

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1))R-1	WILLIAMSON	202	1
		ILLINOIS	CONTRACT NO. 78334	

	ADT (2009)	TRUCKS %
I-57 (SOUTH OF JOHNSTON CITY)	33,700	27.7%
I-57 (NORTH OF JOHNSTON CITY)	33,000	27.7%

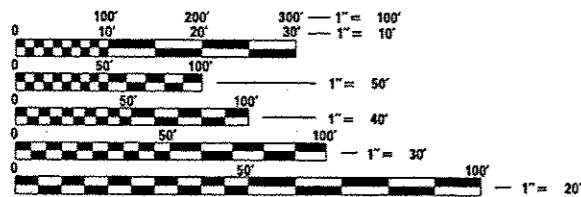
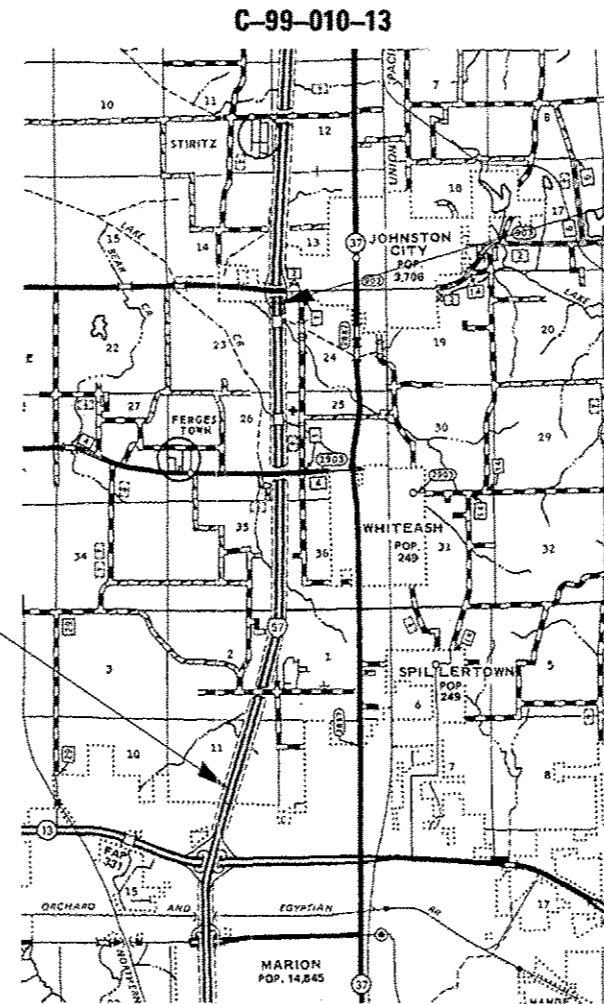
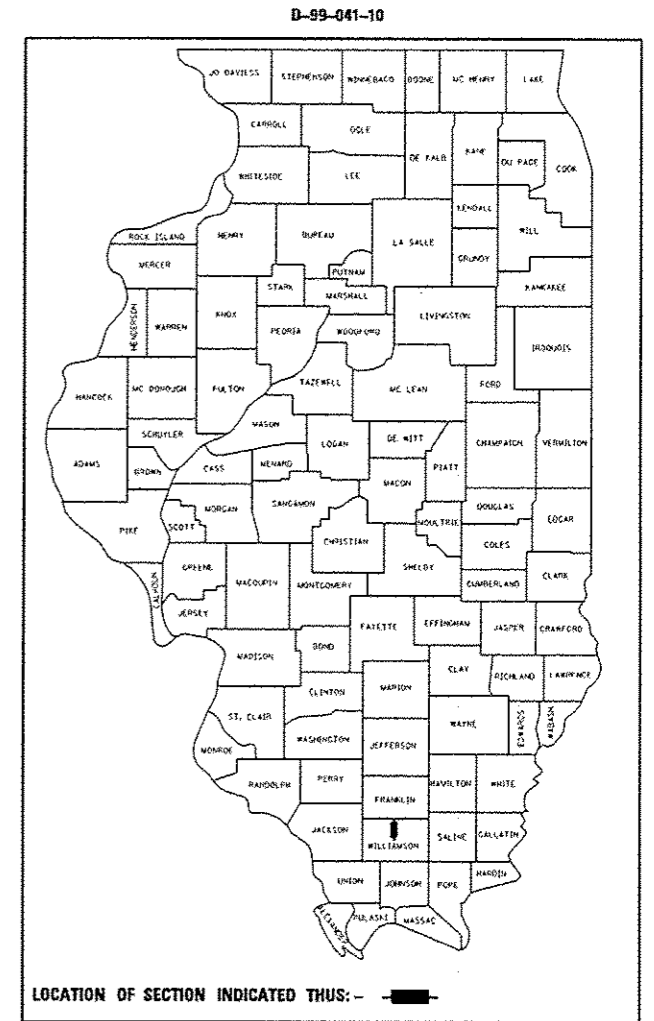
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

# PROPOSED HIGHWAY PLANS

FAI ROUTE 57 (I-57)  
SECTION (X1-6-2,X1-5,(X1-4-1BR-1))R-1  
PROJECT NHPP-0057(005)  
ADD-A-LANE  
WILLIAMSON COUNTY

**INDEX OF SHEETS**

- 1 COVER SHEET
- 2 MIXTURE REQUIREMENTS, LIFT DIAGRAMS, SIGNATURE SHEET & HIGHWAY STANDARDS
- 3 GENERAL NOTES
- 4-8 SUMMARY OF QUANTITIES
- 9-12 TYPICAL SECTIONS
- 13-20 SCHEDULES OF QUANTITIES
- 21-22 ALIGNMENT, TIES, & BENCHMARKS
- 23-41 ROADWAY PLAN & PROFILE/DRAINAGE PROFILE - I-57
- 42 FULL DEPTH ROADWAY PROFILES I-57
- 43-56 CONSTRUCTION STAGING AND MAINTENANCE OF TRAFFIC
- 57-65 EROSION CONTROL PLANS
- 66-75 REMOVAL PLANS
- 76-77 CONSTRUCTION DETAILS
- 78-79 SIGNING PLANS
- 80-83 PAVEMENT MARKING PLANS
- 84-112 STRUCTURE PLANS - I-57 OVER LAKE CREEK BRANCH S.N.100-0010 (NB) & S.N. 100-011 (SB)
- 113-119 DISTRICT DETAILS
- 120-202 CROSS - SECTIONS I-57



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

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

PROJECT ENGINEER DAVID PICHE  
PROJECT MANAGER T. WAYNE HALSTEAD

CONTRACT NO. 78334

SOUTHBOUND - GROSS LENGTH = 24,158 FT. = 4.575 MILE  
NET LENGTH = 23,880 FT. = 4.523 MILE

NORTHBOUND - GROSS LENGTH = 26,400 FT. = 5.000 MILE  
NET LENGTH = 26,127 FT. = 4.948 MILE

EQ. STA 209+50.00 BK = 209+51.50 AH  
EQ. STA 347+05.54 BK = 348+47.10 AH  
EQ. STA 419+77.93 BK = 1461+04.83 AH

EFK Moen, LLC  
Civil Engineering Design

Paul J. Krohlage  
Professional Engineer  
Paul J. Krohlage  
062053622  
STATE OF ILLINOIS

EXPIRES 11-30-2013

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED February 6, 2013

John D. Baranzelli PE, Ia  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 22, 2013

John D. Baranzelli PE, Ia  
ENGINEER OF DESIGN AND ENVIRONMENT

March 22, 2013

Omer Osman PE, Ia  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

**LIST OF STANDARDS**

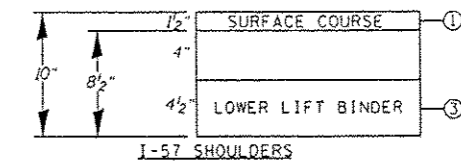
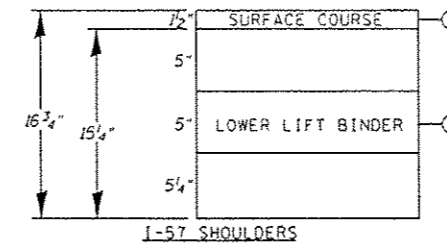
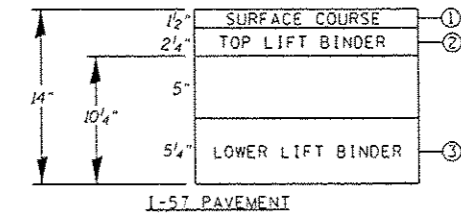
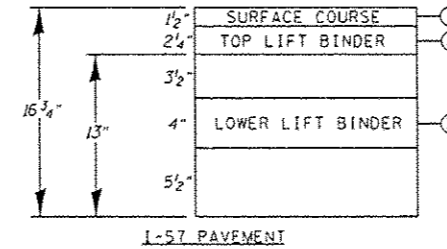
- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCING BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 202001-01 EARTH MEDIAN DITCH CHECK
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-09 BRIDGE APPROACH PAVEMENT CONNECTOR
- 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 515001-03 NAME PLATE FOR BRIDGES
- 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 542531-04 INLET BOX TYPE 24 (600) G
- 542546-01 FLUSH INLET BOX FOR MEDIAN
- 542606-02 REINFORCED CONCRETE PIPE TEE
- 601001-04 SUB-SURFACE DRAINS
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 602401-03 MANHOLE TYPE A
- 602601-02 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-02 MANHOLE STEPS
- 604001-03 FRAME AND LIDS TYPE 1
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 630201-06 PCCHMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-06 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631011-09 TRAFFIC BARRIER TERMINAL, TYPE 2
- 631026-05 TRAFFIC BARRIER TERMINAL, TYPE 5
- 631031-11 TRAFFIC BARRIER TERMINAL, TYPE 6
- 631033-04 TRAFFIC BARRIER TERMINAL, TYPE 6B
- 635001-01 DELINEATORS
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 642001-02 SHOULDER RUMBLE STRIPS 16 INCH
- 643001-01 SAND MODULE IMPACT ATTENUATORS
- 701101-03 OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
- 701106-02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
- 701400-06 APPROACH TO LANE CLOSURE, FREEWAY /EXPRESSWAY
- 701401-07 LANE CLOSURE, FREEWAY /EXPRESSWAY
- 701411-08 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
- 701426-05 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS > 45 MPH
- 701901-02 TRAFFIC CONTROL DEVICES
- 704001-07 TEMPORARY CONCRETE BARRIER
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-03 SIGN PANEL ERECTION DETAILS
- 720011-01 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
- 780001-03 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 701001-02 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5M) AWAY
- 701006-04 OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600mm) FROM PAVEMENT EDGE
- 701011-03 OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701402-09 LANE CLOSURE, FREEWAY/EXPRESSWAY WITH BARRIER
- 701427-01 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
- 701446-04 TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701456-02 PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY

**OVERHEAD AERIAL ELECTRIC**

ROUTE	STATION	OFFSET	OWNER OF UTILITY	POTENTIAL CONFLICT	DESCRIPTION
FAI 57	254+26.08	CENTERLINE	AMEREN ILLINOIS	VERTICAL CLEARANCE	UTILITY CROSSING
FAI 57	255+85.55	CENTERLINE	AMEREN ILLINOIS	VERTICAL CLEARANCE	UTILITY CROSSING
FAI 57	321+06.93	CENTERLINE	AMEREN ILLINOIS	VERTICAL CLEARANCE	UTILITY CROSSING
FAI 57	364+08.93	CENTERLINE	AMEREN ILLINOIS	VERTICAL CLEARANCE	UTILITY CROSSING
FAI 57	392+52.73	CENTERLINE	AMEREN ILLINOIS	VERTICAL CLEARANCE	UTILITY CROSSING

**MIXTURES REQUIREMENTS**

MIXTURE NUMBER:	NO. 1	NO. 2	NO. 3	NO. 4
LOCATION (S):	SURFACE COURSE	TOP LIFT BINDER	LOWER LIFT BINDER	SURFACE COURSE
MIXTURE USE (S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX E, N 90 - 1 1/2" MIN.	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, MIX E, N 90 - 2 1/4" MIN.	HOT-MIX ASPHALT BINDER COURSE, IL - 19.0, N90	HOT-MIX ASPHALT SHOULDERS SURFACE COURSE, MIX C, N70
AC/PG:	SBS PG76-22	SBS PG76-22	PG64-22	PG64-22
RAP % (MAX):	SEE SPECIAL PROVISIONS	SEE SPECIAL PROVISIONS	SEE SPECIAL PROVISIONS	SEE SPECIAL PROVISIONS
DESIGN AIR Voids:	4.0%, 90 GYRATION DESIGN	4.0%, 90 GYRATION DESIGN	4.0%, 90 GYRATION DESIGN	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL-9.5 mm	IL-19.0 mm	IL-19.0 mm	IL-9.5 mm
FRICTION AGGREGATE:	E SURFACE	NONE	NONE	C SURFACE



**HOT-MIX ASPHALT PAVING LIFT DIAGRAMS**

- NOTE: 1. SURFACE COURSE AND TOP LIFT BINDER DEPTHS ARE MINIMUMS.
- 2. LOWER LIFT BINDER DEPTHS ARE MAXIMUM.
- 3. NUMBER OF BINDER LIFTS ARE MINIMUMS.

Prepared By: *Joe Spangher*  
 DISTRICT STUDIES & PLANS ENGINEER

Examined By: *Justin E...*  
 DISTRICT LAND ACQUISITION ENGINEER

Examined By: *Conni Nuber*  
 DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: *Kelley...*  
 DISTRICT OPERATIONS ENGINEER

Examined By: *[Signature]*  
 DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: *Douglas A. ...*  
 DISTRICT CONSTRUCTION ENGINEER

Examined By: *Bruce ...*  
 DISTRICT MATERIALS ENGINEER

FILE NAME :	USER NAME : *USER*	DESIGNED : JRD	REVISED :
FILE# :		DRAWN : MSK	REVISED :
	PLOT SCALE : *SCALE*	CHECKED : SLD	REVISED :
	PLOT DATE : *DATE*	DATE : 02/01/2013	REVISED :

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STANDARDS,  
 MIXTURES REQUIREMENTS

SCALE: N, T, S. SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTEL	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	IXI-6-2.XI-5.XI-4-1BR-10R-1	WILLIAMSON	202	2
CONTRACT NO. 78334			ILLINOIS FED. AID PROJECT	

## GENERAL NOTES

1. THE THICKNESS OF HOT MIX ASPHALT 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 HOT MIX ASPHALT IS PLACED.
2. IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.
3. FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:
 

ALL HOT MIX ASPHALT	2.016 TONS/CU YD
ALL AGGREGATE	2.05 TONS/CU YD
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL/SO YD
INTERMEDIATE LIFTS (FOG COATS)	0.04 GAL/SO YD
ON AGGREGATE SURFACE	0.32 GAL/SO YD
AGGREGATE (PRIME COAT)	0.0015 TONS/SO YD
RIPRAP	1.50 TONS/CU YD
4. AT ALL LOCATIONS WHERE THE PROPOSED BITUMINOUS OR CONCRETE PAVEMENT JOINS AN EXISTING BITUMINOUS OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.
5. THE QUANTITY FOR BITUMINOUS MATERIALS PRIME COAT INCLUDES PRIME COAT ON MILLED SECTIONS AND FULL DEPTH PAVEMENT BETWEEN THE AGGREGATE, BASE AND SURFACE COURSES. THE ACTUAL QUANTITY MAY VARY DEPENDENT ON THE CONTRACTOR'S SEQUENCE OF OPERATIONS AND AS DIRECTED BY THE ENGINEER.
6. AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°F.
7. BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 600 METERS (2,000 FT.), THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.
8. THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2" TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
9. ANY MIXING OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.
10. TRENCH BACKFILL REQUIRED FOR STORM SEWER SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.
11. ALL PIPE CULVERT OR STORM SEWER EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY PIPE CULVERT OR STORM SEWER, THE ENTIRE LENGTH OF THE EXISTING PIPE CULVERT OR STORM SEWER SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04.
12. CONNECTING OF NEW OR EXISTING STORM SEWERS TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.
13. THE REMOVAL OF BROKEN CONCRETE IN EXISTING DITCHES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
14. EXISTING SURFACE DISTURBED DURING EXCAVATION FOR FOUNDATIONS AND PUSH PITS SHALL BE RESTORED TO THE LIMITS AND CONDITION SPECIFIED BY THE ENGINEER OR AS SHOWN ON THE PLANS. UNLESS NOTED OTHERWISE ON THE PLANS THE REMOVAL AND RESTORATION SHALL BE INCLUDED IN THE CONTRACT.
15. THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. AFTER THE CONSTRUCTION IS COMPLETED, THE STANDARD SPECIFICATIONS. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL RE-ERECT THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.
16. UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR TRUE LOCATIONS ARE NOT GUARANTEED TO BE AS SHOWN IN THE PLANS.
17. PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.
18. TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.
19. THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON AN APPLICATION EACH FOR THE SURFACE COURSE AND BINDER COURSE.
20. EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
21. IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.
22. EARTH MEDIAN DITCH CHECKS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
23. STONE RIP RAP USED IN DITCHES SHALL BE PLACED IMMEDIATELY UPON COMPLETION OF EARTHWORK AND GRADING IN ORDER TO PREVENT EROSION.
24. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY DEBRIS OR DIRT CAUSED BY CONSTRUCTION ACTIVITY THAT COVERS THE NEW RIP RAP AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
25. EXISTING UNDERGROUND AND ABOVE-GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED UPON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATION OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST OR THE EXISTENCE OF WHICH WAS NOT KNOWN AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY; AND TO PROTECT ALL SUCH EXISTING FEATURES DURING CONSTRUCTION.
26. GRADING SHALL BE DONE BY HAND AROUND LIGHT POLE, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
27. SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED CONSTRUCTION LIMITS RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.
28. IF ASH TREES ARE REMOVED ON THE PROJECT, THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND COMPLY WITH MEASURES SPECIFIED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE (IDOA) TO PREVENT THE SPREAD OF THE EMERALD ASH BORER. THE IDOA INFORMATION FOR ASH TREE REMOVAL CAN BE FOUND ON THE IDOA WEBSITE AT WWW.AGR.STATE.IL.US/EAB.
29. THE COST OF THE CA-16 BACKFILL MATERIAL FOR THE PROPOSED PIPE UNDERDRAINS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PIPE UNDERDRAINS, 4".
30. ALL UNDERDRAINS 4" (SPECIAL) WILL BE CONNECTED TO THE UNDERDRAIN 4" BY USING ELBOWS. NO ON SITE BENDS IN THE UNDERDRAIN MATERIAL TO MAKE THE TRANSITION WILL BE ALLOWED.
31. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL EXISTING FIELD DIMENSIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
32. PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
33. QUANTITIES SHOWN IN THE PLANS FOR BRIDGE DECK GROOVING AND PROTECTIVE COAT INCLUDE THE BRIDGES AND BRIDGE APPROACH SLABS.
34. ALL STEEL PARTS AND FITTINGS PLACED ON THE BRIDGE SHALL BE STAINLESS STEEL, INCLUDING NUTS, BOLTS, AND WASHERS (UNLESS NOTED OTHERWISE). CONDUIT CLAMPS SHALL BE STAINLESS STEEL OR ENGINEER APPROVED EQUAL.
35. CONDUIT ON THE BRIDGE AND WING WALLS SHALL BE SUPPORTED AT INTERVALS NOT TO EXCEED 6 FT.
36. CONDUIT EXPANSION/DEFLECTION FITTINGS SHALL BE PROVIDED AT ALL BRIDGE EXPANSION JOINTS. LIQUID TIGHT FLEXIBLE NONMETALLIC CONDUIT SHALL BE USED TO EXIT PARAPET WALLS ON BRIDGES WITH INTERGRAL ABUTMENTS.
37. SIGNS SHALL BE CONSTRUCTED BY AN APPROVED SIGN MANUFACTURER.
38. WHEN TRAFFIC IS SHIFTED CLOSER TO THE EXISTING GUARDRAIL OR BARRIER, THE GUARDRAIL OR BARRIER SHOULD BE REFLECTORIZED AT A 25' SPACING.

## COMMITMENTS

NONE

FILE NAME	USER NAME - *USER1*	DESIGNED - JRO	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES</b>	P.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FILE#		DRAWN - MSK	REVISED -			57	01-6-2-X1-5-X1-4-1BR-11R-1	WILLIAMSON	202	3
	PLOT SCALE - *SCALE*	CHECKED - SLD	REVISED -							
	PLOT DATE - *DATE*	DATE - 02/01/2013	REVISED -							
					SCALE: N. T. S.		SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		ILLINOIS FED. AID PROJECT
										CONTRACT NO. 78334

**EFK Moen, LLC**  
Civil Engineering Design

LOCATION OF WORK  
 F. A. I. ROUTE 57 (1-57)  
 STA. 166+50 TO 147+00, WILLIAMSON COUNTY  
 FUNDING BREAKOUT 90% FEDERAL 10% STATE

LOCATION OF WORK  
 F. A. I. ROUTE 57 (1-57)  
 STA. 166+50 TO 147+00, WILLIAMSON COUNTY  
 FUNDING BREAKOUT 90% FEDERAL 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		BRIDGE	
				0003 RURAL	0013 RURAL	0003 RURAL	0013 RURAL
20100500	TREE REMOVAL, ACRES	ACRE	0.1	0.1			
20200100	EARTH EXCAVATION	CU YD	26188	26188			
20400800	FURNISHED EXCAVATION	CU YD	4580	4580			
20700220	POROUS GRANULAR EMBANKMENT	CU YD	35891	35891			
20800150	TRENCH BACKFILL	CU YD	163	163			
* 25000210	SEEDING, CLASS 2A	ACRE	19	19			
* 25000350	SEEDING, CLASS 7	ACRE	19	19			
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1710	1710			
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1710	1710			
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1710	1710			
* 25000700	AGRICULTURAL GROUND LIMESTONE	TON	38.0	38.0			
+* 25000750	MOWING	ACRE	19	19			
* 25100115	MULCH, METHOD 2	ACRE	19	19			
* 25100630	EROSION CONTROL BLANKET	50 YD	701	701			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		BRIDGE	
				0003 RURAL	0013 RURAL	0003 RURAL	0013 RURAL
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1900	1900			
28000305	TEMPORARY DITCH CHECKS	FOOT	10098	10098			
28000400	PERIMETER EROSION BARRIER	FOOT	4287	4287			
28000500	INLET AND PIPE PROTECTION	EACH	43	43			
28100707	STONE DUMPED RIPRAP, CLASS A4	50 YD	26	26			
28100109	STONE RIPRAP, CLASS A5	50 YD	885			885	
28200200	FILTER FABRIC	50 YD	911	26		885	
31100300	SUBBASE GRANULAR MATERIAL, TYPE A 4"	50 YD	534	534			
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	50 YD	3794	3794			
31102000	SUBBASE GRANULAR MATERIAL, TYPE C	CU YD	4631	4631			
40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	680	680			
40600300	AGGREGATE (PRIME COAT)	TON	397	397			
40600990	TEMPORARY RAMP	50 YD	120.9	120.9			
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	635.1	635.1			

+ NON-PARTICIPATING 100% STATE      \* SPECIALTY ITEM

FILE NAME #FILE#	USER NAME #USER#	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>			F.A.I. RTE. 57	SECTION 0X1-6-2,X1-5,X1-4-1BR-1HR-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 4
PLOT SCALE #SCALE#	CHECKED - SLD	REVISED -	REVISED -					SCALE: N. T. S. SHEET NO. 1 OF 5 SHEETS STA. TO STA.			CONTRACT NO. 78334	
PLOT DATE #DATE#	DATE - 02/01/2013	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							

LOCATION OF WORK  
 F.A.I. ROUTE 57 (1-57)  
 STA. 166+50 TO 147+00, WILLIAMSON COUNTY  
 FUNDING BREAKOUT 90% FEDERAL 10% STATE

LOCATION OF WORK  
 F.A.I. ROUTE 57 (1-57)  
 STA. 166+50 TO 147+00, WILLIAMSON COUNTY  
 FUNDING BREAKOUT 90% FEDERAL 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		BRIDGE	
				0003 RURAL	0013 RURAL	0003 RURAL	0013 RURAL
40701961	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14"	SO YD	58852	58852			
40702016	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 16 3/4"	SO YD	2402	2402			
44000100	PAVEMENT REMOVAL	SO YD	4061	4061			
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SO YD	7560	7560			
44004250	PAVED SHOULDER REMOVAL	SO YD	33335	33335			
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	901	901			
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	516	516			
48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SO YD	59598	59598			
48203064	HOT-MIX ASPHALT SHOULDERS, 16 3/4"	SO YD	3268	3268			
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	2			2	
50102400	CONCRETE REMOVAL	CU YD	87			87	
50105220	PIPE CULVERT REMOVAL	FOOT	383	383			
50200100	STRUCTURE EXCAVATION	CU YD	2973			2973	
50200300	COFFERDAM EXCAVATION	CU YD	2450			2450	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		BRIDGE	
				0003 RURAL	0013 RURAL	0003 RURAL	0013 RURAL
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1				1
50201122	COFFERDAM (TYPE 2) (LOCATION - 2)	EACH	1				1
50300225	CONCRETE STRUCTURES	CU YD	343.1				343.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	564.6				564.6
50300260	BRIDGE DECK GROOVING	SO YD	1284				1284
50300300	PROTECTIVE COAT	SO YD	1462				1462
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1				1
50500505	STUD SHEAR CONNECTORS	EACH	4560				4560
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	182910				182910
50800515	BAR SPLICERS	EACH	580				580
51500100	NAME PLATES	EACH	2				2
52100520	ANCHOR BOLTS, 1"	EACH	64				64
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2		2		
54216982	REINFORCED CONCRETE PIPE TEE, 48" PIPE WITH 18" RISER	EACH	2		2		

LOCATION OF WORK  
 F. A. I. ROUTE 57 (1-57)  
 STA. 166+50 TO 147+00, WILLIAMSON COUNTY  
 FUNDING BREAKOUT 90% FEDERAL 10% STATE

LOCATION OF WORK  
 F. A. I. ROUTE 57 (1-57)  
 STA. 166+50 TO 147+00, WILLIAMSON COUNTY  
 FUNDING BREAKOUT 90% FEDERAL 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		BRIDGE	
				0003 RURAL	0013 RURAL	0003 RURAL	0013 RURAL
54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	12	12			
54248510	CONCRETE COLLAR	CU YD	9.44	9.44			
55200900	STORM SEWERS JACKED IN PLACE 24"	FOOT	90	90			
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	566			566	
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	81	81			
60107600	PIPE UNDERDRAINS 4"	FOOT	42743	42743			
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	2305	2305			
60500050	REMOVING CATCH BASINS	EACH	1	1			
60500060	REMOVING INLETS	EACH	19	19			
60500090	REMOVING INLETS TO MAINTAIN FLOW	EACH	4	4			
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	3737.5	3737.5			
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	13	13			
* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	5	5			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		BRIDGE	
				0003 RURAL	0013 RURAL	0003 RURAL	0013 RURAL
* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	3	3			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	17	17			
63200310	GUARDRAIL REMOVAL	FOOT	3641	3641			
63500105	DELINEATORS	EACH	14	14			
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	47459	47459			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24			
67100100	MOBILIZATION	L SUM	1	1			
<del>70100800</del>	<del>TRAFFIC CONTROL AND PROTECTION, STANDARD 701401</del>	<del>L SUM</del>	<del>1</del>	<del>1</del>			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	730	730			
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1			
* 70300100	SHORT TERM PAVEMENT MARKING	FOOT	7000	7000			
* 70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	243323	243323			
* 70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	52625	52625			
* 70300530	PAVEMENT MARKING TAPE, TYPE III 5"	FOOT	15000	15000			

\* SPECIALTY ITEM

FILE NAME #FILEL#	USER NAME #USER#	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>		F.A.I. RTE. 57	SECTION 0X1-6-2,X1-5,X1-4-1BR-1HR-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 6
		DRAWN - MSK	REVISED -				CONTRACT NO. 78334				
		CHECKED - SLD	REVISED -				ILLINOIS FED. AID PROJECT				
		DATE - 02/01/2013	REVISED -				SCALE: N, T, S. SHEET NO. 3 OF 5 SHEETS STA. TO STA.				

LOCATION OF WORK  
 F. A. I. ROUTE 57 (1-57)  
 STA. 166+50 TO 147+00, WILLIAMSON COUNTY  
 FUNDING BREAKOUT 90% FEDERAL 10% STATE

LOCATION OF WORK  
 F. A. I. ROUTE 57 (1-57)  
 STA. 166+50 TO 147+00, WILLIAMSON COUNTY  
 FUNDING BREAKOUT 90% FEDERAL 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		BRIDGE	
				0003 RURAL	0013 RURAL	0003 RURAL	0013 RURAL
* 70300550	PAVEMENT MARKING TAPE, TYPE III 8"	FOOT	773	773			
* 70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	214	214			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	68287	68287			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1775	1775			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1687.5	1687.5			
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2			
70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2			
* 72000200	SIGN PANEL - TYPE 2	SO FT	32	32			
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2			
* 72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	3	3			
* 72700200	TUBULAR STEEL SIGN SUPPORT - BREAKAWAY	POUND	404	404			
73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	1.4	1.4			
* 78004200	PERFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID LETTERS AND SYMBOLS	SO FT	83	83			
* 78004210	PERFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID LINE 4"	FOOT	53097	53097			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		BRIDGE	
				0003 RURAL	0013 RURAL	0003 RURAL	0013 RURAL
* 78004220	PERFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID LINE 5"	FOOT	12340	12340			
* 78004250	PERFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID LINE 12"	FOOT	450	450			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	620	620			
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	12	12			
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	203	203			
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	88	88			
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	17	17			
78300100	PAVEMENT MARKING REMOVAL	SO FT	16022	16022			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	14	14			
✓ 542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	8	8			
✓ 542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	123	123			
✓ 542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	137	137			
✓ 542A1081	PIPE CULVERTS, CLASS A, TYPE 2 36"	FOOT	41	41			
✓ 542A1093	PIPE CULVERTS, CLASS A, TYPE 2 48"	FOOT	88	88			

\*SPECIALTY ITEM

FILE NAME #FILE#	USER NAME #USER#	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>			F.A.I. RTE. 57	SECTION 0X1-6-2,X1-5,X1-4-1BR-1BR-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 7
	PLOT SCALE #SCALE#	DRAWN - MSK	REVISED -		SCALE: N. T. S.	SHEET NO. 4 OF 5 SHEETS	STA. TO STA.	CONTRACT NO. 78334				
	PLOT DATE #DATE#	CHECKED - SLD	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 02/01/2013	REVISED -									

LOCATION OF WORK  
 F.A.I. ROUTE 57 (1-57)  
 STA. 166+50 TO 147+00, WILLIAMSON COUNTY  
 FUNDING BREAKOUT 90% FEDERAL 10% STATE

LOCATION OF WORK  
 F.A.I. ROUTE 57 (1-57)  
 STA. 166+50 TO 147+00, WILLIAMSON COUNTY  
 FUNDING BREAKOUT 90% FEDERAL 10% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		BRIDGE	
				0003 RURAL	0013 RURAL	0003 RURAL	0013 RURAL
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	1445	1445			
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	5352			5352	
X6024240	INLETS, SPECIAL	EACH	5	5			
X6350120	DELINEATOR REMOVAL	EACH	14	14			
X6432110	REPLACE IMPACT ATTENUATORS (NON- REDIRECTIVE), TEST LEVEL 3	EACH	1	1			
X6431120	REMOVE IMPACT ATTENUATOR SAND MODULE	EACH	4	4			
X6432120	REPLACE IMPACT ATTENUATORS (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1			
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	639	639			
* X7830068	GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS, NUMBERS AND SYMBOLS	SO FT	83	83			
* X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	6057	6057			
* X7830072	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	11780	11780			
* X7830078	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	34	34			
Z0034105	MATERIAL TRANSFER DEVICE	TON	52093	52093			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY		BRIDGE	
				0003 RURAL	0013 RURAL	0003 RURAL	0013 RURAL
* Z0049100	RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT	EACH	639	639			
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SO YD	1893	1893			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
Z0026407	TEMPORARY SHEET PILING	SO FT	2896			2896	
<del>Z0076600</del>	<del>TRAINEES</del>	<del>HOUR</del>	<del>0</del>	<del>0</del>			

\*SPECIALTY ITEM

FILE NAME #FILE#	USER NAME #USER#	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>			F.A.I. RTE. 57	SECTION (X1-6-2,X1-5,(X1-4-1BR-1)R-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 8	
	PLOT SCALE #SCALE#	DRAWN - MSK	REVISED -					SCALE: N. T. S. SHEET NO. 5 OF 5 SHEETS STA. TO STA.			CONTRACT NO. 78334		
	PLOT DATE #DATE#	CHECKED - SLD	REVISED -					ILLINOIS FED. AID PROJECT					
		DATE - 02/01/2013	REVISED -										



**TYPICAL SECTION - MILL AND OVERLAY**

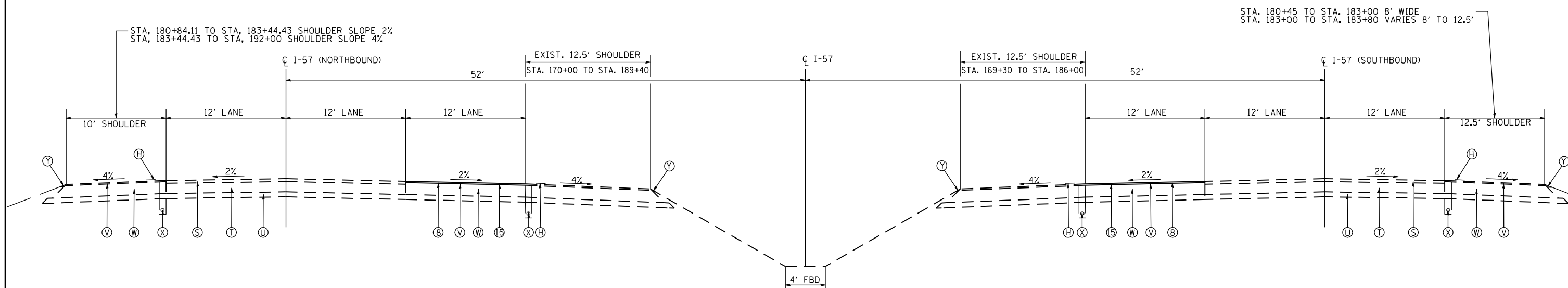
NORTHBOUND:  
STA. 169+30 - STA. 192+00\*

SOUTHBOUND:  
STA. 166+50 - STA. 189+00\*

BRIDGE OMISSION

\*NORTHBOUND:  
STA. 178+13.05 - STA. 180+85.86

\*SOUTHBOUND:  
STA. 177+71.30 - STA. 180+49.21



**LEGEND**

**EXISTING**

- Ⓜ EXISTING SHOULDER RUMBLE STRIP
- Ⓢ EXISTING HOT-MIX ASPHALT SURFACE, 5 3/4"
- Ⓣ EXISTING PCC PAVEMENT, 10"
- Ⓤ EXISTING AGGREGATE SUB-BASE, 6"
- Ⓥ EXISTING HOT-MIX ASPHALT SURFACE, 1 1/2"
- Ⓦ EXISTING HOT-MIX ASPHALT PAVEMENT, 14 1/4"
- Ⓧ EXISTING PIPE UNDERDRAINS, 4"
- Ⓨ EXISTING AGGREGATE SHOULDERS, 6"

**PROPOSED**

- ⓑ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- ⓓ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90, 1 1/2"

**NOTES**

1. EXISTING PIPE UNDERDRAINS, OUTLET PIPES, AND HEADWALLS TO BE REMOVED. COST INCLUDED IN EARTH EXCAVATION.

FILE NAME =	USER NAME = \$USER*	DESIGNED - JRD	REVISED -
\$FILEL\$		DRAWN - MSK	REVISED -
	PLOT SCALE = \$SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = \$DATE*	DATE - 02/01/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTION SHEETS**

SCALE: N. T. S. SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	9
CONTRACT NO. 78334			ILLINOIS FED. AID PROJECT	

**EFK Moen, LLC**  
Civil Engineering Design

**TYPICAL SECTION - 12' LANE AND SHOULDER**

NORTHBOUND: STA. 192+00 - STA. 226+30  
 STA. 231+50 - STA. 1465+00

SOUTHBOUND: STA. 189+00 - STA. 224+95  
 STA. 230+74 - STA. 403+50

\* SHOULDER ONLY

NORTHBOUND: STA. 189+40 - STA. 192+00

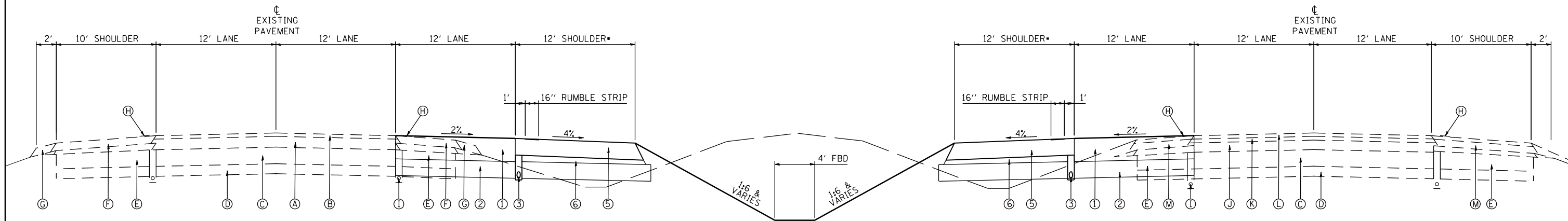
SOUTHBOUND: STA. 186+00 - STA. 189+00

**STATION EQUATIONS**

STA. 209+50.00 (BK) = STA. 209+51.50 (AH)  
 PT STA. 347+05.54 (BK) = PT STA. 348+47.10 (AH)  
 STA. 419+77.93 (BK) = STA. 1461+04.83 (AH)

**FAI RTE 57  
 NORTHBOUND LANES  
 WILLIAMSON COUNTY  
 (LOOKING IN DIRECTION OF STATIONING)**

**FAI RTE 57  
 SOUTHBOUND LANES  
 WILLIAMSON COUNTY  
 (LOOKING IN DIRECTION OF STATIONING & TRAVEL)**



**LEGEND**

**EXISTING**

- Ⓐ EXISTING POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, N105, IL-19.0 6 1/2 "
- Ⓑ EXISTING POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX E, N105 2"
- Ⓒ EXISTING RUBBLIZED PAVEMENT, 10"
- Ⓓ EXISTING AGGREGATE SUBBASE 6"
- Ⓔ EXISTING BITUMINOUS SHOULDER 13" AVERAGE THICKNESS
- Ⓕ EXISTING BITUMINOUS SHOULDER SUPERPAVE 4 1/2 "
- Ⓖ EXISTING AGGREGATE SHOULDER TYPE B (SPECIAL) 4 1/2 "
- Ⓗ EXISTING SHOULDER RUMBLE STRIP
- Ⓘ PIPE UNDERDRAIN REMOVAL
- Ⓝ EXISTING HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0, 5 3/4 "
- Ⓚ EXISTING POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N105, IL-19.0, 2 1/4 "
- Ⓛ EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105, 2"
- Ⓜ EXISTING HOT-MIX ASPHALT SHOULDERS, 6"; 2" TOP LIFT; 4" BOTTOM LIFT

**PROPOSED**

- ① HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 14"
- ② POROUS GRANULAR EMBANKMENT, 10" THICK
- ③ PIPE UNDERDRAINS 4"
- ⑤ HOT-MIX ASPHALT SHOULDERS 10"
- ⑥ SUBBASE GRANULAR MATERIAL, TYPE C

**NOTES**

1. EXISTING PIPE UNDERDRAINS, OUTLET PIPES, AND HEADWALLS TO BE REMOVED. COST INCLUDED IN EARTH EXCAVATION.

FILE NAME =	USER NAME = \$USER*	DESIGNED - JRD	REVISED -
\$FILEL\$		DRAWN - MSK	REVISED -
	PLOT SCALE = \$SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = \$DATE*	DATE - 02/01/2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTION SHEETS</b>	
SCALE: N. T. S.	SHEET NO. 2 OF 4 SHEETS
STA. TO STA.	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	10
CONTRACT NO. 78334			ILLINOIS FED. AID PROJECT	

**EFK Moen, LLC**  
 Civil Engineering Design

**TYPICAL SECTION - FULL DEPTH PAVEMENT WITH SHOULDERS**

NORTHBOUND:  
STA. 226+30 - STA. 231+50\*

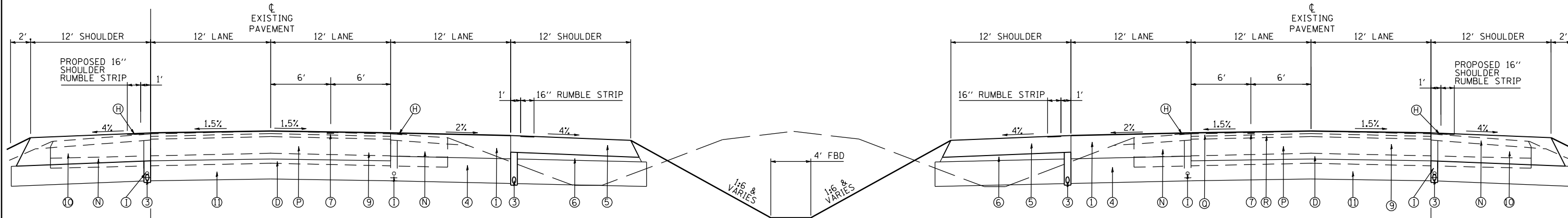
SOUTHBOUND:  
STA. 224+95 - STA. 230+74\*

**\*BRIDGE OMISSION**

STA. 228+11.03 - STA. 229+10.19 (NORTHBOUND)  
STA. 227+39.81 - STA. 228+38.97 (SOUTHBOUND)

**FAI RTE 57  
NORTHBOUND LANES  
WILLIAMSON COUNTY  
(LOOKING IN DIRECTION OF STA)**

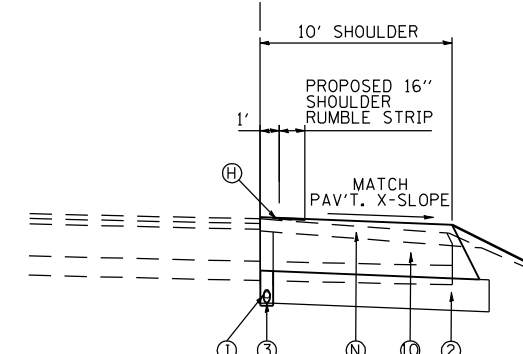
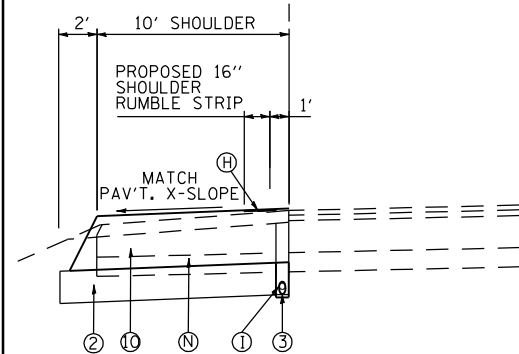
**FAI RTE 57  
SOUTHBOUND LANES  
WILLIAMSON COUNTY  
(LOOKING IN DIRECTION OF STA & TRAVEL)**



**TYPICAL SECTION - 10' SHOULDER**

NORTHBOUND:  
STA. 253+10 - STA. 257+25  
STA. 361+50 - STA. 365+30

SOUTHBOUND:  
STA. 252+45 - STA. 257+70  
STA. 361+05 - STA. 366+45



**LEGEND  
EXISTING**

- Ⓓ EXISTING AGGREGATE SUBBASE 6"
- Ⓕ EXISTING SHOULDER RUMBLE STRIP
- Ⓘ PIPE UNDERDRAIN REMOVAL
- Ⓝ EXISTING HOT-MIX ASPHALT SHOULDER 9" AVERAGE THICKNESS
- Ⓟ EXISTING JOINTED PCC PAVEMENT, 10"
- Ⓞ EXISTING POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105, 2"
- Ⓡ EXISTING POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N105, IL-19.0, 2"

**PROPOSED**

- ① HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 14"
- ② POROUS GRANULAR EMBANKMENT, 10" THICK
- ③ PIPE UNDERDRAINS 4"
- ④ POROUS GRANULAR EMBANKMENT (14 3/4" THICK)
- ⑤ HOT-MIX ASPHALT SHOULDERS 10"
- ⑥ SUBBASE GRANULAR MATERIAL, TYPE C
- ⑦ STRIP REFLECTIVE CRACK CONTROL TREATMENT (TO ACCOMMODATE STAGE LINE)
- ⑨ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 16 3/4"
- ⑩ HOT-MIX ASPHALT SHOULDER, 16 3/4"
- ⑪ SUBBASE GRANULAR MATERIAL, TYPE A, 12"

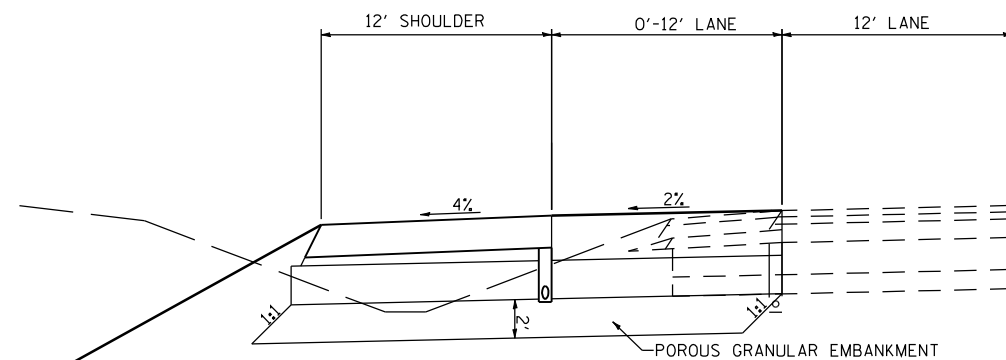
**NOTES**

- 1. EXISTING PIPE UNDERDRAINS, OUTLET PIPES, AND HEADWALLS TO BE REMOVED. COST INCLUDED IN EARTH EXCAVATION.

**EFK•Moen, LLC**  
Civil Engineering Design

FILE NAME =	USER NAME = \$USER*	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTION SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN - MSK	REVISED -			57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	11	
		CHECKED - SLD	REVISED -			CONTRACT NO. 78334					
		DATE - 02/01/2013	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: N. T. S. SHEET NO. 3 OF 4 SHEETS STA. TO STA.							

**PAVEMENT UNDERCUT DETAIL**



**NOTE**  
FOR PAVEMENT SECTION DETAILS SEE TYPICAL SECTIONS

**LEGEND**

**PROPOSED**

- ⑫ STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS
- ⑬ HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL

**NOTES**

1. EXISTING PIPE UNDERDRAINS, OUTLET PIPES, AND HEADWALLS TO BE REMOVED. COST INCLUDED IN EARTH EXCAVATION.

**PAVEMENT STRUCTURE DESIGN**

STRUCTURAL DESIGN TRAFFIC;	YEAR 2020
PV = 31,950	SU = 2820 MU = 9450
ROAD/STREET CLASSIFICATION	CLASS 1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE;	
P = 20	S = 40 M = 40
TRAFFIC FACTOR	ACTUAL TF = 39.49 AC TYPE = SBS
	MANUAL TF = NA
PG GRADE;	BINDER = 76-22 SURFACE = 76-22

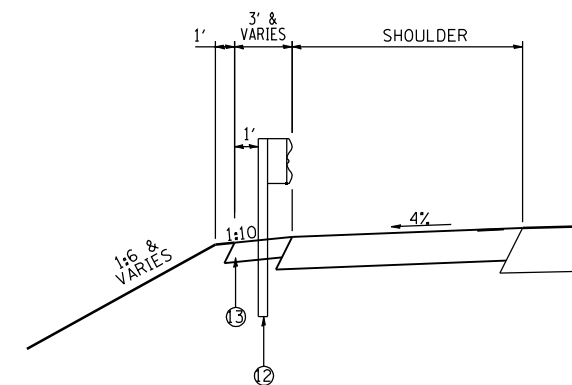
**TYPICAL SECTIONS - GUARDRAIL AND TRAFFIC BARRIER TERMINALS ADJACENT TO SHOULDER**

**NORTHBOUND:**

- STA. 165+77.20 - STA. 169+22.84 (OUTSIDE)
- STA. 175+91.23 - STA. 178+92.79 (OUTSIDE)
- STA. 180+18.45 - STA. 182+87.19 (INSIDE)
- STA. 180+48.42 - STA. 183+90.57 (OUTSIDE)
- STA. 226+74.41 - STA. 228+01.58 (INSIDE)
- STA. 227+23.32 - STA. 228+50.49 (OUTSIDE)
- STA. 228+70.74 - STA. 231+01.98 (INSIDE)
- STA. 229+19.65 - STA. 231+50.89 (OUTSIDE)
- STA. 254+82.49 - STA. 257+44.99 (INSIDE)
- STA. 255+00.53 - STA. 258+33.67 (OUTSIDE)
- STA. 346+77.08 - STA. 350+56.11 (INSIDE)
- STA. 363+24.78 - STA. 366+70.43 (OUTSIDE)
- STA. 363+37.30 - STA. 365+74.80 (INSIDE)

**SOUTHBOUND:**

- STA. 224+99.11 - STA. 227+30.35 (OUTSIDE)
- STA. 225+48.02 - STA. 227+79.26 (INSIDE)
- STA. 227+99.51 - STA. 229+26.68 (OUTSIDE)
- STA. 228+48.42 - STA. 229+75.59 (INSIDE)
- STA. 252+69.93 - STA. 255+32.43 (INSIDE)
- STA. 344+68.30 - STA. 348+47.10 (INSIDE)
- STA. 361+40.81 - STA. 363+78.30 (INSIDE)
- STA. 373+30.64 - STA. 375+30.63 (INSIDE)
- STA. 401+54.37 - STA. 403+66.87 (INSIDE)



**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME =	USER NAME = \$USER*	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTION SHEETS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN - MSK	REVISED -			57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	12	
	PLOT SCALE = \$SCALE*	CHECKED - SLD	REVISED -			SCALE: N. T. S. SHEET NO. 4 OF 4 SHEETS STA. TO STA.		CONTRACT NO. 78334		ILLINOIS FED. AID PROJECT	
	PLOT DATE = \$DATE*	DATE - 02/01/2013	REVISED -								

EARTHWORK							
STATION		EARTH EXCAVATION (CU YD)	FURNISH EXCAVATION (CU YD)	FOR INFORMATION ONLY			REMARKS
				EARTH EXCAVATION ADJUSTED FOR 25% SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) SHORTAGE (-) (CU YD)	
STATION	TO	STATION	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)
F.A.I. 57							
186+00.00	-	1465+00.00	26188	4580	19641	24123	-4482
186+00.00	-	1465+00.00			0	98	-98
PERM. DITCH CHECKS							
TOTALS			26,188	4,580	19,641	24,221	-4580

STATION / LOCATION	SIGN PANEL TYPE 2 (SQ FT)	RELOCATE SIGN PANEL ASSEMBLY - TYPE B (EACH)	TUBULAR STEEL SIGN SUPPORT BREAKAWAY (POUND)	DRILLED SHAFT CONCRETE FOUNDATION (CU YD)	REMOVE SIGN PANEL ASSEMBLY TYPE A (EACH)
		F.A.I.-57			
189+70	8'LT	16	203	0.7	
196+73.5	CL	1			
201+70	8'LT	16	201	0.7	
306+30.8	CL	1			
398+40.5	CL	1			
1485+39.96	40.25'LT				1
1487+46.01	33.76'LT				1
TOTALS		32	404	1.4	2

RAISED REFLECTIVE PAVEMENT MARKER - REMOVAL/REPLACEMENT SCHEDULE				
STATION / LOCATION			RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL (EACH)	RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT (EACH)
STA.	STA.	LOC.	(EACH)	(EACH)
166+55.00	209+50.00	LT	54	54
209+51.50	226+30.00	LT	21	21
231+50.00	347+05.54	LT	145	145
348+47.10	419+77.93	LT	90	90
1461+04.83	1465+00.00	LT	5	5
174+78.42	175+78.61	LT	6	6
174+81.84	180+48.25	LT	8	8
163+75.00	209+50.00	RT	58	58
209+51.50	224+95.00	RT	20	20
230+74.00	347+05.54	RT	146	146
348+47.10	406+00.00	RT	72	72
409+51.00	412+00.00	RT	4	4
404+16.46	406+00.00	RT	10	10
TOTALS			639	639

STRIP REFLECTIVE CRACK CONTROL TREATMENT				
STATION / LOCATION				STRIP REFLECTIVE CRACK CONTROL TREATMENT (FOOT)
STATION	TO	STATION	LOC.	(FOOT)
F.A.I. 57				
224+95.00	-	227+39.81	S.B.	244.8
226+30.00	-	228+11.03	N.B.	181.0
228+38.97	-	230+74.00	S.B.	235.0
229+10.19	-	231+50.00	N.B.	239.8
TOTALS				901

GRADING & SHAPING SHOULDERS				
STATION	TO	STATION	LOCATION	DISTANCE (FOOT)
165+77		169+38	LT	361
255+00		258+48	LT	348
222+70		224+95	RT	225
231+50		233+00	LT	150
363+25		366+86	LT	361
TOTAL				1445

SAND IMPACT ATTENUATOR REMOVAL		
STATION	SIDE	REMOVAL (EACH)
255+00	RT/LT	2
363+50	RT/LT	2
TOTAL		4

DELINEATOR SCHEDULE				
STATION	SIDE	TYPE	DELINEATORS (EACH)	DELINEATOR REMOVAL (EACH)
NORTHBOUND				
227+95.00	LT	SINGLE WHITE	1	1
SOUTHBOUND				
228+35.00	RT	SINGLE WHITE	1	1
ADVANCED NOTICE OF CROSSOVERS				
188+05	RT	TRIPLE AMBER	1	
195+99	RT	DOUBLE AMBER	1	
196+67	LT	DOUBLE AMBER	1	
204+61	LT	TRIPLE AMBER	1	
297+63	RT	TRIPLE AMBER	1	
305+57	RT	DOUBLE AMBER	1	
306+24	LT	DOUBLE AMBER	1	
314+18	LT	TRIPLE AMBER	1	
389+72	RT	TRIPLE AMBER	1	
397+66	RT	DOUBLE AMBER	1	
398+34	LT	DOUBLE AMBER	1	
406+28	LT	TRIPLE AMBER	1	
EXISTING TURNAROUNDS (ADVANCED NOTICE 4 AT EACH TURNAROUND)				
TOTALS			14	14

DRAINAGE REMOVALS SCHEDULE							
STATION	SIDE	STATION	SIDE	PIPE CULVERT REMOVAL (FOOT)	REMOVING INLETS (EACH)	REMOVING INLETS TO MAINTAIN FLOW (EACH)	REMOVING CATCH BASINS (EACH)
196+98.87	19' LT	196+98.18	20' RT	36	1		1
220+00.76	19' LT	220+00.75	19' RT	35	2		
232+00.20	20' LT	231+99.88	19' RT	36	2		
251+21.42	26' LT	251+25.57	20' LT	6			
261+07.55	19' RT					1	
261+32.86	19' LT					1	
273+00.33	19' LT	272+99.98	19' RT	35	2		
294+30.08	19' LT	294+30.45	19' RT	35	2		
306+63.92	19' LT	306+63.52	19' RT	35	2		
327+01.17	20' LT	327+01.09	19' RT	35	2		
333+28.98	20' LT	333+29.13	19' RT	35	2		
348+99.91	19' LT	348+99.89	19' RT	35	2		
374+10.50	19' LT					1	
374+10.83	19' RT					1	
386+84.61	19' LT	386+47.05	19' RT	48	2		
315+25.89	21' RT	315+21.86	26' RT	6			
367+79.78	24' RT	367+83.84	29' RT	6			
SUBTOTAL				383	19	4	1

SHOULDER RUMBLE STRIPS, 16 INCH				
STATION	TO	STATION	LOC	SHOULDER RUMBLE STRIPS, 16 INCH (FOOT)
F.A.I. 57				
189+40.00	-	209+50.00	NB INSIDE	2010.0
209+51.50	-	227+96.32	NB INSIDE	1844.8
228+95.48	-	308+62.22	NB INSIDE	7966.7
348+47.10	-	419+77.93	NB INSIDE	7130.8
1461+04.83	-	1465+00.00	NB INSIDE	395.2
226+30.00	-	228+25.74	NB OUTSIDE	195.7
229+24.90	-	231+50.00	NB OUTSIDE	225.1
253+10.00	-	257+25.00	NB OUTSIDE	415.0
361+50.00	-	365+30.00	NB OUTSIDE	380.0
308+62.22	-	347+05.54	NB INSIDE RADIAL	3851.6
186+00.00	-	209+50.00	SB INSIDE	2350.0
209+51.50	-	227+54.52	SB INSIDE	1803.0
228+53.68	-	308+62.22	SB INSIDE	8008.5
348+47.10	-	403+50.00	SB INSIDE	5502.9
224+95.00	-	227+24.58	SB OUTSIDE	229.6
228+23.74	-	230+74.00	SB OUTSIDE	250.3
252+45.00	-	257+70.00	SB OUTSIDE	525.0
361+05.00	-	366+45.00	SB OUTSIDE	540.0
308+62.22	-	347+05.54	SB INSIDE RADIAL	3835.1
TOTAL =				47,459





TEMPORARY PAVEMENT MARKING SCHEDULE

STATION / LOCATION			PAVEMENT MARKING TAPE, TYPE III 4"	PAVEMENT MARKING TAPE, TYPE III 5"	PAVEMENT MARKING TAPE, TYPE III 8"	PAVEMENT MARKING TAPE, TYPE III 12"	TEMPORARY PAVEMENT MARKING LINE 4"	WORK ZONE PAVEMENT MARKING REMOVAL	REMARKS
STA.	STA.	LOC.	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)	SO FT	
166+55.00	169+30.00	LT	275					92	N.B. INSIDE, EDGE LINE
166+55.00	174+77.92	LT	823					274	N.B. OUTSIDE, EDGE LINE
174+81.33	209+50.00	LT	3470					1157	"
209+51.50	347+05.54	LT	13774					4591	"
348+47.10	400+98.65	LT	5252					1751	"
406+94.60	419+77.93	LT	1283					428	"
1461+04.83	1465+00	LT	395					132	"
163+75.00	166+50.00	RT	275					92	S.B. INSIDE, EDGE LINE
409+51.00	412+00.00	RT	249					83	S.B. OUTSIDE, EDGE LINE
163+75.00	175+00.00	RT	1125					375	"
174+99.82	209+50.00	RT	3467					1156	"
209+51.50	347+05.54	RT	13734					4578	"
348+47.10	401+80.18	RT	5333					1778	"
219+72.48	235+27.50	LT	1555					518	N.B. INSIDE, EDGE LINE - STAGE 3
217+87.51	234+02.50	LT	1615					538	S.B. INSIDE, EDGE LINE - STAGE 3
166+55.00	1476+00.00	LT		6680				2783	N.B. INSIDE, CENTER-OUTSIDE - STAGE 2
175+78.12	177+32.71	LT		40				17	N.B. INSIDE DECEL AT EXIT 59
392+14.60	406+94.60	LT		370				154	N.B. INSIDE ACCEL AT IL-13
163+75.00	406+00.00	RT		6020				2508	S.B. INSIDE, CENTER-OUTSIDE - STAGE 2
409+51.00	412+00.00	RT		70				29	S.B. INSIDE, CENTER-INSIDE - STAGE 2
176+71.68	180+82.78	RT		110				46	S.B. INSIDE ACCEL AT EXIT 59
186+70.00	235+27.50	LT		1220				508	N.B. INSIDE, CENTER-INSIDE - STAGE 3
217+87.51	235+32.50	LT		490				204	S.B. INSIDE, CENTER-INSIDE - STAGE 3
174+77.92	175+78.12	LT			100			67	EXIT 59 - RAMP GORE
174+78.36	175+78.12	LT			105			70	EXIT 59 - RAMP GORE
175+00.00	176+71.68	RT			172			115	EXIT 59 - ENTRANCE RAMP
174+94.84	176+71.68	RT			181			121	EXIT 59 - RAMP GORE
404+16.46	406+00.00	RT			184			123	IL-13 EXIT RAMP GORE
404+16.46	404+45.50	RT			31			21	IL-13 EXIT RAMP GORE
404+16.37	406+00.00	RT				185		185	IL-13 EXIT RAMP GORE
404+16.37	404+45.50	RT				29		29	IL-13 EXIT RAMP GORE
166+55.00	209+50.00	LT					4296		N.B. INSIDE EDGE LINE - STAGE 2
209+51.50	347+05.54	LT					13768		"
348+47.10	419+77.93	LT					7177		"
1461+04.83	1465+00.00	LT					350		"
166+55.00	175+85.79	LT					931		N.B. OUTSIDE EDGE LINE - STAGE 2
174+78.76	175+85.79	LT					108		"
178+13.23	209+50.00	LT					3137		"
209+51.50	347+05.54	LT					13776		"
348+47.10	400+98.65	LT					5359		"
406+94.60	1465+00.00	LT					1680		"
166+55.00	209+50.00	LT					1070		N.B. INSIDE LANE LINE - STAGE 2
175+85.79	181+45.97	LT					140		"
209+51.50	347+05.54	LT					3450		"
348+47.10	419+77.93	LT					1790		"
419+77.93	1465+00.00	LT					90		"
400+98.76	406+94.60	LT					150		"
163+75.00	209+50.00	RT					4575		S.B. INSIDE EDGE LINE - STAGE 2
209+51.50	347+05.54	RT					13740		"
348+47.10	412+00.00	RT					6353		"
163+75.00	176+59.63	RT					1285		S.B. OUTSIDE EDGE LINE - STAGE 2
174+99.12	176+59.63	RT					163		"
177+97.50	209+50.00	RT					3153		"
209+51.50	347+05.54	RT					13733		"
348+47.10	402+05.95	RT					5359		"
404+59.42	406+00.00	RT					141		"
176+59.63	181+07.08	RT					100		S.B. INSIDE LANE LINE - STAGE 2
163+75.00	209+50.00	RT					1140		"
209+51.50	347+05.54	RT					3430		"
348+47.10	412+00.00	RT					1590		"
							112034		STAGE 2 (SECOND APPLICATION ALL LANES)
169+30.00	209+50.00	LT					4020		N.B. INSIDE EDGE LINE - STAGE 3
209+51.50	235+27.50	LT					2577		"
219+72.50	250+55.00	LT					3084		N.B. OUTSIDE EDGE LINE - STAGE 3
220+72.50	235+27.50	LT					388		N.B. INSIDE LANE LINES - STAGE 3
166+50.00	209+50.00	RT					4300		S.B. INSIDE EDGE LINE - STAGE 3
209+51.50	234+02.50	RT					2452		"
217+87.50	237+32.50	RT					1946		S.B. OUTSIDE EDGE LINE - STAGE 3
217+87.50	237+32.50	RT					488		S.B. INSIDE LANE LINES - STAGE 3
								19091	N.B. 4" TEMP. PMT MARKING - STAGE 2
								18254	S.B. 4" TEMP. PMT MARKING - STAGE 2
								3357	N.B. 4" TEMP. PMT MARKING - STAGE 3
								3062	S.B. 4" TEMP. PMT MARKING - STAGE 3
TOTALS			52,625	15,000	773	214	243,323	68,287	

FILE NAME =  
#FILEL#

USER NAME = #USER#  
PLOT SCALE = #SCALE#  
PLOT DATE = #DATE#

DESIGNED - JRD  
DRAWN - MSK  
CHECKED - SLD  
DATE - 02/01/2013

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: N. T. S. SHEET NO. 4 OF 8 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	16
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	



TEMPORARY DITCH CHECKS														
LOCATION	STATION	DITCH CHECKS (FOOT)	LOCATION	STATION	DITCH CHECKS (FOOT)	LOCATION	STATION	DITCH CHECKS (FOOT)	LOCATION	STATION	DITCH CHECKS (FOOT)	LOCATION	STATION	DITCH CHECKS (FOOT)
F.A.I. 57			F.A.I. 57			F.A.I. 57			F.A.I. 57			F.A.I. 57		
MED	186+80	22	MED	219+00	66	MED	272+00	66	MED	337+00	66	MED	411+25	66
MED	187+60	22	MED	221+00	66	MED	273+65	66	MED	338+00	66	MED	412+00	66
MED	188+40	22	MED	222+00	66	MED	274+30	66	MED	339+00	66	MED	412+75	66
MED	189+20	22	MED	223+00	66	MED	274+95	66	MED	340+00	66	MED	413+50	66
MED	190+00	22	MED	224+00	66	MED	275+60	66	MED	341+00	66	MED	414+25	66
MED	190+80	22	MED	224+92	44	MED	276+25	66	MED	342+00	66	MED	415+00	66
MED	191+60	22	MED	225+00	22	MED	276+90	66	MED	343+00	66	MED	415+75	66
MED	192+40	22	MED	226+00	22	MED	277+55	66	MED	344+00	66	MED	416+50	66
MED	193+20	22	MED	227+00	22	MED	278+20	66	MED	345+00	66	MED	417+25	66
MED	194+00	22	MED	230+00	22	MED	278+85	66	MED	346+00	66	MED	418+00	66
MED	194+80	22	MED	231+00	66	MED	279+50	66	MED	350+50	66	MED	418+75	66
MED	195+60	22	MED	233+00	66	MED	280+15	66	MED	352+00	66	MED	1461+13	22
MED	197+65	66	MED	234+80	66	MED	280+80	66	MED	353+50	66			
MED	198+30	66	MED	236+60	66	RT	281+45	66	MED	355+00	66			
MED	198+95	66	RT	238+40	66	RT	281+50	22	MED	356+50	66			
MED	199+60	66	RT	239+00	22	MED	282+75	22	MED	360+50	66			
MED	200+25	66	MED	240+15	22	MED	283+50	66	MED	363+00	66			
MED	200+90	66	RT	240+20	66	MED	285+50	66	MED	365+50	66			
MED	201+55	66	MED	241+80	22	MED	287+50	66	MED	369+75	66			
MED	202+20	66	MED	242+50	66	MED	289+50	66	MED	372+00	66			
MED	202+85	66	MED	244+20	66	MED	291+50	66	MED	375+75	66			
MED	203+50	66	MED	245+90	66	MED	296+00	66	MED	377+50	66			
MED	204+15	66	MED	247+60	66	MED	298+50	66	MED	379+25	66			
MED	204+80	66	MED	249+30	66	MED	301+00	66	MED	381+00	66			
MED	205+45	66	MED	252+50	66	MED	303+50	66	MED	382+75	66			
MED	206+10	66	MED	254+20	66	MED	308+00	66	MED	384+50	66			
MED	206+75	66	MED	255+90	66	MED	310+50	66	MED	388+25	66			
MED	207+40	66	MED	257+60	66	MED	313+00	66	MED	390+00	66			
MED	208+05	66	MED	259+30	66	MED	317+00	66	MED	391+75	66			
MED	208+70	66	MED	262+00	66	MED	319+50	66	MED	393+50	66			
MED	209+35	66	MED	263+00	66	MED	322+00	66	MED	395+75	66			
MED	210+00	66	MED	264+00	66	MED	324+50	66	MED	399+50	66			
MED	212+00	66	MED	265+00	66	MED	328+00	66	MED	400+75	66			
MED	213+00	66	MED	266+00	66	MED	329+20	66	MED	402+00	66			
MED	214+00	66	MED	267+00	66	MED	330+40	66	MED	403+25	66			
MED	215+00	66	MED	268+00	66	MED	331+60	66	MED	404+50	66			
MED	216+00	66	MED	269+00	66	MED	334+00	66	MED	405+75	66			
MED	217+00	66	MED	270+00	66	MED	335+00	66	MED	407+00	66			
MED	218+00	66	MED	271+00	66	MED	336+00	66	MED	410+50	66			
												SUBTOTALS		748
SUBTOTALS		2046	SUBTOTALS		2244	SUBTOTALS		2486	SUBTOTALS		2574	TOTALS		10,098

