

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	1
		ILLINOIS	CONTRACT NO. 74A13	

SEE SHEET 2 FOR INDEX OF SHEETS AND LIST OF ILLINOIS DOT HIGHWAY STANDARDS

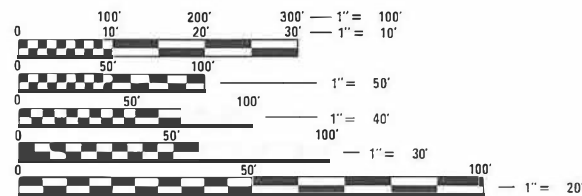
# PROPOSED HIGHWAY PLANS

FAP ROUTE 328A (US 45) OVER BIG SALT CREEK  
SECTION 3-1 BR  
PROJECT NHPP-B4WB(356)  
DECK REPLACEMENT  
EFFINGHAM COUNTY

C-97-102-20

**DESIGN DESIGNATION**

FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL  
DESIGN SPEED: 60 MPH  
POSTED SPEED: 55 MPH  
CURRENT ADT = 3,300 (2019)  
DESIGN ADT = 3,450 (2024)  
PV 86.2%  
SU 5.1%  
MU 8.7%



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 EXCAVATORS  
1-800-892-0123  
OR 811

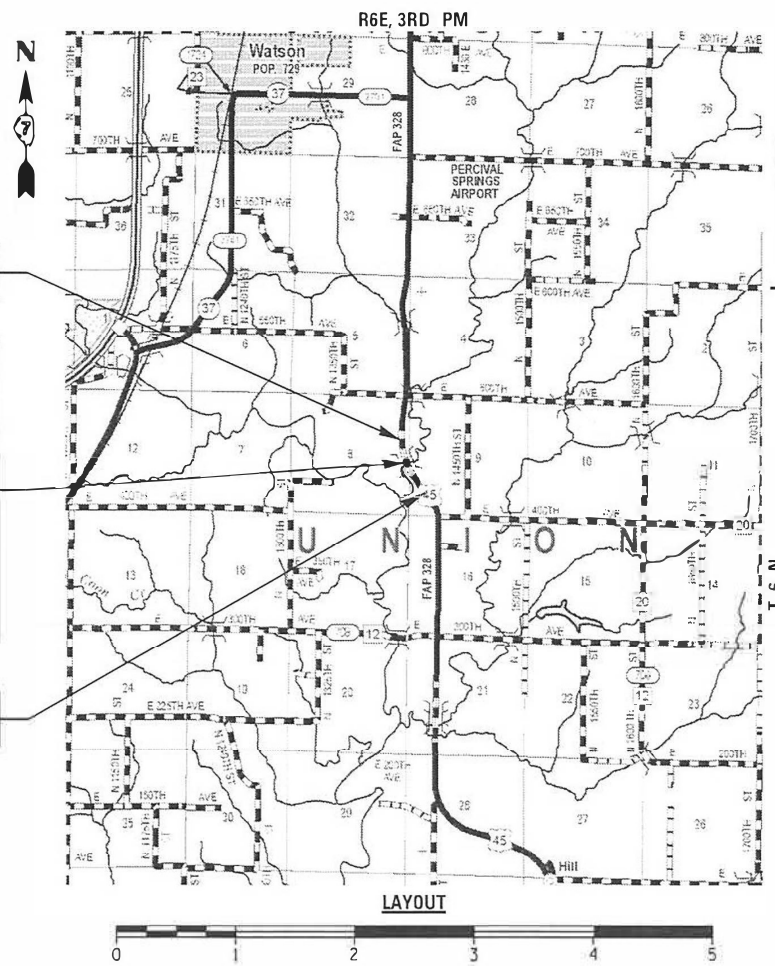
DISTRICT 7 NO. - (217) 342-8243  
PROJECT ENGINEER - BRIAN LEWIS  
PROJECT MANAGER - BRIAN LEWIS  
CONTRACT NO. 74A13



END SECTION  
STA 500 + 80.00

DECK REPLACEMENT  
SN 025-0083, STA 505 + 32.50  
4-SPAN REINFORCED CONCRETE DECK  
ON STEEL WIDE FLANGE BEAMS  
SUPPORTED BY PILE STUB ABUTMENTS  
AND SOLID WALL PIERS  
ON PILE SUPPORTED FOOTINGS  
NO SKEW  
270'-0" BK TO BK OF ABUTMENTS  
46'-0" OUT TO OUT DECK

BEGIN SECTION  
STA 510 + 80.00

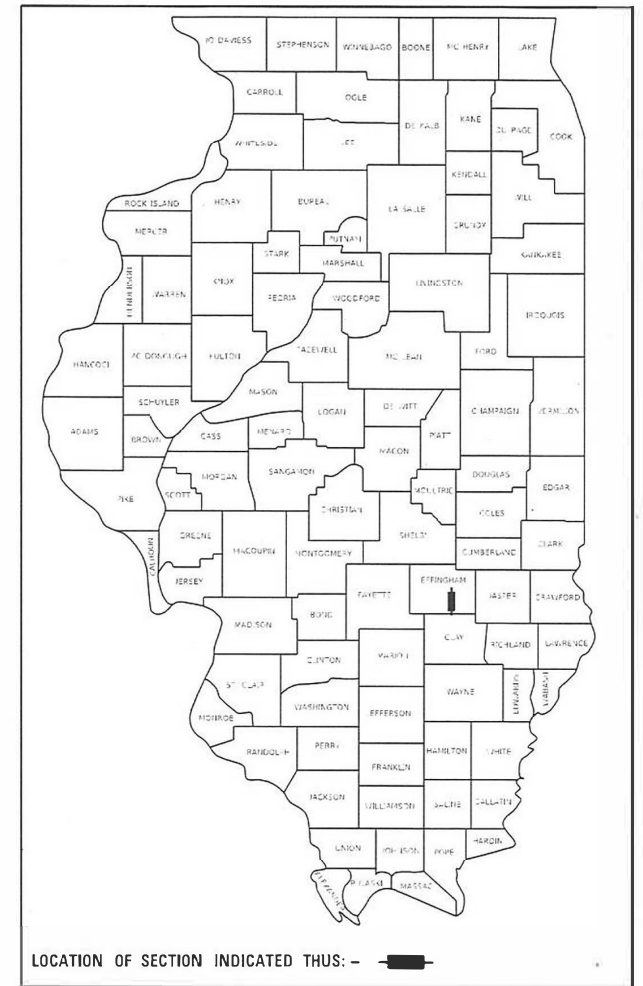


SCALE IN MILES  
GROSS LENGTH = 1,000.00 FT = 0.189 MILE  
NET LENGTH = 1,000.00 FT = 0.189 MILE



*Kimberly S. Cummins* 4/5/23  
ILLINOIS PROFESSIONAL NO. 56816  
(Expires 11/30/23)

D-97-096-20



LOCATION OF SECTION INDICATED THIS: - [Black bar]

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
SUBMITTED April 12 2023  
Jeffrey P. Myrberg REGIONAL ENGINEER  
May 12, 2023  
Steph A. Etkin  
ENGINEER OF DESIGN AND ENVIRONMENT  
May 12, 2023  
Steph M. Smith  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

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**LIST OF ILLINOIS DOT HIGHWAY STANDARDS**

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-04	NAME PLATE FOR BRIDGE
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
642006-01	SHOULDER RUMBLE STRIPS, 8 IN.
701006-05	OFF ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701316-13	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS ≥ 45 MPH
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
420001-10	PAVEMENT JOINTS

**COMMITMENTS**

NONE

**GENERAL NOTES**

1. ALL SAWCUTTING FOR PAVED SHOULDER REMOVAL AND PAVEMENT REMOVAL SHALL BE CONSIDERED INCLUDED IN THE COST OF PAVED SHOULDER REMOVAL OR PAVEMENT REMOVAL AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
2. THE THICKNESS OF HMA MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
3. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:  
  

BITUMINOUS MATERIALS:	
ON PAVEMENT	0.05 LB/SQ FT
FOG COAT	0.025 LB/SQ FT
ON AGGREGATE SURFACE	0.25 LB/SQ FT
HOT-MIX ASPHALT BINDER AND SURFACE COURSES	112 LB/SQ YD/INCH
4. ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE FERTILIZED AND SEEDED. SEEDING SHALL BE CLASS 2 (SPECIAL) ACCORDING TO THE APPLICABLE ARTICLES OF SECTION 250 OF THE STANDARD SPECIFICATIONS. SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER
5. ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
6. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
7. THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE INITIAL OPENING OF THE COMPLETED STRUCTURE TO TWO LANE TRAFFIC, HMA SURFACE REMOVAL, TACK COAT, AND HMA SURFACE COURSE.
8. THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL TIMES WITHIN THE CONSTRUCTION AREAS AND PREVENT DRAINAGE FROM PONDING OF WATER ONTO PRIVATE PROPERTY.
9. ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC AND THE TEMPORARY TRAFFIC SIGNALS SHALL BE TURNED OR COVERED.
10. ANY EXCAVATION FOR PLACING OF HMA SHOULDERS, 12" IS INCLUDED IN THE COST OF SHOULDERS AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
11. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION	MIXTURE USE	AC/PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE	QUALITY MANAGEMENT	SUBLOT SIZE	MATERIAL TRANSFER DEVICE REQUIRED?
MAINLINE	HMA SURFACE COURSE, MIX "C", N70	PG 64-22	4.0% @ N=70	IL-9.5	MIX C	QC/QA	N/A	NO
MAINLINE	HMA PAVEMENT CONNECTOR FOR BRIDGE APPROACH SLAB	PG 64-22	4.0% @ N=70	IL-19.0	N/A	QC/QA	N/A	NO
MAINLINE	HMA SHOULDERS, 12" (TOP LIFT)	PG 64-22	4.0% @ N=70	IL-9.5	MIX C	QC/QA	N/A	NO
MAINLINE	HMA SHOULDERS, 12" (BOTTOM LIFTS)	PG 64-22	4.0% @ N=70	IL-19.0	N/A	QC/QA	N/A	NO

REV. - MS

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



JOB = 2732.1	DESIGNED - CGF	REVISED -
FILE NAME = \$FILE\$	DRAWN - SJS	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - THF	REVISED -
PLOT DATE = \$DATE\$	DATE - 3/28/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, HIGHWAY STANDARDS,  
AND GENERAL NOTES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	2
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

80% FED  
20% STATE  
0013

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
20400800	FURNISHED EXCAVATION	CU YD	90
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	100
28000400	PERIMETER EROSION BARRIER	FOOT	1,030
28100209	STONE RIPRAP, CLASS A5	SQ YD	907
28200200	FILTER FABRIC	SQ YD	907
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	739
40600990	TEMPORARY RAMP	SQ YD	20
40604052	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, "MIX C", N70	TON	138
40800029	BITUMINOUS MATERIALS (TACK COAT)	POUND	51
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	51
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	206
44000100	PAVEMENT REMOVAL	SQ YD	6
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1,643
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	60
48203045	HOT-MIX ASPHALT SHOULDERS, 12"	SQ YD	1,622
50102400	CONCRETE REMOVAL	CU YD	19.6
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1

\* SEE SPECIAL PROVISIONS

SUMMARY OF QUANTITIES

80% FED  
20% STATE  
0013

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
50200100	STRUCTURE EXCAVATION	CU YD	27
50300100	FLOOR DRAINS	EACH	10
50300225	CONCRETE STRUCTURES	CU YD	40.4
50300255	CONCRETE SUPERSTRUCTURE	CU YD	419.4
50300260	BRIDGE DECK GROOVING	SQ YD	1,506
50300300	PROTECTIVE COAT	SQ YD	1,853
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	125.6
50500505	STUD SHEAR CONNECTORS	EACH	4,584
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	165,520
50800515	BAR SPLICERS	EACH	1,250
50800530	MECHANICAL SPLICERS	EACH	6
51500100	NAME PLATES	EACH	1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	91
52200010	TEMPORARY SHEET PILING	SQ FT	175
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	27
58700300	CONCRETE SEALER	SQ FT	300
60500060	REMOVING INLETS	EACH	2

\* SEE SPECIAL PROVISIONS

REV. - MS

MODEL NUMBER  
FILE NAME: 328A



JOB = 2732.1  
FILE NAME = \$FILES\$  
PLOT SCALE = \$SCALES\$  
PLOT DATE = \$DATES\$

DESIGNED - CGF  
DRAWN - SJS  
CHECKED - THF  
DATE - 4/4/2023

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	3
			CONTRACT NO. 74A13	
		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES

80% FED  
20% STATE  
0013

SUMMARY OF QUANTITIES

80% FED  
20% STATE  
0013

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
* 6300001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	50.0
* 6310085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1
63200310	GUARDRAIL REMOVAL	FOOT	150
* 63301990	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1	EACH	3
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	1,379
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6
67100100	MOBILIZATION	L SUM	1
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	24
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
70106700	TEMPORARY RUMBLE STRIPS	EACH	12
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	3,127

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28
70300100	SHORT TERM PAVEMENT MARKING	FOOT	140
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1350
70400100	TEMPORARY CONCRETE BARRIER	FOOT	900.0
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	38
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	775.0
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2,250
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	9
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	16
* X2501000	SEEDING, CLASS 2 (SPECIAL)	ACRE	1.00
* X4404260	PAVED SHOULDER REMOVAL (SPECIAL)	SQ YD	1,685
* Z0004552	APPROACH SLAB REMOVAL	SQ YD	277
* Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	92

\* SEE SPECIAL PROVISIONS  
\* SPECIALTY ITEM

\* SEE SPECIAL PROVISIONS  
\* SPECIALTY ITEM

REV. - MS

MODEL NUMBER  
FILE NAME: 31113



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FILE NAME = \$FILES\$	DRAWN - SJS	REVISED -
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PLOT DATE = \$DATES	DATE - 4/4/2023	REVISED -

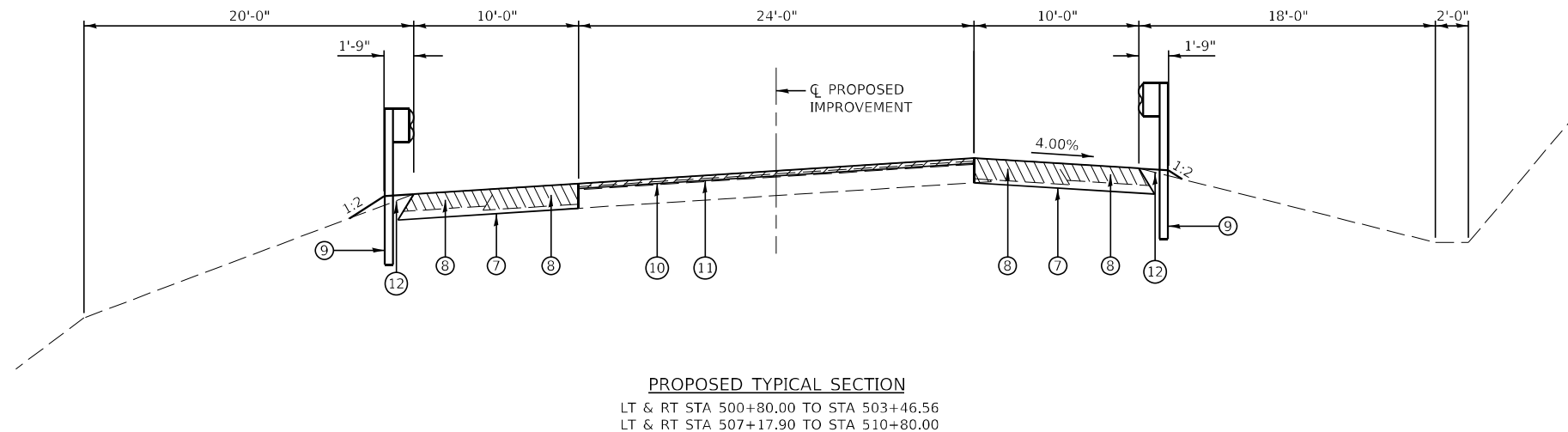
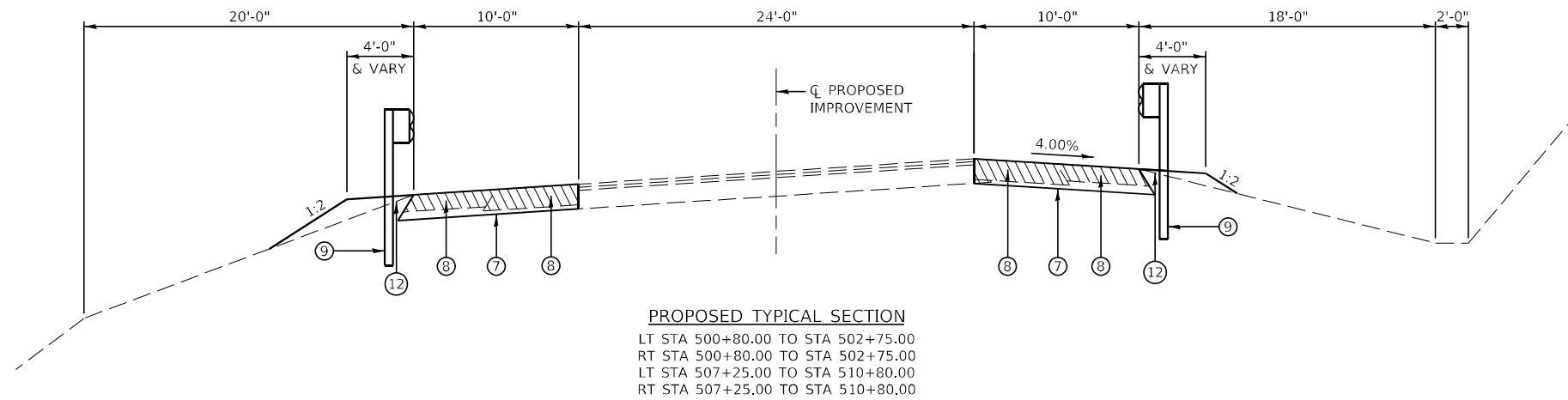
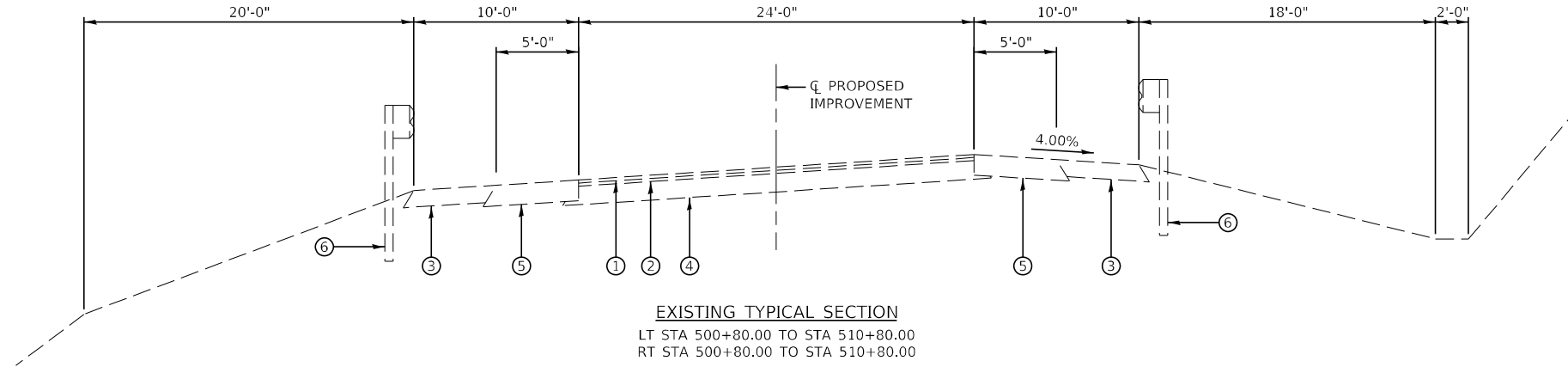
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	4
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74A13	





**LEGEND**

- ① EX 1½" BITUMINOUS CONCRETE SURFACE COURSE, CLASS I
- ② EX 1½" BITUMINOUS CONCRETE BINDER COURSE
- ③ EX STABILIZED SHOULDER (8")
- ④ EX 9" BITUMINOUS BASE COURSE
- ⑤ EX PCC BASE COURSE WIDENING, 10"
- ⑥ EX STEEL PLATE BEAM GUARDRAIL
- ⑦ PR HOT-MIX ASPHALT SHOULDERS, 12"
- ⑧ PAVED SHOULDER REMOVAL (SPECIAL)
- ⑨ PR STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
- ⑩ PR HOT-MIX ASPHALT SURFACE REMOVAL, 1½"
- ⑪ PR HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, "MIX C", N70 (1½")
- ⑫ FURNISHED EXCAVATION

**OMISSIONS**

SN 025-0083:  
 STA 503+97.44 TO STA 506+67.51

BRIDGE APPROACH PAVEMENT:  
 STA 503+67.90 TO STA 503+97.94  
 STA 506+67.01 TO STA 506+97.02

PAVEMENT CONNECTOR (HMA):  
 STA 503+46.56 TO STA 503+67.90  
 STA 506+97.02 TO STA 507+17.90

MODEL Path: \\...  
 FILE NAME: 202321.D-7\_US\_45\_Over\_Big\_S&H\_Creek\CADD\Sheets\074A13-sh1-tyr.dgn



JOB = 2732.1  
 FILE NAME = D774A13-sh1-tyr.dgn  
 PLOT SCALE = 10,0000' / in.  
 PLOT DATE = 5/12/2023

DESIGNED - CGF  
 DRAWN - SJS  
 CHECKED - THF  
 DATE - 3/28/2023

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	6
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				



LOCATION	63100085	63100169	63000001	63200310	63301990	78200005	72501000
	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	GUARDRAIL REMOVAL	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1	GUARDRAIL RFLLECTORS, TYPE A	TERMINAL MARKER - DIRECT APPLIED
	EACH	EACH	FOOT	FOOT	EACH	EACH	EACH
STAGE 1							
LT STA. 502+82.23 TO STA. 503+82.83	1		12.5	37.5	1	4	1
LT STA. 506+81.64 TO STA. 507+81.34	1	1	12.5	37.5		4	1
STAGE 2							
RT STA. 502+73.25 TO STA. 503+85.80	1		25.0	37.5	1	4	1
RT STA. 506+80.31 TO STA. 507+67.28	1			37.5	1	4	1
TOTAL	4	1	50.0	150.0	3	16	4
USE	4	1	50.0	150	3	16	4

LOCATION	WIDTH	NUMBER	70106700
			TEMPORARY RUMBLE STRIPS
			EACH
STAGE 1			
LOCATION 1	10'	5	2
LOCATION 2	10'	5	2
LOCATION 3	10'	5	2
STAGE 2			
LOCATION 1	10'	5	2
LOCATION 2	10'	5	2
LOCATION 3	10'	5	2
TOTAL			12

LOCATION	70300100
	SHORT TERM PAVEMENT MARKING
	FOOT
FINAL PHASE	
WHITE SKIP DASH EDGE LINE	
LT STA. 500+80.00 TO STA. 510+80.00	20
RT STA. 500+80.00 TO STA. 510+80.00	20
YELLOW SKIP DASH CENTERLINE	
STA. 500+80.00 TO STA. 510+80.00	100
TOTAL	140

LOCATION	70300150
	SHORT TERM PAVEMENT MARKING REMOVAL
	SQ FT
FINAL PHASE	
WHITE SKIP DASH EDGE LINE	
LT STA. 500+80.00 TO STA. 510+80.00	7
RT STA. 500+80.00 TO STA. 510+80.00	7
YELLOW SKIP DASH CENTERLINE	
STA. 500+80.00 TO STA. 510+80.00	33
TOTAL	47

LOCATION	70107005
	PAVEMENT MARKING BLACKOUT TAPE, 5"
	FOOT
STAGE 1	
DOUBLE YELLOW CENTERLINE*	
STA. 499+77.90 TO STA. 501+37.20	320
STA. 510+13.30 TO STA. 511+77.24	328
WHITE EDGE LINE (RT)	
STA. 501+00.00 TO STA. 510+71.46	972
STAGE 2	
DOUBLE YELLOW CENTERLINE*	
STA. 499+89.70 TO STA. 501+15.40	252
STA. 510+58.70 TO STA. 511+85.33	254
WHITE EDGE LINE (LT)	
STA. 500+78.51 TO STA. 510+79.33	1001
TOTAL	3,127

\*COVERING OF EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INCLUDED WITH PAVEMENT MARKING BLACKOUT TAPE, 5".

LOCATION	70400100	70400200	70400125
	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	PINNING TEMPORARY CONCRETE BARRIER
	FOOT	FOOT	EACH
STAGE 1			
STA. 501+50.71 TO STA. 502+37.87	1:12 TAPER	112.5	9
STA. 502+37.87 TO STA. 507+62.22	ALONG CURVE	525.0	
STA. 508+73.96 TO STA. 508+99.10	ALONG CURVE	25.0	
STA. 508+99.10 TO STA. 510+11.01	1:12 TAPER	112.5	9
	SUBTOTAL	775.0	
STAGE 2			
STA. 501+24.48 TO STA. 502+49.48	1:12 TAPER		125.0
STA. 502+49.48 TO STA. 509+00.06	ALONG CURVE		650.0
STA. 509+00.06 TO STA. 510+25.06	1:12 TAPER	125.0	10
	SUBTOTAL	125.0	
TOTAL		900.0	775.0

MODEL: D:\p\1\1027321\_1.D-7\_US\_45\_aveer\_Big\_S&H\_Creek\CADD\Sheets\074A13-sht-sched.dgn



JOB = 2732.1	DESIGNED - CGF	REVISED -
FILE NAME = D774A13-sht-sched.dgn	DRAWN - SJS	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - THF	REVISED -
PLOT DATE = 5/12/2023	DATE - 07/18/2022	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SCHEDULE OF QUANTITIES**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	8
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74A13	



LOCATION	70600250	70600260	70600350
	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3
	EACH	EACH	EACH
STAGE 1			
LT STA. 501+50.71	1		
LT STA. 507+62.22		1	
LT STA. 508+73.96		1	
LT STA. 510+11.01	1		
STAGE 2			
RT STA. 501+24.48			1
RT STA. 509+74.33			1
TOTAL	2	2	2

LOCATION	X4404260
	PAVED SHOULDER REMOVAL (SPECIAL)
	SQ YD
PRE-STAGE 1	
RT STA. 500+80.00 TO STA. 503+87.69	358.4
RT STA. 506+57.66 TO STA. 509+13.00	470.0
STAGE 1	
LT STA. 500+80.00 TO STA. 503+97.44	335.1
LT STA. 506+67.51 TO STA. 509+25.00	411.2
STAGE 2	
RT STA. 503+46.56 TO STA. 503+97.44	55.9
RT STA. 506+67.51 TO STA. 507+17.90	54.1
TOTAL	1684.7
USE	1,685

LOCATION	78001110	
	PAINT PAVEMENT MARKING - LINE 4"	
	WHITE FOOT	YELLOW FOOT
FINAL PHASE		
SOLID WHITE EDGE LINE		
LT STA. 500+80.00 TO STA. 510+80.00	1000	
RT STA. 500+80.00 TO STA. 510+80.00	1000	
YELLOW SKIP DASH CENTERLINE		
STA. 500+80.00 TO STA. 510+80.00		250
TOTAL	2,000	250
USE	2,250	

LOCATION	Z0004552
	APPROACH SLAB REMOVAL
	SQ YD
STAGE 1	
LT STA. 503+47.87 TO STA. 503+97.94	75.5
LT STA. 506+67.01 TO STA. 507+17.04	77.7
STAGE 2	
RT STA. 503+47.87 TO STA. 503+97.94	61.9
RT STA. 506+67.01 TO STA. 507+17.04	61.3
TOTAL	276.4
USE	277

LOCATION	78100100
	RAISED REFLECTIVE PAVEMENT MARKER
	EACH
FINAL PHASE	
STA. 500+80.00 TO STA. 503+67.90	4
STA. 506+97.02 TO STA. 510+80.00	5
TOTAL	9

LOCATION	X2501000
	SEEDING, CLASS 2 (SPECIAL)
	ACRE
LT STA 500+80.00 TO STA 509+25.00	0.49
RT STA 500+80.00 TO STA 509+25.00	0.49
TOTAL	0.98
USE	1.00

EARTHWORK

LOCATION	EARTH EXCAVATION	EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
LT STA 502+50.00 TO STA 503+75.00	0	0	19	-19
LT STA 506+75.00 TO STA 508+25.00	0	0	28	-28
RT STA 502+50.00 TO STA 503+75.00	0	0	19	-19
RT STA 506+75.00 TO STA 508+25.00	0	0	22	-22
TOTAL	0	0	87	-87
USE				90*

\*Estimated quantity for guardrail shoulder widening to be placed as directed by the Engineer. Actual furnished quantity shall be measured for payment and no additional compensation will be allowed.

