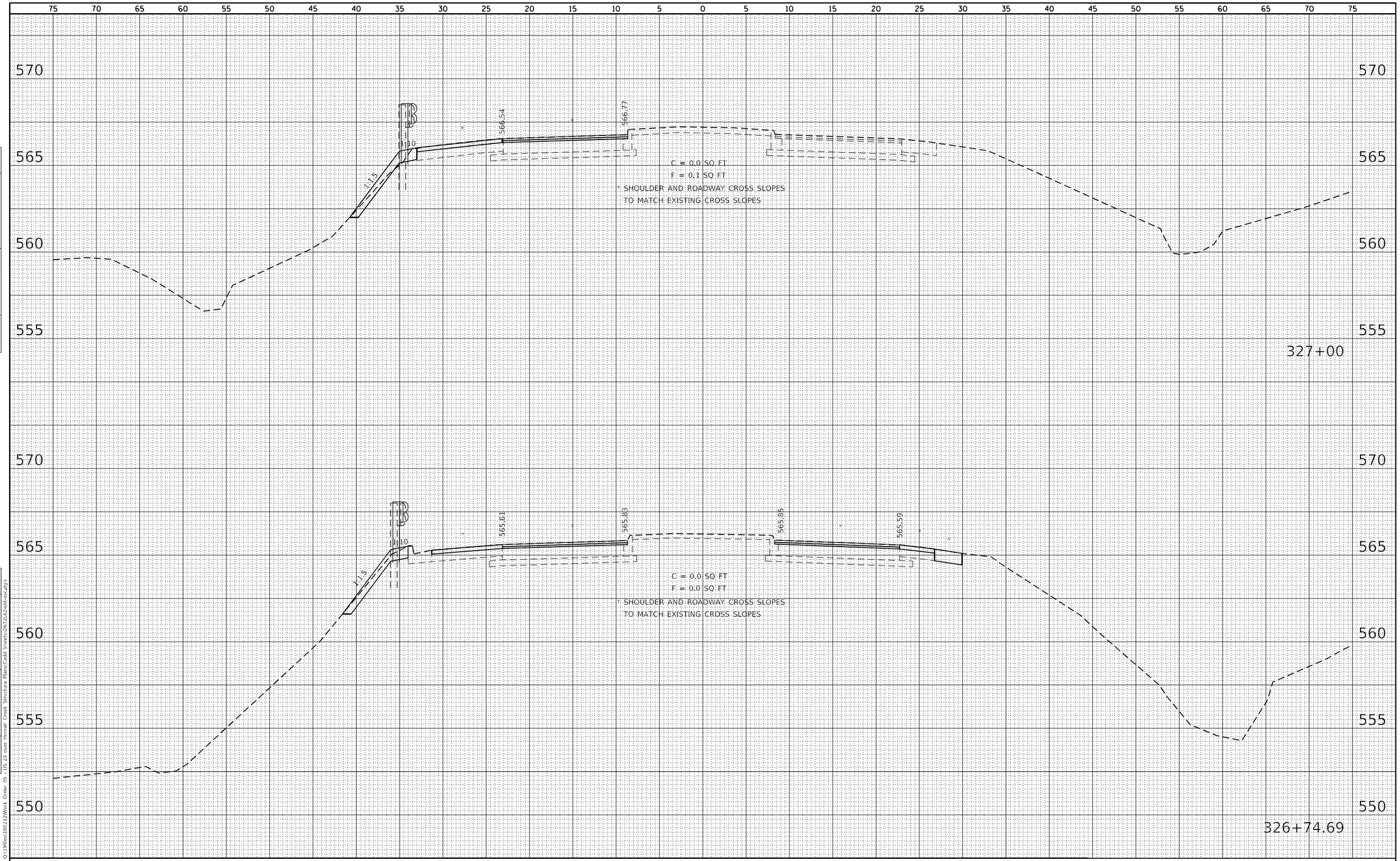
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/30/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 9 OF 12 SHEETS | STA. 326+00 TO STA. 326+50

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	60
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		



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

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

FILE NAME = Q:\19files\190212\Work Order 05 - US 24 over Homan Creek Structure Plans\Cadd Sheets\D672L62-sht-xsc.dgn