DRAINAGE SCHEDULE															
STATION	SIDE	PIPE CULVERTS						PRC FLARED END SECTIONS	RC PIPE TEE, 48" PIPE WITH 18" RISER	FLUSH INLET BOX FOR MEDIAN STANDARD 542546	INLETS, SPECIAL	CONCRETE COLLAR (CU YD)	TRENCH BACKFILL (CU YD)	STONE DUMPED RIPRAP, CLASS A4 (SO YD)	FILTER FABRIC (SO YD)
		CLASS A													
		TYPE 1	TYPE 1	TYPE 2	TYPE 2	TYPE 2	JACKED IN PLACE								
		18" (FOOT)	24" (FOOT)	24" (FOOT)	36" (FOOT)	48" (FOOT)	24" (FOOT)								
196+98.14	MED			21					1		0.44	7.69			
220+00.80	MED			20					1		0.44	6.42			
231+99.87	MED			19					1		0.44	6.42			
241+29.46	MED		34				45	1		1		2.37	13	13	
251+31.47	MED		17							1	0.44	2.54			
261+20.17	MED								1						
273+00.26	MED			19					1		0.44	6.32			
282+25.00	MED		34				45	1		1		2.28	13	13	
294+30.27	MED				41				1		1.32	17.34			
306+63.51	MED			19					1		0.44	6.49			
315+31.83	MED		17							1	0.44	2.69			
327+01.11	MED			19					1		0.44	6.44			
333+28.94	MED			20					1		0.44	7.49			
348+99.90	MED	3				36		1	1		1.86	31.21			
367+71.36	MED		21							1	0.44	3.91			
374+10.64	MED								1						
386+65.79	MED	5				52		1	1		1.86	53.27			
SUBTOTAL		8	123	137	41	88	90	2	2	12	5	9.44	163	26	26

TRAFFIC CONTROL											
STATION / LOCATION				TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), NARROW, TEST LEVEL 3	REPLACE IMPACT ATTENUATORS, (NON-REDIRECTIVE), TEST LEVEL 3	REPLACE IMPACT ATTENUATORS, (NON-REDIRECTIVE), NARROW, TEST LEVEL 3	
STATION	TO	STATION	RT/LT	(FOOT)	(FOOT)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	
F.A.I. 57											
166+50	-	1476+00	RT/LT						1	1	
Stage 2											
226+00	-	234+50	LT	850.0		34					
221+90	-	231+15	RT	925.0		37					
228+22		232+66	LT			18					
255+00		258+32	LT			14					
363+25		366+69	LT			14					
222+83		228+28	RT			22					
251+71		255+15	RT			14					
360+43		363+87	RT			14					
221+90	-		RT					1			
234+50	-		LT					1			
Stage 3											
222+19	-		RT				1				
234+26	-		LT				1				
222+21	-	231+02.5	RT		875.0						
226+12.5	-	234+24	LT		812.5						
226+74.41		231+01.98	LT			18					
225+48.02		229+75.59	RT			18					
-											
-											
-											
TOTALS					1,775	1,687.5	203	2	2	1	1

TEMPORARY EROSION CONTROL SEEDING			
STATION / LOCATION			TEMPORARY EROSION CONTROL SEEDING (POUND)
F.A.I. 57			
185+00 - 1465+00	MEDIAN	17.81	1781
224+00 - 231+00	RT	0.03	3
238+00 - 243+00	RT	0.58	58
280+00 - 284+00	RT	0.23	23
180+18 - 183+00	LT	0.01	1
165+77 - 169+38	LT	0.02	2
175+75 - 178+93	LT	0.09	9
180+48 - 184+10	LT	0.10	10
226+00 - 232+00	LT	0.05	5
255+01 - 258+49	LT	0.03	3
363+25 - 366+86	LT	0.05	5
TOTALS			1900

SEEDING										
STATION / LOCATION		SEEDING CLASS 2A	EROSION CONTROL BLANKET	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MOWING	MULCH METHOD 2	SEEDING, CLASS 7
		(ACRE)	(SQ YD)	(POUND)	(POUND)	(POUND)	(TON)	(ACRE)	(ACRE)	(ACRE)
F.A.I. 57										
185+00 - 1465+00	MEDIAN	17.81		1603	1603	1603	35.62	17.81	17.81	17.81
224+00 - 231+00	RT	0.03		3	3	3	0.06	0.03	0.03	0.03
238+00 - 243+00	RT	0.58		52	52	52	1.16	0.58	0.58	0.58
280+00 - 284+00	RT	0.23		21	21	21	0.46	0.23	0.23	0.23
180+18 - 183+00	LT	0.01		1	1	1	0.02	0.01	0.01	0.01
165+77 - 169+38	LT	0.02		2	2	2	0.04	0.02	0.02	0.02
175+75 - 178+93	LT	0.09	451	8	8	8	0.18	0.09	0.09	0.09
180+48 - 184+10	LT	0.10		9	9	9	0.20	0.10	0.10	0.10
180+48 - 182+00	LT		250							
226+00 - 232+00	LT	0.05		5	5	5	0.10	0.05	0.05	0.05
255+01 - 258+49	LT	0.03		3	3	3	0.06	0.03	0.03	0.03
363+25 - 366+86	LT	0.05		5	5	5	0.10	0.05	0.05	0.05
TOTALS		19	701	1710	1710	1710	38.0	19	19	19

TEMPORARY RAMP				TEMPORARY RAMP
STATION	RT/LT	WIDTH	LENGTH	AREA
		(FOOT)	(FOOT)	(SQ YD)
F.A.I. 57				
226+30.00	LT	24	5	13.3
228+15.68	LT	30.4	5	16.9
229+14.84	LT	30.4	5	16.9
231+50.00	LT	24	5	13.3
224+95.00	RT	24	5	13.3
227+35.16	RT	30.4	5	16.9
228+34.32	RT	30.4	5	16.9
230+74.00	RT	24	5	13.3
TOTAL				120.9

GUARDRAIL SCHEDULE												
STATION / LOCATION			STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	GUARDRAIL MARKERS, TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL TANGENT)	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL, TYPE 5	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 6B	TERMINAL MARKER DIRECT APPLIED	HOT-MIX ASPHALT STABILIZATION PLATE BEAM GUARD RAIL	GUARDRAIL REMOVAL
165+77.20	169+20.95	LT	237.5	4	1				1	1	117.36	
175+91.23	178+92.79	LT	275.0	4		1	1				100.72	
180+18.45	182+87.19	LT	175.0	4	1			1		1	92.36	
180+48.42	183+90.57	LT	250.0	4	1			1		1	117.36	
226+74.41	228+01.58	LT	100.0	4		1	1				42.39	
227+23.32	228+50.49	LT	100.0	4		1	1				42.39	
229+19.65	231+50.89	LT	137.5	4	1			1		1	79.86	
228+70.74	231+01.98	LT	137.5	4	1			1		1	79.86	
254+82.49	257+44.99	LT	200.0	4	1	1				1	90.28	
255+00.53	258+31.77	LT	225.0	4	1			1		1	113.19	
346+77.08	350+56.11	LT	175.0	4	1	1				1	129.12	
363+24.78	366+68.53	LT	237.5	4	1			1		1	117.36	
363+37.30	365+74.80	LT	175.0	4	1	1				1	81.95	
224+99.11	227+30.35	RT	137.5	4	1			1		1	79.86	
225+48.02	227+79.26	RT	137.5	4	1			1		1	79.86	
227+99.51	229+26.68	RT	100.0	4		1	1				42.39	
228+48.42	229+75.59	RT	100.0	4		1	1				42.39	
252+69.93	255+32.43	RT	200.0	4	1	1				1	90.28	
344+68.30	348+47.65	RT	175.0	4	1	1				1	129.23	
361+40.81	363+78.30	RT	175.0	4	1	1				1	81.94	
373+30.64	375+30.64	RT	137.5	4	1	1				1	69.45	
401+54.37	403+66.87	RT	150.0	4	1	1				1	73.61	
165+88	169+23	LT										335
175+84	178+93	LT										309
180+18	182+76	LT										257
180+48	183+89	LT										342
228+22	232+66	LT										445
228+12	232+94	LT										482
255+00	258+29	LT										329
363+26	366+66	LT										340
222+83	228+28	RT										545
226+04	228+58	RT										257
TOTALS			3737.5	88	17	13	5	6	3	17	1893	3641

INLET AND PIPE PROTECTION		
STATION / LOCATION	INLET AND PIPE PROTECTION	
	(EACH)	
F.A.I. 57		
181+50	MED	1
196+98	MED	3
220+01	MED	3
232+00	MED	3
241+29	MED	1
251+31	MED	1
261+20	MED	3
273+00	MED	3
282+25	MED	1
294+30	MED	3
306+64	MED	3
315+32	MED	1
327+01	MED	3
333+29	MED	3
349+00	MED	3
367+71	MED	1
374+11	MED	3
386+66	MED	3
1461+87	MED	1
TOTALS		43

RAISED REFLECTIVE PAVEMENT MARKER SCHEDULE					
STATION	STATION	LOCATION	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
			(EACH)	(EACH)	(EACH)
174+95.00	176+56.00	LT	4		
185+70.00	209+50.00	LT	29		
209+51.50	228+06.39	LT	24		
228+06.39	229+05.55	LT		2	
228+15.68	229+14.84	LT		2	
229+05.55	347+05.54	LT	148		
348+47.10	419+77.93	LT	90		
1461+04.83	1476+00.00	LT	19		
226+30.00	228+15.68	LT	3		
229+14.84	231+50.00	LT	3		
172+50.00	177+71.41	RT	7		
177+71.41	180+49.21	RT		4	
180+49.21	209+50.00	RT	37		
209+51.50	227+44.45	RT	23		
227+35.16	228+34.32	RT		2	
227+44.45	228+43.61	RT		2	
228+43.61	347+05.54	RT	149		
348+47.10	409+51.00	RT	77		
224+95.00	227+35.16	RT	4		
228+34.32	230+74.00	RT	3		
226+30	231+50	LT			7
224+95	230+74	RT			7
TOTALS			620	12	14

SHORT TERM PAVEMENT MARKING				
STATION / LOCATION			MARKING (FOOT)	REMARKS
STATION	STATION	LOC.		
169+30.00	209+50.00	LT	160	N.B. INSIDE EDGE LINE (SOLID)
209+51.50	347+05.54	LT	552	N.B. INSIDE EDGE LINE (SOLID)
348+47.10	419+77.93	LT	284	N.B. INSIDE EDGE LINE (SOLID)
1461+04.83	1476+00.00	LT	60	N.B. INSIDE EDGE LINE (SOLID)
226+30.00	231+50.00	LT	20	N.B. OUTSIDE EDGE LINE (SOLID)
166+50.00	209+50.00	RT	172	S.B. INSIDE EDGE LINE (SOLID)
209+51.50	347+05.54	RT	548	S.B. INSIDE EDGE LINE (SOLID)
348+47.10	409+51.00	RT	244	S.B. INSIDE EDGE LINE (SOLID)
224+95.00	230+74.00	RT	24	S.B. OUTSIDE EDGE LINE (SOLID)
226+30.00	231+50.00	LT	52	N.B. CENTER-OUTSIDE (SKIP-DASH)
186+70.00	1476+00.00	LT	2468	N.B. CENTER-INSIDE (SKIP-DASH)
224+95.00	230+74.00	RT	60	S.B. CENTER-OUTSIDE (SKIP-DASH)
172+50.00	409+51.00	RT	2356	S.B. CENTER-INSIDE (SKIP-DASH)
TOTAL			7,000	

PAVEMENT MARKING SCHEDULE											REMARKS
STATION	STATION	LOCATION	PERFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID				GROOVING FOR RECESSED PAVEMENT				
			LETTERS AND SYMBOLS	LINE 4"	LINE 5"	LINE 12"	MARKING, LETTERS, NUMBERS AND SYMBOLS	MARKING 5"	MARKING 6"	MARKING 13"	
			(SQ FT)	(FOOT)	(FOOT)	(FOOT)	(SQ FT)	(FOOT)	(FOOT)	(FOOT)	
180+70.00		LT	41.5				41.5				LANE DROP ARROW
189+70.00		LT	41.5				41.5				LANE DROP ARROW
169+30.00	177+70.00	LT		840.0							N.B. INSIDE EDGE LINE (SOLID)
166+55.00	1476+00.00	LT		26409.0							N.B. INSIDE EDGE LINE (SOLID)
226+30.00	231+50.00	LT		520.0							N.B. OUTSIDE EDGE LINE (SOLID)
166+50.00	172+50.00	RT		600.0							S.B. INSIDE EDGE LINE (SOLID)
166+50.00	409+51.00	RT		24149.0							S.B. INSIDE EDGE LINE (SOLID)
224+95.00	230+74.00	RT		579.0							S.B. OUTSIDE EDGE LINE (SOLID)
169+30.00	189+40.00	LT						2010			N.B. INSIDE EDGE LINE (SOLID)
227+97.10	228+96.26	LT						99			N.B. INSIDE EDGE LINE (SOLID)
1465+00.00	1476+00.00	LT						1100			N.B. INSIDE EDGE LINE (SOLID)
228+24.97	229+24.13	LT						99			N.B. OUTSIDE EDGE LINE (SOLID)
166+50.00	186+00.00	RT						1950			S.B. INSIDE EDGE LINE (SOLID)
227+53.74	228+52.30	RT						99			S.B. INSIDE EDGE LINE (SOLID)
403+50.00	409+51.00	RT						601			S.B. INSIDE EDGE LINE (SOLID)
227+25.87	228+25.03	LT						99.0			S.B. OUTSIDE EDGE LINE (SOLID)
226+30.00	231+50.00	LT			130						N.B. INSIDE, CENTER-OUTSIDE (SKIP-DASH)
186+70.00	1476+00.00	LT			6170						N.B. INSIDE, CENTER-INSIDE (SKIP-DASH)
224+95.00	230+74.00	RT			150						S.B. INSIDE, CENTER-OUTSIDE (SKIP-DASH)
172+50.00	409+51.00	RT			5890						S.B. INSIDE, CENTER-INSIDE (SKIP-DASH)
186+70.00	226+30.00	LT							990		N.B. INSIDE, CENTER-INSIDE (SKIP-DASH)
231+50.00	1476+00.00	LT							5050		N.B. INSIDE, CENTER-INSIDE (SKIP-DASH)
172+50.00	224+95.00	RT							1310		S.B. INSIDE, CENTER-INSIDE (SKIP-DASH)
230+74.00	409+51.00	RT							4430		S.B. INSIDE, CENTER-INSIDE (SKIP-DASH)
166+50.00	172+50.00	RT				243					30' SPACING
169+30.00	177+70.00	LT				173					30' SPACING
178+13.05	180+85.86	LT				34					N.B. BRIDGE STRIPEOUT
TOTALS			83	53,097	12340	450	83	6,057	11,780	34	

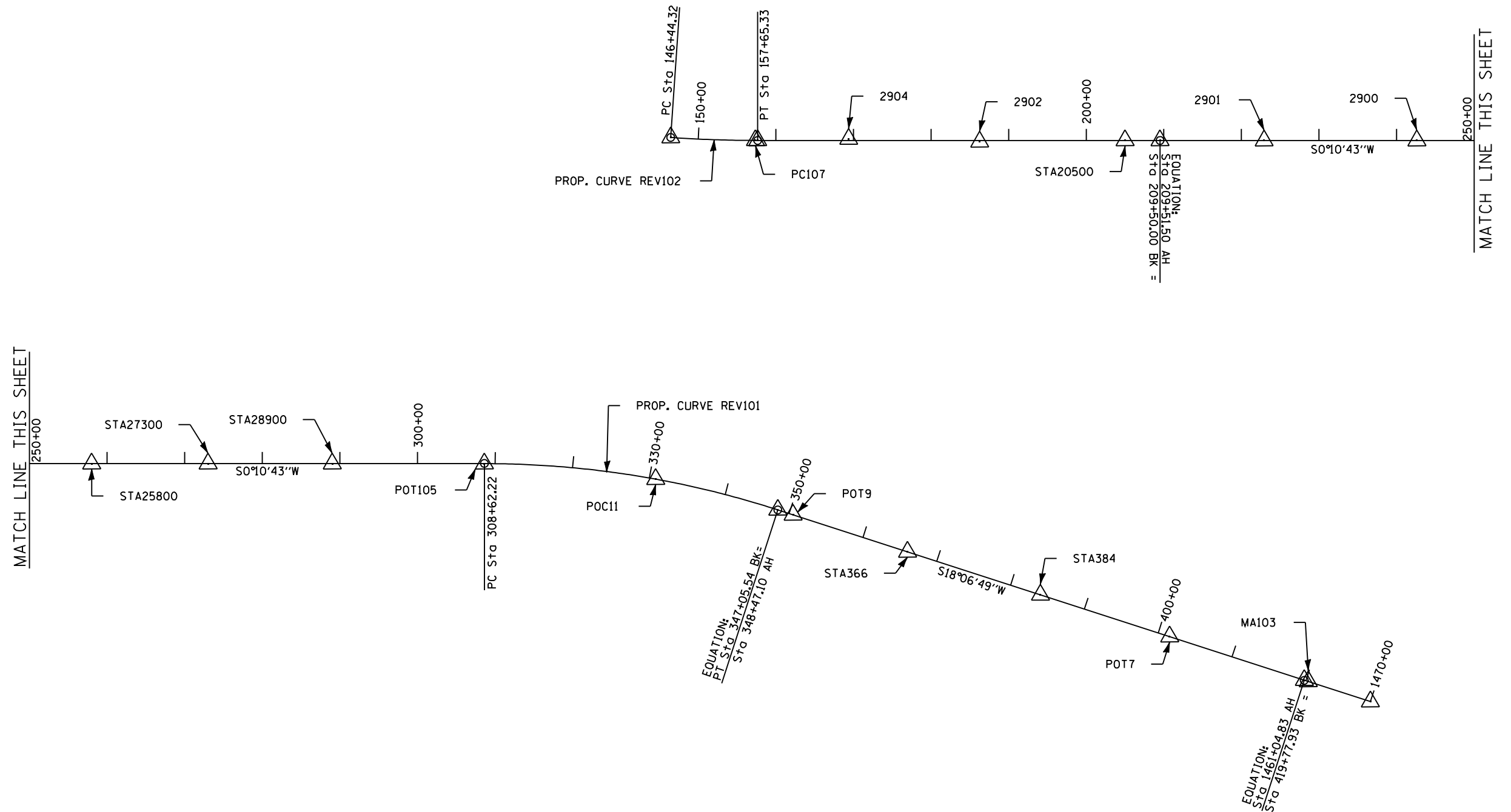
PAVEMENT MARKING REMOVAL				
STATION / LOCATION			PAVEMENT MARKING REMOVAL	REMARKS
STA.	STA.	LOC.	(SQ FT)	
169+30.00	209+50.00	LT	1340	Northbound Inside Edge Line (Solid):
209+51.00	226+30.00	LT	560	"
231+50.00	347+05.54	LT	3856	"
348+47.10	419+77.93	LT	2377	"
1461+04.83	1465+00.00	LT	132	"
178+13.05	180+85.86	LT	68	Northbound Bridge Stripeout (4 stripes at 17')
166+50.00	209+50.00	RT	1433	Southbound Inside Edge Line (Solid):
209+51.00	224+95.00	RT	515	"
230+74.00	347+05.54	RT	3873	"
348+47.10	403+50.00	RT	1834	"
177+71.13	180+49.29	RT	34.0	Southbound Bridge Stripeout (2 stripes at 17')
TOTALS			16,022	

PAVEMENT REMOVAL					
STATION / LOCATION		PAVEMENT REMOVAL	HOT MIX ASPHALT SURFACE REMOVAL - 1 1/2"	PAVED SHOULDER REMOVAL	REMARKS
STATION	TO	(SQ YD)	(SQ YD)	(SQ YD)	
226+30.00	-	228+55.75	593.9		NORTHBOUND
228+74.78	-	231+50.00	728.7		"
224+95.00	-	227+74.49	743.9		SOUTHBOUND
227+94.02	-	230+74.00	752.9		"
196+33.00	-		501.7		CROSSOVER
305+90.00	-		486.1		"
409+20.00	-		253.9		"
169+30.00	-	178+13.05		1177.4	NORTHBOUND
180+85.86	-	192+00.00		1485.5	"
1465+00.00	-	1476+00.00		1466.7	"
166+50.00	-	177+71.30		1495.1	SOUTHBOUND
180+49.21	-	189+00.00		1134.4	"
403+50.00	-	409+51.00		801.3	"
226+30.00	-	228+62.98			245.9 NB OUTSIDE
228+93.65	-	231+50.00			329.9 "
224+95.00	-	227+52.00			285.1 SB OUTSIDE
227+90.00	-	230+74.00			296.2 "
189+50.00	-	194+50.00			541.8 NB INSIDE
194+50.00	-	228+36.90			2294.6 "
228+70.68	-	1465+00.00			14047.8 "
189+00.00	-	192+50.00			382.0 SB INSIDE
192+50.00	-	227+75.00			2297.0 "
228+12.00	-	403+50.00			12614.2 "
TOTALS			4,061	7560	33,335

COORDINATE TABLE			
STATION	OFFSET	NORTHING	EASTING
PC STA 146+44.32	0.00	421237.7572	807329.4601
PT STA 157+65.33	0.00	420117.7567	807287.5966
EQ: STA 209+50.00 BK = STA 209+51.50 AH	0.00	414933.1035	807271.4334
PC STA 308+62.22	0.00	405022.4359	807240.5368
EQ: PT STA 347+05.54 BK = STA 348+47.10 AH	0.00	401243.4435	806632.1241
EQ: STA 419+77.93 BK = STA 1461+04.83 AH	0.00	394465.9965	804415.1455
STA 1470+00	0.00	393615.1842	804136.8353

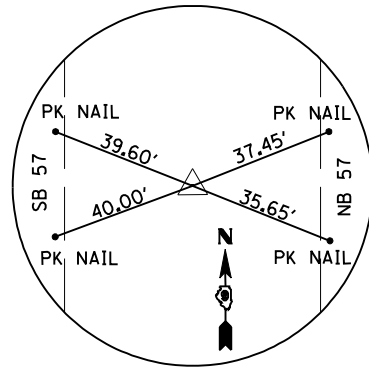
PROP. CURVE REV102  
 PI STA. = 152+05.04  
 $\Delta = 3^\circ 55' 26''$  (LT)  
 $D = 0^\circ 21' 00''$   
 $R = 16,368.23'$   
 $T = 560.72'$   
 $L = 1,121.00'$   
 $E = 9.60'$   
 $e = \text{----}$   
 T.R. = ----  
 S.E. RUN = ----  
 P.C. STA. = 146+44.32  
 P.T. STA. = 157+65.33

PROP. CURVE REV101  
 PI STA. = 327+99.73  
 $\Delta = 17^\circ 56' 06''$  (RT)  
 $D = 0^\circ 28' 00''$   
 $R = 12,278.11'$   
 $T = 1,937.51'$   
 $L = 3,843.33'$   
 $E = 151.93'$   
 $e = \text{----}$   
 T.R. = ----  
 S.E. RUN = ----  
 P.C. STA. = 308+62.22  
 P.T. STA. = 347+05.54

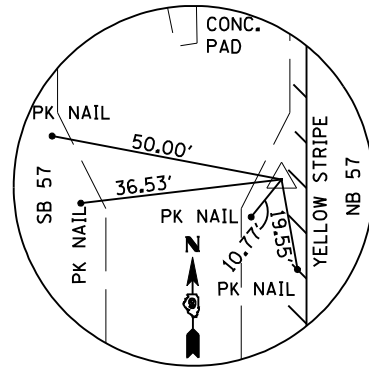


**EFK Moen, LLC**  
 Civil Engineering Design

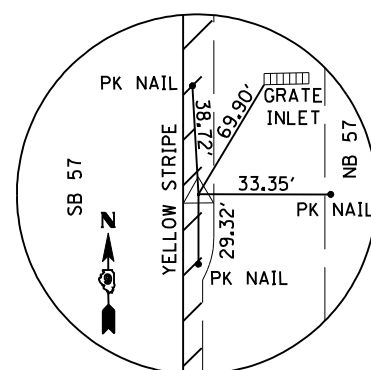
FILE NAME =	USER NAME = \$USER*	DESIGNED - MSK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT, TIES AND BENCHMARKS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN - MSK	REVISED -			57	(X1-6-2,X1-5,(X1-4-1BR-1))R-1	WILLIAMSON	202	21	
	PLOT SCALE = \$SCALE*	CHECKED - JRD	REVISED -			CONTRACT NO. 78334					
	PLOT DATE = \$DATE*	DATE - 02/01/2013	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: N. T. S.		SHEET NO. 1 OF 2 SHEETS		STA. 68+39.67 TO STA. 1461+36.88			



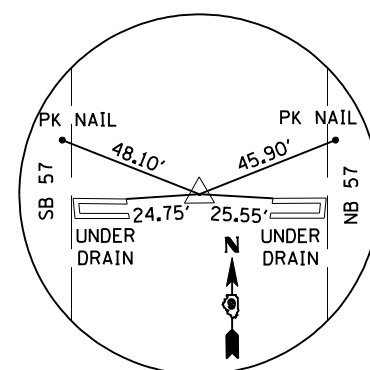
POINT, PC107  
157+36.04 1.61' LT  
IRON ROD/CAP  
N=420147.0373  
E=807289.3208  
Z=401.20



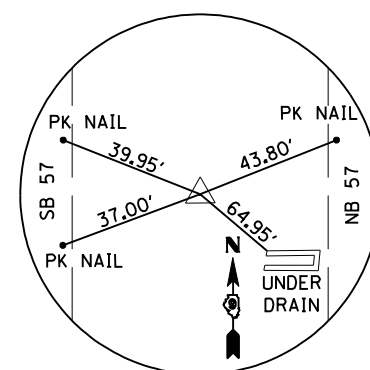
POINT, 2904  
169+38.47 18.92' LT.  
PK NAIL  
N=418944.5638  
E=807302.8574  
Z=402.08



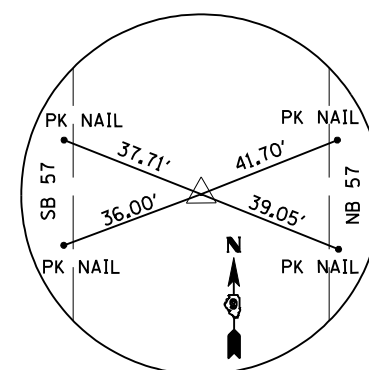
POINT, 2902  
186+25.84 17.05' RT.  
80D NAIL IN ASPHALT  
N=417257.3073  
E=807261.6336  
Z=402.14



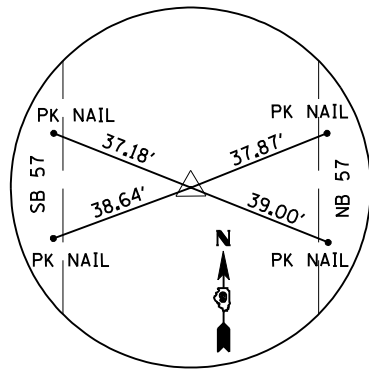
POINT, STA20500  
205+00.00 ON LINE  
R X R SPIKE  
N=415383.1061  
E=807272.8363  
Z=427.16



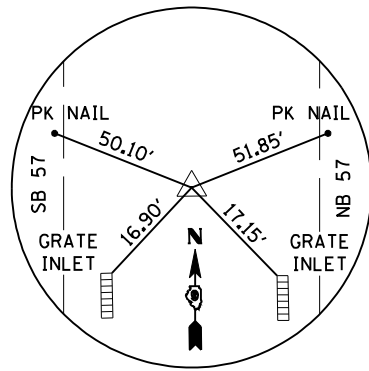
POINT, 2901  
222+92.42 1.58' RT.  
IRON ROD/CAP  
N=413592.1938  
E=807265.6703  
Z=417.86



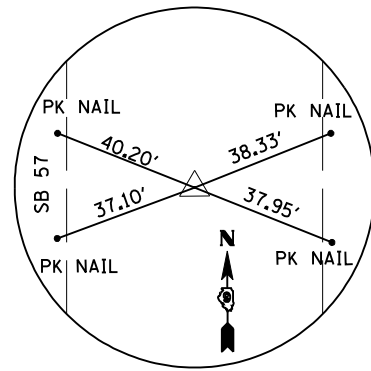
POINT, 2900  
242+61.11 1.32' RT.  
IRON ROD/CAP  
N=411623.5120  
E=807259.7910  
Z=413.53



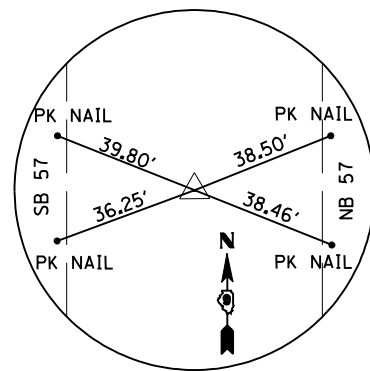
POINT, STA25800  
258+01.50 ON LINE  
IRON ROD/CAP  
N=410083.1318  
E=807256.3136  
Z=422.60



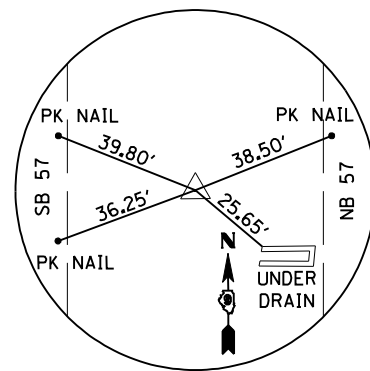
POINT, STA27300  
273+01.61 ON LINE  
R X R SPIKE  
N=408583.0287  
E=807251.6351  
Z=437.61



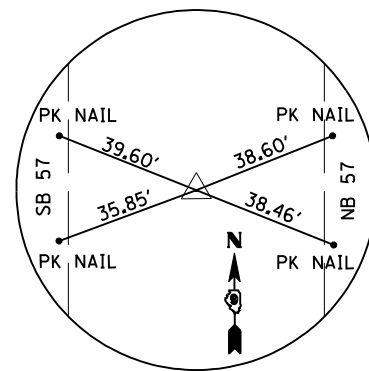
POINT, STA28900  
289+01.76 0.05' LT.  
IRON ROD/CAP  
N=406982.8863  
E=807246.6992  
Z=454.88



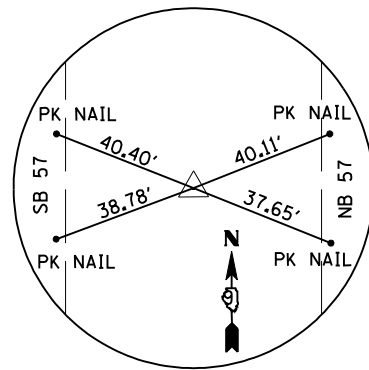
POINT, POT105  
308+62.58 0.01' RT.  
IRON ROD/CAP  
N=405022.0766  
E=807240.5254  
Z=462.16



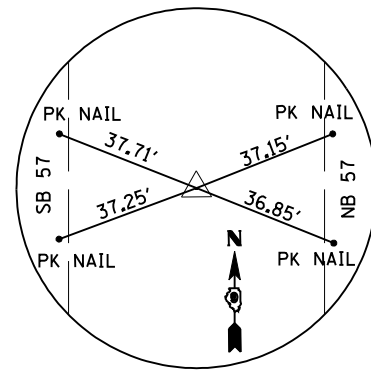
POINT, POC11  
330+82.17 0.28' LT.  
IRON ROD/CAP  
N=402815.1371  
E=807033.7808  
Z=471.59



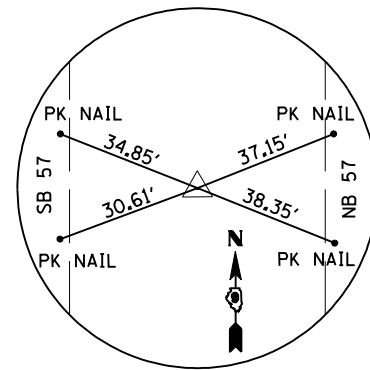
POINT, POT9  
350+54.64 0.02' RT.  
IRON ROD/CAP  
N=401046.1932  
E=806567.5842  
Z=491.36



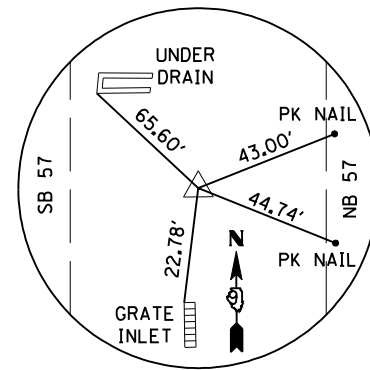
POINT, STA366  
366+03.91 0.14' LT.  
IRON ROD/CAP  
N=399573.6586  
E=806086.0612  
Z=493.76



POINT, STA384  
384+04.08 0.20' RT.  
R X R SPIKE  
N=397862.8023  
E=805526.0643  
Z=495.51



POINT, POT7  
401+54.24 0.16' LT.  
IRON ROD/CAP  
N=396199.2629  
E=804982.2839  
Z=504.03



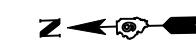
POINT, MA103  
1461+58.94 0.15' LT.  
IRON ROD/CAP  
N=394414.5180  
E=804398.4660  
Z=479.00

**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME =	USER NAME = \$USER\$	DESIGNED - MSK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT, TIES AND BENCHMARKS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN - MSK	REVISED -		57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	22			
PLOT SCALE = \$SCALE\$		CHECKED - JRD	REVISED -		SCALE: N. T. S. SHEET NO. 2 OF 2 SHEETS STA. 68+39.67 TO STA. 1461+36.88			CONTRACT NO. 78334				
PLOT DATE = \$DATE\$		DATE - 02/01/2013	REVISED -					ILLINOIS FED. AID PROJECT				

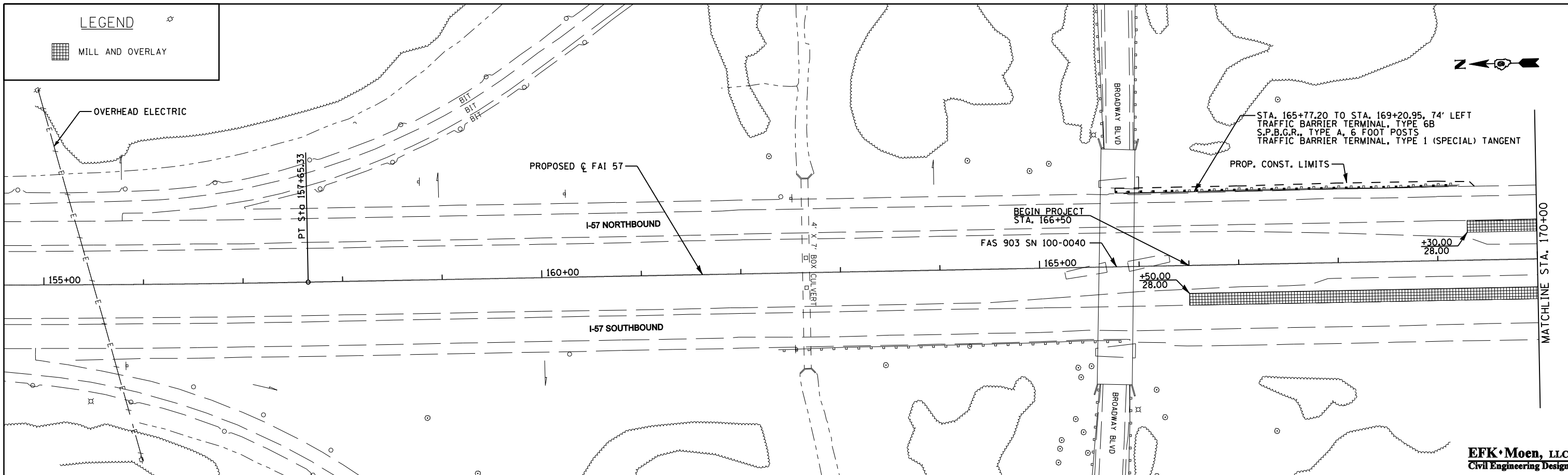
**LEGEND**

MILL AND OVERLAY

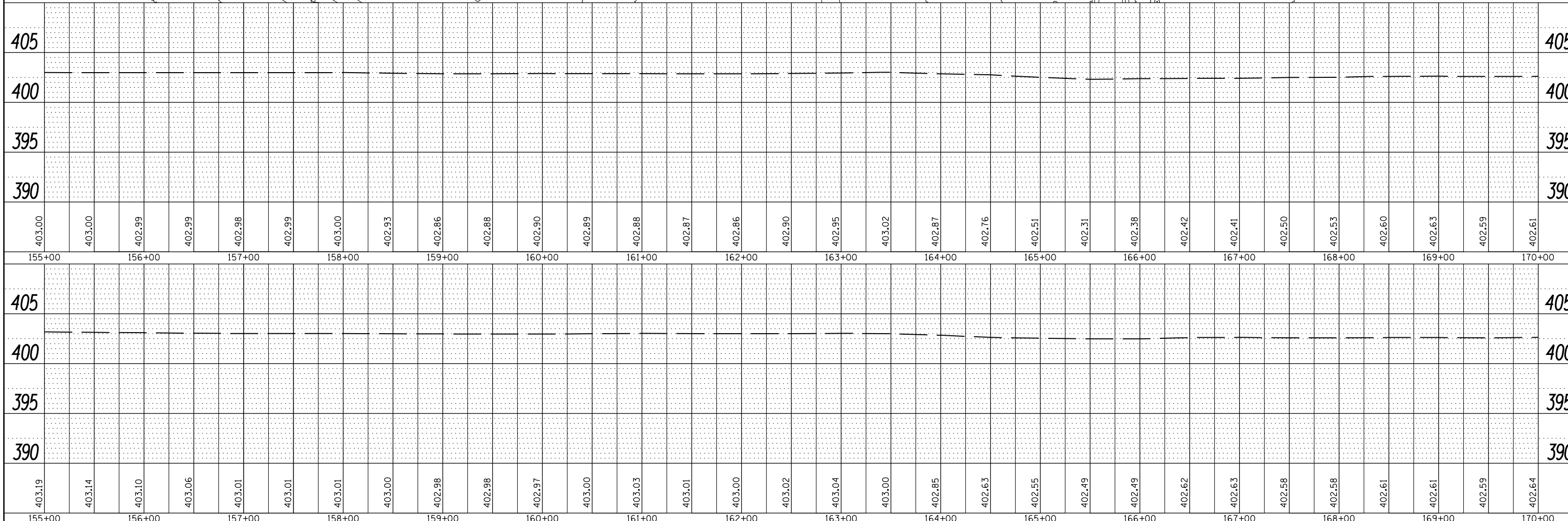


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NOTE BOOK NO.		
	CHECKED		
	DATE		

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



**EFK Moen, LLC**  
Civil Engineering Design



FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISIED -	<p align="center"><b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b></p> <p align="center"><b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b></p>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		CHECKED - MSK	REVISIED -		57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	23
		DRAWN - SLD	REVISIED -		CONTRACT NO. 78334				
		CHECKED - 02/01/2013	REVISIED -		ILLINOIS FED. AID PROJECT				

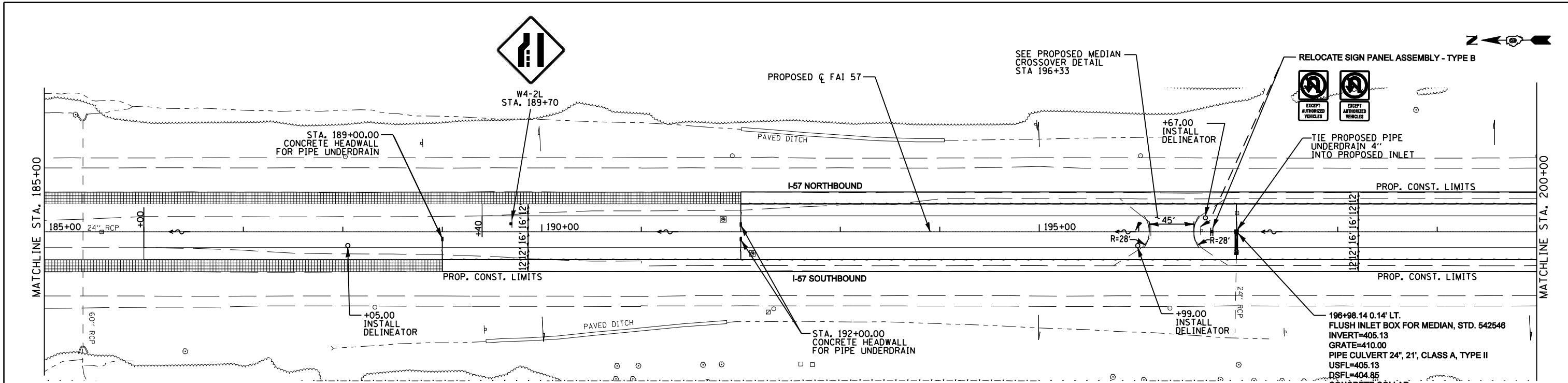
SCALE: 50      SHEET NO. 1 OF 19 SHEETS      STA. 155+00 TO STA. 170+00





PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO. _____		

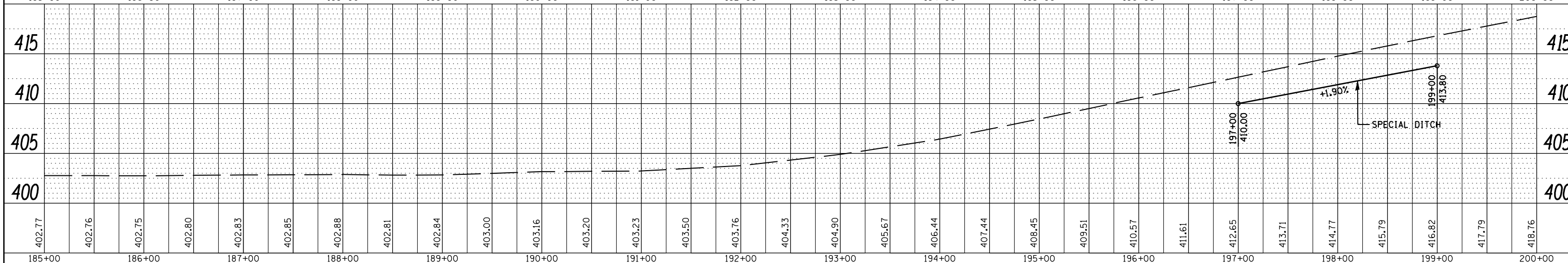
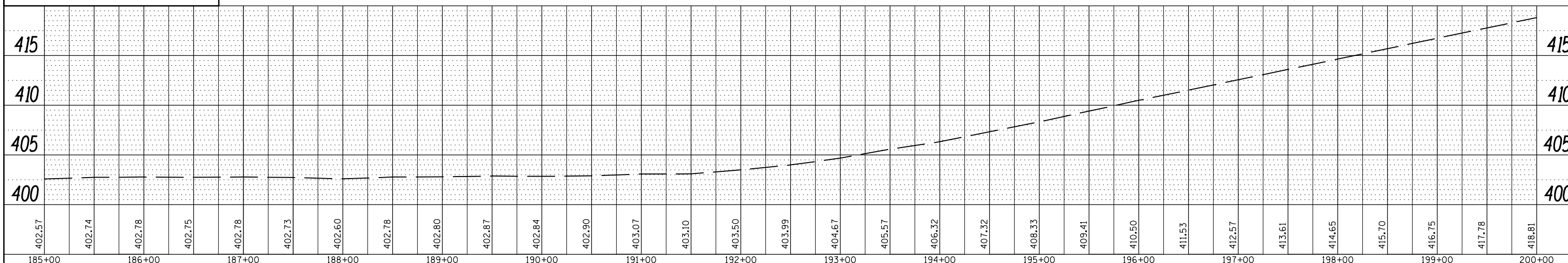
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO. _____		



LEGEND

[Hatched Box] MILL AND OVERLAY

EFK Moen, LLC  
Civil Engineering Design

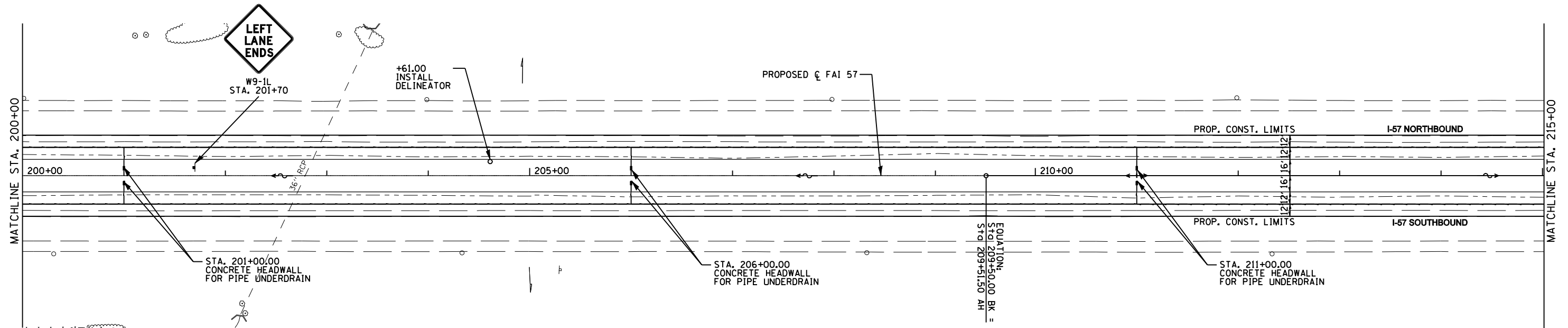


FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>		F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILE.L*		CHECKED - MSK	REVISIED -		57	(X1-6-2,X1-5,X1-4-1BR-1DR-1)	WILLIAMSON	202	25		
		DRAWN - SLD	REVISIED -		CONTRACT NO. 78334						
		CHECKED - 02/01/2013	REVISIED -		ILLINOIS FED. AID PROJECT						

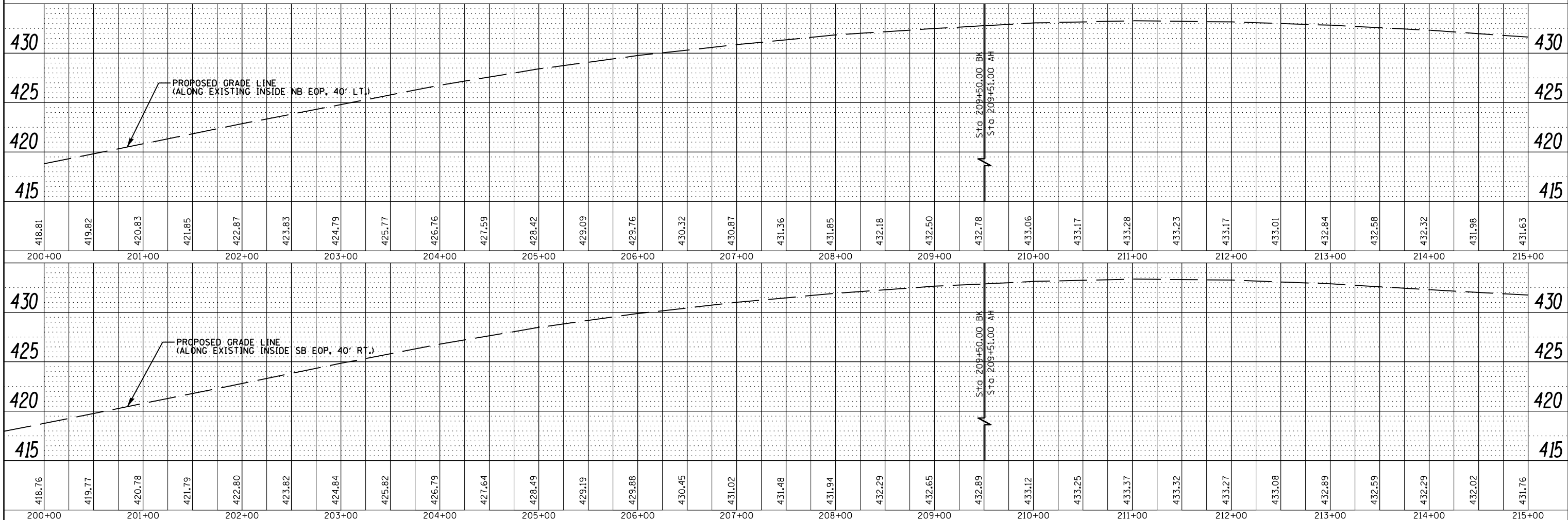
SCALE: 50 SHEET NO. 3 OF 19 SHEETS STA. 185+00 TO STA. 200+00



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NOTE BOOK NO.		
	CADD FILE NAME		



PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NOTE BOOK NO.		
	CADD FILE NAME		

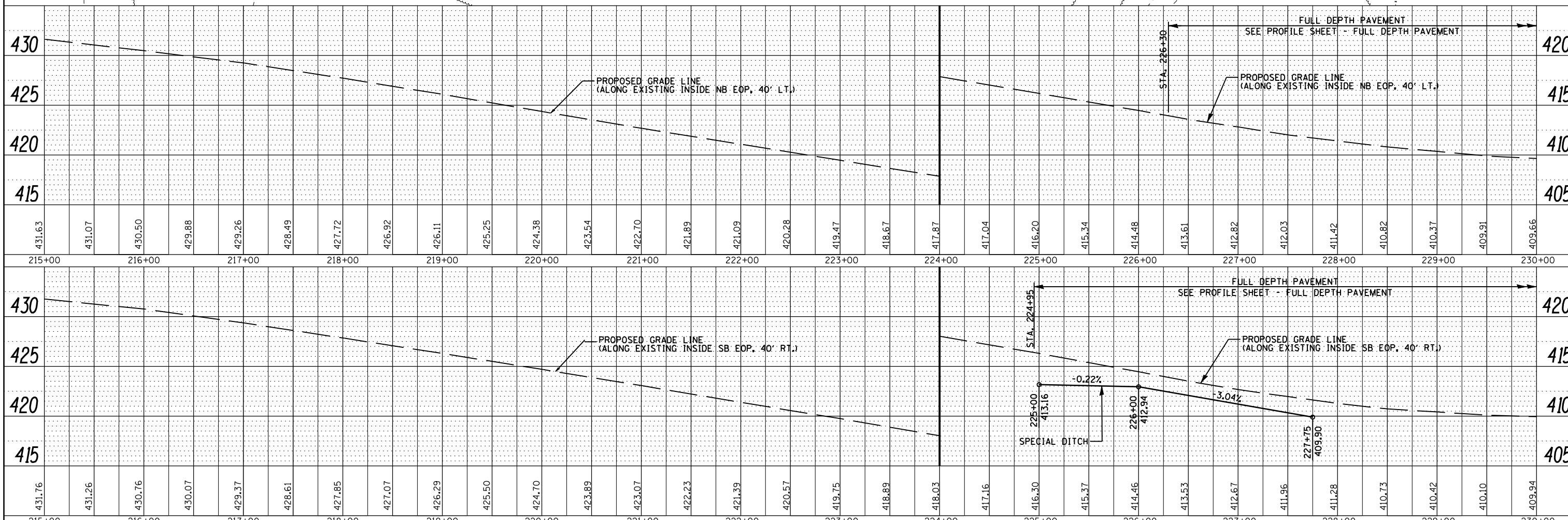
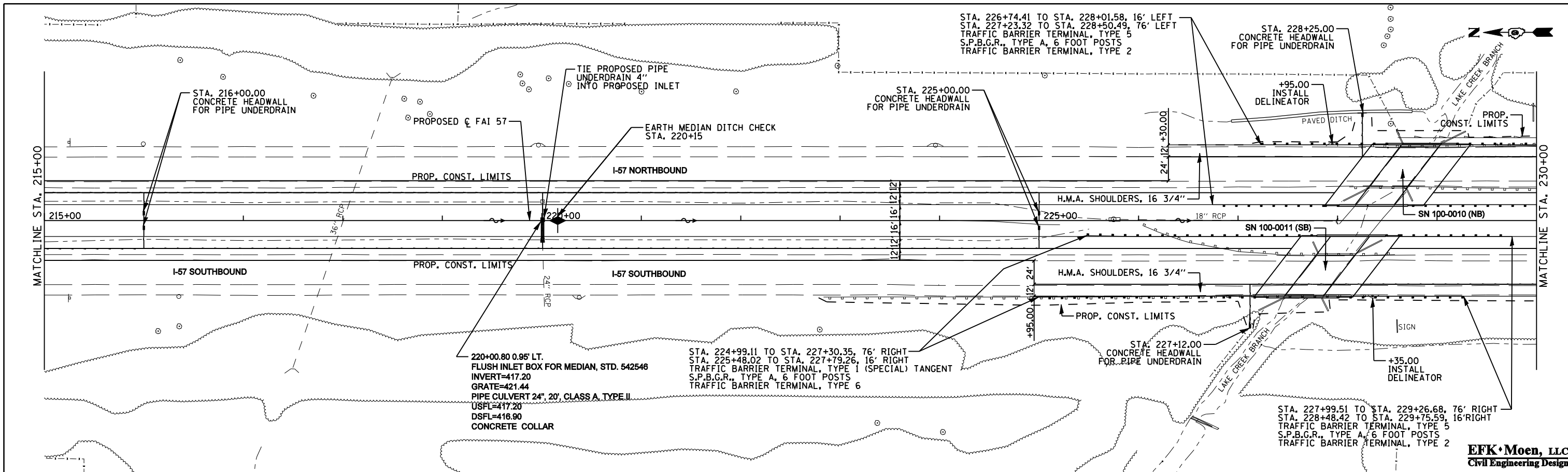


**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		CHECKED - MSK	REVISIED -				57	(X1-6-2,X1-5,X1-4-1BR-1DR-1)	WILLIAMSON	202	26	
		PLOT SCALE = *SCALE*	REVISIED -				CONTRACT NO. 78334					
		PLOT DATE = *DATE*	REVISIED -				ILLINOIS FED. AID PROJECT					
				SCALE: 50		SHEET NO. 4 OF 19 SHEETS		STA. 200+00 TO STA. 215+00				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	

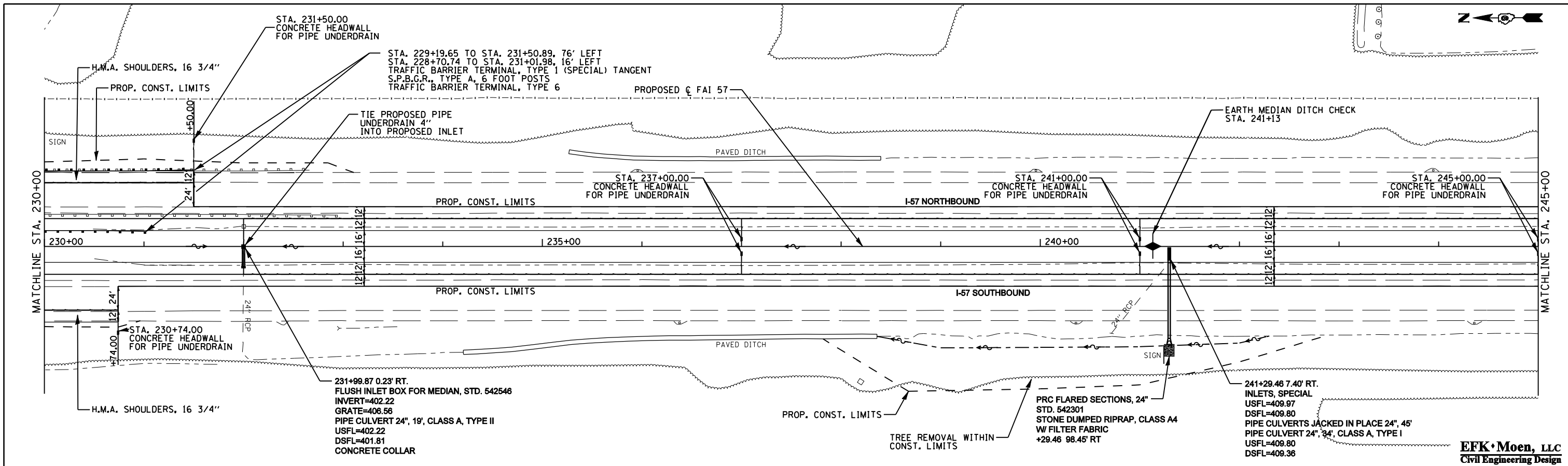
PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	



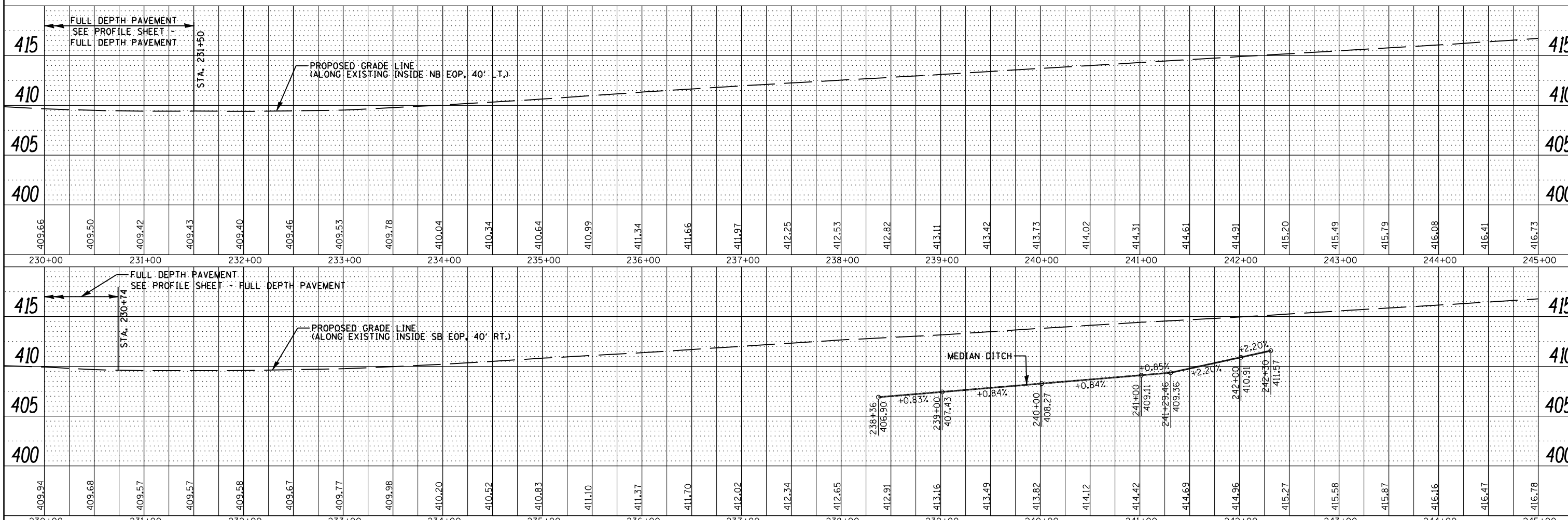
FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISOR -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		CHECKED - MSK	REVISOR -			57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	27
		DRAWN - SLD	REVISOR -			CONTRACT NO. 78334			ILLINOIS FED. AID PROJECT	
		CHECKED - 02/01/2013	REVISOR -			SCALE: 50	SHEET NO. 5 OF 19 SHEETS	STA. 215+00 TO STA. 230+00		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NOTE BOOK NO.		
	CADD FILE NAME		



**EFK Moen, LLC**  
Civil Engineering Design

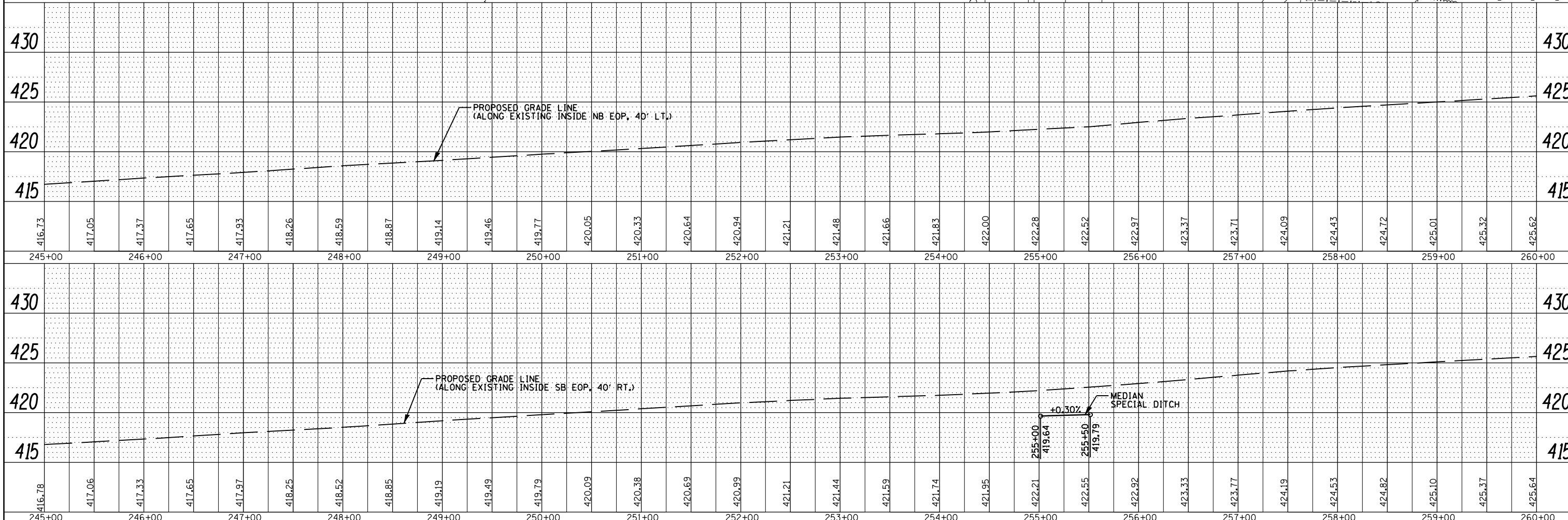
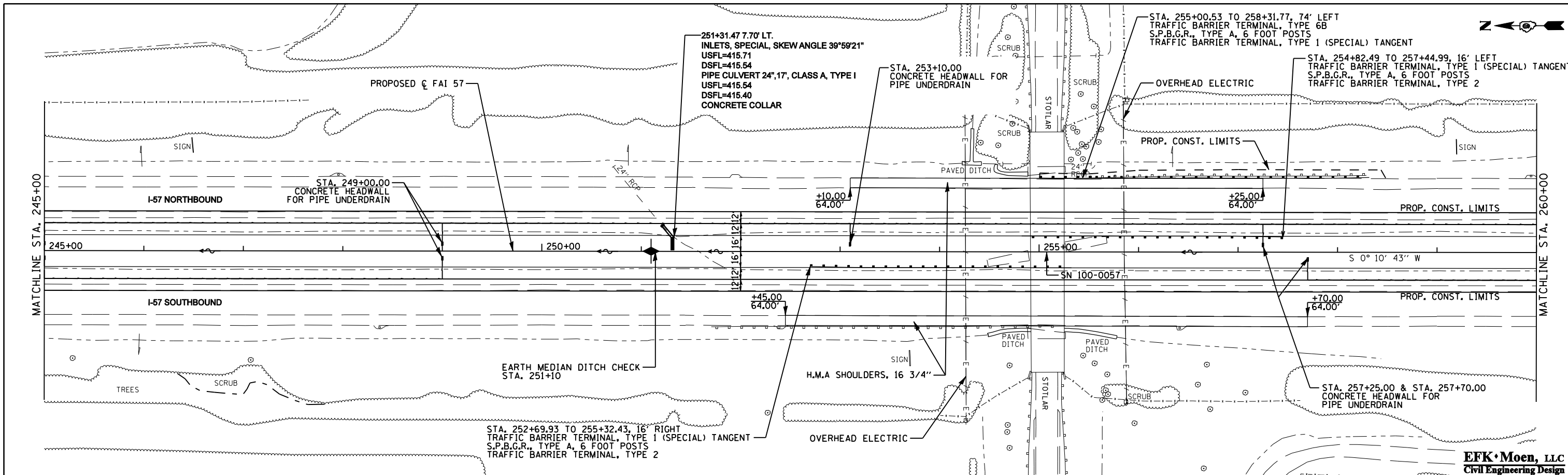


FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		CHECKED - MSK	REVISIED -			57	(X1-6-2,X1-5,X1-4-1BR-1JR-1)	WILLIAMSON	202	28	
		PLOT SCALE = *SCALE*	REVISIED -			CONTRACT NO. 78334					
		PLOT DATE = *DATE*	REVISIED -			ILLINOIS FED. AID PROJECT					

SCALE: 50 SHEET NO. 6 OF 19 SHEETS STA. 230+00 TO STA. 245+00

PLAN	SURVEYED	DATE
	PLOTTED	BY
	CHECKED	
	NO. _____	
	FILE NAME	

PROFILE	SURVEYED	DATE
	GRADES CHECKED	BY
	STRUCTURE	
	NO. _____	
	NOTATIS CHFD	

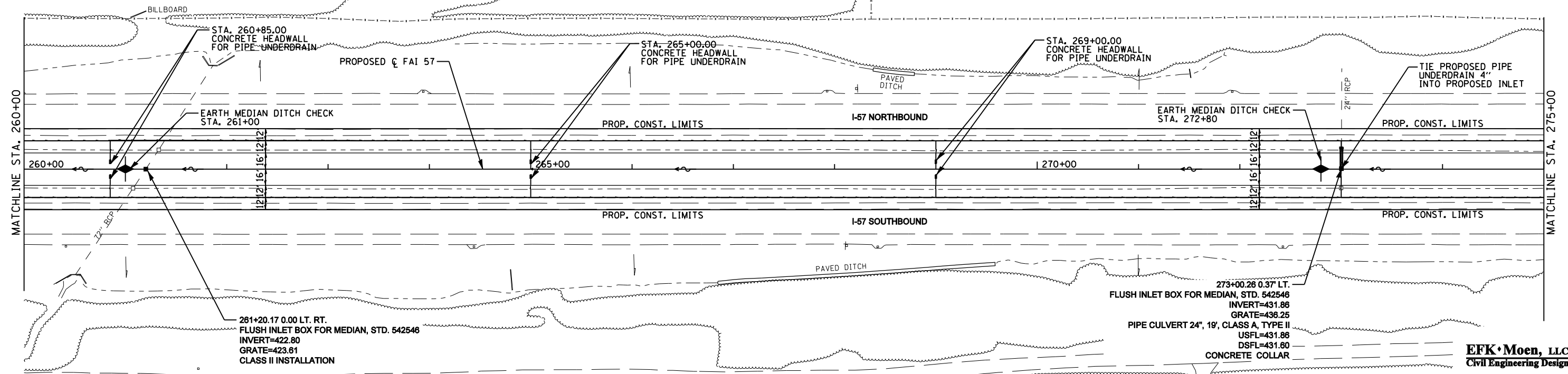


FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISD -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*	PLOT SCALE = *SCALE*	CHECKED - MSK	REVISD -			57	(X1-6-2,X1-5,X1-4-1BR-1DR-1)	WILLIAMSON	202	29	
	PLOT DATE = *DATE*	DRAWN - SLD	REVISD -			CONTRACT NO. 78334					
		CHECKED - 02/01/2013	REVISD -			ILLINOIS FED. AID PROJECT					