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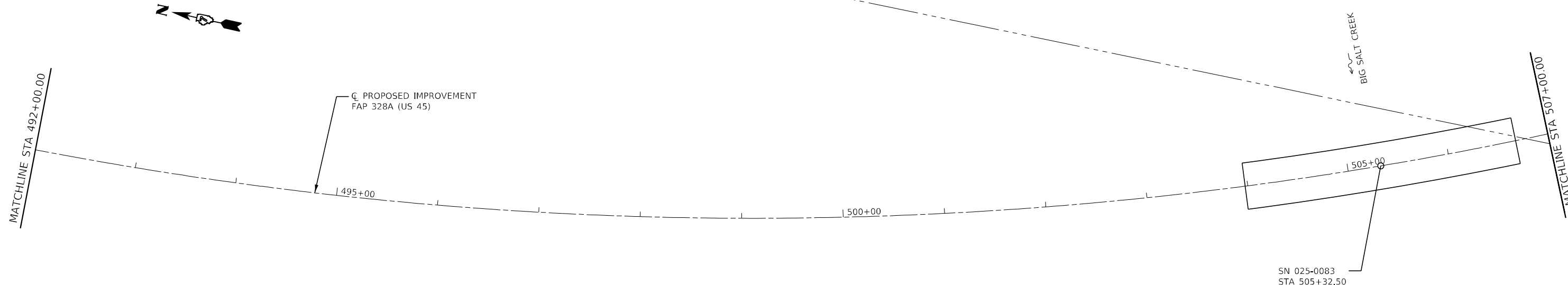
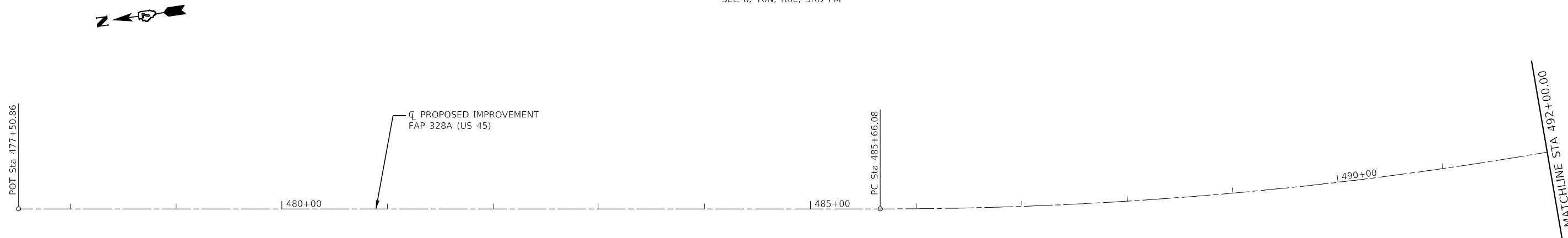
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PLOT DATE = 5/15/2023	DATE - 07/18/2022	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	9
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				



CL PROPOSED IMPROVEMENT			
CONTROL POINT	STATION	COORDINATES	
		NORTHING	EASTING
POT	477+50.86	844964.98	924220.72
PC	485+66.08	844,158.15	924,104.04
PI	501+92.98	842,548.00	923,871.19
PT	516+34.66	841,281.12	924,891.89
POT	521+00.00	840918.75	925183.84

EXISTING CURVE  
 PI STA. = 501+92.98  
 $\Delta = 47^\circ 05' 10''$  (LT)  
 $D = 1^\circ 32' 04''$   
 $R = 3,733.93'$   
 $T = 1,626.90'$   
 $L = 3,068.58'$   
 $E = 339.03'$   
 $e = 0.043$  ft/ft  
 P.C. STA. = 485+66.08  
 P.T. STA. = 516+34.66

MODEL: I:\MODELS\BENCHMARKS  
 FILE NAME: 328A13.DWG



JOB = 2732.1  
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 PLOT DATE = \$DATES\$

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 DRAWN - SJS  
 CHECKED - MER  
 DATE - 2/13/2023

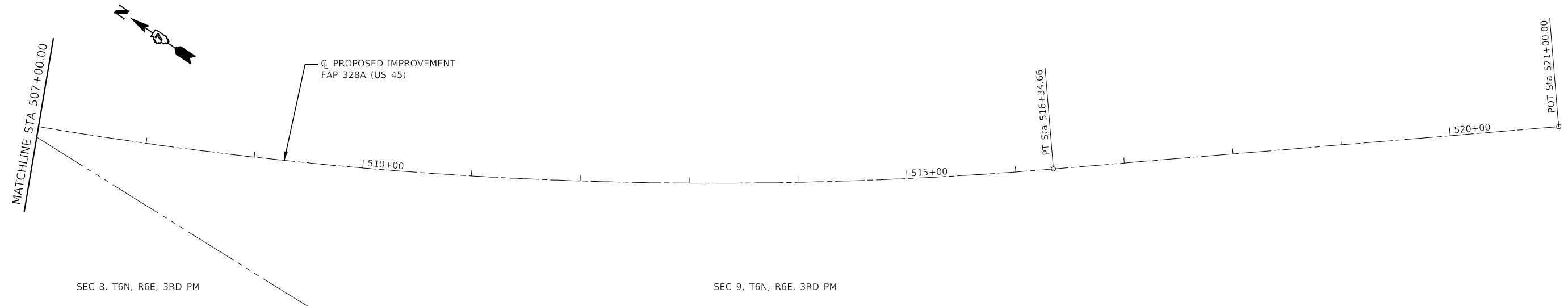
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 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, CROSS TIES, AND BENCHMARKS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	10
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				



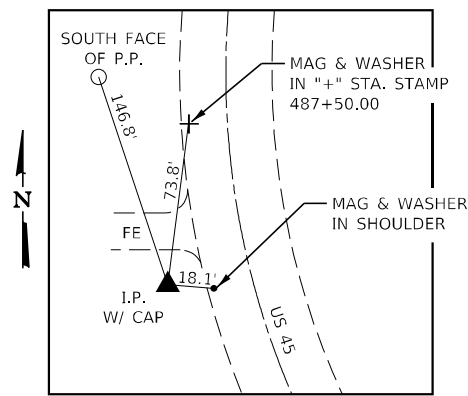
BM#63 - BRASS TABLET, NORTHWEST WINGWALL OF BRIDGE  
STA. 438+96.79, 18.45' RT  
ELEV. 488.20

BM#203 - CUT "□" ON THE CENTER OF WEST HEADWALL  
STA. 476+72.00, 50.00' RT  
ELEV. 481.57

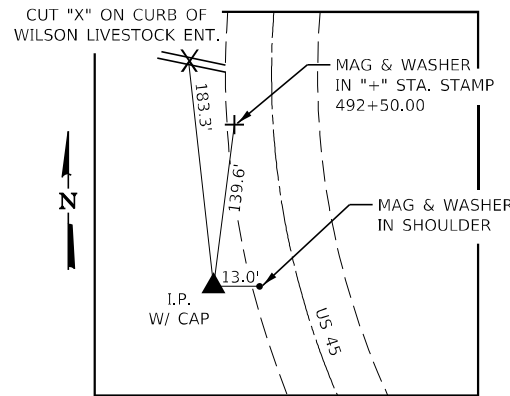
BM#204 - CUT "□" ON NORTHWEST CORNER OF  
BIG SALT CREEK BRIDGE SN 025-0083  
STA. 503+90.00, 22.00' RT  
ELEV. 500.81

BM#205 - CUT "□" ON THE SOUTHEAST WING OF  
BIG SALT CREEK BRIDGE SN 025-0083  
STA. 506+60.00, 22.00' LT  
ELEV. 498.18

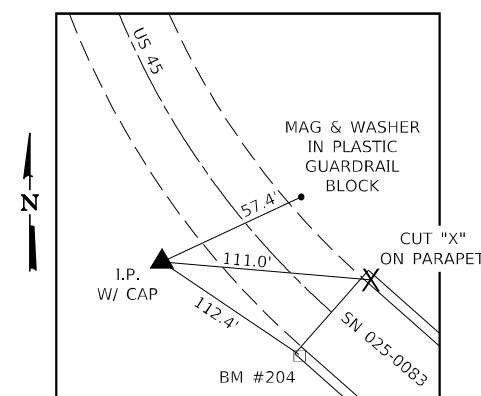
BM#206 - CHISELED "□" ON TOP EAST HEADWALL OF  
CROSS ROAD CULVERT  
STA. 548+21.90, 25.49' LT  
ELEV. 483.06



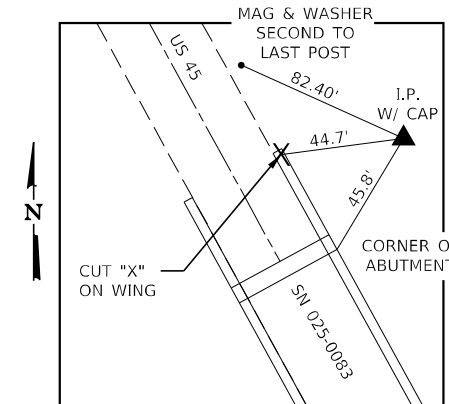
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ELEV 485.24



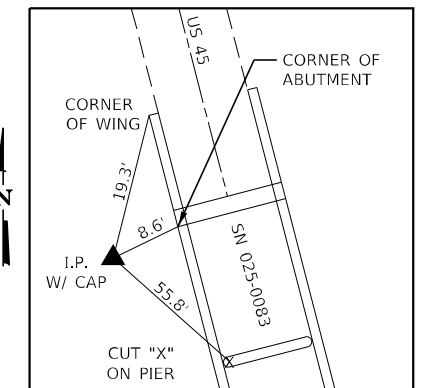
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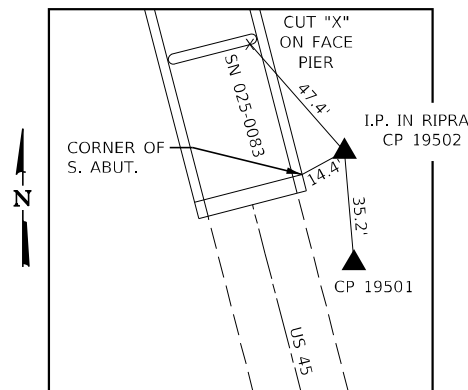
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ELEV 496.05



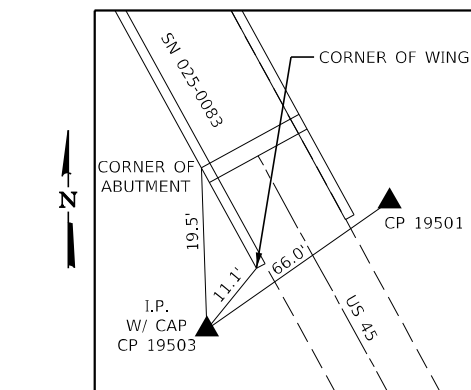
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ELEV 484.83



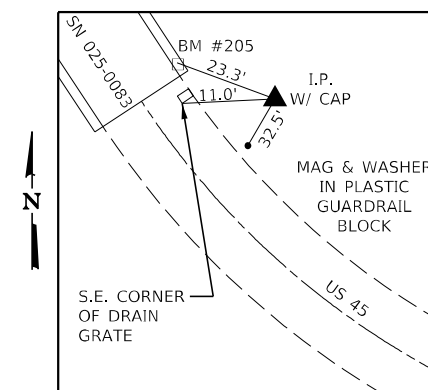
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ELEV 488.61



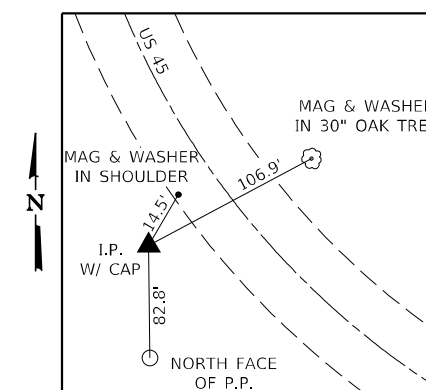
**CONTROL POINT 19502**  
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EASTING 924413.05  
ELEV 484.92



**CONTROL POINT 19503**  
NORTHING 842080.27  
EASTING 924362.29  
ELEV 494.25



**CONTROL POINT 19501**  
NORTHING 842097.64  
EASTING 924425.23  
ELEV 493.49



**CONTROL POINT 19426**  
NORTHING 841371.43  
EASTING 924786.46  
ELEV 487.57

MODEL NUMBER  
FILE NAME  
FILE NUMBER

**CEC** Cummins  
Engineering  
Corporation  
ENGINEERS & SURVEYORS

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FILE NAME = \$FILES\$  
PLOT SCALE = \$SCALES\$  
PLOT DATE = \$DATES\$

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DRAWN - SJS  
CHECKED - MER  
DATE - 02/13/2023

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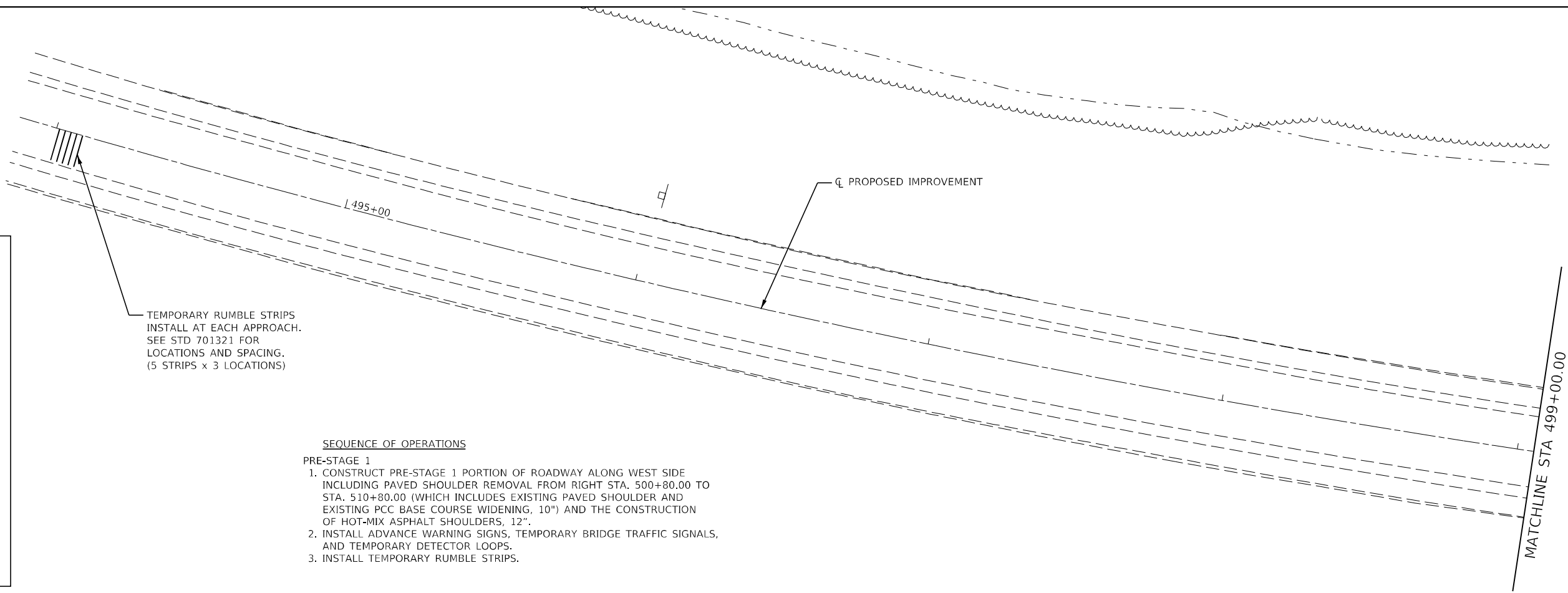
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, CROSS TIES, AND BENCHMARKS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	11
CONTRACT NO. 74A13				

ILLINOIS FED. AID PROJECT

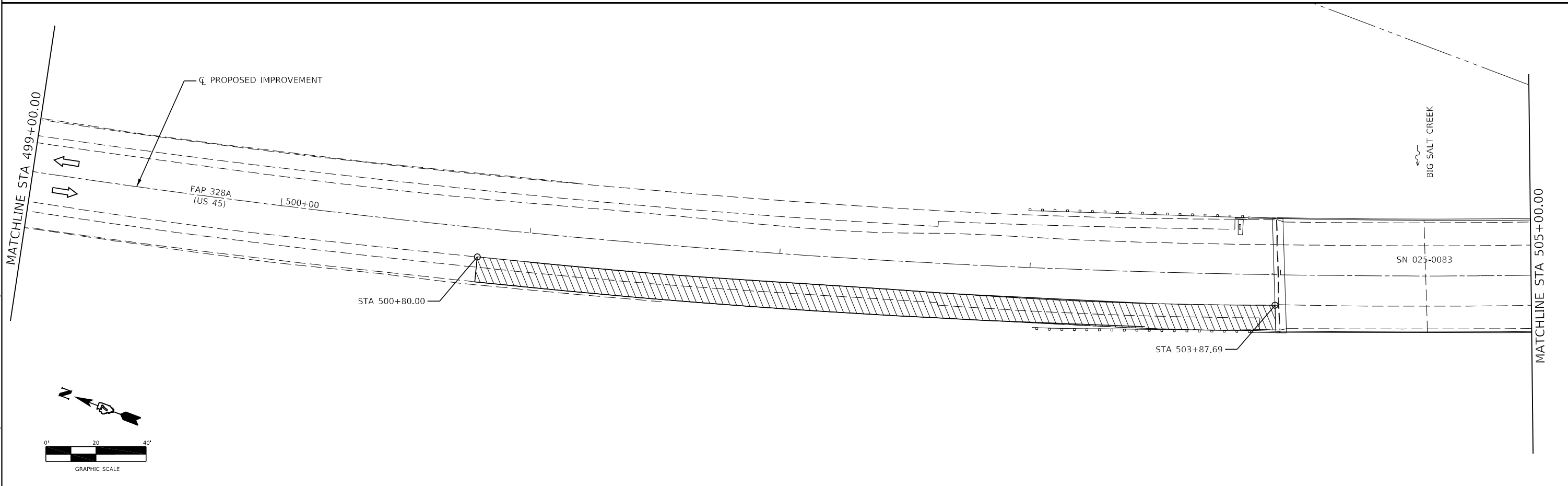


**LEGEND**

- TRAFFIC SIGNAL WITH BACKPLATE
- DRUM WITH STEADY BURNING LIGHT
- CRYSTAL/BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- DOUBLE VERTICAL PANEL
- TYPE III BARRICADE
- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL (SPECIAL)
- DRIVEWAY PAVEMENT REMOVAL
- APPROACH SLAB REMOVAL
- IMPACT ATTENUATOR, TEMPORARY (FULLY-REDIRECTIVE, NARROW)
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)

TEMPORARY RUMBLE STRIPS  
INSTALL AT EACH APPROACH.  
SEE STD 701321 FOR  
LOCATIONS AND SPACING.  
(5 STRIPS x 3 LOCATIONS)

- SEQUENCE OF OPERATIONS**
- PRE-STAGE 1**
1. CONSTRUCT PRE-STAGE 1 PORTION OF ROADWAY ALONG WEST SIDE INCLUDING PAVED SHOULDER REMOVAL FROM RIGHT STA. 500+80.00 TO STA. 510+80.00 (WHICH INCLUDES EXISTING PAVED SHOULDER AND EXISTING PCC BASE COURSE WIDENING, 10") AND THE CONSTRUCTION OF HOT-MIX ASPHALT SHOULDERS, 12".
  2. INSTALL ADVANCE WARNING SIGNS, TEMPORARY BRIDGE TRAFFIC SIGNALS, AND TEMPORARY DETECTOR LOOPS.
  3. INSTALL TEMPORARY RUMBLE STRIPS.



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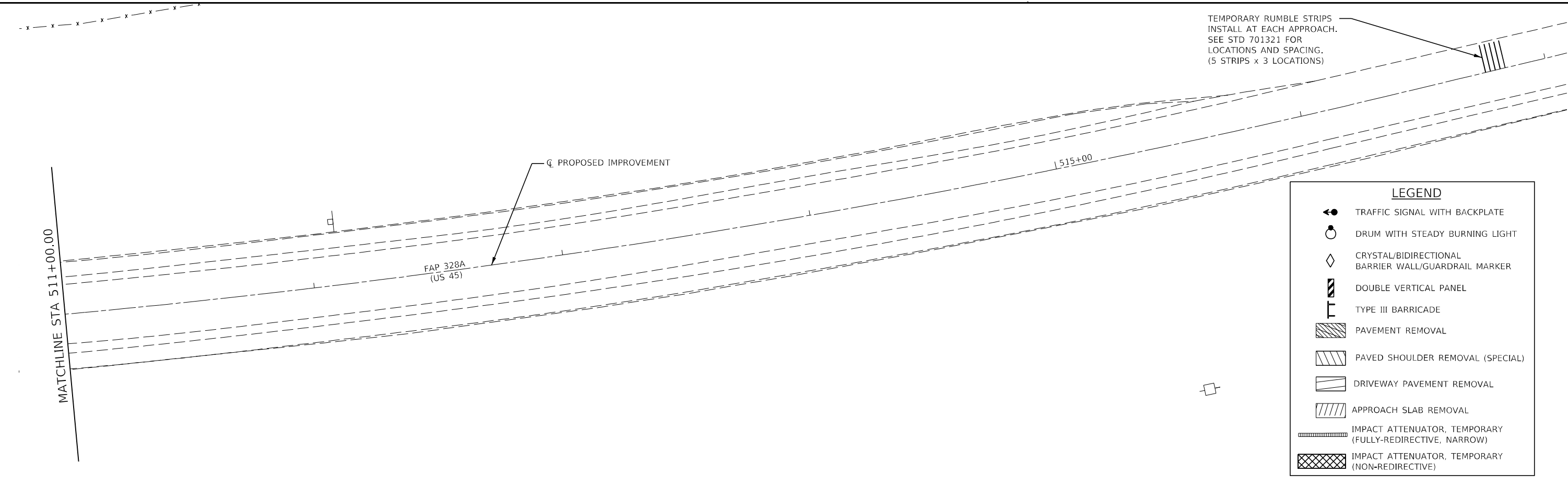
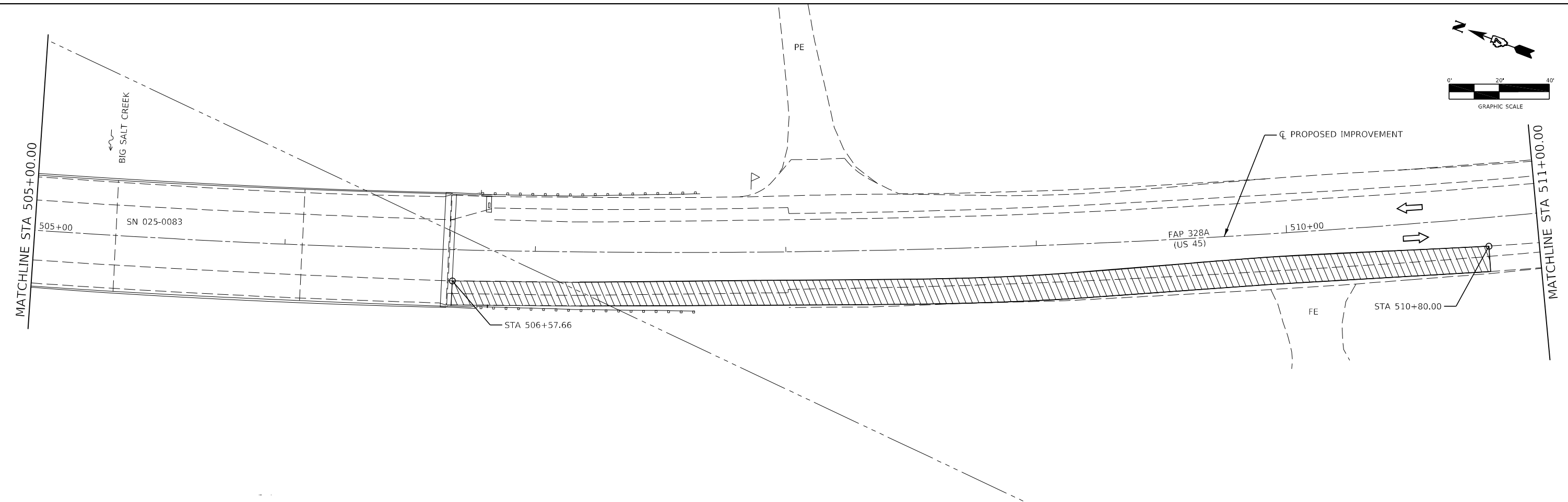
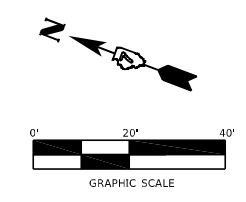
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PLOT DATE = 5/12/2023	DATE - 3/31/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC  
PRE-STAGE 1 CONSTRUCTION**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	12
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				



LEGEND	
	TRAFFIC SIGNAL WITH BACKPLATE
	DRUM WITH STEADY BURNING LIGHT
	CRYSTAL/BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
	DOUBLE VERTICAL PANEL
	TYPE III BARRICADE
	PAVEMENT REMOVAL
	PAVED SHOULDER REMOVAL (SPECIAL)
	DRIVEWAY PAVEMENT REMOVAL
	APPROACH SLAB REMOVAL
	IMPACT ATTENUATOR, TEMPORARY (FULLY-REDIRECTIVE, NARROW)
	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)

MODEL: D:\default  
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**CEC** Cummins  
 Engineering  
 Corporation  
 ENGINEERS & SURVEYORS

JOB = 2732.1  
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DESIGNED - CGF  
 DRAWN - SJS  
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 DATE - 3/31/2023

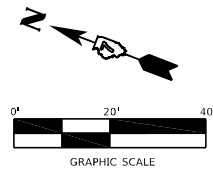
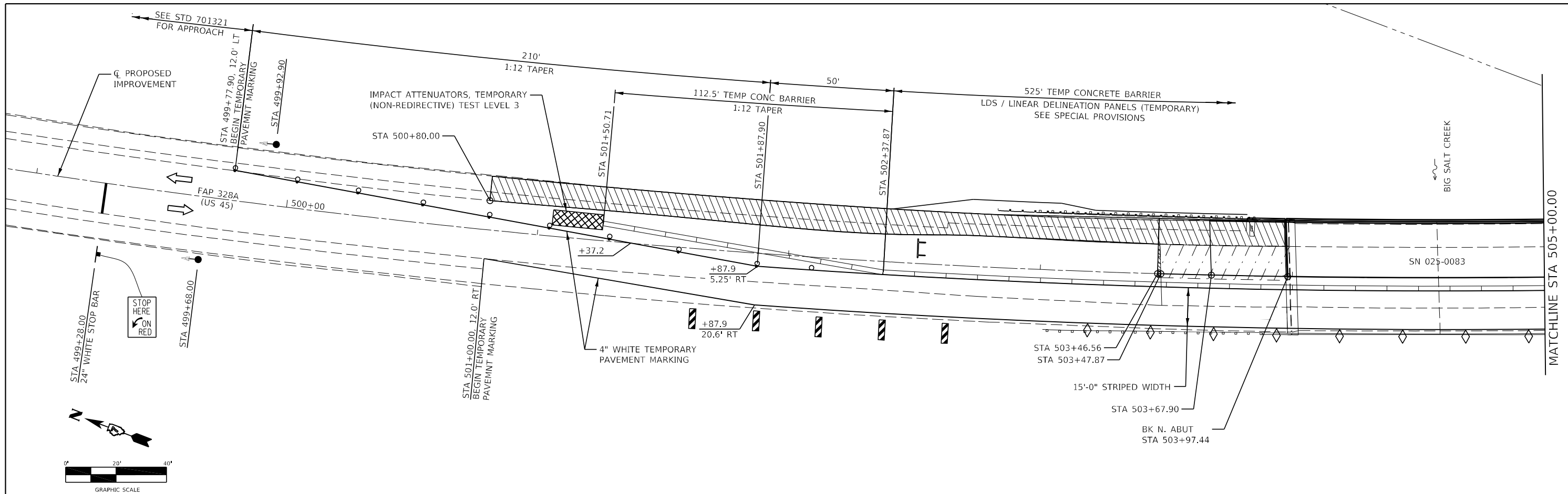
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC**  
**PRE-STAGE 1 CONSTRUCTION**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	13
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				



**SEQUENCE OF OPERATIONS**

- STAGE 1**
1. COVER CONFLICTING PAVEMENT MARKINGS WITH BLACKOUT TAPE AND PLACE TRAFFIC IN THE STAGE 1 LANE.
  2. INSTALL TEMPORARY CONCRETE BARRIER, TEMPORARY IMPACT ATTENUATORS, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN IN THE PLANS.
  3. REMOVE STAGE 1 PORTION OF THE EXISTING STRUCTURE AND PAVEMENT AND CONSTRUCT STAGE 1 PORTION OF THE PROPOSED DECK REPLACEMENT.
  4. CONSTRUCT STAGE 1 PORTION OF ROADWAY ALONG EAST SIDE INCLUDING PAVED SHOULDER REMOVAL (SPECIAL), HOT-MIX ASPHALT SHOULDERS, STEEL PLATE BEAM GUARDRAIL AND TRAFFIC BARRIER TERMINALS.
  5. CONSTRUCT NEW PRIVATE ENTRANCE APRON WHILE MAINTAINING ACCESS TO THE PROPERTY AT ALL TIMES.

**GENERAL NOTES**

1. SEE STANDARD 701321 FOR DETAILS OF TRAFFIC CONTROL AND PROTECTION NOT SHOWN.
2. TEMPORARY RUMBLE STRIPS SHALL BE INSTALLED IN PRE-STAGE 1 ON EACH APPROACH AS SHOWN ON STANDARD 701321.
3. COVER EXISTING PAVEMENT MARKINGS WITH BLACKOUT TAPE FROM STA 499+77.90 TO STA 501+37.20 AND STA 510+13.30 TO STA 511+77.24.
4. COVER EXISTING EDGE LINE RT WITH BLACKOUT TAPE STA 501+00.00 TO STA 510+71.46.
5. LDS REFLECTIVE PANELS (TEMPORARY) SHALL BE INSTALLED ON ALL CURVED SECTIONS OF TEMPORARY CONCRETE BARRIER. SEE SPECIAL PROVISIONS.
6. THE TANGENT SECTION OF TEMPORARY CONCRETE BARRIER SHALL BE PINNED TO THE PAVEMENT WITH 3 PINS IN THE TRAFFIC SIDE OF EACH BARRIER SECTION.

LEGEND	
	TRAFFIC SIGNAL WITH BACKPLATE
	DRUM WITH STEADY BURNING LIGHT
	CRYSTAL/BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
	DOUBLE VERTICAL PANEL
	TYPE III BARRICADE
	PAVEMENT REMOVAL
	PAVED SHOULDER REMOVAL (SPECIAL)
	DRIVEWAY PAVEMENT REMOVAL
	APPROACH SLAB REMOVAL
	IMPACT ATTENUATOR, TEMPORARY (FULLY-REDIRECTIVE, NARROW)
	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)

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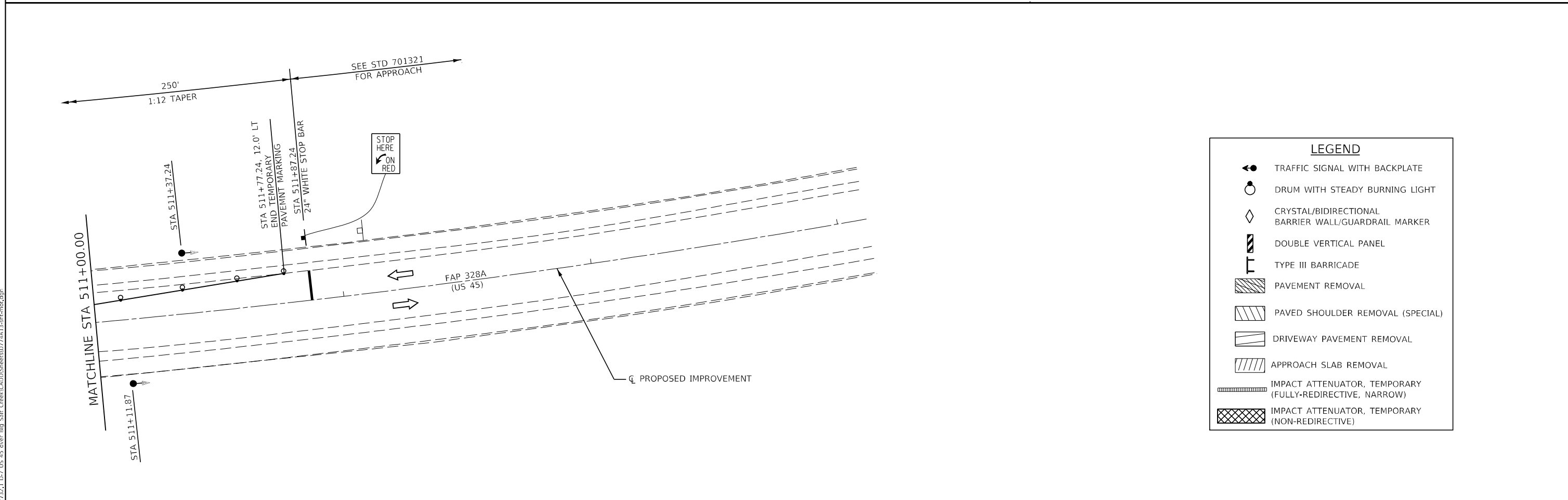
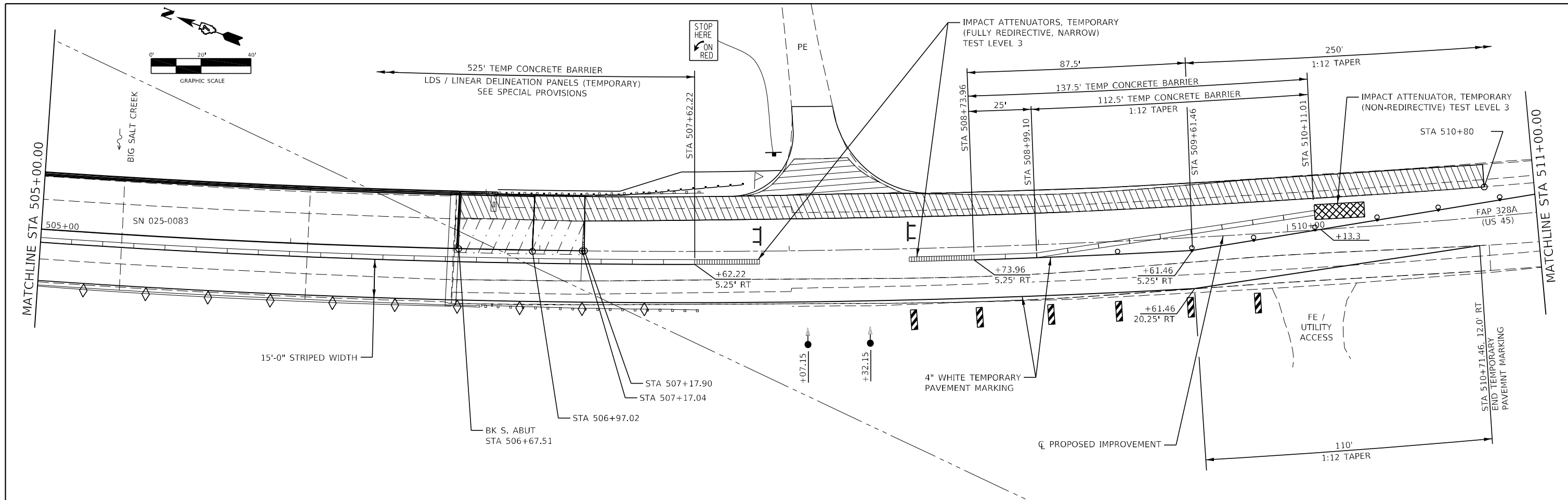
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PLOT DATE = 5/12/2023	DATE - 3/31/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE:		SHEET		OF SHEETS		STA.	TO STA.
		328A	3-1 BR				

**MAINTENANCE OF TRAFFIC  
STAGE 1 CONSTRUCTION**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	14
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				



**LEGEND**

- TRAFFIC SIGNAL WITH BACKPLATE
- DRUM WITH STEADY BURNING LIGHT
- CRYSTAL/BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- DOUBLE VERTICAL PANEL
- TYPE III BARRICADE
- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL (SPECIAL)
- DRIVEWAY PAVEMENT REMOVAL
- APPROACH SLAB REMOVAL
- IMPACT ATTENUATOR, TEMPORARY (FULLY-REDIRECTIVE, NARROW)
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)

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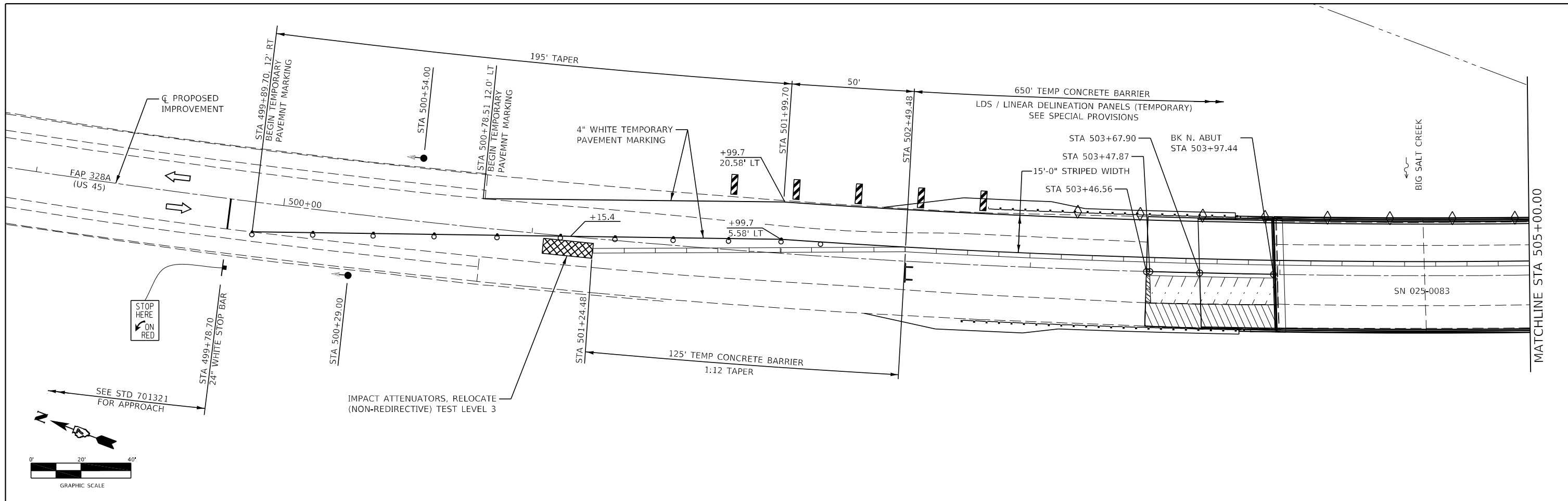
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC**  
**STAGE 1 CONSTRUCTION**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	15
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



**SEQUENCE OF OPERATIONS**

**STAGE 2**

1. COVER CONFLICTING PAVEMENT MARKINGS WITH BLACKOUT TAPE AND PLACE TRAFFIC IN THE STAGE 2 LANE.
2. RELOCATE TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS; INSTALL TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN IN THE PLANS.
3. REMOVE STAGE 2 PORTION OF THE EXISTING STRUCTURE AND PAVEMENT AND CONSTRUCT STAGE 2 PORTION OF THE PROPOSED DECK REPLACEMENT.
4. CONSTRUCT EARTHWORK ALONG WEST SIDE, HMA SHOULDER AND INSTALL STEEL PLATE BEAM GUARDRAIL AND TRAFFIC BARRIER TERMINALS.