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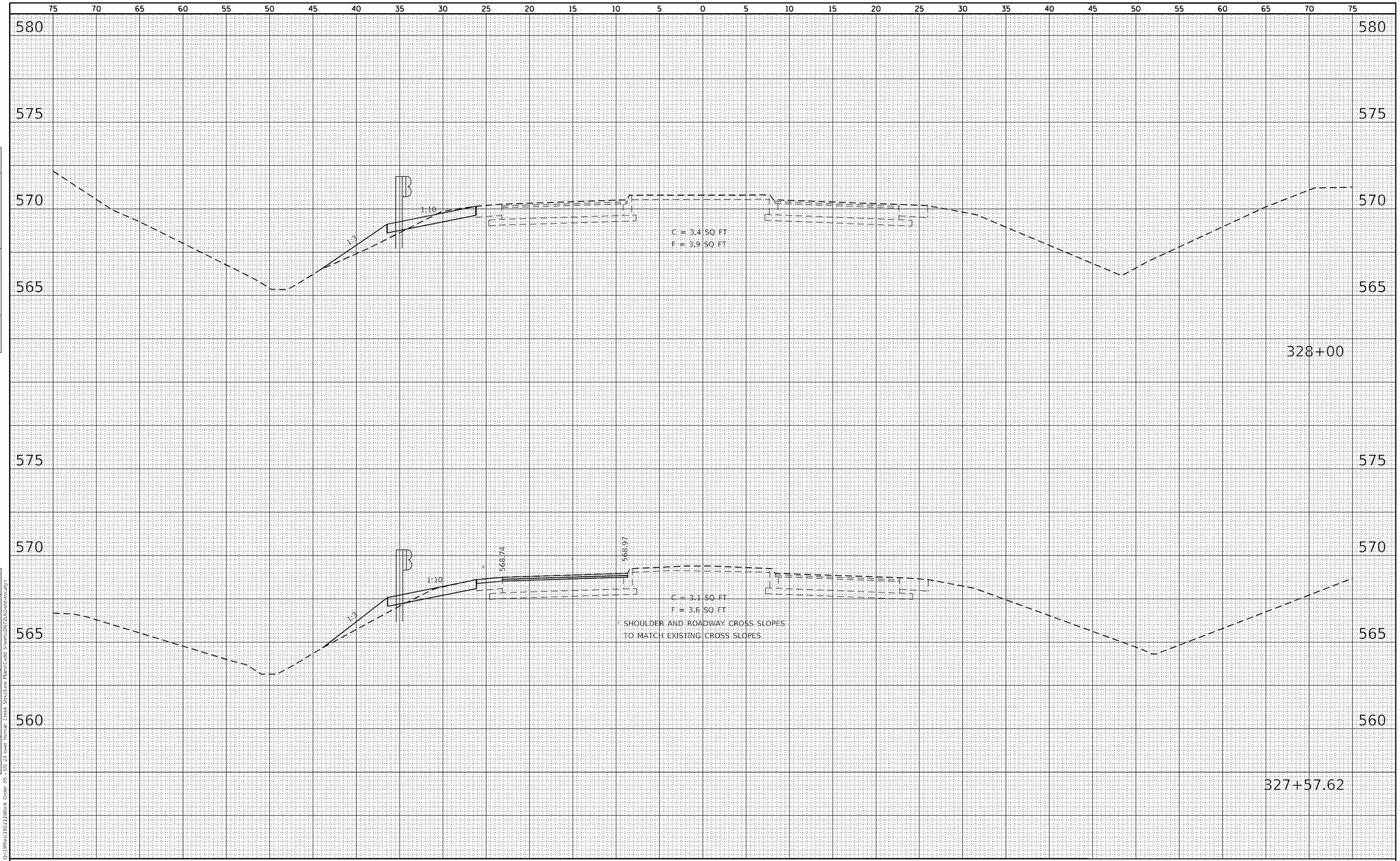
PLOT DATE = 9/30/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 10 OF 12 SHEETS | STA. 326+74.69 TO STA. 327+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	61
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	



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

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

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	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 9/30/2021	DATE -	REVISED -