SCALE: 50 SHEET NO. 7 OF 19 SHEETS STA. 245+00 TO STA. 260+00

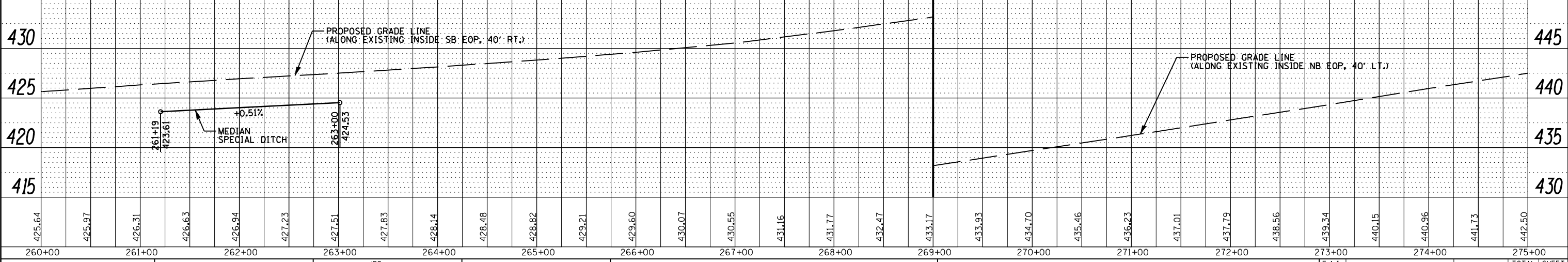
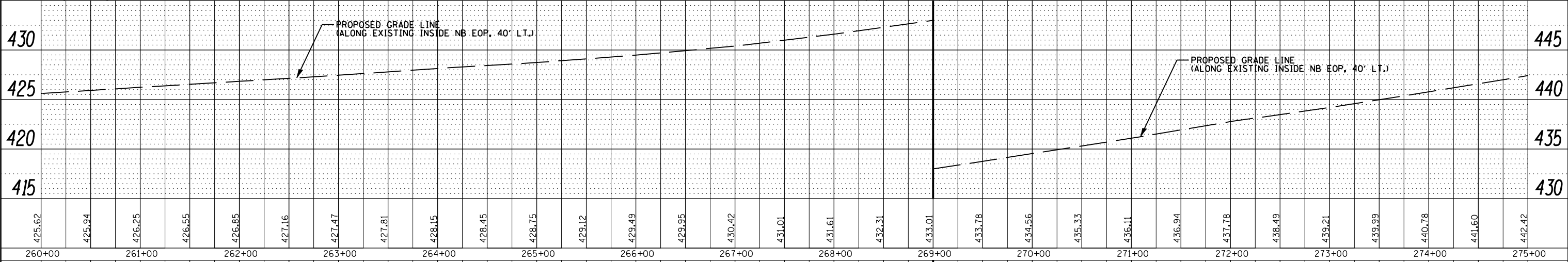


PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	



**EFK Moen, LLC**  
Civil Engineering Design

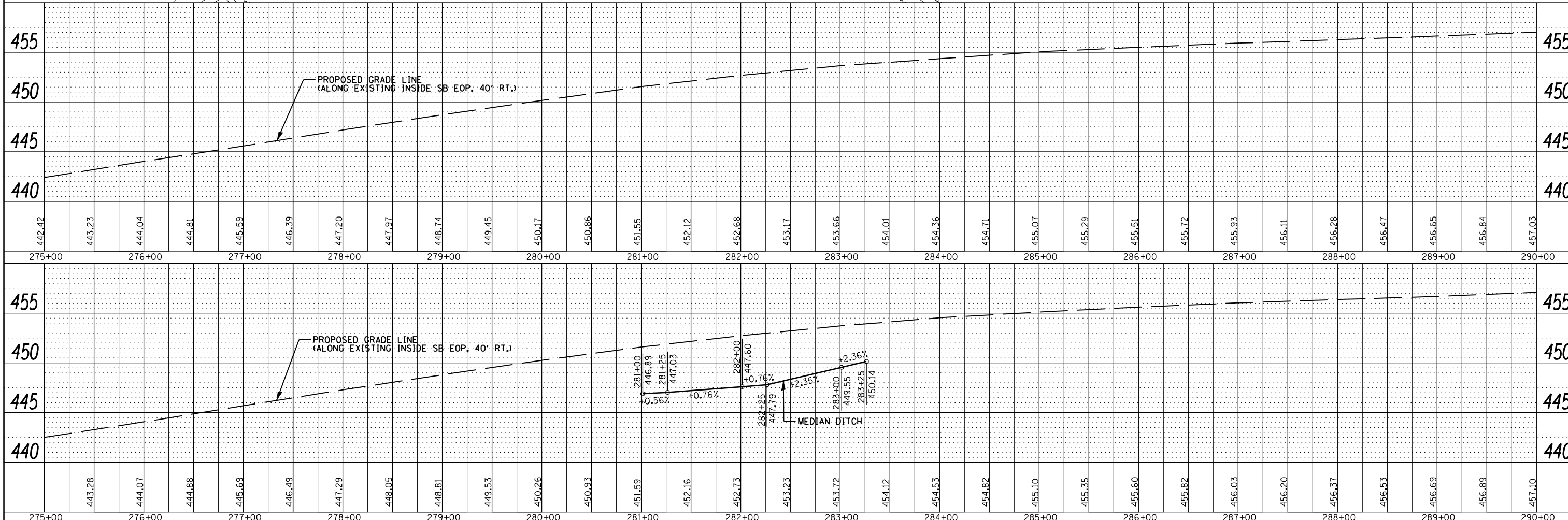
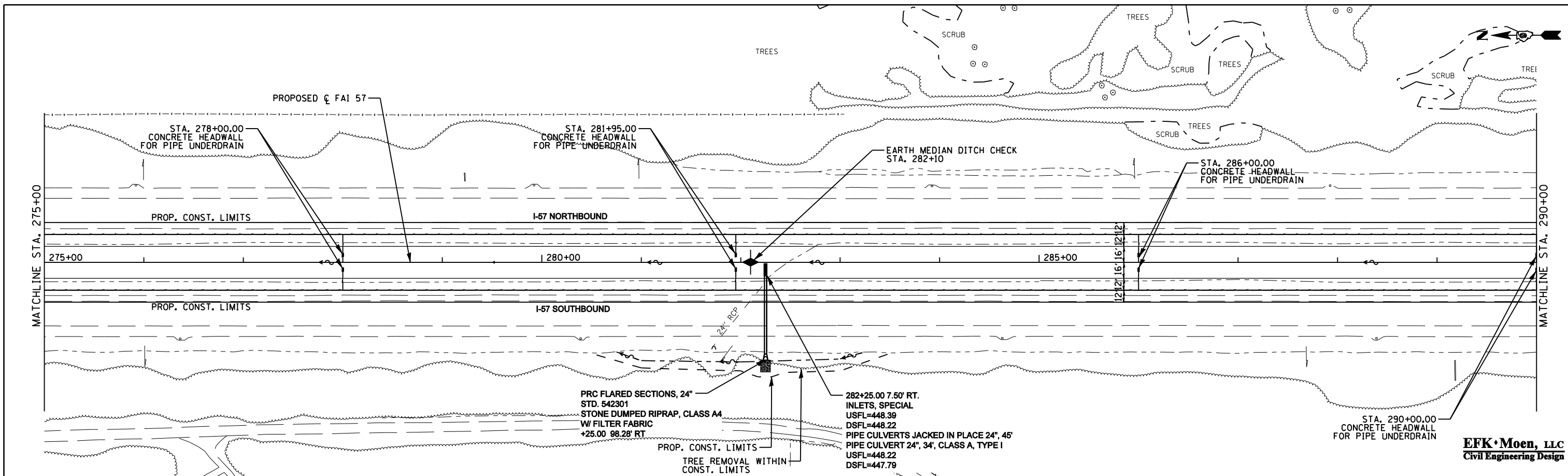
PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	



FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISD -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*	PLOT SCALE = *SCALE*	CHECKED - MSK	REVISD -			57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	30	
	PLOT DATE = *DATE*	DRAWN - SLD	REVISD -			CONTRACT NO. 78334					
		CHECKED - 02/01/2013	REVISD -			ILLINOIS FED. AID PROJECT					
				SCALE: 50		SHEET NO. 8 OF 19 SHEETS		STA. 260+00 TO STA. 275+00			

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

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



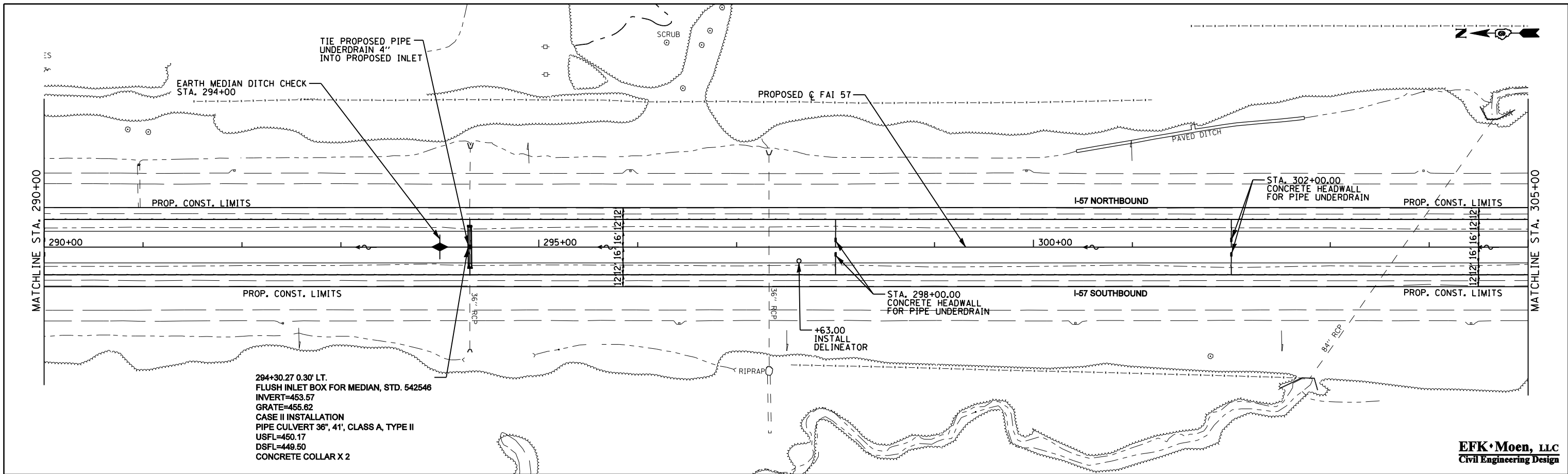
FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISOR -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE.L*		CHECKED - MSK	REVISOR -			57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	31	
		DRAWN - SLD	REVISOR -			CONTRACT NO. 78334					
		CHECKED - 02/01/2013	REVISOR -			ILLINOIS FED. AID PROJECT					

**EFK Moen, LLC**  
Civil Engineering Design

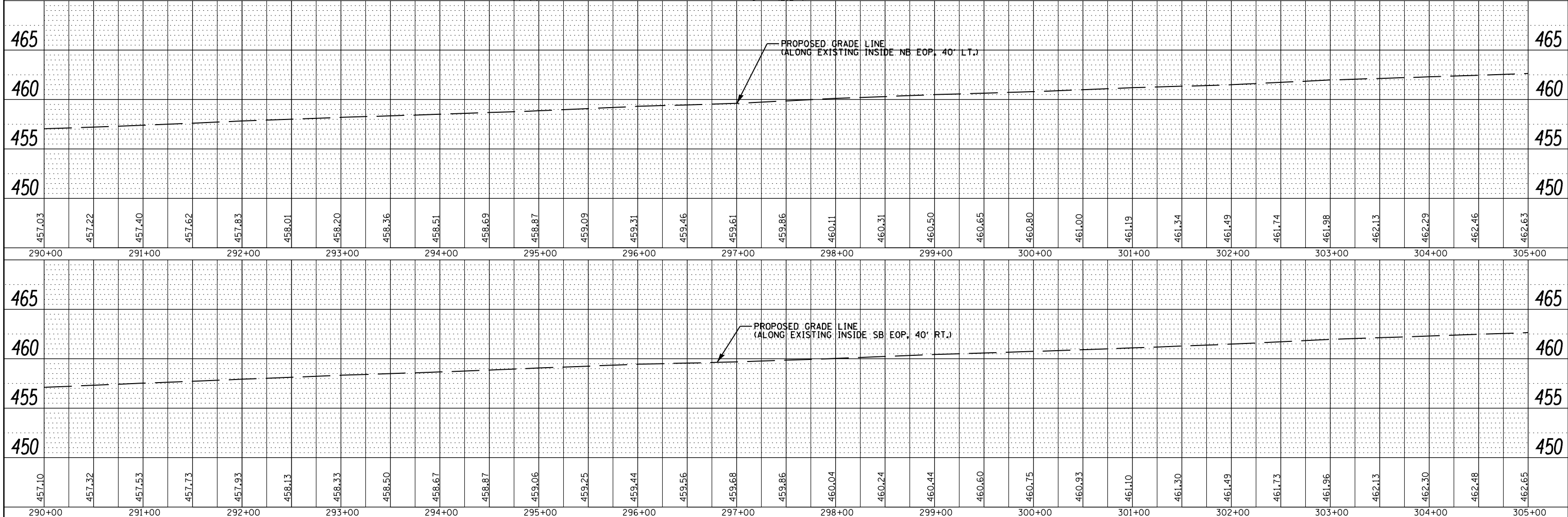
SCALE: 50 SHEET NO. 9 OF 19 SHEETS STA. 275+00 TO STA. 290+00

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NOTE BOOK NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NOTE BOOK NO.		
	CADD FILE NAME		



**EFK Moen, LLC**  
 Civil Engineering Design



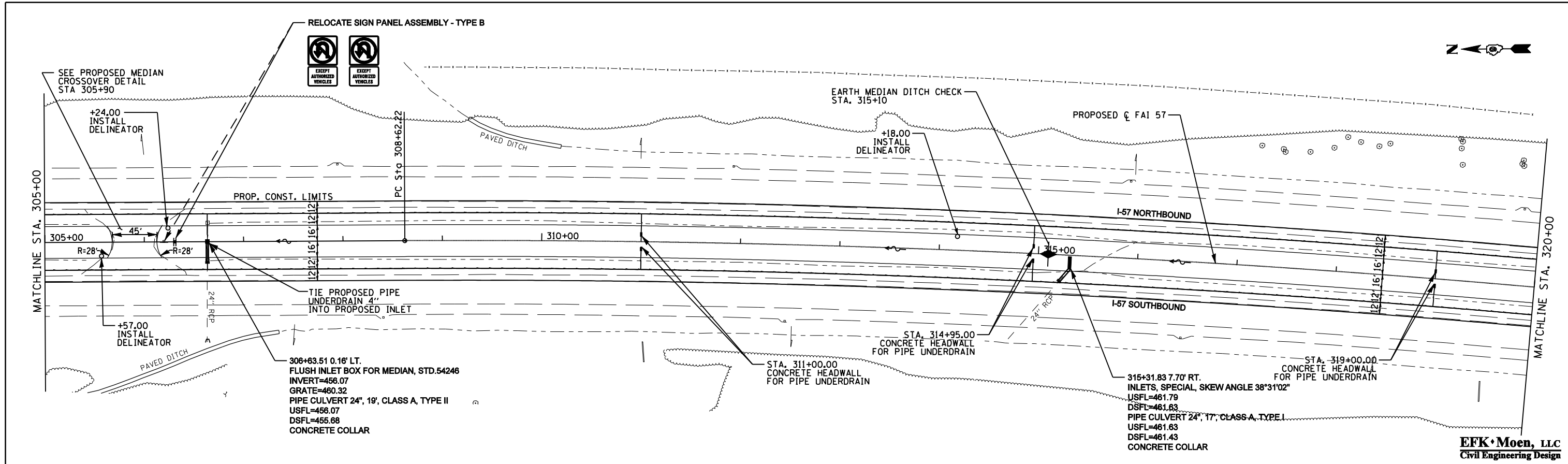
FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE.L*		CHECKED - MSK	REVISIED -			57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	32	
		PLOT SCALE = *SCALE*	REVISIED -			CONTRACT NO. 78334					
		PLOT DATE = *DATE*	REVISIED -			ILLINOIS FED. AID PROJECT					

SCALE: 50      SHEET NO. 10 OF 19 SHEETS      STA. 290+00 TO STA. 305+00

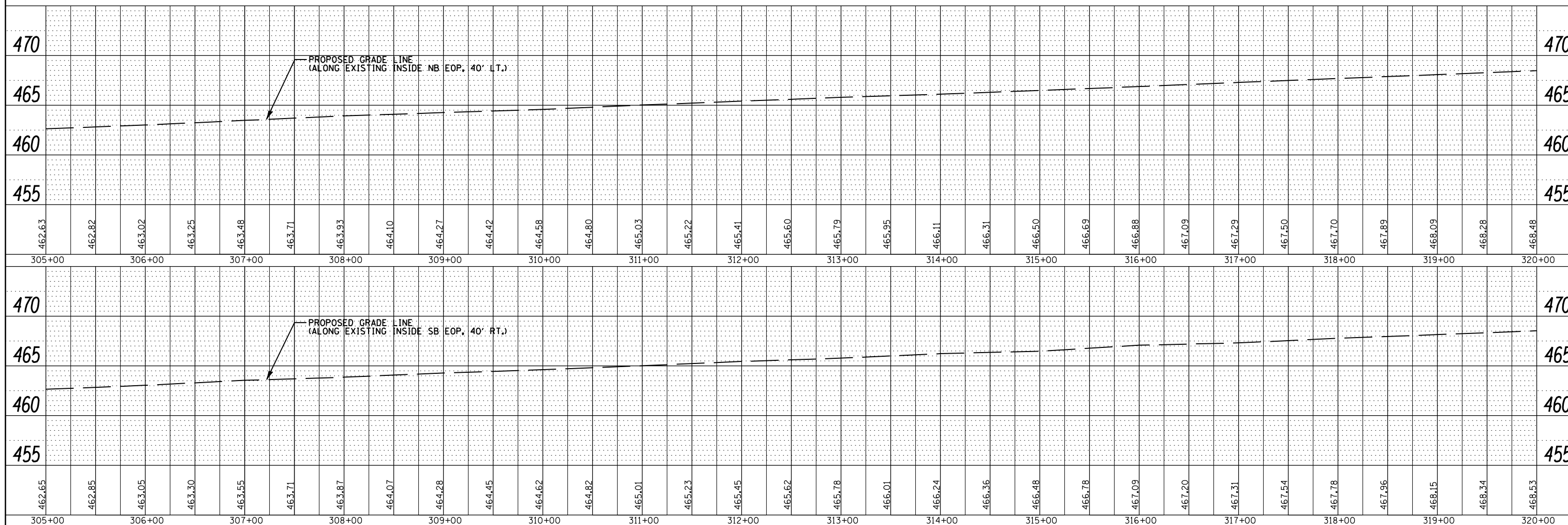


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

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



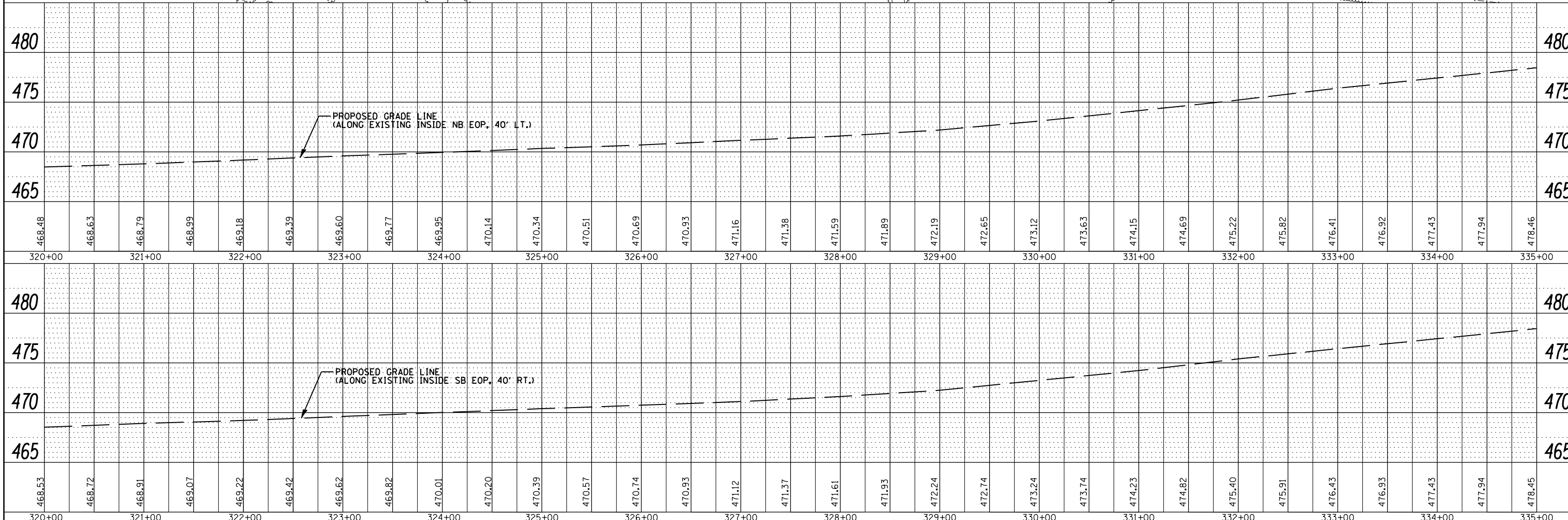
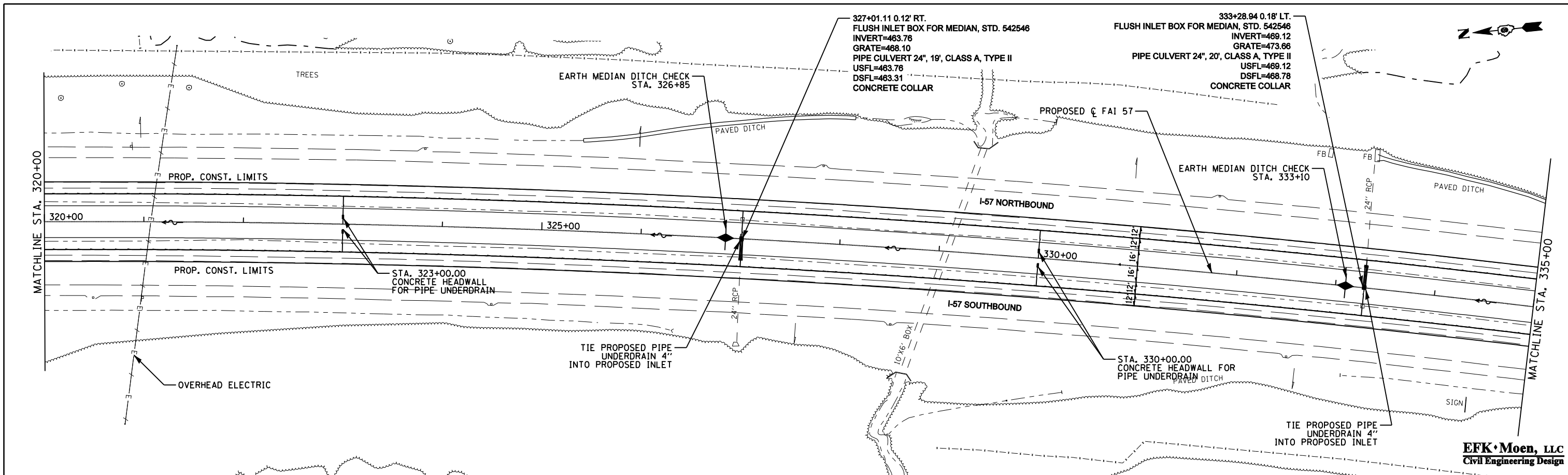
**EFK Moen, LLC**  
Civil Engineering Design



FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE.L*	PLOT SCALE = *SCALE*	CHECKED - MSK	REVISIED -			57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	33	
	PLOT DATE = *DATE*	DRAWN - SLD	REVISIED -			CONTRACT NO. 78334					
		CHECKED - 02/01/2013	REVISIED -			ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		

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

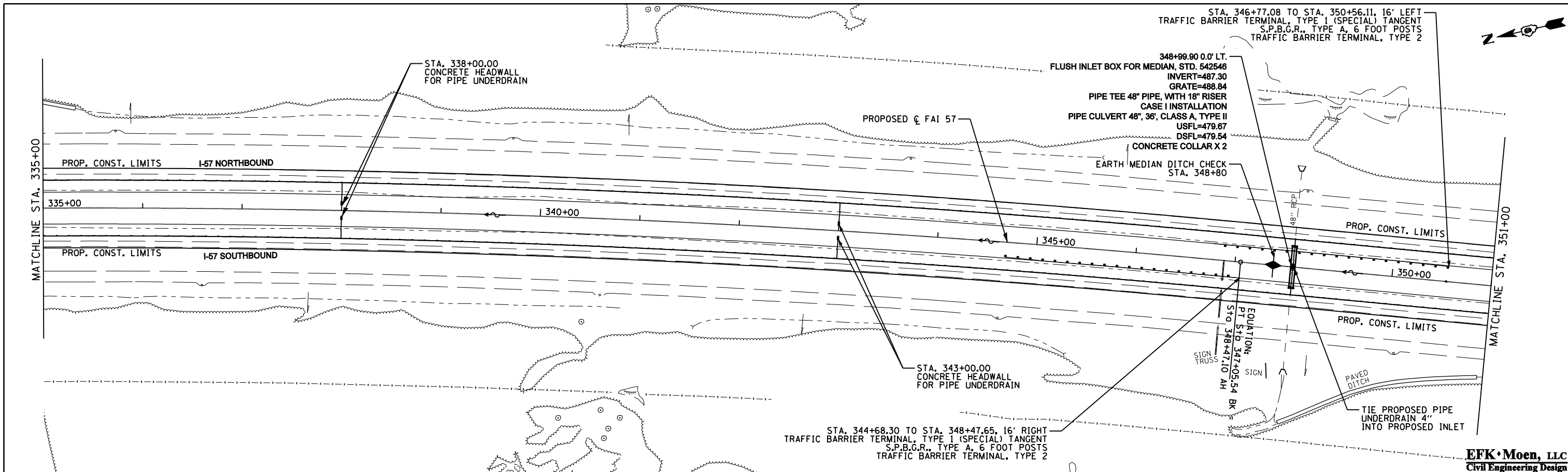


**EFK Moen, LLC**  
Civil Engineering Design

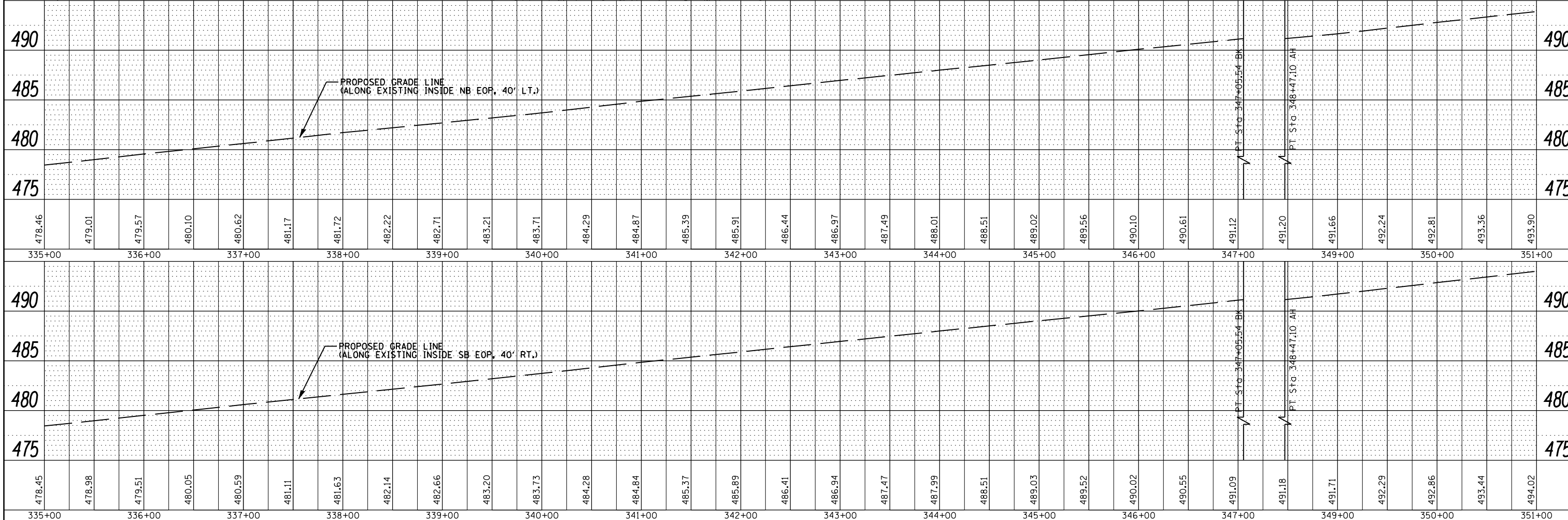
FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISIED -	<p align="center"><b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b></p> <p align="center"><b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b></p>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		CHECKED - MSK	REVISIED -		57	(X1-6-2,X1-5,(X1-4-1BR-1))R-1	WILLIAMSON	202	34
		DRAWN - SLD	REVISIED -		CONTRACT NO. 78334				
		CHECKED - 02/01/2013	REVISIED -		ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

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



**EFK•Moen, LLC**  
Civil Engineering Design

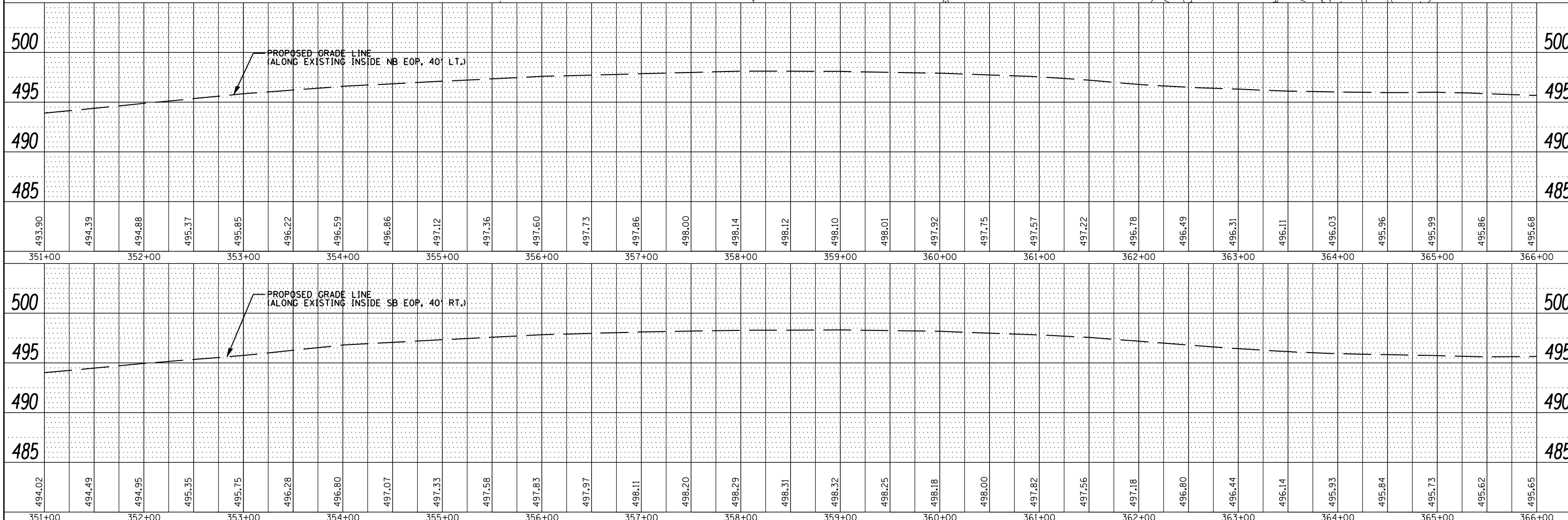
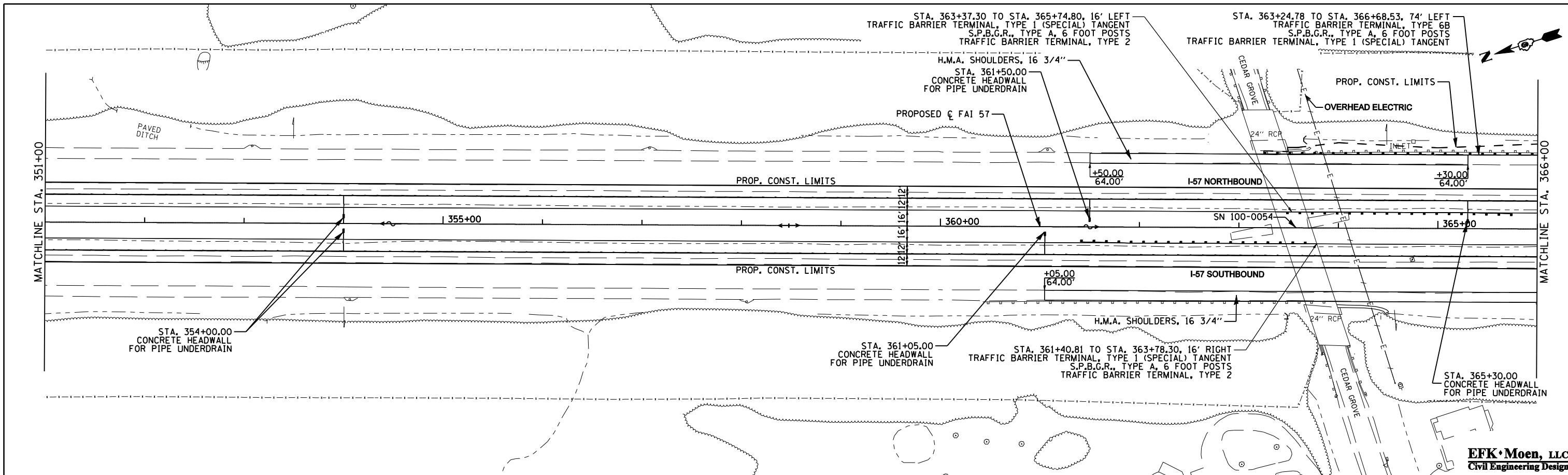


FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISD -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		CHECKED - MSK	REVISD -			57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	35	
		PLOT SCALE = *SCALE*	REVISD -			CONTRACT NO. 78334					
		PLOT DATE = *DATE*	REVISD -			ILLINOIS FED. AID PROJECT					

SCALE: 50 SHEET NO. 13 OF 19 SHEETS STA. 335+00 TO STA. 351+00

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.	CADD FILE NAME		

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



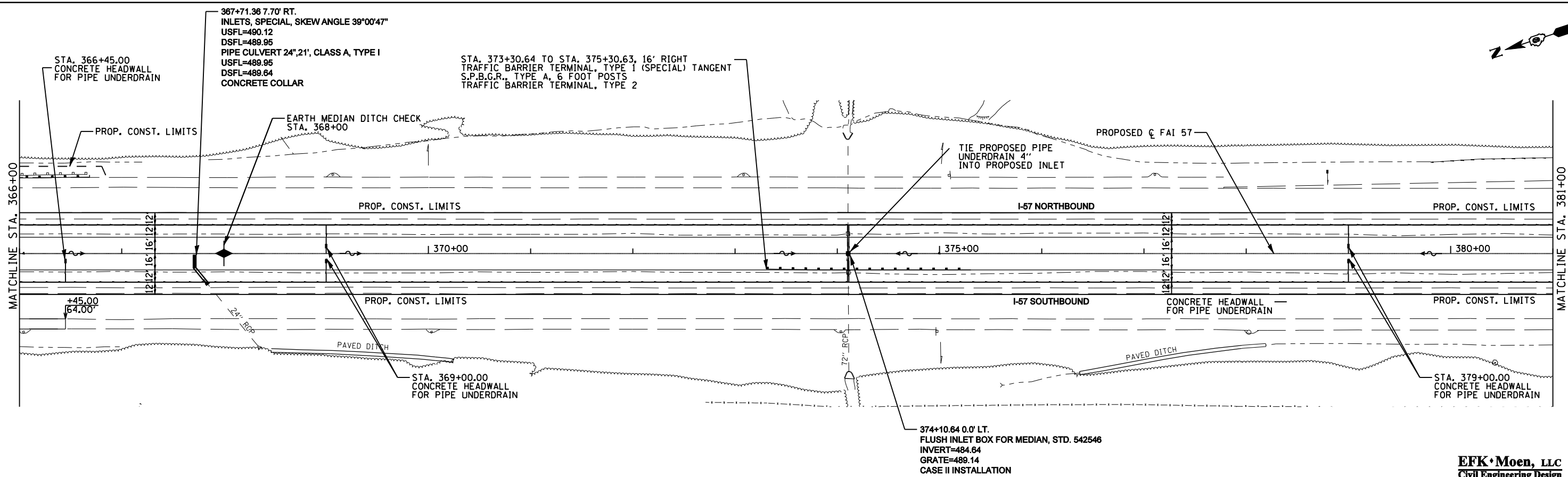
**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE INTERSTATE 57</b>		F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		CHECKED - MSK	REVISD -		57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	36			
		PLOT SCALE = *SCALE*	REVISD -		SCALE: 50			SHEET NO. 14 OF 19 SHEETS		STA. 351+00 TO STA. 366+00		CONTRACT NO. 78334
		PLOT DATE = *DATE*	REVISD -		ILLINOIS FED. AID PROJECT							

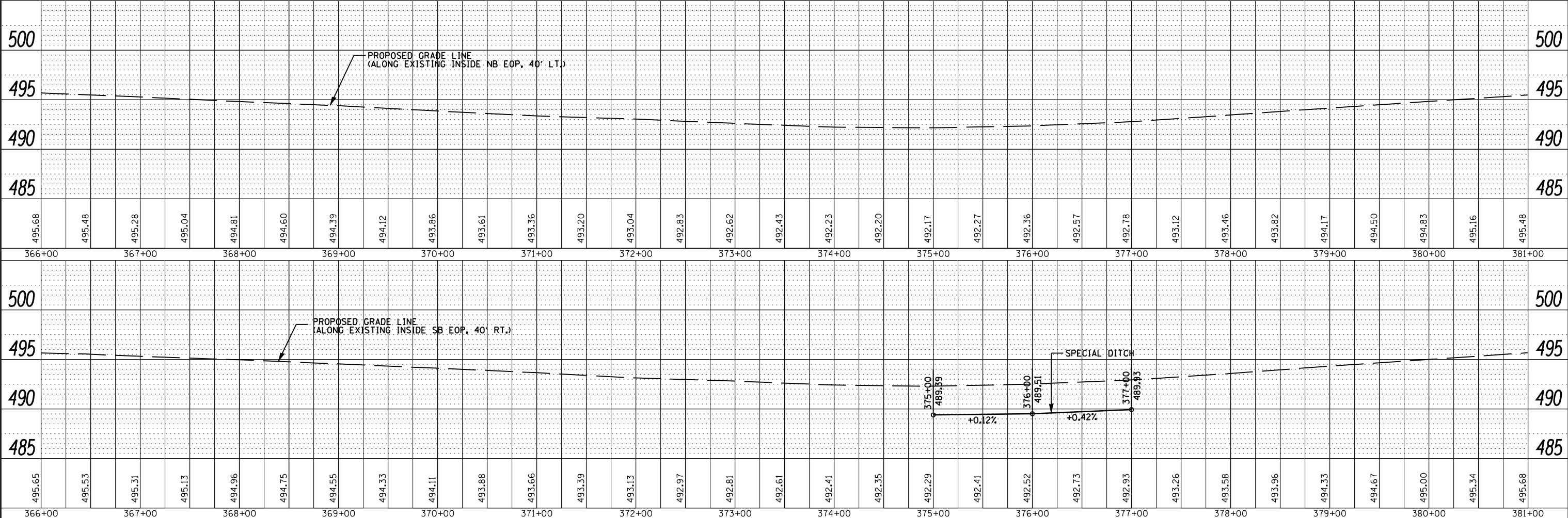


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	AT		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	AT		
	FILE NAME		
	NO.		



**EFK Moen, LLC**  
Civil Engineering Design

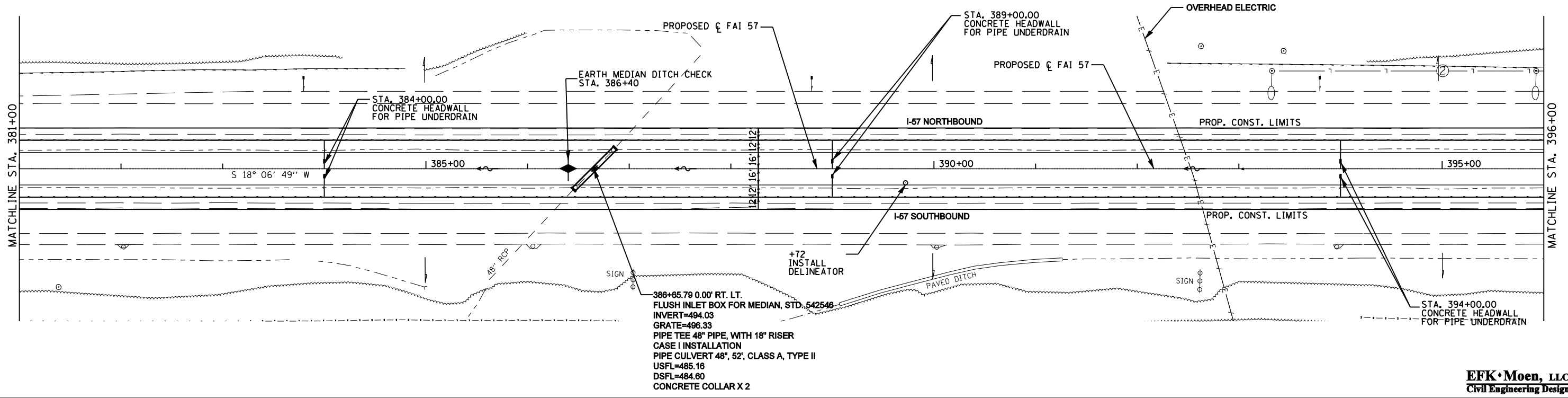


FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISD -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		CHECKED - MSK	REVISD -		57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	37		
		PLOT SCALE = *SCALE*	REVISD -		SCALE: 50      SHEET NO. 15 OF 19 SHEETS      STA. 366+00 TO STA. 381+00		CONTRACT NO. 78334		ILLINOIS FED. AID PROJECT		
		PLOT DATE = *DATE*	REVISD -								

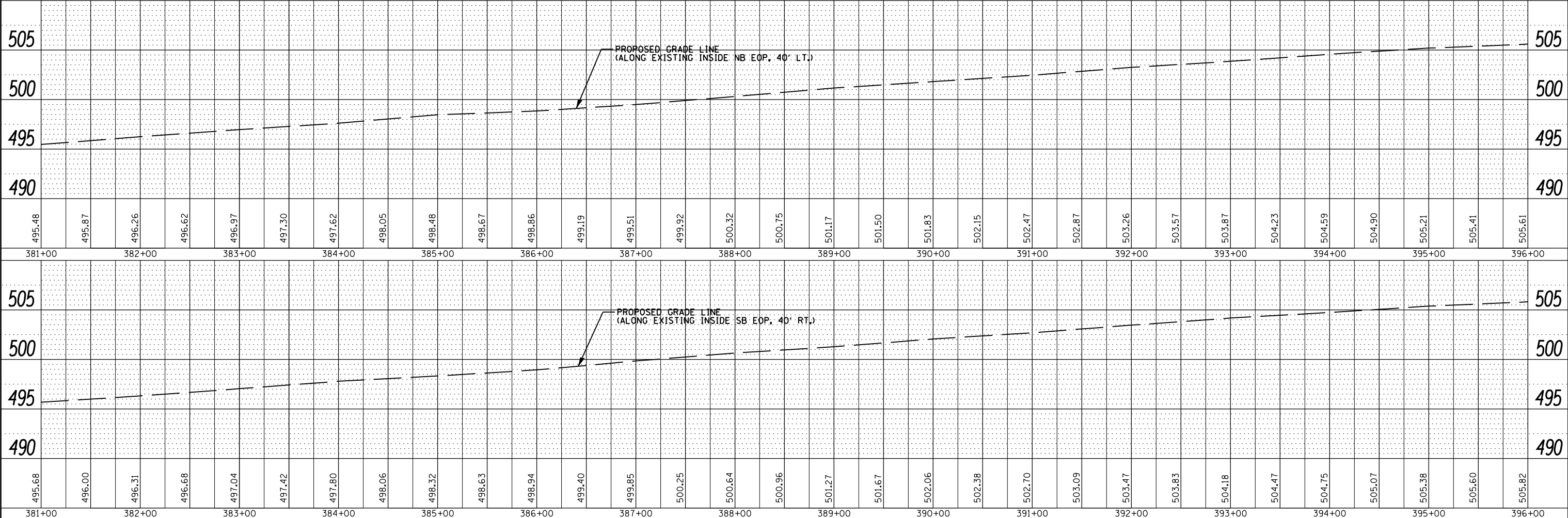


PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

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



**EFK Moen, LLC**  
Civil Engineering Design

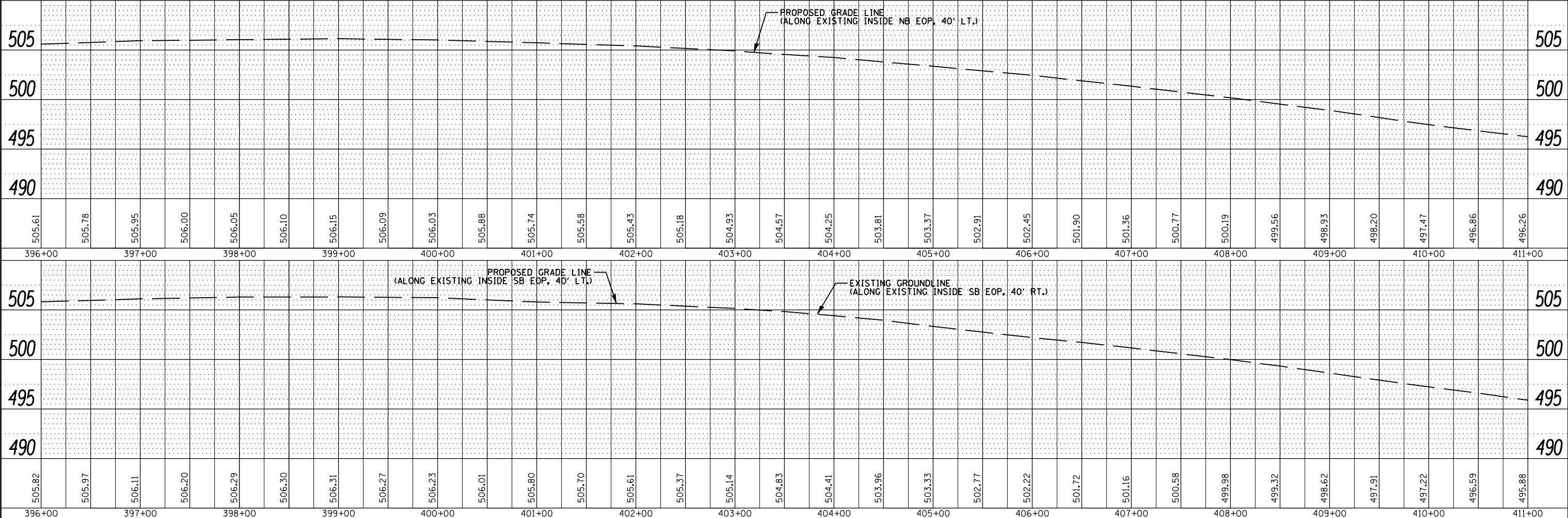
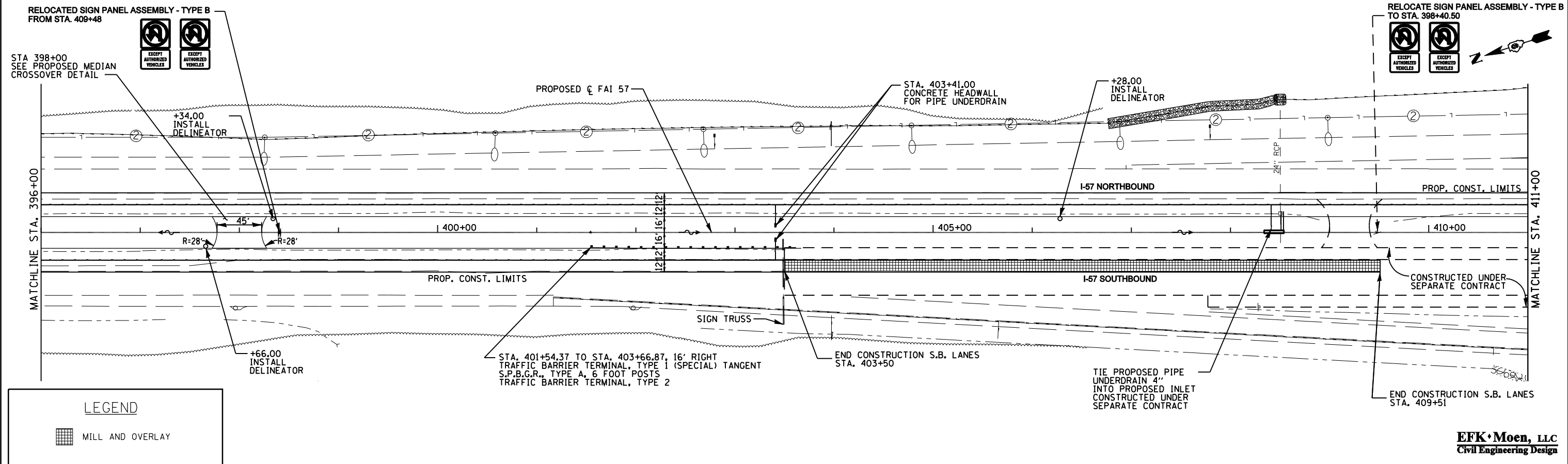


FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b> <b>INTERSTATE 57</b>	F.A.I. RTE. 57	SECTION (X1-6-2,X1-5,(X1-4-1BR-1)R-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 38
*FILEL*	PLOT SCALE = *SCALE*	CHECKED - MSK	REVISIED -			CONTRACT NO. 78334				
	PLOT DATE = *DATE*	DRAWN - SLD	REVISIED -			ILLINOIS FED. AID PROJECT				
		CHECKED - 02/01/2013	REVISIED -							

SCALE: 50 SHEET NO. 16 OF 19 SHEETS STA. 381+00 TO STA. 396+00

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

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



FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISOR -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*		CHECKED - MSK	REVISOR -		<b>INTERSTATE 57</b>		57	(X1-6-2,X1-5,X1-4-1BR-1)R-1	WILLIAMSON	202	39	
		DRAWN - SLD	REVISOR -		SCALE: 50		SHEET NO. 17 OF 19 SHEETS		STA. 396+00 TO STA. 411+00		CONTRACT NO. 78334	
		CHECKED - 02/01/2013	REVISOR -								ILLINOIS FED. AID PROJECT	

**EFK Moen, LLC**  
Civil Engineering Design

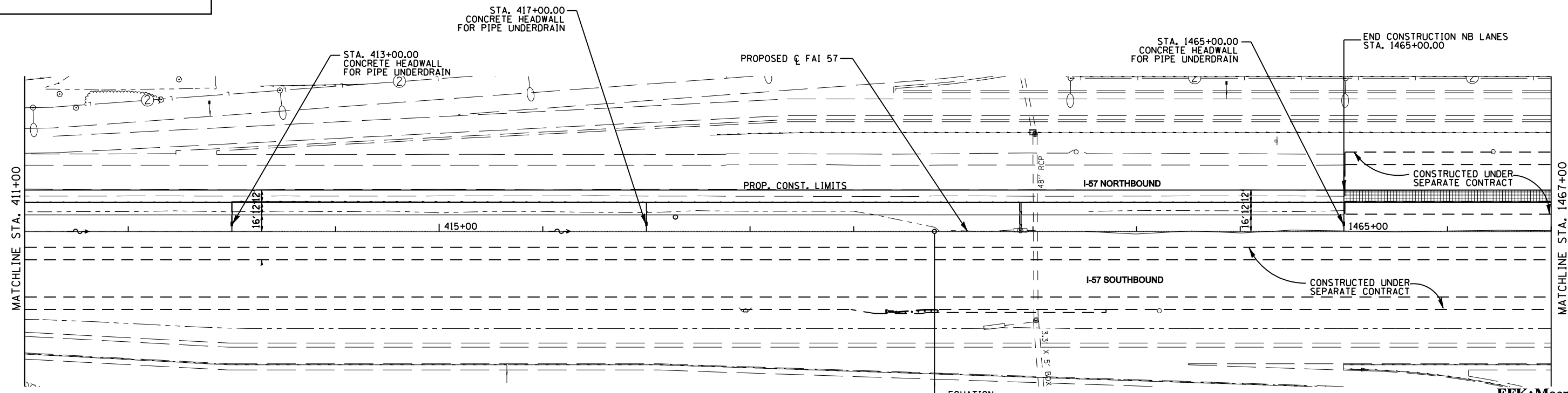


**LEGEND**

▣ MILL AND OVERLAY

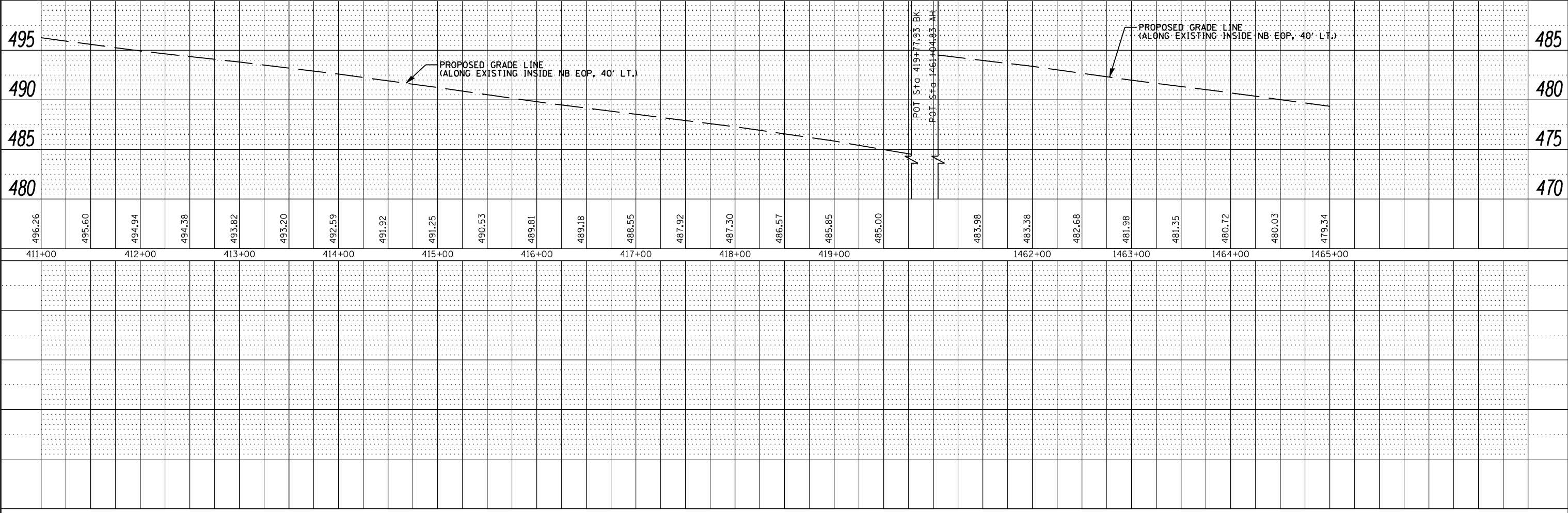
PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
NOTE BOOK NO.	CADD FILE NAME	

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



EQUATION:  
Sta 419+77.93 BK =  
Sta 1461+04.83 AH

**EFK Moen, LLC**  
Civil Engineering Design



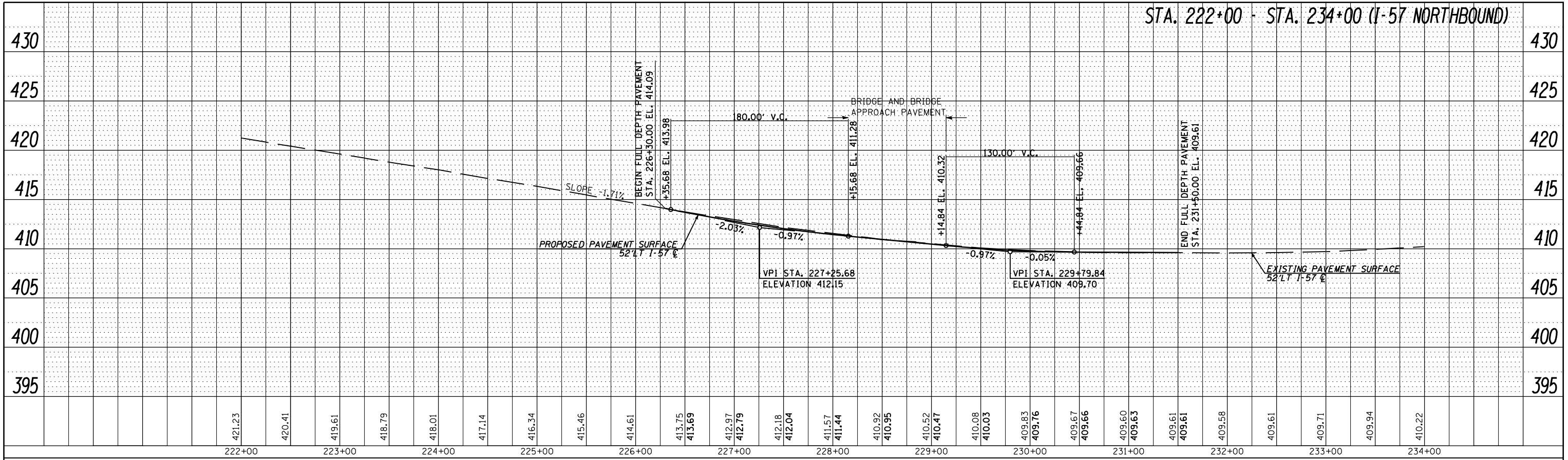
FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE INTERSTATE 57</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*	PLOT SCALE = *SCALE*	CHECKED - MSK	REVISED -			57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	40	
	PLOT DATE = *DATE*	DRAWN - SLD	REVISED -			CONTRACT NO. 78334					
		CHECKED - 02/01/2013	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 50 SHEET NO. 18 OF 19 SHEETS STA. 411+00 TO STA. 1467+00

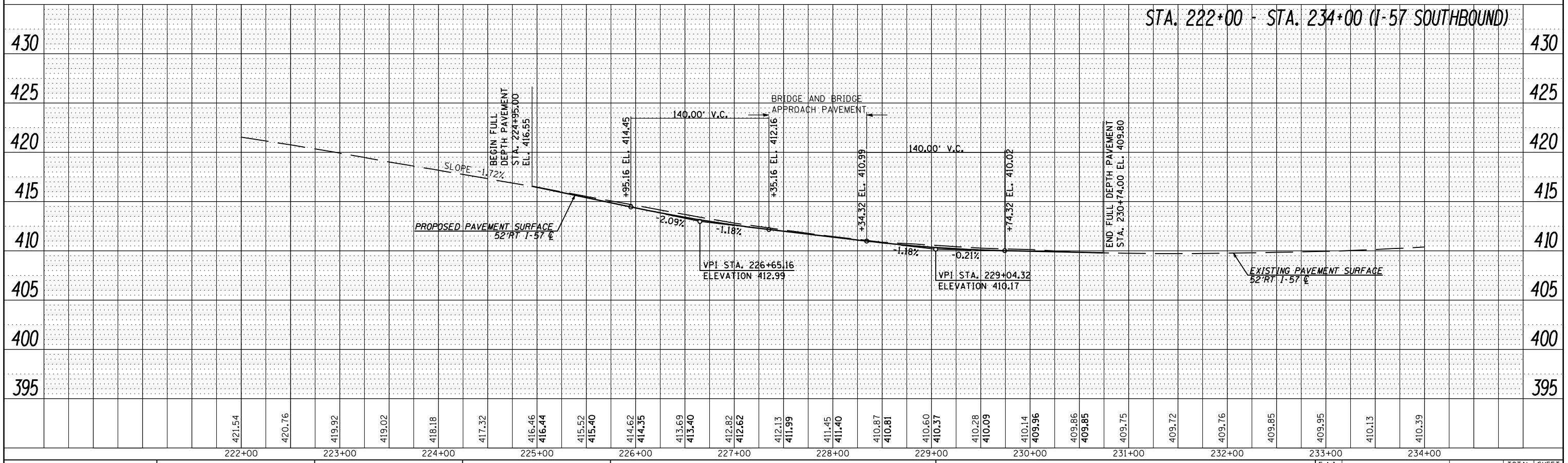




PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CADD FILE NAME		



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



FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROFILE SHEET - FULL DEPTH PAVEMENT INTERSTATE 57</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL*		DRAWN - JRD	REVISED -		57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	42			
		CHECKED - SLD	REVISED -		CONTRACT NO. 78334							
		DATE - 02/01/2013	REVISED -		ILLINOIS FED. AID PROJECT							

**MAINTENANCE OF TRAFFIC GENERAL NOTES**

1. THE CONTRACTOR SHALL COORDINATE MAINTENANCE OF TRAFFIC OF THIS PROJECT WITH OTHER PROJECTS IN ADJACENT SECTIONS. SEE TRAFFIC CONTROL SPECIAL PROVISIONS FOR COORDINATION REQUIREMENTS.
2. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AS REQUIRED OR AS DIRECTED BY THE ENGINEER THROUGHOUT THE CONSTRUCTION ZONE FOR THE PERIOD OF THE CONSTRUCTION. THIS WORK SHALL BE INCLUDED IN THE COST OF EARTHWORK AND DRAINAGE STRUCTURES.
3. ALL ADVANCE "ROAD WORK" SIGNS, W20-1 SERIES, AS SHOWN ON THE PLANS, REFERENCED IN THE STANDARDS OR DIRECTED BY THE ENGINEER, SHALL BE EQUIPPED WITH A TYPE B MONODIRECTIONAL FLASHING LIGHT AND AN 18"x18" ORANGE WARNING FLAG. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION.
4. TEMPORARY, OFF-PEAK HOUR LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS. WHEN OFF-PEAK HOUR OR WEEKEND LANE CLOSURES ARE REQUIRED, A TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE WEEK PRIOR TO THE CLOSURE. COST TO BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION. THE MESSAGE SIGN WORDING AND LOCATION WILL BE DETERMINED BY THE ENGINEER.
5. LOCATIONS OF TRAILER MOUNTED FULL MATRIX PORTABLE CHANGEABLE SIGNS SHALL BE DETERMINED BY THE ENGINEER.
6. EXISTING PAVEMENT MARKINGS IN CONFLICT WITH MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED OR MASKED USING A REMOVABLE BLACK LINE TAPE.
7. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL MEET NCHRP 350 REQUIREMENTS. THE CONTRACTOR SHALL SUPPLY THE ENGINEER WITH PAPERWORK CERTIFYING THAT THIS REQUIREMENT IS MET PRIOR TO THE INSTALLATION OF ANY TRAFFIC CONTROL DEVICES.
8. ALL TRAFFIC CONTROL DEVICES (BARRELS/BARRICADES/PANELS) SHALL BE IN NEW OR LIKE NEW CONDITION. WHEN THE DEVICES BECOME WORN, DIRTY, FADED, OR OTHERWISE DEEMED NO LONGER IN LIKE NEW CONDITION BY THE ENGINEER, THE DEVICE WILL BE REFURBISHED, CLEANED, OR REPLACED.
9. ANY SIGNS THAT ARE TO BE IN PLACE FOR MORE THAN FOUR DAYS SHALL BE POST MOUNTED WHEN FEASIBLE AS DETERMINED BY THE ENGINEER.
10. ALL DRUMS, VERTICAL PANELS AND BARRICADES PLACED IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY BURN MONO-DIRECTIONAL LAMPS.
11. ROUGH GROOVED SURFACE AND FRESH OIL SIGNS ARE REQUIRED WHERE APPLICABLE.
12. BARRIER DELINEATORS SHALL BE PLACED AT 25' C-C ON GUARDRAIL, PARAPETS AND ON MOVEABLE CONCRETE BARRIERS WHERE TRAFFIC WILL BE ADJACENT TO THESE BARRIERS BASED ON THE MAINTENANCE OF TRAFFIC STAGING. DEPENDING ON THE LOCATION OF ADJACENT TRAFFIC, THE BARRIER DELINEATORS WILL BE PAID AS THE FOLLOWING:  
-MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
13. CHANNELIZERS SHALL BE PLACED AT 100' C-C ON TANGENT AND 50' C-C THROUGH TAPERS.
14. TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY INCIDENTS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATIONS SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT, OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES. FAILURE TO RESPOND WITHIN THE ABOVE LIMIT WILL RESULT IN A PENALTY OF \$2500 PER DAY PER OCCURRENCE, WHENEVER THE ENGINEER DETERMINES THAT THE CONTRACTOR OR HIS SUBCONTRACTOR HAS NOT COMPLIED.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING CONSTRUCTION ACCESS POINTS. THE PROPOSED LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE USE.
16. A 1:4 OR FLATTER EMBANKMENT FORESLOPE/BACKSLOPE TO THE CLEAR ZONE IS REQUIRED AT ALL LOCATIONS WHERE TEMPORARY LIGHTING OR OTHER OBSTACLES WILL BE PLACED DURING CONSTRUCTION. THE CONTRACTOR WILL PROVIDE PROTECTION AS APPROVED BY THE ENGINEER IF THESE REQUIREMENTS CANNOT BE MET.
17. PRIOR TO ANY STAGED CONSTRUCTION, RAISED PAVEMENT LINE MARKER LENSES SHALL BE REMOVED. THIS SHALL BE PAID AS: "RAISED REFLECTIVE PAVEMENT MARKER REFLECTOR REMOVAL".
18. TEMPORARY BARRIER WALL SHALL BE INSTALLED AS DELINEATED ON THE M.O.T. PLAN SHEETS AND TYPICAL SECTIONS PRIOR TO THE START OF SUBSEQUENT STAGE WORK.
19. ANY TEMPORARY CONCRETE BARRIER THAT IS ADJACENT TO A SLOPE STEEPER THAN 1:3 SHALL BE PINNED.
20. REMOVAL OF TEMPORARY CONCRETE BARRIER SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT COST PER FOOT FOR, TEMPORARY CONCRETE BARRIER OR RELOCATED TEMPORARY CONCRETE BARRIER.
21. UNLESS OTHERWISE APPROVED BY THE ENGINEER, ALL TEMPORARY CONCRETE BARRIER SHALL BE PLACED DURING OFF-PEAK HOURS UNDER TEMPORARY LANE CLOSURES.
22. WHEN APPLICABLE ALL TEMPORARY BARRIER FLARES SHALL TRANSITION AWAY FROM TRAFFIC AT THE APPROACH END AT 12:1 OR FLATTER. ALL EXPOSED TEMPORARY BARRIER WALL TERMINALS SHALL BE PROTECTED WITH TEMPORARY ATTENUATION DEVICES ON THE APPROACH END.