**STAGE 3**

1. REMOVE TRAFFIC CONTROL DEVICES, INSTALL SHORT-TERM PAVEMENT MARKINGS, AND PLACE TRAFFIC IN PERMANENT LANES.
2. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" FROM STA 500+80.00 TO STA 503+46.56 AND FROM STA 507+17.90 TO STA 510+80.00 SHALL BE DONE UTILIZING HIGHWAY STANDARD 701316.
3. INSTALL PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS.

**GENERAL NOTES**

1. SEE STANDARD 701321 FOR DETAILS OF TRAFFIC CONTROL AND PROTECTION NOT SHOWN.
2. COVER EXISTING PAVEMENT MARKINGS WITH BLACKOUT TAPE FROM STA 499+89.70 TO STA 501+15.40 AND STA 510+58.70 TO STA 511+85.33.
3. COVER EXISTING EDGE LINE LT WITH BLACKOUT TAPE STA 500+78.51 TO STA 510+79.33.
4. THE TANGENT SECTION OF TEMPORARY CONCRETE BARRIER SHALL BE PINNED TO THE PAVEMENT WITH 3 PINS IN THE TRAFFIC SIDE OF EACH BARRIER SECTION.
5. LDS REFLECTIVE PANELS (TEMPORARY) SHALL BE INSTALLED ON ALL CURVED SECTIONS OF TEMPORARY CONCRETE BARRIER. SEE SPECIAL PROVISIONS.

**LEGEND**

- TRAFFIC SIGNAL WITH BACKPLATE
- DRUM WITH STEADY BURNING LIGHT
- CRYSTAL/BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
- DOUBLE VERTICAL PANEL
- TYPE III BARRICADE
- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL (SPECIAL)
- DRIVEWAY PAVEMENT REMOVAL
- APPROACH SLAB REMOVAL
- IMPACT ATTENUATOR, TEMPORARY (FULLY-REDIRECTIVE, NARROW)
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)

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DESIGNED - CGF  
DRAWN - SJS  
CHECKED - THF  
DATE - 3/31/2023

REVISED -  
REVISED -  
REVISED -  
REVISED -

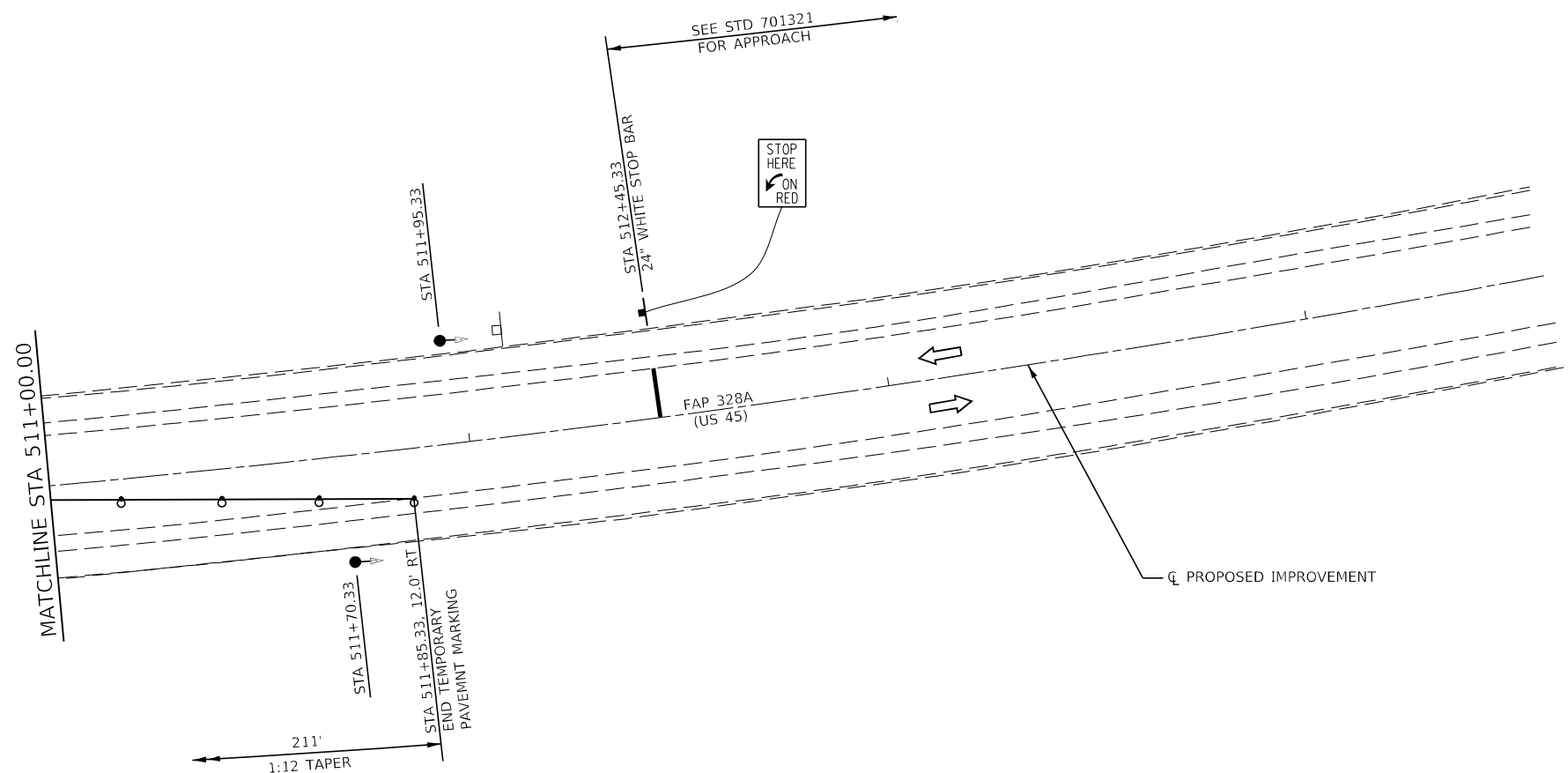
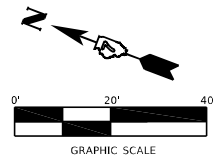
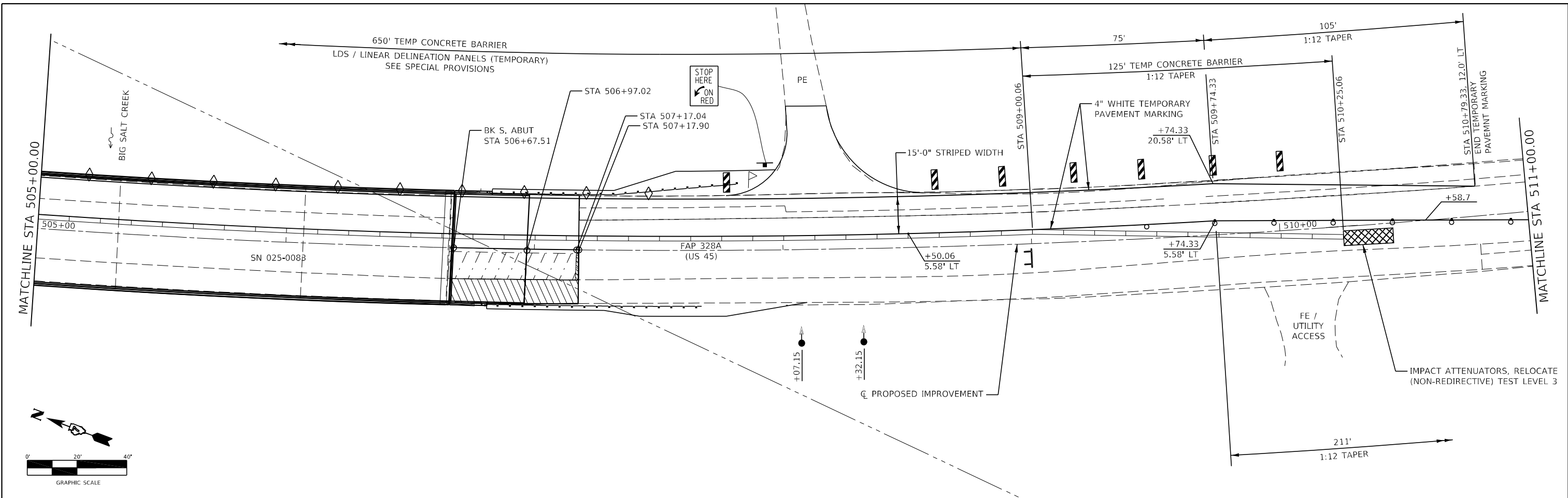
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC  
STAGE 2 CONSTRUCTION**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	16
CONTRACT NO. 74A13			ILLINOIS FED. AID PROJECT	





LEGEND	
	TRAFFIC SIGNAL WITH BACKPLATE
	DRUM WITH STEADY BURNING LIGHT
	CRYSTAL/BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER
	DOUBLE VERTICAL PANEL
	TYPE III BARRICADE
	PAVEMENT REMOVAL
	PAVED SHOULDER REMOVAL (SPECIAL)
	DRIVEWAY PAVEMENT REMOVAL
	APPROACH SLAB REMOVAL
	IMPACT ATTENUATOR, TEMPORARY (FULLY-REDIRECTIVE, NARROW)
	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)

MODEL: D:\p\11\2732.1 D-7 US 45 over Big Salt Creek CAD\Sheet\074A13-sh2-enr.dgn  
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 PLOT SCALE = 40,000' / in.  
 PLOT DATE = 5/12/2023

DESIGNED - CGF  
 DRAWN - SJS  
 CHECKED - THF  
 DATE - 3/31/2023

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

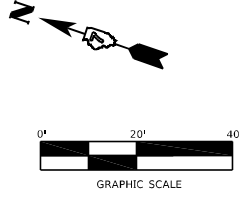
**MAINTENANCE OF TRAFFIC  
 STAGE 2 CONSTRUCTION**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	17
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				

SEC 8, T6N, R6E, 3RD PM

SEC 9, T6N, R6E, 3RD PM



TIMBER

GRASS

PROPOSED IMPROVEMENT

BEGIN SECTION  
STA 500+80.00

BEGIN RESURFACING  
STA 500+80.00

HOT-MIX ASPHALT SHOULDERS, 12"

+80.0  
11.6' LT

+80.0  
21.3' LT

EDGE OF EARTH SHOULDER

END RESURFACING  
STA 503+46.56

EXISTING  
RIPRAP

BIG SALT CREEK

500+00

FAP 328A  
(US 45)

505+00

SN 025-0083

+80.0  
11.6' RT

+80.0  
21.6' RT

HOT-MIX ASPHALT SHOULDERS, 12"

EDGE OF EARTH SHOULDER

PAVEMENT CONNECTOR (HMA)  
FOR BRIDGE APPROACH SLAB

STA 503+67.90

CONCRETE SUPERSTRUCTURE  
(APPROACH SLAB)

BK N. ABUT  
STA 503+97.44

SOUTH END OF N. APPR. SLAB  
STA 503+97.94

EXISTING  
RIPRAP

HOT-MIX ASPHALT SURFACE COURSE,  
IL-9.5, "MIX C", N70

GRASS



TIMBER

MATCHLINE STA 506+00.00

MODEL: Default  
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CHECKED - THF
DATE - 3/28/2023

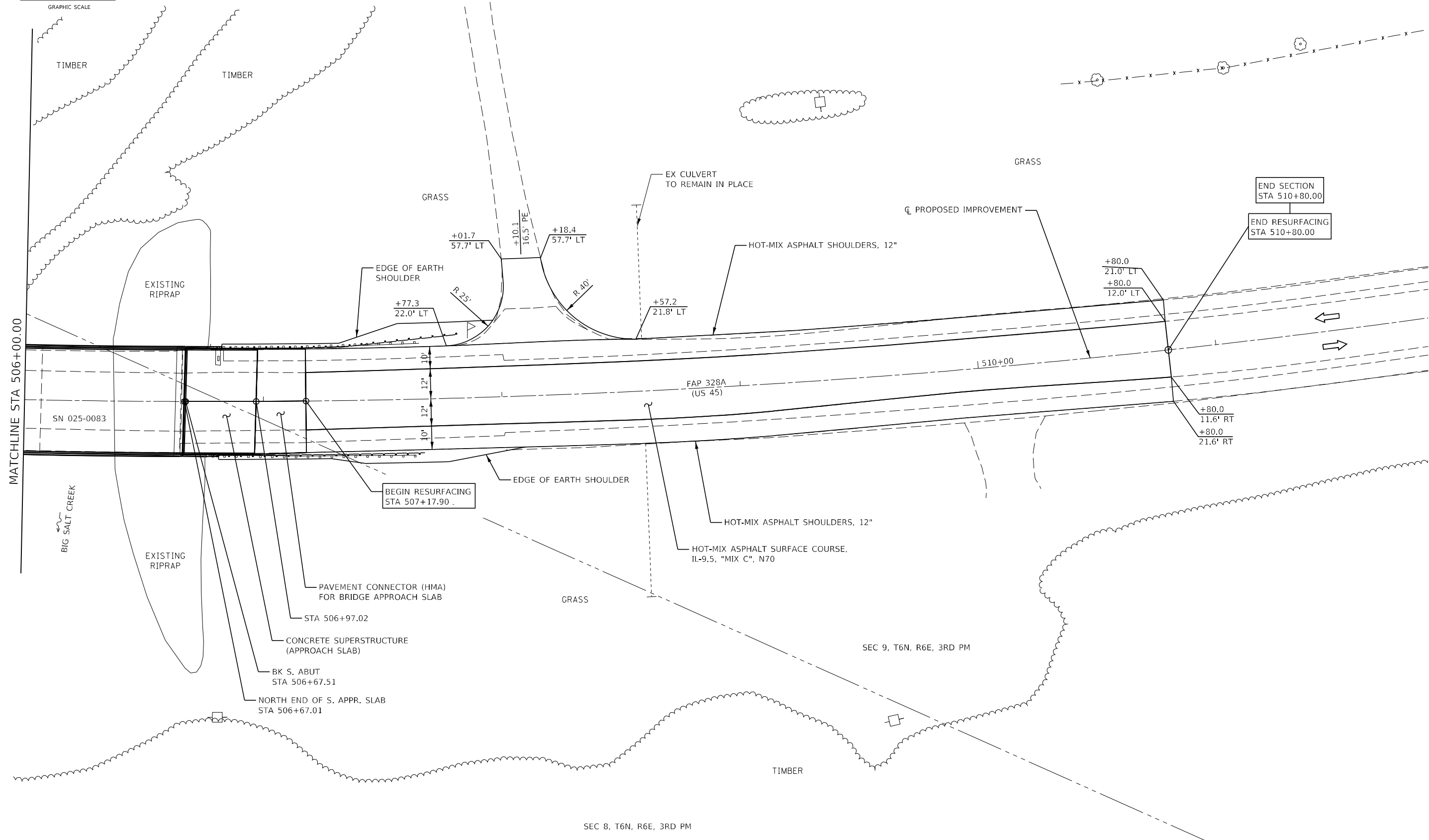
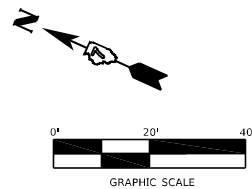
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REVISED -
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REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	18
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				



SEC 8, T6N, R6E, 3RD PM

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DATE - 3/28/2023	REVISED -

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

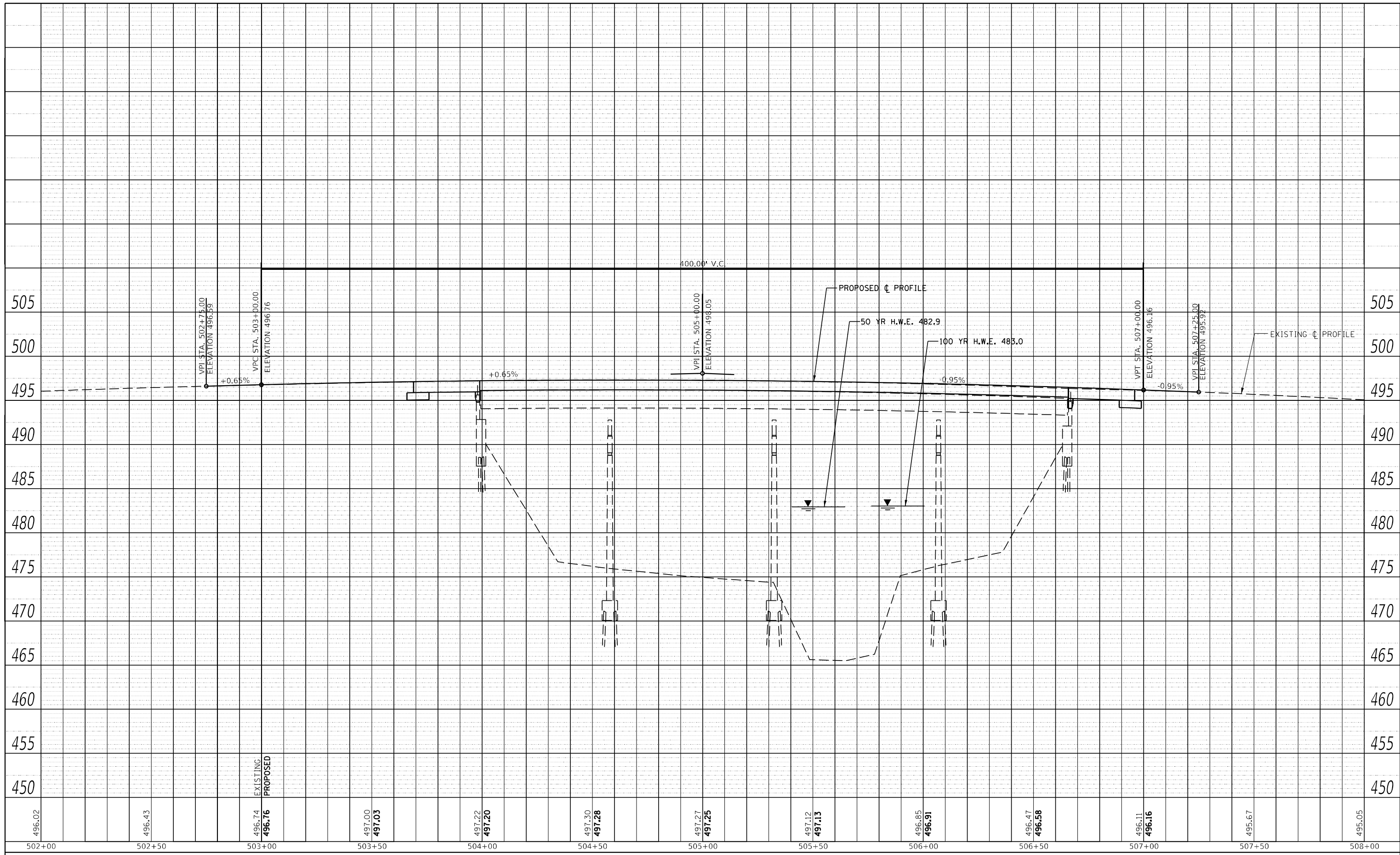
**PLAN**  
 SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	19
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				

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

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		

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



**CEC** Cummins Engineering Corporation  
ENGINEERS & SURVEYORS

JOB = 2732.1  
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PLOT DATE = \$DATE\$

DESIGNED - CGF	REVISED -
DRAWN - SJS	REVISED -
CHECKED - THF	REVISED -
DATE - 3/15/2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

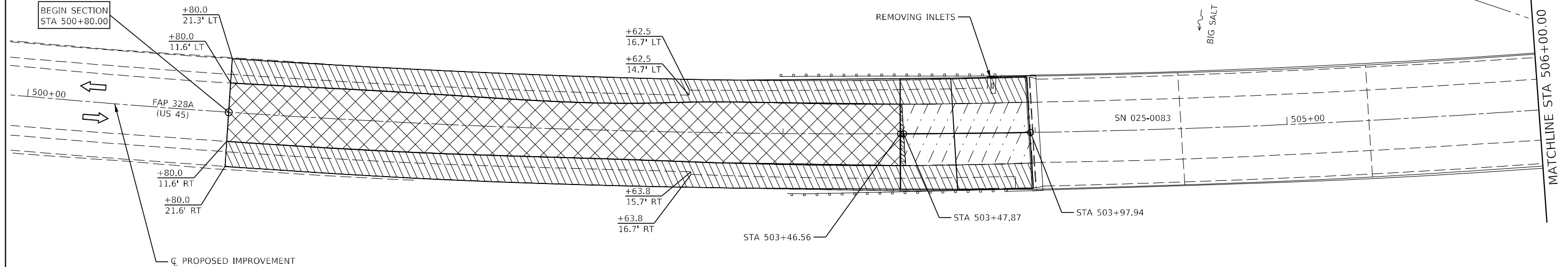
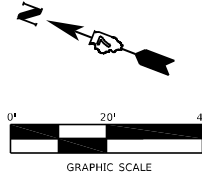
SCALE:	SHEET	OF	SHEETS	STA. 502+00.00	TO STA. 508+00.00
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PROFILE






F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	20
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				

SEC 8, T6N, R6E, 3RD PM

SEC 9, T6N, R6E, 3RD PM



LEGEND

-  APPROACH SLAB REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
-  PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL (SPECIAL)
-  DRIVEWAY PAVEMENT REMOVAL

NOTES:

RAISED REFLECTOR PAVEMENT MARKER REMOVAL FROM STA 500+80.00 TO STA 503+47.87 SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (SEE SPECIAL PROVISIONS).

THE PORTION OF HMA SHOULDER RT PLACED DURING PRE-STAGE 1 THAT INTERFERES WITH THE STAGE 2 BRIDGE APPROACH SHALL BE REMOVED DURING STAGE 2 CONSTRUCTION. COST INCLUDED WITH PAVED SHOULDER REMOVAL (SPECIAL).

SEC 8, T6N, R6E, 3RD PM

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PLOT DATE = 5/12/2023

DESIGNED - CGF
DRAWN - SJS
CHECKED - THF
DATE - 3/28/2023

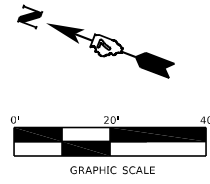
REVISED -
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REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

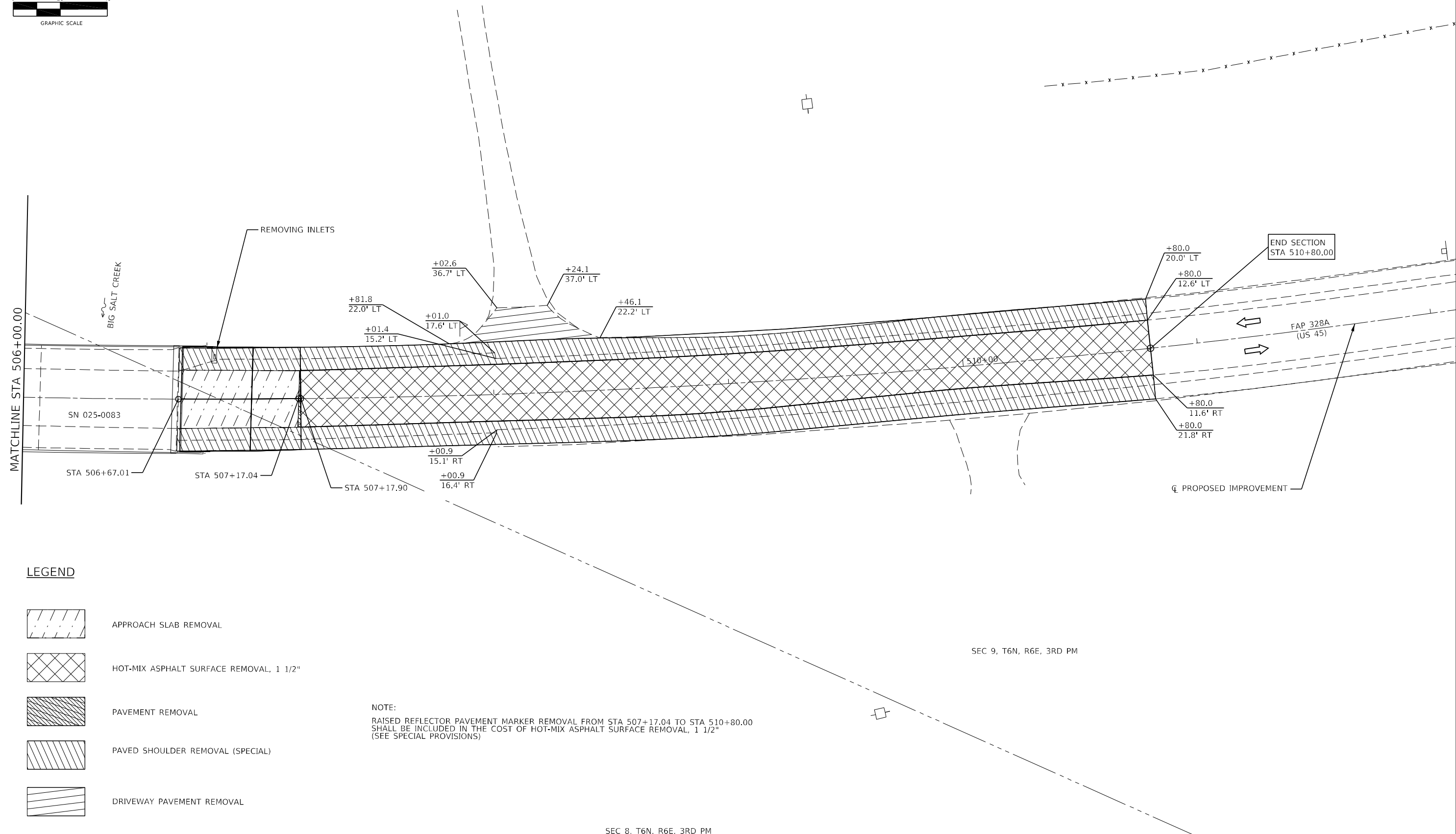
REMOVAL PLANS

SCALE: SHEET OF SHEETS STA. TO STA.

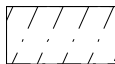




F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	21
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				



0' 20' 40'  
GRAPHIC SCALE



**LEGEND**

-  APPROACH SLAB REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
-  PAVEMENT REMOVAL
-  PAVED SHOULDER REMOVAL (SPECIAL)
-  DRIVEWAY PAVEMENT REMOVAL

**NOTE:**  
RAISED REFLECTOR PAVEMENT MARKER REMOVAL FROM STA 507+17.04 TO STA 510+80.00 SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (SEE SPECIAL PROVISIONS)

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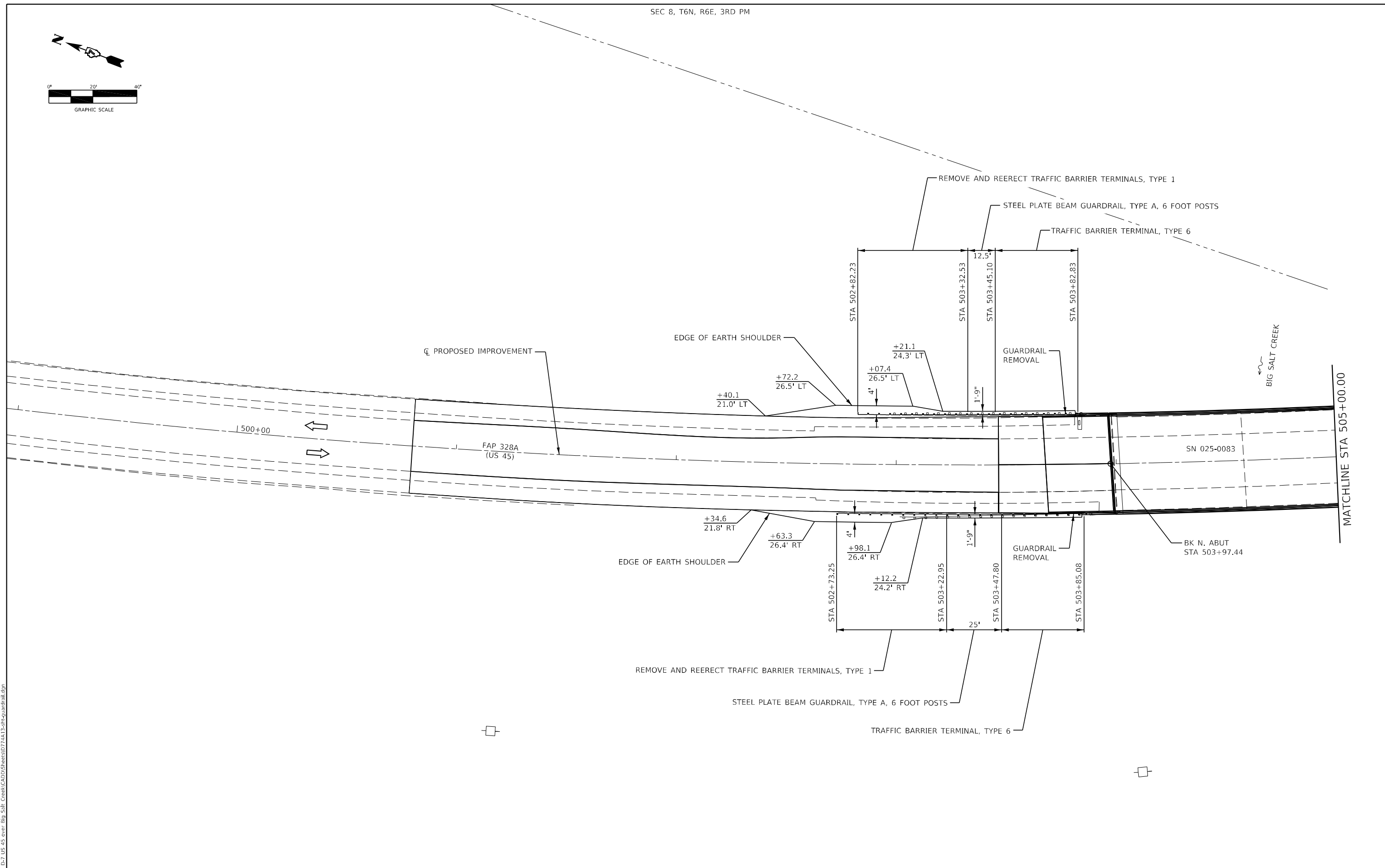
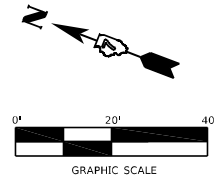
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PLOT DATE = 5/12/2023	DATE - 3/28/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLANS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	22
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				



MODEL: Default  
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PLOT DATE = 5/12/2023	DATE - 3/28/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