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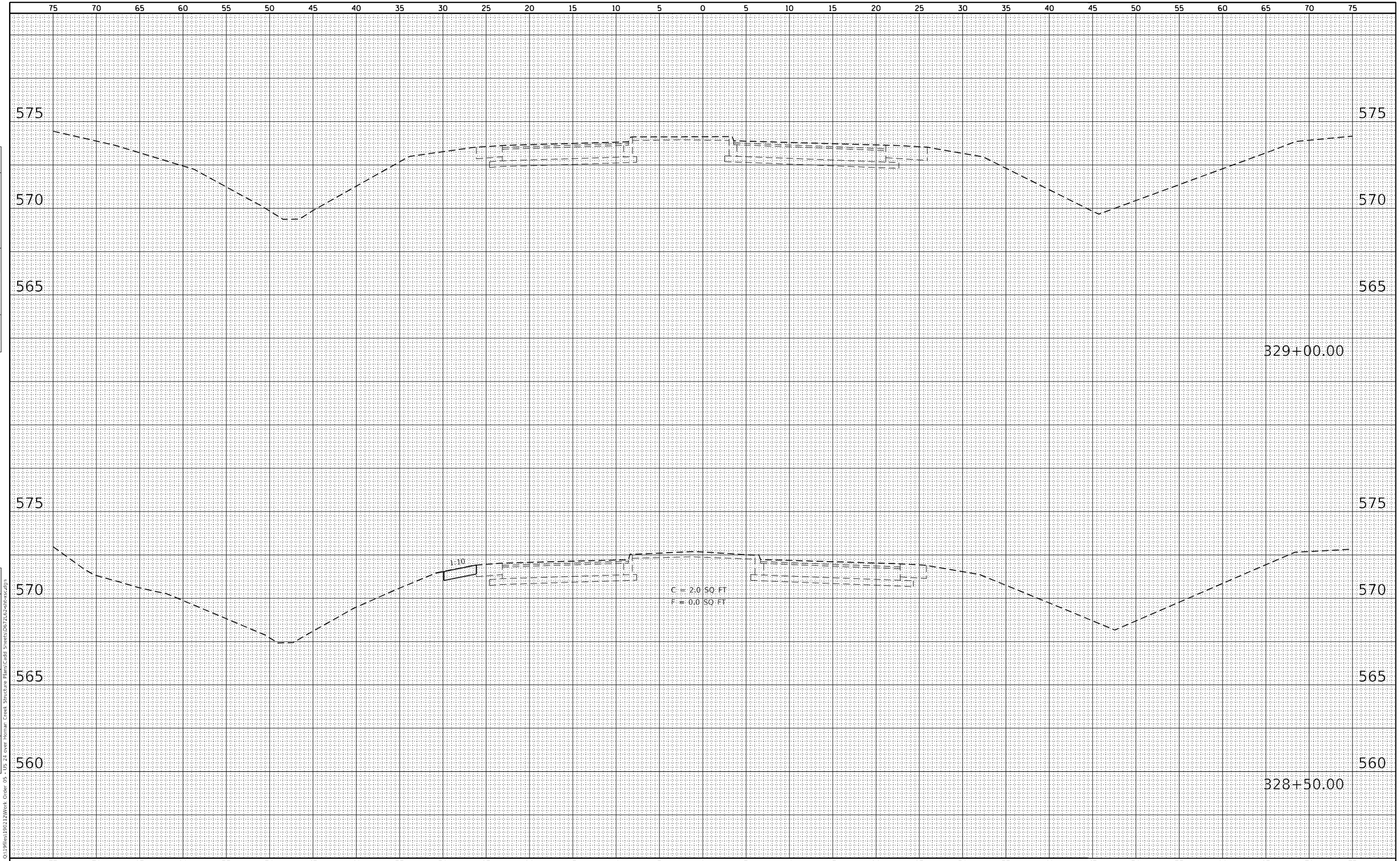
FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 11 OF 12 SHEETS | STA. 327+57.62 TO STA. 328+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	62
		CONTRACT NO. 72L62		
		ILLINOIS	FED. AID PROJECT	



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

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

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STATE OF ILLINOIS
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FAP ROUTE 63 (US 24)
CROSS SECTIONS

SCALE: | SHEET NO. 12 OF 12 SHEETS | STA. 328+50 TO STA. 329+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
63	(78-3)D	ADAMS	63	63
		CONTRACT NO. 72L62		
	ILLINOIS	FED. AID PROJECT		