23. FOR DETAILS OF THE STANDARD PROTECTIVE DEVICES AND CONSTRUCTION SIGNS, SEE I.D.O.T. STANDARD 701901-02.
24. HMA SURFACE COURSE SHALL BE CONSTRUCTED AT THE CONCLUSION OF THE LAST STAGE OF CONSTRUCTION UTILIZING LANE CLOSURES IN ACCORDANCE WITH IDOT STANDARDS. NO INSTALLATION OF SURFACE COURSE SHALL BE CONSTRUCTED PRIOR TO THE FINAL STAGE EXCEPT AS PROVIDED HEREIN OR WITHOUT WRITTEN AUTHORIZATION OF THE ENGINEER.
25. THE CONTRACTOR SHALL RELOCATE OR COVER ALL EXISTING, TEMPORARY, AND PROPOSED SIGNS THAT CONFLICT WITH THE CURRENT CONSTRUCTION STAGE. THIS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
26. ALL EXISTING OR TEMPORARY SIGNS THAT ARE NOT SPECIFICALLY MARKED FOR REMOVAL OR RELOCATION IN THE CURRENT CONSTRUCTION STAGE SHALL REMAIN AS PREVIOUSLY CONFIGURED.
27. TEMPORARY IMPACT ATTENUATORS SHALL BE TEST LEVEL 3.
28. CHANGEABLE MESSAGE SIGNS REQUIRED PER STANDARDS NOT TO BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
29. ALL SIGNS USED FOR TRAFFIC CONTROL SHALL BE ORANGE BACKGROUND AND BLACK LETTERING.

**DROP-OFF PROTECTION BETWEEN TRAVEL LANE AND SHOULDER / EDGE OF PAVEMENT**

DROP-OFF LOCATION	NORMAL POSTED SPEED	DROP-OFF HEIGHT (X) AND TYPE	TREATMENT REQUIRED
≤ 3 FT (1) (2)	ALL	≤ 1 IN	NONE
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 IN < X ≤ 18 IN	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		≥ 45 MPH	3 IN < X ≤ 12 IN
	< 45 MPH	18 IN < X ≤ 24 IN FOR < 0.5 MILE OR < 48 HOURS (4)	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		≥ 45 MPH	12 IN < X ≤ 18 IN FOR < 0.5 MILE OR < 48 HOURS
	< 45 MPH	12 IN < X ≤ 24 IN FOR > 0.5 MILE OR > 48 HOURS	CLOSURE USING TEMPORARY TRAFFIC BARRIER
		≥ 45 MPH	18 IN < X ≤ 24 IN (5)
	≥ 45 MPH	18 IN < X ≤ 24 IN FOR < 0.5 MILE OR < 48 HOURS (5)	CLOSURE USING TEMPORARY TRAFFIC BARRIER
		ALL	> 24 IN (5)
3 FT < X ≤ 8 FT (3)	ALL	≤ 1 IN	NONE
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 IN < X ≤ 24 IN (4)	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	3 IN < X ≤ 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	ALL	24 IN (5)	CLOSURE USING TEMPORARY TRAFFIC BARRIER
> 8 FT TO THE WORK ZONE CLEAR ZONE (3)	< 45 MPH	12 IN < X ≤ 24 IN (4)	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
		≥ 45 MPH	12 IN < X ≤ 24 IN
	ALL	> 24 IN (5)	CLOSURE USING TEMPORARY TRAFFIC BARRIER

**NOTES:**

- (1) PLACE CHANNELIZING DEVICES AND/OR TEMPORARY BARRIER AT THE SAME LEVEL AS THE TRAVELING LANE OR SHOULDER PROFILE.
- (2) CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. RAISE THE REFLECTIVE AREA AND WARNING LIGHT (IF REQUIRED) TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS PER HIGHWAY STANDARD 701901.
- (3) PLACE CHANNELIZING DEVICES OR TEMPORARY BARRIER AT SAME LEVEL AS THE SIDE SLOPE PROFILE TO BE FULLY VISIBLE.
- (4) LENGTH AND DURATION MAY BE EXCEEDED FOR URBAN AREAS WHEN ENGINEERING JUDGEMENT INDICATES SIGHT DISTANCE WILL BE ADVERSELY AFFECTED BY TEMPORARY BARRIER.
- (5) TEMPORARY TRAFFIC BARRIER MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 24 HOURS FOR MULTI LANE, AND MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 96 HOURS PER STAGE FOR TWO LANES, BASED ON ENGINEERING JUDGEMENT.

# SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL

STAGE 1  
F.A.I. 57 NORTHBOUND

**TRAFFIC:**

- \* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAILS AND TRAFFIC CONTROL TYPICAL SECTIONS, AS REQUIRED.
- \* SET UP LANE CLOSURES FOR SHOULDER CONSTRUCTION.
- \* EXISTING TURNAROUNDS AT STA. 196+33 AND STA. 305+90.3 SHALL BE USED FOR AUTHORIZED VEHICLES AND CONSTRUCTION TRAFFIC.

**ROADWAY CONSTRUCTION:**

- \* CONSTRUCT FULL DEPTH SHOULDERS FROM STA. 253+10 TO STA. 257+25 AND STA. 361+50 TO STA. 365+30.

STAGE 1  
F.A.I. 57 SOUTHBOUND

**TRAFFIC:**

- \* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAILS AND TRAFFIC CONTROL TYPICAL SECTIONS, AS REQUIRED.
- \* SET UP LANE CLOSURES FOR SHOULDER CONSTRUCTION.
- \* EXISTING TURNAROUNDS AT STA. 196+33 AND STA. 305+90.3 SHALL BE USED FOR AUTHORIZED VEHICLES AND CONSTRUCTION TRAFFIC.

**ROADWAY CONSTRUCTION:**

- \* CONSTRUCT FULL DEPTH SHOULDERS FROM STA. 252+45 TO STA. 257+70 AND STA. 361+05 TO STA. 366+45.

STAGE 2  
F.A.I. 57 NORTHBOUND

**TRAFFIC:**

- \* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAILS AND TRAFFIC CONTROL TYPICAL SECTIONS, AS REQUIRED.
- \* INSTALL "ALL TRUCKS USE LEFT LANE" SIGN SHOWN ON STAGING AND SIGN DETAIL SHEET AT 2 MILES SPACING THROUGHOUT THE LIMITS OF CONSTRUCTION.
- \* SHIFT 2 LANES OF TRAFFIC TOWARD THE OUTSIDE SHOULDER AT A 55:1 TAPER. MAINTAIN TRAFFIC ON THE EXISTING LANES AND THE OUTSIDE SHOULDER TO CONSTRUCT LEFT LANE, INSIDE SHOULDER, WESTERN SIDE OF BRIDGE, AND 6' OF THE CENTER LANE IN THE FULL DEPTH PAVEMENT REPLACEMENT AREA. THE ENTRANCE AND EXIT RAMP AT JOHNSON CITY (EXIT 59) SHALL REMAIN OPEN TO TRAFFIC.
- \* EXISTING TURNAROUNDS AT STA. 196+33, STA. 305+90, AND STA. 409+20 SHALL BE USED FOR AUTHORIZED VEHICLES AND CONSTRUCTION TRAFFIC.

**ROADWAY CONSTRUCTION:**

- \* INSTALL TEMPORARY CONCRETE BARRIER FOR BRIDGE AND FULL DEPTH PAVEMENT CONSTRUCTION
- \* INSTALL TEMPORARY IMPACT ATTENUATORS AT THE APPROACH END OF EACH CONCRETE BARRIER LENGTH.
- \* CONSTRUCT THE NEW INSIDE LANE AND INSIDE SHOULDER FROM STA. 189+40 TO STA. 1465+00.
- \* CONSTRUCT 6' OF THE CENTER LANE FROM STA. 226+30 TO STA. 228+09.6 AND STA. 229+07.8 TO STA. 231+50. THE SURFACE COURSE SHALL BE PLACED IN STAGE 3.
- \* CONSTRUCT THE WESTERN SIDE OF THE BRIDGE OVER LAKE CREEK AND BRIDGE APPROACH PAVEMENT.
- \* CONSTRUCT TURNAROUNDS AT STA. 196+33, STA. 305+90 AND STA. 398+00. REMOVE EXISTING TURNAROUND AT STA. 409+21.
- \* INSTALL GUARDRAIL.
- \* MILL AND OVERLAY THE EXISTING LEFT LANE FROM STA. 169+30 TO STA. 178+13.1, STA. 180+85.9 TO STA. 192+00, AND STA. 1465+00 TO STA. 1476+00.
- \* INSTALL DRAINAGE STRUCTURES/PIPES.
- \* FINAL GRADING AND SEEDING.
- \* INSTALL STRIPING. ALL STRIPING ON NEW HMA PAVEMENT WILL BE ROLLED IN.

STAGE 2  
F.A.I. 57 SOUTHBOUND

**TRAFFIC:**

- \* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAILS AND TRAFFIC CONTROL TYPICAL SECTIONS, AS REQUIRED.
- \* INSTALL "ALL TRUCKS USE LEFT LANE" SIGN SHOWN ON STAGING AND SIGN DETAIL SHEET AT 2 MILES SPACING THROUGHOUT THE LIMITS OF CONSTRUCTION.
- \* SHIFT 2 LANES OF TRAFFIC TOWARD THE OUTSIDE SHOULDER AT A 55:1 TAPER. MAINTAIN TRAFFIC ON THE EXISTING LANES AND THE OUTSIDE SHOULDER TO CONSTRUCT LEFT LANE, INSIDE SHOULDER, WESTERN SIDE OF BRIDGE, AND 6' OF THE CENTER LANE IN THE FULL DEPTH PAVEMENT REPLACEMENT AREA. THE ENTRANCE AND EXIT RAMP AT JOHNSON CITY (EXIT 59) SHALL REMAIN OPEN TO TRAFFIC.
- \* EXISTING TURNAROUNDS AT STA. 196+33, STA. 305+90, AND STA. 409+21 SHALL BE USED FOR AUTHORIZED VEHICLES AND CONSTRUCTION TRAFFIC.

**ROADWAY CONSTRUCTION:**

- \* INSTALL TEMPORARY CONCRETE BARRIER FOR BRIDGE AND FULL DEPTH PAVEMENT CONSTRUCTION
- \* INSTALL TEMPORARY IMPACT ATTENUATORS AT THE APPROACH END OF EACH CONCRETE BARRIER LENGTH.
- \* CONSTRUCT THE NEW INSIDE LANE AND INSIDE SHOULDER FROM STA. 186+00 TO STA. 403+50.
- \* CONSTRUCT 6' OF THE CENTER LANE FROM STA. 224+95 TO STA. 227+41.2 AND STA. 228+40.4 TO STA. 230+74. THE SURFACE COURSE SHALL BE PLACED IN STAGE 3.
- \* CONSTRUCT THE EASTERN SIDE OF THE BRIDGE OVER LAKE CREEK AND BRIDGE APPROACH PAVEMENT.
- \* CONSTRUCT TURNAROUNDS AT STA. 196+33, STA. 305+90 AND STA. 398+00. REMOVE EXISTING TURNAROUND AT STA. 409+21.
- \* INSTALL GUARDRAIL.
- \* MILL AND OVERLAY THE EXISTING LEFT LANE FROM STA. 166+50 TO STA. 177+71.3, STA. 180+49.2 TO STA. 189+00 AND STA. 403+50 TO STA. 409+51.
- \* INSTALL DRAINAGE STRUCTURES/PIPES.
- \* FINAL GRADING AND SEEDING.
- \* INSTALL STRIPING. ALL STRIPING ON NEW HMA PAVEMENT WILL BE ROLLED IN.

STAGE 3  
F.A.I. 57 NORTHBOUND

**TRAFFIC:**

- \* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAILS AND TRAFFIC CONTROL TYPICAL SECTIONS, AS REQUIRED.
- \* INSTALL "ALL TRUCKS USE LEFT LANE" SIGN SHOWN ON STAGING AND SIGN DETAIL SHEET AT 2 MILES SPACING THROUGHOUT THE LIMITS OF THE STAGE 3 CONSTRUCTION.
- \* THE ENTRANCE AND EXIT RAMP AT JOHNSON CITY (EXIT 59) SHALL REMAIN OPEN TO TRAFFIC.
- \* INTALL LANE CLOSURE SIGNING TO DROP RIGHT LANE.
- \* NORTH OF THE CONSTRUCTION AREA, THE LEFT LANE COMPLETED IN STAGE 2 WILL REMAIN CLOSED TO TRAFFIC UNLESS NEEDED DURING STAGING OR AS DIRECTED BY THE ENGINEER. ALL LANES TO THE SOUTH OF THE CONSTRUCTION AREA WILL BE OPEN TO TRAFFIC. CLOSE RIGHT LANE AND SHIFT 2 LANES OF TRAFFIC TO THE LEFT LANE AND INSIDE SHOULDER AT A 55:1 TAPER (TRUCKS SHOULD USE RIGHT LANE) TO CONSTRUCT FULL DEPTH PAVEMENT, SHOULDERS AND EASTERN SIDE OF BRIDGE.
- \* ALL FINAL STRIPING IN CONFLICT SHALL BE COVERED WITH PAVEMENT MARKING TAPE, TYPE III (APPLICABLE WIDTH).
- \* EXISTING TURNAROUNDS AT STA. 196+33 AND STA. 305+90 SHALL BE USED FOR AUTHORIZED VEHICLES AND CONSTRUCTION TRAFFIC.

**ROAD CONSTRUCTION:**

- \* INSTALL TEMPORARY CONCRETE BARRIER FOR BRIDGE AND FULL DEPTH PAVEMENT CONSTRUCTION.
- \* INSTALL TEMPORARY IMPACT ATTENUATORS AT THE APPROACH END OF EACH CONCRETE BARRIER LENGTH.
- \* CONSTRUCT FULL DEPTH PAVEMENT (6' OF CENTER LANE AND RIGHT LANE) AND OUTSIDE SHOULDER FROM STA. 226+30 TO STA. 228+34.3, STA. 229+33.4 TO STA. 231+50. INSTALL STRIP REFLECTIVE CRACK CONTROL TREATMENT THE LENGTH OF THE FULL PAVEMENT REPLACEMENT (CENTER LANE) ALONG THE PAVEMENT JOINT BETWEEN STAGE 2 AND STAGE 3 CONSTRUCTION PRIOR TO PLACING THE SURFACE COURSE.
- \* CONSTRUCT THE EASTERN SIDE OF THE BRIDGE OVER LAKE CREEK AND BRIDGE APPROACH PAVEMENT.
- \* INSTALL GUARDRAIL.
- \* INSTALL DRAINAGE STRUCTURES/PIPES.
- \* FINAL GRADING AND SEEDING.
- \* INSTALL STRIPING. ALL STRIPING ON NEW HMA PAVEMENT WILL BE ROLLED IN.

STAGE 3  
F.A.I. 57 SOUTHBOUND

**TRAFFIC:**

- \* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAILS AND TRAFFIC CONTROL TYPICAL SECTIONS, AS REQUIRED.
- \* INSTALL "ALL TRUCKS USE LEFT LANE" SIGN SHOWN ON STAGING AND SIGN DETAIL SHEET AT 2 MILES SPACING THROUGHOUT THE LIMITS OF THE STAGE 3 CONSTRUCTION.
- \* THE ENTRANCE AND EXIT RAMP AT JOHNSON CITY (EXIT 59) SHALL REMAIN OPEN TO TRAFFIC.
- \* NORTH OF THE CONSTRUCTION AREA, THE LEFT LANE COMPLETED IN STAGE 2 WILL REMAIN CLOSED TO TRAFFIC UNLESS NEEDED DURING STAGING OR AS DIRECTED BY THE ENGINEER. ALL LANES TO THE SOUTH OF THE CONSTRUCTION AREA WILL BE OPEN TO TRAFFIC.
- \* SHIFT 2 LANES OF TRAFFIC TO THE LEFT LANE AND INSIDE SHOULDER AT A 55:1 TAPER (TRUCKS SHOULD USE RIGHT LANE) TO CONSTRUCT FULL DEPTH PAVEMENT, SHOULDERS AND WESTERN SIDE OF BRIDGE.
- \* ALL FINAL STRIPING IN CONFLICT SHALL BE COVERED WITH PAVEMENT MARKING TAPE, TYPE III (APPLICABLE WIDTH).
- \* EXISTING TURNAROUNDS AT STA. 196+33 AND STA. 305+90 SHALL BE USED FOR AUTHORIZED VEHICLES AND CONSTRUCTION TRAFFIC.

**ROAD CONSTRUCTION:**

- \* INSTALL TEMPORARY CONCRETE BARRIER FOR BRIDGE AND FULL DEPTH PAVEMENT CONSTRUCTION.
- \* INSTALL TEMPORARY IMPACT ATTENUATORS AT THE APPROACH END OF EACH CONCRETE BARRIER LENGTH.
- \* CONSTRUCT FULL DEPTH PAVEMENT (6' OF CENTER LANE AND RIGHT LANE) AND OUTSIDE SHOULDER FROM STA. 224+95 TO STA. 227+41.2, STA. 228+14.7 TO STA. 230+74. INSTALL STRIP REFLECTIVE CRACK CONTROL TREATMENT THE LENGTH OF THE FULL PAVEMENT REPLACEMENT (CENTER LANE) ALONG THE PAVEMENT JOINT BETWEEN STAGE 2 AND STAGE 3 CONSTRUCTION PRIOR TO PLACING THE SURFACE COURSE.
- \* CONSTRUCT THE WESTERN SIDE OF THE BRIDGE OVER LAKE CREEK AND BRIDGE APPROACH PAVEMENT.
- \* INSTALL GUARDRAIL.
- \* INSTALL DRAINAGE STRUCTURES/PIPES.
- \* FINAL GRADING AND SEEDING.
- \* INSTALL STRIPING. ALL STRIPING ON NEW HMA PAVEMENT WILL BE ROLLED IN.

STAGE 4  
F.A.I. 57 NORTHBOUND AND SOUTHBOUND

**TRAFFIC:**

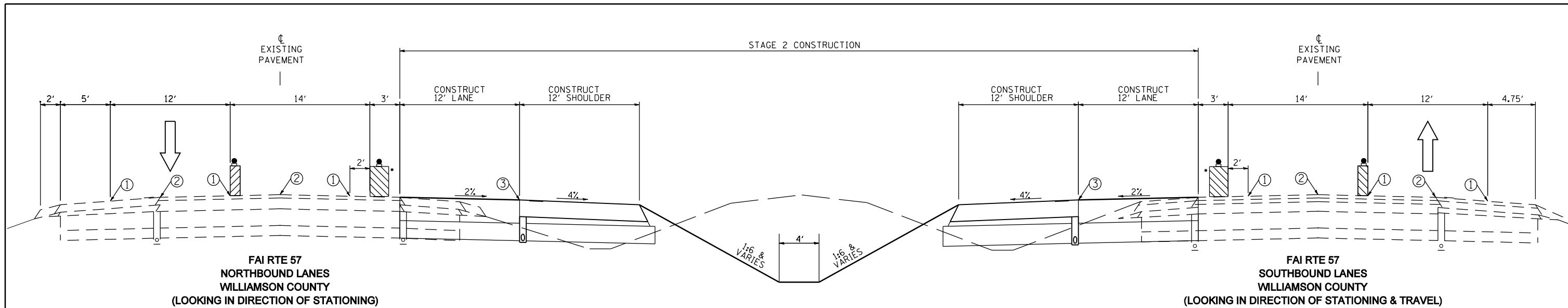
- \* INSTALL SIGNING PER TRAFFIC CONTROL STANDARDS, DETAILS AND TRAFFIC CONTROL TYPICAL SECTIONS, AS REQUIRED.
- \* THE ENTRANCE AND EXIT RAMP AT JOHNSON CITY (EXIT 59) SHALL REMAIN OPEN TO TRAFFIC.

**ROAD CONSTRUCTION:**

- \* INSTALL REMAINING FINAL STRIPING.

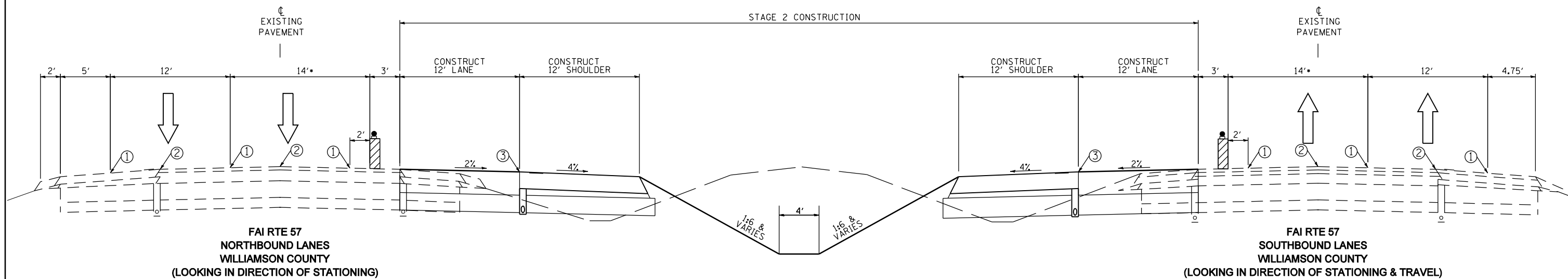
**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - JRD	REVISED - -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL INTERSTATE 57</b>	F.A.I. RTE. = 57	SECTION (X1-6-2,X1-5,(X1-4-1BR-1)R-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 44	
	PLOT SCALE = \$SCALE\$	CHECKED - SLD	REVISED - -			SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	CONTRACT NO. 78334			
	PLOT DATE = \$DATE\$	DATE - 02/01/2013	REVISED - -			ILLINOIS FED. AID PROJECT					



**OFF PEAK STAGING TYPICAL SECTION**

USE FOR PLACEMENT OF DRUMS, CONCRETE BARRIER AND STRIPING OPERATION FOR STAGE 2 CONSTRUCTION  
 • SEE STAGING DETAILS FOR TEMPORARY CONCRETE BARRIER LOCATIONS.



**STAGING TYPICAL TRAFFIC CONTROL SETUP FOR THE CONSTRUCTION OF THE ADDITIONAL LANE**

• TRUCKS SHALL USE LEFT LANE ONLY

NORTHBOUND:  
 STA. 169+30.00 - STA. 1476+00.00\*\*

SOUTHBOUND:  
 STA. 166+50.00 - STA. 409+51.00\*\*

\*\* FOR EXCEPTIONS SEE STAGE 2 TYPICAL SECTION FOR THE CONSTRUCTION OF FULL DEPTH PAVEMENT,  
 STAGE 2 PLAN - LAKE CREEK BRIDGE, MILL AND OVERLAY AREAS AND BRIDGE PLANS FOR STAGE BRIDGE CONSTRUCTION

STATION EQUATIONS

STA. 209+50.00 (BK) = STA. 209+51.50 (AH)  
 PT STA. 347+05.54 (BK) = PT STA. 348+47.10 (AH)  
 STA. 419+77.93 (BK) = STA. 1461+04.83 (AH)

- ① TEMPORARY PAVEMENT MARKING - LINE 4"
- ② COVER EXISTING STRIPE WITH BLACK PAVEMENT MARKING TAPE, TYPE III (APPLICABLE WIDTH)
- ③ ROLL IN FINAL STRIPE

FILE NAME =	USER NAME = \$USER*	DESIGNED - JRD	REVISED -
\$FILEL\$		DRAWN - JRD	REVISED -
	PLOT SCALE = \$SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = \$DATE*	DATE - 02/01/2013	REVISED -

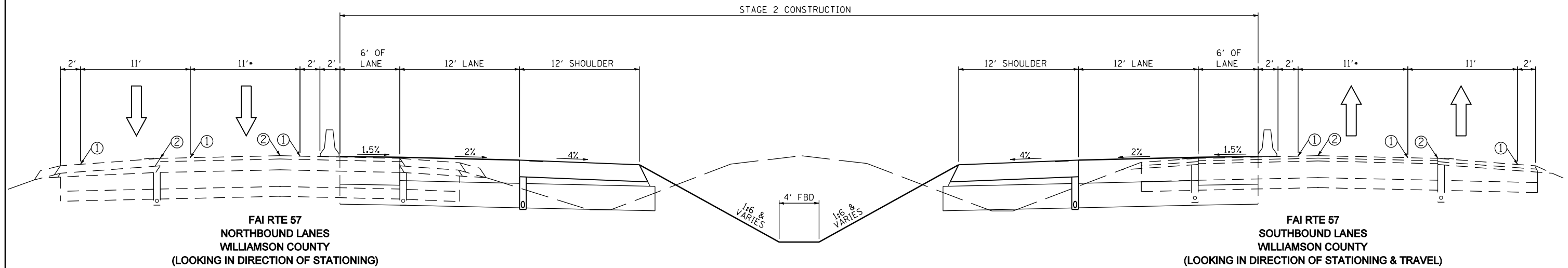
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**STAGING TYPICAL SECTIONS  
 INTERSTATE 57**

SCALE: N.T.S.    SHEET NO. 1 OF 2 SHEETS

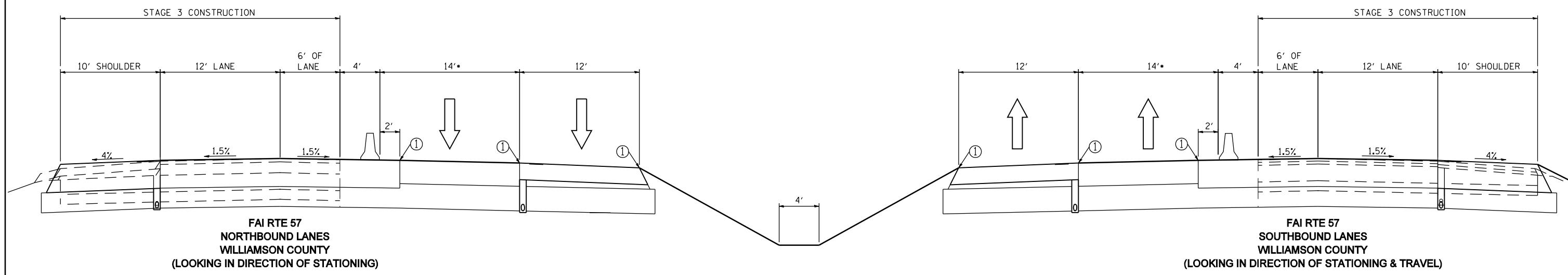
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1))R-1	WILLIAMSON	202	45
CONTRACT NO. 78334				
ILLINOIS FED. AID PROJECT				

**EFK•Moen, LLC**  
 Civil Engineering Design



**STAGE 2 TYPICAL TRAFFIC CONTROL SETUP FOR THE CONSTRUCTION OF FULL DEPTH PAVEMENT AND BRIDGE**

- TRUCKS SHALL USE LEFT LANE ONLY
- NORTHBOUND:  
STA. 226+30 - STA. 231+50
- SOUTHBOUND:  
STA. 224+95 - STA. 230+74



**STAGE 3 TYPICAL TRAFFIC CONTROL SETUP FOR THE CONSTRUCTION OF FULL DEPTH PAVEMENT AND BRIDGE**

- TRUCKS SHALL USE RIGHT LANE ONLY
- NORTHBOUND:  
STA. 226+30 - STA. 231+50
- SOUTHBOUND:  
STA. 224+95 - STA. 230+74

- ① TEMPORARY PAVEMENT MARKING - LINE 4"
- ② COVER EXISTING STRIPE WITH BLACK PAVEMENT MARKING TAPE, TYPE III (APPLICABLE WIDTH)

FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - JRD	REVISED -
		DRAWN - JRD	REVISED -
		CHECKED - SLD	REVISED -
		DATE - 02/01/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

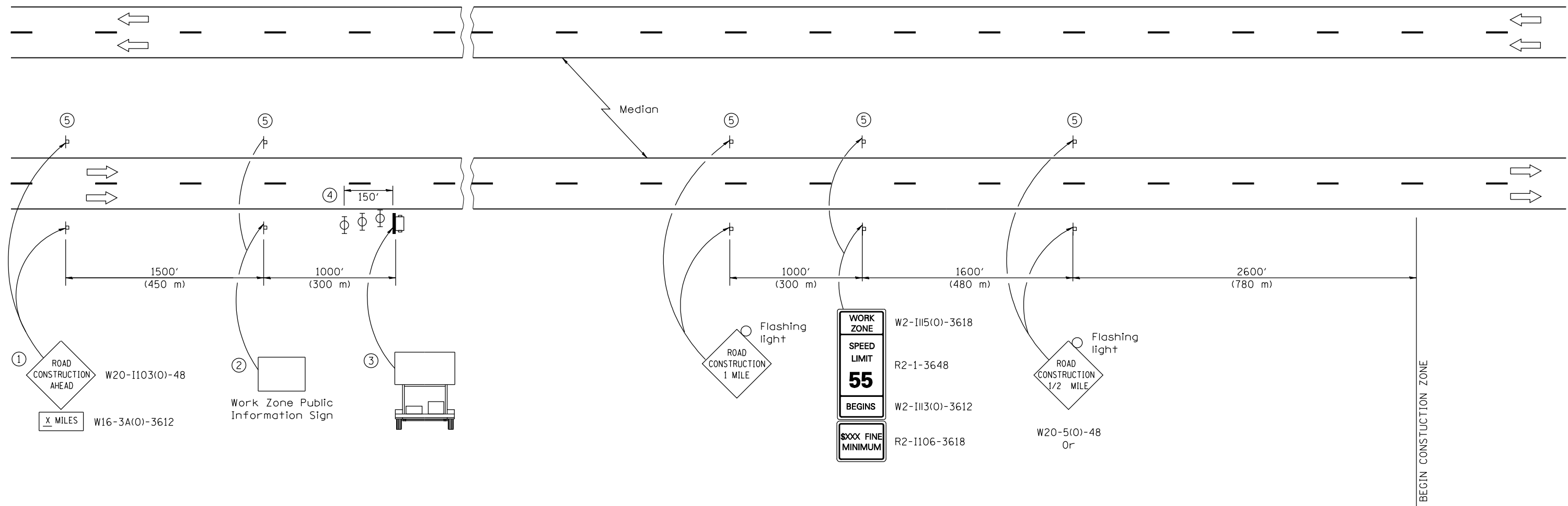
**STAGING TYPICAL SECTIONS  
INTERSTATE 57**

SCALE: N.T.S. SHEET NO. 2 OF 2 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	46
CONTRACT NO. 78334			ILLINOIS FED. AID PROJECT	

**EFK Moen, LLC**  
Civil Engineering Design

**STAGING DETAIL: APPROACH TO CONSTRUCTION ZONE**



**SYMBOLS**

- Portable changeable message sign
- Sign
- Type II barricade, drum, or vertical barricade with monodirectional flashing light

- ① The Road Construction Ahead sign shall be located 3 to 5 miles in advance of the project limits.
- ② The message and size of the Work Zone Public Information Sign shall be as specified by the Department.
- ③ The message board shall be used to display status of lanes within the project. The primary messages shall be:
- ④ Three, Type II barricades, drums, or vertical barricades at 50' (15 m) centers.
- ⑤ This sign shall be omitted when median width is less than 10' (3 m).

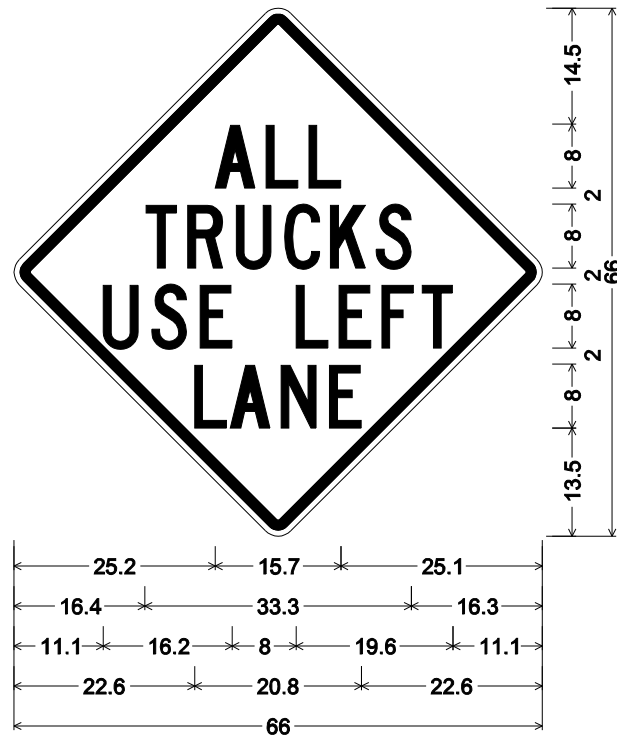
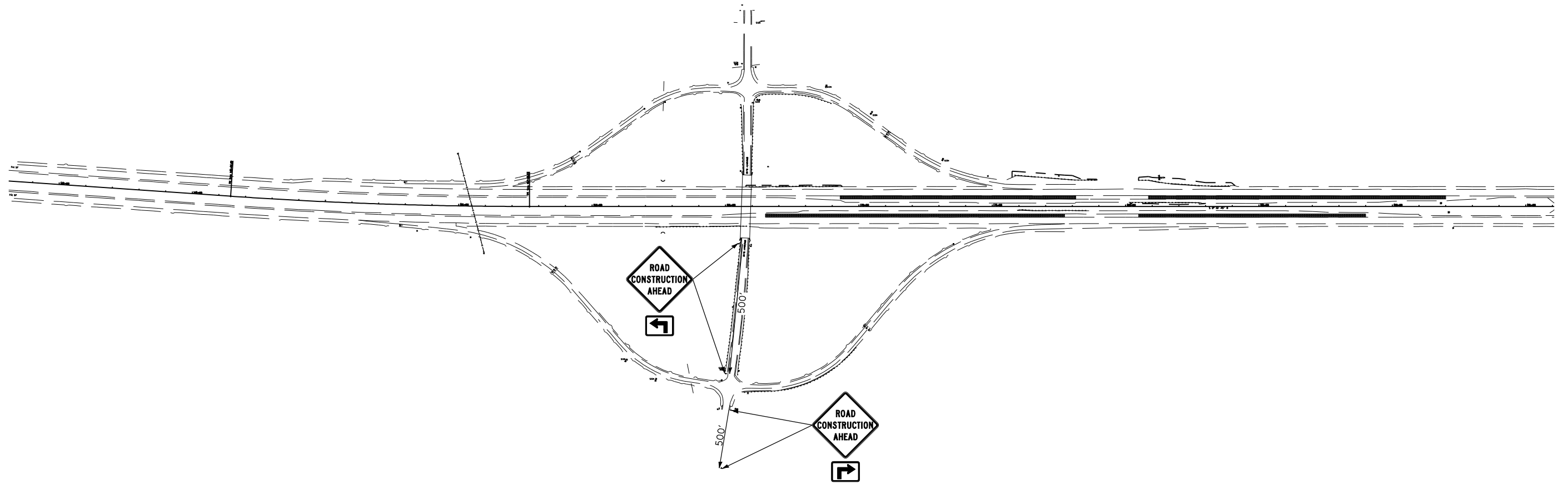
**GENERAL NOTES**

The first two signs and the message board are stationary.

All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING DETAIL INTERSTATE 57</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MSK	REVISED -		SCALE: N. T. S.	SHEET NO. 1 OF 3 SHEETS	STA. TO STA.	57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	47
		CHECKED - SLD	REVISED -					CONTRACT NO. 78334				
		DATE - 02/01/2013	REVISED -		ILLINOIS FED. AID PROJECT							

STAGING DETAIL: CONSTRUCTION SIGNING FOR EXIT 59 (JOHNSON CITY)



W8-6 SPECIAL;  
 48.0" across sides 2.3" Radius, 1.3" Border, 0.8" Indent, Black on Orange;  
 [ALL] C; [TRUCKS] C; [USE LEFT] C;  
 [LANE] C;

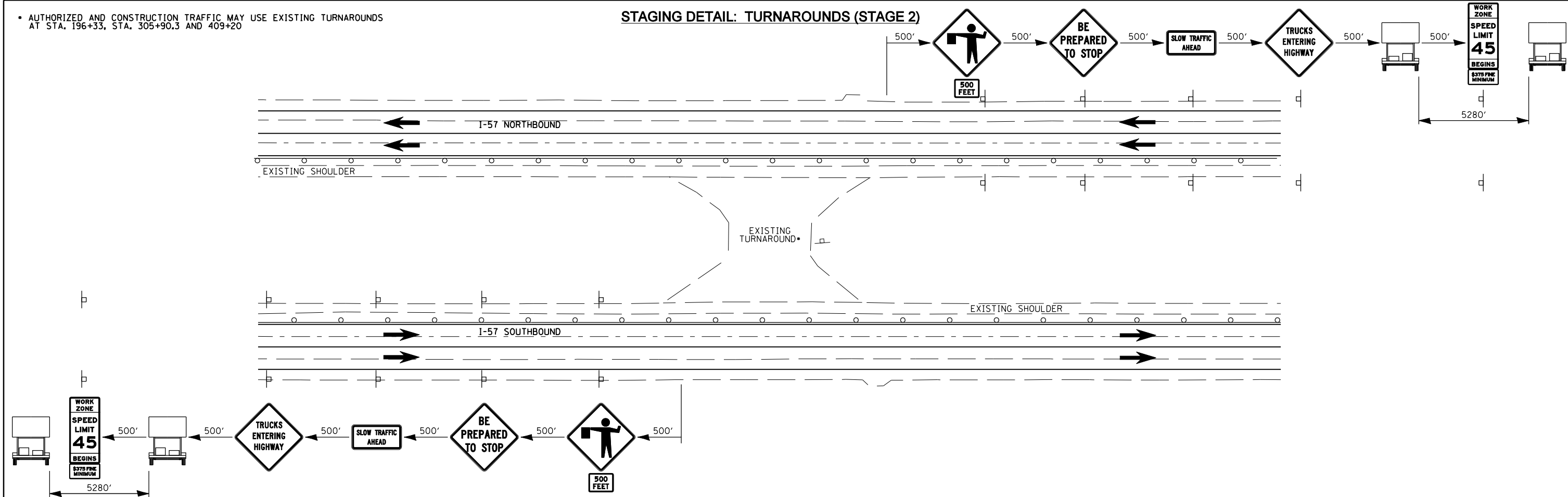
**EFK•Moen, LLC**  
 Civil Engineering Design

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING AND SIGN DETAIL INTERSTATE 57</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = *SCALE*	DRAWN - MSK	REVISED - ---		57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	48			
PLOT DATE = *DATE*	DATE - 02/01/2013	CHECKED - SLD	REVISED - ---	SCALE: 1"=50'	SHEET NO. 2 OF 3 SHEETS	STA. 175+00 TO STA. 205+00	CONTRACT NO. 78334					
							FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					



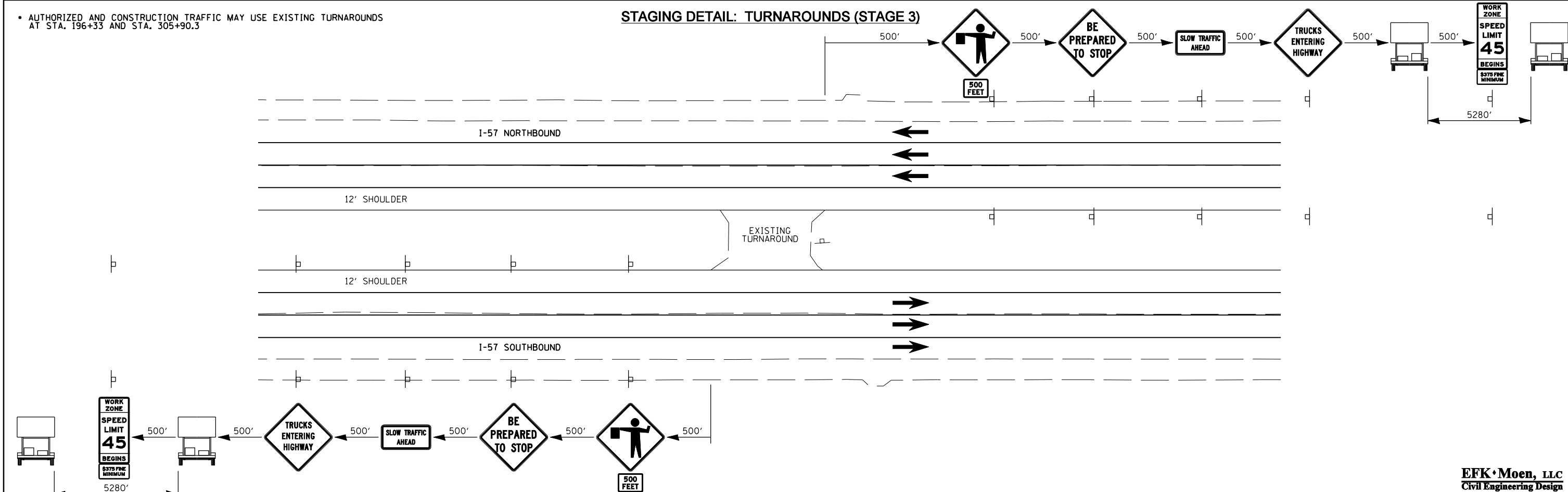
• AUTHORIZED AND CONSTRUCTION TRAFFIC MAY USE EXISTING TURNAROUNDS AT STA. 196+33, STA. 305+90.3 AND 409+20

**STAGING DETAIL: TURNAROUNDS (STAGE 2)**



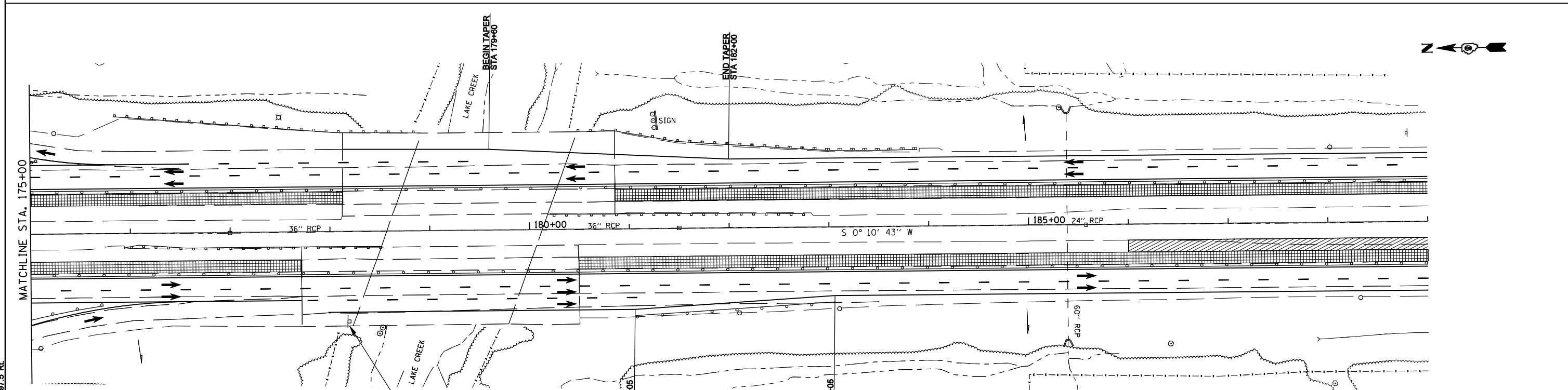
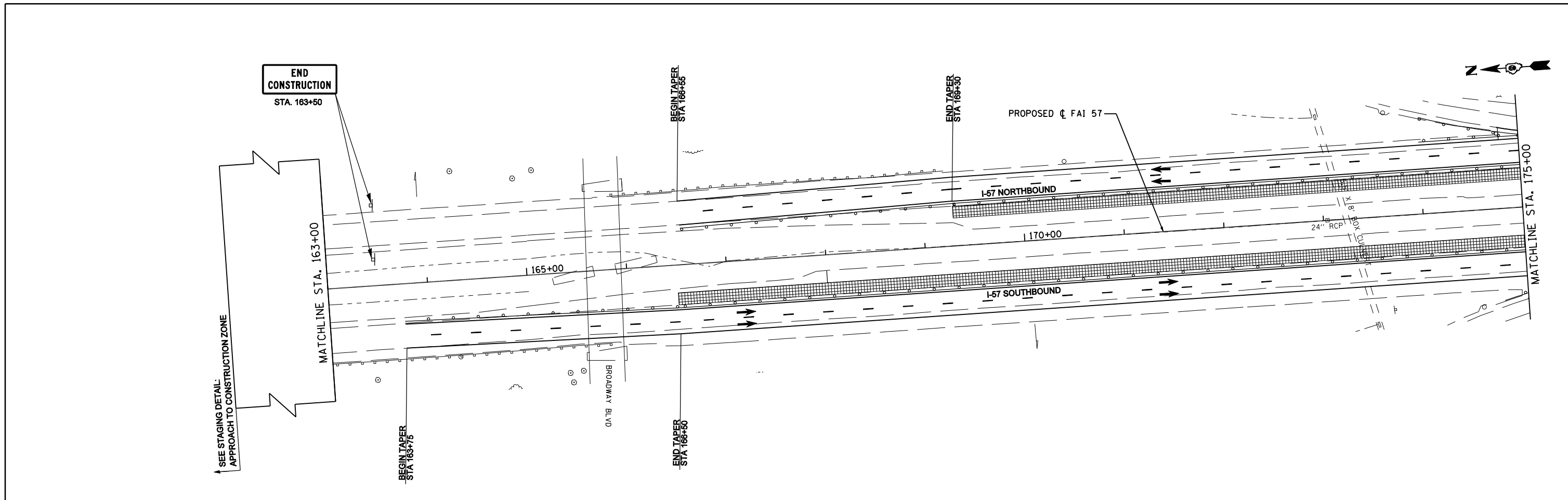
• AUTHORIZED AND CONSTRUCTION TRAFFIC MAY USE EXISTING TURNAROUNDS AT STA. 196+33 AND STA. 305+90.3

**STAGING DETAIL: TURNAROUNDS (STAGE 3)**

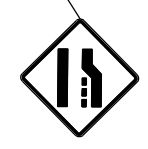


**EFK•Moen, LLC**  
Civil Engineering Design

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRQ__	REVISED - ___	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING DETAIL INTERSTATE 57</b>			F.A.I. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MSK__	REVISED - ___		SCALE: 1"=50'	SHEET NO. 3 OF 3 SHEETS	STA. TO STA.	57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	49
		CHECKED - SLQ__	REVISED - ___									
		DATE - 02/01/2013	REVISED - ___									
								CONTRACT NO. 78334		FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT		



- SYMBOLS:**
- Work Area
  - Temporary Concrete Barrier with Monodirectional Prismatic Barrier Reflector
  - Impact Attenuator, Temporary (Non-Redirective, Narrow), Test Level 3
  - Impact Attenuator, Temporary (Non-Redirective), Test Level 3
  - Drum with Steady Burning Light
  - Sign



FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISED -
*FILE*		DRAWN - MSK	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

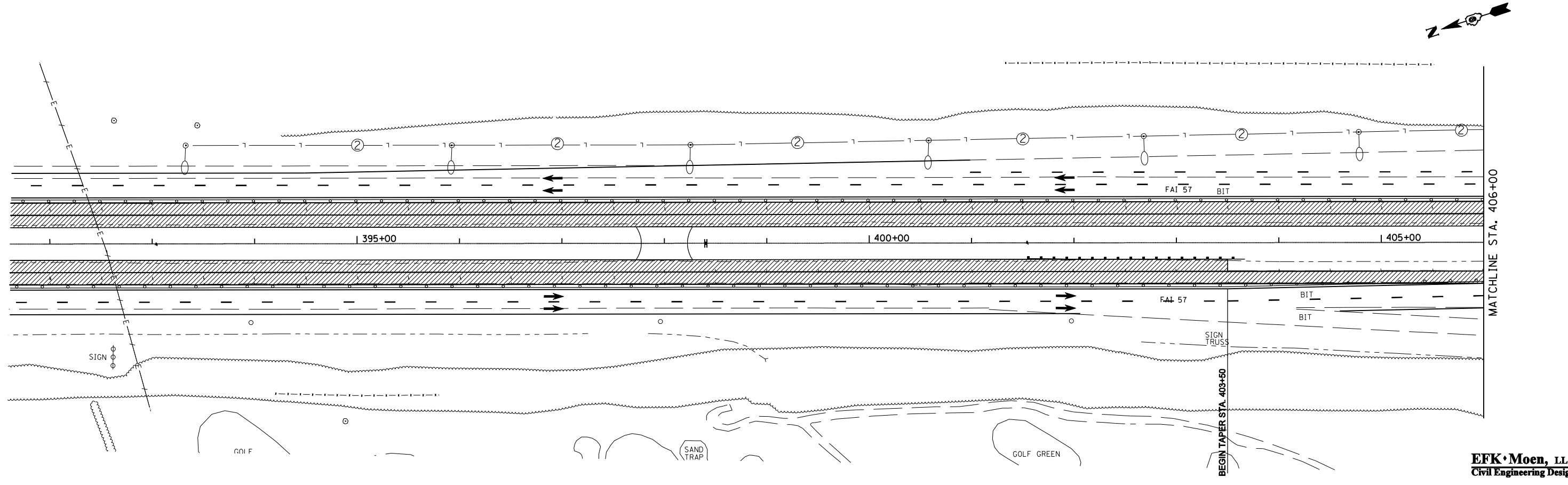
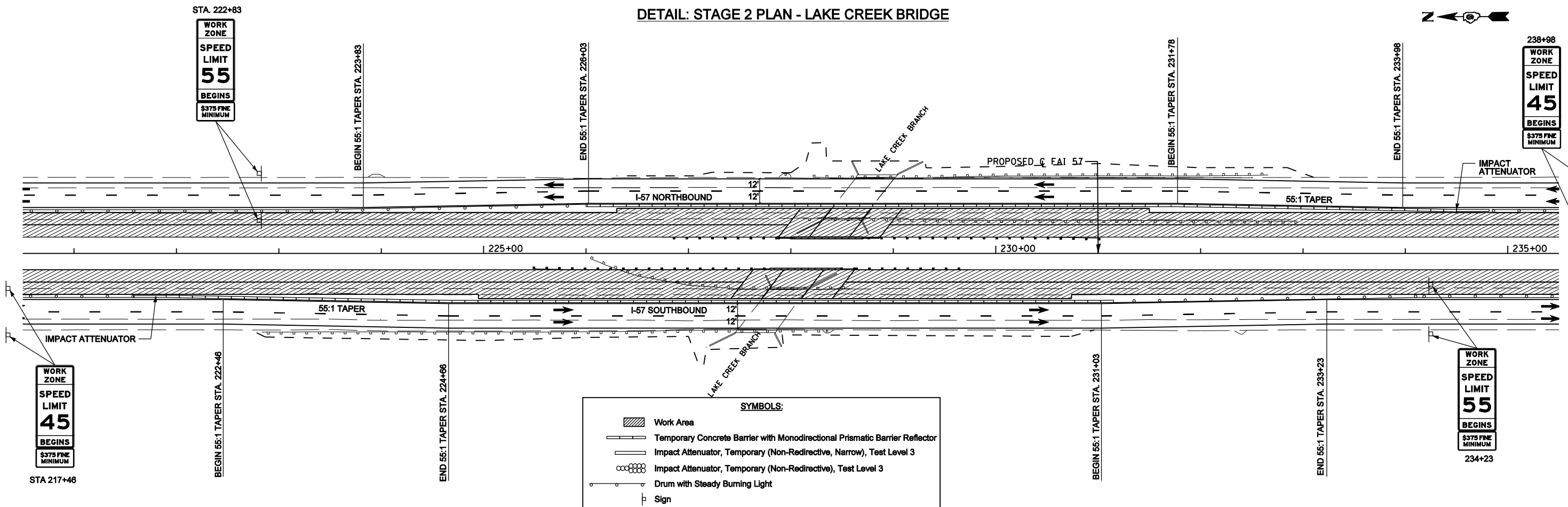
**STAGE 2 PLAN  
INTERSTATE 57**

SCALE: 1"=50'      SHEET NO. 1 OF 3 SHEET      STA. 163+00 TO STA. 189+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1))R-1	WILLIAMSON	202	50
CONTRACT NO. 78334				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**EFK·Moen, LLC**  
Civil Engineering Design

DETAIL: STAGE 2 PLAN - LAKE CREEK BRIDGE

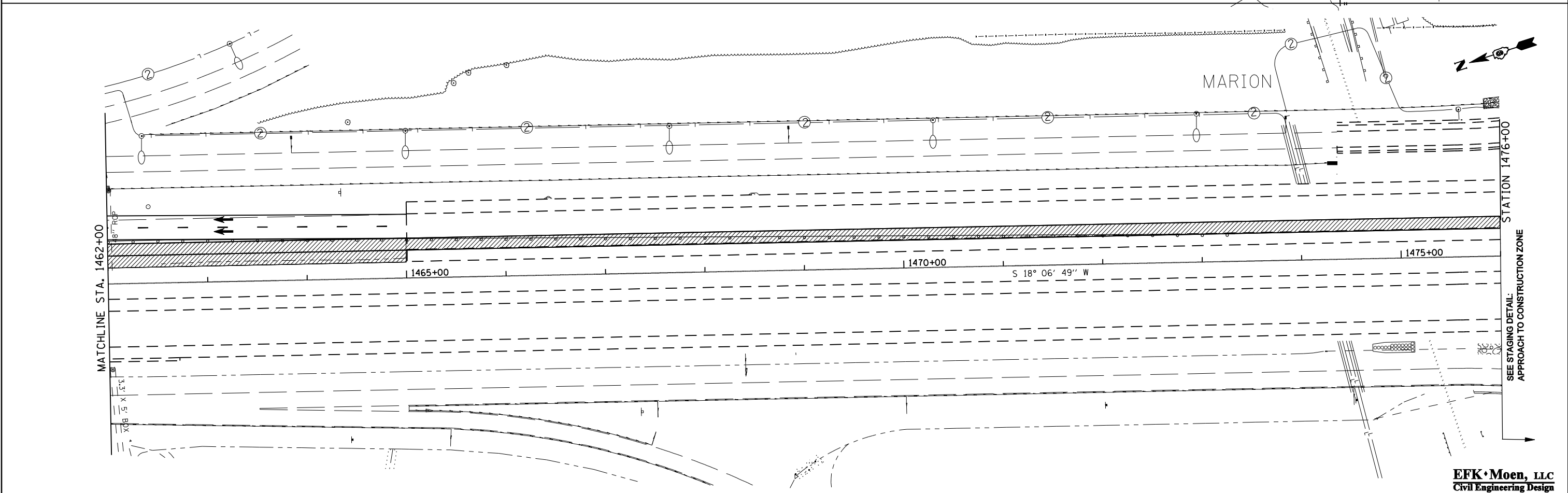
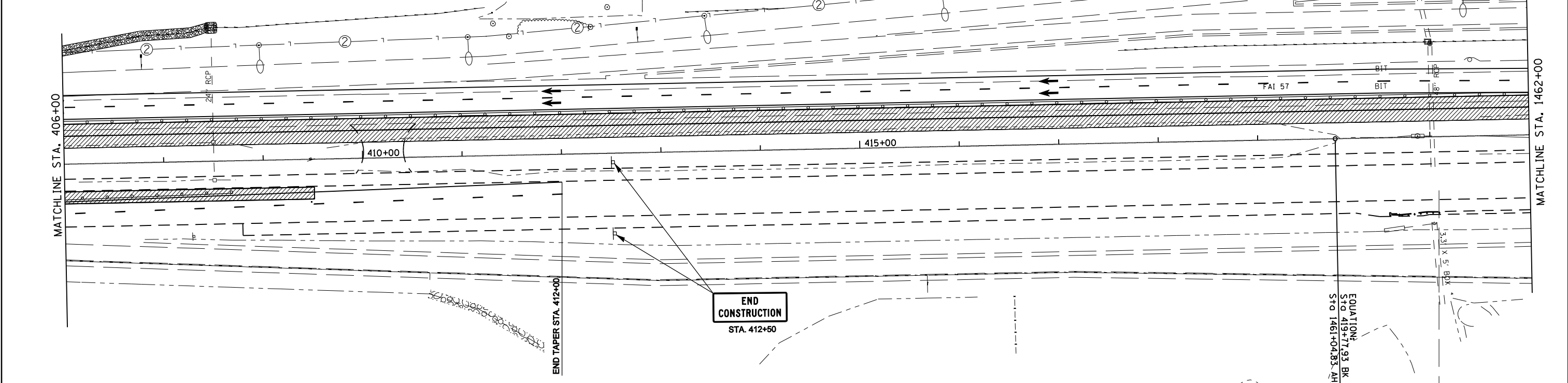


FILE NAME =	USER NAME =	DESIGNED - JRQ__	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE 2 PLAN INTERSTATE 57</b>	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - MSK__	REVISED - ---			57	(X1-6-2,X1-5,(X1-4-1BR-1))R-1	WILLIAMSON	202	51	
		CHECKED - SLD__	REVISED - ---			CONTRACT NO. 78334					
		DATE - 02/01/2013	REVISED - ---			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

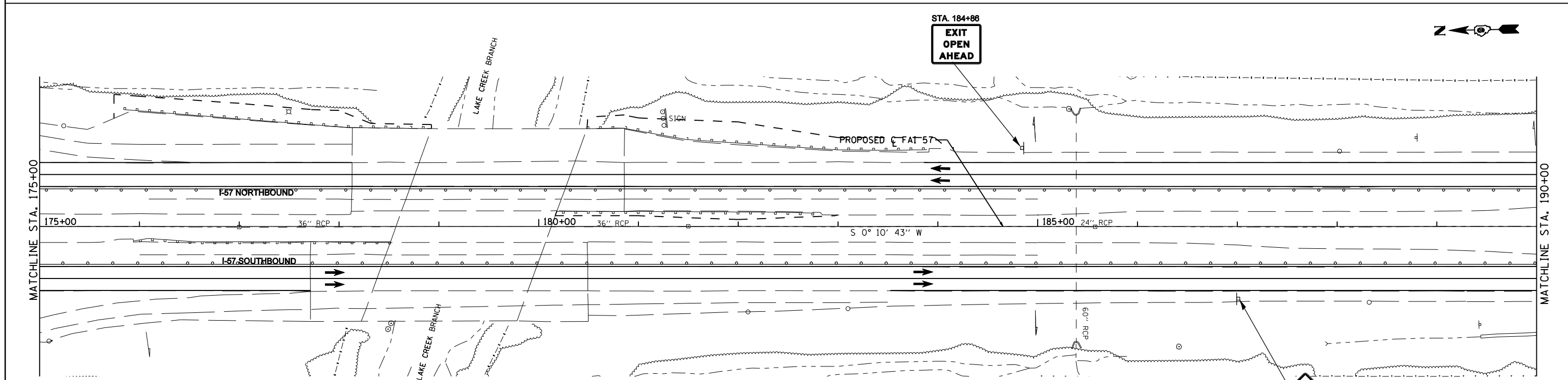
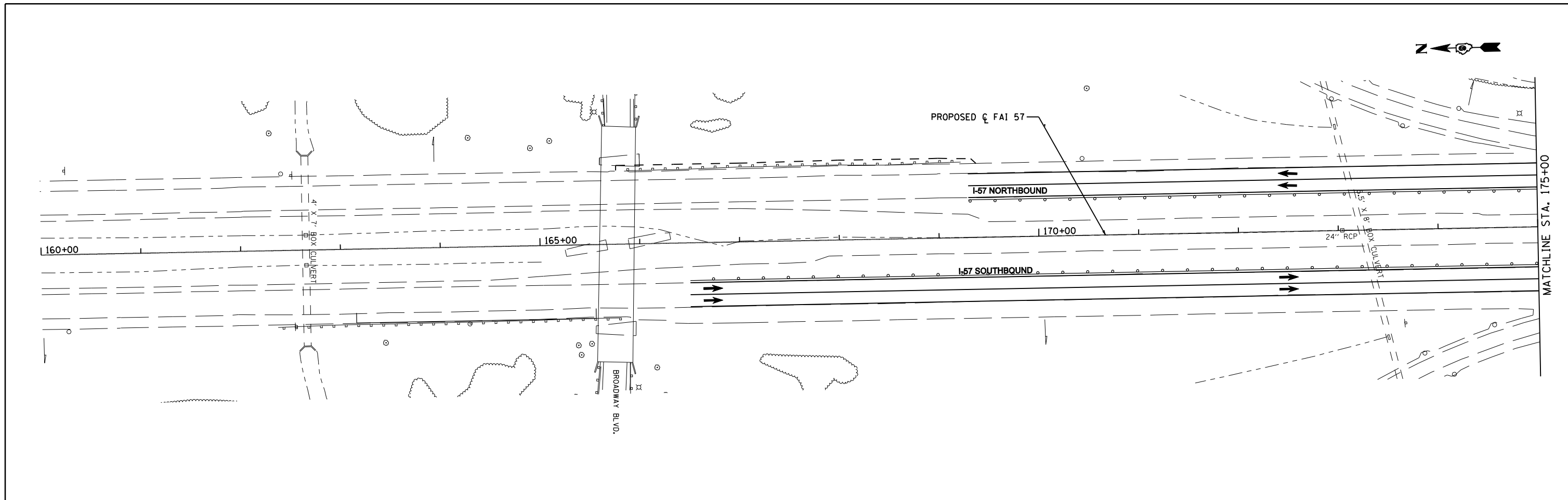
**EFK Moen, LLC**  
Civil Engineering Design

**SYMBOLS:**

	Work Area
	Temporary Concrete Barrier with Monodirectional Prismatic Barrier Reflector
	Impact Attenuator, Temporary (Non-Redirective, Narrow), Test Level 3
	Impact Attenuator, Temporary (Non-Redirective), Test Level 3
	Drum with Steady Burning Light
	Sign



FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD_	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE 2 PLAN INTERSTATE 57</b>	F.A.I. RTE. 57	SECTION (X1-6-2,X1-5,X1-4-1BR-1)R-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 52
	PLOT SCALE = *SCALE*	DRAWN - MSK	REVISED - ---			SCALE: 1"=50'	SHEET NO. 3 OF 3 SHEETS	STA. 406+00 TO STA. 1476+00	CONTRACT NO. 78334	
	PLOT DATE = *DATE*	CHECKED - SLD	REVISED - ---			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		DATE - 02/01/2013	REVISED - ---	<b>EFK·Moen, LLC</b> Civil Engineering Design						



**SYMBOLS:**

	Work Area
	Temporary Concrete Barrier with Monodirectional Prismatic Barrier Reflector
	Impact Attenuator, Temporary (Non-Redirective, Narrow), Test Level 3
	Impact Attenuator, Temporary (Non-Redirective), Test Level 3
	Drum with Steady Burning Light
	Sign

FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISED -
*FILE*		DRAWN - MSK	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -

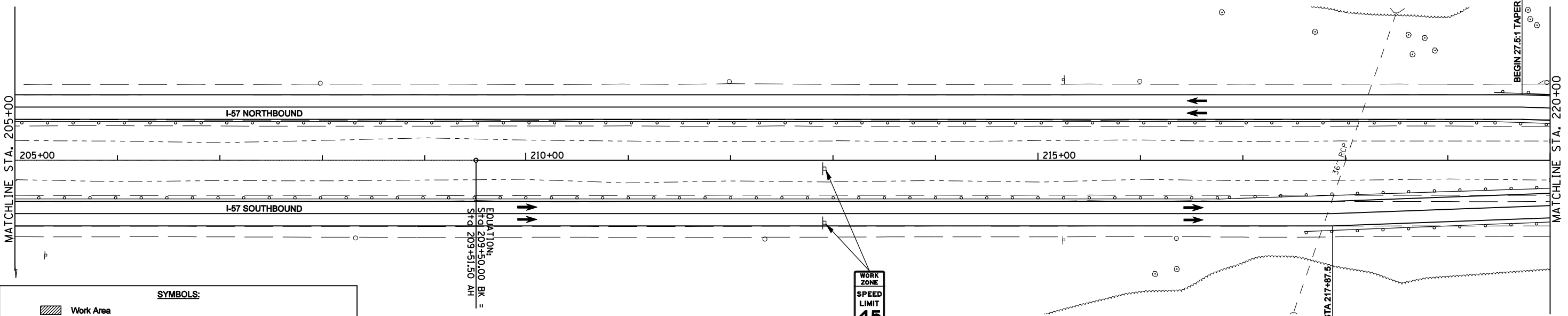
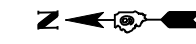
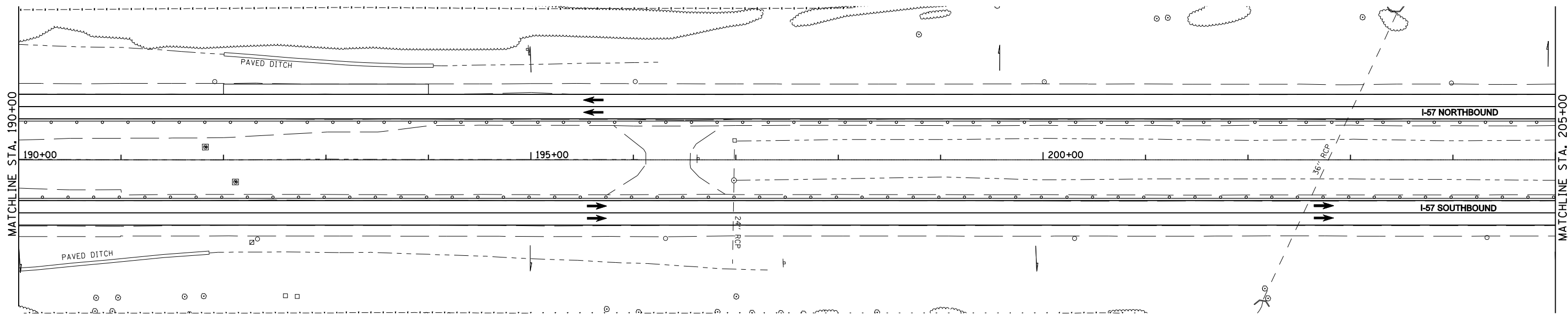
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE 3 PLAN  
INTERSTATE 57**

SCALE: 1"=50'      SHEET NO. 1 OF 4 SHEETS      STA. 160+00 TO STA. 190+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	53
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 78334	

**EFK Moen, LLC**  
Civil Engineering Design



**SYMBOLS:**

	Work Area
	Temporary Concrete Barrier with Monodirectional Prismatic Barrier Reflector
	Impact Attenuator, Temporary (Non-Redirective, Narrow), Test Level 3
	Impact Attenuator, Temporary (Non-Redirective), Test Level 3
	Drum with Steady Burning Light
	Sign