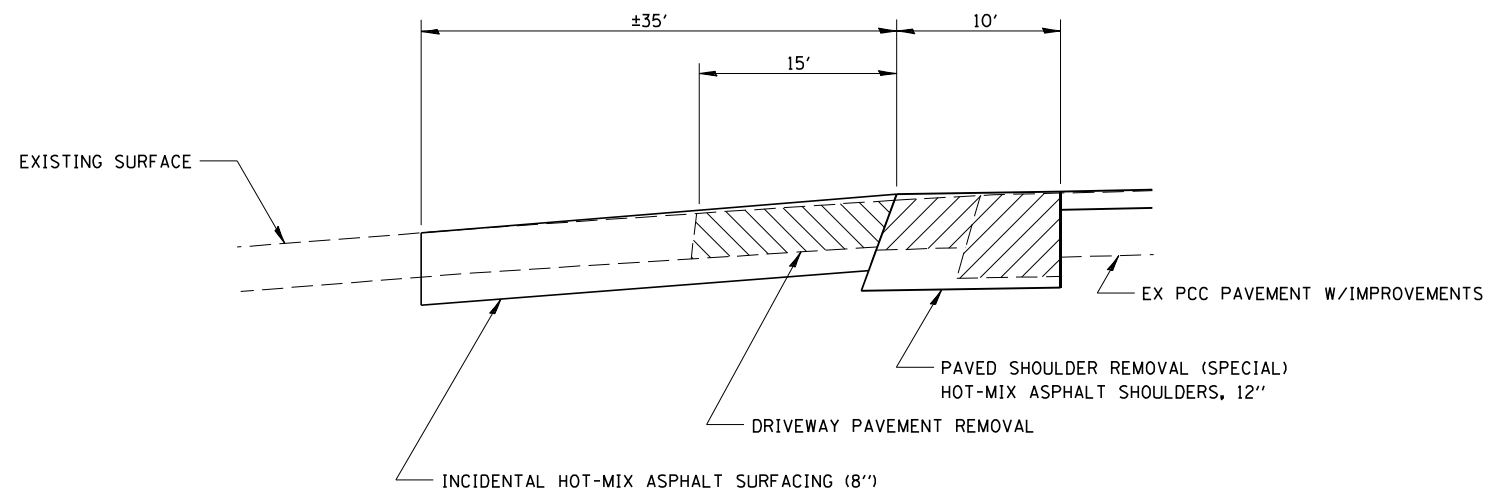
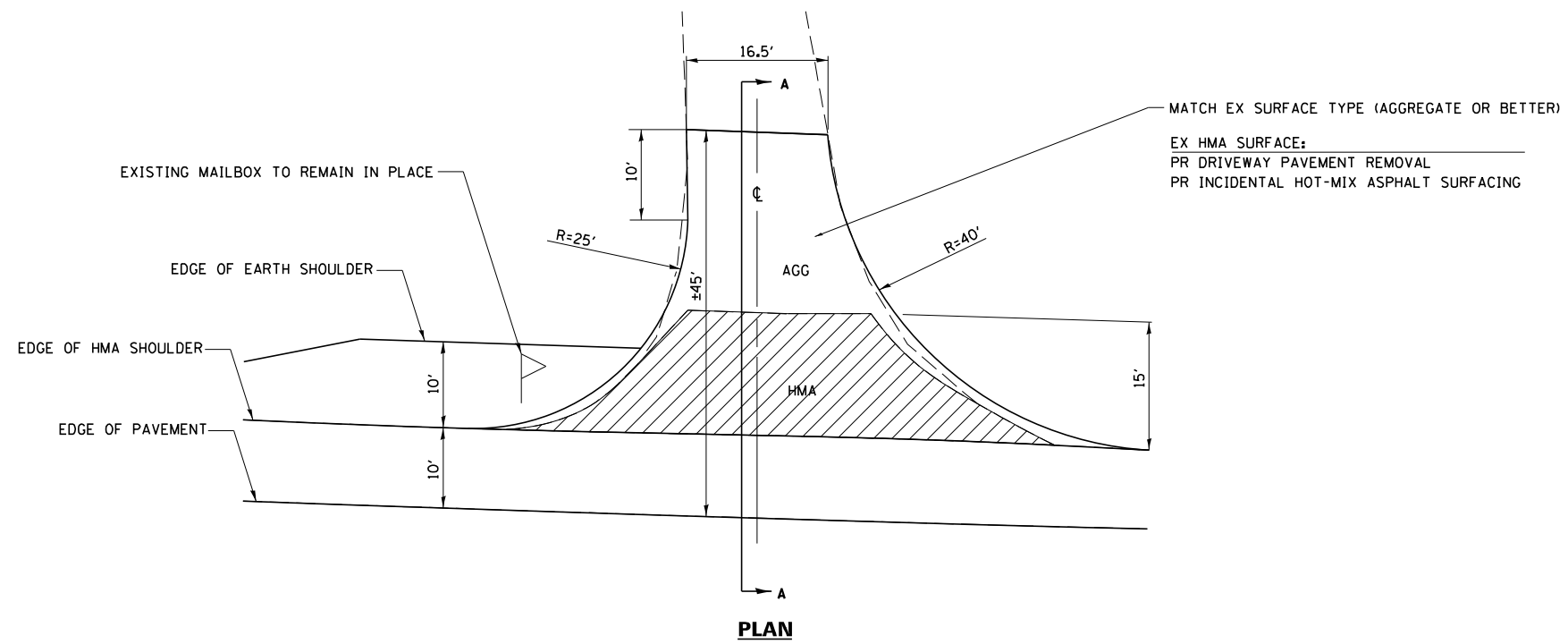
**GUARDRAIL DETAILS**

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	23
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				







**SECTION A-A**

MODEL NUMBER: N/A  
FILE NAME: 328A

**CEC** Cummins  
Engineering  
Corporation  
ENGINEERS & SURVEYORS

JOB = 2732.1	DESIGNED - THF	REVISED -
FILE NAME = \$FILES\$	DRAWN - SJS	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - THF	REVISED -
PLOT DATE = \$DATE\$	DATE - 3/31/2023	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE DETAIL**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	25
CONTRACT NO. 74A13				
ILLINOIS FED. AID PROJECT				



**GENERAL NOTES:**

No field welding is permitted except as specified in the contract documents. The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

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 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 the 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.

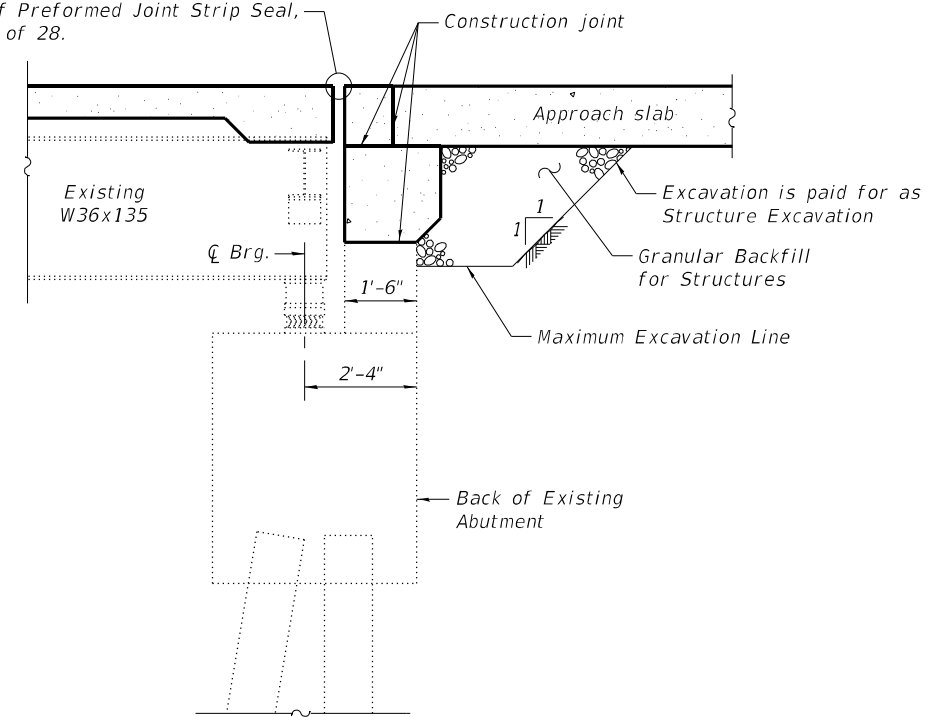
Any cracks that cannot be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

A film forming Concrete Sealer shall be applied to the front face of abutments and hatch blocks.

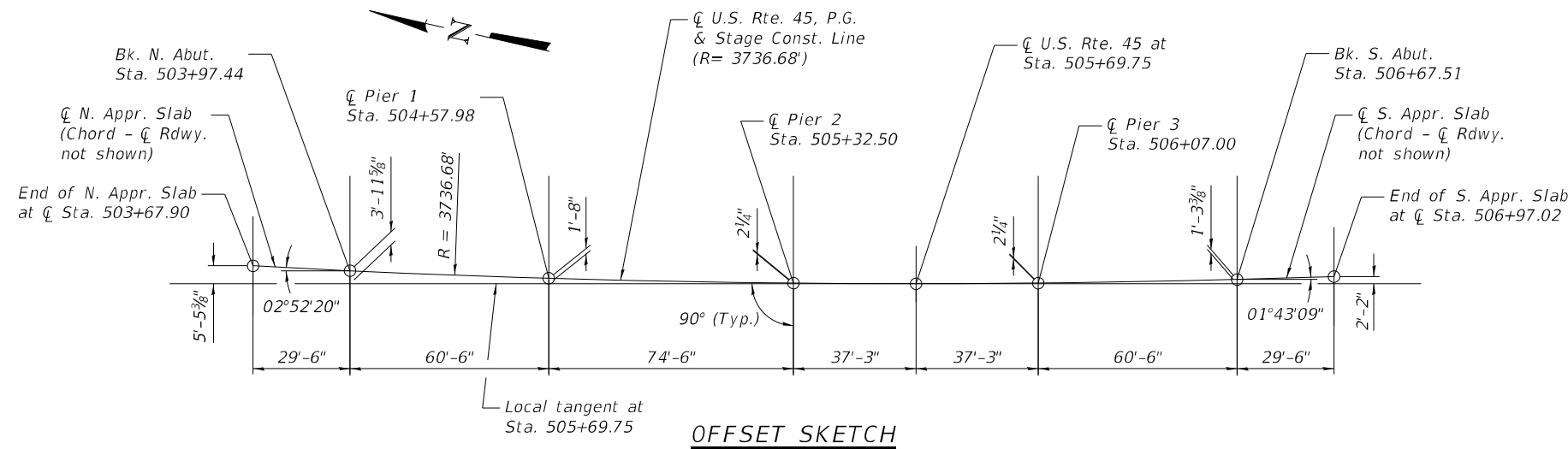
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

Plan dimensions and details relative to the existing structure have been taken from 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.

For details of Preformed Joint Strip Seal, see sheet 18 of 28.



**SECTION THRU PILE SUPPORTED STUB ABUTMENT**  
(Horiz. dim. @ Rt. L's)



**WATERWAY INFORMATION**

Existing/Proposed Overtopping Elev. = 488.4 at Sta. 514+00.00								
Drainage Area = 94.6 Sq. Mi.								
Flood Event	Freq. Yr.	Discharge C.F.S.	Opening Ft <sup>2</sup>		Natural H.W.E.	Head - Ft.		Headwater El.
			Exist.	Prop.		Exist.	Prop.	
Ten-Year	10	7940	2070	2070	482.8	0.6	0.6	483.4
Design	50	12,200	2100	2100	482.9	1.3	1.3	484.2
Base	100	14,100	2120	2120	483.0	1.7	1.7	484.7
Scour Check	200	16,040	2140	2140	483.1	2.1	2.1	485.2
Max. Calc.	500	18,600	2160	2160	483.2	2.7	2.7	485.9

**DESIGN SCOUR ELEVATION TABLE**

Event / Limit State	Design Scour Elevations (ft.)					Item 113
	N. Abut.	Pier 1	Pier 2	Pier 3	S. Abut.	
Q100	477.4	458.7	460.5	461.8	480.4	7
Q200	475.1	458.7	460.5	460.5	478.5	
Design	487.8	470.2	470.0	469.7	487.0	

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		907	907
Filter Fabric	Sq. Yd.		907	907
Concrete Removal	Cu. Yd.		19.6	19.6
Removal of Existing Concrete Deck	Each	1		1
Structure Excavation	Cu. Yd.		27	27
Floor Drains	Each	10		10
Concrete Structures	Cu. Yd.		40.4	40.4
Concrete Superstructure	Cu. Yd.	419.4		419.4
Bridge Deck Grooving	Sq. Yd.	1506		1506
Protective Coat	Sq. Yd.	1853		1853
Concrete Superstructure (Approach Slab)	Cu. Yd.	125.6		125.6
Stud Shear Connectors	Each	4584		4584
Reinforcement Bars, Epoxy Coated	Pound	158,102	7418	165,520
Bar Splicers	Each	1154	96	1250
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	91		91
Concrete Sealer	Sq. Ft.		300	300
Granular Backfill for Structures	Cu. Yd.		27	27
Structural Repair of Concrete (Depth Equal to or less than 5 Inches)	Sq. Ft.		92	92
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.		48	48
Drainage Scuppers, DS-11	Each	4		4
Temporary Shoring and Cribbing	Each	3		3
Temporary Sheet Piling	Sq. Ft.		175	175
Mechanical Splicers	Each	6		6



JOB = 2732.1  
FILE = 025-0083-74A13-001-002-GPE.dgn  
DATE = 5/3/2023

DESIGNED - AAN  
CHECKED - MDC  
DRAWN - SJS  
CHECKED - MDC

REVISED -  
REVISED -  
REVISED -  
REVISED -

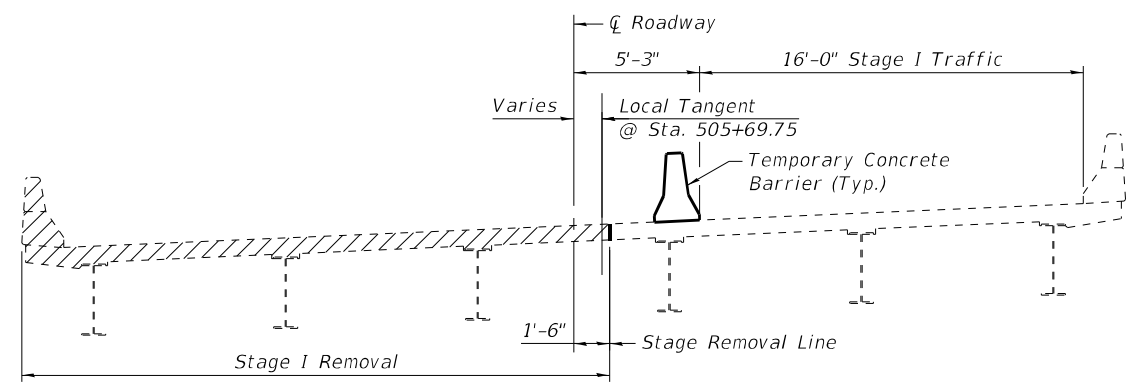
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL DATA  
STRUCTURE NO. 025-0083**

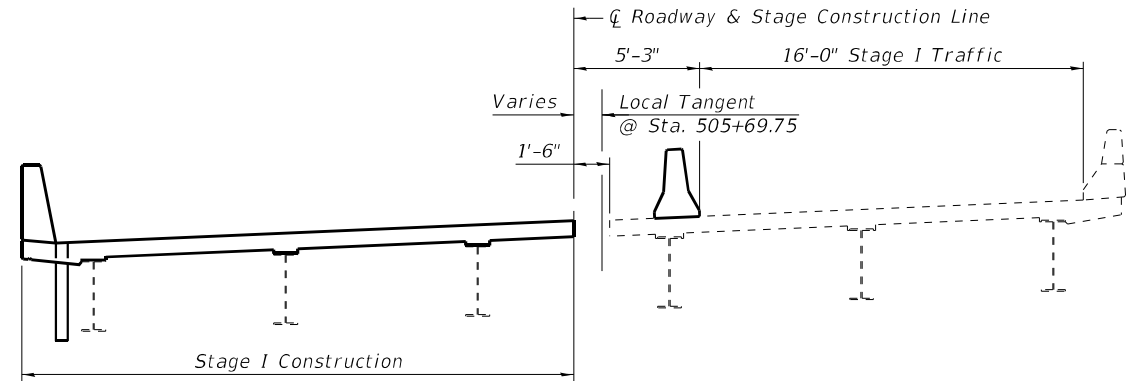
SHEET NO. 2 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	27
CONTRACT NO. 74A13				

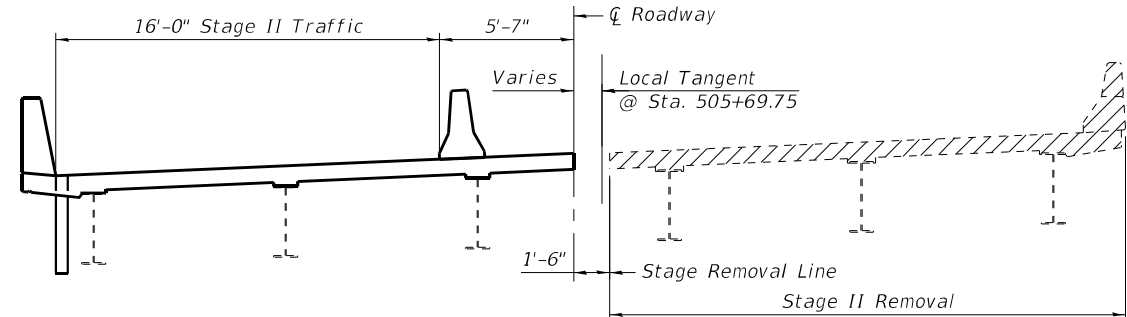
ILLINOIS FED. AID PROJECT



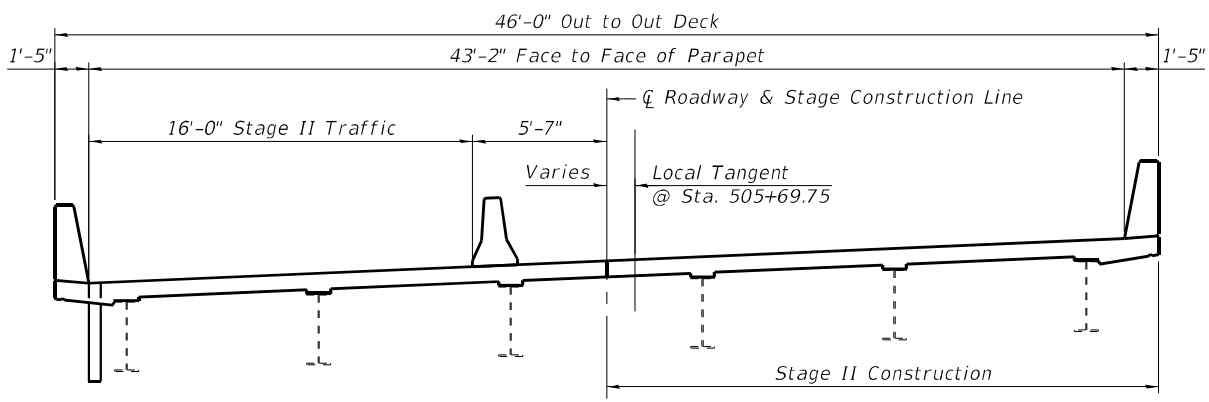
**STAGE I REMOVAL**  
(Looking South)



**STAGE I CONSTRUCTION**  
(Looking South)

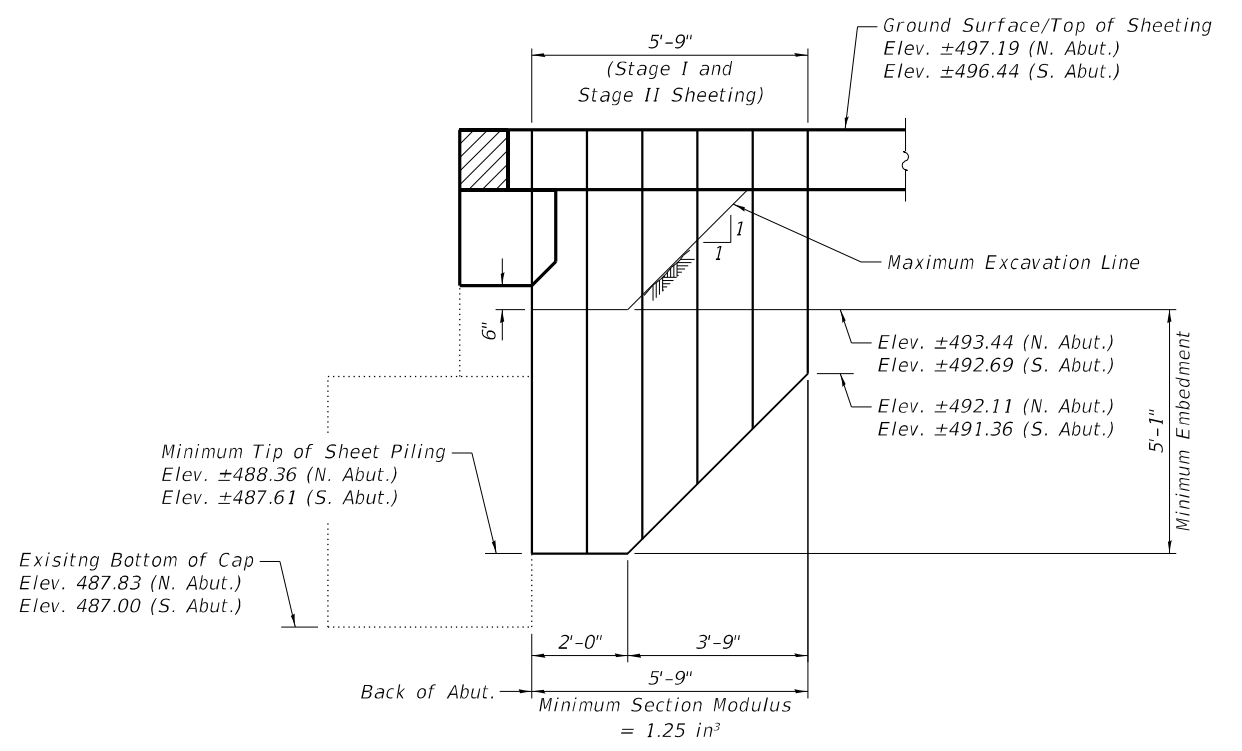


**STAGE II REMOVAL**  
(Looking South)



**STAGE II CONSTRUCTION**  
(Looking South)

Notes:  
 Hatched area indicates "Removal of Existing Concrete Deck."  
 For details of "Temporary Concrete Barrier" see Sheet 4 of 28.  
 For quantity of "Temporary Concrete Barrier," see roadway plans.  
 For the Staging details, all dimensions are Radial.



**TEMPORARY SHEET PILING DETAILS**

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

**NOTE**  
 Plan elevations relative to the existing structure have been taken from existing plans and reduced by 0.31 feet to match benchmark datum.



JOB = 2732.1	DESIGNED - AAN	REVISED -
FILE = 025-0083-74A13-00-Staging.dgn	CHECKED - MDC	REVISED -
DATE = 4/11/2023	DRAWN - SJS	REVISED -
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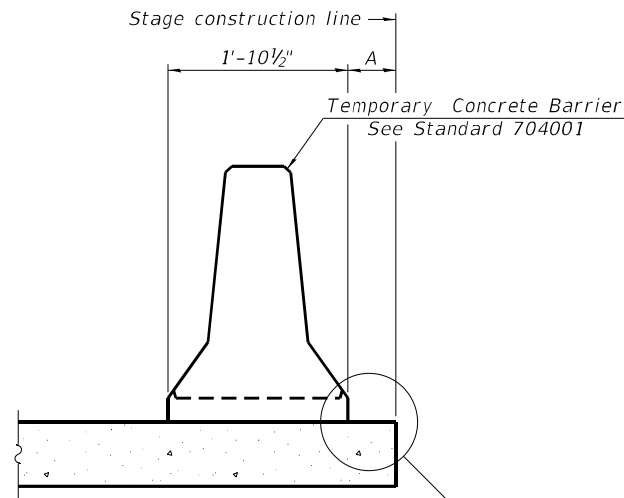
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS  
 STRUCTURE NO. 025-0083

SHEET NO. 3 OF 28 SHEETS

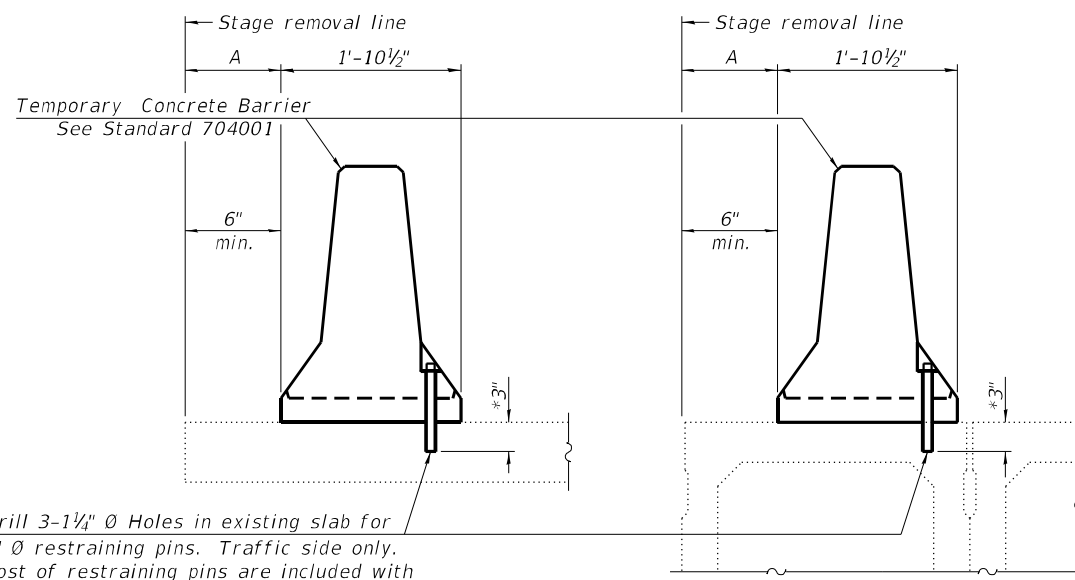
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	28
CONTRACT NO. 74A13				

ILLINOIS FED. AID PROJECT



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

NEW SLAB OR NEW DECK BEAM

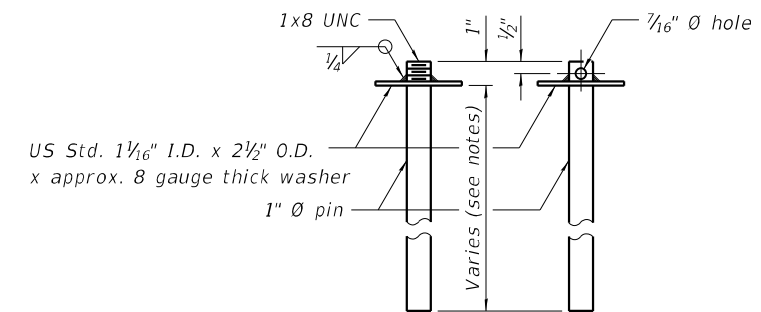


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

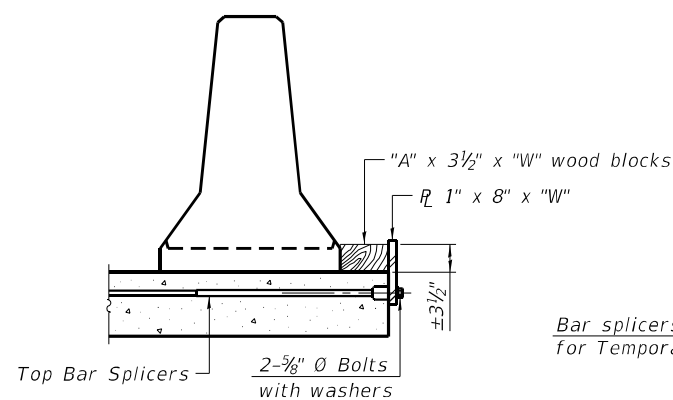
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

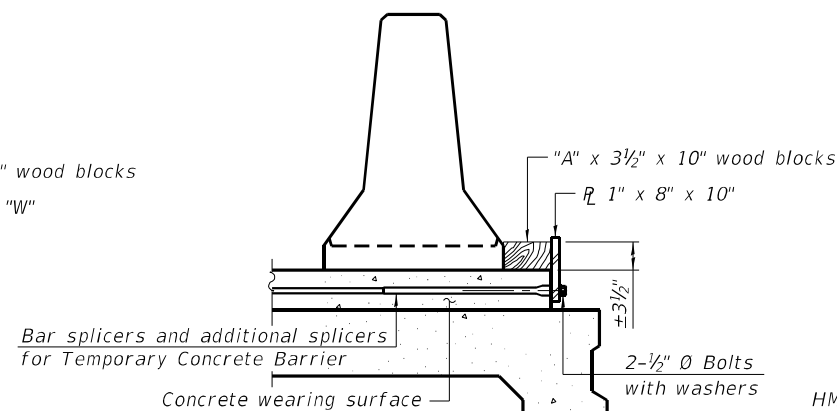


RESTRAINING PIN

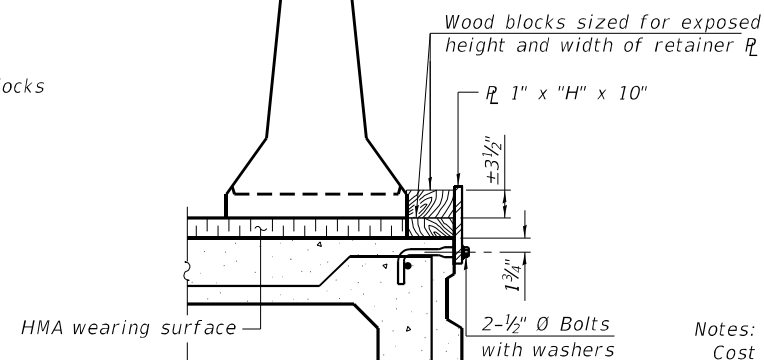
SECTIONS THRU SLAB OR DECK BEAM



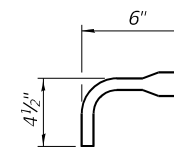
DETAIL I



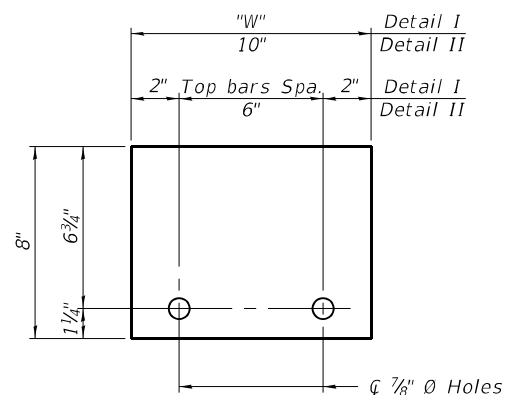
DETAIL II



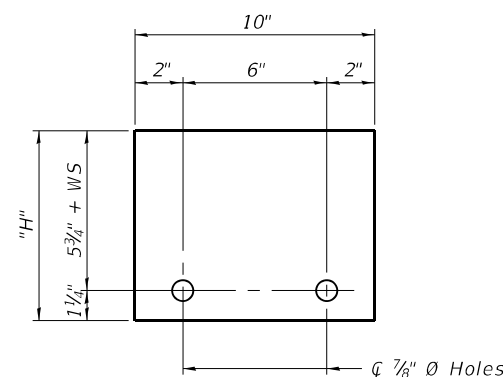
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



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



STEEL RETAINER R 1" x "H" x 10"  
(Detail III)

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

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

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

**CEC**  
Cummins  
Engineering  
Corporation  
ENGINEERS & SURVEYORS

JOB = 2732.1  
 FILE = 025-0083-74A13-00-TempBarrier.dgn  
 DATE = 4/11/2023

DESIGNED - AAN  
 CHECKED - MDC  
 DRAWN - SJS  
 CHECKED - MDC

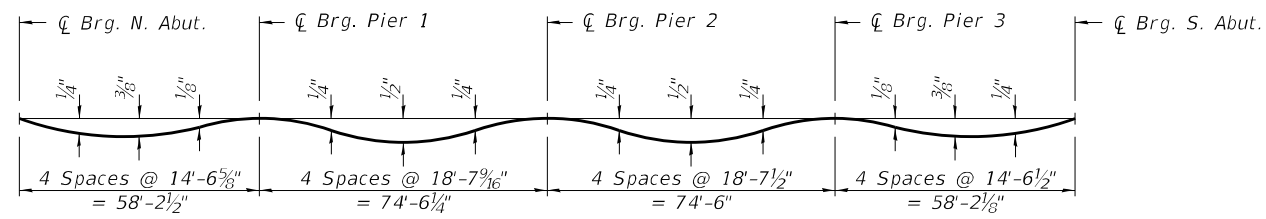
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER  
STRUCTURE NO. 025-0083

SHEET NO. 4 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	29
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74A13	

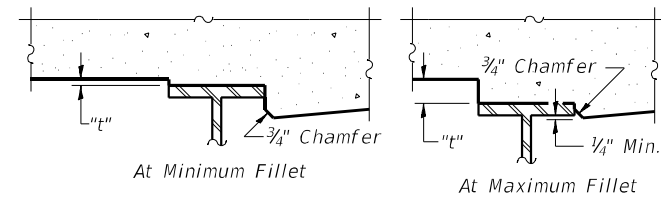


**DEAD LOAD DEFLECTION DIAGRAM**

(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 below and on sheets 6 and 7 of 28.

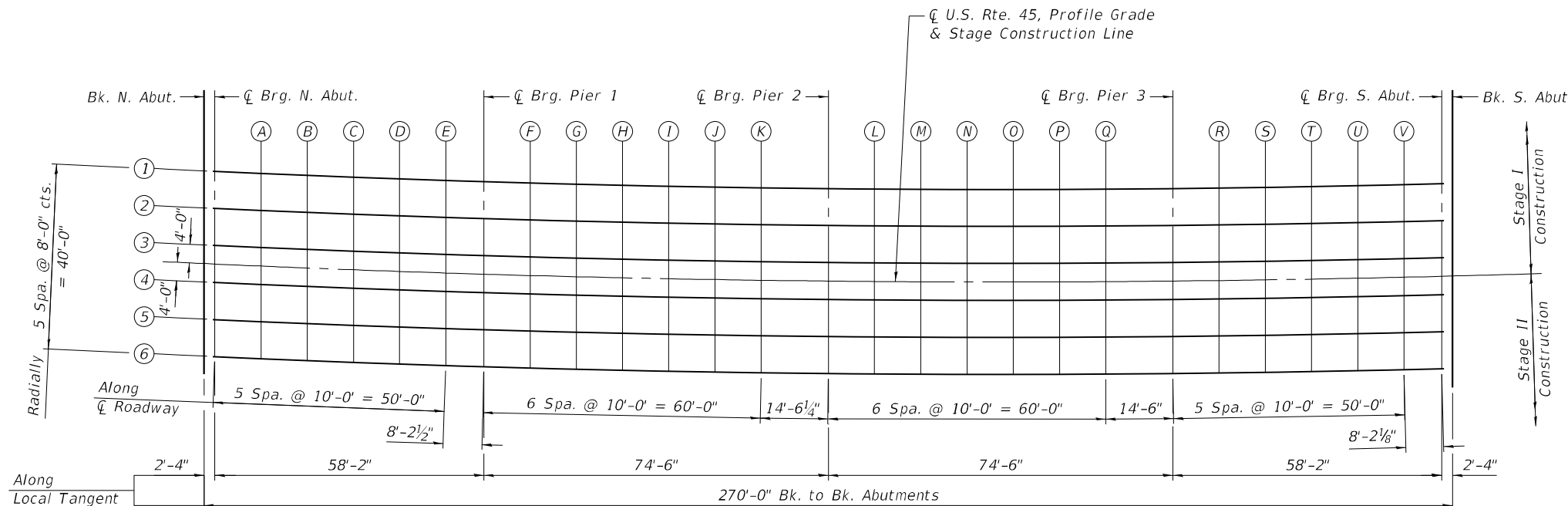


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheets 6 and 7 of 28, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back N. Abutment	503+96.51	-20.00	496.33	496.33
☐ Brg. N. Abutment	503+98.86	-20.00	496.34	496.34
A	504+08.91	-20.00	496.36	496.37
B	504+18.97	-20.00	496.38	496.41
C	504+29.03	-20.00	496.40	496.43
D	504+39.08	-20.00	496.41	496.42
E	504+49.14	-20.00	496.41	496.41
☐ Brg. Pier 1	504+57.38	-20.00	496.42	496.42
F	504+67.44	-20.00	496.42	496.42
G	504+77.50	-20.00	496.41	496.44
H	504+87.55	-20.00	496.41	496.44
I	504+97.61	-20.00	496.39	496.43
J	505+07.66	-20.00	496.38	496.41
K	505+17.72	-20.00	496.36	496.37
☐ Brg. Pier 2	505+32.30	-20.00	496.32	496.32
L	505+42.36	-20.00	496.29	496.30
M	505+52.41	-20.00	496.26	496.28
N	505+62.47	-20.00	496.22	496.26
O	505+72.52	-20.00	496.18	496.22
P	505+82.58	-20.00	496.13	496.16
Q	505+92.64	-20.00	496.08	496.09
☐ Brg. Pier 3	506+07.20	-20.00	496.00	496.00
R	506+17.26	-20.00	495.94	495.94
S	506+27.32	-20.00	495.87	495.90
T	506+37.37	-20.00	495.81	495.84
U	506+47.43	-20.00	495.73	495.76
V	506+57.48	-20.00	495.66	495.67
☐ Brg. S. Abutment	506+65.70	-20.00	495.59	495.59
Back S. Abutment	506+68.04	-20.00	495.57	495.57



**PLAN**

(Sheet 1 of 3)



JOB = 2732.1	DESIGNED - AAN	REVISED -
FILE = 025-0083-74A13-005-007-TOS.dgn	CHECKED - MDC	REVISED -
DATE = 5/3/2023	DRAWN - SJS	REVISED -
	CHECKED - MDC	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 025-0083**

SHEET NO. 5 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	30
CONTRACT NO. 74A13				

ILLINOIS FED. AID PROJECT

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back N. Abutment	503+96.88	-12.00	496.68	496.68
☒ Brg. N. Abutment	503+99.22	-12.00	496.68	496.68
A	504+09.26	-12.00	496.71	496.72
B	504+19.29	-12.00	496.72	496.75
C	504+29.33	-12.00	496.74	496.77
D	504+39.36	-12.00	496.75	496.77
E	504+49.40	-12.00	496.76	496.76
☒ Brg. Pier 1	504+57.62	-12.00	496.76	496.76
F	504+67.66	-12.00	496.76	496.77
G	504+77.69	-12.00	496.76	496.78
H	504+87.73	-12.00	496.75	496.79
I	504+97.76	-12.00	496.74	496.78
J	505+07.80	-12.00	496.72	496.75
K	505+17.83	-12.00	496.70	496.71
☒ Brg. Pier 2	505+32.38	-12.00	496.66	496.66
L	505+42.42	-12.00	496.63	496.64
M	505+52.45	-12.00	496.60	496.62
N	505+62.48	-12.00	496.56	496.60
O	505+72.52	-12.00	496.52	496.56
P	505+82.56	-12.00	496.47	496.50
Q	505+92.59	-12.00	496.42	496.44
☒ Brg. Pier 3	506+07.12	-12.00	496.34	496.34
R	506+17.16	-12.00	496.28	496.29
S	506+27.19	-12.00	496.22	496.24
T	506+37.23	-12.00	496.15	496.18
U	506+47.26	-12.00	496.08	496.11
V	506+57.30	-12.00	496.00	496.01
☒ Brg. S. Abutment	506+65.49	-12.00	495.94	495.94
Back S. Abutment	506+67.83	-12.00	495.92	495.92

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back N. Abutment	503+97.25	-4.00	497.02	497.02
☒ Brg. N. Abutment	503+99.59	-4.00	497.03	497.03
A	504+09.60	-4.00	497.05	497.06
B	504+19.61	-4.00	497.07	497.10
C	504+29.63	-4.00	497.08	497.12
D	504+39.64	-4.00	497.10	497.11
E	504+49.65	-4.00	497.10	497.10
☒ Brg. Pier 1	504+57.86	-4.00	497.11	497.11
F	504+67.88	-4.00	497.11	497.11
G	504+77.89	-4.00	497.10	497.12
H	504+87.90	-4.00	497.09	497.13
I	504+97.91	-4.00	497.08	497.12
J	505+07.92	-4.00	497.06	497.10
K	505+17.93	-4.00	497.04	497.06
☒ Brg. Pier 2	505+32.46	-4.00	497.01	497.01
L	505+42.47	-4.00	496.98	496.98
M	505+52.48	-4.00	496.94	496.97
N	505+62.50	-4.00	496.91	496.94
O	505+72.51	-4.00	496.86	496.91
P	505+82.52	-4.00	496.82	496.85
Q	505+92.53	-4.00	496.77	496.78
☒ Brg. Pier 3	506+07.04	-4.00	496.69	496.69
R	506+17.05	-4.00	496.63	496.63
S	506+27.07	-4.00	496.56	496.59
T	506+37.08	-4.00	496.50	496.53
U	506+47.09	-4.00	496.42	496.45
V	506+57.10	-4.00	496.35	496.36
☒ Brg. S. Abutment	506+65.28	-4.00	496.28	496.28
Back S. Abutment	506+67.62	-4.00	496.26	496.26

☒ U.S. Rte. 45, Profile Grade  
& Stage Construction Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back N. Abutment	503+97.44	0.00	497.19	497.19
☒ Brg. N. Abutment	503+99.77	0.00	497.20	497.20
A	504+09.77	0.00	497.22	497.24
B	504+19.77	0.00	497.24	497.27
C	504+29.78	0.00	497.26	497.29
D	504+39.78	0.00	497.27	497.29
E	504+49.78	0.00	497.27	497.27
☒ Brg. Pier 1	504+57.98	0.00	497.28	497.28
F	504+67.99	0.00	497.28	497.28
G	504+77.99	0.00	497.27	497.30
H	504+87.99	0.00	497.27	497.30
I	504+97.99	0.00	497.25	497.29
J	505+07.99	0.00	497.24	497.27
K	505+17.99	0.00	497.22	497.23
☒ Brg. Pier 2	505+32.50	0.00	497.18	497.18
L	505+42.50	0.00	497.15	497.16
M	505+52.50	0.00	497.12	497.14
N	505+62.50	0.00	497.08	497.12
O	505+72.50	0.00	497.04	497.08
P	505+82.50	0.00	496.99	497.02
Q	505+92.51	0.00	496.94	496.95
☒ Brg. Pier 3	506+07.00	0.00	496.86	496.86
R	506+17.00	0.00	496.80	496.80
S	506+27.00	0.00	496.74	496.76
T	506+37.00	0.00	496.67	496.70
U	506+47.01	0.00	496.60	496.62
V	506+57.01	0.00	496.52	496.53
☒ Brg. S. Abutment	506+65.18	0.00	496.46	496.46
Back S. Abutment	506+67.51	0.00	496.44	496.44

(Sheet 2 of 3)



JOB = 2732.1	DESIGNED - AAN	REVISED -
FILE = 025-0083-74A13-00-T05.dgn	CHECKED - MDC	REVISED -
DATE = 4/11/2023	DRAWN - SJS	REVISED -
	CHECKED - MDC	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 025-0083**

SHEET NO. 6 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	31
			CONTRACT NO. 74A13	
ILLINOIS FED. AID PROJECT				

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back N. Abutment	503+97.63	4.00	497.37	497.37
☒ Brg. N. Abutment	503+99.95	4.00	497.37	497.37
A	504+09.94	4.00	497.39	497.41
B	504+19.93	4.00	497.41	497.44
C	504+29.92	4.00	497.43	497.46
D	504+39.92	4.00	497.44	497.46
E	504+49.91	4.00	497.45	497.45
☒ Brg. Pier 1	504+58.10	4.00	497.45	497.45
F	504+68.09	4.00	497.45	497.46
G	504+78.08	4.00	497.45	497.47
H	504+88.08	4.00	497.44	497.48
I	504+98.07	4.00	497.42	497.47
J	505+08.06	4.00	497.41	497.44
K	505+18.05	4.00	497.39	497.40
☒ Brg. Pier 2	505+32.54	4.00	497.35	497.35
L	505+42.53	4.00	497.32	497.33
M	505+52.52	4.00	497.29	497.31
N	505+62.51	4.00	497.25	497.29
O	505+72.50	4.00	497.21	497.25
P	505+82.49	4.00	497.16	497.19
Q	505+92.48	4.00	497.11	497.13
☒ Brg. Pier 3	506+06.96	4.00	497.03	497.03
R	506+16.95	4.00	496.97	496.98
S	506+26.94	4.00	496.91	496.93
T	506+36.93	4.00	496.84	496.87
U	506+46.92	4.00	496.77	496.80
V	506+56.91	4.00	496.69	496.70
☒ Brg. S. Abutment	506+65.08	4.00	496.63	496.63
Back S. Abutment	506+67.41	4.00	496.61	496.61

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back N. Abutment	503+97.99	12.00	497.71	497.71
☒ Brg. N. Abutment	504+00.32	12.00	497.72	497.72
A	504+10.29	12.00	497.74	497.75
B	504+20.26	12.00	497.76	497.79
C	504+30.22	12.00	497.77	497.80
D	504+40.19	12.00	497.78	497.80
E	504+50.16	12.00	497.79	497.79
☒ Brg. Pier 1	504+58.34	12.00	497.79	497.79
F	504+68.31	12.00	497.79	497.80
G	504+78.28	12.00	497.79	497.81
H	504+88.25	12.00	497.78	497.82
I	504+98.22	12.00	497.77	497.81
J	505+08.19	12.00	497.75	497.78
K	505+18.16	12.00	497.73	497.75
☒ Brg. Pier 2	505+32.62	12.00	497.70	497.70
L	505+42.59	12.00	497.67	497.67
M	505+52.56	12.00	497.63	497.66
N	505+62.53	12.00	497.59	497.63
O	505+72.49	12.00	497.55	497.59
P	505+82.46	12.00	497.51	497.54
Q	505+92.43	12.00	497.46	497.47
☒ Brg. Pier 3	506+06.88	12.00	497.38	497.38
R	506+16.85	12.00	497.32	497.32
S	506+26.82	12.00	497.25	497.27
T	506+36.79	12.00	497.19	497.22
U	506+46.76	12.00	497.12	497.14
V	506+56.73	12.00	497.04	497.05
☒ Brg. S. Abutment	506+64.88	12.00	496.97	496.97
Back S. Abutment	506+67.20	12.00	496.96	496.96

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back N. Abutment	503+98.36	20.00	498.06	498.06
☒ Brg. N. Abutment	504+00.68	20.00	498.06	498.06
A	504+10.63	20.00	498.08	498.10
B	504+20.58	20.00	498.10	498.13
C	504+30.53	20.00	498.12	498.15
D	504+40.48	20.00	498.13	498.15
E	504+50.43	20.00	498.14	498.14
☒ Brg. Pier 1	504+58.58	20.00	498.14	498.14
F	504+68.53	20.00	498.14	498.14
G	504+78.48	20.00	498.13	498.16
H	504+88.43	20.00	498.12	498.16
I	504+98.38	20.00	498.11	498.15
J	505+08.33	20.00	498.10	498.13
K	505+18.28	20.00	498.08	498.09
☒ Brg. Pier 2	505+32.70	20.00	498.04	498.04
L	505+42.65	20.00	498.01	498.02
M	505+52.60	20.00	497.98	498.00
N	505+62.55	20.00	497.94	497.98
O	505+72.50	20.00	497.90	497.94
P	505+82.45	20.00	497.85	497.88
Q	505+92.40	20.00	497.80	497.81
☒ Brg. Pier 3	506+06.80	20.00	497.72	497.72
R	506+16.76	20.00	497.66	497.66
S	506+26.70	20.00	497.60	497.62
T	506+36.65	20.00	497.53	497.56
U	506+46.60	20.00	497.46	497.49
V	506+56.55	20.00	497.38	497.39
☒ Brg. S. Abutment	506+64.67	20.00	497.32	497.32
Back S. Abutment	506+66.99	20.00	497.30	497.30

(Sheet 3 of 3)



JOB = 2732.1	DESIGNED - AAN	REVISED -
FILE = 025-0083-74A13-00-T05.dgn	CHECKED - MDC	REVISED -
DATE = 4/11/2023	DRAWN - SJS	REVISED -
	CHECKED - MDC	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 025-0083**

SHEET NO. 7 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	32
			CONTRACT NO. 74A13	
ILLINOIS FED. AID PROJECT				



EAST FACE OF PARAPET/CURB

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	503+66.73	-21.58	496.17
A1	503+76.80	-21.61	496.20
A2	503+86.87	-21.61	496.23
S. End of N. Appr. Slab	503+96.94	-21.59	496.26

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	503+66.73	-12.00	496.58
A1	503+76.80	-12.00	496.62
A2	503+86.87	-12.00	496.65
S. End of N. Appr. Slab	503+96.94	-12.00	496.68

STAGE CONSTRUCTION LINE

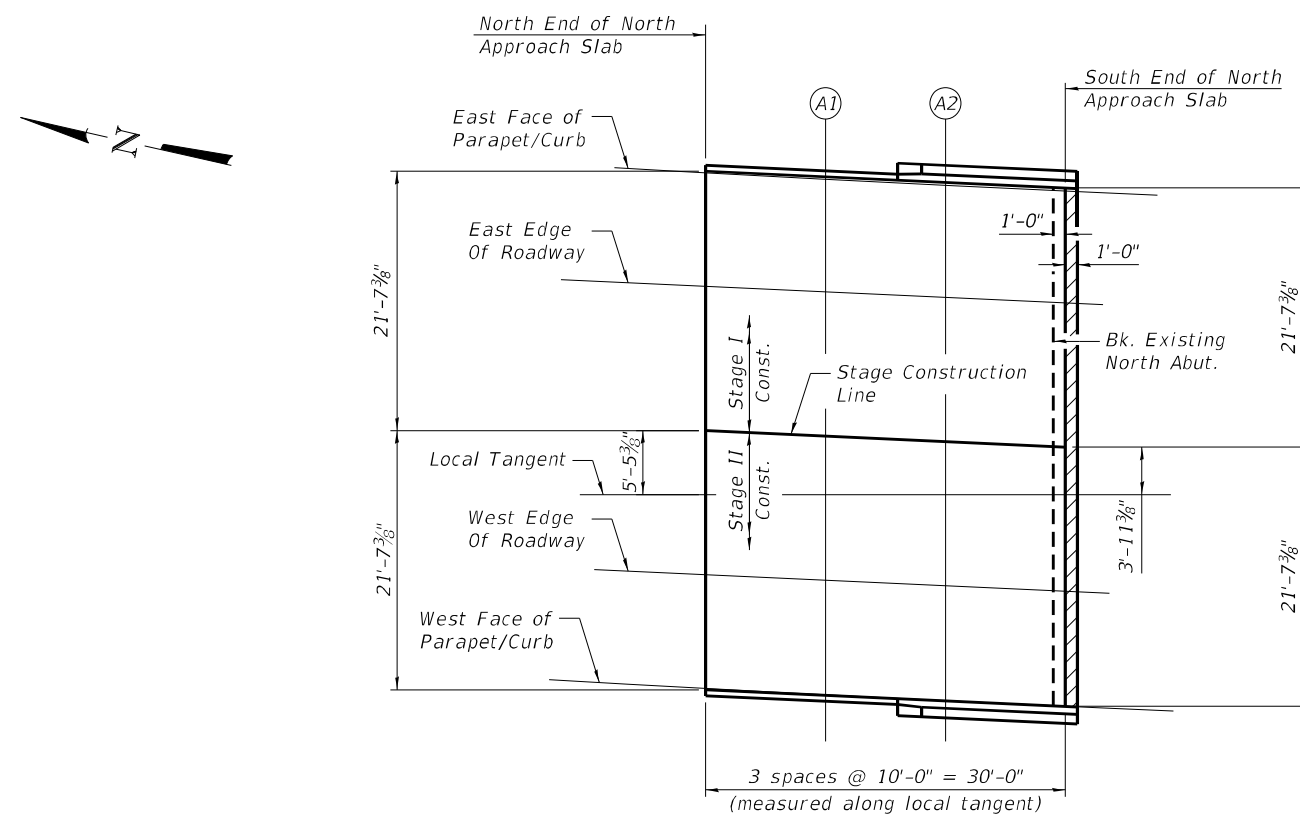
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	503+66.73	0.00	497.10
A1	503+76.80	-0.03	497.13
A2	503+86.87	-0.03	497.17
S. End of N. Appr. Slab	503+96.94	0.00	497.20

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	503+66.73	12.00	497.62
A1	503+76.80	12.00	497.65
A2	503+86.87	12.00	497.69
S. End of N. Appr. Slab	503+96.94	12.00	497.71

WEST FACE OF PARAPET/CURB

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	503+66.73	21.57	498.03
A1	503+76.80	21.55	498.07
A2	503+86.87	21.55	498.10
S. End of N. Appr. Slab	503+96.94	21.58	498.13



PLAN - NORTH APPROACH SLAB

E-AS 2-17-2017

(Sheet 1 of 2)



JOB = 2732.1	DESIGNED - AAN	REVISED -
FILE = 025-0083-74A13-00-TOA.dgn	CHECKED - MDC	REVISED -
DATE = 4/11/2023	DRAWN - SJS	REVISED -
	CHECKED - MDC	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 025-0083

SHEET NO. 8 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	33
CONTRACT NO. 74A13			ILLINOIS FED. AID PROJECT	

EAST FACE OF PARAPET/CURB

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	506+67.58	-21.59	495.51
A3	506+77.64	-21.61	495.42
A4	506+87.70	-21.61	495.34
S. End of S. Appr. Slab	506+97.77	-21.58	495.24

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	506+67.58	-12.00	495.92
A3	506+77.64	-12.00	495.84
A4	506+87.70	-12.00	495.75
S. End of S. Appr. Slab	506+97.77	-12.00	495.66

STAGE CONSTRUCTION LINE

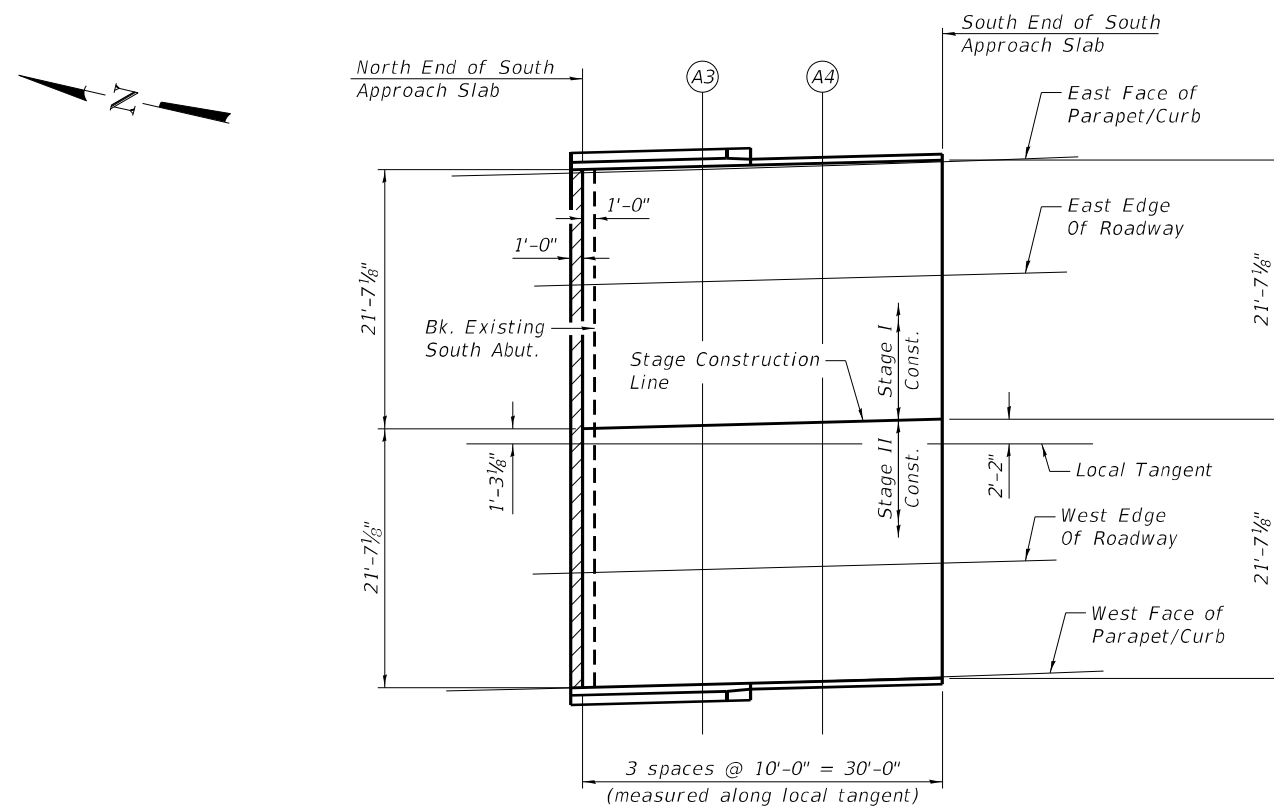
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	506+67.58	0.00	496.44
A3	506+77.64	-0.03	496.36
A4	506+87.70	-0.03	496.27
S. End of S. Appr. Slab	506+97.77	0.00	496.18

WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	506+67.58	12.00	496.96
A3	506+77.64	12.00	496.88
A4	506+87.70	12.00	496.79
S. End of S. Appr. Slab	506+97.77	12.00	496.70

WEST FACE OF PARAPET/CURB

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	506+67.58	21.59	497.38
A3	506+77.64	21.56	497.29
A4	506+87.70	21.56	497.20
S. End of S. Appr. Slab	506+97.77	21.58	497.11



PLAN - SOUTH APPROACH SLAB

E-AS 2-17-2017

(Sheet 2 of 2)



JOB = 2732.1	DESIGNED - AAN	REVISED -
FILE = 025-0083-74A13-00-TOA.dgn	CHECKED - MDC	REVISED -
DATE = 4/11/2023	DRAWN - SJS	REVISED -
	CHECKED - MDC	REVISED -

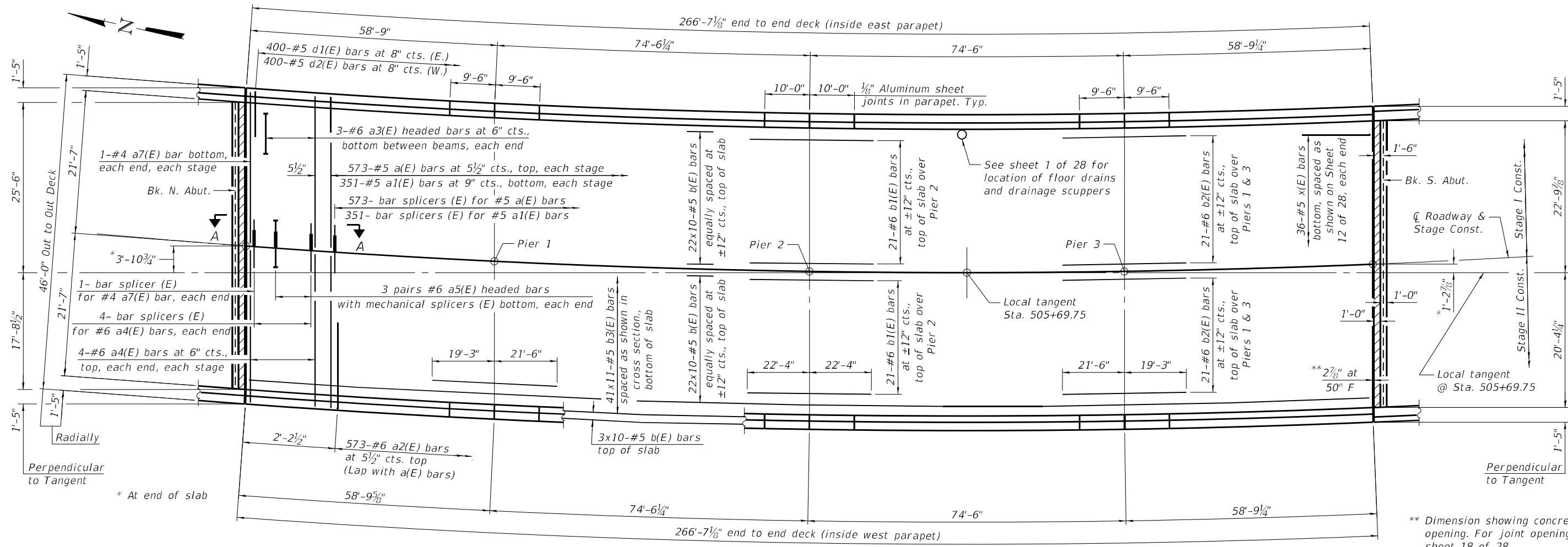
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF APPROACH SLAB ELEVATIONS  
STRUCTURE NO. 025-0083

SHEET NO. 9 OF 28 SHEETS

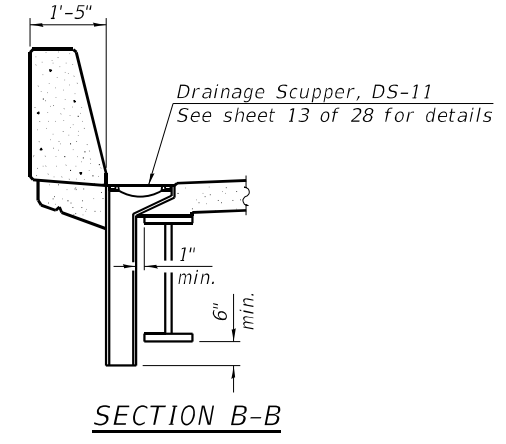
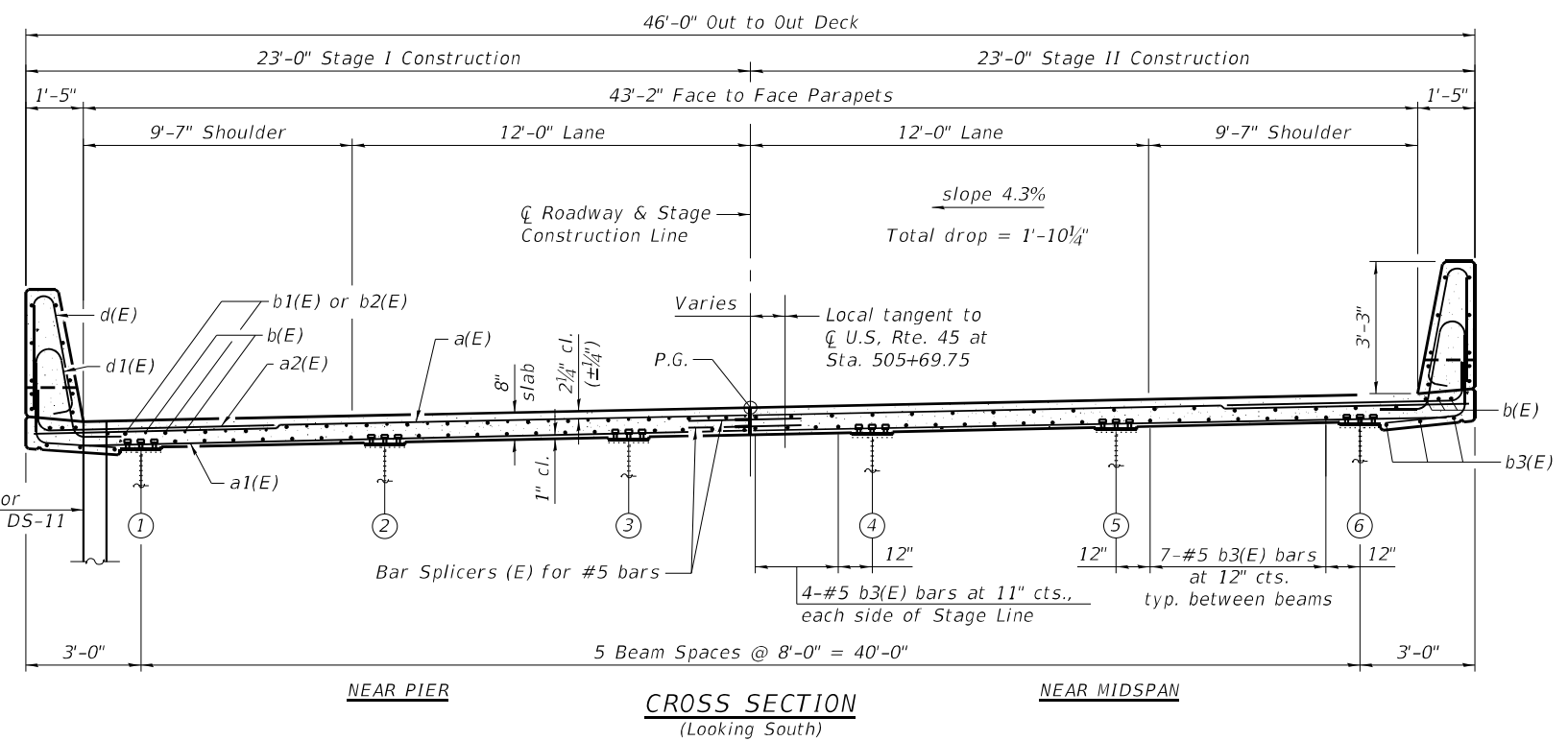
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	34
			CONTRACT NO. 74A13	

ILLINOIS FED. AID PROJECT

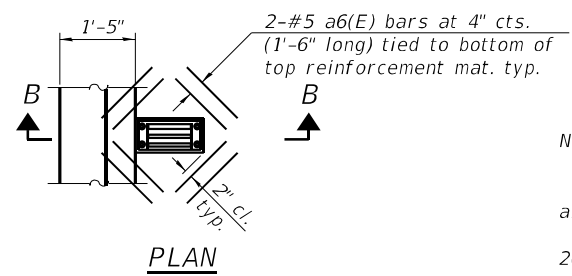


PLAN

\*\* Dimension showing concrete opening. For joint opening see sheet 18 of 28.



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



Note: Cut longitudinal reinforcement to clear drainage scuppers.

Notes:  
See sheet 12 of 28 for Section A-A.  
See sheet 11 of 28 for superstructure details and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
See sheet 27 of 28 for details of bar splicers and mechanical splicers.  
The spacing of the transverse bars is measured along the local tangent.