STA. 212+90

ELEVATION:  
Sta 209+50.00 BK =  
Sta 209+51.50 AH

**EFK·Moen, LLC**  
Civil Engineering Design

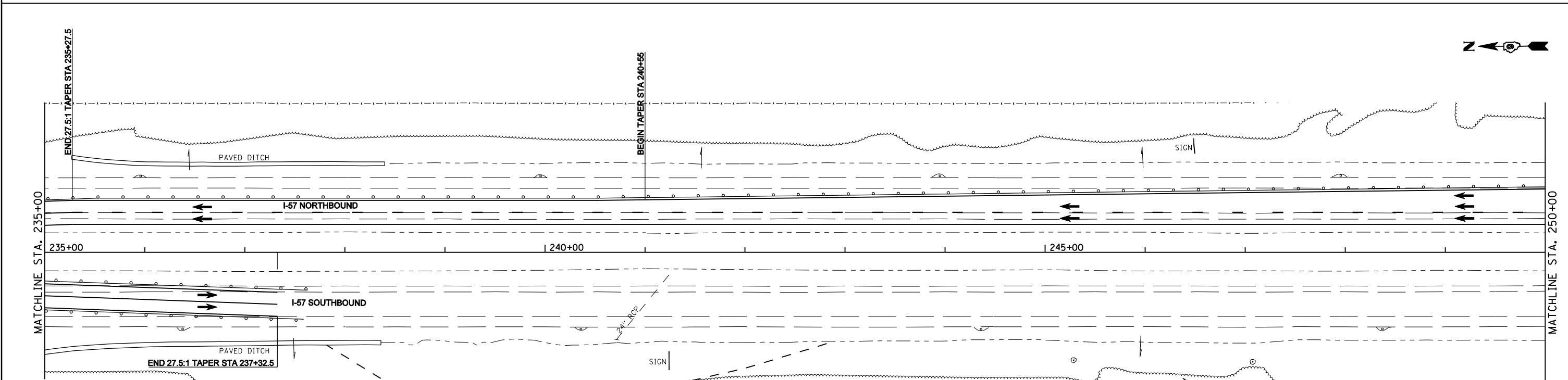
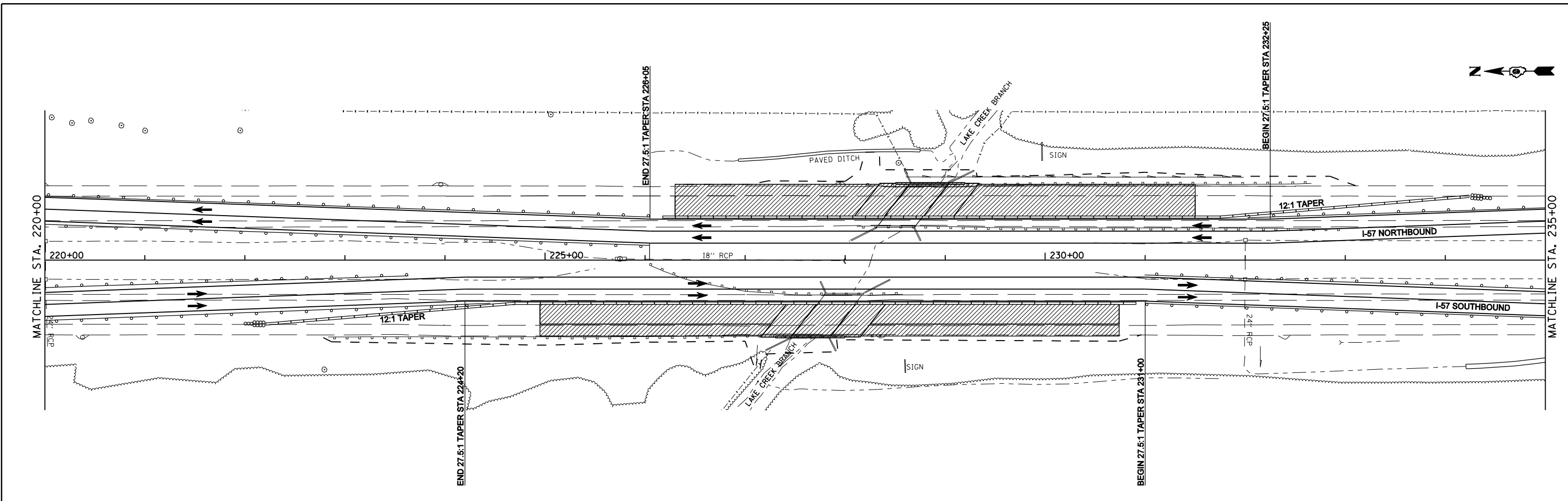
FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -
		DRAWN - MSK	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -

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

**STAGE 3 PLAN**  
**INTERSTATE 57**

SCALE: 1"=50' SHEET NO. 2 OF 4 SHEETS STA. 190+00 TO STA. 220+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1))R-1	WILLIAMSON	202	54
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	



**SYMBOLS:**

	Work Area
	Temporary Concrete Barrier with Monodirectional Prismatic Barrier Reflector
	Impact Attenuator, Temporary (Non-Redirective, Narrow), Test Level 3
	Impact Attenuator, Temporary (Non-Redirective), Test Level 3
	Drum with Steady Burning Light
	Sign



FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -
		DRAWN - MSK	REVISED -
		CHECKED - SLD	REVISED -
		DATE - 02/01/2013	REVISED -

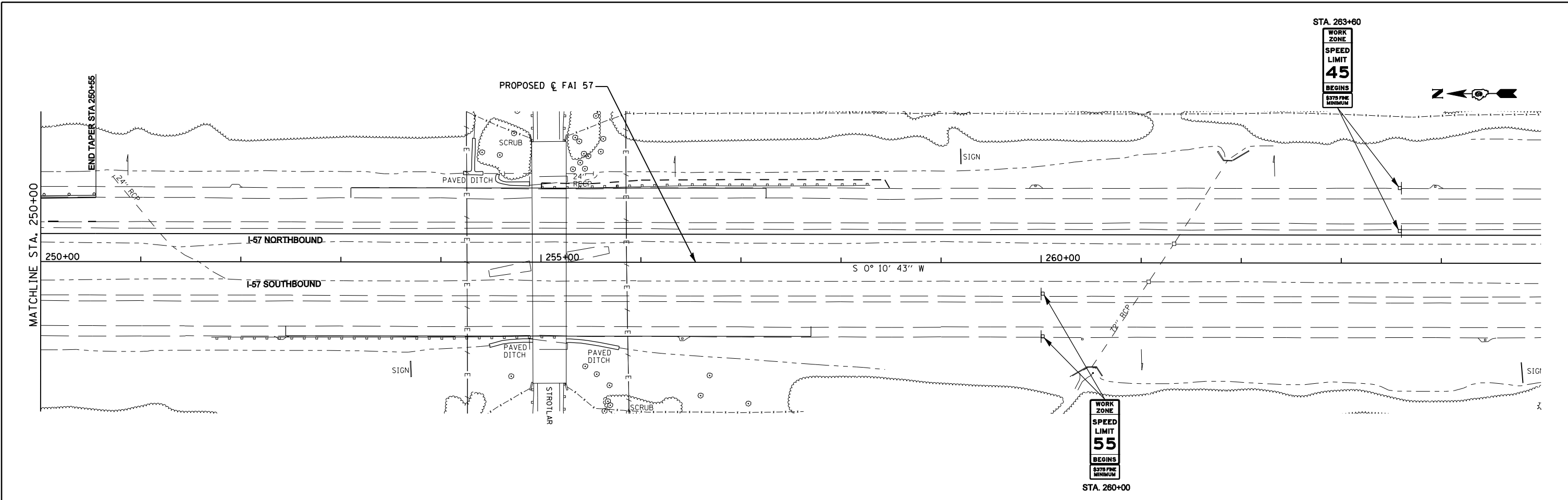
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGE 3 PLAN  
INTERSTATE 57**

SCALE: 1"=50'      SHEET NO. 3 OF 4 SHEETS      STA. 220+00 TO STA. 250+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	55
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

**EFK·Moen, LLC**  
Civil Engineering Design



**SYMBOLS:**

	Work Area
	Temporary Concrete Barrier with Monodirectional Prismatic Barrier Reflector
	Impact Attenuator, Temporary (Non-Redirective, Narrow), Test Level 3
	Impact Attenuator, Temporary (Non-Redirective), Test Level 3
	Drum with Steady Burning Light
	Sign

**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISED -
*FILE*		DRAWN - MSK	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -

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

**STAGE 3 PLAN**  
**INTERSTATE 57**

SCALE: 1"=50' SHEET NO. 4 OF 4 SHEETS STA. 250+00 TO STA. 340+00

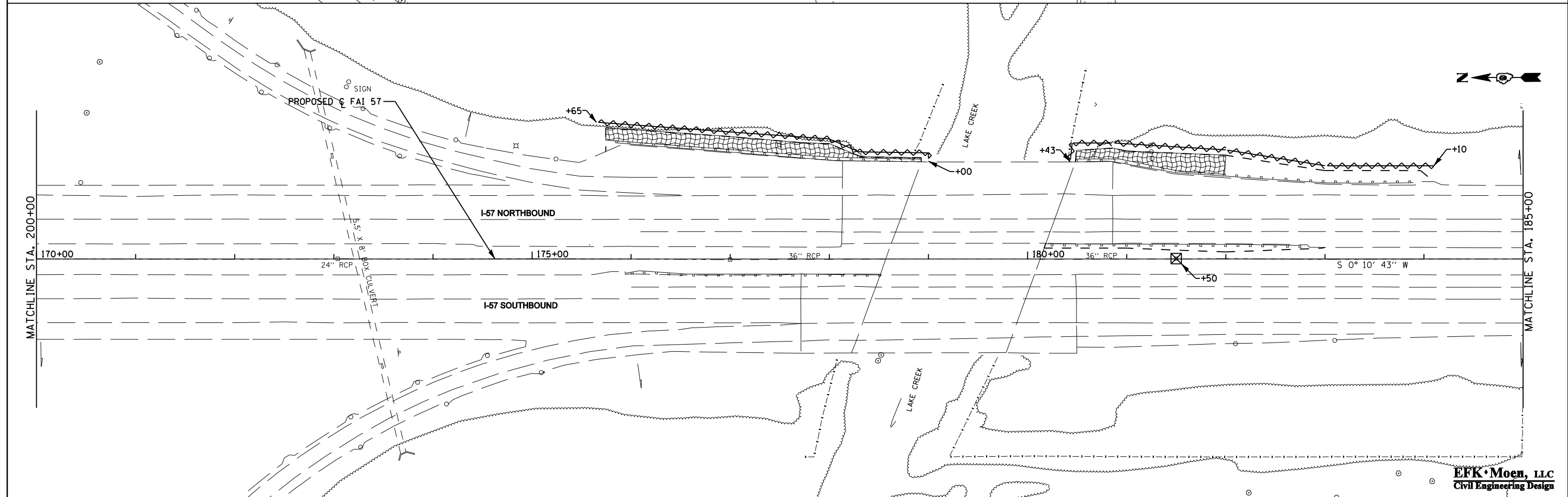
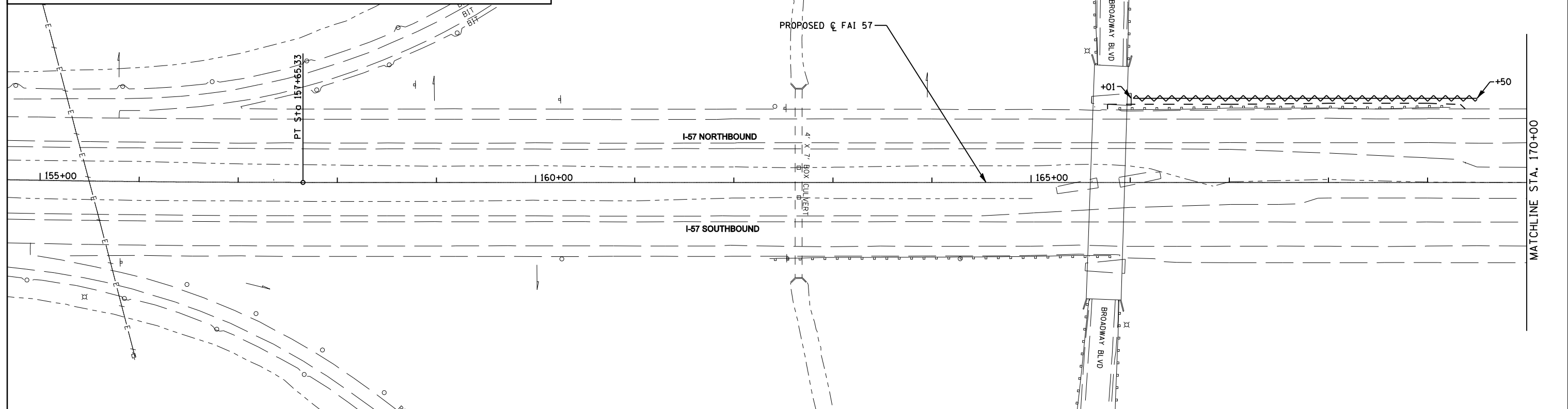
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	56
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 78334	



**TEMPORARY EROSION CONTROL**

**PERMANENT EROSION CONTROL**

- DITCH FLOW
- INLET AND PIPE PROTECTION
- EROSION CONTROL BLANKET
- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER



FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISED -
*FILE*		DRAWN - MSK	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**



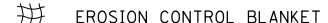


**EROSION AND SEDIMENT CONTROL  
INTERSTATE 57**

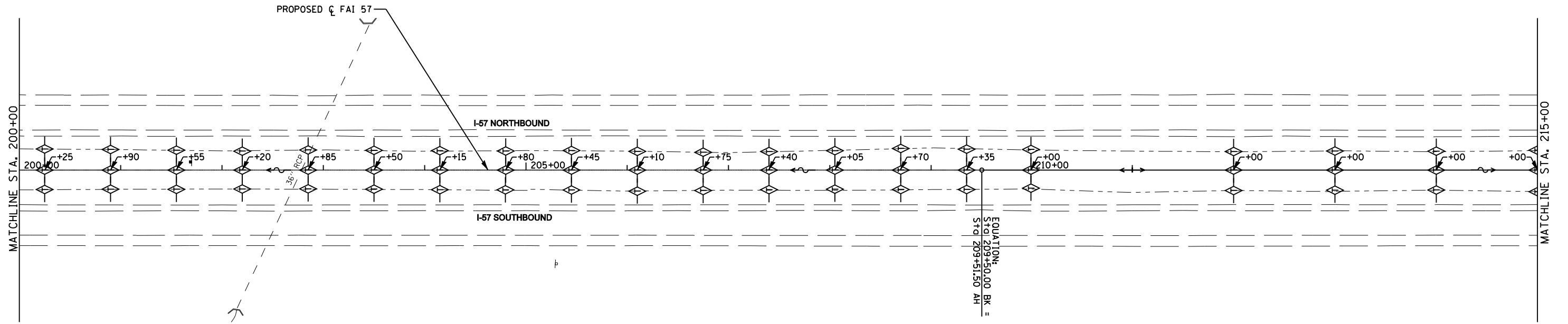
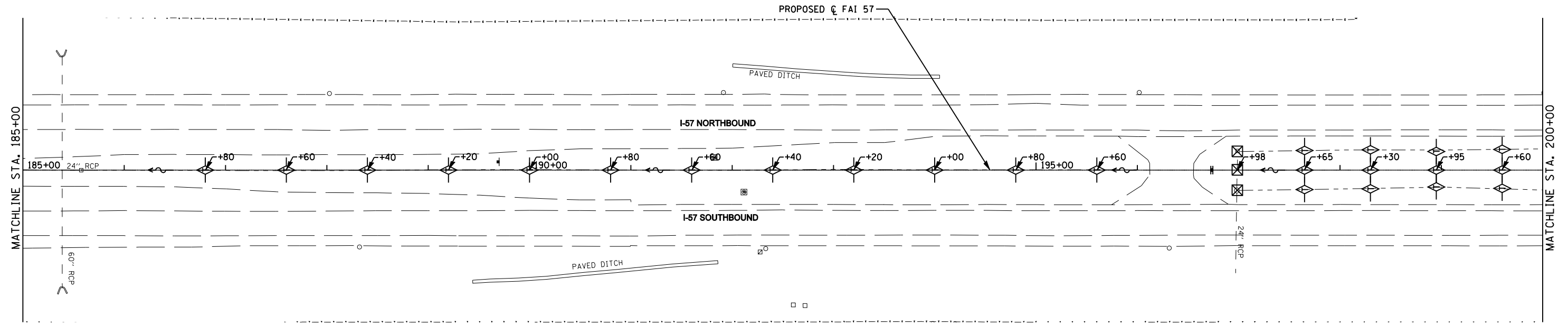
SCALE: 1"=50'      SHEET NO. 1 OF 9 SHEETS      STA. 155+00 TO STA. 185+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	57
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

**EFK Moen, LLC**  
Civil Engineering Design

**TEMPORARY EROSION CONTROL**      **PERMANENT EROSION CONTROL**

-  DITCH FLOW
-  INLET AND PIPE PROTECTION
-  EROSION CONTROL BLANKET
-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER

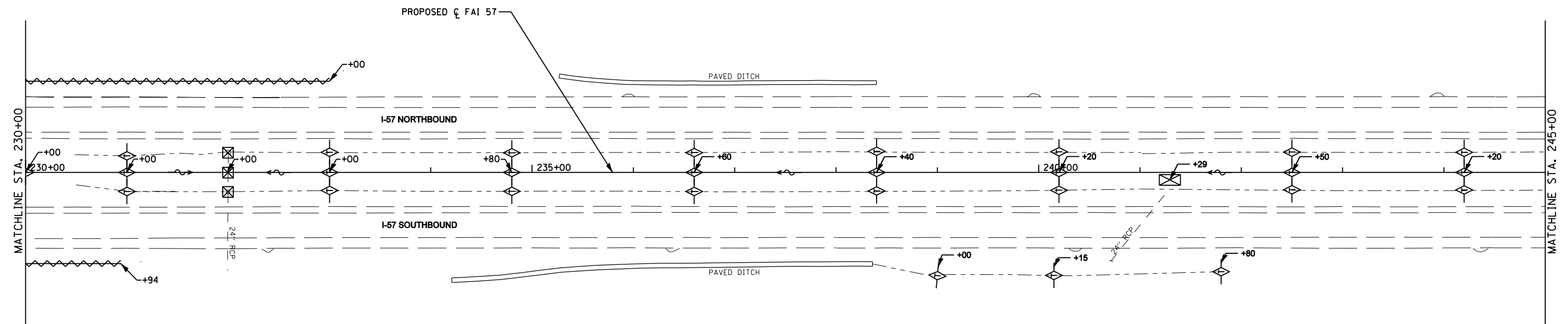
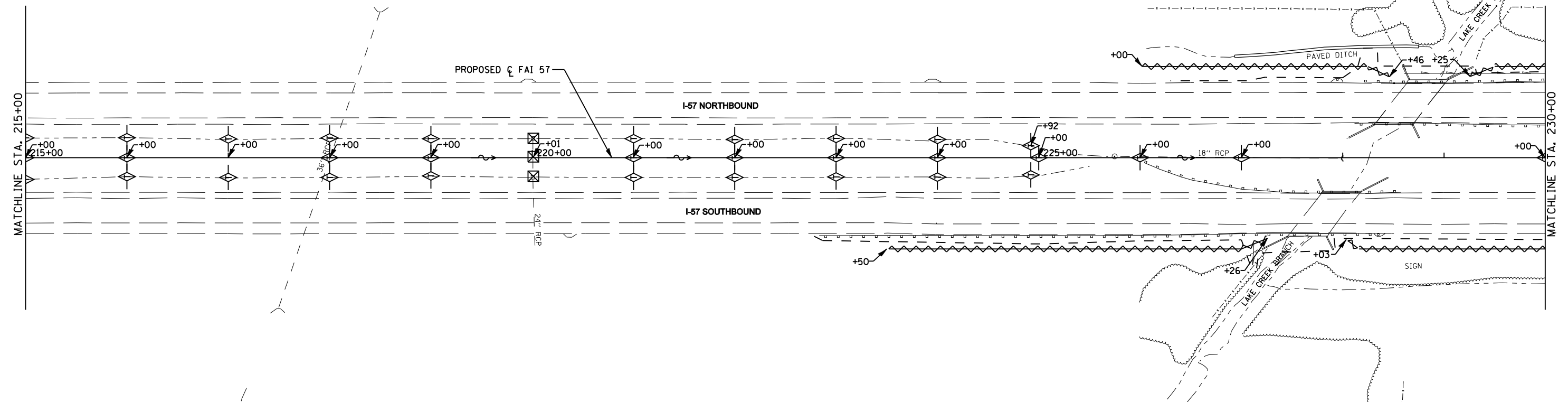


**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL INTERSTATE 57</b>	F.A.I. RTE. 57	SECTION (X1-6-2,X1-5,(X1-4-1BR-1)R-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 58
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISIED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 78334		
PLOT DATE = *DATE*	DATE - 02/01/2013	REVISIED -	REVISIED -	SCALE: 1"=50'	SHEET NO. 2 OF 9 SHEETS	STA. 185+00 TO STA. 215+00				

TEMPORARY EROSION CONTROL      PERMANENT EROSION CONTROL

- ↘ DITCH FLOW      ⊠ INLET AND PIPE PROTECTION      ▨ EROSION CONTROL BLANKET
- ◇ TEMPORARY DITCH CHECK
- ⌞ PERIMETER EROSION BARRIER



**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -
		DRAWN - MSK	REVISED -
		CHECKED - SLD	REVISED -
		DATE - 02/01/2013	REVISED -

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

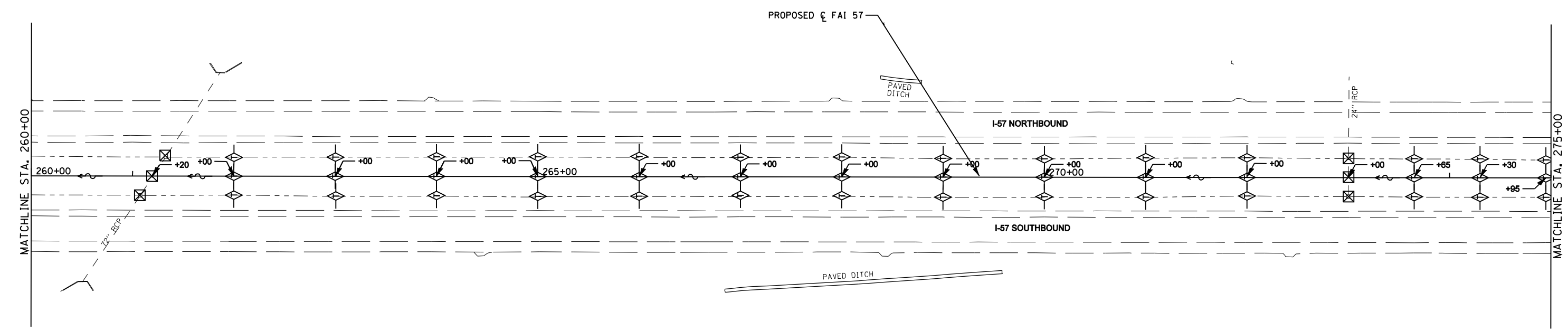
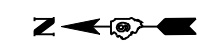
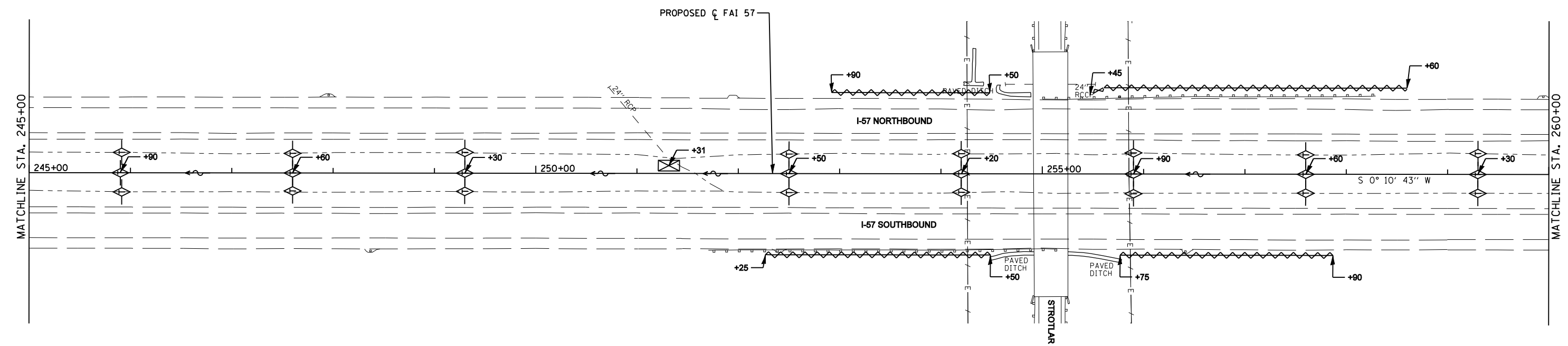
**EROSION AND SEDIMENT CONTROL**  
**INTERSTATE 57**

SCALE: 1"=50'      SHEET NO. 3 OF 9 SHEETS      STA. 215+00 TO STA. 245+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	59
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

TEMPORARY EROSION CONTROL      PERMANENT EROSION CONTROL

- DITCH FLOW      INLET AND PIPE PROTECTION      EROSION CONTROL BLANKET
- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER

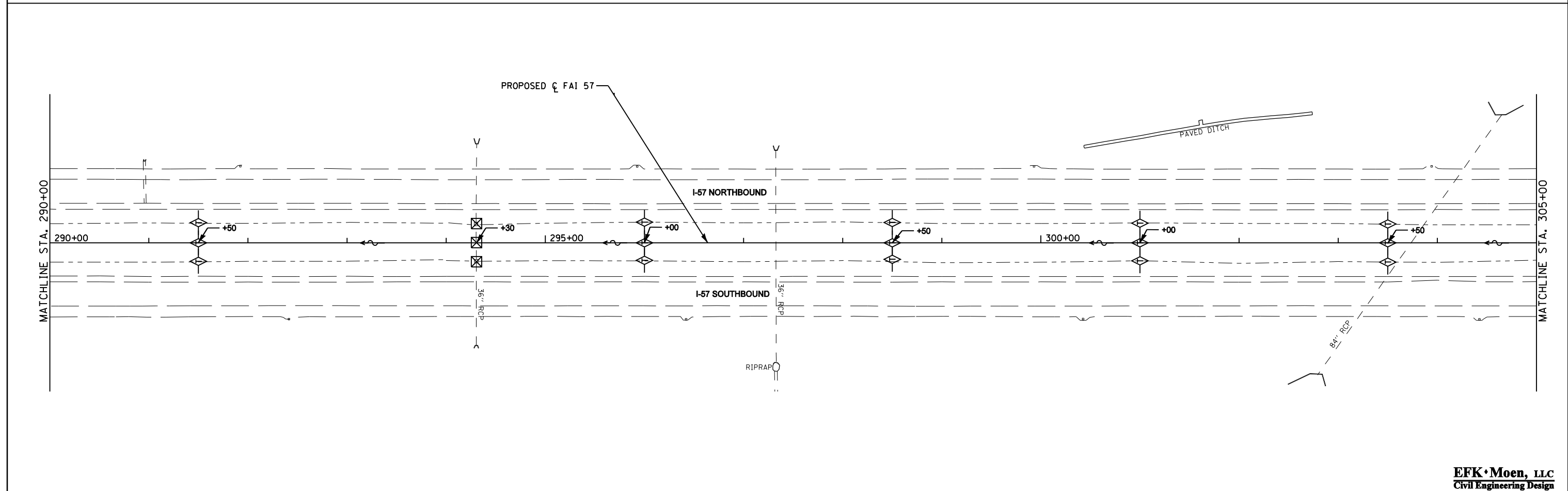
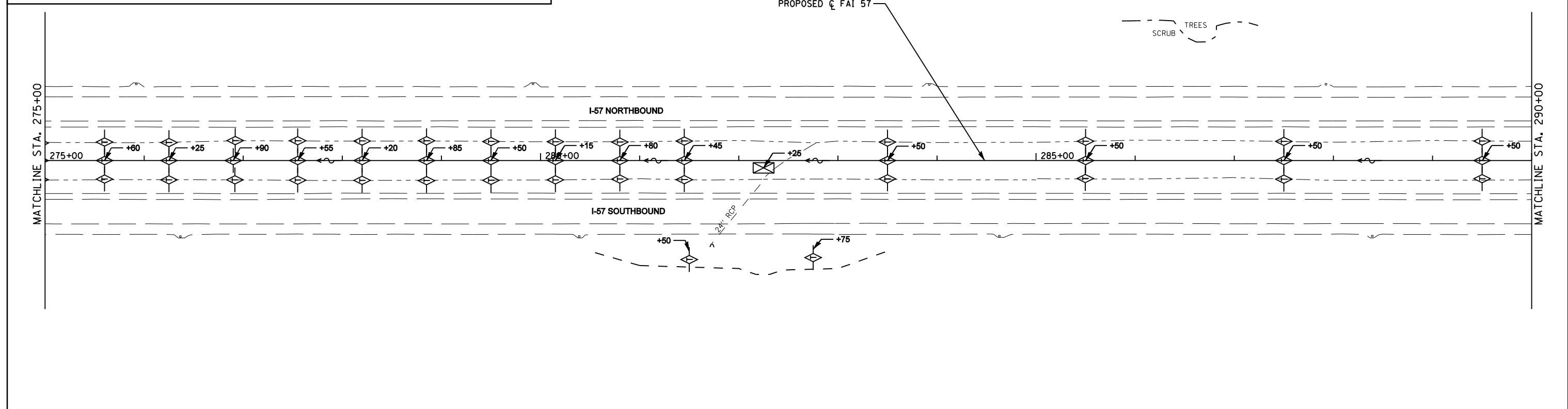


**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL INTERSTATE 57</b>			F.A.I. RTE. 57	SECTION (X1-6-2,X1-5,(X1-4-1BR-1)R-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 60
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -		SCALE: 1"=50'	SHEET NO. 4 OF 9 SHEETS	STA. 245+00 TO STA. 275+00	CONTRACT NO. 78334				
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -		ILLINOIS FED. AID PROJECT							

TEMPORARY EROSION CONTROL      PERMANENT EROSION CONTROL

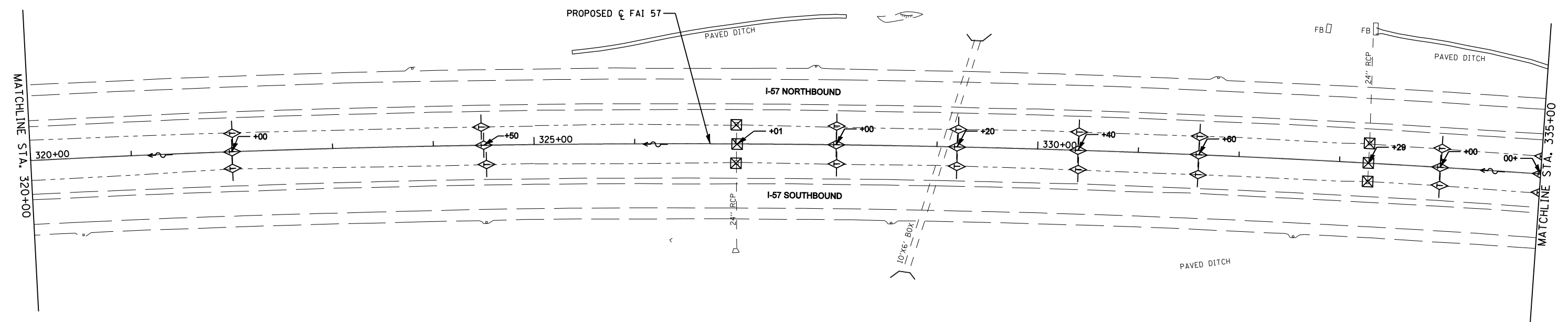
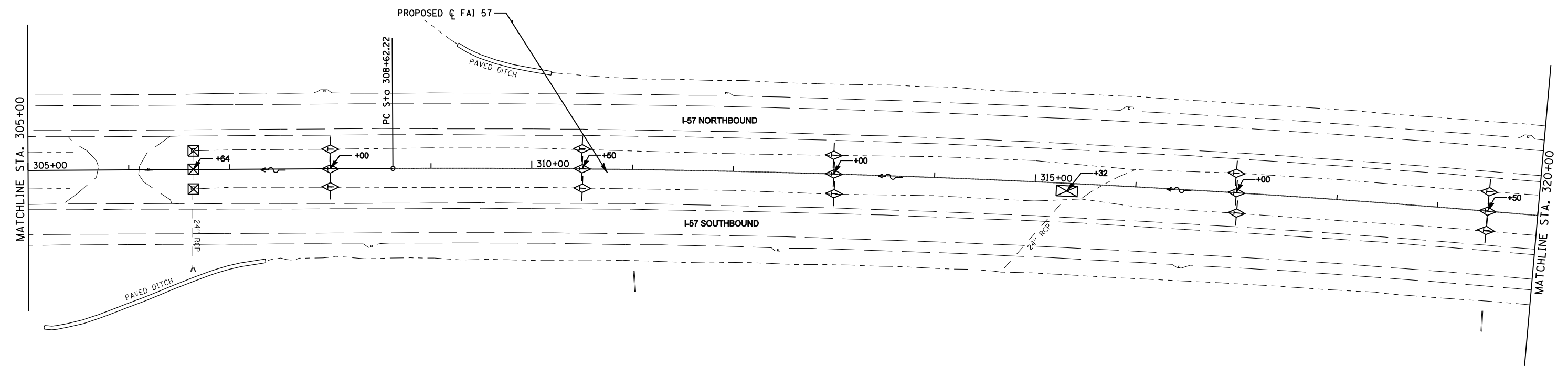
- ↪ DITCH FLOW      ⊠ INLET AND PIPE PROTECTION      # EROSION CONTROL BLANKET
- ◇ TEMPORARY DITCH CHECK
- ⌋ PERIMETER EROSION BARRIER



FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL INTERSTATE 57</b>			F.A.I. RTE. 57	SECTION (X1-6-2,X1-5,(X1-4-1BR-1)R-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 61
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -		SCALE: 1"=50'	SHEET NO. 5 OF 9 SHEETS	STA. 275+00 TO STA. 305+00	CONTRACT NO. 78334				
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -		FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT							
<b>EFK Moen, LLC</b> Civil Engineering Design												

TEMPORARY EROSION CONTROL      PERMANENT EROSION CONTROL

- DITCH FLOW      INLET AND PIPE PROTECTION      EROSION CONTROL BLANKET
- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER



**EFK·Moen, LLC**  
Civil Engineering Design

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -
		DRAWN - MSK	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -

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

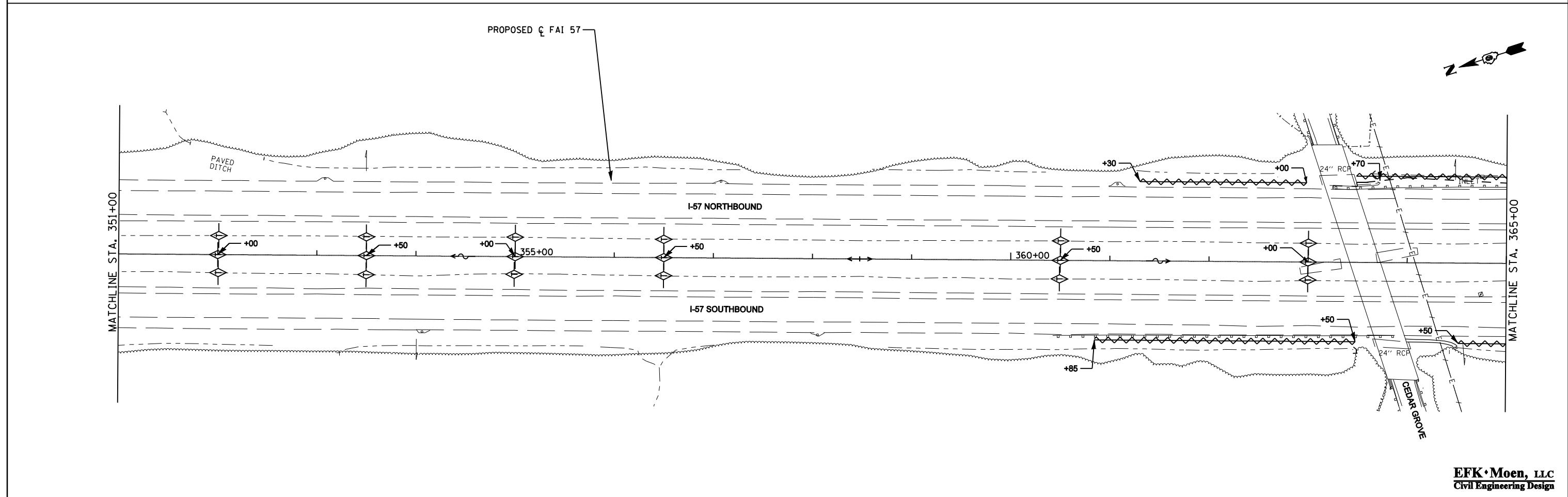
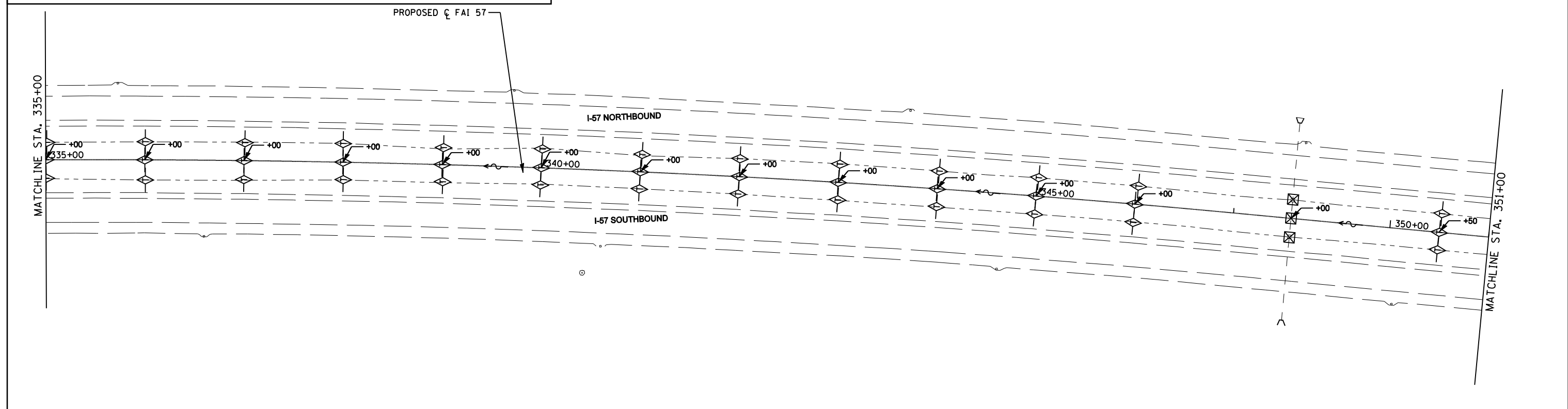
**EROSION AND SEDIMENT CONTROL**  
**INTERSTATE 57**

SCALE: 1"=50'      SHEET NO. 6 OF 9 SHEETS      STA. 305+00 TO STA. 335+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1))R-1	WILLIAMSON	202	62
FED. ROAD DIST. NO.      ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

TEMPORARY EROSION CONTROL      PERMANENT EROSION CONTROL

- ↘ DITCH FLOW      ⊠ INLET AND PIPE PROTECTION      ▨ EROSION CONTROL BLANKET
- ◇ TEMPORARY DITCH CHECK
- ⌞ PERIMETER EROSION BARRIER



FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -
		DRAWN - MSK	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL  
INTERSTATE 57**

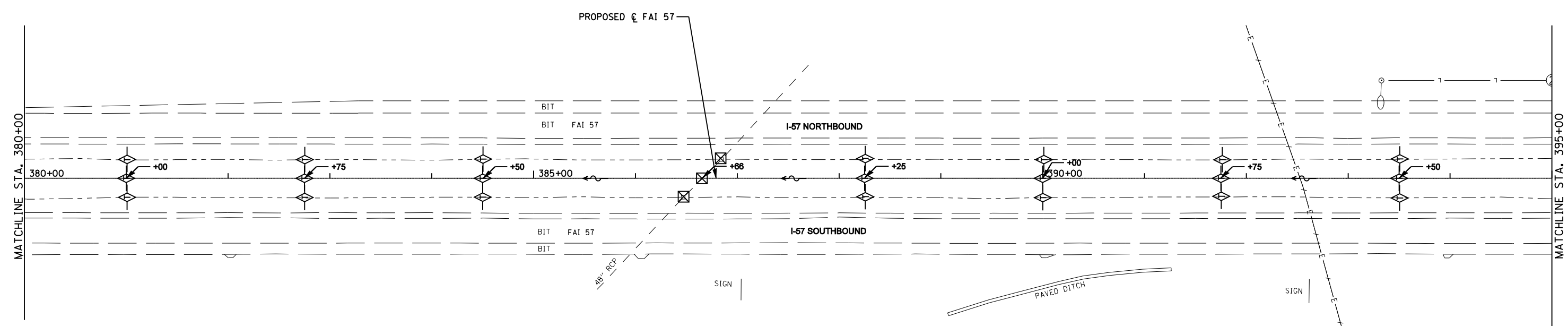
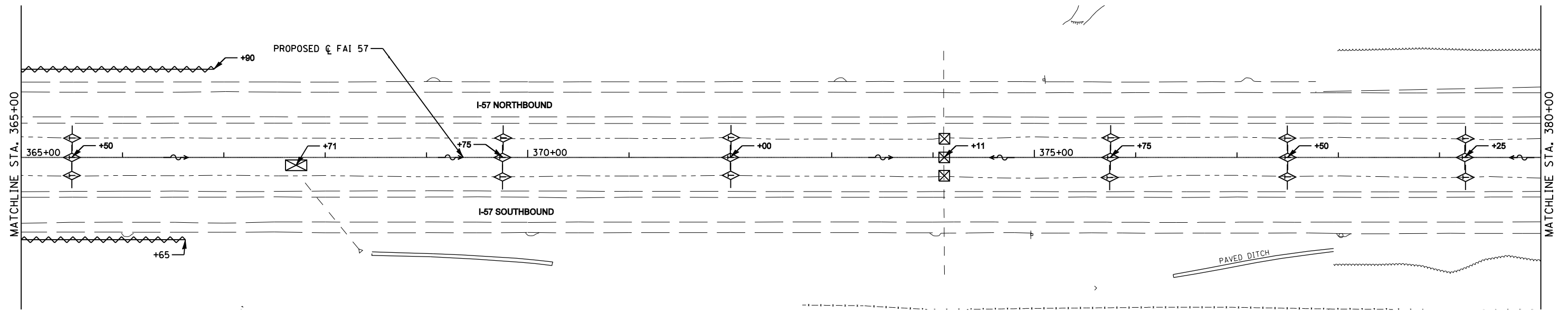
SCALE: 1"=50'      SHEET NO. 7 OF 9 SHEETS      STA. 335+00 TO STA. 365+00

F.A.I. RTE. 57	SECTION (X1-6-2,X1-5,(X1-4-1BR-1)R-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 63
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 78334		

**EFK·Moen, LLC**  
Civil Engineering Design

TEMPORARY EROSION CONTROL      PERMANENT EROSION CONTROL

- ~ DITCH FLOW      ⊠ INLET AND PIPE PROTECTION      ▨ EROSION CONTROL BLANKET
- ◇ TEMPORARY DITCH CHECK
- ~ PERIMETER EROSION BARRIER



**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -
		DRAWN - MSK	REVISED -
		CHECKED - SLD	REVISED -
		DATE - 02/01/2013	REVISED -

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



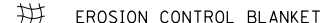


**EROSION AND SEDIMENT CONTROL**  
**INTERSTATE 57**

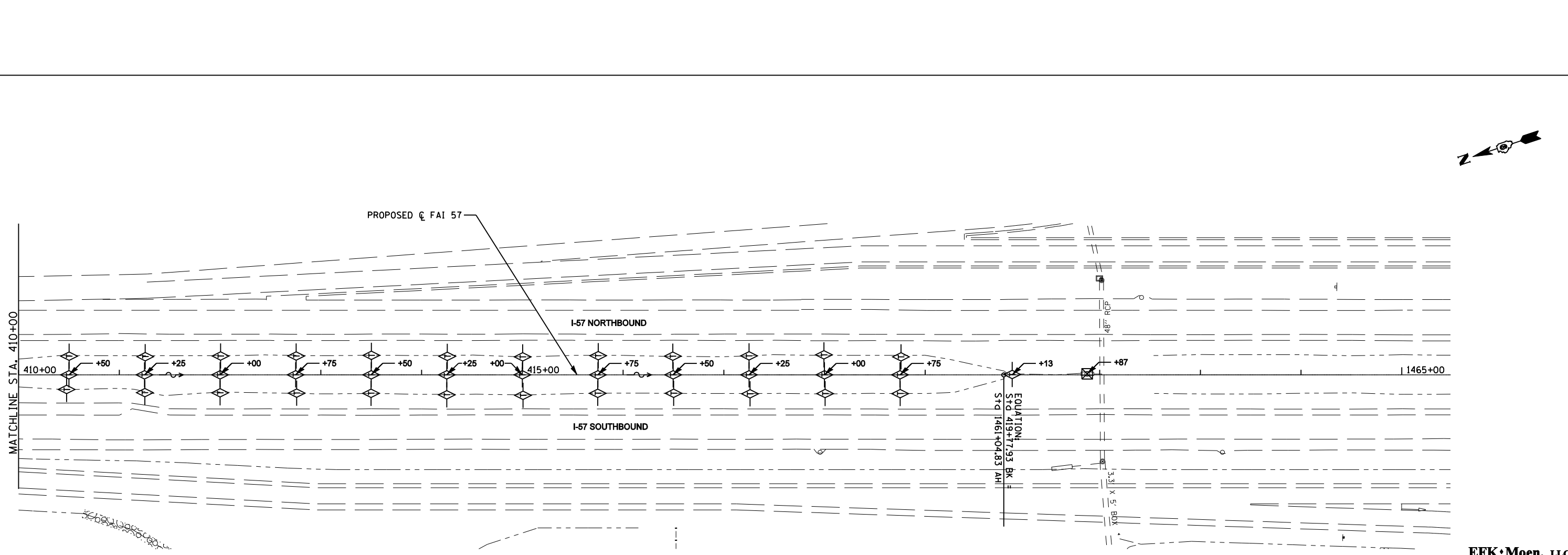
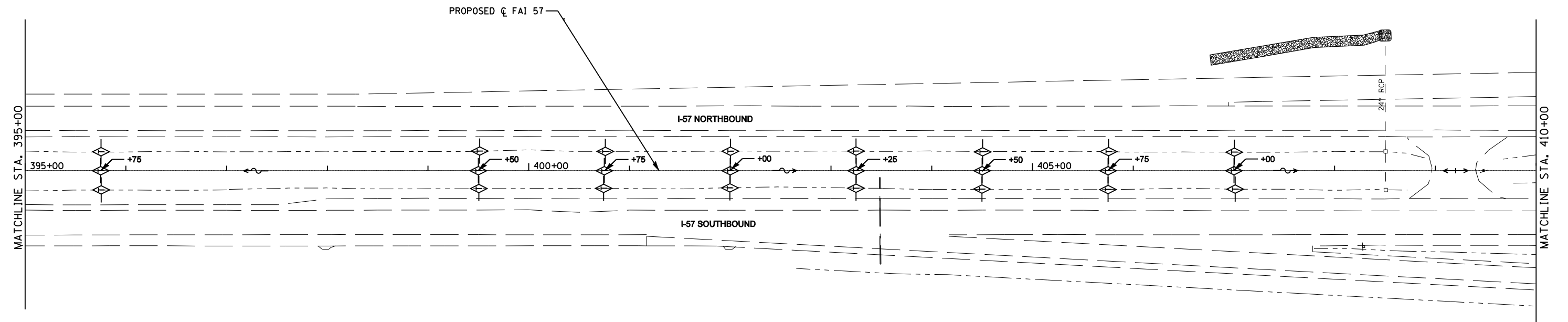
SCALE: 1"=50'      SHEET NO. 8 OF 9 SHEETS      STA. 365+00 TO STA. 395+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	64
CONTRACT NO. 78334				
FED. ROAD DIST. NO.      ILLINOIS FED. AID PROJECT				

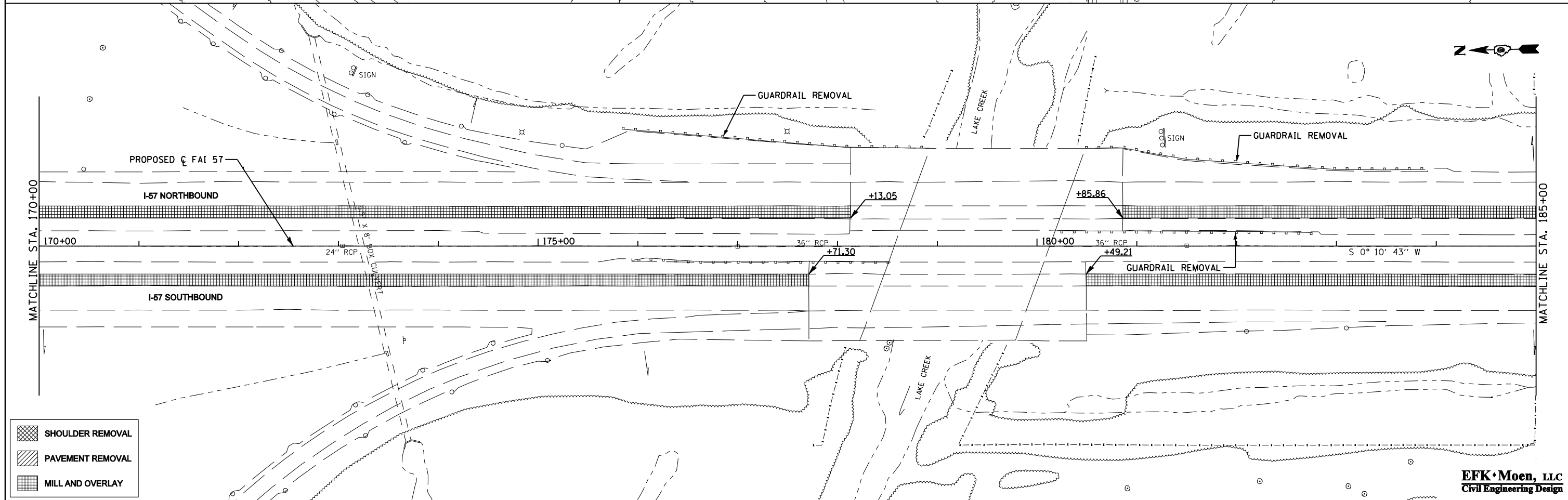
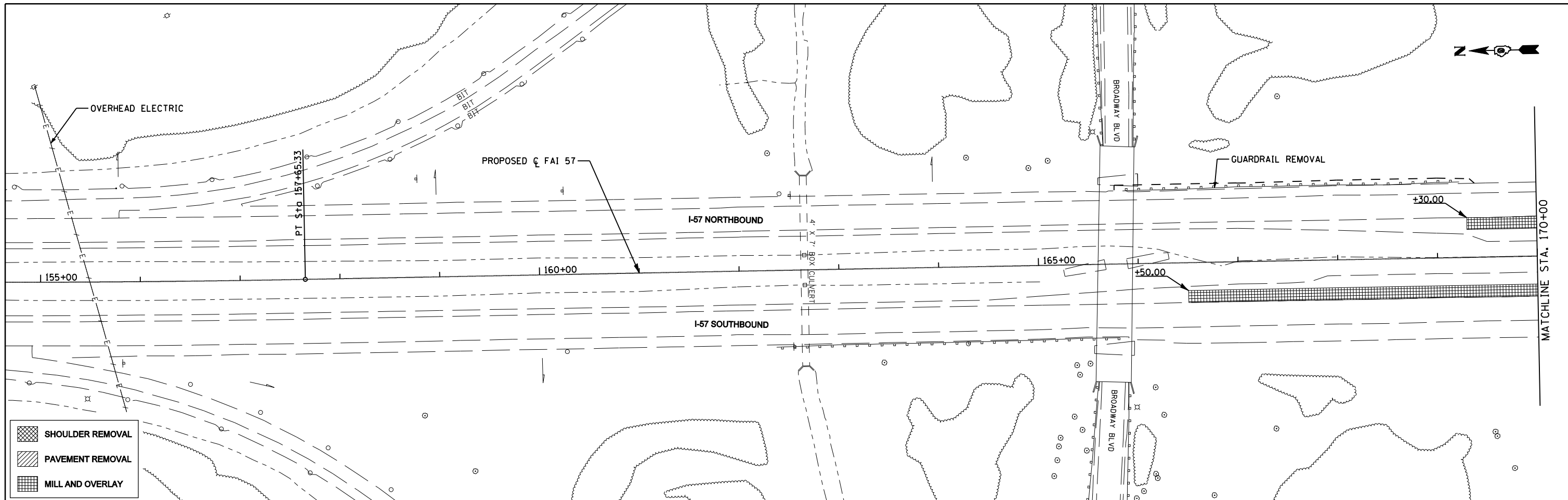


TEMPORARY EROSION CONTROL      PERMANENT EROSION CONTROL

-  DITCH FLOW
-  INLET AND PIPE PROTECTION
-  EROSION CONTROL BLANKET
-  TEMPORARY DITCH CHECK
-  PERIMETER EROSION BARRIER



FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRQ_	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION AND SEDIMENT CONTROL INTERSTATE 57</b>			F.A.I. RTE. 57	SECTION (X1-6-2,X1-5,(X1-4-1BR-1))R-1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 65
	PLOT SCALE = *SCALE*	CHECKED - SLD_	REVISED - ---		SCALE: 1"=50'	SHEET NO. 9 OF 9 SHEETS	STA. 395+00 TO STA. 1465+00	CONTRACT NO. 78334				
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED - ---		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
<b>EFK Moen, LLC</b> Civil Engineering Design												



FILE NAME =	USER NAME = *USER*	DESIGNED - JRQ__	REVISED - ---
*FILE*		DRAWN - MSK__	REVISED - ---
	PLOT SCALE = *SCALE*	CHECKED - SLD__	REVISED - ---
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED - ---

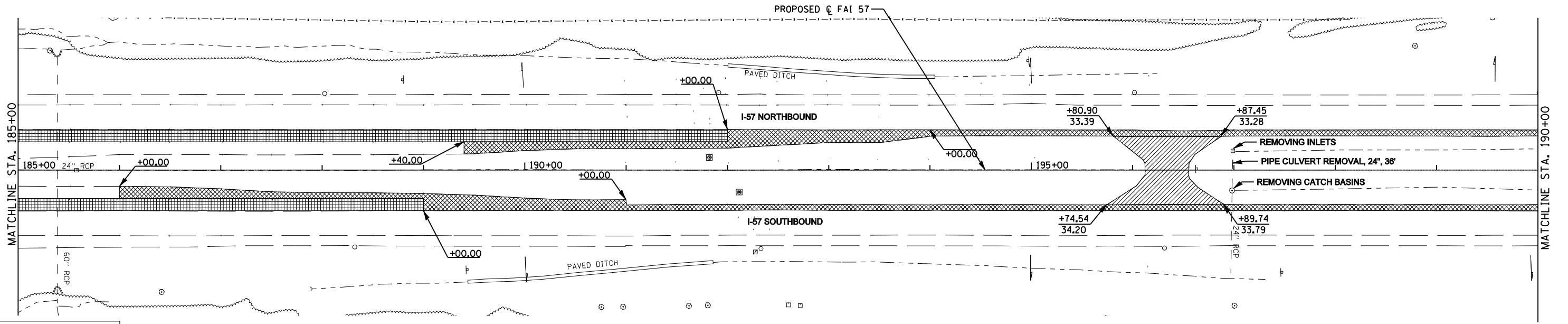
STATE OF ILLINOIS	REMOVAL PLAN
DEPARTMENT OF TRANSPORTATION	INTERSTATE 57

SCALE: 1"=50'  
SHEET NO. 1 OF 10 SHEETS  
STA. 155+00 TO STA. 185+00

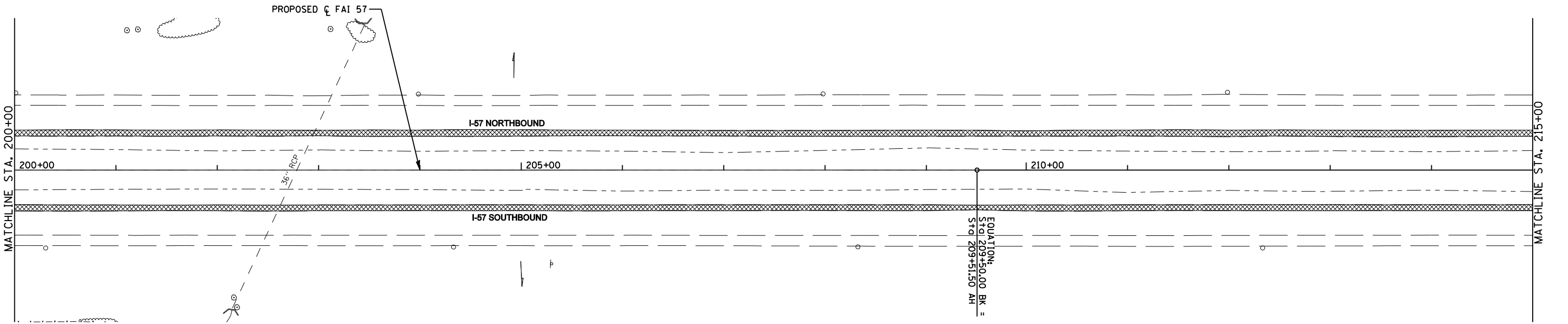
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1))R-1	WILLIAMSON	202	66

CONTRACT NO. 78334  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

**EFK Moen, LLC**  
Civil Engineering Design



- SHOULDER REMOVAL
- PAVEMENT REMOVAL
- MILL AND OVERLAY



- SHOULDER REMOVAL
- PAVEMENT REMOVAL
- MILL AND OVERLAY

FILE NAME = \*FILE\*  
 USER NAME = \*USER\*  
 PLOT SCALE = \*SCALE\*  
 PLOT DATE = \*DATE\*

DESIGNED - JRD  
 DRAWN - MSK  
 CHECKED - SLD  
 DATE - 02/01/2013

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

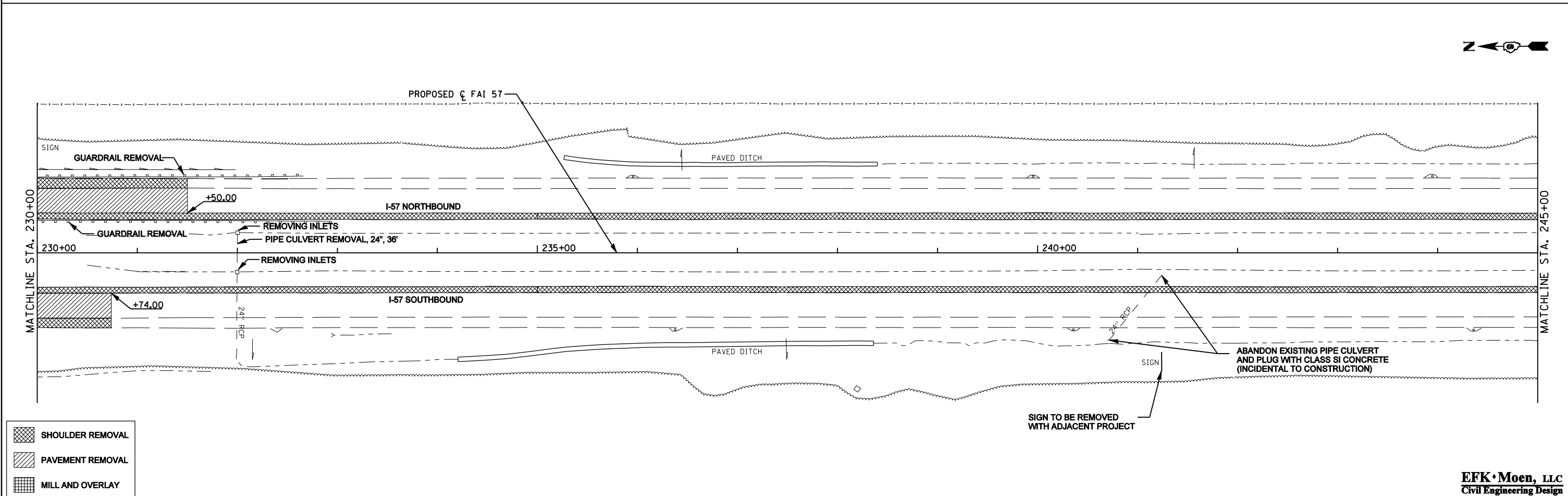
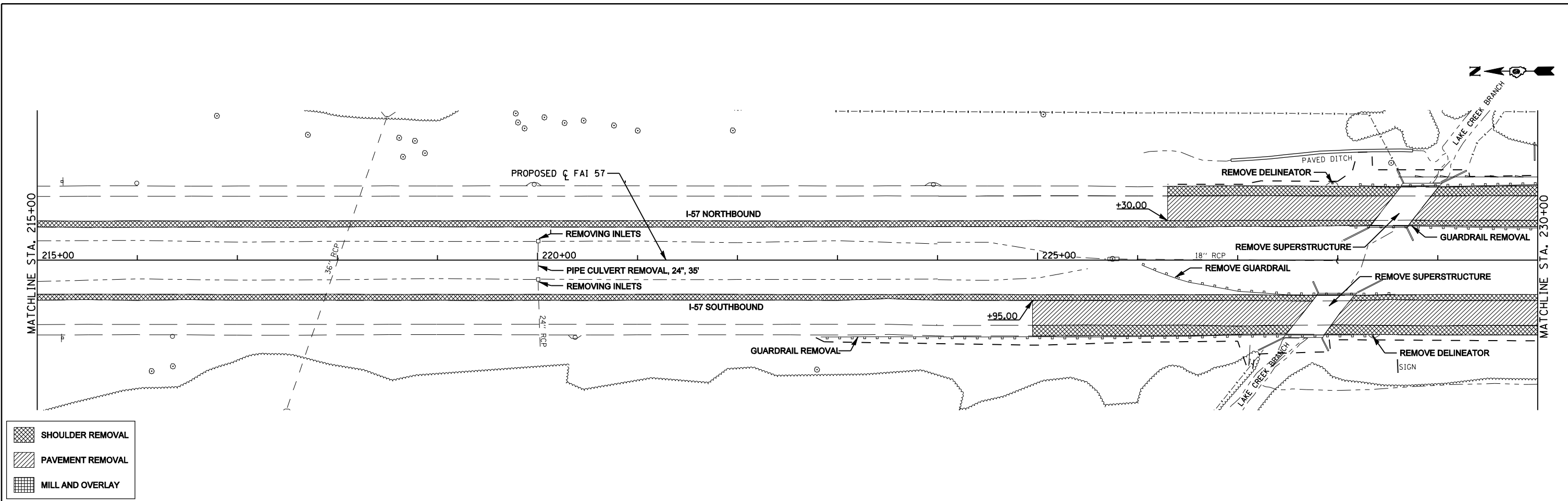
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
 INTERSTATE 57**

SCALE: 1"=50'      SHEET NO. 2 OF 10 SHEETS      STA. 185+00 TO STA. 215+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	67
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

**EFK Moen, LLC**  
 Civil Engineering Design



FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISED -
*FILE*		DRAWN - MSK	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -

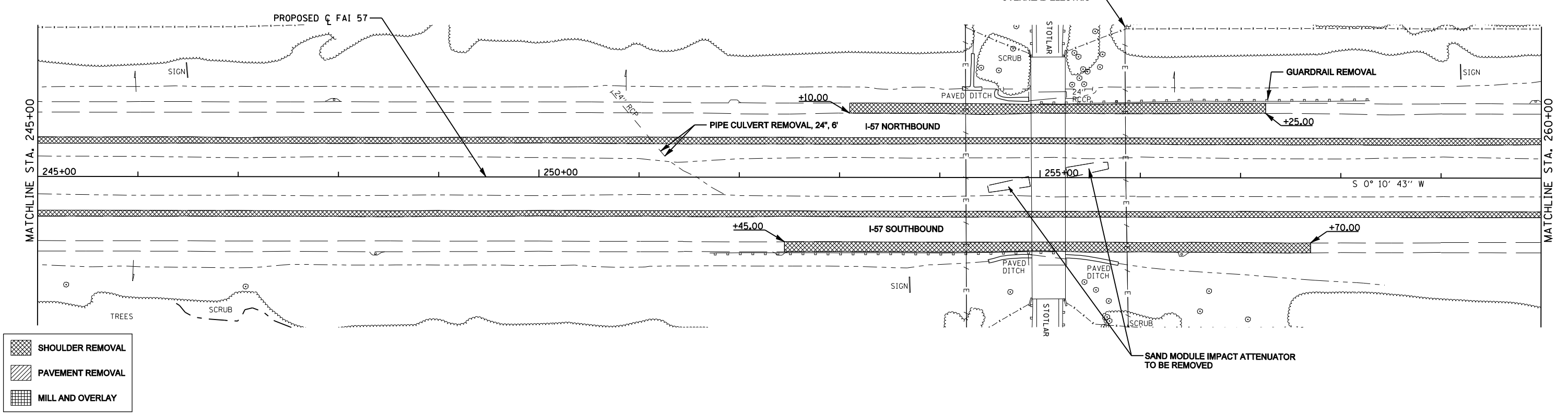
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
INTERSTATE 57**

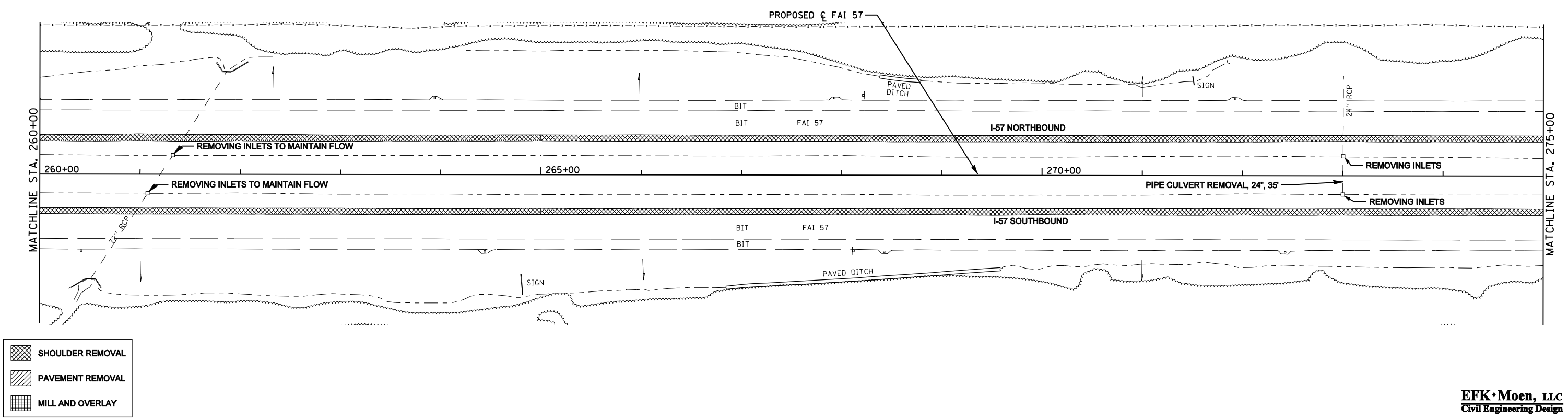
SCALE: 1"=50'      SHEET NO. 3 OF 10 SHEETS      STA. 215+00 TO STA. 245+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	68
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