JOB = 2732.1	DESIGNED - AAN	REVISED -
FILE = 025-0083-74A13-00-Super.dgn	CHECKED - MDC	REVISED -
DATE = 4/11/2023	DRAWN - SJS	REVISED -
	CHECKED - MDC	REVISED -

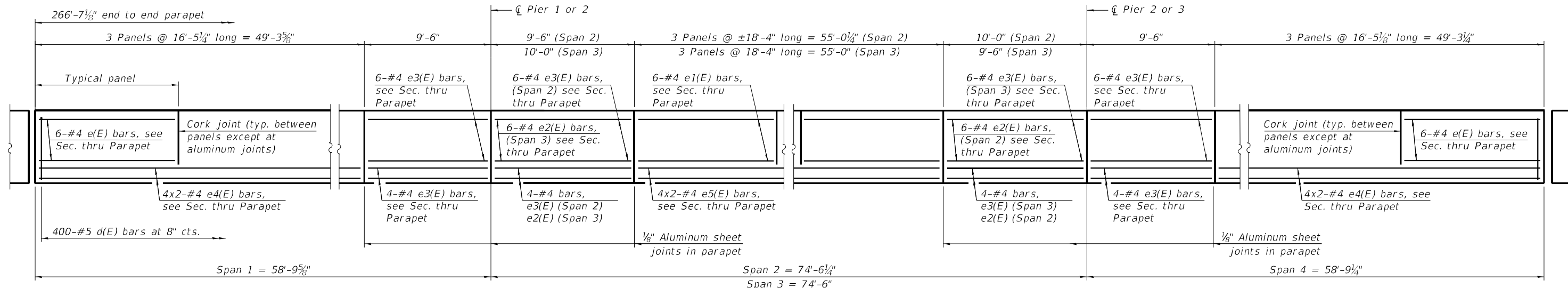
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE  
STRUCTURE NO. 025-0083

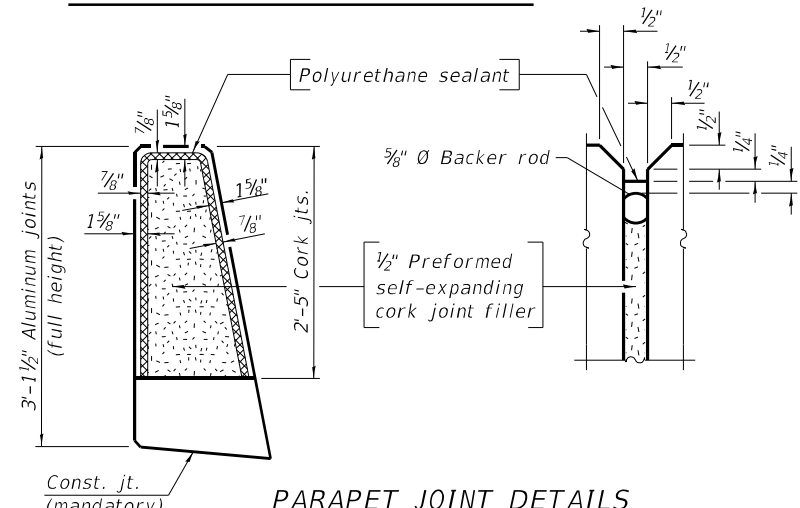
SHEET NO. 10 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	35
CONTRACT NO. 74A13				

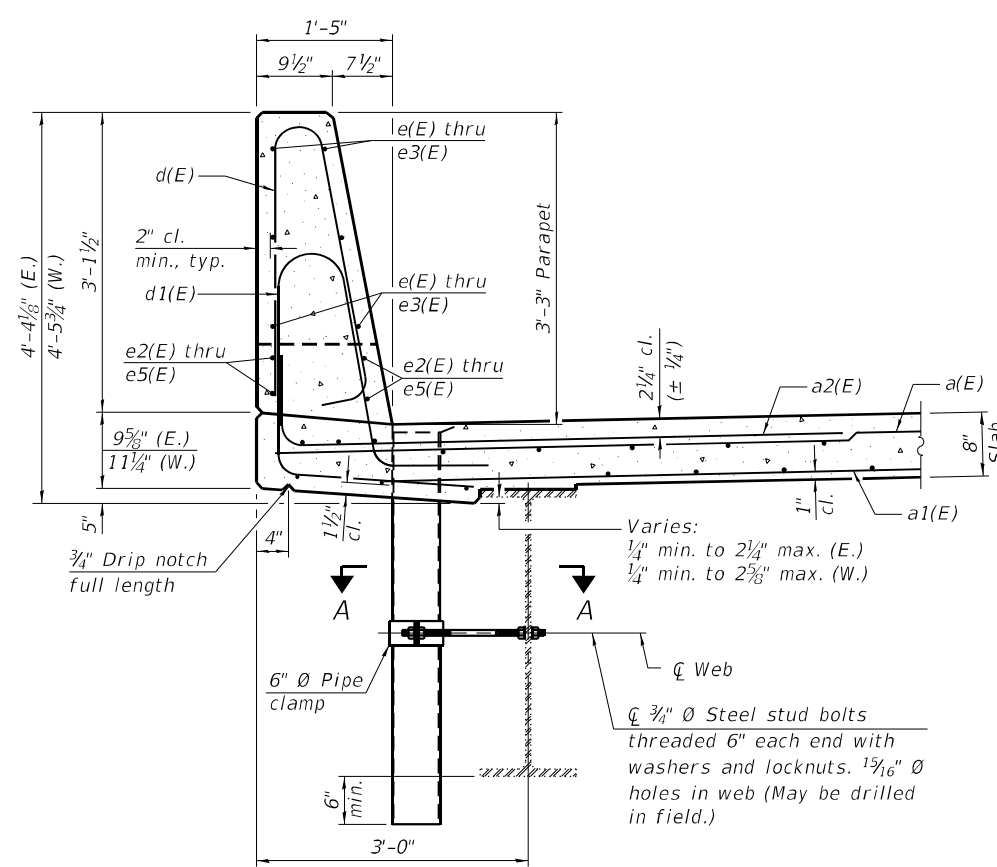
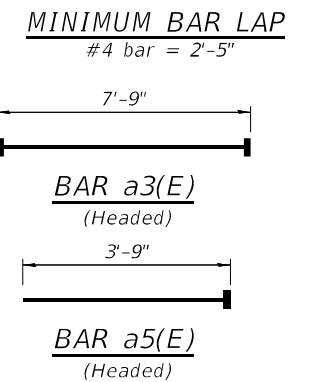
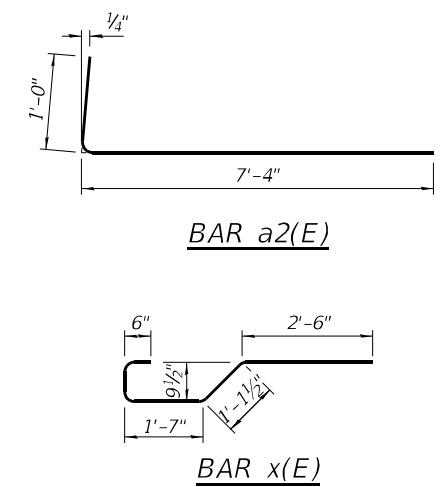
ILLINOIS FED. AID PROJECT



**INSIDE ELEVATION OF PARAPET**



**PARAPET JOINT DETAILS**



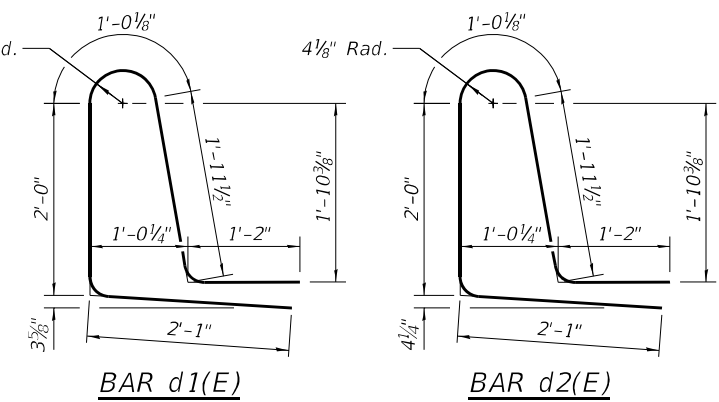
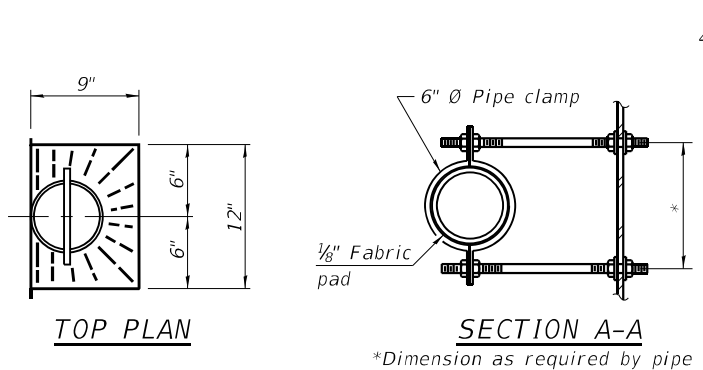
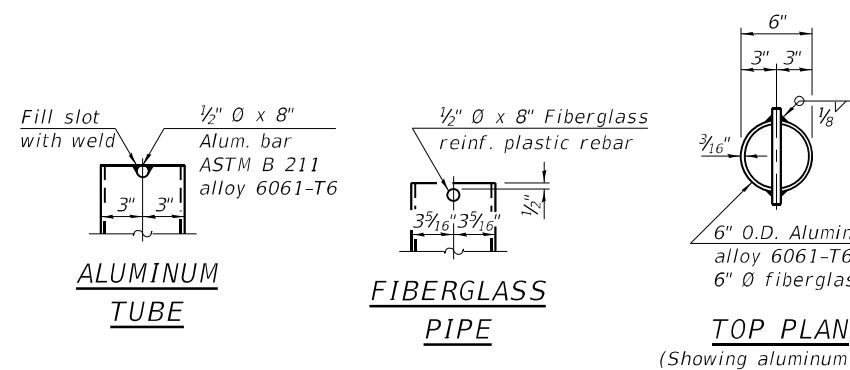
**SECTION THRU PARAPET**

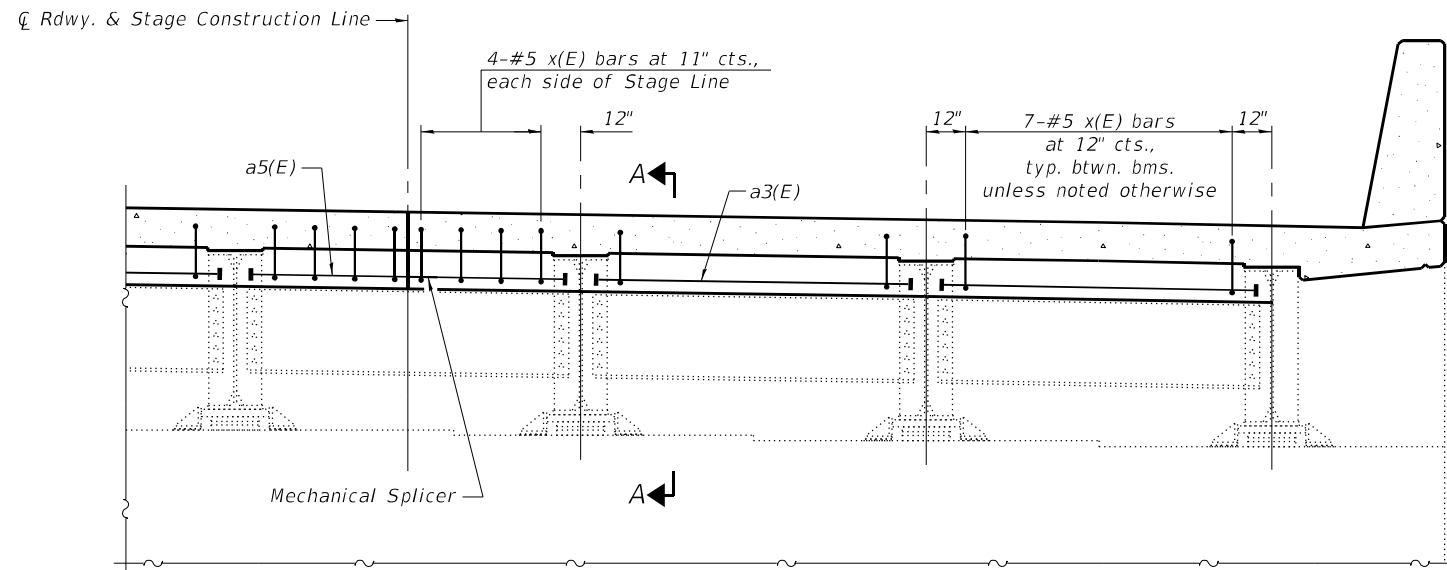
**Notes:**  
 Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
 The exterior surfaces of the floor drains shall be pigmented or painted to match the color of the adjacent beam.  
 The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.  
 The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.  
 The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.  
 The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.  
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

**SUPERSTRUCTURE BILL OF MATERIAL**

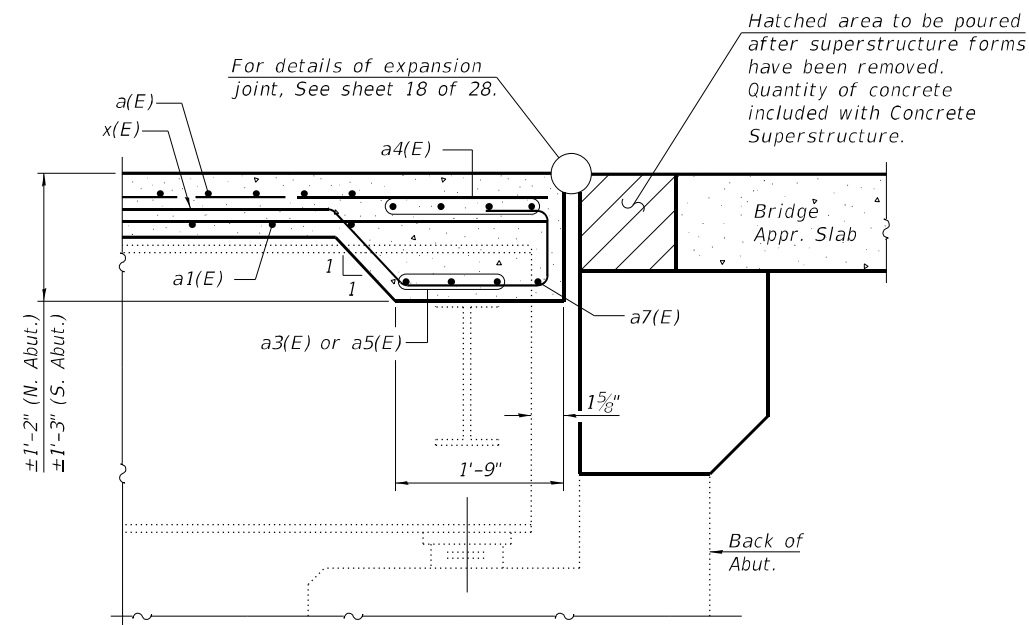
Bar	No.	Size	Length	Shape
a(E)	1146	#5	22'-8"	—
a1(E)	702	#5	22'-4"	—
a2(E)	1146	#6	8'-4"	—
a3(E)	24	#6	7'-9"	—
a4(E)	16	#6	22'-8"	—
a5(E)	12	#6	3'-9"	—
a6(E)	32	#5	1'-6"	—
a7(E)	4	#4	19'-9"	—
b(E)	500	#5	29'-10"	—
b1(E)	42	#6	44'-8"	—
b2(E)	84	#6	40'-9"	—
b3(E)	462	#5	27'-5"	—
d(E)	800	#5	6'-5"	—
d1(E)	400	#5	8'-3"	—
d2(E)	400	#5	8'-3"	—
e(E)	72	#4	16'-1"	—
e1(E)	72	#4	18'-0"	—
e2(E)	40	#4	9'-8"	—
e3(E)	80	#4	9'-2"	—
e4(E)	32	#4	25'-8"	—
e5(E)	32	#4	28'-6"	—
x(E)	72	#5	6'-6"	—
Reinforcement Bars, Epoxy Coated		Pound	111,790	
Concrete Superstructure		Cu. Yd.	407.2	

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





**DIAPHRAGM AT ABUTMENT**  
 (N. Abut. shown, S. Abut. similar)



**SECTION A-A**

Notes:  
 See sheet 11 of 28 for superstructure details and Bill of Material.  
 See sheet 27 of 28 for details of mechanical splicers.

DEA-SB<40-0

1-1-2020

**CEC**  
 ENGINEERS & SURVEYORS

Cummins  
 Engineering  
 Corporation

JOB = 2732.1  
 FILE = 025-0083-74A13-00-Diaphragm.dgn  
 DATE = 4/11/2023

DESIGNED - AAN  
 CHECKED - MDC  
 DRAWN - SJS  
 CHECKED - MDC

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

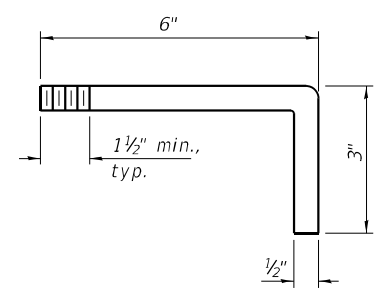
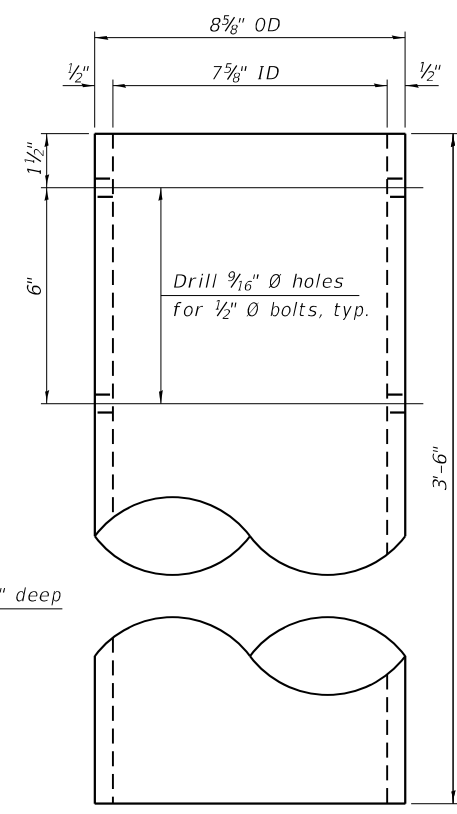
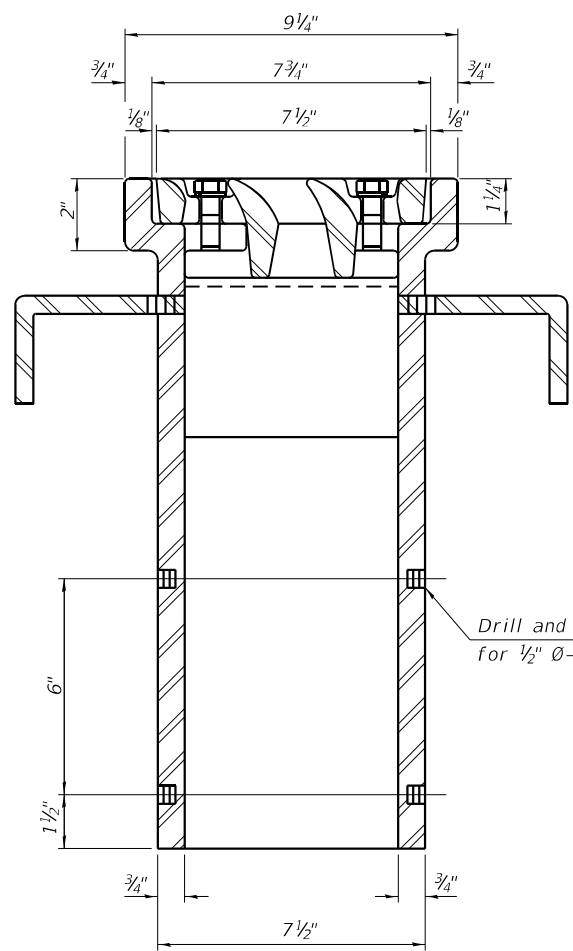
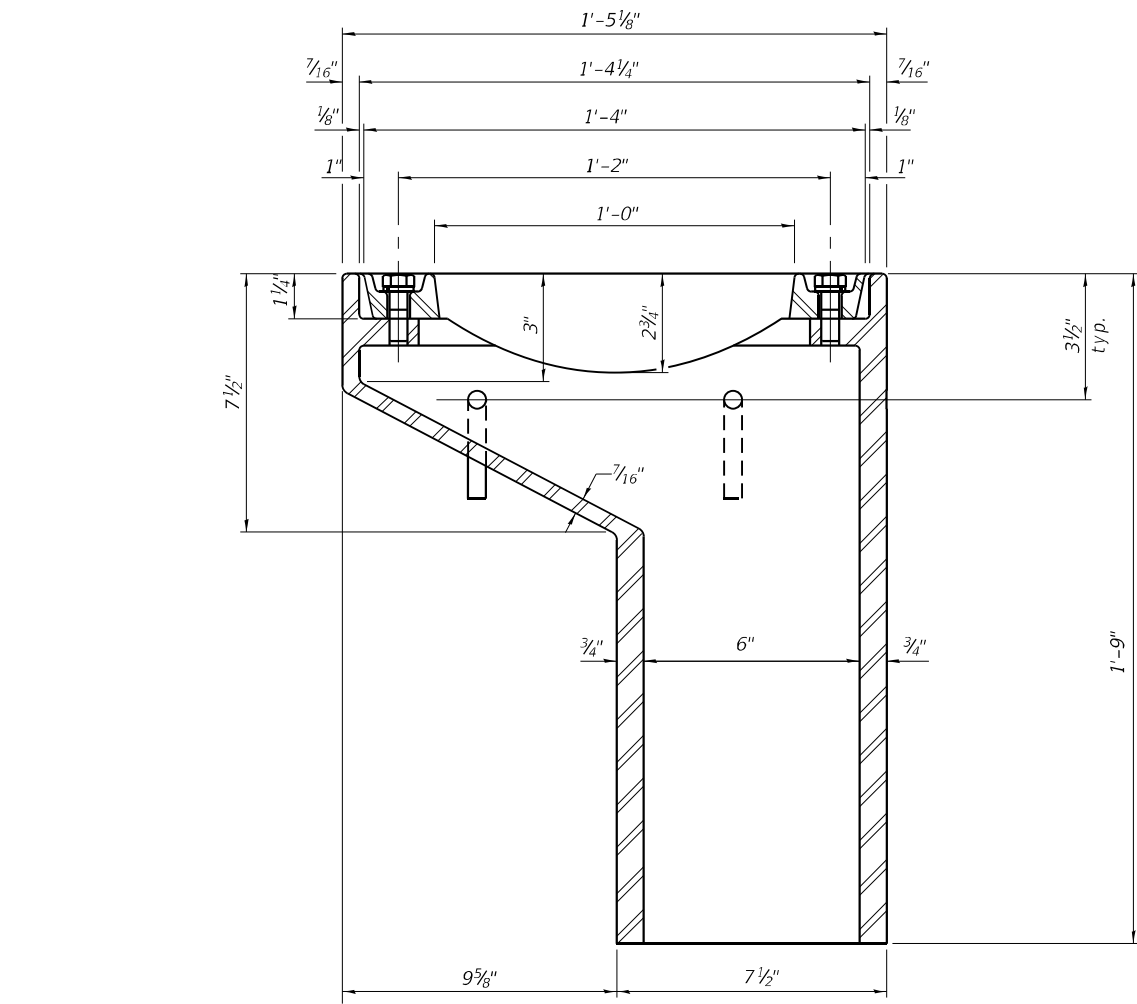
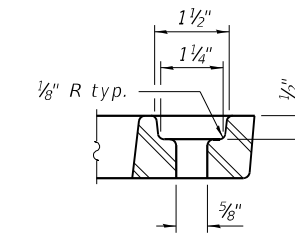
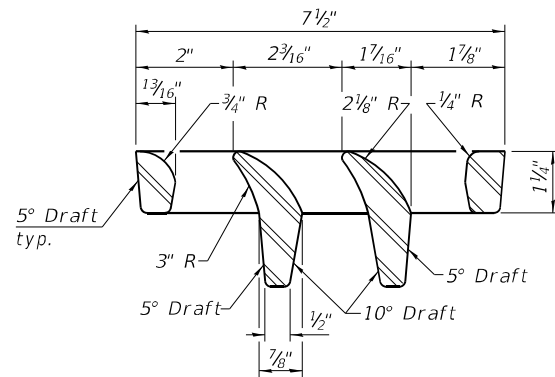
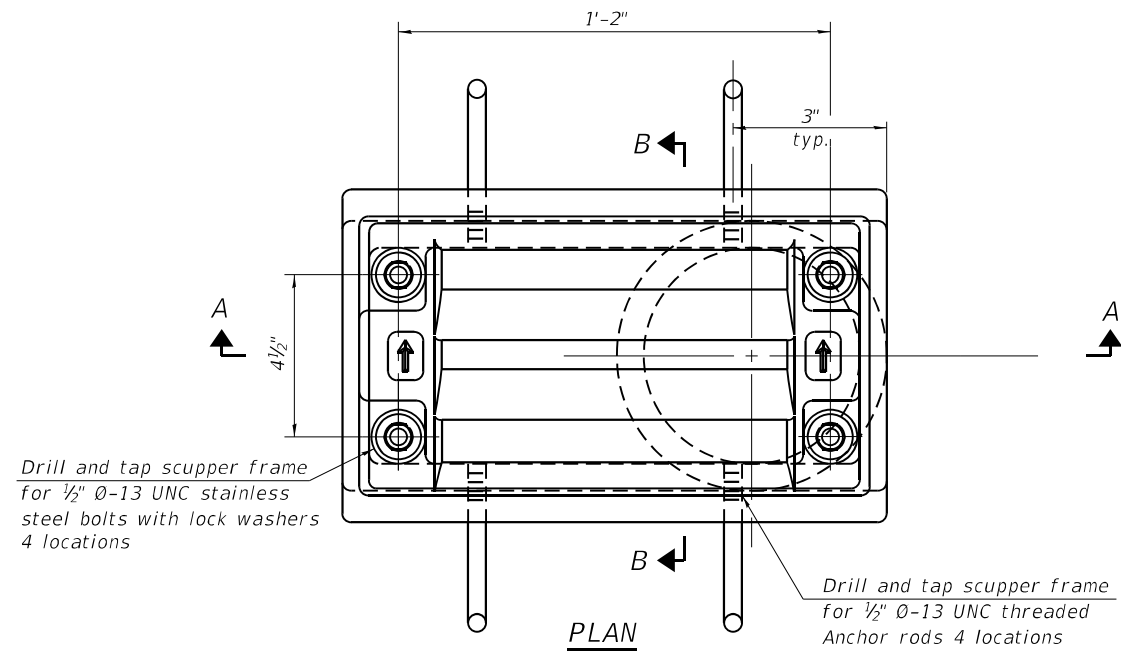
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS  
 STRUCTURE NO. 025-0083

SHEET NO. 12 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	37
CONTRACT NO. 74A13				

ILLINOIS FED. AID PROJECT



See sheet 10 of 28 for scupper location relative to parapet.

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.

Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.

Stainless steel hardware shall be according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.

Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.

As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.

Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be pigmented or painted to match the color of the adjacent beam.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scupper, DS-11.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DS-11

1-1-2020



Cummins Engineering Corporation  
 JOB = 2732.1  
 FILE = 025-0083-74A13-013-Scupper.dgn  
 DATE = 5/3/2023

DESIGNED - AAN  
 CHECKED - MDC  
 DRAWN - SJS  
 CHECKED - MDC

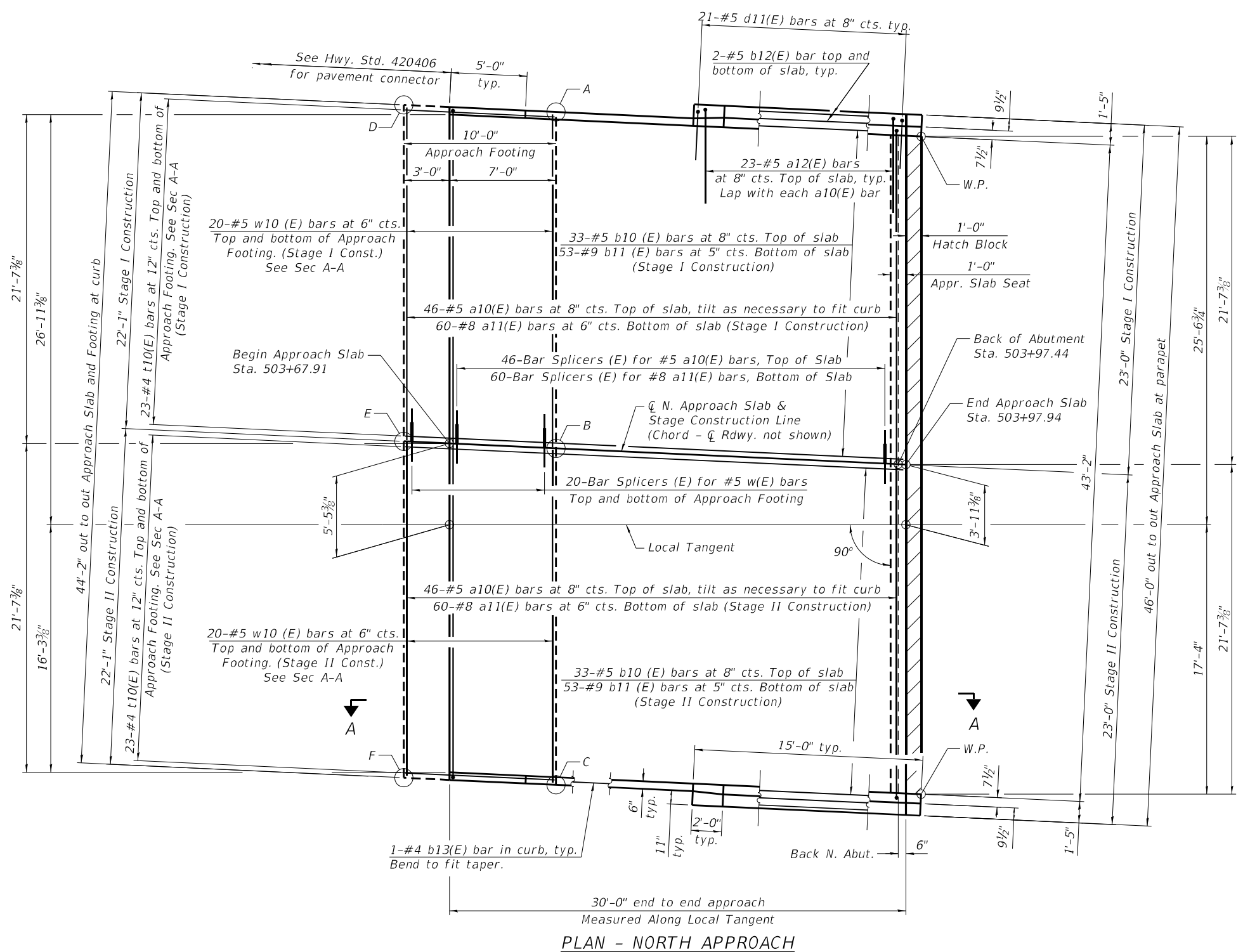
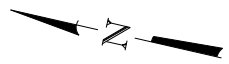
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11  
 STRUCTURE NO. 025-0083

SHEET NO. 13 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	38
				CONTRACT NO. 74A13
ILLINOIS FED. AID PROJECT				



**PLAN - NORTH APPROACH**

**TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING**

Point	Station	Offset	Top	Bottom
A	503+73.75	22.10' LT	494.92	494.09
B	503+74.91	0.02' LT	495.87	495.04
C	503+76.06	22.06' RT	496.83	496.00
D	503+63.68	22.07' LT	494.88	494.05
E	503+64.90	0.01' RT	495.84	495.01
F	503+66.10	22.09' RT	496.79	495.96

Note:  
See sheet 17 of 28 for Section A-A.

(Sheet 1 of 4)



JOB = 2732.1	DESIGNED - AAN	REVISED -
FILE = 025-0083-74A13-00-ApprDetails.dgn	CHECKED - MDC	REVISED -
DATE = 4/11/2023	DRAWN - SJS	REVISED -
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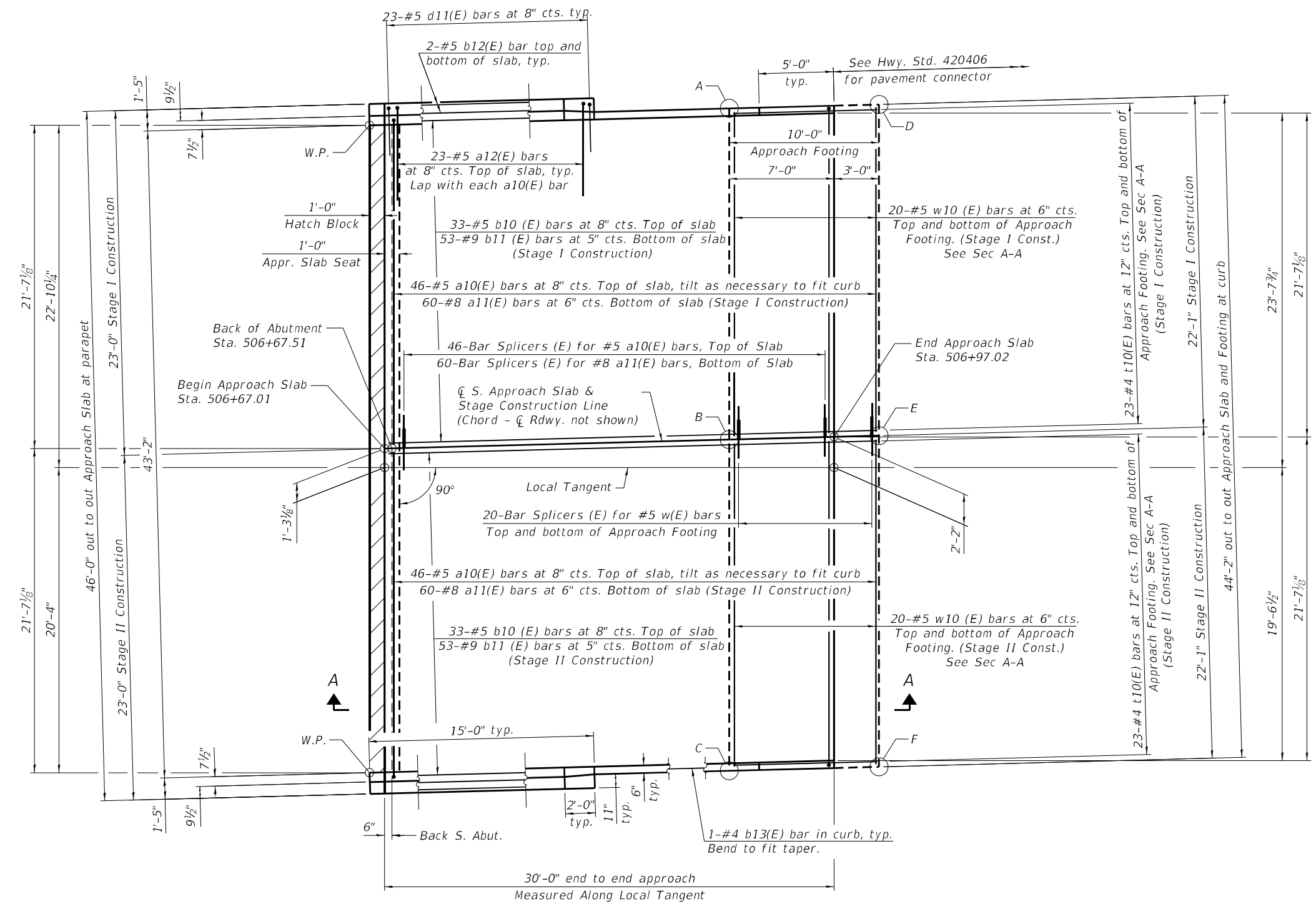
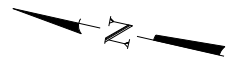
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 025-0083**

SHEET NO. 14 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	39
CONTRACT NO. 74A13				

ILLINOIS FED. AID PROJECT



**PLAN - SOUTH APPROACH**

**TOP AND BOTTOM ELEVATIONS  
FOR APPROACH FOOTING**

Point	Station	Offset	Top	Bottom
A	506+90.74	22.11' LT	494.04	493.21
B	506+90.02	0.02' LT	494.99	494.16
C	506+89.32	22.06' RT	495.95	495.12
D	507+00.8	22.07' LT	493.94	493.11
E	507+00.03	0.01' RT	494.90	494.07
F	506+99.26	22.09' RT	495.86	495.03

Note:  
See sheet 17 of 28 for Section A-A.

(Sheet 2 of 4)



JOB = 2732.1	DESIGNED - AAN	REVISED -
FILE = 025-0083-74A13-00-ApprDetails.dgn	CHECKED - MDC	REVISED -
DATE = 4/11/2023	DRAWN - SJS	REVISED -
	CHECKED - MDC	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

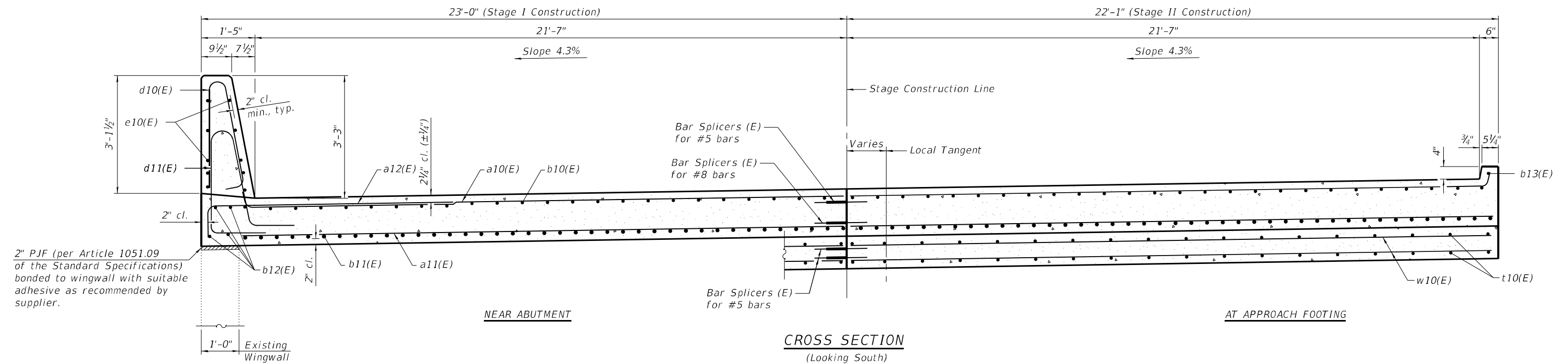
**BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 025-0083**

SHEET NO. 15 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	40
CONTRACT NO. 74A13				

ILLINOIS FED. AID PROJECT

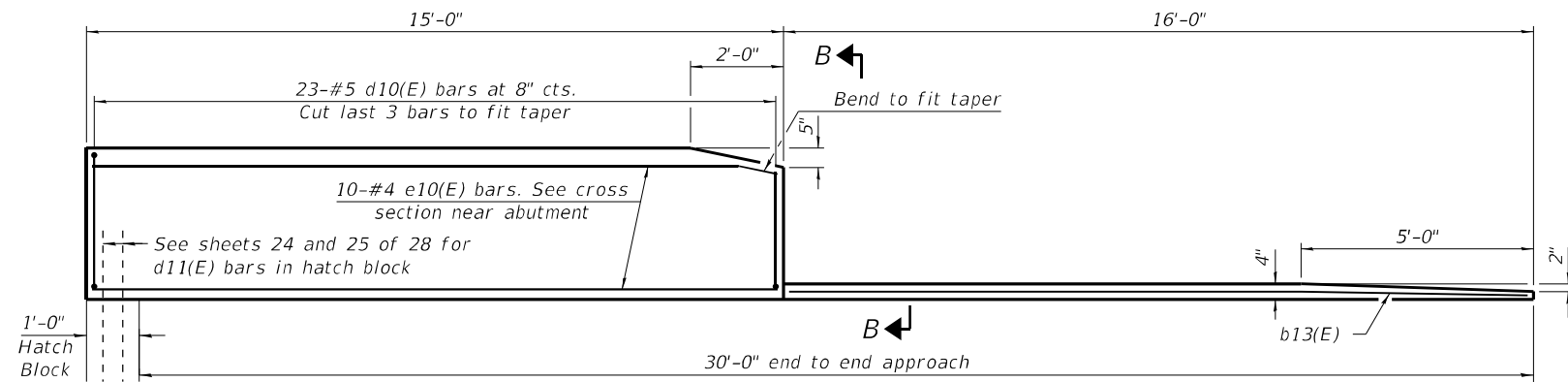




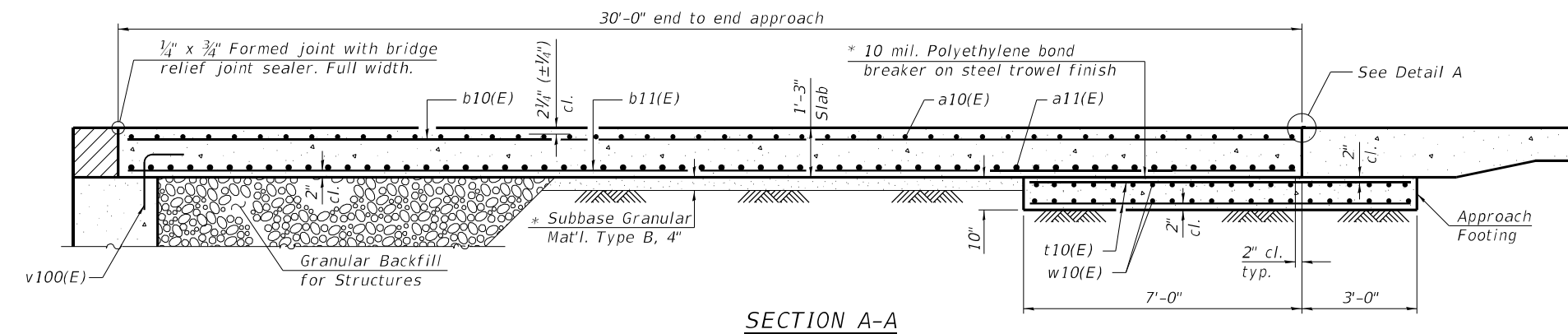
(Sheet 3 of 4)

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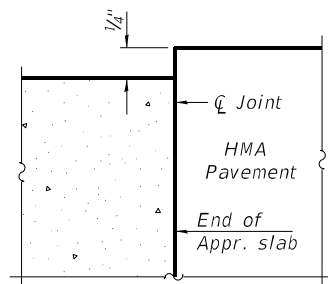
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	41
			CONTRACT NO. 74A13	



INSIDE ELEVATION OF PARAPET AND CURB



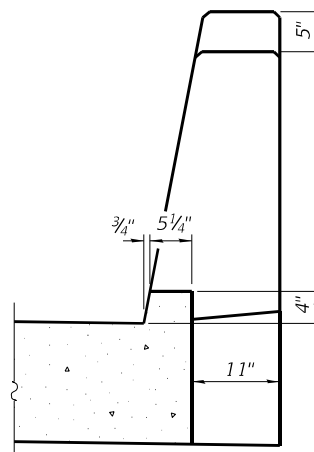
SECTION A-A



FLEXIBLE PAVEMENT

DETAIL A

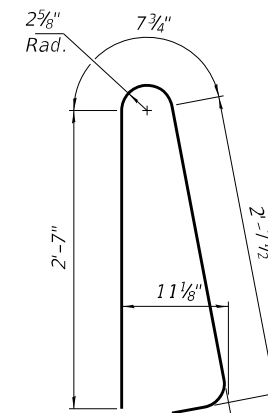
\* Cost included with Concrete Superstructure (Approach Slab).



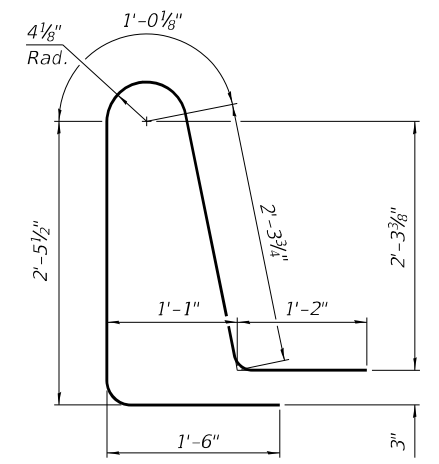
VIEW B-B

Notes:

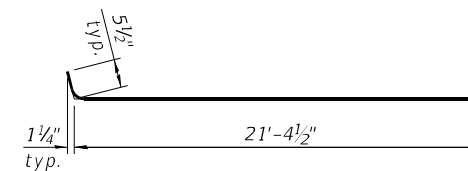
- Parapet concrete shall be paid for as Concrete Superstructure.
- Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
- Approach footing concrete shall be paid for as Concrete Structures.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- Cost of excavation for approach footing included with Concrete Structures.
- For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 28.



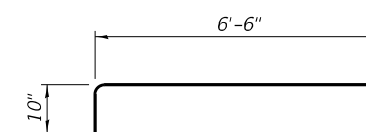
BAR d10(E)



BAR d11(E)



BAR a10(E)

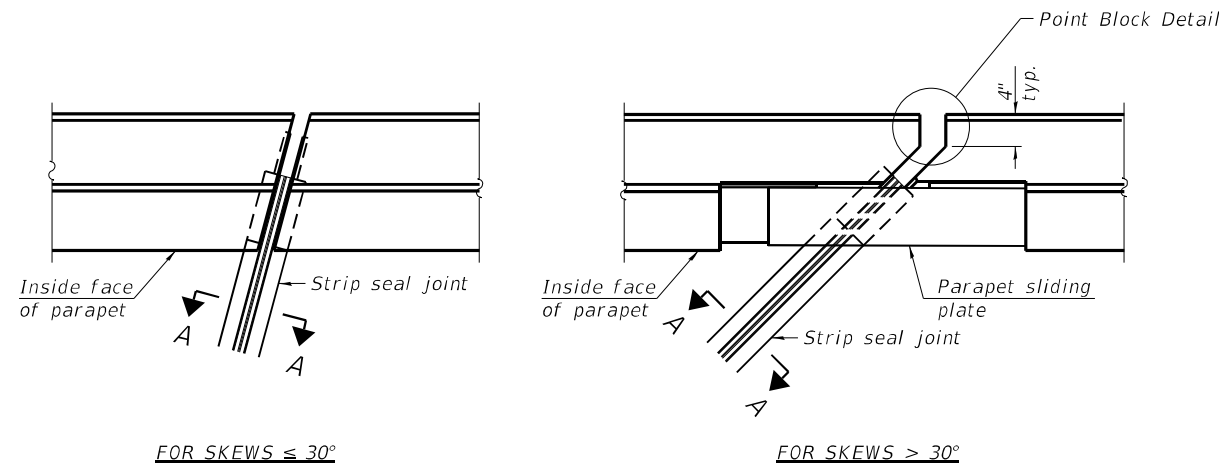


BAR a12(E)

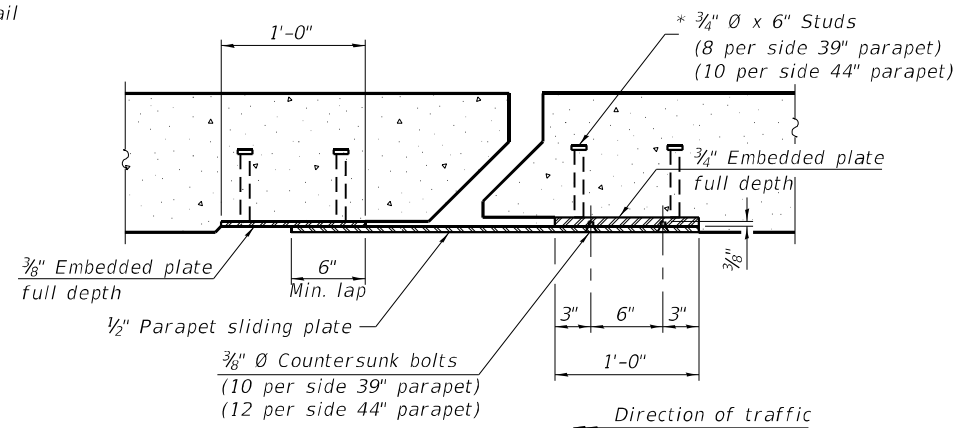
TWO APPROACHES  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	184	#5	21'-9"	—
a11(E)	240	#8	21'-9"	—
a12(E)	92	#5	7'-4"	—
b10(E)	132	#5	29'-8"	—
b11(E)	212	#9	29'-8"	—
b12(E)	16	#5	13'-8"	—
b13(E)	4	#4	15'-8"	—
d10(E)	92	#5	6'-5"	⤴
d11(E)	84	#5	8'-6"	⤴
e10(E)	40	#4	14'-8"	—
t10(E)	184	#4	9'-8"	—
w10(E)	160	#5	21'-9"	—
Concrete Superstructure			Cu. Yd.	7.8
Concrete Superstructure (Approach Slab)			Cu. Yd.	125.6
Concrete Structures			Cu. Yd.	27.2
Reinforcement Bars, Epoxy Coated			Pound	51,130

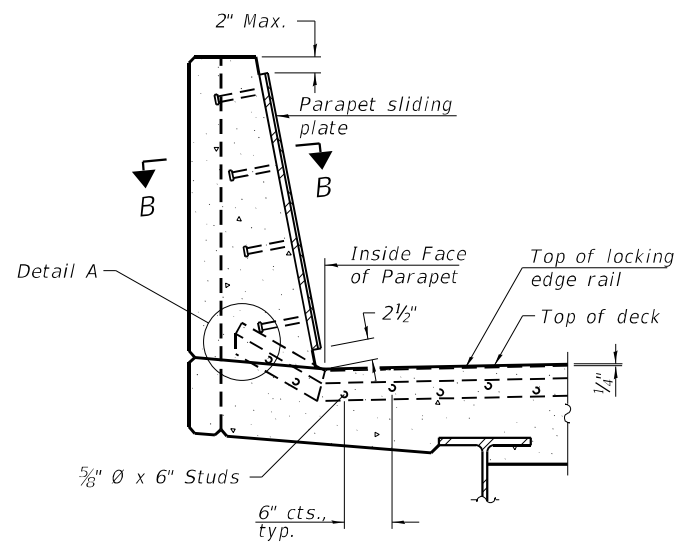
(Sheet 4 of 4)



PLAN AT PARAPET

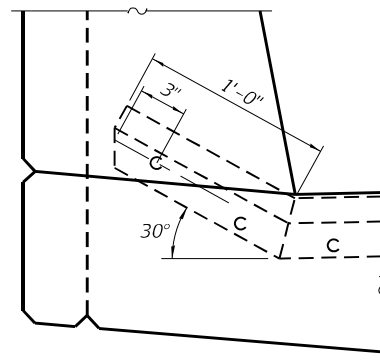


SECTION B-B

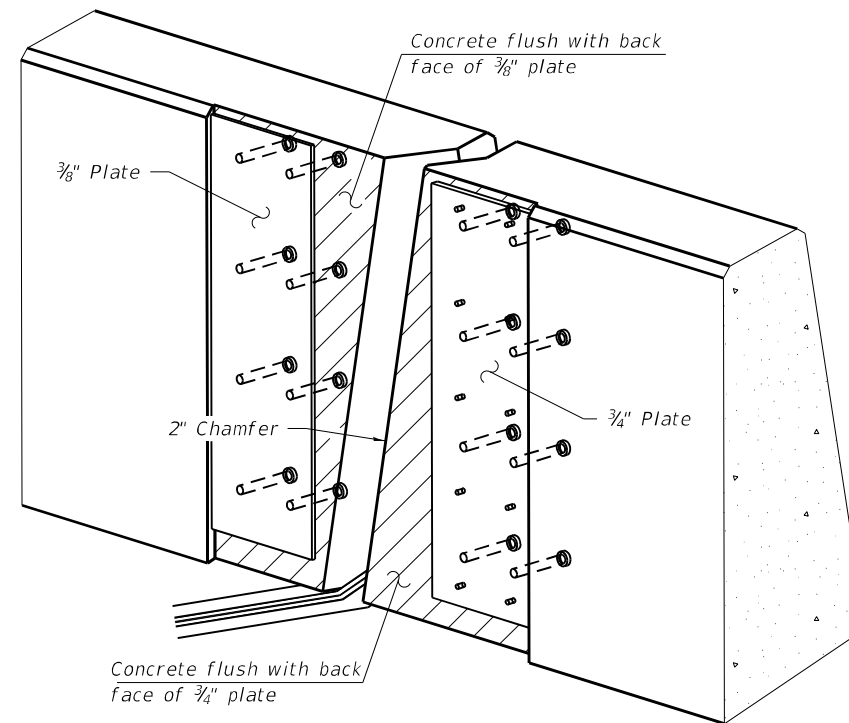


SECTION AT PARAPET

(Skews  $> 30^\circ$  shown. Skews  $\leq 30^\circ$  similar except as shown in plan view.)

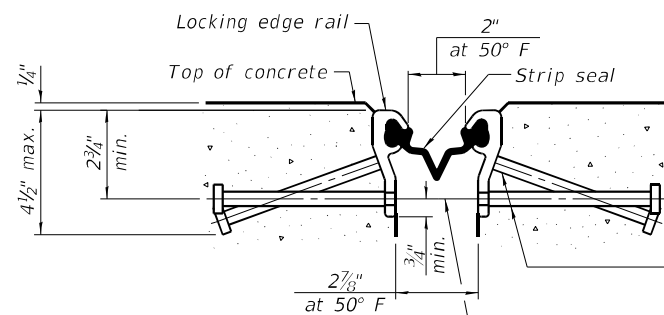


DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)



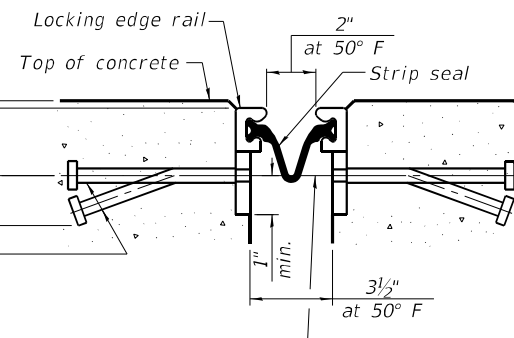
SHOWING ROLLED RAIL JOINT

\* 5/8"  $\emptyset$  x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

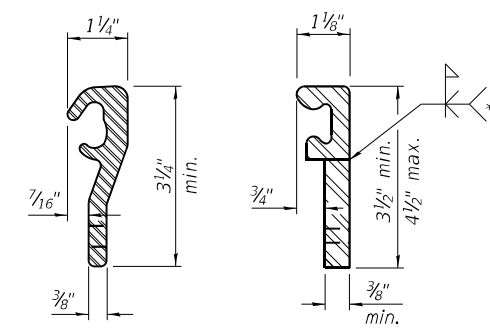
3/8"  $\phi$  threaded rods in 1/16"  $\phi$  holes at  $\pm 4'-0"$  cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

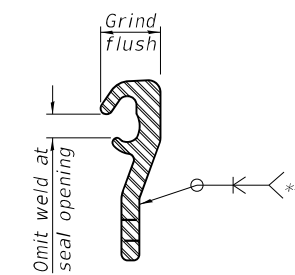


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

\*\* Back gouge not required if complete joint penetration is verified by mock-up.



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	91

EJ-SS

1-1-2020

**CEC**  
ENGINEERS & SURVEYORS

Cummins Engineering Corporation  
JOB = 2732.1  
FILE = 025-0083-74A13-00-JointSeal.dgn  
DATE = 4/11/2023

DESIGNED - AAN  
CHECKED - MDC  
DRAWN - SJS  
CHECKED - MDC

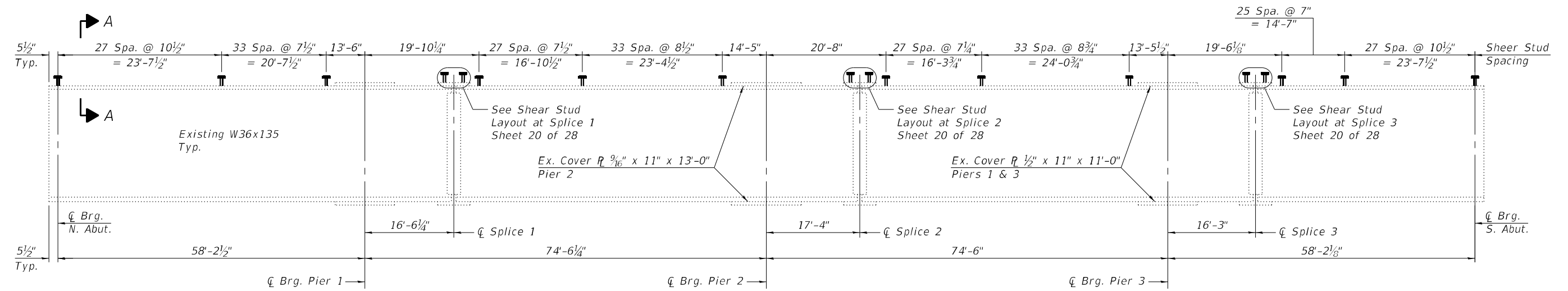
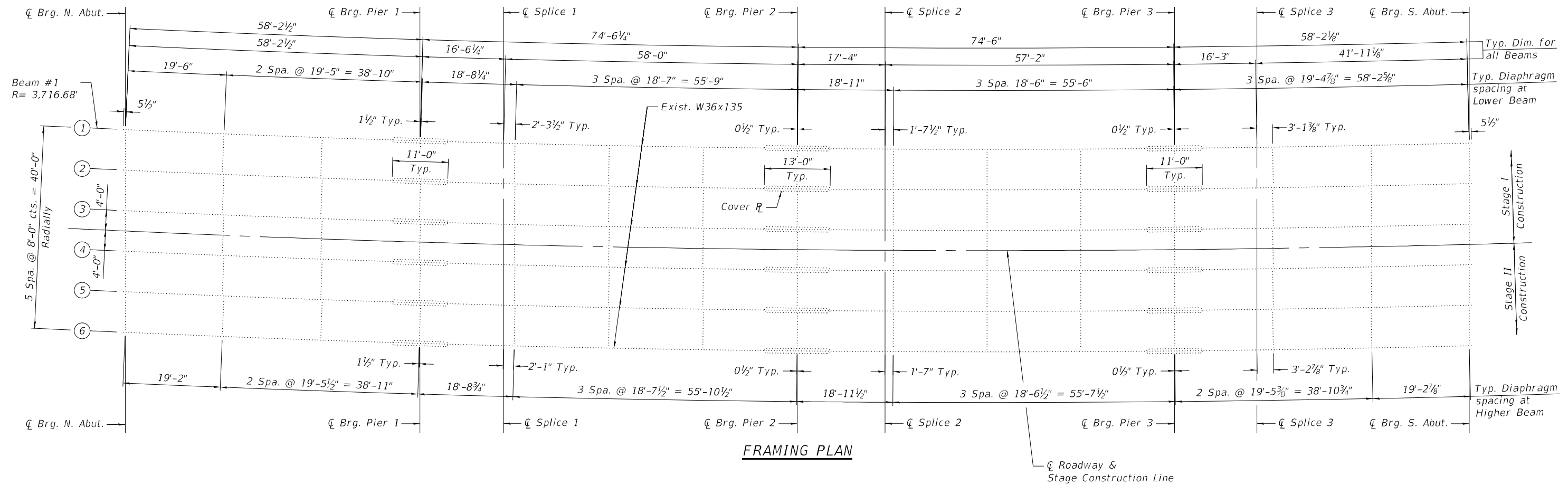
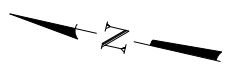
REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 025-0083

SHEET NO. 18 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	43
ILLINOIS FED. AID PROJECT			CONTRACT NO. 74A13	



(Sheet 1 of 2)

<b>CEC</b> ENGINEERS & SURVEYORS	Cummins Engineering Corporation	JOB = 2732.1	DESIGNED - AAN	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>STRUCTURAL STEEL DETAILS</b> <b>STRUCTURE NO. 025-0083</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		FILE = 025-0083-74A13-00-StrSteel.dgn	CHECKED - MDC	REVISED -			328A	3-1 BR	EFFINGHAM	53	44
		DATE = 4/11/2023	DRAWN - SJS	REVISED -			CONTRACT NO. 74A13			ILLINOIS FED. AID PROJECT	
			CHECKED - MDC	REVISED -	SHEET NO. 19 OF 28 SHEETS						

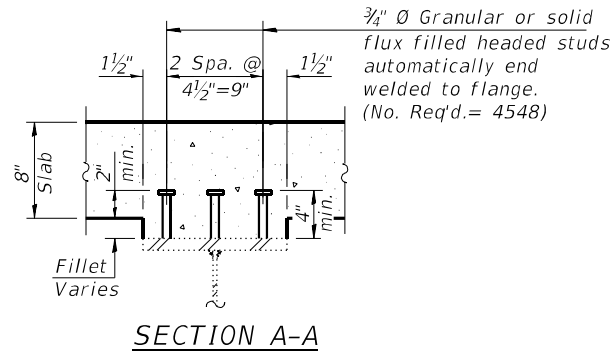
**TOP OF EXISTING BEAM ELEVATIONS**

(For Information Only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
Cl Brg. N. Abut.	495.43	495.77	496.11	496.46	496.80	497.18
Cl Brg. Pier 1	495.41	495.75	496.09	496.44	496.78	497.13
Cl Splice 1	495.40	495.74	496.08	496.43	496.77	497.12
Cl Brg. Pier 2	495.26	495.60	495.94	496.29	496.63	496.98
Cl Splice 2	495.22	495.56	495.90	496.25	496.59	496.94
Cl Brg. Pier 3	494.92	495.26	495.60	495.95	496.29	496.64
Cl Splice 3	494.84	495.18	495.52	495.87	496.21	496.56
Cl Brg. S. Abut.	494.60	494.94	495.28	495.63	495.97	496.32

Note:

Elevations have been taken from the existing plans and reduced by 0.31 to match the new benchmark datum. All elevations are to top of W36x135 beam.

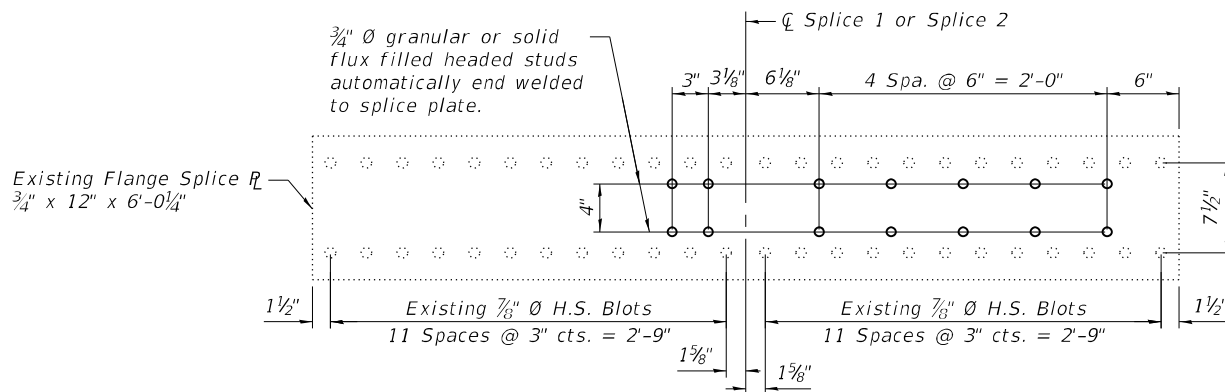


INTERIOR GIRDER MOMENT TABLE					
		0.4 Sp. 1 or 0.6 Sp. 4	Pier 1 or Pier 3	0.5 Sp. 2 or 3	Pier 2
$I_s$	(in <sup>4</sup> )	7,800	11,384	7,800	11,846
$I_c(n)$	(in <sup>4</sup> )	22,644	-	22,644	-
$I_c(3n)$	(in <sup>4</sup> )	17,000	-	17,000	-
$S_s$	(in <sup>3</sup> )	439	622	439	645
$S_c(n)$	(in <sup>3</sup> )	672	-	672	-
$S_c(3n)$	(in <sup>3</sup> )	611	-	611	-
$S_l$	(in <sup>3</sup> )	19	-	19	-
$\rho$	(k/')	0.987	1.342	0.987	1.342
$M\rho$	(k)	222	577	221	649
$s\rho$	(k/')	0.355	-	0.355	-
$M_s\rho$	(k)	93	-	109	-
$M_l$	(k)	490	318	533	356
$MI$	(k)	132	83	133	94
$^5_3[M_l + MI]$	(k)	1,037	669	1,110	750
$Ma$	(k)	1,758	1,620	1,872	1,819
$Mbl$	(k)	6	-	7	-
$fs\rho$ (non-comp)	(ksi)	6.1	11.1	6.1	12.1
$fs\rho$ (comp)	(ksi)	1.8	-	2.1	-
$fs^5_3 [M_l + MI]$	(ksi)	18.5	12.9	19.8	14.0
$fl$	(ksi)	3.8	-	4.2	-
$fs(Overload)$	(ksi)	26.4	24.0	28.0	26.1
$fs(Total)$	(ksi)	34.3	31.3	36.4	33.8
$Fcr(Overload)$	(ksi)	47.5	47.5	47.5	47.5
$VR$	(k)	60.2	-	46.9	-
$Fcr$	(ksi)	50.0	-	50.0	-

INTERIOR GIRDER REACTION TABLE				
		Abutment	Pier 1 or 3	Pier 2
$R\rho$	(k)	29.1	98.3	101.4
$R_l$	(k)	42.9	53.1	56.0
$R_t$	(k)	11.6	13.8	14.0
$R_{Total}$	(k)	83.6	165.2	171.4

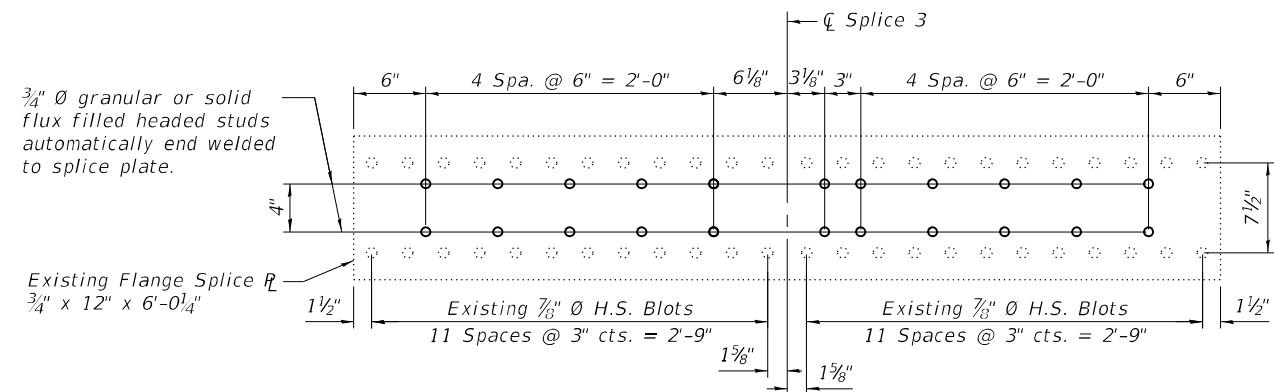
- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $fs(Total$  and  $Overload)$  due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $fs(Total$  and  $Overload)$  due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $fs(Total$  and  $Overload)$  due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).
- $S_l$ : Section modulus of one flange plate for lateral flange bending (in.<sup>3</sup>).
- $\rho$ : Un-factored non-composite dead load (kips/ft.).
- $M\rho$ : Un-factored moment due to non-composite dead load (kip-ft.).
- $s\rho$ : Un-factored long-term composite (superimposed) dead load (kips/ft.).
- $M_s\rho$ : 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.).
- $1.3 [M\rho + M_s\rho + \frac{5}{3} (M_l + MI)]$
- $Mbl$ : Factored lateral bending moment for flange plate (kip-ft.).
- $fl$ : Factored calculated normal stress at the edge of flange due to lateral bending (ksi).
- $fs(Overload)$ : Sum of stresses as computed from the moments below (ksi).
- $M\rho + M_s\rho + \frac{5}{3} (M_l + MI)$
- $fs(Total)$ : Sum of stresses as computed from the moments below (ksi).
- $1.3 [M\rho + M_s\rho + \frac{5}{3} (M_l + MI)]$
- $Fcr(Overload)$ : Critical average flange stress at overload computed according to the 2003 AASHTO Guide Specifications for Horizontally Curved Steel Girder Highway Bridges Section 9.5 (ksi).
- $Fcr$ : Critical average flange stress (smaller of  $Fcr1$  or  $Fcr2$  for partially braced flanges and  $F$  for continuously braced flanges) computed according to the 2003 AASHTO Guide Specifications for Horizontally Curved Steel Girder Highway Bridges (Sections 5.2, 5.3 and 5.4) (ksi).
- $VR$ : Maximum  $l$  + impact shear range within span for stud shear connector design (kips).