**EFK•Moen, LLC**  
Civil Engineering Design



SHOULDER REMOVAL  
 PAVEMENT REMOVAL  
 MILL AND OVERLAY



SHOULDER REMOVAL  
 PAVEMENT REMOVAL  
 MILL AND OVERLAY

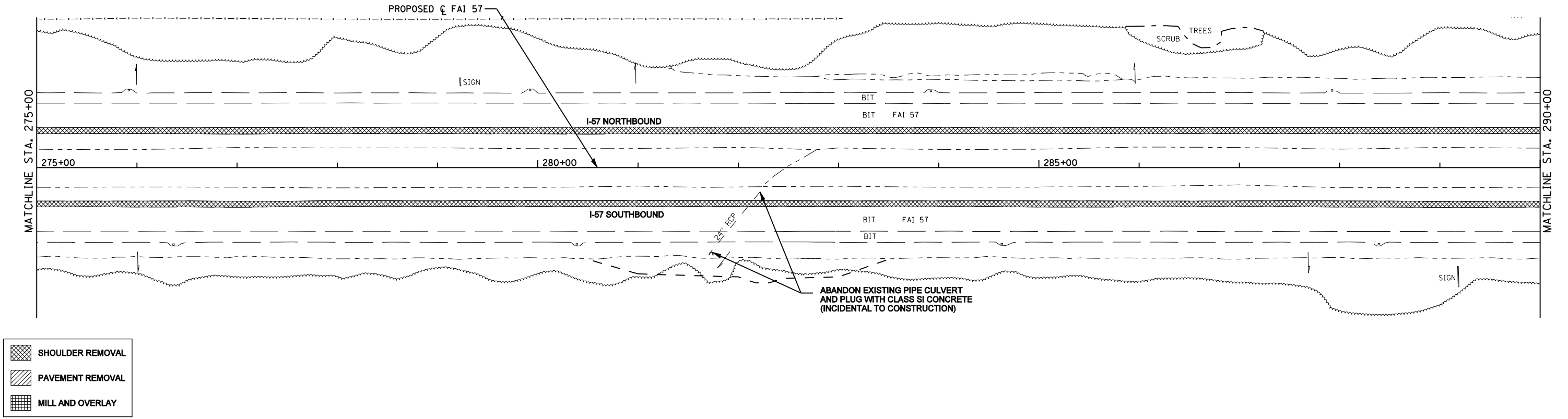
FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -
		DRAWN - MSK	REVISED -
		CHECKED - SLD	REVISED -
		DATE - 02/01/2013	REVISED -

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

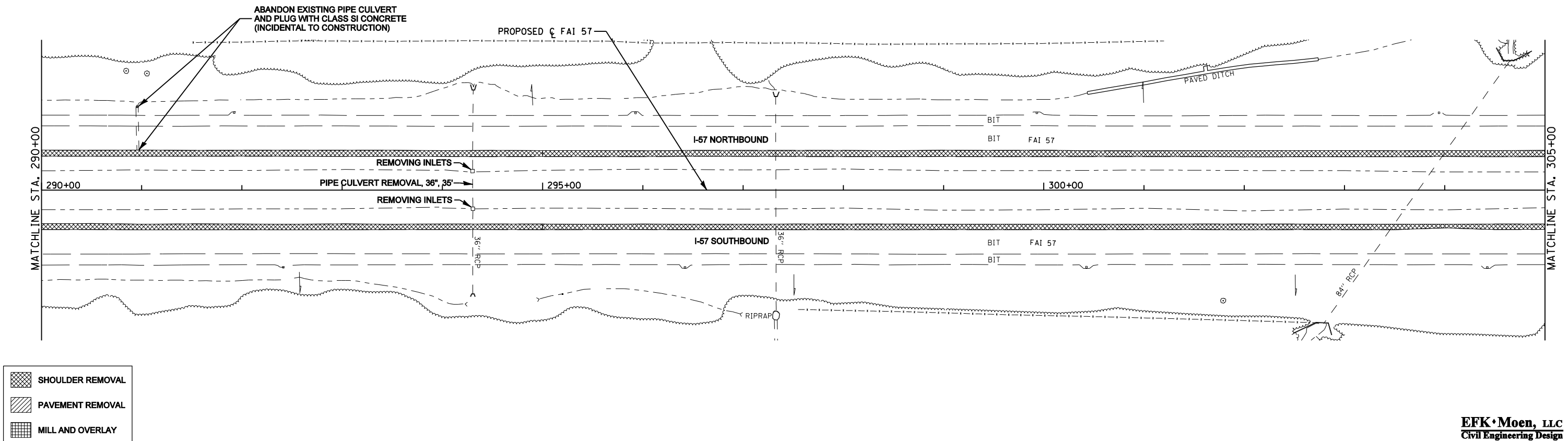
**REMOVAL PLAN**  
**INTERSTATE 57**  
 SCALE: 1"=50'    SHEET NO. 4 OF 10 SHEETS    STA. 245+00 TO STA. 275+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	69
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 78334	

**EFK·Moen, LLC**  
 Civil Engineering Design



- SHOULDER REMOVAL
- PAVEMENT REMOVAL
- MILL AND OVERLAY



- SHOULDER REMOVAL
- PAVEMENT REMOVAL
- MILL AND OVERLAY

FILE NAME =  
\*FILE\*

USER NAME = \*USER\*  
DESIGNED - JRD...  
DRAWN - MSK...  
PLOT SCALE = \*SCALE\*  
PLOT DATE = \*DATE\*

REVISED - ---  
REVISED - ---  
REVISED - ---  
REVISED - ---

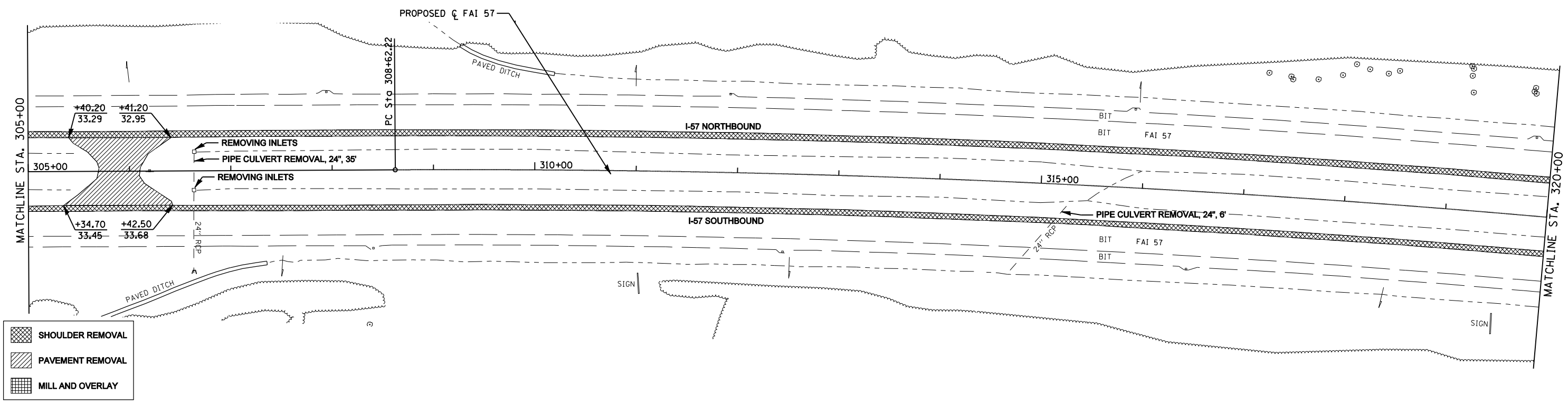
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
INTERSTATE 57**

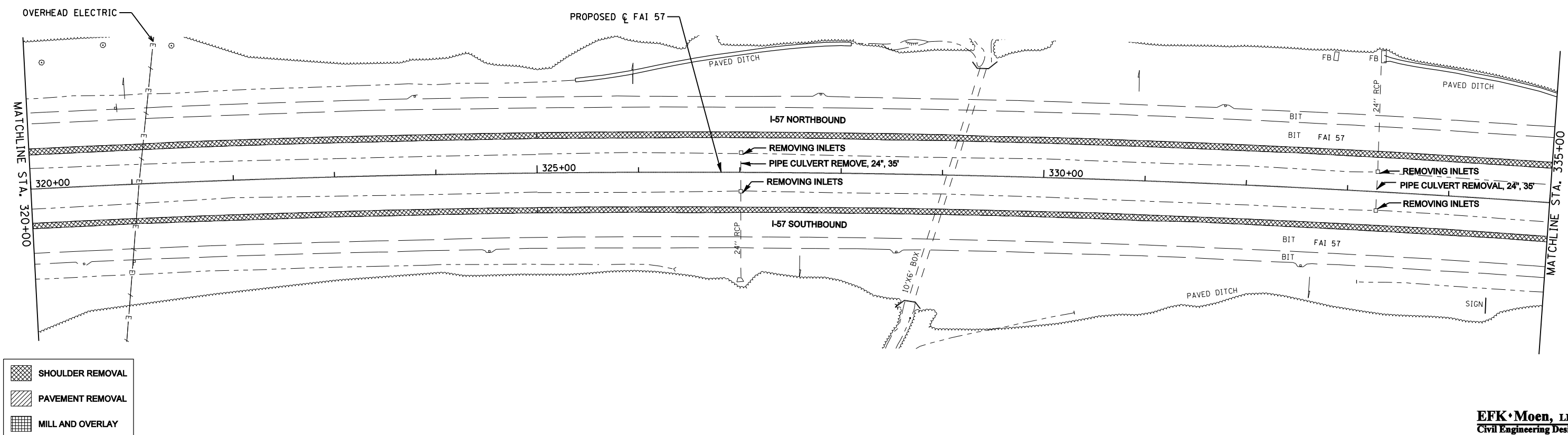
SCALE: 1"=50'      SHEET NO. 5 OF 10 SHEETS      STA. 275+00 TO STA. 305+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	70
CONTRACT NO. 78334				
FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT				

**EFK Moen, LLC**  
Civil Engineering Design



	SHOULDER REMOVAL
	PAVEMENT REMOVAL
	MILL AND OVERLAY



	SHOULDER REMOVAL
	PAVEMENT REMOVAL
	MILL AND OVERLAY

FILE NAME =	USER NAME = *USER*	DESIGNED - JRQ__	REVISED - ---
*FILE*		DRAWN - MSK__	REVISED - ---
	PLOT SCALE = *SCALE*	CHECKED - SLD__	REVISED - ---
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED - ---

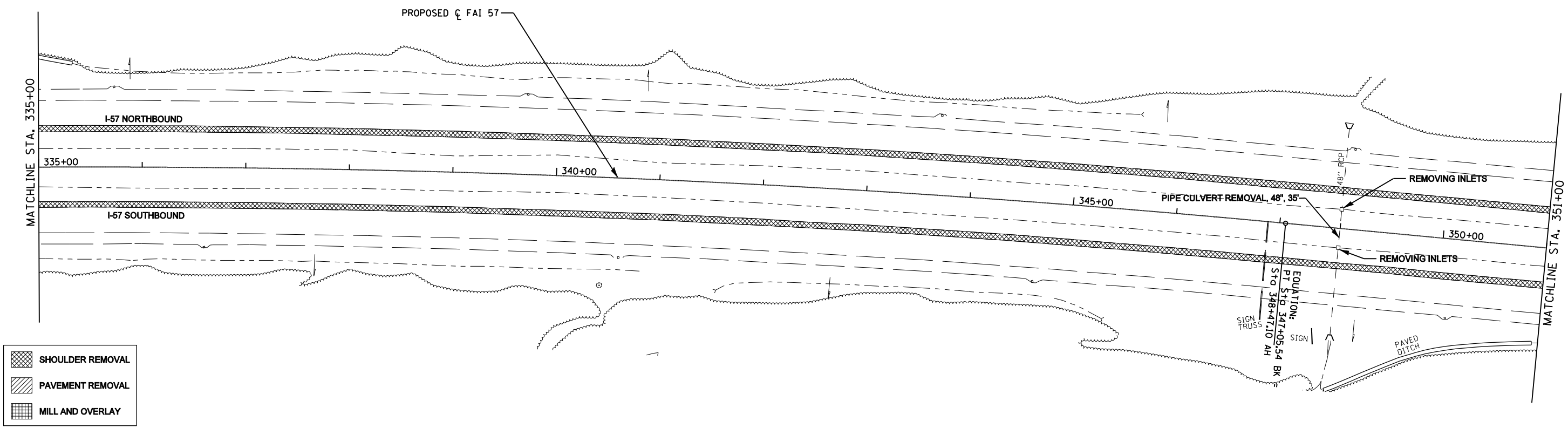
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
INTERSTATE 57**

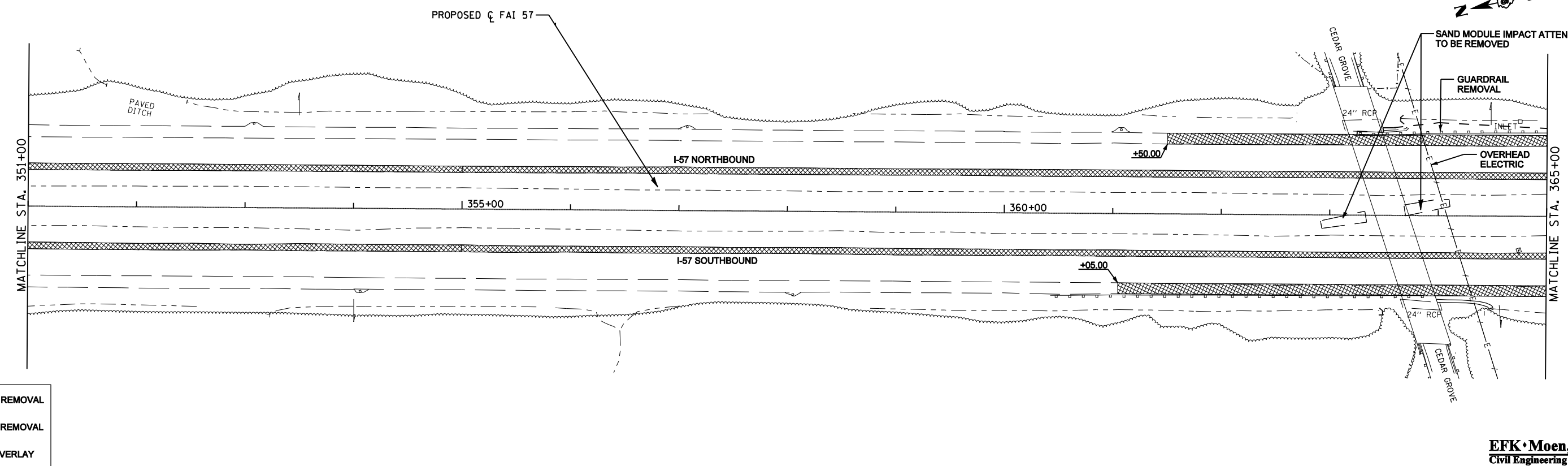
SCALE: 1"=50'      SHEET NO. 6 OF 10 SHEETS      STA. 305+00 TO STA. 335+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	71
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

**EFK·Moen, LLC**  
Civil Engineering Design



- SHOULDER REMOVAL
- PAVEMENT REMOVAL
- MILL AND OVERLAY



- SHOULDER REMOVAL
- PAVEMENT REMOVAL
- MILL AND OVERLAY

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -
		DRAWN - MSK	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

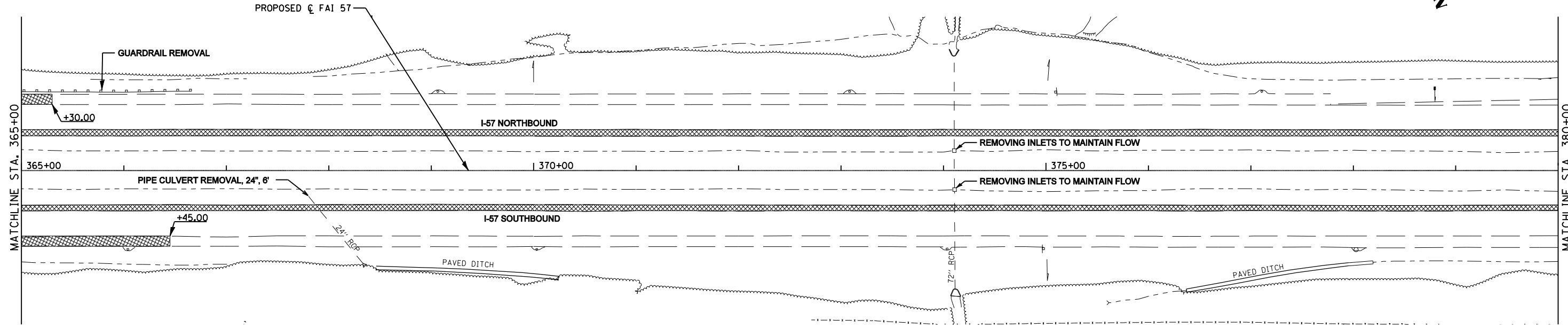
**REMOVAL PLAN  
INTERSTATE 57**

SCALE: 1"=50'      SHEET NO. 7 OF 10 SHEETS      STA. 335+00 TO STA. 365+00

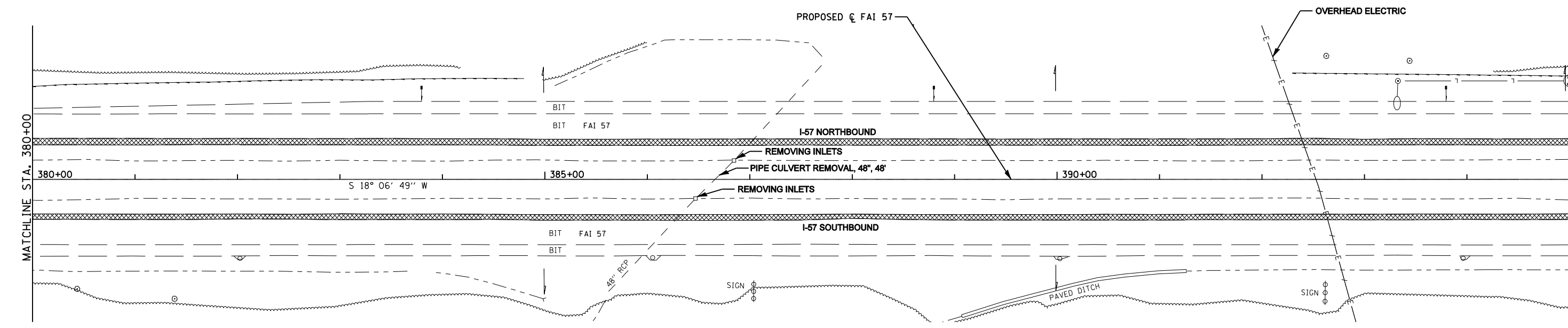
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	72
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

**EFK•Moen, LLC**  
Civil Engineering Design





- SHOULDER REMOVAL
- PAVEMENT REMOVAL
- MILL AND OVERLAY



- SHOULDER REMOVAL
- PAVEMENT REMOVAL
- MILL AND OVERLAY

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED - ---
*FILE*		DRAWN -	REVISED - ---
	PLOT SCALE = *SCALE*	CHECKED -	REVISED - ---
	PLOT DATE = *DATE*	DATE -	REVISED - ---

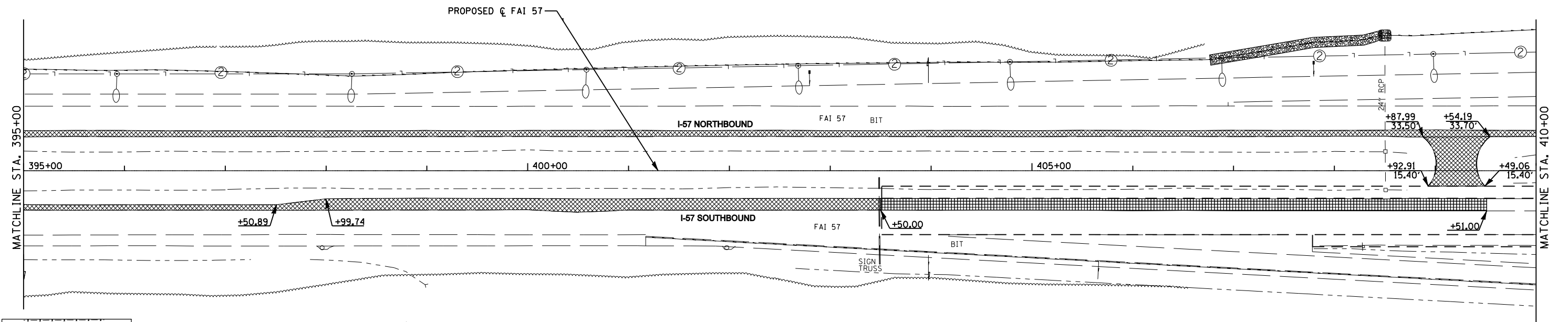
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN  
INTERSTATE 57**

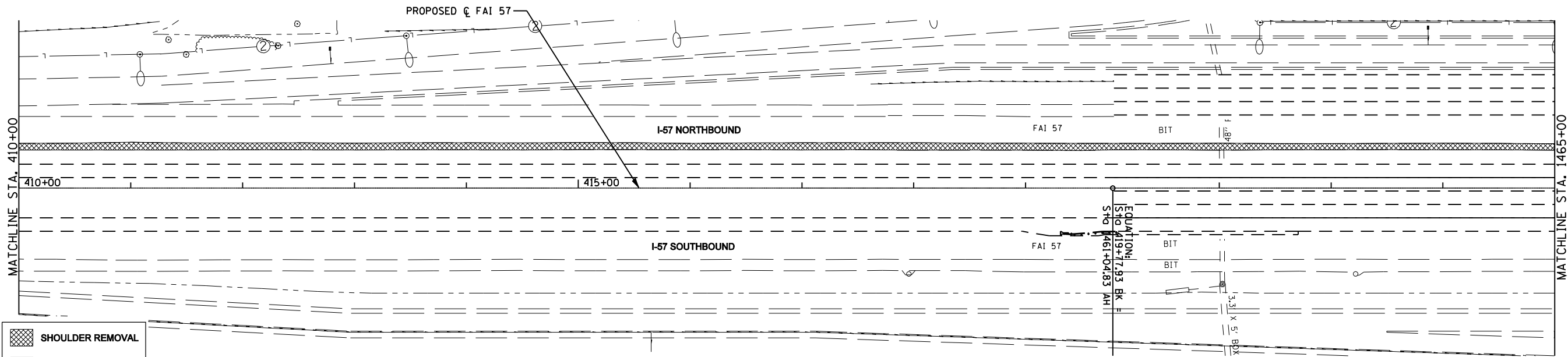
SCALE: 1"=50'      SHEET NO. 8 OF 10 SHEETS      STA. 365+00 TO STA. 395+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	73
CONTRACT NO. 78334				
FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT				

**EFK Moen, LLC**  
Civil Engineering Design



SHOULDER REMOVAL  
 PAVEMENT REMOVAL  
 MILL AND OVERLAY



SHOULDER REMOVAL  
 PAVEMENT REMOVAL  
 MILL AND OVERLAY

FILE NAME = \*FILE\*

USER NAME = \*USER\*  
 DESIGNED - JRQ\_\_  
 DRAWN - MSK\_\_  
 PLOT SCALE = \*SCALE\*  
 PLOT DATE = \*DATE\*

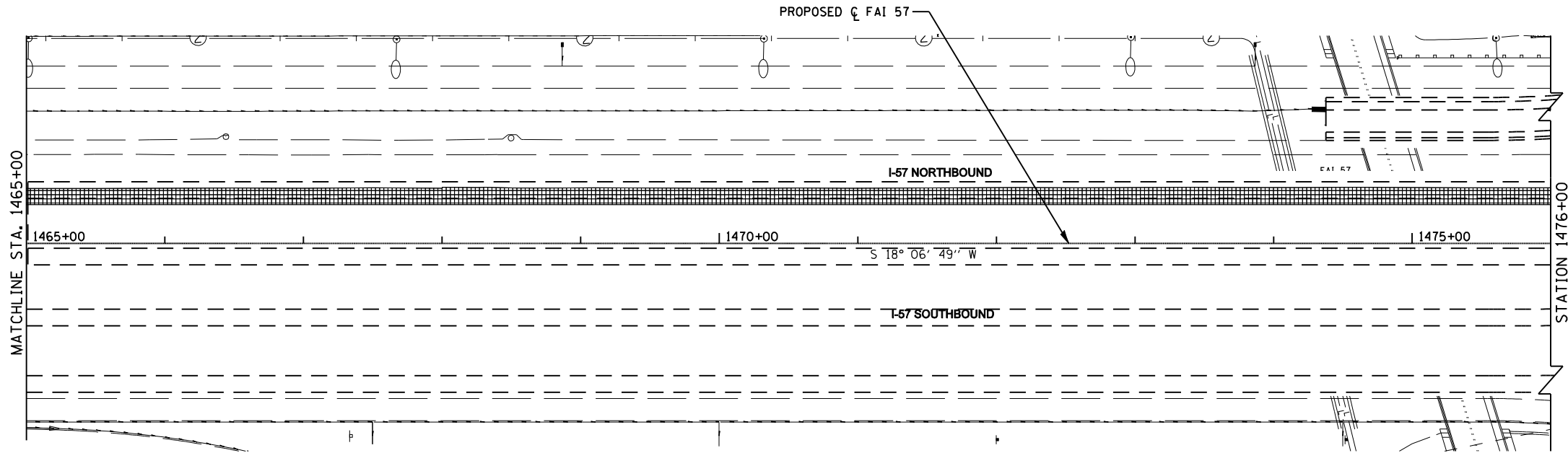
REVISED - \_\_\_  
 REVISED - \_\_\_  
 REVISED - \_\_\_  
 REVISED - \_\_\_

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

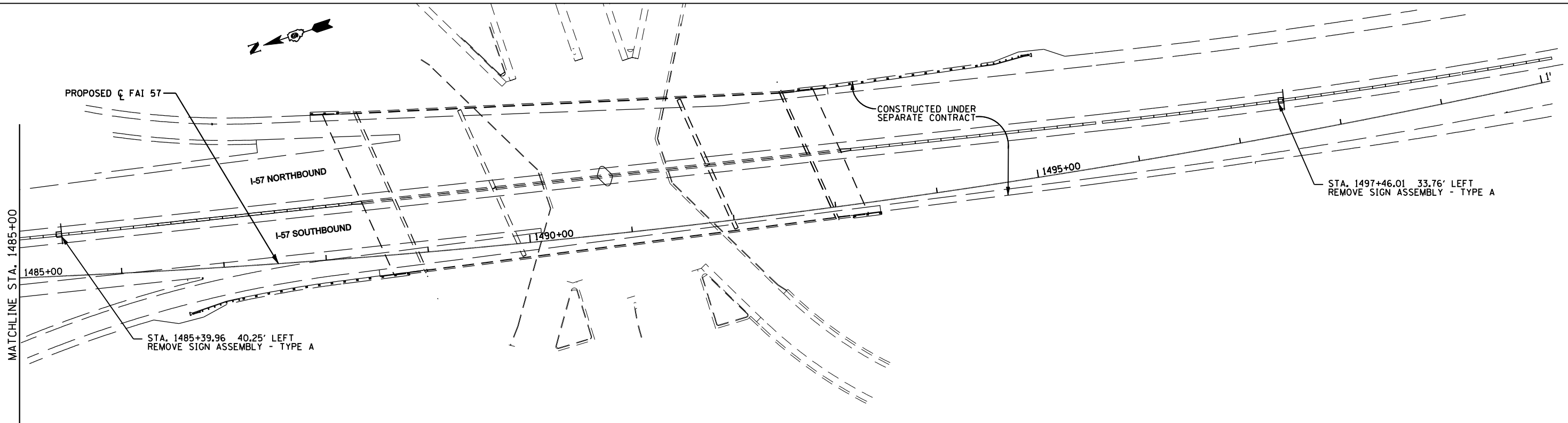
**REMOVAL PLAN**  
**INTERSTATE 57**  
 SCALE: 1"=50'  
 SHEET NO. 9 OF 10 SHEETS  
 STA. 395+00 TO STA. 1465+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	74
CONTRACT NO. 78334				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

**EFK·Moen, LLC**  
 Civil Engineering Design



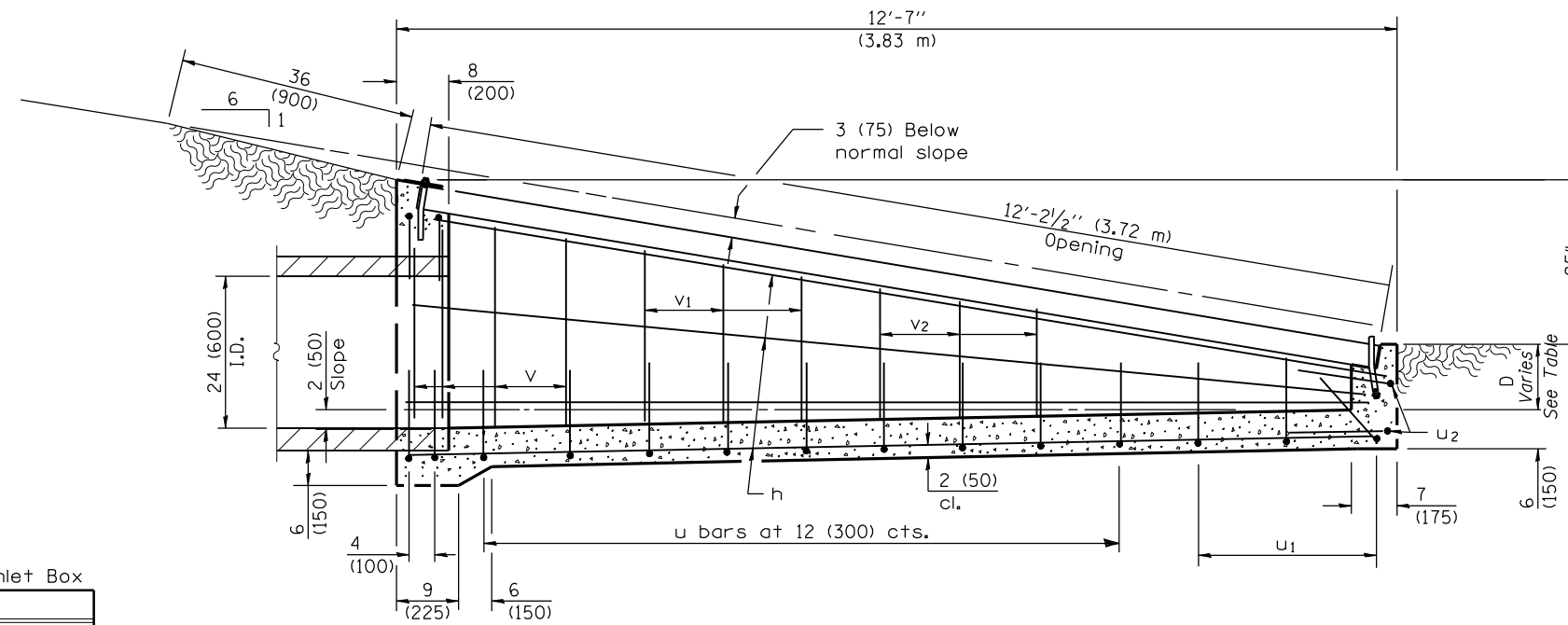
SHOULDER REMOVAL  
 PAVEMENT REMOVAL  
 MILL AND OVERLAY



SHOULDER REMOVAL  
 PAVEMENT REMOVAL  
 MILL AND OVERLAY

**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRQ__	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REMOVAL PLAN INTERSTATE 57</b>	F.A.I. RTE. = 57	SECTION = (X1-6-2,X1-5,(X1-4-1BR-1))R-1	COUNTY = WILLIAMSON	TOTAL SHEETS = 202	SHEET NO. = 75	
	PLOT SCALE = *SCALE*	CHECKED - SLD__	REVISED - ---			SCALE: 1"=50'	SHEET NO. 10 OF 10 SHEETS	STA. 1465+00 TO STA. 1500+00	CONTRACT NO. 78334		
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED - ---			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

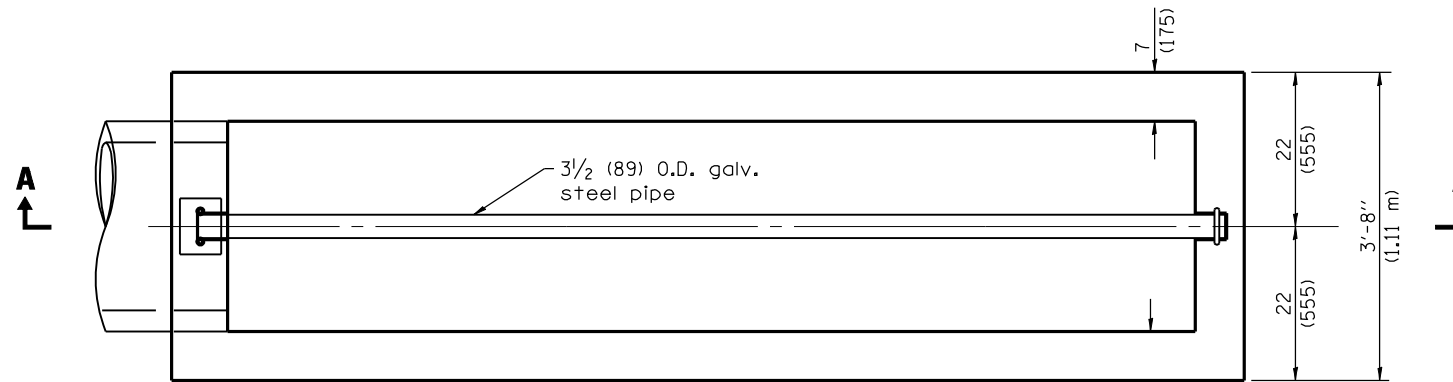


Material required for one inlet box			
Bar	Qty.	Size	Length
h		No. 4 (No. 13)	
u		No. 4 (No. 13)	
u <sub>1</sub>		No. 4 (No. 13)	
u <sub>2</sub>		No. 4 (No. 13)	
v		No. 4 (No. 13)	
v <sub>1</sub>		No. 4 (No. 13)	
v <sub>2</sub>		No. 4 (No. 13)	
Concrete		cu. yds. (m <sup>3</sup> )	
Reinf. Bars		lbs. (kg)	
Galv. Steel Pipe		3/2 (89) O.D.	

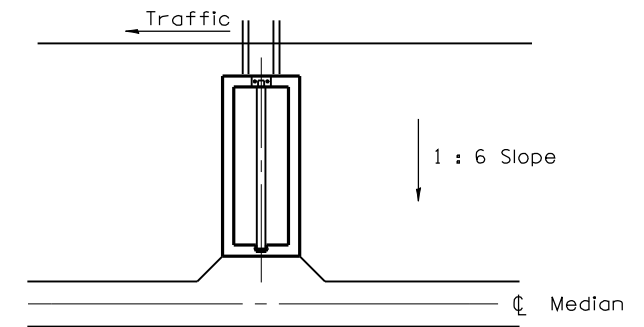
Varying dimension by Inlet Box

Station	Dimension, D
241+29	18.23 in.
251+39	22.56 in.
282+25	18.45 in.
315+32	20.68 in.
367+71	22.47 in.

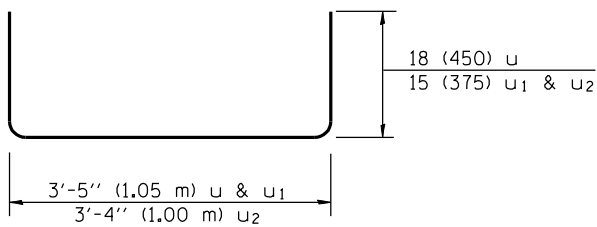
**SECTION A-A**



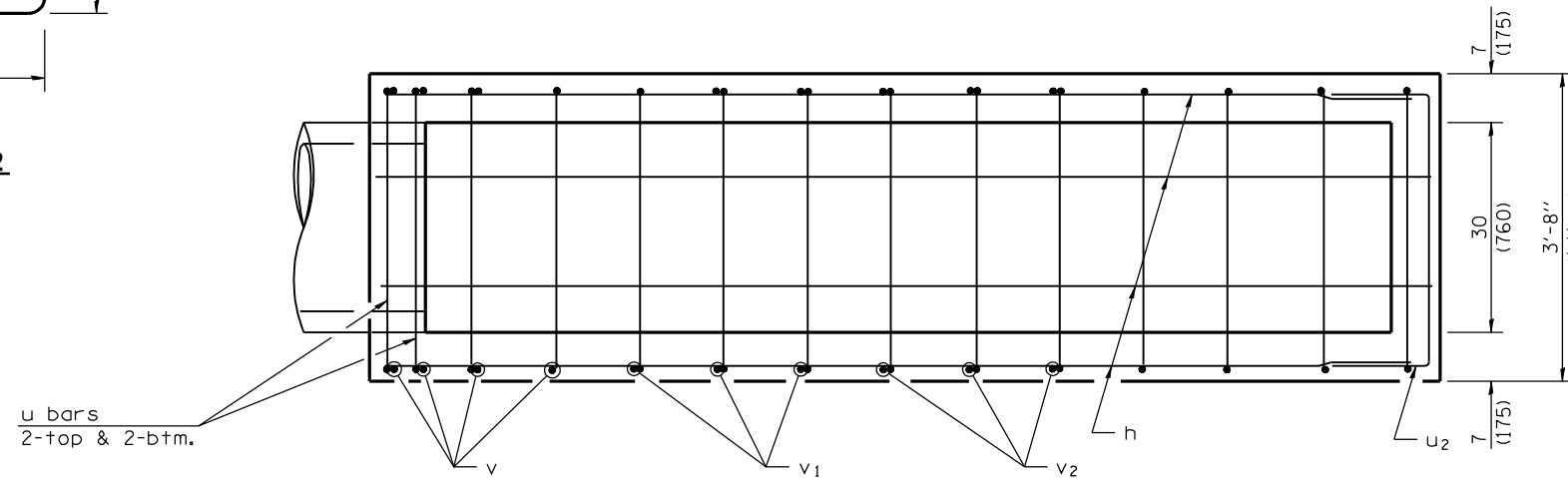
**PLAN**



Sketch showing location and direction of box in relation to median.



**Bars u, u1 & u2**

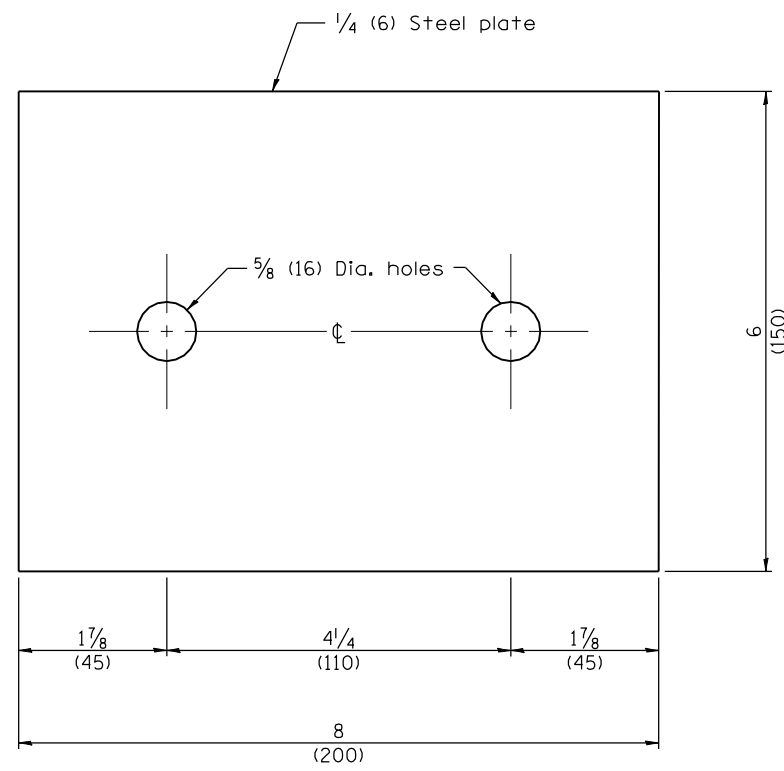


**PLAN OF REINFORCEMENT**

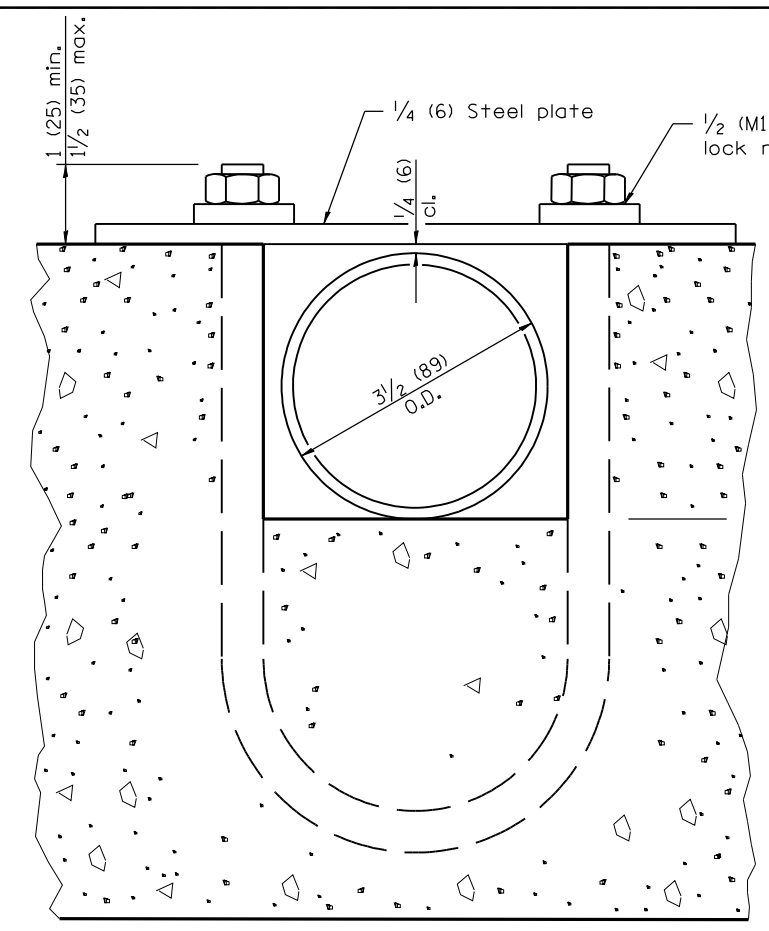
**GENERAL NOTES**

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

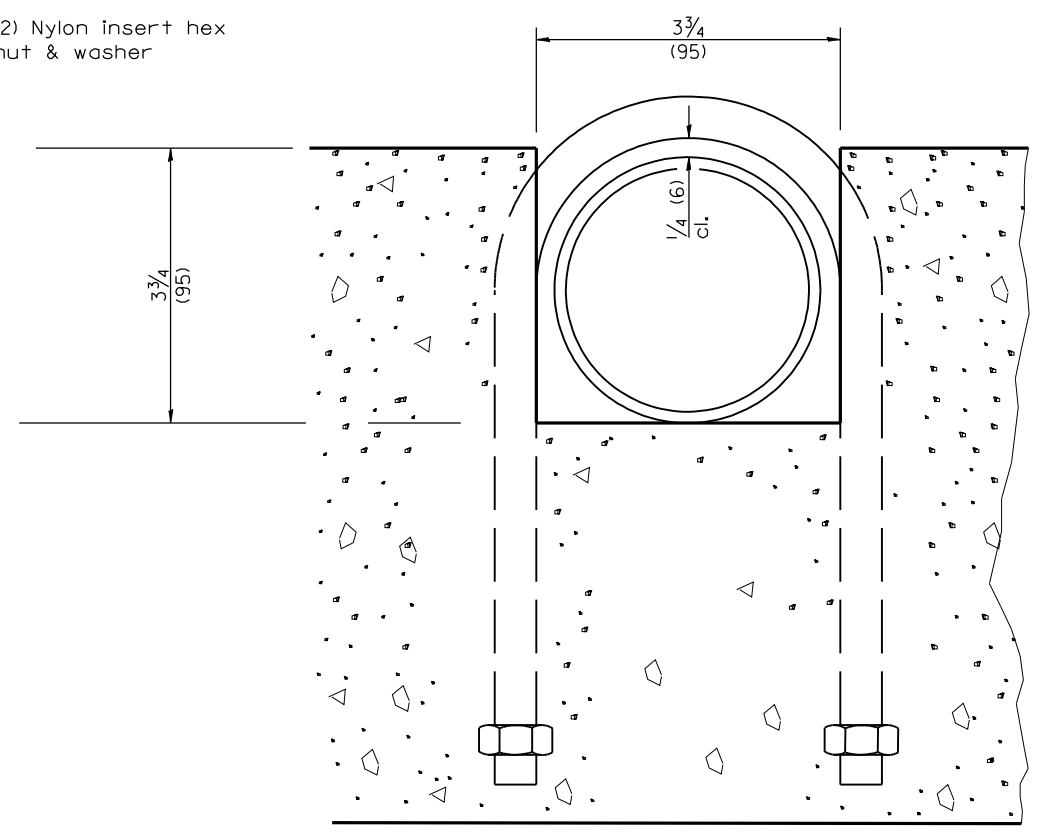
All dimensions are in inches (millimeters) unless otherwise shown.



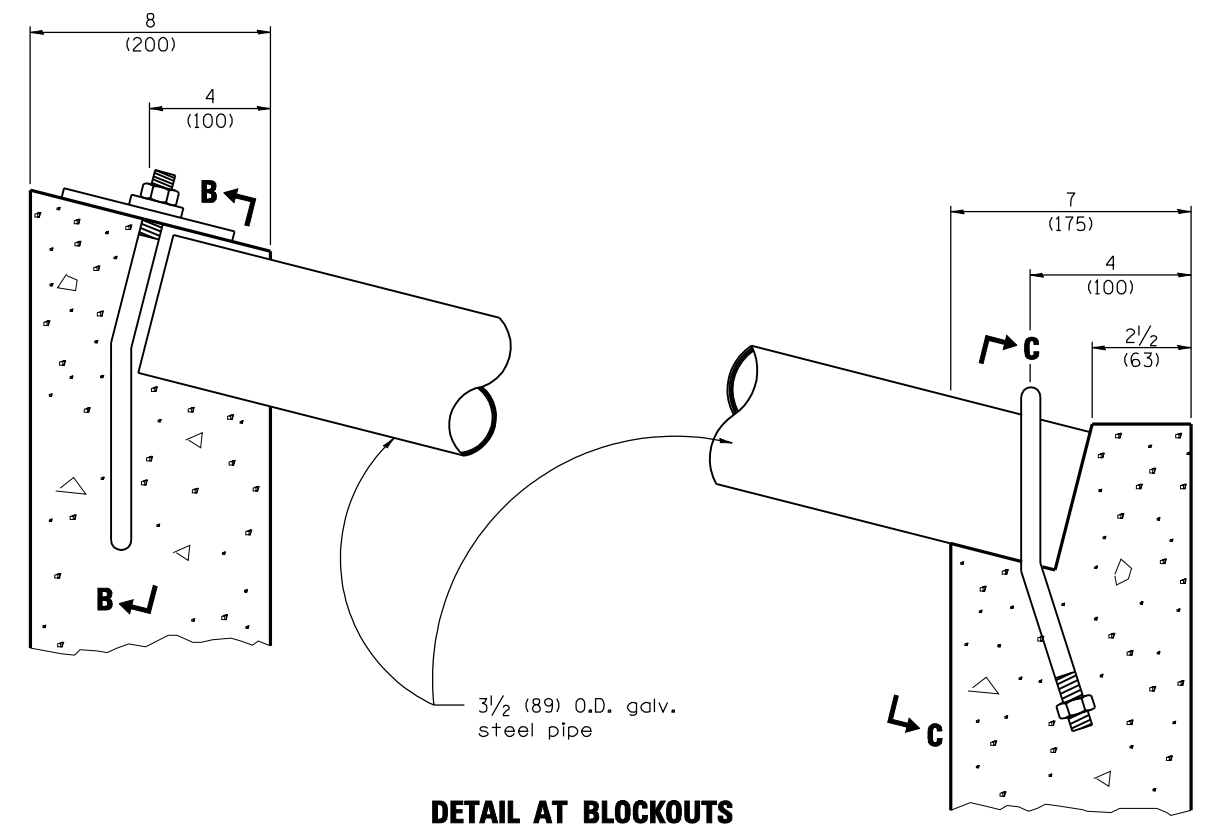
**TOP ANCHOR PLATE**  
(1 - required)



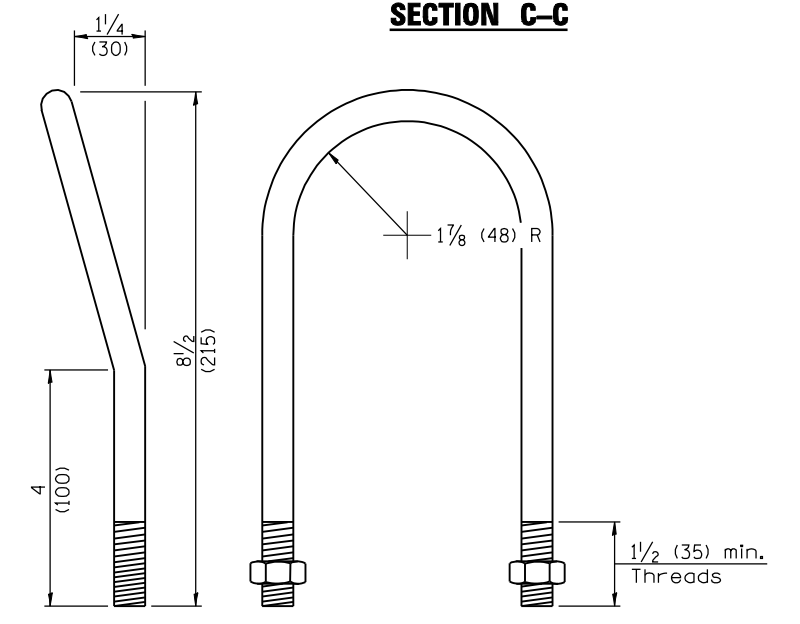
**SECTION B-B**



**SECTION C-C**

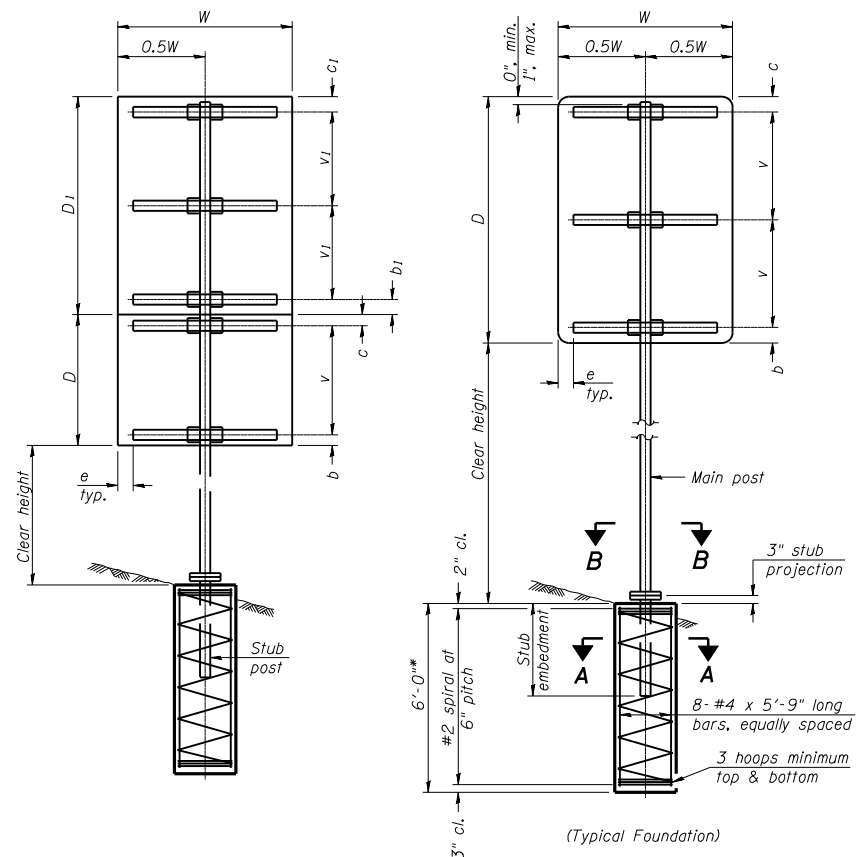


**DETAIL AT BLOCKOUTS**



**1/2 (M12) U BOLT**  
(2 - required)

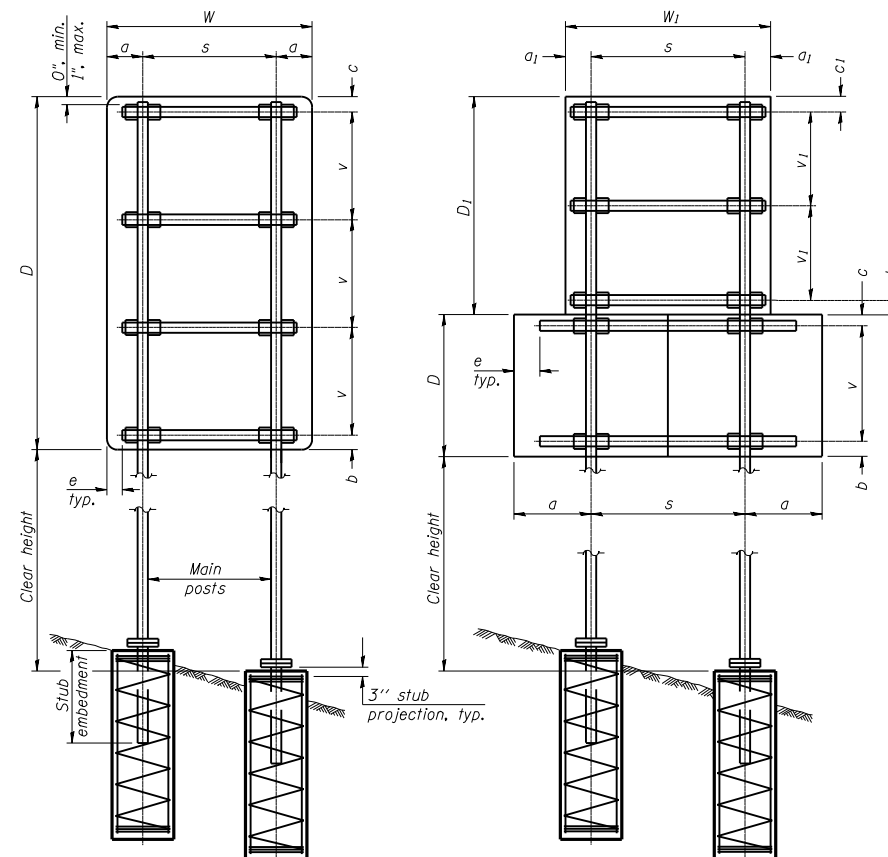
FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - JRD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CONSTRUCTION DETAILS INLETS, SPECIAL</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - MSK	REVISED -		SCALE: N/A	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	77
		CHECKED - SLD	REVISED -										
		DATE - 02/01/2013	REVISED -										
ILLINOIS FED. AID PROJECT													



**SINGLE POST ASSEMBLY EXAMPLES**

\* Dimensional changes required for varying site conditions shall be approved by the Engineer.

a or a<sub>1</sub> = 6" min. to 2'-0" max. (Approximately 0.2W or 0.2W<sub>1</sub>)  
 b or b<sub>1</sub> = 3" min. to 4" max  
 c or c<sub>1</sub> = 3" min. to 4" max  
 e = 0" min. to 6" max  
 s = 3'-0" min. to 6'-0" max. (Approximately 0.6W or 0.6W<sub>1</sub>)  
 v or v<sub>1</sub> = 2'-0" min. to 2'-11" max.



**DUAL POST ASSEMBLY EXAMPLES**

**GENERAL NOTES**

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

One foundation requires 0.7 cubic yards of concrete and 46 pounds of reinforcement bars and spiral hoops.

LOADING: 80 mph wind with 30% gust factor, normal to sign.

DESIGN STRESSES:  
 Structural steel - 20,000 psi  
 Reinforcing steel - 20,000 psi  
 Concrete - 1,400 psi  
 Footing soil pressure - 2,000 psf

After fabrication, the post, fuse plate, base plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

For Sections A-A and B-B, see Base Sheet BAT-A-2.

**FOUNDATIONS:**

All necessary excavation or drilling (except in rock); backfilling with excavated material; disposal of unsuitable or surplus material; formwork; and furnishing and placing the Class SI Concrete and reinforcement bars, shall be included in the pay item used for foundations.

The measurement of the tubular steel shall be computed on the basis of the weight per foot of the support, multiplied by the combined length of the main posts and stub posts.

MAIN POST STEEL TUBING	WEIGHT PER FOOT (POUND)	STUB POST TABLE		MAIN POST TABLE				
		Stub Embedment	Stub Post Length	Bolt Size	A	t	R	Bolt Circle
3" x 2" x 1/4"	7.11	2'-0"	2'-3"	1/2" x 2 3/4"	8 1/4"	5/8"	9/32"	6 1/2"
4" x 2" x 1/4"	8.81	2'-0"	2'-3"	1/2" x 2 3/4"	8 1/4"	5/8"	9/32"	6 1/2"
4" x 3" x 1/4"	10.51	2'-3"	2'-6"	5/8" x 3 1/4"	10"	3/4"	11/32"	8"
5" x 3" x 1/4"	12.21	2'-3"	2'-6"	5/8" x 3 1/4"	10"	3/4"	11/32"	8"
6" x 3" x 1/4"	13.91	2'-3"	2'-6"	5/8" x 3 1/4"	11 1/2"	3/4"	11/32"	9 1/2"
6" x 4" x 1/4"	15.62	2'-3"	2'-6"	3/4" x 3 1/2"	11 1/2"	3/4"	13/32"	9 1/2"
6" x 4" x 5/16"	19.08	2'-3"	2'-6"	3/4" x 3 1/2"	11 1/2"	3/4"	13/32"	9 1/2"
7" x 5" x 1/4"	19.02	2'-6"	2'-9"	3/4" x 3 1/2"	1'-2"	3/4"	13/32"	1'-0"
8" x 4" x 1/4"	19.02	2'-6"	2'-9"	3/4" x 3 1/2"	1'-2"	3/4"	13/32"	1'-0"
8" x 6" x 1/4"	22.42	2'-6"	2'-9"	7/8" x 3 1/2"	1'-2"	3/4"	15/32"	1'-0"

BAT-A-1

1-20-11

**EFK Moen, LLC**  
 Civil Engineering Design

FILE NAME =	USER NAME = \$USER*	DESIGNED - JRD	REVISED -
\$FILE\$		DRAWN - MSK	REVISED -
	PLOT SCALE = \$SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = \$DATE*	DATE - 02/01/2013	REVISED -

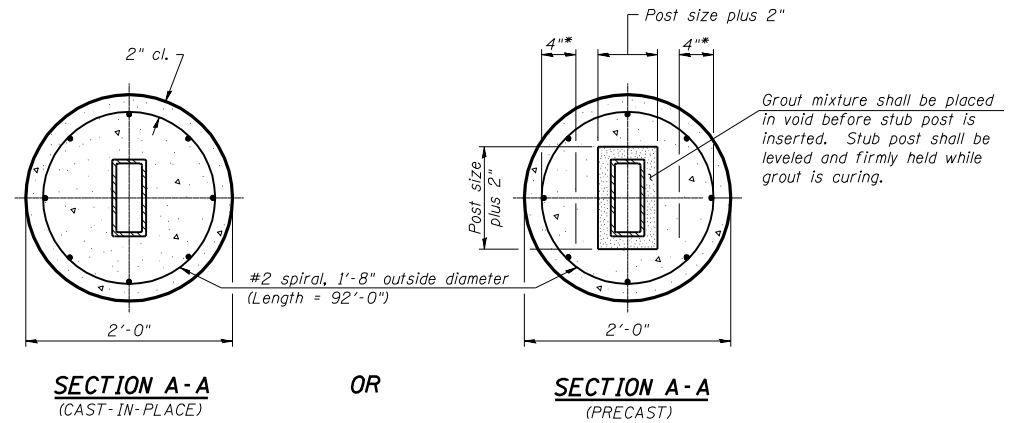
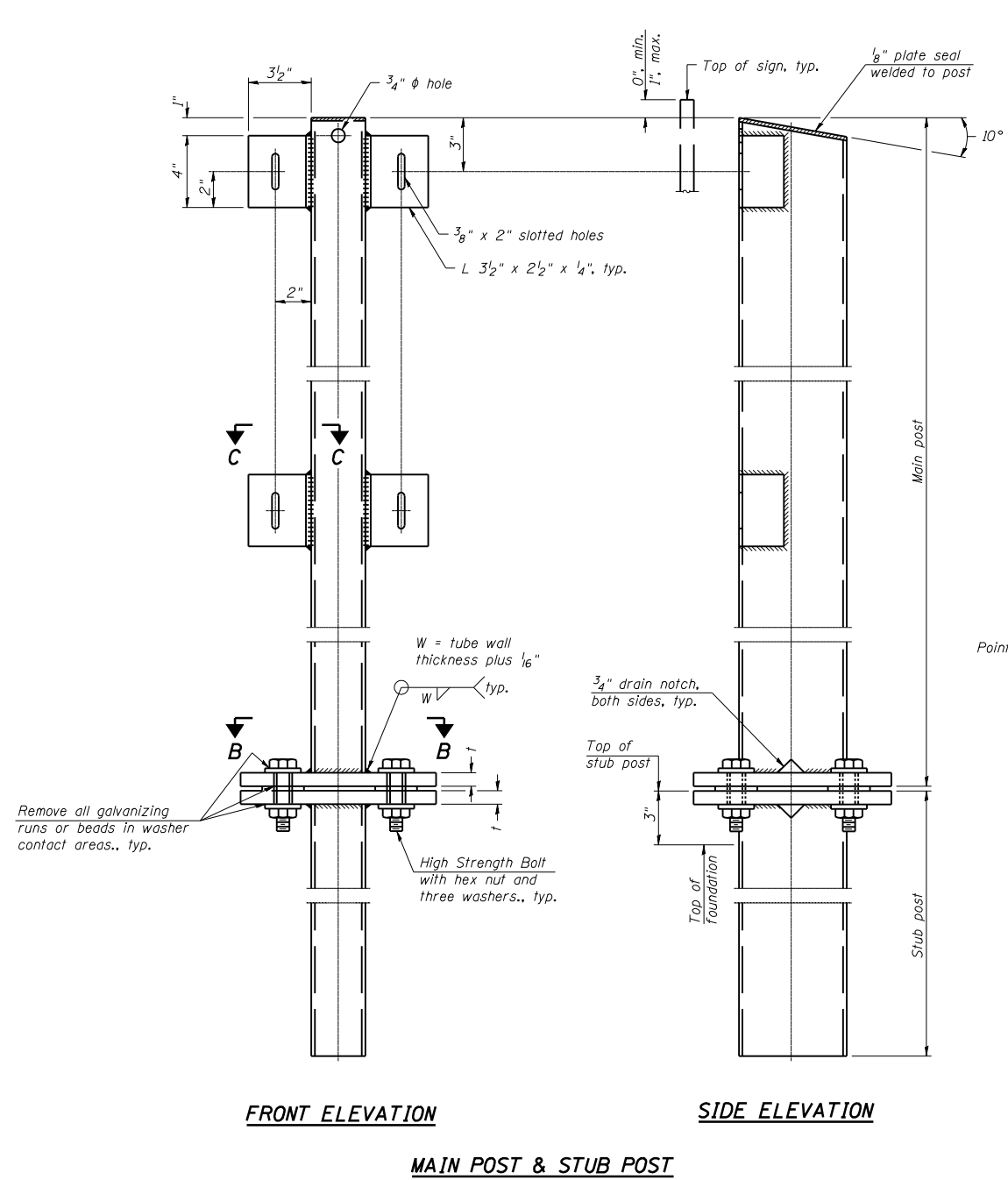
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BREAK-AWAY TUBULAR STEEL**  
**SIGN POSTS AND FOUNDATIONS**

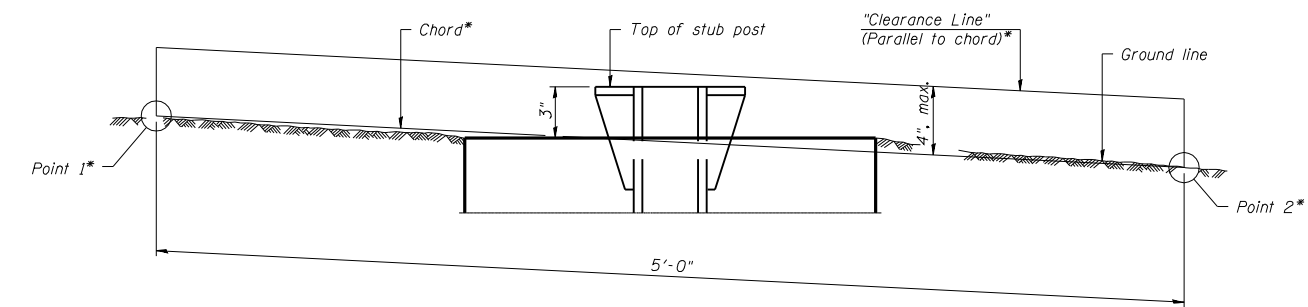
SCALE: N. T. S. SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	78
CONTRACT NO. 78334			ILLINOIS FED. AID PROJECT	

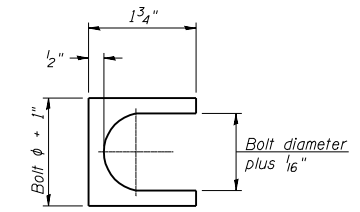
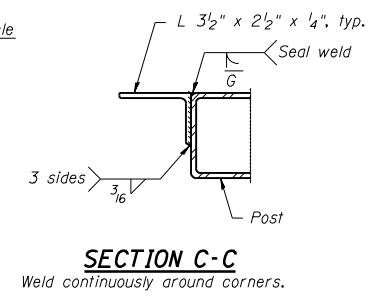
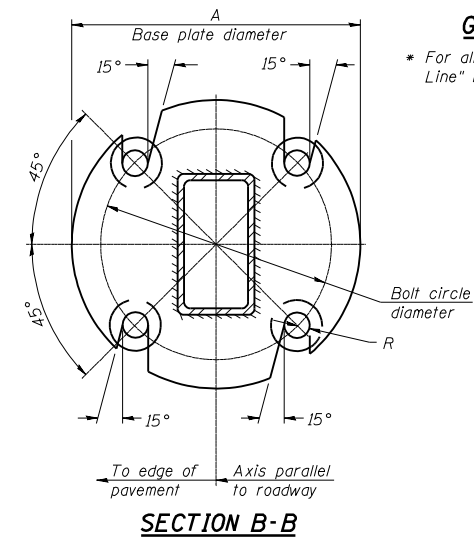
BAT-A-2 1-20-11



\* Hot dip galvanized lifting loops or inserts may be placed in precast foundation inside the spiral reinforcement but not within 6" of the long axis of the post. Inserts must be adequate for safely lifting a total of 3,000 pounds and must not interfere with installation of the stub post or proper functioning of the slip base.



\* For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.



FILE NAME =	USER NAME = \$USER*	DESIGNED - JRD	REVISED -
\$FILEL\$		DRAWN - MSK	REVISED -
		CHECKED - SLD	REVISED -
		DATE - 02/01/2013	REVISED -

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

**BREAK-AWAY TUBULAR STEEL**  
**SIGN POSTS AND DETAILS**

SCALE: N. T. S. SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	79
CONTRACT NO. 78334			ILLINOIS FED. AID PROJECT	

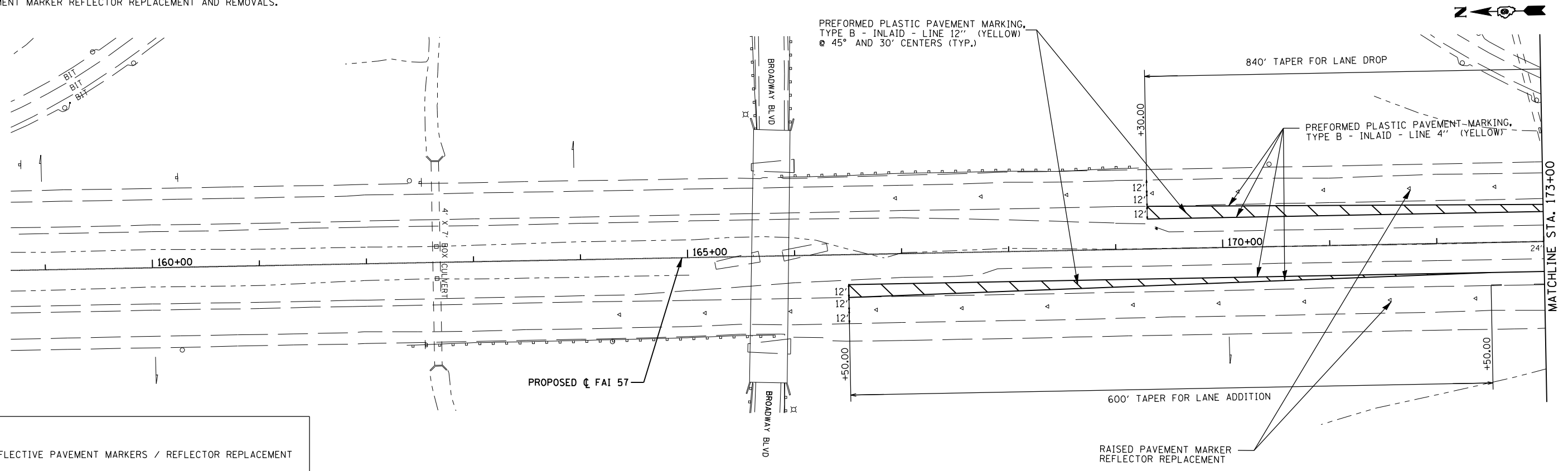
**EFK Moen, LLC**  
Civil Engineering Design





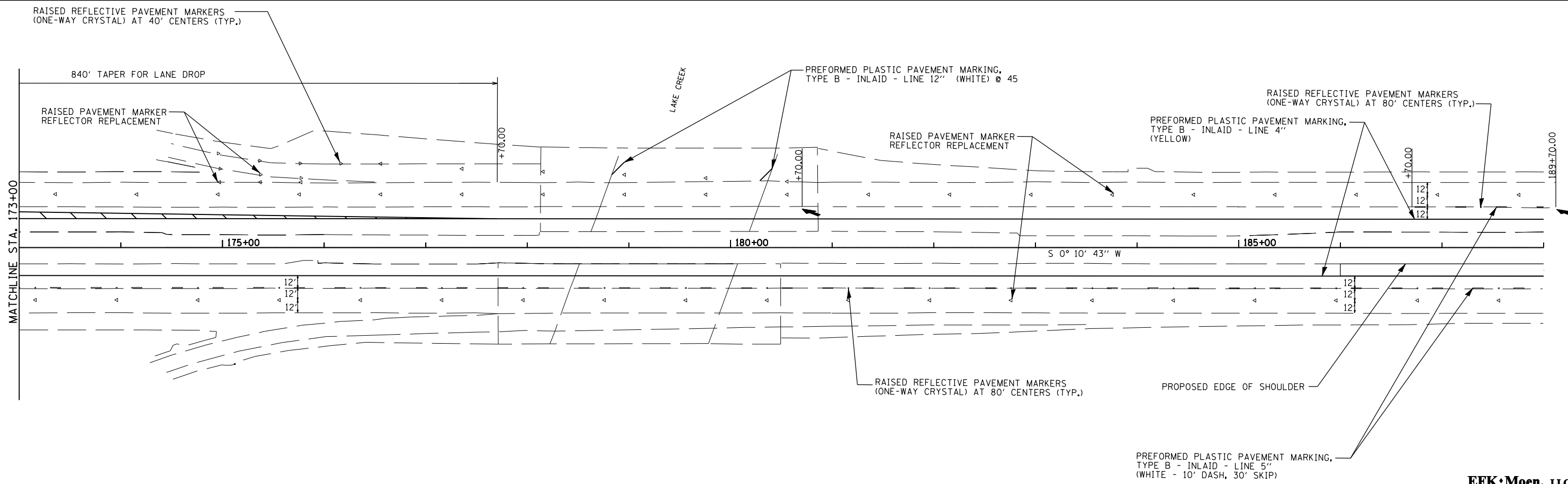
**NOTE**

SEE PAVEMENT MARKING TYPICAL AND SCHEDULE OF QUANTITIES FOR PAVEMENT MARKINGS, RAISED REFLECTIVE PAVEMENT MARKERS, RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT AND REMOVALS.



**LEGEND**

◁ RAISED REFLECTIVE PAVEMENT MARKERS / REFLECTOR REPLACEMENT



FILE NAME =	USER NAME = #USER*	DESIGNED - JRD	REVISED -
*FILE*		DRAWN - MSK	REVISED -
	PLOT SCALE = #SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = #DATE*	DATE - 02/01/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN  
INTERSTATE 57**

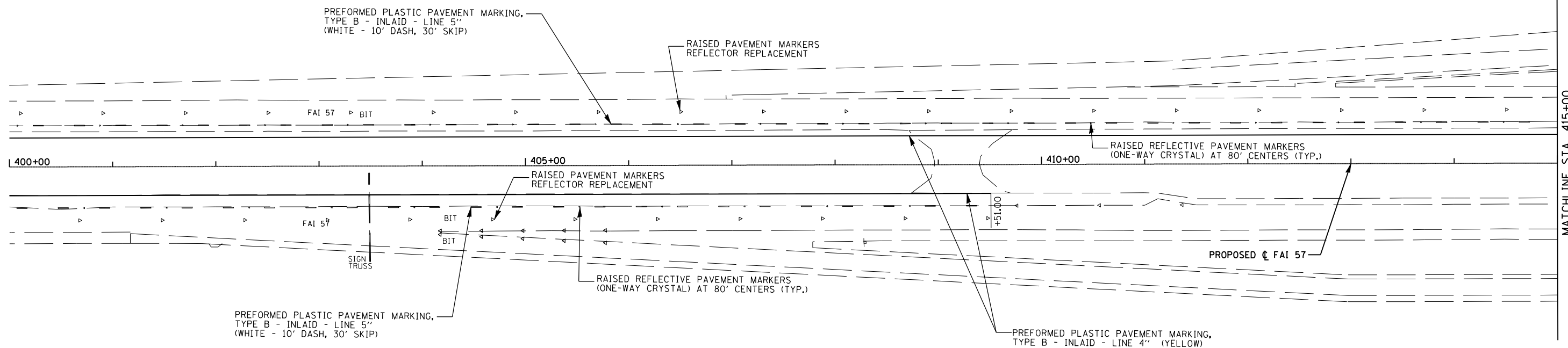
SCALE: 1"=50' SHEET NO. 2 OF 4 SHEETS STA. 145+00 TO STA. 188+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	81
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

**EFK•Moen, LLC**  
Civil Engineering Design

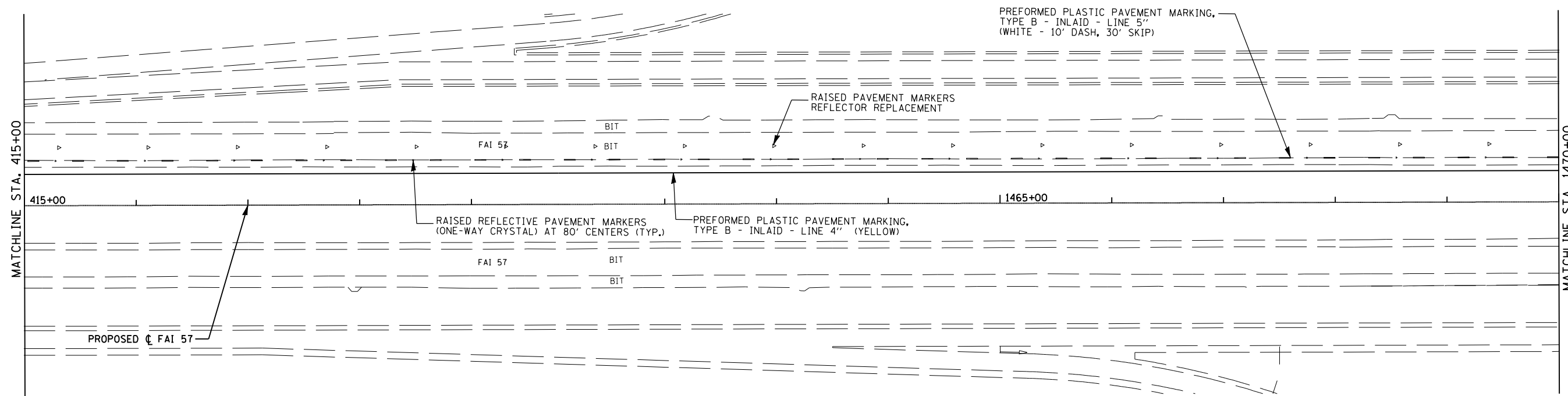
**NOTE**

SEE PAVEMENT MARKING TYPICAL AND SCHEDULE OF QUANTITIES FOR PAVEMENT MARKINGS, RAISED REFLECTIVE PAVEMENT MARKERS, RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT AND REMOVALS.



**LEGEND**

◁ RAISED REFLECTIVE PAVEMENT MARKERS / REFLECTOR REPLACEMENT



**EFK•Moen, LLC**  
Civil Engineering Design

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - JRD	REVISED -
		DRAWN - MSK	REVISED -
		CHECKED - SLD	REVISED -
		DATE - 02/01/2013	REVISED -

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

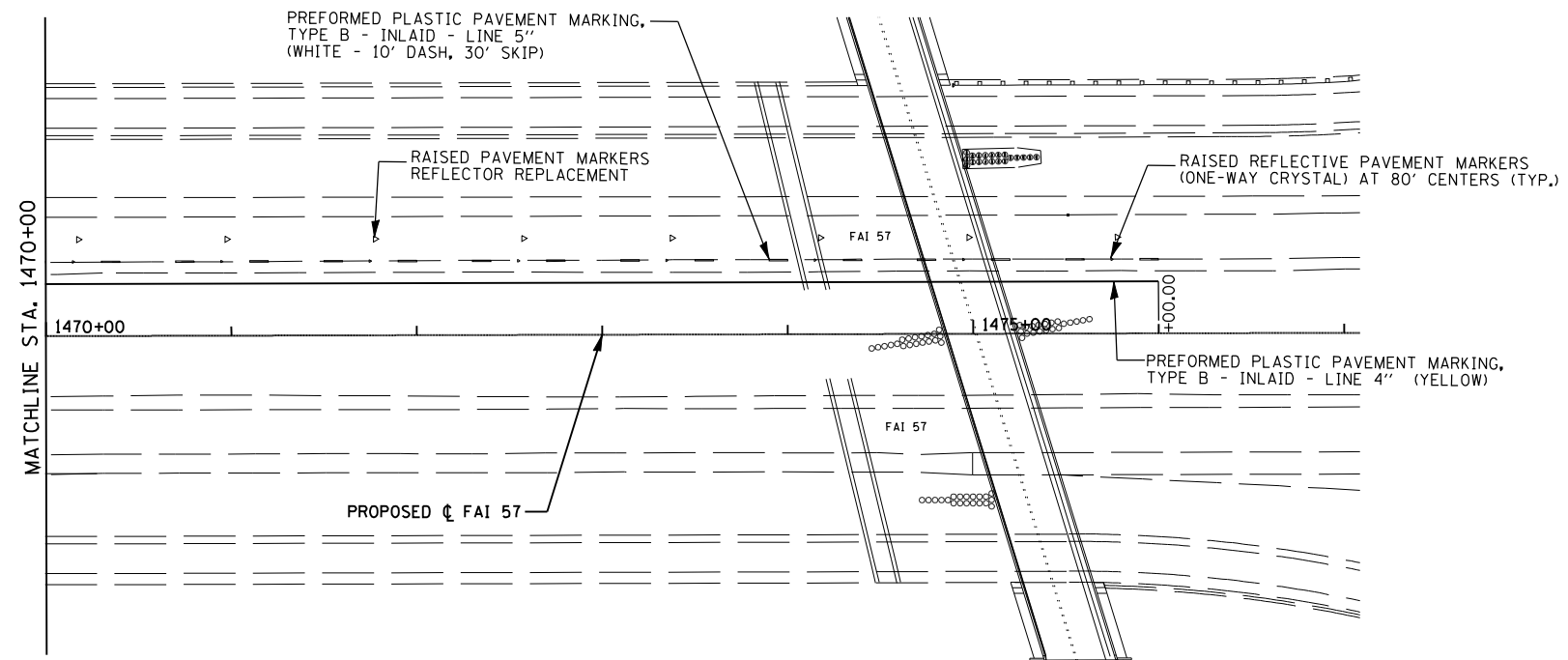
**PAVEMENT MARKING PLAN**  
**INTERSTATE 57**

SCALE: 1"=50'    SHEET NO. 3 OF 4 SHEETS    STA. 145+00 TO STA. 188+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-1BR-1)R-1	WILLIAMSON	202	82
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

**NOTE**

SEE PAVEMENT MARKING TYPICAL AND SCHEDULE OF QUANTITIES FOR PAVEMENT MARKINGS, RAISED REFLECTIVE PAVEMENT MARKERS, RAISED PAVEMENT MARKER REFLECTOR REPLACEMENT AND REMOVALS.



**LEGEND**

◁ RAISED REFLECTIVE PAVEMENT MARKERS / REFLECTOR REPLACEMENT

**EFK Moen, LLC**  
Civil Engineering Design

FILE NAME =	USER NAME = *USER*	DESIGNED - JRD	REVISED -
*FILE*		DRAWN - MSK	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - SLD	REVISED -
	PLOT DATE = *DATE*	DATE - 02/01/2013	REVISED -

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

**PAVEMENT MARKING PLAN**  
**INTERSTATE 57**

SCALE: 1"=50'      SHEET NO. 4 OF 4 SHEETS      STA. 145+00 TO STA. 188+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(X1-6-2,X1-5,(X1-4-IBR-1))R-1	WILLIAMSON	202	83
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78334	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**Bench Mark:**  
B.M. #82 - Square cut in exist. S.W. winwall of S.N. 100-0010.  
Elev. = 410.99

**Existing Structure:**  
S.N. 100-0010 and S.N. 100-0011 built in 1961 under FAI 57, Section XI-4B-1 at station 228+25 as dual single span reinforced concrete T-beam bridges on closed abutments with spread footings bearing on soil. The bridges span 39'-2" Bk. to Bk. of abutments. The bridges have an out to out width of 44'-4". In 1979, the original concrete handrails were replaced with three beam rail and in 2004, the bituminous overlay was replaced with a microsilica overlay. Superstructure is to be removed and replaced, foundations widened and retaining walls are to be constructed between abutments. Stage construction, with two lanes open to traffic each direction, is to be utilized.

**Salvage:** No Salvage

STATION 228+25.00  
RE-BUILT 20L BY  
STATE OF ILLINOIS  
F.A.I. RT 57 SEC. (X1-4-1) BR-1  
LOADING HL-93  
STR. NO. 100-0010 (N.B.)

STATION 228+25.00  
RE-BUILT 20L BY  
STATE OF ILLINOIS  
F.A.I. RT 57 SEC. (X1-4-1) BR-1  
LOADING HL-93  
STR. NO. 100-0011 (S.B.)

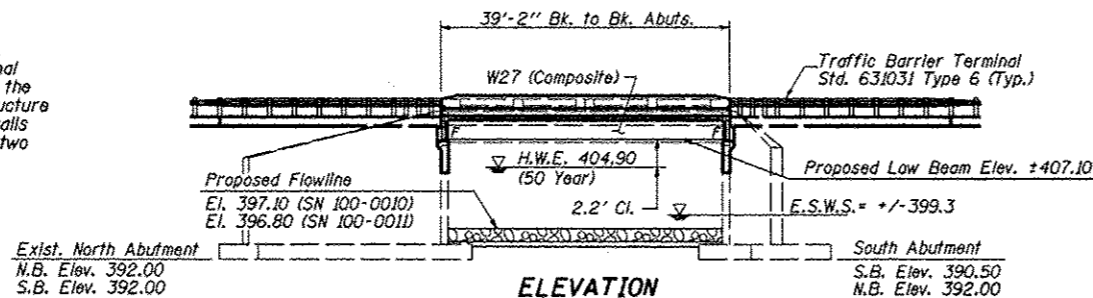
**NAME PLATE**

See Std. 515001  
(Locate Name Plate on South end of East hdl.)

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

**NAME PLATE**

See Std. 515001  
(Locate Name Plate on North end of West hdl.)

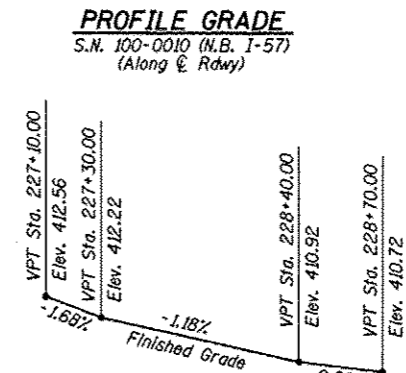
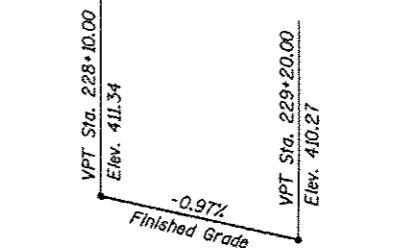
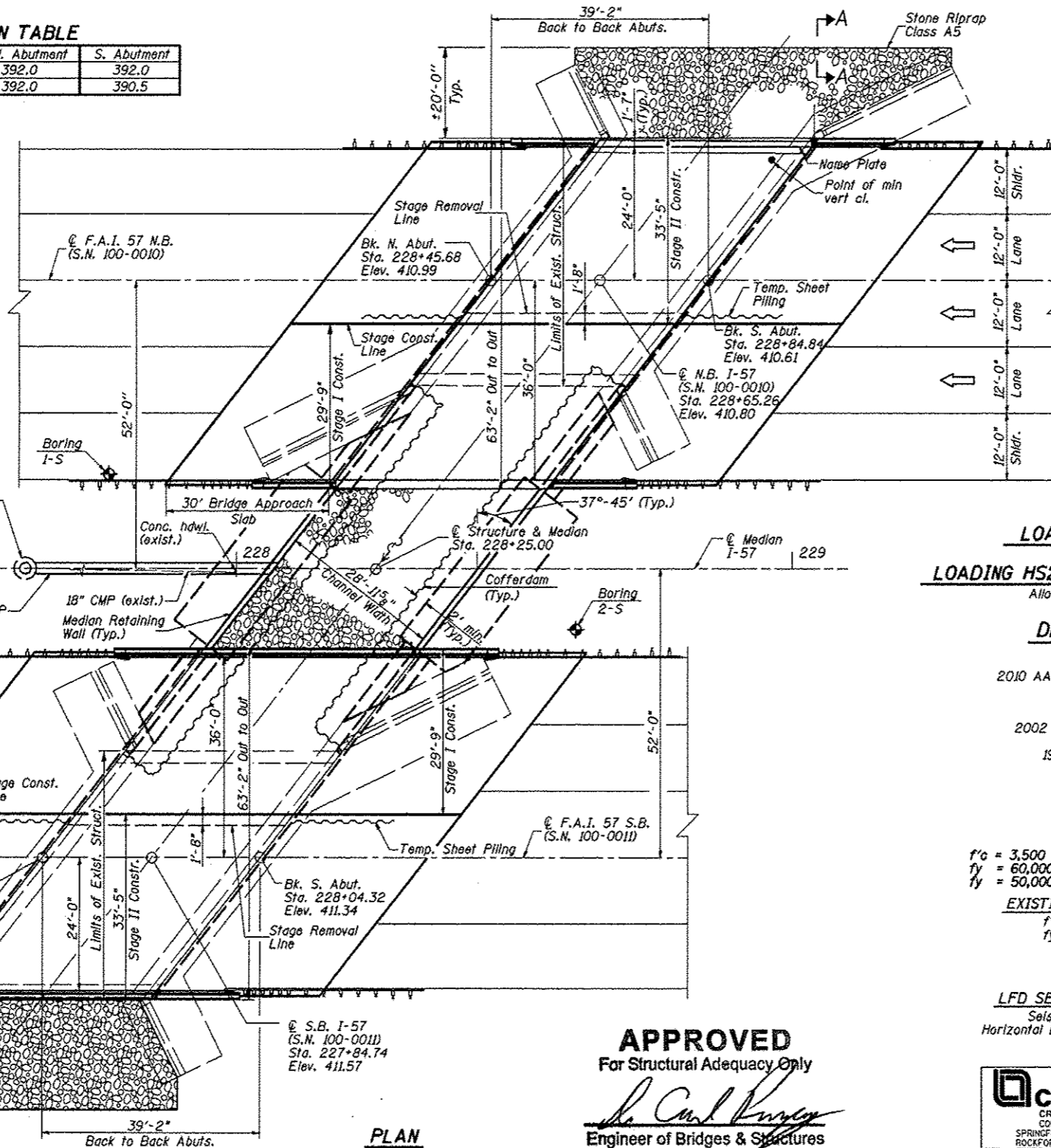


**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (feet)	Structure	N. Abutment	S. Abutment
	S.N. 100-0010	392.0	392.0
	S.N. 100-0011	392.0	390.5

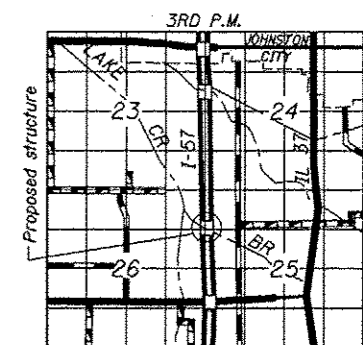
**BORING DATA**

Boring No.	Station	Offset
1-S	227+77	17' Lt.
2-S	228+61	11' Rt.



**INDEX OF SHEETS**

SHEET NO.	TITLE
1.	General Plan and Elevation
2.	General Data
3.	Stage Construction Details
4.	Temporary Concrete Barrier
5.	Deck Elevations 1
6.	Deck Elevations 2
7.	Deck Elevations 3
8.	Approach Slab Elevations 1
9.	Approach Slab Elevations 2
10.	Superstructure (S.N. 100-0010)
11.	Superstructure Details (S.N. 100-0010)
12.	Curtain Wall Details (S.N. 100-0010)
13.	Superstructure (S.N. 100-0011)
14.	Superstructure Details (S.N. 100-0011)
15.	Curtain Wall Details (S.N. 100-0011)
16.	Approach Slab Details 1
17.	Approach Slab Details 2
18.	Framing Plan and Details
19.	Framing Details
20.	North Abutment 1
21.	North Abutment 2
22.	North Abutment 3
23.	South Abutment 1
24.	South Abutment 2
25.	South Abutment 3
26.	Abutment Details
27.	Bar Splicer Details
28.	Can/lover Forming Brackets
29.	Boring Logs



**LOADING HL-93 (NEW CONST.)**  
**LOADING HS20-44 & ALT. MIL. (EXIST. CONST.)**  
Allow 50 psf for future wearing surface.

**DESIGN SPECIFICATIONS**

**NEW CONSTRUCTION**  
2010 AASHTO LRFD Bridge Design Specifications with 2010 Interims

**EXISTING CONSTRUCTION**  
2002 AASHTO Standard Specifications for Highway Bridges  
1995 FHWA Seismic Retrofit Manual

**DESIGN STRESSES**

**NEW CONSTRUCTION**

**FIELD UNITS**

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)  
 $f_y = 50,000$  psi (structural steel) (AASHTO M270, Gr. 50W)

**EXISTING CONSTRUCTION (SUBSTRUCTURE)**

$f'_c = 2,500$  psi  
 $f_y = 40,000$  psi (reinforcement)

**SEISMIC DATA**

**LFD SEISMIC DATA - EXISTING CONSTRUCTION**  
Seismic Performance Category (SPC) = B  
Horizontal Bedrock Acceleration Coefficient (A) = 0.12g  
Site Coefficient (S) = 1.0

**APPROVED**  
For Structural Adequacy Only

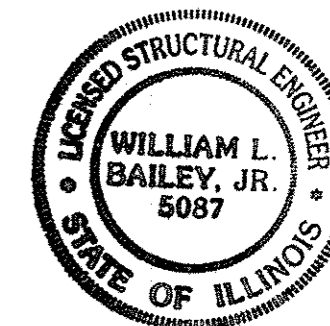
*William L. Bailey, Jr.*  
Engineer of Bridges & Structures

**CMT**  
CRAWFORD MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SPRINGFIELD, IL ■ AUBURN, IL ■ ST. LOUIS, MO  
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

DESIGNED BY: KEH  
CHECKED BY: NLB  
DRAWN BY: GLD  
DATE: 4/12/10

SHEET NO. 1	F.A.S. RTE. I-57	SECTION (X1-4-1) BR -1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHI N E
29 SHEETS	CONTRACT NO. 7833-				

F.A.S. RTE. I-57	SECTION (X1-4-1) BR -1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHI N E
FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT				



*Walt Z. ...*

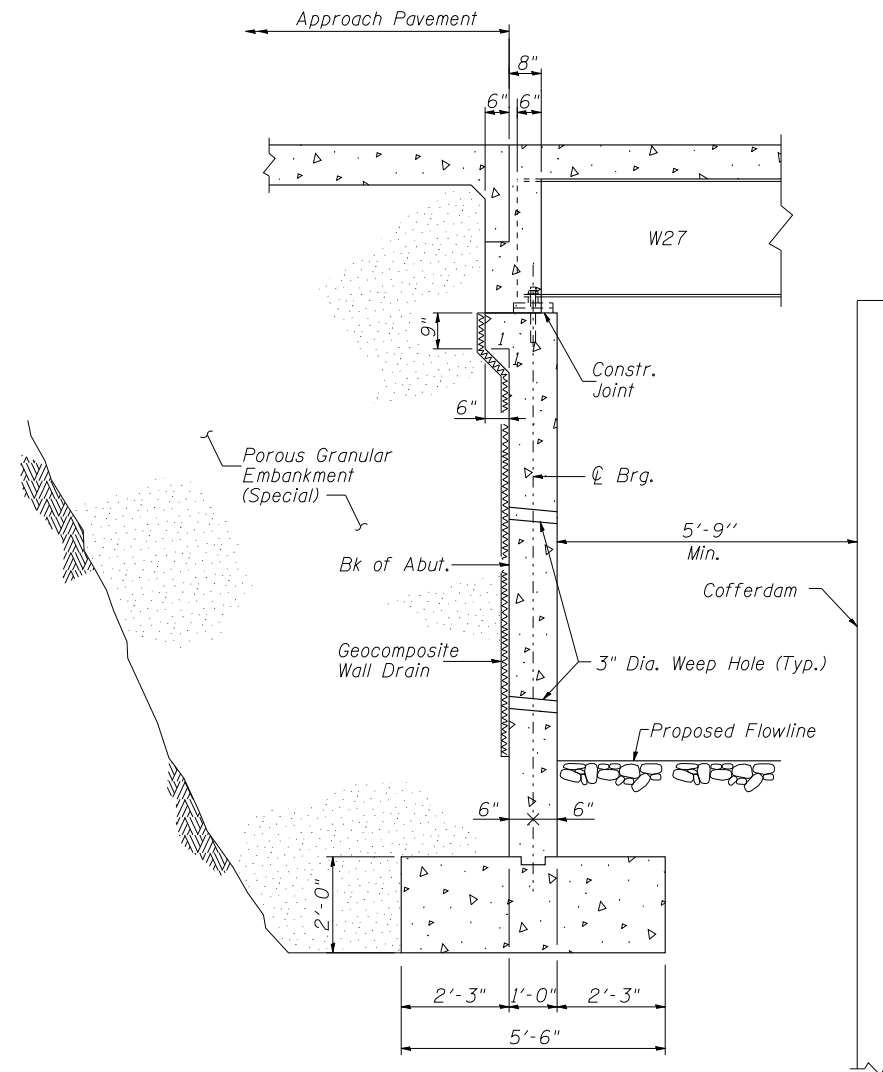
William L. Bailey, Jr., P.E., S.E.  
Illinois Licensed Structural Engineer  
License Number 081-005087  
Expiration Date: November 30, 2014

**GENERAL PLAN AND ELEVATION**  
**F.A.I. RTE. 57 OVER**  
**LAKE CREEK BRANCH**  
**STATION 228+25.00**  
**STRUCTURE NO. 100-0010 (N.B.)**  
**STRUCTURE NO. 100-0011 (S.B.)**

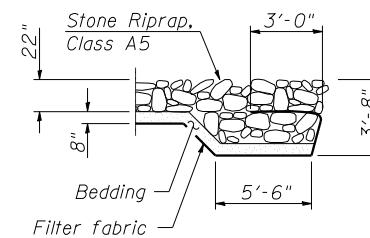
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts  $\frac{3}{4}$  in.  $\phi$ , holes  $\frac{15}{16}$  in.  $\phi$ , unless otherwise noted.
- Calculated weight of Structural Steel = 63,520 lb. (AASHTO M270 Grade 50W)
- All structural steel shall be AASHTO M 270 Grade 50W.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not required.
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum embankment that must be placed and compacted prior to construction of the abutments.
- The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
- Slipforming of parapets is not allowed.



SECTION THRU CLOSED ABUTMENT



SECTION A-A

(See Sheet 1 for Plan location)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		5352	5352
Stone Riprap, Class A5	Sq. Yd.		885	885
Filter Fabric	Sq. Yd.		885	885
Removal of Existing Superstructures	Each	2		2
Concrete Removal	Cu. Yd.		87.0	87.0
Structure Excavation	Cu. Yd.	213	2760	2973
Cofferdam Excavation	Cu. Yd.		2450	2450
Cofferdam (Type 2) (Location-1)	Each		1	1
Cofferdam (Type 2) (Location-2)	Each		1	1
Concrete Structures	Cu. Yd.	96.5	246.6	343.1
Concrete Superstructure	Cu. Yd.	564.6		564.6
Bridge Deck Grooving	Sq. Yd.	1284		1284
Protective Coat	Sq. Yd.	1462		1462
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4560		4560
Reinforcement Bars, Epoxy Coated	Pound	143,690	39,220	182,910
Bar Splicers	Each	536	44	580
Temporary Sheet Piling	Sq. Ft.		2896	2896
Name Plates	Each	2		2
Anchor Bolts, 1"	Each	64		64
Geocomposite Wall Drain	Sq. Yd.		566	566

WATERWAY INFORMATION

		Exist. Low Grade Elev. 409.31 @ Sta. 231+50.00		Prop. Low Grade Elev. 409.64 @ Sta. 231+50.00					
Drainage Area = 2.87 sq. mi.									
Flood	Freq. Yr.	Q (C.F.S.)	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Design	10	980	192.3	213.6	404.4	0.6	0.3	405.0	404.7
Base	50	1470	206.9	228.2	404.9	1.7	1.3	406.6	406.2
Base	100	1680	212.8	234.1	405.1	2.9	1.7	408.0	406.8
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	2170	221.5	242.9	405.4	3.4	3.5	408.8	408.9

Exist. 10-Year Velocity Through Bridge=5.0 fps Prop. 10-Year Velocity Through Bridge=4.6 fps

GENERAL DATA  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0010 (N.B.)  
STRUCTURE NO. 100-0011 (S.B.)

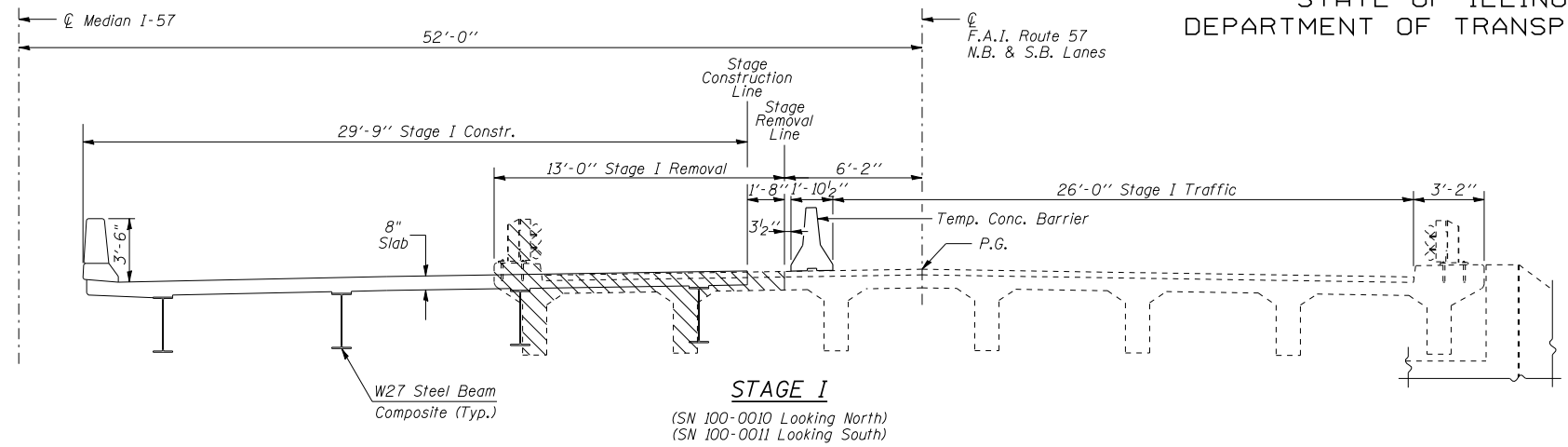
**CMT**  
CRAWFORD MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO  
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

DESIGNED BY: KEH  
CHECKED BY: WLB

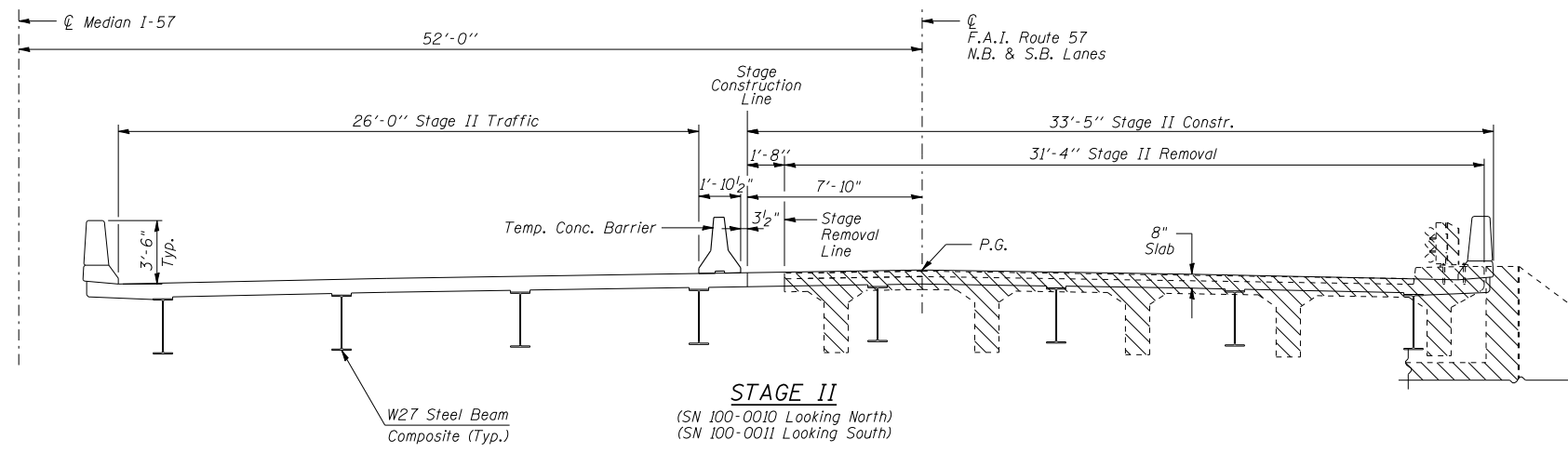
DRAWN BY: GLD  
DATE: 4/12/10

SHEET NO. 2	F.A.S. RTE. I-57	SECTION (X1-4-1) BR -1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 85
29 SHEETS	CONTRACT NO. 78334		FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT		

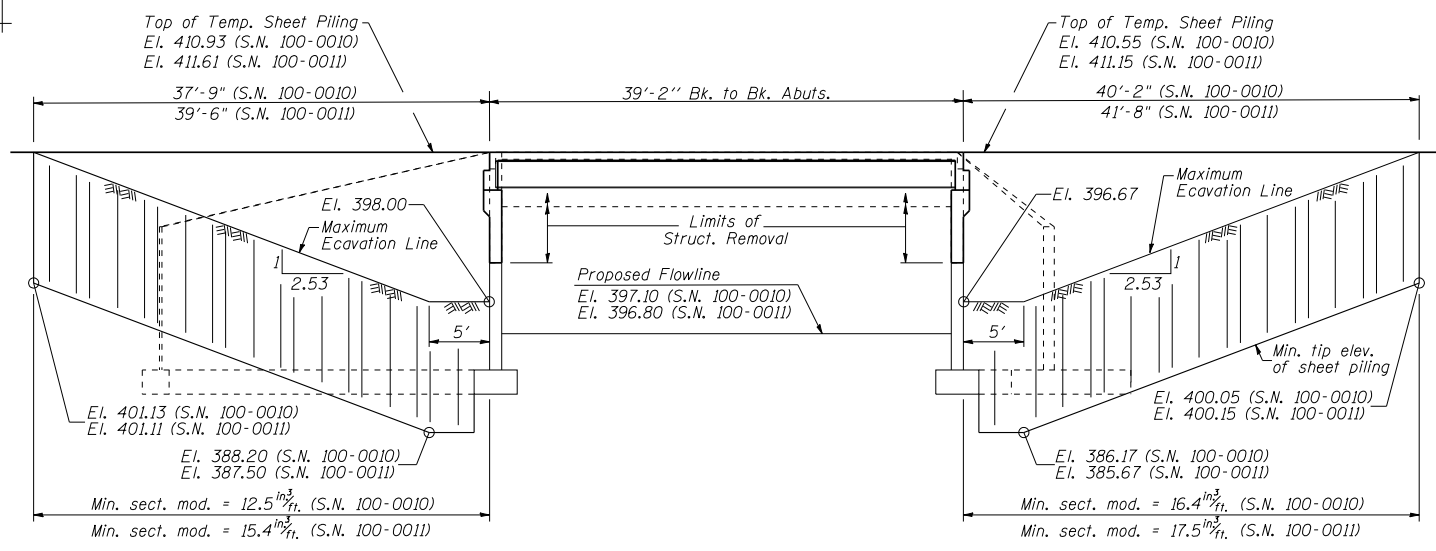
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**STAGE I**  
(SN 100-0010 Looking North)  
(SN 100-0011 Looking South)

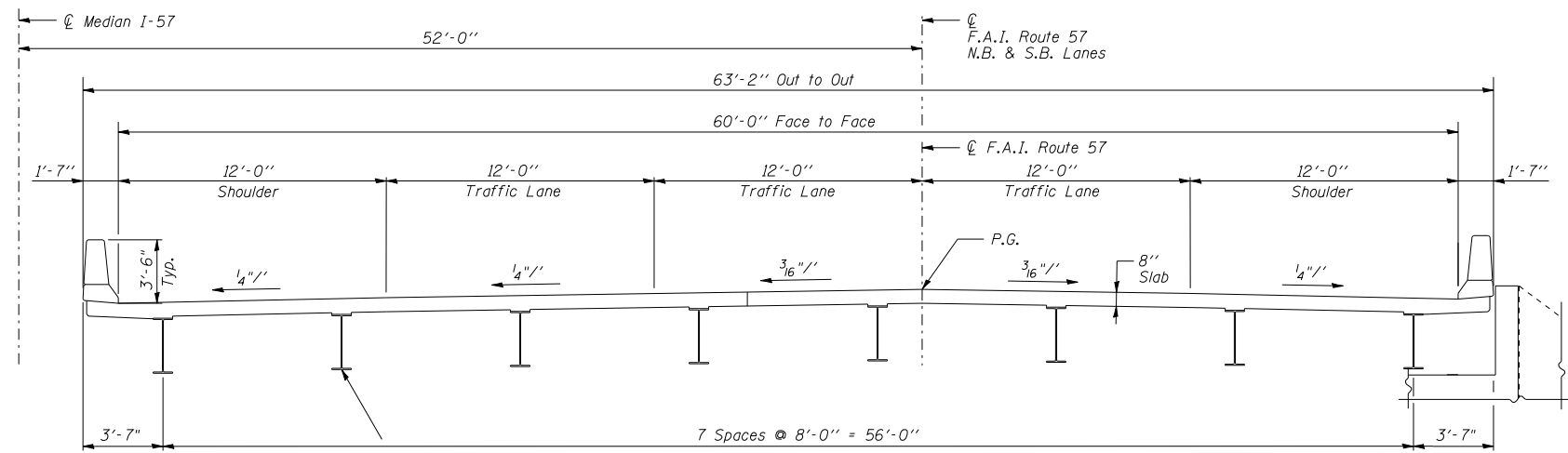


**STAGE II**  
(SN 100-0010 Looking North)  
(SN 100-0011 Looking South)



**TEMPORARY SHEET PILING**  
(Looking East)  
(Dimensions along  $\phi$  F.A.I. 57)

**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.  
The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.



**CROSS SECTION**  
(SN 100-0010 Looking North)  
(SN 100-0011 Looking South)

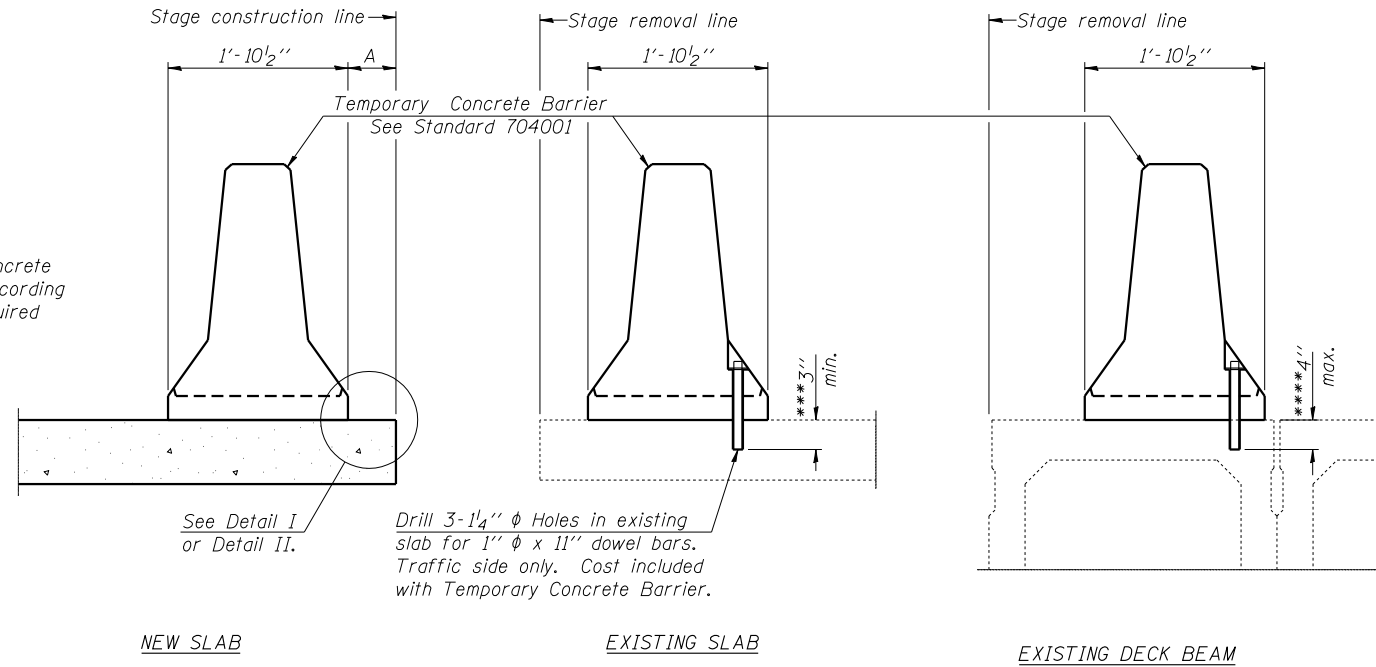
- STAGING NOTES:**
- Hatched areas indicate "Removal of Existing Superstructures."
  - Removal of existing bridge rail, deck and beams is included in the cost of "Removal of Existing Superstructures."
  - For quantities of "Temporary Concrete Barrier" see Roadway Plans.

**STAGE CONSTRUCTION DETAILS**  
**F.A.I. RTE. 57 OVER**  
**LAKE CREEK BRANCH**  
**STATION 228+25.00**  
**STRUCTURE NO. 100-0010 (N.B.)**  
**STRUCTURE NO. 100-0011 (S.B.)**

<p>CRAWFORD MURPHY &amp; TILLY, INC. CONSULTING ENGINEERS SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL</p> <p>DESIGNED BY: C.WJ CHECKED BY: WLB</p> <p>DRAWN BY: GLD DATE: 4/12/10</p>	SHEET NO. 3  29 SHEETS	F.A.S. RTE. I-57	SECTION (X1-4-1) BR -1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 86
	CONTRACT NO. 78334				FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

**NOTES**

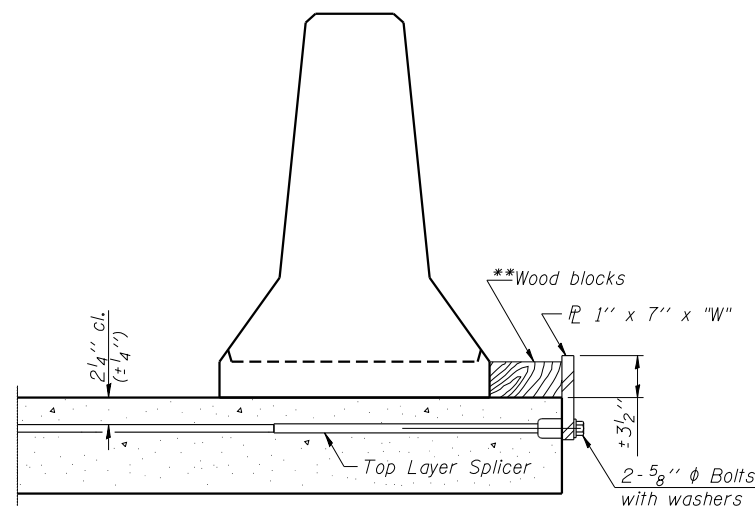
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{P}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel  $\bar{P}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

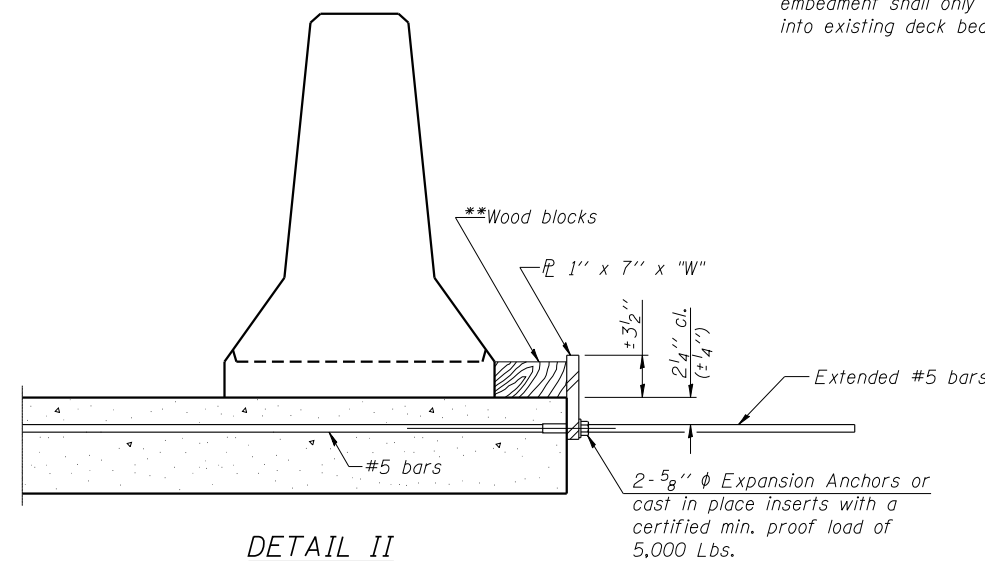
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



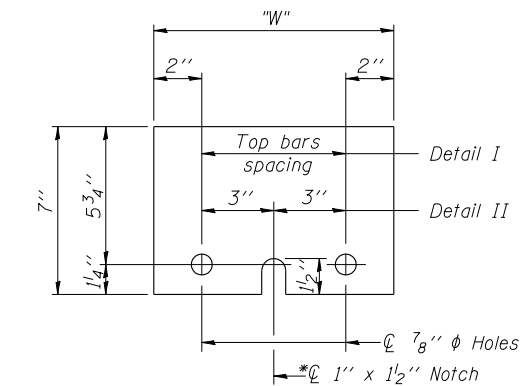
DETAIL I



DETAIL II

\*\* Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

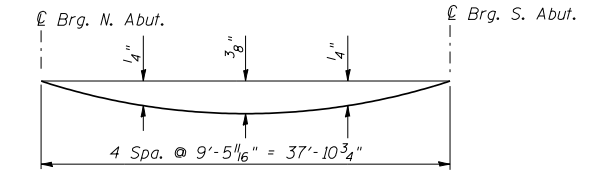
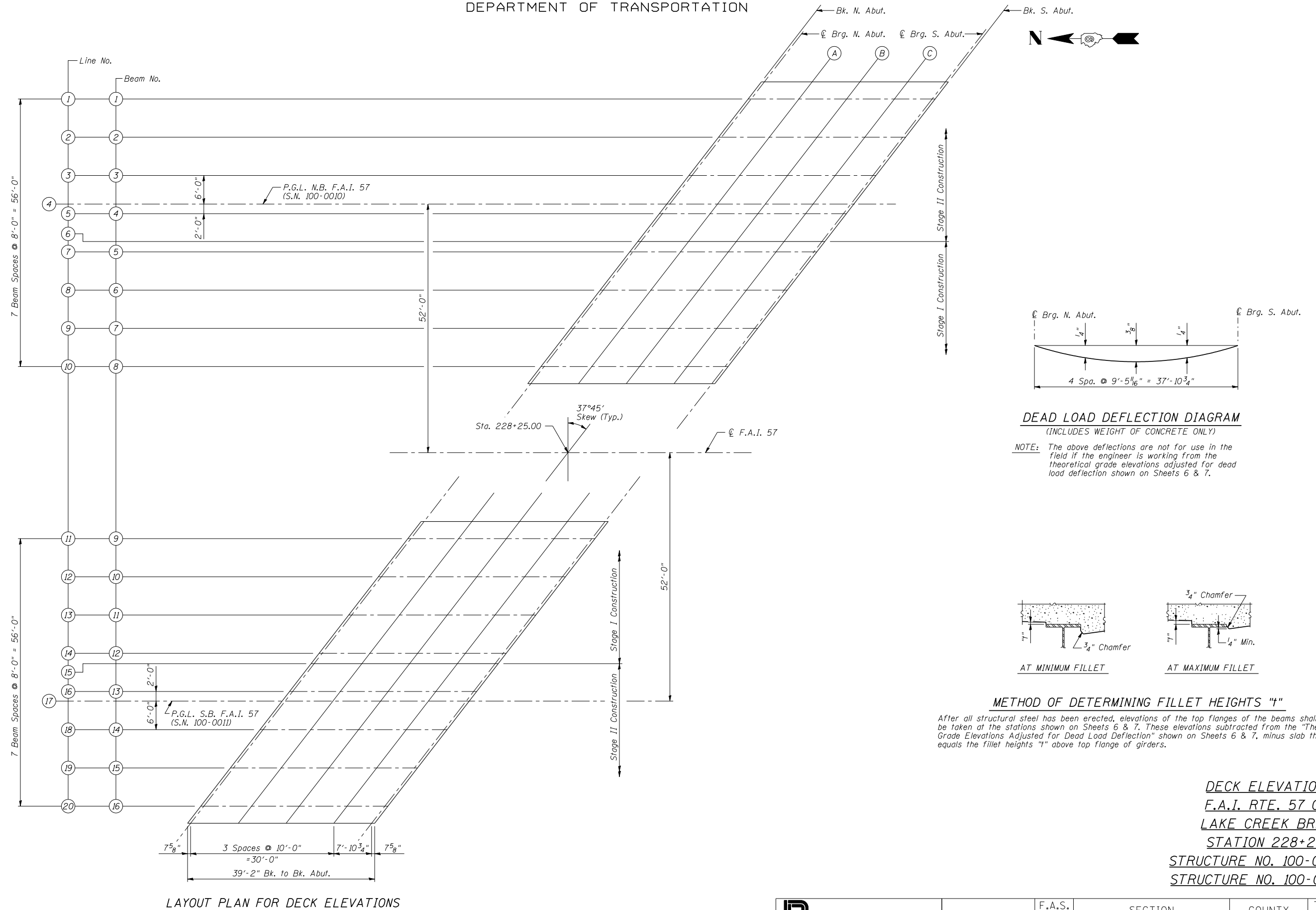


STEEL RETAINER  $\bar{P}$  1" x 7" x "W"

\* Required only with Detail II

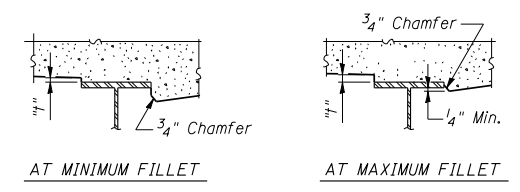
TEMPORARY CONCRETE BARRIER  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0010 (N.B.)  
STRUCTURE NO. 100-0011 (S.B.)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**DEAD LOAD DEFLECTION DIAGRAM**  
(INCLUDES WEIGHT OF CONCRETE ONLY)

NOTE: The above deflections are not for use in the field if the engineer is working from the theoretical grade elevations adjusted for dead load deflection shown on Sheets 6 & 7.



**METHOD OF DETERMINING FILLET HEIGHTS "t"**

After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at the stations shown on Sheets 6 & 7. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 6 & 7, minus slab thickness equals the fillet heights "t" above top flange of girders.

**LAYOUT PLAN FOR DECK ELEVATIONS**

**DECK ELEVATIONS 1**  
**F.A.I. RTE. 57 OVER**  
**LAKE CREEK BRANCH**  
**STATION 228+25.00**  
**STRUCTURE NO. 100-0010 (N.B.)**  
**STRUCTURE NO. 100-0011 (S.B.)**

 CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL	SHEET NO. 5	F.A.S. RTE. I-57	SECTION (X1-4-1) BR -1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 88
	29 SHEETS	CONTRACT NO. 78334				
DESIGNED BY: KEH CHECKED BY: WLB	DRAWN BY: GLD DATE: 4/12/10	FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT				



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BEAM 1 - (LINE NO.1)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	228+62.71	-22.000	410.431	410.431
☉ Brg. N. Abut.	228+63.35	-22.000	410.425	410.425
A	228+73.35	-22.000	410.328	410.354
B	228+83.35	-22.000	410.231	410.266
C	228+93.35	-22.000	410.133	410.155
☉ Brg. S. Abut.	229+01.24	-22.000	410.057	410.057
Bk. S. Abut.	229+01.87	-22.000	410.050	410.050

BEAM 2 - (LINE NO.2)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	228+56.52	-14.000	410.658	410.658
☉ Brg. N. Abut.	228+57.15	-14.000	410.652	410.652
A	228+67.15	-14.000	410.555	410.581
B	228+77.15	-14.000	410.458	410.493
C	228+87.15	-14.000	410.360	410.382
☉ Brg. S. Abut.	228+95.05	-14.000	410.284	410.284
Bk. S. Abut.	228+95.68	-14.000	410.277	410.277

BEAM 3 - (LINE NO.3)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	228+50.33	-6.000	410.854	410.854
☉ Brg. N. Abut.	228+50.96	-6.000	410.848	410.848
A	228+60.96	-6.000	410.751	410.777
B	228+70.96	-6.000	410.653	410.688
C	228+80.96	-6.000	410.556	410.578
☉ Brg. S. Abut.	228+88.85	-6.000	410.479	410.479
Bk. S. Abut.	228+89.49	-6.000	410.473	410.473

PGL - (LINE NO.4)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	228+45.68	0.000	410.993	410.993
☉ Brg. N. Abut.	228+46.31	0.000	410.987	410.987
A	228+56.31	0.000	410.890	410.915
B	228+66.31	0.000	410.792	410.827
C	228+76.31	0.000	410.695	410.717
☉ Brg. S. Abut.	228+84.21	0.000	410.618	410.618
Bk. S. Abut.	228+84.84	0.000	410.612	410.612

BEAM 4 - (LINE NO.5)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	228+44.13	2.000	410.977	410.977
☉ Brg. N. Abut.	228+44.76	2.000	410.971	410.971
A	228+54.76	2.000	410.873	410.899
B	228+64.76	2.000	410.776	410.811
C	228+74.76	2.000	410.679	410.701
☉ Brg. S. Abut.	228+82.66	2.000	410.602	410.602
Bk. S. Abut.	228+83.29	2.000	410.596	410.596

STAGE CONSTRUCTION LINE - (LINE NO.6)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	228+39.61	7.833	410.930	410.930
☉ Brg. N. Abut.	228+40.25	7.833	410.923	410.923
A	228+50.25	7.833	410.826	410.852
B	228+60.25	7.833	410.729	410.764
C	228+70.25	7.833	410.632	410.653
☉ Brg. S. Abut.	228+78.14	7.833	410.555	410.555
Bk. S. Abut.	228+78.77	7.833	410.549	410.549

BEAM 5 - (LINE NO.7)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	228+37.94	10.000	410.912	410.912
☉ Brg. N. Abut.	228+38.57	10.000	410.906	410.906
A	228+48.57	10.000	410.809	410.835
B	228+58.57	10.000	410.711	410.746
C	228+68.57	10.000	410.614	410.636
☉ Brg. S. Abut.	228+76.46	10.000	410.537	410.537
Bk. S. Abut.	228+77.10	10.000	410.531	410.531

BEAM 6 - (LINE NO.8)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	228+31.74	18.000	410.816	410.816
☉ Brg. N. Abut.	228+32.38	18.000	410.810	410.810
A	228+42.38	18.000	410.713	410.739
B	228+52.38	18.000	410.615	410.650
C	228+62.38	18.000	410.518	410.540
☉ Brg. S. Abut.	228+70.27	18.000	410.441	410.441
Bk. S. Abut.	228+70.90	18.000	410.435	410.435

BEAM 7 - (LINE NO.9)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	228+25.55	26.000	410.710	410.710
☉ Brg. N. Abut.	228+26.18	26.000	410.703	410.703
A	228+36.18	26.000	410.606	410.632
B	228+46.18	26.000	410.509	410.544
C	228+56.18	26.000	410.412	410.434
☉ Brg. S. Abut.	228+64.08	26.000	410.335	410.335
Bk. S. Abut.	228+64.71	26.000	410.329	410.329

BEAM 8 - (LINE NO.10)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	228+19.35	34.000	410.603	410.603
☉ Brg. N. Abut.	228+19.99	34.000	410.597	410.597
A	228+29.99	34.000	410.500	410.526
B	228+39.99	34.000	410.402	410.438
C	228+49.99	34.000	410.305	410.327
☉ Brg. S. Abut.	228+57.88	34.000	410.228	410.228
Bk. S. Abut.	228+58.51	34.000	410.222	410.222


BEAM 9 - (LINE NO.11)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	227+91.49	-34.000	410.848	410.848
☉ Brg. N. Abut.	227+92.12	-34.000	410.840	410.840
A	228+02.12	-34.000	410.722	410.748
B	228+12.12	-34.000	410.604	410.639
C	228+22.12	-34.000	410.485	410.507
☉ Brg. S. Abut.	228+30.01	-34.000	410.392	410.392
Bk. S. Abut.	228+30.65	-34.000	410.385	410.385

BEAM 10 - (LINE NO.12)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	227+85.29	-26.000	411.087	411.087
☉ Brg. N. Abut.	227+85.92	-26.000	411.080	411.080
A	227+95.92	-26.000	410.962	410.988
B	228+05.92	-26.000	410.844	410.879
C	228+15.92	-26.000	410.725	410.747
☉ Brg. S. Abut.	228+23.82	-26.000	410.632	410.632
Bk. S. Abut.	228+24.45	-26.000	410.625	410.625

DECK ELEVATIONS 2  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0010 (N.B.)  
STRUCTURE NO. 100-0011 (S.B.)

 CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL	SHEET NO. 6	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	29 SHEETS	I-57	(X1-4-1) BR -1	WILLIAMSON	202	89
DESIGNED BY: KEH CHECKED BY: WLB	DRAWN BY: GLD DATE: 4/12/10	CONTRACT NO. 78334				
FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BEAM 11 - (LINE NO.13)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	227+79.10	-18.000	411.327	411.327
⊕ Brg. N. Abut.	227+79.73	-18.000	411.320	411.320
A	227+89.73	-18.000	411.202	411.228
B	227+99.73	-18.000	411.083	411.118
C	228+09.73	-18.000	410.965	410.987
⊕ Brg. S. Abut.	228+17.62	-18.000	410.872	410.872
Bk. S. Abut.	228+18.26	-18.000	410.864	410.864

BEAM 12 - (LINE NO.14)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	227+72.90	-10.000	411.557	411.557
⊕ Brg. N. Abut.	227+73.54	-10.000	411.549	411.549
A	227+83.54	-10.000	411.431	411.457
B	227+93.54	-10.000	411.313	411.348
C	228+03.54	-10.000	411.195	411.217
⊕ Brg. S. Abut.	228+11.43	-10.000	411.101	411.101
Bk. S. Abut.	228+12.06	-10.000	411.094	411.094

STAGE CONSTRUCTION LINE (LINE NO.15)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	227+71.23	-7.833	411.610	411.610
⊕ Brg. N. Abut.	227+71.86	-7.833	411.603	411.603
A	227+81.86	-7.833	411.485	411.511
B	227+91.86	-7.833	411.367	411.402
C	228+01.86	-7.833	411.248	411.270
⊕ Brg. S. Abut.	228+09.75	-7.833	411.155	411.155
Bk. S. Abut.	228+10.39	-7.833	411.148	411.148

BEAM 13 - (LINE NO.16)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	227+66.71	-2.000	411.755	411.755
⊕ Brg. N. Abut.	227+67.34	-2.000	411.747	411.747
A	227+77.34	-2.000	411.629	411.655
B	227+87.34	-2.000	411.511	411.546
C	227+97.34	-2.000	411.393	411.415
⊕ Brg. S. Abut.	228+05.24	-2.000	411.300	411.300
Bk. S. Abut.	228+05.87	-2.000	411.292	411.292

PGL (LINE NO.17)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	227+65.16	0.000	411.804	411.804
⊕ Brg. N. Abut.	227+65.79	0.000	411.797	411.797
A	227+75.79	0.000	411.679	411.705
B	227+85.79	0.000	411.561	411.596
C	227+95.79	0.000	411.442	411.464
⊕ Brg. S. Abut.	228+03.69	0.000	411.349	411.349
Bk. S. Abut.	228+04.32	0.000	411.342	411.342

BEAM 14 - (LINE NO.18)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	227+60.51	6.000	411.766	411.766
⊕ Brg. N. Abut.	227+61.15	6.000	411.758	411.758
A	227+71.15	6.000	411.640	411.666
B	227+81.15	6.000	411.522	411.557
C	227+91.15	6.000	411.404	411.425
⊕ Brg. S. Abut.	227+99.04	6.000	411.310	411.310
Bk. S. Abut.	227+99.67	6.000	411.303	411.303


BEAM 15 - (LINE NO.19)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	227+54.32	14.000	411.703	411.703
⊕ Brg. N. Abut.	227+54.95	14.000	411.696	411.696
A	227+64.95	14.000	411.578	411.604
B	227+74.95	14.000	411.460	411.495
C	227+84.95	14.000	411.341	411.363
⊕ Brg. S. Abut.	227+92.85	14.000	411.248	411.248
Bk. S. Abut.	227+93.48	14.000	411.241	411.241

BEAM 16 - (LINE NO.20)

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION	THEORETICAL GRADE ELEV. ADJUSTED FOR DEAD LOAD DEFLECTION
Bk. N. Abut.	227+48.13	22.000	411.610	411.610
⊕ Brg. N. Abut.	227+48.76	22.000	411.602	411.602
A	227+58.76	22.000	411.484	411.510
B	227+68.76	22.000	411.366	411.401
C	227+78.76	22.000	411.248	411.270
⊕ Brg. S. Abut.	227+86.65	22.000	411.155	411.155
Bk. S. Abut.	227+87.29	22.000	411.147	411.147

DECK ELEVATIONS 3  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0010 (N.B.)  
STRUCTURE NO. 100-0011 (S.B.)

 CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL	SHEET NO. 7	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	29 SHEETS	I-57	(X1-4-1) BR -1	WILLIAMSON	202	90
DESIGNED BY: KEH CHECKED BY: WLB	DRAWN BY: GLD DATE: 4/12/10	CONTRACT NO. 78334				
		FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EAST EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Appr.	228+34.26	-24.000	410.666
A1	228+44.26	-24.000	410.569
A2	228+54.26	-24.000	410.472
S. End of N. Appr.	228+64.26	-24.000	410.375

EAST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Appr.	228+24.97	-12.000	411.007
A1	228+34.97	-12.000	410.910
A2	228+44.97	-12.000	410.812
S. End of N. Appr.	228+54.97	-12.000	410.715

☉ ROADWAY & P.G.L.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Appr.	228+15.68	00.000	411.285
A1	228+25.68	00.000	411.187
A2	228+35.68	00.000	411.090
S. End of N. Appr.	228+45.68	00.000	410.993

STAGE CONSTR. JOINT

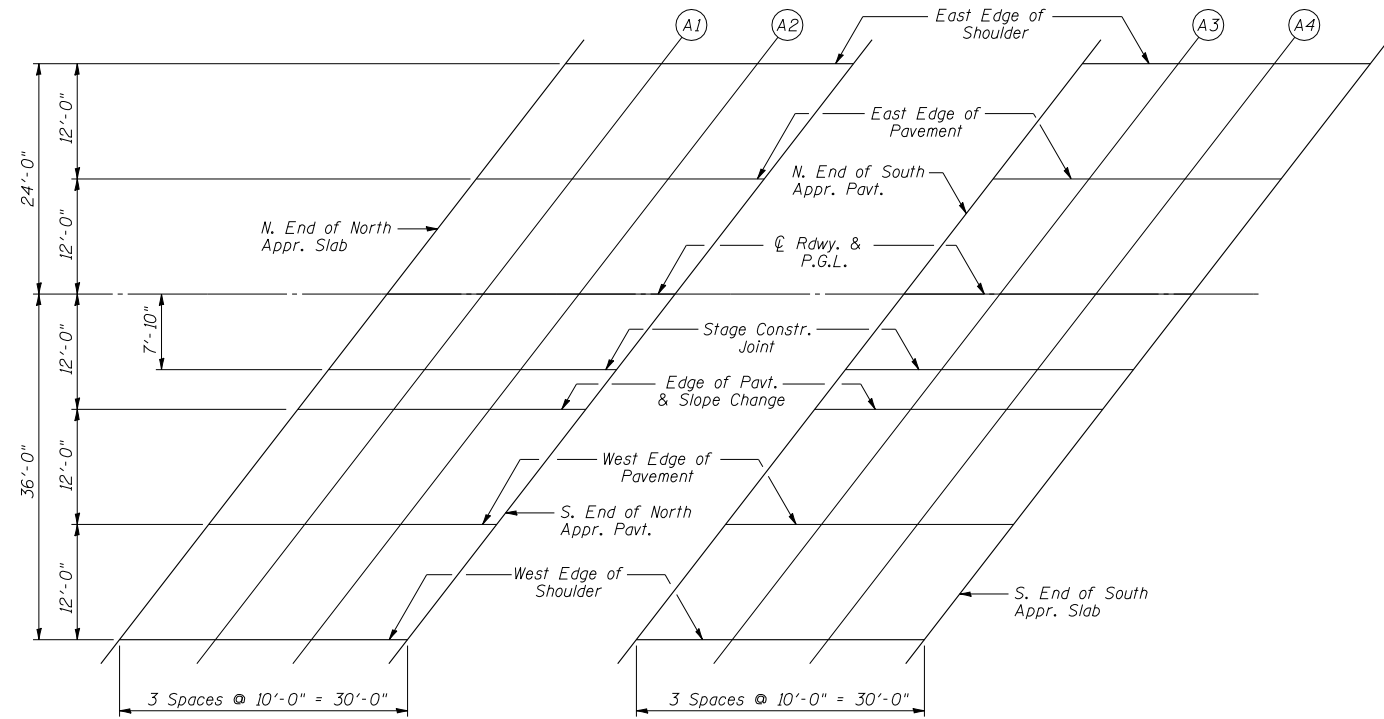
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Appr.	228+09.61	7.833	411.228
A1	228+19.61	7.833	411.124
A2	228+29.61	7.833	411.027
S. End of N. Appr.	228+39.61	7.833	410.930

EDGE OF PAVT. & SLOPE CHANGE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Appr.	228+06.39	12.000	411.203
A1	228+16.39	12.000	411.090
A2	228+26.39	12.000	410.993
S. End of N. Appr.	228+36.39	12.000	410.896

WEST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Appr.	227+97.10	24.000	411.073
A1	228+07.10	24.000	410.934
A2	228+17.10	24.000	410.833
S. End of N. Appr.	228+27.10	24.000	410.736



NORTH APPROACH

PLAN  
(S.N.100-0010)

SOUTH APPROACH

WEST EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Appr.	227+87.81	36.000	410.946
A1	227+97.81	36.000	410.813
A2	228+07.81	36.000	410.685
S. End of N. Appr.	228+17.81	36.000	410.577

WEST EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Appr.	228+56.97	36.000	410.196
A3	228+66.97	36.000	410.098
A4	228+76.97	36.000	410.001
S. End of S. Appr.	228+86.97	36.000	409.904

EAST EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Appr.	229+03.42	-24.000	409.994
A3	229+13.42	-24.000	409.896
A4	229+23.42	-24.000	409.810
S. End of S. Appr.	229+33.42	-24.000	409.747

EAST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Appr.	228+94.13	-12.000	410.334
A3	229+04.13	-12.000	410.237
A4	229+14.13	-12.000	410.140
S. End of S. Appr.	229+24.13	-12.000	410.056

☉ ROADWAY & P.G.L.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Appr.	228+84.84	00.000	410.612
A3	228+94.84	00.000	410.515
A4	229+04.84	00.000	410.417
S. End of S. Appr.	229+14.84	00.000	410.320

STAGE CONSTR. JOINT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Appr.	228+78.77	7.833	410.549
A3	228+88.77	7.833	410.451
A4	229+98.77	7.833	410.354
S. End of S. Appr.	229+08.77	7.833	410.257

EDGE OF PAVT. & SLOPE CHANGE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Appr.	228+75.55	12.000	410.515
A3	228+85.55	12.000	410.418
A4	228+95.55	12.000	410.320
S. End of S. Appr.	229+05.55	12.000	410.223

WEST EDGE OF PAVEMENT

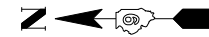
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Appr.	228+66.26	24.000	410.355
A3	228+76.26	24.000	410.258
A4	228+86.26	24.000	410.161
S. End of S. Appr.	228+96.26	24.000	409.063

APPROACH SLAB ELEVATIONS 1  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0010 (N.B.)

**CMT**  
CRAWFORD MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO  
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL  
DESIGNED BY: KEH DRAWN BY: GLD  
CHECKED BY: WLB DATE: 4/12/10

SHEET NO. 8 29 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	I-57	(X1-4-1) BR -1	WILLIAMSON	202	91
			CONTRACT NO. 78334		
FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



EAST EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Apr.	227+63.03	-36.000	411.142
B1	227+73.03	-36.000	411.024
B2	227+83.03	-36.000	410.906
S. End of N. Apr.	227+93.03	-36.000	410.788

EAST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Apr.	227+53.74	-24.000	411.502
B1	227+63.74	-24.000	411.384
B2	227+73.74	-24.000	411.266
S. End of N. Apr.	227+83.74	-24.000	411.147

EDGE OF PAVEMENT & SLOPE CHANGE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Apr.	227+44.45	-12.000	411.862
B1	227+54.45	-12.000	411.744
B2	227+64.45	-12.000	411.625
S. End of N. Apr.	227+74.45	-12.000	411.507

STAGE CONSTRUCTION JOINT

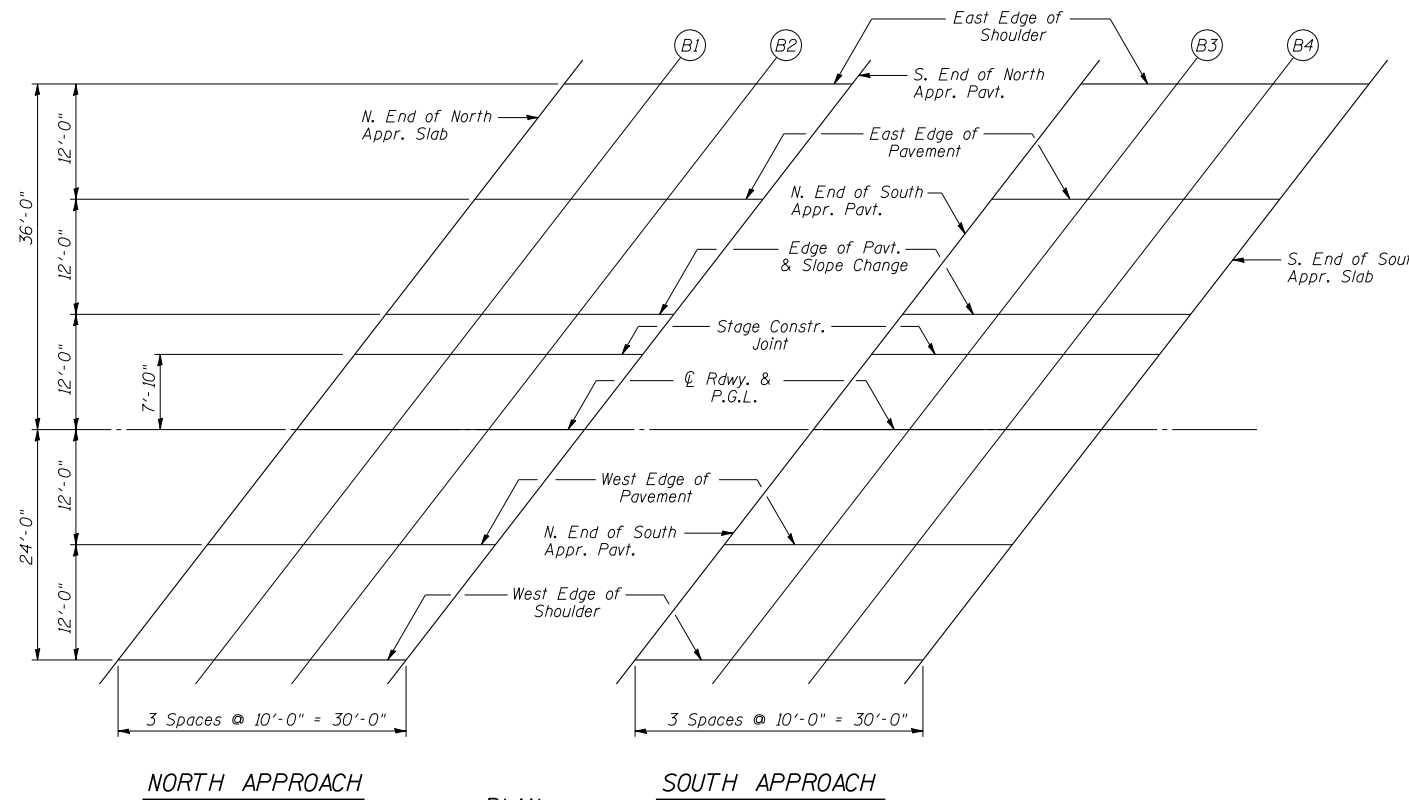
LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Apr.	227+41.23	-7.833	411.965
B1	227+51.23	-7.833	411.847
B2	227+61.23	-7.833	411.729
S. End of N. Apr.	227+71.23	-7.833	411.610

CL ROADWAY & P.G.L.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Apr.	227+35.16	00.000	412.159
B1	227+45.16	00.000	412.041
B2	227+55.16	00.000	411.923
S. End of N. Apr.	227+65.16	00.000	411.804

WEST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Apr.	227+25.87	12.000	412.103
B1	227+35.87	12.000	411.963
B2	227+45.87	12.000	411.845
S. End of N. Apr.	227+55.87	12.000	411.727



NORTH APPROACH

SOUTH APPROACH

PLAN  
(S.N.100-0011)

WEST EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of N. Apr.	227+16.58	24.000	412.011
B1	227+26.58	24.000	411.841
B2	227+36.58	24.000	411.705
S. End of N. Apr.	227+46.58	24.000	411.587

WEST EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Apr.	227+85.74	24.000	411.124
B3	227+95.74	24.000	411.006
B4	228+05.74	24.000	410.887
S. End of S. Apr.	228+15.74	24.000	410.769

EAST EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Apr.	228+32.19	-36.000	410.325
B3	228+42.19	-36.000	410.218
B4	228+52.19	-36.000	410.152
S. End of S. Apr.	228+62.19	-36.000	410.085

EAST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Apr.	228+22.90	-24.000	410.685
B3	228+32.90	-24.000	410.566
B4	228+42.90	-24.000	410.463
S. End of S. Apr.	228+52.90	-24.000	410.397

EDGE OF PAVEMENT & SLOPE CHANGE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Apr.	228+13.61	-12.000	411.044
B3	228+23.61	-12.000	410.926
B4	228+33.61	-12.000	410.808
S. End of S. Apr.	228+43.61	-12.000	410.709

STAGE CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Apr.	228+10.39	-7.833	411.148
B3	228+20.39	-7.833	411.029
B4	228+30.39	-7.833	410.911
S. End of S. Apr.	228+40.39	-7.833	410.795

CL ROADWAY & P.G.L.

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Apr.	228+04.32	00.000	411.342
B3	228+14.32	00.000	411.223
B4	228+24.32	00.000	411.105
S. End of S. Apr.	228+34.32	00.000	410.987

WEST EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATION
N. End of S. Apr.	227+95.03	12.000	411.264
B3	228+05.03	12.000	411.146
B4	228+15.03	12.000	411.028
S. End of S. Apr.	228+25.03	12.000	410.909

APPROACH SLAB ELEVATIONS 2  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0011 (S.B.)

**CMT**  
CRAWFORD MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO  
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

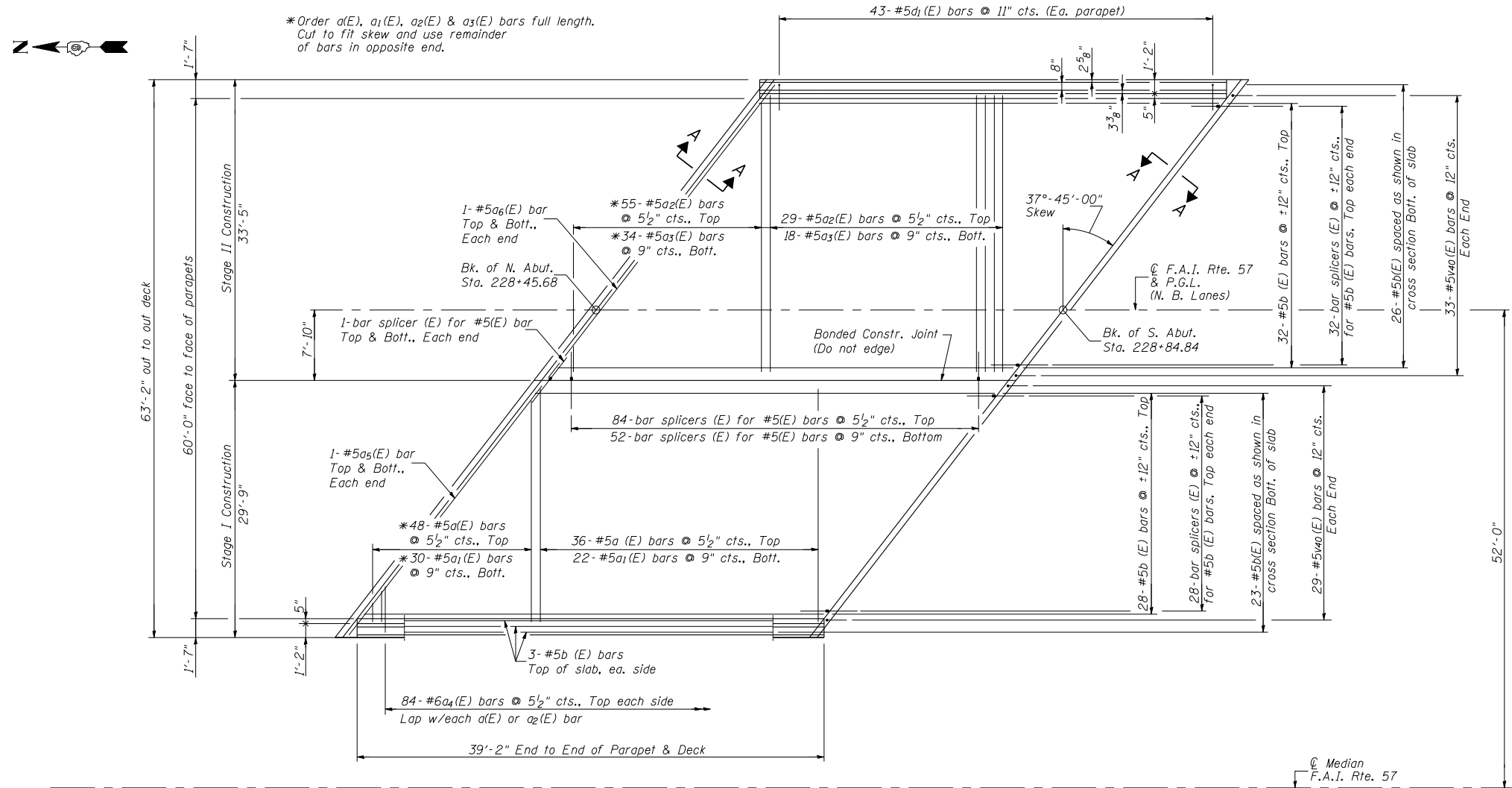
DESIGNED BY: KEH  
CHECKED BY: WLB

DRAWN BY: GLD  
DATE: 4/12/10

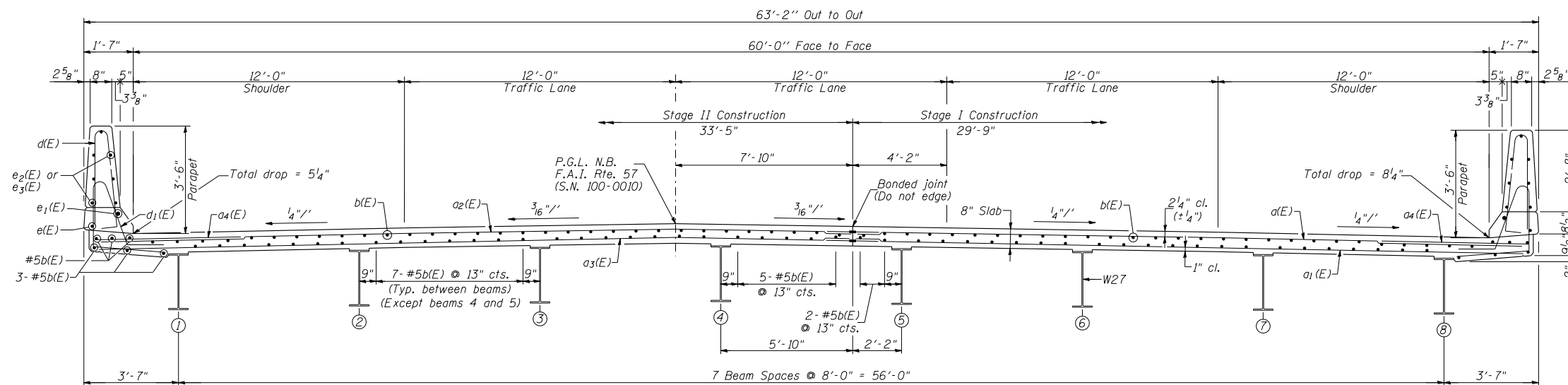
SHEET NO. 9  
29 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	(X1-4-1) BR -1	WILLIAMSON	202	92
CONTRACT NO. 78334				
FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



DECK PLAN  
(S.N. 100-0010 N.B.)



TYPICAL CROSS SECTION  
(Looking South)

NOTES:

1. See Sheet 11 of 29 for parapet details and S.N. 100-0010 Superstructure Bill of Material.
2. See Sheet 27 of 29 for bar splicer details.
3. For Section A-A see Sheet 12 of 29.

SUPERSTRUCTURE  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0010 (N.B.)

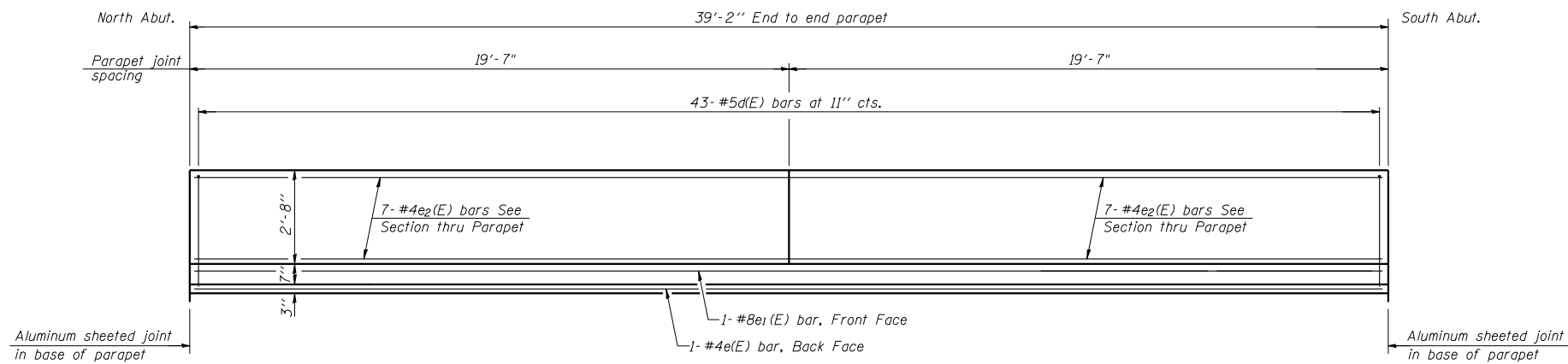


CRAWFORD MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO  
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL  
DESIGNED BY: KEH DRAWN BY: GLD  
CHECKED BY: WLB DATE: 4/12/10

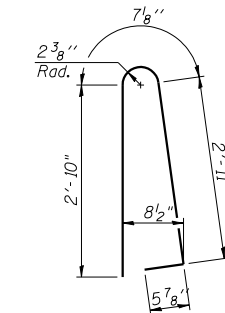
SHEET NO. 10  
29 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	(X1-4-1) BR -1	WILLIAMSON	202	93
CONTRACT NO. 78334				
FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT				

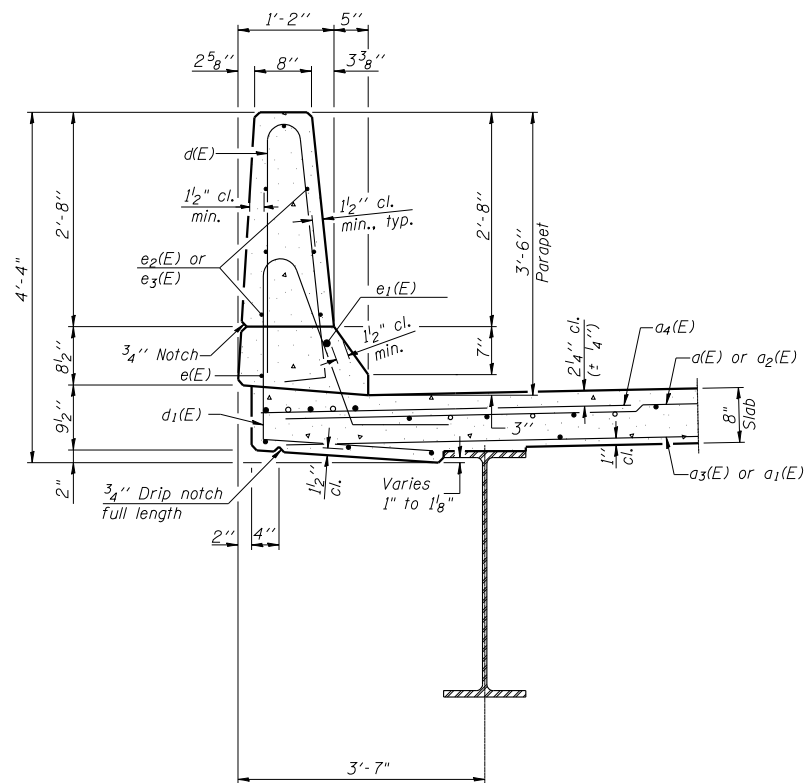
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



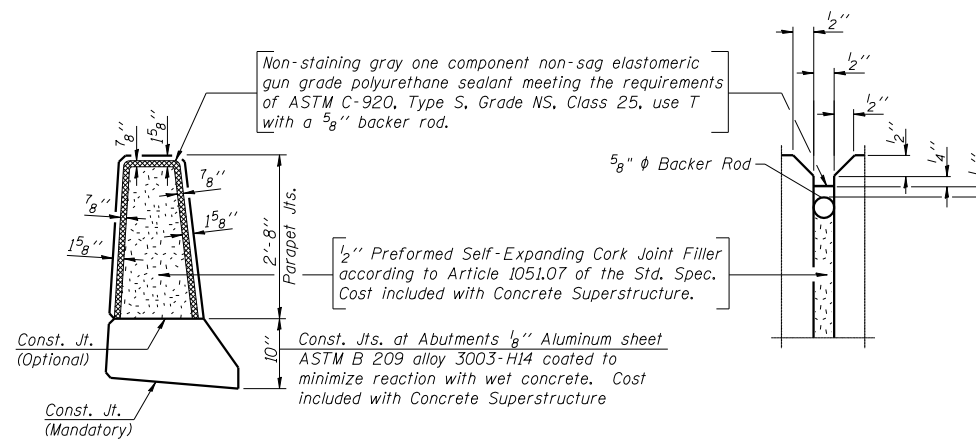
**INSIDE ELEVATION OF PARAPET**  
(East Parapet shown, West opposite)



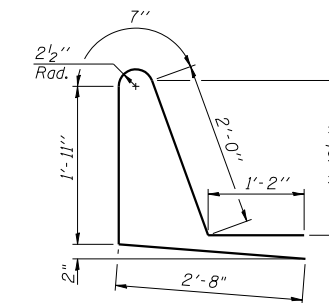
**BAR d(E)**



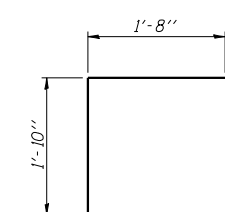
**SECTION THRU PARAPET**



**PARAPET JOINT DETAILS**



**BAR d1(E)**



**BAR v40(E)**

**S.N. 100-0010 (N.B.)  
SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	84	#5	29'-11"	—
a1(E)	52	#5	28'-11"	—
a2(E)	84	#5	32'-11"	—
a3(E)	52	#5	32'-7"	—
a4(E)	168	#6	6'-6"	—
a5(E)	4	#5	36'-10"	—
a6(E)	4	#5	41'-8"	—
b(E)	121	#5	38'-10"	—
d1(E)	86	#5	6'-10"	┘
d1(E)	86	#5	8'-4"	┘
e(E)	2	#4	38'-10"	—
e1(E)	2	#8	38'-10"	—
e2(E)	28	#4	19'-3"	—
m(E)	8	#6	11'-1"	—
m1(E)	16	#6	13'-8"	—
m2(E)	4	#6	9'-4"	—
m3(E)	4	#6	13'-10"	—
m4(E)	4	#6	37'-2"	—
m5(E)	4	#6	41'-10"	—
v40(E)	124	#5	3'-6"	┘
Reinforcement Bars, Epoxy Coated	Pound	19,140		
Concrete Superstructure	Cu. Yd.	86.8		
Bridge Deck Grooving	Sq. Yd.	252		
Protective Coat	Sq. Yd.	299		
Bar Splicers	Each	268		

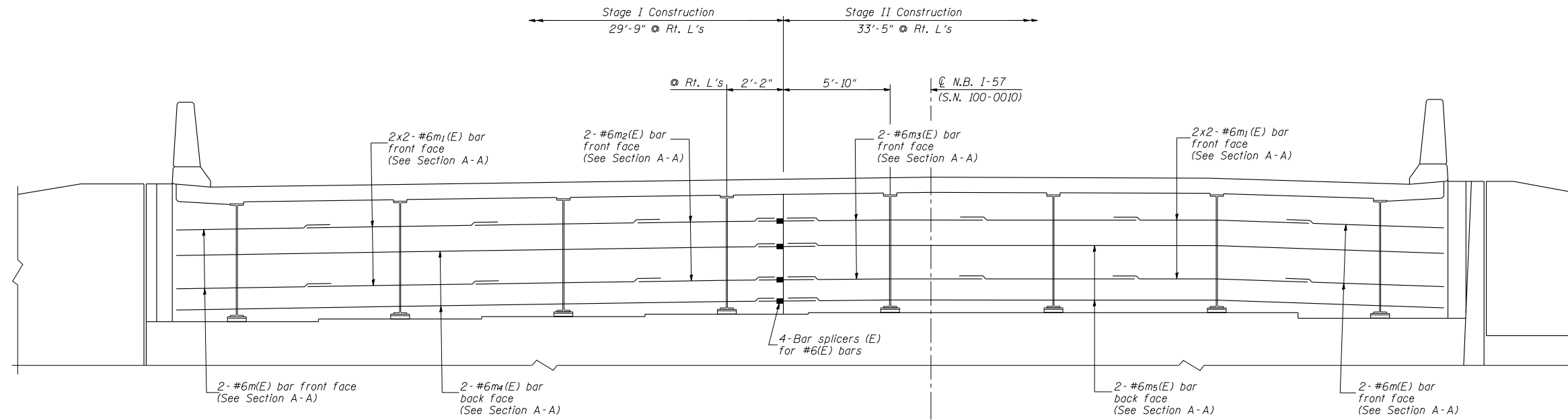
**SUPERSTRUCTURE DETAILS (N.B.)  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0010 (N.B.)**

**CMT**  
CRAWFORD MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO  
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

SHEET NO. 11 29 SHEETS	F.A.S. RTE. I-57	SECTION (X1-4-1) BR -1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 94
	CONTRACT NO. 78334			FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT	

DESIGNED BY: \_\_\_\_\_  
CHECKED BY: WLB  
DRAWN BY: GLD  
DATE: 4/12/10

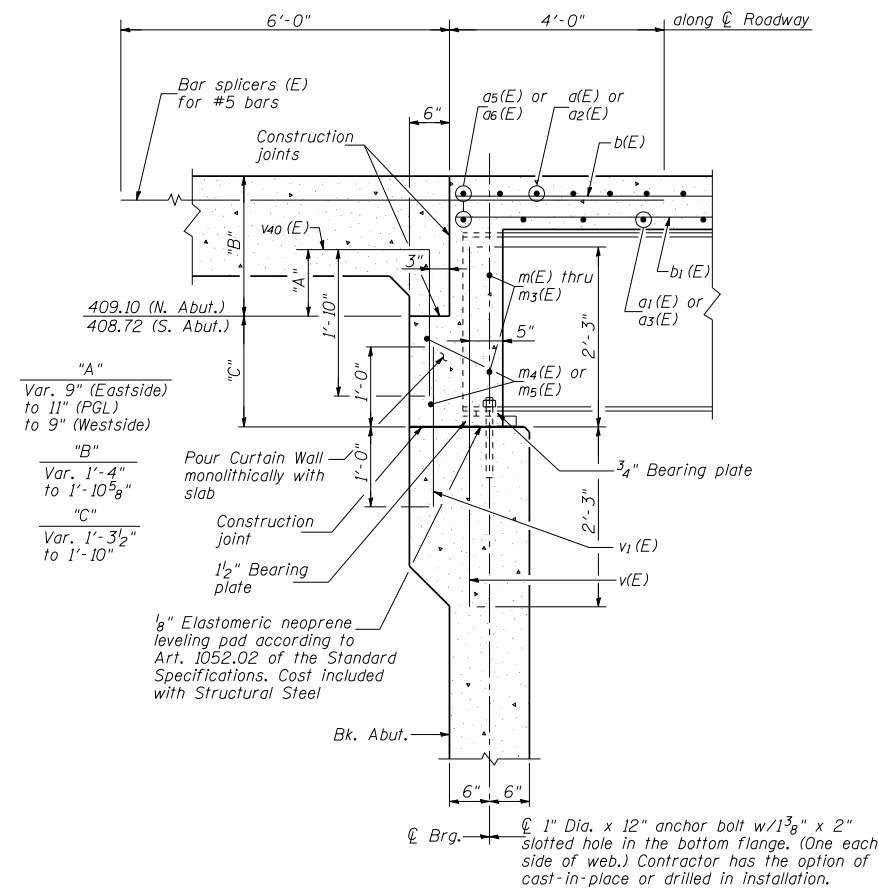
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**CURTAIN WALL ELEVATION AT ABUTMENT**

(SN 100-0010 Looking North at North Abut)  
(SN 100-0010 South Abut. similar)

**MIN. BAR LAP**  
#6 Bar = 3'-4"



**SECTION A-A**

(Dimensions at Rt. angles to abutment, except as shown)

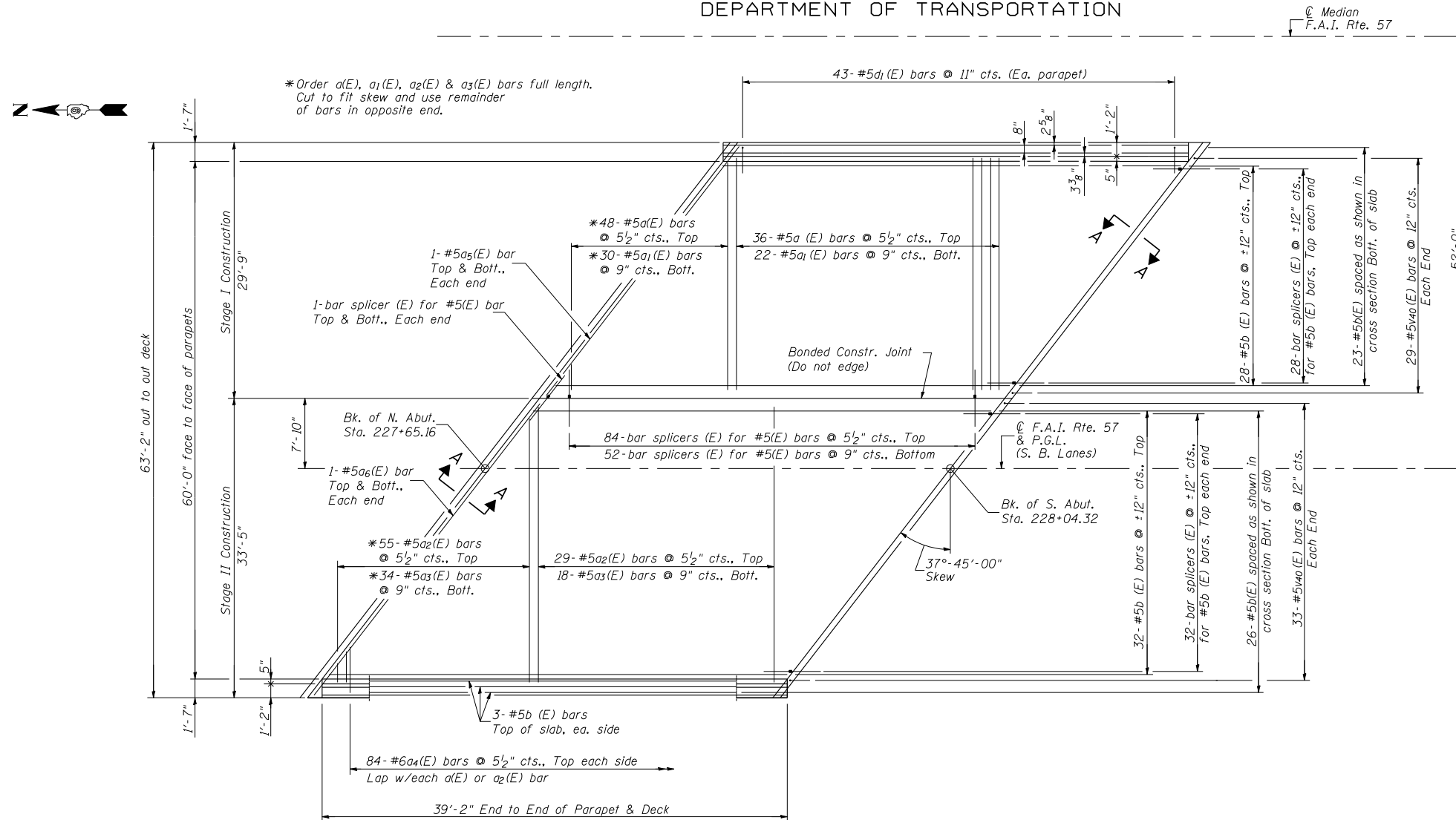
**NOTES:**

1. Reinforcement bars in curtain wall are billed with superstructure on Sheet 11 of 29.
2. Concrete in curtain wall is included with Concrete superstructure on Sheet 11 of 29.
3. For location of holes in web see Sheet 19 of 29.
4. For anchor bolt details see Sheet 19 of 29.
5. For bar splicer details see Sheet 27 of 29.

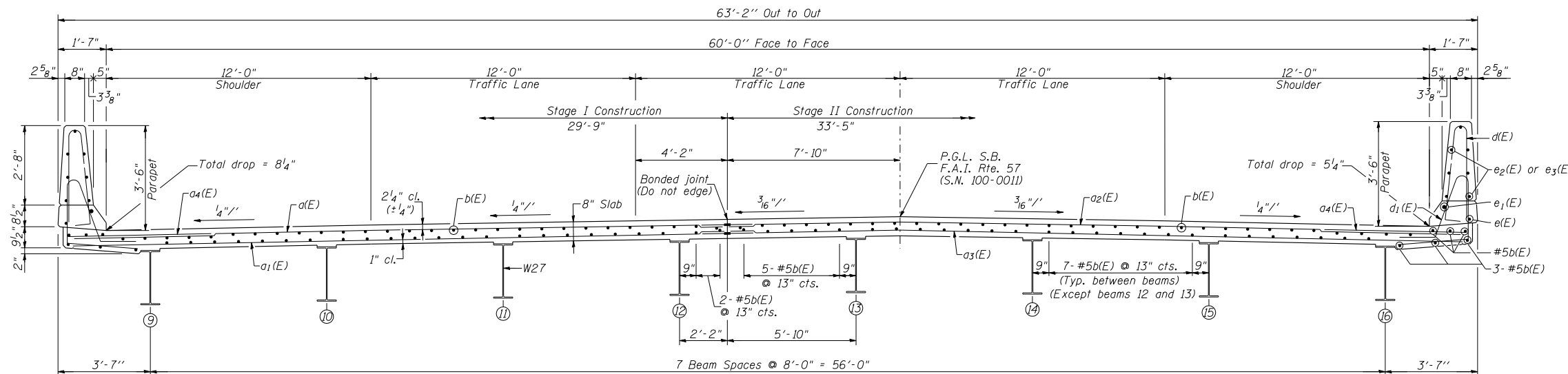
**CURTAIN WALL DETAILS**  
**F.A.I. RTE. 57 OVER**  
**LAKE CREEK BRANCH**  
**STATION 228+25.00**  
**STRUCTURE NO. 100-0010 (N.B.)**

 CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL DESIGNED BY: KEH CHECKED BY: WLB DRAWN BY: GLD DATE: 4/12/10	SHEET NO. 12	F.A.S. RTE. I-57	SECTION (X1-4-1) BR -1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 95
	29 SHEETS	CONTRACT NO. 78334				
FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**DECK PLAN**  
(S.N. 100-0011 S.B.)



**TYPICAL CROSS SECTION**  
(Looking South)

**NOTES:**

1. See Sheet 14 of 29 for parapet details and S.N. 100-0011 Superstructure Bill of Material.
2. See Sheet 27 of 29 for bar splicer details.
3. For Section A-A see Sheet 15 of 29.

**SUPERSTRUCTURE**  
**F.A.I. RTE. 57 OVER**  
**LAKE CREEK BRANCH**  
**STATION 228+25.00**  
**STRUCTURE NO. 100-0011 (S.B.)**



CRAWFORD MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SPRINGFIELD, ILL. ■ AURORA, ILL. ■ ST. LOUIS, MO  
ROCKFORD, ILL. ■ PEORIA, ILL. ■ CHICAGO, ILL.

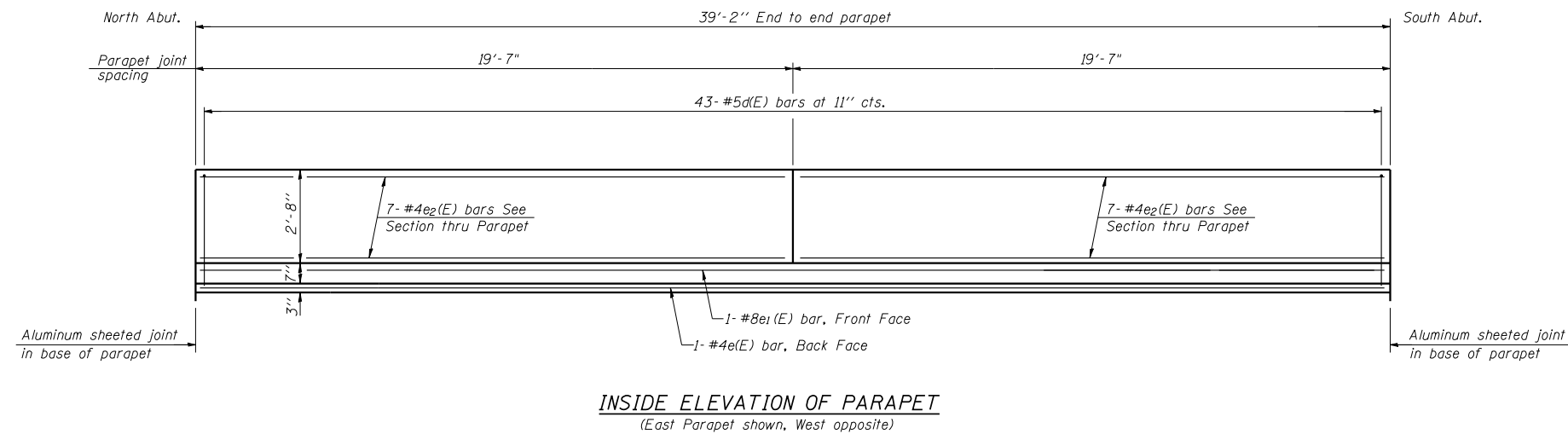
DESIGNED BY: KEH  
CHECKED BY: WLB  
DRAWN BY: GLD  
DATE: 4/12/10

SHEET NO. 13  
29 SHEETS

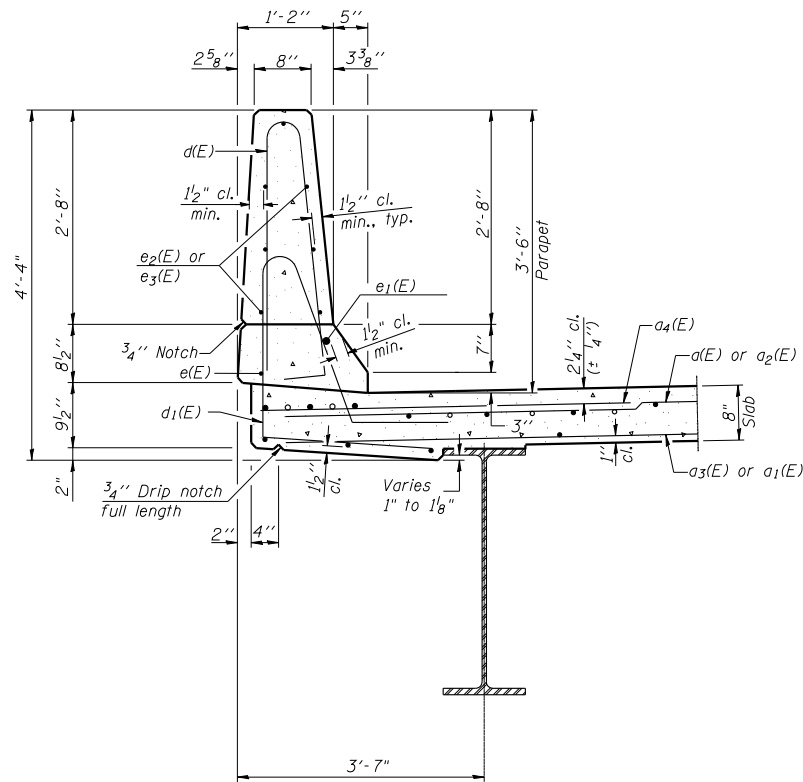
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	(X1-4-1) BR -1	WILLIAMSON	202	96
CONTRACT NO. 78334				
FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT				



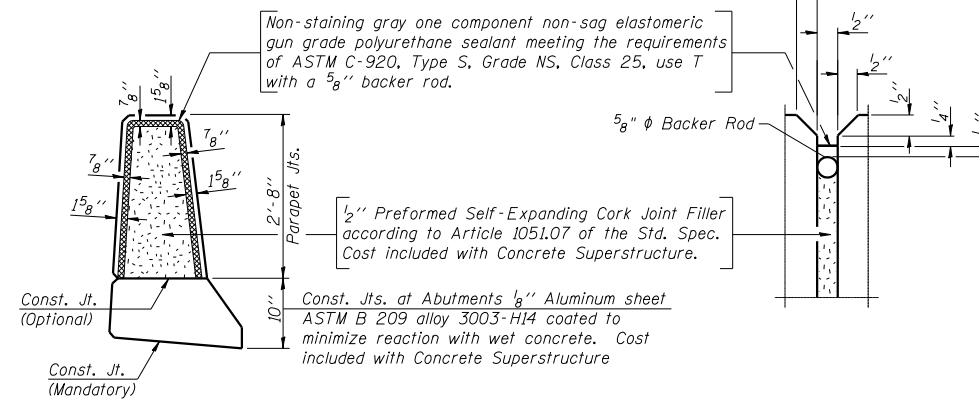
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



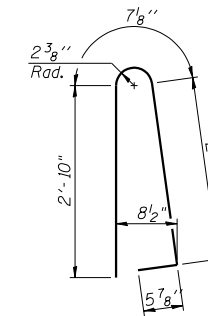
**INSIDE ELEVATION OF PARAPET**  
(East Parapet shown, West opposite)



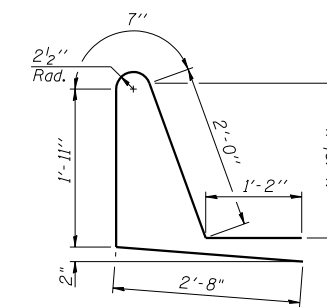
**SECTION THRU PARAPET**



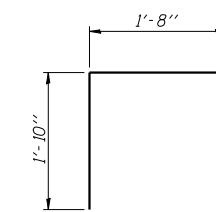
**PARAPET JOINT DETAILS**



**BAR d(E)**



**BAR d1(E)**



**BAR v40(E)**

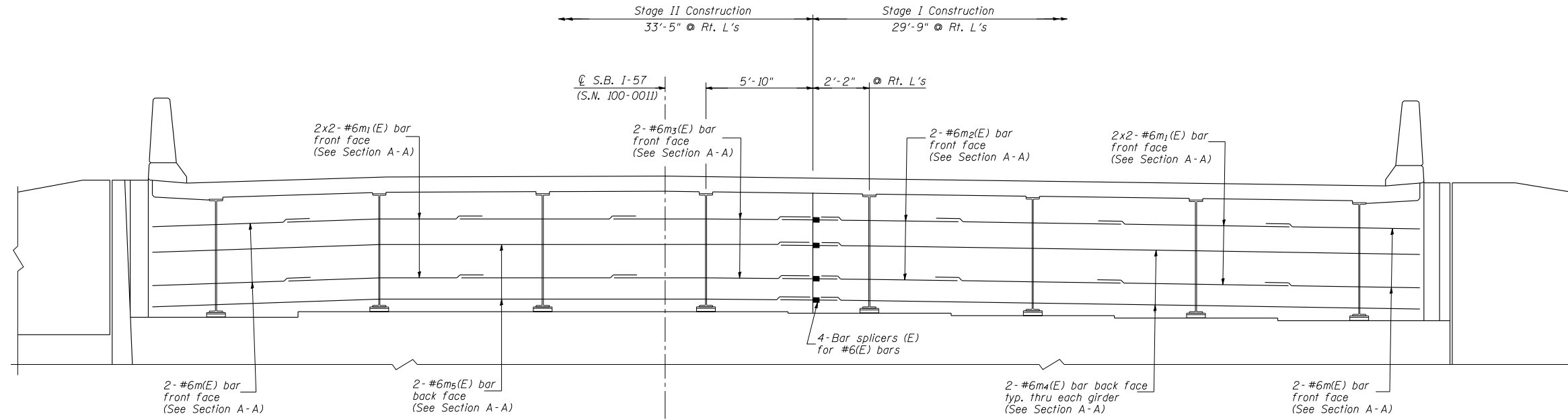
**S.N. 100-0011 (S.B.)  
SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
d(E)	84	#5	29'-1"	—	
d1(E)	52	#5	28'-11"	—	
a2(E)	84	#5	32'-11"	—	
a3(E)	52	#5	32'-7"	—	
a4(E)	168	#6	6'-6"	—	
a5(E)	4	#5	36'-10"	—	
a6(E)	4	#5	41'-8"	—	
b(E)	121	#5	38'-10"	—	
d(E)	86	#5	6'-10"	⌋	
d1(E)	86	#5	8'-4"	⌋	
e(E)	2	#4	38'-10"	—	
e1(E)	2	#8	38'-10"	—	
e2(E)	28	#4	19'-3"	—	
m(E)	8	#6	11'-1"	—	
m1(E)	16	#6	13'-8"	—	
m2(E)	4	#6	9'-4"	—	
m3(E)	4	#6	13'-10"	—	
m4(E)	4	#6	37'-2"	—	
m5(E)	4	#6	41'-10"	—	
v40(E)	124	#5	3'-6"	⌋	
Reinforcement Bars, Epoxy Coated				Pound	19,140
Concrete Superstructure				Cu. Yd.	86.8
Bridge Deck Grooving				Sq. Yd.	252
Protective Coat				Sq. Yd.	299
Bar Splicers				Each	268

**SUPERSTRUCTURE DETAILS (S.B.)  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0011 (S.B.)**

 CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL	SHEET NO. 14	F.A.S. RTE. I-57	SECTION (X1-4-1) BR -1	COUNTY WILLIAMSON	TOTAL SHEETS 202	SHEET NO. 97
	29 SHEETS	CONTRACT NO. 78334		FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT		

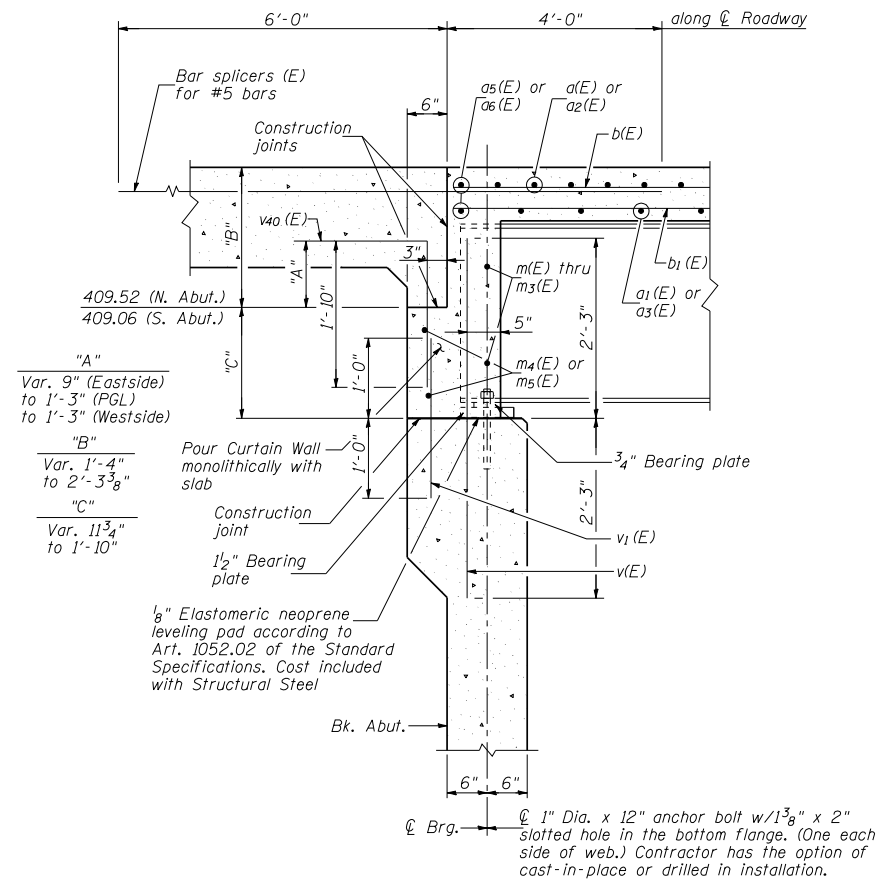
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**CURTAIN WALL ELEVATION AT ABUTMENT**

(SN 100-0011 Looking North at North Abut.)  
(SN 100-0011 South Abut. similar)

**MIN. BAR LAP**  
#6 Bar = 3'-4"



**SECTION A-A**

(Dimensions at Rt. angles to abutment, except as shown)

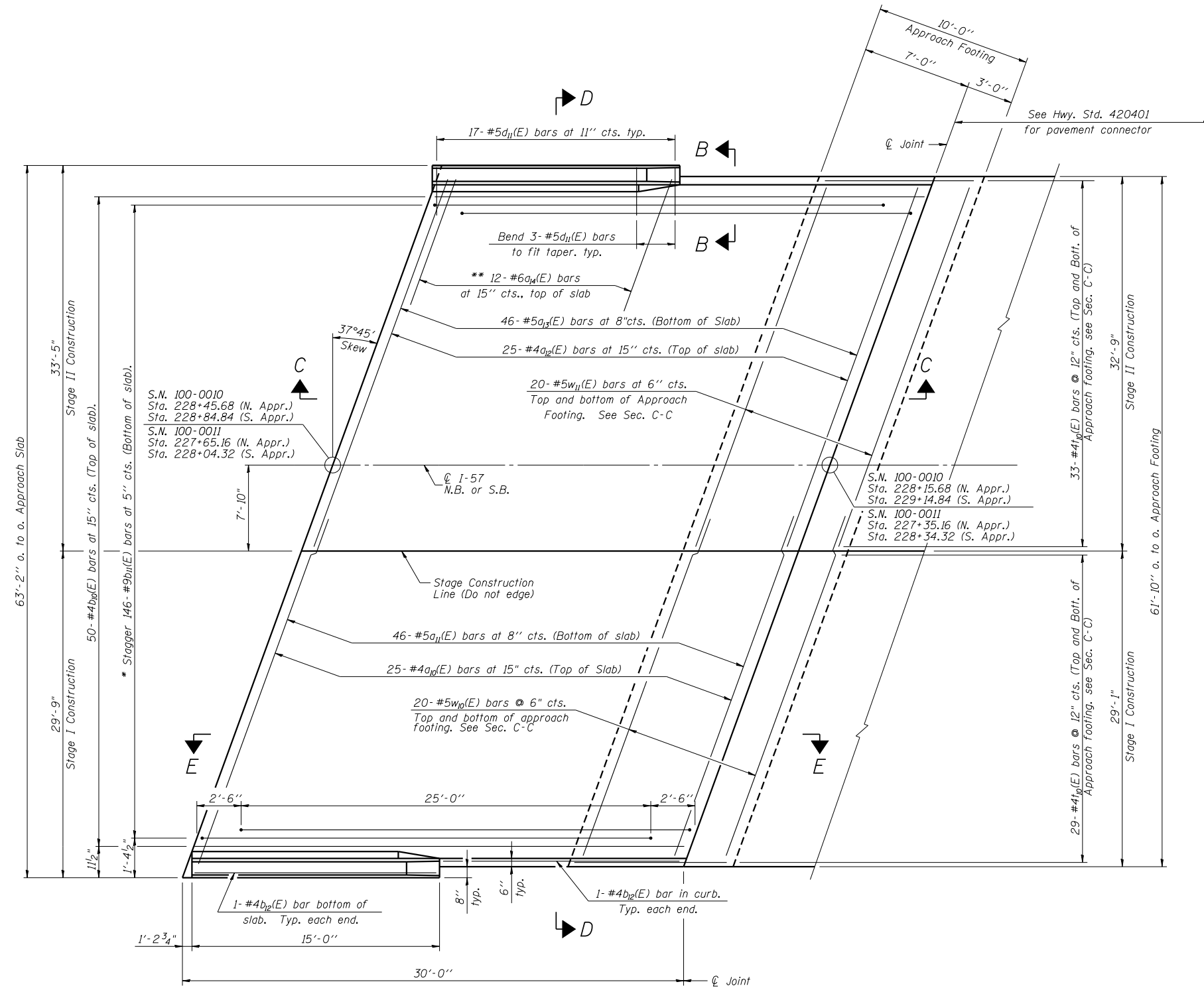
**NOTES:**

1. Reinforcement bars in curtain wall are billed with superstructure on Sheet 14 of 29.
2. Concrete in curtain wall is included with Concrete superstructure on Sheet 14 of 29.
3. For location of holes in web see Sheet 19 of 29.
4. For anchor bolt details see Sheet 19 of 29.
5. For bar splicer details see Sheet 27 of 29.

**CURTAIN WALL DETAILS**  
**F.A.I. RTE. 57 OVER**  
**LAKE CREEK BRANCH**  
**STATION 228+25.00**  
**STRUCTURE NO. 100-0011 (S.B.)**

 CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL	SHEET NO. 15	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	29 SHEETS	I-57	(X1-4-1) BR -1	WILLIAMSON	202	98
DESIGNED BY: KEH CHECKED BY: WLB	DRAWN BY: GLD DATE: 4/12/10	CONTRACT NO. 78334				
		FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**PLAN**

(South Approach S.N. 100-0010 shown.  
North Approach and S.N. 100-0011 similar)

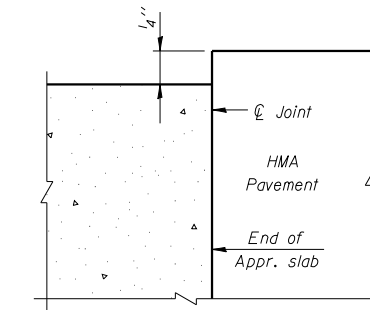
- \* Tilt #9b11(E) bars as required to maintain clearance.
- \*\* Space between a1(E) or a2(E) bars, typ. each parapet.

**MIN. BAR LAPS**

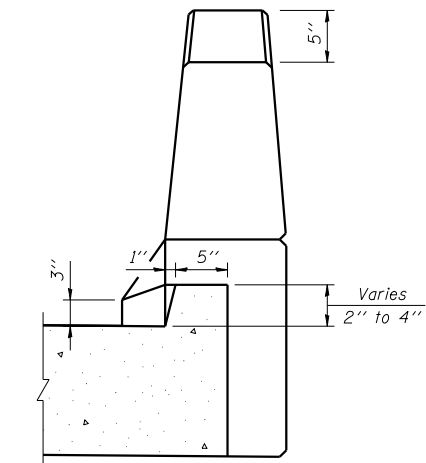
#4 Bar = 2'-0"  
#5 Bar = 2'-6"

**NOTES:**

1. See sheet 17 of 28 for Sections C-C & D-D and View E-E.
2. a1(E) and a2(E) bar spacings measured along  $\text{\textcircled{C}}$  Rdwy.



**FLEXIBLE PAVEMENT  
DETAIL A**



**VIEW B-B**

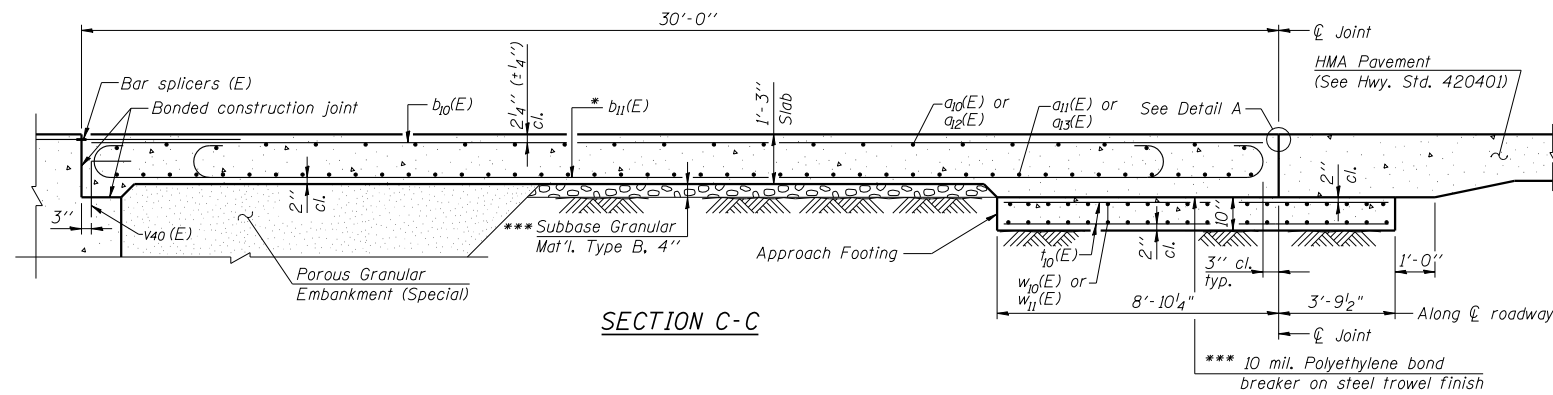
**APPROACH SLAB DETAILS 1**  
**F.A.I. RTE. 57 OVER**  
**LAKE CREEK BRANCH**  
**STATION 228+25.00**  
**STRUCTURE NO. 100-0010 (N.B.)**  
**STRUCTURE NO. 100-0011 (S.B.)**

 CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL	SHEET NO. 16	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	29 SHEETS	I-57	(X1-4-1) BR -1	WILLIAMSON	202	99
DESIGNED BY: KEH CHECKED BY: WLB	DRAWN BY: GLD DATE: 4/12/10	CONTRACT NO. 78334				
FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT						

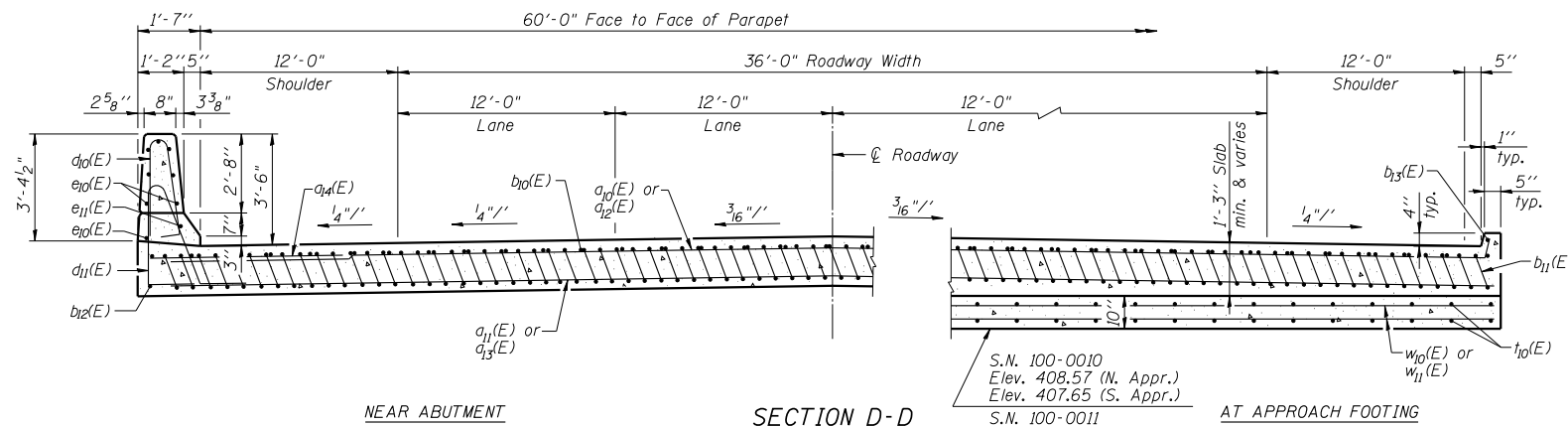
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NOTES:

1. See sheet 16 of 29 for Detail A and View B-B.
2. Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
3. Approach footing concrete shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. For  $v_{40}(E)$  bar details, see sheets 10 thru 15 of 29.
6. The approach footing maximum applied service bearing pressure ( $Q_{max}$ ) = 2.0 ksf.
7. For bar splicer details, see sheet 27 of 29.
8. Cost of excavation for approach footing included with Concrete Structures.
9. For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 29.
10. For additional parapet details, see sheets 11 & 14 of 29.



SECTION C-C



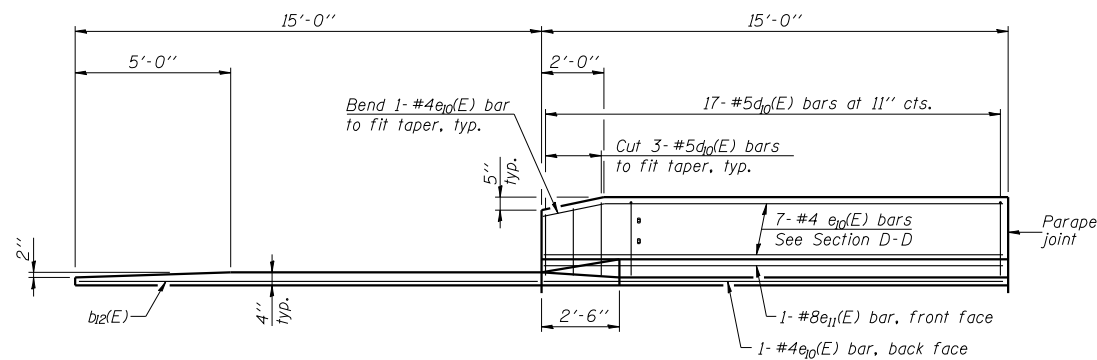
NEAR ABUTMENT

SECTION D-D

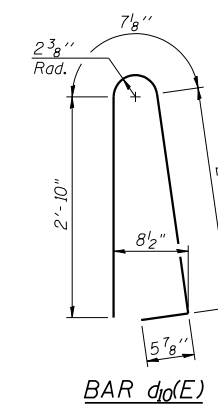
AT APPROACH FOOTING

\* Tilt #9  $b_{11}(E)$  bars as required to maintain clearance.

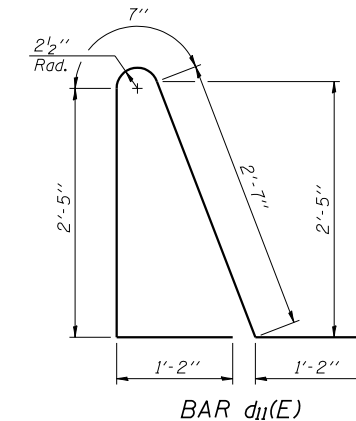
\*\*\* Cost included with Concrete Superstructure.



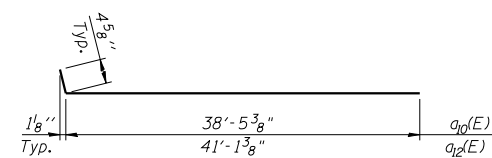
VIEW E-E



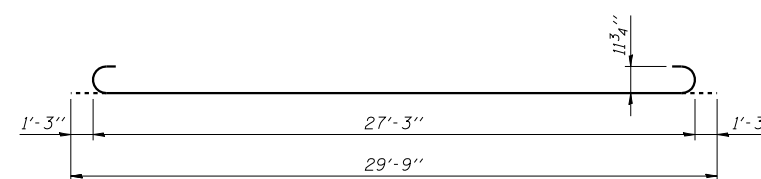
BAR  $d_{10}(E)$



BAR  $d_{11}(E)$



BAR  $a_{10}(E)$  and  $a_{12}(E)$



BAR  $b_{11}(E)$

FOUR APPROACHES  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_{10}(E)$	100	#4	38'-10"	U
$a_{11}(E)$	184	#5	39'-2"	U
$a_{12}(E)$	100	#4	41'-6"	U
$a_{13}(E)$	184	#5	41'-2"	U
$a_{14}(E)$	96	#6	6'-6"	U
$b_{10}(E)$	200	#4	29'-8"	U
$b_{11}(E)$	584	#9	29'-9"	U
$b_{12}(E)$	16	#4	14'-8"	U
$d_{10}(E)$	136	#5	6'-10"	U
$d_{11}(E)$	136	#5	7'-11"	U
$e_{10}(E)$	64	#4	14'-8"	U
$e_{11}(E)$	8	#8	14'-8"	U
$t_{10}(E)$	496	#4	12'-3"	U
$w_{10}(E)$	160	#5	39'-2"	U
$w_{11}(E)$	160	#5	41'-2"	U
Bridge Deck Grooving		Sq. Yd.	780	
Protective Coat		Sq. Yd.	864	
Structure Excavation		Cu. Yd.	213	
Concrete Superstructure		Cu. Yd.	391.0	
Concrete Structures		Cu. Yd.	96.5	
Reinforcement Bars, Epoxy Coated		Pound	105,410	

APPROACH SLAB DETAILS 2  
F.A.I. RTE. 57 OVER  
LAKE CREEK BRANCH  
STATION 228+25.00  
STRUCTURE NO. 100-0010 (N.B.)  
STRUCTURE NO. 100-0011 (S.B.)

**CMT**  
CRAWFORD MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO  
ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

SHEET NO. 17  
29 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-57	(X1-4-1) BR -1	WILLIAMSON	202	100
CONTRACT NO. 78334				
FED. ROAD DIST. NO. 9 ILLINOIS FED. AID PROJECT				

DESIGNED BY: KEH  
CHECKED BY: WLB  
DRAWN BY: GLD  
DATE: 4/12/10