Note:  
 $M_l$  and  $R_t$  include the effects of centrifugal force and superelevation.



**SHEAR STUD LAYOUT AT SPLICE 1 & 2**

Showing location of new 3/4" Ø granular or solid flux filled headed studs automatically end welded to splice plate. Locate studs as shown at Splices 1 & 2.



**SHEAR STUD LAYOUT AT SPLICE 3**

Showing location of new 3/4" Ø granular or solid flux filled headed studs automatically end welded to splice plate. Locate studs as shown at Splice 3.

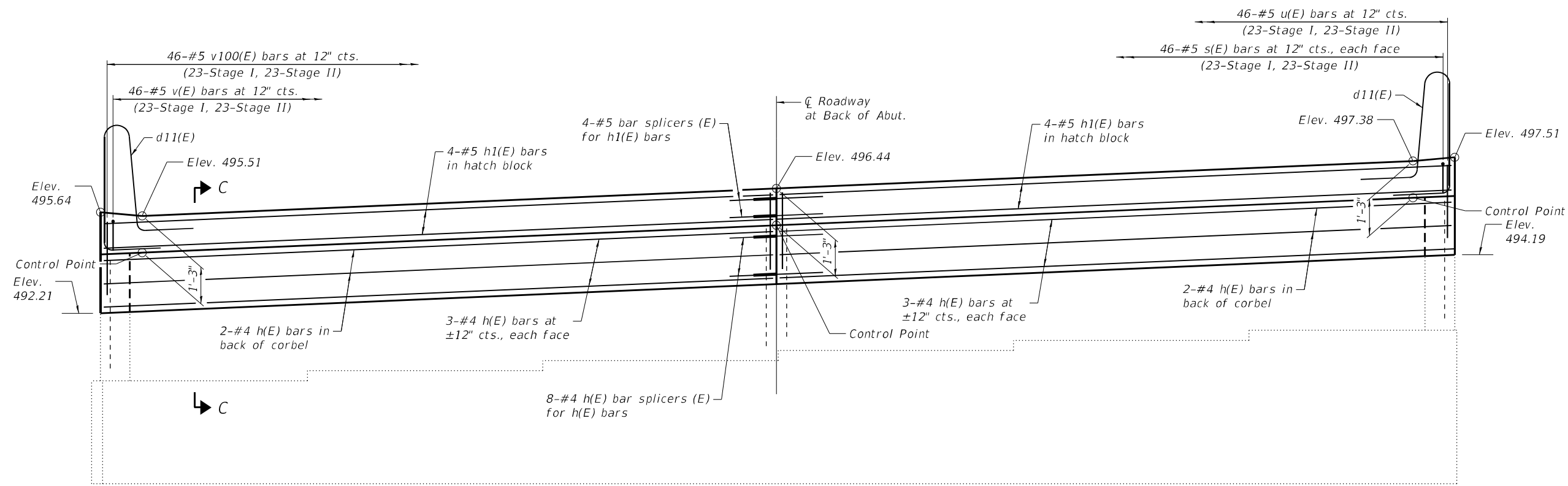
(Sheet 2 of 2)





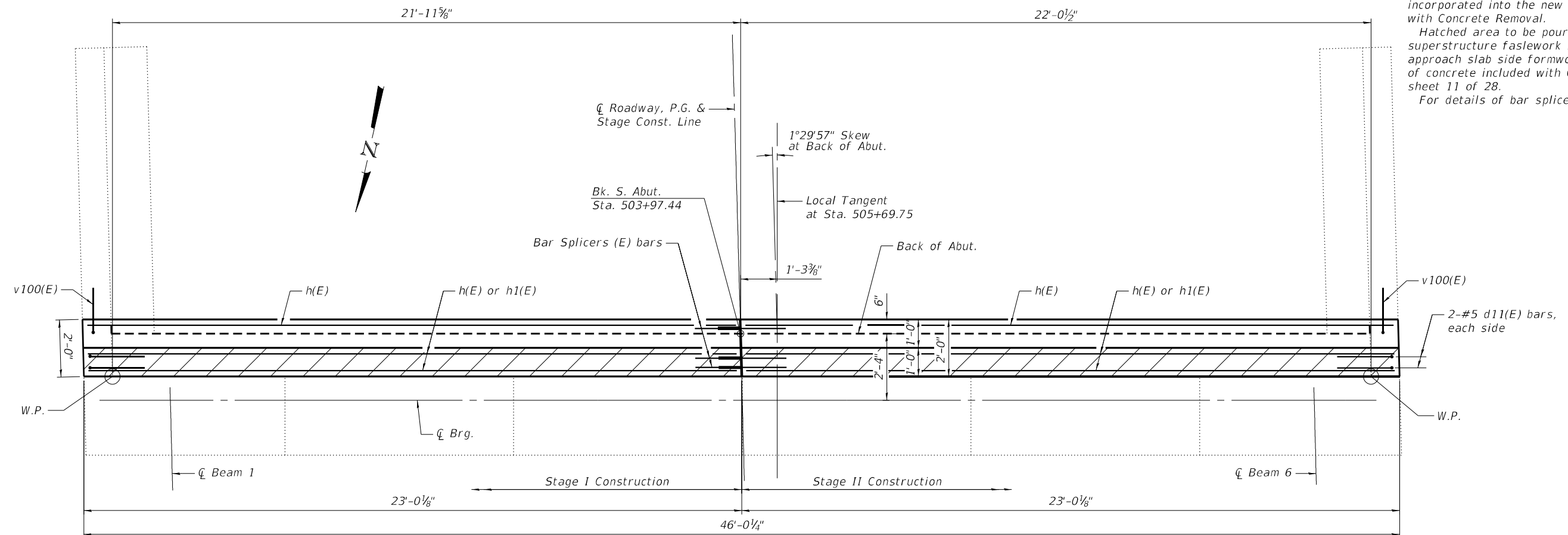






**ELEVATION - SOUTH ABUTMENT**  
(Looking South)

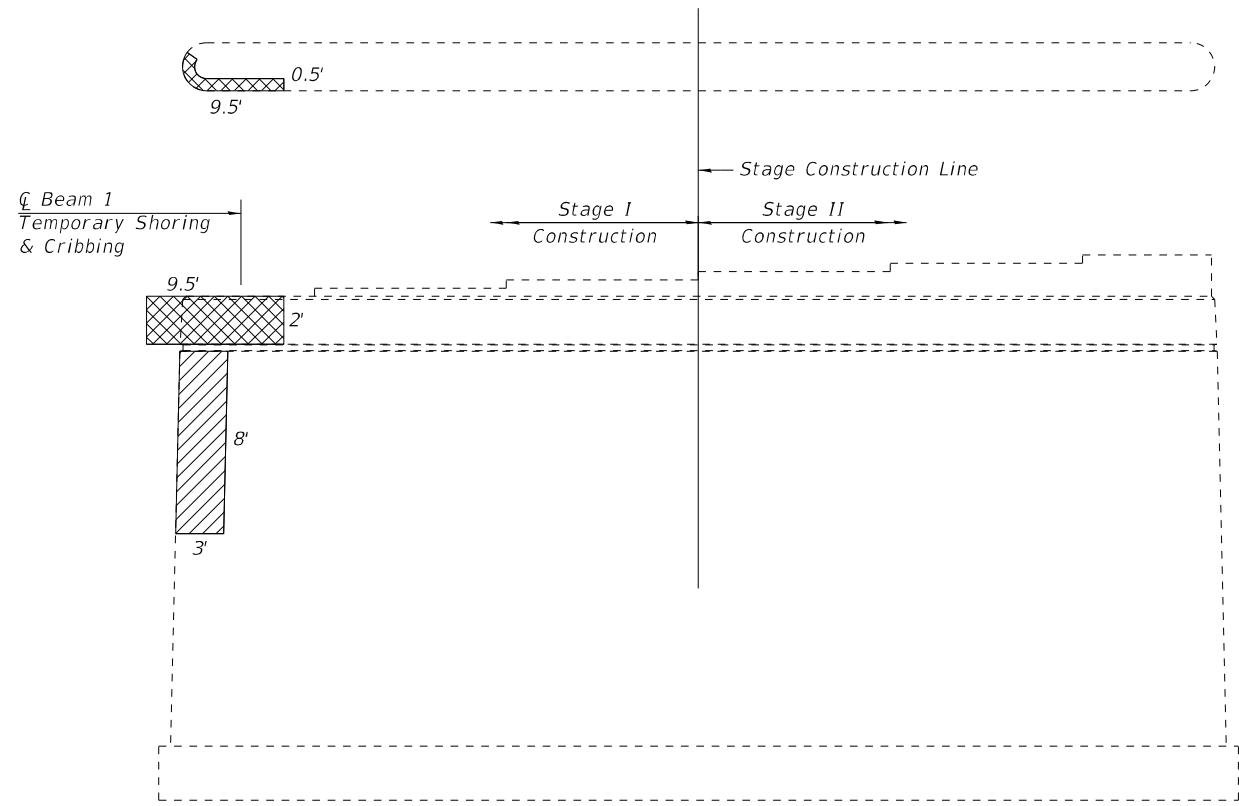
Notes:  
Existing reinforcement extending into new concrete areas shown above shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal.  
Hatched area to be poured separately after superstructure falsework has been removed and after approach slab side formwork has been removed. Quantity of concrete included with Concrete Superstructure on sheet 11 of 28.  
For details of bar splicers see sheet 27 of 28.



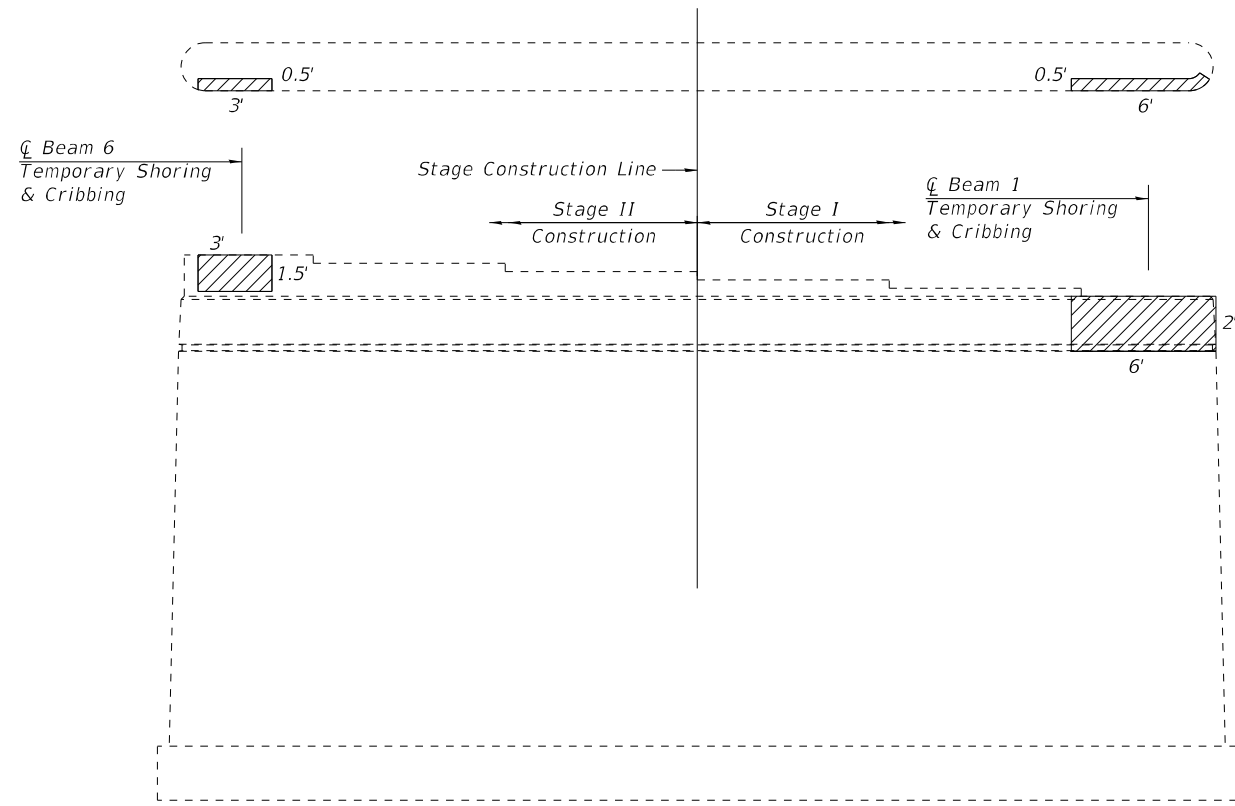
**PLAN - SOUTH ABUTMENT**

(Sheet 2 of 3)

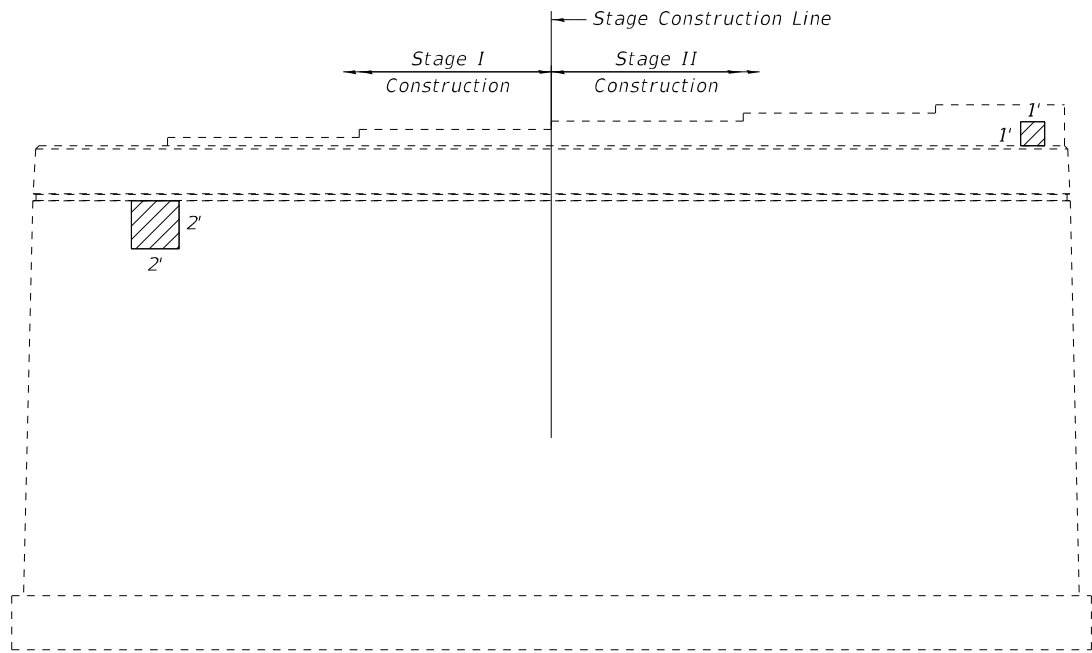




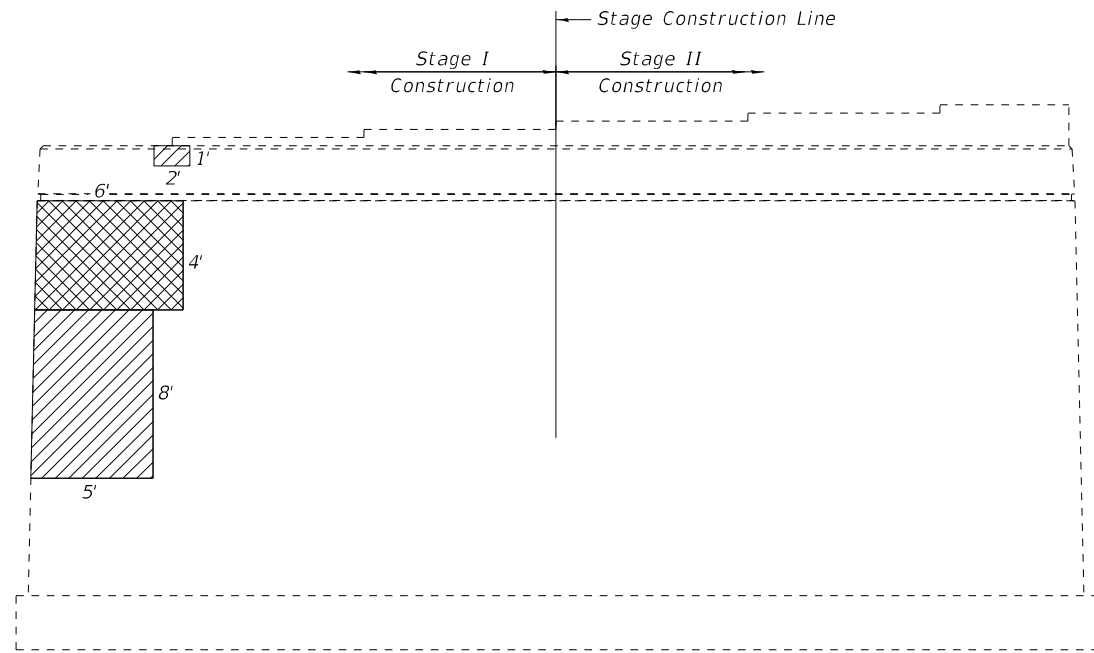
**PIER 1**  
(Looking South)



**PIER 3**  
(Looking North)



**PIER 2**  
(Looking South)



**PIER 3**  
(Looking South)

**LEGEND**

- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
- Structural Repair of Concrete (Depth Greater Than 5 Inches)

**PIER 1 / PIER 3  
BEAM REACTION**

(Steel only - service load reaction for one beam line)

$R_{DL}$  (k) 10.0

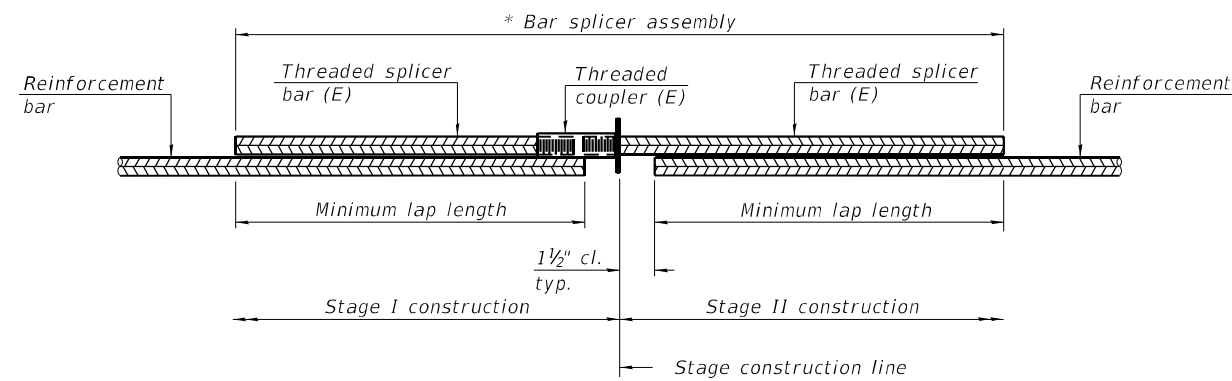
Min. Jack Capacity = 8 Ton (Without Deck)

**Note:**

Beam line 1 shall be temporarily supported at Pier 1 and Pier 3. Beam line 6 shall be temporarily supported at Pier 3. Temporary supports shall be installed before concrete repairs are made below the bearing seats. See special provision for "Temporary Shoring and Cribbing."

**PIER REPAIR**

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	92
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	48
Temporary Shoring and Cribbing	Each	3



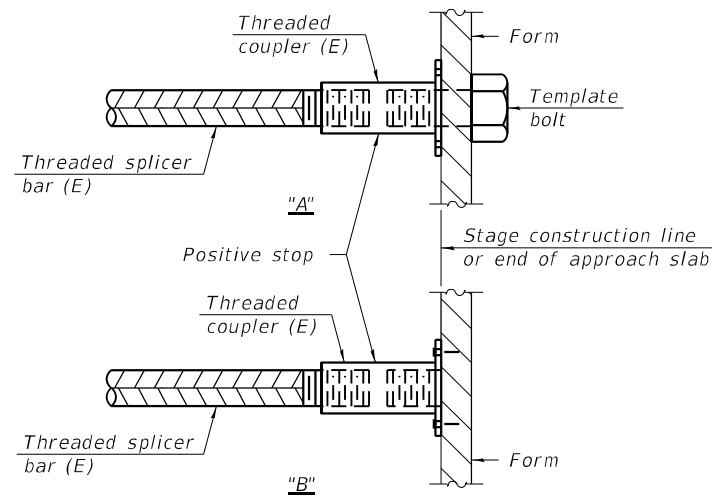
**STANDARD BAR SPLICER ASSEMBLY PLAN**

(All components shall be provided from one supplier)

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Deck End-Top	#5	8	3'-6"
Deck-Top	#5	573	3'-6"
Deck-Bottom	#5	351	3'-6"
Deck End-Bottom	#4	2	2'-8"
Appr. Slab-Top	#5	92	3'-4"
Appr. Slab-Bottom	#8	120	4'-9"
Appr. Footing-Top	#5	40	3'-2"
Appr. Footing-Bottom	#5	40	3'-2"
Abut. Back Wall	#4	16	2'-8"
Abut. Hatch Block	#5	8	2'-5"

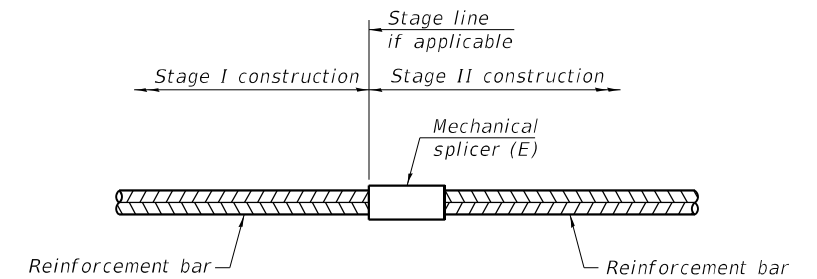


**INSTALLATION AND SETTING METHODS**

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

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

(E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required
Slab Ends-Bottom	#6	6

**Notes:**

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

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

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

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

BSD-1

1-1-2020



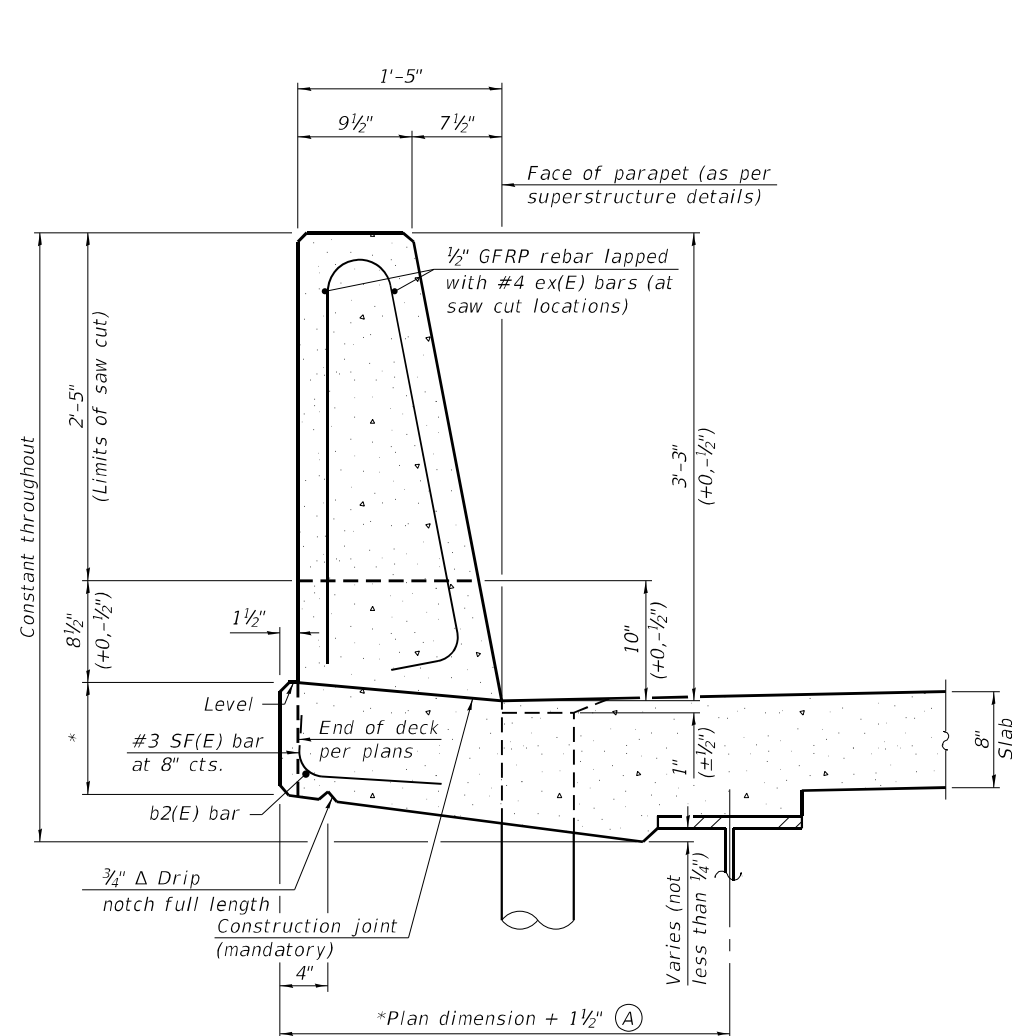
JOB = 2732.1	DESIGNED - AAN	REVISED -
FILE = 025-0083-74A13-00-Splicer.dgn	CHECKED - MDC	REVISED -
DATE = 4/11/2023	DRAWN - SJS	REVISED -
	CHECKED - MDC	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
STRUCTURE NO. 025-0083

SHEET NO. 27 OF 28 SHEETS

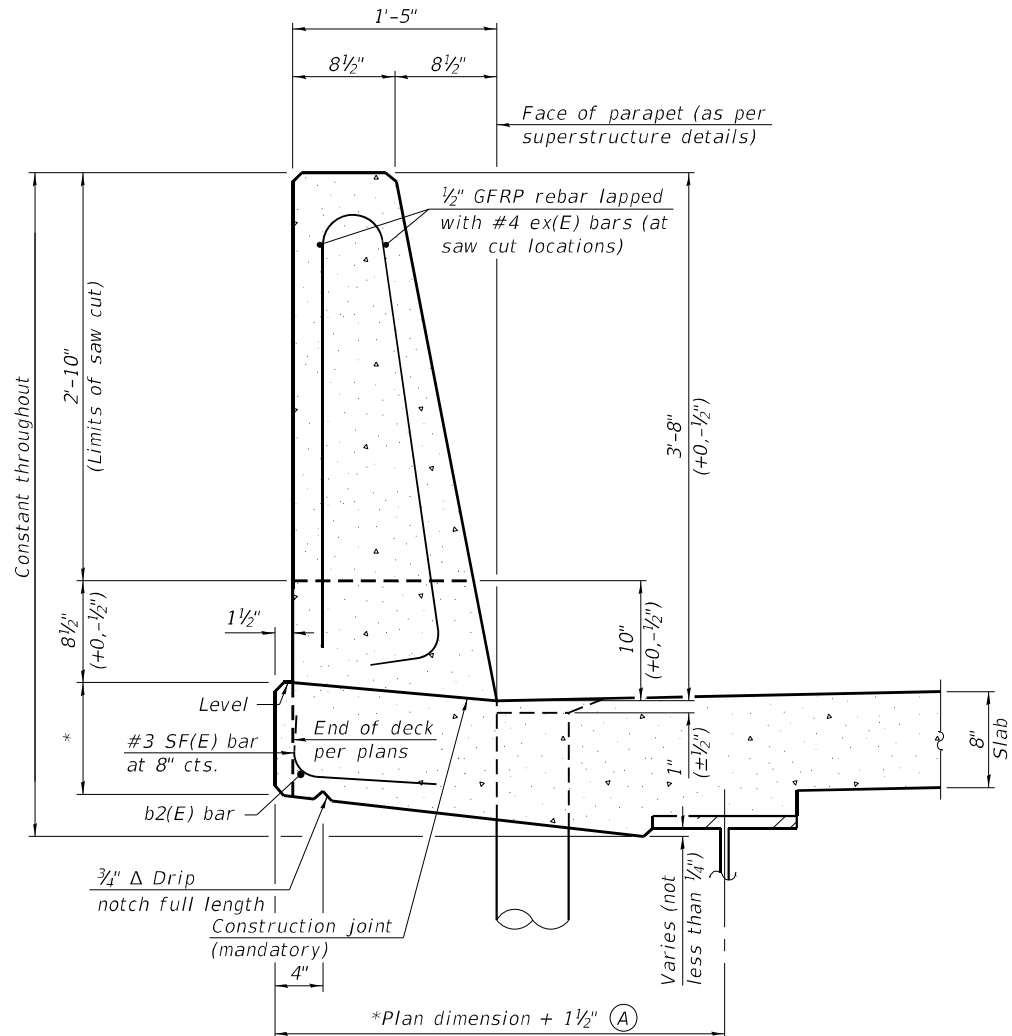
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	52
			CONTRACT NO. 74A13	
ILLINOIS FED. AID PROJECT				



**39" CONSTANT-SLOPE  
PARAPET SECTION**

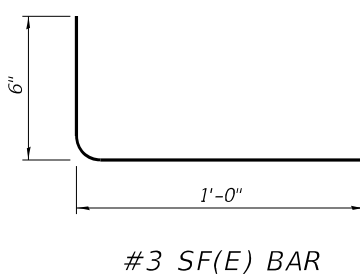
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)

\*See Superstructure Details.

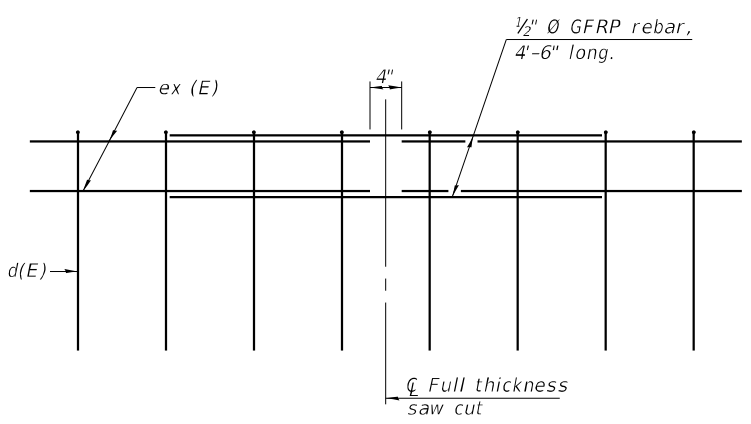


**44" CONSTANT-SLOPE  
PARAPET SECTION**

(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)



**#3 SF(E) BAR**



**GFRP REBAR STIFFENING DETAIL**

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

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.

SFP 39-44

1-1-2020



JOB	= 2732.1
FILE	= 025-0083-74A13-00-SlipForming.dgn
DATE	= 4/11/2023

DESIGNED	- AAN
CHECKED	- MDC
DRAWN	- SJS
CHECKED	- MDC

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION  
STRUCTURE NO. 025-0083**

SHEET NO. 28 OF 28 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
328A	3-1 BR	EFFINGHAM	53	53
			CONTRACT NO. 74A13	

ILLINOIS FED. AID PROJECT